

SPECIMEN

MOTEUR / ENGINE

125 T.A.G.

Constructeur	<i>Manufacturer</i>	P.C.R. S.R.L.
Marque	<i>Make</i>	P.C.R. S.R.L.
Modèle	<i>Model</i>	WINDFIRE
Type d'admission	<i>Inlet type</i>	REED VALVE
Durée de l'homologation	<i>Validity of the homologation</i>	6 ans / 6 years
Nombre de pages	<i>Number of pages</i>	6

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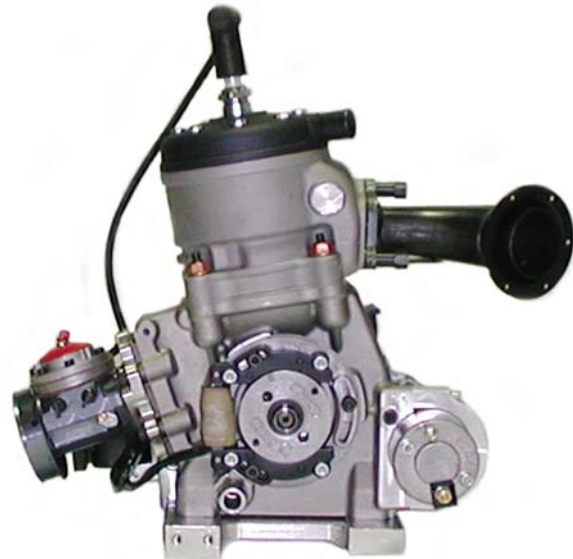


PHOTO DU MOTEUR CÔTÉ PIGNON <i>PHOTO OF DRIVE SIDE OF ENGINE</i>	PHOTO DU MOTEUR CÔTÉ OPPOSÉ <i>PHOTO OF THE OPPOSITE SIDE OF ENGINE</i>
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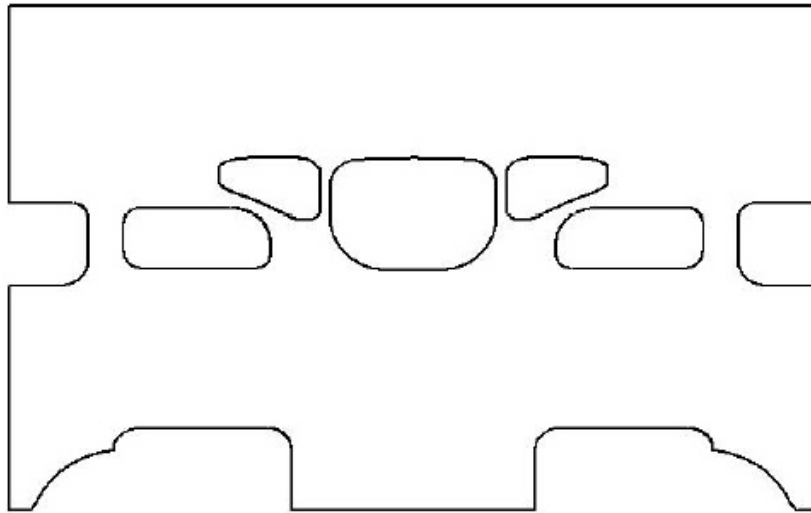
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INFORMATIONS TECHNIQUES		TECHNICAL INFORMATION	
A	CARACTÉRISTIQUES	A	CHARACTERISTICS
			Tolérances
Volume du cylindre	<i>Cylinder volume</i>	<u>124.98 CM3</u>	< 125cm³
Alésage d'origine	<i>Original bore</i>	<u>54.05 MM</u>	
Alésage théorique maximum	<i>Theoretical maximum bore</i>	<u>54.4 MM</u>	
Course	<i>Stroke</i>	<u>54.4 MM</u>	
Système de refroidissement	<i>Cooling system</i>	<u>LIQUID</u>	
Nombre de systèmes de carburation	<i>Number of carburation systems</i>	<u>1</u>	
Longueur (entre-axe) de la bielle	<i>Length between the axes of the connecting rod</i>	<u>104MM</u>	±0.1mm
<p>Modifications autorisées selon le Règlement Technique. Seules les dimensions et cotes qui ne peuvent pas être modifiées doivent figurer sur la Fiche d'Homologation.</p> <p><i>Modification allowed according to the Technical Regulations. Only the dimensions and readings which may not be changed must be mentioned on the Homologation Form.</i></p>			

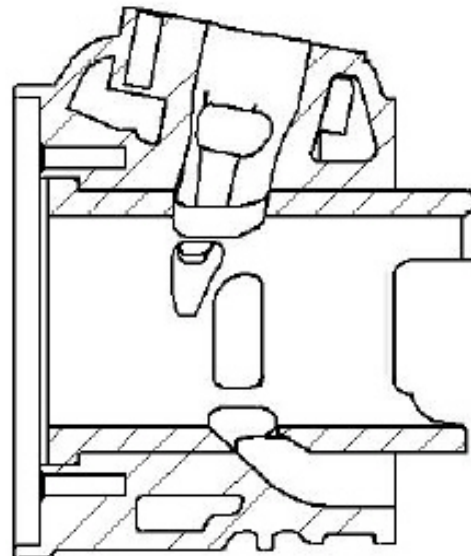
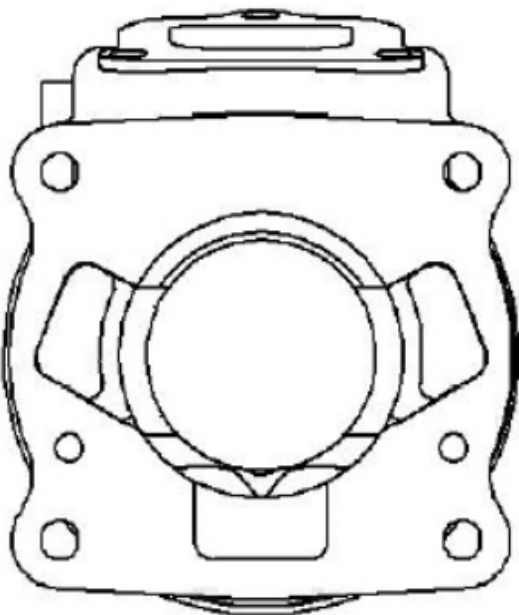
C	MATÉRIAU	C	MATERIAL
	<i>Cylinder</i>		<u>AL+CAST IRON</u>
	<i>Cylinder head</i>		<u>AL</u>
	<i>Sump</i>		<u>AL</u>
	<i>Connecting rod</i>		<u>IRON</u>



DESSIN DU DÉVELOPPEMENT DU CYLINDRE

DRAWING OF THE CYLINDER DEVELOPMENT

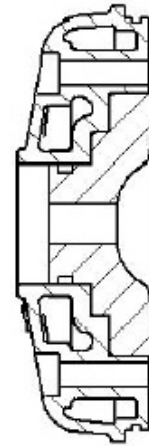
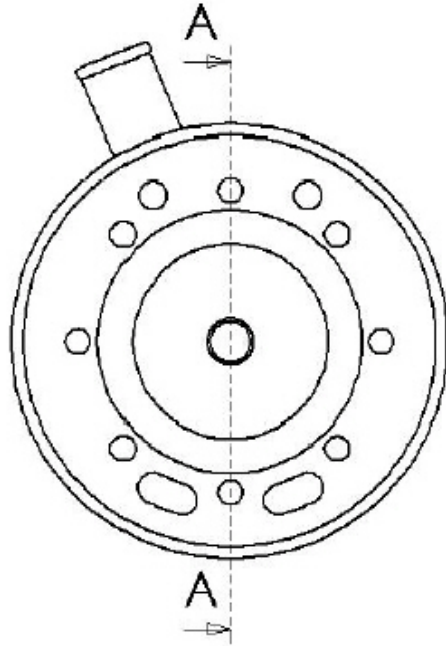
ASSE MOTORE

DESSIN DU PIED DU
CYLINDRE*DRAWING OF THE
CYLINDER BASE*VUE EN SECTION DU
CYLINDRE*CYLINDER SECTION
VIEW*



DESSIN DE LA CULASSE ET DE LA CHAMBRE
DE COMBUSTION

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



SEZIONE A-A

DESSIN DU
VILEBREQUIN

*DRAWING OF THE
CRANKSHAFT*

DESSIN INTÉRIEUR
DU CARTER

*DRAWING OF THE
INSIDE OF THE SUMP*

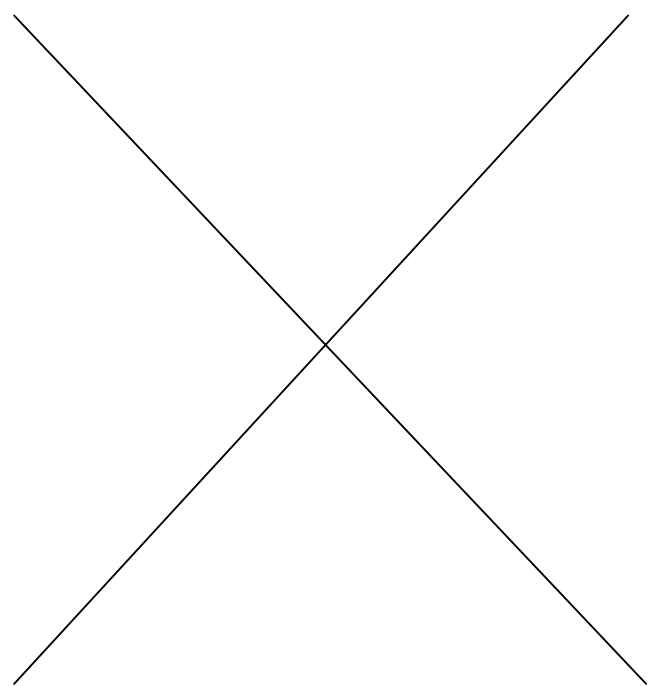
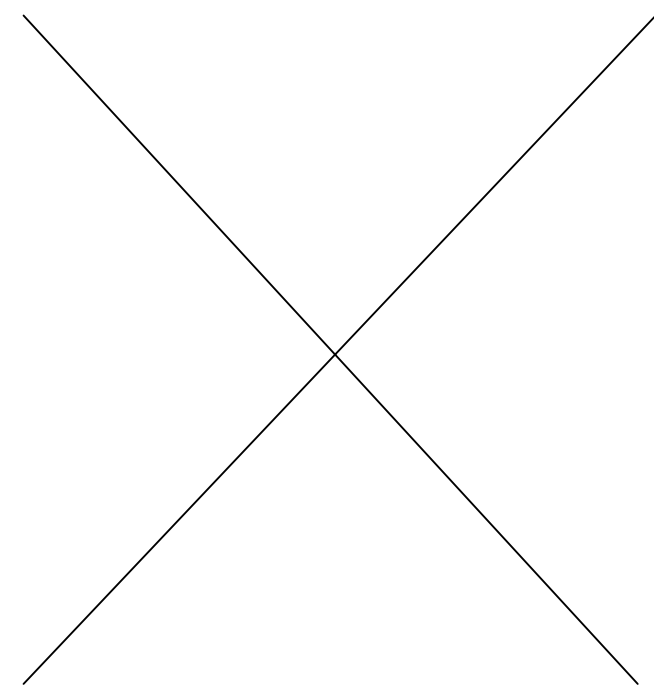








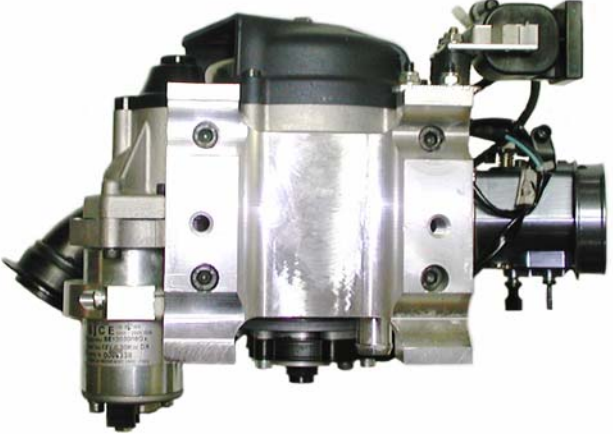
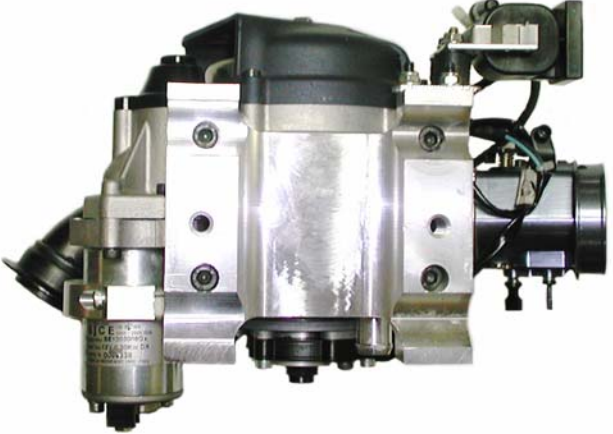


PHOTO DE L'ARRIÈRE DU MOTEUR	<i>PHOTO OF THE BACK OF THE ENGINE</i>	PHOTO DE L'AVANT DU MOTEUR	<i>PHOTO OF THE FRONT OF THE ENGINE</i>
			
PHOTO DU MOTEUR PARTIE SUPÉRIEURE	<i>PHOTO OF THE ENGINE TAKEN FROM ABOVE</i>	PHOTO DU MOTEUR PARTIE INFÉRIEURE	<i>PHOTO OF THE ENGINE TAKEN FROM BELOW</i>
			

PHOTO DU PIED DU CYLINDRE	<i>PHOTO OF THE BASE OF THE CYLINDER</i>	PHOTO DU CARTER (CÔTÉ JOINT)	<i>PHOTO OF THE SUMP (GASKET SIDE)</i>
 A photograph showing the front view of a metallic cylinder base. It features a central circular opening with a chamfered edge. The base is rectangular with rounded corners and has four mounting holes, one on each side. Three vertical studs are visible at the top.		 A photograph showing a side view of the cylinder base. It reveals the internal structure, including a central bore and various internal features like a gasket surface and mounting points. The base is shown from an angled perspective.	