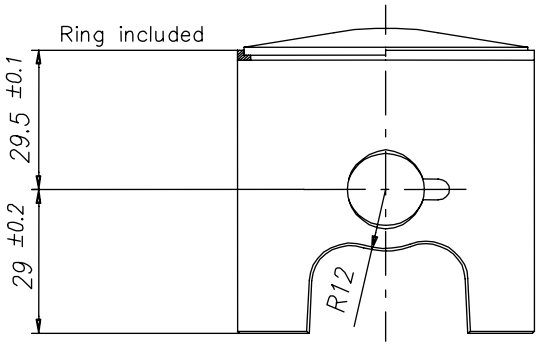
Parilla 125cc LEOPARD

FEATURES	
Cylinder volume	123.67 cc
Bore	54 mm
Max. theoretical bore	54.28mm
Stroke	54mm
Cooling system	Water
Inlet system	Reed valve
Number of carbs	1

Tillotson HL Carb.	334A or 334AB	Cylinder/crankcase transfers ports	3
Number of piston rings	1	Number of exhaust ports	2
Big end conr. Ball-bearing diam.	18X24X15	Combustion chamber shape	Spherical
Crankshart ball-bearing diam.	25X52X15	Selettra ignition	4 poles
Small end conr. Ball-bearing diam.	14X18X17.5	Distance between Conrod centers	102 mm

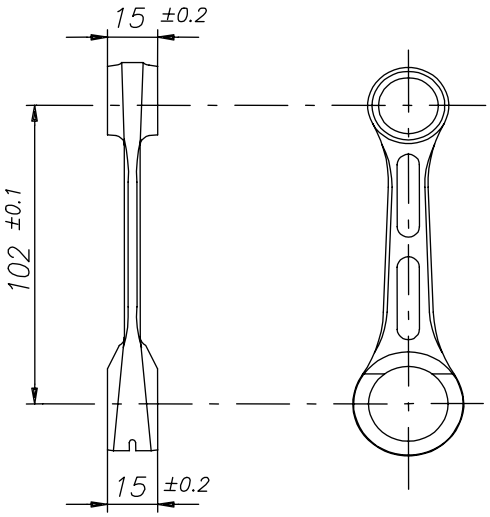
DESCRIPTION OF THE MATERIAL	
Conrod material	Steel
Crankshaft material	Steel
Head material	Aluminium
Cylinder material	Aluminium
Liner material	Iron
Crankcase material	Aluminium
Piston material	Aluminium
Piston rings material	Iron
Exhaust muffler material	Sheet-steel
Ball-bearings	6205 type

PISTON



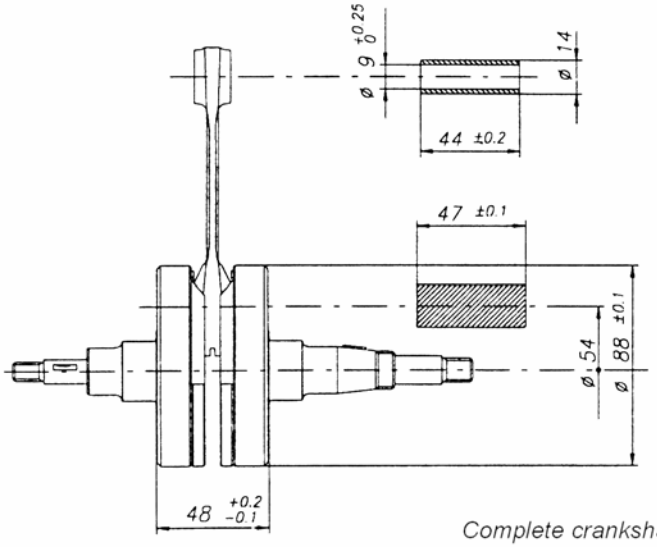
Min. weight= 128 g

CONROD



Min. weight= 119 g

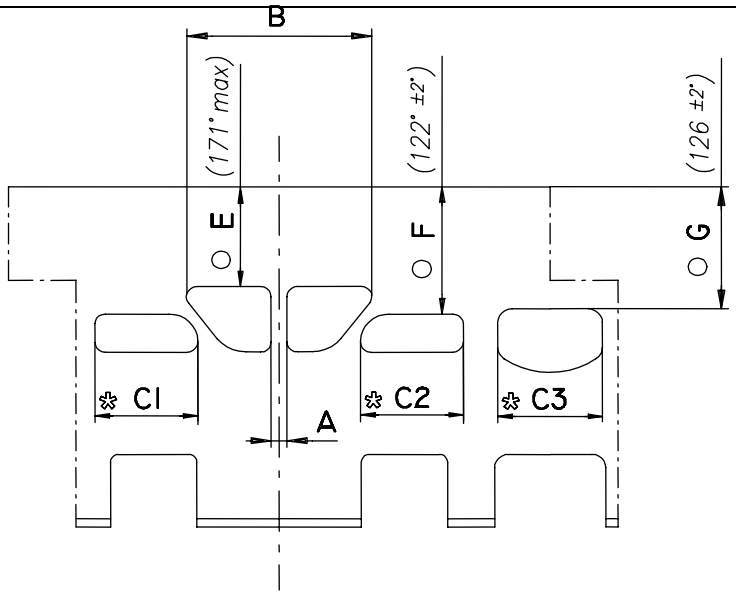
CRANKSHAFT



Piston pin min weight
28 g

Complete crankshaft min. weight 1875 g

CYLINDER DEVELOPMENT



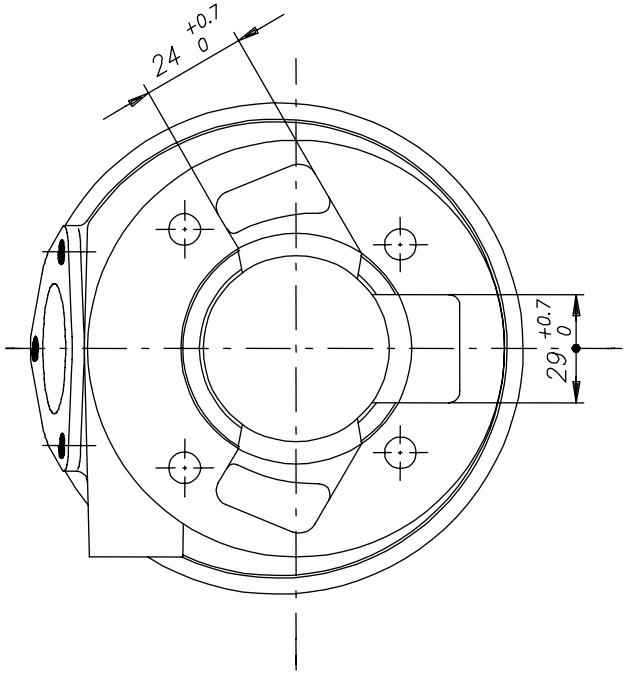
A	≥ 4 mm
B	≤ 50.5 mm
C1 = C2	≤ 25.5 mm
C3	≤ 28.5 mm

E	171° max
F	122° ± 2°
G	126° ± 2°

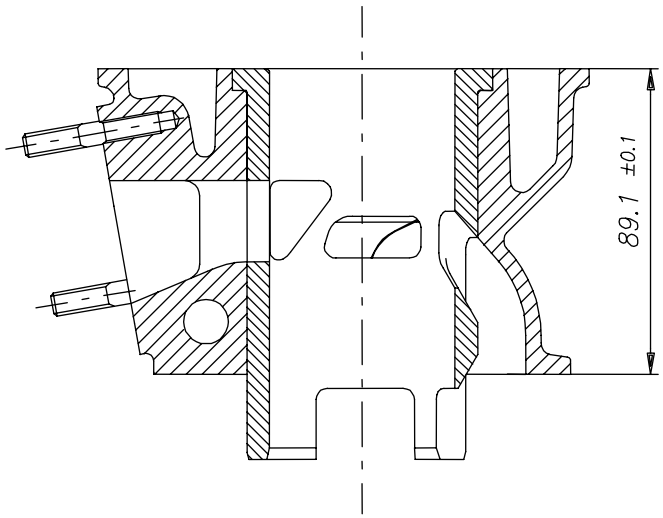
✲ CHORDAL READING

○ ANGULAR READING BY INSERTING A 0.2 mm GAUGE

CYLINDER BASE VIEW

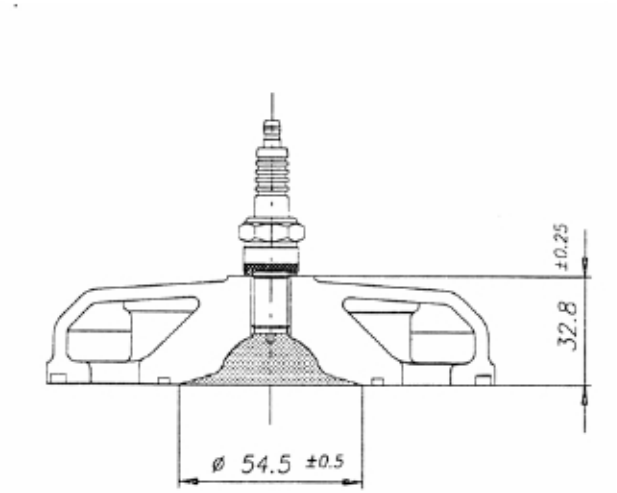


CYLINDER CROSS SECTION VIEW



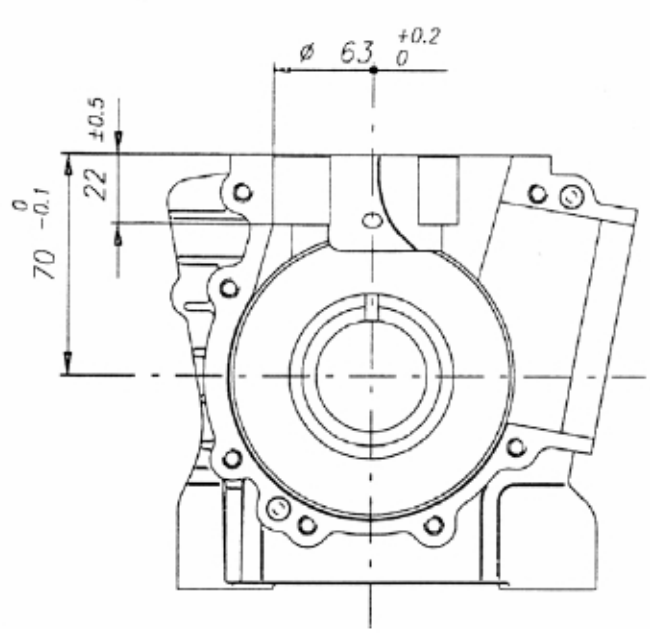
Cylinder must have “USA” cast or stamped on the exterior

COMBUSTION CHAMBER VIEW



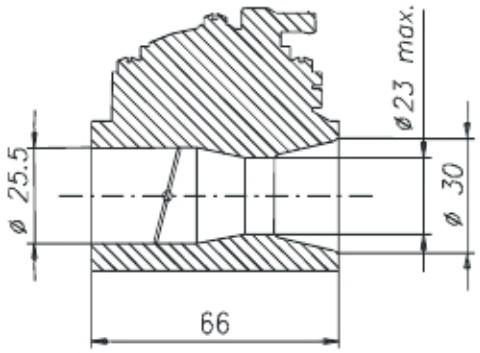
COMBUSTION CHAMBER VOLUME = 12cc min

CRANKCASE INSIDE VIEW

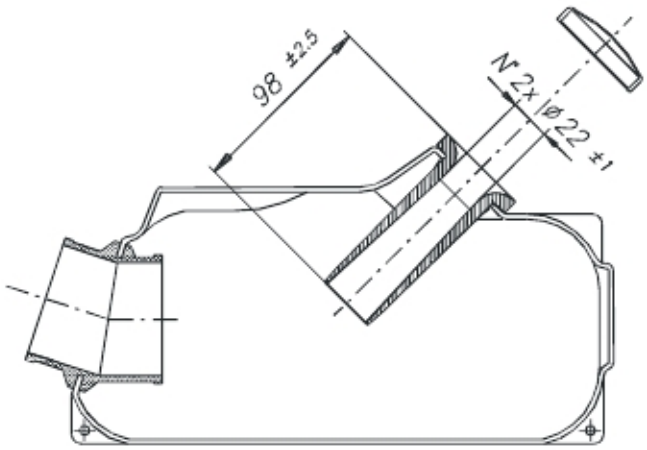


VENTURI CARB DIMENTIONS

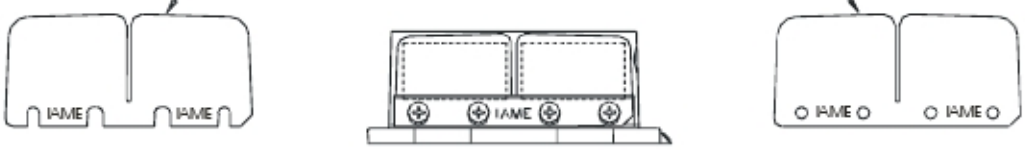
TILLOTSON mod. HL–334 AB
TILLOTSON mod. HL–334 A



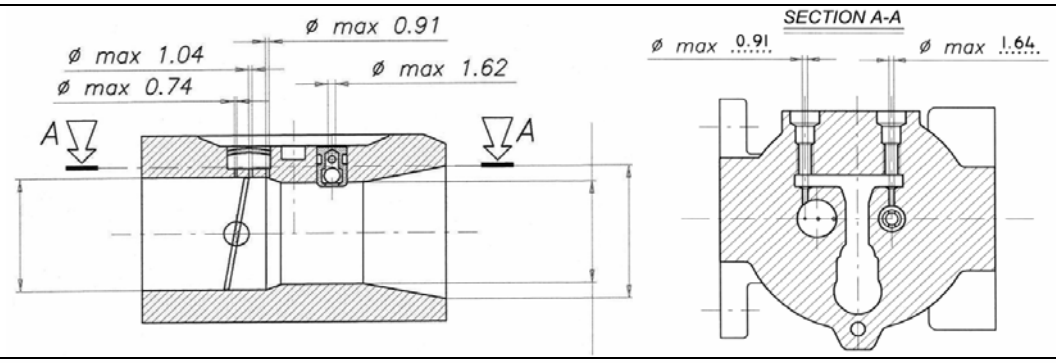
INLET SILENCER

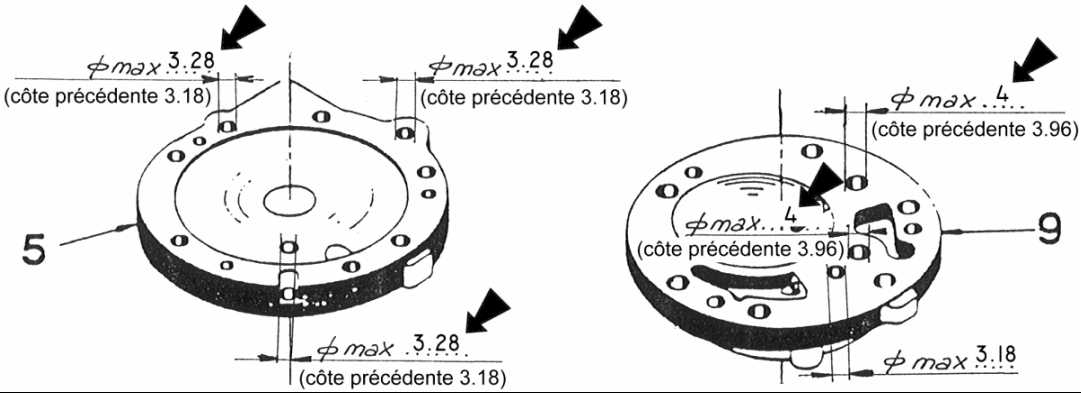


Reed valve min. thickness = 0.25 mm
Min. épasseur clapets = 0.25 mm

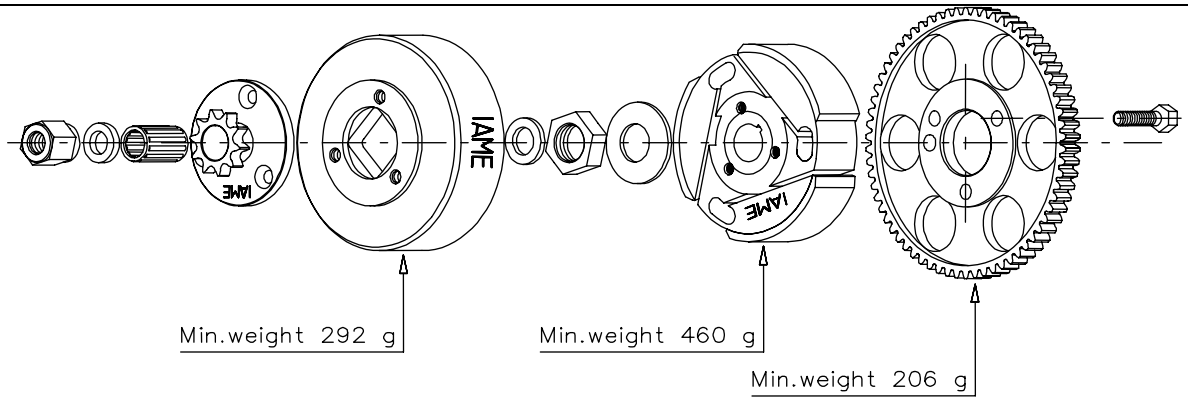


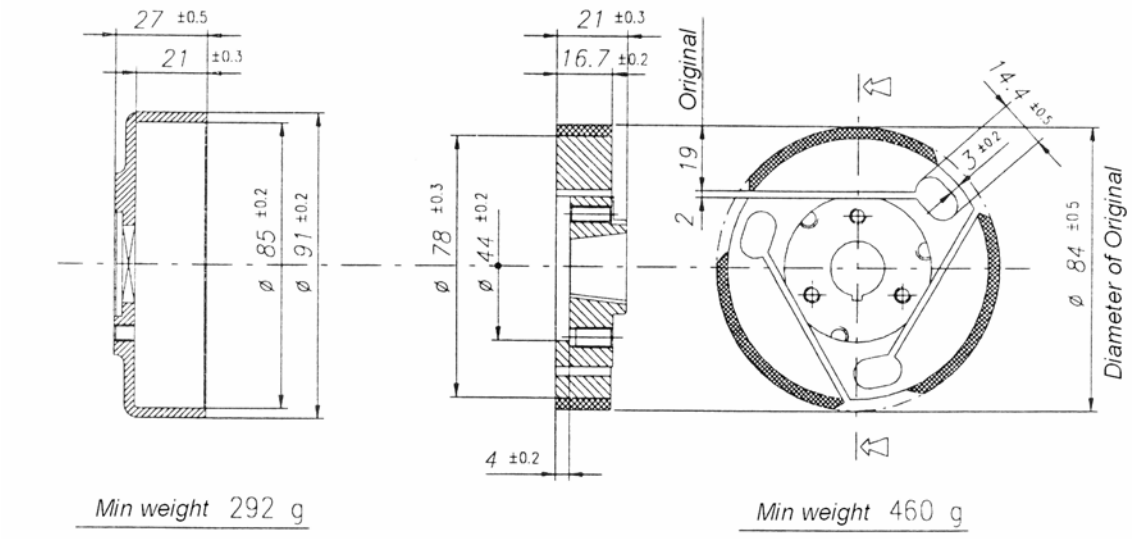
CARBURETOR SPECIFICATIONS



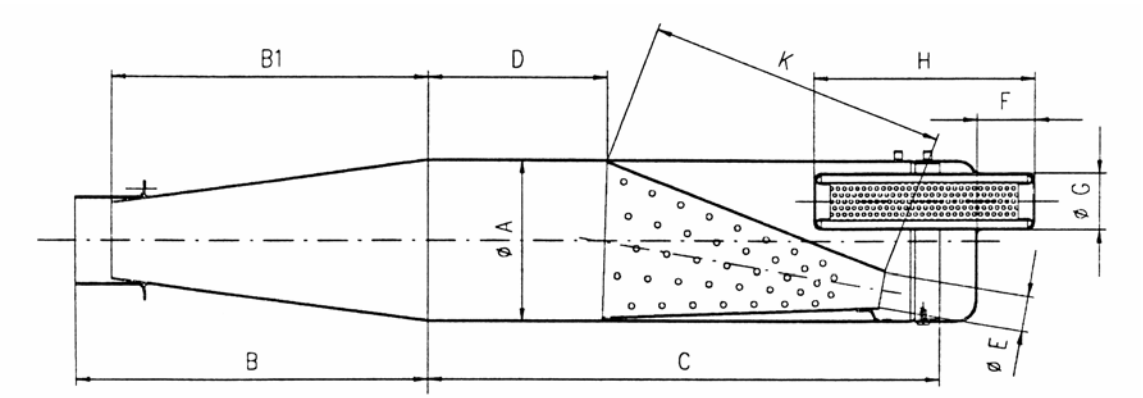


DESCRIPTION OF THE CLUTCH



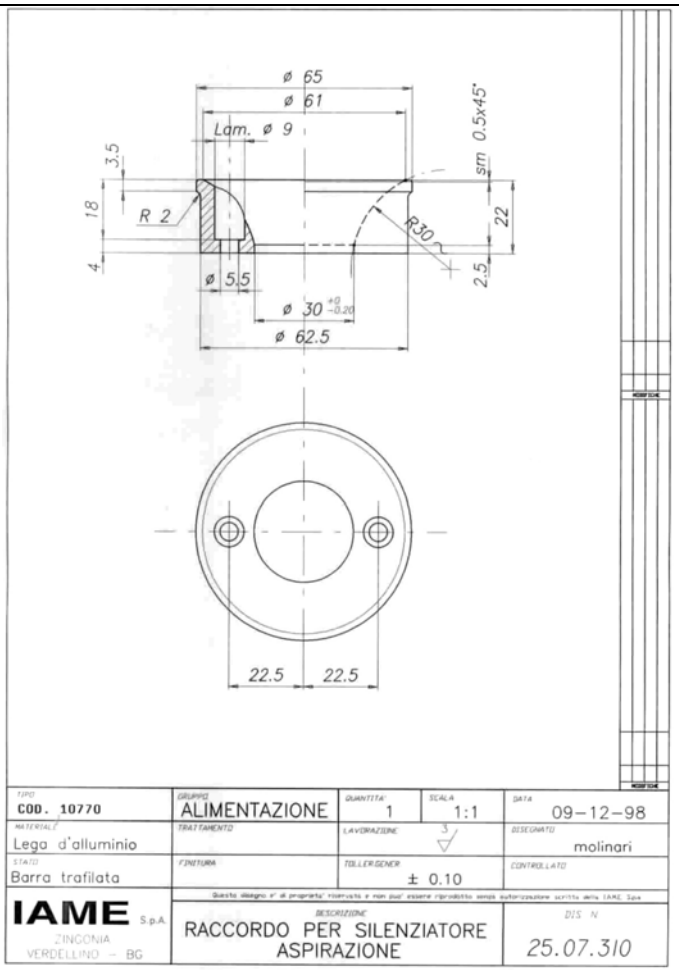


EXHAUST MUFFLER VIEW AND DIMENTIONS

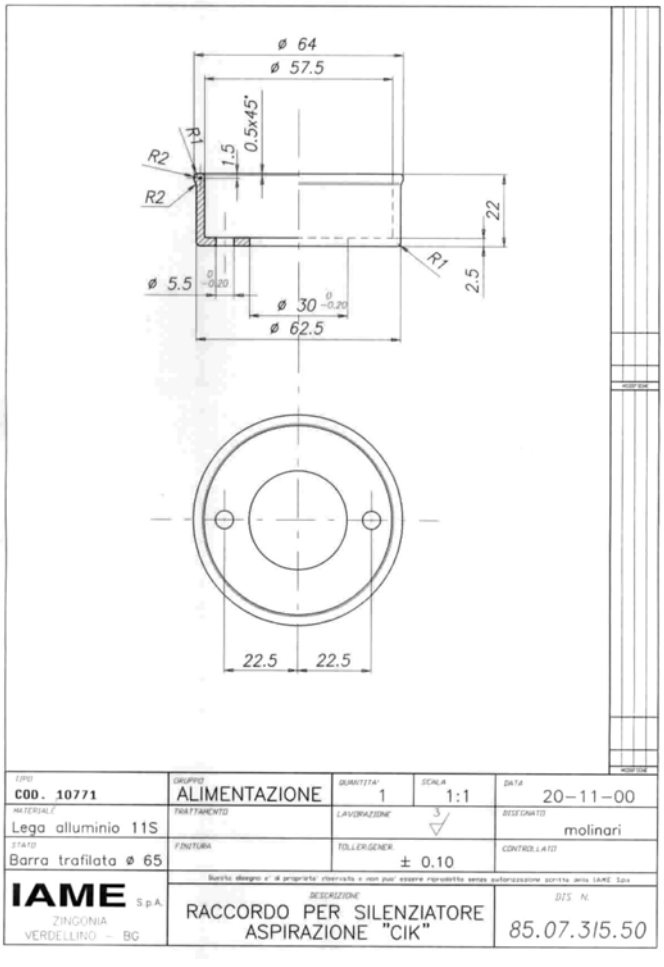


A: 100	C: 315	F: 36	
B: 215	D: 110	G: 35	
B1: 193	E: 24	H: 134	K: 185

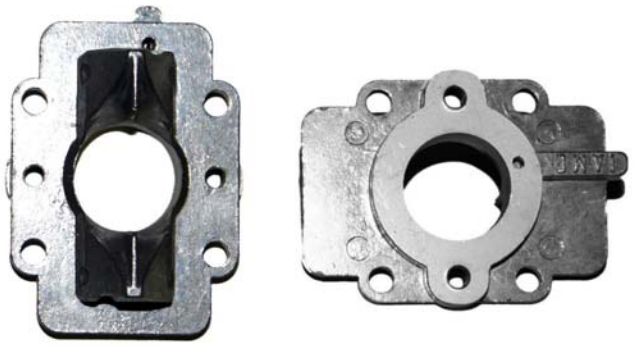
TOLERANCES		
Rough dimensions		
up to 25mm → ±1mm	From - to 25÷60mm → ±1,5mm	more than 60mm → ±3mm



INTAKE SILENCER ADAPTER 10770



INTAKE SILENCER ADAPTER 10771-C



INTAKE MANIFOLD - IAME Part # B-75817

INTAKE MANIFOLD - IAME Part # B-75817A

Jr. 2 Intake Restrictor - IAME Part # BP-25817

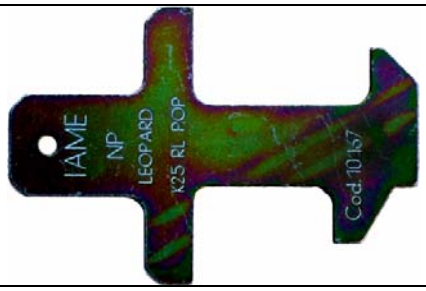
Coil - IAME Part # 10025

SELETTRA IGNITION (4 poles Digital) - IAME Part # 10015A

Optional Restricted headers for Junior Classes	
	
Jr. 2 Header with a max opening of 25mm	Jr. 3 Header with max opening of 30mm
IAME Part # A-125366	IAME Part # A-125365

SILENCERS


A silencer similar to the ones pictured above may be required as per the rules of the sanctioning body or the facility operators.

Tech Tools	
	
Cylinder Head CC Plate IAME Part # 10277	IAME 125cc Port tool Part # 10167

IAME/Parilla 125cc Leopard TaG		
1.	**Displacement**	123.67 cm3 (Max. 124.95 cm3), Bore 54mm (Max 54.28mm), Stroke 54mm.
2.	**Cylinder**	Cylinder is of aluminium with iron liner. All ports must be of intended design, conforming to drawings supplied by manufacturer. Cylinders designated for North America are identified by "USA" engraved on the cylinder and laser etched on the sleeve, or "USA" cast on the cylinder (a laser etched sleeve is not required for engines with USA cast into the cylinder). No modification or grinding permitted. **Please note that engines with the following serial numbers are deemed legal under present rules. (Serial #s A1200 to A1209, A2245 to A2254, A3044 to A3053)
3.	**Cylinder head**	Cylinder head is aluminium and shall conform to drawing supplied by manufacturer. No modification allowed. Cylinder head volume is measured using the standard procedure except for the following notes. 1. The CIK cc tool is to be used(CIK Technical Drawing 6) 2. If using the LAD tool 12.2cc Min 3. The cylinder head will be removed and bolted on the tool #10277.
4.	**Crankcase**	Crankcase is aluminium and shall conform to drawing supplied by manufacturer.
5.	**Crankshaft and Conrod**	Crankshaft and conrod are of steel and shall be of original as supplied by IAME. Parts must conform to drawings supplied by manufacturer. No modification allowed.
6.	**Piston**	Piston is aluminium, supplied by IAME with "IAME sud" marking on dome and conforms to drawing supplied by manufacturer. No modification allowed.
7.	**Piston Ring**	Must be magnetic material.
8.	**Clutch**	Dry centrifugal in design, as supplied by IAME as specified in manufacturer's drawings. No modification allowed. If using IAME part Number 125840 Min Weight is 455g. Drive sprocket is a NON-TECH item.
9.	**Carburetor**	Tillotson model HL-334A / HL-334AB, specifications included in drawing supplied by manufacturer. All parts to be as supplied with the following exceptions. 1. Plastic cap may be Tillotson or IBEA equivalent no modifications allowed 2. The external brass fitting on the throttle linkage may be changed but the throttle shaft, butterfly and butterfly screw must be stock as supplied. 3. Only the top cover screws may be replaced all other fasteners must be as supplied 4. The only Induction Silencer adapters allowed are, IAME part number 10770 or 10771-C, dimensions shown in the drawing. 5. A washer may be welded onto the original "Low jet" to allow for easier adjustment.

10.	**Intake**	Either Manifold B-75817 or B-75817A may be used for senior and Jr. 3. Jr2. Requires 15mm Restricted intake BP-25817 (see photos). No modifications allowed. Reeds must be IAME part number 11840 1. The heads of the reed cage screws may be filed if needed for clearance 2. The threads of the reed cage screws may be ground or filed if clearance is required, only when using intake manifold B-75817. No other grinding or modification allowed.
11.	**Inlet Silencer**	The induction silencer must comply with the dimensions shown in the drawing.
12.	**Spark Plug**	Spark plug make is free. The spark plug must retain the original washer and the body of the plug (electrodes not included), when tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber.
13.	**Ignition**	Selletra 4 pole, incorporating included charging system, is supplied by IAME as original equipment (see photos). The original un-modified key must be installed in the Keyway for the ignition. Ignition mounting holes must be as supplied. 1. Spark Plug Boot is a NON-TECH item
14.	**Battery**	Must be Original as supplied by IAME IAME Original Batteries • FIAMM-GS FG20722 • Energy Safe 412081 • Sinter PB12-7.2-12V 7.2Ah
15.	**Muffler/Header**	Muffler, Flex and header must be as supplied by IAME. Muffler specifications included in drawing supplied by manufacturer. No modifications allowed. Jr. 2 Requires header A-125366 as shown in photo. 25mm Max Jr. 3 Requires header A-125365 as shown in photo. 30mm Max Additional Silencer as shown in the photo may also be required depending on noise regulations. 1. Flex length is a NON-TECH. 2. Exhaust Springs are NON-TECH
16.	**Remaining Parts**	All parts to be original as supplied by IAME (see Note 1). No grinding, polishing or modification of **any part** allowed. With the following Exception. 1. Radiator and Mounting Hardware is are NON-TECH 2. Water pump, Pulley and Belts are NON-TECH 3. Water Hoses and Clamps and NON-TECH 4. Data Acquisition systems and Installation of sensors is NON-TECH
	NON-TECH	Shall mean that the item has no technical specifications. Items that are deemed "NON-TECH" can not be used to disqualify a competitor. These items however must comply with any rules from the governing federation that are applicable.
	Note 1	If you are unsure as to whether or not a "non stock" or modified part can be used ask the technical representative at the event. If you are unable to get an answer then assume that you can **not** and the part must remain stock as supplied.