



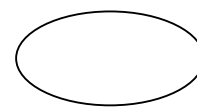
M.R.C. Snc di Merlin Umberto & C  
 Via Piemonte 2  
 20070 Vizzolo Predabissi (MI)  
 ITALY

|                  |                 |                   |
|------------------|-----------------|-------------------|
| Constructeur     | Manufacturer    | <b>M.R.C. Snc</b> |
| Marque           | Make            | <b>ATK</b>        |
| Modèle           | Model           | <b>TAG L01</b>    |
| Type d'admission | Inlet type      | <b>REED VALVE</b> |
| Nombre de pages  | Number of pages | <b>7</b>          |



DESSIN DU MOTEUR  
 DRAWING OF ENGINE

Signature et tampon de  
 Signature and stamp of the



| INFORMATIONS TECHNIQUES                       |   | TECHNICAL INFORMATON           |                           |
|---|---|--------------------------------|---------------------------|
| A   | CARACTERISTIQUES                          | A                              | CHARACTERISTICS           |
|   |   | Measurement                    | Tolerances                |
| Volume du cylindre                            | Volume of cylinder                        | <b>124.58 cm<sup>3</sup></b>   | <b>125 cm<sup>3</sup></b> |
| Alésage d'origine                             | Original bore                             | <b>54.mm</b>                   |                           |
| Alésage théorique max                         | Theoretical maximum bore                  | <b>54.08</b>                   |                           |
| Course  | Stroke                                    | <b>54.40</b>                   |                           |
| Systeme de refroidissement                    | Cooling system                            | <b>Water cooled</b>            |                           |
| Nombre de systèmes de carburation             | Number of carburation systems             | <b>1</b>                       |                           |
| Nombre de canaux de transfert,cylindre/carter | Number of transfer ducts, cylinder / sump | <b>5</b>                       |                           |
| Nombre de lumières / canaux d'échappement     | Number of exhaust ports / ducts           | <b>3</b>                       |                           |
| Forme de la chambre de combustion             | Shape of the combustion chamber           | <b>Spherical – with squish</b> |                           |
| Longueur(entre-axe) de la bielle              | Length between axes of the connecting rod | <b>110</b>                     | <b>± 0.1 mm</b>           |
| Poids de la bielle                            | Weight of connecting rod                  | <b>130 gr</b>                  | <b>± 10 gr</b>            |
| Volume de la chambre de combustion            | Volume of combustion chamber              | <b>9 cc</b>                    |                           |
| Type de roulement                             | Type of bearings                          | <b>6205 C4</b>                 |                           |

| B | ANGLE D'OUVERTURE                | B       | OPENING ANGLES                   |
|---|----------------------------------|---------|----------------------------------|
|   | De l'échappement                 | Exhaust | <b>175</b> maximun               |
| C | ACCESSOIRES INCLUS               | C       | ACCESSORIES INCLUDED             |
|   | <i>Carbuateur Dell'Orto Ø 30</i> |         | <i>Carburetor Dell'Orto Ø 30</i> |
|   | <i>Démarrreur électric</i>       |         | <i>Electric starter</i>          |
|   | <i>Batterie</i>                  |         | <i>Battery</i>                   |
|   | <i>Embrayage centrifuge</i>      |         | <i>Centrifugal clutch</i>        |
|   | <i>Limiteur electo. 16000 t'</i> |         | <i>Electron. system 16000 t'</i> |

| D | MATEIAU                            | D | MATERIAL                           |
|---|------------------------------------|---|------------------------------------|
|   | Cylindre <b>ALUMINIUM</b>          |   | Cylinder <b>ALUMUNIUM AL - SI</b>  |
|   | Bielle <b>ACIER</b>                |   | Conrod <b>STEEL NI CT MO</b>       |
|   | Vilebrequin <b>ACIER</b>           |   | Crankshaft <b>STEEL NI CR MO</b>   |
|   | Calasse <b>ALUMINIUM</b>           |   | Head <b>ALUMUNIUM AL - SI</b>      |
|   | Chemise <b>ALUMINIUM + NICASIL</b> |   | Liner <b>ALUMUNIUM+ NICASIL</b>    |
|   | Carter <b>ALUMINIUM</b>            |   | Crankcase <b>ALUMUNIUM AL - SI</b> |
|   | Piston <b>ALUMINIUM</b>            |   | Piston <b>ALUMUNIUM AL - SI</b>    |
|   | Segments <b>ACIER</b>              |   | Piston Ring <b>STEEL</b>           |



|  |  |
|--|--|
| <b>DESSIN DU DEVELOPPEMENT DU CYLINDRE</b> | <b>DRAWING OF THE CYLINDER DEVELOPMENT</b> |
|--|--|

Lecture cordale  
Chord reading

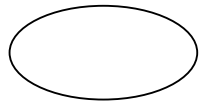
**B**  
**52.8 ± 0.2**

C1=C2  
**21.8 ± 0.2**

Lecture angulaire par insertion d'une cale de 0,2mm  
*Angular reading by inserting a 0,2mm*

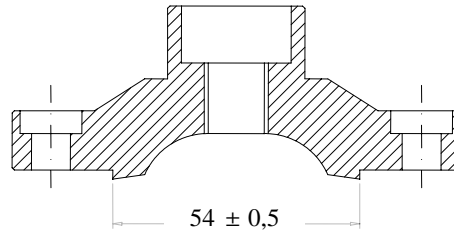
**E**  
**175° maximum**

|                                   |                                     |                                   |                              |
|-----------------------------------|-------------------------------------|-----------------------------------|------------------------------|
| <b>DESSIN DU PIED DU CYLINDRE</b> | <b>DRAWING OF THE CYLINDER BASE</b> | <b>VUE EN SECTION DU CYLINDRE</b> | <b>CYLINDER SECTION VIEW</b> |
|-----------------------------------|-------------------------------------|-----------------------------------|------------------------------|



**DESSIN DE LA CULASSE ET DE LA CHAMBRE DE COMBUSTION**

**DRAWING OF THE CYLINDER HEAD AND THE COMBUSTION CHAMBER**



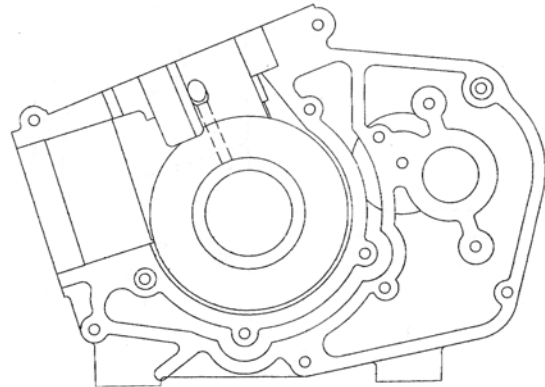
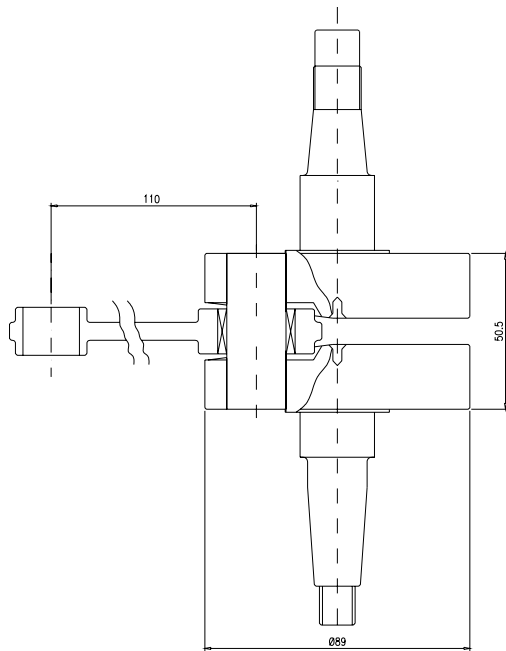
Volume chambre combustion = 9 cc min  
Combustion chamber volume = 9 cc. min

**DESSIN DU VILEBREQUIN**

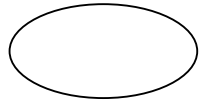
**DRAWING OF THE CRANKSHAFT**

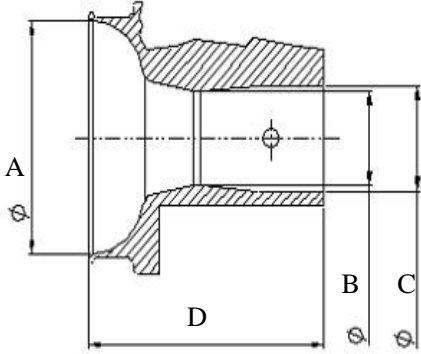
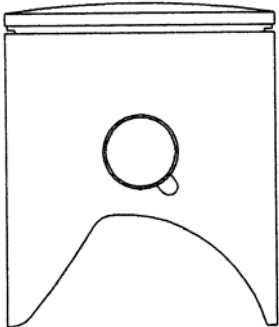
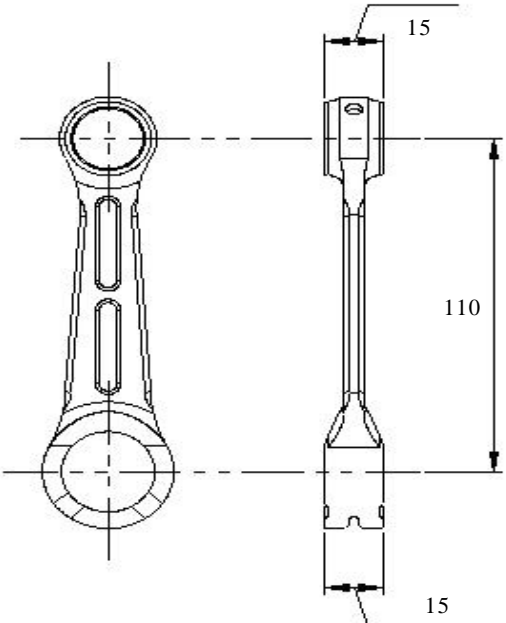
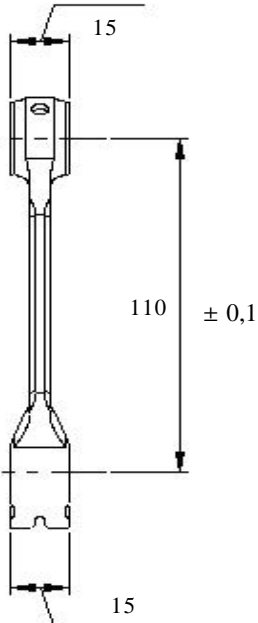
**DESSIN INTERIEUR DU CARTER**

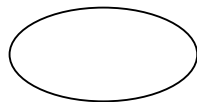
**DRAWING OF THE INSIDE OF SUMP**



Poids complet/ Complete weight = Kg 2,2230  
Tolerance = ± gr 100

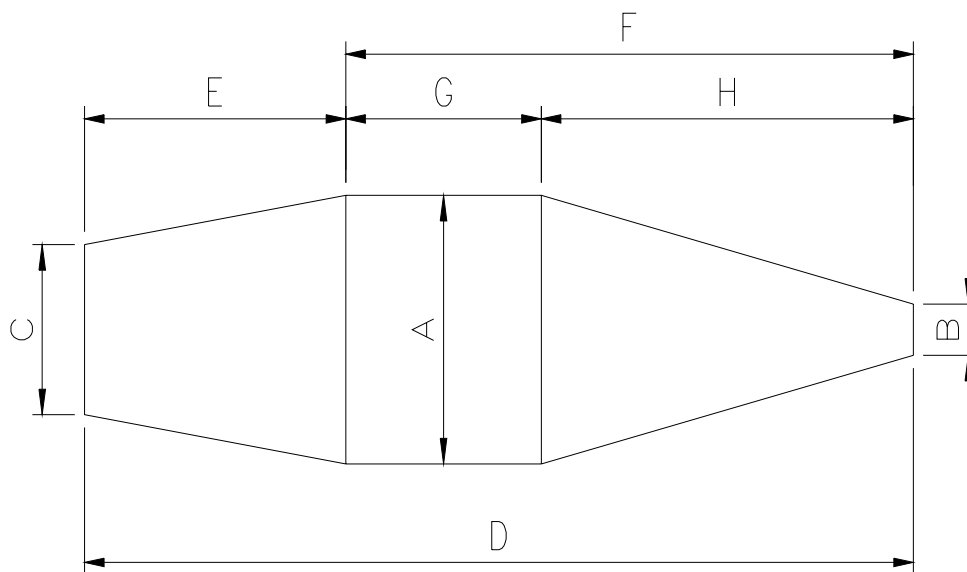


| DIMENSION DU CARBURATEUR  |                       | CARBURATOR DIMENSION   |   |
|---|-----------------------|--|---|
| Tolerance = $\pm 0.20$<br>A = 58,5      B=30      C=30      D=88.5                  |                       |  |   |
|   |                       |  |   |
| <b>DELL'ORTO</b>  |                       |  |   |
| PISTON  | PISTON                | ENTRE AXE DE LA BIELLE   | <i>DISTANCE BETWEEN CONROD CENTERS</i>  |
|  |                       |  |  |
| Poids/Weight= 116 gr  | Tolerance= $\pm 5$ gr | <u>Poids/Weight= 130 gr</u>  | Tolerance= $\pm 10$ gr  |



**DESSIN DU SILENCIEUX ET DES SES ELEMENTS**

**DRAWING OF THE SILENCER AND IT'S COMPONENTS**



Les parties terminales du silencieux doivent présenter deux paires d'anneaux soudés (une en haut et une en bas), pour retenir le sceau en plomb fixé par l'Organisateur pour que le silencieux ne puisse pas être ouvert pendant la compétition.

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

**Cotes / Readings:**

- A: 115
- B: 20
- C: 66.5
- D: 424
- E: 133.5
- F: 290.3
- G: 100
- H: 190.3

**TOLERANCES**

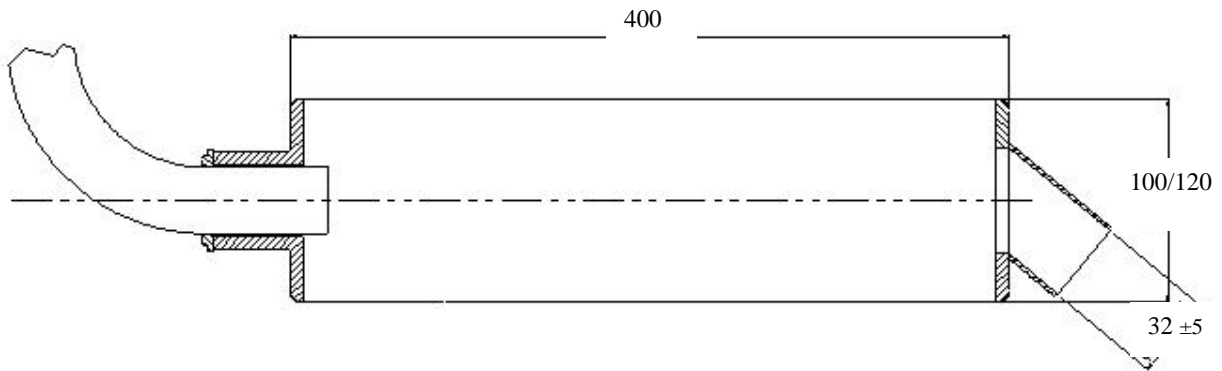
Cotes brutes / Rough dimensions

- Jusque – Up to 25mm ± 1mm
- De à – From to 26-60mm ± 1.5mm
- Plus que – More than 60mm ± 3mm



**DESSIN DU SILENCIUX**

**DRAWING OF THE SILENCER**



**DESSIN DU EMBRAYAGE**

**DRAWING OF THE CLUTCH**

Poids  
Weight  
Tolerance  
Poids / Weight A = 127 B = 105.5 C = 114

