

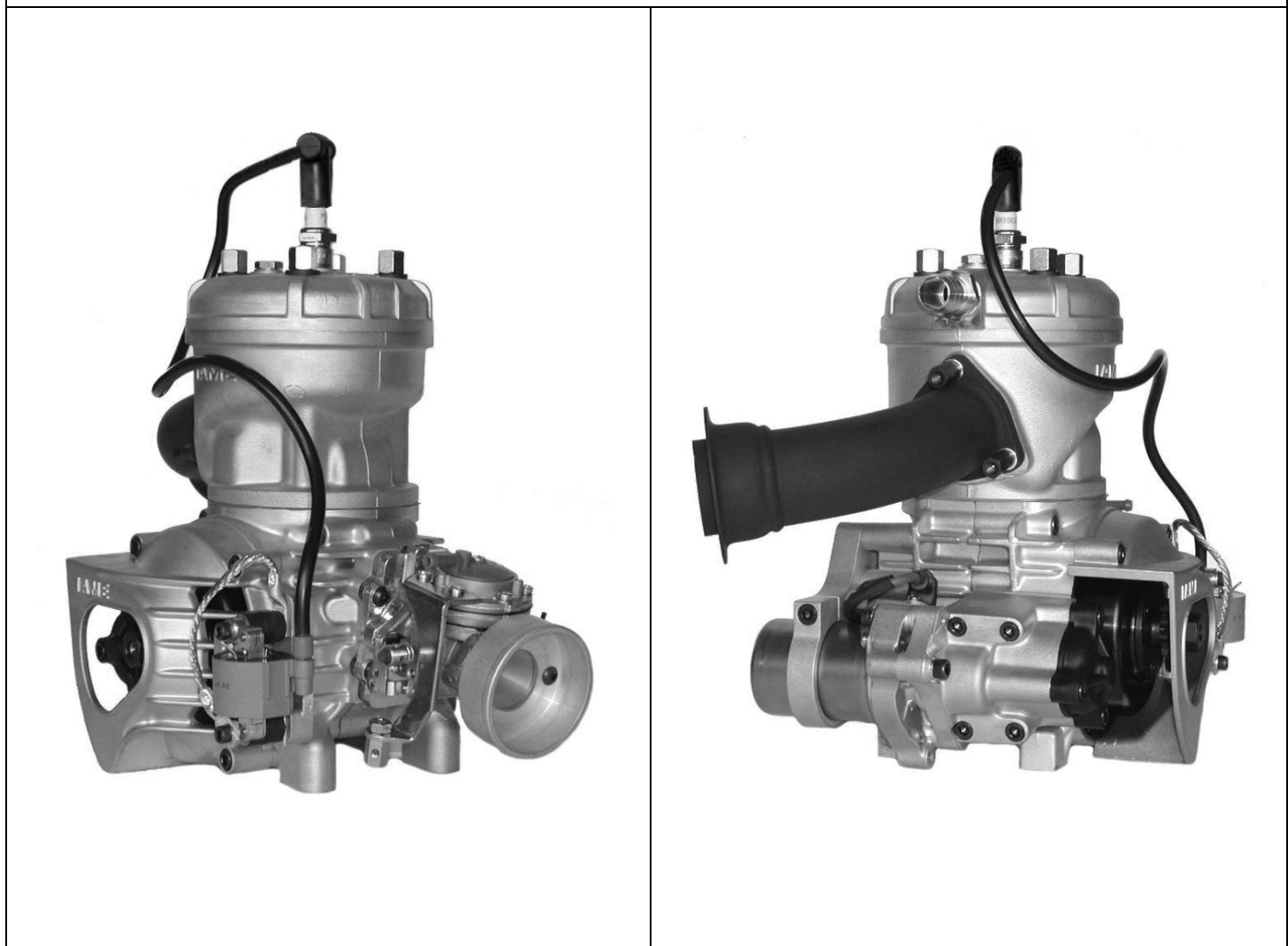
Manufacturer Address
IAME S.p.A.
Via Lisbona, 15
24040 ZINGONIA (ITALY)

TAG RACING INTERNATIONAL™

Engine #

Manufacturer	IAME S.P.A. - ZINGONIA (I)
Make	PARILLA
Model	LEOPARD 125cc RL TaG - USA
Inlet type	REED VALVE
Number of pages	8

PICTURE OF ENGINE



Signature and Stamp

--	--

Importer	
----------	--



TECHNICAL INFORMATION

A CHARACTERISTICS		
	Measurement	Tolerances
Volume of cylinder	123.67 cm ³	
Original bore	54 mm	
Theoretical maximum bore	54.28 mm	
Stroke	54 mm	
Cooling system	Water	
Number of carburation systems	1	
Number of transfer ports / ducts, cylinder / sump	3	
Number of exhaust ports / ducts	2	
Shape of the combustion chamber	Spherical	
Length between axes of the connecting rod	102 mm	± 0.10
Minimum weight of connecting rod	119 g	
Volume of combustion chamber	10 cm ³	± 0.5
Type of bearings and size	6205 type Big End of Con. Rod Bearing = 18 x 24 x 15 Little End of Con. Rod Bearing = 14 x 18 x 17.5 Crankshaft Bearing = 25 x 52 x 15	

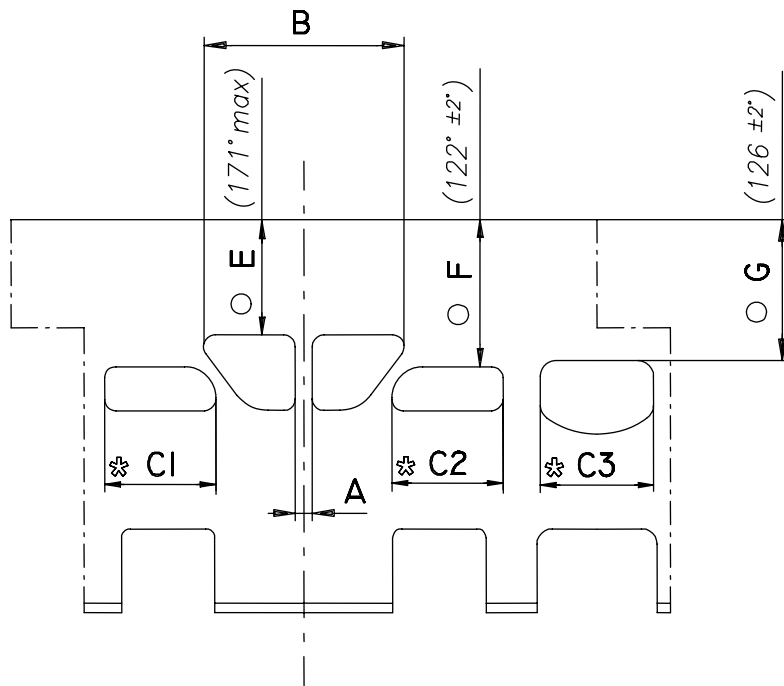
B OPENING ANGLES		
Exhaust	171° max.	
Of exhaust ports / ducts		

C LIST OF ACCESSORIES INCLUDED		
(List accessories as shown below)	Centrifugal clutch	
Carburetor with Venturi Ø23		
Generator for battery charging		
Electric starter		
Exhaust with flex		

D MATERIAL		
Cylinder	Aluminium	
Connecting rod	Steel	
Crankshaft	Steel	
Head	Aluminium	
Liner	Iron	
Crankcase	Aluminium	
Piston	Aluminium	
Piston Ring	Iron	



DRAWING OF THE CYLINDER DEVELOPMENT



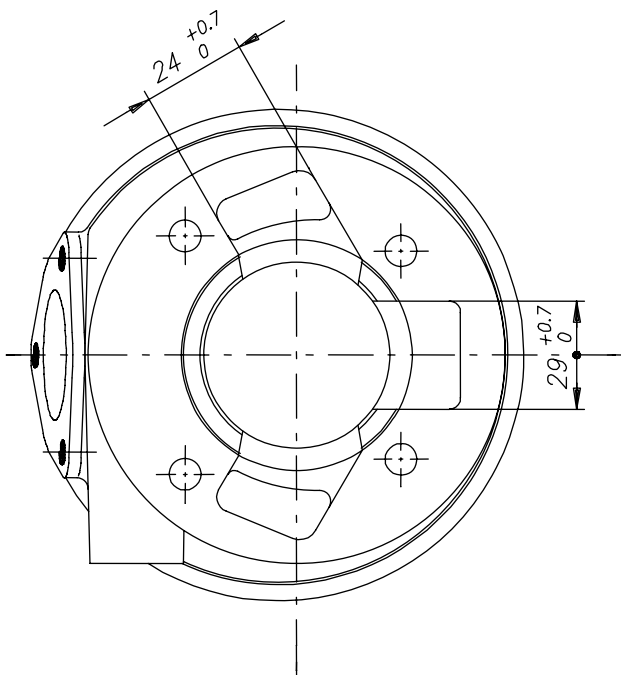
A	$\geq 4 \text{ mm}$
B	$\leq 50.5 \text{ mm}$
C1 = C2	$\leq 25.5 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$

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

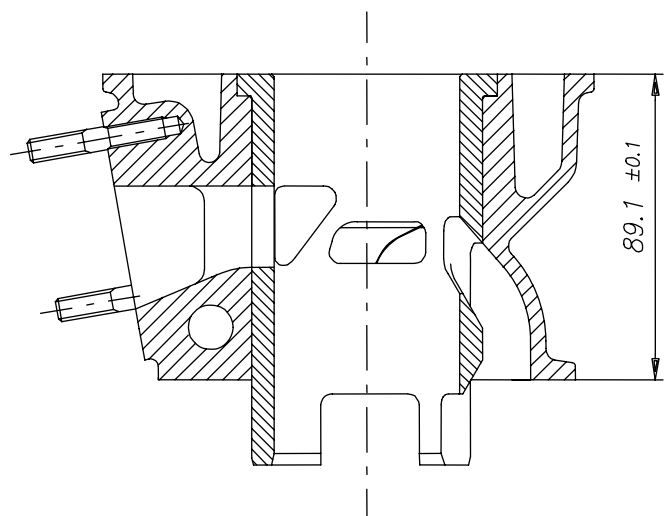
⌘ CHORDAL READING

○ ANGULAR READING BY INSERTING A 0.2 mm GAUGE

DRAWING OF THE CYLINDER BASE

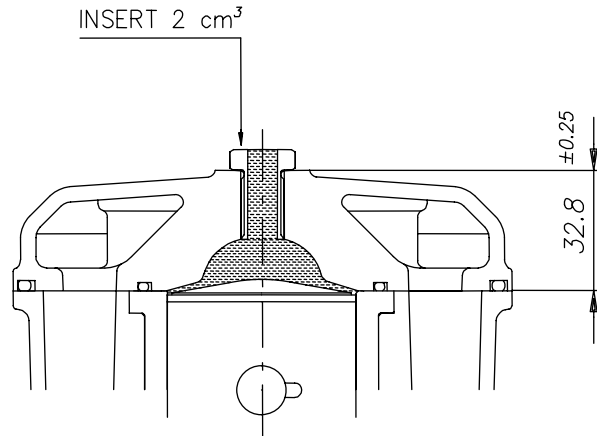


CYLINDER SECTION VIEW



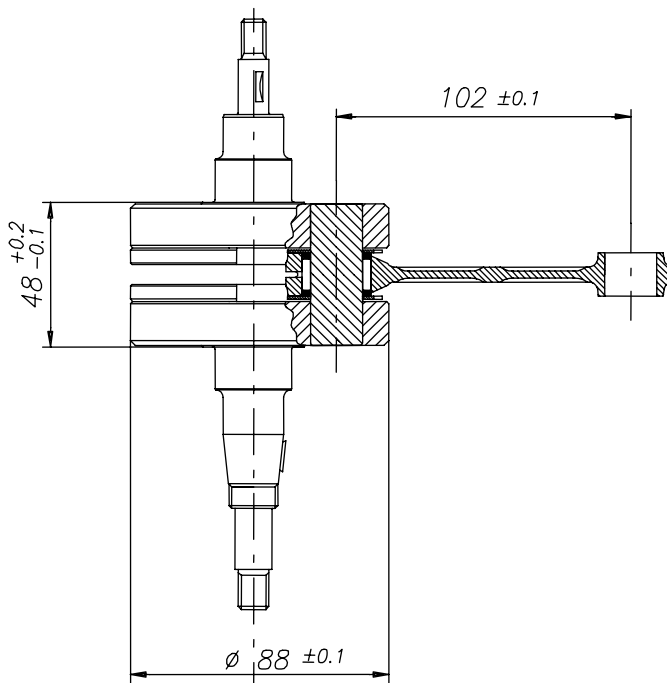


DRAWING OF THE CYLINDER HEAD AND THE COMBUSTION CHAMBER



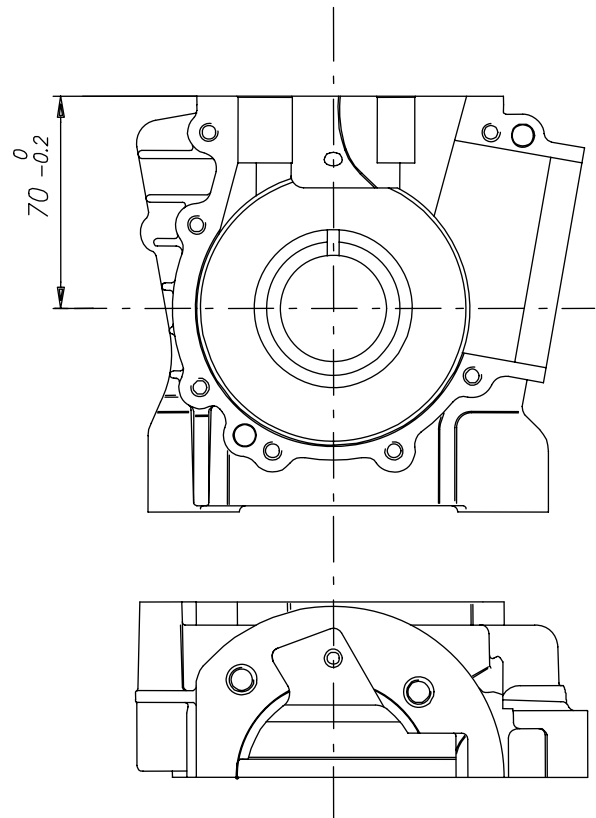
COMBUSTION CHAMBER VOLUME = 9.5 cm³ min.

DRAWING OF THE CRANKSHAFT

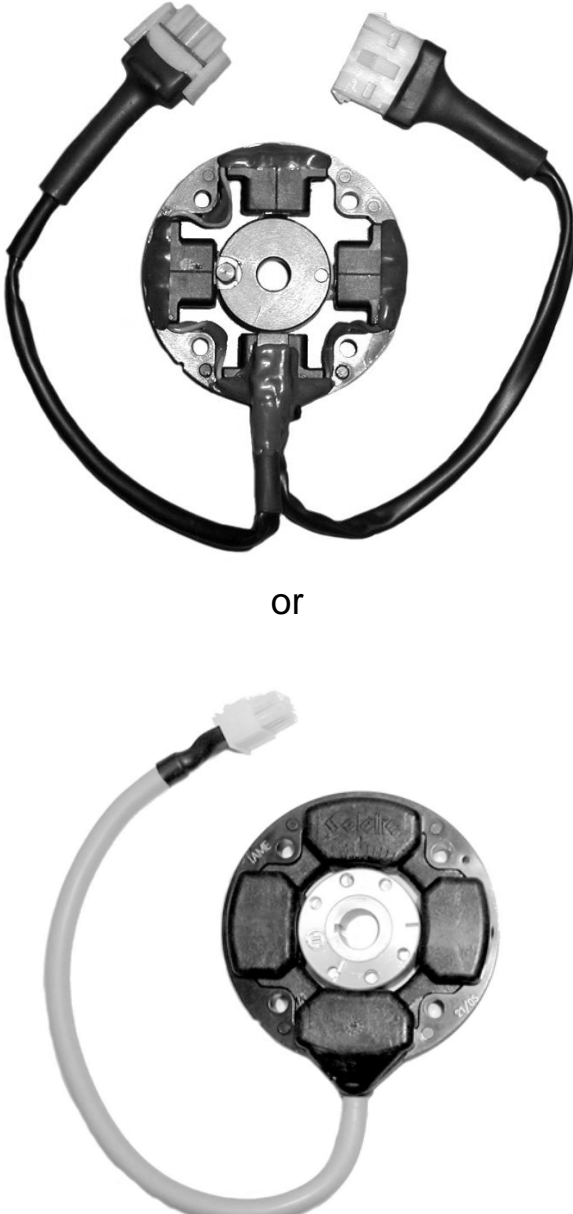
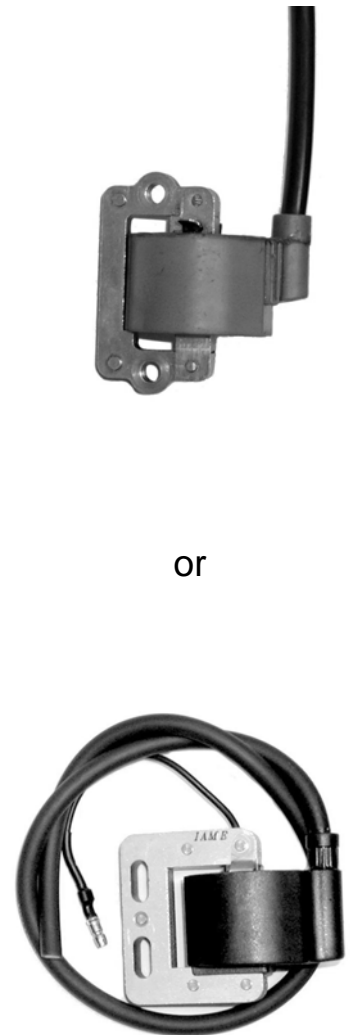


Complete crankshaft min. weight = 1875 g

DRAWING OF THE INSIDE OF SUMP



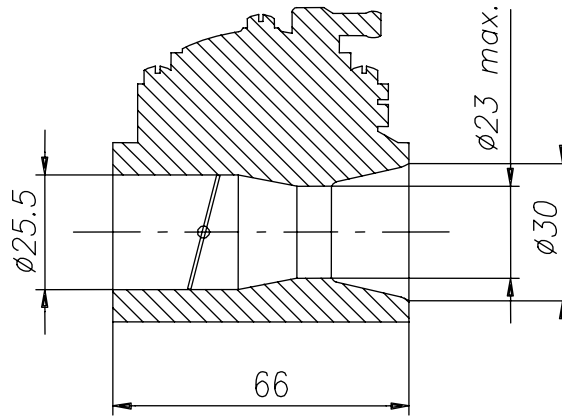


IGNITION	
Manufacturer	SELETTRA
Model Number	
Rotation	UNCLOCKWISE
Description	- 4 POLES or - DIGITAL « K »
PHOTO OF IGNITION (alternative)	PHOTO OF COIL (alternative)
 <p style="text-align: center;">or</p>	 <p style="text-align: center;">or</p>



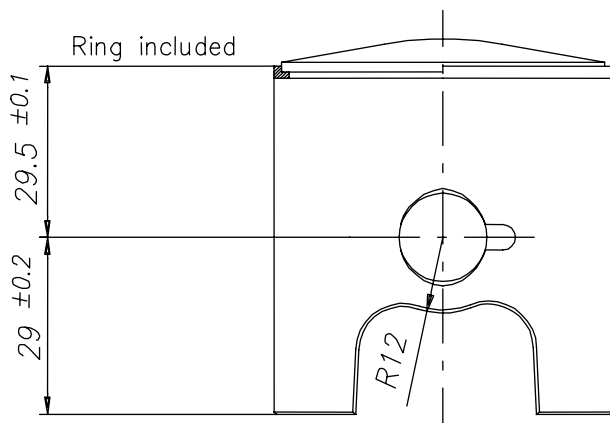
CARBURETOR DIMENSION

TILLOTSON mod. HL-334 A (made in IAME)
 or
TILLOTSON mod. HL-334 AA (made in IAME)
 or
TILLOTSON mod. HL-334 AB (made in TILLOTSON)

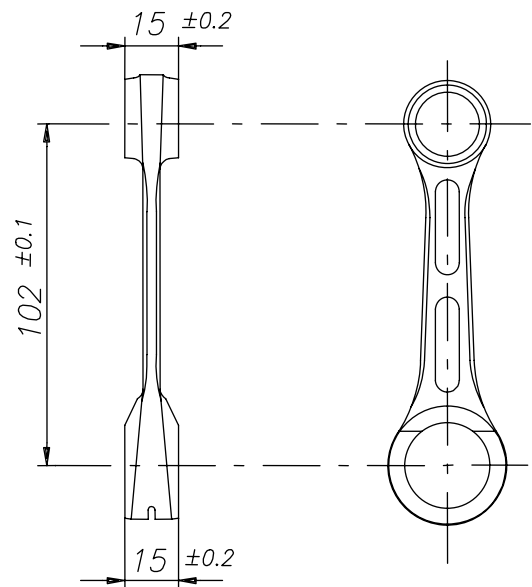


PISTON

CONNECTING ROD



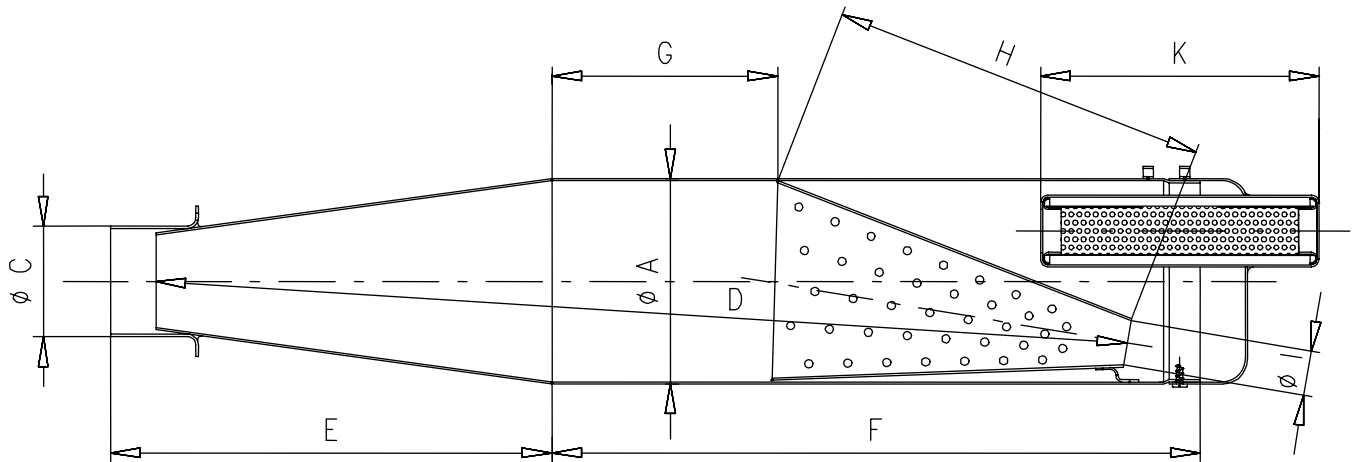
Min. weight= 128 g



Min. weight= 119 g



DRAWING OF THE SILENCER AND IT'S 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

Measurements:

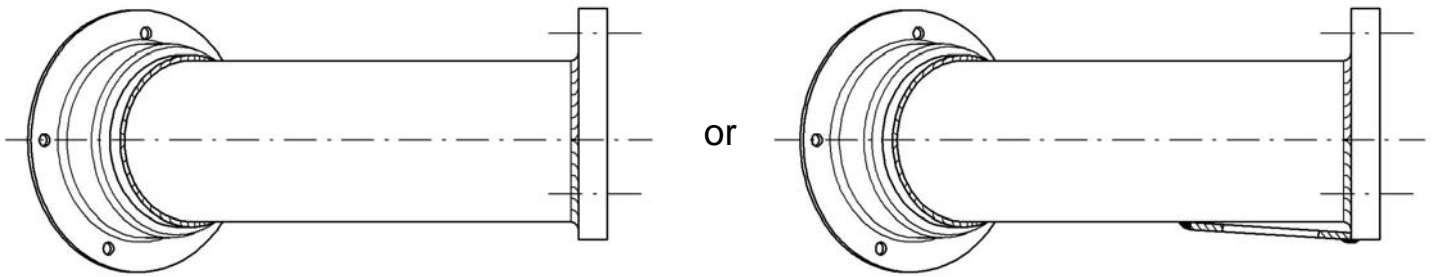
- | | |
|---------------------|--------------------|
| <u>A: 100 Øext.</u> | <u>F: 315</u> |
| <u>C: 54 Øext.</u> | <u>G: 110</u> |
| <u>D: 475</u> | <u>H: 185</u> |
| <u>E: 215</u> | <u>I: 24 Øext.</u> |
| <u>K: 134</u> | |

TOLERANCES
Rough dimensions

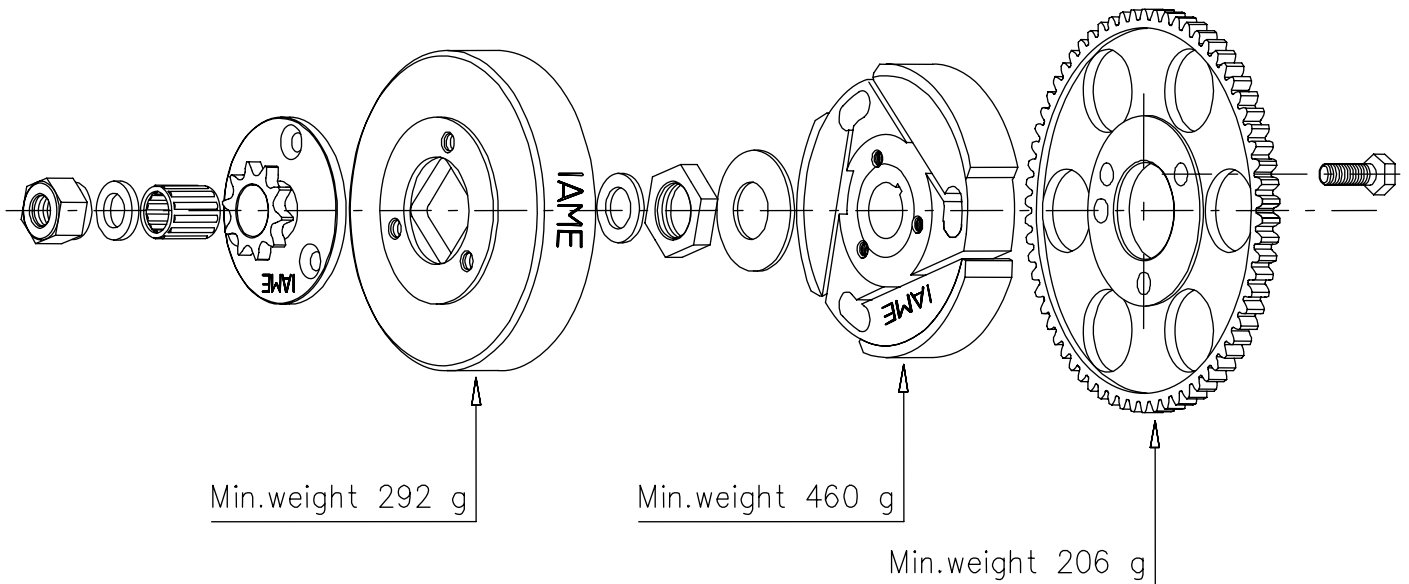
- | | |
|-----------|------------------|
| up to | 25mm → ±1mm |
| from to | 25÷60mm → ±1,5mm |
| more than | 60mm → ±3mm |



DRAWING OF THE EXHAUST FITTING



DRAWING OF THE CLUTCH



<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.

10.	Intake	<p>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</p> <ol style="list-style-type: none"> 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	<p>The induction silencer must comply with the dimensions shown in the drawing.</p>
12.	Spark Plug	<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>
13.	Ignition	<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.</p> <ol style="list-style-type: none"> 1. Spark Plug Boot is a NON-TECH item
14.	Battery	<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
15.	Muffler/Header	<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 Additional Silencer as shown in the photo may also be required depending on noise regulations.</p> <ol style="list-style-type: none"> 1. Flex length is a NON-TECH. 2. Exhaust Springs are NON-TECH
16.	Remaining Parts	<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.</p> <ol style="list-style-type: none"> 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	<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>
	Note 1	<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>