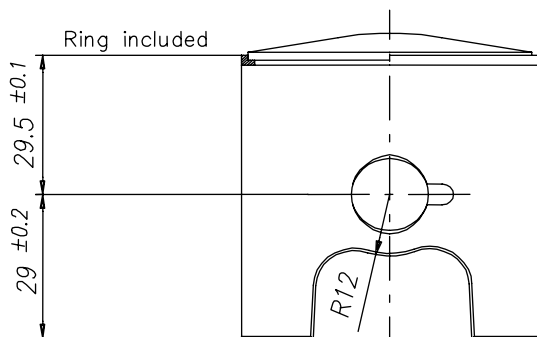
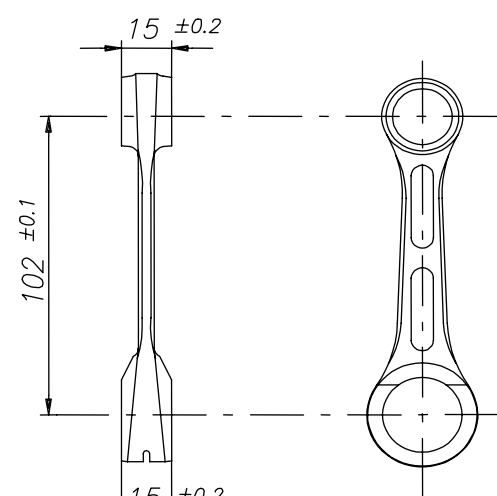
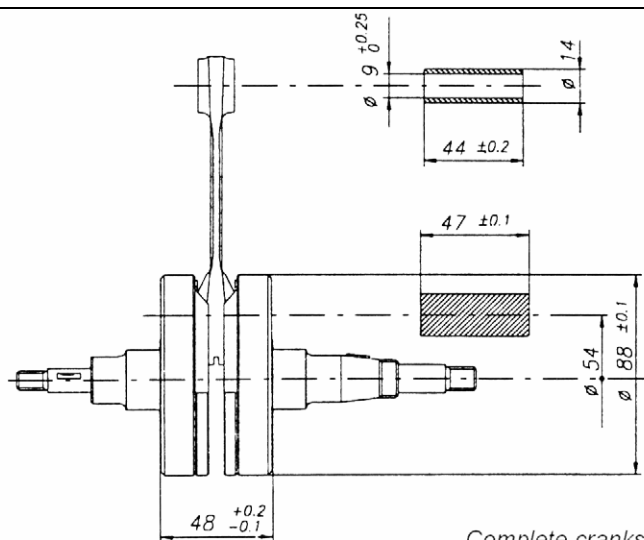


Parilla 125cc LEOPARD

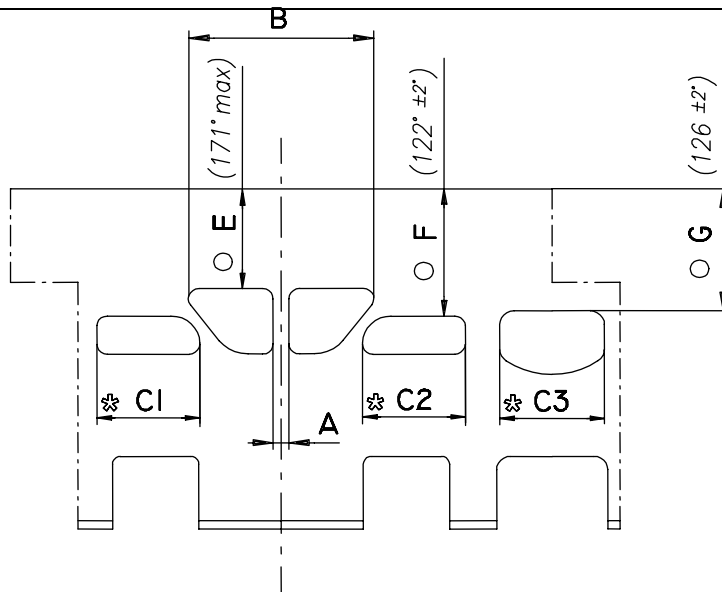


FEATURES

		Cylinder volume	123.67 cc
		Bore	54 mm
		Max. theoretical bore	54.28mm
		Stroke	54mm
		Cooling system	Water
		Inlet system	Reed valve
		Number of carbs	1
Tillotson HL Carb.	334A or 334AB	Cylinder/crankcase transfers ports	3
Number of piston rings	1	Number of exhaust ports	2
Big end conr. Ball-bearing diam.	18X24X15	Combustion chamber shape	Spherical
Crankshart ball-bearing diam.	25X52X15	Selettra ignition	4 poles
Small end conr. Ball-bearing diam.	14X18X17.5	Distance between Conrod centers	102 mm

DESCRIPTION OF THE MATERIAL		PISTON
Conrod material	Steel	 <p>Min. weight= 128 g</p>
Crankshaft material	Steel	
Head material	Aluminium	
Cylinder material	Aluminium	
Liner material	Iron	CONROD
Crankcase material	Aluminium	 <p>Min. weight= 119 g</p>
Piston material	Aluminium	
Piston rings material	Iron	
Exhaust muffler material	Sheet-steel	
Ball-bearings	6205 type	
CRANKSHAFT		
 <p><i>Piston pin min weight</i> 28 g</p> <p><i>Complete crankshaft min. weight</i> 1875 g</p>		

CYLINDER DEVELOPMENT



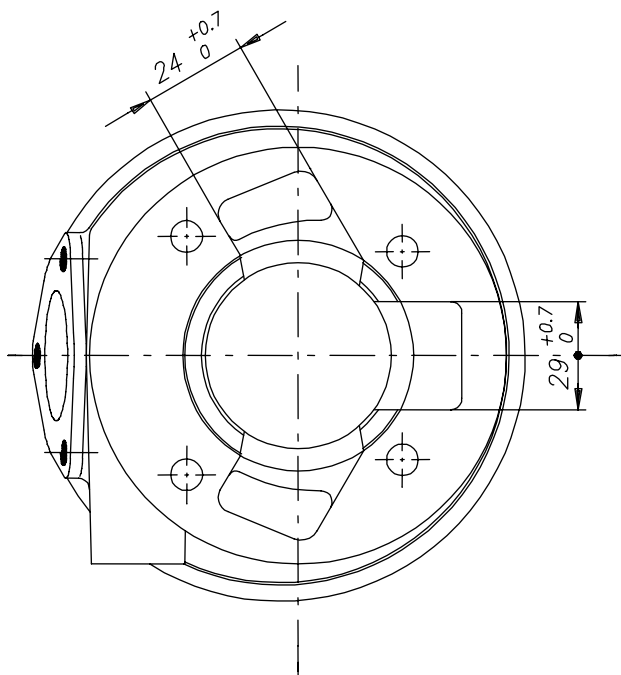
A	$\geq 4 \text{ mm}$
B	$\leq 50.5 \text{ mm}$
C1 = C2	$\leq 25.5 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$

E	171° max
F	$122^\circ \pm 2^\circ$
G	$126^\circ \pm 2^\circ$

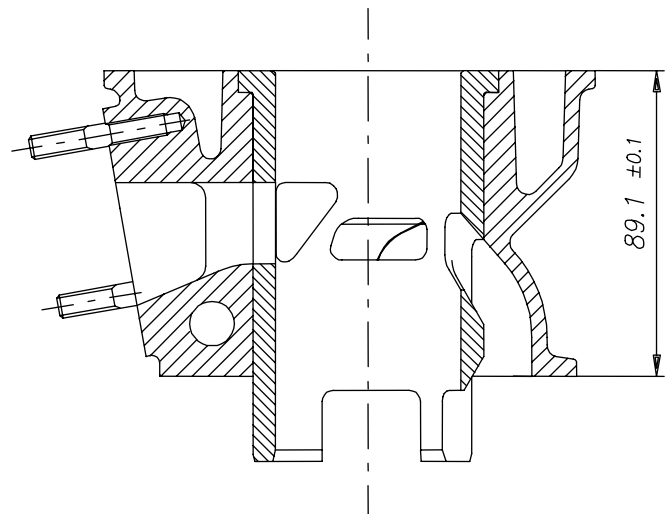
* CHORDAL READING

○ ANGULAR READING BY INSERTING A 0.2 mm GAUGE

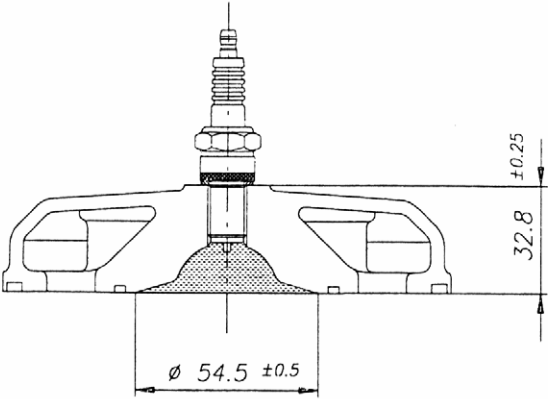
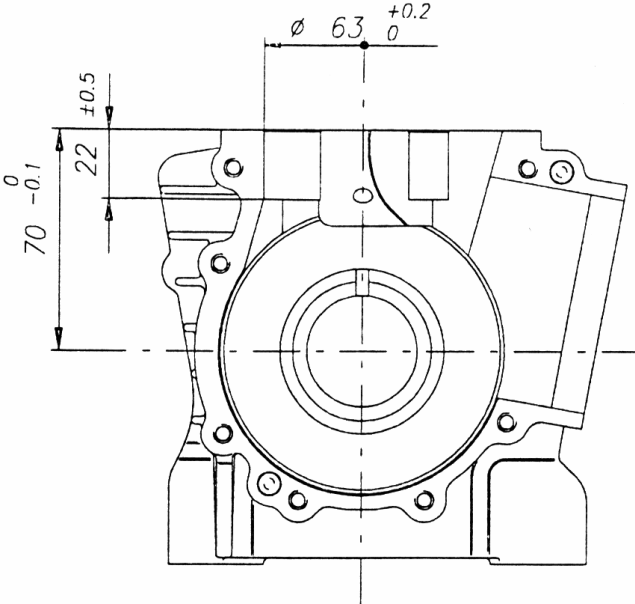
CYLINDER BASE VIEW



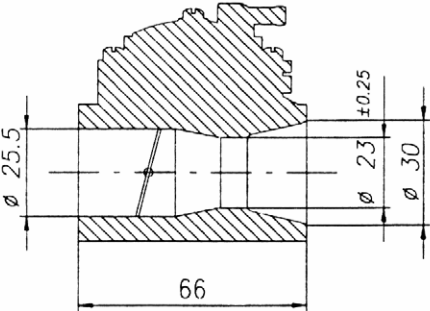
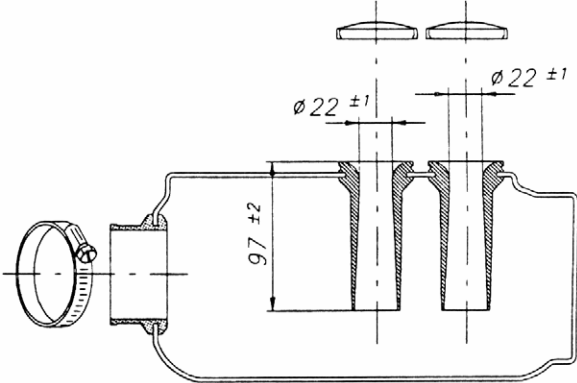
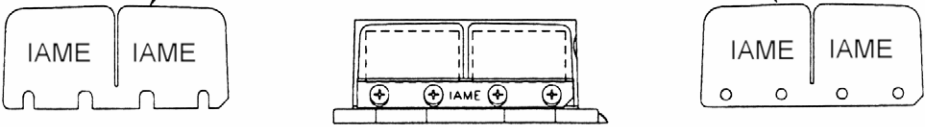
CYLINDER CROSS SECTION VIEW



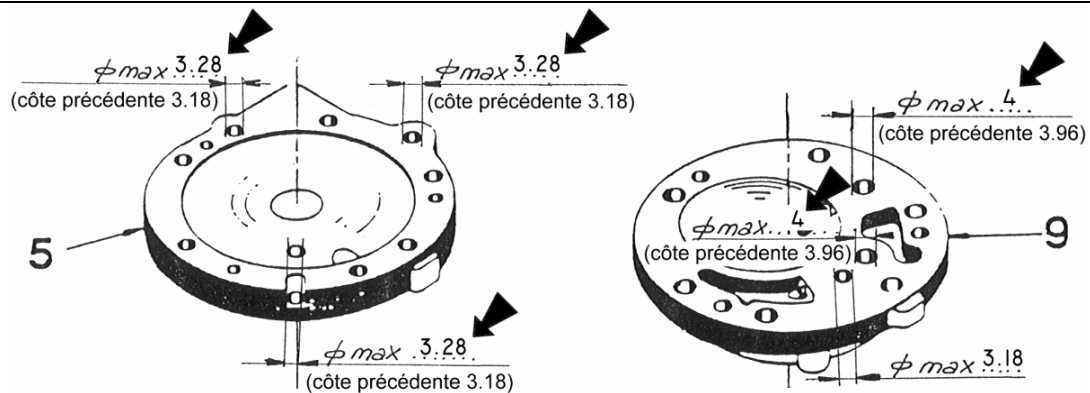
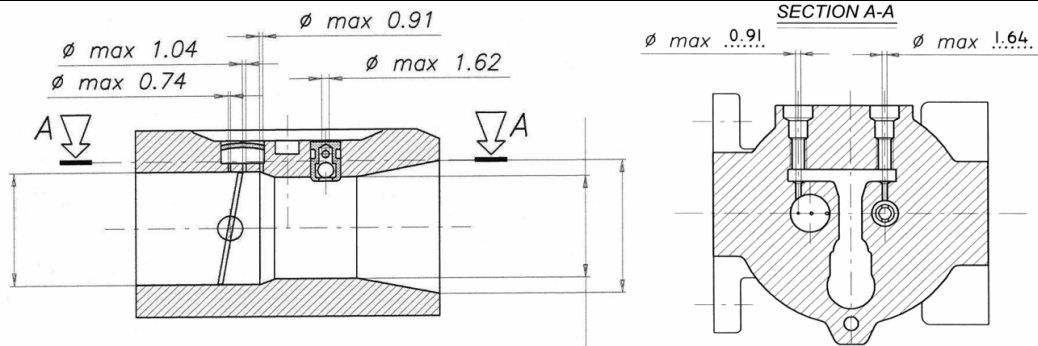
Cylinder must have "USA" cast or stamped on the exterior

COMBUSTION CHAMBER VIEW	CRANKCASE INSIDE VIEW
 <p><i>COMBUSTION CHAMBER VOLUME = 12cc min</i></p>	

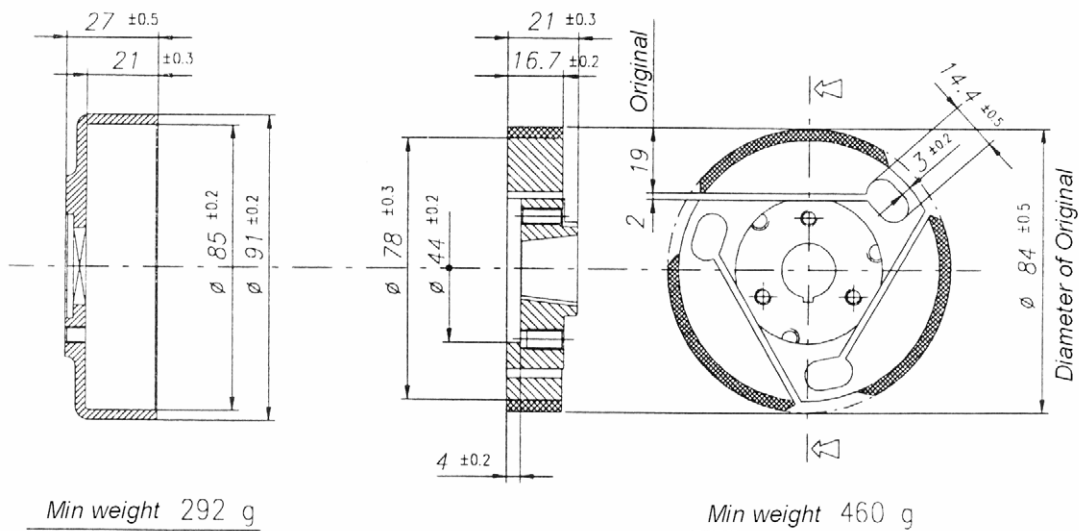
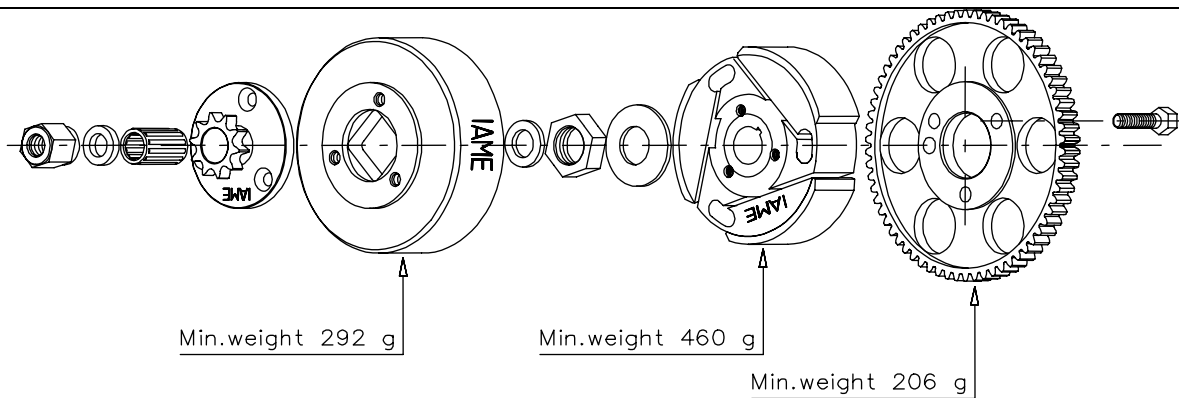
VENTURI CARB DIMENTIONS	INLET SILENCER
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<p><i>Tillotson mod. HL - 334 A or HL - 334 AB</i></p> 	
	
<p><i>Reed valve min. thickness = 0.30 mm</i> <i>Must be original from IAME</i></p> 	

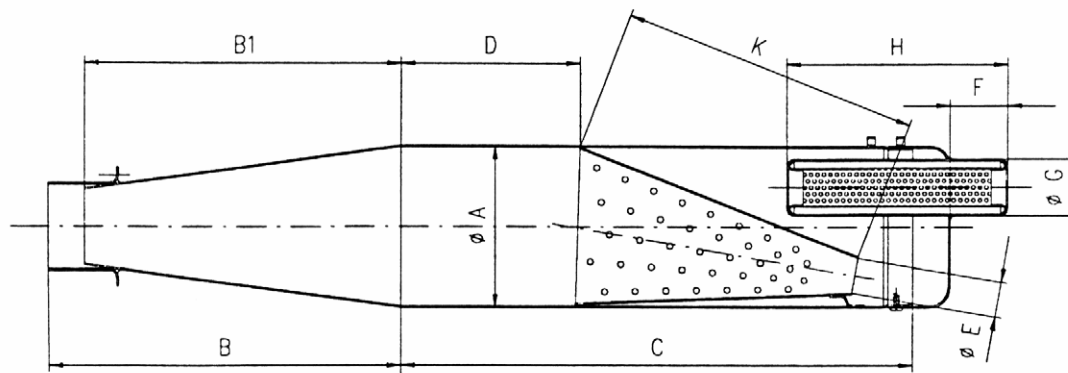
CARBURETOR SPECIFICATIONS



DESCRIPTION OF THE CLUTCH



EXHAUST MUFFLER VIEW AND DIMENTIONS



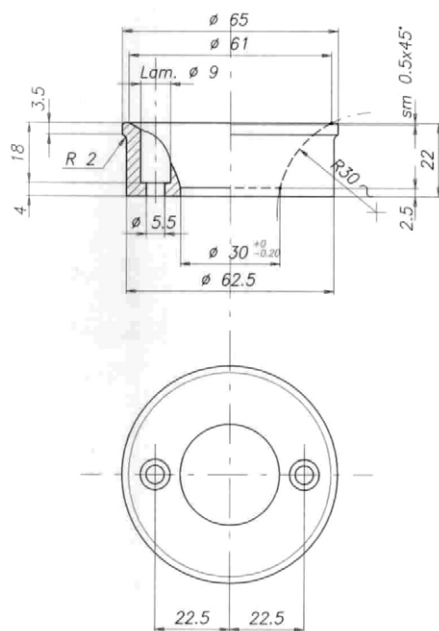
A: 100	C: 315	F: 36
B: 215	D: 110	G: 35
B1: 193	E: 24	H: 134
		K: 185

TOLERANCES

Rough dimensions

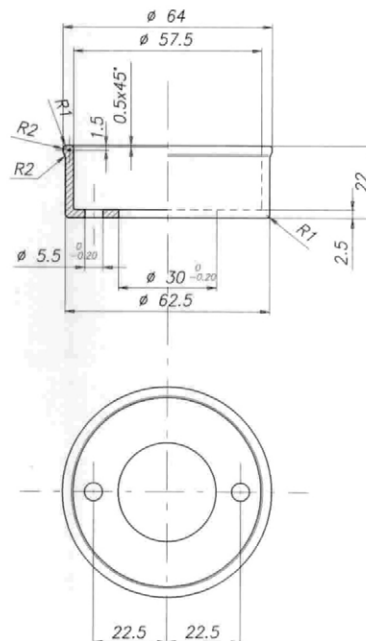
up to 25mm → ±1mm	From - to 25-60mm → ±1,5mm	more than 60mm → ±3mm
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INTAKE SILENCER ADAPTER 10770

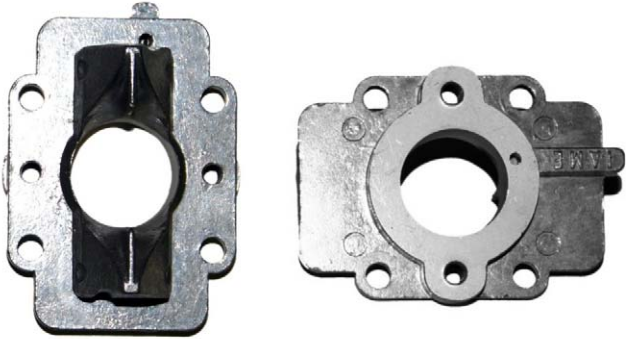








TIPO COD. 10770	GRUPPO ALIMENTAZIONE	QUANTITA' 1	SCALA 1:1	DATA 09-12-98
MATERIALE Lega d'alluminio	TRATTAMENTO Finitura	LAVORAZIONE 3	DESSINATO molinari	
STATO Barra trafilata	TOLLERGENCI ± 0.10	CONFERMATO		
Questo disegno e' di proprieta' riservata e non puo' essere riprodotto senza autorizzazione scritta della IAME S.p.A.				
IAME S.p.A. ZINGONIA VERDELLINO - BG		DESCRIZIONE RACCORDO PER SILENZIATORE ASPIRAZIONE DIS. N. 25.07.310		


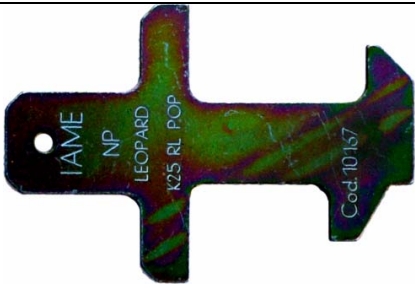
INTAKE SILENCER ADAPTER 10771-C



TIPO COD. 10771	GRUPPO ALIMENTAZIONE	QUANTITA' 1	SCALA 1:1	DATA 20-11-00
MATERIALE Lega alluminio 11S	TRATTAMENTO Finitura	LAVORAZIONE 3	DESSINATO molinari	
STATO Barra trafilata ø 65	TOLLERGENCI ± 0.10	CONFERMATO		
Questo disegno e' di proprieta' riservata e non puo' essere riprodotto senza autorizzazione scritta della IAME S.p.A.				
IAME S.p.A. ZINGONIA VERDELLINO - BG		DESCRIZIONE RACCORDO PER SILENZIATORE ASPIRAZIONE "CIK" DIS. N. 85.07.315.50		

<p data-bbox="266 186 649 216">INTAKE MANIFOLD B-75817</p>  <p>The image shows two views of a cast aluminum intake manifold. The left view is the front, showing a central circular port and four side ports. The right view is the back, showing the mounting flange with four bolt holes and a small protrusion on the right side.</p>	<p data-bbox="966 186 1372 216">INTAKE MANIFOLD B-75817A</p>  <p>The image shows two views of a cast aluminum intake manifold, similar to B-75817 but with a different side profile. The left view is the front, showing a central circular port and four side ports. The right view is the back, showing the mounting flange with four bolt holes and two larger protrusions on the right side. The word "PIRELLA" is visible on the right side of the manifold.</p>
<p data-bbox="207 621 711 651">SELETTA IGNITION (4 poles Digital)</p>  <p>The image shows a circular electronic ignition component with four poles. It has a central mounting hole and four electrical terminals around the perimeter. Two black cables with grey connectors are attached to the terminals.</p>	<p data-bbox="1133 621 1205 651">COIL</p>  <p>The image shows a black ignition coil with a curved black cable. The cable is attached to a metal bracket with two mounting holes.</p>
 <p>This is a duplicate of the SELETTA IGNITION component shown in the middle-left cell.</p>	

SILENCERS	
	
	
A silencer similar to the ones pictured above may be required as per the rules of the sanctioning body or the facility operators.	

Tech Tools	
	
Cylinder Head CC Plate IAME Part # 10277	IAME 125cc Port tool Part # 10167

<u>IAME/Parilla 125cc Leopard TaG</u>		
1.	Displacement	123.67 cm ³ (Max. 124.95 cm ³), Bore 54mm (Max 54.28mm), Stroke 54mm.
2.	Cylinder	<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>**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)</p>
3.	Cylinder head	<p>Cylinder head is aluminium and shall conform to drawing supplied by manufacturer. No modification allowed.</p> <p>Cylinder head volume is measured using the standard procedure except for the following notes.</p> <ol style="list-style-type: none"> 1. The CIK cc tool is to be used(CIK Technical Drawing 6) 2. If using the LAD tool 12.2cc Min 3. The cylinder head will be removed and bolted on the tool #10277.
4.	Crankcase	Crankcase is aluminium and shall conform to drawing supplied by manufacturer.
5.	Crankshaft and Conrod	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.
6.	Piston	Piston is aluminium, supplied by IAME with “IAME sud” marking on dome and conforms to drawing supplied by manufacturer. No modification allowed.
7.	Piston Ring	Must be magnetic material.
8.	Clutch	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.
9.	Carburetor	<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"> 1. Plastic cap may be Tillotson or IBEA equivalent no modifications allowed 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. 3. Only the top cover screws may be replaced all other fasteners must be as supplied 4. The only Induction Silencer adapters allowed are, IAME part number 10770 or 10771-C, dimensions shown in the drawing. 5. A washer may be welded onto the original “Low jet” to allow for easier adjustment.

10. Intake	<p>Either Manifold B-75817 or B-75817A may be used (see photos). No modifications allowed. Reeds must be IAME part number 11840</p> <ol style="list-style-type: none"> 1. The heads of the reed cage screws may be filed if needed for clearance 2. The threads of the reed cage screws may be ground or filled if clearance is required, only when using intake manifold B-75817. No other grinding or modification allowed.
11. Inlet Silencer	The induction silencer must comply with the dimensions shown in the drawing.
12. Spark Plug	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.
13. Ignition	<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"> 1. Spark Plug Boot is a NON-TECH item
14. Battery	Must be Original as supplied by IAME (FIAMM-GS FG20722 or Energy Safe 412081)
15. Muffler	<p>Muffler and Flex must be as supplied by IAME. Muffler specifications included in drawing supplied by manufacturer. No modifications allowed. Additional Silencer as shown in the photo may also be required depending on noise regulations.</p> <ol style="list-style-type: none"> 1. Flex length is a NON-TECH. 2. Exhaust Springs are NON-TECH
16. Remaining Parts	<p>All parts to be original as supplied by IAME (see Note 1). No grinding, polishing or modification of any part allowed. With the following Exception.</p> <ol style="list-style-type: none"> 1. Radiator and Mounting Hardware is are NON-TECH 2. Water pump, Pulley and Belts are NON-TECH 3. Water Hoses and Clamps and NON-TECH 4. Data Acquisition systems and Installation of sensors is NON-TECH
NON-TECH	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.
Note 1	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 <u>not</u> and the part must remain stock as supplied.