

MOTORE 125cc ROK

SCHEDA D'IDENTIFICAZIONE

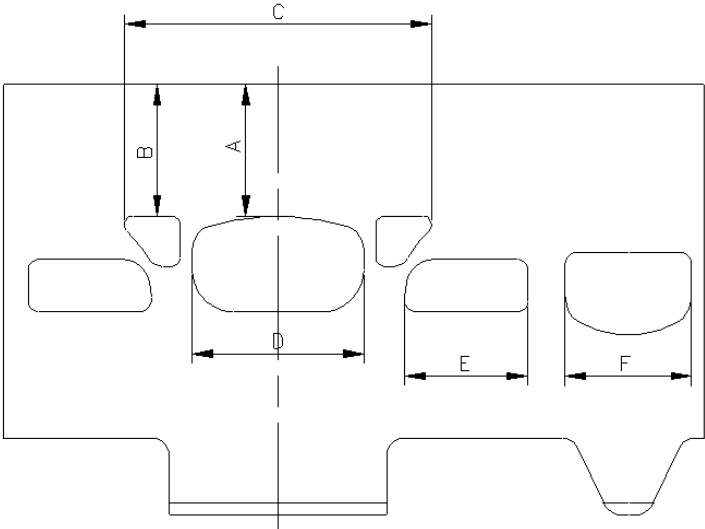
IDENTIFICATION CARD

FICHE D'IDENTIFICATION

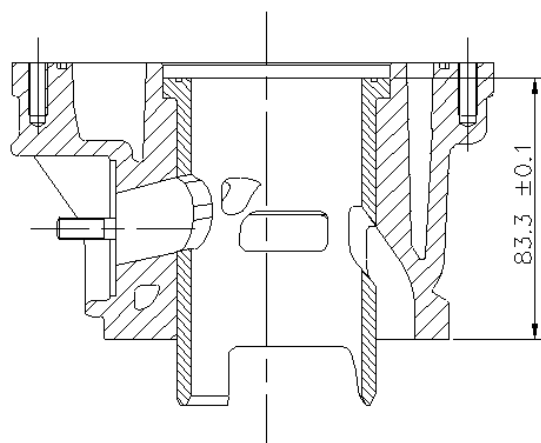


CARATTERISTICHE TECNICHE	TECHNICAL FEATURES	CARACTERISTIQUES
MOTORE MONOCILINDRICO A DUE TEMPI SINGLE-CYLINDER TWO STROKE ENGINE MOTEUR MONOCILINDRIQUE A DEUX TEMPS	AMMISSIONE LAMELLARE NEL CARTER REED VALVE ADMISSION IN THE CRANKCASE ADMISSION A CLAPETS DANS LE CARTER	
RAFFREDDAMENTO AD ACQUA CON POMPA WATER COOLING SYSTEM WITH PUMP REFROIDISSEMENT A EAU AVEC POMPE	AVVIAMENTO ELETTRICO ELECTRIC STARTER DEMARREUR ELECTRIQUE	
FRIZIONE CENTRIFUGA CENTRIFUGAL CLUTCH EMBRAYAGE CENTRIFUGE	CONTRALBERO D'EQUILIBRATURA BALANCER SHAFT ARBRE D'EQUILIBRAGE	
ACCENSIONE DIGITALE PVL COD.500.177 PVL DIGITAL IGNITION COD.500.177 ALLUMAGE DIGITALE PVL COD.500.177	MARMITTA OMOLOGATA ORIGINALE ORIGINAL HOMOLOGATED EXHAUST MUFFLER POT D'ECHAPPEMENT ORIGINAL HOMOLOGUEE	

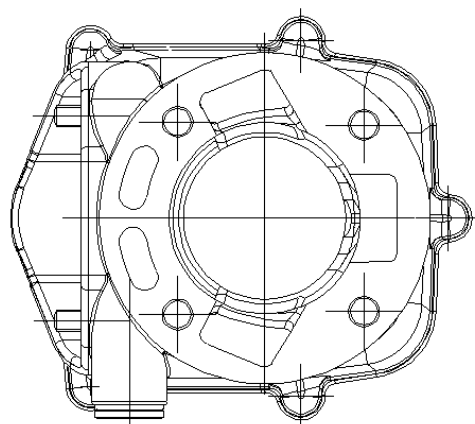
ALESAGGIO ORIGINALE	ORIGINAL BORE	ALESAGE D'ORIGINE	54.05	mm
ALESAGGIO MASSIMO	MAX ALLOWED BORE	ALESAGE MAXIMUM	54.28	mm
CORSA	STROKE	COURSE	54	mm
CILINDRATA ORIGINALE	ORIGINAL DISPLACEMENT	CAPACITE' D'ORIGINE	123.9	cc
INTERASSE FORI BIELLA	CONROD HOLES INTERAXLE	ENTRAXE DE LA BIELLE	102	mm

SVILUPPO DEL CILINDRO	CYLINDER DEVELOPEMENT	DEVELOPPEMENT DU CYLINDRE
		<p>SCARICO EXHAUST ECHAPPEMENT A=30.1 mm MIN 184° MAX</p> <p>BOOSTER B=31.9 mm MIN 179.5° MAX</p> <p>TRAVASI PRINCIPALI MAIN TRANSFERS TRANSFERES PRINCIPALS 131° MAX</p> <p>MISURE CORDALI CHORDAL READINGS LECTURE CORDALE C=53.2 mm MAX D=35.2 mm MAX E=28.9 mm MAX F=28.2 mm MAX</p>
<p>ANGOLI RILEVATI CON L'INSERIMENTO DI UNO SPESSORE DA 0.2mm ANGULAR READINGS BY INSERTING A 0.2mm GAUGE LECTURE ANGULAIRE PAR INSERTION D'UNE LAMELLE DE 0.2mm</p>		

SEZIONE DEL CILINDRO
CYLINDER SECTION
COUPE PAR SECTION DU CYLINDRE

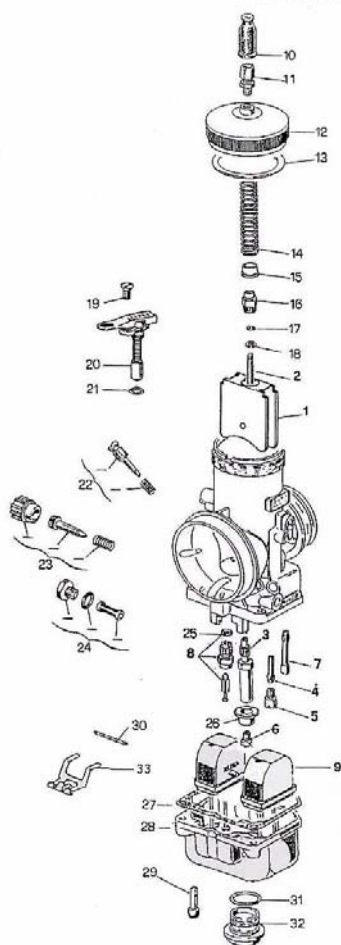


BASE CILINDRO
CYLINDER BASE
PIED DU CYLINDRE



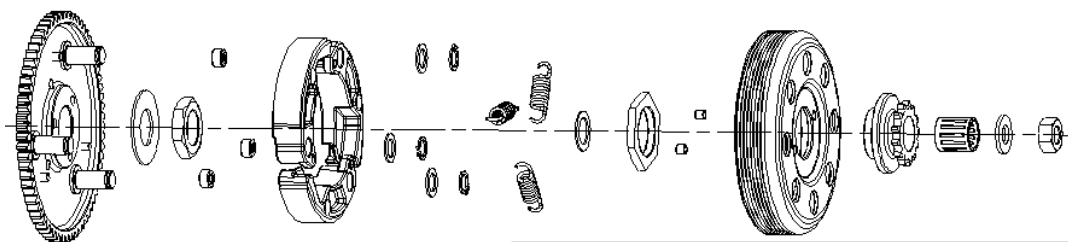
CARBURATORE E COMPONENTI
CARBURETTOR AND COMPONENTS
CARBURATEUR ET SES ELEMENTS

DELL'ORTO VHS 30



- | | |
|------------------------------------|------------------------------|
| 1. GUILLOTINE | THROTTLE VALVE |
| 2. AIGUILLE | MIXTURE NEEDLE |
| 3. PULVERISATEUR | SPRAY NOZZLE |
| 4. EMULSEUR MINIMUM | IDLE DIFFUSER |
| 5. GICLÉUR MINIMUM | IDLE JET |
| 6. GICLÉUR MAXIMUM | HIGH SPEED JET |
| 7. GICLÉUR DÉMARRAGE | STARTER JET |
| 8. POINTEAU | NEEDLE VALVE |
| 9. FLOTTEUR | FLOATER |
| 10. MANCHON | CAP |
| 11. VIS DE TENSION | WIRE SCREW |
| 12. COUVERCLE DU CORPS | BODY COVER |
| 13. JOINT COUVERCLE DE CHAMBRE | COVER GASKET |
| 14. RESSORT DE RAPPEL GUILLOTINE | THROTTLE VALVE RETURN SPRING |
| 15. ASSIETTE GUIDÉ RESSORT | SPRING GUIDE PLATE |
| 16. NIPPLE VALVE GAZ | MIXTURE VALVE NIPPLE |
| 17. RONDELLE | WASHER |
| 18. ARRET DE L'AIGUILLE | MIXTURE NEEDLE STOP |
| 19. VIS DU DISPOSITIF DE DÉMARRAGE | STARTER FIXING SCREW |
| 20. DISPOSITIF DE DÉMARRAGE | CHOKE |
| 21. JOINT DISPOSITIF DE DÉMARRAGE | STARTER GASKET |
| 22. KIT VIS DE RÉGLAGE DE L'AIR | KIT AIR ADJUSTMENT SCREW |
| 23. KIT VIS DE RÉGLAGE GUILLOTINE | KIT MIXTURE VALVE ADJUSTMENT |
| 24. KIT FILTRE À ESSENCE | FUEL FILTER KIT |
| 25. JOINT DU POINTEAU | NEEDLE VALVE GASKET |
| 26. ASSIETTE | PLATE |
| 27. JOINT DE LA CUVE | FLOAT VALVE GASKET |
| 28. CUVE | FLOAT CHAMBER |
| 29. VIS FIXAGE DE LA CUVE | FLOAT CHAMBER SCREW |
| 30. AXE | PIN |
| 31. JOINT DU BOUCHON DE CUVE | FLOAT CHAMBER PLUG GASKET |
| 32. BOUCHON DE LA CUVE | FLOAT CHAMBER PLUG |
| 33. BALANCIER | FLOAT LEVER |

DESCRIZIONE DELLA FRIZIONE E RAPPRESENTAZIONE DELLE PARTI
CLUTCH DESCRIPTION AND PARTS SKETCH
DESCRIPTION DE L'EMBRAYAGE ET ESQUISSE DES PIECES



NUMERO TOTALE DI PARTI:
TOTAL PARTS NUMBER:
NUMERO TOTALE DES PIECES:

27

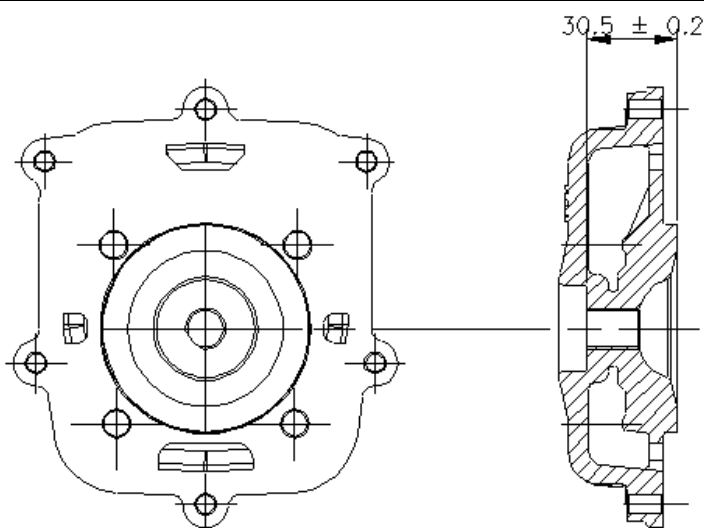
PESO MINIMO DELLA FRIZIONE COMPLETA
MINIMUM WEIGHT OF THE COMPLETE CLUTCH:
POIDS MINIMUM DE L'EMBRAYAGE COMPLETE:

1000g

REGIME DI ATTACCO (MASSIMO)
ENGAGEMENT SPEED (MAXIMUM)
VITESSE DE ENTRAÎNEMENT (MAXIMUM):

4000 RPM

TESTA E CAMERA DI COMBUSTIONE
CYLINDERHEAD AND COMBUSTION CHAMBER
CULASSE ET CHAMBRE DE COMBUSTION

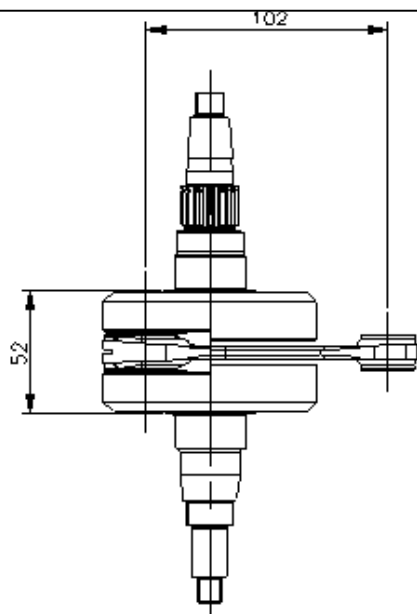


VOLUME DELLA CAMERA DI SCOPPIO:
9.5cc MINIMO MISURATO AL BORDO
SUPERIORE DELL'INSERTO CIK
SQUISH: 1mm MIN

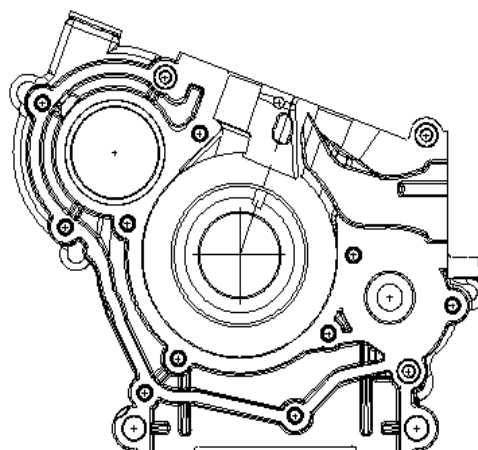
COMBUSTION CHAMBER VOLUME:
9.5cc MINIMUM MEASURED AT THE
TOP EDGE OF THE CIK INSERT
SQUISH THICKNESS: 1mm MIN

VOLUME CHAMBRE D'EXPLOSION:
9.5cc MINIMUM MESURE AU BORD
SUPERIEUR DU INSERT CIK
EPESSEUR DE SQUISH: 1mm MIN

ALBERO MOTORE
CRANKSHAFT
VILEBREQUIN

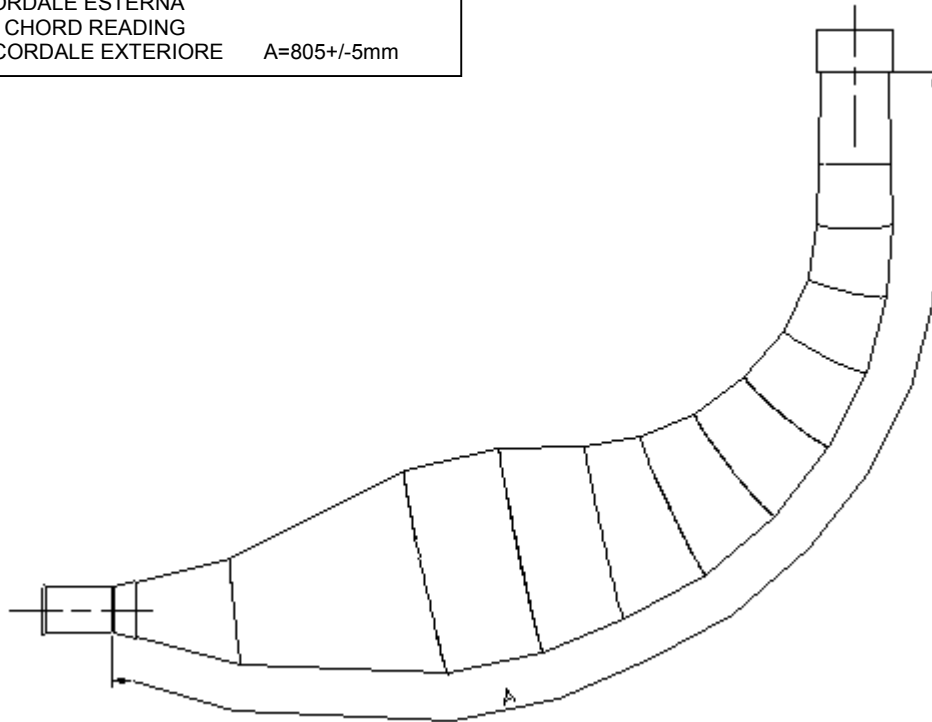


VISTA INTERNA DEL CARTER
INTERIOR VIEW OF THE CRANKCASE
VUE DE LA PARTIE INTERIEURE DU CARTER

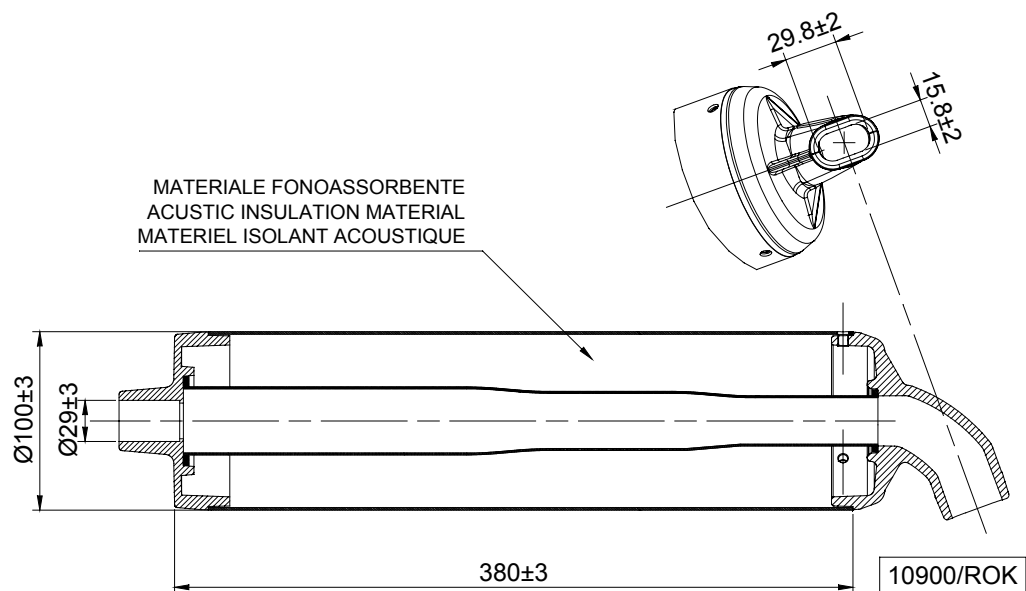


MARMITTA, SILENZIATORE E COMPONENTI
EXHAUST MUFFLER, SILENCER AND COMPONENTS
POT D'ECHEPAMENT, SILENCIEUX ET SES ELEMENTS

MISURA CORDALE ESTERNA
EXTERNAL CHORD READING
LECTURE CORDALE EXTERIEURE $A=805\pm 5\text{mm}$




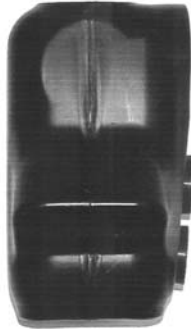
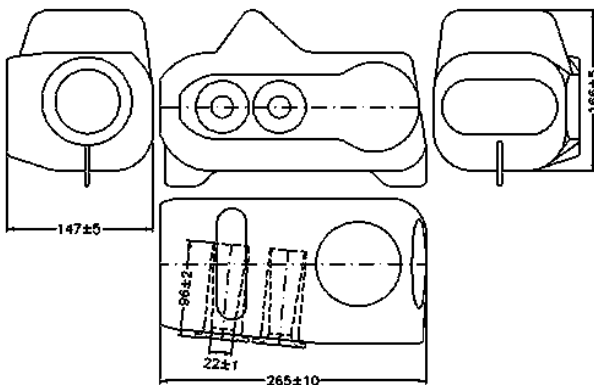
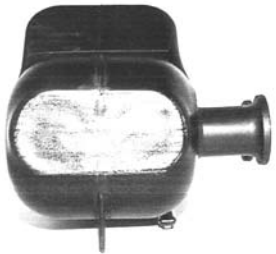
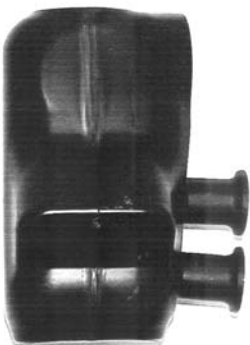
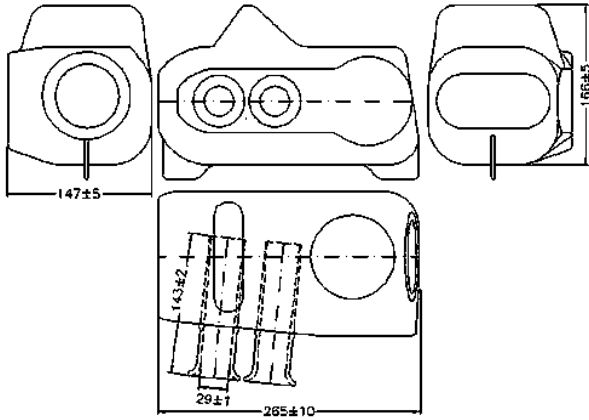


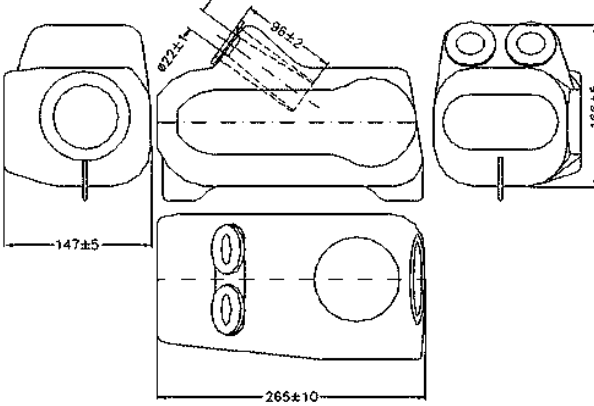
MATERIALE FONOASSORBENTE
ACUSTIC INSULATION MATERIAL
MATERIEL ISOLANT ACOUSTIQUE



ARROW INLET SILENCER FOR ROK ENGINE AND ROK JUNIOR ENGINE

SCHEDA D'IDENTIFICAZIONE

IDENTIFICATION CARD

Model , Type	Modello , Tipo	ARROW, C
		
Model , Type	Modello , Tipo	ARROW, G
		
Model , Type	Modello , Tipo	ARROW, F
		
Model , Type	Modello , Tipo	ARROW, E
