



**FICHE D'HOMOLOGATION  
HOMOLOGATION FORM  
MOTEUR / ENGINE**

Constructeur	<i>Manufacturer</i>	<b><u>IAME</u></b>
Marque	<i>Make</i>	<b><u>PARILLA</u></b>
Modèle	<i>Model</i>	<b><u>125 SUDAM MY '010 / RL</u></b>
Type d'admission	<i>Inlet type</i>	<b><u>CLAPETS</u></b>
Durée de l'homologation	<i>Validity of the homologation</i>	9 ans / 9 years
Nombre de pages	<i>Number of pages</i>	9



PHOTO DU MOTEUR CÔTÉ PIGNON  
PHOTO OF DRIVE SIDE OF ENGINE

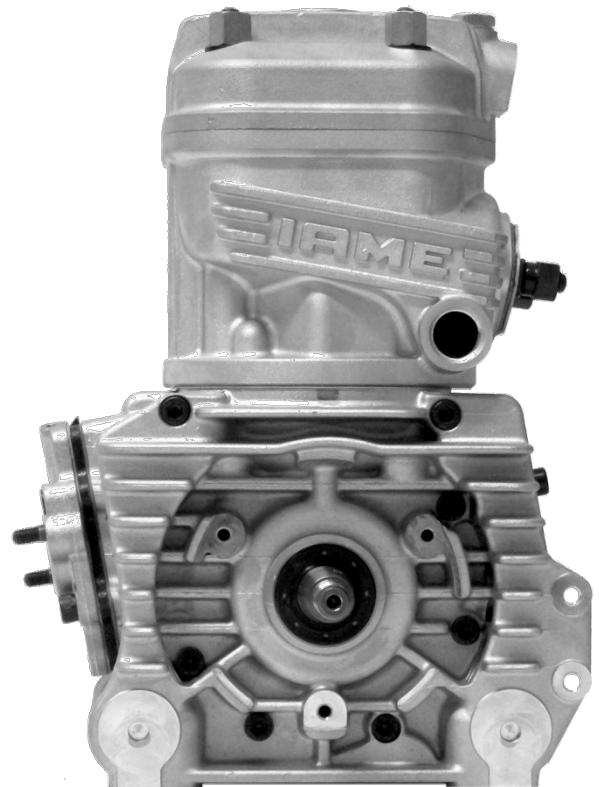


PHOTO DU MOTEUR CÔTÉ OPPOSÉ  
PHOTO OF OPPOSITE SIDE OF ENGINE

Signature et tampon de l'ASN  
*Signature and stamp of the ASN*

**INFORMATIONS TECHNIQUES**  
**TECHNICAL INFORMATION**

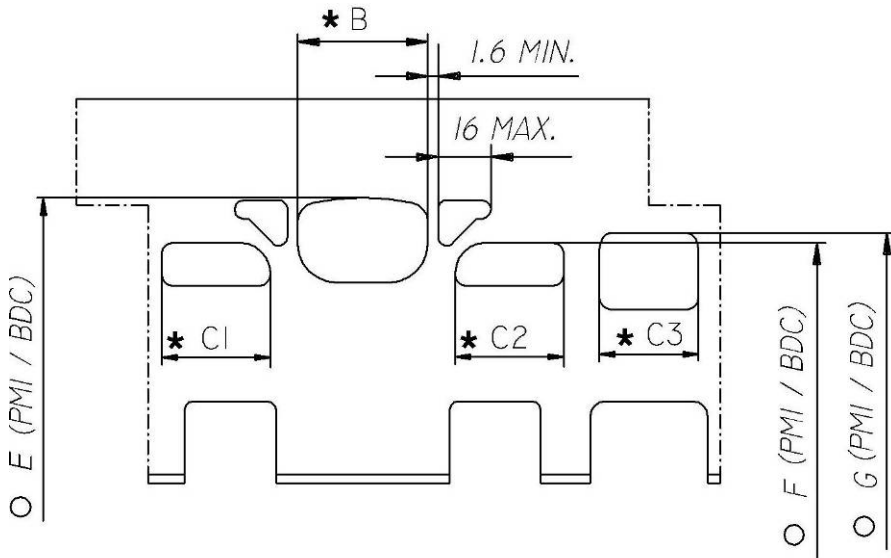
**CARACTÉRISTIQUES**  
**CHARACTERISTICS**

		Tolérances
Volume du cylindre <i>Cylinder volume</i>	<b><u>123.66 cm<sup>3</sup></u></b>	<b><u>&lt; 125cm<sup>3</sup></u></b>
Alésage d'origine <i>Original Bore</i>	<b><u>54 mm</u></b>	
Alésage théorique maximum <i>Theoretical maximum bore</i>	<b><u>54.28 mm</u></b>	
Course <i>Stroke</i>	<b><u>54 mm</u></b>	
Système de refroidissement <i>Cooling system</i>	<b><u>EAU</u></b>	
Nombre de systèmes de carburation <i>Number of carburation systems</i>	<b><u>1</u></b>	
Nombre de canaux de transfert, cylindre/carter <i>Number of transfer ducts in the cylinder</i>	<b><u>3 / 3</u></b>	
Nombre de lumières / canaux d'échappement <i>Number of exhaust ports / ducts</i>	<b><u>3</u></b>	
Forme de la chambre de combustion <i>Shape of the combustion chamber</i>	<b><u>CALOTTE SPHERIQUE</u></b>	
Longueur (entre-axe) de la bielle <i>Length between the axes of the connecting rod</i>	<b><u>102 mm</u></b>	±0.1mm
Poids de la bielle (poids réel -10%) <i>Weight of the connecting rod (real weight -10%)</i>	<b><u>111 gr</u></b>	minimum
Poids du vilebrequin (poids réel -10%) <i>Weight of the crankshaft (real weight -10%)</i>	<b><u>1750 gr</u></b>	minimum
Volume de la chambre de combustion (mesure jusqu'au bord supérieur de la bougie) <i>Volume of combustion chamber (measured up to the upper part of the spark-plug)</i>	<b><u>10.6 cm<sup>3</sup></u></b>	minimum
Nombre de segments de piston <i>Number of piston rings</i>	<b><u>1</u></b>	
Seules les dimensions et cotes qui ne peuvent pas être modifiées doivent figurer sur la Fiche d'Homologation. <i>Only the dimensions and readings which may not be changed must be mentioned on the Homologation Form.</i>		

**MATÉRIAU - MATERIAL**

Cylindre <i>Cylinder</i>	<b><u>AL - SI ( GALS I 9 ) / FONTE</u></b>
Culasse <i>Cylinderhead</i>	<b><u>AL - SI ( GALS I 9 )</u></b>
Carter <i>Sump</i>	<b><u>AL - SI ( GALS I 9 )</u></b>
Bielle <i>Connecting rod</i>	<b><u>ACIER CR-MO</u></b>

DESSIN DU DÉVELOPPEMENT DU CYLINDRE  
DRAWING OF THE CYLINDER DEVELOPMENT



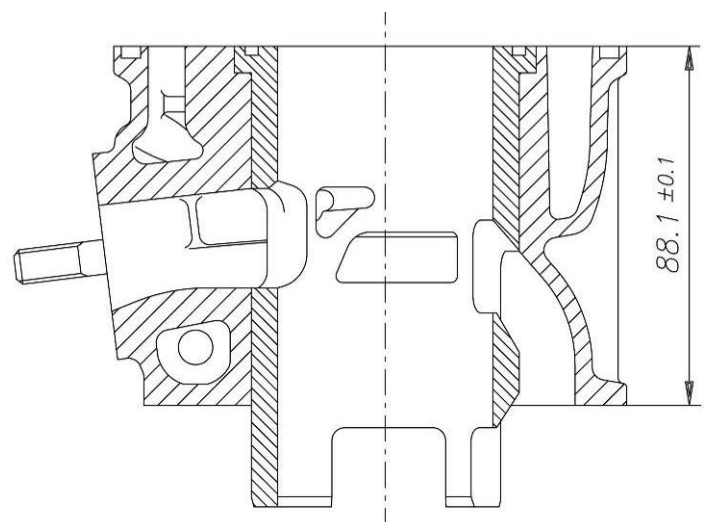
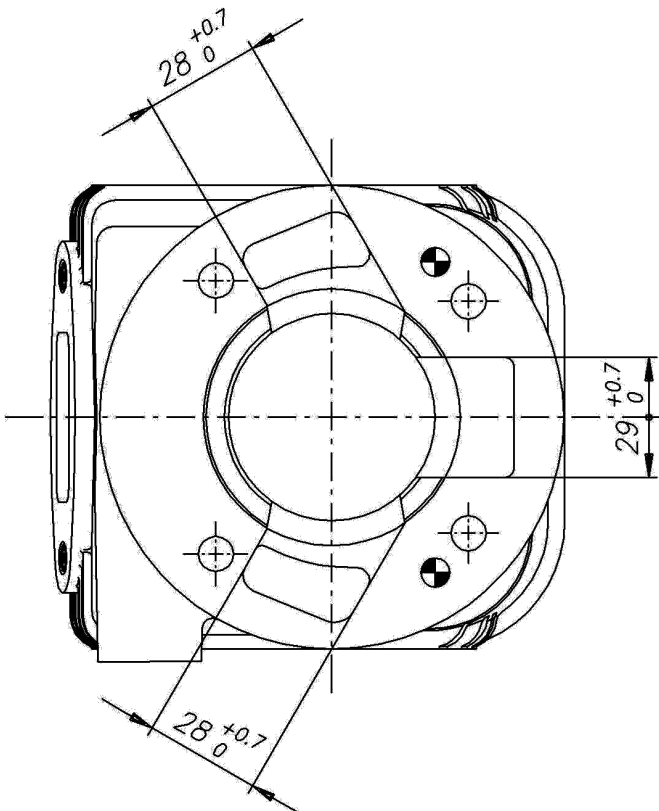
B	37mm max.
CI = C2	30mm max.
C3	29.5mm max.
E	$180^\circ \pm 1.5^\circ$
F	$126.5^\circ \pm 1.5^\circ$
G	$133^\circ \pm 1.5^\circ$

\* LECTURE CORDALE  
CHORDAL READING

○ LECTURE ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2x5 mm  
ANGULAR READING BY INSERTING A 0.2x5 mm GAUGE

DESSIN DU PIED DU CYLINDRE  
DRAWING OF THE CYLINDER BASE

VUE EN SECTION DU CYLINDRE  
CYLINDER SECTION VIEW



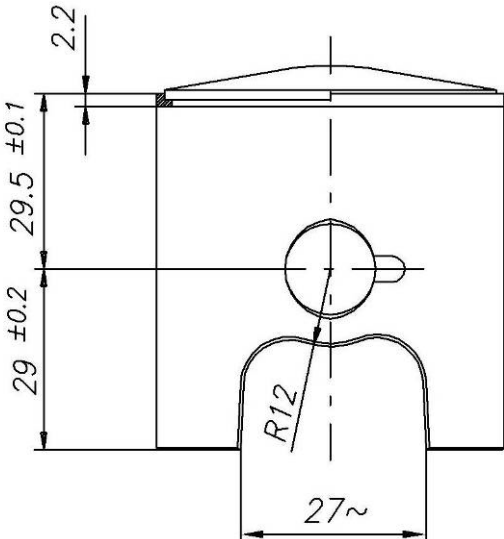
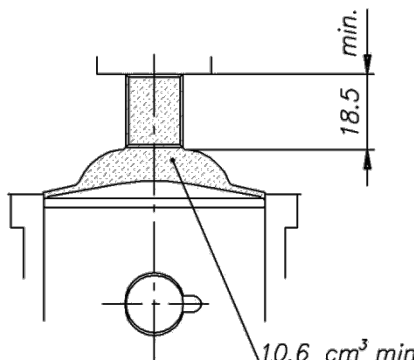
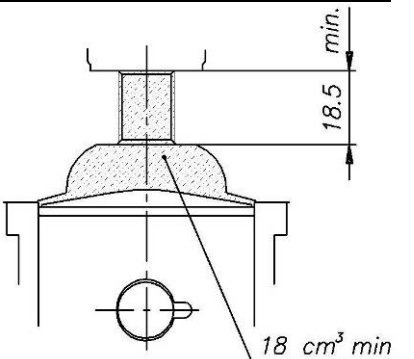
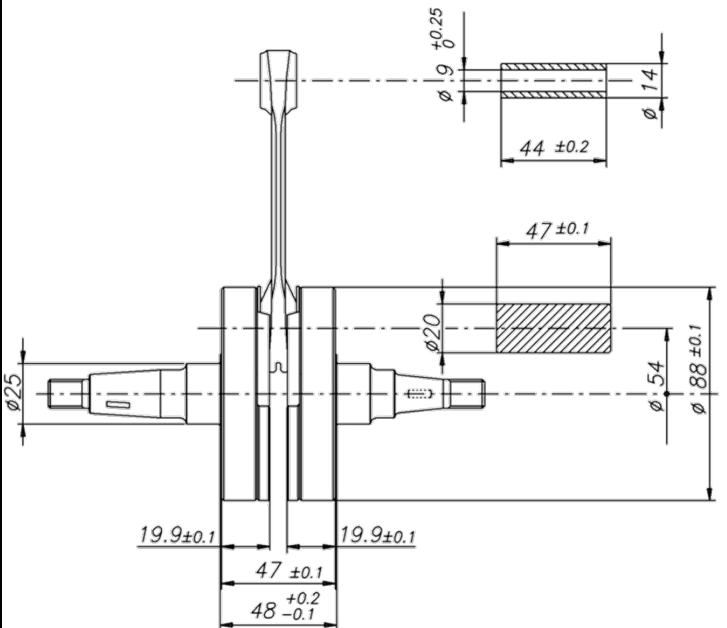
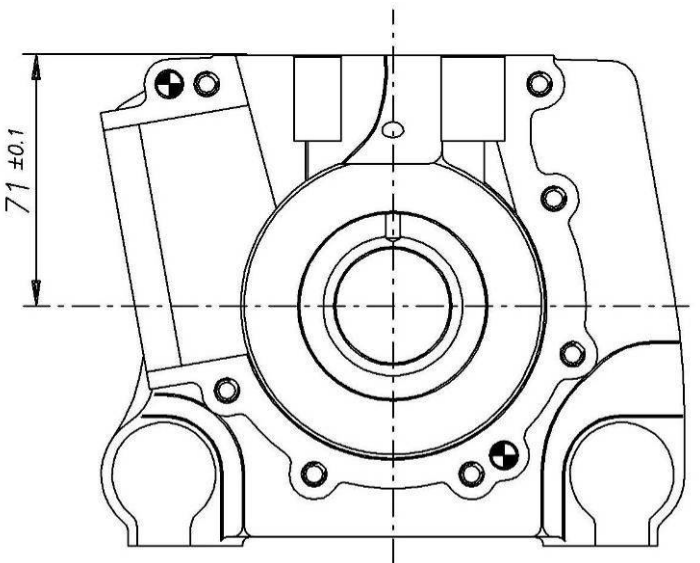
<p style="text-align: center;"><b>PISTON</b></p>	<p style="text-align: center;"><b>VUE DE LA CHAMBRE DE COMBUSTION</b> <b>COMBUSTION CHAMBER VIEW</b></p>
	 <p style="text-align: center;"><math>\frac{\text{VOLUME CHAMBRE COMBUSTION}}{\text{COMBUSTION CHAMBER VOLUME}} = 10.6 \text{ cm}^3 \text{ min}</math></p> <p style="text-align: center;"><u>VERSION JUNIOR ET PRE-JUNIOR</u> <u>JUNIOR AND PRE-JUNIOR VERSION</u></p>  <p style="text-align: center;"><math>\frac{\text{VOLUME CHAMBRE COMBUSTION}}{\text{COMBUSTION CHAMBER VOLUME}} = 18 \text{ cm}^3 \text{ min}</math></p>
<p style="text-align: center;"><b>DESSIN DU VILEBREQUIN</b> <b>DRAWING OF THE CRANKSHAFT</b></p>	<p style="text-align: center;"><b>DESSIN INTÉRIEUR DU CARTER</b> <b>DRAWING OF THE INSIDE OF SUMP</b></p>
 <p style="text-align: center;">Complete crankshaft min. weight 1750 g <i>Poids min. du vilebrequin complet 1750 g</i></p>	

PHOTO DE L'ARRIÈRE DU MOTEUR  
PHOTO OF THE BACK OF THE ENGINE

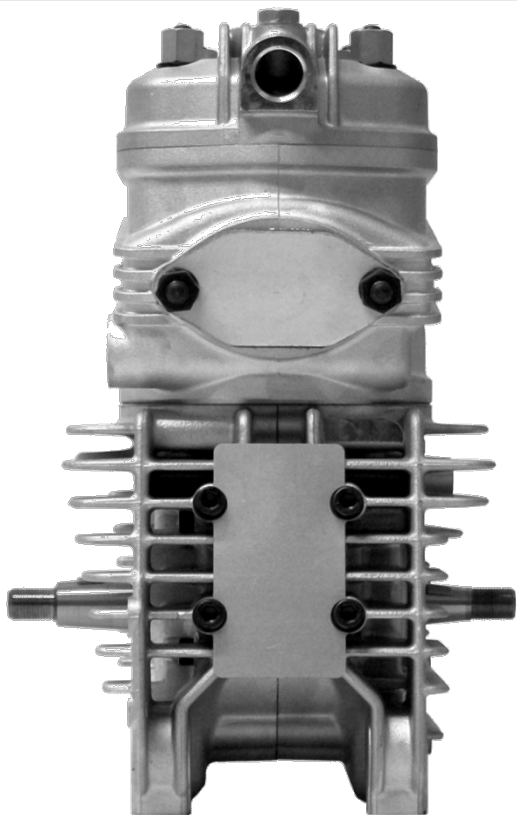


PHOTO DE L'AVANT DU MOTEUR  
PHOTO OF THE FRONT OF THE ENGINE

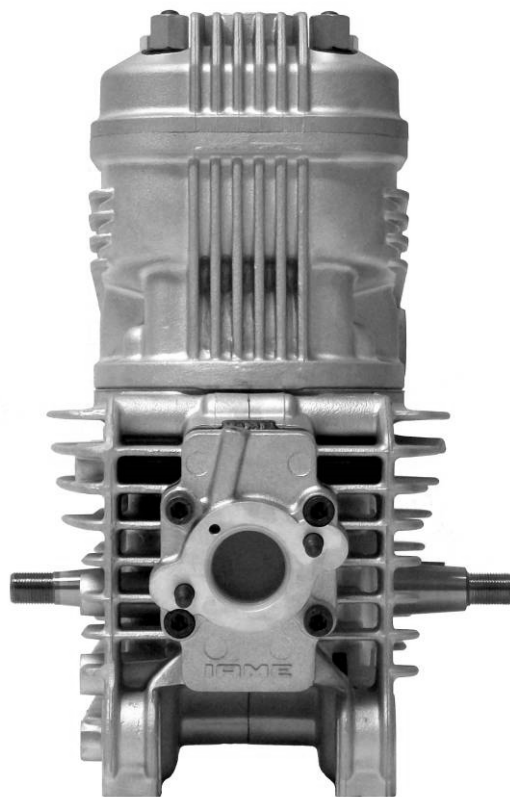


PHOTO DU MOTEUR PARTIE SUPÉRIEURE  
PHOTO OF THE ENGINE TAKEN FROM  
ABOVE

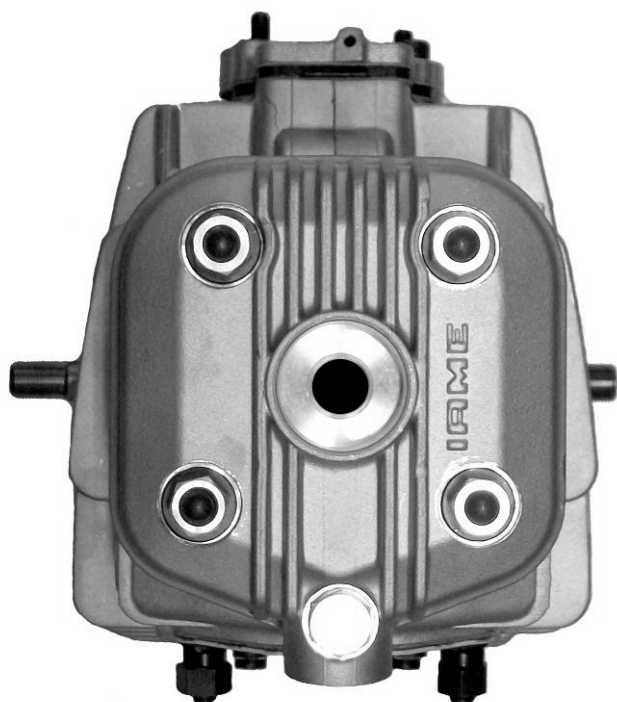


PHOTO DU MOTEUR PARTIE INFÉRIEURE  
PHOTO OF THE ENGINE TAKEN FROM  
BELOW

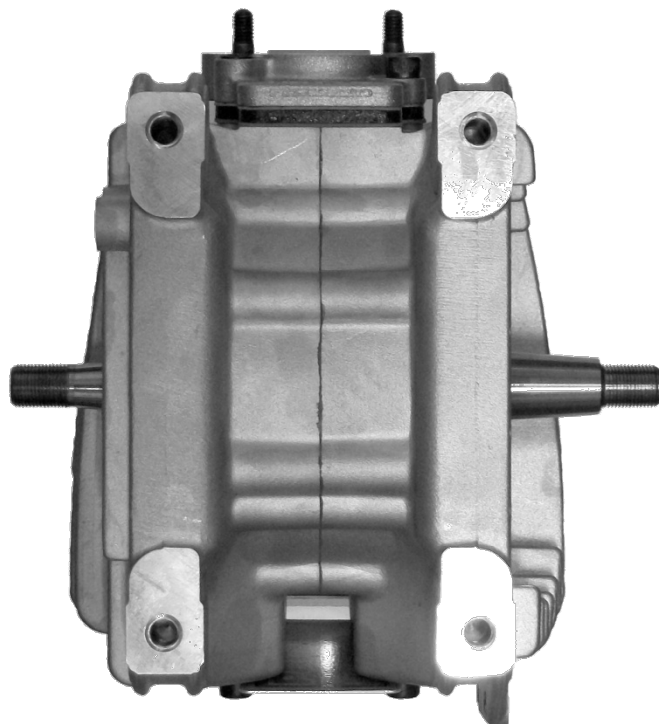


PHOTO DU PIED DU CYLINDRE  
PHOTO OF THE BASE OF THE CYLINDER



PHOTO DE LA CHAMBRE DE COMBUSTION  
PHOTO OF THE COMBUSTION CHAMBER

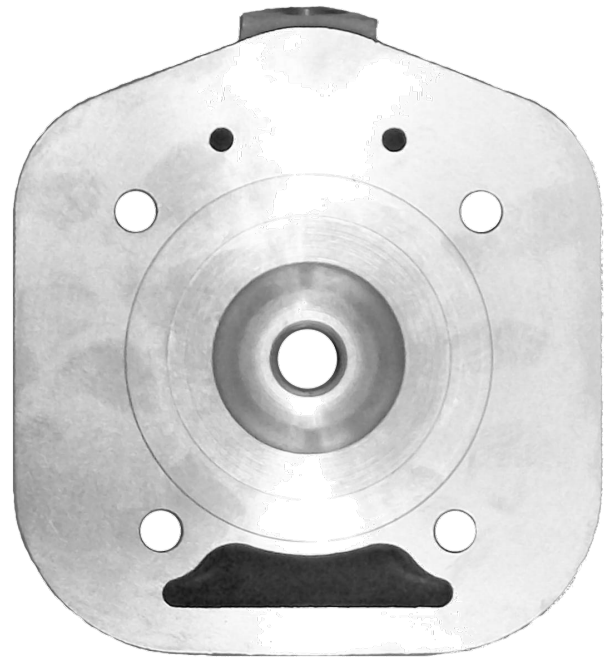


PHOTO DU CARTER( CÔTÉ JOINT )  
PHOTO OF THE SUMP ( GASKET SIDE )

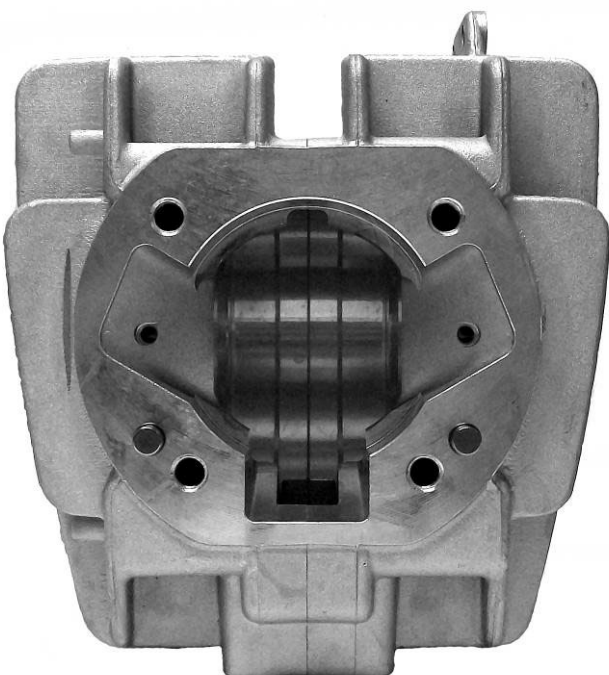
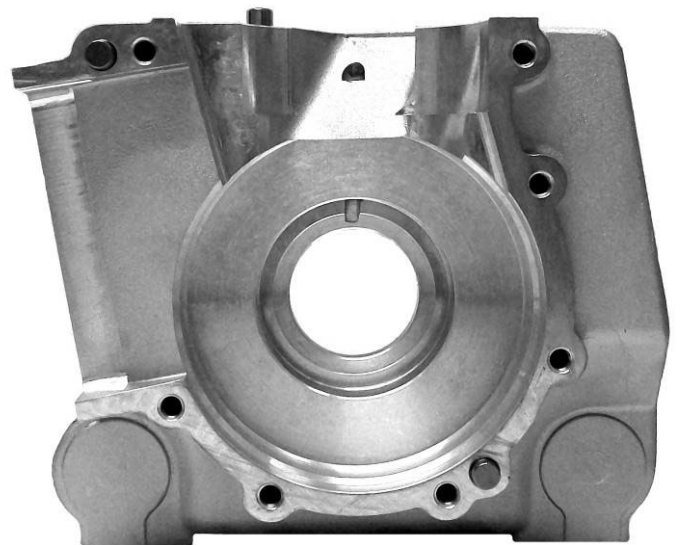
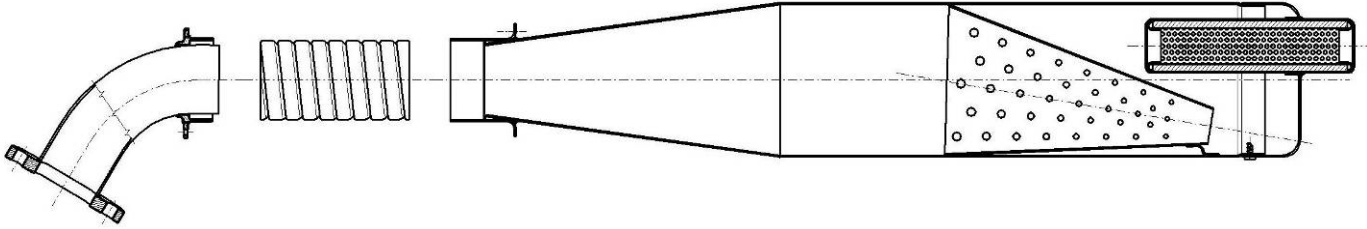


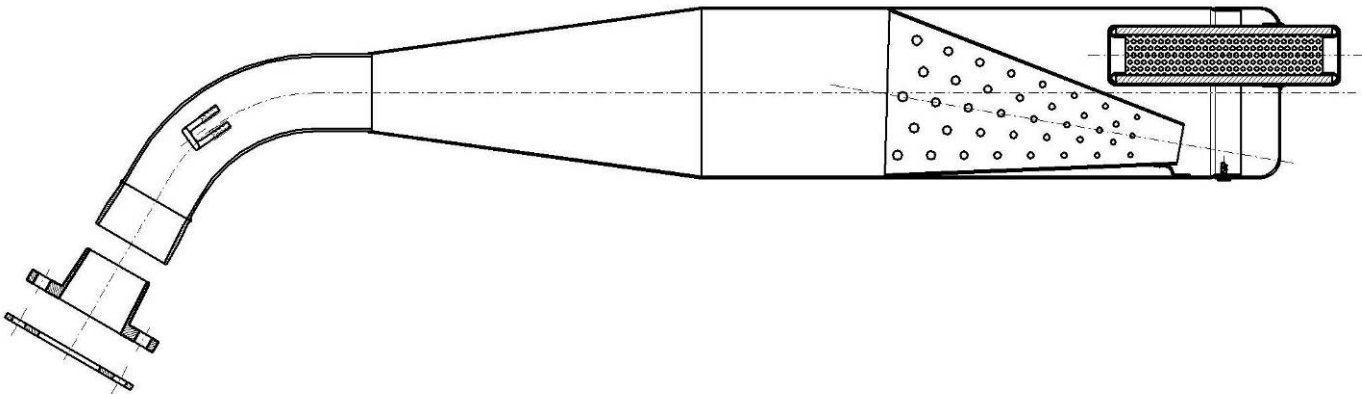
PHOTO D'UNE PARTIE INTÉRIEURE DU  
CARTER  
PHOTO OF AN INTERNAL PART OF THE  
SUMP



DESSIN DE L'ÉCHAPPEMENT  
DRAWING OF THE EXHAUST



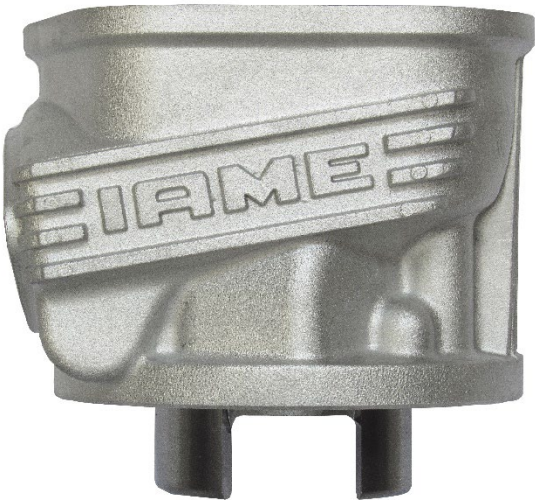



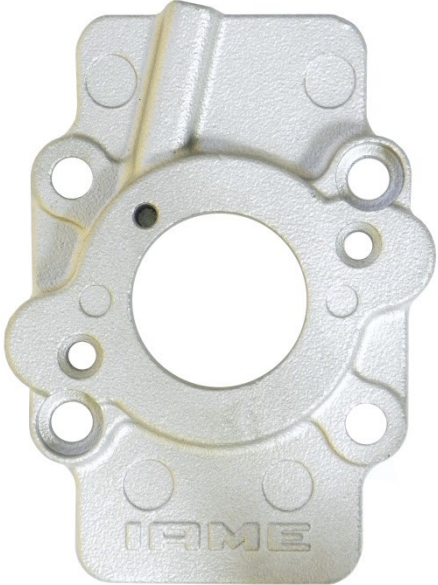



ALTERNATIVE





**COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»**  
**PARTS WITH ALTERNATIVE NEW LOGO "IAME"**

<p align="center">CULASSE CYLINDER HEAD</p>	<p align="center">CYLINDRE CYLINDER</p>
 <p align="center"><b>NOUVEAU / NEW LOGO</b></p> 	 <p align="center"><b>NOUVEAU / NEW LOGO</b></p> 
<p align="center">GROUPE CLAPETS REED GROUP</p>	<p align="center">CONVOYEUR D'ADMISSION CARBURETTOR INLET CONVEYOR</p>
 <p align="center"><b>NOUVEAU / NEW LOGO</b></p> 	 <p align="center"><b>NOUVEAU / NEW LOGO</b></p> 



**LES AUTRES COMPOSANTS DU MOTEUR AVEC COMME MARQUAGE  
(MOULE, LASER OU POINÇONNEUSE) L'ANCIEN LOGO OU ÉCRIT «IAME»**

**THE OTHERS COMPONENTS OF ENGINE THAT ARE MARKED (MOULD,  
LASER OR PUNCHING) UNTIL TODAY WITH LOGO OR WRITTEN "IAME"**

I A M E

**Ou / or**

**IAME**

**POURRAIENT MAINTENANT ETRE MARQUES AVEC LE  
NOUVEAU LOGO "IAME"**

**NOW COULD BE MARKED WITH NEW LOGO "IAME"**

IAME

**Ou / or**

IAME

**Ou / or**

IAME