
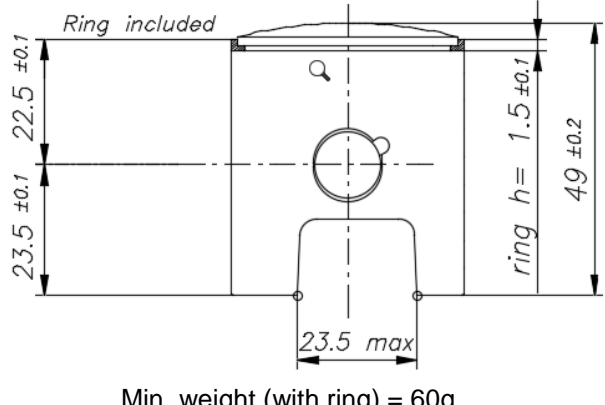
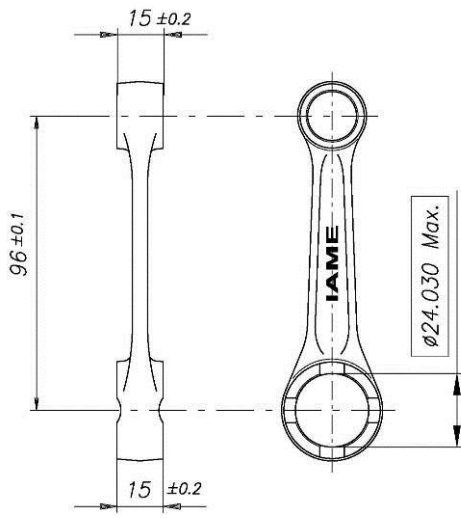
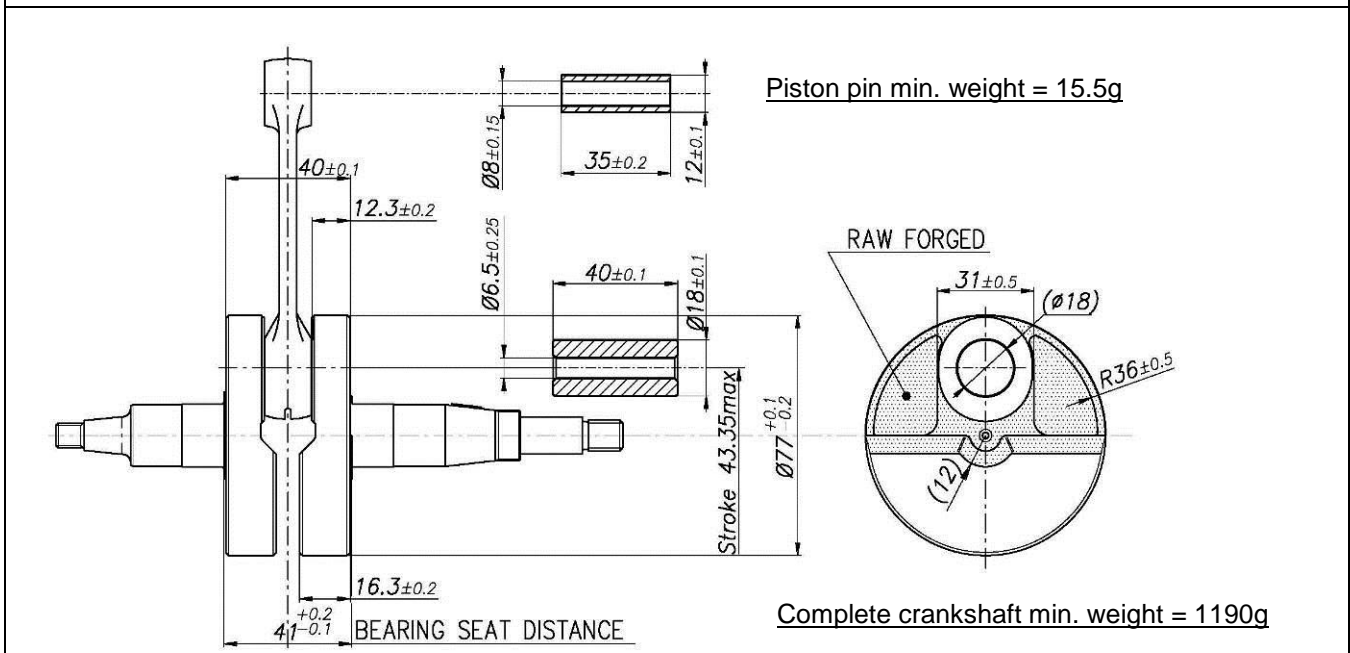


GAZELLE 60CC - JAPAN

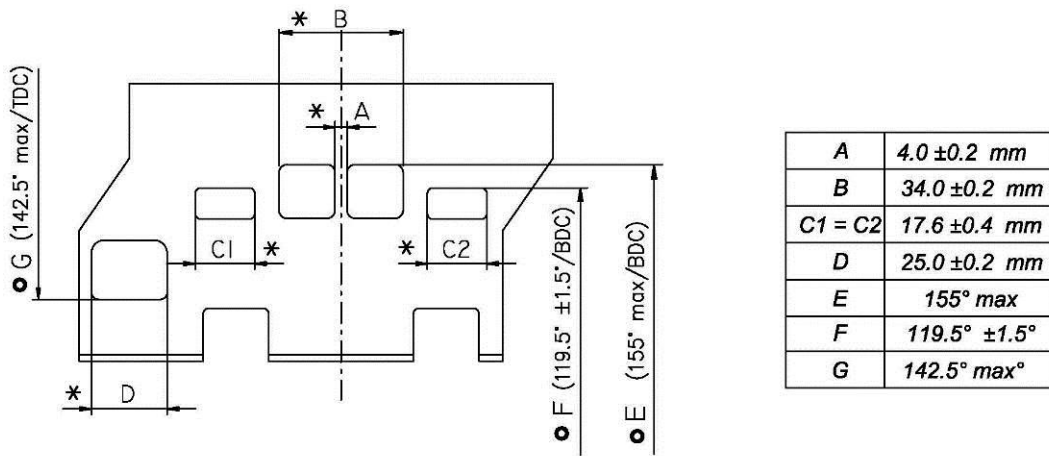
		FEATURES	
		Cylinder volume	60.00 cm ³ max
		Bore	41.80 mm
		Max. theoretical bore	41.97 mm
		Stroke	43.35 mm max
		Cooling system	Air
		Inlet system	Piston valve
		Number of carburetors	1
Tillotson Carburettor	HL 394B Ø16mm	Cylinder/crankcase transfers n°	2
Number of piston rings	1	Inlet/exhaust ports number	1 / 2
Big end conrod ball-bearing diameter	18x24x15	Combustion chamber shape	Spherical
Crankshaft ball-bearing diameter	20x47x14	Selettra ignition	Code A-61953-C
Small end conrod ball-bearing diameter	12x16x16	Distance between conrod centers	96 mm

DESCRIPTION OF THE MATERIAL		PISTON
Conrod material	Steel	 <p>Min. weight (with ring) = 60g</p>
Crankshaft material	Steel	
Head material	Aluminium	
Cylinder material	Aluminium	
Liner material	Cast Iron	
Liner material	Cast Iron	CONROD
Crankcase material	Aluminium	 <p>Min. weight = 97g</p>
Piston material	Aluminium	
Piston rings material	Cast Iron	
Exhaust muffler material	Sheet-steel	
Ball-bearings	6204 type	

CRANKSHAFT



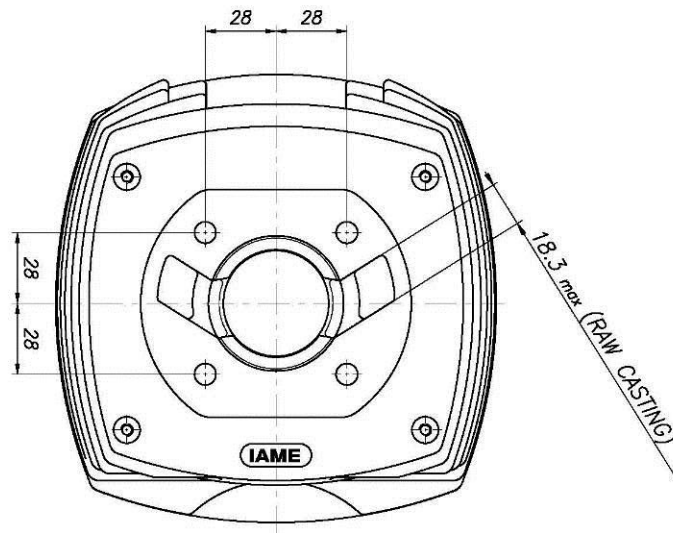
CYLINDER DEVELOPMENT



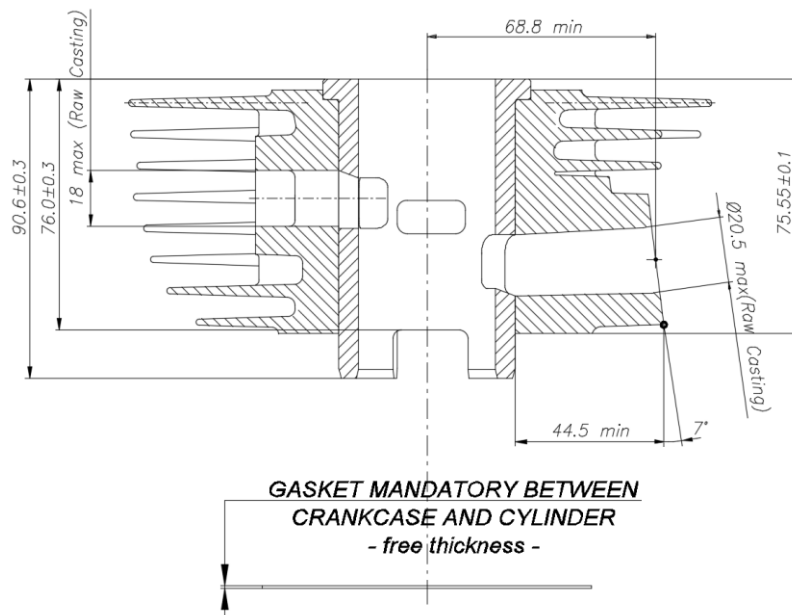
* CHORDAL READING

● ANGULAR READING BY INSERTING A 0.2x5mm GAUGE

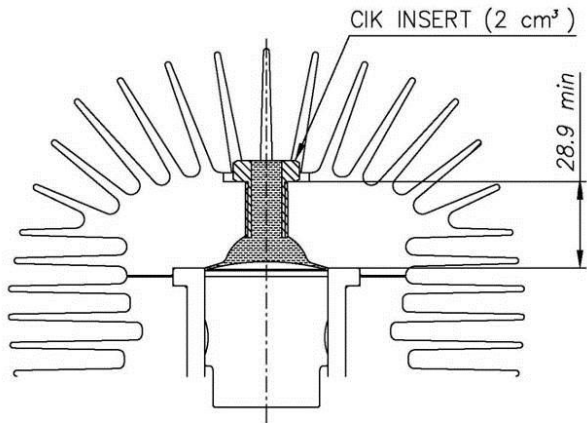
CYLINDER BASE VIEW



CYLINDER CROSS SECTION VIEW



COMBUSTION CHAMBER VIEW

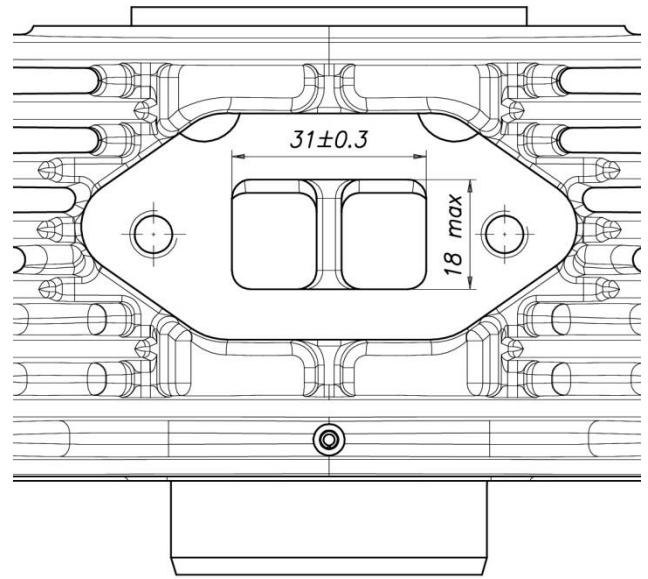


COMBUSTION CHAMBER VOLUME = 6.1 cm³ min.

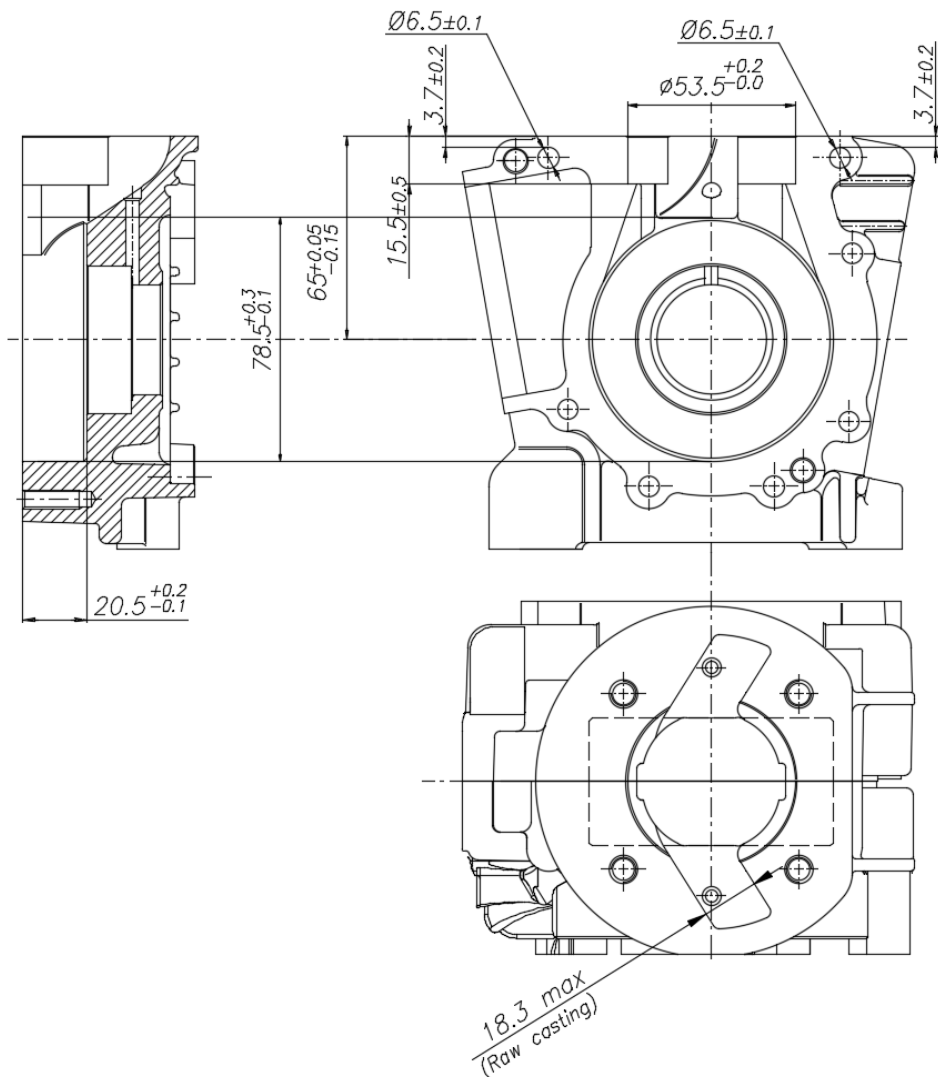
SQUISH MIN.= 0.50 mm (measured with Ø1.6mm TIN)

Combustion chamber volume in the cylinder head (with Volumeter and CIK insert):
7.4 cm³ min

REAR VIEW AND DIMENSIONS

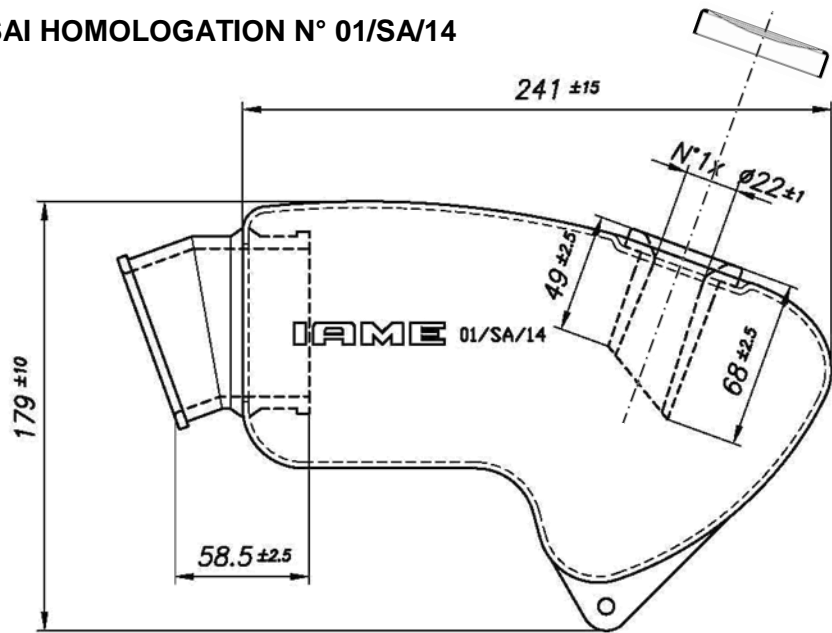
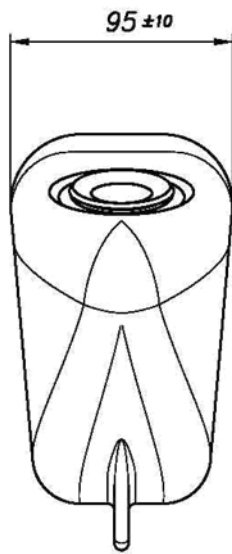


CRANKCASE INSIDE VIEW

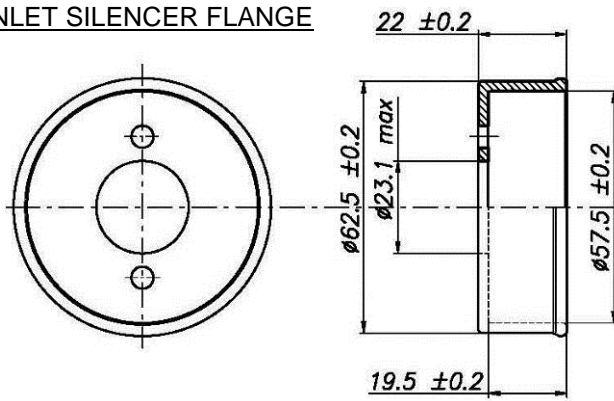


INLET SILENCER

CSAI HOMOLOGATION N° 01/SA/14

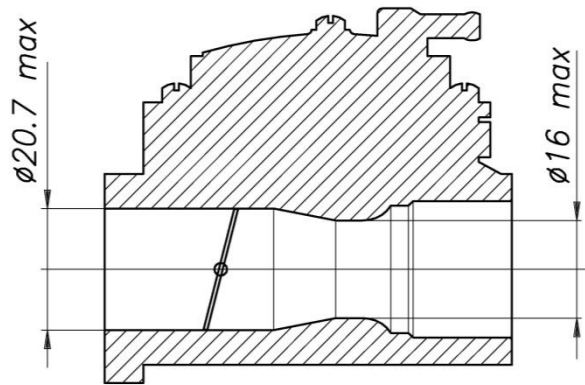
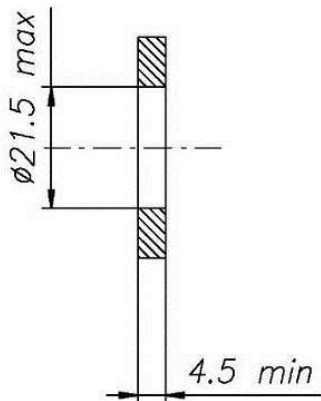


INLET SILENCER FLANGE



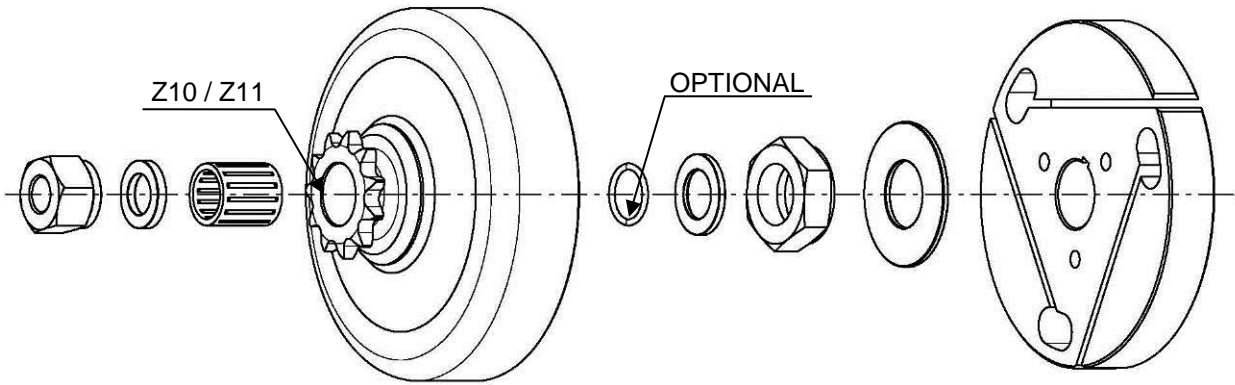
CARBURETTOR AND SPACER

THERMAL SPACER

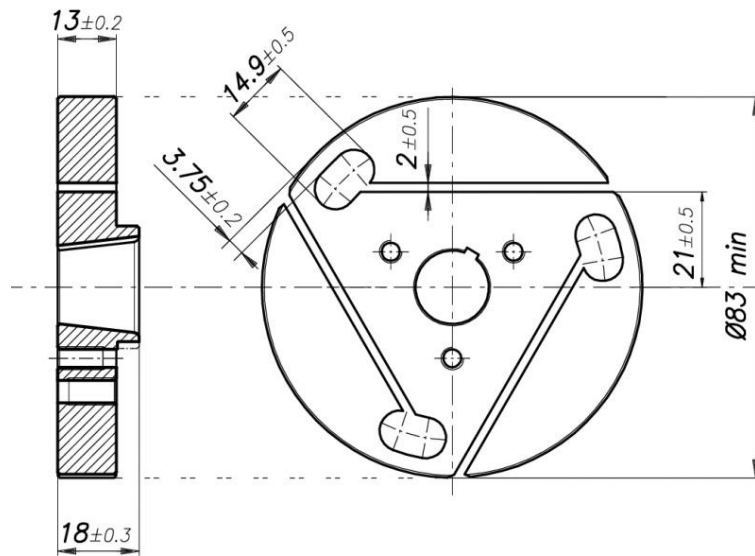


TILLOTSON HL-394B

DESCRIPTION OF THE CLUTCH

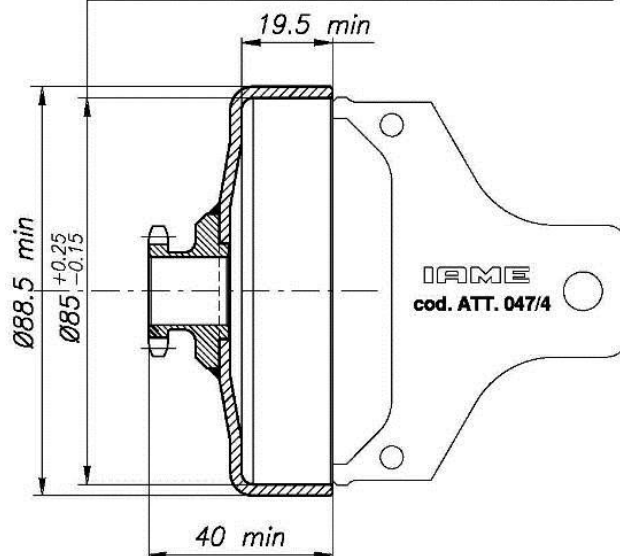


Min. weight = 445g



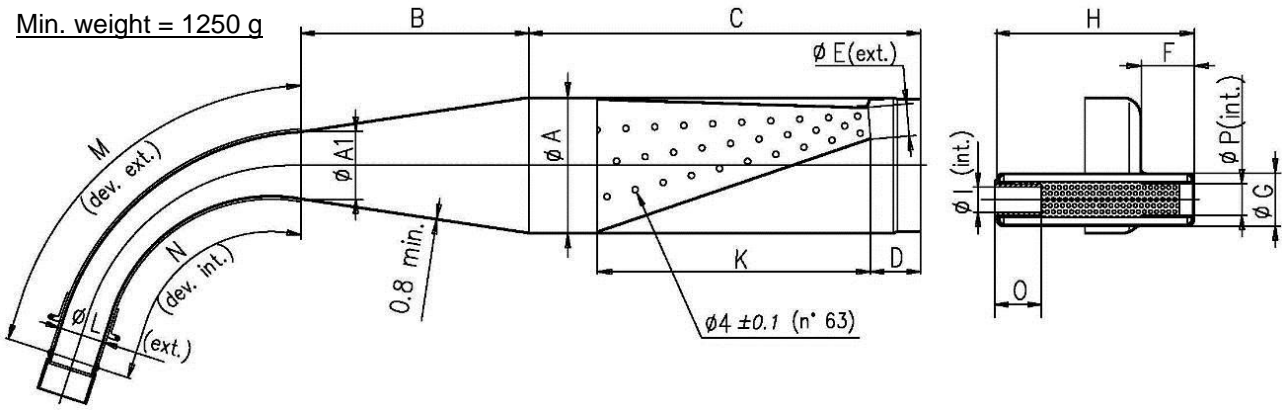
The template "N.P." must be used in multiple directions.
In case it happen that in a direction "PASS" and another,
"DO NOT PASS", the clutch drum is considered regular.

Min. weight = 210g



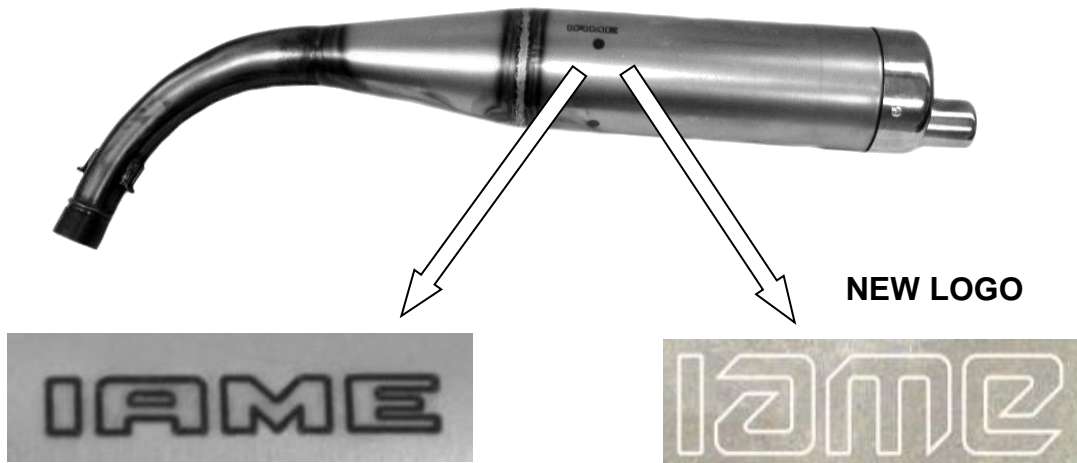
EXHAUST MUFFLER VIEW AND DIMENSIONS

Min. weight = 1250 g

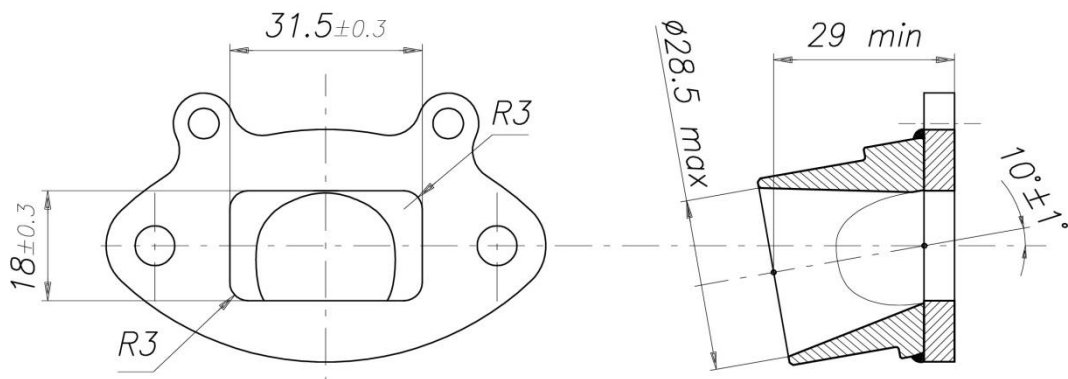


A: 90 ± 1.5	C: 260 ± 3	F: 35 ± 2	I: 17 max.	M: 240 ± 3	P: 21 ± 0.5
A1: 45 ± 1	D: 30 ± 1.5	G: 35 ± 1	K: 181 ± 3	N: 190 ± 3	
B: 150 ± 3	E: 20 ± 1	H: 132 ± 2	L: 31 ± 1.5	O: 30 min.	

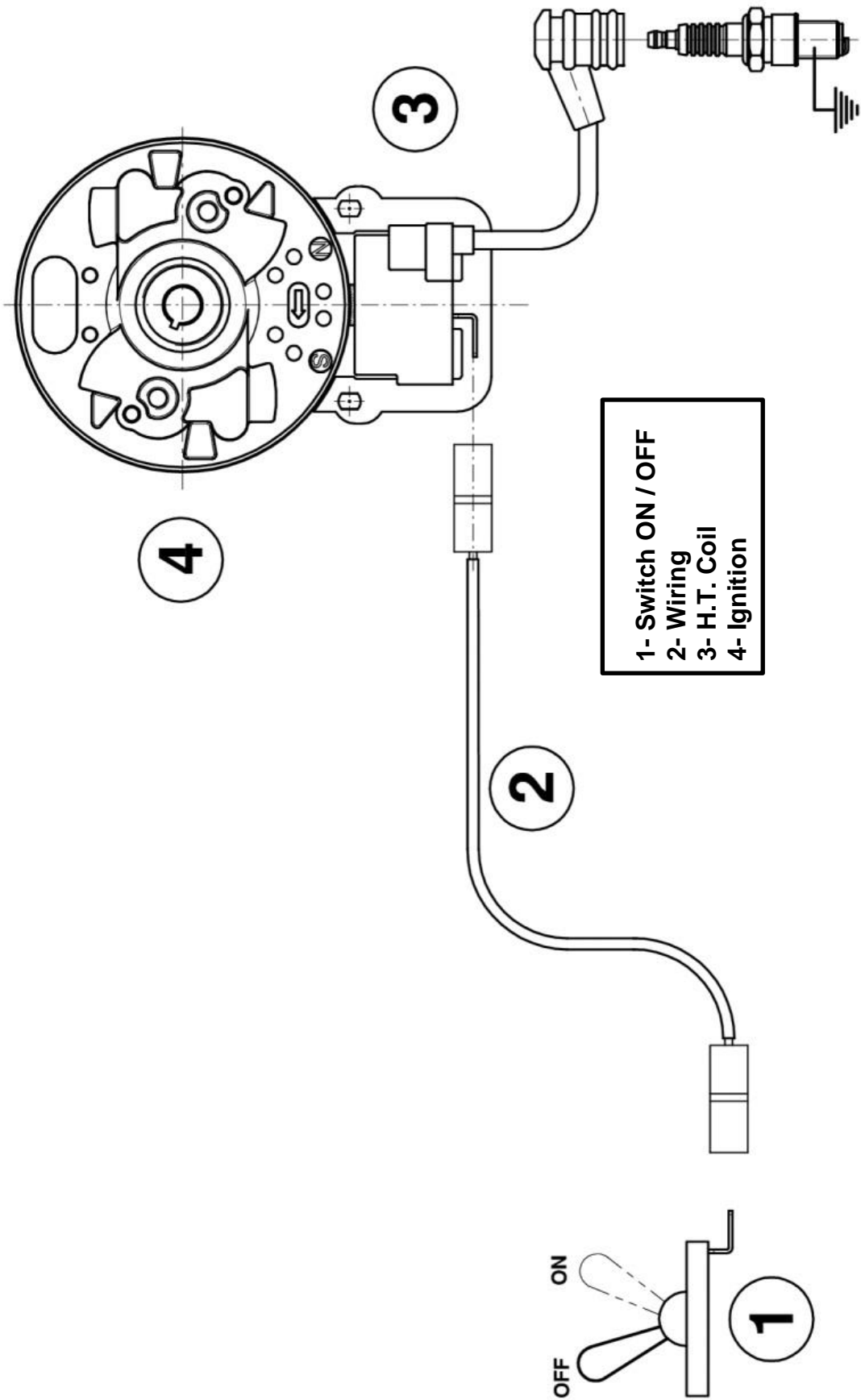
EXHAUST IDENTIFICATION MARKING



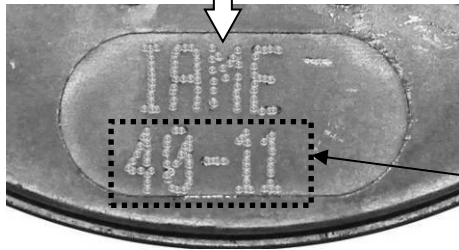
EXHAUST MANIFOLD



WIRING DIAGRAM



IGNITION PHOTO IDENTIFICATION MARKING



VARIABLE

Min. weight = 362g

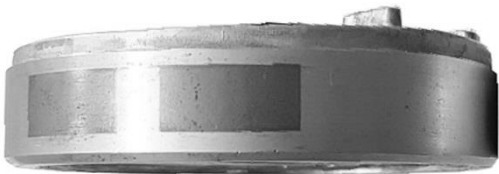


ALUMINIUM IGNITION PAWLS

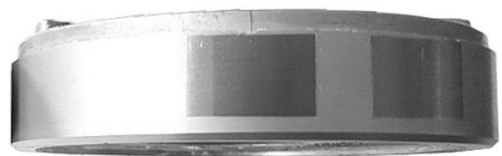


ALTERNATIVE IGNITION ROTOR

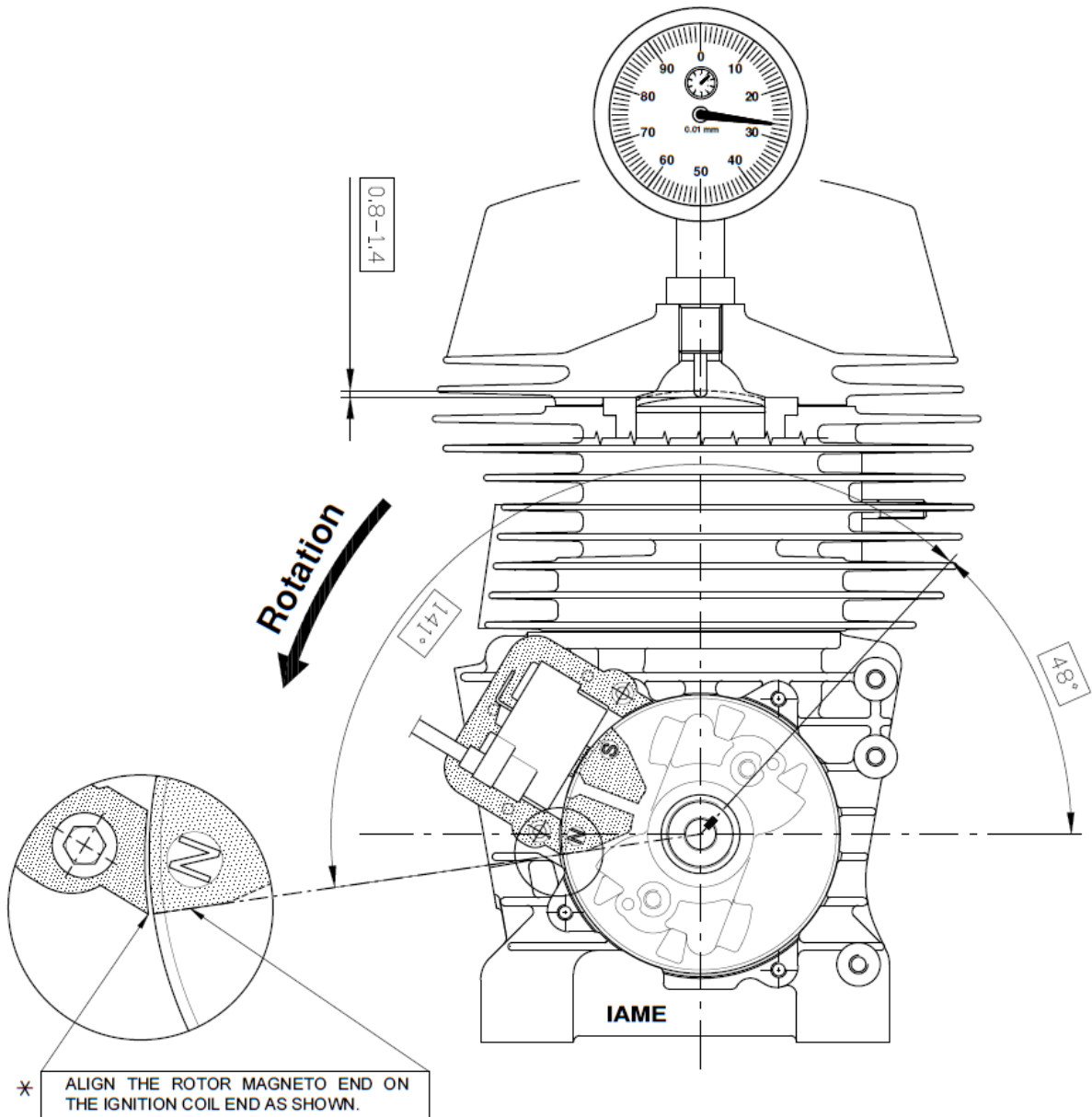
TYPE 1



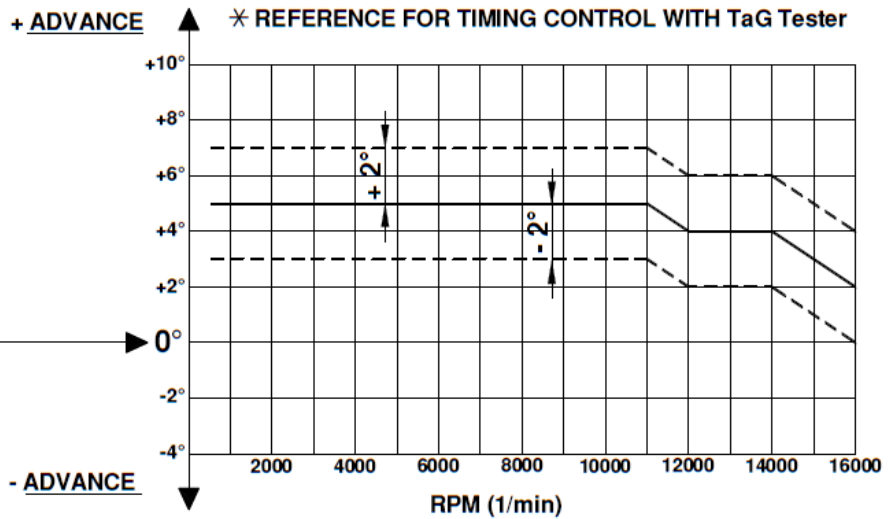
TYPE 2



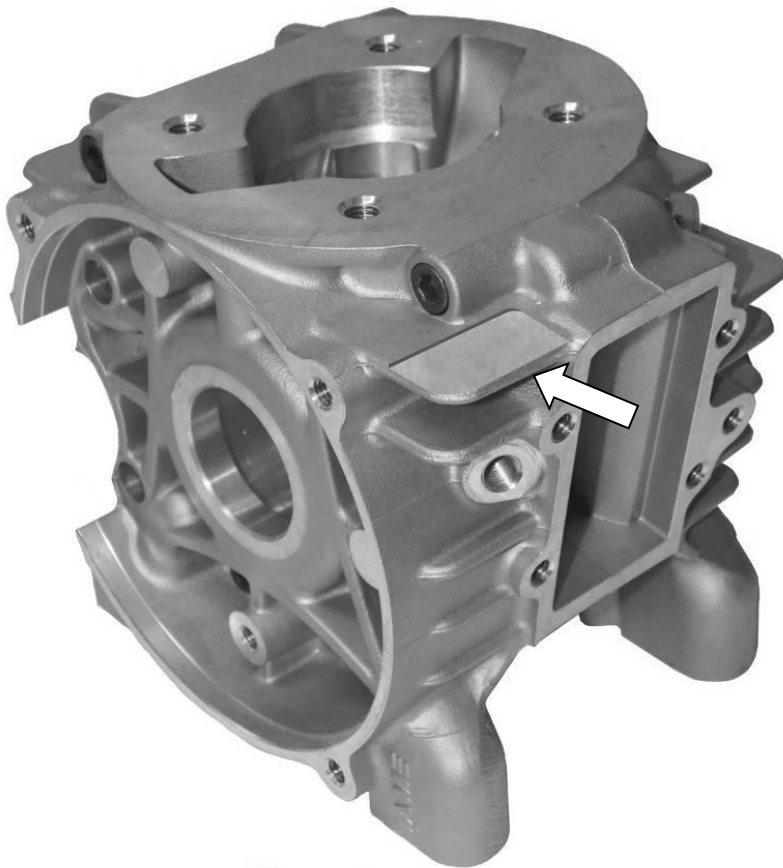
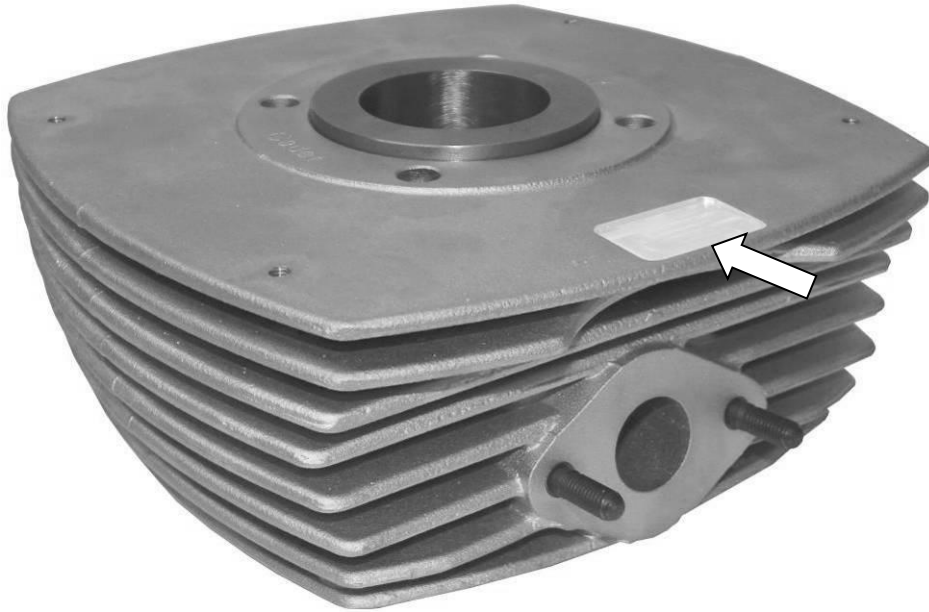
SCHEME FOR ADVANCE CONTROL



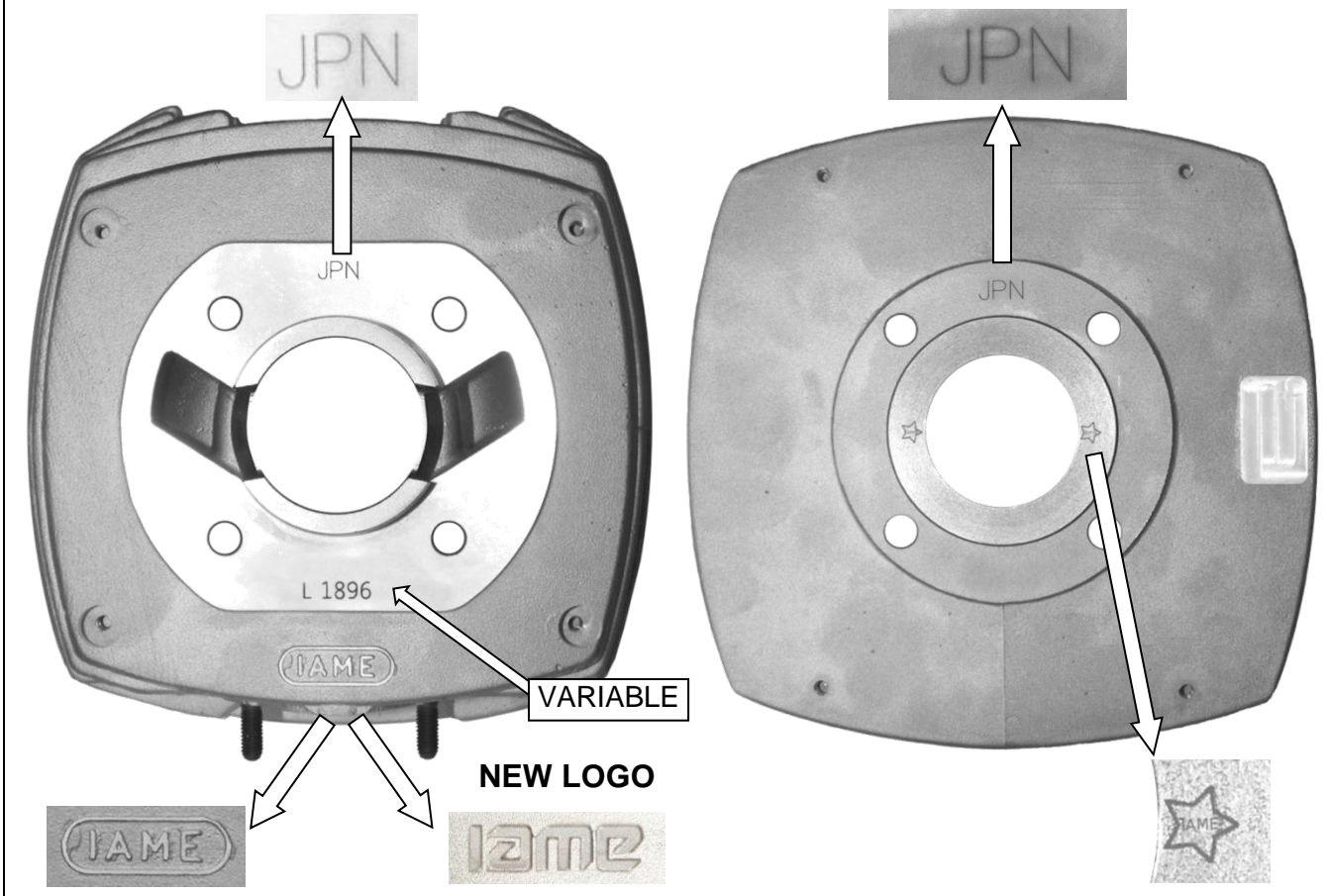
ADVANCE CURVE GRAPHS



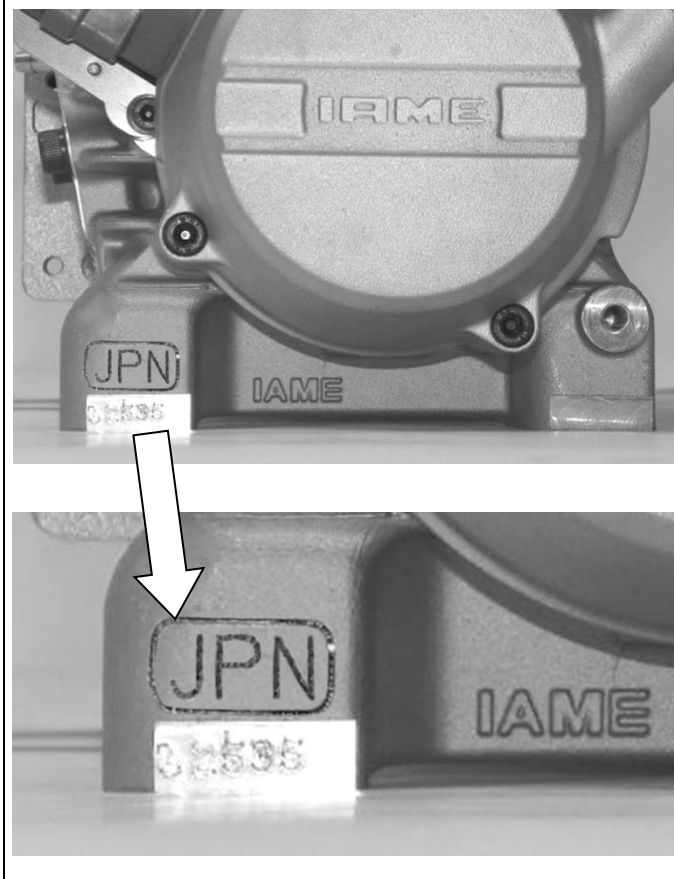
STICKER APPLICATION AREA



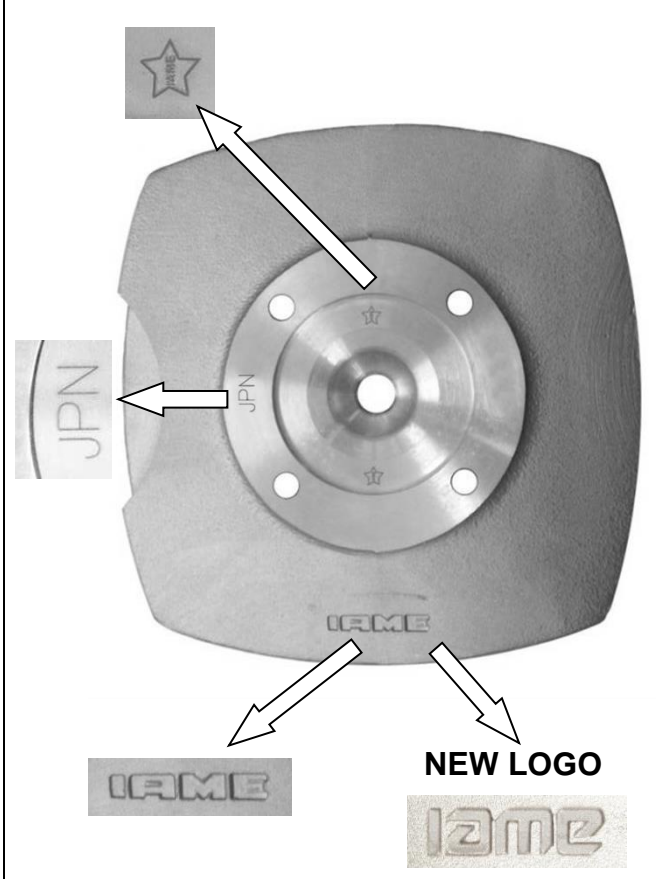
CYLINDER IDENTIFICATION MARKING



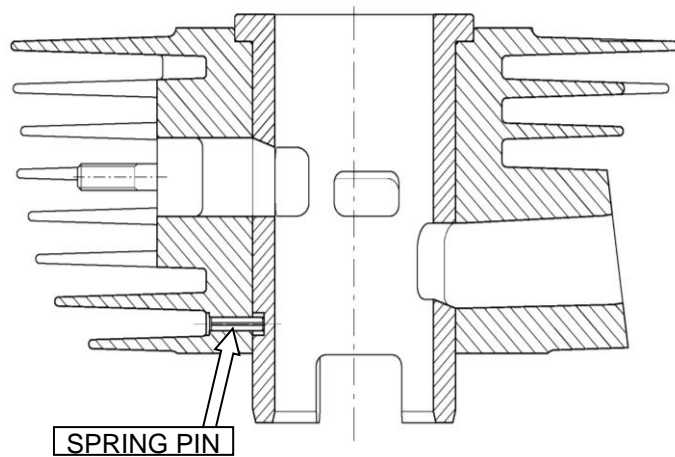
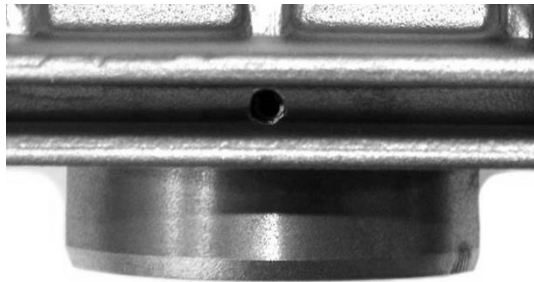
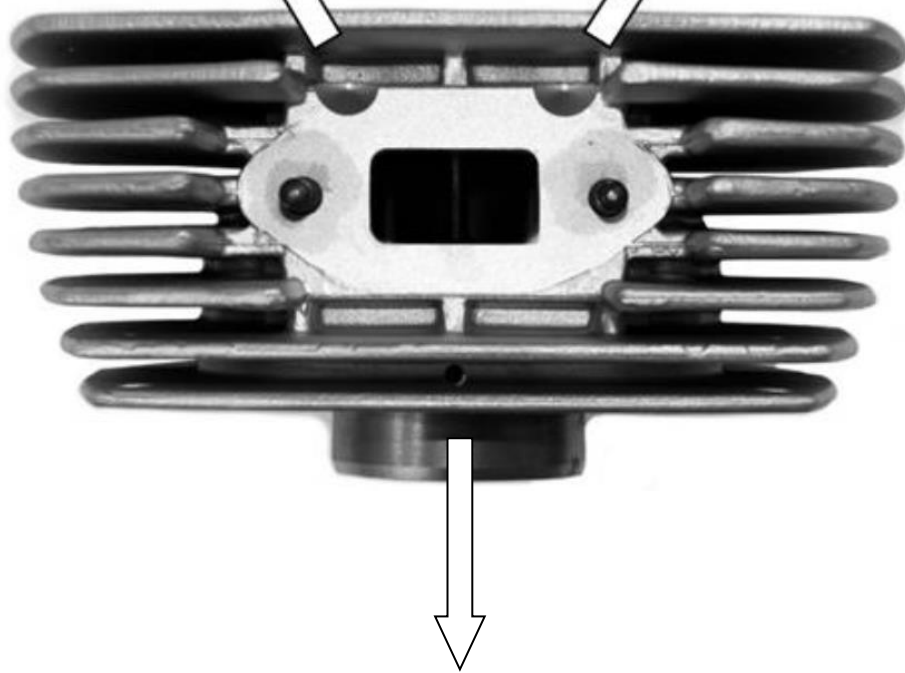
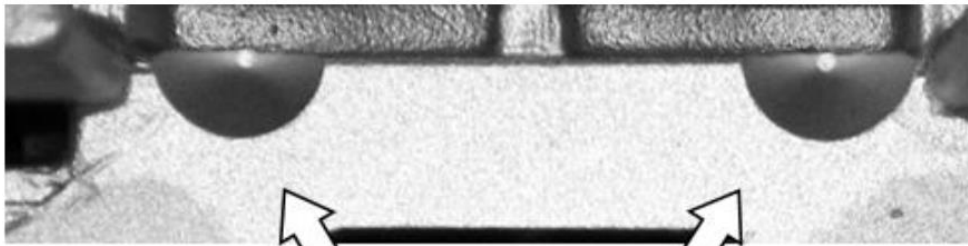
CRANKCASE IDENTIFICATION MARKING



HEAD IDENTIFICATION MARKING



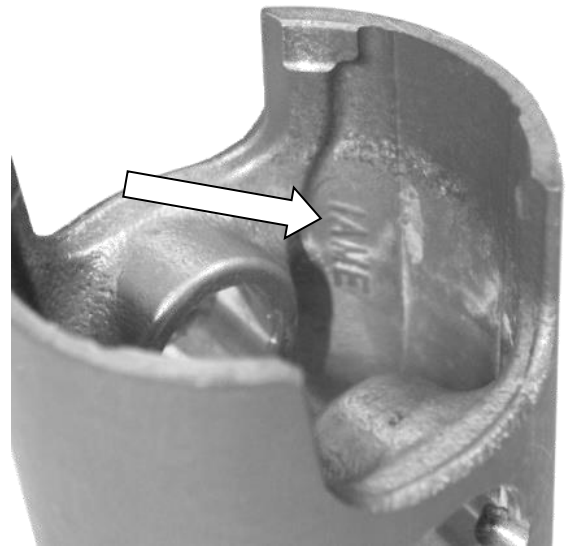
DETAIL OF MACHINING AND SPRING PIN ON CYLINDER



CONROD IDENTIFICATION MARKING



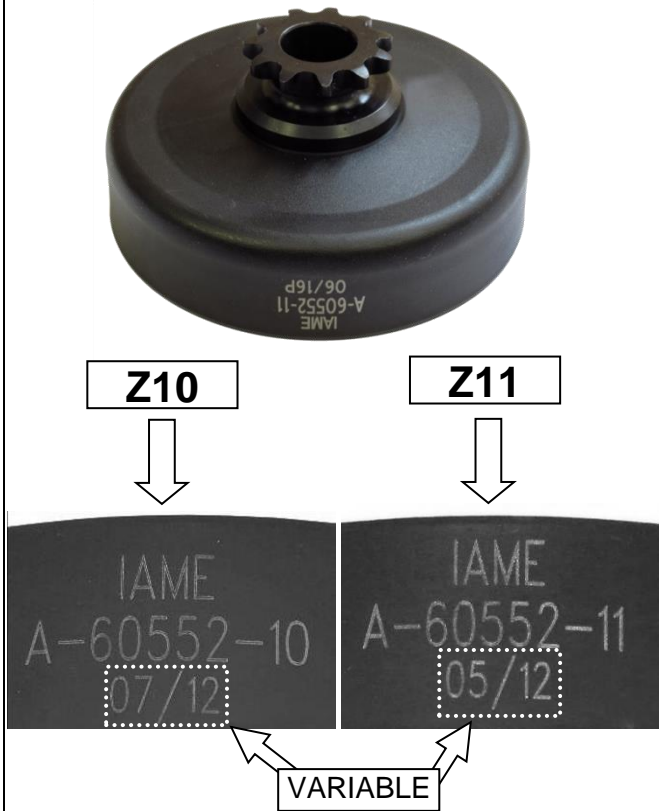
PISTON IDENTIFICATION MARKING



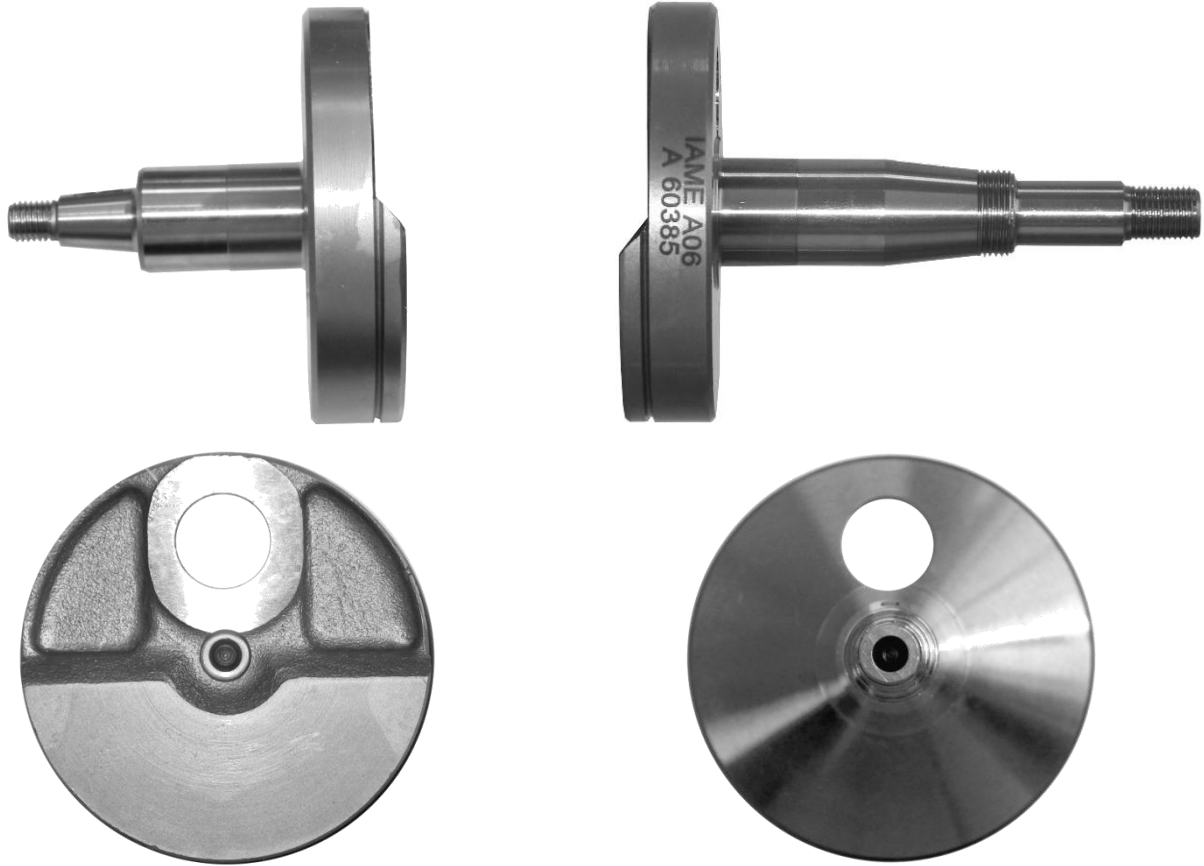
CLUTCH HUB IDENTIFICATION MARKING



CLUTCH DRUM IDENTIFICATION MARKING



CRANKSHAFT PHOTOS



CRANKSHAFT IDENTIFICATION MARKINGS

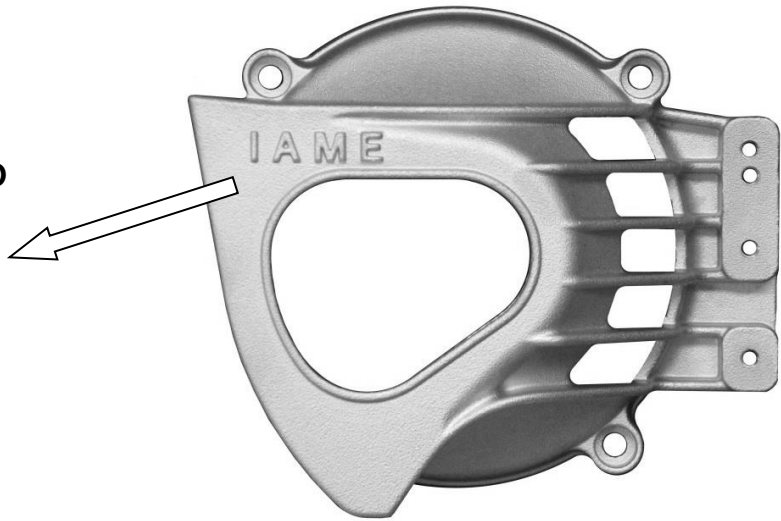
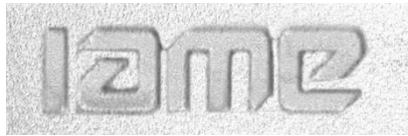
PARTICULAR OF COMPLETE



PHOTO IDENTIFICATION OF CLUTCH COVER – TYPES ALTERNATIVE

TYPE 1

ALTERNATIVE NEW LOGO



TYPE 2

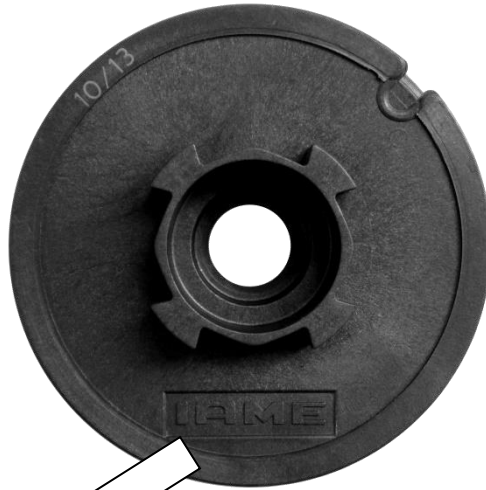
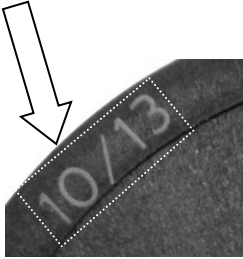


PHOTO IDENTIFICATION OF PULLEY – TYPES ALTERNATIVE

VARIABLE

TYPE 1
Plastic

TYPE 2
Aluminium



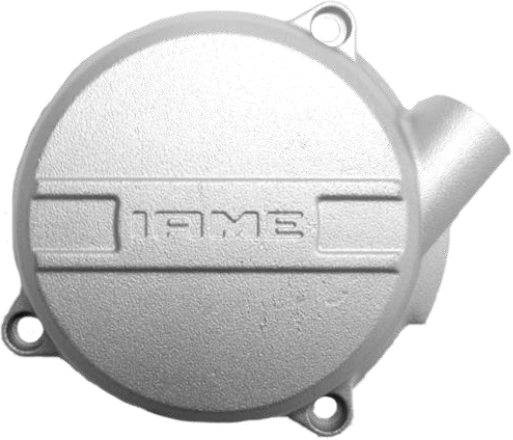







ALTERNATIVE AIRBOX MANIFOLD



ALTERNATIVE BLUE
ANODIZED MANIFOLD,
ALL OTHER DETAILS REMAIN
UNCHANGED

COMPONENTS WITH ALTERNATIVE NEW LOGO "IAME"

<p>INLET FILTER</p>	<p>RECOIL COVER</p>
 <p>NEW LOGO</p> 	 <p>NEW LOGO</p> 
<p>SEMICARTER TRANSMISSION SIDE</p>	<p>SEMICARTER IGNITION SIDE</p>
 <p>NEW LOGO</p> 	 <p>NEW LOGO</p> 

THE OTHERS COMPONENTS OF ENGINE THAT ARE MARKED (LASER OR PUNCHING) UNTIL TODAY WITH LOGO OR WRITTEN "IAME"

I A M E

or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

I a m e

or

ⓐ I a m e

or

ⓐ



CARBURETTOR
Tillotson HL-394B

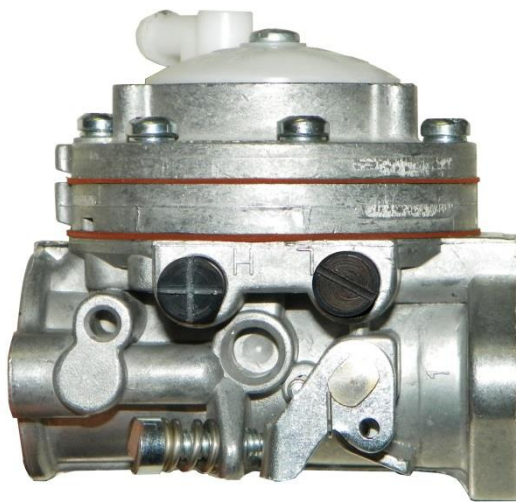


PHOTO OF ADJUSTING SIDE

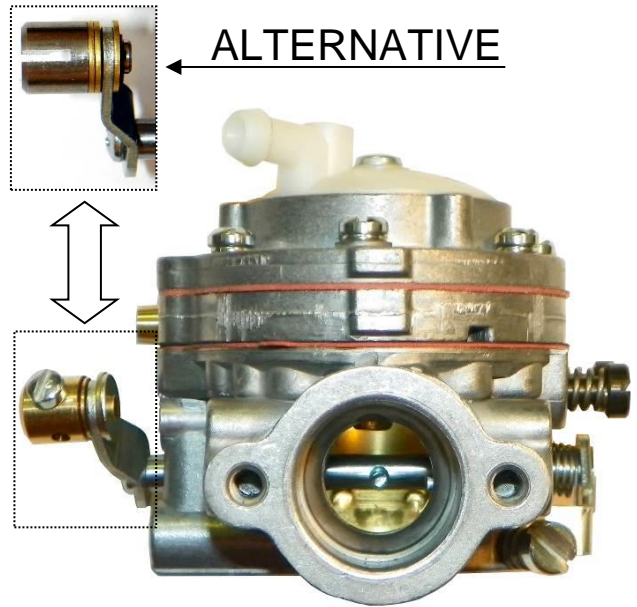


PHOTO OF INLET SIDE

Manufacturer	TILLOTSON LTD.
Make	TILLOTSON
Model	HL-394B

PARTS OF CARBURETTOR

REF.9 - P. N°16-B406
DIAPHRAGM GASKET



Thickness = 0.5 ± 0.1 mm

REF.13 - P. N° 16-B407
PUMP DIAPHRAGM GASKET



Thickness = 0.8 ± 0.1 mm

REF.10 - P. N°237-600
DIAPHRAGM



Thickness = 0.13 ± 0.07 mm

REF.14 - P. N°237-214
PUMP DIAPHRAGM



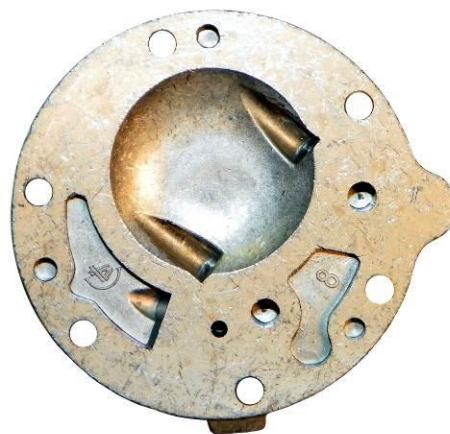
Thickness = 0.08 ± 0.063 mm

REF.11 - P. N° 91-1018
DIAPHRAGM COVER



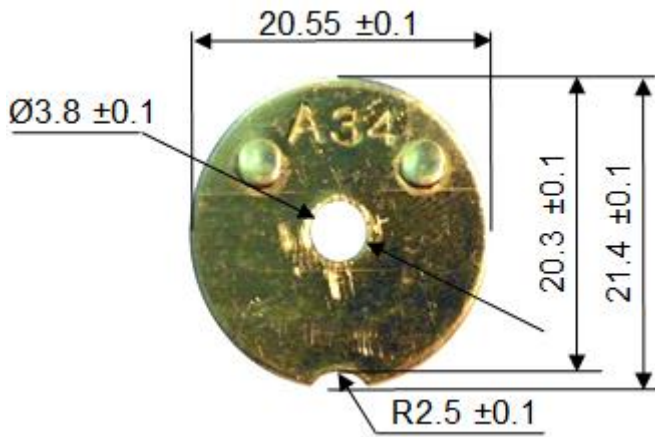
Thickness = 6.75 ± 0.15 mm

REF.15 - P. N° 141-55
PUMP COVER



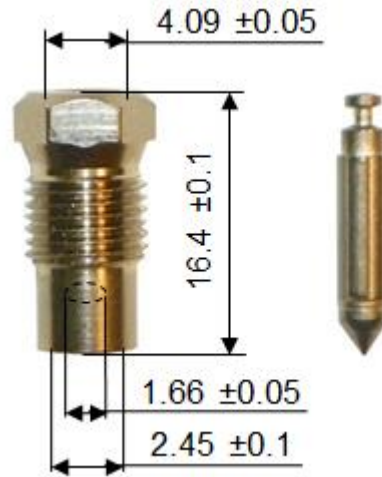
Thickness = 12.5 ± 0.15 mm

REF.37 - P. N° 14-A34
THROTTLE SHUTTER



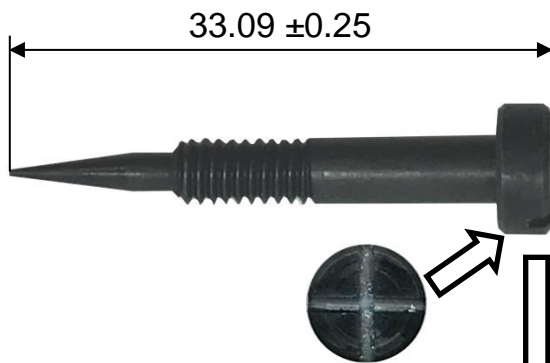
Thickness = 0.81 ± 0.1 mm

REF.27 - P. N° 233-719P
SEAT + NEEDLE



REF.30A - P. N° 43-A264
NEEDLE HIGH SPEED

Diameter = $\text{Ø}3,95$ mm - Pitch = 0,5 mm



REF.21A - P. N° 43-388
NEEDLE LOW SPEED

Diameter = $\text{Ø}4,08$ mm - Pitch = 0,8 mm

