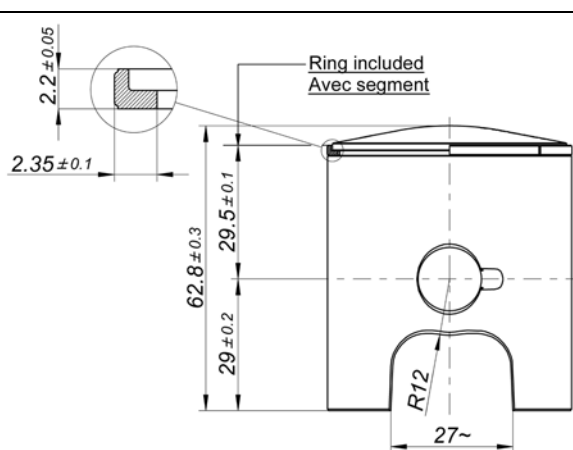
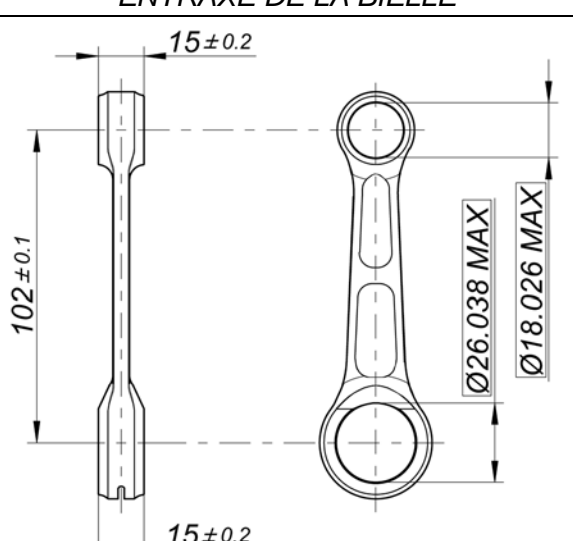
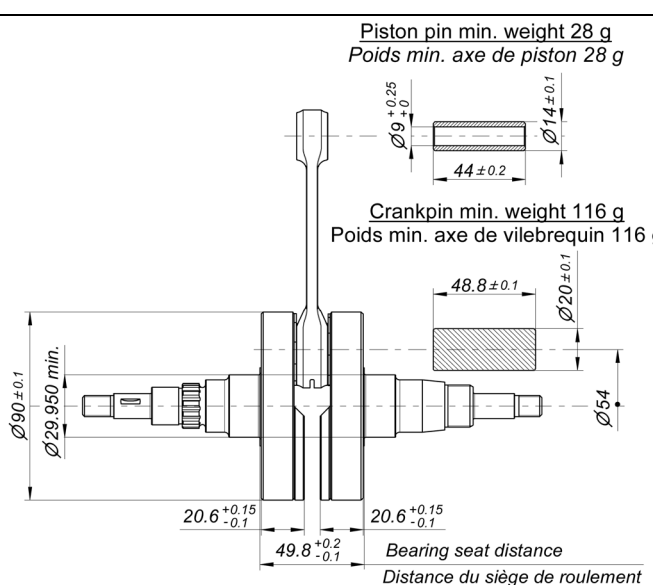
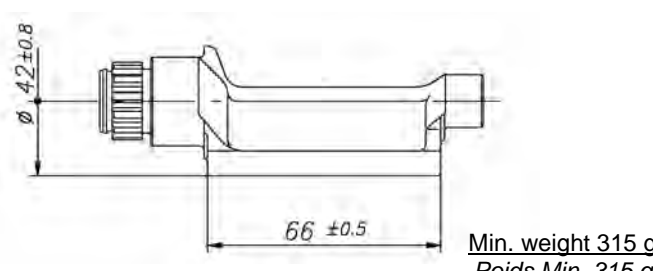
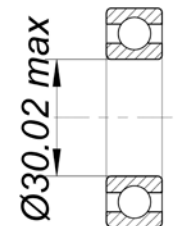


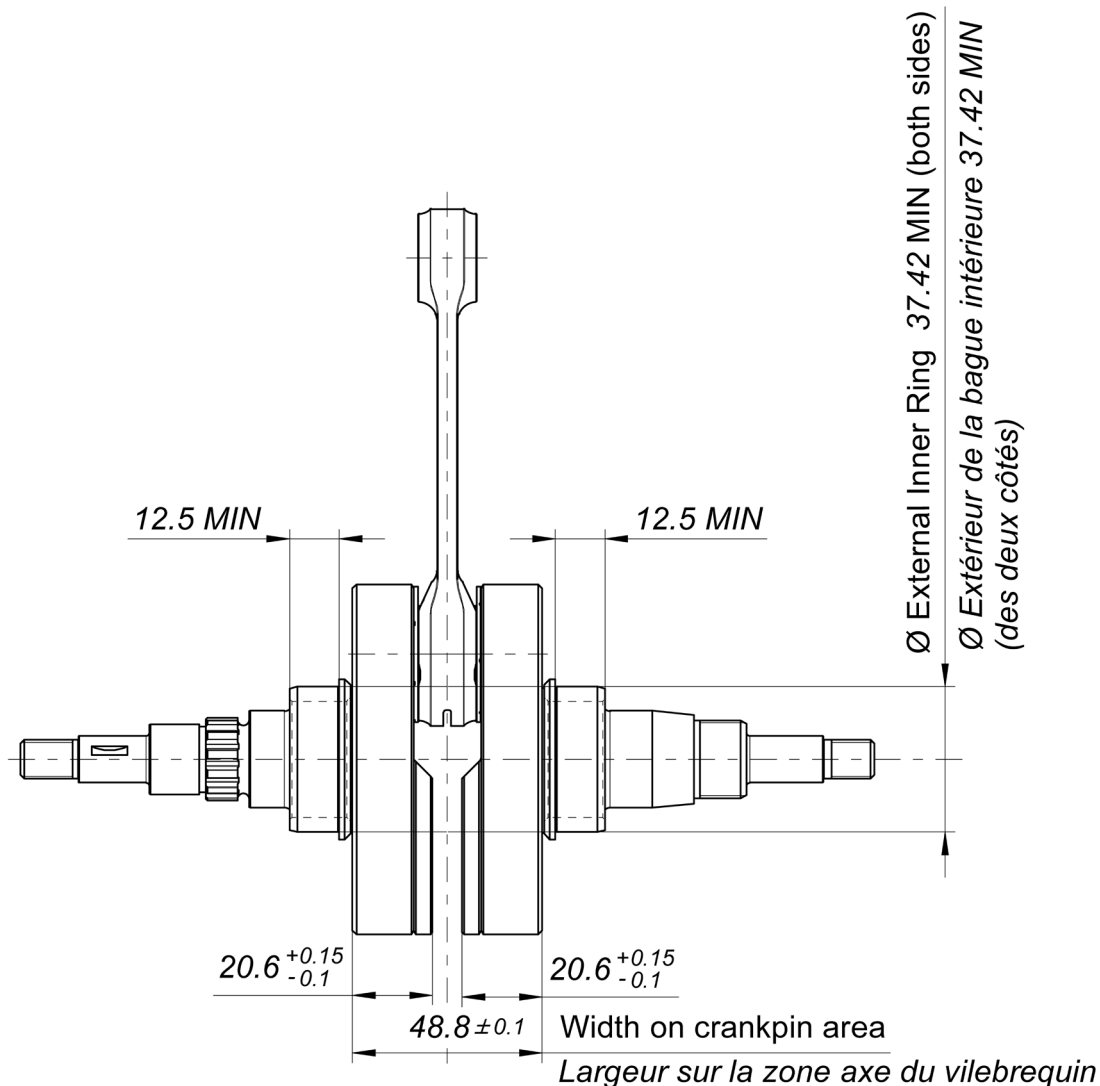


# X30 125cc RL-C TAG

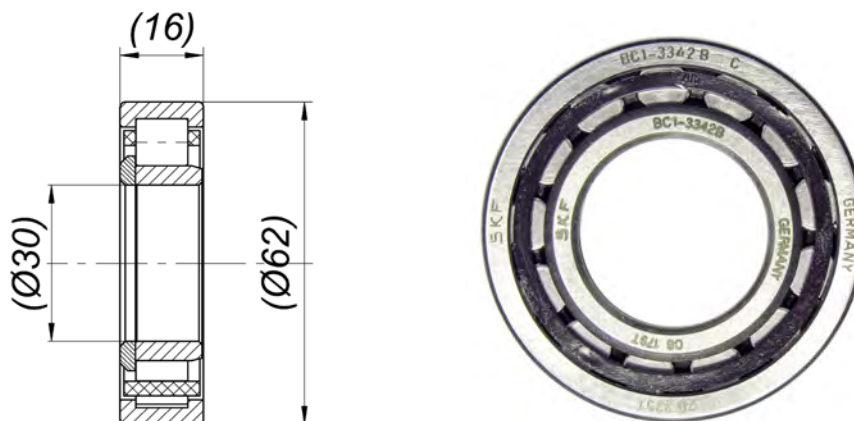
		FEATURES - CARACTERISTIQUES	
		Cylinder volume <i>Volume du cylindre</i>	123.67 cm <sup>3</sup>
		Bore <i>Alésage</i>	54 mm
		Max. bore <i>Alésage max.</i>	54.28 mm
		Stroke <i>Course</i>	54 mm
		Cooling system <i>Système de refroidissement</i>	Water <i>À Eau</i>
		Inlet system <i>Système d' admission</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>	 <p>Piston min. weight (ring incl.) 128 g Poids min. piston (avec segment) 128g</p>
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 ENTRAXE DE LA BIELLE
Cylinder material <i>Matériau du cylindre</i>	Aluminium	 <p>Min. weight 110 g Poids min. 110 g</p>
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 ARBRE D'EQUILIBRAGE
 <p>Piston pin min. weight 28 g Poids min. axe de piston 28 g</p> <p>Crankpin min. weight 116 g Poids min. axe de vilebrequin 116 g</p> <p>Bearing seat distance Distance du siège de roulement</p> <p>Complete crankshaft min. weight 2150 g Poids min. du vilebrequin complet 2150 g</p>		 <p>Min. weight 315 g Poids Min. 315 g</p>
		CRANKSHAFT BALL BEARINGS ROULEMENTS À BILLES DU VILEBREQUIN
		 <p>Ø30.02 max</p>

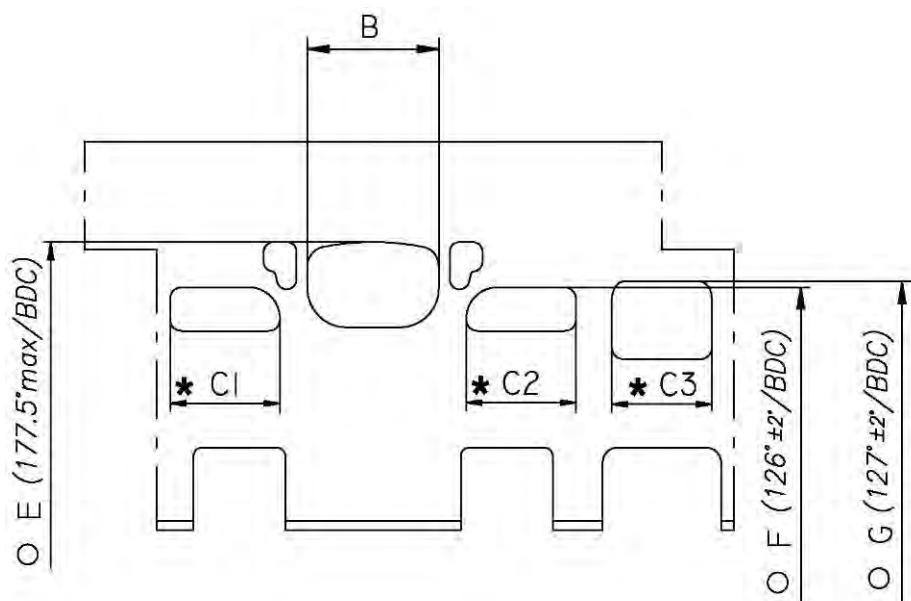
**DIMENSIONS OF ALTERNATIVE CRANKSHAFT WITH ROLLER MAIN BEARINGS**  
**DIMENSIONS DU VILEBREQUIN ALTERNATIF AVEC ROULEMENTS A ROULEAUX**



**ROLLER MAIN BEARING**  
**ROULEMENTS À ROULEAUX DU VILEBREQUIN**



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

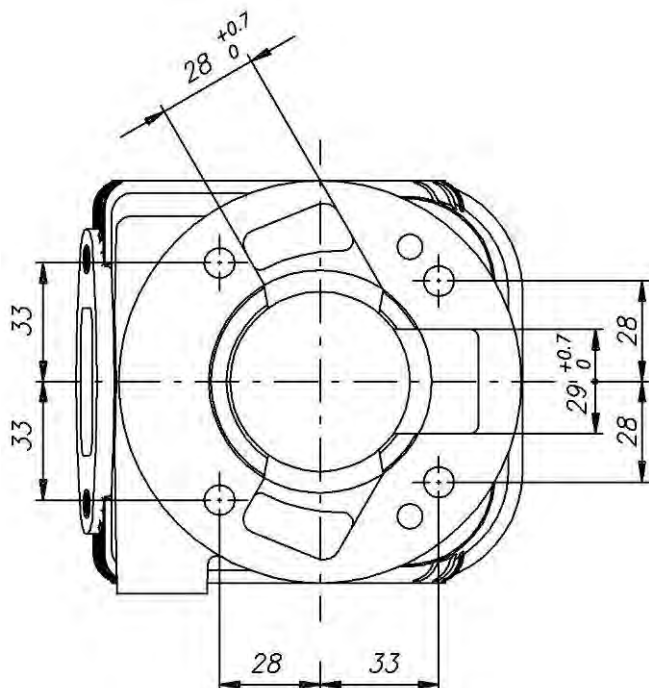


B	≤ 36.5 mm
C1 = C2	≤ 30 mm
C3	≤ 28.5 mm
E	177.5° max
F	126° ± 2°
G	127° ± 2°

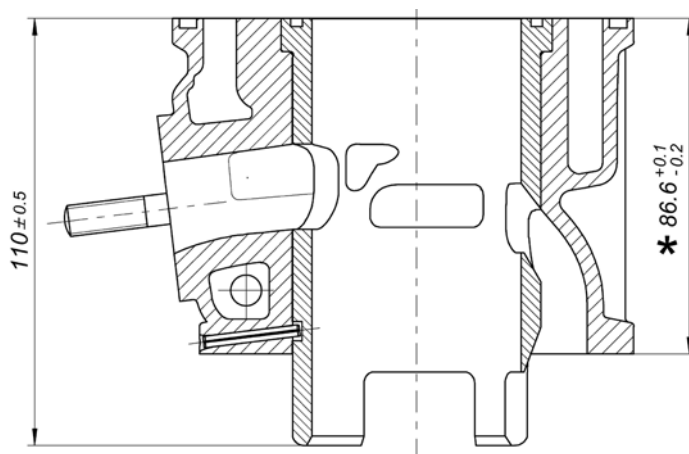
\* CHORDAL READING  
LECTURE CORDALE

○ 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

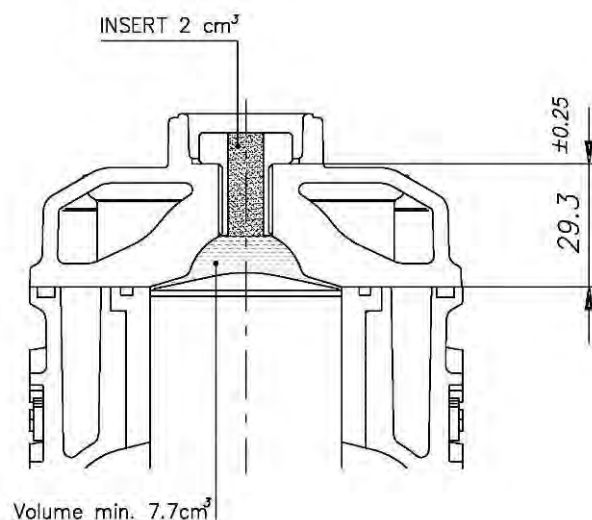


CYLINDER CROSS SECTION VIEW  
 VUE EN SECTION DU CYLINDRE



\* 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

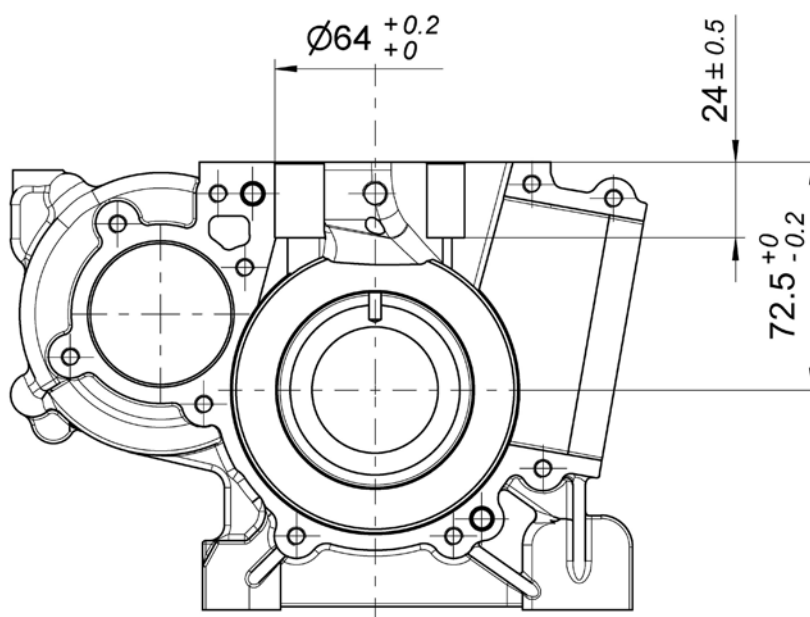
COMBUSTION CHAMBER VIEW  
 VUE DE LA CHAMBRE DE COMBUSTION



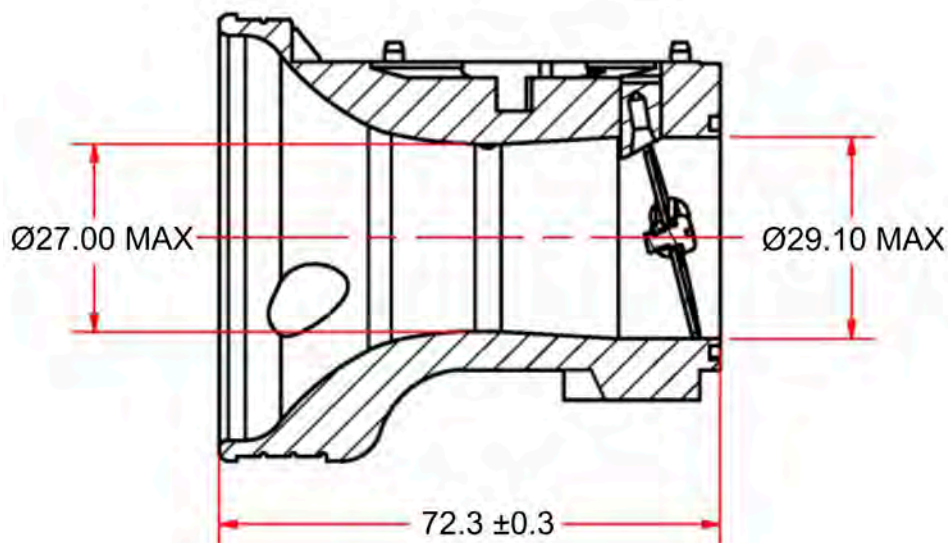
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm<sup>3</sup> min.  
 VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm<sup>3</sup> min.

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

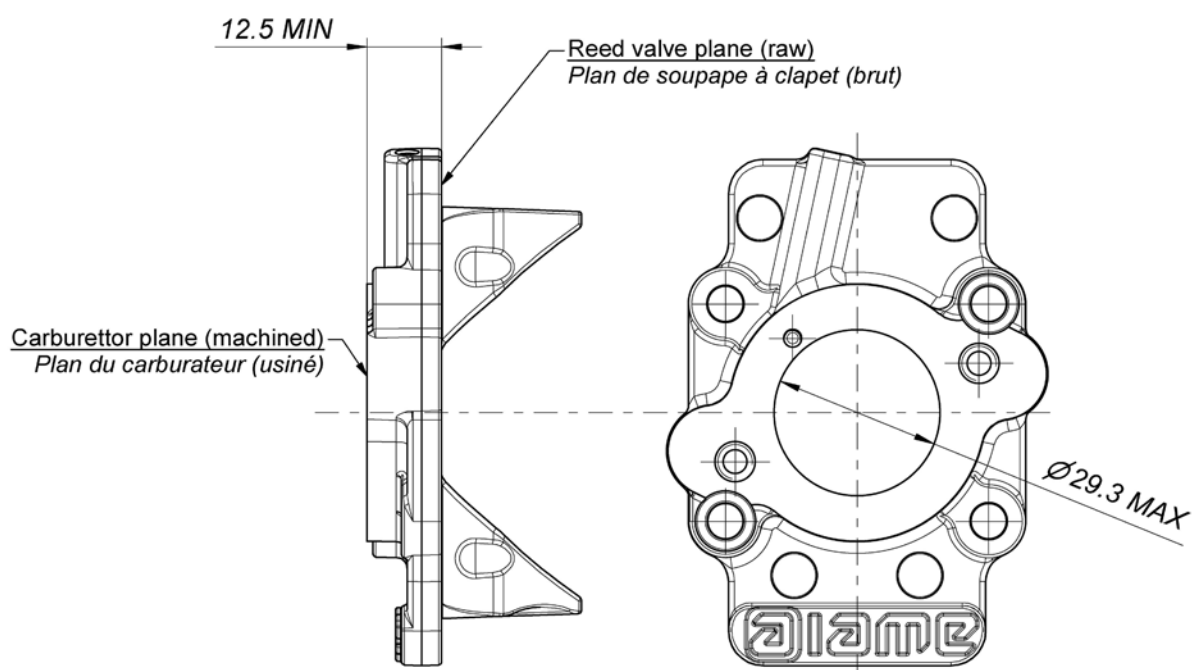
CRANKCASE INSIDE VIEW  
 VUE A' L' INTERIEUR DU CARTER



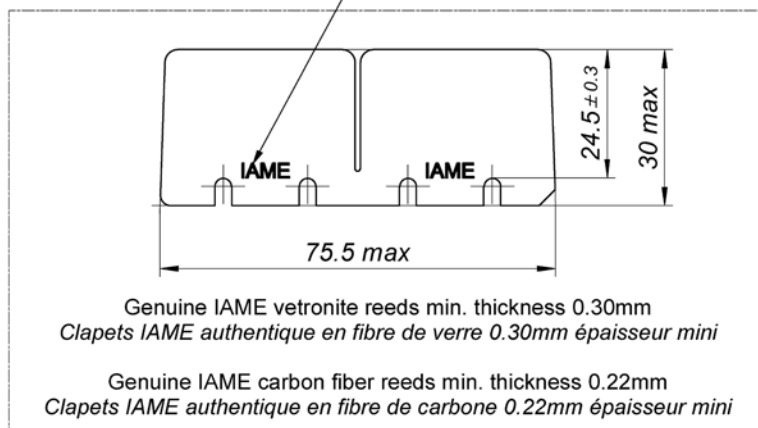
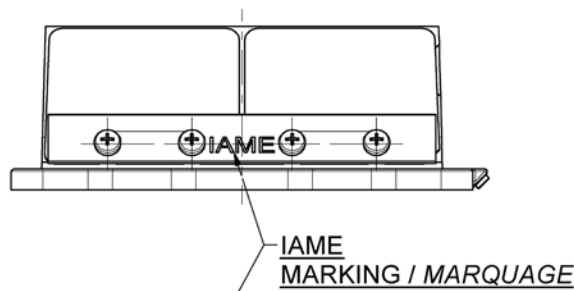
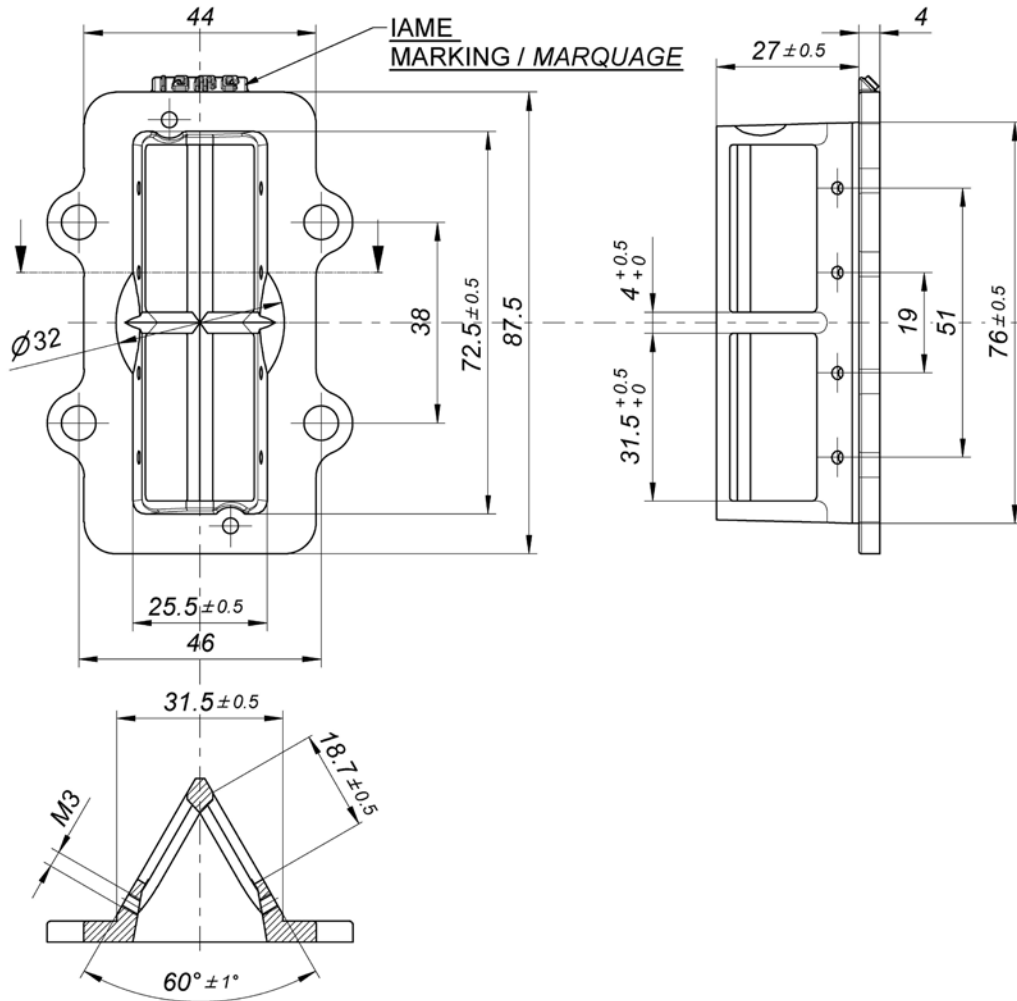
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS  
 DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



INLET CONVEYOR DIMENSIONS  
 CONVOYEUR D'ADMISSION



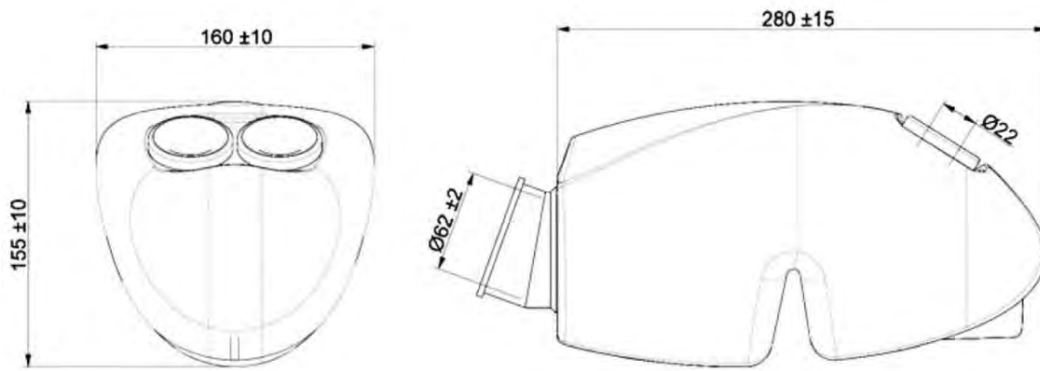
## REED VALVE - DIMENSIONS AND MARKING BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE



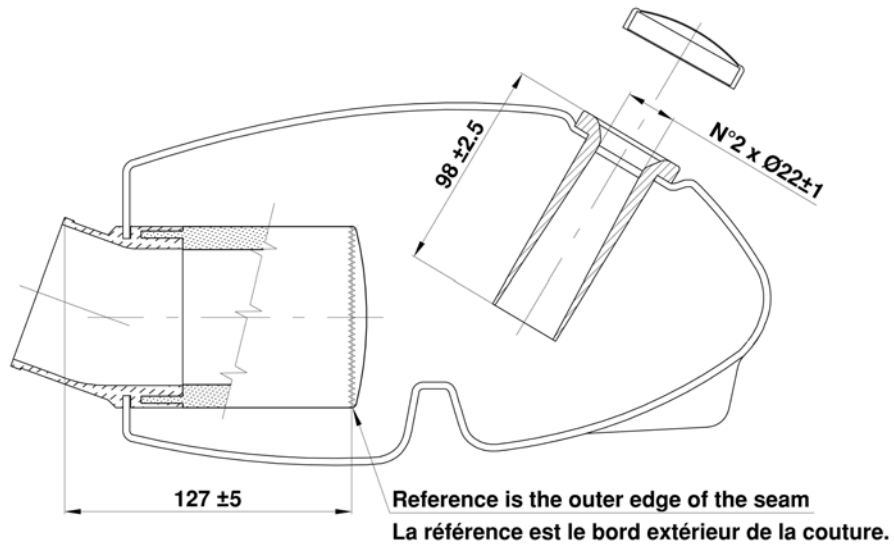
Genuine IAME vetronite reeds min. thickness 0.30mm  
 Clapets IAME authentique en fibre de verre 0.30mm épaisseur mini

Genuine IAME carbon fiber reeds min. thickness 0.22mm  
 Clapets IAME authentique en fibre de carbone 0.22mm épaisseur mini

**INLET SILENCER – DRAWING**  
**DESSIN DU SILENCIEUX D'ADMISSION**



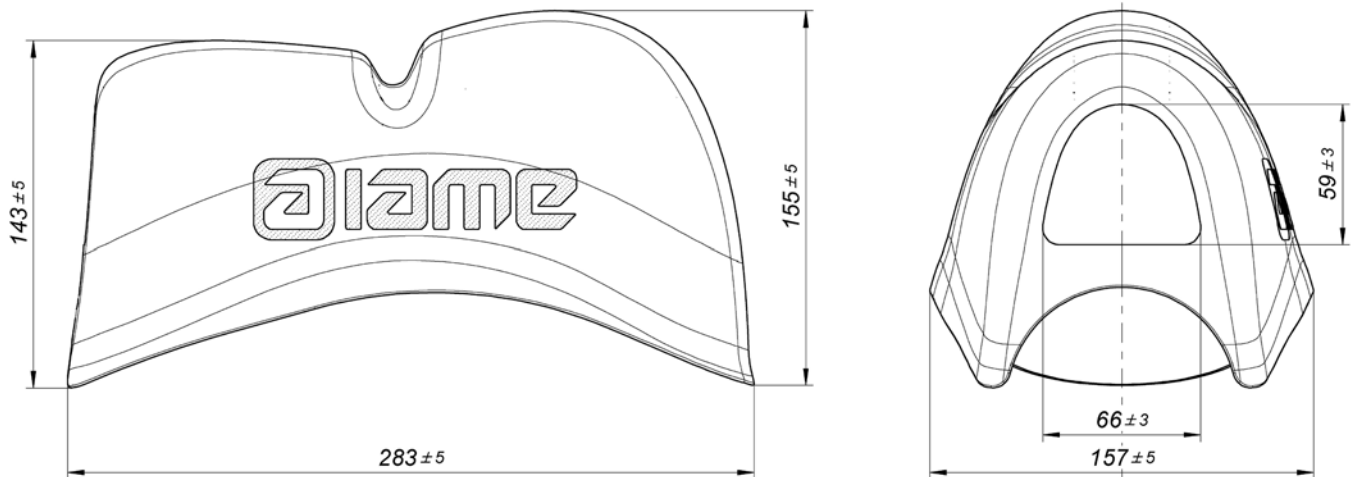
**WITH SPONGE AIR FILTER**  
**AVEC MANCHON COMPLET ET FILTRE À AIR**



**INLET SILENCER - PHOTO**  
**PHOTO - SILENCIEUX D'ADMISSION**



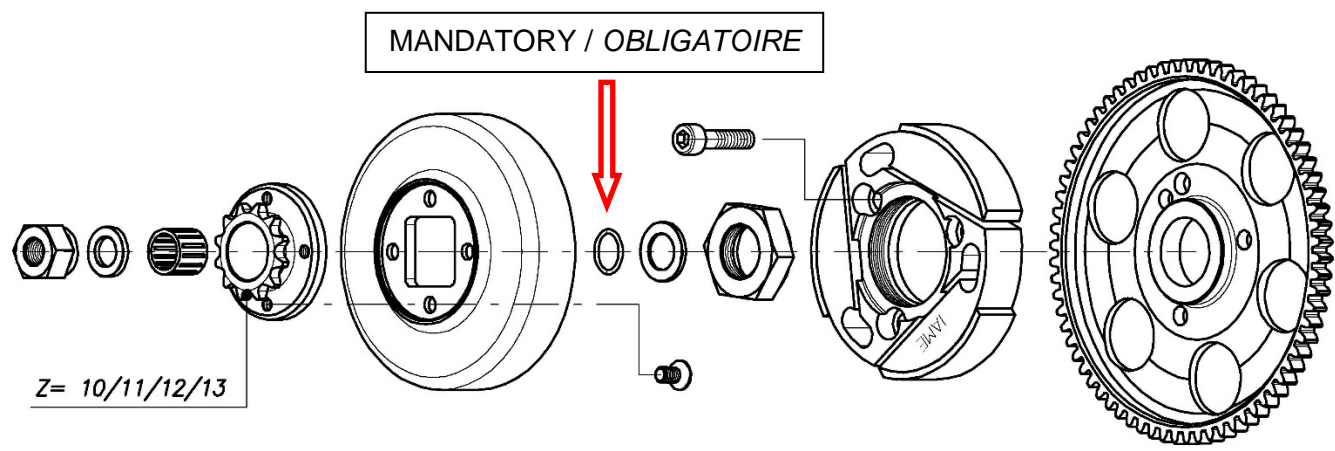
RAIN COVER INLET SILENCER – DRAWING  
DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



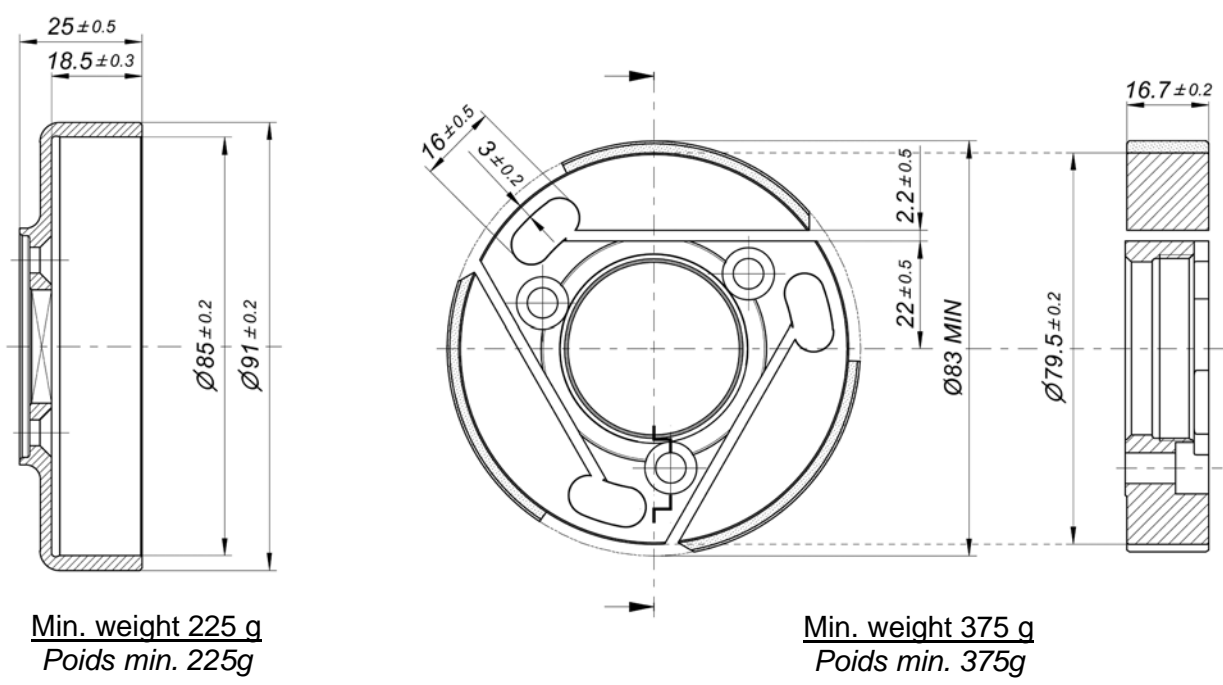
RAIN COVER INLET SILENCER - PHOTO  
PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



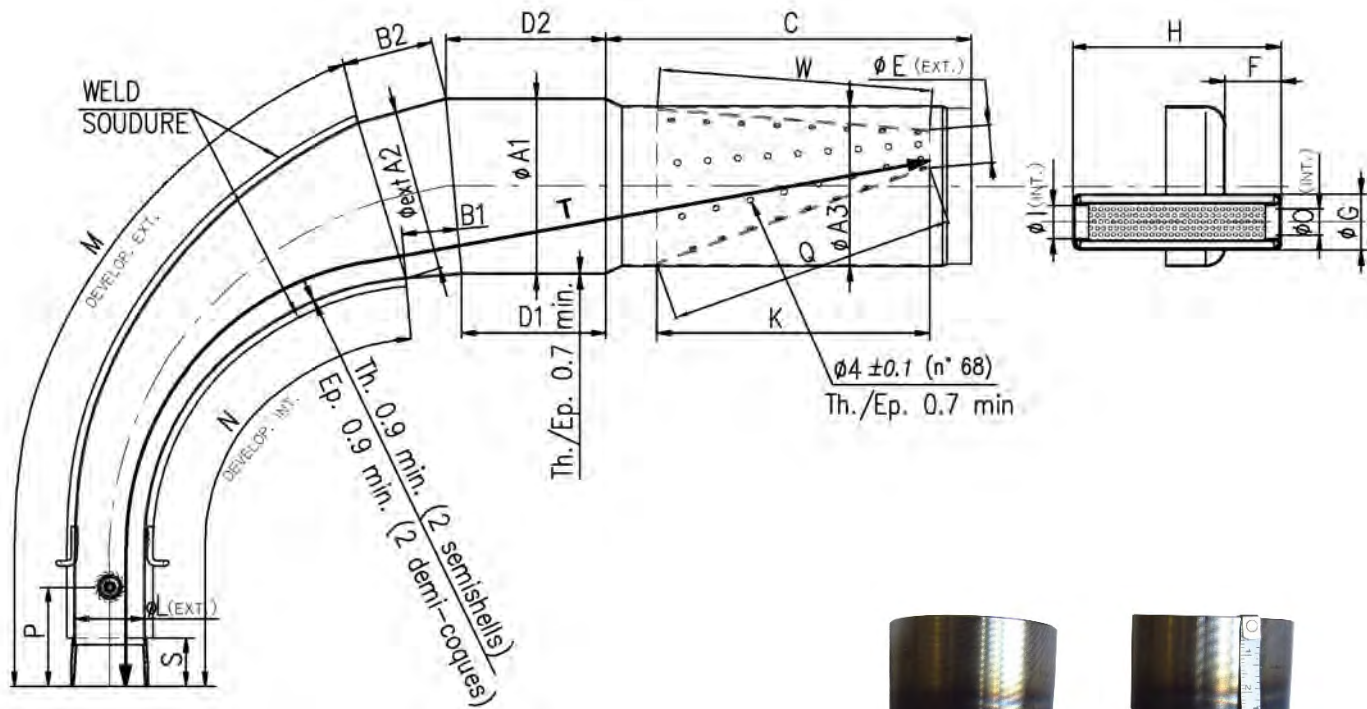
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



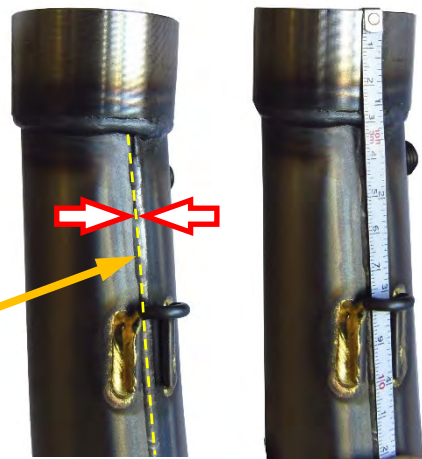
COMPONENTS OF THE CLUTCH - COMPOSANTS DE L'EMBRAYAGE



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

<b>ØA1:</b> 110 ±1.5 Øext.	<b>B2:</b> 60 ±3	<b>ØE:</b> 23.5 ±2 Øext.	<b>ØI:</b> 21 ±1 Øint.	<b>N:</b> 341 ±3	<b>T:</b> 690 ±3
<b>ØA2:</b> 102 ±1.5 Øext.	<b>C:</b> 219 ±3	<b>F:</b> 36 ±2	<b>K:</b> 170 ±3	<b>ØO:</b> 21 ±1 Øint.	<b>W:</b> 170 ±3
<b>ØA3:</b> 100 ±1.5 Øext.	<b>D1:</b> 90 ±3	<b>ØG:</b> 35 ±1 Øext.	<b>ØL:</b> 42.5 ±1.5 Øext.	<b>P:</b> 50 ±10	<b>Q:</b> 182 ±3
<b>B1:</b> 60 ±3	<b>D2:</b> 109 ±3	<b>H:</b> 132 ±3	<b>M:</b> 437 ±3	<b>S:</b> 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.

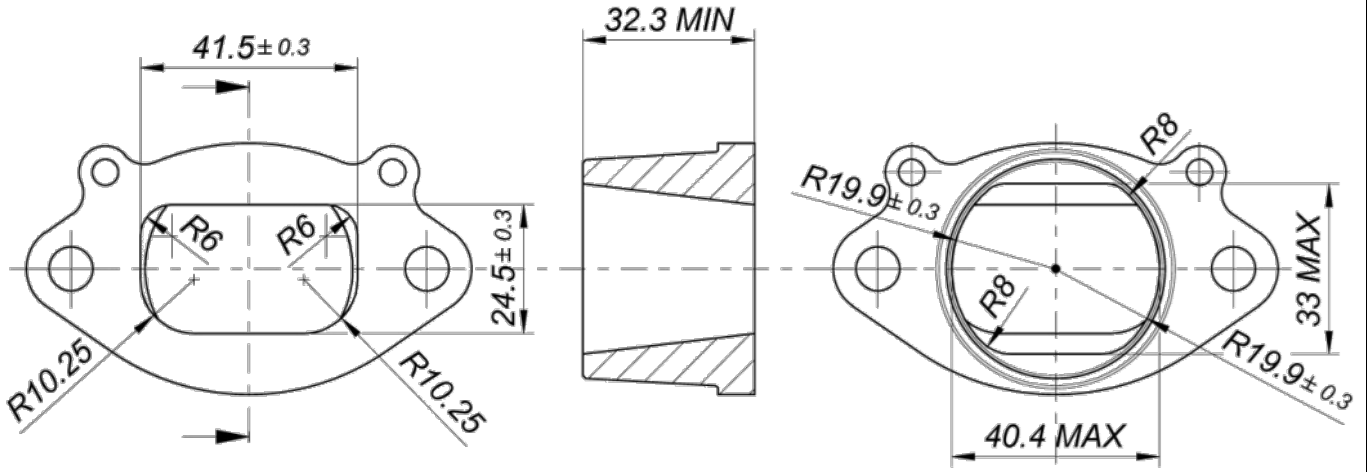
Les dimensions « M », « N » et « T » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.

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

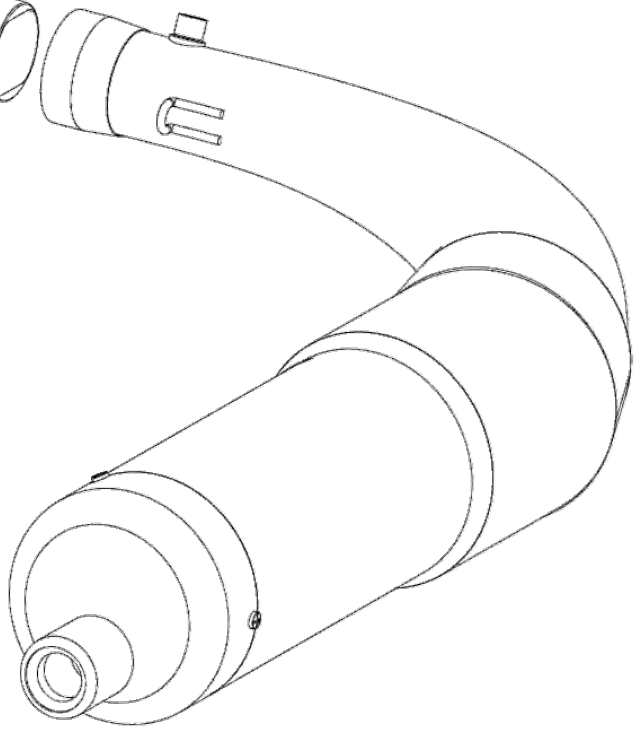
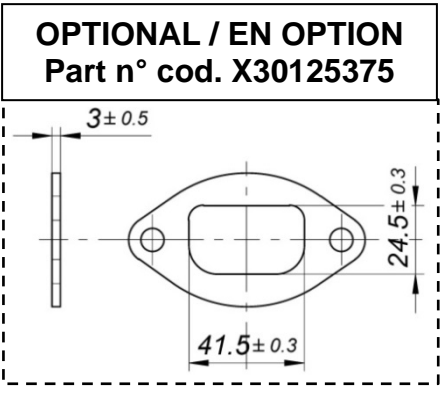
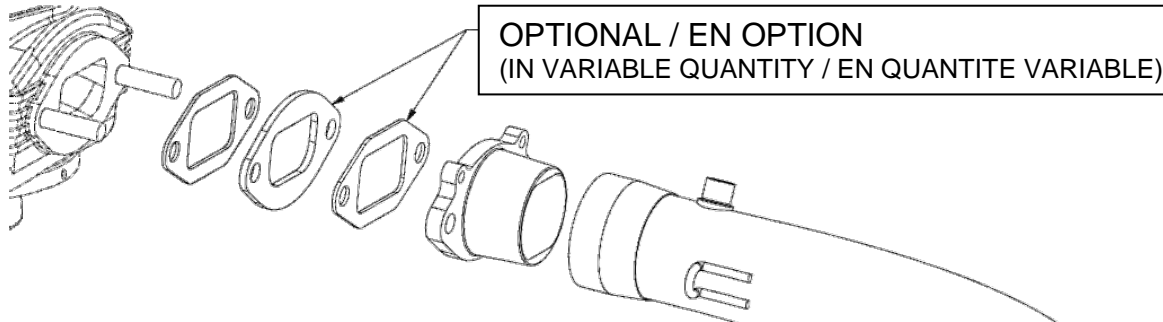
The dimensions "Q" and "W" must be taken by steel tape measure 12mm wide.

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

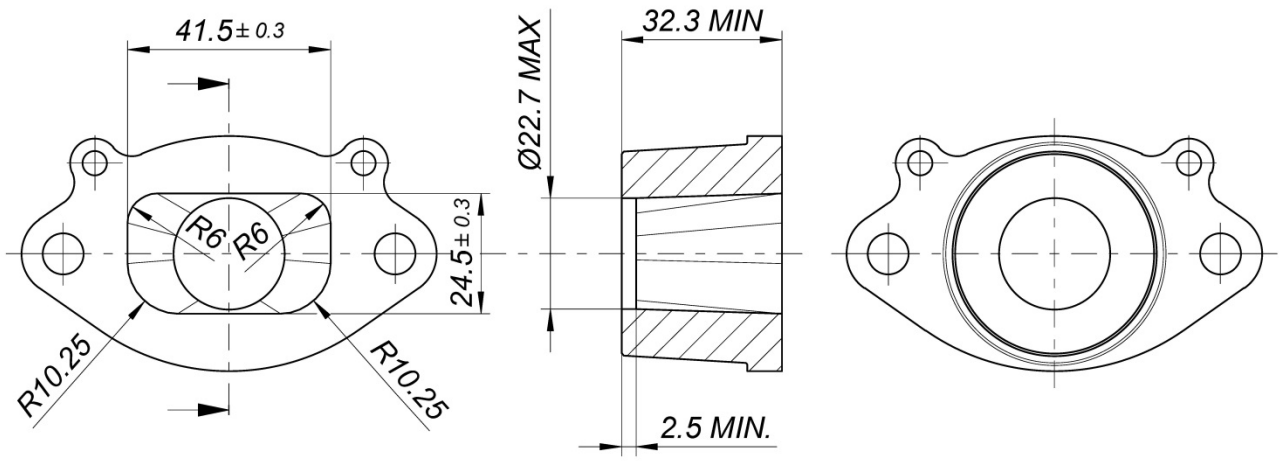
SENIOR EXHAUST FITTING  
 RACCORD D'ÉCHAPPEMENT SENIOR



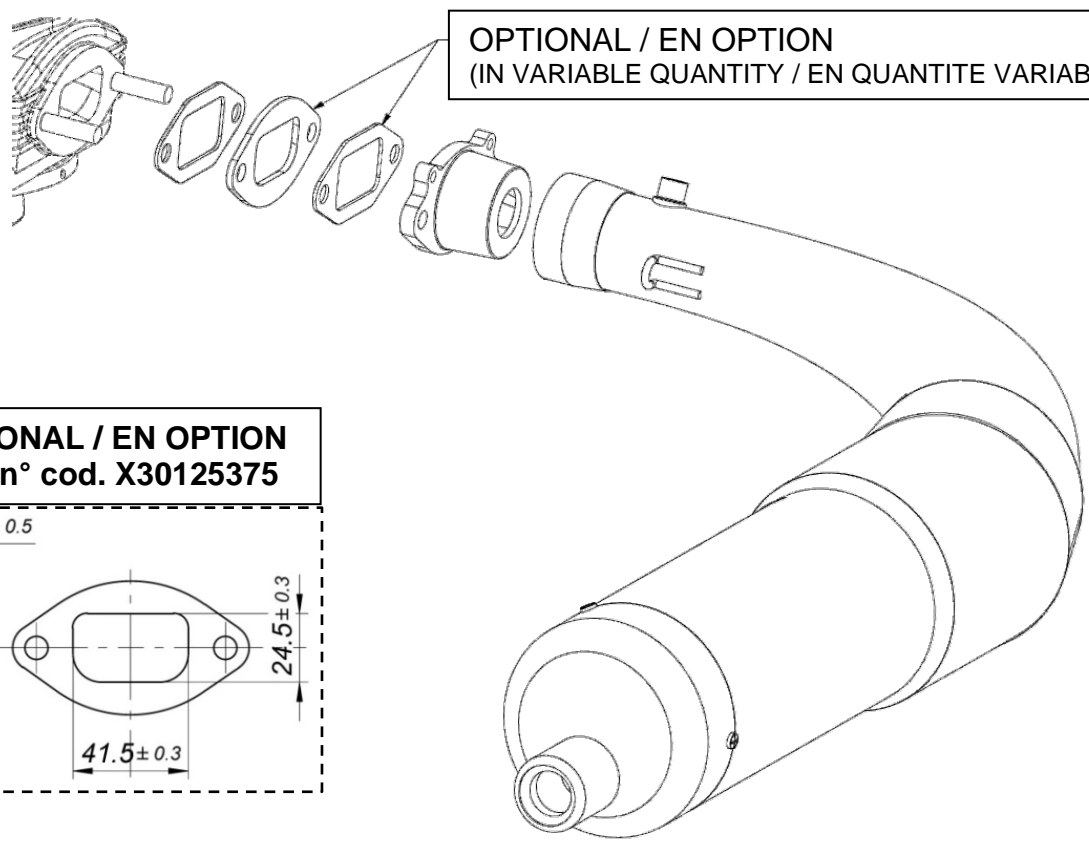
SENIOR EXHAUST INSTALLATION  
 INSTALLATION DE L'ÉCHAPPEMENT SENIOR



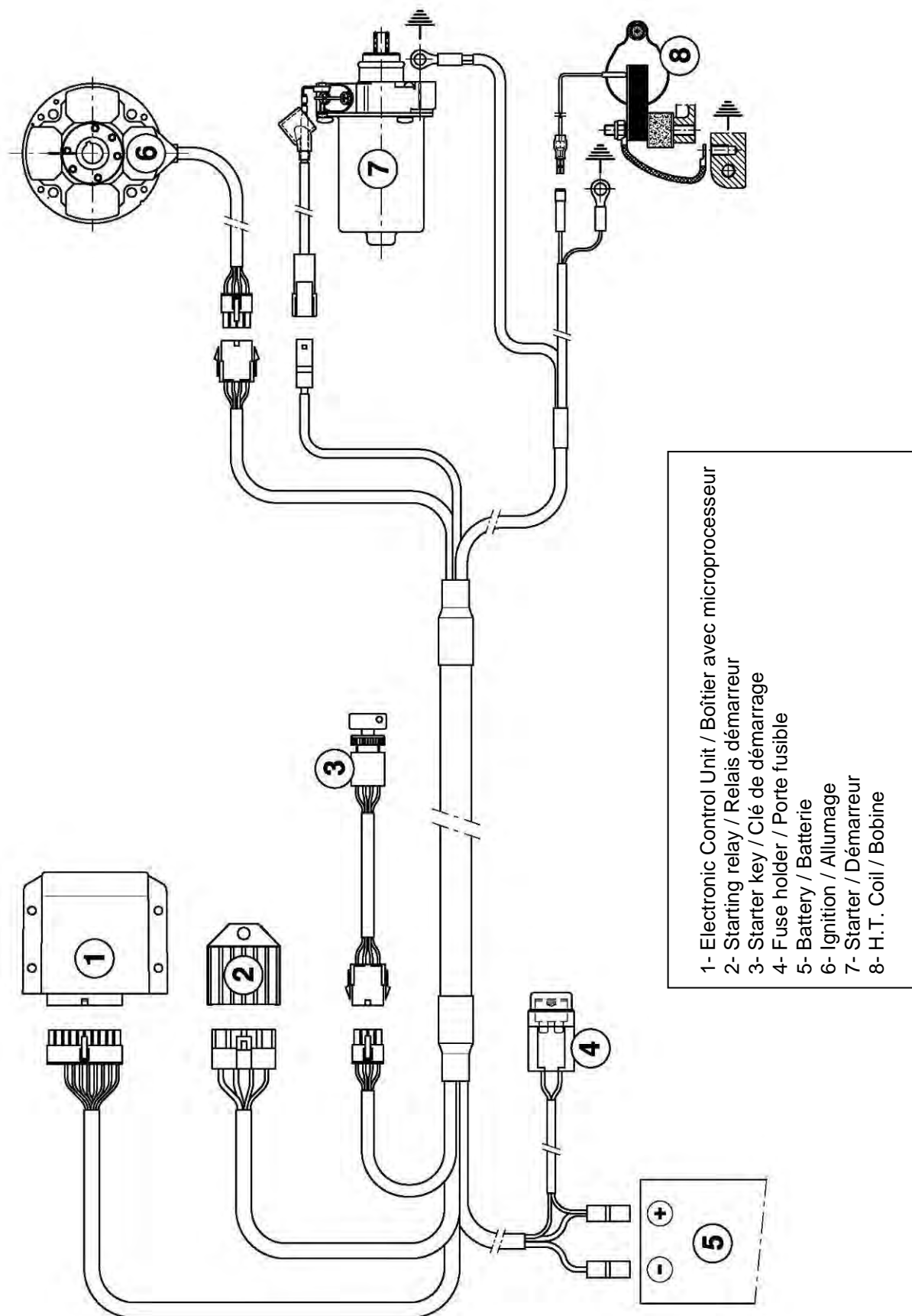
**JUNIOR EXHAUST FITTING**  
**RACCORD D'ÉCHAPPEMENT JUNIOR**



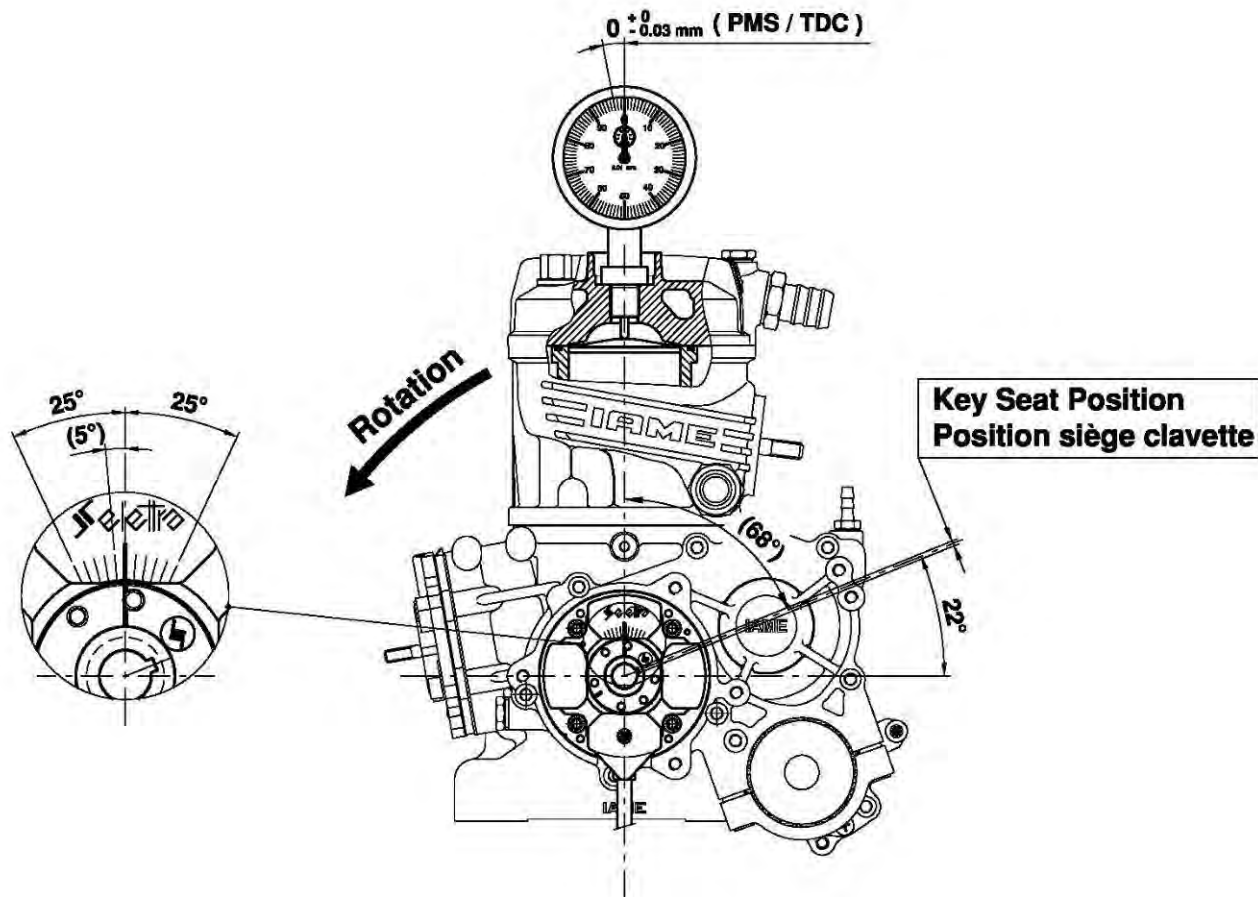
**JUNIOR EXHAUST INSTALLATION**  
**INSTALLATION DE L'ÉCHAPPEMENT JUNIOR**



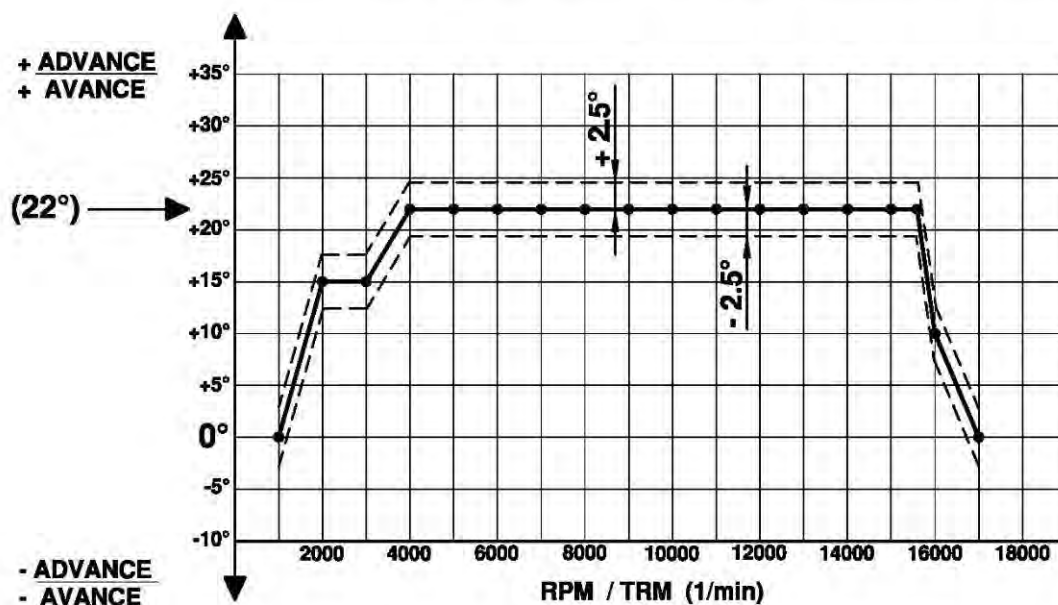
WIRING DIAGRAM ( SELETTRA DIGITAL "K" IGNITION )  
 SCHEMA CIRCUIT ELECTRIQUE ( ALLUMAGE SELETTRA DIGITAL "K" )



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



### ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE

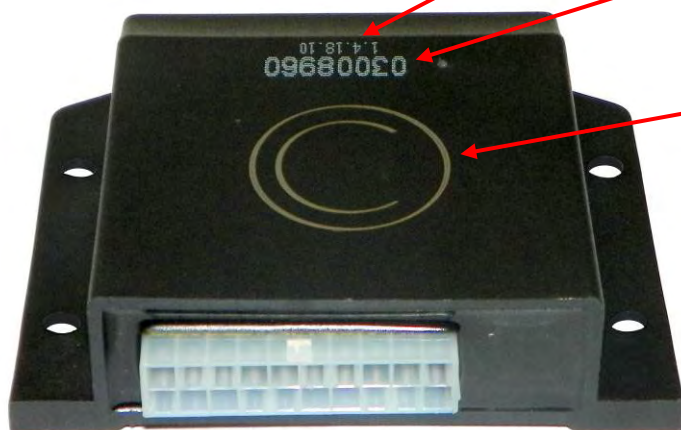


ELECTRONIC BOX MARKING  
 MARQUAGE DU BOITIER ELECTRONIQUE

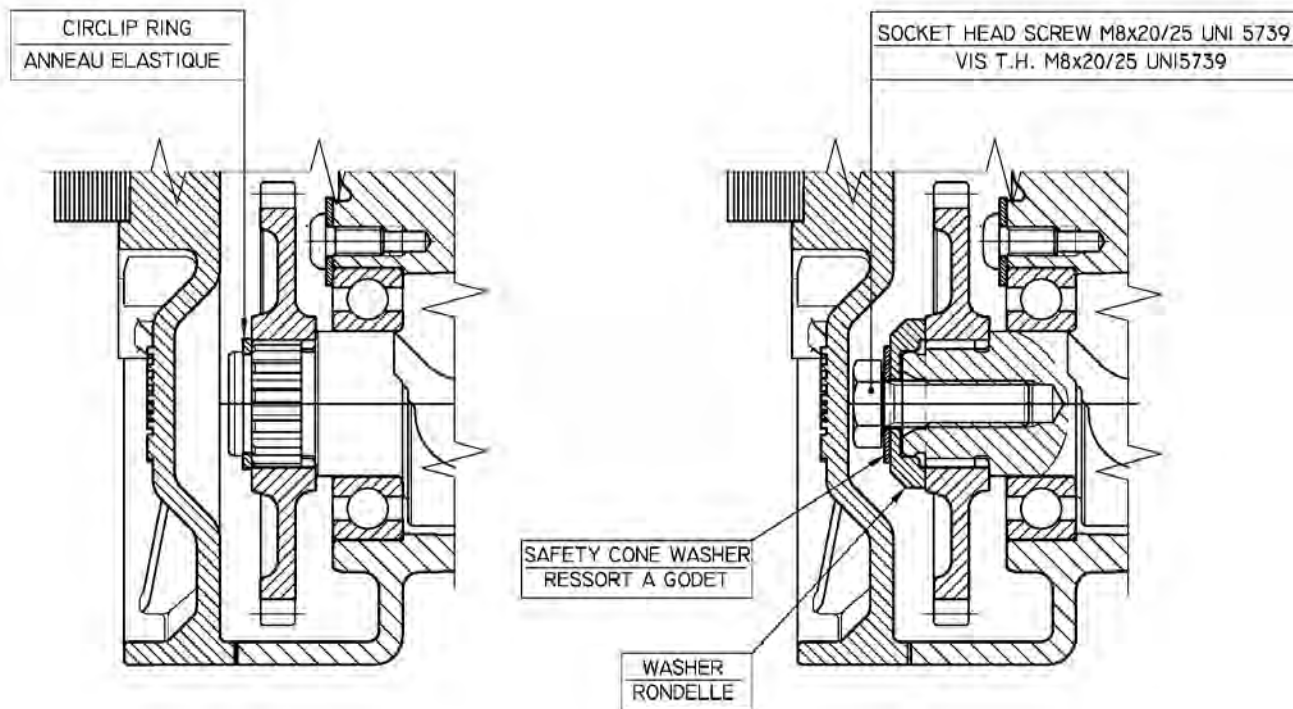
PRODUCTION DATE  
 DATE DE PRODUCTION

SUPPLIER PART NUMBER  
 N° REF. FOURNISSEUR

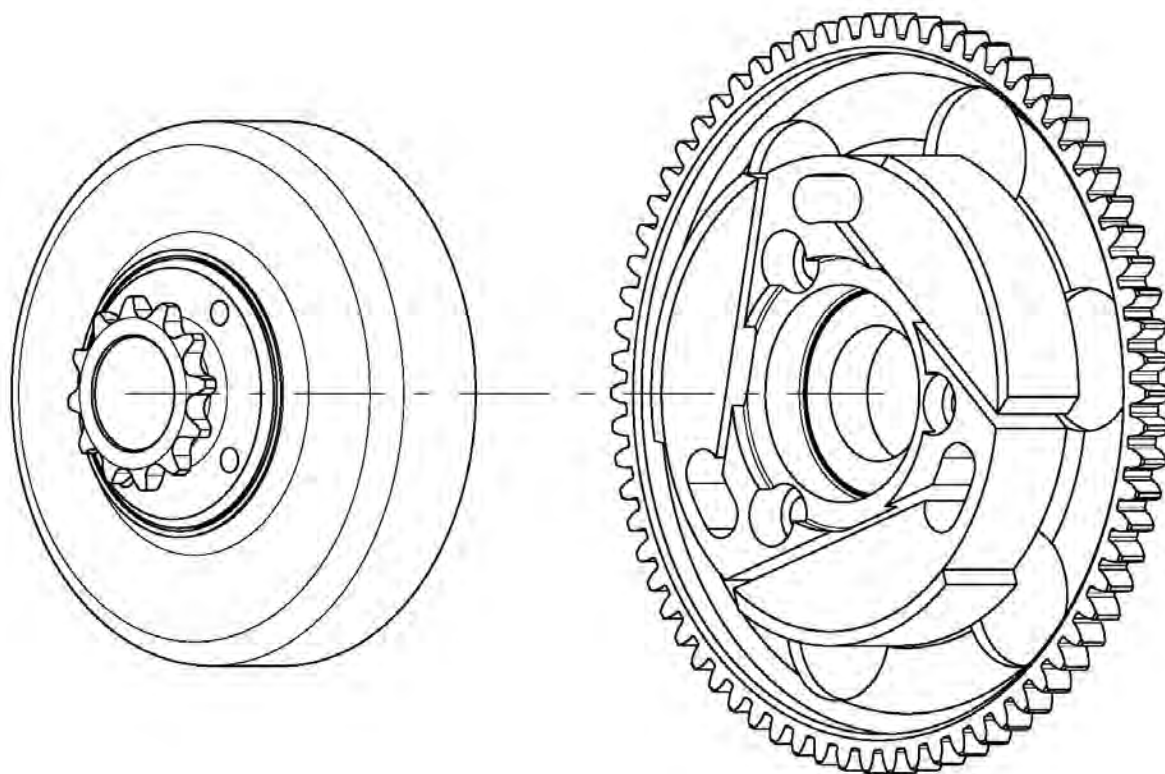
IAME MARKING  
 MARQUAGE IAME



GEAR ALTERNATIVE FIXING  
 FIXATION ALTERNATIVE DE L'ENGRENAGE



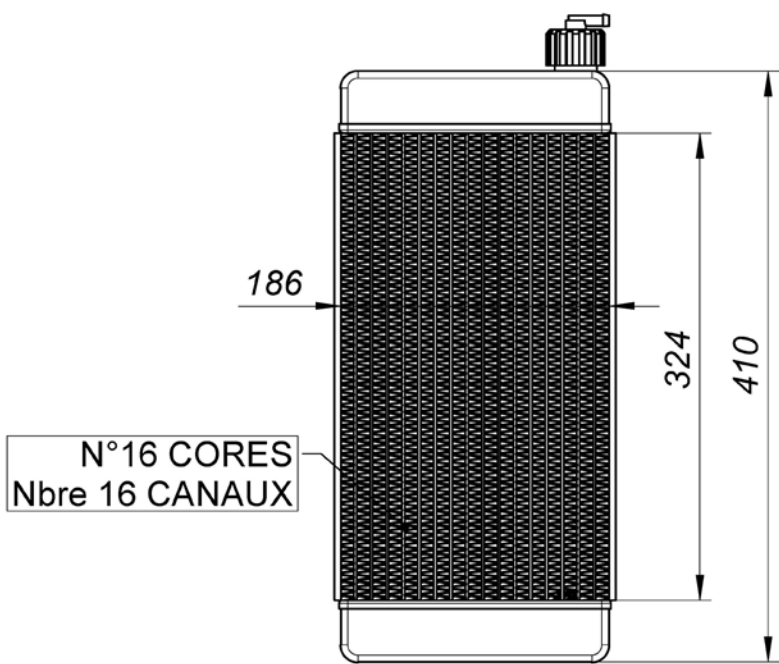
## DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



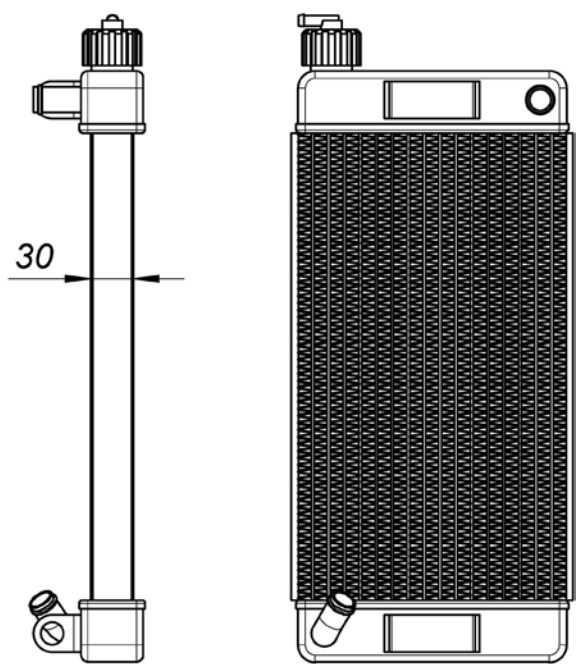
Min. weight 300 g  
*Poids min. 300 g*

Min. weight 680 g  
*Poids min. 680 g*

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



**FRONT / AVANT**



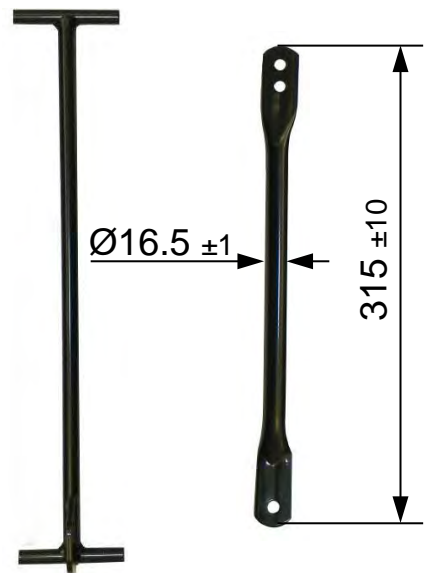
**REAR / ARRIERE**

PAINTED AND NOT PAINTED  
PEINT ET PAS PEINT

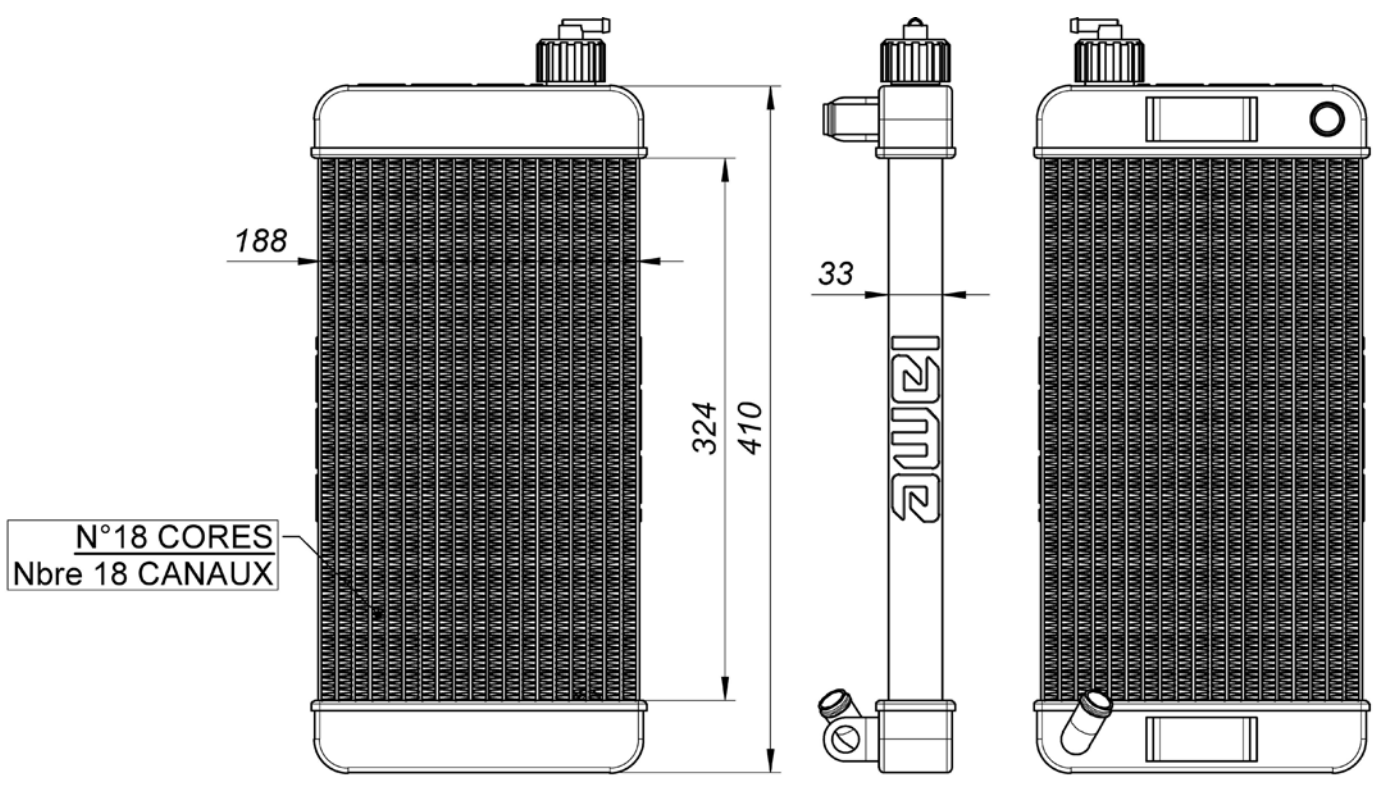


**FRONT / AVANT**

**REAR / ARRIERE**



**RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH**  
**DESCRIPTION DU RADIATEUR ALTERNATIF**



**FRONT / AVANT**

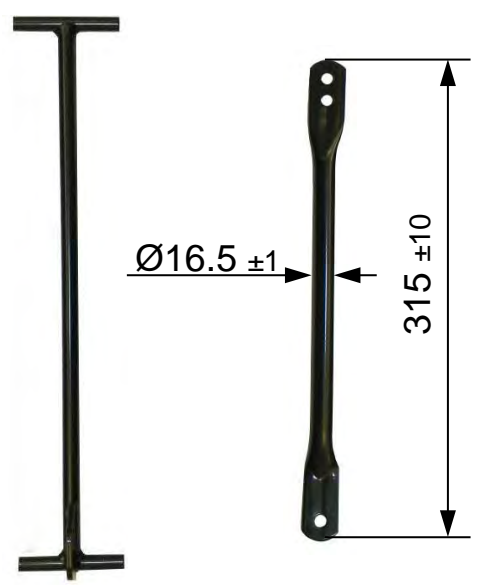
**REAR / ARRIERE**



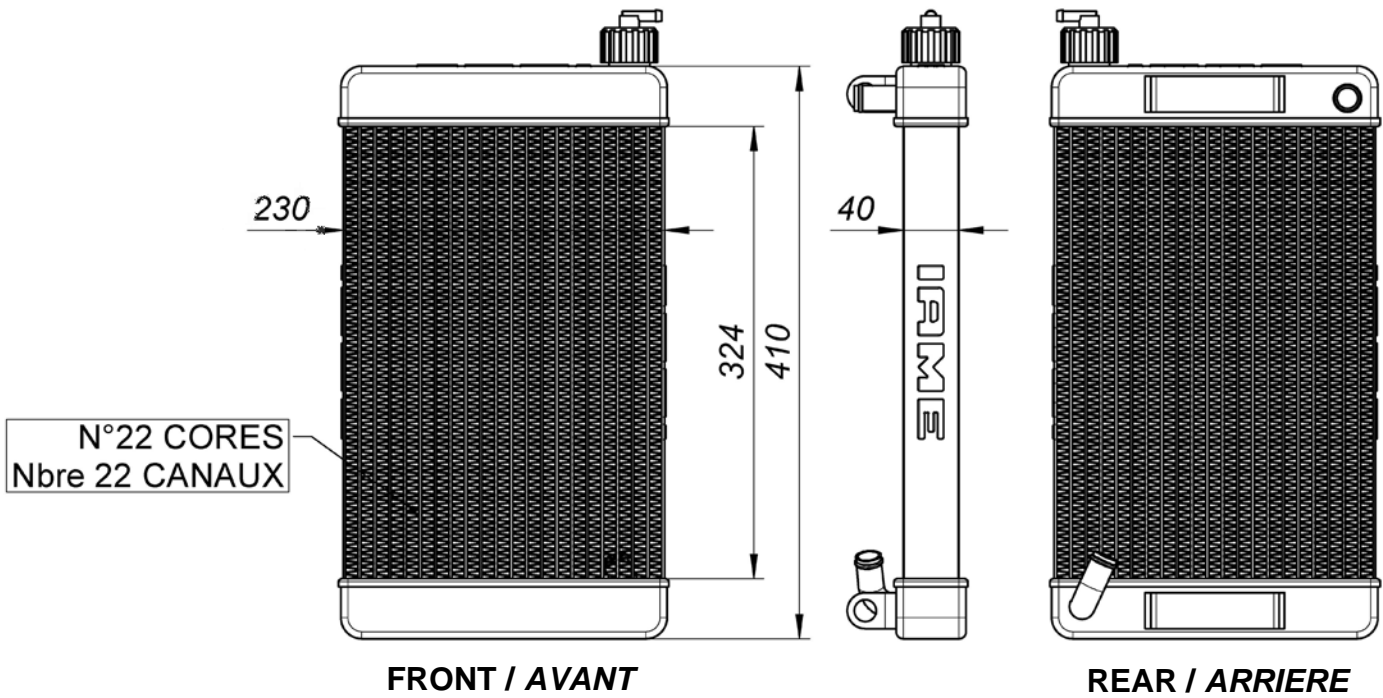
**FRONT / AVANT**



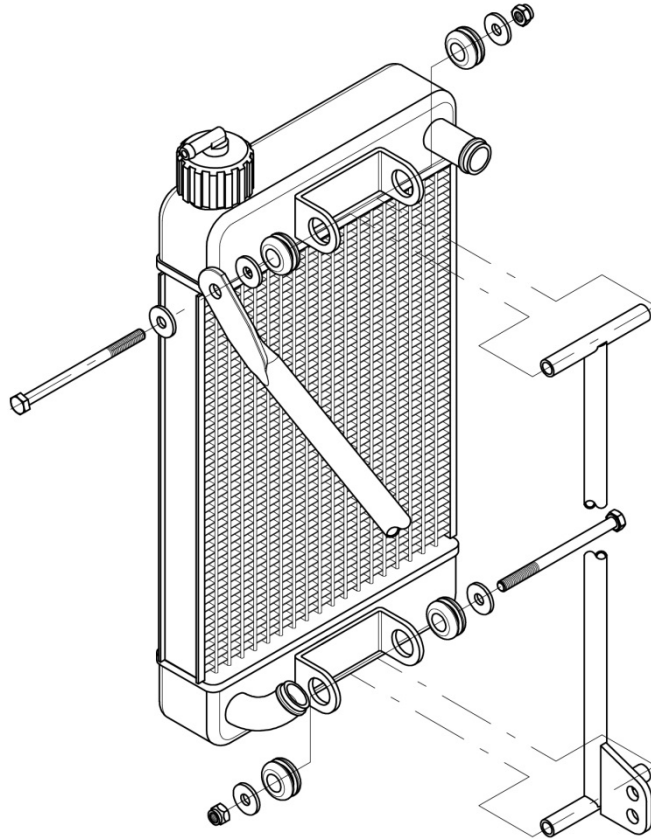
**REAR / ARRIERE**



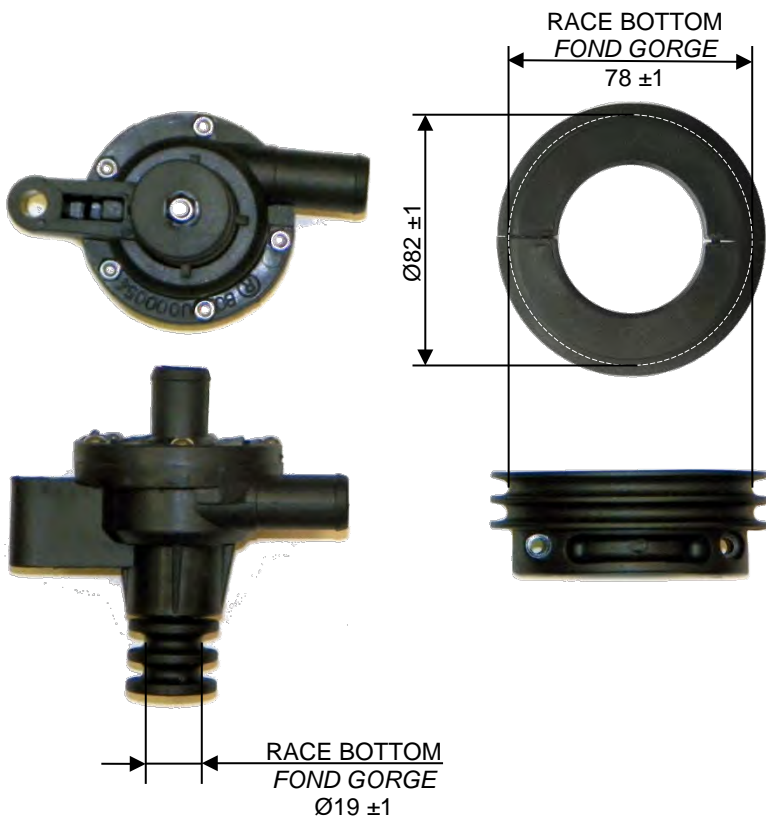
**RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH**  
**DESCRIPTION DU RADIATEUR ALTERNATIF**



**RADIATOR AND ITS SUPPORTS  
 RADIATEUR ET SES SUPPORTS**



**WATER PUMP GROUP  
 GROUPE POMPE A' EAU**



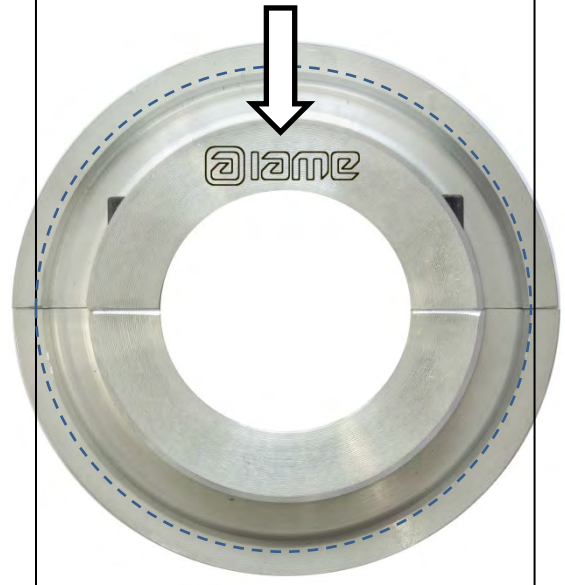
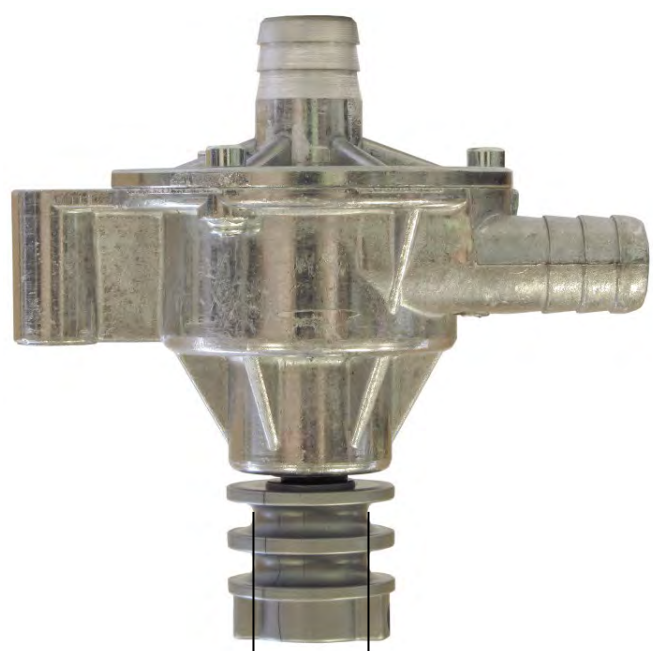
**THERMOSTAT**



**ALTERNATIVE  
 ALTERNATIF**

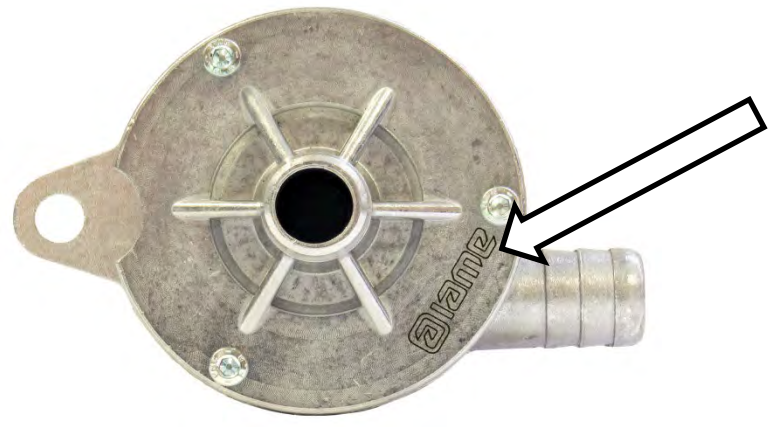


# ALTERNATIVE WATER PUMP & PULLEY GROUPE POMPE A EAU ET POULIE ALTERNATIF



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

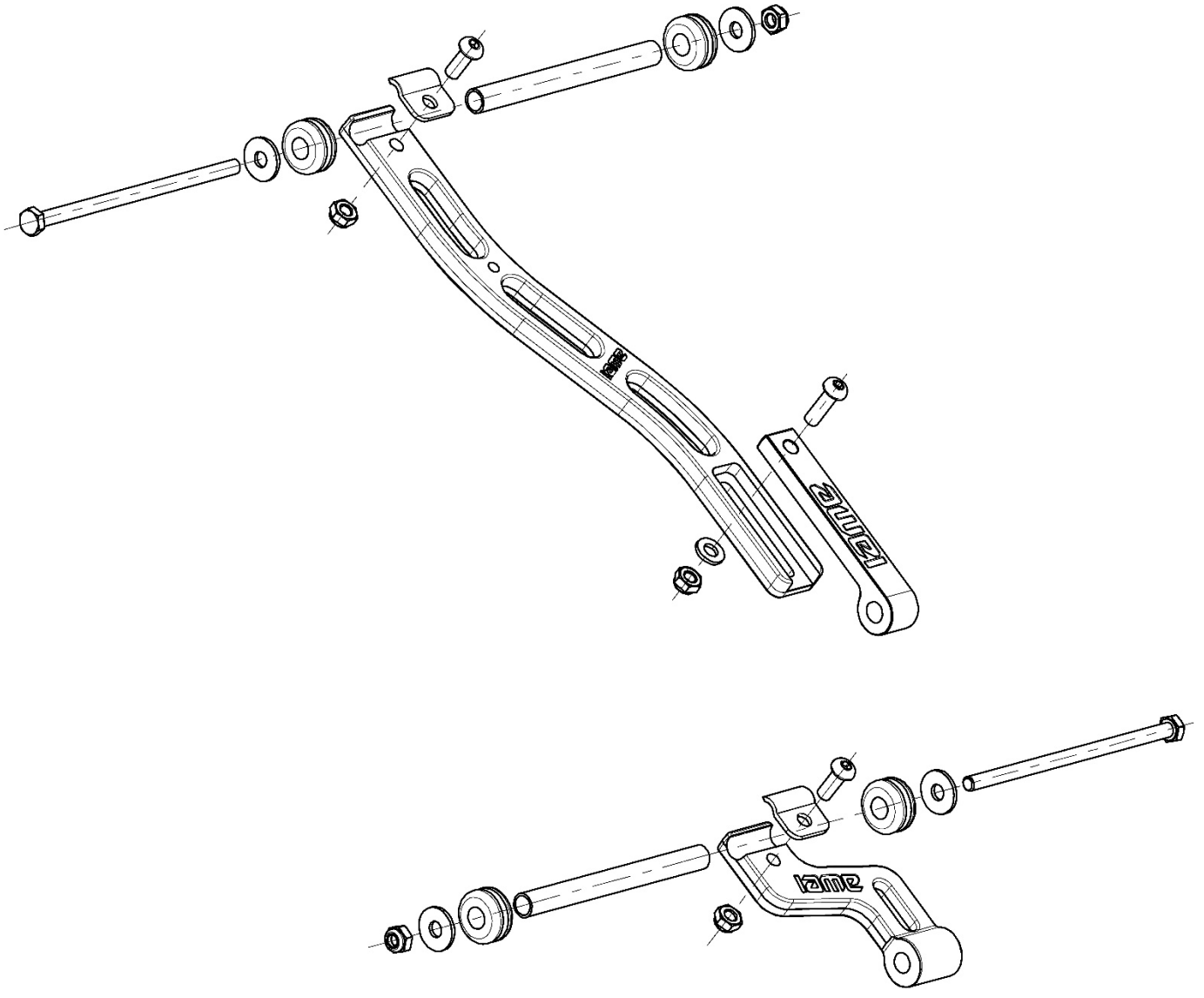
RACE BOTTOM - FOND GORGE  
 $\varnothing 20 \pm 1$



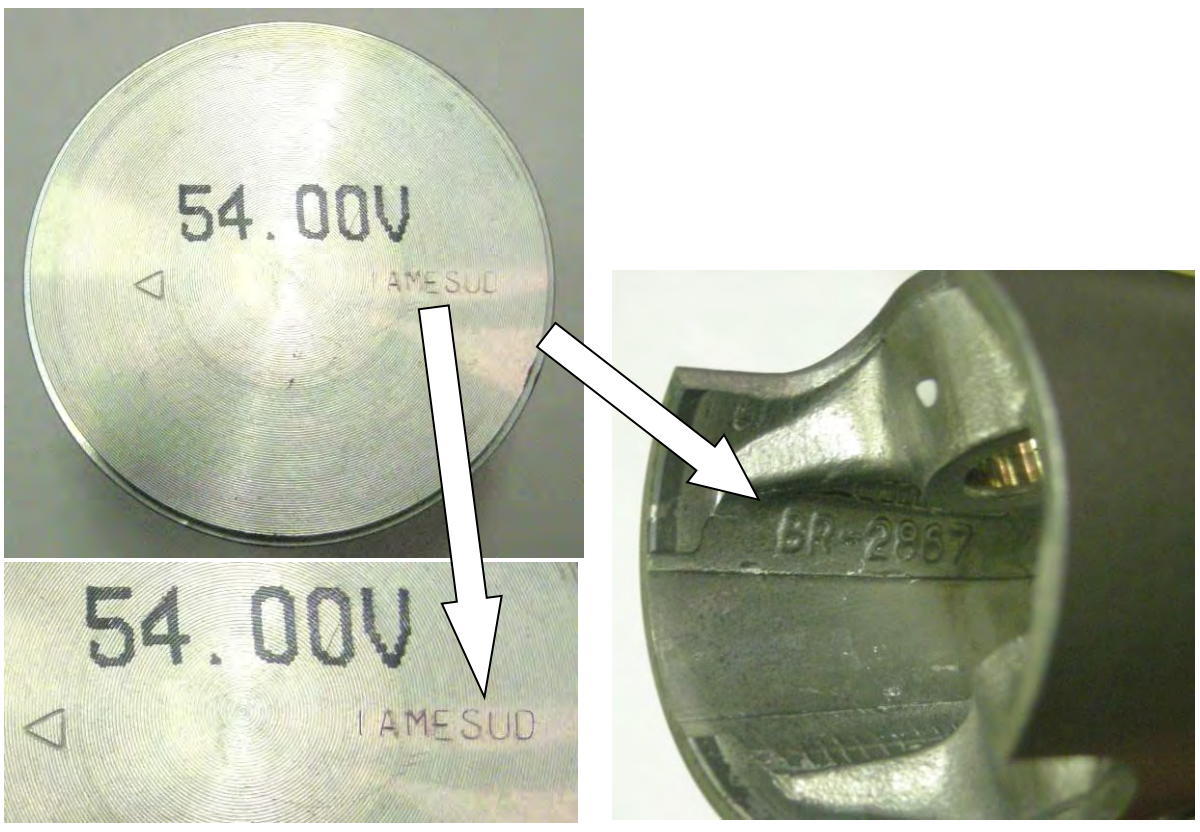
ALTERNATIVE RADIATOR SUPPORT  
SUPPORT ALTERNATIF DU RADIATEUR



ALTERNATIVE COMPLETE RADIATOR SUPPORTS  
ENSEMBLE DES SUPPORTS RADIATEUR ALTERNATIF

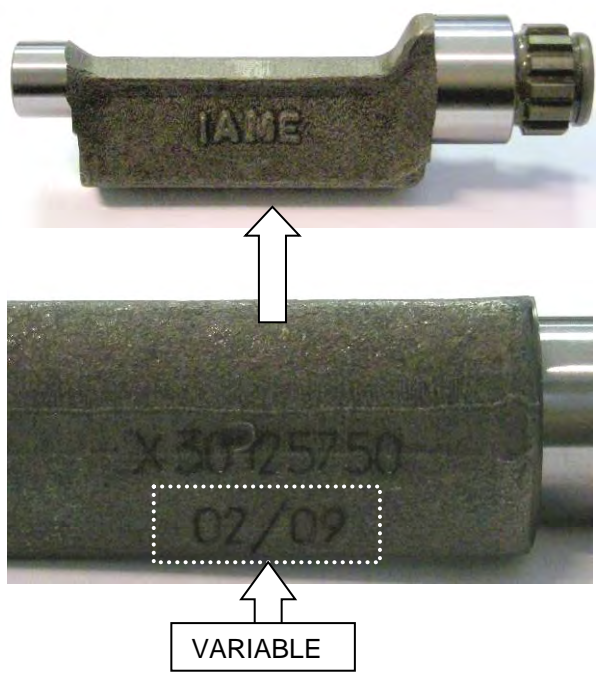
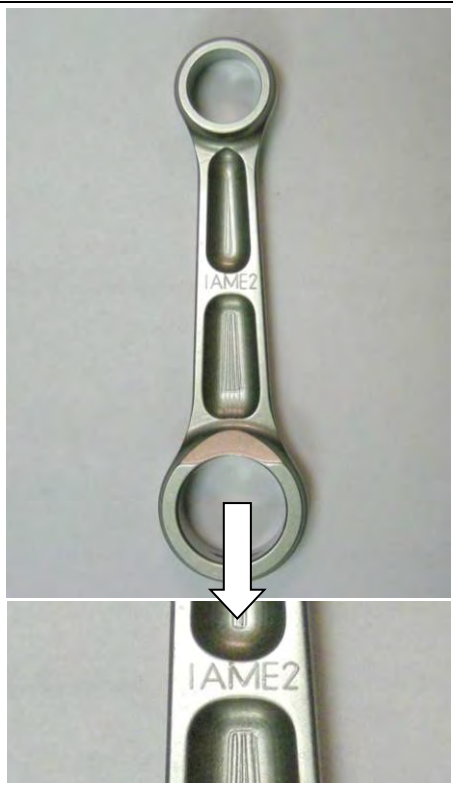


**PISTON IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION PISTON**

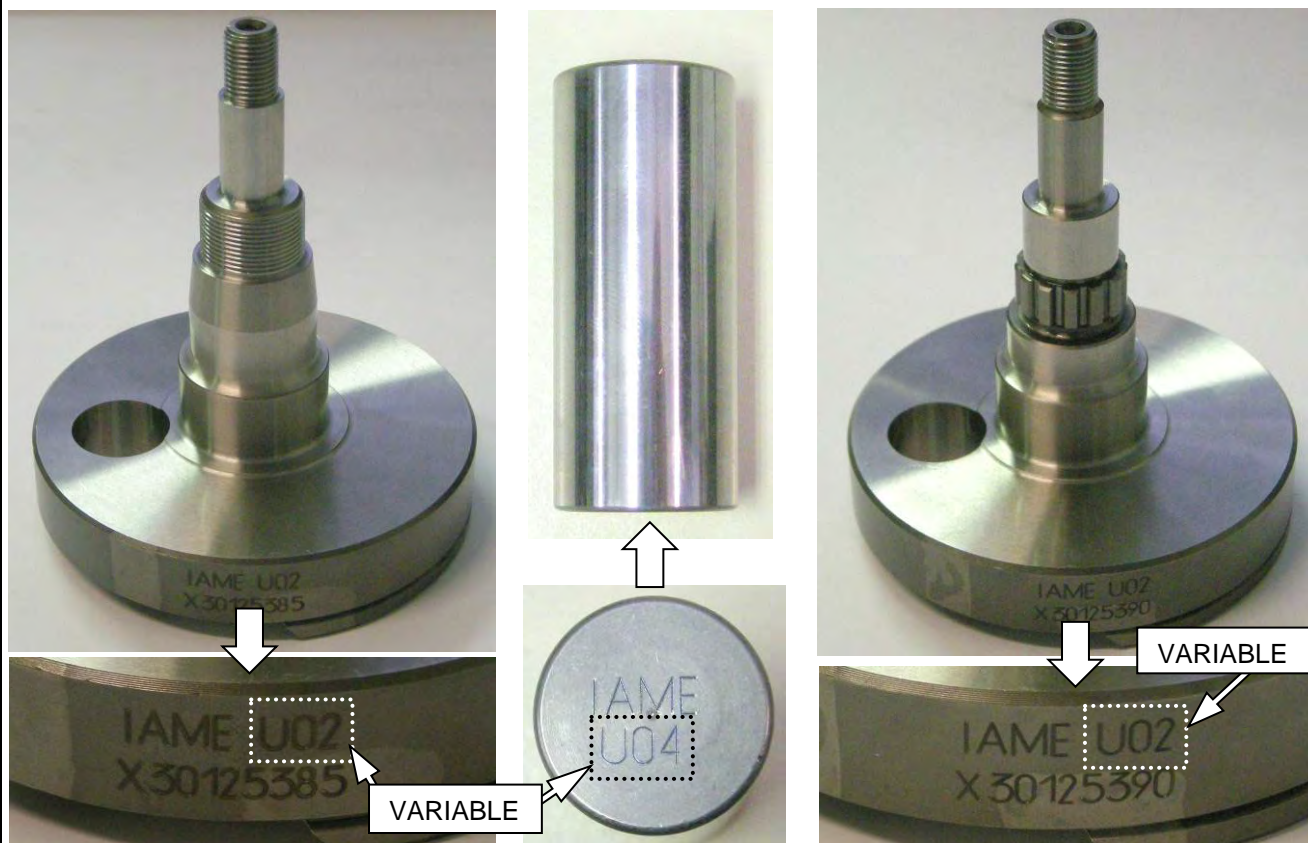


**PHOTO IDENTIFICATION CONROD**  
**PHOTO D'IDENTIFICATION BIELLE**

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

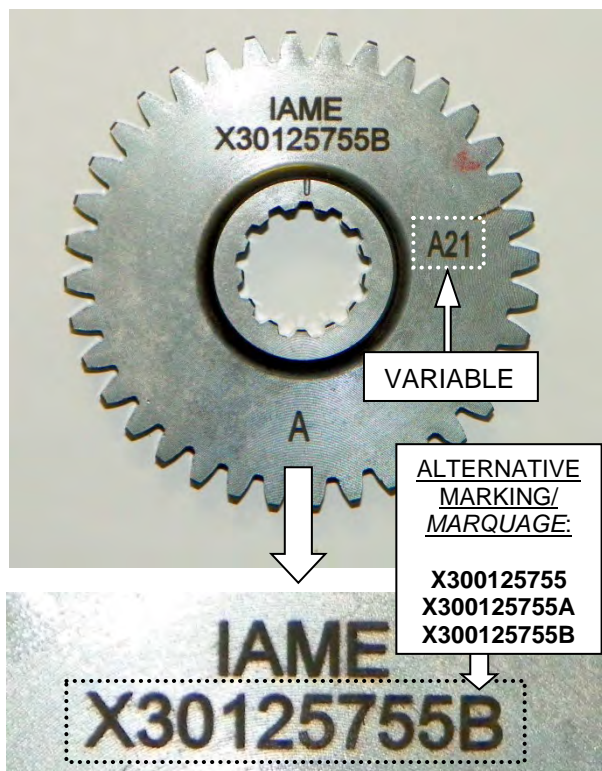


**CRANKSHAFT IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION DU VILEBREQUIN**



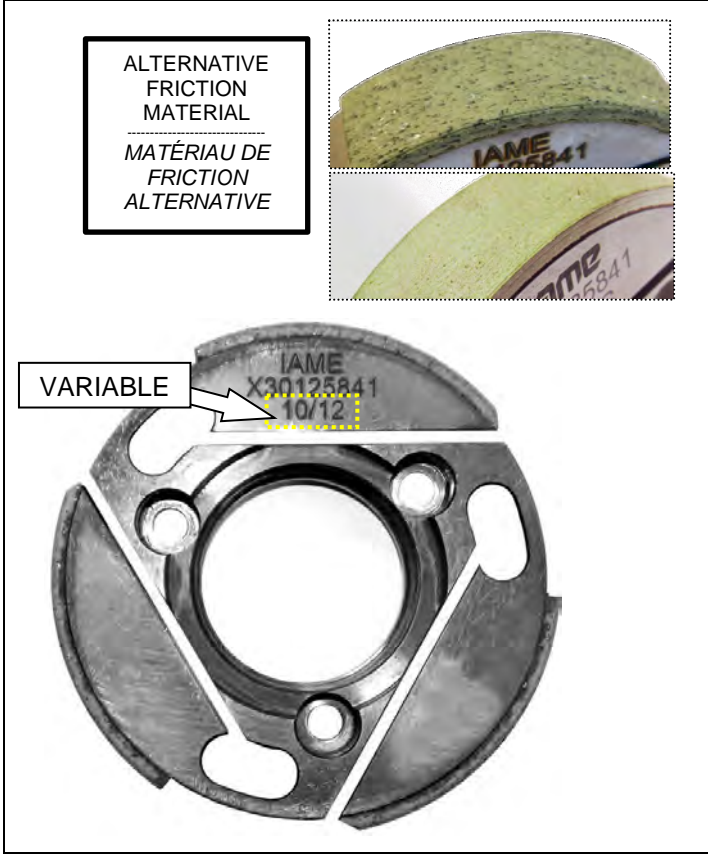
**GEAR COMMAND BALANCING SHAFT IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION ENGRENAGE ARBRE D'EQUILIBRAGE**

**SPROCKET IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION DU PIGNON**



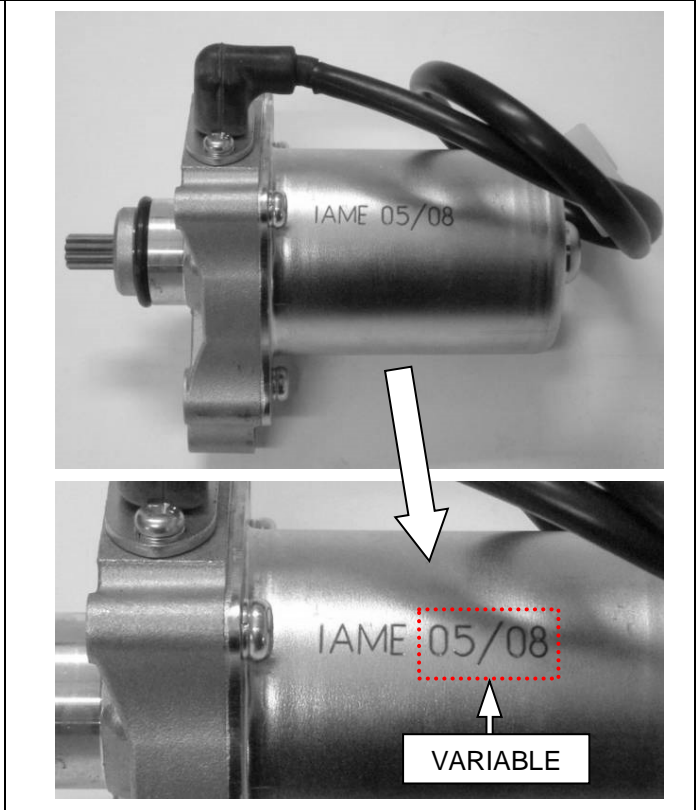
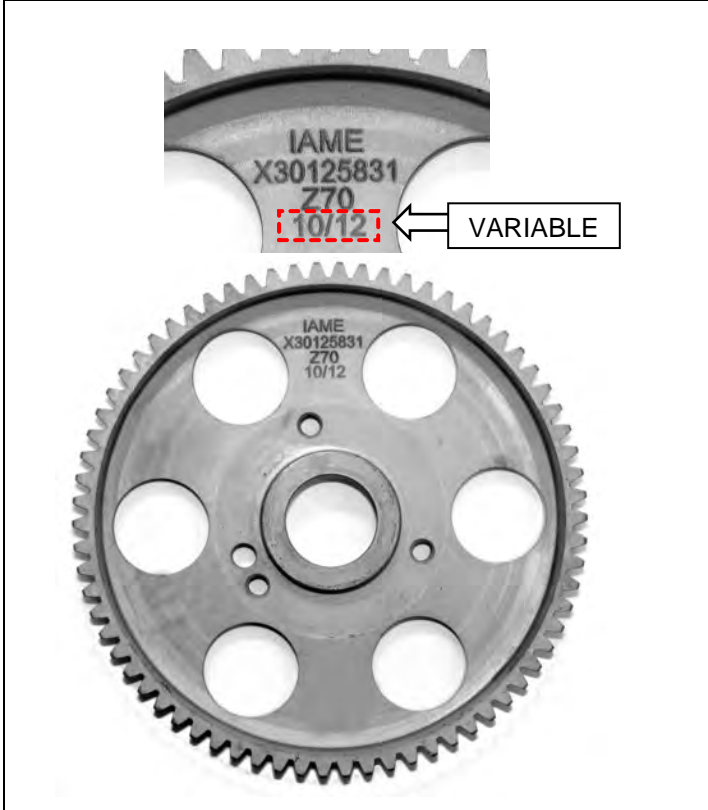
**CLUTCH BODY IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION DU CORPS DE L'EMBRAYAGE**

**CLUTCH DRUM IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION DE LA CALOTTE**

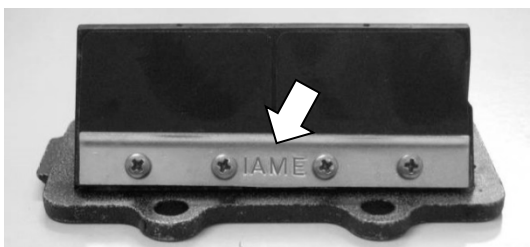
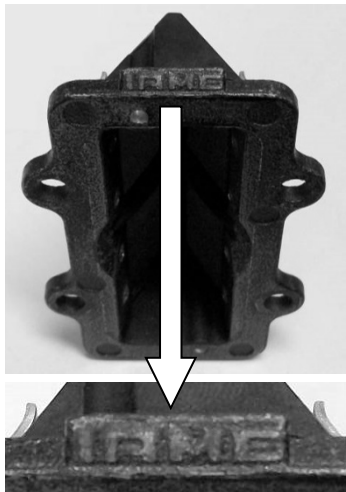


**STARTER RING IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION DE LA COURONNE DE DEMARRAGE**

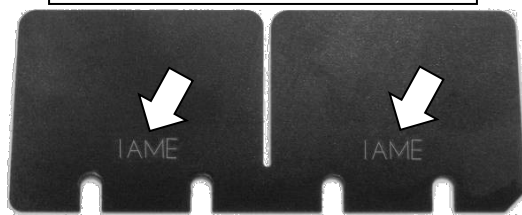
**STARTER IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION DU DEMARREUR**



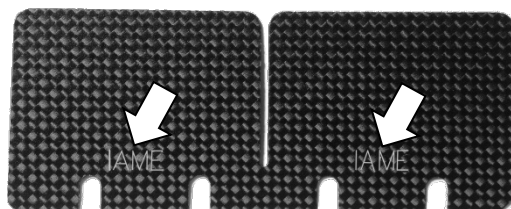
**REED GROUP & PETALS IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS**



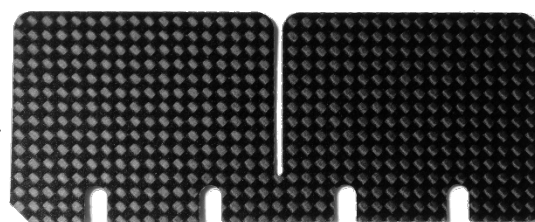
VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE

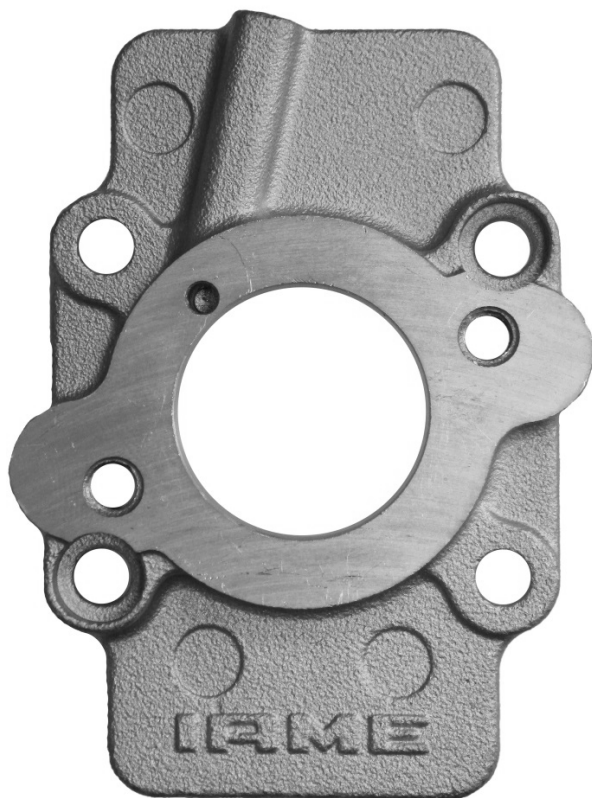


FRONT SIDE  
CÔTÉ AVANT

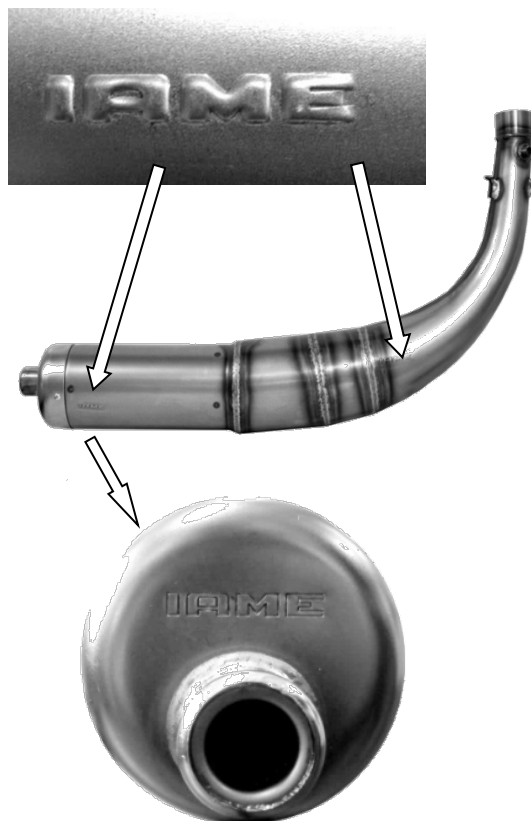


REAR SIDE  
CÔTÉ ARRIÈRE

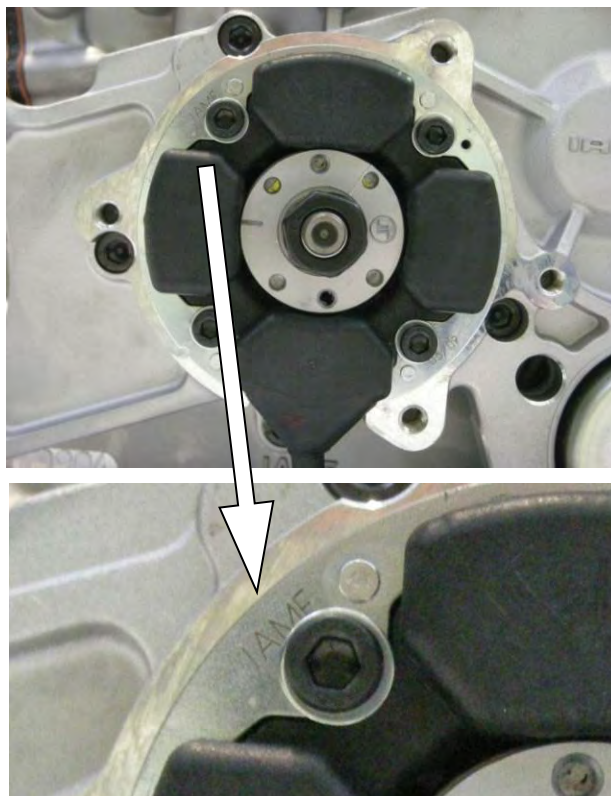
**PHOTO IDENTIFICATION CARBURETOR  
 INLET CONVEYOR**  
**MARQUAGE D'IDENTIFICATION DU  
 COLLECTEUR D'ADMISSION**



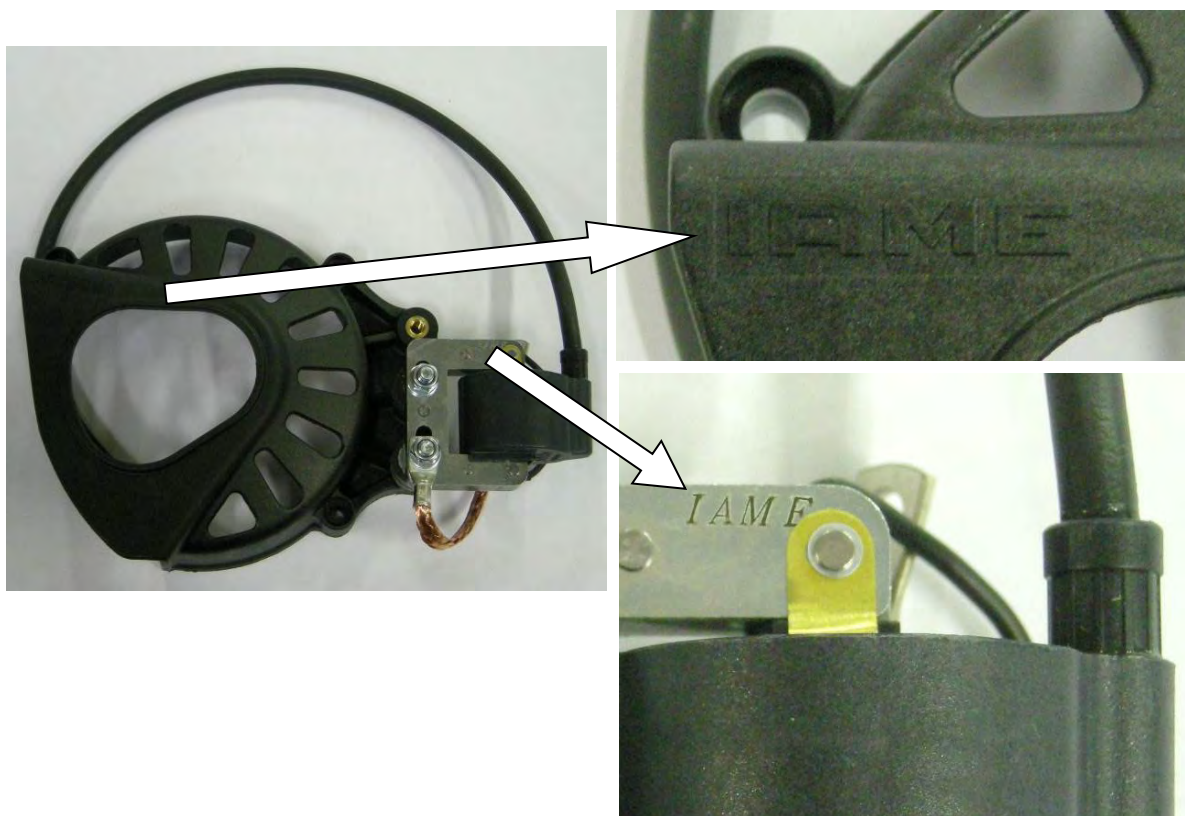
**EXHAUST SILENCER IDENTIFICATION  
 MARKING**  
**MARQUAGE D'IDENTIFICATION  
 ECHAPPEMENT**



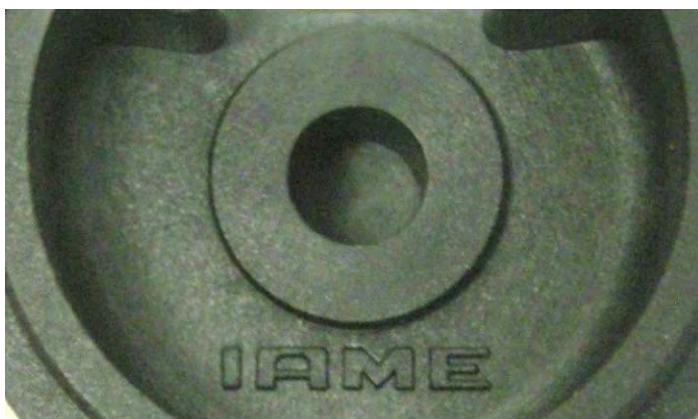
STATOR IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU STATOR



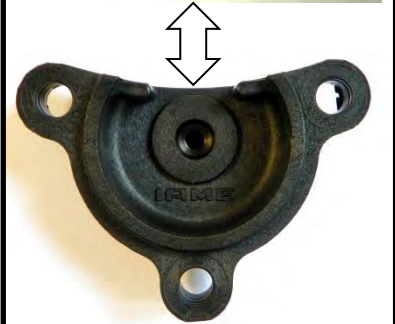
CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING  
MARQUAGE DU COUVERCLE D'EMBAYAGE ET DE LA BOBINE



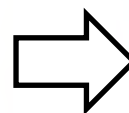
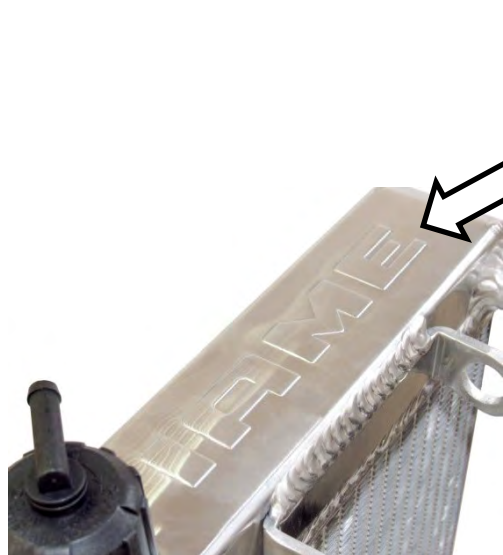
**BENDIX COVER IDENTIFICATION MARKING**  
**MARQUAGE D'IDENTIFICATION DU COUVERCLE**  
**DU CONTRE-ARBRE DE DEMARRAGE**



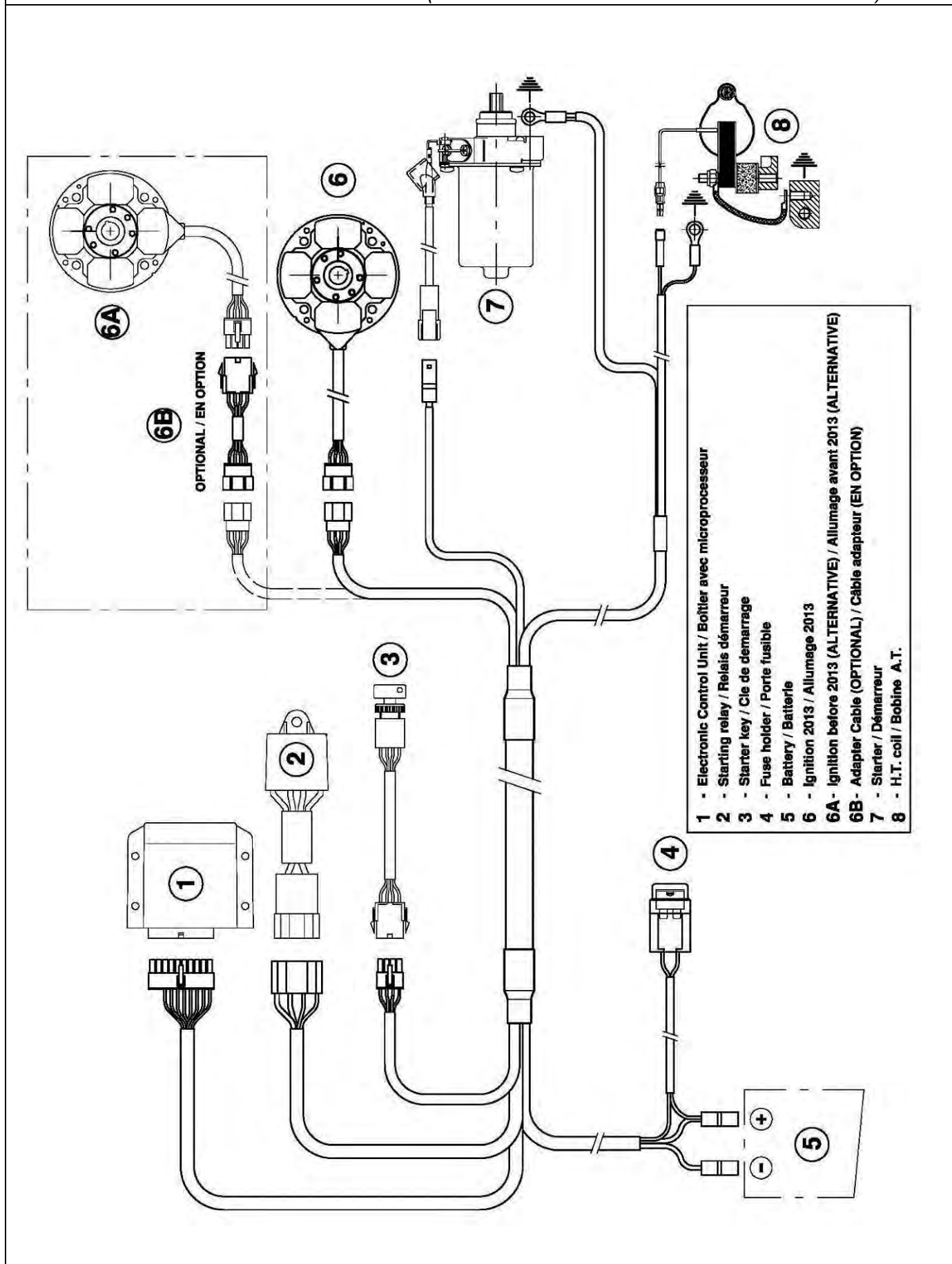
**ALTERNATIVE**



**ALTERNATIVE RADIATOR IDENTIFICATION MARKING**  
**MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR**

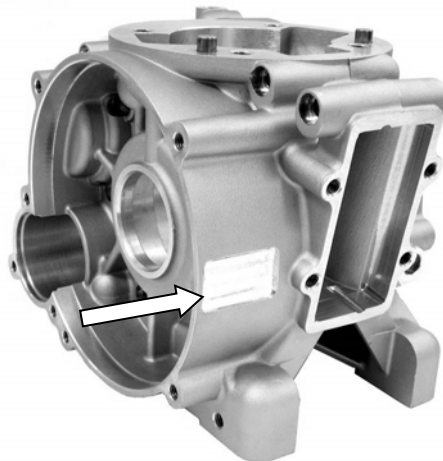


WIRING DIAGRAM ( SELETTA DIGITAL "K" IGNITION 2013 )  
 SCHÉMA CIRCUIT ELECTRIQUE ( ALLUMAGE SELETTA DIGITAL "K" 2013 )

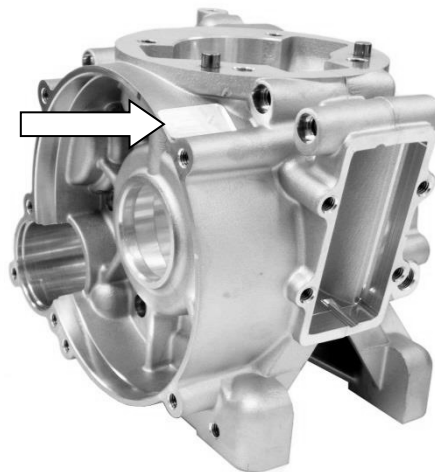


**FROM 2014 ON - A PARTIR DE 2014**

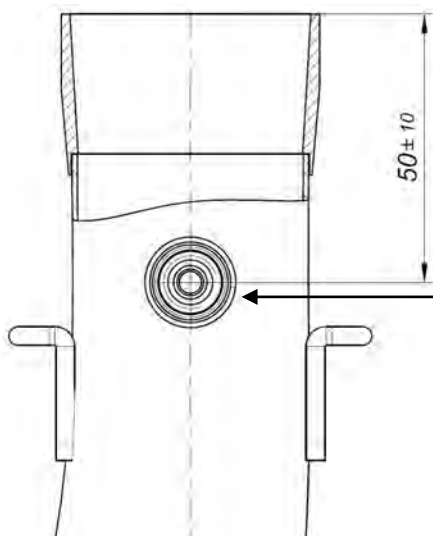
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



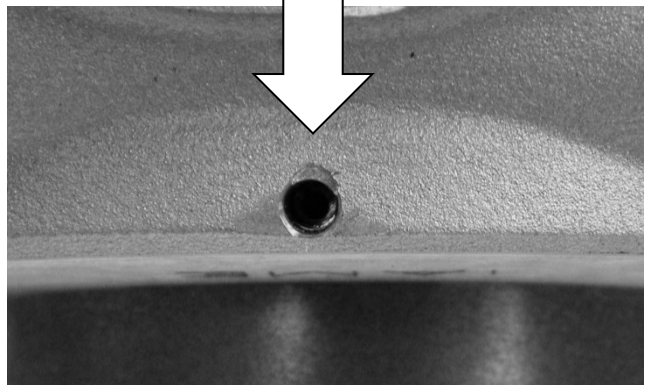
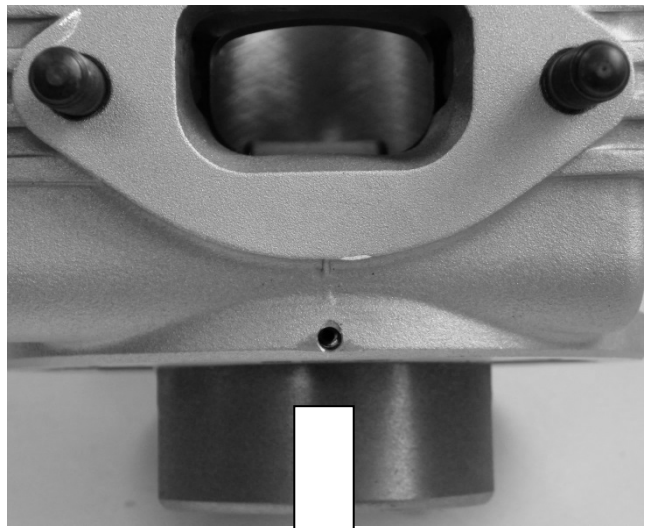
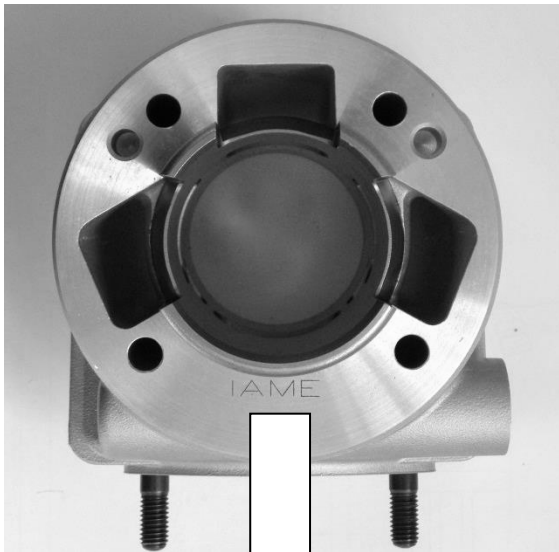
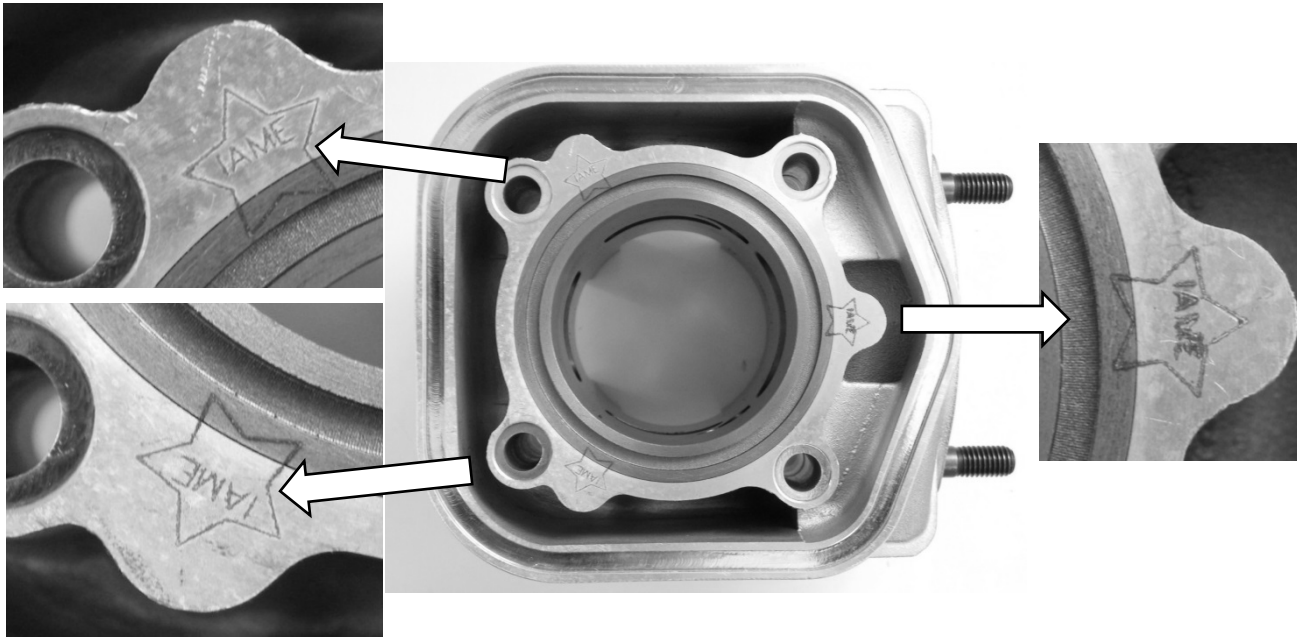
**EXHAUST TEMPERATURE SENSOR  
 CAPTEUR DE TEMPERATURE D'ECHAPPEMENT**



EXHAUST  
 TEMPERATURE  
 SENSOR POSITION  
 (OPTIONAL)

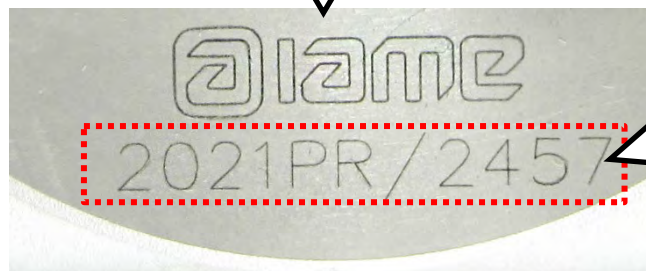
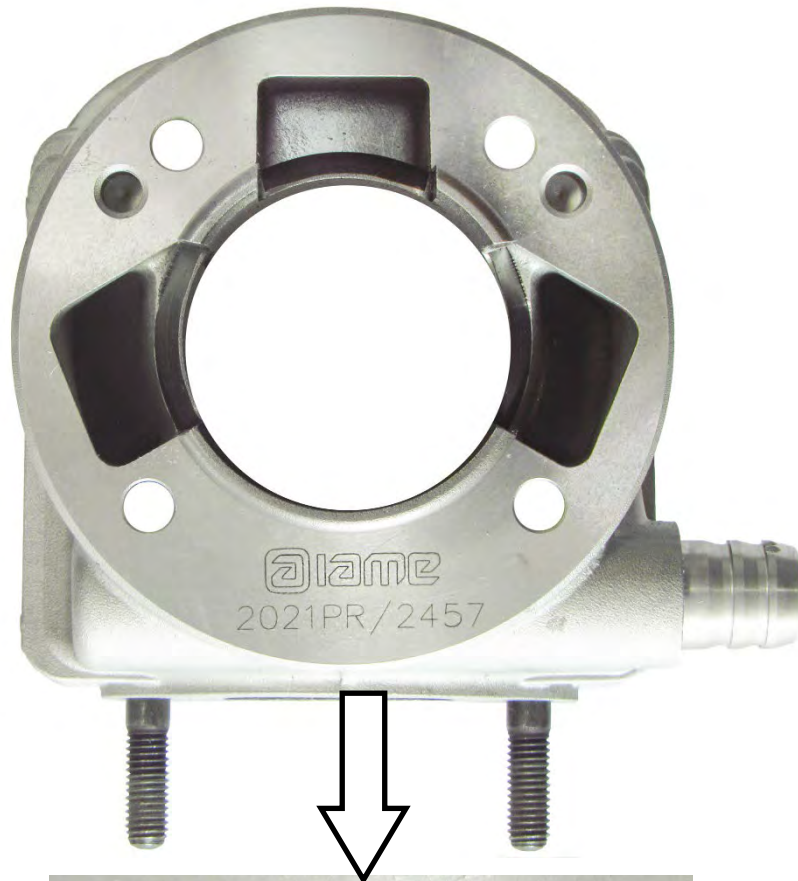
POSITION DU  
 CAPTEUR  
 DE TEMPERATURE  
 D'ECHAPPEMENT  
 (EN OPTION)

CYLINDER IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING  
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

**ALTERNATIVE**

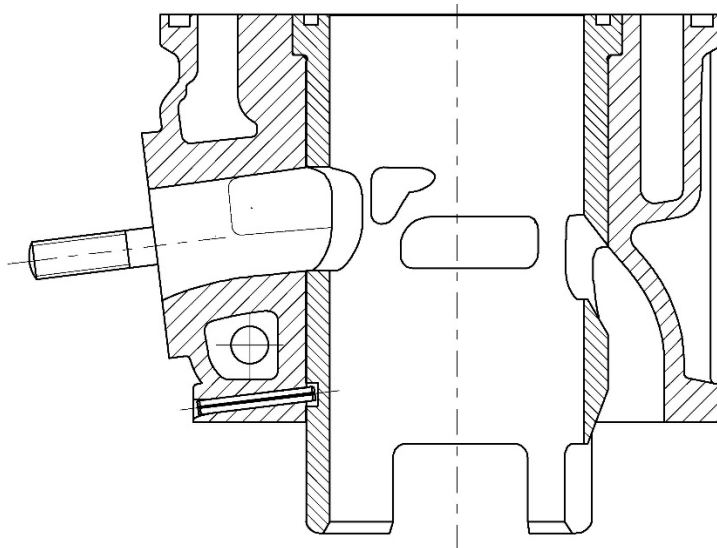


**VARIABLE**

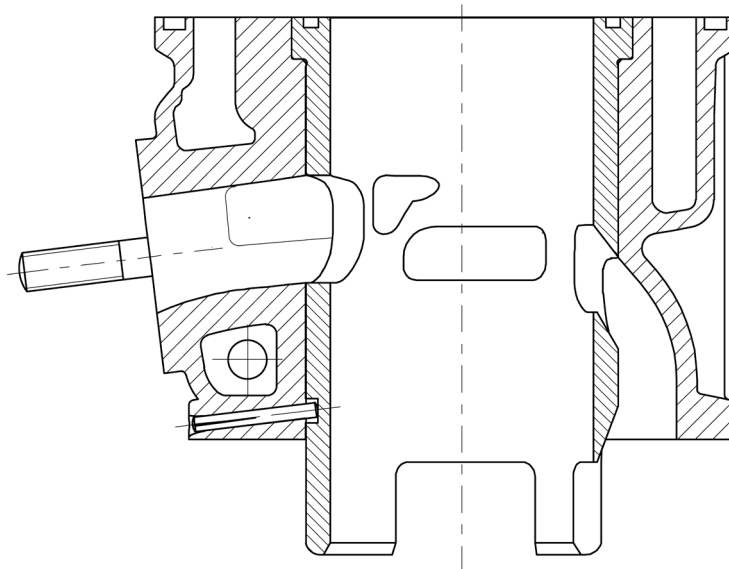
## FROM 2025 ON - A PARTIR DE 2025

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)*



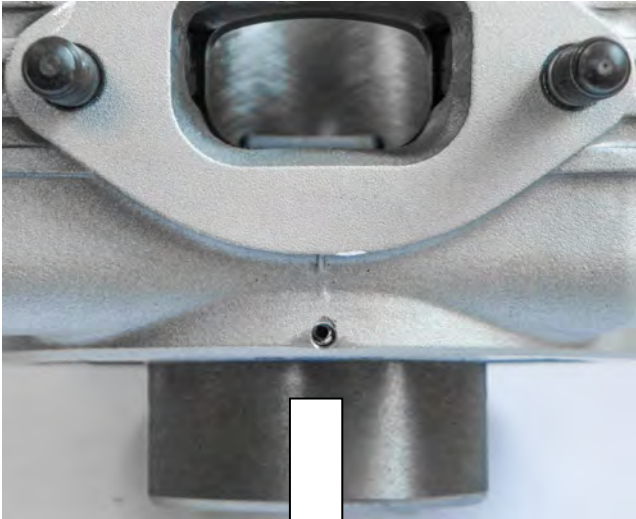
ALTERNATIVE PIN (GROOVED PIN)  
*GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)*



## FROM 2025 ON – A' PARTIR DE 2025

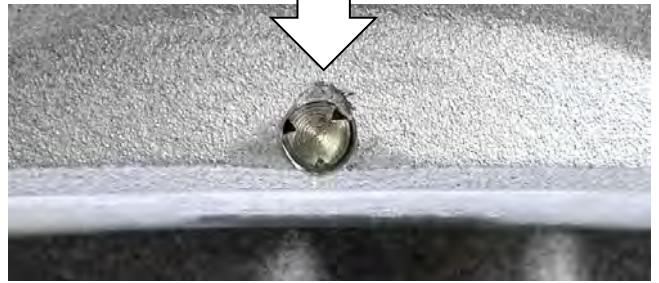
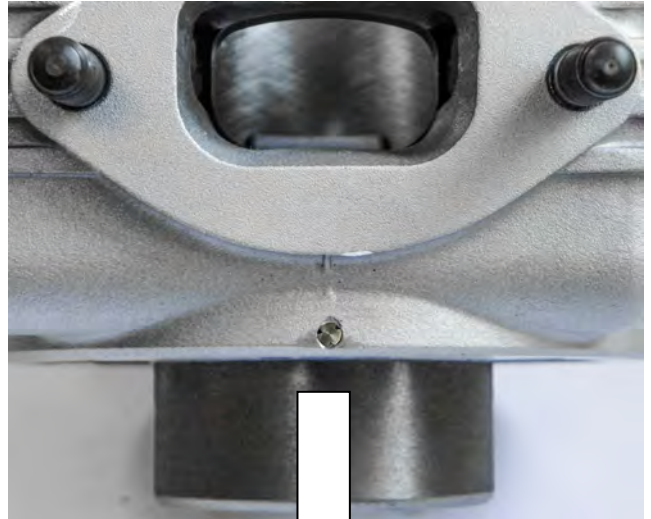
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN  
IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF

CURRENT PIN  
GOUPILLE COURANTE



SPRING PIN  
GOUPILLE À RESORT

ALTERNATIVE PIN  
GOUPILLE ALTERNATIF



GROOVED PIN  
GOUPILLE CANNELÉE

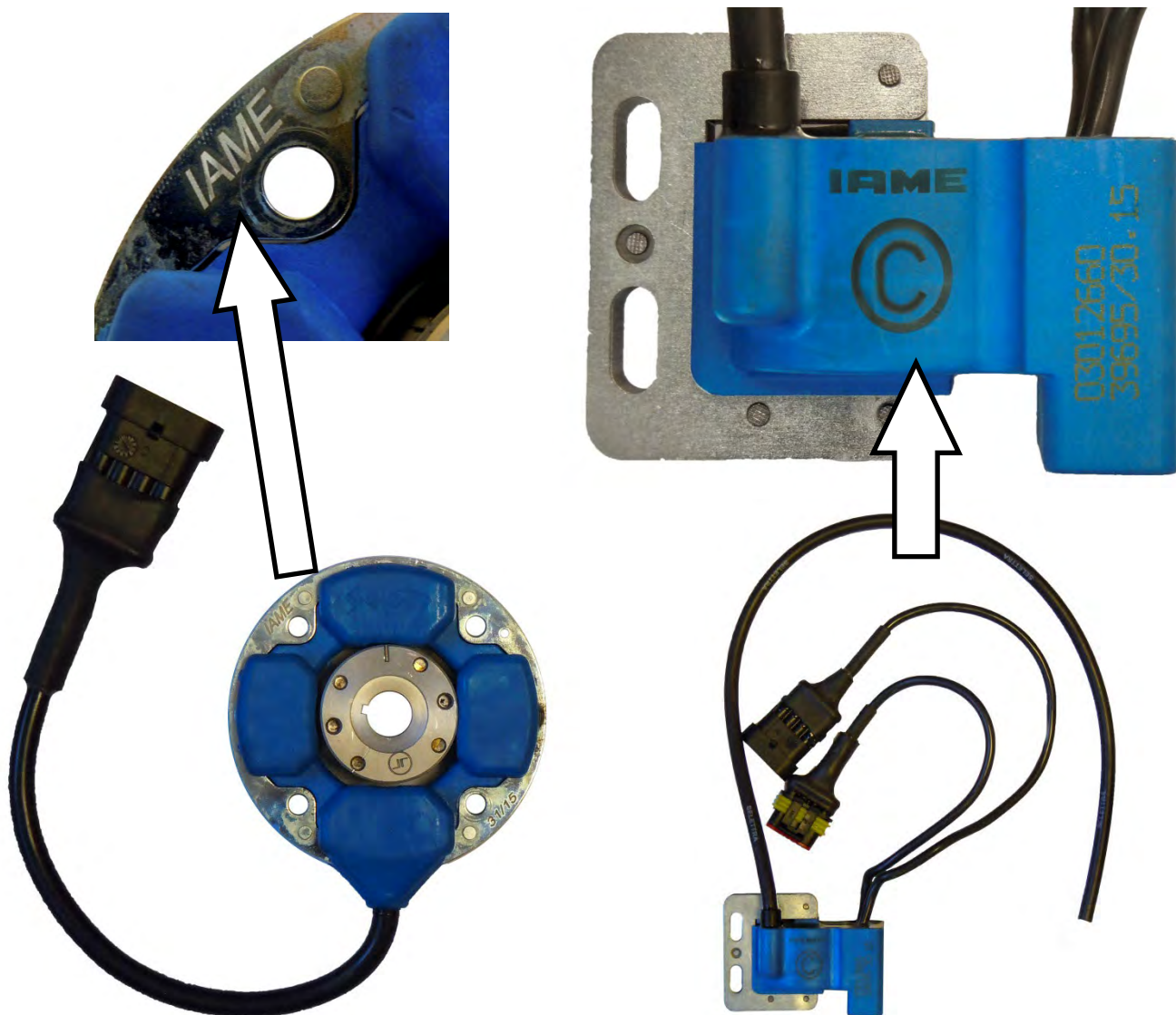
ALTERNATIVE PUSH BUTTONS – START & STOP  
BOUTONS ALTERNATIF “START & STOP” DU DEMARREUR



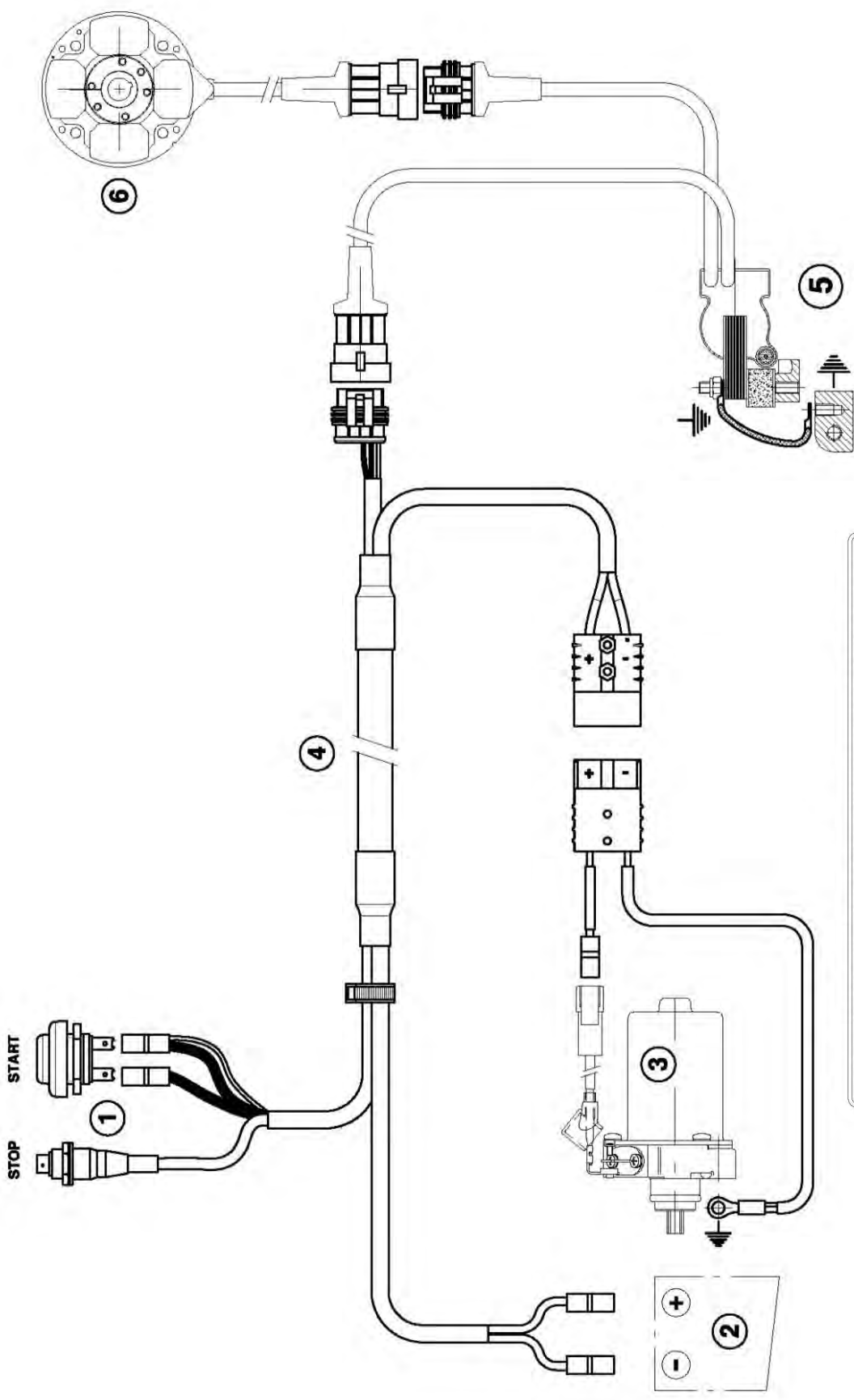
PHOTO COMPLETE ALTERNATIVE WIRING LOOM  
PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



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" )

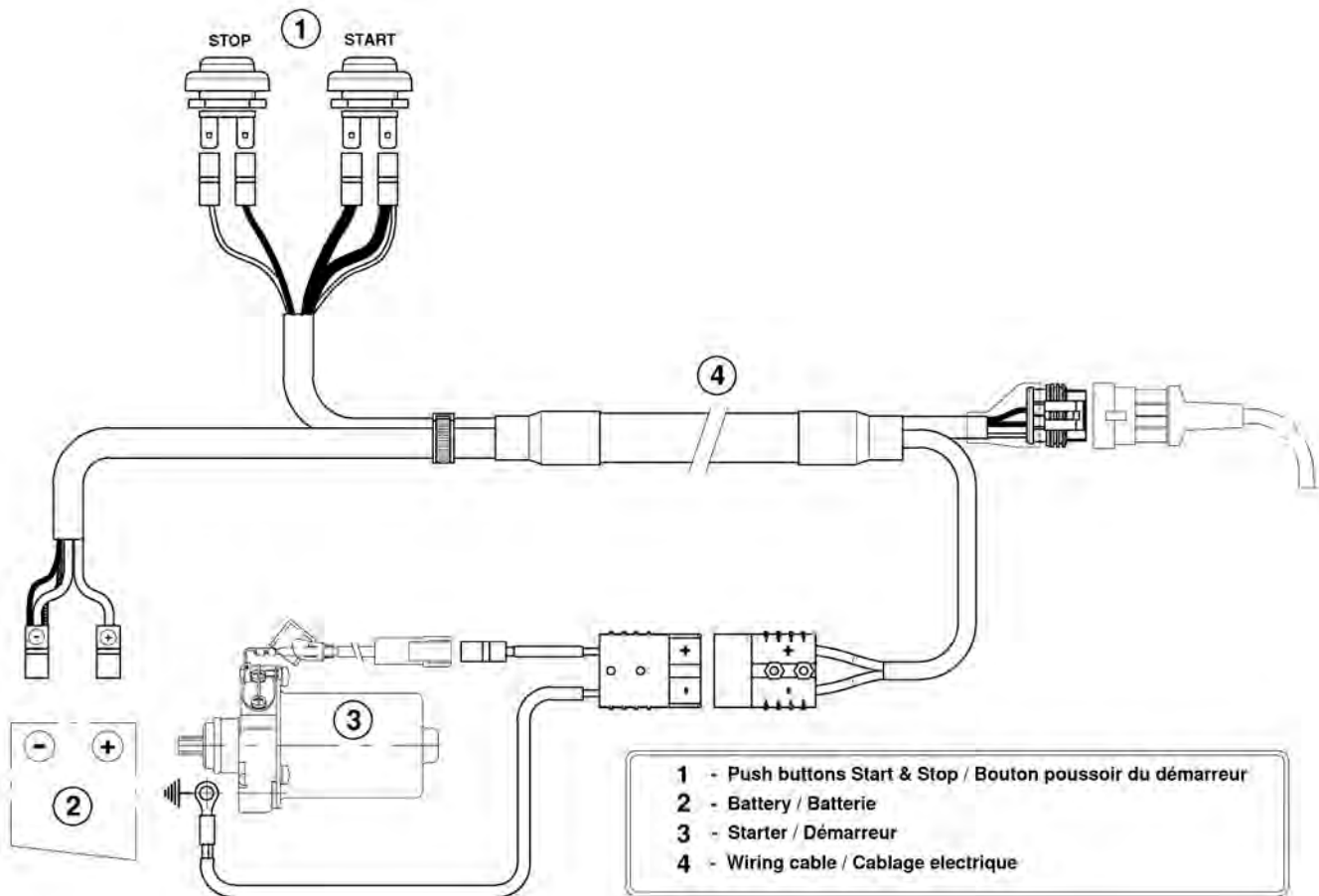


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Démarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit / Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

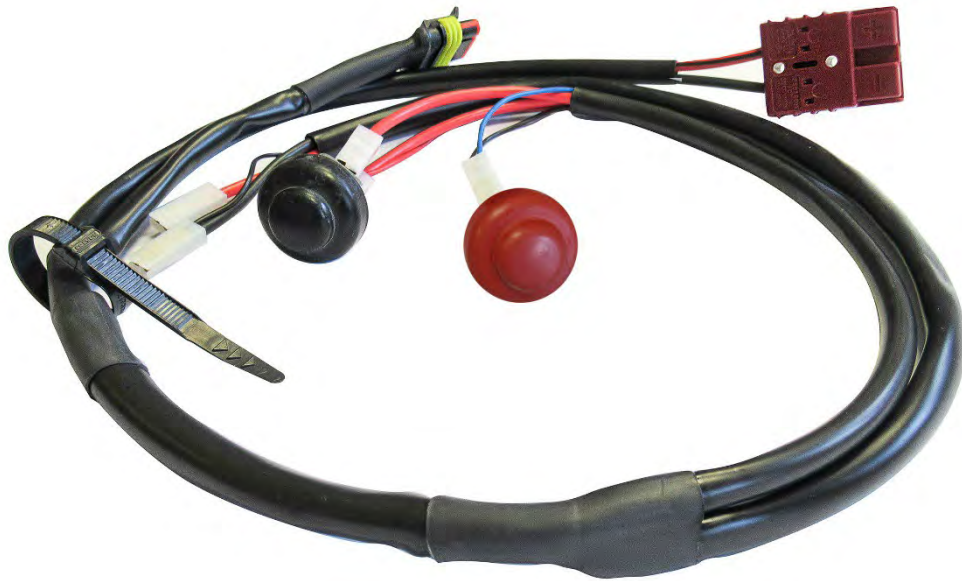
ALTERNATIVE WIRING LOOM  
 CABLAGE ELECTRIQUE COMPLET ALTERNATIF



ALTERNATIVE WIRING LOOM DIAGRAM  
 SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF



ALTERNATIVE WIRING LOOM  
 CABLAGE ELECTRIQUE COMPLET ALTERNATIF



ALTERNATIVE WIRING LOOM DIAGRAM  
 SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF

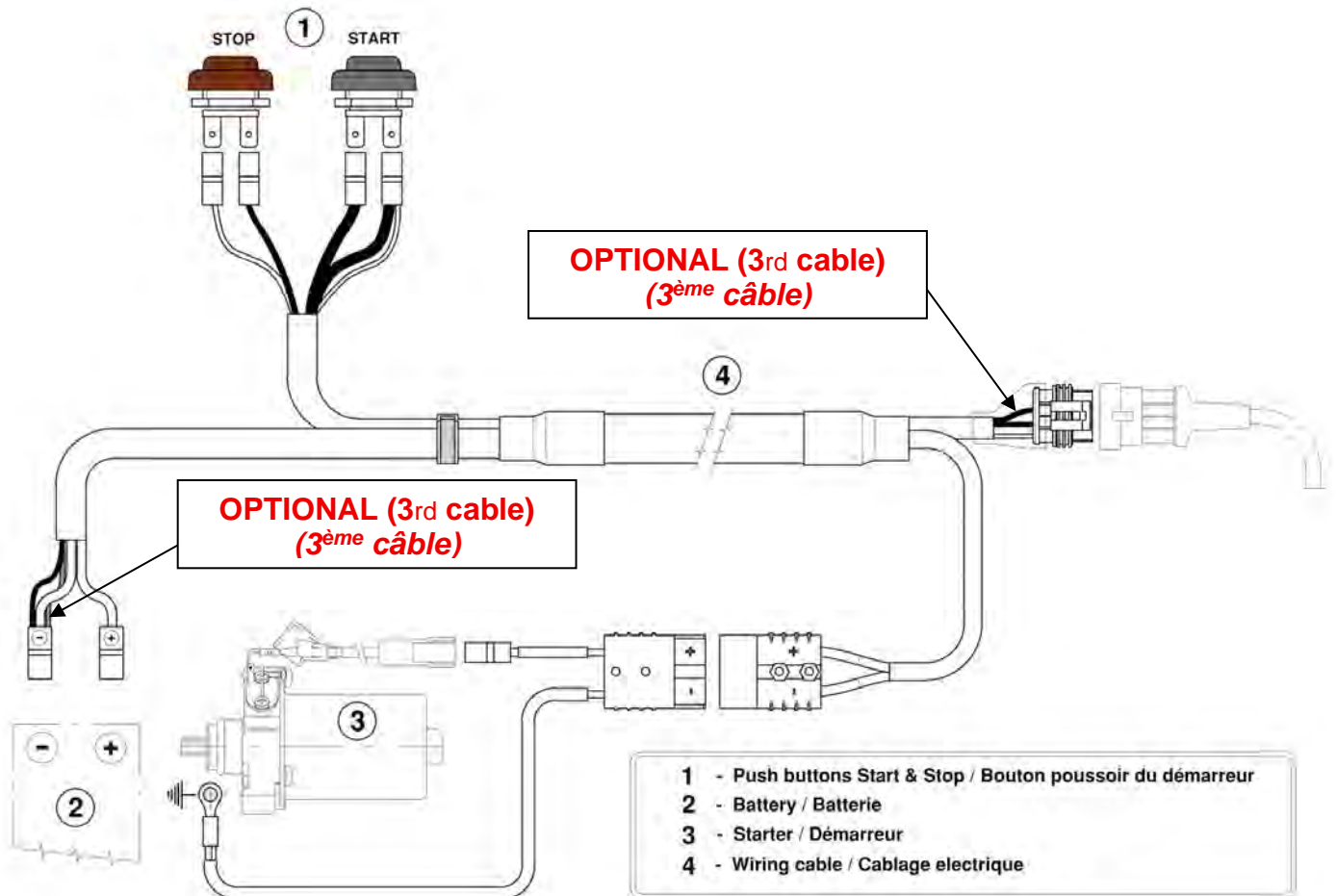
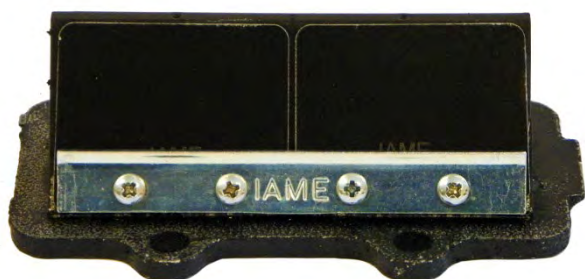
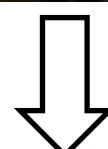
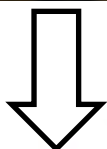


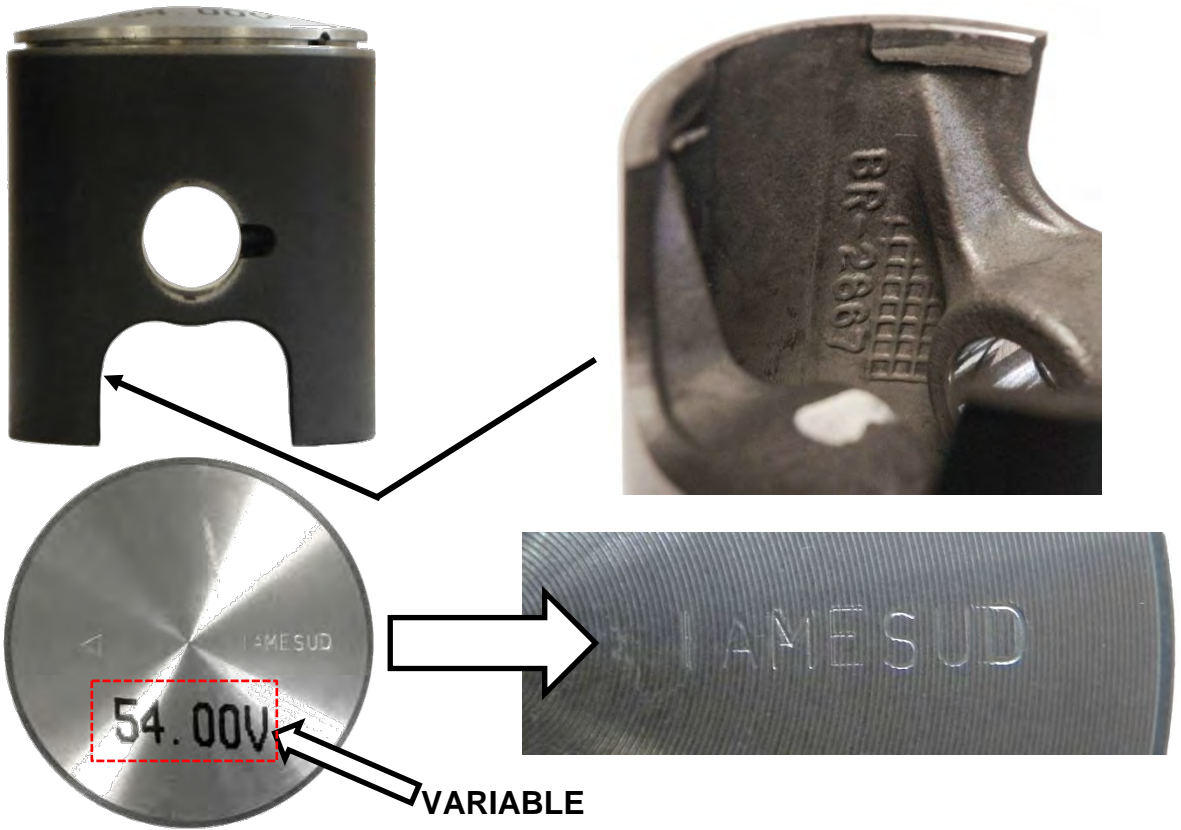
PHOTO IDENTIFICATION REED GROUP  
 PHOTO IDENTIFICATION BOÎTE À CLAPETS

ACTUAL VERSION  
 VERSION COURANTE

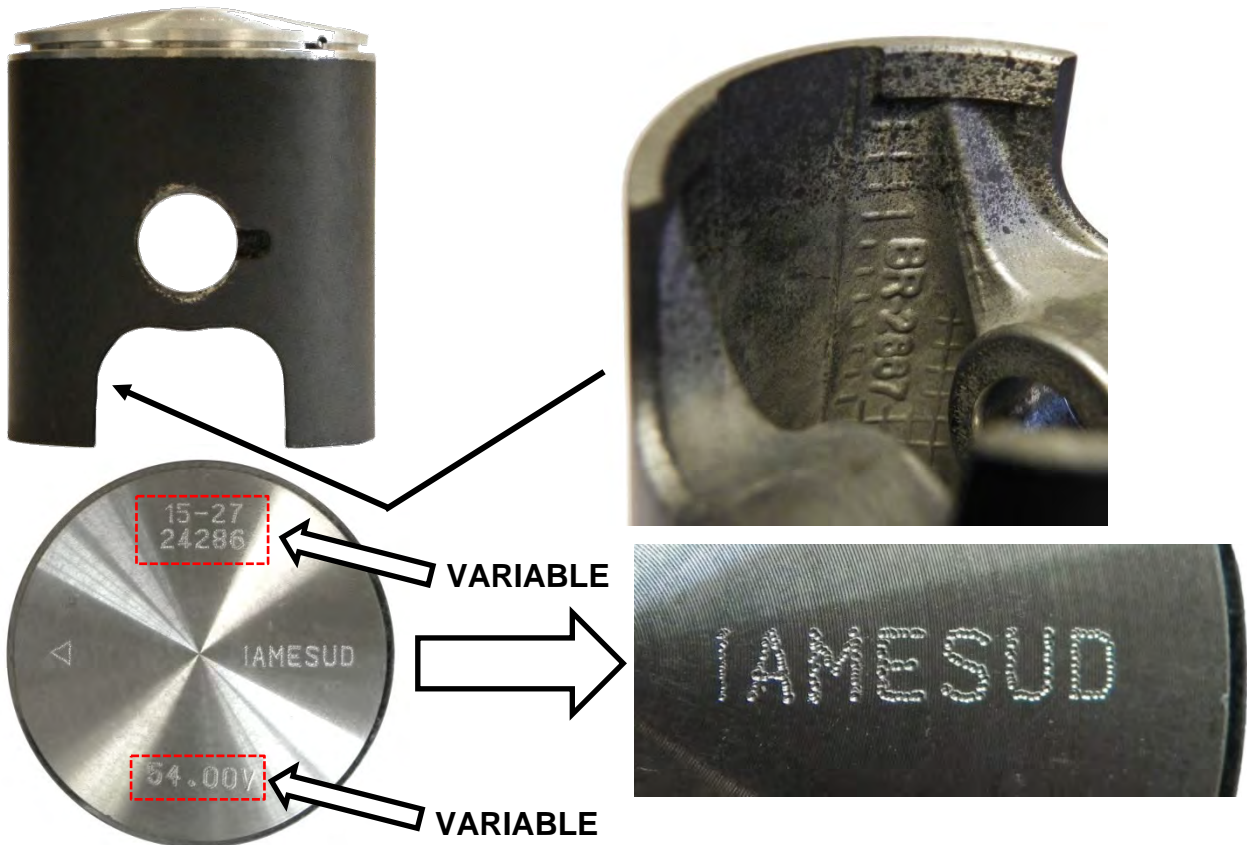
ALTERNATIVE VERSION  
 VERSION ALTERNATIVE



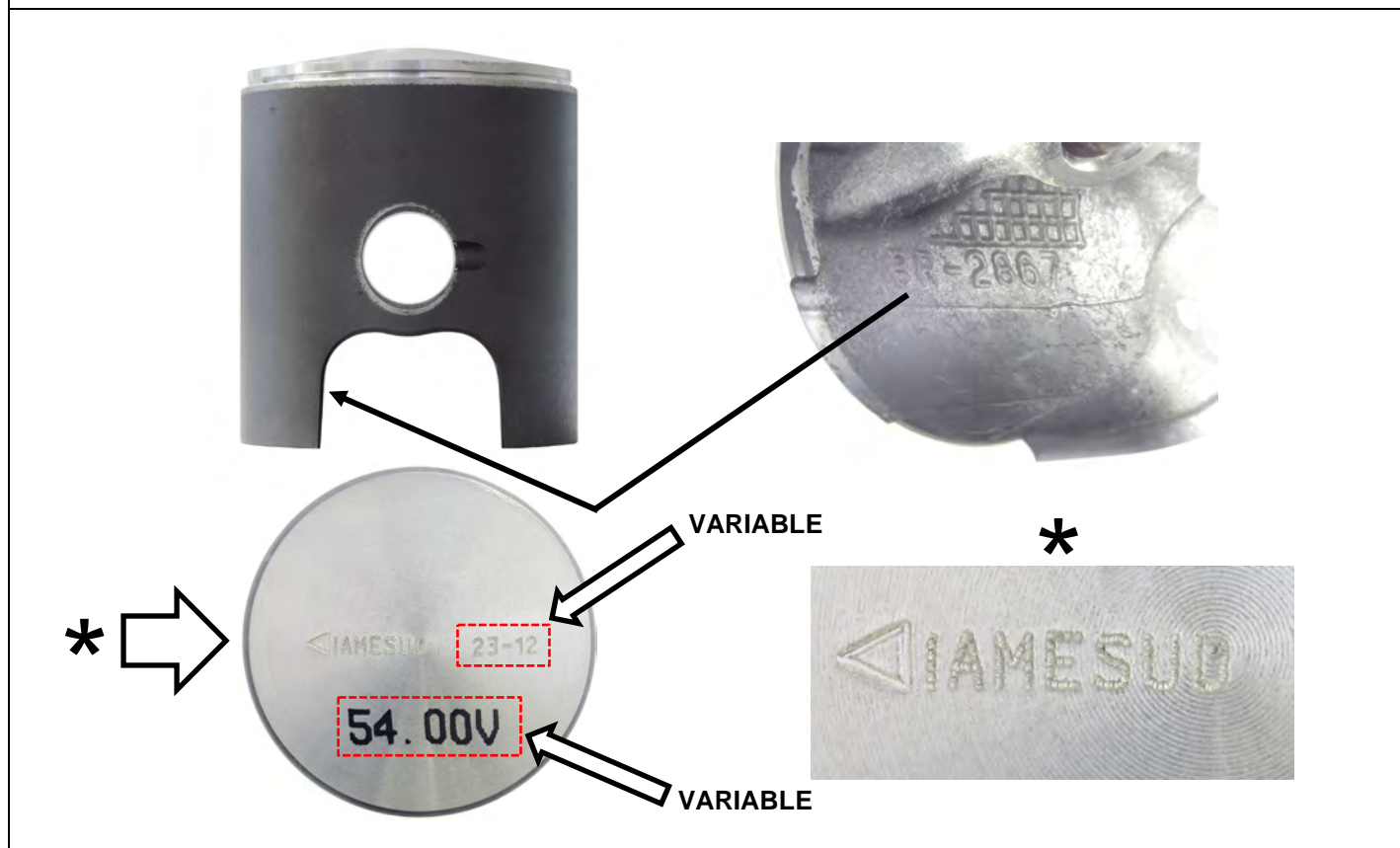
ACTUAL PISTON  
PISTON COURANT



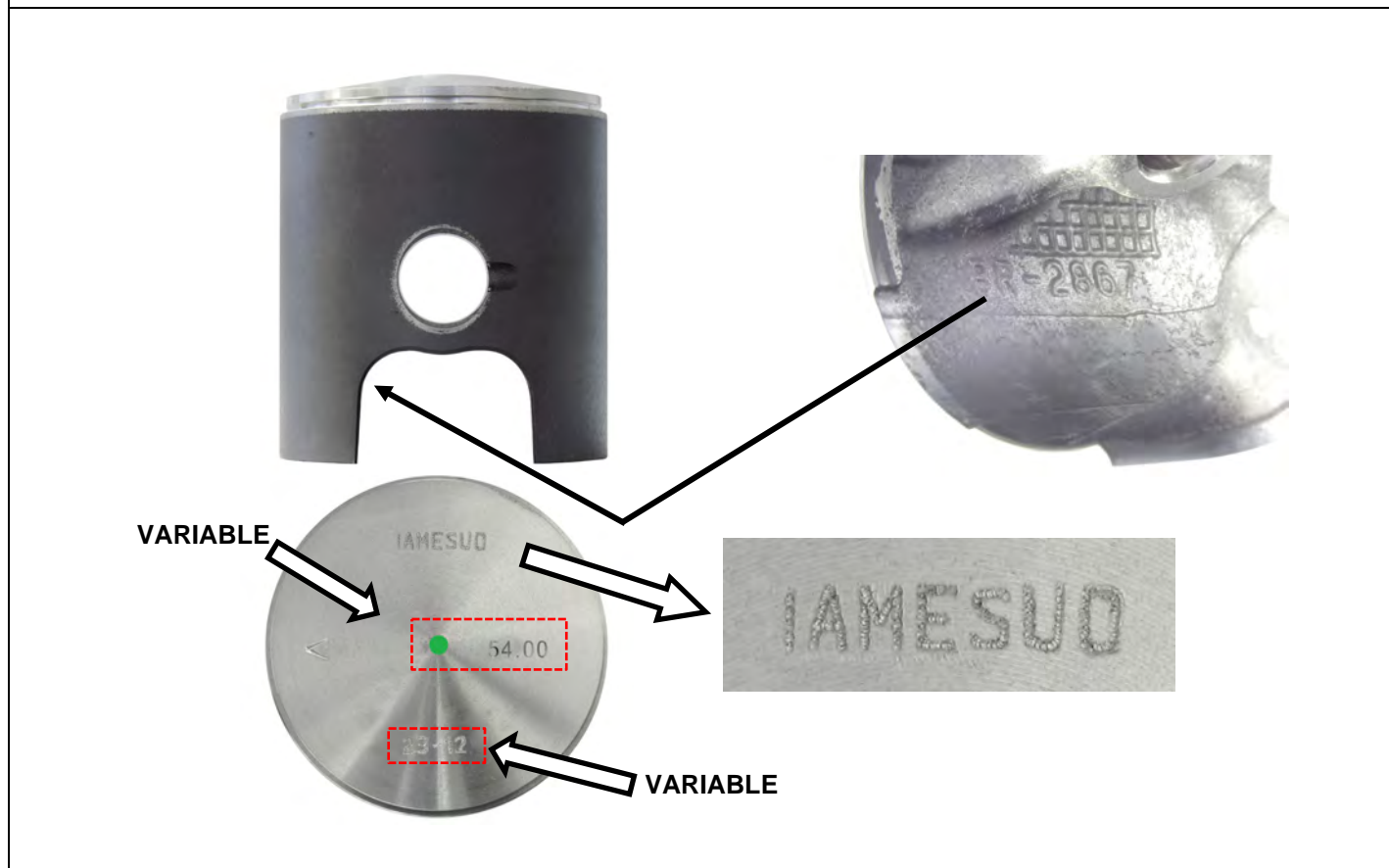
ALTERNATIVE PISTON  
PISTON ALTERNATIF



ALTERNATIVE PISTON MARKING  
 MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE PISTON MARKING  
 MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE CONROD  
 BIELLE ALTERNATIVE

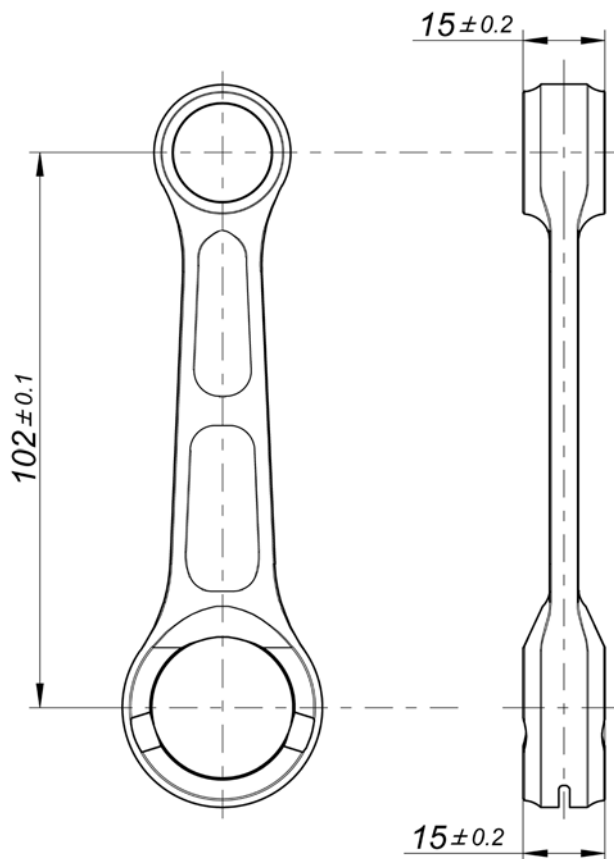
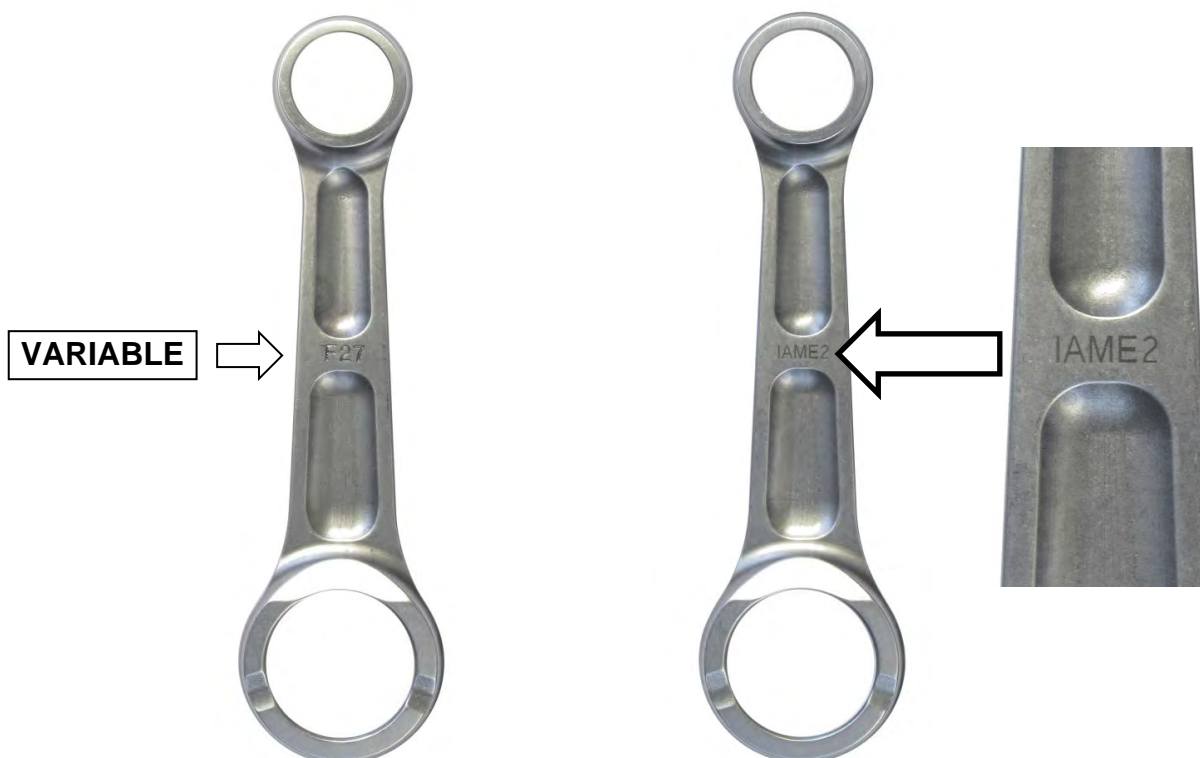


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE  
 PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



**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*








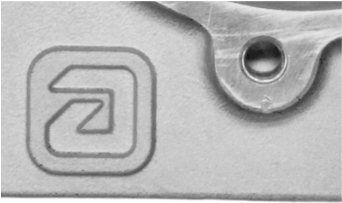
TYPE 1



TYPE 2



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

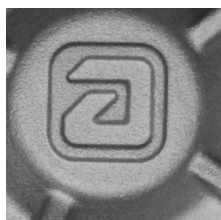
<p>CYLINDER HEAD          CULASSE</p>	<p>CYLINDER          CYLINDRE</p>
 <p><b>NEW / NOUVEAU LOGO</b></p> 	 <p><b>NEW / NOUVEAU LOGO</b></p> 
<p>SEMICARTER TRANSMISSION SIDE          DEMI-CARTER CÔTÉ PIGNON</p>	<p>SEMICARTER IGNITION SIDE          DEMI-CARTER CÔTÉ ALLUMAGE</p>
 <p><b>NEW / NOUVEAU LOGO</b></p> 	 <p><b>NEW / NOUVEAU LOGO</b></p> 

**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**





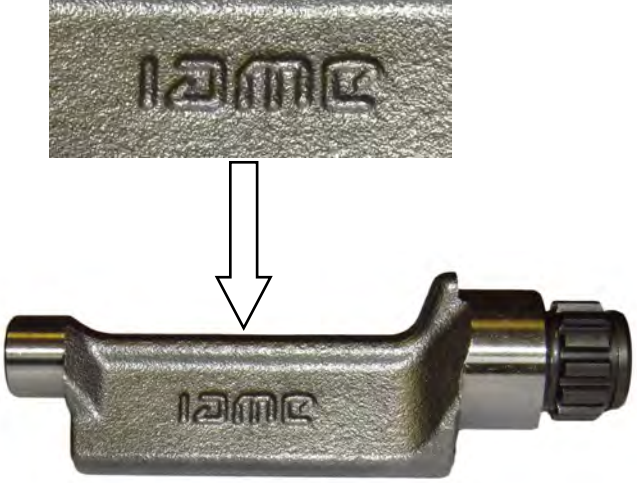
CARBURETTOR INLET CONVEYOR  
 CONVOYEUR D'ADMISSION



**NEW / NOUVEAU LOGO**



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

<p>RADIATOR RADIATEUR</p>	<p>EXHAUST SILENCER ECHAPPEMENT</p>
<p style="text-align: center;"><b>NEW / NOUVEAU LOGO</b></p>  <p>The image shows a radiator with a black plastic top and bottom. The main body is a silver-colored metal mesh. To the right of the radiator is a vertical rectangular plate with the word "IAME" embossed in a stylized, bold font.</p>	<p style="text-align: center;"><b>NEW / NOUVEAU LOGO</b></p>  <p>The image shows an exhaust silencer, which is a curved metal pipe. Above it is a close-up of the "IAME" logo embossed on a metal surface. Below the main image is a circular view of the silencer's end, also showing the "IAME" logo.</p>
<p>BALANCING SHAFT ARBRE D'EQUILIBRAGE</p>	
<p style="text-align: center;"><b>NEW / NOUVEAU LOGO</b></p>  <p>The image shows a balancing shaft, a small metal component with a cylindrical end and a threaded section. Above it is a close-up of the "IAME" logo embossed on the metal surface. A white arrow points from the close-up to the main image of the shaft.</p>	

**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»**

I A M E

or

**IAME**

**NOW COULD BE MARKED WITH NEW LOGO "IAME"**

**POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"**

IAME

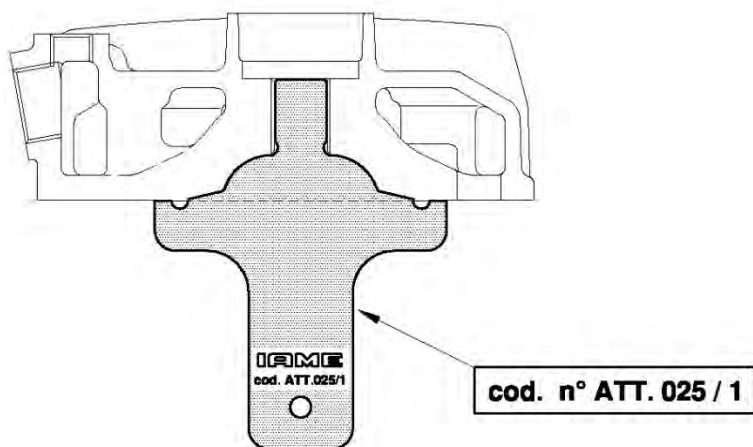
or

IAME

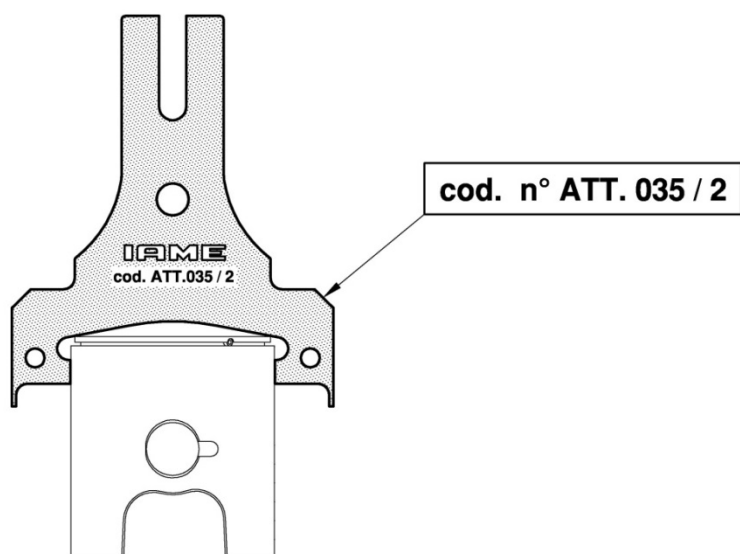
or

IAME

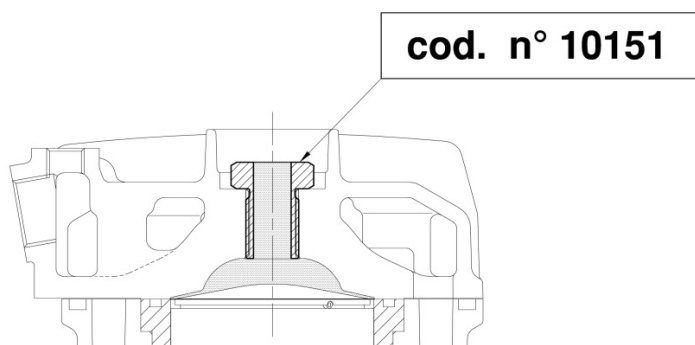
TEMPLATE FOR COMBUSTION CHAMBER SHAPE  
GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION



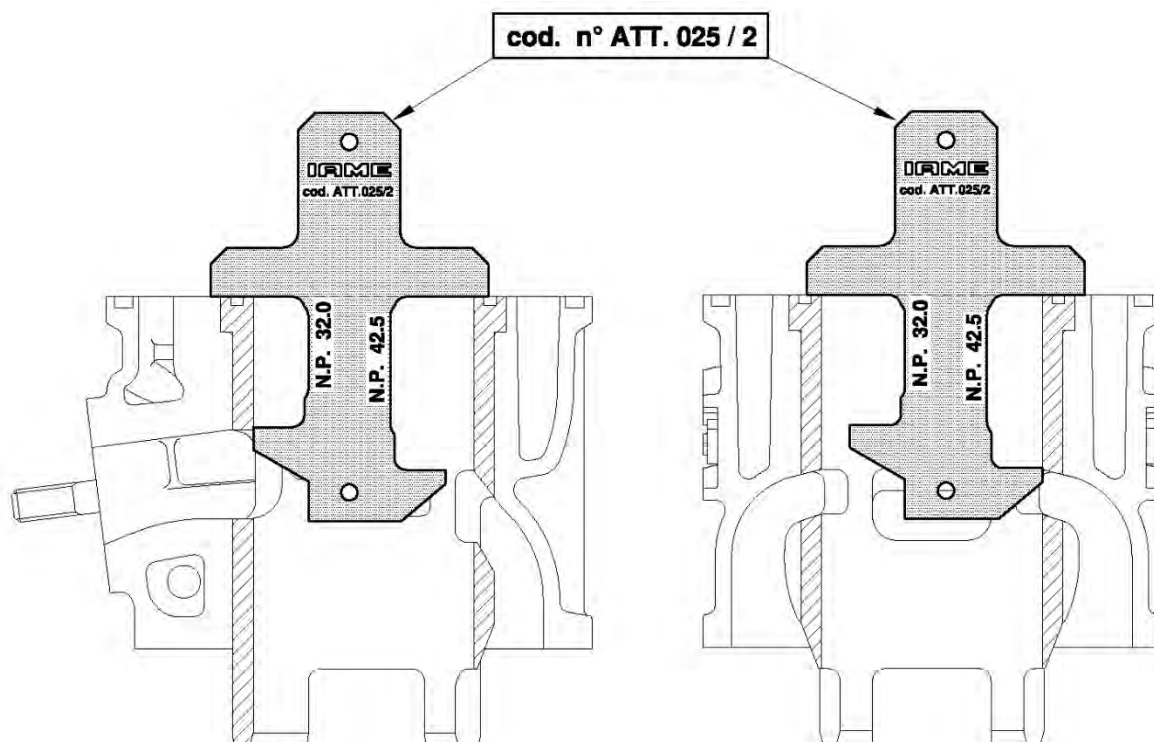
TEMPLATE FOR THE PISTON DOME  
GABARIT POUR LE DÔME DU PISTON



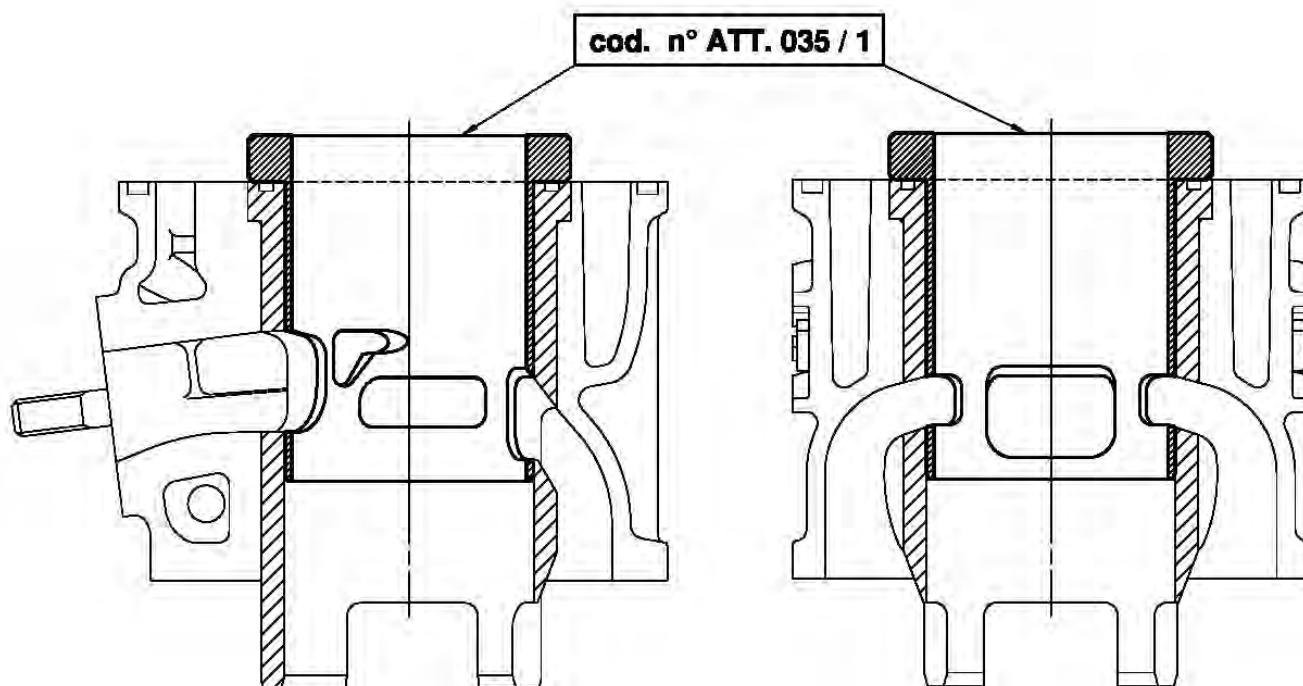
INSERT FOR COMBUSTION CHAMBER VOLUME  
INSERT POUR LE VOLUME DE LA CHAMBRE DE COMBUSTION



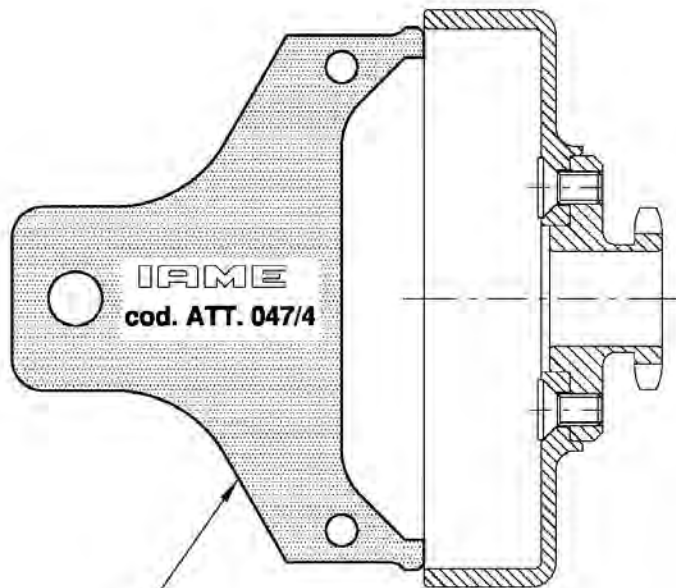
**NO GO GAUGE FOR THE HEIGHT OF EXHAUST PORT AND LATERAL TRANSFERS**  
**GABARIT POUR LA HAUTEUR DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX**



**CHECKING TOOL FOR PORTS IN THE CYLINDER LINER**  
**GABARIT POUR LES LUMIÈRES DANS LA CHEMISE DU CYLINDRE**

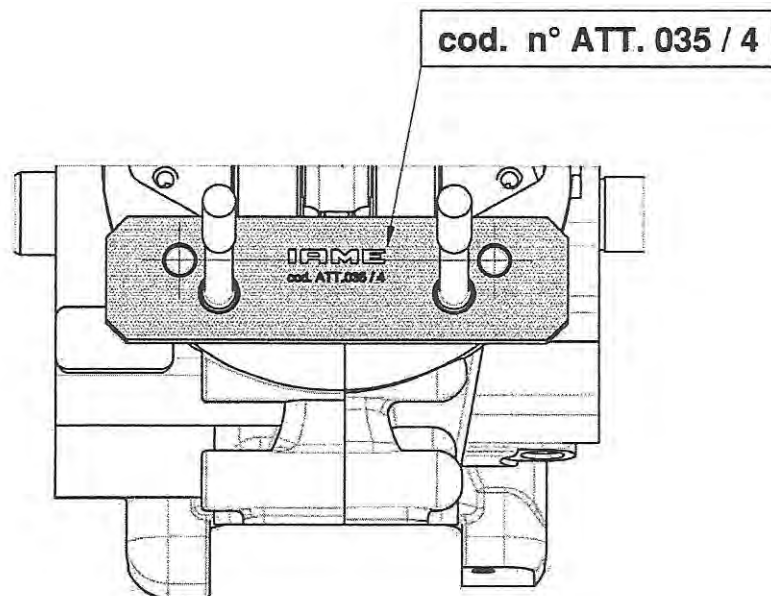


**NO-GO GAUGE FOR CLUTCH DRUM**  
**GABARIT POUR LA CLOCHE D'EMBAYAGE**



**cod. n° ATT. 047 / 4**

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

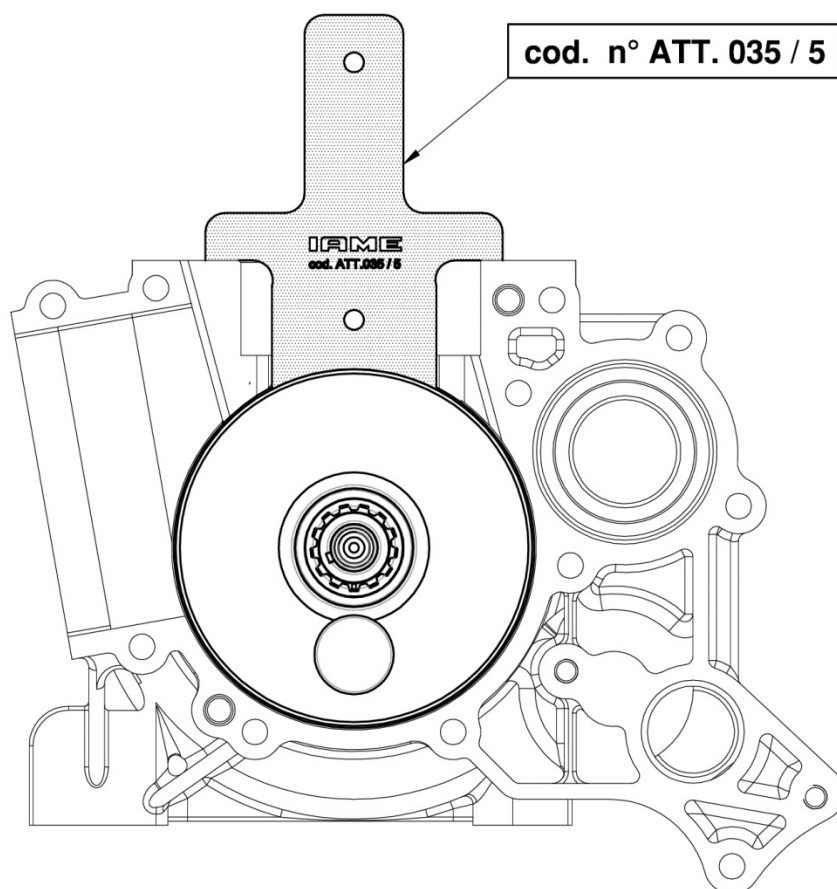


**GAUGE FOR THE CYLINDER BASE PLANE ON THE CRANKCASE**

It must touch the plane before touching the crankshaft

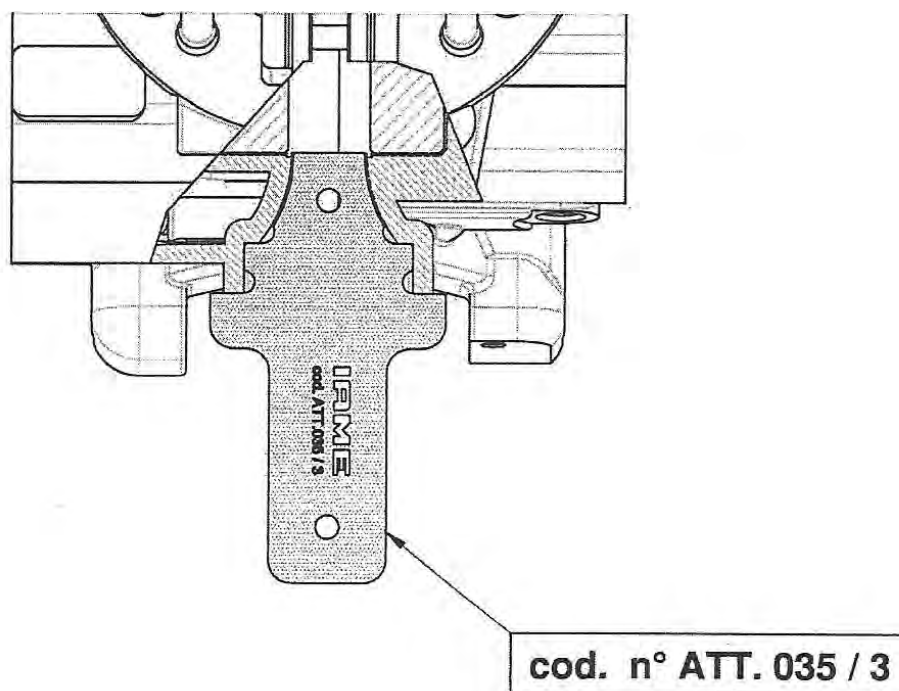
**GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER**

*il doit toucher le plan avant de toucher le vilebrequin*



**GAUGE FOR REED VALVE SEAT AND PLANE**

**GABARIT POUR LE PLAN ET LOGEMENT DE LA BÔITE À CLAPETS**

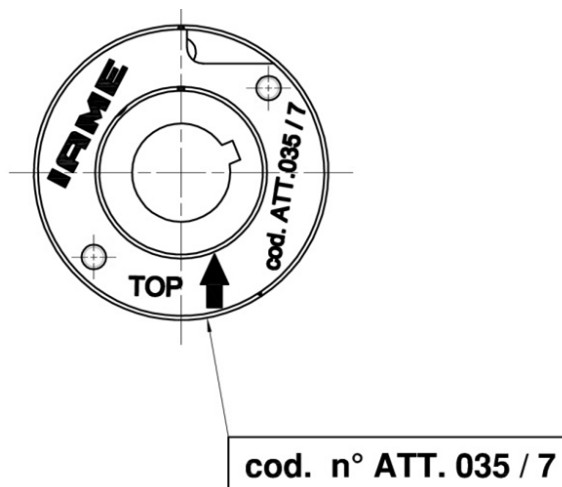


TEMPLATE FOR THE MARKING POSITION ON SELETTA DIGITAL "S" ROTOR

OK when the marking is hidden by the template

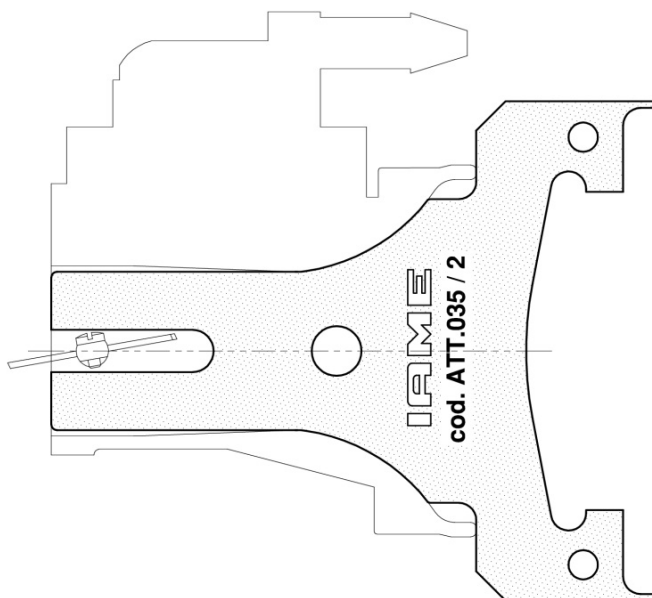
*GABARIT POUR LA LE MARQUAGE DE PHASE SUR LE ROTOR SELETTA DIGITAL "S"*

*OK si le marquage est couvert par le gabarit*



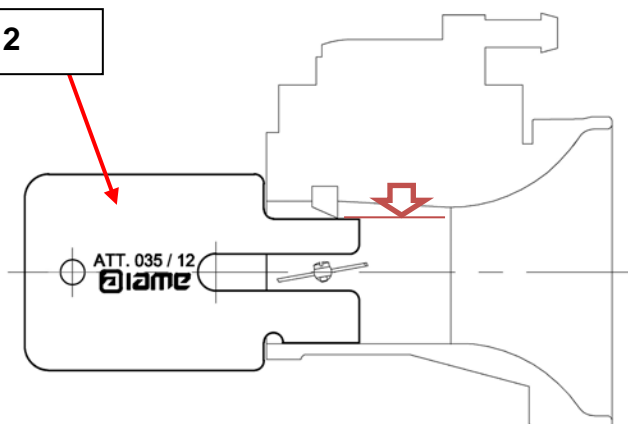
TEMPLATE FOR THE VENTURI SHAPE OF TILLOTSON HW-27A CARBURETTOR

*GABARIT POUR LE VENTURI DU CARBURATEUR TILLOTSON HW-27A*



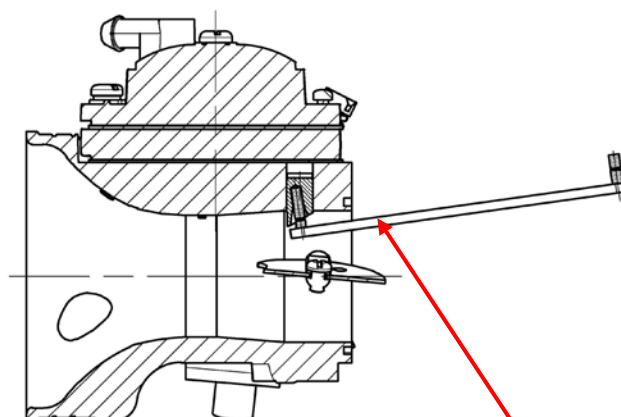
**GAUGE FOR THE HEIGHT OF THE ATOMISER – IT MUST ENTER**  
**GABARIT POUR LA HAUTEUR DU PULVERISATEUR - IL DOIT ENTRER**

ATT.035 / 12



**NO GO GAUGE FOR THE HOLE OF THE NOZZLE**  
**GABARIT POUR LE TROU DU PULVERISATEUR**

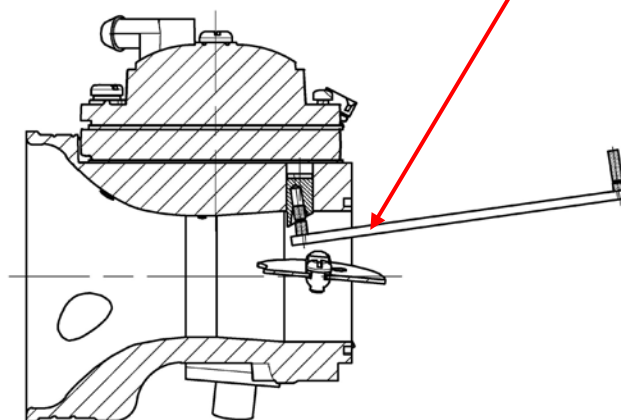
GO Side – must enter  
Côté GO – doit entrer



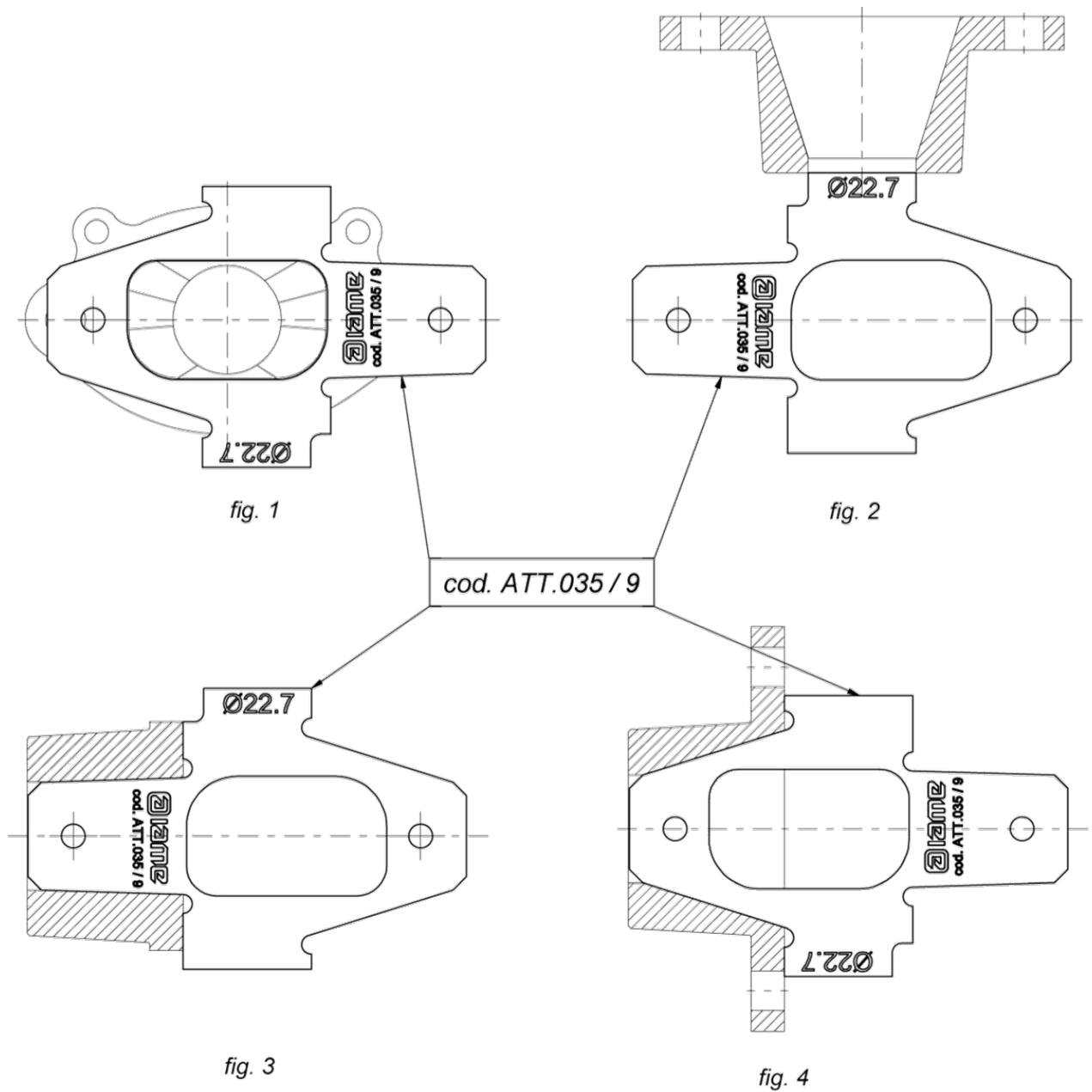
NO GO Side – must not enter  
Côté NO GO – ne doit pas entrer



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);  
 LE GABARIT NE DOIT PAS ENTRER DANS LE TROU DU RESTRICTEUR D'ÉCHAPPEMENT.**

**THE SHAPE OF THE DUCT IN THE HEADER MUST MATCH WITH THE TEMPLATE, (FIG.1,3 AND 4).  
 LA FORME DU CONDUIT DANS LE COLLECTEUR TOIT ÊTRE LA MEME QUE L'OUTIL**