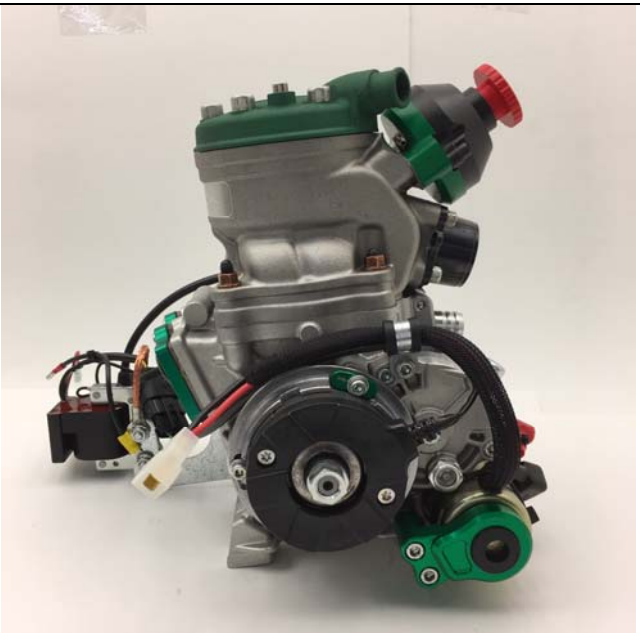
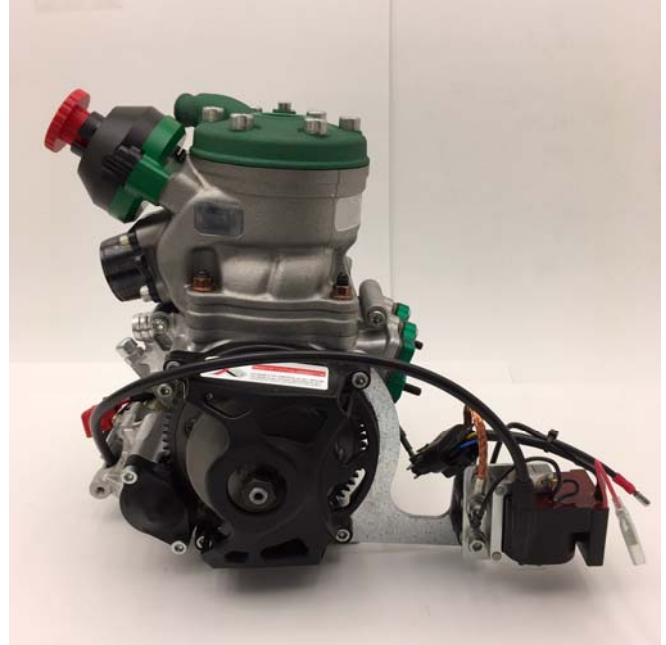
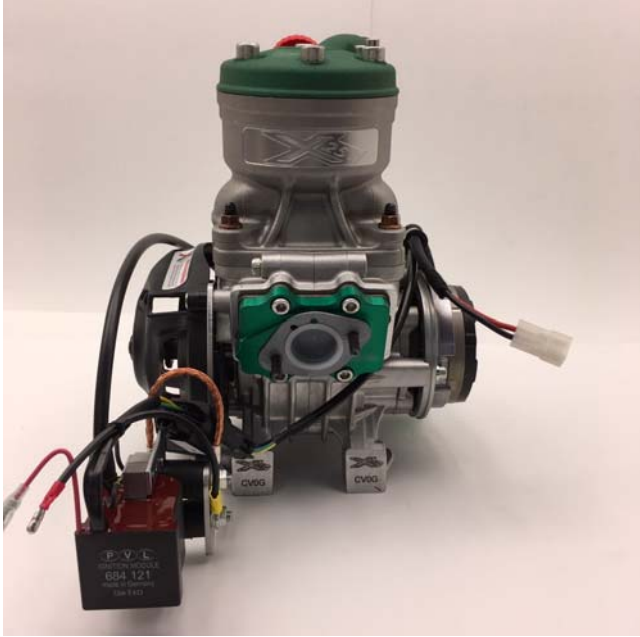


Manufacturer Address

Engine # 

Manufacturer	X125
Make	X125T-PV
Model	TAG
Inlet type	REED VALVE
Number of pages	13

PICTURE OF ENGINE



Signature and Stamp

Importer	ITALIAN MOTORS
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TECHNICAL INFORMATION

A	CHARACTERISTICS	
	Measurement	Tolerances
Volume of cylinder	124.91cm ³	<125 cm ³
Original bore	53.90mm	
Theoretical maximum bore	54.07mm	
Stroke	54.40mm	
Cooling system	WATER	
Number of carburation systems	1	
Number of transfer ports / ducts, cylinder / sump	5/3	
Number of exhaust ports / ducts	3	
Shape of the combustion chamber	SPHERICAL	
Length between axes of the connecting rod	104mm	±0.2mm
Minimum weight of connecting rod	99g	Minimum
Volume of combustion chamber	11.0ccc	Minimum
Type of bearings and size	Big End of Con. Rod Bearing = 20/26x14.7 Little End of Con. Rod Bearing = 15/19x19.8 Crankshaft Bearing = 25x52x15 (6205C4)	6204 C4 SNR (ALSO)

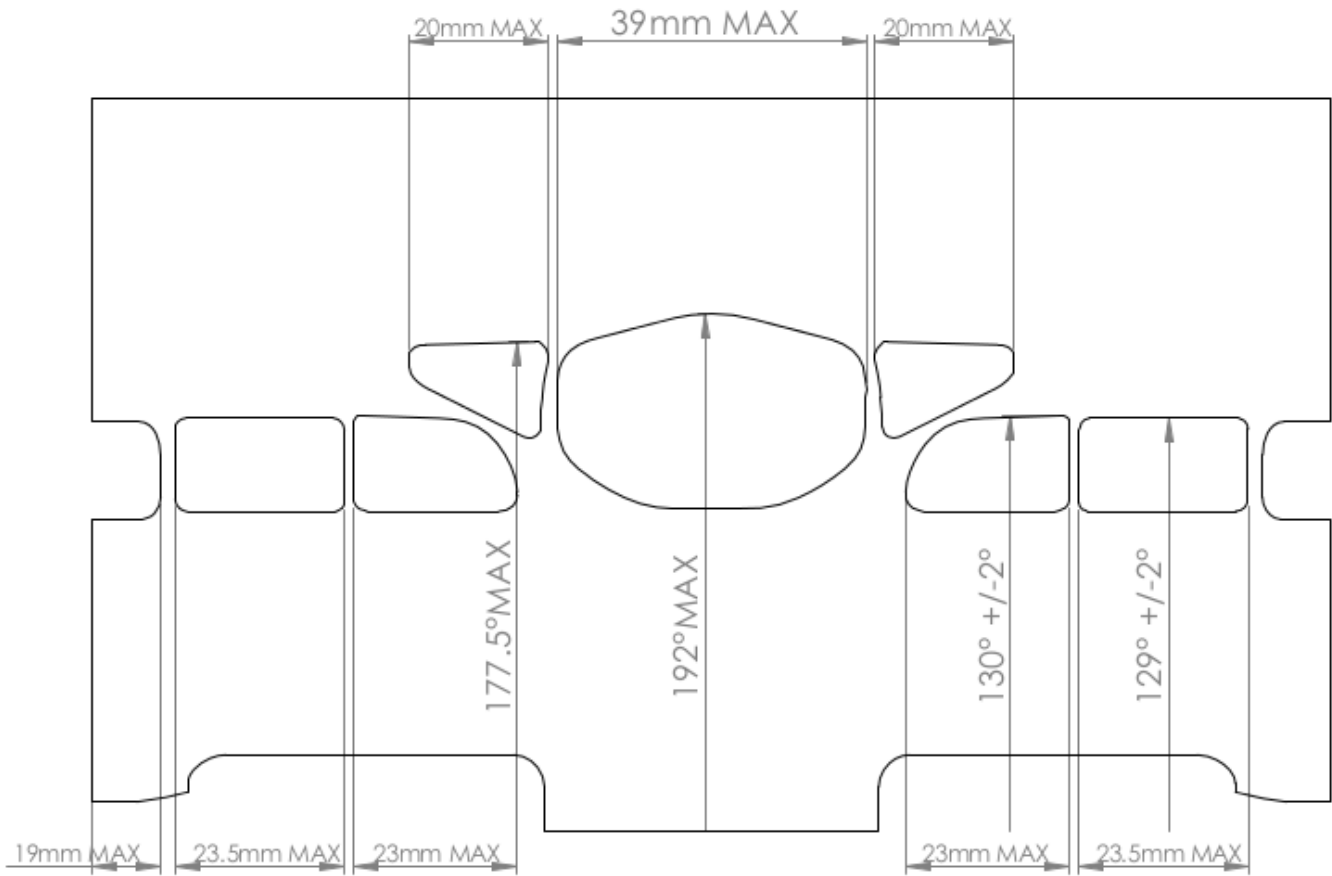
B	OPENING ANGLES	
Exhaust	192°	
Of exhaust ports / ducts	3	

C	LIST OF ACCESSORIES INCLUDED	
<i>(List accessories as shown below)</i>	<i>Centrifugal clutch</i>	
<i>1 (Tryton HB27/Tillotson HL334AB/ Tillotson HW32A/ Tillotson HW44A)</i>	<i>Airbox with or without filter</i>	
<i>Generator for battery charging</i>	<i>Cooling including Radiator</i>	
<i>Electric starter</i>		
<i>Exhaust with flex</i>		

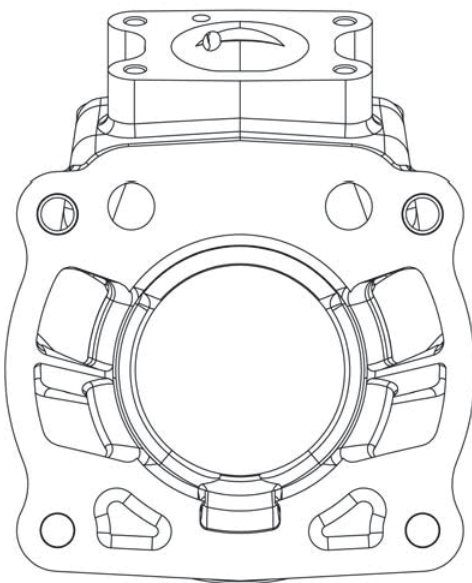
D	MATERIAL	
Cylinder	AL-SI	
Connecting rod	STEEL	
Crankshaft	STEEL	
Head	AL-SI	
Liner	STEEL	
Crankcase	AL-SI	
Piston	AL-SI	
Piston Ring	STEEL	



DRAWING OF THE CYLINDER DEVELOPMENT



DRAWING OF THE CYLINDER BASE



CYLINDER SECTION VIEW

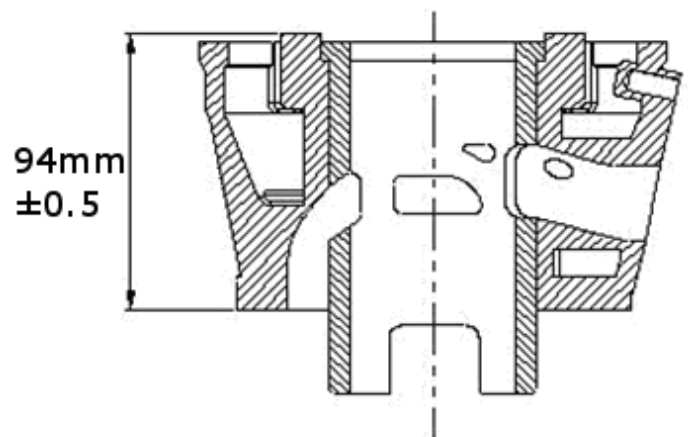


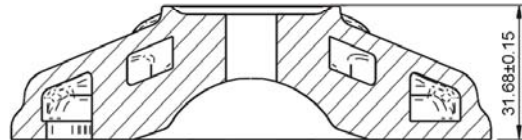


PHOTO OF THE CYLINDER HEAD



MATERIAL = ALUMINUM

THE EDGE OF THE SPARK PLUG, ELECTRODES EXCLUDED, MUST NEVER PROTRUDE INSIDE THE COMBUSTION CHAMBER



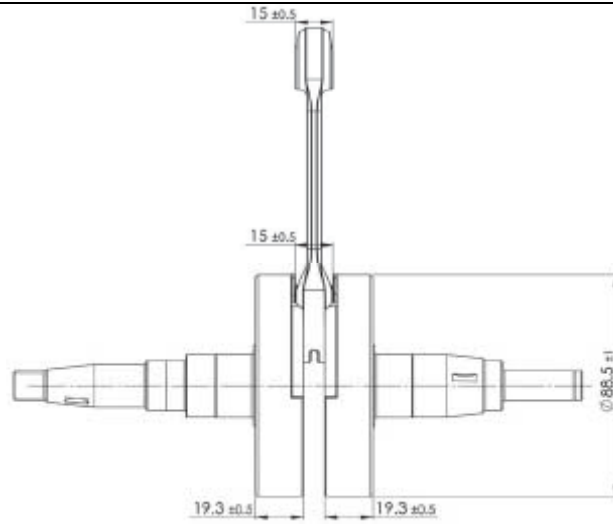
measurement in mm

SQUISH = 0.85mm MIN.
DETECTED WITH TIN FROM Ø1,5 mm (0.06 inches) COMPARATIVELY OPPOSED ON TWO POINTS

THE MINIMUM SQUISH MEASUREMENT WILL BE DETECTED WITH A TIGHTENING OF THE HEAD FROM 10 Nm

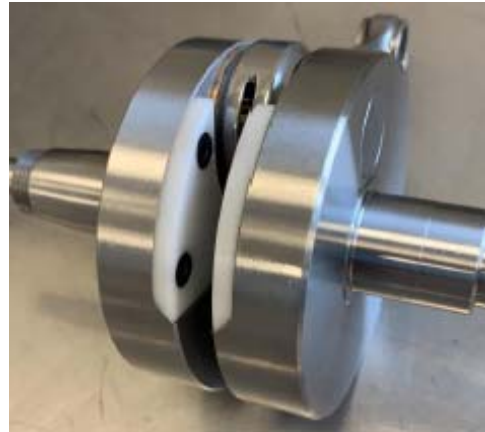


DRAWING OF THE CRANKSHAFT





Complete weight =2105g Tolerance= ± 2 g

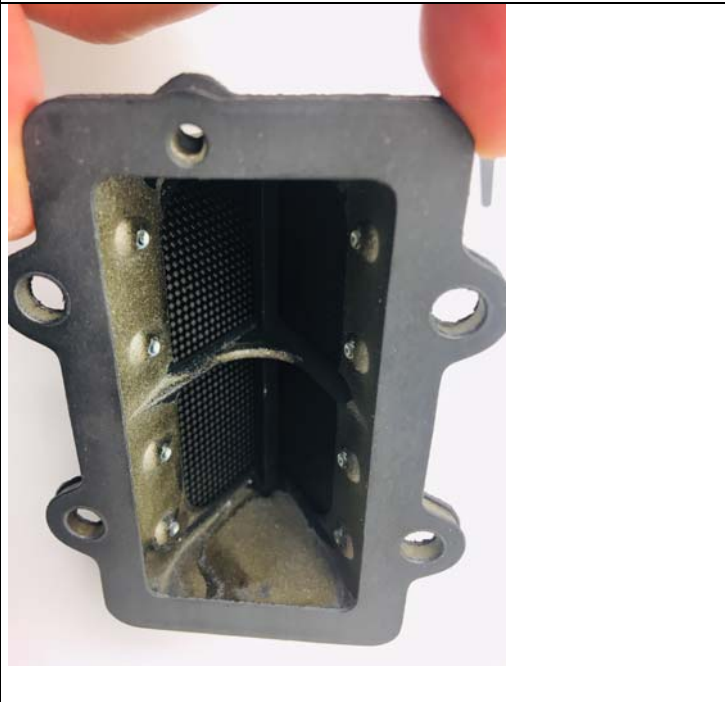

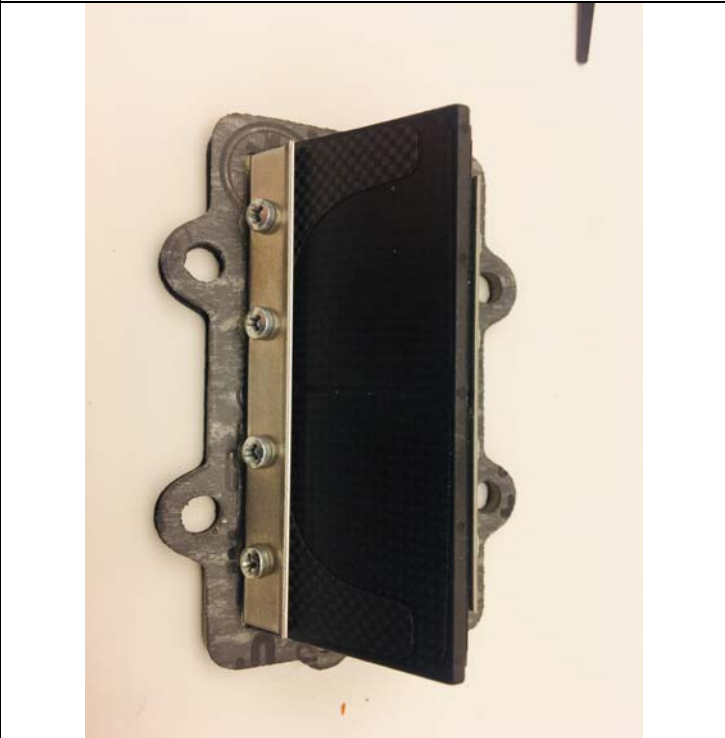
PHOTO OF THE CRANKSHAFT





IGNITION	
Manufacturer PVL	
Model Number 684 121	
Description: 15,500 rpm	
PHOTO OF IGNITION	PHOTO OF COIL
 A close-up photograph of the ignition assembly mounted on an engine. The assembly consists of a black plastic housing with a central metal nut and washer. The housing is secured to the engine block with several screws. A green metal bracket is visible at the bottom right of the assembly.	 A close-up photograph of the PVL ignition module. The module is a black rectangular component with the text 'PVL IGNITION MODULE 684 121 made in Germany Use 5 kΩ' printed on it. It is connected to several wires, including a red wire and a black wire, which are secured with a clear plastic cap.

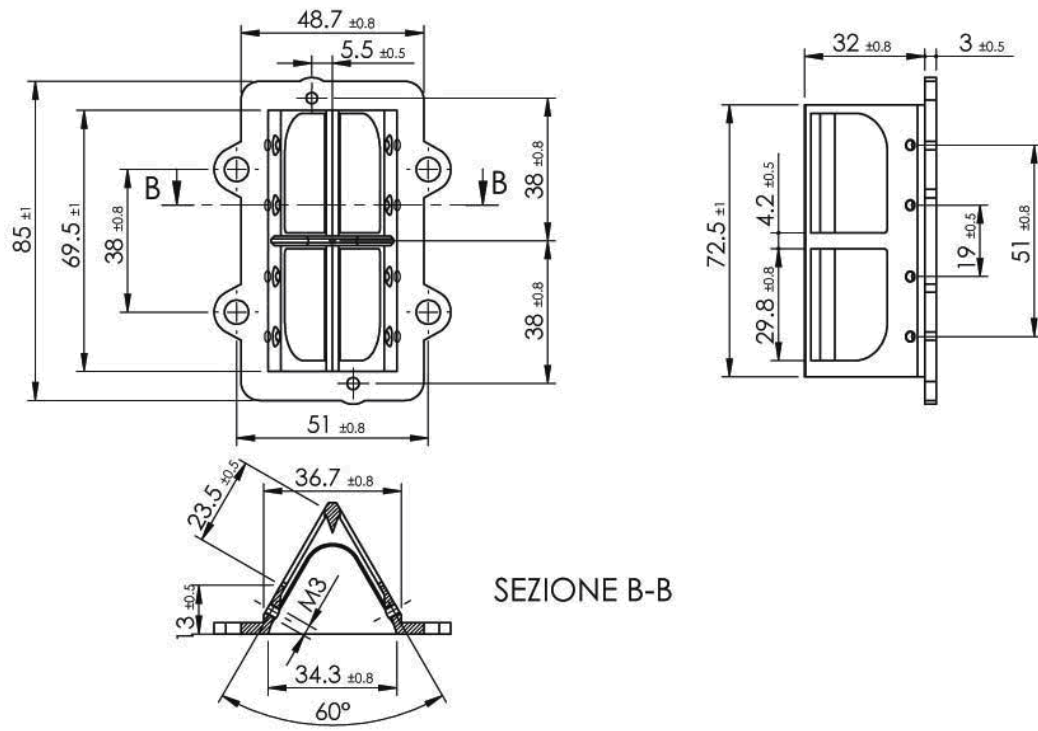


INTAKE	
Manufacturer X125	
Model Number	
Rotation	
Description	
PHOTO OF REED ASSEMBLY	PHOTO OF REED PETAL
 A photograph showing the reed assembly installed inside a metal intake manifold. The assembly consists of a dark, textured mesh screen held in place by a metal plate with several screws. The manifold has four circular ports around its perimeter.	 A close-up photograph of a single reed petal. It is a dark, rectangular piece with a fine, woven mesh texture. The right edge of the petal is notched with several semi-circular cutouts.
 A photograph of the reed assembly from a side-on perspective. It shows the metal plate with screws and the dark mesh screen. The assembly is mounted on a metal base with four circular ports.	

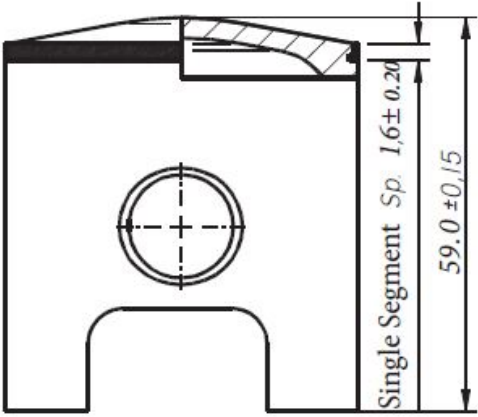
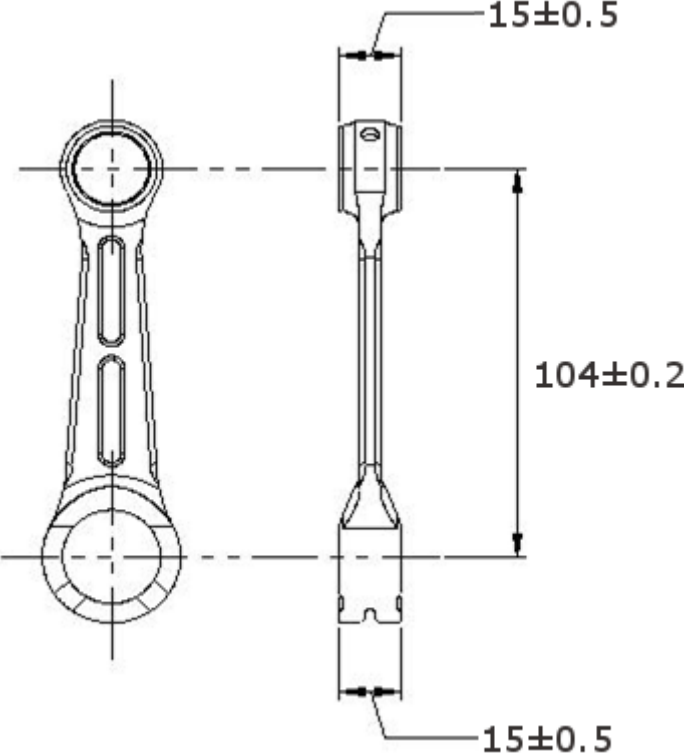


INTAKE

Manufacturer X125	
Model Number	
Rotation	
Description	



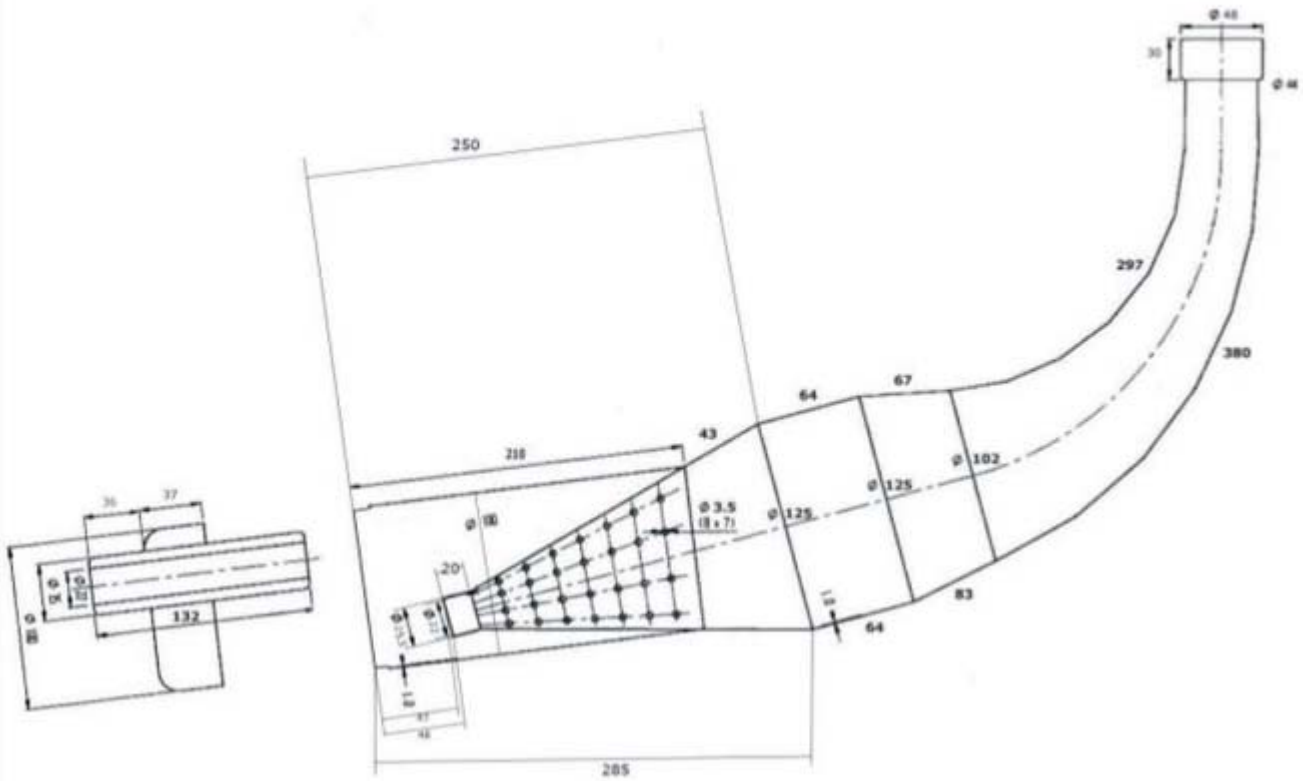


PISTON	CONNECTING ROD
 <p>Single Segment Sp. 1.6 ± 0.20</p> <p>59.0 ± 0.15</p> <p>PISTON MATERIAL = ALUMINUM SEGMENT MATERIAL = CAST IRON</p> <p>Weight= 108g Tolerance= $\pm 2g$</p>	 <p>15 ± 0.5</p> <p>104 ± 0.2</p> <p>15 ± 0.5</p> <p>Weight= 107g Tolerance= $\pm 2g$</p>

**Measurements are in mm



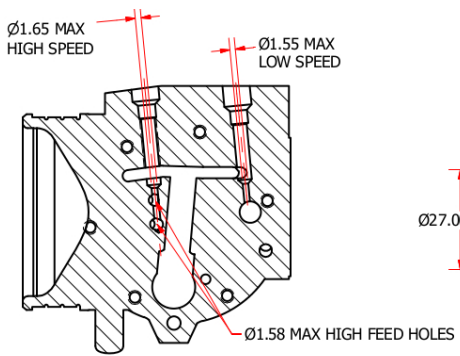
DRAWING OF THE SILENCER AND COMPONENTS



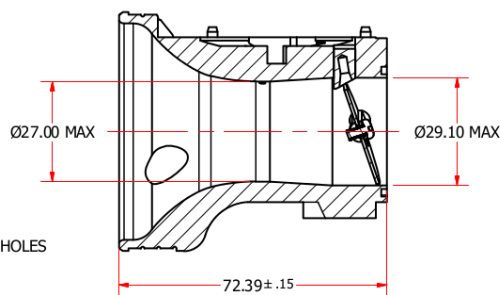
The end parts of the silencer must have two soldered pairs of lugs (one pair at the top and one pair at the bottom) to allow for fixing of seals by the Organizer so that the silencer may be opened during the competition



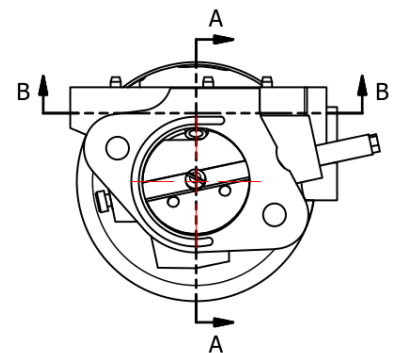
TILLOTSON HW-32A



SECTION B-B

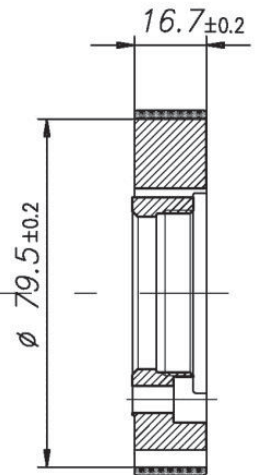
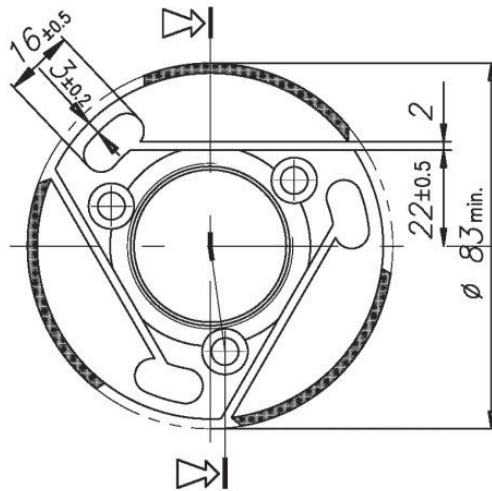
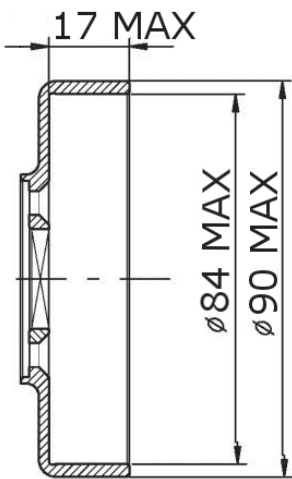
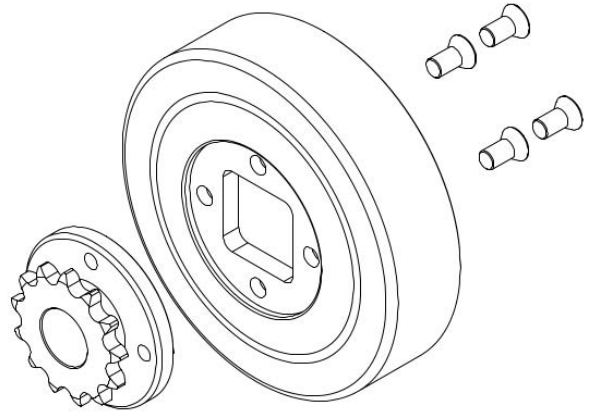
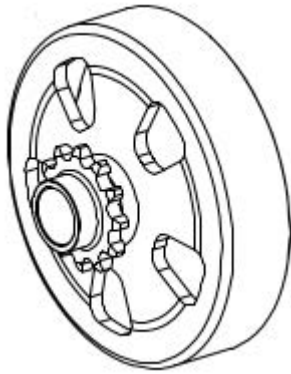


SECTION A-A





DRAWING OF THE CLUTCH





BALANCE SHAFT WITHOUT WATER PUMP GEAR

PHOTOS OF THE BALANCE SHAFT



DRAWING OF THE BALANCE SHAFT

