



## CR125R. R (suite)

| <p><b><u>CARBURATEUR</u></b><br/> DIAMETRE<br/> IDENTIFICATION<br/> GICLEUR PRINCIPAL<br/> GICLEUR DE RALENTI<br/> HAUTEUR DE FLOTTEUR<br/> OUVERTURE DE VIS DE RICHESSE<br/> AIGUILLE DE GICLEUR / POSITION<br/> AIGUILLE EN OPTION</p>   | Venturi Diamètre 36mm boisseau plat<br>PJ 15H<br>Std #172 - Mini #158 - Maxi #185<br>#58<br>16,0mm<br>1Tr 1/2<br>R1470NS-3 / 3ème cran<br>R1471NS - Dia.2.715mm / R1469NS Dia. 2,695mm  |  |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
|--|---|--|--|------------------|--------|-----|-------------------|--------|-----|-------------------|--------|-----|------------------------|---------|-----|-----------------------|---------|-----|-------------------|--------|-----|---------------------|---------|-----|---------------------|--|--|----------------------------|-------|------|----------------------------|-------|-----|------------------------------|---|--------------------------|-------------------------|--------|-----|-------------------------|--------|-----|-------------------|--------|-----|---------------------|--------|-----|--|
| <p><b><u>LUBRIFICATION</u></b><br/> HUILE MOTEUR RECOMMANDEE / %<br/> HUILE DE TRANSMISSION</p>  | HONDA 2 T ou équivalente / 5 %<br>HONDA 4 T 0,65l   |  |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| <p><b><u>REFROIDISSEMENT</u></b><br/> CAPACITE DU CIRCUIT</p>  | 0,78l (totale)  |  |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| <p><b><u>ELECTRICITE</u></b><br/> ALLUMAGE / AVANCE<br/> BOUGIE : CHAMPION / N.G.K..<br/> N.D<br/> RESISTANCE STATOR<br/> RESISTANCE CAPTEUR<br/> RESISTANCE BOBINE D'ALLUMAGE<br/> ECARTEMENT DES ELECTRODES</p>  | AC - CDI / F à 5000 Tr/mn<br>QN84 - QN59G / BR9EG - BR9EV<br>W27ESR - V / W27ESR - G<br>Blanc - Bleu 40 à 140 Ohms<br>Bleu/Jaune et Vert/Blanc 180 à 280 Ohms<br>Primaire : 0,4 à 0,6 Ohms - Secondaire : 14 à 23K Ohms.<br>0,5 à 0,6mm |  |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><b><u>MOTEUR</u></b></th> <th style="text-align: left;"><b><u>DIAM</u></b></th> <th style="text-align: left;"><b><u>COUPLE DE SERRAGE EN Kgm</u></b></th> </tr> </thead> <tbody> <tr><td>ECROU DE CULASSE</td><td>8x1.25</td><td>2,8</td></tr> <tr><td>ECROU DE CYLINDRE</td><td>8x1.25</td><td>2,7</td></tr> <tr><td>ECROU D'EMBRAYAGE</td><td>18x1.0</td><td>6,0</td></tr> <tr><td>VIS DE PIGNON PRIMAIRE</td><td>10x1.25</td><td>4,5</td></tr> <tr><td>VIS DE VIDANGE MOTEUR</td><td>12x1.50</td><td>3,0</td></tr> <tr><td>VIS DE PIGNON SBV</td><td>8x1.25</td><td>2,7</td></tr> <tr><td>ECROU VOLANT MOTEUR</td><td>12x1.25</td><td>5,5</td></tr> <tr><td colspan="3"><b><u>CADRE</u></b></td></tr> <tr><td>ECROU COLONNE DE DIRECTION</td><td>26x10</td><td>15,0</td></tr> <tr><td>ECROU REGLAGE DE DIRECTION</td><td>30x10</td><td>0,7</td></tr> <tr><td>BOULON DE FIXATION DE MOTEUR</td><td>.</td><td>axe3.3 / plaque sup. 2.7</td></tr> <tr><td>VIS DE COURONNE ARRIERE</td><td>8x1.25</td><td>3,3</td></tr> <tr><td>PIVOT DU BRAS OSCILLANT</td><td>16x1.5</td><td>9,0</td></tr> <tr><td>AXE DE ROUE AVANT</td><td>14x1.5</td><td>8,7</td></tr> <tr><td>AXE DE ROUE ARRIERE</td><td>18x1.5</td><td>9,5</td></tr> </tbody> </table> | <b><u>MOTEUR</u></b>  | <b><u>DIAM</u></b>                     | <b><u>COUPLE DE SERRAGE EN Kgm</u></b> | ECROU DE CULASSE | 8x1.25 | 2,8 | ECROU DE CYLINDRE | 8x1.25 | 2,7 | ECROU D'EMBRAYAGE | 18x1.0 | 6,0 | VIS DE PIGNON PRIMAIRE | 10x1.25 | 4,5 | VIS DE VIDANGE MOTEUR | 12x1.50 | 3,0 | VIS DE PIGNON SBV | 8x1.25 | 2,7 | ECROU VOLANT MOTEUR | 12x1.25 | 5,5 | <b><u>CADRE</u></b> |  |  | ECROU COLONNE DE DIRECTION | 26x10 | 15,0 | ECROU REGLAGE DE DIRECTION | 30x10 | 0,7 | BOULON DE FIXATION DE MOTEUR | . | axe3.3 / plaque sup. 2.7 | VIS DE COURONNE ARRIERE | 8x1.25 | 3,3 | PIVOT DU BRAS OSCILLANT | 16x1.5 | 9,0 | AXE DE ROUE AVANT | 14x1.5 | 8,7 | AXE DE ROUE ARRIERE | 18x1.5 | 9,5 |  |
| <b><u>MOTEUR</u></b>   | <b><u>DIAM</u></b>  | <b><u>COUPLE DE SERRAGE EN Kgm</u></b> |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| ECROU DE CULASSE   | 8x1.25  | 2,8                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| ECROU DE CYLINDRE  | 8x1.25  | 2,7                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| ECROU D'EMBRAYAGE  | 18x1.0  | 6,0                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| VIS DE PIGNON PRIMAIRE   | 10x1.25   | 4,5                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| VIS DE VIDANGE MOTEUR  | 12x1.50   | 3,0                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| VIS DE PIGNON SBV  | 8x1.25  | 2,7                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| ECROU VOLANT MOTEUR  | 12x1.25   | 5,5                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| <b><u>CADRE</u></b>  |   |  |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| ECROU COLONNE DE DIRECTION   | 26x10   | 15,0                                   |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| ECROU REGLAGE DE DIRECTION   | 30x10   | 0,7                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| BOULON DE FIXATION DE MOTEUR   | .   | axe3.3 / plaque sup. 2.7               |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| VIS DE COURONNE ARRIERE  | 8x1.25  | 3,3                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| PIVOT DU BRAS OSCILLANT  | 16x1.5  | 9,0                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| AXE DE ROUE AVANT  | 14x1.5  | 8,7                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |
| AXE DE ROUE ARRIERE  | 18x1.5  | 9,5                                    |  |                  |        |     |                   |        |     |                   |        |     |                        |         |     |                       |         |     |                   |        |     |                     |         |     |                     |  |  |                            |       |      |                            |       |     |                              |   |                          |                         |        |     |                         |        |     |                   |        |     |                     |        |     |  |

