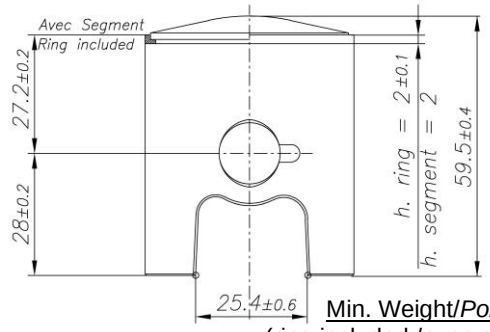
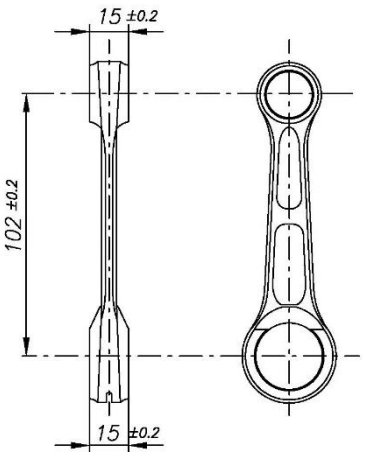
KA100cc

REEDJET – TaG

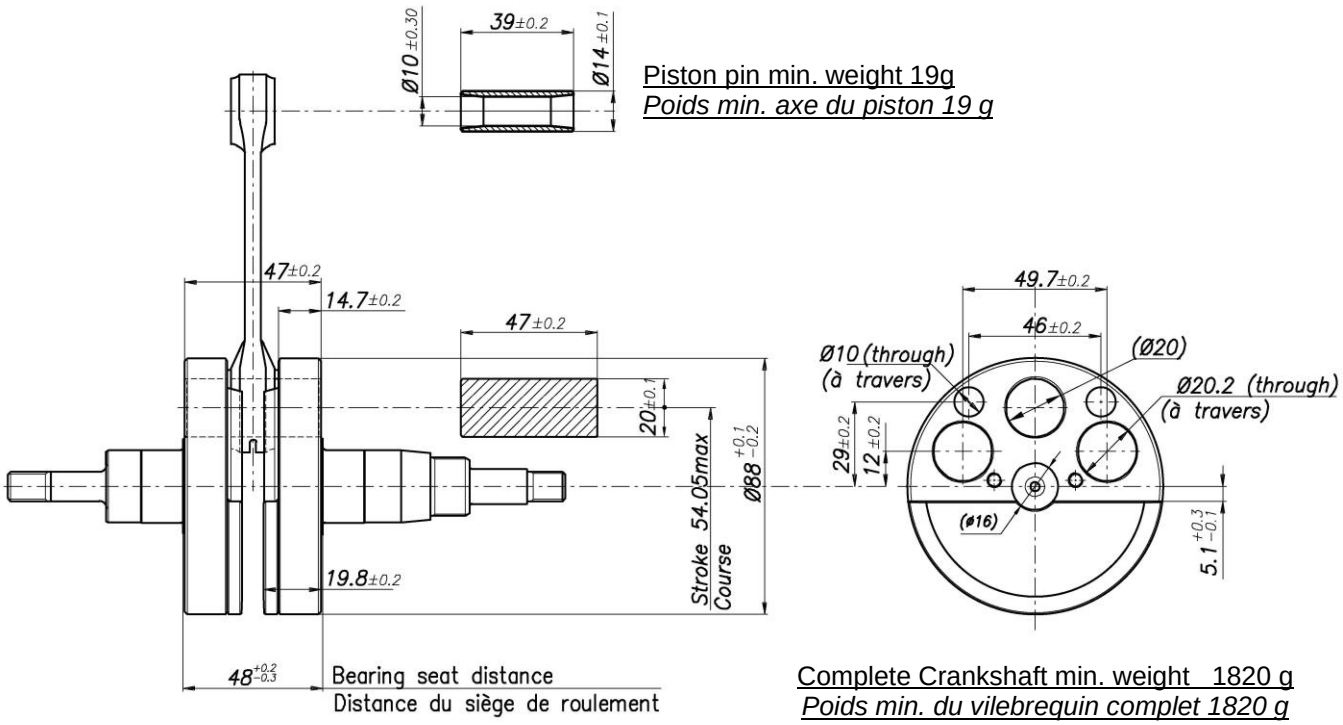
FEATURES - *CARACTERISTIQUES*

Cylinder Volume *Volume du cylindre*	100 cm³ max
Bore *Alésage*	48.20 mm
Max. bore *Alésage max.*	48.53 mm
Stroke *Course*	54.05 mm max
Cooling system *Système de refroidissement*	Air *À Air*
Inlet system *Système d'admission*	Reed valve *À clapet*
Number of carbs *Nombre de systèmes de carburation*	1

Carburettor / *Carburateur* Tillotson	HW-33A (Venturi Ø24mm)	Cylinder / crankcase transfers n° *Nombre canaux cylindre / carter*	3 / 3
Number of piston rings *Nombre de segments de piston*	1	Transfers / Exhaust ports number *Nombre lumières admission / échappement*	3 / 3
Big end conr. bearing diam. *Diamètre du roulement de tête de bielle*	20x26x15	Combustion chamber shape *Forme de la chambre de combustion*	Spherical *Sphérique*
Crankshaft ball-bearing diam. *Diamètre du roulement du vilebrequin*	25x52x15	Selettra ignition (adjustable) *Allumage Selettra (Réglable)*	Analogue 2 Poles *Analogique* *2 pôles*
Small end conr. bearing diam. Diamètre du roulement du pied de bielle	14x18x18	Distance between conrod centres *Longueur (Entraxe) de la bielle*	102 mm

DESCRIPTION OF THE MATERIAL *DESCRIPTION DES MATERIAUX*		PISTON
Conrod material *Matériau de la bielle*	Steel *Acier*	 Min. Weight/*Poids Min.* (ring included */avec segment*) 95 g
Crankshaft material *Matériau du vilebrequin*	Steel *Acier*	
Cylinder Head material *Matériau de la culasse*	Aluminium	
Cylinder material *Matériau du cylindre*	Aluminium	
Liner material *Matériau de la chemise*	Cast Iron *Fonte*	DISTANCE BETWEEN CONROD CENTERS *ENTRAXE DE LA BIELLE*
Crankcase material *Matériau du carter*	Aluminium	 Min. Weight 110 g *Poids Min. 110 g*
Piston material *Matériau du piston*	Aluminium	
Piston rings material *Matériau des segments*	Cast Iron *Fonte*	
Exhaust muffler material *Matériau du silencieux d'échappement*	Sheet-steel *Tôle acier*	
Bearings *Roulements*	Type 6205	

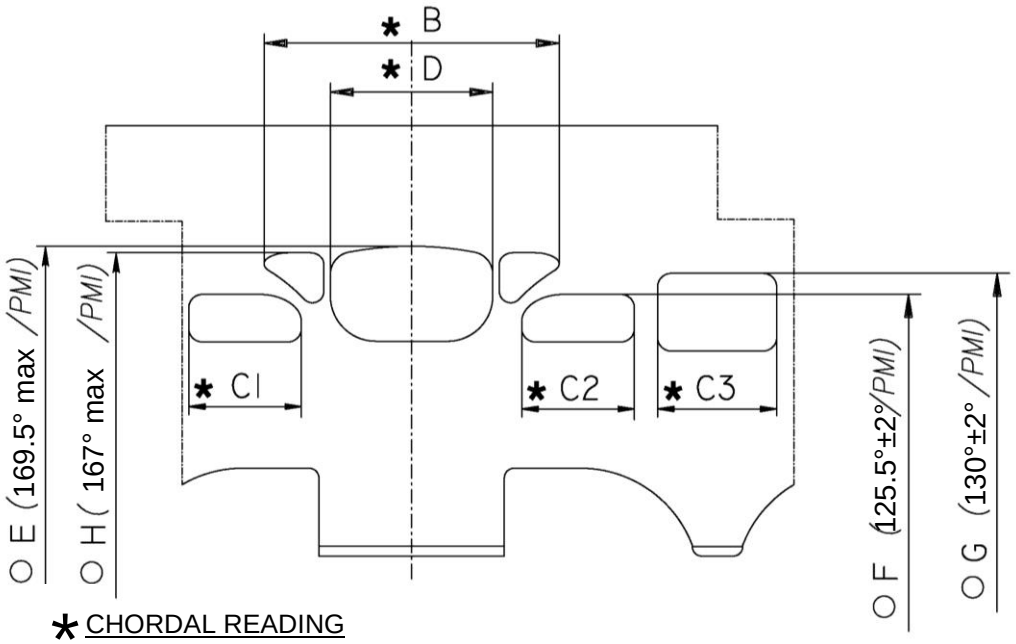
CRANKSHAFT - *VILEBREQUIN*



Piston pin min. weight 19g
Poids min. axe du piston 19 g

Complete Crankshaft min. weight 1820 g
Poids min. du vilebrequin complet 1820 g

CYLINDER DEVELOPMENT - *DÉVELOPPEMENT DU CYLINDRE*

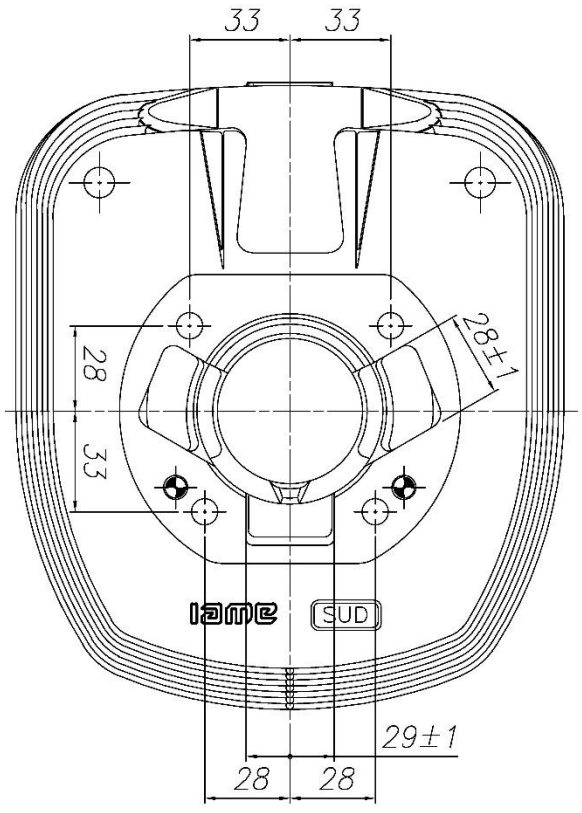


B	≤ 48.2 mm
C1 = C2	≤ 27.2 mm
C3	≤ 27 mm
D	≤ 34 mm
E	169.5° max
F	125.5° ±2°
G	130° ±2°
H	167° max

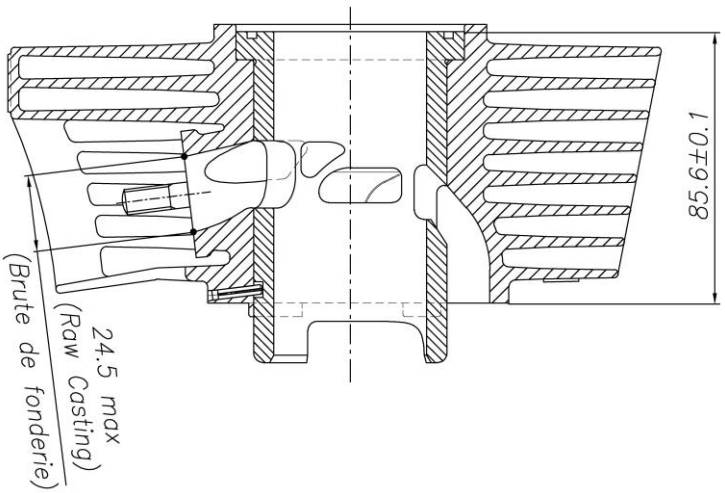
* CHORDAL READING
LECTURE CORDALE

O ANGULAR READING BY INSERTING A 0.2x5 mm GAUGE
LECTURE ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2x5 mm
TOOL Cod. 10194 – *UTILISER OUTIL*

CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE

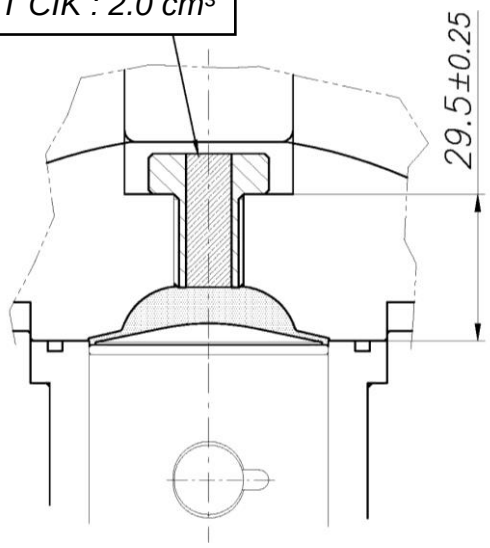


CYLINDER CROSS SECTION VIEW
VUE DU CYLINDRE EN SECTION



COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMBUSTION

INSERT CIK : 2.0 cm³

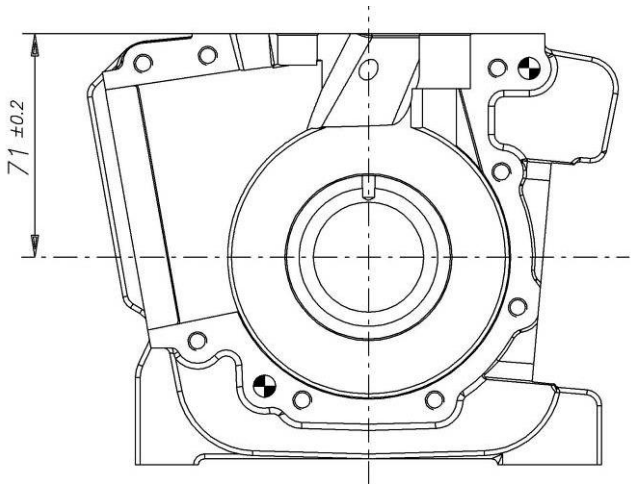


VOLUME
COMBUSTION CHAMBER / ***CHAMBRE COMBUSTION***
TOT. = 8.5 cm³ min.

SQUISH MIN.= 1.05 mm
(**measured with Ø1.5 tin /**
mesurée avec de l'étain Ø1.5mm)

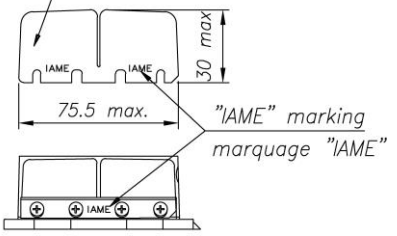
Volume of combustion chamber in cylinder head
Volume de la chambre de combustion dans la culasse
(with volumeter and insert / *avec volumètre et insert*) :
10.5 cm³ min.

CRANKCASE INSIDE VIEW
VUE A' L'INTÉRIEUR DU CARTER

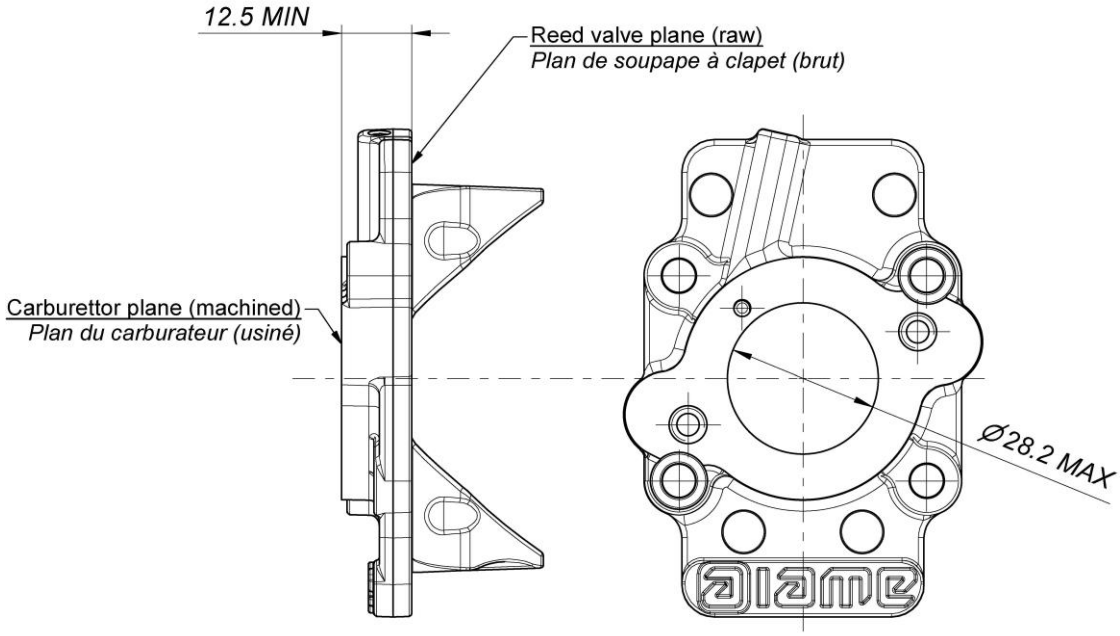


REEDS DIMENSIONS
DIMENSIONS DE LA BOÎTE À CLAPETS

Fiber Glass Reed petals / Clapets en fibre de verre
Min. thickness / Epaisseur min. = 0.25 mm
or / ou
Carbon Fiber Reed petals / Clapets en fibre de carbone
Min. thickness / Epaisseur min. = 0.22 mm



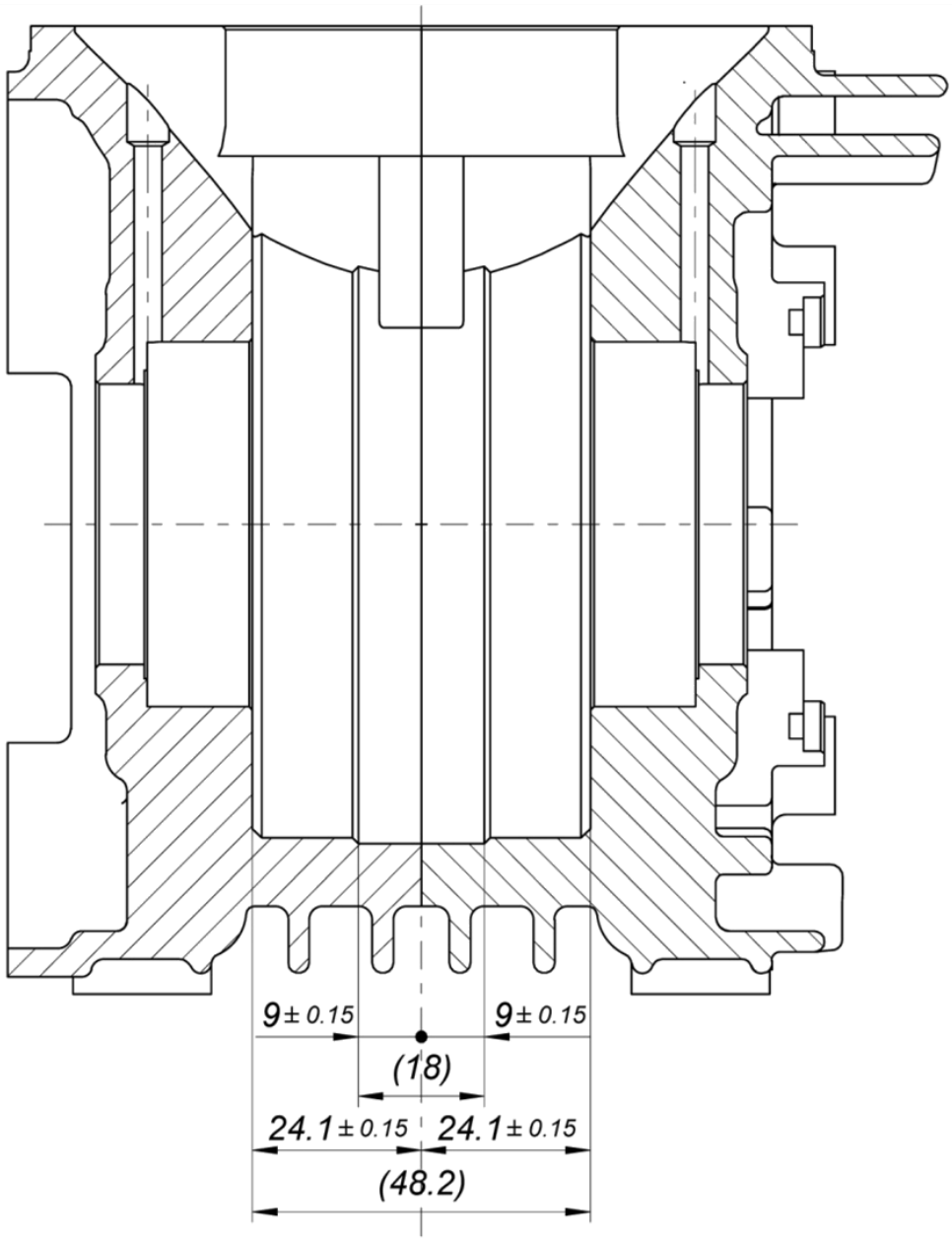
INLET CONVERYOR DIMENSIONS *CONVOYEUR D'ADMISSION*

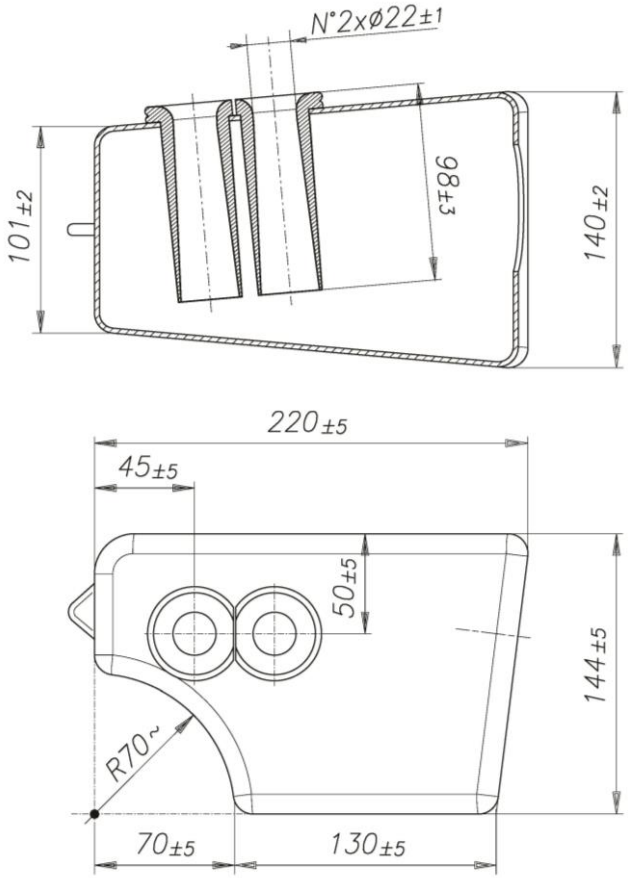
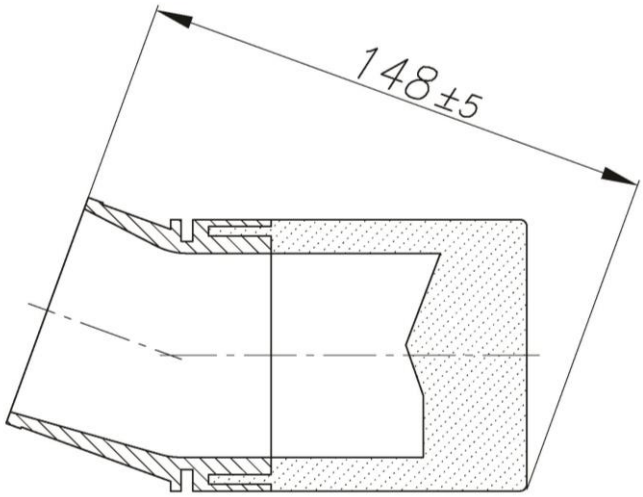


CRANKCASE WIDTH DIMENSIONS / *DIMENSIONS DE LA LARGEUR DU CARTER*

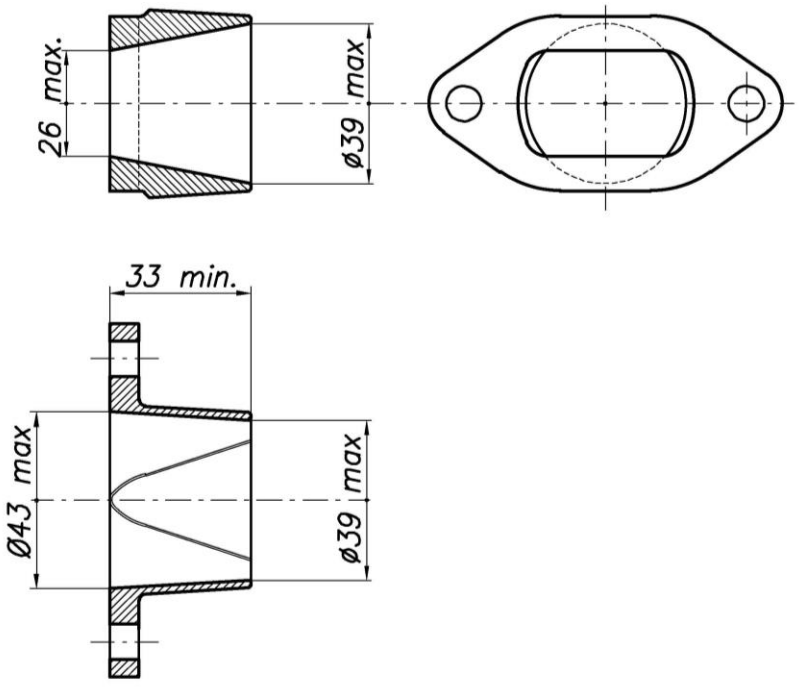
DRIVE SIDE
CÔTÉ DE LA TRANSMISSION

IGNITION SIDE
CÔTÉ DE L'ALLUMAGE



INLET SILENCER *SILENCIEUX D'ADMISSION*	SPONGE FILTER INLET SILENCER *MANCHON COMPLET DE FILTRE À AIR*
	

EXHAUST MANIFOLD / *RACCORD D'ÉCHAPPEMENT*



INLET SILENCER TUBES NEW TYPE
NOUVEAU TYPE DES TUBES DE SILENCIEUX D'ADMISSION

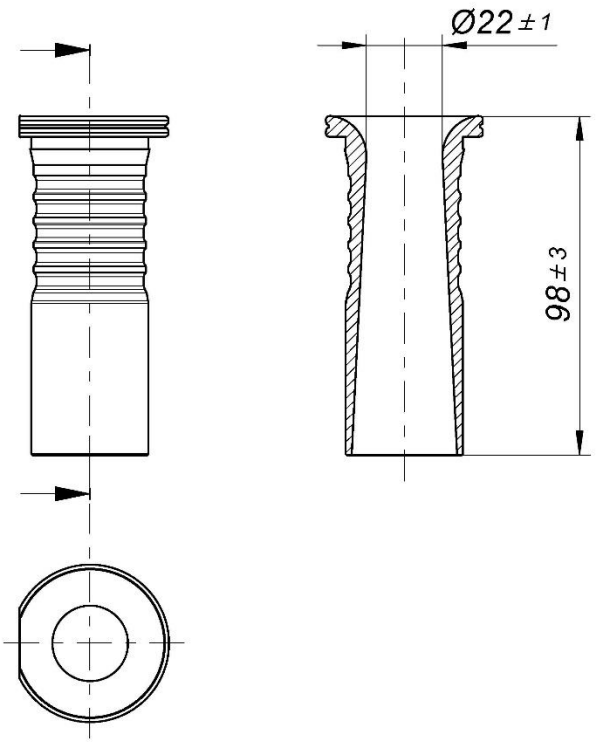


PHOTO IDENTIFICATION OF PERMISSIBLE INLET SILENCER TUBES
PHOTO IDENTIFICATION DES TUBES DE SILENCIEUX D'ADMISSION ADMISSIBLES

OLD TYPE
TYPE ANTÉRIEURE

NEW TYPE
NOUVEAU TYPE

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

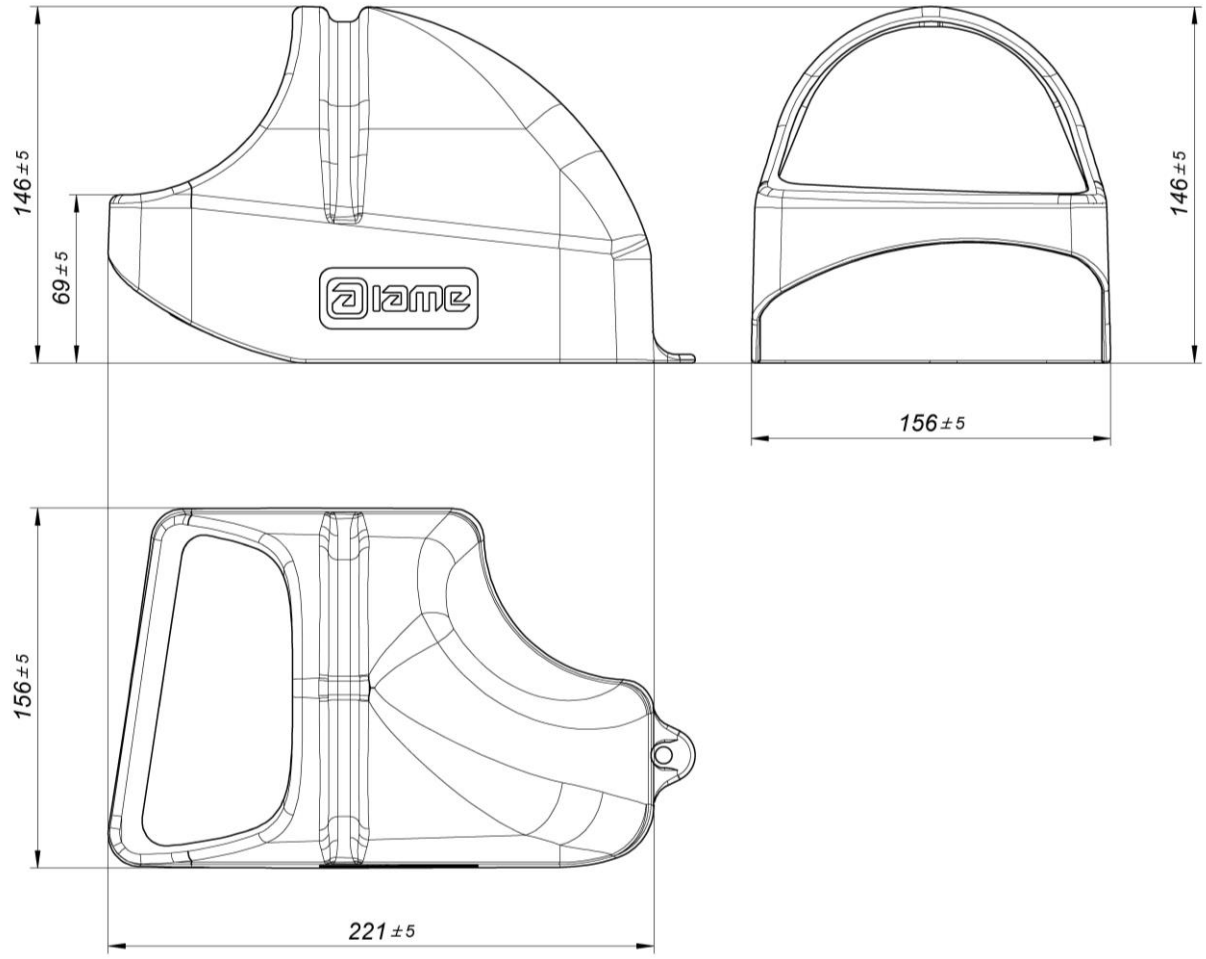
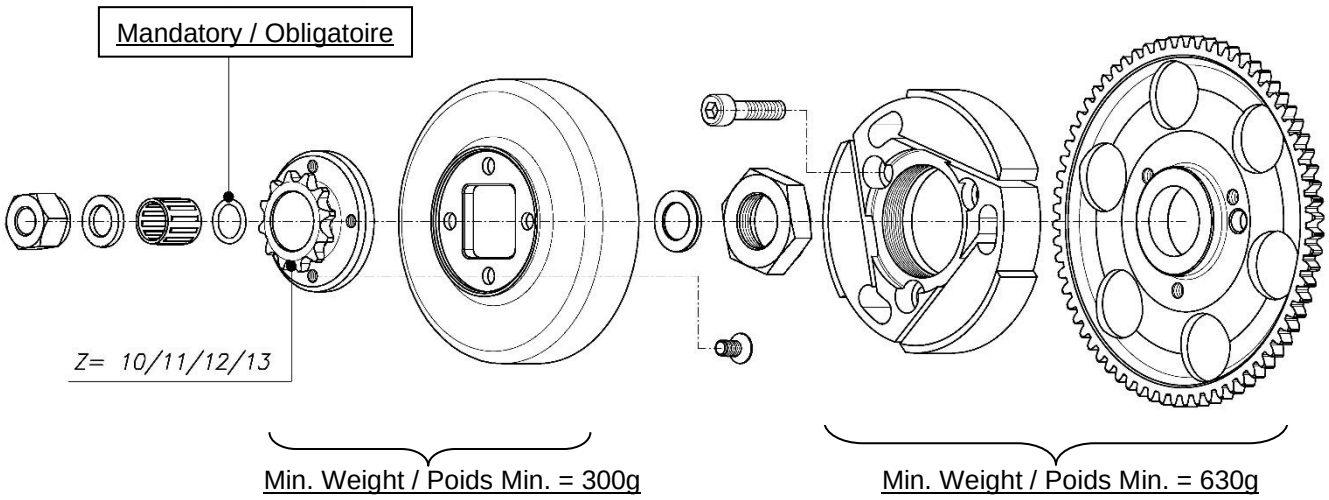
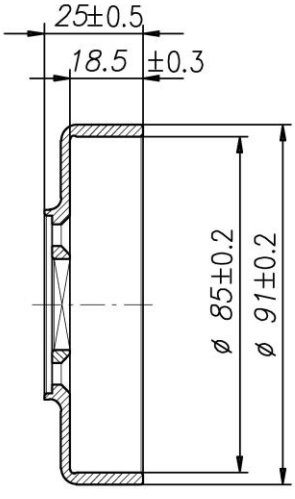


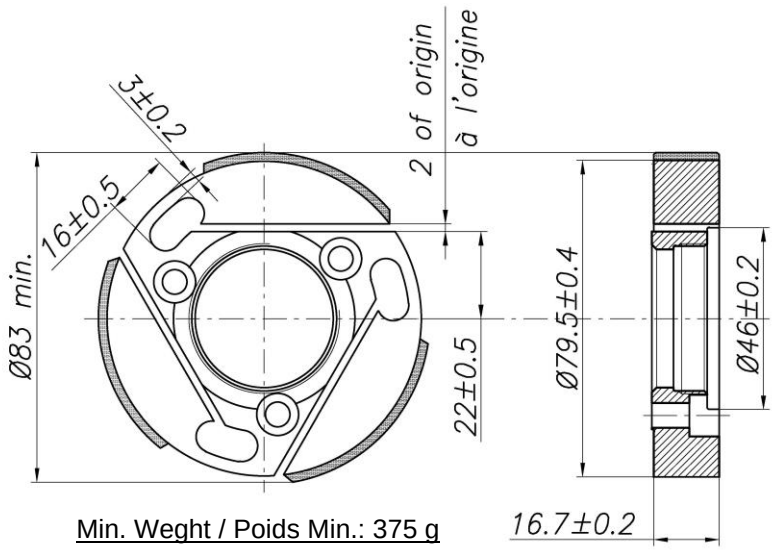
PHOTO IDENTIFICATION OF RAIN COVER INLET SILENCER
PHOTO IDENTIFICATION DU COUVERTURE POUR PLUIE DU SILENCIEUX D'ADMISSION

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



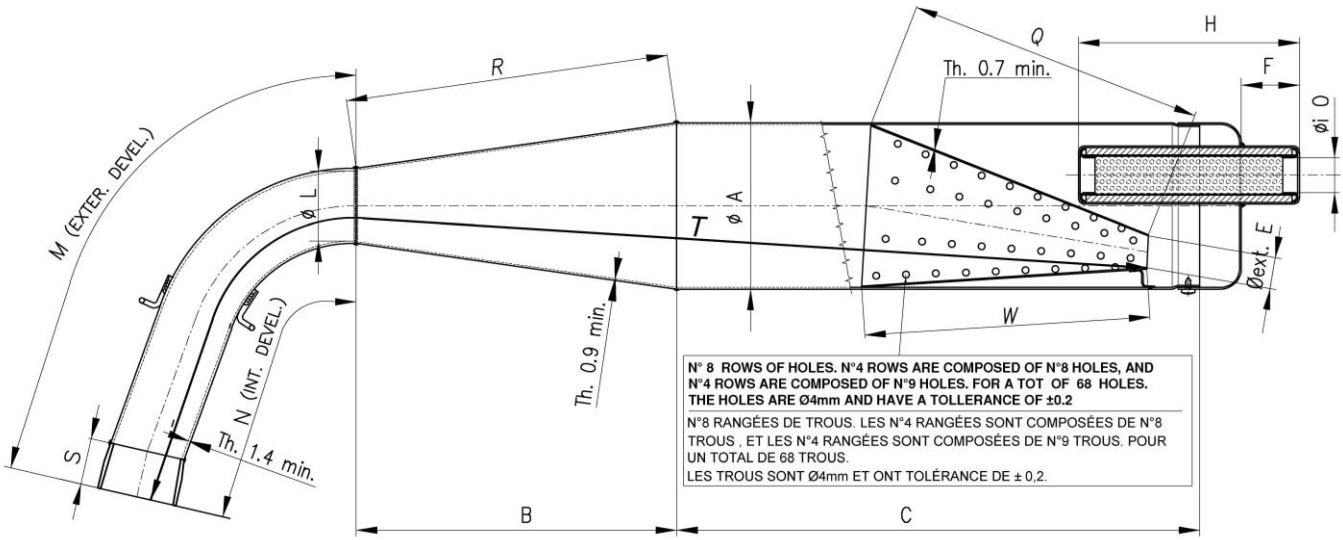


Min. Weght / Poids Min.: 225g



Min. Weght / Poids Min.: 375 g

EXHAUST VIEW AND DIMENSIONS (valid also for alternative exhaust type)
VUE ET DIMENSIONS DE L'ECHAPPEMENT (valable également pour le modèle alternatif)



Min. Weight / Poids Min. : 1.905 g

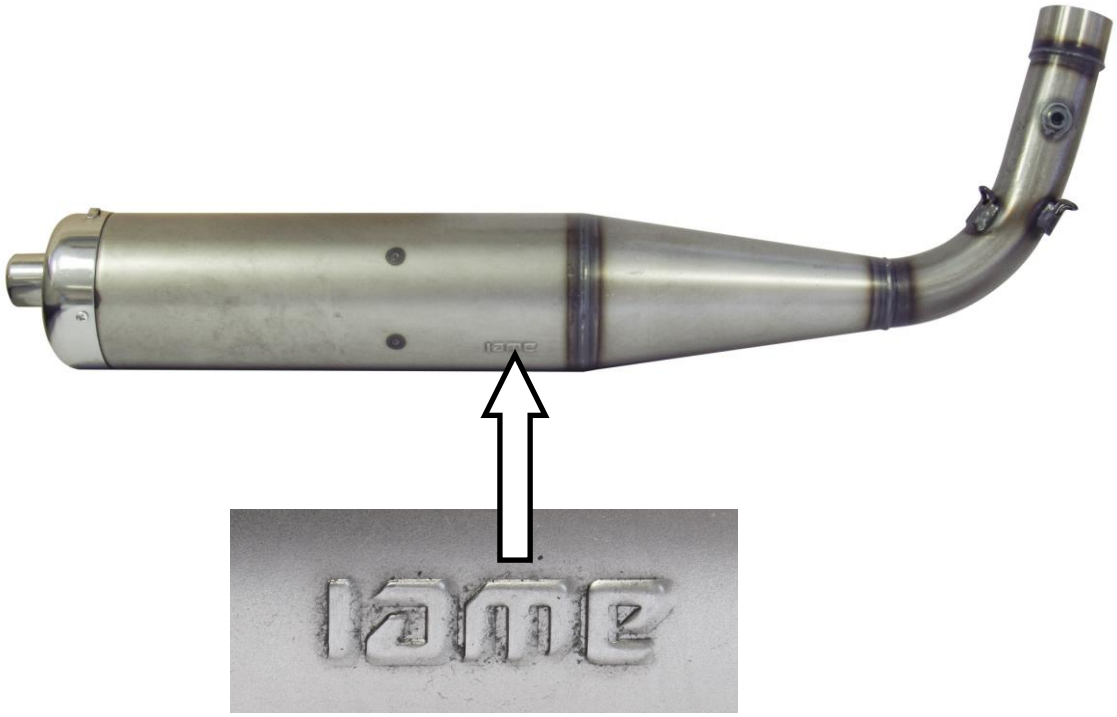
ØA: 100 ±1 Øext.	**C:** 315 ±3	**H:** 132 ±3	**ØOi:** 21 ±1 Øint.	**S:** 29 ±1.5
ØL: 45 ±1 Øext.	**ØE:** 23.5 ±2 Øext.	**M:** 270 ±3 ext.	**R:** 194.5 ±3	**T:** 692 ±3
B: 193 ±3	**F:** 36 ±2	**N:** 210 ±3 ext.	**Q:** 182 ±3	**W:** 170 ±3

ATTENTION:

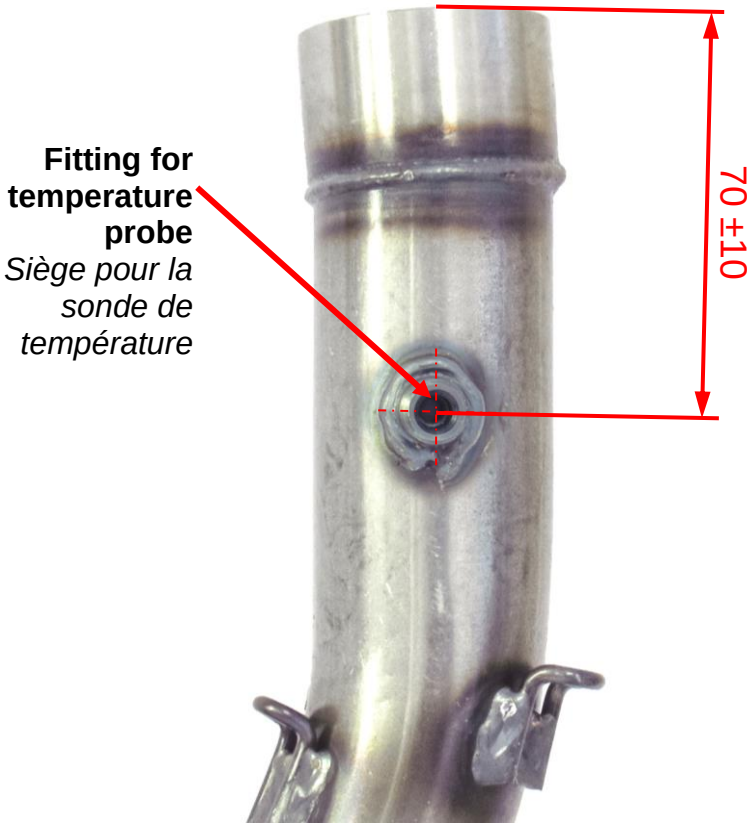
The dimensions "**M**" and "**N**" must be taken by steel tape measure 6mm wide.
*Les dimensions « **M** » et « **N** » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.*

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.*

ALTERNATIVE EXHAUST
ECHAPPEMENT ALTERNATIF

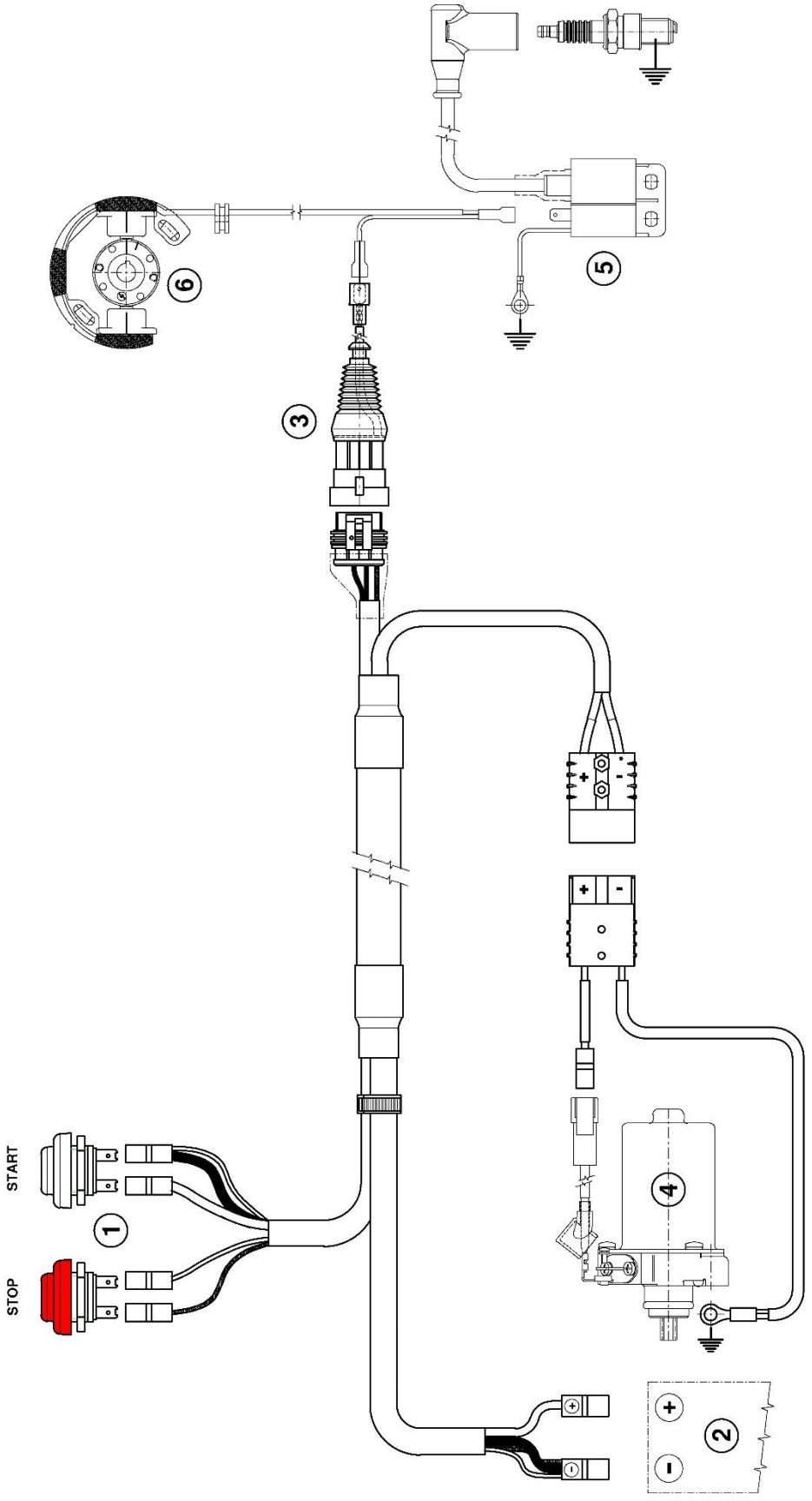


MARKING / *MARQUAGE*



Fitting for temperature probe
Siège pour la sonde de température

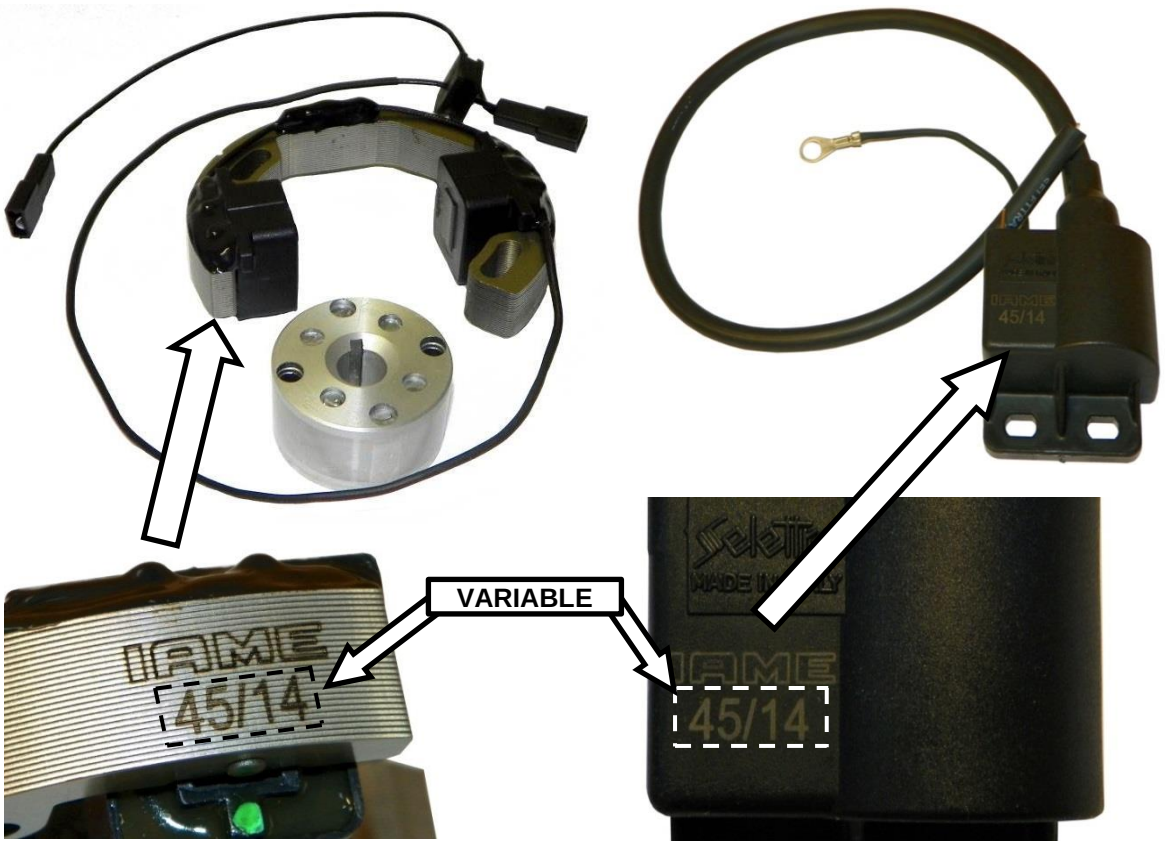
WIRING DIAGRAM / *SCHÉMA CIRCUIT ÉLECTRIQUE*



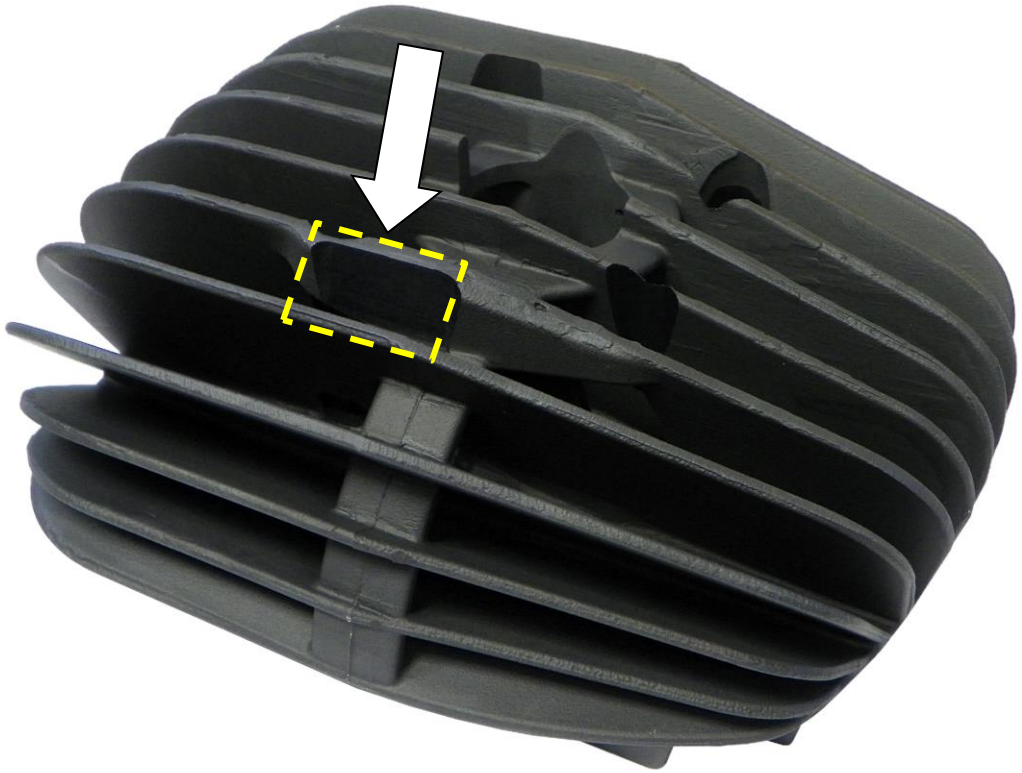
1- Push-Button Start & Stop / *Câblage avec les boutons poussoir Start & Stop*
2- Battery / *Batterie*
3- Ignition Cable Adapter / *Adapteur Câblage de l'Allumage*
4- Starter / *Démarreur*
5- H.T. coil / *Bobine*
6- Ignition / *Allumage*

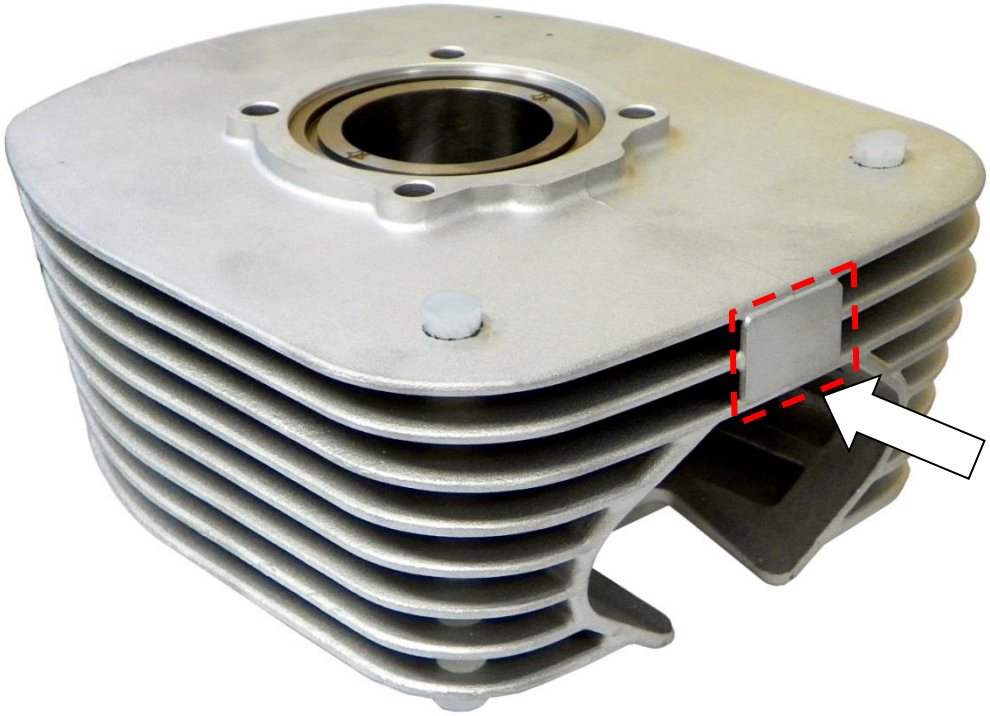
PHOTO OF THE COMPLETE WIRING / *CABLAGE ÉLECTRIQUE COMPLET*

PHOTO AND MARKING OF IGNITION AND H.T. COIL (SELETTRA ANALOGUE 2 POLES)
PHOTO ET MARQUAGE DE L'ALLUMAGE ET DE LA BOBINE (SELETTRA ANALOGIQUE 2 POLES)



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

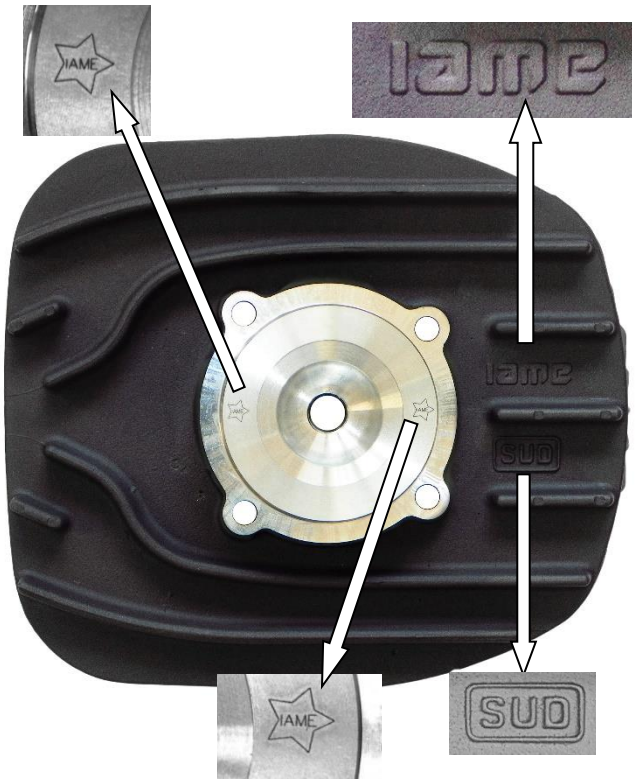




CYLINDER IDENTIFICATION MARKING / *MARQUAGE D'IDENTIFICATION DU CYLINDRE*

CRANKCASE IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CARTER

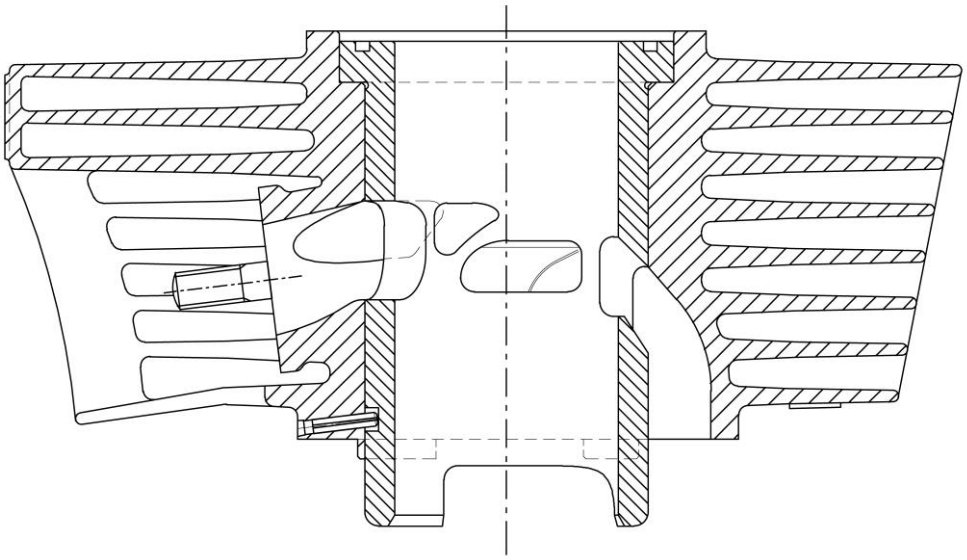
CYLINDER HEAD IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA CULASSE



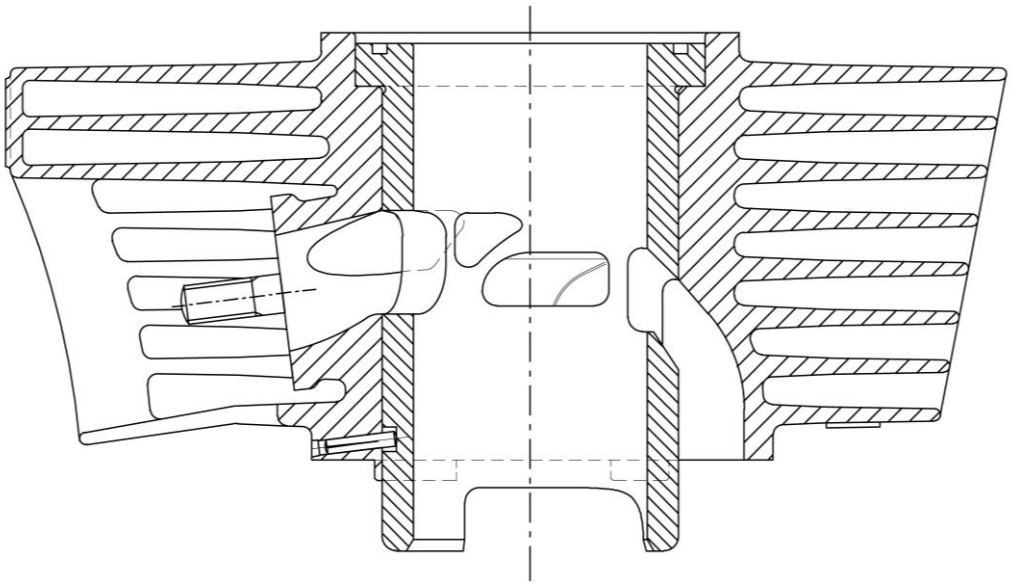
FROM 2025 ON - A *PARTIR DE 2025*

CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN
IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF

CURRENT PIN (SPRING PIN)
GOUPILLE COURANTE (GOUPILLE À RESORT)



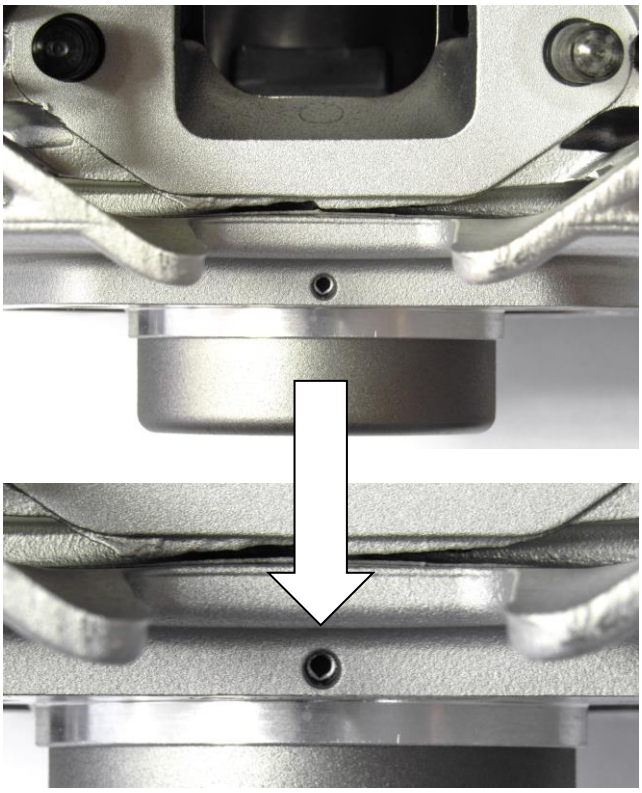
ALTERNATIVE PIN (GROOVED PIN)
GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)



FROM 2025 ON - A *PARTIR DE 2025*

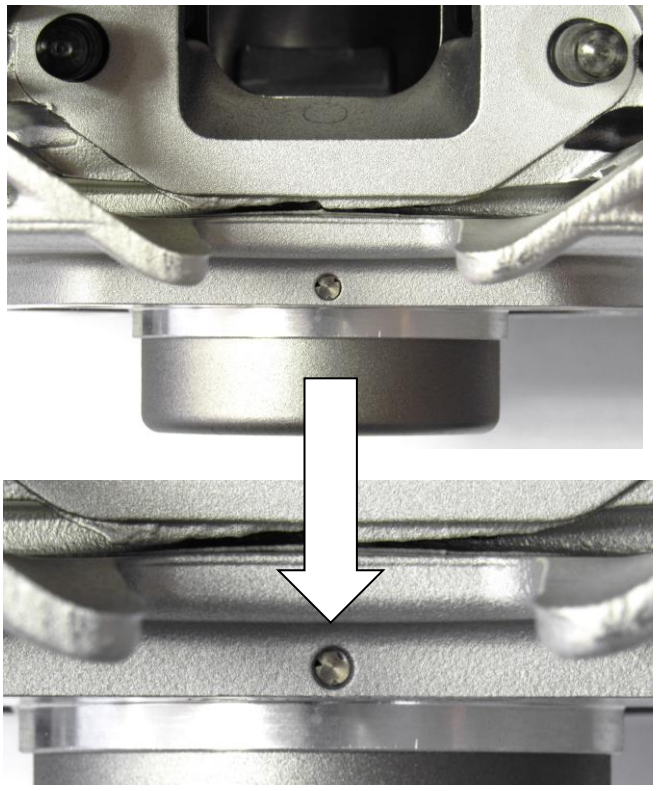
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN
IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA ACHEMISE ALTERNATIF

CURRENT PIN
GOUPILLE COURANTE



SPRING PIN
GOUPILLE À RESORT

ALTERNATIVE PIN
GOUPILLE ALTERNATIF



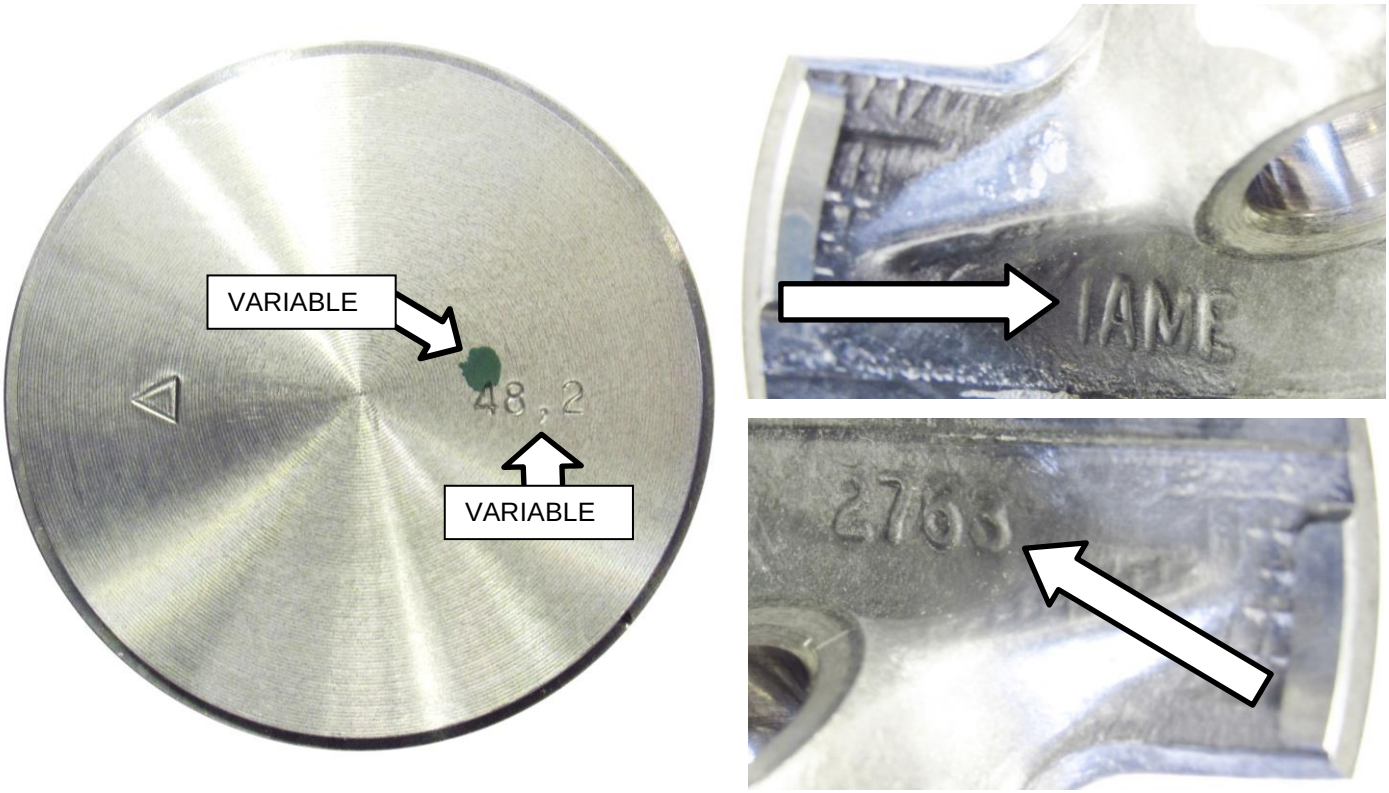
GROOVED PIN
GOUPILLE CANNELÉE

INLET SILENCER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU SILENCIEUX D'ADMISSION

SPONGE FILTER INLET SILENCER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU MANCHON COMPLET DU FILTRE À AIR

STARTER SUPPORT IDENTIFICATION MARKING
MARQUAGE DU SUPPORT DE DÉMARREUR

PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PISTON



ALTERNATIVE PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PISTON ALTERNATIF

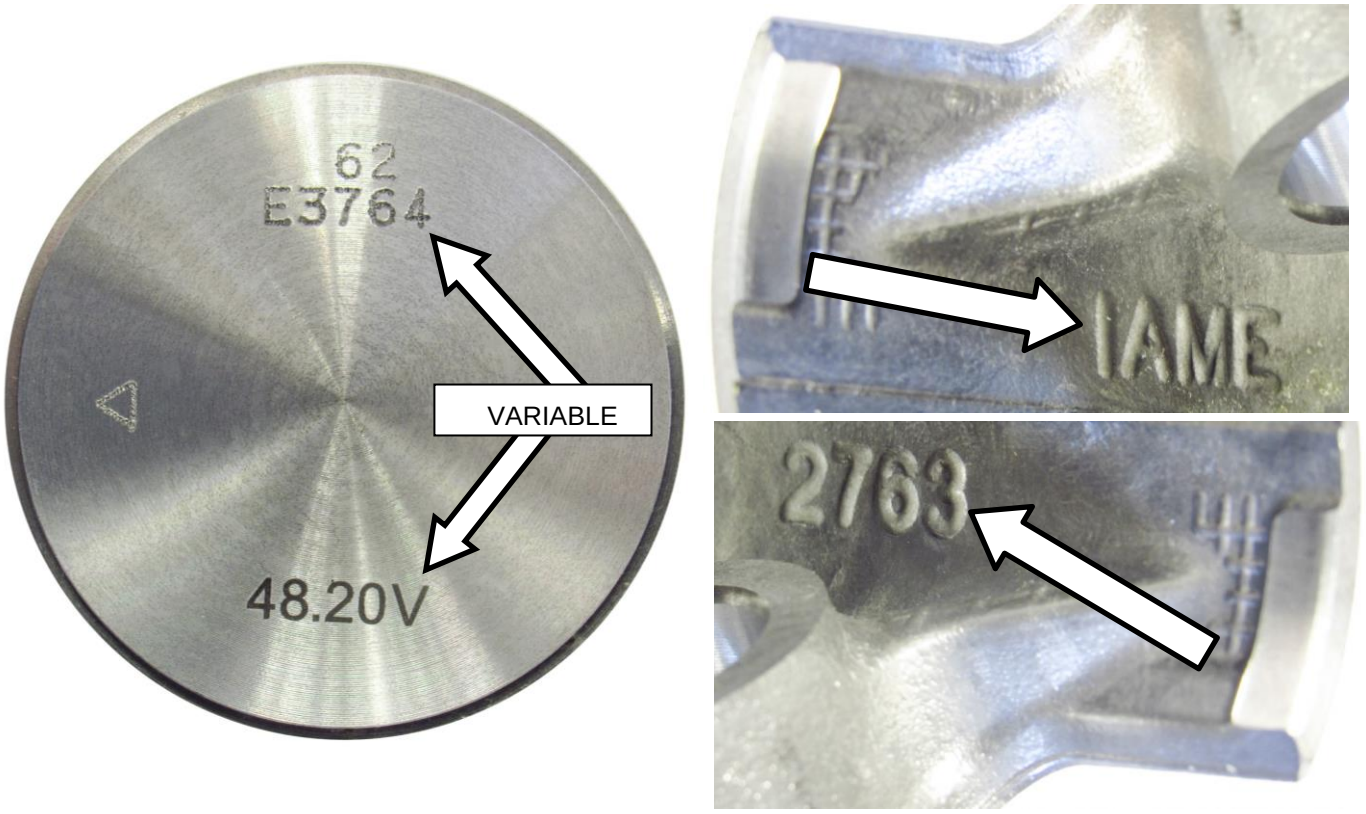
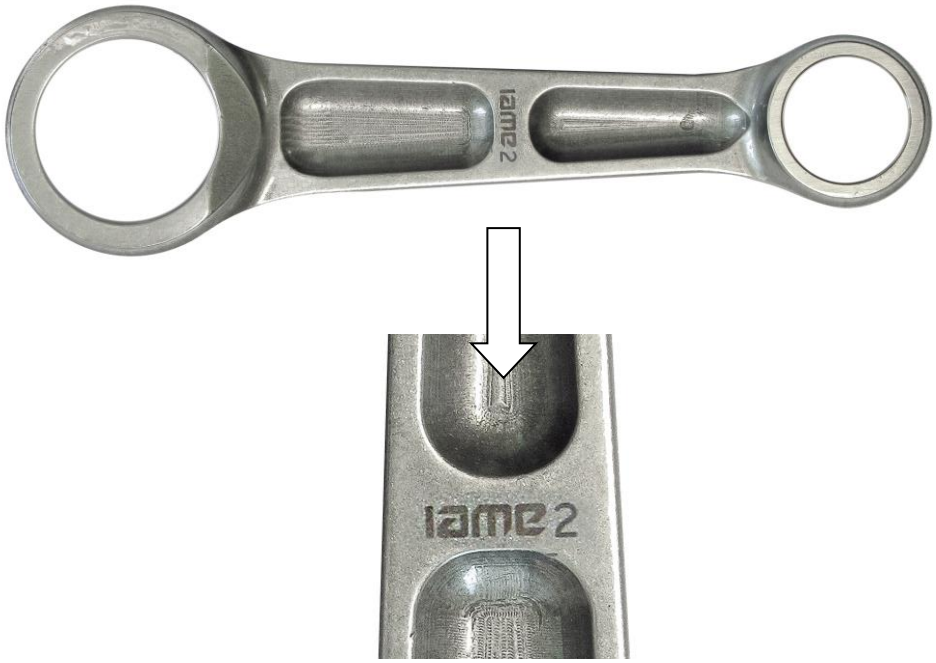
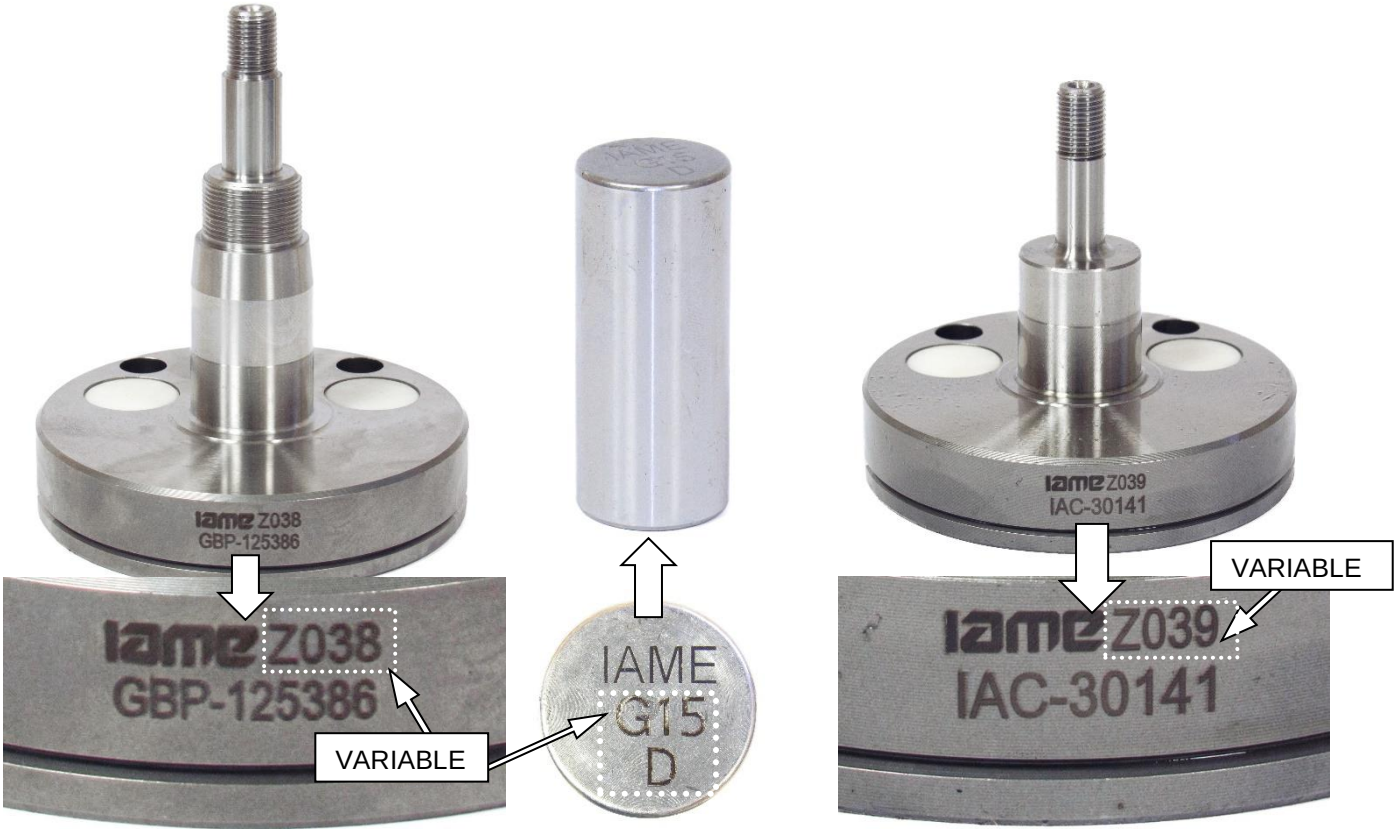


PHOTO IDENTIFICATION CONROD
MARQUAGE D'IDENTIFICATION DE LA BIELLE

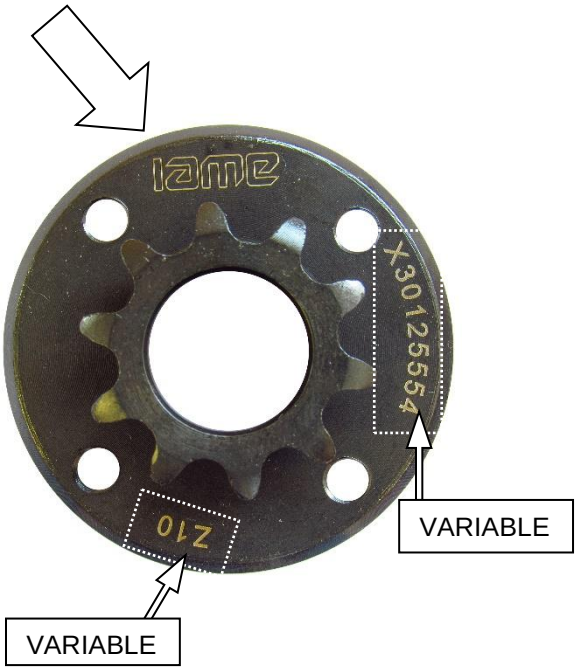


STARTER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU DÉMARREUR

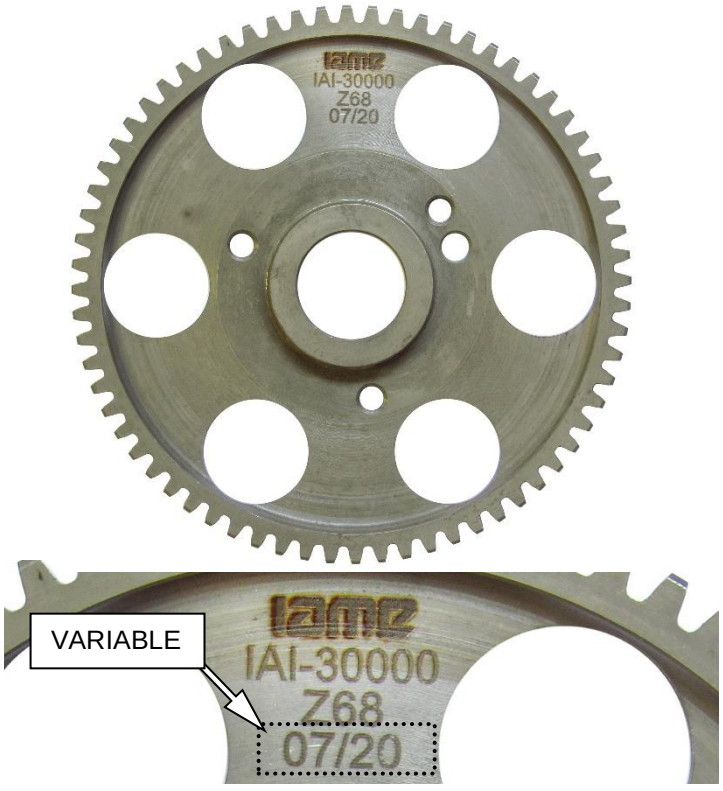
CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN

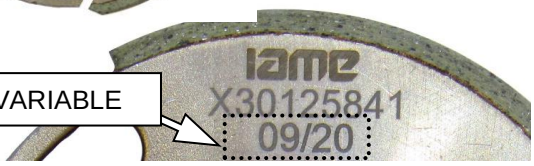


SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON

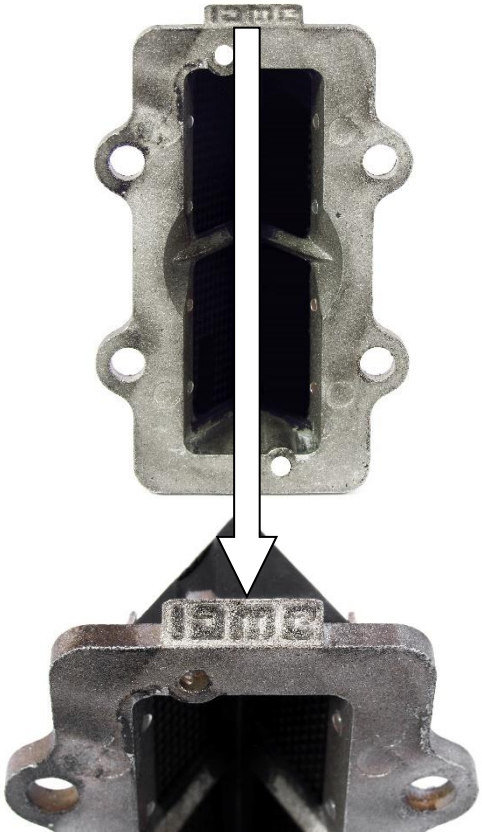


STARTER RING IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA COURONNE DE DÉMARRAGE

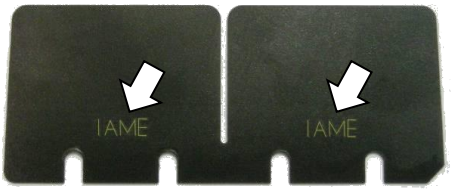


CLUTCH BODY IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DU CORPS DE L'EMBRAYAGE	CLUTCH DRUM IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA CLOCHE D'EMBRAYAGE
ALTERNATIVE FRICTION MATERIAL *MATÉRIAU DE FRICTION ALTERNATIVE*  VARIABLE	
PHOTO IDENTIFICATION CARBURETOR INLET CONVEYOR *MARQUAGE D'IDENTIFICATION DU COLLECTEUR D'ADMISSION*	BENDIX COVER IDENTIFICATION MARKING *MARQUAGE D'IDENTIFICATION DU COUVERCLE DU CONTRE-ARBRE DE DÉMARRAGE*
	   REAR SIDE CÔTÉ ARRIÈRE FRONT SIDE CÔTÉ AVANT

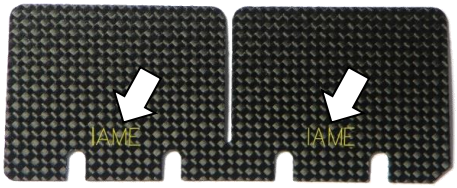
REED GROUP & PETALS IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS

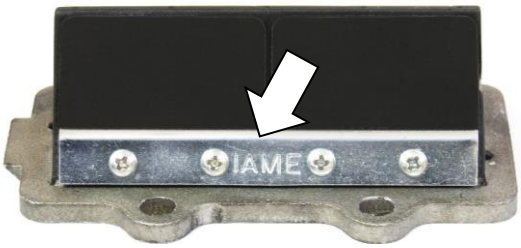


FIBER GLASS / FIBRE DE VERRE

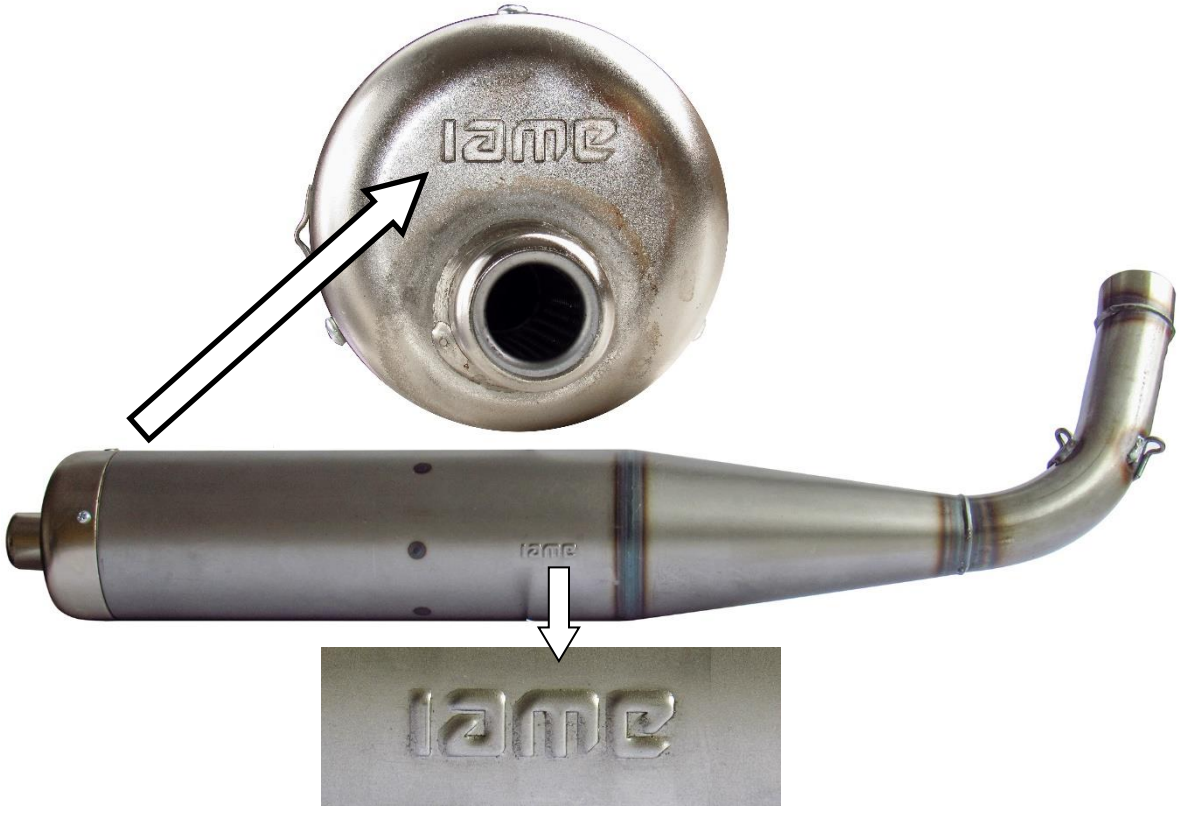


CARBON FIBER / FIBRE DI CARBONE





EXHAUST IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE L'ÉCHAPPEMENT

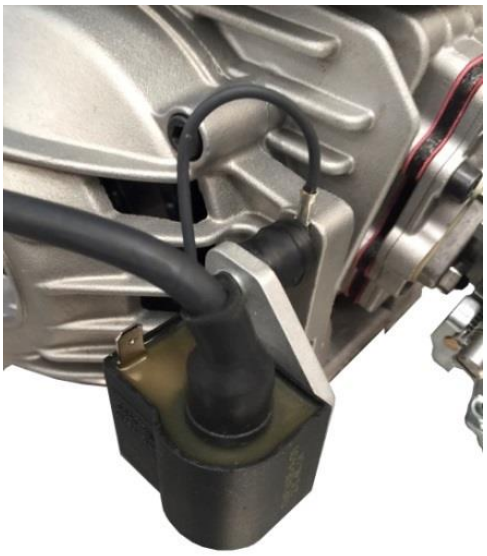


CLUTCH COVER IDENTIFICATION MARKING AND ALTERNATIVES
MARQUAGE DU COUVERCLE D'EMBRAYAGE ET DES DIFFÉRENTS MODÈLES

ALTERNATIVE / *ALTERNATIF*

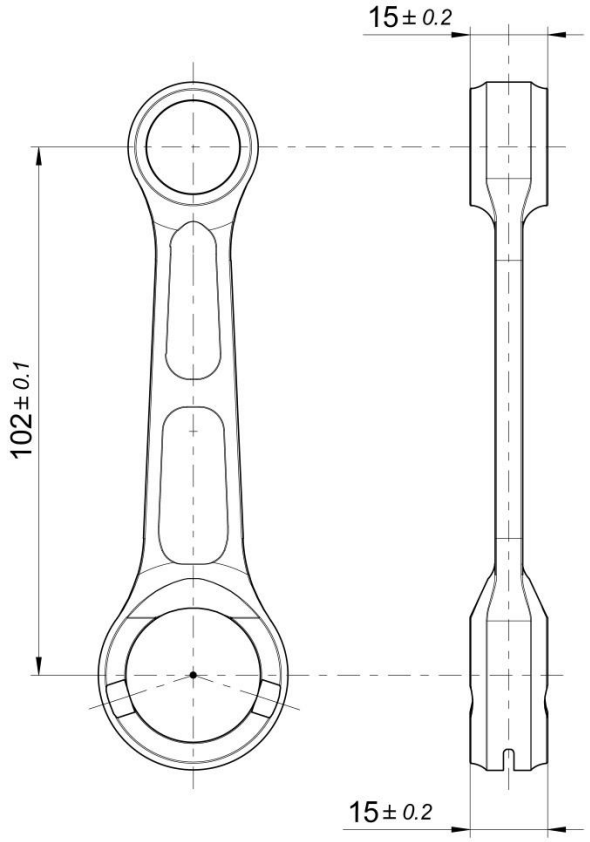
ALTERNATIVE INSTALLATION OF GROUND CABLE ON THE CRANKCASE
INSTALLATION ALTERNATIVE DU CÂBLE DE MASSE SUR LE CARTER

STANDARD INSTALLATION
INSTALLATION STANDARD



ALTERNATIVE INSTALLATION
INSTALLATION ALTERNATIVE

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

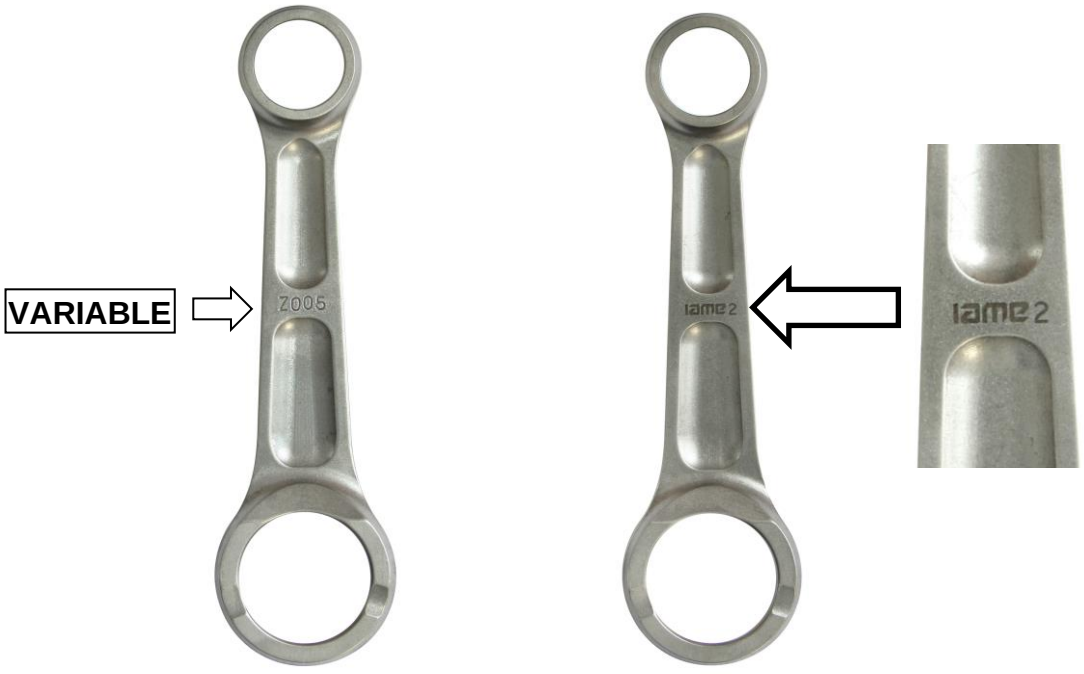


PHOTO IDENTIFICATION OF SMALL END CONROD BEARING – TYPES ALTERNATIVE
PHOTO D'IDENTIFICATION DU ROULEMENT PIED DE BIELLE – TYPES ALTERNATIFS

TYPE 1

TYPE 2

PHOTO IDENTIFICATION OF SILVER CONROD WASHER – TYPES ALTERNATIVE
PHOTO D'IDENTIFICATION RONDELLE BRONZE BIELLE – TYPES ALTERNATIFS

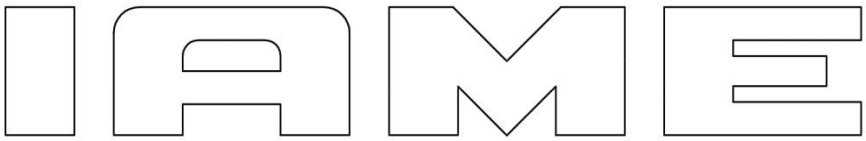
TYPE 1

TYPE 2

PARTICULARS WITH ALTERNATIVE NEW LOGO "IAME"
COMPOSANTS AVEC LE NOUVEAU LOGO « IAME » EN ALTERNATIF

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»

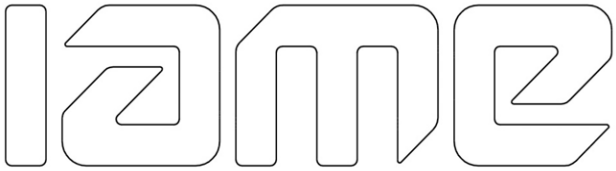


or / *ou*

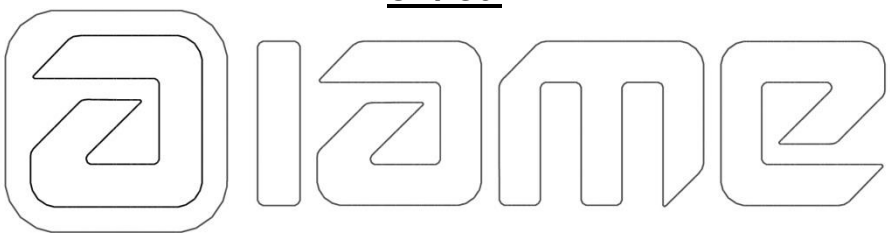
IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"



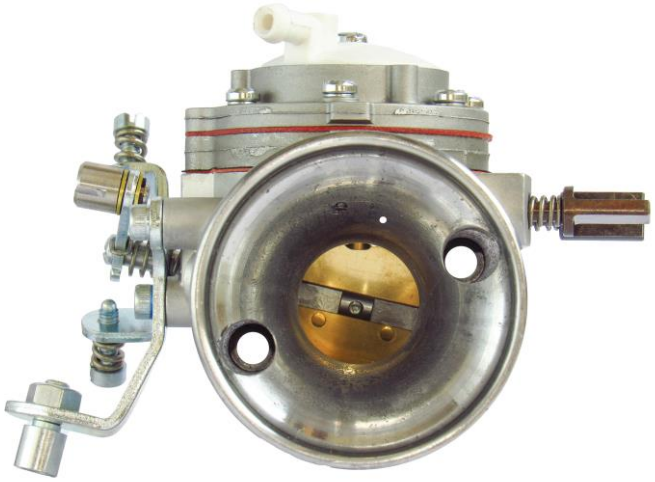
or / *ou*



or / *ou*

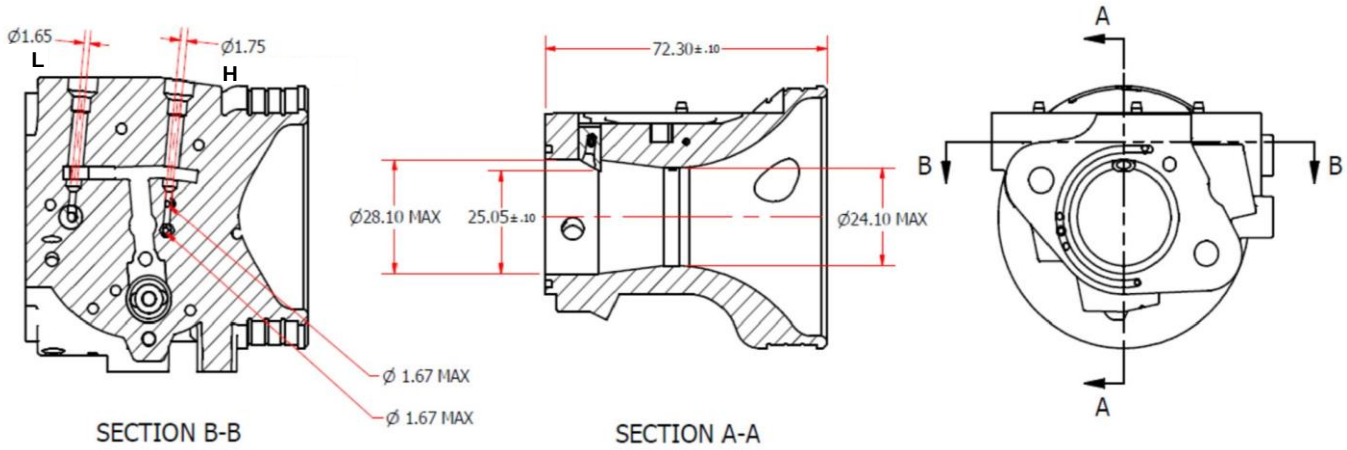
CARBURETTOR / *CARBURATEUR*

Tillotson HW-33A

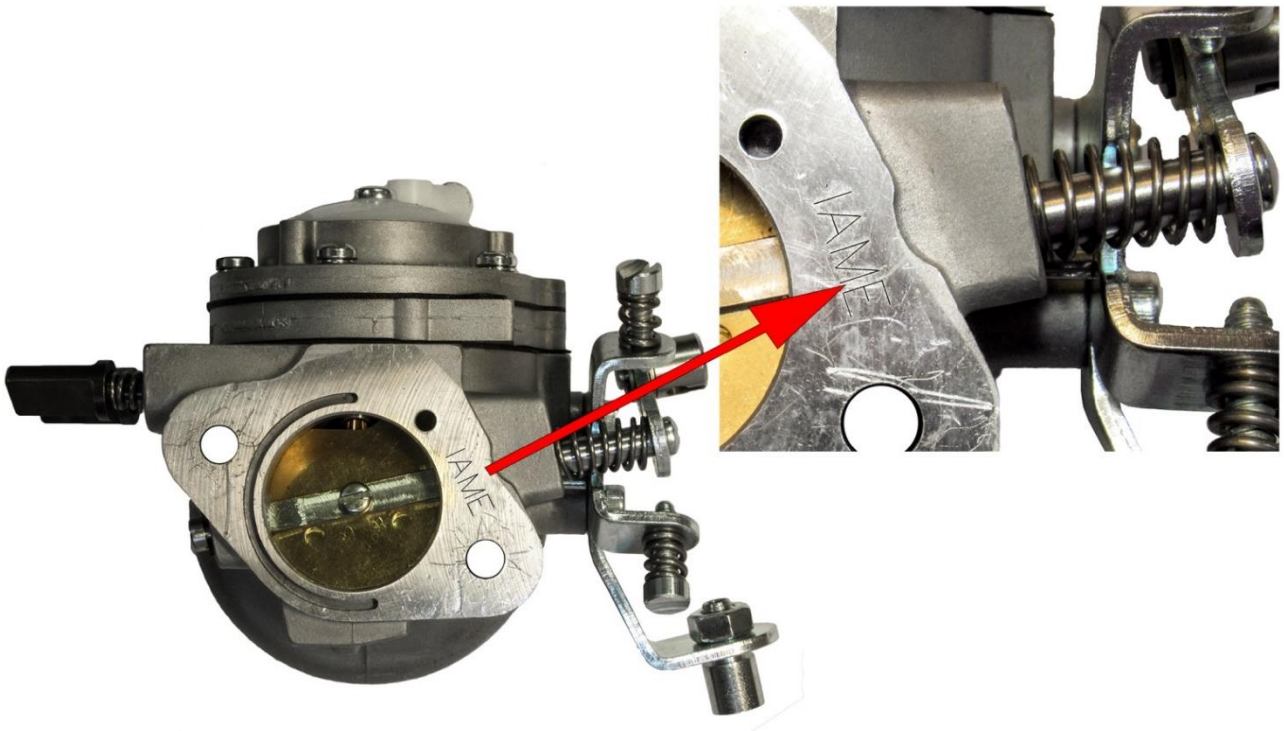
	
PHOTO OF ADJUSTING SIDE *PHOTO CÔTÉ RÉGLAGE*	*PHOTO OF INLET SIDE* PHOTO CÔTÉ D'ADMISSION

Manufacteur / *Constructeur*	**TILLOTSON LTD.**
Make / *Marque*	**TILLOTSON**
Model /*Modèle*	**HW-33A**

SECTION VIEW / *VUE EN SECTION*

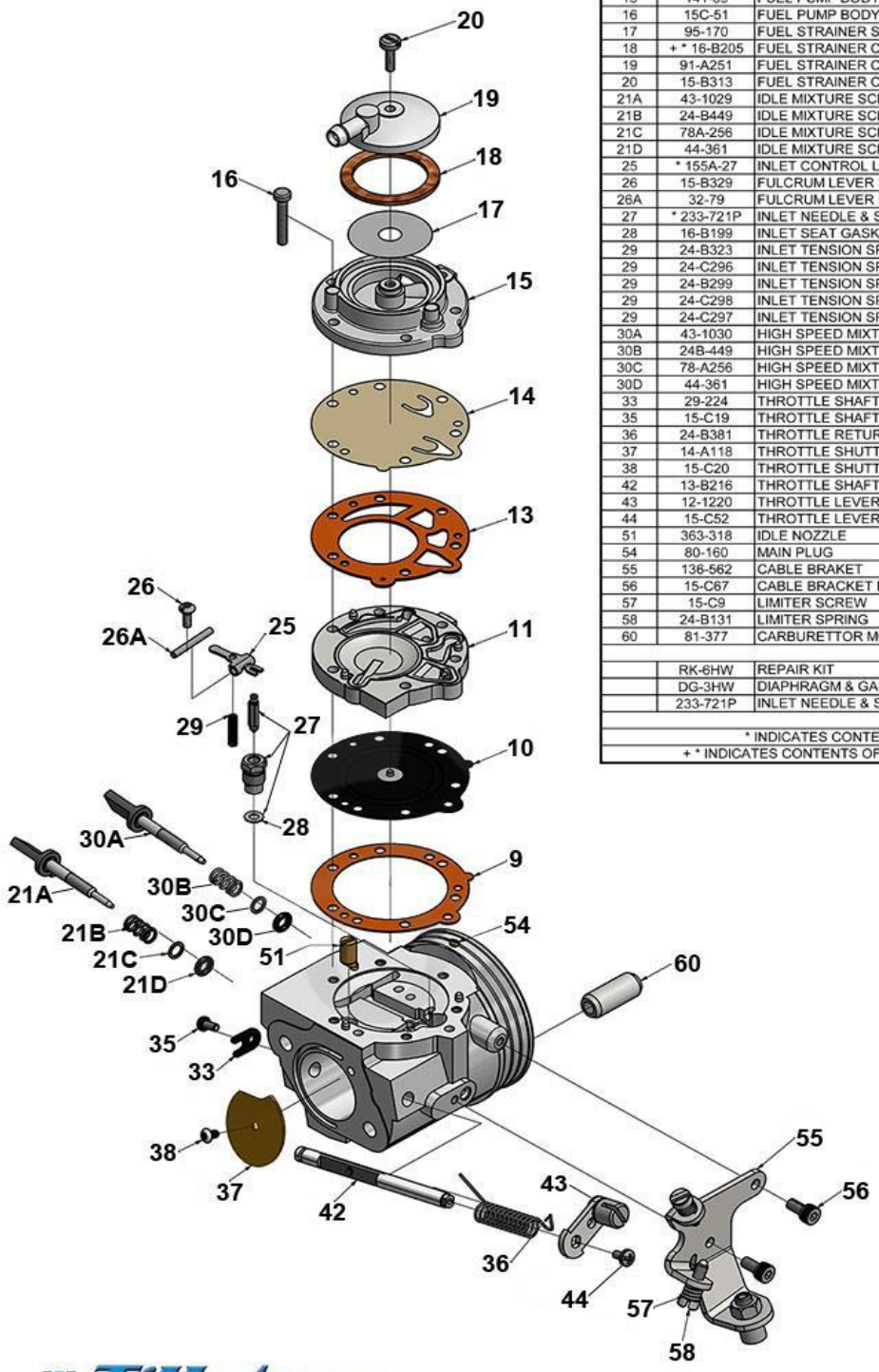


MARKING / *MARQUAGE*



CARBURETTOR DESCRIPTION AND SKETCH OF PARTS
DESCRIPTION DU CARBURATEUR ET DE SES COMPOSANTS

HW-33A



HW-33A CARBURETTOR PARTS LIST			
ITEM	PART NO:	DESCRIPTION	QTY
9	+ * 16-B406	DIAPHRAGM GASKET	1
10	+ * 237-600	DIAPHRAGM	1
11	91A-275	DIAPHRAGM COVER	1
13	+ * 16-B407	FUEL PUMP GASKET	1
14	+ * 237-162	FUEL PUMP DIAPHRAGM	1
15	141-89	FUEL PUMP BODY	1
16	15C-51	FUEL PUMP BODY SCREW	6
17	95-170	FUEL STRAINER SCREEN	1
18	+ * 16-B205	FUEL STRAINER COVER GASKET	1
19	91-A251	FUEL STRAINER COVER	1
20	15-B313	FUEL STRAINER COVER RETAINING SCREW	1
21A	43-1029	IDLE MIXTURE SCREW	1
21B	24-B449	IDLE MIXTURE SCREW SPRING	1
21C	78A-256	IDLE MIXTURE SCREW WASHER	1
21D	44-361	IDLE MIXTURE SCREW PACKING	1
25	* 155A-27	INLET CONTROL LEVER	1
26	15-B329	FULCRUM LEVER SCREW	1
26A	32-79	FULCRUM LEVER PIN	1
27	* 233-721P	INLET NEEDLE & SEAT SET	1
28	16-B199	INLET SEAT GASKET	1
29	24-B323	INLET TENSION SPRING 26G	OPTION
29	24-C296	INLET TENSION SPRING 31G	OPTION
29	24-B299	INLET TENSION SPRING 37G	1
29	24-C298	INLET TENSION SPRING 42G	OPTION
29	24-C297	INLET TENSION SPRING 46G	OPTION
30A	43-1030	HIGH SPEED MIXTURE SCREW	1
30B	24B-449	HIGH SPEED MIXTURE SCREW SPRING	1
30C	78-A256	HIGH SPEED MIXTURE SCREW WASHER	1
30D	44-361	HIGH SPEED MIXTURE SCREW PACKING	1
33	29-224	THROTTLE SHAFT CLIP	1
35	15-C19	THROTTLE SHAFT CLIP RETAINING SCREW	1
36	24-B381	THROTTLE RETURN SPRING	1
37	14-A118	THROTTLE SHUTTER	1
38	15-C20	THROTTLE SHUTTER SCREW	1
42	13-B216	THROTTLE SHAFT	1
43	12-1220	THROTTLE LEVER ASSEMBLY	1
44	15-C52	THROTTLE LEVER RETAINING SCREW	1
51	363-318	IDLE NOZZLE	1
54	80-160	MAIN PLUG	2
55	136-562	CABLE BRAKET	1
56	15-C67	CABLE BRACKET RETAINING SCREW	2
57	15-C9	LIMITER SCREW	2
58	24-B131	LIMITER SPRING	2
60	81-377	CARBURETTOR MOUNTING NUT	2
	RK-6HW	REPAIR KIT	
	DG-3HW	DIAPHRAGM & GASKET	
	233-721P	INLET NEEDLE & SEAT SET	
* INDICATES CONTENTS OF REPAIR KIT			
+ * INDICATES CONTENTS OF DIAPHRAGM & GASKET SET			

Tillotson RACING

Clash Industrial Estate - Tralee - Ireland
www.tillotson-racing,com

PARTS OF CARBURETTOR / PIÈCES DU CARBURATEUR

REF.9 - P. N°16-B406
DIAPHRAGM GASKET (ORANGE COLOR)
JOINT MEMBRANE PRINCIPALE (COULEUR ORANGE)

Thickness / Épaisseur = 0.5 ±0.1 mm

REF.13 - P. N° 16-B407
PUMP DIAPHRAGM GASKET (ORANGE COLOR)
JOINT MEMBRANE POMPE (COULEUR ORANGE)

Thickness / Épaisseur = 0.8 ±0.1 mm

REF.10 - P. N°237-600
DIAPHRAGM
MEMBRANE PRINCIPALE

Thickness / Épaisseur = 0.13 ±0.07 mm

REF.14 - P. N°237-162
PUMP DIAPHRAGM
MEMBRANE POMPE

ALTERNATIVE

Thickness / Épaisseur = 0.10 ±0.063 mm

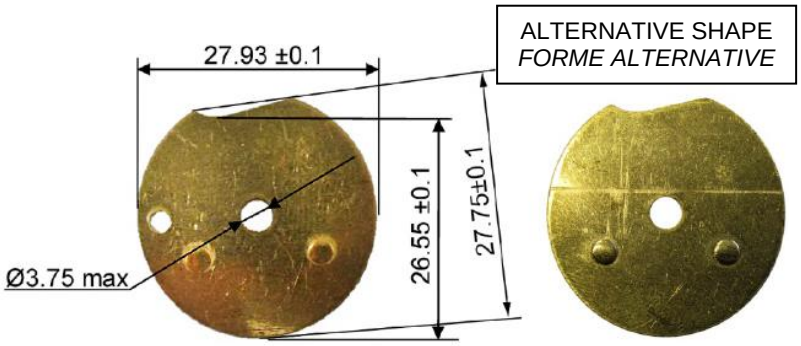
REF.11 - P. N° 91-A275
DIAPHRAGM COVER
COUVERCLE DE DIAPHRAGME

Thickness / Épaisseur = 6.75 ±0.15 mm

REF.15 - P. N° 141-89
PUMP COVER
CORPS DE POMPE À ESSENCE

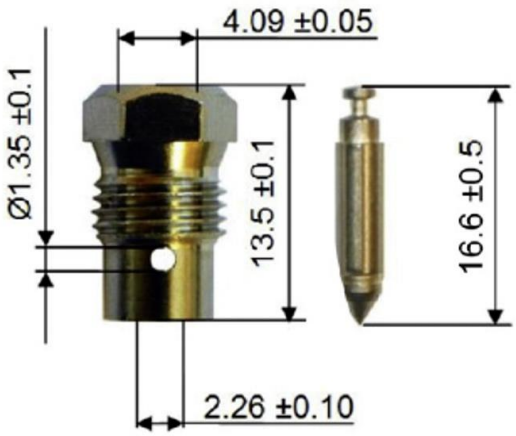
Thickness / Épaisseur = 12.5 ±0.15 mm

REF.37 - P. N° 14-A118
THROTTLE SHUTTER
PAPILLON CARBURATEUR

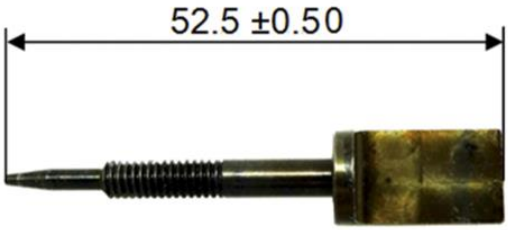


Thickness / Épaisseur = 0.84 ±0.1 mm

REF.27 - P. N° 233-721P
SEAT + NEEDLE
SIEGE + POINTEAU



REF.21A - P. N° 43-1029
NEEDLE LOW SPEED
VIS DE RÉGLAGE BAS RÉGIME

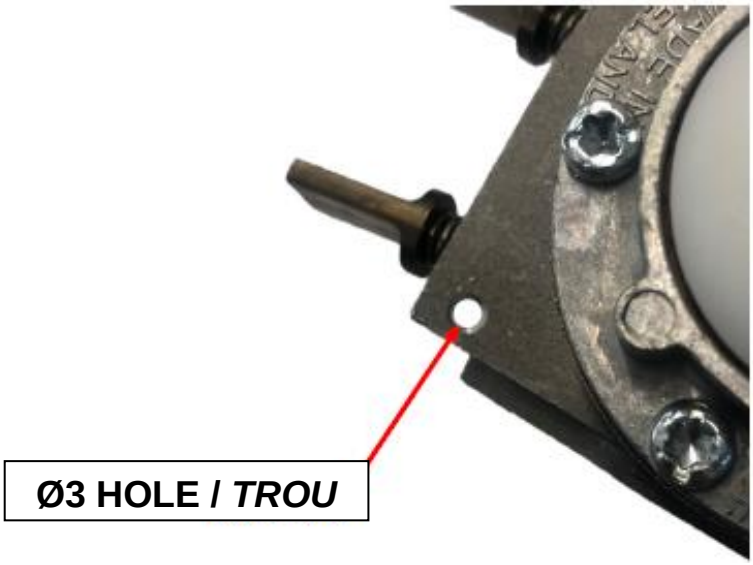


REF.30A - P. N° 43-1030
NEEDLE HIGH SPEED
VIS DE RÉGLAGE HAUT RÉGIME

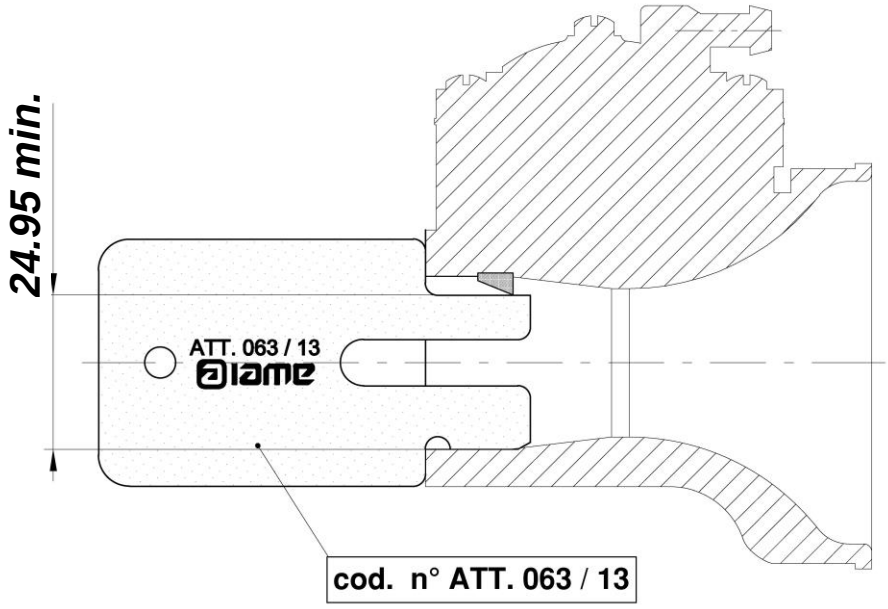
ALTERNATIVE FUEL NEEDLE
POINTEAU ALTERNATIF
REF.27 - P. N° 233-721P

CARBURETTOR - HOLE FOR CARBURETTOR SEALING
CARBURATEUR – TROU POUR LE PLOMBAGE

The carburettor can have this hole for sealing
Le carburateur peut avoir ce trou pour le plombage

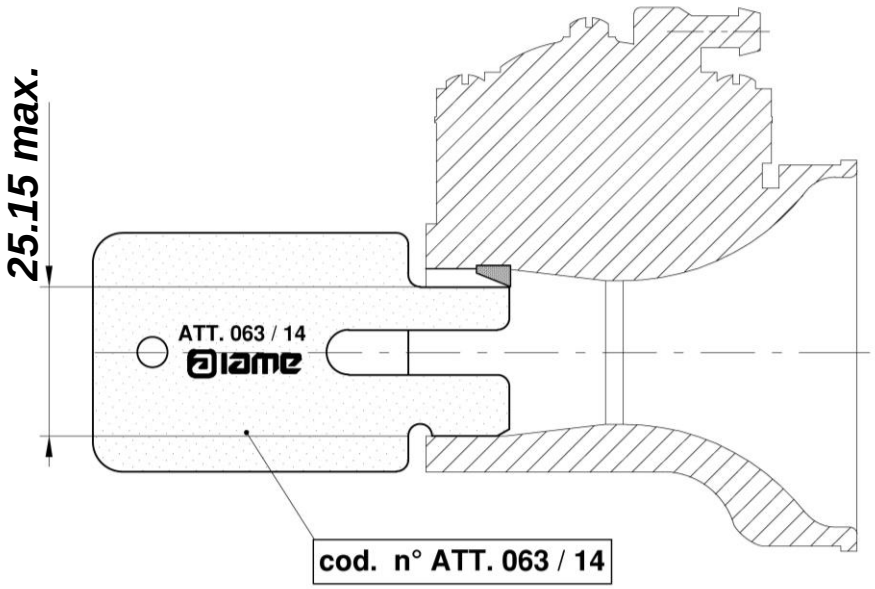


ATOMISER - HEIGHT MINIMUM AND CHECKING TOOL
PULVERISATEUR - HAUTEUR LIMITE MIN. ET OUTIL DE VÉRIFICATION



GO IF IT'S OK
IL PASSE S'IL EST CONFORME

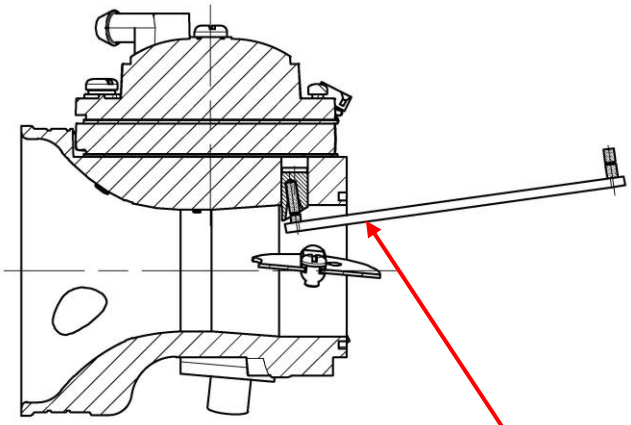
ATOMIZER – HEIGHT MAXIMUM AND CHECKING TOOL
PULVERISATEUR - HAUTEUR LIMITE MIN. ET OUTIL DE VÉRIFICATION



NO GO IF IT'S OK
IL NE PASSE PAS S'IL EST CONFORME

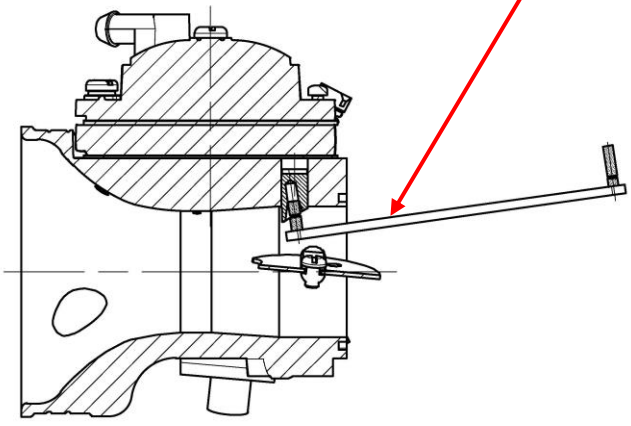
ATOMIZER - CHECKING HOLE DIMENSIONS TOOL
PULVERISATEUR - OUTIL DE VÉRIFICATION DU DES TROUS

Pass Side – OK
Côté passe - Conforme

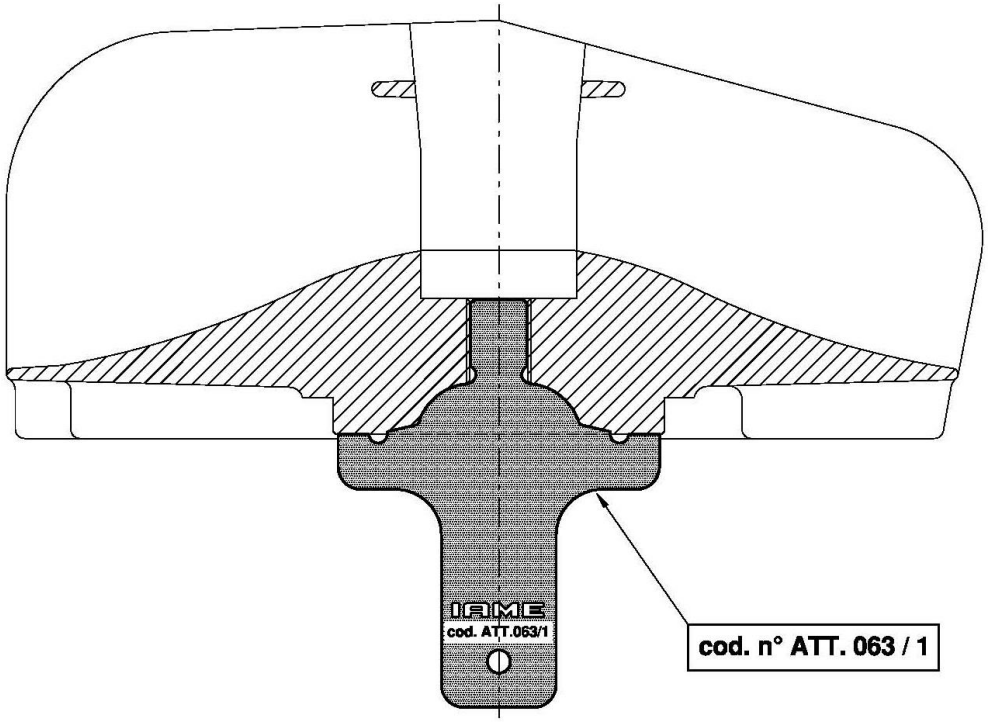


ATT.035 / 19

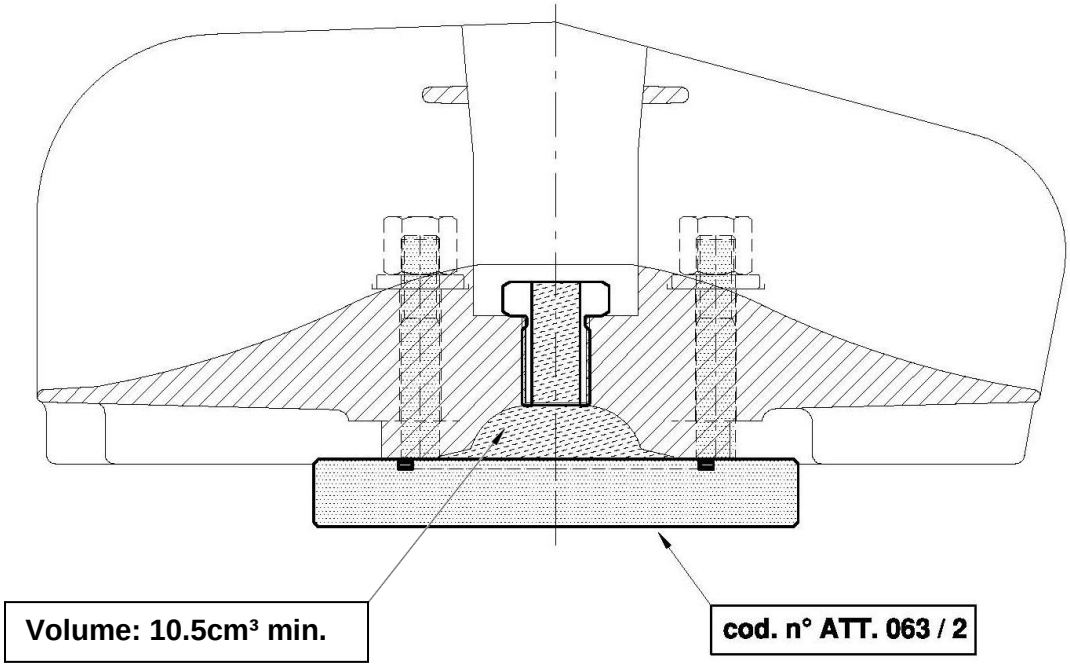
No Pass Side - OK
Pas de passe côté - Conforme



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



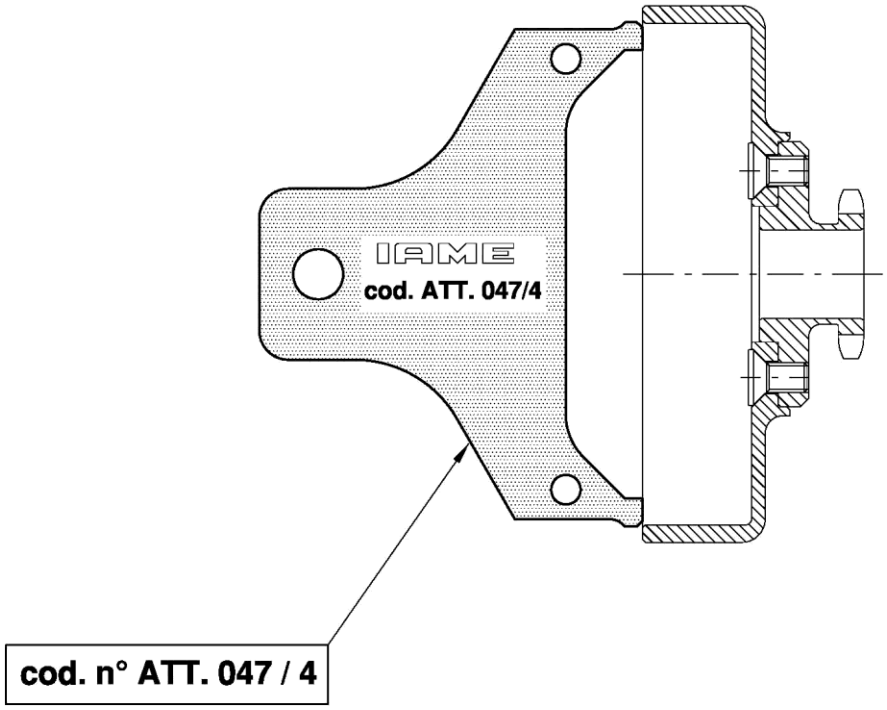
CONTROL OF THE VOLUME OF THE COMBUSTION CHAMBER
CONTRÔLE DU VOLUME DE LA CHAMBRE DE COMBUSION



With Volumeter + insert / ***Avec Volumeter + Insert***

CLUTCH DRUM CHECKING TOOL

CONTRÔLE DE LA CLOCHE D'EMBRAYAGE

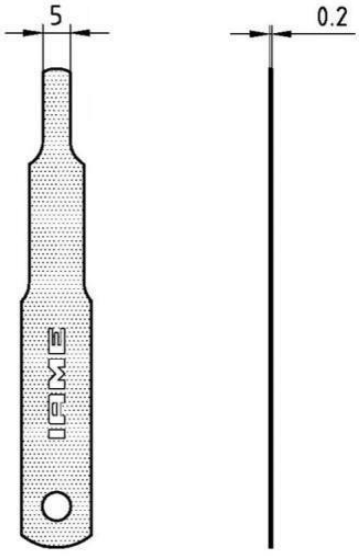


Check that the tool must not enter into the clutch drum in perpendicular position vs. the clutch drum axis.

Vérifier que le gabarit n'entre pas dans la cloche lorsqu'il est positionné perpendiculairement à celle-ci.

PORT TIMING INSERT

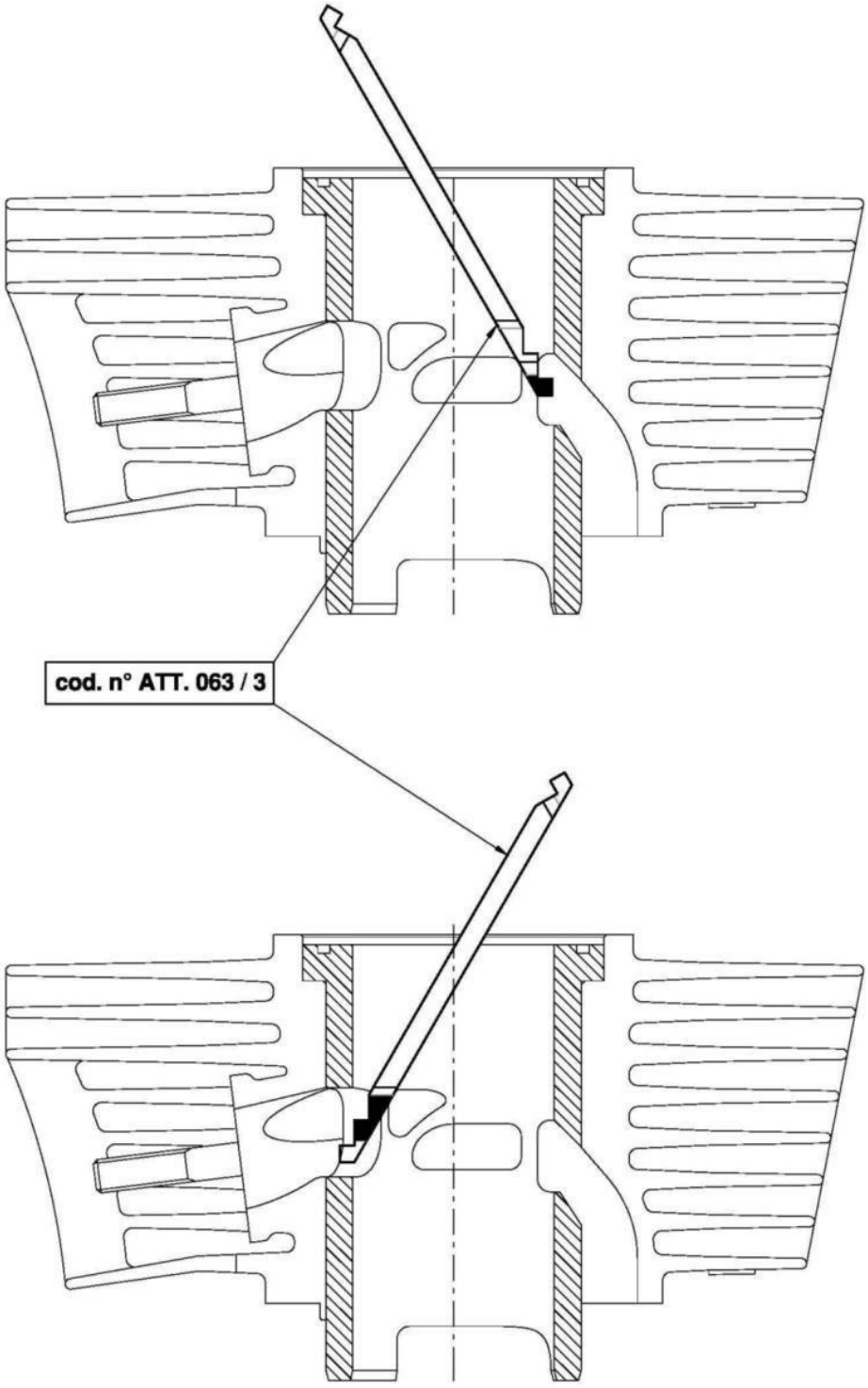
INSERT POUR LECTURE DES ANGLES D'OUVERTURE



TOOL IAME Cod. 10194

CYLINDER PORT WIDTH « NO-GO » CHECKING TOOL

GABARIT POUR LE CONTRÔLE DE LA LARGEUR MAXIMUM DES LUMIÈRES

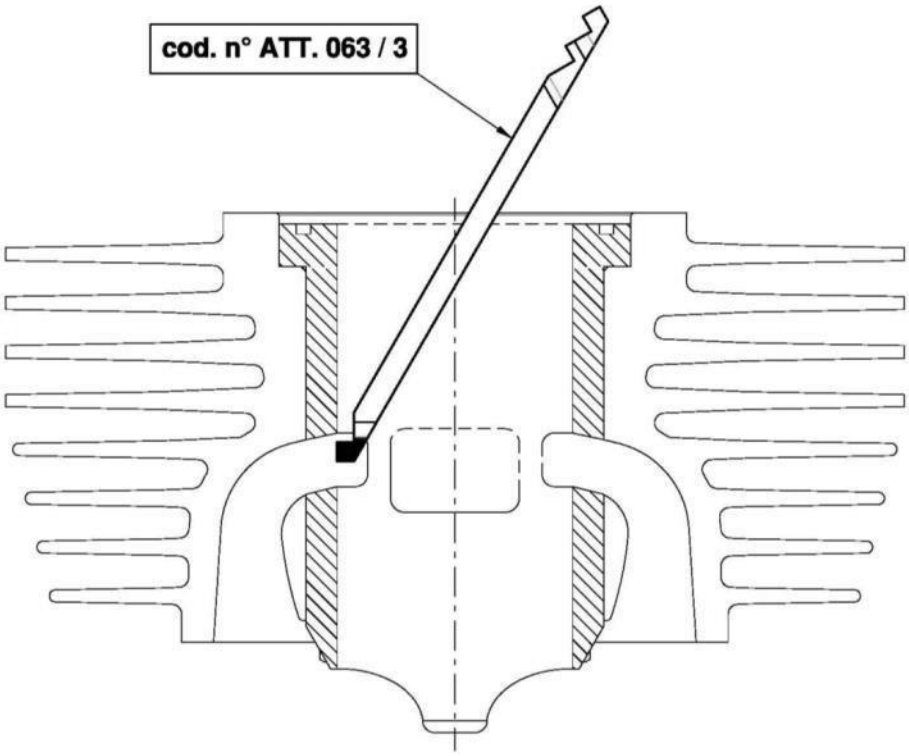


Check that the tool does not enter into the third transfer port and the exhaust port.

Vérifier que le gabarit ne passe pas dans la troisième transfert et dans la lumière d'échappement.

CYLINDER PORT WIDTH « NO-GO » CHECKING TOOL

GABARIT POUR LE CONTRÔLE DE LA LARGEUR MAXIMUM DES LUMIÈRES

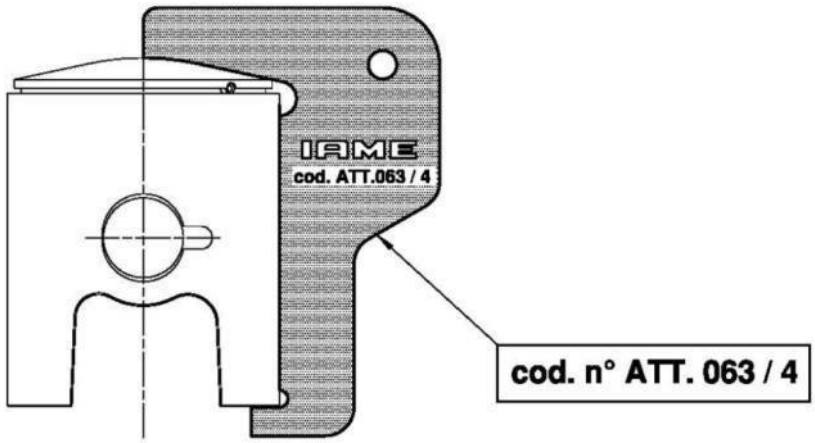


Check that the tool does not enter into the main transfers duct.

Vérifier que le gabarit ne passe pas dans les transferts principaux.

PISTON DOME PROFILE & HEIGHT CHECKING TOOL

GABARIT CONTROLE DE HAUTEUR ET DE LA FORME DU DOME DE PISTON

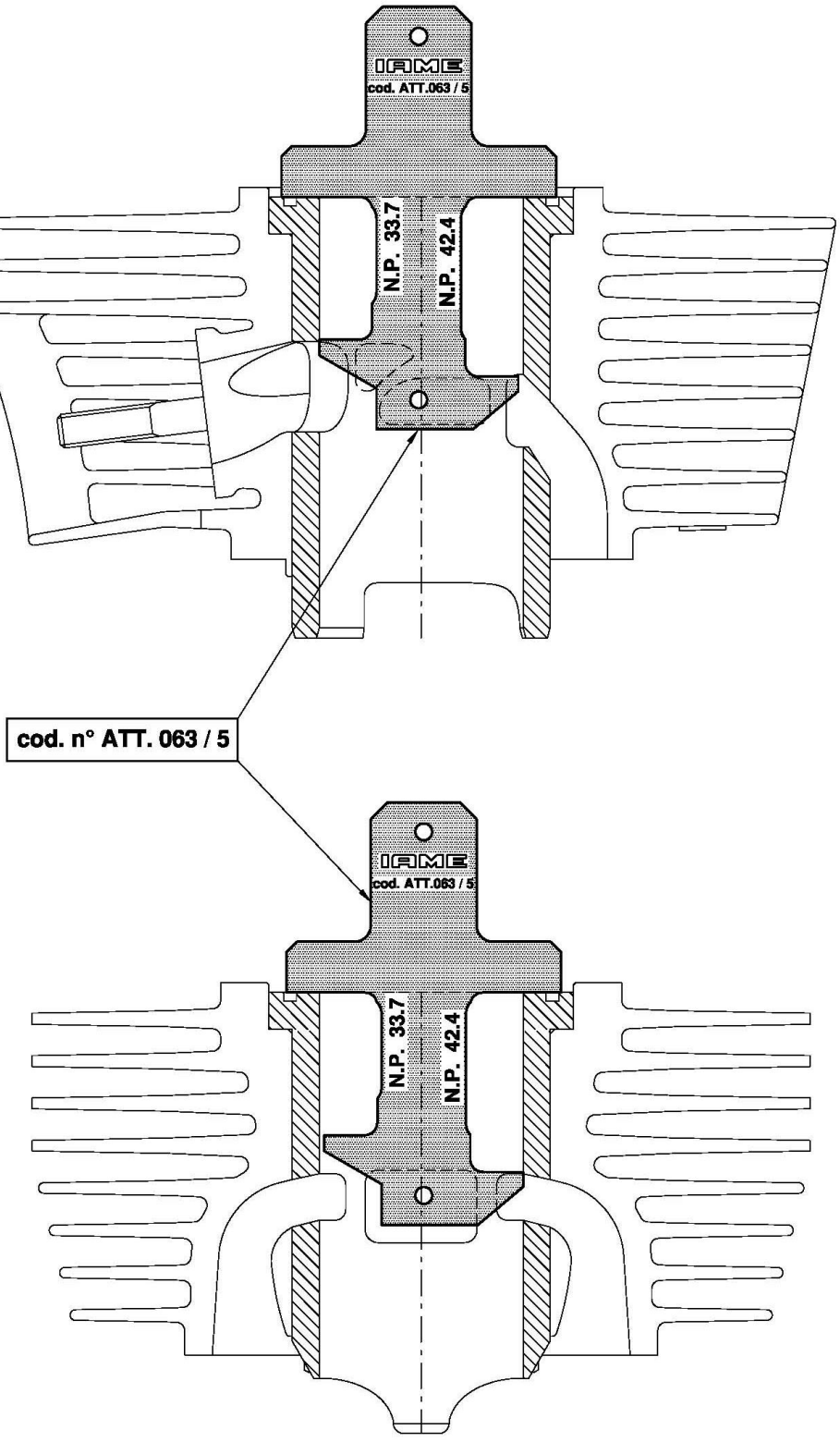


Check that the piston has the same shape and maximum height of the tool.

Le piston doit complètement épouser la forme et la hauteur du gabarit

CHECKING OF EXHAUST DUCT AND MAIN TRANSFERS

CONTRÔLE HAUTEUR DE LA LUMIERE D'ÉCHAPPEMENT ET DES TRANSFERTS PRINCIPAUX

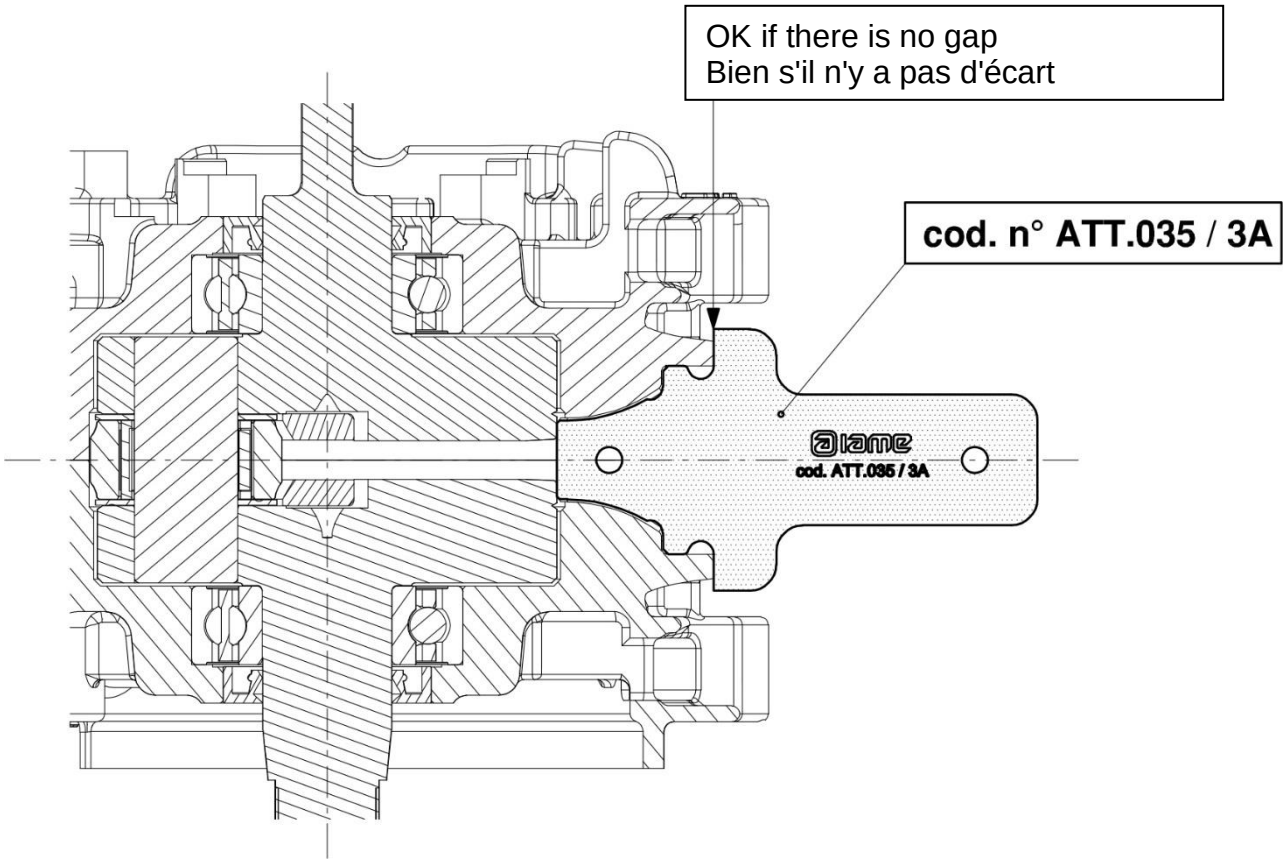


Check that the tool does not enter into the main transfers and exhaust ports.

Vérifier que le gabarit ne passe pas dans les lumières de transferts principaux et d'échappement.

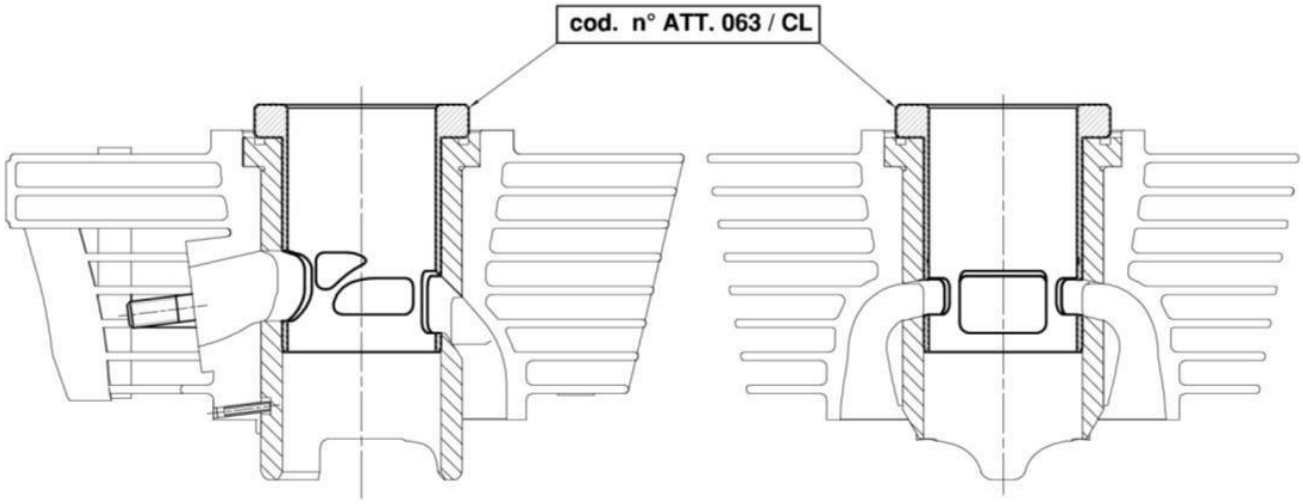
CHECKING OF THE REED VALVE PLANE

CONTRÔLE DU PLAN DE LOGEMENT DE LA BOITE A' CLAPETS



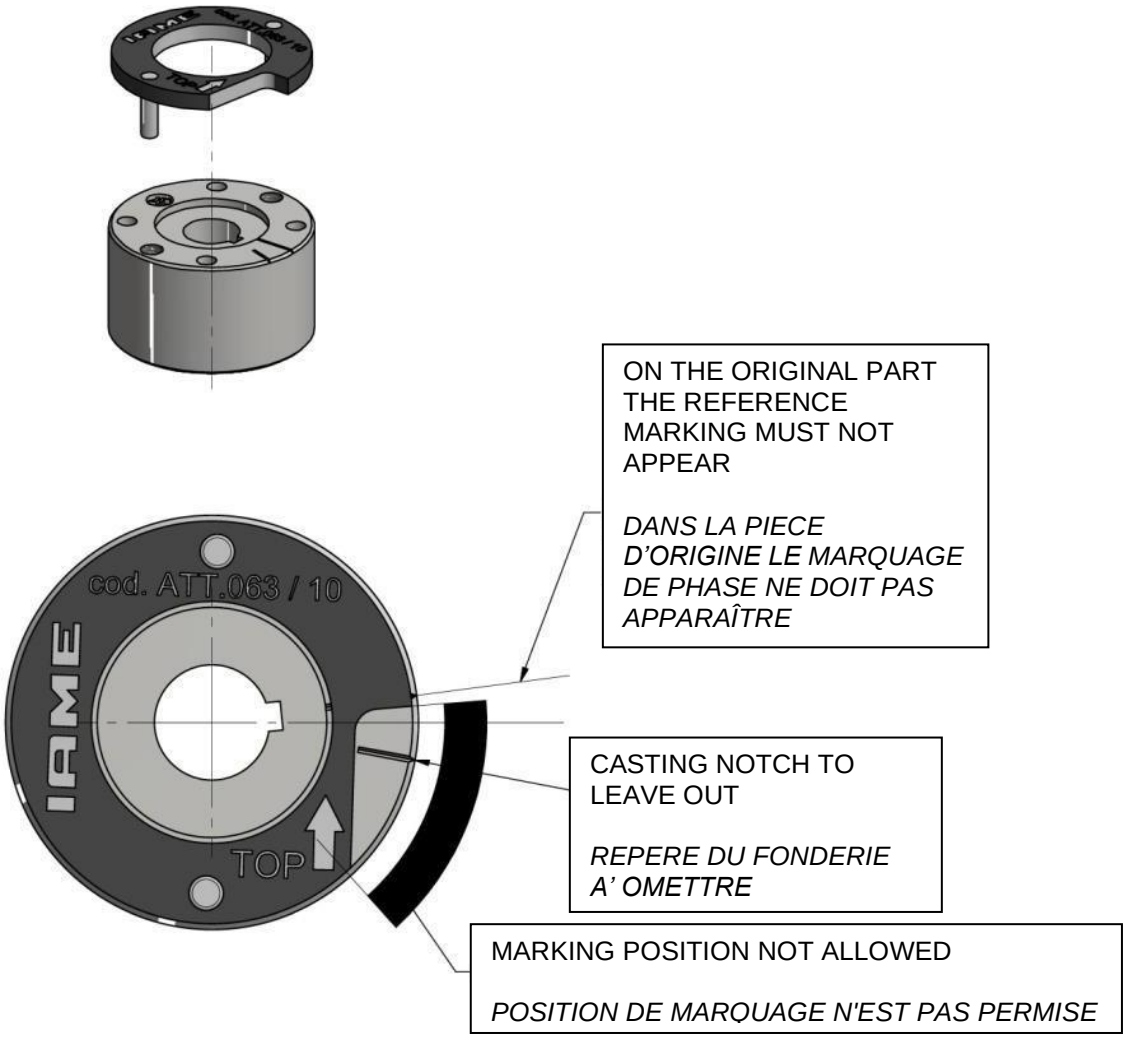
CYLINDER LINER DUTS AND TRANSFERTS CHECKING TOOL

OUTIL DE VERIFICATION DES LUMIÈRES DE LA CHEMISE DU CYLINDRE

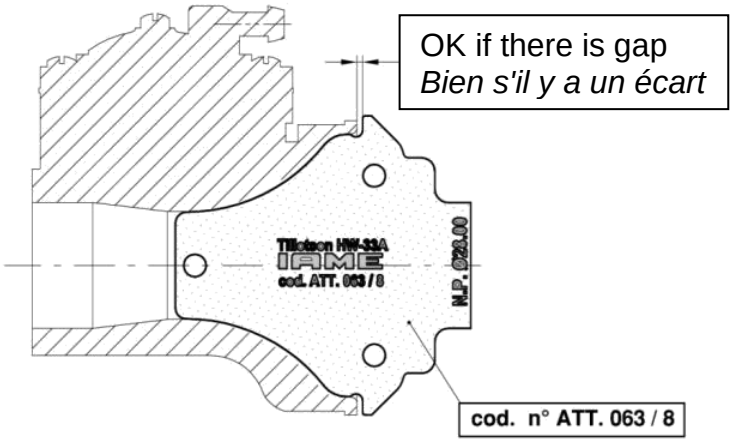


Visual check of ducts
Contrôle visuel des lumières

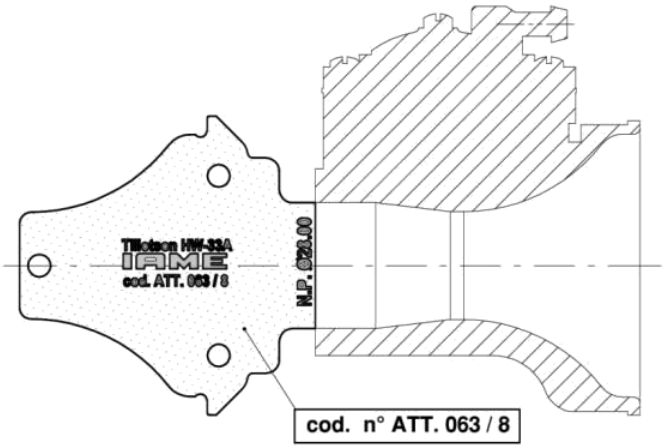
CHECKING OF THE POSITION OF SELETTRA 2 POLES ANALOGUE PHASE MARKING
CONTROLE DE LA POSITION DU MARQUAGE DE PHASE SELETTRA ANALOGIQUE 2 PÔLES



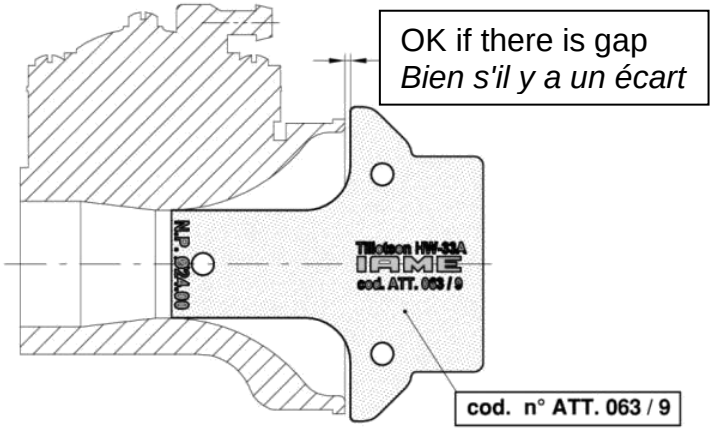
HW-33A CARBURETTOR CHECKING TOOLS
GABARITS POUR LE CONTROLE DU CARBURATEUR HW-33A



Check that the venturi of carburettor has the same shape of the tool
Le venturi du carburateur doit complètement épouser la forme du gabarit



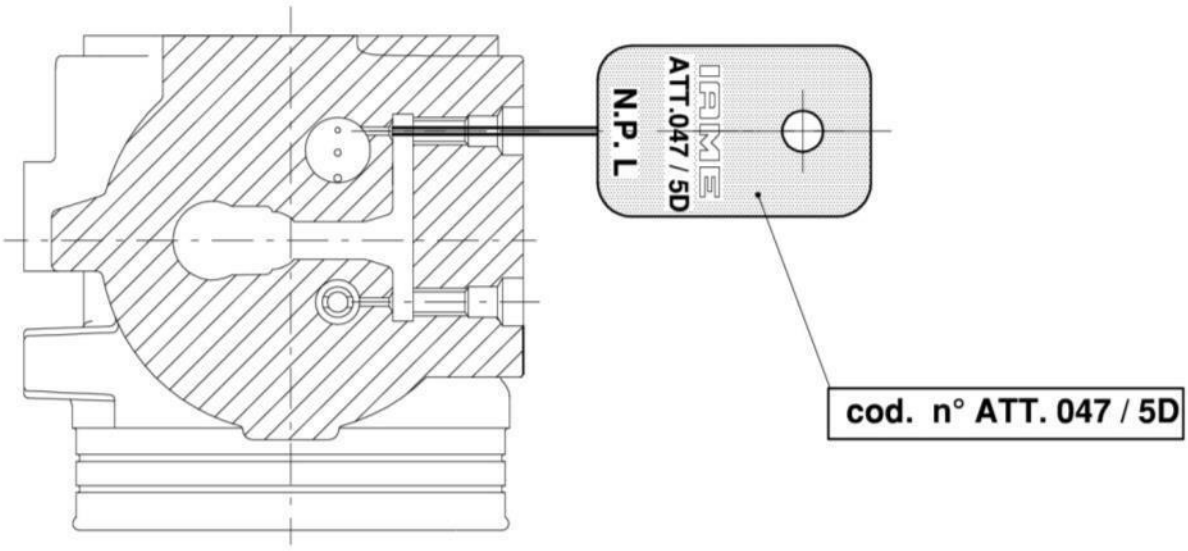
Check that the tool does not enter into the throttle bore
Vérifiez que le calibre n'entre pas dans le conduit arrière du carburateur

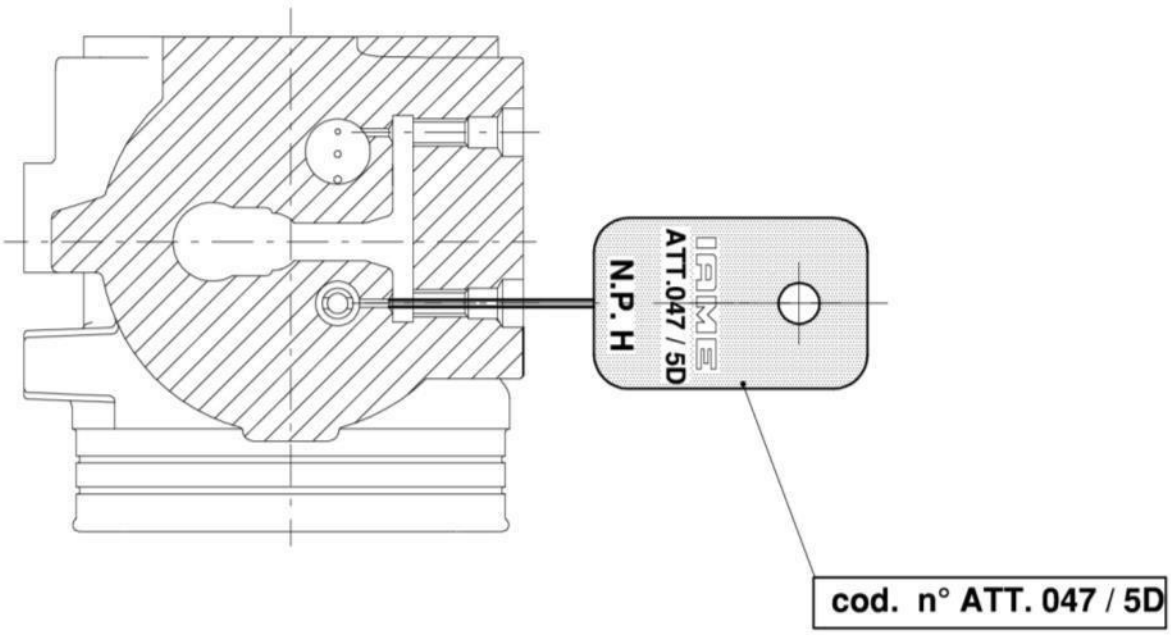


Check that the tool must not enter into the venturi
Vérifiez que le calibre n'entre pas dans le conduit venturi du carburateur

HOLES JET SCREWS CARBURETTOR “NO-GO” CHECKING TOOL

OUTIL POUR LE CONTRÔLE DES TROUS DE VIS





Check that the spikes do not enter into the holes.

Vérifiez que les pointes n’entre pas dans les trous.