


HOMOLOGATION FORM HAT 125 UK

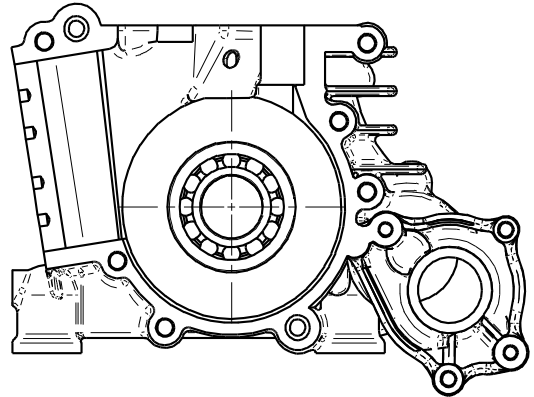
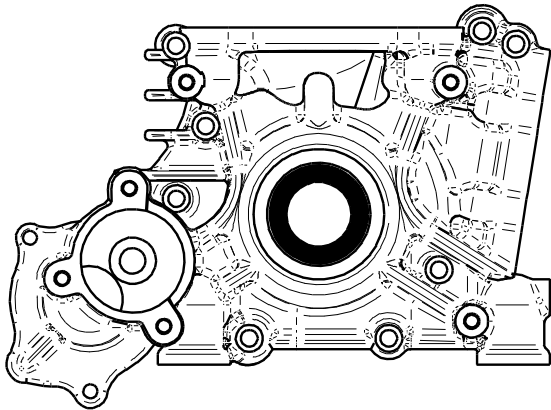


TECHNICAL SPECIFICATION

| | | | |
|--------------------|--------------|--|-------------|
| ENGINE | TWO STROKE | MANUFACTURER | B.M.B s.r.l |
| COOLING | WATER | MAKE | B.M.B. |
| VOLUME OF CYLINDER | 125 cc | MODEL | HAT-UK |
| ORIGINAL STROKE | 54 mm | TYPE | TU-X |
| MAXIMUM BORE | 54,28 mm |  B.M.B. srl BOSCOLO CARLO Amministratore | |
| RPM MAX | 17.000 rpm ~ | | |
| TYPE ADMISSION | REED VALVE | | |
| CARBURATOR | TRYTON HB-27 | | |
| IGNITION | ELECTRONIC | | |
| STARTER | ELECTRIC | | |
| CLUTCH | CENTRIFUGAL | | |
| | | Manufacturer | A.S.N. |

RIGHT CRANKCASE

MATERIAL = ALLUMINIUM

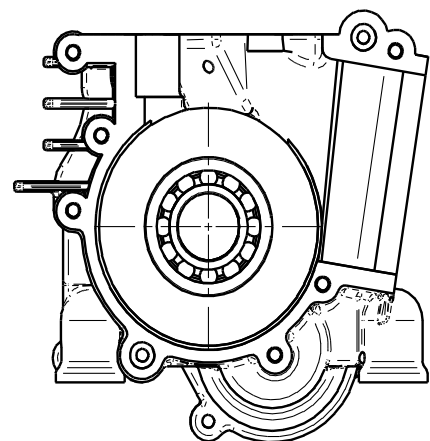
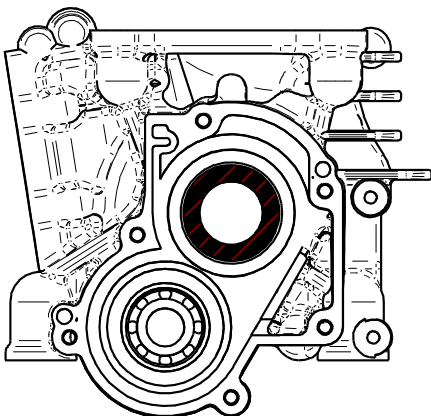


OIL SEAL 40x25x7 WITH DOUBLE LIP BY TEFLON

BEARING 6205 C4 WITH CAGE IN PLASTIC
NOT CERAMIC NOT ANGULAR

LEFT CRANKCASE

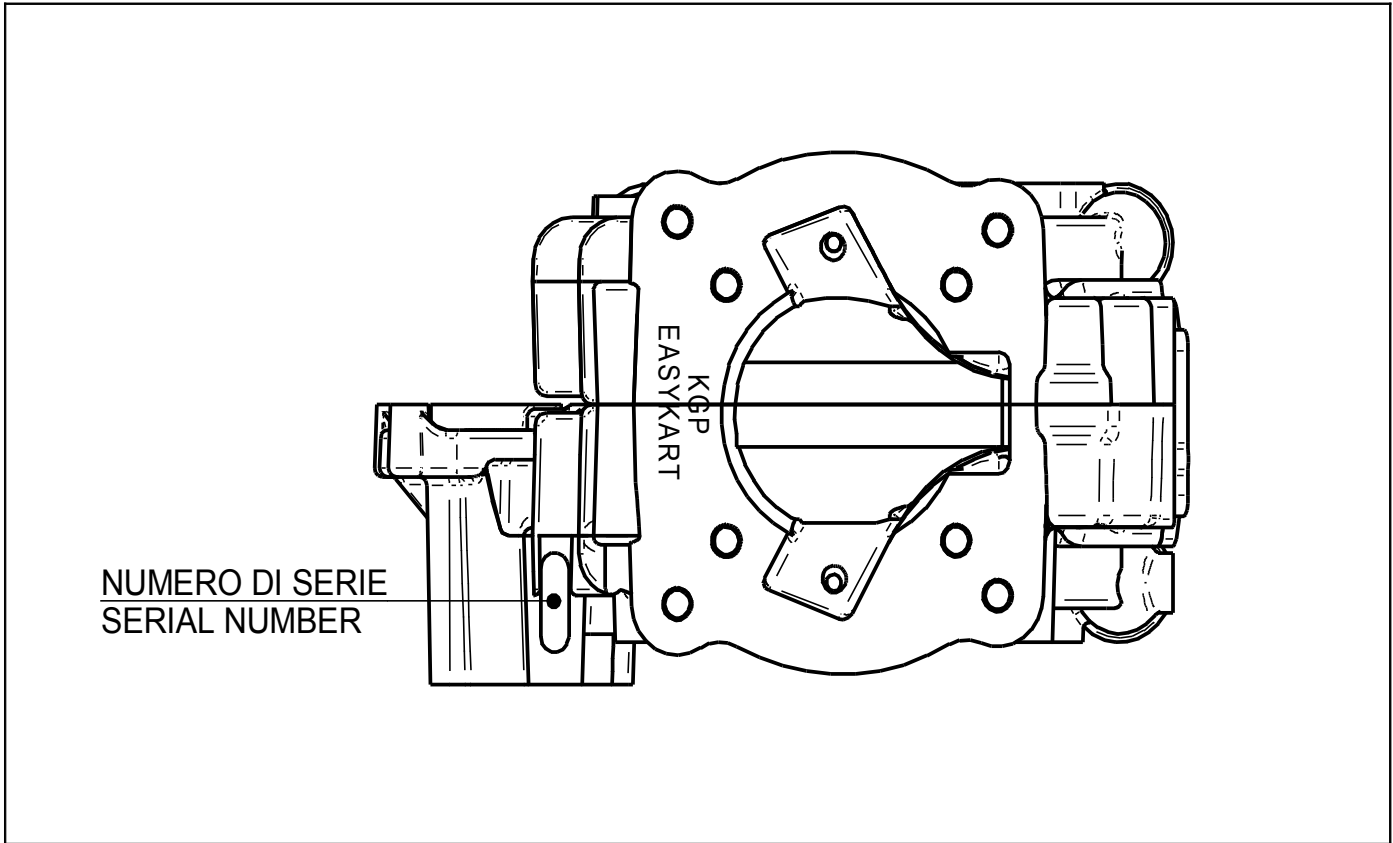
MATERIAL = ALLUMINIUM



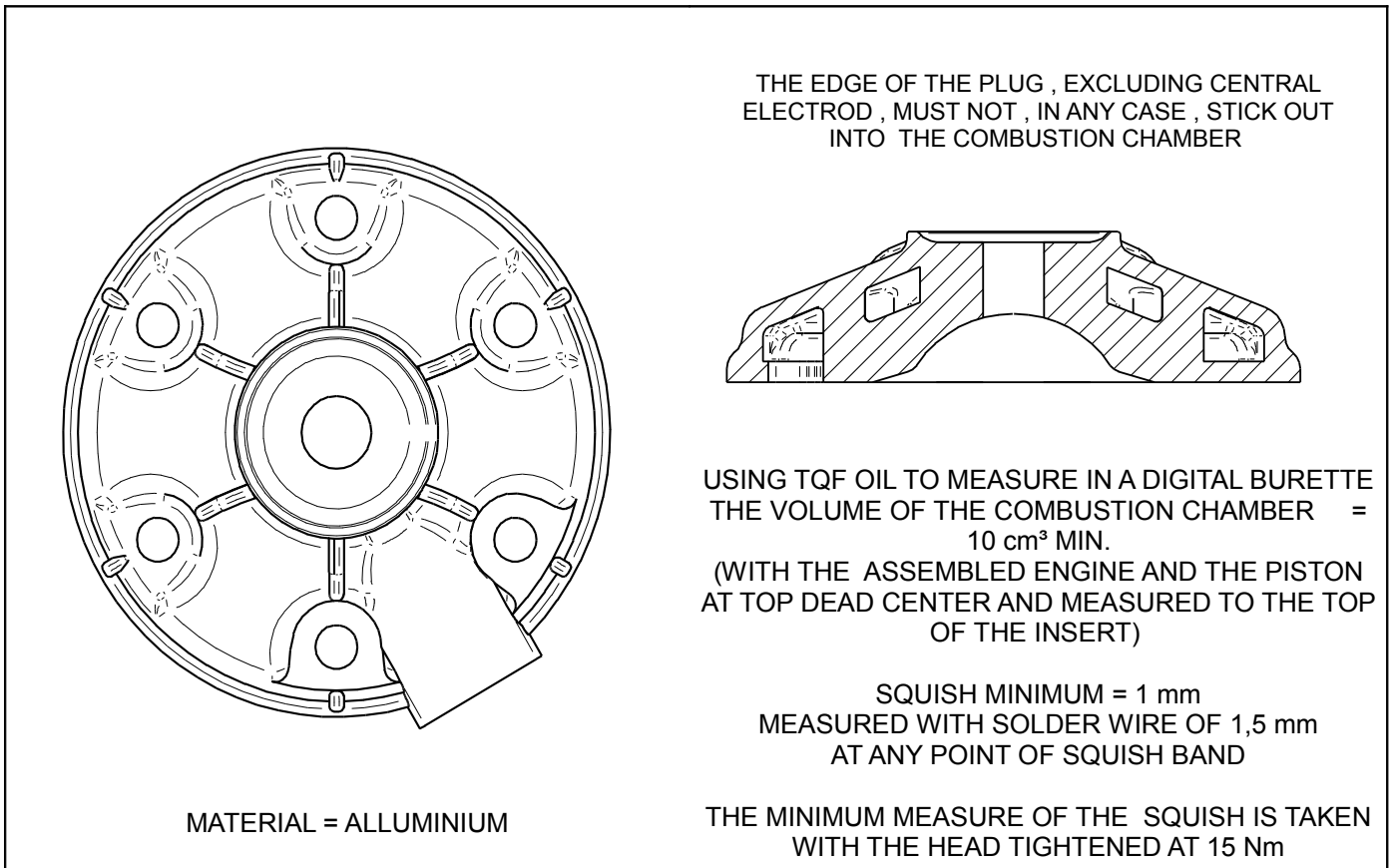
BEARING 6202 C4 WITH CAGE IN PLASTIC
OIL SEAL 40x25x7 WITH DOUBLE LIP BY TEFLON

BEARING 6205 C4 WITH CAGE IN PLASTIC
NOT CERAMIC NOT ANGULAR

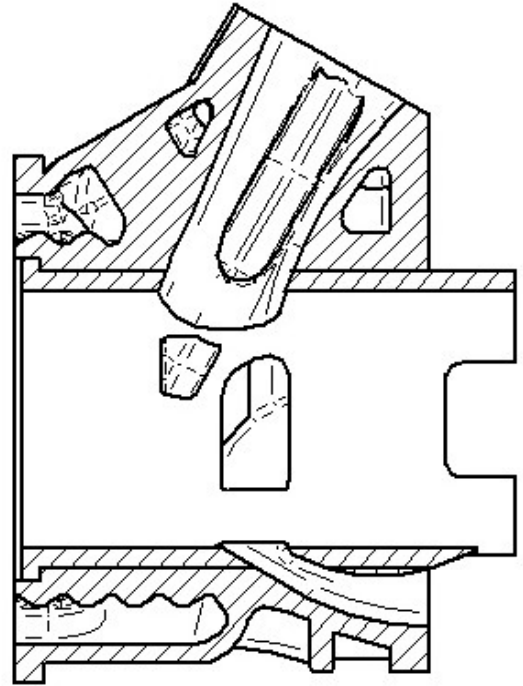
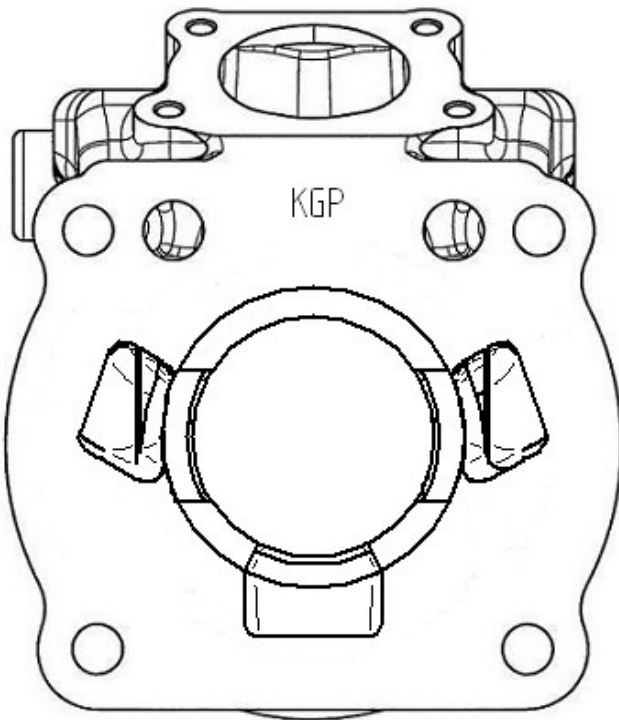
CRANKCASE



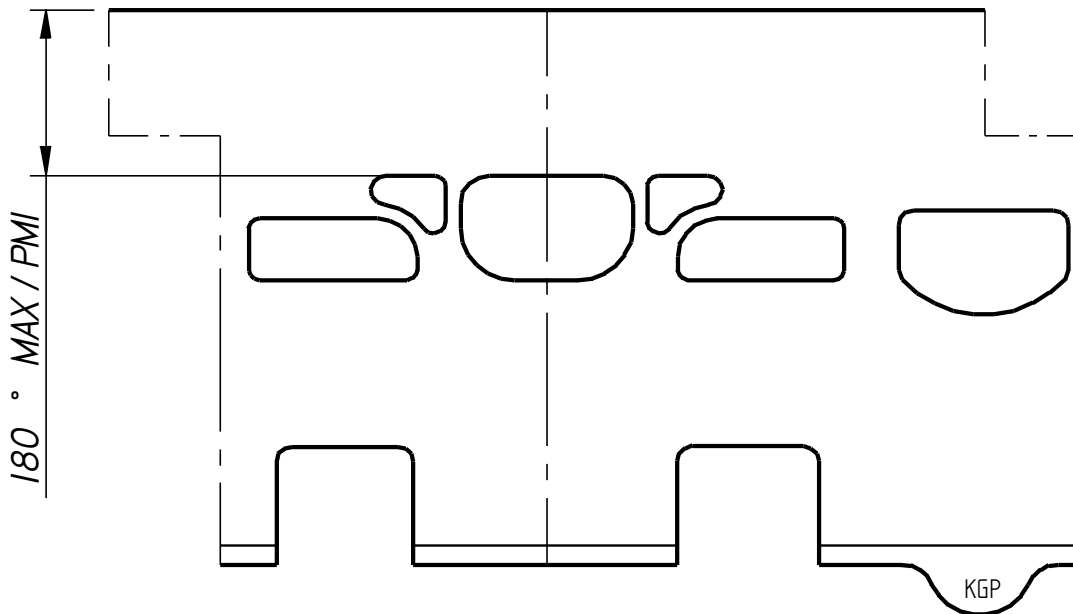
CYLINDER HEAD



CYLINDER

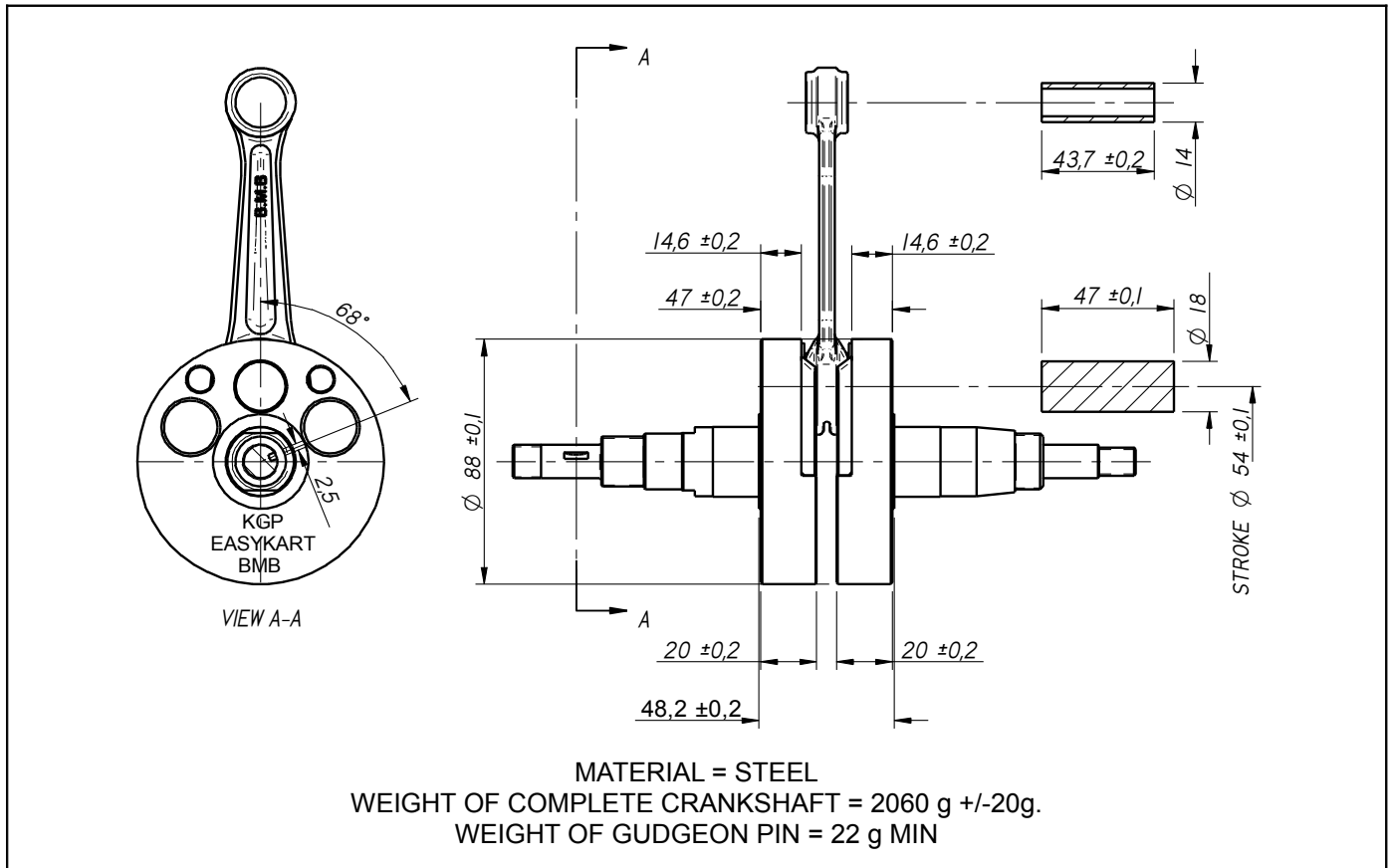


NO SPACER BLOCKS TO BE USED ANYWHERE ON THE CYLINDER OR EXHAUST MANIFOLD

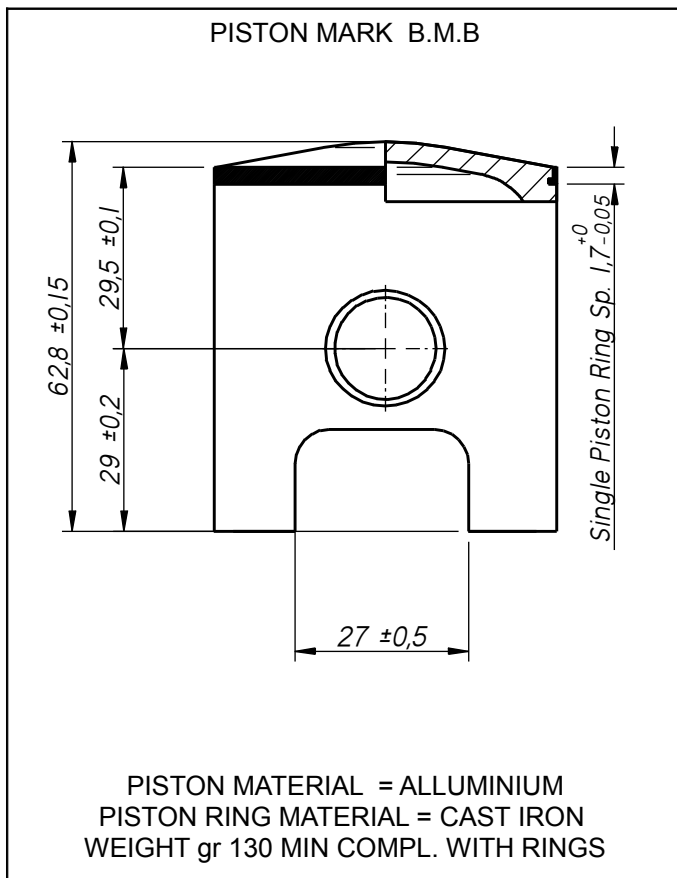


EXHAUST PORT HEIGHT MEASURED USING CIK METHOD
MATERIAL OF THE CYLINDER = ALLUMINIUM MATERIAL OF THE LINER = CAST IRON

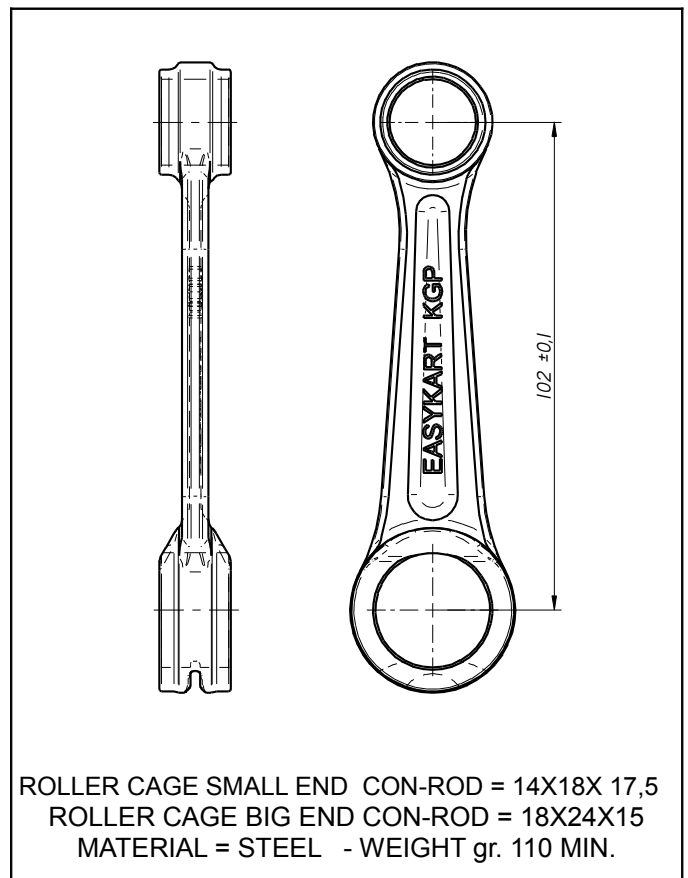
CRANKSHAFT & CON-ROD



PISTON

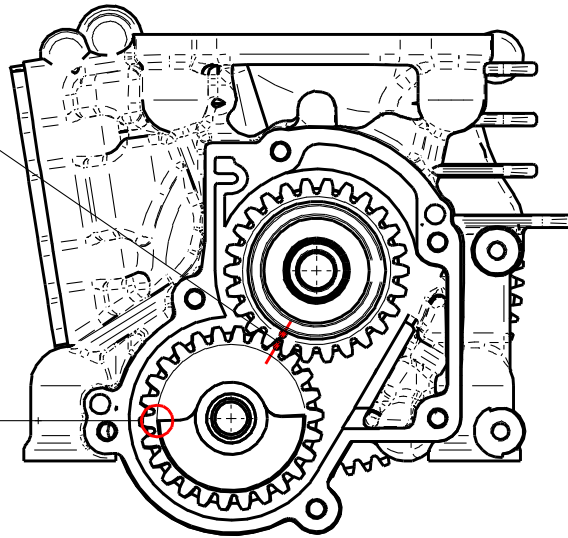
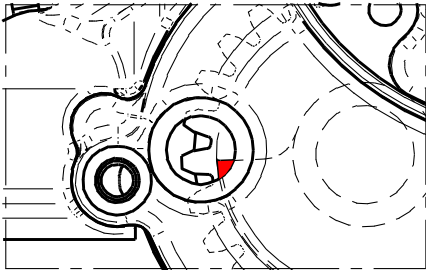
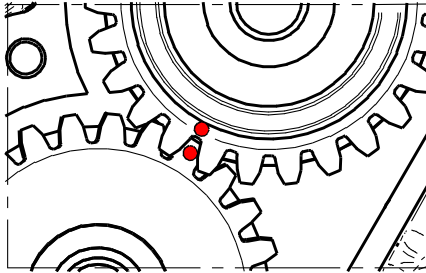


CON-ROD



BALANCE SHAFT

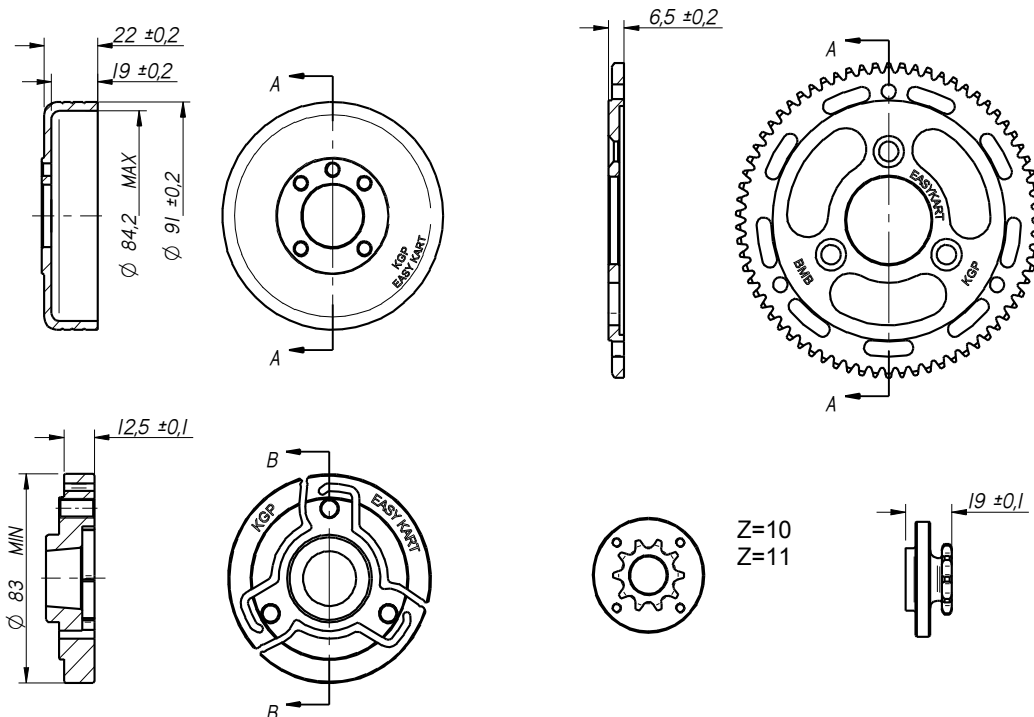
LOCATING POSITION



POSITION OF THE BALANCE GEAR AS SEEN FROM THE OIL LEVEL HOLE

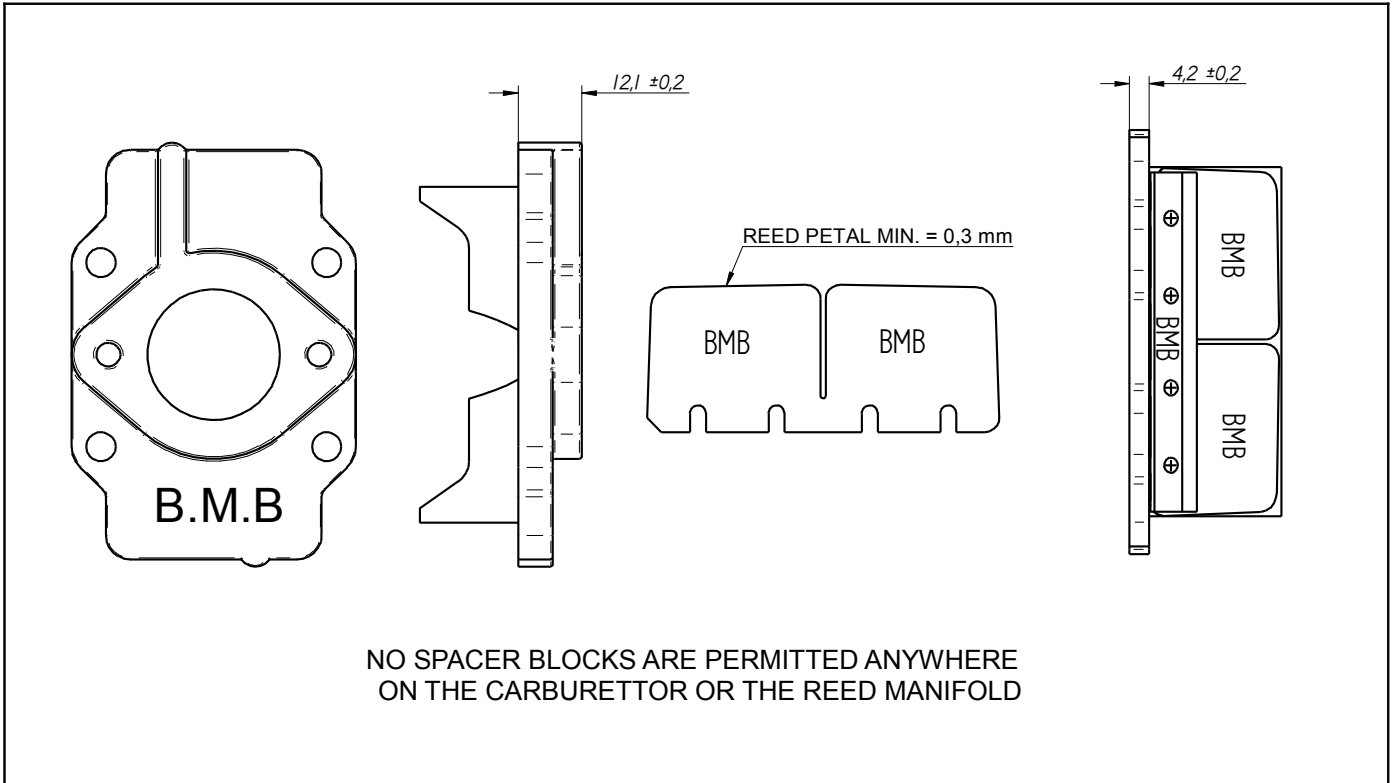
BALANCE SHAFT = Z 26 WEIGHT = 240 g. +/-10g PRIMARY GEAR = Z 26 WEIGHT= 69 g. +/-5g

CLUTCH – STARTER DRIVER WHEEL

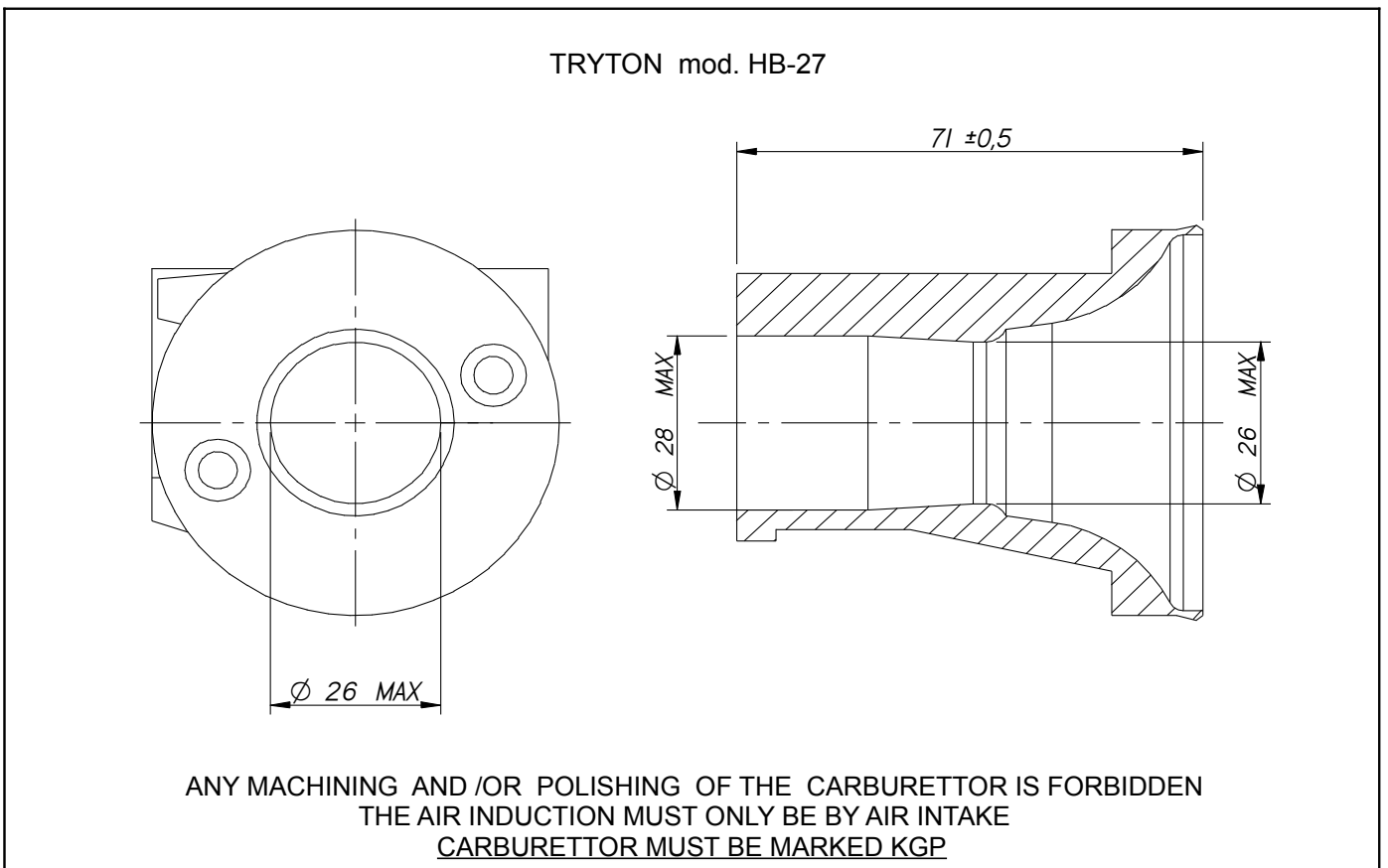


CLUTCH DRUM COMPLETE WITH PIGNON MAT.= STEEL - WEIGHT = 370 g.+/-10g
 CLUTCH MATERIAL = STEEL – WEIGHT = 400 g. MIN.
 DRIVER WHEEL MATERIAL = STEEL – WEIGHT = 250 g.+/-10g.

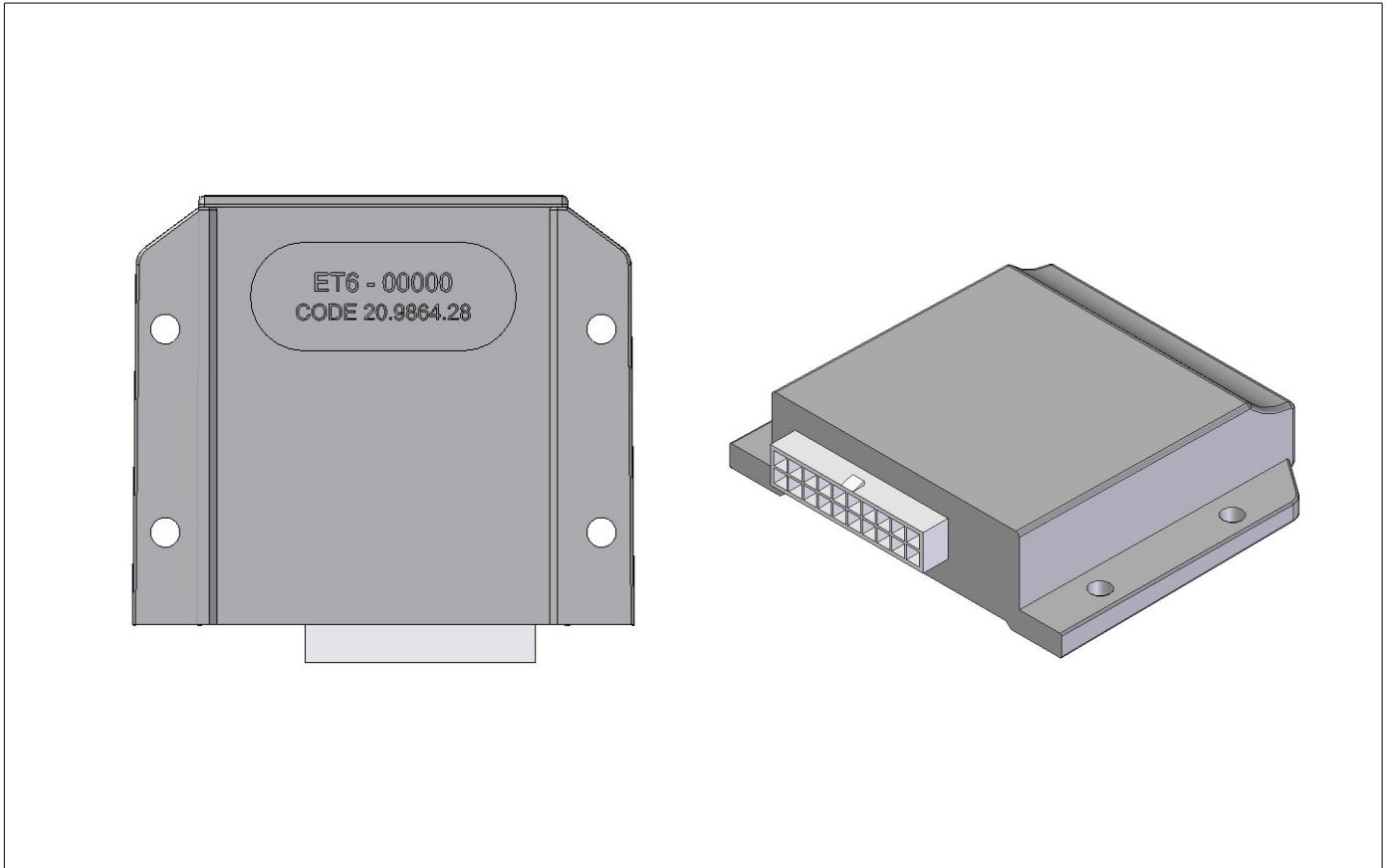
REED VALVE



CARBURETTOR



IGNITION CONTROL



IGNITION CURVE GRAPH

