FFSA
FEDERATION FRANÇAISE DU SPORT AUTOMOBILE
Référence Enregistrement
N° : CK 2024 / 13
DATE : 22.01.2024

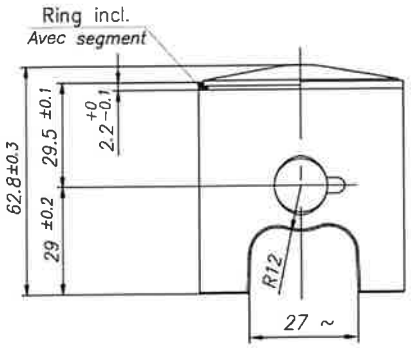
X30 125cc RL-C TAG

FEATURES - *CARACTERISTIQUES*	
Cylinder volume *Volume du cylindre*	123.67 cm³
Bore *Alésage*	54 mm
Max. bore *Alésage max.*	54.28 mm
Stroke *Course*	54 mm
Cooling system *Système de refroidissement*	Water *À Eau*
Inlet system *Système d' admission*	Reed valve *À clapets*
Cylinder / crankcase transfers n° *N° de canaux cylindre / carter*	3 / 3
Inlet / exhaust ports number *N° lumières admiss. / échapp.*	3 / 3
Combustion chamber shape *Forme chambre de combustion*	Spherical *Sphèrique*
Selettra *or PVL ignition* *Allumage Selettra ou PVL*	Digital
Distance between conrod centers *Longueur (entraxe) de la bielle*	102 mm
RPM limiter *Limiteur de régime*	Yes *Oui*
Electric starter *Démarreur électrique*	*Yes* *Oui*

Carburetor Tillotson *Carburateur Tillotson*	HW-27A (Ø27 Venturi)
Number of piston rings *Nombre de segments*	1
Big end conr. bearing diam. *Diamètre roulement tête de bielle*	20x26x15
Crankshaft bearing diam. *Diamètre roulement du vilebrequin*	30x62x16
Small end conr. bearing diam. *Diamètre roulement pied de bielle*	14x18x17.5
Balancing shaft *Arbre d'équilibrage*	*Yes* *Oui*

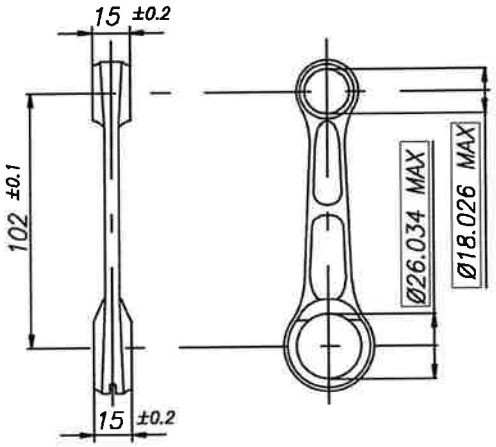
DESCRIPTION OF THE MATERIAL *DESCRIPTION DES MATERIAUX*	
Conrod material *Matériau de la bielle*	Steel *Acier*
Crankshaft material *Matériau du vilebrequin*	Steel *Acier*
Balancing shaft material *Matériau de l' arbre d' équilibrage*	Steel *Acier*
Gears material *Matériau des engrenages*	Steel *Acier*
Starter ring material *Matériau de la couronne démarreur*	Steel *Acier*
Head material *Matériau de la culasse*	Aluminium
Cylinder material *Matériau du cylindre*	Aluminium
Liner material *Matériau de la chemise*	Iron *Fonte*
Crankcase material *Matériau du carter*	Aluminium
Piston material *Matériau du piston*	Aluminium
Piston rings material *Matériau des segments*	Iron *Fonte*
Exhaust muffler material *Matériau du pot d' échappement*	Sheet-steel *Tôle acier*
Ball-bearings *Roulements*	Type 6206

PISTON



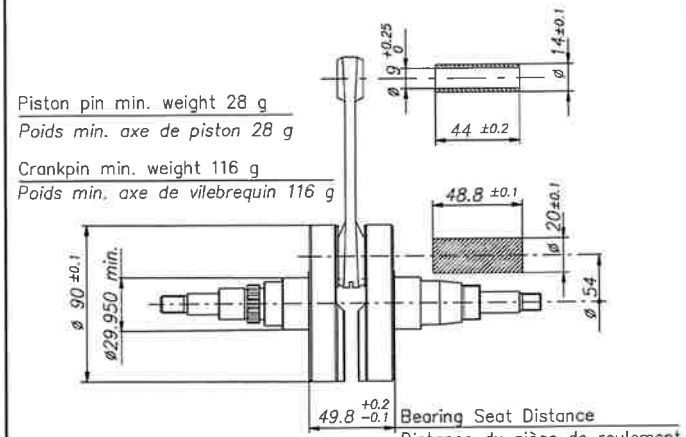
Piston min. weight (ring incl.) 128 g
Poids min. piston (avec segment) 128g

DISTANCE BETWEEN CONROD CENTERS
ENTRAXE DE LA BIELLE



Min. weight 110 g
Poids min. 110 g

CRANKSHAFT - *VILEBREQUIN*

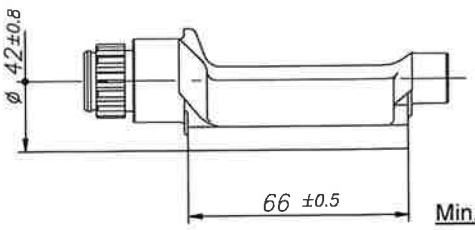


Piston pin min. weight 28 g
Poids min. axe de piston 28 g

Crankpin min. weight 116 g
Poids min. axe de vilebrequin 116 g

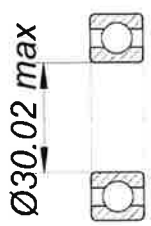
Complete crankshaft min. weight 2150 g
Poids min. du vilebrequin complet 2150 g

BALANCING SHAFT
ARBRE D'EQUILIBRAGE

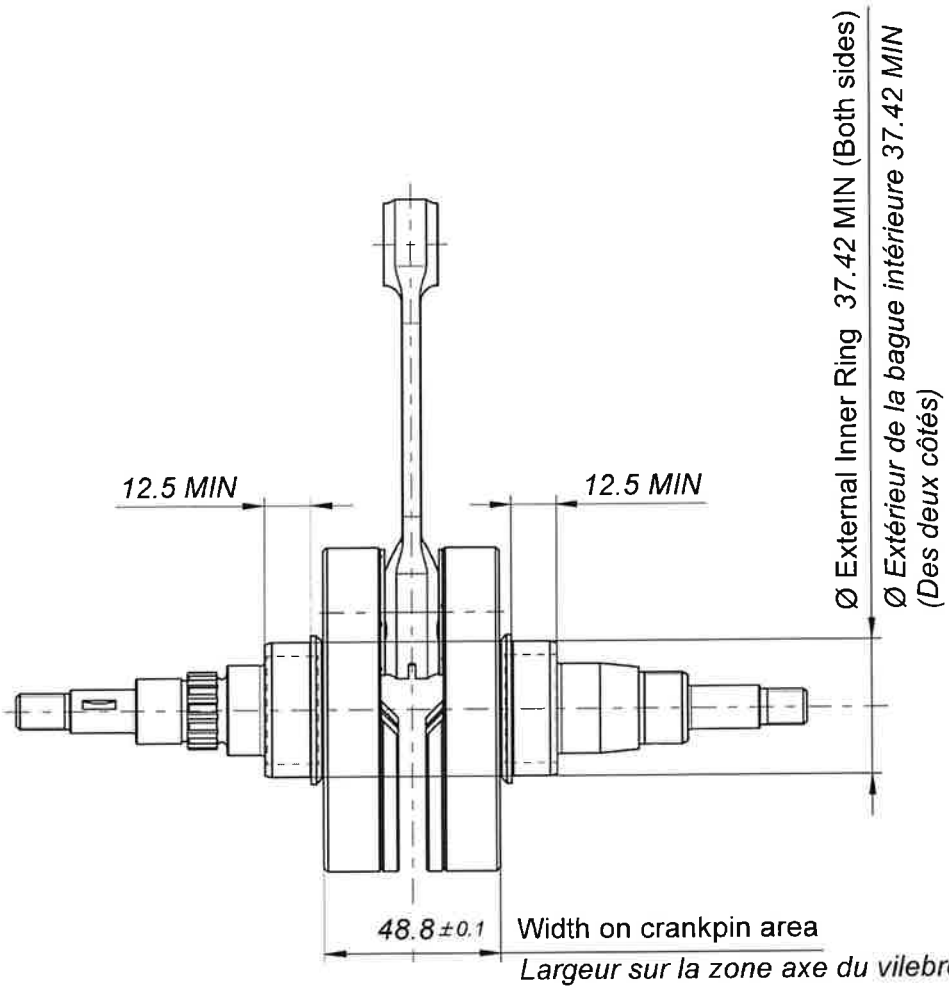


Min. weight 315 g
Poids Min. 315 g

CRANKSHAFT BALL BEARINGS
ROULEMENTS À BILLES DU VILEBREQUIN

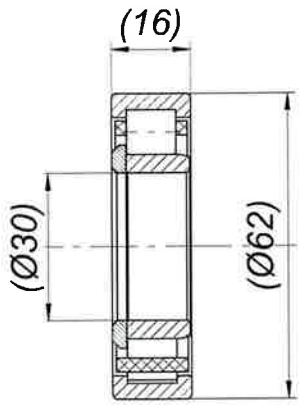


DIMENSIONS OF ALTERNATIVE CRANKSHAFT WITH ROLLER MAIN BEARINGS
DIMENSIONS DU VILEBREQUIN ALTERNATIF AVEC ROULEMENTS A ROULEAUX

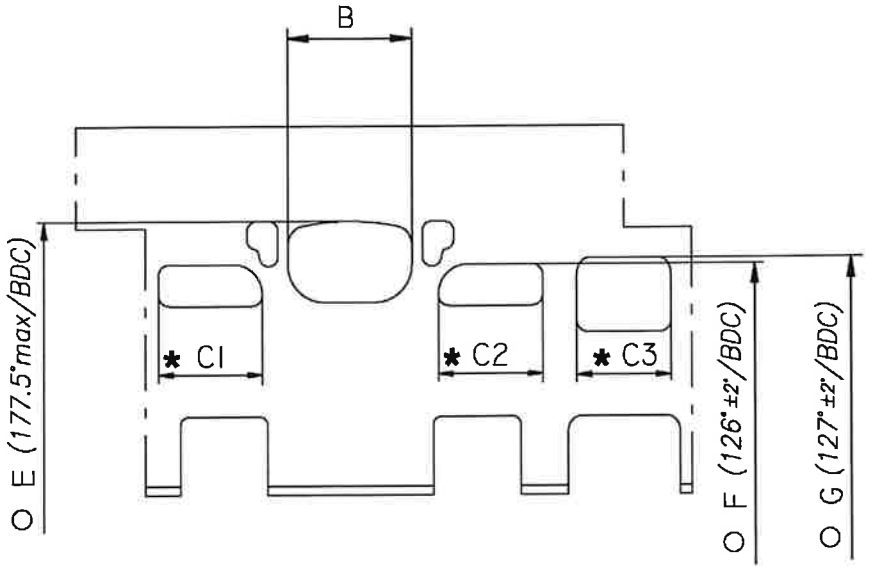


Crankshaft complete min. Weight 2220 g
Poids min. du vilebrequin

ROLLER MAIN BEARING
ROULEMENTS À ROULEAUX DU VILEBREQUIN



CYLINDER DEVELOPMENT - *DEVELOPPEMENT DU CYLINDRE*



B	≤ 36.5 mm
C1 = C2	≤ 30 mm
C3	≤ 28.5 mm
E	177.5° max
F	126° ± 2°
G	127° ± 2°

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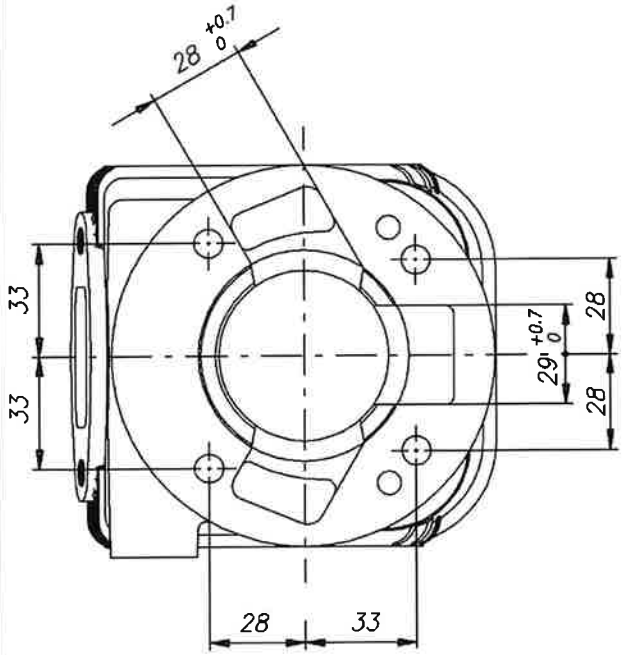
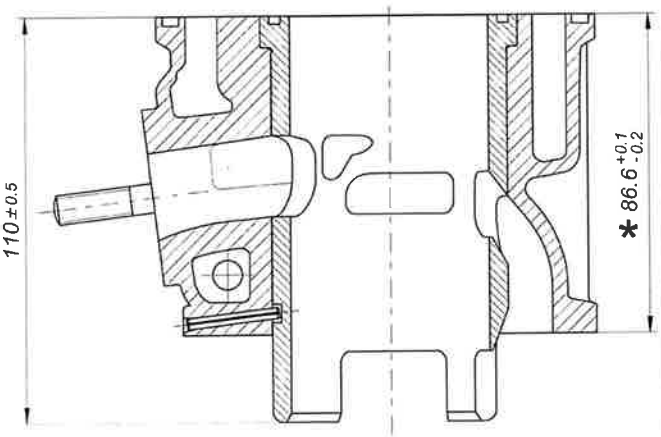
* *CHORDAL READING*
LECTURE CORDALE

O *ANGULAR READING BY INSERTING A 0.2x5 mm GAUGE*
LECTURE ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2x5 mm

CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE

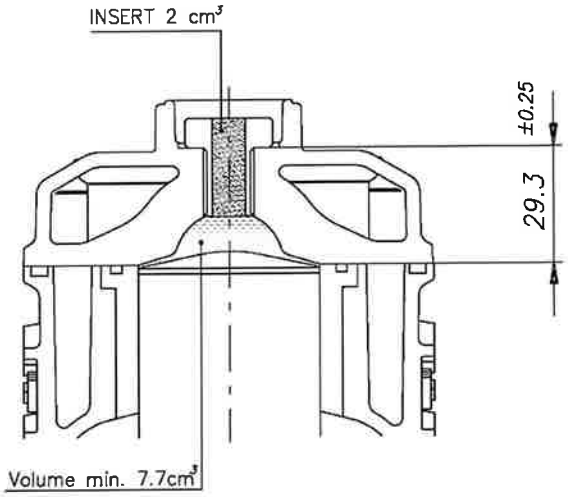


CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



* from the base plane of the cylinder to the top plane of the liner
à partir du plan de base du cylindre jusqu'au plan supérieur de la chemise

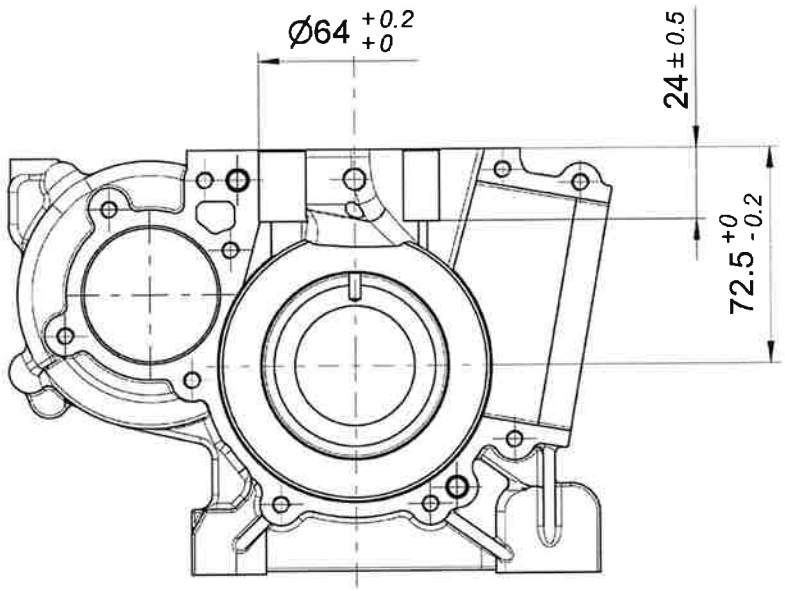
COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMBUSTION



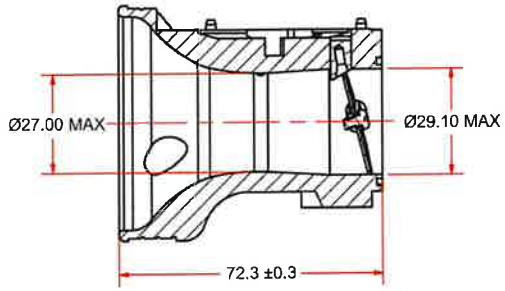
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

ATT. : SQUISH MIN. = 0.90 mm
(measured with Ø1.5mm TIN - *mesurée avec de l'étain Ø1.5mm)*

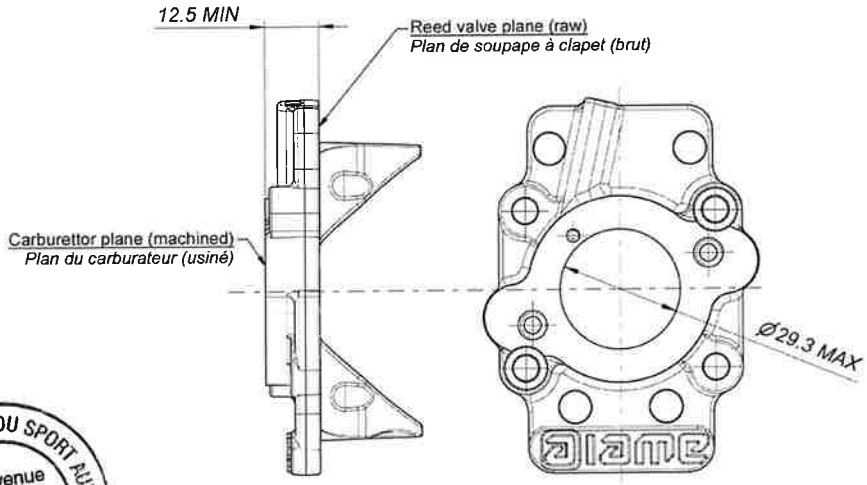
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



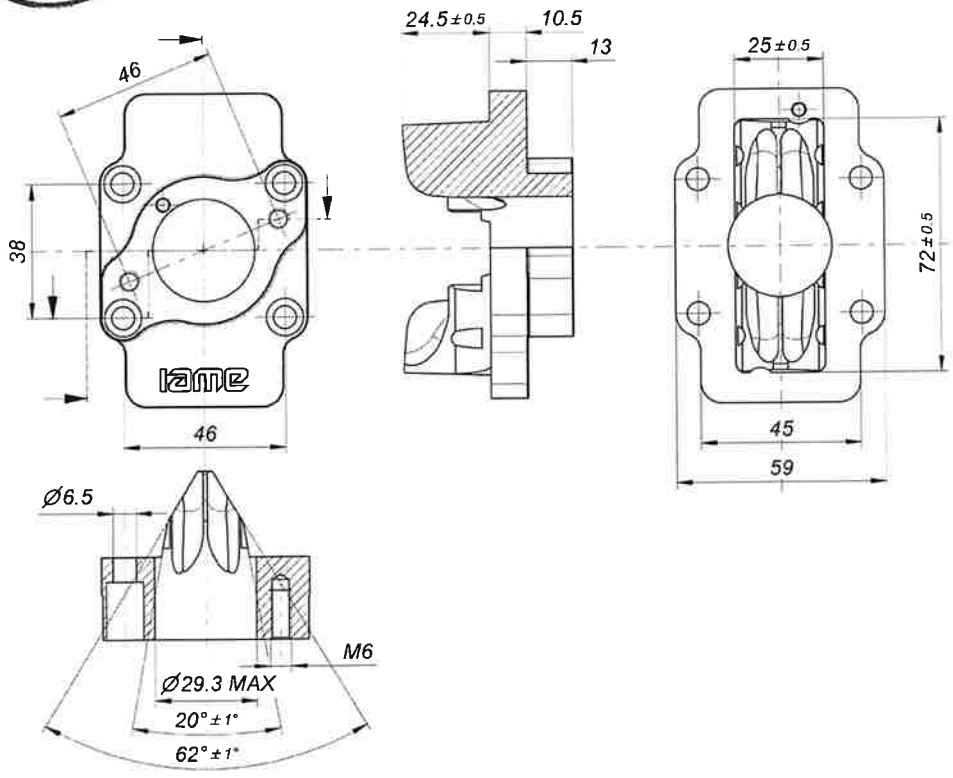
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS
DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



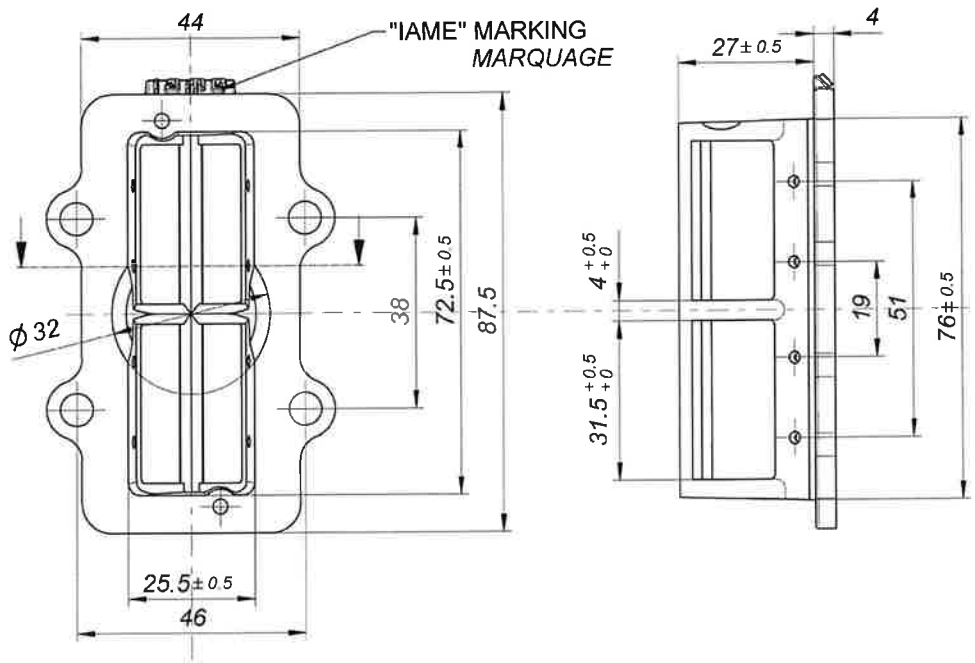
INLET CONVERYOR DIMENSIONS – TYPE 1
CONVOYEUR D'ADMISSION – TYPE 1

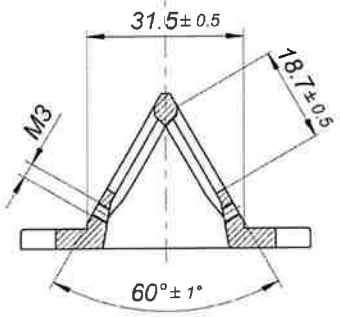


INLET CONVERYOR DIMENSIONS – TYPE 2
CONVOYEUR D'ADMISSION – TYPE 2



REED VALVE - DIMENSIONS AND MARKING
BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE





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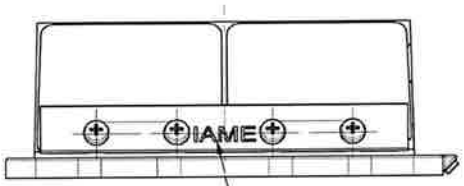
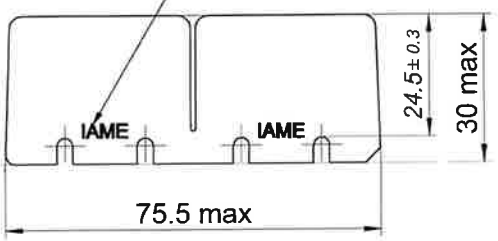


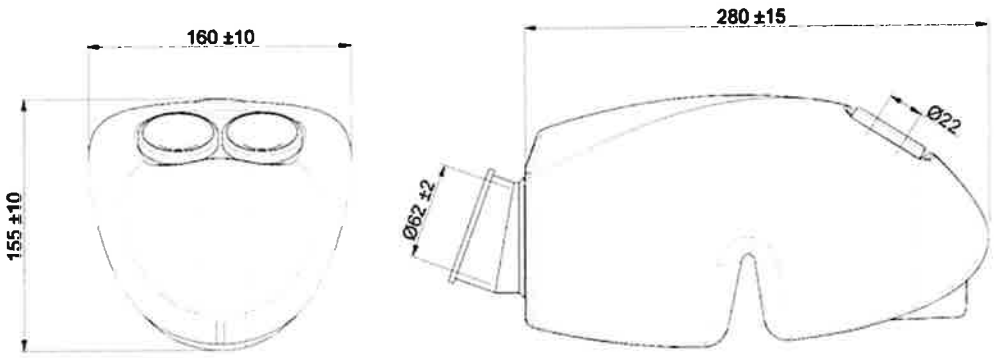
"IAME"
MARKING / *MARQUAGE*



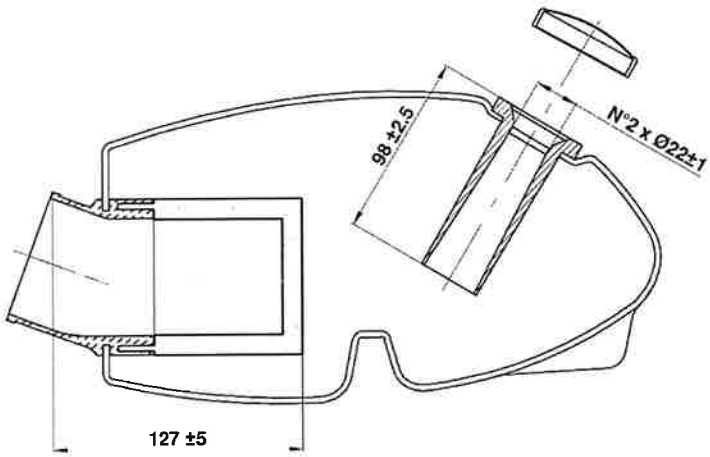
Genuine IAME vetronite reeds min. thickness 0.30mm
Clapets IAME authentique en fibre de verre 0.30mm épaisseur mini

Genuine IAME carbon fiber reeds min. thickness 0.24mm
Clapets IAME authentique en fibre de carbone 0.24mm épaisseur mini

INLET SILENCER – DRAWING
DESSIN DU SILENCIEUX D'ADMISSION

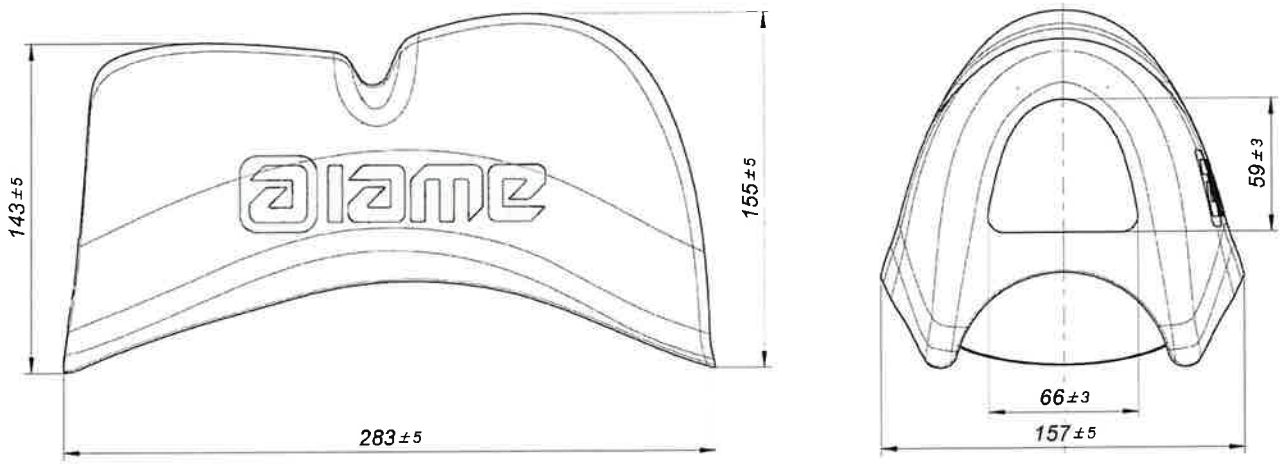


WITH SPONGE AIR FILTER
AVEC MANCHON COMPLET ET FILTRE À AIR



INLET SILENCER - PHOTO
PHOTO - SILENCIEUX D'ADMISSION

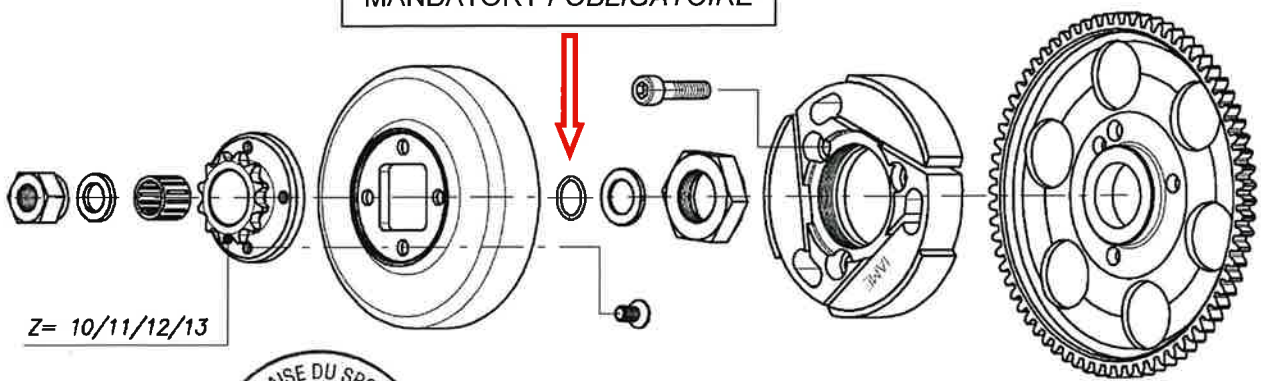
RAIN COVER INLET SILENCER – DRAWING
DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



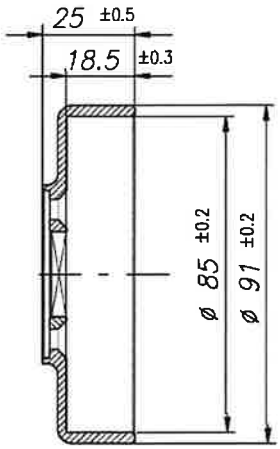
RAIN COVER INLET SILENCER - PHOTO
PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION

DESCRIPTION OF THE CLUTCH - *DESCRIPTION DE L'EMBRAYAGE*

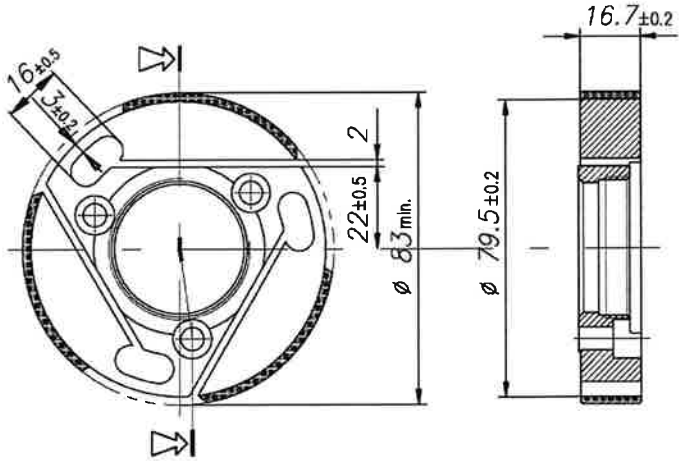
MANDATORY / *OBLIGATOIRE*



COMPONENTS OF THE CLUTCH – *COMPOSANTS DE L' EMBRAYAGE*

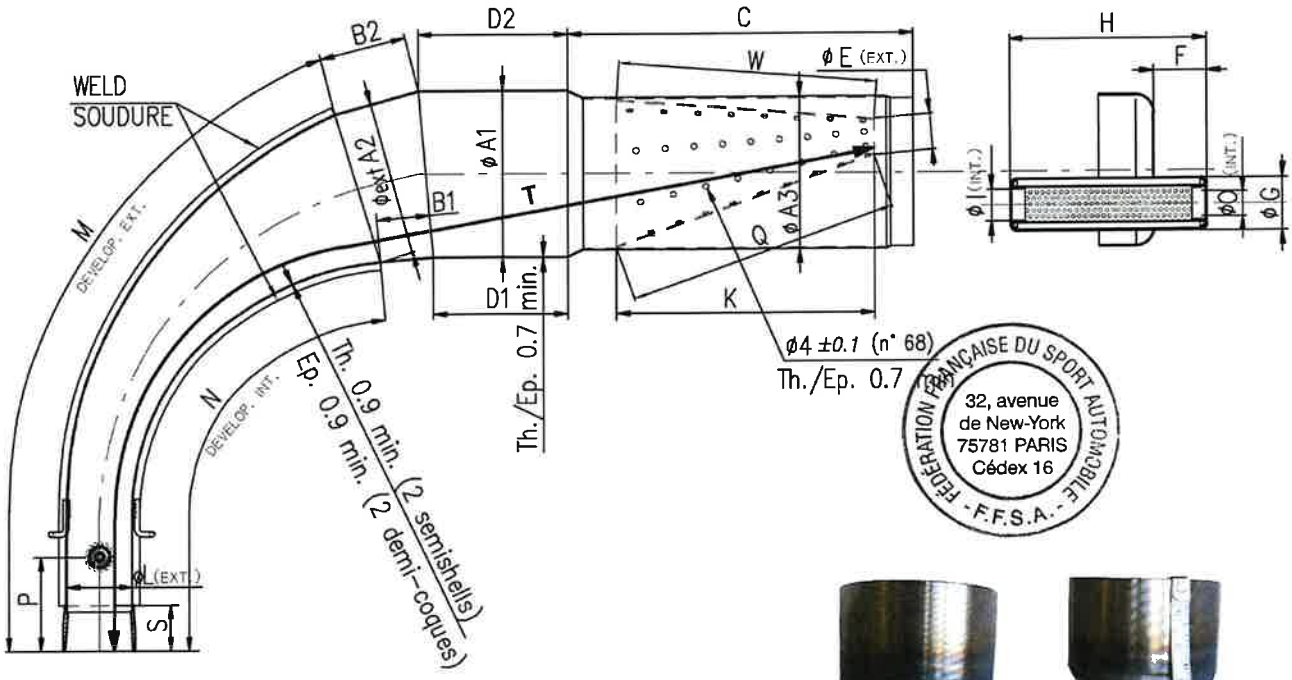


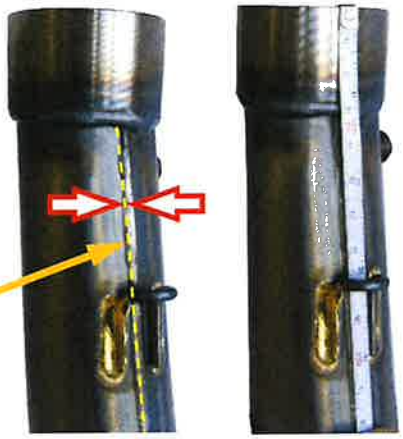
Min. weight 225 g
Poids min. 225g



Min. weight 375 g
Poids min. 375g

EXHAUST MUFFLER VIEW AND DIMENSIONS
VUE ET DIMENSIONS DU SILENCIEUX D'ECHAPPEMENT





The tape must follow the centerline of the weld at all points.

Le ruban doit suivre l'axe de la soudure en tous points.

Min. Weight 1.780 g
Poids min. 1.780 g

ØA1: 110 ±1.5 Øext.	**B2:** 60 ±3	**ØE:** 23.5 ±2 Øext.	**ØI:** 21 ±1 Øint.	**N:** 341 ±3	**T:** 690 ±3
ØA2: 102 ±1.5 Øext.	**C:** 219 ±3	**F:** 36 ±2	**K:** 170 ±3	**ØO:** 21 ±1 Øint.	**W:** 170 ±3
ØA3: 100 ±1.5 Øext.	**D1:** 90 ±3	**ØG:** 35 ±1 Øext.	**ØL:** 42.5 ±1.5 Øext.	**P:** 50 ±10	**Q:** 182 ±3
B1: 60 ±3	**D2:** 109 ±3	**H:** 132 ±3	**M:** 439 ±3	**S:** 29 ±1.5	

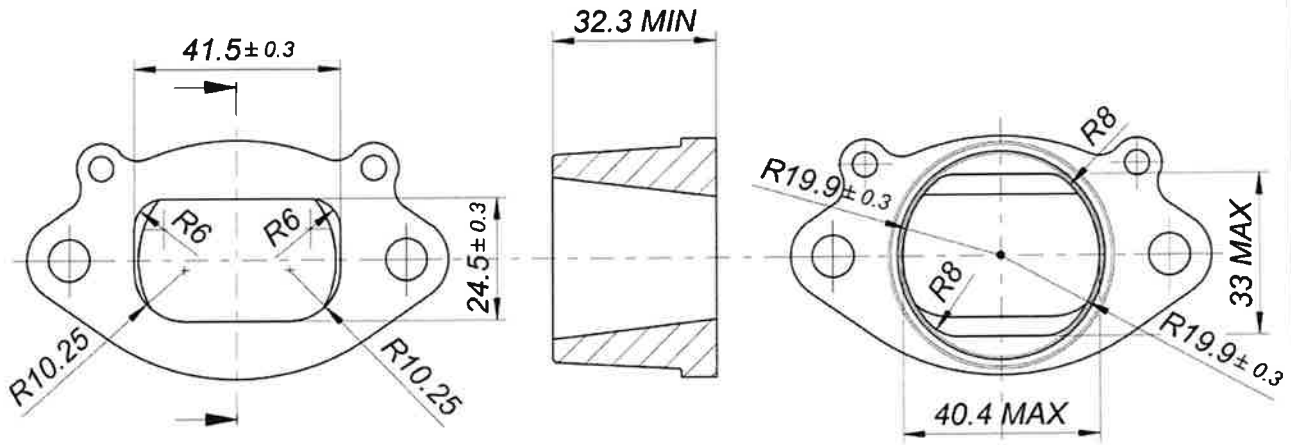
ATTENTION:

The dimensions "**M**", "**N**" and "**T**" must be taken by steel tape measure 6mm wide.
The dimensions "**M**" and "**N**" must be taken on the weld centerline.

*Les dimensions « **M** », « **N** » et « **T** » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.*
*Les dimensions « **M** », « **N** » doivent être prises sur l'axe de la soudure.*

The dimensions "**Q**" and "**W**" must be taken by steel tape measure 12mm wide.
*Les dimensions « **Q** » et « **W** » doivent être prises à l'aide d'un ruban à mesurer en acier 12 mm de large.*

SENIOR EXHAUST FITTING
RACCORD D'ECHAPPEMENT SENIOR



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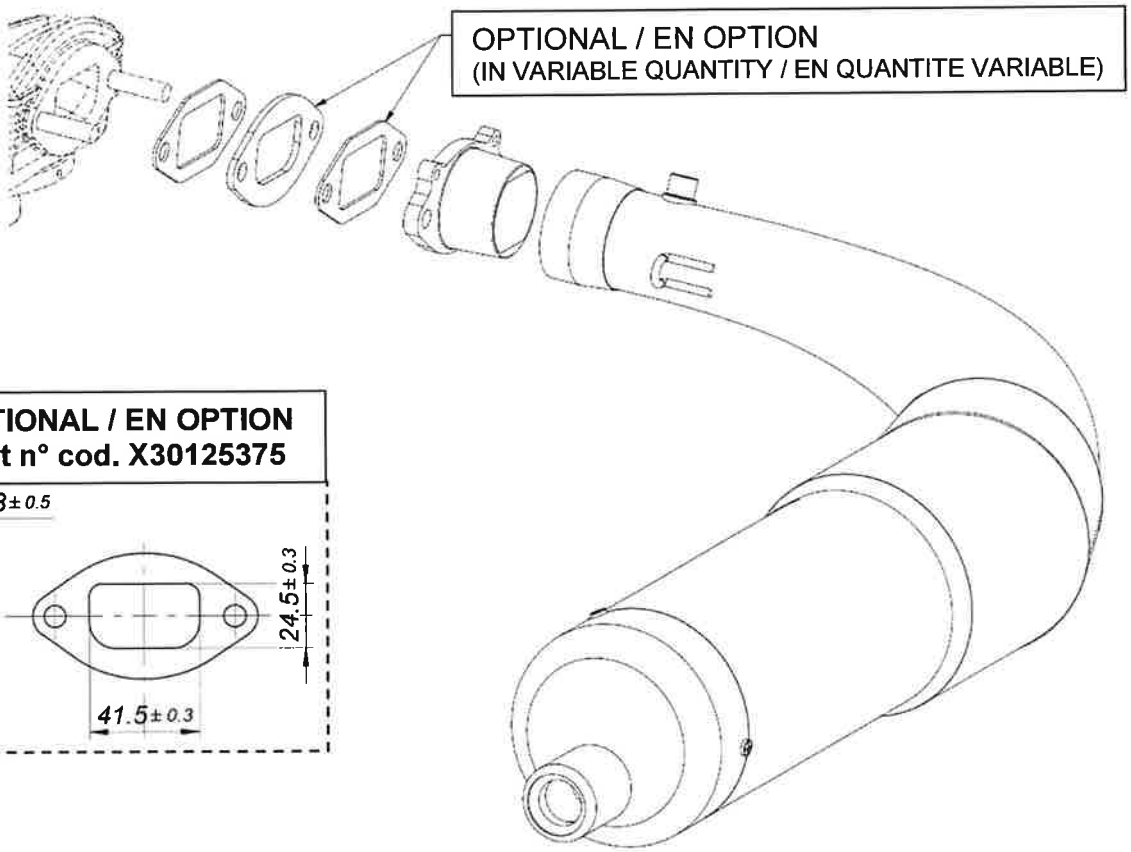
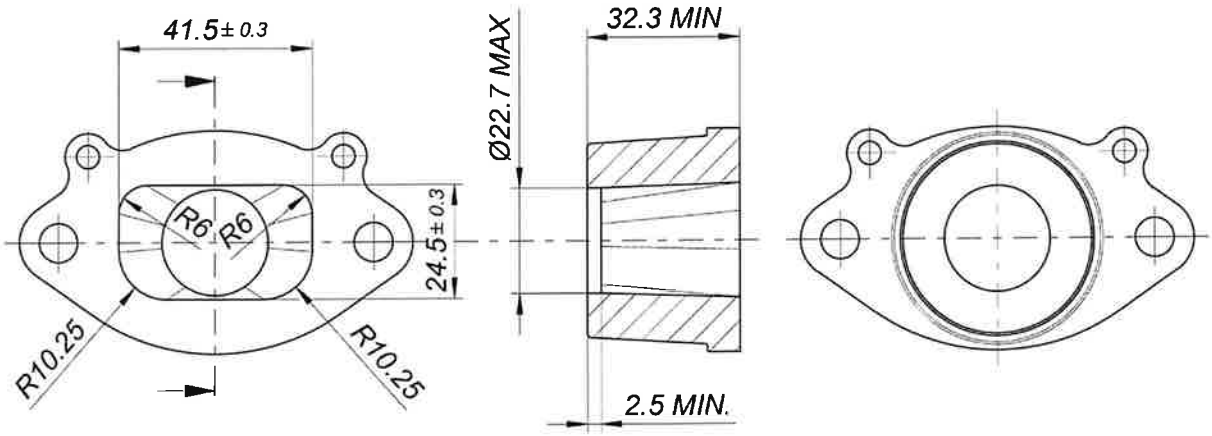
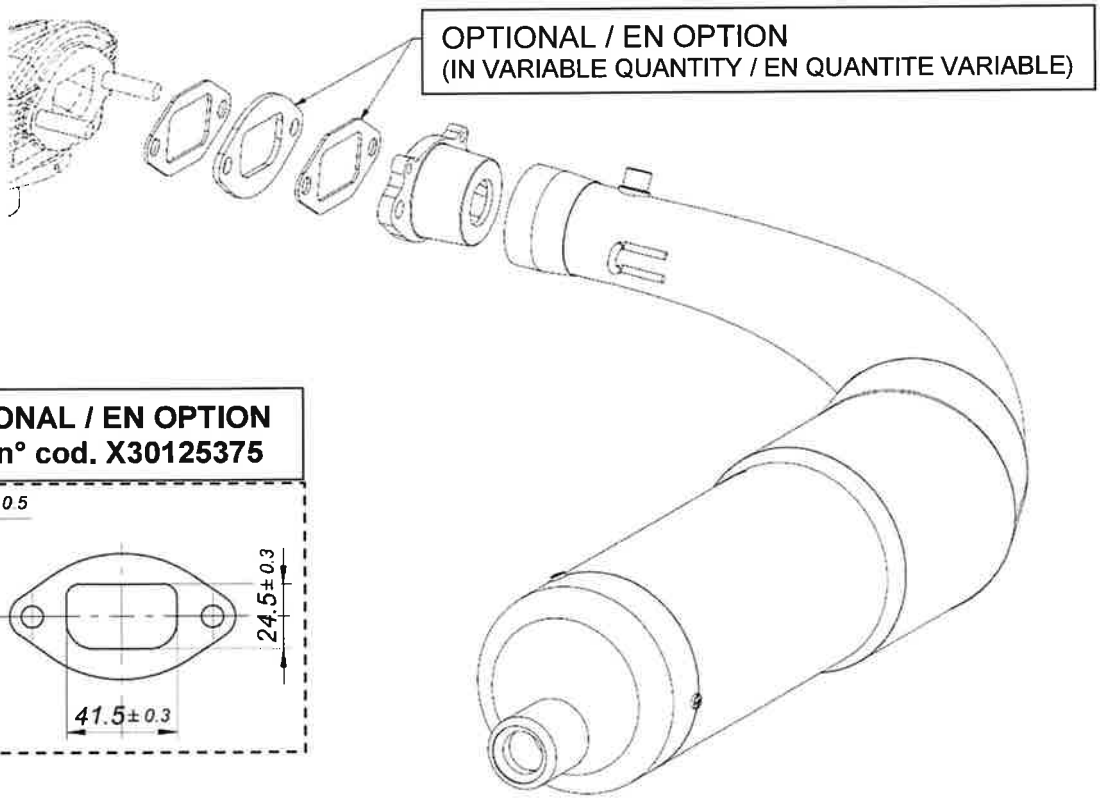
SENIOR EXHAUST INSTALLATION
INSTALLATION DE L'ECHAPPEMENT SENIOR



JUNIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT JUNIOR

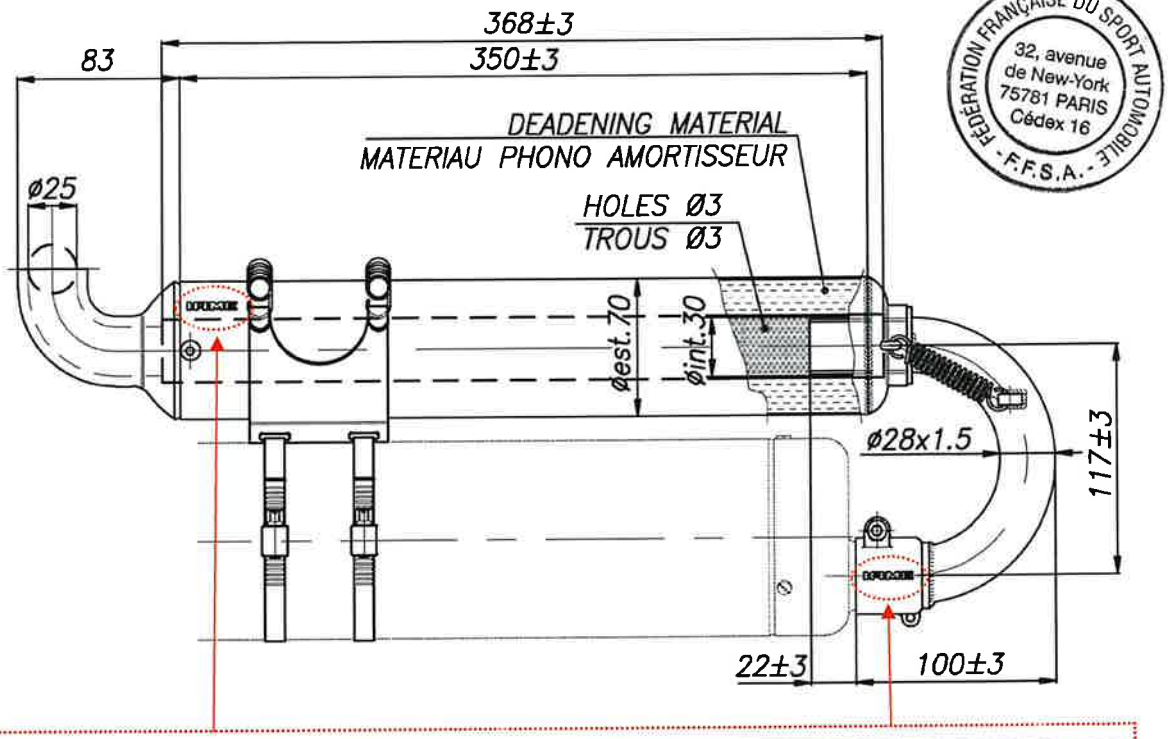


JUNIOR EXHAUST INSTALLATION
INSTALLATION DE L'ECHAPPEMENT JUNIOR



OPTIONAL / EN OPTION
Part n° cod. X30125375

EXHAUST SILENCER (MANDATORY)
SILENCIEUX D'ÉCHAPPEMENT (OBLIGATOIRE)

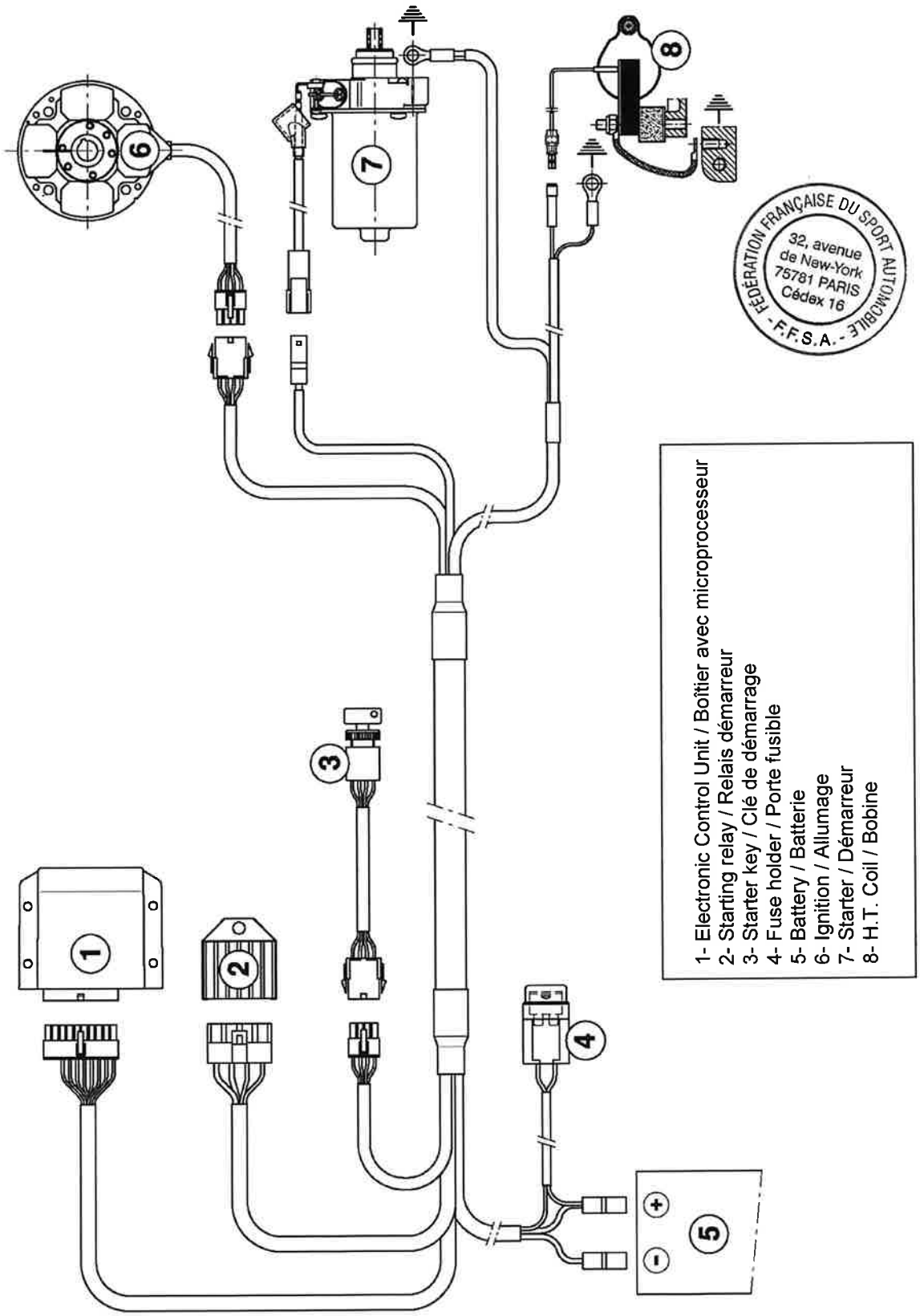


OR / *OU*

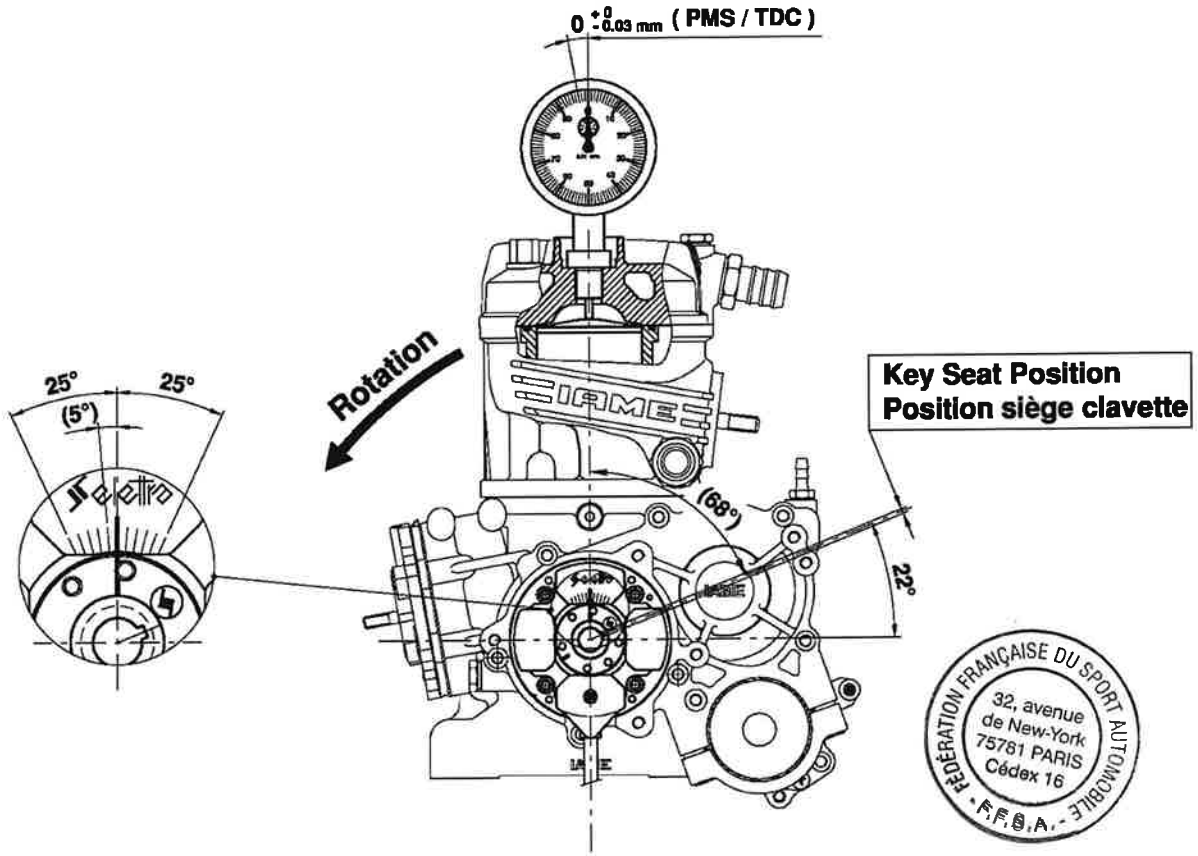
OR / *OU*

IAME MARKING / MARQUAGE IAME

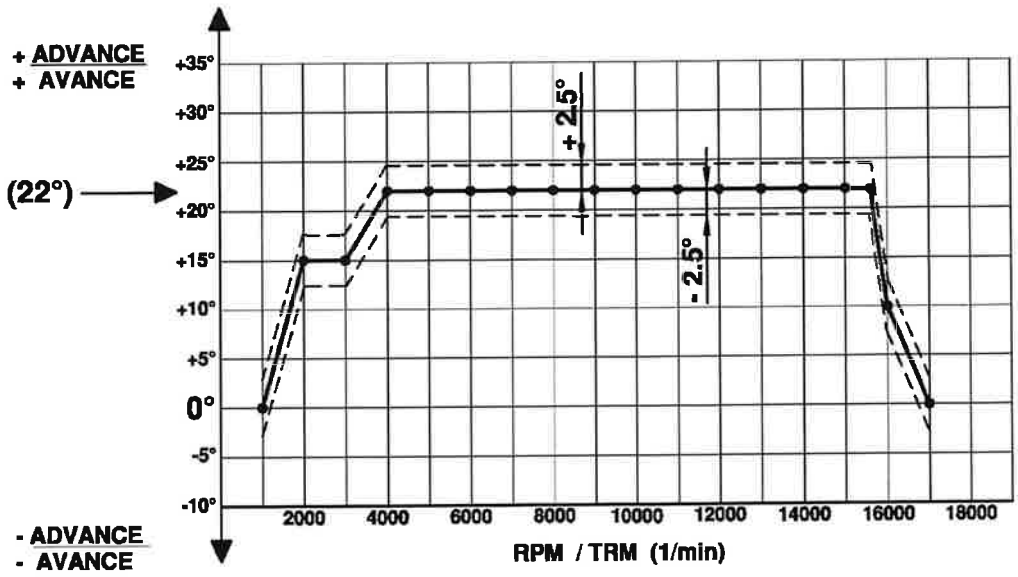
WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION)
SCHEMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K")



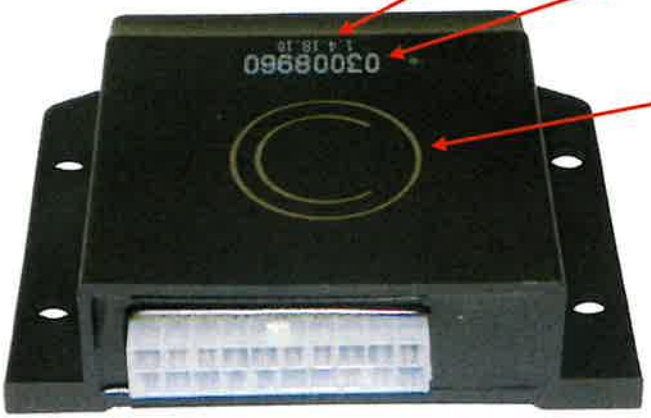
SCHEME FOR ADVANCE CONTROL
SCHEMA POUR LE CONTROLE DE L'AVANCE



ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



ELECTRONIC BOX MARKING
MARQUAGE DU BOITIER ELECTRONIQUE



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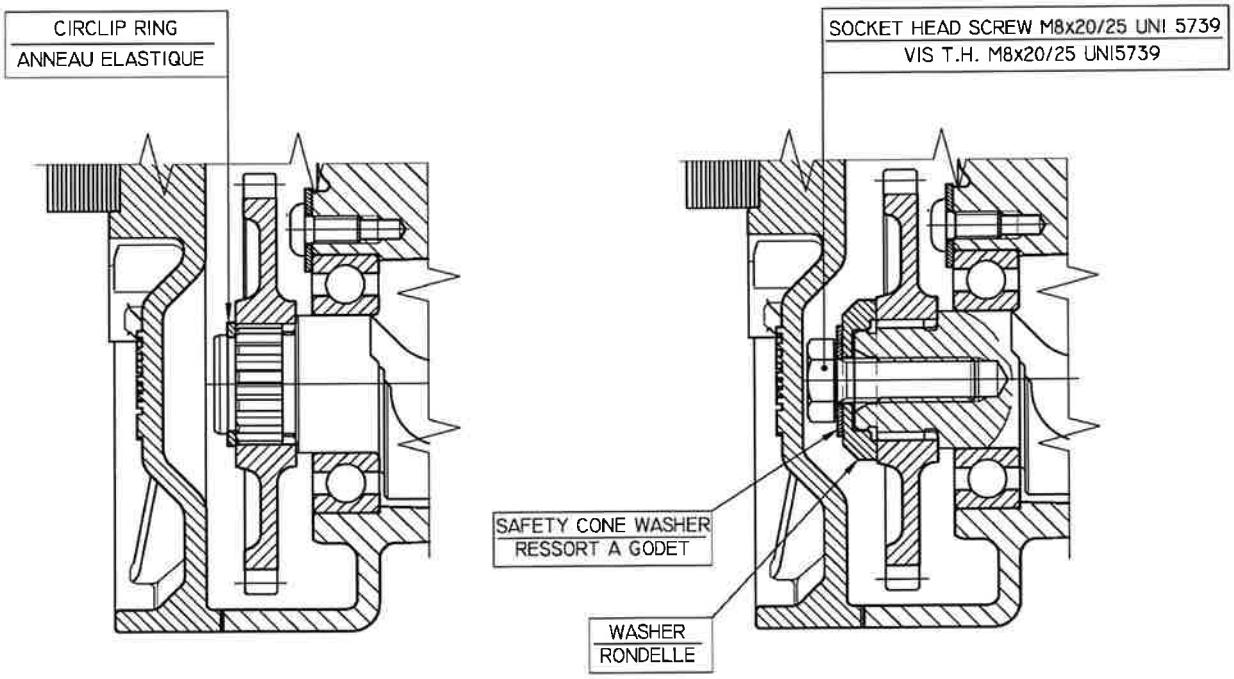
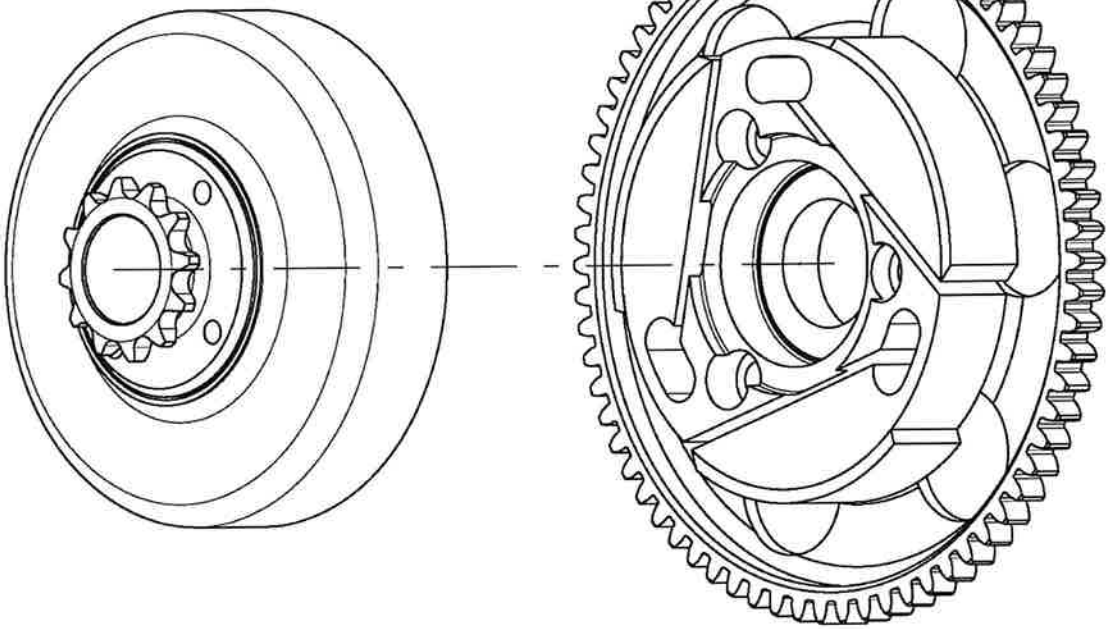
GEAR ALTERNATIVE FIXING
FIXATION ALTERNATIVE DE L'ENGRENAGE



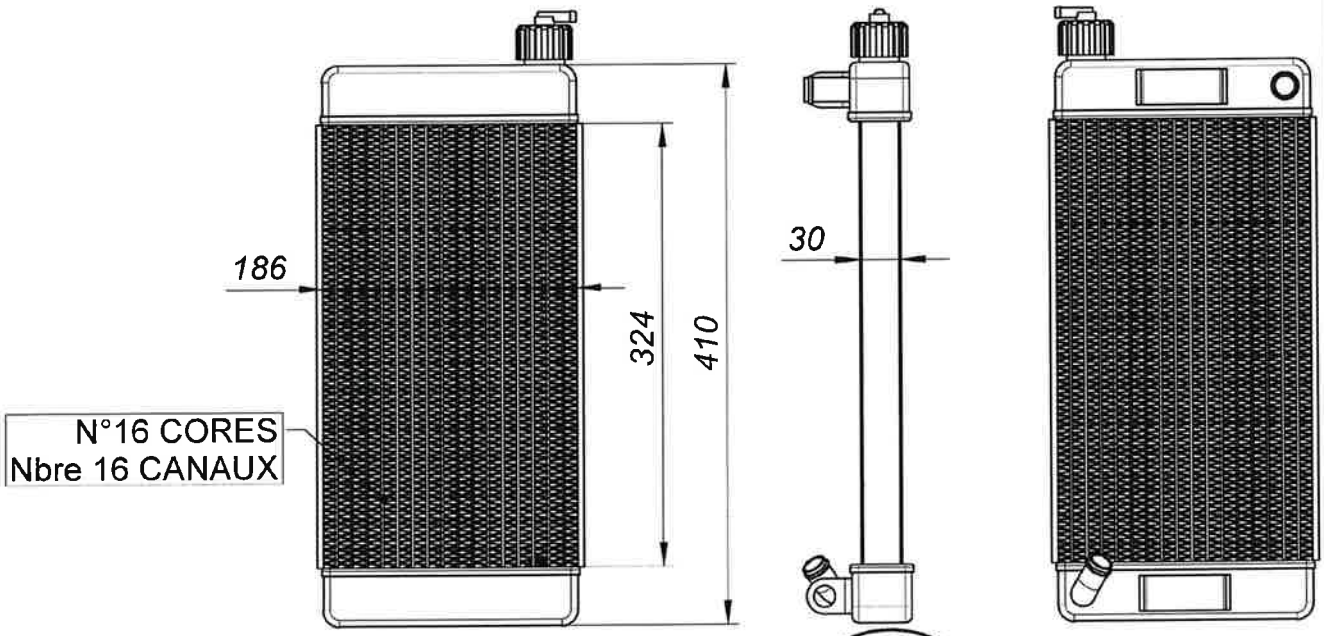
DESCRIPTION OF THE CLUTCH - *DESCRIPTION DE L'EMBRAYAGE*



Min. weight 300 g
Poids min. 300 g

Min. weight 680 g
Poids min. 680 g

RADIATOR DESCRIPTION AND SKETCH OF PARTS
DESCRIPTION DU RADIATEUR ET SCHEMA ILLUSTRANT LES ELEMENTS



FRONT / *AVANT*

REAR / *ARRIERE*

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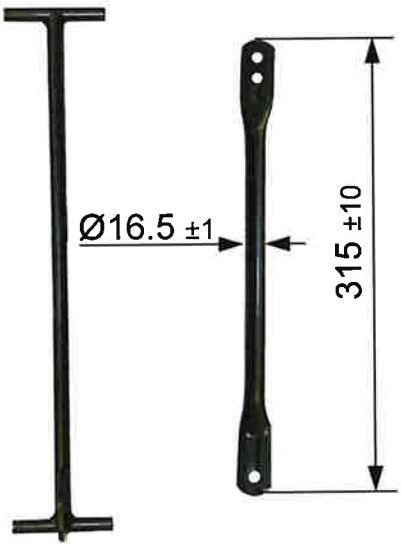
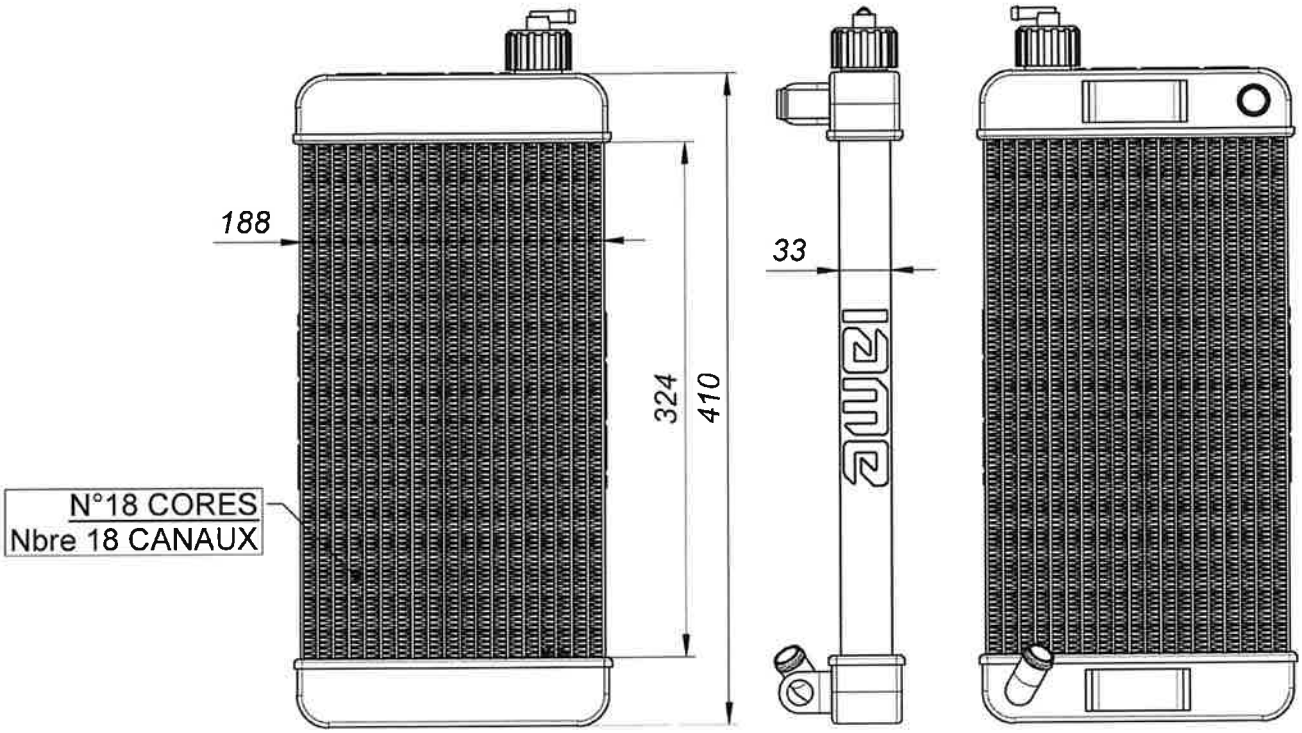
32, avenue de New-York 75781 PARIS Cédex 16
- F.F.S.A. -

PAINTED AND NOT PAINTED
PEINT ET PAS PEINT

FRONT / *AVANT* **REAR / *ARRIERE***



RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



FRONT / *AVANT* **REAR / *ARRIERE***

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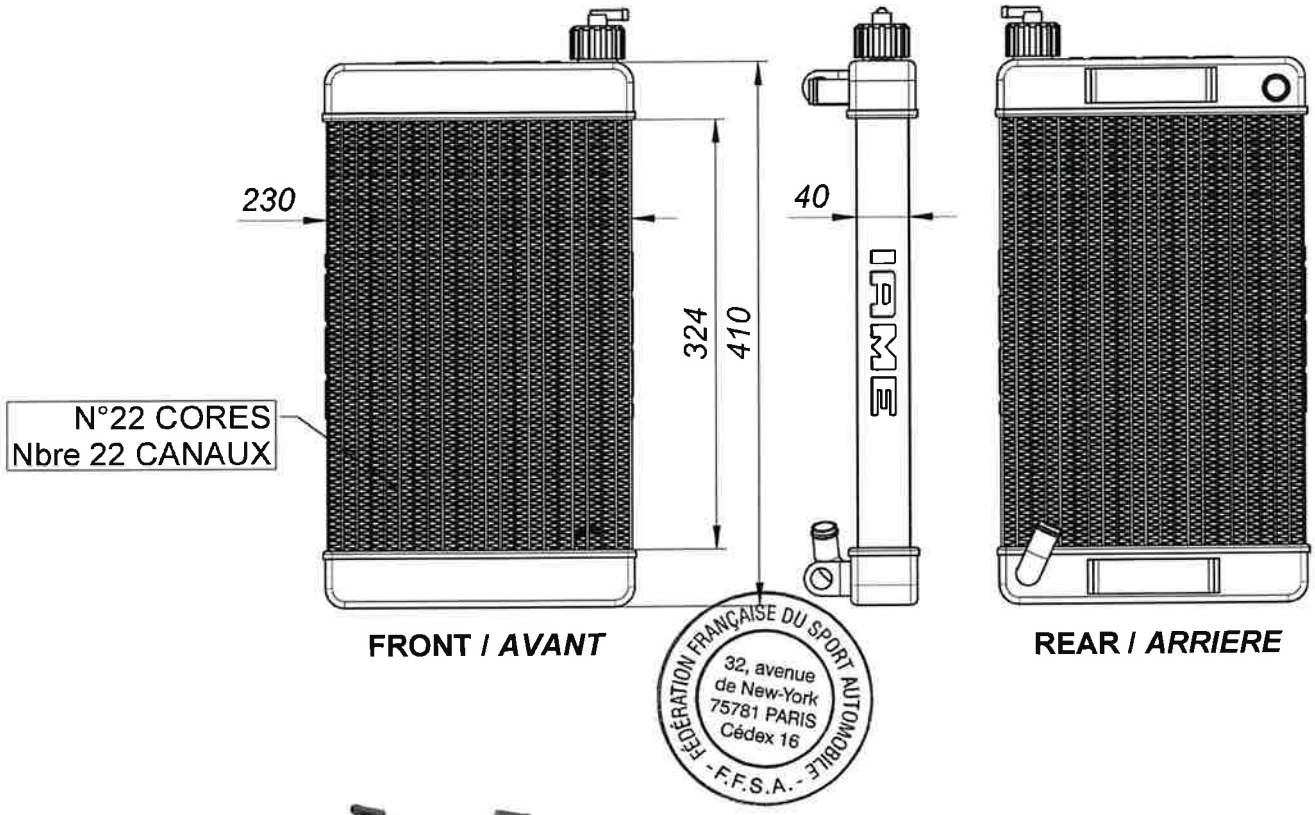
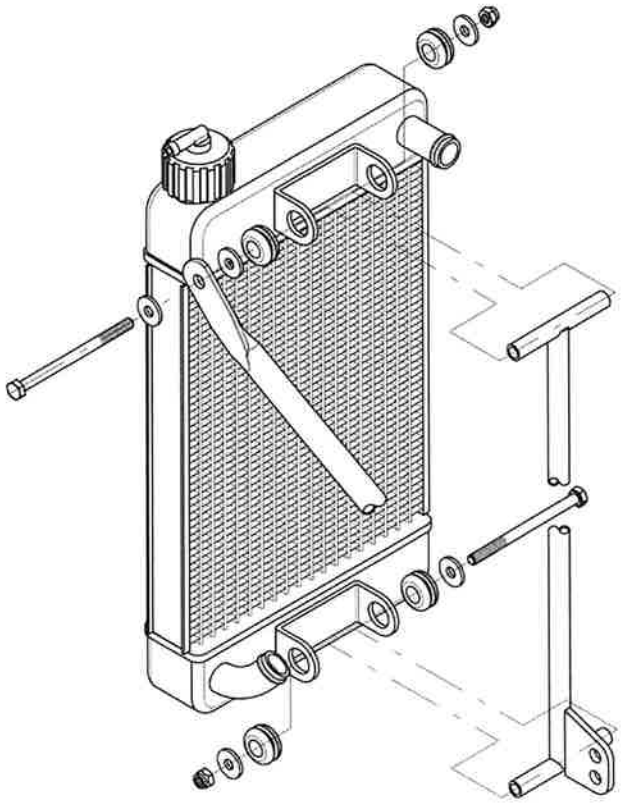
FRONT / *AVANT* **REAR / *ARRIERE***

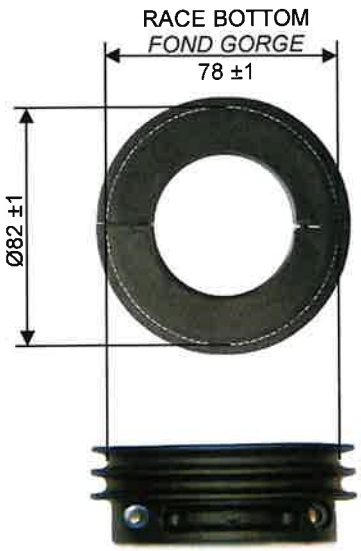
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



RADIATOR AND ITS SUPPORTS
RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP
GROUPE POMPE A' EAU

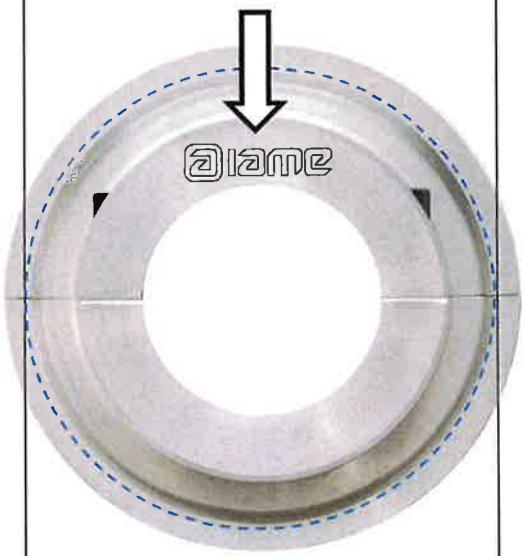


RACE BOTTOM
FOND GORGE
Ø19 ±1

THERMOSTAT

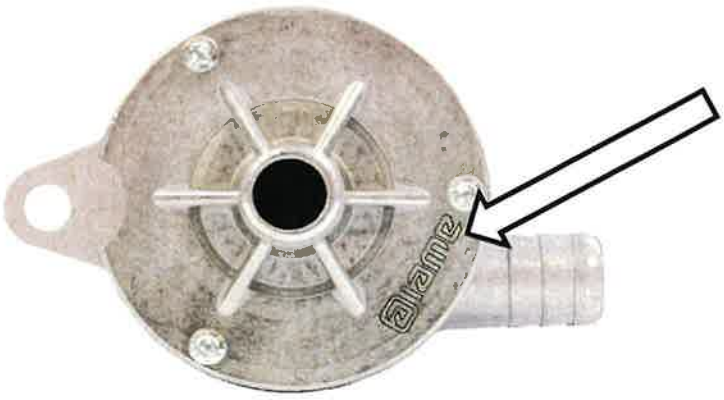
ALTERNATIVE
ALTERNATIF

ALTERNATIVE WATER PUMP & PULLEY
GROUPE POMPE A EAU ET POULIE ALTERNATIF



RACE BOTTOM – *FOND GORGE* Ø82.5 ±1

RACE BOTTOM - FOND *GORGE*
Ø20 ±1



ALTERNATIVE RADIATOR SUPPORT
SUPPORT ALTERNATIF DU RADIATEUR

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PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION PISTON

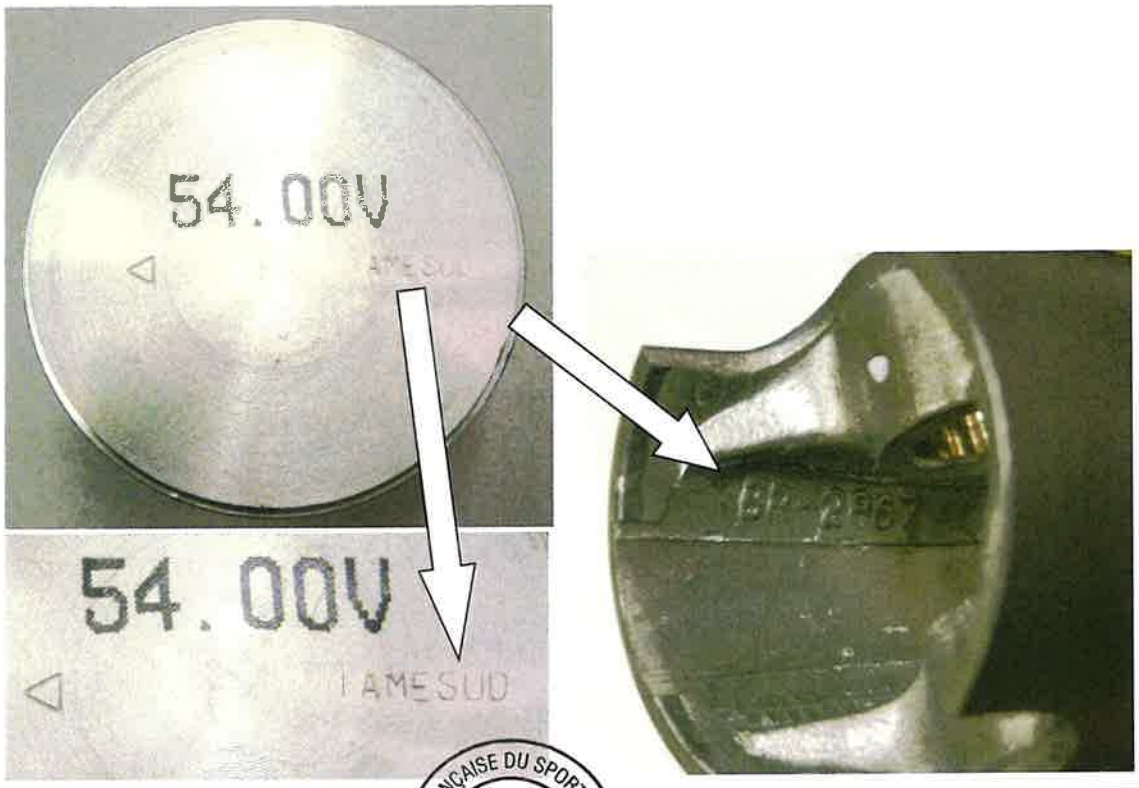
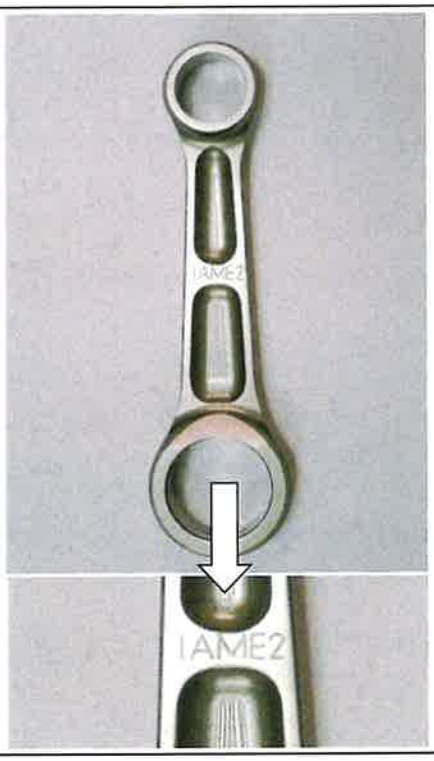
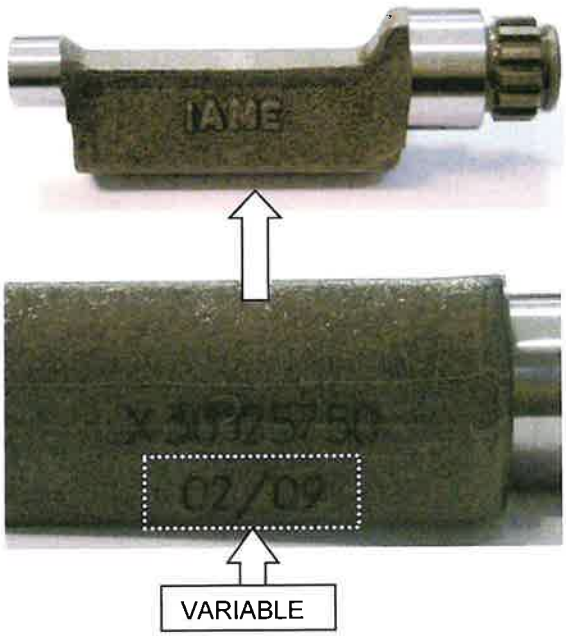


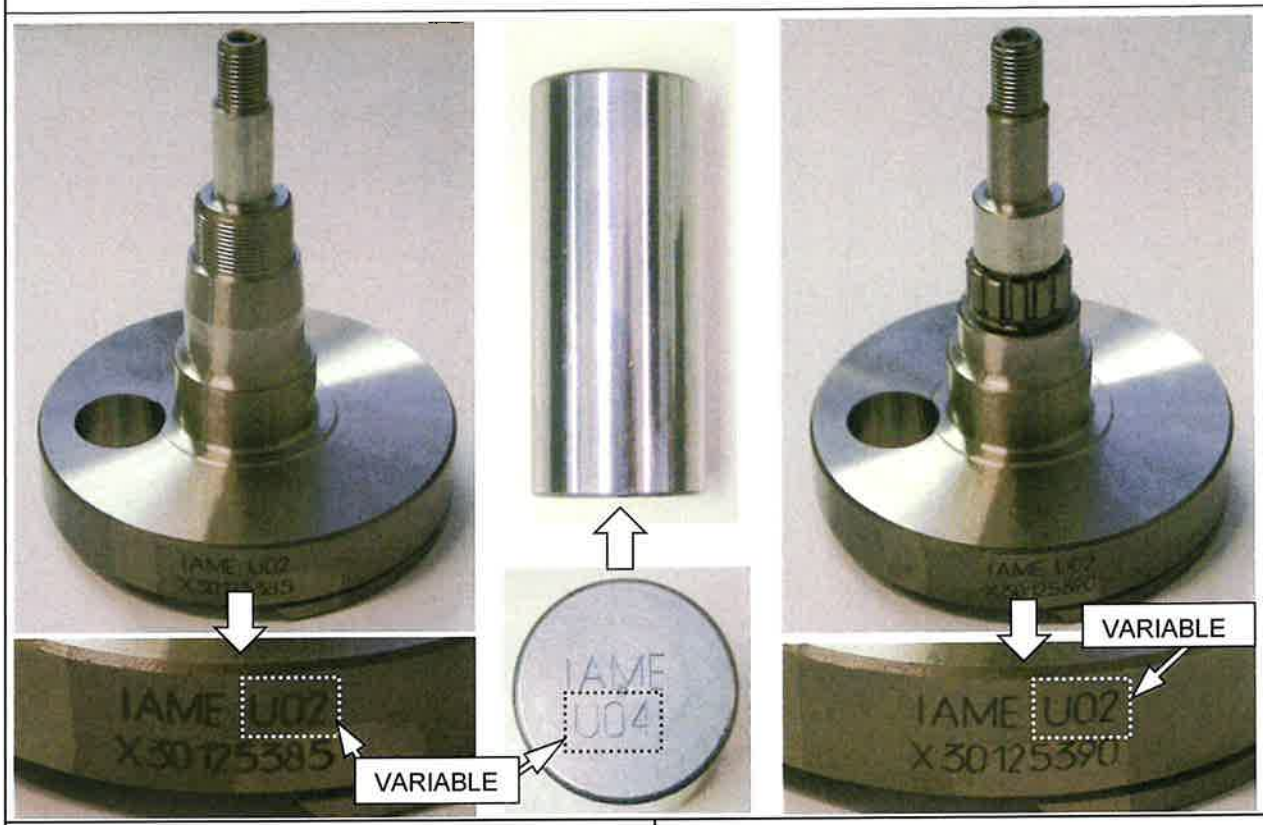
PHOTO IDENTIFICATION CONROD
PHOTO D'IDENTIFICATION BIELLE

IDENTIFICATION BALANCING SHAFT MARKING
MARQUAGE D'IDENTIFICATION ARBRE D'EQUILIBRAGE

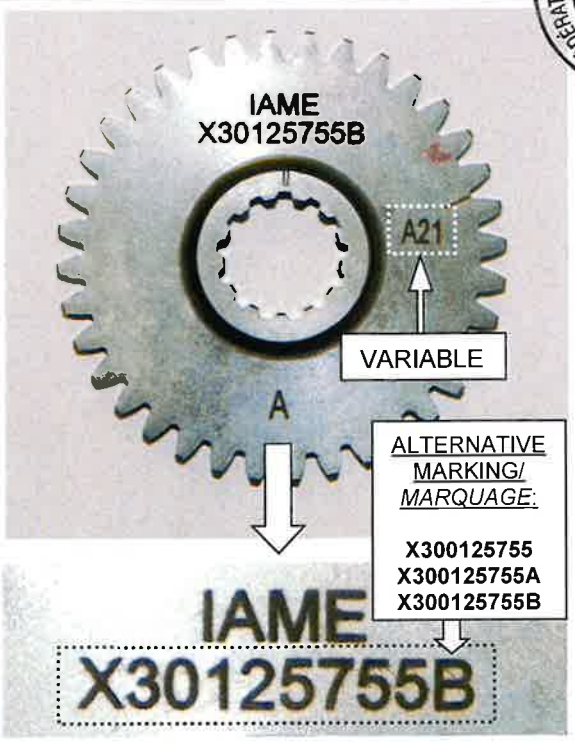




CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN



GEAR COMMAND BALANCING SHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION ENGRENAGE ARBRE D'EQUILIBRAGE



SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON

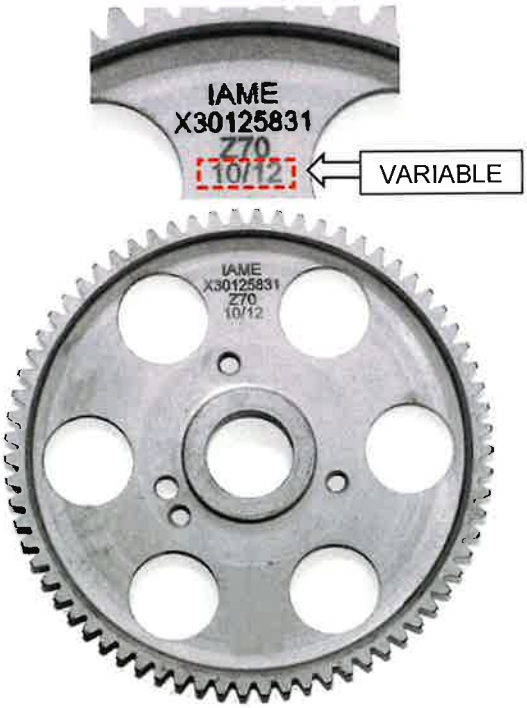
CLUTCH BODY IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CORPS DE L'EMBRAYAGE

ALTERNATIVE FRICTION MATERIAL

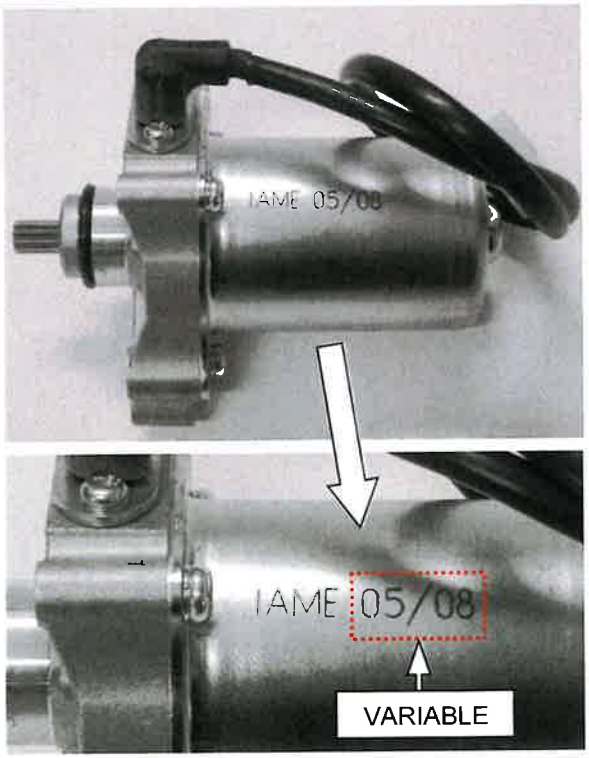
MATÉRIAU DE FRICTION ALTERNATIVE

CLUTCH DRUM IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA CALOTTE

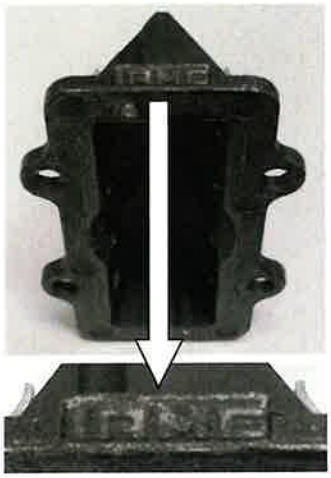
STARTER RING IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA COURONNE DE DEMARRAGE



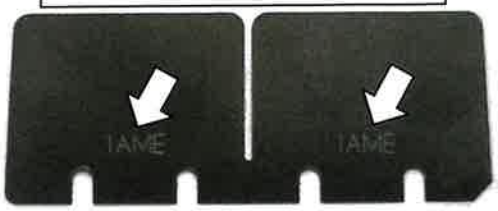
STARTER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU DEMARREUR



REED GROUP & PETALS IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



VETRONITE – FIBRE DE VERRE



CARBON FIBER / *FIBRE CARBONE*

FRONT SIDE
CÔTÉ AVANT

REAR SIDE
CÔTÉ ARRIÈRE

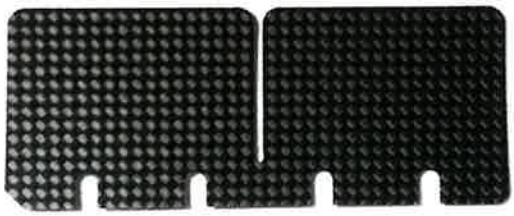


PHOTO IDENTIFICATION INLET CONVEYOR – TYPE 1
MARQUAGE D'IDENTIFICATION DU COLLECTEUR D'ADMISSION – TYPE 1

PHOTO IDENTIFICATION INLET CONVEYOR – TYPE 2
MARQUAGE D'IDENTIFICATION DU COLLECTEUR D'ADMISSION – TYPE 2

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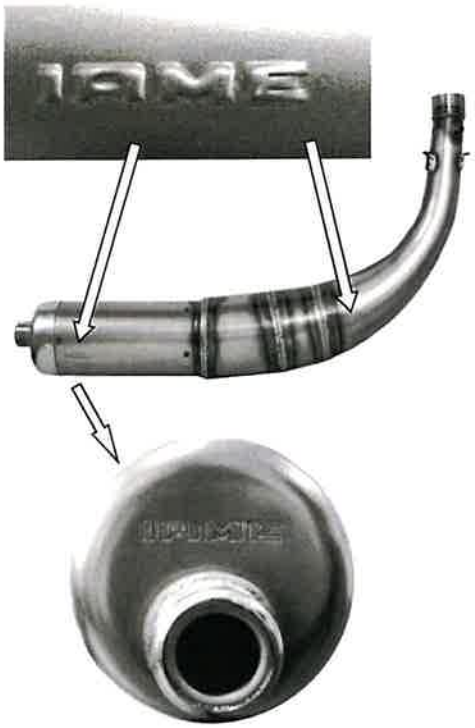
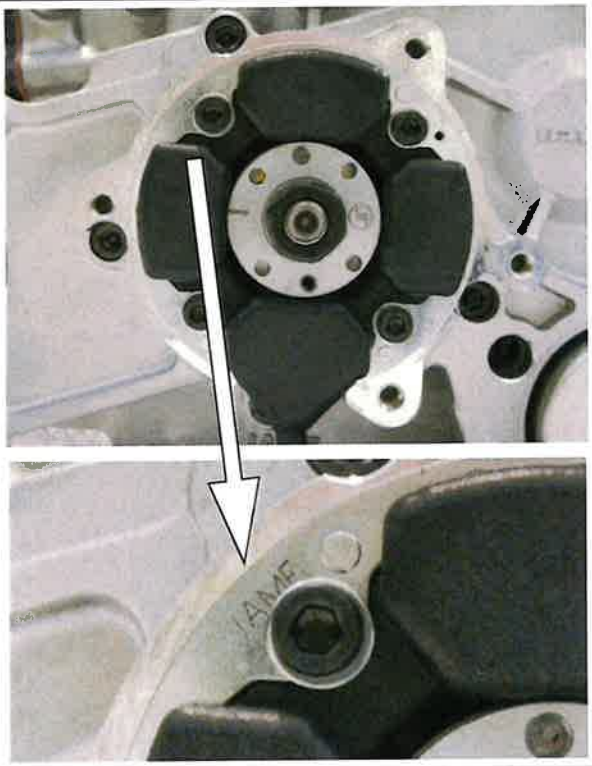
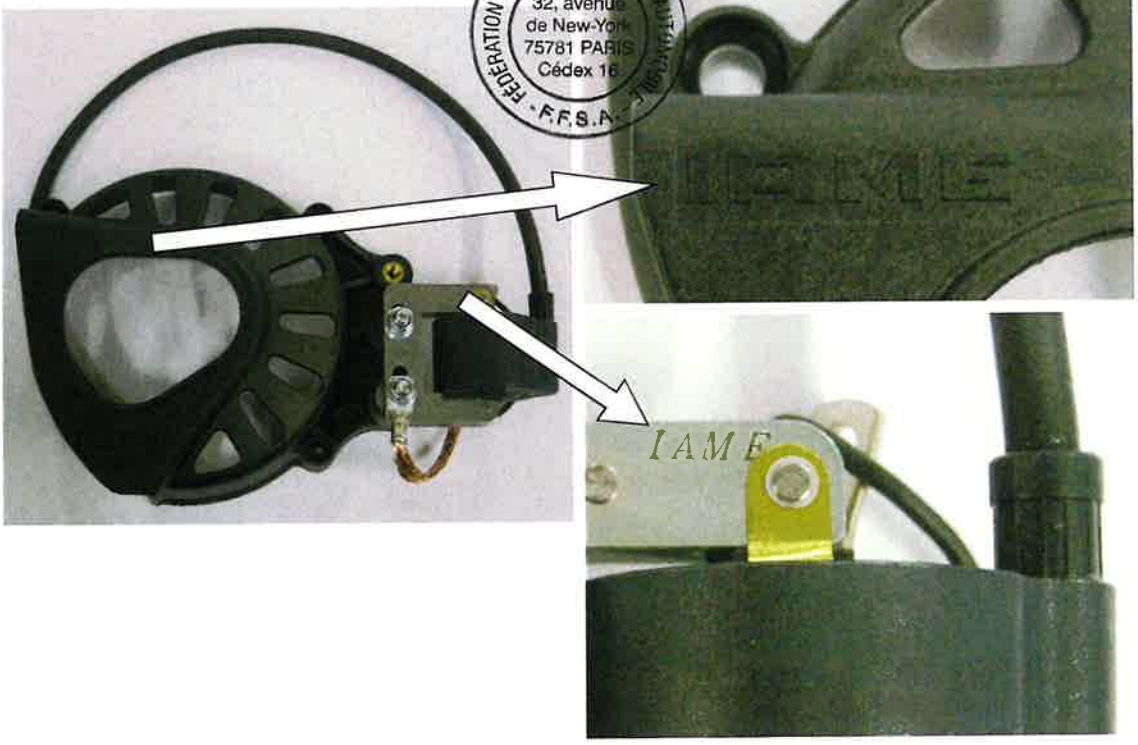
EXHAUST SILENCER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION ECHAPPEMENT



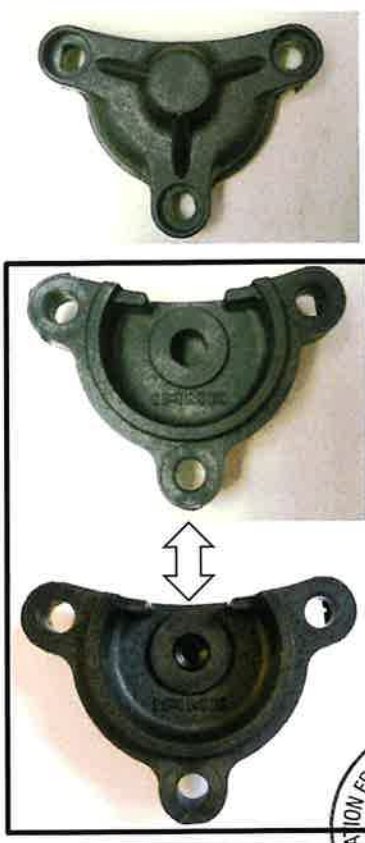
STATOR IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU STATOR



CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING
MARQUAGE DU COUVERCLE D'EMBRAYAGE ET DE LA BOBINE

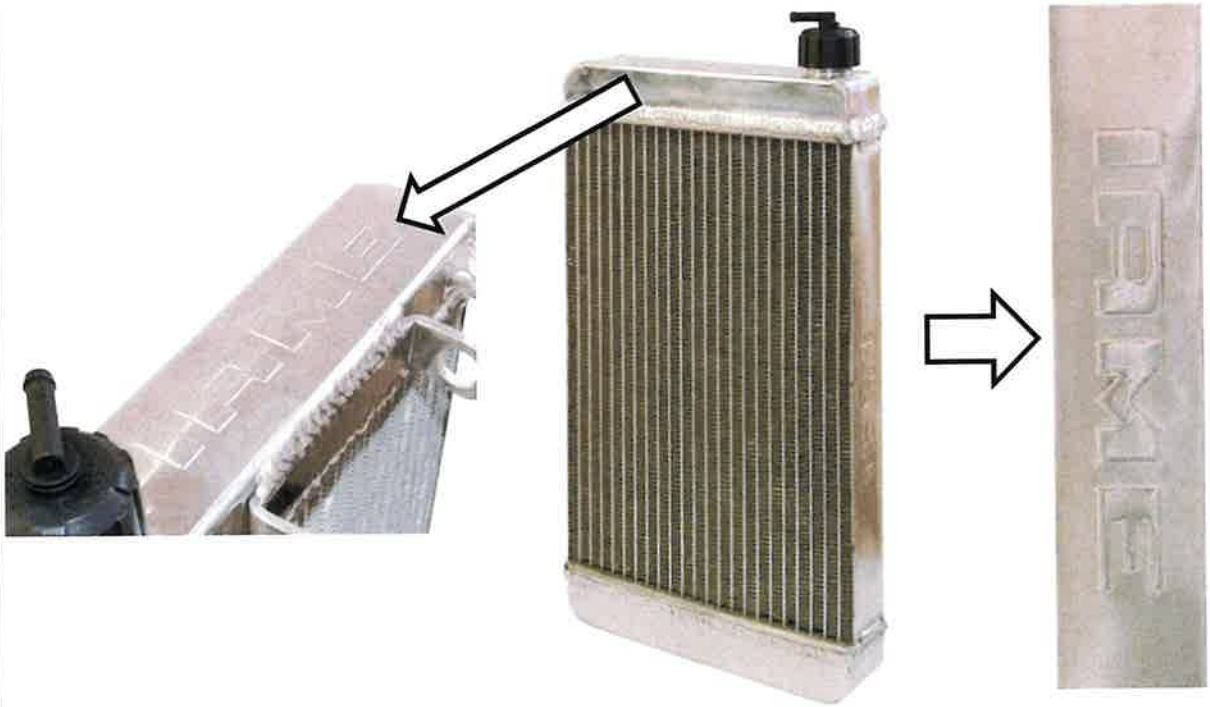


BENDIX COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE DU CONTRE-ARBRE DE DEMARRAGE



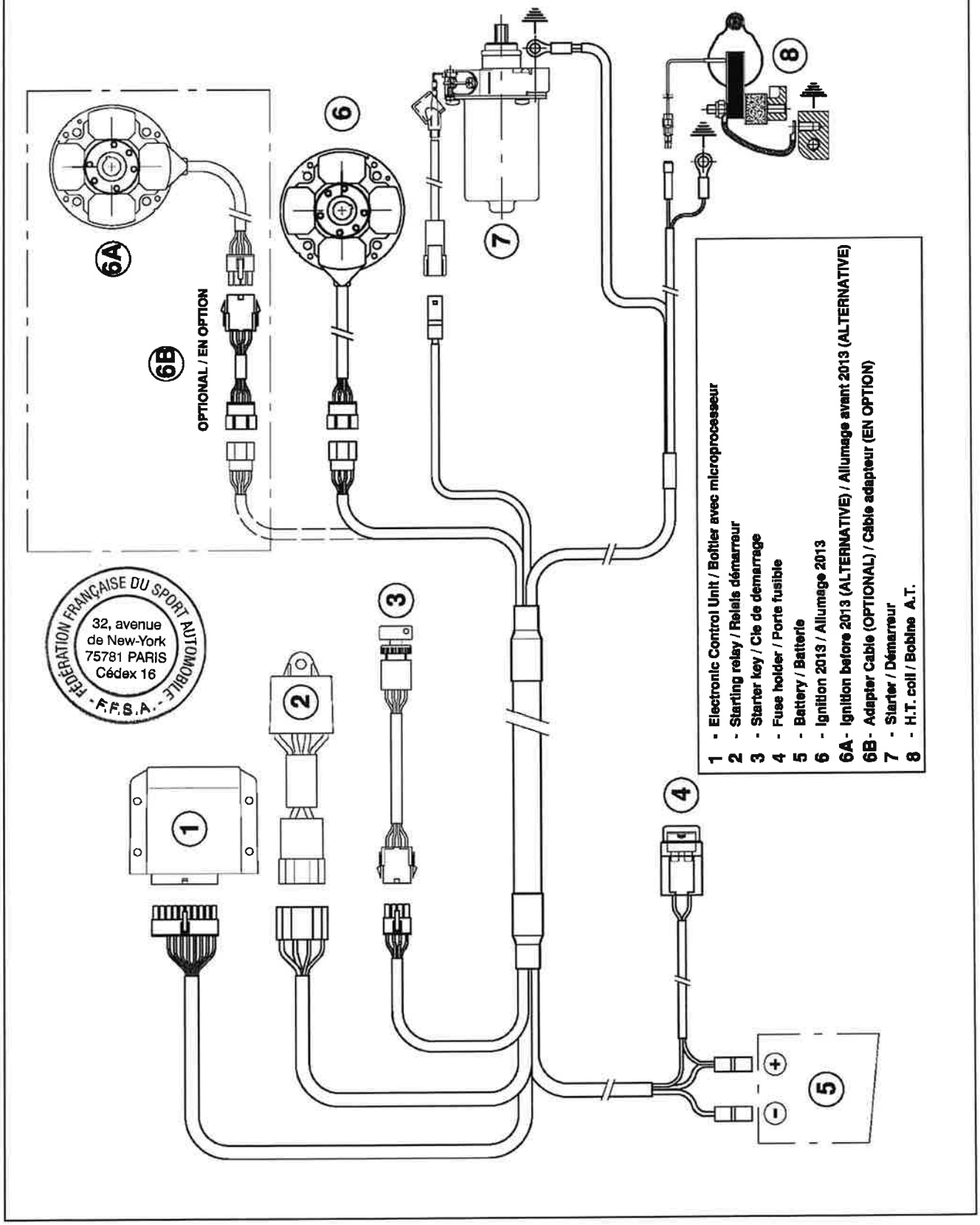
ALTERNATIVE

ALTERNATIVE RADIATOR IDENTIFICATION MARKING
MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR



WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION 2013)

SCHÉMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K" 2013)

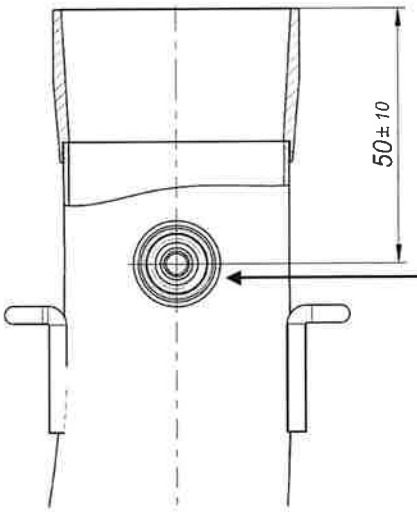


FROM 2014 ON - A *PARTIR DE 2014*

STICKER APPLICATION AREA - *ESPACE POUR L'APPLICATION DES ADHÉSIFS*

ALTERNATIVE AREA / ZONE ALTERNATIVE

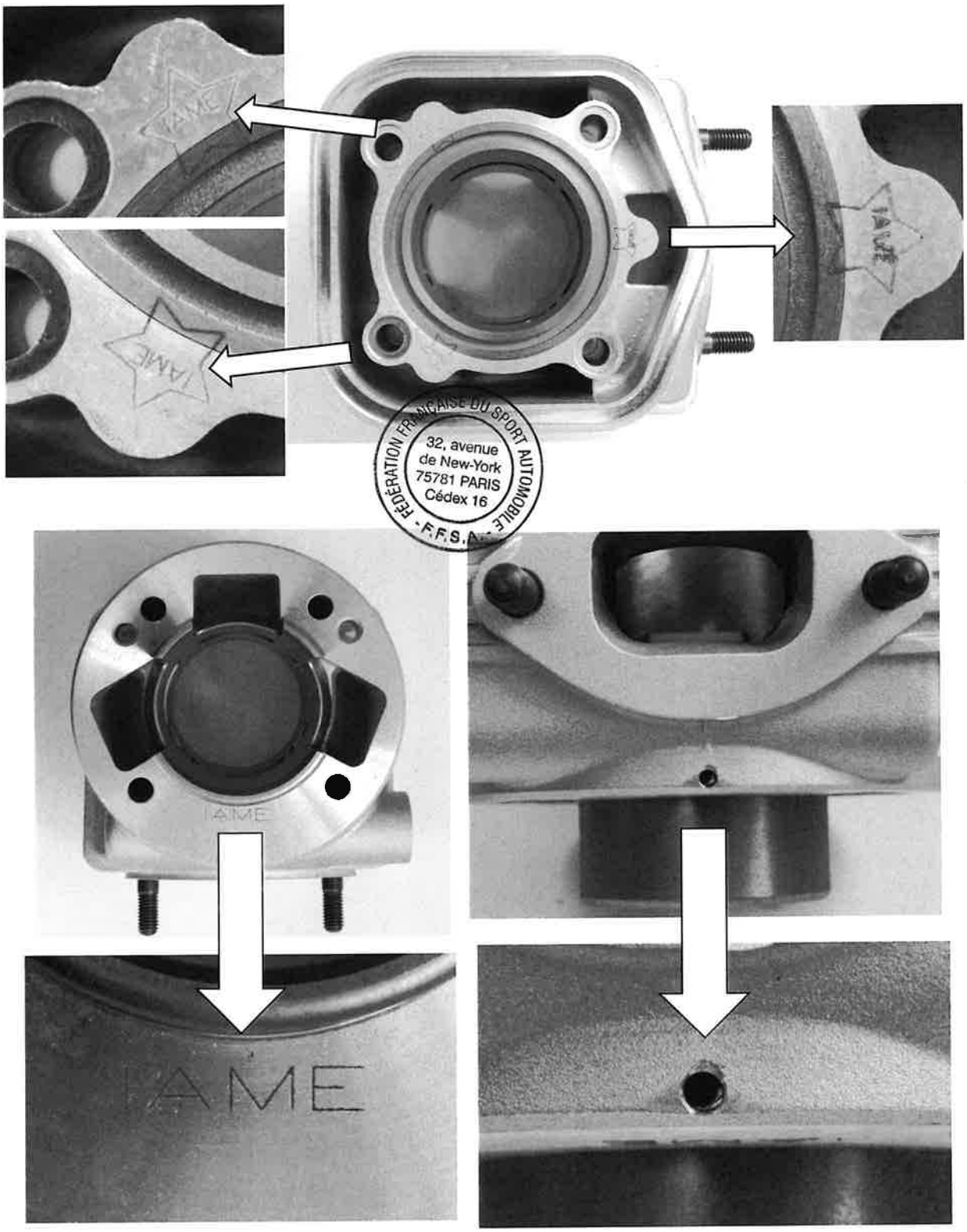
EXHAUST TEMPERATURE SENSOR
CAPTEUR DE TEMPERATURE D'ECHAPPEMENT



EXHAUST TEMPERATURE SENSOR POSITION (OPTIONAL)

POSITION DU CAPTEUR DE TEMPERATURE D'ECHAPPEMENT (EN OPTION)

CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

ALTERNATIVE

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ALTERNATIVE PUSH BUTTONS – START & STOP
BOUTONS ALTERNATIF "START & STOP" DU DEMARREUR

PHOTO COMPLETE ALTERNATIVE WIRING LOOM
PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF

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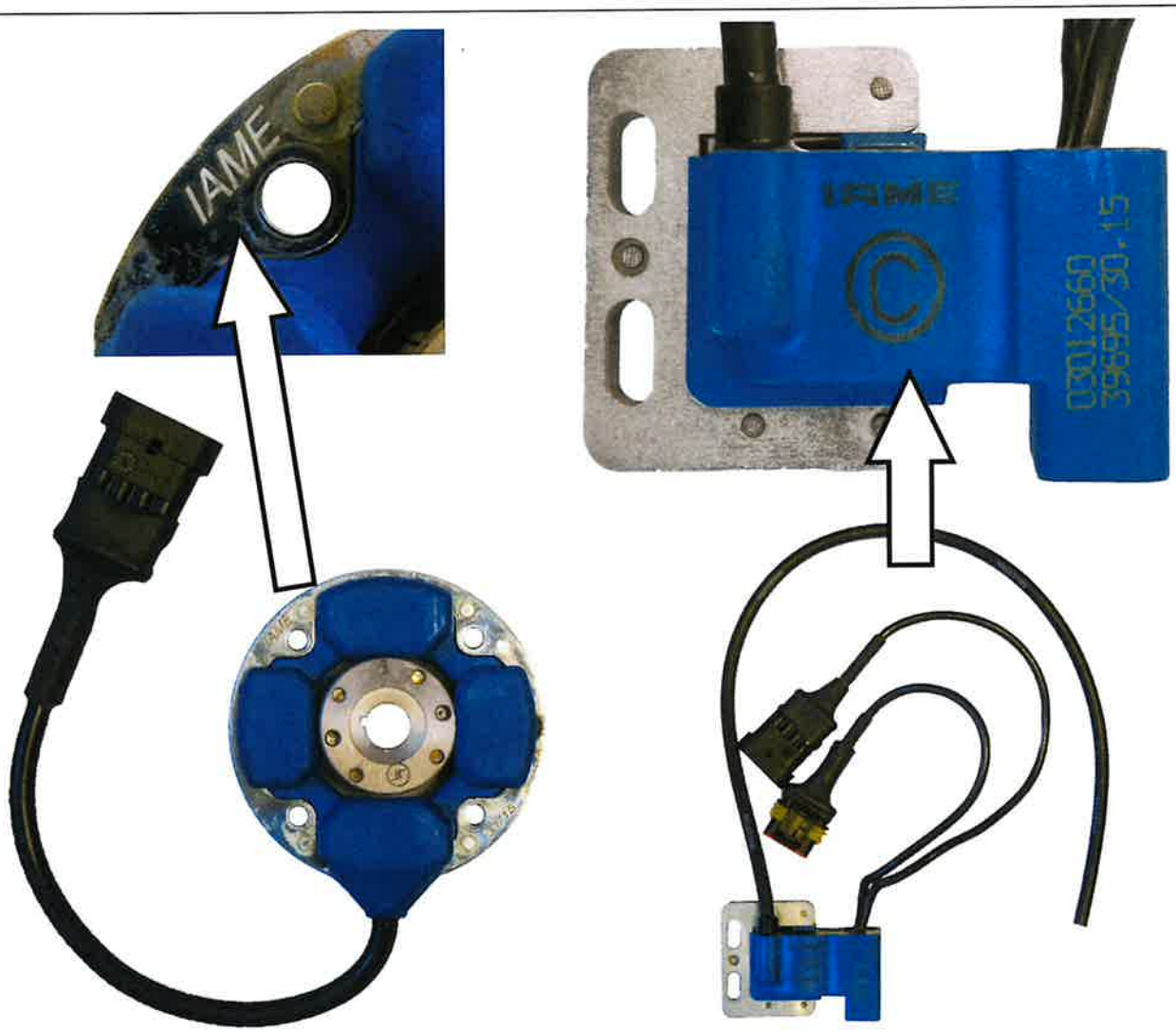
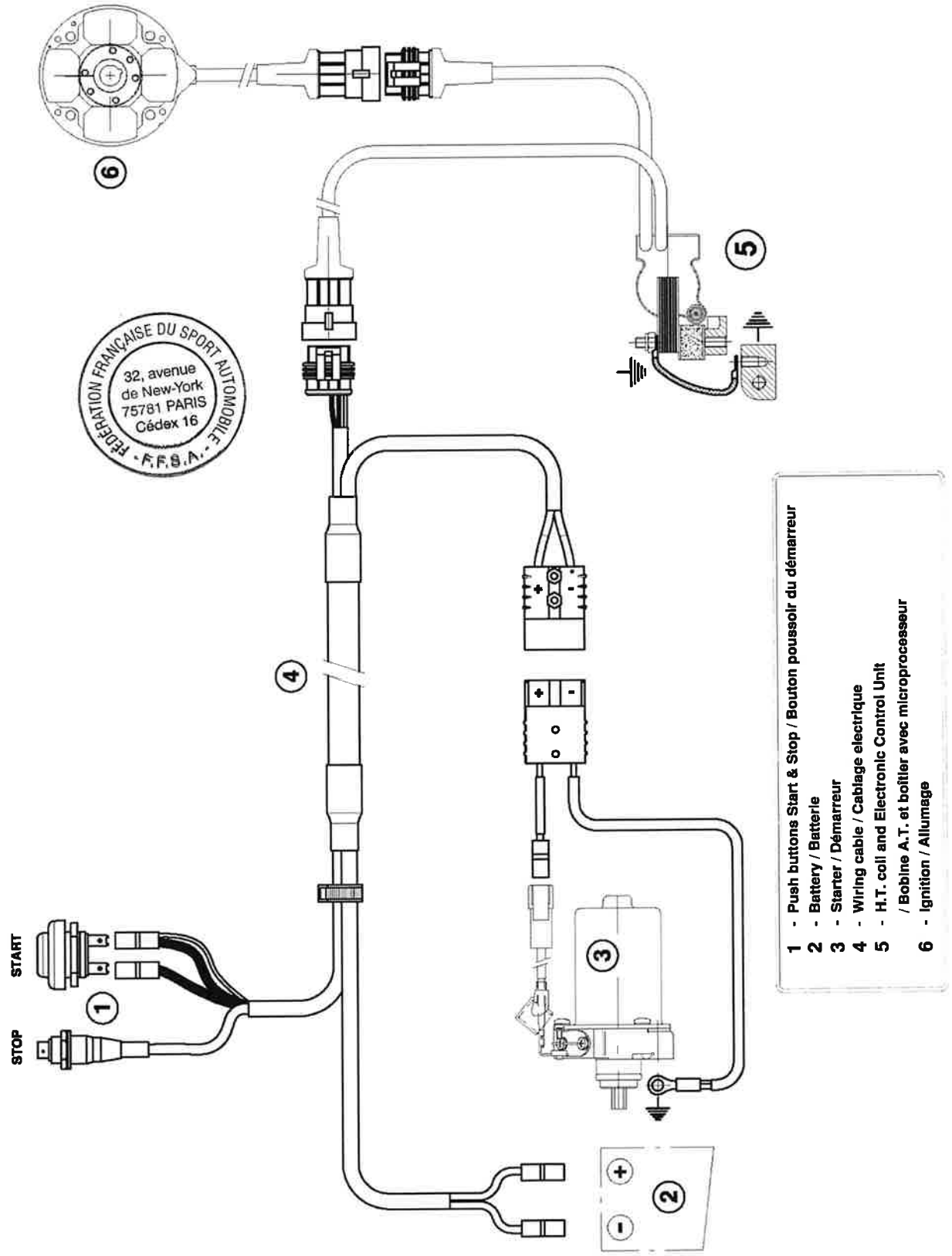
PHOTO OF SELETTRA ALTERNATIVE DIGITAL "S" IGNITION, WITH IAME MARKING
PHOTO DE L'ALLUMAGE SELETTRA DIGITAL "S", AVEC MARQUAGE IAME

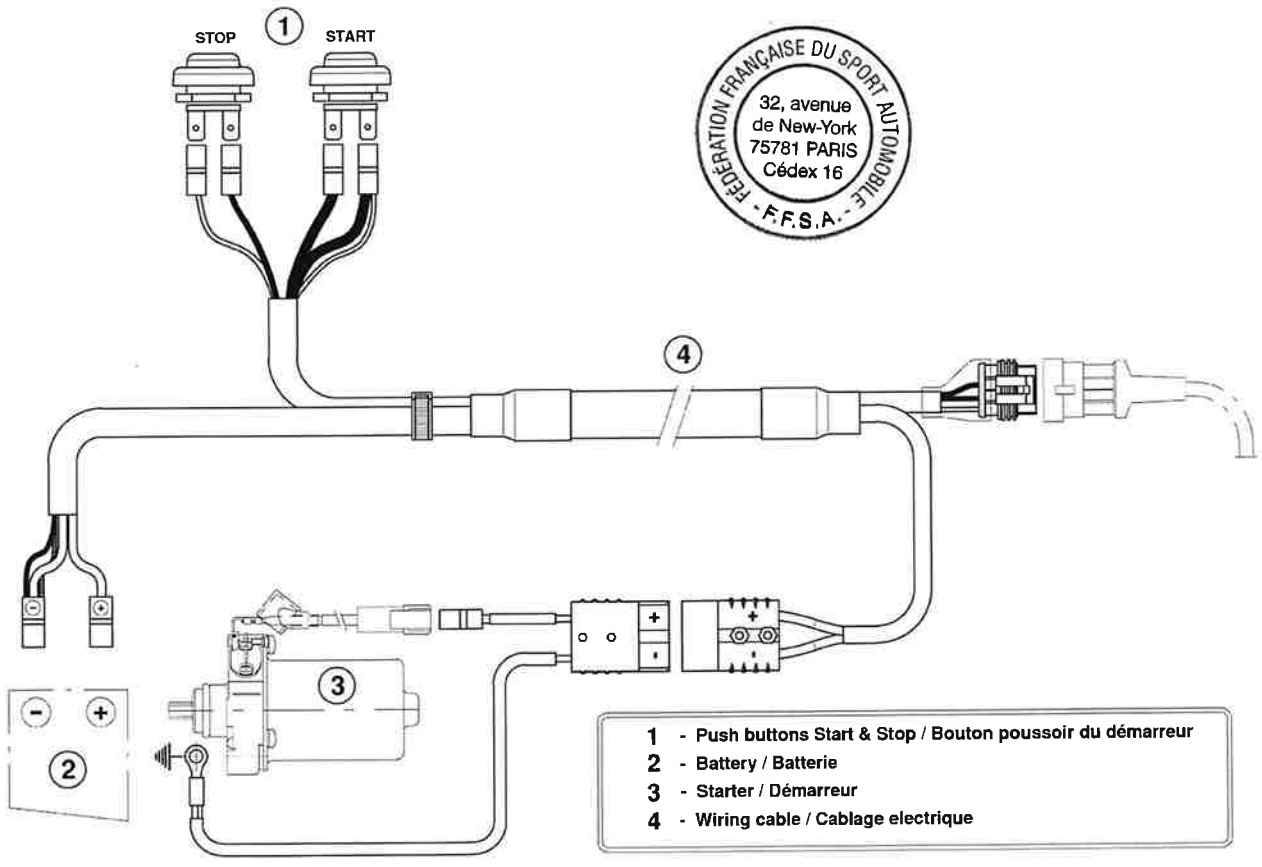


WIRING DIAGRAM (SELETTRA DIGITAL "S" IGNITION)
SCHÉMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "S")



ALTERNATIVE WIRING LOOM
CABLAGE ELECTRIQUE COMPLET ALTERNATIF

ALTERNATIVE WIRING LOOM DIAGRAM
SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF



ALTERNATIVE WIRING LOOM
CABLAGE ELECTRIQUE COMPLET ALTERNATIF

ALTERNATIVE WIRING LOOM DIAGRAM
SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF

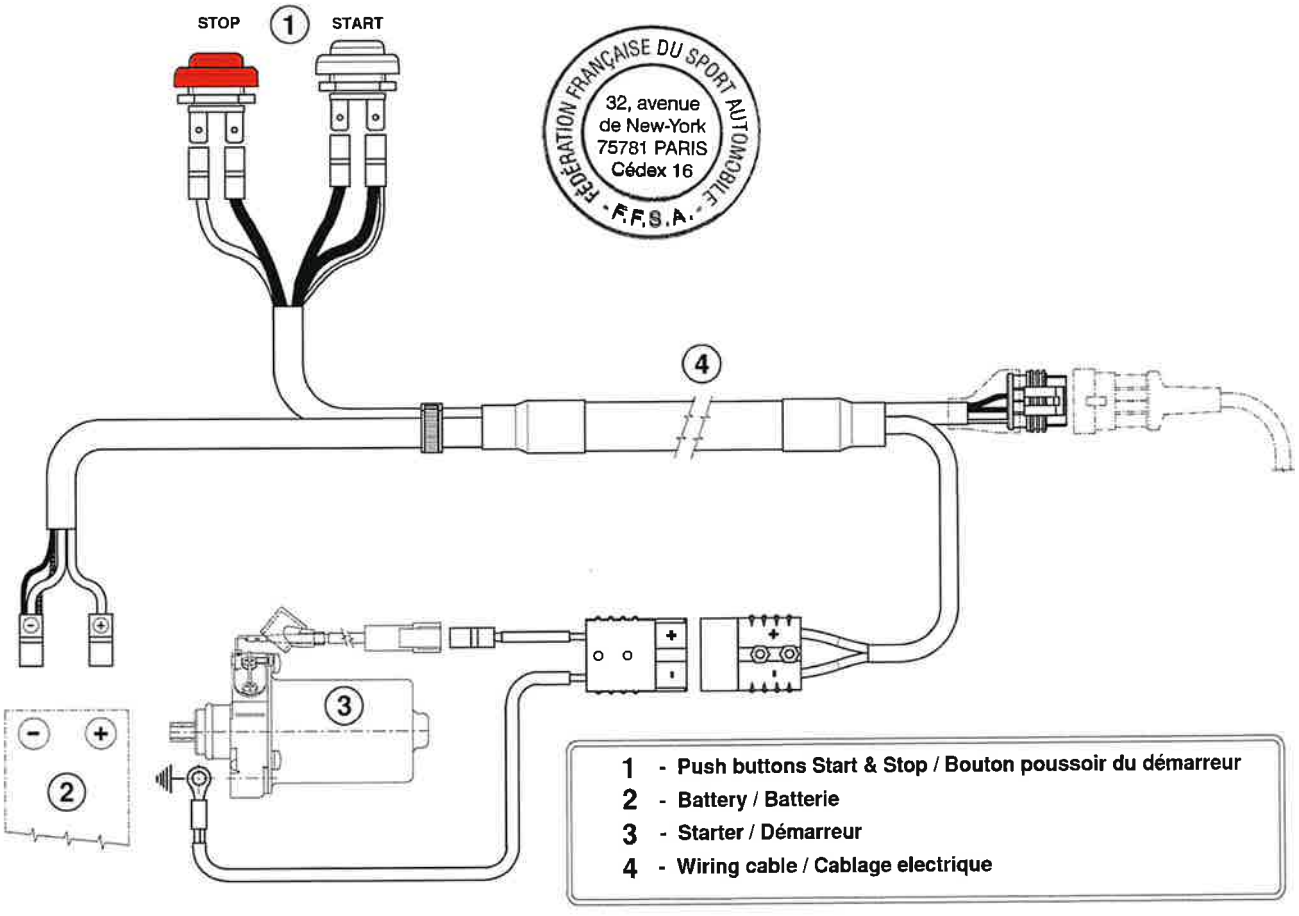
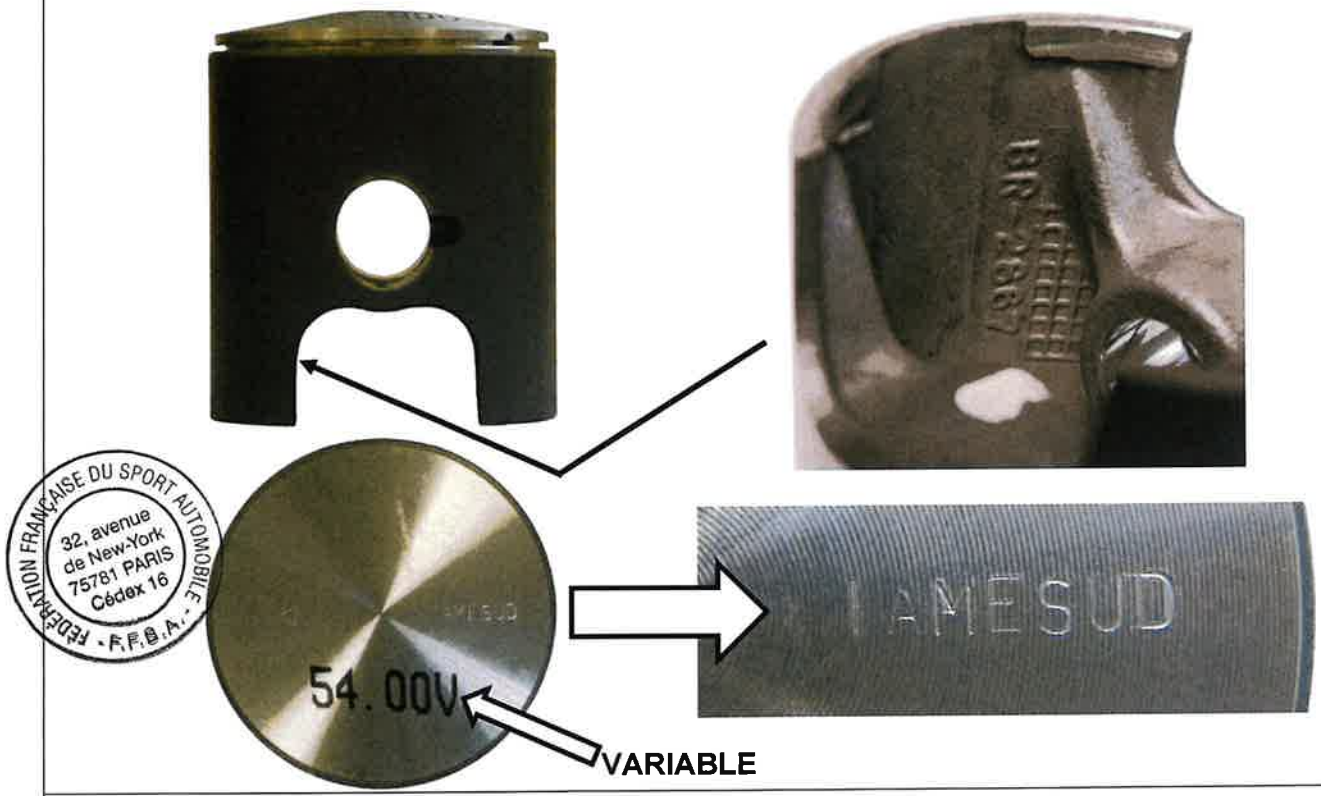


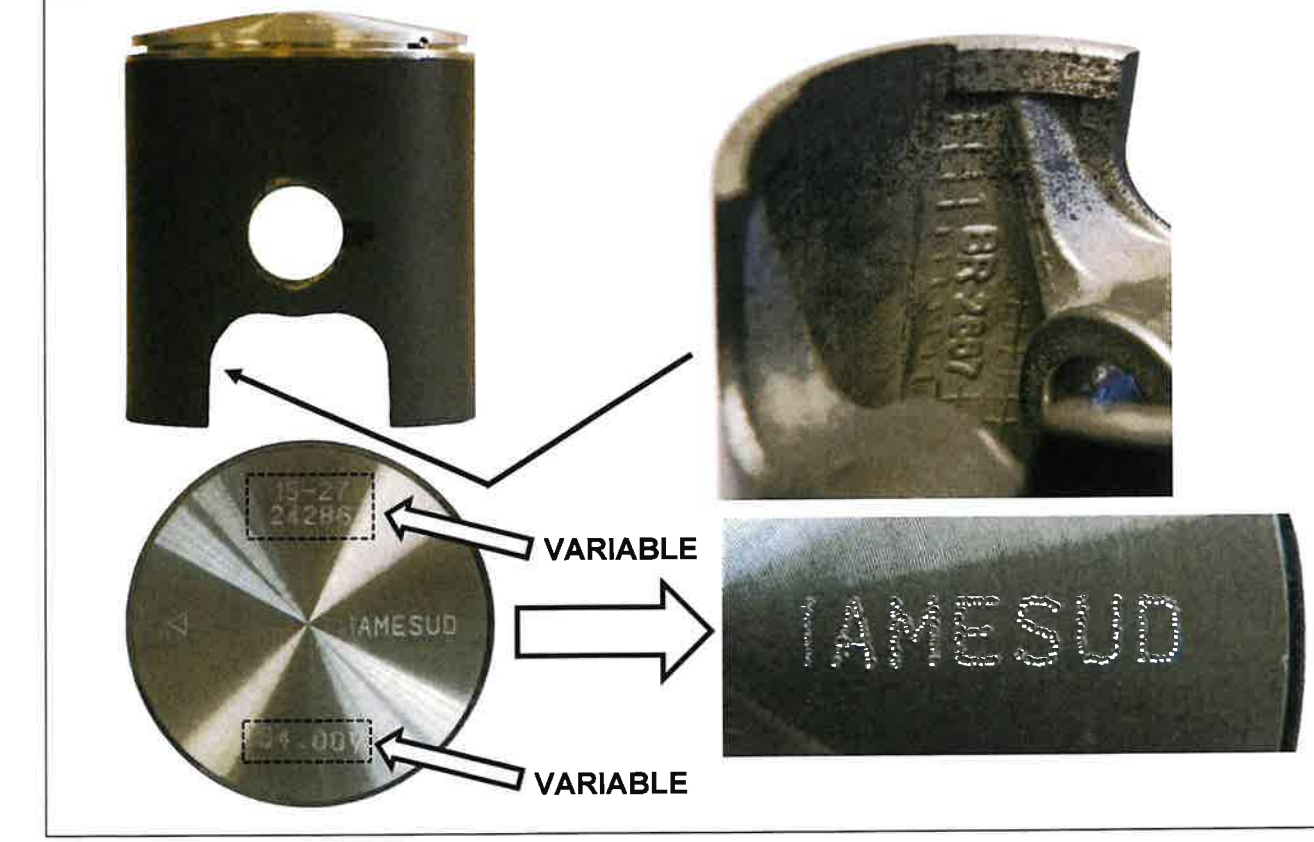
PHOTO IDENTIFICATION REED GROUP
PHOTO IDENTIFICATION BOÎTE À CLAPETS

ACTUAL VERSION *VERSION COURANTE*	ALTERNATIVE VERSION *VERSION ALTERNATIVE*
	
	
	

ACTUAL PISTON
PISTON COURANT



ALTERNATIVE PISTON
PISTON ALTERNATIF



ALTERNATIVE CONROD
BIELLE ALTERNATIVE

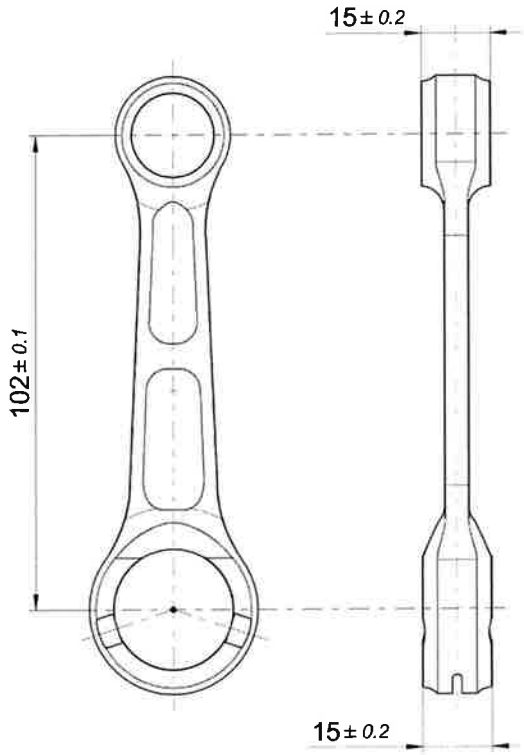
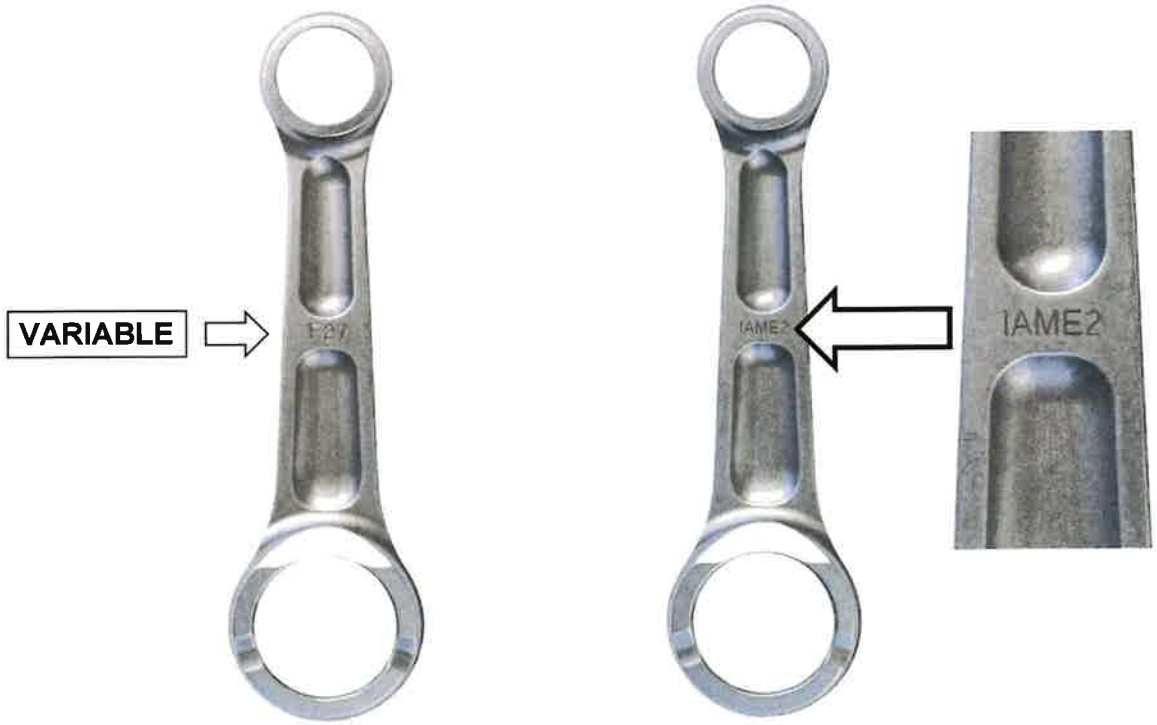


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE
PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



BOTH TYPES OF CONROD CAN BE USED WITH BOTH TYPES OF WASHERS (IN COUPLE)
LES DEUX TYPES DE BIELLE PEUVENT ÊTRE UTILISÉS AVEC LES DEUX TYPES DE RONDELLES (EN COUPLE)

PHOTO IDENTIFICATION OF SMALL END CONROD BEARING – TYPES ALTERNATIVE
PHOTO D'IDENTIFICATION DU ROULEMENT PIED DE BIELLE – TYPES ALTERNATIFS

TYPE 1

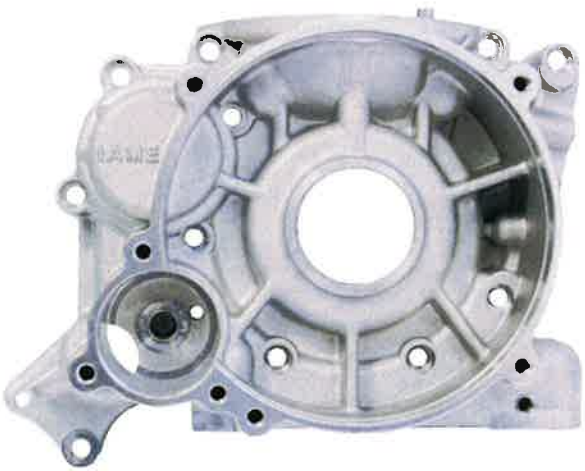
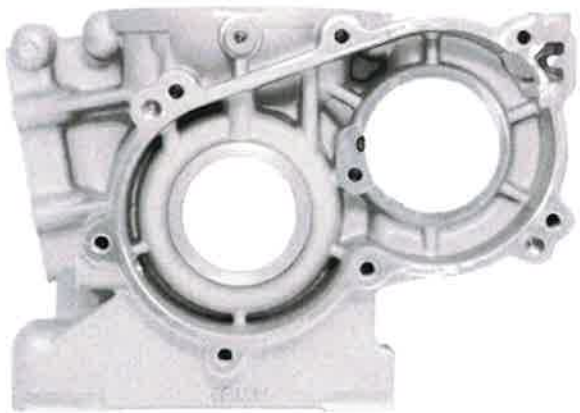
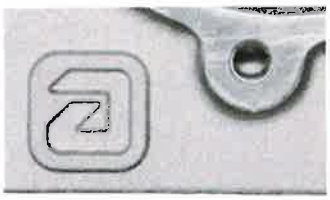
TYPE 2

PHOTO IDENTIFICATION OF CONROD WASHER – TYPES ALTERNATIVE
PHOTO D'IDENTIFICATION RONDELLE DE BIELLE – TYPES ALTERNATIVES

TYPE 1

TYPE 2

PARTS WITH ALTERNATIVE NEW LOGO "IAME"
COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»

CYLINDER HEAD *CULASSE*	CYLINDER *CYLINDRE*
 **NEW / *NOUVEAU* LOGO** 	 **NEW / *NOUVEAU* LOGO** 
SEMICARTER TRANSMISSION SIDE *DEMI-CARTER CÔTÉ PIGNON*	SEMICARTER IGNITION SIDE *DEMI-CARTER CÔTÉ ALLUMAGE*
 **NEW / *NOUVEAU* LOGO** 	 **NEW / *NOUVEAU* LOGO** 

PARTS WITH ALTERNATIVE NEW LOGO "IAME"
COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»

IGNITION COVER *COUVERCLE DE L'ALLUMAGE*	CLUTCH COVER *COUVERCLE D'EMBRAYAGE*
 **NEW / *NOUVEAU* LOGO** 	 **NEW / *NOUVEAU* LOGO** 
REED GROUP *GROUPE CLAPETS*	CARBURETTOR INLET CONVEYOR *CONVOYEUR D'ADMISSION*
NEW / *NOUVEAU* LOGO 	 **NEW / *NOUVEAU* LOGO** 

PARTS WITH ALTERNATIVE NEW LOGO "IAME"
COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»

RADIATOR
RADIATEUR

NEW / *NOVEAU* LOGO

EXHAUST SILENCER
ECHAPPEMENT

NEW / *NOUVEAU* LOGO

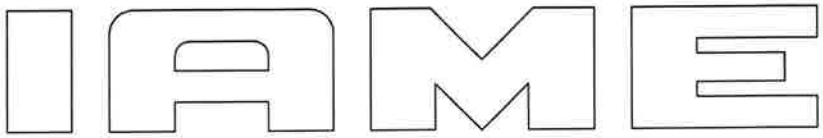
NEW / *NOUVEAU* LOGO

BALANCING SHAFT
ARBRE D'EQUILIBRAGE

NEW / *NOUVEAU* LOGO

THE OTHERS COMPONENTS OF ENGINE THAT ARE MARKED (LASER OR PUNCHING) UNTIL TODAY WITH LOGO OR WRITTEN "IAME"

LES AUTRES COMPOSANTS DU MOTEUR AVEC COMME MARQUAGE (LASER OU POINÇONNEUSE) L'ANCIEN LOGO OU ÉCRIT «IAME»

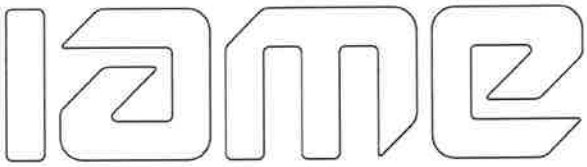


or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

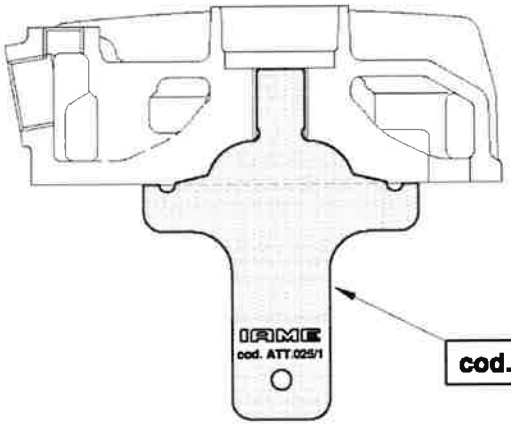
POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"



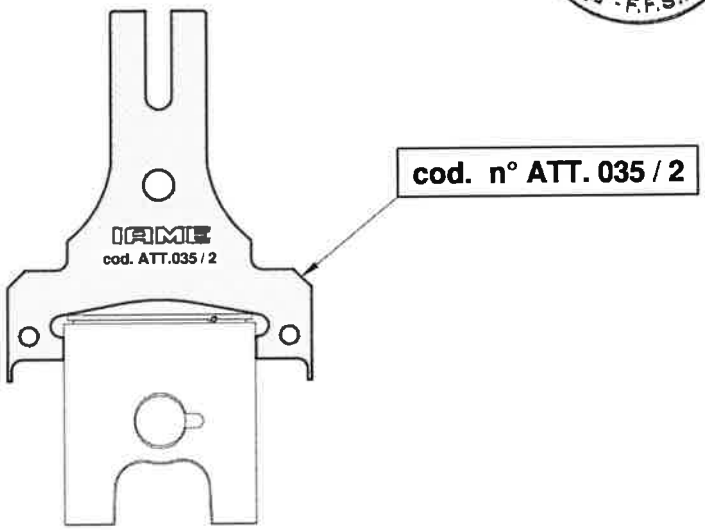
or

or

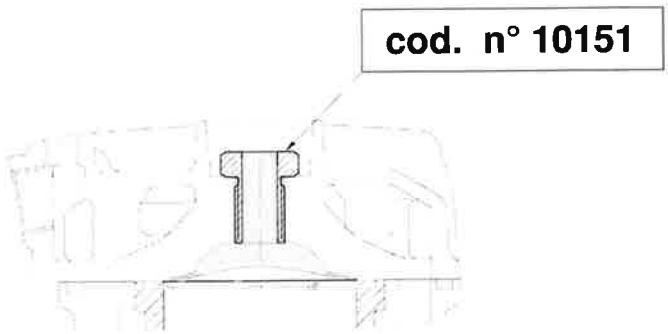
CHECKING THE SHAPE OF THE COMBUSTION CHAMBER
CONTRÔLE DE LA FORME DE LA CHAMBRE DE COMBUSTION



CONTROL OF THE PISTON DOME
CONTRÔLE DU DÔME DE PISTON



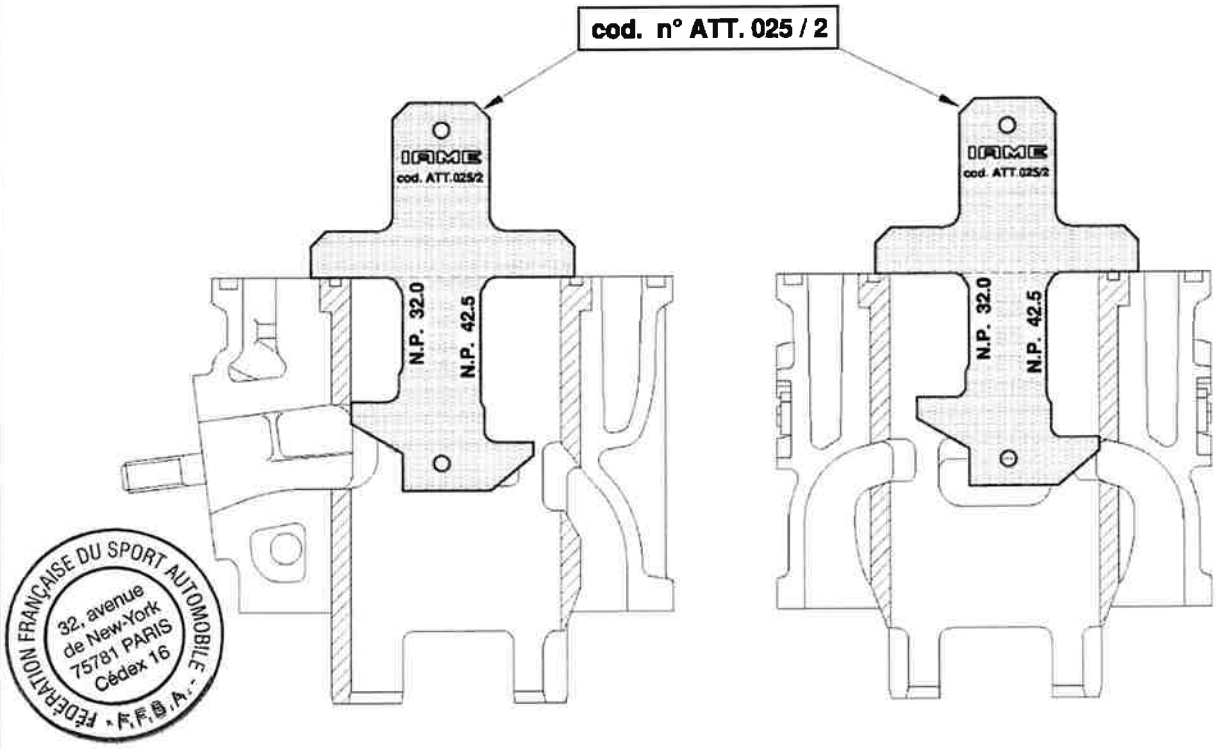
CONTROL OF THE VOLUME OF THE COMBUSTION CHAMBER
CONTRÔLE DU VOLUME DE LA CHAMBRE DE COMBUSTION



CYLINDER CHECK - *CONTRÔLE DU CYLINDRE*

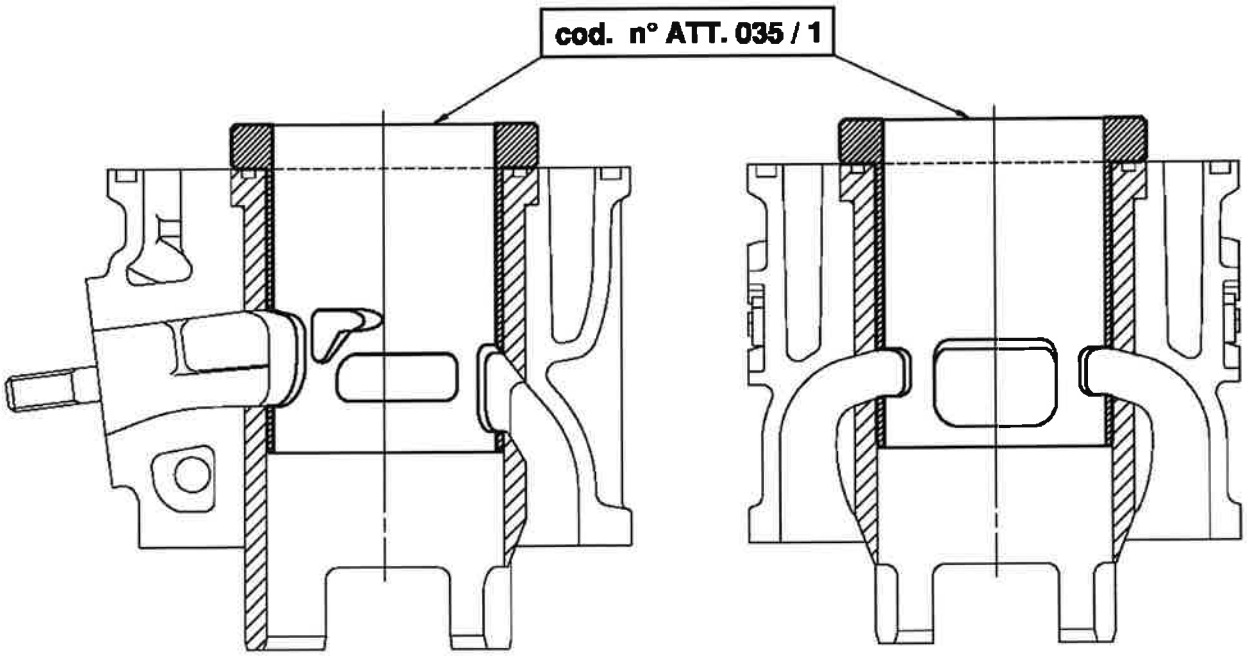
CHECKING OF EXHAUST DUCT AND LATERAL TRANSFERS

CONTRÔLE DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX

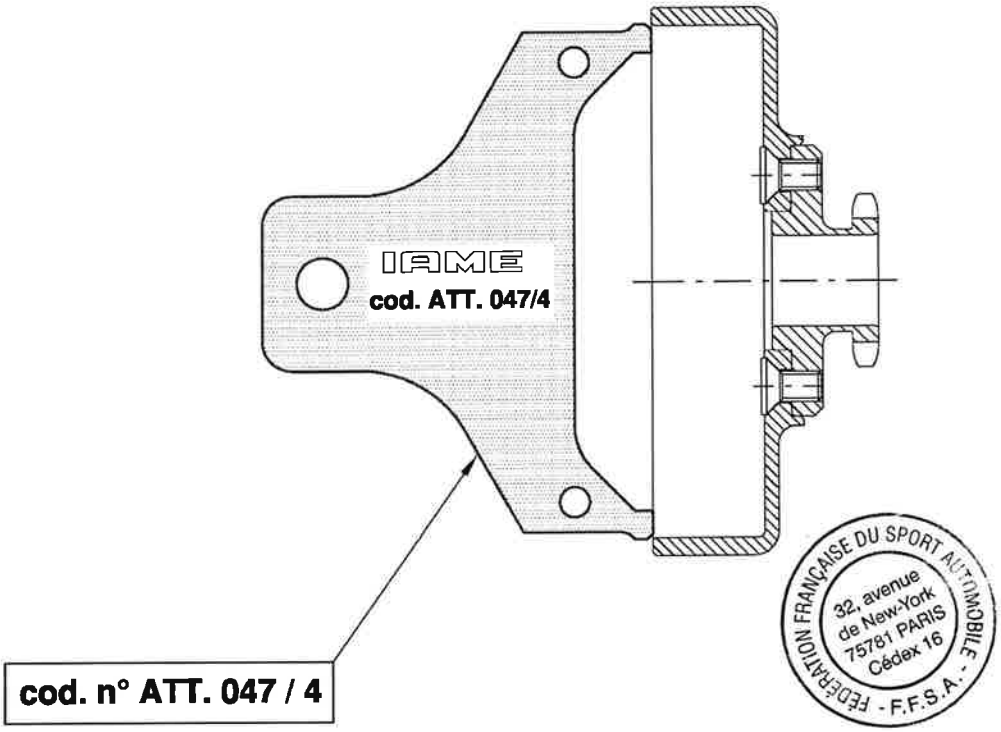


CYLINDER LINER DUCTS AND TRANSFERS CHECKING TOOL

OUTIL DE VÉRIFICATION DES LUMIÈRES DE LA CHEMISE DU CYLINDRE

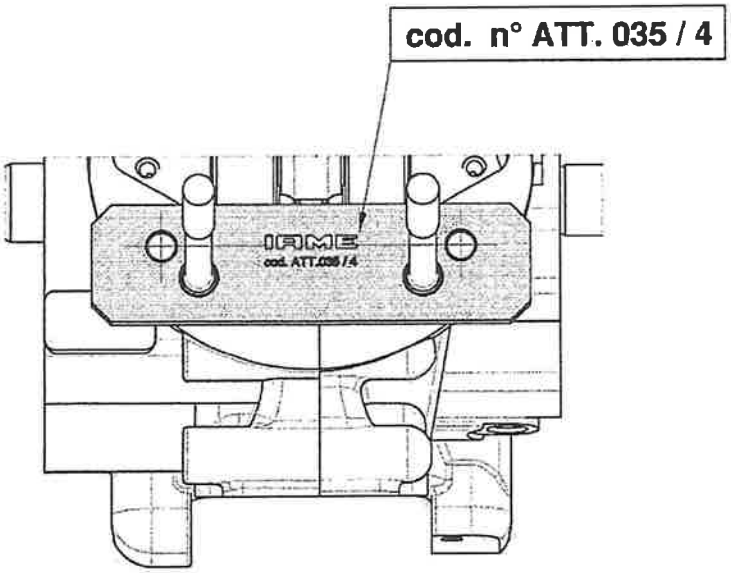


CLUTCH DRUM CHECKING TOOL
CONTRÔLE DE LA CLOCHE D'EMBRAYAGE

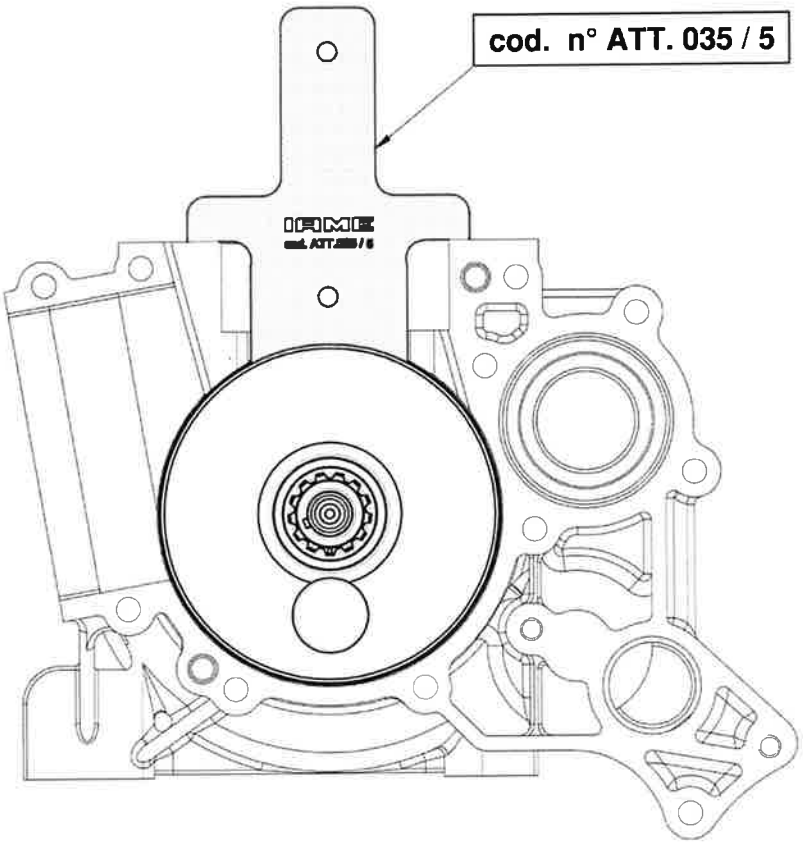


CRANKCASE CHECKING TOOLS - CONTRÔLE DU CARTER

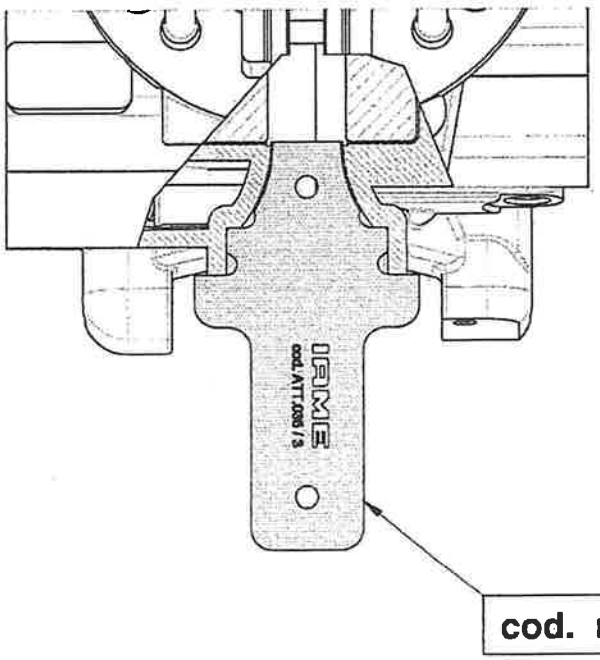
CHECKING THE INTERAXLE OF THE CILYNDER PINS
CONTRÔLE DE L'ENTRAXE DES PIONS DE CENTRAGE DU CYLINDRE



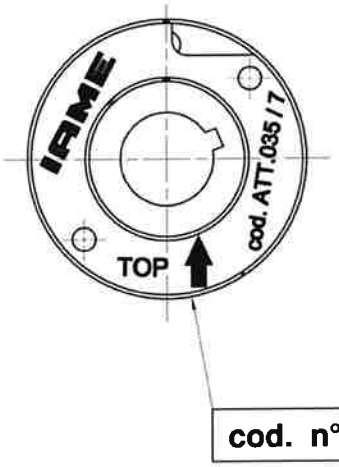
CONTROL OF THE HEIGHT OF THE CRANKSHAFT CYLINDER PLANE
CONTRÔLE DE LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER



CHECKING OF THE REEDS VALVE PLANE
CONTRÔLE DU PLAN DU LOGEMENT DE LA BOITE À CLAPETS



CHECKING OF THE POSITION OF SELETTRA DIGITAL "S" PHASE MARKING
CONTRÔLE DE LA POSITION DU MARQUAGE DE PHASE SELETTRA DIGITAL "S"



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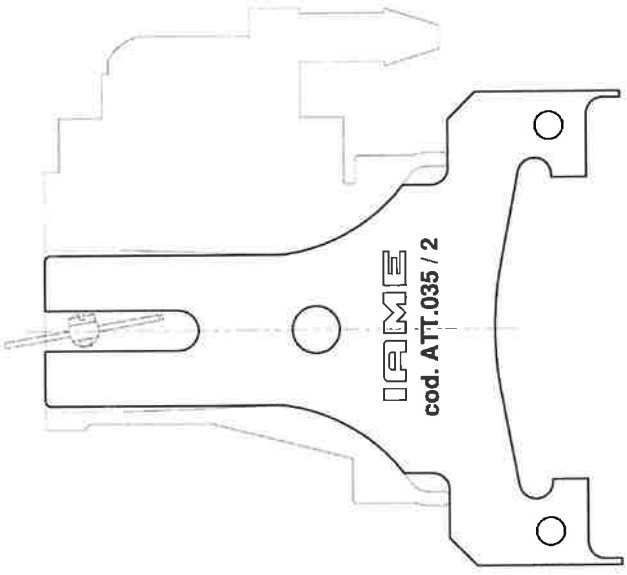
VENTURI SHAPE CONTROL OF TILLOTSON HW-27A CARBURETTOR
CONTRÔLE DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



CHECKING OF THE HEIGHT OF THE ATOMISER – GO IF IT'S OK
CONTRÔLE DE LA HAUTEUR DU PULVERISATEUR
IL PASSE S'IL EST CONFORME

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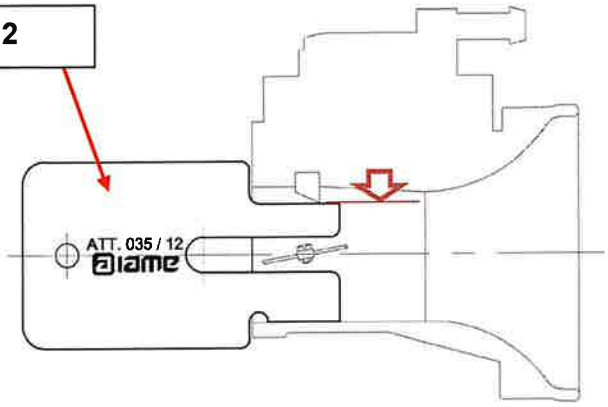
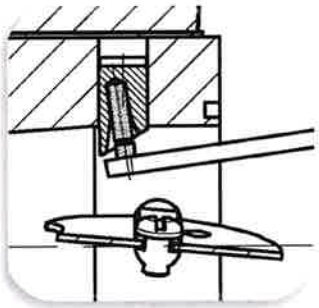
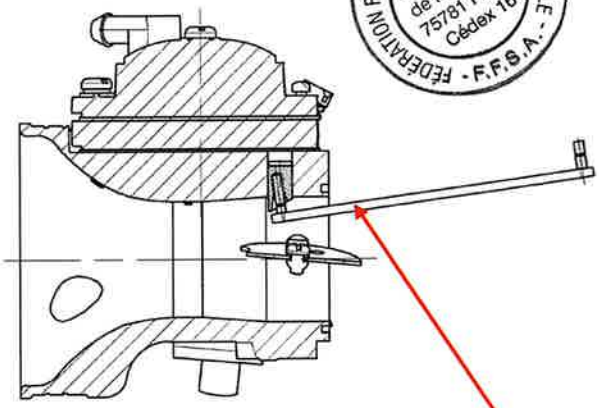


CHECK HOLE OF ATOMIZER
OUTIL DE VÉRIFICATION DE TROU DU PULVERISATEUR

Pass Side – OK
Côté passe - Conforme





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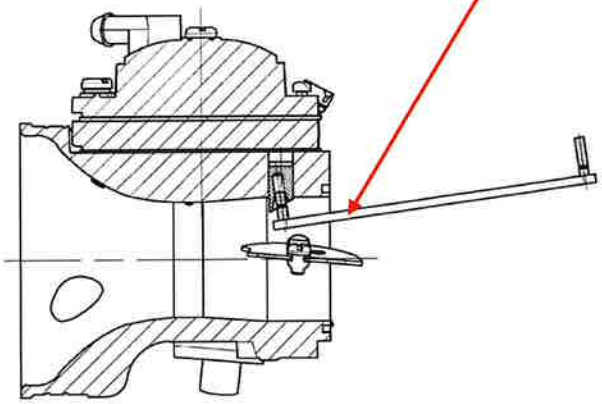
No Pass Side - OK
Pas de passe côté - Conforme



EXHAUST MANIFOLD CHECKING TOOL - *CONTRÔLE DU RACCORD D'ECHAPPEMENT*

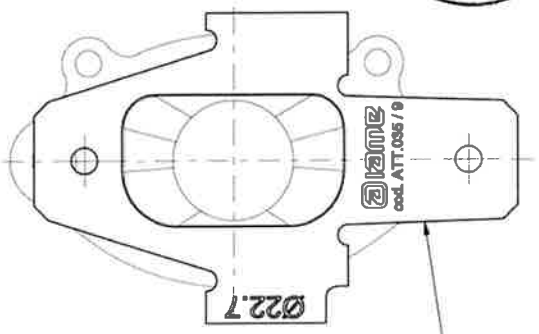


fig. 1

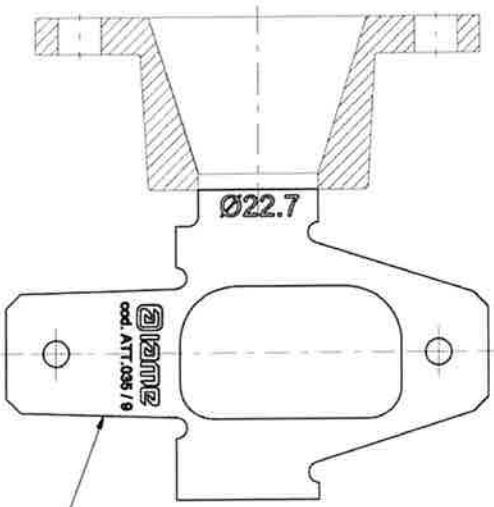


fig. 2

cod. ATT.035 / 9

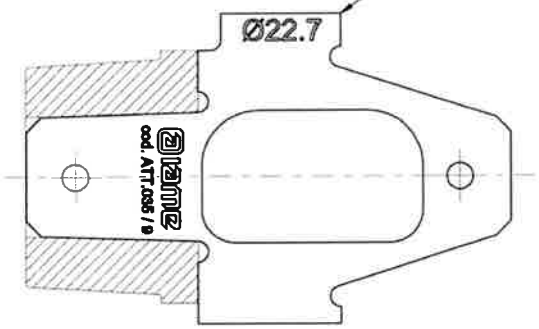


fig. 3

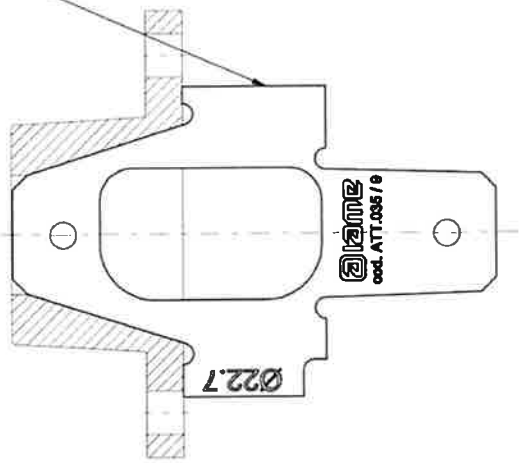


fig. 4

THE NO-GO GAUGE MUST NOT ENTER INTO THE EXHAUST RESTRICTOR, (FIG.2);
VERIFIEZ QUE LE CALIBRE N'ENTRE PAS DANS LE TROU DU RESTRICTEUR D'ECHAPPEMENT.

CHECK THAT THE TOOL MATCHES THE SHAPE OF THE EXHAUST MANIFOLD, (FIG.1,3 AND 4).
VERIFIEZ QUE LA FORME DU RESTRICTEUR D'ECHAPPEMENT EST LA MEME QUE L'OUTIL