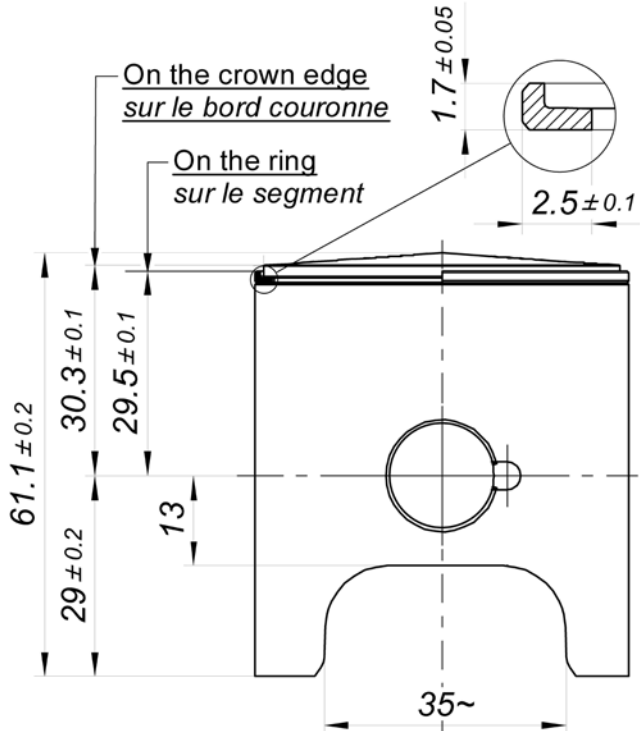
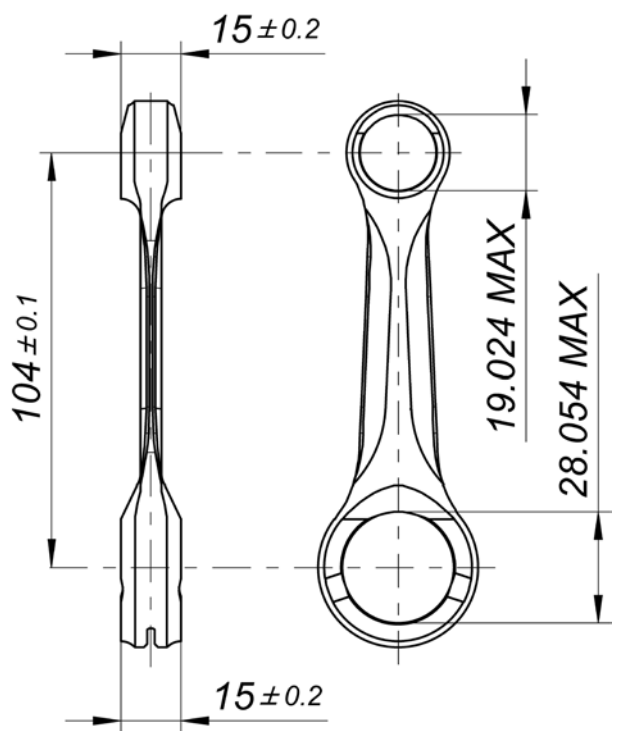


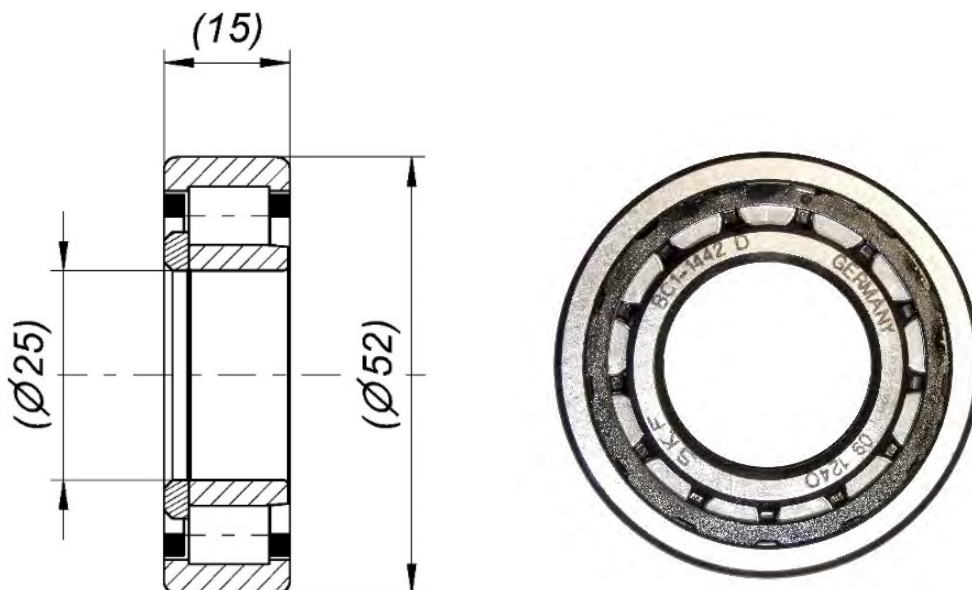
S125 RL - C TAG

		FEATURES - CARACTERISTIQUES	
		Cylinder volume <i>Volume du cylindre</i>	124.08 cm ³
		Bore <i>Alésage</i>	53.89 mm
		Max. bore <i>Alésage max.</i>	54.08 mm
		Stroke <i>Course</i>	54.4 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>	5 / 3
Carburettor Tillotson <i>Carburateur Tillotson</i>	HW-50A (Ø24 Venturi)	Inlet / exhaust ports number <i>N° lumières admiss. / échapp.</i>	5 / 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>	22x28x15	Ignition <i>Allumage</i>	Digital
Crankshaft bearing diam. <i>Diamètre roulement du vilebrequin</i>	25x52x15	Distance between conrod centers <i>Longueur (entraxe) de la bielle</i>	104 mm
Small end conr. bearing diam. <i>Diamètre roulement pied de bielle</i>	15x19x20	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			
Conrod material <i>Matériau de la bielle</i>	Steel <i>Acier</i>	Liner material <i>Matériau de la chemise</i>	Iron <i>Fonte</i>
Crankshaft material <i>Matériau du vilebrequin</i>	Steel <i>Acier</i>	Crankcase material <i>Matériau du carter</i>	Aluminium
Balancing shaft material <i>Matériau de l'arbre d'équilibrage</i>	Steel <i>Acier</i>	Piston material <i>Matériau du piston</i>	Aluminium
Gears material <i>Matériau des engrenages</i>	Steel <i>Acier</i>	Piston rings material <i>Matériau des segments</i>	Iron <i>Fonte</i>
Starter ring material <i>Matériau de la couronne démarreur</i>	Steel <i>Acier</i>	Exhaust muffler material <i>Matériau du pot d'échappement</i>	Sheet-steel <i>Tôle acier</i>
Head material <i>Matériau de la culasse</i>	Aluminium	Roller bearings <i>Roulements à rouleaux</i>	BC1-1442D
Cylinder material <i>Matériau du cylindre</i>	Aluminium		

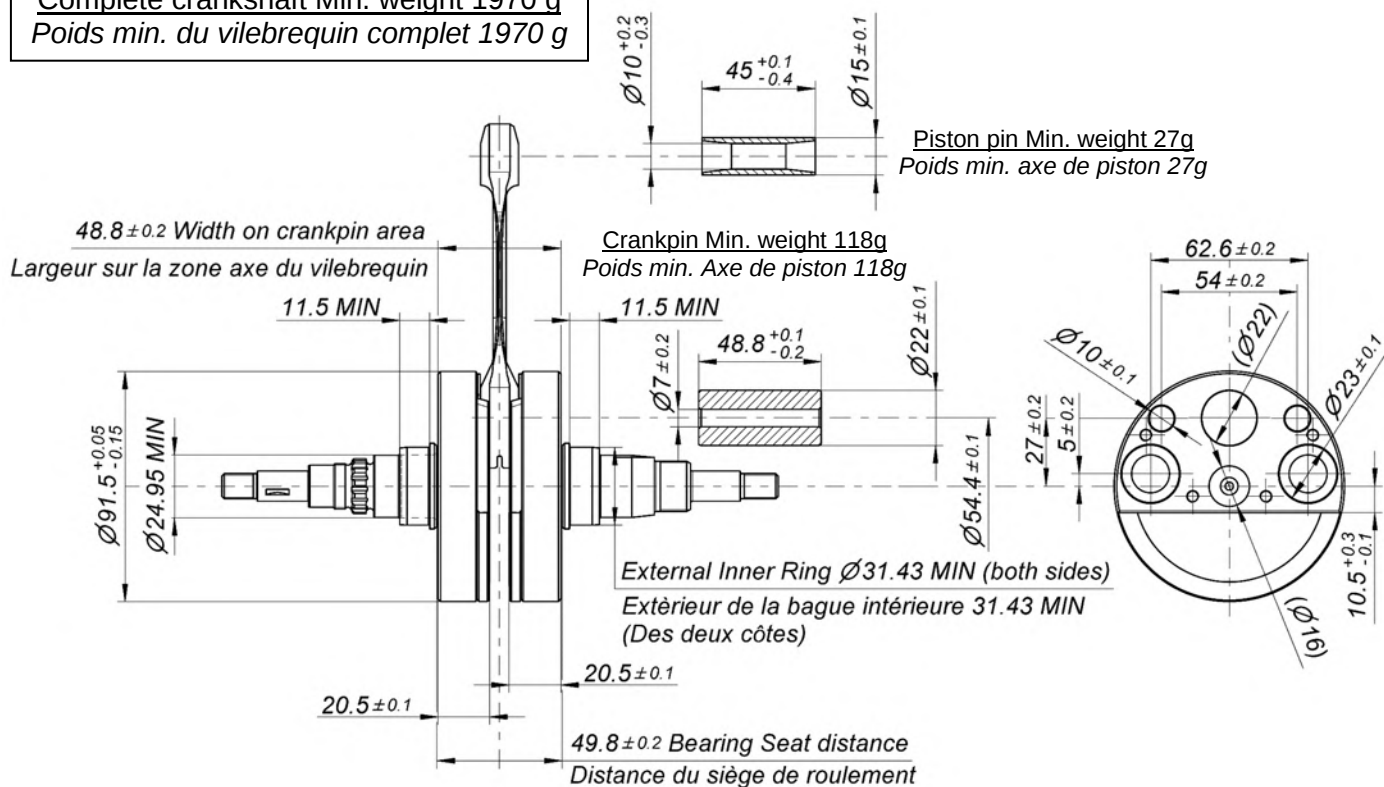
PISTON	CONROD BIELLE
 On the crown edge <i>sur le bord couronne</i> On the ring <i>sur le segment</i> 1.7 ± 0.05 2.5 ± 0.1 61.1 ± 0.2 30.3 ± 0.1 29.5 ± 0.1 29 ± 0.2 13 35~ <u>Min. weight 108 g (ring included)</u> <u>Poids min. 108 g (avec segment)</u>	 15 ± 0.2 104 ± 0.1 19.024 MAX 28.054 MAX 15 ± 0.2 <u>Min. weight 121 g</u> <u>Poids min. 121 g</u>

CRANKSHAFT ROLLER BEARINGS - ROULEMENTS À ROULEAUX DU VILEBREQUIN

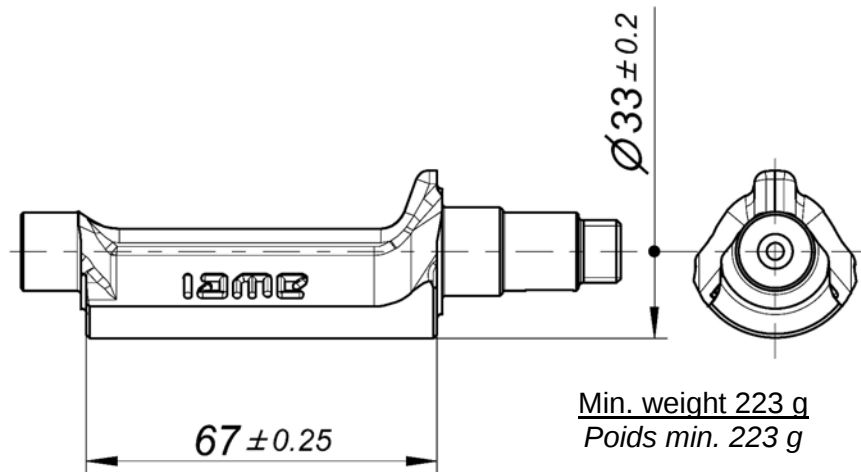


DIMENSIONS OF CRANKSHAFT DIMENSIONS DU VILEBREQUIN

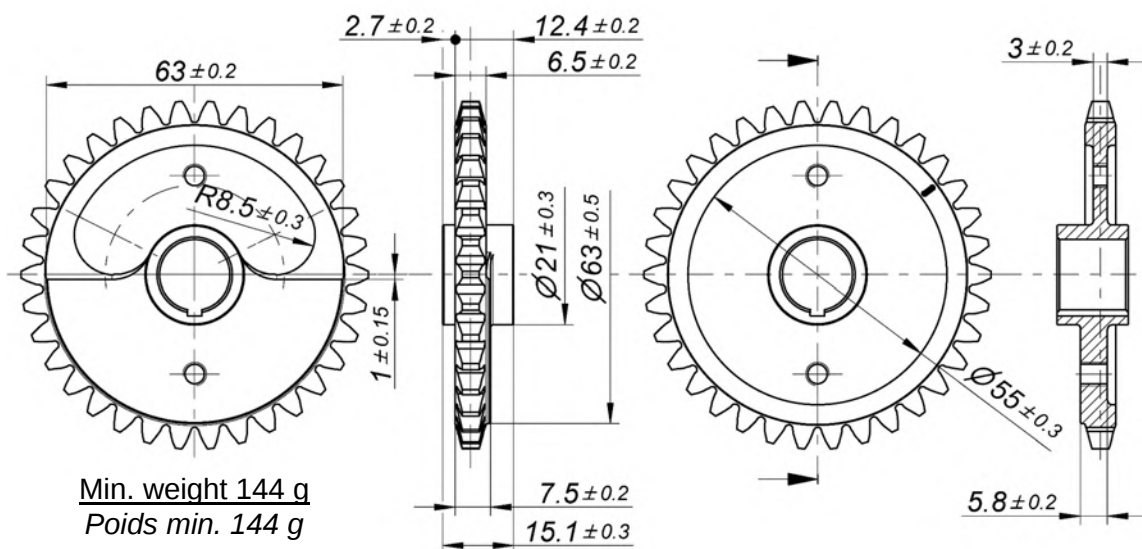
Complete crankshaft Min. weight 1970 g
Poids min. du vilebrequin complet 1970 g



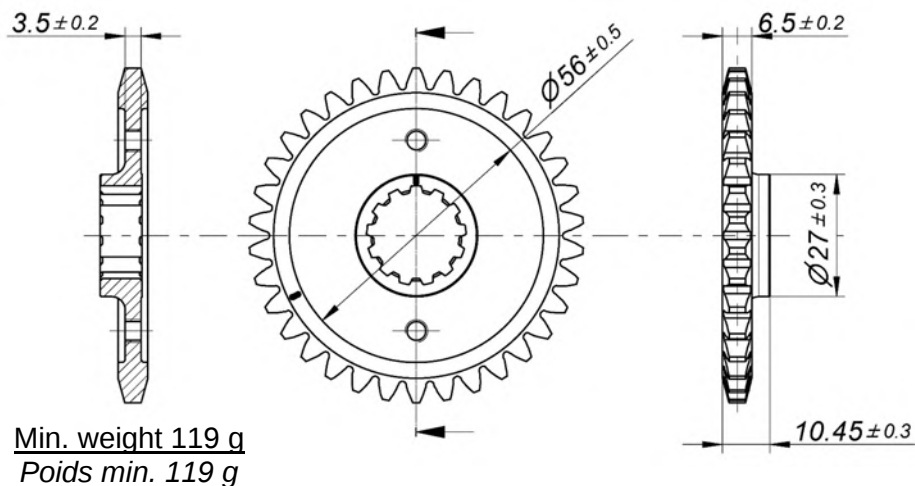
BALANCER SHAFT - ARBRE D'EQUILIBRAGE



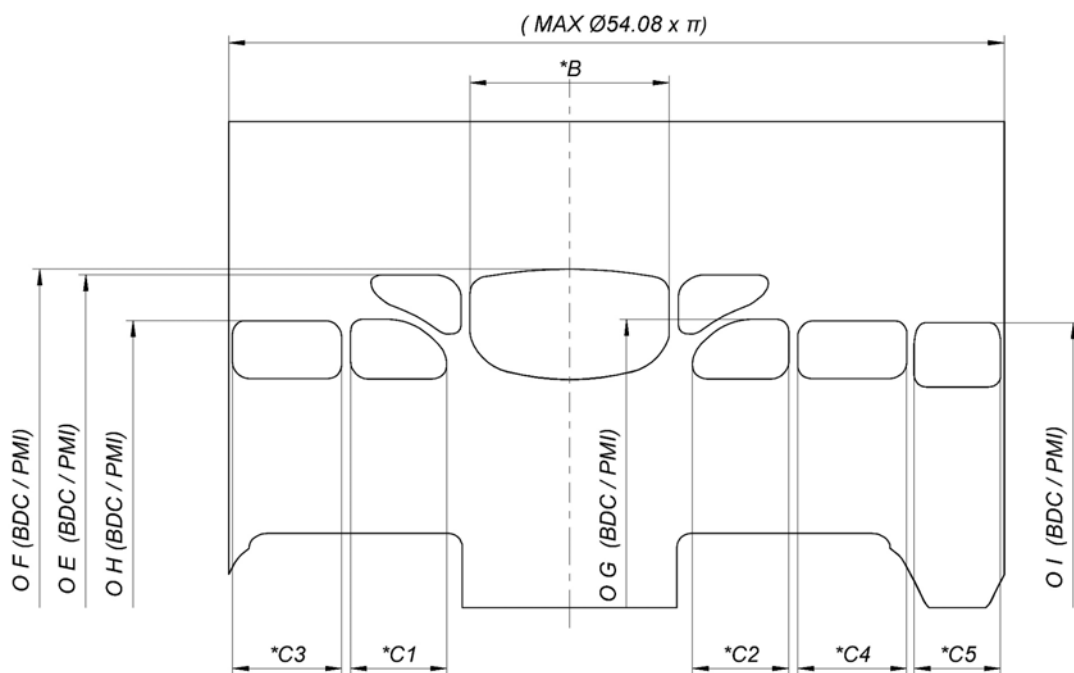
BALANCER SHAFT GEAR - ENGRENAGE ARBRE D'EQUILIBRAGE



CRANKSHAFT GEAR - ENGRENAGE DU VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

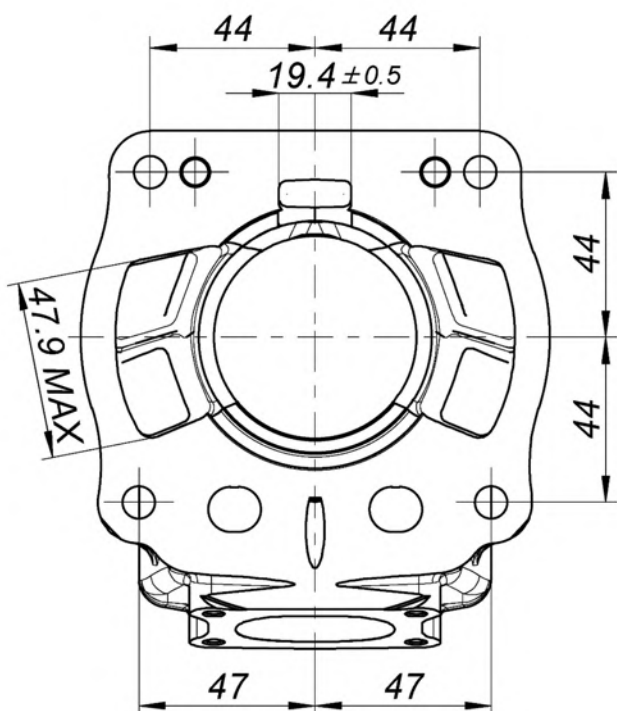


* CHORDAL READING - LECTURE CORDALE

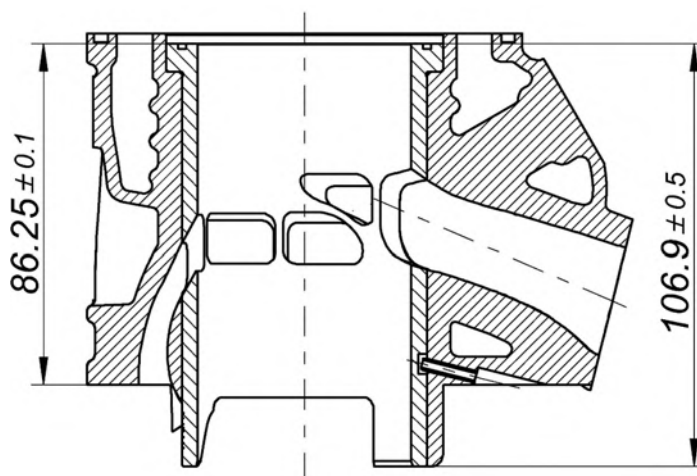
O ANGULAR READING BY INSERTING A 0.2x5 mm GAUGE
LECTURE ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2x5 mm

B	$\leq 38.5 \text{ mm}$
C1 = C2	$\leq 21.0 \text{ mm}$
C3 = C4	$\leq 23.7 \text{ mm}$
C5	$\leq 19.0 \text{ mm}$
E	$174.0^\circ \pm 1.5^\circ$
F	$179.5^\circ \pm 1.5^\circ$
G	$129.0^\circ \pm 1.5^\circ$
H	$127.5^\circ \pm 1.5^\circ$
I	$125.0^\circ \pm 1.5^\circ$

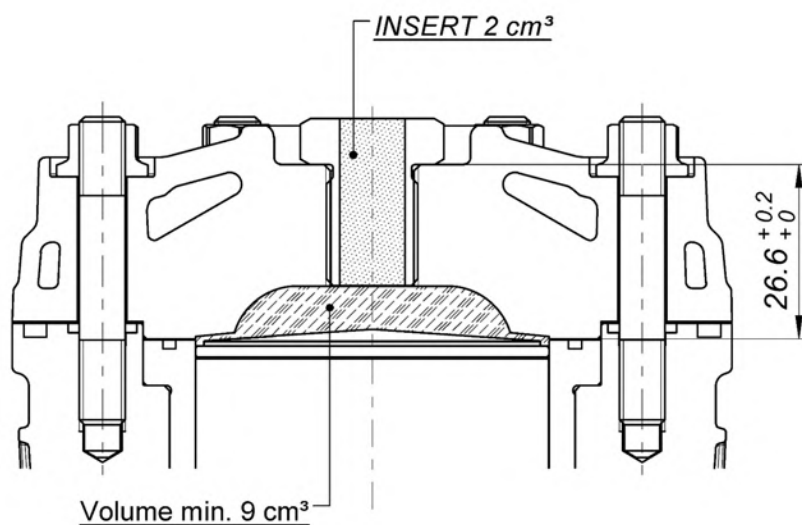
CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE



CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



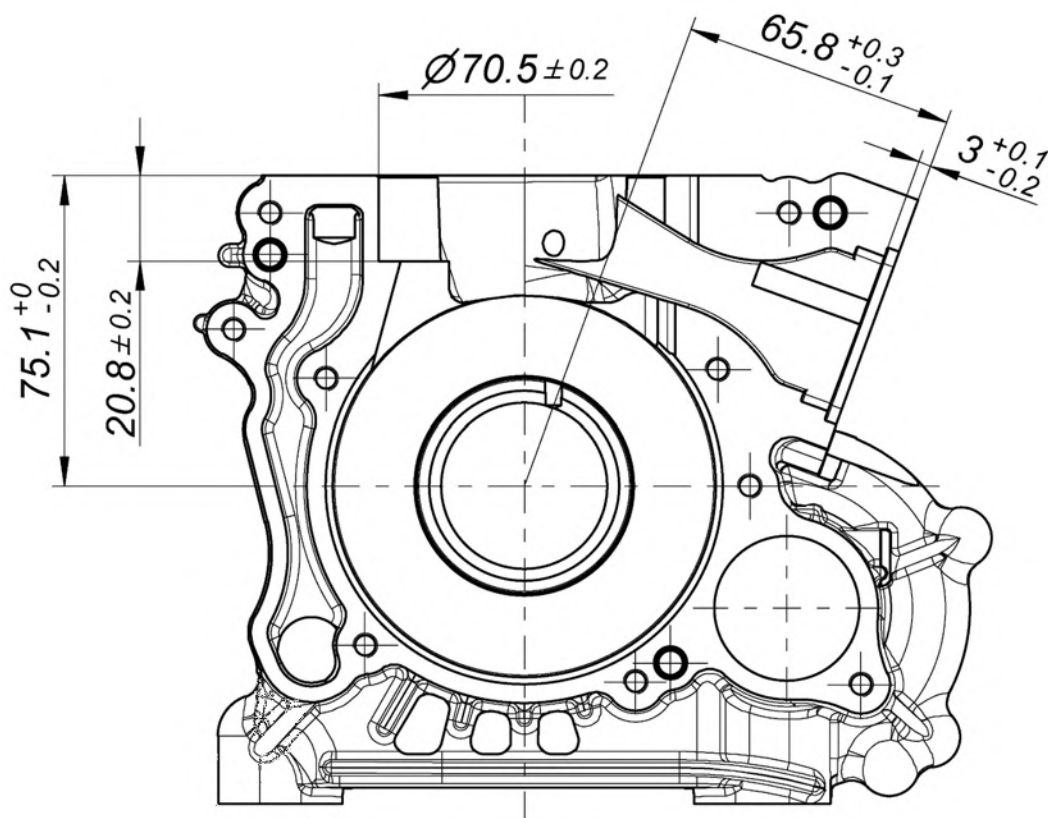
COMBUSTION CHAMBER SECTION
SECTION DE LA CHAMBRE DE COMBUSTION



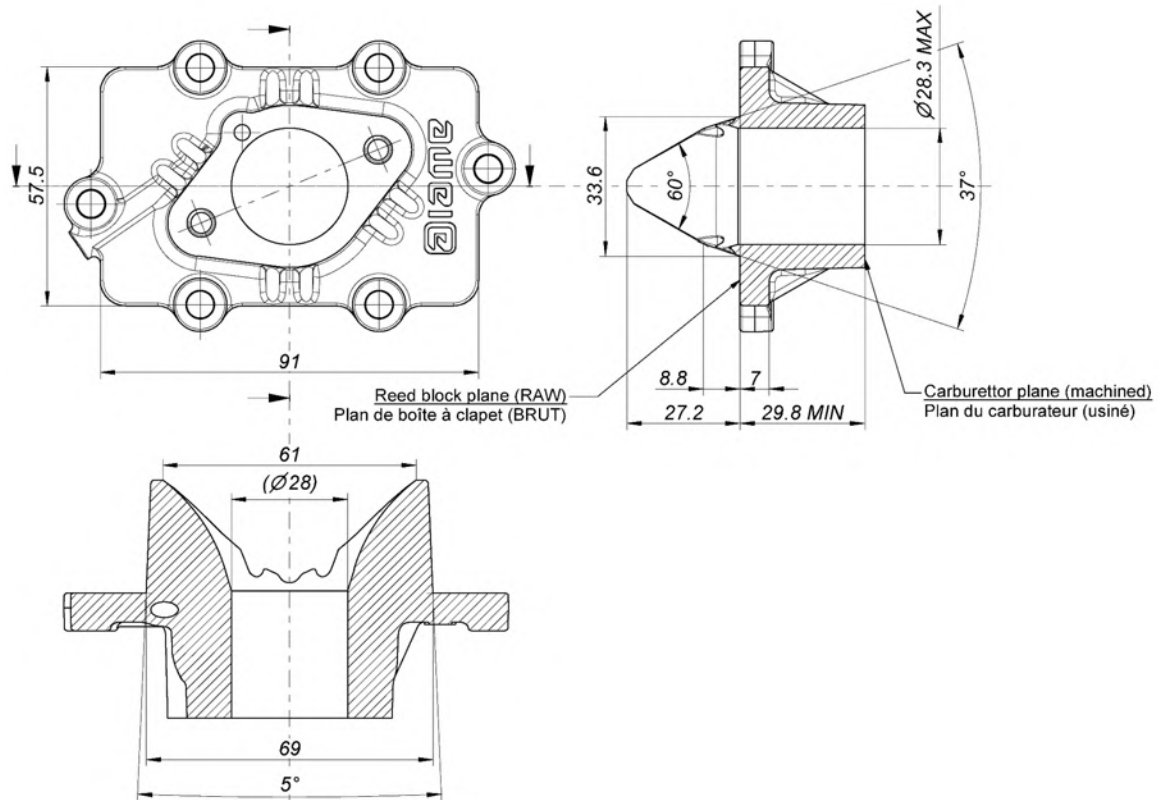
COMBUSTION CHAMBER VOLUME TOT. = 11.0 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 11.0 cm³ min.

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

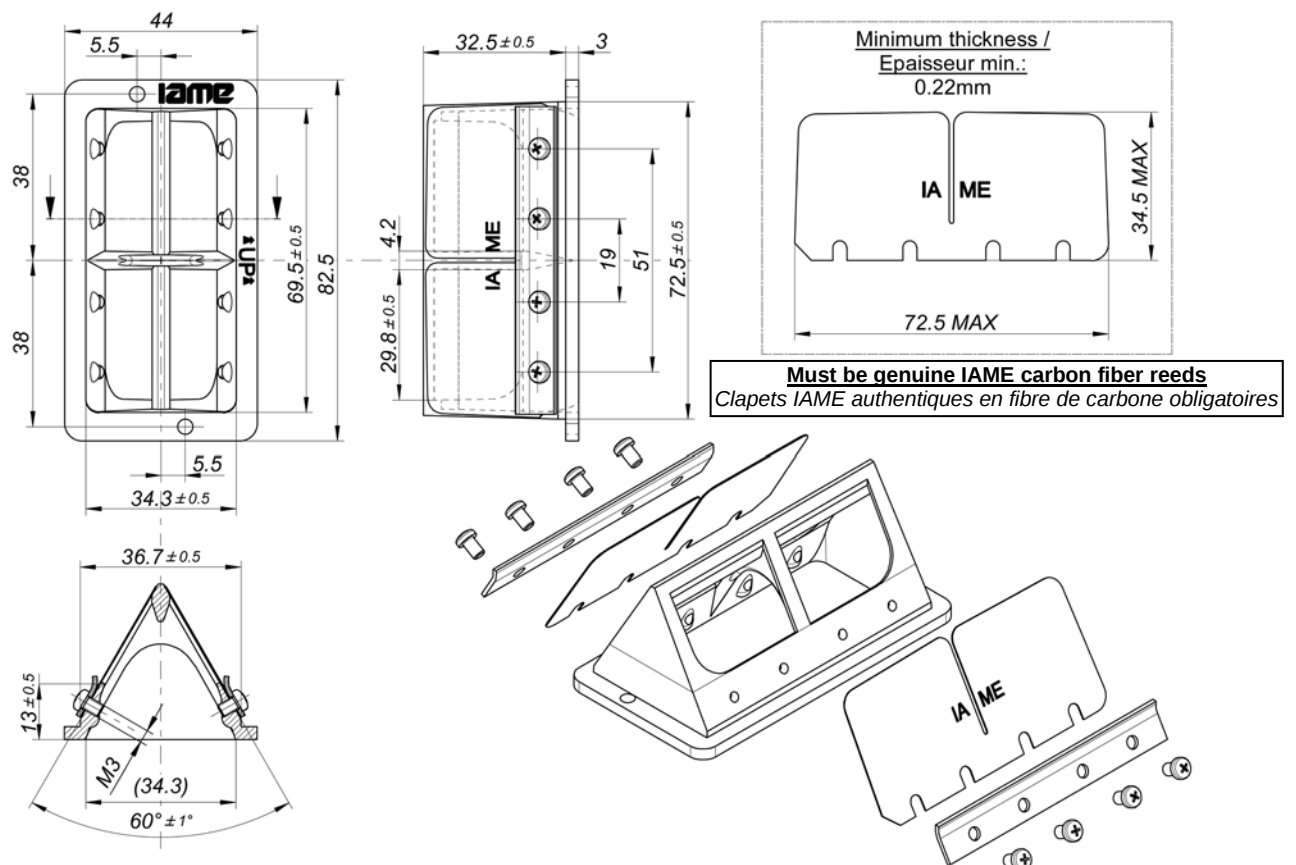
CRANKCASE INSIDE VIEW
VUE A' L'INTERIEUR DU CARTER



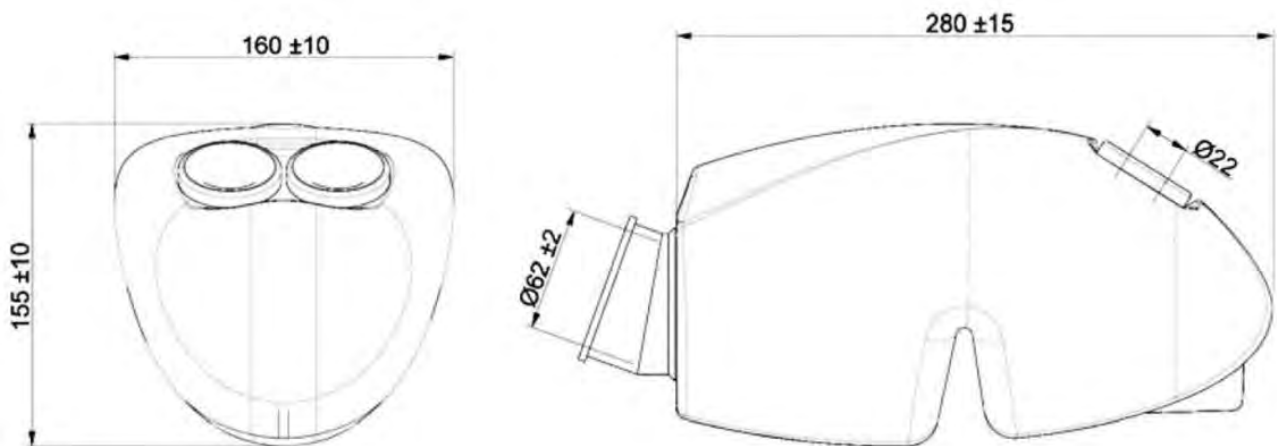
INLET CONVEYOR - DIMENSIONS AND MARKING CONVOYEUR D'ADMISSION - DIMENSIONS ET MARQUAGE



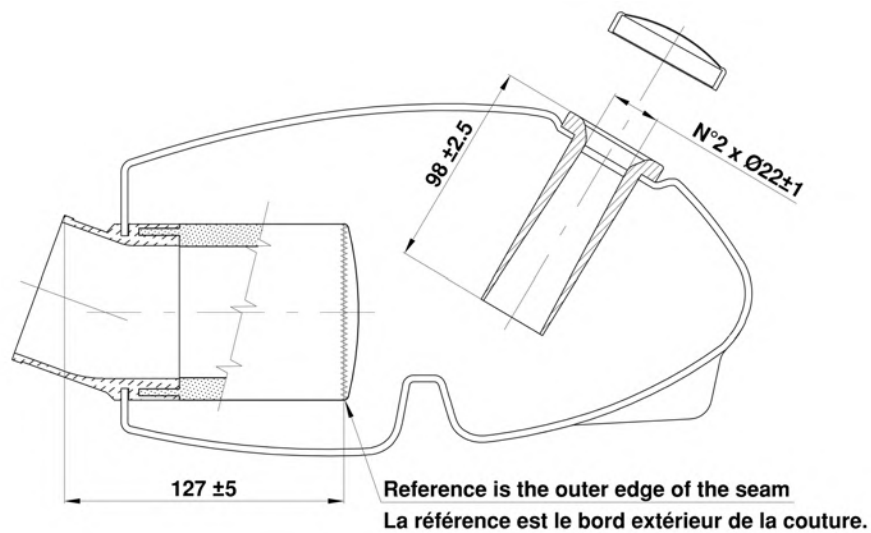
REED VALVE - DIMENSIONS AND MARKING BOÎTE À CLAPETS - DIMENSIONS ET MARQUAGE



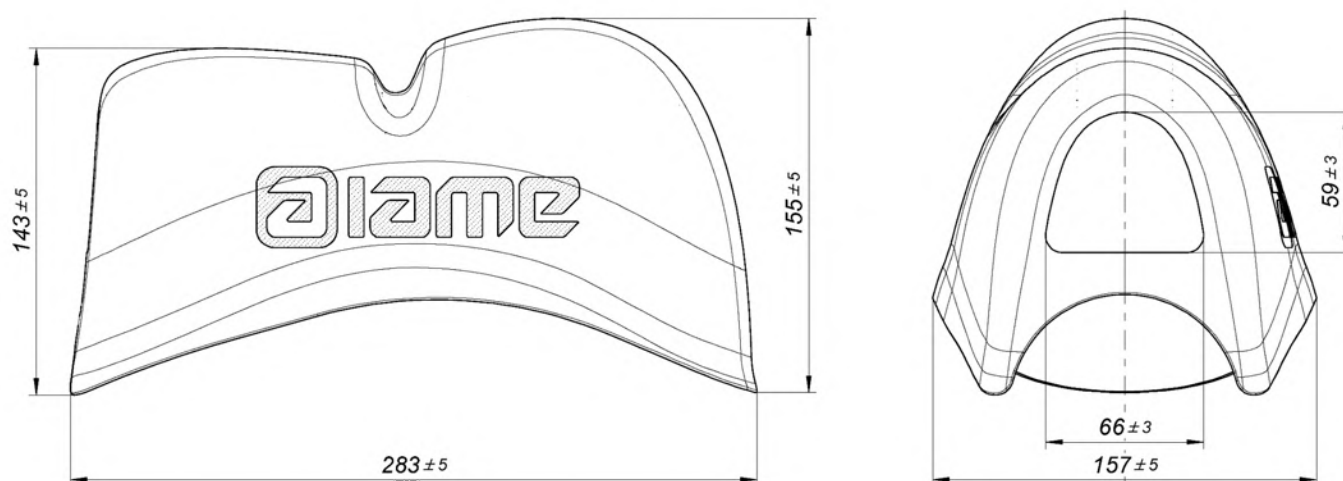
INTAKE SILENCER – DIMENSIONS AND PHOTO
 DESSIN ET PHOTO DU SILENCIEUX D'ADMISSION



WITH SPONGE AIR FILTER
AVEC MANCHON COMPLET ET FILTRE À AIR



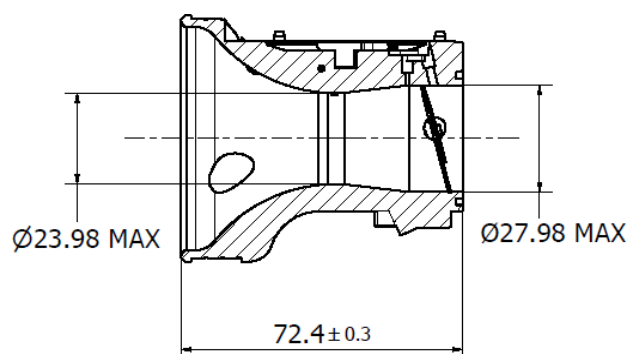
RAIN COVER FOR INTAKE SILENCER – DRAWING
 DESSIN DU COUVERCLE « PLUIE » DU SILENCIEUX D'ADMISSION



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

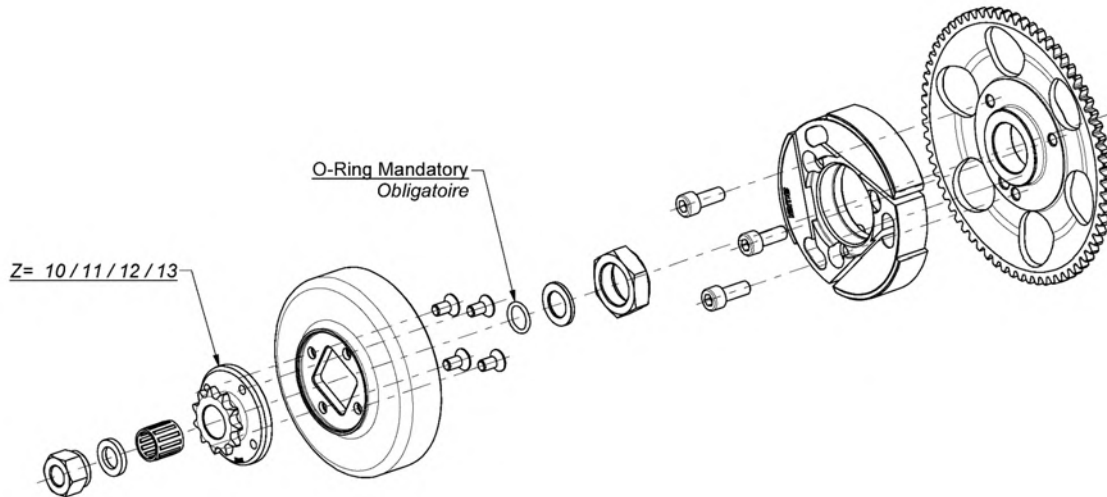


TILLOTSON HW-50A CARBURETTOR - VENTURI DIMENSIONS
 DIMENSIONS DU VENTURI DU CARBURATEUR **TILLOTSON HW-50A**

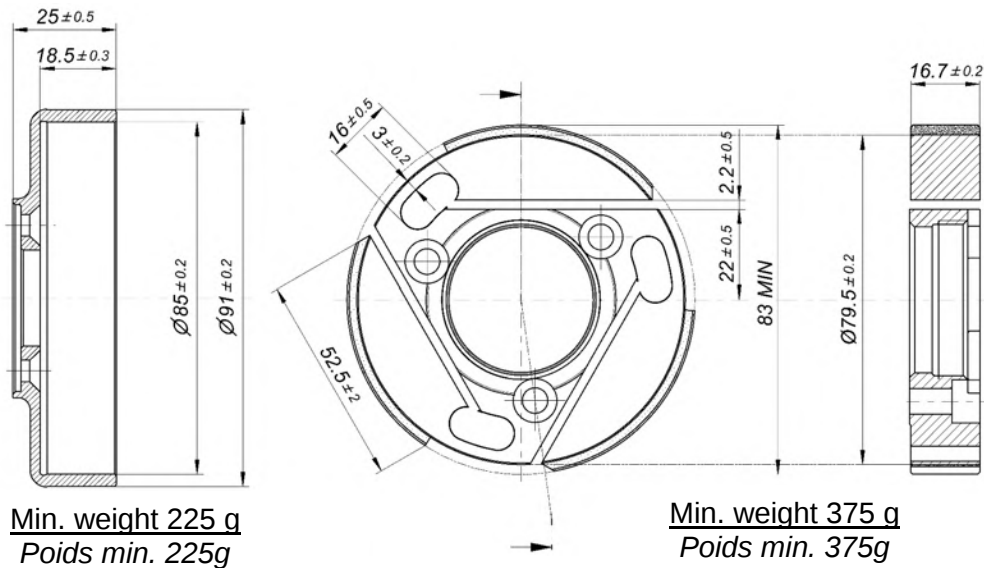


Tillotson HW-50A

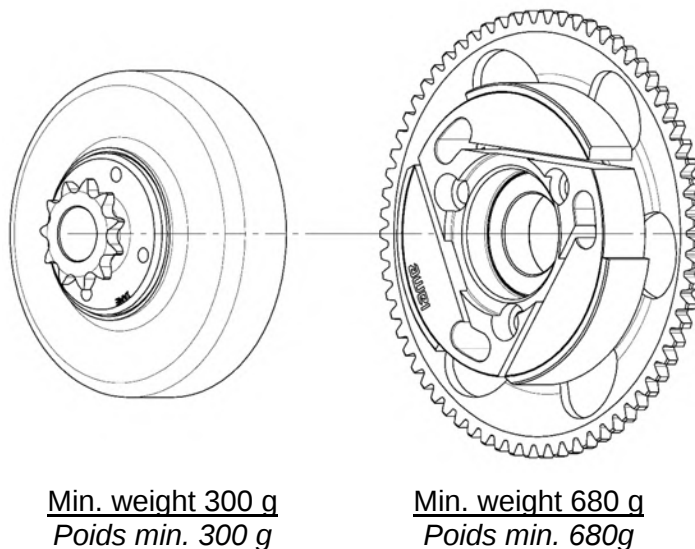
CLUTCH ASSEMBLY - GROUPE EMBRAYAGE



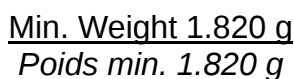
COMPONENTS OF THE CLUTCH – COMPOSANTS DE L'EMBRAYAGE



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



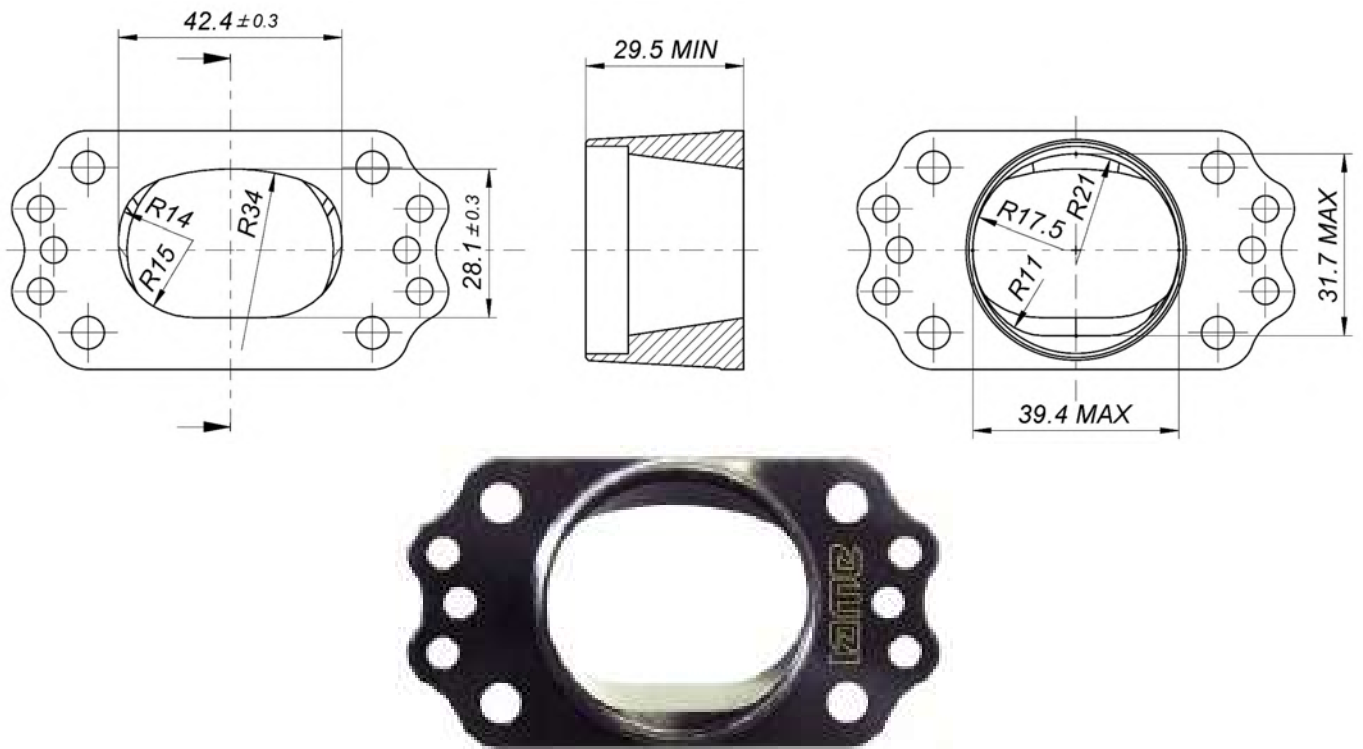
Mandatory unless otherwise prescribed by the regulation
Obligatoire sauf disposition contraire du règlement



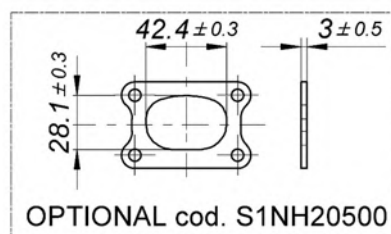
ATTENTION:

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

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



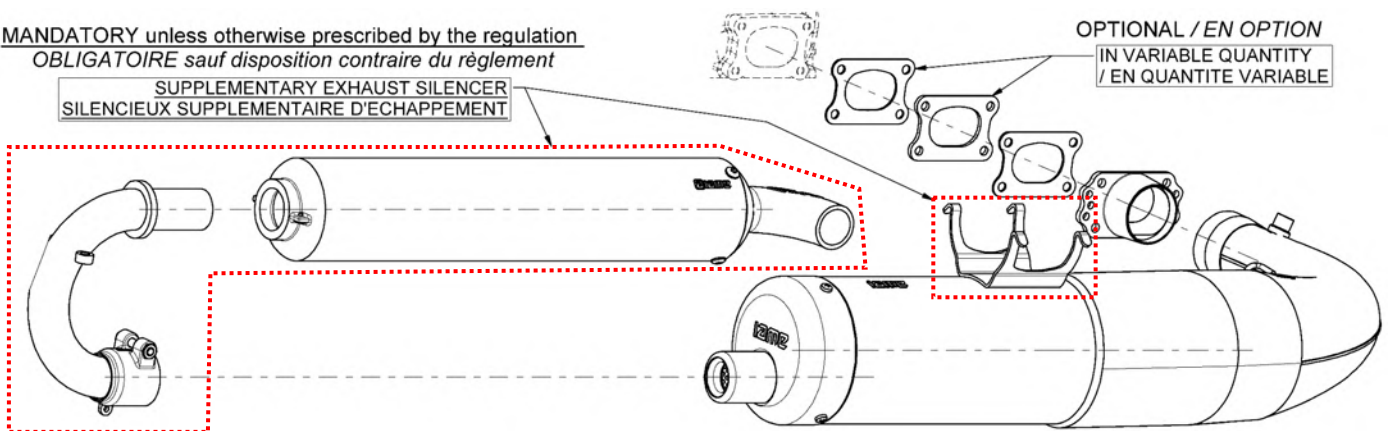
EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT



MANDATORY unless otherwise prescribed by the regulation
OBLIGATOIRE sauf disposition contraire du règlement

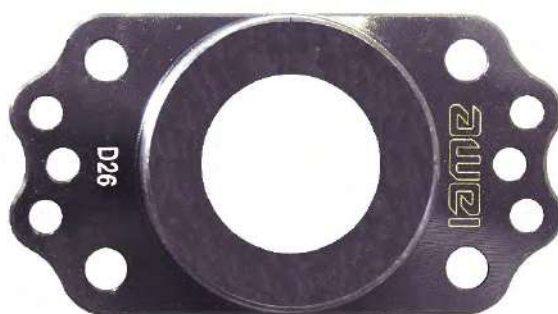
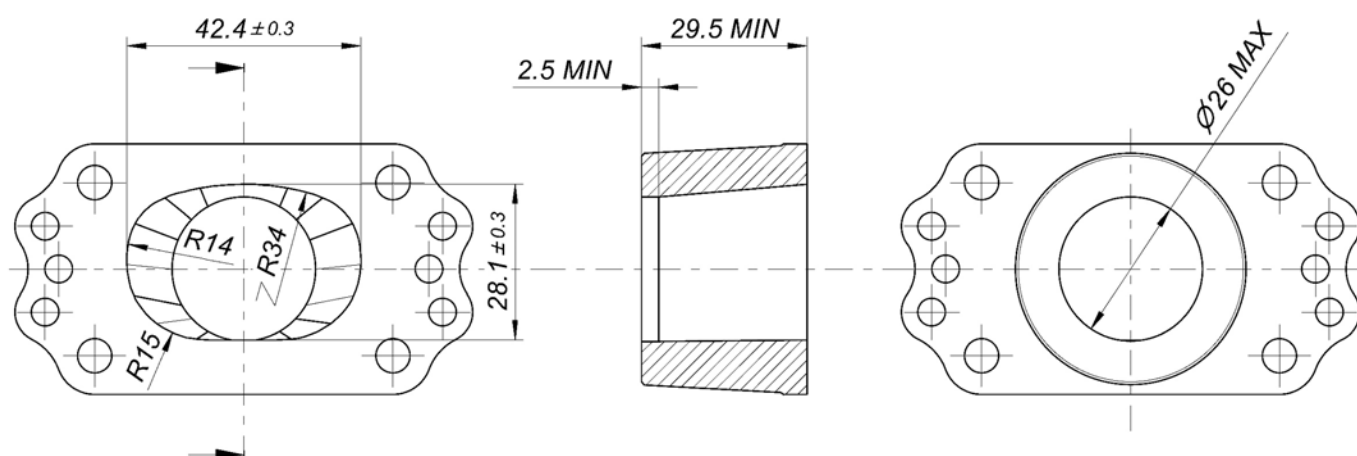
SUPPLEMENTARY EXHAUST SILENCER
SILENCIEUX SUPPLÉMENTAIRE D'ÉCHAPPEMENT

OPTIONAL / EN OPTION
IN VARIABLE QUANTITY
/ EN QUANTITÉ VARIABLE

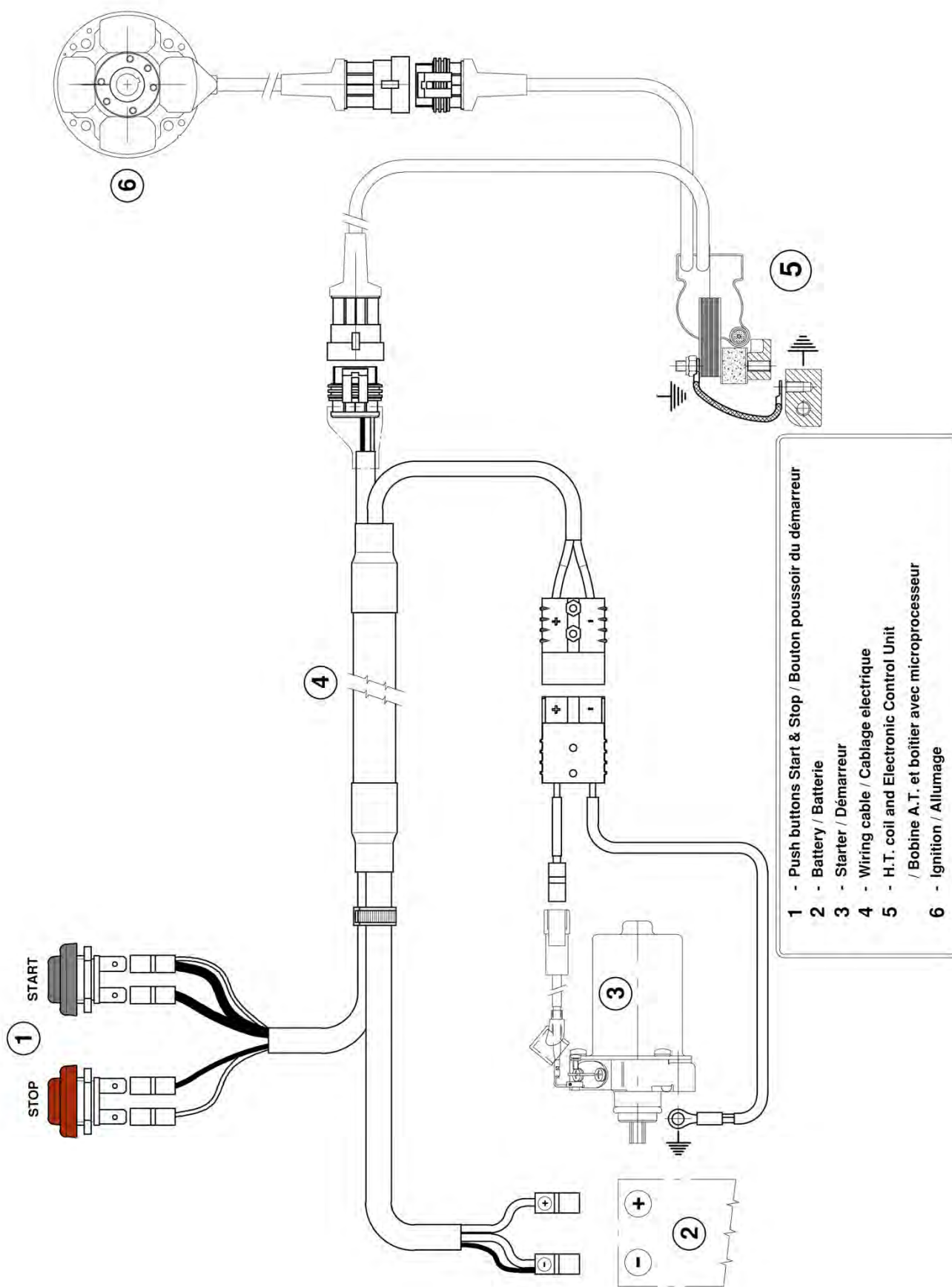


EXHAUST HEADER (Junior) - DIMENSIONS AND MARKING
COLLECTEUR D'ÉCHAPPEMENT (Junior) – DIMENSIONS ET MARQUAGE

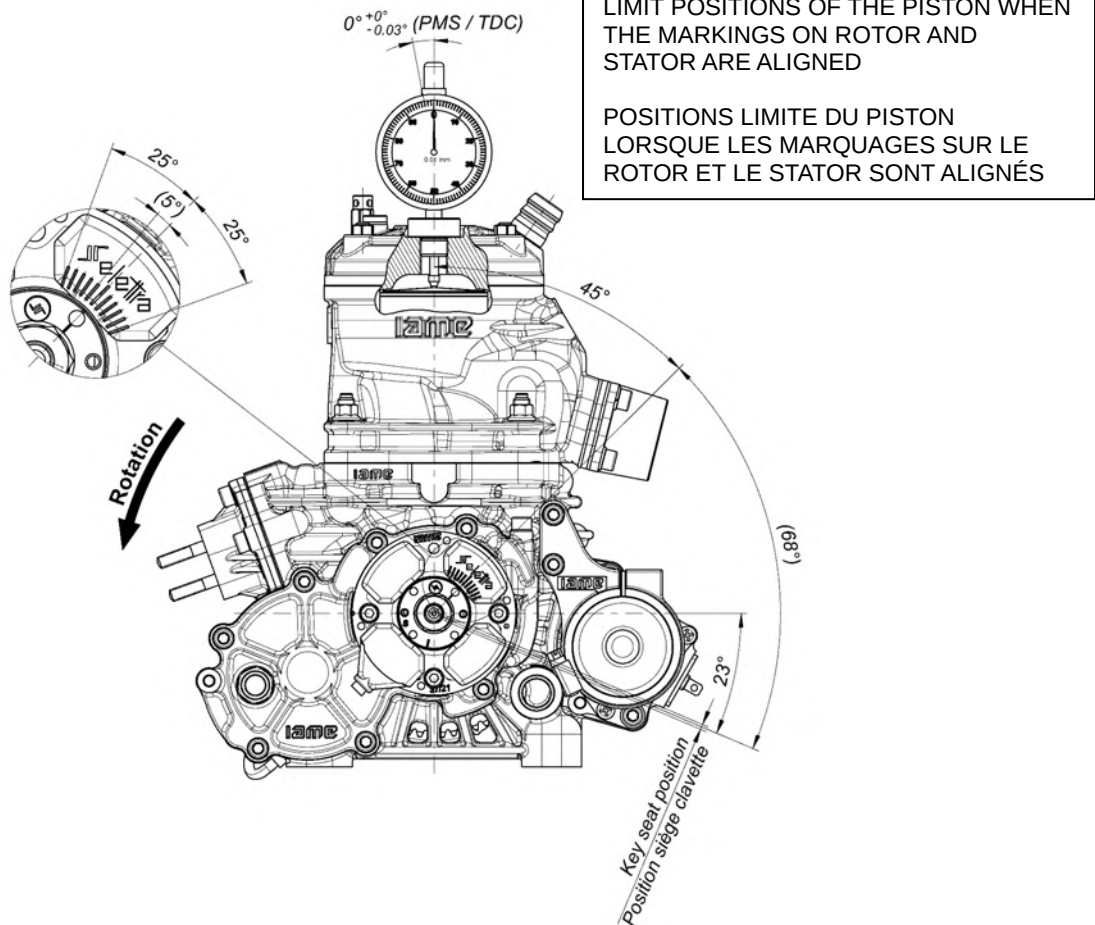
Restrictor / Restricteur Ø26 mm



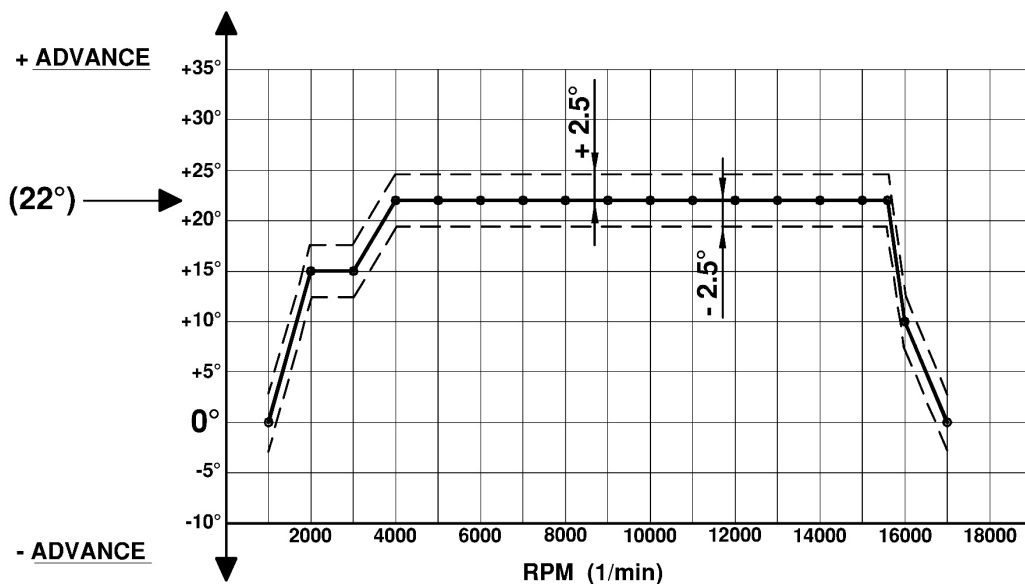
WIRING DIAGRAM (SELETTRA DIGITAL "S" IGNITION)
SCHEMA DU CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "S")



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



ADVANCE CURVE GRAPHS / DIAGRAMME DE L'AVANCE



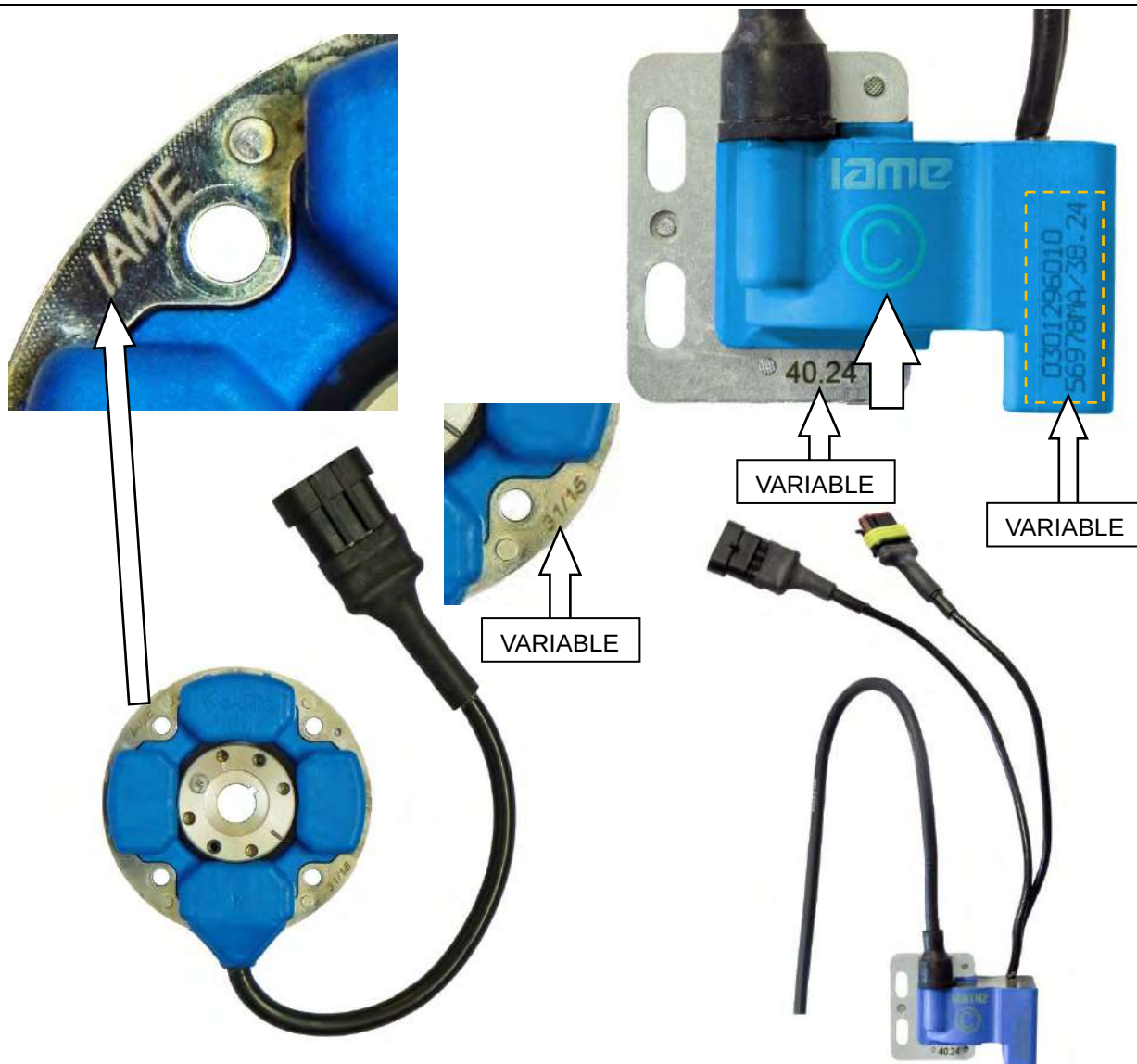
"C" MAPPING / MAPPAGE

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

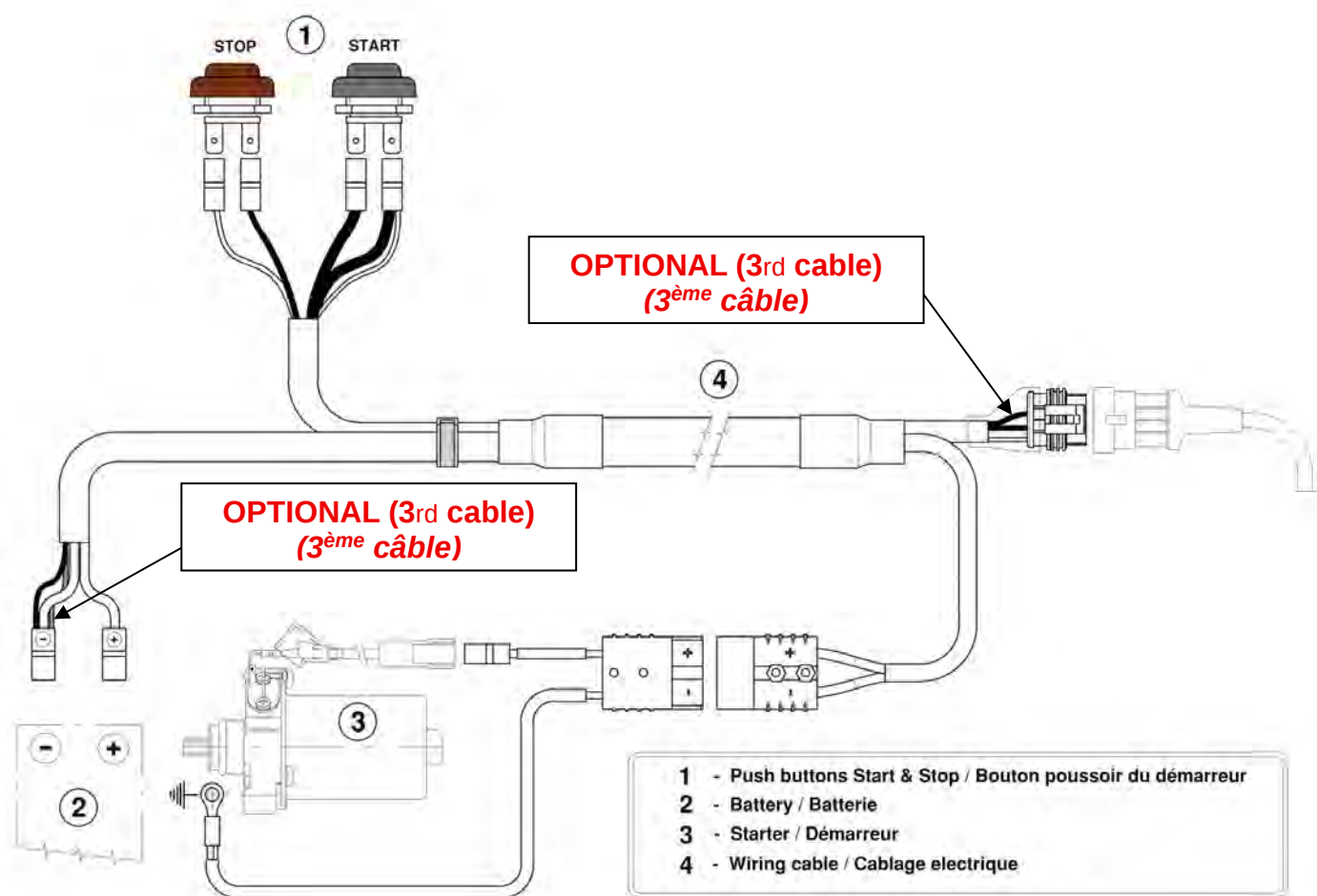
PHOTO OF THE WIRING LOOM – PHOTO DU CABLAGE ELECTRIQUE



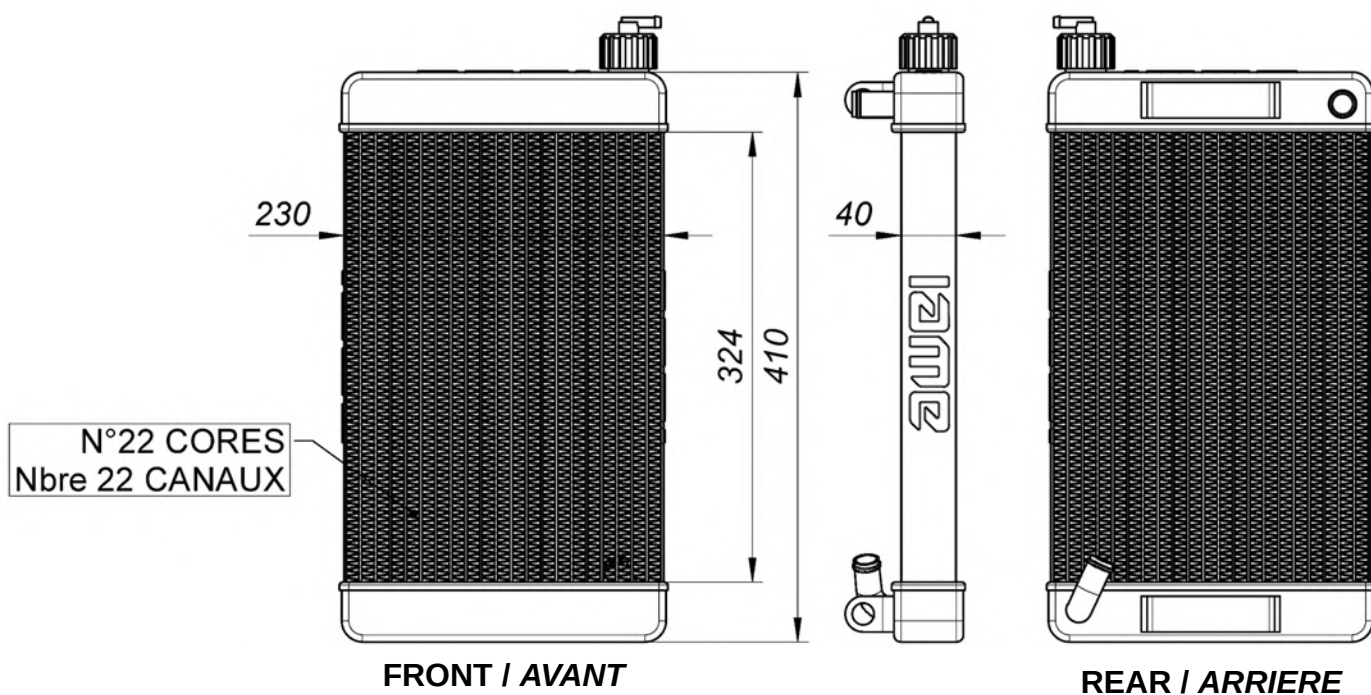
PHOTO OF SELETTA DIGITAL “S” IGNITION WITH “IAME” MARKING
PHOTO DE L'ALLUMAGE SELETTA DIGITAL “S” AVEC MARQUAGE “IAME”



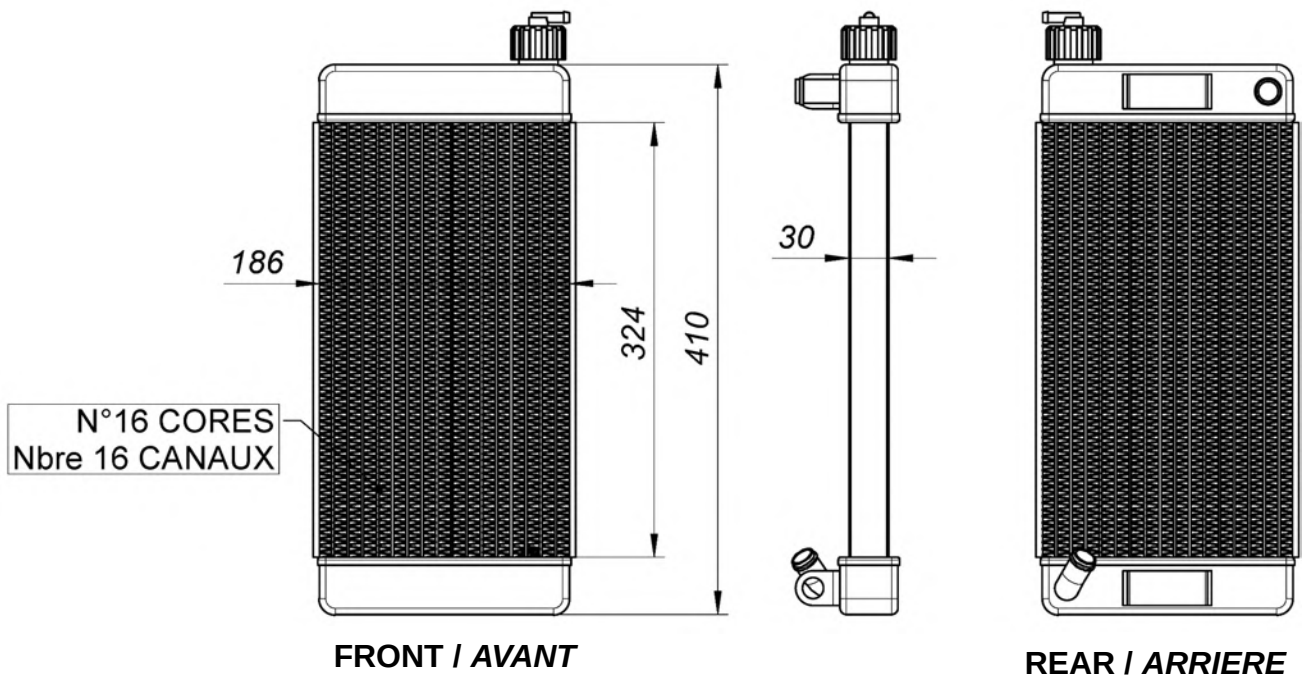
ALTERNATIVE WIRING LOOM – ALTERNATIF CABLAGE ELECTRIQUE



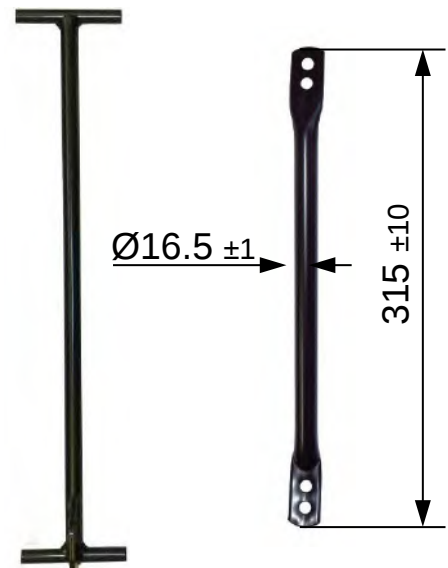
RADIATOR AND SUPPORTS – TYPE 1
RADIATEUR ET SES SUPPORTS – TYPE 1



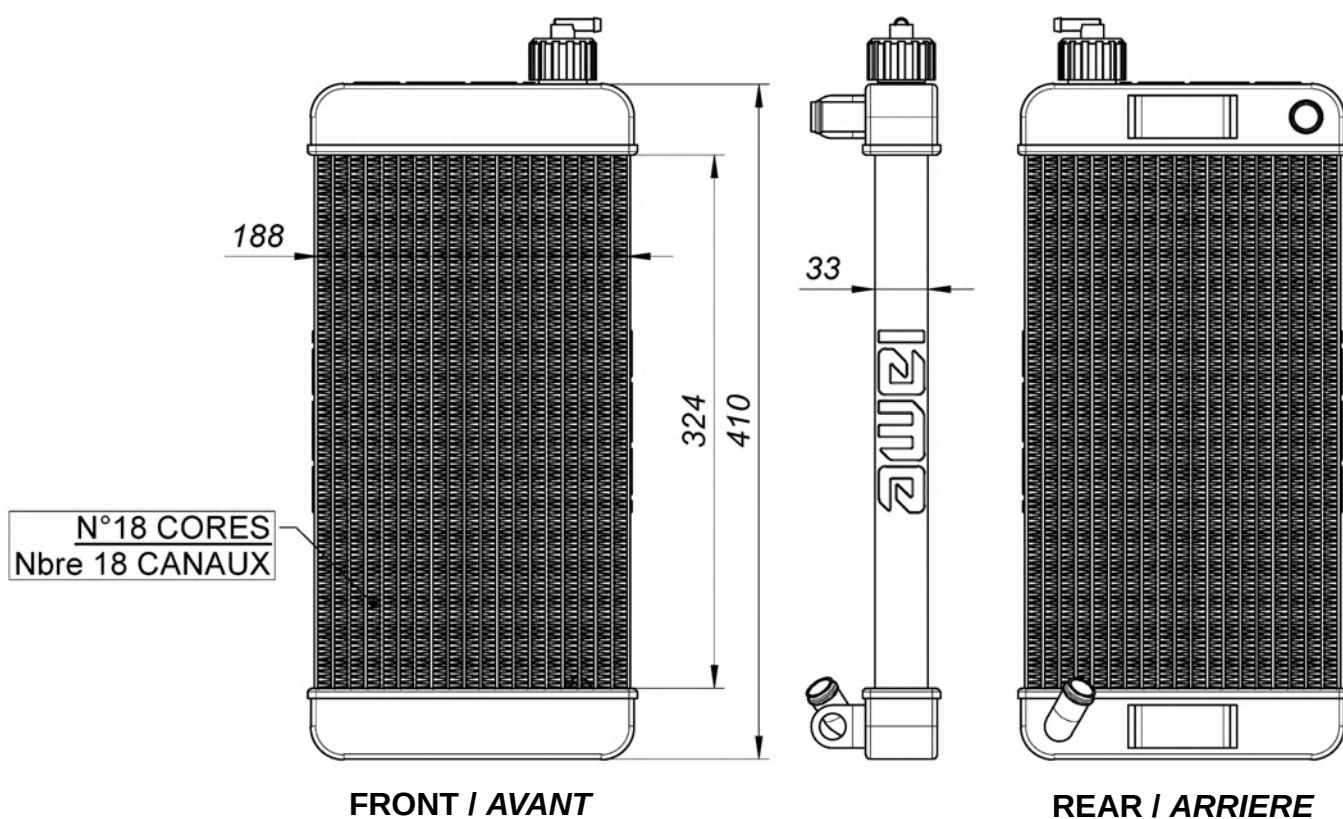
ALTERNATIVE RADIATOR AND SUPPORTS – TYPE 2
RADIATEUR ALTERNATIF ET SES SUPPORTS – TYPE 2



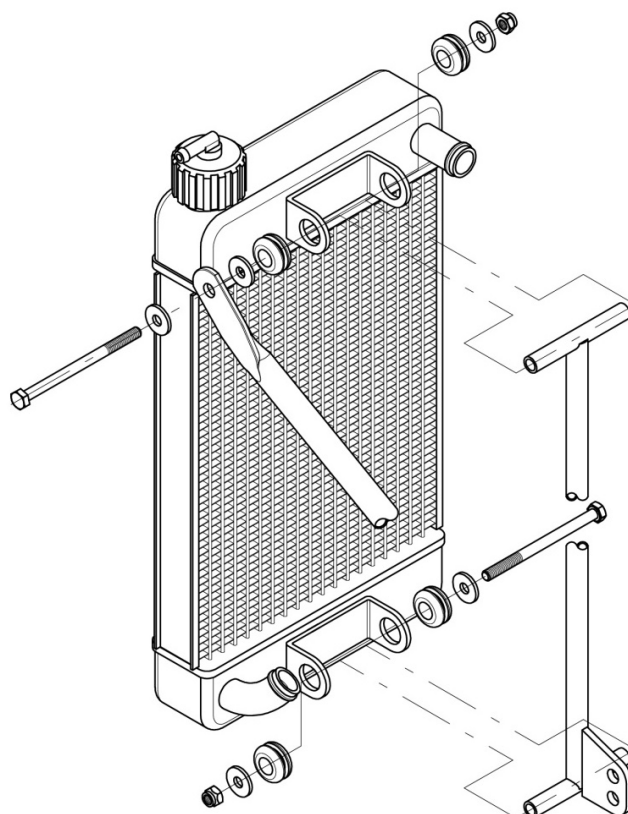
PAINTED AND NOT PAINTED
PEINT ET PAS PEINT



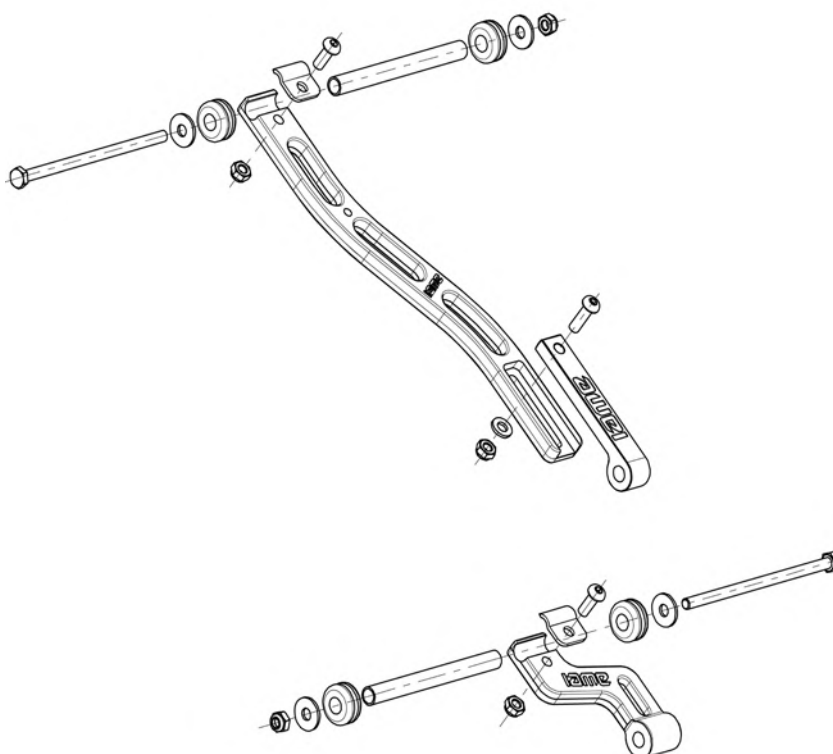
ALTERNATIVE RADIATOR AND SUPPORTS – TYPE 3
 RADIATEUR ALTERNATIF ET SES SUPPORTS – TYPE 3



RADIATOR ASSY WITH SUPPORTS
GROUPE RADIATEUR AVEC SES SUPPORTS



ALTERNATIVE SUPPORTS
SUPPORTS ALTERNATIF



THERMOSTAT
THERMOSTAT



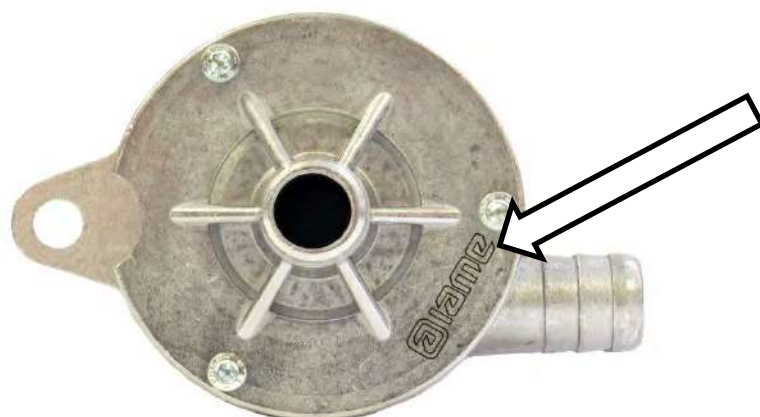
ALTERNATIVE
ALTERNATIF



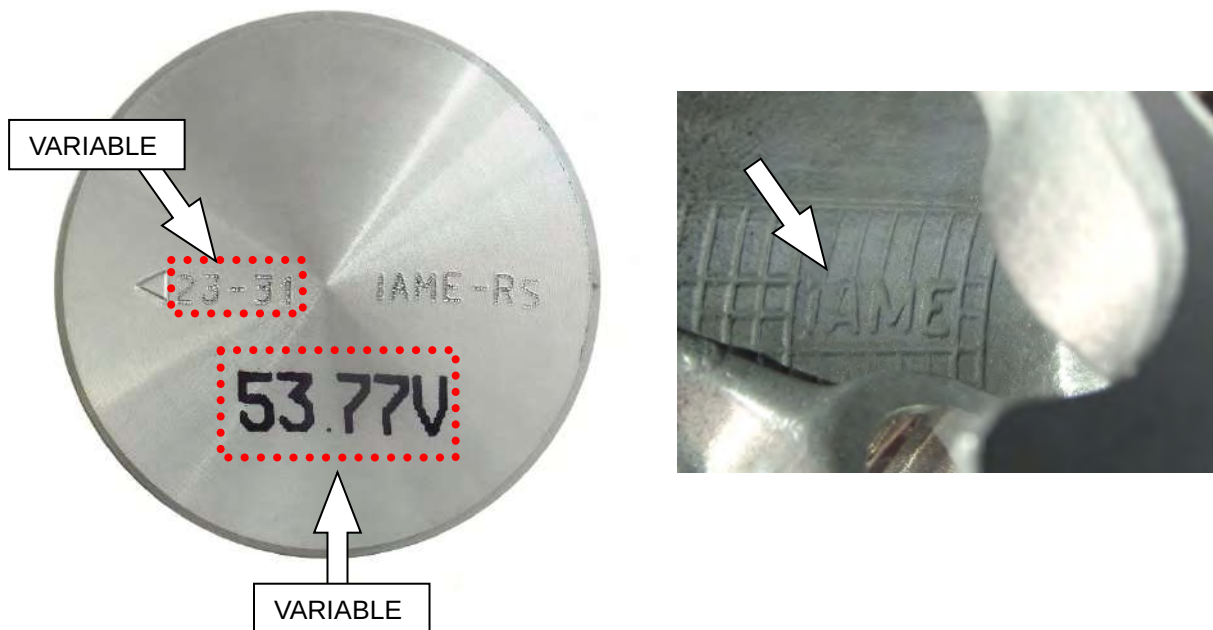
WATER PUMP & PULLEY
GROUPE POMPE À EAU ET POULIE



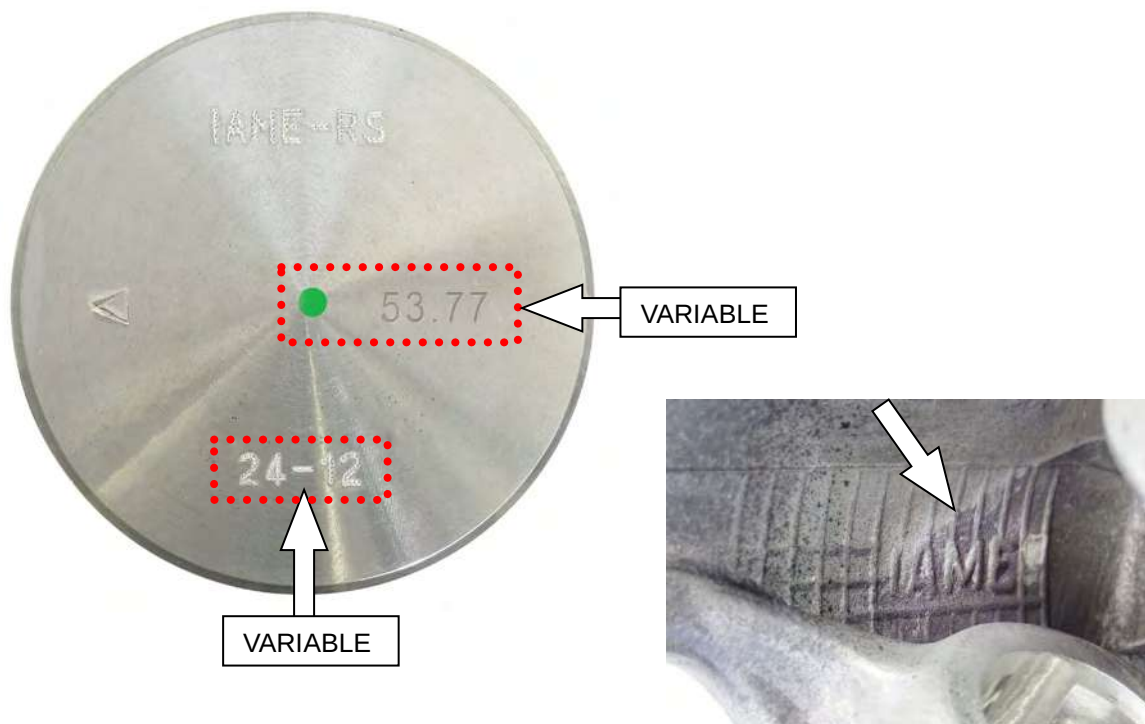
RACE BOTTOM - FOND GORGE
 $\varnothing 20 \pm 1$



PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PISTON



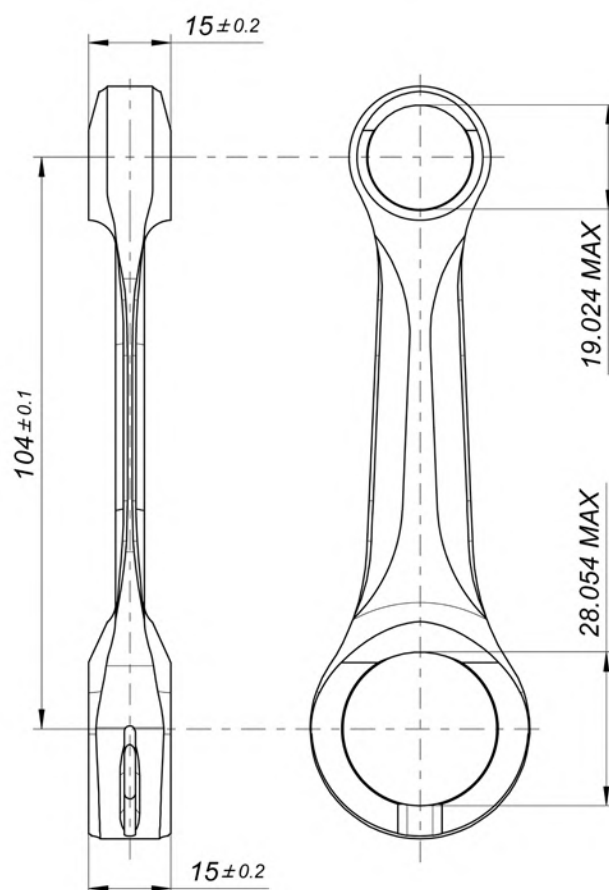
PISTON IDENTIFICATION ALTERNATIVE MARKING
MARQUAGE ALTERNATIF D'IDENTIFICATION DU PISTON



CONROD IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA BIELLE



ALTERNATIVE CONROD
 BIELLE ALTERNATIVE



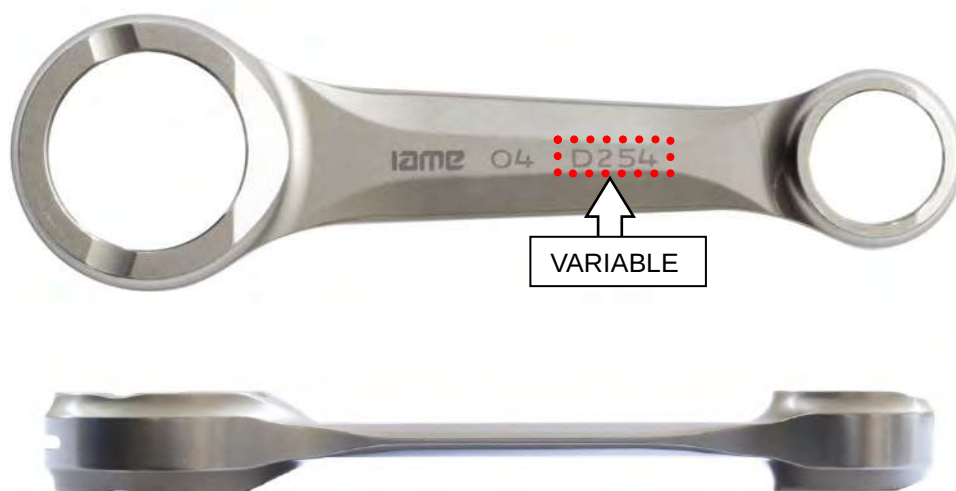
Min. weight 121 g
 Poids min. 121 g

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



CONROD - DIFFERENT FINISH
BIELLE - DIFFÉRENT FINITION

STANDARD FINISH
FINITION STANDARD

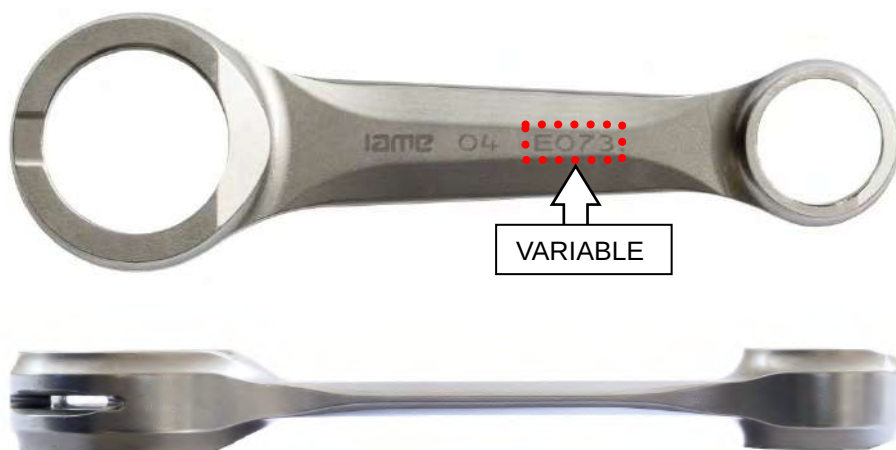


GLOSSY FINISH
FINITION BRILLANTE

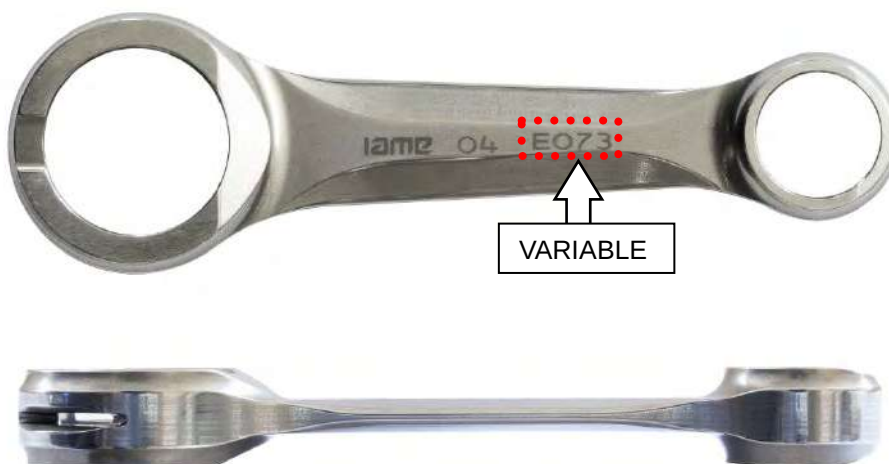


ALTERNATIVE CONROD - DIFFERENT FINISH
BIELLE ALTERNATIF - DIFFÉRENT FINITION

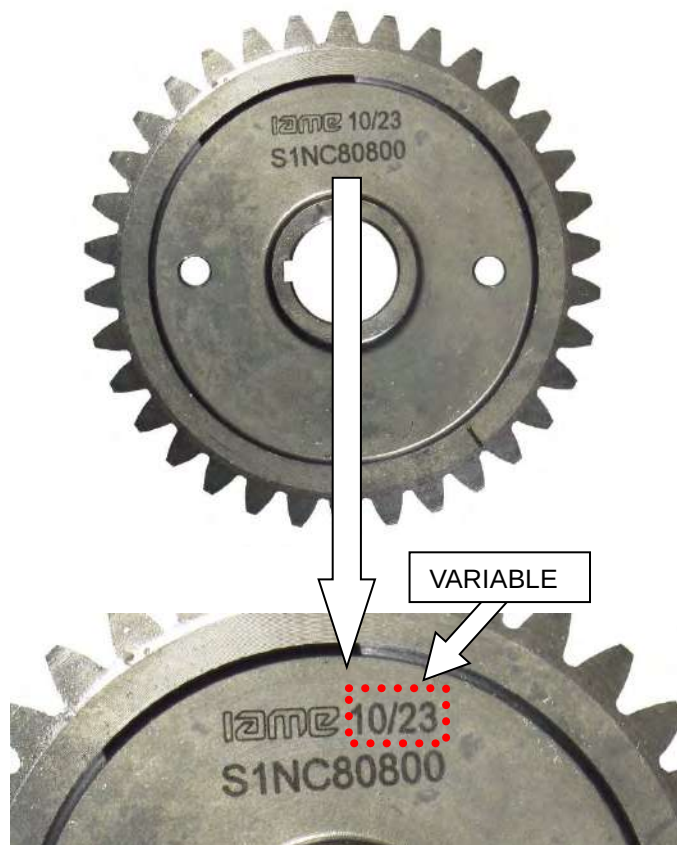
STANDARD FINISH
FINITION STANDARD



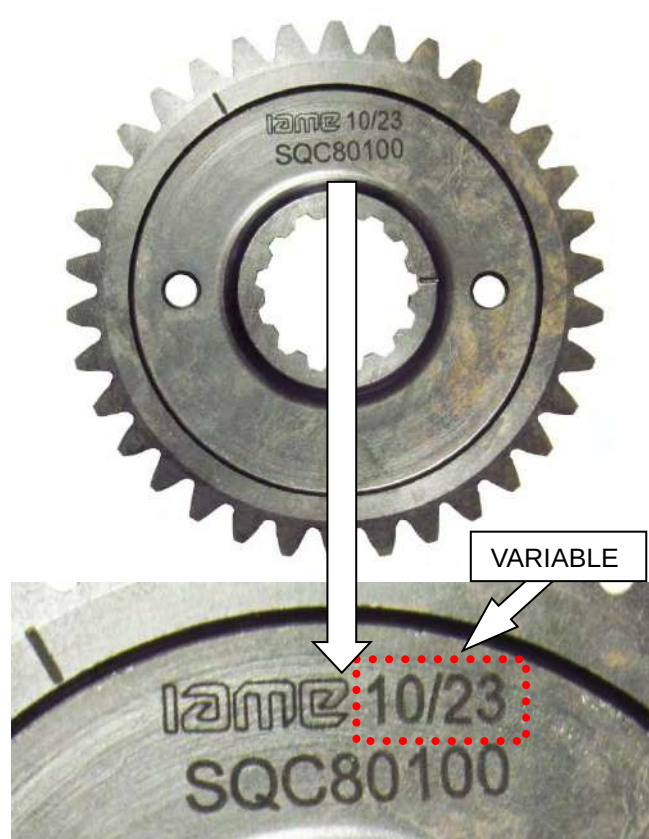
GLOSSY FINISH
FINITION BRILLANTE



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



CRANKSHAFT GEAR IDENTIFICATION
MARKING
MARQUAGE D'IDENTIFICATION
ENGRENAGE VILEBREQUIN



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



CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN



SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON



CLUTCH DRUM IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA CALOTTE



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

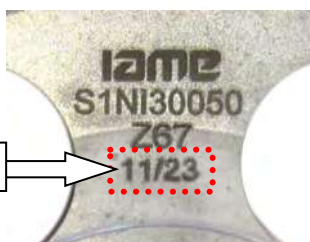


ALTERNATIVE
FRICTION MATERIAL

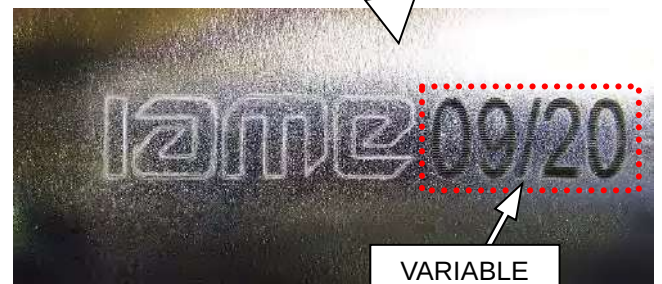
MATÉRIAU DE
FRICTION
ALTERNATIVE



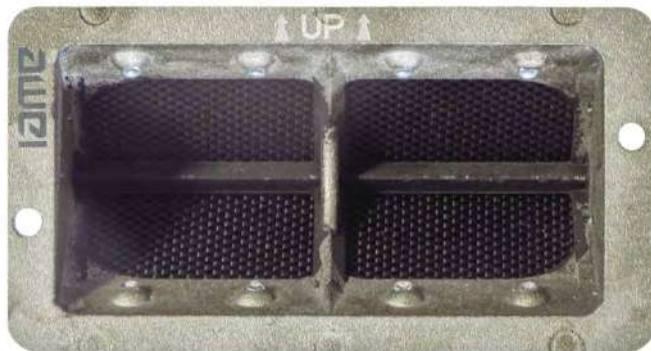
STARTER RING IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DE LA
COURONNE DE DEMARRAGE



STARTER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU
DEMARREUR



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



MATERIAL: CARBON FIBER
 Thickness / Epaisseur
 minimum: 0.22 mm

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

CLUTCH COVER IDENTIFICATION MARKING
 MARQUAGE DU COUVERCLE
 D'EMBRAYAGE



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



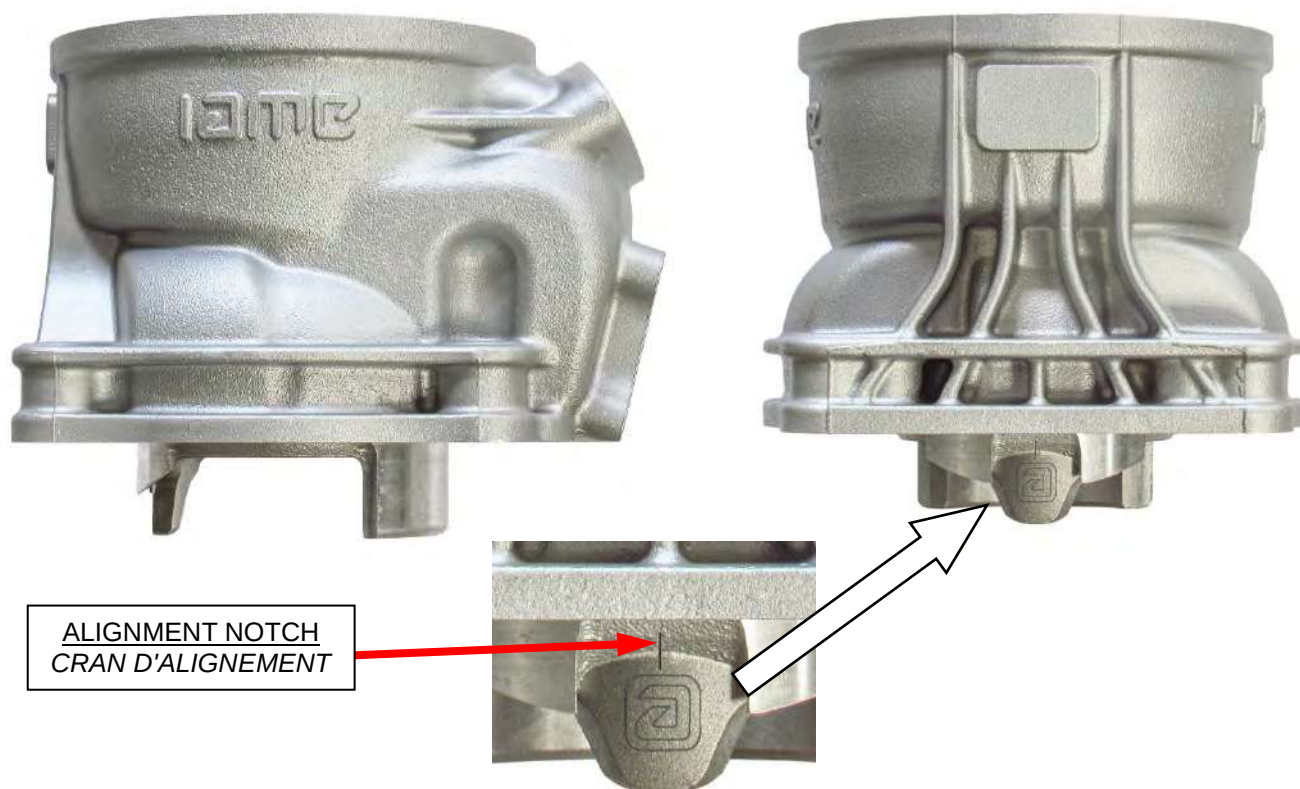
PHOTO OF THE INSIDE OF THE LEFT CRANKCASE
PHOTO INTÉRIEUR DU CARTER GAUCHE



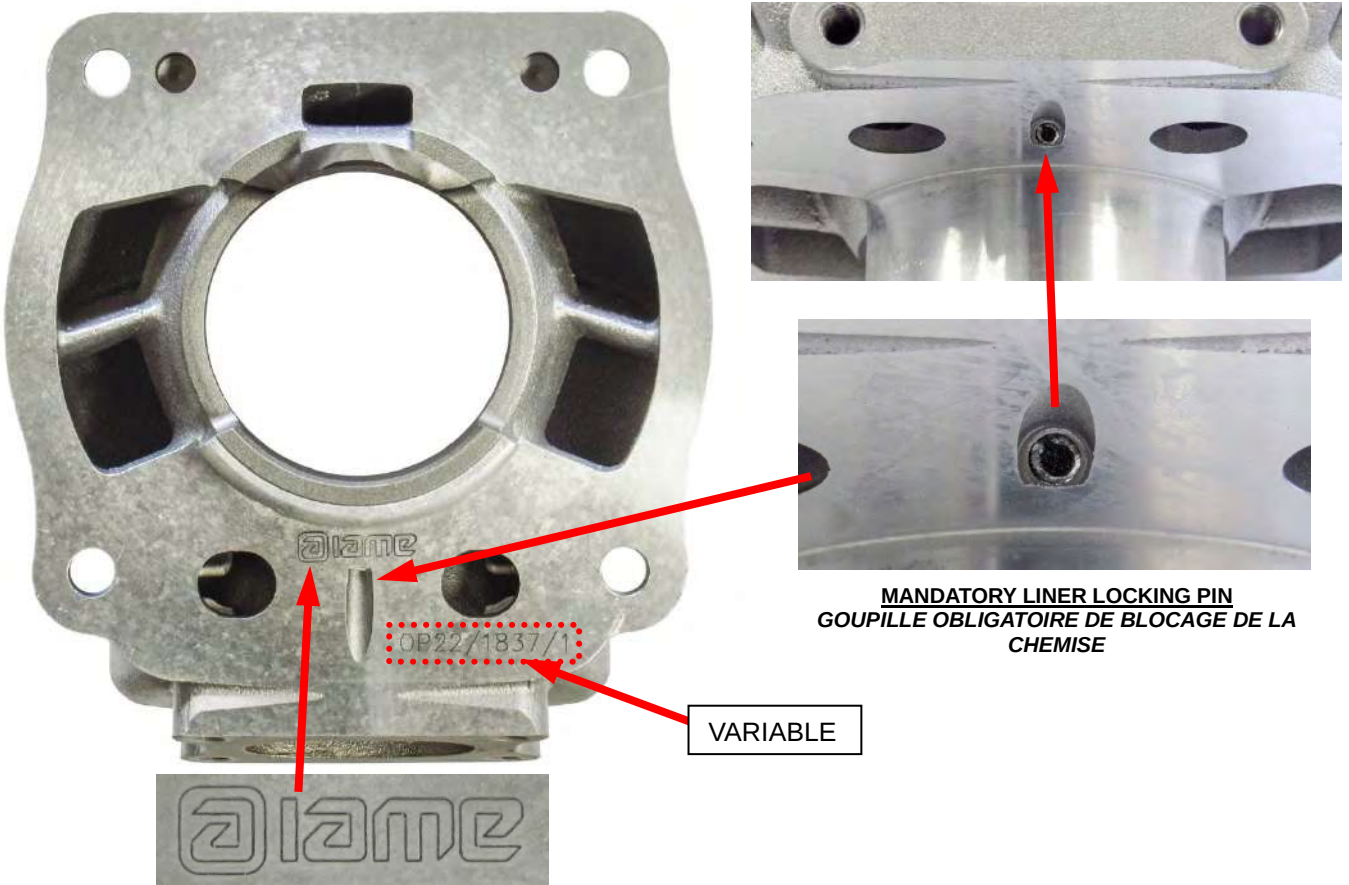
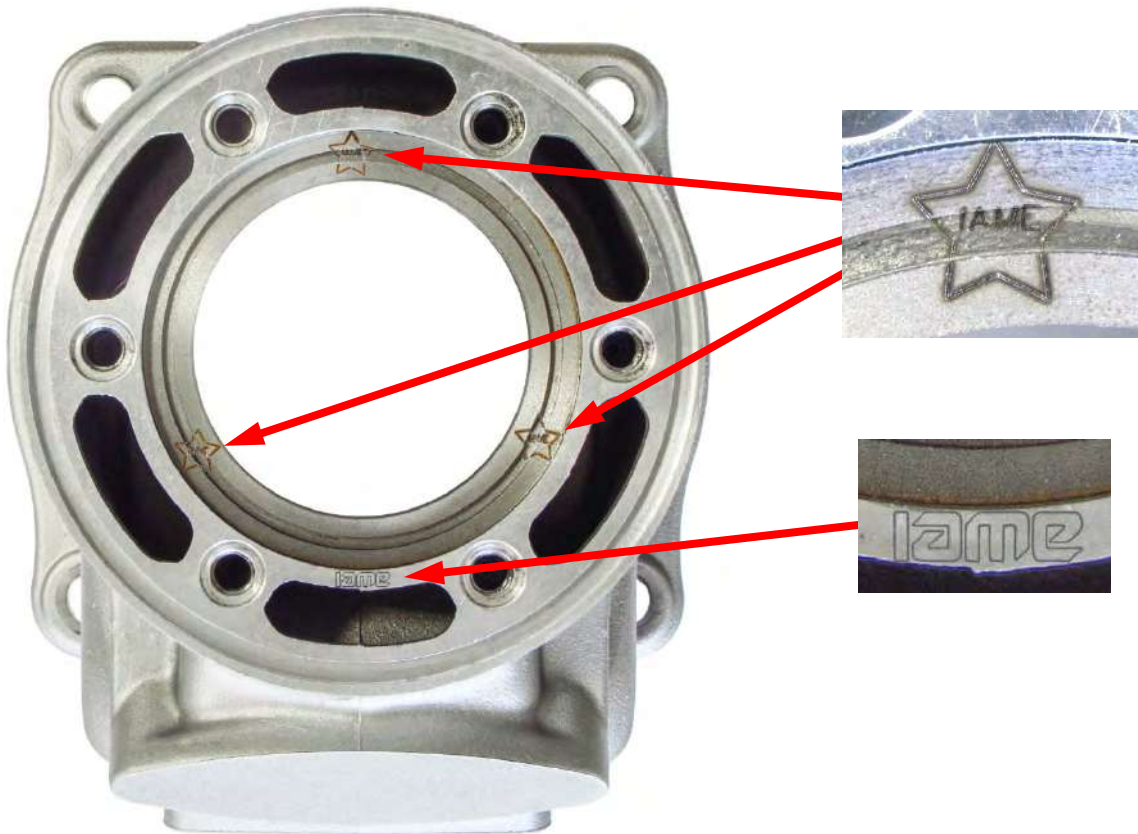
PHOTO IDENTIFICATION CYLINDER HEAD
 PHOTO D'IDENTIFICATION DE LA CULASSE DU CILINDRE



CYLINDER IDENTIFICATION MARKING
 MARQUAGE D'IDENTIFICATION DU CYLINDRE



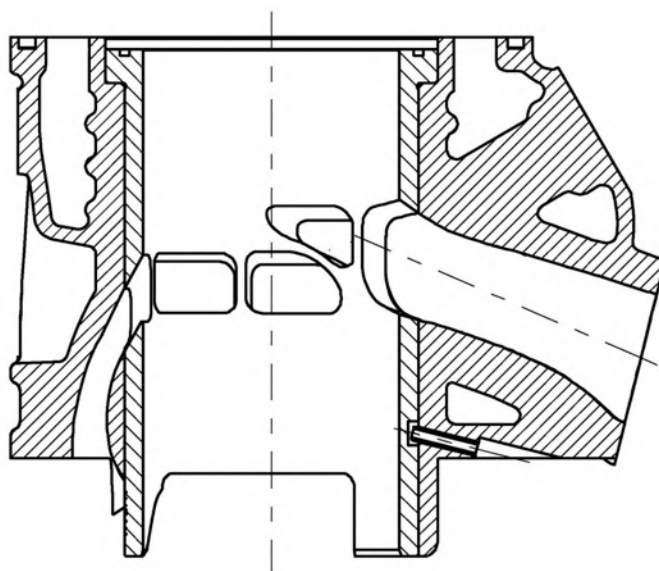
CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



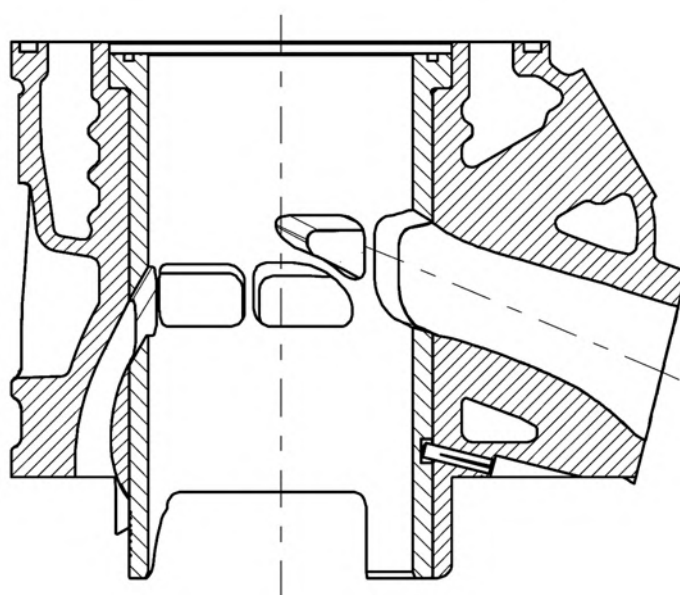
FROM 2025 ON - A PARTIR DE 2025

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

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



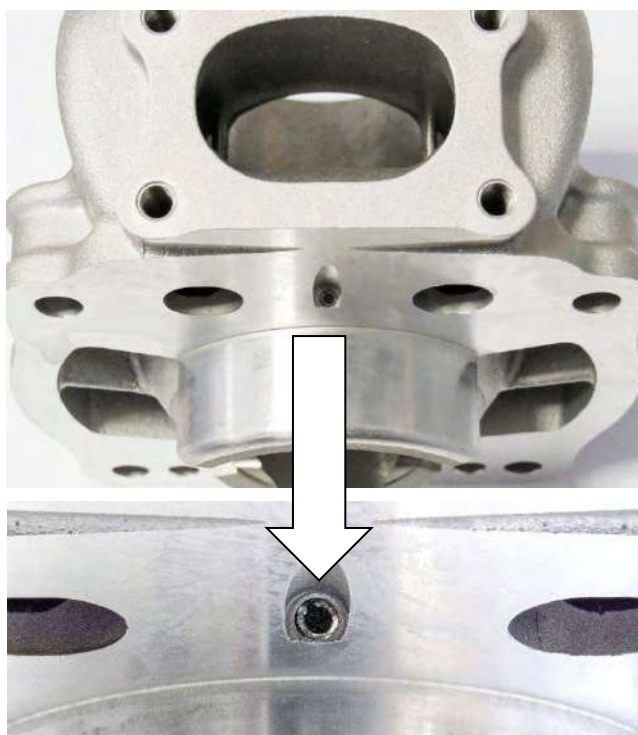
ALTERNATIVE PIN (GROOVED PIN)
GOUPILLE ALTERNATIF - (GOUPILLE CANNELÉE)



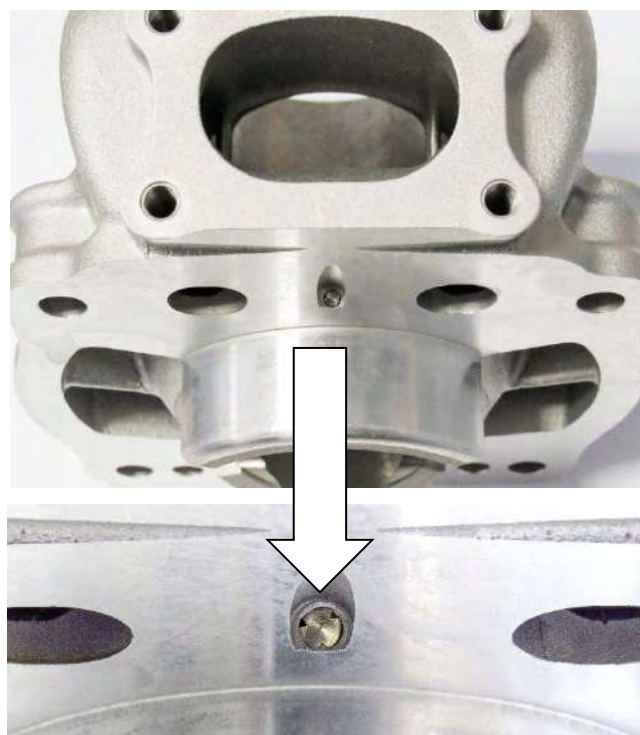
FROM 2025 ON - A PARTIR DE 2025

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

CURRENT PIN
GOUPILLE COURANTE



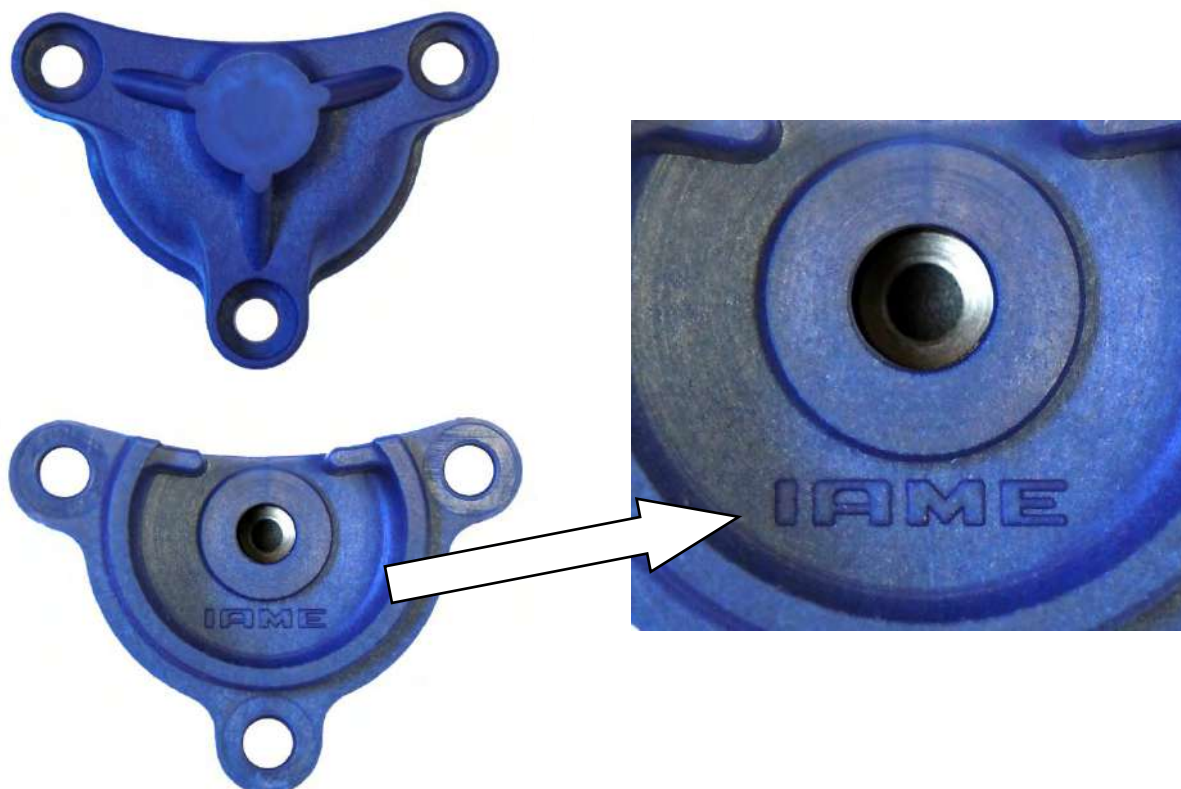
ALTERNATIVE PIN
GOUPILLE ALTERNATIF



SPRING PIN
GOUPILLE À RESORT

GROOVED PIN
GOUPILLE CANNELÉE

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



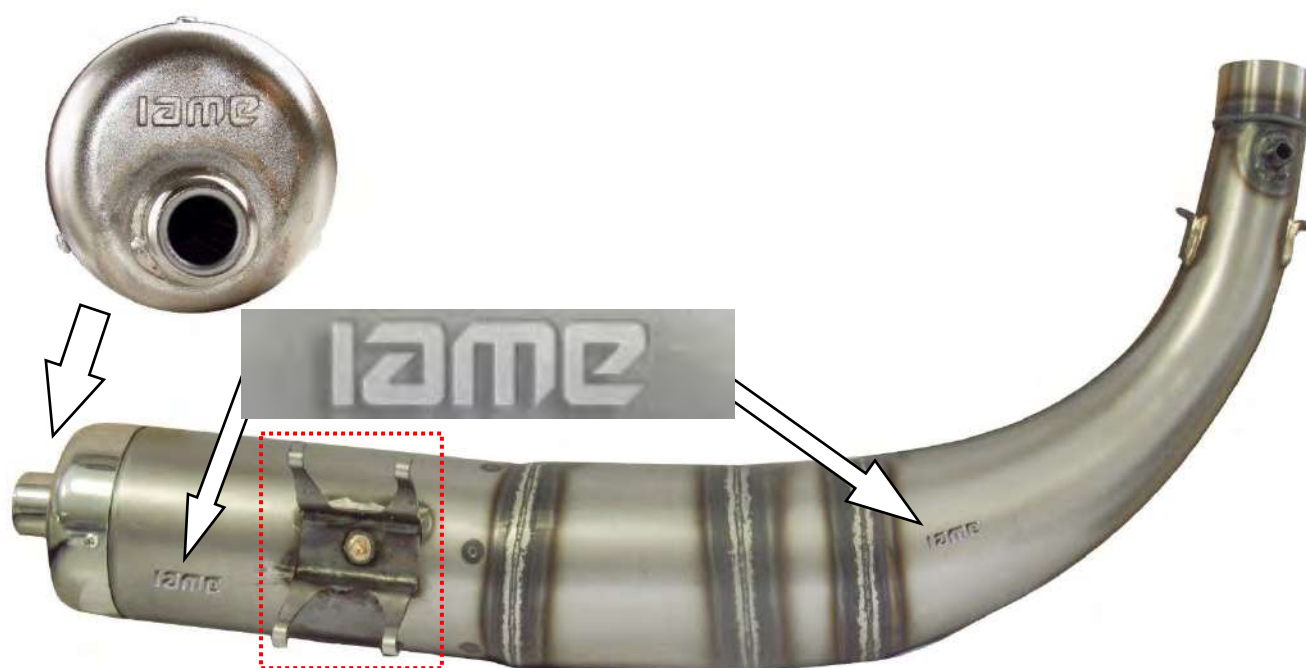
GEARS COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE ENGRENAGES



STARTER SUPPORT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU SUPPORT DEMARREUR

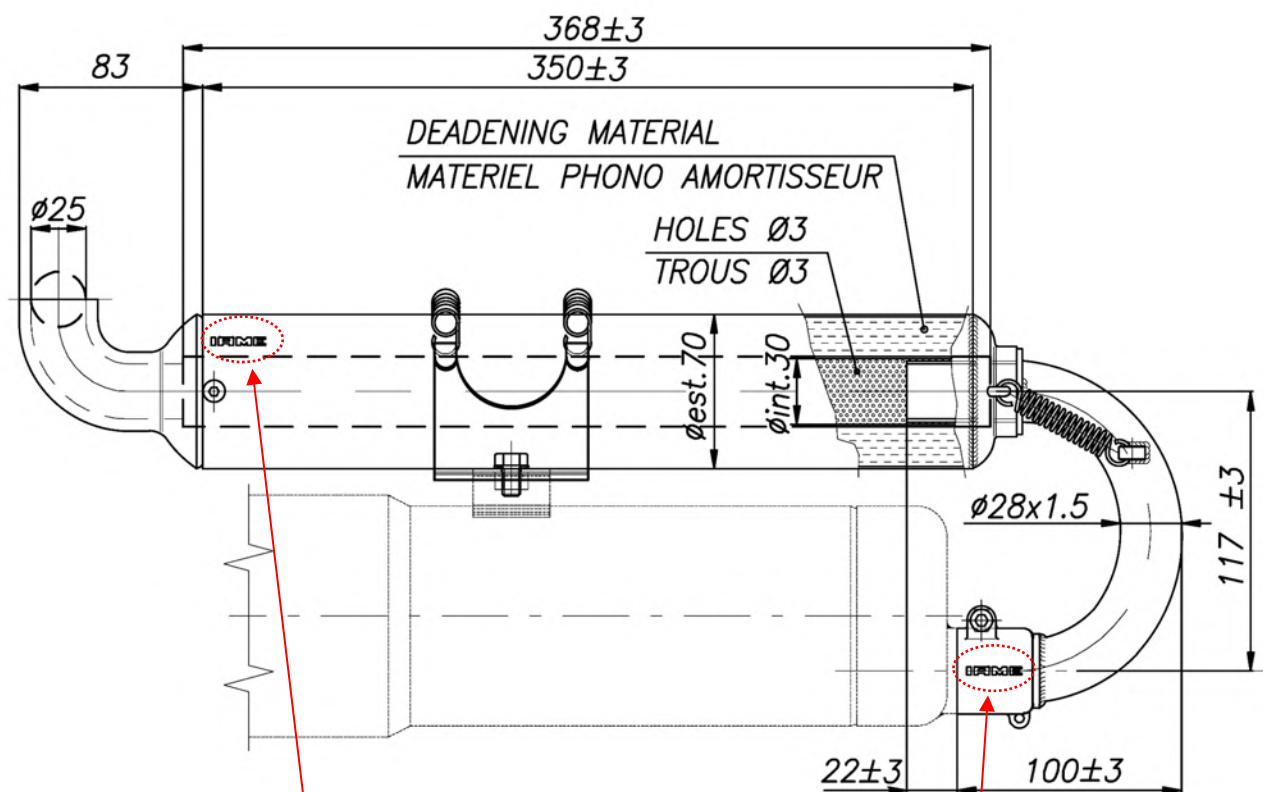


EXHAUST IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION D'ECHAPPEMENT



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

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



OR / OU



OR / OU



IAME MARKING / MARQUAGE IAME

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

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

IAME

or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"

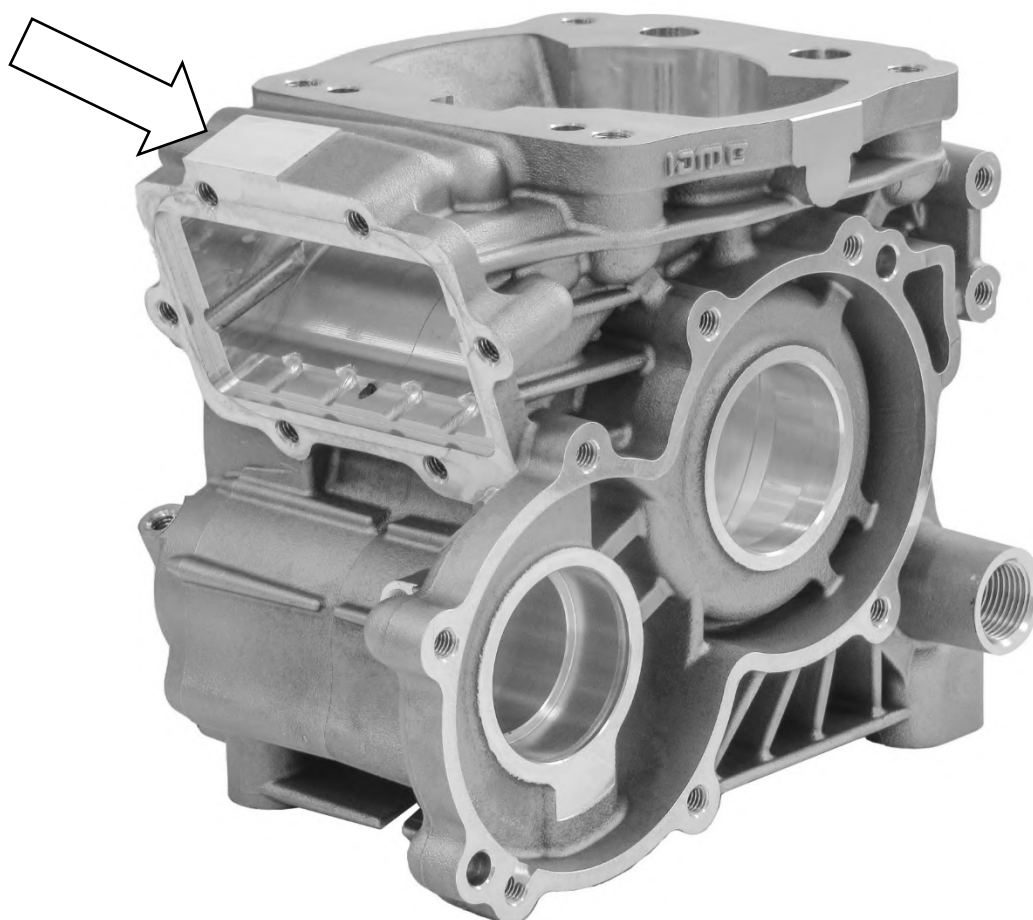
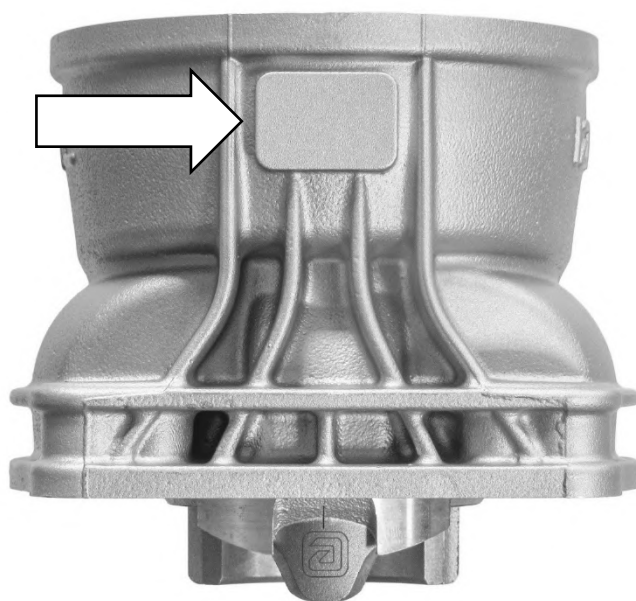
IAME

or

IAME

or







CARBURETTOR / CARBURATEUR TILLOTSON HW-50A



PHOTO OF ADJUSTING SIDE
PHOTO CÔTÉ RÉGLAGE



PHOTO OF INLET SIDE
PHOTO CÔTÉ D'ADMISSION

Manufacturer - Constructeur

TILLOTSON LTD.

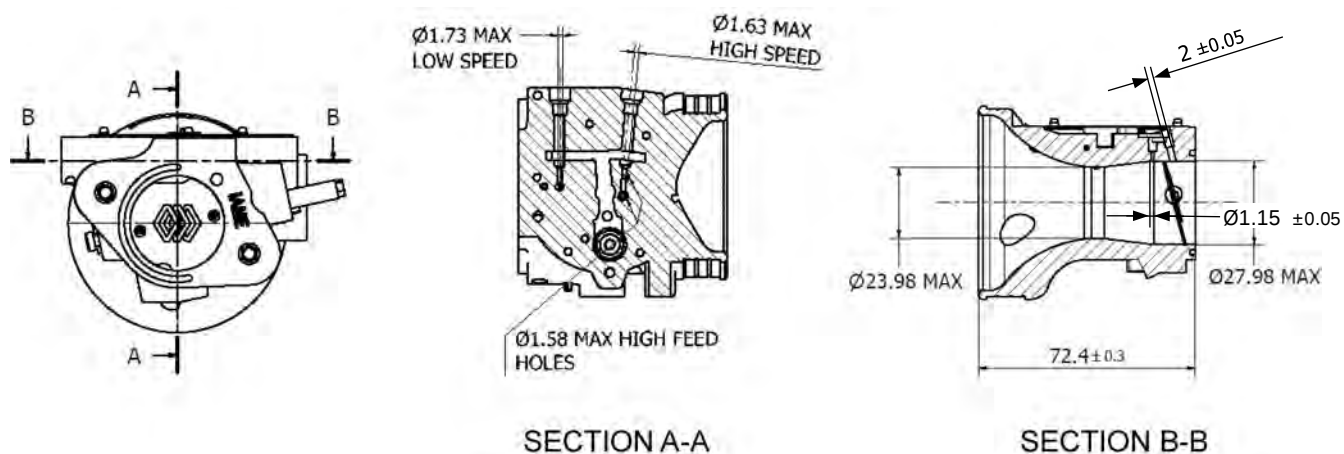
Make - Marque

TILLOTSON

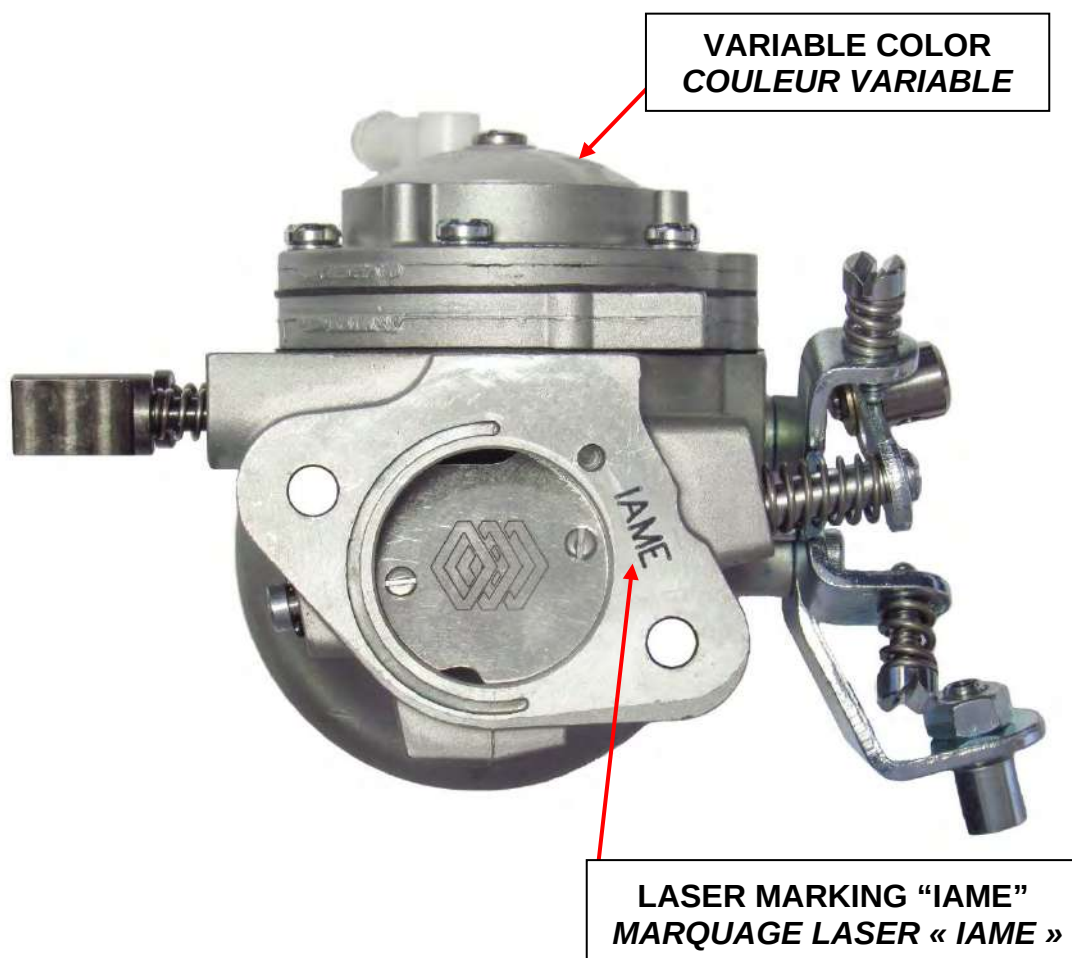
Model - Modèle

HW-50A

SECTION VIEW – VUE DE SECTION AVEC DIMENSIONS



MARKING « IAME » – MARQUAGE « IAME »



CARBURETTOR DESCRIPTION AND SKETCH OF PARTS CARBURATEUR - DESCRIPTION ET DESSIN DES PIÈCES

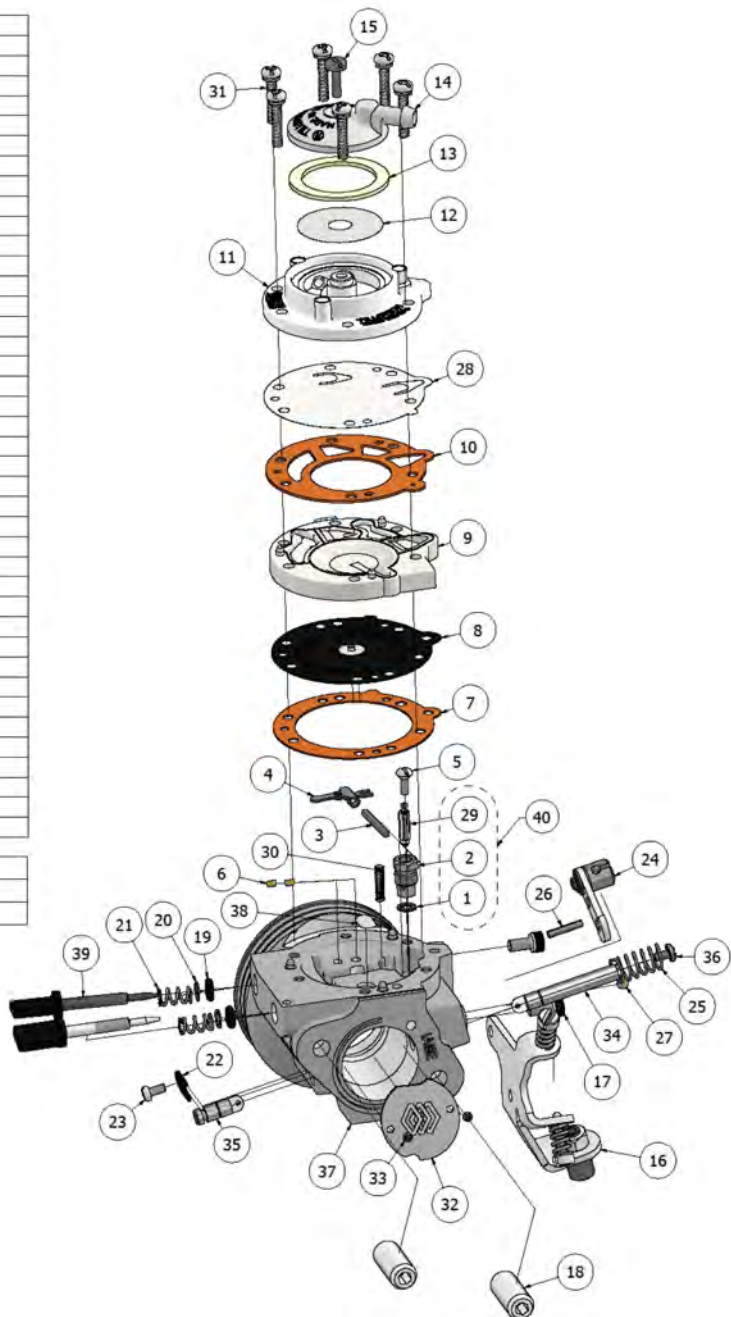
HW-50A EXPLODED VIEW

PARTS LIST				
ITEM	QTY	PART NUMBER	DESCRIPTION	
1	1	16-B199	* COPPER GASKET, INLET SEAT	
2	1	36-A42	* INLET SEAT	
3	1	32-79	FULCRUM LEVER PIN	
4	1	155-A27	* INLET VALVE CONTROL LEVER	
5	1	15-B329	FULCRUM LEVER SCREW	
6	2	80-160	BRASS PLUG	
7	1	16-B406	*+ DIAPHRAGM GASKET (ORANGE)	
8	1	237-600	*+ DIAPHRAGM ASSEMBLY	
9	1	91-A275	DIAPHRAGM COVER	
10	1	16-B407	*+ FUEL PUMP GASKET (ORANGE)	
11	1	141-89	PUMP COVER	
12	1	95-170	* FUEL STRAINER SCREEN	
13	1	16-B205	*+ STRAINER GASKET	
14	1	91-A251	WHITE STRAINER COVER	
15	1	15-B313	COVER SCREW	
16	1	136-562	CABLE BRACKET ASSEMBLY	
17	2	15-C67	M4 X 0.7 SOCKET CAP SCREW	
18	2	81-377	CARBURETTOR MOUNTING NUT	
19	2	44-361	ADJUSTMENT SCREW O-RING	
20	2	78-A256	ADJUSTMENT SCREW WASHER	
21	2	24-B449	ADJUSTMENT SCREW SPRING	
22	1	29-224	THROTTLE SHAFT CLIP	
23	1	15-C19	4-40 UNC SCREW	
24	1	12-1220	THROTTLE LEVER ASSEMBLY	
25	1	24-B381	THROTTLE RETURN SPRING	
26	1	62-A92	PIN	
27	1	206-135	4MM BRASS BALL	
28	1	237-223	*+ FUEL PUMP DIAPHRAGM	
29	1	34-216	* INLET NEEDLE	
30	1	24-C298	INLET TENSION SPRING 42g	
31	6	15-C51	6 - 32 UNC SCREW	
32	1	14-A140	THROTTLE SHUTTER	
33	2	15-C105	M2 X .4 SCREW	
34	1	13-B220B	SPLIT THROTTLE SHAFT LONG	
35	1	13-B220A	SPLIT THROTTLE SHAFT SHORT	
36	1	15-C52	LEVER SCREW	
37	1	219-D333TL	HW MACHINED BODY	
38	1	179-69	WELCH PLUG	
39	2	43-1035	IDLE MIXTURE SCREW	
40	1	233-721P	INLET SEAT & NEEDLE ASSEMBLY PACK	
	1	DG-10HW	DIAPHRAGM& GASKEY KIT	
	1	RK-14HW	REPAIR KIT	

NOTES:

* INDICATES CONTENTS OF REPAIR KIT

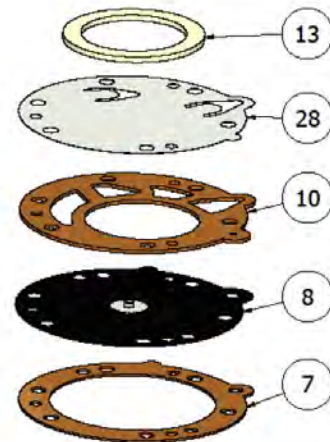
*+ INDICATES CONTENTS OF DIAPHRAGM & GASKET KIT



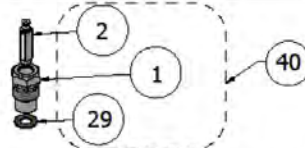
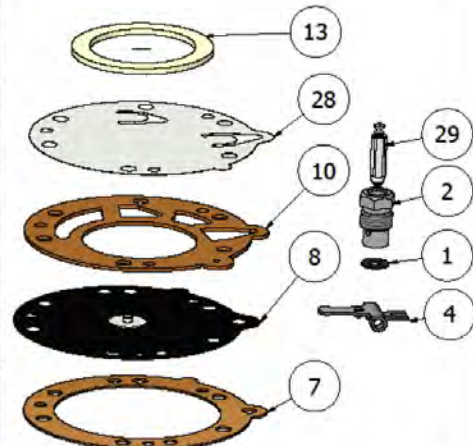
CARBURETTOR DESCRIPTION AND SKETCH OF PARTS CARBURATEUR - DESCRIPTION ET DESSIN DES PIÈCES

HW-50A REPAIR KIT EXPLODED VIEW

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



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



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



PARTS OF CARBURETTOR - PIÈCES DU CARBURATEUR

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



Thickness / Épaisseur = 0.5 ± 0.1 mm

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



Thickness / Épaisseur = 0.8 ± 0.1 mm

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



Thickness / Épaisseur = 0.13 ± 0.07 mm

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



Thickness / Épaisseur = 0.07 ± 0.0127 mm

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



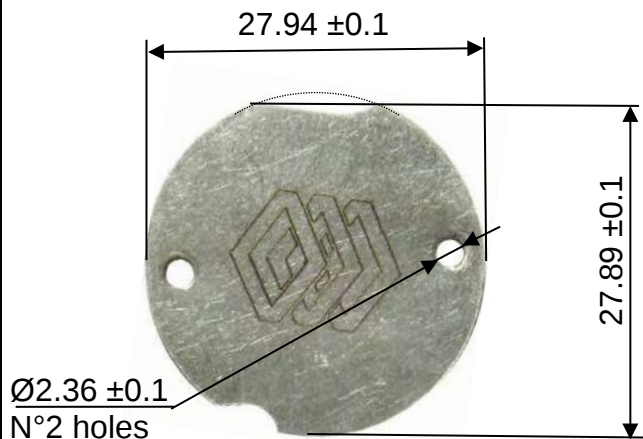
Thickness / Épaisseur = 6.75 ± 0.15 mm

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



Thickness / Épaisseur = 12.5 ± 0.15 mm

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



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



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

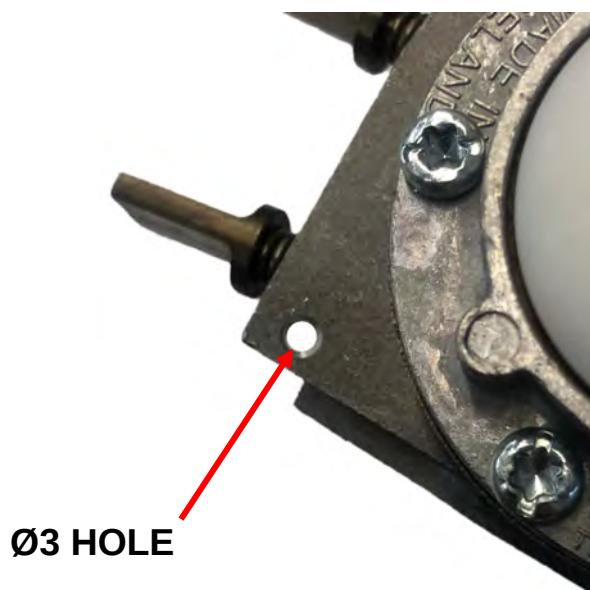


REF.39 - P. N° 43-1035
NEEDLE HIGH SPEED
VIS DE RÉGLAGE HAUT-REGIME



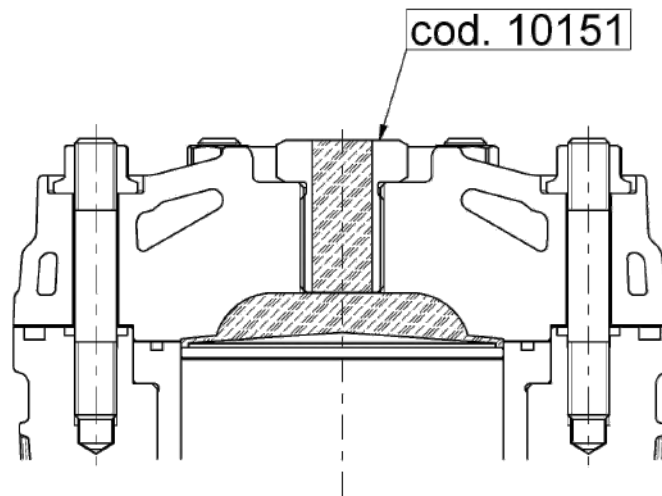
HOLE FOR CARBURETTOR SEALING TROU POUR LE PLOMBAGE

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

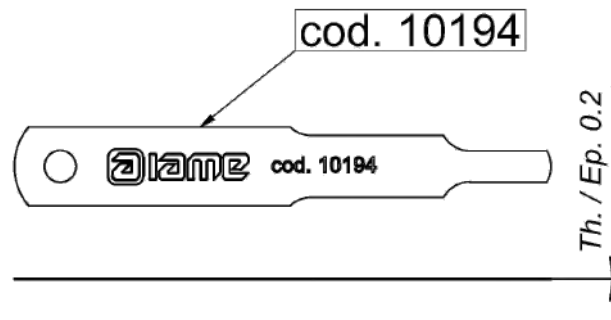


CHECKING TOOLS - OUTILS DE CONTROLE

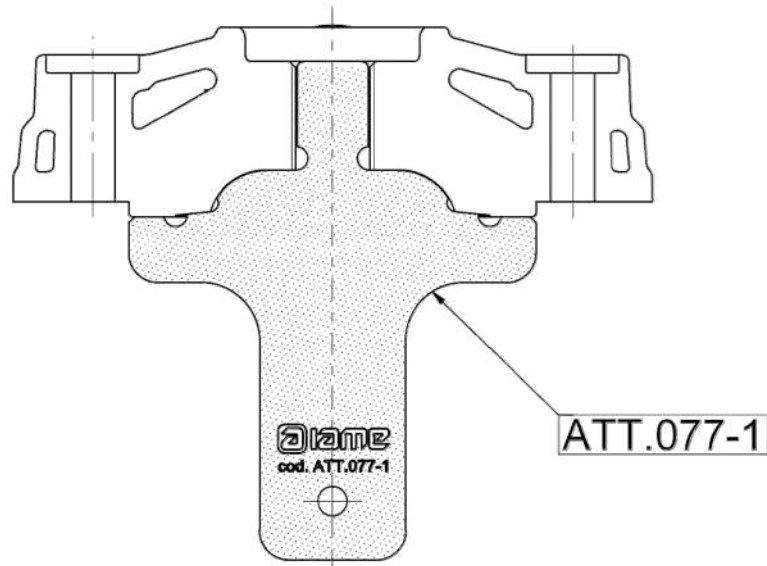
INSERT FOR COMBUSTION CHAMBER VOLUME *INSERT POUR LE VOLUME DE LA CHAMBRE DE COMBUSTION*



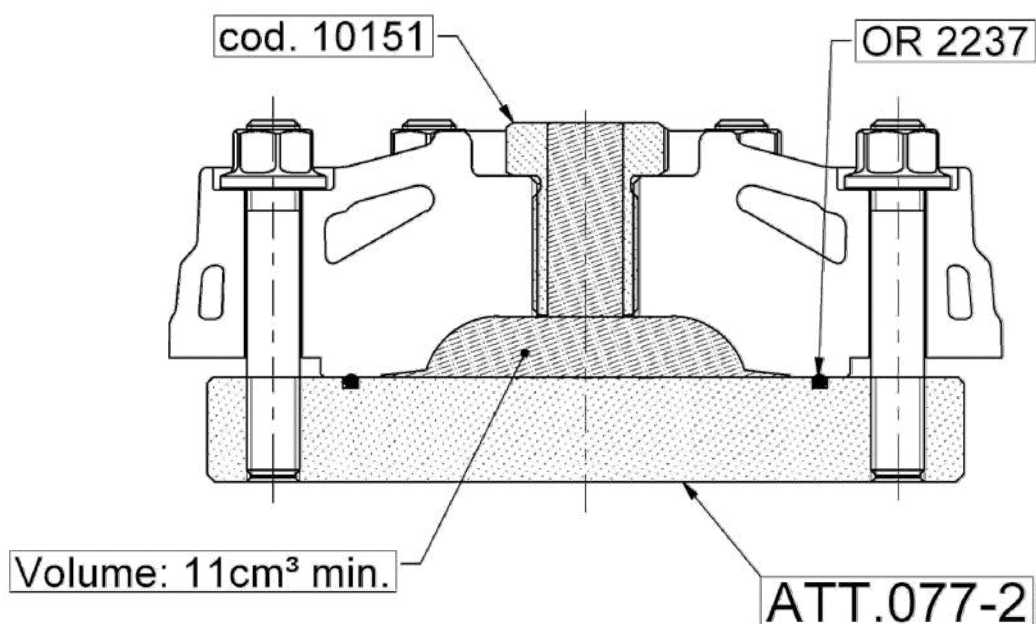
WEDGE FOR PORT TIMING *CALE POUR LECTURE DES ANGLES DE DISTRIBUTION*



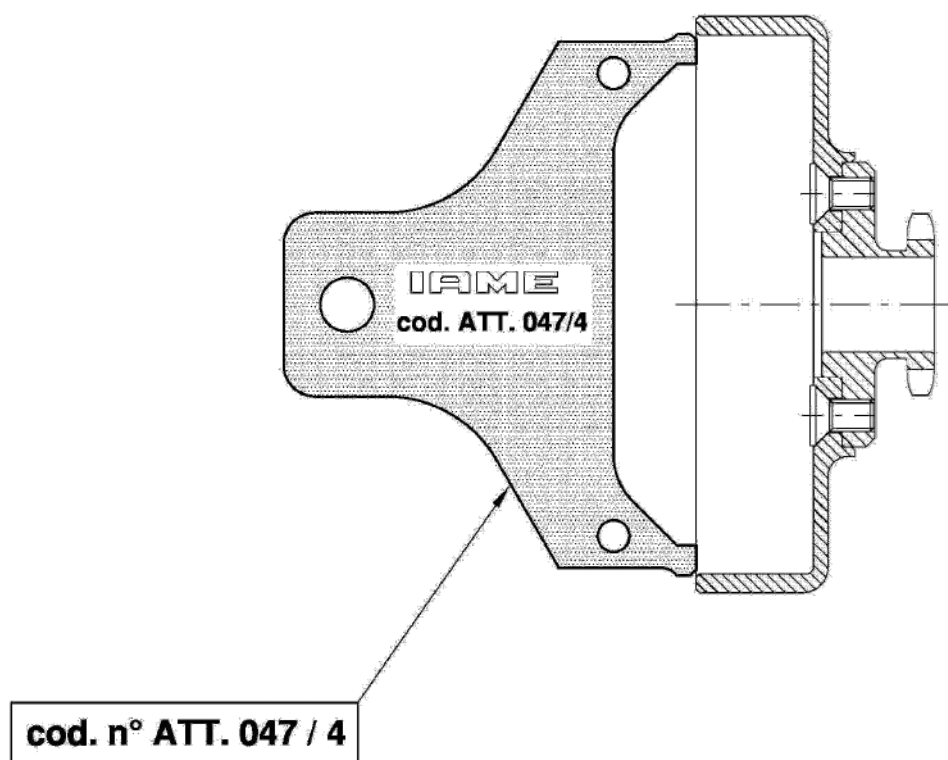
TEMPLATE FOR COMBUSTION CHAMBER SHAPE *GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION*



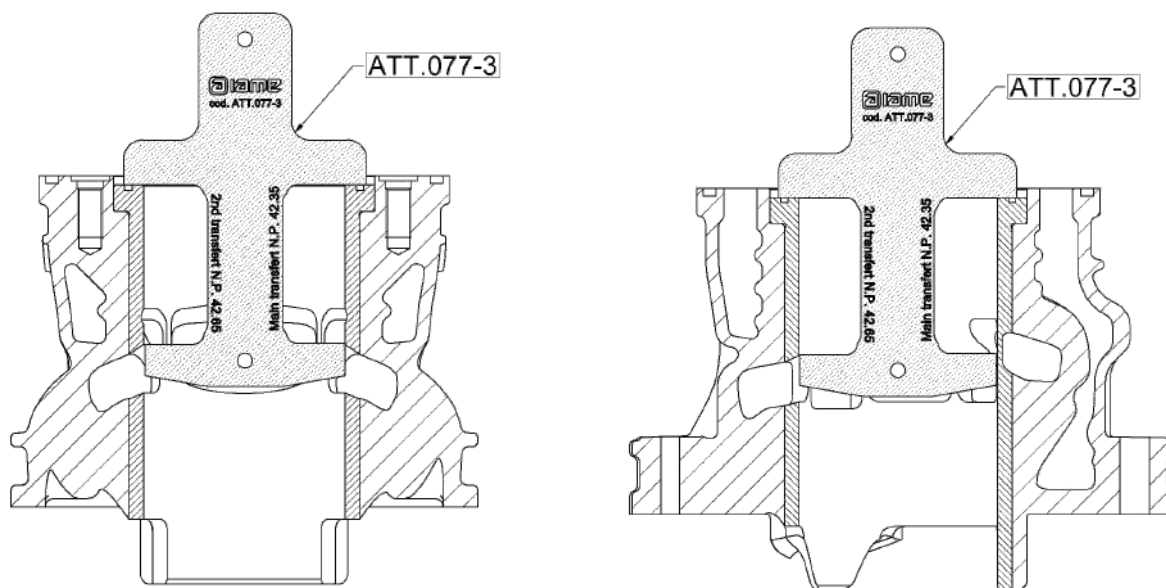
TOOL FOR THE VOLUME IN THE CYLINDER HEAD
OUTIL POUR LE VOLUME DANS LA CULASSE



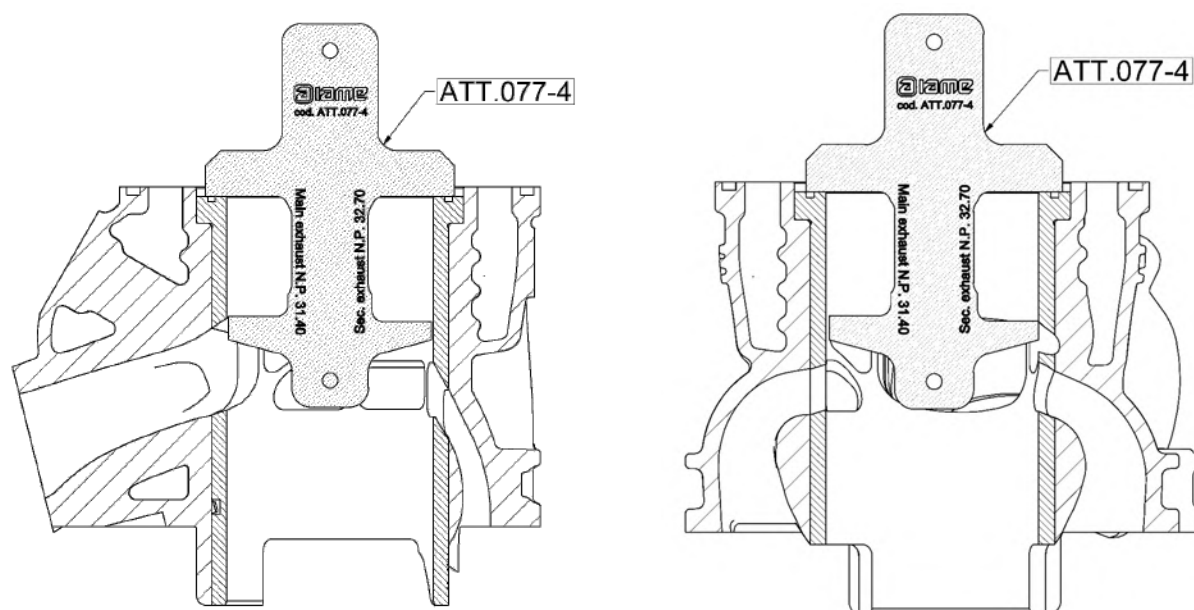
NO-GO GAUGE FOR CLUTCH DRUM
GABARIT POUR LA CLOCHE D'EMBRAYAGE



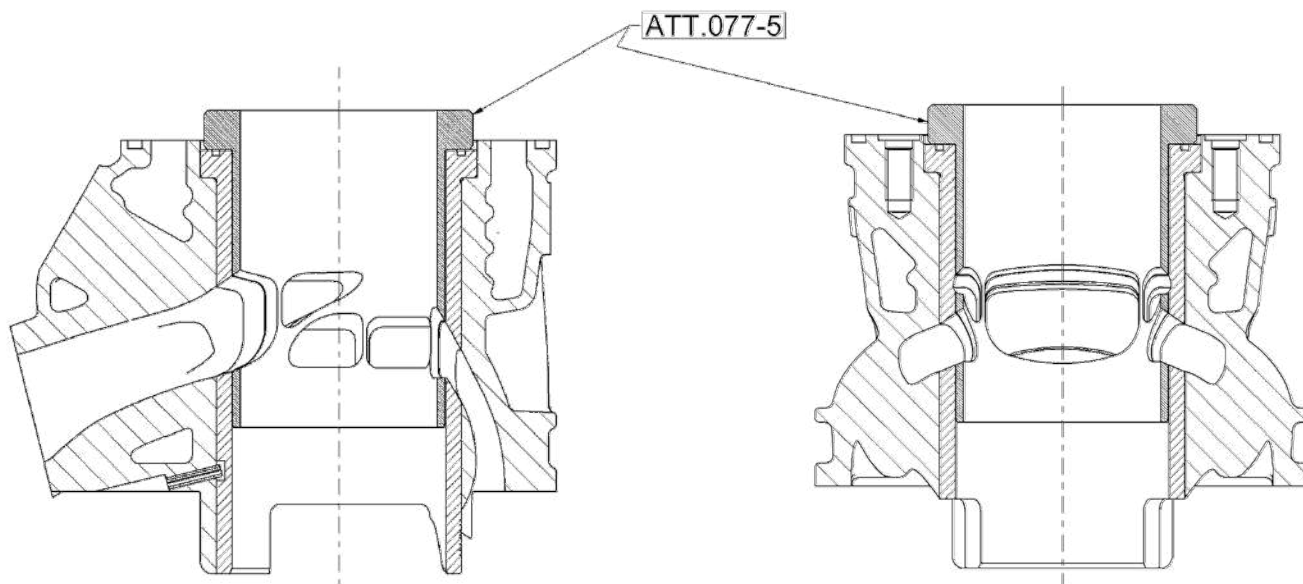
NO GO GAUGE FOR THE HEIGHT OF MAIN AND SECONDARY TRANSFERS
GABARIT POUR LA HAUTEUR DES TRANSFERTS PRINCIPAUX ET SECONDAIRES



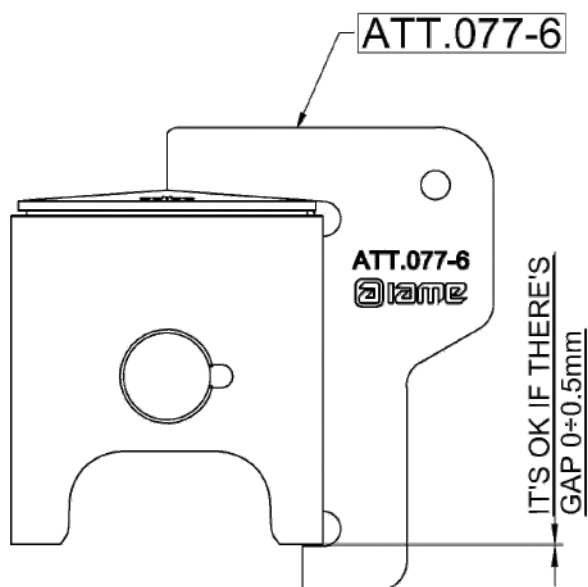
NO GO GAUGE FOR EXHAUST MAIN DUCT AND BOOSTERS
GABARIT POUR LA HAUTEUR DE LA LUMIERE D'ÉCHAPPEMENT ET DES BOOSTERS



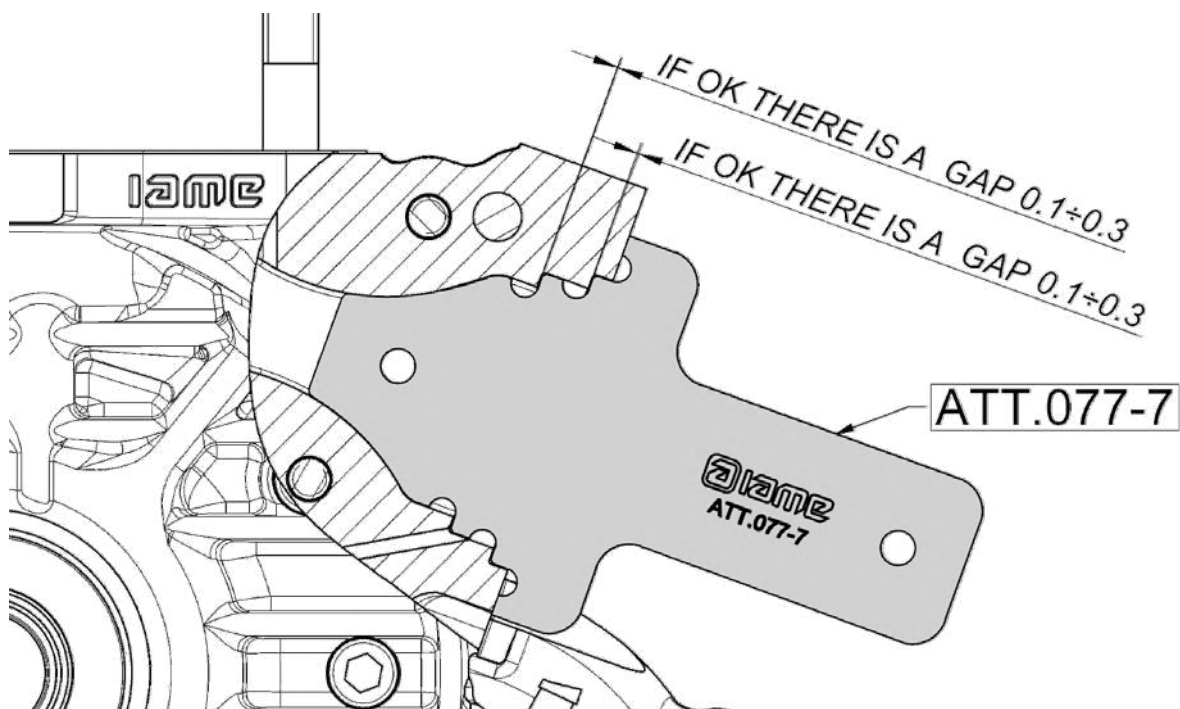
DUMMY LINER FOR PORTS CHECKING
FAUSSE-CHEMISE POUR LA VÉRIFICATION DES LUMIÈRES



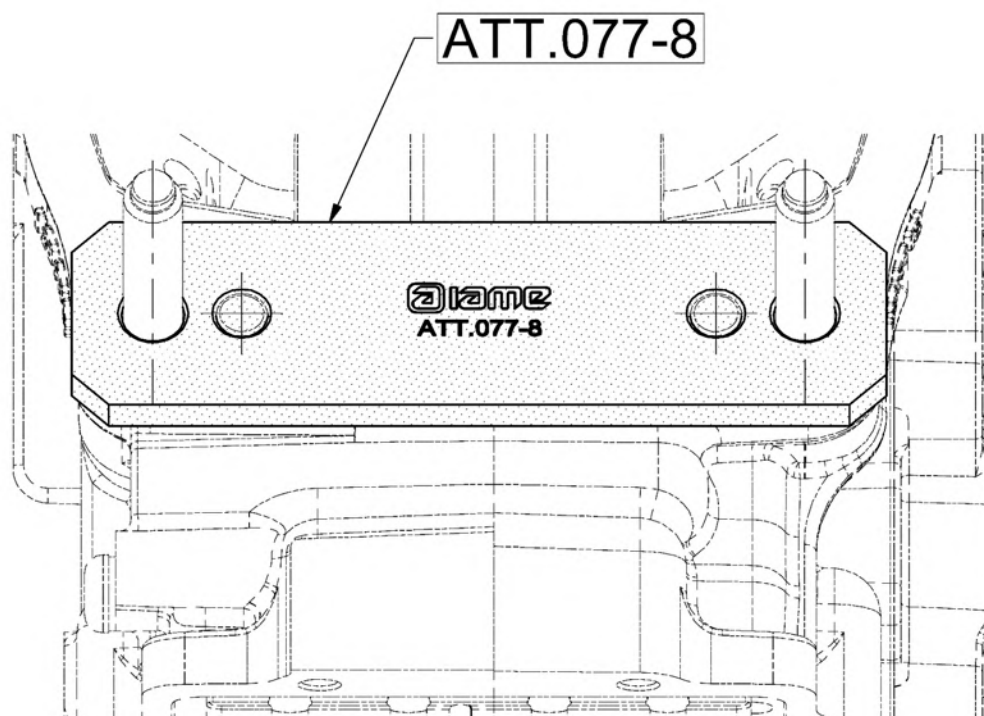
TEMPLATE FOR PISTON DOME AND HEIGHT
GABARIT POUR LE DOME ET LA HAUTEUR DU PISTON



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



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



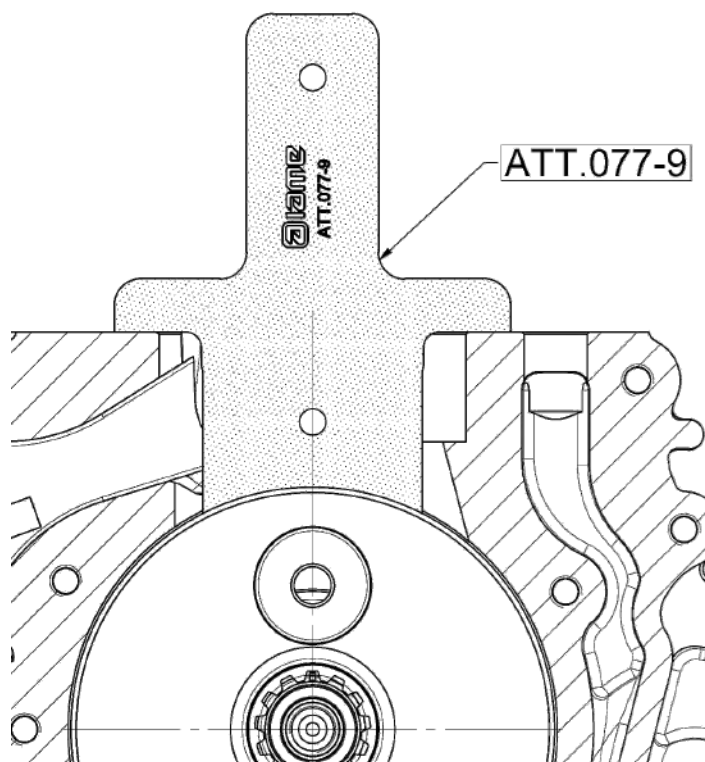
CHECKING TOOLS - OUTILS DE CONTROLE

GAUGE FOR THE CYLINDER PLANE ON THE CRANKCASE

It must touch the plane before touching the crankshaft

GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER

il doit toucher le plan avant de toucher le vilebrequin

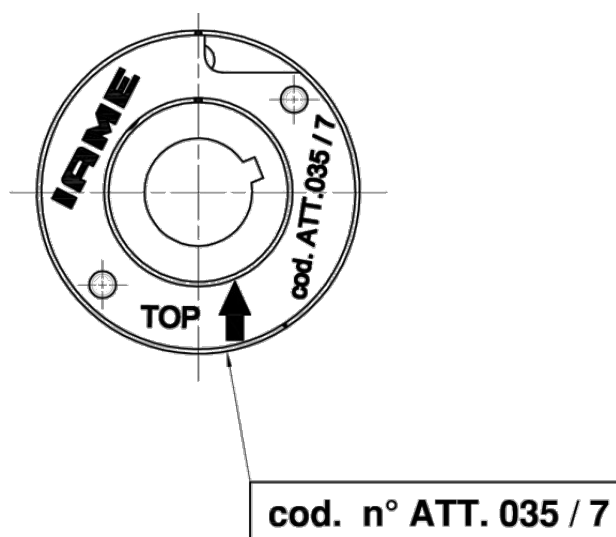


TEMPLATE FOR THE MARKING POSITION ON SELETTA DIGITAL "S" ROTOR

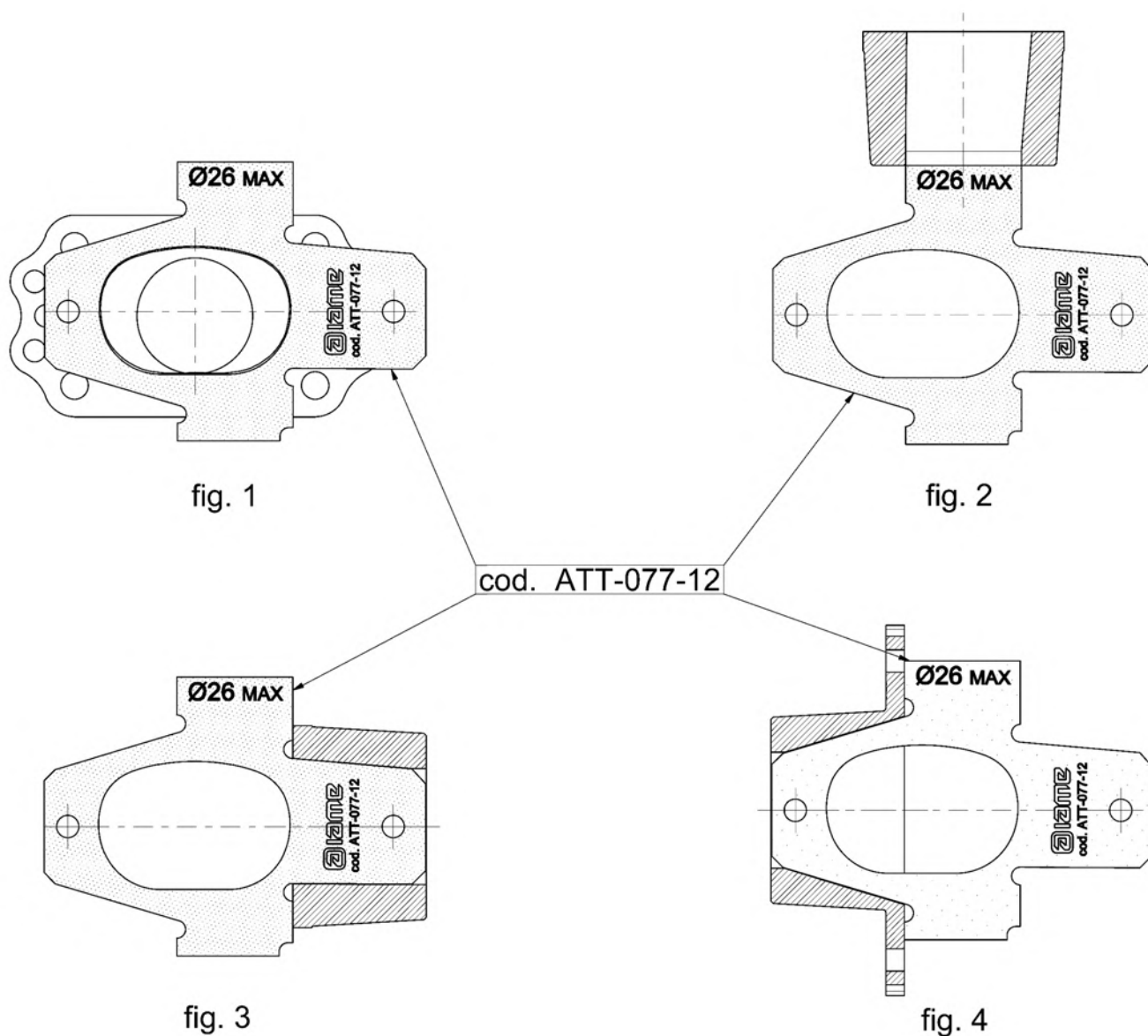
OK when the marking is hidden by the template

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

OK si le marquage est couvert par le gabarit



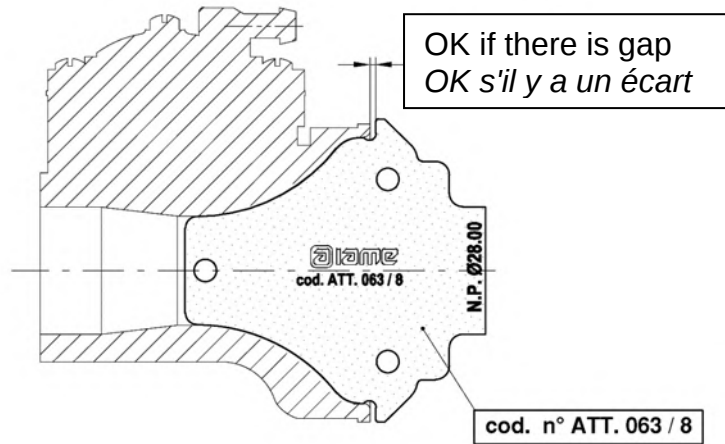
EXHAUST MANIFOLD CHECKING TOOL - CONTRÔLE DU RACCORD D'ÉCHAPPEMENT



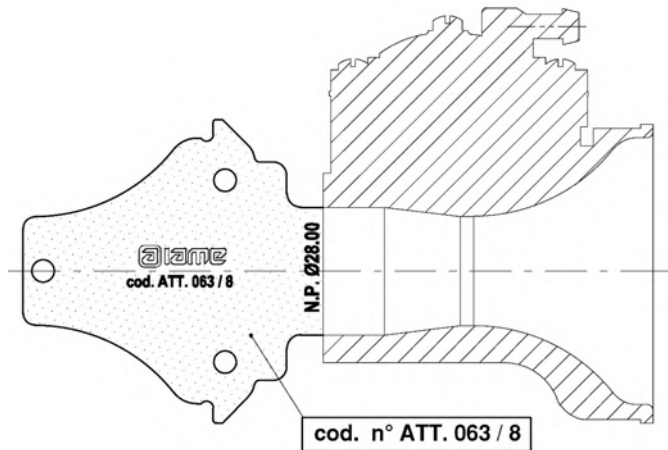
THE NO-GO GAUGE MUST NOT ENTER INTO THE EXHAUST RESTRICTOR, (FIG.2);
VERIFIEZ QUE LE CALIBRE N'ENTRE PAS DANS LE TROU DU RESTRICTEUR D'ÉCHAPPEMENT.

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 QUE L'OUTIL

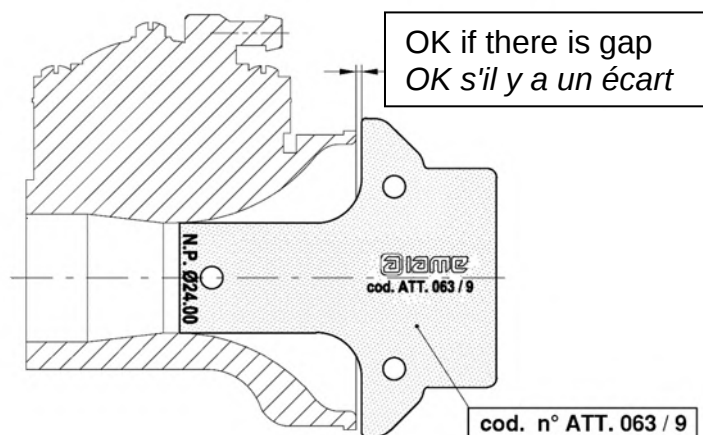
TEMPLATES FOR TILLOTSON HW-50A
GABARITS POUR LE CARBURATEUR TILLOTSON HW-50A



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

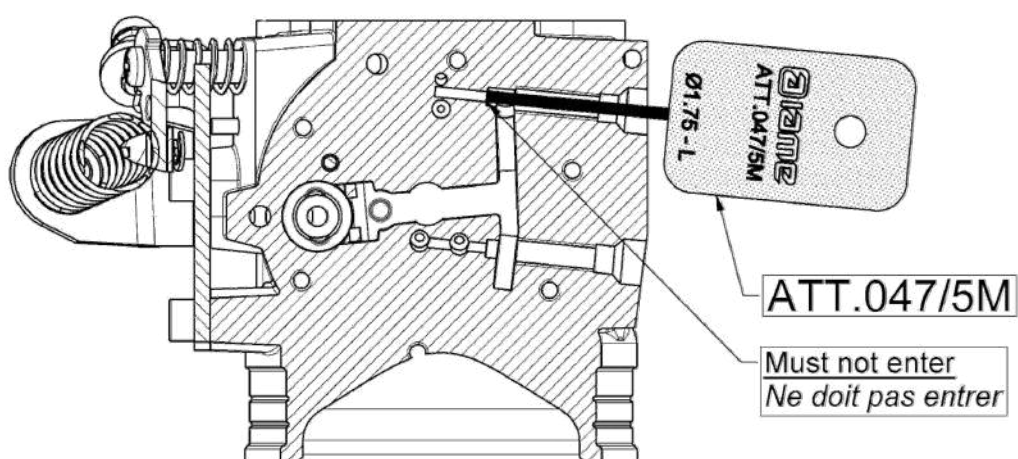


THE GAUGE MUST NOT ENTER THE THROTTLE BORE
LE GABARIT NE DOIT PAS ENTRER DANS L'ALEPAGE DU PAPILLON

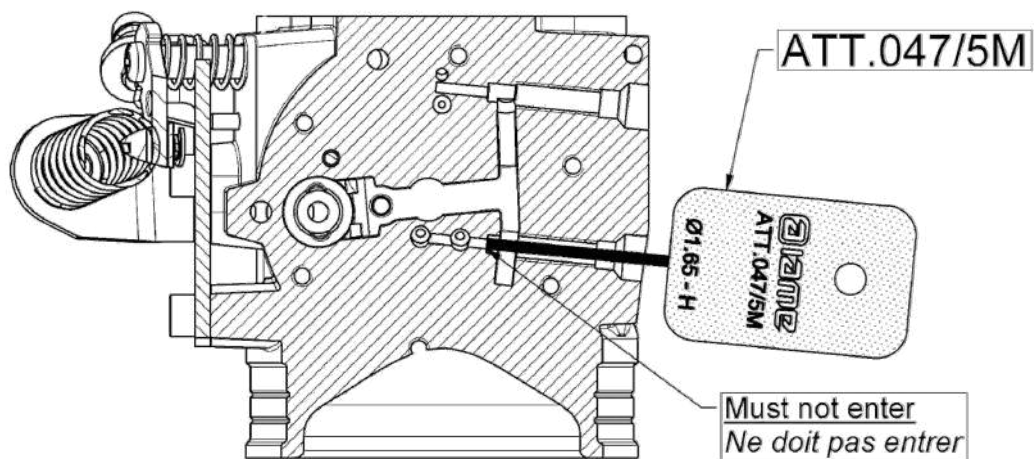


THE GAUGE MUST NOT ENTER INTO THE VENTURI
LE GABARIT NE DOIT PAS ENTRER DANS LE VENTURI

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



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



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

