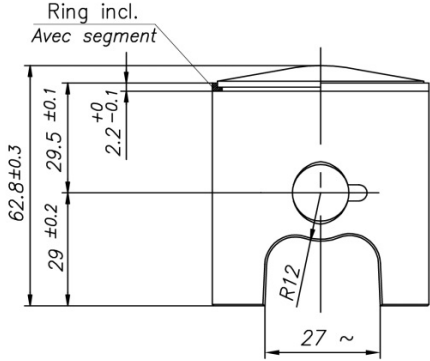
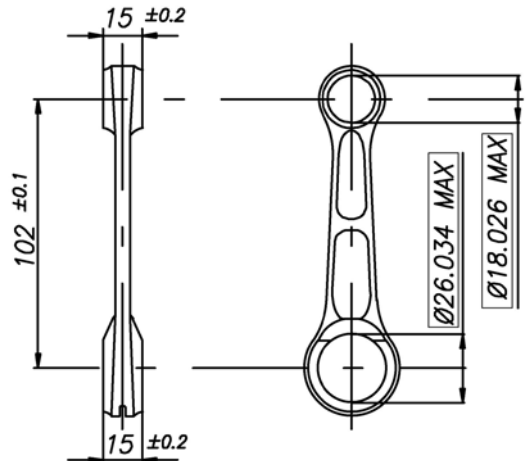
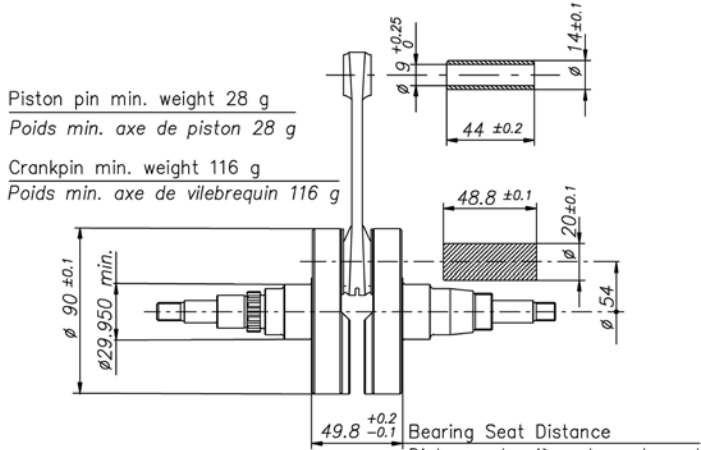
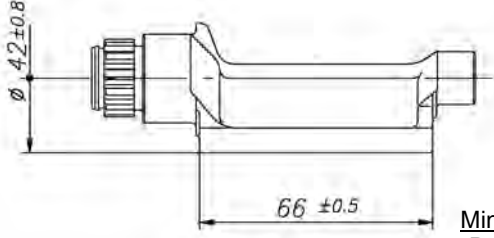
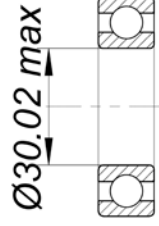
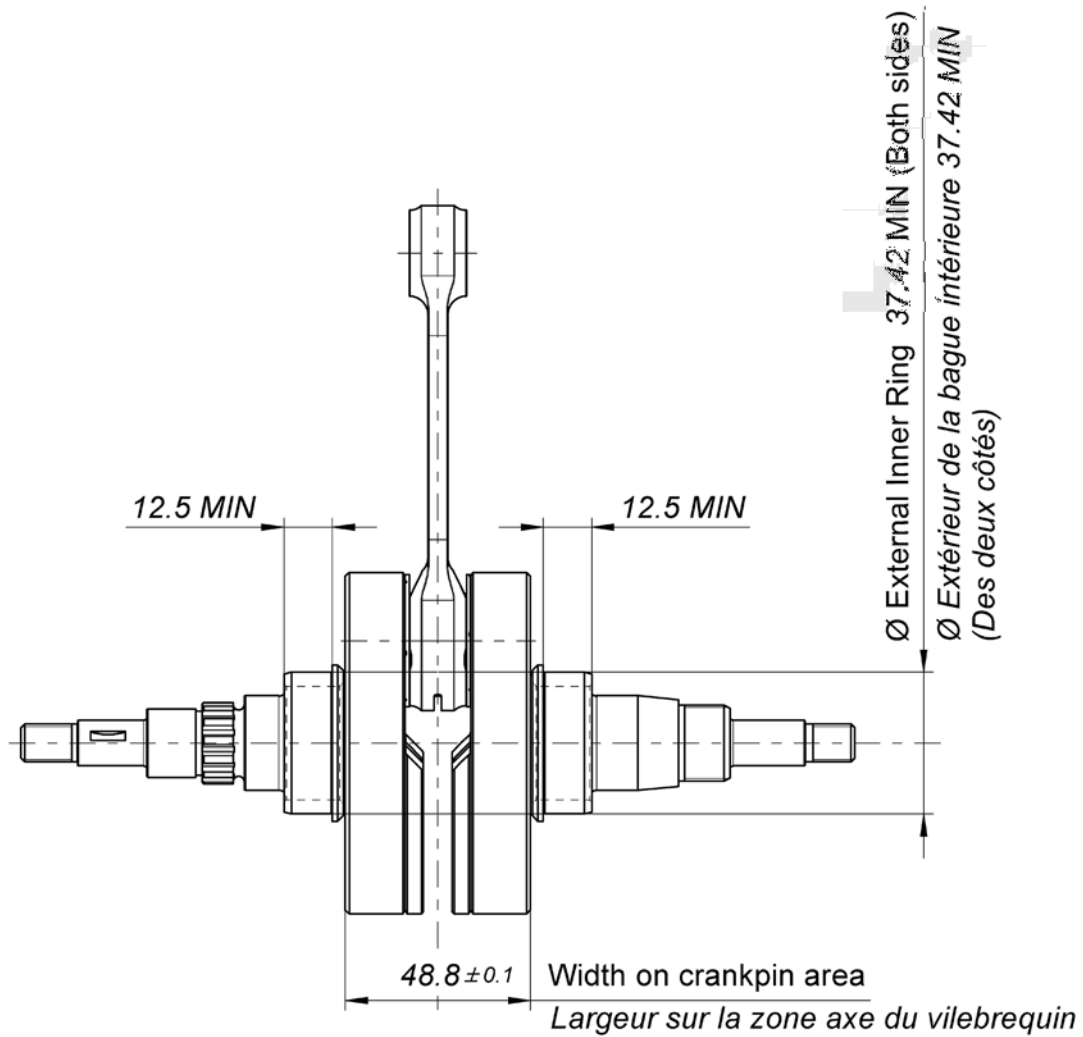


X30 125cc RL-C TAG

		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>

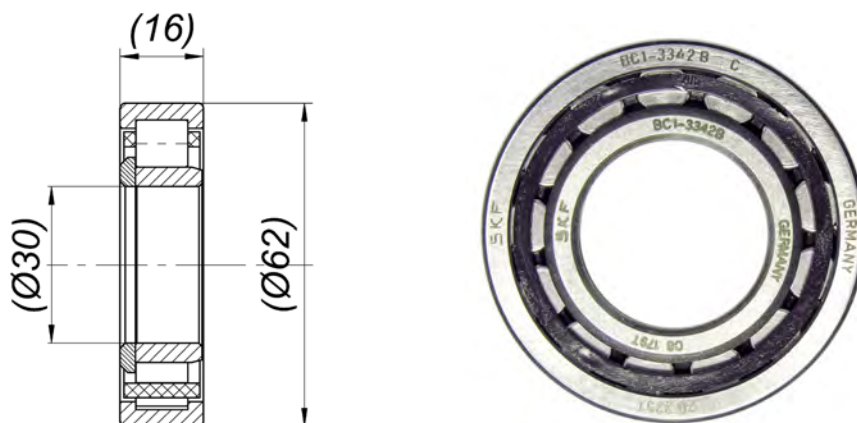
DESCRIPTION OF THE MATERIAL DESCRIPTION DES MATERIAUX		PISTON	
Conrod material <i>Matériau de la bielle</i>	Steel <i>Acier</i>	 <p>Piston min. weight (ring incl.) 128 g Poids min. piston (avec segment) 128g</p>	
Crankshaft material <i>Matériau du vilebrequin</i>	Steel <i>Acier</i>		
Balancing shaft material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

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

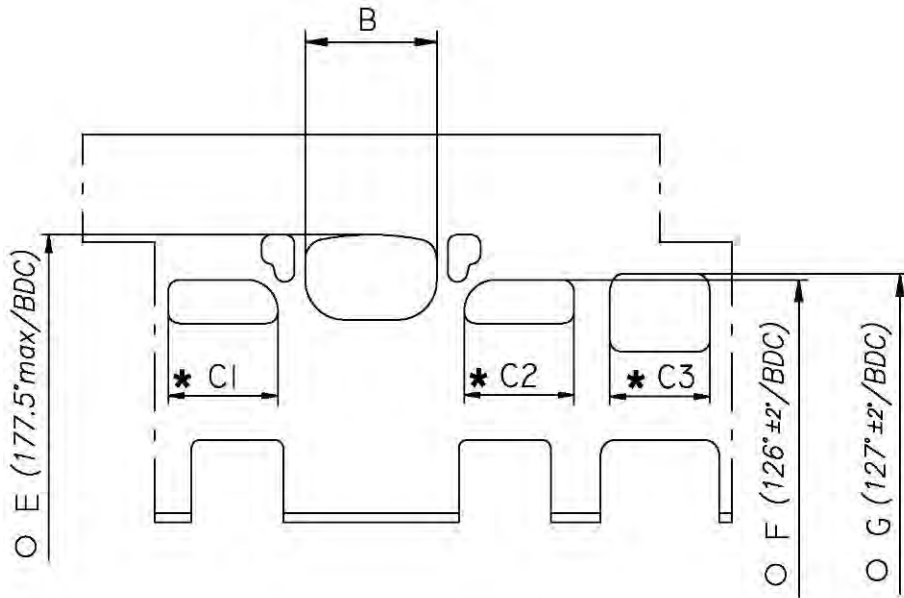


Crankshaft complete min. Weight 2220 g
 Poids min. du vilebrequin

ROLLER MAIN BEARING
 ROULEMENTS À ROULEAUX DU VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

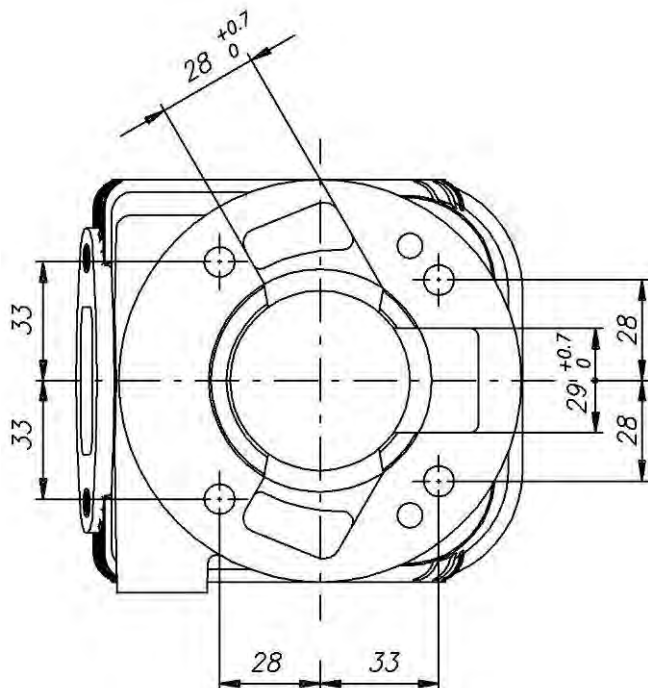


B	$\leq 36.5 \text{ mm}$
$C1 = C2$	$\leq 30 \text{ mm}$
$C3$	$\leq 28.5 \text{ mm}$
E	177.5° max
F	$126^\circ \pm 2^\circ$
G	$127^\circ \pm 2^\circ$

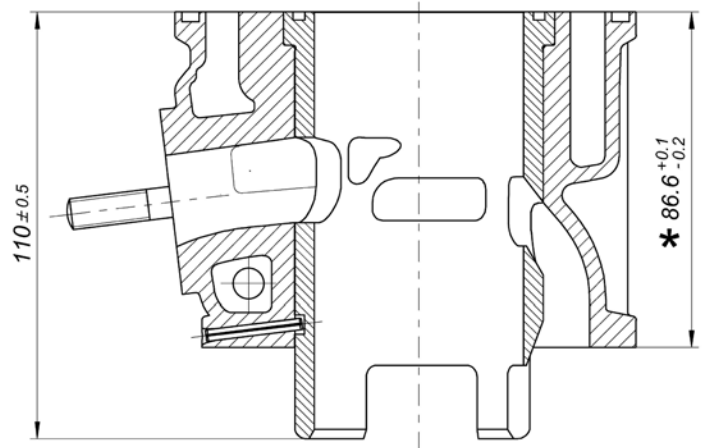
* **CHORDAL READING**
LECTURE CORDALE

○ **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

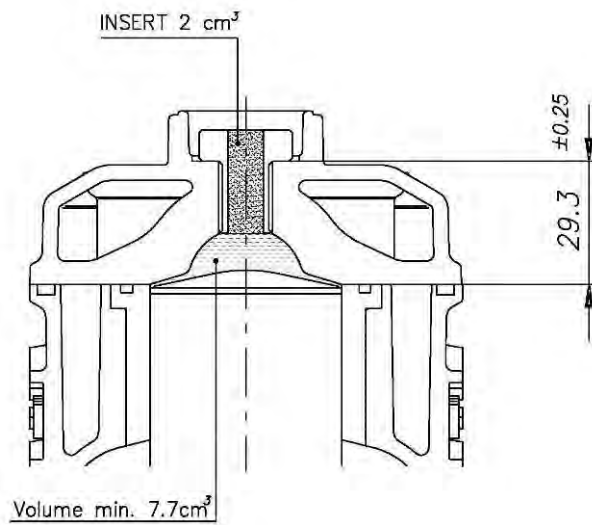


CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



* from the base plane of the cylinder
to the top plane of the liner
à partir du plan de base du cylindre
au plan supérieur de la chemise

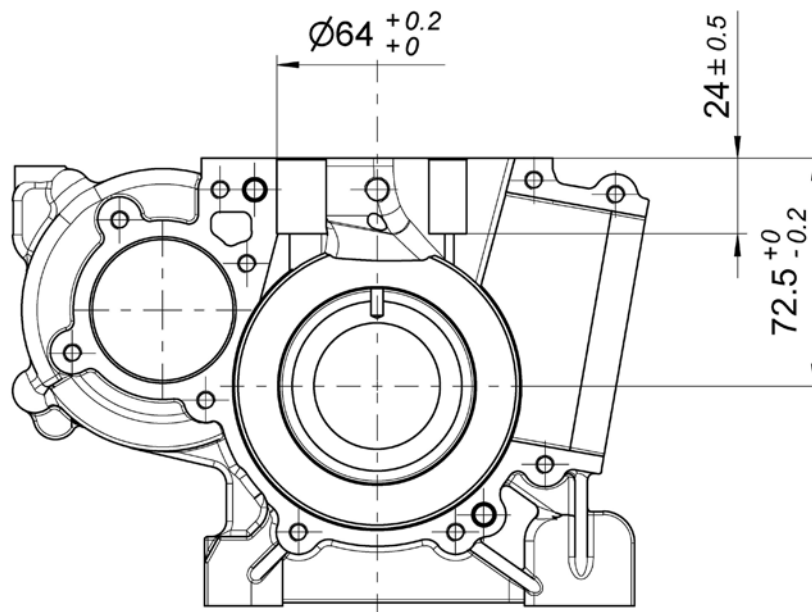
COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMBUSTION



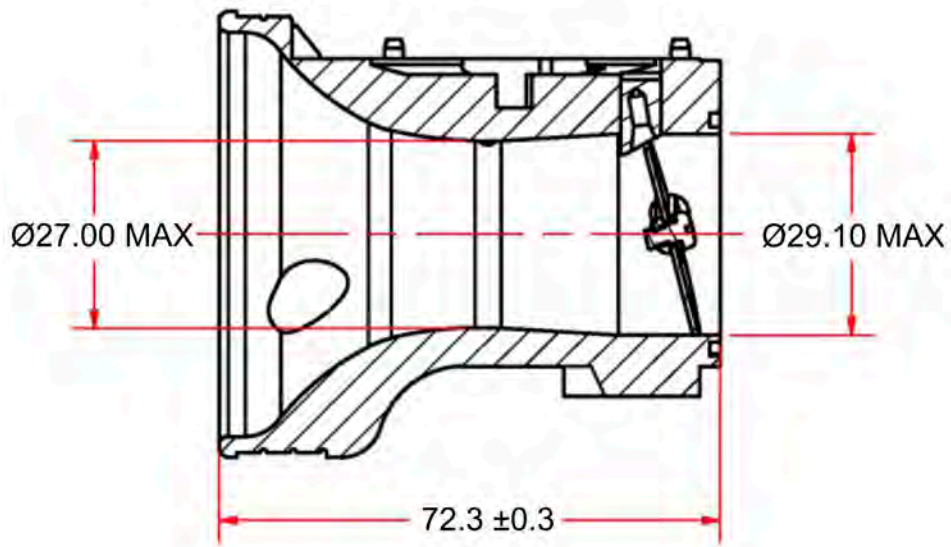
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

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

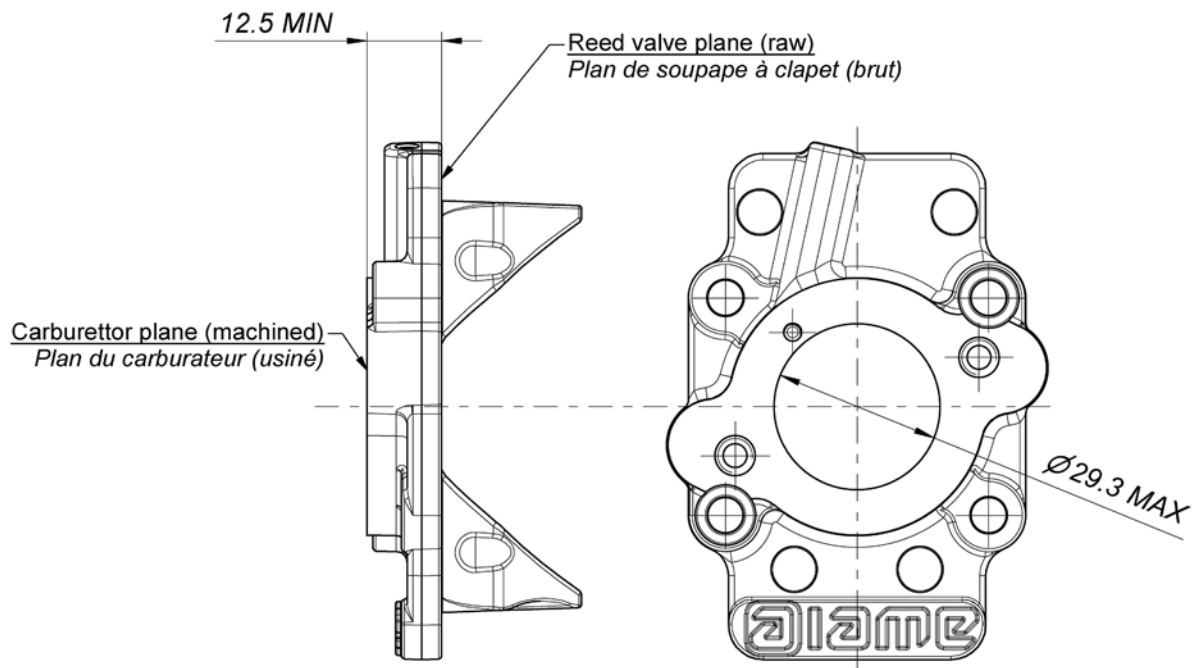
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



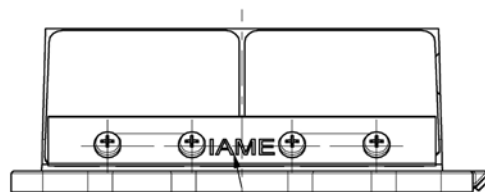
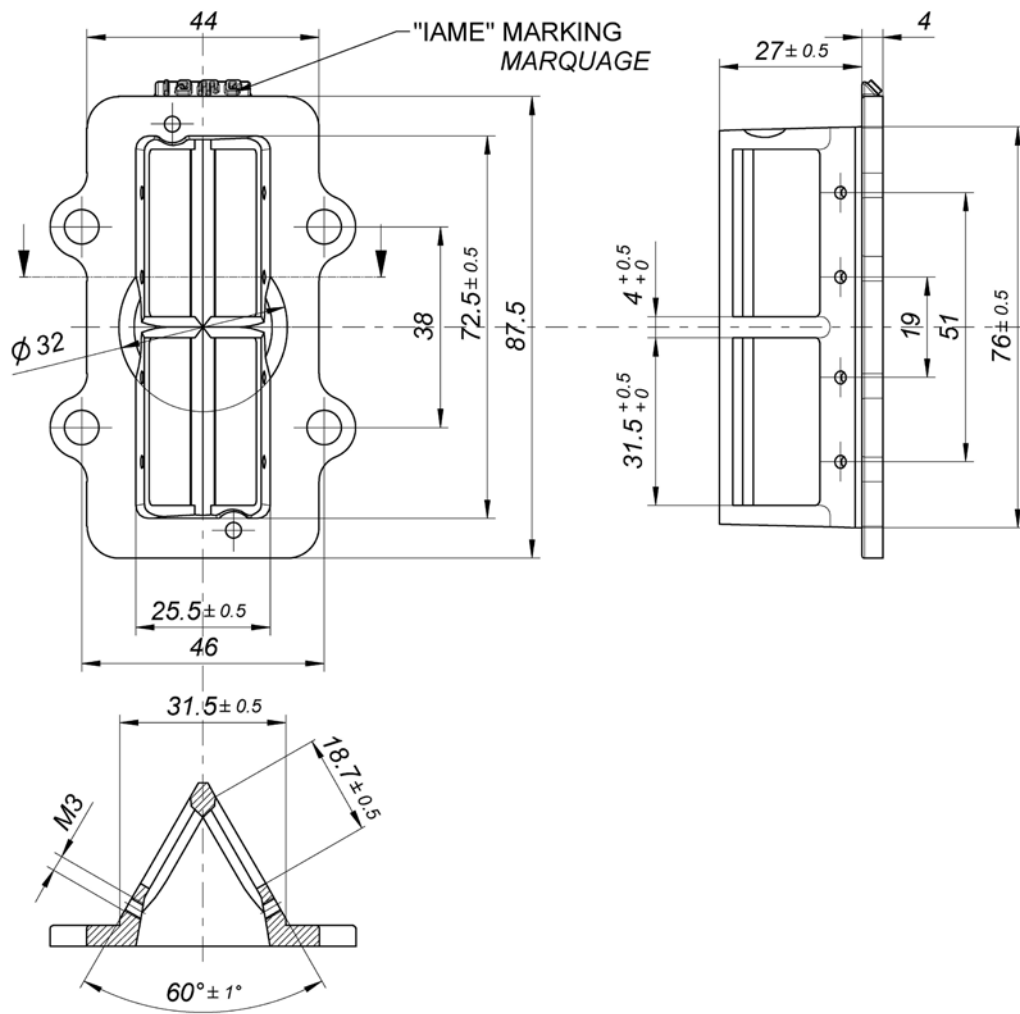
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS
 DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



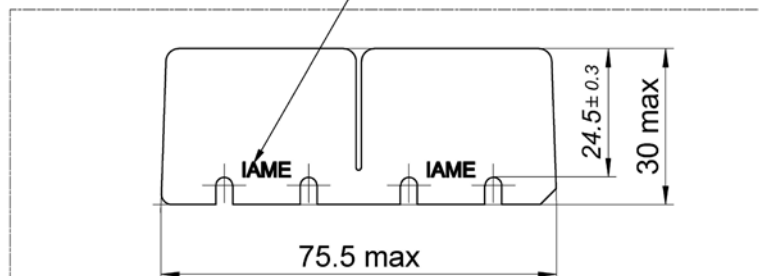
INLET CONVEYOR DIMENSIONS
 CONVOYEUR D'ADMISSION



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



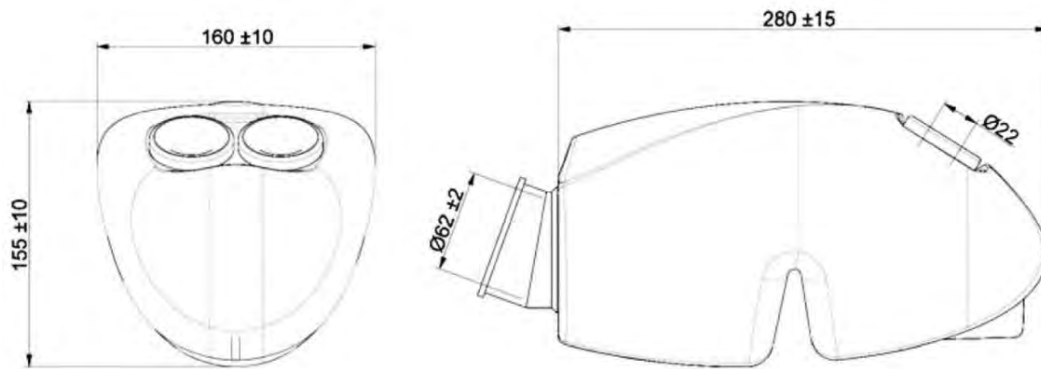
"IAME"
 MARKING / MARQUAGE



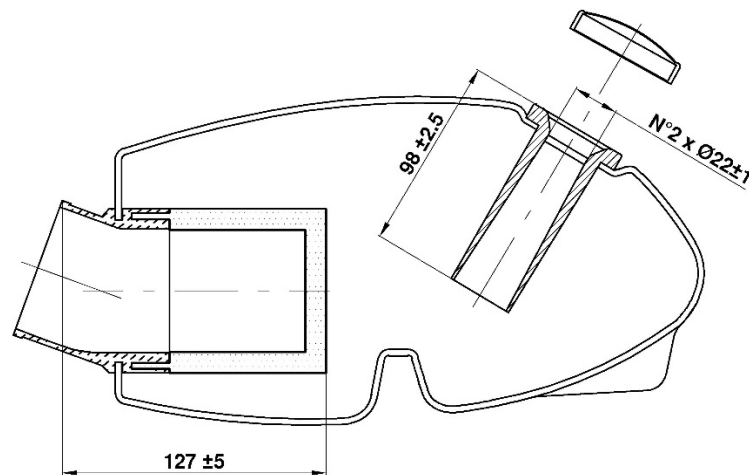
Genuine IAME vetronite reeds min. thickness 0.30mm
 Clapets IAME authentique en fibre de verre 0.30mm épaisseur mini

Genuine IAME carbon fiber reeds min. thickness 0.24mm
 Clapets IAME authentique en fibre de carbone 0.24mm épaisseur mini

INLET SILENCER – DRAWING
DESSIN DU SILENCIEUX D'ADMISSION



WITH SPONGE AIR FILTER
AVEC MANCHON COMPLET ET FILTRE À AIR

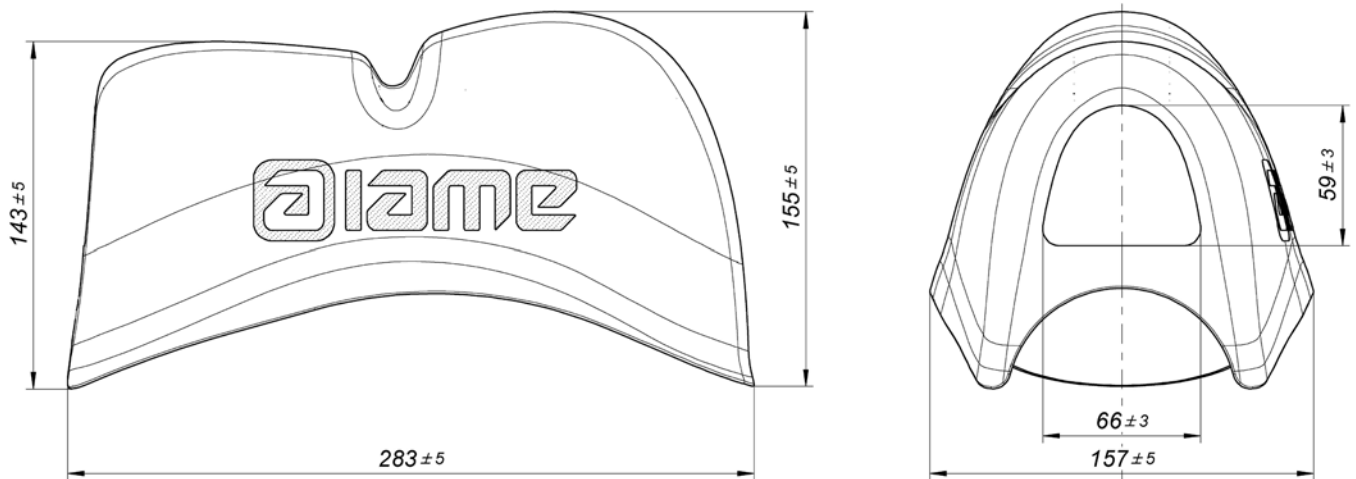


INLET SILENCER - PHOTO
PHOTO - SILENCIEUX D'ADMISSION



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

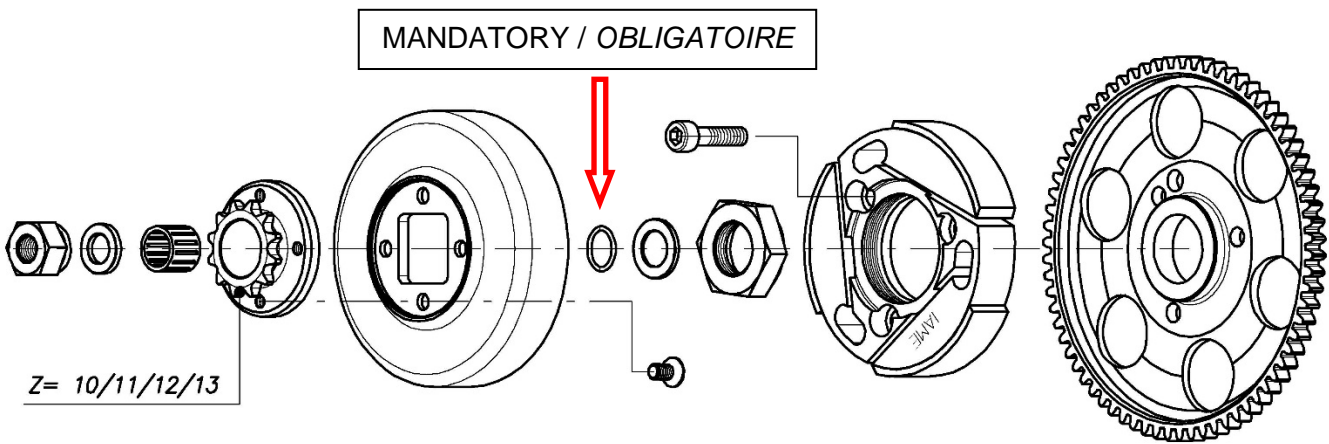
IAME Marking is not mandatory



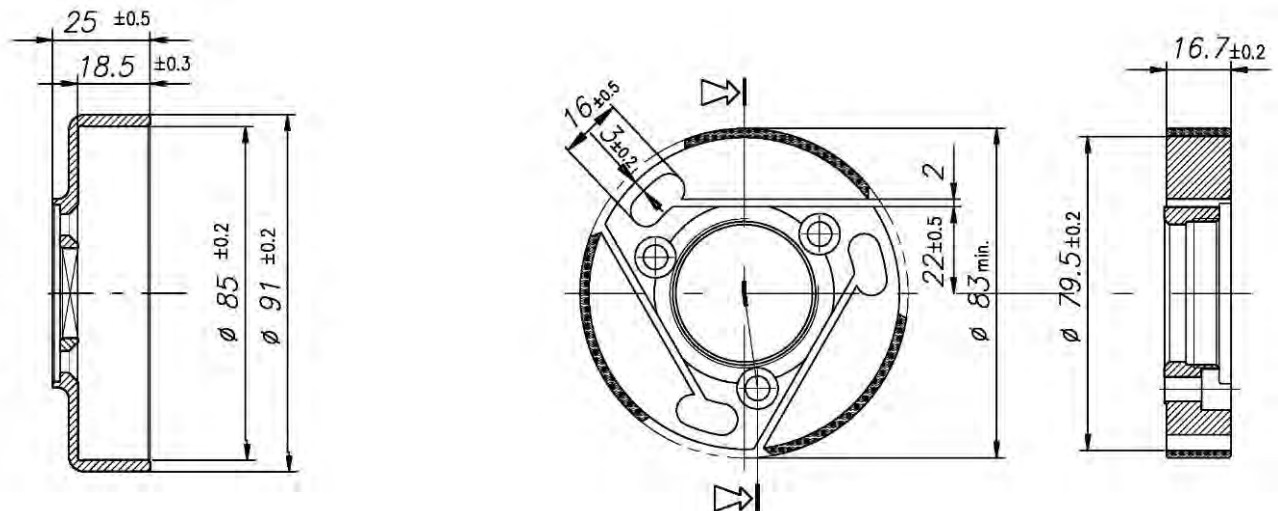
RAIN COVER INLET SILENCER - PHOTO
PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



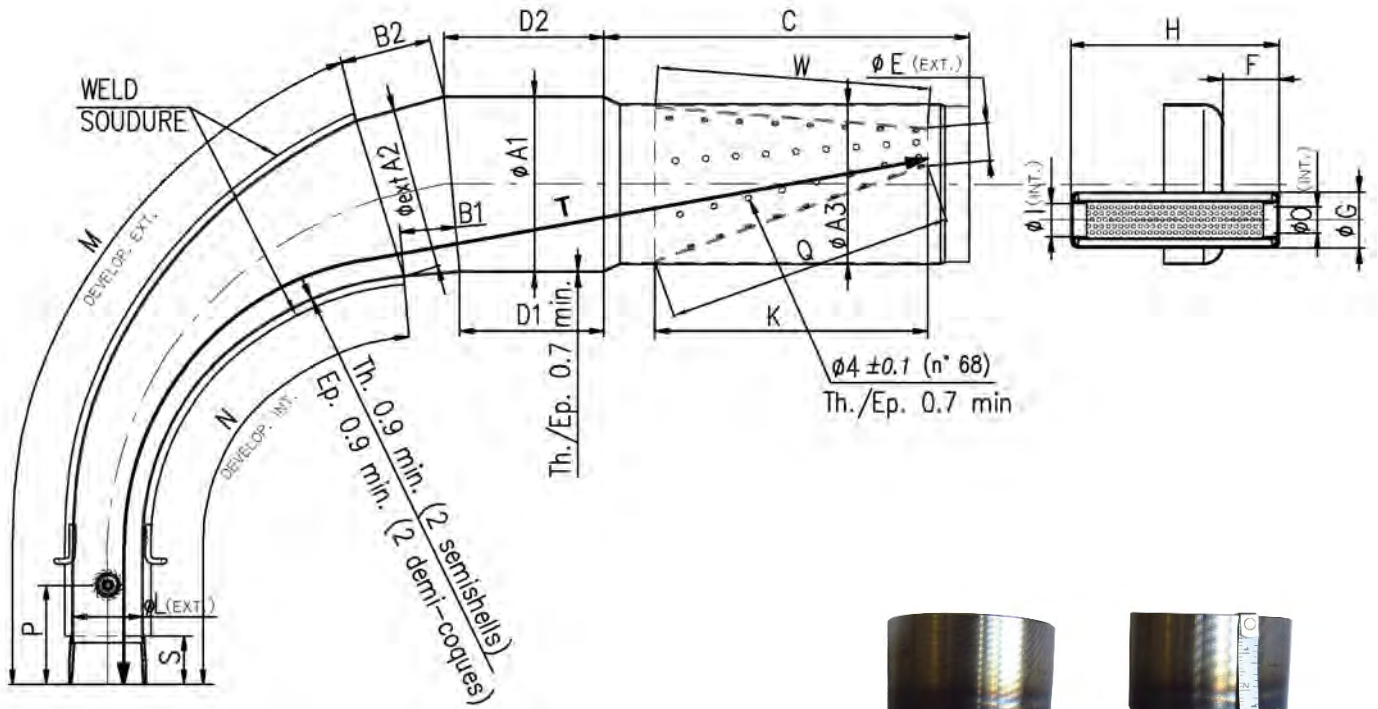
COMPONENTS OF THE CLUTCH – COMPOSANTS DE L'EMBRAYAGE



Min. weight 225 g
Poids min. 225g

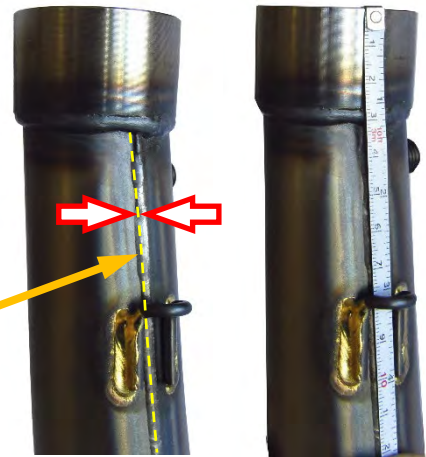
Min. weight 375 g
Poids min. 375g

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

ØA1 : 110 ± 1.5 $\text{Ø}_{\text{ext.}}$	B2 : 60 ± 3	ØE : 23.5 ± 2 $\text{Ø}_{\text{ext.}}$	ØI : 21 ± 1 $\text{Ø}_{\text{int.}}$	N : 341 ± 3	T : 690 ± 3
ØA2 : 102 ± 1.5 $\text{Ø}_{\text{ext.}}$	C : 219 ± 3	F : 36 ± 2	K : 170 ± 3	ØO : 21 ± 1 $\text{Ø}_{\text{int.}}$	W : 170 ± 3
ØA3 : 100 ± 1.5 $\text{Ø}_{\text{ext.}}$	D1 : 90 ± 3	ØG : 35 ± 1 $\text{Ø}_{\text{ext.}}$	ØL : 42.5 ± 1.5 $\text{Ø}_{\text{ext.}}$	P : 50 ± 10	Q : 182 ± 3
B1 : 60 ± 3	D2 : 109 ± 3	H : 132 ± 3	M : 439 ± 3	S : 29 ± 1.5	

ATTENTION:

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

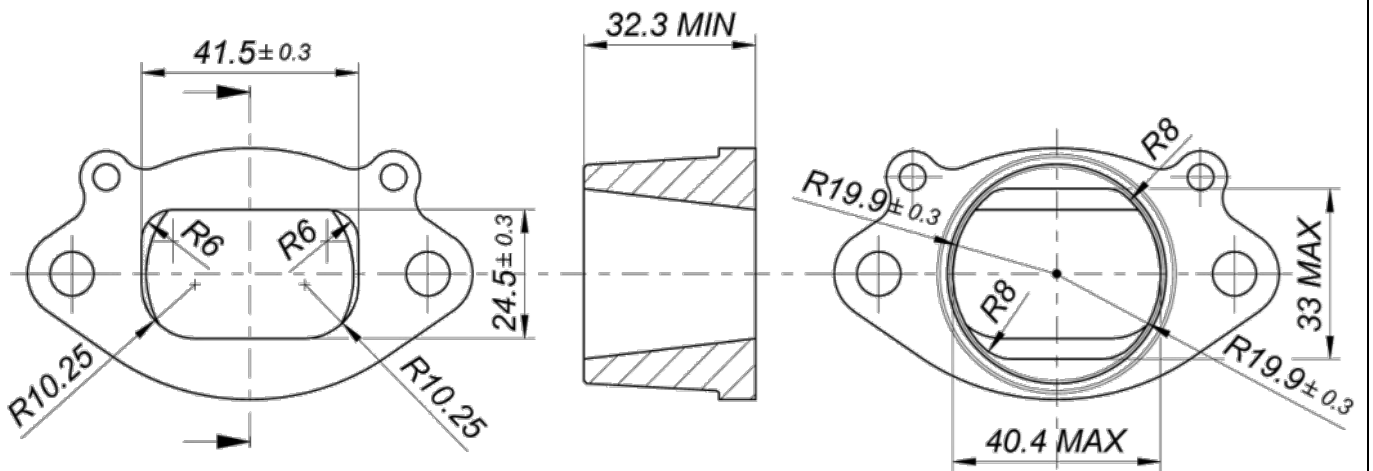
Les dimensions « **M** », « **N** » et « **T** » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.

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

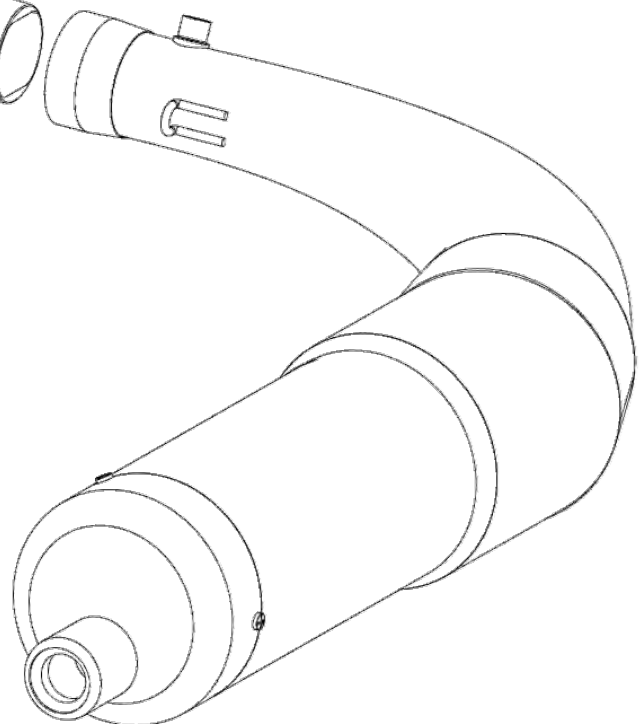
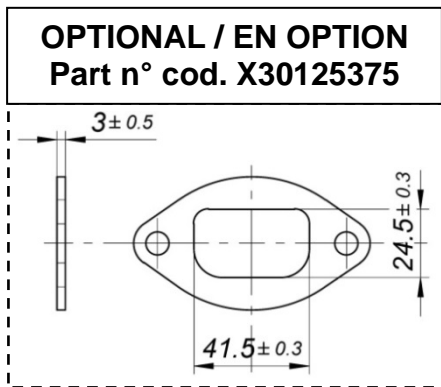
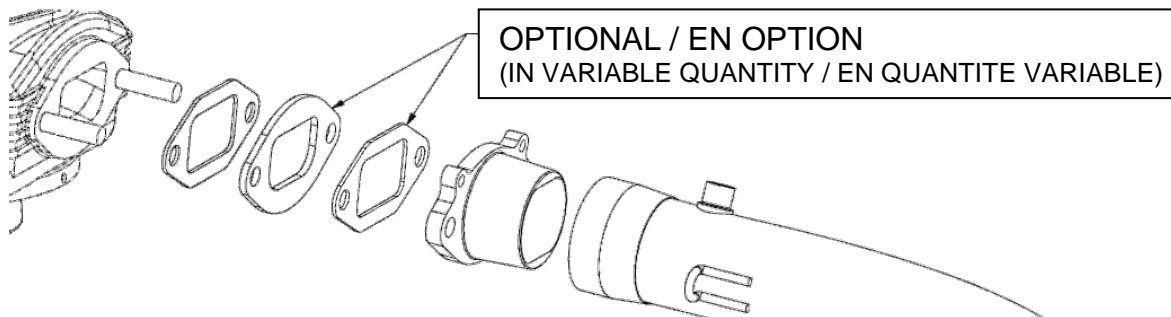
The dimensions “**Q**” and “**W**” must be taken by steel tape measure 12mm wide.

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

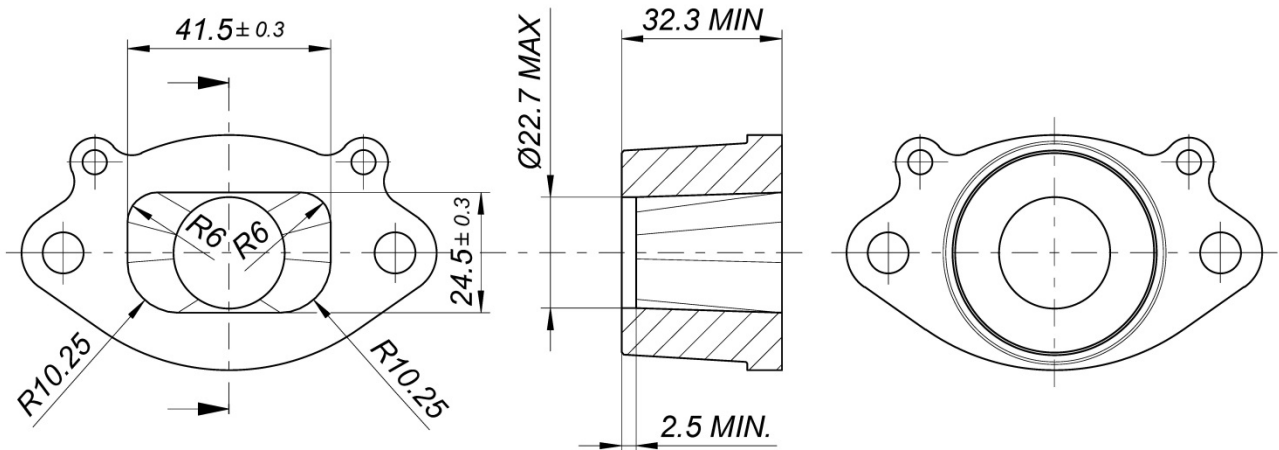
SENIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT SENIOR



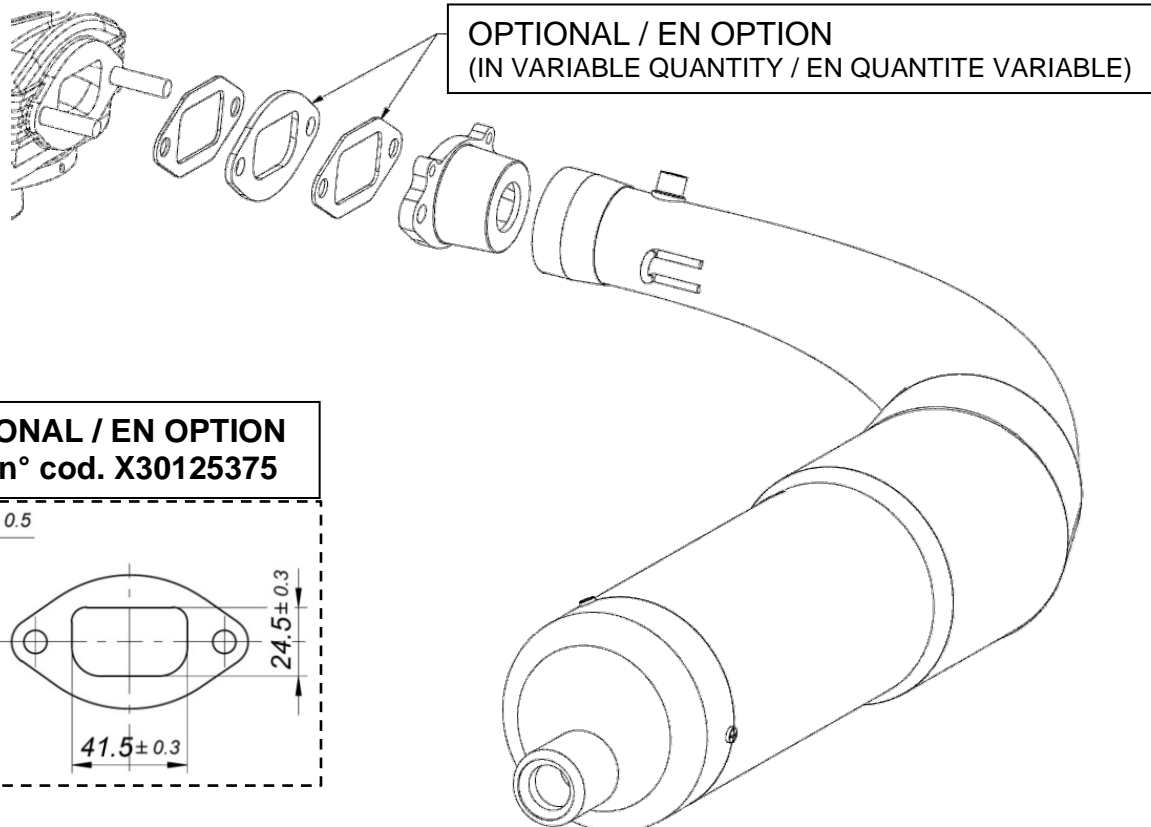
SENIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



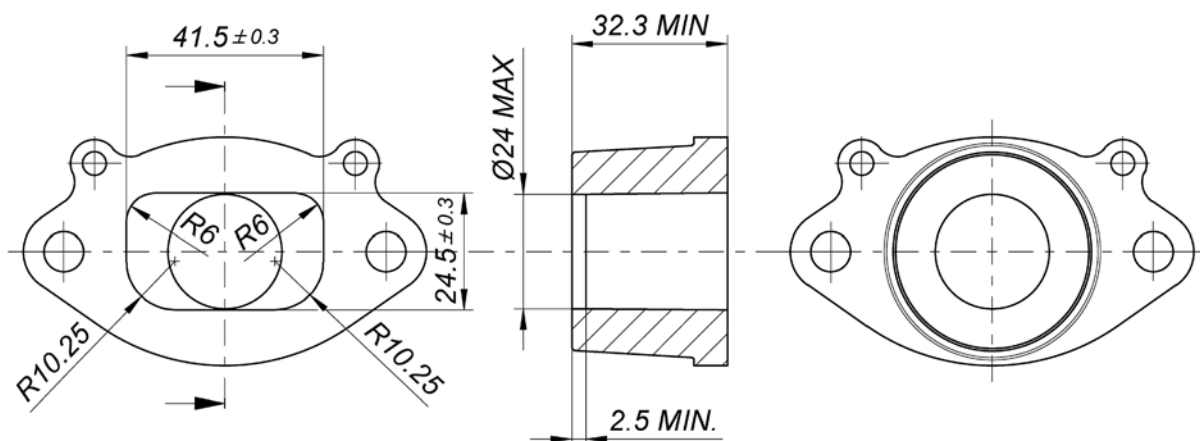
JUNIOR EXHAUST FITTING
RACCORD D'ÉCHAPPEMENT JUNIOR



JUNIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT JUNIOR



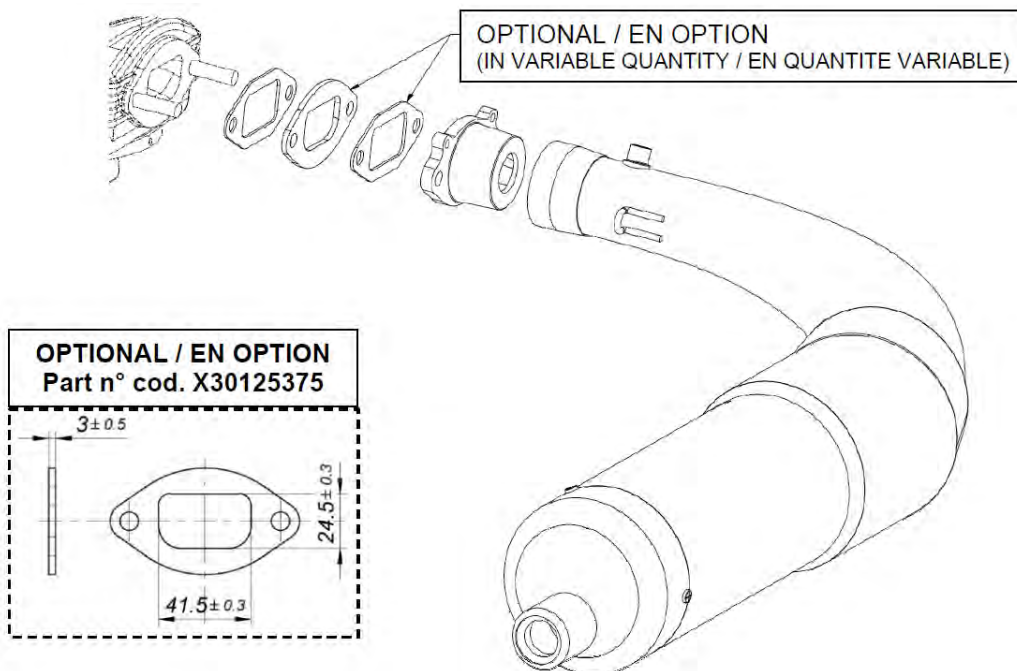
EXHAUST FITTING WITH Ø24 RESTRICTOR
 RACCORD D'ÉCHAPPEMENT AVEC RESTRICTEUR Ø24



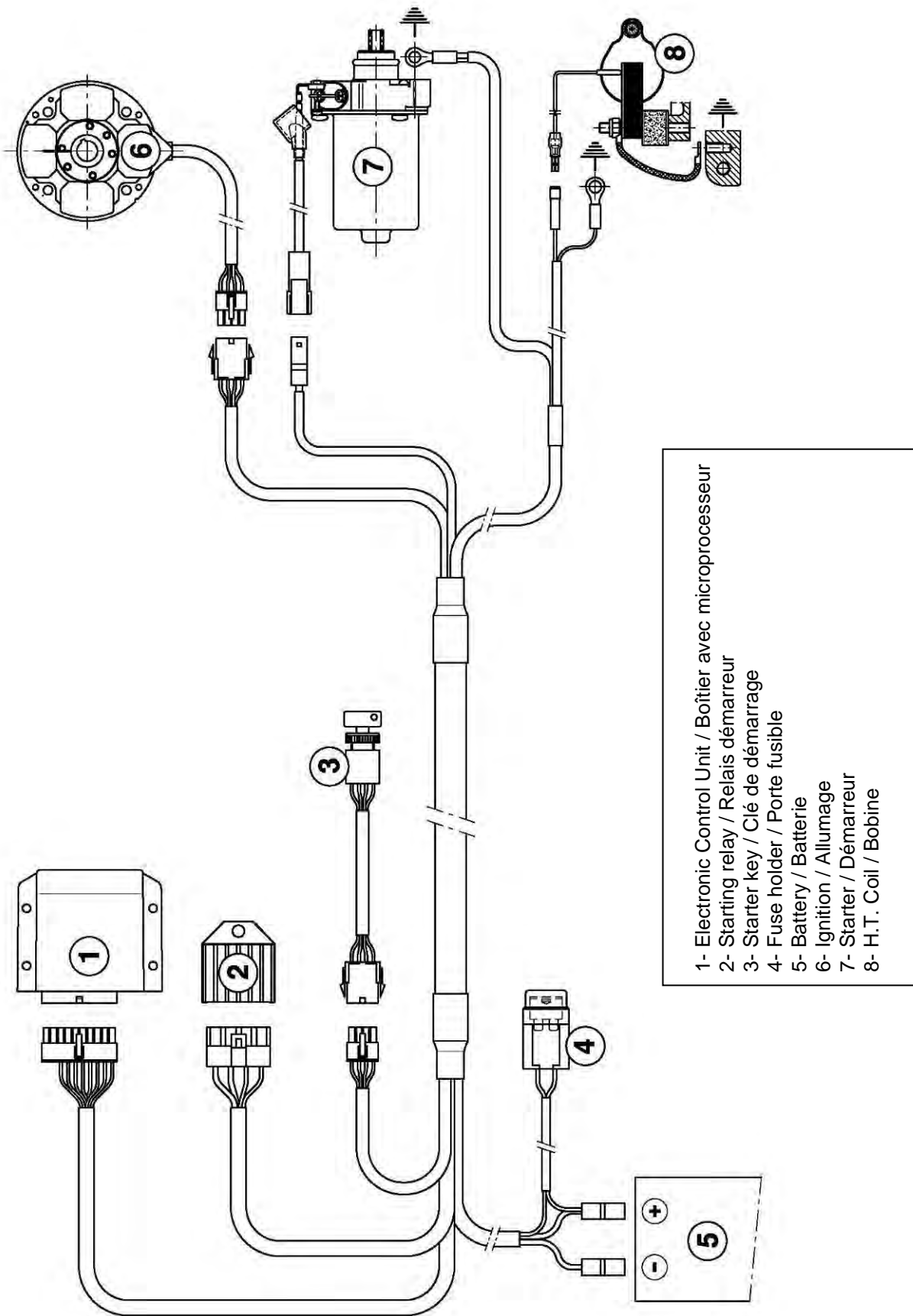
EXHAUST FITTING WITH Ø24 RESTRICTOR MARKING
 MARQUAGE D'IDENTIFICATION DU RACCORD D'ÉCHAPPEMENT AVEC RESTR. Ø24



EXHAUST WITH Ø24 RESTRICTOR INSTALLATION
 INSTALLATION DE L'ÉCHAPPEMENT AVEC RESTRICTEUR Ø24

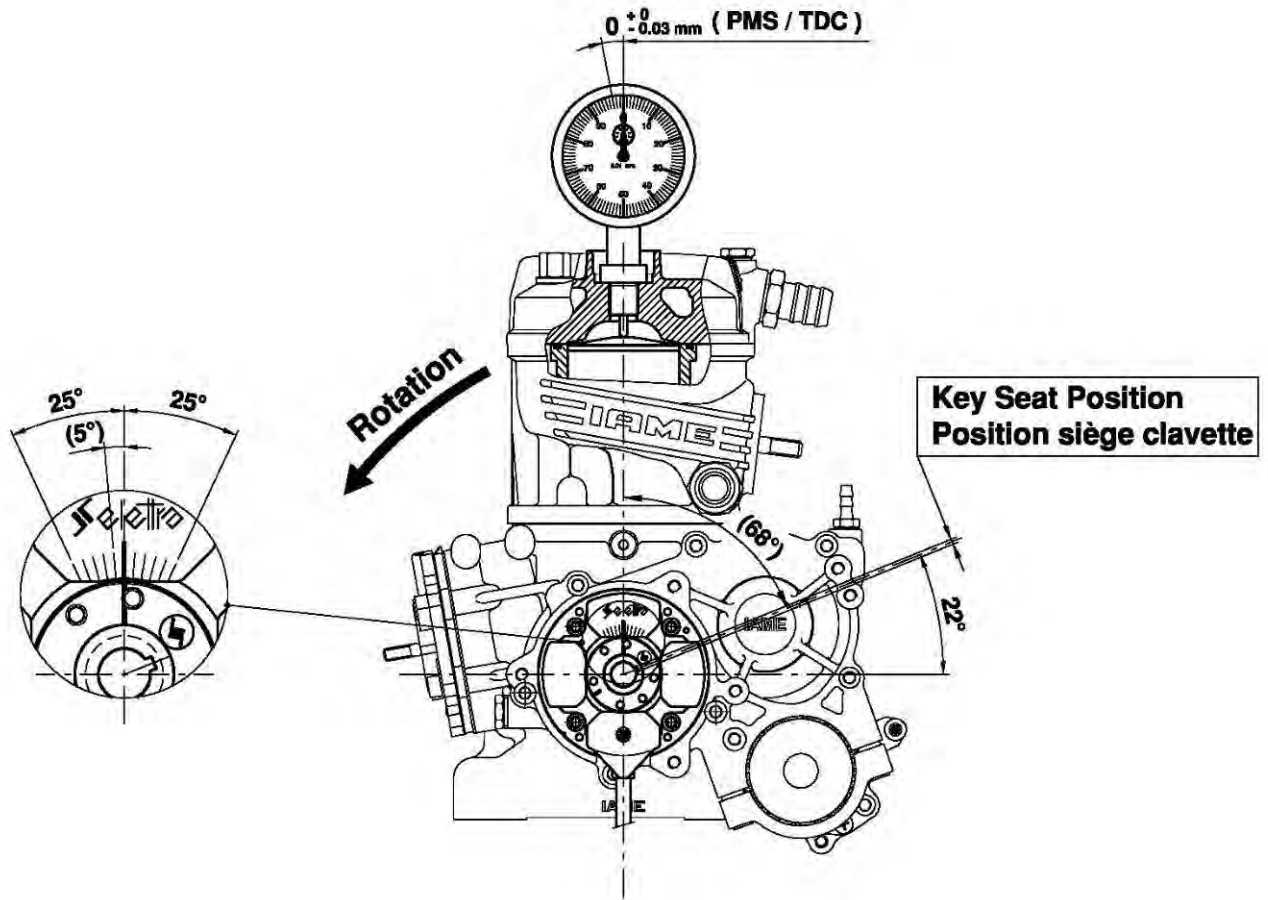


WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION)
 SCHEMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K")

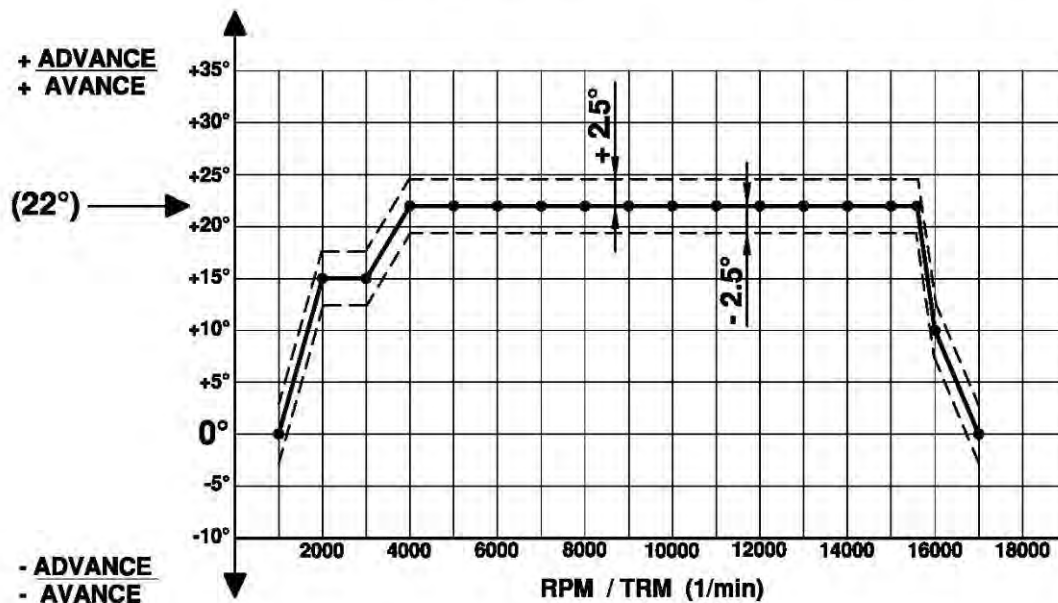


- 1- Electronic Control Unit / Boîtier avec microprocesseur
- 2- Starting relay / Relais démarrage
- 3- Starter key / Clé de démarrage
- 4- Fuse holder / Porte fusible
- 5- Battery / Batterie
- 6- Ignition / Allumage
- 7- Starter / Démarreur
- 8- H.T. Coil / Bobine

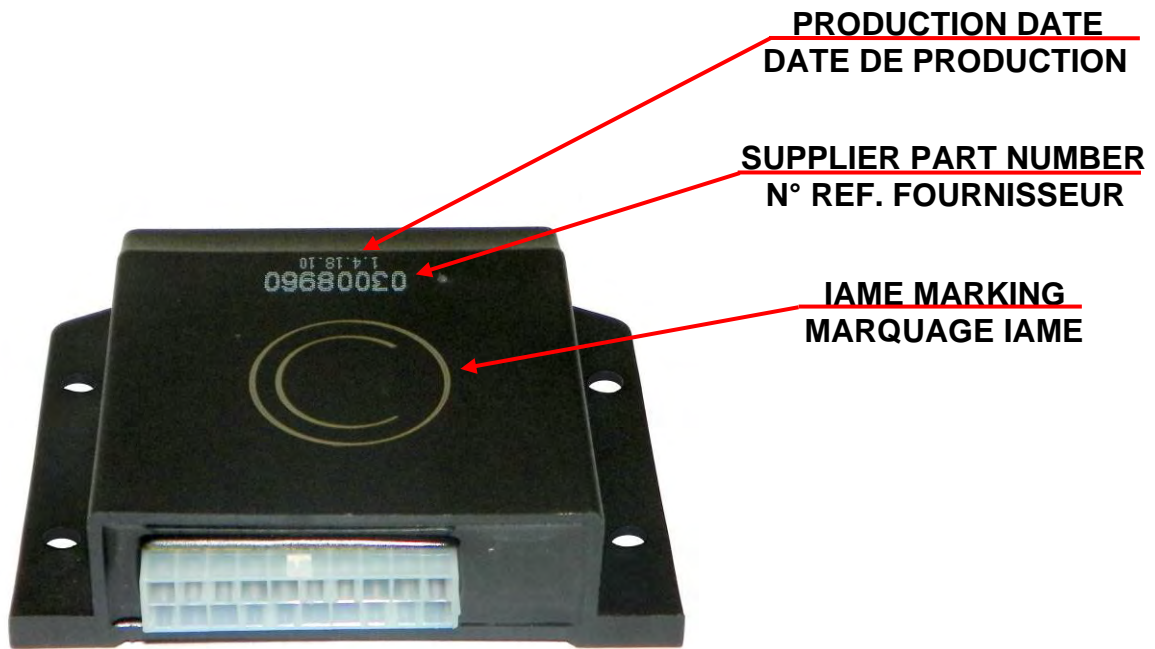
**SCHEME FOR ADVANCE CONTROL
SCHEMA POUR LE CONTROLE DE L'AVANCE**



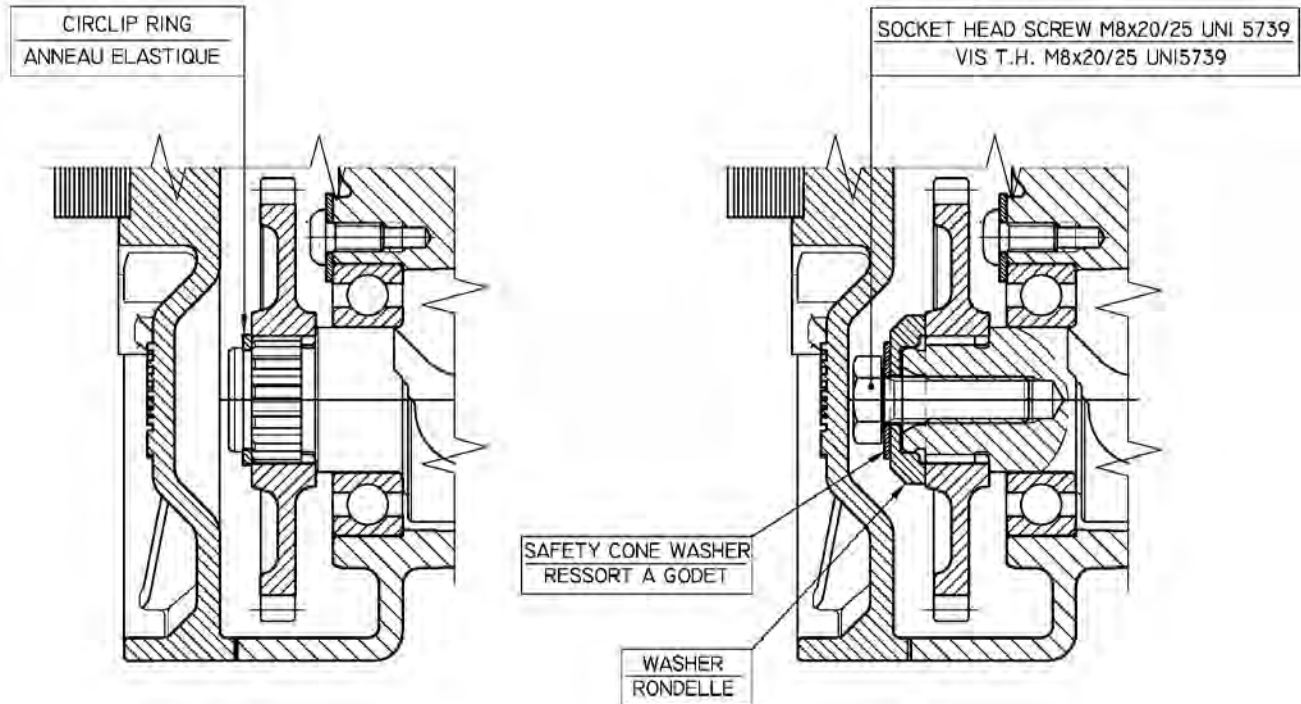
ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



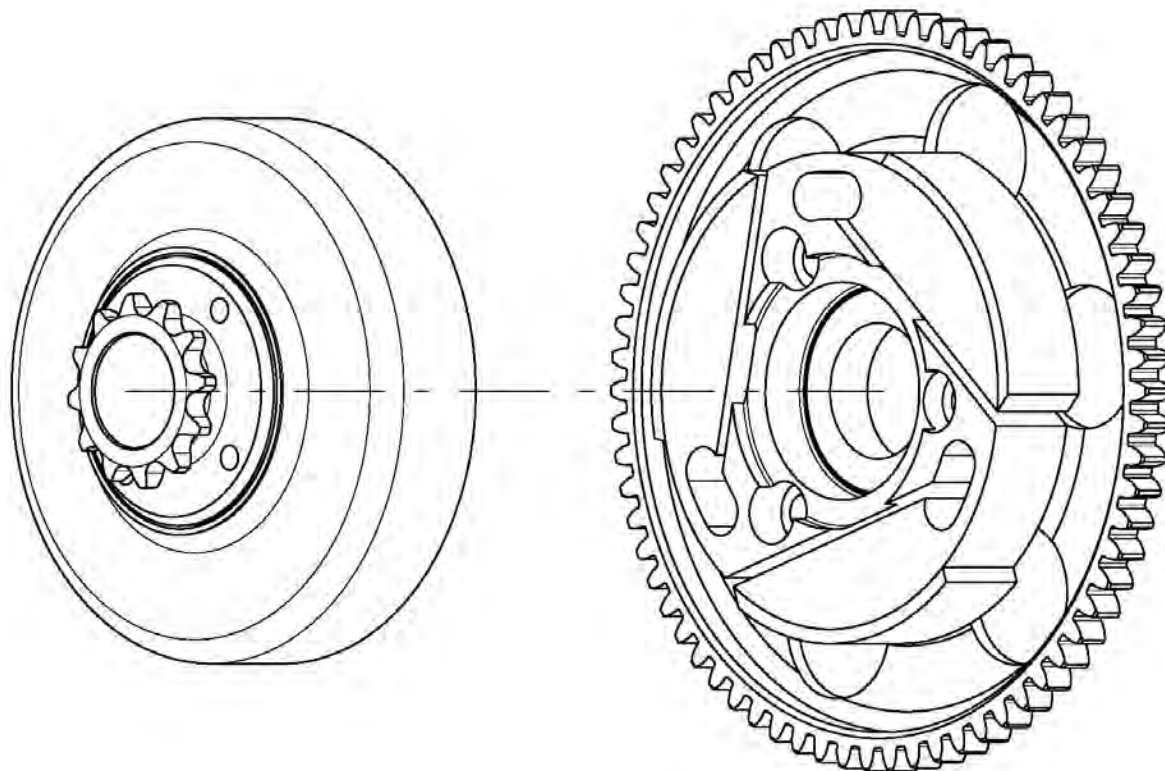
ELECTRONIC BOX MARKING
MARQUAGE DU BOITIER ELECTRONIQUE



GEAR ALTERNATIVE FIXING
FIXATION ALTERNATIVE DE L'ENGRENAGE



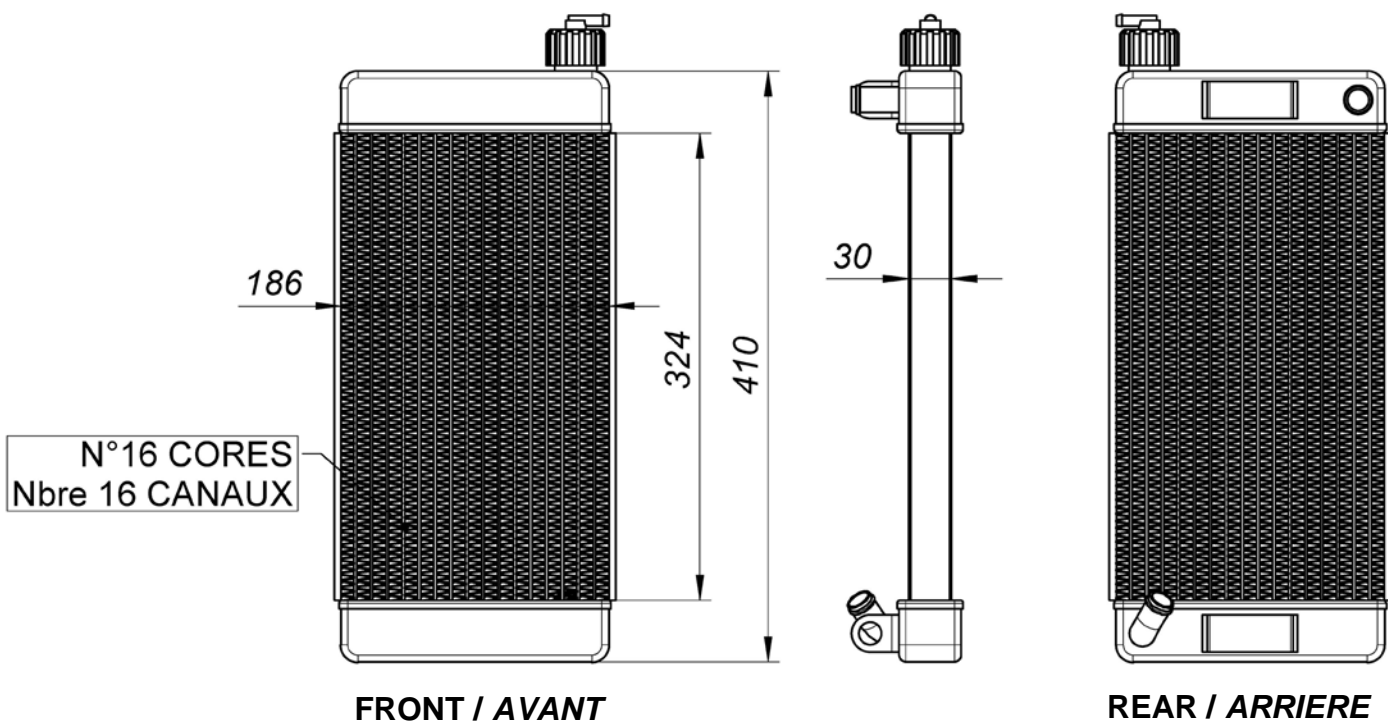
DESCRIPTION OF THE CLUTCH - *DESCRIPTION DE L' EMBRAYAGE*



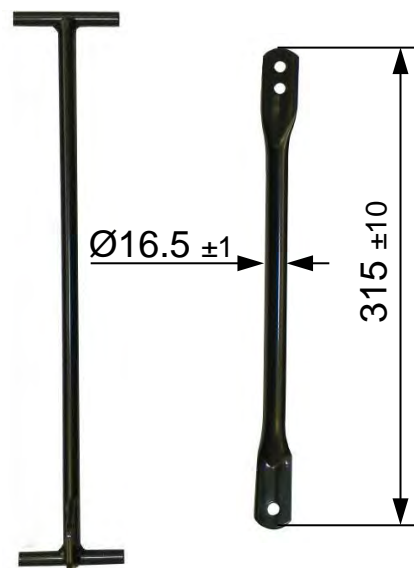
Min. weight 300 g
Poids min. 300 g

Min. weight 680 g
Poids min. 680 g

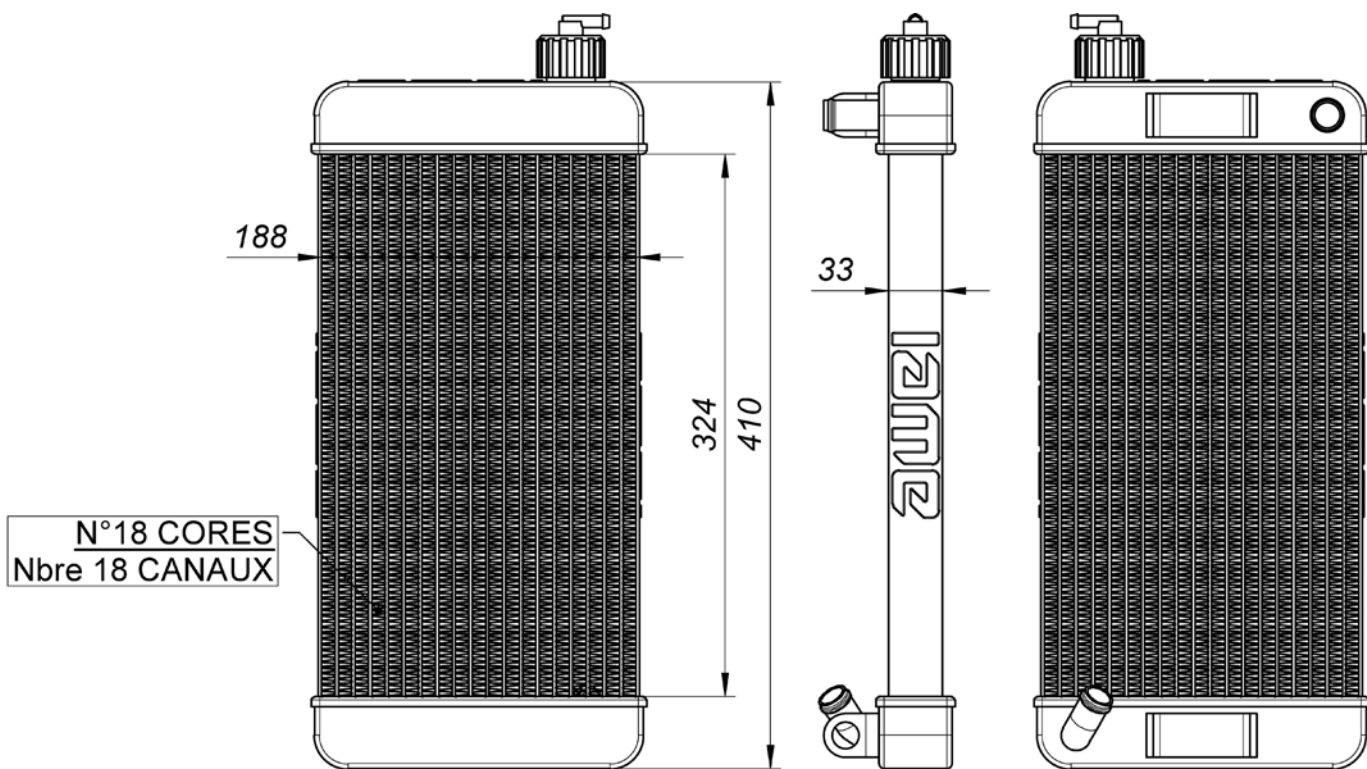
RADIATOR DESCRIPTION AND SKETCH OF PARTS
 DESCRIPTION DU RADIATEUR ET SCHEMA ILLUSTRANT LES ELEMENTS



PAINTED AND NOT PAINTED
PEINT ET PAS PEINT



RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
 DESCRIPTION DU RADIATEUR ALTERNATIF



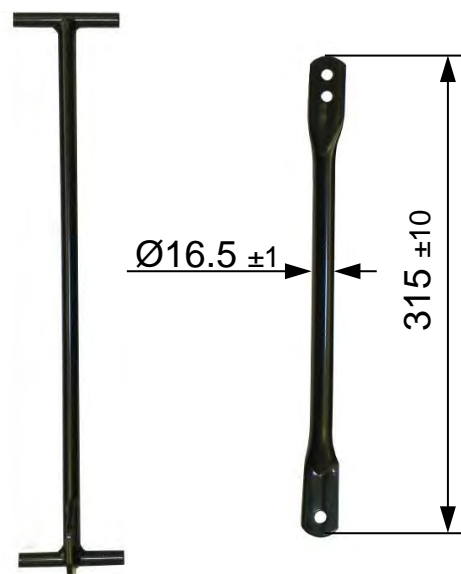
FRONT / AVANT

REAR / ARRIERE

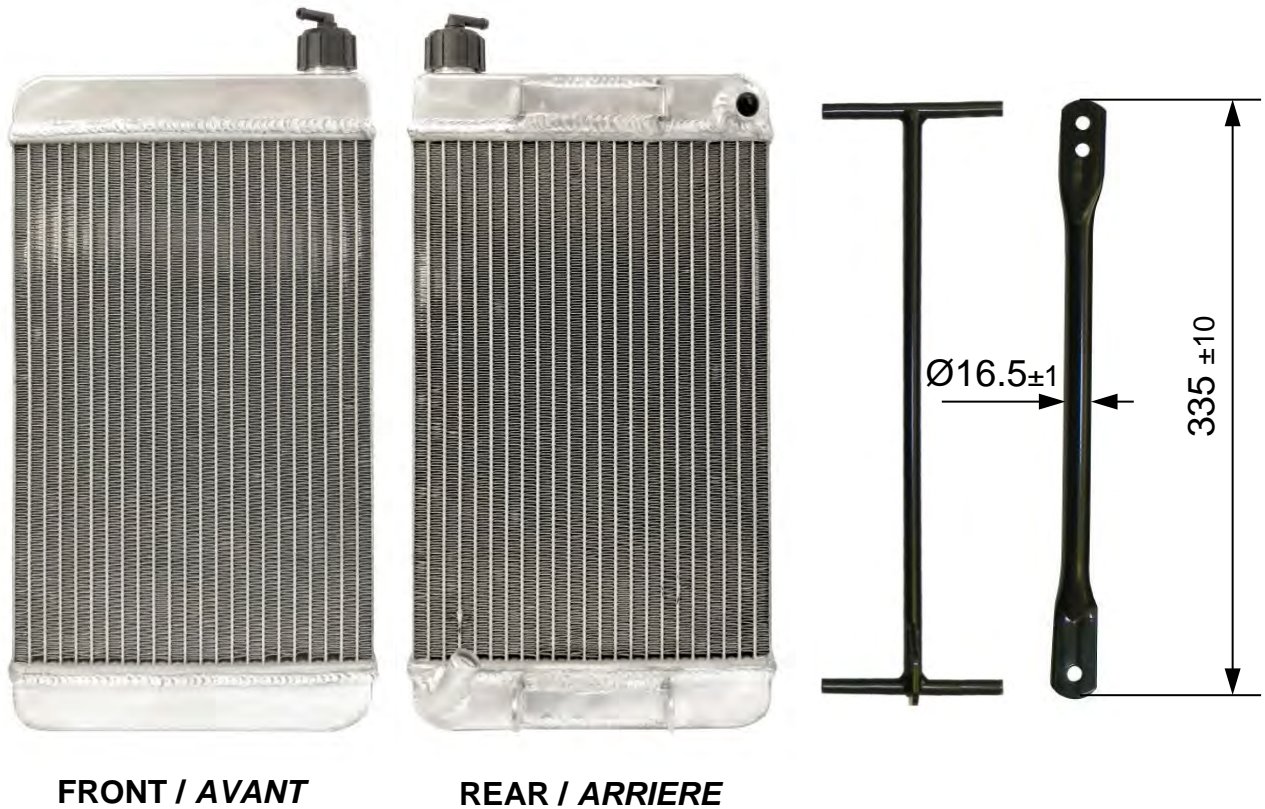
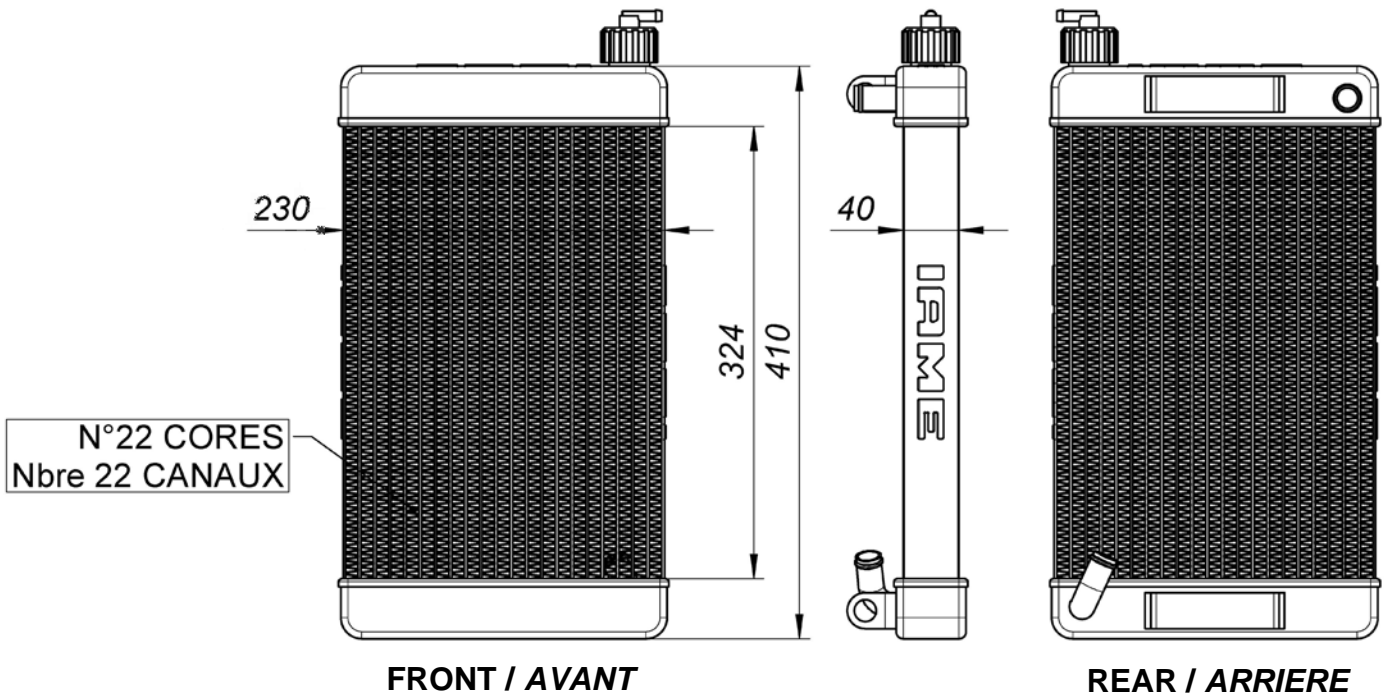


FRONT / AVANT

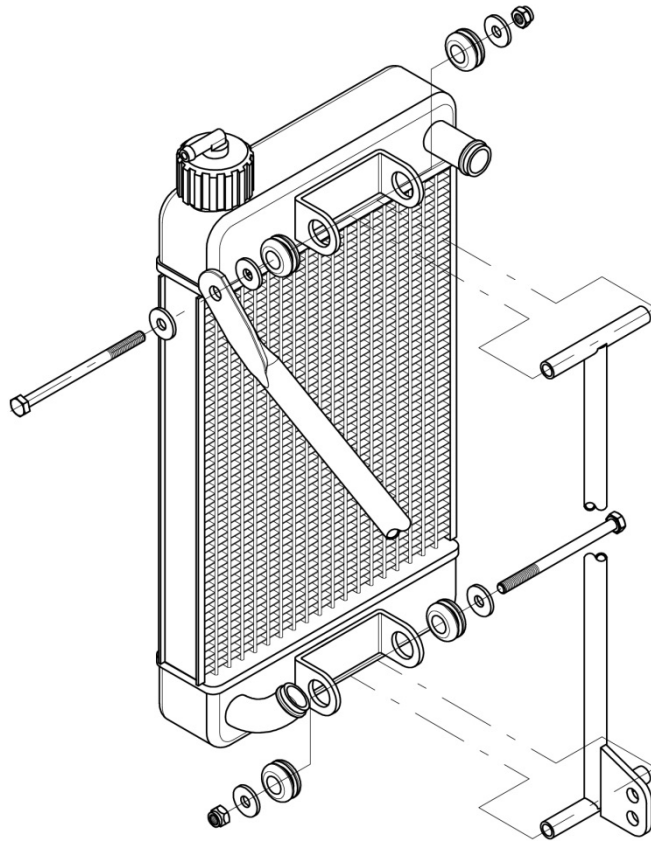
REAR / ARRIERE



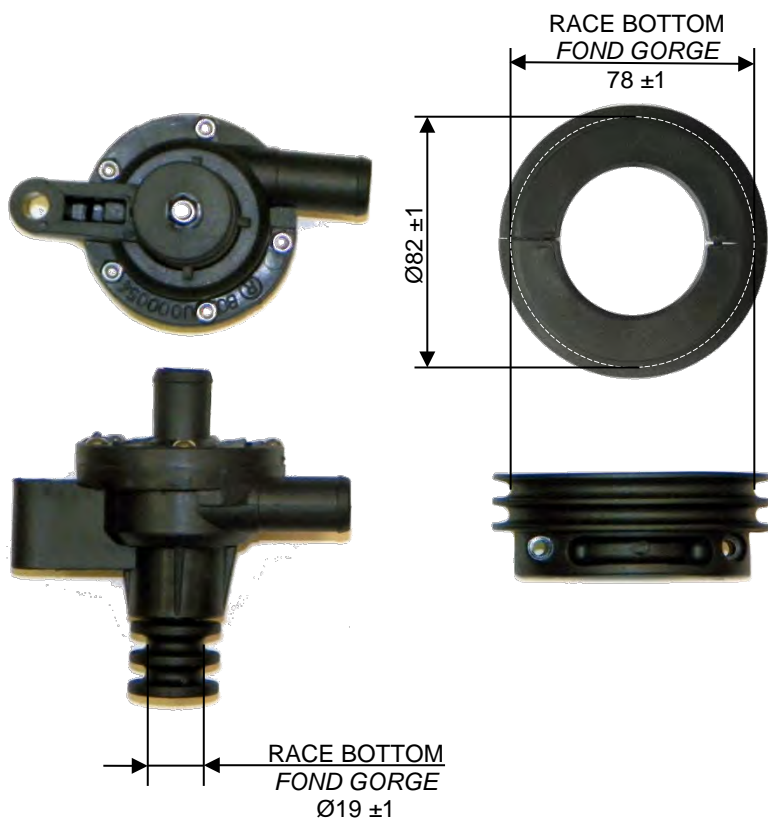
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
 DESCRIPTION DU RADIATEUR ALTERNATIF



RADIATOR AND ITS SUPPORTS
 RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP
 GROUPE POMPE A' EAU



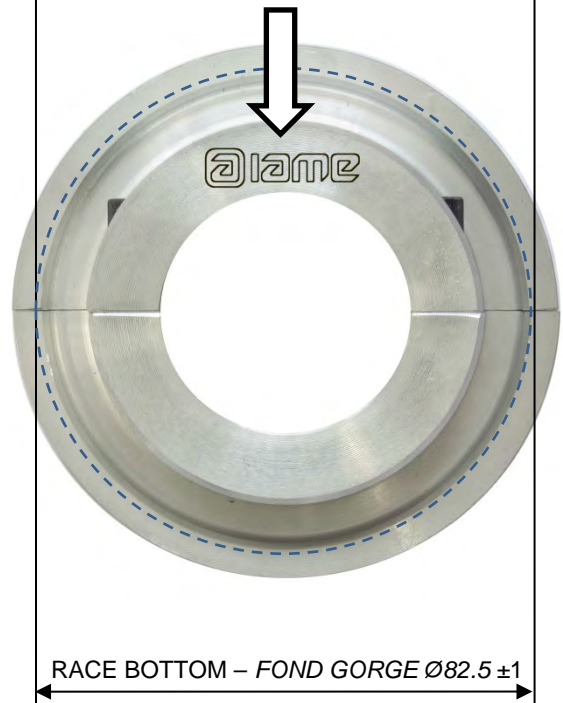
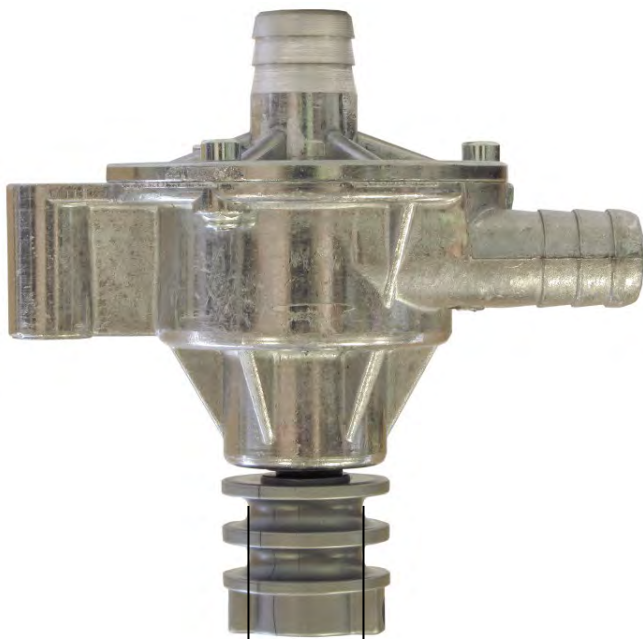
THERMOSTAT



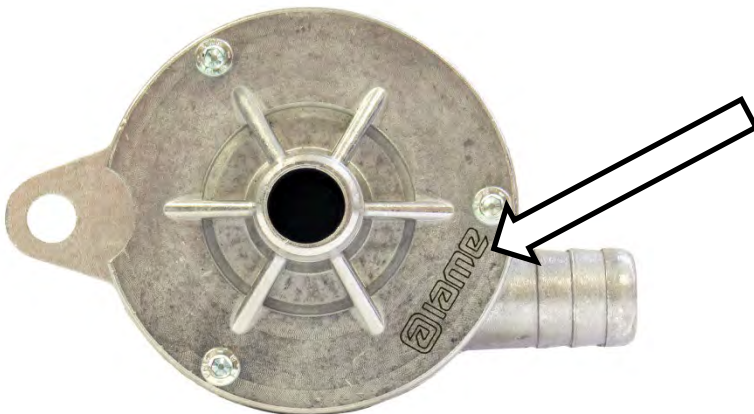
ALTERNATIVE
ALTERNATIF



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



RACE BOTTOM - FOND GORGE
Ø20 ±1



ALTERNATIVE RADIATOR SUPPORT
SUPPORT ALTERNATIF DU RADIATEUR



PISTON IDENTIFICATION MARKING
 MARQUAGE D'IDENTIFICATION PISTON

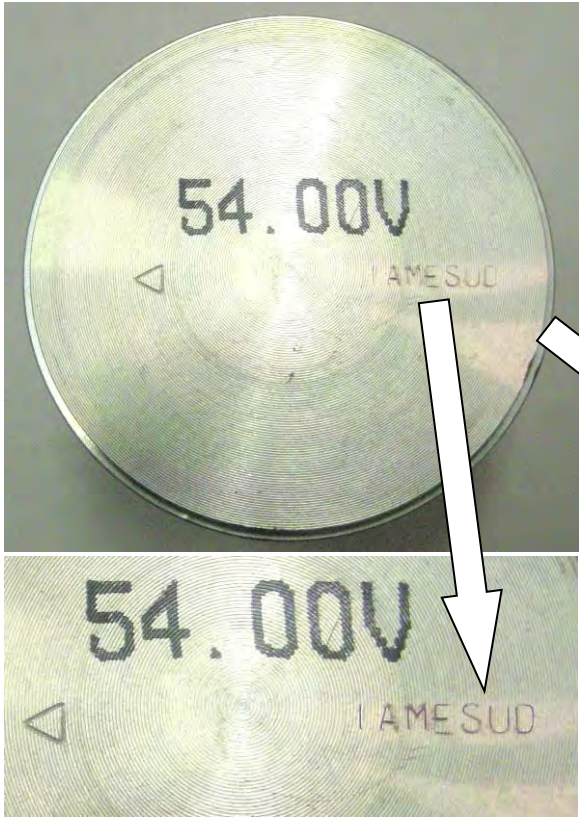
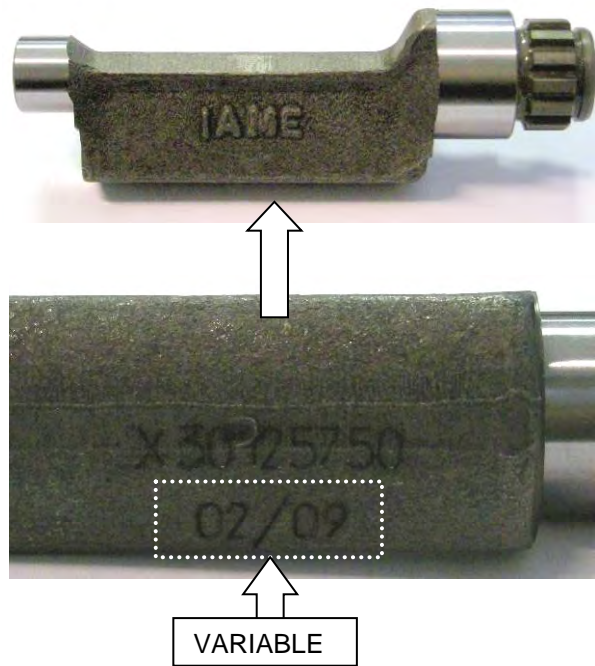
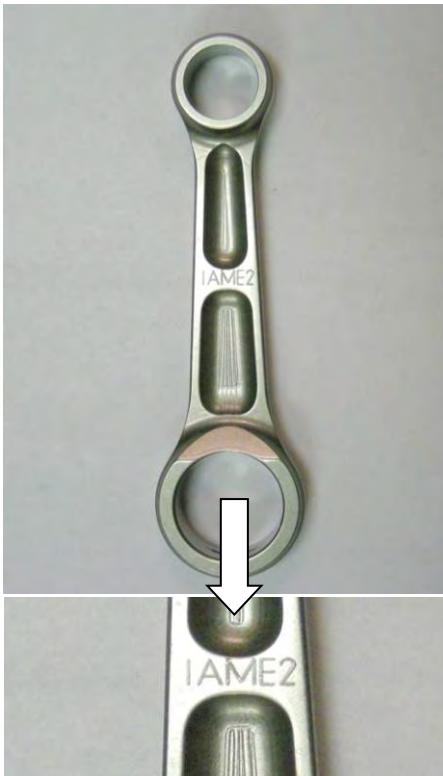


PHOTO IDENTIFICATION CONROD
 PHOTO D'IDENTIFICATION BIELLE

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

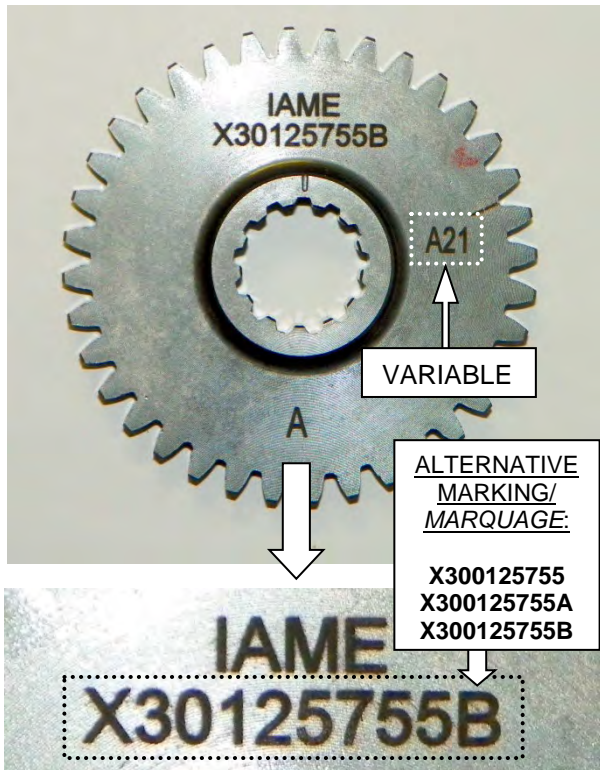


**CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN**



**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

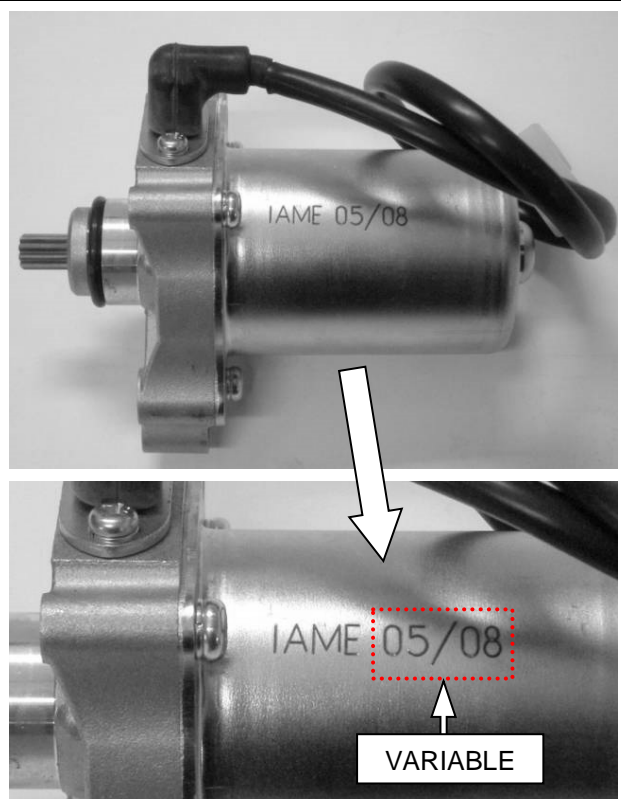
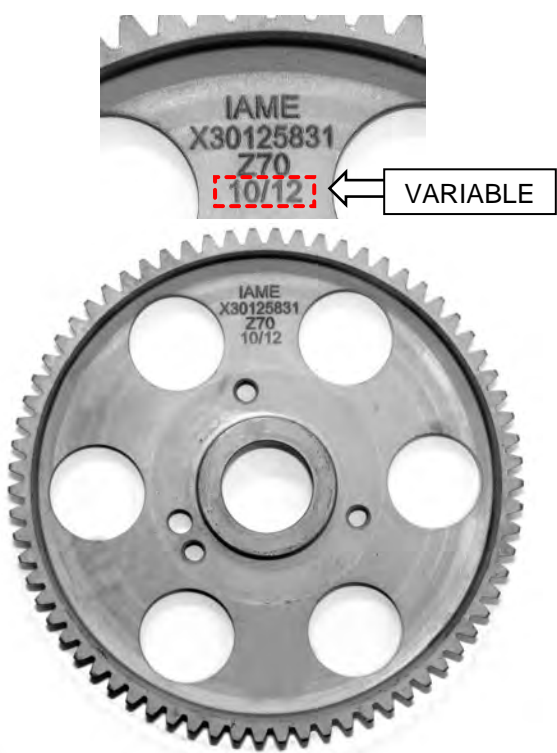
CLUTCH DRUM IDENTIFICATION MARKING
 MARQUAGE D'IDENTIFICATION DE LA
 CALOTTE

ALTERNATIVE
 FRICTION
 MATERIAL
 MATÉRIAU DE
 FRICTION
 ALTERNATIVE

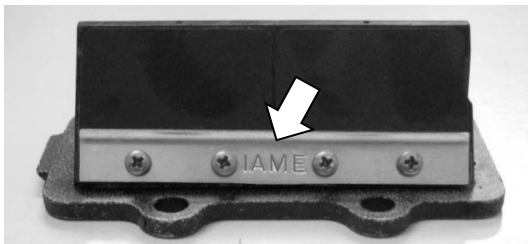
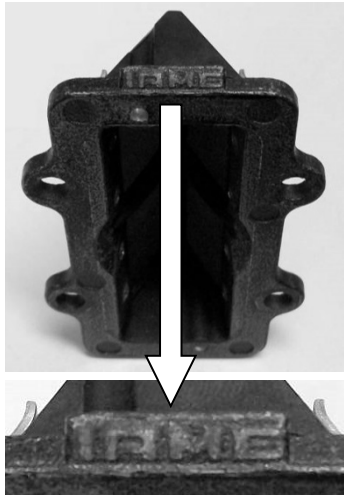


STARTER RING IDENTIFICATION MARKING
 MARQUAGE D'IDENTIFICATION DE LA
 COURONNE DE DEMARRAGE

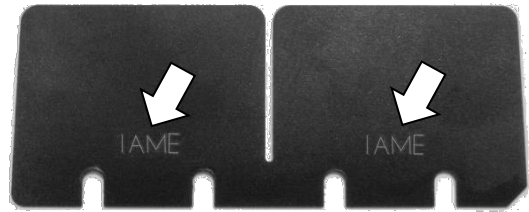
STARTER IDENTIFICATION MARKING
 MARQUAGE D'IDENTIFICATION DU
 DEMARREUR



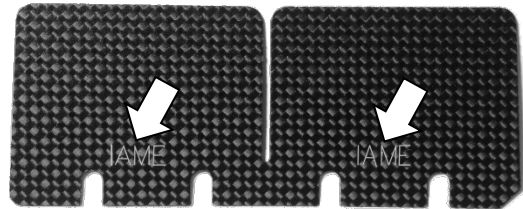
REED GROUP & PETALS IDENTIFICATION MARKING
 MARQUAGE D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS



VETRONITE – FIBRE DE VERRE



CARBON FIBER / FIBRE CARBONE

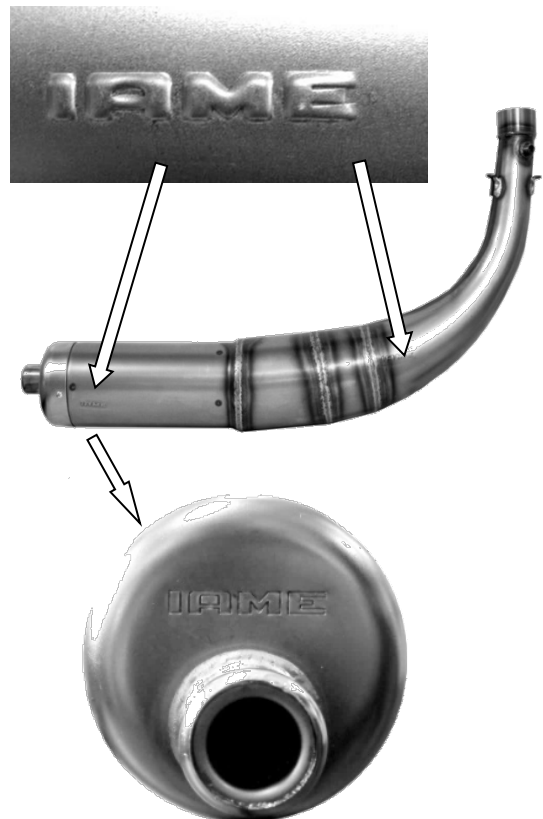


FRONT SIDE
CÔTÉ AVANT

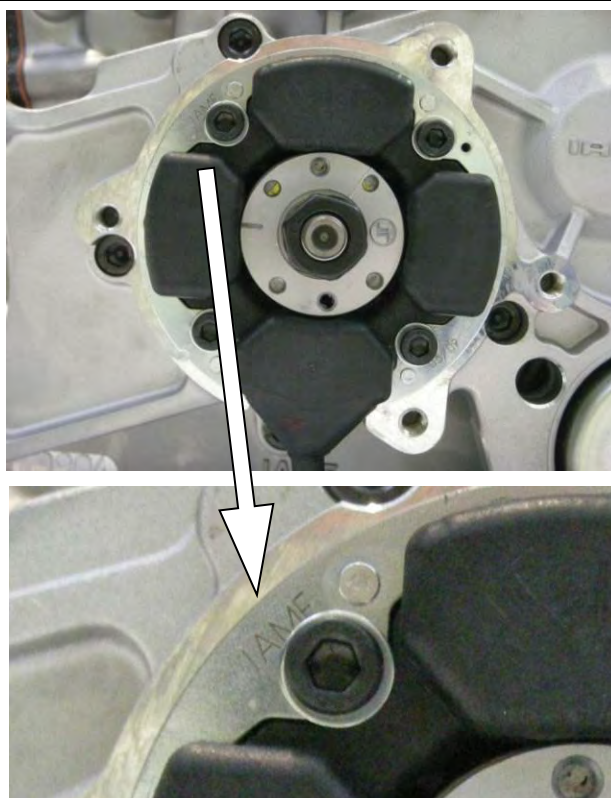
REAR SIDE
CÔTÉ ARRIÈRE

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



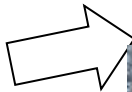
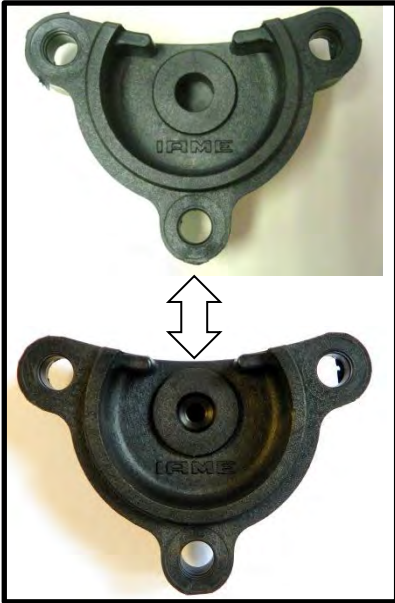
CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING
MARQUAGE DU COUVERCLE D'EMBRAYAGE ET DE LA BOBINE



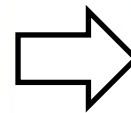
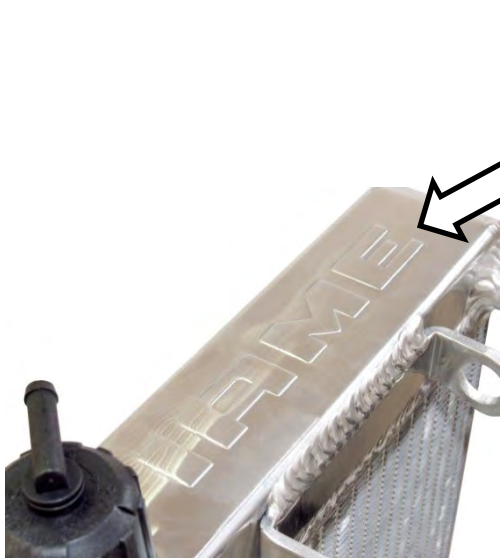
BENDIX COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE
DU CONTRE-ARBRE DE DEMARRAGE



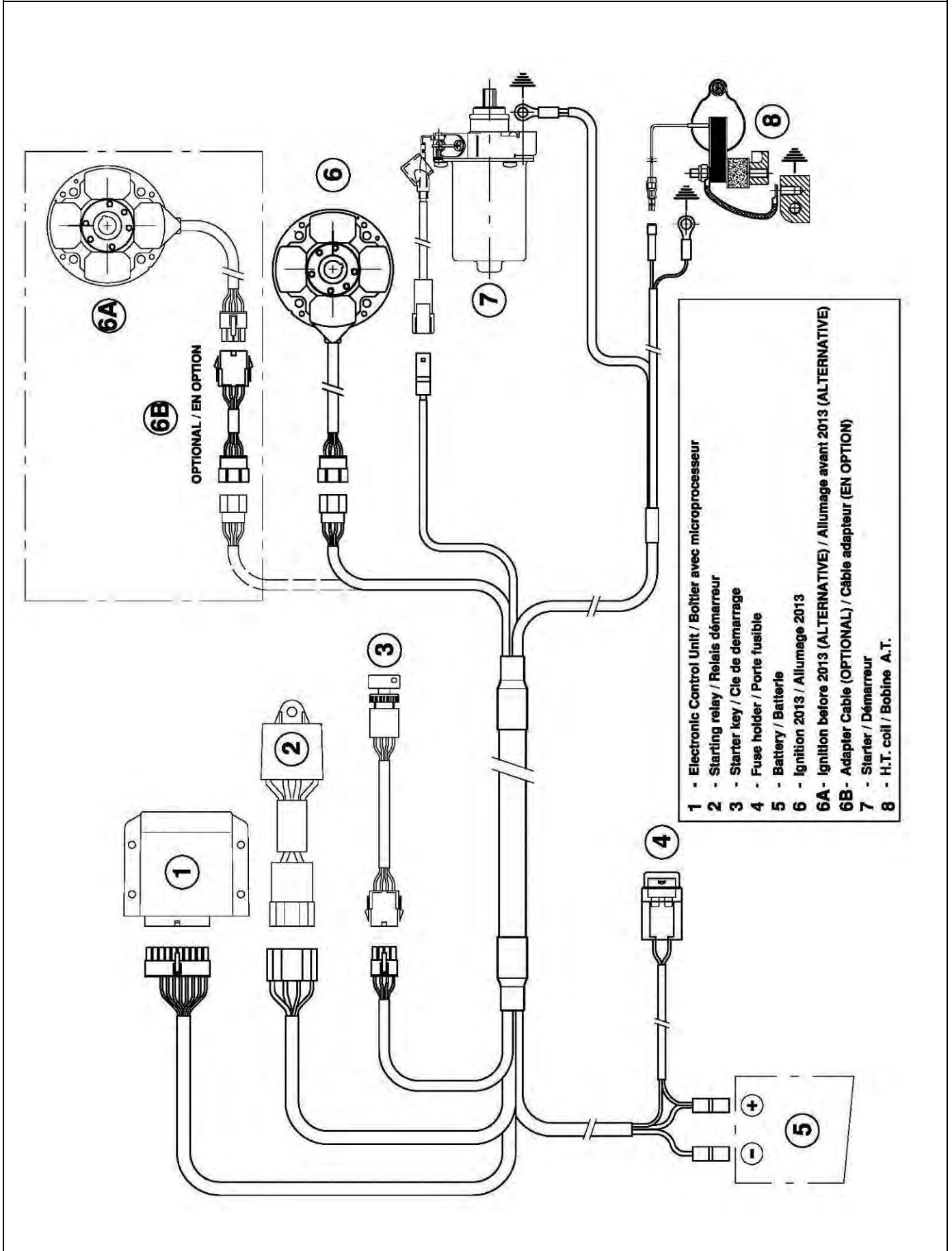
ALTERNATIVE



ALTERNATIVE RADIATOR IDENTIFICATION MARKING
MARQUAGE ALTERNATIF D'IDENTIFICATION DU RADIATEUR

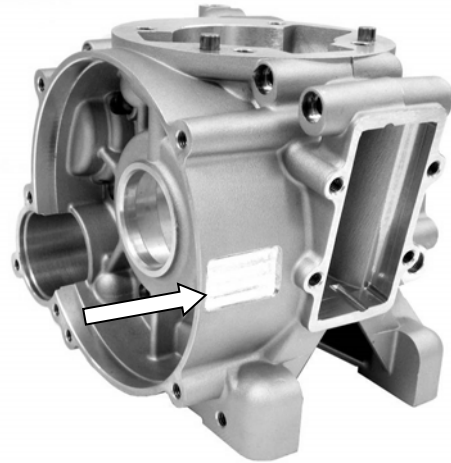
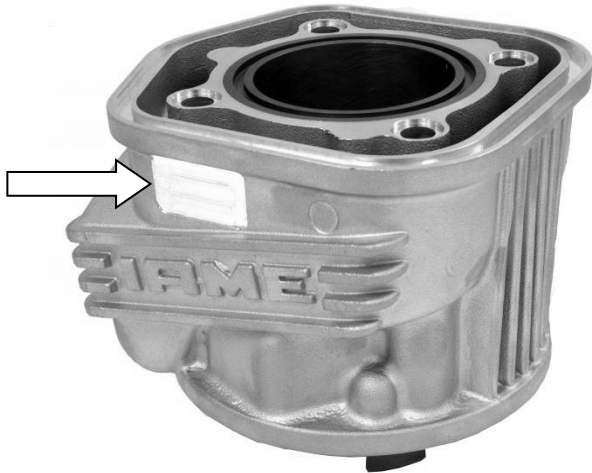


WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION 2013)
 SCHÉMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K" 2013)

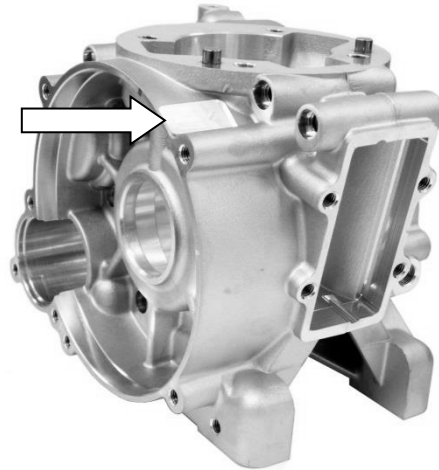


FROM 2014 ON - A PARTIR DE 2014

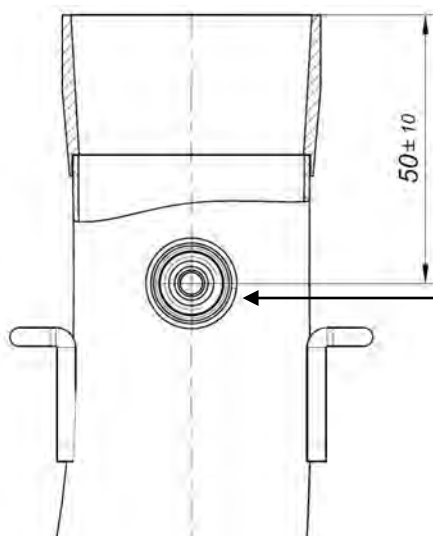
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



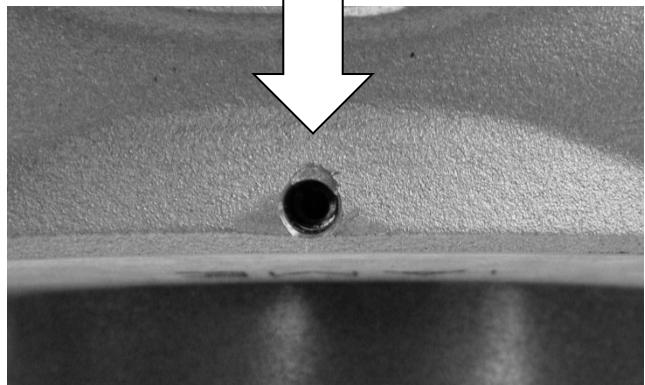
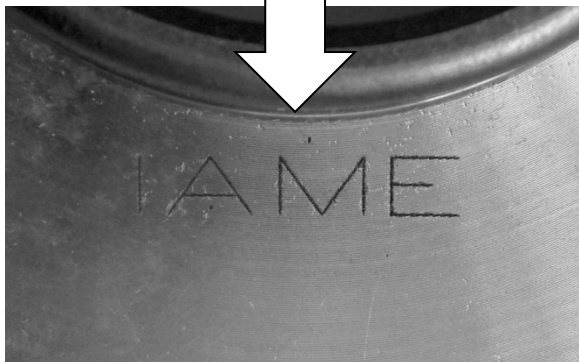
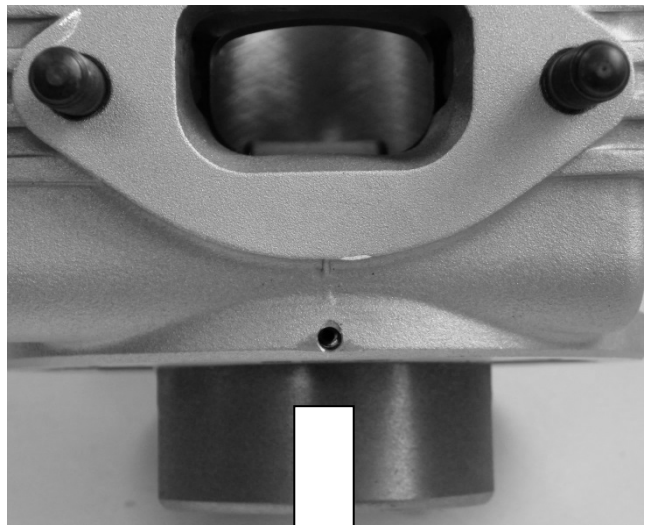
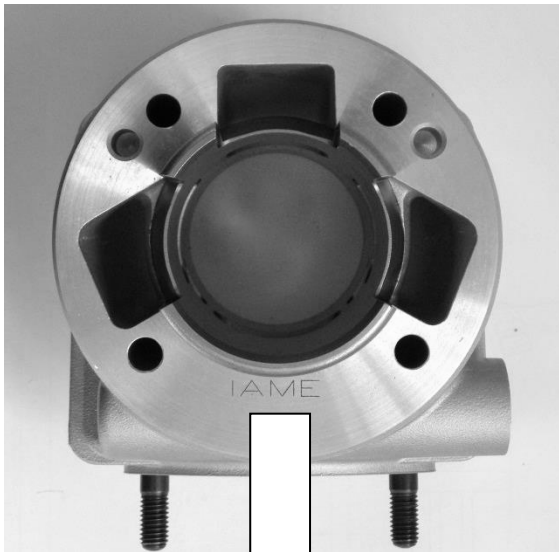
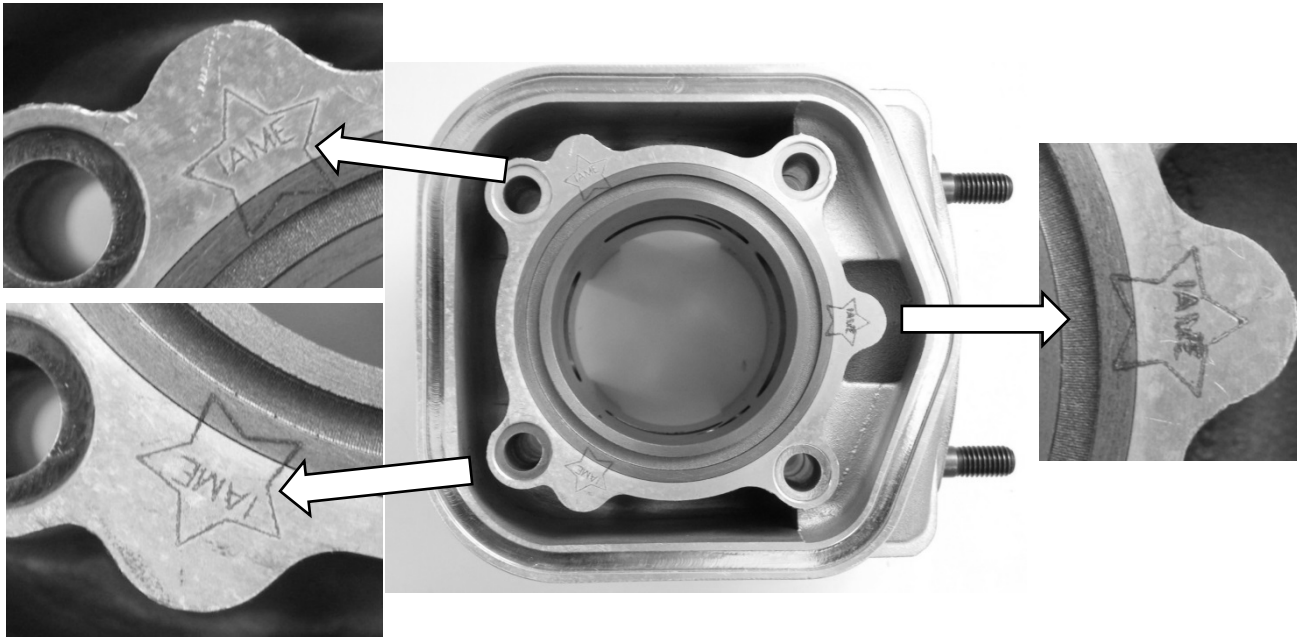
**EXHAUST TEMPERATURE SENSOR
CAPTEUR DE TEMPERATURE D'ÉCHAPPEMENT**



EXHAUST
TEMPERATURE
SENSOR POSITION
(OPTIONAL)

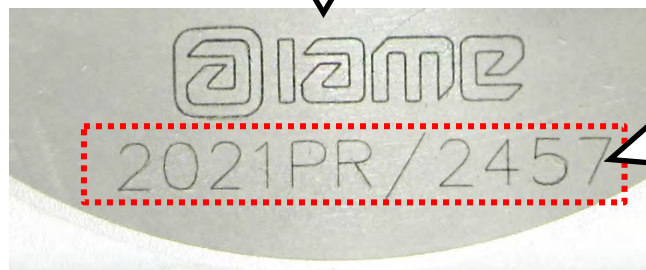
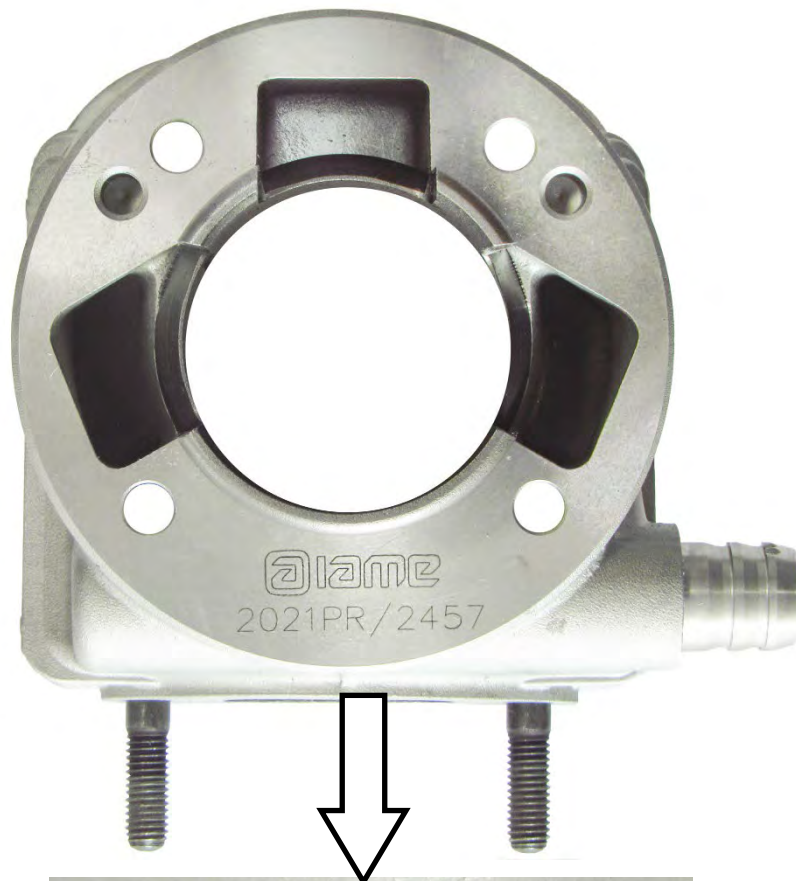
POSITION DU
CAPTEUR
DE TEMPERATURE
D'ÉCHAPPEMENT
(EN OPTION)

CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING
MARQUAGE ALTERNATIF DE LA BASE DU CYLINDRE

ALTERNATIVE



VARIABLE

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

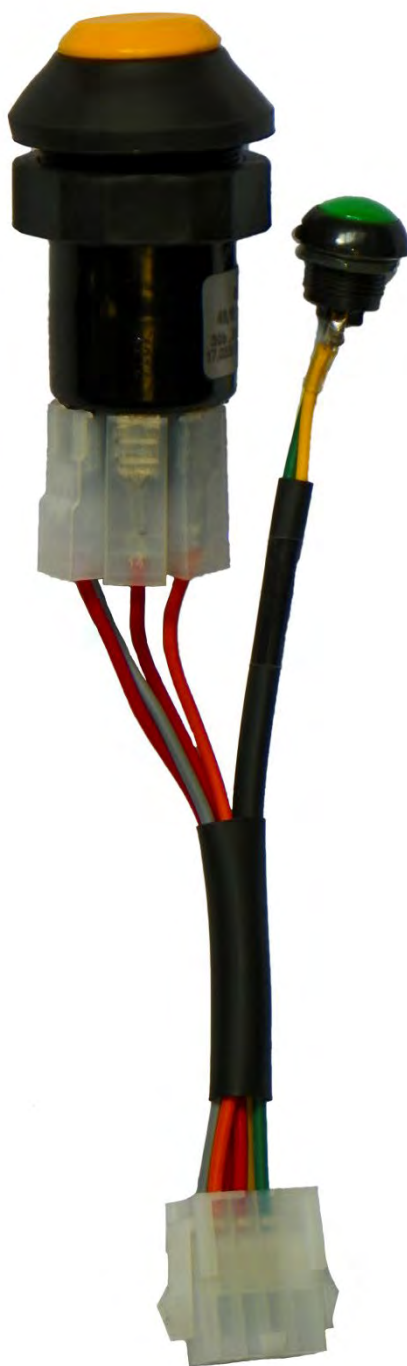
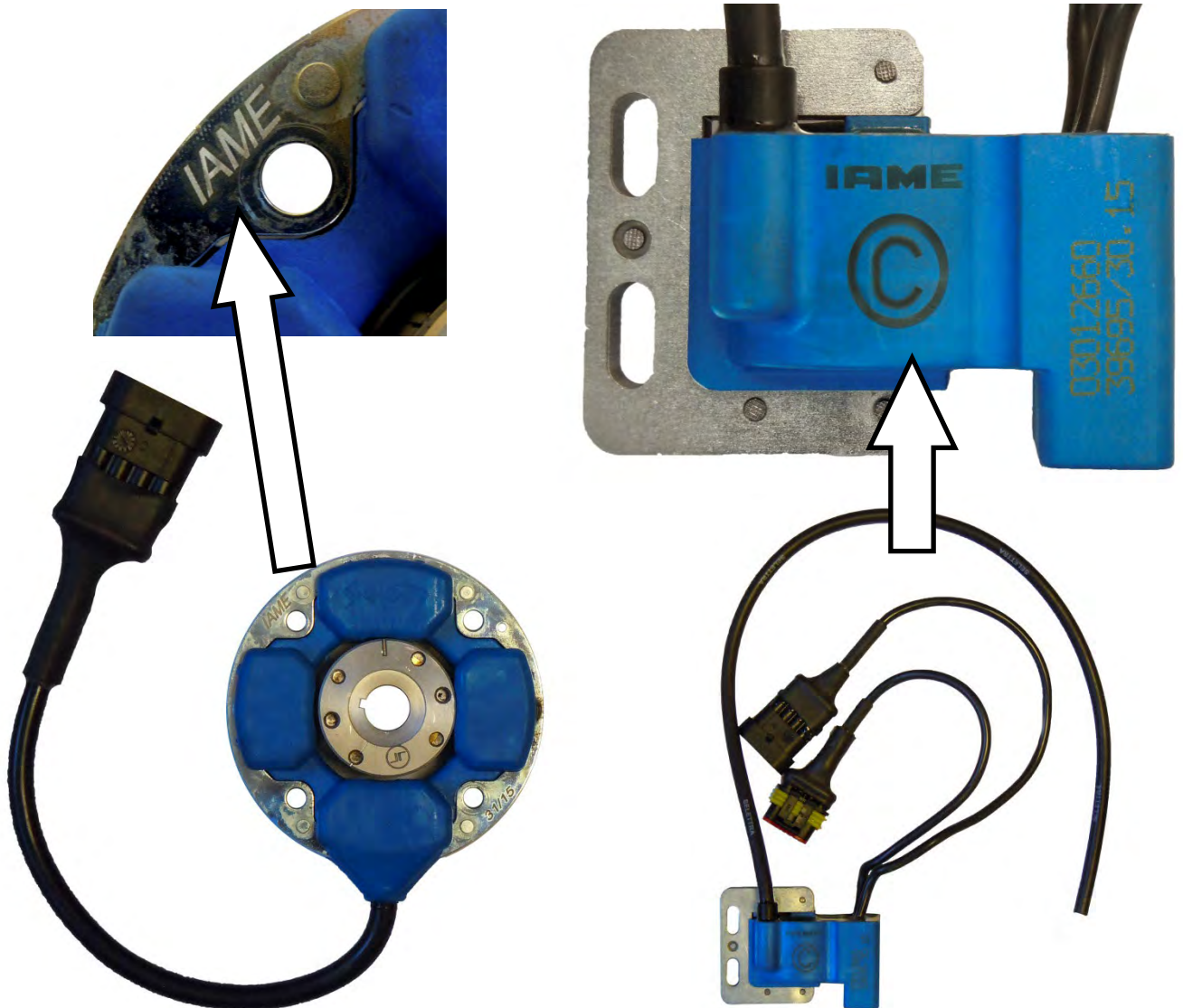


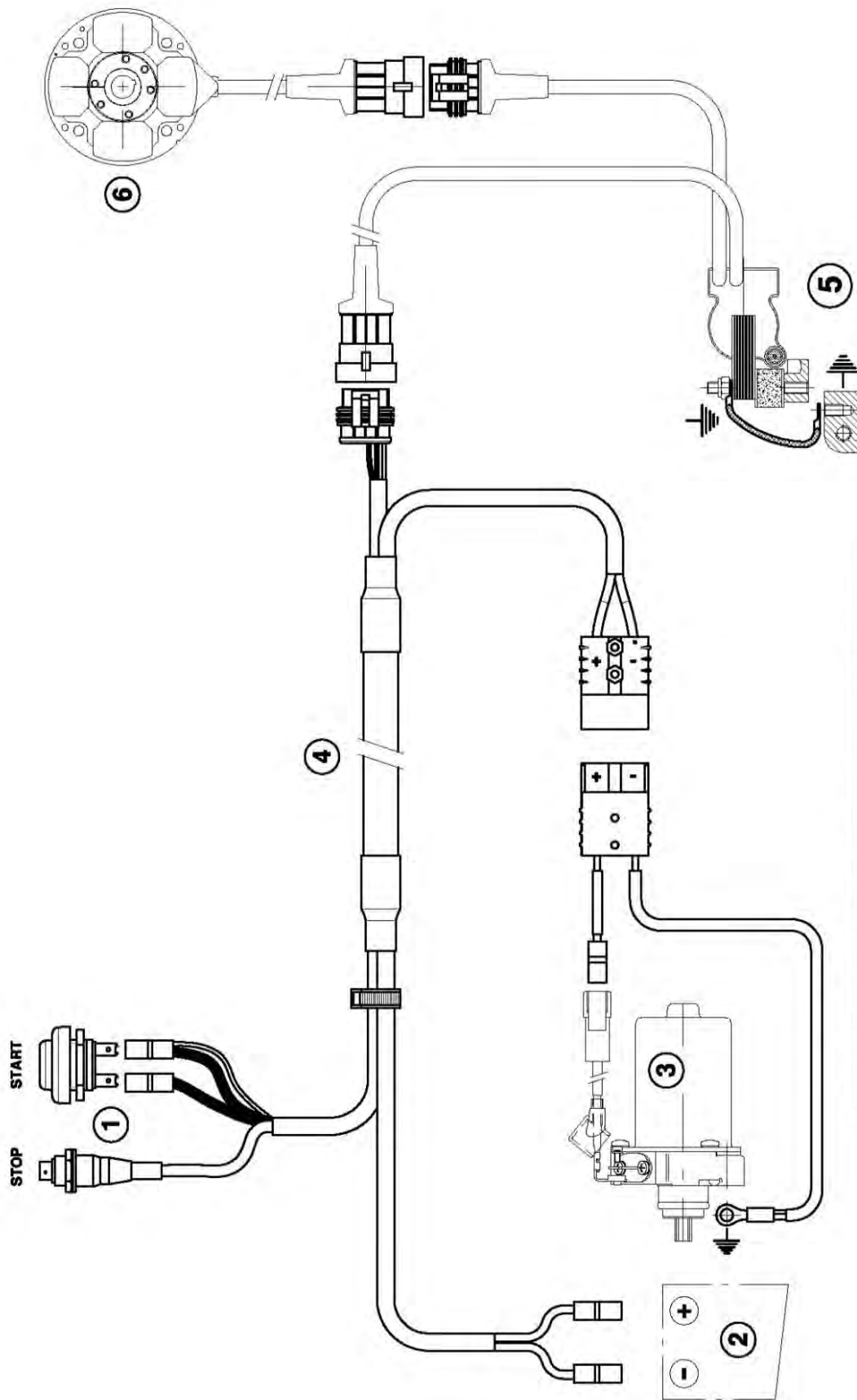
PHOTO COMPLETE ALTERNATIVE WIRING LOOM
PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



PHOTO OF SELETTRA ALTERNATIVE DIGITAL "S" IGNITION, WITH IAME MARKING
PHOTO DE L'ALLUMAGE SELETTRA DIGITAL "S", AVEC MARQUAGE IAME



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

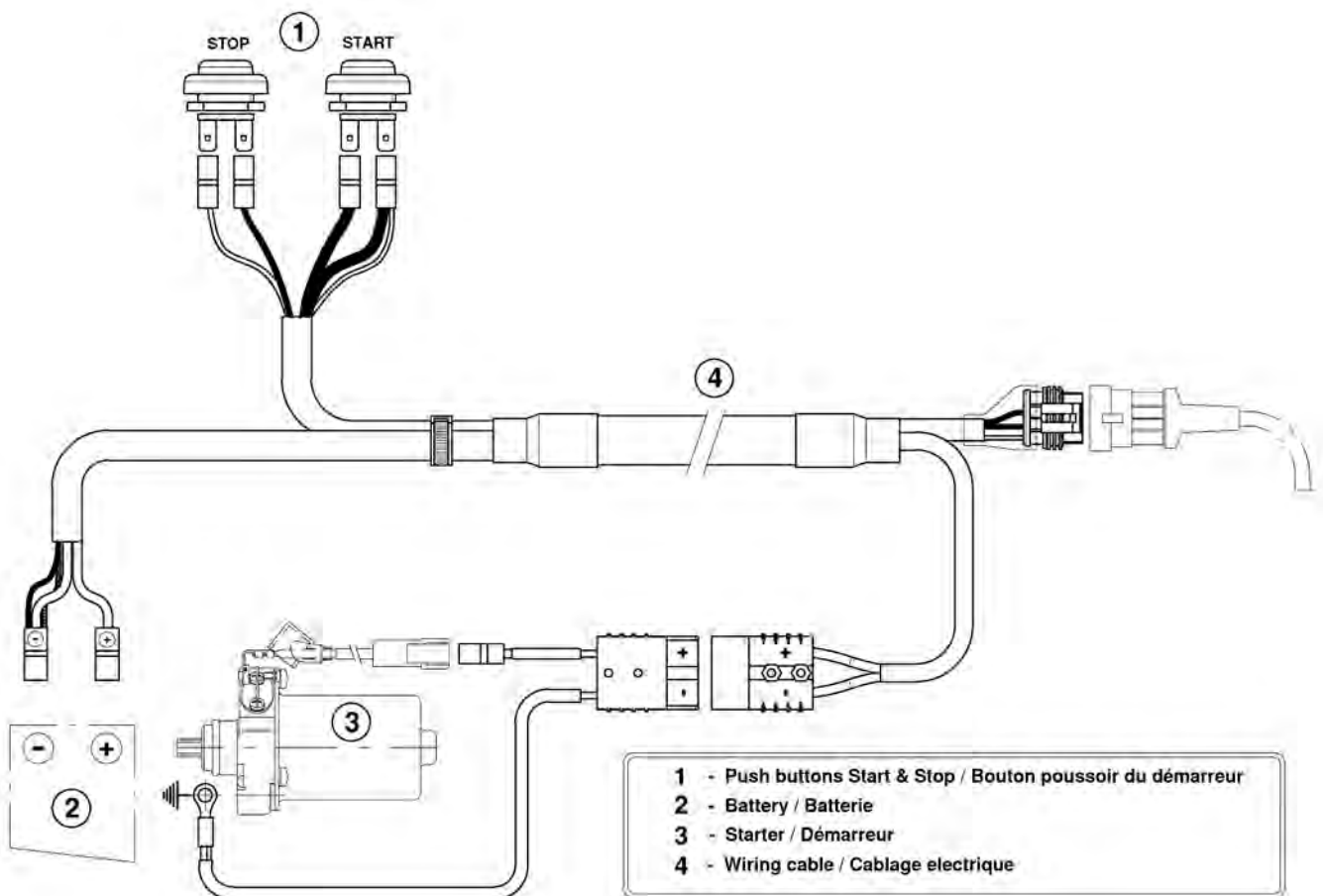


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Démarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit / Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

ALTERNATIVE WIRING LOOM
CABLAGE ELECTRIQUE COMPLET ALTERNATIF



ALTERNATIVE WIRING LOOM DIAGRAM
SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF



ALTERNATIVE WIRING LOOM
CABLAGE ELECTRIQUE COMPLET ALTERNATIF



ALTERNATIVE WIRING LOOM DIAGRAM
SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF

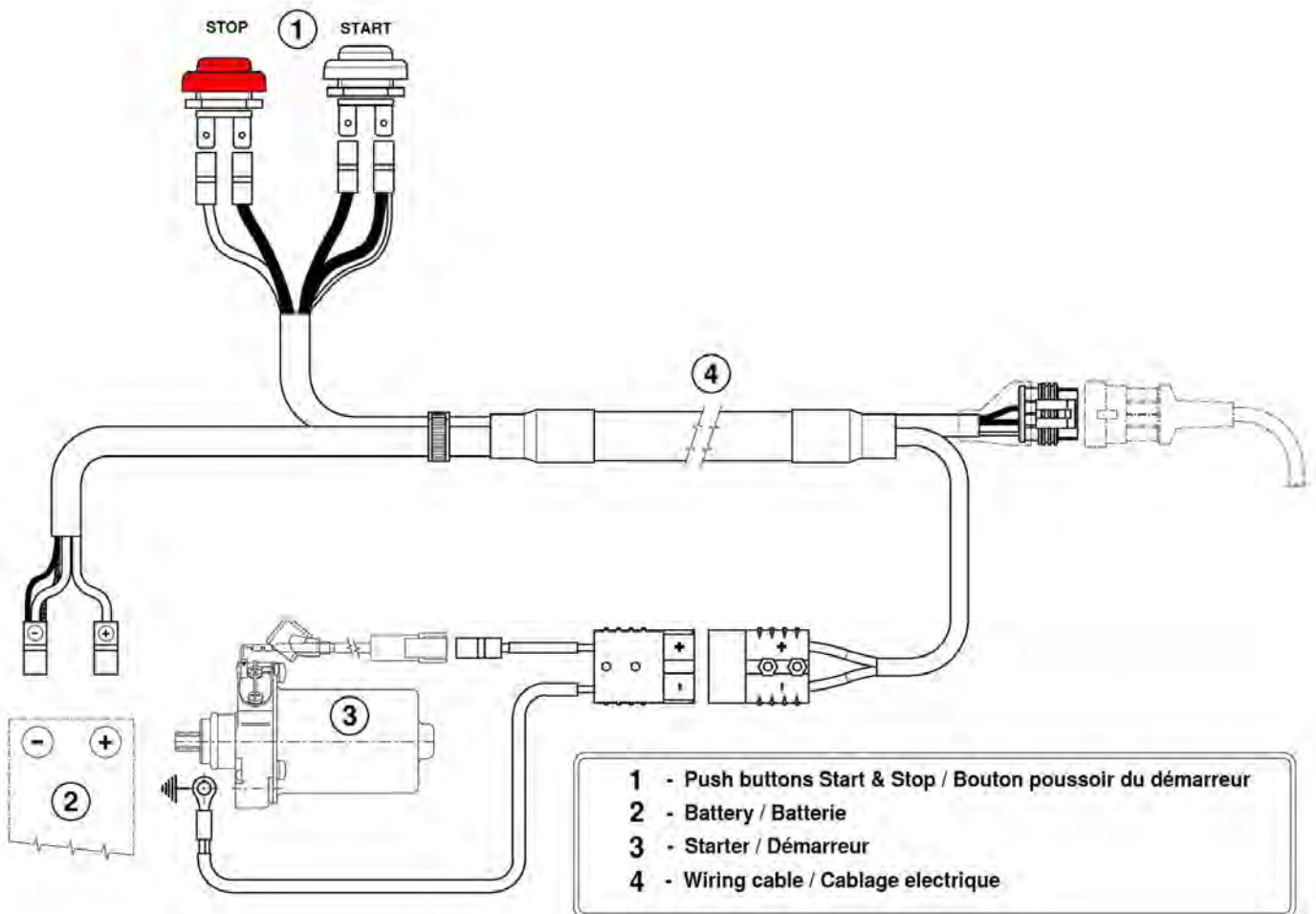
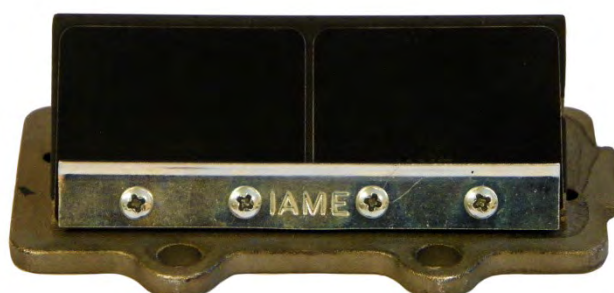
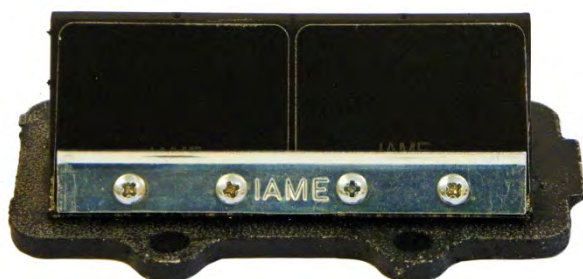
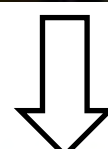
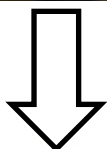


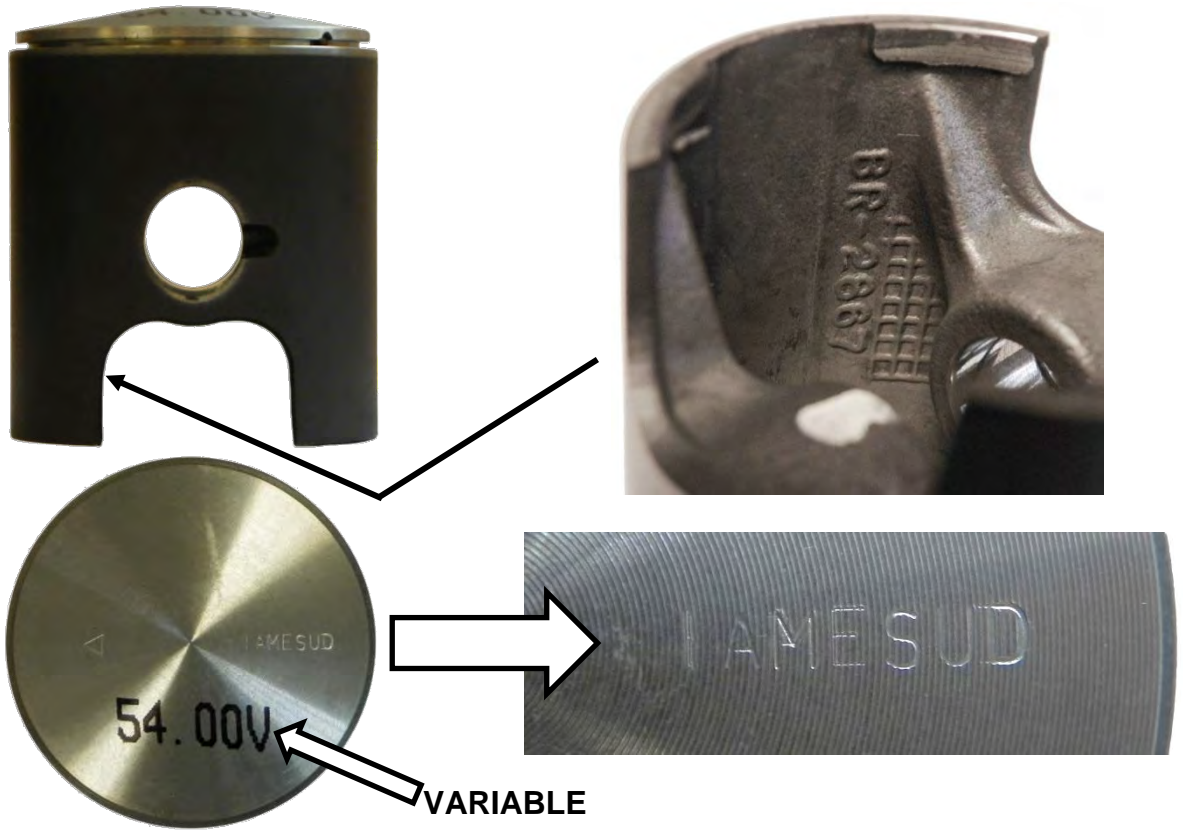
PHOTO IDENTIFICATION REED GROUP
PHOTO IDENTIFICATION BOÎTE À CLAPETS

ACTUAL VERSION
VERSION COURANTE

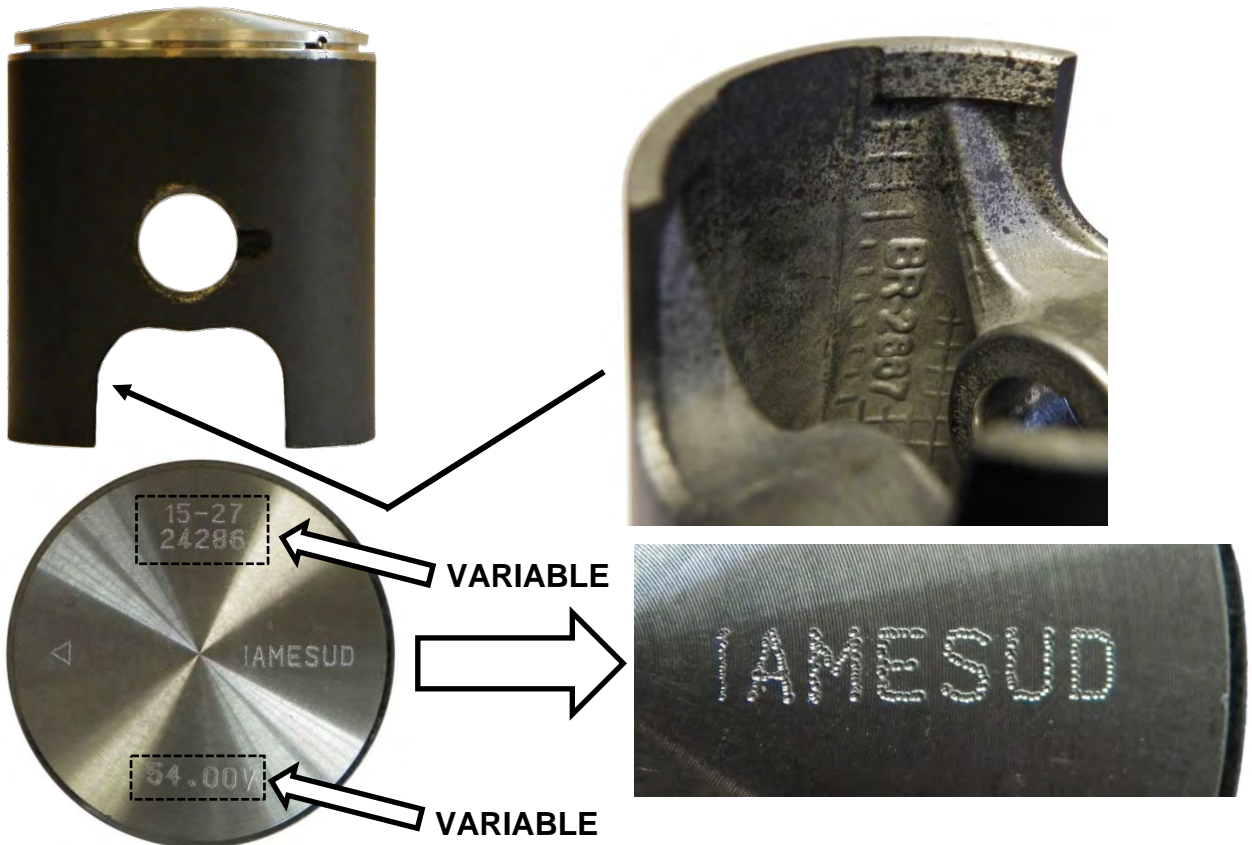
ALTERNATIVE VERSION
VERSION ALTERNATIVE



ACTUAL PISTON
PISTON COURANT



ALTERNATIVE PISTON
PISTON ALTERNATIF



ALTERNATIVE CONROD
BIELLE ALTERNATIVE

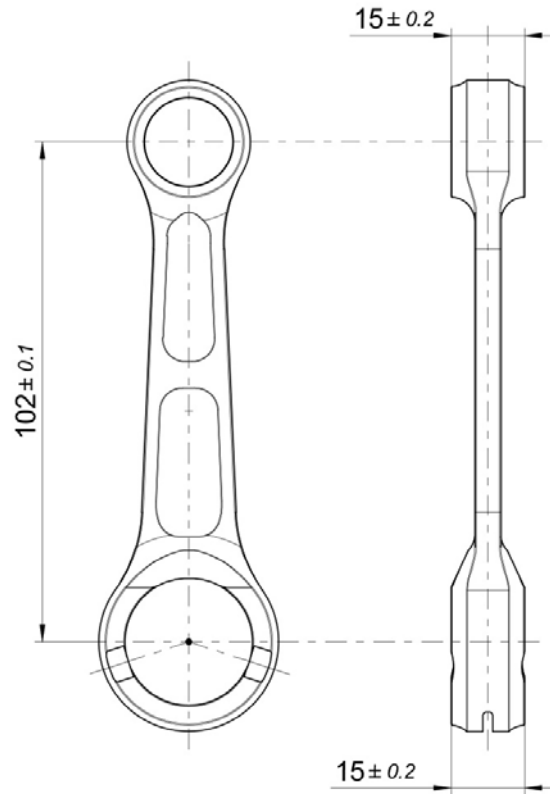
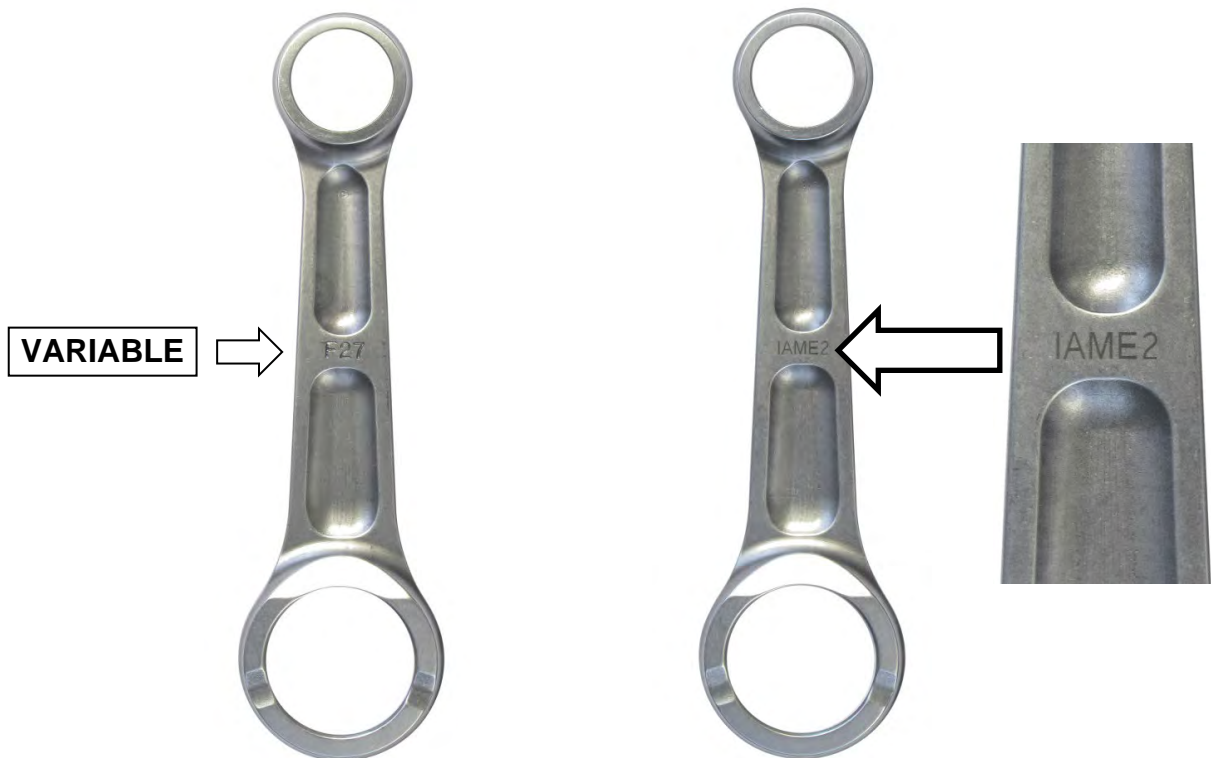


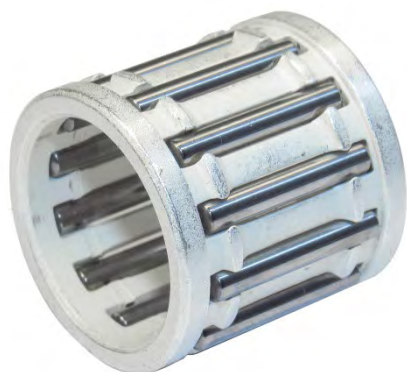
PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE
PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



**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




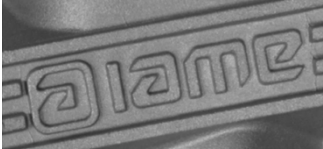



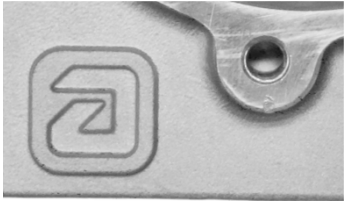
TYPE 1



TYPE 2

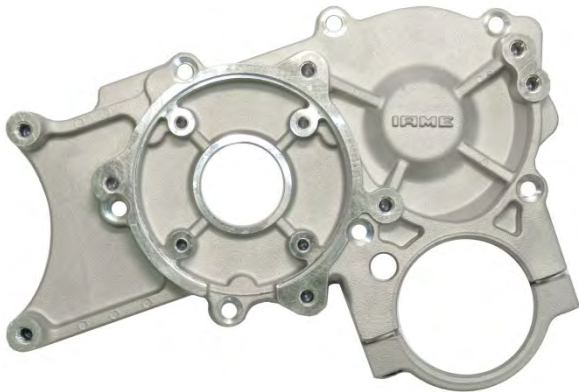


PARTS WITH ALTERNATIVE NEW LOGO "IAME"
COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»

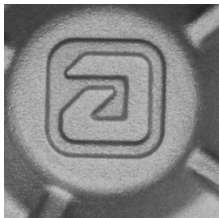
<p align="center">CYLINDER HEAD CULASSE</p>  <p align="center">NEW / NOUVEAU LOGO</p> 	<p align="center">CYLINDER CYLINDRE</p>  <p align="center">NEW / NOUVEAU LOGO</p> 
<p align="center">SEMICARTER TRANSMISSION SIDE DEMI-CARTER CÔTÉ PIGNON</p>  <p align="center">NEW / NOUVEAU LOGO</p> 	<p align="center">SEMICARTER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

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

IGNITION COVER
 COUVERCLE DE L'ALLUMAGE



NEW / NOUVEAU LOGO



CLUTCH COVER
 COUVERCLE D'EMBRAYAGE



NEW / NOUVEAU LOGO



REED GROUP
 GROUPE CLAPETS



NEW / NOUVEAU LOGO






CARBURETTOR INLET CONVEYOR
 CONVOYEUR D'ADMISSION



NEW / NOUVEAU LOGO



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

<p align="center">RADIATOR RADIATEUR</p>	<p align="center">EXHAUST SILENCER ECHAPPEMENT</p>
<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows a rectangular radiator with a black top cap and a black bottom base. To its right is a vertical rectangular plate with the 'IAME' logo embossed in a stylized, bold font.</p>	<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows a curved metal exhaust silencer. Above it is a rectangular plate with the 'IAME' logo embossed. Below the silencer is a circular metal component with the 'IAME' logo embossed on its top surface. Below that is another rectangular plate with the 'IAME' logo embossed.</p>
<p align="center">BALANCING SHAFT ARBRE D'EQUILIBRAGE</p>	
<p align="center">NEW / NOUVEAU LOGO</p>  <p>The image shows a balancing shaft component. Above it is a rectangular plate with the 'IAME' logo embossed. A white arrow points from the logo plate down to the shaft, which has the 'IAME' logo embossed on its side.</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"

ia me

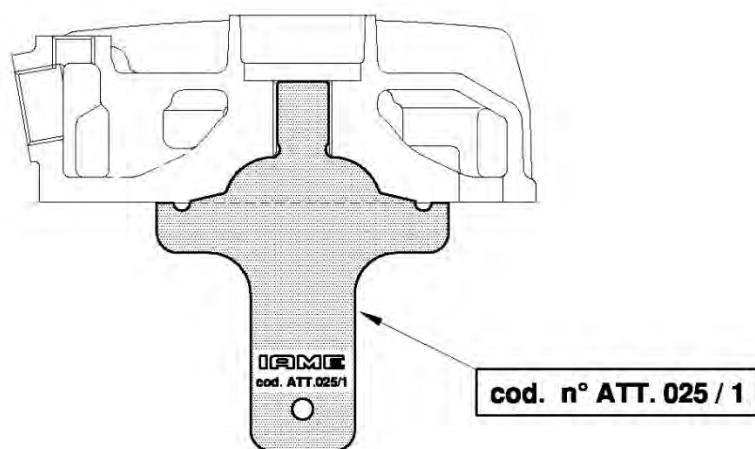
or

ⓐ ia me

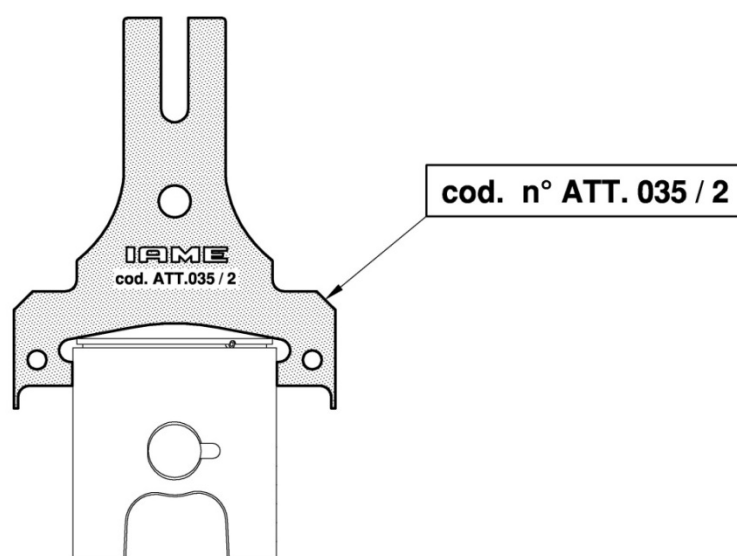
or

ⓐ

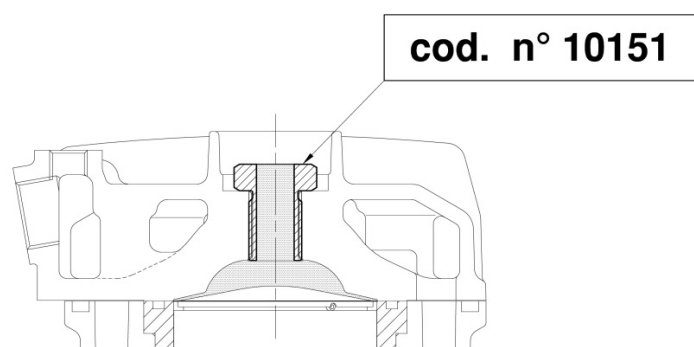
CHECKING THE SHAPE OF THE COMBUSTION CHAMBER
CONTRÔLE DE LA FORME DE LA CHAMBRE DE COMBUSTION



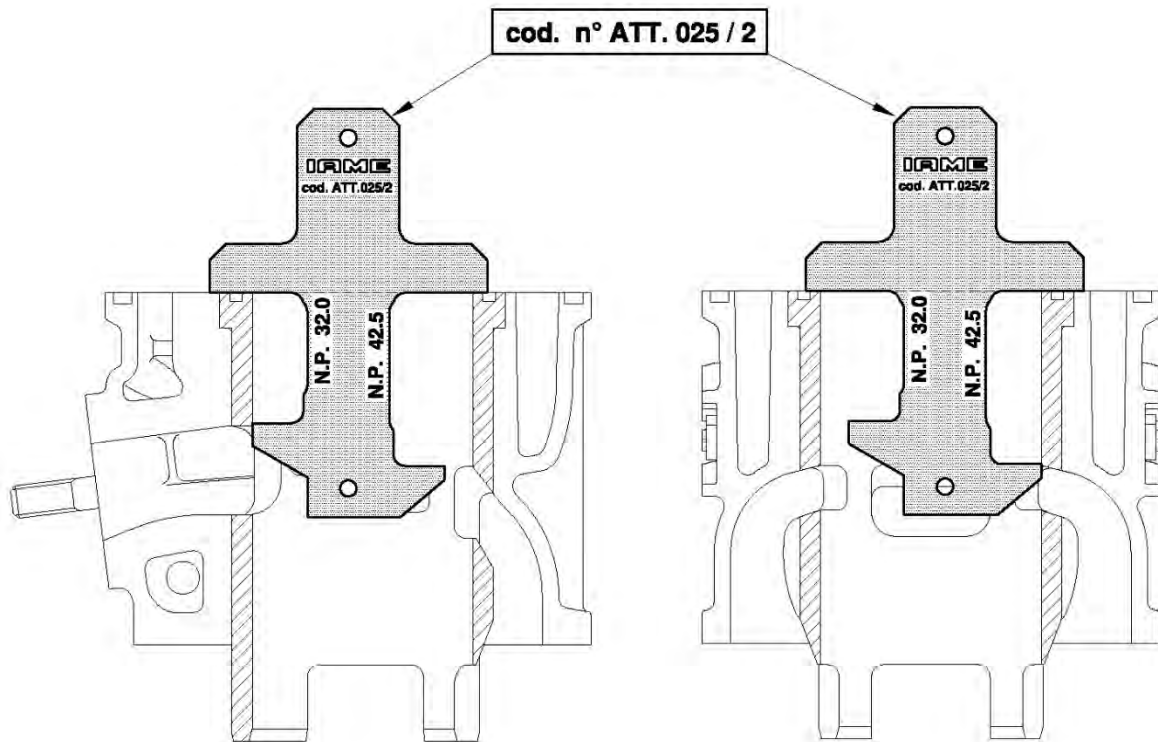
CONTROL OF THE PISTON DOME
CONTRÔLE DU DÔME DE PISTON



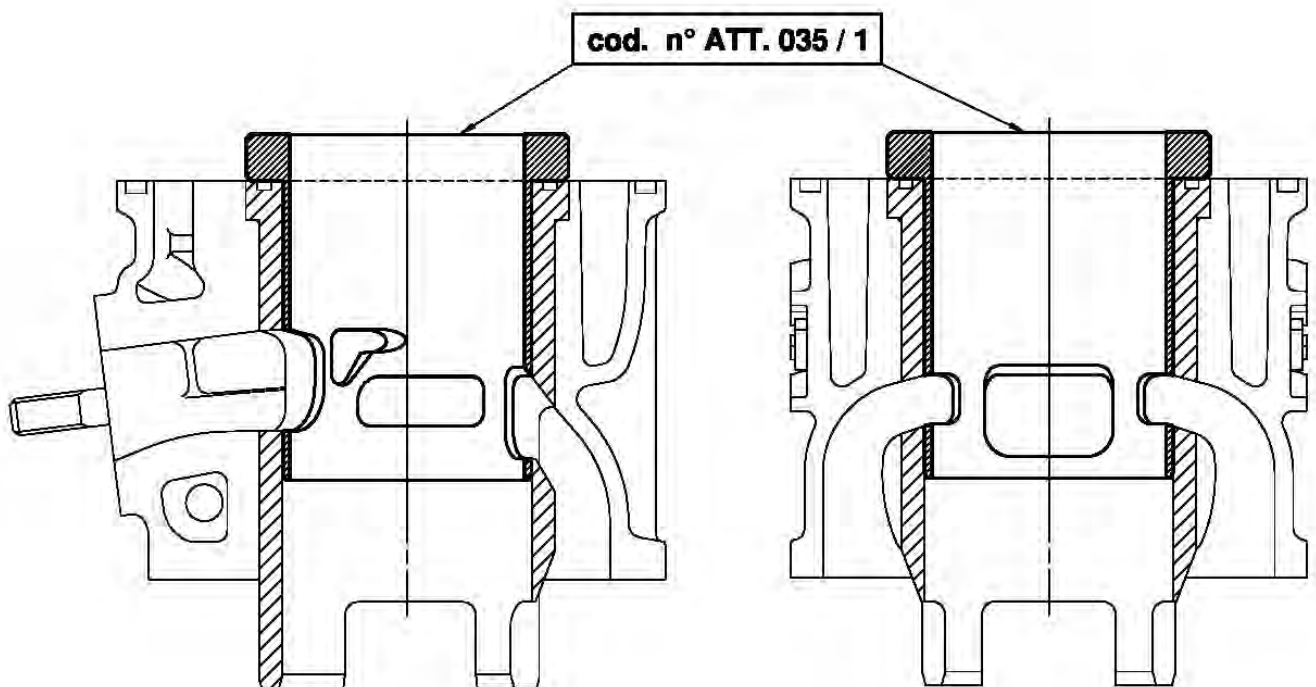
CONTROL OF THE VOLUME OF THE COMBUSTION CHAMBER
CONTRÔLE DU VOLUME DE LA CHAMBRE DE COMBUSTION



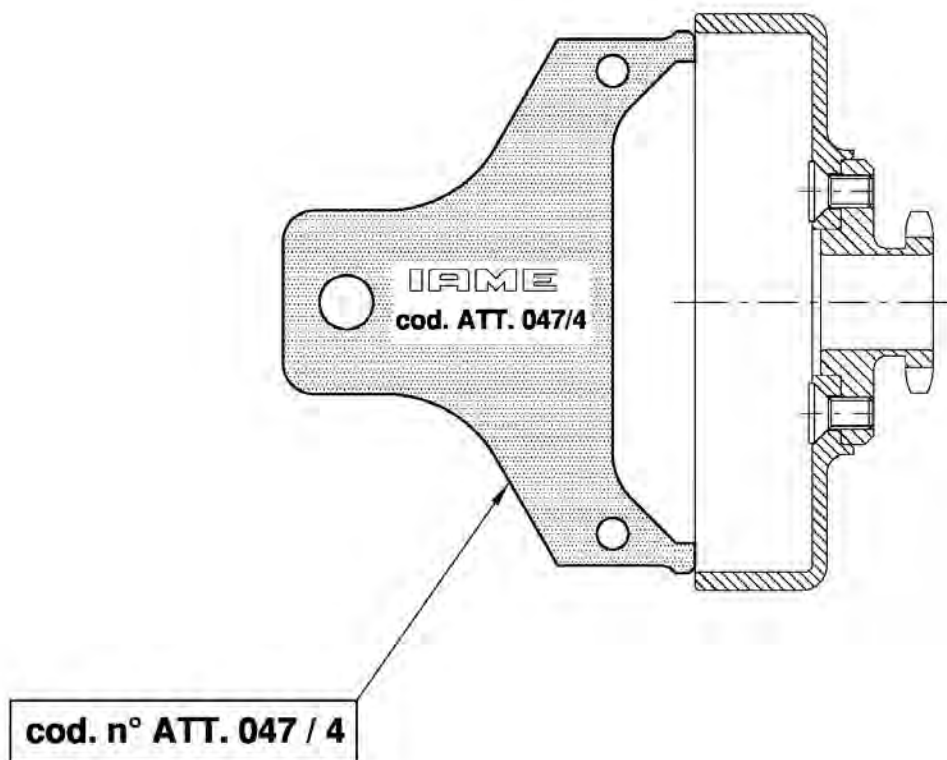
CYLINDER CHECK - CONTRÔLE DU CYLINDRE
CHECKING OF EXHAUST DUCT AND LATERAL TRANSFERS
CONTRÔLE DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX



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

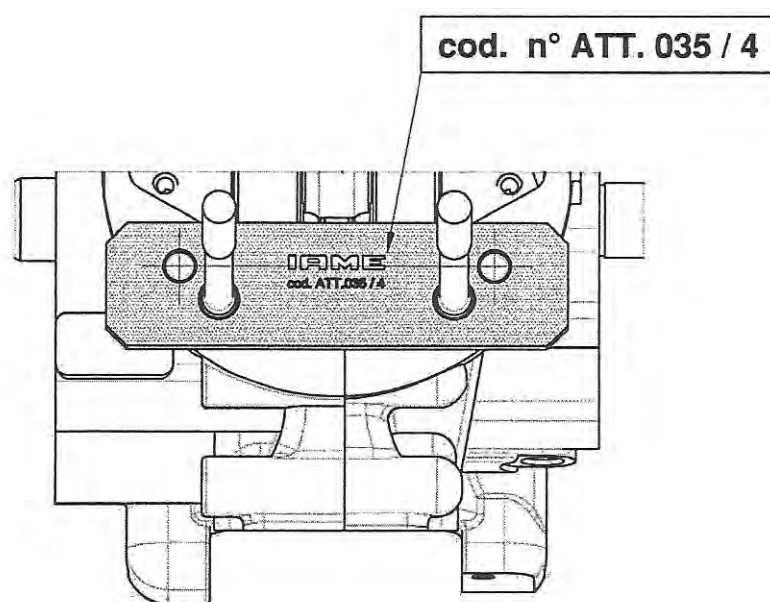


CLUTCH DRUM CHECKING TOOL
CONTRÔLE DE LA CLOCHE D'EMBRAYAGE

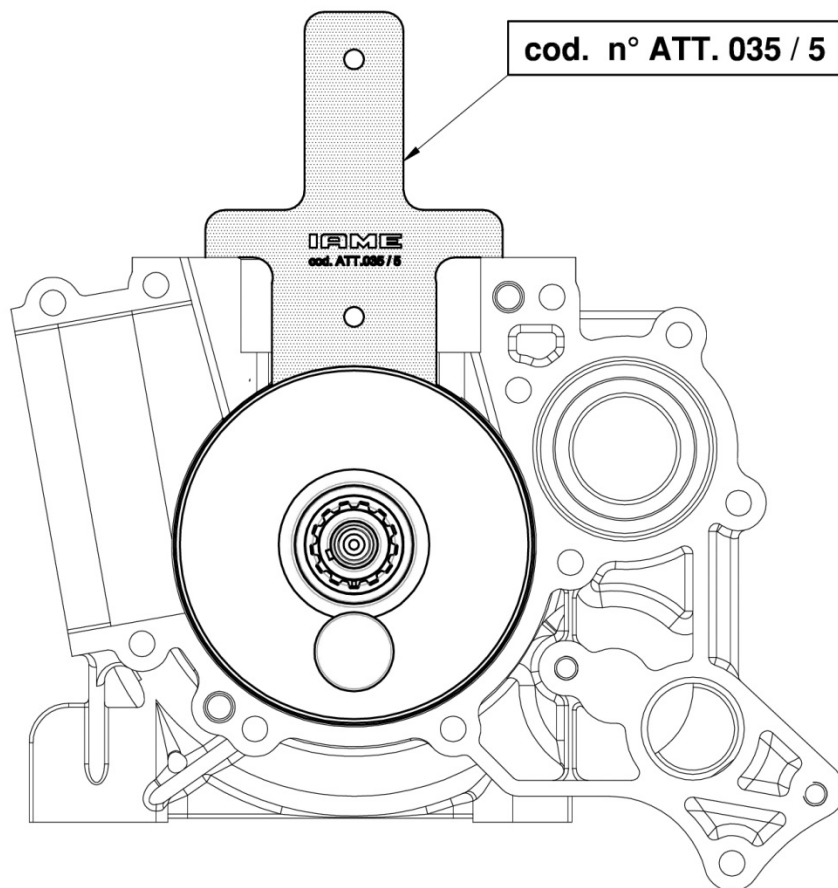


CRANKCASE CHECKING TOOLS - CONTRÔLE DU CARTER

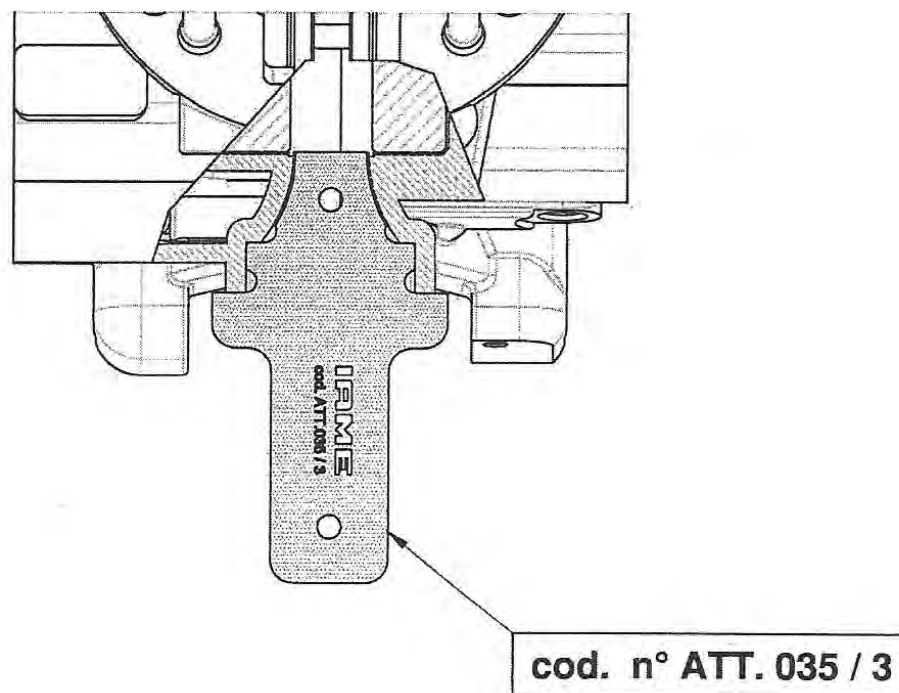
CHECKING THE INTERAXLE OF THE CILYNDER PINS
CONTRÔLE DE L'ENTRAXE DES PIONS DE CENTRAGE DU CYLINDRE



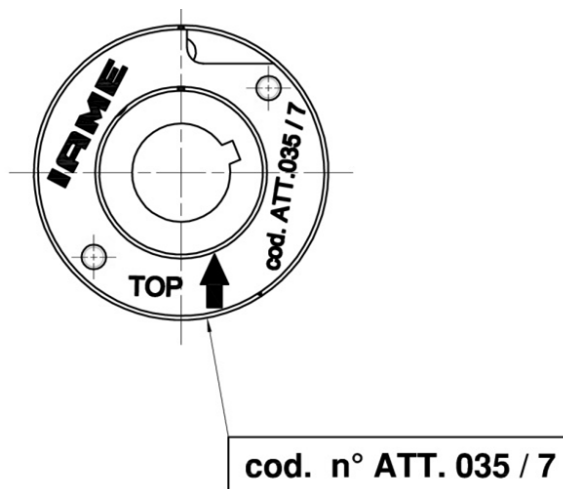
CONTROL OF THE HEIGHT OF THE CRANKSHAFT CYLINDER PLANE
CONTRÔLE DE LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER



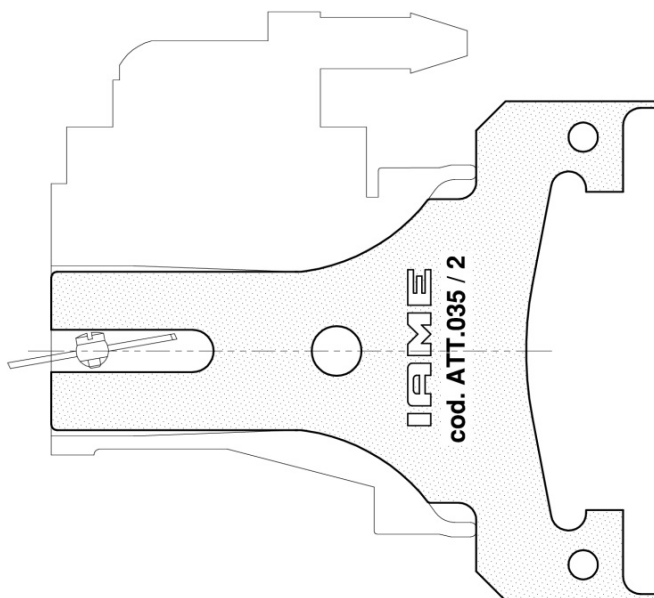
CHECKING OF THE REEDS VALVE PLANE
CONTRÔLE DU PLAN DU LOGEMENT DE LA BOITE À CLAPETS



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

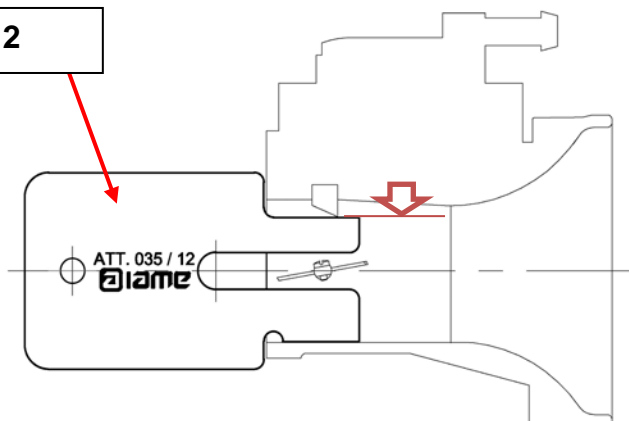


VENTURI SHAPE CONTROL OF TILLOTSON HW-27A CARBURETTOR
CONTRÔLE DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



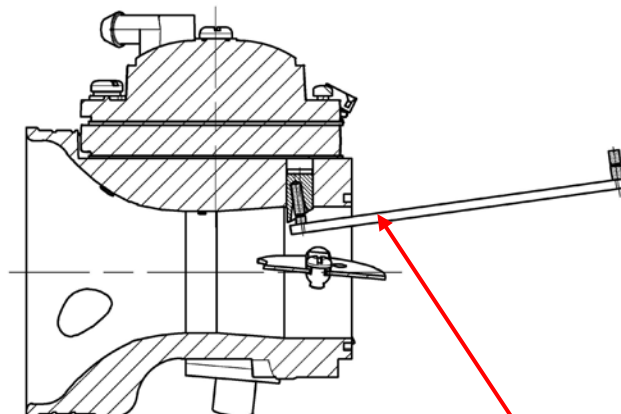
CHECKING OF THE HEIGHT OF THE ATOMISER – GO IF IT'S OK
CONTRÔLE DE LA HAUTEUR DU PULVERISATEUR
IL PASSE S'IL EST CONFORME

ATT.035 / 12



CHECK HOLE OF ATOMIZER
OUTIL DE VÉRIFICATION DE TROU DU PULVERISATEUR

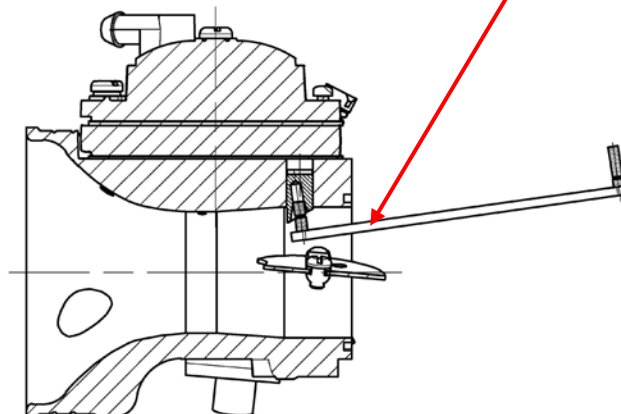
Pass Side – OK
Côté passe - Conforme



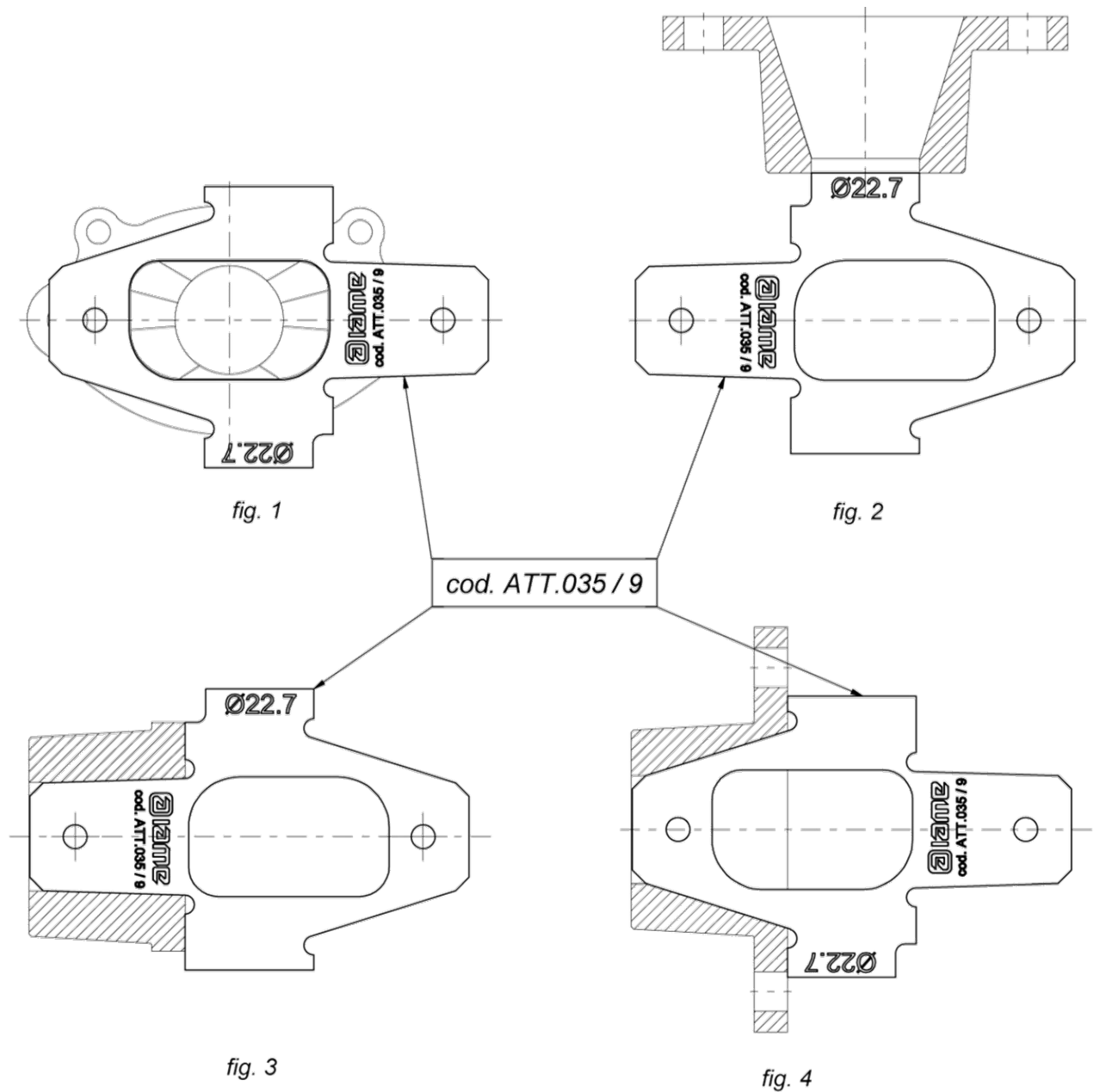
No Pass Side - OK
Pas de passe côté - Conforme



ATT.035 / 19



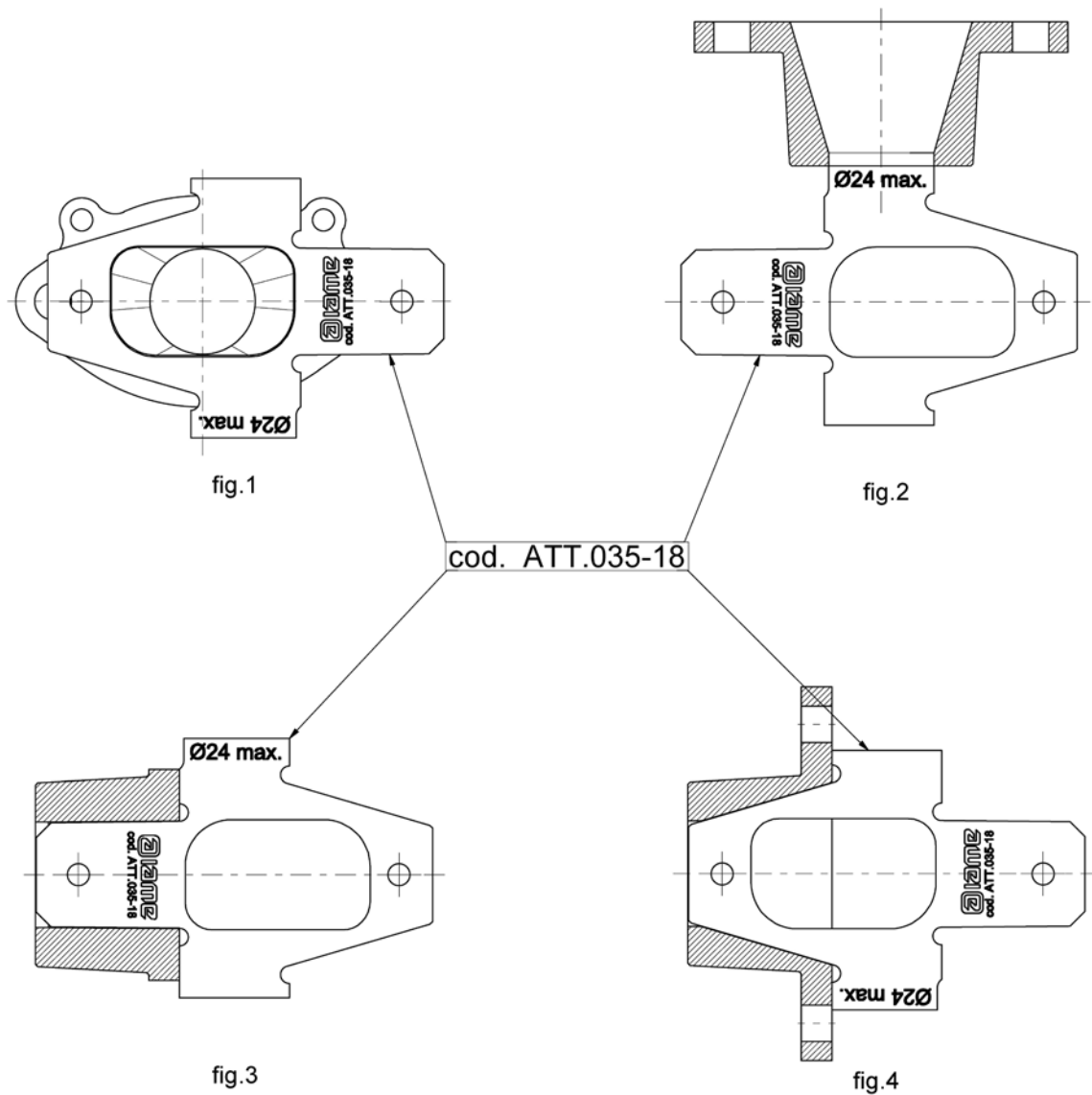
EXHAUST MANIFOLD CHECKING TOOL - CONTRÔLE DU RACCORD D'ÉCHAPPEMENT



THE NO-GO GAUGE MUST NOT ENTER INTO THE EXHAUST RESTRICTOR, (FIG.2);
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

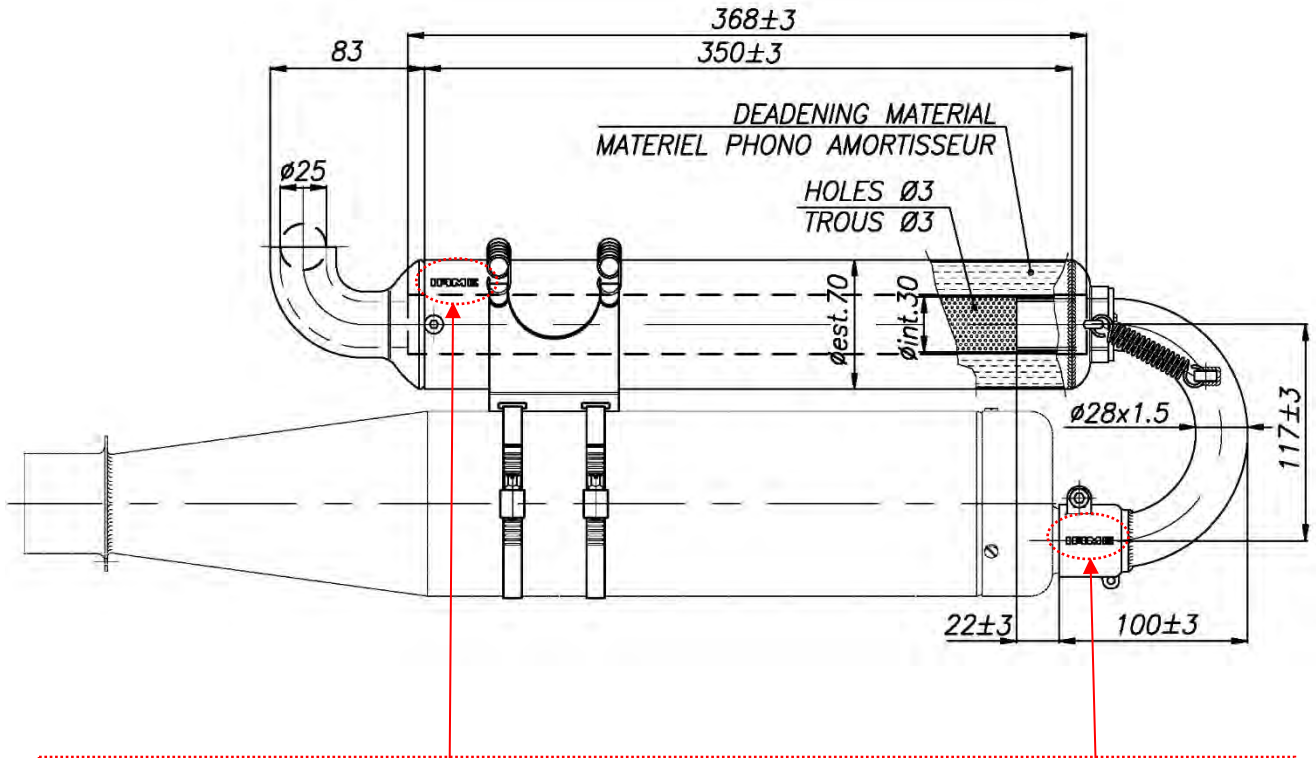
EXHAUST FITTING WITH Ø24 RESTRICTOR CHECKING TOOL
CONTRÔLE DU RACCORD D'ÉCHAPPEMENT AVEC RESTRICTEUR Ø24



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

EHXAUST SILENCER
SILENCIEUX D'ÉCHAPPEMENT



OR / OU



OR / OU

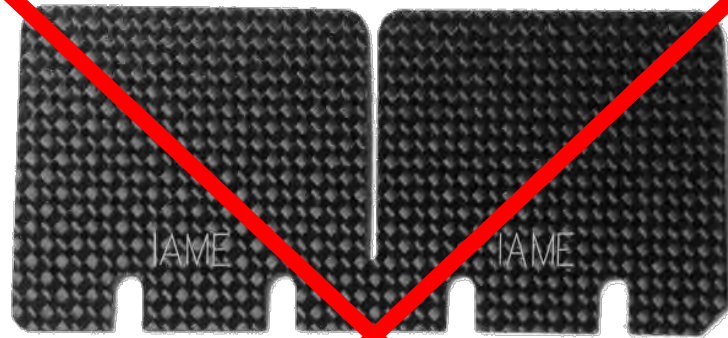


IAME MARKING / MARQUAGE IAME

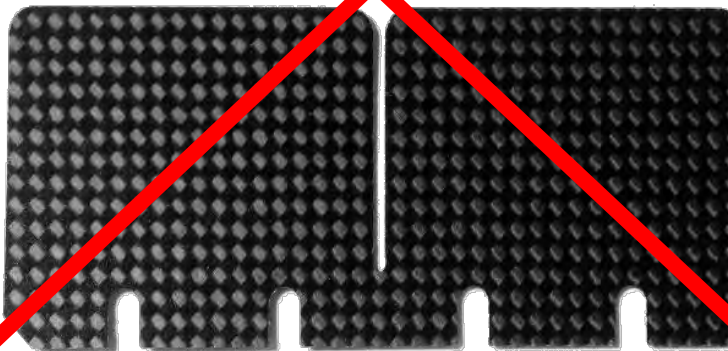
**NOT ALLOWED CARBON FIBER REEDS
NON ADMIS LES CLAPETS EN FIBRE DE CARBONE**

CARBON FIBER / FIBRE DE CARBONE

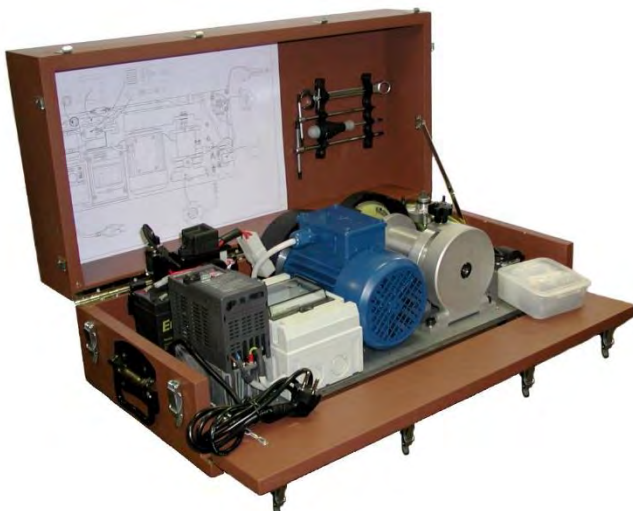
**FRONT SIDE
CÔTÉ AVANT**



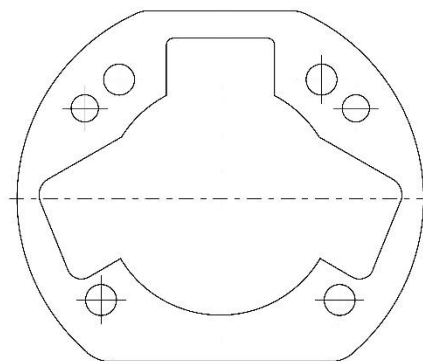
**REAR SIDE
CÔTÉ
ARRIÈRE**



**IGNITION BENCH TESTER
BANC D'ESSAI ALLUMAGE**



**CYLINDER GASKET
JOINT CYLINDRE**



Th. 0.32 MIN.

**ONLY ONE GASKET ALLOWED
BETWEEN CRANCASE AND CYLINDER
UN SEUL JOINT PERMIS ENTRE CARTER ET CYLINDRE**



CARBURETTOR TILLOTSON HW-27A



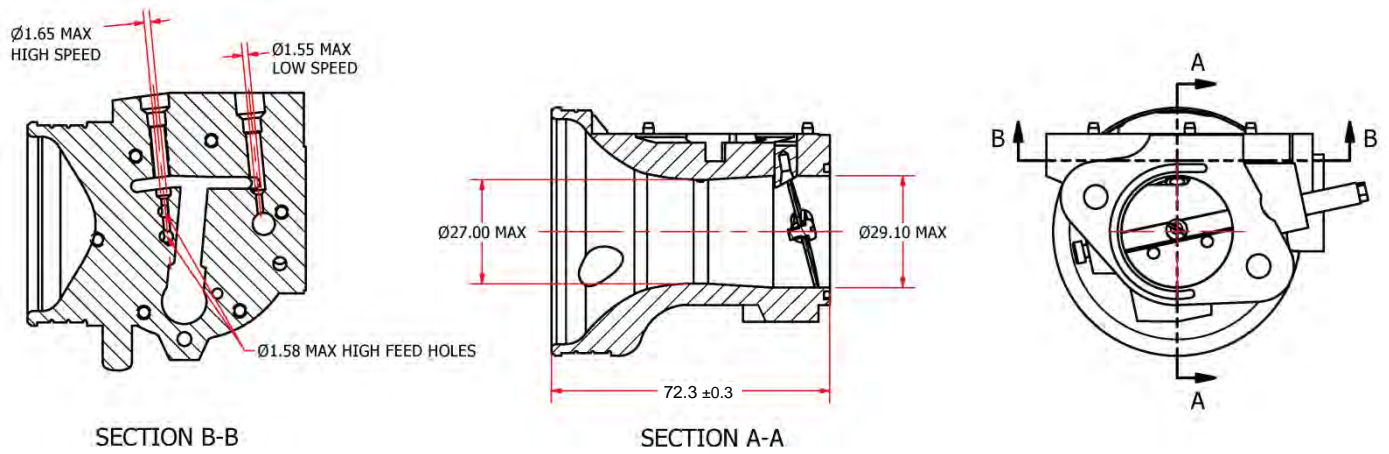
PHOTO OF ADJUSTING SIDE



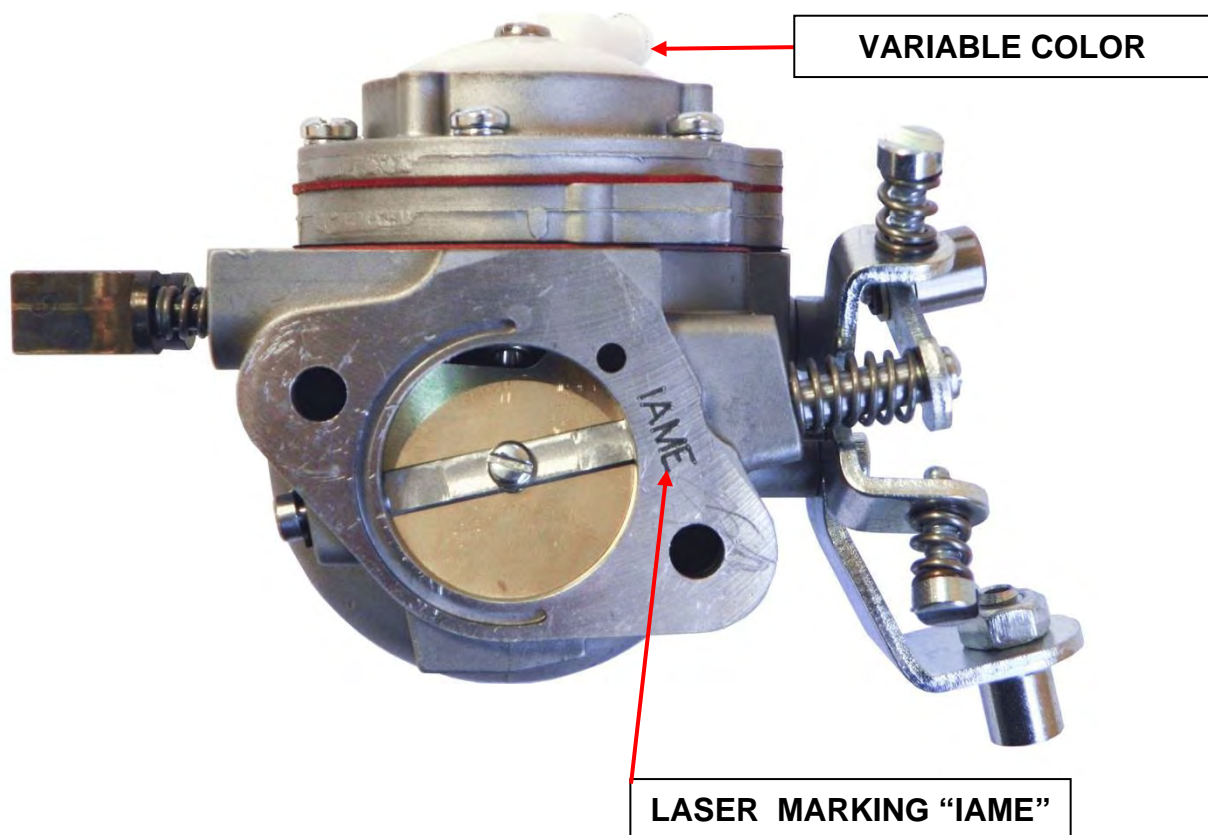
PHOTO OF INLET SIDE

Manufacturer	TILLOTSON LTD.
Make	TILLOTSON
Model	HW-27A

SECTION VIEW

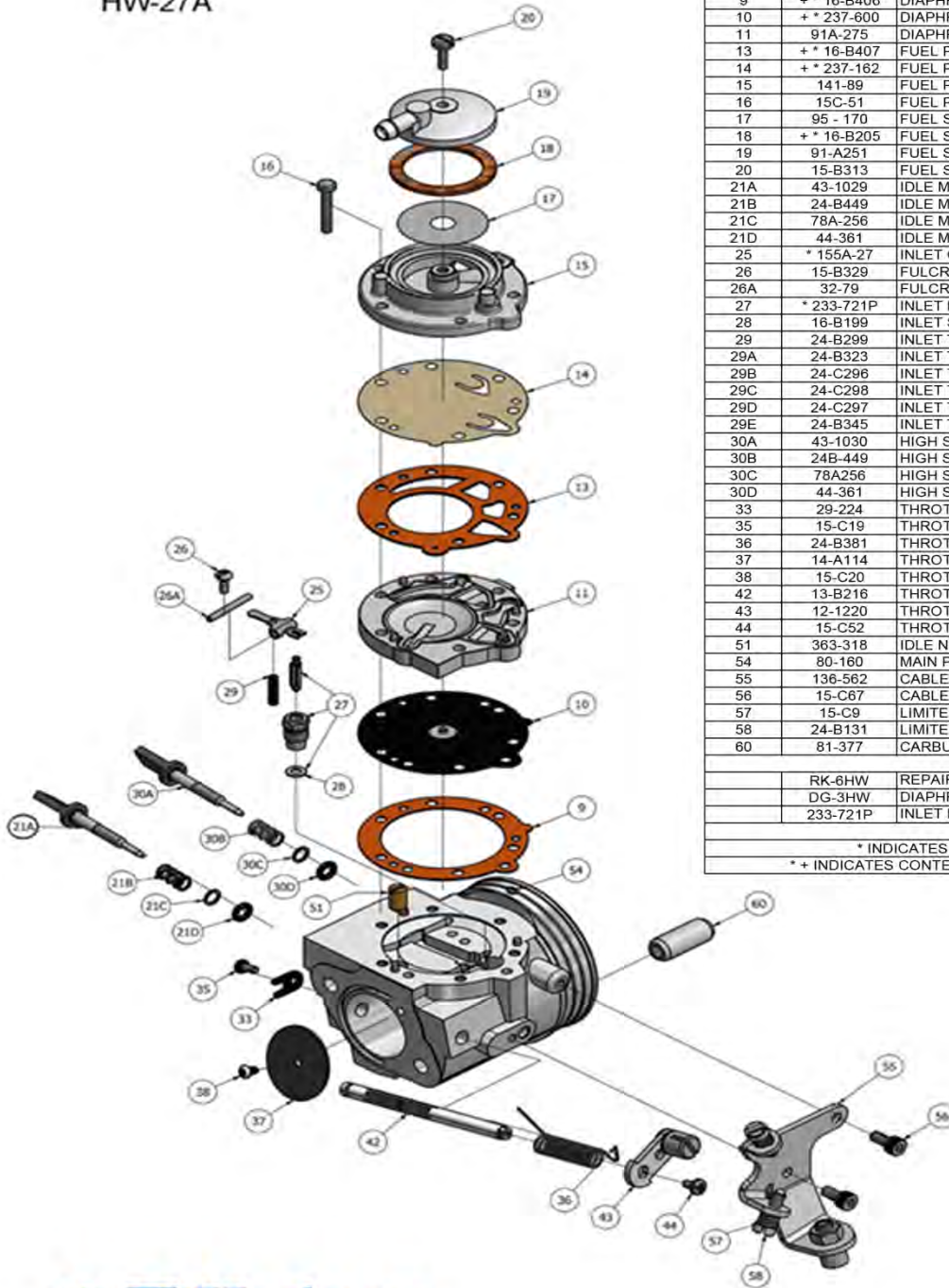


MARKING



CARBURETTOR DESCRIPTION AND SKETCH OF PARTS

HW-27A



ITEM	PART NO:	DESCRIPTION	QTY
9	+ * 16-B406	DIAPHRAGM GASKET (ORANGE)	1
10	+ * 237-600	DIAPHRAGM	1
11	91A-275	DIAPHRAGM COVER	1
13	+ * 16-B407	FUEL PUMP GASKET (ORANGE)	1
14	+ * 237-162	FUEL PUMP DIAPHRAGM	1
15	141-89	FUEL PUMP BODY	1
16	15C-51	FUEL PUMP BODY SCREW	6
17	95 - 170	FUEL STRAINER SCREEN	1
18	+ * 16-B205	FUEL STRAINER COVER GASKET	1
19	91-A251	FUEL STRAINER COVER	1
20	15-B313	FUEL STRAINER COVER RETAINING SCREW	1
21A	43-1029	IDLE MIXTURE SCREW	1
21B	24-B449	IDLE MIXTURE SCREW SPRING	1
21C	78A-256	IDLE MIXTURE SCREW WASHER	1
21D	44-361	IDLE MIXTURE SCREW PACKING	1
25	* 155A-27	INLET CONTROL LEVER	1
26	15-B329	FULCRUM LEVER SCREW	1
26A	32-79	FULCRUM LEVER PIN	1
27	* 233-721P	INLET NEEDLE & SEAT SET	1
28	16-B199	INLET SEAT GASKET	1
29	24-B299	INLET TENSION SPRING (STD 37 grams)	1
29A	24-B323	INLET TENSION SPRING (28 grams)	1
29B	24-C296	INLET TENSION SPRING (31 grams)	1
29C	24-C298	INLET TENSION SPRING (42 grams)	1
29D	24-C297	INLET TENSION SPRING (46 grams)	1
29E	24-B345	INLET TENSION SPRING (48 grams)	1
30A	43-1030	HIGH SPEED MIXTURE SCREW	1
30B	24B-449	HIGH SPEED MIXTURE SCREW SPRING	1
30C	78A256	HIGH SPEED MIXTURE SCREW WASHER	1
30D	44-361	HIGH SPEED MIXTURE SCREW PACKING	1
33	29-224	THROTTLE SHAFT CLIP	1
35	15-C19	THROTTLE SHAFT CLIP RETAINING SCREW	1
36	24-B381	THROTTLE RETURN SPRING	1
37	14-A114	THROTTLE SHUTTER	1
38	15-C20	THROTTLE SHUTTER SCREW	1
42	13-B216	THROTTLE SHAFT	1
43	12-1220	THROTTLE LEVER ASSEMBLY	1
44	15-C52	THROTTLE LEVER RETAINING SCREW	1
51	363-318	IDLE NOZZLE	1
54	80-160	MAIN PLUG	2
55	138-562	CABLE BRACKET	1
56	15-C67	CABLE BRACKET RETAINING SCREW	2
57	15-C9	LIMITER SCREW	2
58	24-B131	LIMITER SPRING	2
60	81-377	CARBURETTOR MOUNTING NUT	2
		RK-6HW	REPAIR KIT
		DG-3HW	DIAPHRAGM & GASKET (STANDARD)
		233-721P	INLET NEEDLE & SEAT SET

* INDICATES CONTENTS OF REPAIR KIT

* + INDICATES CONTENTS OF DIAPHRAGM & GASKET SET

Tillotson
RACING

Clash Industrial Estate - Tralee - Ireland
www.tillotson-racing.com

iame

PARTS OF CARBURETTOR

REF.9 - P. N°16-B406
DIAPHRAGM GASKET (ORANGE COLOR)



Thickness = 0.5 ± 0.1 mm

REF.13 - P. N° 16-B407
PUMP DIAPHRAGM GASKET (ORANGE COLOR)



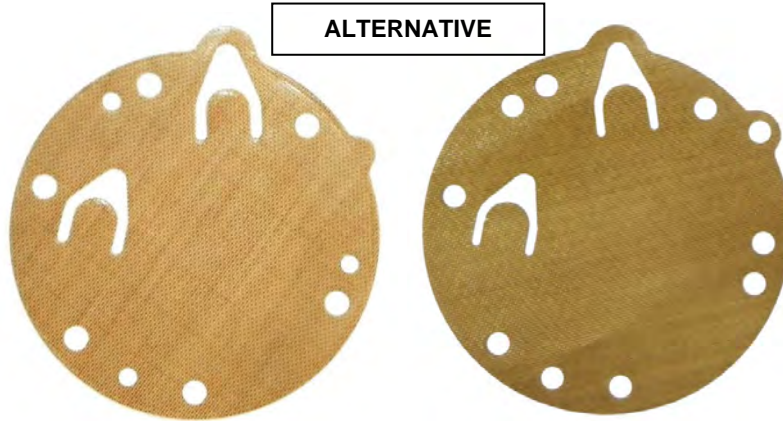
Thickness = 0.8 ± 0.1 mm

REF.10 - P. N°237-600
DIAPHRAGM



Thickness = 0.13 ± 0.07 mm

REF.14 - P. N°237-162
PUMP DIAPHRAGM



Thickness = 0.10 ± 0.063 mm

REF.11 - P. N° 91-A275
DIAPHRAGM COVER



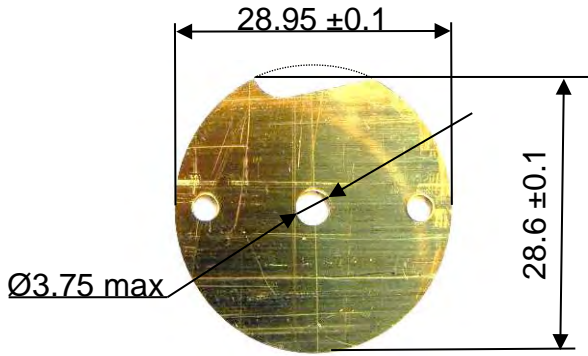
Thickness = 6.75 ± 0.15 mm

REF.15 - P. N° 141-89
PUMP COVER



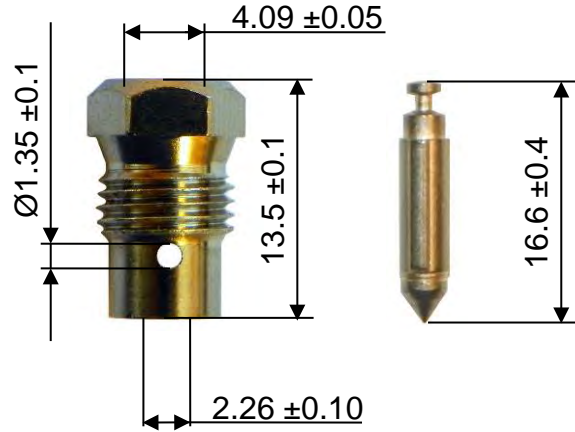
Thickness = 12.5 ± 0.15 mm

REF.37 - P. N° 14-A114
THROTTLE SHUTTER



Thickness = 0.81 ± 0.1 mm

REF.27 - P. N° 233-721P
SEAT + NEEDLE



REF.21A - P. N° 43-1029
NEEDLE LOW SPEED

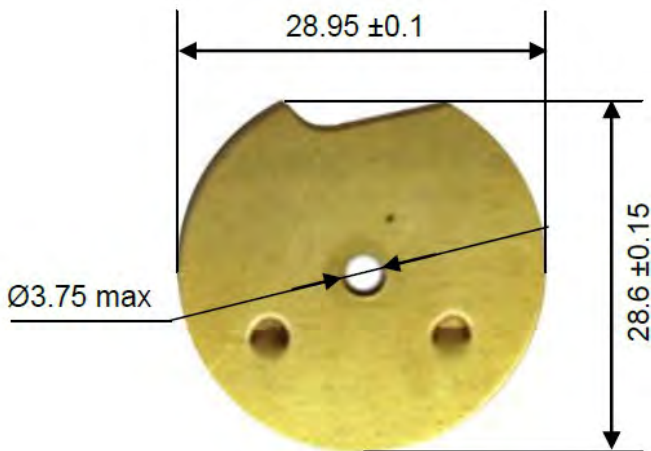


REF.30A - P. N° 43-1030
NEEDLE HIGH SPEED



ALTERNATIVE THROTTLE SHUTTER
(made from production tooling)

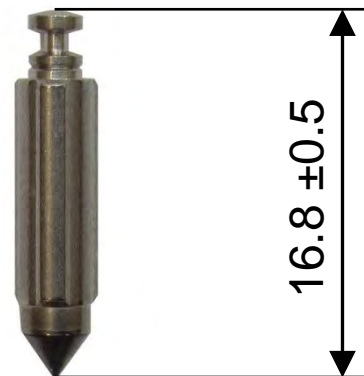
REF.37 - P. N° 14-A114



Thickness = 0.81 ± 0.1 mm

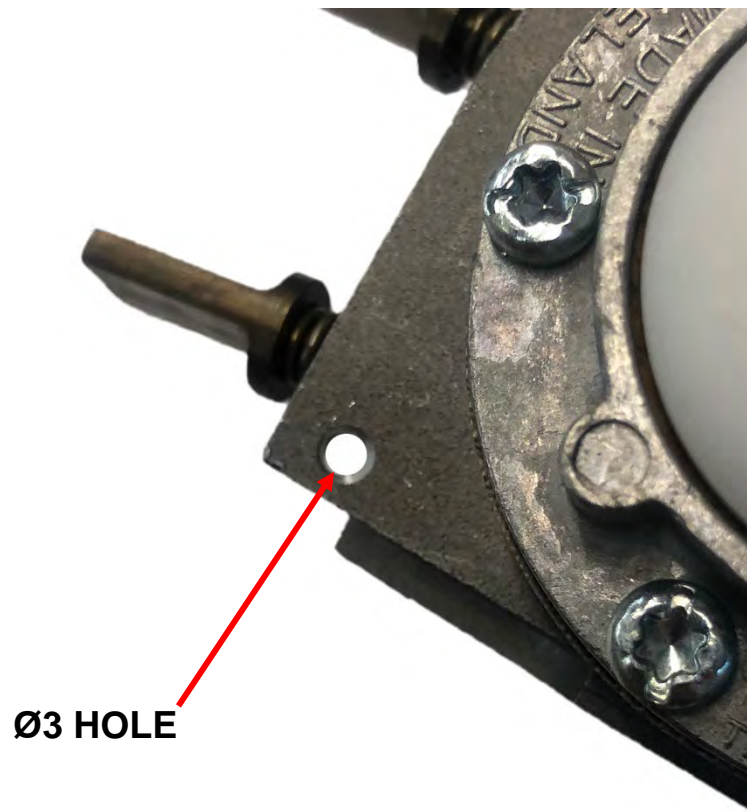
ALTERNATIVE FUEL NEEDLE

REF.27 - P. N° 233-721P

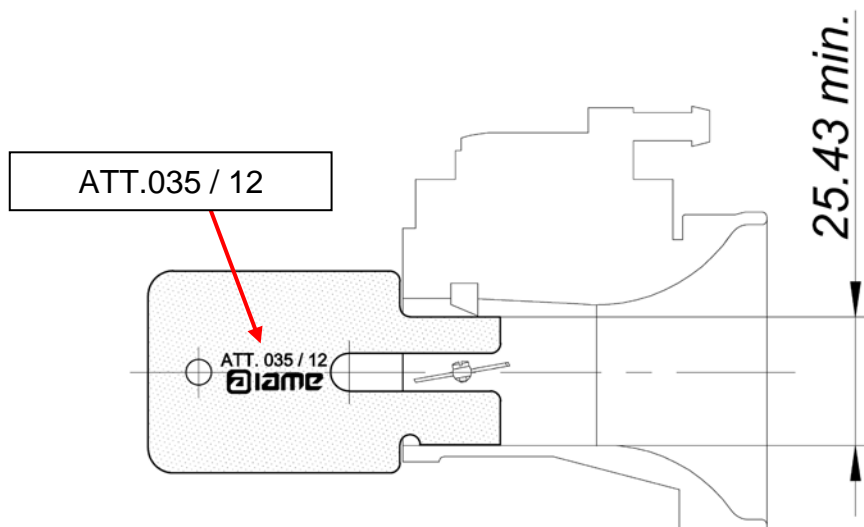


HOLE FOR CARBURETTOR SEALING

The carburettor can have this hole for sealing.



ATOMIZER - HEIGHT LIMITS AND CHECKING TOOL



IAME X30 - TECHNICAL REGULATIONS

1. FUEL

1.1 The oil mixture ratio shall be 4%/6%.

1.2 It is forbidden to add any liquid and/or power-boosting chemicals in the fuel

2. WEIGHT

2.1 X30 Senior: 162 Kg

2.2 X30 Master: 175 Kg

3. INSPECTIONS

3.1 The technical stewards have the right to inspect any part to the point that it can no longer be employed. Inspected parts resulting as regular will be replaced to the driver at no cost. Any part resulting irregular will not be refunded.

3.2 In any moment, the technical officials have the right to replace any part, any accessory or even the entire engine.

3.3 The Promoter, while guaranteeing the perfect efficiency and operation of the supplied material, will in no case be held liable for any malfunction occurring as a result of the replacement.

3.4 The technical forms are the main comparison reference for Scrutineers.

3.5 In case of doubts on the engine parts conformity, the comparison with the sample engine will be the definitive probating element.

3.6 In case of extremely controversial events during engines scrutineering, the Scrutineers can decree the delivery of the concerned part, duly sealed, to IAME S.p.A. for an accurate inspection at the factory at the presence of representatives of the Entrant and the Sporting Authority (ASN).

3.7 Controls can be carried on the engines, in race conditions, at any time of the Event.

4. ENGINE IAME X30 125cc RL TaG - X30 SENIOR - X30 MASTER

4.1 Any modification on the engine and its accessories is strictly forbidden, if not expressly authorized.

4.2 IAME considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility is strictly forbidden. Polishing, sandblasting, trimming or adjustments are not allowed.

4.3 No heat treatment or surface treatment are allowed. The Entrant is liable for the conformity of its own equipment.

4.4 Only the IAME X30 125cc-RL-TaG, original and strictly in compliance with the manufacturer's technical form (technical features, sizes, weights, diagrams with the tolerances prescribed by the manufacturer) is admitted.

4.5 The pictures on the original homologation forms are as well valid to identify the engine and the parts.

4.6 The engines must be provided with their original serial number.

4.7 No modification, improvement, polishing, addition or removal of material of any engine part is allowed.

4.8 Each engine internal or external part has to be installed in its original position and functioning according to the original design specs.

4.9 The tolerances reported on homologation form are necessary to comprise all the machining, assembling and settling tolerances.

4.10 The Entrant is absolutely not allowed to make any intervention on the engine, even if the characteristic dimensions after his intervention will still be within the prescribed tolerances.

4.11 Any tuning is forbidden: the maximum and minimum allowed values and the volume of the combustion chamber have to be measured according to the CIK/FIA Karting Technical Regulations.

4.12 Diagrams and volume chart : refer to engine homologation form

4.13 All the templates described in the engine technical form of the engine and available to the Technical Stewards, are to be considered valid and certified by the Manufacturer instruments in order to determine the conformity of the part whose control they are designed for.

5. CYLINDER HEAD

5.1 The cylinder head has to be strictly original.

5.2 Only the thread repairing by means of an M14 x1,25 helicoil of the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

5.3 The squish minimum value must be in compliance with the engine technical form prescription at all points.

5.4 The tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. Measurements must be taken with the engine in racing conditions and at ambient temperature.

5.5 The original IAME gauge n. ATT-025/1 is the reference to check the cylinder head profile conformity. The gauge shape must match with the dome profile, the squish area and the gasket plane.

5.6 The CIK insert body tightened on the cylinder head, must not protrude from the upper part of the combustion chamber dome.

6. CYLINDER

6.1 Strictly original and provided with the security pin and original IAME markings.

6.2 Polishing, sandblasting, trimming or adjustments are not allowed.

6.3 Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine.

6.4 No heat treatment or surface treatment are allowed.

6.5 The number of cylinder gaskets is limited to ONE. Only IAME original gaskets allowed. Minimum thickness is 0,32

6.6 No head gasket is admitted.

6.7 The original IAME gauge n. ATT-025/2 is the reference to measure the cylinder ports position.

6.8 The original IAME gauge n. ATT-035/1 is the reference to carry a visual check of the ports.

7. CRANKCASE, CRANKSHAFT, CON-ROD, CRANKPIN

7.1 Strictly original and without any modification.

7.2 The original IAME gauge ATT-035/3 is the reference to check the reed block housing plane

7.3 The original IAME gauge ATT-035/4 is the reference to check the distance between the indexing pins of the cylinder

7.4 The original IAME gauge ATT-035/5 is the reference to check the height of the cylinder base plane

7.5 Only original big end cage (X30125431), small end cage (E-10440/E-10441) and original washers (X30125436/X30125437) allowed.

7.6 Oil seals must be installed in the correct position, cave side looking inside the crankcase.

8. BEARINGS

8.1 Only crankshaft ballbearings 6206 C4 or crankshaft roller bearings SKF BC1-3342 B and balance shaft 6202 C3/C4/C4H and 6005 C3/C4 steel ball and polyamide cage are allowed.

8.2 Oblique contact prohibited.

8.3 Ceramic balls prohibited.

8.4 The bearings must be mounted with balls visible from the inside of the crankcase

9.5 All bearings not reporting the correct and clearly visible classification number, as described in the present regulations, are expressly forbidden.

9.6 The use of spacer shims behind the bearings is allowed to obtain the correct axial clearance.

9.7 All internal parts of the engine must be of manufacturer origin, the same number as the assembly of the factory and mounted in the same direction.

10. PISTON, RING AND PIN

10.1 Strictly original without any modification and in compliance with the engine technical form.

10.2 The IAME original gauge ATT-035/2 is the reference to check the piston head shape.

11. REED BLOCK

11.1 Strictly original without any modification.

11.2 No gasket planes machining is allowed.

11.3 Original reed valve cover without any modification is allowed.

11.4 Reed block/crankcase gasket thickness is 1mm (admitted tolerance +/- 0.3mm).

11.5 Conveyor/reed block gasket thickness is 0.8mm (admitted tolerance +/- 0.3mm).

12 REED PETALS

12.1 Only Fiberglass (min. thickness 0.30mm) original IAME marked reed petals are allowed.

12.2 Use of Carbon fibre is forbidden.

13. CARBURETTOR

13.1 Only the Tillotson HW-27A carburettor supplied together with the engine in its original configuration (same brand, same model, same reference) is admitted.

13.2 Only the accessories supplied together with the original carburettor and represented on the carburettor technical form are allowed.

13.3 Needle valve spring is free.

13.4 Carburettor positioning (i.e. with pump in upper or in lower position) is free.

13.5 Carburettor gasket thickness is 1 mm (admitted tolerance +/- 0.3mm).

13.6 The original IAME gauge n. ATT-035/2 is the reference to check the carburettor inlet duct. The gauge shape must match with the inlet profile.

14. INLET SILENCER

14.1 The inlet silencer (p.n. X30125740) must be identical to the original one supplied together with the engine (same brand, same model, same reference) with max. 23mm diameter intake tubes.

14.2 Protective grids are optional.

14.3 The rubber manifold with air filter connecting the inlet silencer to the carburettor is mandatory and must be installed and in compliance with the homologation form.

14.4 Any injection and/or spraying system is forbidden.

15. CLUTCH

15.1 The centrifugal clutch must engage at max. 4.000 RPM moving the kart with driver on board and in racing conditions.

15.2 The clutch need to be clean at all time during the event.

15.3 The clutch must be completely triggered at max. 6.000 RPM in any condition, this measurement can eventually be checked with proper instruments.

15.4 Each driver will be responsible for the wear status of the clutch padding material and friction parts cleaning.

15.5 The proper clutch operation might be checked at any moment of the event, and even after each phase.

15.6 The original IAME gauge ATT-047/4 is the reference to check the clutch drum. The tool must not enter into the clutch drum in perpendicular position respect to the clutch drum axis.

16. IGNITION

16.1 Only original ignitions, either Selettra Digital "K" or Selettra Digital "S" systems are allowed, without any modification.

16.2 Scrutineers have the right to ask for the replacement of the whole ignition system or part at any moment before starting the race.

16.3 The organizer will not be liable for any eventual breakdown occurred after the replacement.

16.4 Only the electronic CDI box type "C" (16000 RPM) is allowed and must be fixed on the chassis or on the engine.

16.5 The markings on the electronic box are compulsory and must be clearly visible without disassembling the electronic box. Covering with adhesive or masking tape is forbidden.

16.6 Modifications on the stator fixing, on the shape and thickness of the rotor key and on the rotor and crankshaft slots are forbidden.

16.7 The IAME original gauge ATT-035/7 is the reference to check the correct position of the phase reference marking on the rotor.

16.8 The battery must be fixed to the chassis and always connected to the ignition system.

17. SPARKPLUG

17.1 Only the NGK BR9EG - BR10EG - BR9EIX - BR10EIX - R6254E-105 - R6252K-105 sparkplugs are allowed, strictly original and without any modification.

17.2 The sparkplug must be installed with its original gasket.

17.3 The insulator must not exceed the sparkplug body and the length of the sparkplug body itself must be max. 18,5 mm. (CIK technical regulations appendix 7).

17.4 Original spark plug cap, as delivered with the engine (IAME p.n. 10544).

18. EXHAUST

18.1 Only the original muffler and exhaust manifold as supplied with the engine are allowed and must be kept strictly original and in compliance with the homologation form. No modification in structure or in dimensions is allowed.

18.2 Drilling and welding operations on the muffler are allowed only to install a temperature probe.

18.3 The complete sealing of the exhaust gas between the cylinder and the exhaust manifold must be guaranteed at all times.

18.4 The control of the sealing of the exhaust gas can be performed at any time through occlusion of the outlet hole of the exhaust manifold, filling of the exhaust manifold with liquid through the exhaust port and check for leaks.

18.5 The proper sealing of the exhaust system is at Driver's responsibility.

18.6 Minimum one original gasket between cylinder and exhaust manifold is mandatory.

18.7 The use of the original exhaust spacer is allowed and not mandatory, the quantity is free.

18.8 The use of the original 22.7mm or 24.0mm restricted exhaust manifold is allowed and not mandatory. No modifications allowed.

18.9 The use of the exhaust silencer X30125723-K is mandatory.

19. COOLING

19.1 The cooling system must be in its original configuration: only one IAME original radiator (p.n. T-8000B), only one IAME original simple water pump (aluminium or plastic black/blue)

19.2 Only one IAME original water pump pulley (aluminium or plastic black/blue) are allowed and in compliance with the homologation form.

19.3 Radiator support brackets is free in numbers and shape.

19.4 Only original IAME thermostats are allowed and their use is optional. The thermostat case can be installed without the thermostat capsule inside, and work as a fitting.

19.5 Only water with no other additive is allowed for cooling.

19.6 Radiators shields, either adhesive or mechanic are allowed but should not be removable when the kart is in motion. If the shield demands it you can use optional support to the radiator.

19.7 Water pump driving belt type is free.

19.8 Belt must operate on the water pump pulley.

20. STARTING

20.1 The engine is provided with an on board electric starter.

20.2 The original on board starting system has to be installed with all its components and properly connected and functioning.

21. SPROCKETS

21.1 Only IAME original Z10/Z11/Z12/Z13 sprockets are admitted.

IAME X30 – SPORTING REGULATIONS

1. Gruppering av klassen X30

1.1 Klassen X30 blir delt inn i to grupperinger.

1.2 X30 Senior er grupperingen som blir kjørt på alle nasjonale løp med mindre arrangøren sier noe annet i sine tilleggsregler.

1.3 X30 Senior følger NBF sin alders bestemmelse.

1.4 X30 Master kjøres kun om det blir opplyst i tilleggsreglene.

1.5 X30 Master kan kjøre fra og med det året man fyller 25 år

2. Registrering av motor

1.1. Alle motorer skal være registrert i registeret til Norsk importør (SK SERVICE AS).