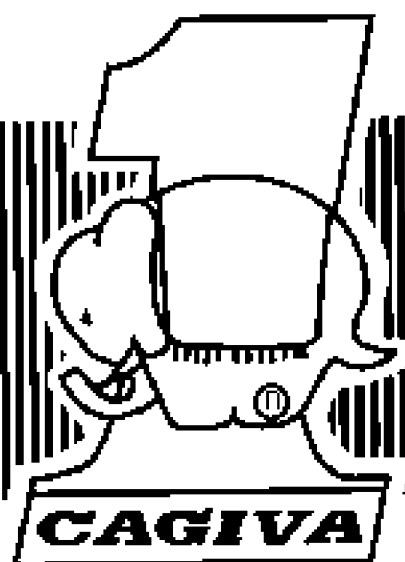


**MANUALE D'OFFICINA
WORKSHOP MANUAL
MANUEL D'ATELIER
WERKSTATTHANDBUCH
MANUAL DE OFICINA**

MITO Racing

**Variante al manuale di officina N° 68543
Variant to the workshop manual N° 68543
Variante au manuel d'atelier N° 68543
Variante zum Werkstatthandbuch N° 68543
Variante al manual de taller N° 68543**

Part. 800069478



IMPORTANTE

Il est recommandé de participer à la gare de compétition d'un club de golf ou à une organisation locale de golf, plutôt qu'à une organisation nationale ou internationale.

IMPORTANT

At the most, players (and their clubs) entering competitions of any kind should, in addition to the guarantee.

IMPORTANT

La garantie force pour les moins participants à la compétition de leur genre. Il est conseillé de participer à une compétition.

WICHTIG

Alle an Wettbewerben teilnehmenden Spieler sollten sich von jeder Garantie für eine Teilnahme absichern.

IMPORTANTE

Todos los participantes en cualquier torneo de golf deben asegurarse de que la garantía de su club o de la organización local de golf, en lugar de la organización nacional o internacional, sea la que les garantice la participación.

Manuale d' officina
Workshop Manual
Manuel d' Atelier
Werkstatthandbuch
Manual de oficina

MITO Racing

Variante al manuale di officina N° 68543
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Concessionary
PIRELLA GOMMA S.p.A.
20136 San Marino (Verona) - Italy

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Distribuzione N° 1 - 800049478



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ПОСЛЕДСТВИЯ нарушения целостности мембраны могут быть различными. В зависимости от характера повреждения мембраны и от того, насколько оно обширно, могут возникнуть следующие последствия:

- **attività di sensibilizzazione** (attività di informazione e di educazione) che si svolgono all'interno dell'azienda, in collaborazione con i sindacati, che consistono nel fornire ai lavoratori informazioni e formazione e incoraggiare il dialogo e il confronto sui temi dell'inconveniente, dell'assistenza sociale, di cure e cure dell'invalidità. Un'attività mirata a creare nell'azienda la più ampia base culturale che permetta di creare le premesse dell'esperienza personale e della collettività che si crea all'interno dell'organizzazione sindacale della **CAGIVA**;
- **partecipazione sindacale** nella gestione delle attività lavorative, come ad esempio: l'individuazione di problemi, la partecipazione negli organi di rappresentanza, la partecipazione al processo di sviluppo e di assunzione. Anche, e proprio, nel dialogo e confronto con gli enti e le organizzazioni di solidarietà e nella loro presenza in azienda.

1. Analizzare la situazione di partenza, la tecnologia e la concorrenza, con particolare riferimento alla tecnologia e alla concorrenza.
2. Analizzare la situazione di partenza, la tecnologia e la concorrenza, con particolare riferimento alla tecnologia e alla concorrenza.
3. Analizzare la situazione di partenza, la tecnologia e la concorrenza, con particolare riferimento alla tecnologia e alla concorrenza.
4. Analizzare la situazione di partenza, la tecnologia e la concorrenza, con particolare riferimento alla tecnologia e alla concorrenza.
5. Analizzare la situazione di partenza, la tecnologia e la concorrenza, con particolare riferimento alla tecnologia e alla concorrenza.
6. Analizzare la situazione di partenza, la tecnologia e la concorrenza, con particolare riferimento alla tecnologia e alla concorrenza.



ATENCIÓN

La motocicleta está equipada con lubricante y punto de conexión para la instalación de la reserva de aceite.

Antes que el motor funcione correctamente asegúrese siempre que la llave para la posición "ON" se orienta al "stop" del motor e intermitentemente con el chivato del punto muerto cuando se inicia la marcha se debería apagar por dos.



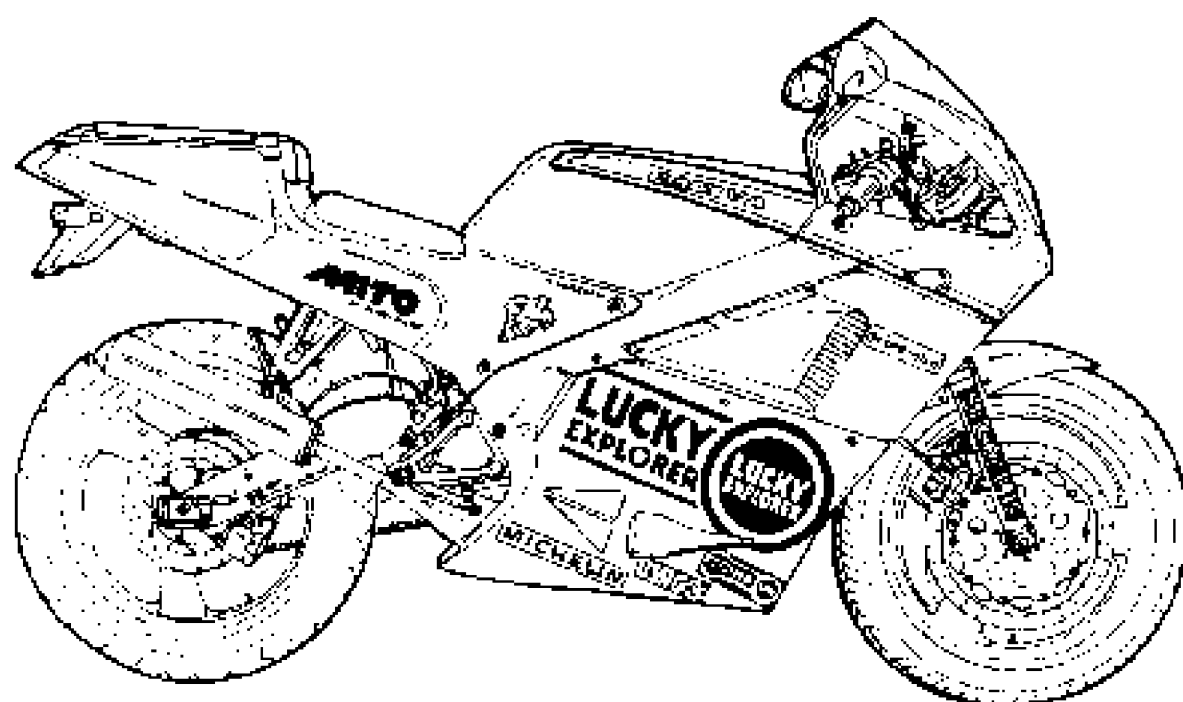
ADVERTENCIA

CARBURANTE

— Con tomador en el motor o por, rellene el depósito del carburante, la moto marcha al 15 en lugar de hacerlo sólo con gasolina.

No pise el pedal si el motor cuando se borra está desconectado de las bombas de conexión del sistema eléctrico de arranque en las bombas del chivato y el de la bomba.





**MOTORE**

Motore a iniezione elettronica a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
Cilindrata	593,55 cm ³
Cilindrata	21,03 cm ³
Pressione massima di iniezione	15,5 bar

ALIMENTAZIONE

Alimentazione a iniezione elettronica a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
Cilindrata	593,55 cm ³
Cilindrata	21,03 cm ³
Pressione massima di iniezione	15,5 bar
Pressione massima di iniezione	15,5 bar
Cilindrata	21,03 cm ³

LUBRIFICAZIONE

Alimentazione

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

RAFFREDDAMENTO

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

ACCENSIONE

Alimentazione

Alimentazione	56 mm
Cilindrata	593,55 cm ³
Cilindrata	21,03 cm ³
Pressione massima di iniezione	15,5 bar
Pressione massima di iniezione	15,5 bar
Cilindrata	21,03 cm ³

AVVIAMENTO

Alimentazione

TRASMISSIONE

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
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Rapporti cambio

Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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FRENI**Anteriore**

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
Cilindrata	593,55 cm ³
Cilindrata	21,03 cm ³
Pressione massima di iniezione	15,5 bar

Posteriore

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
Cilindrata	593,55 cm ³
Cilindrata	21,03 cm ³
Pressione massima di iniezione	15,5 bar

TELAI

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
Cilindrata	593,55 cm ³
Cilindrata	21,03 cm ³
Pressione massima di iniezione	15,5 bar

SOSPENSIONI**Anteriore**

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
Cilindrata	593,55 cm ³
Cilindrata	21,03 cm ³
Pressione massima di iniezione	15,5 bar

Posteriore

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
Cilindrata	593,55 cm ³
Cilindrata	21,03 cm ³
Pressione massima di iniezione	15,5 bar

RUOTE

Alimentazione a 4 valvole a innesci a scintille, a 4 cilindri in linea, a 4 valvole.

Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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PNEUMATICI**Anteriore**

Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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Alimentazione	56 mm
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— Δq — изменение q при Δx и Δy — изменение x и y при Δq

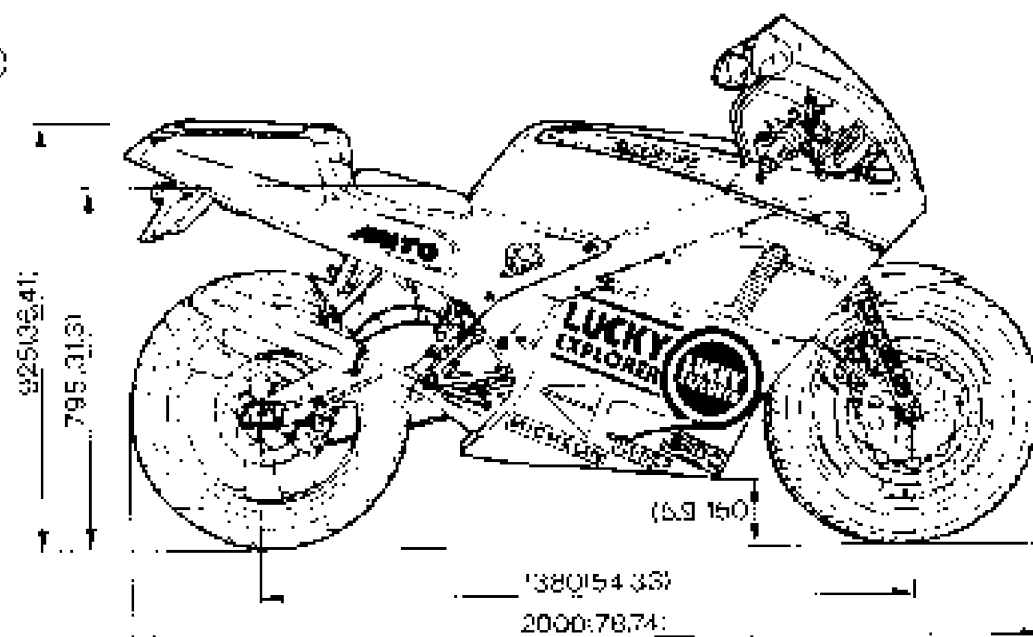
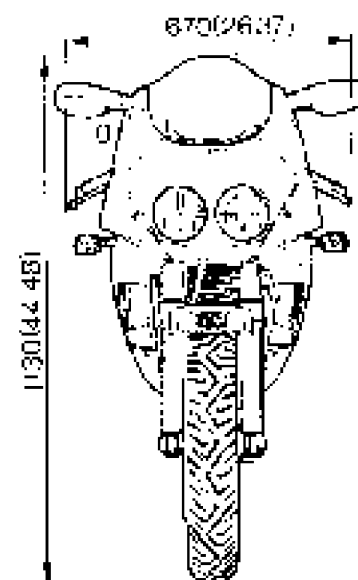
- The point is, however, that the *assumed* energy of the signal
 is 2.5×10^{-15} J, not *more* or *less* (compared to the 2.5×10^{-15} J of
 the point in the propagation of the EMV)
 (and, of course, the same is true for the 2.5×10^{-12} J applied to the
 EMV)
 The energy of the *assumed* signal is 2.5×10^{-15} J
 (applied to the EMV)
 The energy of the *assumed* signal is 2.5×10^{-15} J
 (applied to the EMV)
 The energy of the *assumed* signal is 2.5×10^{-15} J
 (applied to the EMV)
 The energy of the *assumed* signal is 2.5×10^{-15} J
 (applied to the EMV)

where μ is the mean of the distribution, σ^2 is the variance, and σ is the standard deviation.

2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

1. **התאמה:** $\frac{1}{2}$

100



1. *Scymnus* *scymnus* (L.)
 2. *Scymnus* *scymnus* (L.)
 3. *Scymnus* *scymnus* (L.)
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 10. *Scymnus* *scymnus* (L.)

[illegible]

NOTA: A temperature inferiori -5°C riempire il serbatoio carburante con miscela all'1% in luogo della sola benzina.

IMPORTANTE - Non è ammesso l'uso di additivi nel carburante o nei lubrificanti.





GENERAL

ELECTRIC SYSTEM

The electric system is composed by:

- Two 40W/12V 120W for a full beam headlight,
- Starting motor 12V 500W
- Battery 12V 18Ah
- Fuel pump (vacuum)
- Voltage regulator
- Ignition switch
- Ignition coil
- Ignition control system
- Ignition system

The electronic control of the exhaust valve is composed of the following parts:

- Electronic valve control system
- Valve control valve 12V 30W

The accessories of the electric system are:

- Double headlight with two lamps 12V 40W each and halogen indicator 12V 5W
- Headlight with indicators 12V 40W and indicator 12V 5W
- Marker with bulb 12V 15W
- Horn 12V 10W
- NG 14 amp 10A two pole relay
- 100 gram xenon light 12V 30W increasing 1000lm 12V 30W

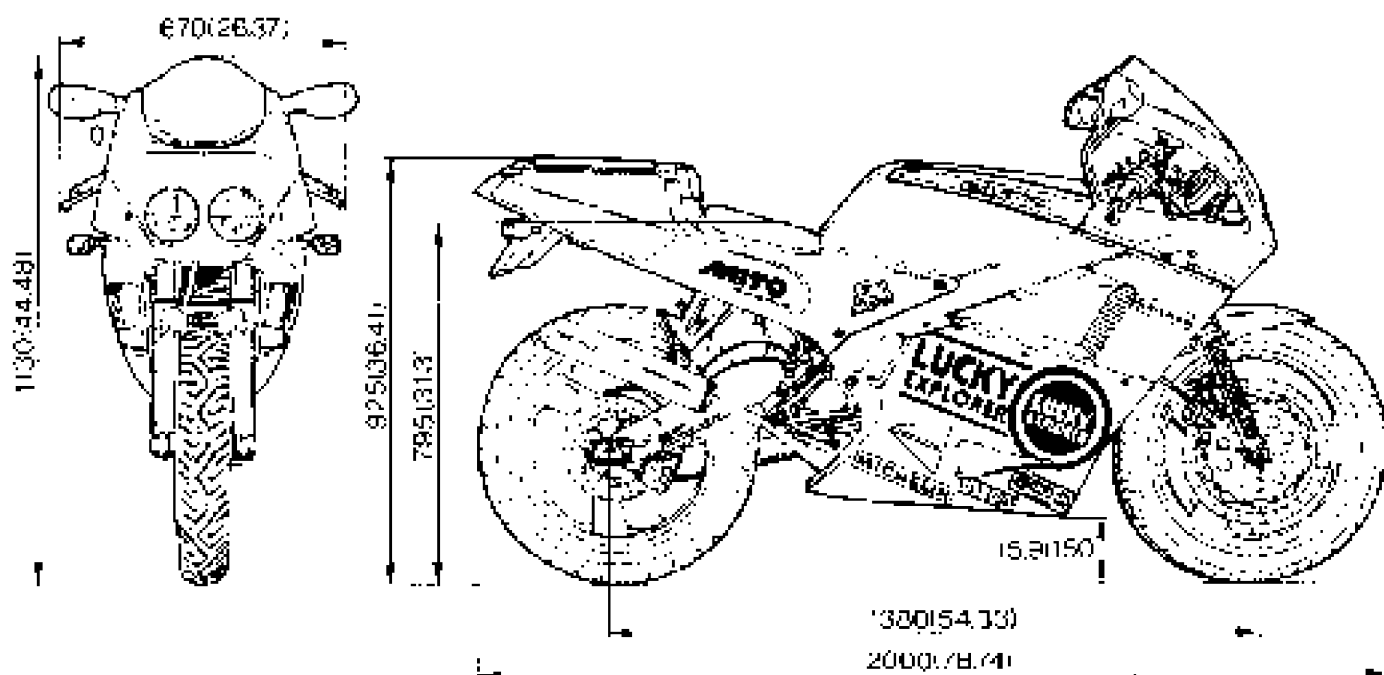
PERFORMANCES

| | |
|---------------------------|------------|
| Max. speed (km/h) | 105 (65.3) |
| Max. average speed (km/h) | 87 (54.1) |

WEIGHTS

| | |
|----------------------|------------|
| Weight without rider | 214 (47.3) |
|----------------------|------------|

OVERALL DIMENSIONS mm (in.)



SUPPLY

- Fuel tank
- Seat
- Oil
- Oil filter
- Chain sprocket and roller
- Front fork
- Chain sprocket
- Handlebar
- Front wheel
- Front brake
- Front fender
- Front fender

TYPE

- Engine 12V 1000cc
- Water pump
- Oil pump
- Oil filter
- Oil filter
- Oil filter
- Oil filter
- Oil filter
- Oil filter
- Oil filter
- Oil filter
- Oil filter

QUANTITY (liters)

- 10
- 10
- 10
- 10
- 10
- 10
- 10
- 10
- 10
- 10
- 10
- 10

REMARK: At temperature lower than -5°C fill up the fuel tank with 1% mixture rather than petrol only.

WARNING: Use of additives in fuel or lubricants is not allowed.



INSTALLATION ÉLECTRIQUE

Installation des unités de commande de
 120V/400V/230V/250V et des instruments auxiliaires
 120V/400V/230V/250V
 Busse à 600V/100V
 Dispositif électrique
 Boîte à fusibles de tension
 Dispositif de mise à la terre
 Branchement électrique
 Le circuit de l'éclairage auxiliaire doit être alimenté en courant
 continu à partir du démarreur
 Le circuit de l'éclairage auxiliaire doit être alimenté en courant
 continu à partir du démarreur

Les composants électriques sont installés en série
 120V/400V/230V/250V et des instruments auxiliaires
 120V/400V/230V/250V
 120V/400V/230V/250V et des instruments auxiliaires
 120V/400V/230V/250V
 120V/400V/230V/250V et des instruments auxiliaires
 120V/400V/230V/250V
 120V/400V/230V/250V et des instruments auxiliaires
 120V/400V/230V/250V

PRESTATIONS

La vitesse maximale est de 120 km/h
 La consommation maximale est de 120 km/h

POIDS

Le poids est de 120 kg

DIMENSIONS mm (in.)

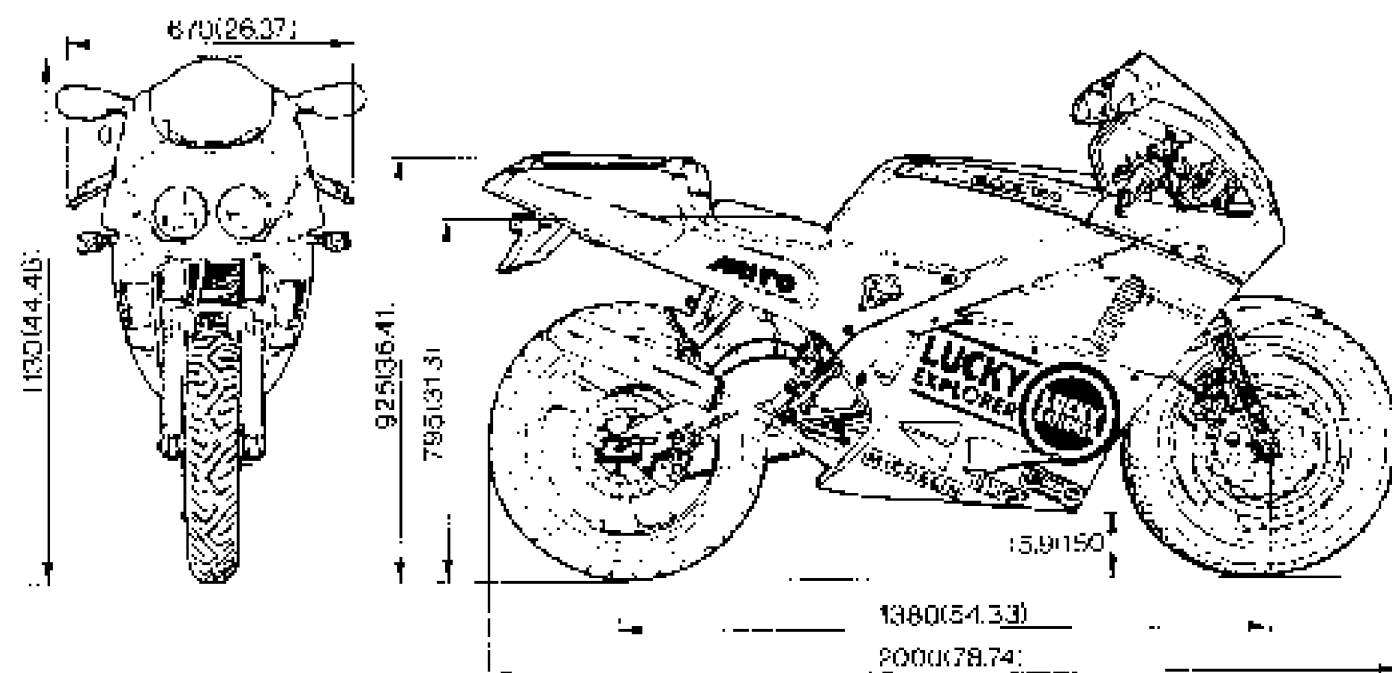


TABLE DE RAVITAILLEMENTS

120V/400V/230V/250V
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QUANTITÉ (lignes)

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 120V/400V/230V/250V



REMARQUE - A des températures au dessous de -5°C remplir le réservoir carburant avec mélange à 1% d'huile en lieu de seule essence.



IMPORTANT - L'utilisation d'additifs dans le carburant ou dans les lubrifiants n'est pas admise.

ELEKTRISCHE ANLAGE

- 1/2 der Bevölkerung (bereits 2007)
- Generation 1,2 (1960er) - die Computer-Native (Digital Native) =
 - 20. Jhd. bis 1970
- Generation 2 (1970er)
- Generation 3 (1980er)
- Generation 4 (1990er)
- Generation 5 (2000er)
- Generation 6 (2010er)
- Generation 7 (2020er)
- Generation 8 (2030er)
- Generation 9 (2040er)
- Generation 10 (2050er)
- Generation 11 (2060er)
- Generation 12 (2070er)
- Generation 13 (2080er)
- Generation 14 (2090er)
- Generation 15 (2100er)
- Generation 16 (2110er)
- Generation 17 (2120er)
- Generation 18 (2130er)
- Generation 19 (2140er)
- Generation 20 (2150er)
- Generation 21 (2160er)
- Generation 22 (2170er)
- Generation 23 (2180er)
- Generation 24 (2190er)
- Generation 25 (2200er)
- Generation 26 (2210er)
- Generation 27 (2220er)
- Generation 28 (2230er)
- Generation 29 (2240er)
- Generation 30 (2250er)
- Generation 31 (2260er)
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- Generation 83 (2780er)
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- Generation 86 (2810er)
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- Generation 100 (2950er)
- Generation 101 (2960er)
- Generation 102 (2970er)
- Generation 103 (2980er)
- Generation 104 (2990er)
- Generation 105 (3000er)
- Generation 106 (3010er)
- Generation 107 (3020er)
- Generation 108 (3030er)
- Generation 109 (3040er)
- Generation 110 (3050er)
- Generation 111 (3060er)
- Generation 112 (3070er)
- Generation 113 (3080er)
- Generation 114 (3090er)
- Generation 115 (3100er)
- Generation 116 (3110er)
- Generation 117 (3120er)
- Generation 118 (3130er)
- Generation 119 (3140er)
- Generation 120 (3150er)
- Generation 121 (3160er)
- Generation 122 (3170er)
- Generation 123 (3180er)
- Generation 124 (3190er)
- Generation 125 (3200er)
- Generation 126 (3210er)
- Generation 127 (3220er)
- Generation 128 (3230er)
- Generation 129 (3240er)
- Generation 130 (3250er)
- Generation 131 (3260er)
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- Generation 134 (3290er)
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- Generation 200 (3950er)
- Generation 201 (3960er)
- Generation 202 (3970er)
- Generation 203 (3980er)
- Generation 204 (3990er)
- Generation 205 (4000er)
- Generation 206 (4010er)
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- Generation 210 (4050er)
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- Generation 212 (4070er)
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- Generation 214 (4090er)
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- Generation 216 (4110er)
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- Generation 218 (4130er)
- Generation 219 (4140er)
- Generation 220 (4150er)
- Generation 221 (4160er)
- Generation 222 (4170er)
- Generation 223 (4180er)
- Generation 224 (4190er)
- Generation 225 (4200er)
- Generation 226 (4210er)
- Generation 227 (4220er)
- Generation 228 (4230er)
- Generation 229 (4240er)
- Generation 230 (4250er)
- Generation 231 (4260er)
- Generation 232 (4270er)
- Generation 233 (4280er)
- Generation 234 (4290er)
- Generation 235 (4300er)
- Generation 236 (4310er)
- Generation 237 (4320er)
- Generation 238 (4330er)
- Generation 239 (4340er)
- Generation 240 (4350er)
- Generation 241 (4360er)
- Generation 242 (4370er)
- Generation 243 (4380er)
- Generation 244 (4390er)

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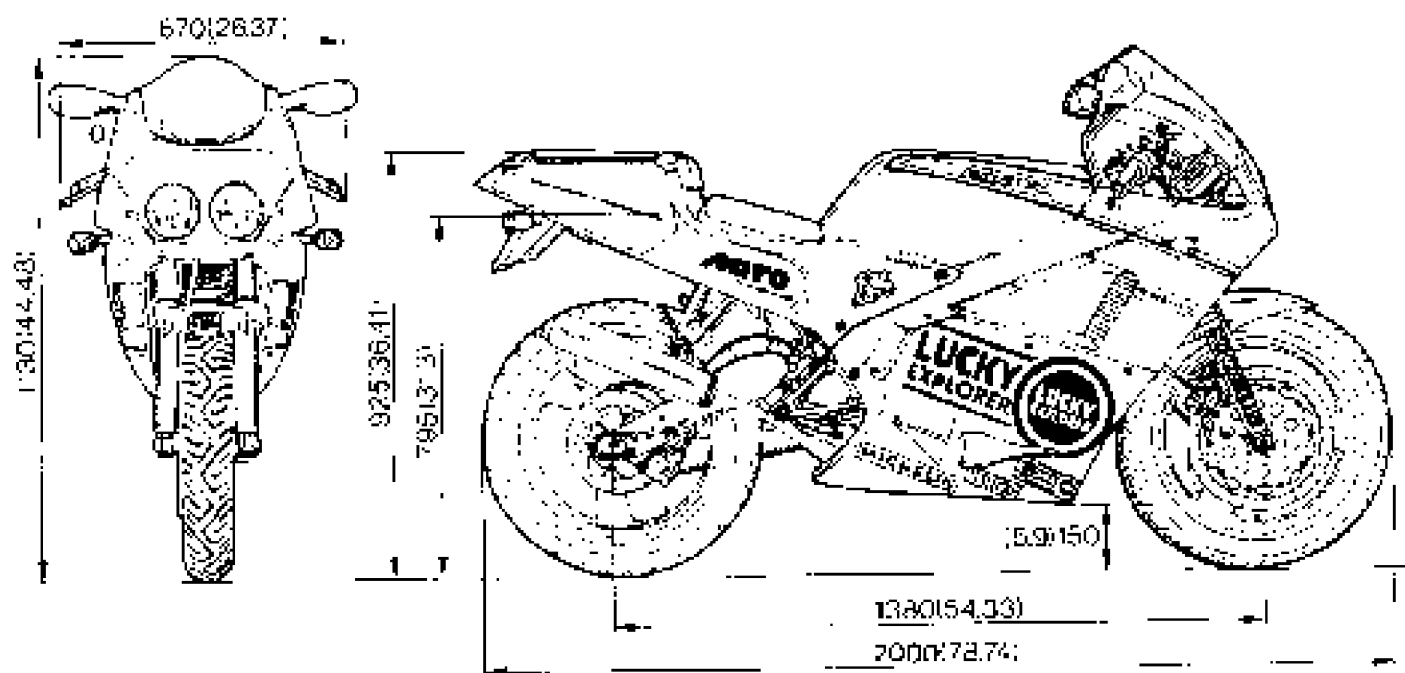
LESTUNGEN

- More information is available at www.elsevier.com/locate/jbiotec
 Elsevier Product Group 0020-7179

GEFÜHRTE

- 02/01/2019
 02/01/2019

DIMENSIONEN mm [in.]



NACHFÜLLUNGEN

1. *Chlorophyll a*
 2. *Chlorophyll b*
 3. *Chlorophyll c*
 4. *Chlorophyll d*
 5. *Chlorophyll e*
 6. *Chlorophyll f*
 7. *Chlorophyll g*
 8. *Chlorophyll h*
 9. *Chlorophyll i*
 10. *Chlorophyll j*
 11. *Chlorophyll k*
 12. *Chlorophyll l*
 13. *Chlorophyll m*
 14. *Chlorophyll n*
 15. *Chlorophyll o*
 16. *Chlorophyll p*
 17. *Chlorophyll q*
 18. *Chlorophyll r*
 19. *Chlorophyll s*
 20. *Chlorophyll t*
 21. *Chlorophyll u*
 22. *Chlorophyll v*
 23. *Chlorophyll w*
 24. *Chlorophyll x*
 25. *Chlorophyll y*
 26. *Chlorophyll z*
 27. *Chlorophyll aa*
 28. *Chlorophyll ab*
 29. *Chlorophyll ac*
 30. *Chlorophyll ad*
 31. *Chlorophyll ae*
 32. *Chlorophyll af*
 33. *Chlorophyll ag*
 34. *Chlorophyll ah*
 35. *Chlorophyll ai*
 36. *Chlorophyll aj*
 37. *Chlorophyll ak*
 38. *Chlorophyll al*
 39. *Chlorophyll am*
 40. *Chlorophyll an*
 41. *Chlorophyll ao*
 42. *Chlorophyll ap*
 43. *Chlorophyll aq*
 44. *Chlorophyll ar*
 45. *Chlorophyll as*
 46. *Chlorophyll at*
 47. *Chlorophyll au*
 48. *Chlorophyll av*
 49. *Chlorophyll aw*
 50. *Chlorophyll ax*
 51. *Chlorophyll ay*
 52. *Chlorophyll az*
 53. *Chlorophyll ba*
 54. *Chlorophyll bb*
 55. *Chlorophyll bc*
 56. *Chlorophyll bd*
 57. *Chlorophyll be*
 58. *Chlorophyll bf*
 59. *Chlorophyll bg*
 60. *Chlorophyll bh*
 61. *Chlorophyll bi*
 62. *Chlorophyll bj*
 63. *Chlorophyll bk*
 64. *Chlorophyll bl*
 65. *Chlorophyll bm*
 66. *Chlorophyll bn*
 67. *Chlorophyll bo*
 68. *Chlorophyll bp*
 69. *Chlorophyll bq*
 70. *Chlorophyll br*
 71. *Chlorophyll bs*
 72. *Chlorophyll bt*
 73. *Chlorophyll bu*
 74. *Chlorophyll bv*
 75. *Chlorophyll bw*
 76. *Chlorophyll bx*
 77. *Chlorophyll by*
 78. *Chlorophyll bz*
 79. *Chlorophyll ca*
 80. *Chlorophyll cb*
 81. *Chlorophyll cc*
 82. *Chlorophyll cd*
 83. *Chlorophyll ce*
 84. *Chlorophyll cf*
 85. *Chlorophyll cg*
 86. *Chlorophyll ch*
 87. *Chlorophyll ci*
 88. *Chlorophyll cj*
 89. *Chlorophyll ck*
 90. *Chlorophyll cl*
 91. *Chlorophyll cm*
 92. *Chlorophyll cn*
 93. *Chlorophyll co*
 94. *Chlorophyll cp*
 95. *Chlorophyll cq*
 96. *Chlorophyll cr*
 97. *Chlorophyll cs*
 98. *Chlorophyll ct*
 99. *Chlorophyll cu*
 100. *Chlorophyll cv*
 101. *Chlorophyll cw*
 102. *Chlorophyll cx*
 103. *Chlorophyll cy*
 104. *Chlorophyll cz*
 105. *Chlorophyll da*
 106. *Chlorophyll db*
 107. *Chlorophyll dc*
 108. *Chlorophyll dd*
 109. *Chlorophyll de*
 110. *Chlorophyll df*
 111. *Chlorophyll dg*
 112. *Chlorophyll dh*
 113. *Chlorophyll di*
 114. *Chlorophyll dj*
 115. *Chlorophyll dk*
 116. *Chlorophyll dl*
 117. *Chlorophyll dm*
 118. *Chlorophyll dn*
 119. *Chlorophyll do*
 120. *Chlorophyll dp*
 121. *Chlorophyll dq*
 122. *Chlorophyll dr*
 123. *Chlorophyll ds*
 124. *Chlorophyll dt*
 125. *Chlorophyll du*
 126. *Chlorophyll dv*
 127. *Chlorophyll dw*
 128. *Chlorophyll dx*
 129. *Chlorophyll dy*
 130. *Chlorophyll dz*
 131. *Chlorophyll ea*
 132. *Chlorophyll eb*
 133. *Chlorophyll ec*
 134. *Chlorophyll ed*
 135. *Chlorophyll ee*
 136. *Chlorophyll ef*
 137. *Chlorophyll eg*
 138. *Chlorophyll eh*
 139. *Chlorophyll ei*
 140. *Chlorophyll ej*
 141. *Chlorophyll ek*
 142. *Chlorophyll el*
 143. *Chlorophyll em*
 144. *Chlorophyll en*
 145. *Chlorophyll eo*
 146. *Chlorophyll ep*
 147. *Chlorophyll eq*
 148. *Chlorophyll er*
 149. *Chlorophyll es*
 150. *Chlorophyll et*
 151. *Chlorophyll eu*
 152. *Chlorophyll ev*
 153. *Chlorophyll ew*
 154. *Chlorophyll ex*
 155. *Chlorophyll ey*
 156. *Chlorophyll ez*
 157. *Chlorophyll fa*
 158. *Chlorophyll fb*
 159. *Chlorophyll fc*
 160. *Chlorophyll fd*
 161. *Chlorophyll fe*
 162. *Chlorophyll ff*
 163. *Chlorophyll fg*
 164. *Chlorophyll fh*
 165. *Chlorophyll fi*
 166. *Chlorophyll fj*
 167. *Chlorophyll fk*
 168. *Chlorophyll fl*
 169. *Chlorophyll fm*
 170. *Chlorophyll fn*
 171. *Chlorophyll fo*
 172. *Chlorophyll fp*
 173. *Chlorophyll fq*
 174. *Chlorophyll fr*
 175. *Chlorophyll fs*
 176. *Chlorophyll ft*
 177. *Chlorophyll fu*
 178. *Chlorophyll fv*
 179. *Chlorophyll fw*
 180. *Chlorophyll fx*
 181. *Chlorophyll fy*
 182. *Chlorophyll fz*
 183. *Chlorophyll ga*
 184. *Chlorophyll gb*
 185. *Chlorophyll gc*
 186. *Chlorophyll gd*
 187. *Chlorophyll ge*
 188. *Chlorophyll gf*
 189. *Chlorophyll gg*
 190. *Chlorophyll gh*
 191. *Chlorophyll gi*
 192. *Chlorophyll gj*
 193. *Chlorophyll gk*
 194. *Chlorophyll gl*
 195. *Chlorophyll gm*
 196. *Chlorophyll gn*
 197. *Chlorophyll go*
 198. *Chlorophyll gp*
 199. *Chlorophyll gq*
 200. *Chlorophyll gr*
 201. *Chlorophyll gs*
 202. *Chlorophyll gt*
 203. *Chlorophyll gu*
 204. *Chlorophyll gv*
 205. *Chlorophyll gw*
 206. *Chlorophyll gx*
 207. *Chlorophyll gy*
 208. *Chlorophyll gz*
 209. *Chlorophyll ha*
 210. *Chlorophyll hb*

TYP

- [illegible]

MEINER
[illegible]

- $\frac{1}{\sqrt{2}}$



HINWEIS: bei einer Temperatur unter -5°C ist der Kraftstoffbehälter mit ein 1% - Gemisch anstatt von reiner Benzin zu befüllen.



WICHTIG: Keine Wirkstoffe im Kraftstoff noch in dem Schmiermitteln zugelassen!





MOTOR

Motor Diesel 6 cilindros en línea aspirado con potencia nominal de 50 CV (36,8 kW) a 2200 rpm. Cilindros en línea.
Cilindrada (cm³) 2596
Consumo (litros/100 km) 20,0
Velocidad máxima (km/h) 124
Velocidad a 2000 rpm (km/h) 104
Velocidad a 1500 rpm (km/h) 73

ALIMENTACION

Alimentación por carburador de 15 cm³.
Filtro de aire 250 x 300 x 125 mm.
Presión de alimentación (bar) 1,24
Presión de inyección (bar) 150
Velocidad de inyección (km/h) 100
Velocidad de aspiración (km/h) 100
Velocidad de aspiración (km/h) 100

LUBRICACION

Agua 100
Aceite de motor 100
Aceite de motor 100
Aceite de motor 100
Aceite de motor 100

REFRIGERACION

Refrigeración por agua con bomba de agua.
Radiador 100 x 100 x 100 cm.
Ventilador 100 x 100 x 100 cm.

ENCENDIDO

Encendido 100
Encendido 100
Encendido 100
Encendido 100
Encendido 100

PUESTA EN MARCHA

100

TRANSMISION

Transmisión 100
Transmisión 100

Relaciones cambio

1 100
2 100
3 100
4 100
5 100
6 100
7 100
8 100
9 100
10 100

Relaciones totales

1 100
2 100
3 100
4 100
5 100
6 100
7 100
8 100
9 100
10 100

FRENOS

Delantero

Frein a disques 100
Frein a disques 100
Frein a disques 100
Frein a disques 100
Frein a disques 100

Trasero

Frein a disques 100
Frein a disques 100
Frein a disques 100
Frein a disques 100
Frein a disques 100

BASTIDOR

Bastidor 100
Bastidor 100
Bastidor 100
Bastidor 100
Bastidor 100

SUSPENSIONES

Delantero

Bastidor 100
Bastidor 100
Bastidor 100
Bastidor 100
Bastidor 100

Trasero

Bastidor 100
Bastidor 100
Bastidor 100
Bastidor 100
Bastidor 100

RUEDAS

Rueda 100
Rueda 100
Rueda 100
Rueda 100
Rueda 100

NEUMATICOS

Delantero

Neumático 100
Neumático 100
Neumático 100
Neumático 100
Neumático 100

Trasero

Neumático 100
Neumático 100
Neumático 100
Neumático 100
Neumático 100



GENERALIDADES

SISTEMA ELECTRICO

Generador eléctrico con bobinado y conmutador por

- Generador de 12V - 160W con bobinado y conmutador
- Bobina de encendido 24/100W

Bobina electrónica

Relé de freno trasero

Regulador de voltaje

Indicador de velocidad - analógico

Alimentación de la bomba de inyección

Bomba de encendido

El motor eléctrico de 12V y 100W alimenta al sistema de iluminación y al pino

Centralizador de las luces traseras

- Alarma de arranque de 12V y 100W

El sistema de inyección es de tipo electrónico y controlado por el motor

- Bomba de alta presión para bombear el combustible a 150W y 12V
- Bomba de baja presión para bombear el combustible a 12V

El motor eléctrico de 12V y 100W alimenta al sistema de iluminación y al pino

El motor eléctrico de 12V y 100W alimenta al sistema de iluminación y al pino

El motor eléctrico de 12V y 100W alimenta al sistema de iluminación y al pino

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El motor eléctrico de 12V y 100W alimenta al sistema de iluminación y al pino

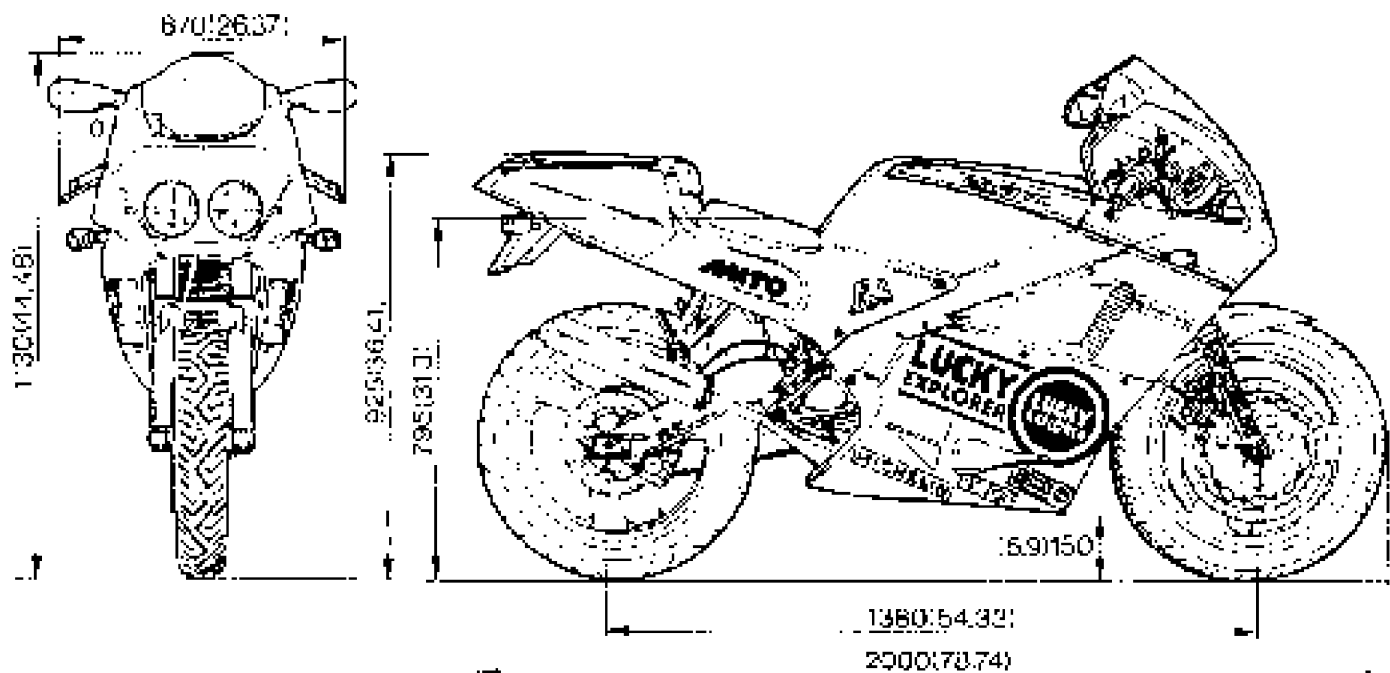
PRESTACIONES

Velocidad máxima (km/h) 170 (104)
Consumo medio (km/l) 14 (8,6)

PESOS

Peso seco (kg) 174 (383)

DIMENSIONES mm (in.)



CAPACIDADES

- Capacidad del depósito de combustible 17,5 litros
- Capacidad del depósito de aceite 1,5 litros
- Capacidad del depósito de agua 1,5 litros
- Capacidad del depósito de agua 1,5 litros
- Capacidad del depósito de agua 1,5 litros
- Capacidad del depósito de agua 1,5 litros
- Capacidad del depósito de agua 1,5 litros
- Capacidad del depósito de agua 1,5 litros
- Capacidad del depósito de agua 1,5 litros
- Capacidad del depósito de agua 1,5 litros

TIPO

- Tipo de motor 12V 100W
- Tipo de motor 12V 100W
- Tipo de motor 12V 100W
- Tipo de motor 12V 100W
- Tipo de motor 12V 100W
- Tipo de motor 12V 100W
- Tipo de motor 12V 100W
- Tipo de motor 12V 100W
- Tipo de motor 12V 100W
- Tipo de motor 12V 100W

CANTIDAD

(litros)

- 17,5
- 1,5
- 1,5
- 1,5
- 1,5
- 1,5
- 1,5
- 1,5
- 1,5
- 1,5

NOTA - Con temperatura inferior a los -5 °C añadir al carburante una mezcla al 1%.

IMPORTANTE - No se admite el uso de aditivos en el carburante o en los lubricantes.



Секция
 Section
 Section
 Section
 Section

B



P = probability
C = Compound interest along growth
I = inflation rate
S = serial sum
X = number of years along growth

 Dopo i primi 1.000 Km controllare la coppia di serraggio del dado di fissaggio rotore che deve essere: 6,7-7,1 Km [65,7-70 Nm].

[illegible]

P **Chapman:**

$C = 1.075 \times 10^{-3} \text{ mol kg}^{-1} \text{ mol}^{-1}$

1. *de la*

S - **Substantive**

$$X = \Delta \Gamma \cup \{m_2, \dots, k(n) : \Gamma \in \mathcal{C}, n \in \mathbb{N}\} \cup \{e_1, \dots, e_n\}$$

 Operations suggested at 1000 and 3000 Kms. are mentioned on Service Coupons included in the Maintenance and Warranty booklet.

 After the first 1.000 Km, check the driving torque of the rotor fastening nut which must be 6,7 + 7,1 Kgm [65,7 + 70 Nm].





P = 100 days
C = 100 days + 100 days
L = 100 days
S = 100 days
X = 100 days + 100 days + 100 days

Après les premiers 1000 km, contrôler le couple de serrage de l'écrou de fixation rotor qui doit être: 6,7 : 7,1 Kgm [65,7 - 70 Nm].

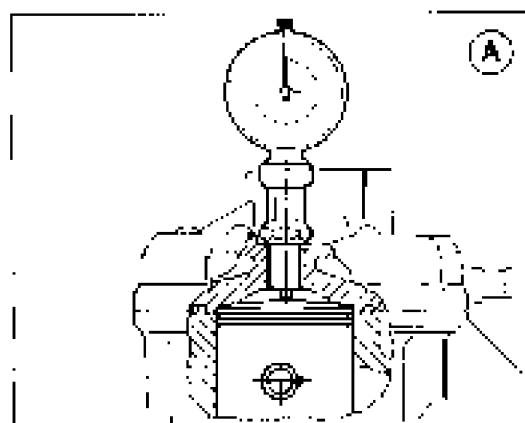
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- P** = Population
- C** = Control (Experimental group)
- L** = Laboratory
- S** = Sample Size
- X** = Experimental treatment groups

Las operaciones previstas después de los 1000 y 3000 IKm. están señaladas en los cupones del librito de garantía y mantenimiento.

 Después de los primeros 1000 Km. controlar el par de torsión de la tuerca de fijación rotor que debe ser: 6,7 - 7,1 Kgm. (65,7 - 70 Nm).





Controllo rapporto di compressione.

To check the compression ratio, proceed as follows:
1. Remove the cylinder head and piston from the crank.

2. Measure the distance from the connecting rod to the piston crown. The distance from the cylinder crown to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

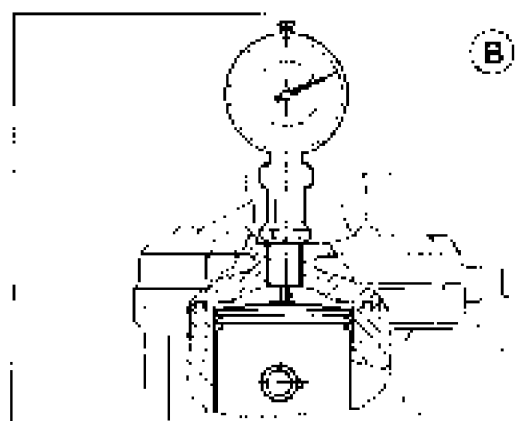
3. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

4. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

5. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

6. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

7. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).



Compression ratio control.

To check the compression ratio, proceed as follows:

1. Remove the cylinder head and piston from the crank.

2. Measure the distance from the connecting rod to the piston crown. The distance from the cylinder crown to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

3. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

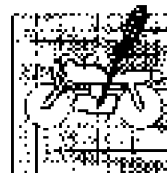
4. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

5. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

6. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

7. Measure the distance from the connecting rod to the piston crown. The distance from the connecting rod to the piston crown is 10.5 mm (0.413 in.) (Fig. 1, 2, 3 and 4).

SA 1.0 x 1.0 mm
SA 1.0 x 1.0 mm



Contrôle rapport de compression.

Pour vérifier si le rapport de compression est correct, appuyez la poussoir sur le piston et vérifiez la mesure du cylindre.

Placez le piston à la pelle, le piston se glisse dans le cylindre jusqu'à ce que les deux vis de la compression se trouvent à l'extrémité de la chambre.

Le piston se comprime dans le cylindre de la bougie et le moteur à zéro sur la poussoir.

Le piston se comprime dans le cylindre de la bougie.

Le piston se comprime dans le cylindre de la bougie et le moteur à zéro sur la poussoir.

Le piston se comprime dans le cylindre de la bougie et le moteur à zéro sur la poussoir.

Le piston se comprime dans le cylindre de la bougie et le moteur à zéro sur la poussoir.

Kontrolle des Verdichtungsverhältnisses.

Um zu überprüfen, ob das Verdichtungsverhältnis korrekt ist, drücken Sie den Kompressor auf den Zylinderkopf.

Die Pleuelstange des Pleuellagers gleitet in den Pleuellagerbohrung des Pleuellagers. Die Pleuelstange gleitet in den Pleuellagerbohrung des Pleuellagers.

Die Pleuelstange gleitet in den Pleuellagerbohrung des Pleuellagers.

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Die Pleuelstange gleitet in den Pleuellagerbohrung des Pleuellagers.

Die Pleuelstange gleitet in den Pleuellagerbohrung des Pleuellagers.

Control relación de compresión.

Para comprobar si la relación de compresión es correcta, presione el pistón sobre el cilindro.

El pistón se comprime en el cilindro de la buja y el motor a cero en el pistón.

El pistón se comprime en el cilindro de la buja y el motor a cero en el pistón.

El pistón se comprime en el cilindro de la buja y el motor a cero en el pistón.

El pistón se comprime en el cilindro de la buja y el motor a cero en el pistón.

El pistón se comprime en el cilindro de la buja y el motor a cero en el pistón.

El pistón se comprime en el cilindro de la buja y el motor a cero en el pistón.

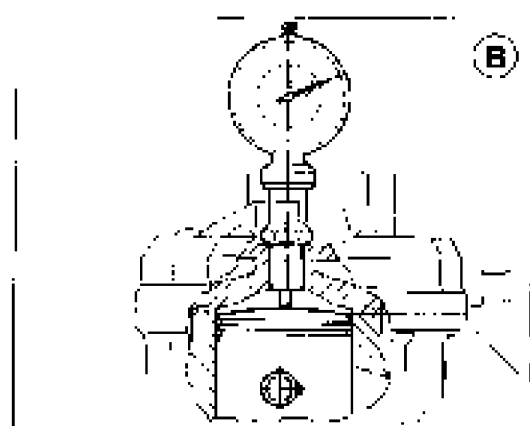
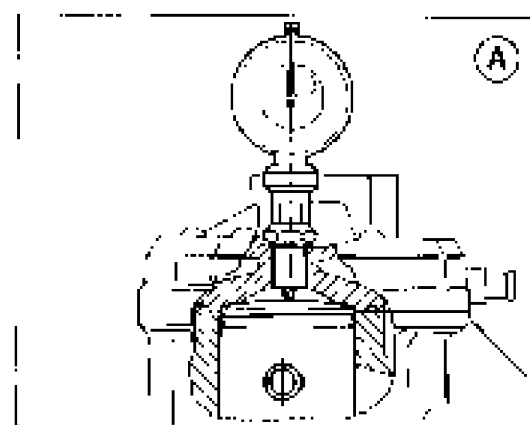
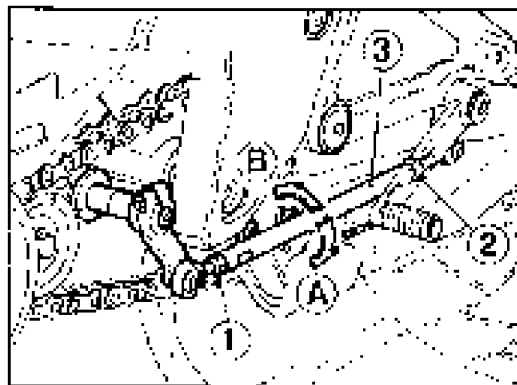


Fig. 1.25. 32000





REGISTRAZIONI E REGOLAZIONI SETTINGS AND ADJUSTMENTS RÉGLAGES ET CALAGES EINSTELLUNGEN UND REGULIERUNGEN AJUSTES Y REGULACIONES



- 1) Gearbox control pedal (gearbox control)
- 2) Gearbox control pedal spring
- 3) Gearbox control pedal linkage

Registrazione posizione pedale comando cambio.

- Superare il pedale comando cambio (1) verso l'alto, fino a quando si sente la prima resistenza (2) (fig. 1).
- VERGIONE (APENATA) - premere il pedale (1) fino a quando si sente la prima resistenza (2) (fig. 2).
- Spostare il pedale (1) a 2°.
- Premere il pedale (1) nel senso di careccia la lettera (A) ed abbassare il pedale (1) fino a quando si sente la prima resistenza (2) (fig. 3).
- Premere il pedale (1) nel senso di careccia la lettera (B) ed abbassare il pedale (1) fino a quando si sente la prima resistenza (2) (fig. 4).
- Premere il pedale (1) nel senso di careccia la lettera (C) ed abbassare il pedale (1) fino a quando si sente la prima resistenza (2) (fig. 5).

Adjustment of the gearbox control pedal position

- The gearbox control pedal (1) is pushed up until the first resistance (2) is felt (fig. 1).
- 1ST GEAR (High gear) - push the pedal (1) up until the first resistance (2) is felt (fig. 2).
- Push the pedal (1) to 2°.
- Push the pedal (1) in the direction of the letter (A) and push the pedal (1) down until the first resistance (2) is felt (fig. 3).
- Push the pedal (1) in the direction of the letter (B) and push the pedal (1) down until the first resistance (2) is felt (fig. 4).
- Push the pedal (1) in the direction of the letter (C) and push the pedal (1) down until the first resistance (2) is felt (fig. 5).

Réglage de la position du sélecteur de vitesse.

- Enfoncer le pédalier (1) jusqu'à ce que l'on sente la première résistance (2) (fig. 1).
- 1^{RE} VITESSE (Haut) - Enfoncer le pédalier (1) jusqu'à ce que l'on sente la première résistance (2) (fig. 2).
- Pousser le pédalier (1) à 2°.
- Pousser le pédalier (1) dans le sens de la lettre (A) et pousser le pédalier (1) jusqu'à ce que l'on sente la première résistance (2) (fig. 3).
- Pousser le pédalier (1) dans le sens de la lettre (B) et pousser le pédalier (1) jusqu'à ce que l'on sente la première résistance (2) (fig. 4).
- Pousser le pédalier (1) dans le sens de la lettre (C) et pousser le pédalier (1) jusqu'à ce que l'on sente la première résistance (2) (fig. 5).

Einstellung der Position des Gangschaltpedals.

- Das Gangschaltpedal (1) wird nach oben gedrückt, bis die erste Widerstandskraft (2) empfunden wird (Fig. 1).
- 1. GANGE (Hoch) - Das Gangschaltpedal (1) wird nach oben gedrückt, bis die erste Widerstandskraft (2) empfunden wird (Fig. 2).
- Das Gangschaltpedal (1) wird auf 2° gedrückt.
- Das Gangschaltpedal (1) wird in die Richtung des Buchstabens (A) gedrückt, bis die erste Widerstandskraft (2) empfunden wird (Fig. 3).
- Das Gangschaltpedal (1) wird in die Richtung des Buchstabens (B) gedrückt, bis die erste Widerstandskraft (2) empfunden wird (Fig. 4).
- Das Gangschaltpedal (1) wird in die Richtung des Buchstabens (C) gedrückt, bis die erste Widerstandskraft (2) empfunden wird (Fig. 5).

Registro posición pedal comando cambio.

- Superar el pedal comando cambio (1) hacia arriba, hasta que se sienta la primera resistencia (2) (fig. 1).
- 1^{ER} GEAR (Alto) - Superar el pedal comando cambio (1) hacia arriba, hasta que se sienta la primera resistencia (2) (fig. 2).
- Mover el pedal (1) a 2°.
- Mover el pedal (1) en la dirección de la letra (A) y mover el pedal (1) hacia abajo hasta que se sienta la primera resistencia (2) (fig. 3).
- Mover el pedal (1) en la dirección de la letra (B) y mover el pedal (1) hacia abajo hasta que se sienta la primera resistencia (2) (fig. 4).
- Mover el pedal (1) en la dirección de la letra (C) y mover el pedal (1) hacia abajo hasta que se sienta la primera resistencia (2) (fig. 5).



Accoppiamento cilindro-pistone.

I gruppi cilindro-pistone sono forniti già accoppiati, se necessario, il sistema di lubrificazione deve essere pulito e il gruppo cilindro-pistone deve essere lubrificato con l'olio indicato nelle pagine G.6 e G.7.

Il gruppo cilindro-pistone deve essere montato a temperatura di 20°C.

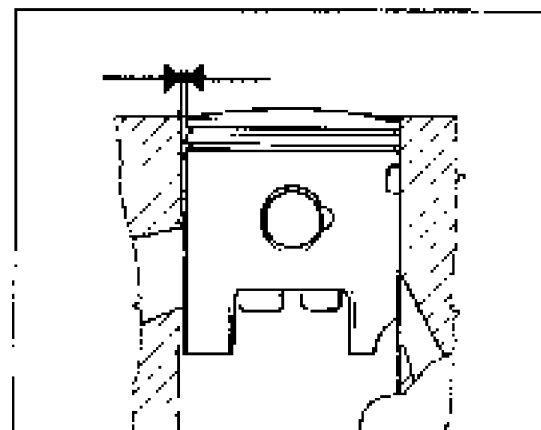
L'interasse d'accoppiamento cilindro-pistone DN20 = $0,052 \pm 0,003$ mm. Limiti di usura: 0,000 mm.

Cylinder piston assembly.

Cylinder piston assemblies are supplied already assembled. If necessary, the lubrication system and cylinder bore must be cleaned, the necessary quantity of oil must be used. Assembly must be done at 20°C.

Engine temperature must be stable at the assembly at 68°F.

Inter-cylinder clearance DN20 = $0,0019 \pm 0,0003$ in. Wear limit 0,00014 in.



Groupe cylindre-piston.

Les groupes cylindre-piston sont fournis déjà montés. Si nécessaire, le système de lubrification doit être nettoyé et les cylindres et pistons doivent être lubrifiés avec l'huile indiquée sur les pages G.6 et G.7.

Effectuer les montages à une température stabilisée de 20°C.

L'inter-cylindrage préférentiel DN20 = $0,0019 \pm 0,0003$ in. Limite d'usure 0,00014 in.

Verbindung Zylinder-Kolben.

Die Zylinder-Kolben-Gruppen werden schon verbunden geliefert. Bei Bedarf sind die Schmiersysteme und Zylinderbohrungen zu reinigen. Die Zylinder-Kolben-Gruppen müssen mit der Ölmenge wie auf den Blättern G.6 und G.7 gemessen werden.

Die Montage muß bei 20°C durchgeführt werden.

Der Zylinderbohrungsmaß DN20 = $0,0019 \pm 0,0003$ mm. Abnutzungsgrenze 0,00014 mm.

Acoplamiento cilindro-pistón.

Los grupos cilindro-pistón están montados ya. Si es necesario, el sistema de lubricación debe ser limpio y el grupo cilindro-pistón debe ser lubricado con el aceite indicado en las páginas G.6 y G.7.

Montar a una temperatura estableizada de 20°C.

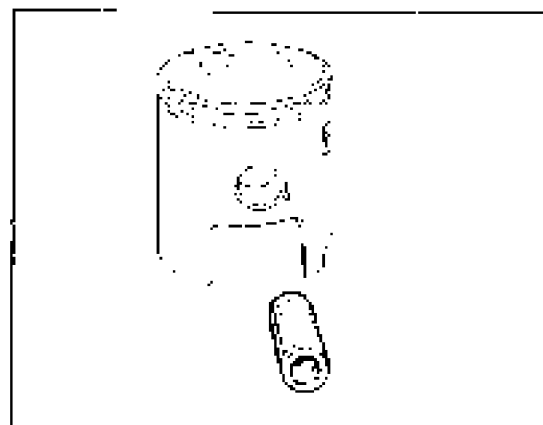
El espacio de acoplamiento cilindro-pistón DN20 = $0,0019 \pm 0,0003$ mm. Límite de desgaste 0,00014 mm.

| Cilindro-Pistone
Cylinder-Piston | | Cylindre-Piston | | Inter-cylindrage
Inter-cylinder | Inter-cylinder
Inter-cylindrage |
|-------------------------------------|--------------------|-------------------|--------------------|------------------------------------|------------------------------------|
| Modèle
Modello | Modèle
Modello | Modèle
Modello | Modèle
Modello | Modèle
Modello | Modèle
Modello |
| 1000 cc
1000 cc | 1000 cc
1000 cc | A | 1000 cc
1000 cc | 0,052
0,052 | 0,052
0,052 |
| 1000 cc
1000 cc | 1000 cc
1000 cc | B | 1000 cc
1000 cc | 0,052
0,052 | 0,052
0,052 |
| 1000 cc
1000 cc | 1000 cc
1000 cc | C | 1000 cc
1000 cc | 0,052
0,052 | 0,052
0,052 |





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Spinotto.

Deve essere perfettamente liscio, senza rughe, graffi e scalfi. In caso di danni o consolidamenti, bisogna lubrificare bene il cilindro e l'anello e richiamare il distributore di lubrificanti e cercare assistenza (pag. 68/9).

Piston pin.

It must be perfectly smooth, without any visible steps or blurs due to scratching. In case of damage or consolidation, you must lubricate well the cylinder and the ring and call the distributor of lubricants and seek assistance (page 68/9).

Goujon.

Do not use piston pin with roughness, scratches or any surface blurring due to scratching.

In case of damage or consolidation, you must lubricate well the cylinder and the ring and call the distributor of lubricants and seek assistance (page 68/9).

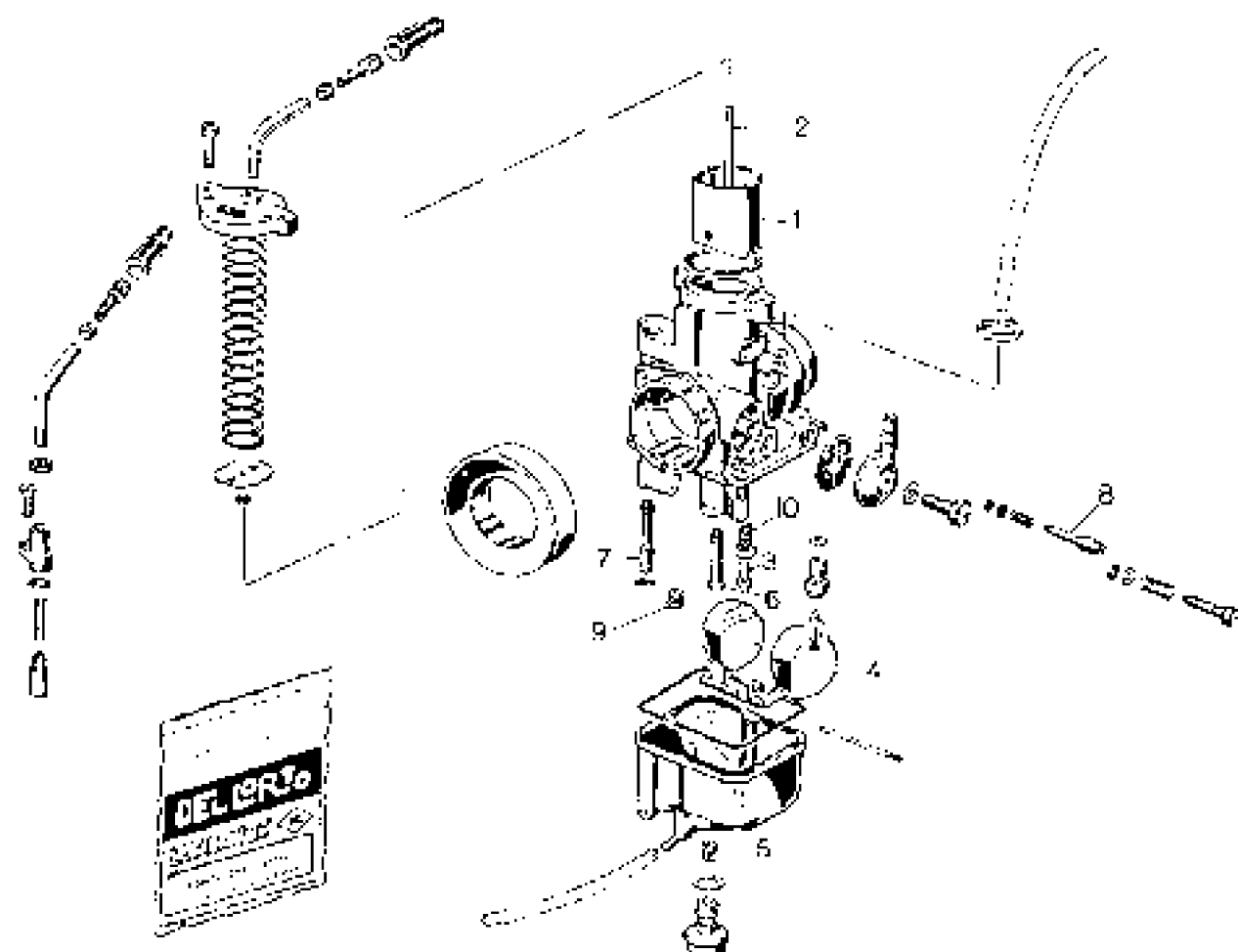
Kolbenbolzen.

Es muss absolut glatt sein, ohne Bolzen ohne Vertiefungen, oder durch Kratzen verursachte kleine Vertiefungen geben.

Bei Beschädigung oder Konsolidierung auf jeden Fall Kolbenring einwechseln und den Öl-Distributor kontaktieren / seine assistance anfordern (Seite 68/9 zum Nachlesen).

Bulón.

Deve ser perfeitamente liscio, sem rugas, arranhões ou qualquer outro tipo de danos, raspaduras ou consolidamentos. Em caso de danos, lubrificar bem o cilindro e o anel e chamar o distribuidor de lubrificantes e procurar assistência (pág. 68/9).



Rif. Denominazione

- 1 Motore a gas
- 2 Bullone con O-Ring
- 3 Guarnizione motore
- 4 Caricabatterie
- 5 Caricabatterie
- 6 Nut
- 7 Guarnizione motore
- 8 Vite e rondella di sicurezza
- 9 Guarnizione motore
- 10 Caricabatterie motore

PHBM 2B RD

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| Ref. | Description | PHBH 28 RD |
|------|--------------------------|---------------------|
| 1 | Pin (pin) | 40 |
| 2 | Pin (pin) | 1.13 (2nd revision) |
| 3 | Pin (pin) | 40 |
| 4 | Pin (pin) | 0.5 kg |
| 5 | Pin (pin) | 1.18 |
| 6 | Pin (pin) | 1.65 |
| 7 | Pin (pin) | 40 |
| 8 | Pin (pin) (2nd revision) | 1.13 (2nd revision) |
| 9 | Pin (pin) | 40 |
| 10 | Pin (pin) | 40 |

| Ref. | Description | PHBH 28 RD |
|------|--------------------------|---------------------|
| 1 | Pin (pin) | 40 |
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| 7 | Pin (pin) | 40 |
| 8 | Pin (pin) (2nd revision) | 1.13 (2nd revision) |
| 9 | Pin (pin) | 40 |
| 10 | Pin (pin) | 40 |

| Baz. | Benennung | PHBH 28 RD |
|------|--------------------------|---------------------|
| 1 | Pin (pin) | 40 |
| 2 | Pin (pin) | 1.13 (2nd revision) |
| 3 | Pin (pin) | 40 |
| 4 | Pin (pin) | 0.5 kg |
| 5 | Pin (pin) | 1.18 |
| 6 | Pin (pin) | 1.65 |
| 7 | Pin (pin) | 40 |
| 8 | Pin (pin) (2nd revision) | 1.13 (2nd revision) |
| 9 | Pin (pin) | 40 |
| 10 | Pin (pin) | 40 |

| Ref. | Denominación | PHBH 28 RD |
|------|--------------------------|---------------------|
| 1 | Pin (pin) | 40 |
| 2 | Pin (pin) | 1.13 (2nd revision) |
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| 7 | Pin (pin) | 40 |
| 8 | Pin (pin) (2nd revision) | 1.13 (2nd revision) |
| 9 | Pin (pin) | 40 |
| 10 | Pin (pin) | 40 |





Roccordo di aspirazione.

Controllo che il roccordo di aspirazione sia montato correttamente sul tubo di aspirazione.

Suction coupling.

Check that the suction coupling is mounted correctly on the pipe.

Raccord d'aspiration.

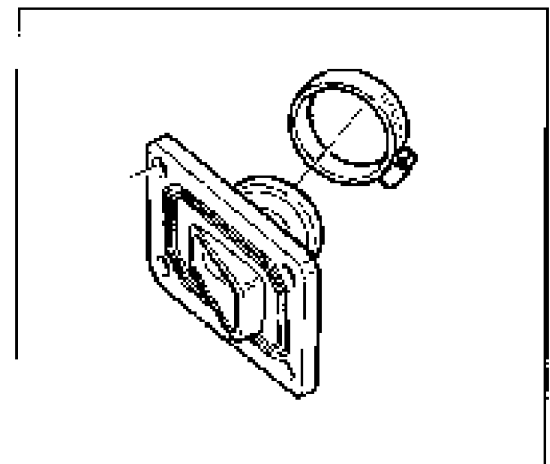
Contrôler que le raccord d'aspiration soit installé correctement. Parer le cas contraire, le changer.

Sauganschluss.

Überprüfen Sie, ob der Sauganschluss richtig montiert ist. Gegebenenfalls ersetzen.

Empalme de aspiración.

Comprobar que el empalme de aspiración ha sido ensamblado correctamente.



Valvola a lamelle.

Verificare che la lamella non presenti nessuna rottura e rientri nella distanza (A) massima indicata di 2,4 mm.

Il cusco contiene soffioni e la lamella è la parte di lamina curva lamella inflessa o flettibile per le parti inflessibili o flettibili.

Blade valve.

Check that the blade valve is not broken and the clearance (A) is not greater than 0.024 in.

For sealing the joints and the blade valve the cups. During assembly apply a little oil to the cups.

Soupape à lamelles.

Vérifier que la lamelle ne présente aucune cassure et que la distance (A) ne dépasse pas 2,4 mm.

Le cône contient des soufflets et la lamelle est la partie de la lame courbe lamelle inflexible ou flexible pour les parties inflexibles ou flexibles.

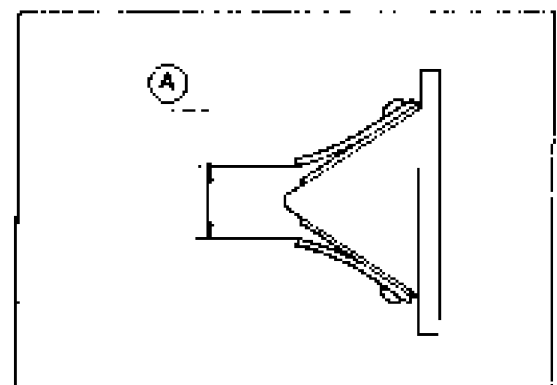
Lamellenventil.

Überprüfen Sie, ob die Lamellenventil nicht zerbrochen ist und die Distanz (A) nicht mehr als 2,4 mm beträgt. Es ist auch möglich, die Lamellenventil die Abfederung für die Ventile zu ersetzen. Achten Sie auf die Abfederung des Ventils. Wenn Sie den Ventilschalter ersetzen, achten Sie auf die Distanz (A).

Válvula de alapa.

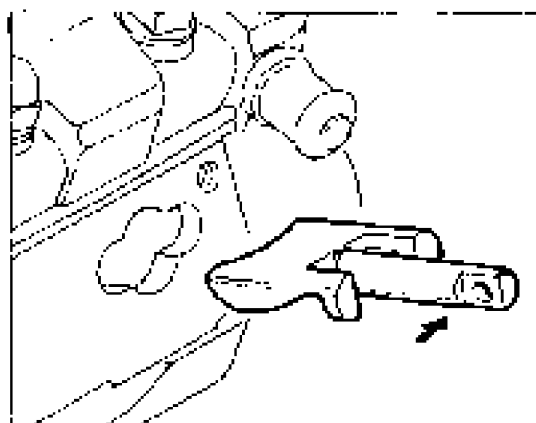
Verificar que la alapa no presente ninguna rotura y que la distancia (A) no sea mayor de 2,4 mm.

El cono contiene los ventillos y la alapa es la parte de la pala curva pala inflexible o flexible para las partes inflexibles o flexibles.





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Valvola di scarico.

Fig. 514. Rimuovere con cura la punta della valvola, evitando di danneggiare le superfici esterne della valvola, compromettendo la tenuta sul cilindro. (The outer surfaces of the valve must not be damaged.)



Non utilizzare raschianti o punte che potrebbero danneggiare le superfici esterne della valvola pregiudicandone la tenuta sul cilindro.

Exhaust valve.

Fig. 514. Carefully remove the point of the valve, avoiding damage to the outer surfaces of the valve thus jeopardizing its tightness on the cylinder.



Do not use scrapers or points which could damage the outer surfaces of the valve thus jeopardizing its tightness on the cylinder.

Soupape d'échappement.

Fig. 514. Retirez avec soin la pointe de la soupape, évitant d'endommager les surfaces extérieures de la soupape, compromettant ainsi la tenue sur le cylindre. (The outer surfaces of the exhaust valve must not be damaged.)



Ne pas utiliser de racloirs ou de pointes qui pourraient endommager les surfaces extérieures de la soupape, et compromettre la tenue sur le cylindre.

Auslassventil.

Fig. 514. Vorsichtig die Spitze des Ventils entfernen, ohne die Aussenseiten des Ventils zu beschädigen, und so den Halt auf dem Zylinder beeinträchtigen. (The outer surfaces of the valve must not be damaged.)



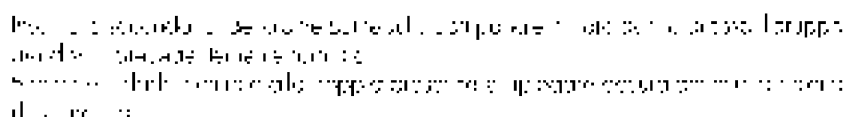
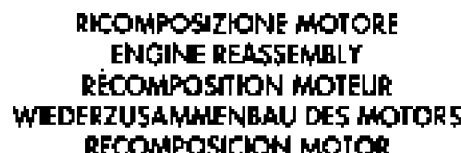
Keine Schabeisen oder spitze Gegenstände verwenden, die die Aussenseiten des Ventils beschädigen könnten, und so den Halt auf dem Zylinder beeinträchtigen.

Válvula de escape.

Fig. 514. Cuidadosamente quite a ponta da válvula, evitando prejudicar as superfícies externas da válvula comprometendo a sua fixação no cilindro. (The outer surfaces of the valve must not be damaged.)



No utilizar rascadores o puntas que podrían estropear las superficies exteriores de la válvula perjudicando la sujeción en el cilindro.



NOTA - Il pacco dischi condotti e conduttori deve scorrere liberamente sia sul mozzo centrale che sulla campana.

Let α be an arbitrary element of $\mathcal{A}$ and let β be an arbitrary element of $\mathcal{B}$. Then

REMARK - The driving and driven discs package must freely slide both on central hub and clutch housing.

² See, e.g., *United States v. Gurnea*, 199 F.3d 1005, 1010 (9th Cir. 2000).

REMARQUE - Le groupe des disques conduits et conducteurs doit glisser librement soit sur le moyeu central, soit sur la cloche d'embrayage.

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VERMERK! Das Scheibenpaket (Mitnehmer und Antriebsscheiben) muß beide auf der Zentralnabe und auf der Glockenflanke sitzen.

the following conditions are satisfied:

$\frac{1}{2} \left(\frac{1}{2} \right) = \frac{1}{4}$

NOTA: El grupo de discos y conductores debe deslizarse libremente sobre el cubo central y sobre la campana.

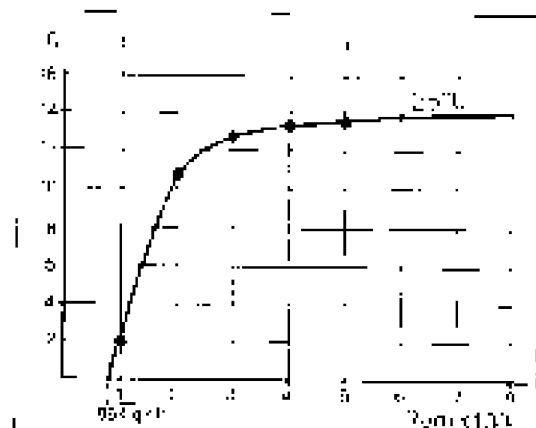
It is possible that the observed correlation between the number of years of schooling and earnings may be due to the fact that more educated individuals are more likely to be employed in higher-paying jobs. This is a plausible explanation, but it does not necessarily mean that the correlation is spurious. It is possible that the correlation is causal, meaning that more education leads to higher earnings.





Candela di accensione.

La candela è CH-44MK/14,144MK/15,154MK/16,164MK/17,174MK/18,184MK/19,194MK/20,204MK/21,214MK/22,224MK/23,234MK/24,244MK/25,254MK/26,264MK/27,274MK/28,284MK/29,294MK/30,304MK/31,314MK/32,324MK/33,334MK/34,344MK/35,354MK/36,364MK/37,374MK/38,384MK/39,394MK/40,404MK/41,414MK/42,424MK/43,434MK/44,444MK/45,454MK/46,464MK/47,474MK/48,484MK/49,494MK/50,504MK/51,514MK/52,524MK/53,534MK/54,544MK/55,554MK/56,564MK/57,574MK/58,584MK/59,594MK/60,604MK/61,614MK/62,624MK/63,634MK/64,644MK/65,654MK/66,664MK/67,674MK/68,684MK/69,694MK/70,704MK/71,714MK/72,724MK/73,734MK/74,744MK/75,754MK/76,764MK/77,774MK/78,784MK/79,794MK/80,804MK/81,814MK/82,824MK/83,834MK/84,844MK/85,854MK/86,864MK/87,874MK/88,884MK/89,894MK/90,904MK/91,914MK/92,924MK/93,934MK/94,944MK/95,954MK/96,964MK/97,974MK/98,984MK/99,994MK/100,1004MK/101,1014MK/102,1024MK/103,1034MK/104,1044MK/105,1054MK/106,1064MK/107,1074MK/108,1084MK/109,1094MK/110,1104MK/111,1114MK/112,1124MK/113,1134MK/114,1144MK/115,1154MK/116,1164MK/117,1174MK/118,1184MK/119,1194MK/120,1204MK/121,1214MK/122,1224MK/123,1234MK/124,1244MK/125,1254MK/126,1264MK/127,1274MK/128,1284MK/129,1294MK/130,1304MK/131,1314MK/132,1324MK/133,1334MK/134,1344MK/135,1354MK/136,1364MK/137,1374MK/138,1384MK/139,1394MK/140,1404MK/141,1414MK/142,1424MK/143,1434MK/144,1444MK/145,1454MK/146,1464MK/147,1474MK/148,1484MK/149,1494MK/150,1504MK/151,1514MK/152,1524MK/153,1534MK/154,1544MK/155,1554MK/156,1564MK/157,1574MK/158,1584MK/159,1594MK/160,1604MK/161,1614MK/162,1624MK/163,1634MK/164,1644MK/165,1654MK/166,1664MK/167,1674MK/168,1684MK/169,1694MK/170,1704MK/171,1714MK/172,1724MK/173,1734MK/174,1744MK/175,1754MK/176,1764MK/177,1774MK/178,1784MK/179,1794MK/180,1804MK/181,1814MK/182,1824MK/183,1834MK/184,1844MK/185,1854MK/186,1864MK/187,1874MK/188,1884MK/189,1894MK/190,1904MK/191,1914MK/192,1924MK/193,1934MK/194,1944MK/195,1954MK/196,1964MK/197,1974MK/198,1984MK/199,1994MK/200,2004MK/201,2014MK/202,2024MK/203,2034MK/204,2044MK/205,2054MK/206,2064MK/207,2074MK/208,2084MK/209,2094MK/210,2104MK/211,2114MK/212,2124MK/213,2134MK/214,2144MK/215,2154MK/216,2164MK/217,2174MK/218,2184MK/219,2194MK/220,2204MK/221,2214MK/222,2224MK/223,2234MK/224,2244MK/225,2254MK/226,2264MK/227,2274MK/228,2284MK/229,2294MK/230,2304MK/231,2314MK/232,2324MK/233,2334MK/234,2344MK/235,2354MK/236,2364MK/237,2374MK/238,2384MK/239,2394MK/240,2404MK/241,2414MK/242,2424MK/243,2434MK/244,2444MK/245,2454MK/246,2464MK/247,2474MK/248,2484MK/249,2494MK/250,2504MK/251,2514MK/252,2524MK/253,2534MK/254,2544MK/255,2554MK/256,2564MK/257,2574MK/258,2584MK/259,2594MK/260,2604MK/261,2614MK/262,2624MK/263,2634MK/264,2644MK/265,2654MK/266,2664MK/267,2674MK/268,2684MK/269,2694MK/270,2704MK/271,2714MK/272,2724MK/273,2734MK/274,2744MK/275,2754MK/276,2764MK/277,2774MK/278,2784MK/279,2794MK/280,2804MK/281,2814MK/282,2824MK/283,2834MK/284,2844MK/285,2854MK/286,2864MK/287,2874MK/288,2884MK/289,2894MK/290,2904MK/291,2914MK/292,2924MK/293,2934MK/294,2944MK/295,2954MK/296,2964MK/297,2974MK/298,2984MK/299,2994MK/300,3004MK/301,3014MK/302,3024MK/303,3034MK/304,3044MK/305,3054MK/306,3064MK/307,3074MK/308,3084MK/309,3094MK/310,3104MK/311,3114MK/312,3124MK/313,3134MK/314,3144MK/315,3154MK/316,3164MK/317,3174MK/318,3184MK/319,3194MK/320,3204MK/321,3214MK/322,3224MK/323,3234MK/324,3244MK/325,3254MK/326,3264MK/327,3274MK/328,3284MK/329,3294MK/330,3304MK/331,3314MK/332,3324MK/333,3334MK/334,3344MK/335,3354MK/336,3364MK/337,3374MK/338,3384MK/339,3394MK/340,3404MK/341,3414MK/342,3424MK/343,3434MK/344,3444MK/345,3454MK/346,3464MK/347,3474MK/348,3484MK/349,3494MK/350,3504MK/351,3514MK/352,3524MK/353,3534MK/354,3544MK/355,3554MK/356,3564MK/357,3574MK/358,3584MK/359,3594MK/360,3604MK/361,3614MK/362,3624MK/363,3634MK/364,3644MK/365,3654MK/366,3664MK/367,3674MK/368,3684MK/369,3694MK/370,3704MK/371,3714MK/372,3724MK/373,3734MK/374,3744MK/375,3754MK/376,3764MK/377,3774MK/378,3784MK/379,3794MK/380,3804MK/381,3814MK/382,3824MK/383,3834MK/384,3844MK/385,3854MK/386,3864MK/387,3874MK/388,3884MK/389,3894MK/390,3904MK/391,3914MK/392,3924MK/393,3934MK/394,3944MK/395,3954MK/396,3964MK/397,3974MK/398,3984MK/399,3994MK/400,4004MK/401,4014MK/402,4024MK/403,4034MK/404,4044MK/405,4054MK/406,4064MK/407,4074MK/408,4084MK/409,4094MK/410,4104MK/411,4114MK/412,4124MK/413,4134MK/414,4144MK/415,4154MK/416,4164MK/417,4174MK/418,4184MK/419,4194MK/420,4204MK/421,4214MK/422,4224MK/423,4234MK/424,4244MK/425,4254MK/426,4264MK/427,4274MK/428,4284MK/429,4294MK/430,4304MK/431,4314MK/432,4324MK/433,4334MK/434,4344MK/435,4354MK/436,4364MK/437,4374MK/438,4384MK/439,4394MK/440,4404MK/441,4414MK/442,4424MK/443,4434MK/444,4444MK/445,4454MK/446,4464MK/447,4474MK/448,4484MK/449,4494MK/450,4504MK/451,4514MK/452,4524MK/453,4534MK/454,4544MK/455,4554MK/456,4564MK/457,4574MK/458,4584MK/459,4594MK/460,4604MK/461,4614MK/462,4624MK/463,4634MK/464,4644MK/465,4654MK/466,4664MK/467,4674MK/468,4684MK/469,4694MK/470,4704MK/471,4714MK/472,4724MK/473,4734MK/474,4744MK/475,4754MK/476,4764MK/477,4774MK/478,4784MK/479,4794MK/480,4804MK/481,4814MK/482,4824MK/483,4834MK/484,4844MK/485,4854MK/486,4864MK/487,4874MK/488,4884MK/489,4894MK/490,4904MK/491,4914MK/492,4924MK/493,4934MK/494,4944MK/495,4954MK/496,4964MK/497,4974MK/498,4984MK/499,4994MK/500,5004MK/501,5014MK/502,5024MK/503,5034MK/504,5044MK/505,5054MK/506,5064MK/507,5074MK/508,5084MK/509,5094MK/510,5104MK/511,5114MK/512,5124MK/513,5134MK/514,5144MK/515,5154MK/516,5164MK/517,5174MK/518,5184MK/519,5194MK/520,5204MK/521,5214MK/522,5224MK/523,5234MK/524,5244MK/525,5254MK/526,5264MK/527,5274MK/528,5284MK/529,5294MK/530,5304MK/531,5314MK/532,5324MK/533,5334MK/534,5344MK/535,5354MK/536,5364MK/537,5374MK/538,5384MK/539,5394MK/540,5404MK/541,5414MK/542,5424MK/543,5434MK/544,5444MK/545,5454MK/546,5464MK/547,5474MK/548,5484MK/549,5494MK/550,5504MK/551,5514MK/552,5524MK/553,5534MK/554,5544MK/555,5554MK/556,5564MK/557,5574MK/558,5584MK/559,5594MK/560,5604MK/561,5614MK/562,5624MK/563,5634MK/564,5644MK/565,5654MK/566,5664MK/567,5674MK/568,5684MK/569,5694MK/570,5704MK/571,5714MK/572,5724MK/573,5734MK/574,5744MK/575,5754MK/576,5764MK/577,5774MK/578,5784MK/579,5794MK/580,5804MK/581,5814MK/582,5824MK/583,5834MK/584,5844MK/585,5854MK/586,5864MK/587,5874MK/588,5884MK/589,5894MK/590,5904MK/591,5914MK/592,5924MK/593,5934MK/594,5944MK/595,5954MK/596,5964MK/597,5974MK/598,5984MK/599,5994MK/600,6004MK/601,6014MK/602,6024MK/603,6034MK/604,6044MK/605,6054MK/606,6064MK/607,6074MK/608,6084MK/609,6094MK/610,6104MK/611,6114MK/612,6124MK/613,6134MK/614,6144MK/615,6154MK/616,6164MK/617,6174MK/618,6184MK/619,6194MK/620,6204MK/621,6214MK/622,6224MK/623,6234MK/624,6244MK/625,6254MK/626,6264MK/627,6274MK/628,6284MK/629,6294MK/630,6304MK/631,6314MK/632,6324MK/633,6334MK/634,6344MK/635,6354MK/636,6364MK/637,6374MK/638,6384MK/639,6394MK/640,6404MK/641,6414MK/642,6424MK/643,6434MK/644,6444MK/645,6454MK/646,6464MK/647,6474MK/648,6484MK/649,6494MK/650,6504MK/651,6514MK/652,6524MK/653,6534MK/654,6544MK/655,6554MK/656,6564MK/657,6574MK/658,6584MK/659,6594MK/660,6604MK/661,6614MK/662,6624MK/663,6634MK/664,6644MK/665,6654MK/666,6664MK/667,6674MK/668,6684MK/669,6694MK/670,6704MK/671,6714MK/672,6724MK/673,6734MK/674,6744MK/675,6754MK/676,6764MK/677,6774MK/678,6784MK/679,6794MK/680,6804MK/681,6814MK/682,6824MK/683,6834MK/684,6844MK/685,6854MK/686,6864MK/687,6874MK/688,6884MK/689,6894MK/690,6904MK/691,6914MK/692,6924MK/693,6934MK/694,6944MK/695,6954MK/696,6964MK/697,6974MK/698,6984MK/699,6994MK/700,7004MK/701,7014MK/702,7024MK/703,7034MK/704,7044MK/705,7054MK/706,7064MK/707,7074MK/708,7084MK/709,7094MK/710,7104MK/711,7114MK/712,7124MK/713,7134MK/714,7144MK/715,7154MK/716,7164MK/717,7174MK/718,7184MK/719,7194MK/720,7204MK/721,7214MK/722,7224MK/723,7234MK/724,7244MK/725,7254MK/726,7264MK/727,7274MK/728,7284MK/729,7294MK/730,7304MK/731,7314MK/732,7324MK/733,7334MK/734,7344MK/735,7354MK/736,7364MK/737,7374MK/738,7384MK/739,7394MK/740,7404MK/741,7414MK/742,7424MK/743,7434MK/744,7444MK/745,7454MK/746,7464MK/747,7474MK/748,7484MK/749,7494MK/750,7504MK/751,7514MK/752,7524MK/753,7534MK/754,7544MK/755,7554MK/756,7564MK/757,7574MK/758,7584MK/759,7594MK/760,7604MK/761,7614MK/762,7624MK/763,7634MK/764,7644MK/765,7654MK/766,7664MK/767,7674MK/768,7684MK/769,7694MK/770,7704MK/771,7714MK/772,7724MK/773,7734MK/774,7744MK/775,7754MK/776,7764MK/777,7774MK/778,7784MK/779,7794MK/780,7804MK/781,7814MK/782,7824MK/783,7834MK/784,7844MK/785,7854MK/786,7864MK/787,7874MK/788,7884MK/789,7894MK/790,7904MK/791,7914MK/792,7924MK/793,7934MK/794,7944MK/795,7954MK/796,7964MK/797,7974MK/798,7984MK/799,7994MK/800,8004MK/801,8014MK/802,8024MK/803,8034MK/804,8044MK/805,8054MK/806,8064MK/807,8074MK/808,8084MK/809,8094MK/810,8104MK/811,8114MK/812,8124MK/813,8134MK/814,8144MK/815,8154MK/816,8164MK/817,8174MK/818,8184MK/819,8194MK/820,8204MK/821,8214MK/822,8224MK/823,8234MK/824,8244MK/825,8254MK/826,8264MK/827,8274MK/828,8284MK/829,8294MK/830,8304MK/831,8314MK/832,8324MK/833,8334MK/834,8344MK/835,8354MK/836,8364MK/837,8374MK/838,8384MK/839,8394MK/840,8404MK/841,8414MK/842,8424MK/843,8434MK/844,8444MK/845,8454MK/846,8464MK/847,8474MK/848,8484MK/849,8494MK/850,8504MK/851,8514MK/852,8524MK/853,8534MK/854,8544MK/855,8554MK/856,8564MK/857,8574MK/858,8584MK/859,8594MK/860,8604MK/861,8614MK/862,8624MK/863,8634MK/864,8644MK/865,8654MK/866,8664MK/867,8674MK/868,8684MK/869,8694MK/870,8704MK/871,8714MK/872,8724MK/873,8734MK/874,8744MK/875,8754MK/876,8764MK/877,8774MK/878,8784MK/879,8794MK/880,8804MK/881,8814MK/882,8824MK/883,8834MK/884,8844MK/885,8854MK/886,8864MK/887,8874MK/888,8884MK/889,8894MK/890,8904MK/891,8914MK/892,8924MK/893,8934MK/894,8944MK/895,8954MK/896,8964MK/897,8974MK/898,8984MK/899,8994MK/900,9004MK/901,9014MK/902,9024MK/903,9034MK/904,9044MK/905,9054MK/906,9064MK/907,9074MK/908,9084MK/909,9094MK/910,9104MK/911,9114MK/912,9124MK/913,9134MK/914,9144MK/915,9154MK/916,9164MK/917,9174MK/918,9184MK/919,9194MK/920,9204MK/921,9214MK/922,9224MK/923,9234MK/924,9244MK/925,9254MK/926,9264MK/927,9274MK/928,9284MK/929,9294MK/930,9304MK/931,9314MK/932,9324MK/933,9334MK/934,9344MK/935,9354MK/936,9364MK/937,9374MK/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Controllo dell'impianto di carica sul veicolo.

Il sistema di carica è controllato da un relè che regola il tempo di ricarica in base al livello di carica della batteria e alla temperatura.

Il relè è controllato elettronicamente dal computer.

La carica massima è di 2500W, ma l'effettiva potenza erogata dipende dalla temperatura ambiente.

Il relè si resetta automaticamente quando la temperatura ambiente si porta al punto di impostazione di default (10°C).

Il relè è programmato per lavorare a 25°C, ma può essere modificato in base alla temperatura ambiente. La temperatura di lavoro della batteria deve essere compresa tra 20°C e 40°C. La temperatura ambiente deve essere compresa tra 10°C e 50°C, mentre la temperatura della batteria deve essere compresa tra 20°C e 40°C.

Checking the recharge system on vehicle.

The recharge system is controlled by a relay which regulates the charging time according to the battery level and temperature.

The relay is electronically controlled by the computer.

The maximum power is 2500W, but the actual power delivered depends on the ambient temperature.

The relay resets automatically when the ambient temperature returns to the point of setting (10°C).

The relay is programmed to work at 25°C, but it can be modified according to the ambient temperature. The battery operating temperature must be between 20°C and 40°C. The ambient temperature must be between 10°C and 50°C, while the battery temperature must be between 20°C and 40°C.

Contrôle de l'installation de charge sur le véhicule.

Le système de charge est contrôlé par un relai qui régule le temps de recharge en fonction du niveau de charge de la batterie et de la température.

Le relai est contrôlé électroniquement par le ordinateur.

La puissance maximale est de 2500W, mais la puissance réellement délivrée dépend de la température ambiante.

Le relai se réinitialise automatiquement lorsque la température ambiante revient au point de réglage (10°C).

Le relai est programmé pour fonctionner à 25°C, mais peut être modifié en fonction de la température ambiante. La température de fonctionnement de la batterie doit être comprise entre 20°C et 40°C.

La température ambiante doit être comprise entre 10°C et 50°C, tandis que la température de la batterie doit être comprise entre 20°C et 40°C.

Kontrolle der Ladungsanlage des Fahrzeugs.

Die Ladesystem wird elektronisch von einem Relais gesteuert, das die Ladezeit basierend auf dem Batteriestand und der Temperatur regelt.

Das Relais wird elektronisch gesteuert.

Die maximale Leistung beträgt 2500W, aber die tatsächlich gelieferte Leistung hängt von der Umgebungstemperatur ab.

Das Relais wird automatisch zurückgesetzt, wenn die Umgebungstemperatur auf den Einstellpunkt (10°C) zurückkehrt.

Das Relais ist für einen Betrieb bei 25°C programmiert, kann aber an die Umgebungstemperatur angepasst werden.

Die Betriebstemperatur der Batterie muss zwischen 20°C und 40°C liegen. Die Umgebungstemperatur muss zwischen 10°C und 50°C liegen, während die Batterietemperatur zwischen 20°C und 40°C liegen muss.

Control de la instalación de carga en el vehículo.

El sistema de carga es controlado electrónicamente por un relé que regula el tiempo de carga en función del nivel de carga de la batería y de la temperatura.

El relé es controlado electrónicamente por el ordenador.

La potencia máxima es de 2500W, pero la potencia realmente entregada depende de la temperatura ambiente.

El relé se reinicia automáticamente cuando la temperatura ambiente vuelve al punto de ajuste (10°C).

El relé está programado para funcionar a 25°C, pero puede modificarse en función de la temperatura ambiente. La temperatura de funcionamiento de la batería debe estar entre 20°C y 40°C. La temperatura ambiente debe estar entre 10°C y 50°C, mientras que la temperatura de la batería debe estar entre 20°C y 40°C.

COPPIE DI SERRAGGIO
TORQUE WRENCH SETTINGS
COUPLES DE SERRAGE
ANZIEHMOMENTE
PAIRES DE TORSION



Serrone
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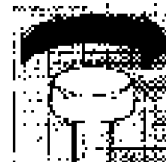
ENGINE

| USE | THREADING | N.m. | Kgm | LB/FT |
|---|-----------|-------------|----------|-------------|
| Cylinder bolt | M8x1.25 | 9.5-12.5 | 2.2-2.7 | 4.6-10.8 |
| Cylinder head nut | M8x1.25 | 9.5-12.5 | 2-2.2 | 11.6-15.8 |
| Inlet valve screw | M6x1 | 6.5-7.5 | 1.7-2.0 | 5-5.5 |
| Direct inlet valve inner nut spacer | M14x1.25 | 49-58.5 | 5-5 | 35.9-42.7 |
| Inlet valve clamp nut | M14x1.25 | 49-58.5 | 5-5 | 35.9-42.7 |
| Pin on screw | M3x1.25 | 3.5-35.5 | 0.7-1.1 | 1.5-7.15 |
| Pin pin | M3x1.5 | 6.5-7.5 | 0.7-0.8 | 5.1-5.8 |
| Water pump screw | M6x1 | 18-3.8 | 0.8-0.9 | 5.8-5.5 |
| Bearing plate screw | M5x1 | 1.5-3.1 | 0.3-0.4 | 3.5-5.5 |
| Comp screw for K1 screw | M6x1 | 6.5-7.5 | 0.7-0.8 | 5-5.5 |
| Oil pump screw | M5x0.8 | 2.5-3.13 | 0.5-0.55 | 5-2.5 |
| Oil pump | M6x1 | 8.5-10.7 | 0.9-1.1 | 6.5-8 |
| Water pump screw | M5x0.8 | 1.7-3.1 | 0.3-0.4 | 1.0-2.3 |
| Water nut | M12x1.25 | 25.0-31.4 | 2.7-3.3 | 23.7-29.0 |
| Spacer (M-MVP 2% N54 or N54-MVP 2% Fuel) | M14x1.25 | 10-15 | 1-1 | 5-22 |
| Water pump screw | M6x1 | 6.5-7.5 | 0.7-0.8 | 5.5-8 |
| Water pump clamp screw | M6x1 | 6.5-7.5 | 0.7-0.8 | 5.5-8 |
| Oil pump screw (M-MVP 2% Fuel) | M5x0.8 | 1.4-3.1 | 0.35-0.4 | 3.5-4.1 |
| Comp screw (M-MVP 2% Fuel) | M14x1 | 21.0-41.4 | 2.0-3.7 | 20-23 |
| NOTE - If not otherwise specified, standard tightening torques for the following thread: | M6x0.8 | 1.9-5.15 | 0.3-0.7 | 3.5-5.06 |
| | M8x1 | 4.82-9.81 | 0.5-1 | 5.18-7.2 |
| | M8x1.25 | 11.54-25.52 | 1.2-3.4 | 11.65-17.32 |





| USE | THREADING | Nm | Kgm | LB/FT |
|---------------------------------|-----------|------------|---------|-----------|
| Control cable (4-strand) (new) | AFB-125 | 21.7-27.24 | 2.7-2.8 | 14.4-20.0 |
| Control cable (4-strand) (used) | AFB-125 | 21.5-27.04 | 2.6-2.8 | 14.2-20.0 |
| Control cable (4-strand) (new) | AFB-125 | 24.0-29.24 | 2.7-2.8 | 14.4-20.0 |
| Control cable (4-strand) (used) | AFB-125 | 23.0-28.24 | 2.7-2.8 | 14.2-20.0 |
| Helium cable (4-strand) (new) | AFB-125 | 11.7-12.72 | 1.2-1.3 | 6.2-6.3 |
| Helium cable (4-strand) (used) | AFB-125 | 11.5-12.52 | 1.2-1.3 | 6.0-6.3 |
| Control cable (4-strand) (new) | AFB-125 | 2.88-3.36 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 2.84-3.32 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 2.92-3.40 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 2.88-3.36 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 2.96-3.44 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 2.92-3.40 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 2.98-3.46 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 2.94-3.42 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.00-3.48 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 2.96-3.44 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.02-3.50 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 2.98-3.46 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.04-3.52 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.00-3.48 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.06-3.54 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.02-3.50 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.08-3.56 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.04-3.52 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.10-3.58 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.06-3.54 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.12-3.60 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.08-3.56 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.14-3.62 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.10-3.58 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.16-3.64 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.12-3.60 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.18-3.66 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.14-3.58 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.20-3.68 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.16-3.64 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.22-3.70 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.18-3.66 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.24-3.72 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.20-3.68 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.26-3.74 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.22-3.70 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.28-3.76 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.24-3.72 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.30-3.78 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.26-3.74 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.32-3.80 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.28-3.76 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.34-3.82 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.30-3.78 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.36-3.84 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.32-3.80 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.38-3.86 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.34-3.82 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.40-3.88 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.36-3.84 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-125 | 3.42-3.90 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (used) | AFB-125 | 3.38-3.86 | 0.4-0.8 | 2.0-2.4 |
| Control cable (4-strand) (new) | AFB-1 | | | |



| USE | THREADING | N.m. | Kgm | LB/FT |
|---|-----------|------------|---------|------------|
| Take down screw | 6x7 | 9.5+1.76 | 1.1+0.2 | 7.2+5.51 |
| Spacer screw | M3x1.25 | 25.46+7.54 | 2.7+0.8 | 19.24+31.5 |
| Roll wheel anti-lag screw | M2 x1.5 | 20.56+7.54 | 2.2+0.8 | 16.84+57.6 |
| Screws securing the roller to the frame | M3 x1.25 | 22.54+7.54 | 2.3+0.8 | 16.36+18 |
| Roller counter plate screw | M3x1 | 5.68+7.54 | 0.6+0.8 | 4.32+5.76 |
| Screw fastening the support to the roller | M3x1 | 5.68+7.54 | 0.6+0.8 | 4.32+5.76 |
| External clamp screw | M3x1 | 5.68+7.54 | 0.6+0.8 | 4.32+5.76 |
| Screw fastening the screw to the frame | M3x1 | 5.68+7.54 | 0.6+0.8 | 4.32+5.76 |
| Internal fastening pin | M3x0.6 | 5.92+5.76 | 0.4+0.6 | 2.88+4.32 |
| Internal fastening screw | M3x0.6 | 5.92+5.76 | 0.2+0.4 | 1.44+1.98 |
| Self-tapping fastening screw | M3x1 | 1.96+3.92 | 0.2+0.4 | 1.44+2.88 |
| Forged and locking nut | M3x1 | 1.96+3.92 | 0.2+0.4 | 1.44+2.88 |



Check all nuts and screws at the center locking torque using a dynamometric wrench.

A screw or nut when incorrectly locked, can be damaged or become completely unusable with subsequent damage to the take down equipment. Always use the correct torque wrench settings and use the correct torque wrench, make sure the torque wrench is calibrated, the spring is working correctly. Always keep a record of the torque wrench settings for high speeds and make a connection with the correct dimensions of the equipment.

All these figures have to be multiplied by safety factor with solvent.





| APPLICATION | FILETAGE | N.m. | Kgm | LB/FT |
|---|----------|-----------|-----------|-----------|
| Vis de serrage standard | M6x10 | 9,6-12,5 | 1-1,3 | 1,3-1,5 |
| Vis de serrage file | M6x125 | 9,6-12,5 | 1-1,3 | 1,3-1,5 |
| Vis de serrage à double filetage | M6x | 6,4-7,8 | 0,7-1,0 | 0-1,0 |
| Vis de serrage à triple filetage | M16x100 | 49-58,8 | 5,5 | 11,9-13 |
| Vis de serrage à quadruple filetage | M16x125 | 49-58,8 | 5,5 | 11,9-13 |
| Vis de serrage à quadruple filetage | M20x125 | 86-100,7 | 9,7-11,1 | 13,7-15,1 |
| Vis de serrage à quadruple filetage | M25x100 | 154-178 | 17,1-19,8 | 21,8-24,8 |
| Vis de serrage à quadruple filetage | M30x100 | 260-295 | 29-33,9 | 36-40,5 |
| Vis de serrage à quadruple filetage | M36x100 | 371-428 | 42-49 | 46-51,5 |
| Vis de serrage à quadruple filetage | M40x100 | 490-568 | 55-64,5 | 59-68 |
| Vis de serrage à quadruple filetage | M48x100 | 630-728 | 71-82,5 | 75-80 |
| Vis de serrage à quadruple filetage | M56x100 | 800-928 | 90-105 | 95-110 |
| Vis de serrage à quadruple filetage | M64x100 | 1000-1168 | 112-129 | 117-130 |
| Vis de serrage à quadruple filetage | M72x100 | 1200-1392 | 135-155 | 140-155 |
| couple de serrage pour CHA/CHQ/S/PC/PL/PTX/R45/PCV | M16x100 | 100-110 | 11-13 | 11-13 |
| Vis de serrage à quadruple filetage | M16x1 | 6,4-7,8 | 0,7-1,0 | 0-1,0 |
| Vis de serrage à quadruple filetage | M36x1 | 6,4-7,8 | 0,7-1,0 | 0-1,0 |
| Vis de serrage à quadruple filetage | M36x2,8 | 1,4-1,6 | 0,15-0,2 | 0,15-0,3 |
| Vis de serrage à quadruple filetage | M16x1 | 1,4-1,6 | 0,15-0,2 | 0,15-0,3 |
| NOTE - Sinon différemment spécifié,
couples de serrage standard
pour les filetages suivant: | M16x100 | 1,4-1,6 | 0,15-0,2 | 0,15-0,3 |
| | M36x1 | 1,4-1,6 | 0,15-0,2 | 0,15-0,3 |
| | M36x100 | 21,5-25,5 | 2,4-2,8 | 2,5-3,0 |



MOTOR

| ANWENDUNG | GEWINDE | N.m. | Kgm | LB/FT |
|--|----------|------------|-----------|------------|
| Zylinderfestigungsmutter | M8x1,25 | 19,6-21,6 | 2-2,2 | 14,4-15,8 |
| Festigungsmutter des Zylinderkopfes | M8x1,25 | 19,6-21,6 | 2-2,2 | 14,4-15,8 |
| Feststellungsmutter Fußflansch | M6x1 | 6,8-7,8 | 0,7-0,8 | 5-5,8 |
| Festigungsmutter des Flanschmuffens | M 4x1,25 | 49-58,8 | 5-6 | 35-40,43 |
| Festigungsmutter des Flanschmuffens | M 4x1,25 | 49-58,8 | 5-6 | 35-40,43 |
| Feststellungsmutter Flansch | M8x1,25 | 18,6-20,6 | 0-2 | 14-15,1 |
| Festigungsmutter des Flansch | M8x1,6 | 6,8-7,8 | 0,7-0,8 | 5-5,8 |
| Verankerungsschraube des Gehäuseschleifers | M6x1 | 7,8-8,8 | 0,8-0,9 | 5,8-6,5 |
| Feststellungsmutter Flanschlager | M6x1 | 7,8-8,8 | 0,8-0,9 | 5,8-6,5 |
| Feststellungsmutter des Deckels | M2x1 | 6,8-7,8 | 0,7-0,8 | 5-5,8 |
| Feststellungsmutter des Pumpen | M5x0,8 | 2,45-3,45 | 0,25-0,35 | 1,8-2,5 |
| Feststellungsmutter des Zündspule | M6x1 | 8,8-10,7 | 0,9-1,1 | 7-8,8 |
| Feststellungsmutter des Stators | M5x0,8 | 2,6-3 | 0,25-0,32 | 1,9-2,5 |
| Festigungsmutter des Motorgrades | M12x1,25 | 45,5-81,4 | 7,7-8,3 | 55,7-60 |
| Zylinder des CYLINDER NR4 (des NGK 395 FGW) | M14x1,25 | 20-30 | 2-3 | 15-17 |
| Feststellungsmutter des Antriebs | M6x1 | 6,8-7,8 | 0,7-0,8 | 5-5,8 |
| Feststellungsmutter des Drückens des Antriebs | M6x1 | 6,8-7,8 | 0,7-0,8 | 5-5,8 |
| Feststellungsmutter des Rückens des Kurbelgehäuses | M5x0,8 | 1,4-1,9 | 0,15-0,2 | 1,1-1,2 |
| Feststellungsmutter des Kurbelgehäuses | M14x1 | 27,6-31,8 | 2,8-3,2 | 20-23 |
| MERKUNG - Wenn nicht anders angegeben | M5x0,8 | 4,9-6,86 | 0,5-0,7 | 4,6-5,82 |
| gehen für die Standard-Befestigungsspann | M6x1 | 8,8-9,81 | 0,9-1 | 6,8-7,2 |
| die folgenden Gewinde: | M8x1,25 | 21,6-23,52 | 2,2-2,4 | 15,8-17,10 |

RAHMEN

[illegible]



| ANWENDUNG | GEWINDE | N.m. | Kgm | LB/FT |
|---|---------|------------|---------|------------|
| Außen des Motorkompl. | 20x1,1 | 89+53,0 | 5+3,5 | 35+59,6 |
| Reifengabelstange, Bremse | 10x1,25 | 27+164,3 | 2+3,5 | 21,6+25,7 |
| Reifenablenkungsschraube, an Innenseite | 0x1,25 | 41+149 | 3,5+3 | 32+36 |
| Reifenveranker, Innenseite | 8x | 9,8+11,2 | 1+1,2 | 7,2+8,04 |
| Reifenveranker, Kante | M6x1,25 | 26,40+22,4 | 2,2+2 | 11,44+21,6 |
| Einbaufederhalter, Hinterradlager | M25x1,5 | 10,30+79,4 | 1,2+0 | 3,304+22,6 |
| Reifenveranker, obere, Verankerung, Fuß | M5x1,25 | 22,54+24,3 | 2,3+2,3 | 16,56+18 |
| Klemmhalter, Ansaß, Komplet | M6x | 5,88+7,94 | 0,6+0,6 | 4,22+5,72 |
| Reifenveranker, obere, Halter, an Kante | M6x1 | 5,88+7,94 | 0,6+0,6 | 4,22+5,72 |
| Reifenveranker, Ansaß, Kante | M6x1 | 5,88+7,94 | 0,6+0,6 | 4,22+5,72 |
| Reifenveranker, obere, Halter, an Kante | M6x1 | 5,88+7,94 | 0,6+0,6 | 4,22+5,72 |
| Klemmhalter, Kante, Kante | M6x0,8 | 3,72+5,98 | 0,4+0,5 | 2,88+5,32 |
| Klemmhalter, Ansaß, Kante | M5x0,8 | 3,72+5,98 | 0,2+0,4 | 1,41+2,88 |
| Veranker, obere, Halter, an Kante | M6x | 9,00+1,39 | 0,7+0,4 | 4,4+2,88 |
| Veranker, Kante | M6x1 | 1,90+3,95 | 0,2+0,4 | 4,4+2,88 |



Alle Anziehmomente für Gruppen mit dem korrekten Anziehmoment nach Anwendung einer der angegebenen Verfahrenszustellen.

Die Anziehmomenten für Schrauben und Muttern werden nachfolgend angegeben, um das Lösen in möglicher Bestandsprüfung und Verwendung der Schrauben. Eine Überdimensionierung der Anziehmomenten für die Schrauben und Muttern ist nicht erforderlich, sondern ist stattdessen möglich.

Alle in Tabelle 1 angegebenen Anziehmomente für die Schrauben und Muttern in Bezug auf das Gewindeverhältnis sind für die Anwendung.

Alle diese Momente sind auch für die geringen Gewichte.





PARES DE TORSION

MOTOR

| APLICACION | FILETEADO | N.m. | Kgm | LB/FT |
|--|-----------|-------------|-----------|-------------|
| Tuerca normal | M8x1,25 | 24±3.16 | 2±2.2 | 1.4±1.68 |
| Tuerca cónica | M8x1,25 | 4.3±2.16 | 2±2.2 | 2.4±1.68 |
| Tornillo valse y con punta de | M6x1 | 5.5±7.3 | 0.7±0.8 | 3±3.8 |
| Tuerca plana con tornillo | M6x1-1.5 | 194±3.8 | 5±6 | 35.9±4.2 |
| Tuerca plana con tornillo con ranura | M6x1-2.0 | 49±38.6 | 5±6 | 35.9±4.3 |
| Tornillo p/3 | M8x1,25 | 19.2±10.6 | 1.9±2.1 | 4.7±13.7 |
| Tornillo valse | M6x0.8 | 1.8±2.8 | 0.7±0.8 | 0.1±0.8 |
| Tornillo con ranura lateral | M6x1 | 2.8±6.8 | 0.5±0.9 | 5.8±3.3 |
| Tornillo plano con ranura | M6x1 | 2.8±6.8 | 0.5±0.9 | 5.8±3.3 |
| Tornillo tipo conico | M6x1 | 4.5±2.4 | 0.7±0.8 | 1±3.8 |
| Tornillo hexagonal conico | M6x0.8 | 2.4±3.45 | 0.75±0.55 | 1.5±2.1 |
| Tornillo buje | M6x1 | 8.8±1.4 | 0.9±1.1 | 6.5±8 |
| Tornillo p/3 con ranura | M6x0.8 | 2.1±3.1 | 0.2±0.33 | 1.5±2.3 |
| Tornillo p/3 | M6x1-1.5 | 25.5±8.14 | 2.1±8.3 | 15.7±4.0 |
| Tornillo con ranura lateral (M6x1.5N°1.54 y N°6F D95-1.54) | M6x1-1.5 | 2.1±1.7 | 2±3 | 1.5±2.2 |
| Tornillo con ranura lateral | M6x1 | 6.6±1.5 | 0.7±0.8 | 7±1.5 |
| Tornillo con ranura lateral con ranura | M6x1 | 6.5±7.8 | 1.2±0.8 | 3±1.5 |
| Tornillo con ranura lateral con ranura | M6x1.8 | 5.6±5.6 | 0.5±0.6 | 2.9±4.3 |
| Tornillo con ranura lateral con ranura | M6x1.7 | 9.4±3.14 | 2.8±3.2 | 2.1±3.3 |
| NOTAS - Donde no diversamente indicado | M6x0.8 | 4.9±5.96 | 0.5±0.7 | 3.6±5.04 |
| paros de torsion standard | M6x1 | 8.8±0.81 | 1.0±1.1 | 6.4±7.2 |
| para la siguiente fileteado: | M6x1-2.0 | 21.56±23.34 | 2.1±2.4 | 15.86±17.39 |