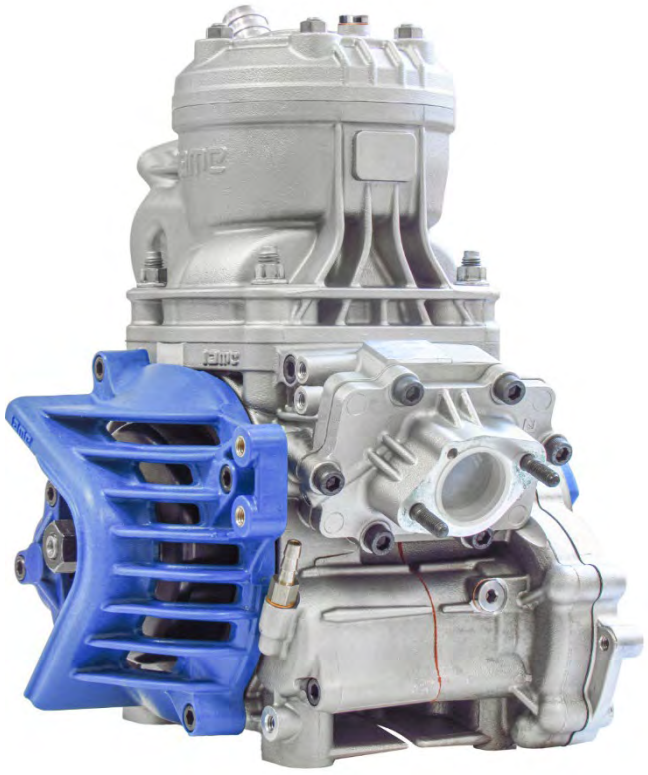
FFSA
FÉDÉRATION FRANÇAISE DU SPORT AUTOMOBILE

Référence Enregistrement
N° : CK 2026/ 04,05,06
DATE : 10/02/2026

S125 RL - C TAG



FEATURES - *CARACTERISTIQUES*	
Cylinder volume *Volume du cylindre*	124.08 cm³
Bore *Alésage*	53.89 mm
Max. bore *Alésage max.*	54.08 mm
Stroke *Course*	54.4 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*	5 /3

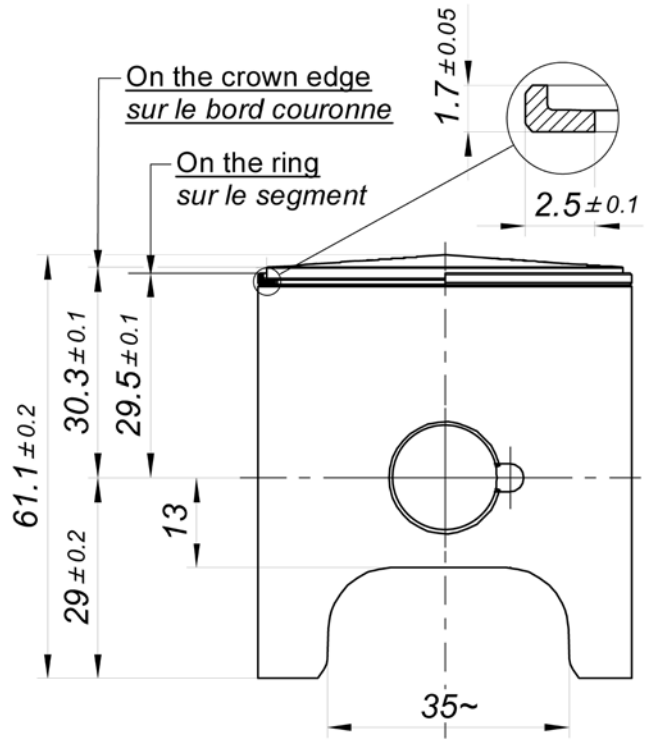
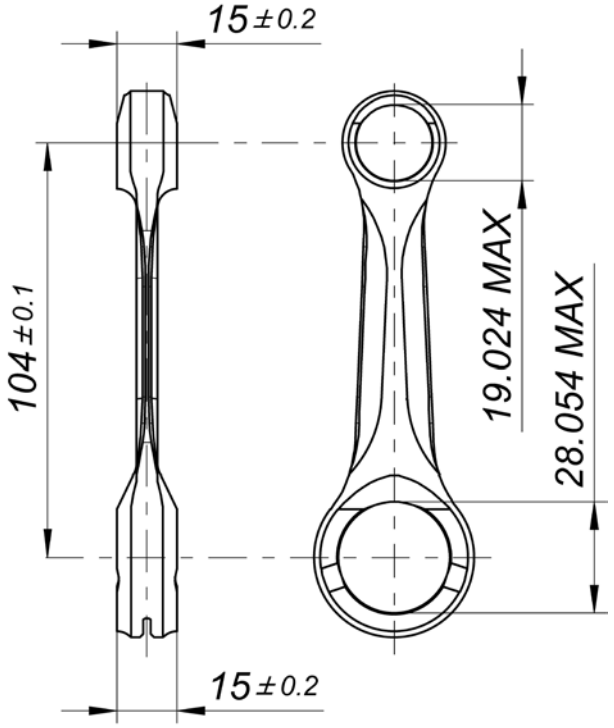
Carburettor Tillotson *Carburateur Tillotson*	HW-50A (Ø24 Venturi)	Inlet / exhaust ports number *N° lumières admiss. / échapp.*	5 / 3
Number of piston rings *Nombre de segments*	1	Combustion chamber shape *Forme chambre de combustion*	Spherical *Sphérique*
Big end conr. bearing diam. *Diamètre roulement tête de bielle*	22x28x15	Ignition *Allumage*	Digital
Crankshaft bearing diam. *Diamètre roulement du vilebrequin*	25x52x15	Distance between conrod centers *Longueur (entraxe) de la bielle*	104 mm
Small end conr. bearing diam. *Diamètre roulement pied de bielle*	15x19x20	RPM limiter *Limiteur de régime*	Yes *Oui*
Balancing shaft *Arbre d'équilibrage*	*Yes* *Oui*	Electric starter *Démarreur électrique*	*Yes* Oui

VOIDS AND REPLACES THE FORM n° 409/B OF 15/11/24
ANNULE ET REMPLACE LA FICHE n° 409/B DU 15/11/25

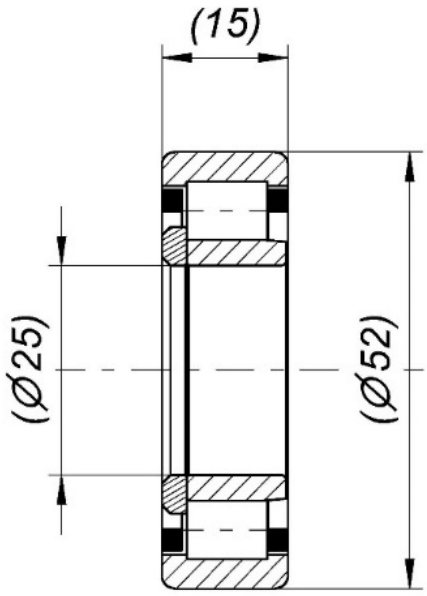
FEDERATION FRANÇAISE DU SPORT AUTOMOBILE
32, Avenue de New York 75781 PARIS Cedex 16
F.F.S.A.

12/12/2025 n° 409/C

DESCRIPTION OF THE MATERIAL - *DESCRIPTION DES MATERIAUX*			
Conrod material *Matériau de la bielle*	Steel *Acier*	Liner material *Matériau de la chemise*	Iron *Fonte*
Crankshaft material *Matériau du vilebrequin*	Steel *Acier*	Crankcase material *Matériau du carter*	Aluminium
Balancing shaft material *Matériau de l'arbre d'équilibrage*	Steel *Acier*	Piston material *Matériau du piston*	Aluminium
Gears material *Matériau des engrenages*	Steel Acier	Piston rings material *Matériau des segments*	Iron *Fonte*
Starter ring material *Matériau de la couronne démarreur*	Steel *Acier*	Exhaust muffler material *Matériau du pot d'échappement*	Sheet-steel *Tôle acier*
Head material *Matériau de la culasse*	Aluminium	Roller bearings *Roulements à rouleaux*	BC1-1442D
Cylinder material *Matériau du cylindre*	Aluminium		

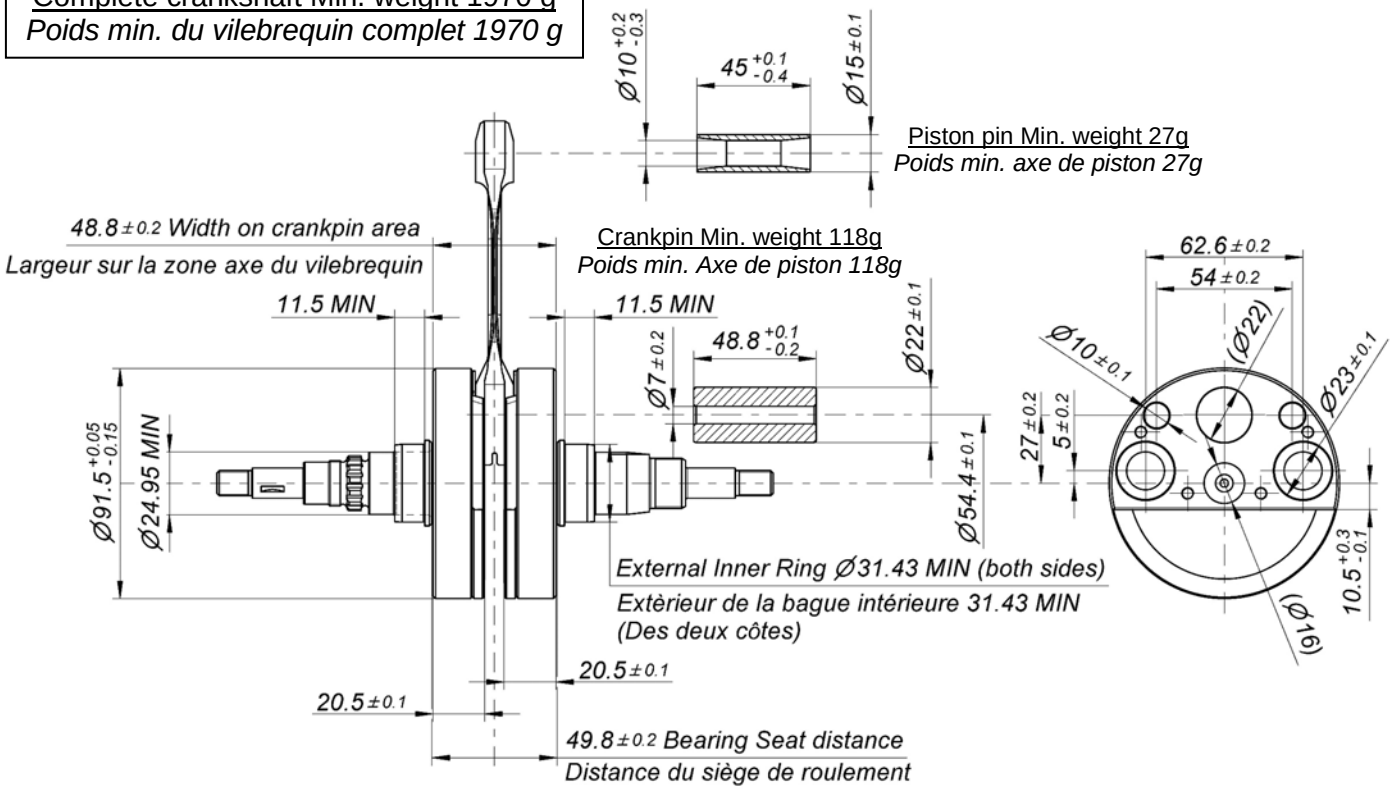
PISTON	CONROD *BIELLE*
	
Min. weight 108 g (ring included) *Poids min. 108 g (avec segment)*	Min. weight 121 g *Poids min. 121 g*

CRANKSHAFT ROLLER BEARINGS - *ROULEMENTS À ROULEAUX DU VILEBREQUIN*

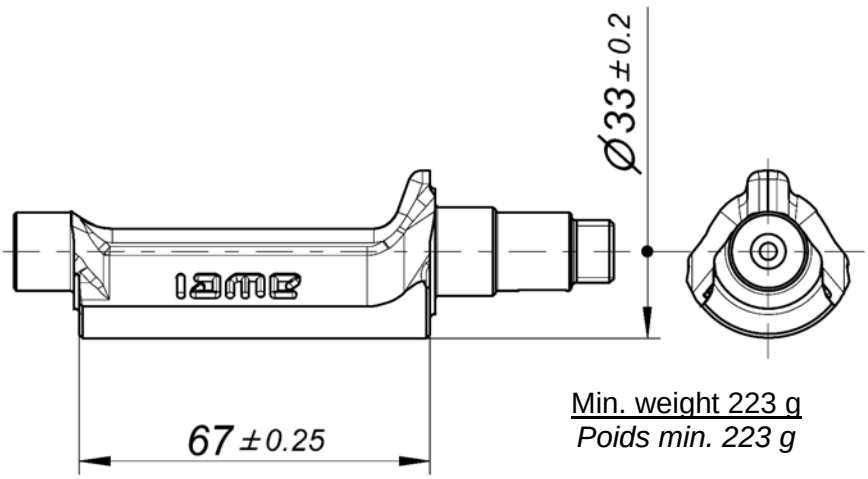


DIMENSIONS OF CRANKSHAFT
DIMENSIONS DU VILEBREQUIN

Complete crankshaft Min. weight 1970 g
Poids min. du vilebrequin complet 1970 g

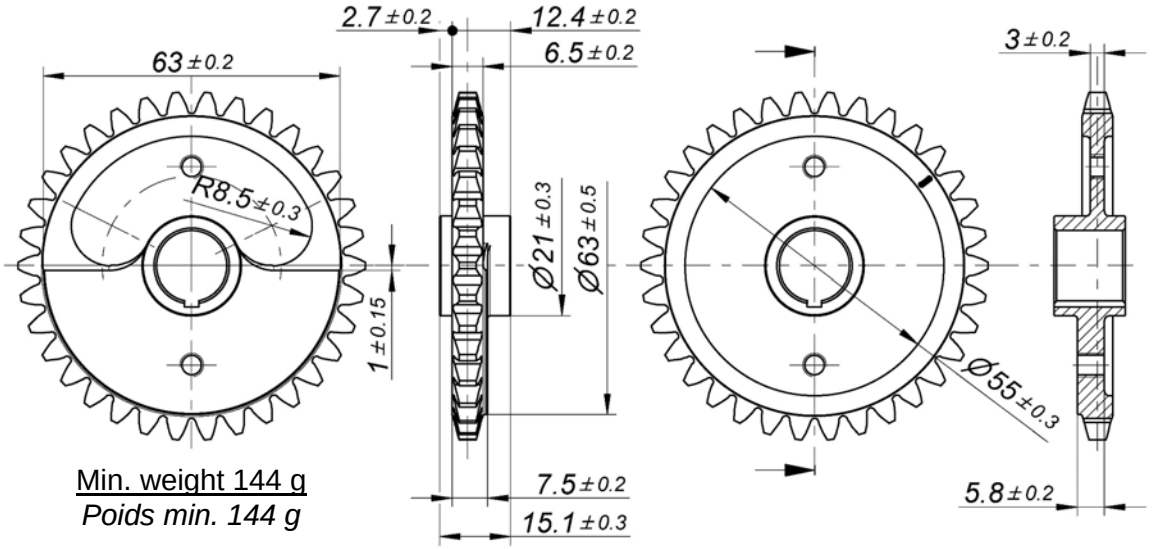


BALANCER SHAFT - *ARBRE D'EQUILIBRAGE*



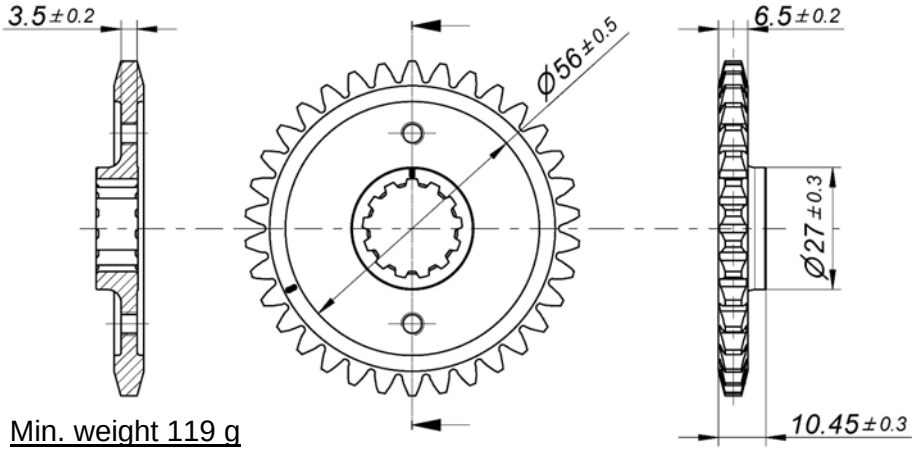
Min. weight 223 g
Poids min. 223 g

BALANCER SHAFT GEAR - *ENGRENAGE ARBRE D'EQUILIBRAGE*



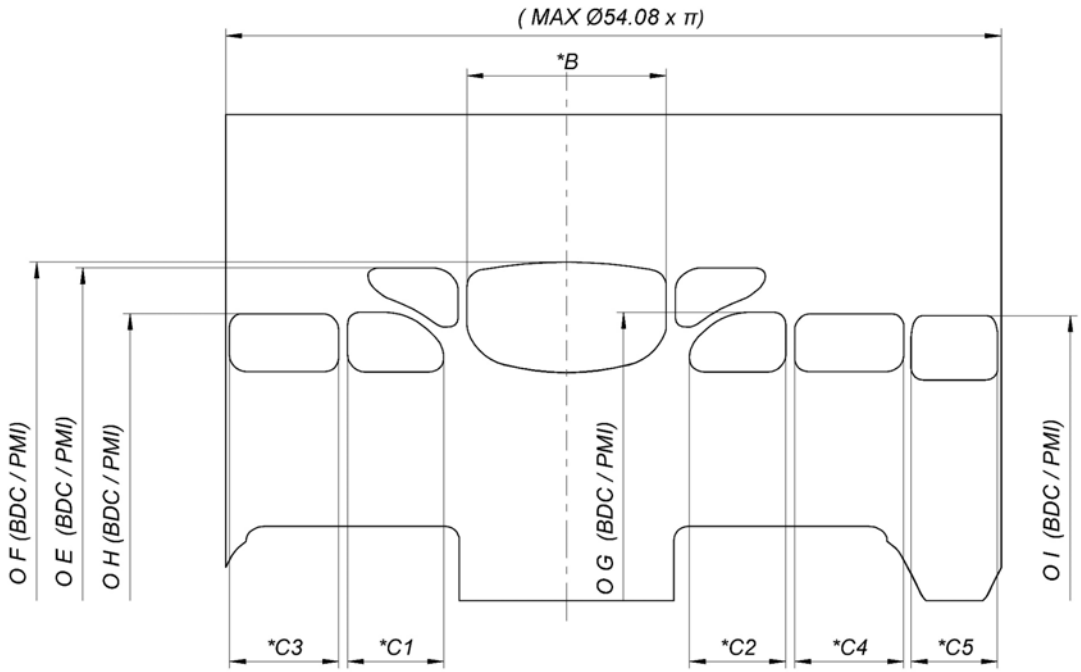
Min. weight 144 g
Poids min. 144 g

CRANKSHAFT GEAR - *ENGRENAGE DU VILEBREQUIN*



Min. weight 119 g
Poids min. 119 g

CYLINDER DEVELOPMENT - *DEVELOPPEMENT DU CYLINDRE*

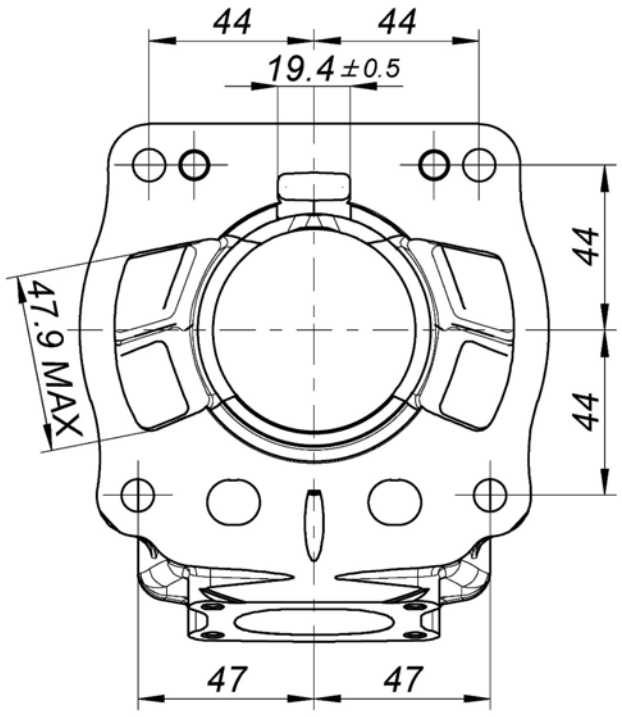


B	≤ 38.5 mm
C1 = C2	≤ 21.0 mm
C3 = C4	≤ 23.7 mm
C5	≤ 19.0 mm
E	174.0° ±1.5°
F	179.5° ±1.5°
G	129.0° ±1.5°
H	127.5° ±1.5°
I	125.0° ±1.5°

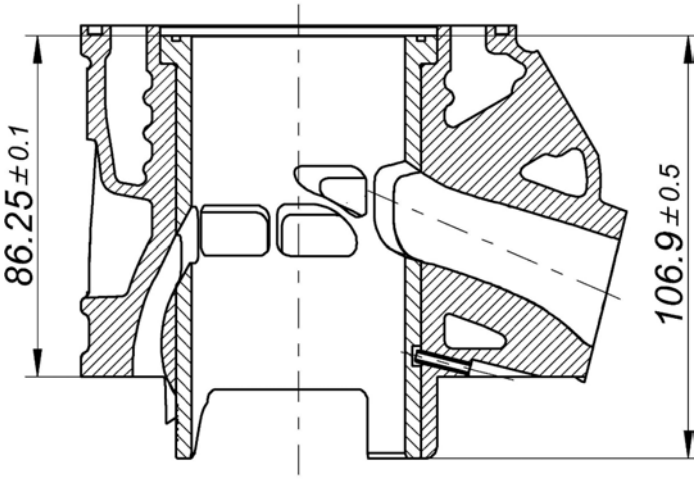
***** CHORDAL READING - LECTURE CORDALE

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

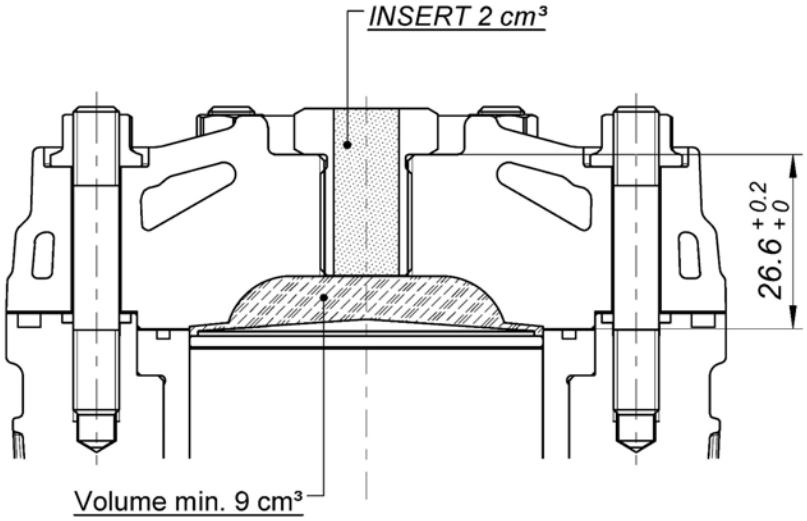
CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE



CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



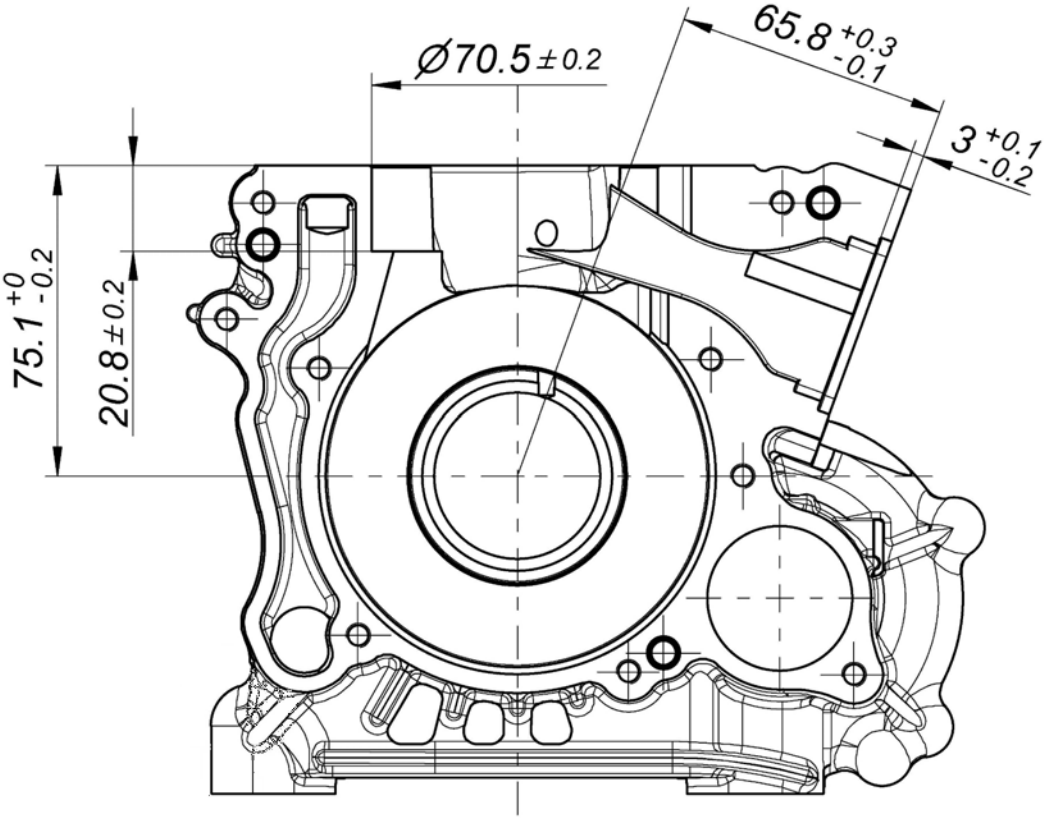
COMBUSTION CHAMBER SECTION
SECTION DE LA CHAMBRE DE COMBUSTION



COMBUSTION CHAMBER VOLUME TOT. = 11.0 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 11.0 cm³ min.

ATT. : SQUISH MIN. = 0.85 mm
(measured with Ø1.5-1.6 mm TIN - *mesurée avec de l'étain Ø1.5-1.6 mm)*

CRANKCASE INSIDE VIEW
VUE A' L'INTERIEUR DU CARTER



VOIDS AND REPLACES THE FORM n° 409/B OF 15/11/24
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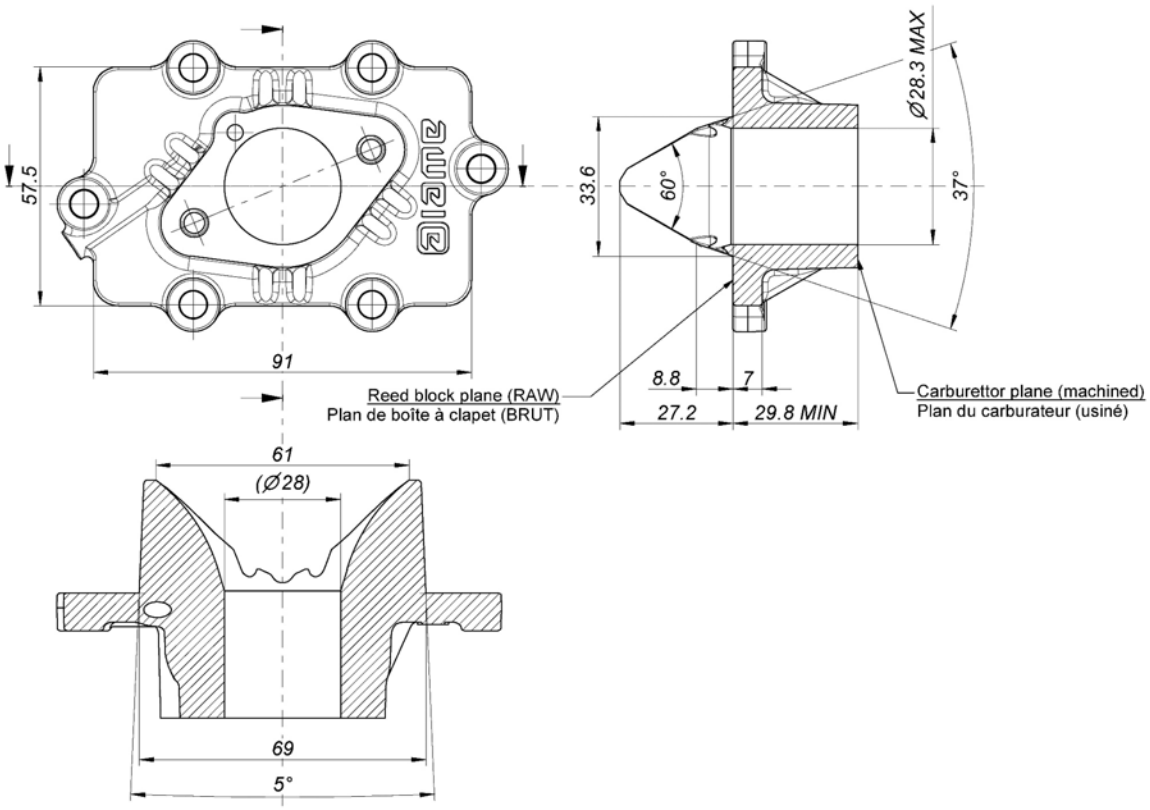
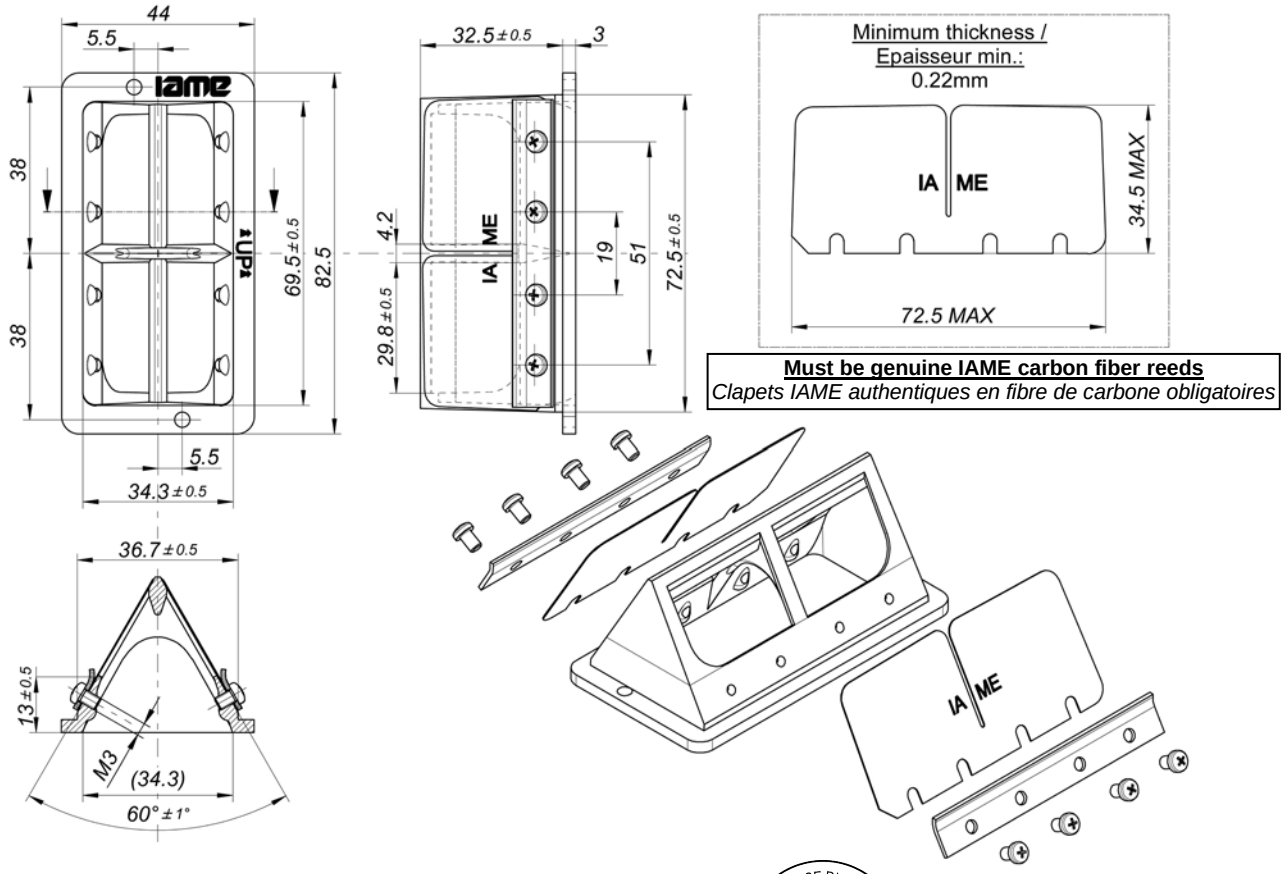
12/12/2025 n° 409/C

INLET CONVERYOR - DIMENSIONS AND MARKING
CONVOYEUR D'ADMISSION - DIMENSIONS ET MARQUAGE

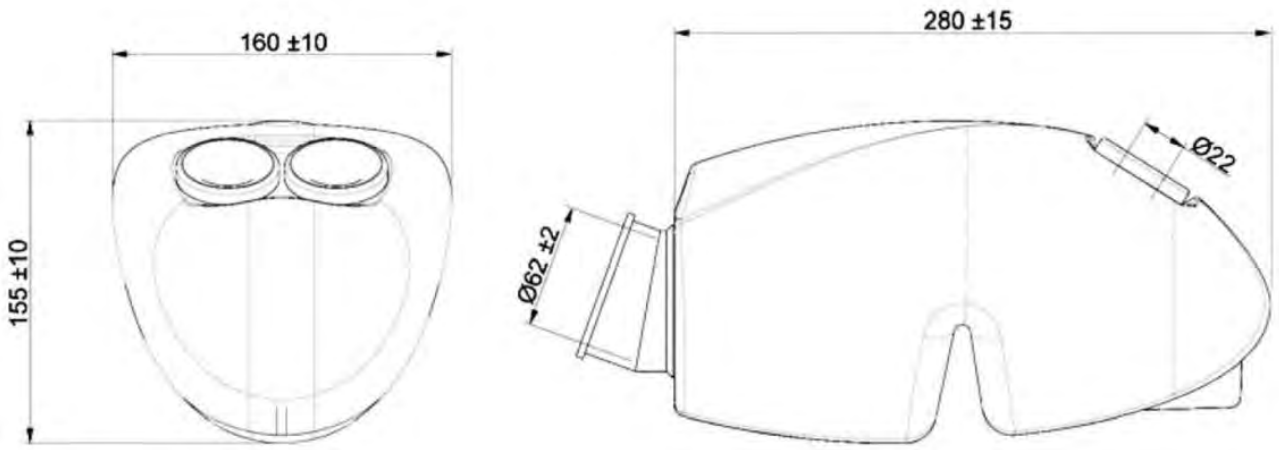


REED VALVE - DIMENSIONS AND MARKING
BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE

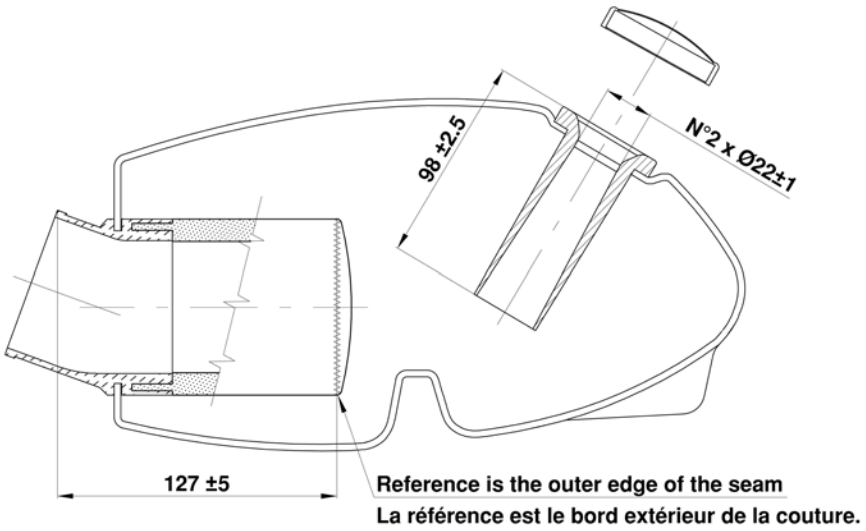


Must be genuine IAME carbon fiber reeds
Clapets IAME authentiques en fibre de carbone obligatoires

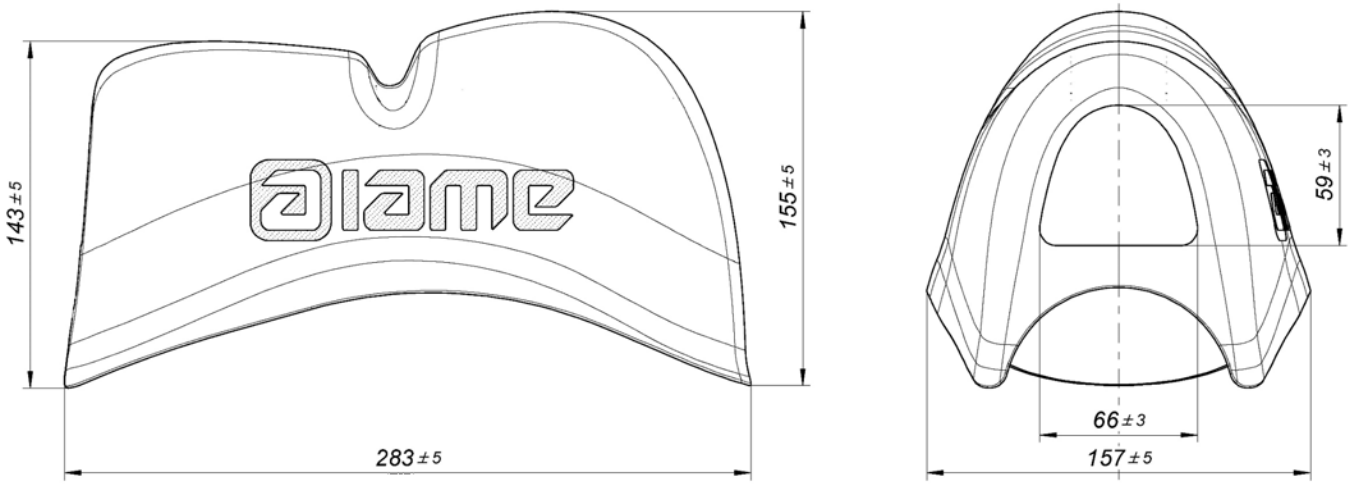
INTAKE SILENCER – DIMENSIONS AND PHOTO
DESSIN ET PHOTO DU SILENCIEUX D'ADMISSION



WITH SPONGE AIR FILTER
AVEC MANCHON COMPLET ET FILTRE À AIR

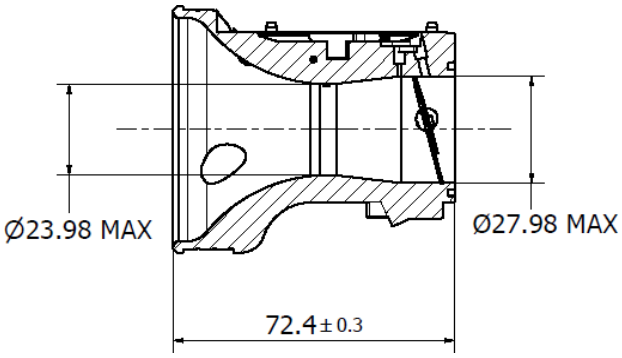


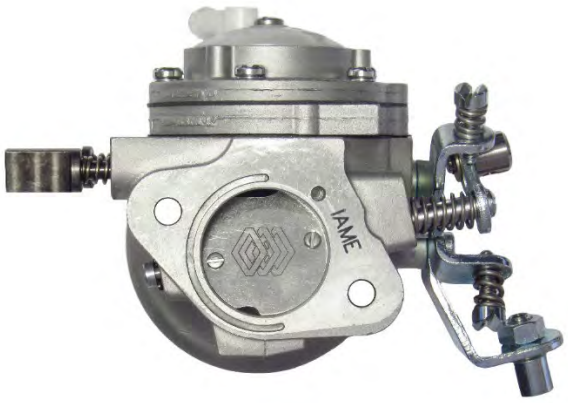
RAIN COVER FOR INTAKE SILENCER – DRAWING
DESSIN DU COUVERCLE « PLUIE » DU SILENCIEUX D'ADMISSION



RAIN COVER FOR INTAKE SILENCER – PHOTO
PHOTO – COUVERCLE « PLUIE » DU SILENCIEUX D'ADMISSION

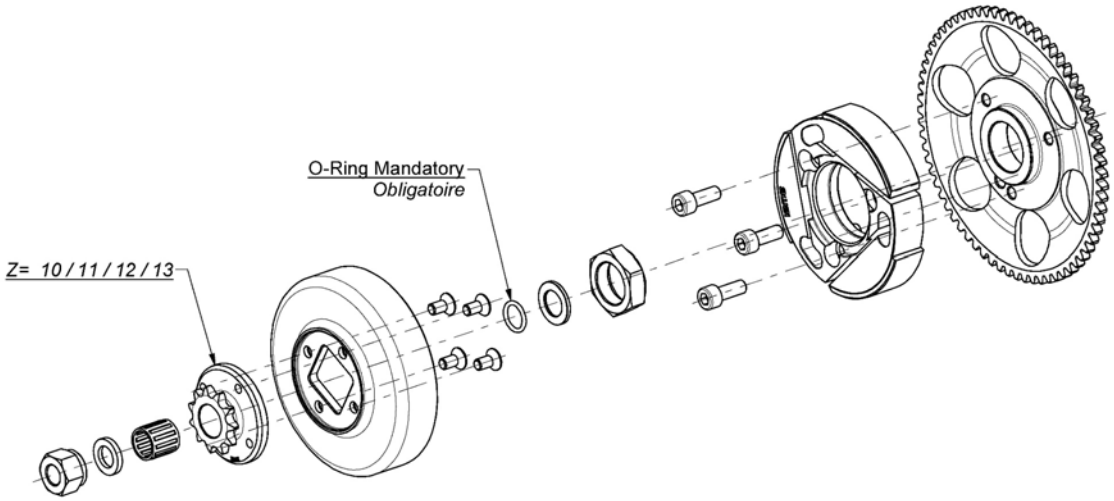
TILLOTSON HW-50A CARBURETTOR - VENTURI DIMENSIONS
*DIMENSIONS DU VENTURI DU CARBURATEUR **TILLOTSON HW-50A***



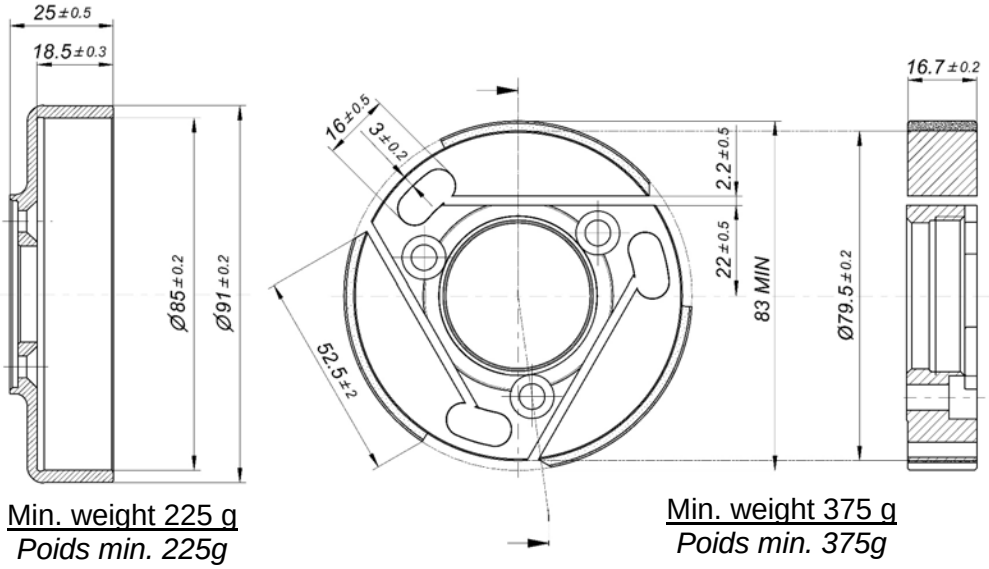


Tillotson HW-50A

CLUTCH ASSEMBLY - *GROUPE EMBRAYAGE*



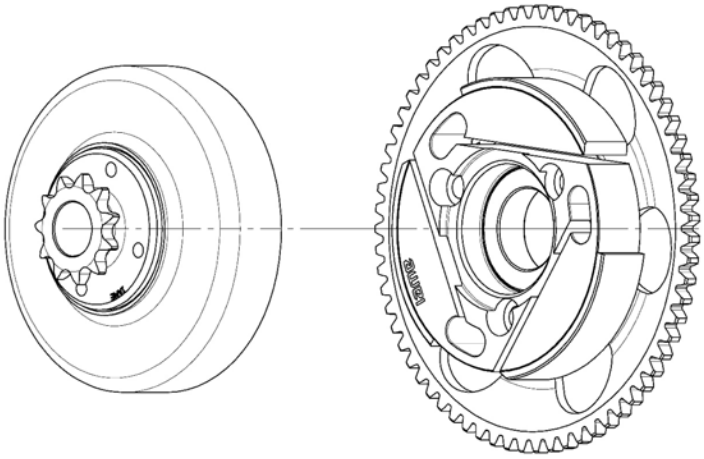
COMPONENTS OF THE CLUTCH – *COMPOSANTS DE L'EMBRAYAGE*



Min. weight 225 g
Poids min. 225g

Min. weight 375 g
Poids min. 375g

MINIMUM WEIGHT OF THE CLUTCH – *POIDS MIN. DE L'EMBRAYAGE*



Min. weight 300 g
Poids min. 300 g

Min. weight 680 g
Poids min. 680g

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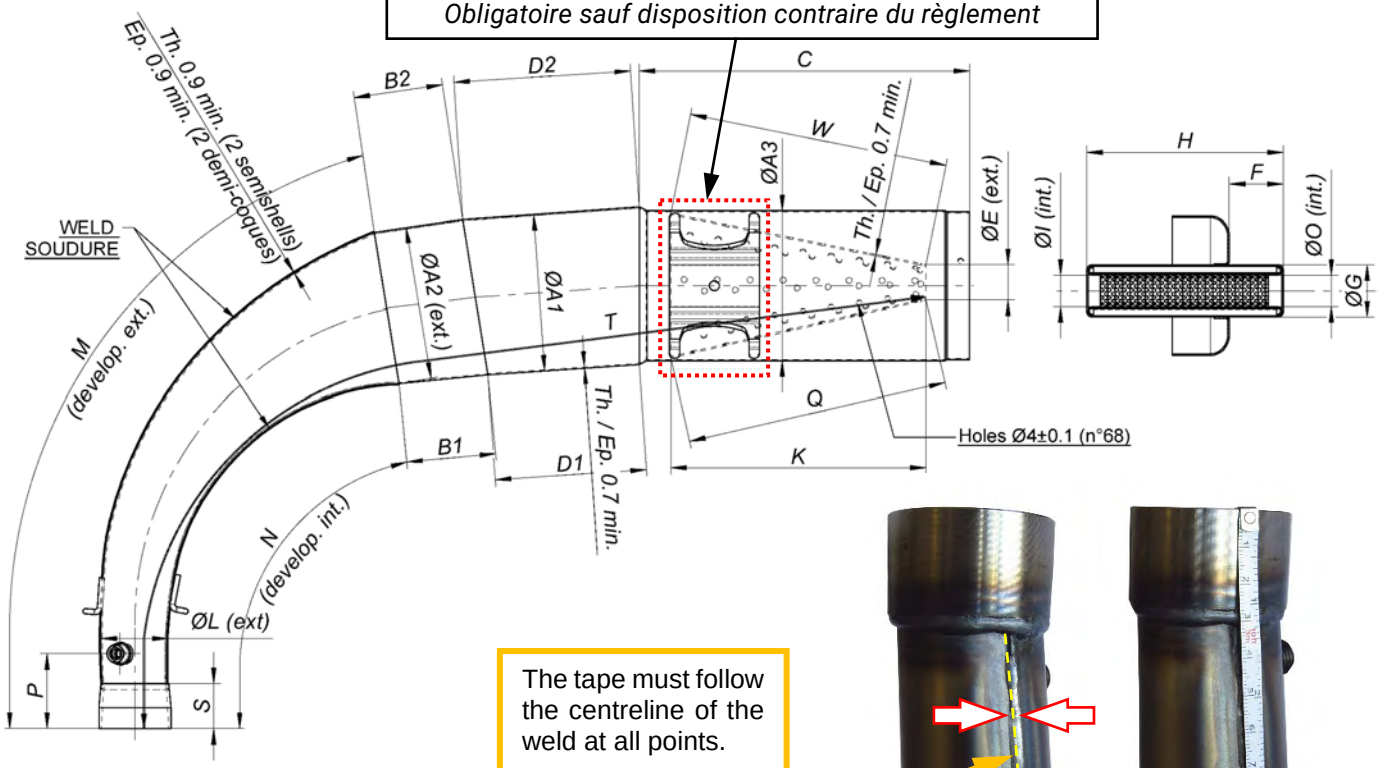
EXHAUST DRAWING AND DIMENSIONS
DESSIN ET DIMENSIONS DE L'ECHAPPEMENT

Mandatory unless otherwise prescribed by the regulation
Obligatoire sauf disposition contraire du règlement



Min. Weight 1.820 g
Poids min. 1.820 g

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

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

ØA1: 105 ±1.5 Øext.	**B2:** 59.5 ±3	**ØE:** 23.5 ±2 Øext.	**ØI:** 21 ±1 Øint.	**N:** 316 ±3	**T:** 675 ±3
ØA2: 102 ±1.5 Øext.	**C:** 220 ±3	**F:** 36 ±2	**K:** 170 ±3	**ØO:** 21 ±1 Øint.	**W:** 170 ±3
ØA3: 100 ±1.5 Øext.	**D1:** 101 ±3	**ØG:** 35 ±1 Øext.	**ØL:** 44 ±1.5 Øext.	**P:** 50 ±10	**Q:** 182 ±3
B1: 59.5 ±3	**D2:** 118 ±3	**H:** 131 ±3	**M:** 411 ±3	**S:** 30 ±1.5	

ATTENTION:

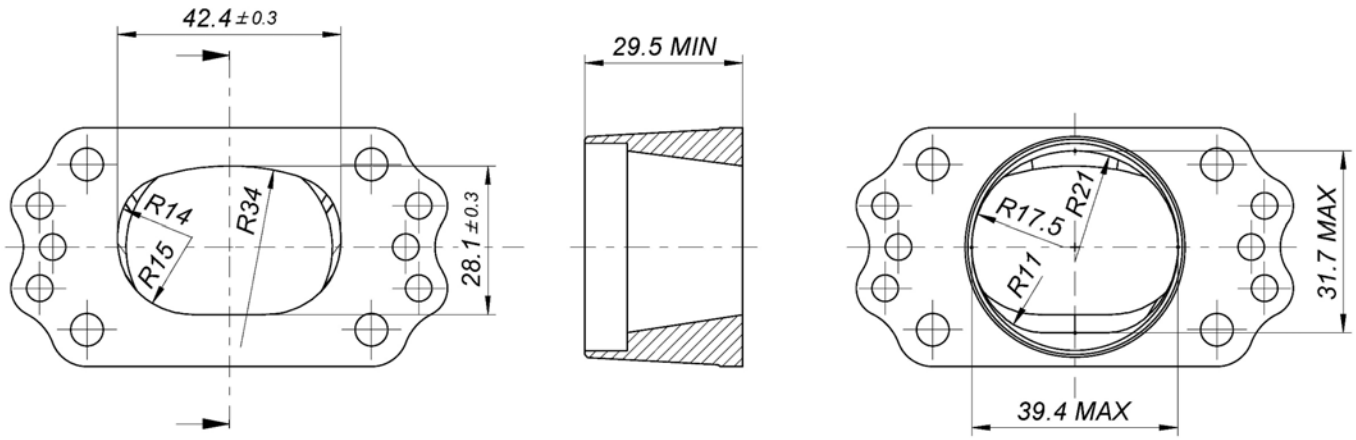
The dimensions "**M**", "**N**" and "**T**" must be taken by steel tape measure 6mm wide.
The dimensions "**M**" and "**N**" must be taken on the weld centerline.

*Les dimensions « **M** », « **N** » et « **T** » doivent être à 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.*

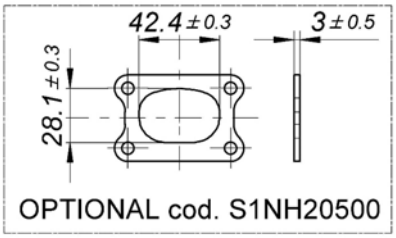
The dimensions "**Q**" and "**W**" must be taken by steel tape measure 12mm wide.

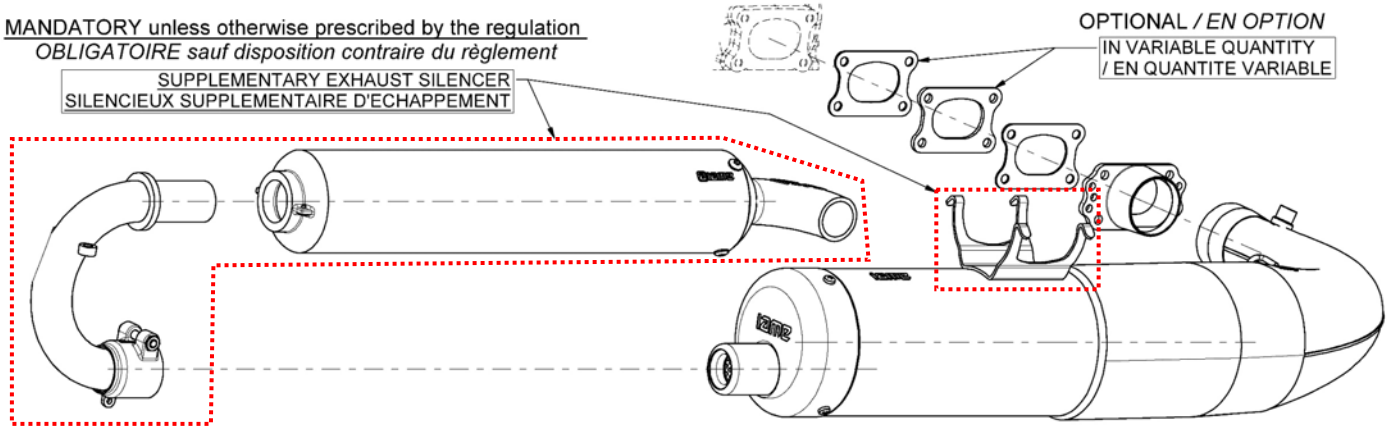
*Les dimensions « **Q** » et « **W** » doivent être prises à l'aide d'un ruban à mesurer en acier 12 mm de large.*

EXHAUST HEADER (Senior) - DIMENSIONS AND MARKING
COLLECTEUR D'ECHAPPEMENT (Senior) – DIMENSIONS ET MARQUAGE

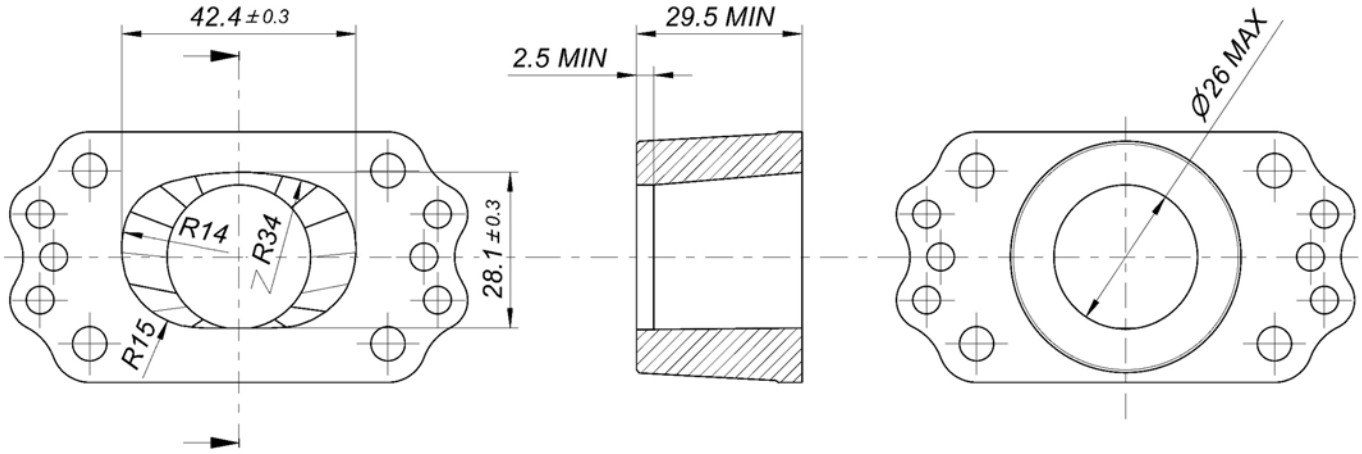


EXHAUST INSTALLATION
INSTALLATION DE L'ECHAPPEMENT

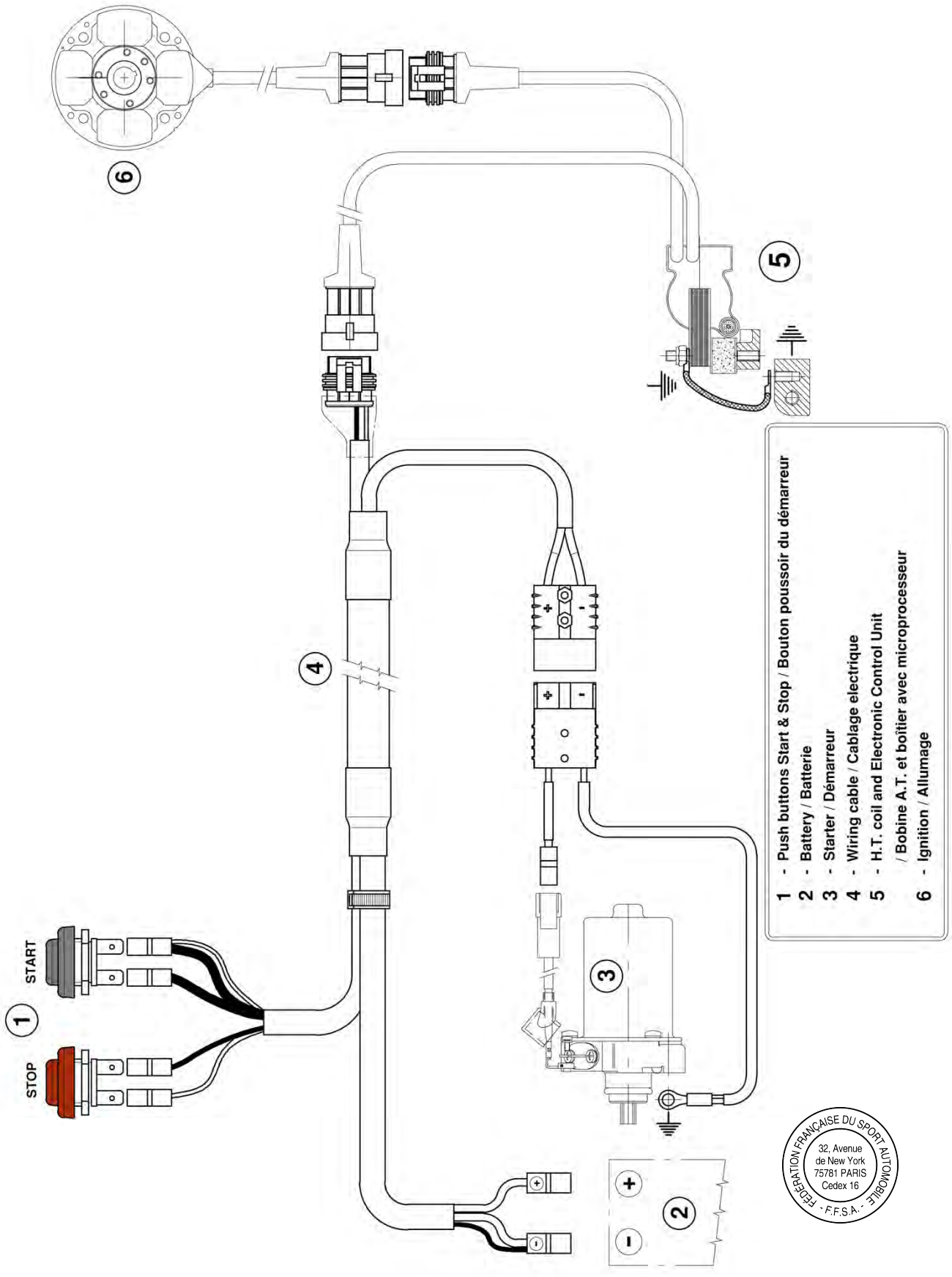




Restrictor / *Restricteur* Ø26 mm



WIRING DIAGRAM (SELETTRA DIGITAL “S” IGNITION)
SCHEMA DU CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL’’S’’)



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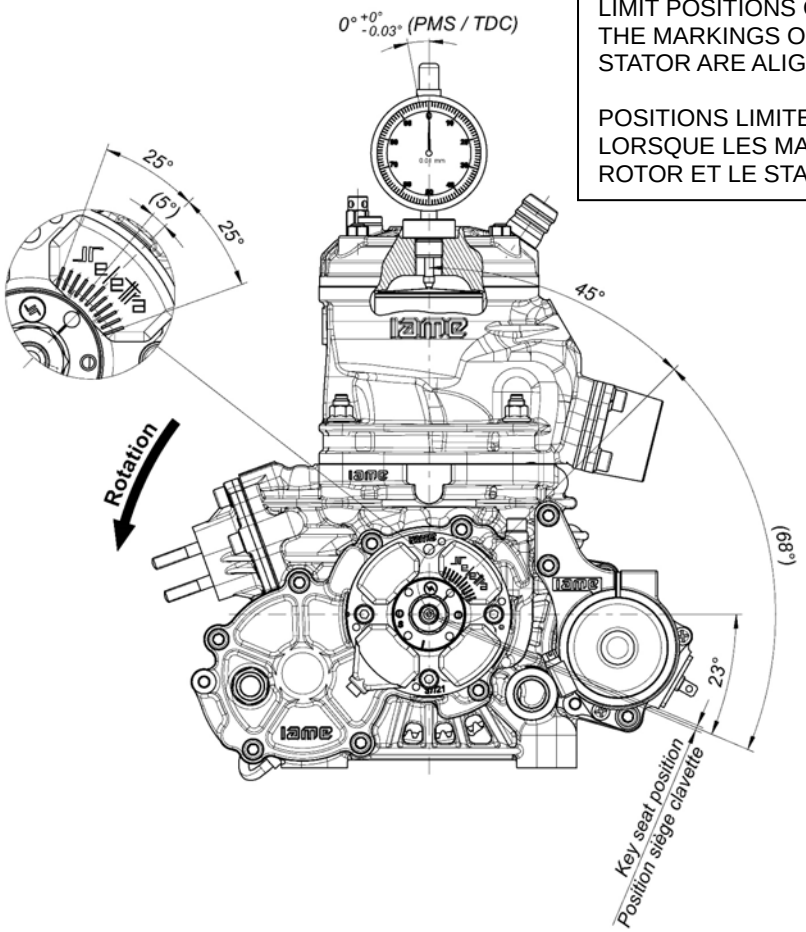
ANNULE ET REMPLACE LA FICHE n° 409/B DU 15/11/25

12/12/2025 n° 409/C

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

LIMIT POSITIONS OF THE PISTON WHEN THE MARKINGS ON ROTOR AND STATOR ARE ALIGNED

POSITIONS LIMITE DU PISTON LORSQUE LES MARQUAGES SUR LE ROTOR ET LE STATOR SONT ALIGNÉS



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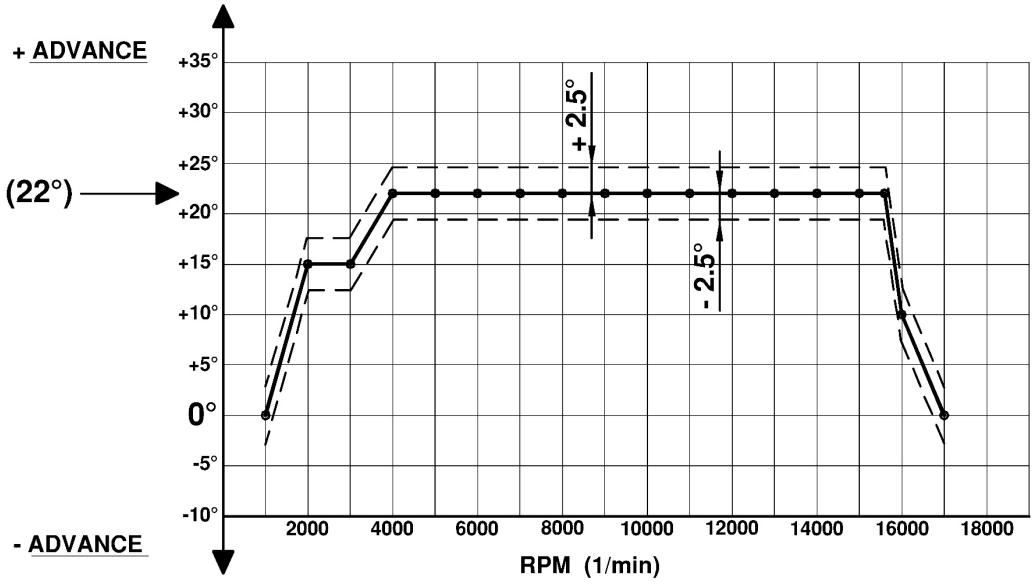
ADVANCE CURVE GRAPHS / DIAGRAMME DE L'AVANCE

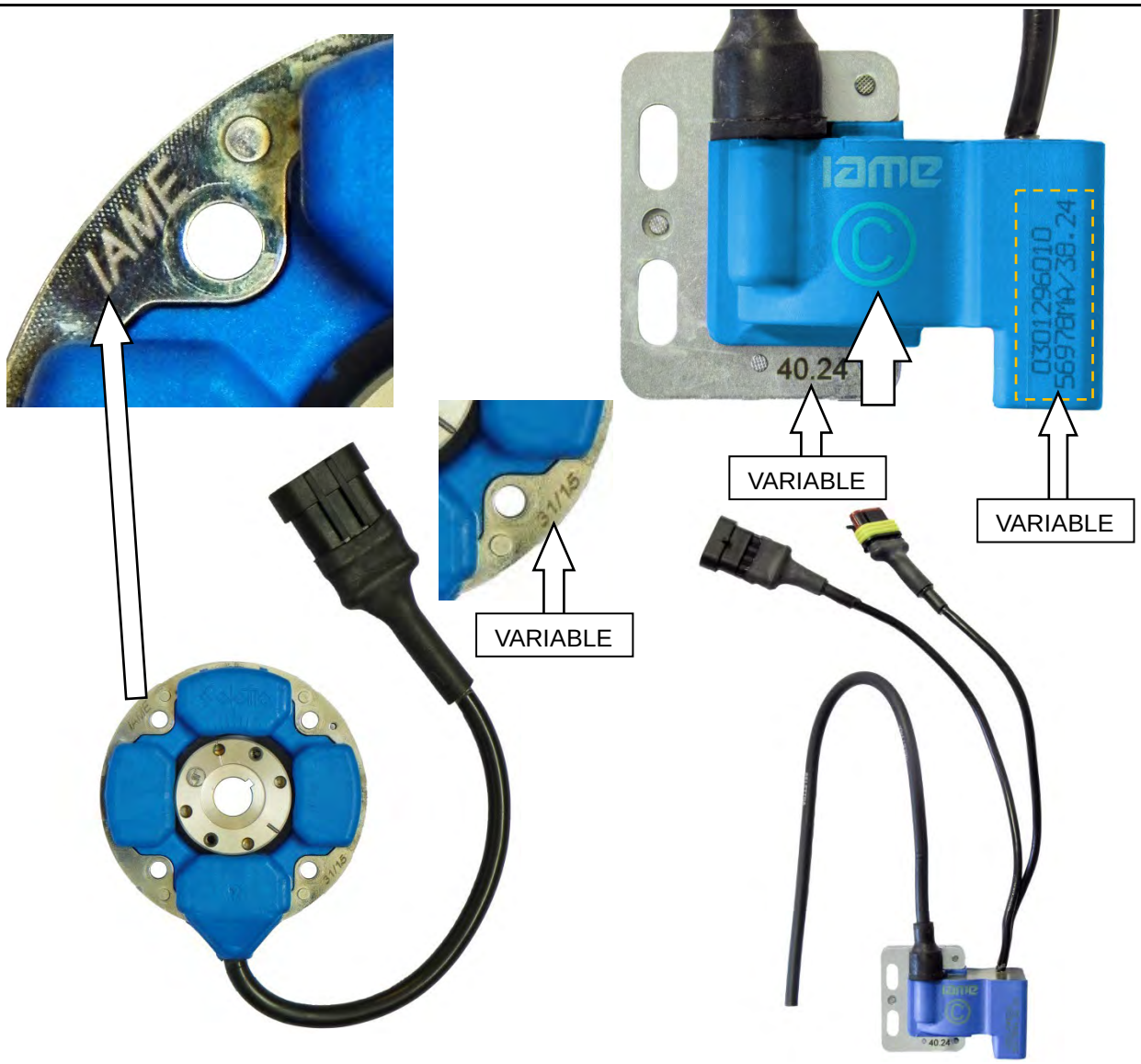


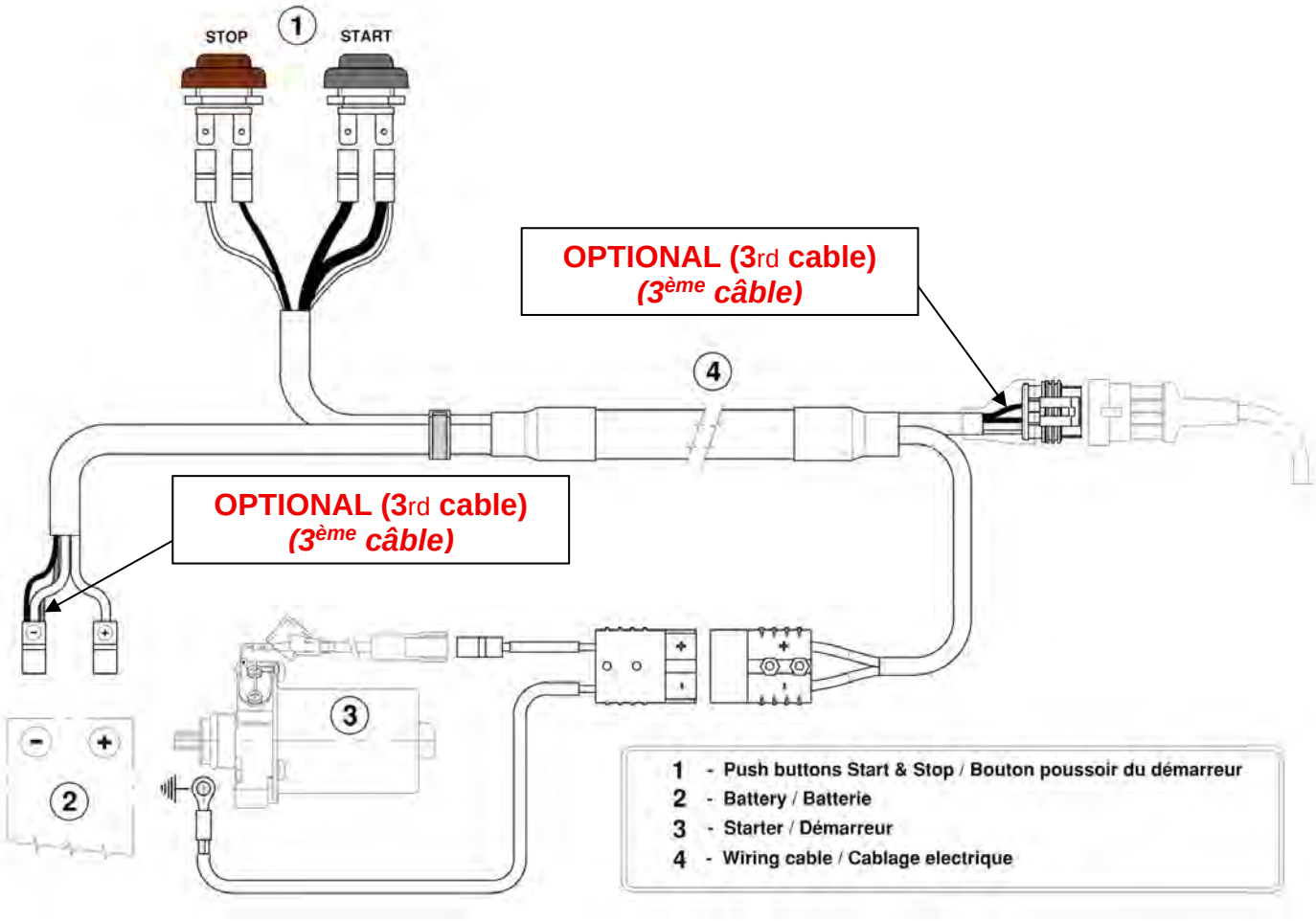
"C" MAPPING / *MAPPAGE*

Tr/ min	1000	2000	3000	4000	5000	6000	7000	8000	9000	10000	11000	12000	13000	14000	15500	16000	17000
°adv	0°	15°	15°	22°	22°	22°	22°	22°	22°	22°	22°	22°	22°	22°	22°	10°	0°

PHOTO OF THE WIRING LOOM – *PHOTO DU CABLAGE ELECTRIQUE*

PHOTO OF SELETTRA DIGITAL “S” IGNITION WITH “IAME” MARKING
PHOTO DE L’ALLUMAGE SELETTRA DIGITAL “S” AVEC MARQUAGE “IAME”





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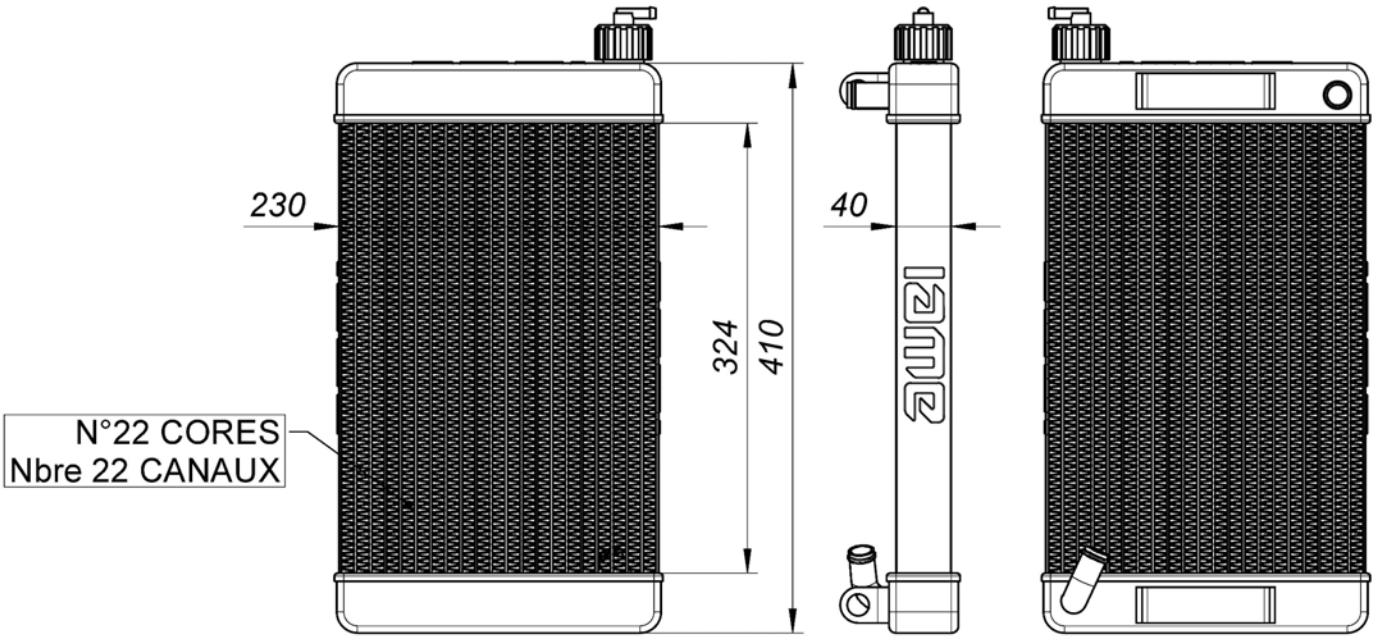
RADIATOR AND SUPPORTS – TYPE 1
RADIATEUR ET SES SUPPORTS – TYPE 1



FRONT / *AVANT*

REAR / *ARRIERE*

FRONT / *AVANT*

REAR / *ARRIERE*

VOIDS AND REPLACES THE FORM n° 409/B OF 15/11/24
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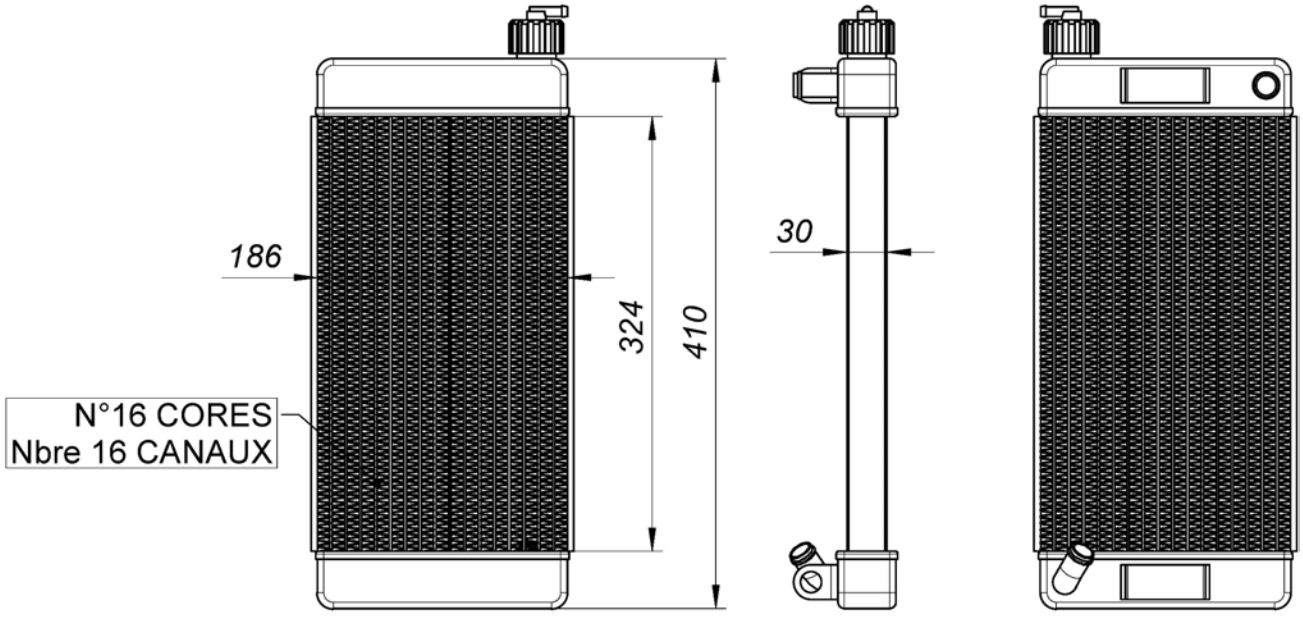
12/12/2025 n° 409/C

ALTERNATIVE RADIATOR AND SUPPORTS – TYPE 2
RADIATEUR ALTERNATIF ET SES SUPPORTS – TYPE 2



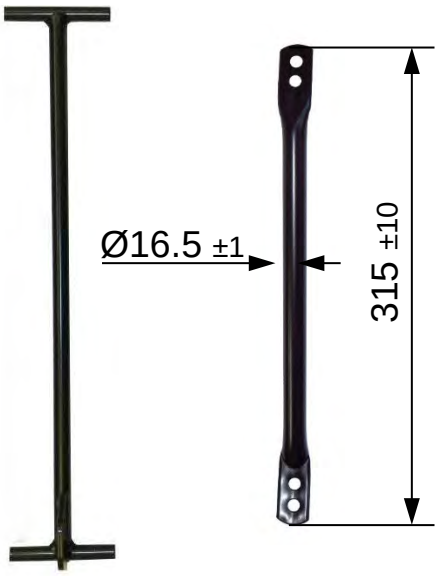
FRONT / *AVANT*

REAR / *ARRIERE*

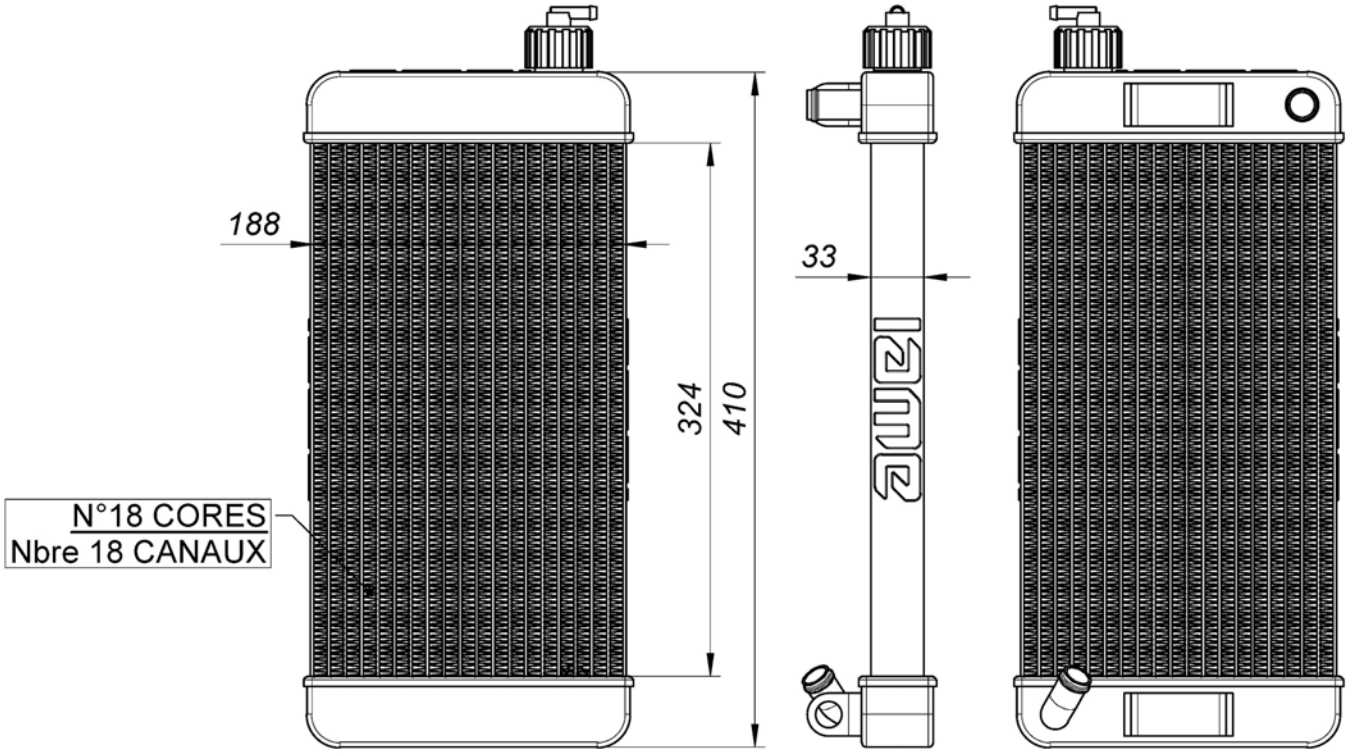
PAINTED AND NOT PAINTED
PEINT ET PAS PEINT

FRONT / *AVANT*

REAR / *ARRIERE*



ALTERNATIVE RADIATOR AND SUPPORTS – TYPE 3
RADIATEUR ALTERNATIF ET SES SUPPORTS – TYPE 3



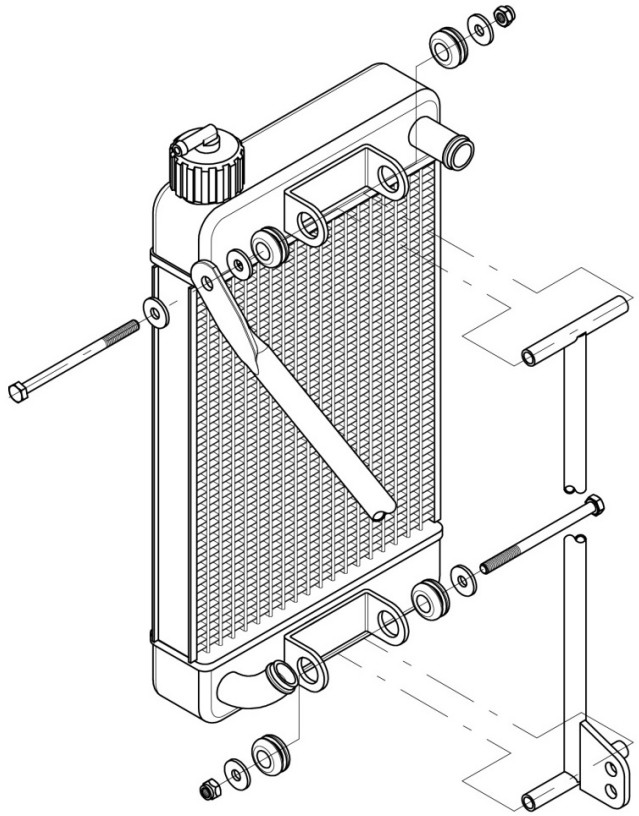
FRONT / *AVANT* **REAR / *ARRIERE***

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

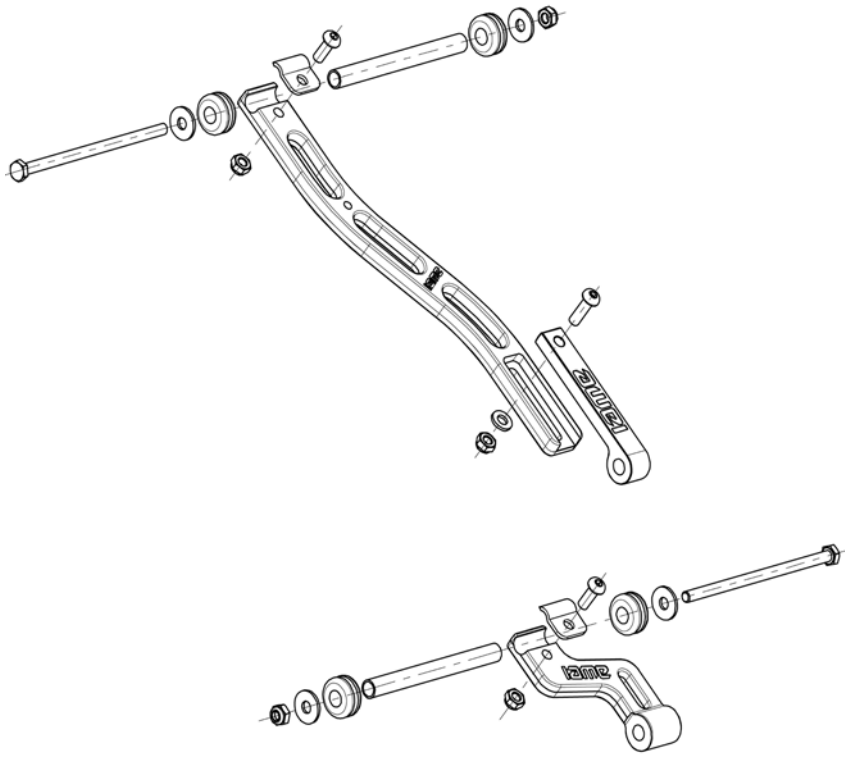
VOIDS AND REPLACES THE FORM n° 409/B OF 15/11/24
ANNULE ET REMPLACE LA FICHE n° 409/B DU 15/11/25

12/12/2025 n° 409/C

RADIATOR ASSY WITH SUPPORTS
GROUPE RADIATEUR AVEC SES SUPPORTS



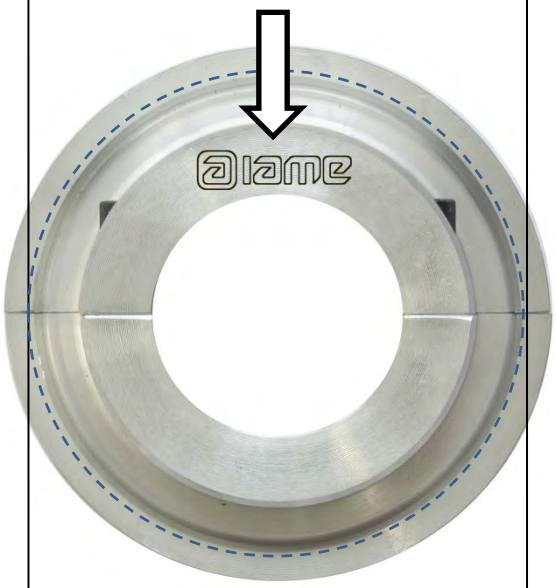
ALTERNATIVE SUPPORTS
SUPPORTS ALTERNATIF



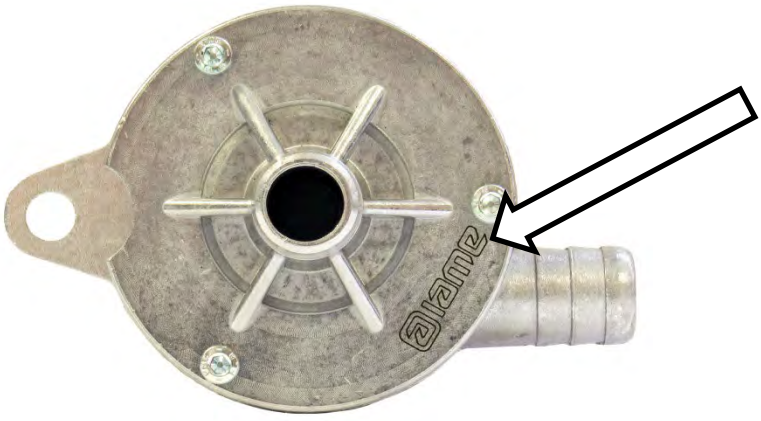
THERMOSTAT
THERMOSTAT

ALTERNATIVE
ALTERNATIF

WATER PUMP & PULLEY
GROUPE POMPE À EAU ET POULIE



RACE BOTTOM - FOND *GORGE*
Ø20 ±1



FEDERATION FRANÇAISE DU SPORT AUTOMOBILE
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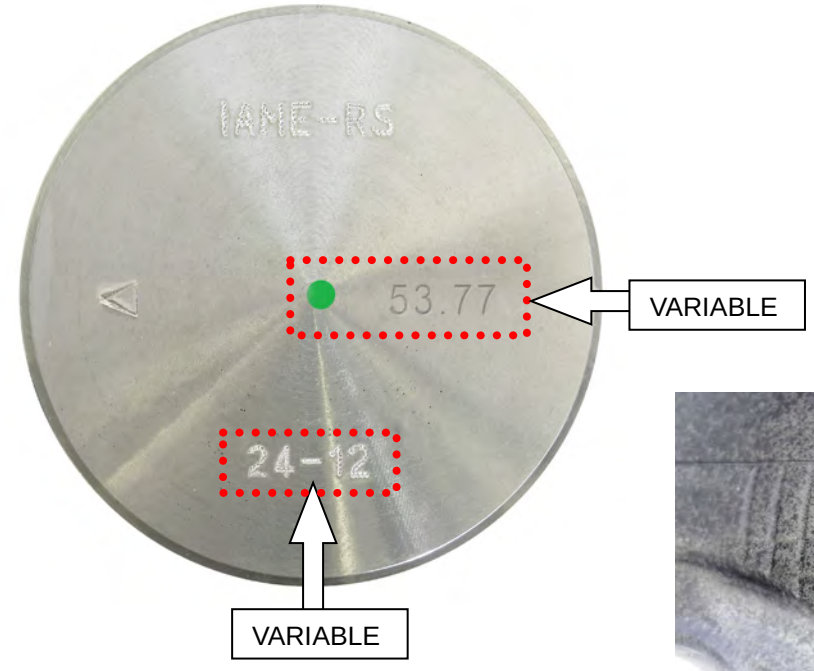
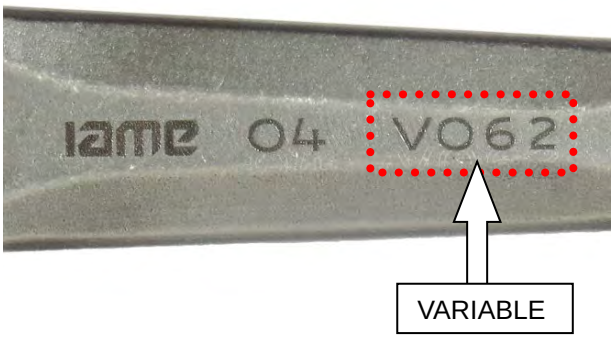
PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PISTON

PISTON IDENTIFICATION ALTERNATIVE MARKING
MARQUAGE ALTERNATIF D'IDENTIFICATION DU PISTON



CONROD IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA BIELLE



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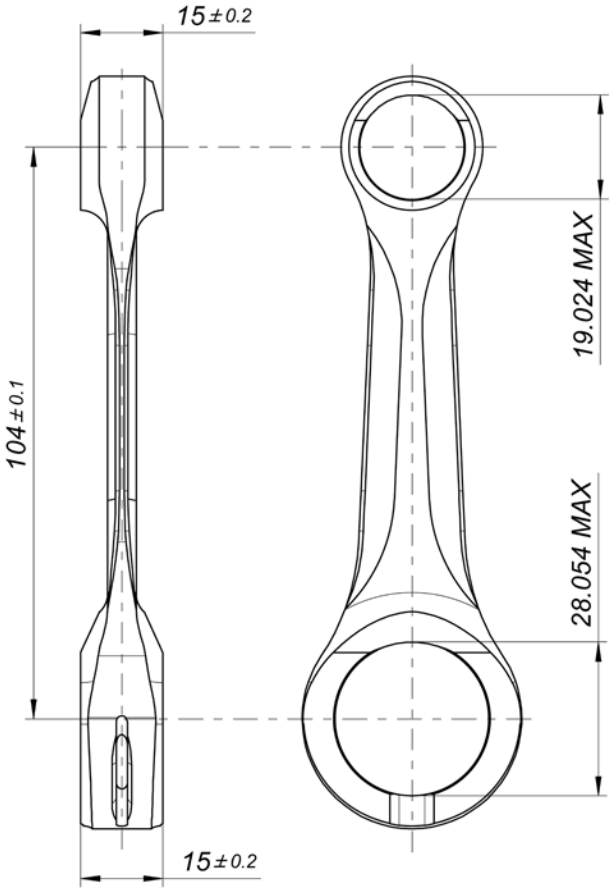
ALTERNATIVE CONROD
BIELLE ALTERNATIVE



Min. weight 121 g
Poids min. 121 g

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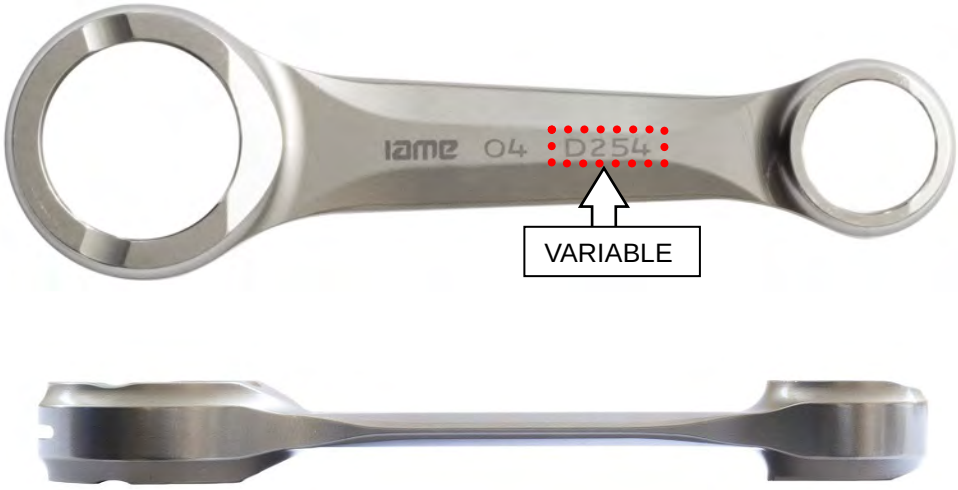
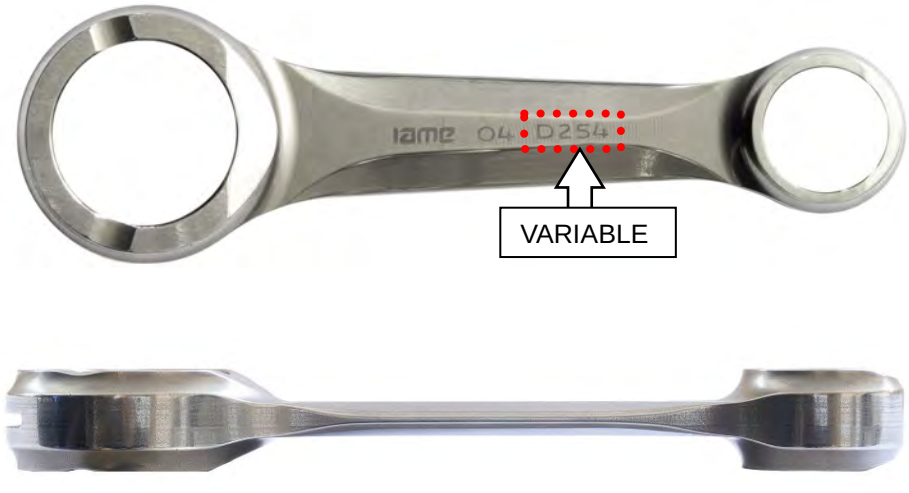
PHOTO OF THE CONROD BOTH SIDES – ALTERNATIVE
PHOTO DES DEUX COTES DE LA BIELLE – ALTERNATIVE

CONROD - DIFFERENT FINISH
BIELLE - DIFFÉRENT FINITION

STANDARD FINISH
FINITION STANDARD



GLOSSY FINISH
FINITION BRILLANTE



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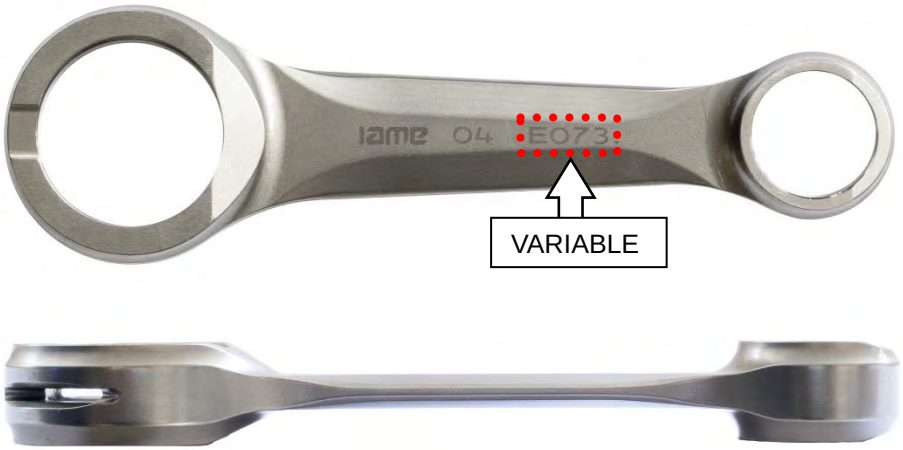
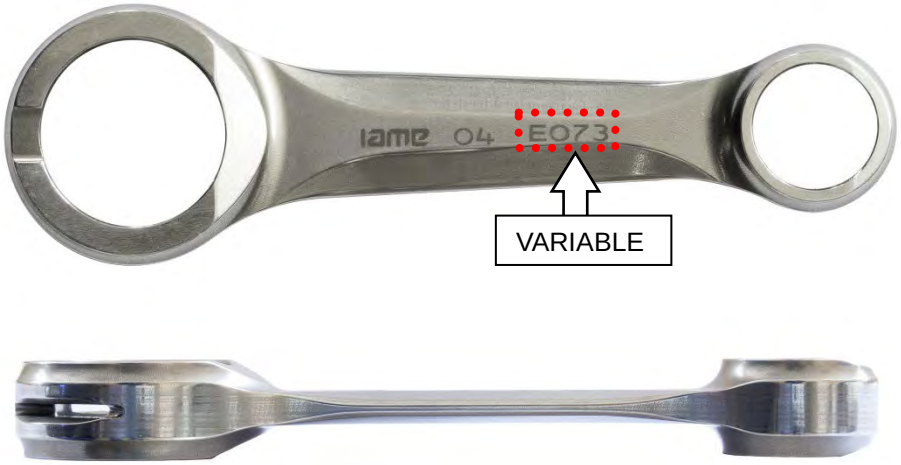
- F.F.S.A. -

ALTERNATIVE CONROD - DIFFERENT FINISH
BIELLE ALTERNATIF - DIFFÉRENT FINITION

STANDARD FINISH
FINITION STANDARD



GLOSSY FINISH
FINITION BRILLANTE



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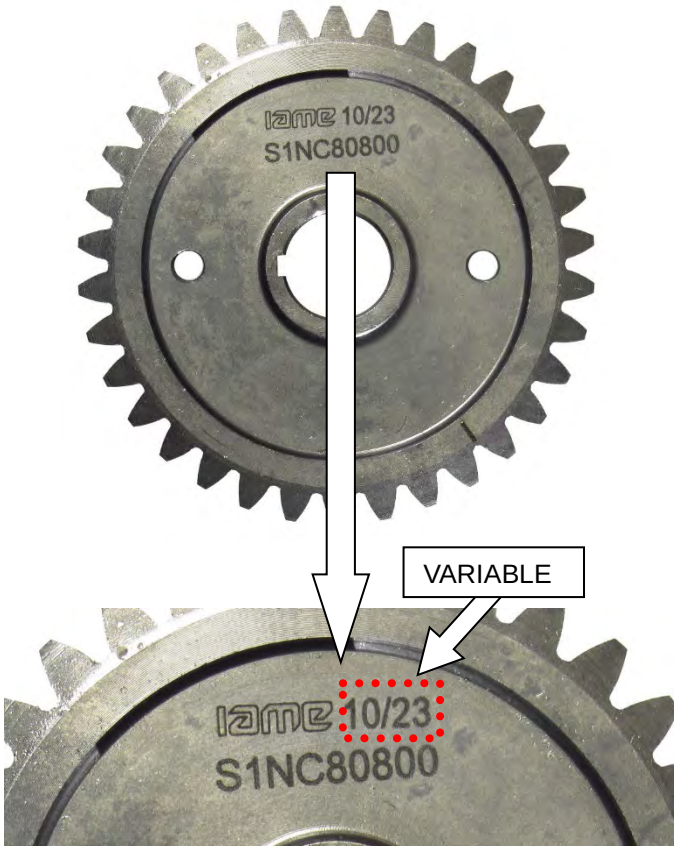
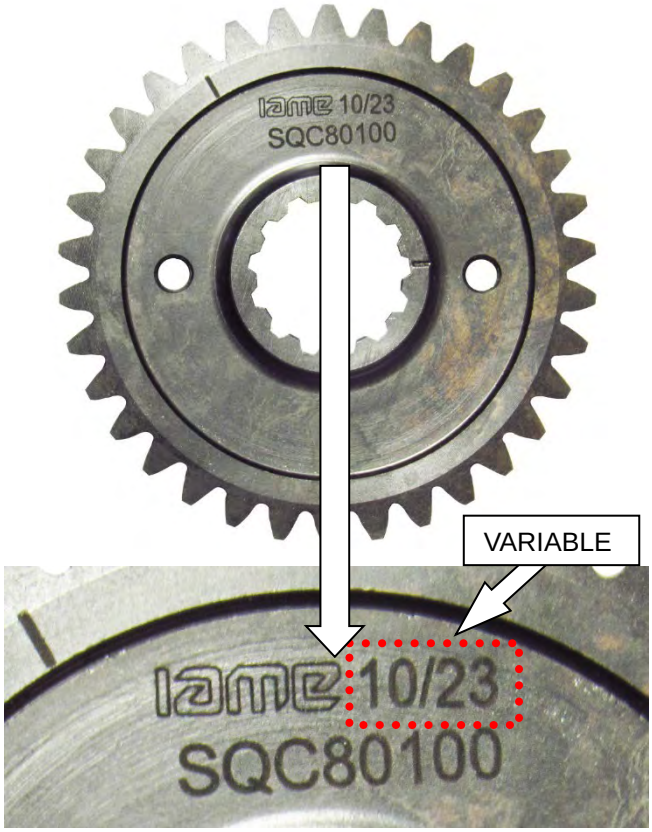
BALANCER SHAFT GEAR IDENTIFICATION MARKING *MARQUAGE D'IDENTIFICATION ENGRENAGE D'ARBRE D'EQUILIBRAGE*	CRANKSHAFT GEAR IDENTIFICATION MARKING *MARQUAGE D'IDENTIFICATION ENGRENAGE VILEBREQUIN*
	

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

ALTERNATIVE

FEDERATION FRANÇAISE DU SPORT AUTOMOBILE
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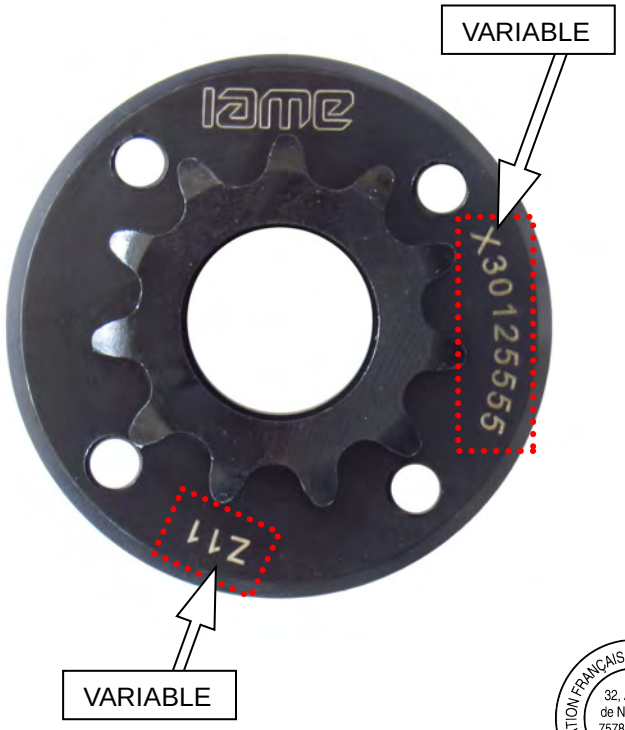
CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN

SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON



CLUTCH DRUM IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA CALOTTE

FEDERATION FRANCAISE DU SPORT AUTOMOBILE
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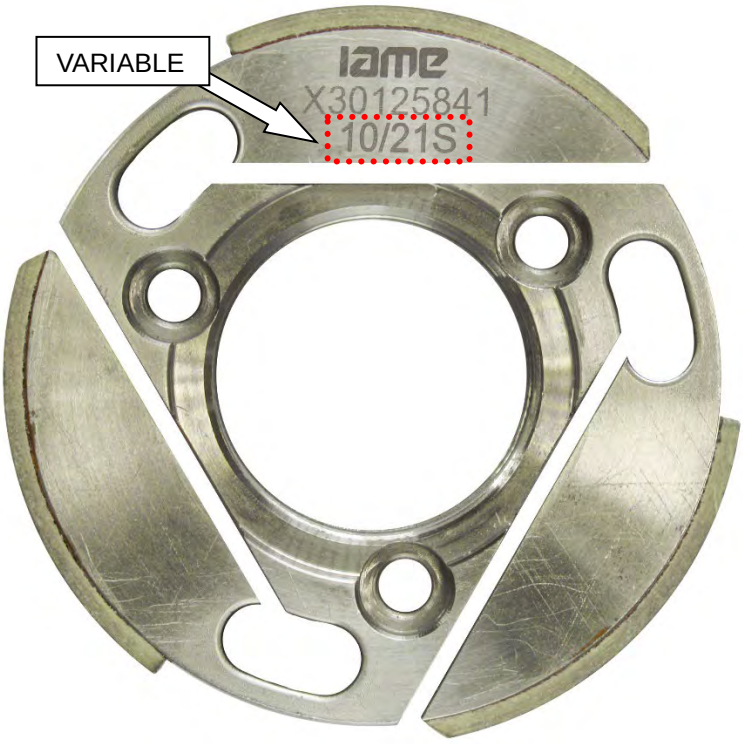
VOIDS AND REPLACES THE FORM n° 409/B OF 15/11/24
ANNULE ET REMPLACE LA FICHE n° 409/B DU 15/11/25

12/12/2025 n° 409/C

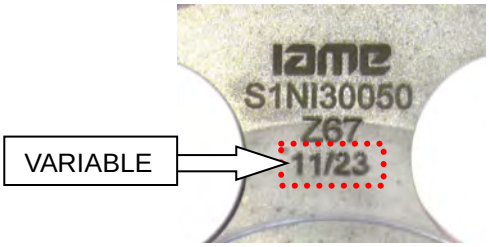
CLUTCH HUB IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU MOYEU D'EMBRAYAGE



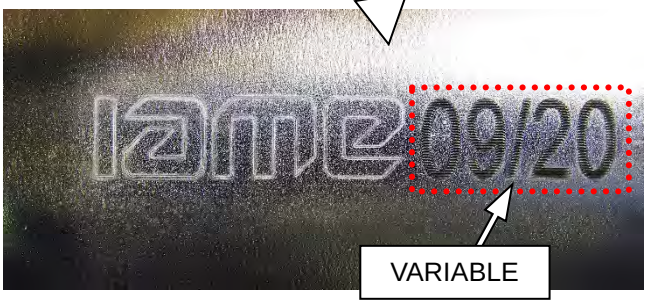
ALTERNATIVE FRICTION MATERIAL

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 DES CLAPETS

MATERIAL: CARBON FIBER
Thickness / Epaisseur
minimum: 0.22 mm

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

CLUTCH COVER IDENTIFICATION MARKING
MARQUAGE DU COUVERCLE D'EMBRAYAGE

VOIDS AND REPLACES THE FORM n° 409/B OF 15/11/24
ANNULE ET REMPLACE LA FICHE n° 409/B DU 15/11/25

12/12/2025 n° 409/C

PHOTO OF THE INSIDE OF THE RIGHT CRANKCASE
PHOTO INTÉRIEUR DU CARTER DROIT

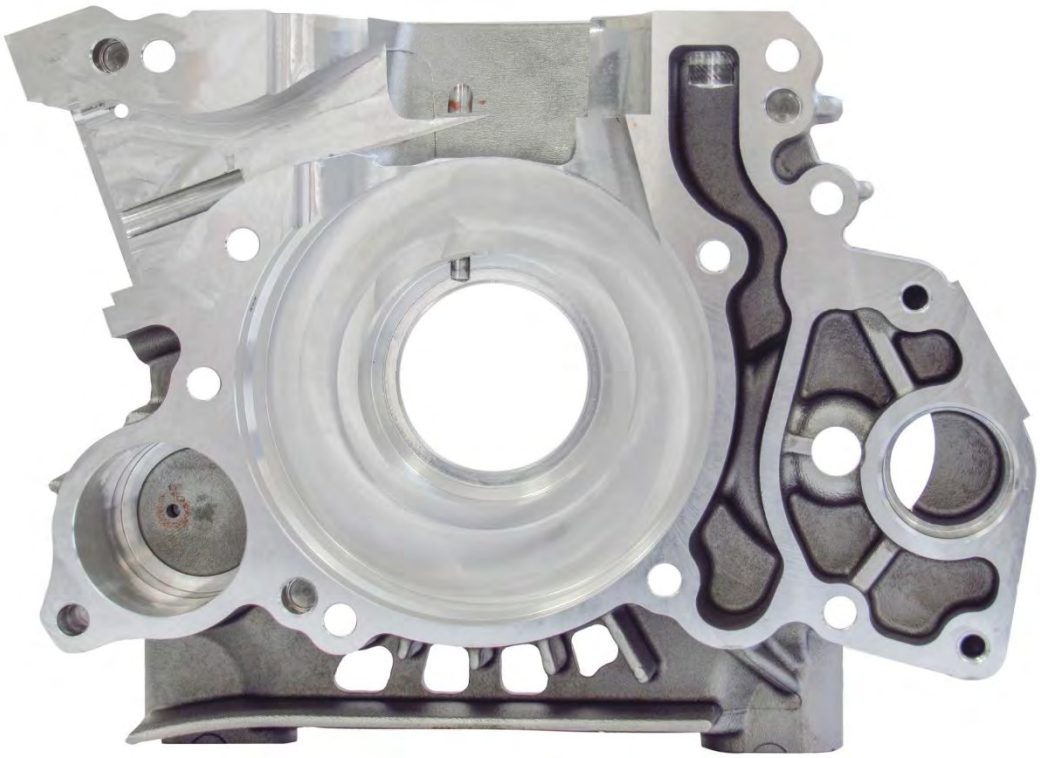


PHOTO OF THE INSIDE OF THE LEFT CRANKCASE
PHOTO INTÉRIEUR DU CARTER GAUCHE

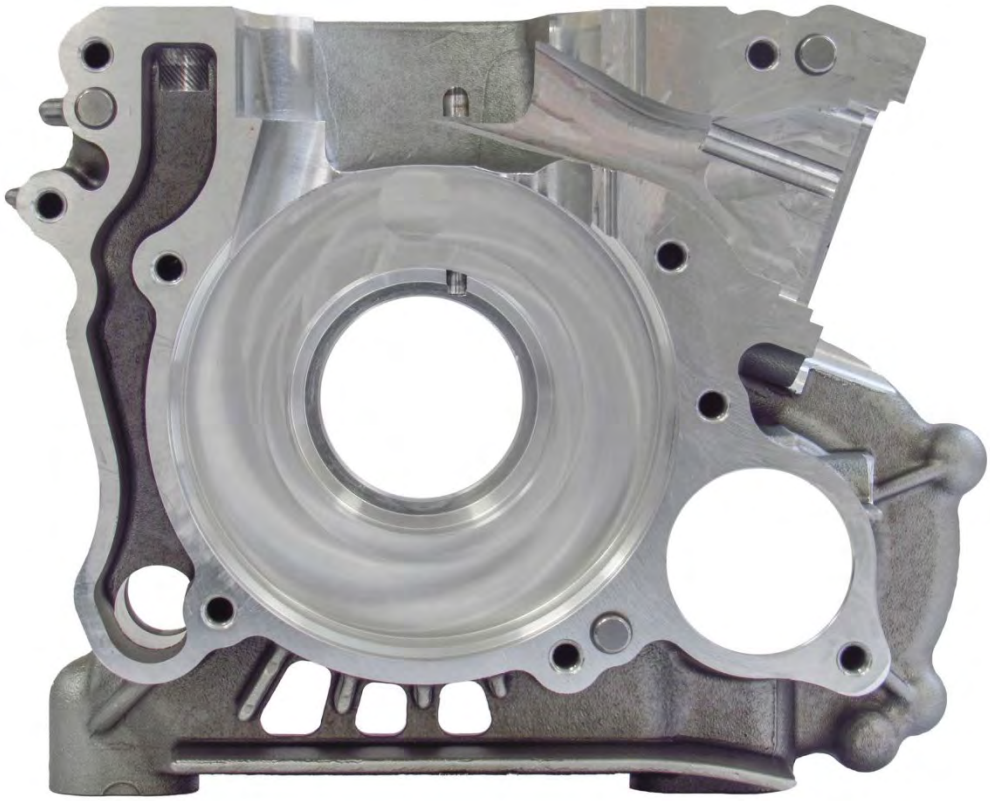
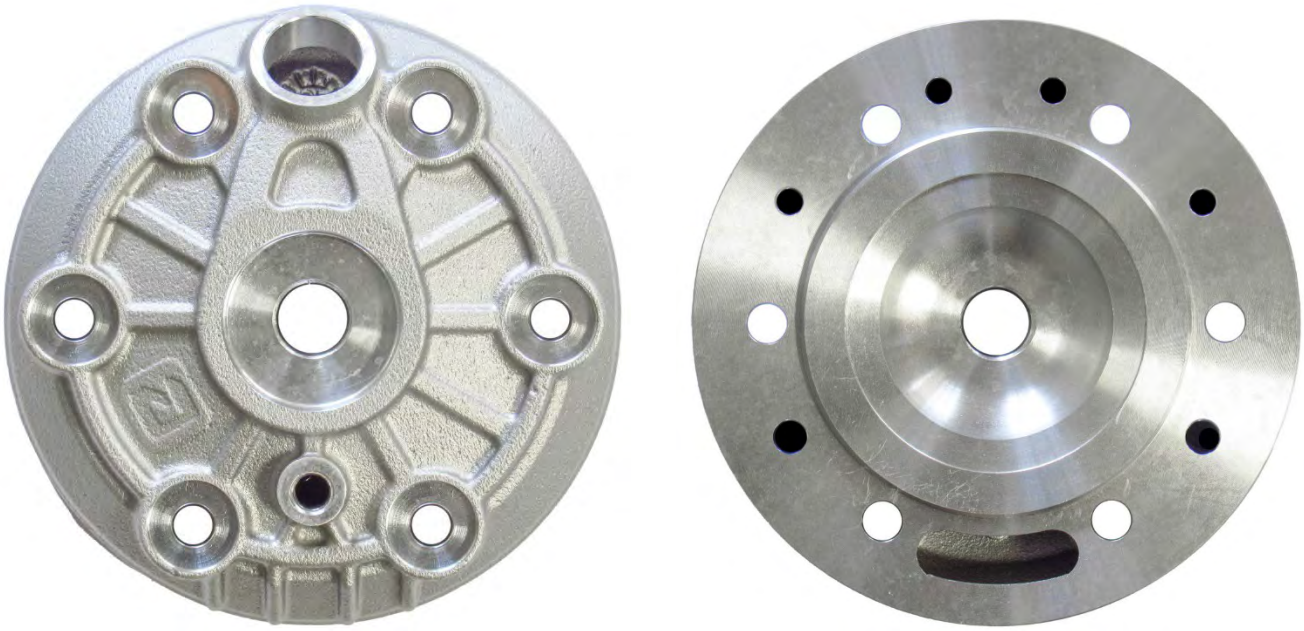
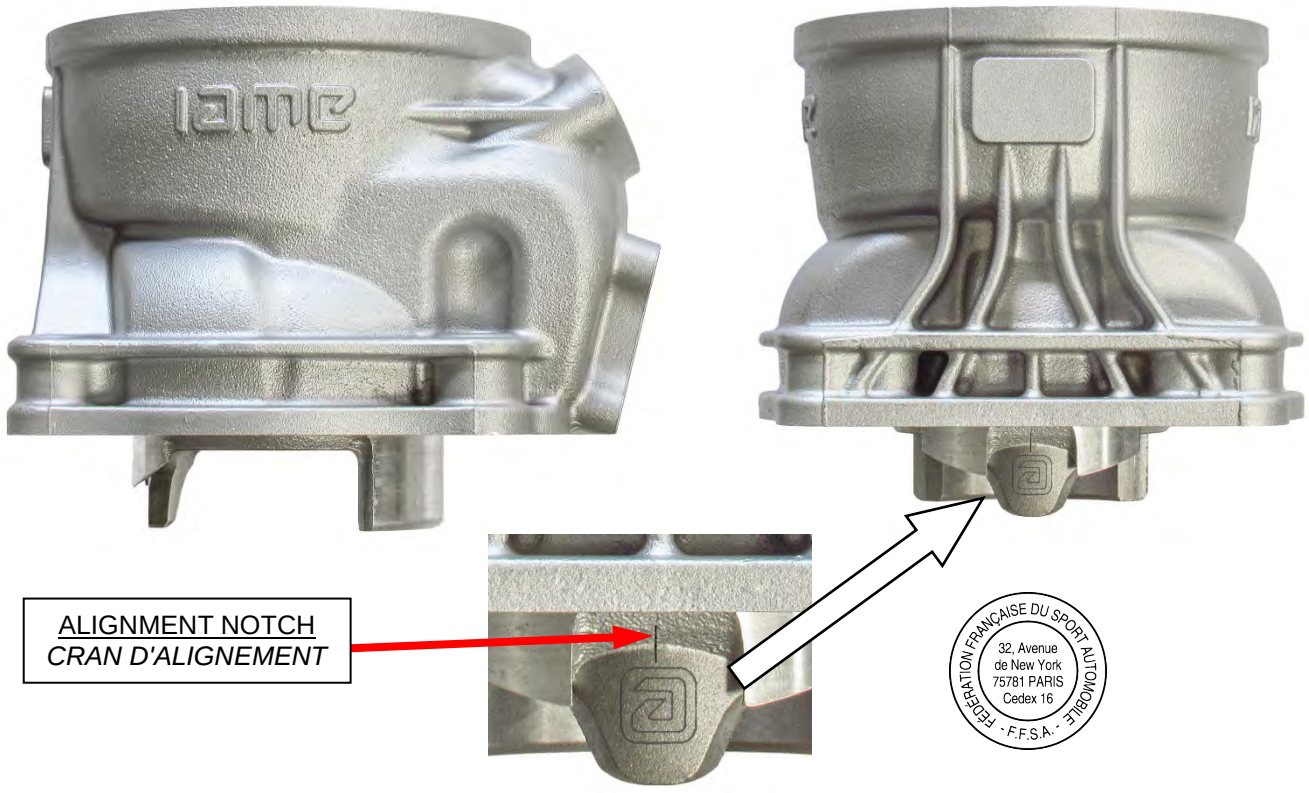


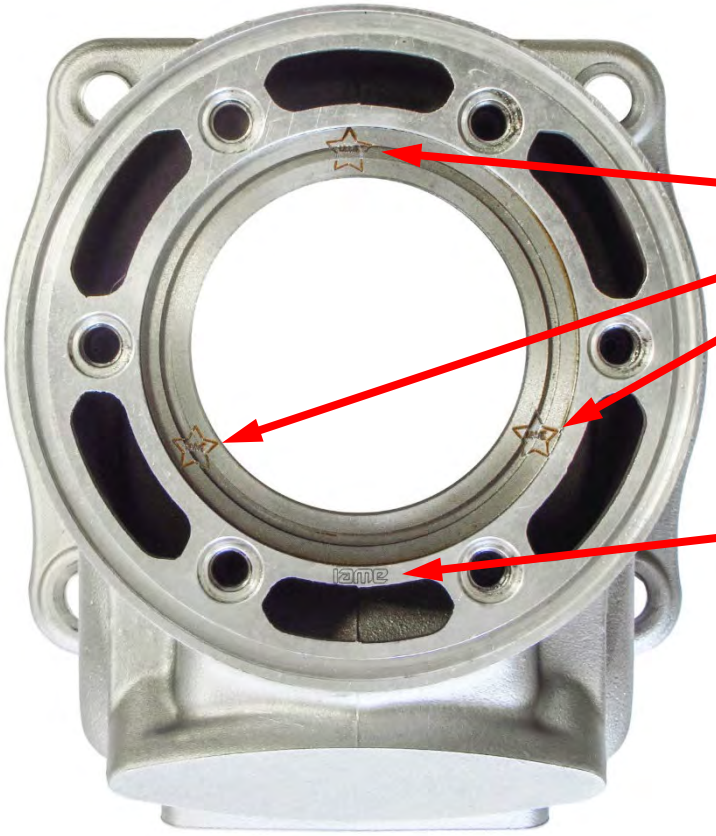
PHOTO IDENTIFICATION CYLINDER HEAD
PHOTO D'IDENTIFICATION DE LA CULASSE DU CILINDRE

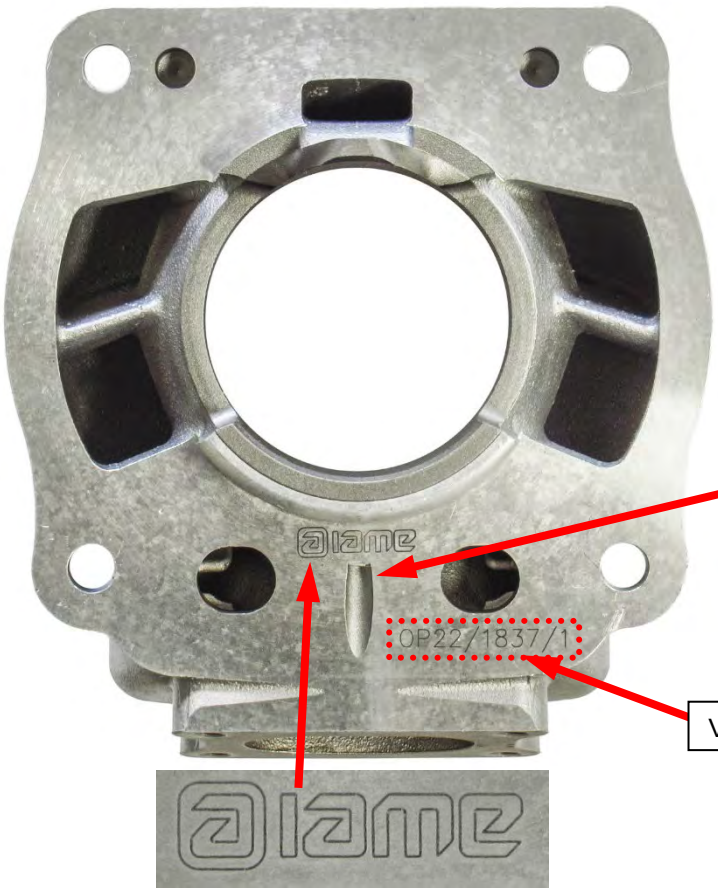


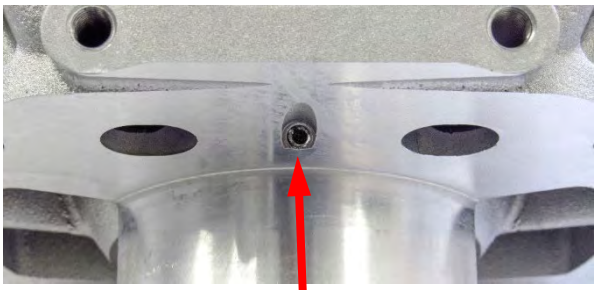
CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE

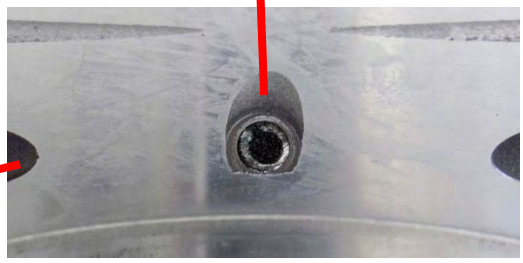


CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE









MANDATORY LINER LOCKING PIN
GOUPILLE OBLIGATOIRE DE BLOCAGE DE LA CHEMISE

VARIABLE

FEDERATION FRANCAISE DU SPORT AUTOMOBILE
32, Avenue de New York 75781 PARIS Cedex 16
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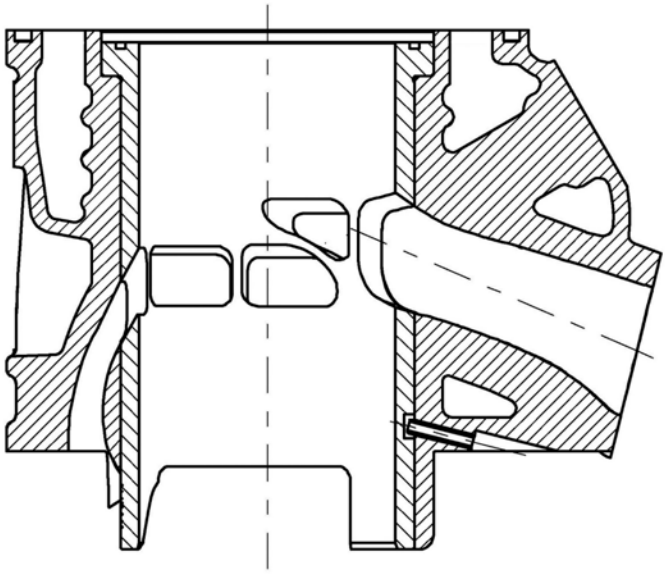
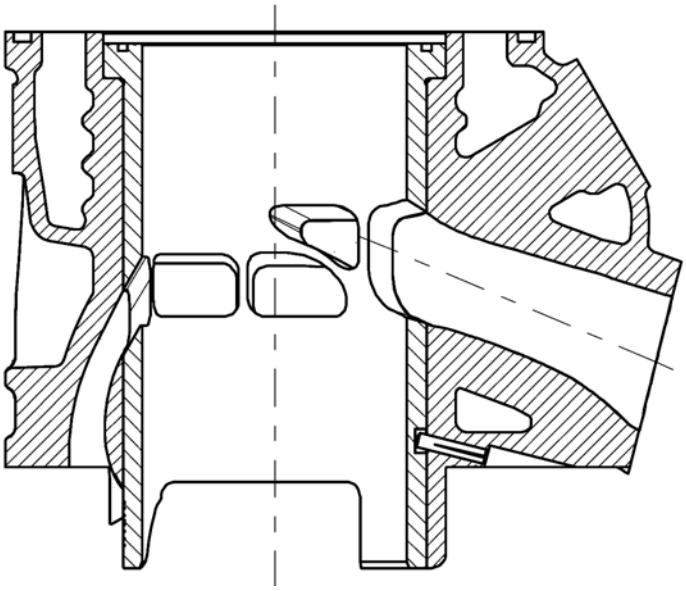
FROM 2025 ON - A *PARTIR DE 2025*

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

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



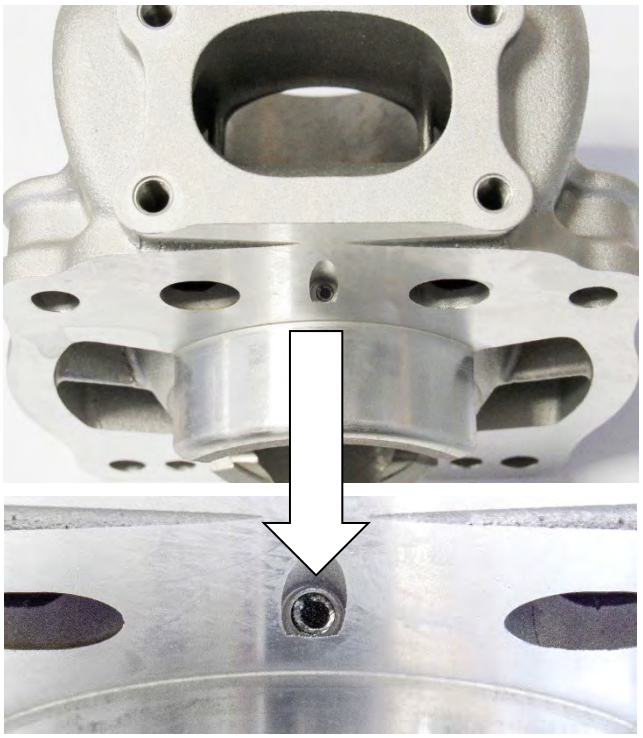
ALTERNATIVE PIN (GROOVED PIN)
GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)



FROM 2025 ON - A *PARTIR DE 2025*

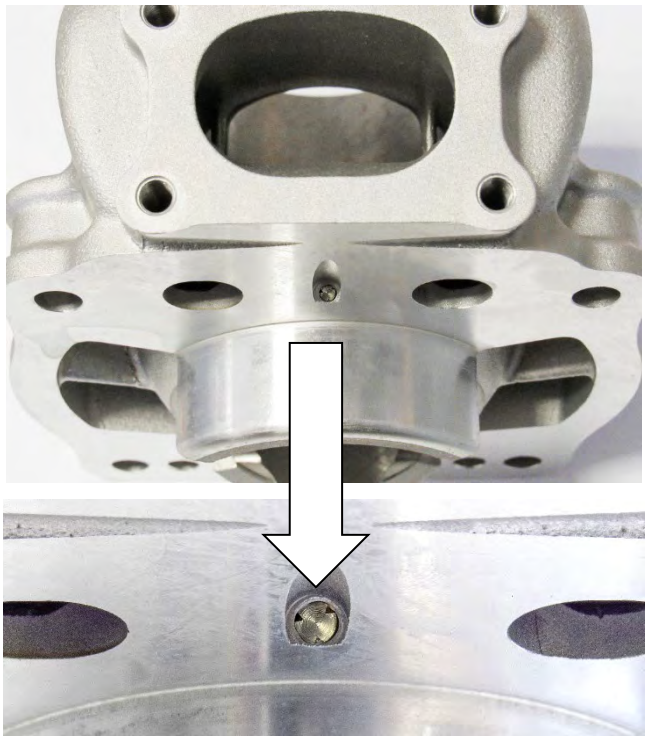
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN
IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA ACHEMISE ALTERNATIF

CURRENT PIN
GOUPILLE COURANTE



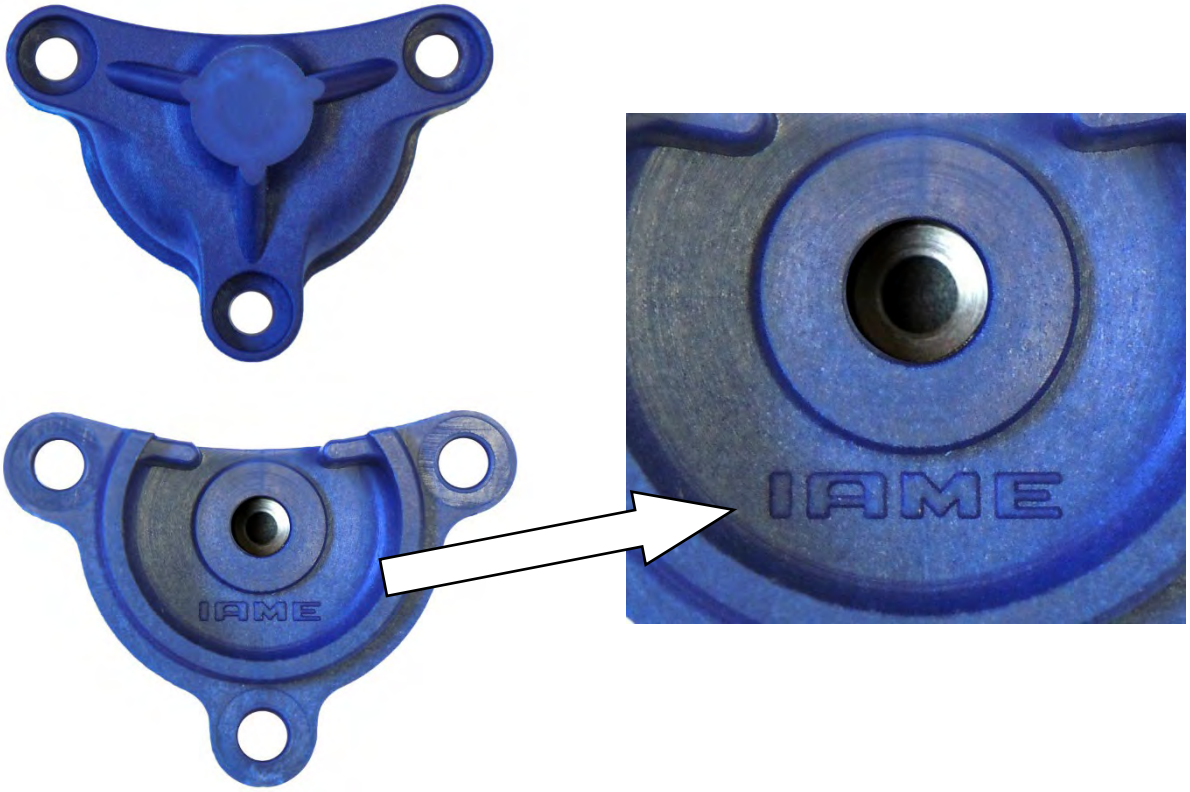
SPRING PIN
GOUPILLE À RESORT

ALTERNATIVE PIN
GOUPILLE ALTERNATIF

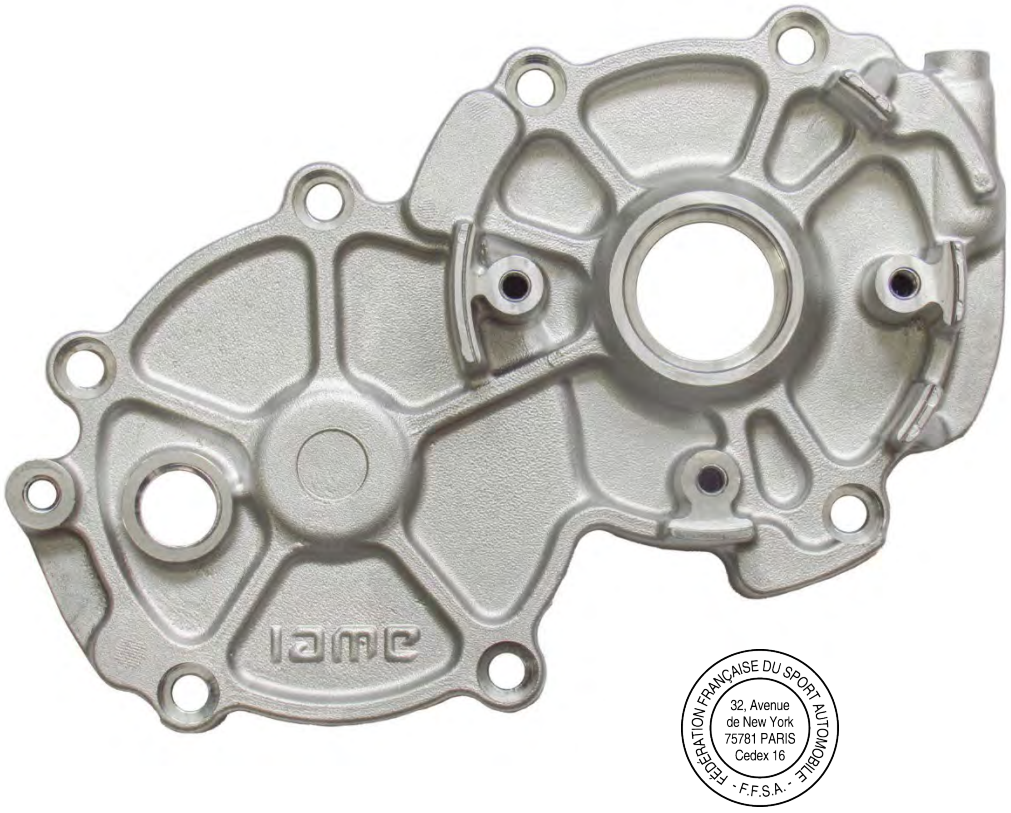


GROOVED PIN
GOUPILLE CANNELÉE

BENDIX COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE DU BENDIX



GEARS COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE ENGRENAGES



FEDERATION FRANÇAISE DU SPORT AUTOMOBILE
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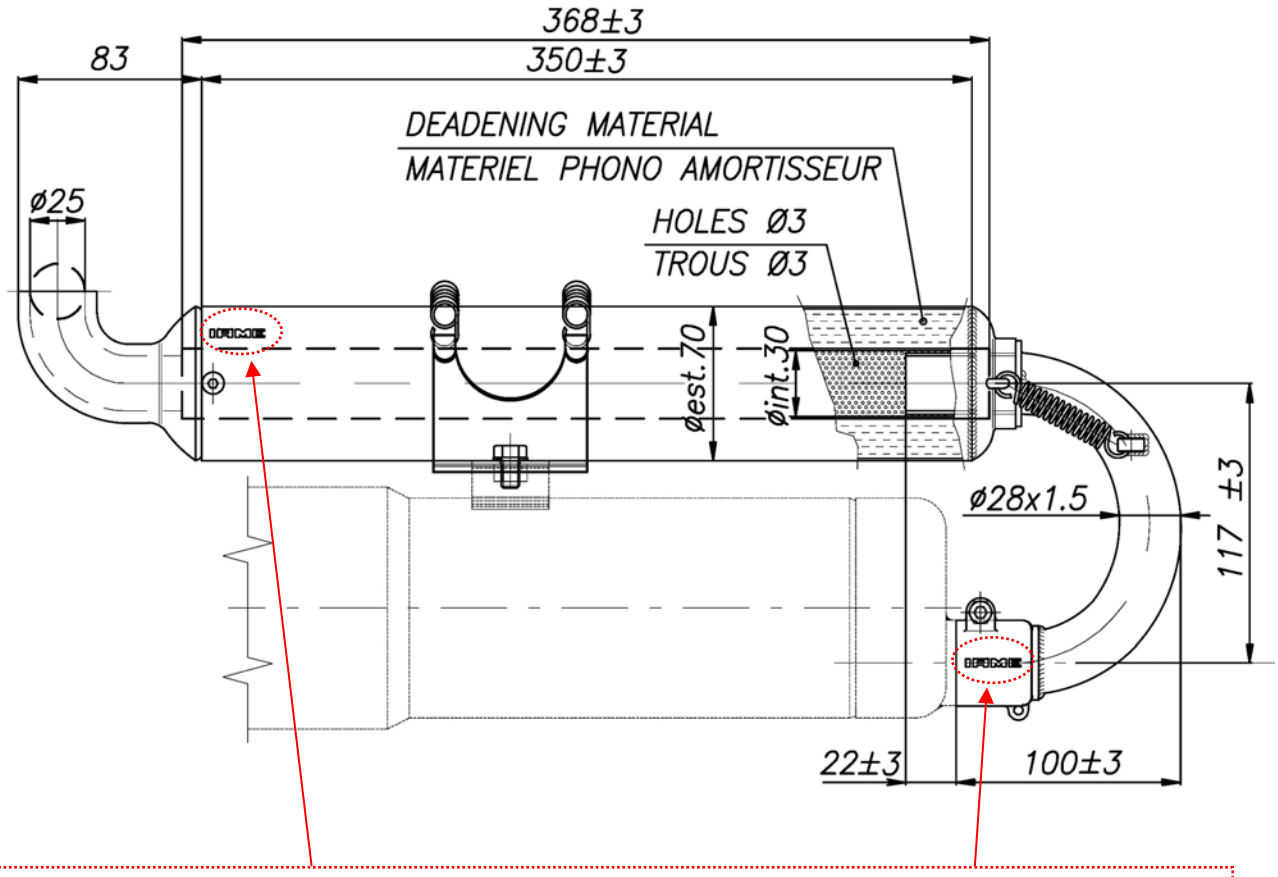
- F.F.S.A. -

STARTER SUPPORT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU SUPPORT DEMARREUR

EXHAUST IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION D'ECHAPPEMENT

Mandatory unless otherwise prescribed by the regulation
Obligatoire sauf disposition contraire du règlement

EXHAUST SILENCER **(Mandatory unless otherwise prescribed by the regulation)**
SILENCIEUX D'ÉCHAPPEMENT ***(Obligatoire sauf disposition contraire du règlement)***



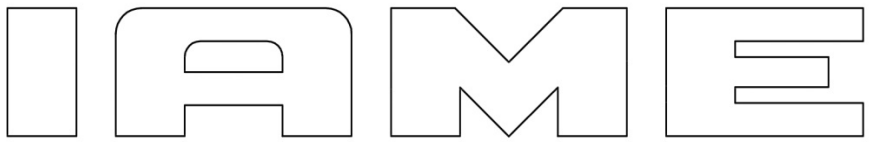
OR / *OU*

OR / *OU*

IAME MARKING / MARQUAGE IAME

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»

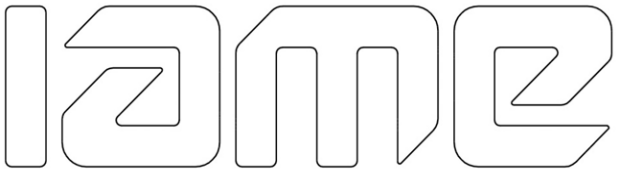


or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

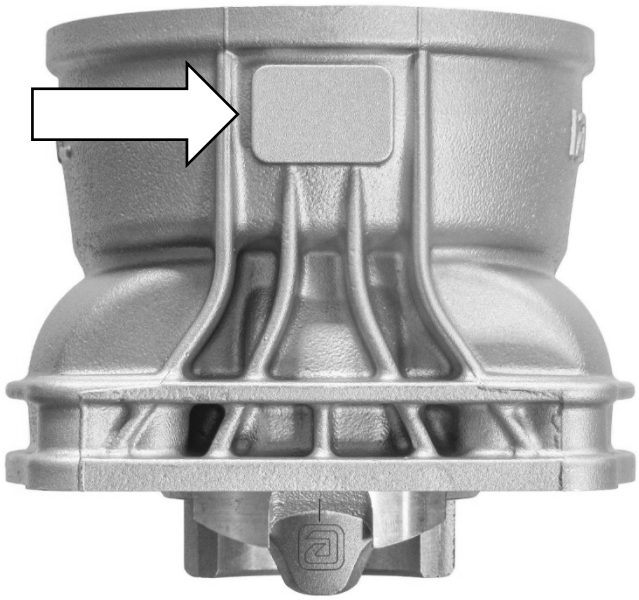
POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"

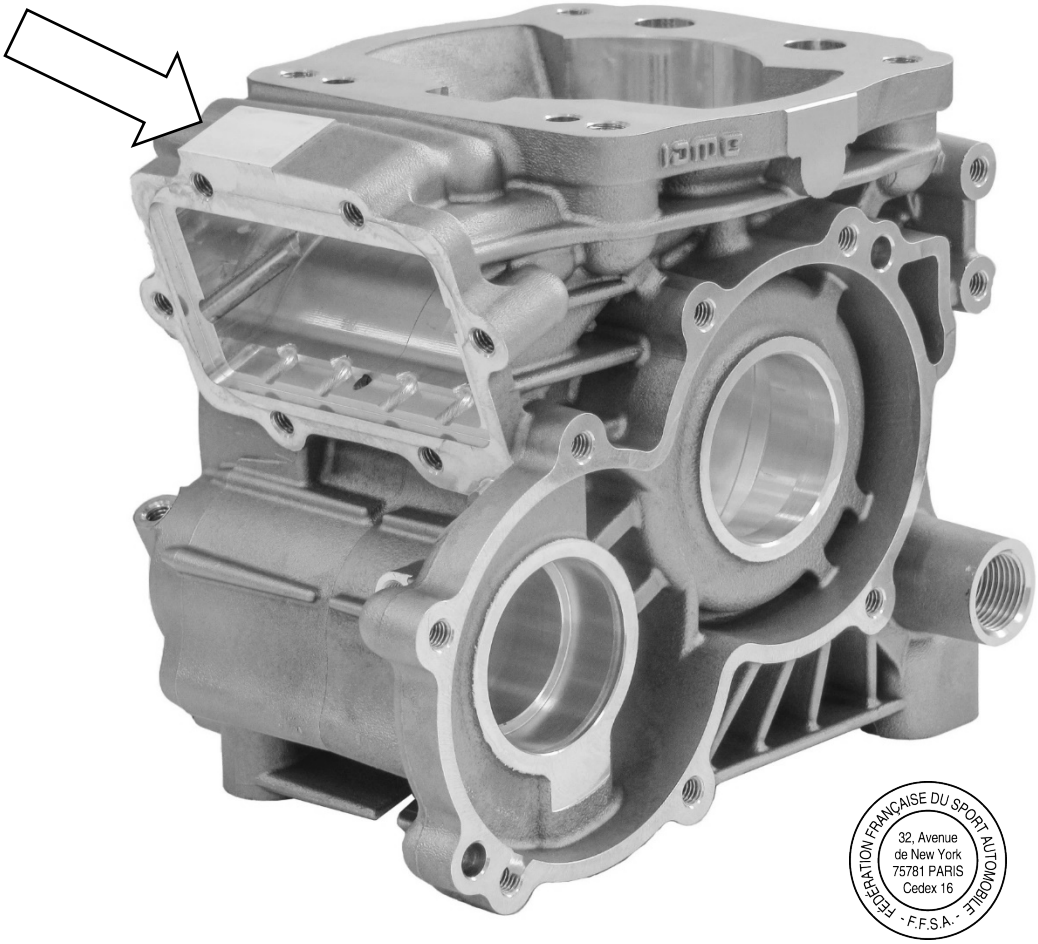


or

or

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





FÉDÉRATION FRANÇAISE DU SPORT AUTOMOBILE
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- F.F.S.A. -

CARBURETTOR / *CARBURATEUR*

TILLOTSON HW-50A

PHOTO OF ADJUSTING SIDE
PHOTO CÔTÉ RÉGLAGE

PHOTO OF INLET SIDE
PHOTO CÔTÉ D'ADMISSION

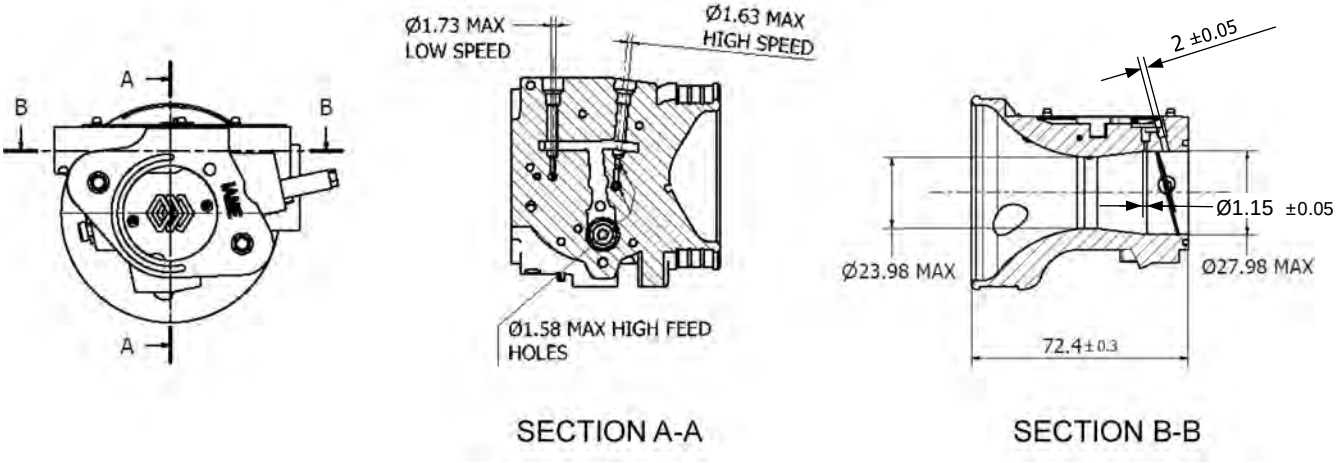
Manufacturer - *Constructeur*	**TILLOTSON LTD.**
Make - *Marque*	**TILLOTSON**
Model - Modèle	**HW-50A**

FEDERATION FRANCAISE DU SPORT AUTOMOBILE
32, Avenue de New York 75781 PARIS Cedex 16
- F.F.S.A. -

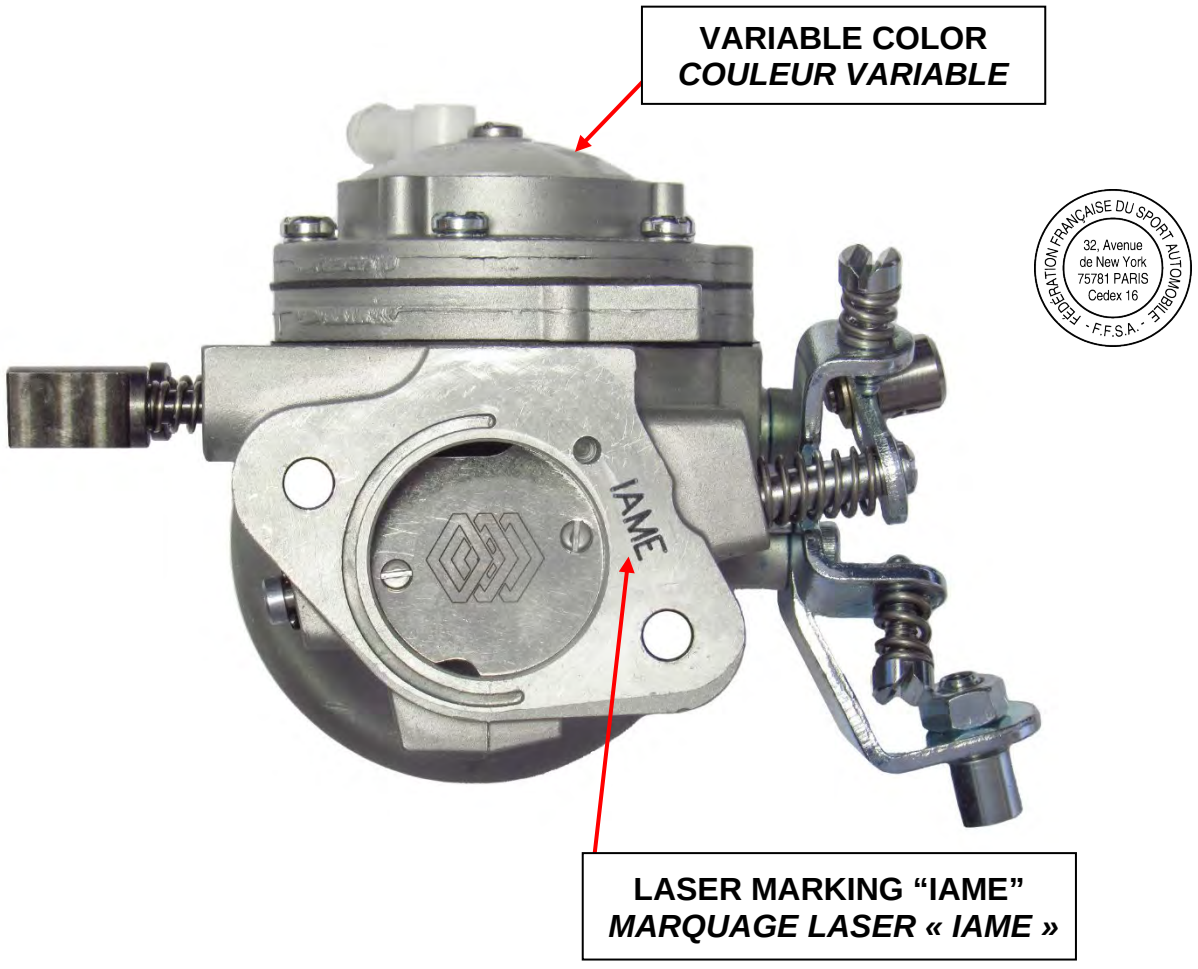
VOIDS AND REPLACES THE FORM n° 409/B OF 15/11/24
ANNULE ET REMPLACE LA FICHE n° 409/B DU 15/11/25

12/12/2025 n° 409/C

SECTION VIEW – *VUE DE SECTION AVEC DIMENSIONS*



MARKING « IAME » – *MARQUAGE « IAME »*

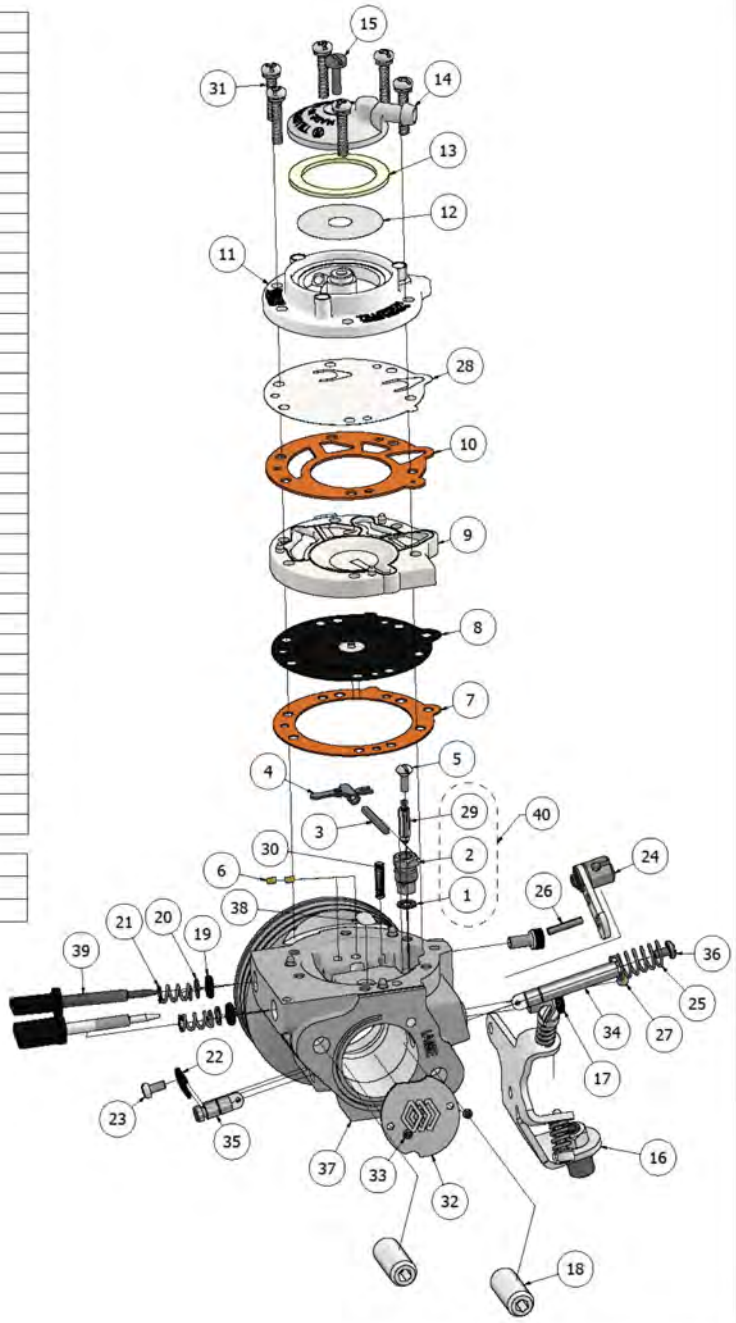


HW-50A EXPLODED VIEW

PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	16-B199	* COPPER GASKET, INLET SEAT
2	1	36-A42	* INLET SEAT
3	1	32-79	FULCRUM LEVER PIN
4	1	155-A27	* INLET VALVE CONTROL LEVER
5	1	15-B329	FULCRUM LEVER SCREW
6	2	80-160	BRASS PLUG
7	1	16-B406	*+ DIAPHRAGM GASKET (ORANGE)
8	1	237-600	*+ DIAPHRAGM ASSEMBLY
9	1	91-A275	DIAPHRAGM COVER
10	1	16-B407	*+ FUEL PUMP GASKET (ORANGE)
11	1	141-89	PUMP COVER
12	1	95-170	* FUEL STRAINER SCREEN
13	1	16-B205	*+ STRAINER GASKET
14	1	91-A251	WHITE STRAINER COVER
15	1	15-B313	COVER SCREW
16	1	136-562	CABLE BRACKET ASSEMBLY
17	2	15-C67	M4 X 0.7 SOCKET CAP SCREW
18	2	81-377	CARBURETTOR MOUNTING NUT
19	2	44-361	ADJUSTMENT SCREW O-RING
20	2	78-A256	ADJUSTMENT SCREW WASHER
21	2	24-B449	ADJUSTMENT SCREW SPRING
22	1	29-224	THROTTLE SHAFT CLIP
23	1	15-C19	4-40 UNC SCREW
24	1	12-1220	THROTTLE LEVER ASSEMBLY
25	1	24-B381	THROTTLE RETURN SPRING
26	1	62-A92	PIN
27	1	206-135	4MM BRASS BALL
28	1	237-223	*+ FUEL PUMP DIAPHRAGM
29	1	34-216	* INLET NEEDLE
30	1	24-C298	INLET TENSION SPRING 42g
31	6	15-C51	6 - 32 UNC SCREW
32	1	14-A140	THROTTLE SHUTTER
33	2	15-C105	M2 X .4 SCREW
34	1	13-B220B	SPLIT THROTTLE SHAFT LONG
35	1	13-B220A	SPLIT THROTTLE SHAFT SHORT
36	1	15-C52	LEVER SCREW
37	1	219-D333TL	HW MACHINED BODY
38	1	179-69	WELCH PLUG
39	2	43-1035	IDLE MIXTURE SCREW

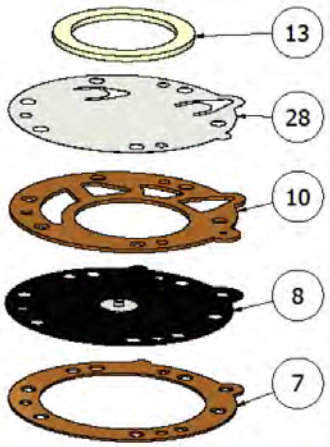
40	1	233-721P	INLET SEAT & NEEDLE ASSEMBLY PACK
	1	DG-10HW	DIAPHRAGM& GASKEY KIT
	1	RK-14HW	REPAIR KIT

NOTES:
* INDICATES CONTENTS OF REPAIR KIT
*+ INDICATES CONTENTS OF DIAPHRAGM & GASKET KIT

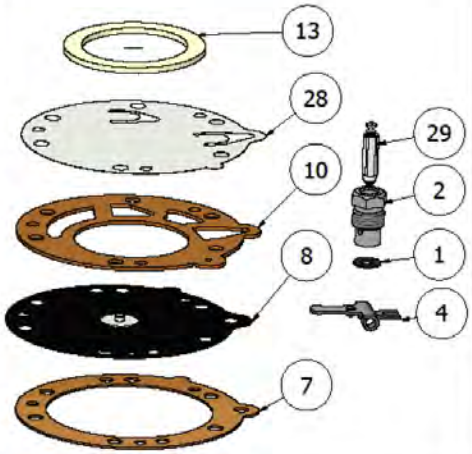


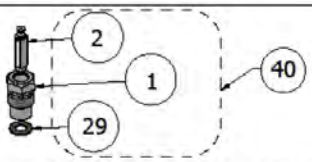
HW-50A REPAIR KIT EXPLODED VIEW

DIAPHRAGM & GASKET KIT [DG-10HW]			
ITEM	QTY	PART NUMBER	DESCRIPTION
7	1	16-B406	*+ DIAPHRAGM GASKET (ORANGE)
8	1	237-600	*+ DIAPHRAGM ASSEMBLY
10	1	16-B407	*+ FUEL PUMP GASKET (ORANGE)
13	1	16-B205	*+ STRAINER GASKET
28	1	237-223	*+ FUEL PUMP DIAPHRAGM



REPAIR KIT [RK-14HW]			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	16-B199	* COPPER GASKET, INLET SEAT
2	1	36-A42	* INLET SEAT
4	1	155-A27	* INLET VALVE CONTROL LEVER
7	1	16-B406	*+ DIAPHRAGM GASKET (ORANGE)
8	1	237-600	*+ DIAPHRAGM ASSEMBLY
10	1	16-B407	*+ FUEL PUMP GASKET (ORANGE)
13	1	16-B205	*+ STRAINER GASKET
28	1	237-223	*+ FUEL PUMP DIAPHRAGM
29	1	34-216	* INLET NEEDLE





40 -INLET SEAT AND NEEDLE ASSEMBLY PACK [233-721P]			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	36-A42	* INLET SEAT
2	1	34-216	* INLET NEEDLE
29	1	16-B199	* COPPER GASKET, INLET SEAT

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PARTS OF CARBURETTOR - *PIÈCES DU CARBURATEUR*

REF.7 - P. N°16-B406
DIAPHRAGM GASKET (ORANGE COLOR)
JOINT DE DIAPHRAGME (COULEUR ORANGE)

Thickness / *Épaisseur* = 0.5 ±0.1 mm

REF.10 - P. N° 16-B407
PUMP DIAPHRAGM GASKET (ORANGE COLOR)
JOINT DE POMPE À ESSENCE (COULEUR ORANGE)

Thickness / *Épaisseur* = 0.8 ±0.1 mm

REF.8 - P. N°237-600
DIAPHRAGM / *DIAPHRAGME*

Thickness / *Épaisseur* = 0.13 ±0.07 mm

REF.28 - P. N°237-223
PUMP DIAPHRAGM (TRASPARENT)
MEMBRANE DE POMPE À ESSENCE

Thickness / *Épaisseur* = 0.07 ±0.0127 mm

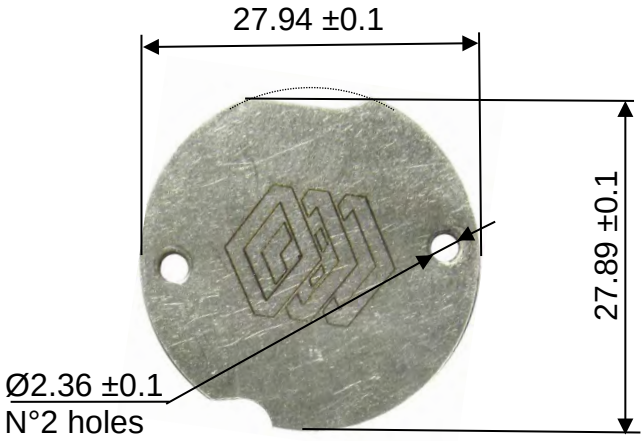
REF.9 - P. N° 91-A275
DIAPHRAGM COVER / *COUVERCLE DE DIAPHRAGME*

Thickness / *Épaisseur* = 6.75 ±0.15 mm

REF.11 - P. N° 141-89
PUMP COVER / *CORPS DE POMPE À ESSENCE*

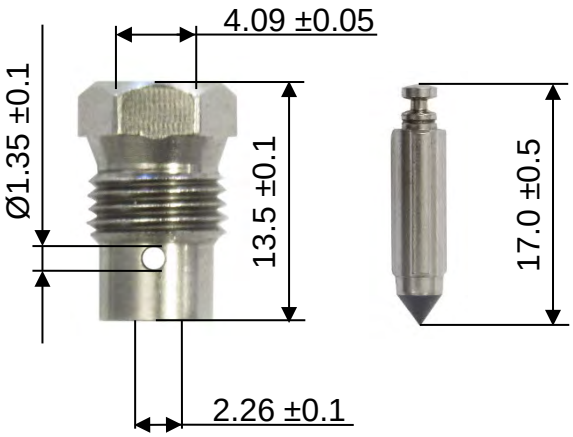
Thickness / *Épaisseur* = 12.5 ±0.15 mm

REF.32 - P. N° 14-A140
THROTTLE SHUTTER
PAPILLON



Thickness / Épaisseur = 0.81 ±0.1 mm

REF. 1,2 and 29 (KIT REF. 40) - P. N° 233-721P
SEAT + NEEDLE
SIEGE + POINTEAU

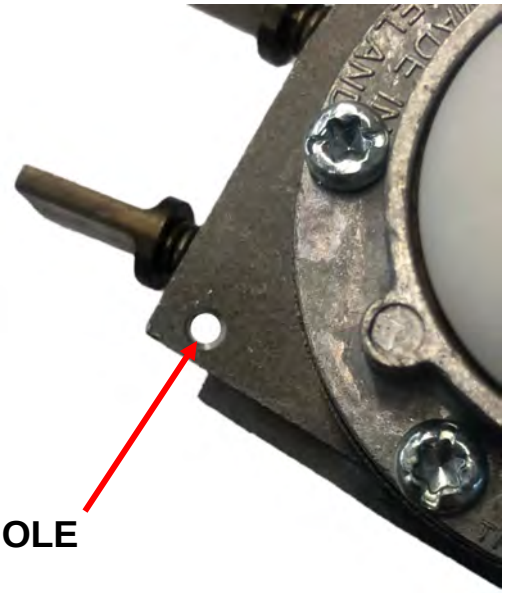


REF.39 - P. N° 43-1035
NEEDLE LOW SPEED
VIS DE RÉGLAGE BAS-REGIME

REF.39 - P. N° 43-1035
NEEDLE HIGH SPEED
VIS DE RÉGLAGE HAUT-REGIME

HOLE FOR CARBURETTOR SEALING
TROU POUR LE PLOMBAGE

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



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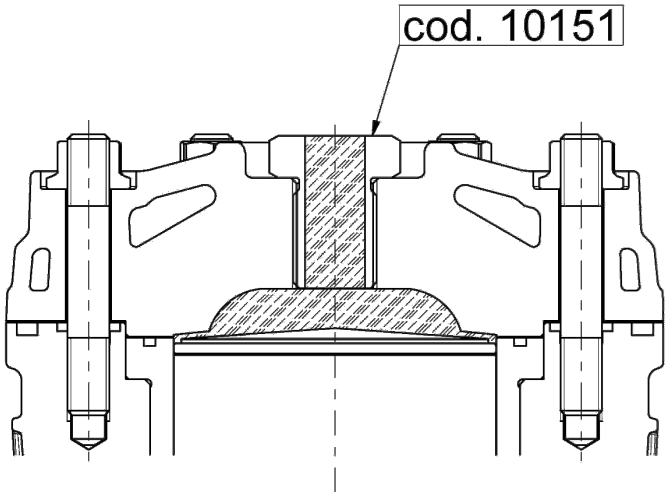
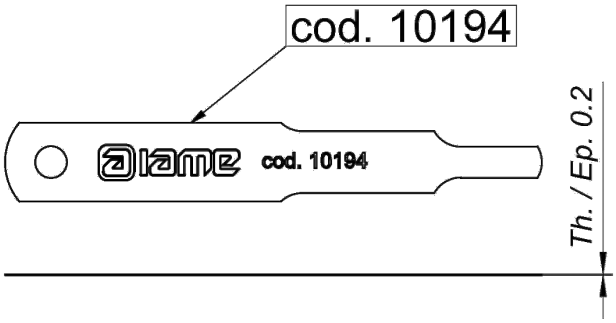
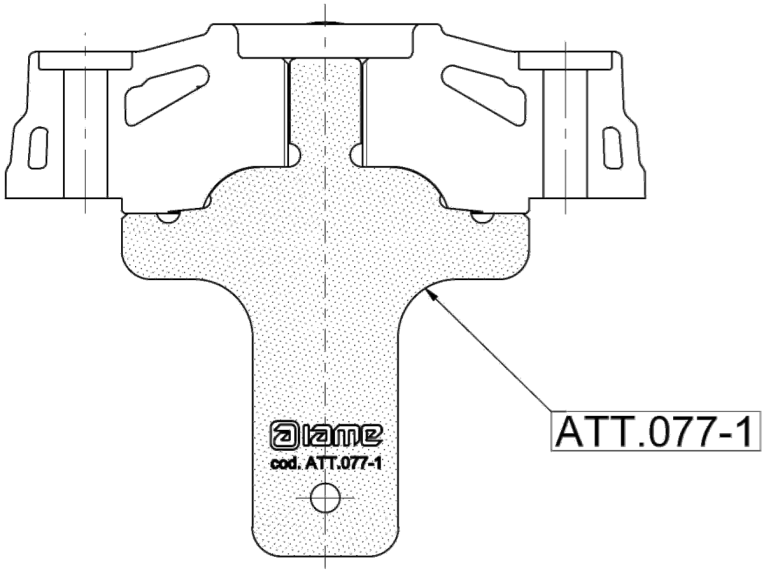
INSERT FOR COMBUSTION CHAMBER VOLUME
INSERT POUR LE VOLUME DE LA CHAMBRE DE COMBUSTION



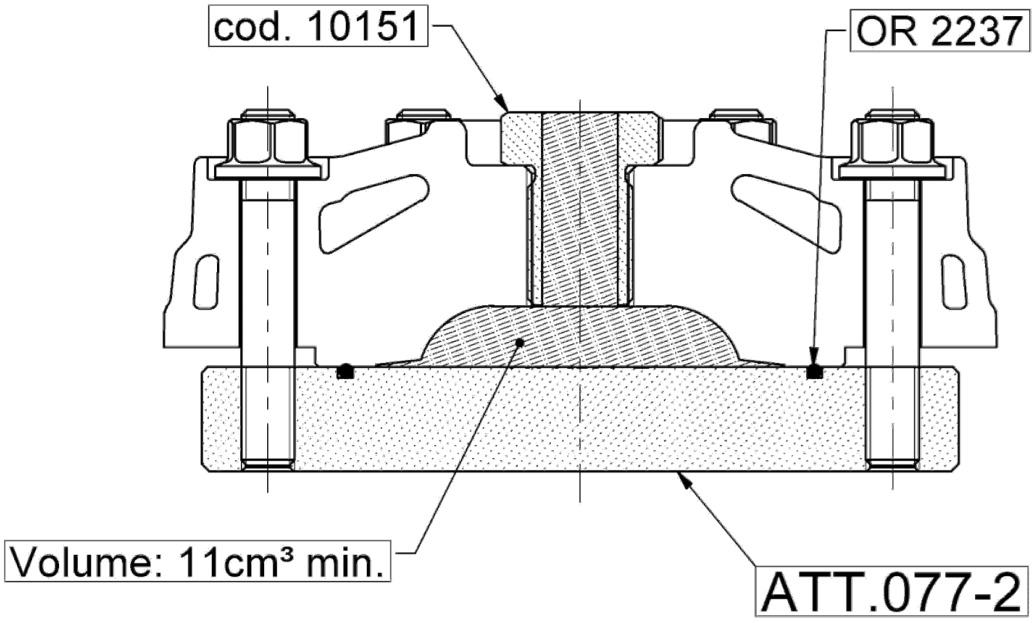
WEDGE FOR PORT TIMING
CALE POUR LECTURE DES ANGLES DE DISTRIBUTION



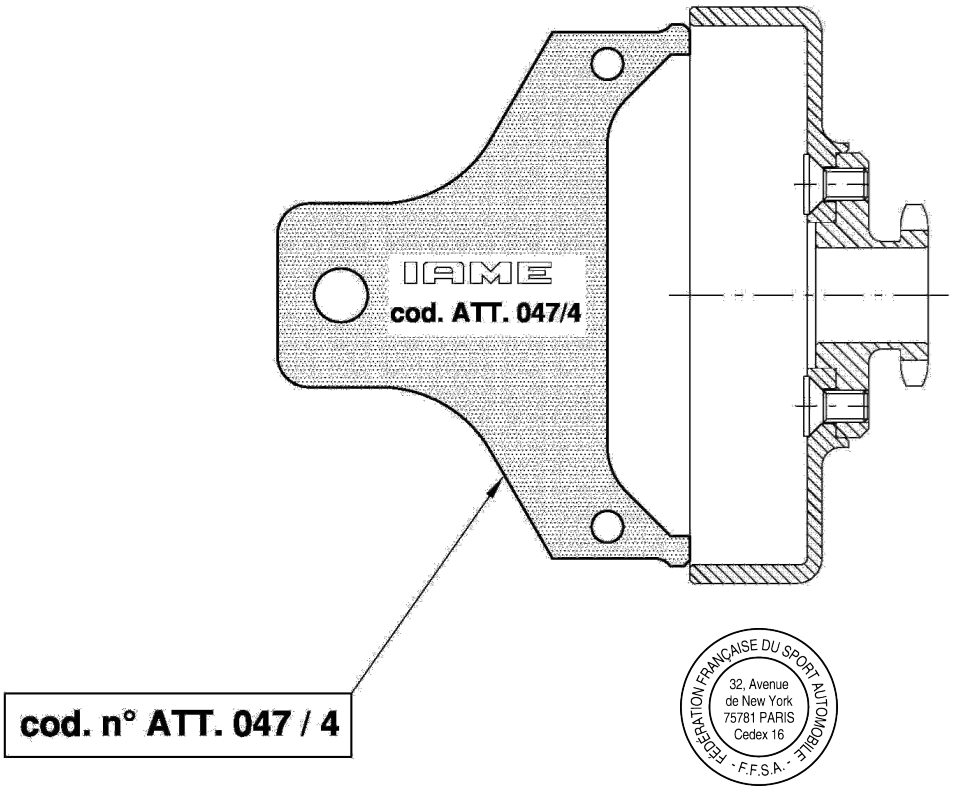
TEMPLATE FOR COMBUSTION CHAMBER SHAPE
GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION



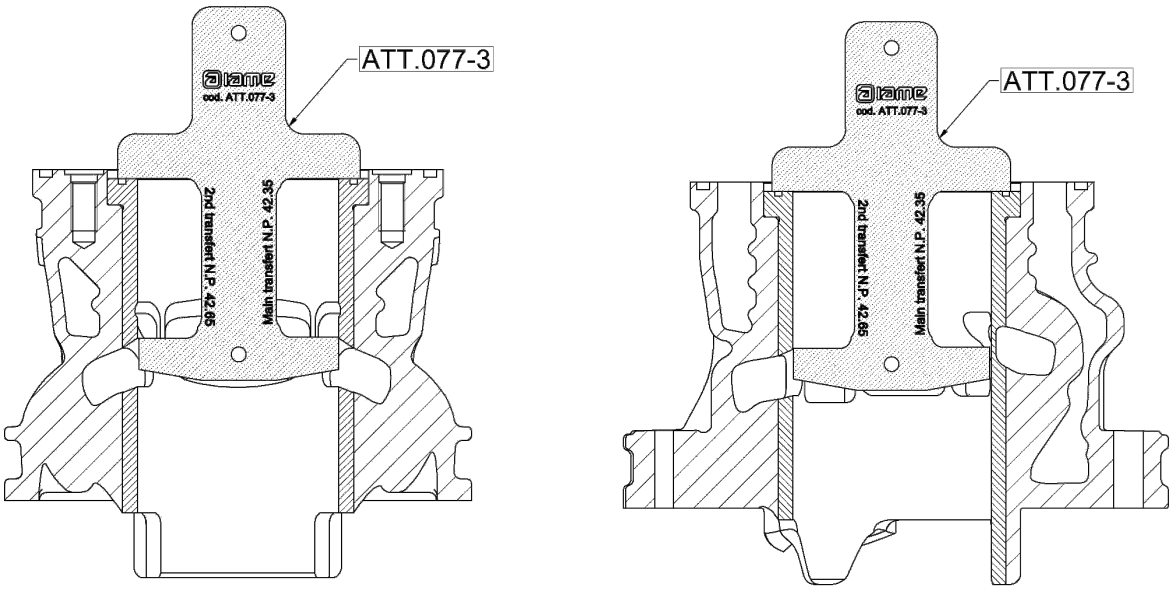
TOOL FOR THE VOLUME IN THE CYLINDER HEAD
OUTIL POUR LE VOLUME DANS LA CULASSE



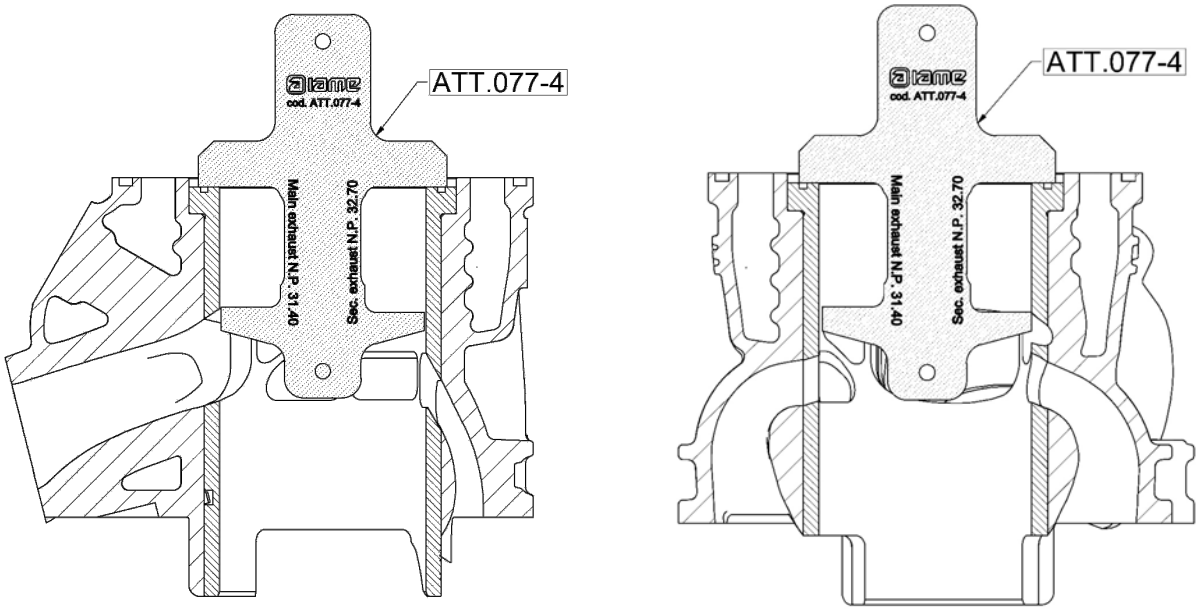
NO-GO GAUGE FOR CLUTCH DRUM
GABARIT POUR LA CLOCHE D'EMBRAYAGE



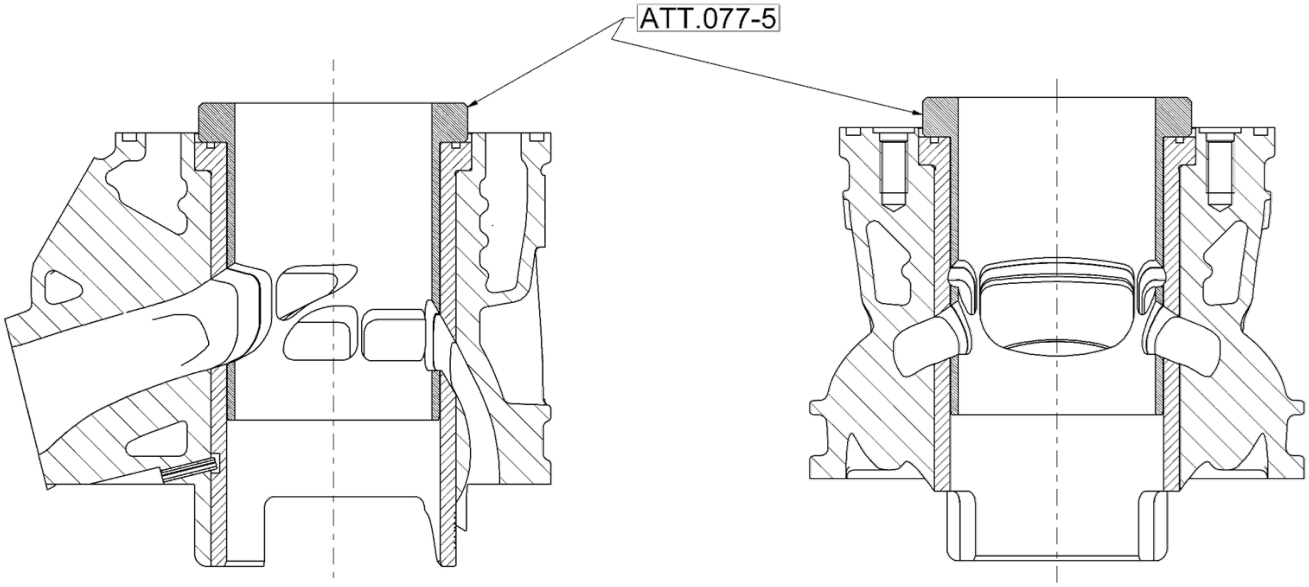
NO GO GAUGE FOR THE HEIGHT OF MAIN AND SECONDARY TRANSFERS
GABARIT POUR LA HAUTEUR DES TRANSFERTS PRINCIPAUX ET SECONDAIRES



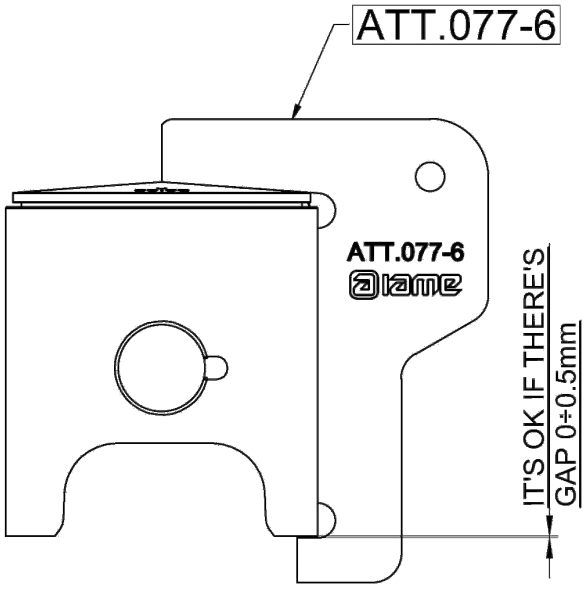
NO GO GAUGE FOR EXHAUST MAIN DUCT AND BOOSTERS
GABARIT POUR LA HAUTEUR DE LA LUMIERE D'ECHAPPEMENT ET DES BOOSTERS



DUMMY LINER FOR PORTS CHECKING
FAUSSE-CHEMISE POUR LA VÉRIFICATION DES LUMIÈRES



TEMPLATE FOR PISTON DOME AND HEIGHT
GABARIT POUR LE DOME ET LA HAUTEUR DU PISTON



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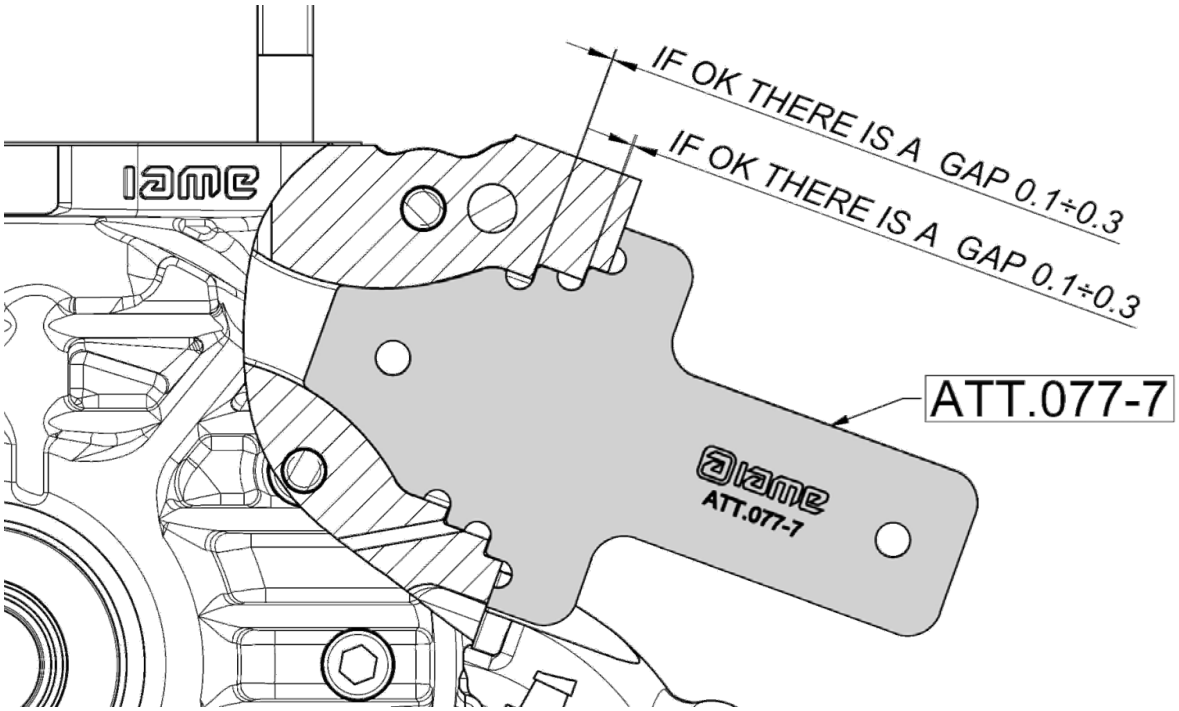
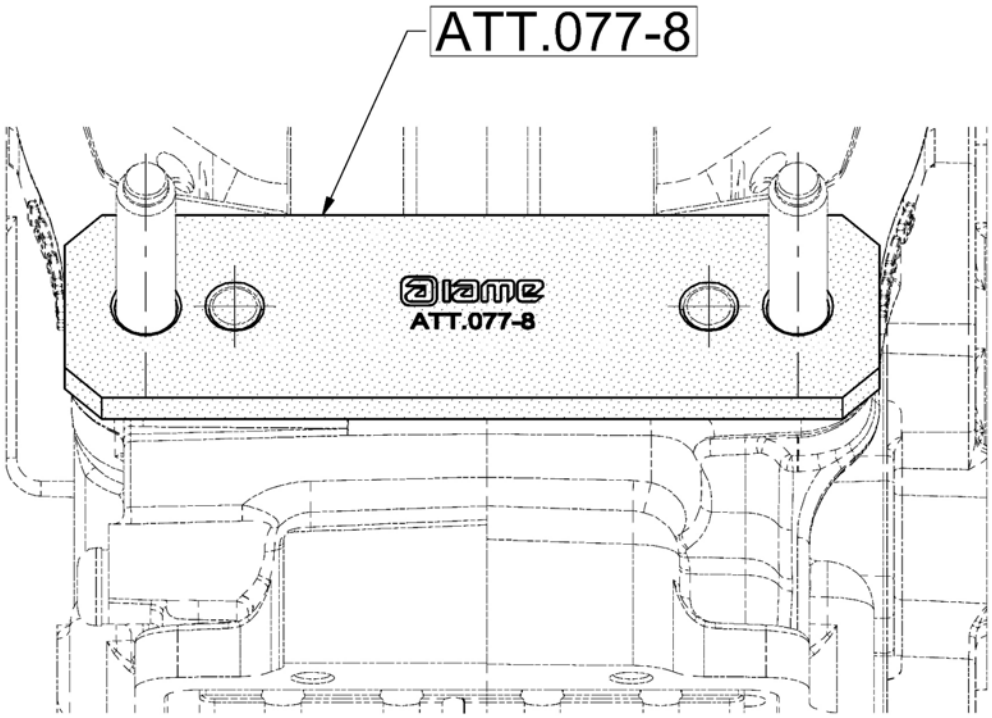
TEMPLATE FOR REED VALVE SEAT AND PLANE
GABARIT POUR LE PLAN ET LOGEMENT DE LA BÔITE À CLAPETS



TEMPLATE FOR THE CILYNDER PINS INTERAXLE
GABARIT POUR L'ENTRAXE DES PIONS DE CENTRAGE DU CYLINDRE

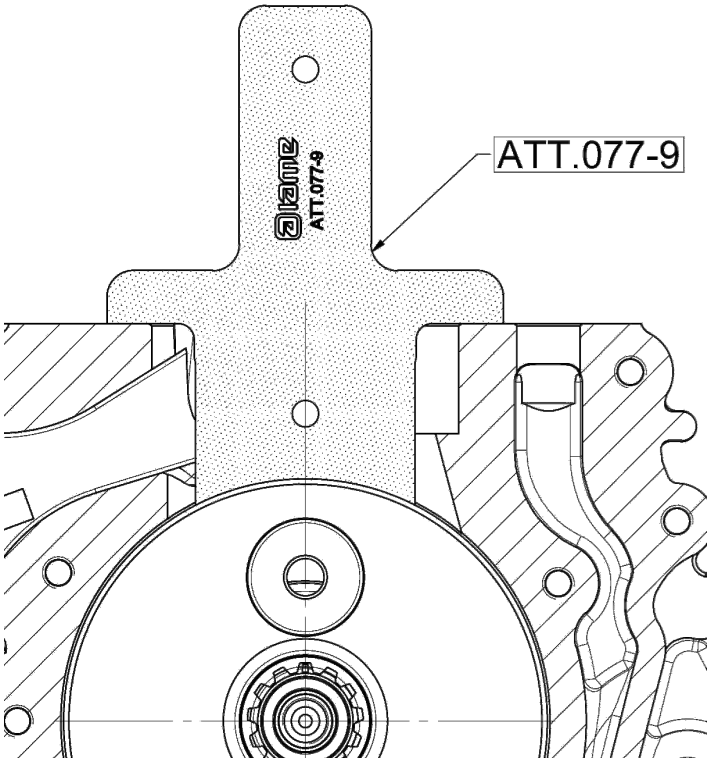


GAUGE FOR THE CYLINDER PLANE ON THE CRANKCASE

It must touch the plane before touching the crankshaft

GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER

il doit toucher le plan avant te toucher le vilebrequin

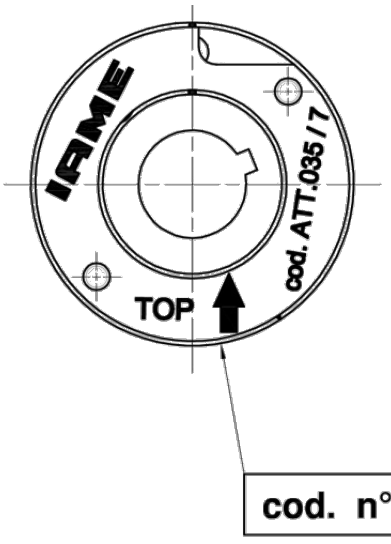


TEMPLATE FOR THE MARKING POSITION ON SELETTRA DIGITAL "S" ROTOR

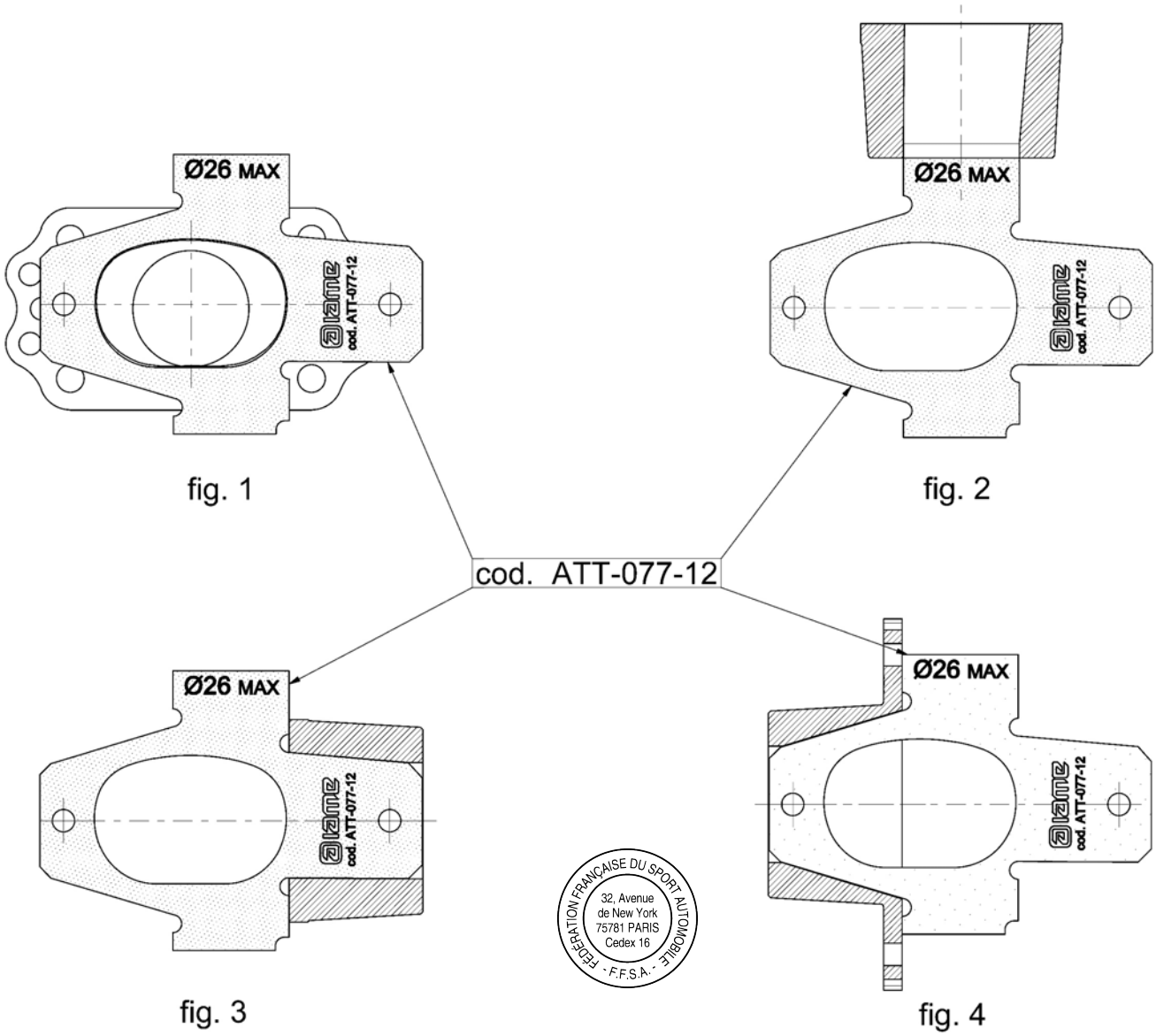
OK when the marking is hidden by the template

GABARIT POUR LE MARQUAGE DE PHASE SUR LE ROTOR SELETTRA DIGITAL "S"

OK si le marquage est couvert par le gabarit



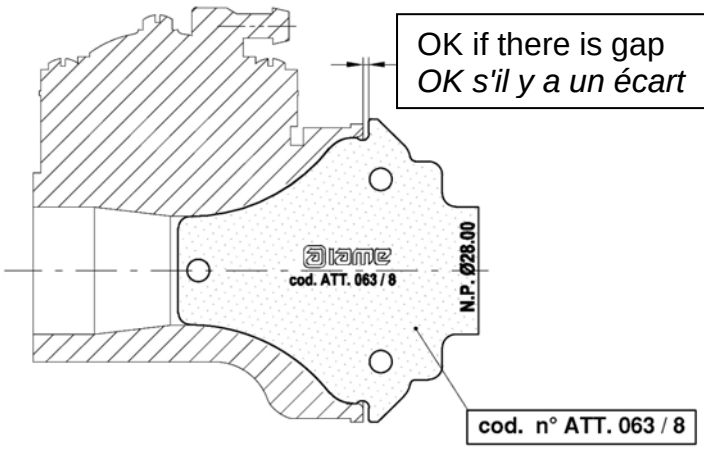
EXHAUST MANIFOLD CHECKING TOOL - *CONTRÔLE DU RACCORD D'ECHAPPEMENT*



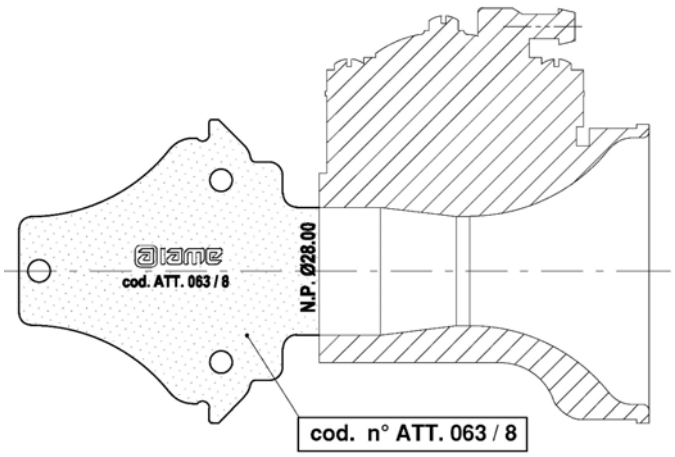
THE NO-GO GAUGE MUST NOT ENTER INTO THE EXHAUST RESTRICTOR, (FIG.2);
VERIFIEZ QUE LE CALIBRE N'ENTRE PAS DANS LE TROU DU RESTRICTEUR D'ECHAPPEMENT.

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

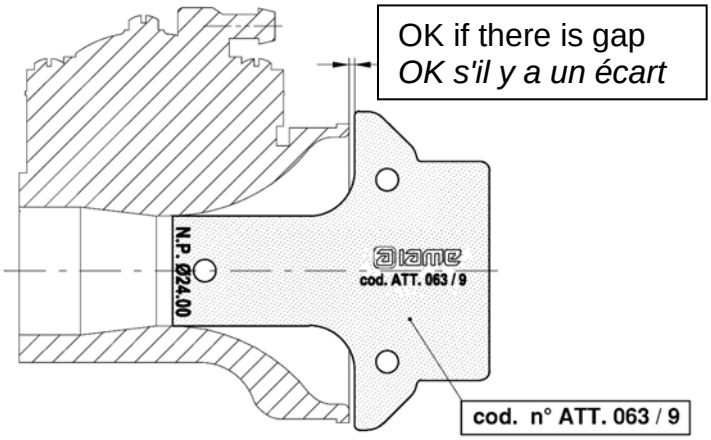
TEMPLATES FOR TILLOTSON HW-50A
GABARITS POUR LE CARBURATEUR TILLOTSON HW-50A



THE CARBURETTOR DUCT MUST HAVE THE SAME SHAPE AS THE TEMPLATE
LE VENTURI DU CARBURATEUR DOIT COMPLETEMENT EPOUSER LA FORME DU GABARIT

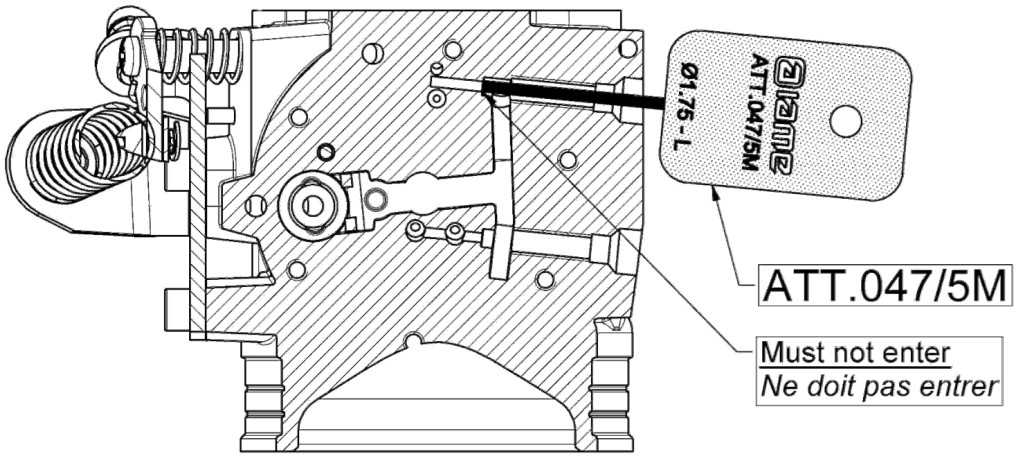


THE GAUGE MUST NOT ENTER THE THROTTLE BORE
LE GABARIT NE DOIT PAS ENTRER DANS L'ALESAGE DU PAPILLON

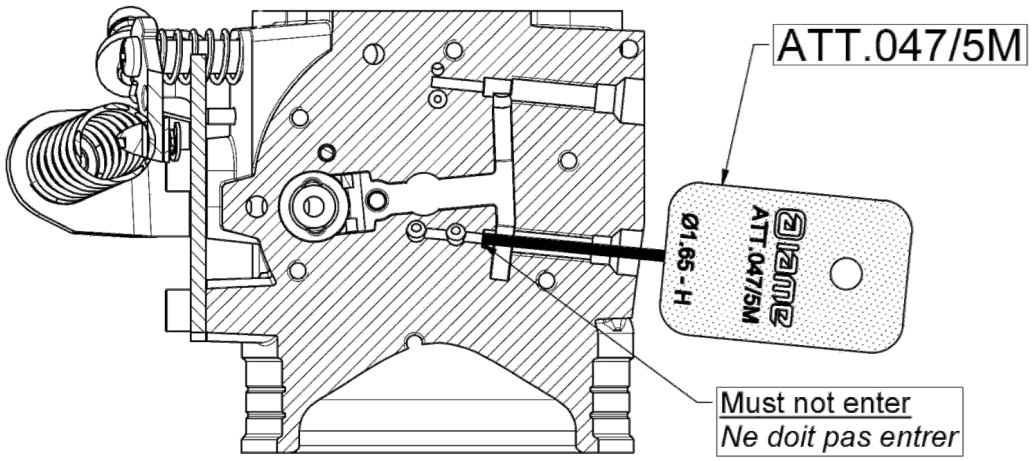


THE GAUGE MUST NOT ENTER INTO THE VENTURI
LE GABARIT NE DOIT PAS ENTRER DANS LE VENTURI

HOLES JET SCREWS “NO-GO” CHECKING TOOL
OUTIL POUR LE CONTRÔLE DES TROUS DE VIS



CHECK THAT THE SPIKES DO NOT ENTER INTO THE HOLES.
VERIFIEZ QUE LES POINTES N’ENTRE PAS DANS LES TROUS



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ATOMIZER HOLES CHECKING TOOL
OUTIL POUR LE CONTRÔLE DES TROUS DU PULVERISATEUR