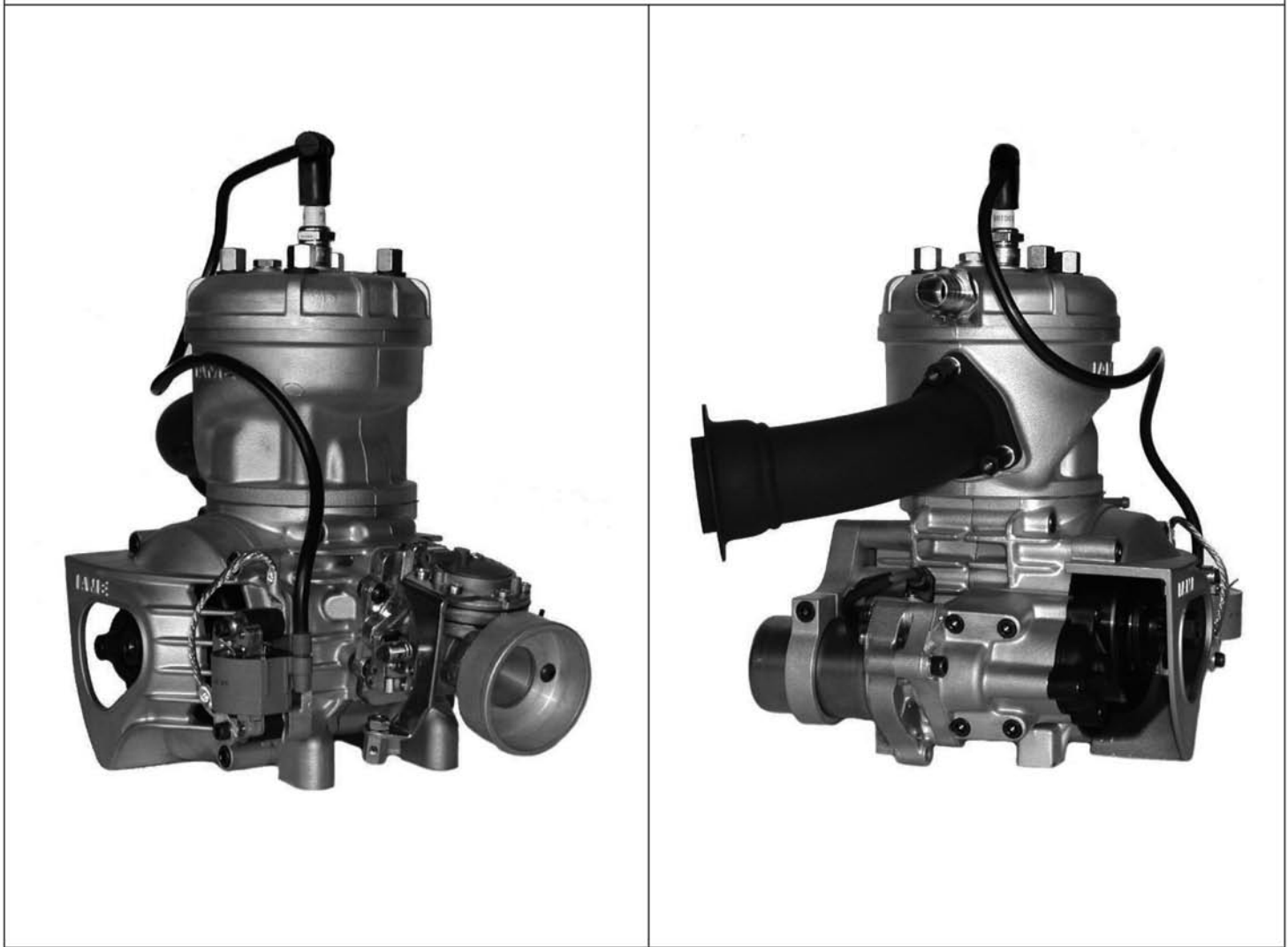


Manufacturer Address  
IAME S.p.A.  
Via Lisbona, 15  
24040 ZINGONIA (ITALY)



Manufacturer	IAME S.P.A. - ZINGONIA (I)
Make PARILL	A
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 <sup>3</sup>	
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 <sup>3</sup>	± 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	

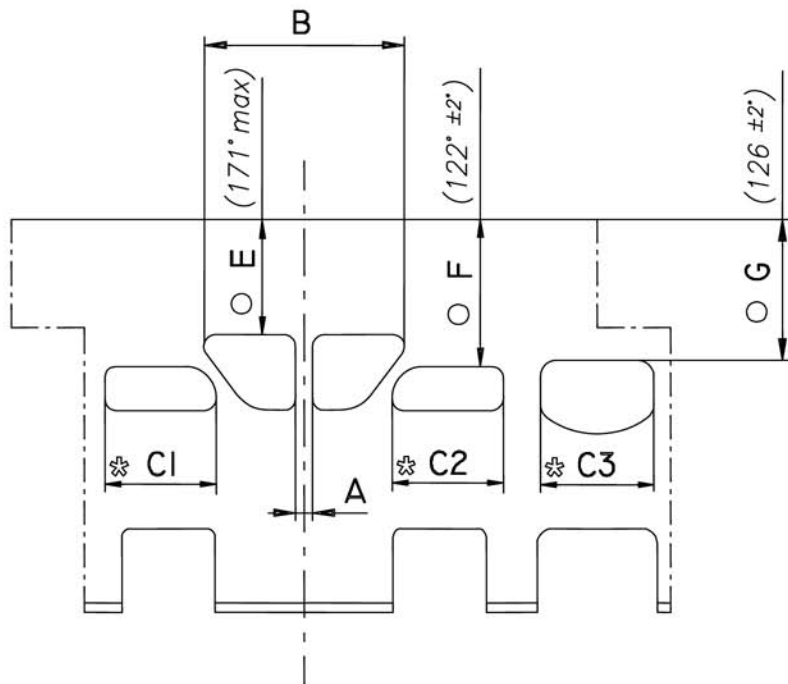
B	OPENING ANGLES	
Exhaust	171° max.	
Of exhaust ports / ducts		

C	LIST OF ACCESSORIES INCLUDED	
<i>(List accessories as shown below)</i>		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**



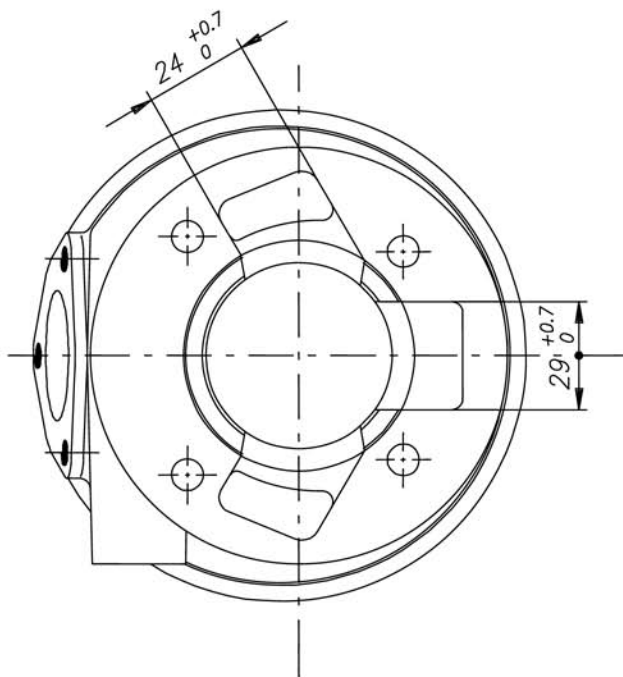
A	$\geq 4 \text{ mm}$
B	$\leq 50.5 \text{ mm}$
C1 = C2	$\leq 25.5 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$

E	$171^\circ \text{ max}$
F	$122^\circ \pm 2^\circ$
G	$126^\circ \pm 2^\circ$

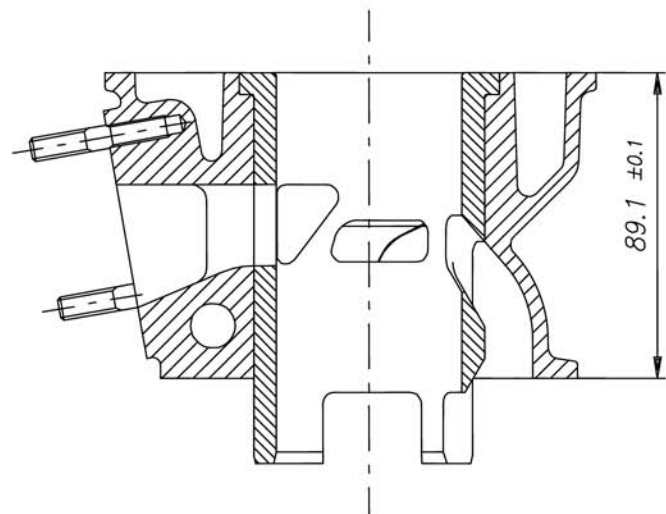
⊛ CHORDAL READING

○ ANGULAR READING BY INSERTING A 0.2 mm GAUGE

**DRAWING OF THE CYLINDER BASE**

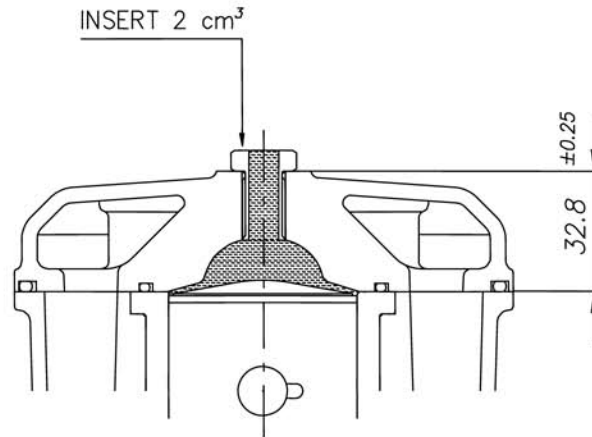


**CYLINDER SECTION VIEW**





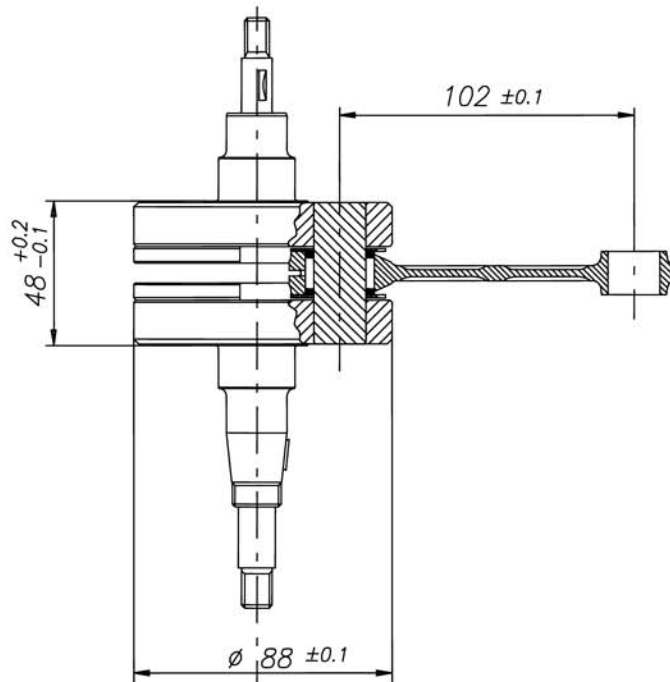
**DRAWING OF THE CYLINDER HEAD AND THE COMBUSTION CHAMBER**



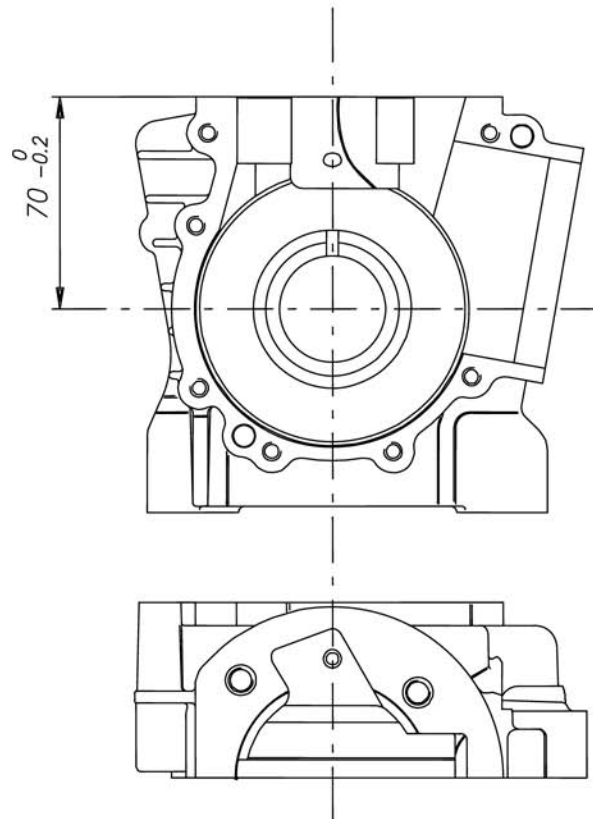
COMBUSTION CHAMBER VOLUME = 9.5 cm<sup>3</sup> min.

**DRAWING OF THE CRANKSHAFT**

**DRAWING OF THE INSIDE OF SUMP**



Complete crankshaft min. weight = 1875 g





**IGNITION**

Manufacturer SELETTRA	
Model Number	
Rotation UNCLOCK	WISE
Description	- 4 POLES or - DIGITAL « K »

**PHOTO OF IGNITION (alternative)**

**PHOTO OF COIL (alternative)**



or



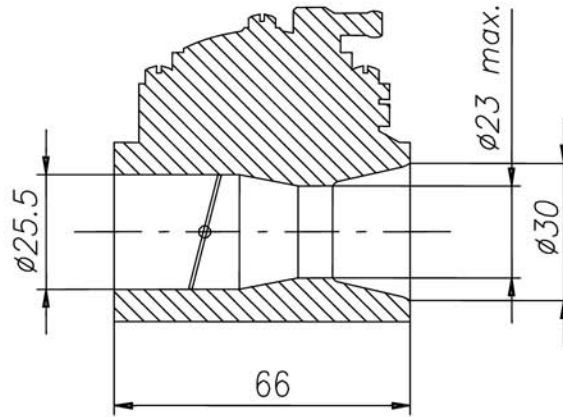
or



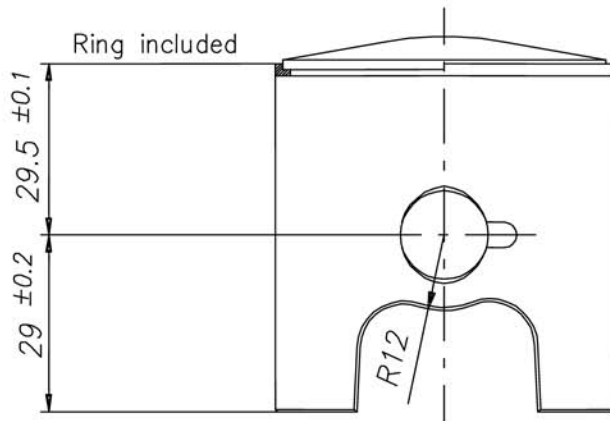


**CARBURETOR DIMENSION**

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)

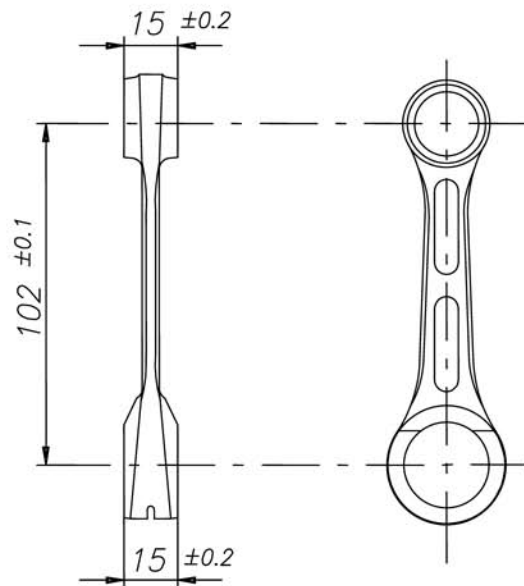


**PISTON**



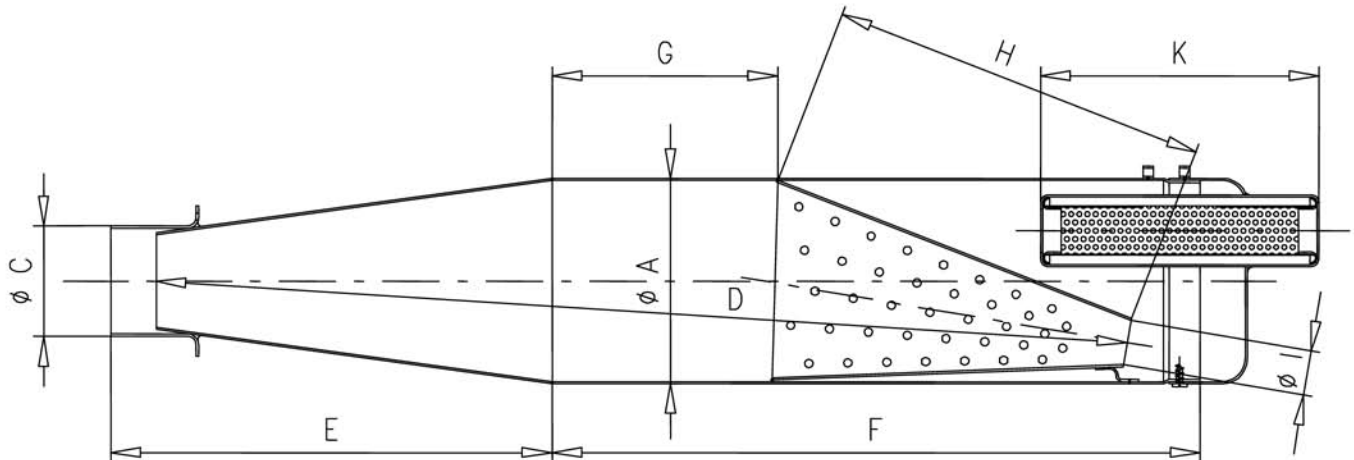
Min. weight= 128 g

**CONNECTING ROD**



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:

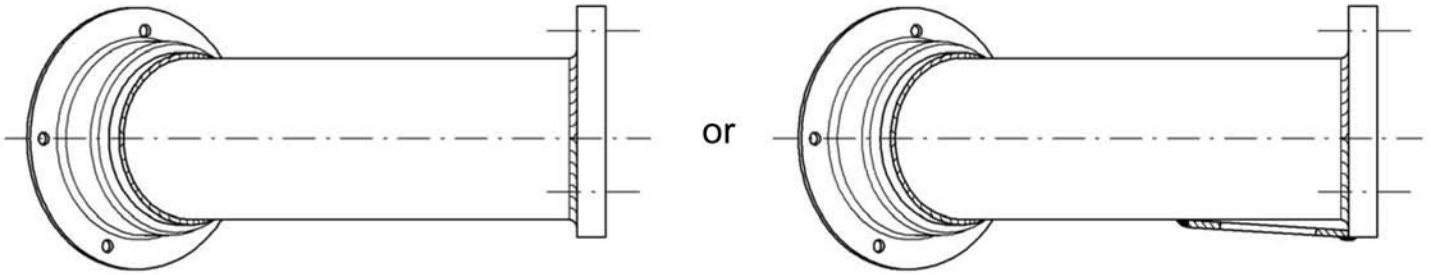
- |                     |                    |
|---------------------|--------------------|
| <u>A: 100 Øext.</u> | <u>F: 315</u>      |
| <u>C: 54 Øext.</u>  | <u>G: 110</u>      |
| <u>D: 475</u>       | <u>H: 185</u>      |
| <u>E: 215</u>       | <u>I: 24 Øext.</u> |
| <u>K: 134</u>       |     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

**TOLERANCES**

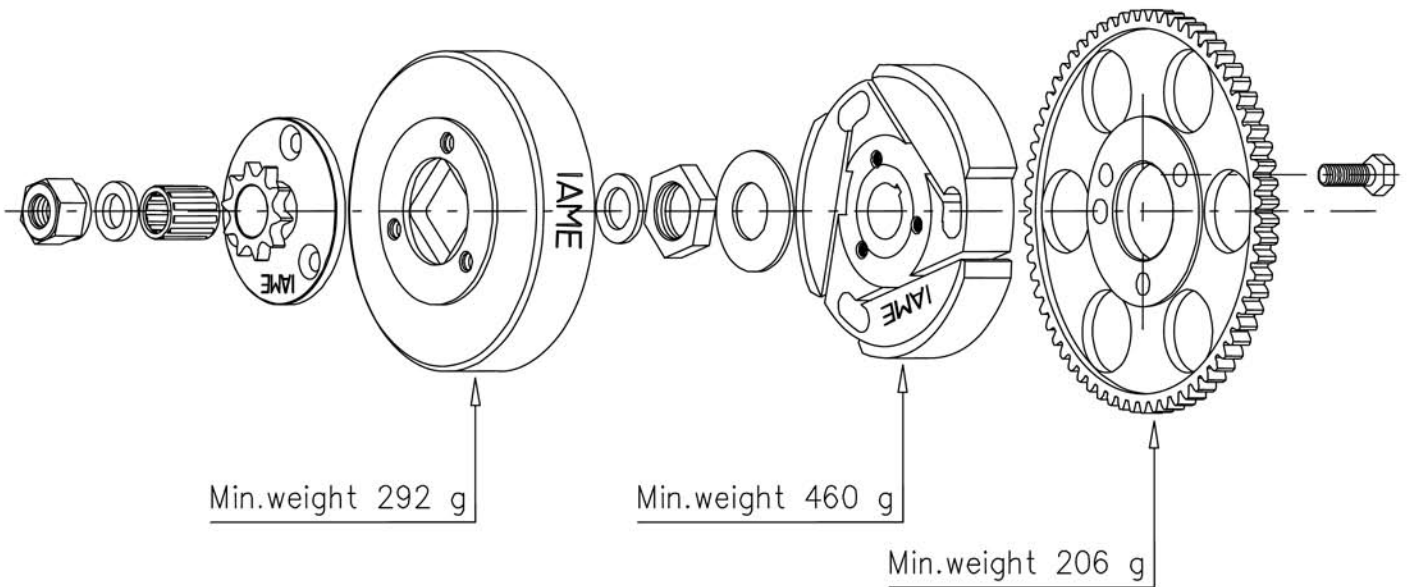
Rough dimensions  
 up to 25mm → ±1mm  
 from to 25+60mm → ±1,5mm  
 more than 60mm → ±3mm



**DRAWING OF THE EXHAUST FITTING**



**DRAWING OF THE CLUTCH**

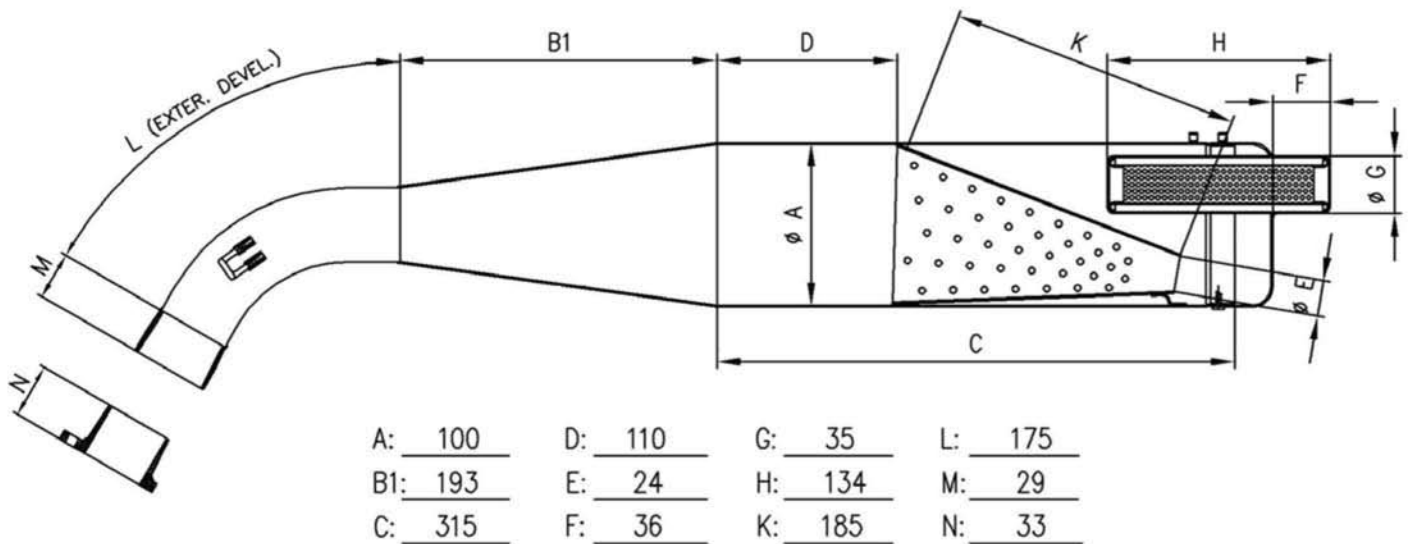




**PHOTO IDENTIFICATION EXHAUST MUFFLER WITH FITTING**



**EXHAUST MUFFLER WITH FITTING VIEW AND DIMENSIONS**





## IAME/Parilla 125cc Leopard TaG

<b>1.</b>	<b>Displacement</b>	123.67 cm <sup>3</sup> (Max. 124.95 cm <sup>3</sup> ), Bore 54mm (Max 54.28mm), Stroke 54mm.
<b>2.</b>	<b>Cylinder</b>	<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><b>**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)</b></p>
<b>3.</b>	<b>Cylinder head</b>	Cylinder head is aluminium and shall conform to drawing supplied by manufacturer. No modification allowed.
<b>4.</b>	<b>Crankcase</b>	Crankcase is aluminium and shall conform to drawing supplied by manufacturer.
<b>5.</b>	<b>Crankshaft and Conrod</b>	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.
<b>6.</b>	<b>Piston</b>	Piston is aluminium, supplied by IAME with "IAME sud" marking on dome and conforms to drawing supplied by manufacturer. No modification allowed.
<b>7.</b>	<b>Piston Ring</b>	Must be magnetic material.
<b>8.</b>	<b>Clutch</b>	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.
<b>9.</b>	<b>Carburetor</b>	<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"> <li>1. Plastic cap may be Tillotson or IBEA equivalent no modifications allowed</li> <li>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.</li> <li>3. Only the top cover screws may be replaced all other fasteners must be as supplied</li> <li>4. The only IAME Induction Silencer adapter allowed, is IAME part number 10771-C, dimensions shown in the drawing. Any Adapter meeting IKF/WKA specifications is also acceptable.</li> <li>5. A washer may be welded onto the original "Low jet" to allow for easier adjustment.</li> </ol>



10.	<b>Intake</b>	<p>Manifolds B-75817 through B-75817* may be used. No modifications allowed. Reeds must be IAME part number 11840                  The heads of the reed cage screws may be filed if needed for clearance. No other grinding or modification allowed.</p>
11.	<b>Inlet Silencer</b>	<p>The induction silencer must comply with the dimensions shown in the drawing.</p>
12.	<b>Spark Plug</b>	<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.	<b>Ignition</b>	<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"> <li>1. Spark Plug Boot is a NON-TECH item</li> </ol>
14.	<b>Battery</b>	
15.	<b>Muffler/Header</b>	<p>Muffler, Flex and header must be as supplied by IAME. Muffler specifications included in drawing supplied by manufacturer. No modifications allowed.</p> <p>Junior: Requires header A-125366 25mm Max</p> <ol style="list-style-type: none"> <li>1. Flex length is a NON-TECH.</li> <li>2. Exhaust Springs are NON-TECH</li> </ol>
16.	<b>Remaining Parts</b>	<p>All parts to be original as supplied by IAME (see Note 1). No grinding, polishing or modification of <b>any part</b> allowed. With the following Exception.</p> <ol style="list-style-type: none"> <li>1. Radiator and Mounting Hardware is are NON-TECH</li> <li>2. Water pump, Pulley and Belts are NON-TECH</li> <li>3. Water Hoses and Clamps and NON-TECH</li> <li>4. Data Acquisition systems and Installation of sensors is NON-TECH</li> </ol>
	<b>NON-TECH</b>	<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>
	<b>Note 1</b>	<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 <b>not</b> and the part must remain stock as supplied.</p>