
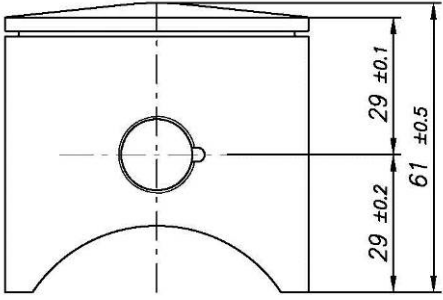
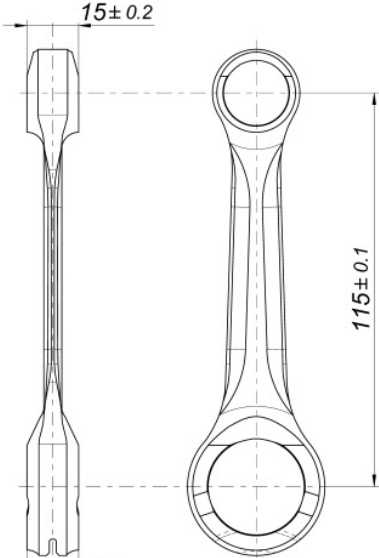




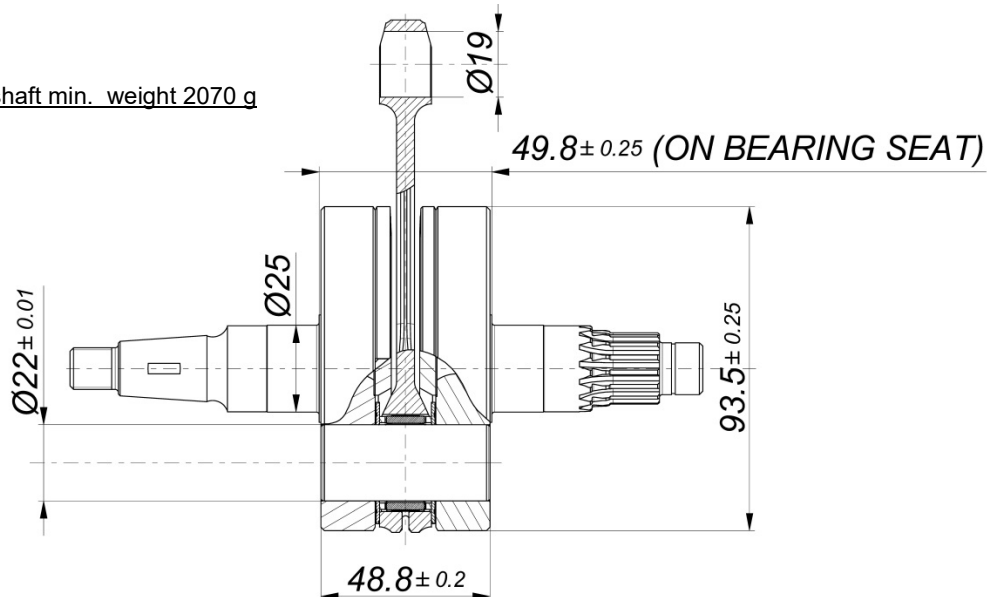
USA SUPER SHIFTER 175CC

		FEATURES	
		Cylinder volume	174.46 cm ³ (Max 176.6 cm ³)
		Bore	63.90 mm
		Max. theoretical bore	64.26 mm
		Stroke	54.40 mm
		Distance between conrod centers	115 mm
		Cooling system	Water
		Inlet system	Reed valve
Number of piston rings	1	Cylinder / crankcase transfers n°	5 / 3
Big end conrod bearing diam.	D. Ø22	Inlet / exhaust ports number	5 / 3
Crankshaft bearing diam.	25x52x15 (2Pc.) 15x35x11 (1Pc.)	Combustion chamber shape	Spherical
PVL ignition	Analogic "458"	Small end conrod bearing diam.	15x19x20

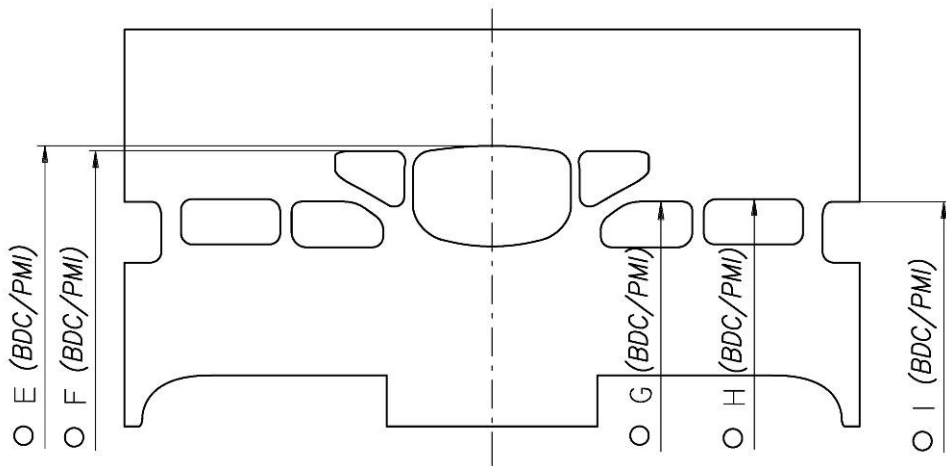
DESCRIPTION OF THE MATERIAL		PISTON
Conrod material	Steel	 <p>Piston min. weight (ring incl.) 155 g</p>
Crankshaft material	Steel	
Gearbox shafts material	Steel	
Gears material	Steel	
Starter ring material	Steel or Aluminum	
Head material	Aluminum	CONROD – One oil slot
Cylinder material	Aluminum	 <p>Min. Weight 120 g</p>
Liner material	Iron	
Crankcase material	Aluminum	
Piston material	Aluminum	
Piston rings material	Iron	
Exhaust muffler material	Sheet-steel	

CRANKSHAFT

Complete crankshaft min. weight 2070 g



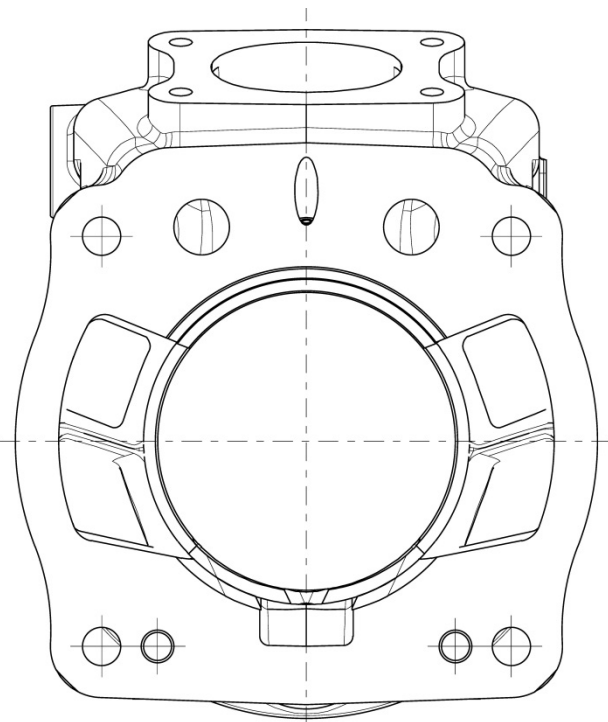
CYLINDER DEVELOPMENT



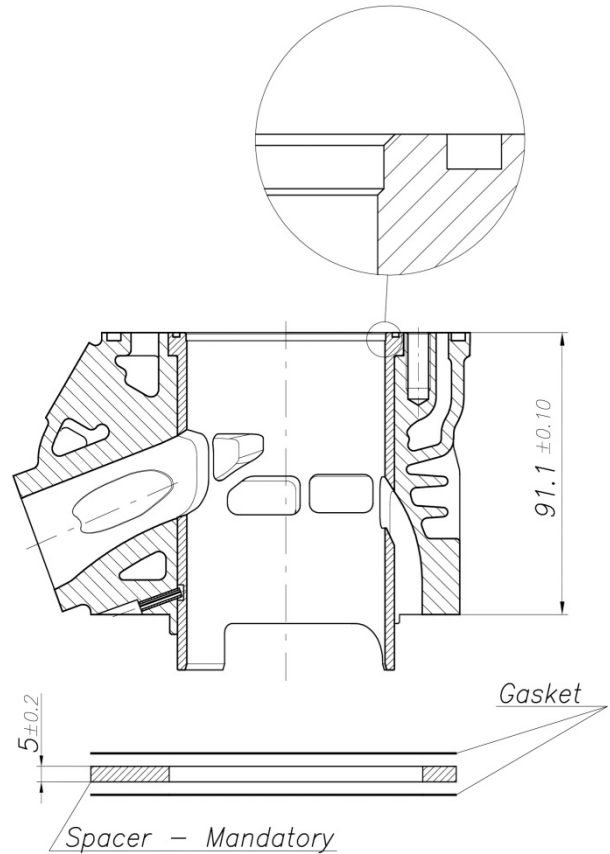
E	$195^\circ \pm 2^\circ$
F	$189^\circ \pm 2^\circ$
G	$122.5^\circ \pm 2^\circ$
H	$125.5^\circ \pm 2^\circ$
I	$121^\circ \pm 3^\circ$

○ ANGULAR READING BY INSERTING A 0.2x5mm GAUGE

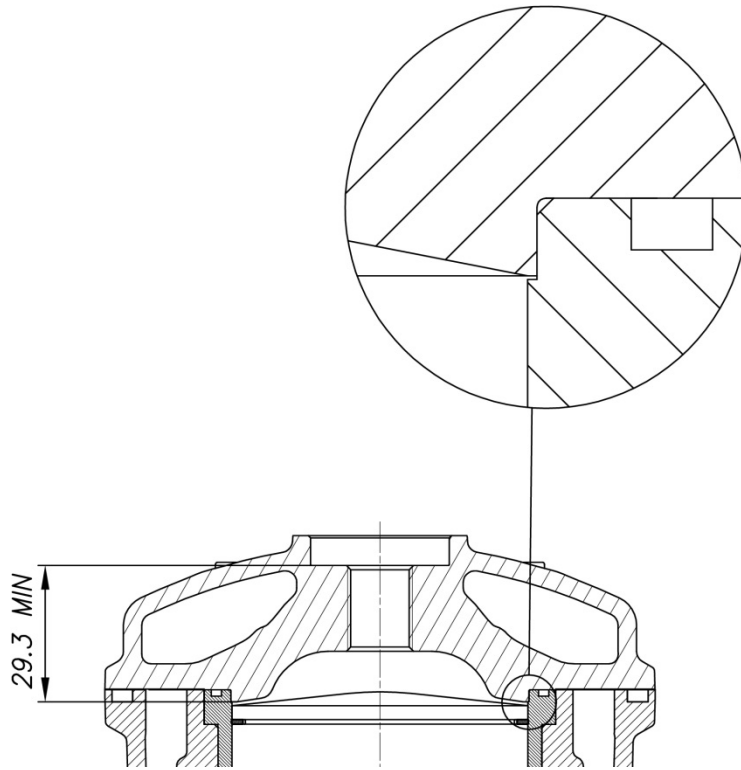
CYLINDER BASE VIEW



CYLINDER CROSS SECTION VIEW

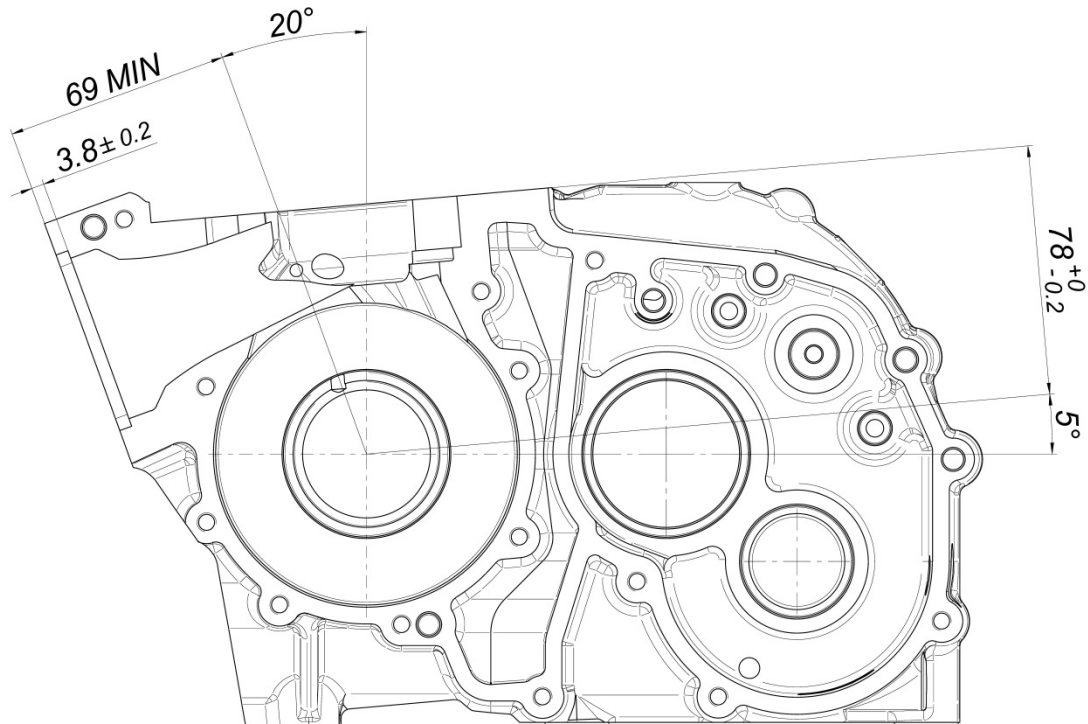


COMBUSTION CHAMBER VIEW

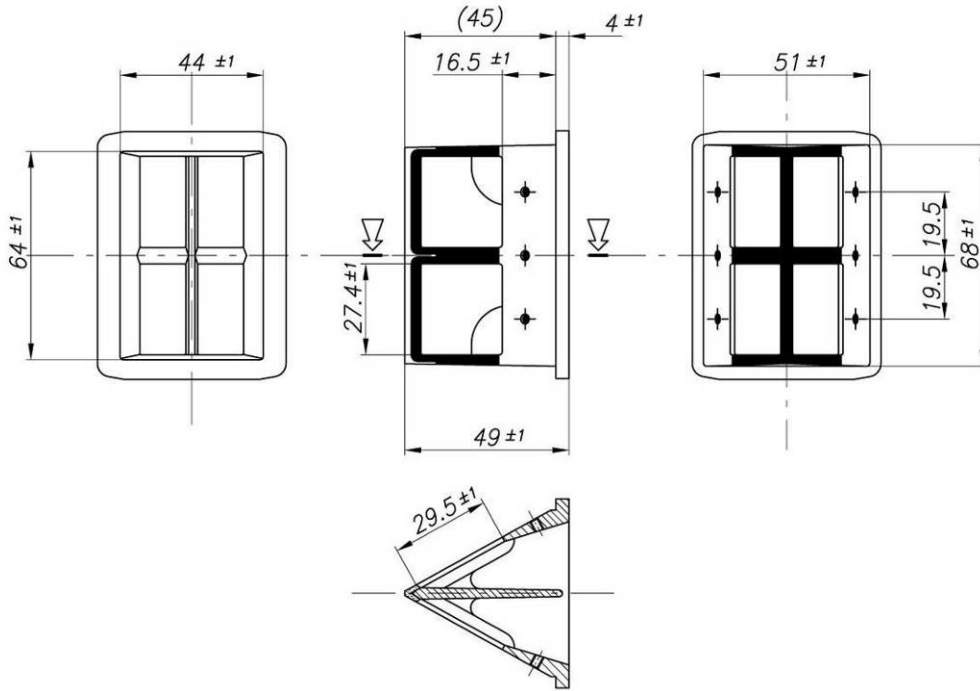


SQUISH MIN. = 0.039" (1.0 mm)
(measured with 0.0625" (1/16") / Ø1.6mm solder)

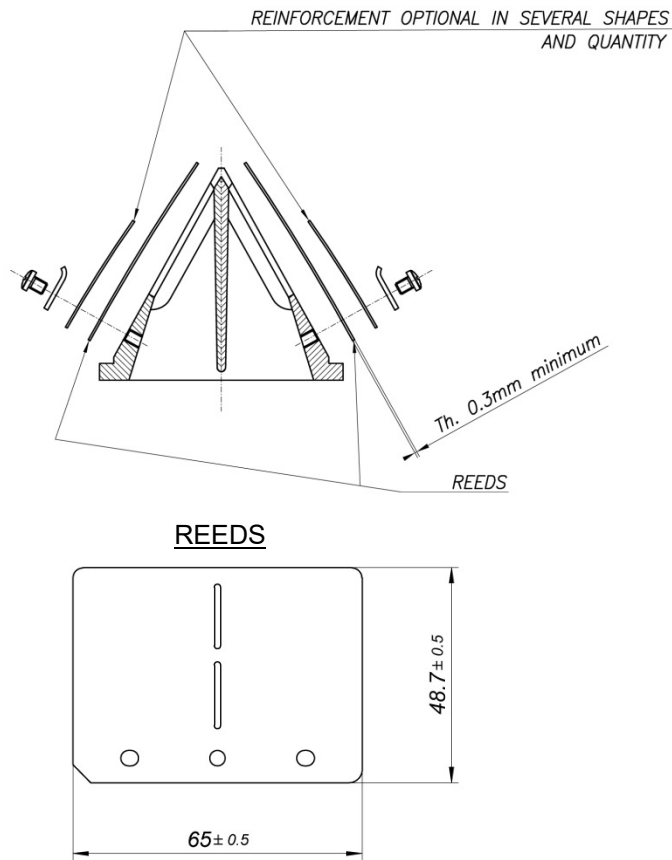
CRANKCASE INSIDE VIEW



REED VALVE

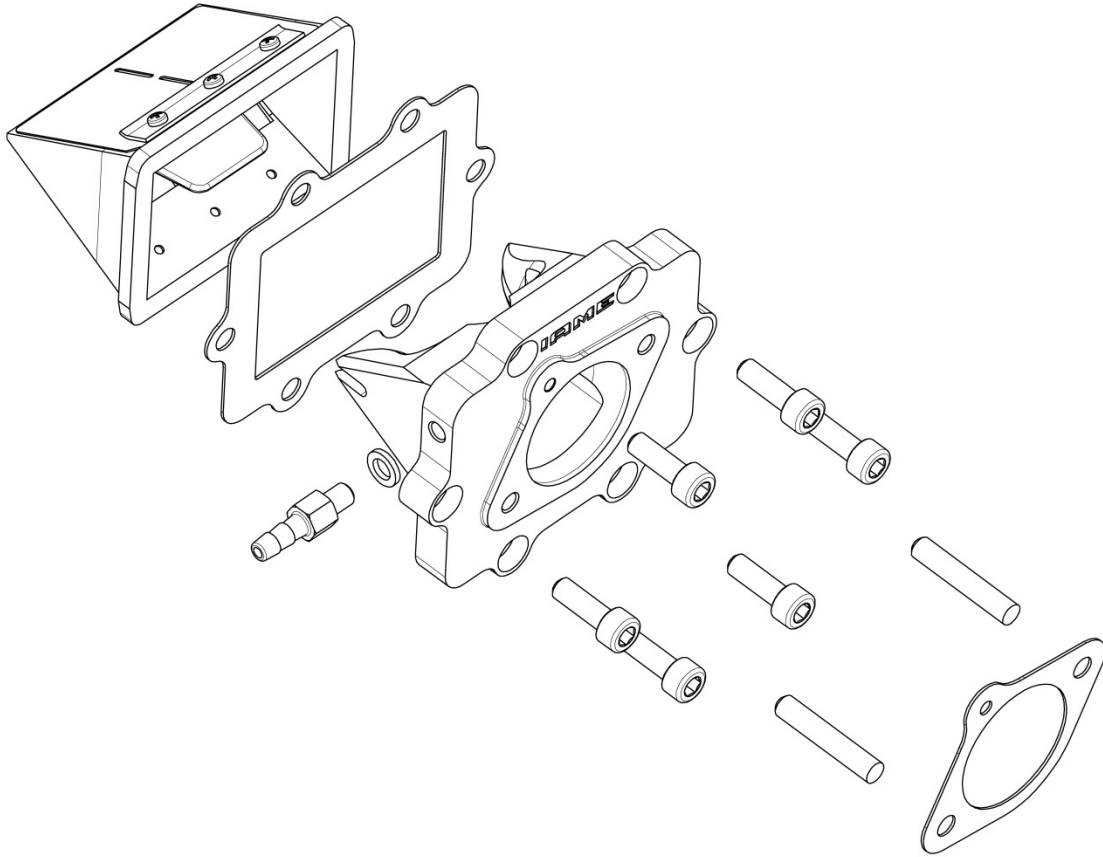


ASSEMBLY OF REED VALVE

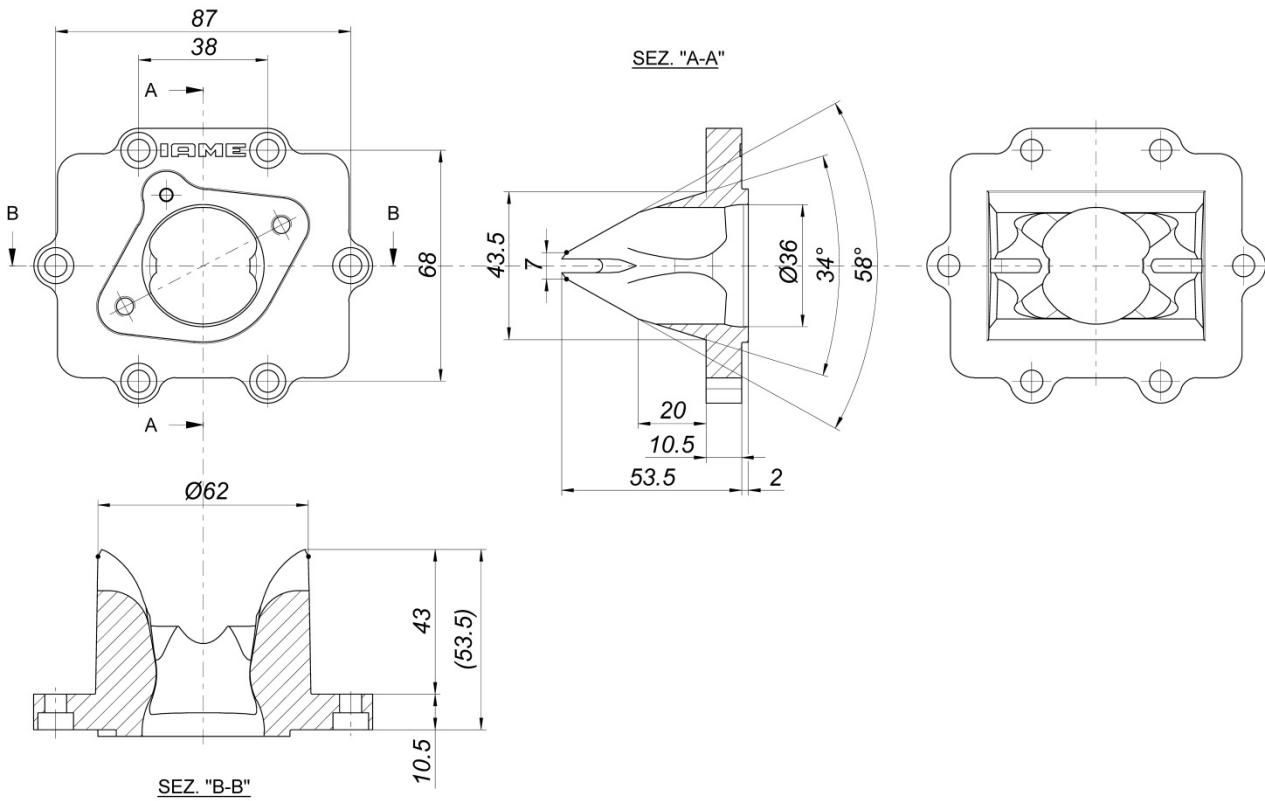


ONLY GENUINE "IAME" CARBON FIBER REEDS ARE PERMITTED

EXPLODED DRAWING - INLET SYSTEM



REED VALVE COVER - INLET SYSTEM



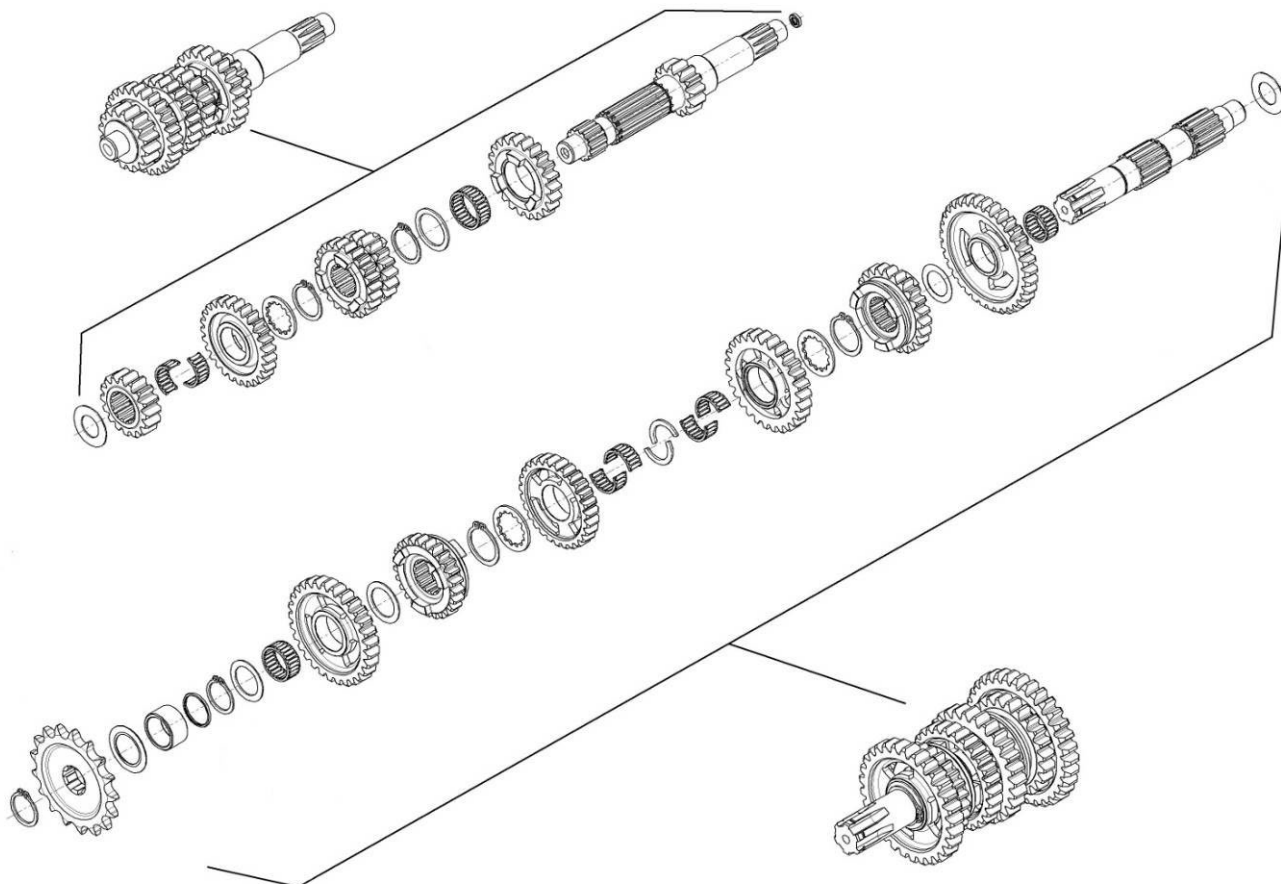
GEARBOX

Primary coupling - **19 / 75**

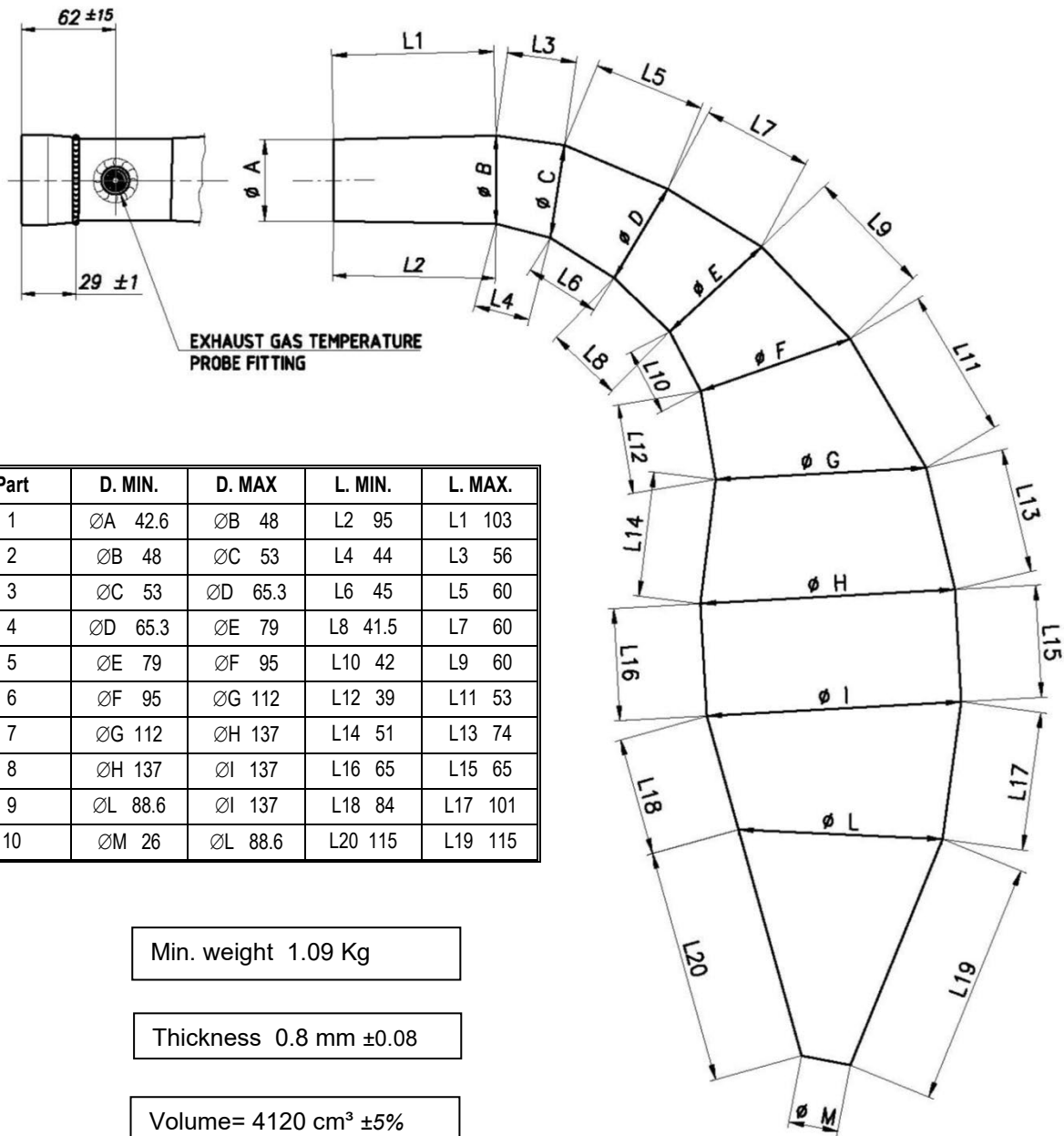
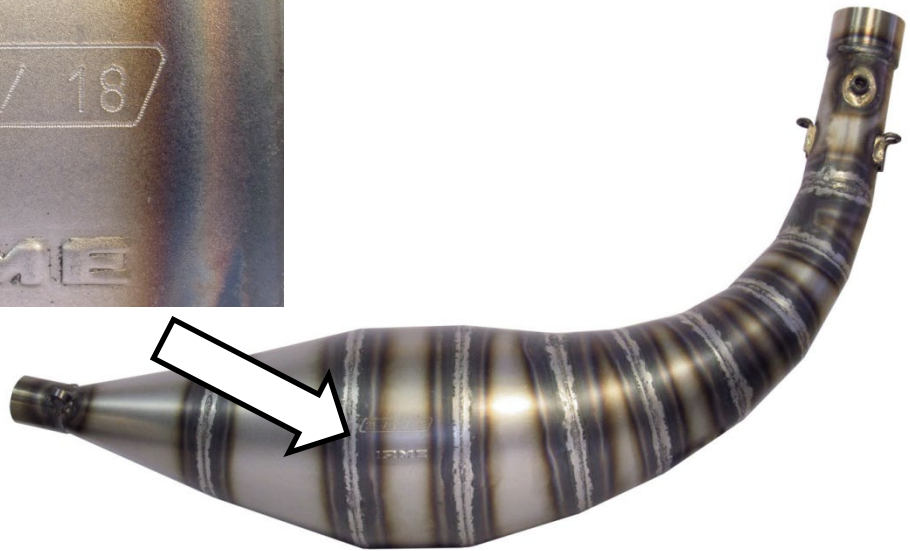
Gearbox ratios

Gear	Primary shaft	Secondary shaft	Reading of values obtained after three engine revs
1 st / 1 ^{ère}	<u>13</u>	<u>33</u>	<u>107.78°</u>
2 nd / 2 ^e	<u>16</u>	<u>29</u>	<u>150.95°</u>
3 rd / 3 ^e	<u>18</u>	<u>27</u>	<u>182.40°</u>
4 th / 4 ^e	<u>22</u>	<u>27</u>	<u>222.93°</u>
5 th / 5 ^e	<u>22</u>	<u>23</u>	<u>261.70°</u>
6 th / 6 ^e	<u>27</u>	<u>25</u>	<u>295.49°</u>

EXPLODED DRAWING OF THE GEARS, MAINSHAFT AND SECONDARY SHAFT



EXHAUST VIEW, PHOTO, MARKING AND DIMENSIONS



Part	D. MIN.	D. MAX	L. MIN.	L. MAX.
1	ØA 42.6	ØB 48	L2 95	L1 103
2	ØB 48	ØC 53	L4 44	L3 56
3	ØC 53	ØD 65.3	L6 45	L5 60
4	ØD 65.3	ØE 79	L8 41.5	L7 60
5	ØE 79	ØF 95	L10 42	L9 60
6	ØF 95	ØG 112	L12 39	L11 53
7	ØG 112	ØH 137	L14 51	L13 74
8	ØH 137	ØI 137	L16 65	L15 65
9	ØL 88.6	ØI 137	L18 84	L17 101
10	ØM 26	ØL 88.6	L20 115	L19 115

Min. weight 1.09 Kg

Thickness 0.8 mm ±0.08

Volume= 4120 cm³ ±5%

EXPLODED DRAWING OF THE CLUTCH ASSEMBLY

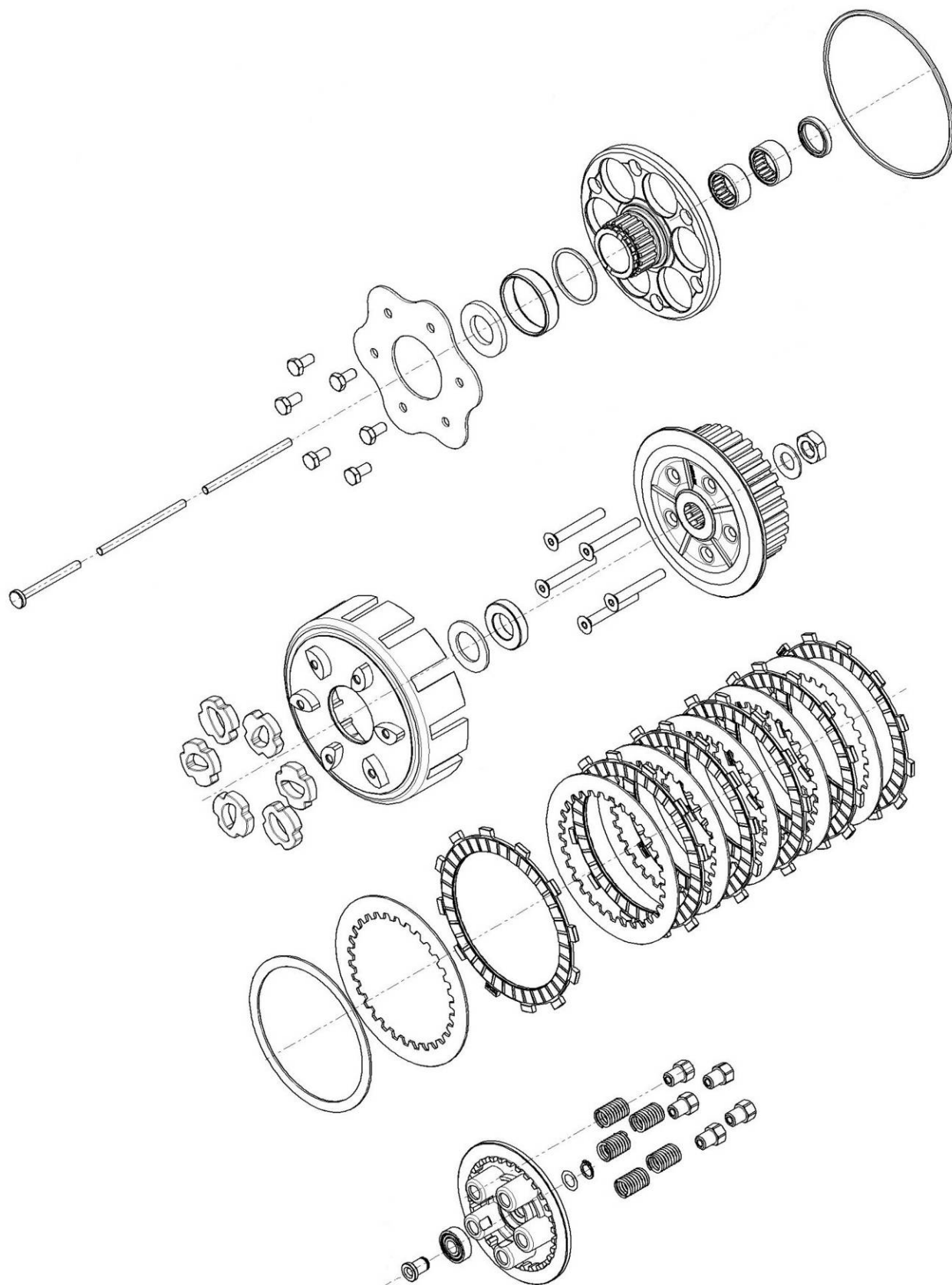
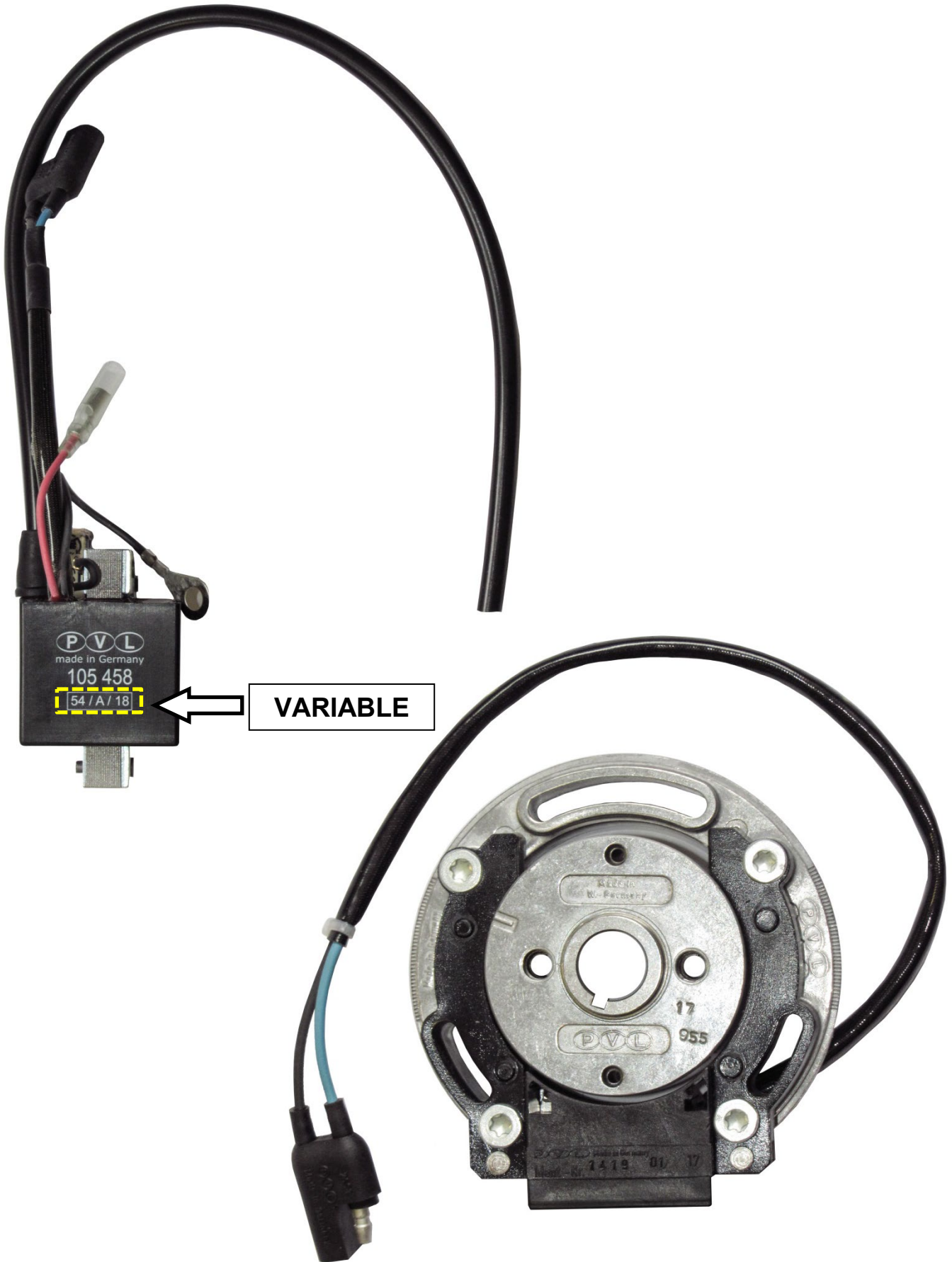
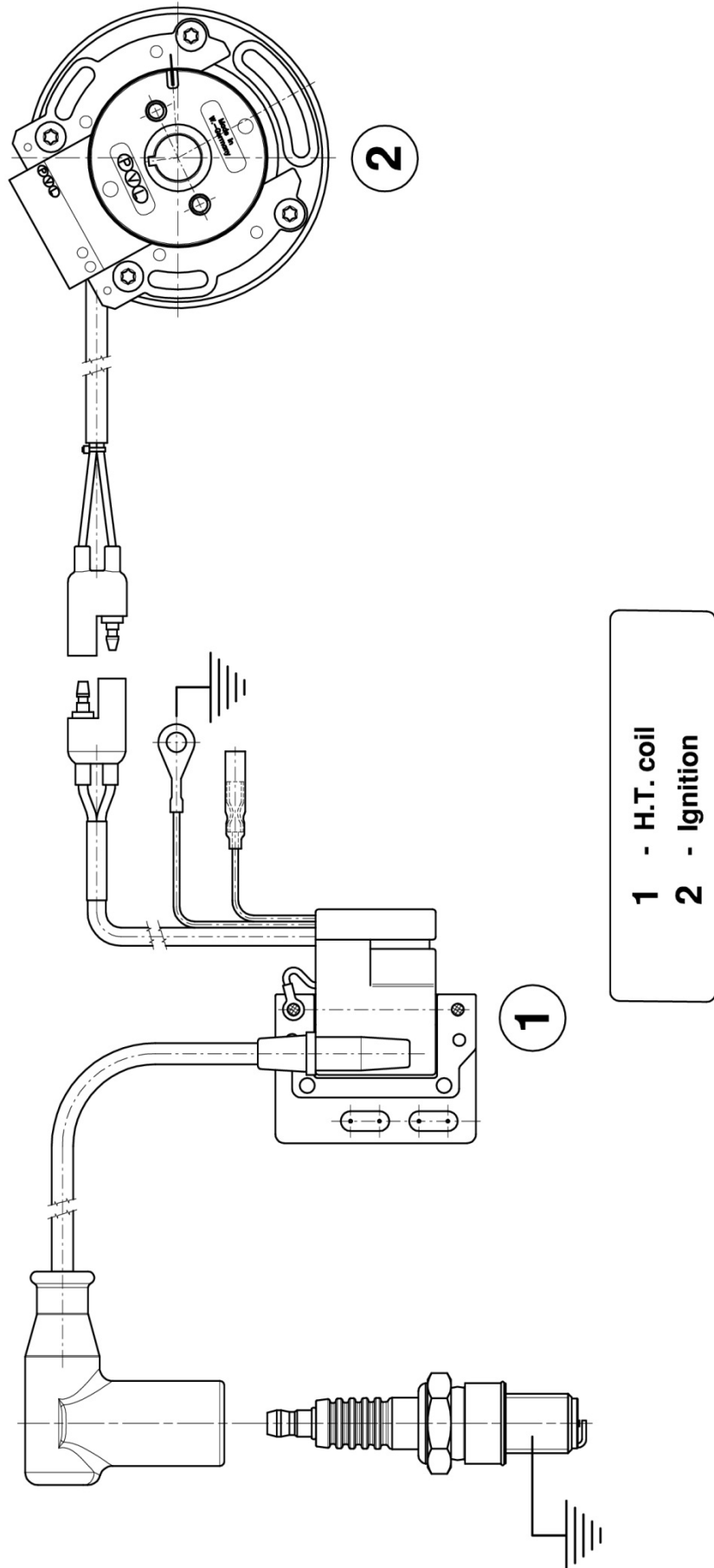


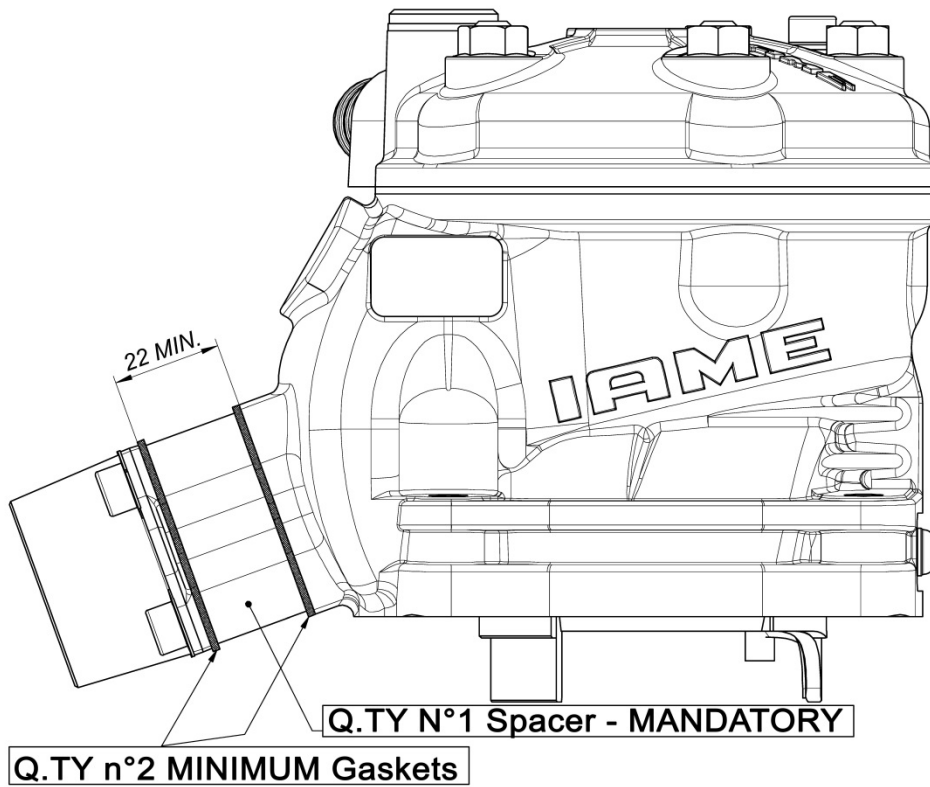
PHOTO OF PVL ANALOGICAL "458" IGNITION



WIRING DIAGRAM (PVL ANALOGICAL "458" IGNITION)



MINIMUM DISTANCE BETWEEN EXHAUST MANIFOLD AND CYLINDER



EXHAUST MANIFOLD AND SPACER VIEW, MARKING AND DIMENSIONS

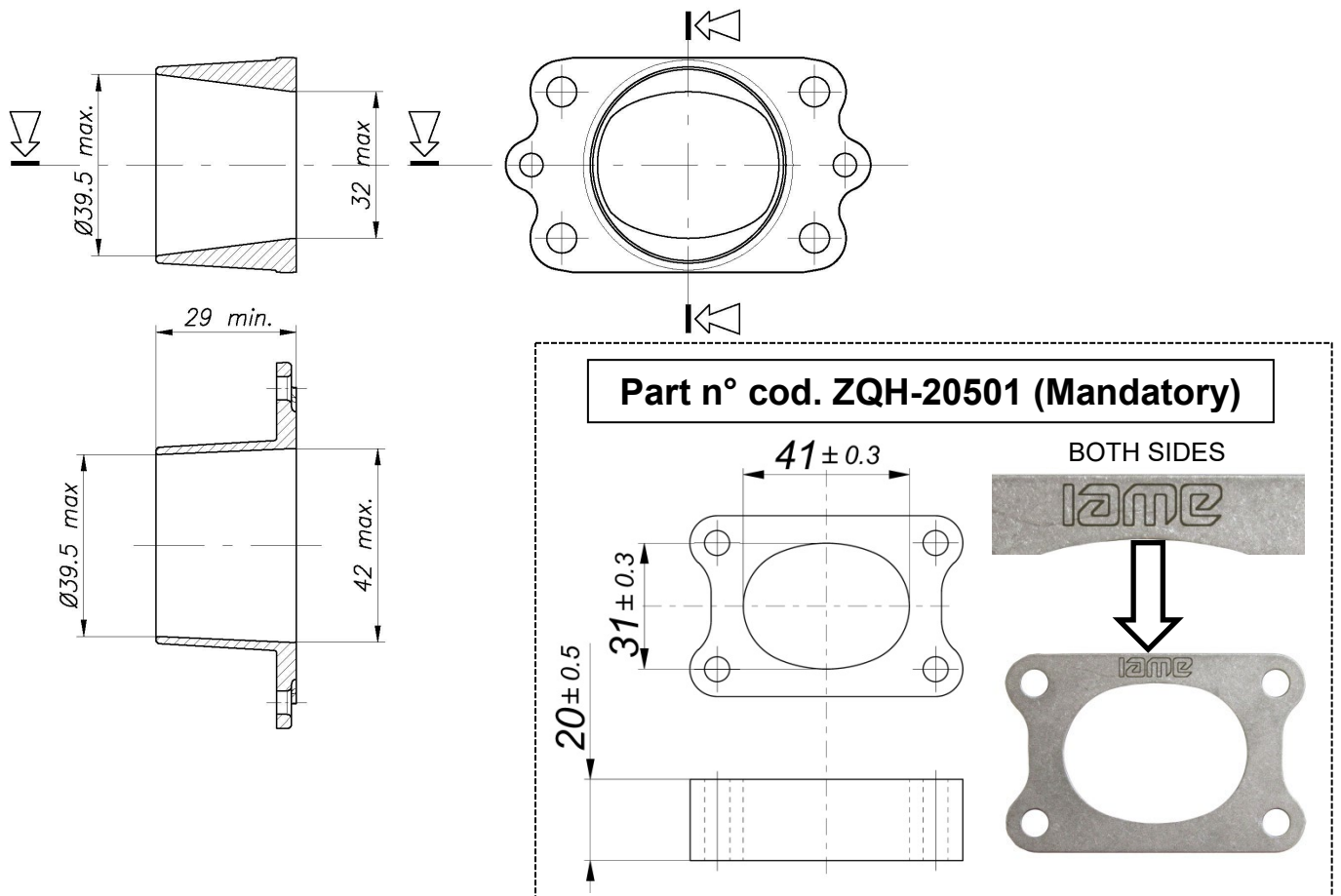
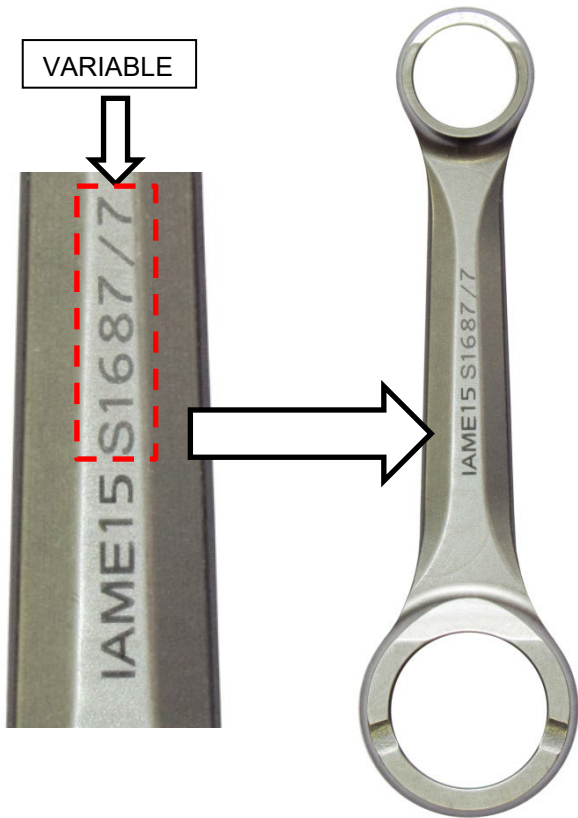


PHOTO CONROD IDENTIFICATION



CYLINDER HEAD PHOTO IDENTIFICATION

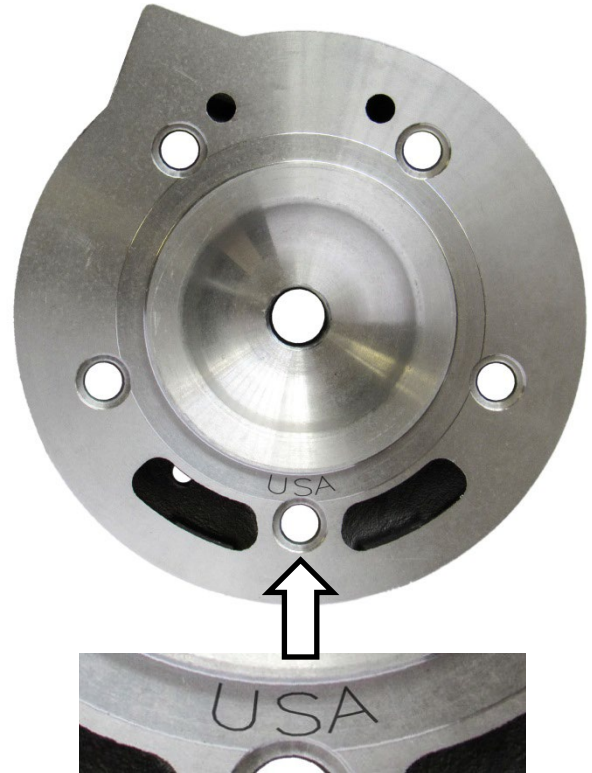


PHOTO OF CYLINDER FROM ABOVE

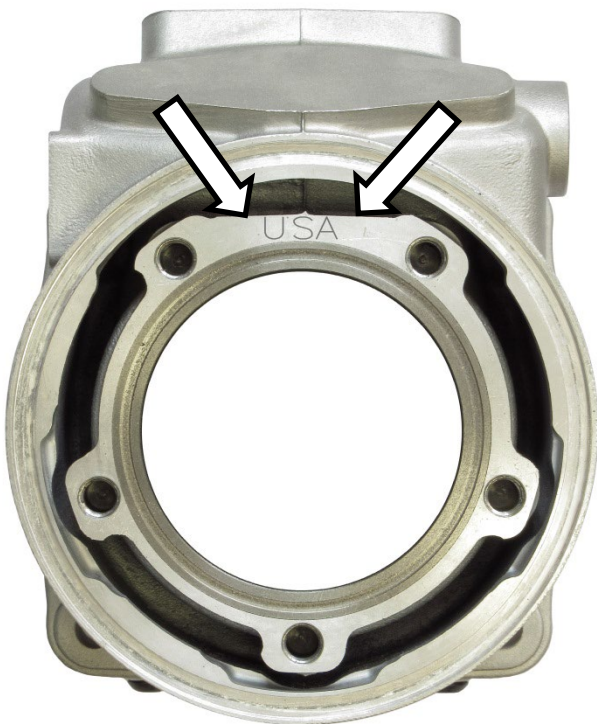
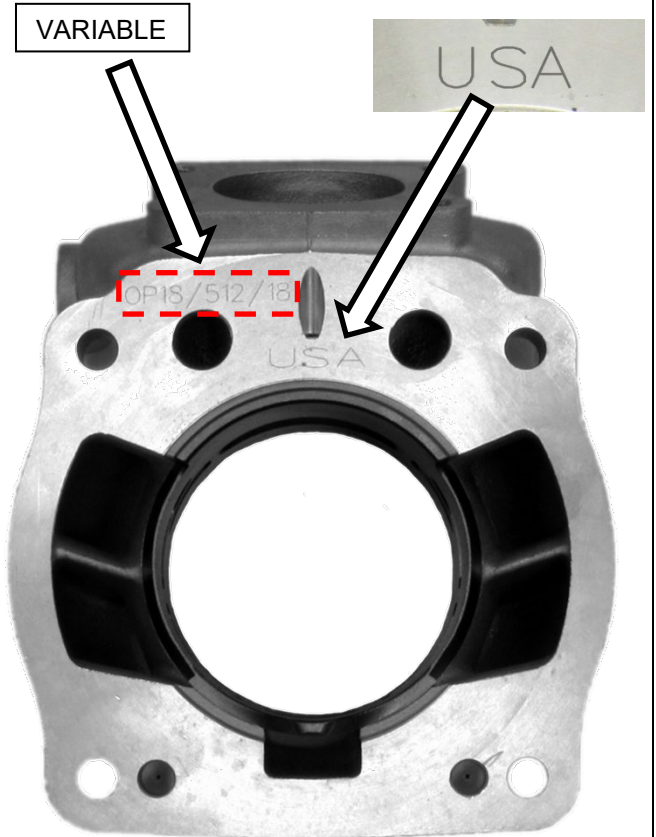


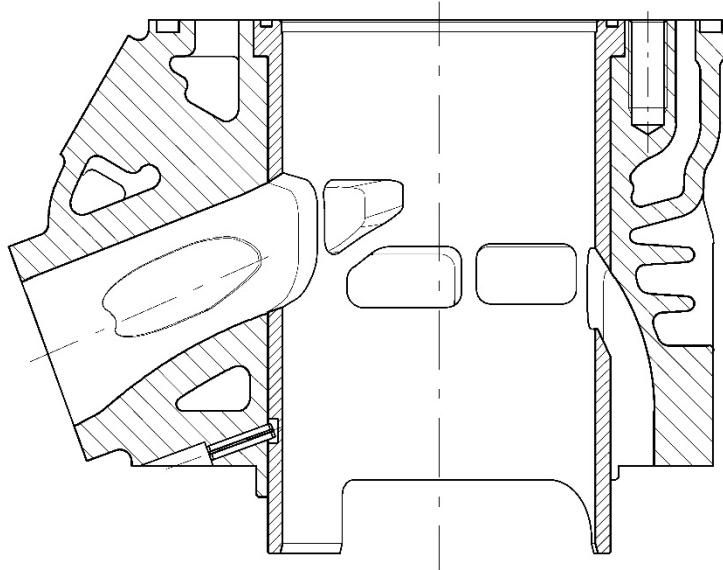
PHOTO OF CYLINDER BASE



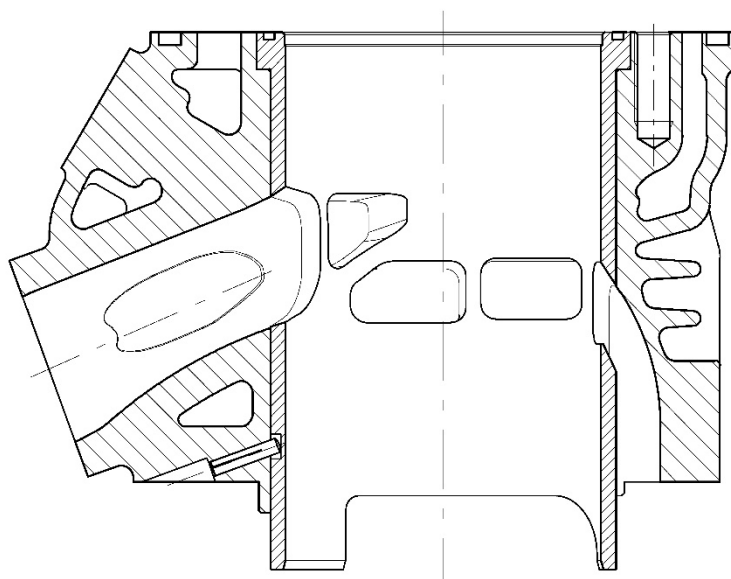
FROM 2025 ON

CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN

CURRENT PIN (SPRING PIN)



ALTERNATIVE PIN (GROOVED PIN)



FROM 2025 ON

CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN

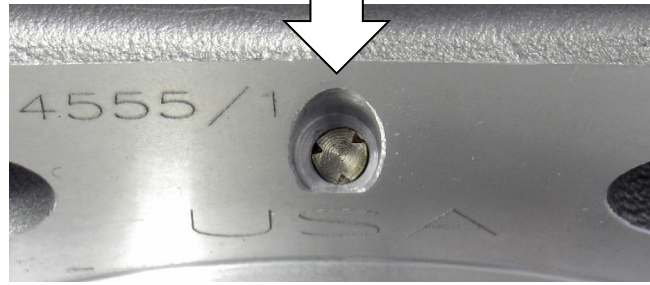
CURRENT PIN



ALTERNATIVE PIN

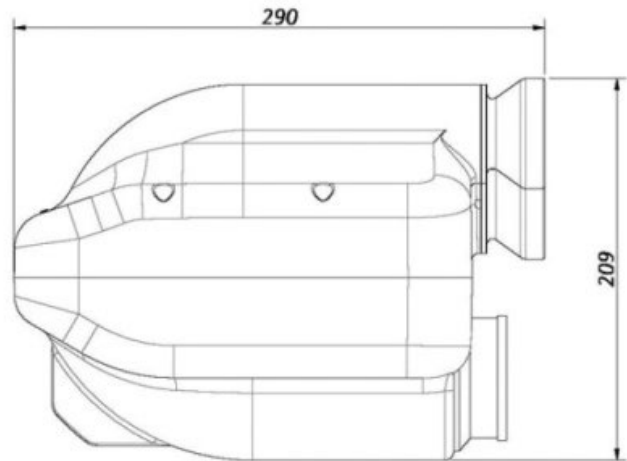
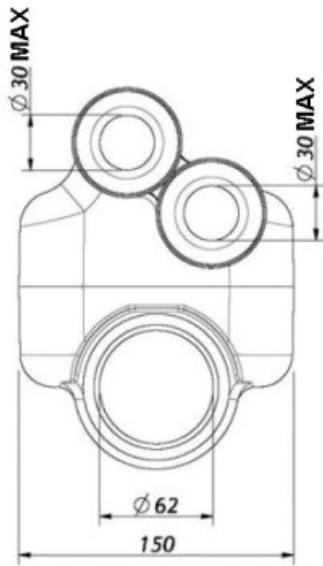


SPRING PIN

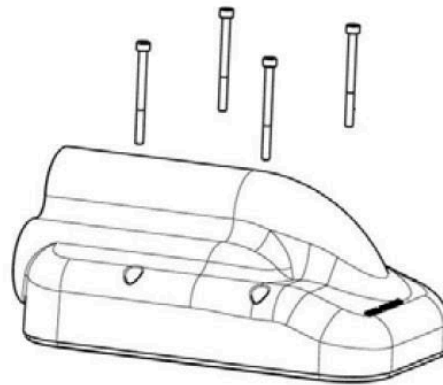
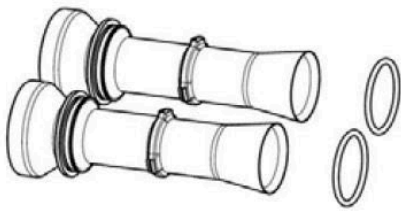


GROOVED PIN

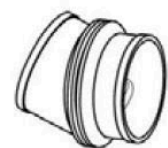
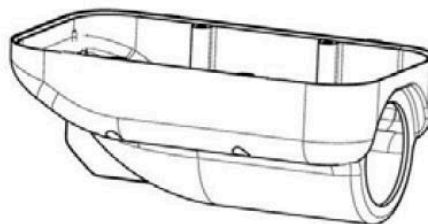
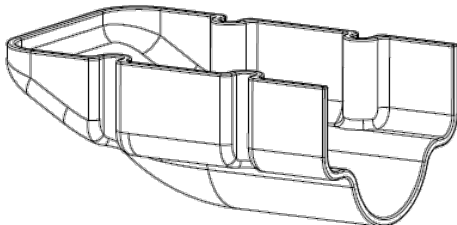
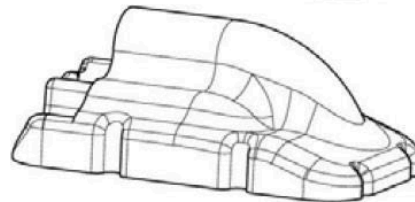
DRAWING OF AIR BOX – Righetti Ridolfi NOX D.30



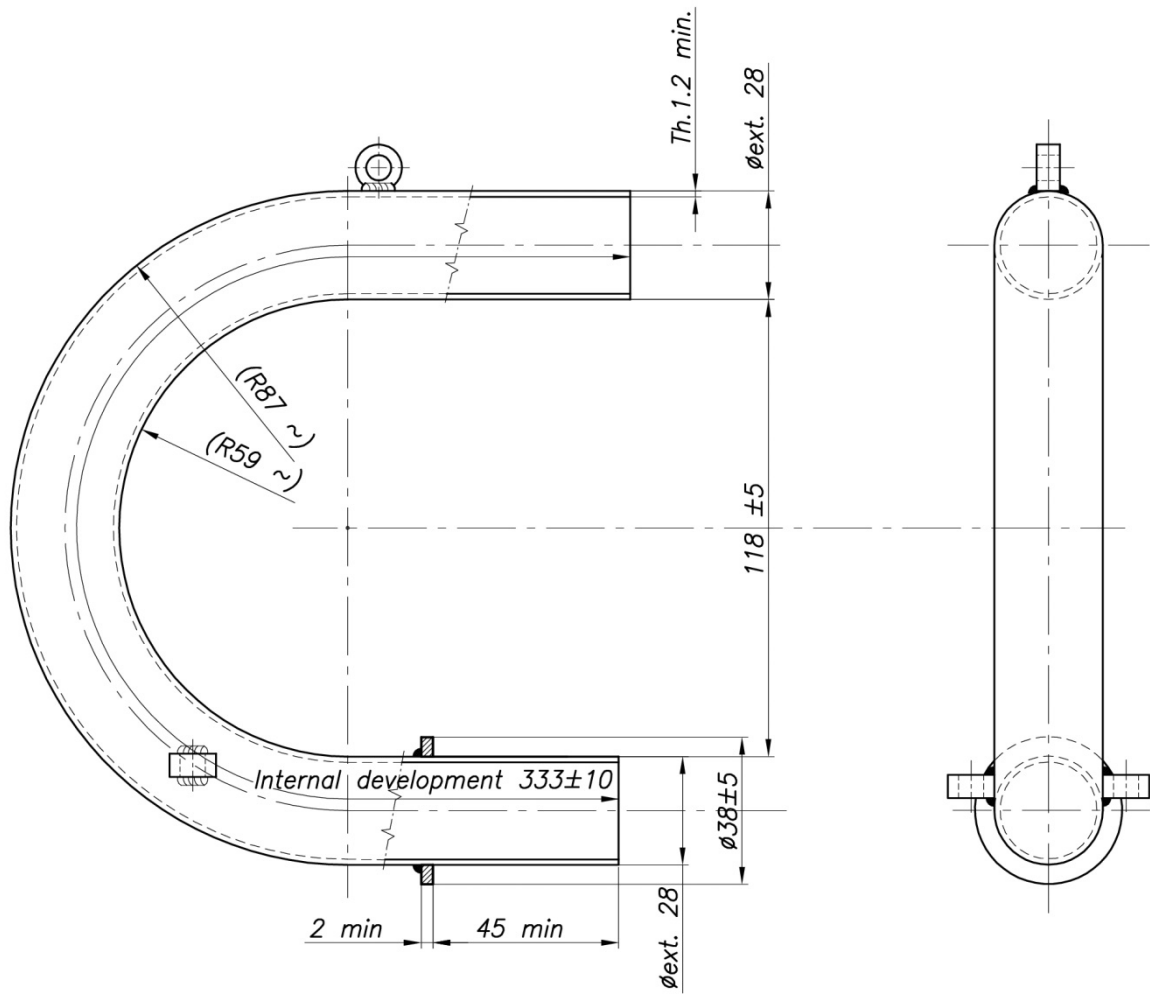
EXPLODED VIEW OF AIR BOX – Righetti Ridolfi NOX D.30



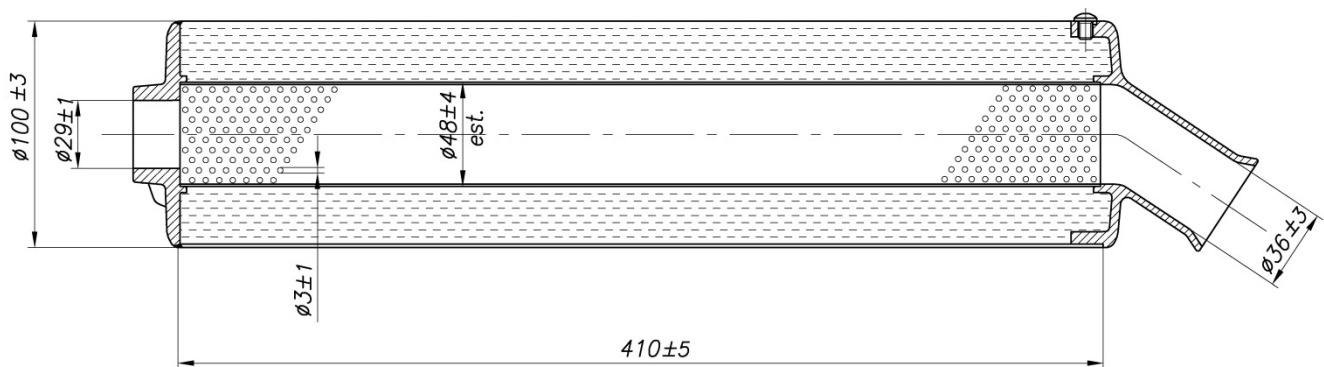
L'élément N.03 peut être tourné à 180°
The element n.3 can be rotated 180°



EXHAUST HEADER

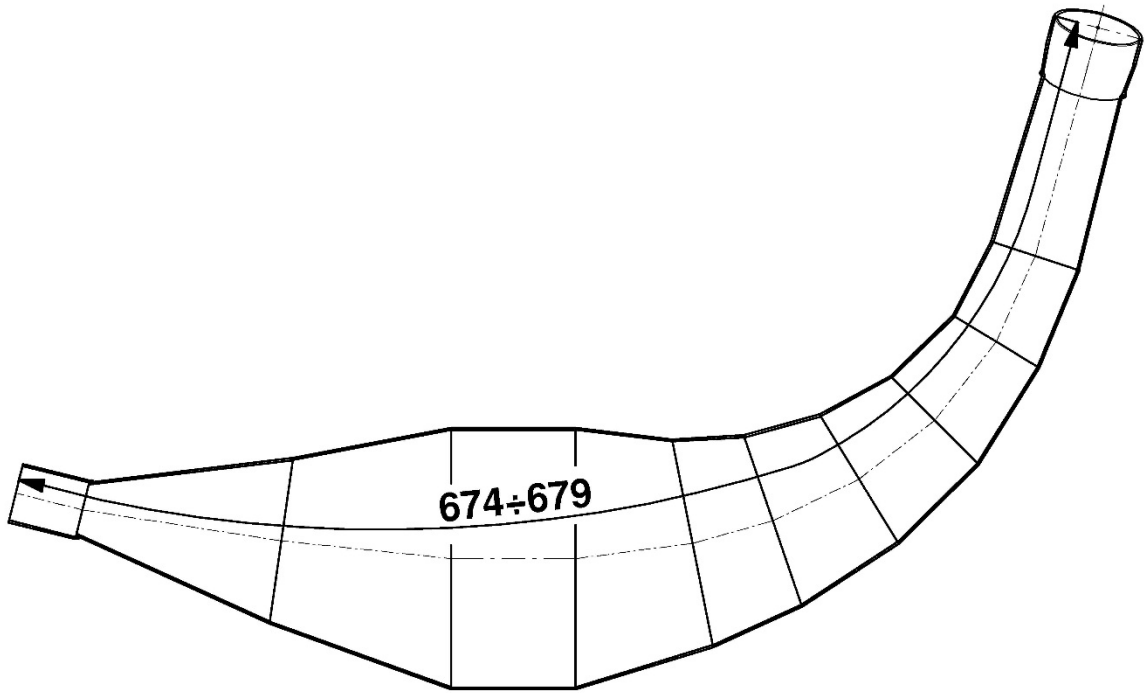


ELTO SILENCER HOMOLOGATION NUMBER

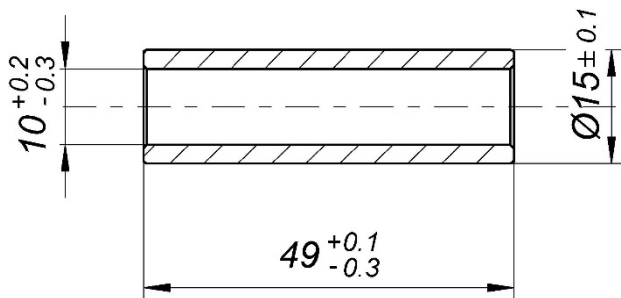


"Elto Racing" Hom. 104 1697 / 13 SS

EXHAUST LENGTH [mm]



GUDGEON PIN DIMENSIONS

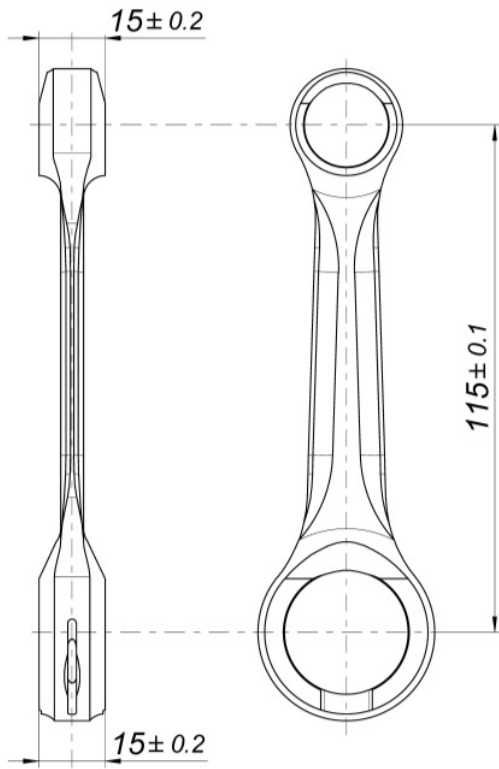


Minimum Weight: 33.7 g

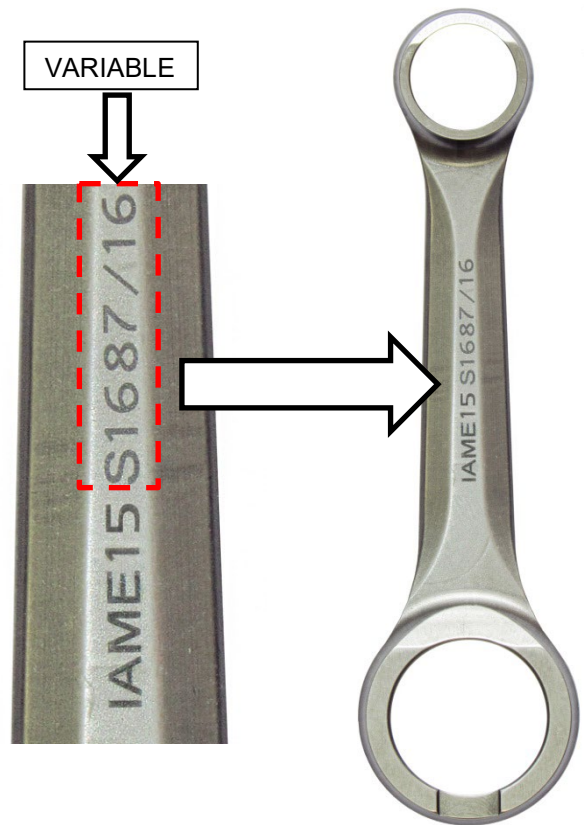
ENGINE STICKER "USA"



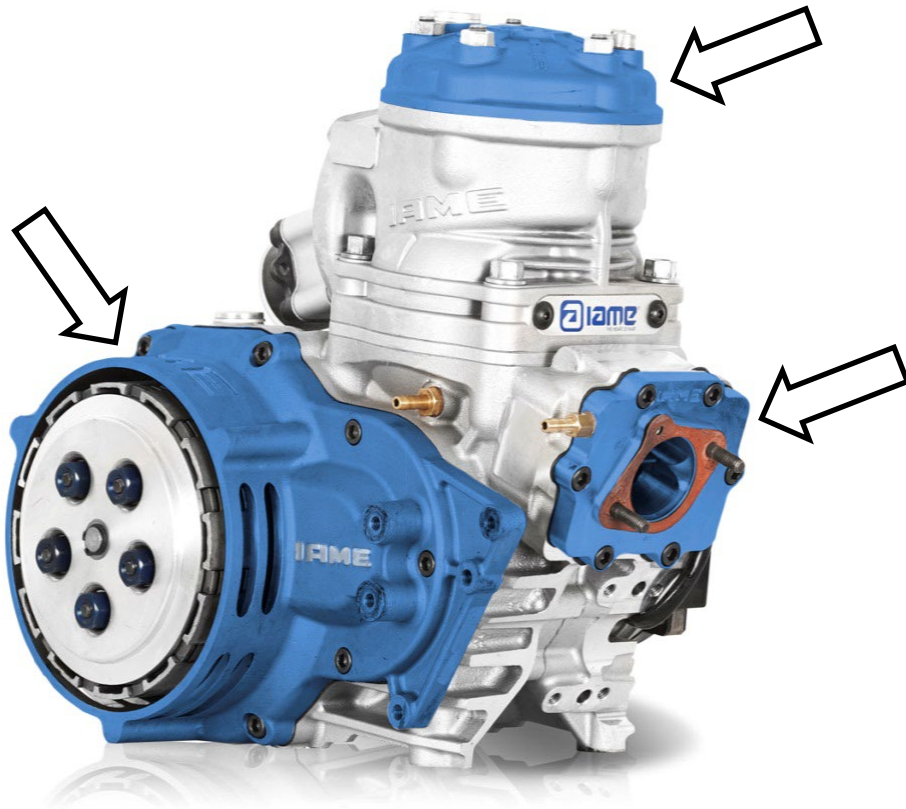
ALTERNATIVE CONROD – Two oil slots



Min. Weight 120 g



ALTERNATIVE COLOURS OF ENGINE COMPONENTS



COMPONENTS WITH ALTERNATIVE NEW LOGO "IAME"

CYLINDER HEAD



NEW LOGO



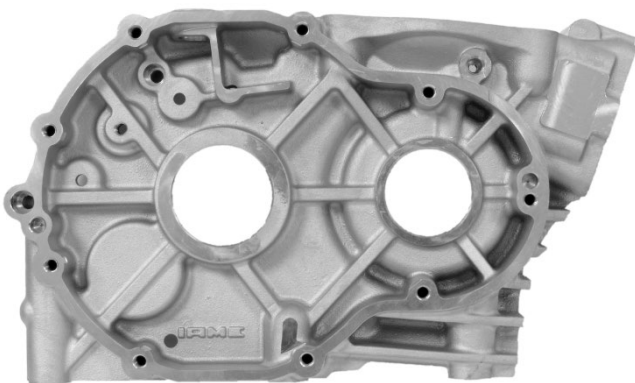
CYLINDER



NEW LOGO



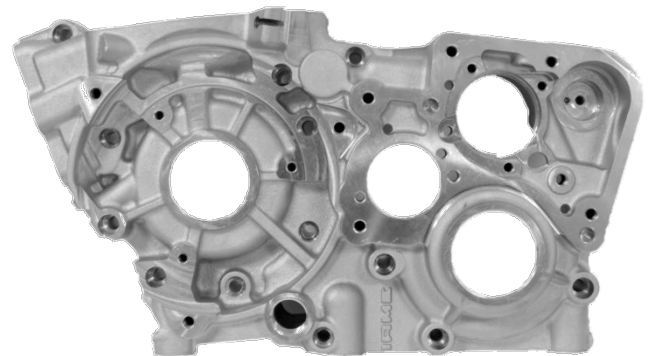
SEMICARTER TRANSMISSION SIDE



NEW LOGO



SEMICARTER IGNITION SIDE



NEW LOGO



COMPONENTS WITH ALTERNATIVE NEW LOGO "IAME"

EXHAUST



NEW LOGO



SHIFT CONTROL LEVER



NEW LOGO



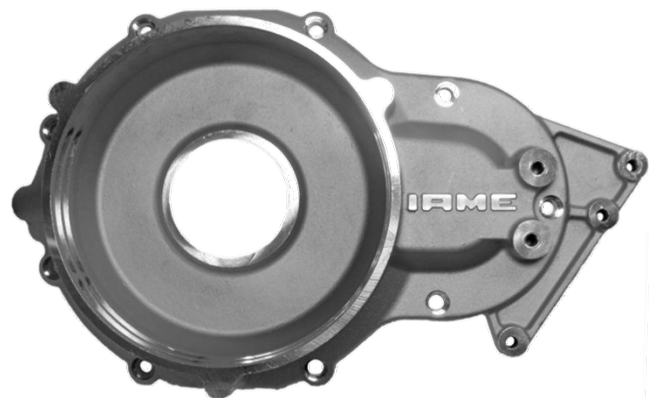
SELECTOR COVER



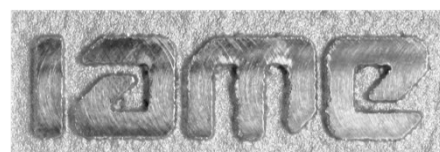
NEW LOGO



CLUCH SIDE COVER



NEW LOGO



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

ⓐ