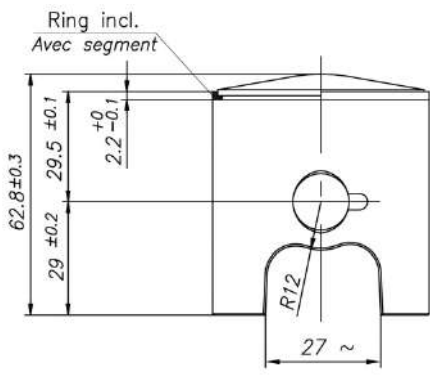
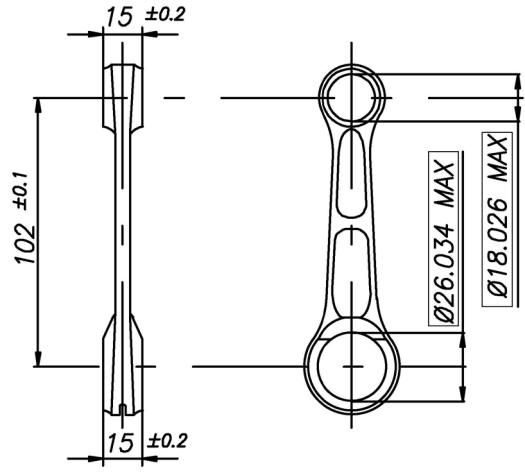
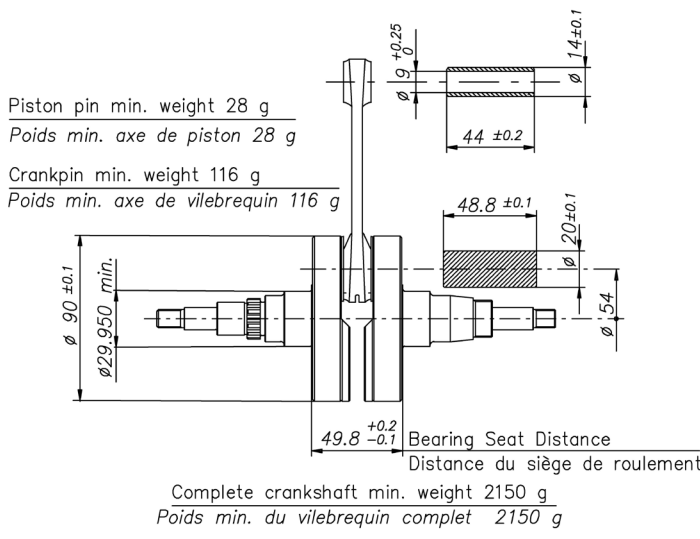
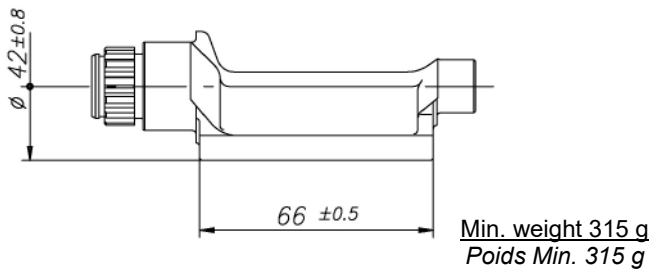
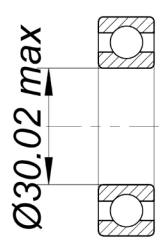
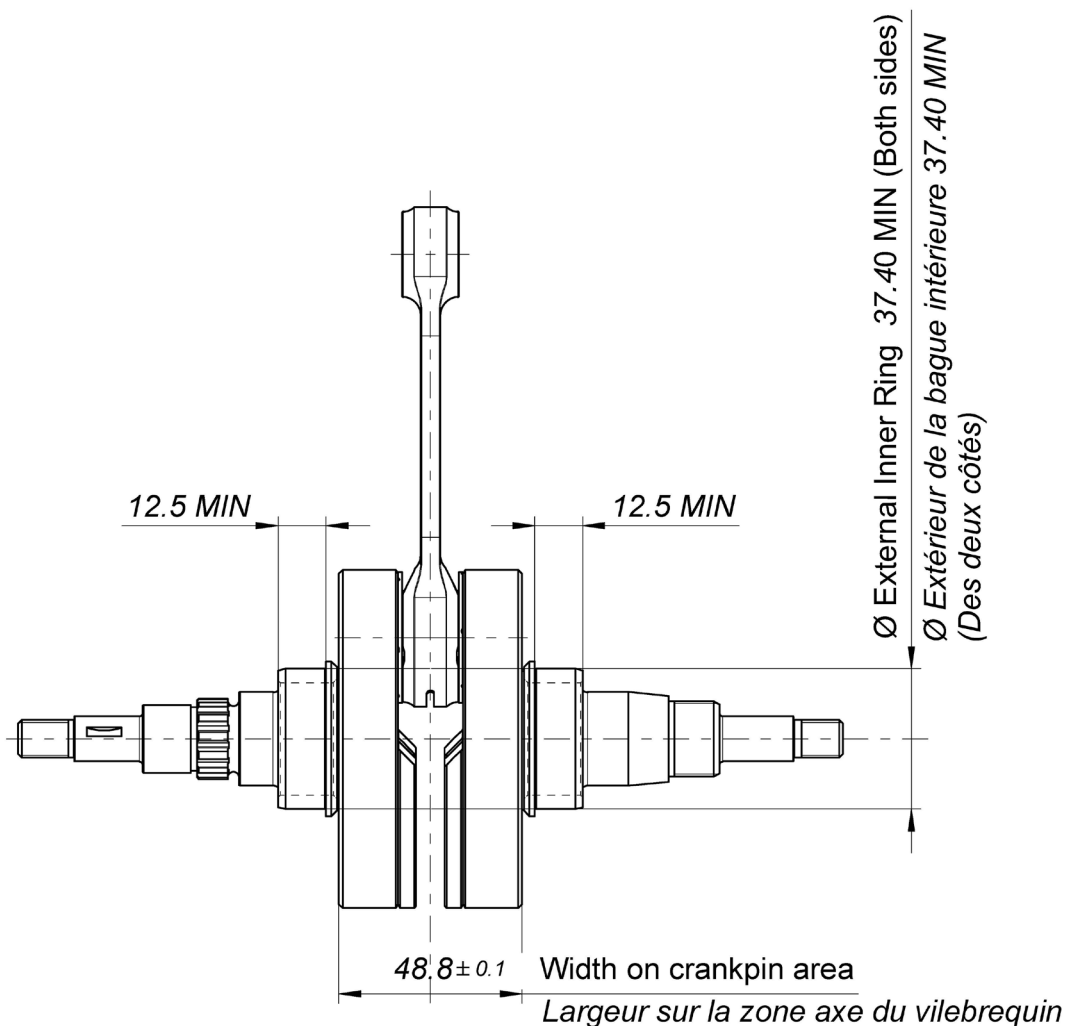


X30 125cc RL-C TAG

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

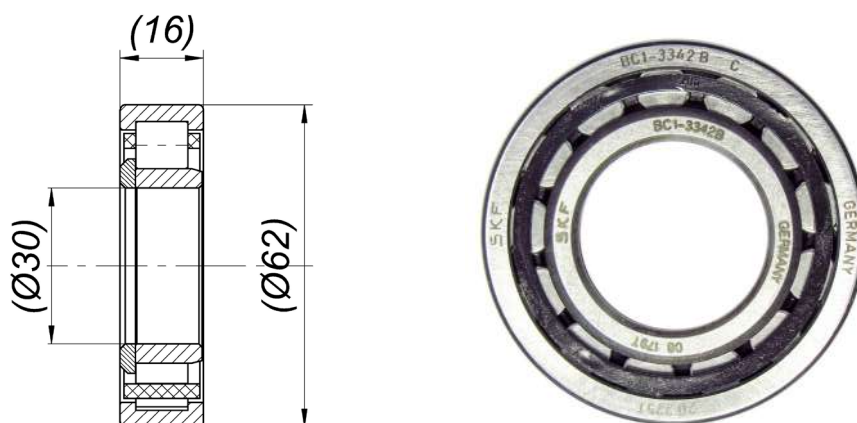
DESCRIPTION OF THE MATERIAL DESCRIPTION DES MATERIAUX		PISTON
Conrod material <i>Matériau de la bielle</i>	Steel <i>Acier</i>	 Piston min. weight (ring incl.) 128 g Poids min. piston (avec segment) 128g
Crankshaft material <i>Matériau du vilebrequin</i>	Steel <i>Acier</i>	
Balancing shaft material <i>Matériau de l'arbre d'équilibrage</i>	Steel <i>Acier</i>	
Gears material <i>Matériau des engrenages</i>	Steel <i>Acier</i>	
Starter ring material <i>Matériau de la couronne démarreur</i>	Steel <i>Acier</i>	
Head material <i>Matériau de la culasse</i>	Aluminium	DISTANCE BETWEEN CONROD CENTERS <i>ENTRAXE DE LA BIELLE</i>
Cylinder material <i>Matériau du cylindre</i>	Aluminium	 Min. weight 110 g Poids min. 110 g
Liner material <i>Matériau de la chemise</i>	Iron <i>Fonte</i>	
Crankcase material <i>Matériau du carter</i>	Aluminium	
Piston material <i>Matériau du piston</i>	Aluminium	
Piston rings material <i>Matériau des segments</i>	Iron <i>Fonte</i>	
Exhaust muffler material <i>Matériau du pot d'échappement</i>	Sheet-steel <i>Tôle acier</i>	
Ball-bearings <i>Roulements</i>	Type 6206	
CRANKSHAFT - VILEBREQUIN		BALANCING SHAFT ARBRE D'EQUILIBRAGE
 Piston pin min. weight 28 g Poids min. axe de piston 28 g Crankpin min. weight 116 g Poids min. axe de vilebrequin 116 g Complete crankshaft min. weight 2150 g Poids min. du vilebrequin complet 2150 g		 Min. weight 315 g Poids Min. 315 g
		CRANKSHAFT BALL BEARINGS ROULEMENTS À BILLES DU VILEBREQUIN  Ø 30.02 max

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

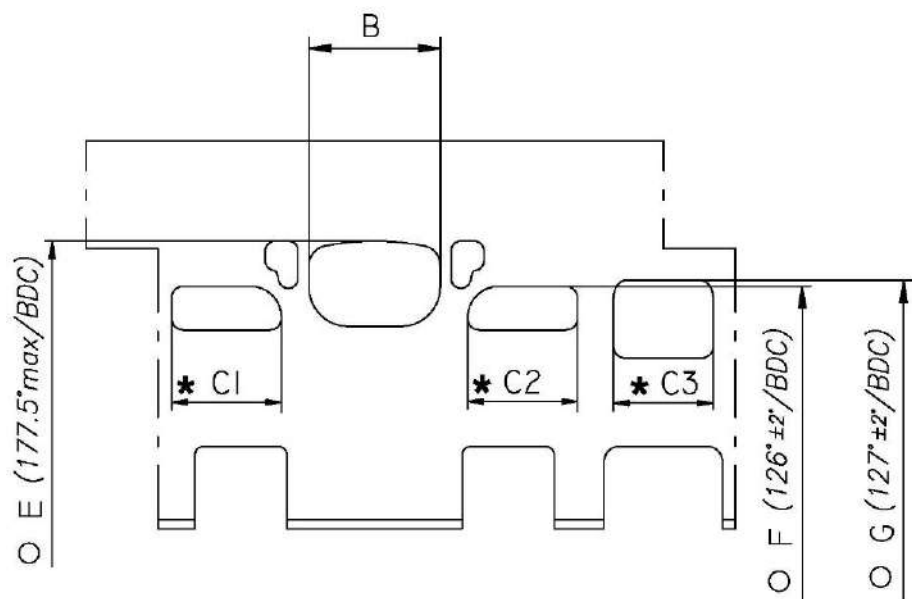


Crankshaft complete min. Weight 2220 g
Poids min. du vilebrequin

ROLLER MAIN BEARING
ROULEMENTS À ROULEAUX DU VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

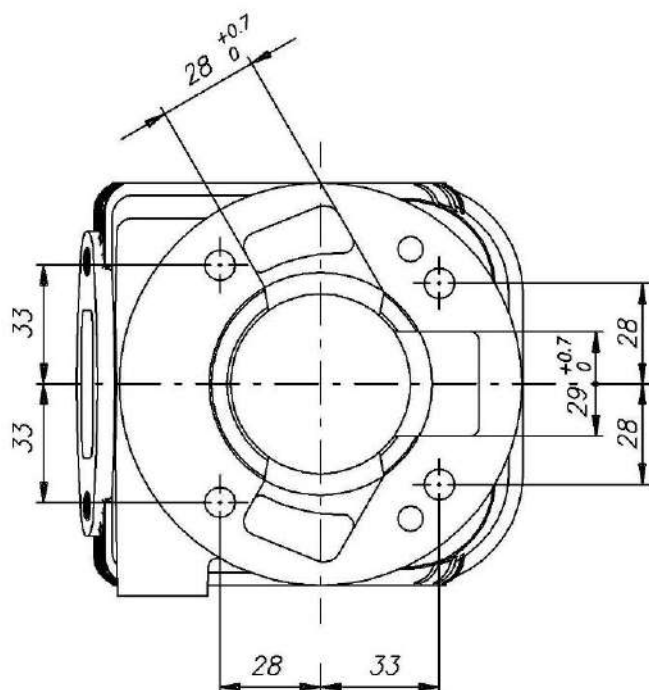


B	$\leq 36.5 \text{ mm}$
C1 = C2	$\leq 30 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$
E	177.5° max
F	$126^\circ \pm 2^\circ$
G	$127^\circ \pm 2^\circ$

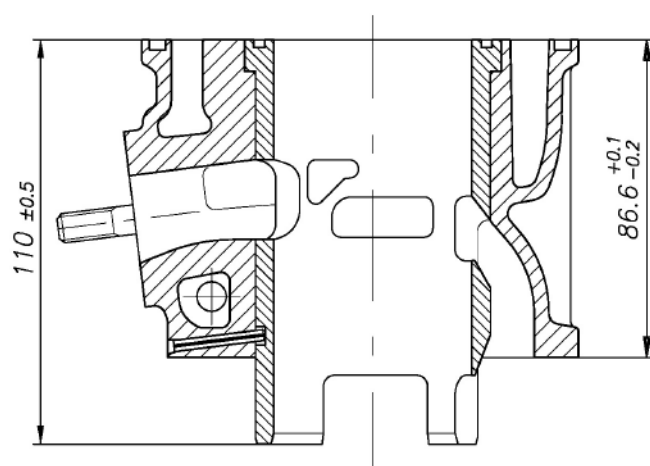
* **CHORDAL READING**
LECTURE CORDALE

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

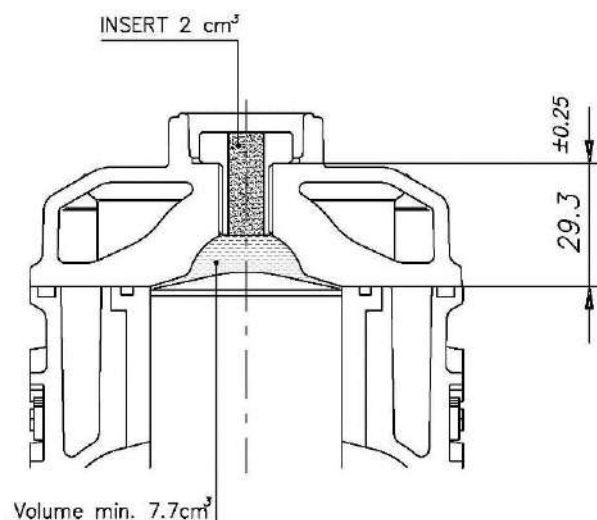
CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE



CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



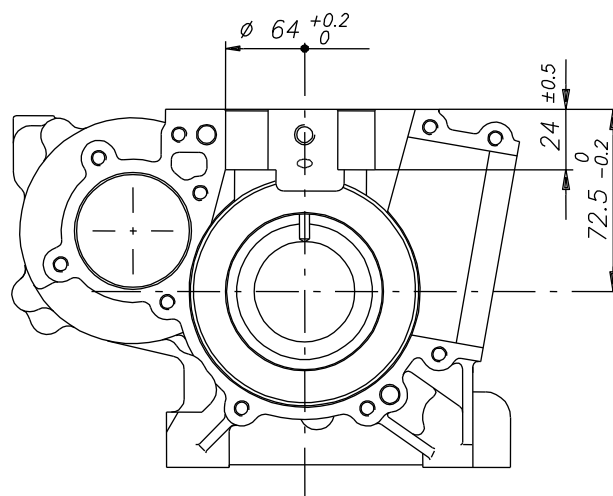
COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMBUSTION



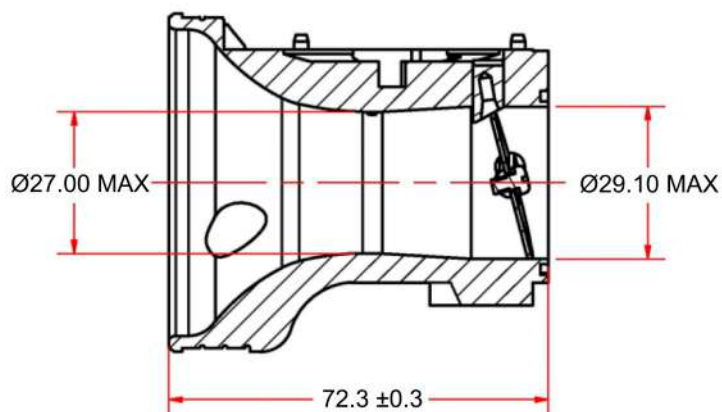
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

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

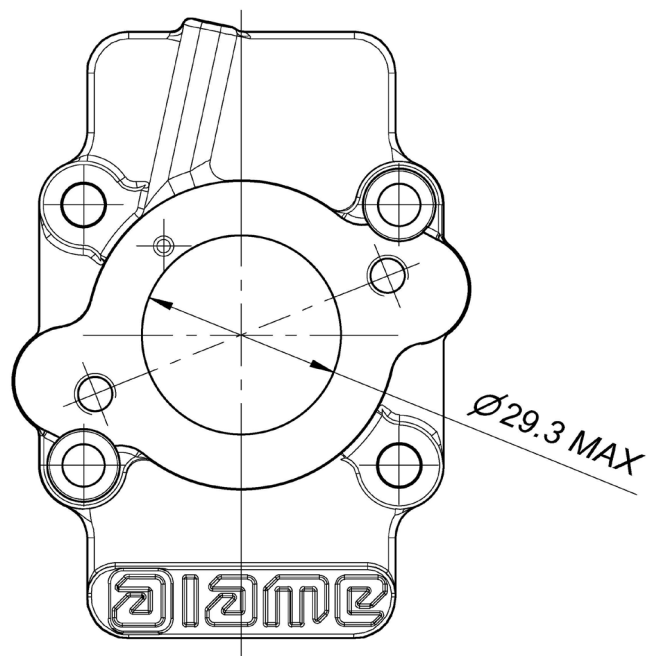
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



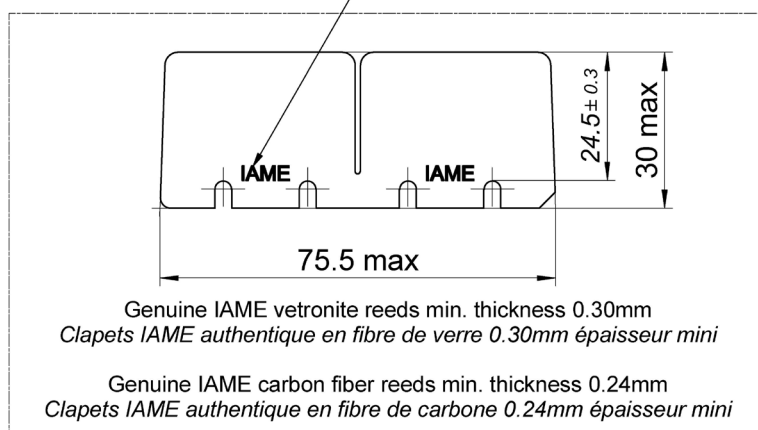
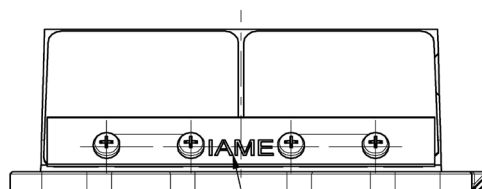
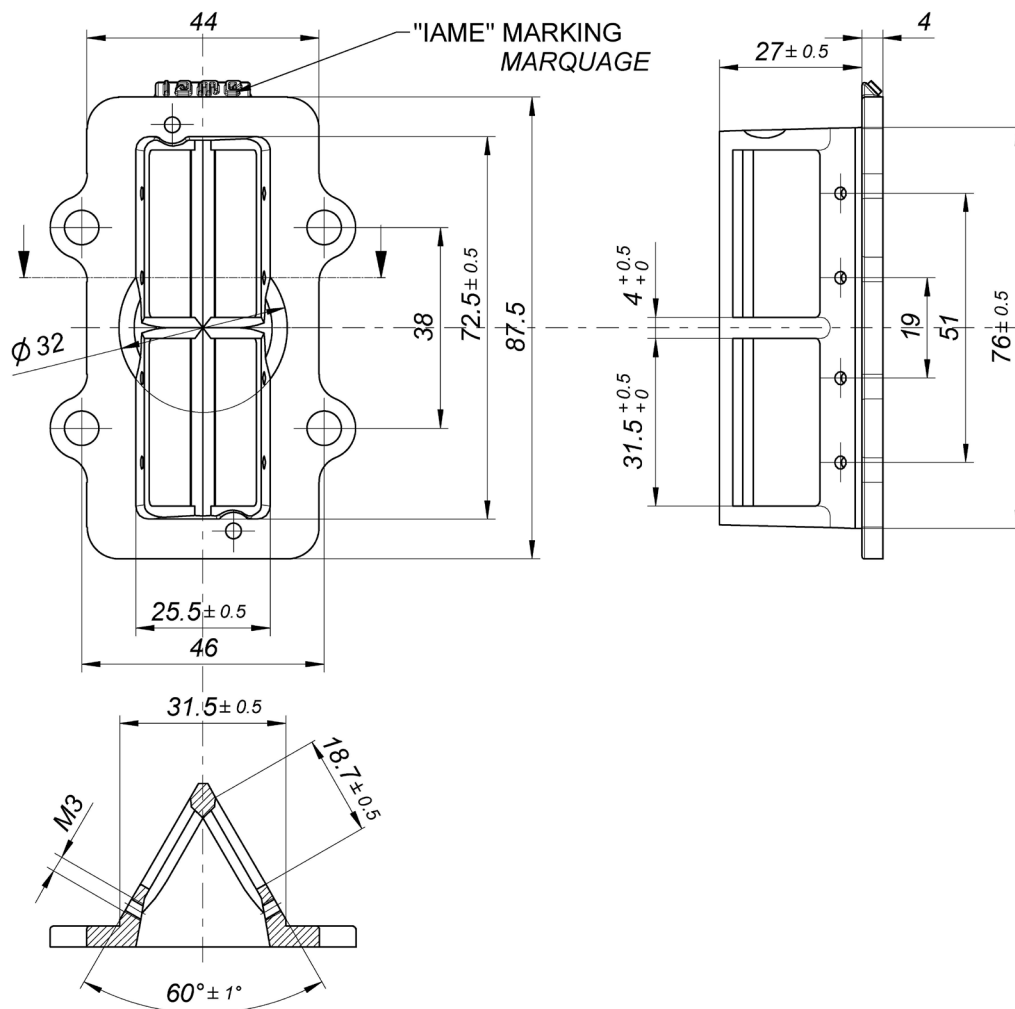
VENTURI CARB. DIMENSIONS
DIMENSIONS DU VENTURI DU CARBURATEUR



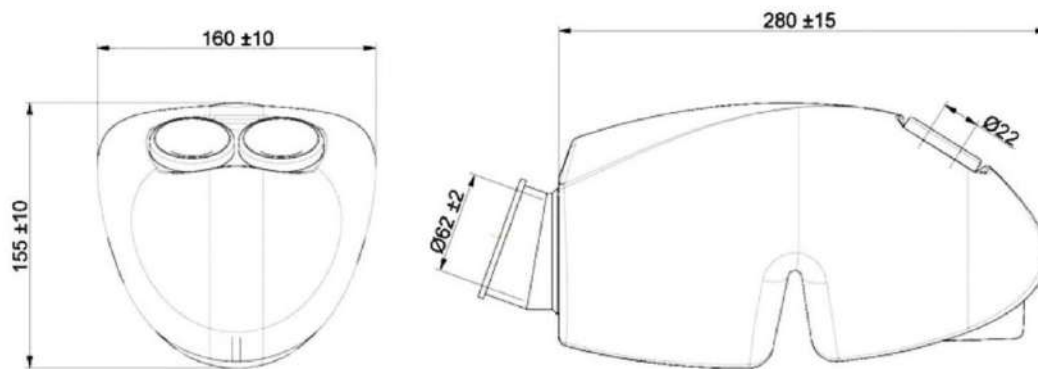
INLET CONVEYOR DIMENSIONS
CONVOYEUR D'ADMISSION



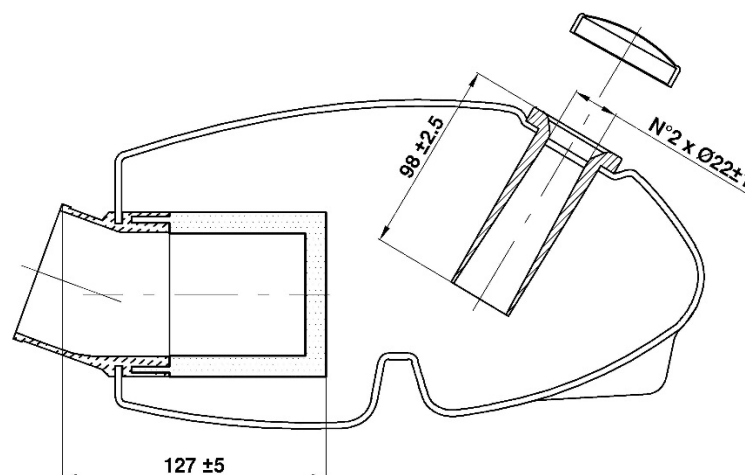
REED VALVE - DIMENSIONS AND MARKING BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE



INLET SILENCER – DRAWING
 DESSIN DU SILENCIEUX D'ASPIRATION



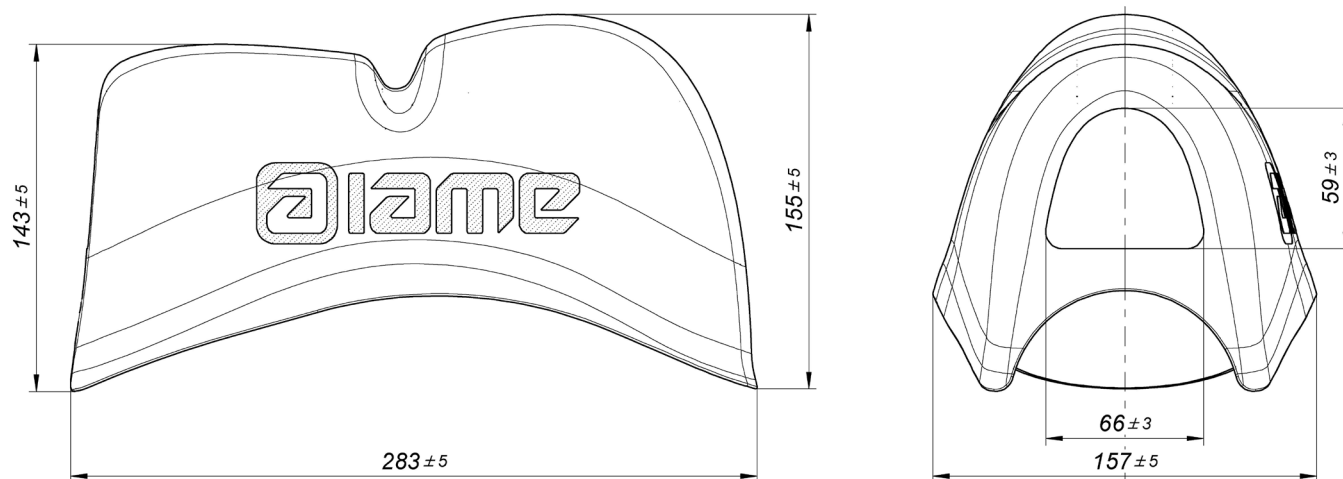
WITH SPONGE AIR FILTER
 AVEC MANCHON COMPLET ET FILTRE À AIR



INLET SILENCER - PHOTO
 PHOTO - SILENCIEUX D'ASPIRATION



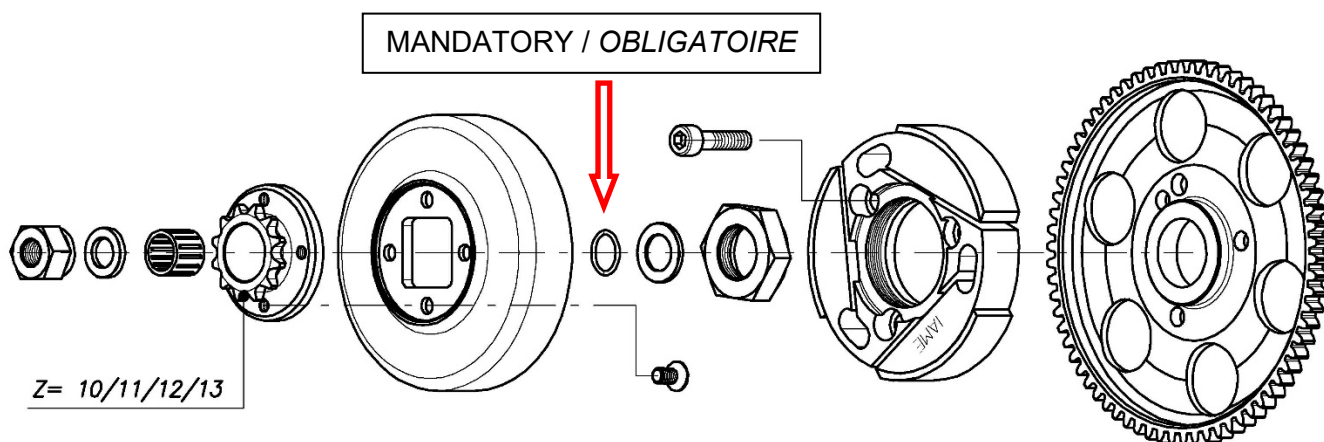
RAIN COVER INLET SILENCER – DRAWING
 DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ASPIRATION



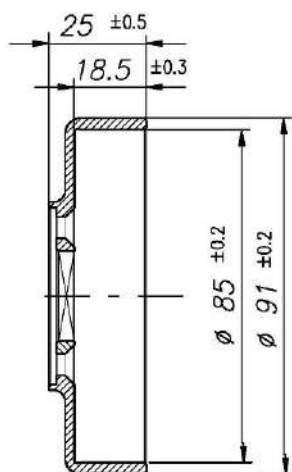
RAIN COVER INLET SILENCER - PHOTO
 PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ASPIRATION



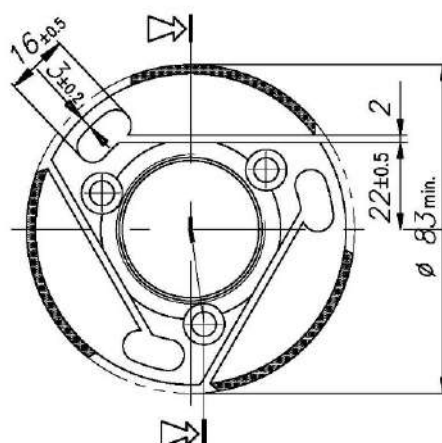
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



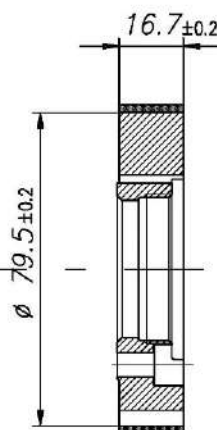
COMPONENTS OF THE CLUTCH – COMPOSANTS DE L' EMBRAYAGE



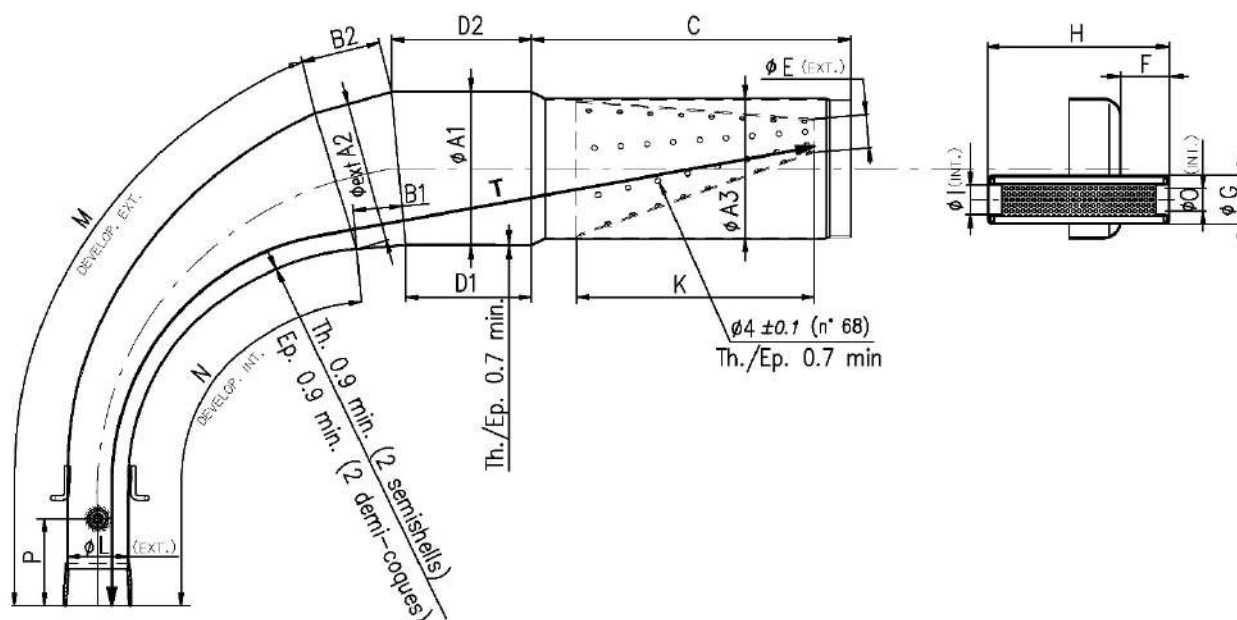
Min. weight 225 g
Poids min. 225g



Min. weight 375 g
Poids min. 375g



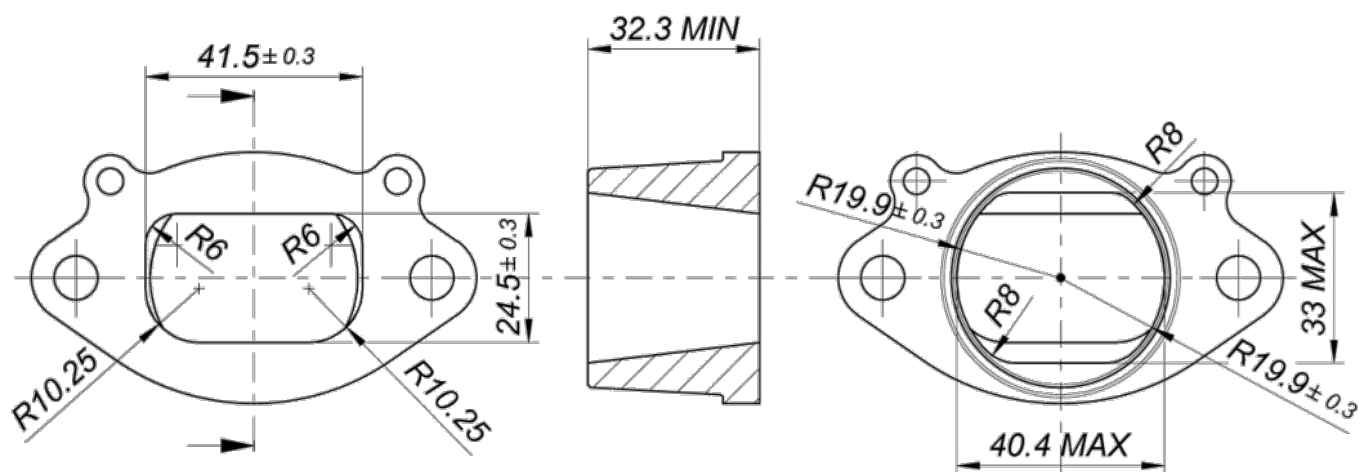
EXHAUST MUFFLER VIEW AND DIMENSIONS VUE ET DIMENSIONS DU SILENCIEUX D'ÉCHAPPEMENT



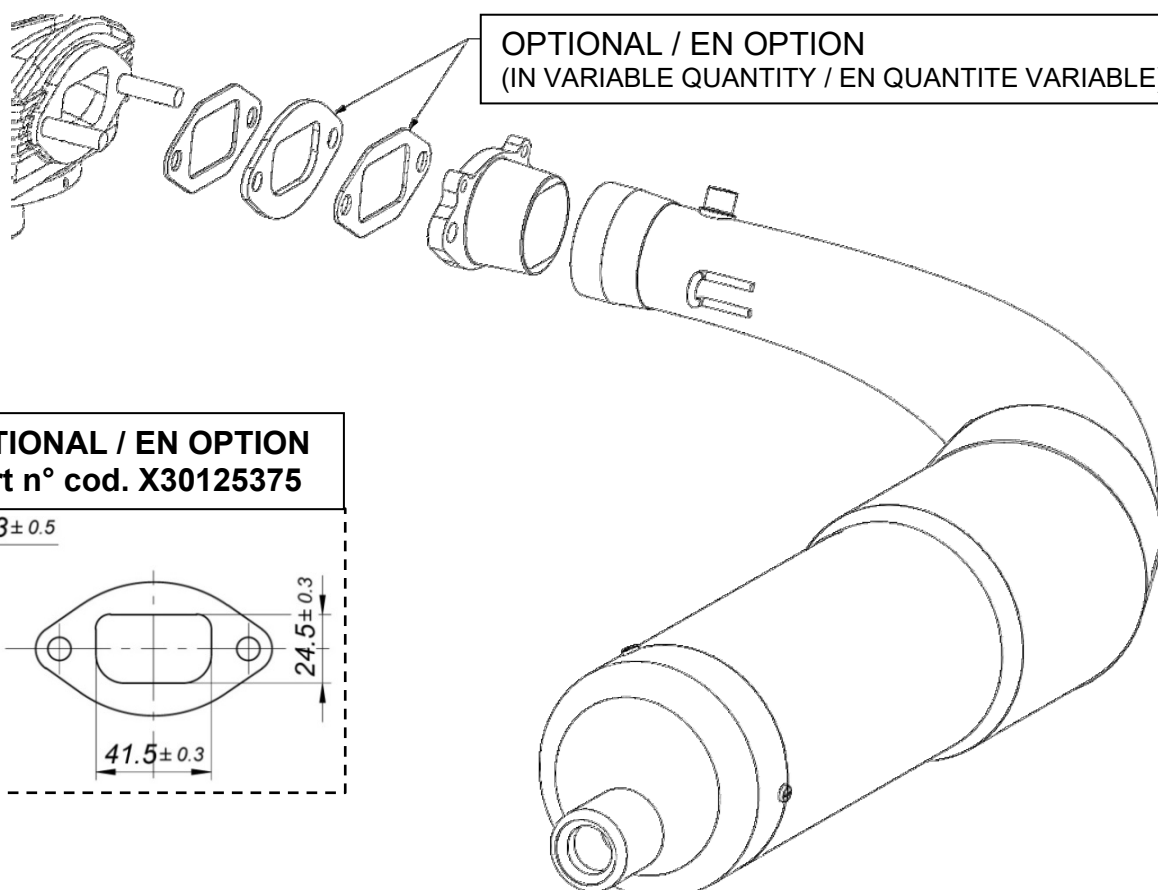
A1: 110 ± 1.5	B1: 59 ± 3	D1: 89.5 ± 3	F: 36 ± 2	I: 21 ± 1	M: 435 ± 3	P: 50 ± 10
A2: 102 ± 1.5	B2: 59 ± 3	D2: 109 ± 3	G: 35 ± 1	K: 170 ± 3	N: 340 ± 3	T: 690 ± 5
A3: 100 ± 1.5	C: 219 ± 3	E: 23 ± 2	H: 132 ± 2	L: 42.5 ± 1.5	O: 21 ± 1	

Min. Weight 1,78 kg
Poids min. 1,78 kg

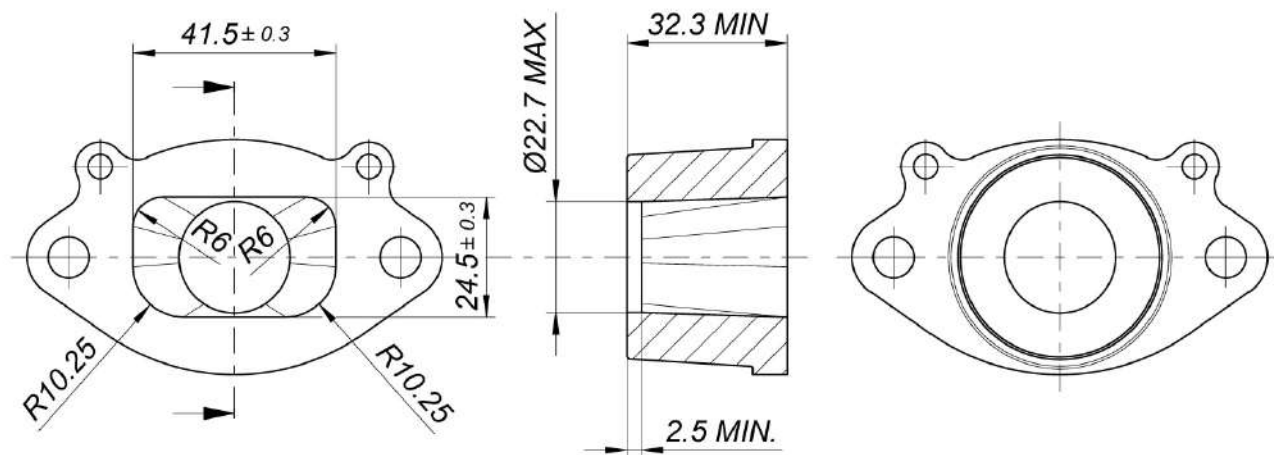
SENIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT SENIOR



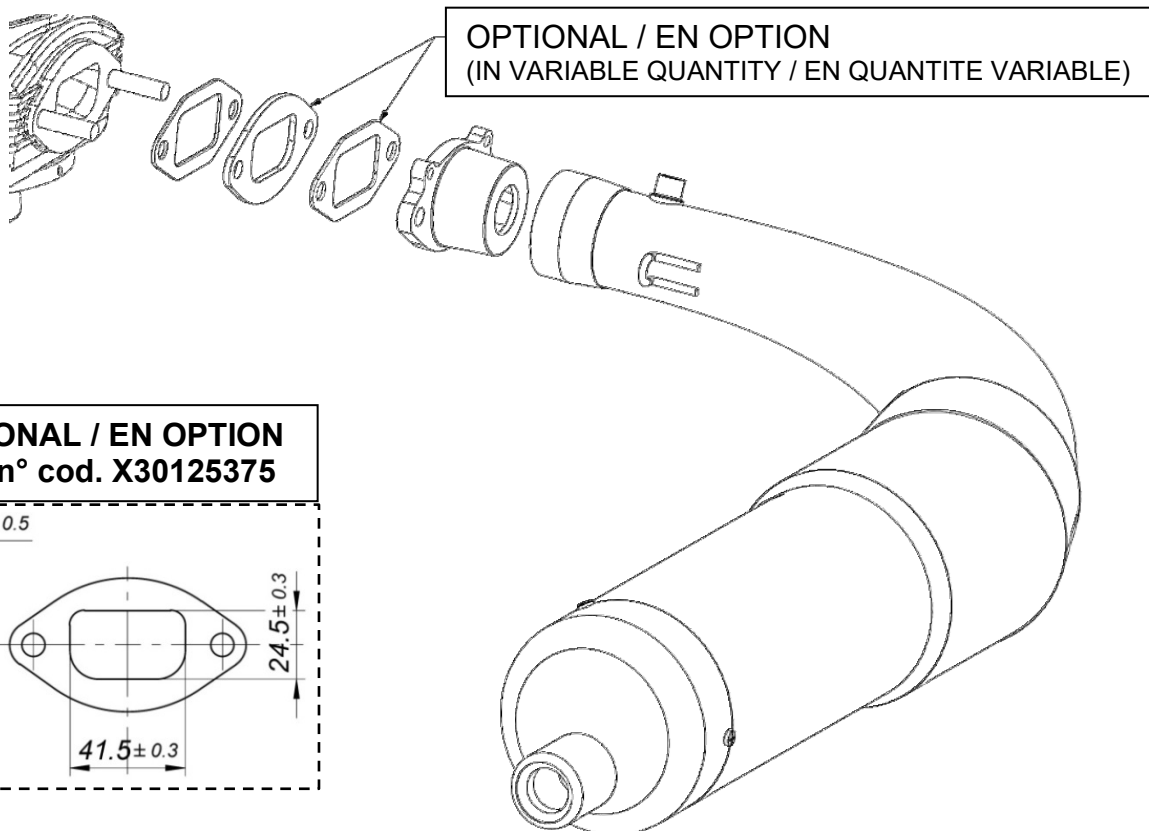
SENIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



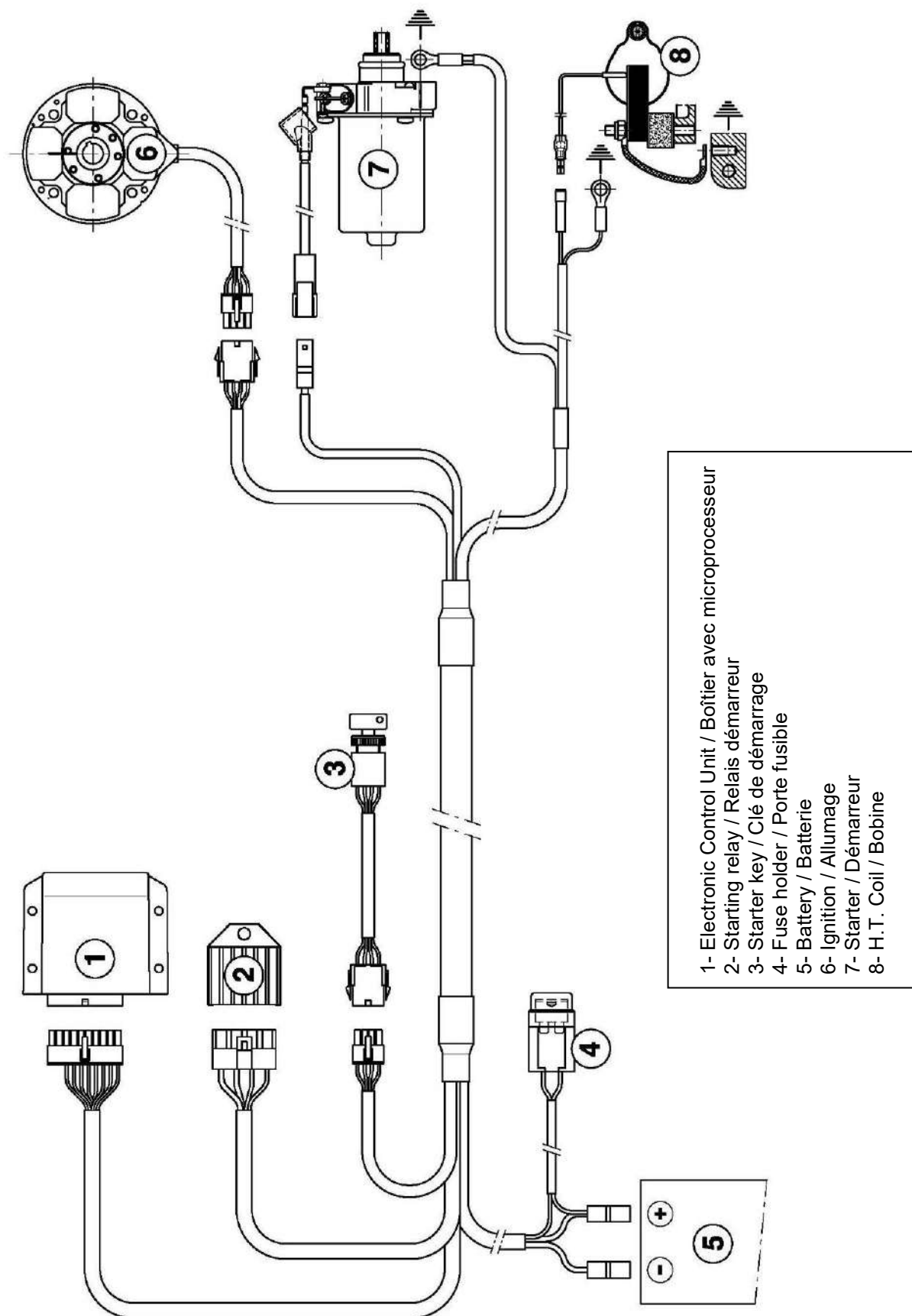
JUNIOR EXHAUST FITTING RACCORD D'ÉCHAPPEMENT JUNIOR



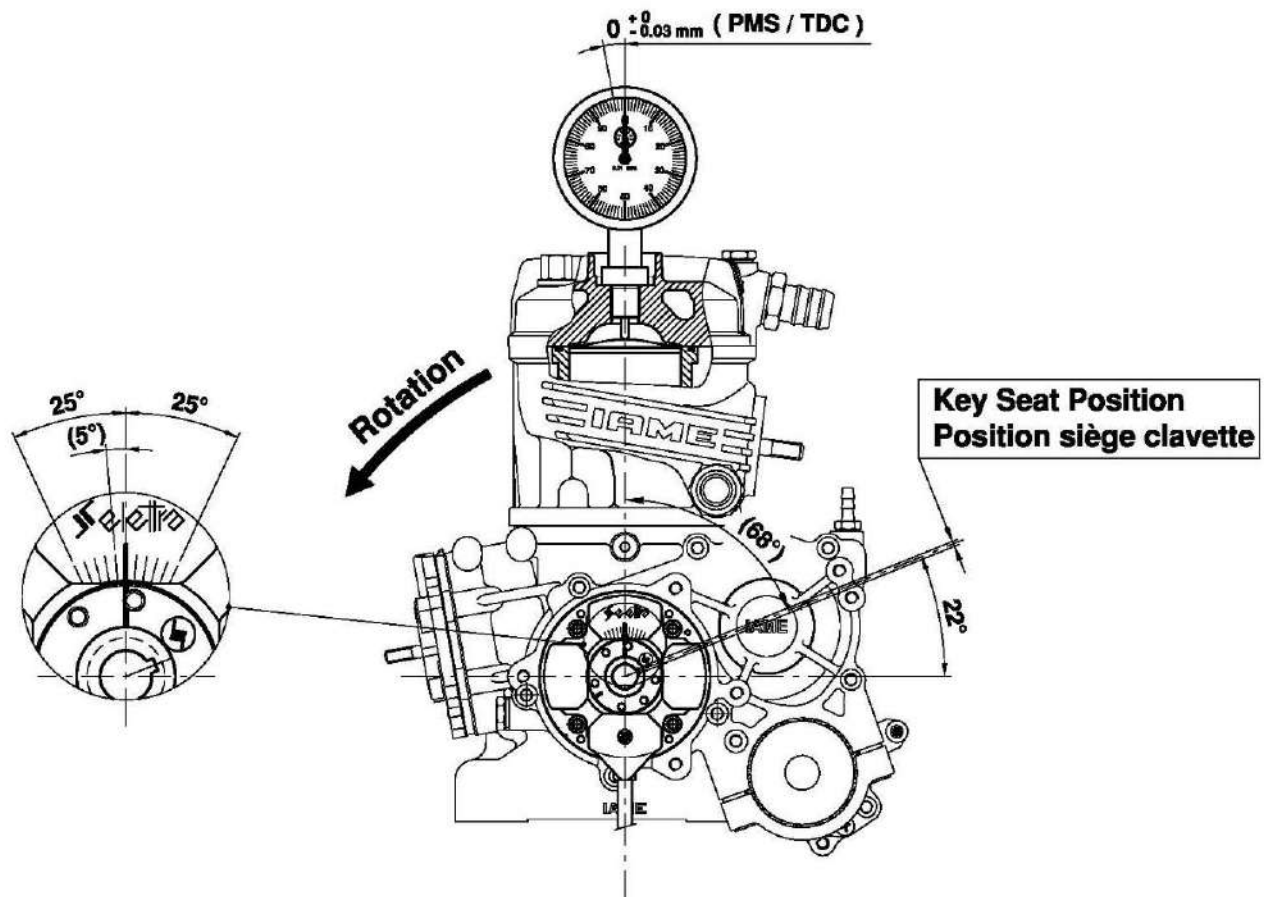
JUNIOR EXHAUST INSTALLATION INSTALLATION DE L'ÉCHAPPEMENT JUNIOR



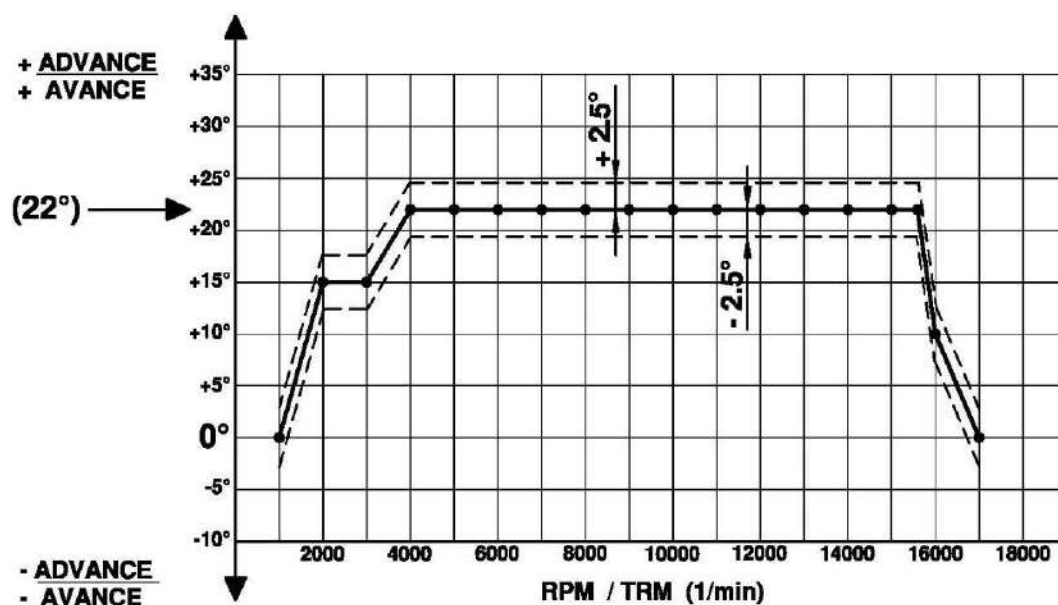
WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION)
SCHEMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K")



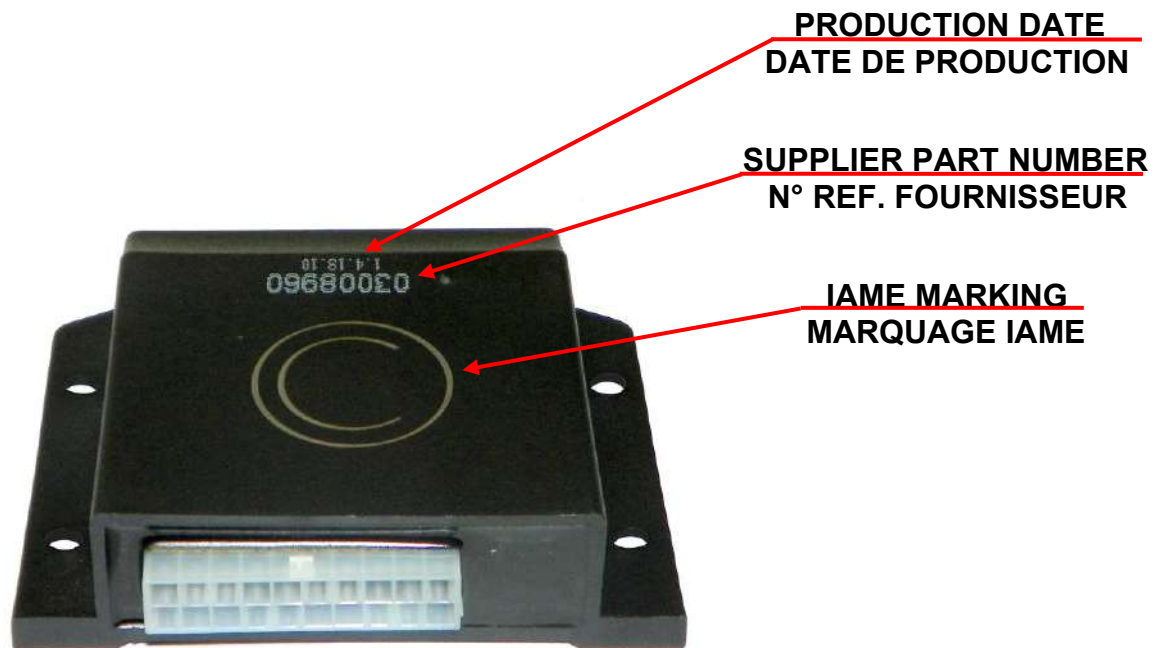
SCHEME FOR ADVANCE CONTROL SCHEMA PUOR CONTROLLE DE L'AVANCE



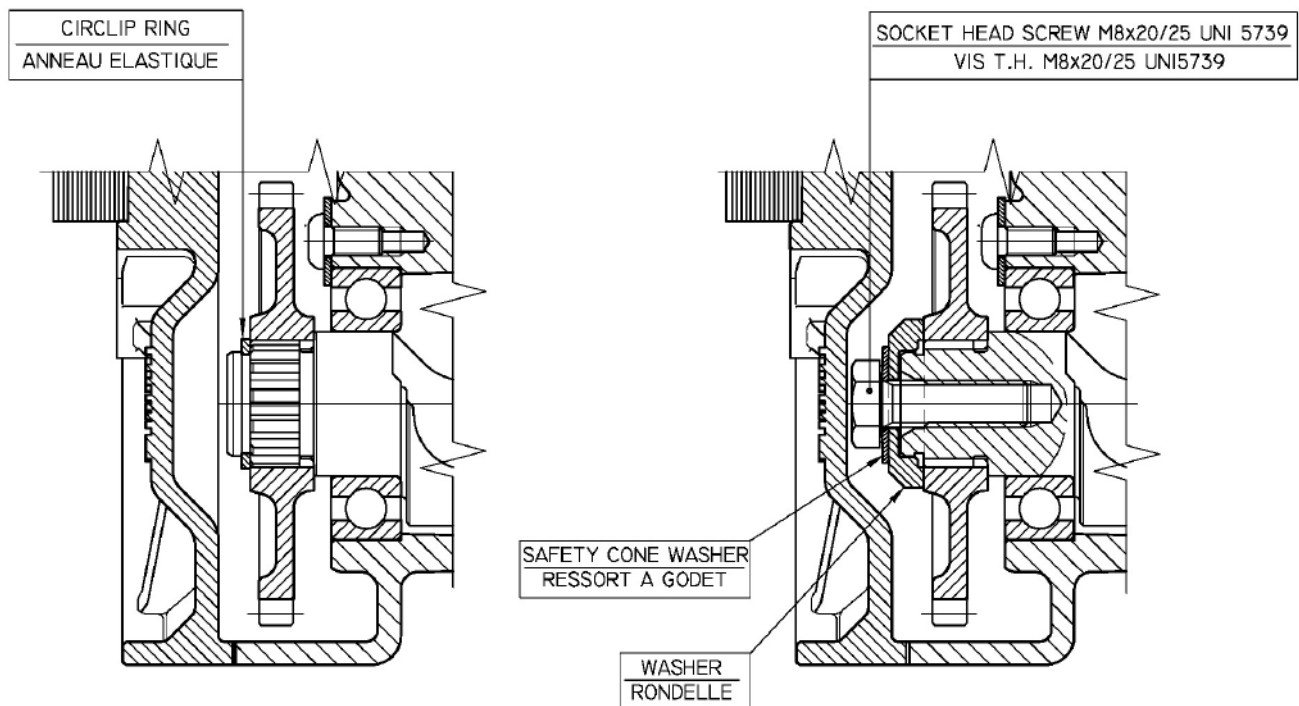
ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



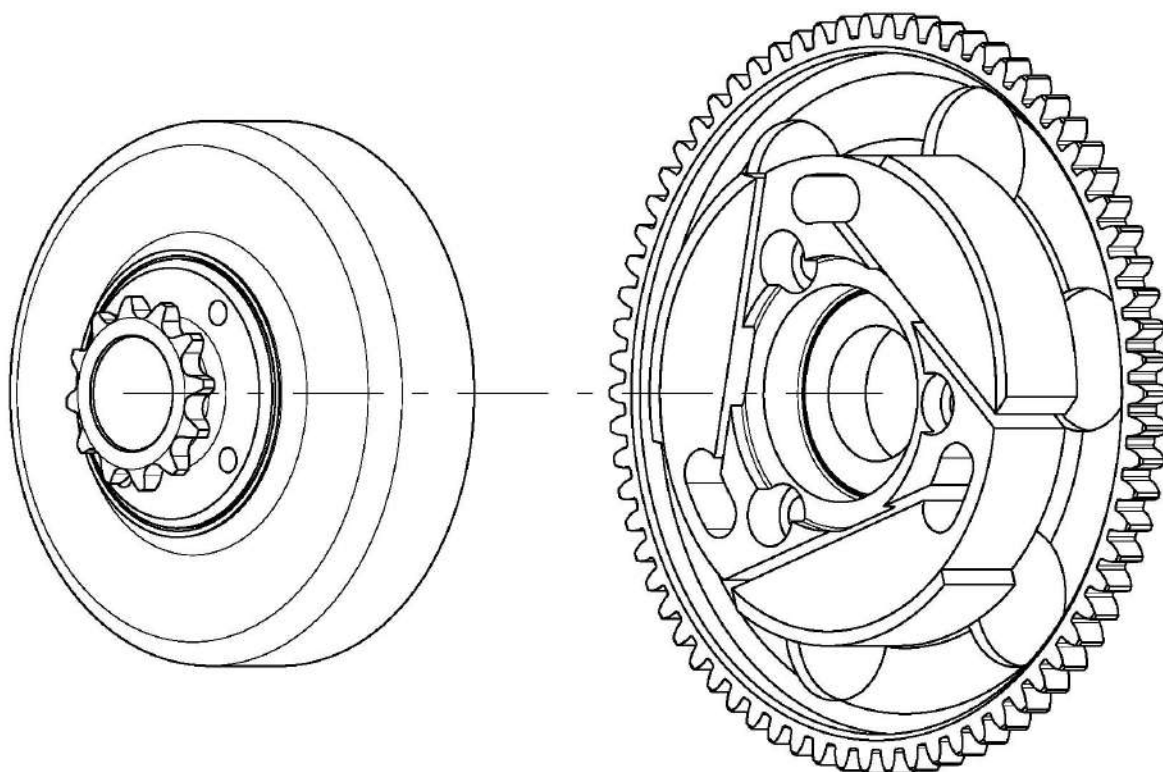
ELECTRONIC BOX MARKING MARQUAGE DU BOITIER ELECTRONIQUE



GEAR ALTERNATIVE FIXING FIXATION ALTERNATIVE DE L'ENGRENAGE



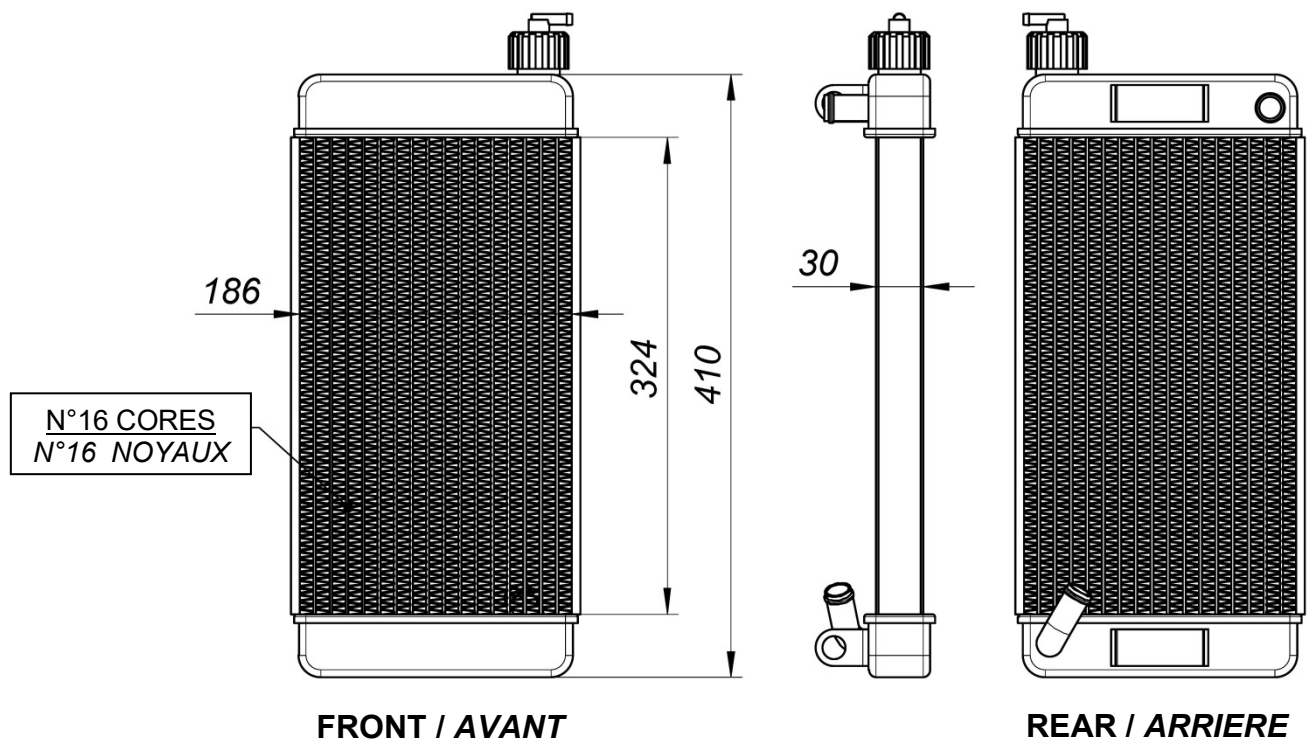
DESCRIPTION OF THE CLUTCH - *DESCRIPTION DE L' EMBRAYAGE*



Min. weight 300 g
Poids min. 300 g

Min. weight 680 g
Poids min. 680 g

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



PAINTED AND NOT PAINTED
PEINT ET PAS PEINT

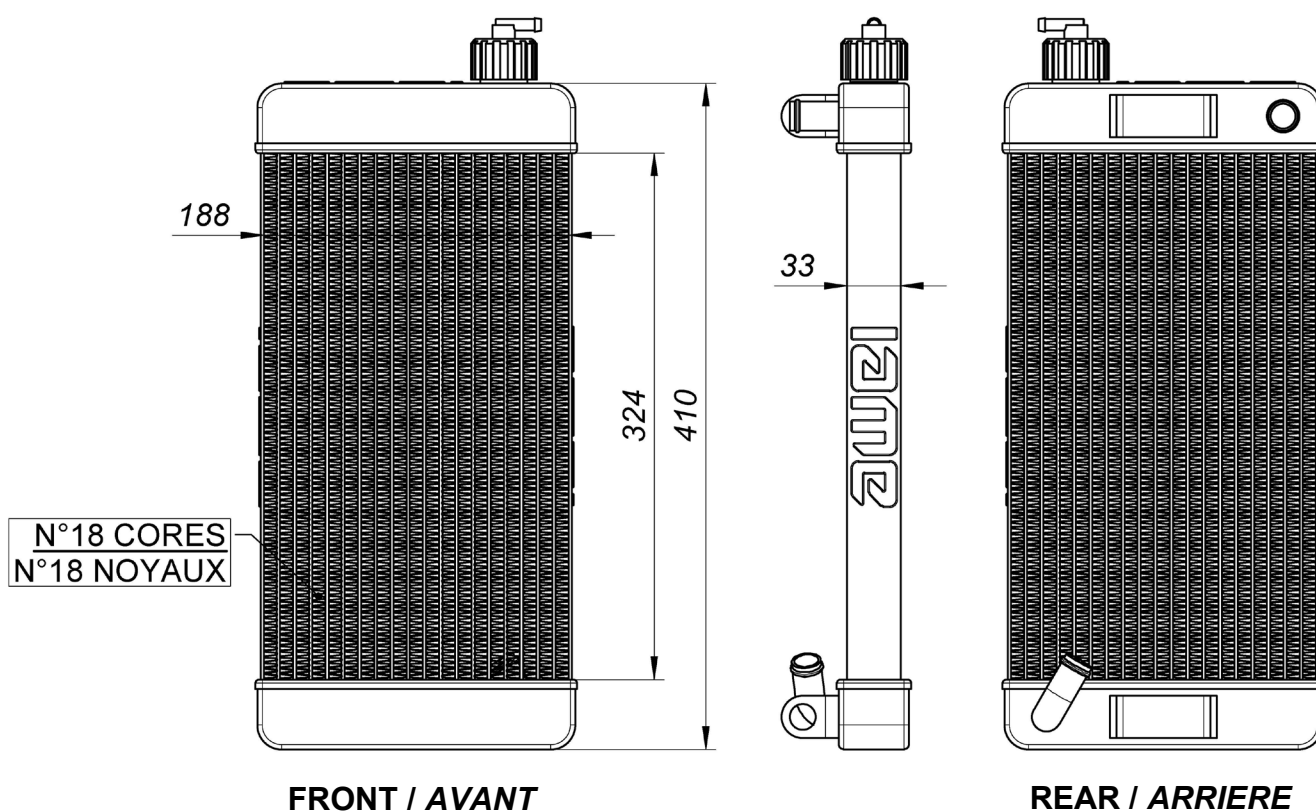


FRONT / AVANT

REAR / ARRIERE



RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH DESCRIPTION DU RADIATEUR ALTERNATIF

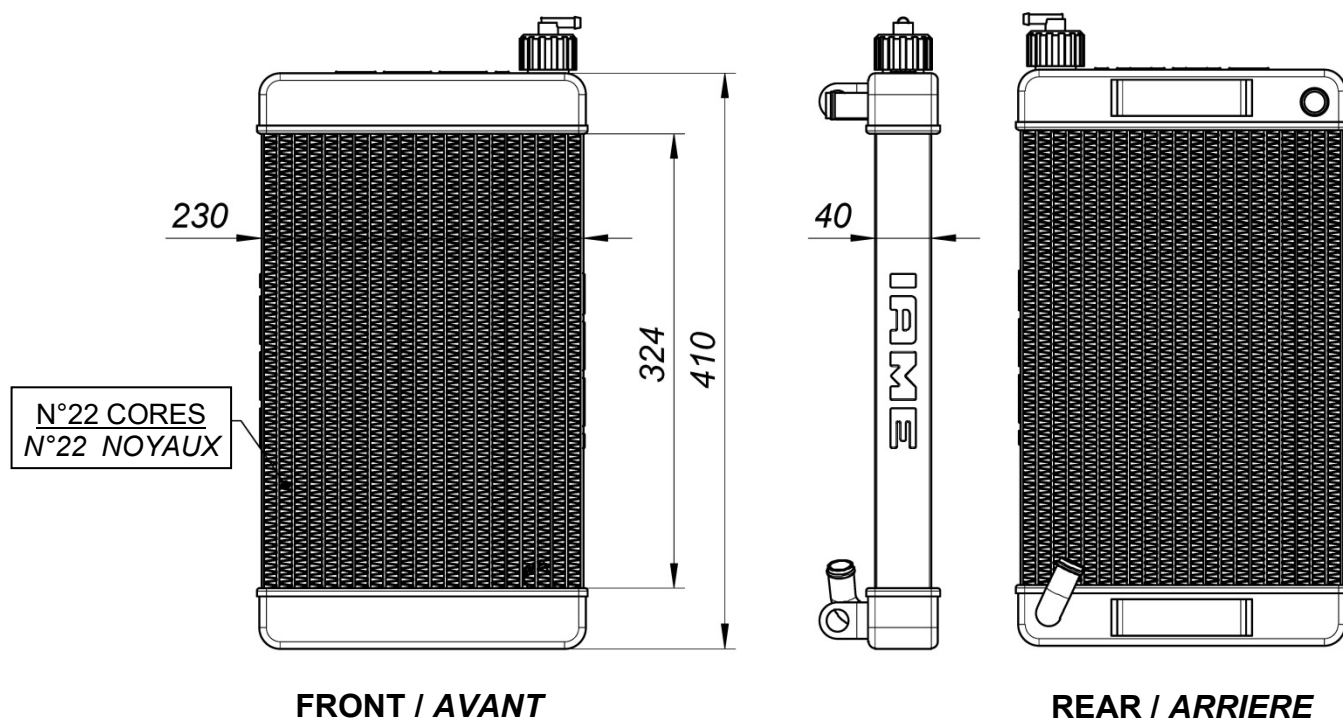


FRONT / AVANT

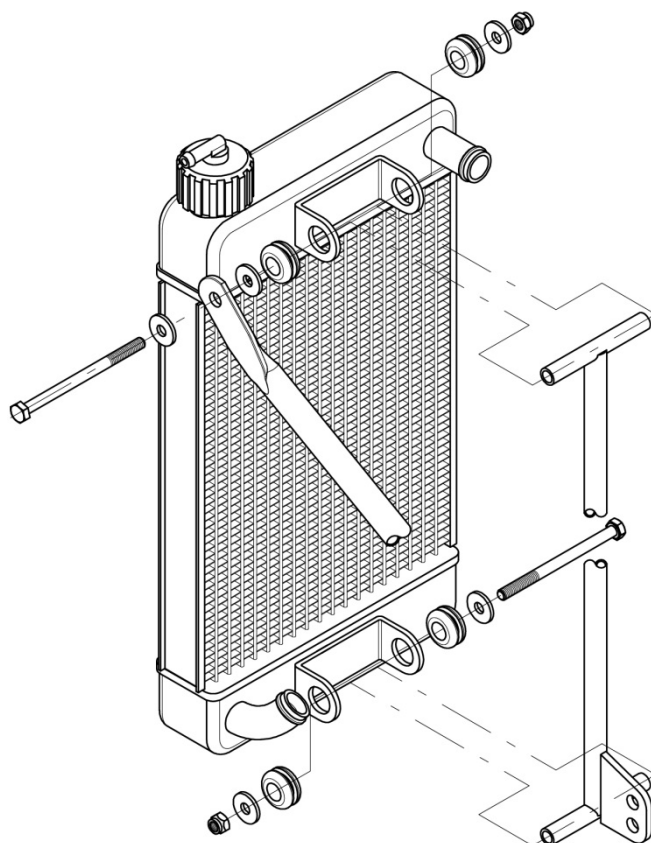
REAR / ARRIERE



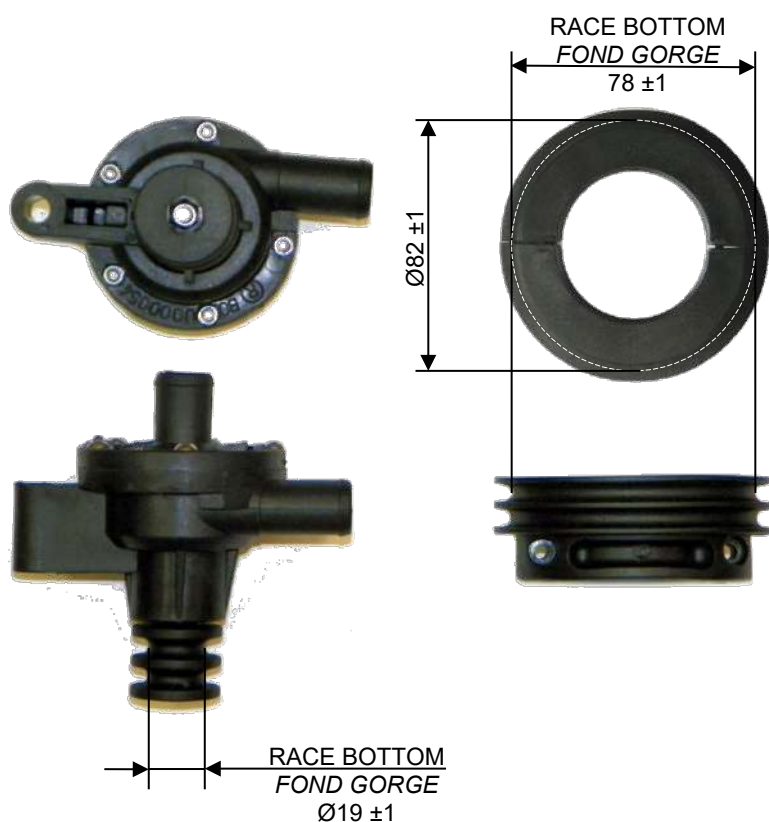
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



RADIATOR AND ITS SUPPORTS RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP GROUPE POMPE A' EAU



THERMOSTAT



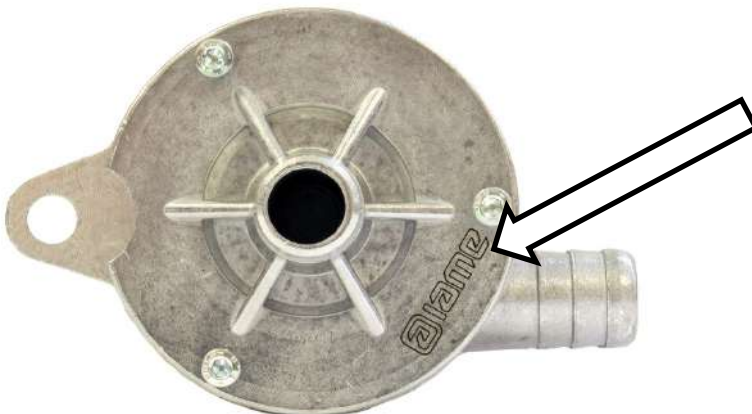
ALTERNATIVE ALTERNATIF



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



RACE BOTTOM - FOND GORGE
Ø20 ±1



ALTERNATIVE RADIATOR SUPPORT
SUPPORT ALTERNATIF DU RADIATEUR



PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION PISTON

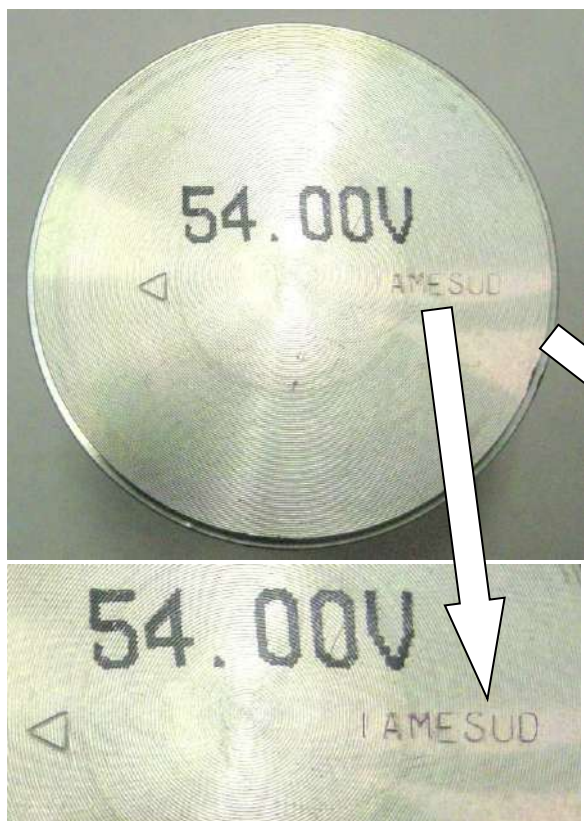
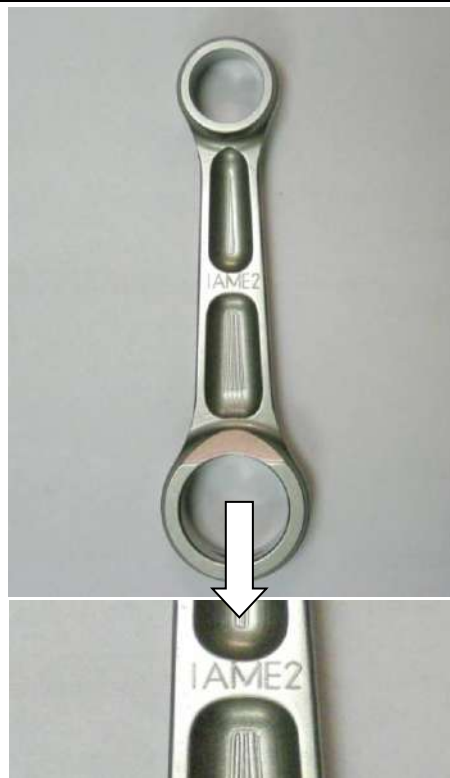
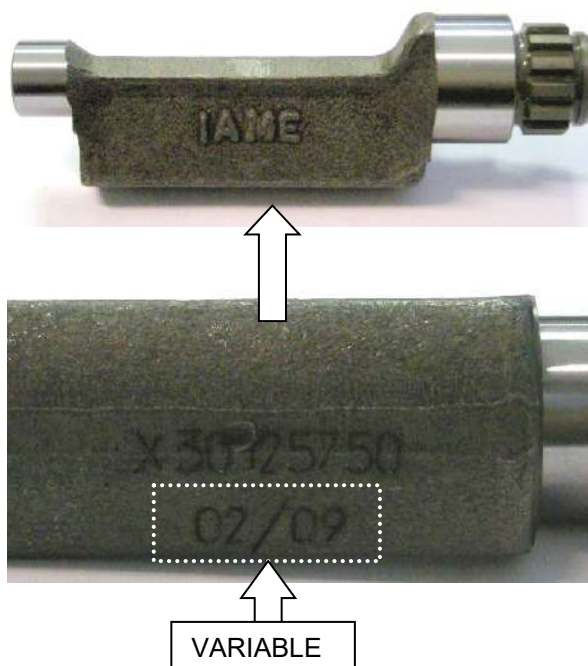


PHOTO IDENTIFICATION CONROD
PHOTO D'IDENTIFICATION BIELLE



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

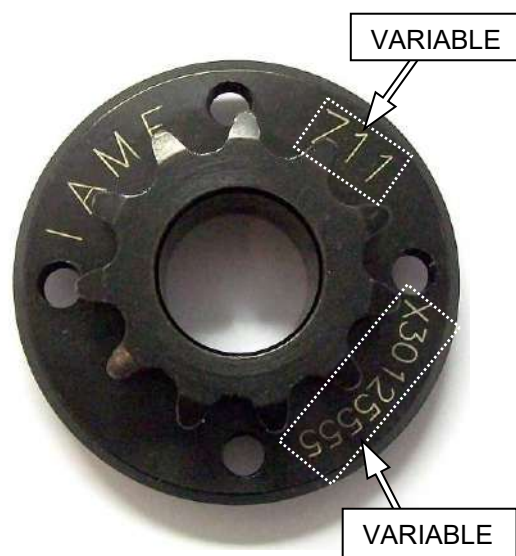
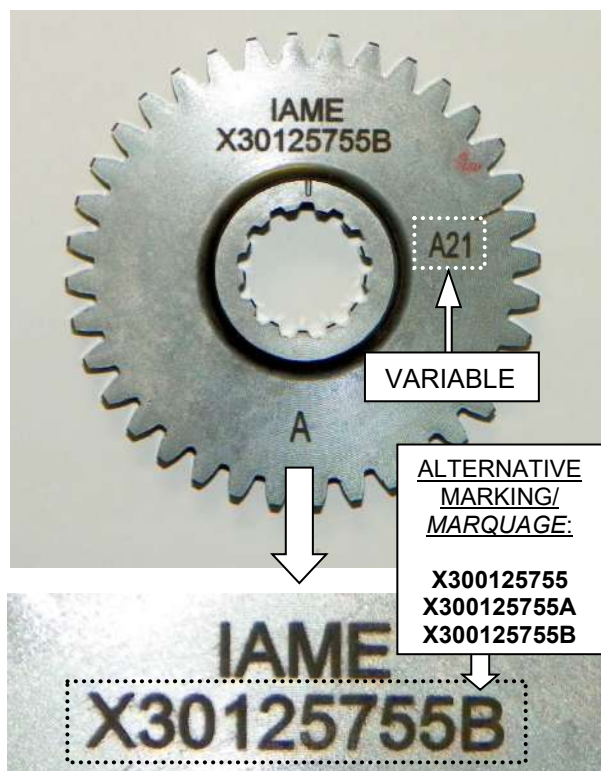


CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN

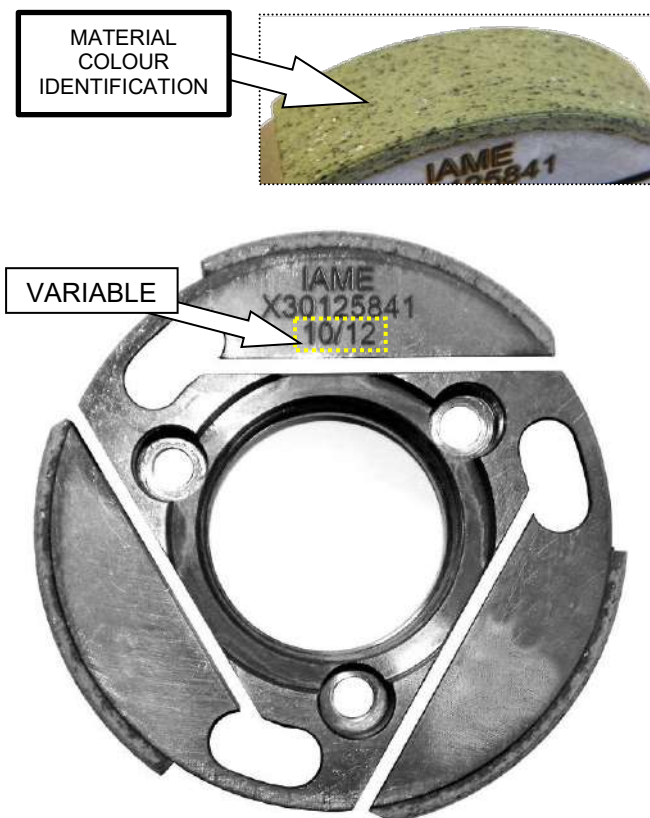


GEAR COMMAND BALANCING SHAFT
IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION
ENGRENAGE ARBRE D'EQUILIBRAGE

SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON



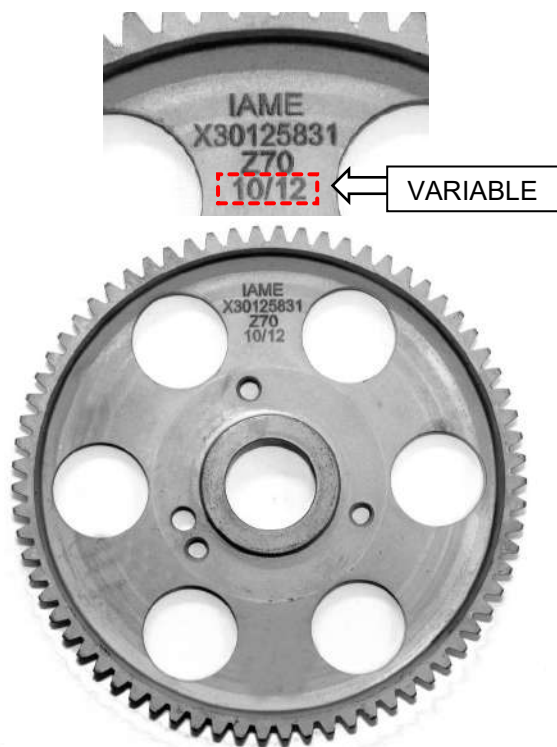
CLUTCH BODY IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CORPS
DE L'EMBRAYAGE



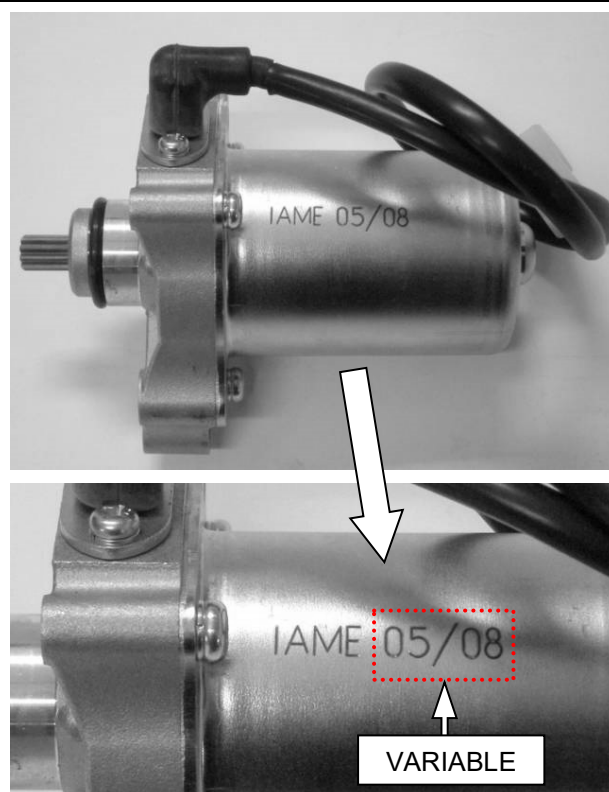
CLUTCH DRUM IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA
CALOTTE



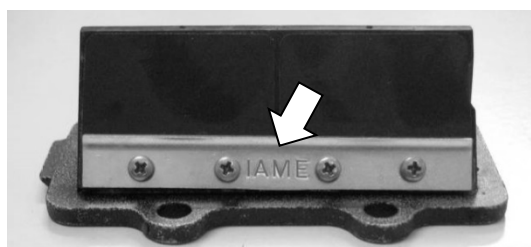
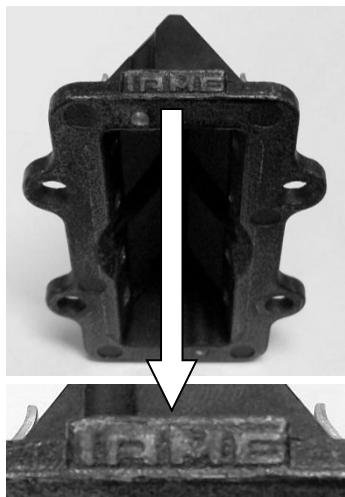
STARTER RING IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA
COURONNE DE DEMARRAGE



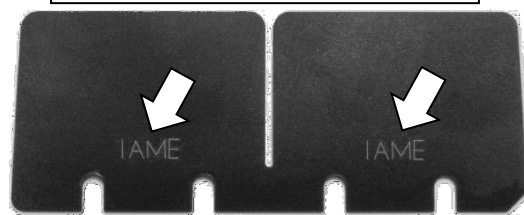
STARTER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU
DEMARREUR



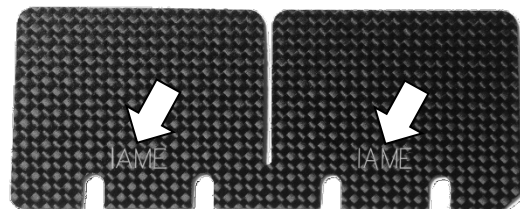
REED GROUP & PETALS IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE



FRONT SIDE
CÔTÉ AVANT

REAR SIDE
CÔTÉ ARRIÈRE

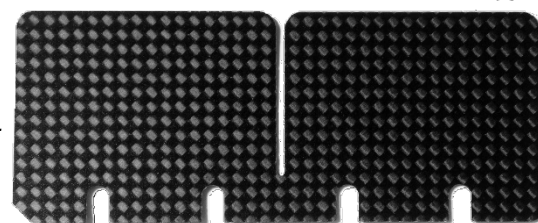
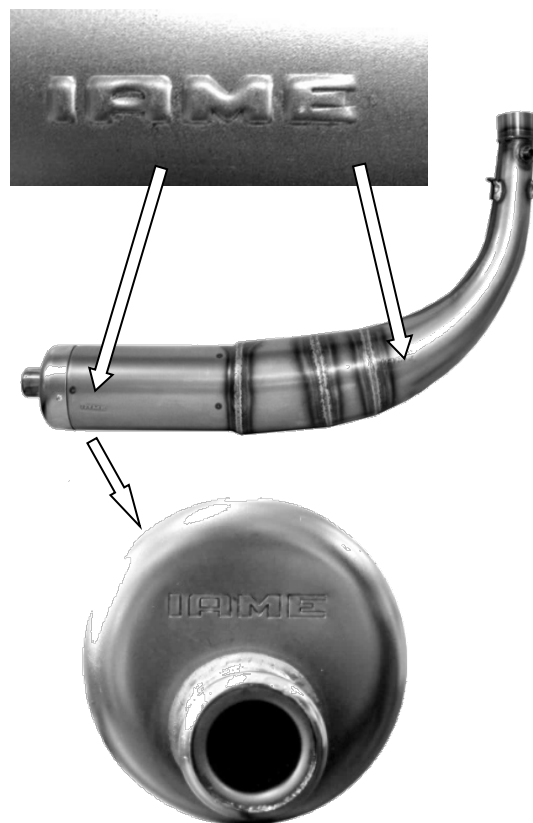
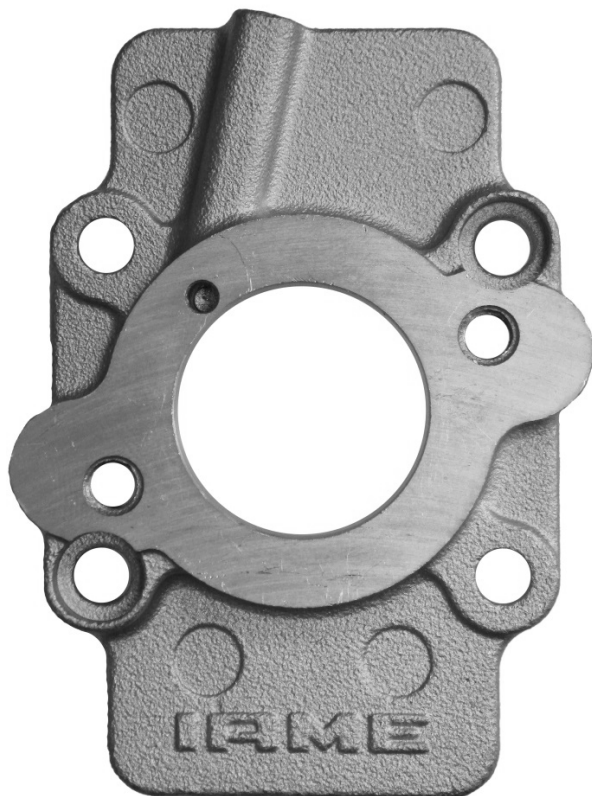
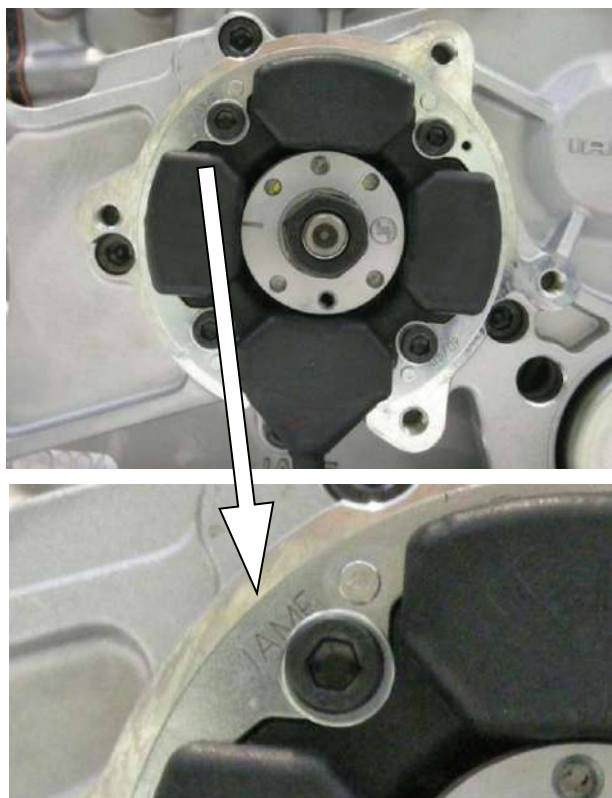


PHOTO IDENTIFICATION CARBURETOR
INLET CONVEYOR
MARQUAGE D'IDENTIFICATION DU
COLLECTEUR D'ASPIRATION

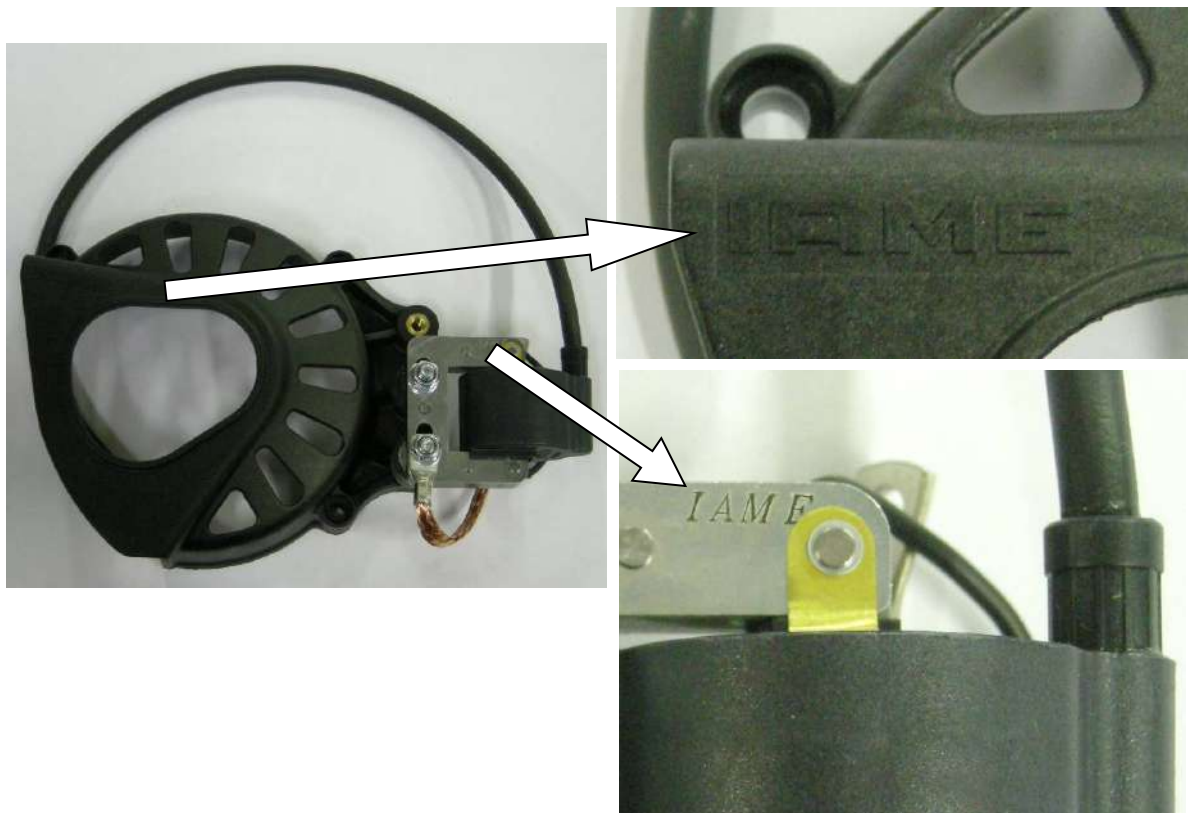
EXHAUST SILENCER IDENTIFICATION
MARKING
MARQUAGE D'IDENTIFICATION
ECHAPPEMENT



STATOR IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU STATOR



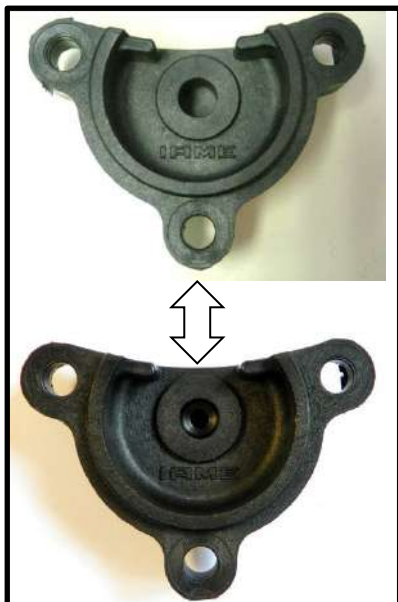
CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING
MARQUAGE DU COUVERCLE D'EMBAYAGE ET DE LA BOBINE



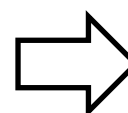
BENDIX COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE
DU CONTRE-ARBRE DE DEMARRAGE



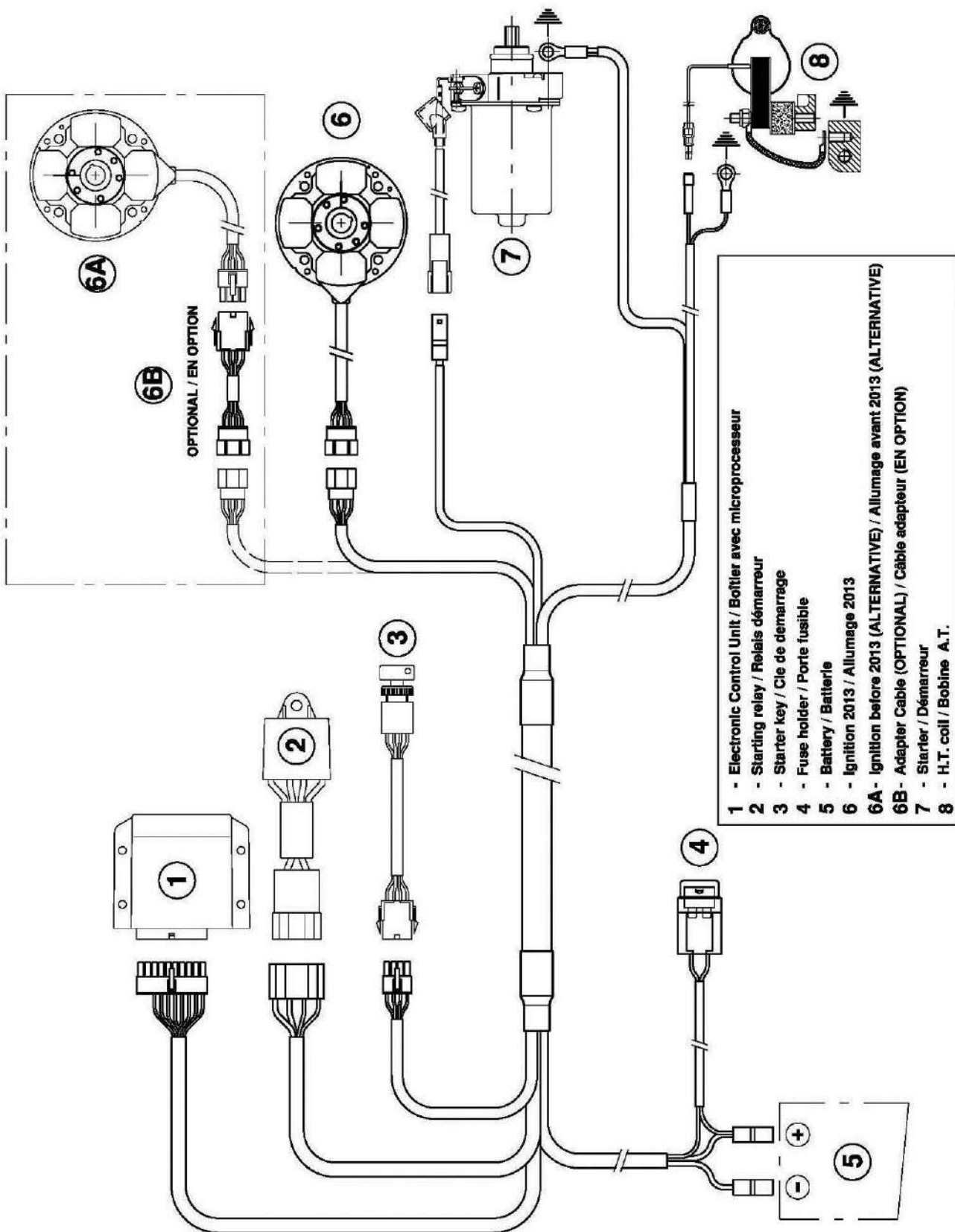
ALTERNATIVE



ALTERNATIVE RADIATOR IDENTIFICATION MARKING
MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR

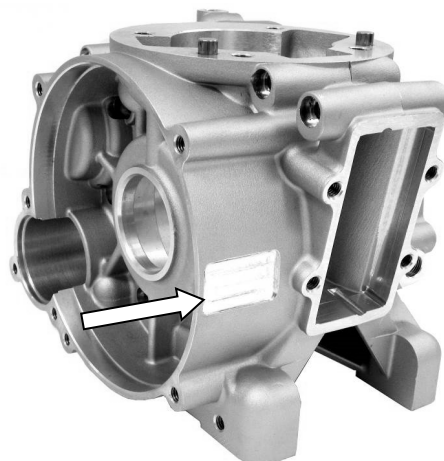
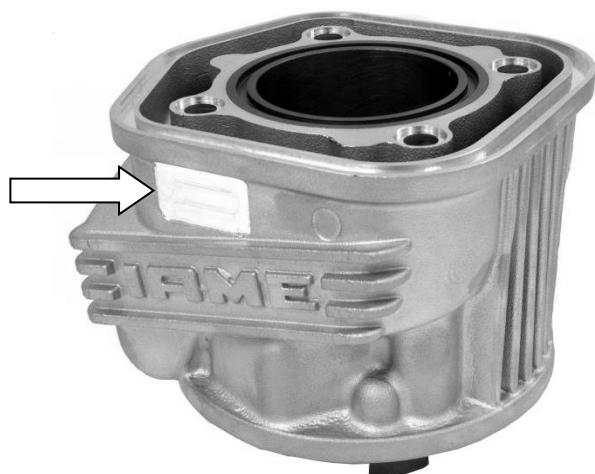


WIRING DIAGRAM (SELETTA DIGITAL "K" IGNITION 2013)
 SCHÉMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTA DIGITAL "K" 2013)



FROM 2014 ON - A PARTIR DE 2014

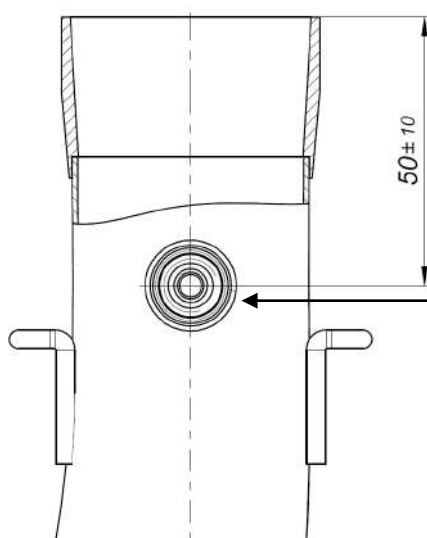
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



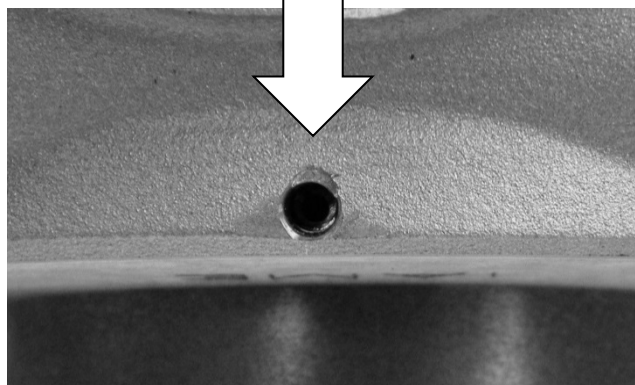
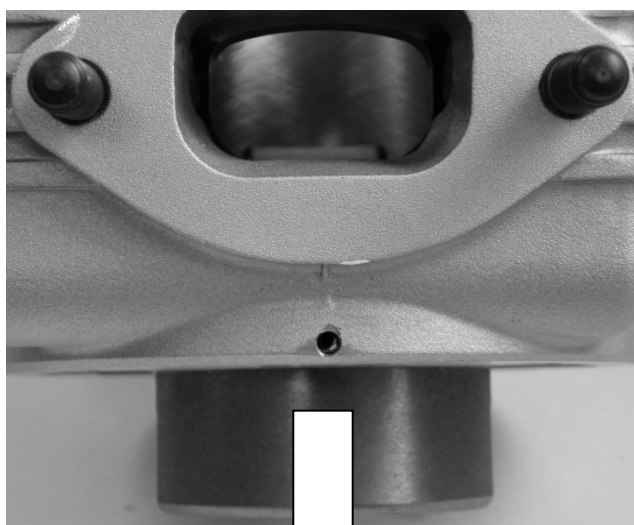
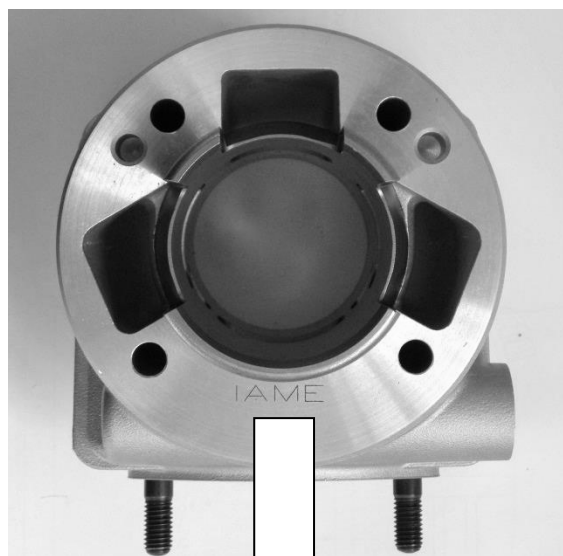
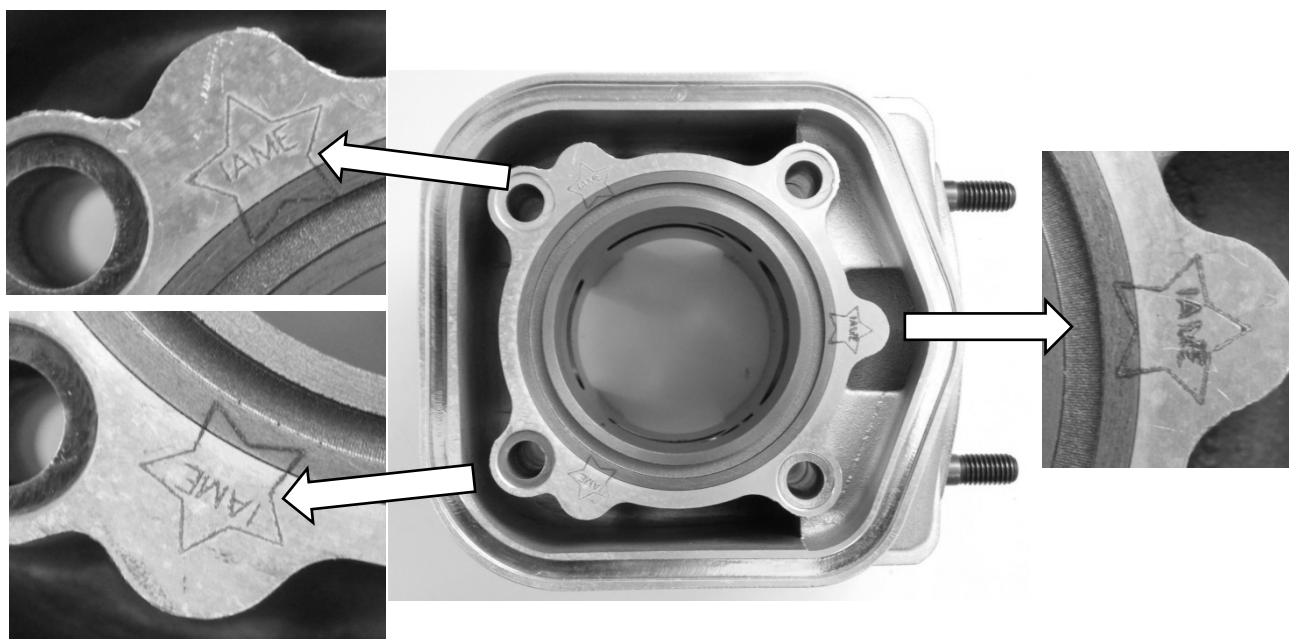
EXHAUST TEMPERATURE SENSOR CAPTEUR DE TEMPERATURE D'ÉCHAPPEMENT



EXHAUST
TEMPERATURE
SENSOR POSITION
(OPTIONAL)

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

CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



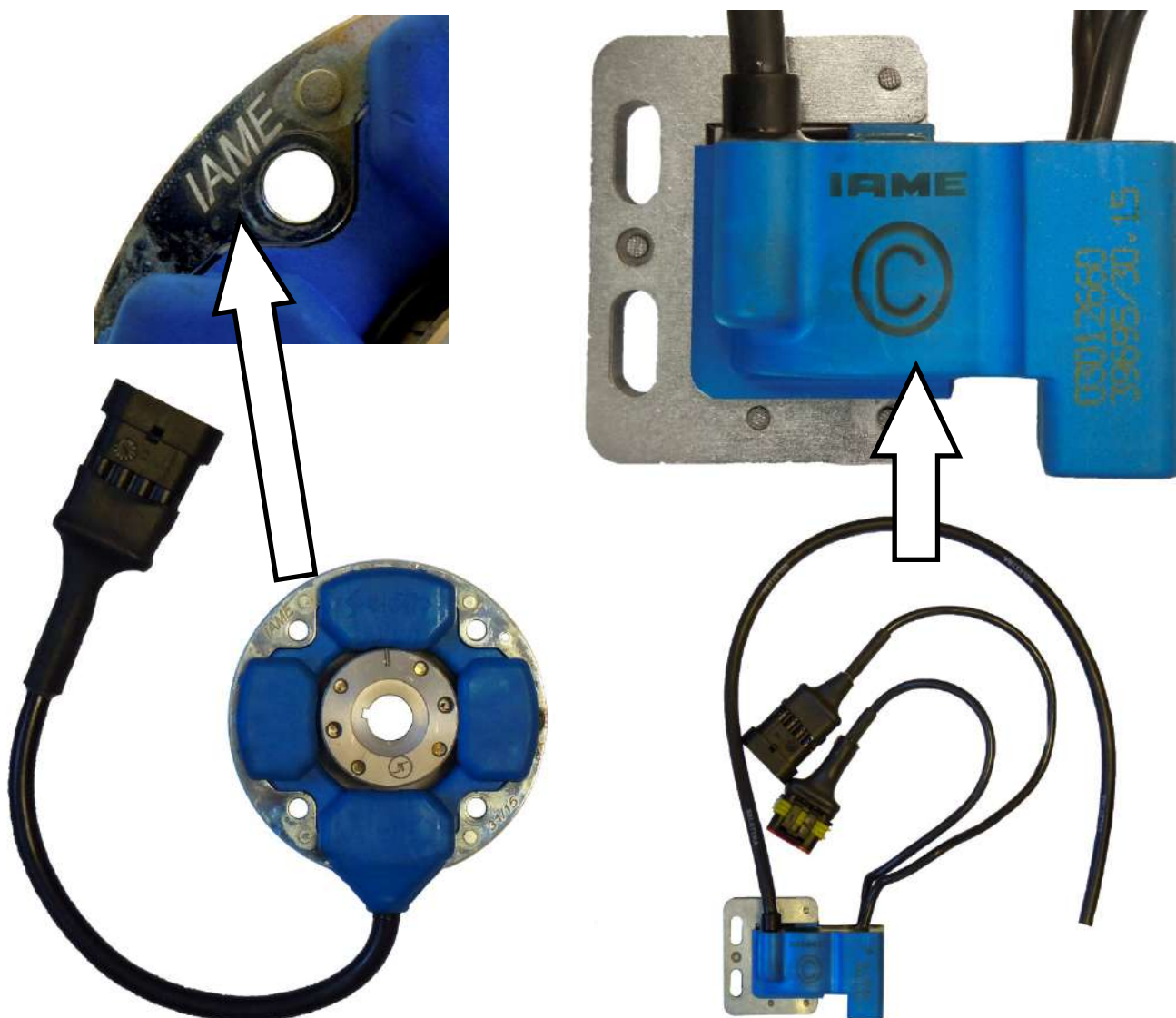
ALTERNATIVE PUSH BUTTONS – START & STOP
BOUTONS ALTERNATIF “START & STOP” DU DEMARREUR



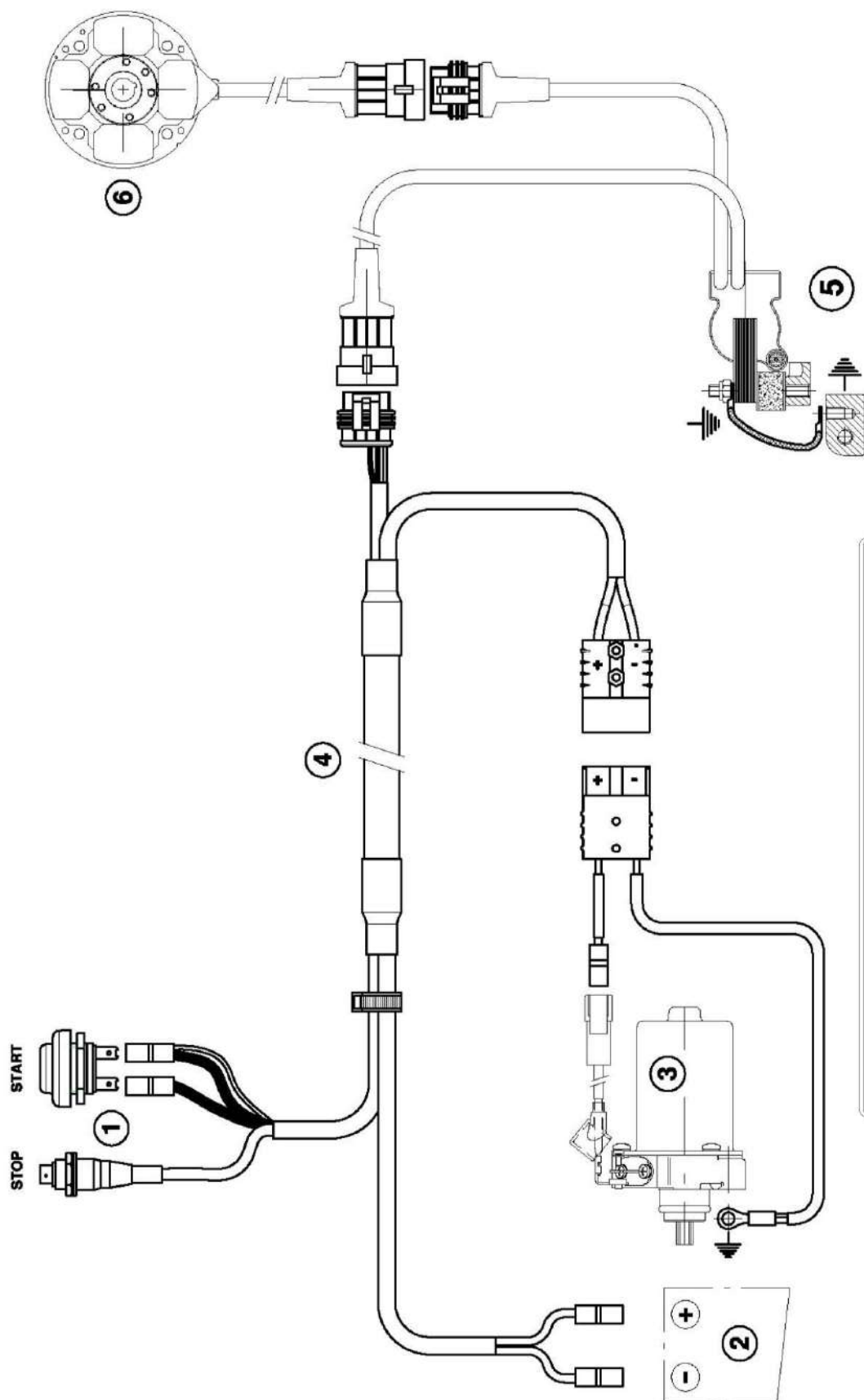
PHOTO COMPLETE ALTERNATIVE WIRING LOOM
 PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



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")

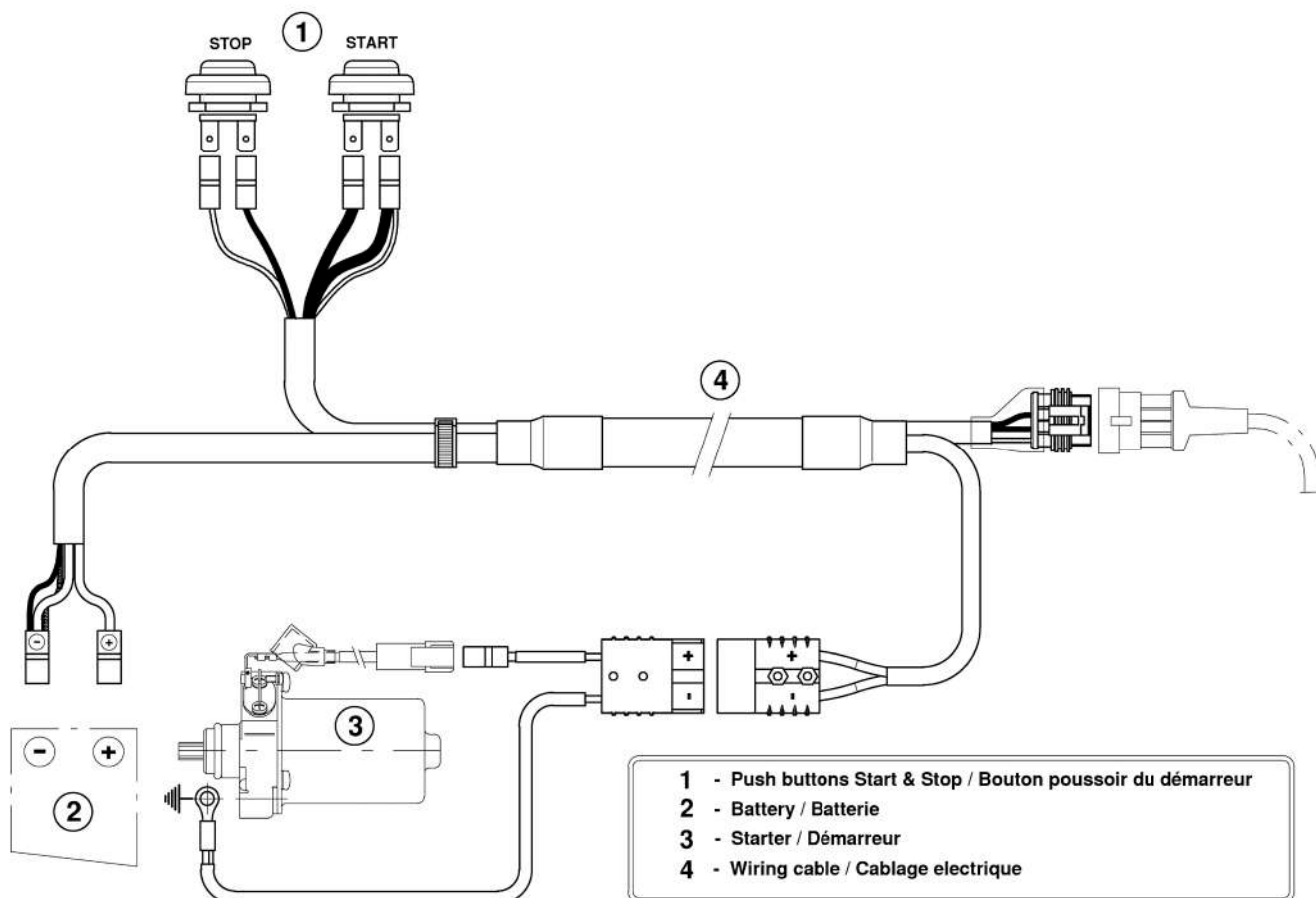


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
 2 - Battery / Batterie
 3 - Starter / Démarreur
 4 - Wiring cable / Cablage électrique
 5 - H.T. coil and Electronic Control Unit
 / Bobine A.T. et boîtier avec microprocesseur
 6 - Ignition / Allumage

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

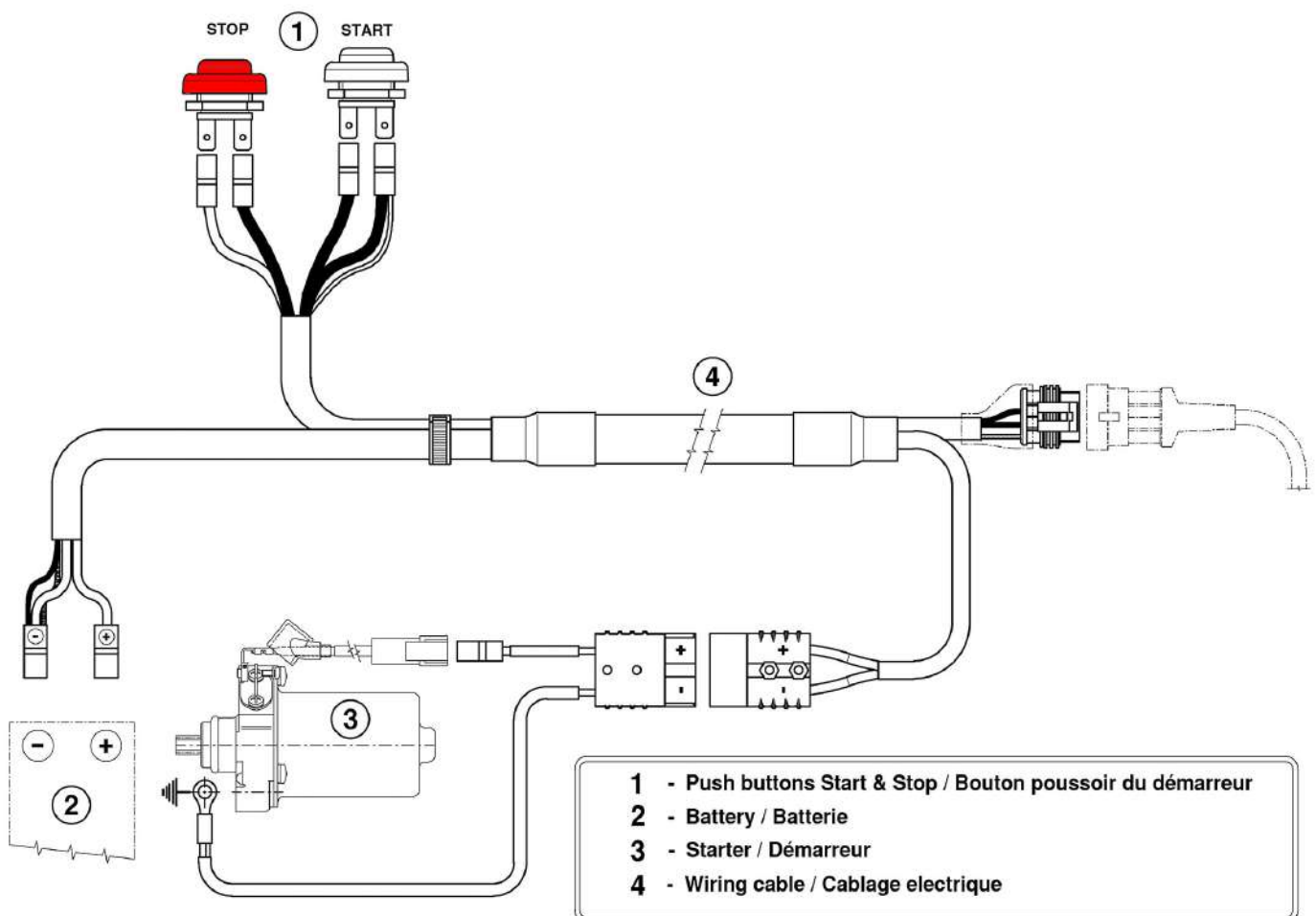
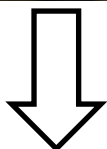
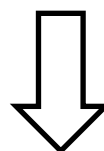


PHOTO IDENTIFICATION REED GROUP
 PHOTO IDENTIFICATION BOÎTE À CLAPETS

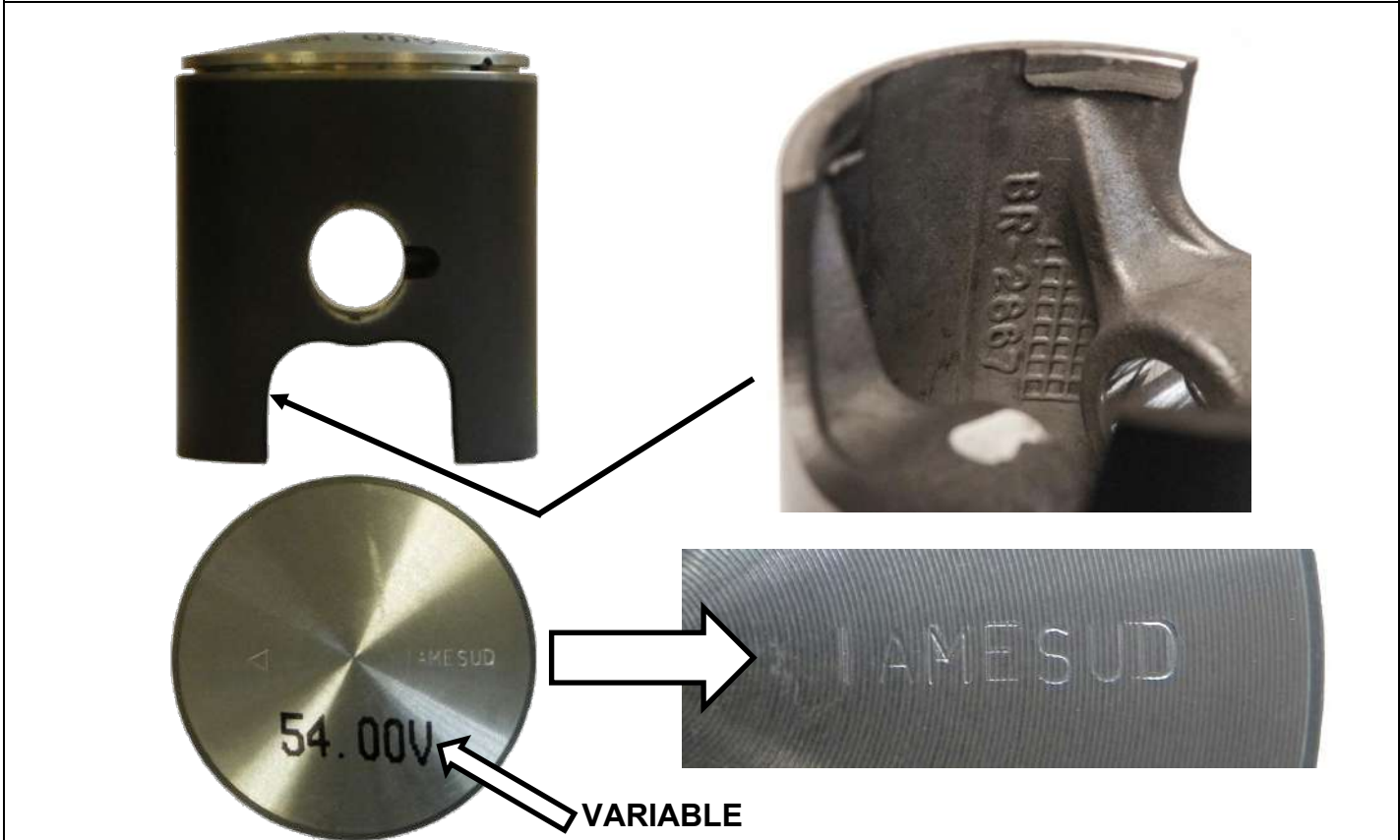
ACTUAL VERSION
 VERSION COURANTE



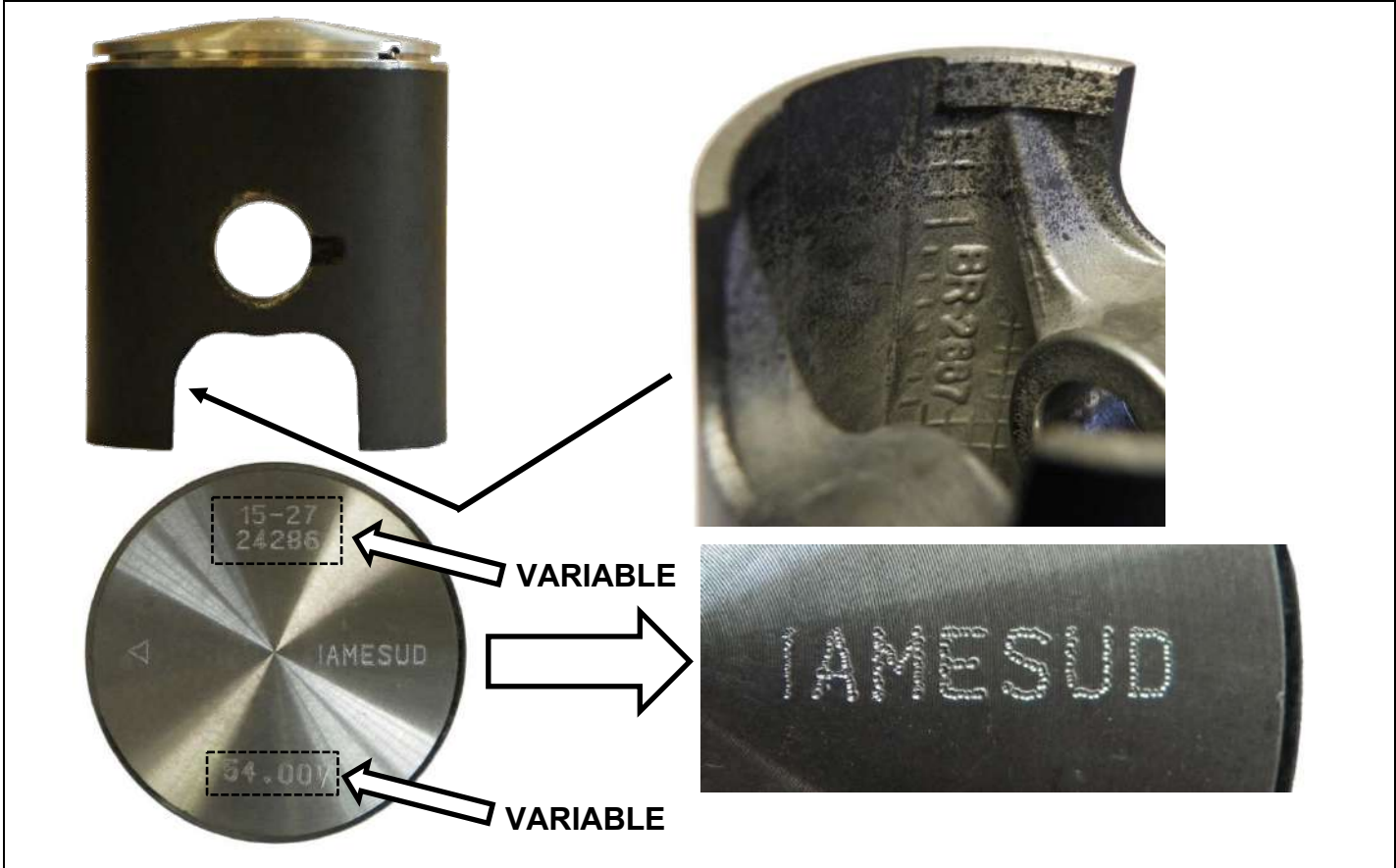
ALTERNATIVE VERSION
 VERSION ALTERNATIVE



ACTUAL PISTON
PISTON COURANT



ALTERNATIVE PISTON <i>PISTON ALTERNATIF</i>



ALTERNATIVE CONROD
 BIELLE ALTERNATIVE

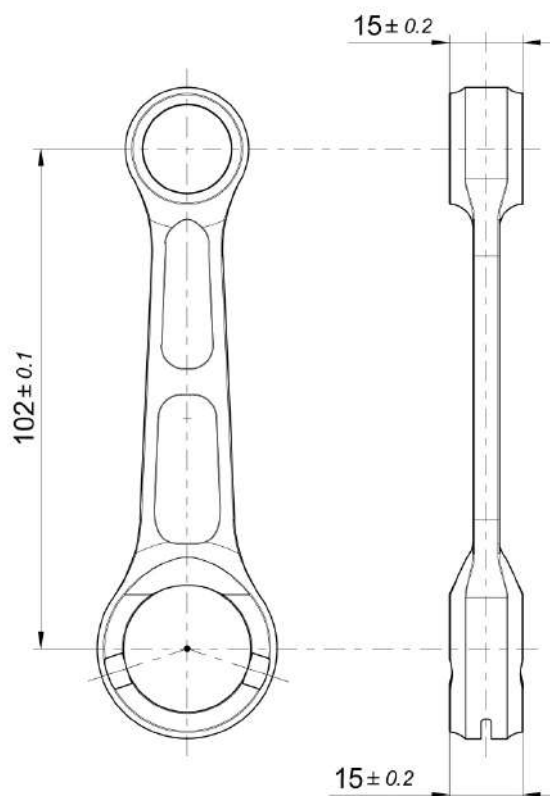
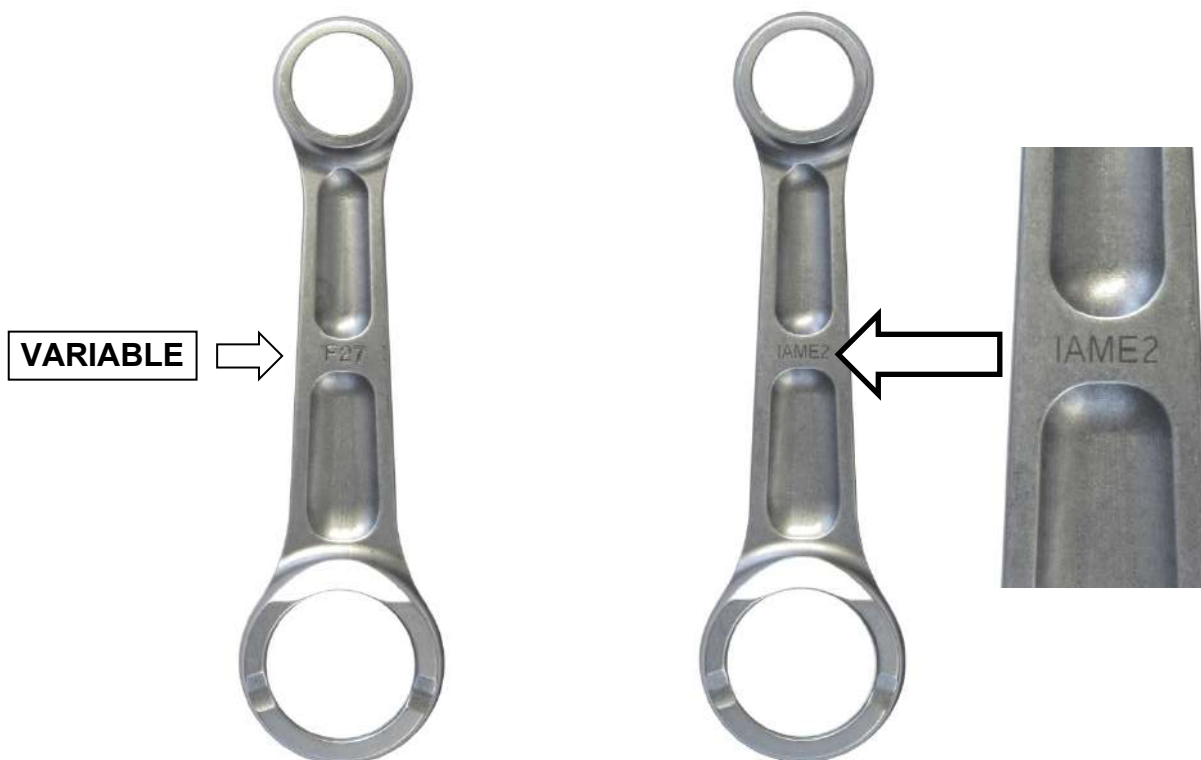


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE
 PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



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

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

TYPE 1



TYPE 2



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

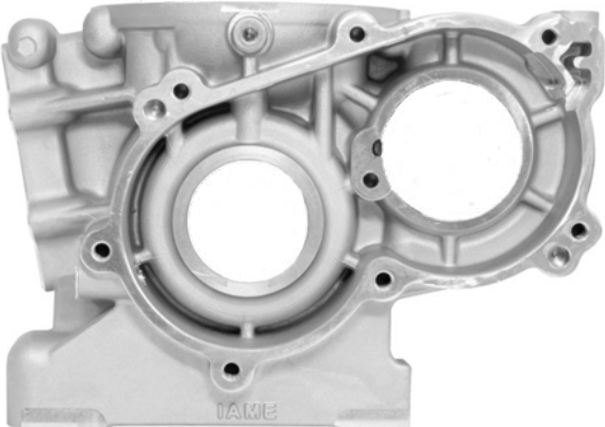
TYPE 1



TYPE 2



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

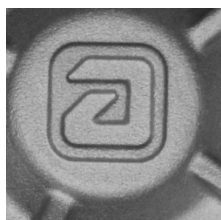
CYLINDER HEAD CULASSE	CYLINDER CYLINDRE
 NEW / NOUVEAU LOGO 	 NEW / NOUVEAU LOGO 
SEMICARTER TRANSMISSION SIDE DEMI-CARTER CÔTÉ PIGNON	SEMICARTER IGNITION SIDE DEMI-CARTER CÔTÉ ALLUMAGE
 NEW / NOUVEAU LOGO 	 NEW / NOUVEAU LOGO 

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

IGNITION COVER
COUVERCLE DE L'ALLUMAGE



NEW / NOUVEAU LOGO



CLUTCH COVER
COUVERCLE D'EMBRAYAGE



NEW / NOUVEAU LOGO



REED GROUP
GROUPE CLAPETS



NEW / NOUVEAU LOGO



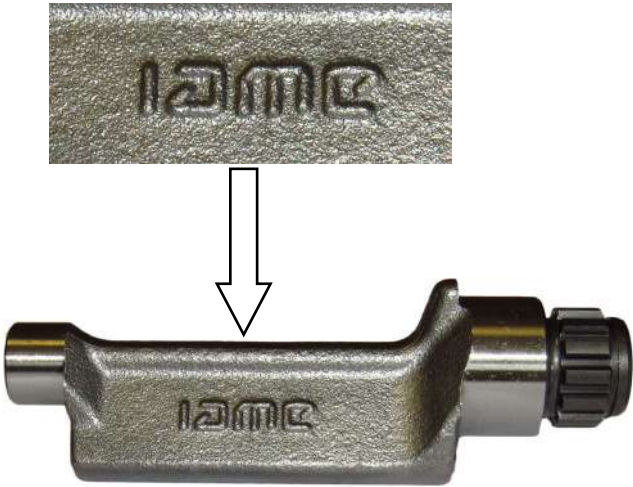
CARBURETTOR INLET CONVEYOR
CONVOYEUR D'ADMISSION



NEW / NOUVEAU LOGO



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

RADIATOR RADIATEUR	EXHAUST SILENCER ECHAPPEMENT
NEW / NOUVEAU LOGO 	 NEW / NOUVEAU LOGO  NEW / NOUVEAU LOGO
	BALANCING SHAFT
	NEW / NOUVEAU LOGO 

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

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

IAME

or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"

iaame

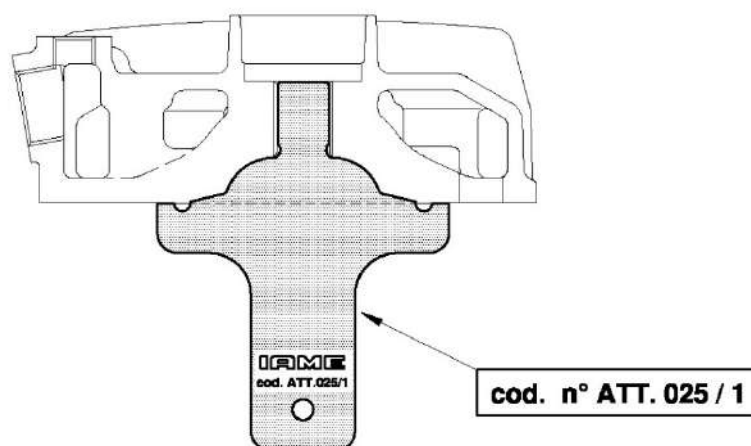
or

iaame

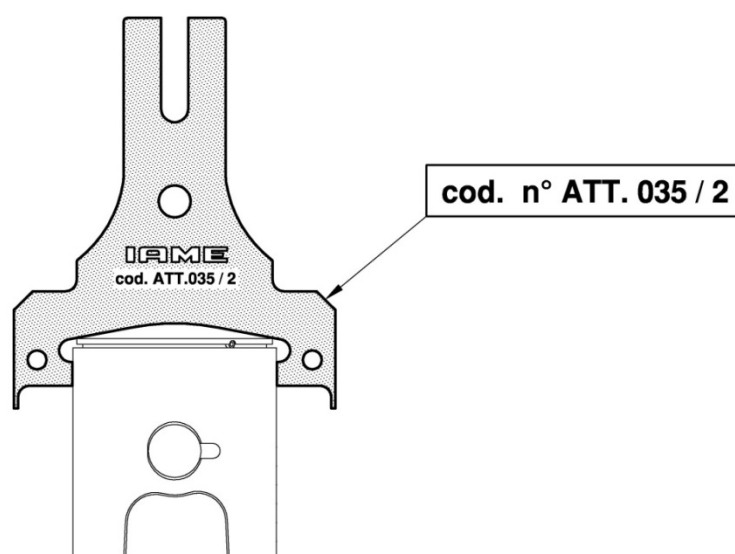
or



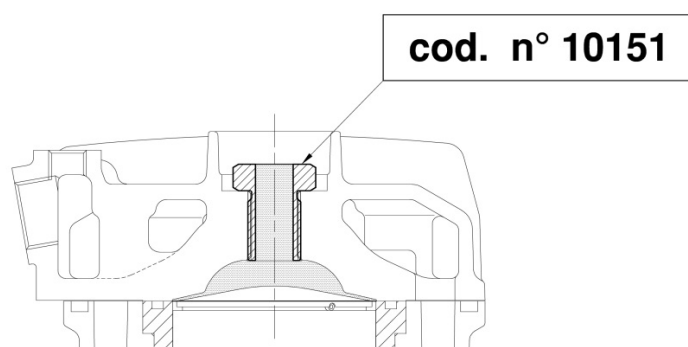
CHECKING THE SHAPE OF THE COMBUSTION CHAMBER
CONTRÔLE DE LA FORME DE LA CHAMBRE DE COMBUSTION



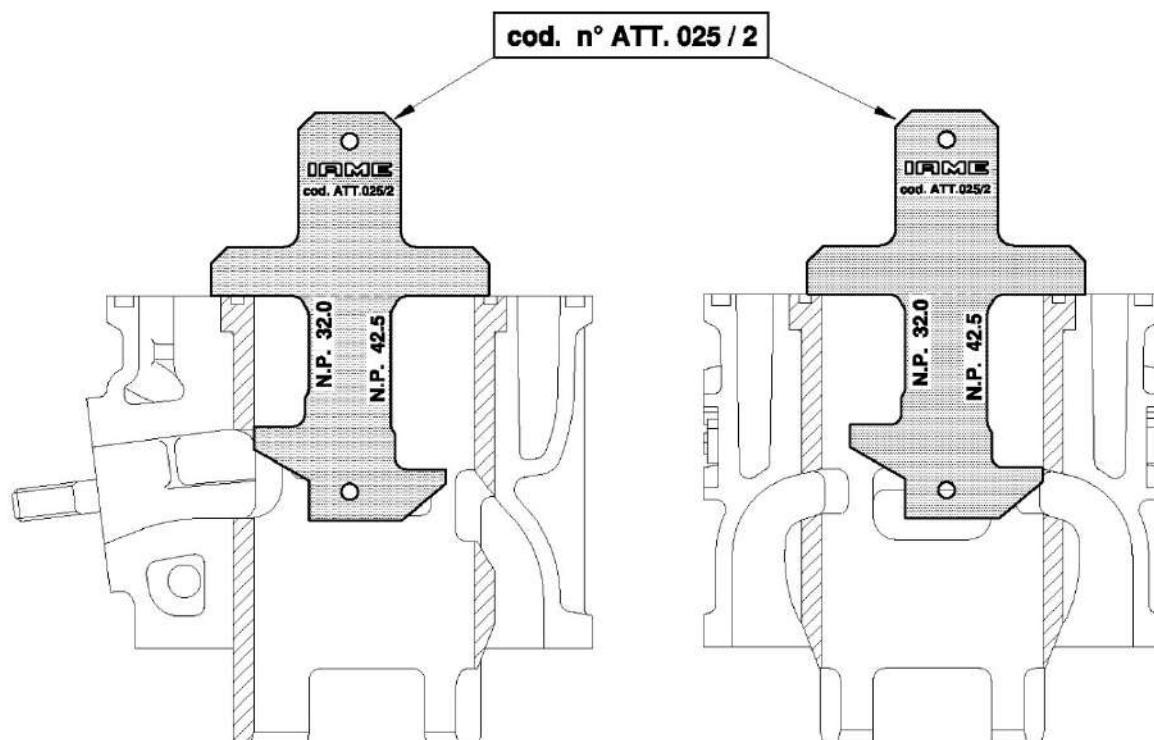
CONTROL OF THE PISTON DOME
CONTRÔLE DU DÔME DE PISTON



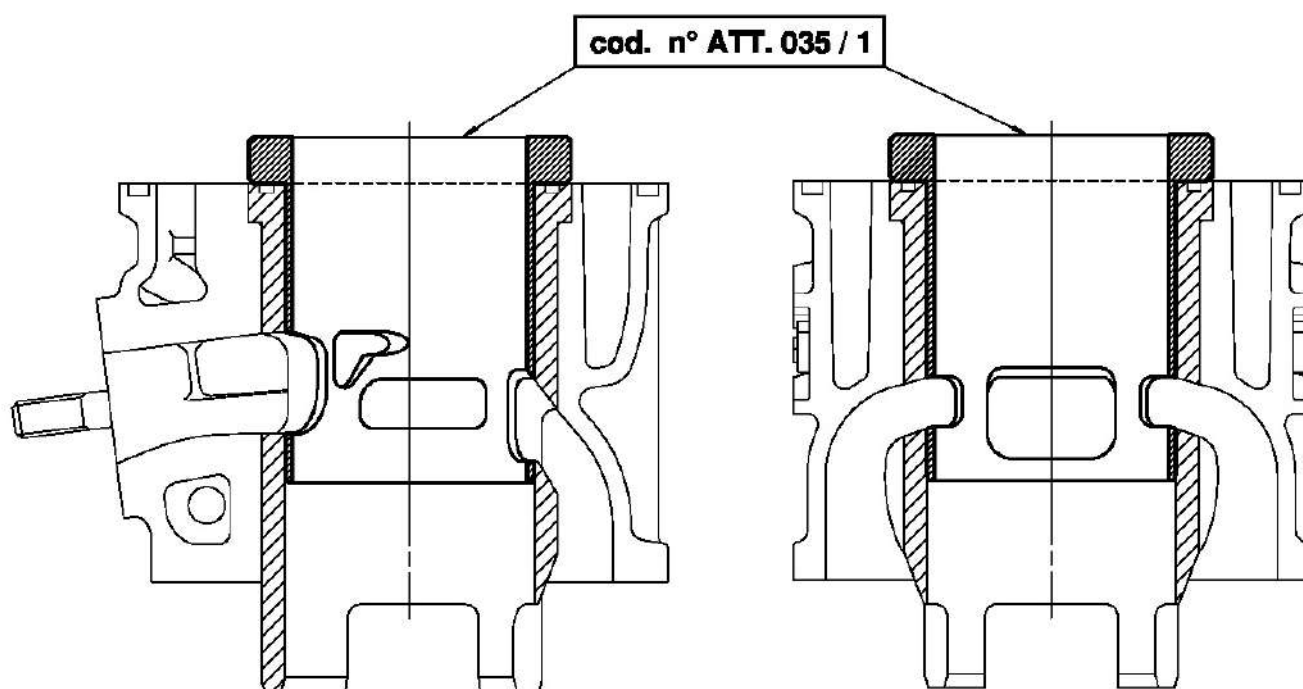
CONTROL OF THE VOLUME OF THE COMBUSTION CHAMBER
CONTRÔLE DU VOLUME DE LA CHAMBRE DE COMBUSTION



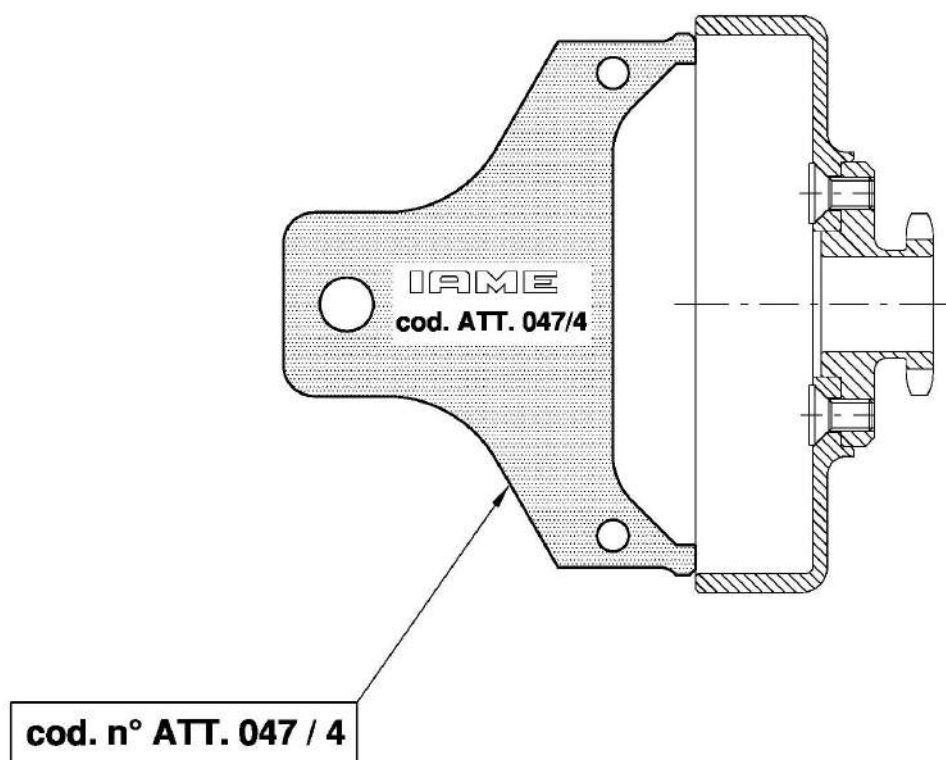
CYLINDER CHECK - CONTRÔLE DU CYLINDRE
CHECKING OF EXHAUST DUCT AND LATERAL TRANSFERS
CONTRÔLE DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX



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

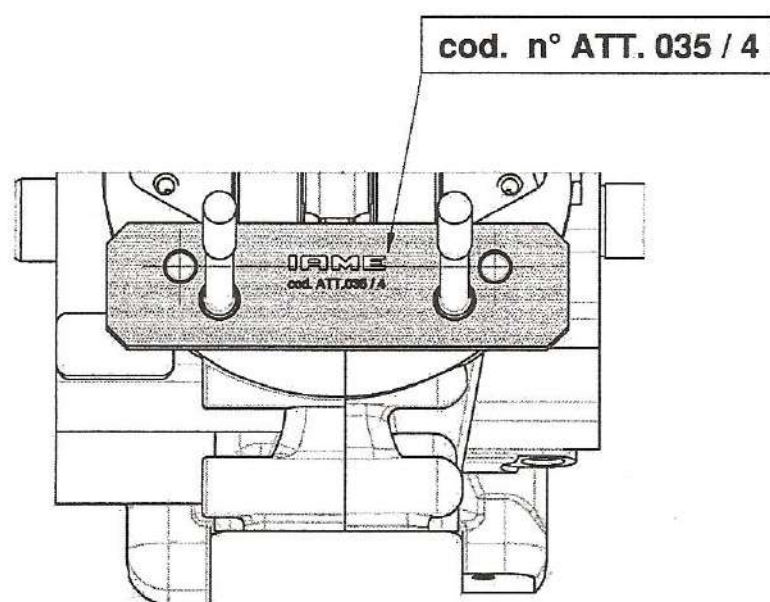


CLUTCH DRUM CHECKING TOOL
CONTRÔLE DE LA CLOCHE D'EMBRAYAGE

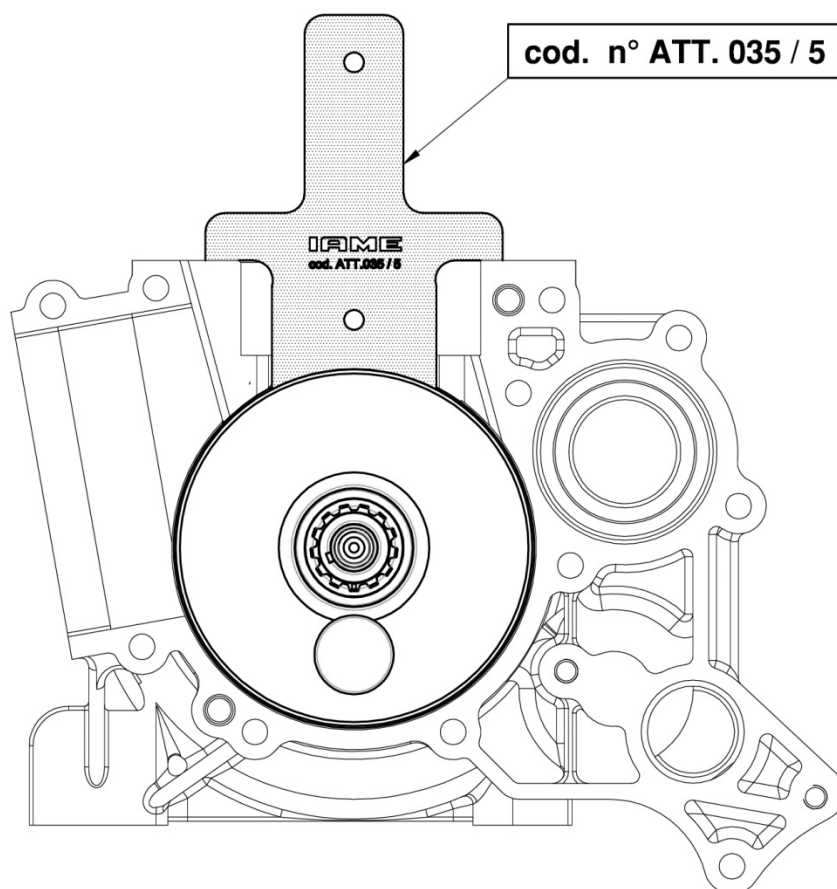


CRANKCASE CHECKING TOOLS - CONTRÔLE DU CARTER

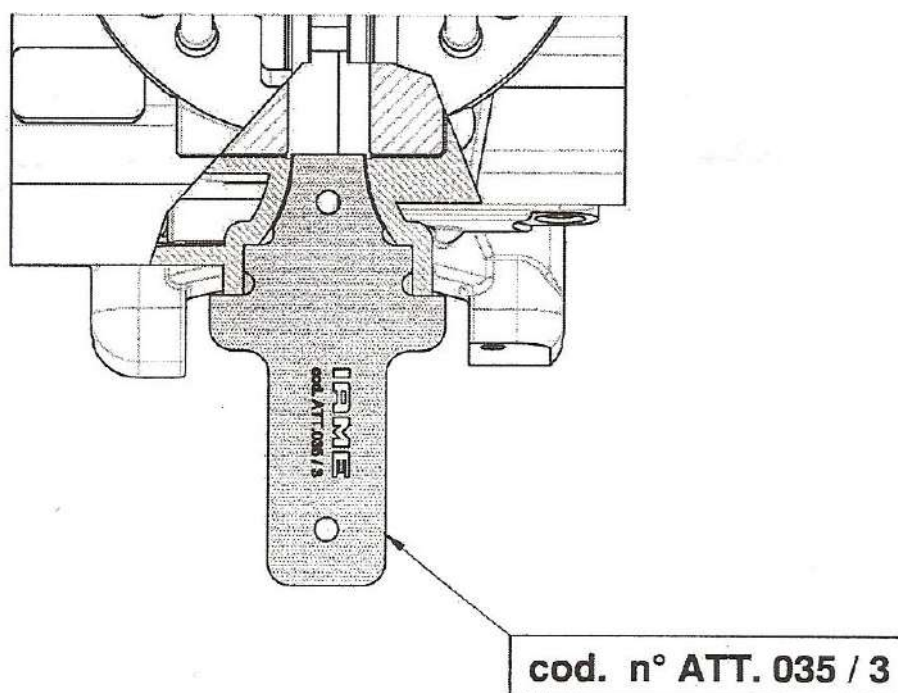
CHECKING THE INTERAXLE OF THE CILYNDER PINS
CONTRÔLE DE L'ENTRAXE DES PIONS DE CENTRAGE DU CYLINDRE



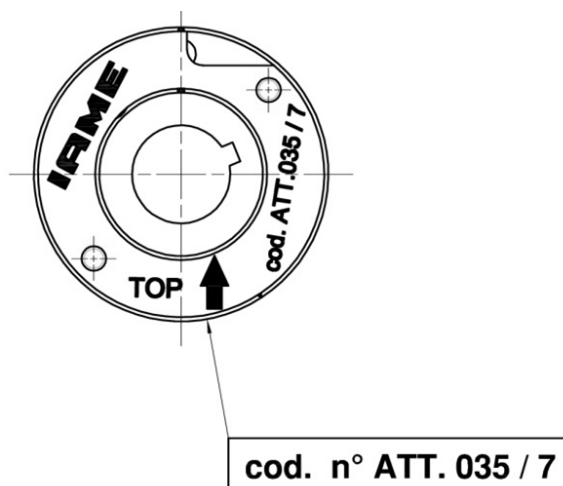
CONTROL OF THE HEIGHT OF THE CRANKSHAFT CYLINDER PLANE
CONTRÔLE DE LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER



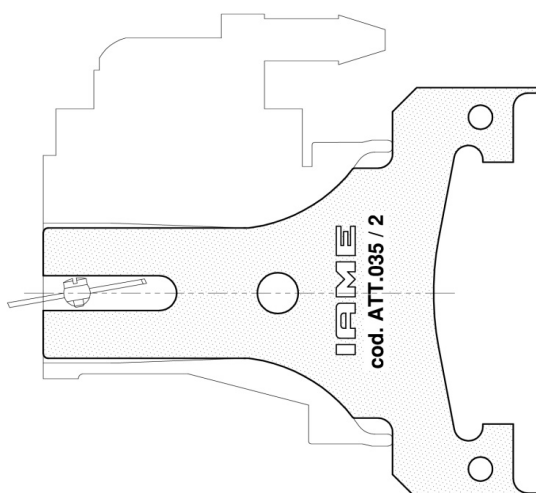
CHECKING OF THE REEDS VALVE PLANE
CONTRÔLE DU PLAN DU LOGEMENT DE LA BOÎTE À CLAPETS



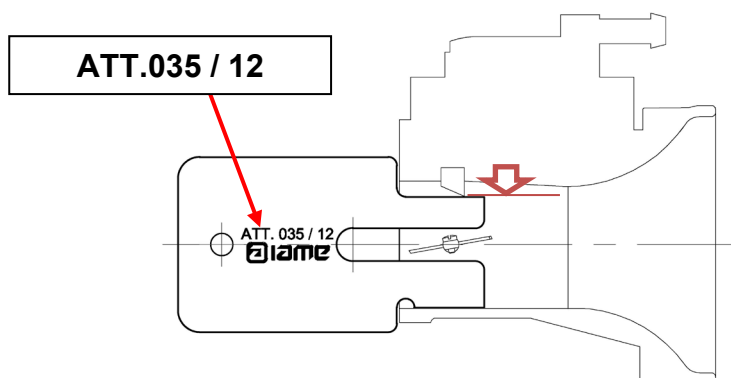
CHECKING OF THE POSITION OF SELETTA DIGITAL "S" PHASE MARKING
CONTRÔLE DE LA POSITION DU MARQUAGE DE PHASE
SELETTA DIGITAL "S"



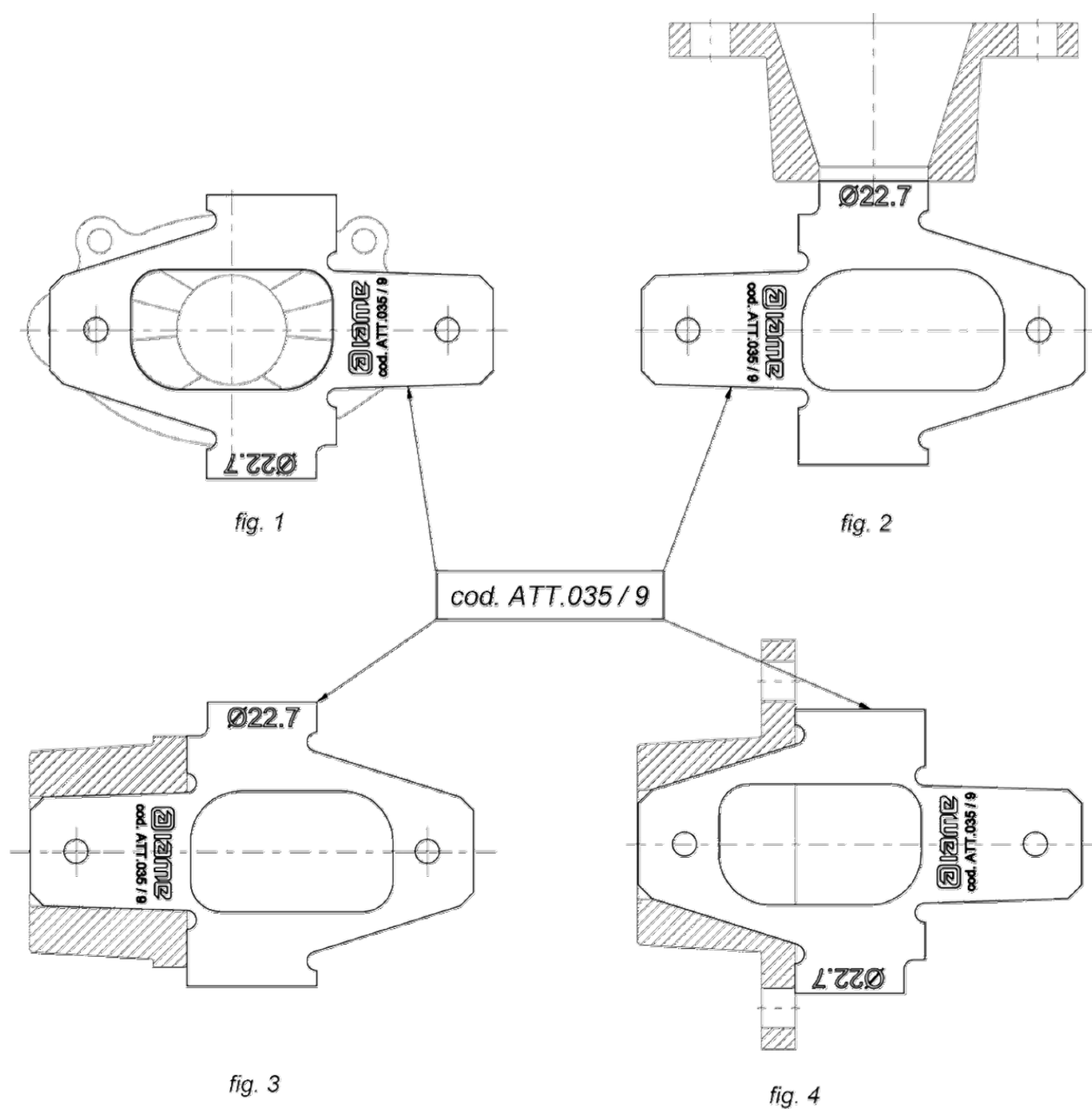
VENTURI SHAPE CONTROL OF TILLOTSON HW-27A CARBURETTOR
CONTRÔLE DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



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



EXHAUST MANIFOLD CHECKING TOOL - CONTRÔLE DU RACCORD D'ÉCHAPPEMENT



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

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