



The heart of kart

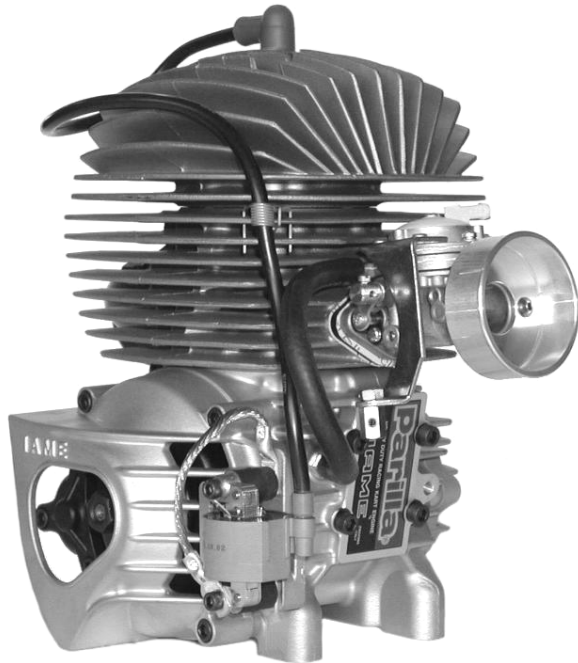
42 TIMES WORLD CHAMPION



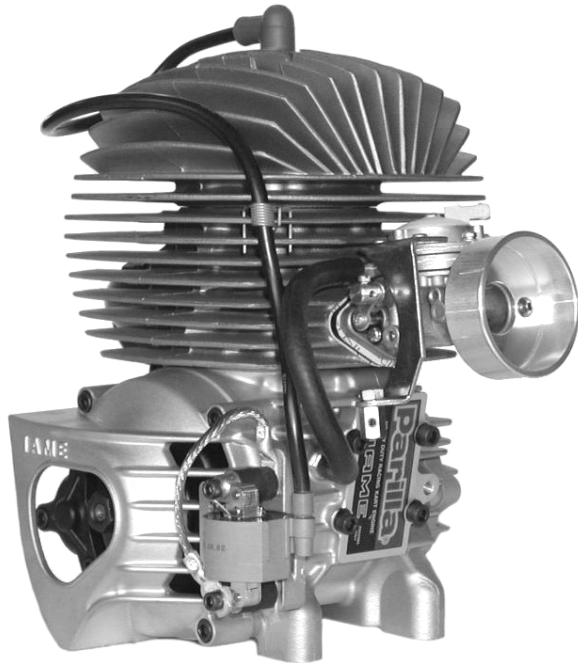
Classes:

JR 1	Gazelle Option (Cadet Chassis) Age 7, Competition Age, through 11 Carb/Intake HL334B with 19.8mm intake Non-restricted Header	Weight 230 lbs
	Miniswift Option (Cadet Chassis) Age 7, Competition Age, through 11 Carb/Intake Dellorto PHBG18	Weight 250 lbs
	100cc Leopard Option (Cadet Chassis) Age 7, Competition Age, through 11 Carb/Intake HL334A/HL334AB with 15mm intake 25mm Exhaust Restrictor	Weight 250 lbs
Leopard JR 2	100cc Leopard Option (Senior Chassis) Age 8, Competition Age, through 12 Intake Manifold Restrictor Size 15mm	Weight 265 lbs
Leopard JR 3	125cc Leopard Option (Senior Chassis) Age 12, Competition Age, through 15 Carb/Intake HL334A/HL334AB 30mm Exhaust Restrictor	Weight 320 lbs
Senior	Leopard Option Age 15, Competition Age and Above	Weight 370 lbs
	X30 Option (Tryton HB27-C) Age 15, Competition Age and Above	Weight 385 lbs
	Dragon Option (24mm carb or smaller) Age 15, Competition Age Above	Weight 390 lbs
Masters	Leopard Option Age 32, Competition Age and Above	Weight 390 lbs
	X30 Option (Tryton HB27-C) Age 32, Competition Age and Above	Weight 405 lbs
	Dragon Option (24mm Carb or smaller) Age 32, Competition Age and Above	Weight 420 lbs

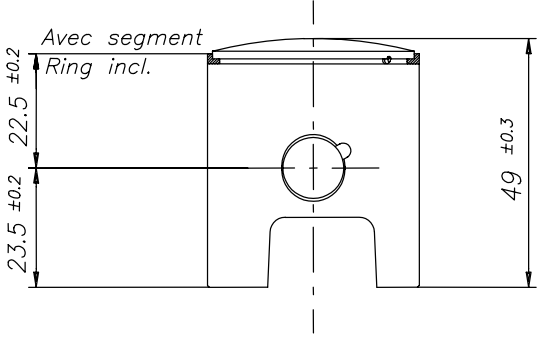
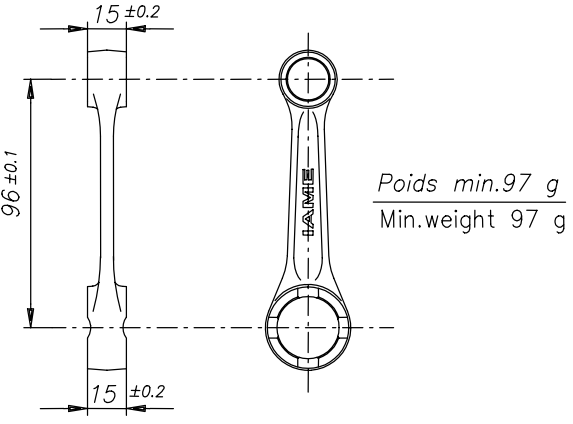
Parilla GAZELLE 60cc TaG - FREE



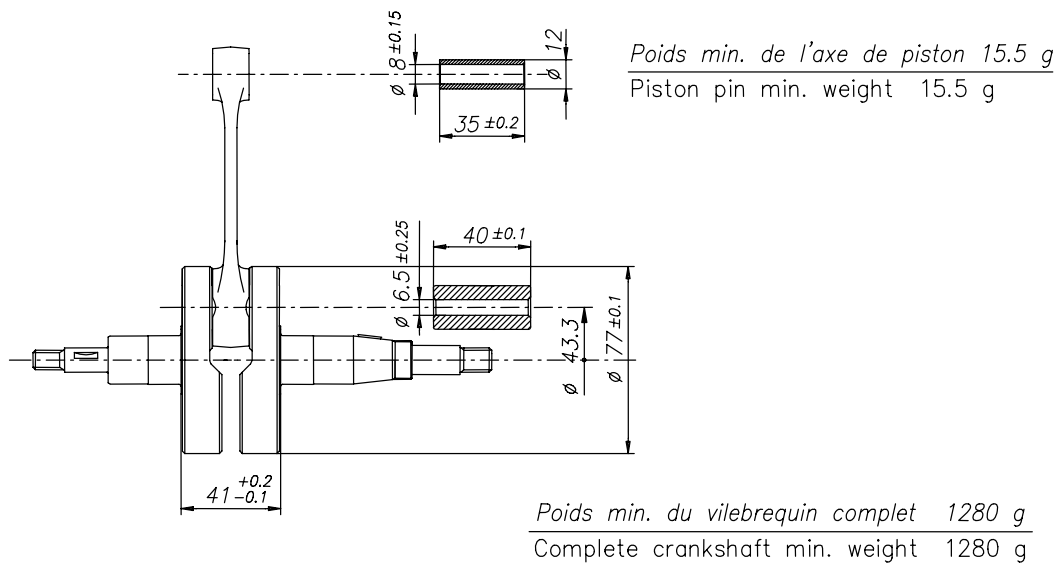
FEATURES - CARACTERISTIQUES

		Cylinder volume <i>Volume du cylindre</i>	59.42 cm ³
		Bore <i>Alésage</i>	41.80 mm
		Max. theoretical bore <i>Alésage théorique max.</i>	42 mm
		Stroke <i>Course</i>	43.30 mm
		Cooling system <i>Système de refroidissement</i>	Air
		Inlet system <i>Système d'admission</i>	Piston valve <i>Jupe de piston</i>
		Number of carbs <i>Nombre de carburateurs</i>	1
Tillotson HL Carb. <i>Carburateur Tillotson HL</i>	334 B	Cylinder/crankcase transfers n° <i>N° de canaux cylindre/carter</i>	2
Number of piston rings <i>Nombre de segments</i>	1	Inlet/exhaust ports number <i>N° lumières admiss./échapp.</i>	1 / 2
Big end conr. ball-bearing diam. <i>Diamètre palier tête de bielle</i>	18x24x15	Combustion chamber shape <i>Forme chambre de combustion</i>	Spherical <i>Spherique</i>
Crankshaft ball-bearing diam. <i>Diamètre palier du vilebrequin</i>	20x47x14	Selettra ignition <i>Allumage Selettra</i>	4 poles <i>4 pôles</i>
Small end conr. ball-bearing diam. <i>Diamètre palier pied de bielle</i>	12x16x16	Distance between Conrod centers <i>Longueur (entre axe) de la bielle</i>	96 mm

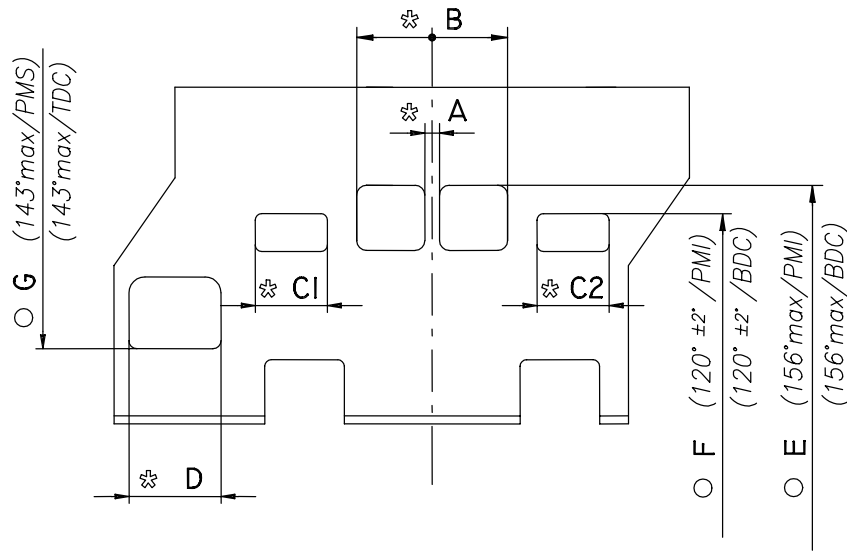
Parilla Gazelle (Free) Rules – Version 2004.1

DESCRIPTION OF THE MATERIAL <i>DESCRIPTION DES MATERIAUX</i>		PISTON
Conrod material <i>Matériel de la bielle</i>	Steel <i>Acier</i>	
Crankshaft material <i>Matériel du vilebrequin</i>	Steel <i>Acier</i>	
Head material <i>Matériel de la culasse</i>	Aluminium	
Cylinder material <i>Matériel du cylindre</i>	Aluminium	
Liner material <i>Matériel de la chemise</i>	Iron <i>Fonte</i>	DISTANCE BETWEEN CONROD CENTERS <i>ENTRE AXE DE LA BIELLE</i>
Crankcase material <i>Matériel du carter</i>	Aluminium	
Piston material <i>Matériel du piston</i>	Aluminium	
Piston rings material <i>Matériel des segments</i>	Iron <i>Fonte</i>	
Exhaust muffler material <i>Matériel du pot d'échappement</i>	Sheet-steel <i>Tôle acier</i>	
Ball-bearings <i>Roulements</i>	6204 type	

CRANKSHAFT - VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE



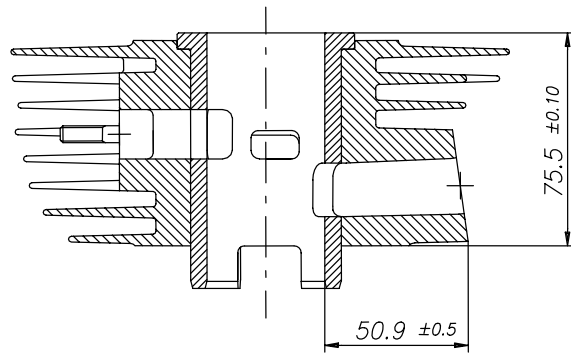
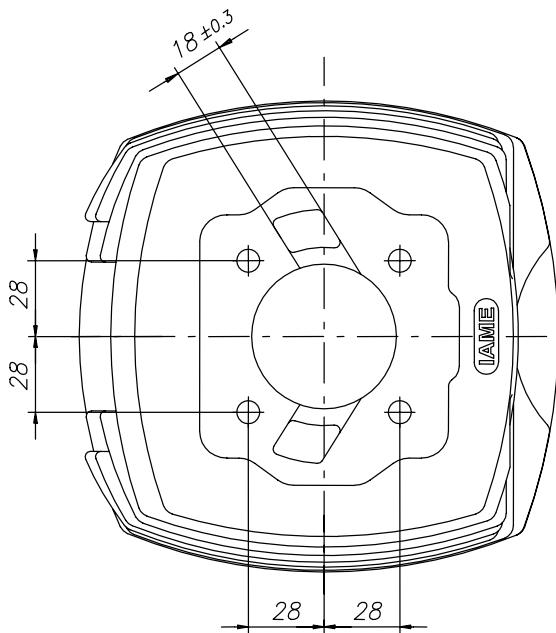
A	$\geq 3.8 \text{ mm}$
B	$\leq 34.5 \text{ mm}$
C1 = C2	$\leq 18.5 \text{ mm}$
D	$\leq 25.5 \text{ mm}$
E	156° max
F	$120^\circ \pm 2^\circ$
G	143° max

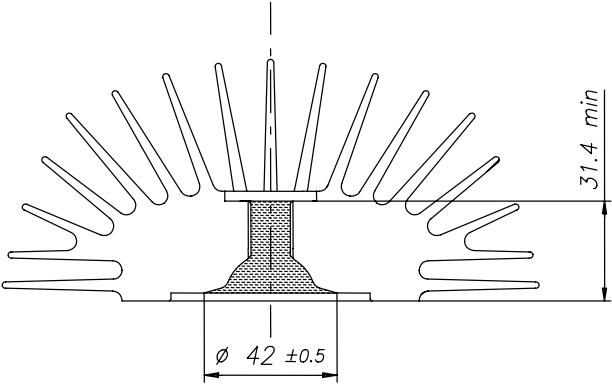
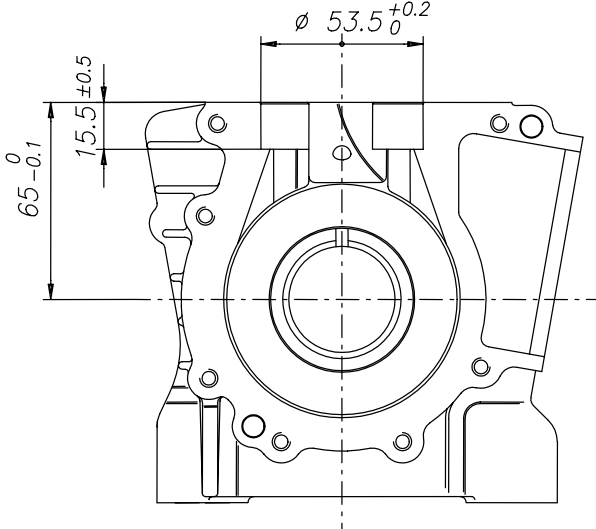
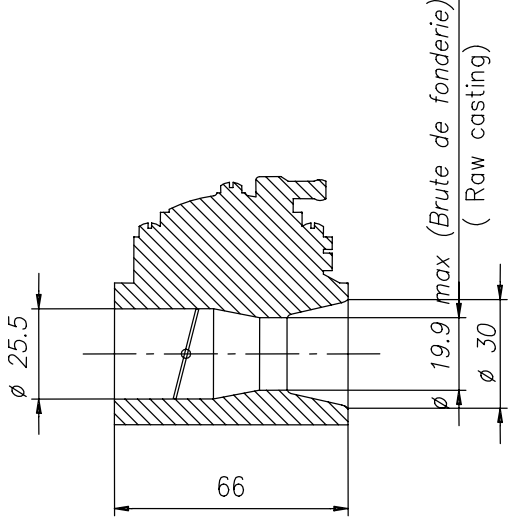
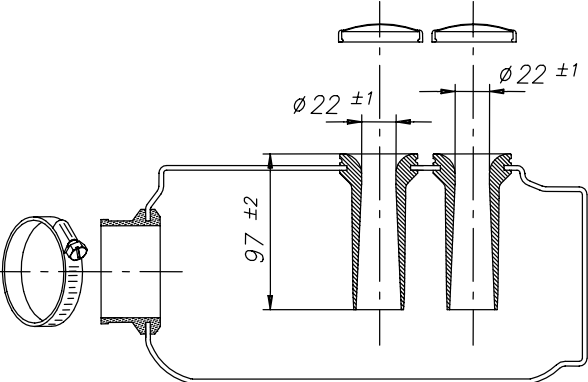
✱ LECTURE CORDALE
CHORDAL READING

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

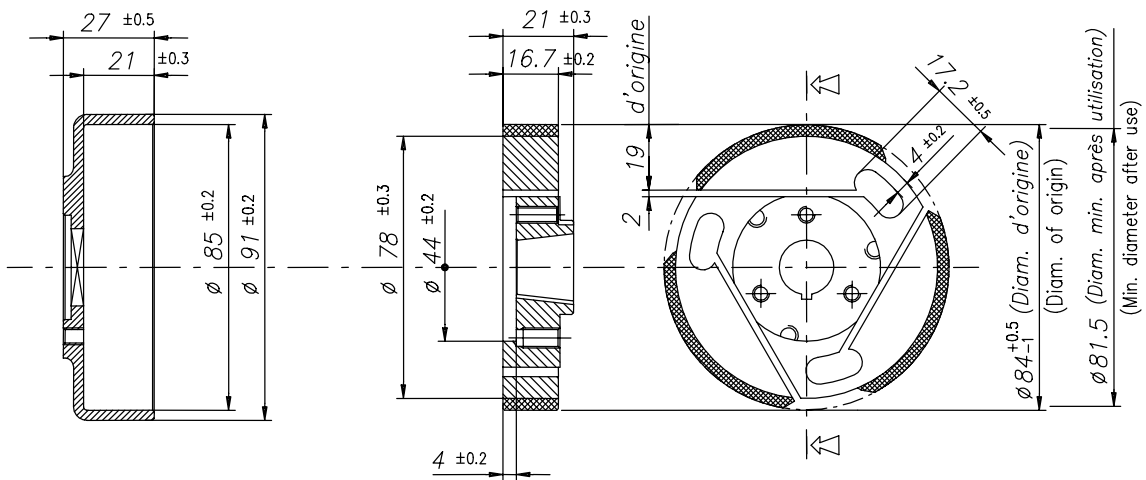
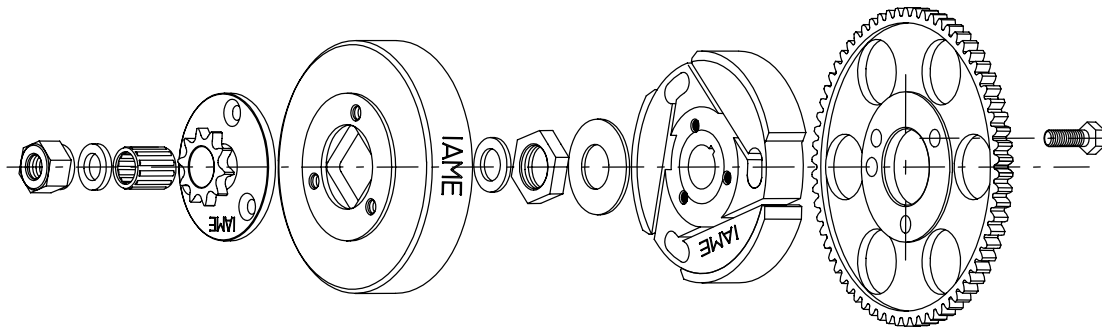
CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE

CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



<p>COMBUSTION CHAMBER VIEW VUE DE LA CHAMBRE DE COMPRESSION</p>	<p>CRANKCASE INSIDE VIEW VUE A' L' INTERIEUR DU CARTER</p>
 <p>VOLUME CHAMBRE COMBUSTION = 7.7 cm³ min. COMBUSTION CHAMBER VOLUME = 7.7 cm³ min.</p>	
<p>VENTURI CARB. DIMENSIONS DIMENSIONS DU VENTURI DU CARBURATEUR</p>	<p>INLET SILENCER SILENCIEUX D' ASPIRATION</p>
 <p>TILLOTSON mod. HL-334 B exclusivement TILLOTSON mod. HL-334 B only</p>	 <p>FREE LINE mod. AL-22-PS exclusivement FREE LINE mod. AL-22-PS only</p>

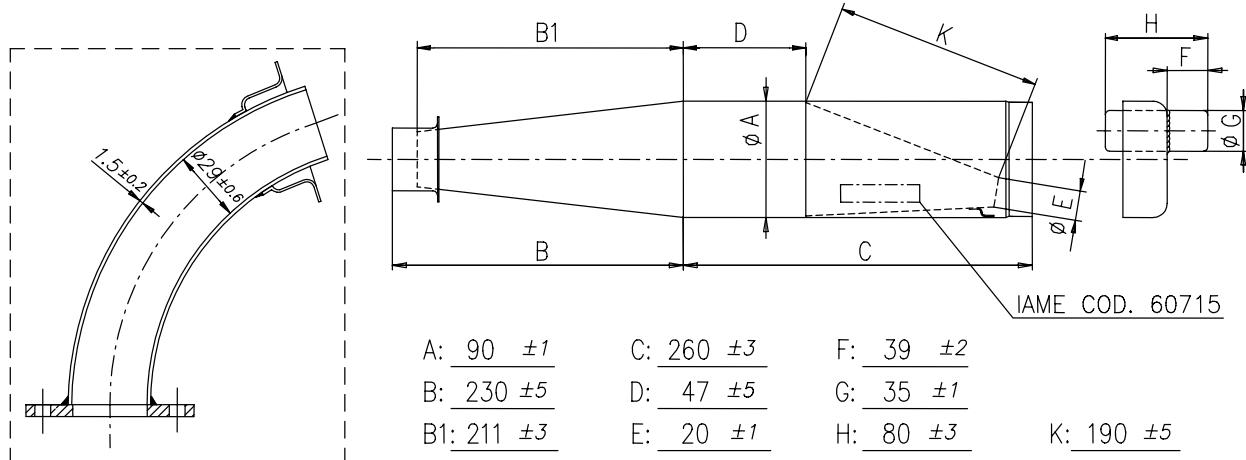
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



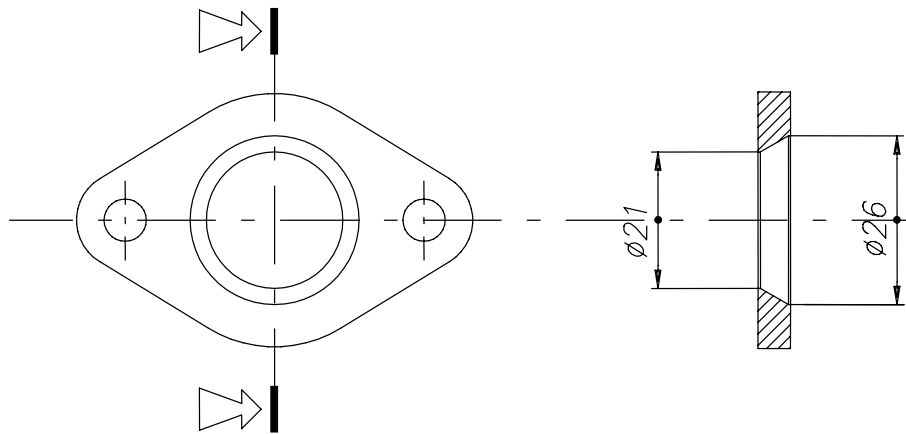
Poids min. 292 g
Min. weight 292 g

Poids min. 450 g
Min. weight 450 g

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



THERMIC INLET SPACER - *JOINT THERMIQUE D'ADMISSION*



- THE GAZELLE 60cc ENGINE, IN THE “FREE” VERSION, IS PROVIDED, AT THE ORIGIN, EXCLUSIVELY, WITH THE THERMIC SPACER, WHOSE DIMENSIONS ARE SHOWN ON THE ABOVE DRAWING.
- *LE MOTEUR GAZELLE 60cc, MODELE “FREE”, EST EQUIPE, A L’ORIGINE, EXCLUSIVEMENT, DU JOINT THERMIQUE, DONT LES DIMENSIONS SONT INDIQUEES SUR LE DESSIN.*

IAME/Parilla 60cc Gazelle TaG (Free)

Displacement: 59.42 cm³, Bore 41.80mm, Stroke 43.30mm.

Cylinder: Cylinder is of aluminium with iron liner. All ports must be of intended design, conforming to drawings supplied by manufacturer. No modification or grinding permitted.

Cylinder Head: Cylinder head is aluminium and shall conform to drawing supplied by manufacturer. No modification allowed.

Crankcase: Crankcase is aluminium and shall conform to drawing supplied by manufacturer.

Crankshaft and Conrod: Crankshaft and conrod are of steel and shall be of original manufacture. Parts will conform to drawings supplied by manufacturer. No modification allowed.

Ball Bearings: Upper conrod 12x16x16
Lower conrod 18x24x15
Crankshaft 20x47x14

Piston: Piston is aluminium, supplied by IAME and conforms to drawing supplied by manufacturer. No modification allowed.

Piston Ring: Must be magnetic material.

Clutch: Dry centrifugal in design, supplied by IAME as specified in manufacturer's drawings. Drive sprocket is a non-tech item. No modification allowed.

Carburetor: Tillotson model HL-334B, specifications included in drawing supplied by manufacturer.

Ignition: Selletra 4 pole, incorporating included charging system, is supplied by IAME as original equipment.

Header: Header is as supplied and as shown in the drawing.

Muffler: Muffler is as supplied by IAME, specifications included in drawing supplied by manufacturer.

Flex: The Max flex length is 425mm. Measured using the outside radius, from the base of the header to the first expansion weld on the muffler (shown on the drawing as the right side of dimension B).

Induction Silencer: The induction silencer shall conform to the manufacturer's drawings. No modification allowed.

Parts: All parts to be original as supplied by IAME. No grinding or polishing of any part allowed.

Ages: Suggested class ages 8 - 12

Class Weight: Suggested class weight 225 lbs



Automobile Club d'Italia

COMMISSIONE SPORTIVA AUTOMOBILISTICA ITALIANA

IAME PARILLA MINI SWIFT 60cc

**SCHEDA D'OMOLOGAZIONE
MOTORE cl. 60 cc.**

Form. OM60

N. OMOL.
25/M/09

Costruttore	IAME s.p.a. – ZINGONIA (BG)
Marca	PARILLA
Modello	60 Mini - SWIFT
Periodo d'omologazione	1° settembre 2005 – 31 dicembre 2009



FOTO DEL MOTORE – LATO PIGNONE



FOTO DEL MOTORE – LATO OPPOSTO

Firma e Timbro dell'ASN



Glauco

Firma e Timbro del Costruttore

IAME S.p.A.
L'Amministratore Delegato

Antonio

INFORMAZIONI TECNICHE

A	CARATTERISTICHE	
		Tolleranze
Cilindrata massima	60 cc.	
Alesaggio massimo	42,10 mm.	
Corsa	43,00 mm.	+/- 0,10 mm.
Sistema di ammissione	Piston Port	
Sistema di raffreddamento	Ad aria libera	
Carburatore 60 cc. Baby Kart	Da 14,00 mm., a vaschetta, di tipo non elettronico, sistema del massimo con regolazione meccanica della miscela a mezzo di spillo conico, sistema del minimo con getto e vite di regolazione miscela o aria, con omologazione nazionale in corso di validità. Diametro minimo del collettore: mm. 14,00	
Carburatore 60 cc. Mini Kart	Da 18,00 mm., a vaschetta, di tipo non elettronico, sistema del massimo con regolazione meccanica della miscela a mezzo di spillo conico, sistema del minimo con getto e vite di regolazione miscela o aria, con omologazione nazionale in corso di validità. Diametro minimo del collettore: mm. 18,00	
Numero e dei canali di ammissione	2	
Forma della luce di scarico	A 4 angoli	
Larghezza della luce di scarico	28,00 mm.	+/- 0,10 mm.
Larghezza della luce di aspirazione	26,00 mm.	+/- 0,10 mm.
Altezza totale del pistone	mm. 49	
Peso del pistone	Gr. 63 (senza segmento)	(+/- 10% del peso totale)
Peso dell'albero motore comprensivo di biella, escluso pistone	Gr. 1234	(+/- 3% del peso totale)
Forma della camera di combustione	Sferica, verificabile con dima fornita dal Costruttore	
Pignone	Z11	
Volume della camera di combustione	7 cc., sopra filetto candela	
Frizione (Centrifuga, a secco, senza alcuna possibilità di registrazione esterna, peso min. gr. 950 – max gr. 1050 completa di frizione, corona di avviamento, e di viti di fissaggio, diametro esterno della campana min mm. 88,00 – max mm. 93,00)	Peso : gr. 1015 Diametro della campana : mm. 90	

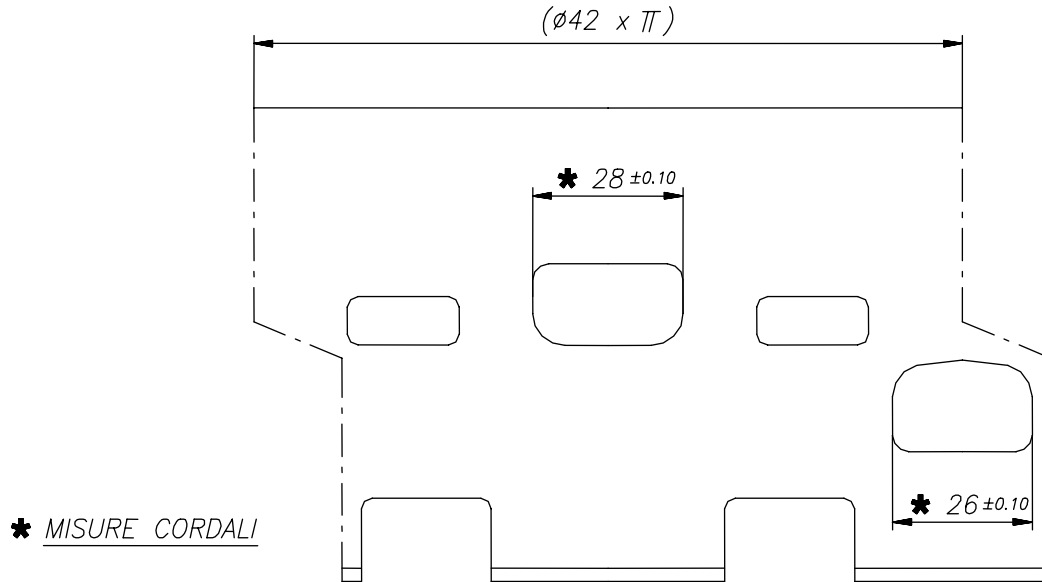
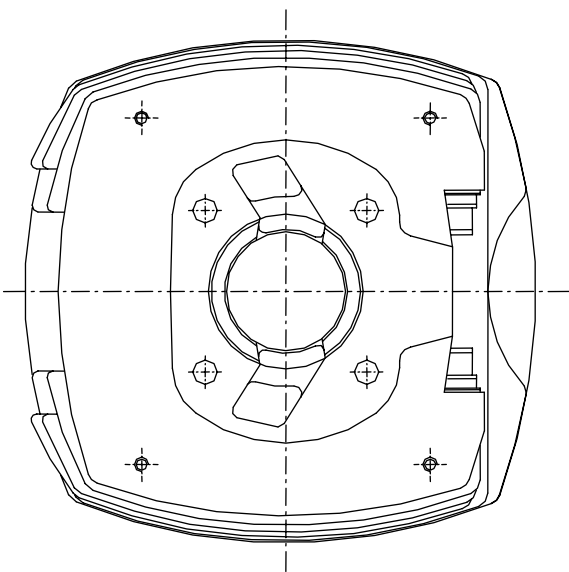
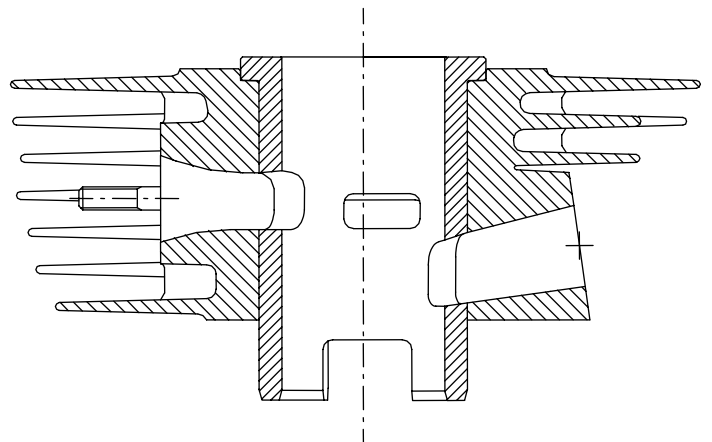
B	ANGOLI D'APERTURA (misurati con spessimetro da mm. 0.20 – larghezza 10mm)	
		Tolleranze
Di ammissione	142°	+/- 2°
Di scarico	154°	+/- 2°

C**MATERIALI**

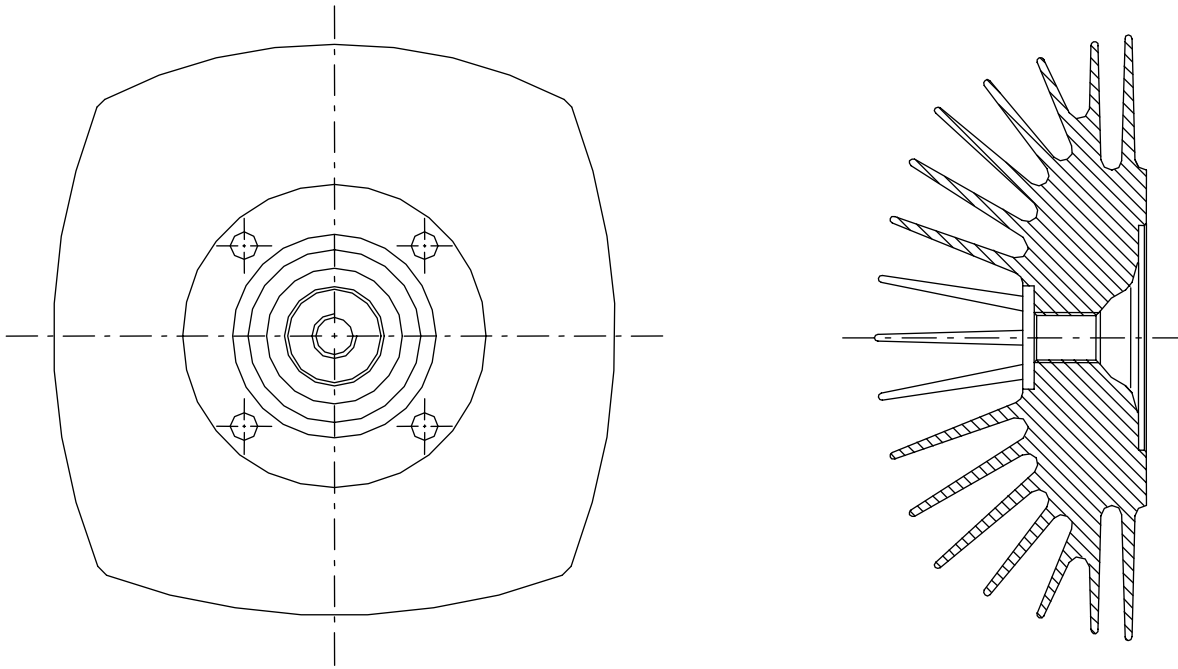
Le parti del motore in lega d'alluminio devono essere realizzate esclusivamente per fusione o pressofusione. E' vietato realizzare le parti del motore dal pieno.

Cilindro

In lega d'alluminio, canna in ghisa con esclusione di cromature e nikasil

DISEGNO DELLO SVILUPPO DEL CILINDRO**DISEGNO DEL PIEDE DEL CILINDRO****VISTA IN SEZIONE DEL PIEDE DEL CILINDRO**

DISEGNO DELLA TESTA E DELLA CAMERA DI COMBUSTIONE



DISEGNO DELL'ALBERO MOTORE

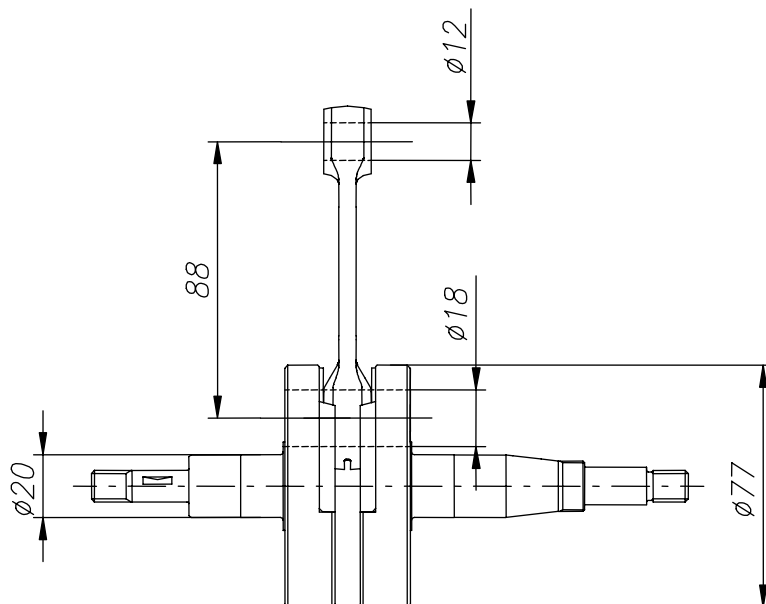


FOTO DEL LATO POSTERIORE DEL MOTORE



FOTO DEL LATO ANTERIORE DEL MOTORE

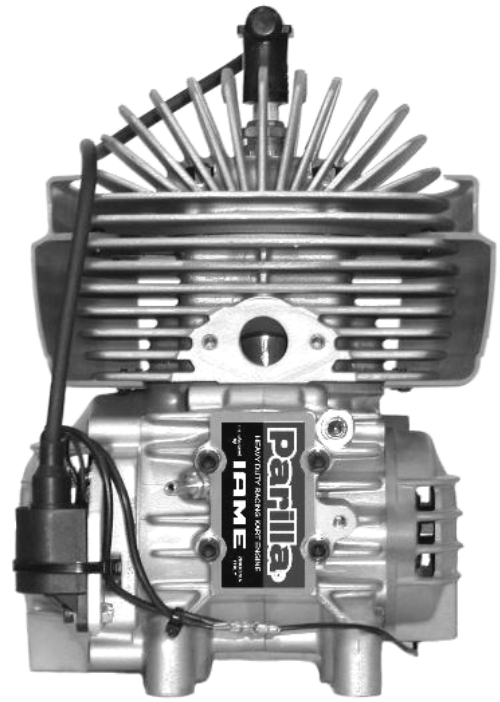


FOTO DEL MOTORE LATO SUPERIORE



FOTO DEL MOTORE LATO INFERIORE



FOTO DEL PIEDE DEL CILINDRO

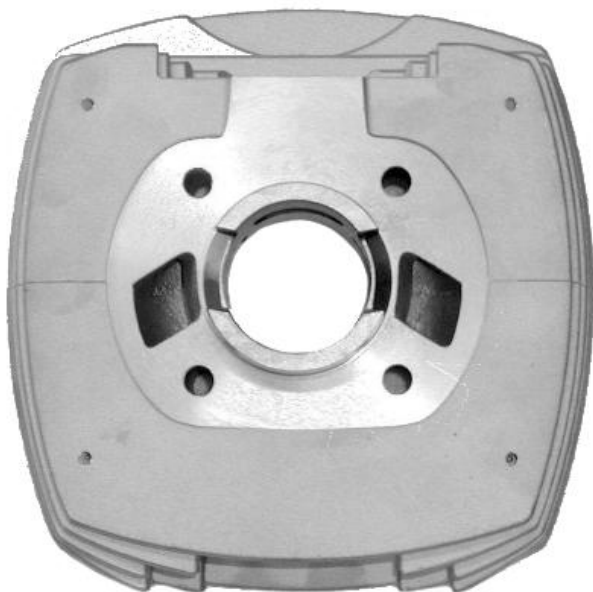


FOTO DELLA CAMERA DI COMBUSTIONE

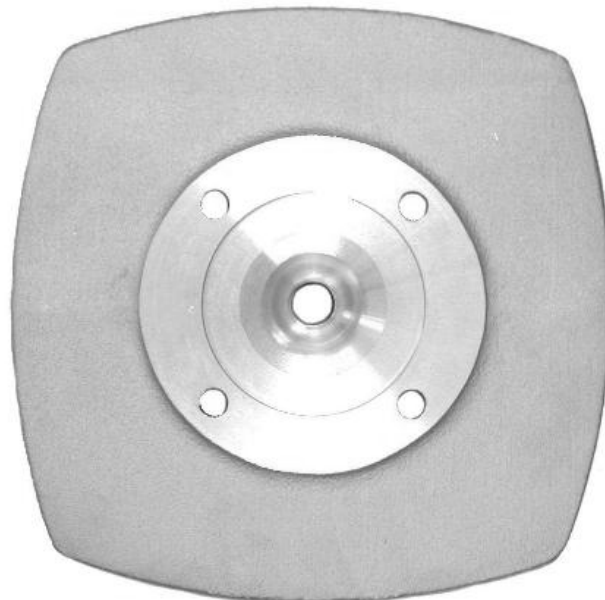


FOTO DEI CARTER (ACCOPPIAMENTO)

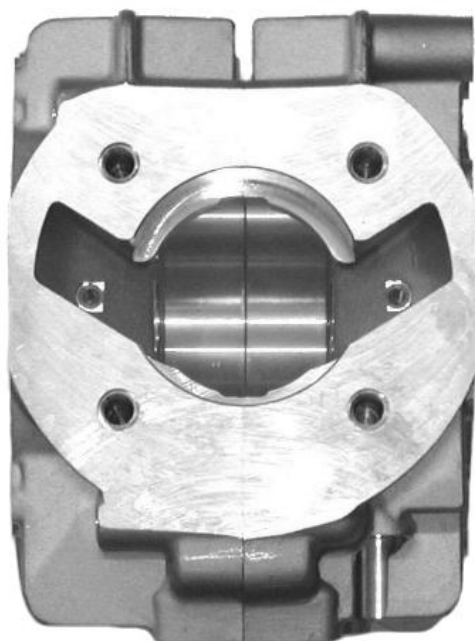
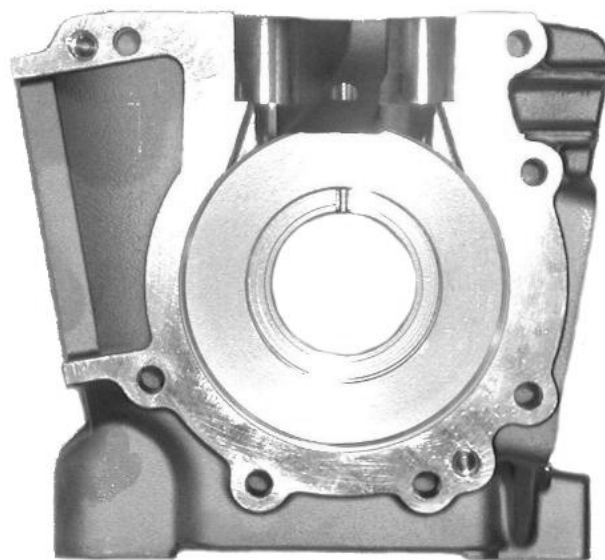
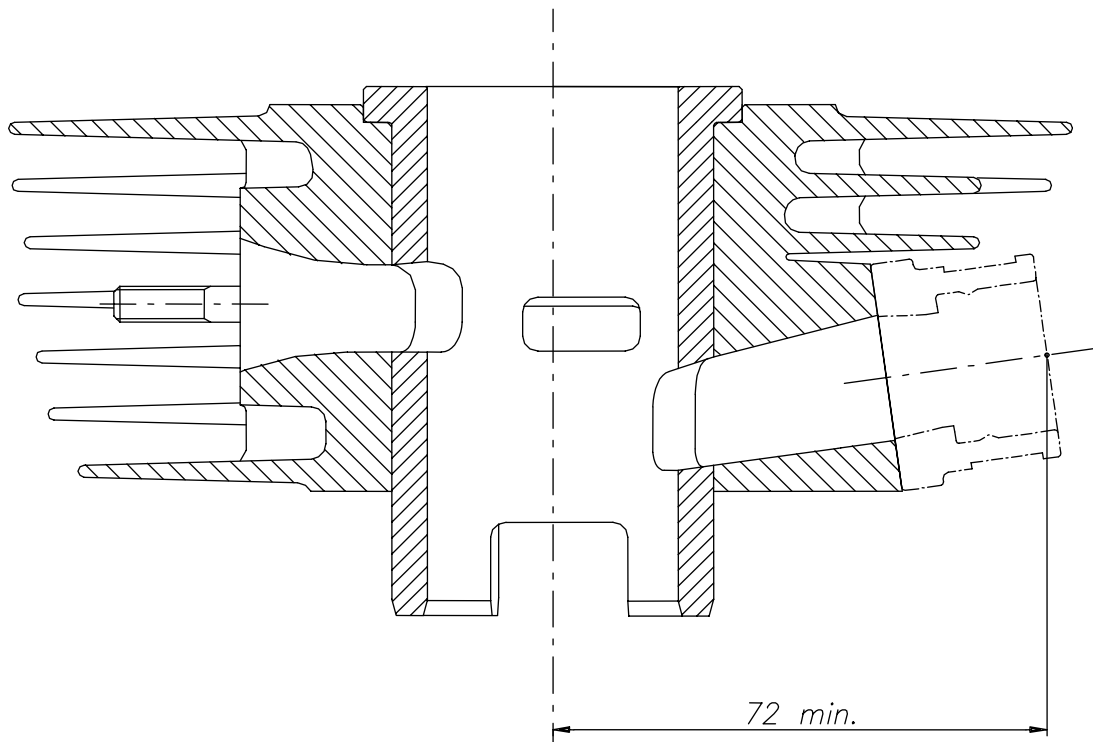


FOTO DELLA PARTE INTERNA DEL CARTER



**DISTANZA MINIMA DEL PIANO APPOGGIO CARBURATORE
DALL'ASSE DEL CILINDRO**



Parilla LEOPARD 100cc RL - TaG - junior -

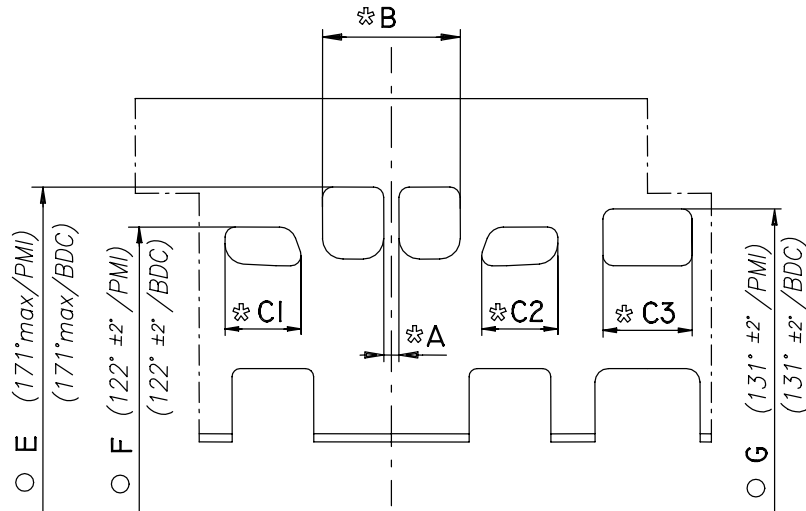


FEATURES - CARACTERISTIQUES

		Cylinder volume <i>Volume du cylindre</i>	98.53 cm ³
		Bore <i>Alésage</i>	48.20 mm
		Max. theoretical bore <i>Alésage théorique max.</i>	48.55 mm
		Stroke <i>Course</i>	54 mm
		Cooling system <i>Système de refroidissement</i>	Water <i>Eau</i>
		Inlet system <i>Système d'admission</i>	Reed valve <i>À clapets</i>
		Number of carbs <i>Nombre de carburateurs</i>	1
Tillotson HL Carb. <i>Carburateur Tillotson HL</i>	334 A 334 AA 334 AB	Cylinder/crankcase transfers n° <i>N° de canaux cylindre/carter</i>	3
Number of piston rings <i>Nombre de segments</i>	1	Inlet/exhaust ports number <i>N° lumières admiss./échapp.</i>	2
Big end conr. ball-bearing diam. <i>Diamètre palier tête de bielle</i>	18x24x15	Combustion chamber shape <i>Forme chambre de combustion</i>	Spherical <i>Sphérique</i>
Crankshaft ball-bearing diam. <i>Diamètre palier du vilebrequin</i>	25x52x15	Selettra ignition <i>Allumage Selettra</i>	4 poles <i>4 pôles</i>
Small end conr. ball-bearing diam. <i>Diamètre palier pied de bielle</i>	14x18x17.5	Distance between Conrod centers <i>Longueur (entre axe) de la bielle</i>	102 mm

DESCRIPTION OF THE MATERIAL <i>DESCRIPTION DES MATERIAUX</i>		PISTON	
Conrod material <i>Matériel de la bielle</i>	Steel <i>Acier</i>		
Crankshaft material <i>Matériel du vilebrequin</i>	Steel <i>Acier</i>		
Head material <i>Matériel de la culasse</i>	Aluminium		
Cylinder material <i>Matériel du cylindre</i>	Aluminium		
liner material <i>Matériel de la chemise</i>	Iron <i>Fonte</i>	DISTANCE BETWEEN CONROD CENTERS <i>ENTRE AXE DE LA BIELLE</i>	
Crankcase material <i>Matériel du carter</i>	Aluminium		
Piston material <i>Matériel du piston</i>	Aluminium		
Piston rings material <i>Matériel des segments</i>	Iron <i>Fonte</i>		Min. weight <u>Poids min.</u> 119 g
Exhaust muffler material <i>Matériel du pot d'échappement</i>	Sheet-steel <i>Tôle acier</i>		
Ball-bearings <i>Roulements</i>	6205 type		
CRANKSHAFT - VILEBREQUIN			
		<i>Poids min. de l'axe de piston 20 g</i> Piston pin min. weight 20 g	
		<i>Poids min. du vilebrequin complet 1875 g</i> Complete crankshaft min. weight 1875 g	

CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE



A	≥ 4 mm
B	≤ 41 mm
C1 = C2	≤ 23 mm
C3	≤ 25.8 mm

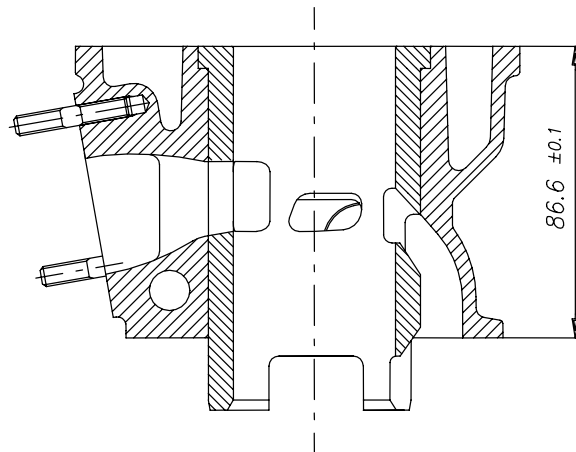
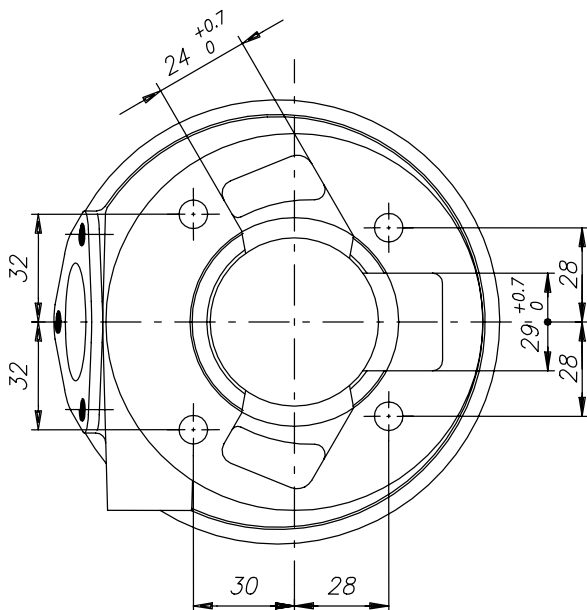
⊛ LECTURE CORDALE
CHORDAL READING

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

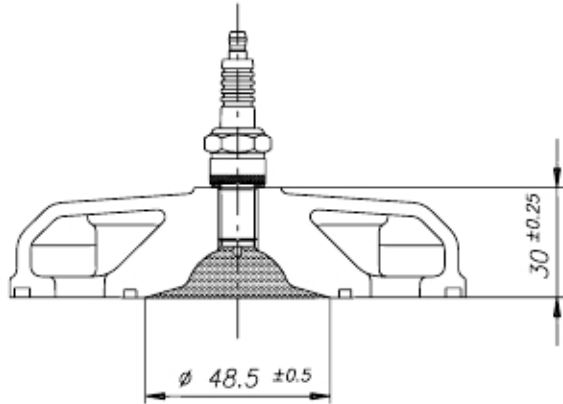
E	171° max
F	$122^\circ \pm 2^\circ$
G	$131^\circ \pm 2^\circ$

CYLINDER BASE VIEW VUE DE LA BASE DU CYLINDRE

CYLINDER CROSS SECTION VIEW VUE EN SECTION DU CYLINDRE

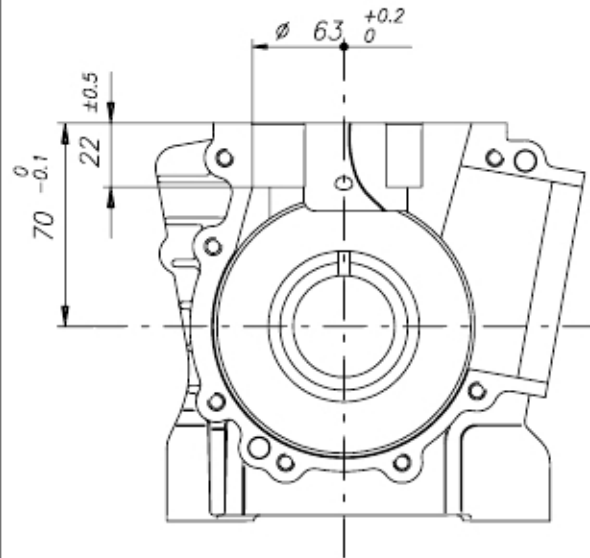


COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMPRESSION



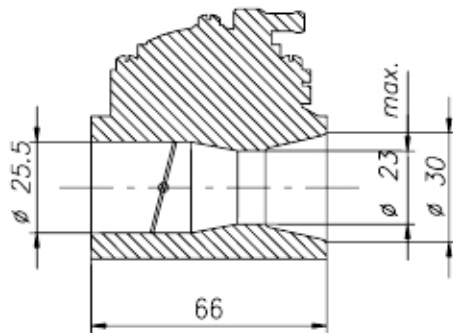
VOLUME CHAMBRE COMBUSTION = 8.4 cm³ min.
COMBUSTION CHAMBER VOLUME = 8.4 cm³ min.

CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER

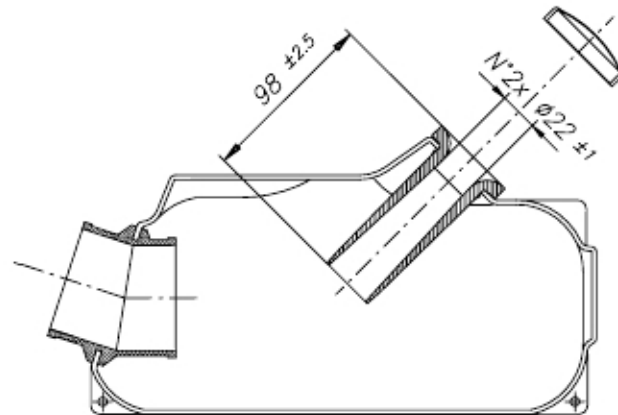


VENTURI CARB. DIMENSIONS
DIMENSIONS DU VENTURI DU CARBURATEUR

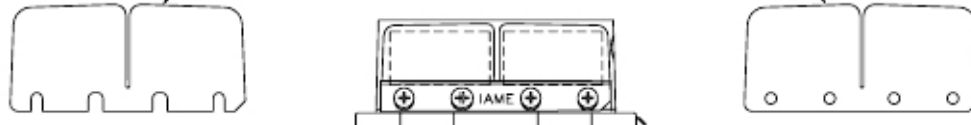
TILLOTSON mod. HL-334 A exclusivement
TILLOTSON mod. HL-334 AA only
TILLOTSON mod. HL-334 AB



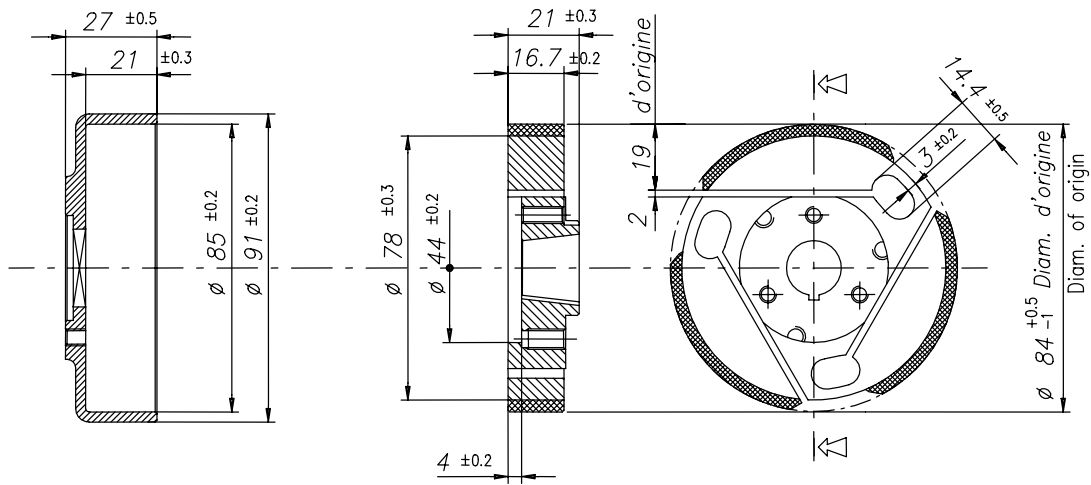
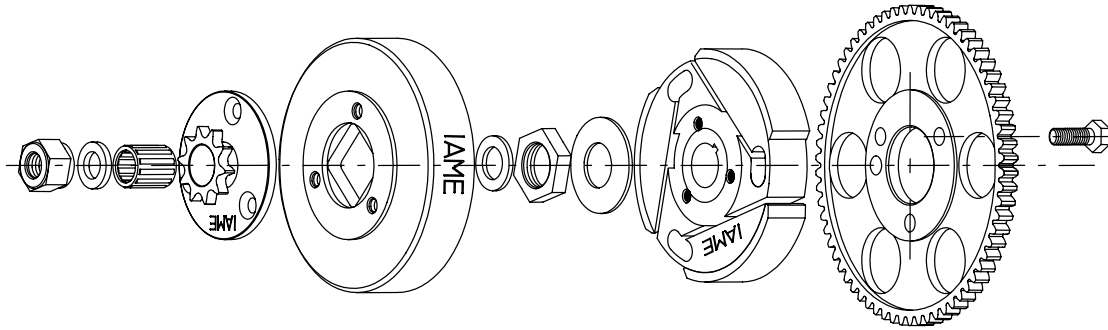
INLET SILENCER
SILENCIEUX D'ASPIRATION



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



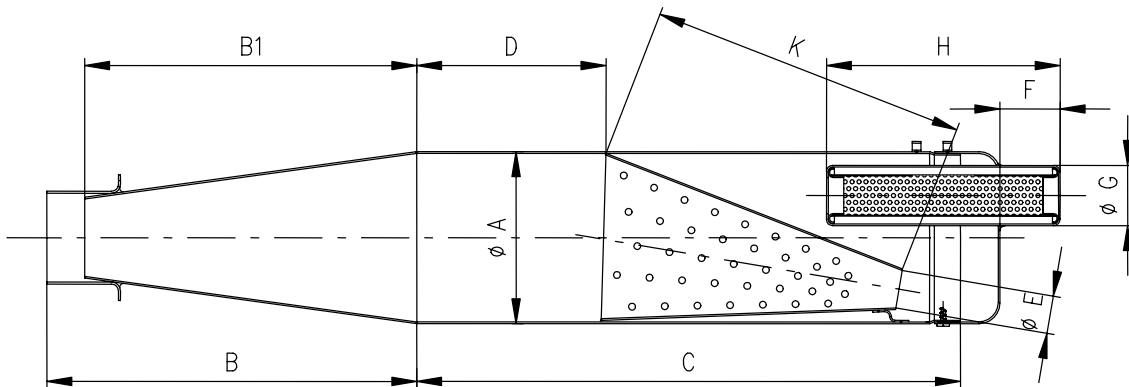
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



Poids min. 292 g
Min. weight 292 g

Poids min. 460 g
Min. weight 460 g

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




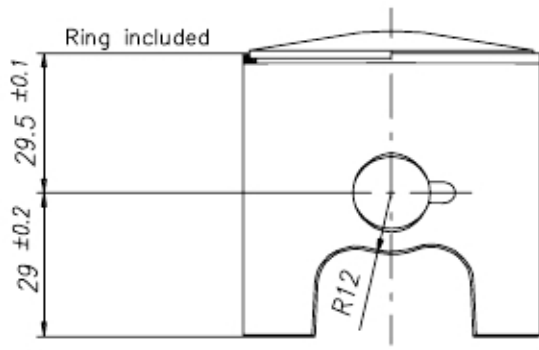
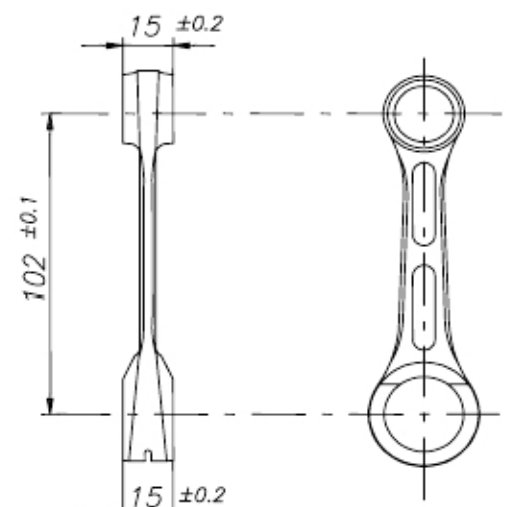
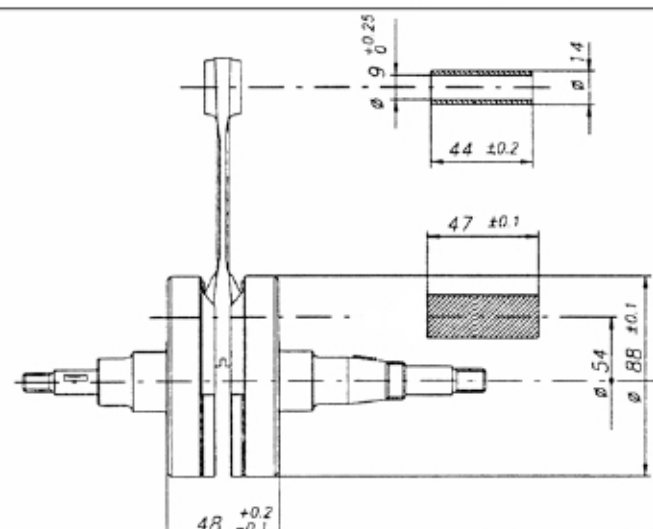
A: 100	C: 315	F: 36	
B: 215	D: 110	G: 35	
B1: 193	E: 24	H: 134	K: 185

Parilla 125cc LEOPARD

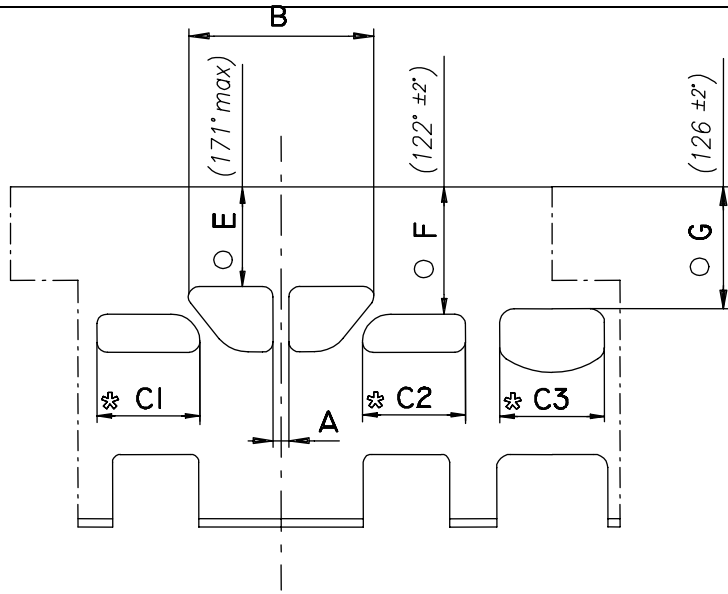


FEATURES

		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 334AB 334AA
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		PISTON
Conrod material	Steel	 <p>Min. weight= 128 g</p>
Crankshaft material	Steel	
Head material	Aluminium	
Cylinder material	Aluminium	
Liner material	Iron	CONROD
Crankcase material	Aluminium	 <p>Min. weight= 119 g</p>
Piston material	Aluminium	
Piston rings material	Iron	
Exhaust muffler material	Sheet-steel	
Ball-bearings	6205 type	
		CRANKSHAFT
		<p><i>Piston pin min weight</i> 28 g</p> <p><i>Complete crankshaft min. weight</i> 1875 g</p>

CYLINDER DEVELOPMENT



A	$\geq 4 \text{ mm}$
B	$\leq 50.5 \text{ mm}$
C1 = C2	$\leq 25.5 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$

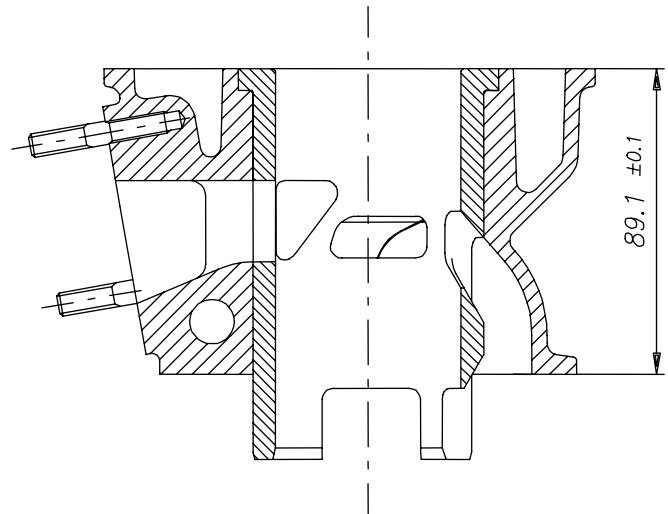
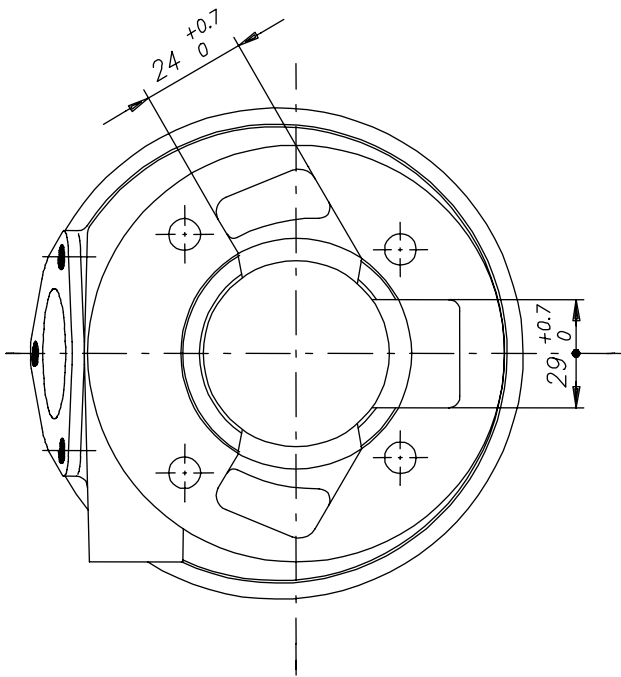
E	171° max
F	$122^\circ \pm 2^\circ$
G	$126^\circ \pm 2^\circ$

✱ CHORDAL READING

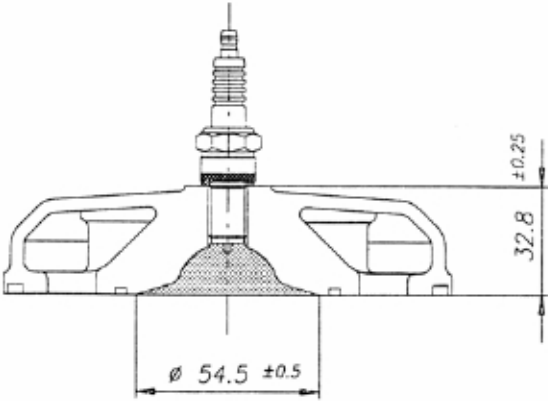
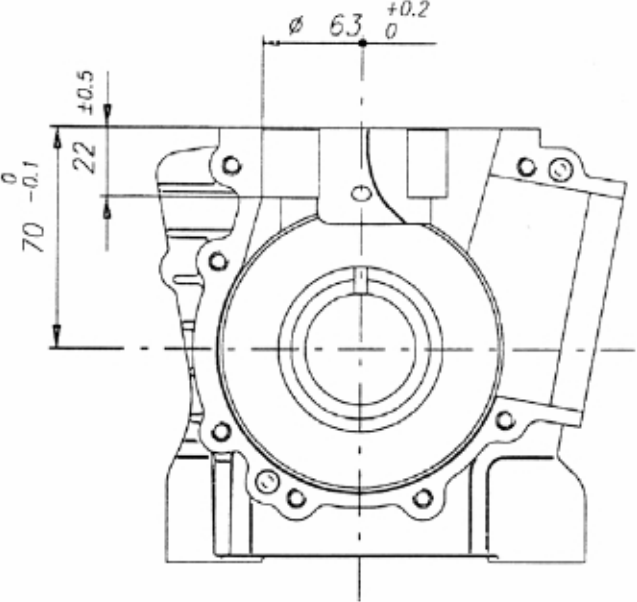
○ ANGULAR READING BY INSERTING A 0.2 mm GAUGE

CYLINDER BASE VIEW

CYLINDER CROSS SECTION VIEW

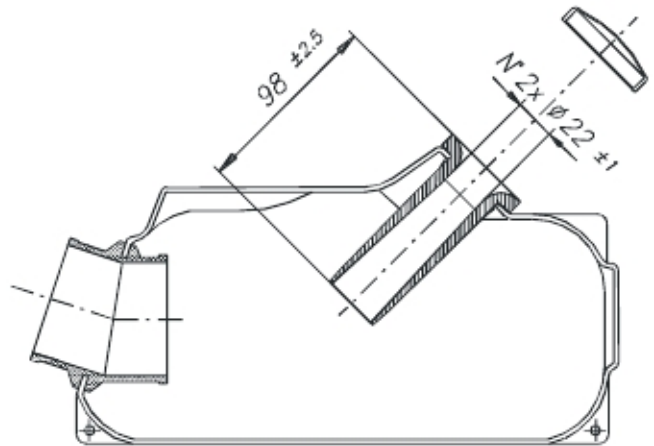
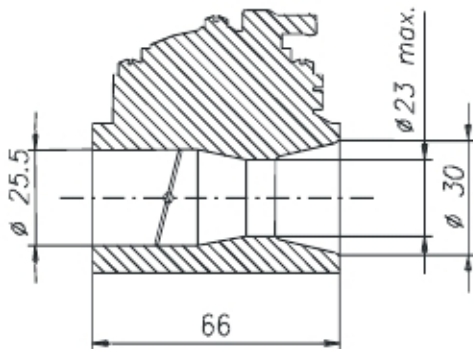


Cylinder must have "USA" cast or stamped on the exterior

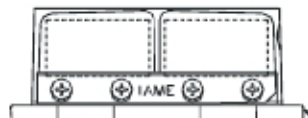
COMBUSTION CHAMBER VIEW	CRANKCASE INSIDE VIEW
 <p data-bbox="144 808 751 840"><i>COMBUSTION CHAMBER VOLUME = 12cc min</i></p>	

VENTURI CARB DIMENTIONS	INLET SILENCER
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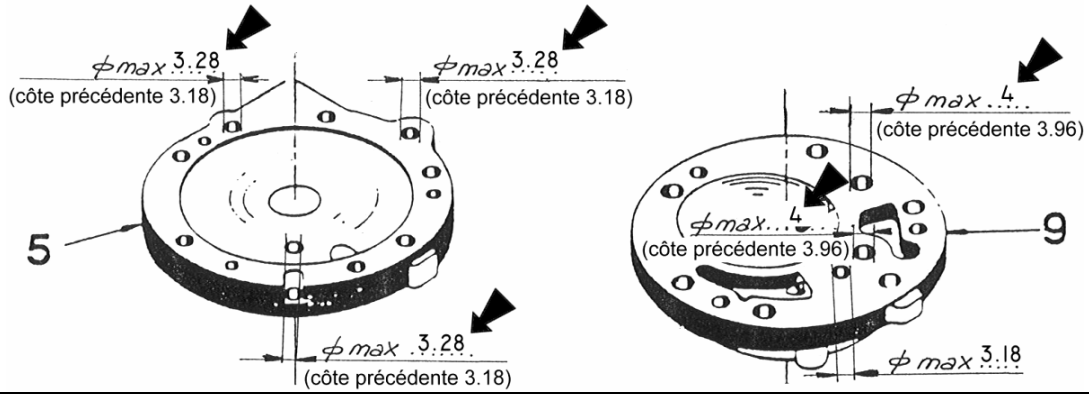
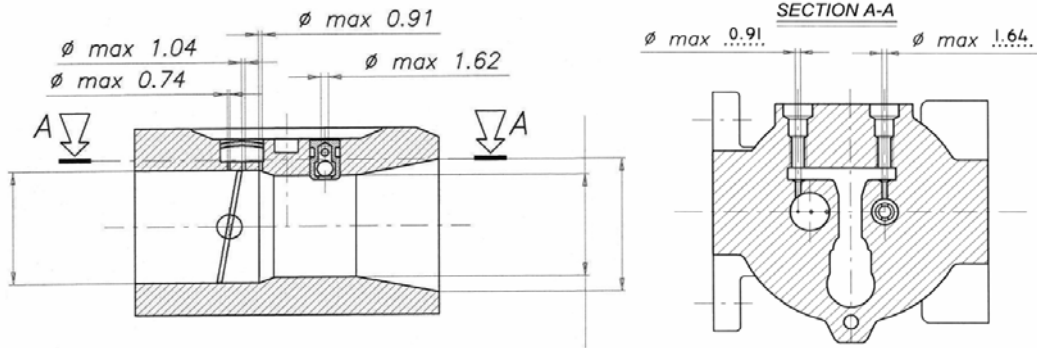
TILLOTSON mod. HL-334 AB
TILLOTSON mod. HL-334 A
TILLOTSON mod. HL-334 AA



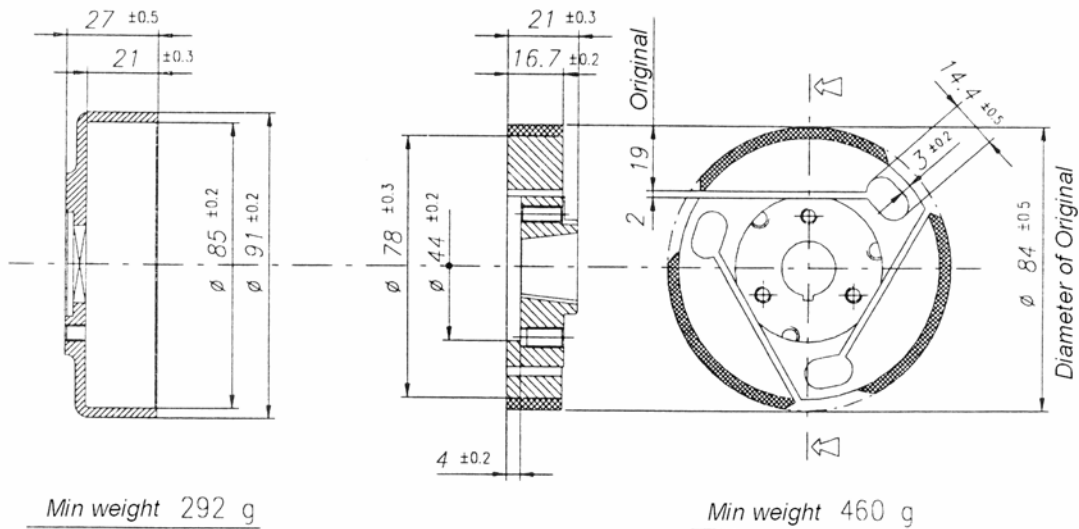
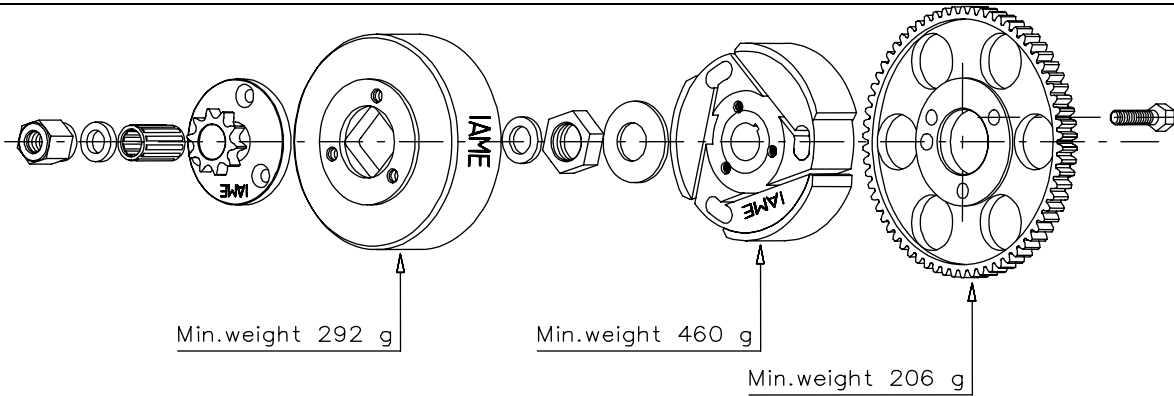
Reed valve min. thickness = 0.25 mm
Min. épaisseur clapets = 0.25 mm



CARBURETOR SPECIFICATIONS



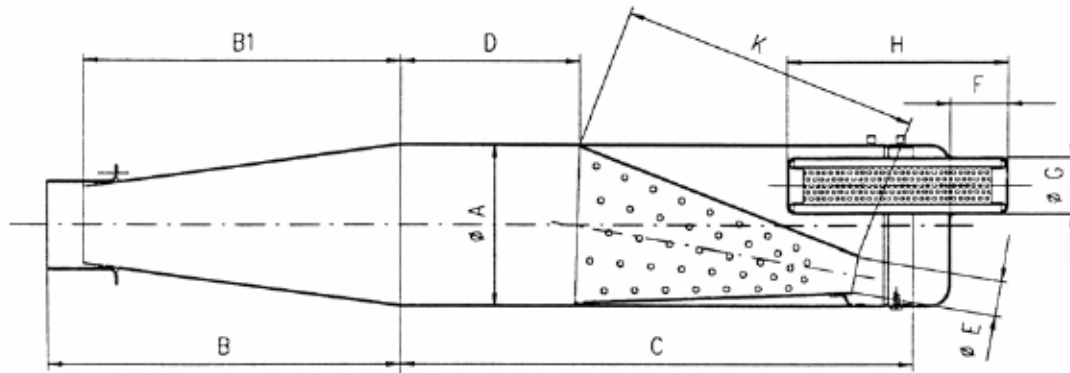
DESCRIPTION OF THE CLUTCH



Min weight 292 g

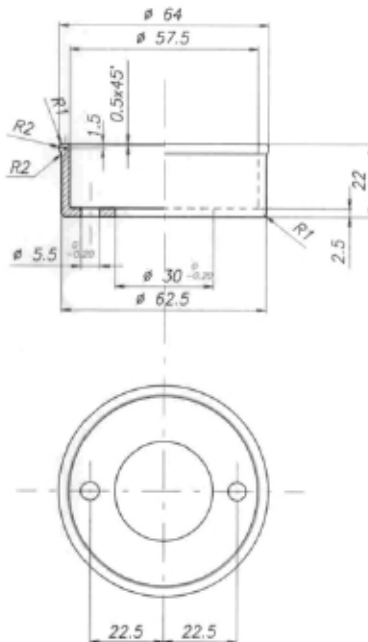
Min weight 460 g

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



TYPE C00. 10771	GRUPPO ALIMENTAZIONE	QUANTITA' 1	Scala 1:1	DATA 20-11-00
MATERIALE Legno alluminio 11S	TUFFAMENTO	LAVORAZIONE 3	VERIFICATO ✓	ESATANTE molinari
FINITURA Barra trafilata ø 65	FINITURA	TOLLERANZE ± 0.10	CONTROLO CONTROLO	
IAME S.p.A. ZINGONA VERDELLINO - BG				DESCRIZIONE RACCORDO PER SILENZIATORE ASPIRAZIONE "CIK" 85.07.315.50

INTAKE SILENCER ADAPTER 10771-C



Jr. 2 Intake Restrictor



Coil - IAME Part # 10025



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

Optional Restricted headers for Junior Classes



Header with a max opening of 25mm
IAME Part # A-125366



Header with max opening of 30mm
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

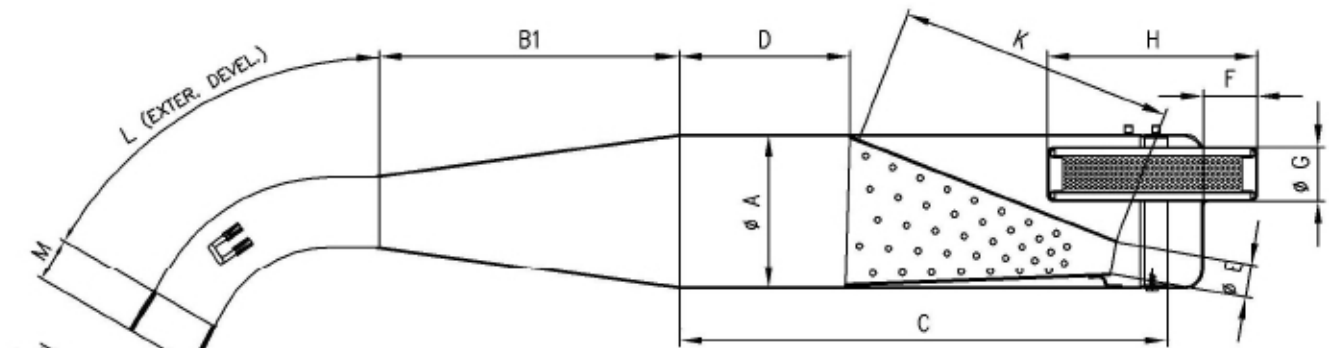


Cylinder Head CC Plate IAME Part # 10277

PHOTO IDENTIFICATION EXHAUST MUFFLER WITH FITTING

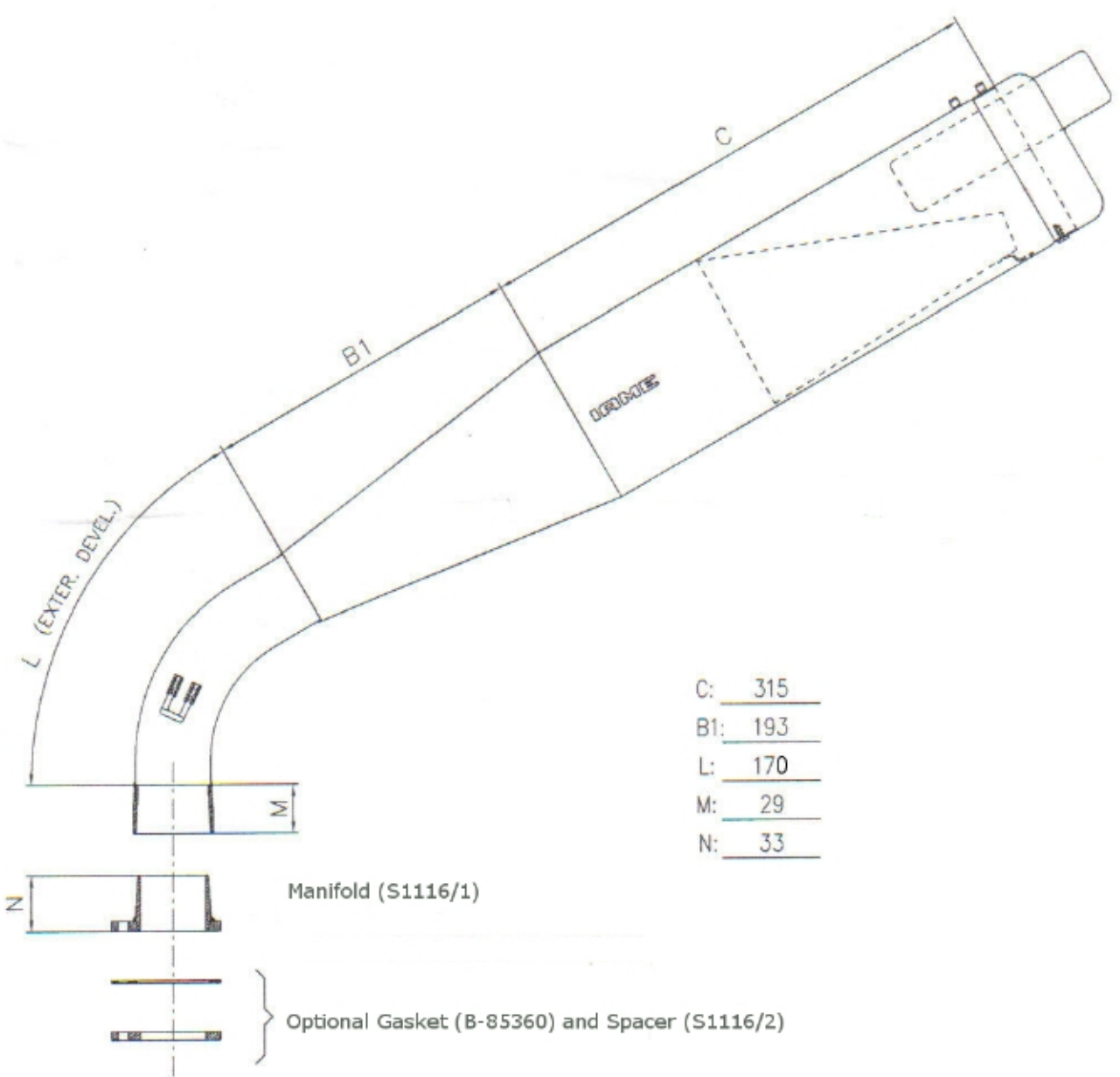


EXHAUST MUFFLER WITH FITTING VIEW AND DIMENSIONS



A: <u>100</u>	D: <u>110</u>	G: <u>35</u>	L: <u>170</u>
B1: <u>193</u>	E: <u>24</u>	H: <u>134</u>	M: <u>29</u>
C: <u>315</u>	F: <u>36</u>	K: <u>185</u>	N: <u>33</u>

EXHAUST MUFFLER
SILENCIEUX D' ECHAPPEMENT



C:	<u>315</u>
B1:	<u>193</u>
L:	<u>170</u>
M:	<u>29</u>
N:	<u>33</u>

Manifold (S1116/1)

Optional Gasket (B-85360) and Spacer (S1116/2)

Part Number: S1165

<u>IAME/Parilla 125cc Leopard TaG</u>		
1.	Displacement	123.67 cm ³ (Max. 124.95 cm ³), Bore 54mm (Max 54.28mm), Stroke 54mm.
2.	Cylinder	<p>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.</p> <p>**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)</p>
3.	Cylinder head	<p>Cylinder head is aluminium and shall conform to drawing supplied by manufacturer. No modification allowed.</p> <p>Cylinder head volume is measured using the standard procedure except for the following notes.</p> <ol style="list-style-type: none"> 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	<p>Tillotson model HL-334A / HL-334AB, specifications included in drawing supplied by manufacturer. All parts to be as supplied with the following exceptions.</p> <ol style="list-style-type: none"> 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.

<p>10. Intake</p>	<p>Manifold 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.</p>
<p>11. Inlet Silencer</p>	<p>The induction silencer must comply with the dimensions shown in the drawing.</p>
<p>12. Spark Plug</p>	<p>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.</p>
<p>13. Ignition</p>	<p>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</p>
<p>14. Battery</p>	<p>Must be Original as supplied by IAME IAME Original Batteries</p> <ul style="list-style-type: none"> • FIAMM-GS FG20722 • Energy Safe 412081 • Sinter PB12-7.2-12V 7.2Ah
<p>15. Muffler/Header</p>	<p>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 2009 Exhaust system S1165 allowed. 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</p>
<p>16. Remaining Parts</p>	<p>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</p>
<p>NON-TECH</p>	<p>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.</p>
<p>Note 1</p>	<p>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.</p>

I A M E

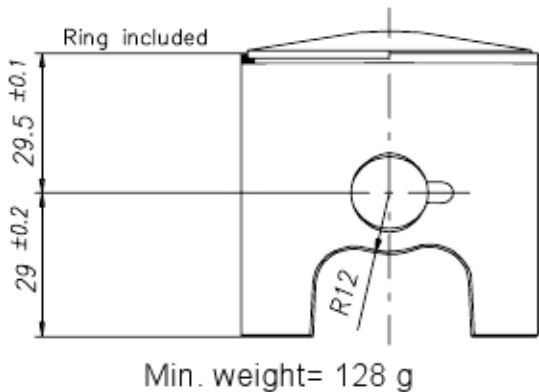
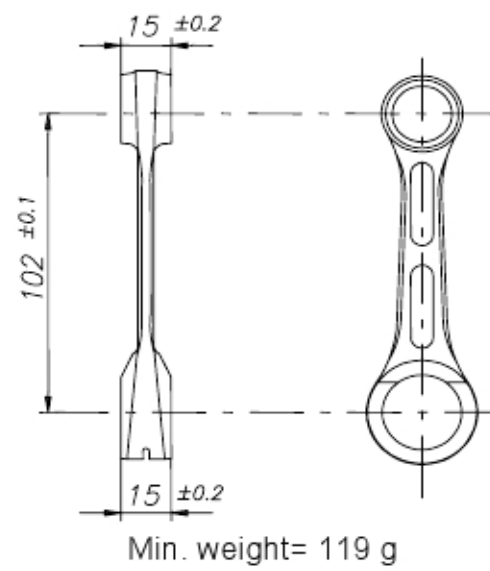
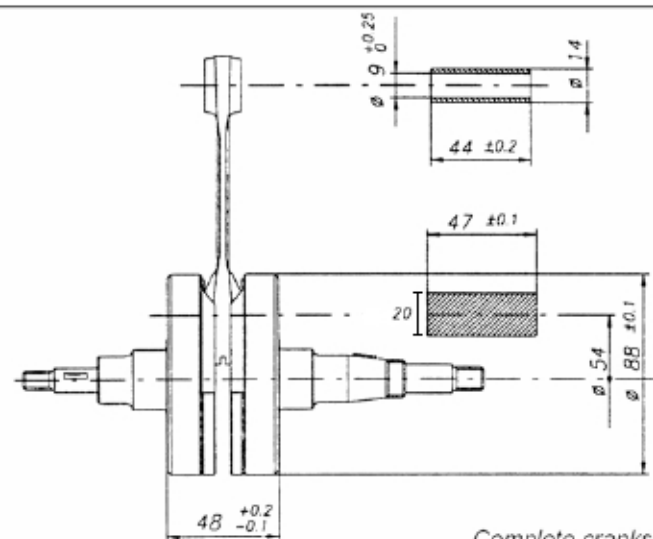
Parilla

LEOPARD USA MY '09 125cc - RL - TaG

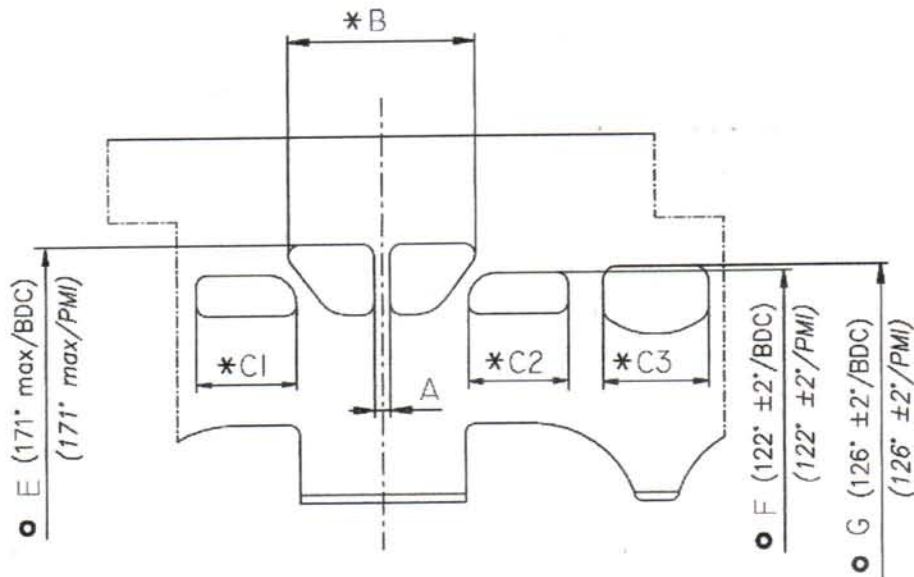


FEATURES - CARACTERISTIQUES

		Cylinder volume <i>Volume du cylindre</i>	123.67 cm ³
		Bore <i>Alésage</i>	54 mm
		Max. theoretical bore <i>Alésage théorique max.</i>	54.28 mm
		Stroke <i>Course</i>	54 mm
		Cooling system <i>Système de refroidissement</i>	Water <i>Eau</i>
		Inlet system <i>Système d'admission</i>	Reed valve <i>À clapets</i>
		Number of carbs <i>Nombre de carburateurs</i>	1
Tillotson HL Carb. <i>Carburateur Tillotson HL</i>	334 A 334 AB 334 AA	Cylinder / crankcase transfers n° <i>N° de canaux cylindre / carter</i>	3
Number of piston rings <i>Nombre de segments</i>	1	Inlet / exhaust ports number <i>N° lumières admiss. / échapp.</i>	3 / 2
Big end conr. ball-bearing diam. <i>Diamètre palier tête de bielle</i>	20x26x15	Combustion chamber shape <i>Forme chambre de combustion</i>	Spherical <i>Sphérique</i>
Crankshaft ball-bearing diam. <i>Diamètre palier du vilebrequin</i>	25x52x15	Selettra ignition <i>Allumage Selettra</i>	Digital "K"
Small end conr. ball-bearing diam. <i>Diamètre palier pied de bielle</i>	14x18x17.5	Distance between Conrod centers <i>Longueur (entre axe) de la bielle</i>	102 mm

DESCRIPTION OF THE MATERIAL		PISTON
Conrod material	Steel	 <p>Min. weight= 128 g</p>
Crankshaft material	Steel	
Head material	Aluminium	
Cylinder material	Aluminium	
Liner material	Iron	CONROD
Crankcase material	Aluminium	 <p>Min. weight= 119 g</p>
Piston material	Aluminium	
Piston rings material	Iron	
Exhaust muffler material	Sheet-steel	
Ball-bearings	6205 type	
CRANKSHAFT		
		<p><i>Piston pin min weight</i> 28 g</p> <p><i>Complete crankshaft min. weight</i> 1875 g</p>

CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE



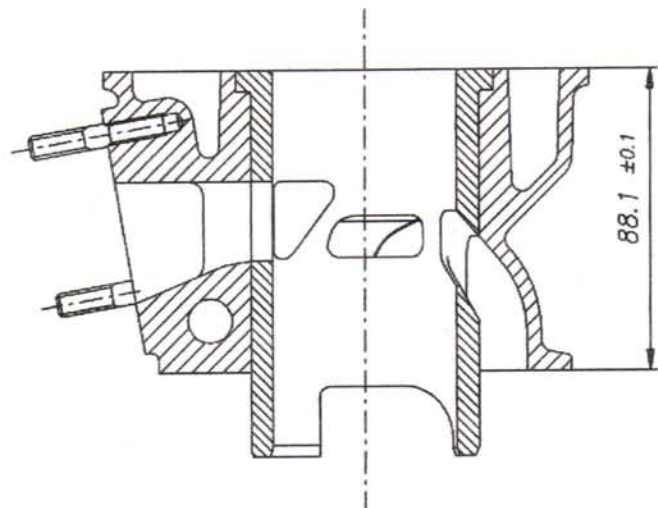
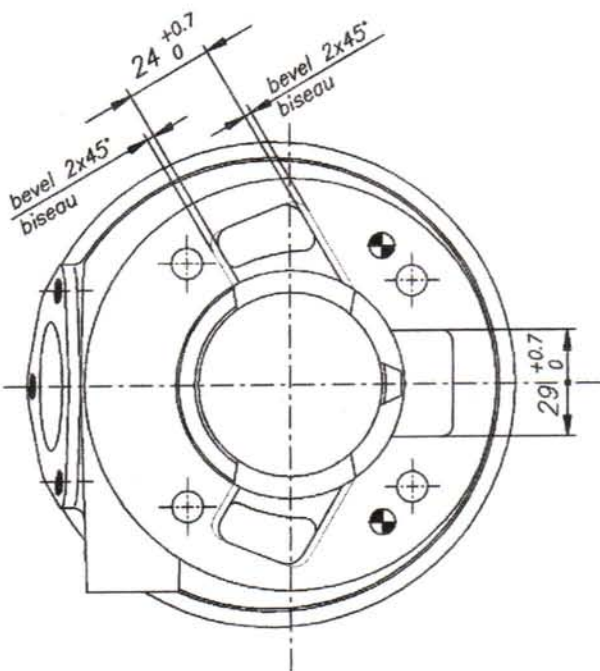
A	≥ 4 mm
B	≤ 50.2 mm
C1 = C2	≤ 25.5 mm
C3	≤ 28.3 mm
E	171° max
F	122° ± 2°
G	126° ± 2°

* CHORDAL READING
LECTURE CORDALE

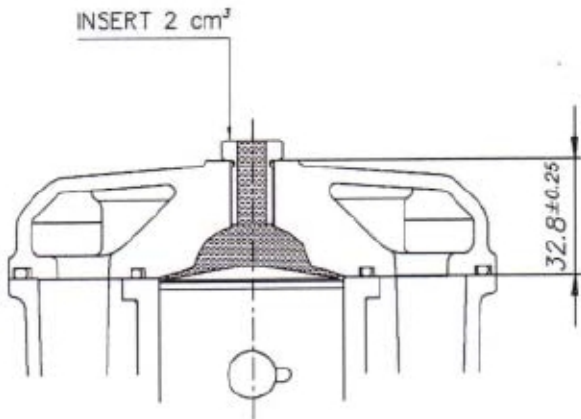
○ ANGULAR READING BY INSERTING A 0.2 mm GAUGE
LECTURE ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2 mm

CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE

CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE

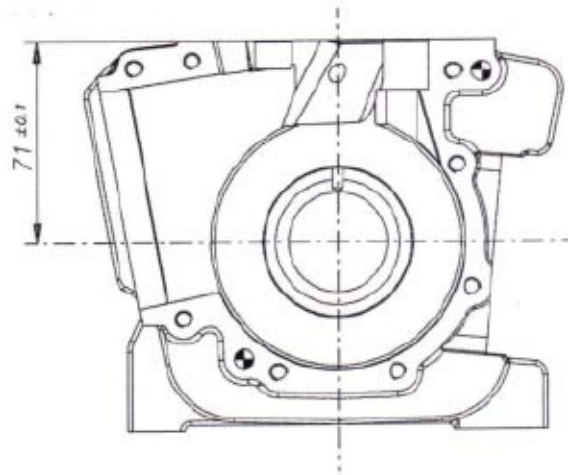


COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMPRESSION



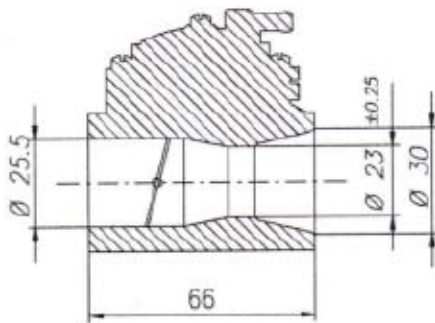
COMBUSTION CHAMBER VOLUME = 9.5 cm³ min.
 VOLUME CHAMBRE COMBUSTION = 9.5 cm³ min.

CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER

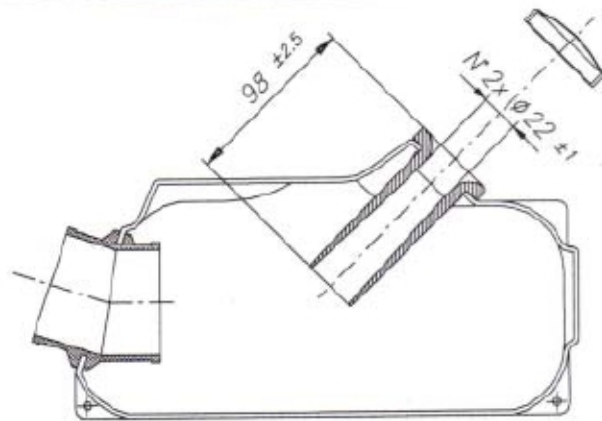


VENTURI CARB. DIMENSIONS
DIMENSIONS DU VENTURI DU CARBURATEUR

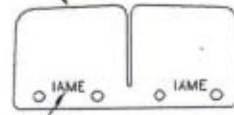
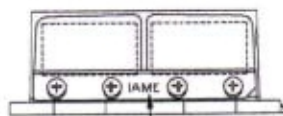
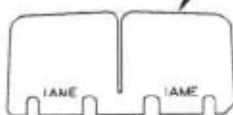
TILLOTSON mod. HL-334 AB
 TILLOTSON mod. HL-334 A
 TILLOTSON mod. HL-334 AA



INLET SILENCER
SILENCIEUX D' ASPIRATION



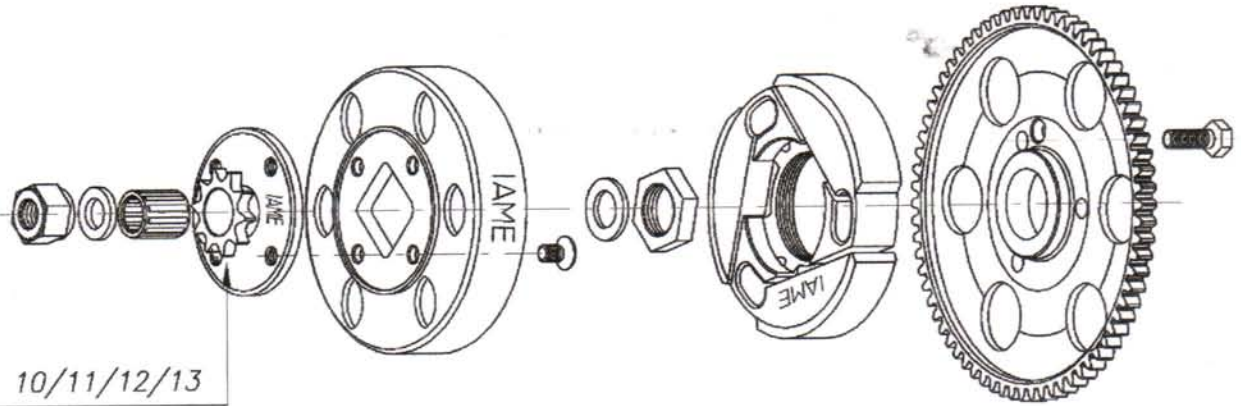
Reed petals min. thickness = 0.25 mm
 Min. épaisseur clapets = 0.25 mm



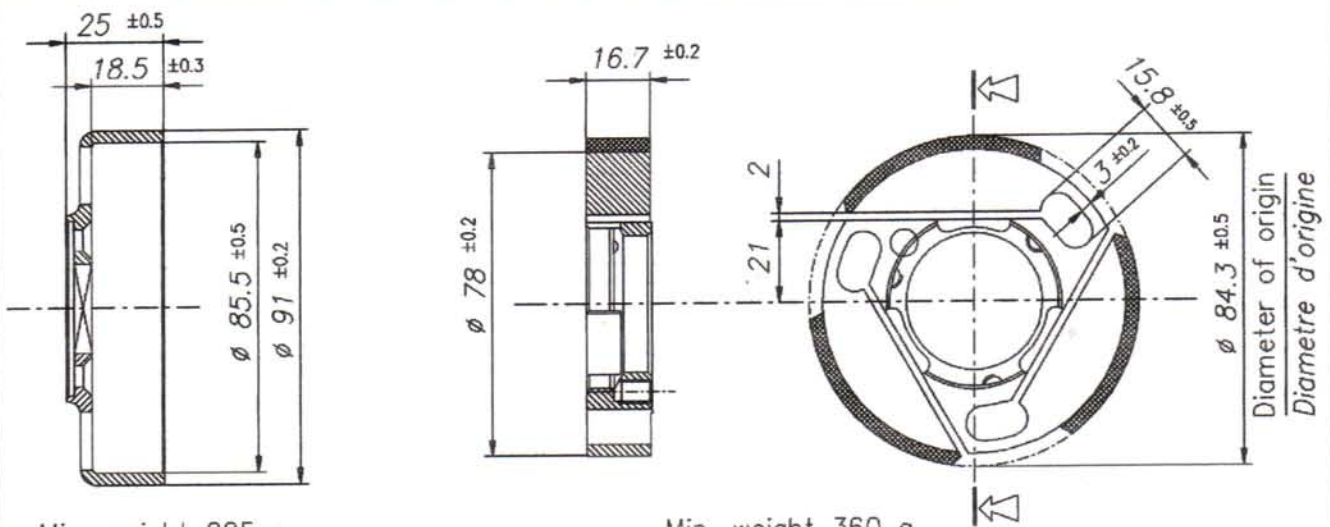
Material: Vetronite
 Matériel:

marking "IAME"
 marquage "IAME"

DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



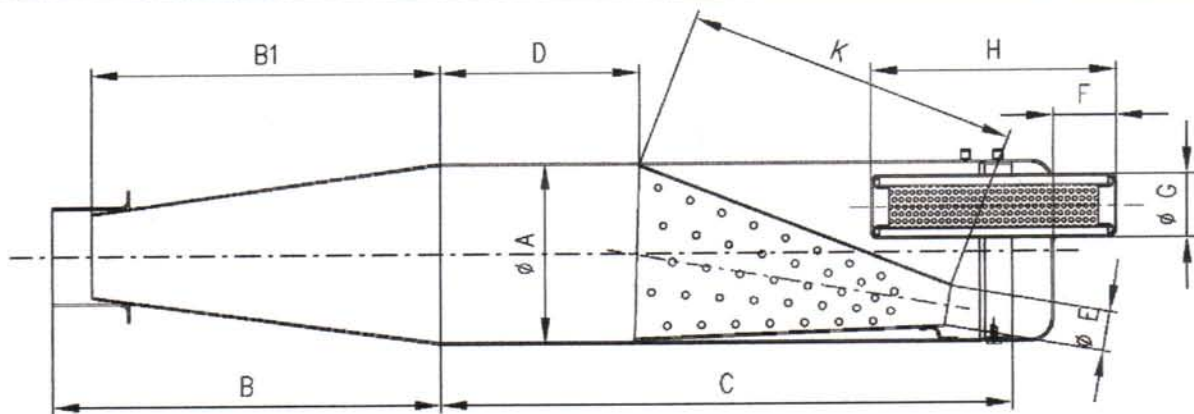
Z= 10/11/12/13



Min. weight 225 g
Poids min. 225 g

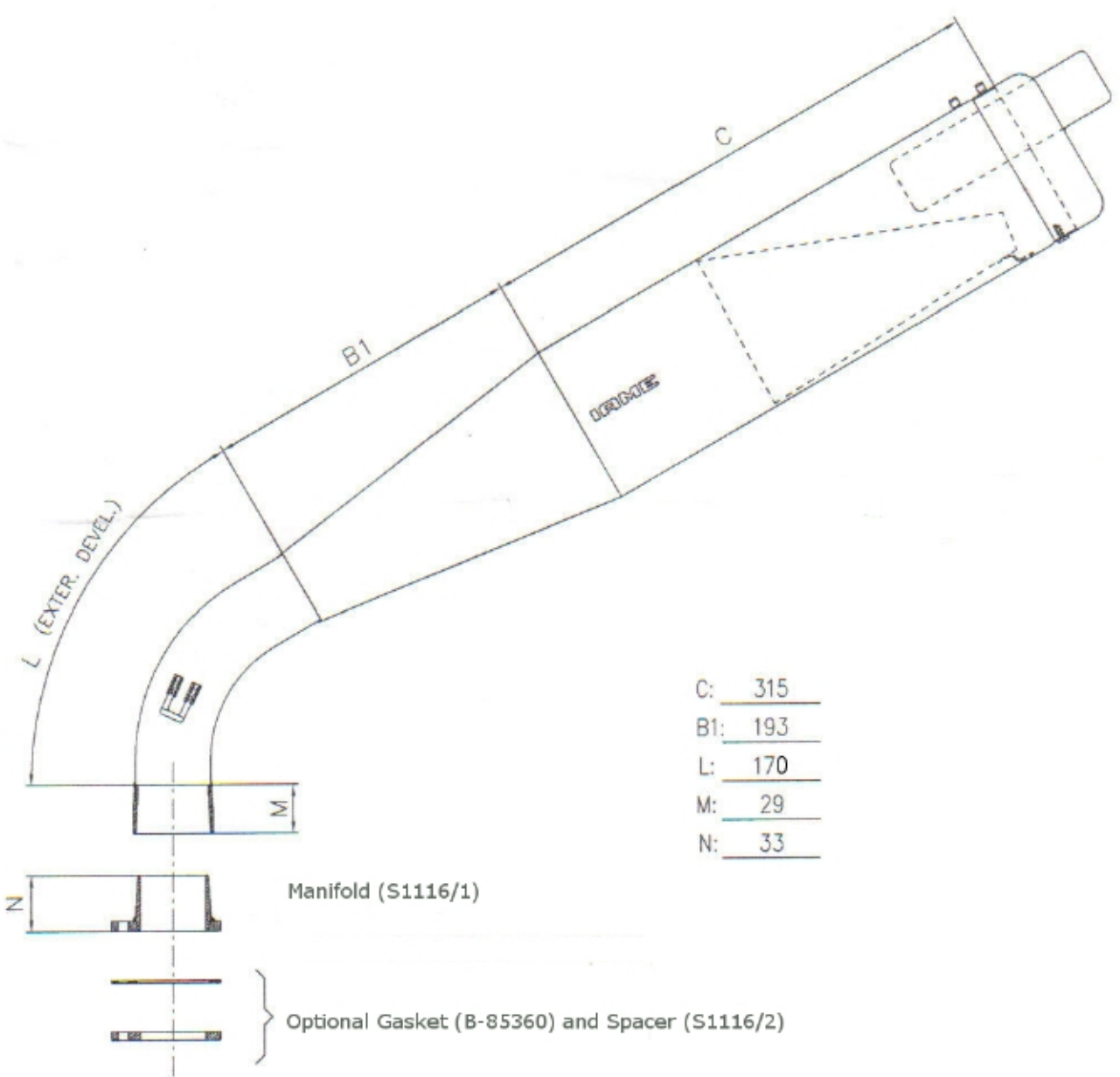
Min. weight 360 g
Poids min. 360 g

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

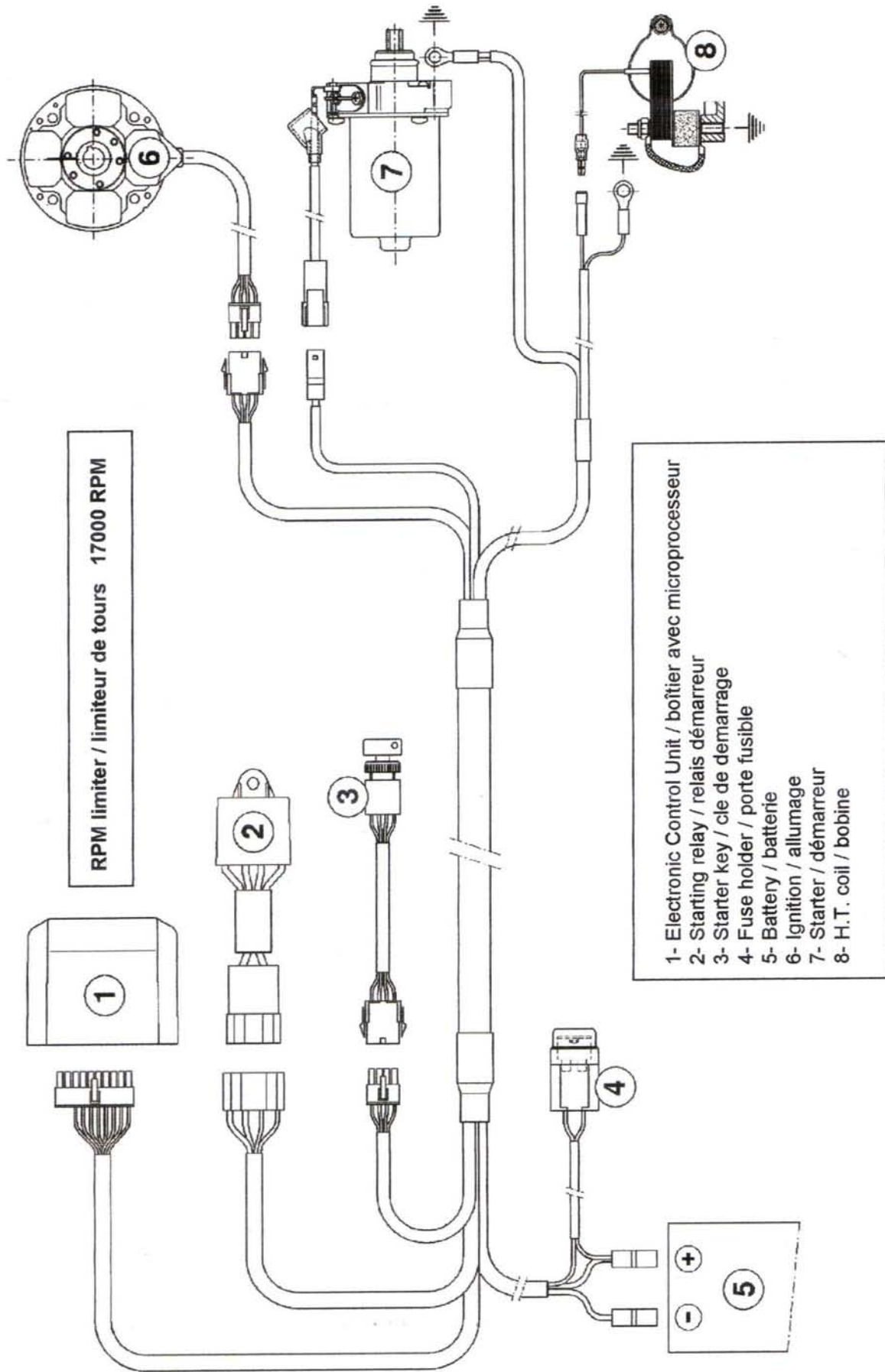


A: 100	C: 315	F: 36
B: 215	D: 110	G: 35
B1: 193	E: 24	H: 134
		K: 185

EXHAUST MUFFLER
SILENCIEUX D' ECHAPPEMENT



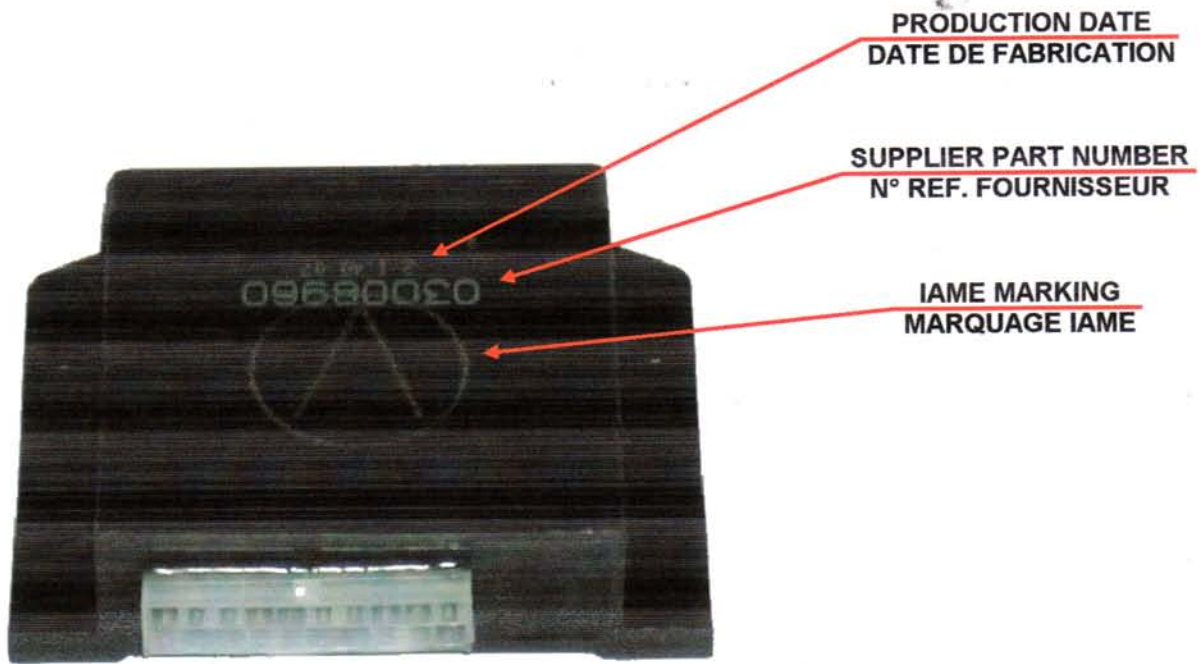
Part Number: S1165



RPM limiter / limiteur de tours 17000 RPM

- 1- Electronic Control Unit / boîtier avec microprocesseur
- 2- Starting relay / relais démarreur
- 3- Starter key / cle de démarrage
- 4- Fuse holder / porte fusible
- 5- Battery / batterie
- 6- Ignition / allumage
- 7- Starter / démarreur
- 8- H.T. coil / bobine

*ELECTRONIC BOX MARKING
MARQUAGE DU BOITIER ELECTRONIQUE*




*PHOTO OF IGNITION / PHOTO OF H.T. COIL
PHOTO DU ALLUMAGE / PHOTO DU BOBINE*

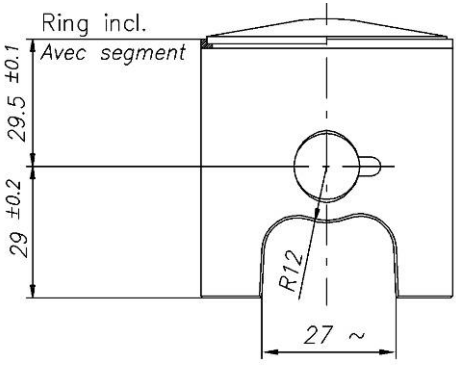
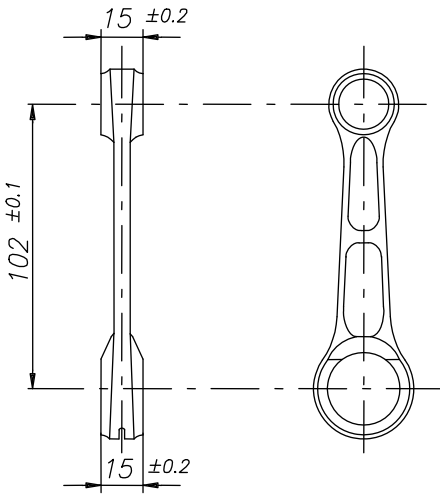
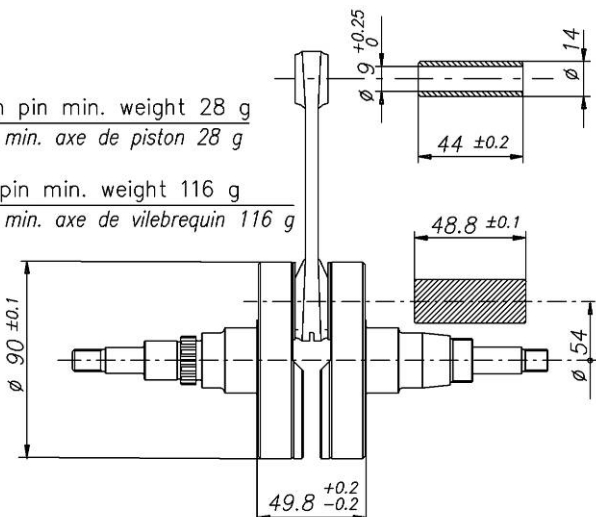
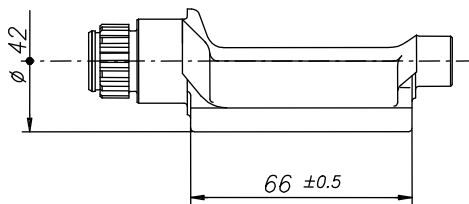


Parilla X30 125cc RL-C TaG

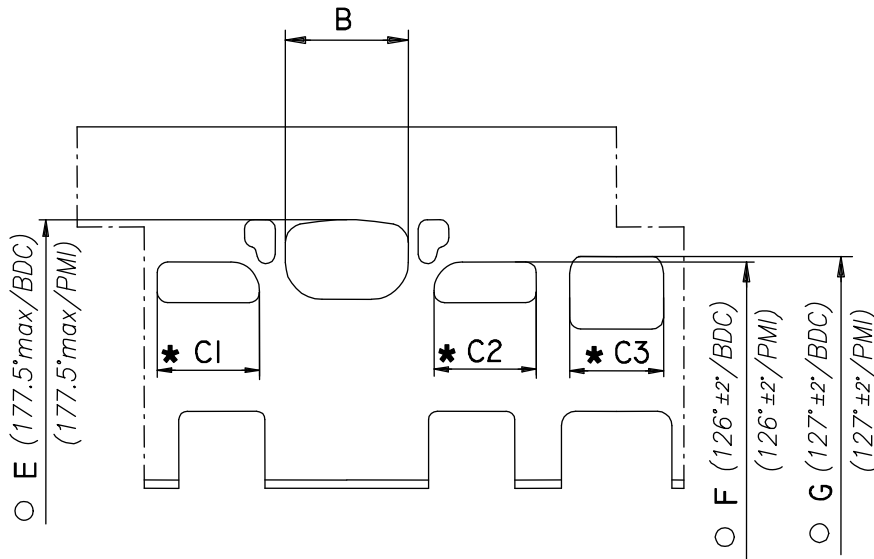


FEATURES - CARACTERISTIQUES

		Cylinder volume <i>Volume du cylindre</i>		123.67 cm ³
		Bore <i>Alésage</i>		54 mm
		Max. theoretical bore <i>Alésage théorique max.</i>		54.28 mm
		Stroke <i>Course</i>		54 mm
		Cooling system <i>Système de refroidissement</i>		Water <i>Eau</i>
		Inlet system <i>Système d'admission</i>		Reed valve <i>À clapets</i>
Carburetor <i>Carburateur</i>	Tryton Hobby 27/C	Cylinder / crankcase transfers n° <i>N° de canaux cylindre / carter</i>	3	
Number of piston rings <i>Nombre de segments</i>	1	Inlet / exhaust ports number <i>N° lumières admiss. / échapp.</i>	3	
Big end conr. ball-bearing diam. <i>Diamètre palier tête de bielle</i>	20x26x15	Combustion chamber shape <i>Forme chambre de combustion</i>	Spherical <i>Spherique</i>	
Crankshaft ball-bearing diam. <i>Diamètre palier du vilebrequin</i>	30x62x16	Selettra or PVL ignition <i>Allumage Selettra ou PVL</i>	Digital	
Small end conr. ball-bearing diam. <i>Diamètre palier pied de bielle</i>	14x18x17.5	RPM limiter <i>Limiteur de tours</i>	Yes <i>Oui</i>	
Distance between conrod centers <i>Longueur (entre axe) de la bielle</i>	102 mm	Generator for battery charging <i>Générateur de recharge batterie</i>	Yes <i>Oui</i>	
Balancing shaft <i>Arbre d'équilibrage de vilebr.</i>	Yes <i>Oui</i>	Electric starter <i>Démarrateur électrique</i>	Yes <i>Oui</i>	

DESCRIPTION OF THE MATERIAL DESCRIPTION DES MATERIAUX		PISTON
Conrod material <i>Matériel de la bielle</i>	Steel <i>Acier</i>	 <p>Piston min. weight (ring incl.) 128 g Poids min. piston (avec segment) 128 g</p>
Crankshaft material <i>Matériel du vilebrequin</i>	Steel <i>Acier</i>	
Balancing shaft material <i>Matériel de l'arbre d'équilibrage</i>	Steel <i>Acier</i>	
Gears material <i>Matériel des engrenages</i>	Steel <i>Acier</i>	
Starter ring material <i>Matériel de la couronne démarr.</i>	Steel <i>Acier</i>	
Head material <i>Matériel de la culasse</i>	Aluminium	
Cylinder material <i>Matériel du cylindre</i>	Aluminium	 <p>Min. weight 110 g Poids min. 110 g</p>
Liner material <i>Matériel de la chemise</i>	Iron <i>Fonte</i>	
Crankcase material <i>Matériel du carter</i>	Aluminium	
Piston material <i>Matériel du piston</i>	Aluminium	
Piston rings material <i>Matériel des segments</i>	Iron <i>Fonte</i>	
Exhaust muffler material <i>Matériel du pot d'échappement</i>	Sheet-steel <i>Tôle acier</i>	
Ball-bearings <i>Roulements</i>	6206 type	
CRANKSHAFT - VILEBREQUIN		
 <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>Complete crankshaft min. weight 2150 g Poids min. du vilebrequin complet 2150 g</p>		 <p>Min. weight 315 g Poids min. 315 g</p>

CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE



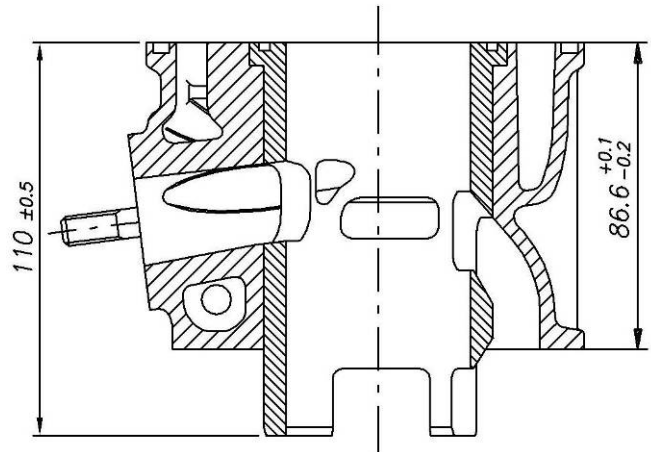
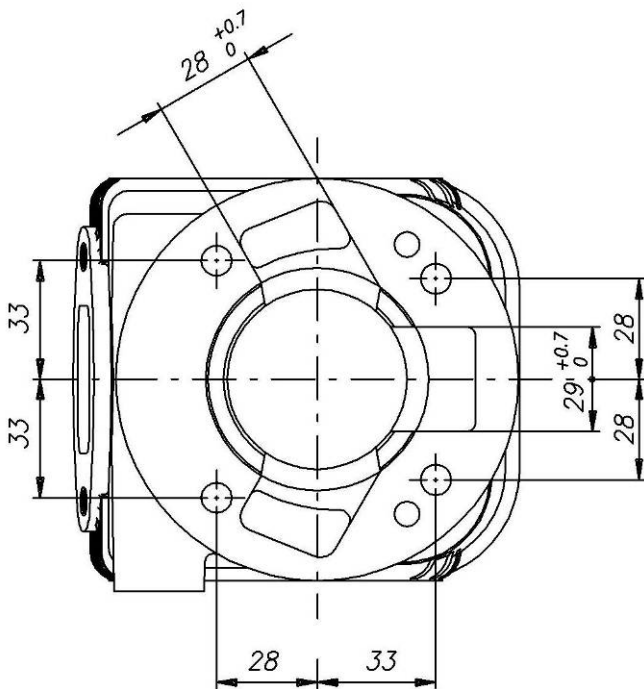
B	≤ 36.5 mm
CI = C2	≤ 30 mm
C3	≤ 28.5 mm
E	177.5° max
F	126° ± 2°
G	127° ± 2°

* CHORDAL READING
LECTURE CORDALE

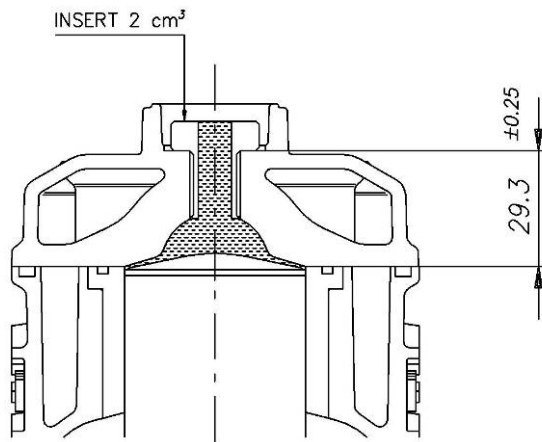
○ ANGULAR READING BY INSERTING A 0.2 mm GAUGE
LECTURE ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2 mm

CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE

CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



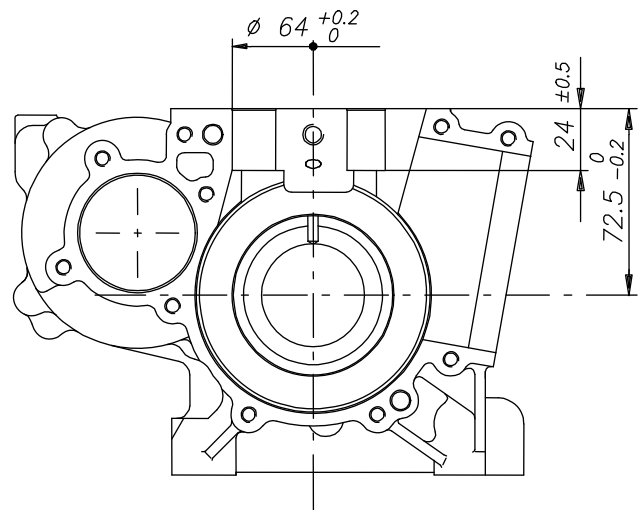
COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMPRESSION



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

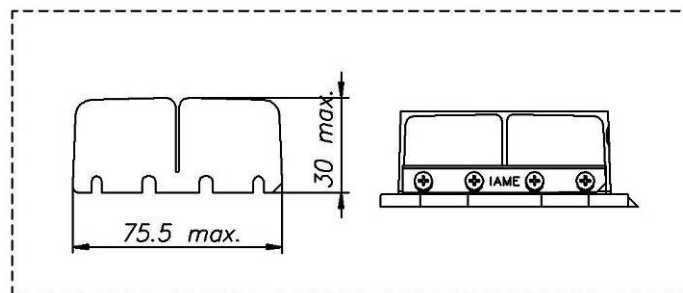
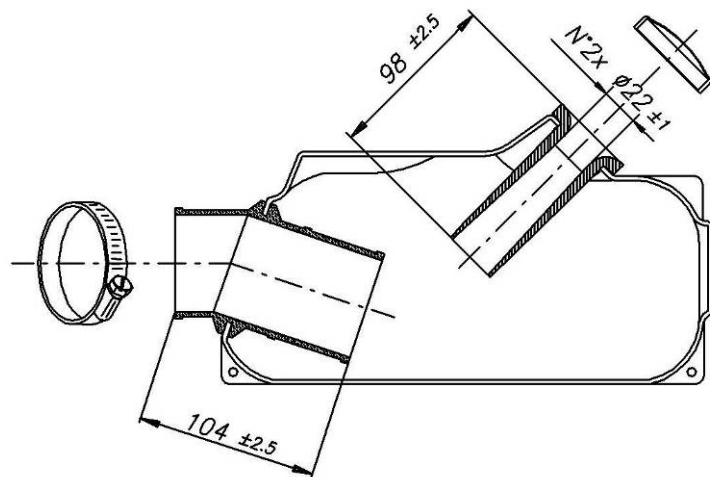
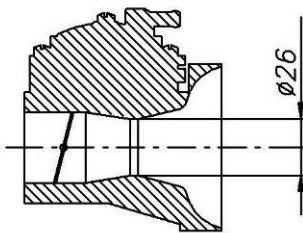
ATT.: SQUISH MIN. = 0.90 mm

CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



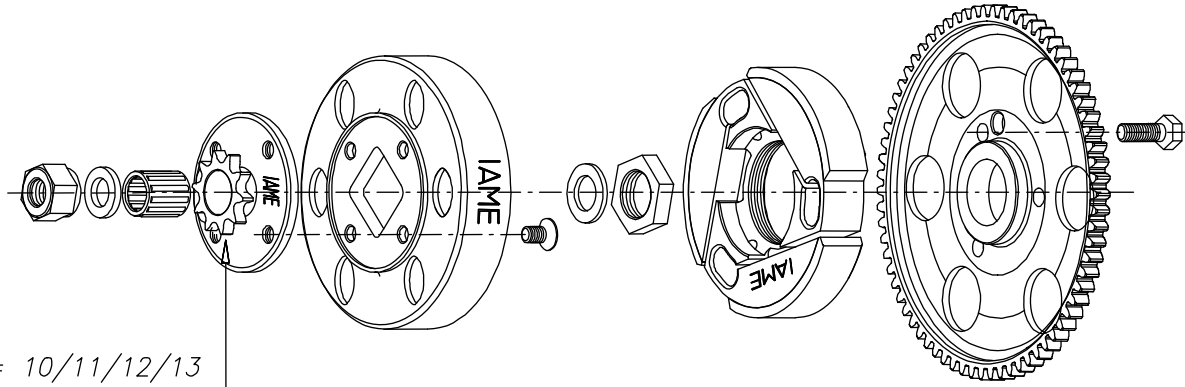
VENTURI CARB. DIMENSIONS
DIMENSIONS DU VENTURI DU CARBURATEUR

Tryton Hobby 27/C

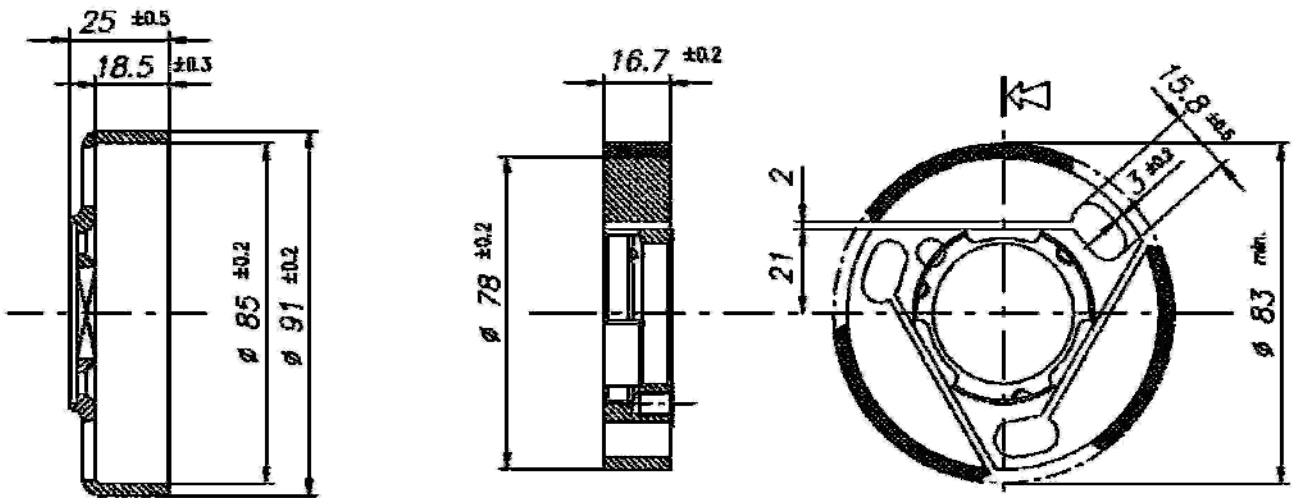


INLET SILENCER
SILENCIEUX D' ASPIRATION

DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE



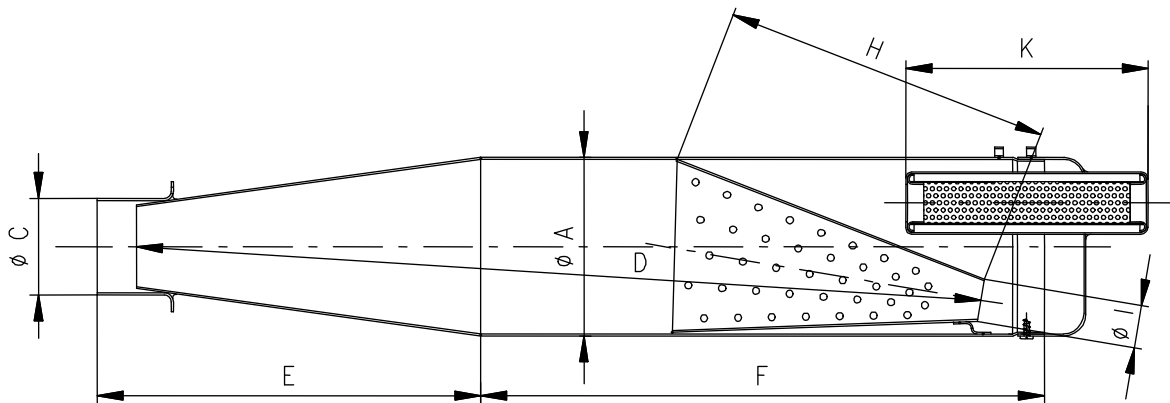
Z= 10/11/12/13



Min. weight 225 g
Poids min. 225 g

Min. weight 360 g
Poids min. 360 g

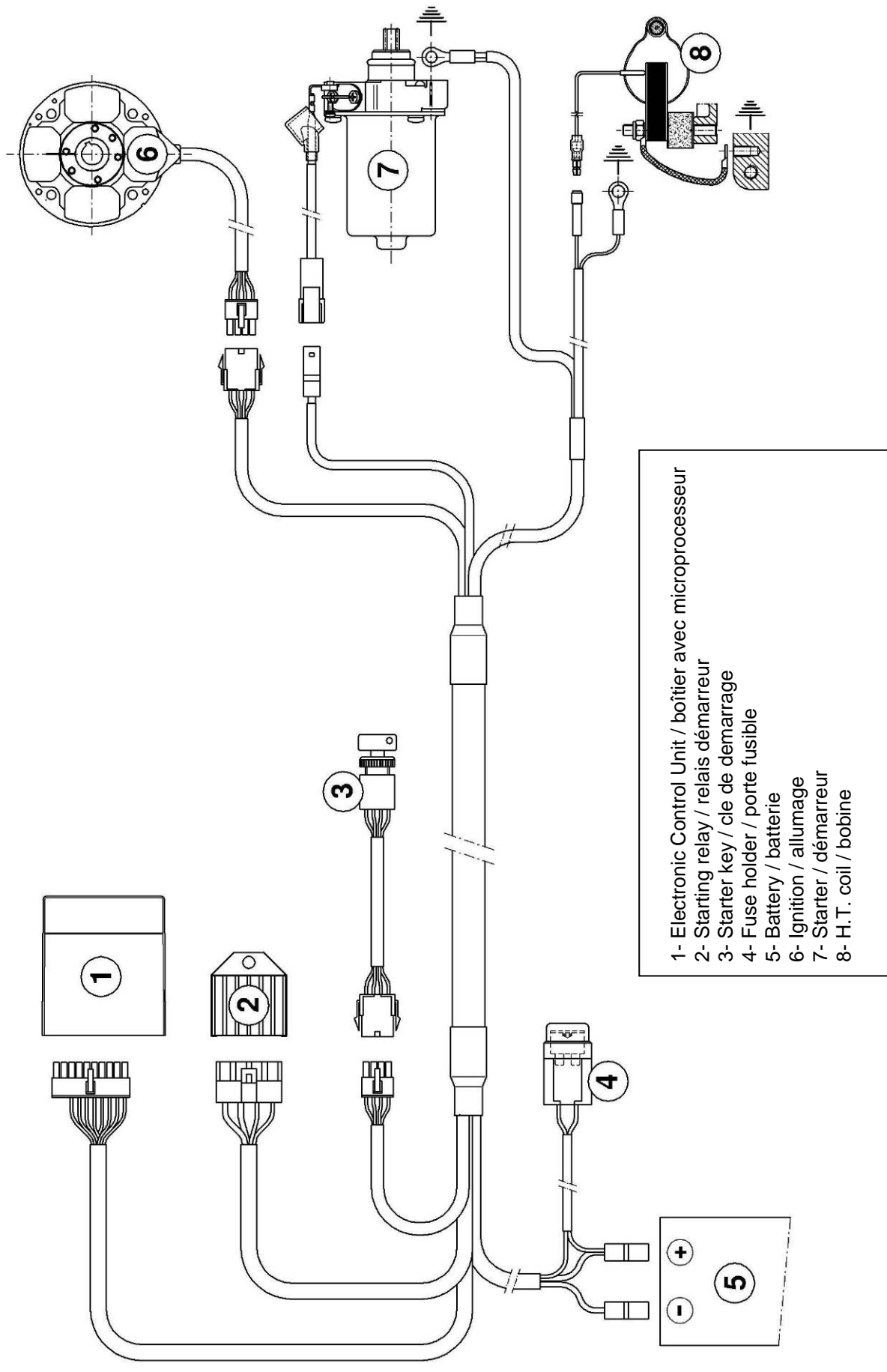
EXHAUST MUFFLER VIEW AND DIMENSIONS
VUE ET DIMENSIONS DU SILENCIEUX D' ECHAPPEMENT



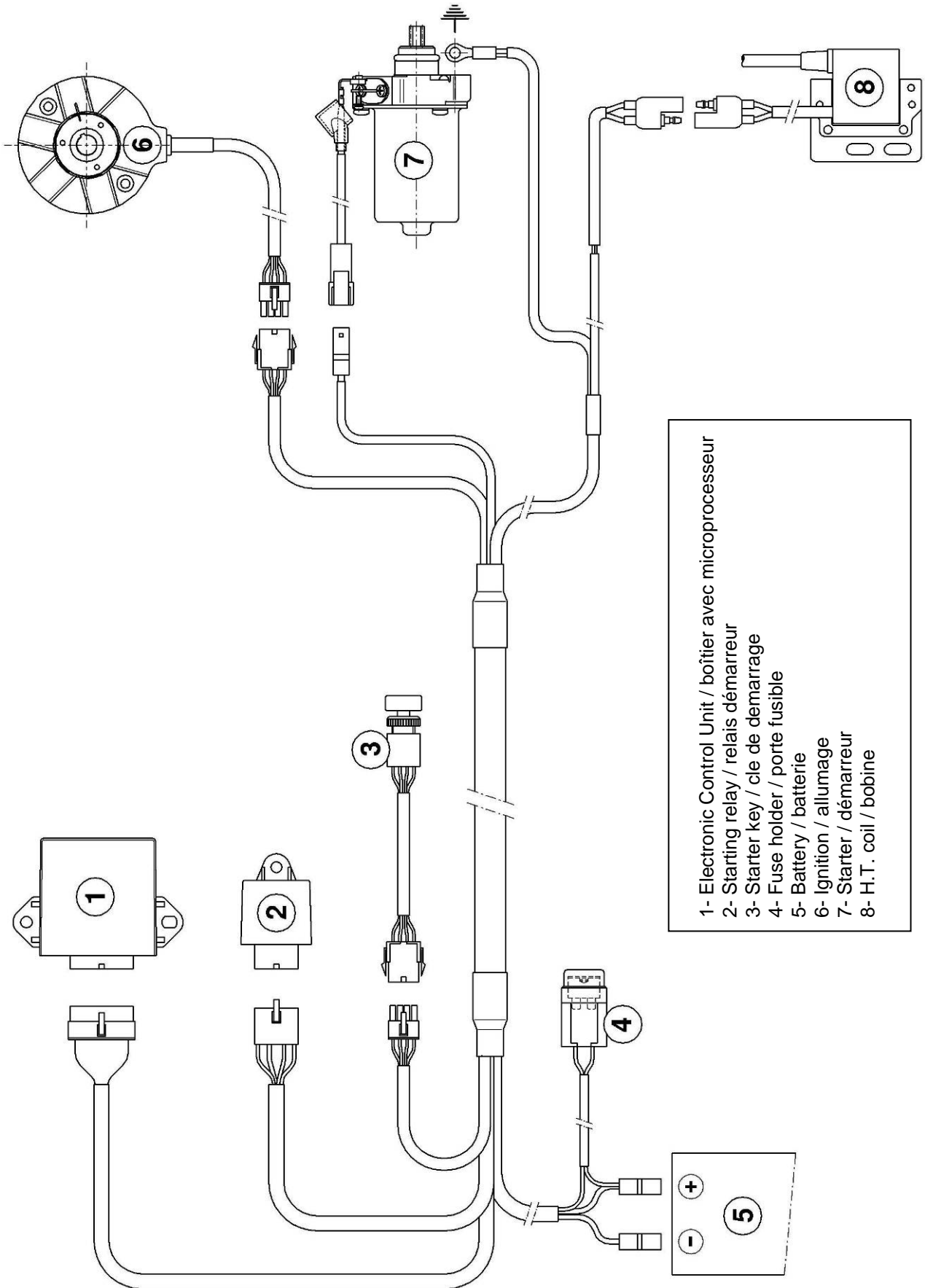
A: $100 \pm 1 \phi_{ext.}$	E: 218 ± 5	H: 180 ± 5
C: $54 \pm 1 \phi_{ext.}$	K: 130 ± 3	I: $24 \pm 2 \phi_{ext.}$
D: 485 ± 5	F: 315 ± 3	

Min. weight 1.39 Kg
Poids min. 1.39 Kg

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

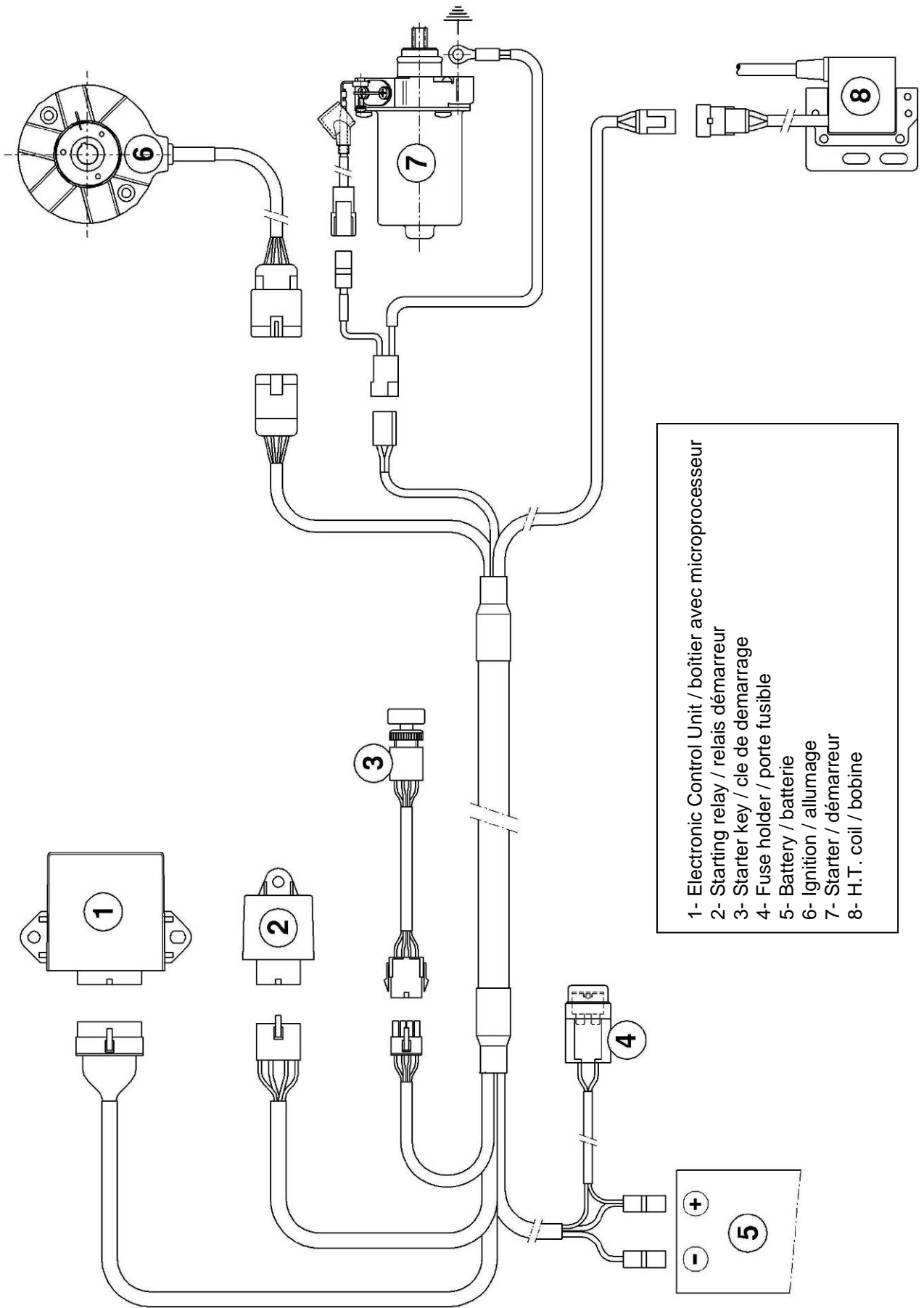


WIRING DIAGRAM (PVL IGNITION, 1ST TYPE)
 SCHEMA CIRCUIT ELECTRIQUE (ALLUMAGE PVL, 1^{ER} TYPE)



- 1- Electronic Control Unit / boîtier avec microprocesseur
- 2- Starting relay / relais démarrage
- 3- Starter key / cle de démarrage
- 4- Fuse holder / porte fusible
- 5- Battery / batterie
- 6- Ignition / allumage
- 7- Starter / démarreur
- 8- H.T. coil / bobine

WIRING DIAGRAM (PVL IGNITION, 2nd TYPE)
 SCHEMA CIRCUIT ELECTRIQUE (ALLUMAGE PVL, 2^{ème} TYPE)



- 1- Electronic Control Unit / boîtier avec microprocesseur
- 2- Starting relay / relais démarrage
- 3- Starter key / cle de démarrage
- 4- Fuse holder / porte fusible
- 5- Battery / batterie
- 6- Ignition / allumage
- 7- Starter / démarrage
- 8- H.T. coil / bobine

ELECTRONIC BOX MARKING
MARQUAGE DU BOITIER ELECTRONIQUE

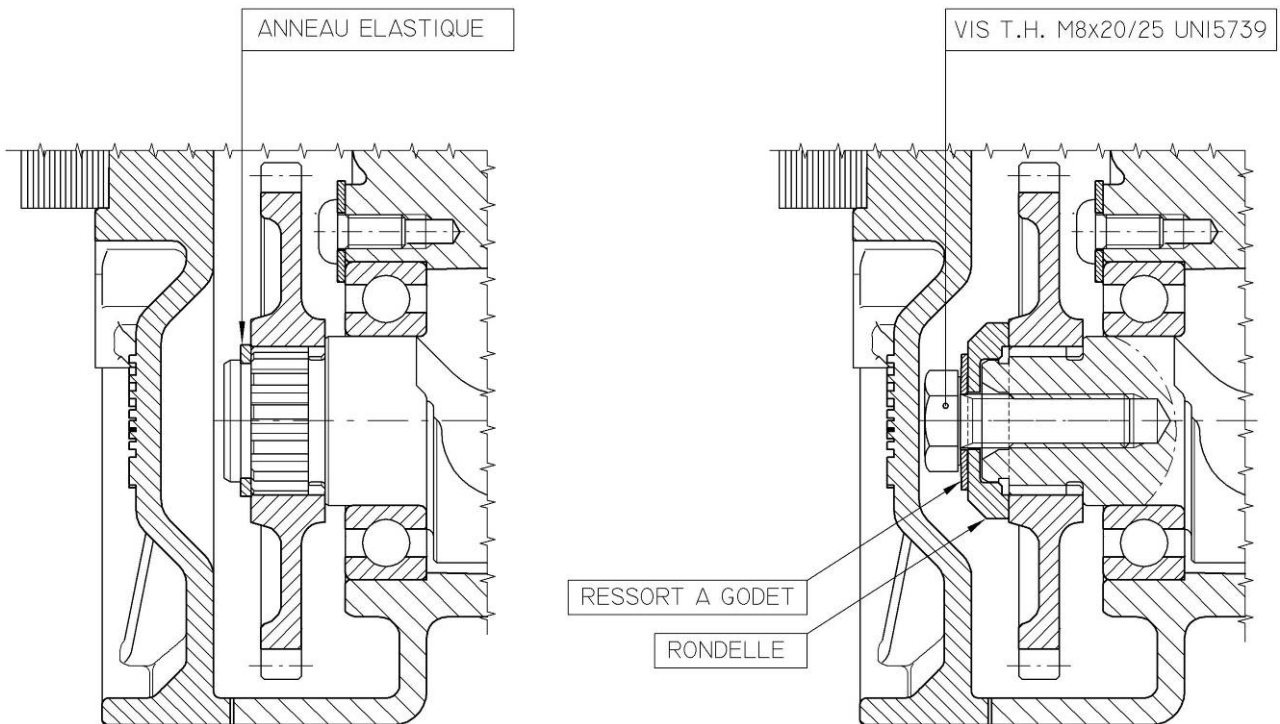


PRODUCTION DATE
DATE DE FABRICATION

SUPPLIER PART NUMBER
N° REF. FOURNISSEUR

IAME MARKING
MARQUAGE IAME

GEAR ALTERNATIVE FIXING
FIXATION ALTERNATIVE DE L' ENGRANAGE



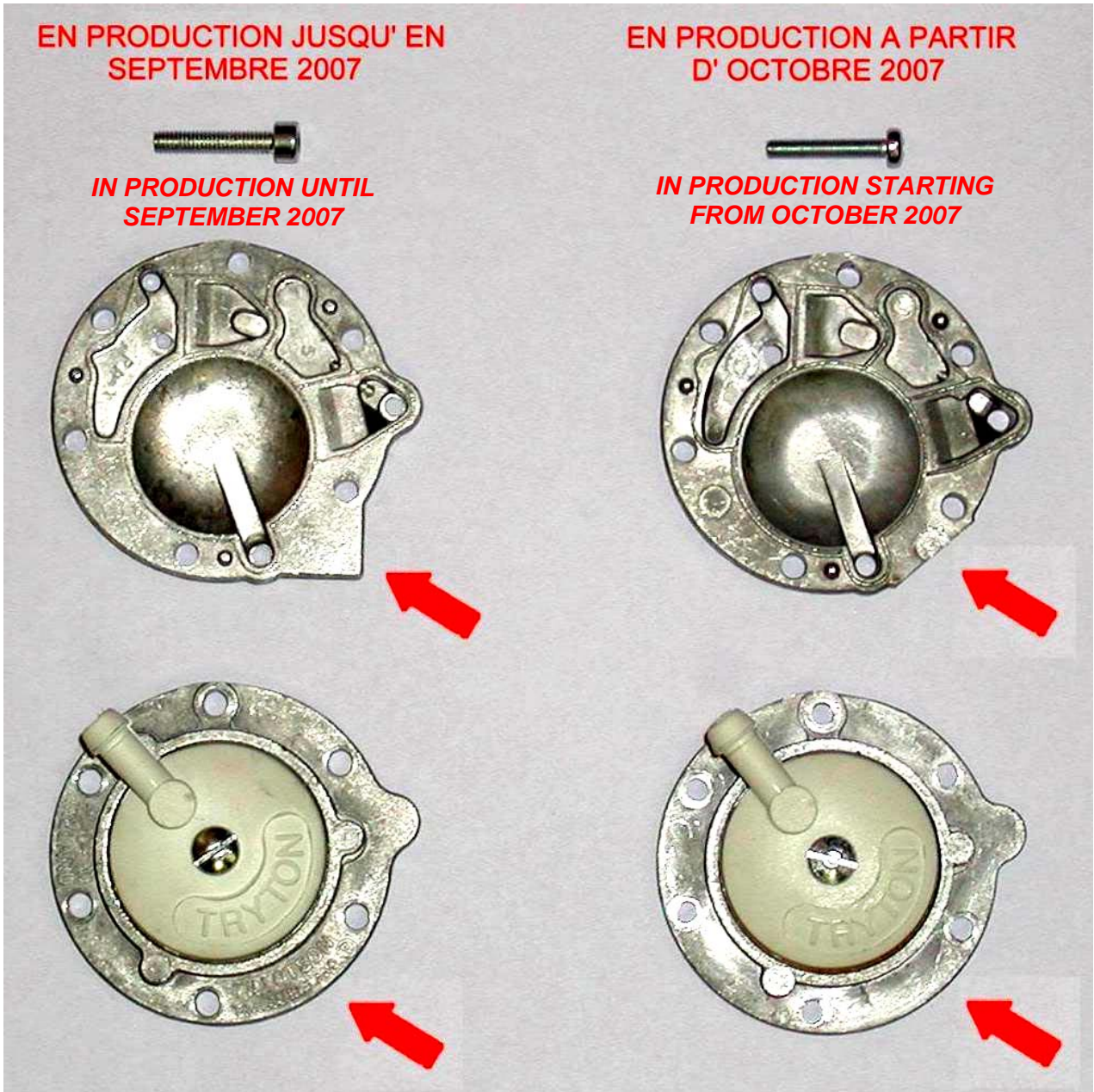
CARBURETTOR COVER ALTERNATIVE
ALTERNATIF COUVERCLE CARBURATEUR

EN PRODUCTION JUSQU' EN
SEPTEMBRE 2007

EN PRODUCTION A PARTIR
D' OCTOBRE 2007

IN PRODUCTION UNTIL
SEPTEMBER 2007

IN PRODUCTION STARTING
FROM OCTOBER 2007



EN PRODUCTION JUSQU' EN
DECEMBRE 2008

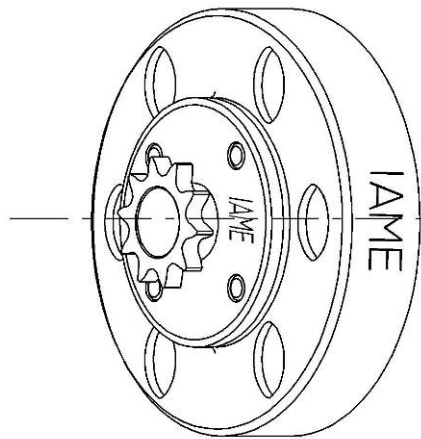
EN PRODUCTION A PARTIR
DE JANVIER 2009

IN PRODUCTION UNTIL
DECEMBER 2008

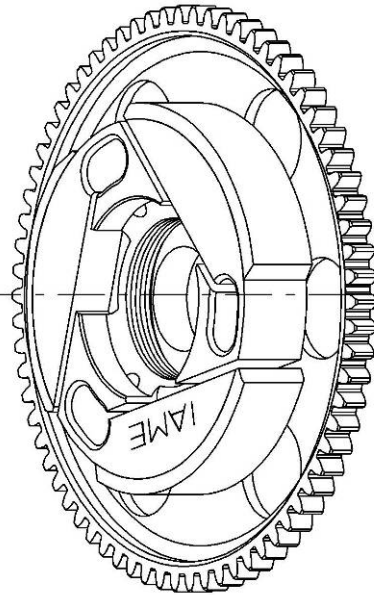
IN PRODUCTION STARTING
FROM JANUARY 2009



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



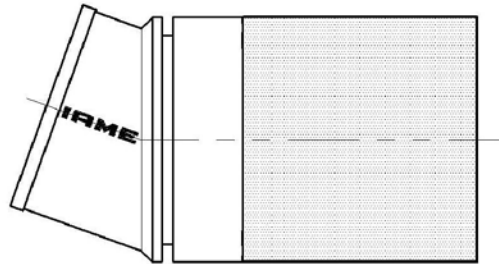
Min. weight 300 g
Poids min. 300 g



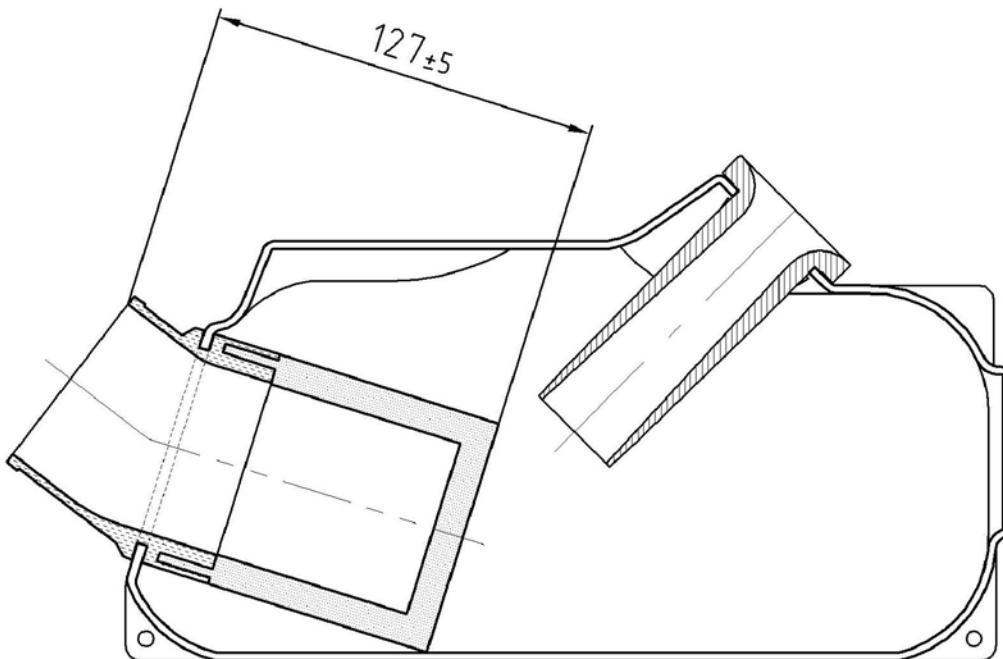
Min. weight 650 g
Poids min. 650 g

**ALTERNATIVE INLET SILENCER
SILENCIEUX D'ASPIRATION**

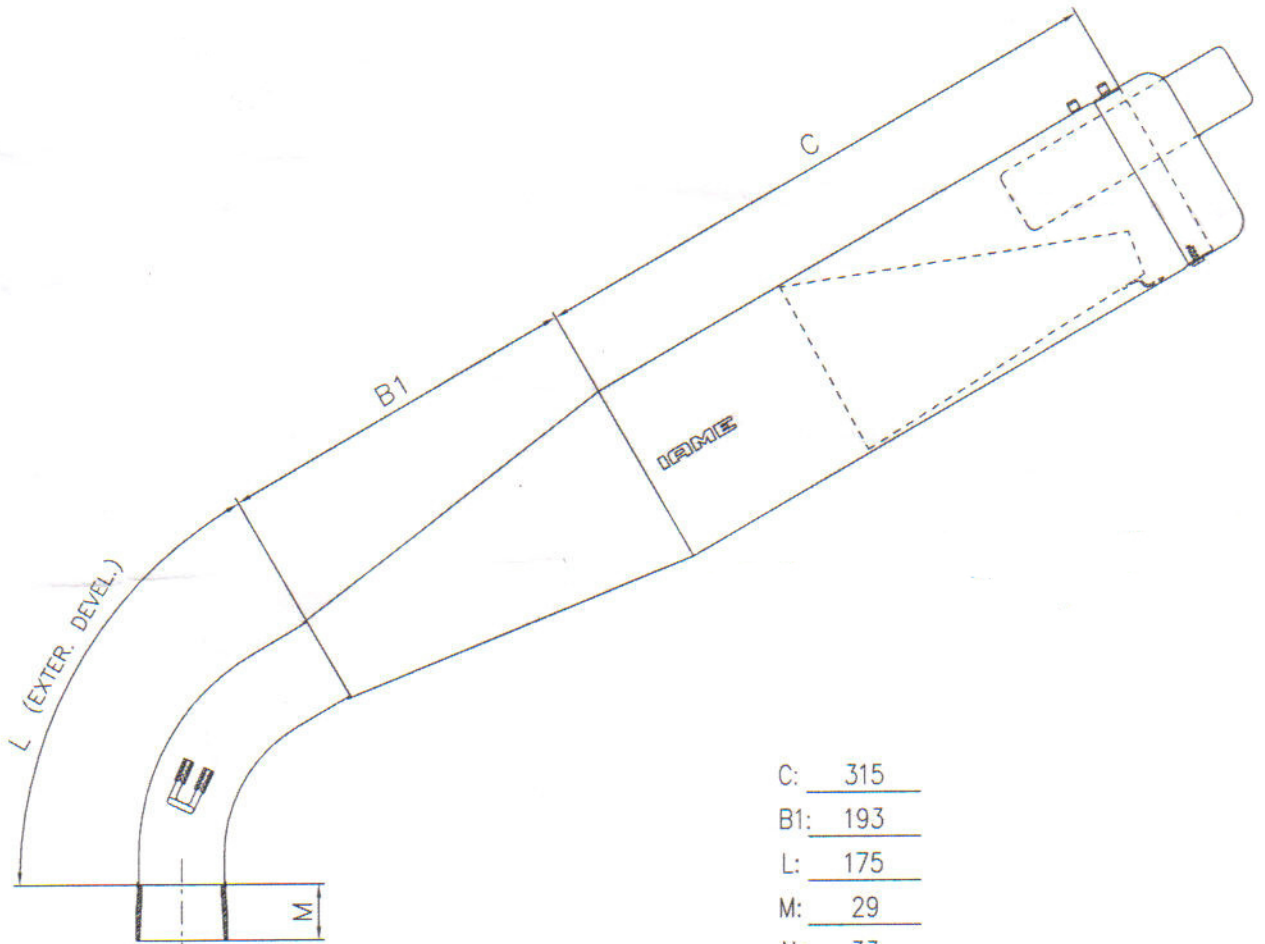
ALTERNATIVE INLET SILENCER MANIFOLD WITH FILTER
ALTERNATIVE RACCORD AVEC FILTRE POUR SILENCIEUX D'ASPIRATION



ASSEMBLY OF INLET SILENCER ALTERNATIVE MANIFOLD WITH FILTER
ASSEMBLE DU ALTERNATIVE RACCORD AVEC FILTRE AU SILENCIEUX D'ASPIRATION



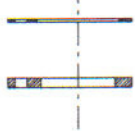
EXHAUST MUFFLER
SILENCIEUX D' ECHAPPEMENT



C:	<u>315</u>
B1:	<u>193</u>
L:	<u>175</u>
M:	<u>29</u>
N:	<u>33</u>



Manifold (S1116/1)



Optional Gasket (B-85360) and Spacer (S1116/2)

Part Number: S1165

IAME

Parilla

DRAGON 125cc - RL - TaG

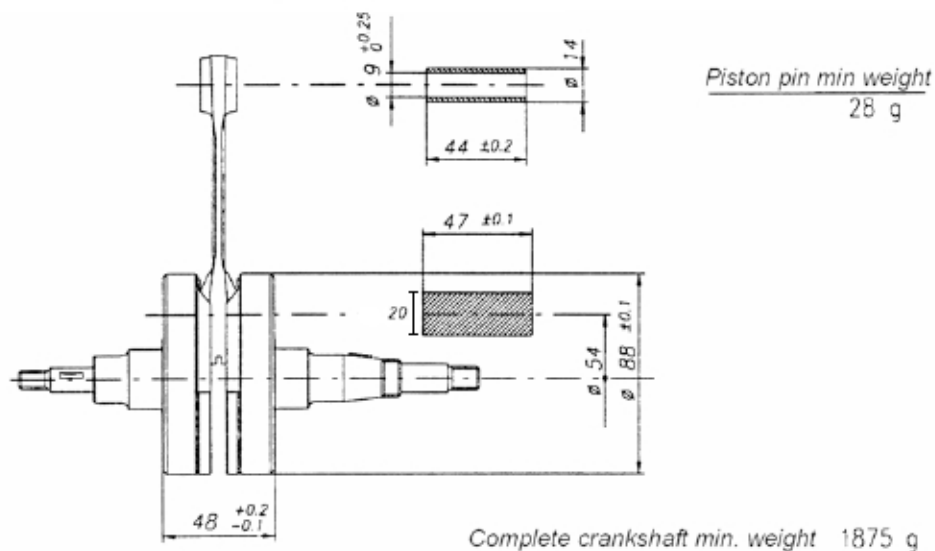


FEATURES - CARACTERISTIQUES

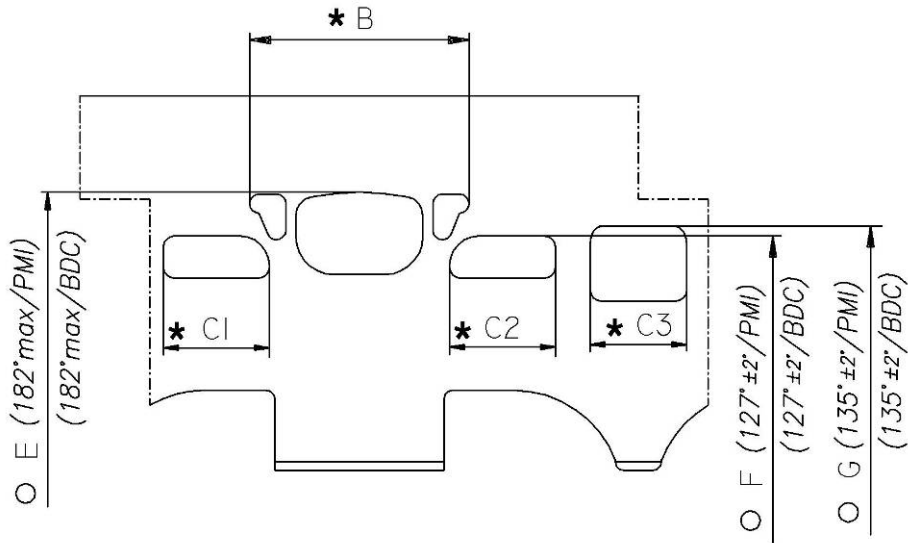
		Cylinder volume <i>Volume du cylindre</i>	123.67 cm ³
		Bore <i>Alésage</i>	54 mm
		Max. theoretical bore <i>Alésage théorique max.</i>	54.28 mm
		Stroke <i>Course</i>	54 mm
		Cooling system <i>Système de refroidissement</i>	Water <i>Eau</i>
		Inlet system <i>Système d'admission</i>	Reed valve <i>À clapets</i>
		Number of carbs <i>Nombre de carburateurs</i>	1
Carburetor Ø24mm <i>Carburateur Ø24mm</i>	Free <i>Libre</i>	Cylinder / crankcase transfers n° <i>N° de canaux cylindre / carter</i>	3
Number of piston rings <i>Nombre de segments</i>	1	Inlet / exhaust ports number <i>N° lumières admiss. / échapp.</i>	3 / 3
Big end conr. ball-bearing diam. <i>Diamètre palier tête de bielle</i>	20x26x15	Combustion chamber shape <i>Forme chambre de combustion</i>	Spherical <i>Spherique</i>
Crankshaft ball-bearing diam. <i>Diamètre palier du vilebrequin</i>	25x52x15	Ignition <i>Allumage</i>	Selettra digital "K"
Small end conr. ball-bearing diam. <i>Diamètre palier pied de bielle</i>	14x18x17.5	Distance between Conrod centers <i>Longueur (entre axe) de la bielle</i>	102 mm

DESCRIPTION OF THE MATERIAL <i>DESCRIPTION DES MATERIAUX</i>		PISTON	
Conrod material <i>Matériel de la bielle</i>	Steel <i>Acier</i>		
Crankshaft material <i>Matériel du vilebrequin</i>	Steel <i>Acier</i>		
Head material <i>Matériel de la culasse</i>	Aluminium		
Cylinder material <i>Matériel du cylindre</i>	Aluminium		
Liner material <i>Matériel de la chemise</i>	Iron <i>Fonte</i>	DISTANCE BETWEEN CONROD CENTERS <i>ENTRE AXE DE LA BIELLE</i>	
Crankcase material <i>Matériel du carter</i>	Aluminium		
Piston material <i>Matériel du piston</i>	Aluminium		
Piston rings material <i>Matériel des segments</i>	Stell or Iron <i>Acier ou Fonte</i>		Min. weight 109 g <i>Poids min. 109 g</i>
Exhaust muffler material <i>Matériel du pot d'échappement</i>	Sheet-steel <i>Tôle acier</i>		
Ball-bearings <i>Roulements</i>	6205 type		

CRANKSHAFT - VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE



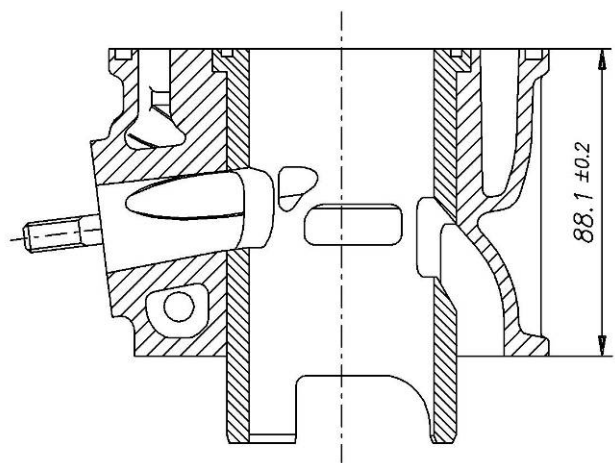
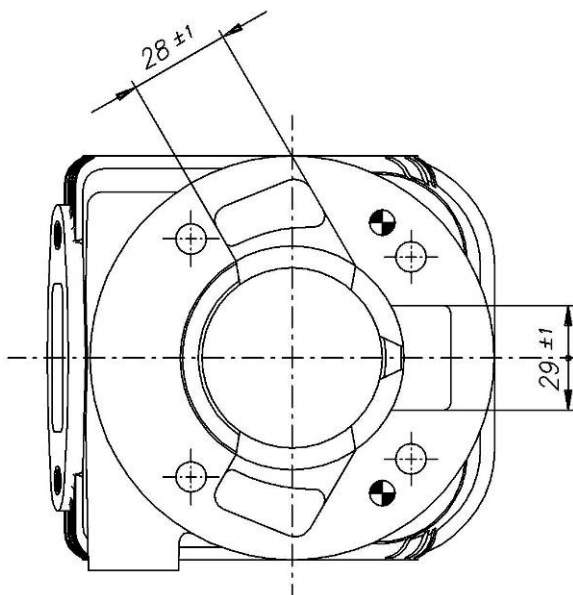
B	54mm max.
C1 = C2	30mm max.
C3	29.5mm max.
E	182° max
F	127° ± 2°
G	135° ± 2°

* LECTURE CORDALE
CHORDAL READING

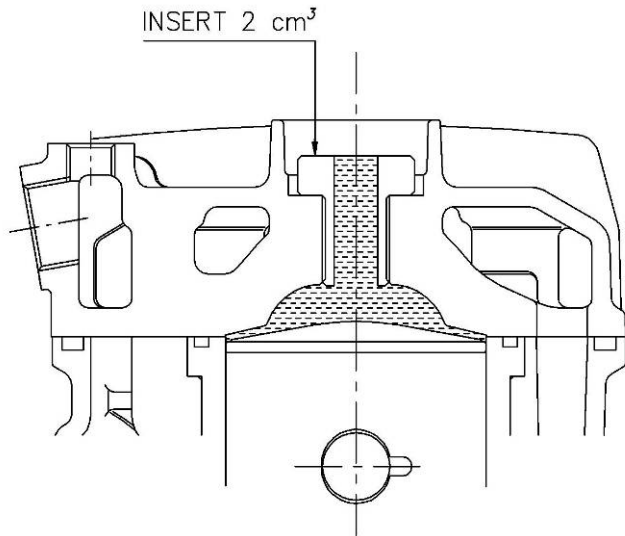
○ LECTURE ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2 mm
ANGULAR READING BY INSERTING A 0.2 mm GAUGE

CYLINDER BASE VIEW
VUE DE LA BASE DU CYLINDRE

CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE

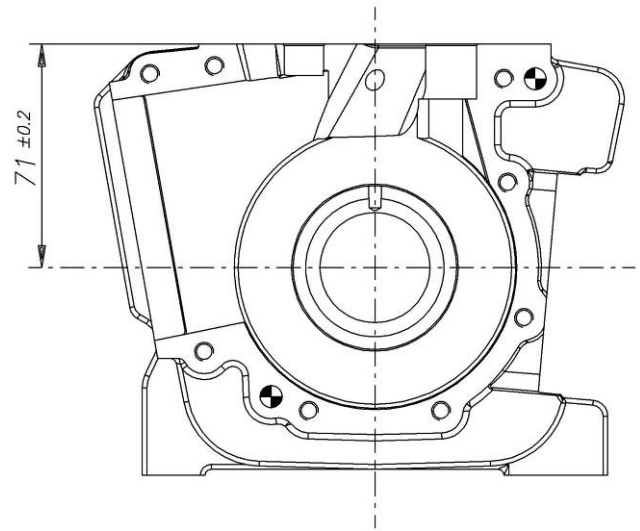


COMBUSTION CHAMBER VIEW
VUE DE LA CHAMBRE DE COMPRESSION

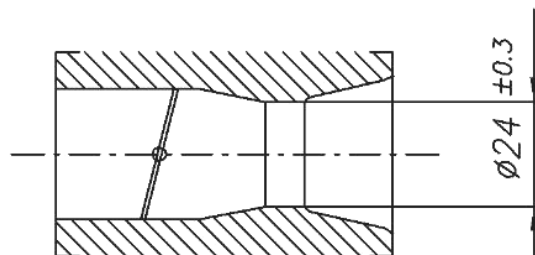


VOLUME CHAMBRE COMBUSTION= 9cm³ min.
COMBUSTION CHAMBER VOLUME = 9cm³ min.

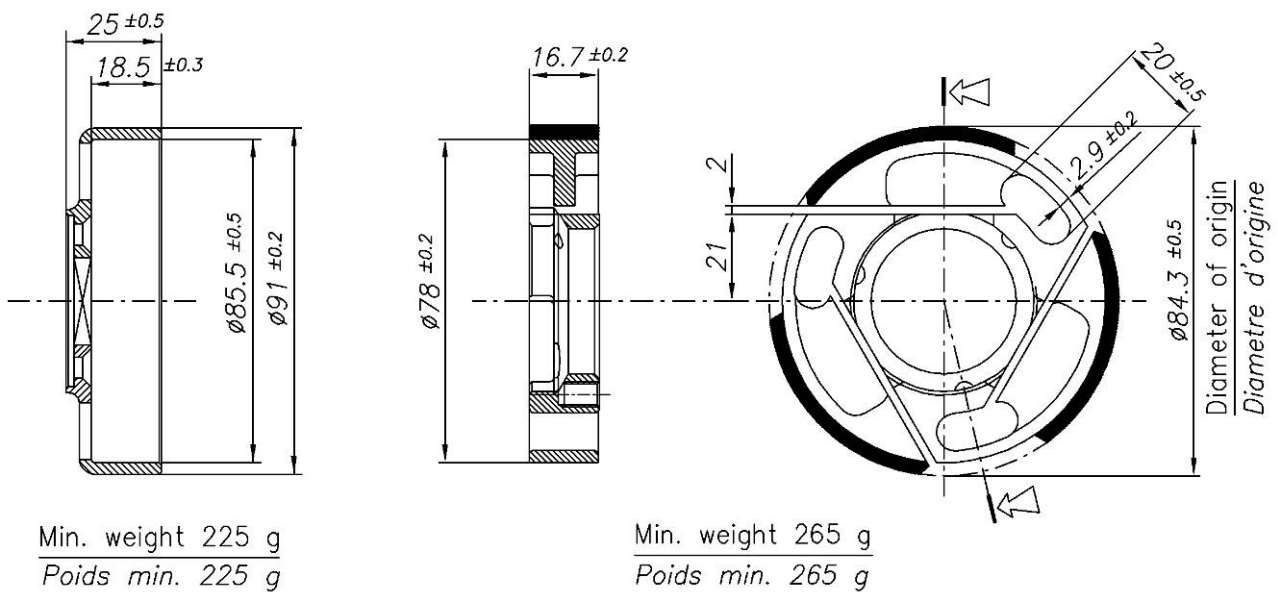
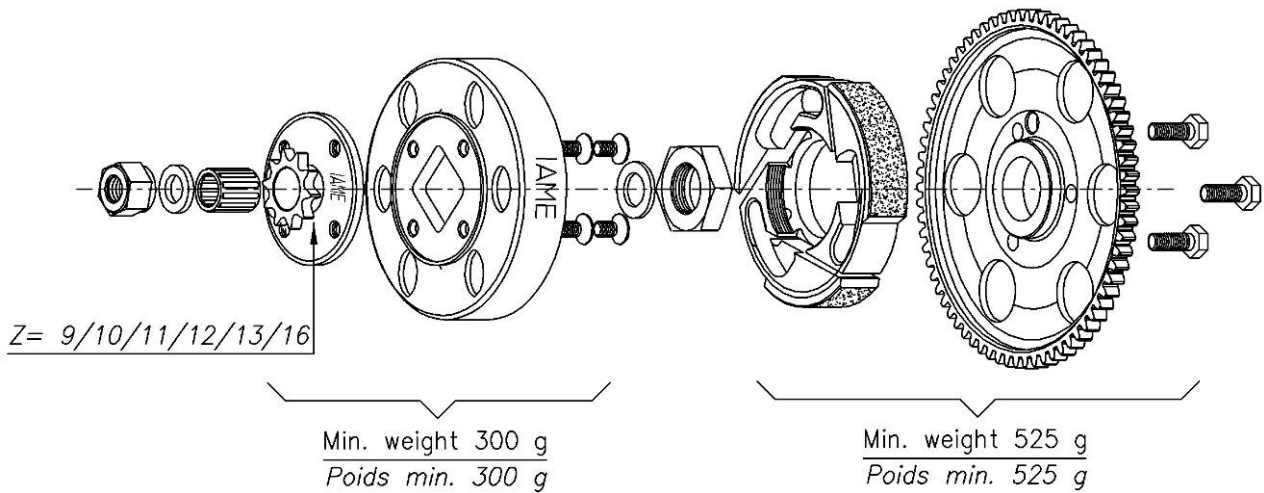
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



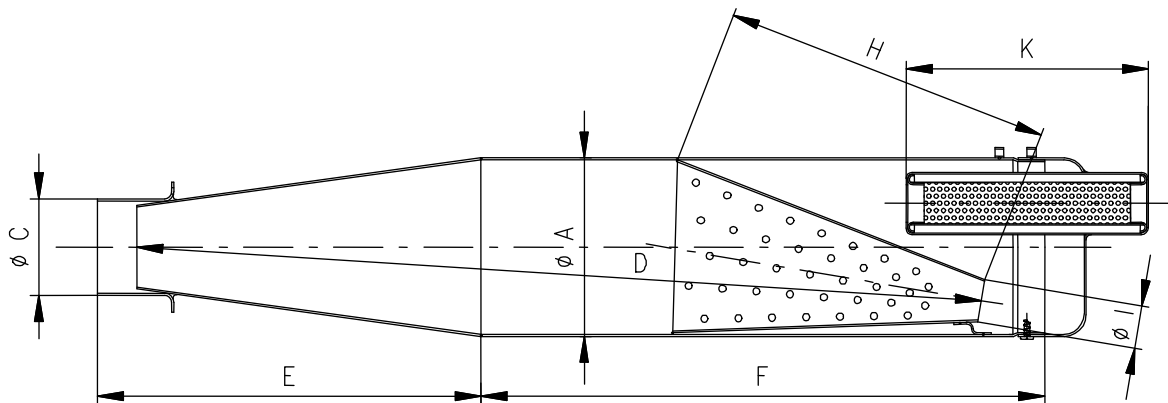
VENTURI CARB. DIMENSIONS
DIMENSIONS DU VENTURI DU CARBURATEUR



DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L' EMBRAYAGE

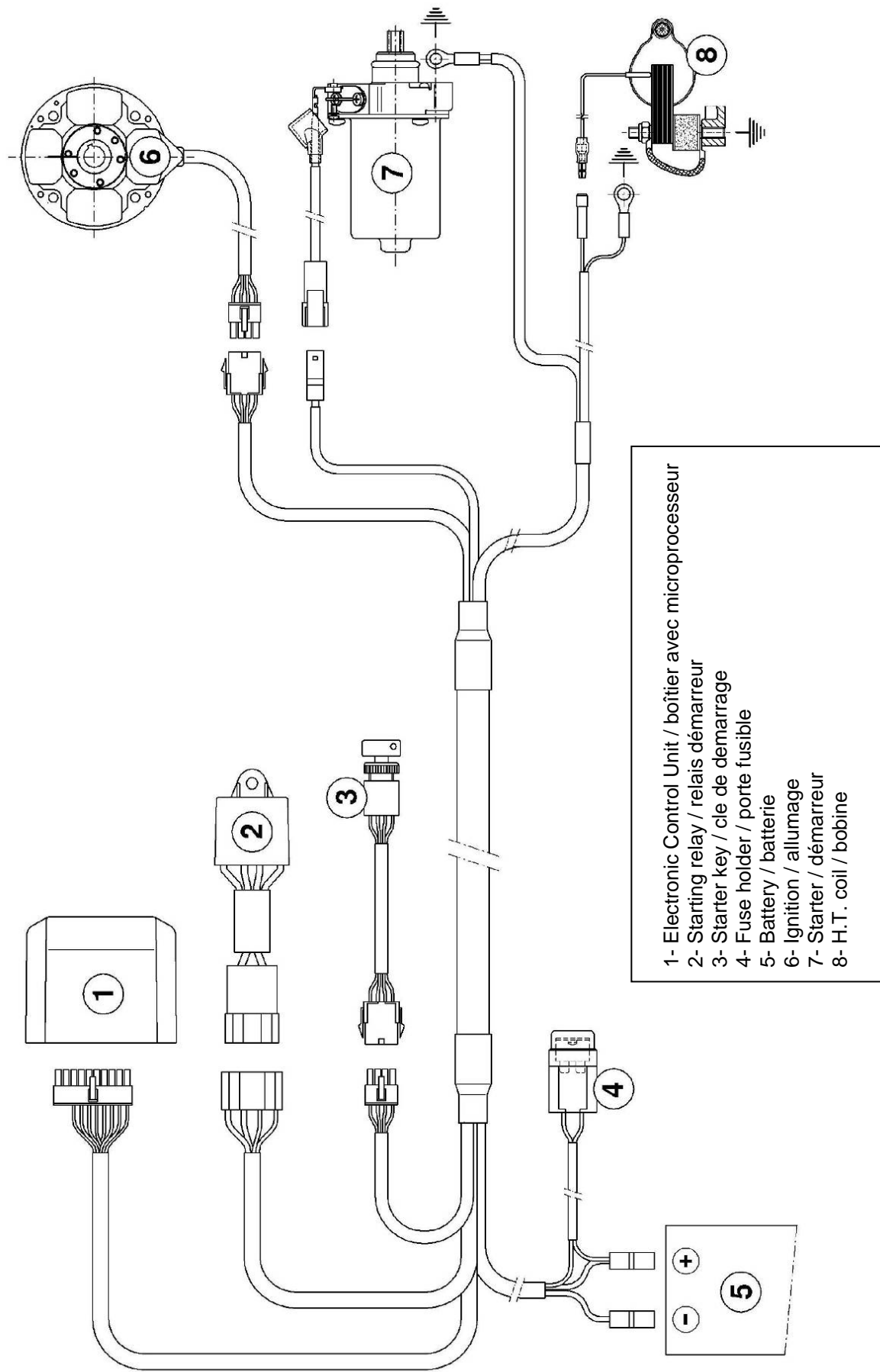


EXHAUST MUFFLER VIEW AND DIMENSIONS
VUE ET DIMENSIONS DU SILENCIEUX D' ECHAPPEMENT



A: $100 \pm 1 \text{ } \phi \text{ ext.}$	E: 218 ± 5	H: 180 ± 5
C: $54 \pm 1 \text{ } \phi \text{ ext.}$	K: 130 ± 3	l: $24 \pm 2 \text{ } \phi \text{ ext.}$
D: 485 ± 5	F: 315 ± 3	

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



- 1- Electronic Control Unit / boîtier avec microprocesseur
- 2- Starting relay / relais démarrage
- 3- Starter key / cle de démarrage
- 4- Fuse holder / porte fusible
- 5- Battery / batterie
- 6- Ignition / allumage
- 7- Starter / démarreur
- 8- H.T. coil / bobine

ELECTRONIC BOX MARKING (SELETTRA DIGITAL "K" IGNITION)
MARQUAGE DU BOITIER ELECTRONIQUE (ALLUMAGE SELETTRA DIGITAL "K")

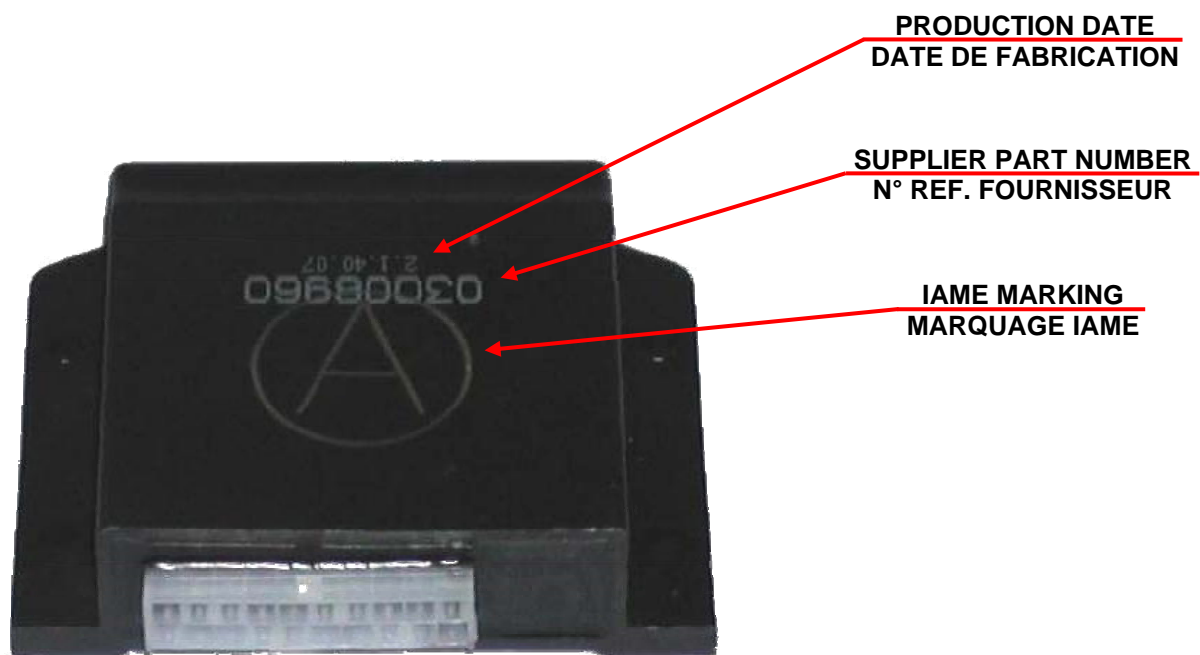


PHOTO OF IGNITION / PHOTO OF H.T. COIL (SELETTRA DIGITAL "K" IGNITION)
PHOTO DU ALLUMAGE / PHOTO DU BOBINE (ALLUMAGE SELETTRA DIGITAL "K")



IAME

The heart of kart

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