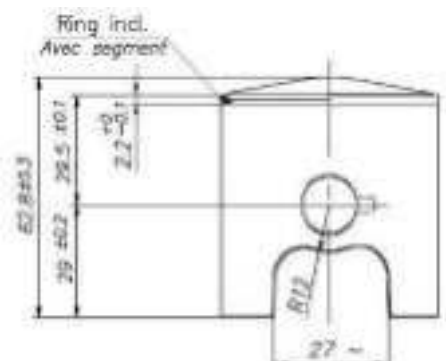
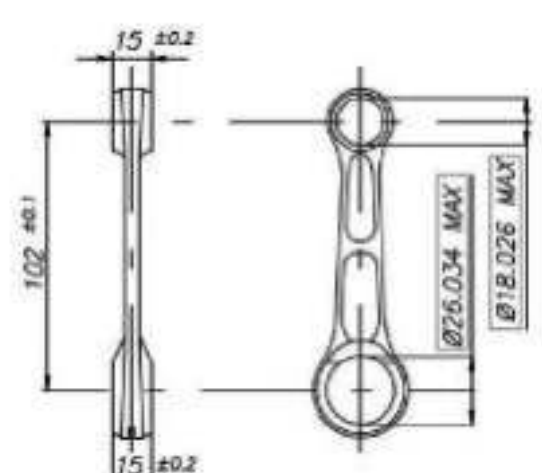
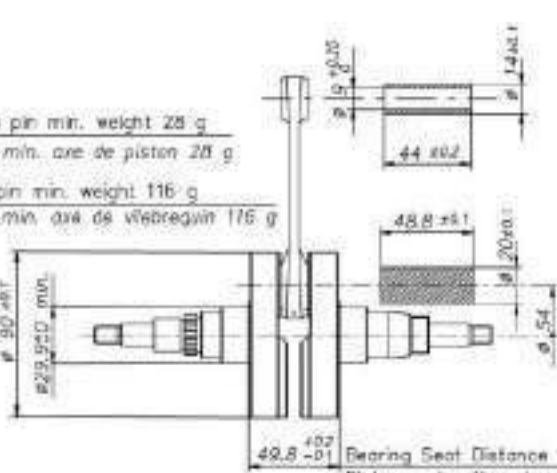
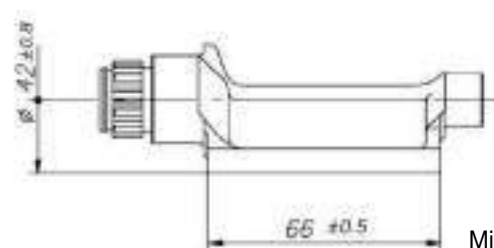
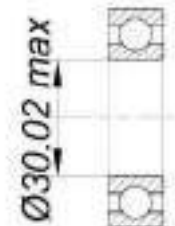
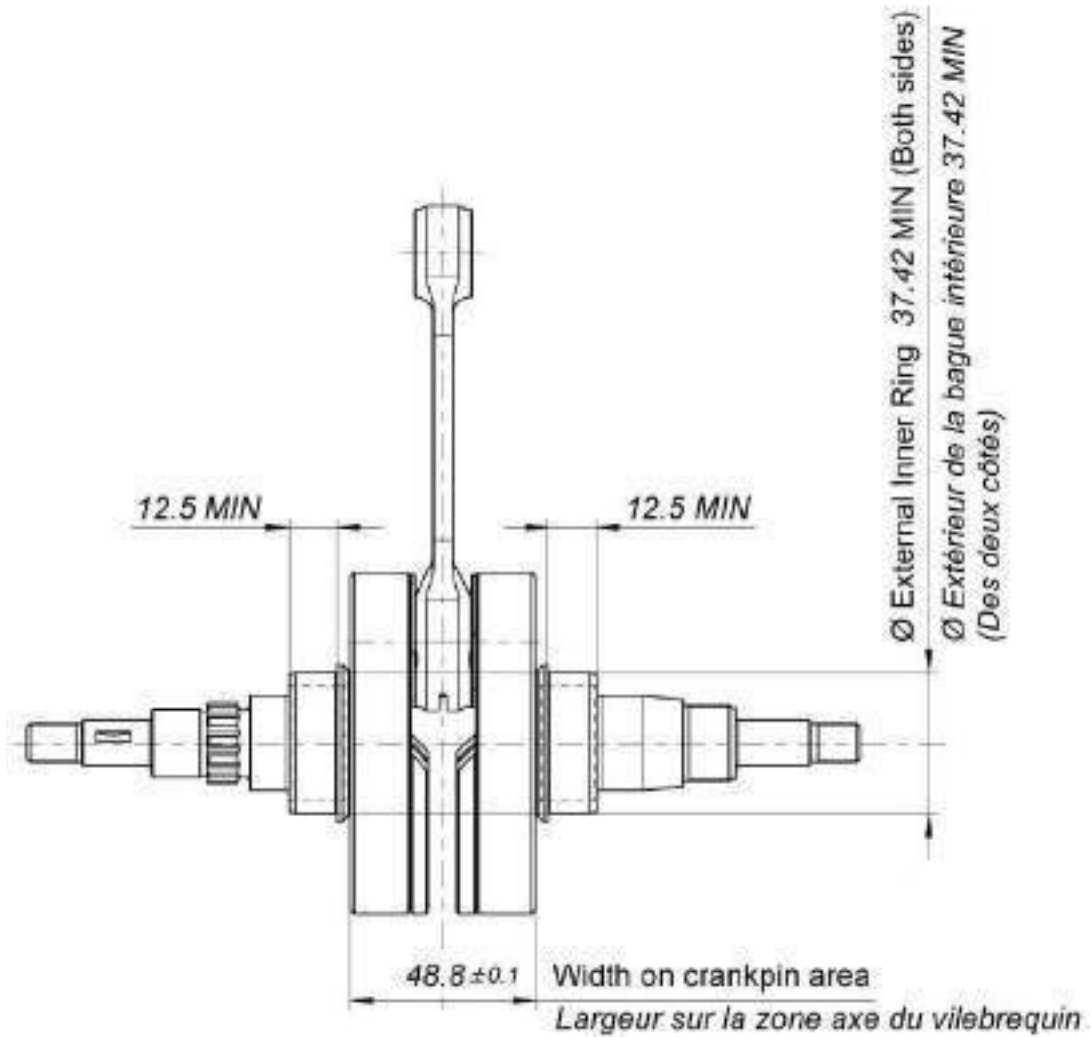


# X30 125cc RL-C TaG

		<b>FEATURES - CARACTERISTIQUES</b>	
		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>

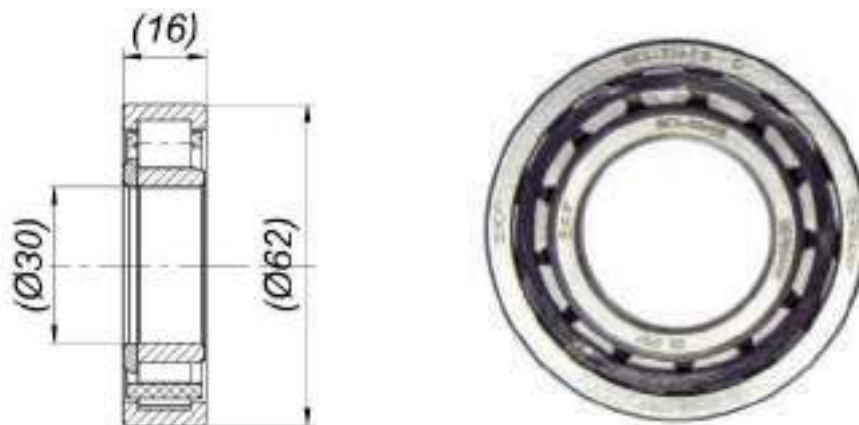
DESCRIPTION OF THE MATERIAL <i>DESCRIPTION DES MATERIAUX</i>		PISTON
Conrod material <i>Matériau de la bielle</i>	Steel <i>Acier</i>	 <p>Piston min. weight (ring incl.) 128 g <i>Poids min. piston (avec segment) 128g</i></p>
Crankshaft material <i>Matériau du vilebrequin</i>	Steel <i>Acier</i>	
Balancing 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	
Cylinder material <i>Matériau du cylindre</i>	Aluminium	 <p><u>Min. weight 110 g</u> <i>Poids min. 110 g</i></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		
 <p>Piston pin min. weight 28 g <i>Poids min. axe de piston 28 g</i></p> <p>Crankpin min. weight 116 g <i>Poids min. axe de vilebrequin 116 g</i></p> <p>Complete crankshaft min. weight 2150 g <i>Poids min. du vilebrequin complet 2150 g</i></p> <p>Bearing Seat Distance <i>Distance du siège de roulement</i></p>		 <p><u>Min. weight 315 g</u> <i>Poids Min. 315 g</i></p>
		CRANKSHAFT BALL BEARINGS <i>ROULEMENTS À BILLES DU VILEBREQUIN</i>
		

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

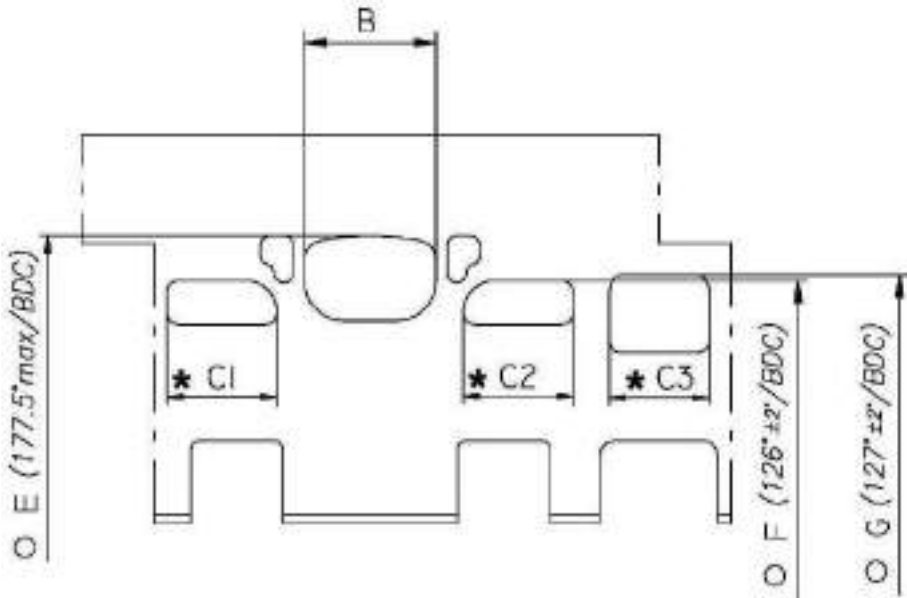


Crankshaft complete min. Weight 2220 g  
*Poids min. du vilebrequin*

ROLLER MAIN BEARING  
 ROULEMENTS À ROULEAUX DU VILEBREQUIN



## CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE



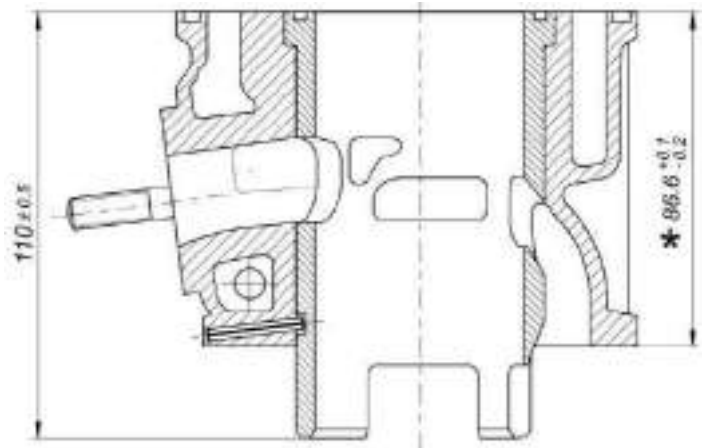
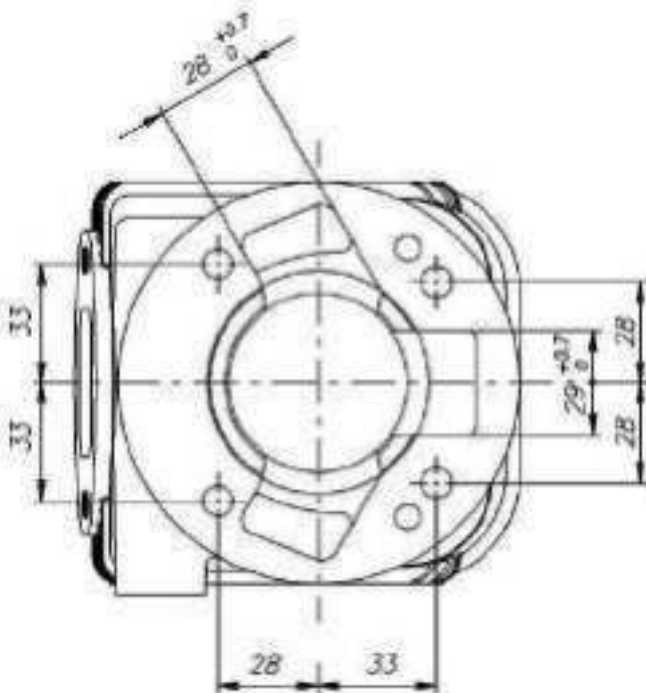
B	$\leq 36.5 \text{ mm}$
C1 = C2	$\leq 30 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$
E	$177.5^\circ \text{ max}$
F	$126^\circ \pm 2'$
G	$127^\circ \pm 2'$

**\* CHORDAL READING**  
LECTURE CORDALE

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

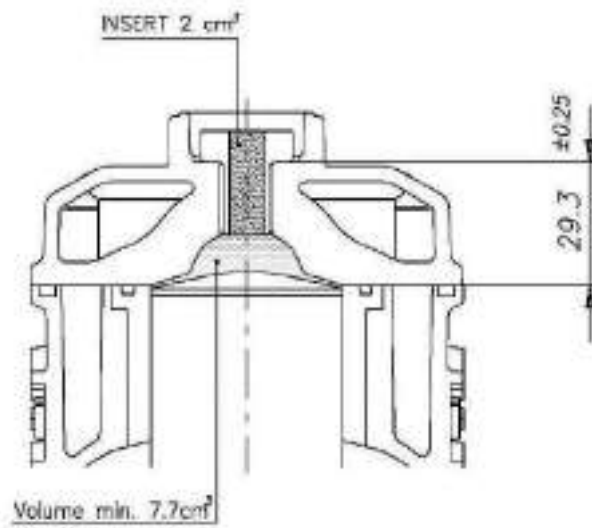
CYLINDER BASE VIEW  
VUE DE LA BASE DU CYLINDRE

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

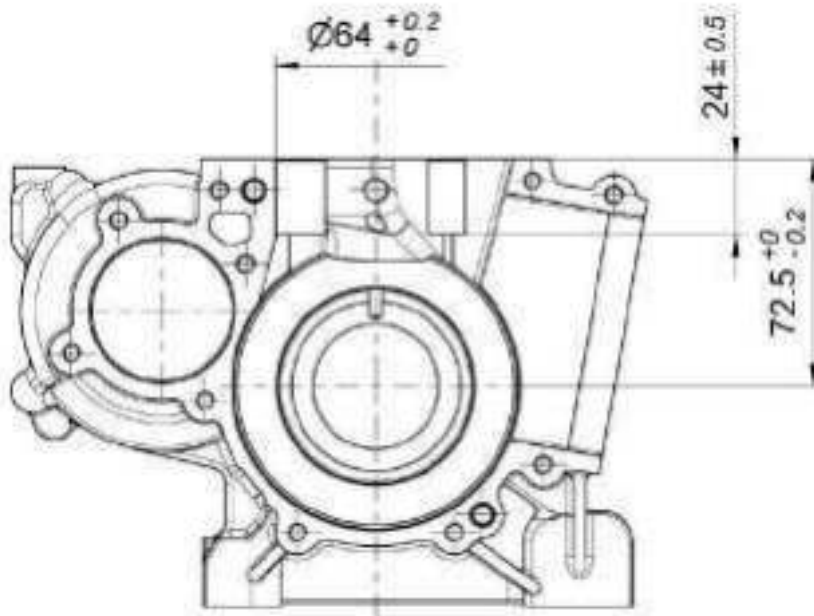
COMBUSTION CHAMBER VIEW  
VUE DE LA CHAMBRE DE COMBUSTION



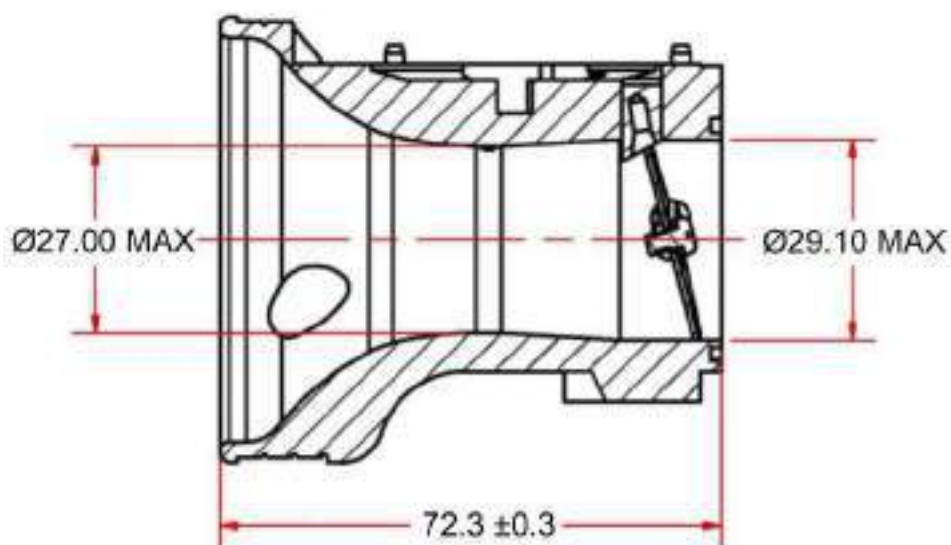
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm<sup>3</sup> min.  
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm<sup>3</sup> min.

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

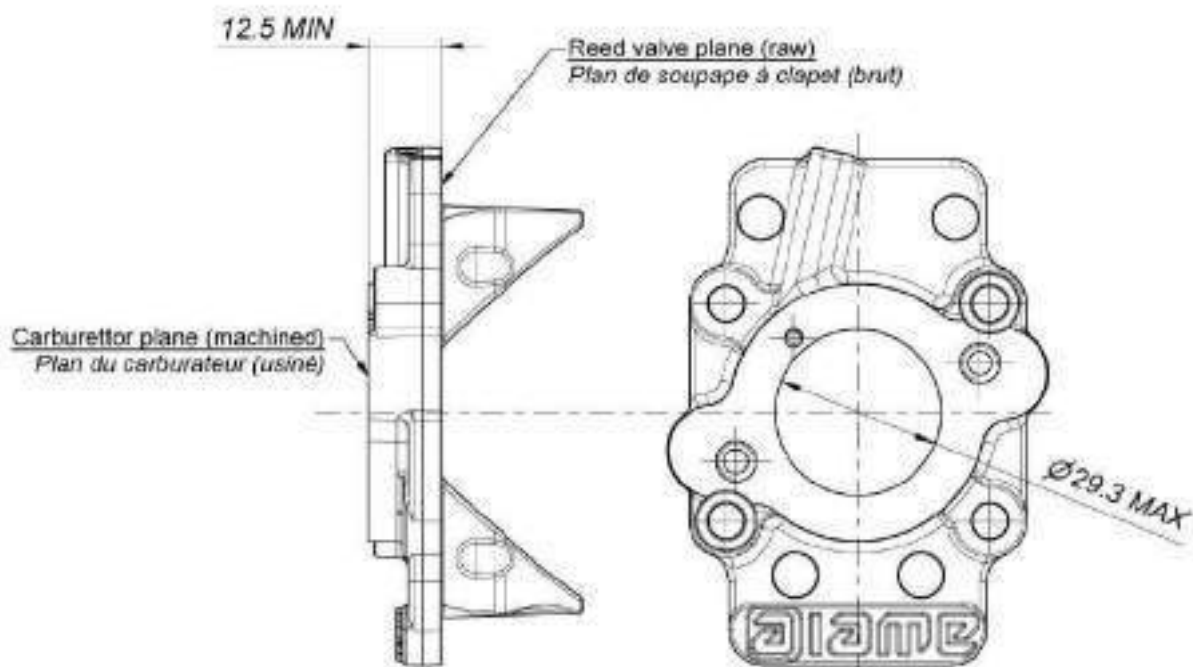
CRANKCASE INSIDE VIEW  
VUE A' L' INTERIEUR DU CARTER



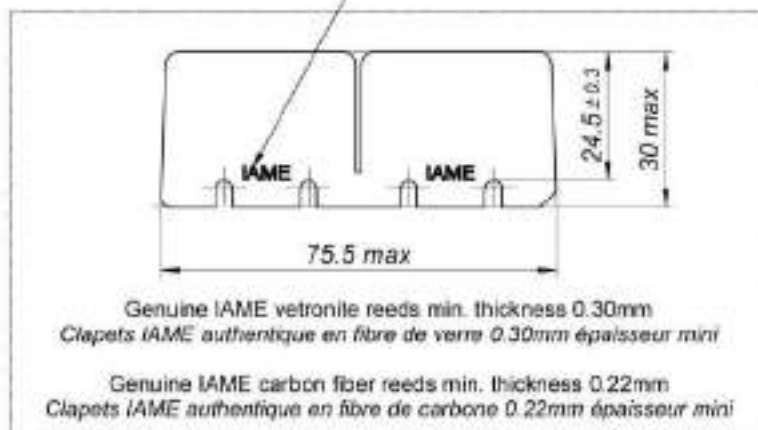
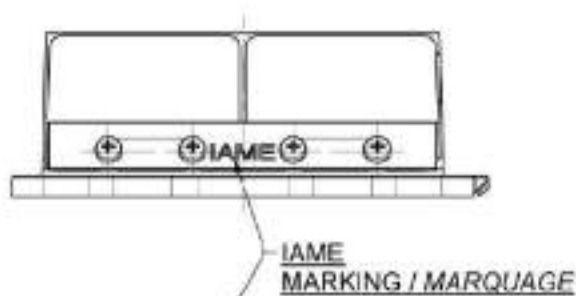
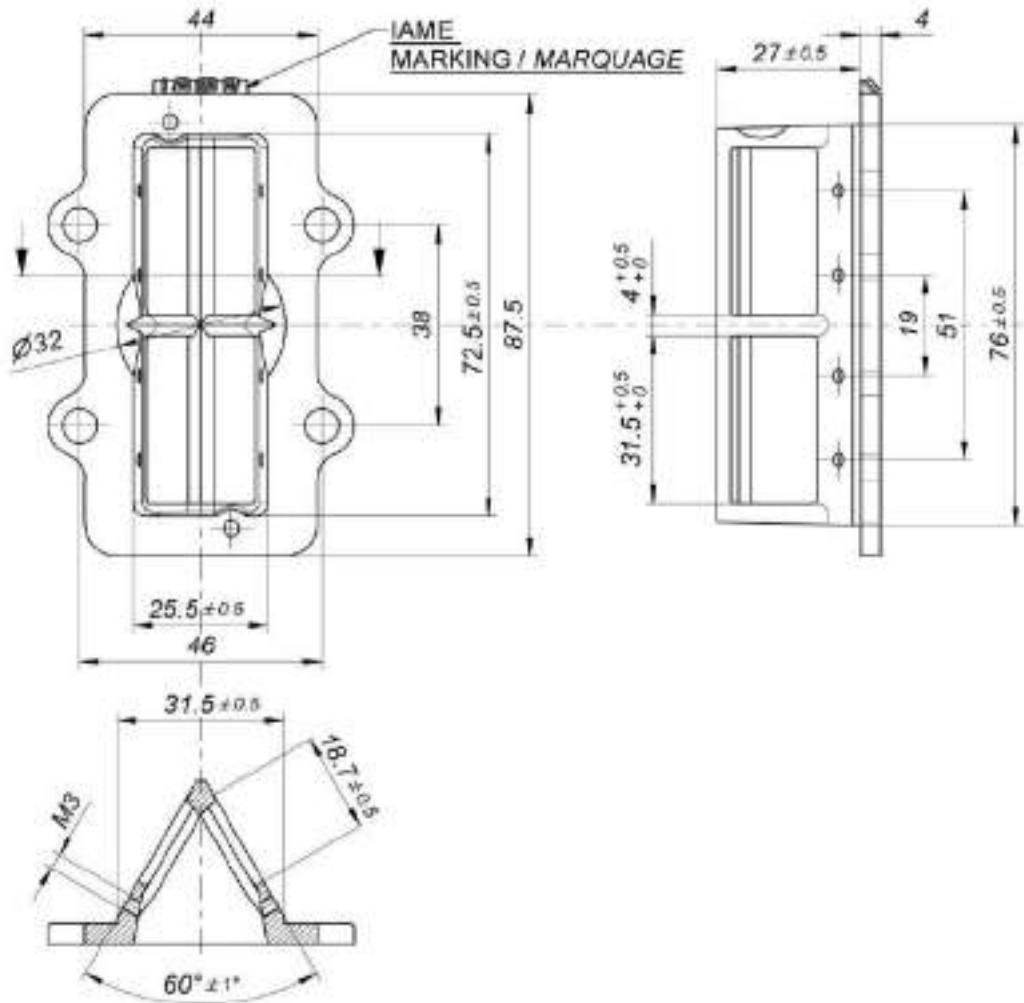
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS  
 DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



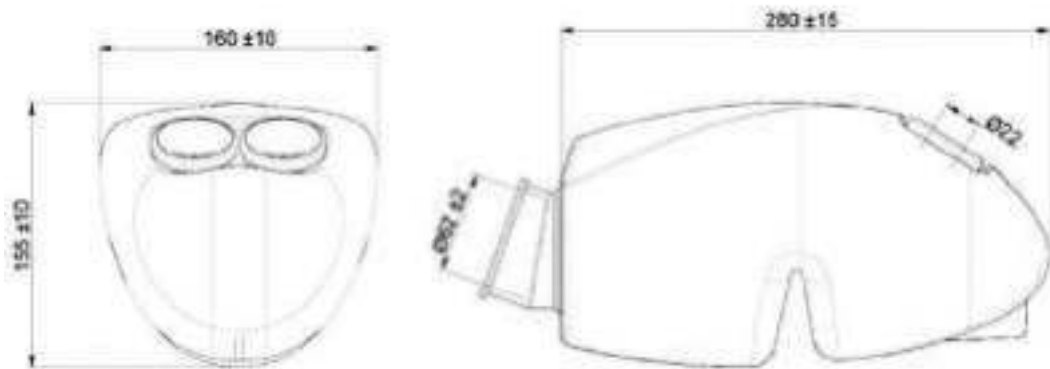
INLET CONVEYOR DIMENSIONS  
 CONVOYEUR D'ADMISSION



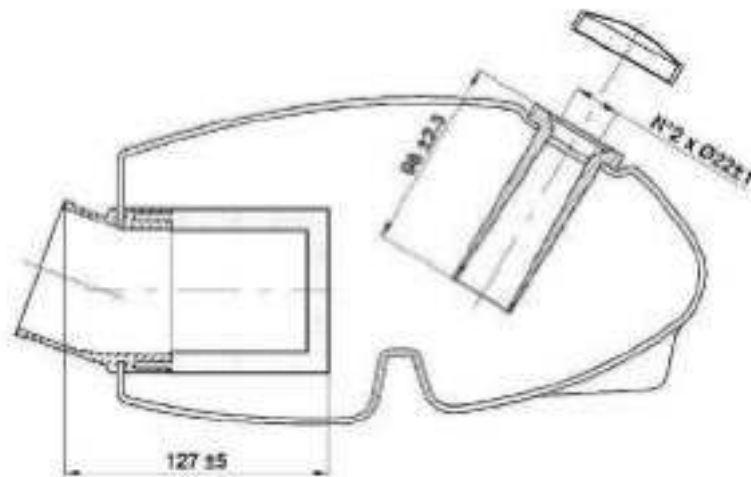
REED VALVE - DIMENSIONS AND MARKING  
 BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE



INLET SILENCER – DRAWING  
DESSIN DU SILENCIEUX D'ADMISSION



WITH SPONGE AIR FILTER  
AVEC MANCHON COMPLET ET FILTRE À AIR

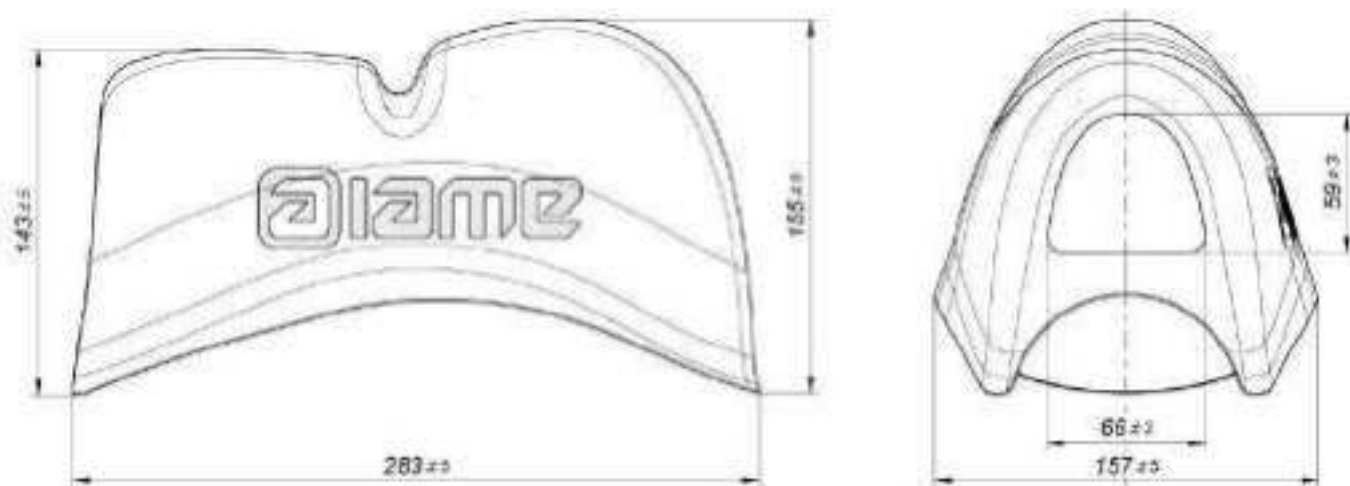


INLET SILENCER - PHOTO  
PHOTO - SILENCIEUX D'ADMISSION





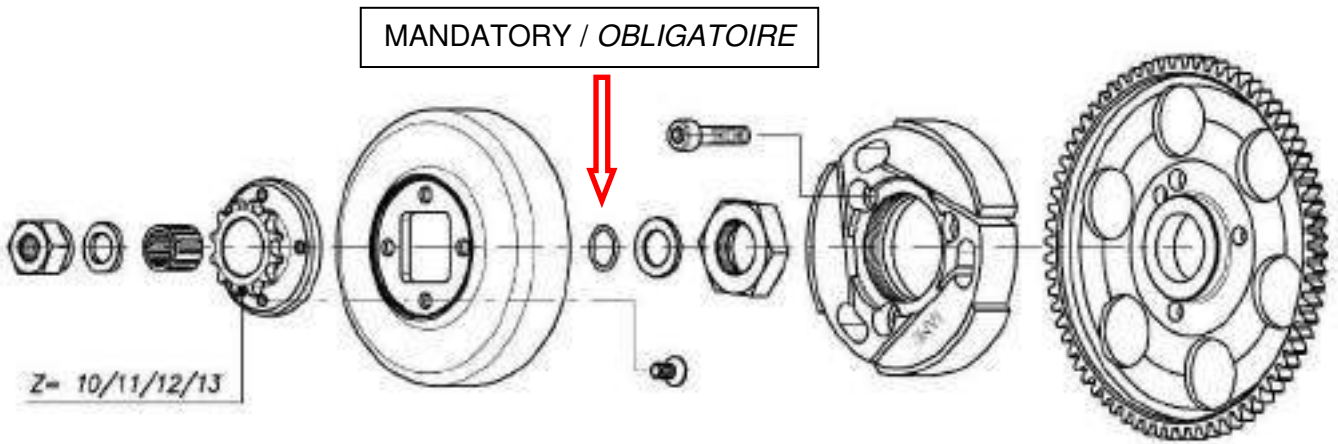
RAIN COVER INLET SILENCER – DRAWING  
DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



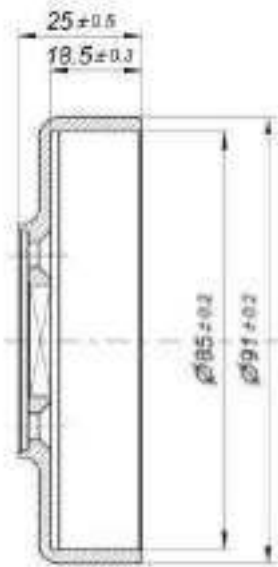
RAIN COVER INLET SILENCER - PHOTO  
PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



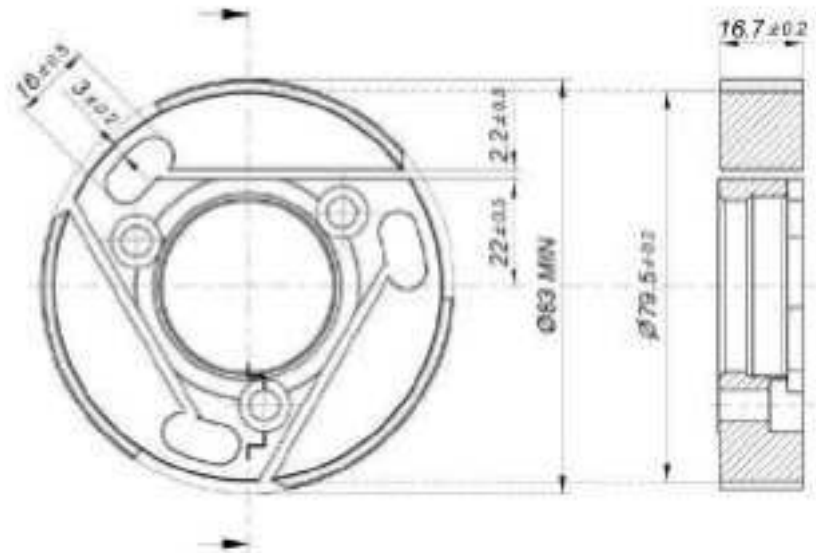
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



COMPONENTS OF THE CLUTCH – COMPOSANTS DE L'EMBRAYAGE

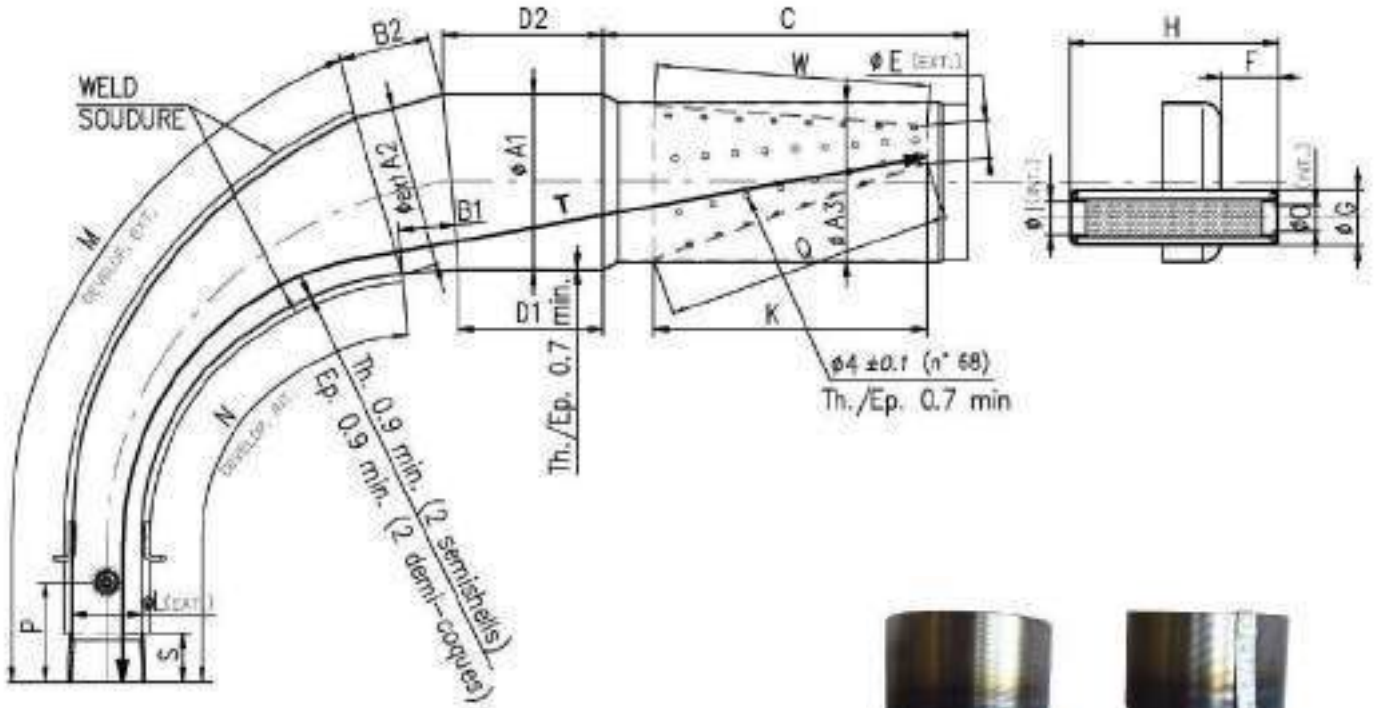


Min. weight 225 g  
Poids min. 225g

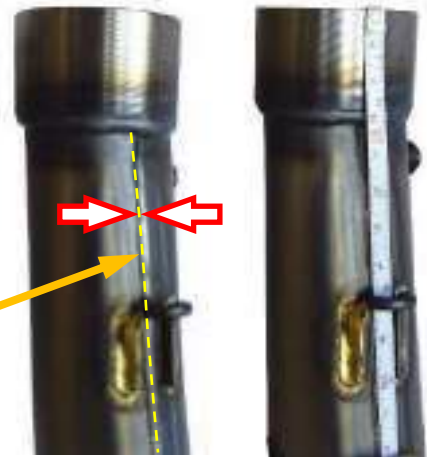


Min. weight 375 g  
Poids min. 375g

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



The tape must follow the centerline of the weld at all points.  
*Le ruban doit suivre l'axe de la soudure en tous points.*



Min. Weight 1.780 g  
*Poids min. 1.780 g*

<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.

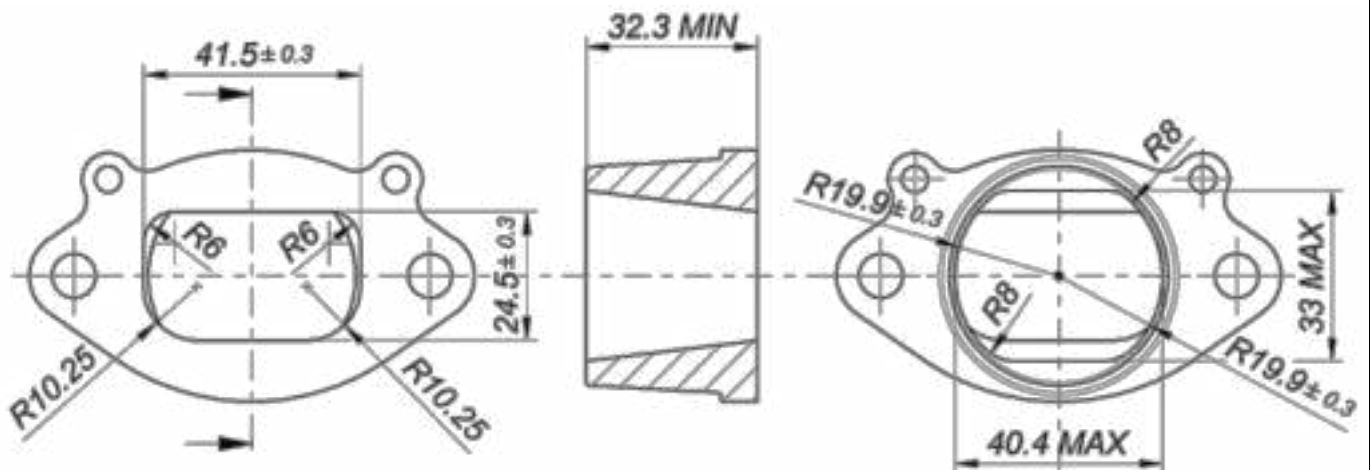
*Les dimensions « M », « N » et « T » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.*

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

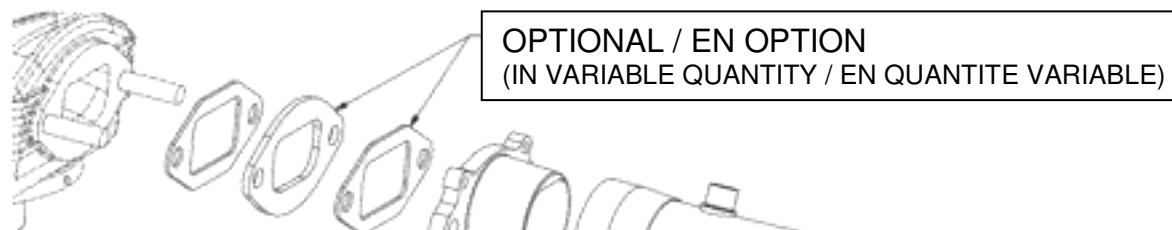
The dimensions “Q” and “W” must be taken by steel tape measure 12mm wide.

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

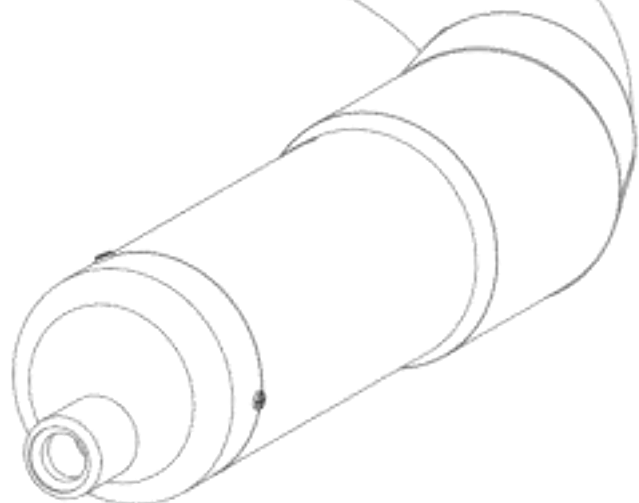
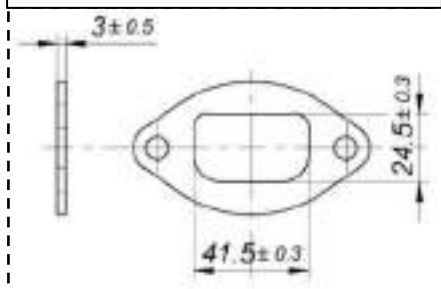
SENIOR EXHAUST FITTING  
RACCORD D'ÉCHAPPEMENT SENIOR



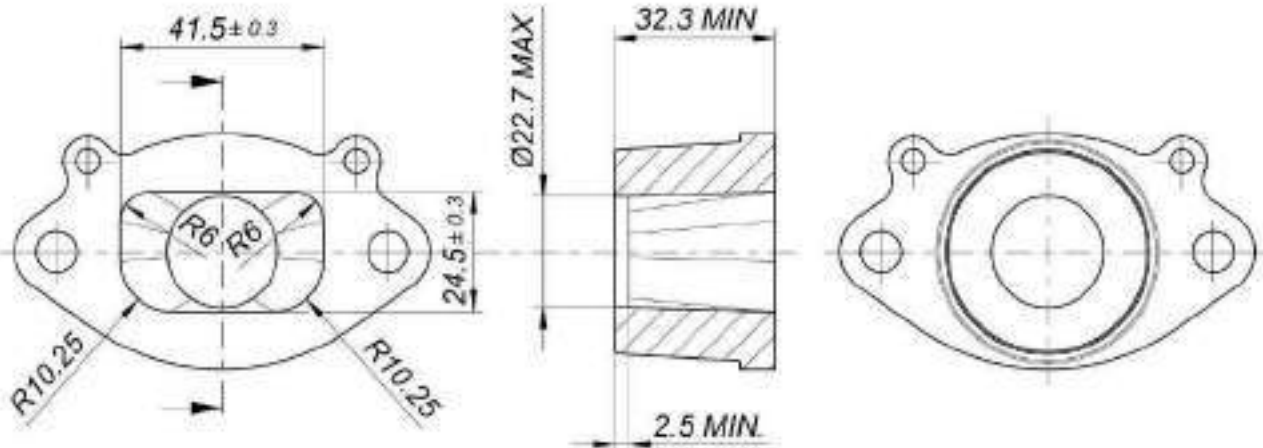
SENIOR EXHAUST INSTALLATION  
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



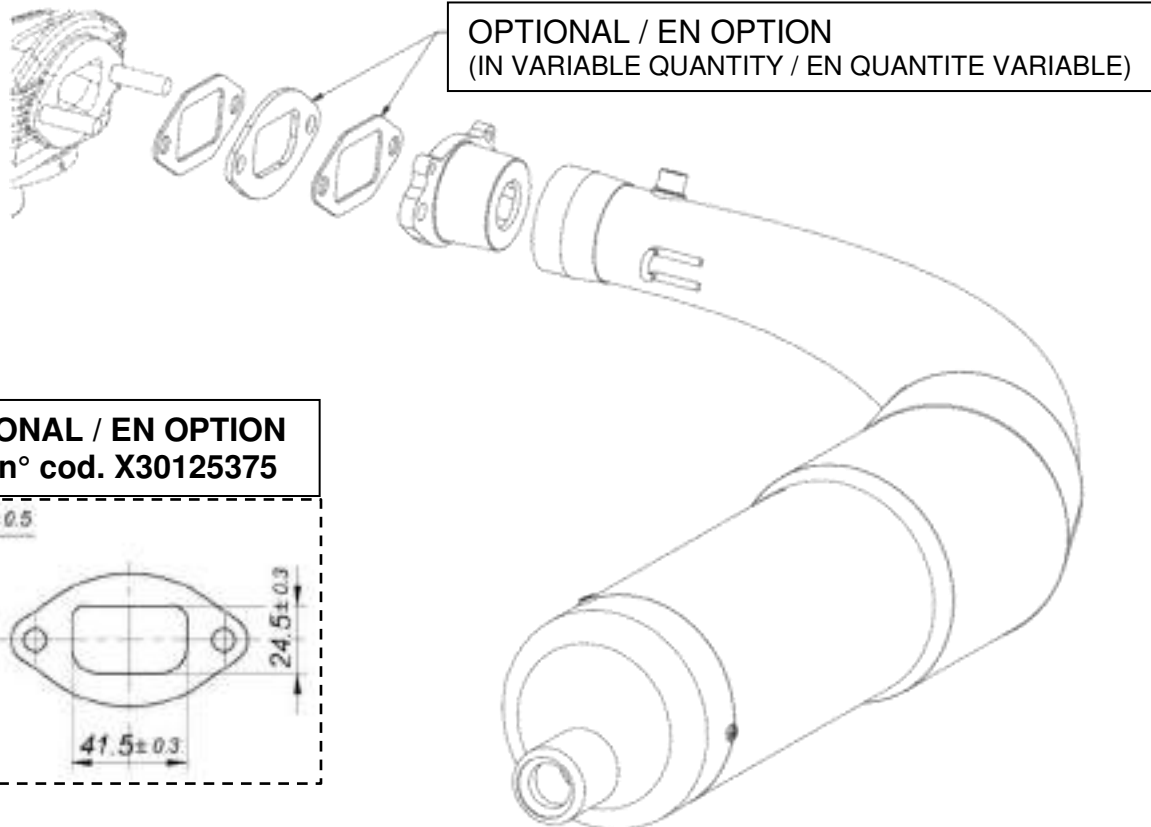
**OPTIONAL / EN OPTION**  
**Part n° cod. X30125375**



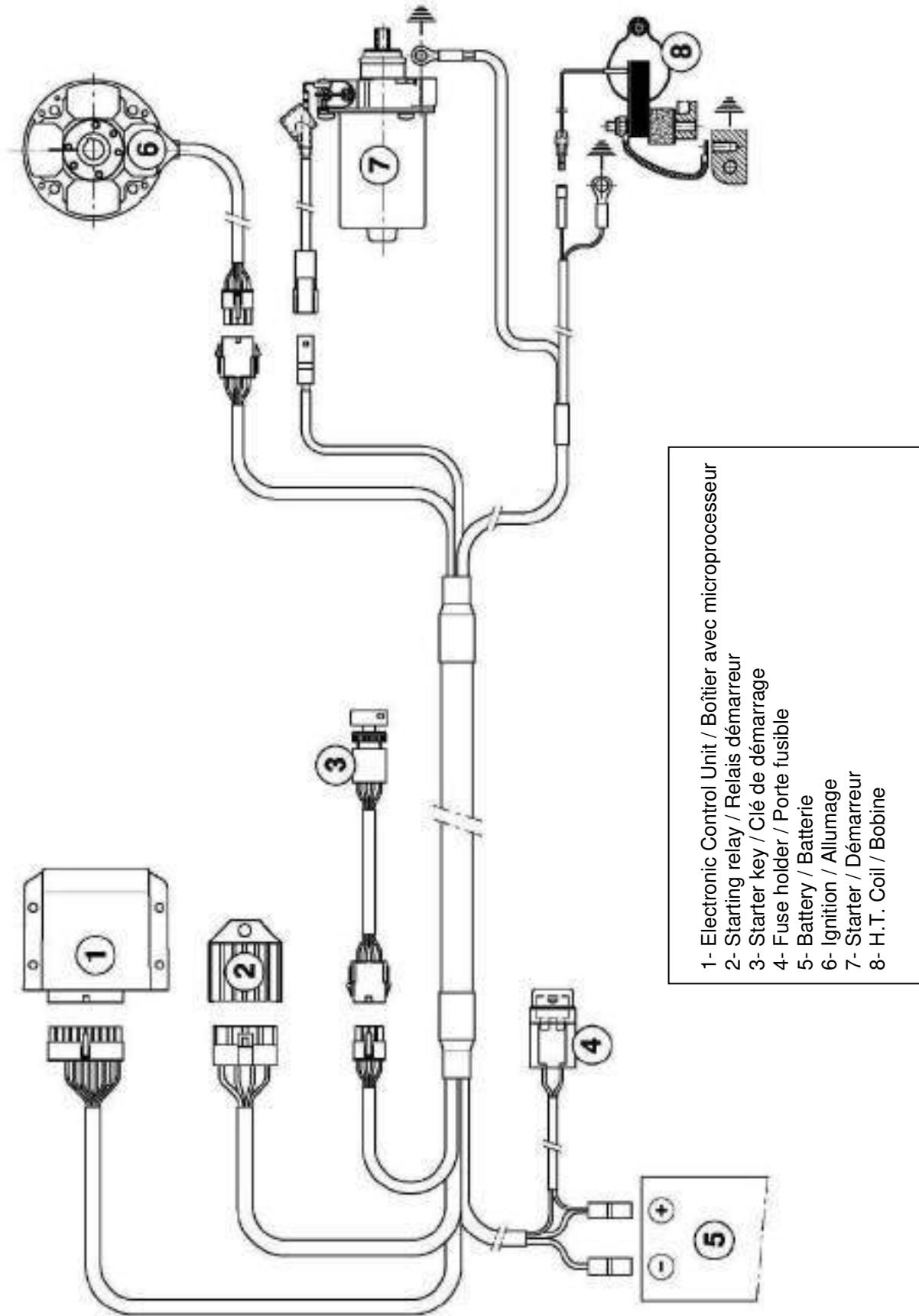
JUNIOR EXHAUST FITTING  
 RACCORD D'ÉCHAPPEMENT JUNIOR



JUNIOR EXHAUST INSTALLATION  
 INSTALLATION DE L'ÉCHAPPEMENT JUNIOR

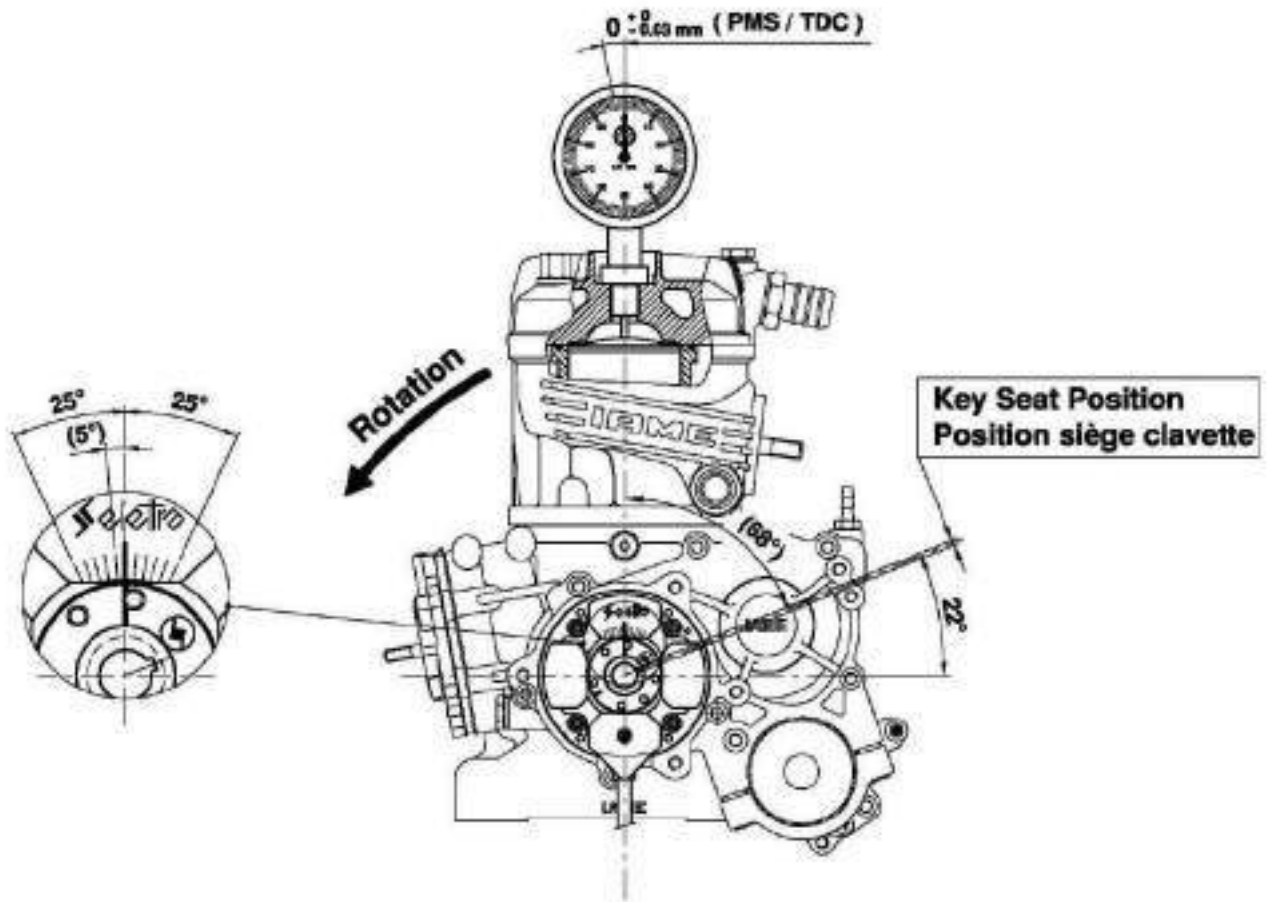


WIRING DIAGRAM ( SELETTRA DIGITAL "K" IGNITION )  
 SCHEMA CIRCUIT ELECTRIQUE ( ALLUMAGE SELETTRA DIGITAL "K" )

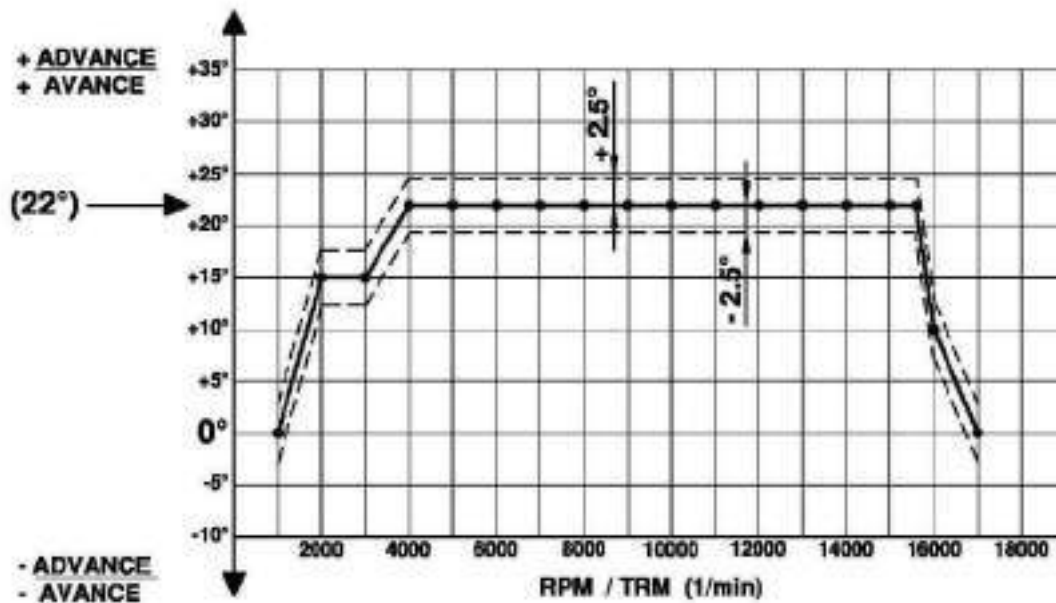


- 1- Electronic Control Unit / Boîtier avec microprocesseur
- 2- Starting relay / Relais démarrage
- 3- Starter key / Clé de démarrage
- 4- Fuse holder / Porte fusible
- 5- Battery / Batterie
- 6- Ignition / Allumage
- 7- Starter / Démarreur
- 8- H.T. Coil / Bobine

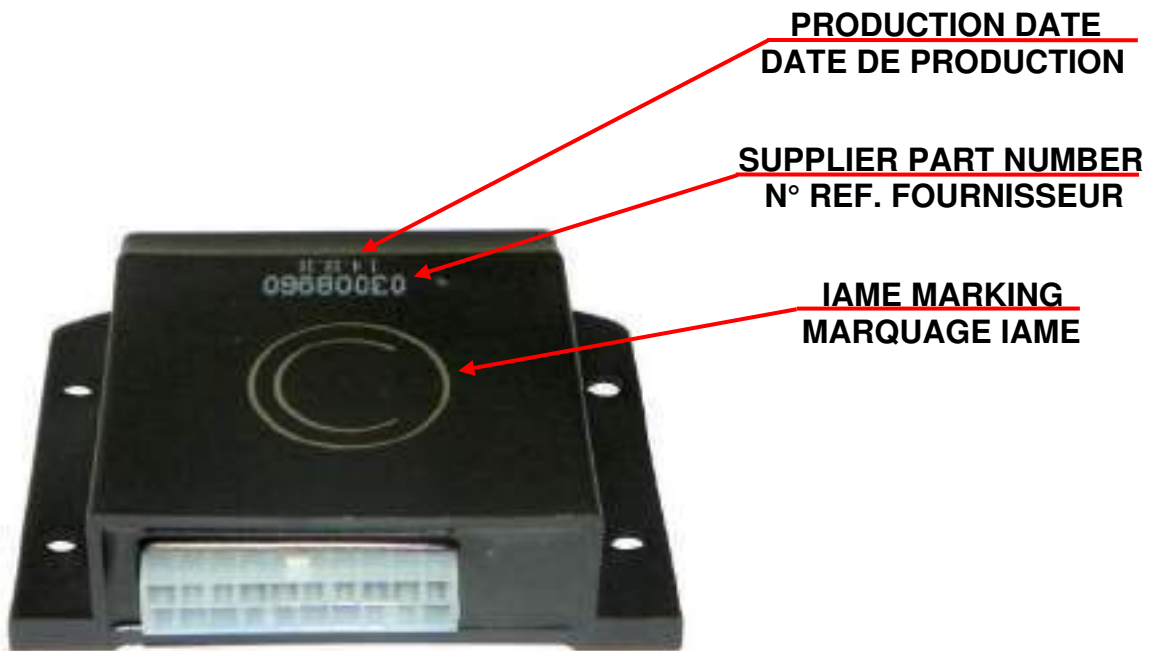
SCHEME FOR ADVANCE CONTROL  
 SCHEMA POUR LE CONTROLE DE L'AVANCE



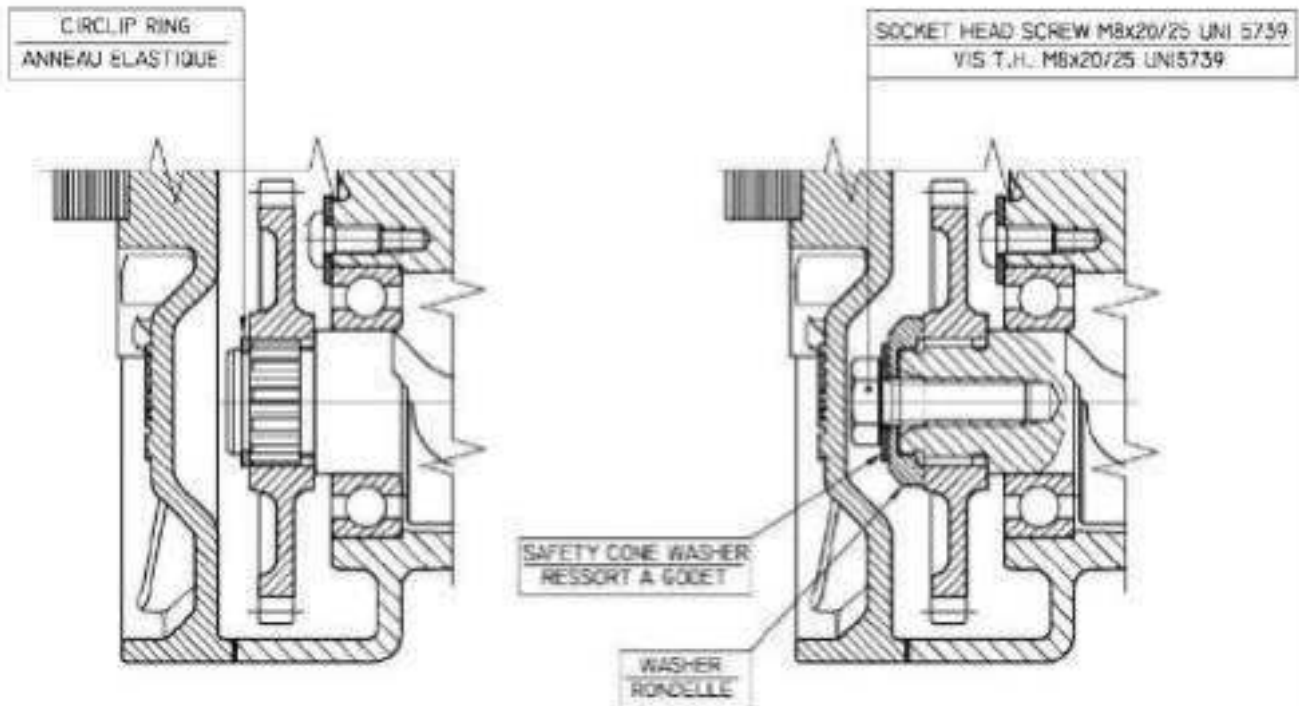
ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



ELECTRONIC BOX MARKING  
MARQUAGE DU BOITIER ELECTRONIQUE

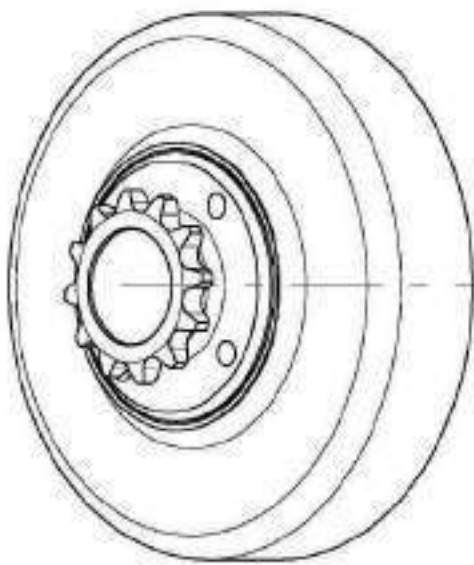


GEAR ALTERNATIVE FIXING  
FIXATION ALTERNATIVE DE L'ENGRENAGE

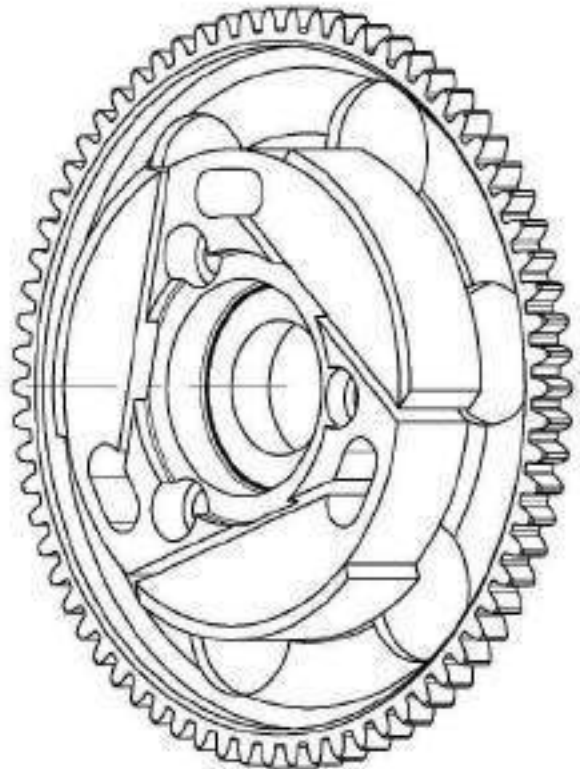




DESCRIPTION OF THE CLUTCH - *DESCRIPTION DE L' EMBRAYAGE*

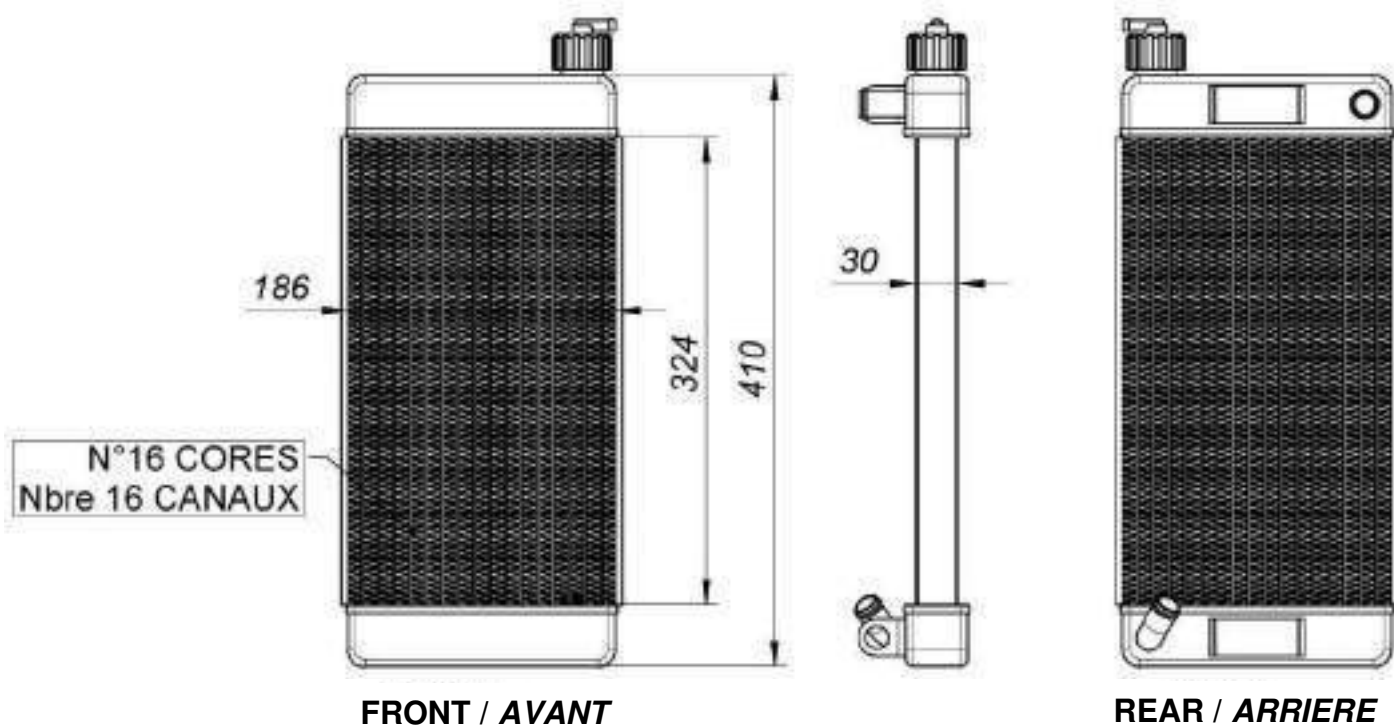


Min. weight 300 g  
*Poids min. 300 g*



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

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

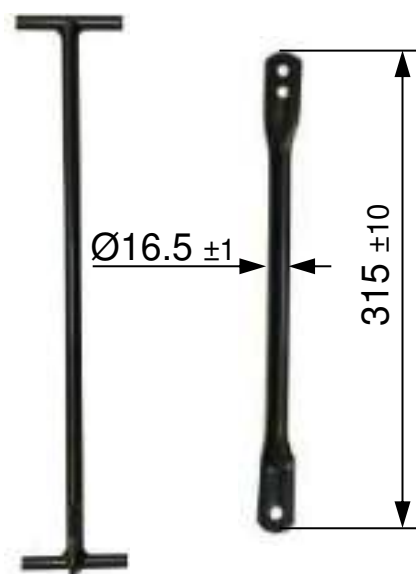


PAINTED AND NOT PAINTED  
PEINT ET PAS PEINT

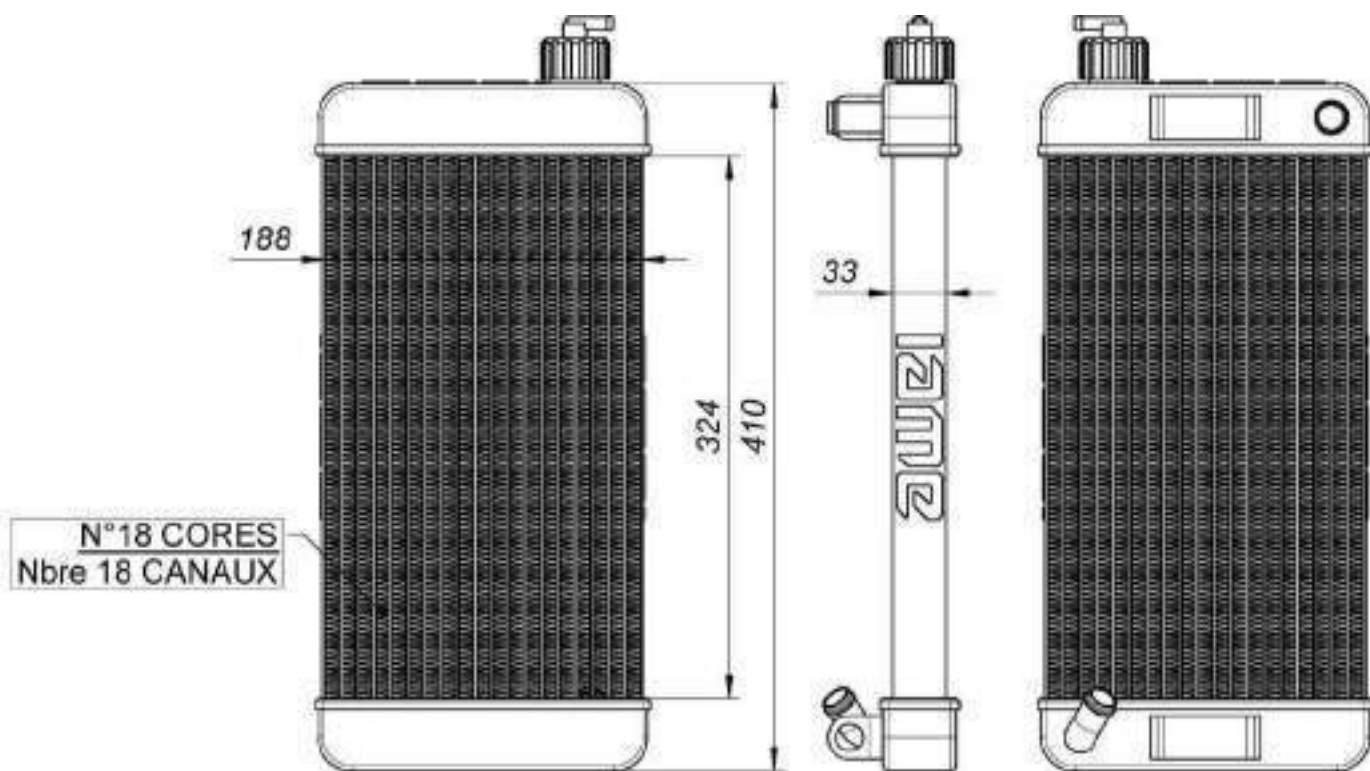


**FRONT / AVANT**

**REAR / ARRIERE**



RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH  
 DESCRIPTION DU RADIATEUR ALTERNATIF



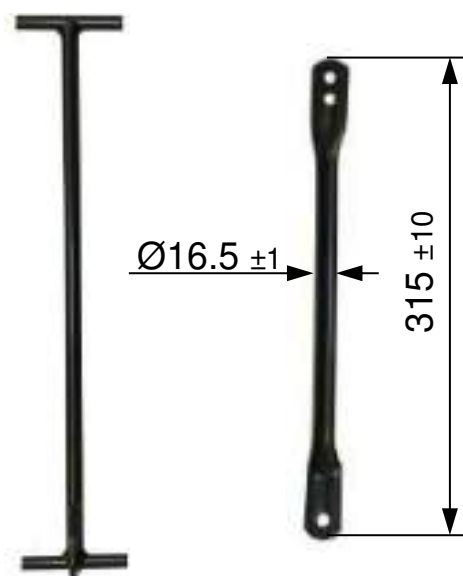
FRONT / AVANT

REAR / ARRIERE

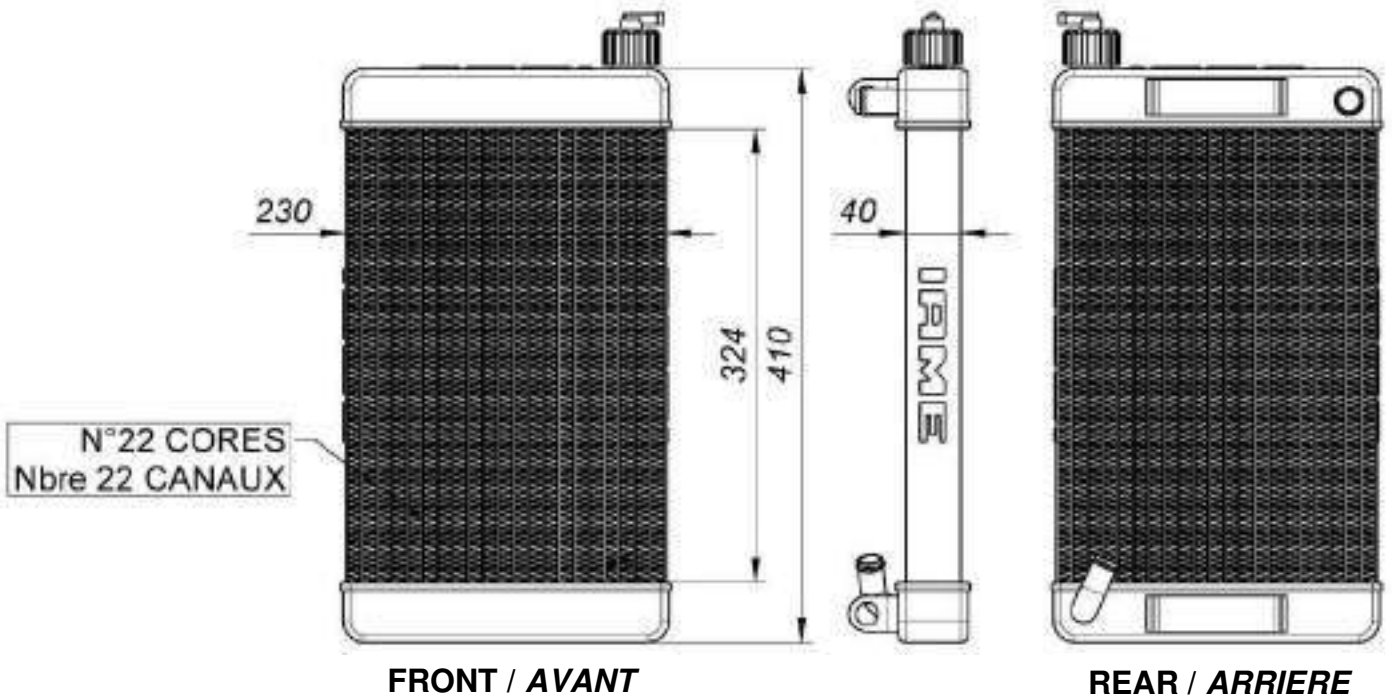


FRONT / AVANT

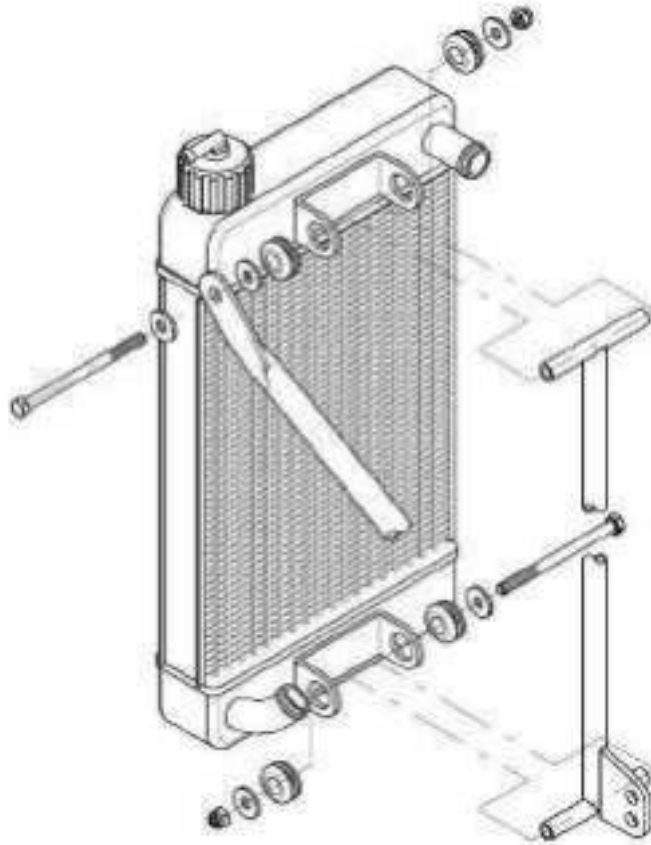
REAR / ARRIERE



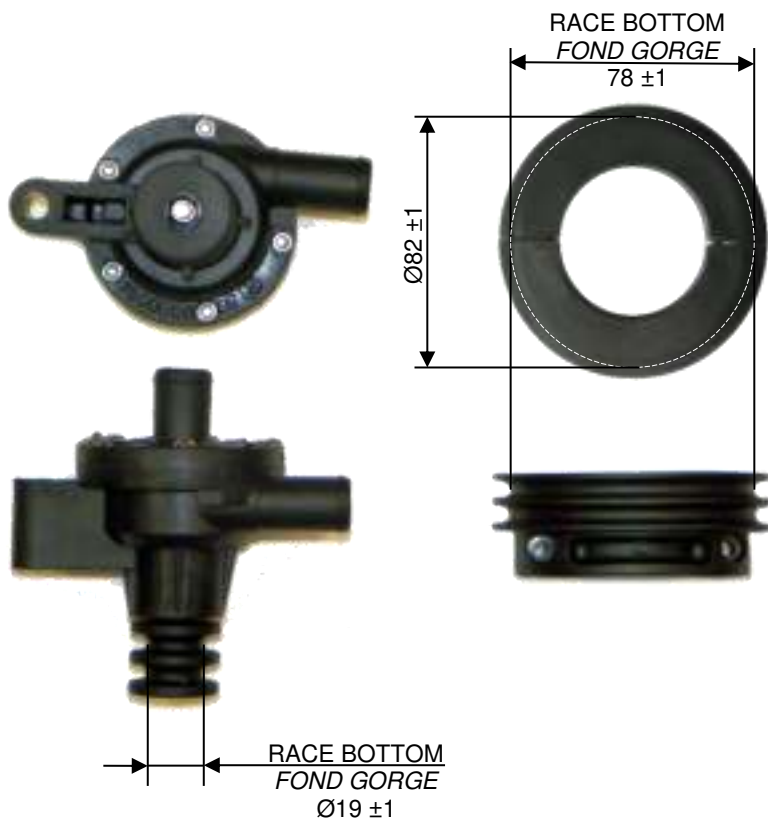
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH  
 DESCRIPTION DU RADIATEUR ALTERNATIF



RADIATOR AND ITS SUPPORTS  
 RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP  
 GROUPE POMPE A' EAU



THERMOSTAT



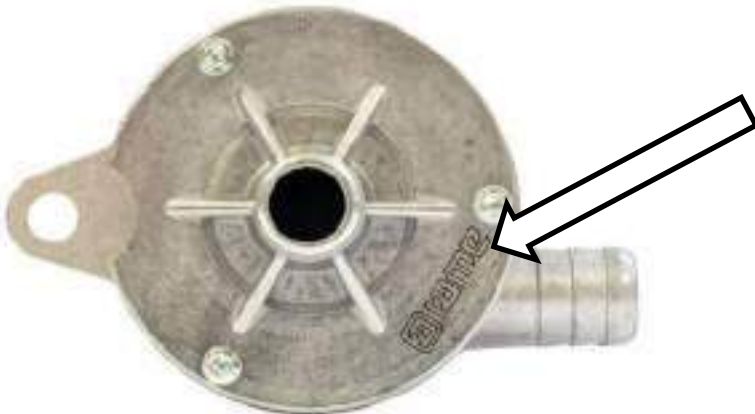
ALTERNATIVE  
ALTERNATIF



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



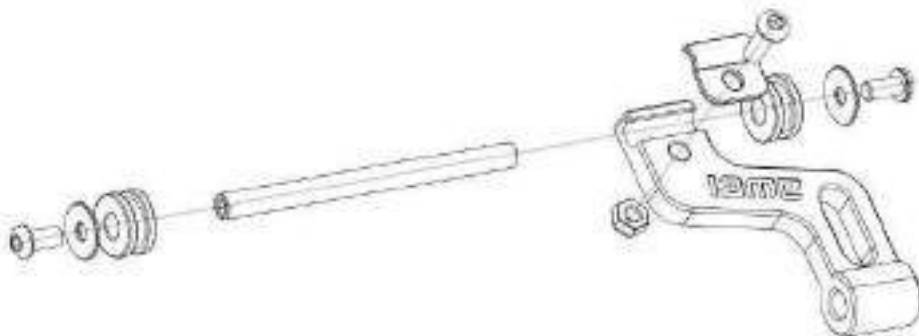
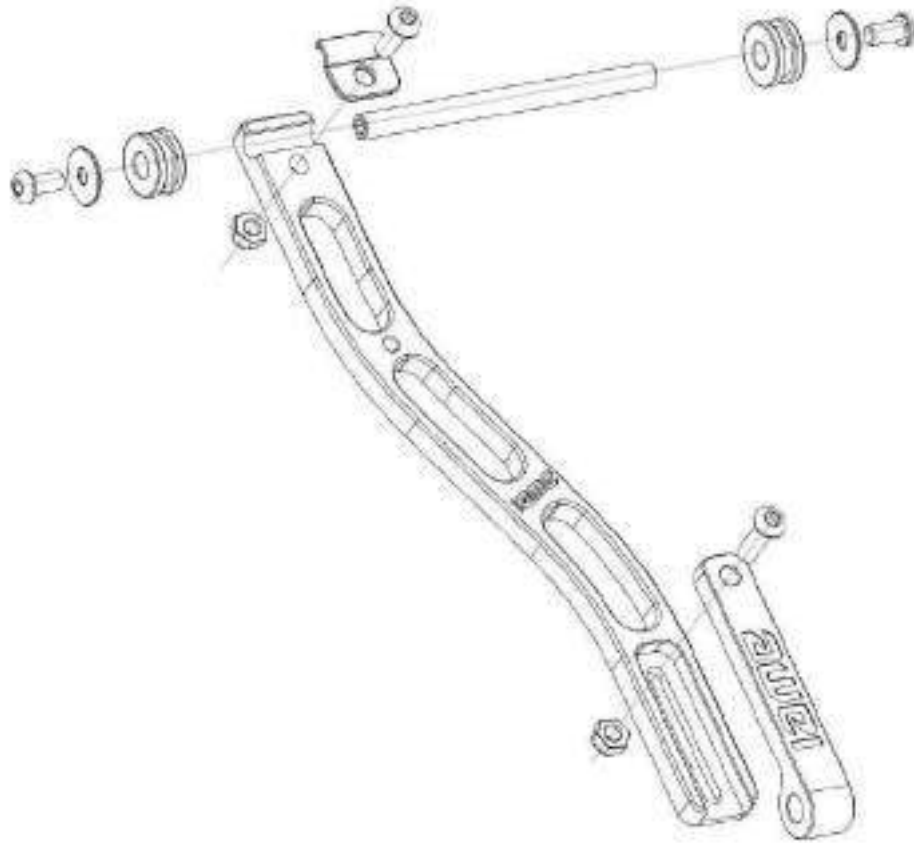
RACE BOTTOM - FOND GORGE  
Ø20 ±1



ALTERNATIVE RADIATOR SUPPORT  
*SUPPORT ALTERNATIF DU RADIATEUR*



ALTERNATIVE COMPLETE RADIATOR SUPPORT  
ENSEMBLE DE SUPPORT RADIATEUR ALTERNATIF



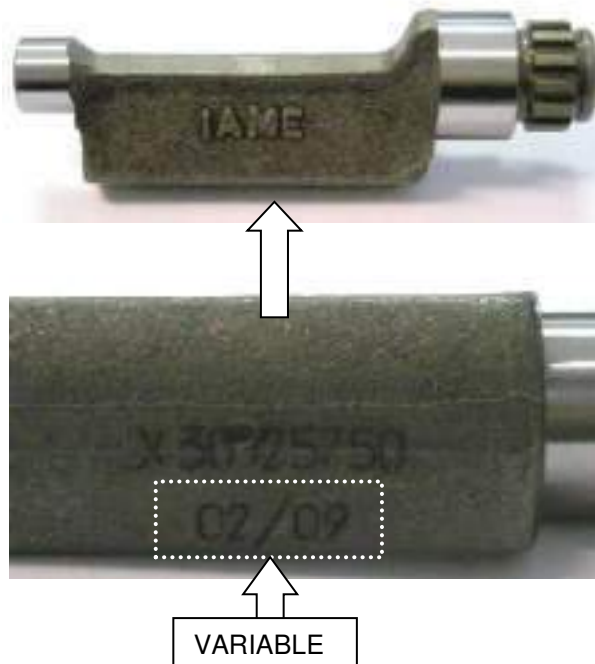
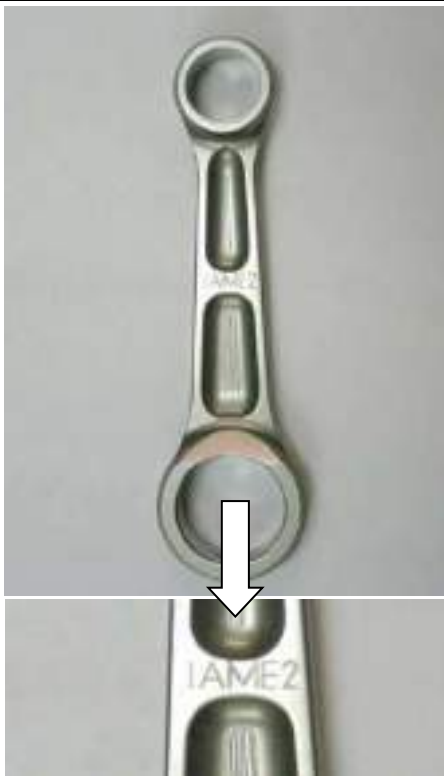


PISTON IDENTIFICATION MARKING  
 MARQUAGE D'IDENTIFICATION PISTON



PHOTO IDENTIFICATION CONROD  
 PHOTO D'IDENTIFICATION BIELLE

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

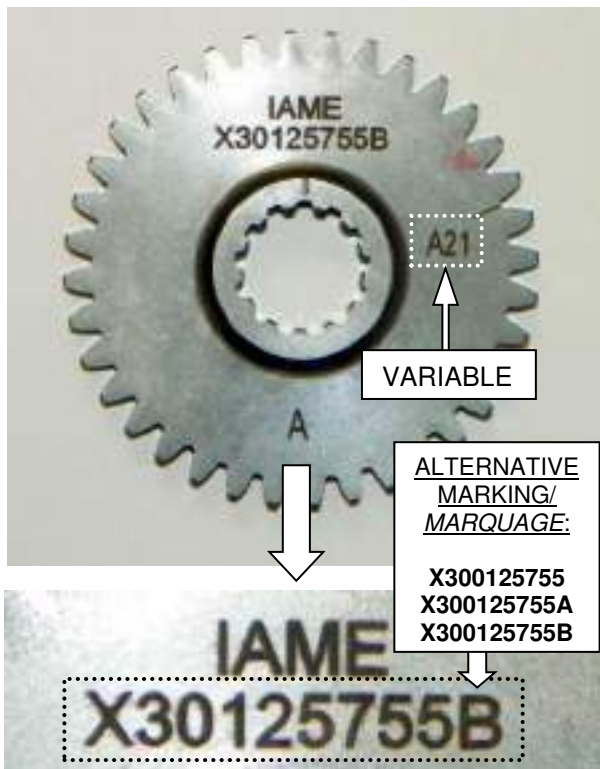


**CRANKSHAFT IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN**



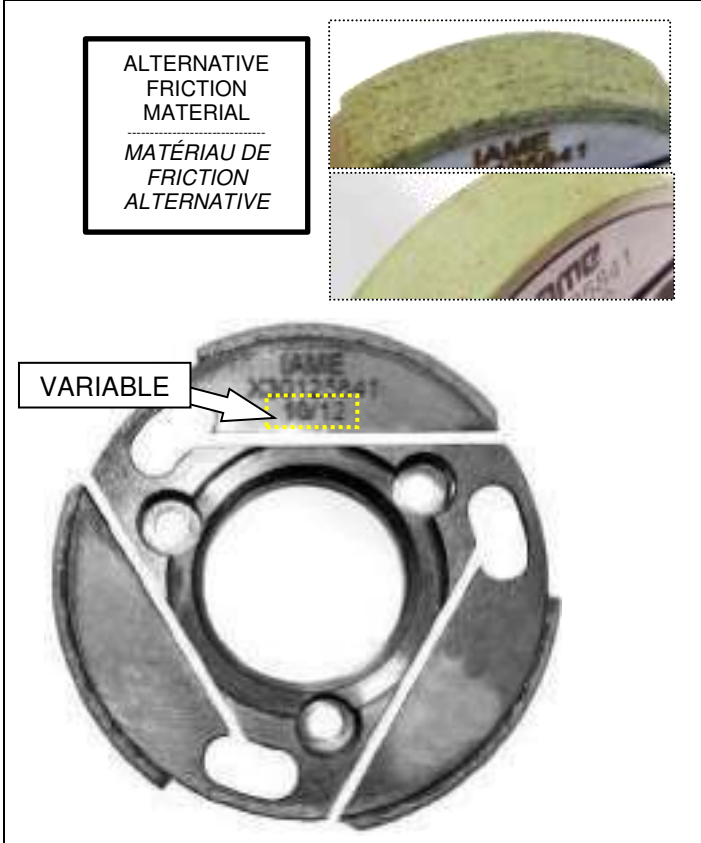
**GEAR COMMAND BALANCING SHAFT  
IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION  
ENGRENAGE ARBRE D'EQUILIBRAGE**

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



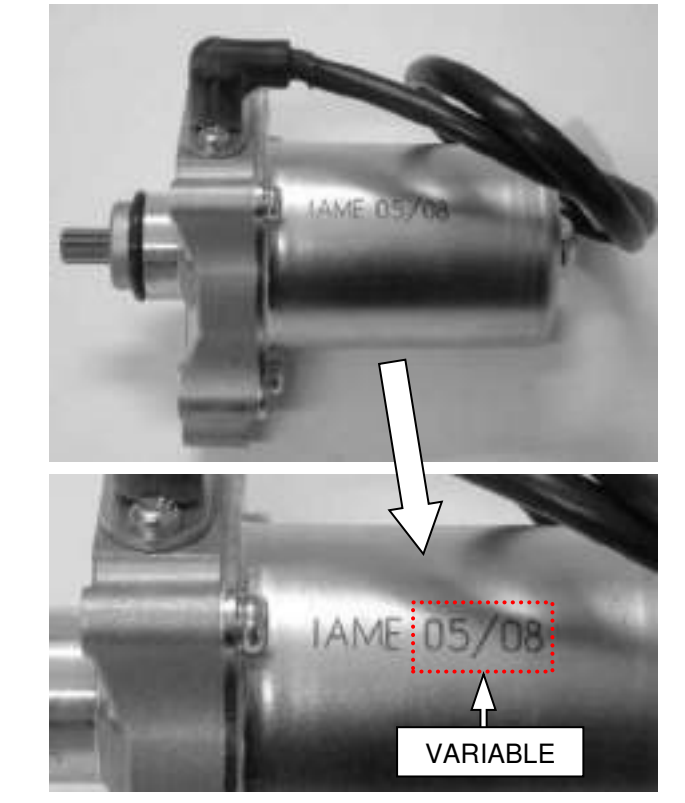
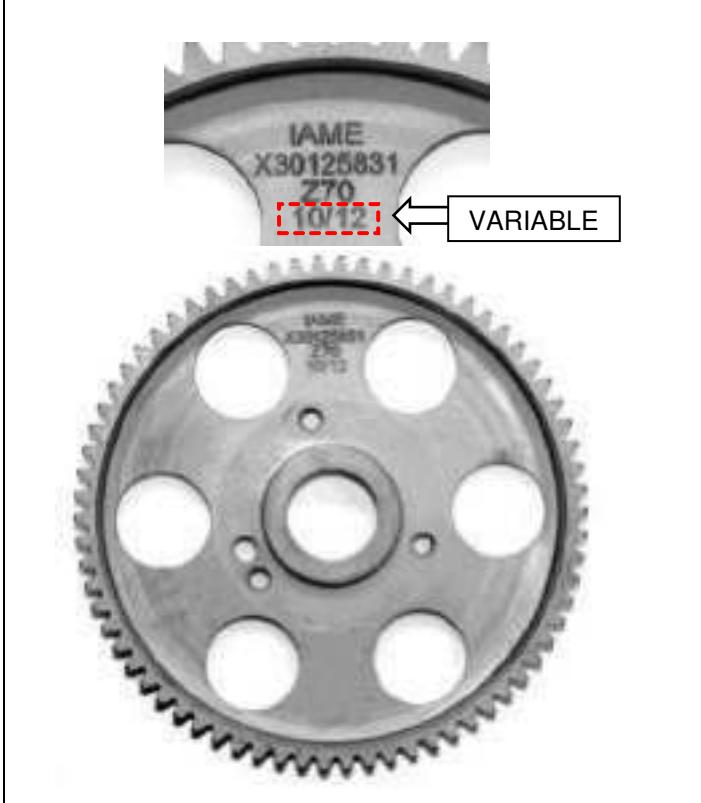
CLUTCH BODY IDENTIFICATION MARKING  
 MARQUAGE D'IDENTIFICATION DU CORPS  
 DE L'EMBRAYAGE

CLUTCH DRUM IDENTIFICATION MARKING  
 MARQUAGE D'IDENTIFICATION DE LA  
 CALOTTE

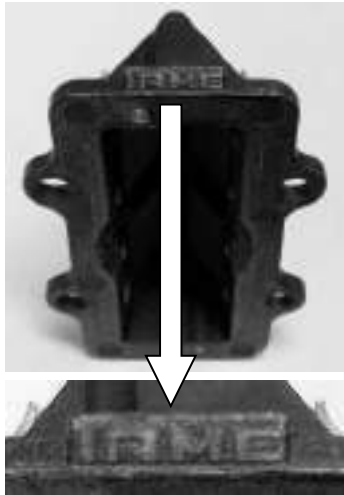


STARTER RING IDENTIFICATION MARKING  
 MARQUAGE D'IDENTIFICATION DE LA  
 COURONNE DE DEMARRAGE

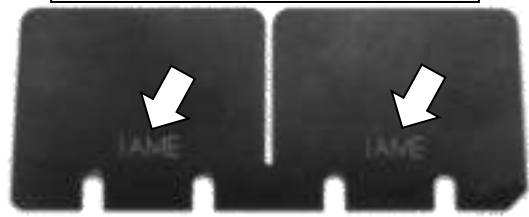
STARTER IDENTIFICATION MARKING  
 MARQUAGE D'IDENTIFICATION DU  
 DEMARREUR



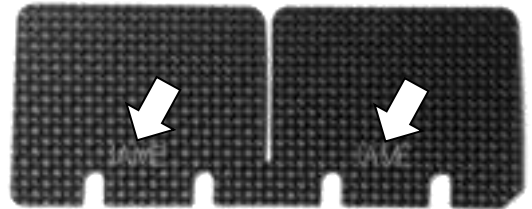
REED GROUP & PETALS IDENTIFICATION MARKING  
 MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE



FRONT SIDE  
CÔTÉ AVANT

REAR SIDE  
CÔTÉ ARRIÈRE

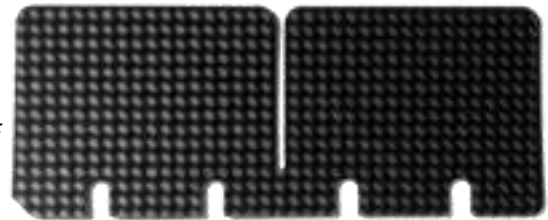
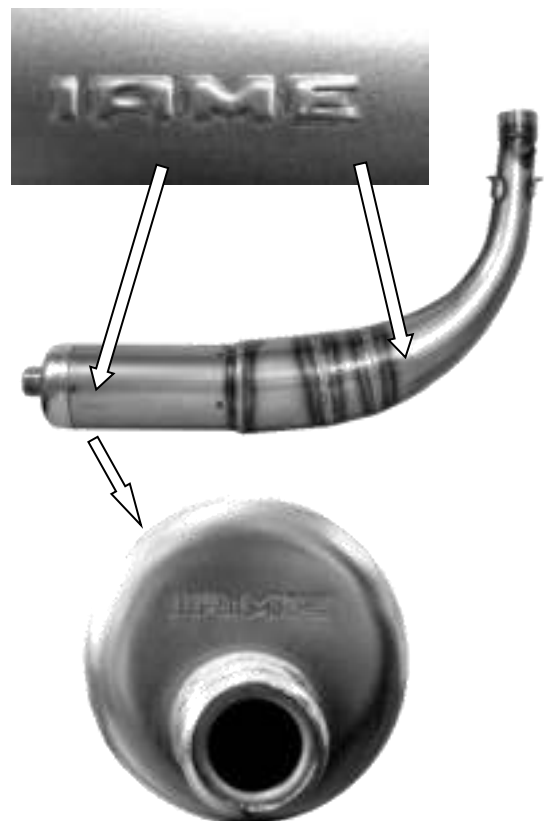
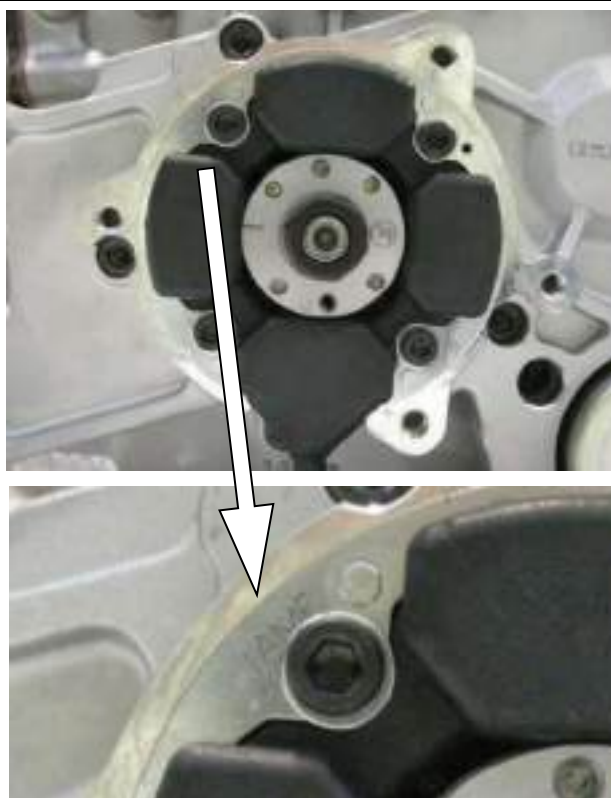


PHOTO IDENTIFICATION CARBURETOR  
 INLET CONVEYOR  
 MARQUAGE D'IDENTIFICATION DU  
 COLLECTEUR D'ADMISSION

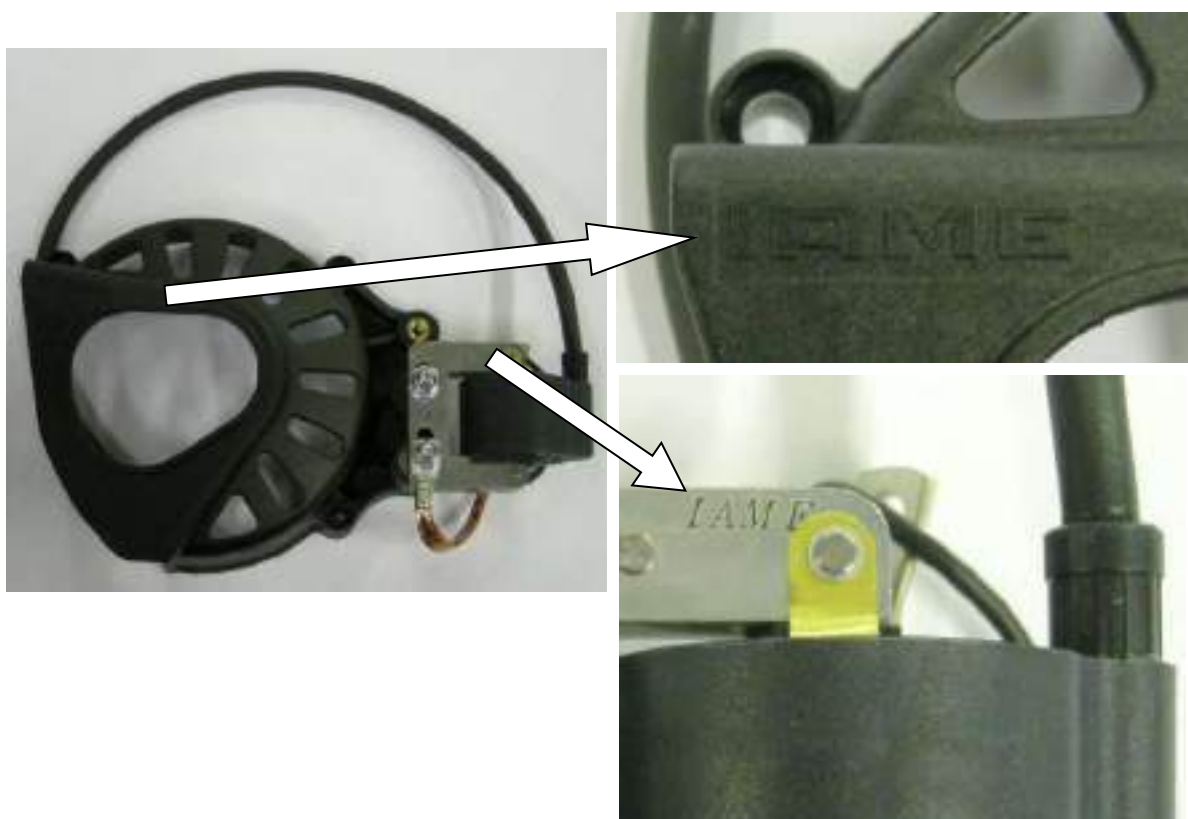
EXHAUST SILENCER IDENTIFICATION  
 MARKING  
 MARQUAGE D'IDENTIFICATION  
 ECHAPPEMENT



STATOR IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU STATOR



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



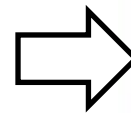
BENDIX COVER IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU COUVERCLE  
DU CONTRE-ARBRE DE DEMARRAGE



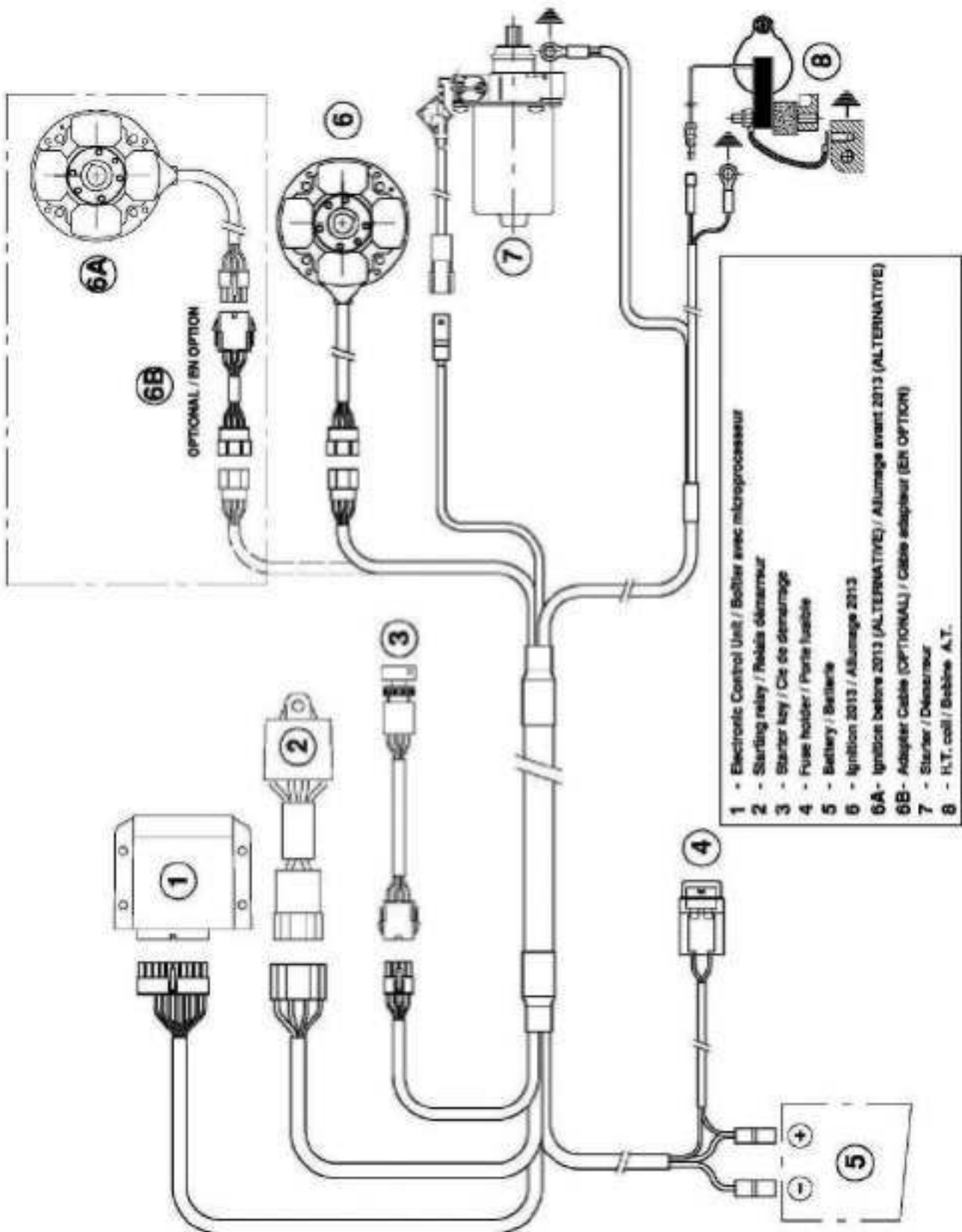
ALTERNATIVE



ALTERNATIVE RADIATOR IDENTIFICATION MARKING  
MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR



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



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

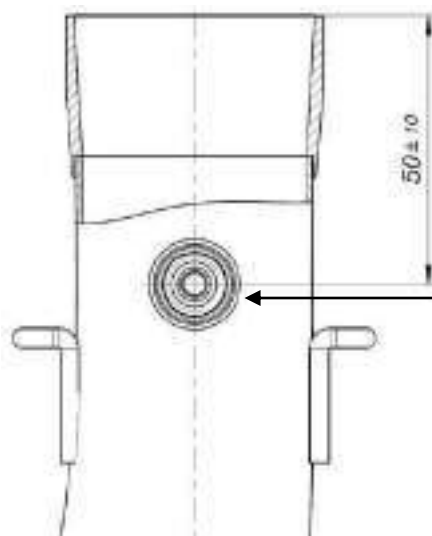
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



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

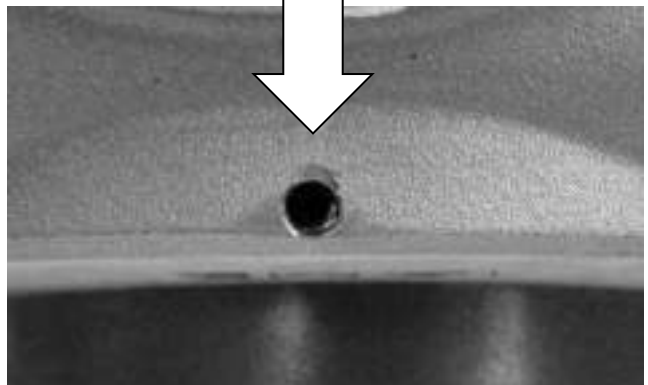
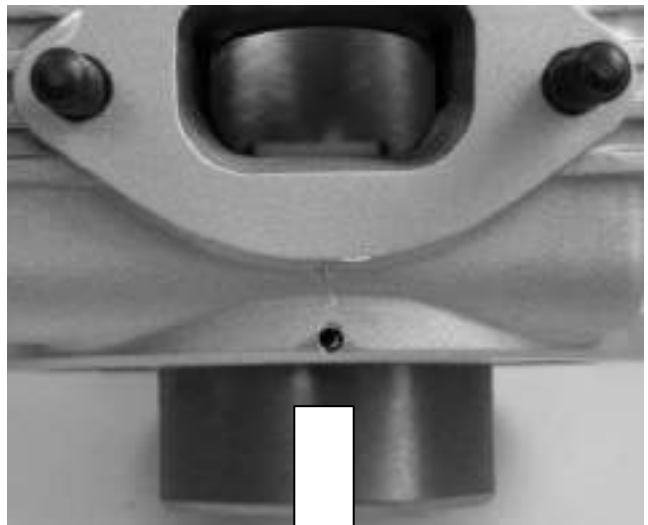
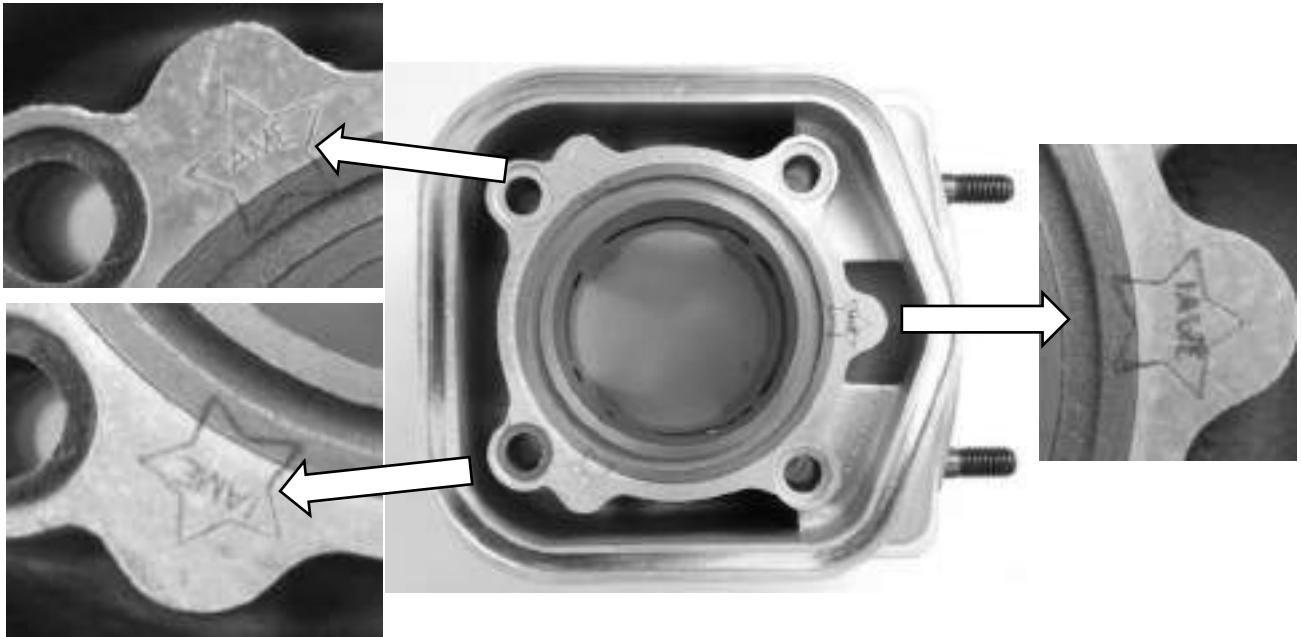


EXHAUST  
TEMPERATURE  
SENSOR POSITION  
(OPTIONAL)

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



CYLINDER IDENTIFICATION MARKING  
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING  
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

**ALTERNATIVE**

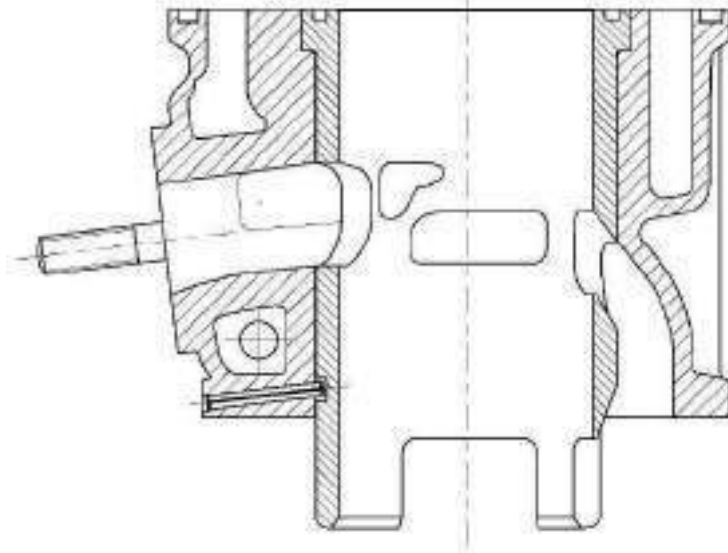


**VARIABLE**

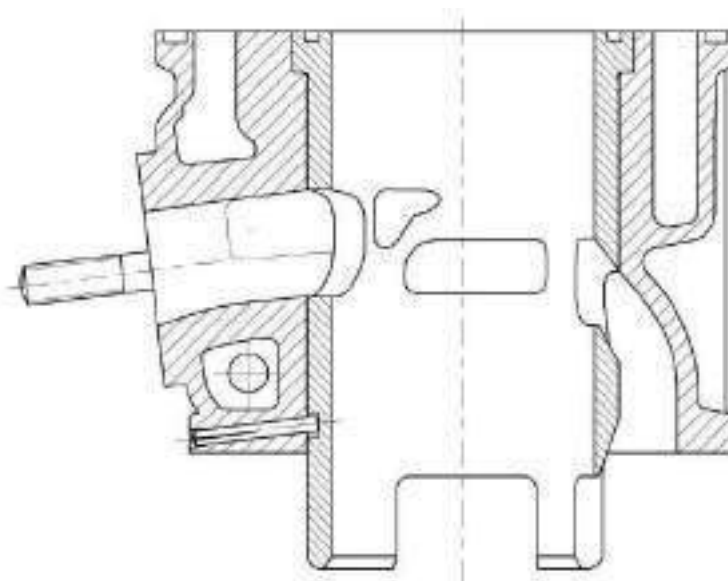
**FROM 2025 ON - A PARTIR DE 2025**

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)*



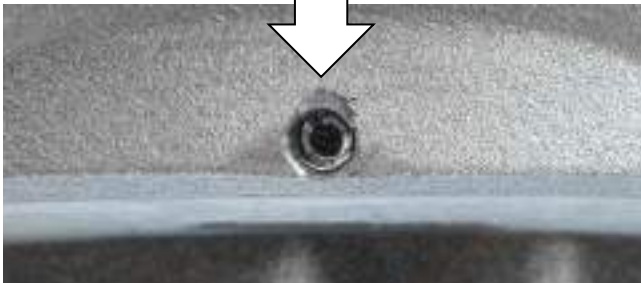
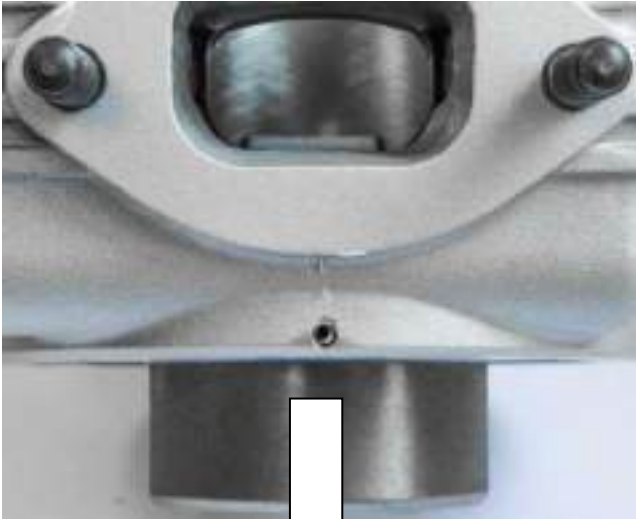
ALTERNATIVE PIN (GROOVED PIN)  
*GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)*



**FROM 2025 ON – A' PARTIR DE 2025**

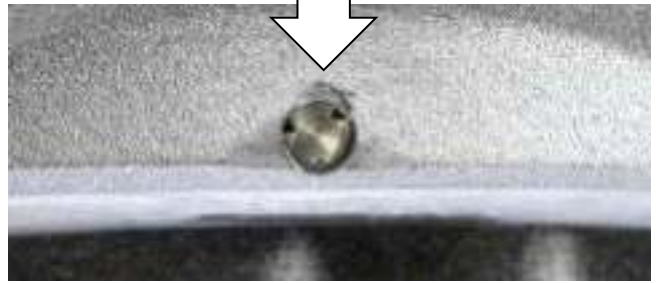
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN  
*IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF*

**CURRENT PIN**  
*GOUPILLE COURANTE*



**SPRING PIN**  
*GOUPILLE À RESORT*

**ALTERNATIVE PIN**  
*GOUPILLE ALTERNATIF*



**GROOVED PIN**  
*GOUPILLE CANNELÉE*

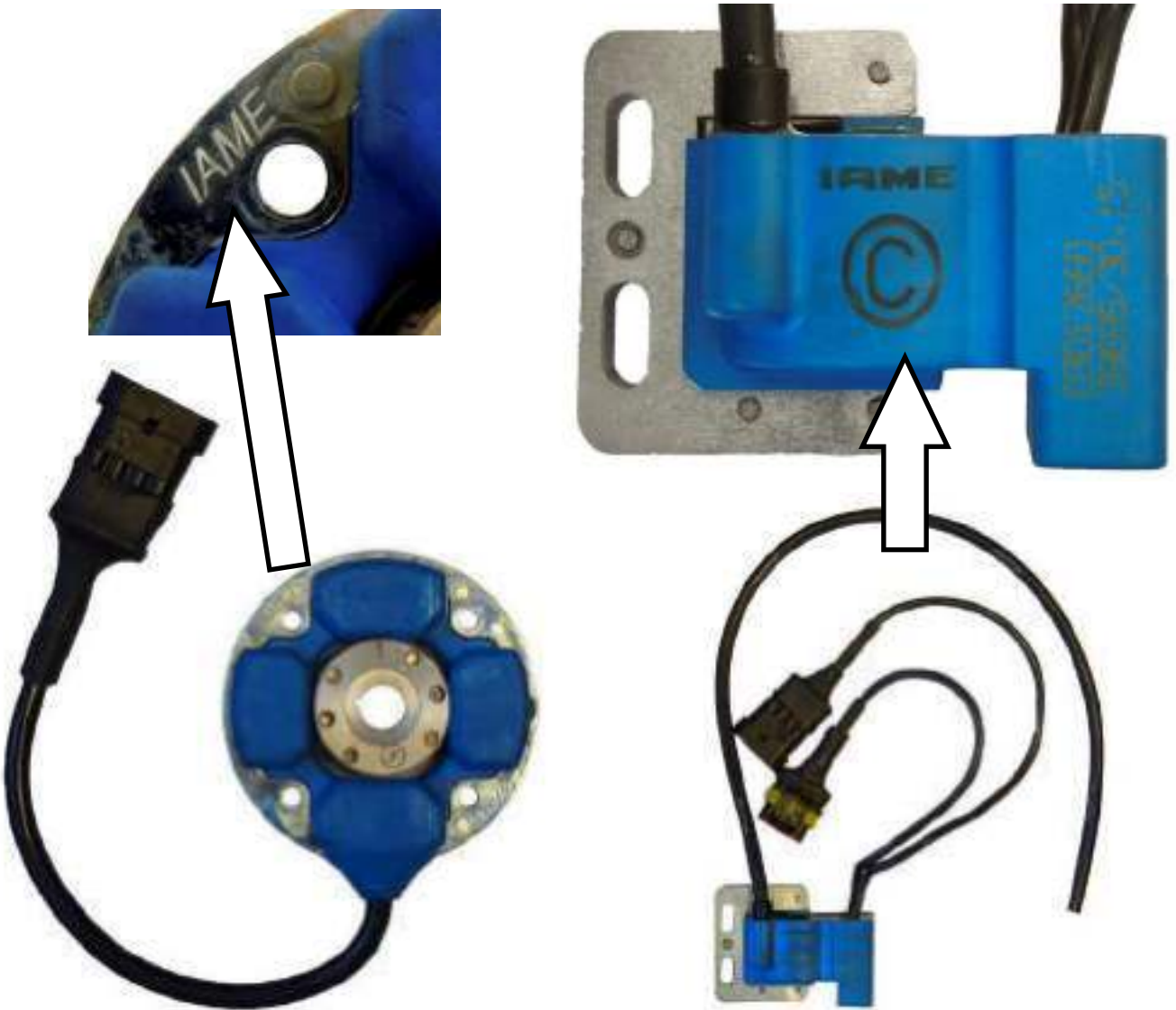
ALTERNATIVE PUSH BUTTONS – START & STOP  
*BOUTONS ALTERNATIF “START & STOP” DU DEMARREUR*



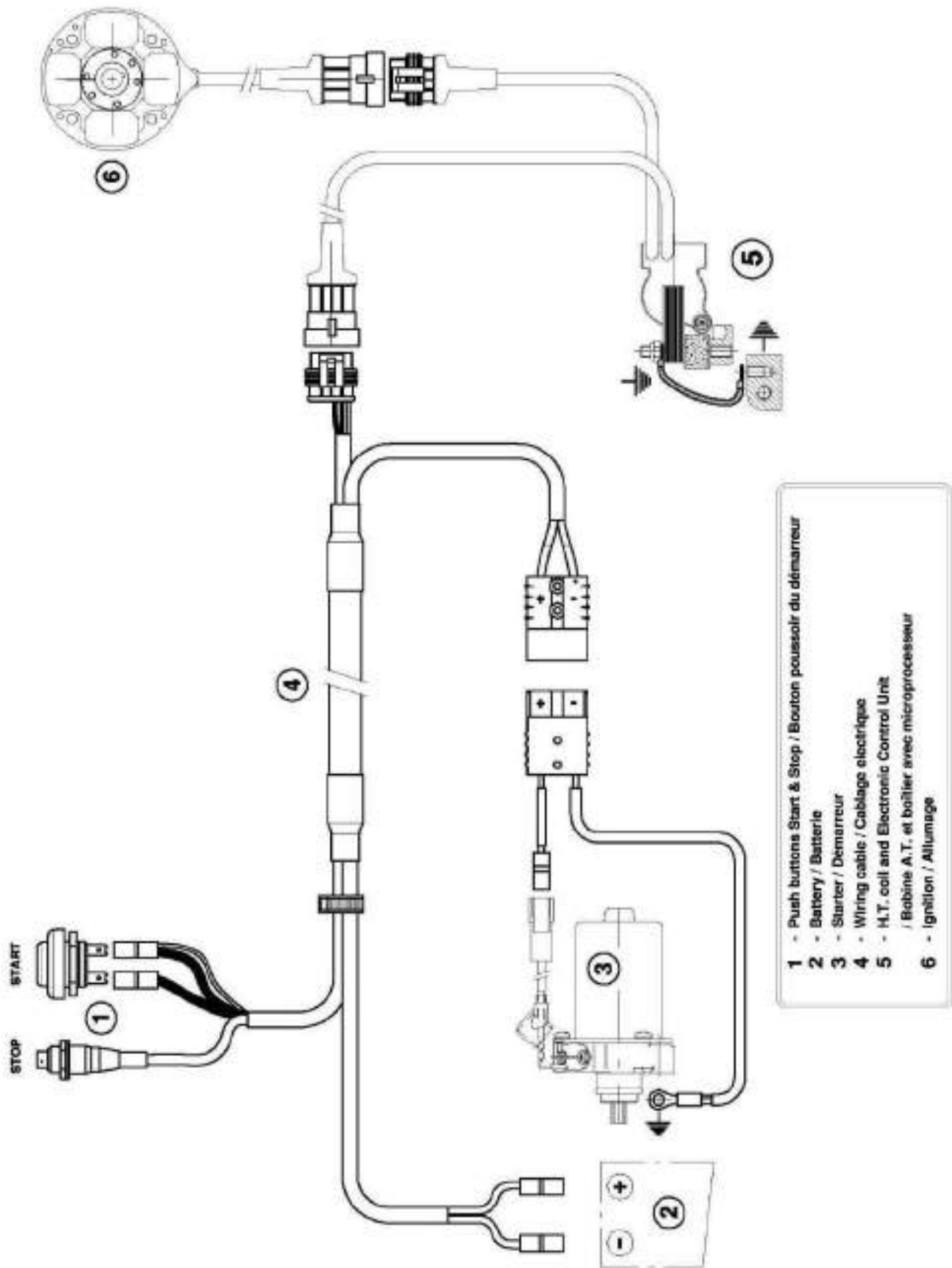
PHOTO COMPLETE ALTERNATIVE WIRING LOOM  
PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



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" )

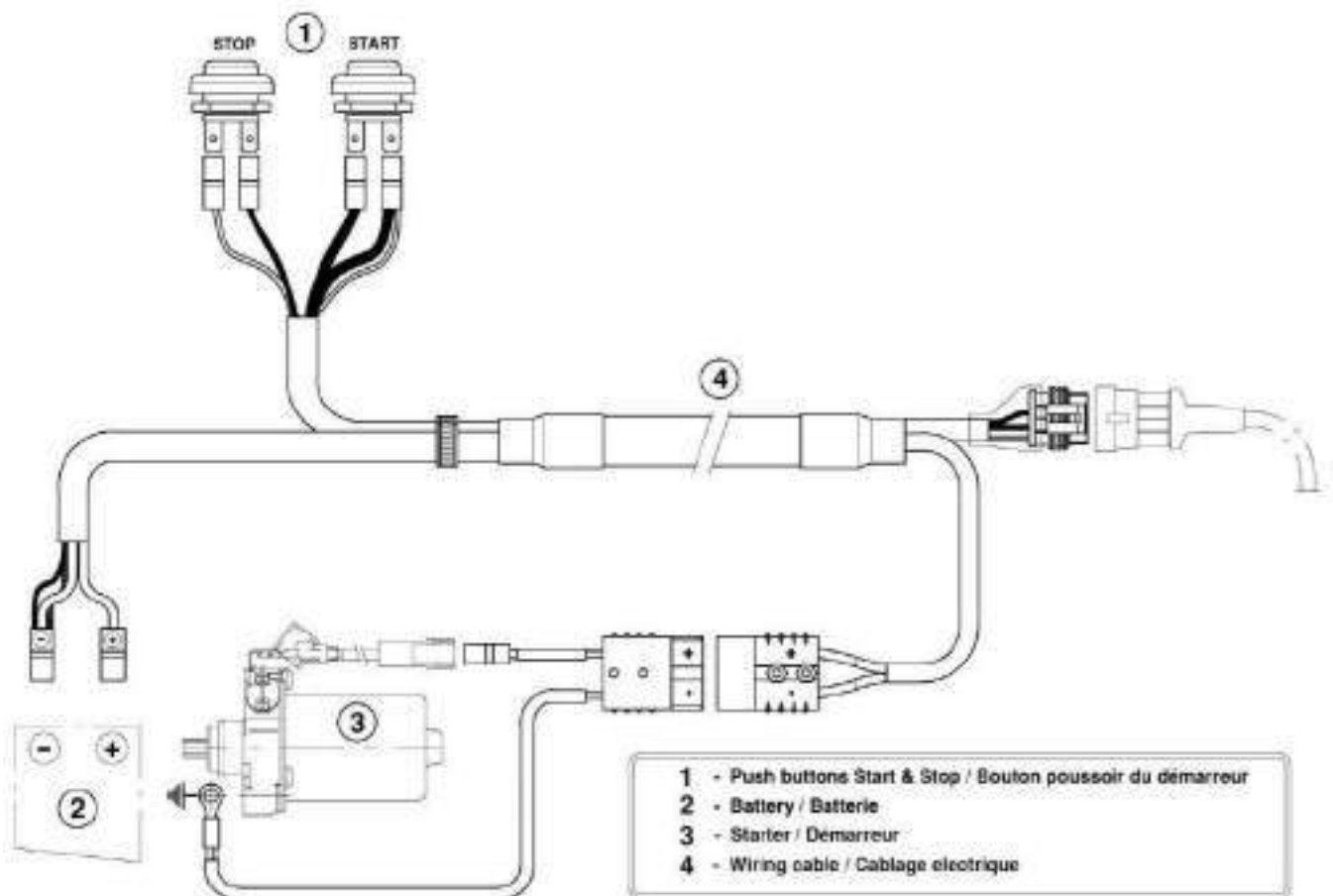


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Demarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit  
/ Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

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

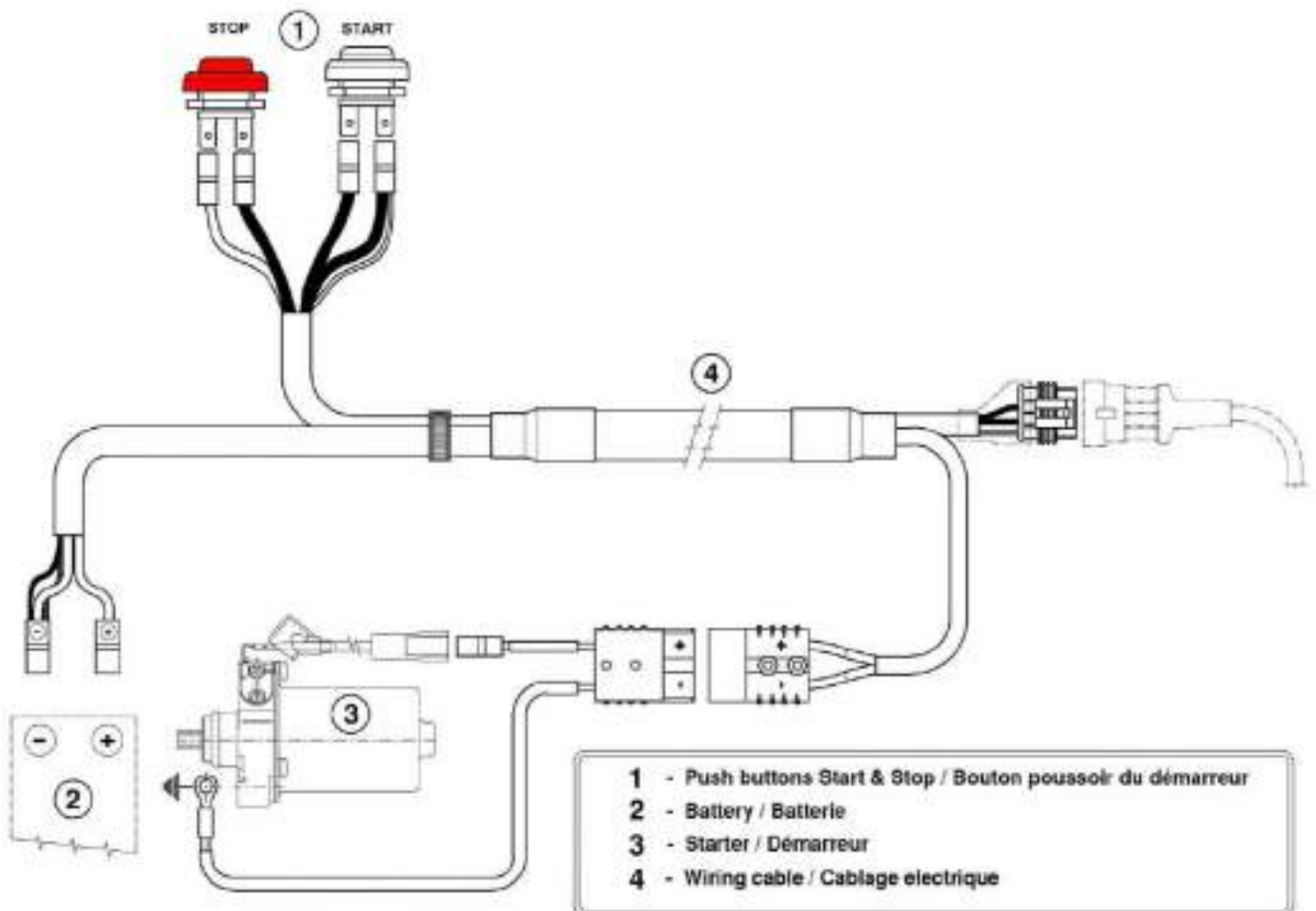
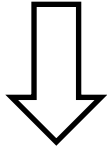
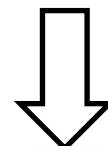


PHOTO IDENTIFICATION REED GROUP  
PHOTO IDENTIFICATION BOÎTE À CLAPETS

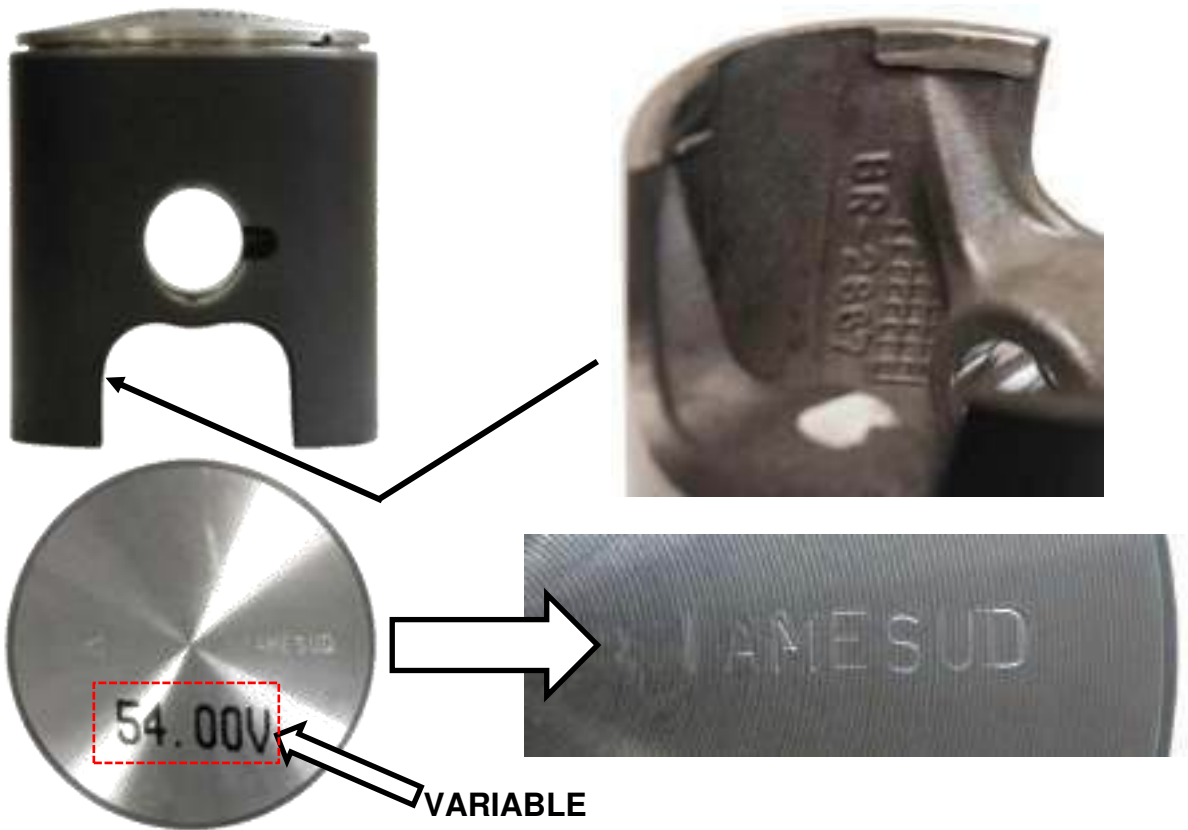
ACTUAL VERSION  
VERSION COURANTE



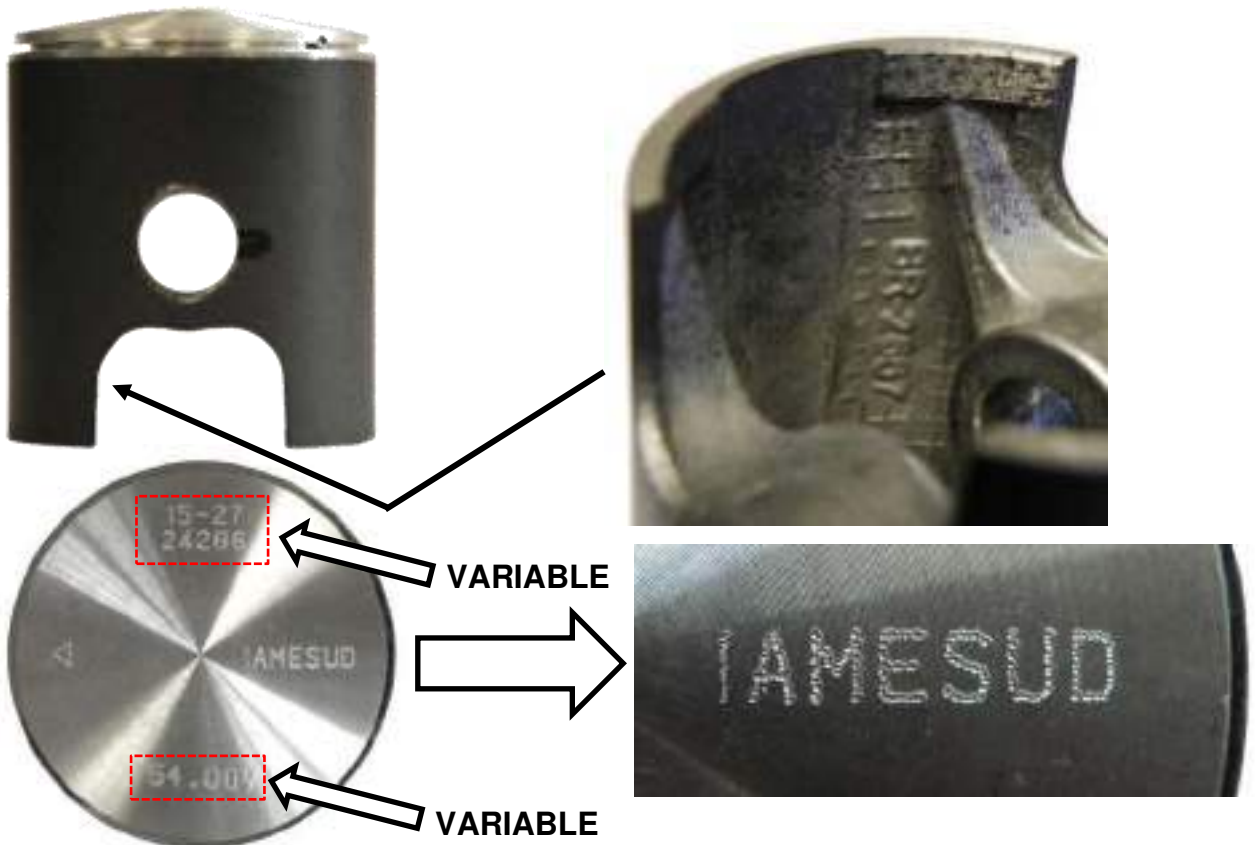
ALTERNATIVE VERSION  
VERSION ALTERNATIVE



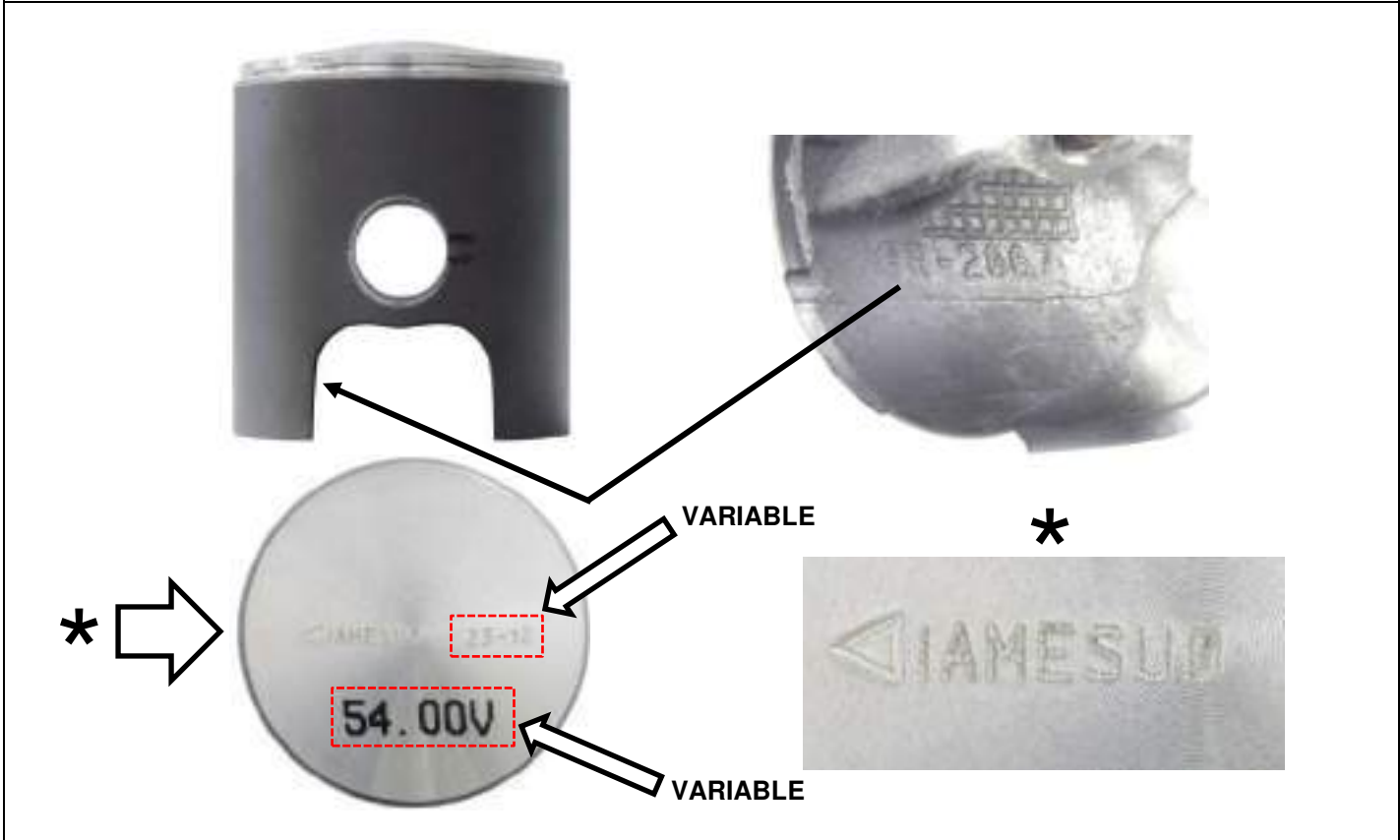
ACTUAL PISTON  
PISTON COURANT



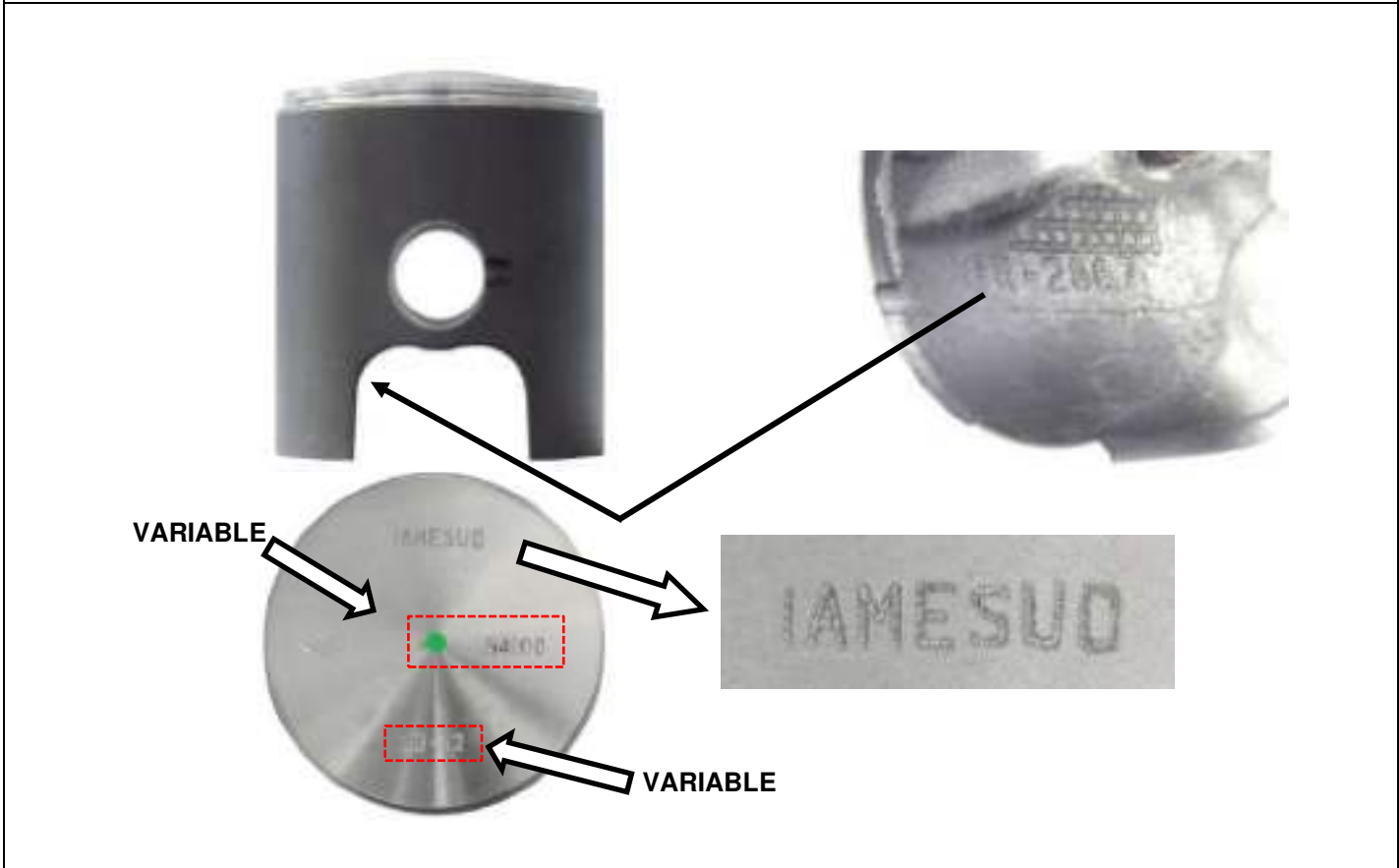
ALTERNATIVE PISTON  
PISTON ALTERNATIF



ALTERNATIVE PISTON MARKING  
 MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE PISTON MARKING  
 MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE CONROD  
BIELLE ALTERNATIVE

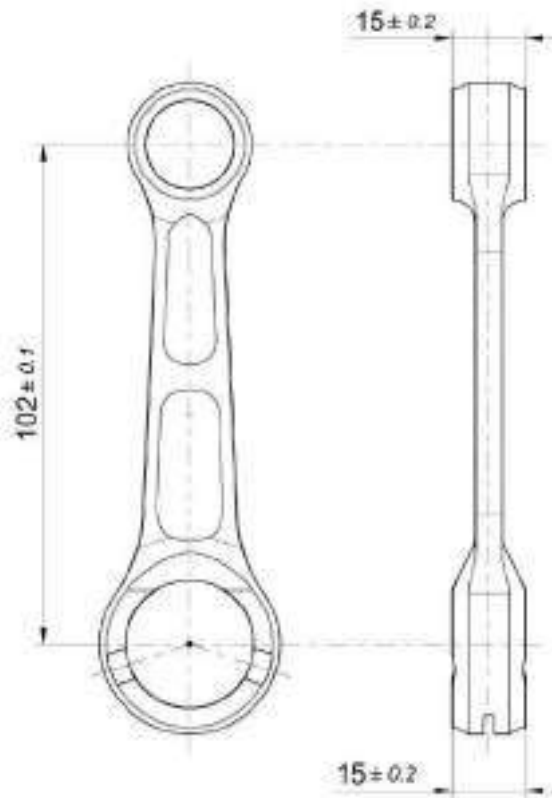
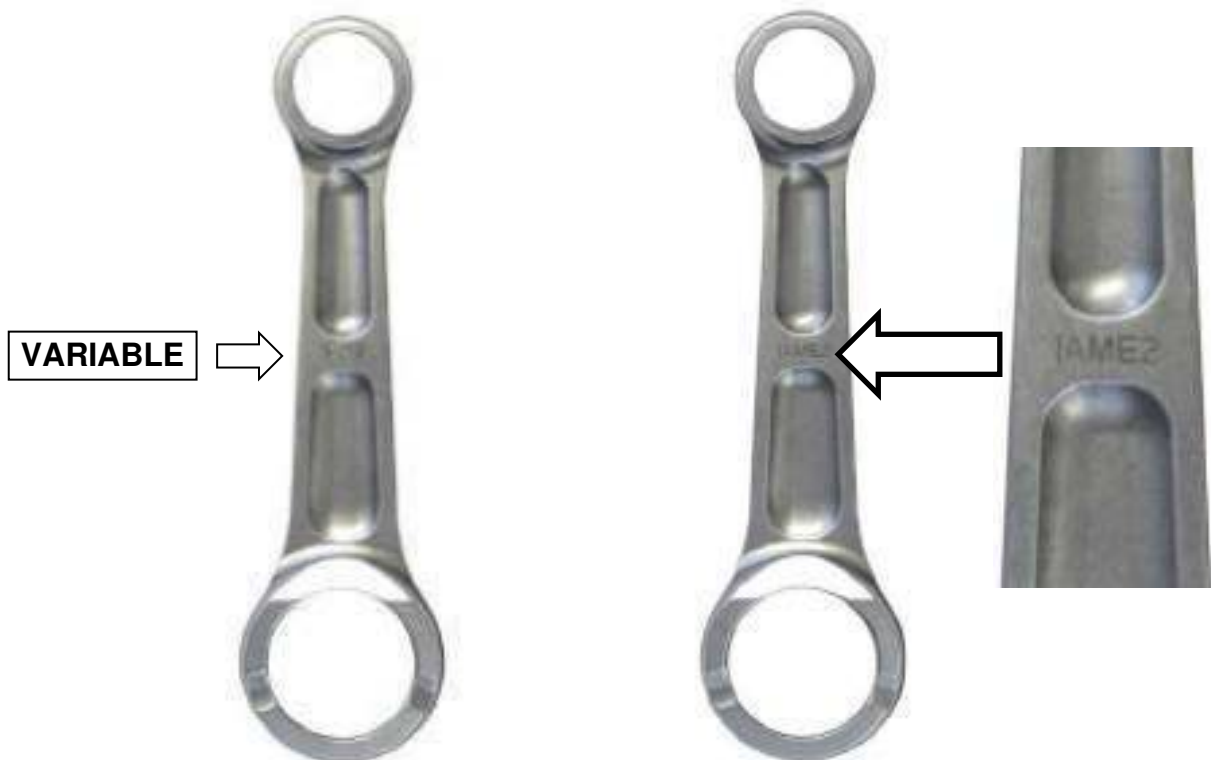


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE  
PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



**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*







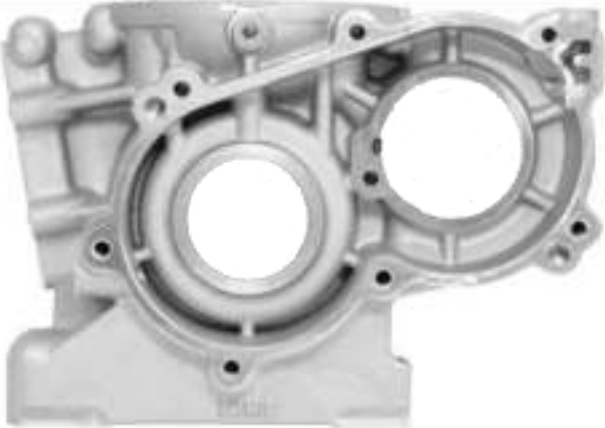
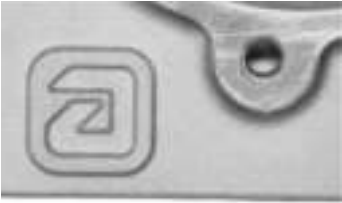
TYPE 1



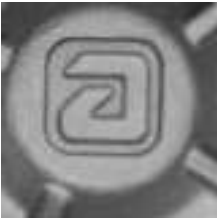




TYPE 2



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




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

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

<p align="center">IGNITION COVER COUVERCLE DE L'ALLUMAGE</p>	<p align="center">CLUTCH COVER COUVERCLE D'EMBRAYAGE</p>
<p align="center">   <b>NEW / NOUVEAU LOGO</b>   </p>	<p align="center">   <b>NEW / NOUVEAU LOGO</b>   </p>
<p align="center">REED GROUP GROUPE CLAPETS</p>	<p align="center">CARBURETTOR INLET CONVEYOR CONVOYEUR D'ADMISSION</p>
<p align="center">   <b>NEW / NOUVEAU LOGO</b>   </p>	<p align="center">   <b>NEW / NOUVEAU LOGO</b>   </p>



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

<p align="center">RADIATOR RADIATEUR</p>	<p align="center">EXHAUST SILENCER ECHAPPEMENT</p>
<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows a radiator with a black plastic top and bottom. The main body is silver with vertical cooling fins. To the right of the radiator is a vertical rectangular plate with the 'IAME' logo embossed in a stylized font.</p>	<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows two views of an exhaust silencer. The top view is a side profile of a curved metal pipe with a cylindrical section in the middle. Above it is a rectangular inset showing the 'IAME' logo embossed on the metal. The bottom view is a top-down perspective of the circular end of the silencer, with a smaller inset below it showing the 'IAME' logo embossed on the metal.</p>
<p align="center">BALANCING SHAFT ARBRE D'EQUILIBRAGE</p>	
<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows a balancing shaft, which is a small metal component with a cylindrical end on the left and a larger, more complex shape on the right. Above the shaft is a rectangular inset showing the 'IAME' logo embossed on the metal. A white arrow points from this inset down to the shaft, indicating the location of the logo.</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"**

I A M E

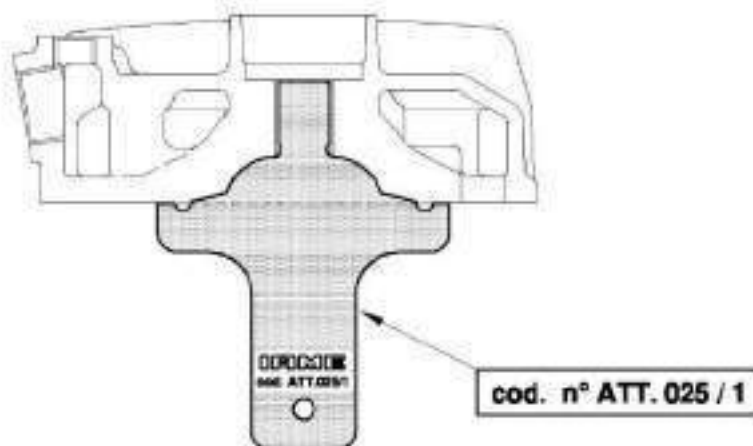
**or**

I A M E

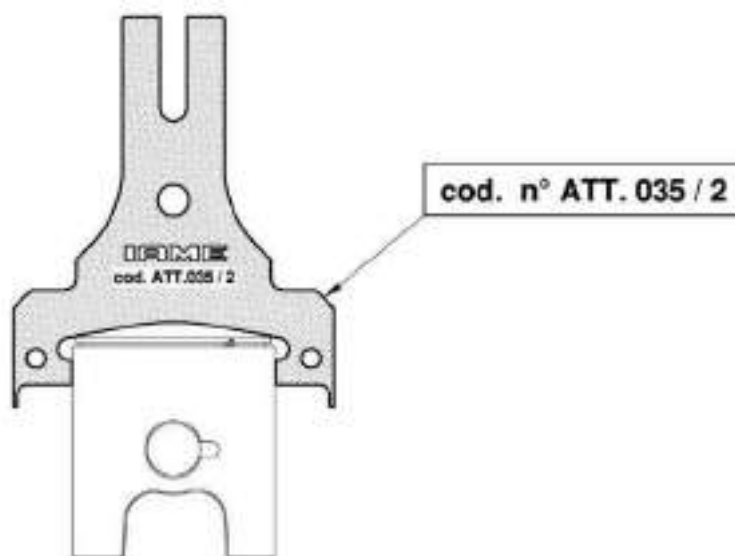
**or**

I A M E

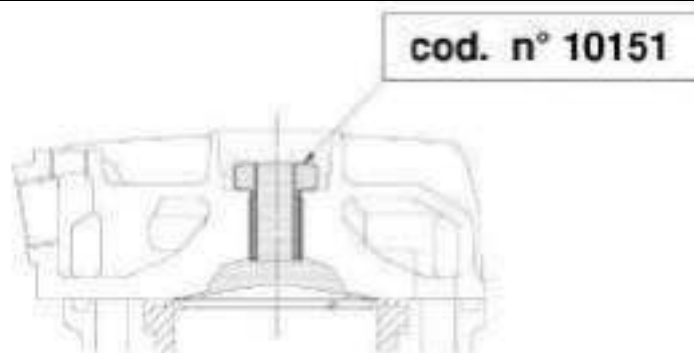
TEMPLATE FOR COMBUSTION CHAMBER SHAPE  
GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION



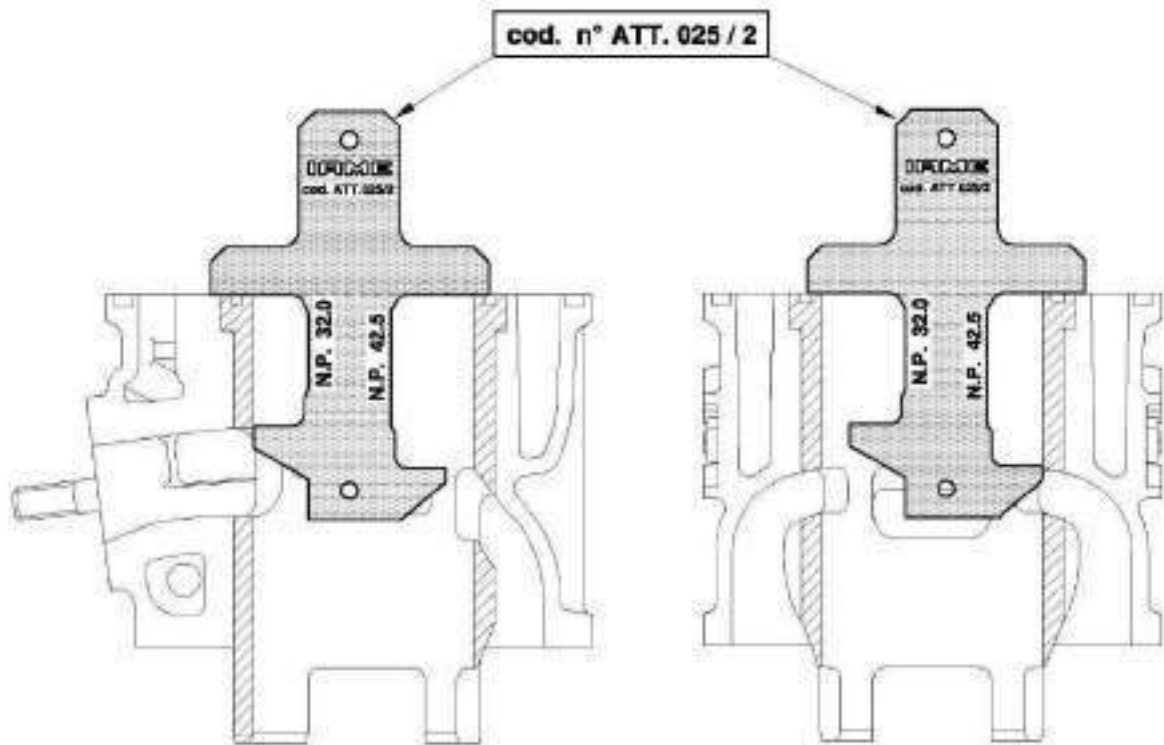
TEMPLATE FOR THE PISTON DOME  
GABARIT POUR LE DÔME DU PISTON



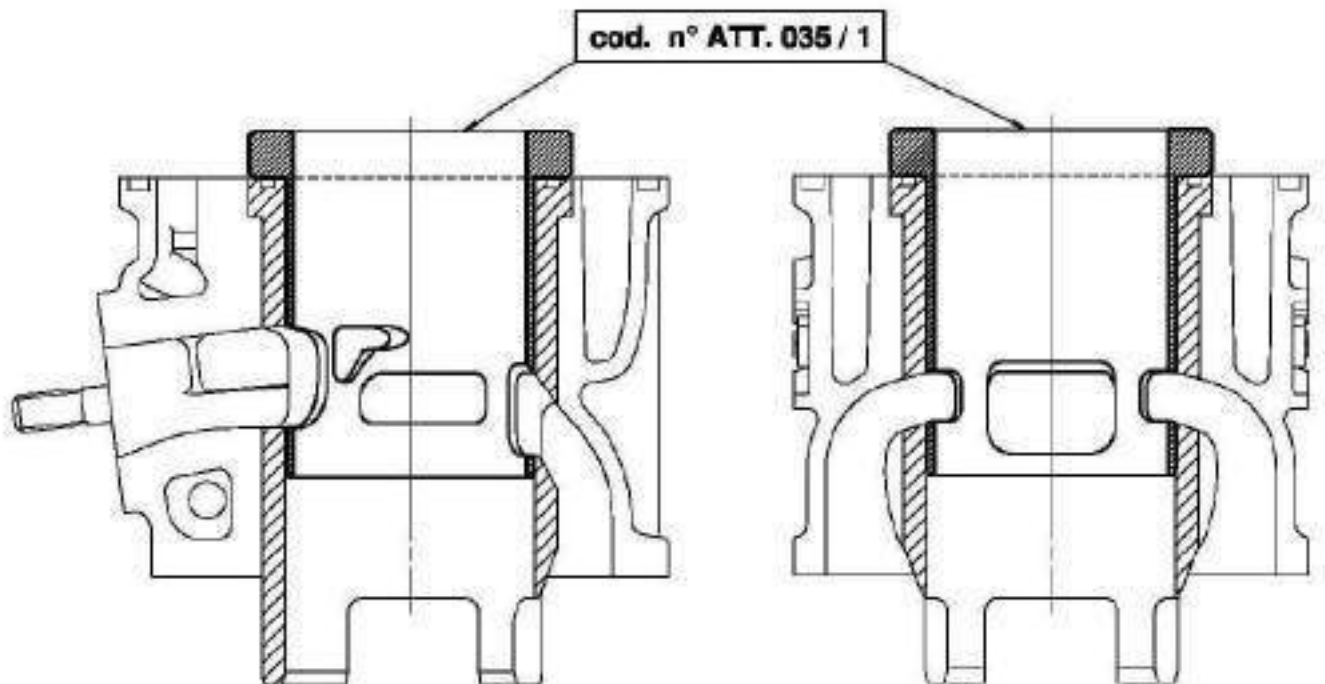
INSERT FOR COMBUSTION CHAMBER VOLUME  
INSERT POUR LE VOLUME DE LA CHAMBRE DE COMBUSTION



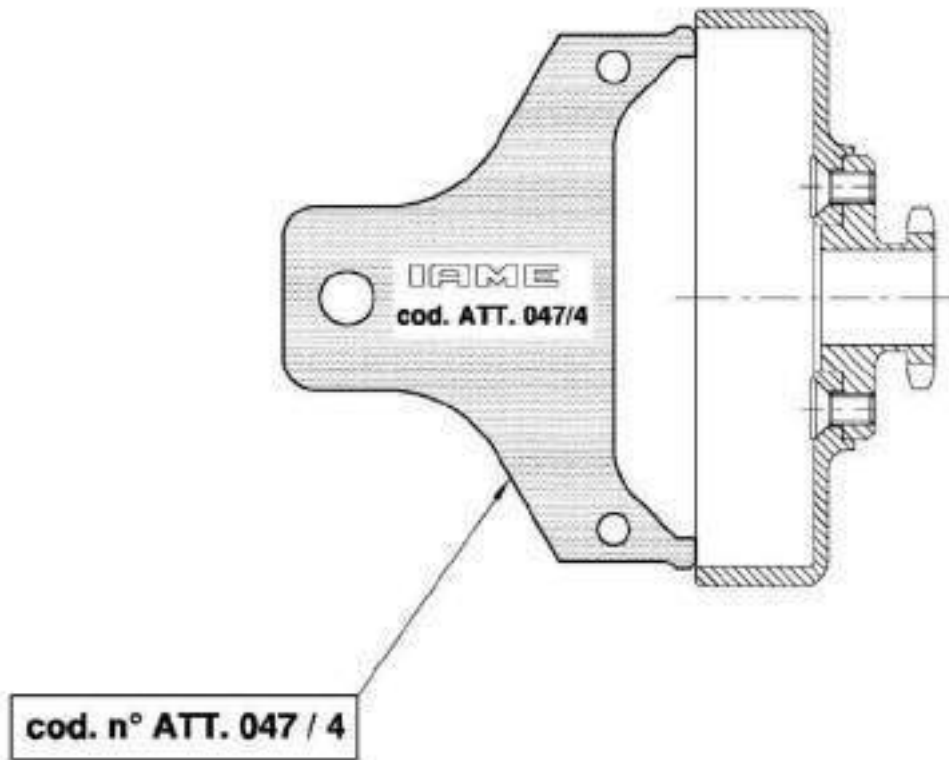
**NO GO GAUGE FOR THE HEIGHT OF EXHAUST PORT AND LATERAL TRANSFERS**  
**GABARIT POUR LA HAUTEUR DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX**



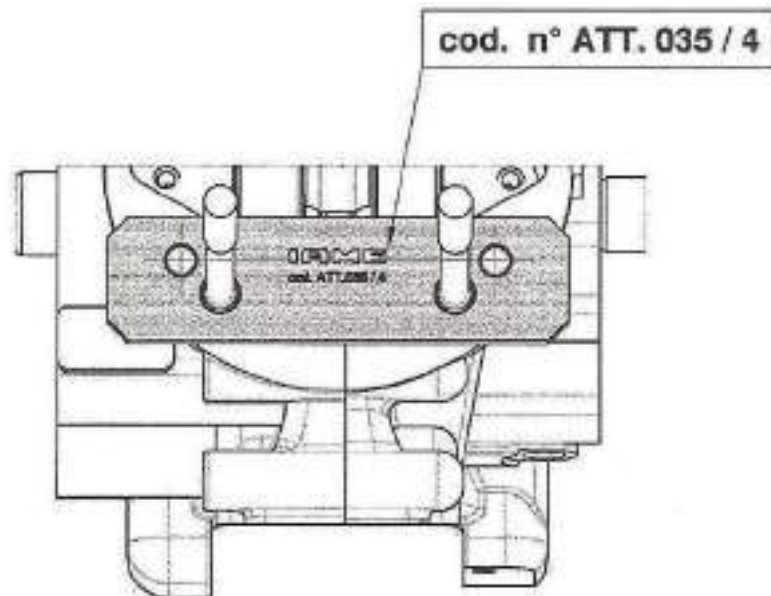
**CHECKING TOOL FOR PORTS IN THE CYLINDER LINER**  
**GABARIT POUR LES LUMIÈRES DANS LA CHEMISE DU CYLINDRE**



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



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

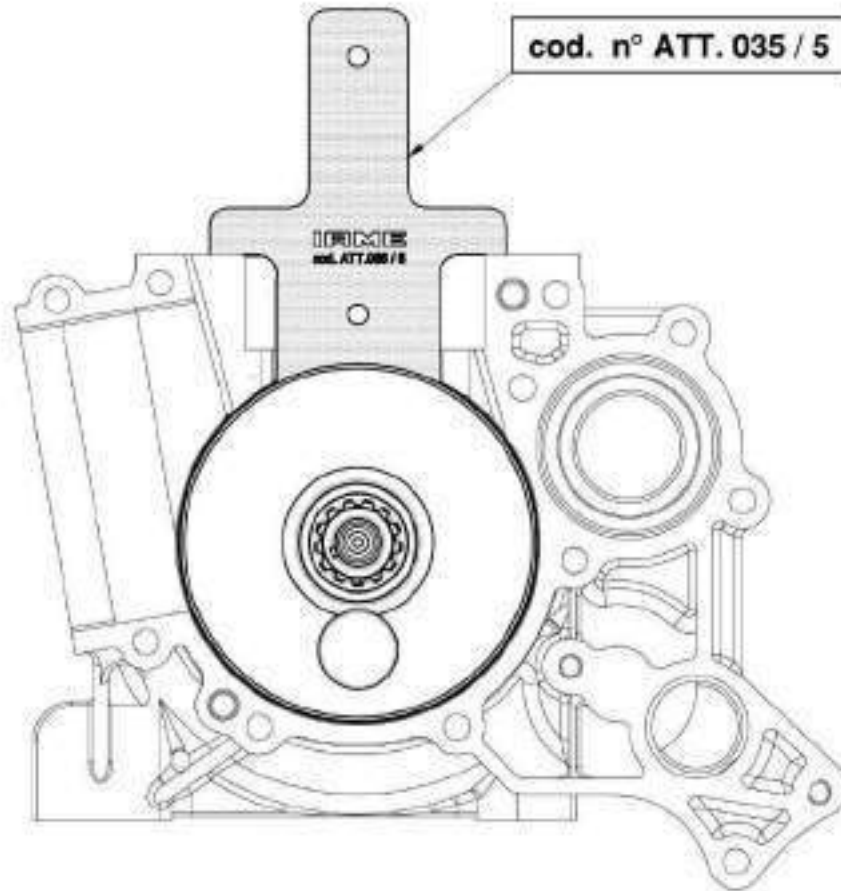


GAUGE FOR THE CYLINDER BASE PLANE ON THE CRANKCASE

It must touch the plane before touching the crankshaft

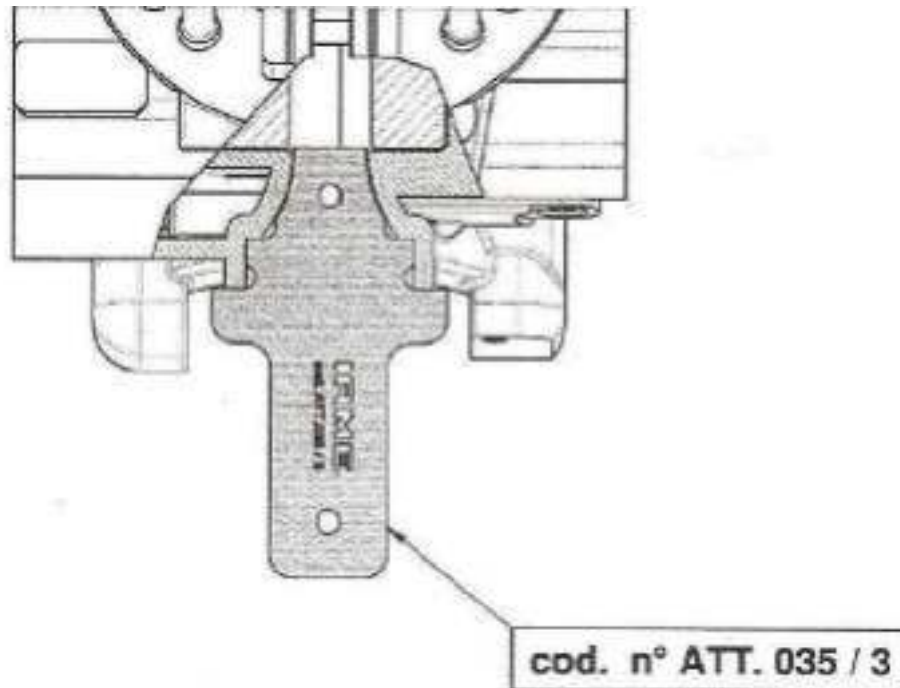
*GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER*

*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*

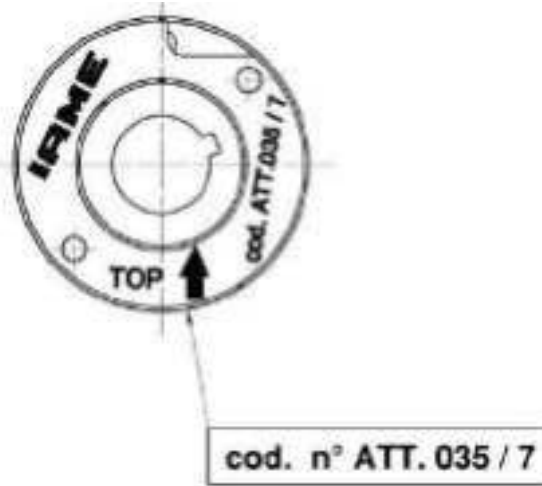


TEMPLATE FOR THE MARKING POSITION ON SELETTRA DIGITAL "S" ROTOR

OK when the marking is hidden by the template

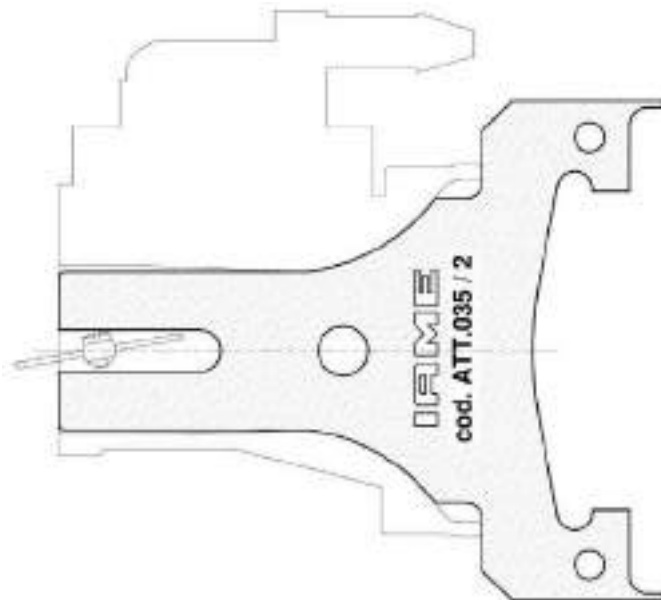
*GABARIT POUR LA LE MARQUAGE DE PHASE SUR LE ROTOR SELETTRA DIGITAL "S"*

*OK si le marquage est couvert par le gabarit*



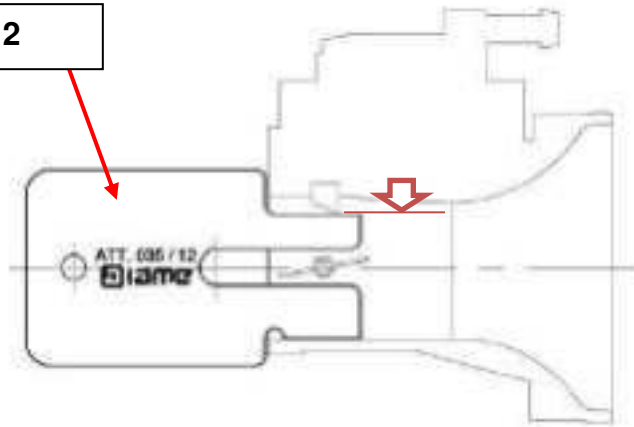
TEMPLATE FOR THE VENTURI SHAPE OF TILLOTSON HW-27A CARBURETTOR

GABARIT POUR LE VENTURI DU CARBURATEUR TILLOTSON HW-27A



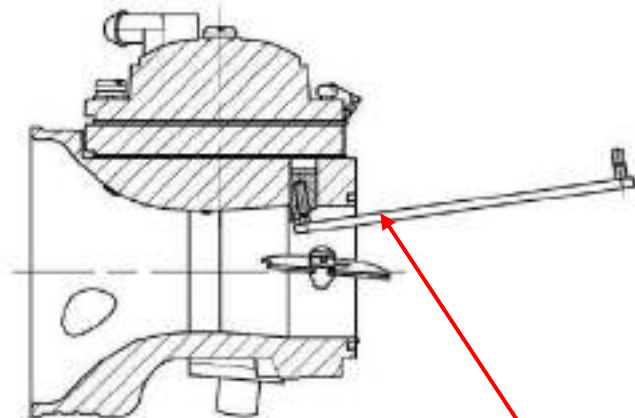
GUAGE FOR THE HEIGHT OF THE ATOMISER – IT MUST ENTER  
GABARIT POUR LA HAUTEUR DU PULVERISATEUR - IL DOIT ENTRER

ATT.035 / 12



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

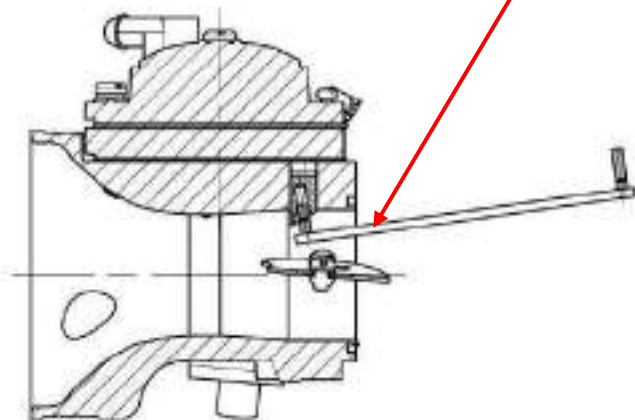
GO Side – must enter  
Côté GO – doit entrer



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

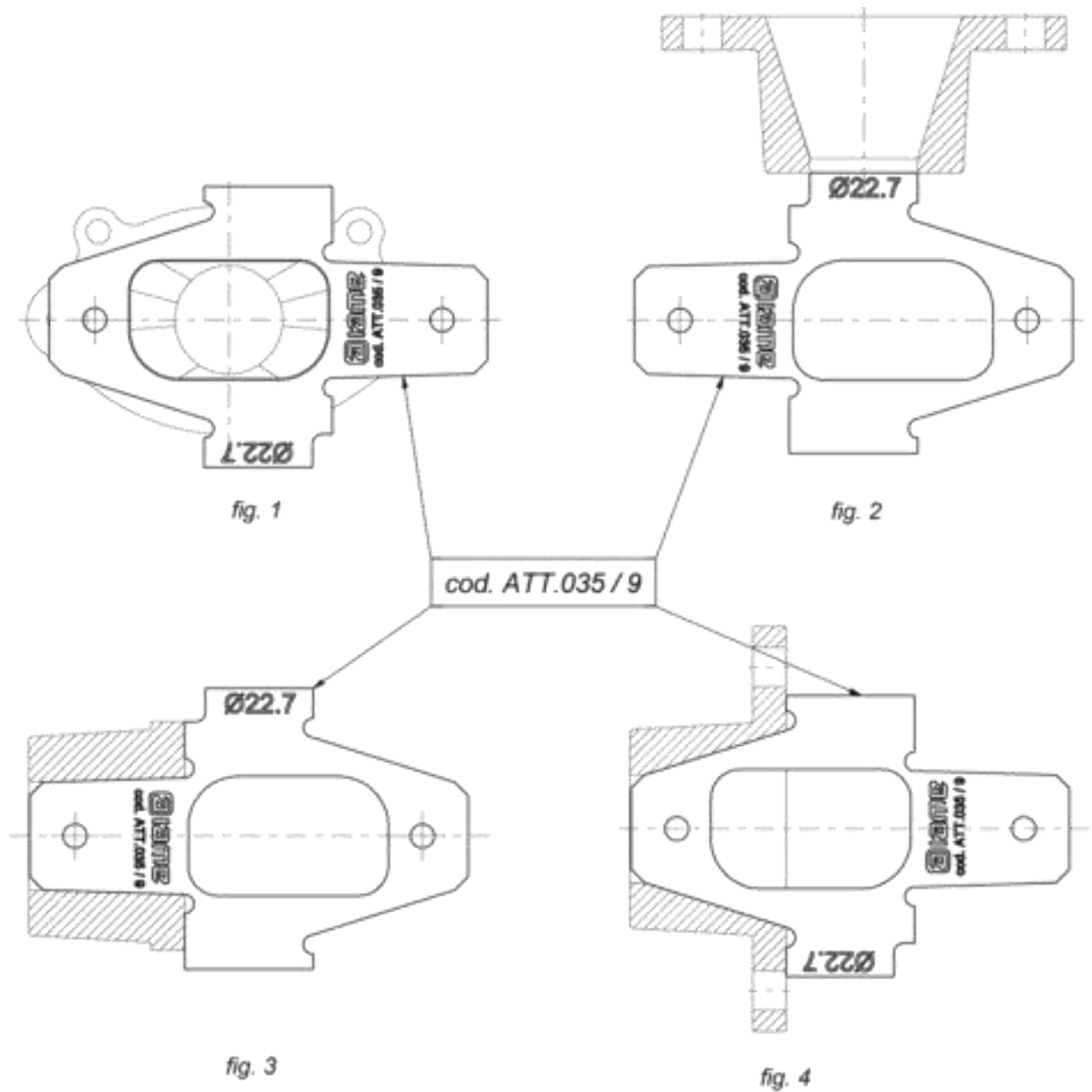


ATT.035 / 19





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