



HOMOLOGERINGSBLAD KARTING

Parilla Leopard 125

KA-H11:002

Utgåva

1

Sida

1/15


Publiceringsdatum / Giltig t.o.m.

140101 / 1612

Parilla Leopard 125

Homologeringsblad – Parilla Leopard 125




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| | Parilla Leopard 125 | | |
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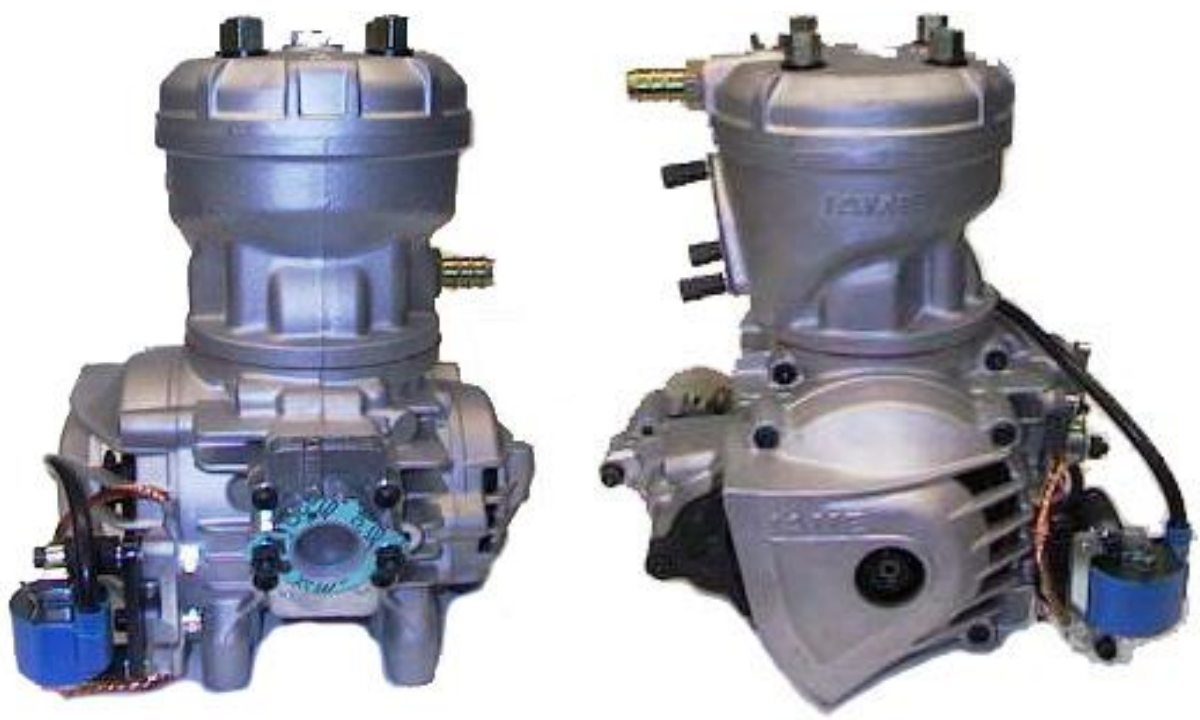
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Vy framifrån, höger sida

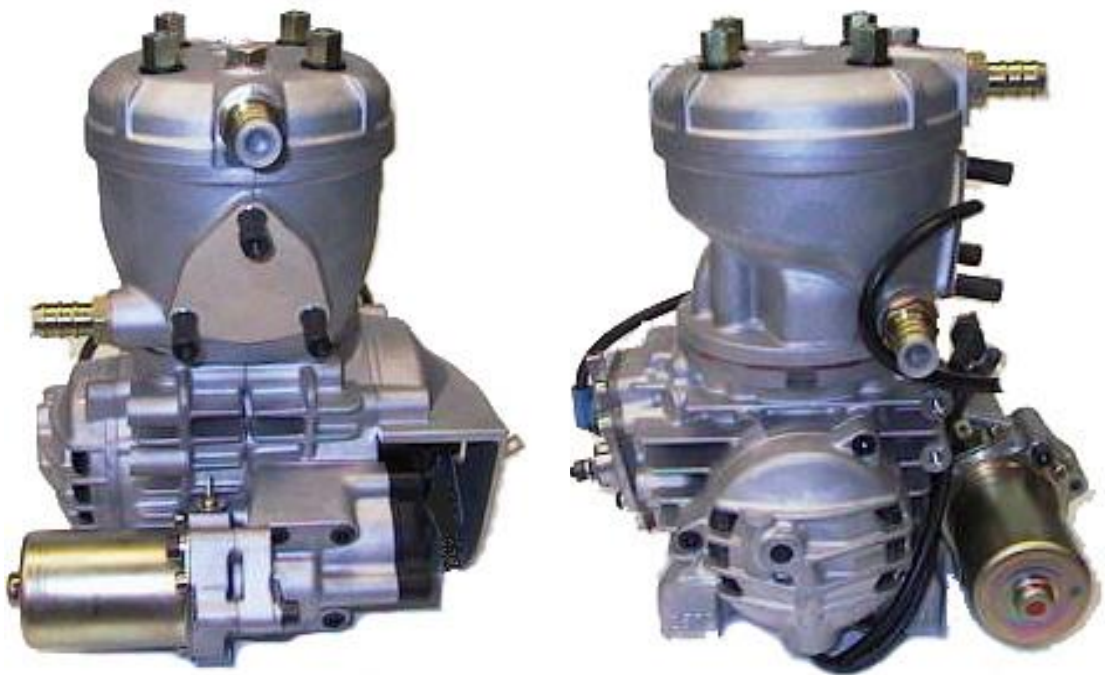


SBF Stämpel/signatur




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Vy bakifrån, vänster sida




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Vy helbild



| | | |
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Tekniska Data

| | |
|------------------------|---|
| Cylindervolym | 125 cc max |
| Slaglängd | 54.00 mm |
| Borrning | 54.00 mm |
| Max. borrning | 54.28 mm |
| Volym förbränningsrum | 10.0 cc tolerans ± 0.5 cc |
| Mätmetod | Med insats, enligt CIK:s mätmetod |
| Överströmningskanaler | 3 st |
| Förgasare | Tillotson HL 334A alt. CIK homologerad (homlogeringsperiod 2001 - 2003, 2004 -) |
| Venturi | Max 24.00 mm |
| Tändsystem | PVL alt. Selletra |
| Vevstakslängd | 102 mm |
| Material cylinderfoder | Gjutjärn |
| Kylmedium | Vatten |

ÖPPNINGSTIDER

| | |
|--------------------|-----------------------------|
| Avgasport | 170° max |
| Insug | Reedventil |
| Överströmningsport | 123° tolerans $\pm 2^\circ$ |
| TT port | 126° tolerans $\pm 2^\circ$ |

| Dimensioner | < 25 mm | 25 - 60 mm | > 60 mm |
|---------------|--------------|--------------|--------------|
| Beräddad yta | ± 0.5 mm | ± 0.8 mm | ± 1.5 mm |
| Oberäddad yta | ± 1.0 mm | ± 1.5 mm | ± 3.0 mm |

TRIMNING

Ingen trimning tillåten, all bearbetning förbjuden





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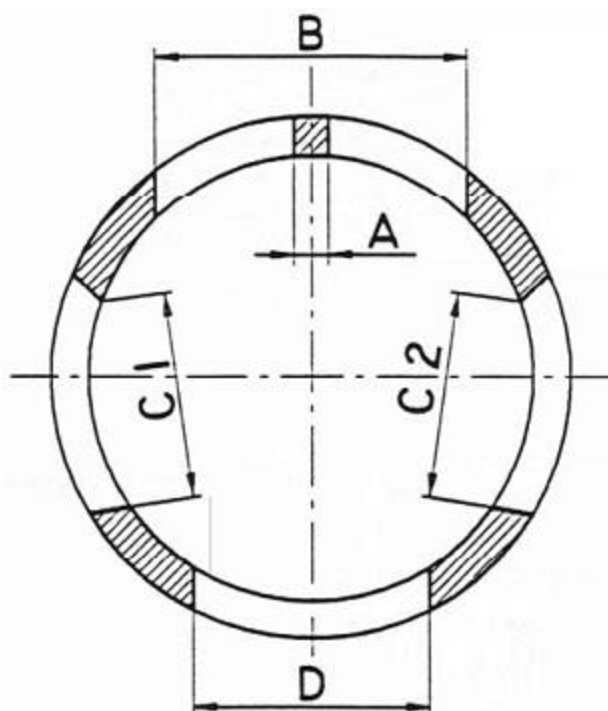
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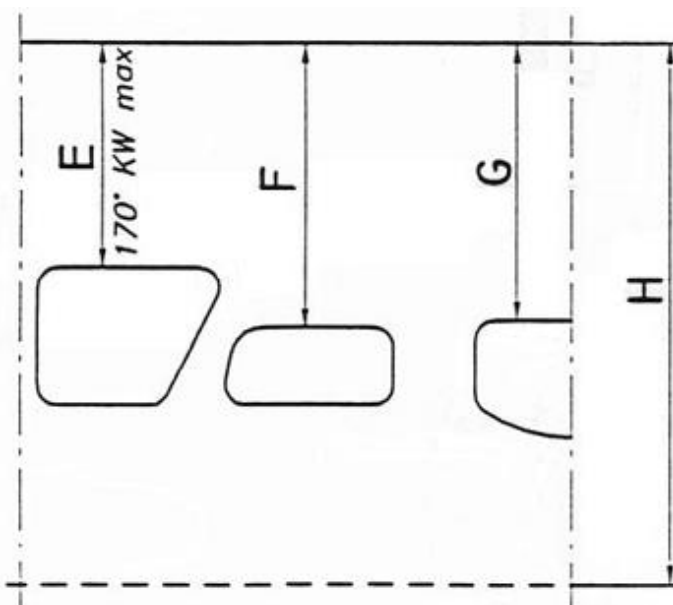
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Mått på portar i cylinder



| | |
|---------|----------------------|
| A | $\geq 4 \text{ mm}$ |
| B | $\leq 50 \text{ mm}$ |
| C1 = C2 | $\leq 27 \text{ mm}$ |
| D | $\leq 29 \text{ mm}$ |



| | |
|---|-------------------------|
| E | 170° max |
| F | $123^\circ \pm 2^\circ$ |
| G | $126^\circ \pm 2^\circ$ |





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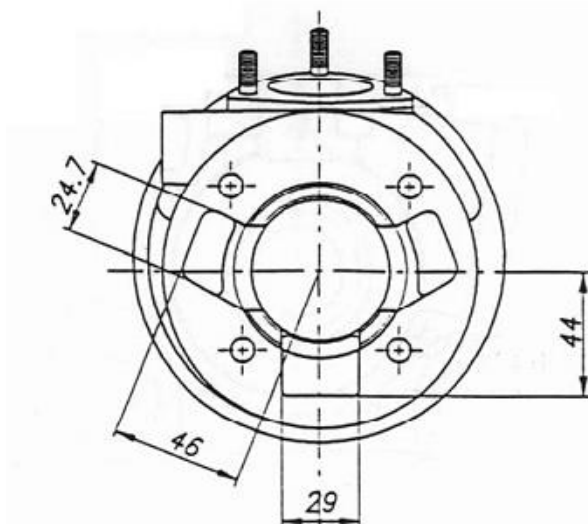
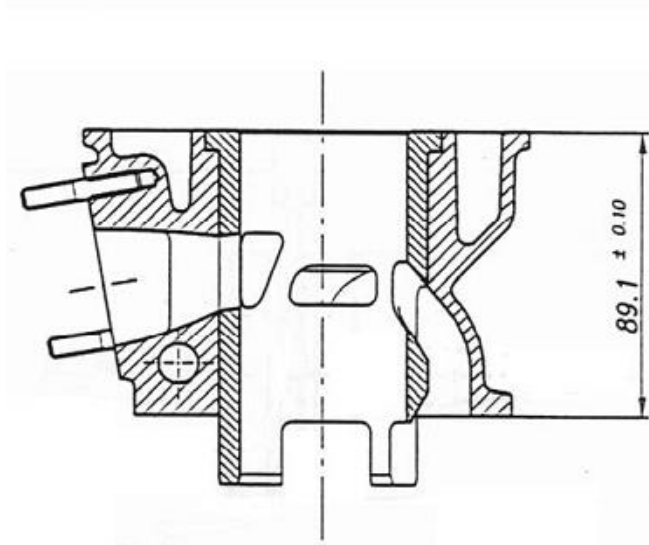
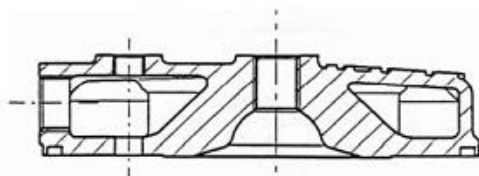
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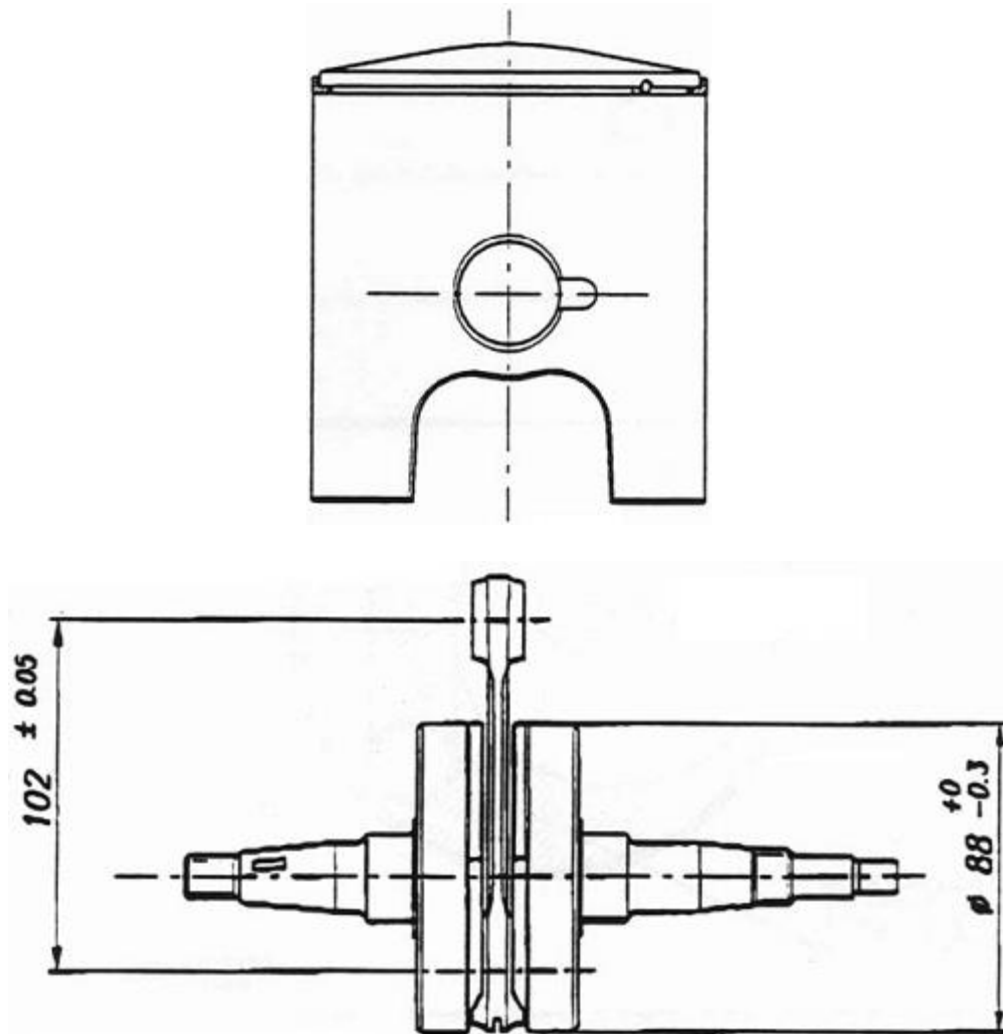
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Cylinder



| | | |
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Kolv och vevparti




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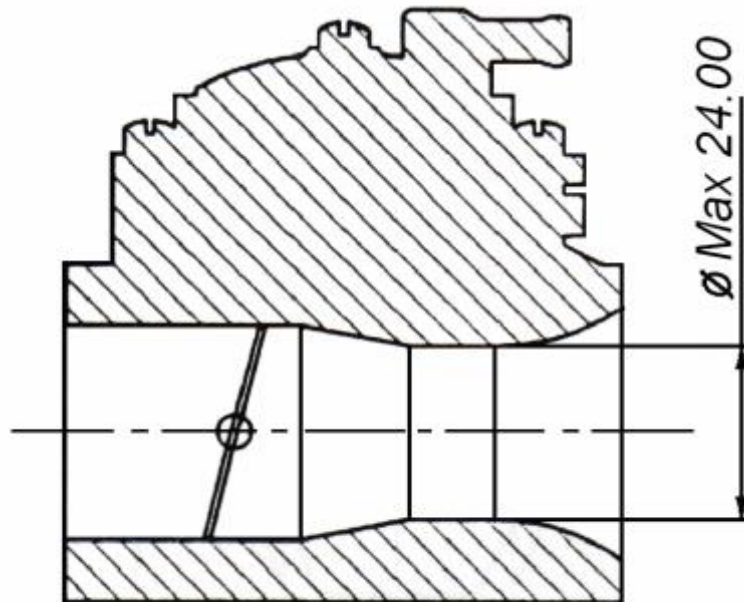
Kolv och reedventil



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| SBF Stämpel/signatur   |
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Förgasare Tillotson HL 334A





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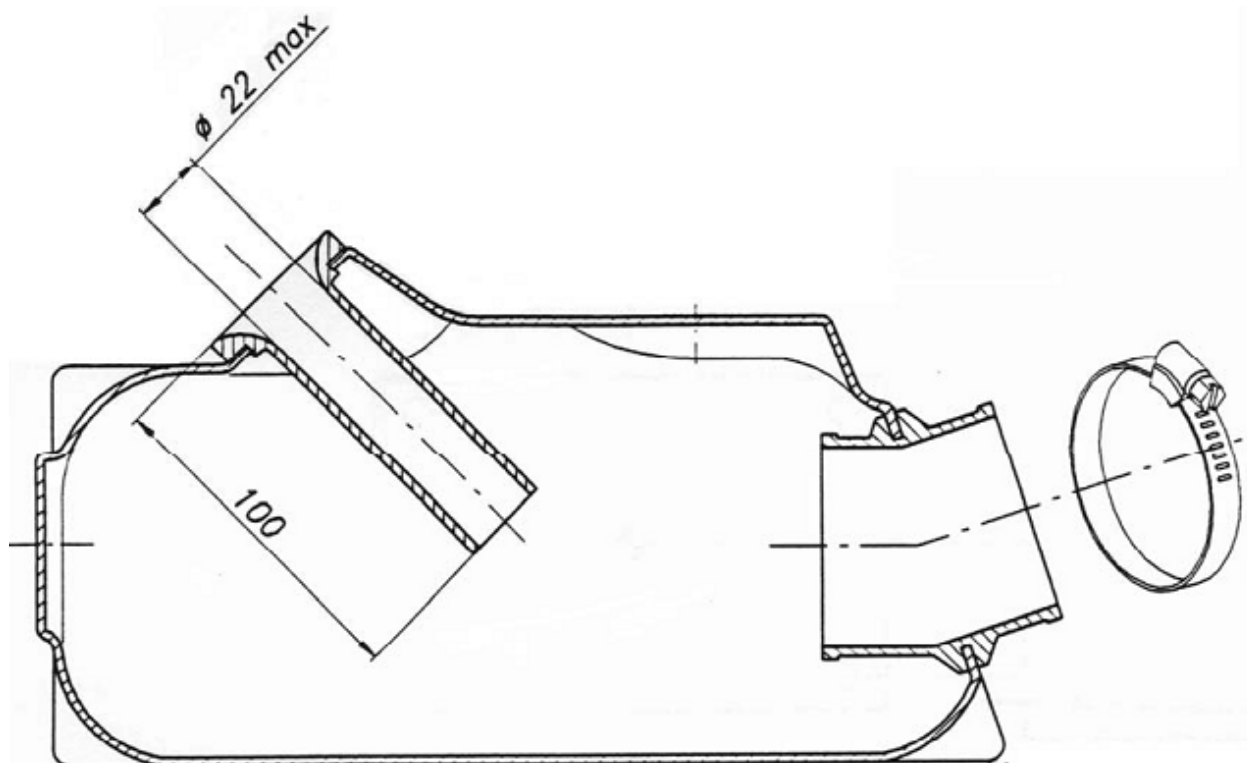
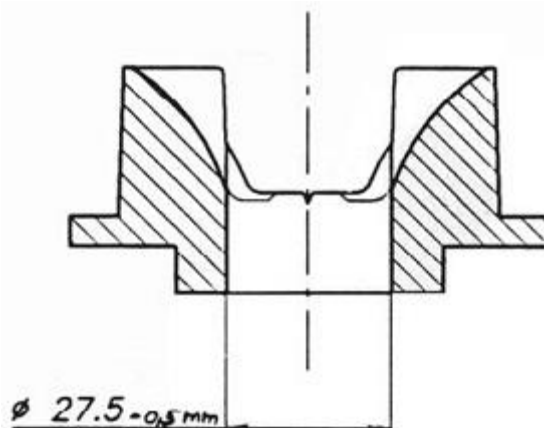
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Kona/fläns insugsjuddämpare





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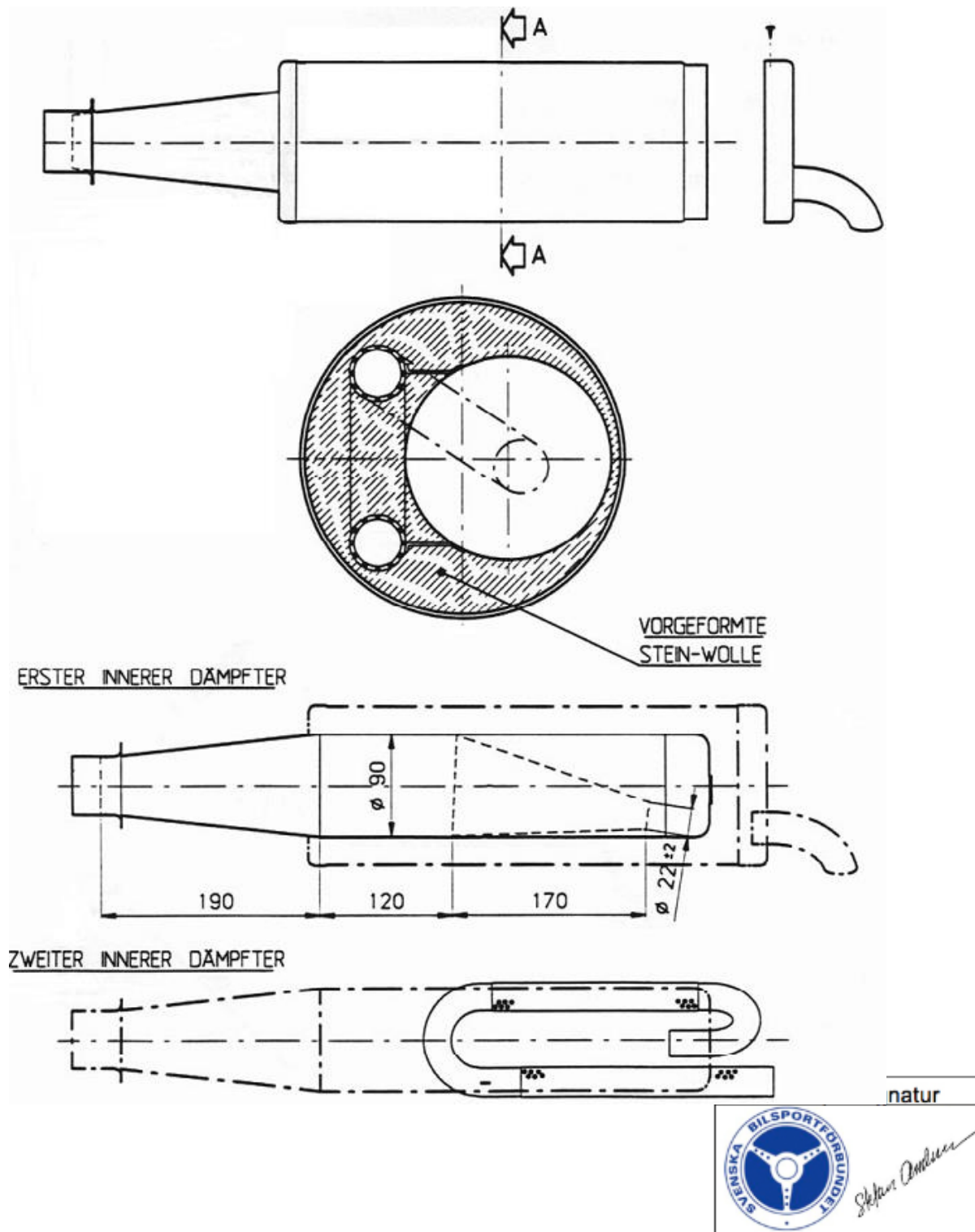
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Ljuddämpare





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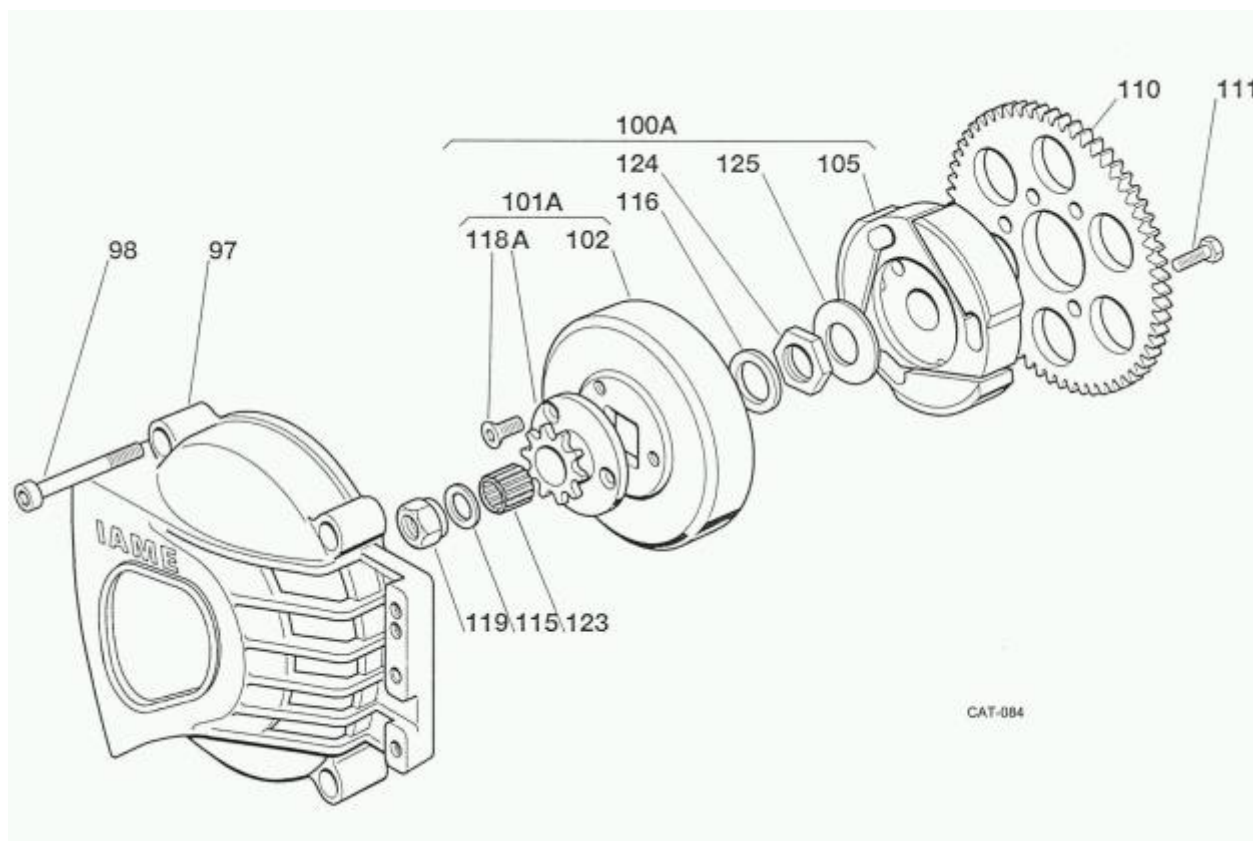
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Koppling





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Koppling 154/155/CL/06

- 9 -

No. d'homologation FIA/CIK: 154/M/06

| DESCRIPTION DE L'EMBRAYAGE ET ESQUISSE DES PIÈCES | CLUTCH DESCRIPTION AND SCETCH OF PARTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|------------------------|------------|----------------|---|-----|-------------------|---|--------|-----------------------------|---|--------------------|------------------------------|---|------------------------|-------------------|---|--------|----------------|---|-----|-------------------|---|--------|--------------|---|-------|----------------------|---|-------------|----------------------------|---|---------------|-----------------------------|---|----------------|----------------------------|---|-----------|-------------------|---|--------|-----------------|---|----------|---------------|---|-----|-----------------|----|-------|--|
| Marque/Make: <u>PARILLA / HORSTMAN</u> Type/Typ: <u>EXPD III</u> CIK Nr.: <u>154/155/CL/06</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>ELEMENTS</th> <th>QUANTITE / QUANTITY</th> <th>COMPONENTS</th> </tr> </thead> <tbody> <tr><td>Fig. 1 - Ecrou</td><td style="text-align: center;">1</td><td>Nut</td></tr> <tr><td>Fig. 2 - Rondelle</td><td style="text-align: center;">1</td><td>Washer</td></tr> <tr><td>Fig. 3 - Guide ou roulement</td><td style="text-align: center;">1</td><td>Bushing or bearing</td></tr> <tr><td>Fig. 4 - Calotte avec pignon</td><td style="text-align: center;">1</td><td>Sprocket drum assembly</td></tr> <tr><td>Fig. 5 - Rondelle</td><td style="text-align: center;">1</td><td>Washer</td></tr> <tr><td>Fig. 6 - Ecrou</td><td style="text-align: center;">1</td><td>Nut</td></tr> <tr><td>Fig. 7 - Rondelle</td><td style="text-align: center;">1</td><td>Washer</td></tr> <tr><td>Fig. 8 - Vis</td><td style="text-align: center;">3</td><td>Screw</td></tr> <tr><td>Fig. 9 - Disque fixe</td><td style="text-align: center;">1</td><td>Fixed plate</td></tr> <tr><td>Fig. 10 - Disque embrayage</td><td style="text-align: center;">1</td><td>Friction disc</td></tr> <tr><td>Fig. 11 - Disque à pression</td><td style="text-align: center;">1</td><td>Pressure plate</td></tr> <tr><td>Fig. 12 - Moyeu entraîneur</td><td style="text-align: center;">1</td><td>Drive hub</td></tr> <tr><td>Fig. 13 - Ressort</td><td style="text-align: center;">3</td><td>Spring</td></tr> <tr><td>Fig. 14 - Guide</td><td style="text-align: center;">3</td><td>Retainer</td></tr> <tr><td>Fig. 15 - Axe</td><td style="text-align: center;">3</td><td>Pin</td></tr> <tr><td>Fig. 16 - Masse</td><td style="text-align: center;">15</td><td>Lever</td></tr> </tbody> </table> | ELEMENTS | QUANTITE / QUANTITY | COMPONENTS | Fig. 1 - Ecrou | 1 | Nut | Fig. 2 - Rondelle | 1 | Washer | Fig. 3 - Guide ou roulement | 1 | Bushing or bearing | Fig. 4 - Calotte avec pignon | 1 | Sprocket drum assembly | Fig. 5 - Rondelle | 1 | Washer | Fig. 6 - Ecrou | 1 | Nut | Fig. 7 - Rondelle | 1 | Washer | Fig. 8 - Vis | 3 | Screw | Fig. 9 - Disque fixe | 1 | Fixed plate | Fig. 10 - Disque embrayage | 1 | Friction disc | Fig. 11 - Disque à pression | 1 | Pressure plate | Fig. 12 - Moyeu entraîneur | 1 | Drive hub | Fig. 13 - Ressort | 3 | Spring | Fig. 14 - Guide | 3 | Retainer | Fig. 15 - Axe | 3 | Pin | Fig. 16 - Masse | 15 | Lever | |
| ELEMENTS | QUANTITE / QUANTITY | COMPONENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 1 - Ecrou | 1 | Nut | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 2 - Rondelle | 1 | Washer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 3 - Guide ou roulement | 1 | Bushing or bearing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 4 - Calotte avec pignon | 1 | Sprocket drum assembly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 5 - Rondelle | 1 | Washer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 6 - Ecrou | 1 | Nut | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 7 - Rondelle | 1 | Washer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 8 - Vis | 3 | Screw | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 9 - Disque fixe | 1 | Fixed plate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 10 - Disque embrayage | 1 | Friction disc | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 11 - Disque à pression | 1 | Pressure plate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 12 - Moyeu entraîneur | 1 | Drive hub | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 13 - Ressort | 3 | Spring | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 14 - Guide | 3 | Retainer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 15 - Axe | 3 | Pin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fig. 16 - Masse | 15 | Lever | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>L'embrayage doit obligatoirement engager le moteur au maximum à 6000 t/m.</p> <p>Il est absolument interdit de modifier les pièces composant le groupe embrayage. Les pièces doivent toujours correspondre au type du groupe embrayage vérifié et plombé à l'homologation.</p> <p>The clutch must operating on the engine at a maximum of 6000 t/min.</p> <p>It is absolutely forbidden to modify the components which are composing the entire clutch, checked and sealed at the homologation.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Stämpel/signatur

