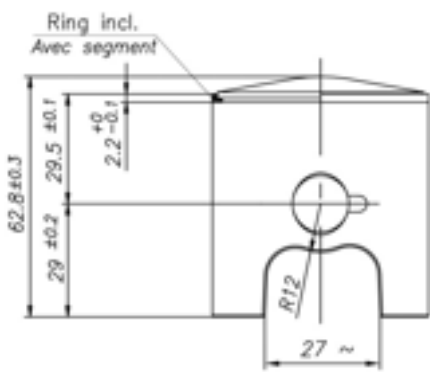
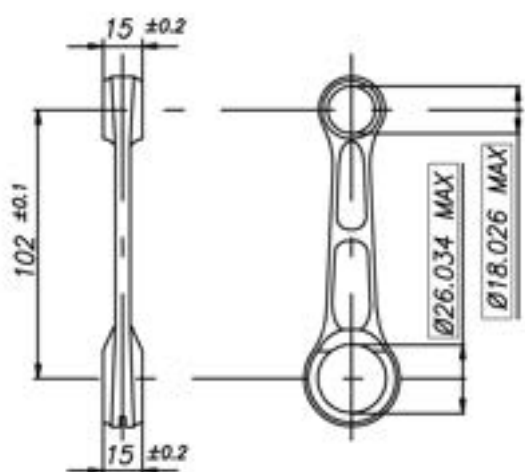
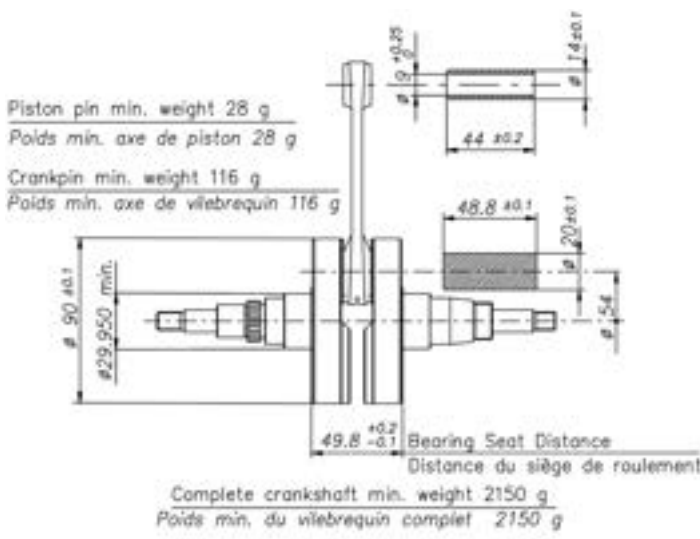
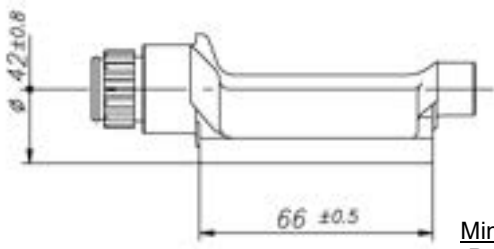
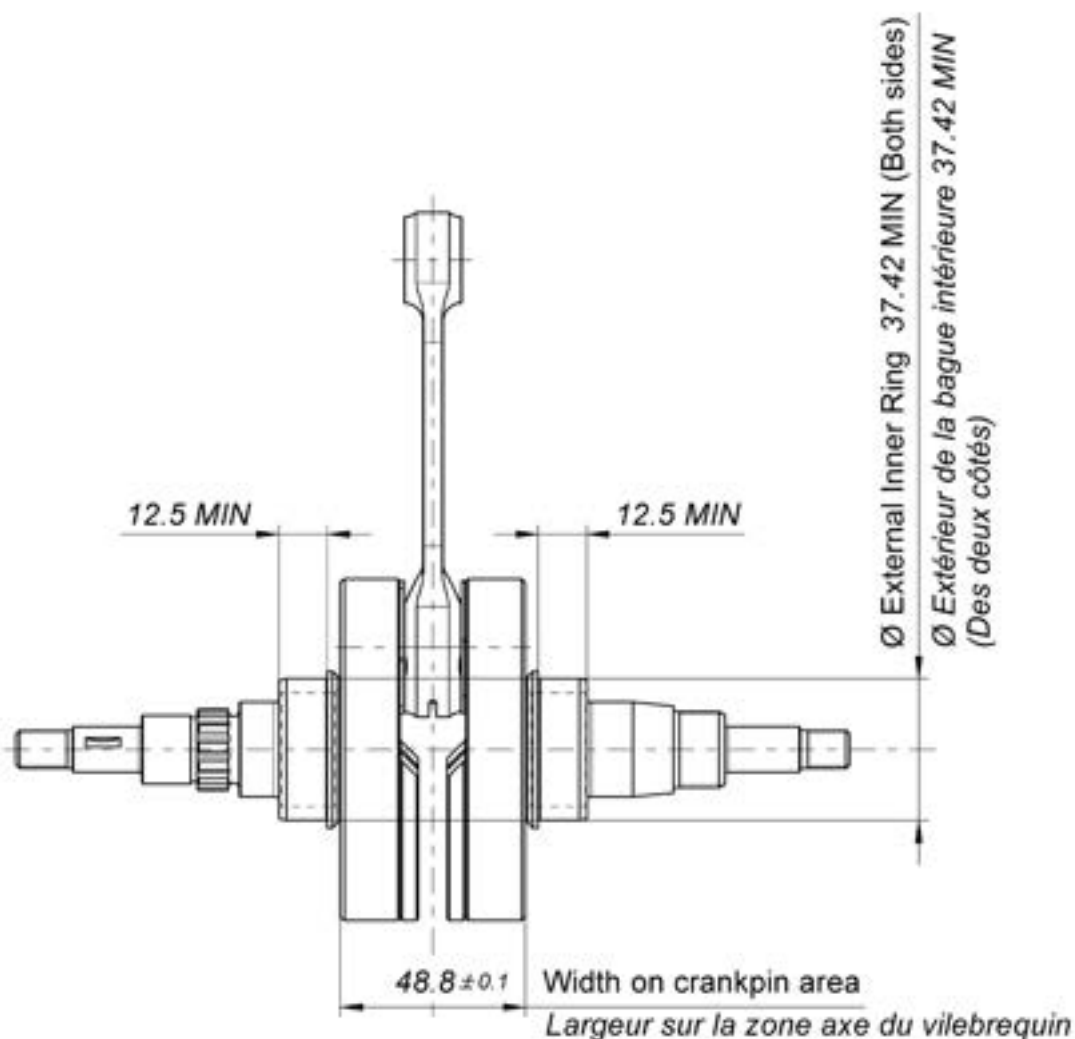


X30 125cc RL-C TAG

		FEATURES - CARACTERISTIQUES	
		Cylinder volume <i>Volume du cylindre</i>	123.67 cm ³
		Bore <i>Alésage</i>	54 mm
		Max. bore <i>Alésage max.</i>	54.28 mm
		Stroke <i>Course</i>	54 mm
		Cooling system <i>Système de refroidissement</i>	Water <i>À Eau</i>
		Inlet system <i>Système d'admission</i>	Reed valve <i>À clapets</i>
		Cylinder / crankcase transfers n° <i>N° de canaux cylindre / carter</i>	3 / 3
Carburetor Tillotson <i>Carburateur Tillotson</i>	HW-27A (Ø27 Venturi)	Inlet / exhaust ports number <i>N° lumières admiss. / échapp.</i>	3 / 3
Number of piston rings <i>Nombre de segments</i>	1	Combustion chamber shape <i>Forme chambre de combustion</i>	Spherical <i>Sphérique</i>
Big end conr. bearing diam. <i>Diamètre roulement tête de bielle</i>	20x26x15	Selettra or PVL ignition <i>Allumage Selettra ou PVL</i>	Digital
Crankshaft bearing diam. <i>Diamètre roulement du vilebrequin</i>	30x62x16	Distance between conrod centers <i>Longueur (entraxe) de la bielle</i>	102 mm
Small end conr. bearing diam. <i>Diamètre roulement pied de bielle</i>	14x18x17.5	RPM limiter <i>Limiteur de régime</i>	Yes <i>Oui</i>
Balancing shaft <i>Arbre d'équilibrage</i>	Yes <i>Oui</i>	Electric starter <i>Démarrreur électrique</i>	Yes <i>Oui</i>

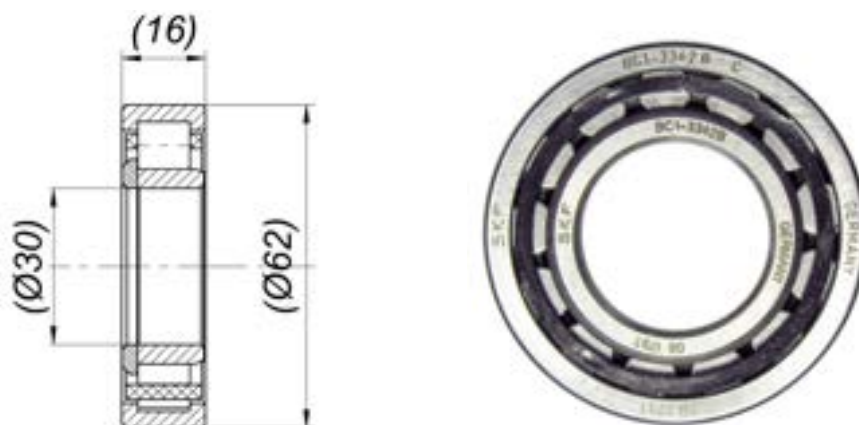
DESCRIPTION OF THE MATERIAL DESCRIPTION DES MATERIAUX		PISTON
Conrod material <i>Matériau de la bielle</i>	Steel <i>Acier</i>	 Piston min. weight (ring incl.) 128 g Poids min. piston (avec segment) 128g
Crankshaft material <i>Matériau du vilebrequin</i>	Steel <i>Acier</i>	
Balancing shaft material <i>Matériau de l'arbre d'équilibrage</i>	Steel <i>Acier</i>	
Gears material <i>Matériau des engrenages</i>	Steel <i>Acier</i>	
Starter ring material <i>Matériau de la couronne démarreur</i>	Steel <i>Acier</i>	
Head material <i>Matériau de la culasse</i>	Aluminium	DISTANCE BETWEEN CONROD CENTERS <i>ENTRAXE DE LA BIELLE</i>
Cylinder material <i>Matériau du cylindre</i>	Aluminium	 Min. weight 110 g Poids min. 110 g
Liner material <i>Matériau de la chemise</i>	Iron <i>Fonte</i>	
Crankcase material <i>Matériau du carter</i>	Aluminium	
Piston material <i>Matériau du piston</i>	Aluminium	
Piston rings material <i>Matériau des segments</i>	Iron <i>Fonte</i>	
Exhaust muffler material <i>Matériau du pot d'échappement</i>	Sheet-steel <i>Tôle acier</i>	
Ball-bearings <i>Roulements</i>	Type 6206	
CRANKSHAFT - VILEBREQUIN		BALANCING SHAFT <i>ARBRE D'EQUILIBRAGE</i>
		 Min. weight 315 g Poids Min. 315 g
		CRANKSHAFT BALL BEARINGS <i>ROULEMENTS À BILLES DU VILEBREQUIN</i>
		

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

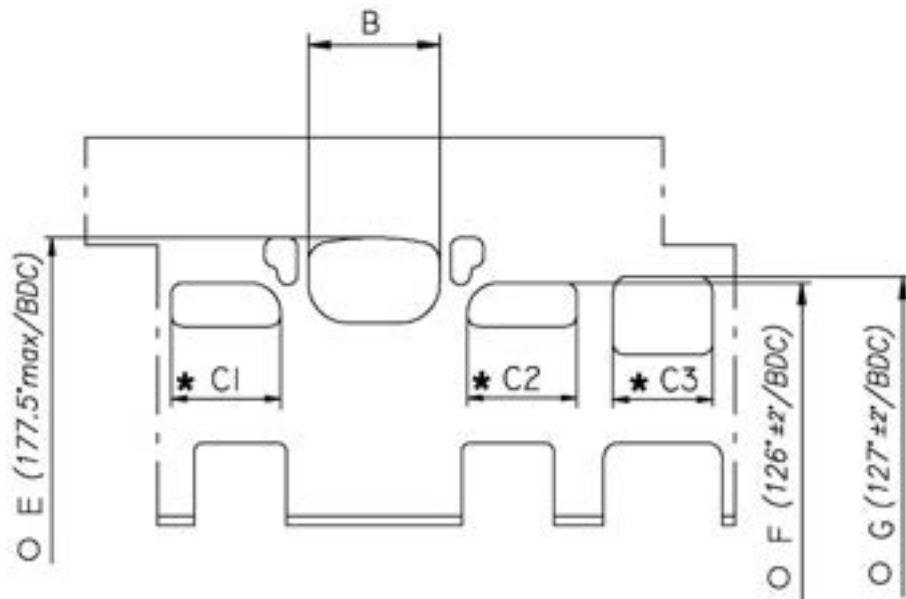


Crankshaft complete min. Weight 2220 g
Poids min. du vilebrequin

ROLLER MAIN BEARING
ROULEMENTS À ROULEAUX DU VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

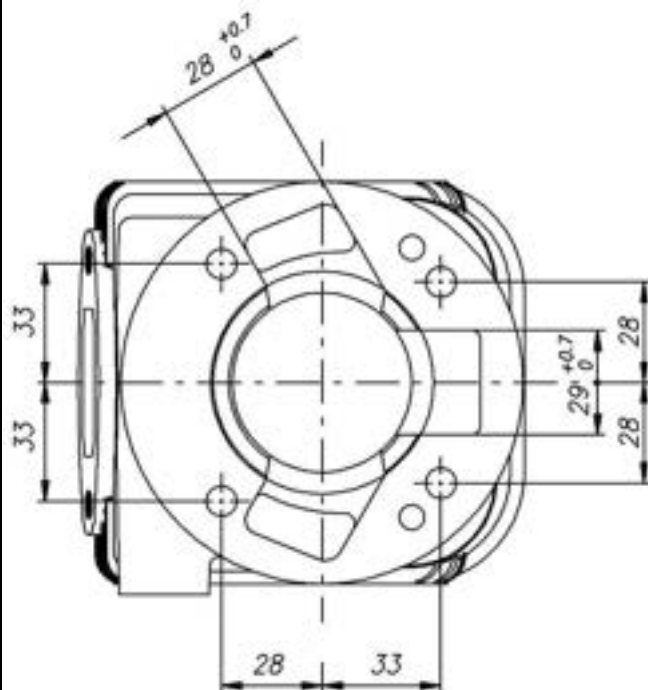


B	$\leq 36.5 \text{ mm}$
C1 = C2	$\leq 30 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$
E	177.5° max
F	$126^\circ \pm 2^\circ$
G	$127^\circ \pm 2^\circ$

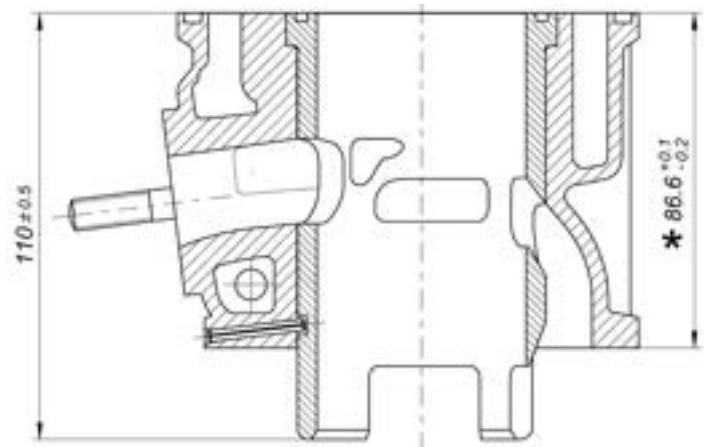
* CHORDAL READING
LECTURE CORDALE

○ 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

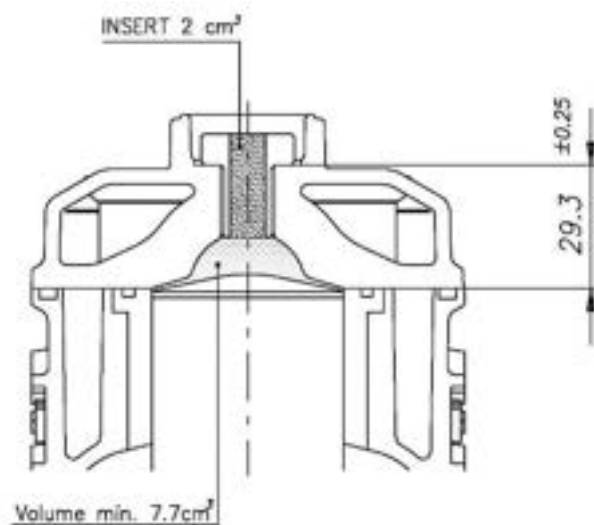


CYLINDER CROSS SECTION VIEW VUE EN SECTION DU CYLINDRE



* 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

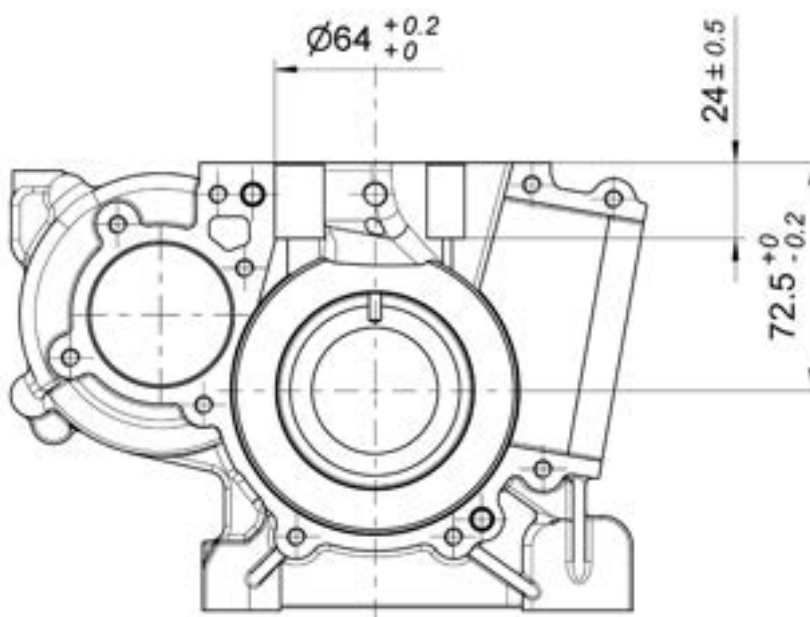
COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMBUSTION



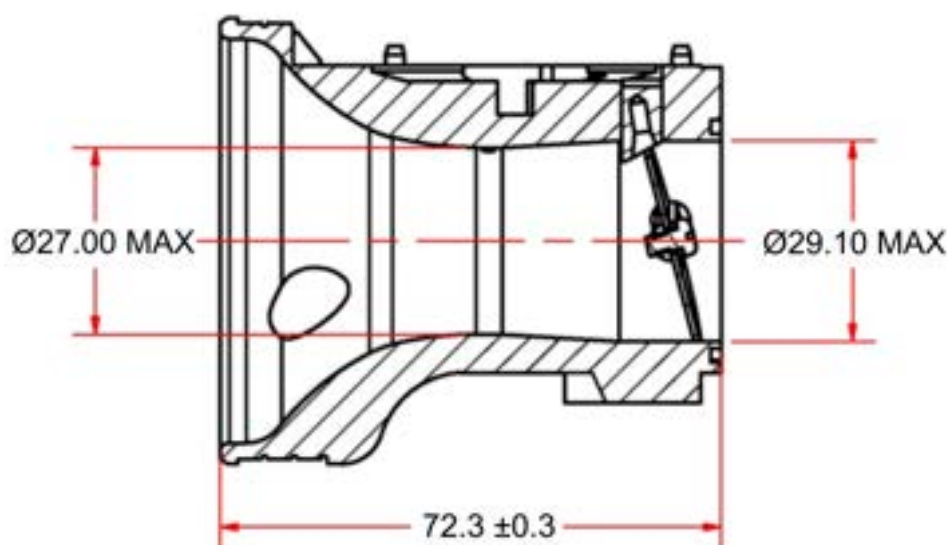
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

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

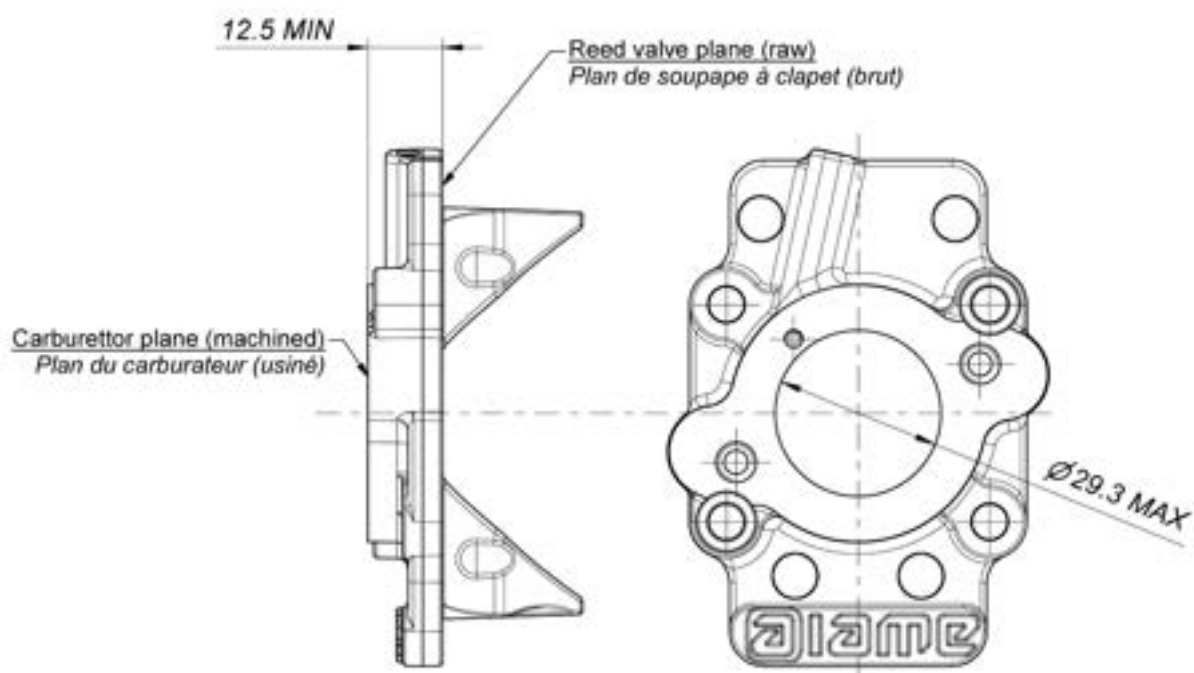
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



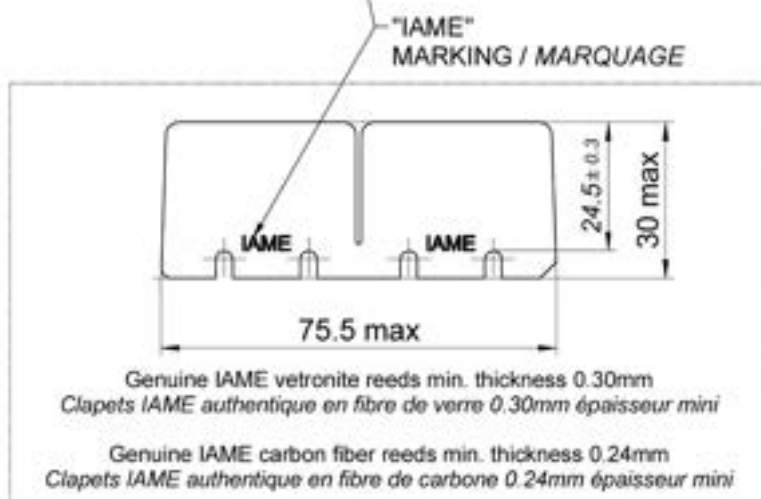
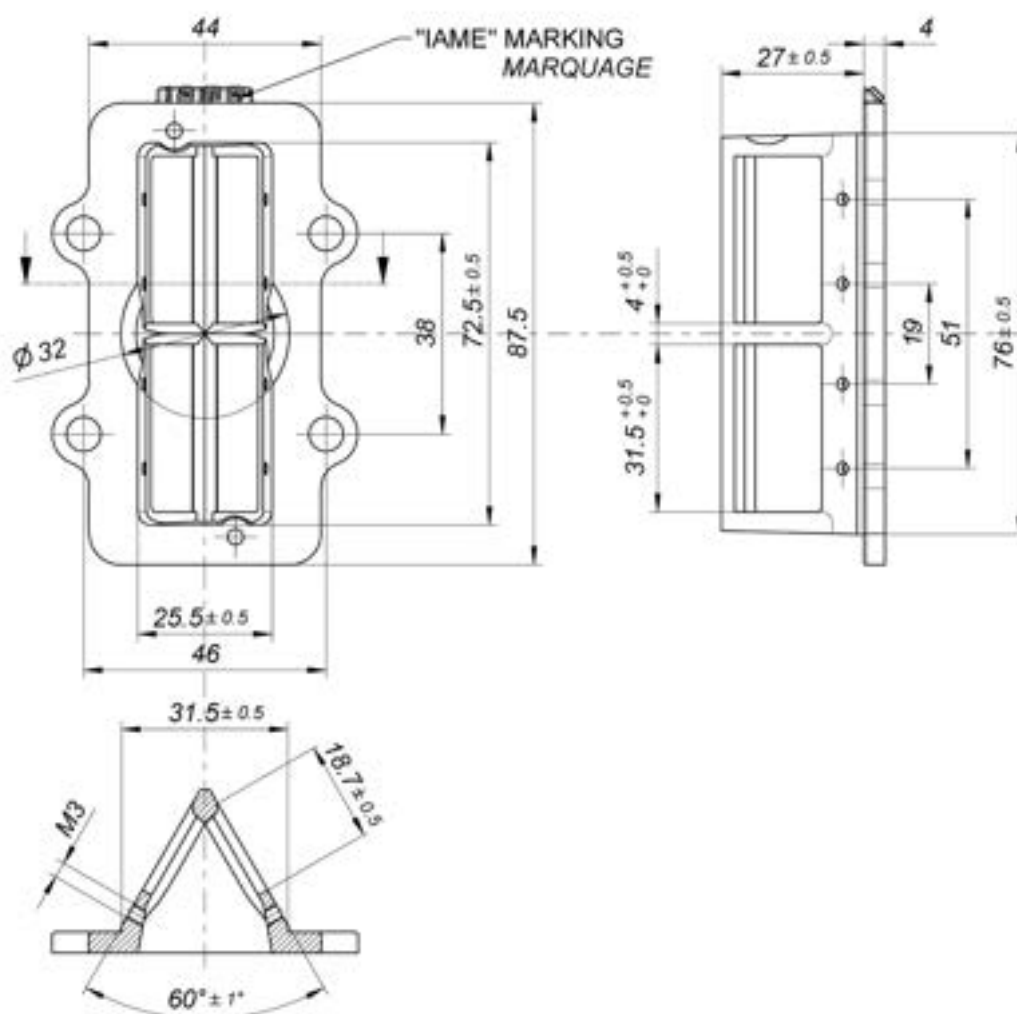
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS
 DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



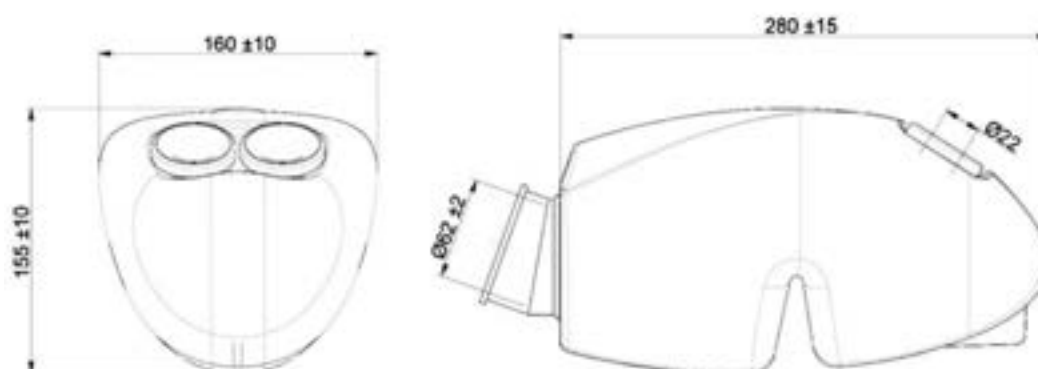
INLET CONVEYOR DIMENSIONS
 CONVOYEUR D'ADMISSION



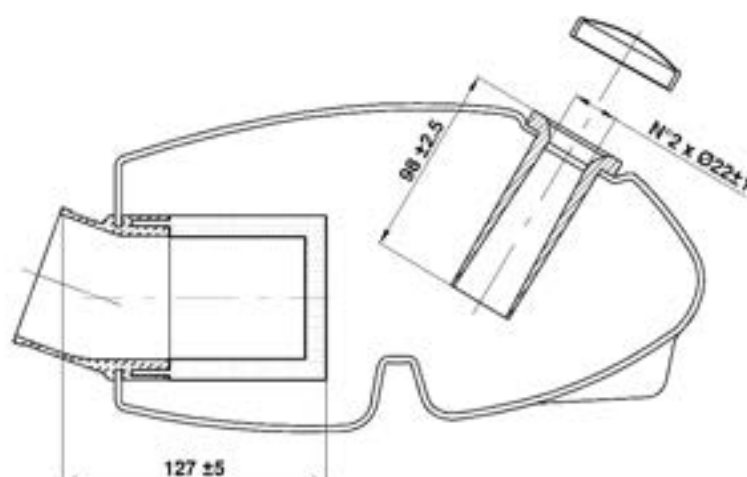
REED VALVE - DIMENSIONS AND MARKING BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE



INLET SILENCER – DRAWING
 DESSIN DU SILENCIEUX D'ADMISSION



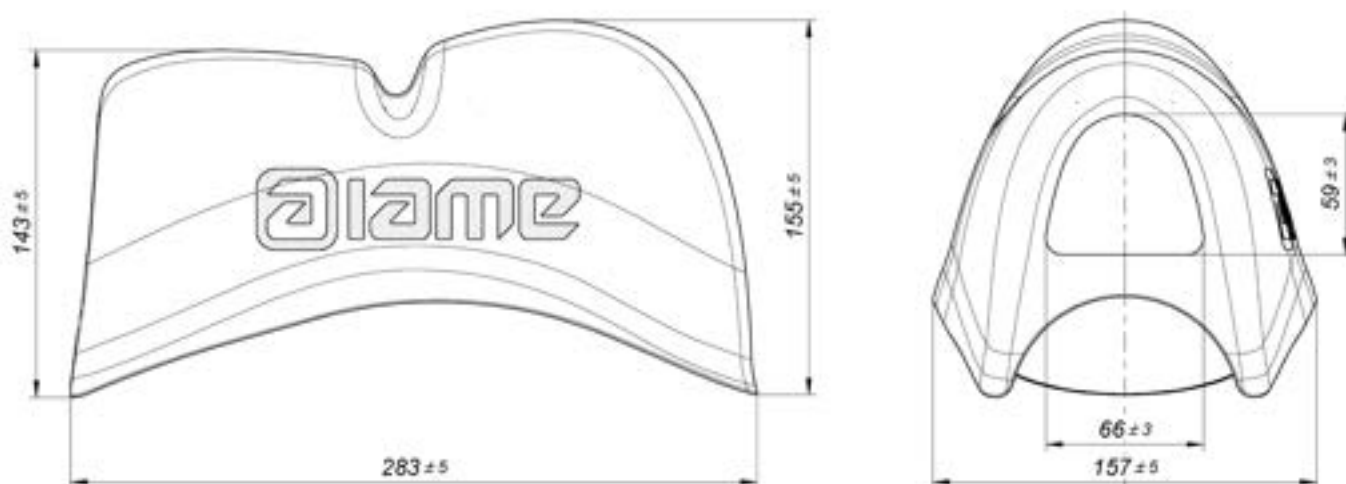
WITH SPONGE AIR FILTER
AVEC MANCHON COMPLET ET FILTRE À AIR



INLET SILENCER - PHOTO
 PHOTO - SILENCIEUX D'ADMISSION



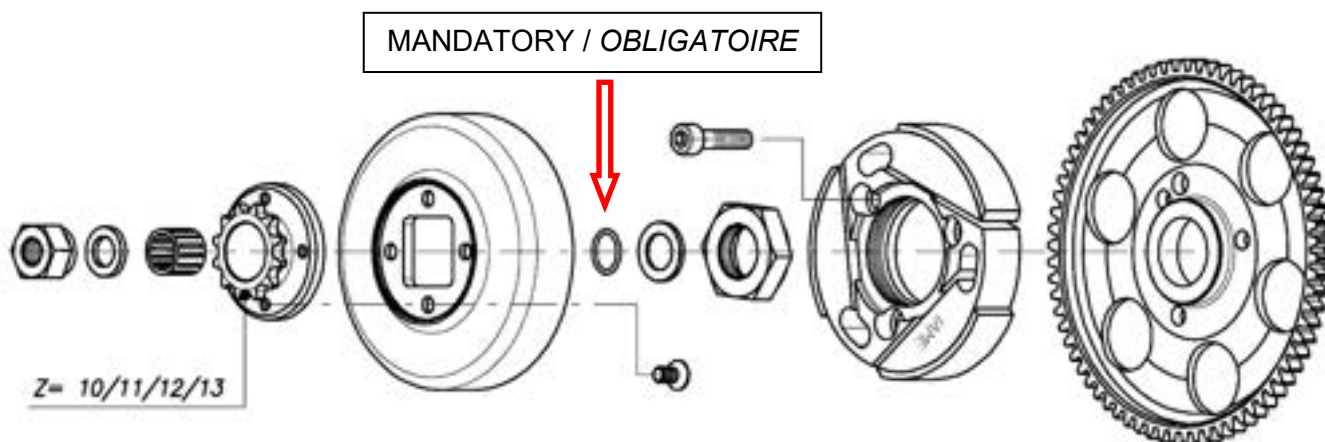
RAIN COVER INLET SILENCER – DRAWING
 DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



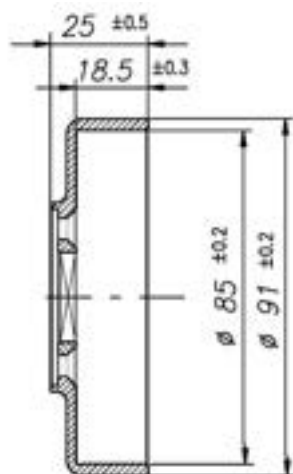
RAIN COVER INLET SILENCER - PHOTO
 PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



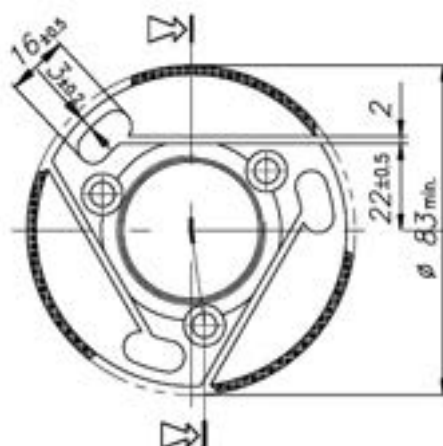
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



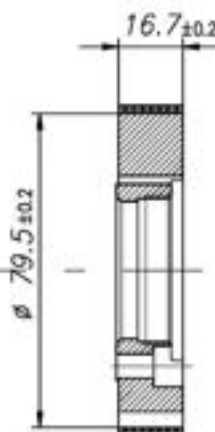
COMPONENTS OF THE CLUTCH – COMPOSANTS DE L'EMBRAYAGE



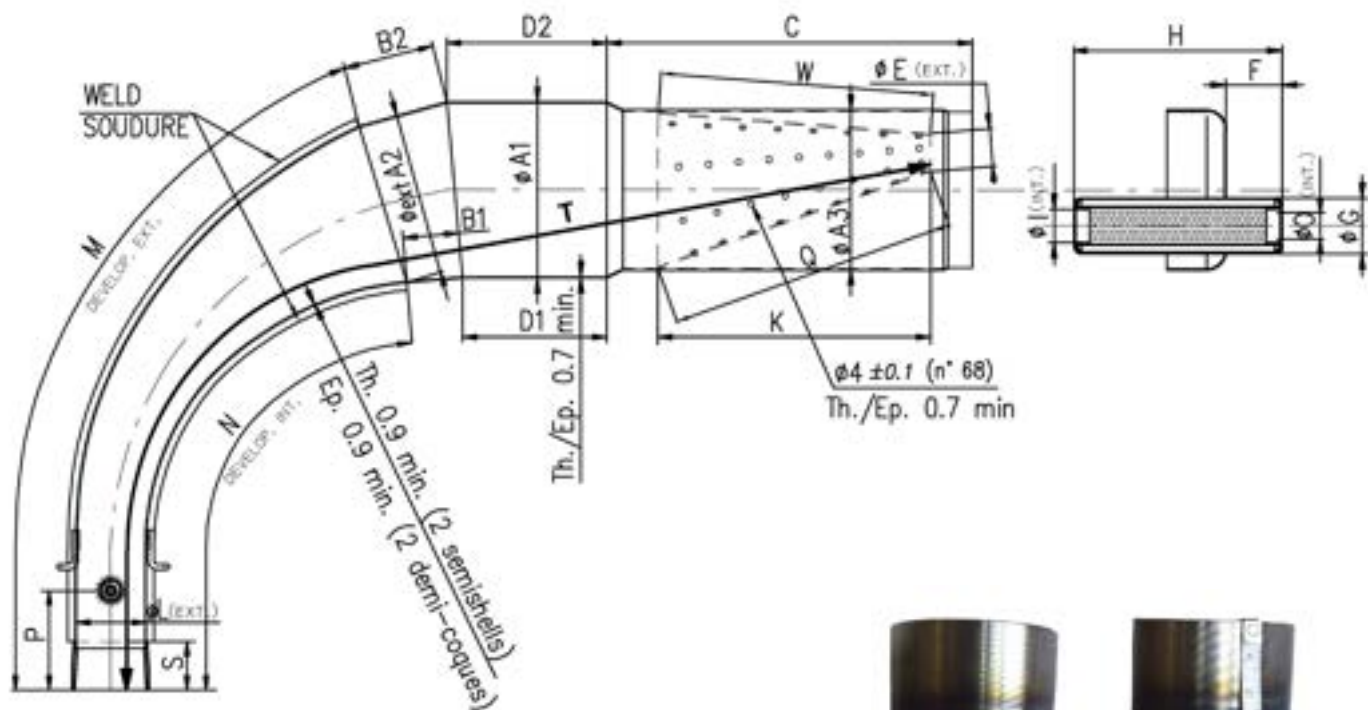
Min. weight 225 g
Poids min. 225g



Min. weight 375 g
Poids min. 375g

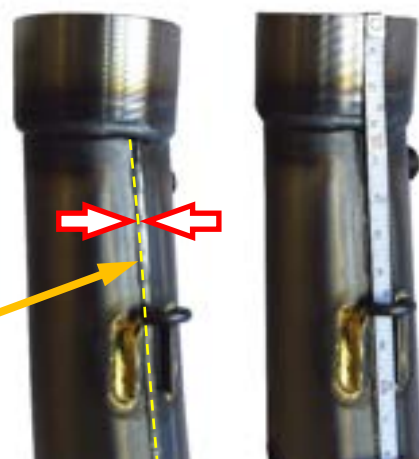


EXHAUST MUFFLER VIEW AND DIMENSIONS
VUE ET DIMENSIONS DU SILENCIEUX D'ÉCHAPPEMENT



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.

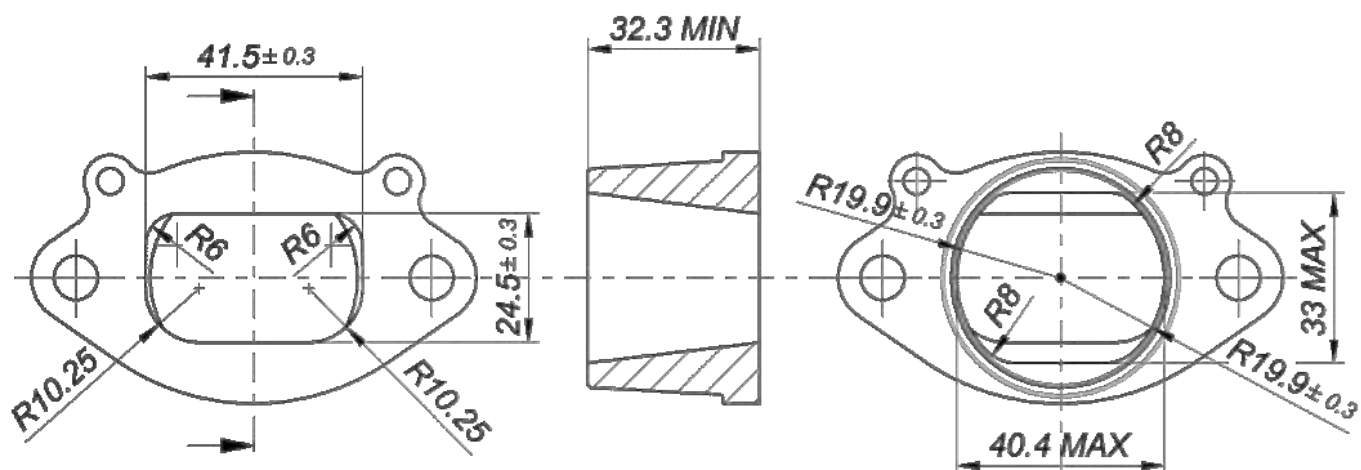
*Les dimensions « **M** », « **N** » et « **T** » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.*

*Les dimensions « **M** », « **N** » doivent être prises sur l'axe de la soudure.*

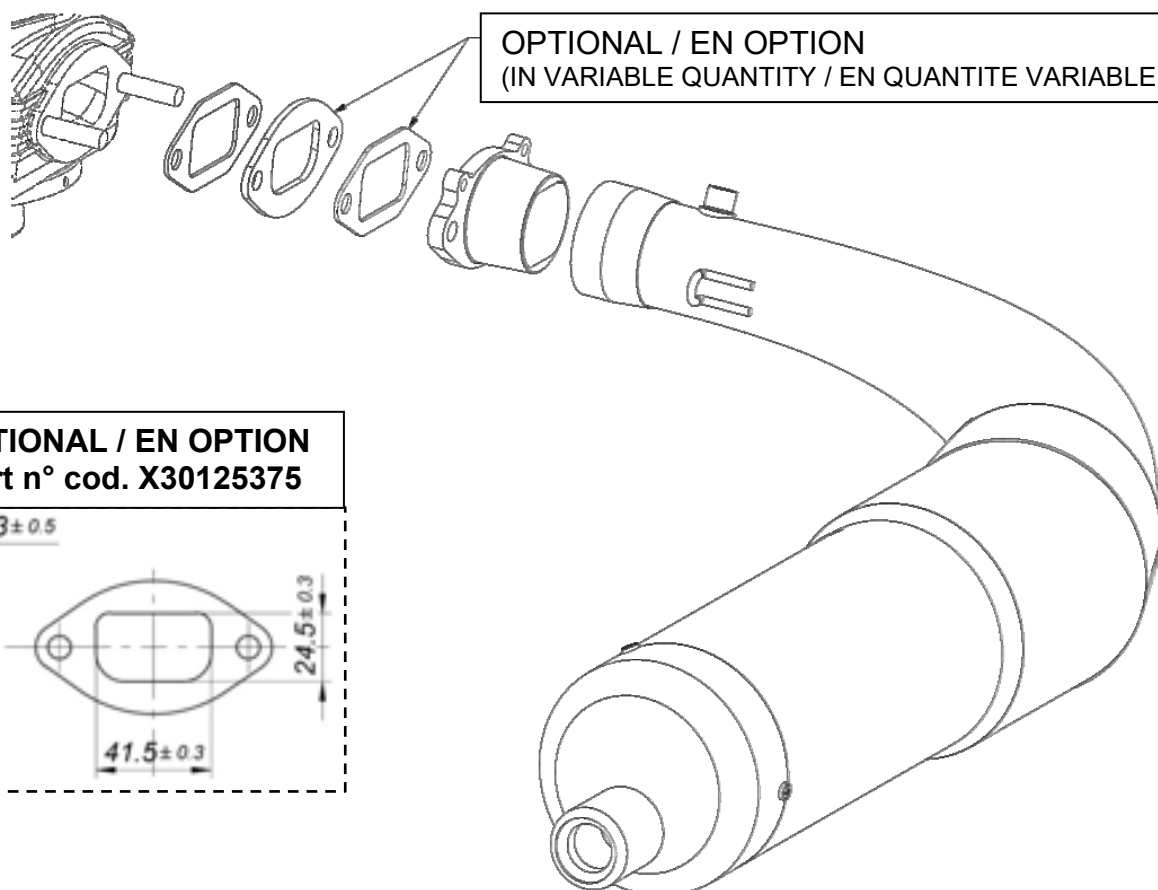
The dimensions “**Q**” and “**W**” must be taken by steel tape measure 12mm wide.

*Les dimensions « **Q** » et « **W** » doivent être prises à l'aide d'un ruban à mesurer en acier 12 mm de large.*

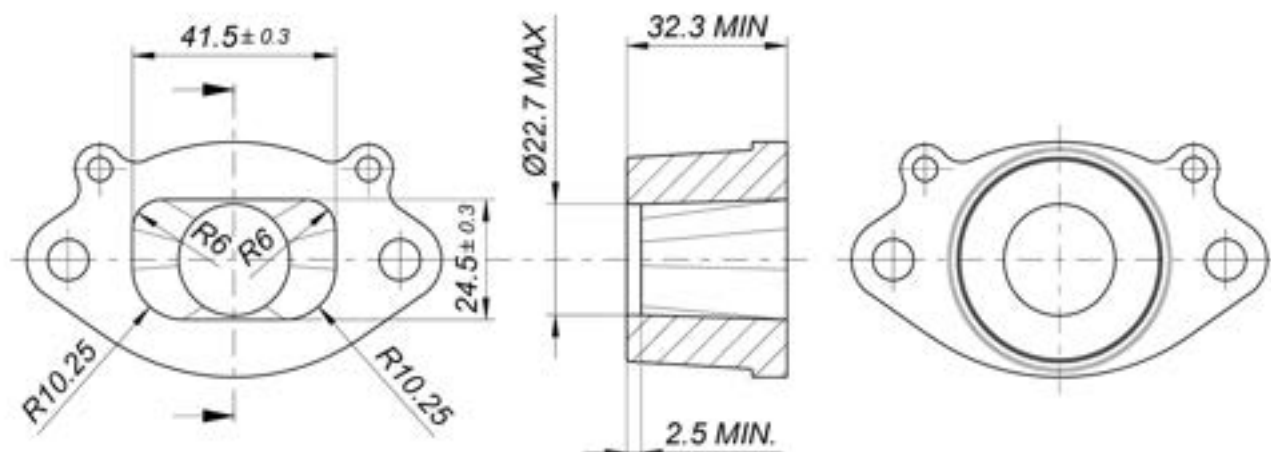
SENIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT SENIOR



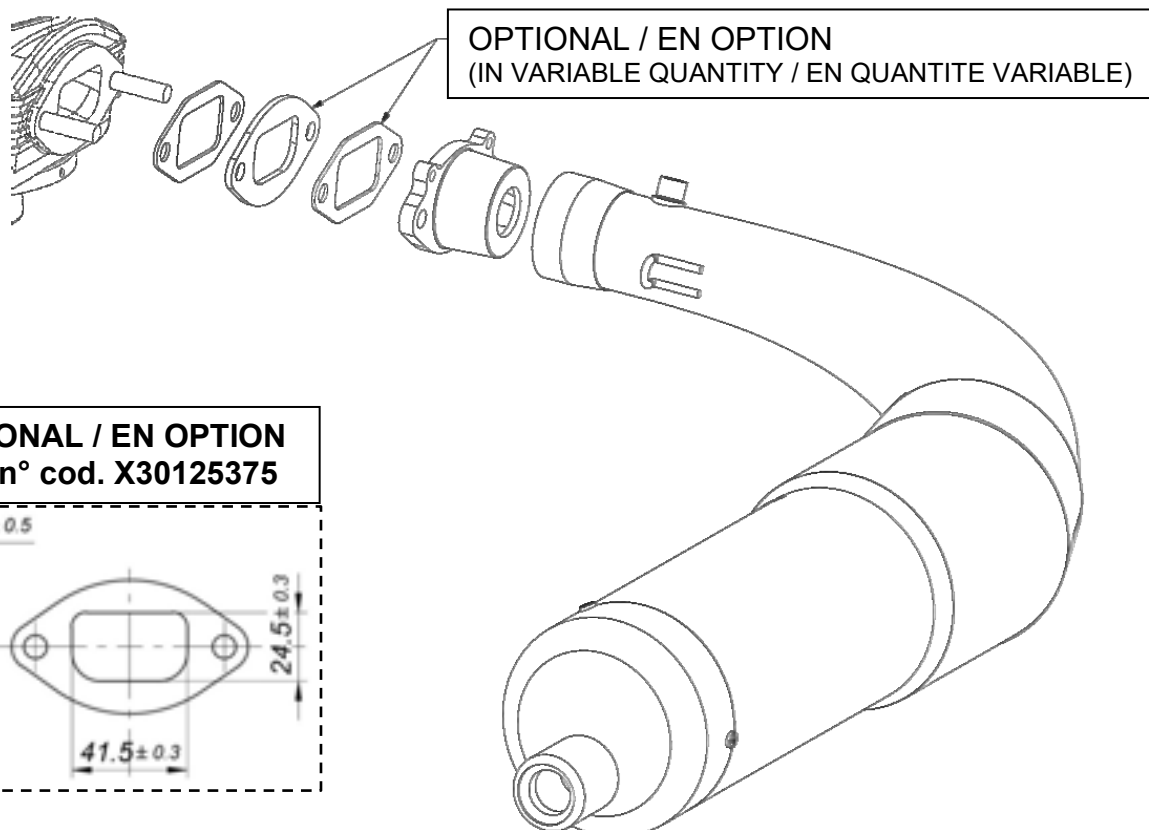
SENIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



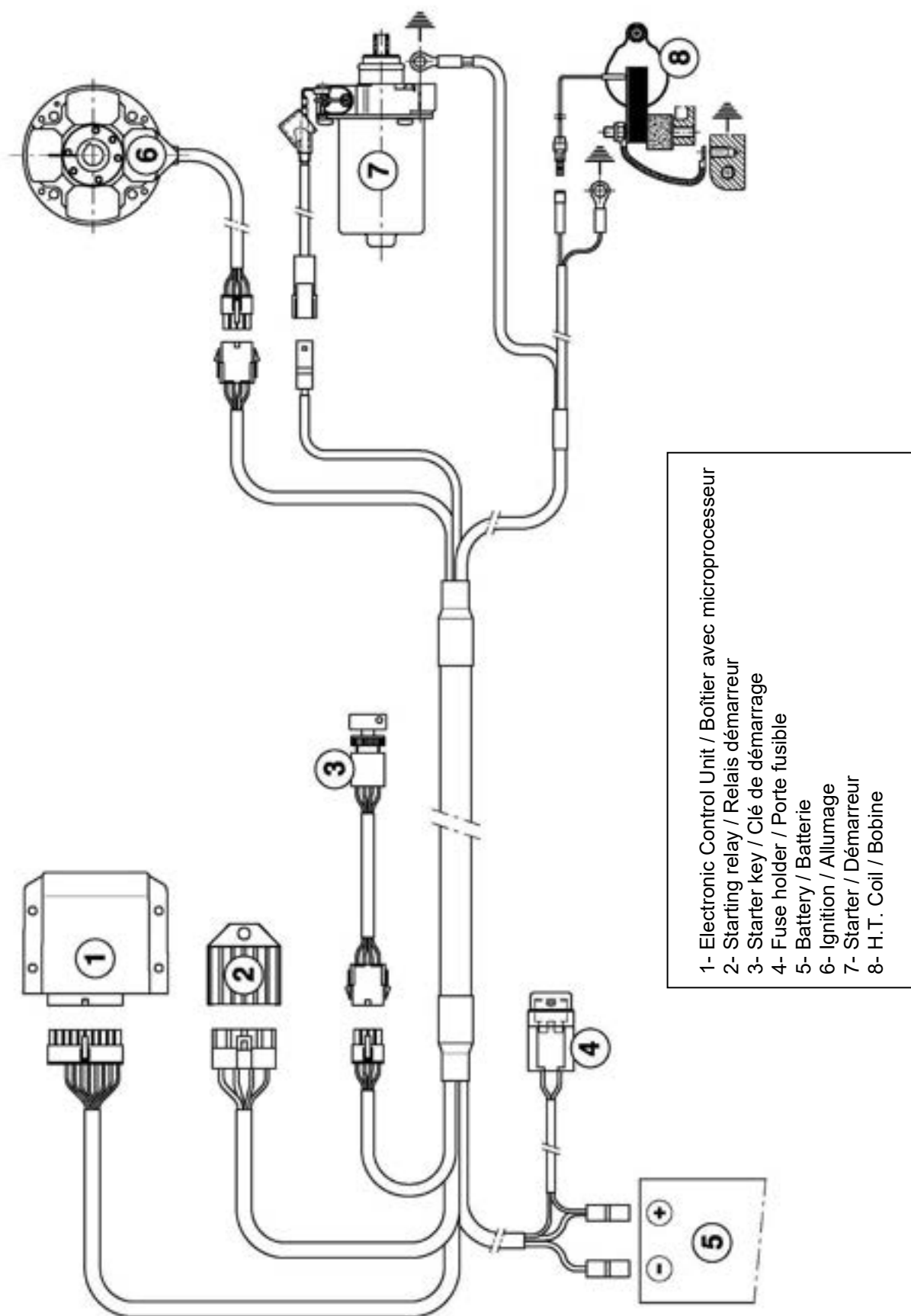
JUNIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT JUNIOR



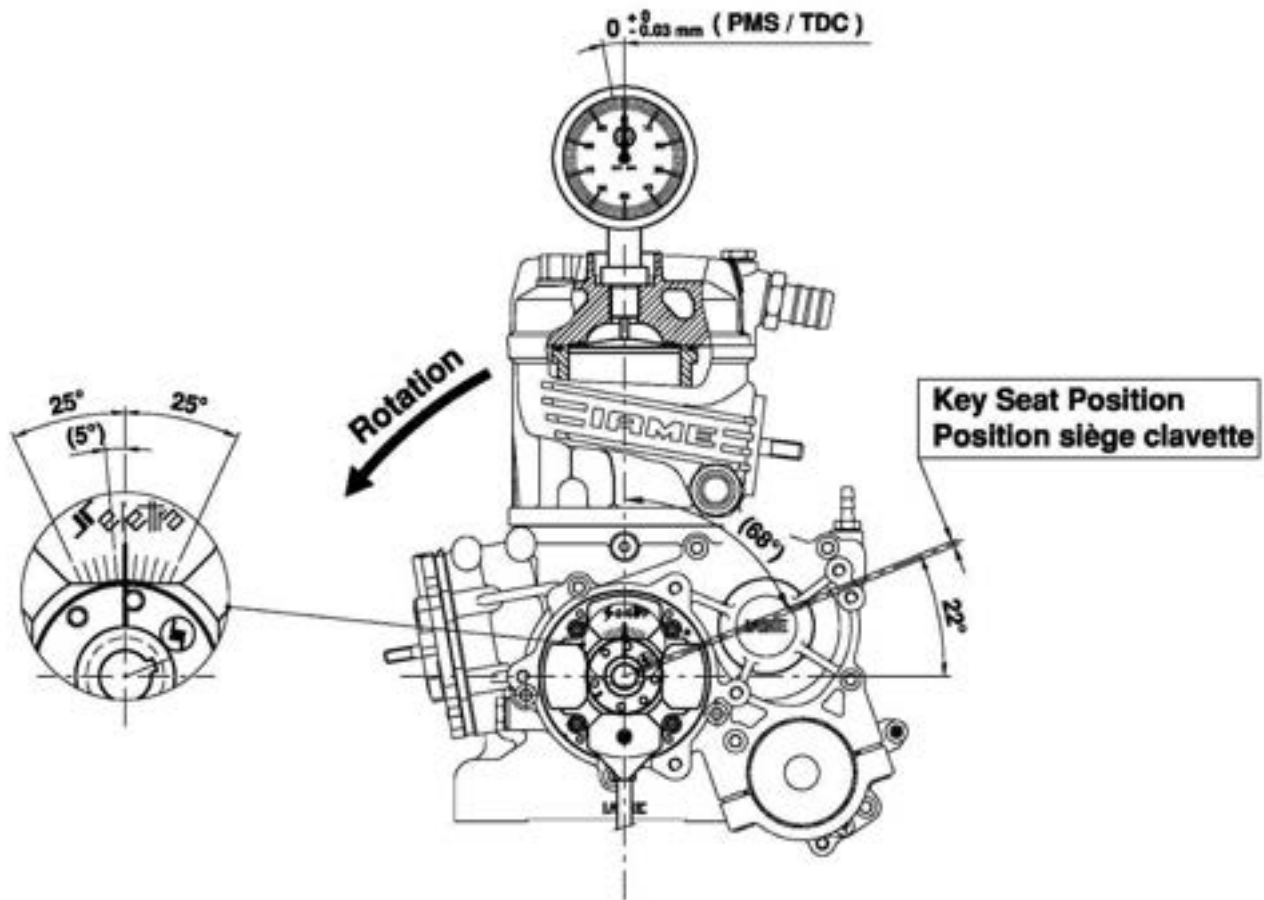
JUNIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT JUNIOR



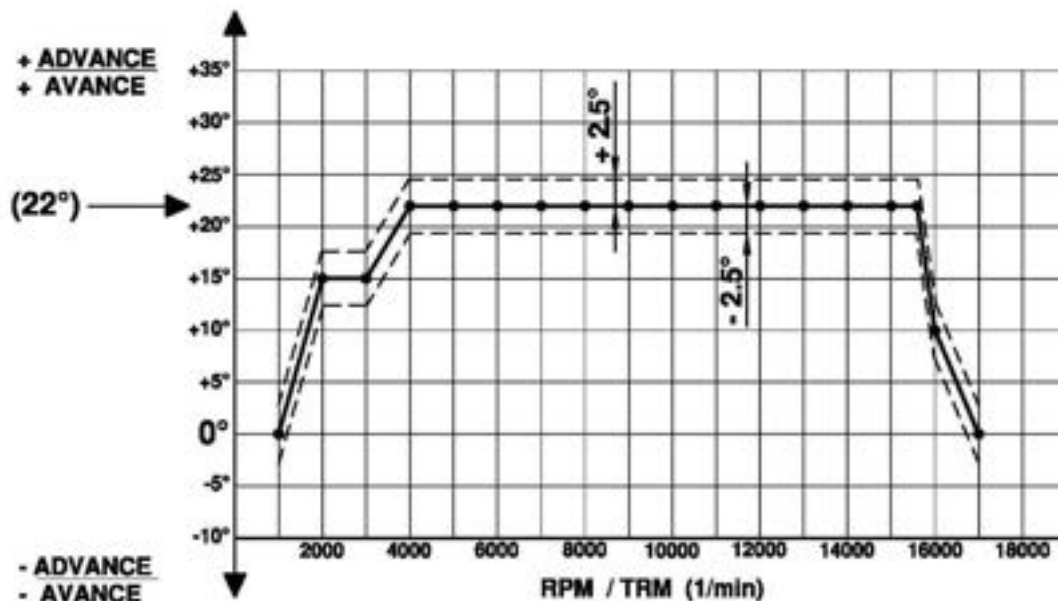
WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION)
SCHEMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K")



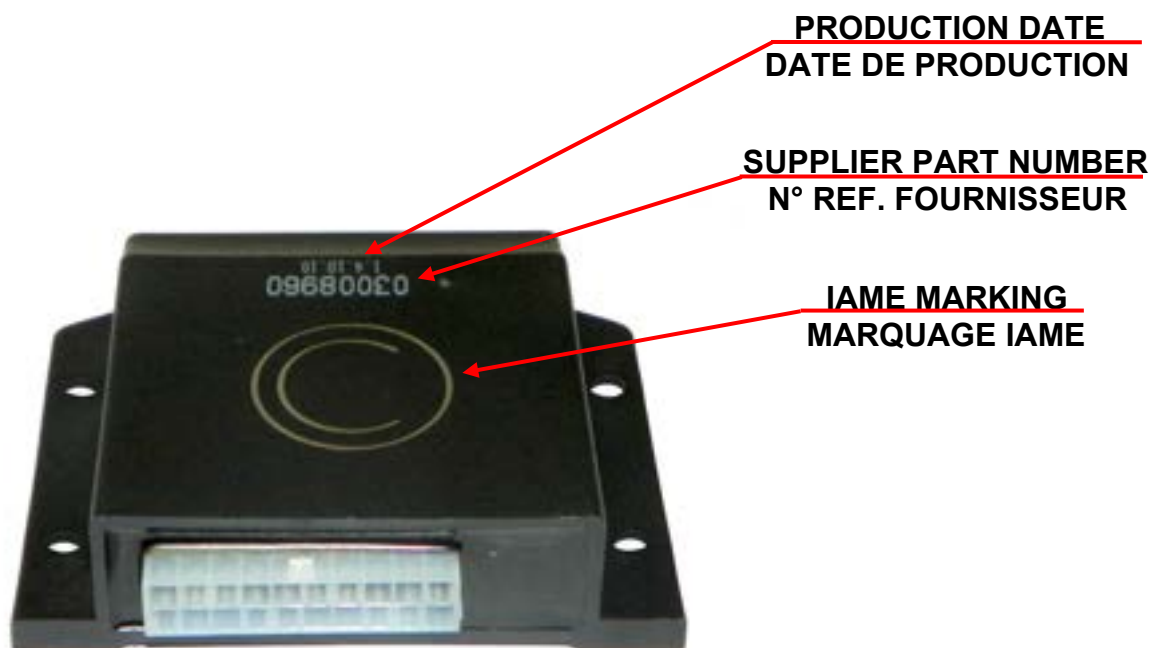
SCHEME FOR ADVANCE CONTROL SCHEMA POUR LE CONTROLE DE L'AVANCE



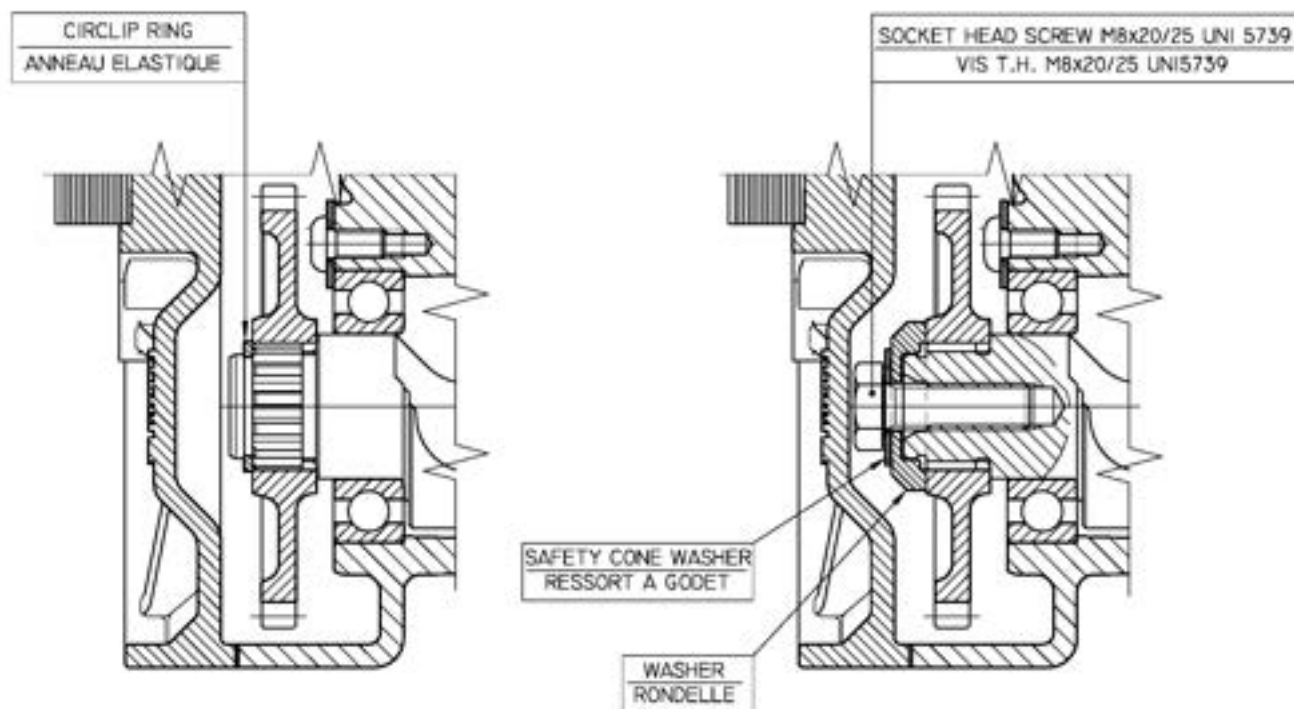
ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



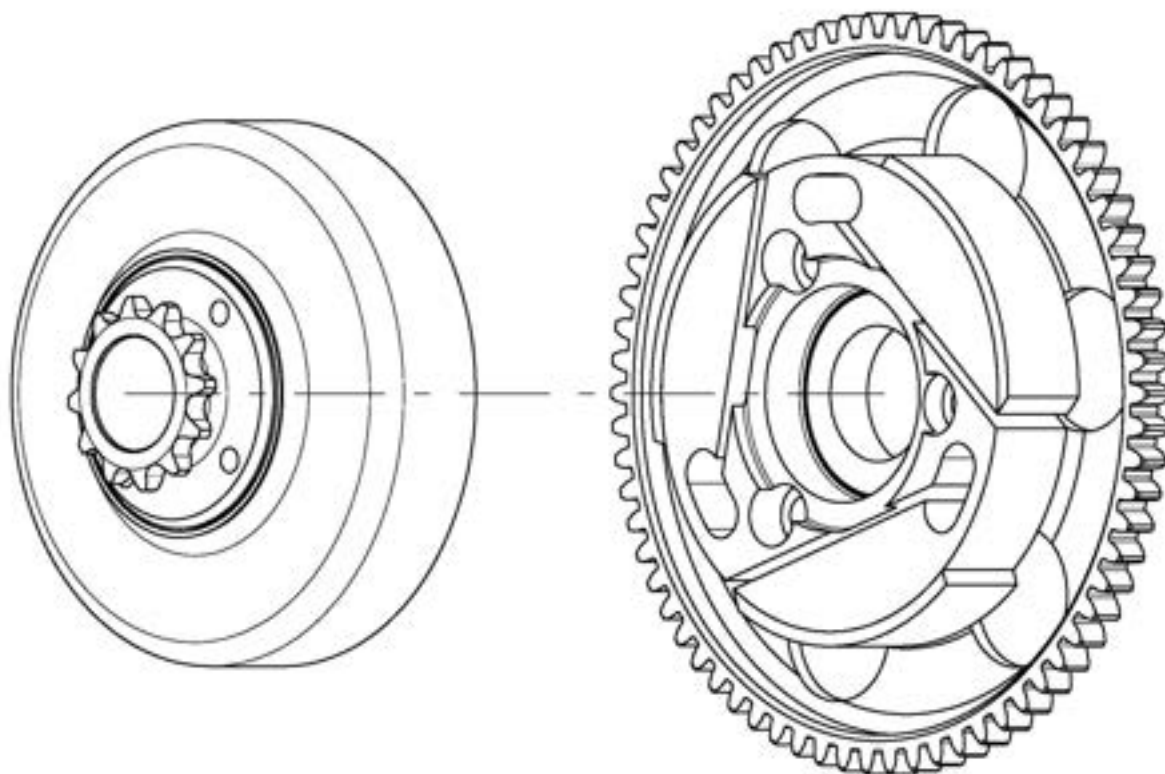
ELECTRONIC BOX MARKING
MARQUAGE DU BOITIER ELECTRONIQUE



GEAR ALTERNATIVE FIXING
FIXATION ALTERNATIVE DE L'ENGRENAGE



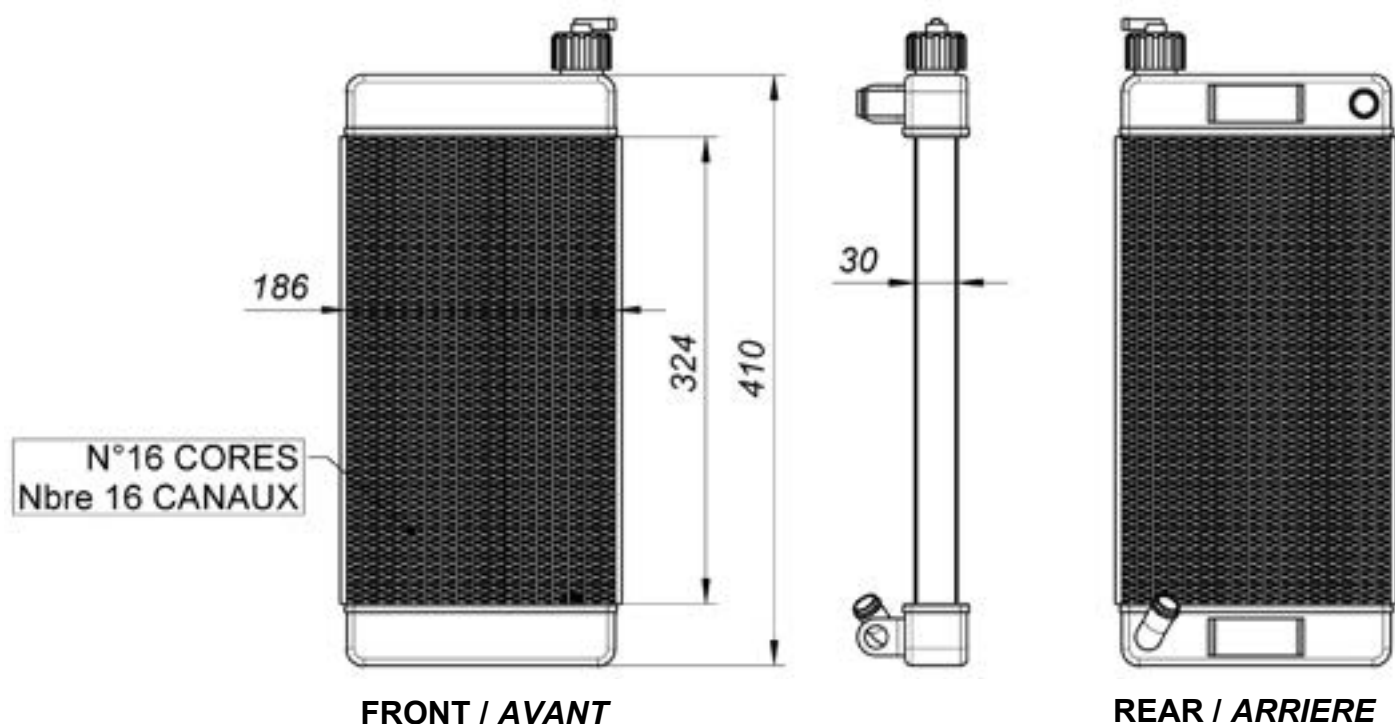
DESCRIPTION OF THE CLUTCH - *DESCRIPTION DE L' EMBRAYAGE*



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

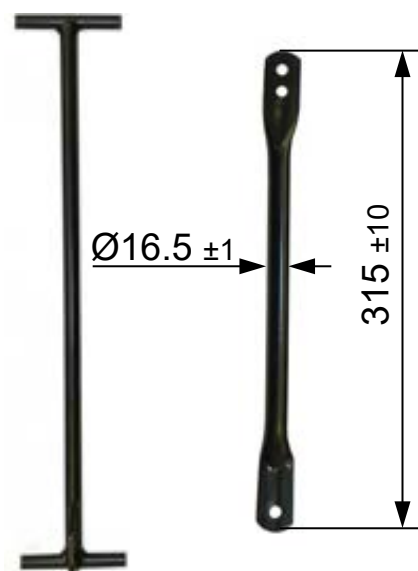


PAINTED AND NOT PAINTED
PEINT ET PAS PEINT

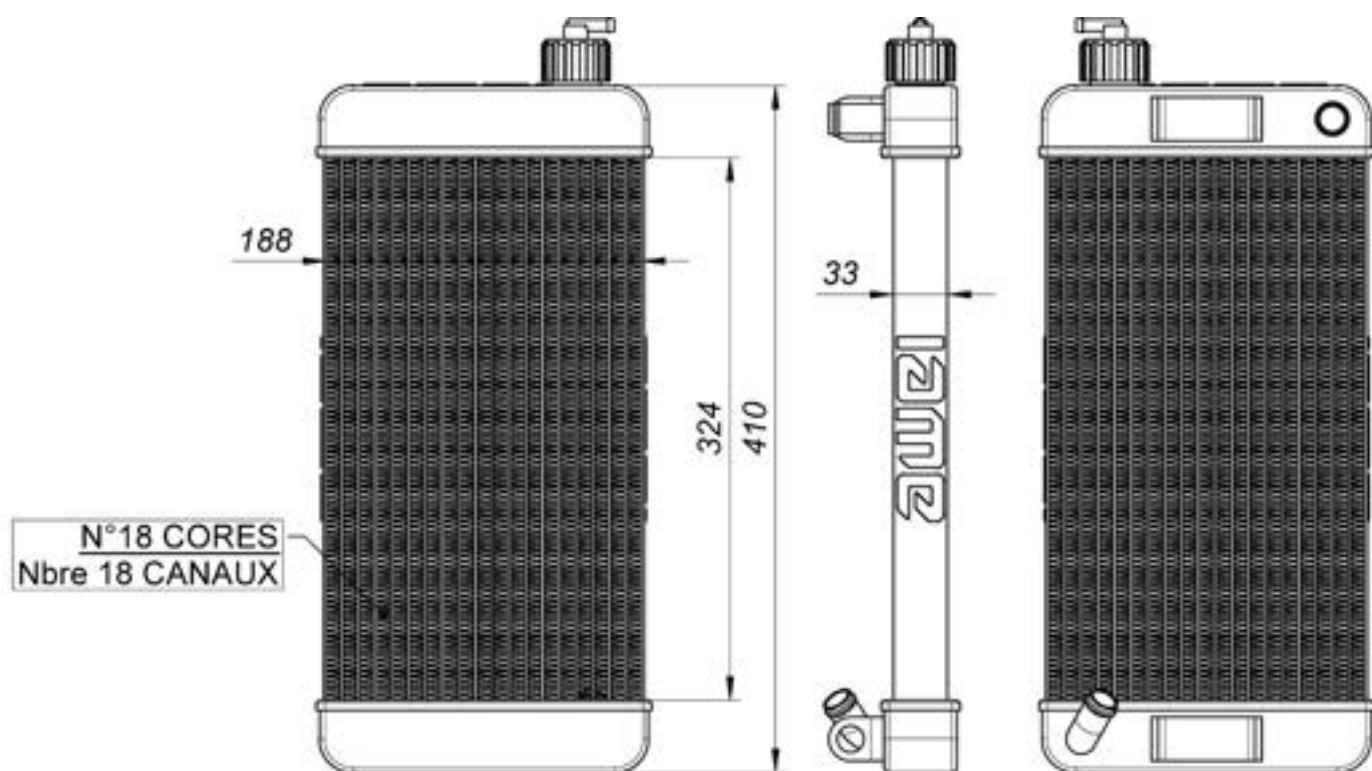


FRONT / AVANT

REAR / ARRIERE



RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



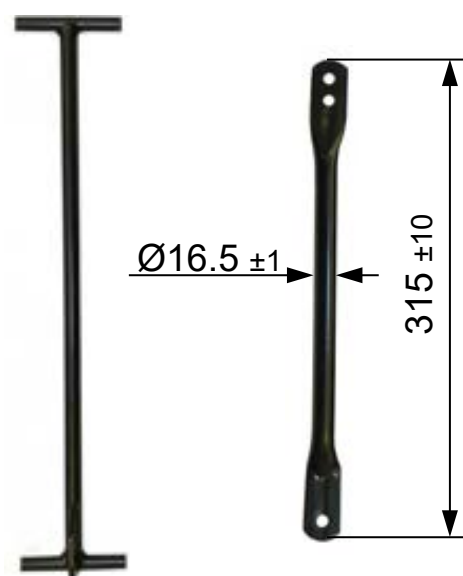
FRONT / AVANT

REAR / ARRIERE

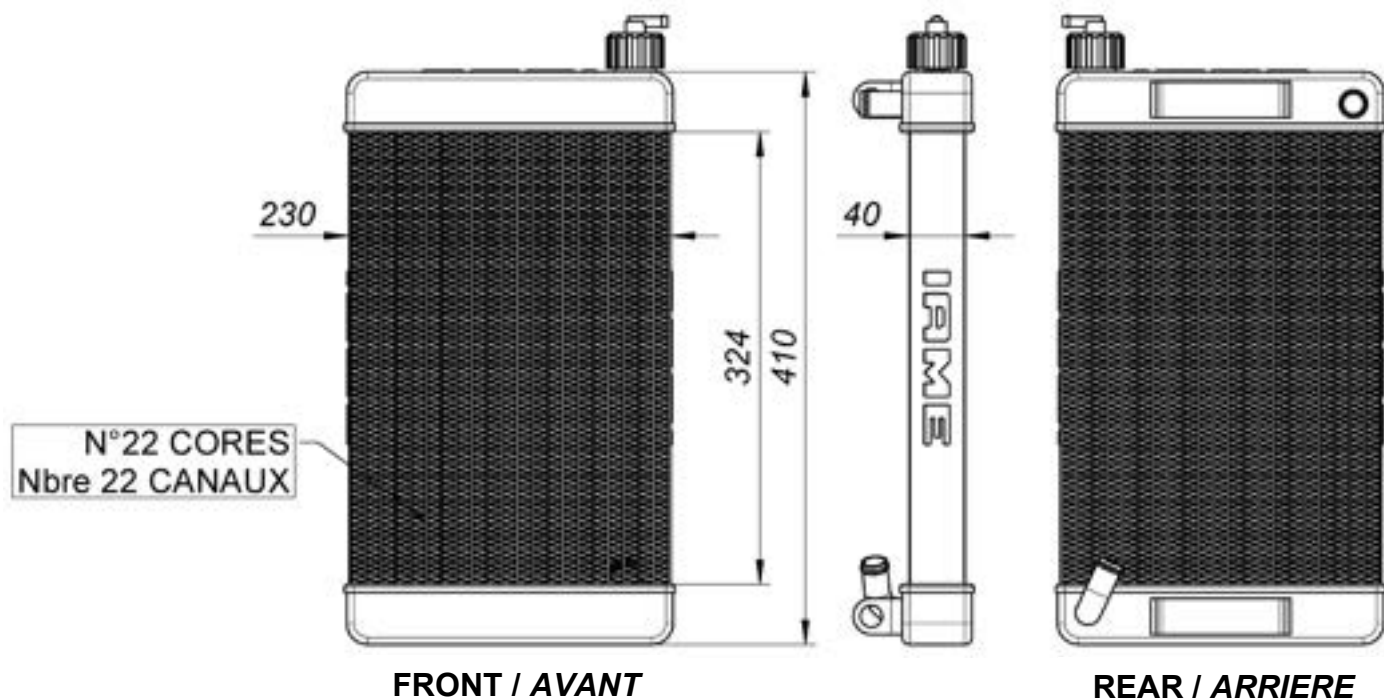


FRONT / AVANT

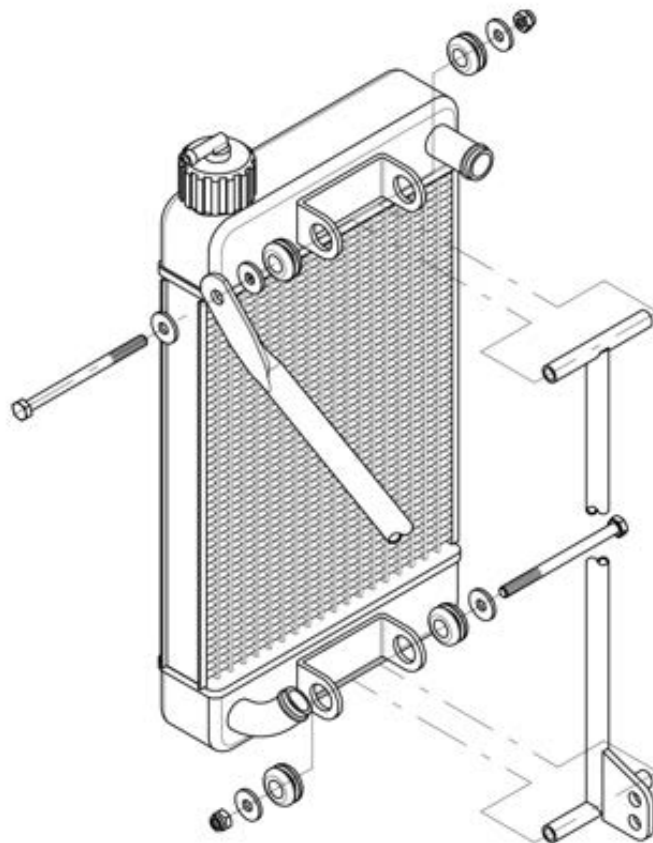
REAR / ARRIERE



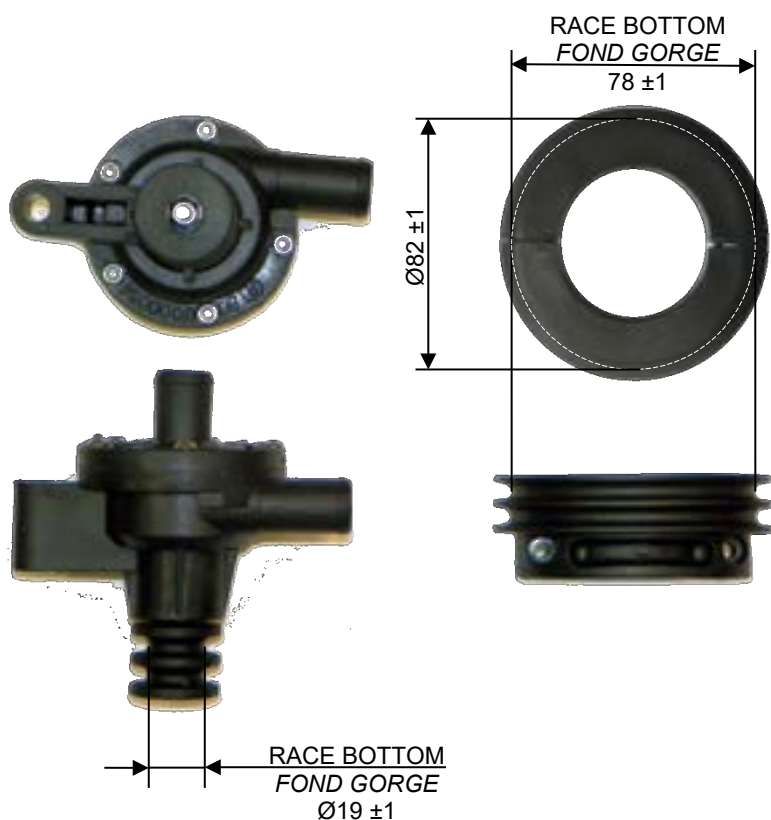
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



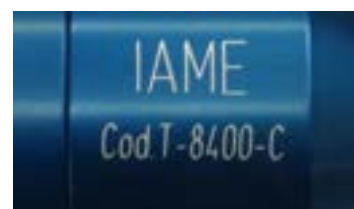
RADIATOR AND ITS SUPPORTS RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP GROUPE POMPE A' EAU



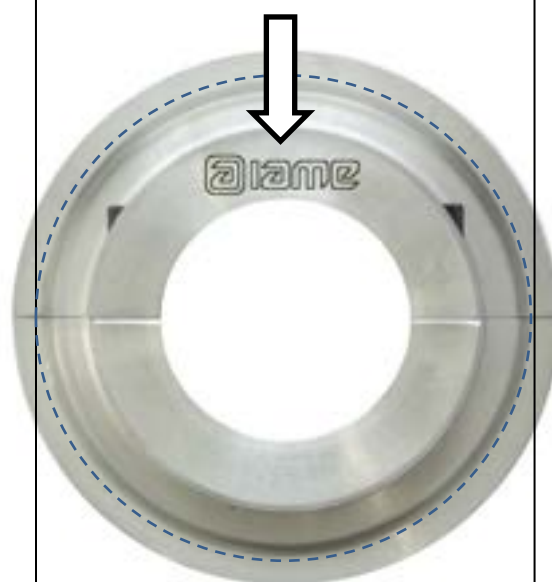
THERMOSTAT



ALTERNATIVE ALTERNATIF



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



RACE BOTTOM - FOND GORGE $\varnothing 82.5 \pm 1$

RACE BOTTOM - FOND GORGE
 $\varnothing 20 \pm 1$



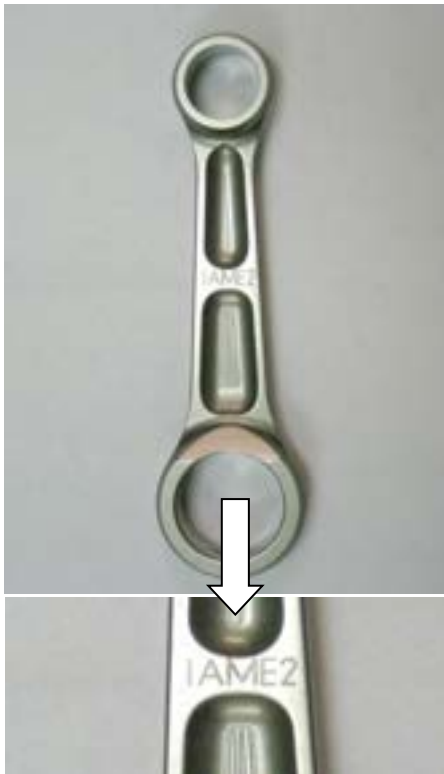
ALTERNATIVE RADIATOR SUPPORT
SUPPORT ALTERNATIF DU RADIATEUR



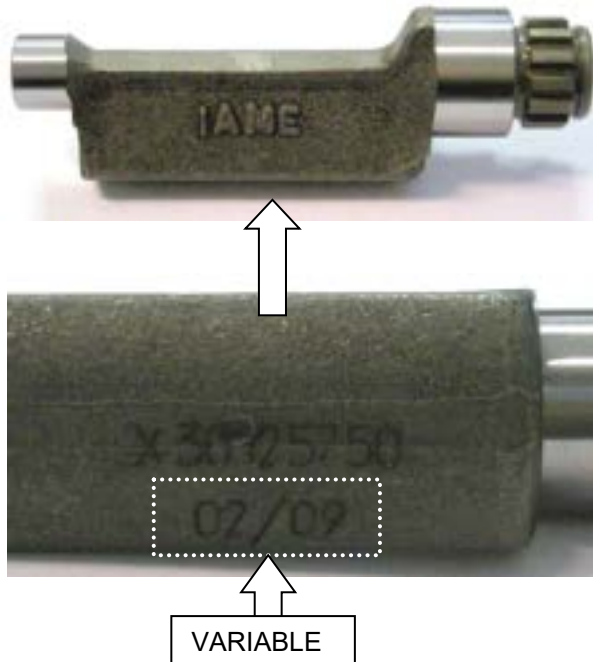
PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION PISTON



PHOTO IDENTIFICATION CONROD
PHOTO D'IDENTIFICATION BIELLE



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

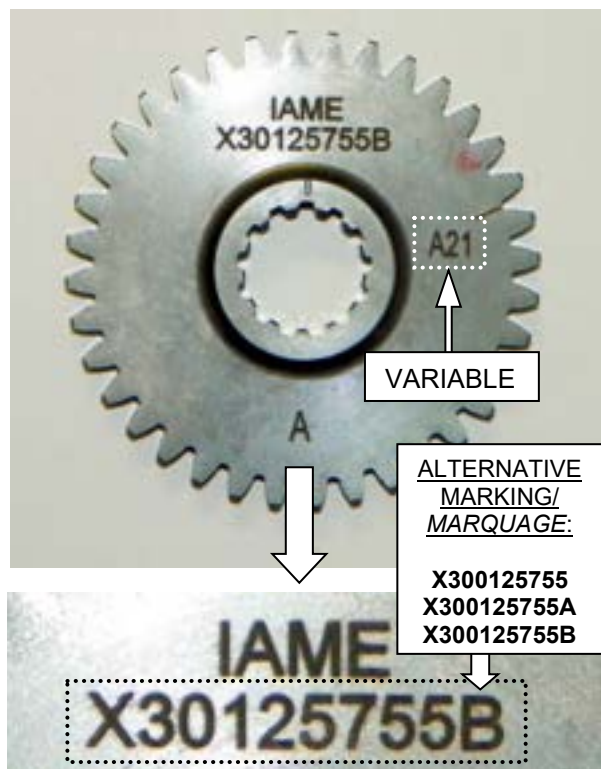


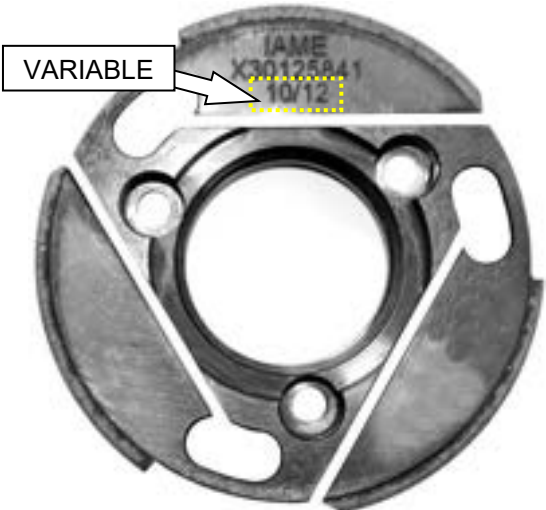
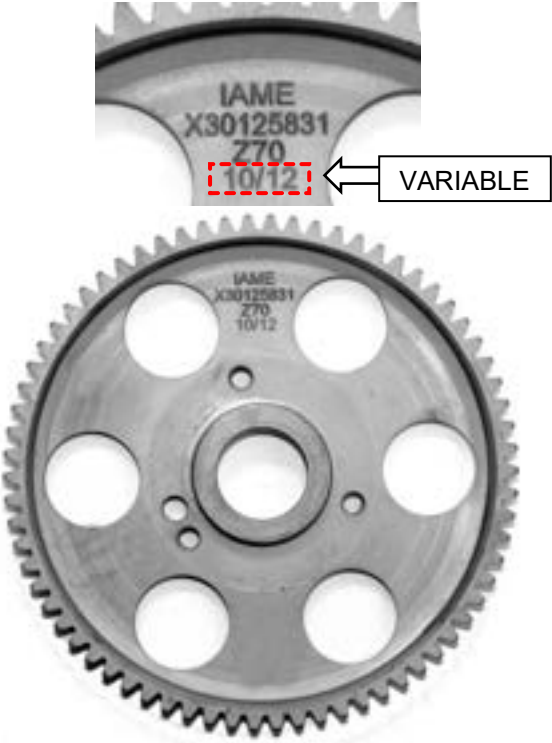
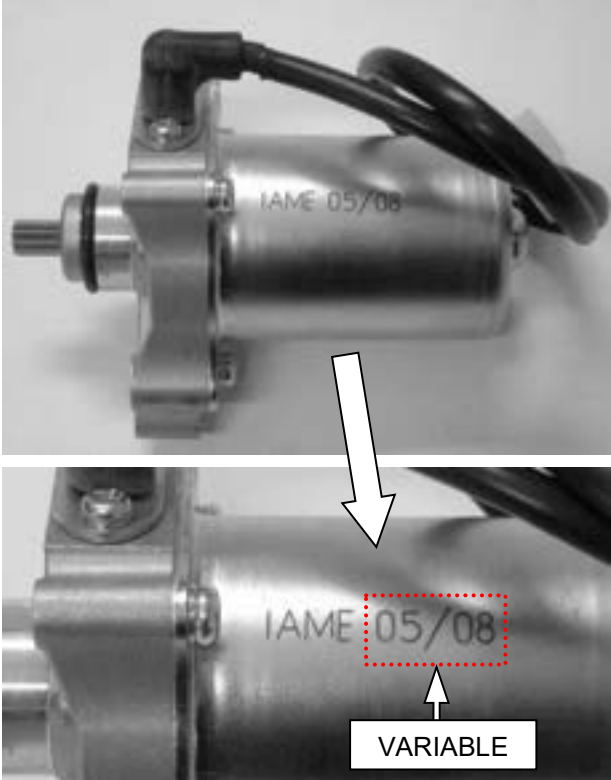
CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN



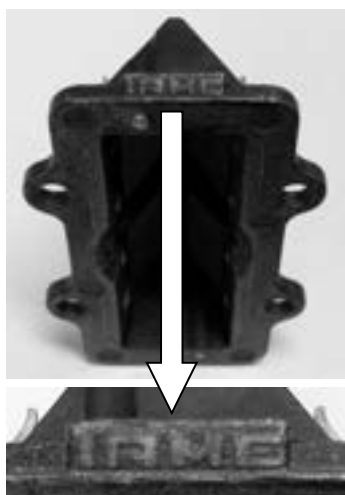
GEAR COMMAND BALANCING SHAFT
IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION
ENGRENAGE ARBRE D'EQUILIBRAGE

SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON



CLUTCH BODY IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DU CORPS DE L'EMBRAYAGE	CLUTCH DRUM IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA CALOTTE
ALTERNATIVE FRICTION MATERIAL MATÉRIAU DE FRICTION ALTERNATIVE  	
STARTER RING IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA COURONNE DE DEMARRAGE	STARTER IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DU DEMARREUR
	

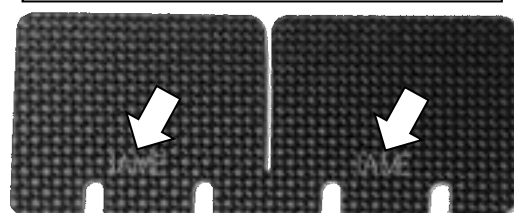
REED GROUP & PETALS IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



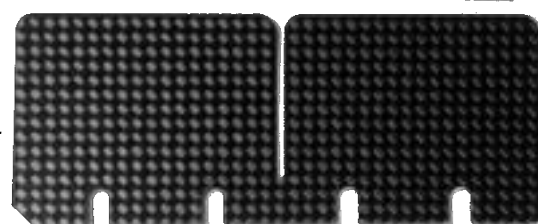
VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE



FRONT SIDE
CÔTÉ AVANT

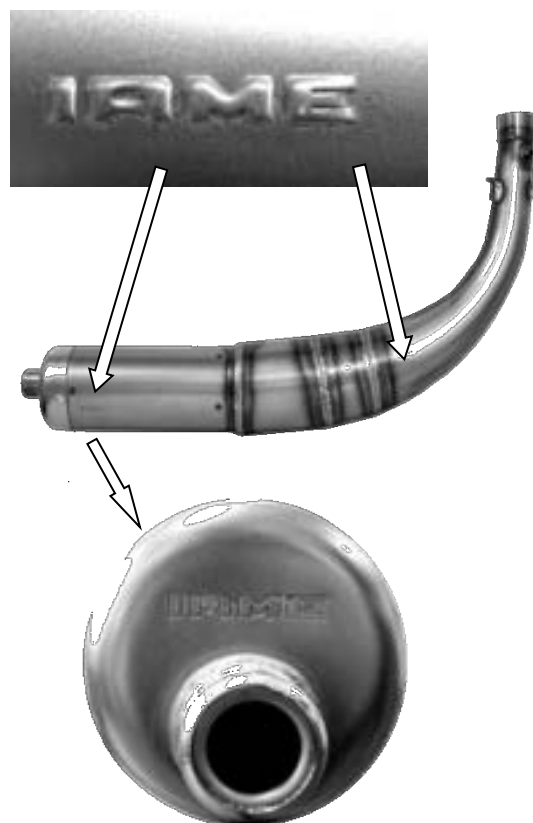


REAR SIDE
CÔTÉ ARRIÈRE

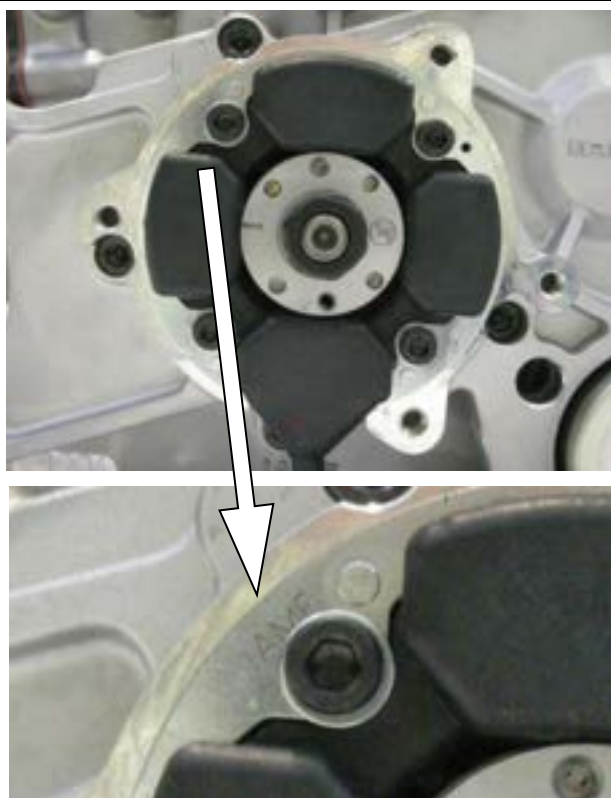
PHOTO IDENTIFICATION CARBURETOR
INLET CONVEYOR
MARQUAGE D'IDENTIFICATION DU
COLLECTEUR D'ADMISSION



EXHAUST SILENCER IDENTIFICATION
MARKING
MARQUAGE D'IDENTIFICATION
ECHAPPEMENT



STATOR IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU STATOR



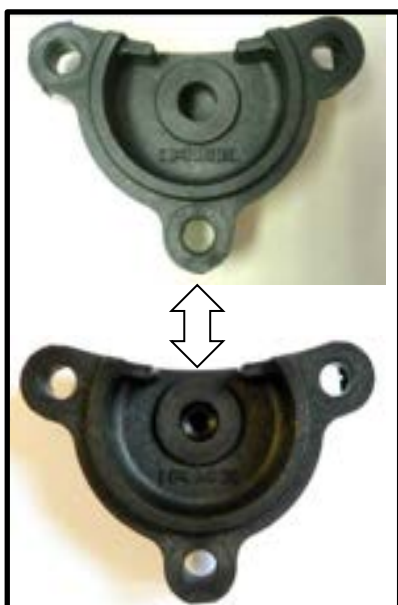
CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING
MARQUAGE DU COUVERCLE D'EMBRAYAGE ET DE LA BOBINE



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



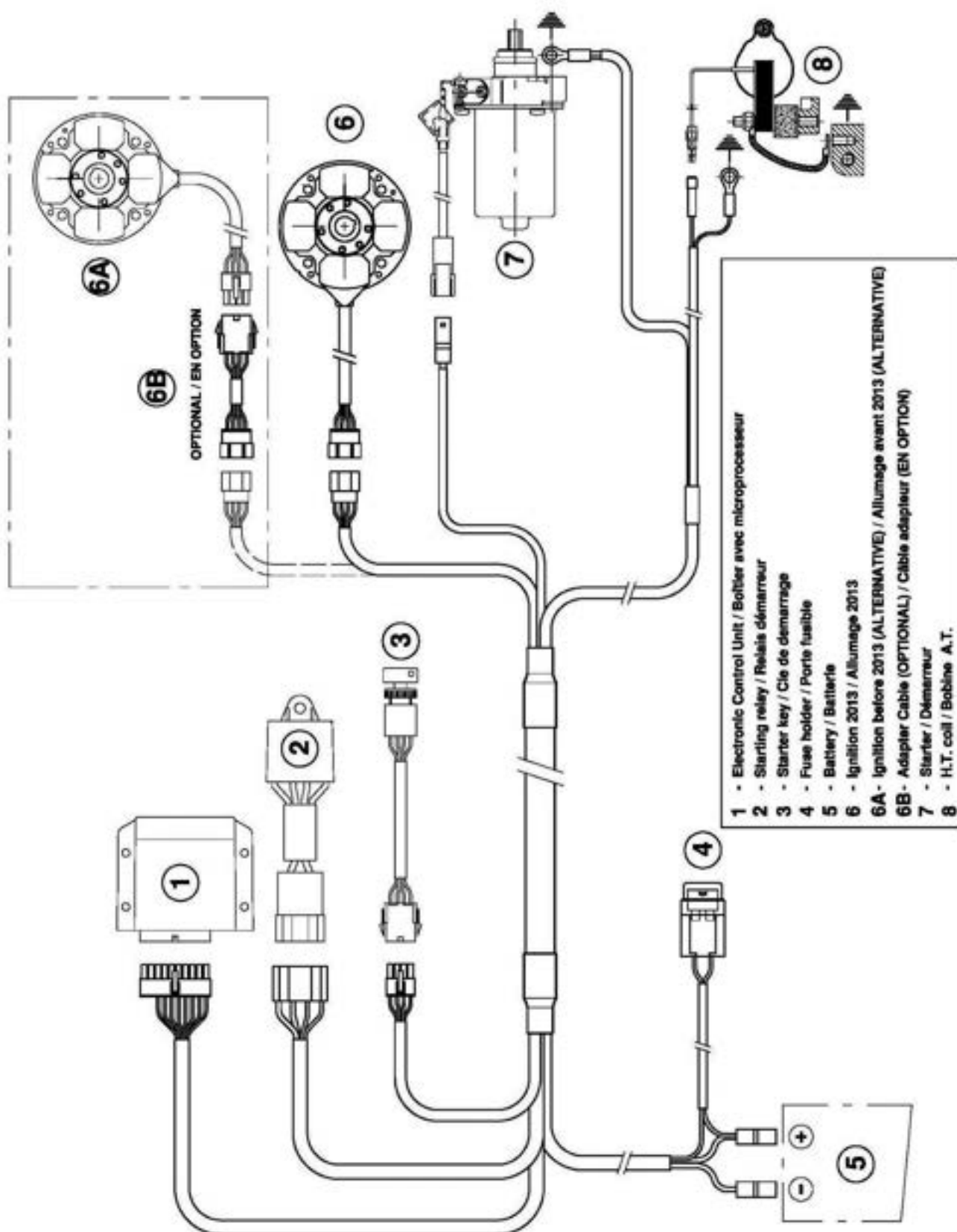
ALTERNATIVE



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

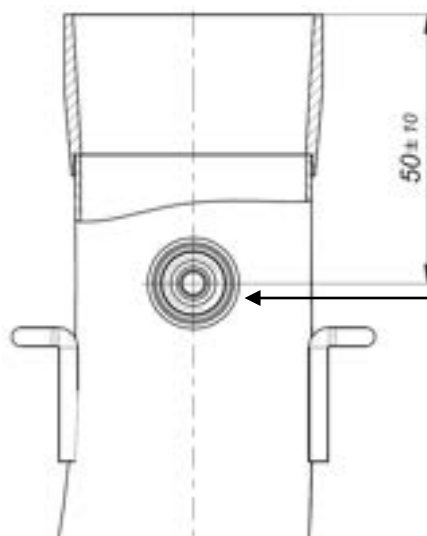
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



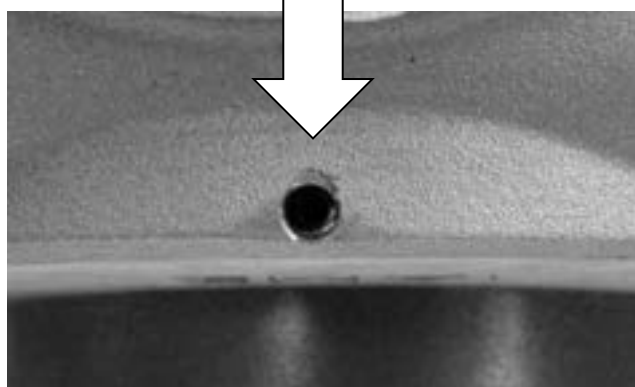
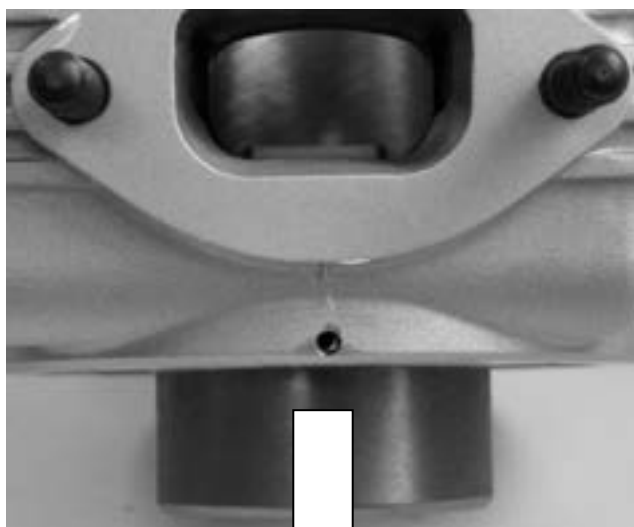
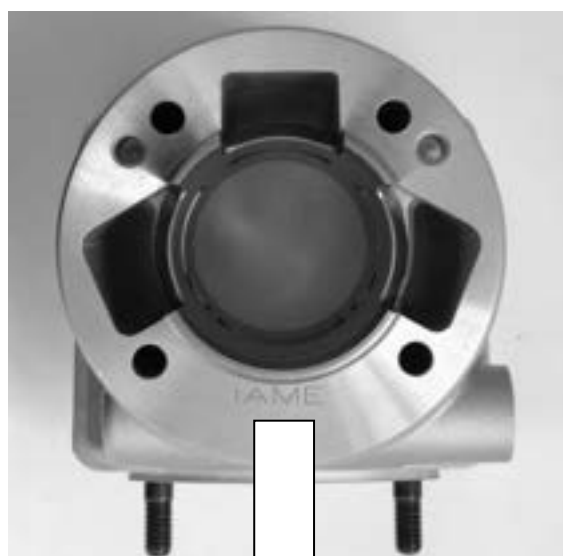
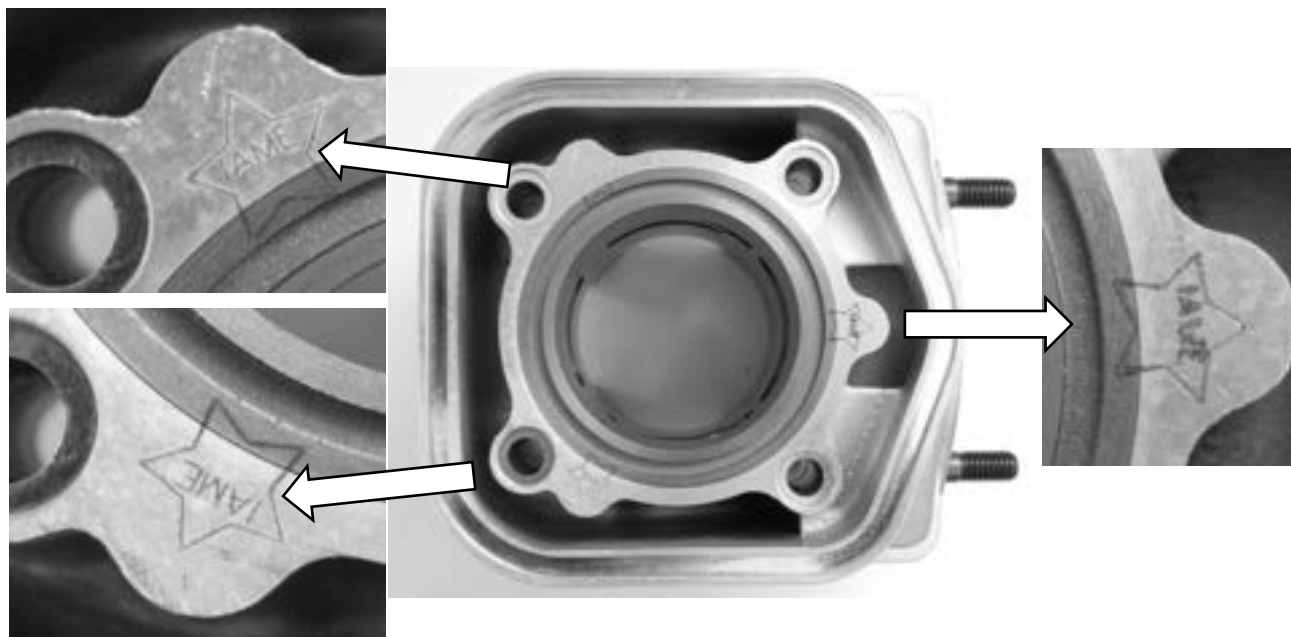
EXHAUST TEMPERATURE SENSOR CAPTEUR DE TEMPERATURE D'ÉCHAPPEMENT



EXHAUST
TEMPERATURE
SENSOR POSITION
(OPTIONAL)

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

CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

ALTERNATIVE



VARIABLE

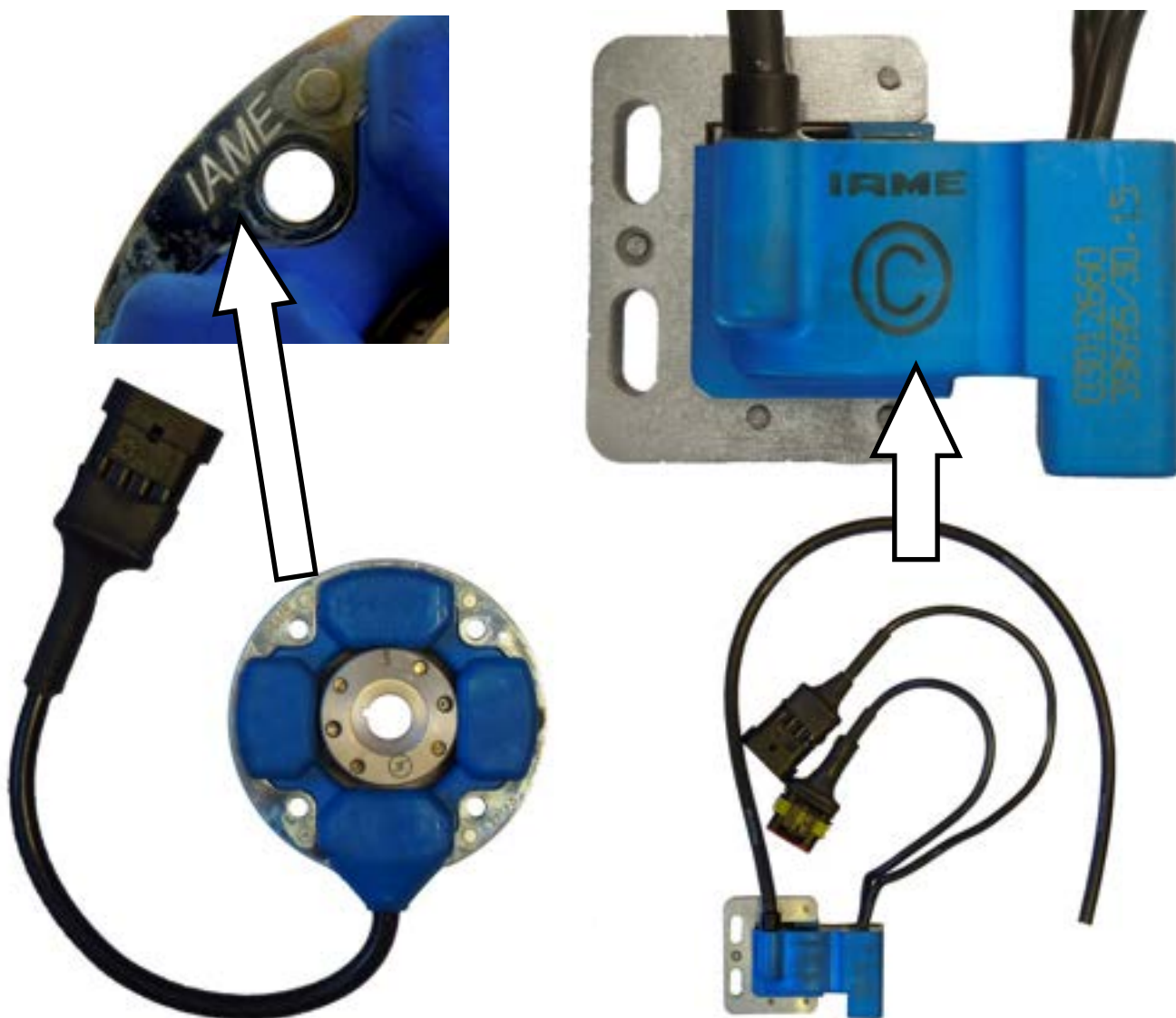
ALTERNATIVE PUSH BUTTONS – START & STOP
BOUTONS ALTERNATIF “START & STOP” DU DEMARREUR



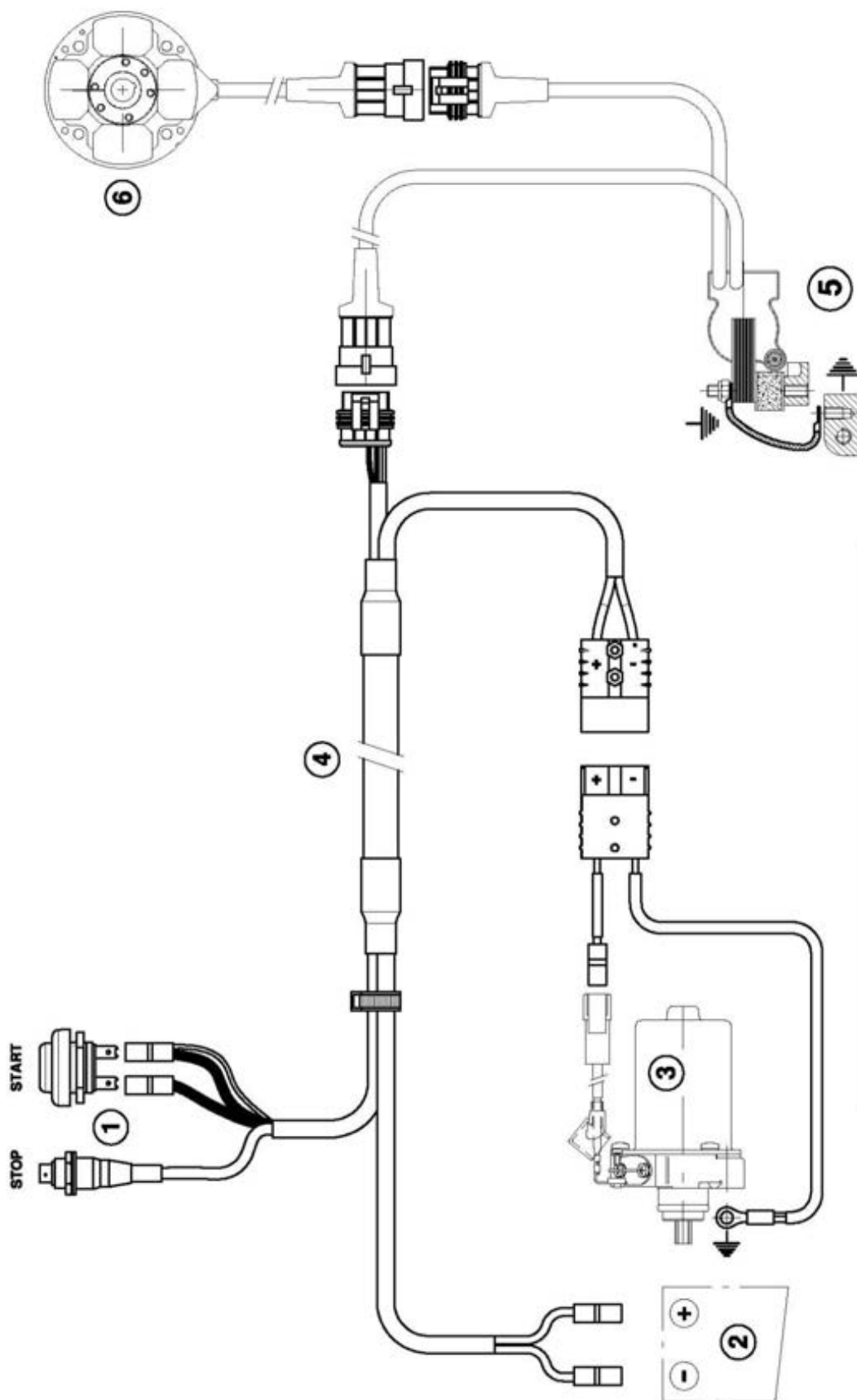
PHOTO COMPLETE ALTERNATIVE WIRING LOOM
 PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



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")

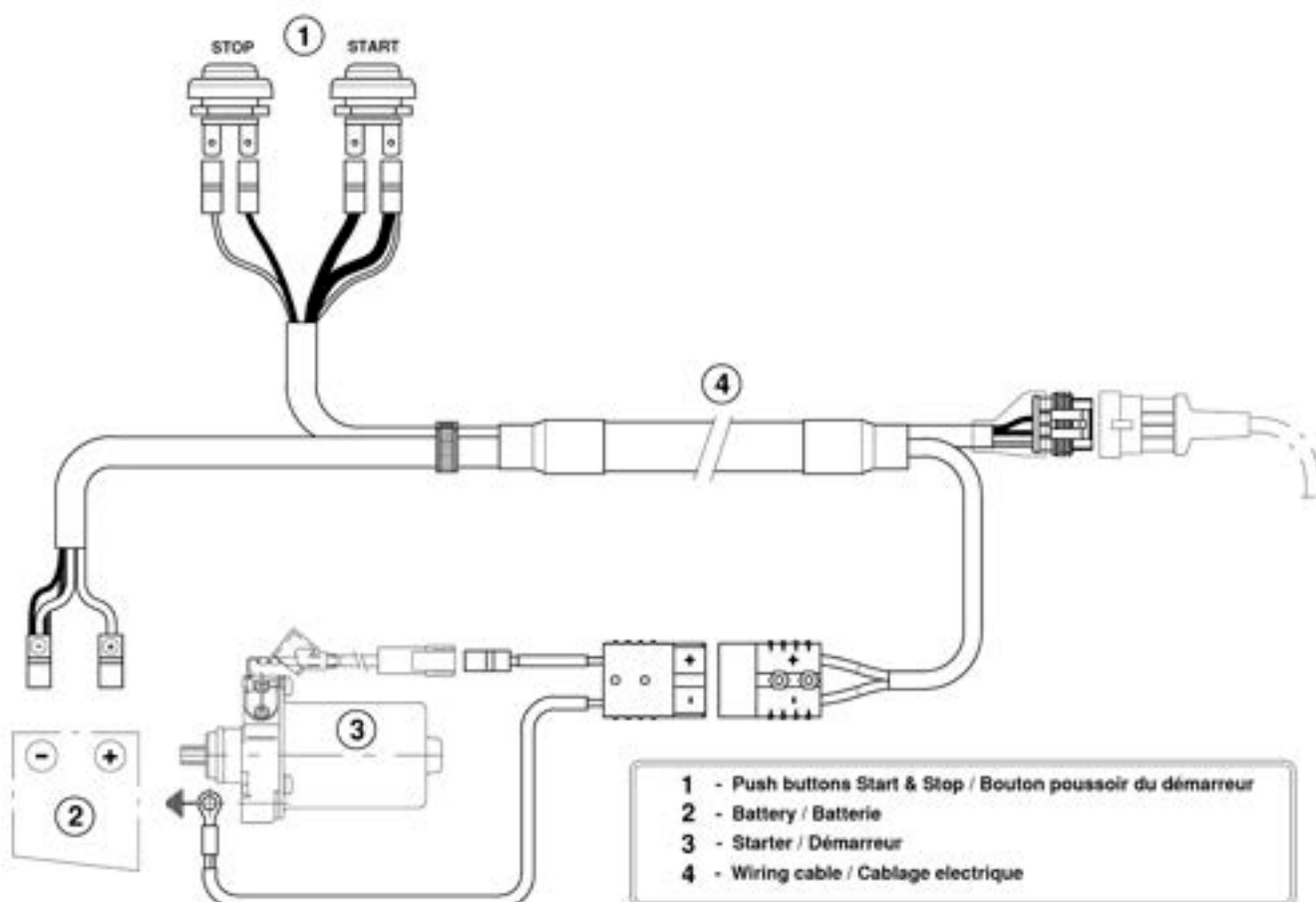


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Démarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit / Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

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

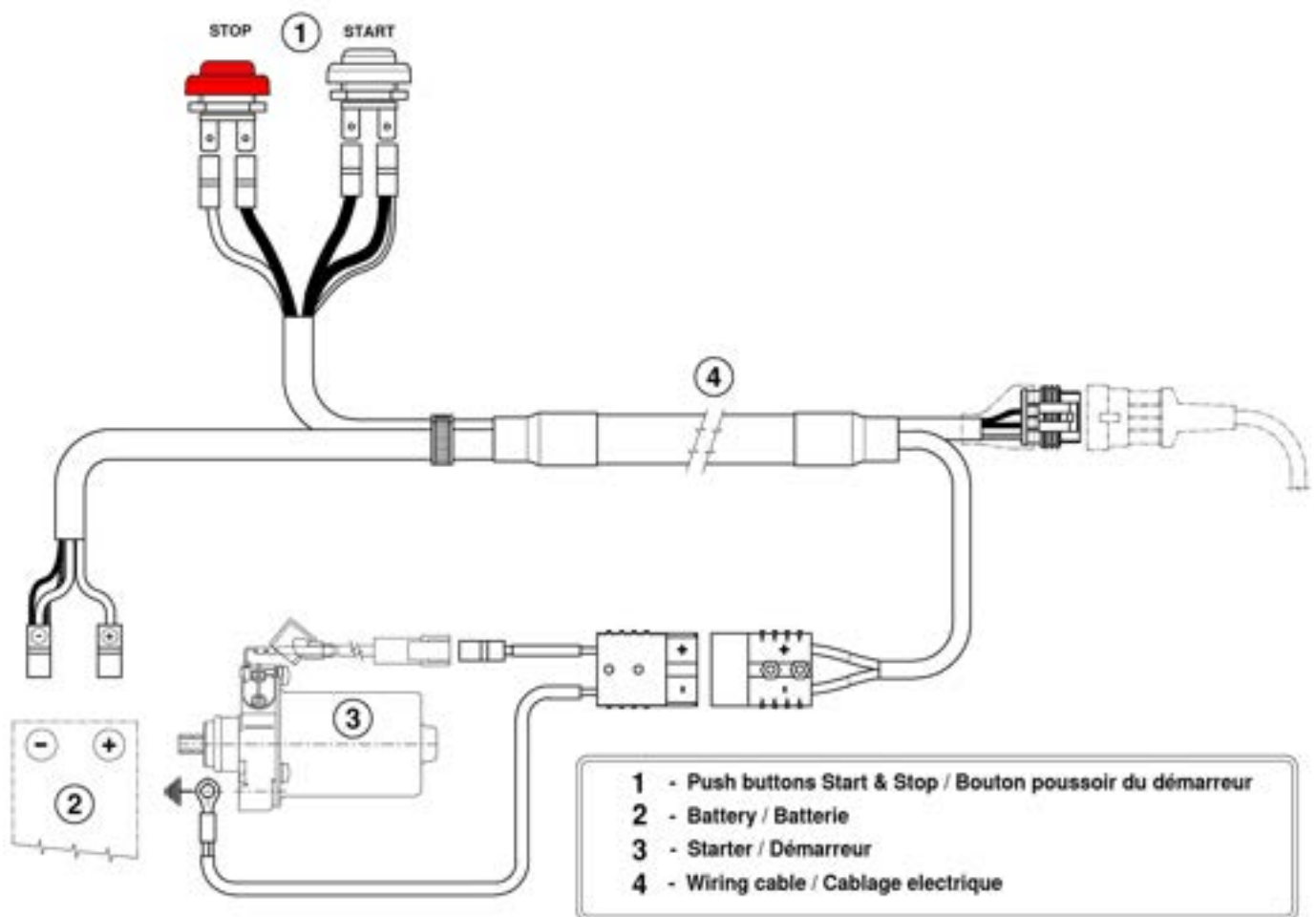
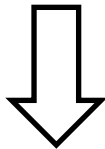
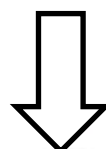


PHOTO IDENTIFICATION REED GROUP
PHOTO IDENTIFICATION BOÎTE À CLAPETS

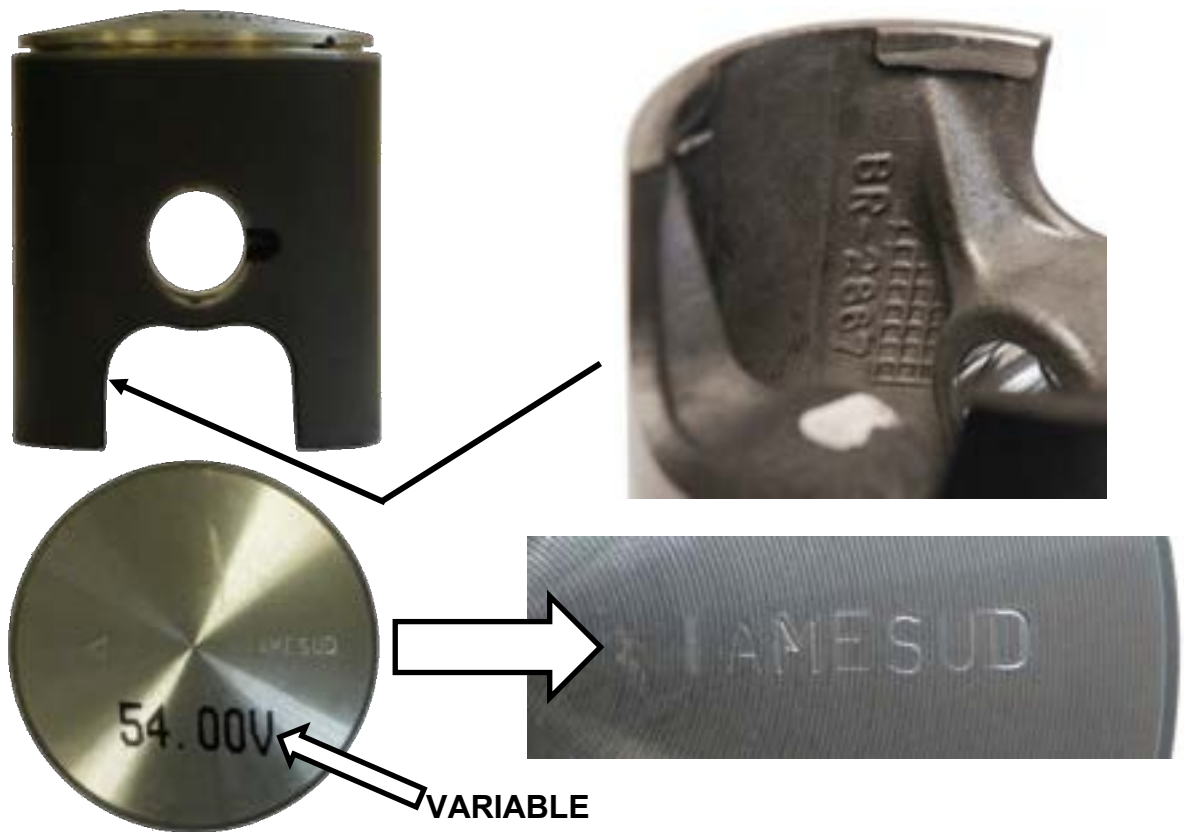
ACTUAL VERSION
VERSION COURANTE



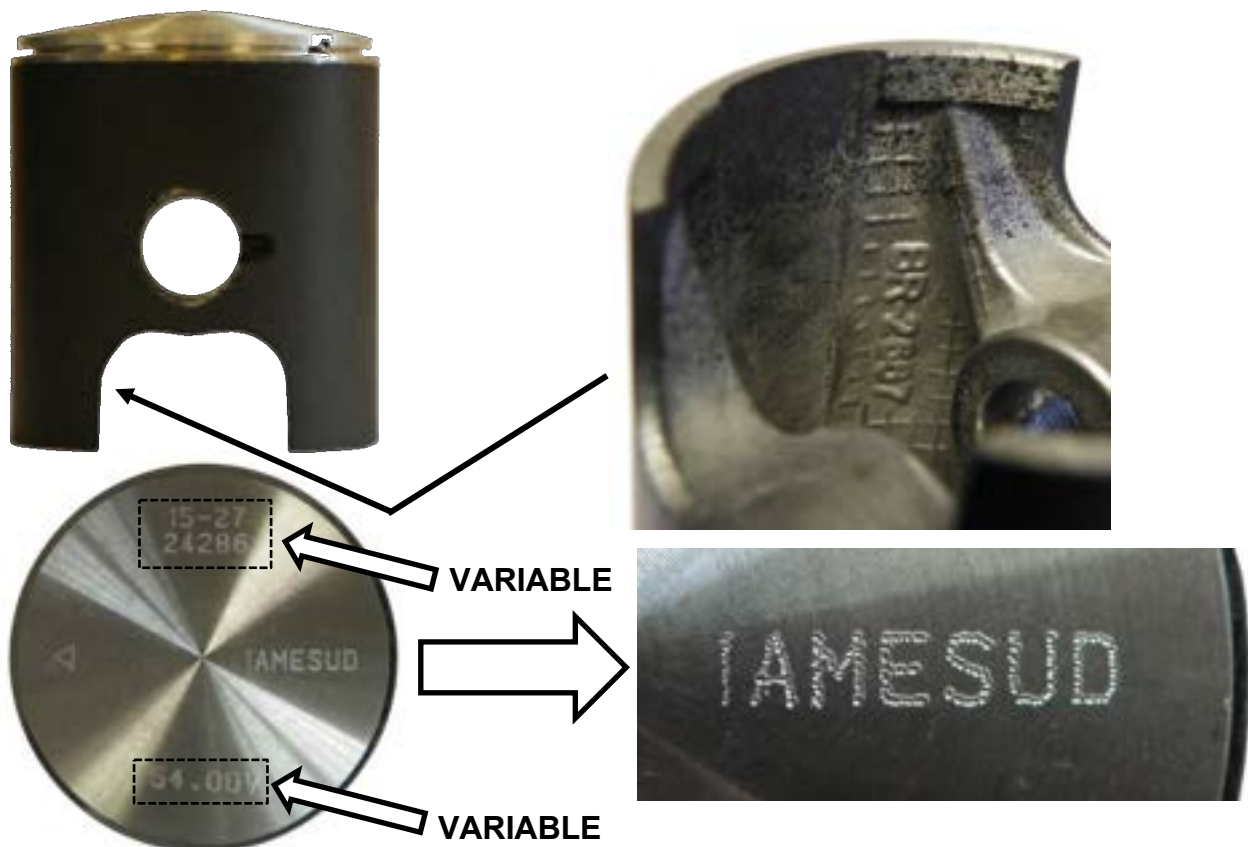
ALTERNATIVE VERSION
VERSION ALTERNATIVE



ACTUAL PISTON
PISTON COURANT



ALTERNATIVE PISTON
PISTON ALTERNATIF



ALTERNATIVE CONROD
BIELLE ALTERNATIVE

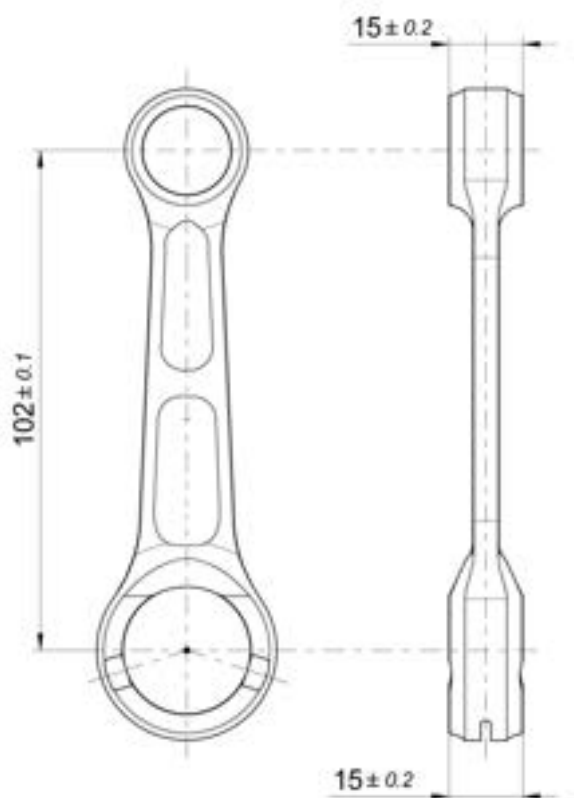
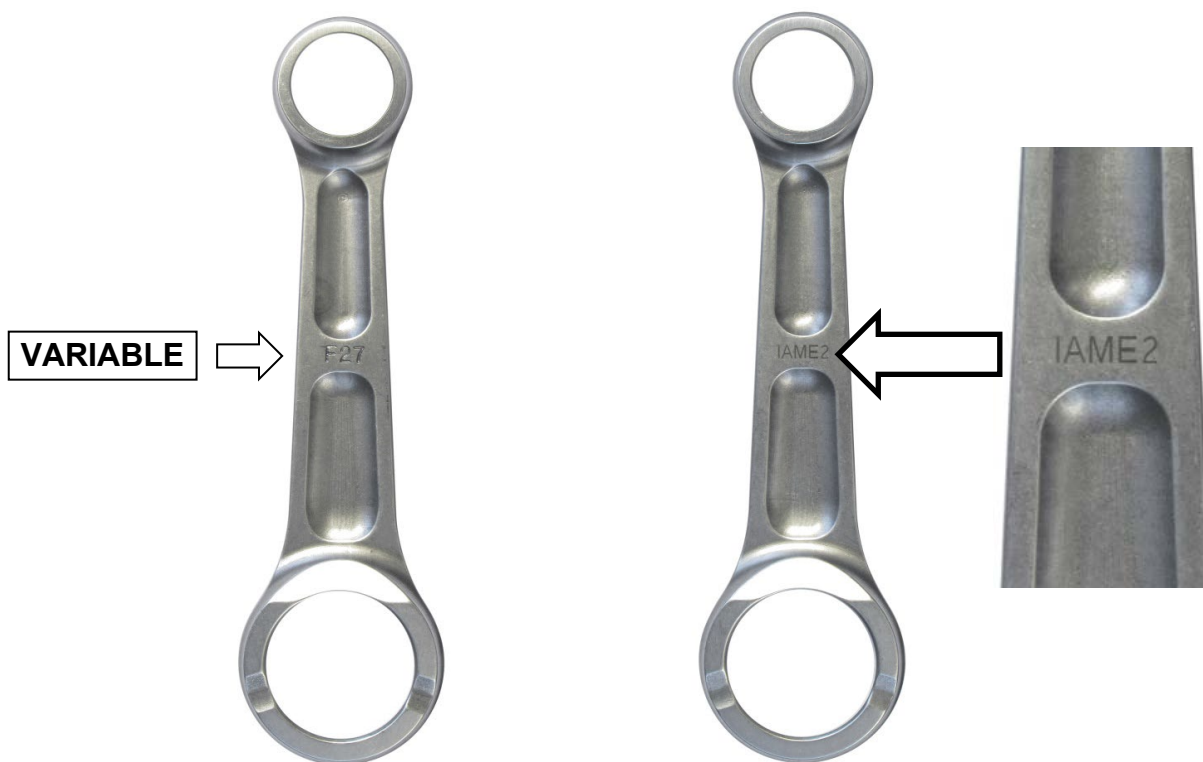


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE
PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



**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

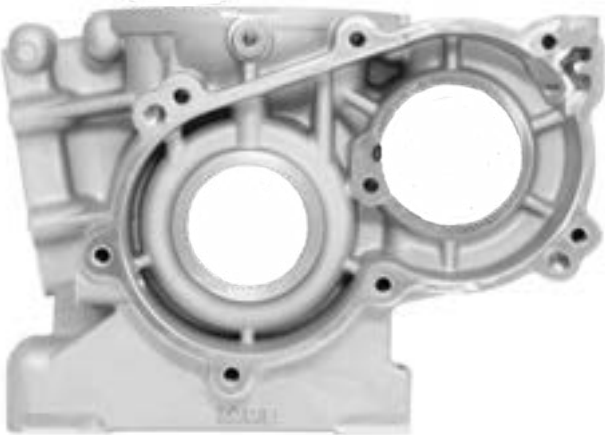
TYPE 1



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



NEW / NOUVEAU LOGO



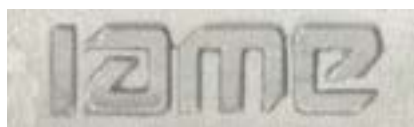
CLUTCH COVER
COUVERCLE D'EMBRAYAGE



NEW / NOUVEAU LOGO



REED GROUP
GROUPE CLAPETS



NEW / NOUVEAU LOGO



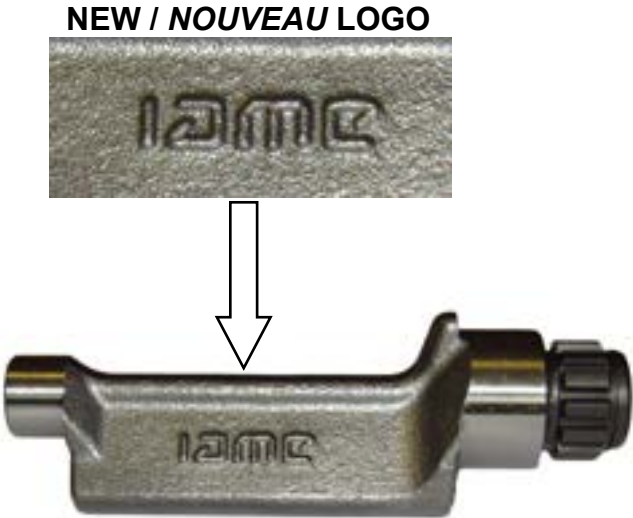
CARBURETTOR INLET CONVEYOR
CONVOYEUR D'ADMISSION



NEW / NOUVEAU LOGO



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

RADIATOR RADIATEUR	EXHAUST SILENCER ECHAPPEMENT
NEW / NOUVEAU LOGO  The image shows a rectangular radiator with vertical cooling fins and a black cap on top. To its right is a close-up of the 'IAME' logo, which is embossed in a stylized, blocky font on a metallic surface.	 The image displays a curved exhaust silencer with a cylindrical body and a flared end. Below it is a circular component, possibly a gasket or a cap, with the 'IAME' logo embossed on its top surface. NEW / NOUVEAU LOGO 
	BALANCING SHAFT ARBRE D'EQUILIBRAGE NEW / NOUVEAU LOGO  The image shows a balancing shaft, a mechanical component with a T-shaped profile and a threaded end. Above it is a close-up of the 'IAME' logo embossed on a metal surface, with a white arrow pointing down to the shaft.

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»

IAME

or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"

iaame

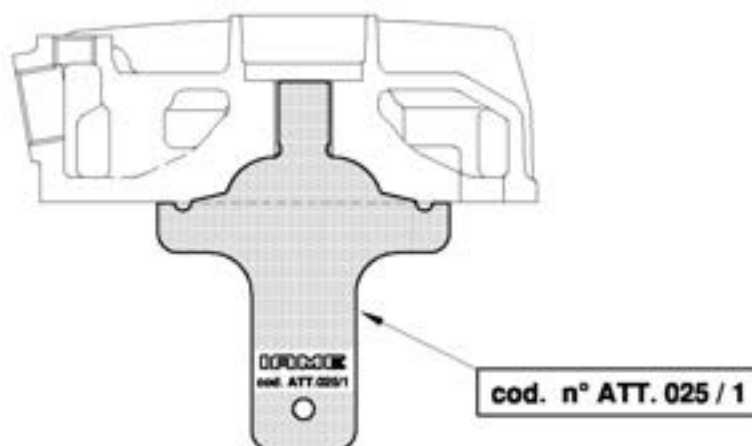
or

@iaame

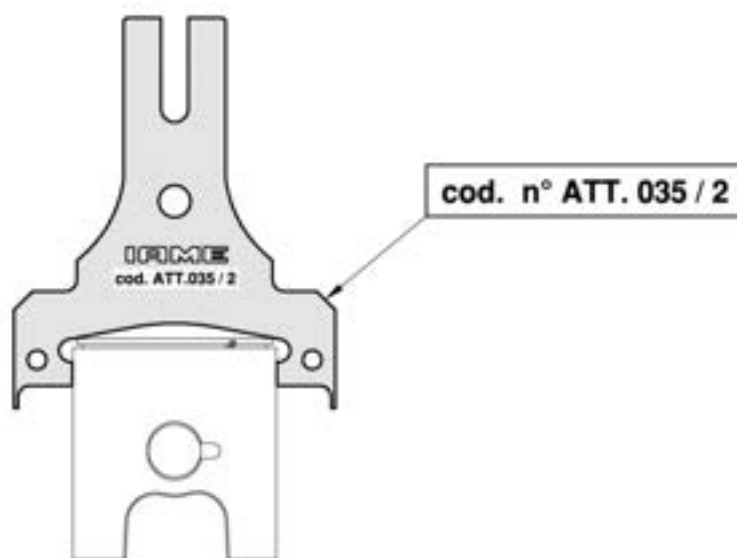
or

@

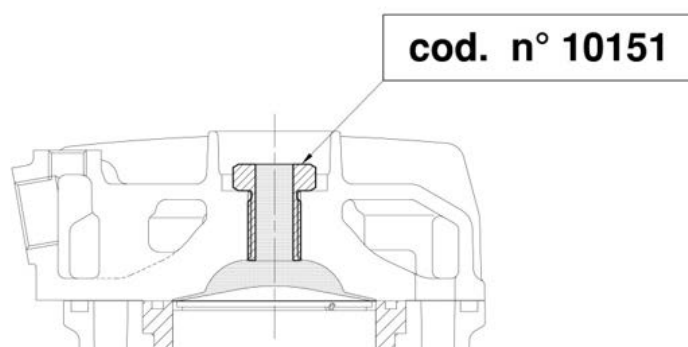
CHECKING THE SHAPE OF THE COMBUSTION CHAMBER
CONTRÔLE DE LA FORME DE LA CHAMBRE DE COMBUSTION



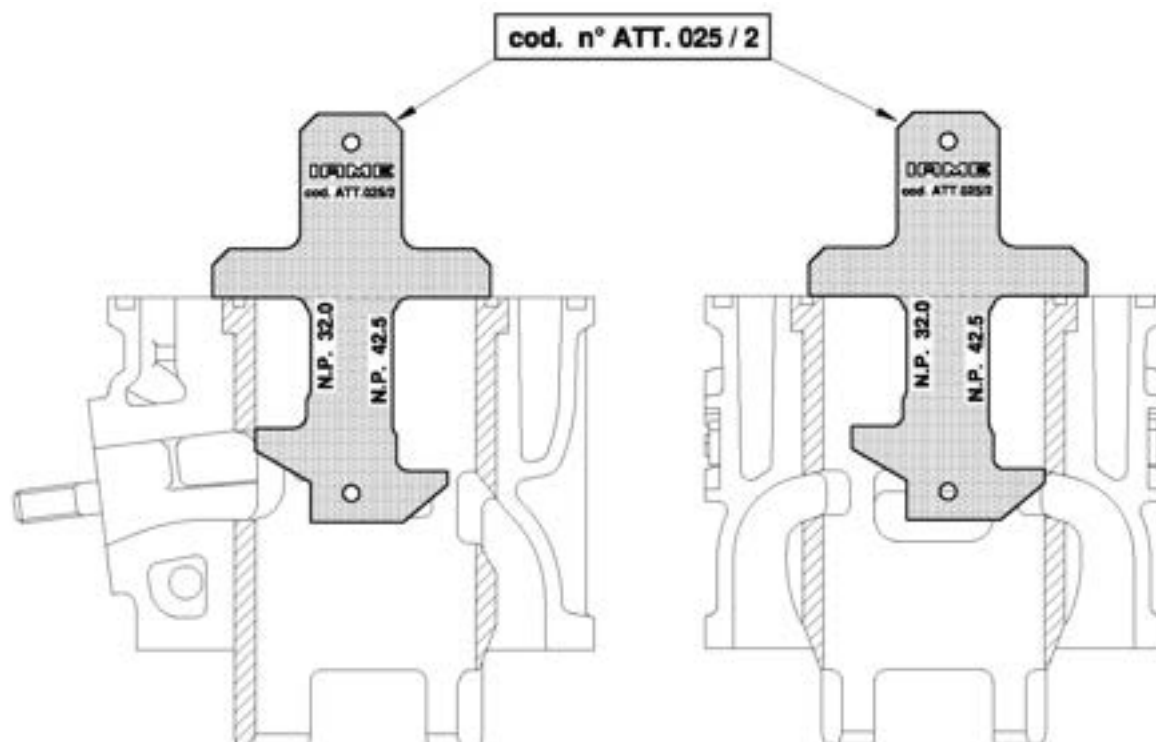
CONTROL OF THE PISTON DOME
CONTRÔLE DU DÔME DE PISTON



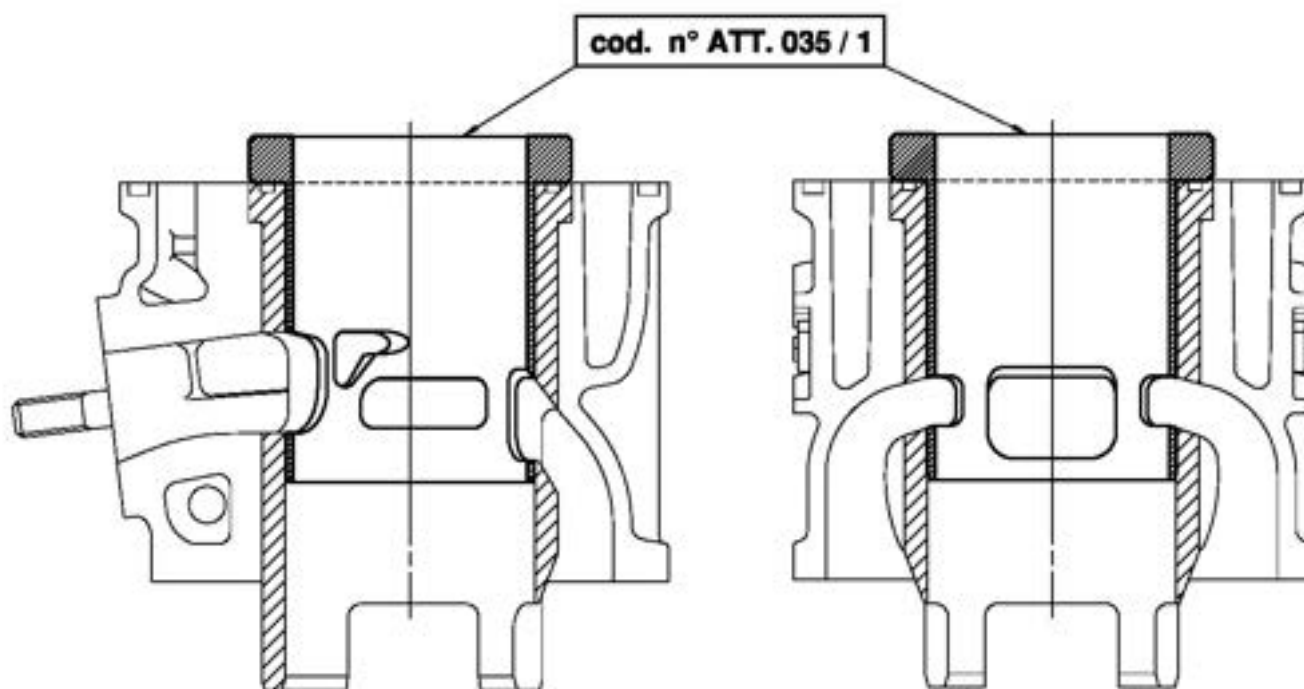
CONTROL OF THE VOLUME OF THE COMBUSTION CHAMBER
CONTRÔLE DU VOLUME DE LA CHAMBRE DE COMBUSTION



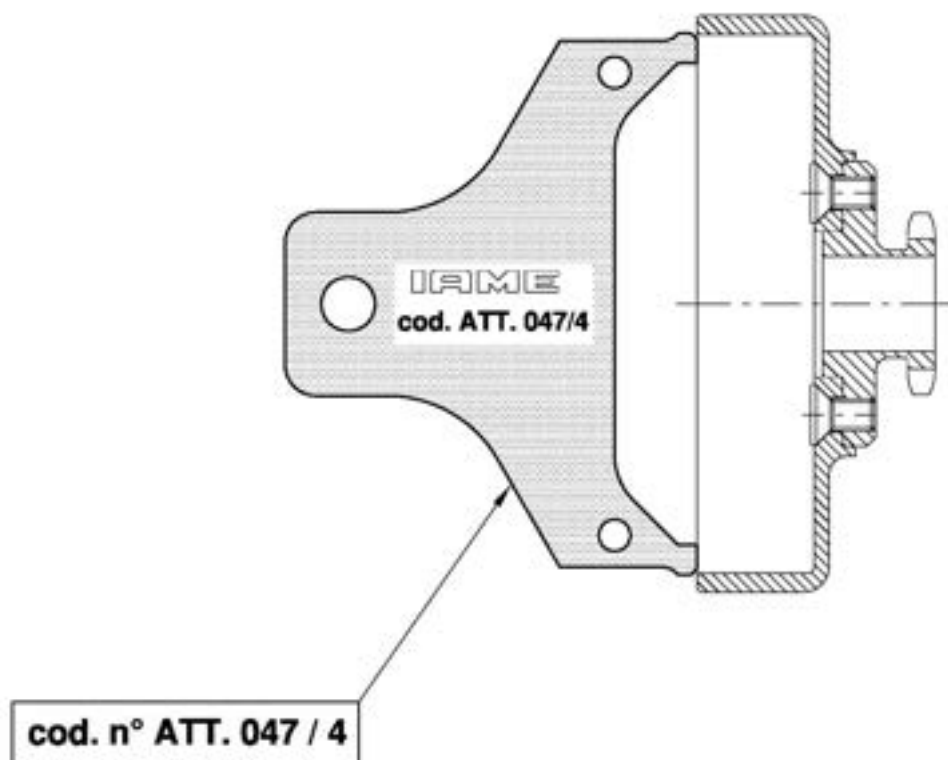
CYLINDER CHECK - CONTRÔLE DU CYLINDRE
CHECKING OF EXHAUST DUCT AND LATERAL TRANSFERS
CONTRÔLE DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX



CYLINDER LINER DUCTS AND TRANSFERS CHECKING TOOL
OUTIL DE VÉRIFICATION DES LUMIÈRES DE LA CHEMISE DU CYLINDRE

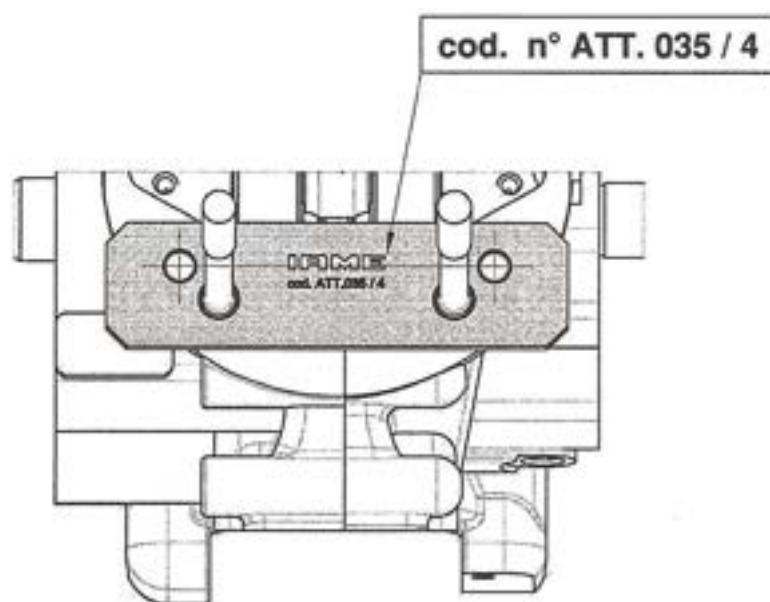


CLUTCH DRUM CHECKING TOOL
CONTRÔLE DE LA CLOCHE D'EMBRAYAGE

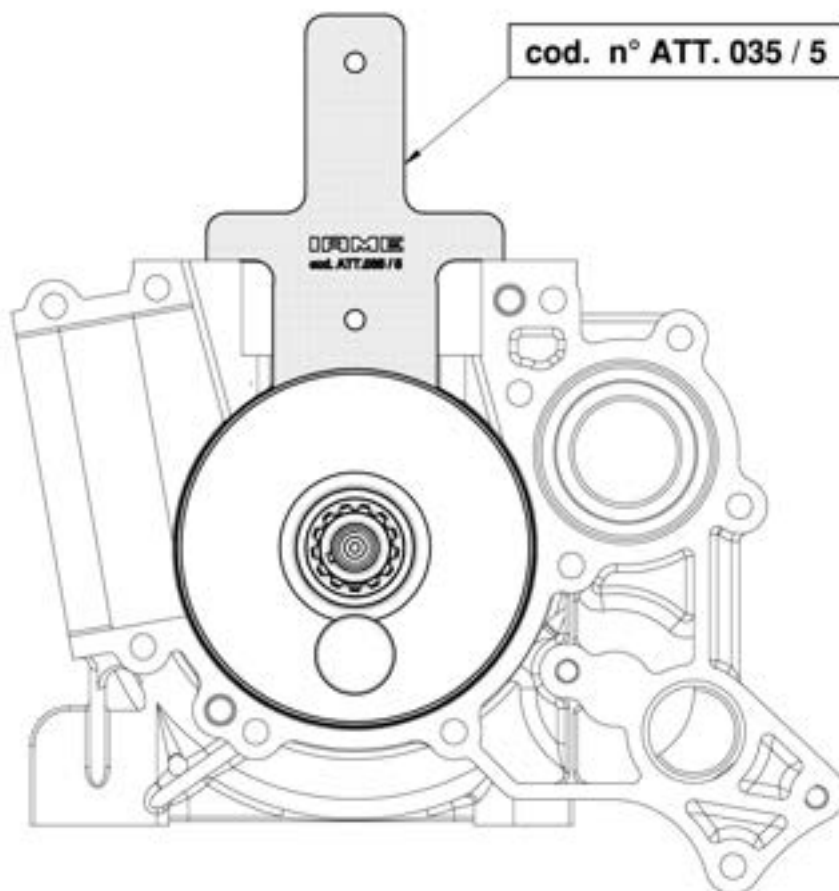


CRANKCASE CHECKING TOOLS - CONTRÔLE DU CARTER

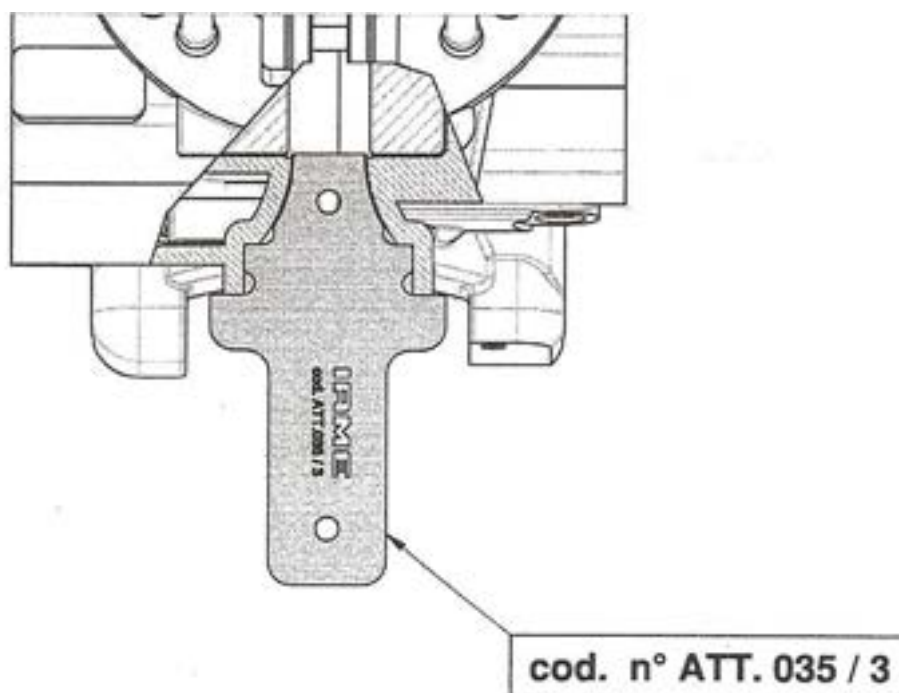
CHECKING THE INTERAXLE OF THE CILYNDER PINS
CONTRÔLE DE L'ENTRAXE DES PIONS DE CENTRAGE DU CYLINDRE



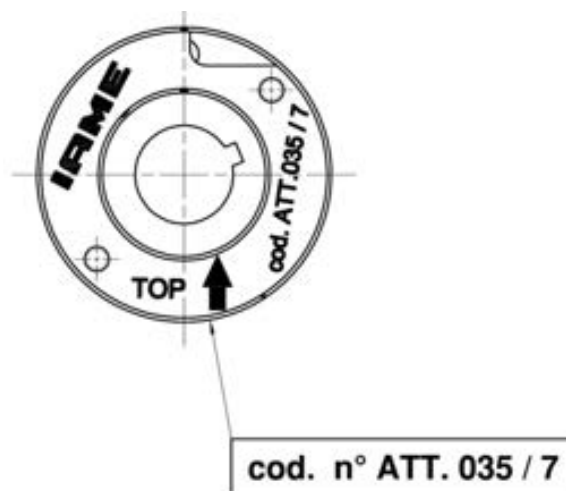
CONTROL OF THE HEIGHT OF THE CRANKSHAFT CYLINDER PLANE
CONTRÔLE DE LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER



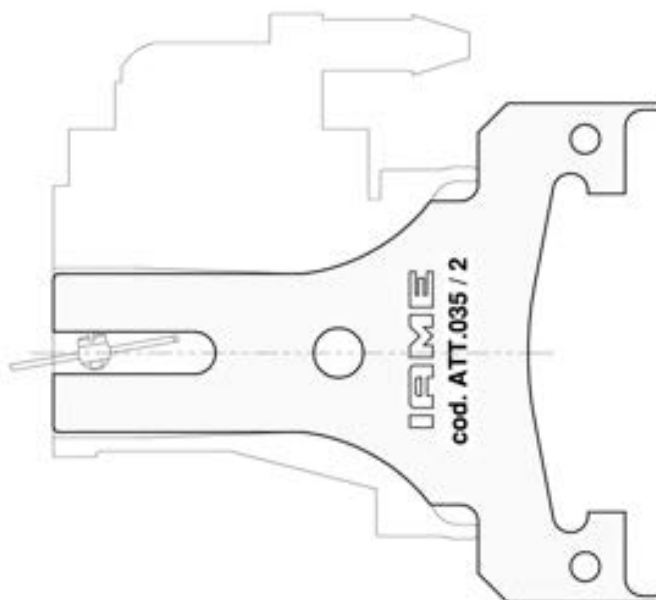
CHECKING OF THE REEDS VALVE PLANE
CONTRÔLE DU PLAN DU LOGEMENT DE LA BOITE À CLAPETS



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

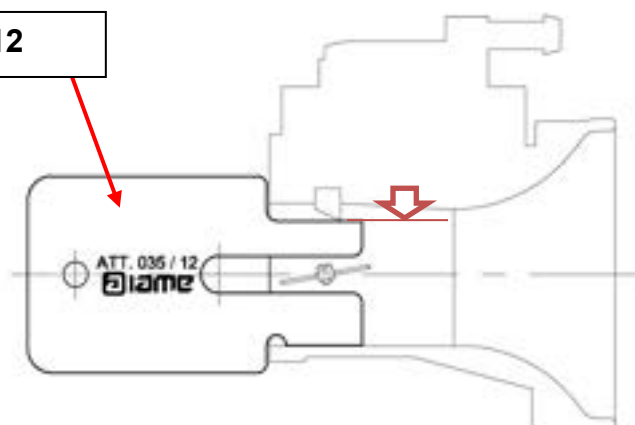


VENTURI SHAPE CONTROL OF TILLOTSON HW-27A CARBURETTOR
CONTRÔLE DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



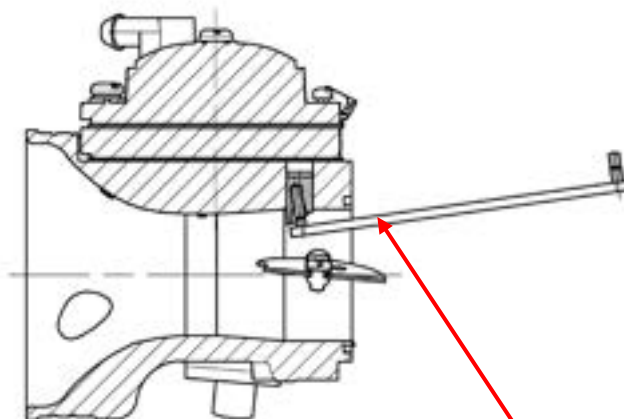
CHECKING OF THE HEIGHT OF THE ATOMISER – GO IF IT'S OK
CONTRÔLE DE LA HAUTEUR DU PULVERISATEUR
IL PASSE S'IL EST CONFORME

ATT.035 / 12



CHECK HOLE OF ATOMIZER
OUTIL DE VÉRIFICATION DE TROU DU PULVERISATEUR

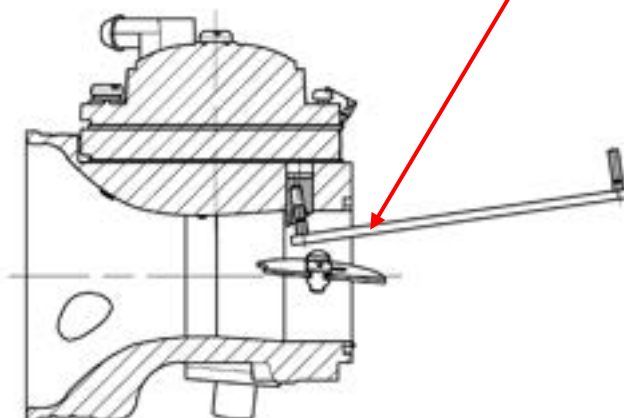
Pass Side – OK
Côté passe - Conforme



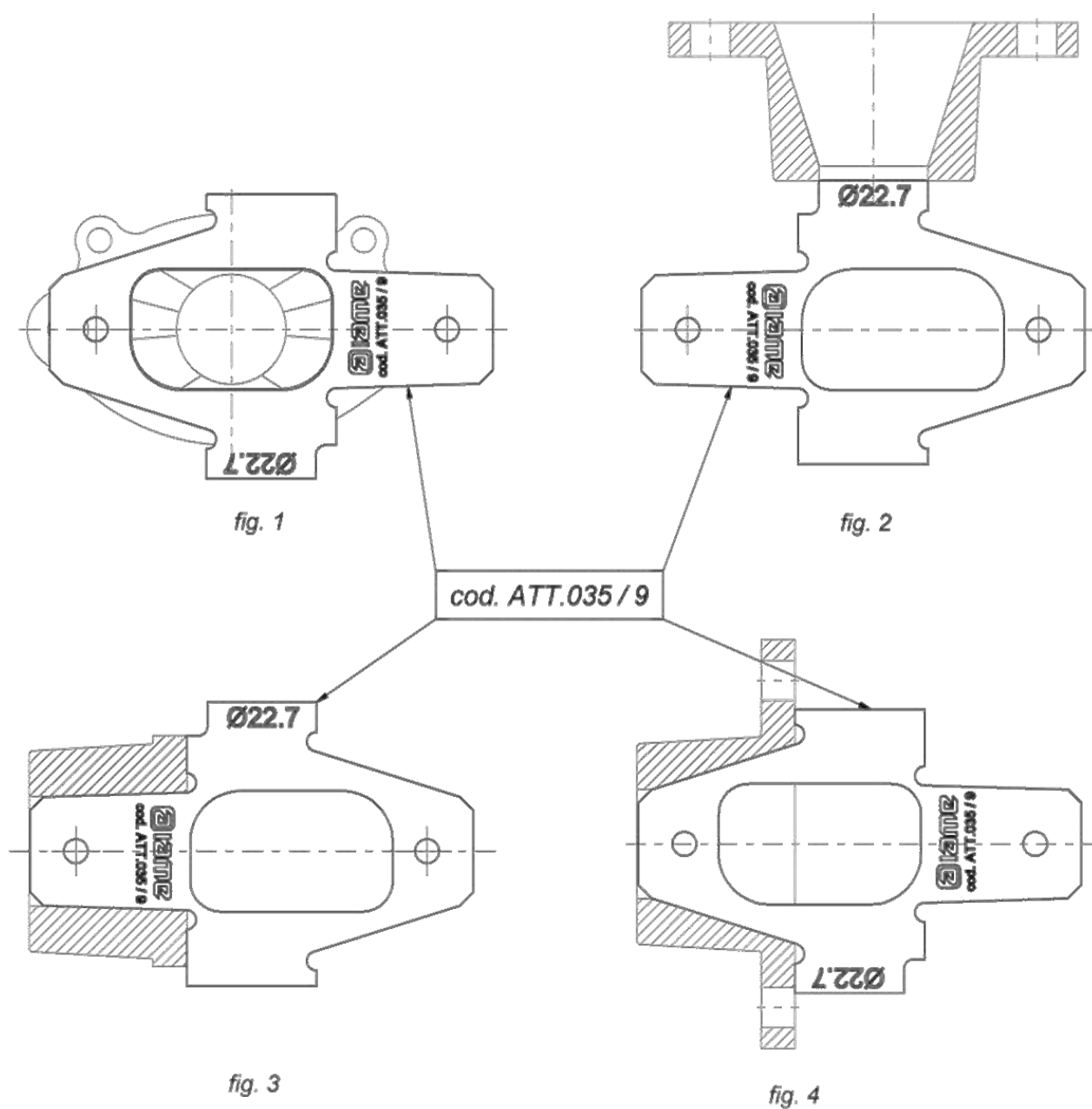
No Pass Side - OK
Pas de passe côté - Conforme



ATT.035 / 19



EXHAUST MANIFOLD CHECKING TOOL - CONTRÔLE DU RACCORD D'ÉCHAPPEMENT



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'ÉCHAPPEMENT.

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