


	HOMOLOGERINGSBLAD KARTING	KA-H11:003
	Komet K25-RL	
	Utgåva	1
	Sida	1/16
	Publiceringsdatum / Giltig t.o.m.	140101 / 1612

Komet K25-RL

Homologeringsblad – Komet K25-RL




	HOMOLOGERINGSBLAD KARTING	KA-H11:003	
	Komet K25-RL		
	Error! Use the Home tab to apply Rubrik 1 to the text that you want to appear here.		
	Utgåva		1
	Sida		2/16
	Publiceringsdatum / Giltig t.o.m.		140101 / 1612

Innehållsförteckning

Innehållsförteckning.....	2
Vy framifrån, höger sida	3
Vy bakifrån, vänster sida	4
Vy helbild.....	5
Tekniska Data	6
Mått på portar i cylinder.....	7
Cylinder.....	8
Kolv och vevparti.....	9
Kolv och reedventil	10
Förgasare Tillotson HL 334A	11
Kona/fläns insugningsljuddämpare	12
Ljuddämpare	13
Koppling.....	14
Koppling 154/155/CL/06	15




	HOMOLOGERINGSBLAD KARTING	KA-H11:003 1 3/16 140101 / 1612
	Komet K25-RL	
	Error! Use the Home tab to apply Rubrik 1 to the text that you want to appear here.	
	Utgåva	
	Sida	
Publiceringsdatum / Giltig t.o.m.		

Vy framifrån, höger sida

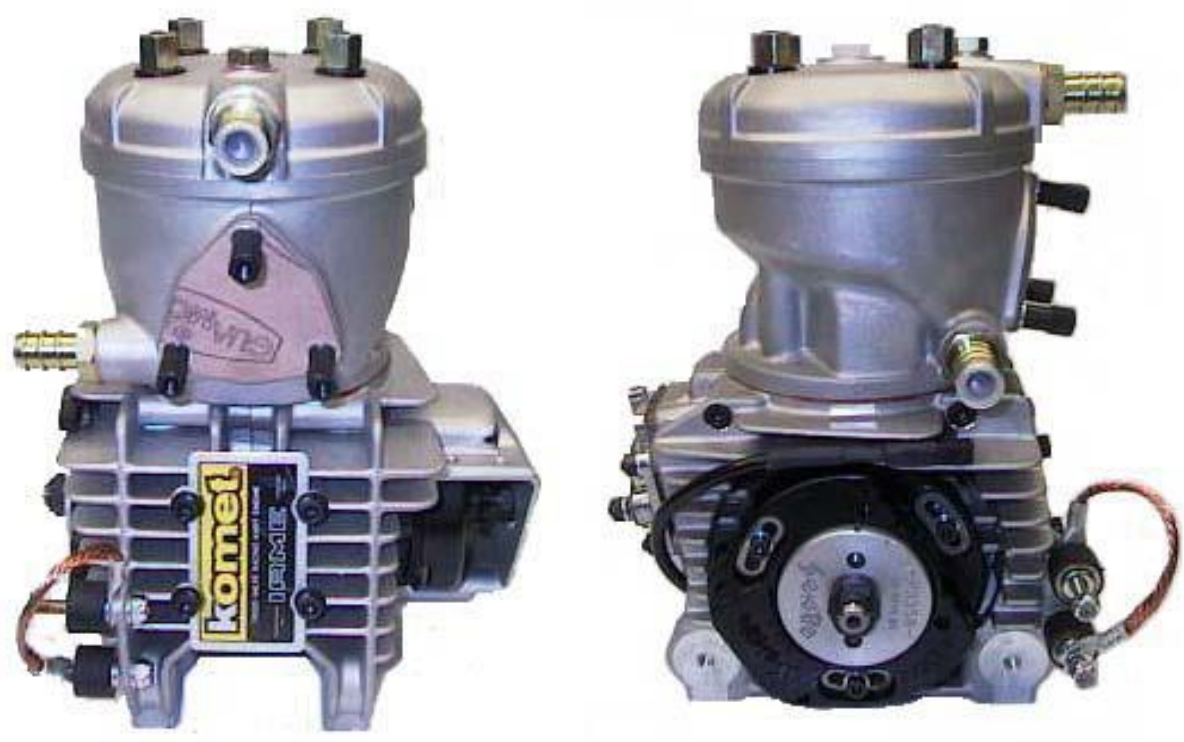


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	HOMOLOGERINGSBLAD KARTING	KA-H11:003 1 4/16 140101 / 1612
	Komet K25-RL	
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	Utgåva	
	Sida	
Publiceringsdatum / Giltig t.o.m.		

Vy bakifrån, vänster sida



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	HOMOLOGERINGSBLAD KARTING	KA-H11:003 1 5/16 140101 / 1612
	Komet K25-RL	
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	Utgåva	
	Sida	
Publiceringsdatum / Giltig t.o.m.		

Vy helbild



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	HOMOLOGERINGSBLAD KARTING	KA-H11:003 1 6/16 140101 / 1612
	Komet K25-RL	
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	Utgåva	
	Sida	
	Publiceringsdatum / Giltig t.o.m.	

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
Överströmningskanaler	3 st
Förgasare	Tillotson HL 334A alt. CIK homologerad (homologeringsperiod 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
Berarbetad yta	± 0.5 mm	± 0.8 mm	± 1.5 mm
Oberarbetad yta	± 1.0 mm	± 1.5 mm	± 3.0 mm

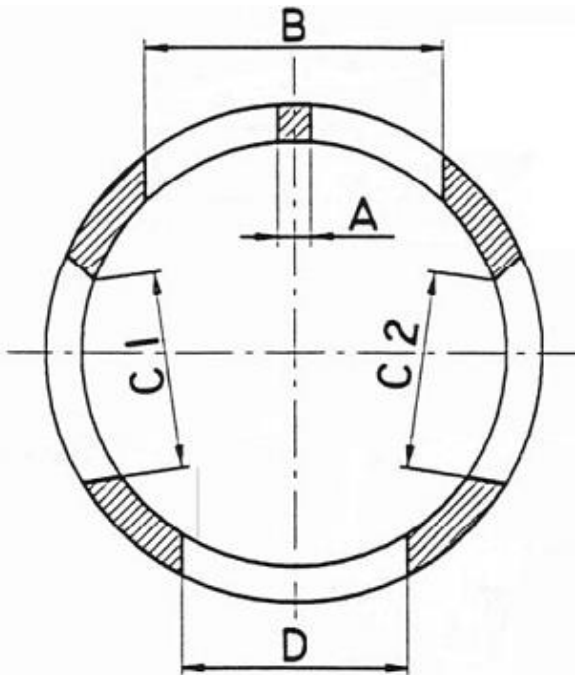
TRIMNING

Ingen trimning tillåten, all bearbetning förbjuden

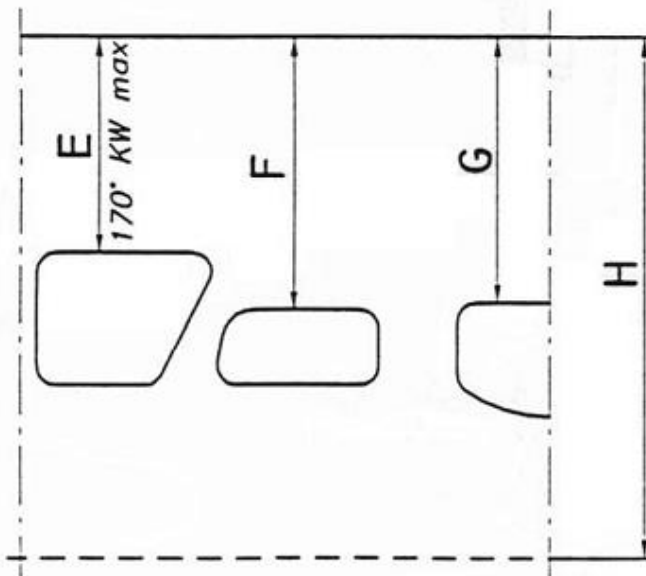




Mått på portar i cylinder



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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Komet K25-RL

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Utgåva

Sida

Publiceringsdatum / Giltig t.o.m.

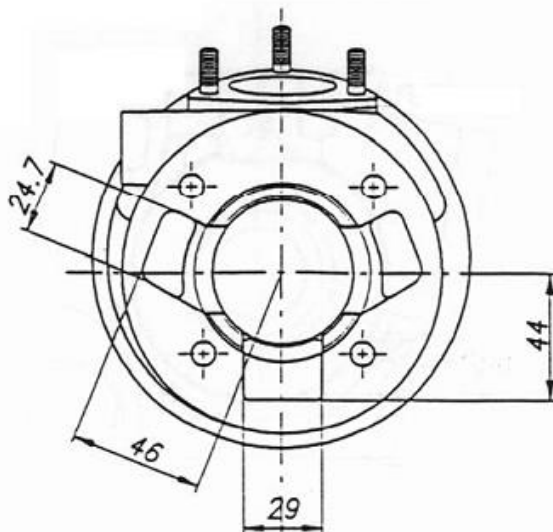
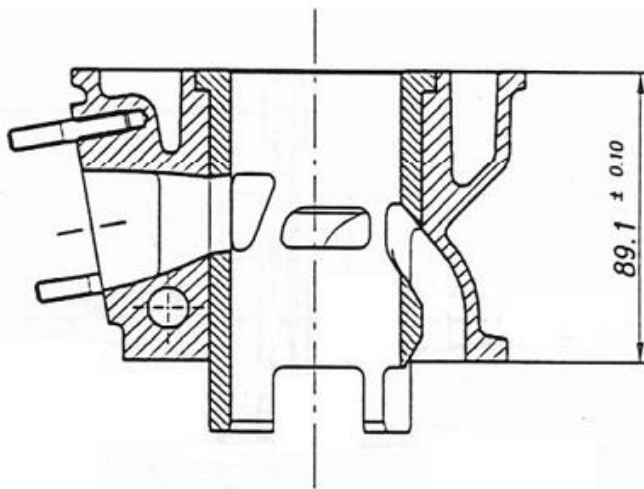
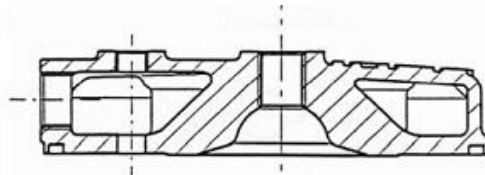
KA-H11:003


1

8/16

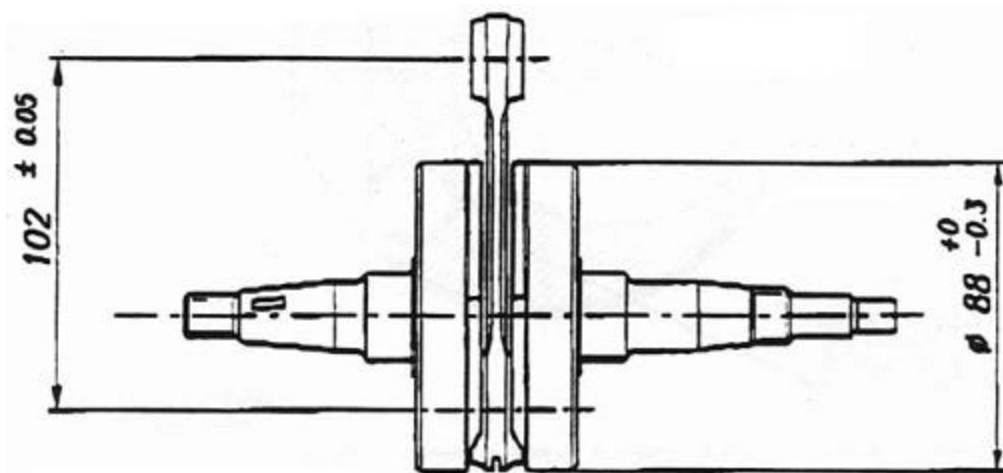
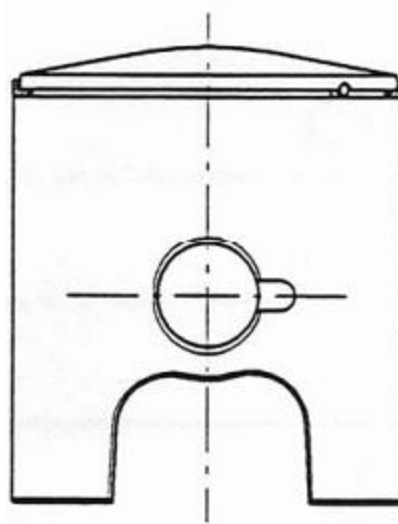
140101 / 1612


Cylinder



	HOMOLOGERINGSBLAD KARTING	KA-H11:003 1 9/16 140101 / 1612
	Komet K25-RL	
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	Utgåva	
	Sida	
Publiceringsdatum / Giltig t.o.m.		

Kolv och vevparti



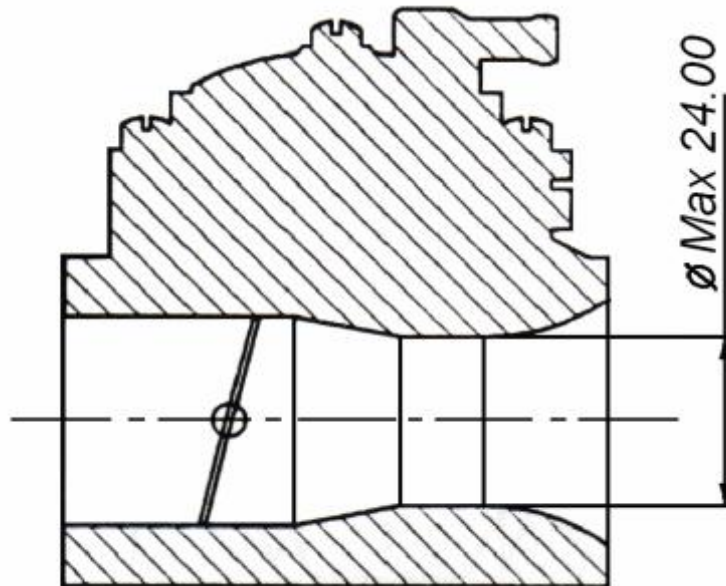
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	Komet K25-RL	
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	Utgåva	
	Sida	
Publiceringsdatum / Giltig t.o.m.		

Kolv och reedventil



	HOMOLOGERINGSBLAD KARTING	KA-H11:003 1 11/16 140101 / 1612
	Komet K25-RL	
	Error! Use the Home tab to apply Rubrik 1 to the text that you want to appear here.	
	Utgåva	
	Sida	
Publiceringsdatum / Giltig t.o.m.		

Förgasare Tillotson HL 334A





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Komet K25-RL

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Utgåva

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Publiceringsdatum / Giltig t.o.m.

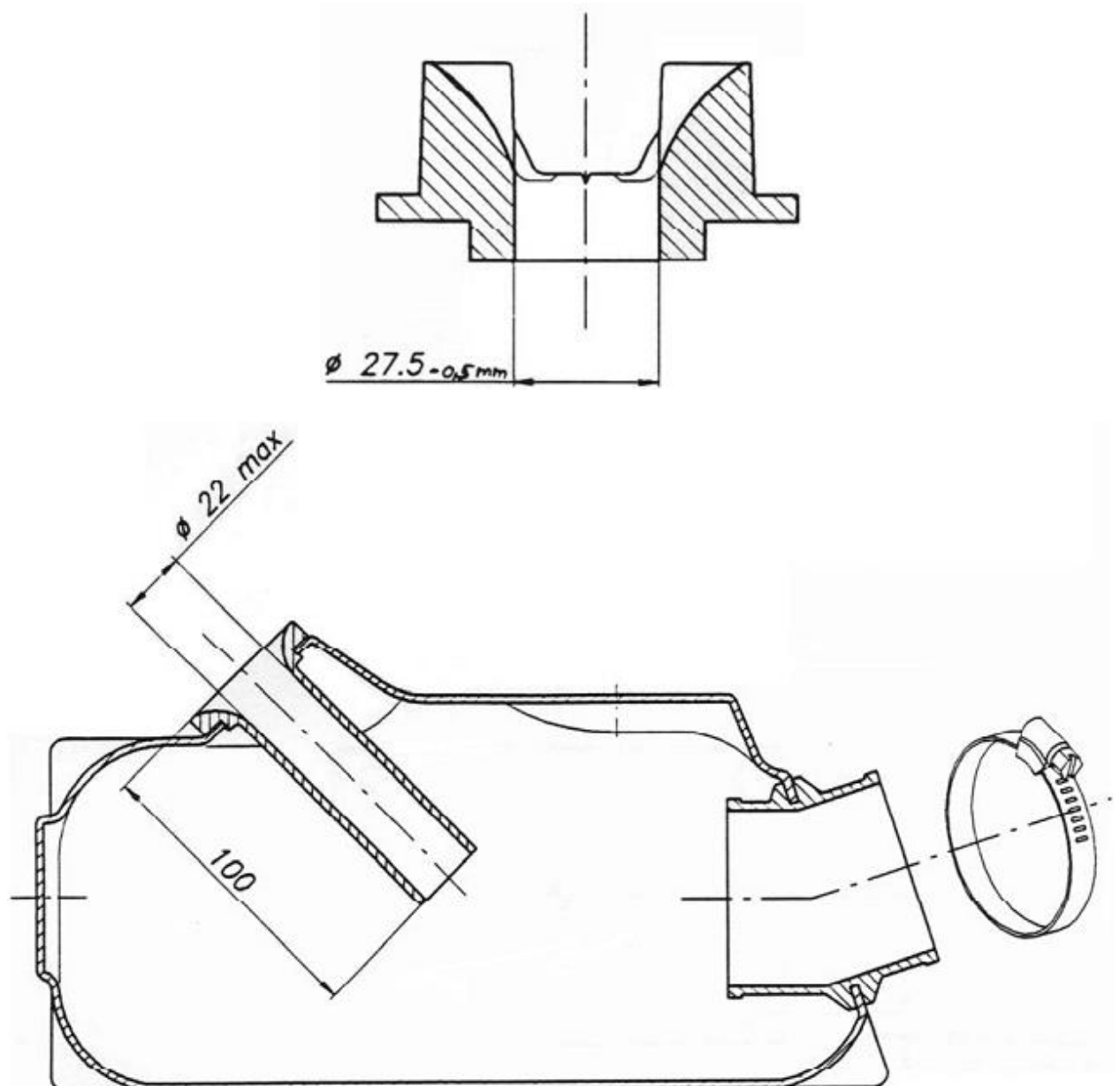
KA-H11:003

1

12/16

140101 / 1612

Kona/fläns insugningsljuddämpare



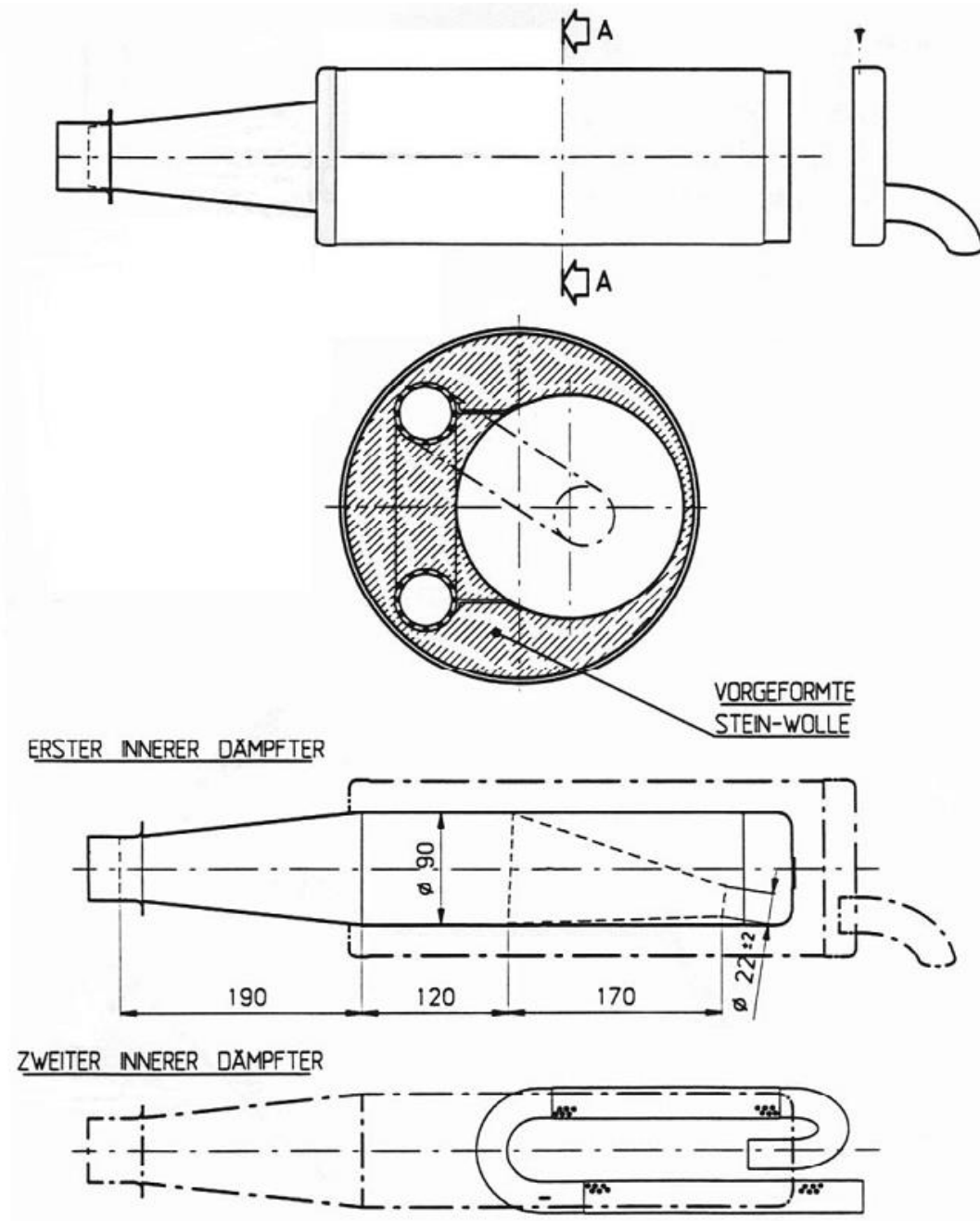
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Ljuddämpare





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Utgåva

Sida

Publiceringsdatum / Giltig t.o.m.

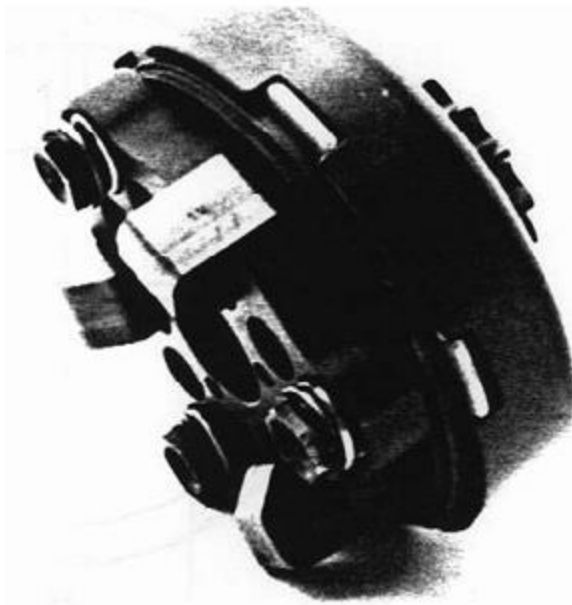
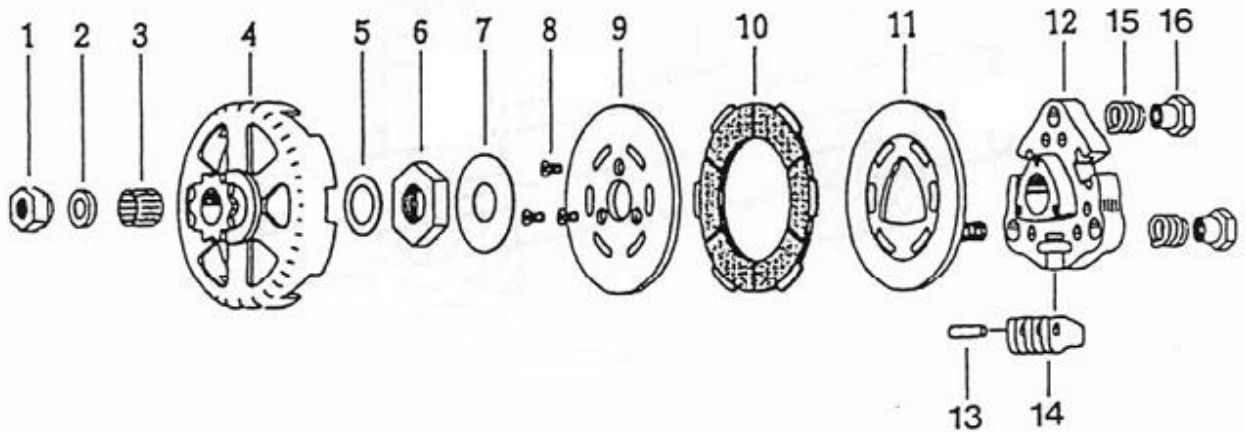
KA-H11:003

1

14/16

140101 / 1612

Koppling



	HOMOLOGERINGSBLAD KARTING	KA-H11:003 1 15/16 140101 / 1612
	Komet K25-RL	
	Error! Use the Home tab to apply Rubrik 1 to the text that you want to appear here.	
	Utgåva	
	Sida	
	Publiceringsdatum / Giltig t.o.m.	

Koppling 154/155/CL/06





HOMOLOGERINGSBLAD KARTING

Komet K25-RL

Error! Use the Home tab to apply Rubrik 1 to the text that you want to appear here.

Utgåva

Sida

Publiceringsdatum / Giltig t.o.m.

KA-H11:003

1

16/16

140101 / 1612

- 9 -

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

DESCRIPTION DE L'EMBRAYAGE ET ESQUISSE DES PIECES	CLUTCH DESCRIPTION AND SCETCH OF PARTS																																																			
<p>Marque/Make: PARILLA / HORSTMAN</p> <p>Type/Typ: EXPD III</p> <p>CIK Nr.: 154/155/CL/06</p>																																																				
<table border="1"> <thead> <tr> <th>ELEMENTS</th> <th>QUANTITE' / QUANTITY</th> <th>COMPONENTS</th> </tr> </thead> <tbody> <tr> <td>Fig. 1 - Ecrou</td> <td>1</td> <td>Nut</td> </tr> <tr> <td>Fig. 2 - Rondelle</td> <td>1</td> <td>Washer</td> </tr> <tr> <td>Fig. 3 - Guide ou roulement</td> <td>1</td> <td>Bushing or bearing</td> </tr> <tr> <td>Fig. 4 - Calotte avec pignon</td> <td>1</td> <td>Sprocket drum assembly</td> </tr> <tr> <td>Fig. 5 - Rondelle</td> <td>1</td> <td>Washer</td> </tr> <tr> <td>Fig. 6 - Ecrou</td> <td>1</td> <td>Nut</td> </tr> <tr> <td>Fig. 7 - Rondelle</td> <td>1</td> <td>Washer</td> </tr> <tr> <td>Fig. 8 - Vis</td> <td>3</td> <td>Screw</td> </tr> <tr> <td>Fig. 9 - Disque fixe</td> <td>1</td> <td>Fixed plate</td> </tr> <tr> <td>Fig. 10 - Disque embrayage</td> <td>1</td> <td>Friction disc</td> </tr> <tr> <td>Fig. 11 - Disque à pression</td> <td>1</td> <td>Pressure plate</td> </tr> <tr> <td>Fig. 12 - Moyeu entraîneur</td> <td>1</td> <td>Drive hub</td> </tr> <tr> <td>Fig. 13 - Ressort</td> <td>3</td> <td>Spring</td> </tr> <tr> <td>Fig. 14 - Guide</td> <td>3</td> <td>Retainer</td> </tr> <tr> <td>Fig. 15 - Axe</td> <td>3</td> <td>Pin</td> </tr> <tr> <td>Fig. 16 - Masse</td> <td>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
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<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>																																																				

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