



**CATALOGO PARTI DI RICAMBIO  
SPARE PARTS CATALOGUE  
CATALOGUE PIECES DE RECHANGE  
ERSATZTEILLISTE**

**12/2007 Edition**



**MOTORI  
ENGINES**



## A 220 basic

|                       |                              |                            |                           |
|-----------------------|------------------------------|----------------------------|---------------------------|
| Cilindri              | Cylinders                    | N°                         | 1                         |
| Alesaggio             | Bore                         | mm                         | 72                        |
| Corsa                 | Stroke                       | mm                         | 54                        |
| Cilindrata            | Displacement                 | cm³                        | 220                       |
| Rapporto di compress. | Compression ratio            | -                          | 6,17:1                    |
| Giri/min              | RPM                          | -                          | 3000 3600 4000            |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 3,5 / 4,7 4 / 5,5 - |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 2,9 / 4 3,5 / 4,8 - |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 11,1 - 1,13               |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 408 - 300                 |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 2,7                       |
| Capacità carter olio  | Oil sump capacity            | l                          | 0,6                       |
| Peso a secco          | Dry weight                   | kg                         | 17                        |

## A 230

|                       |                              |                            |                                 |
|-----------------------|------------------------------|----------------------------|---------------------------------|
| Cilindri              | Cylinders                    | N°                         | 1                               |
| Alesaggio             | Bore                         | mm                         | 72                              |
| Corsa                 | Stroke                       | mm                         | 54                              |
| Cilindrata            | Displacement                 | cm³                        | 220                             |
| Rapporto di compress. | Compression ratio            | -                          | 6,17:1                          |
| Giri/min              | RPM                          | -                          | 3000 3600 4000                  |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 3,5 / 4,7 4 / 5,5 4,4 / 6 |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 2,9 / 4 3,5 / 4,8 -       |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 11,1 - 1,13                     |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 408 - 300                       |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 2,7                             |
| Capacità carter olio  | Oil sump capacity            | l                          | 0,6                             |
| Peso a secco          | Dry weight                   | kg                         | 17                              |



## A 220 basic A 230

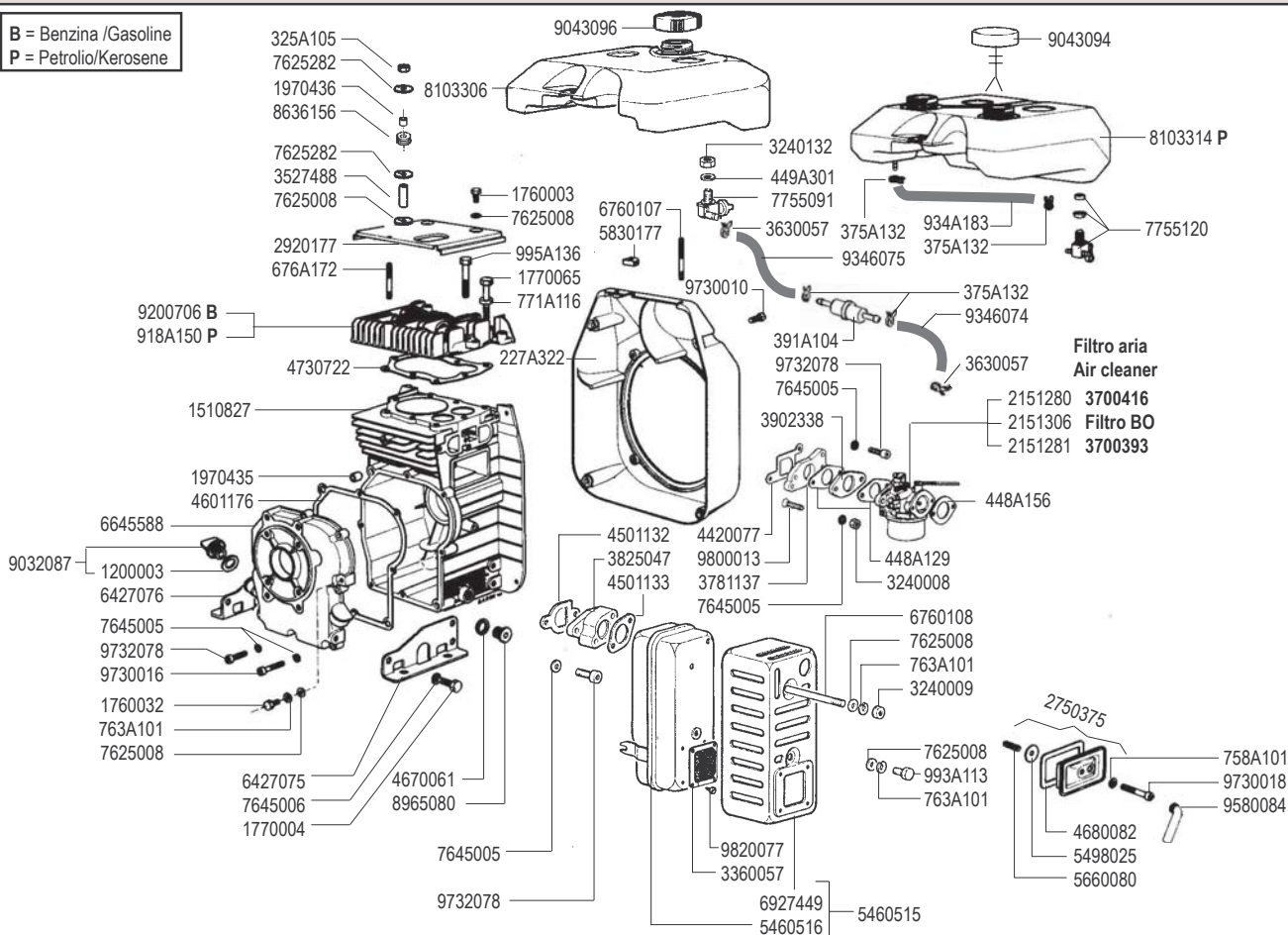
1560294 SHORT BLOCK

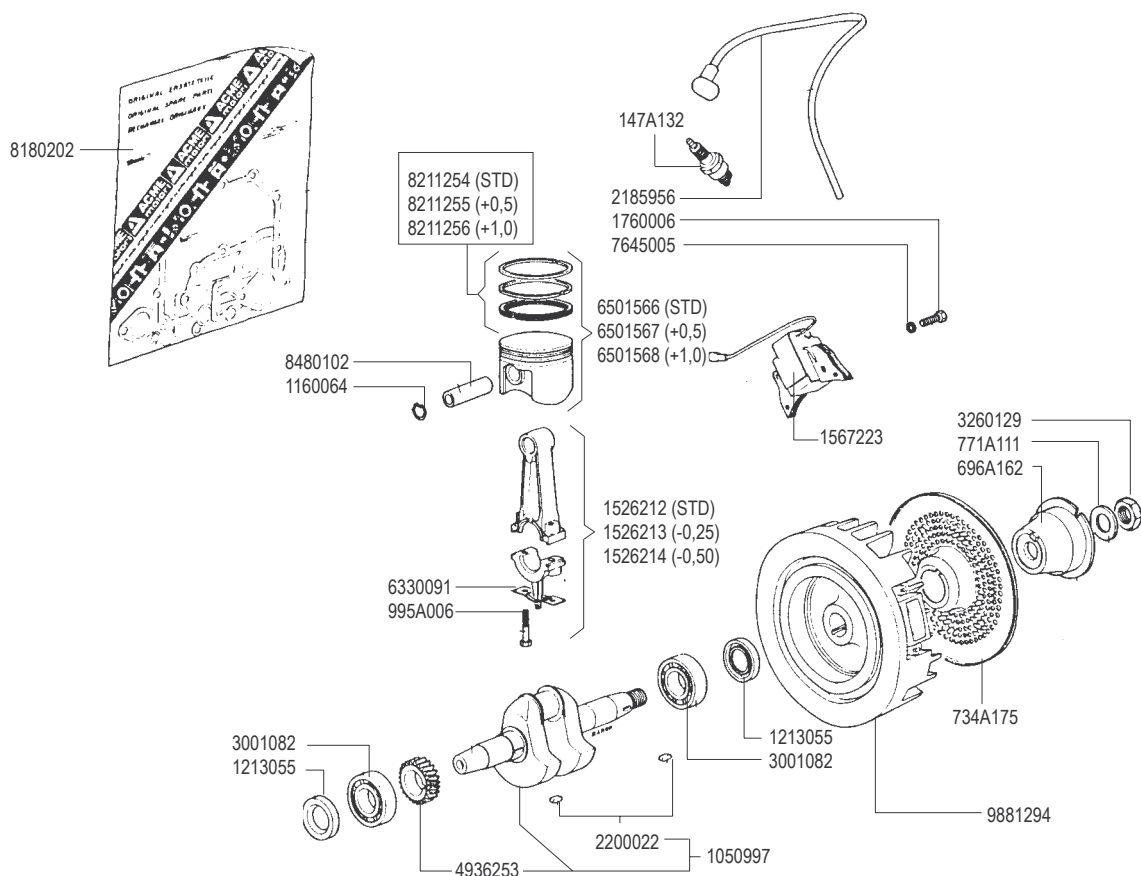


RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

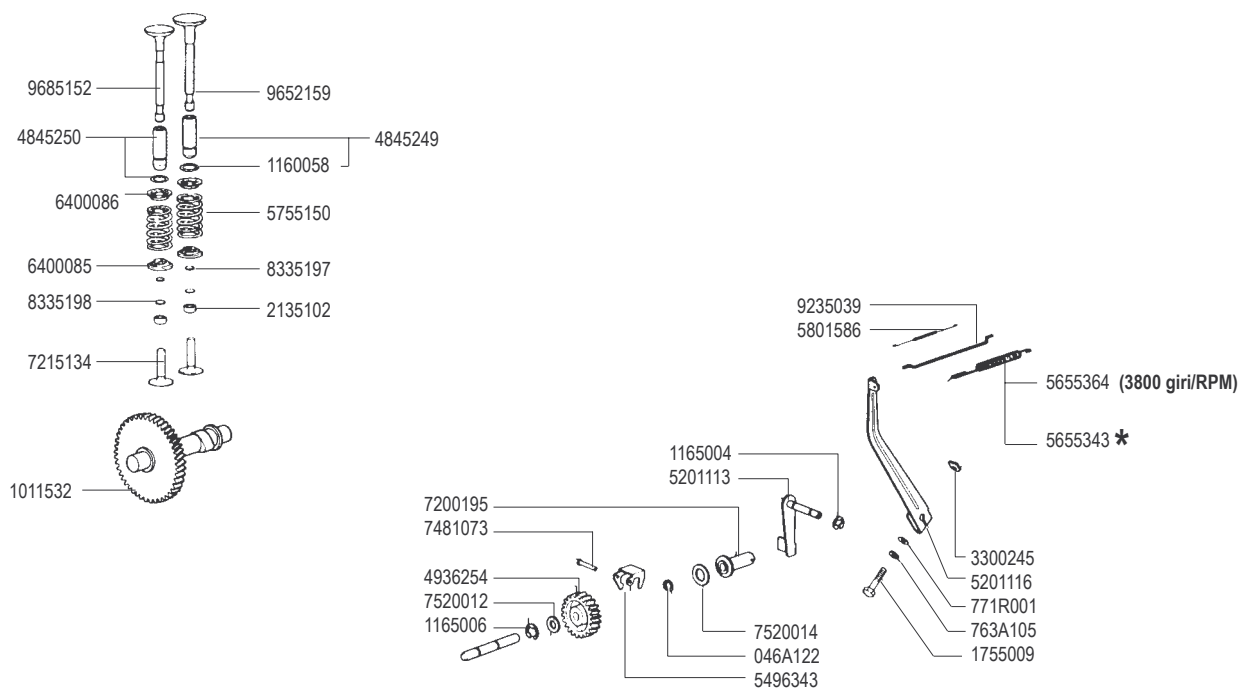


B = Benzina /Gasoline  
P = Petrolio/Kerosene



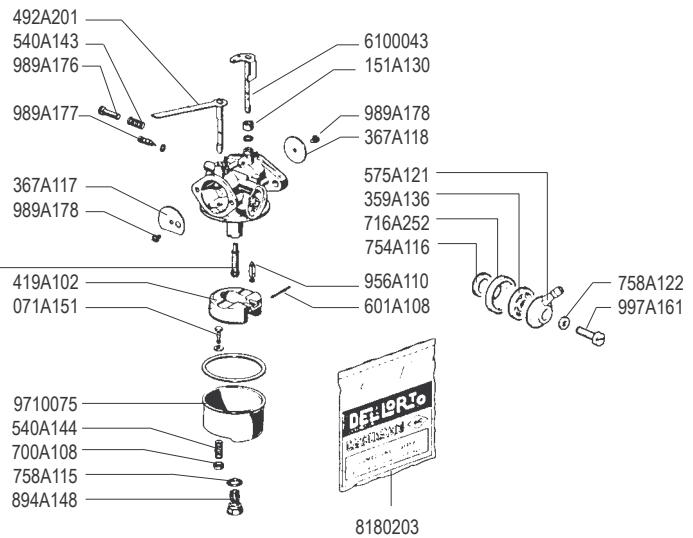
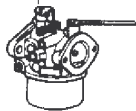


## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



\* GRUPPO ELETTROGENO 3200 giri/RPM  
\* BETONIERA LENTI 2600 giri/RPM

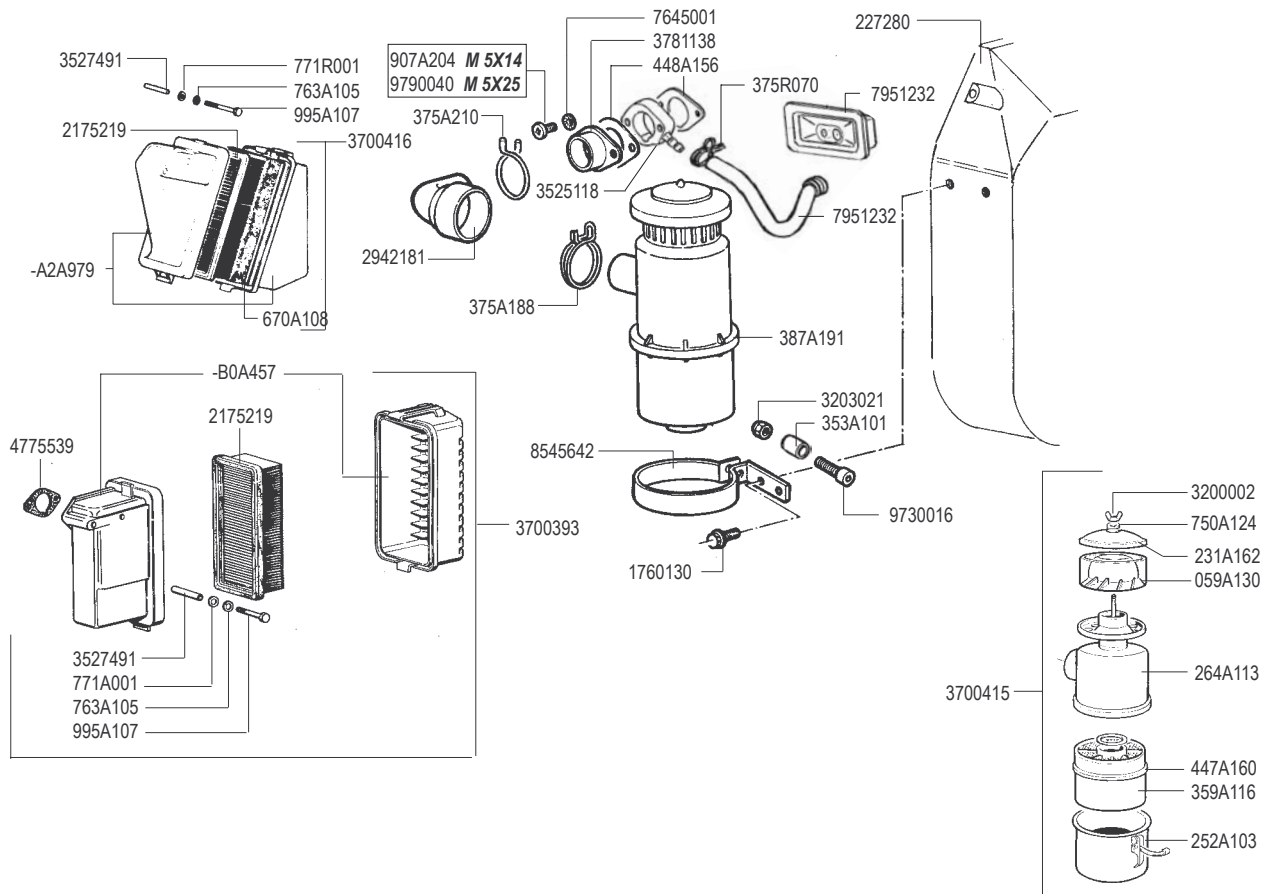
| Filtro aria cod.<br>Air cleaner PN | Carburatori cod.<br>Carburetor PN | Getto max. D. e cod.<br>Dia main jet and PN |
|------------------------------------|-----------------------------------|---------------------------------------------|
| 3700416                            | 2151280                           | 95 4126089                                  |
| 387A191                            | 2151306                           | 94 363A109                                  |
| 3700415                            | 2151306                           | 94 363A109                                  |
| 3700393                            | 2151281                           | *95 363A119                                 |

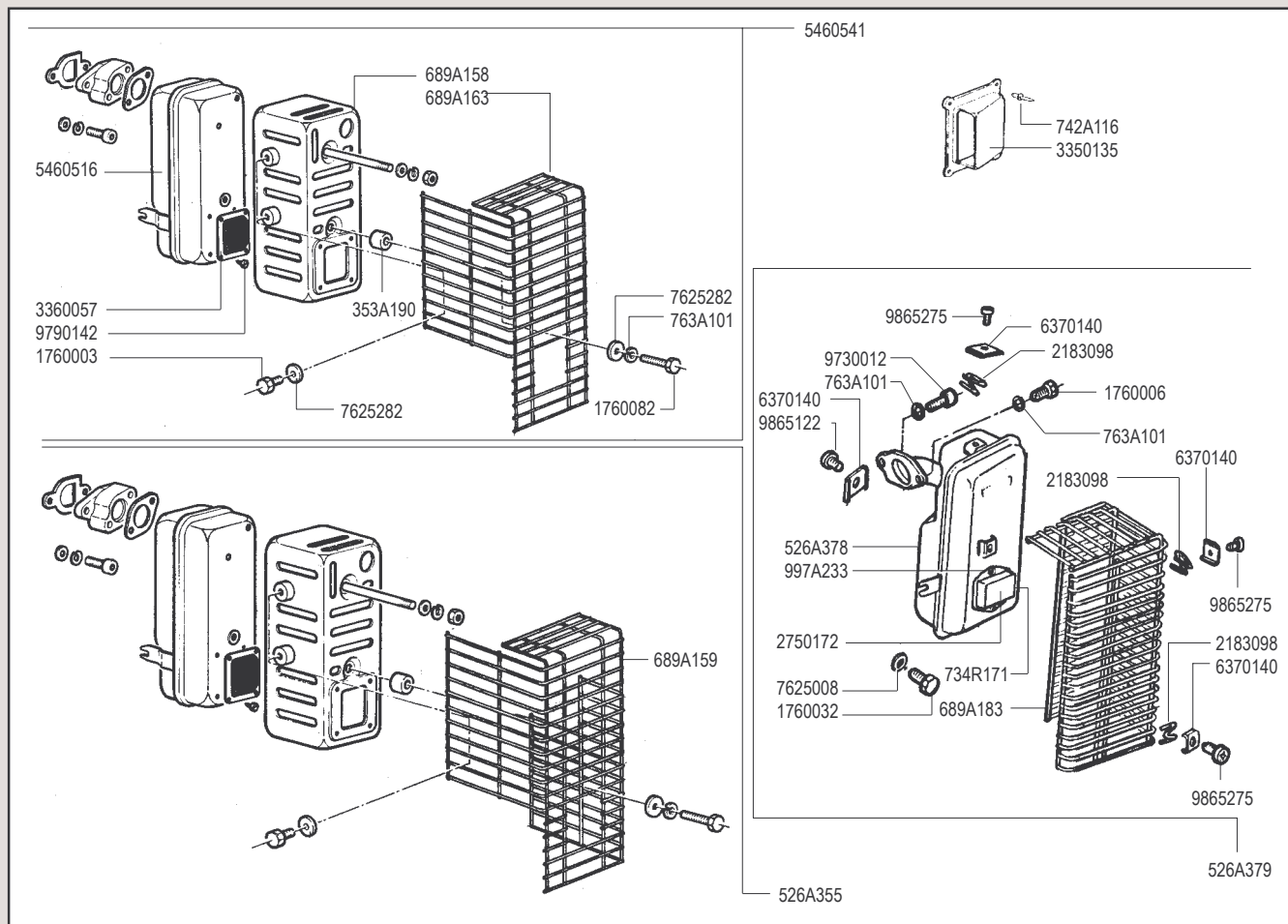


\* Getto D. 95 solo per Gruppo Elettrogeno  
Main jet dia. 95 only for Generating Set

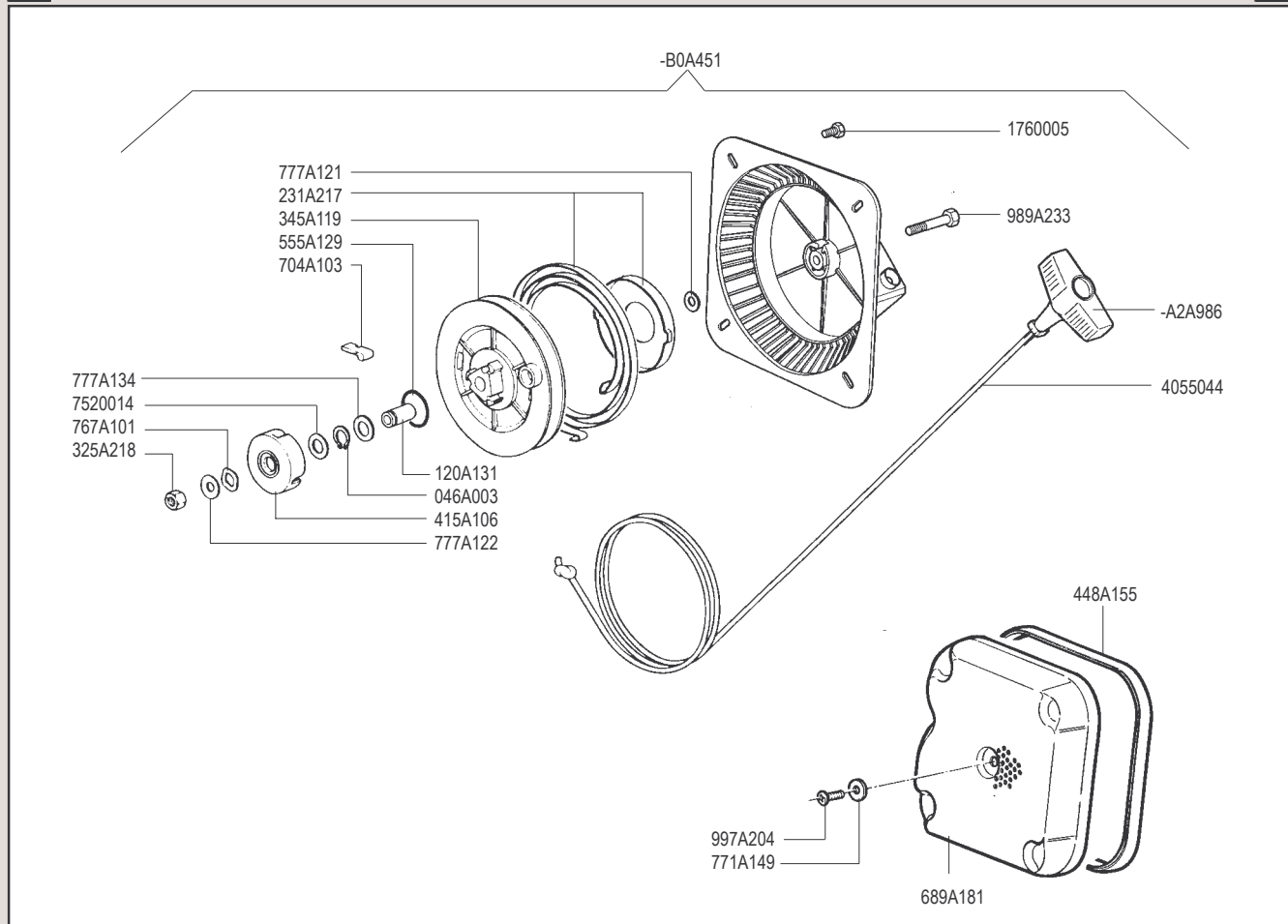


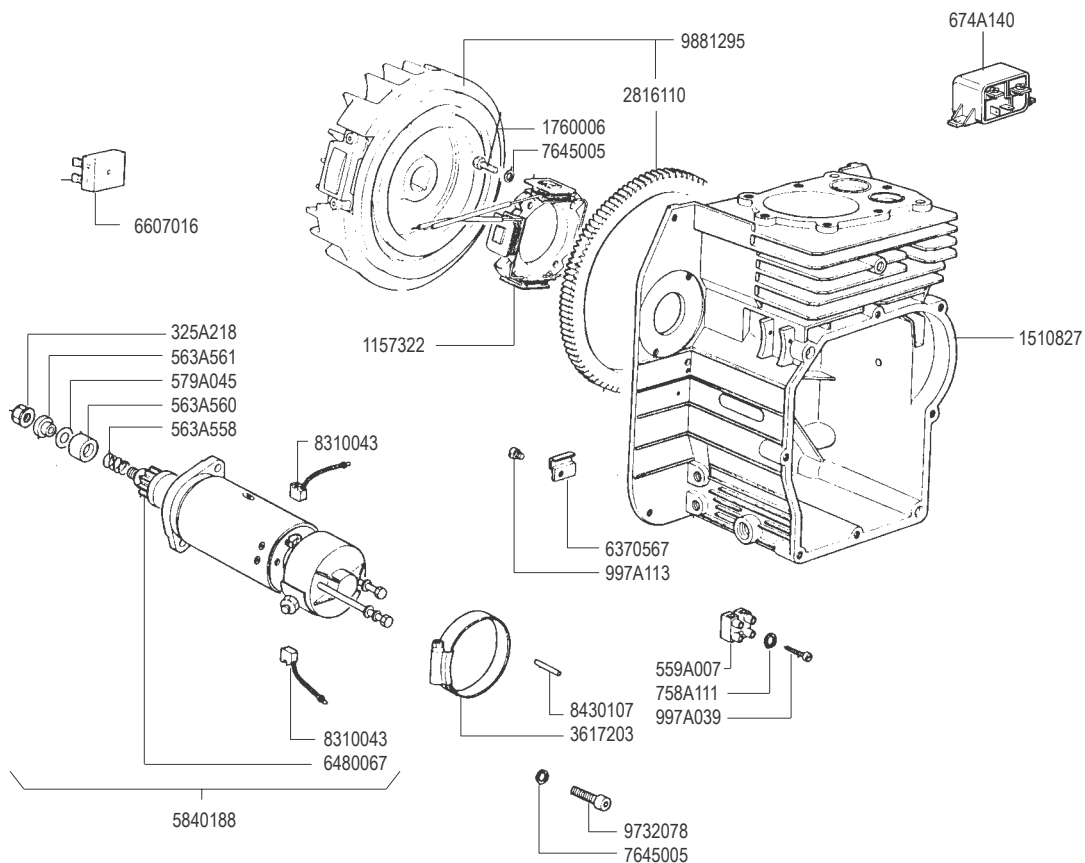
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



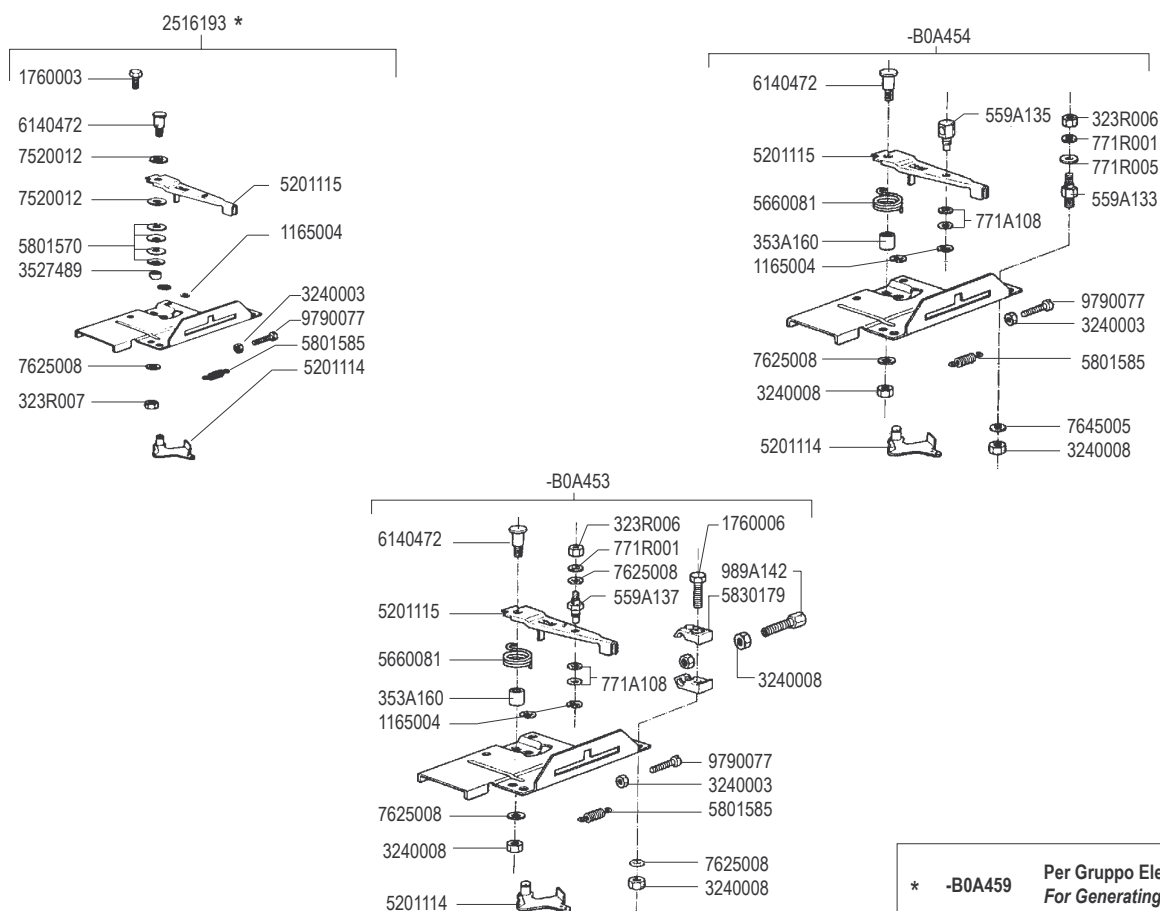


**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**

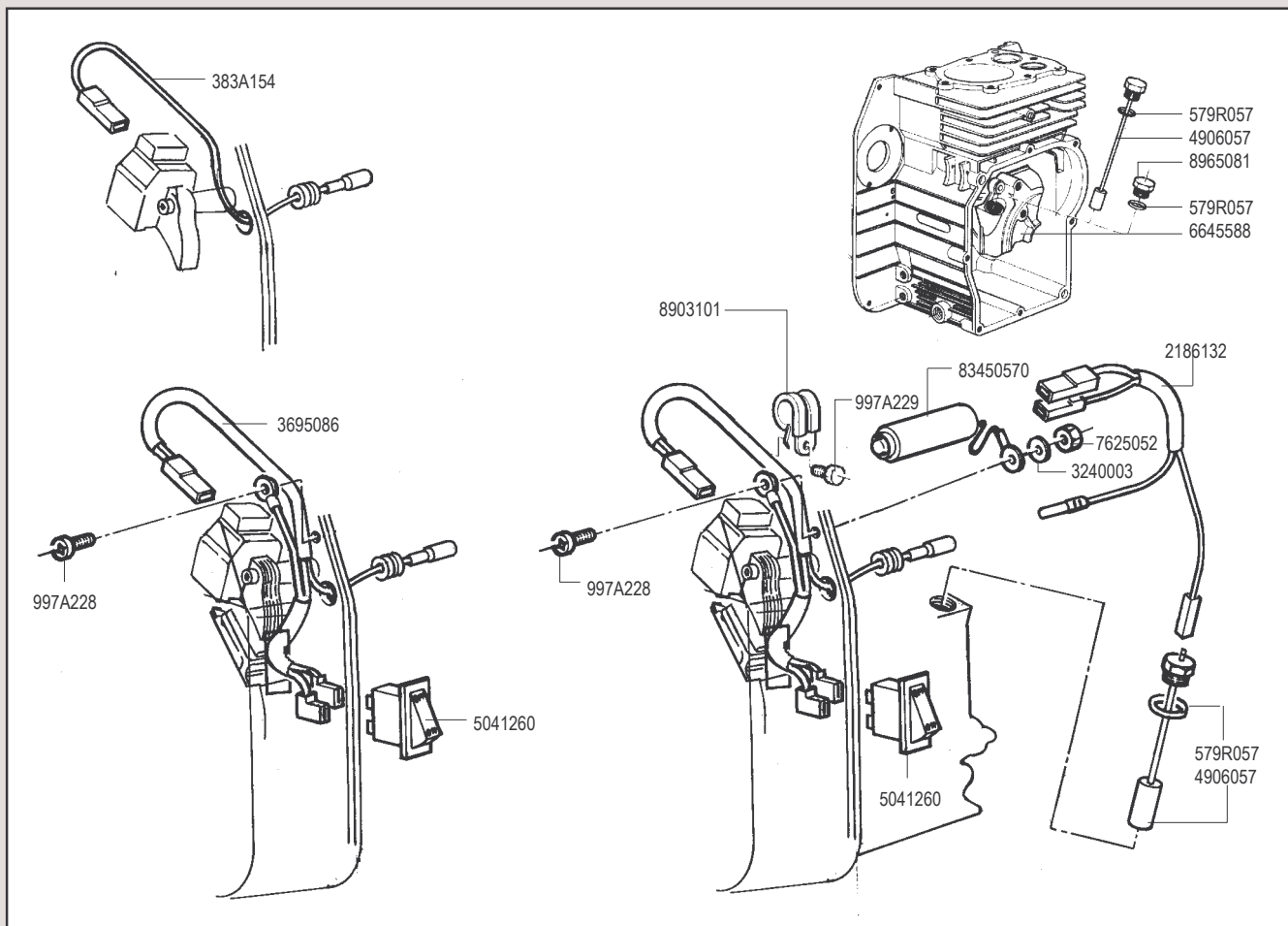




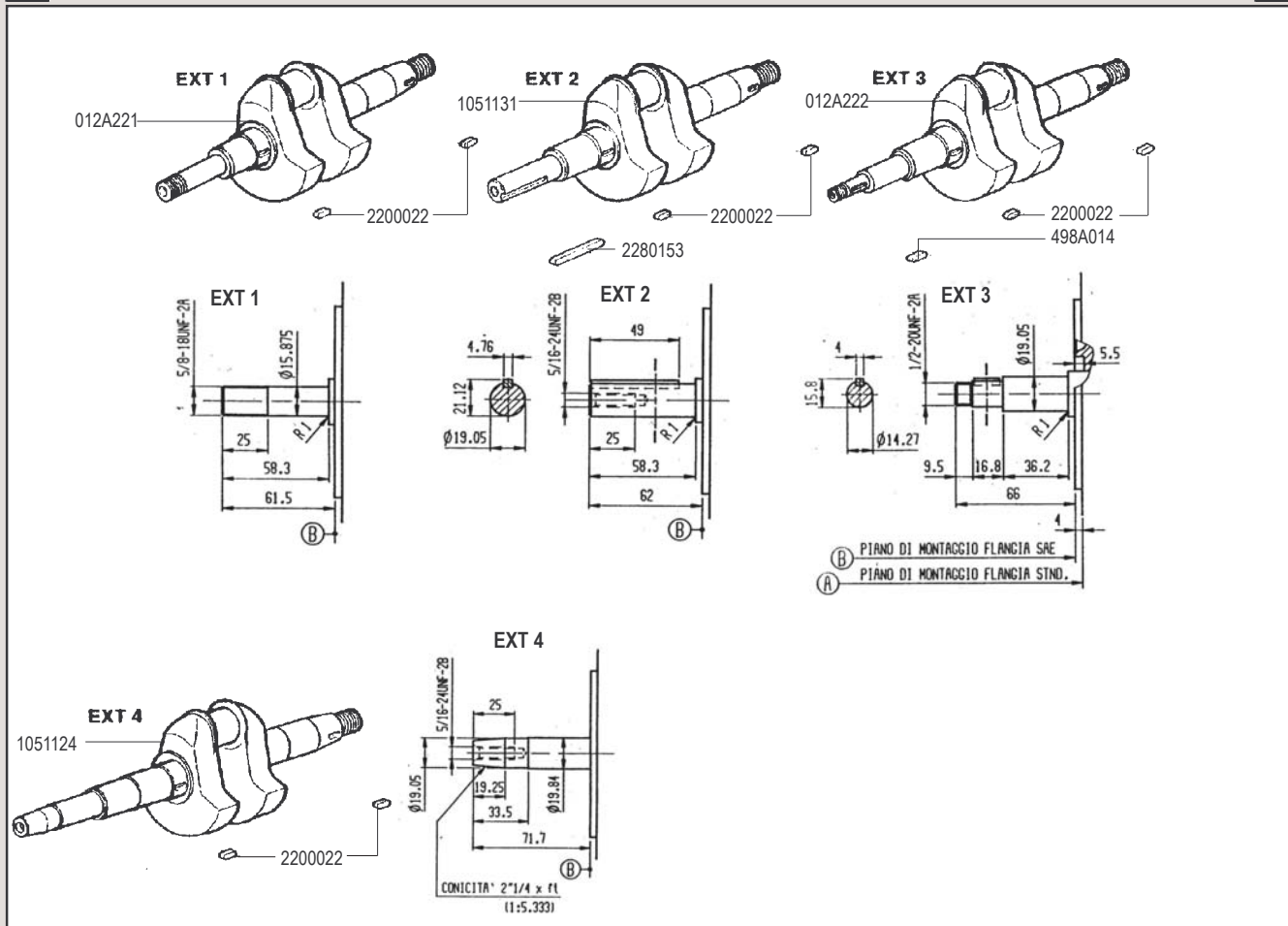
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



\* -B0A459 Per Gruppo Elettrogeno  
For Generating Set



**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**





**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



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|-----------|-------------|-------|---------|
| EMESSO IL | N REVISIONE | DATA  | CODICE  |
| 03/99     | 9           | 02/04 | 178A132 |



## A 349

|                       |                              |                            |                                 |
|-----------------------|------------------------------|----------------------------|---------------------------------|
| Cilindri              | Cylinders                    | N°                         | 1                               |
| Alesaggio             | Bore                         | mm                         | 82                              |
| Corsa                 | Stroke                       | mm                         | 66                              |
| Cilindrata            | Displacement                 | cm³                        | 349                             |
| Rapporto di compress. | Compression ratio            | -                          | 7,4:1                           |
| Giri/min              | RPM                          | -                          | 3000 3600 4000                  |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 5,5 / 7,5 5,9 / 8 6 / 8,2 |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 4,7 / 6,4 5,1 / 6,9 -     |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 18,6 - 1,9                      |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 392 - 288                       |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 5,2                             |
| Capacità carter olio  | Oil sump capacity            | l                          | 0,6                             |
| Peso a secco          | Dry weight                   | kg                         | 23                              |

## A 360

|                       |                              |                            |                                   |
|-----------------------|------------------------------|----------------------------|-----------------------------------|
| Cilindri              | Cylinders                    | N°                         | 1                                 |
| Alesaggio             | Bore                         | mm                         | 82                                |
| Corsa                 | Stroke                       | mm                         | 66                                |
| Cilindrata            | Displacement                 | cm³                        | 349                               |
| Rapporto di compress. | Compression ratio            | -                          | 7,4:1                             |
| Giri/min              | RPM                          | -                          | 3000 3600 4000                    |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 5,9 / 8 6,5 / 8,8 6,7 / 9,1 |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 5 / 6,8 5,6 / 7,6 -         |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 19,1 - 1,95                       |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 392 - 288                         |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 5,2                               |
| Capacità carter olio  | Oil sump capacity            | l                          | 0,6                               |
| Peso a secco          | Dry weight                   | kg                         | 23                                |

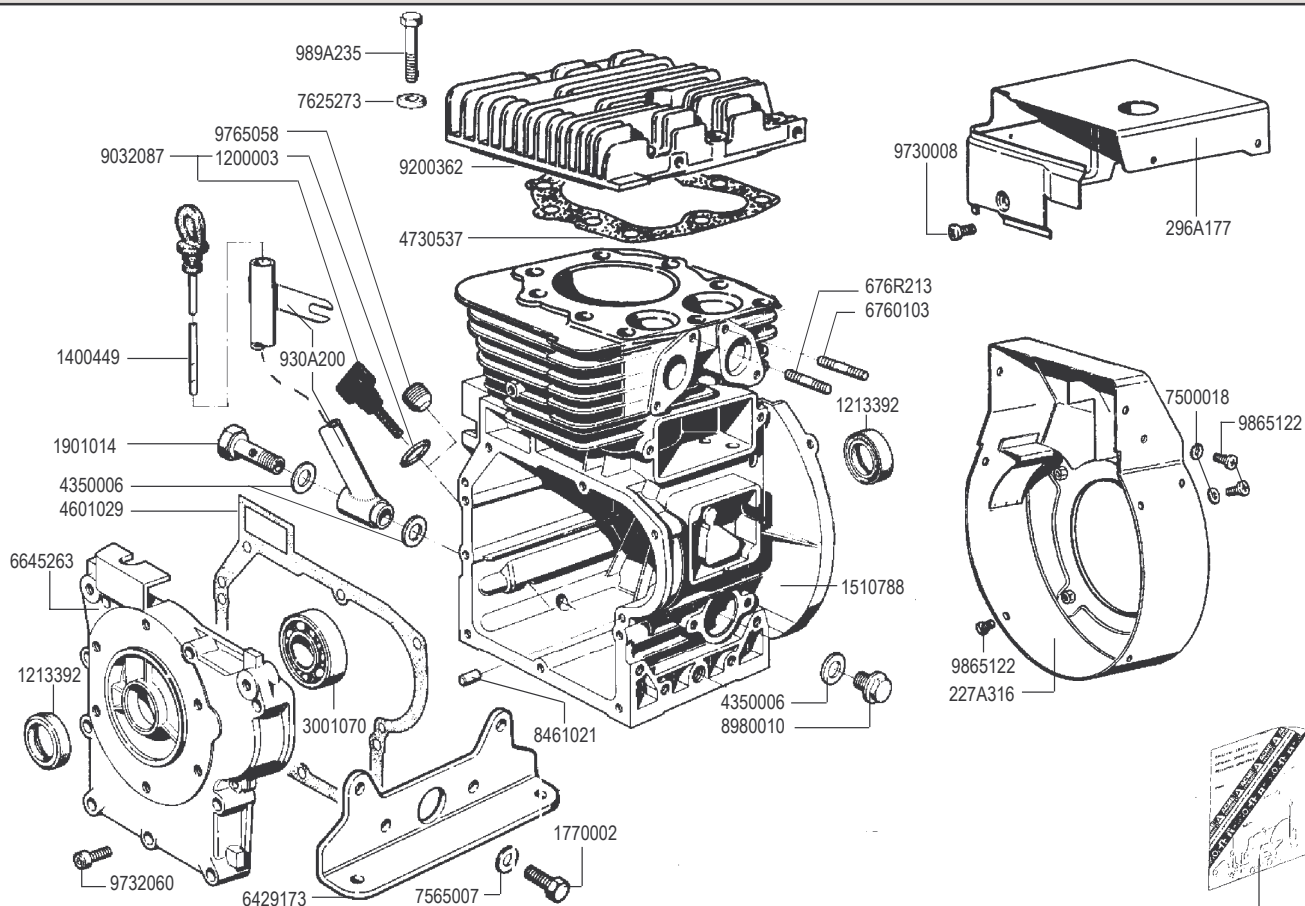


**A 349**  
**A 360**

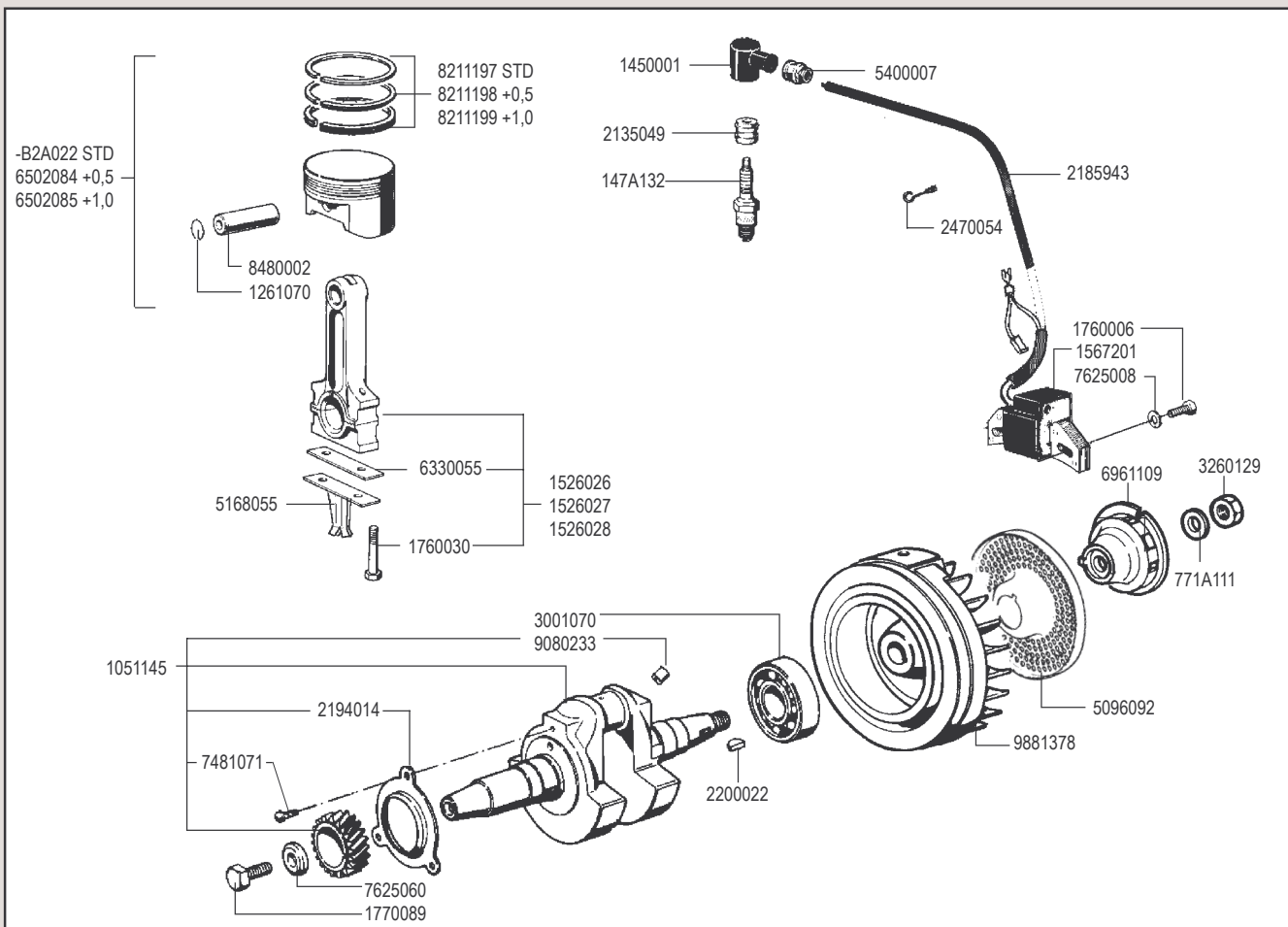
1560271 SHORT BLOCK



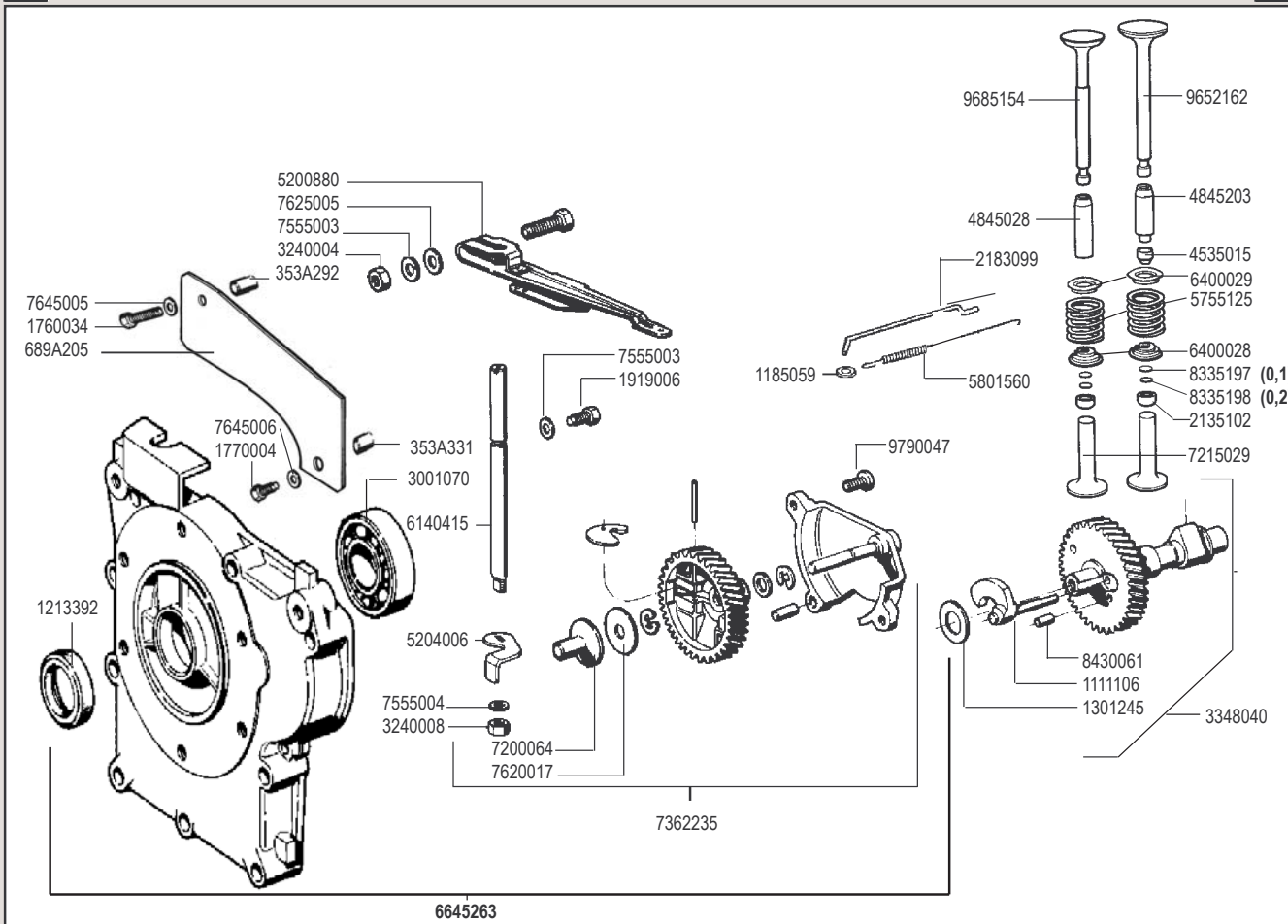
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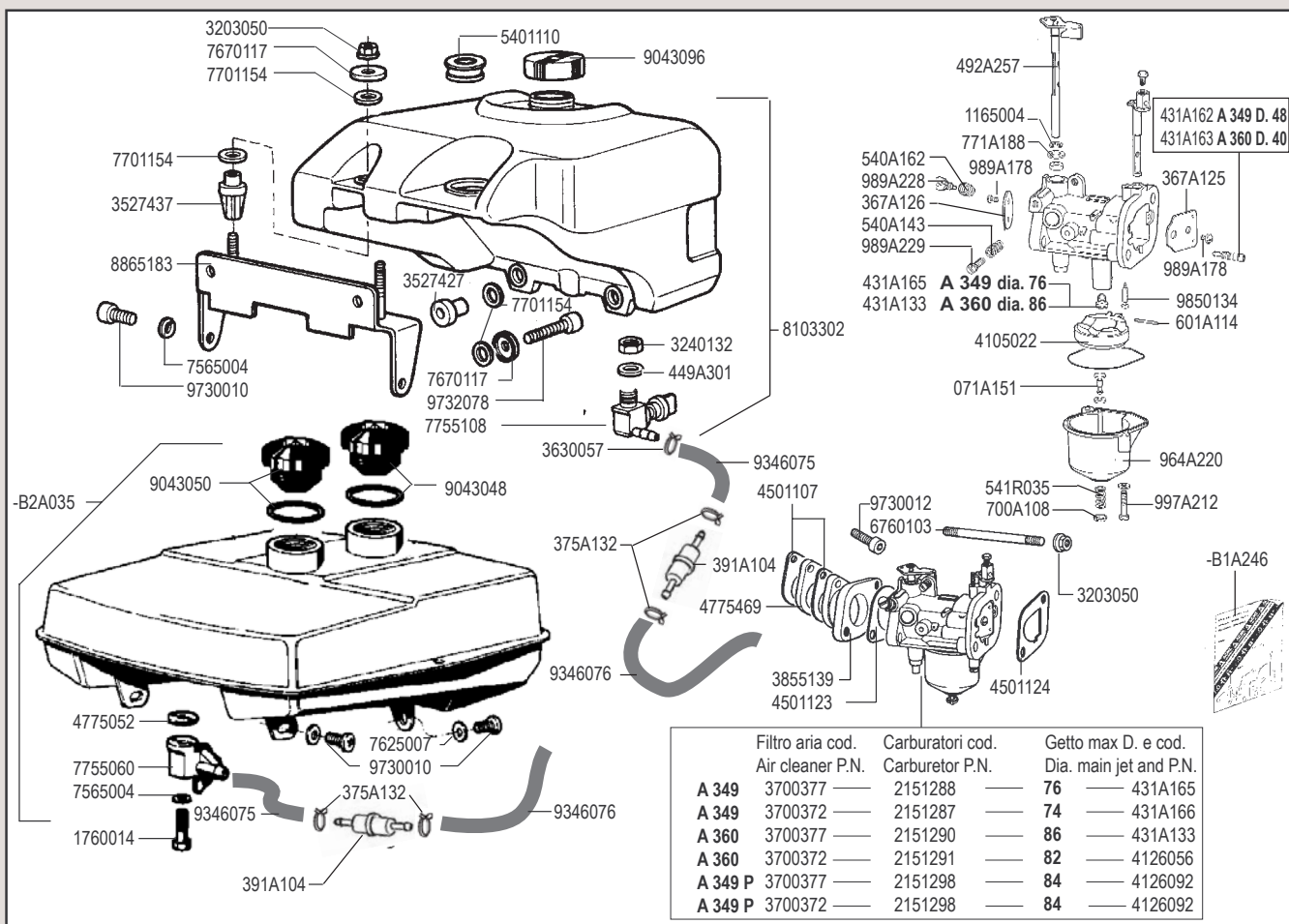


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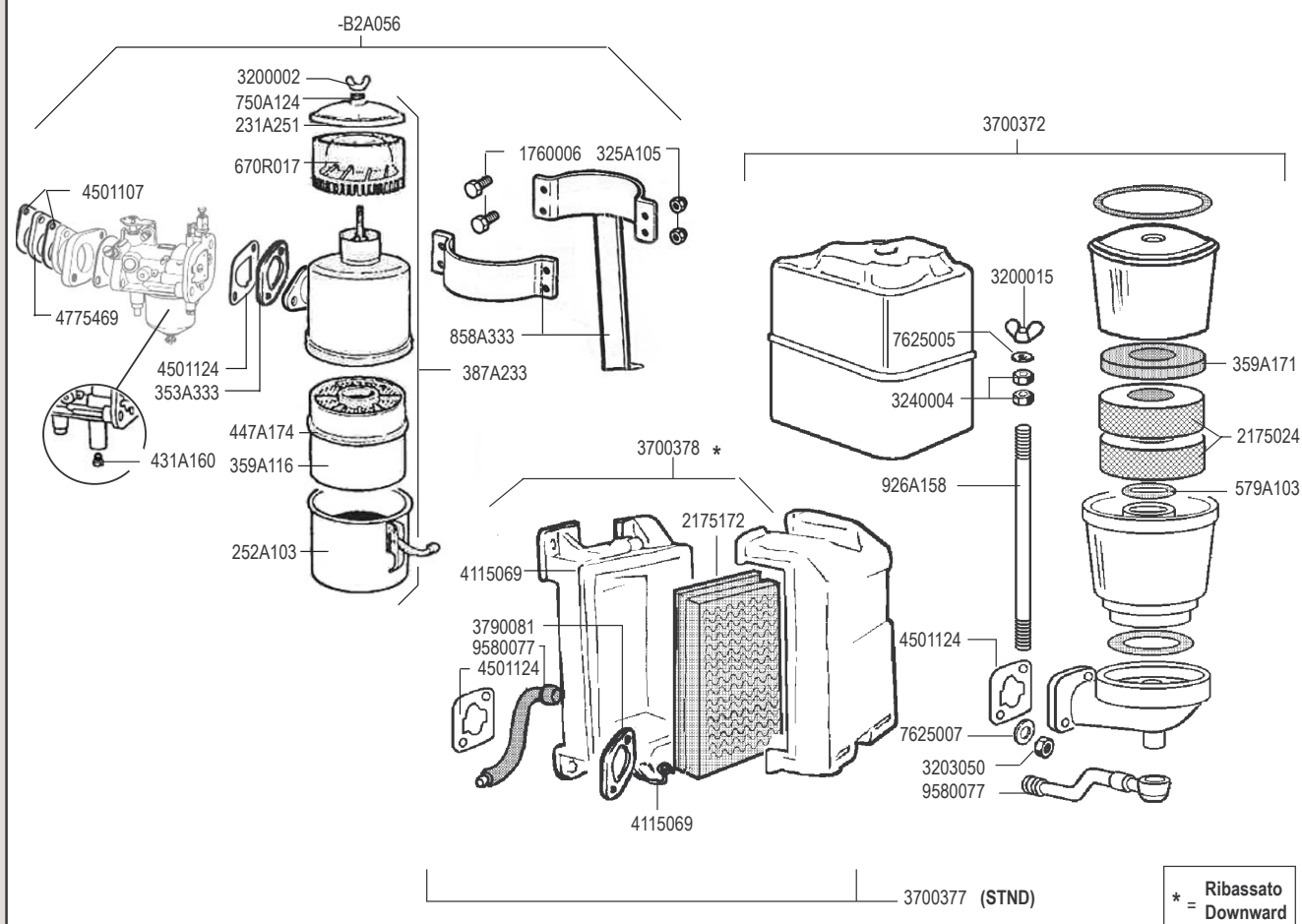


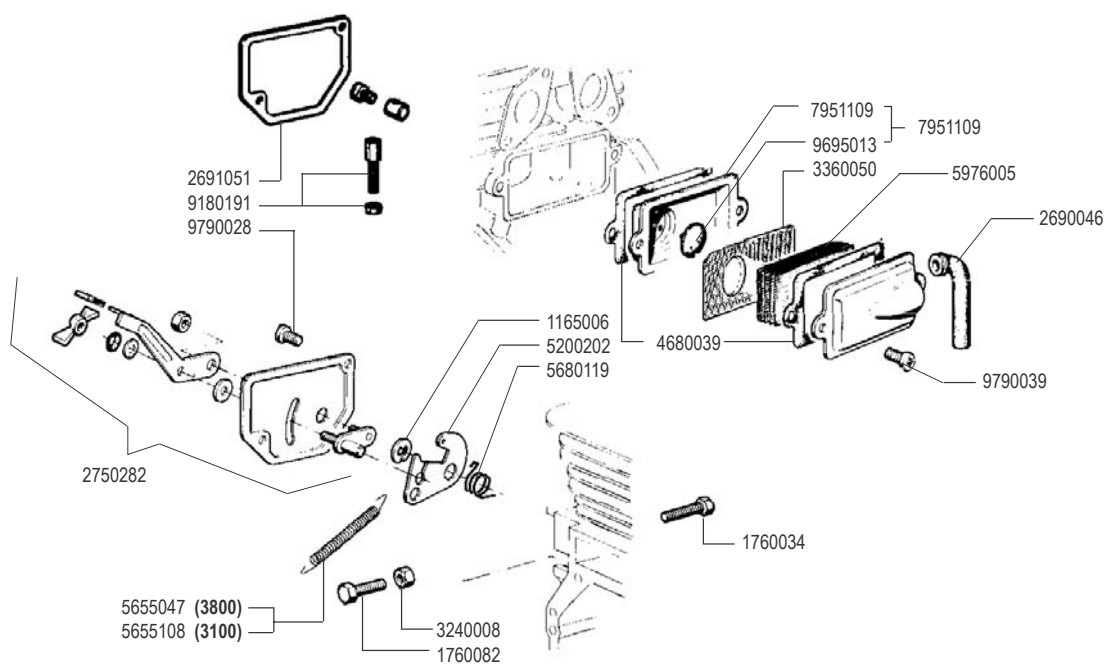
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



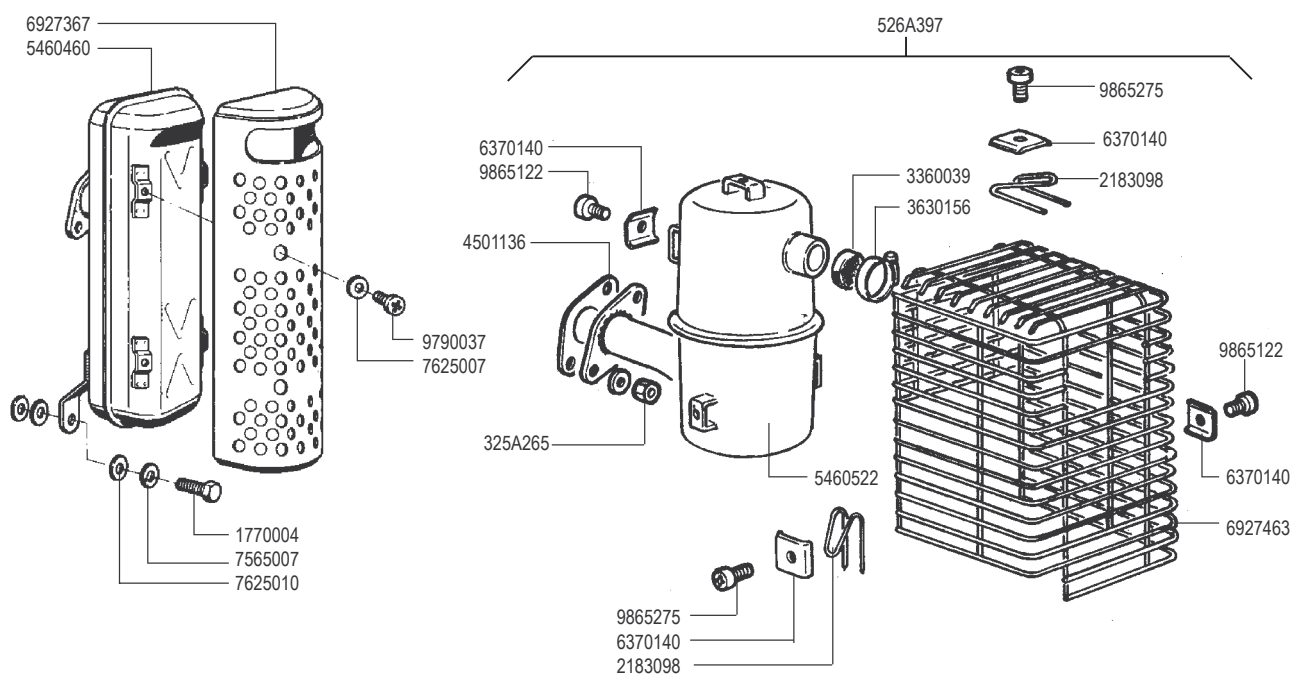


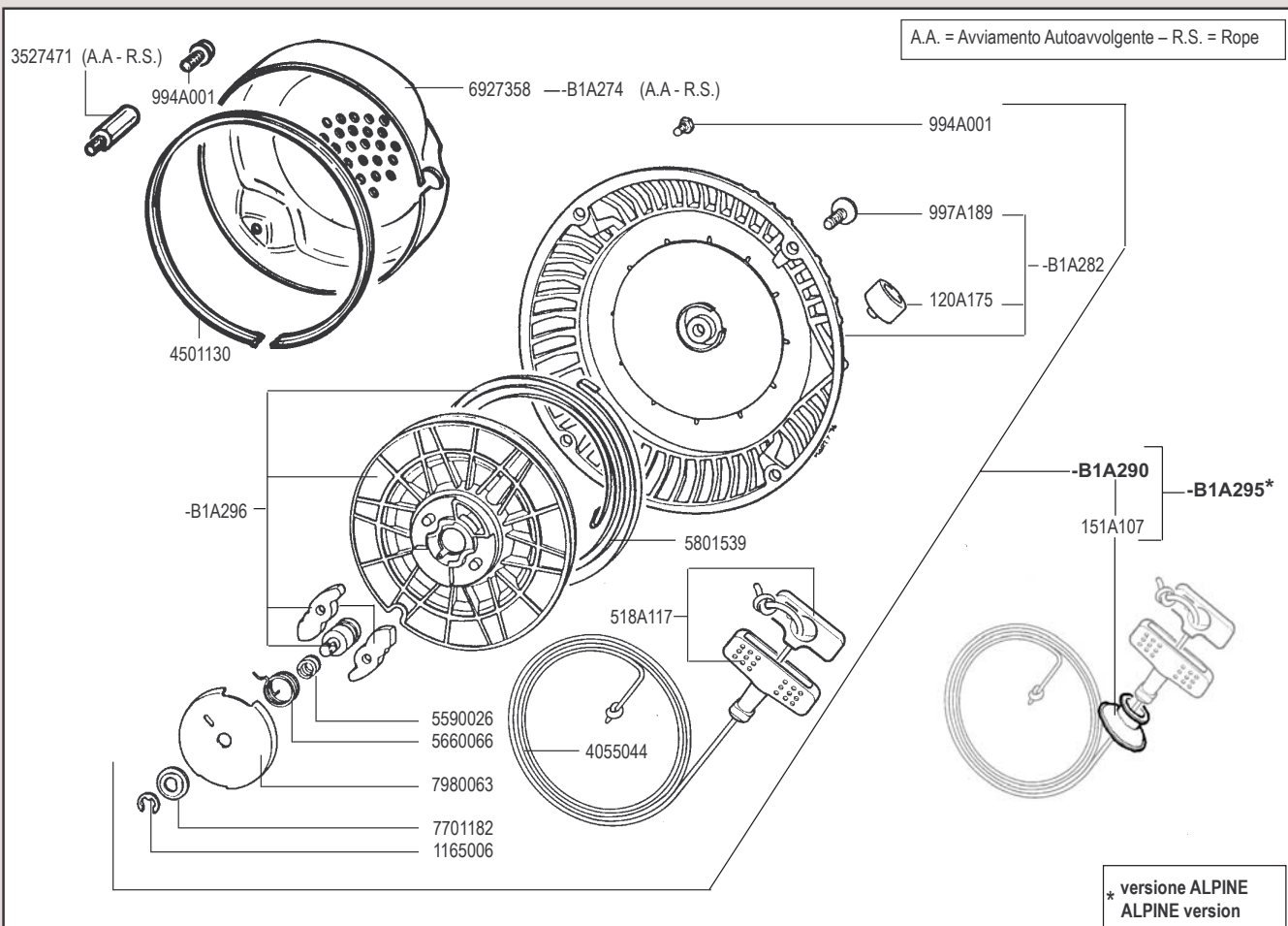
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



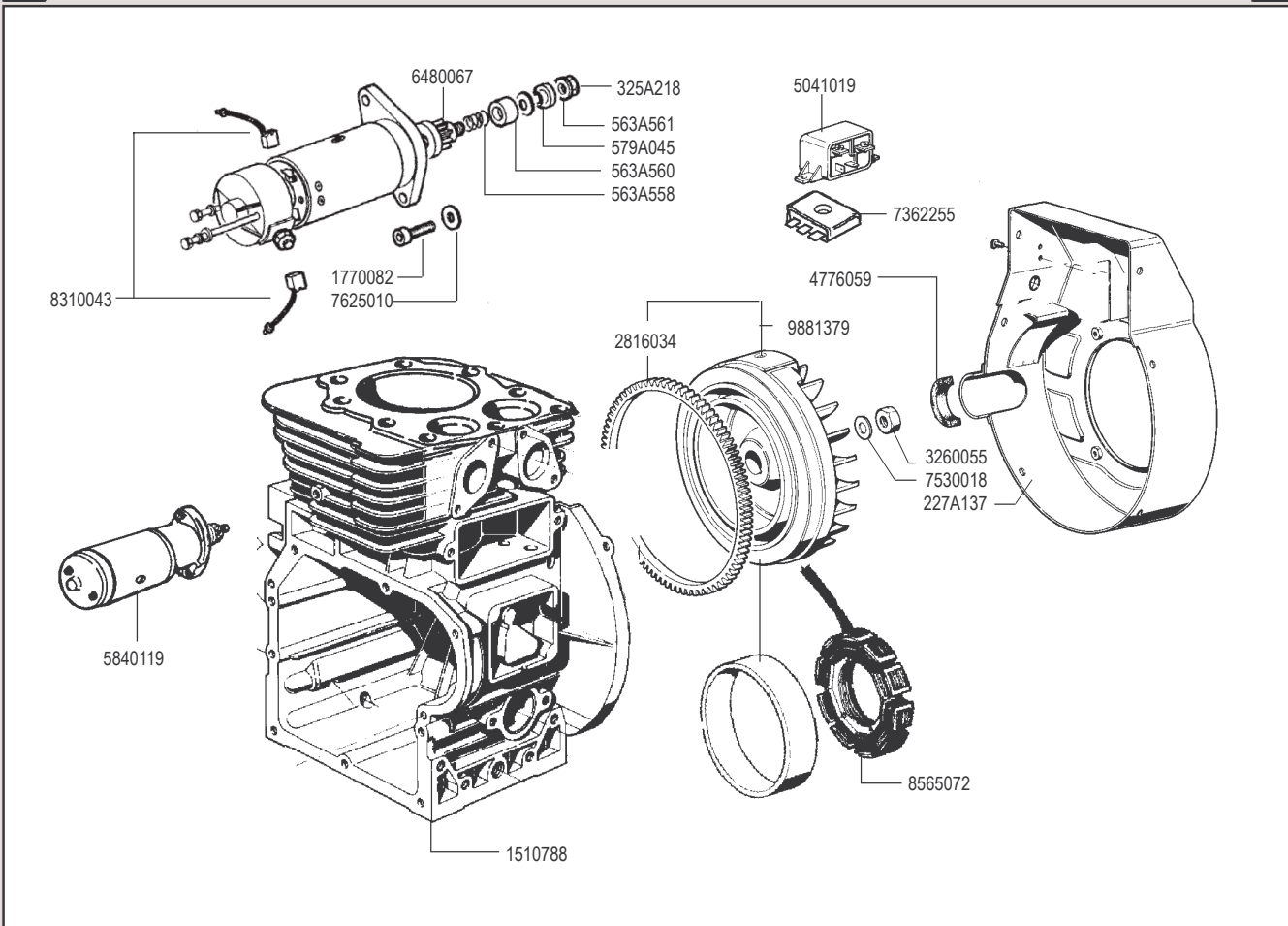


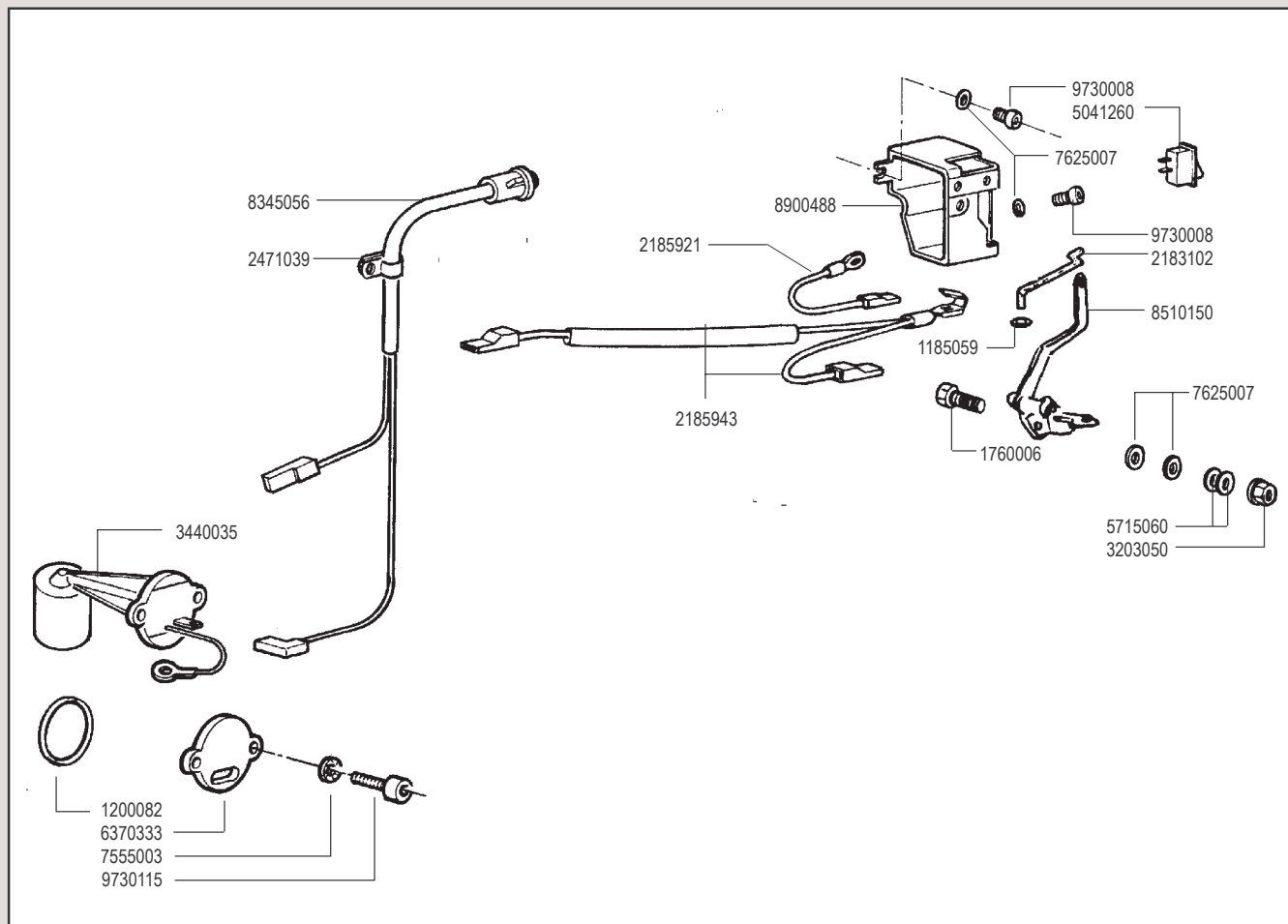
# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



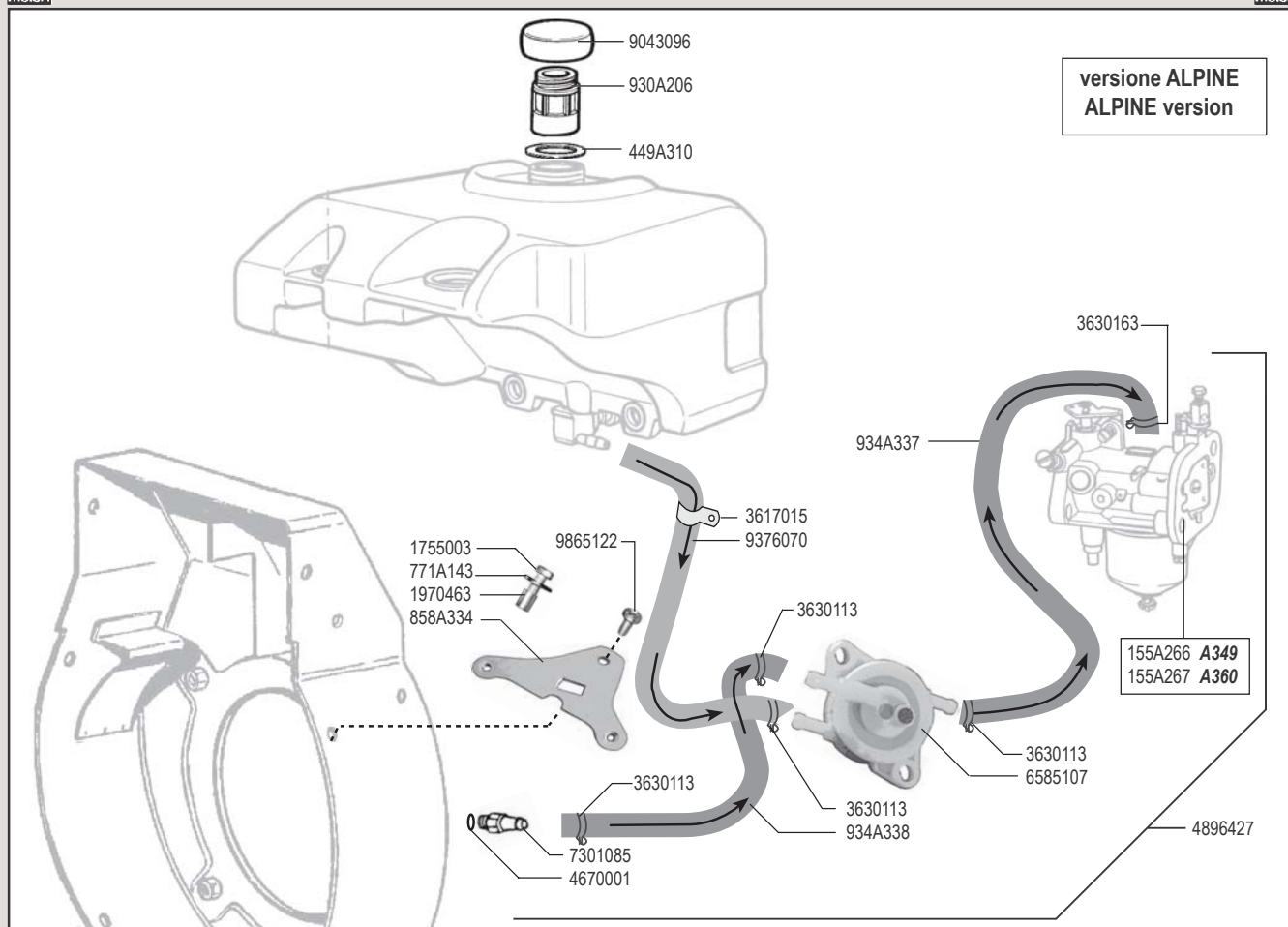


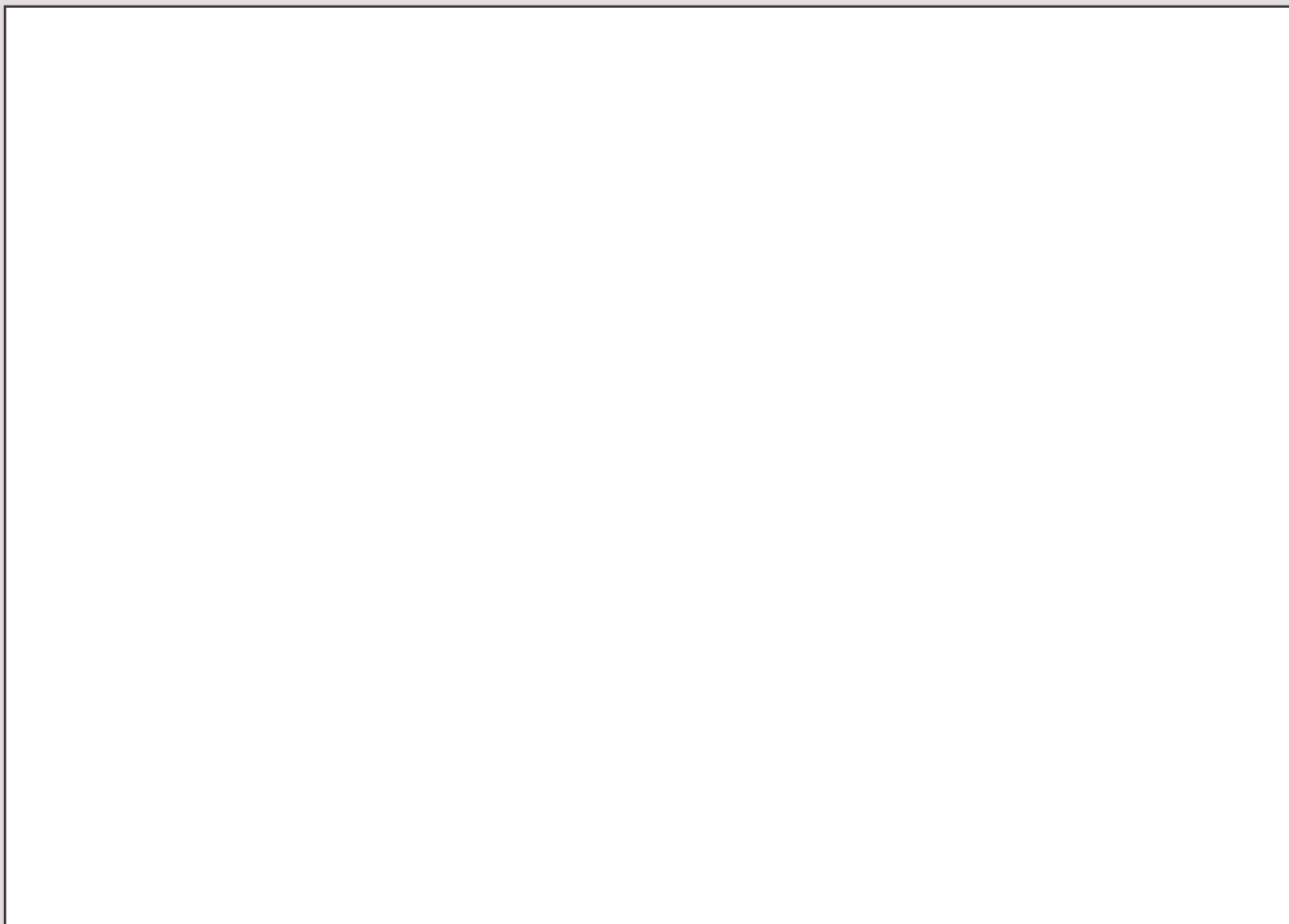
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



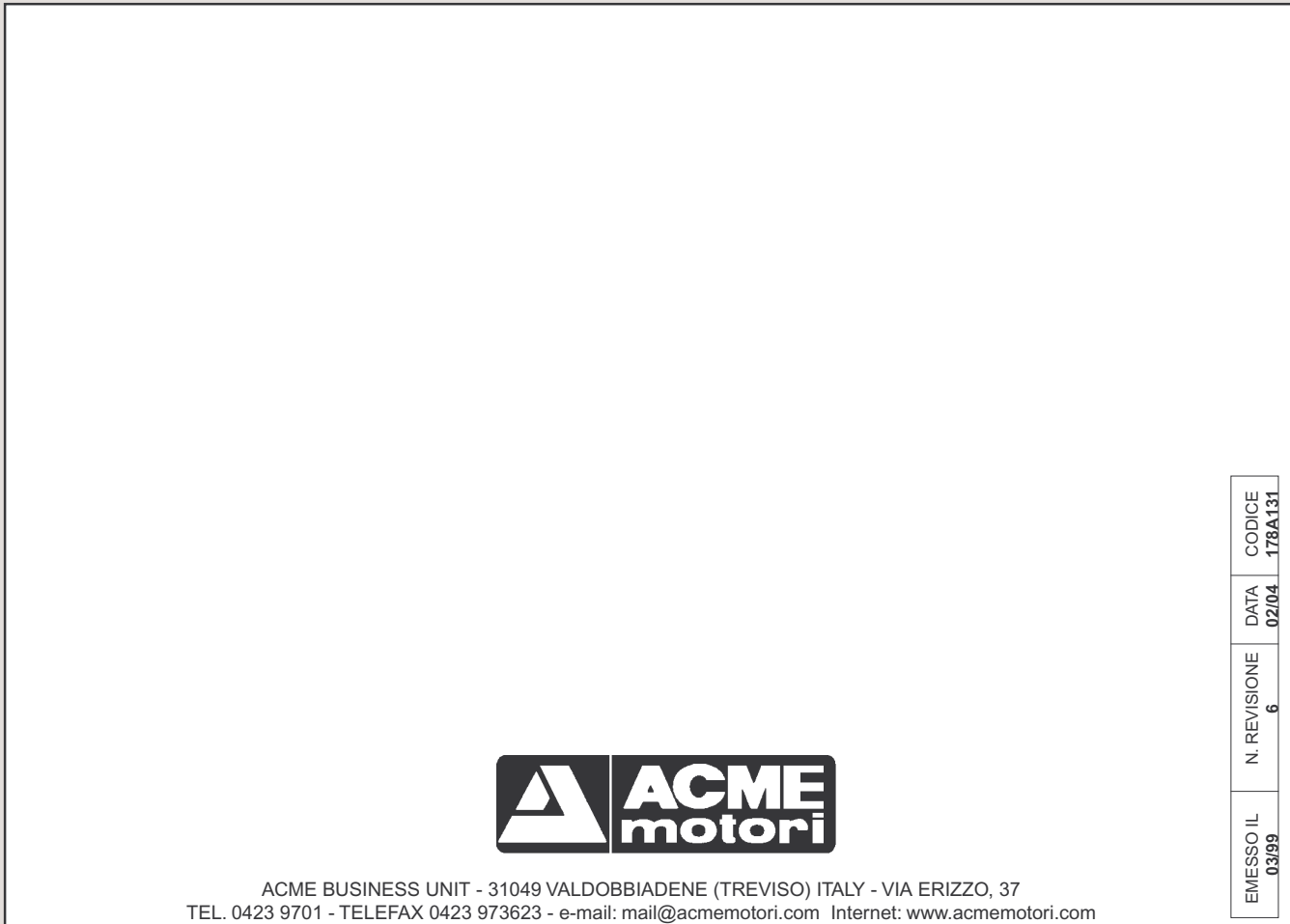


**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**





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| EMESSO IL | N. REVISIONE | DATA  | CODICE  |
| 03/99     | 6            | 02/04 | 178A131 |



## ACT 280 OHC

|                       |                              |                            |               |             |         |
|-----------------------|------------------------------|----------------------------|---------------|-------------|---------|
| Cilindri              | Cylinders                    | N°                         | 1             |             |         |
| Alesaggio             | Bore                         | mm                         | 74            |             |         |
| Corsa                 | Stroke                       | mm                         | 64            |             |         |
| Cilindrata            | Displacement                 | cm³                        | 275           |             |         |
| Rapporto di compress. | Compression ratio            | -                          | 8,5:1         |             |         |
| Giri/min              | RPM                          | -                          | 3000          | 3600        | 4000    |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV         | 5,9 / 8     | 6,6 / 9 |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV         | 5,2 / 7,1   | 5,9 / 8 |
| Coppia max.           | Max. torque                  |                            | Nm - kgm      | 19,2 / 1,96 |         |
| Cons.spec.min.        | Min. specific fuel consumpt. |                            | g/kWh - g/HPh | 330 - 243   |         |
| Capacità serbatoio    | Fuel tank capacity           |                            | l             | 6,5         |         |
| Capacità carter olio  | Oil sump capacity            |                            | l             | 1,4         |         |
| Peso a secco          | Dry weight                   |                            | kg            | 30          |         |

## ACT 340 OHC

|                       |                              |                            |               |             |           |
|-----------------------|------------------------------|----------------------------|---------------|-------------|-----------|
| Cilindri              | Cylinders                    | N°                         | 1             |             |           |
| Alesaggio             | Bore                         | mm                         | 82            |             |           |
| Corsa                 | Stroke                       | mm                         | 64            |             |           |
| Cilindrata            | Displacement                 | cm³                        | 338           |             |           |
| Rapporto di compress. | Compression ratio            | -                          | 8,5 : 1       |             |           |
| Giri/min              | RPM                          | -                          | 3000          | 3600        | 4000      |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV         | 7,4 / 10    | 8,1 / 11  |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV         | 6,6 / 9     | 7,3 / 9,9 |
| Coppia max.           | Max. torque                  |                            | Nm - kgm      | 23,7 / 2,42 |           |
| Cons.spec.min.        | Min. specific fuel consumpt. |                            | g/kWh - g/HPh | 328 - 241   |           |
| Capacità serbatoio    | Fuel tank capacity           |                            | l             | 6,5         |           |
| Capacità carter olio  | Oil sump capacity            |                            | l             | 1,4         |           |
| Peso a secco          | Dry weight                   |                            | kg            | 30          |           |



# ACT 280 - OHC ACT 340 - OHC

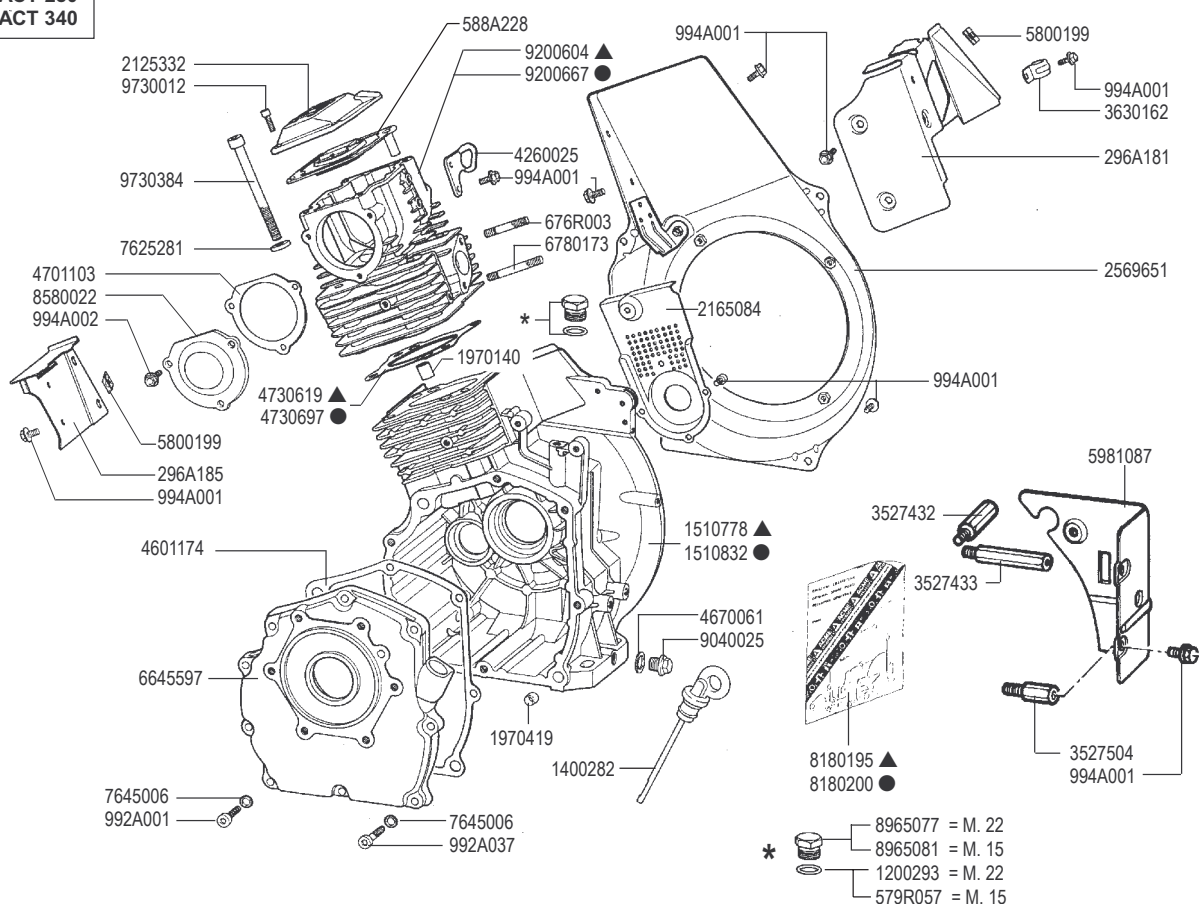
-B1A276 SHORT BLOCK ACT 280  
1560298 SHORT BLOCK ACT 340



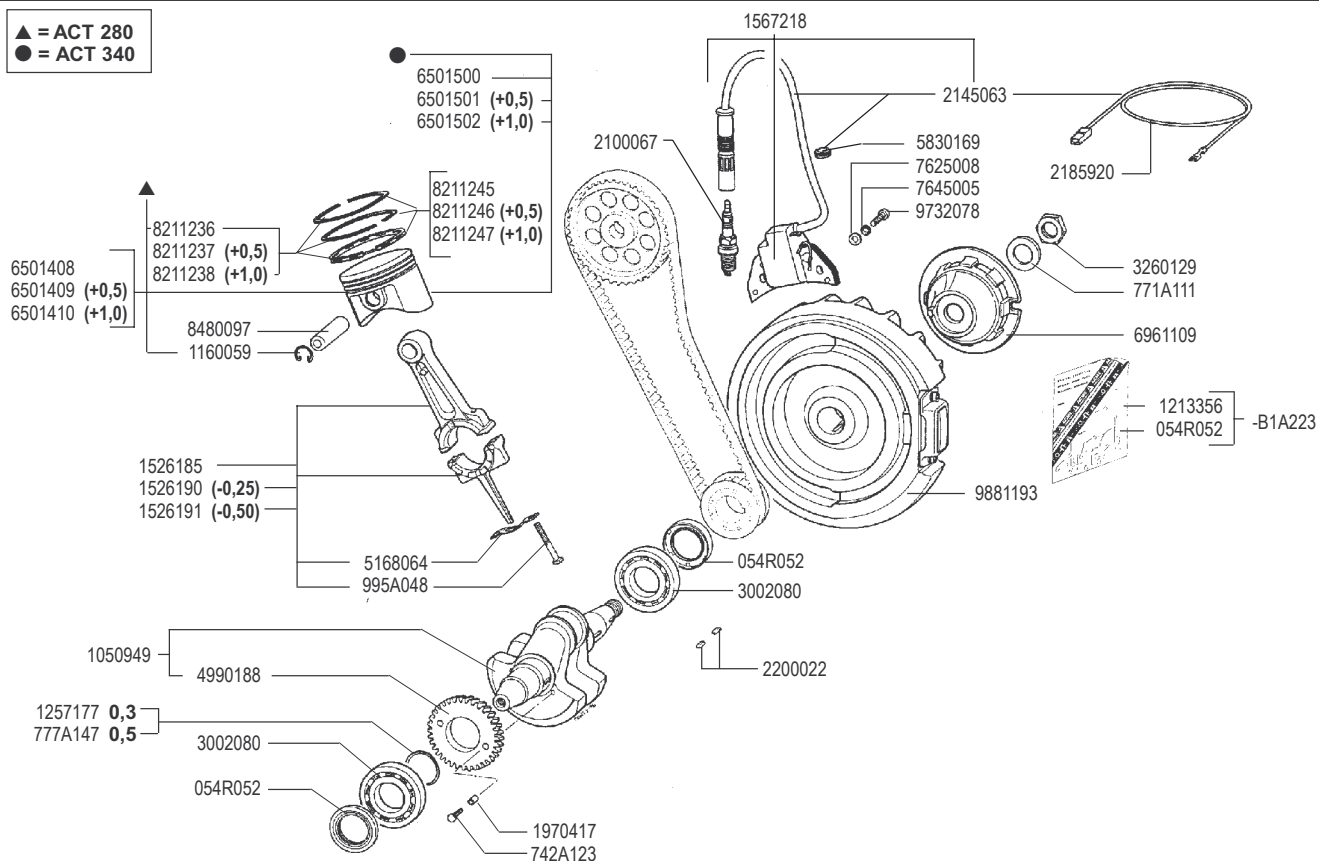
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▲ = ACT 280  
● = ACT 340



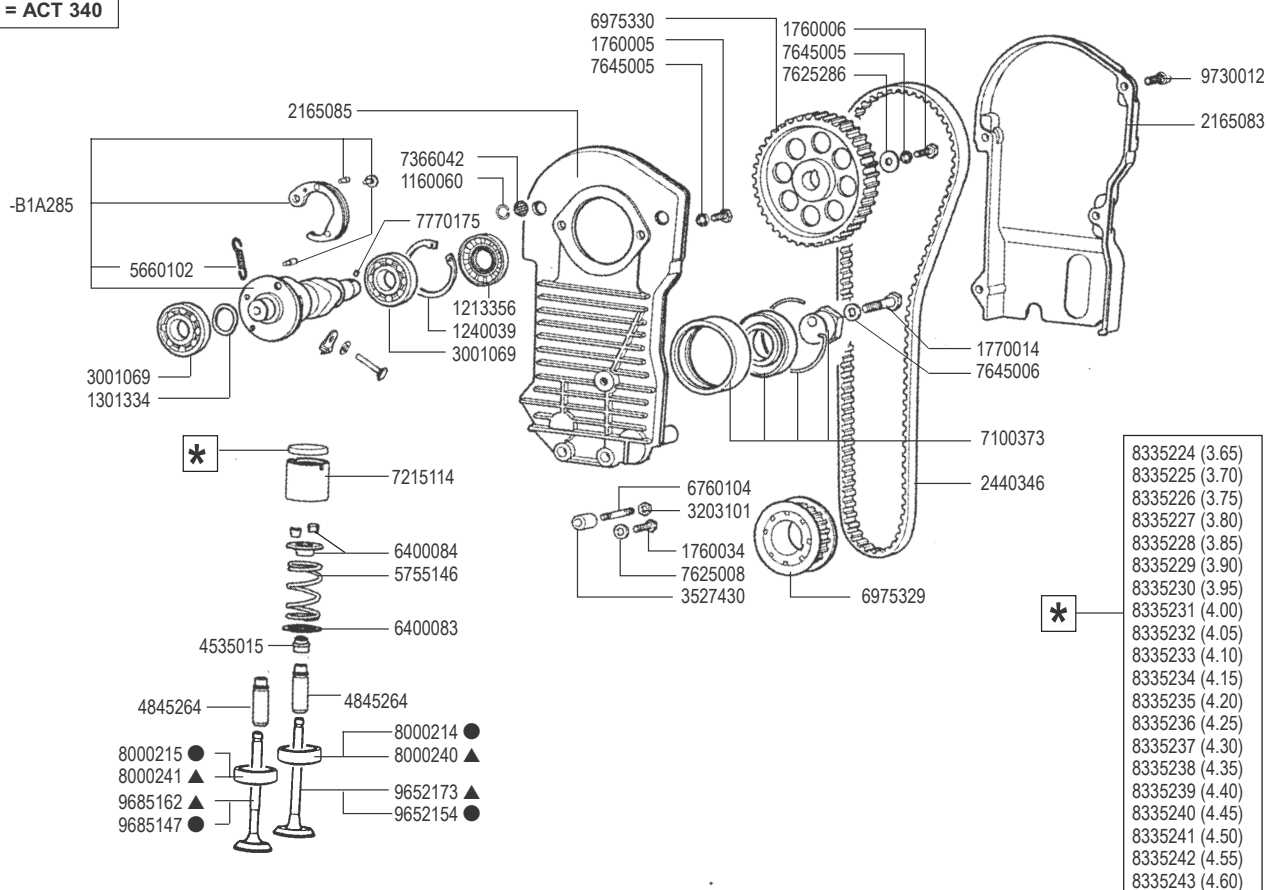
▲ = ACT 280  
● = ACT 340

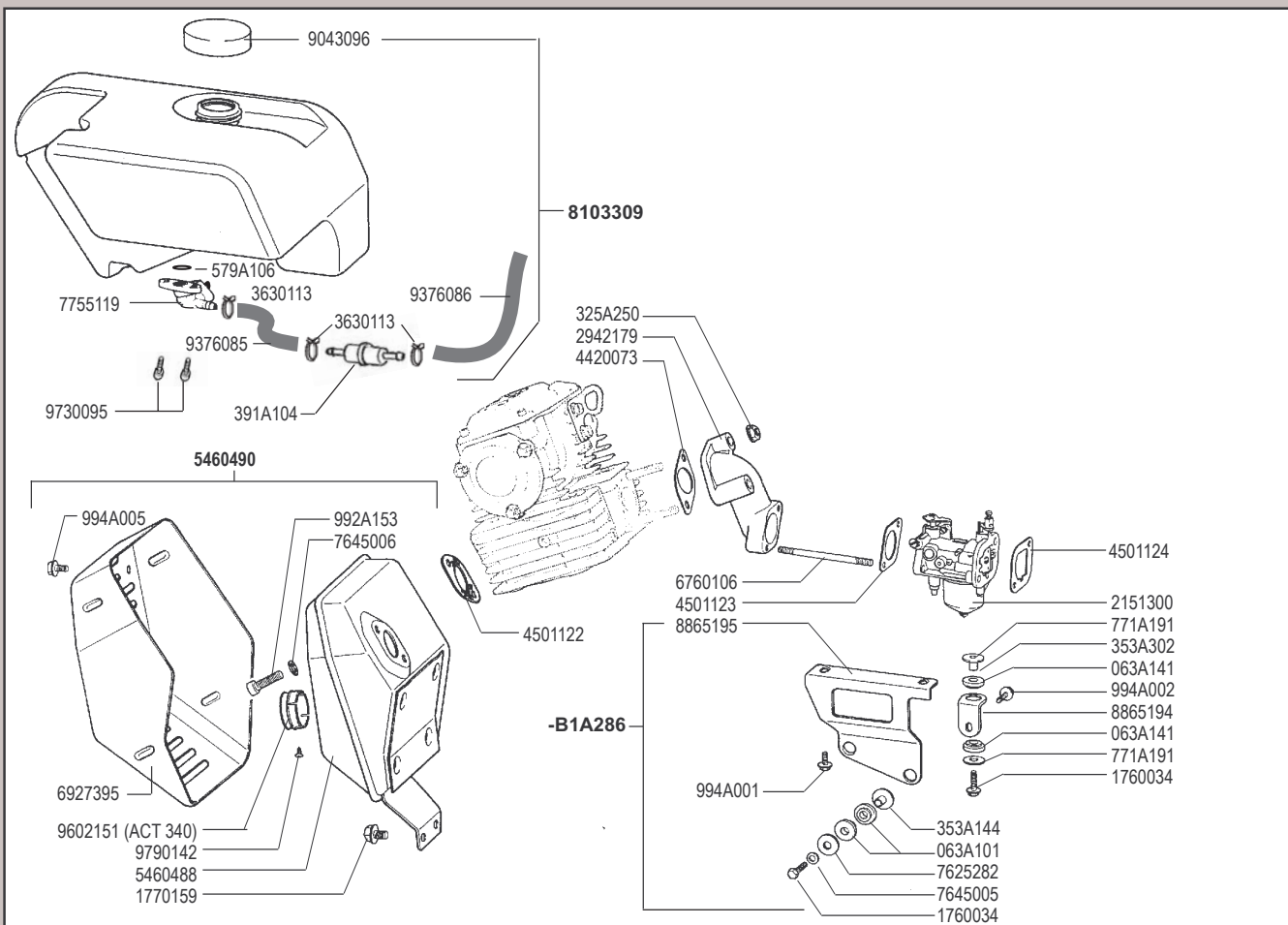


## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

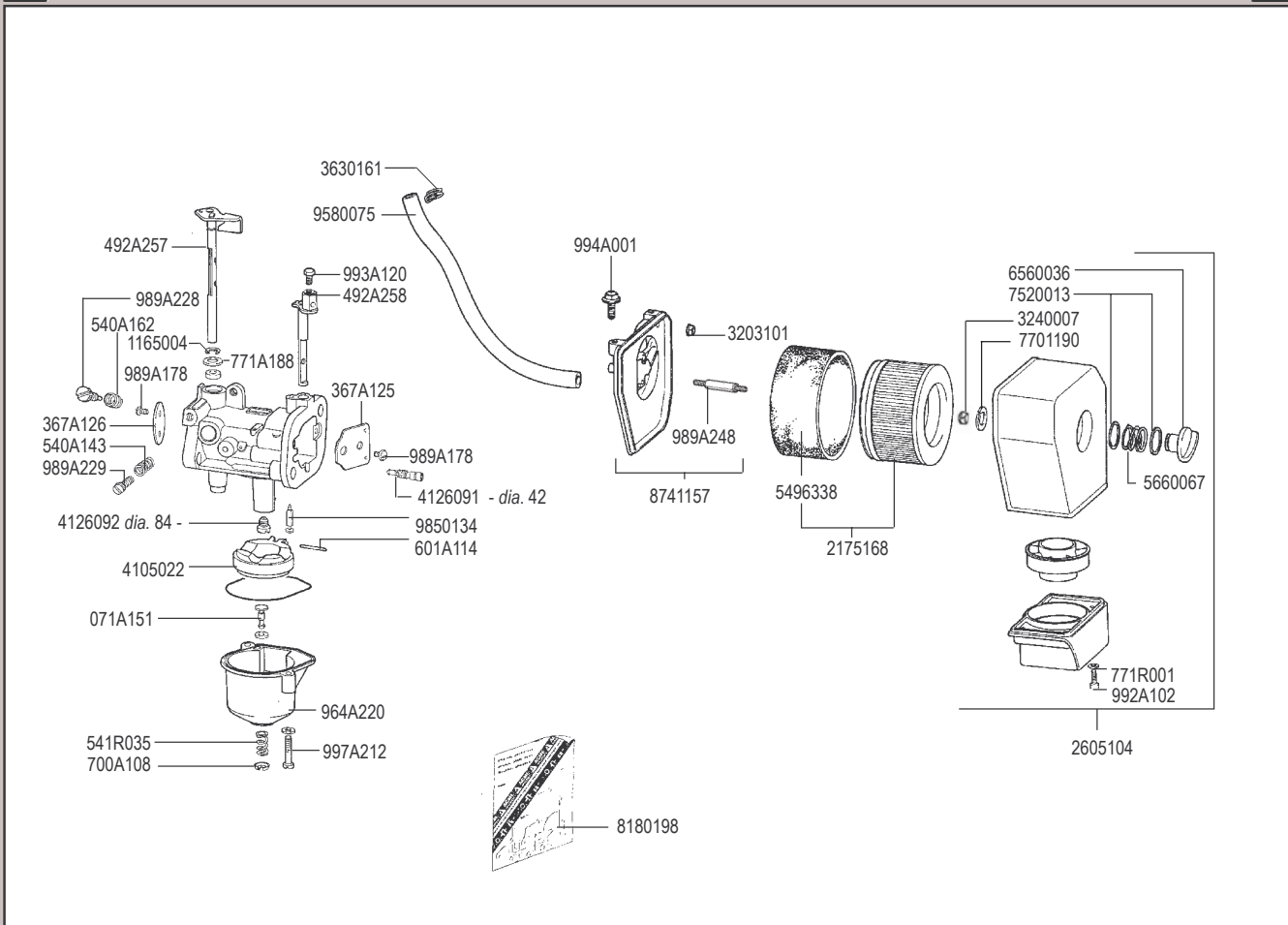


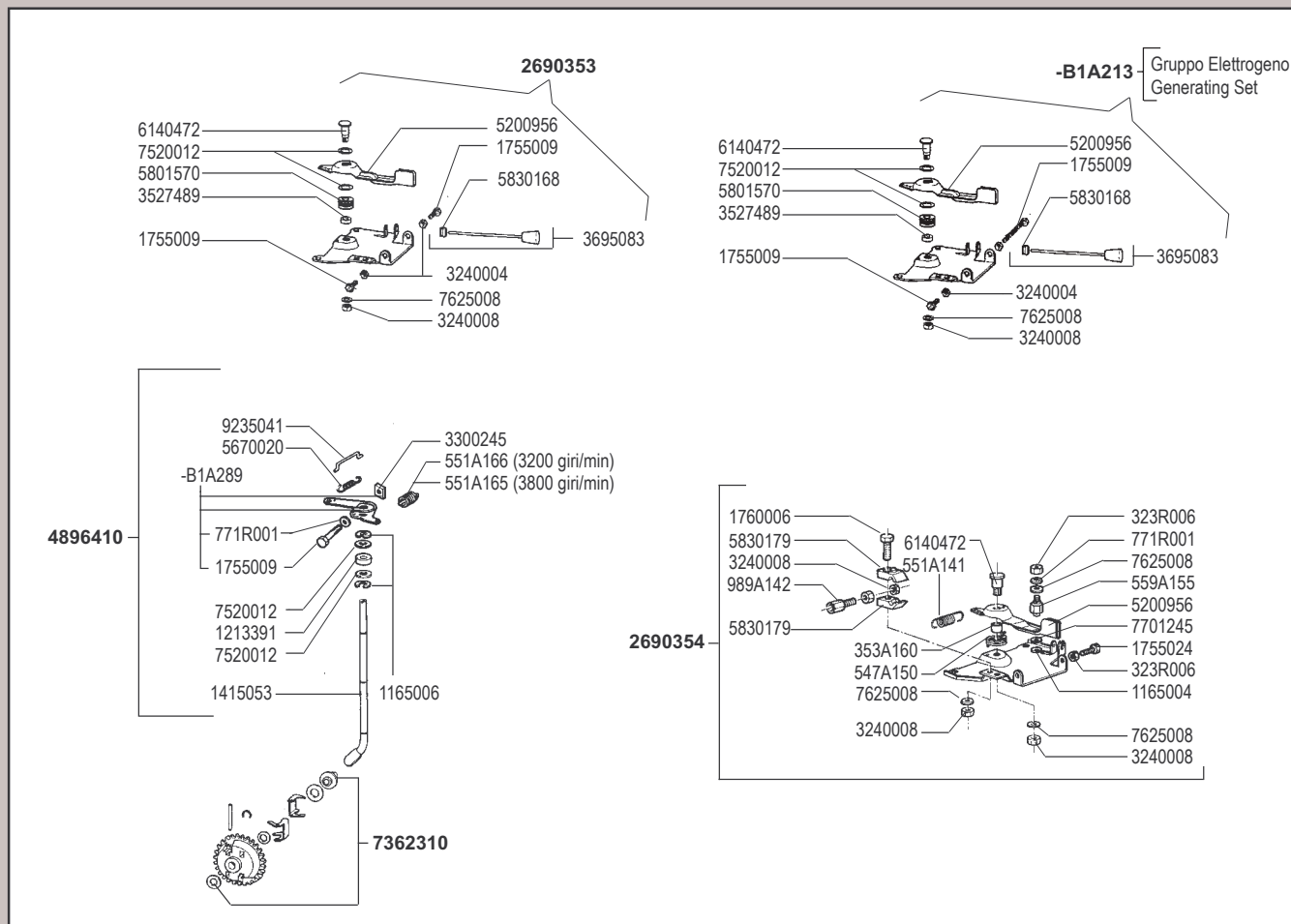
▲ = ACT 280  
● = ACT 340



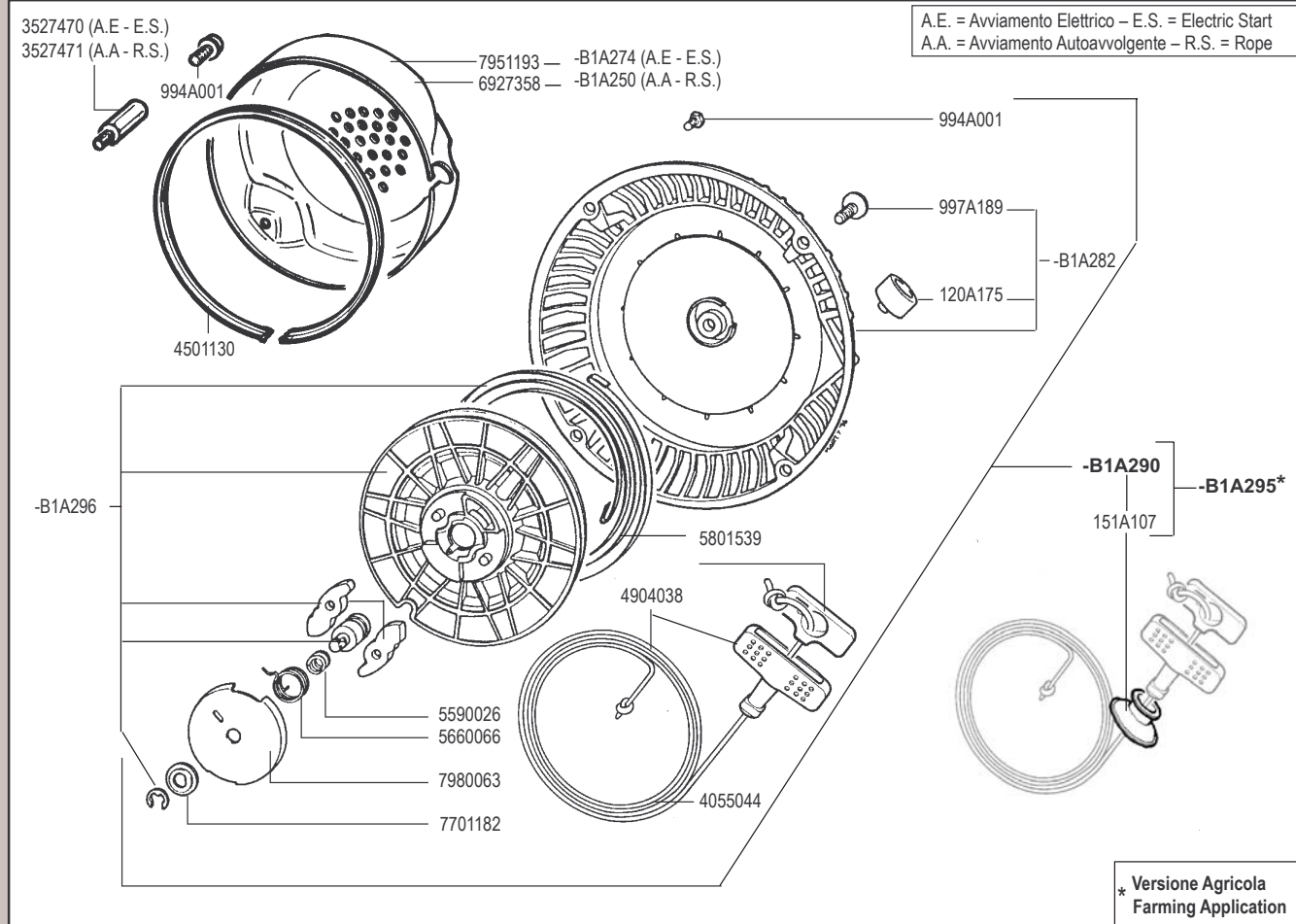


## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

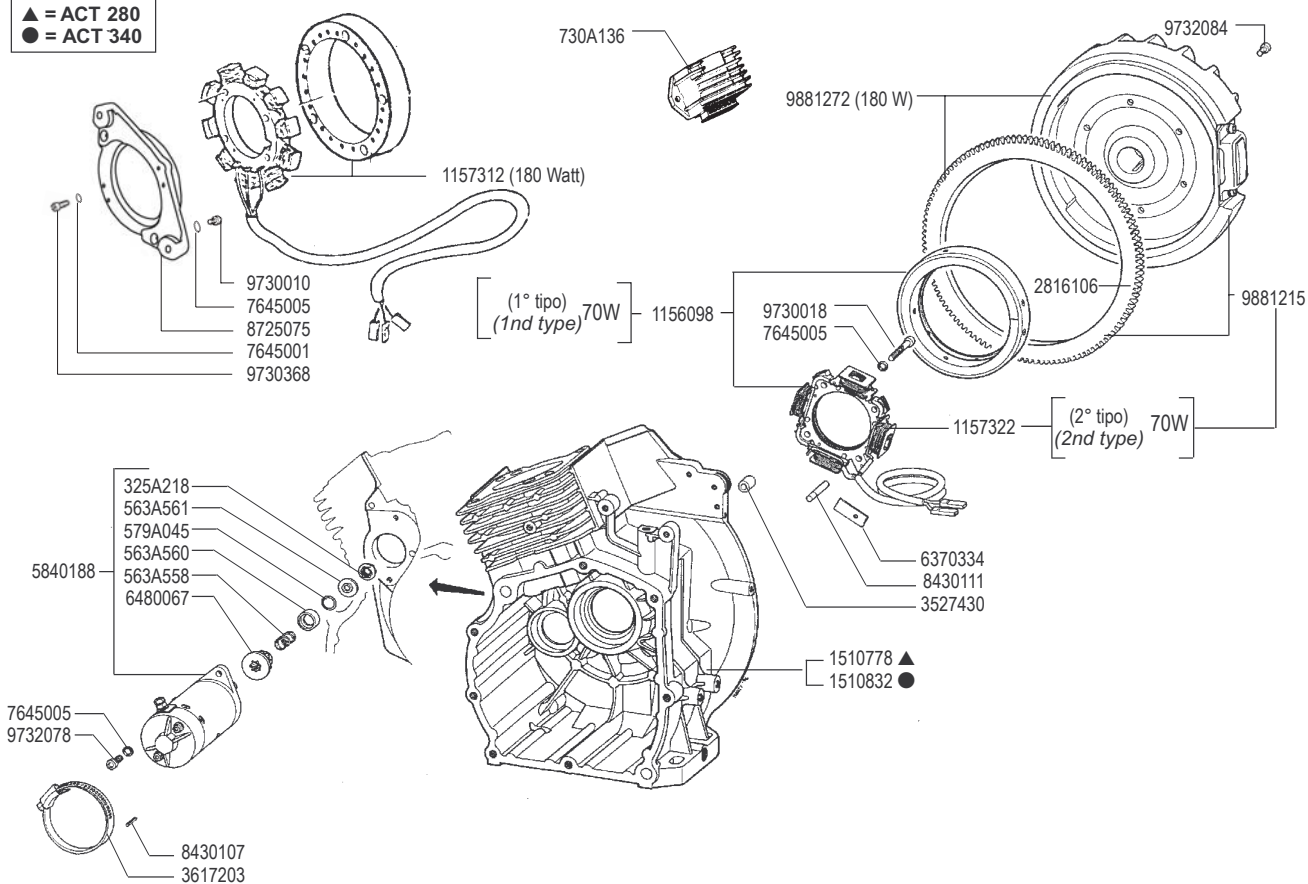




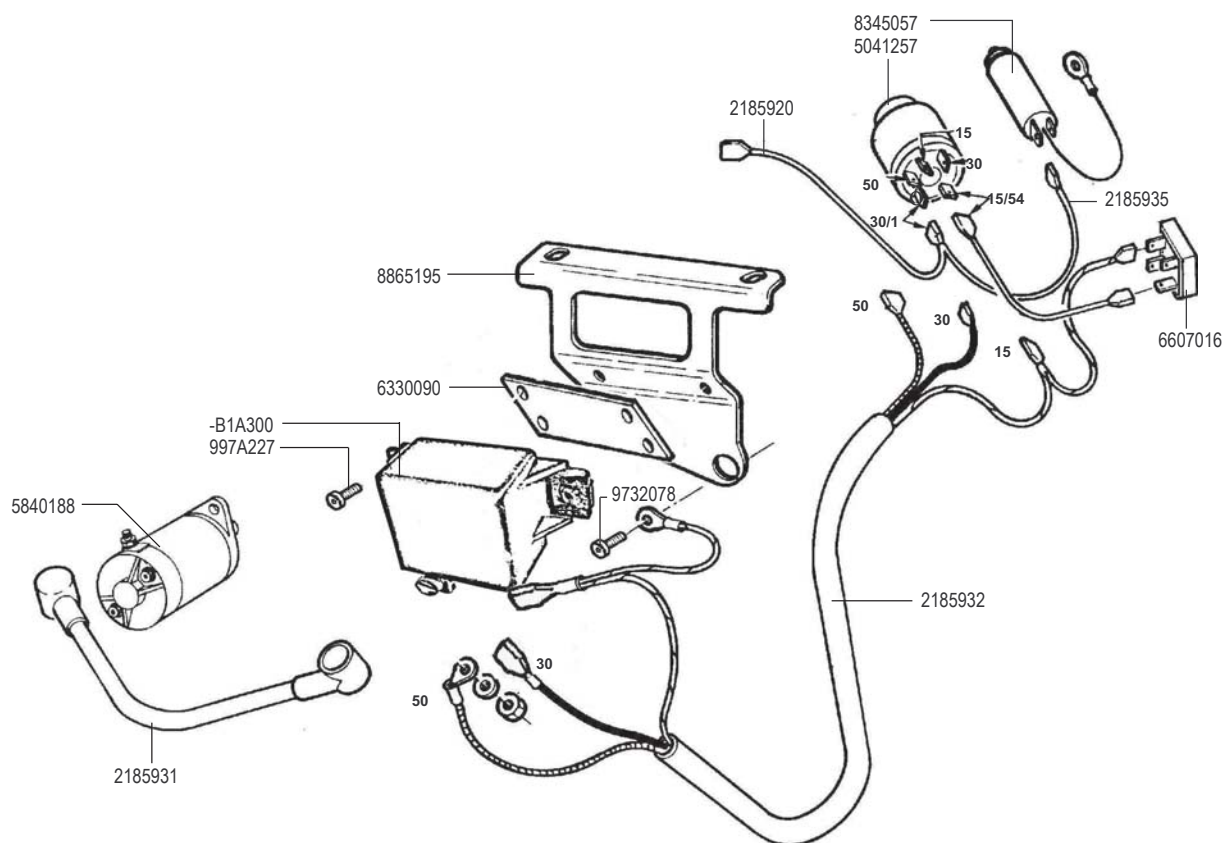
**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**

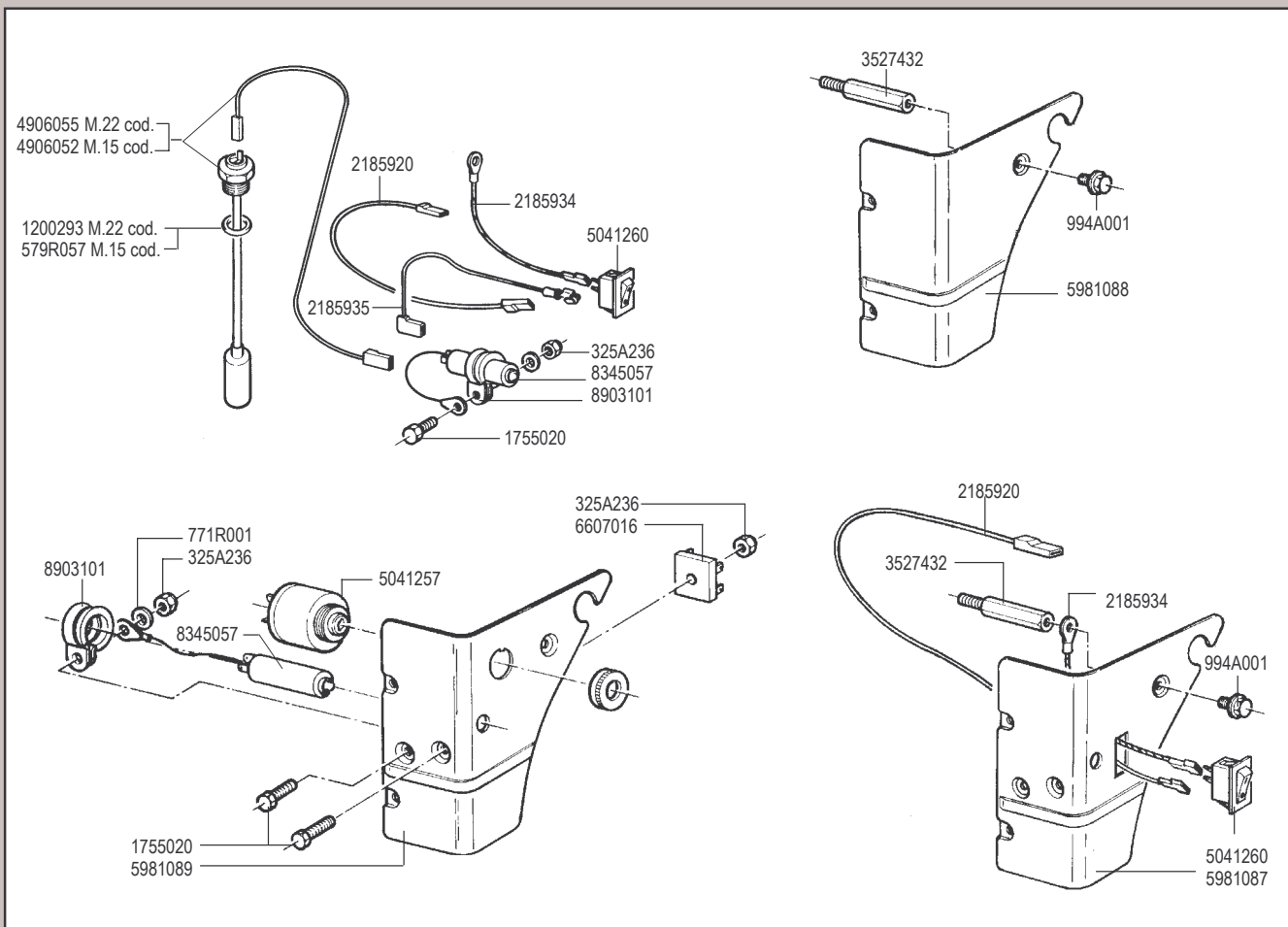


▲ = ACT 280  
● = ACT 340



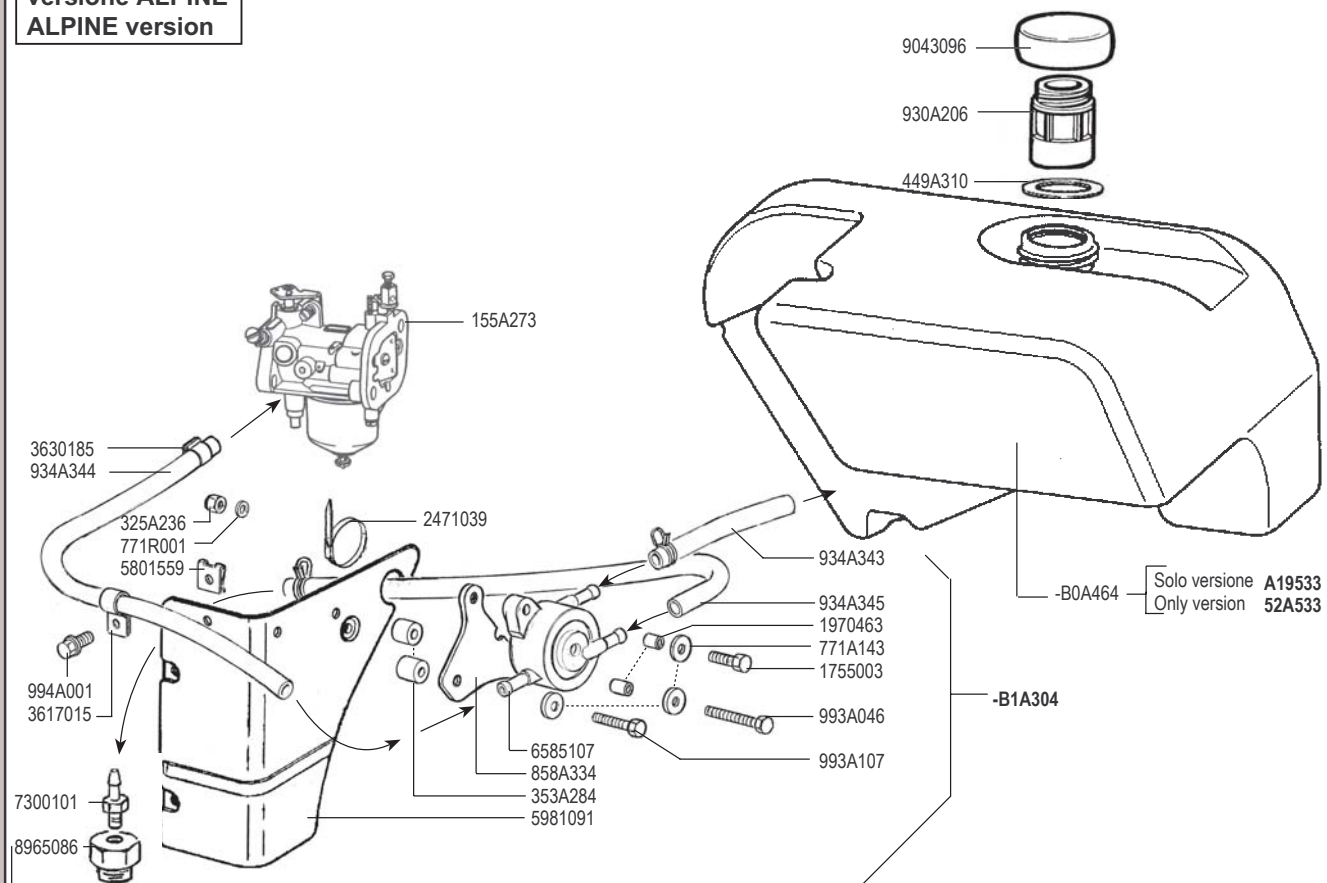
# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

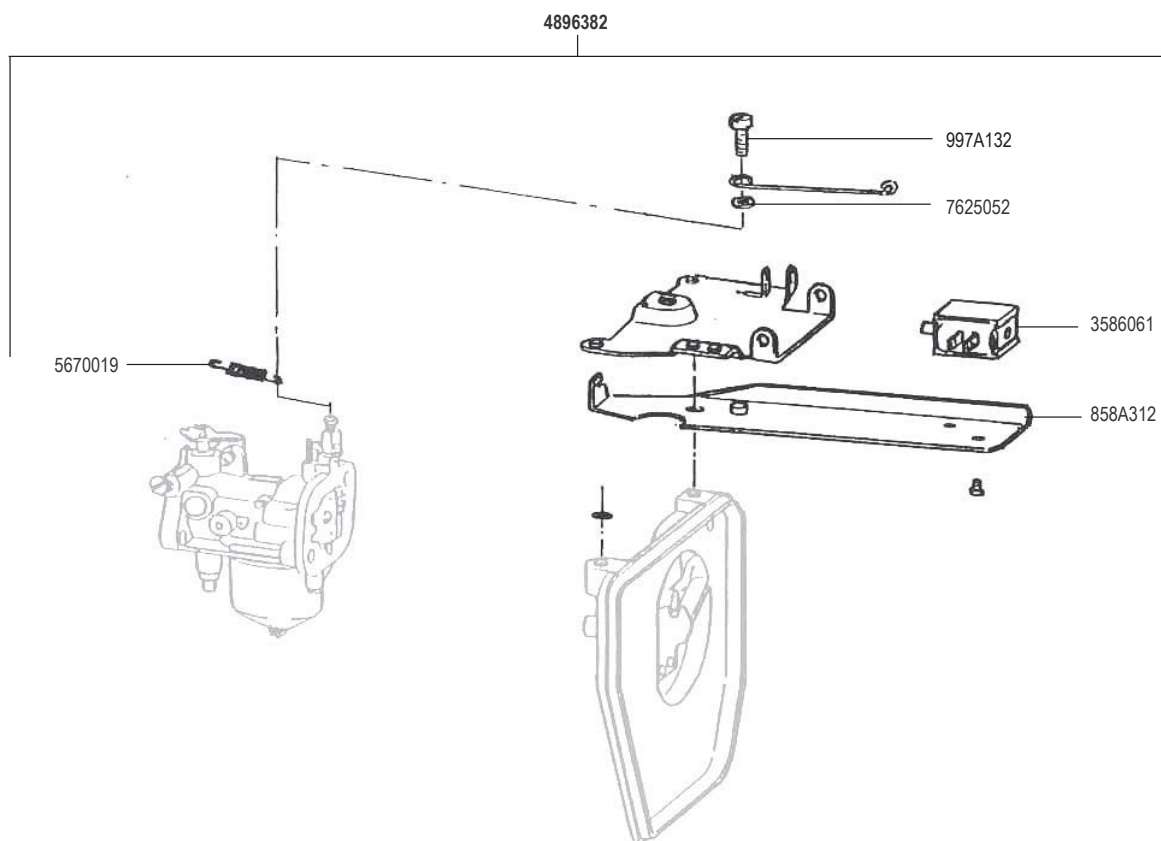




**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**

**versione ALPINE**  
**ALPINE version**



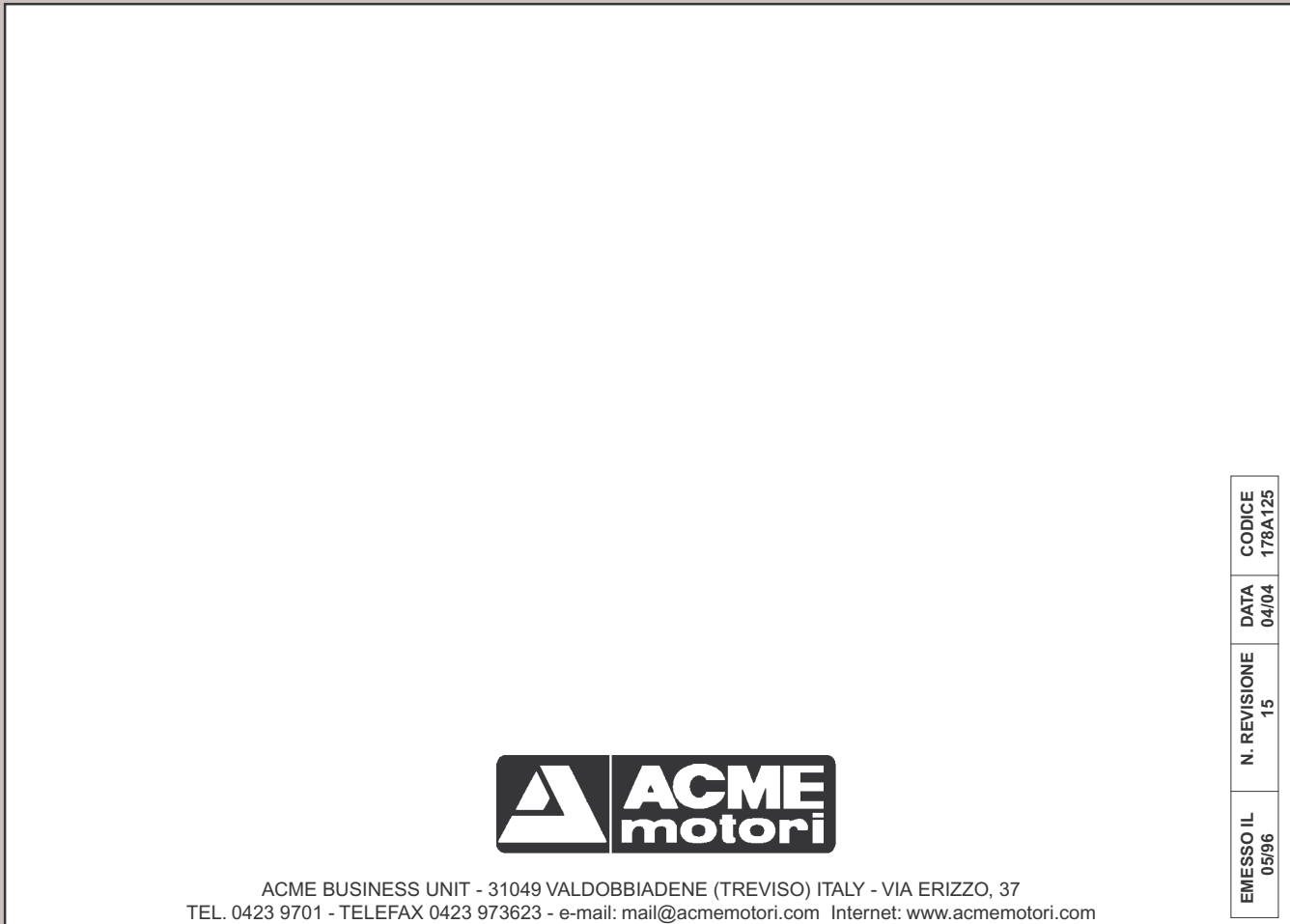


RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS





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| EMESSO IL | N. REVISIONE | DATA  | CODICE  |
| 05/96     | 15           | 04/04 | 178A125 |



## AD 230

|                       |                              |                            |                 |
|-----------------------|------------------------------|----------------------------|-----------------|
| Cilindri              | Cylinders                    | N°                         | 1               |
| Alésaggio             | Bore                         | mm                         | 69              |
| Corsa                 | Stroke                       | mm                         | 60              |
| Cilindrata            | Displacement                 | cm³                        | 224             |
| Rapporto di compress. | Compression ratio            | -                          | 21:1            |
| Giri/min              | RPM                          | -                          | 3000            |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 3,3 / 4,5 |
| Potenza               | Rating                       | NB (ISO 3046/1 IFN)        | kW/CV 3,0 / 4,1 |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 2,8 / 3,8 |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 10,4 - 1,06     |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 270 - 198       |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 3,0             |
| Capacità carter olio  | Oil sump capacity            | l                          | 0,9             |
| Peso a secco          | Dry weight                   | kg                         | 28              |

## AD 320

|                       |                              |                            |                 |
|-----------------------|------------------------------|----------------------------|-----------------|
| Cilindri              | Cylinders                    | N°                         | 1               |
| Alésaggio             | Bore                         | mm                         | 78              |
| Corsa                 | Stroke                       | mm                         | 66              |
| Cilindrata            | Displacement                 | cm³                        | 315             |
| Rapporto di compress. | Compression ratio            | -                          | 20,3:1          |
| Giri/min              | RPM                          | -                          | 3000            |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 4,6 / 6,2 |
| Potenza               | Rating                       | NB (ISO 3046/1 IFN)        | kW/CV 4,0 / 5,4 |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 3,6 / 4,9 |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 15,0 - 1,53     |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 265 - 195       |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 4,3             |
| Capacità carter olio  | Oil sump capacity            | l                          | 1,2             |
| Peso a secco          | Dry weight                   | kg                         | 33              |

## AD 350

|                       |                              |                            |                 |
|-----------------------|------------------------------|----------------------------|-----------------|
| Cilindri              | Cylinders                    | N°                         | 1               |
| Alésaggio             | Bore                         | mm                         | 82              |
| Corsa                 | Stroke                       | mm                         | 66              |
| Cilindrata            | Displacement                 | cm³                        | 349             |
| Rapporto di compress. | Compression ratio            | -                          | 20,3:1          |
| Giri/min              | RPM                          | -                          | 3000            |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 5,1 / 7,0 |
| Potenza               | Rating                       | NB (ISO 3046/1 IFN)        | kW/CV 4,6 / 6,3 |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 4,2 / 5,7 |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 16,6 - 1,69     |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 260 - 191       |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 4,3             |
| Capacità carter olio  | Oil sump capacity            | l                          | 1,2             |
| Peso a secco          | Dry weight                   | kg                         | 33              |

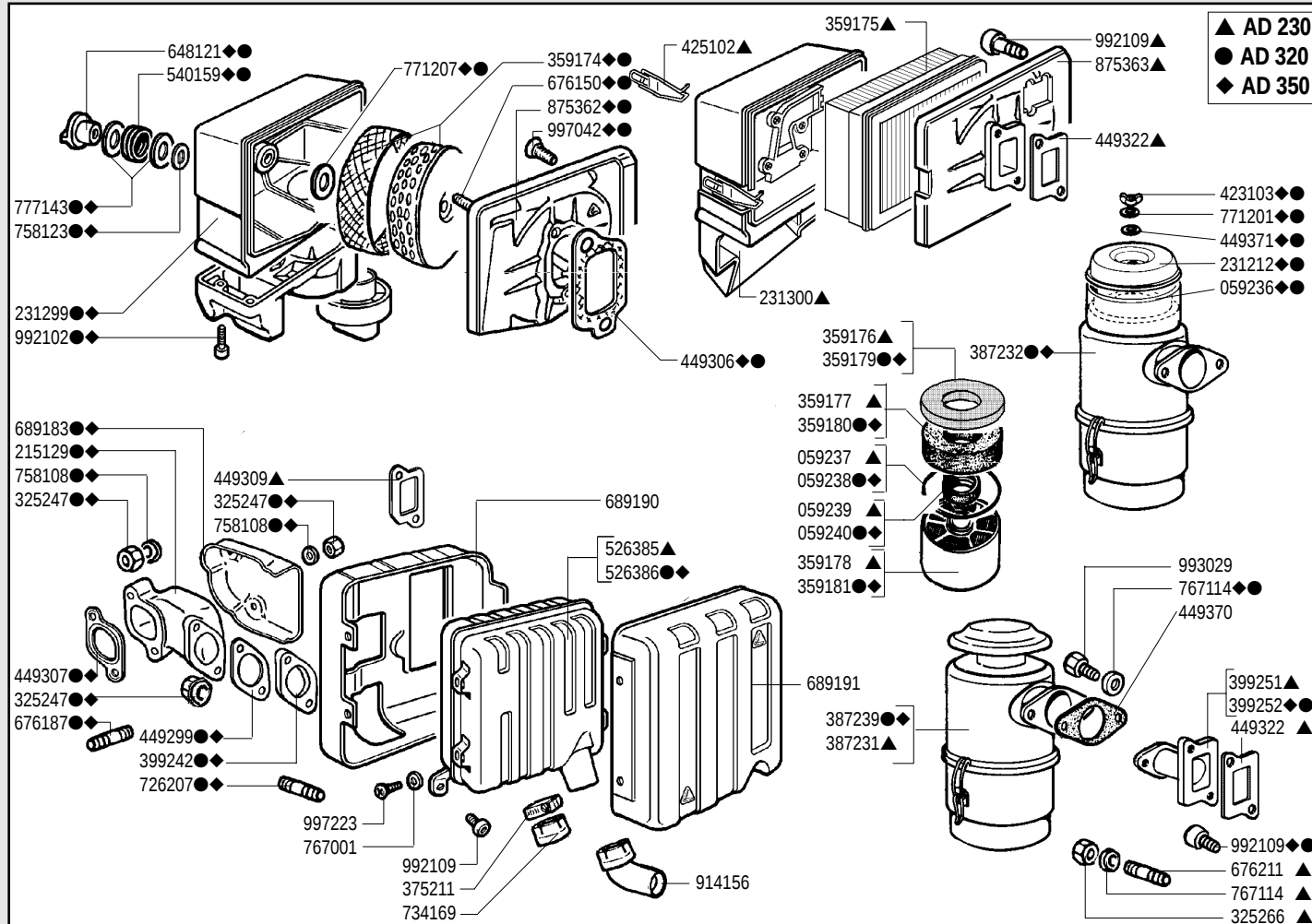


# AD 230 AD 320 AD 350

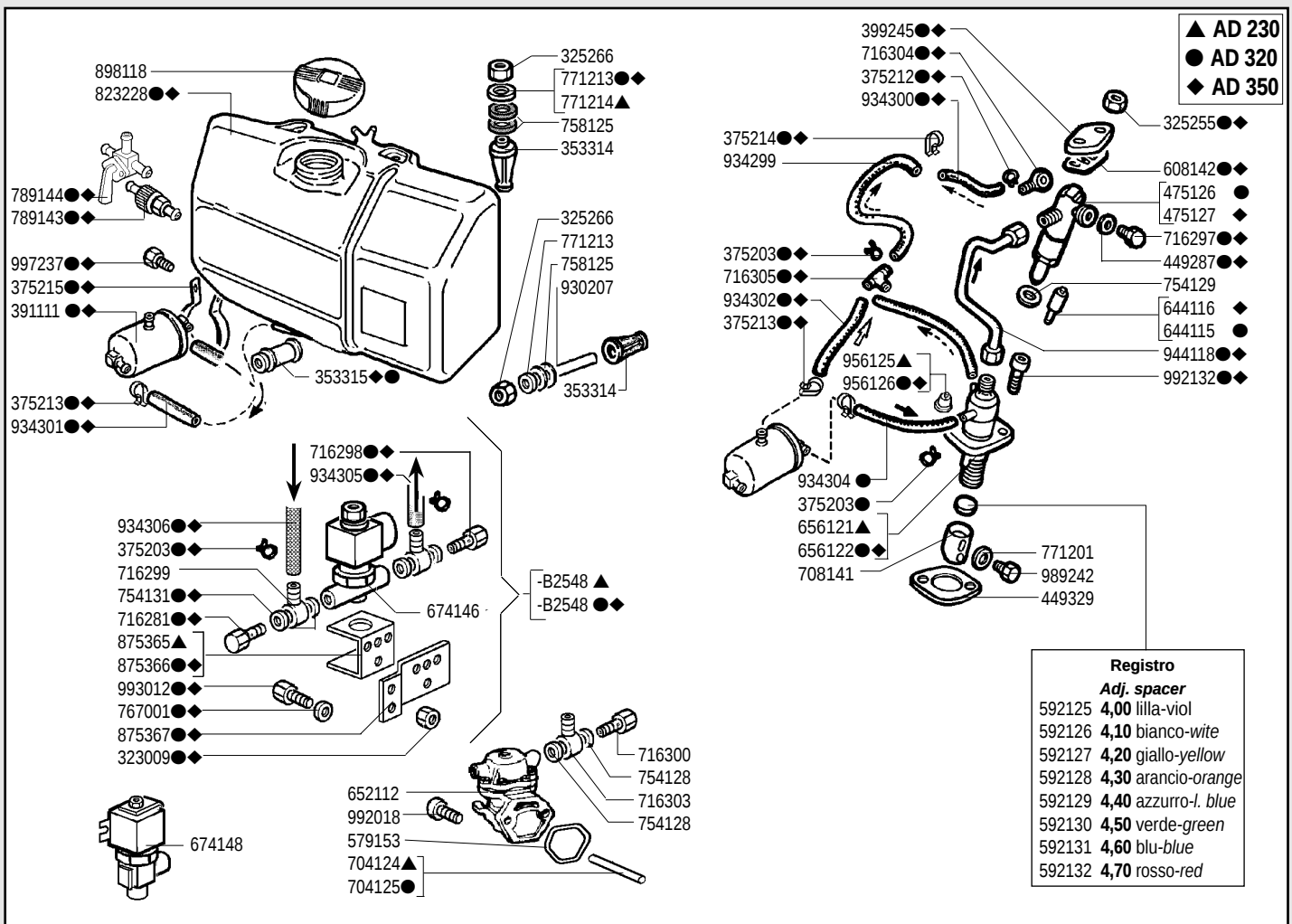
-B2550 SHORT BLOCK AD 230  
-B2551 SHORT BLOCK AD 320  
-B2552 SHORT BLOCK AD 350



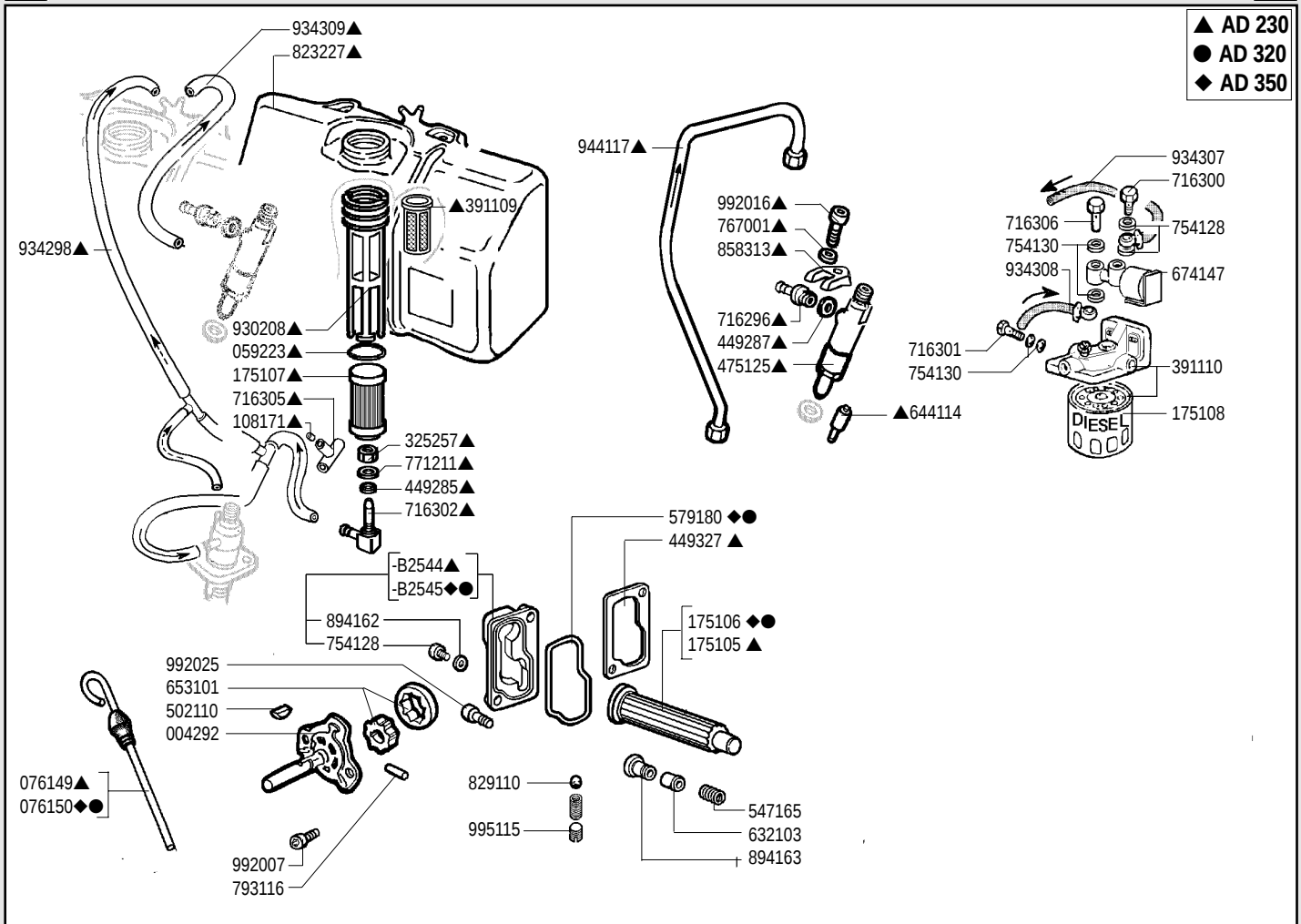
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

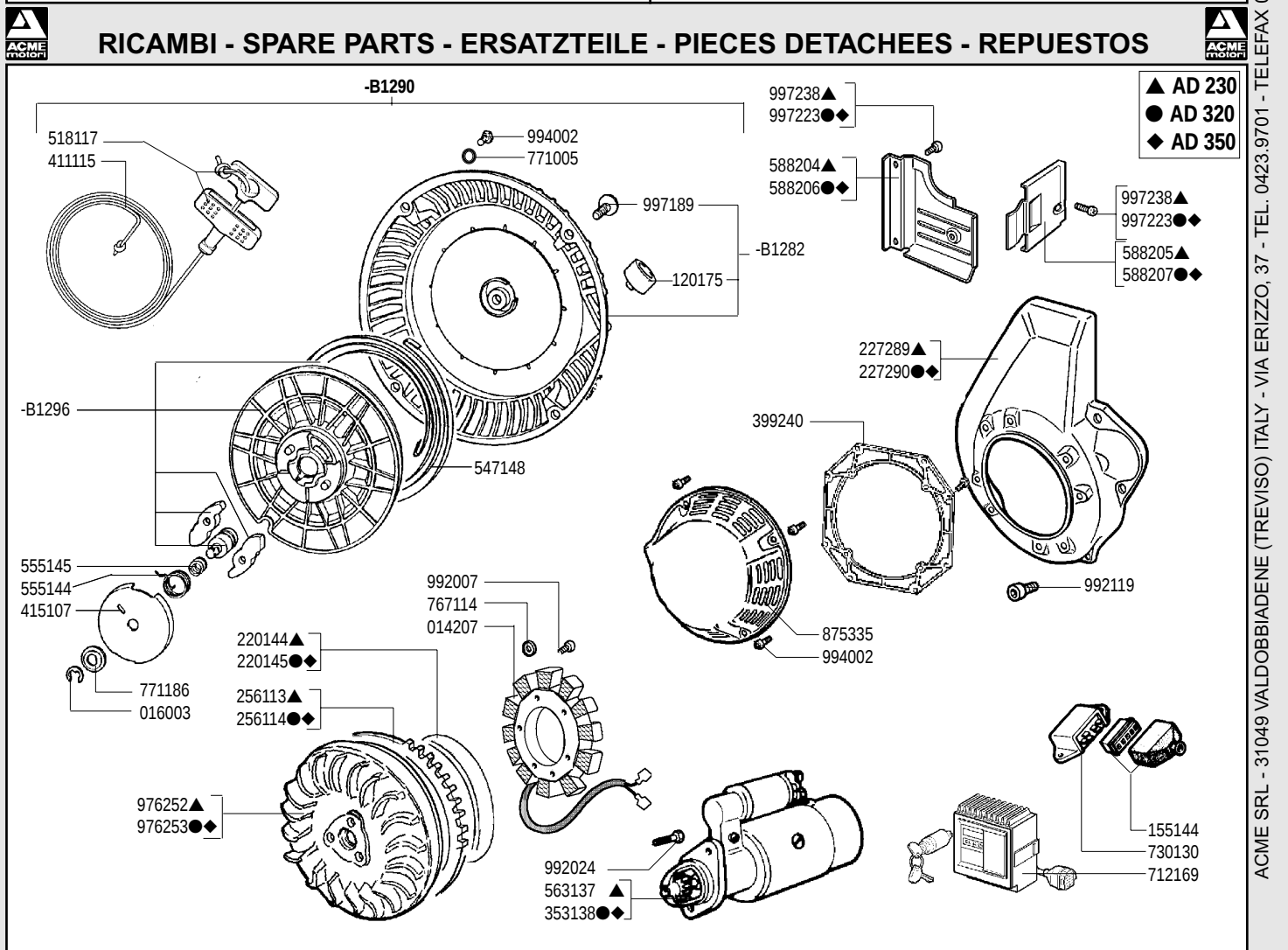
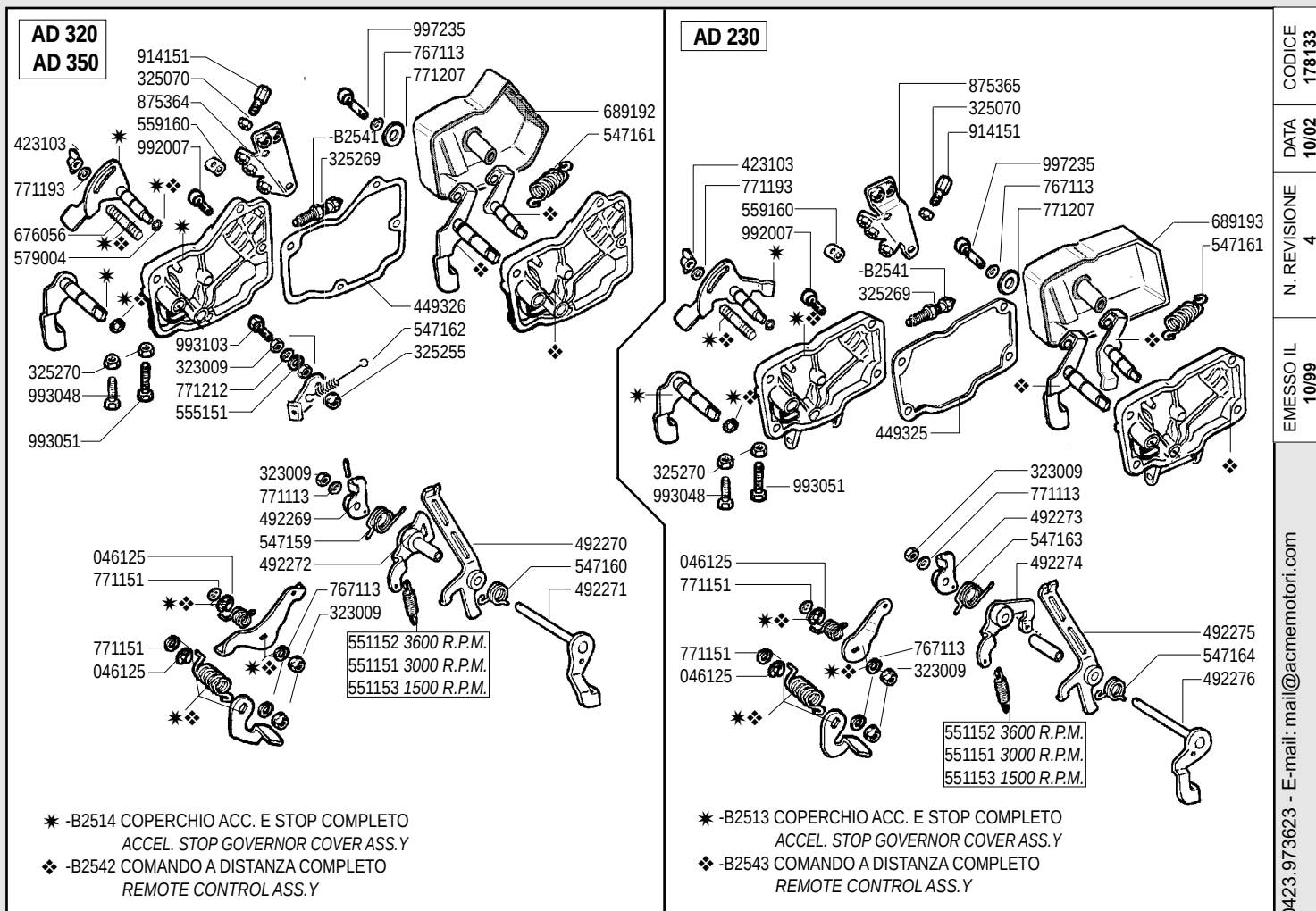


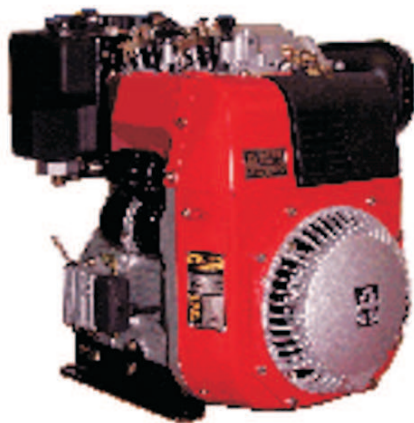




**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**





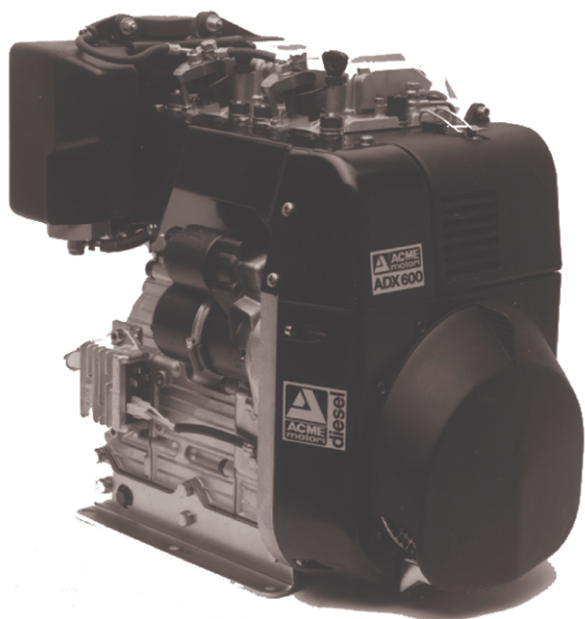


## ADX 600

|                       |                              |                            |                              |
|-----------------------|------------------------------|----------------------------|------------------------------|
| Cilindri              | Cylinders                    | N°                         | 2                            |
| Alesaggio             | Bore                         | mm                         | 74                           |
| Corsa                 | Stroke                       | mm                         | 70                           |
| Cilindrata            | Displacement                 | cm³                        | 602                          |
| Rapporto di compress. | Compression ratio            | -                          | 19:1                         |
| Giri/min              | RPM                          | -                          | 3000 3600                    |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 9,2 / 12,5 10,5 / 14,3 |
| Potenza               | Rating                       | NB (ISO 3046/1 IFN)        | kW/CV 8,5 / 11,6 9,5 / 12,9  |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 7,6 / 10,3 8,5 / 11,6  |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 29,6 / 3,02                  |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 262 / 193                    |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 4,5                          |
| Capacità carter olio  | Oil sump capacity            | l                          | 1,8                          |
| Peso a secco          | Dry weight                   | kg                         | 58                           |

## ADX 740

|                       |                              |                            |                               |
|-----------------------|------------------------------|----------------------------|-------------------------------|
| Cilindri              | Cylinders                    | N°                         | 2                             |
| Alesaggio             | Bore                         | mm                         | 82                            |
| Corsa                 | Stroke                       | mm                         | 70                            |
| Cilindrata            | Displacement                 | cm³                        | 740                           |
| Rapporto di compress. | Compression ratio            | -                          | 19:1                          |
| Giri/min              | RPM                          | -                          | 3000 3600                     |
| Potenza               | Rating                       | N (80/1269/CEE) (ISO 1585) | kW/CV 11 / 15 12,6 / 17,1     |
| Potenza               | Rating                       | NB (ISO 3046/1 IFN)        | kW/CV 10,1 / 13,8 11,5 / 15,6 |
| Potenza               | Rating                       | NA (ISO 3046/1 ICXN)       | kW/CV 9,3 / 12,7 10,5 / 14,3  |
| Coppia max.           | Max. torque                  | Nm - kgm                   | 35,4 - 3,6                    |
| Cons.spec.min.        | Min. specific fuel consumpt. | g/kWh - g/HPh              | 262 / 193                     |
| Capacità serbatoio    | Fuel tank capacity           | l                          | 4,5                           |
| Capacità carter olio  | Oil sump capacity            | l                          | 1,8                           |
| Peso a secco          | Dry weight                   | kg                         | 60                            |

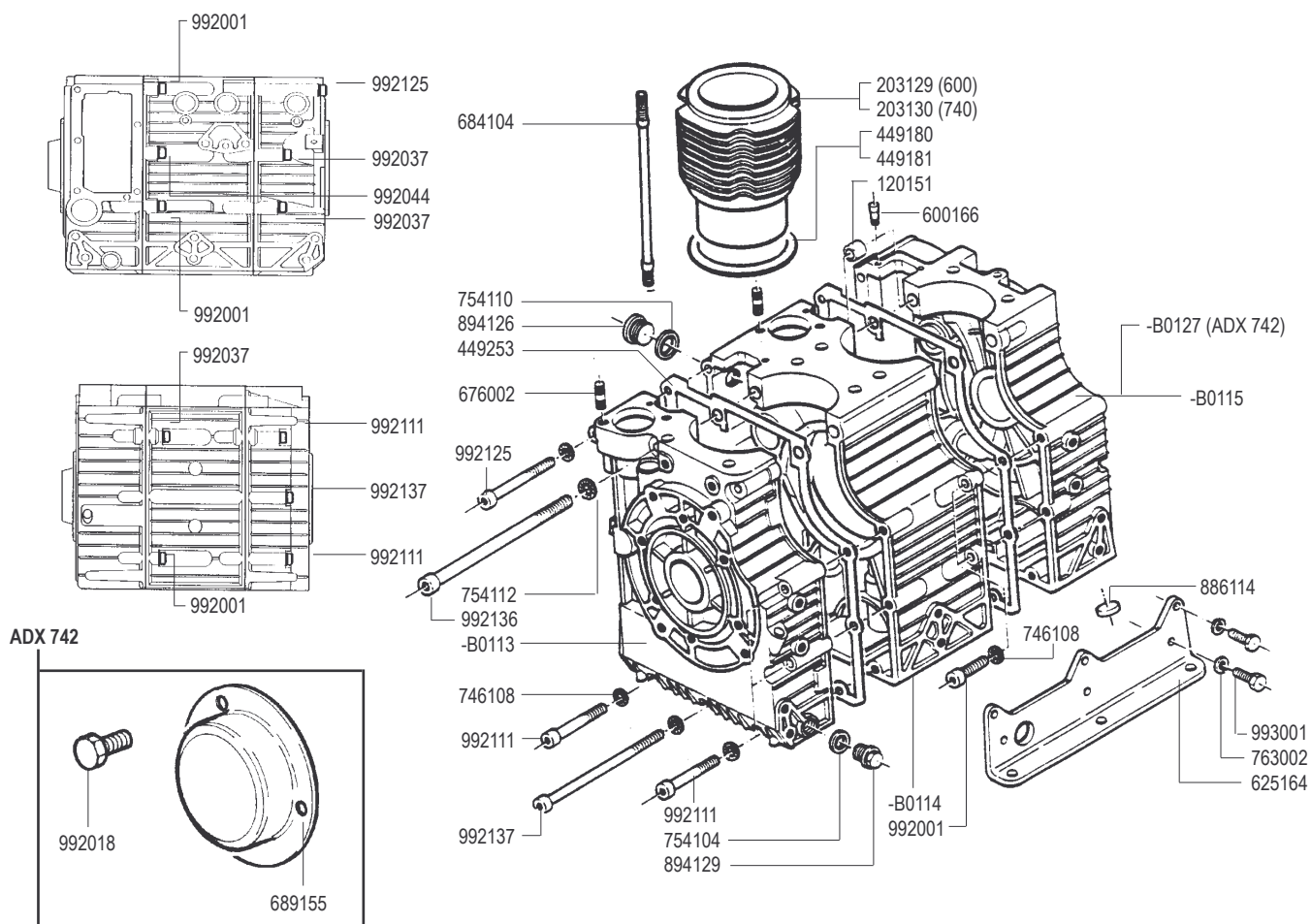


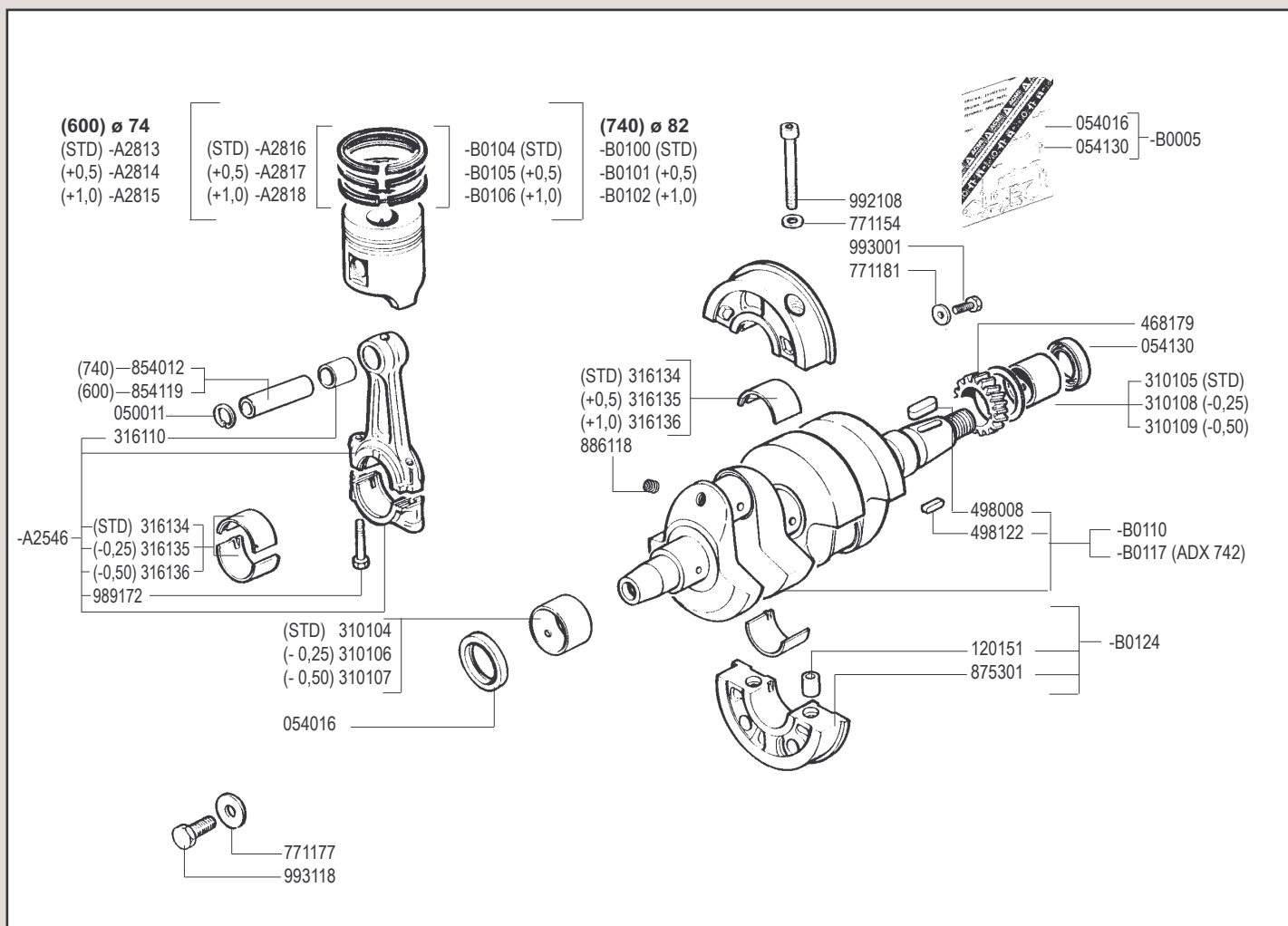
## ADX 600 - 740 ADX 742

cod. -B0118 SHORT BLOCK ADX 600  
cod. -B0119 SHORT BLOCK ADX 740  
cod. -B0120 SHORT BLOCK ADX 742 Sx

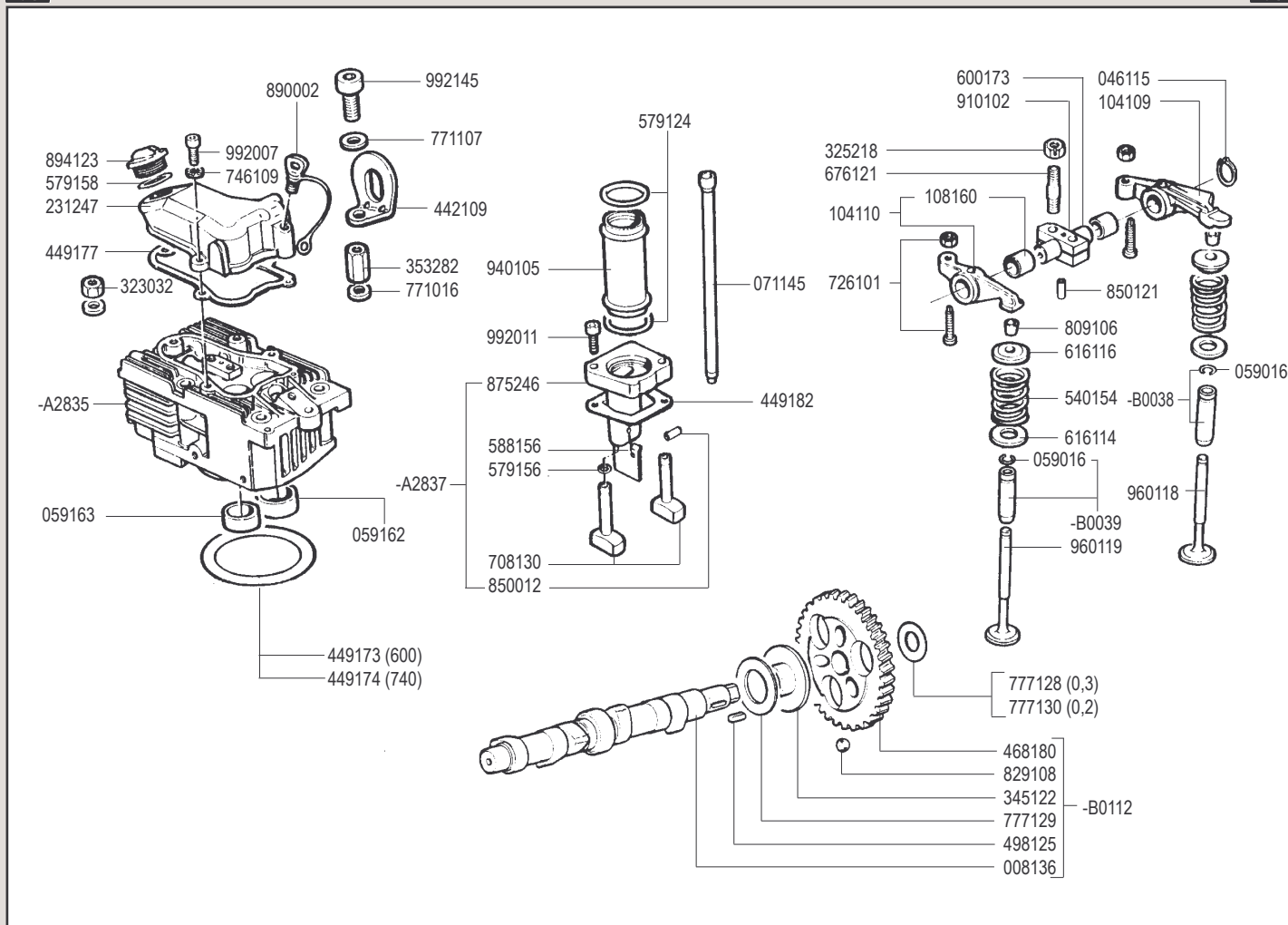


RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS





## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



608124  
588158  
325105

325084  
771028  
696172  
734151  
A.E./E.S. 976209  
A.A./R.S. 976230

994001

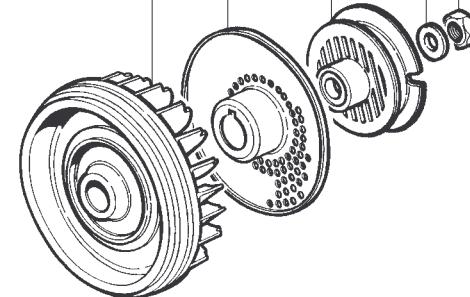
588183  
296168

588182



-B0108 (600)  
-B0109 (740-742)

875250

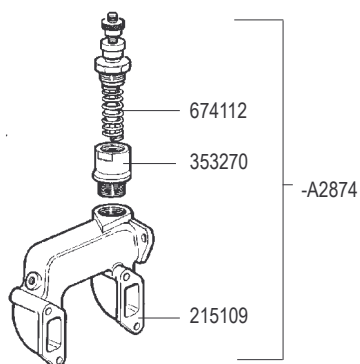


992007  
227224  
993016  
746108

A.E. = Avviamento Elettrico - E.S. = Electric Start  
A.R. = Avviamento Autoavvolgente - R.S. = Rope Start



## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



-A2874

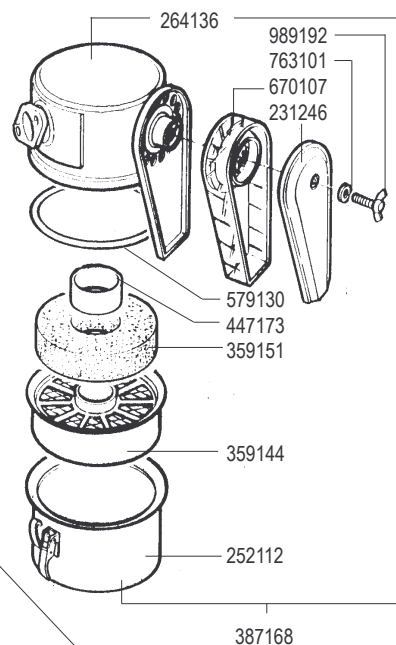
676170  
746108  
323027  
215124

992111  
746108  
992109

449195  
215101

449265

-B0135



264136

989192  
763101  
670107  
231246

579130  
447173  
359151

359144

252112

387168

215127

992111

746108

992109

449265

449170

992007  
771005

-B0035

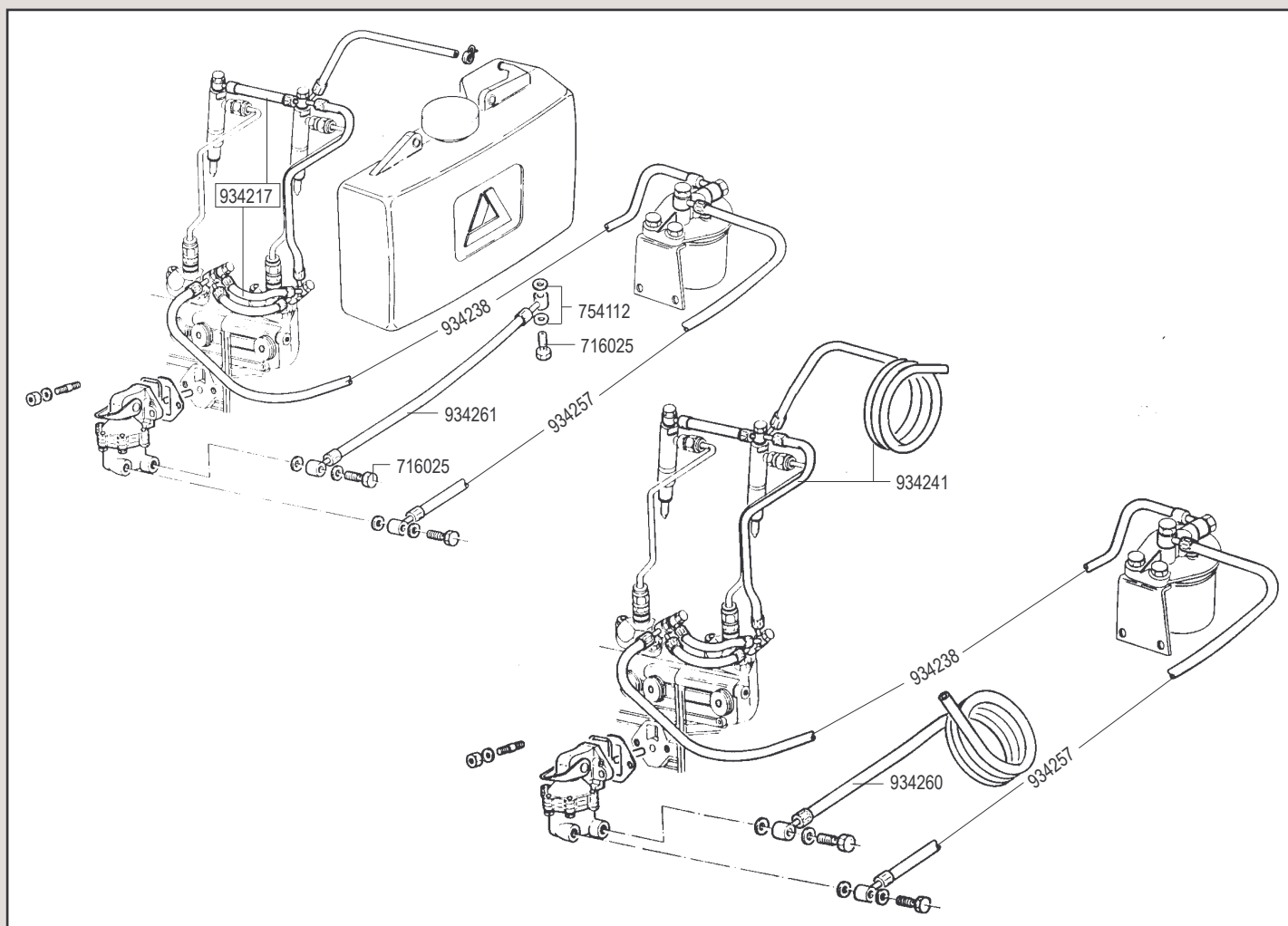
387169

359131

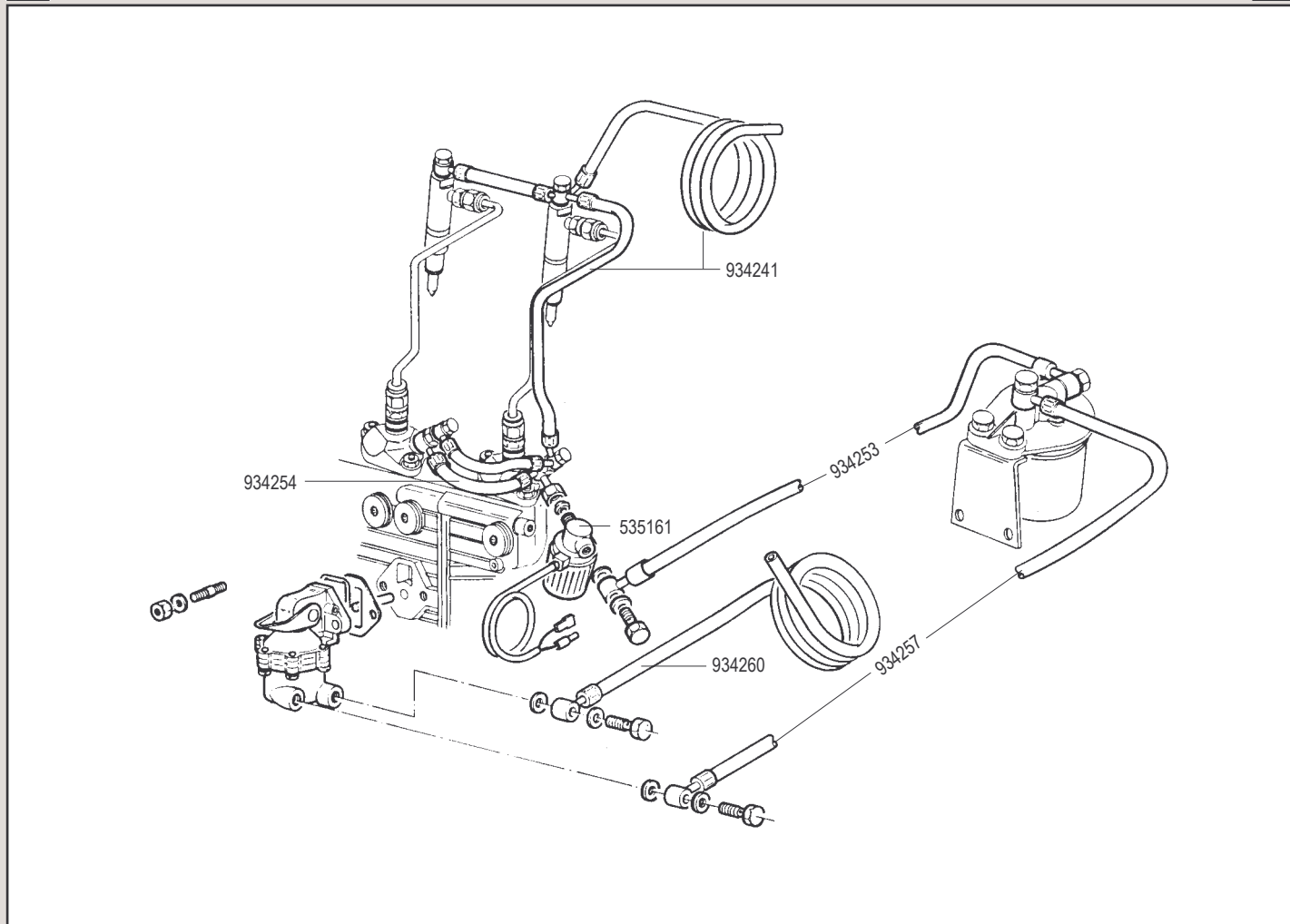
120137

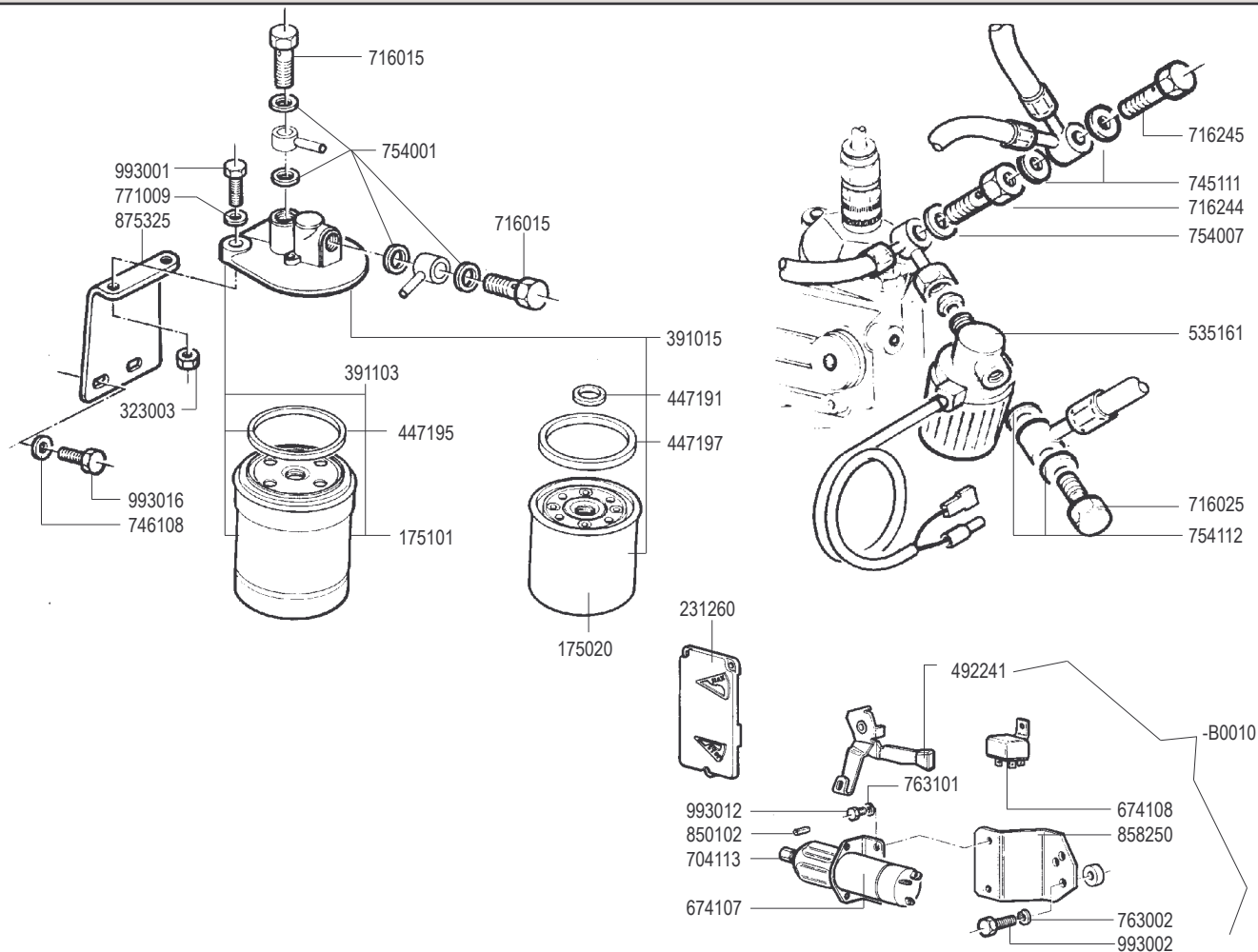
120136



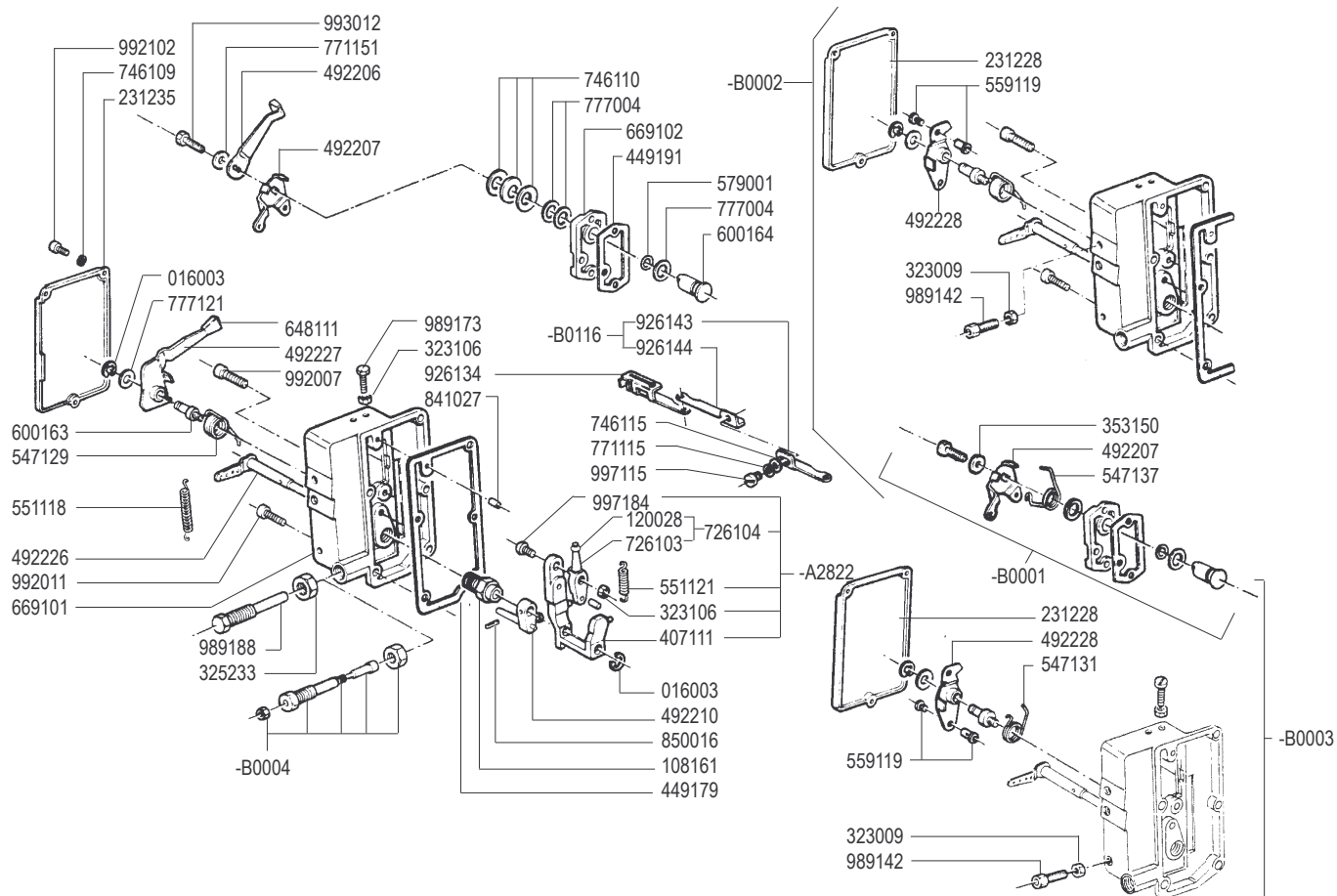


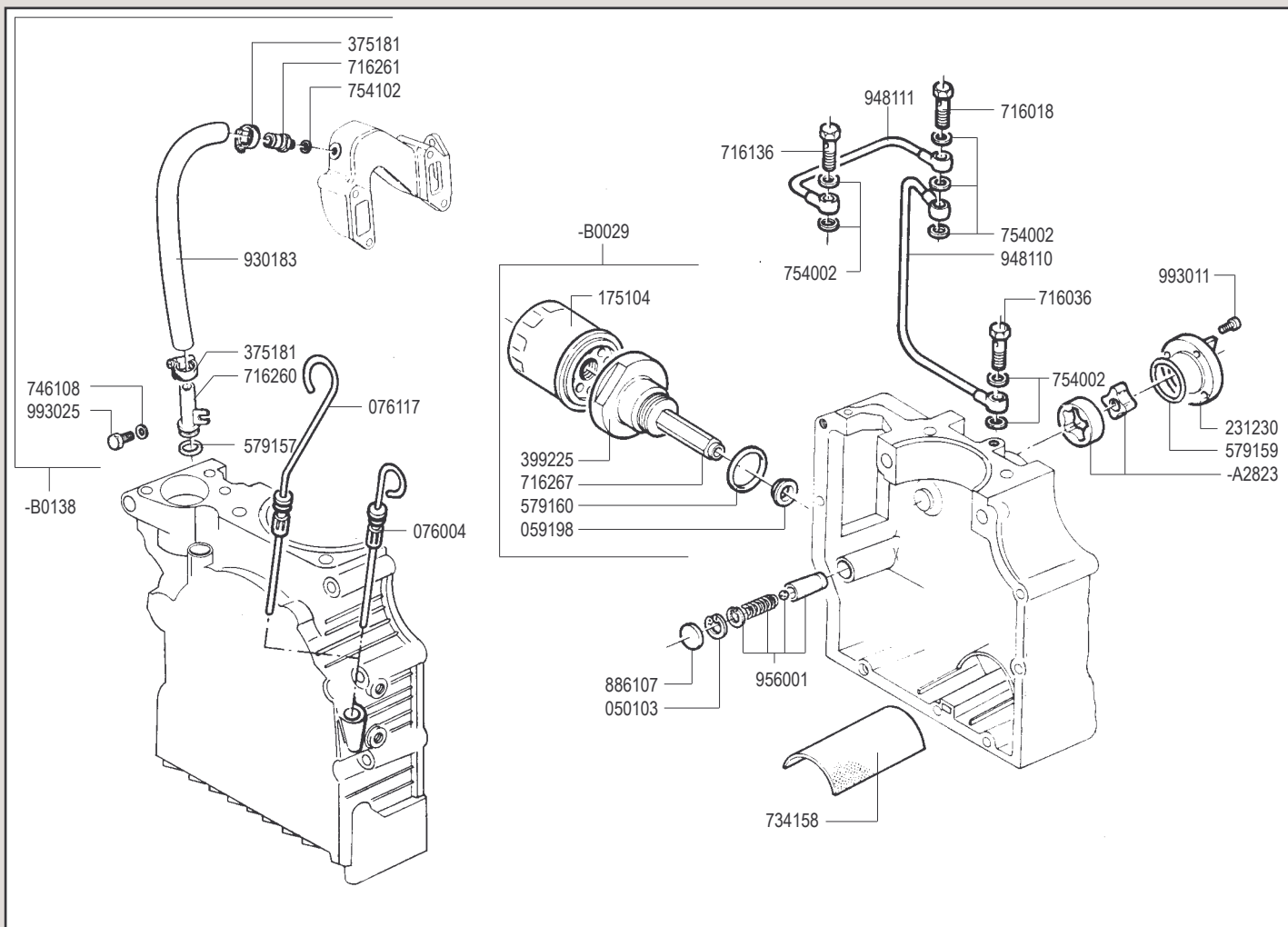
**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



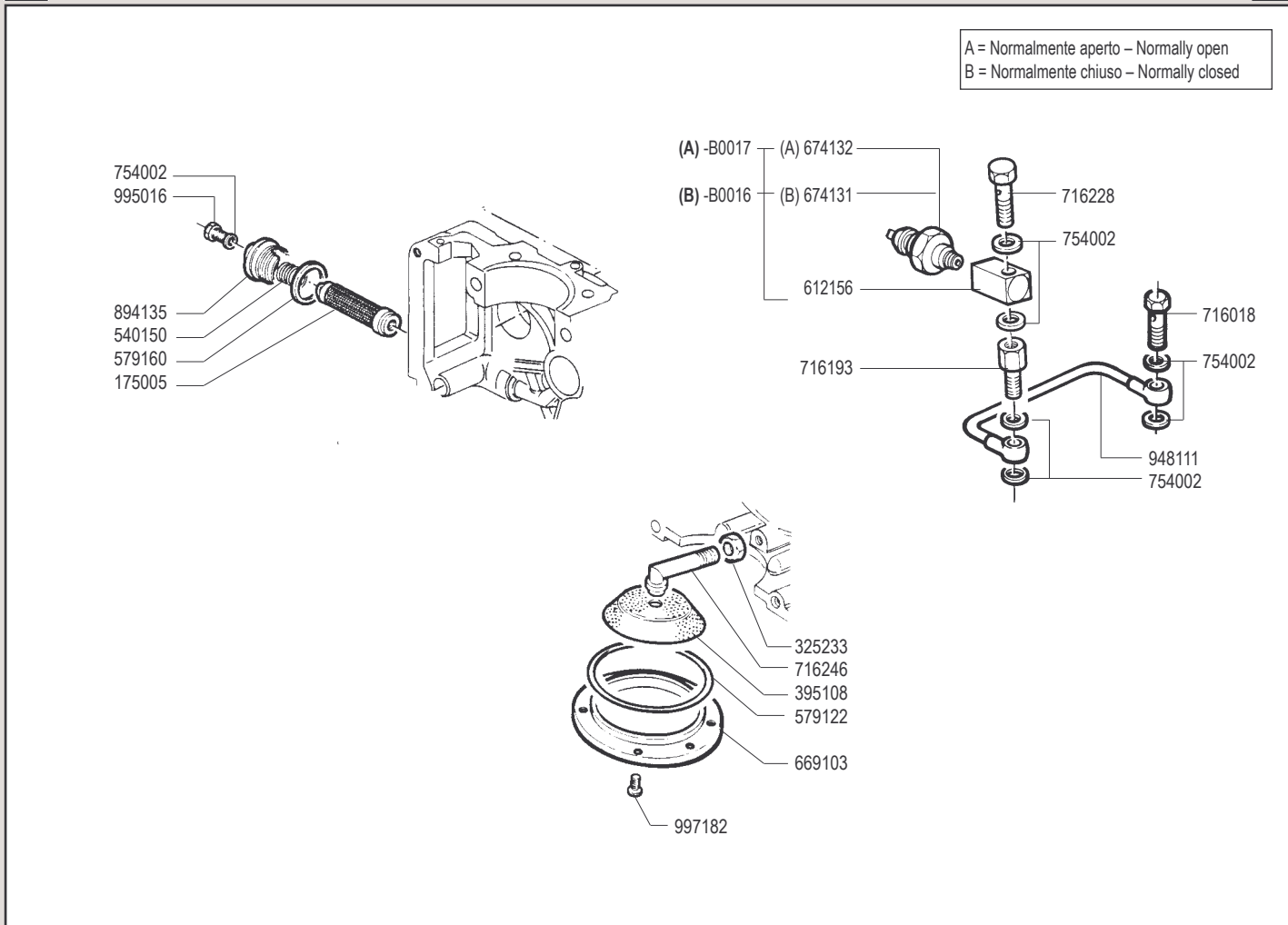


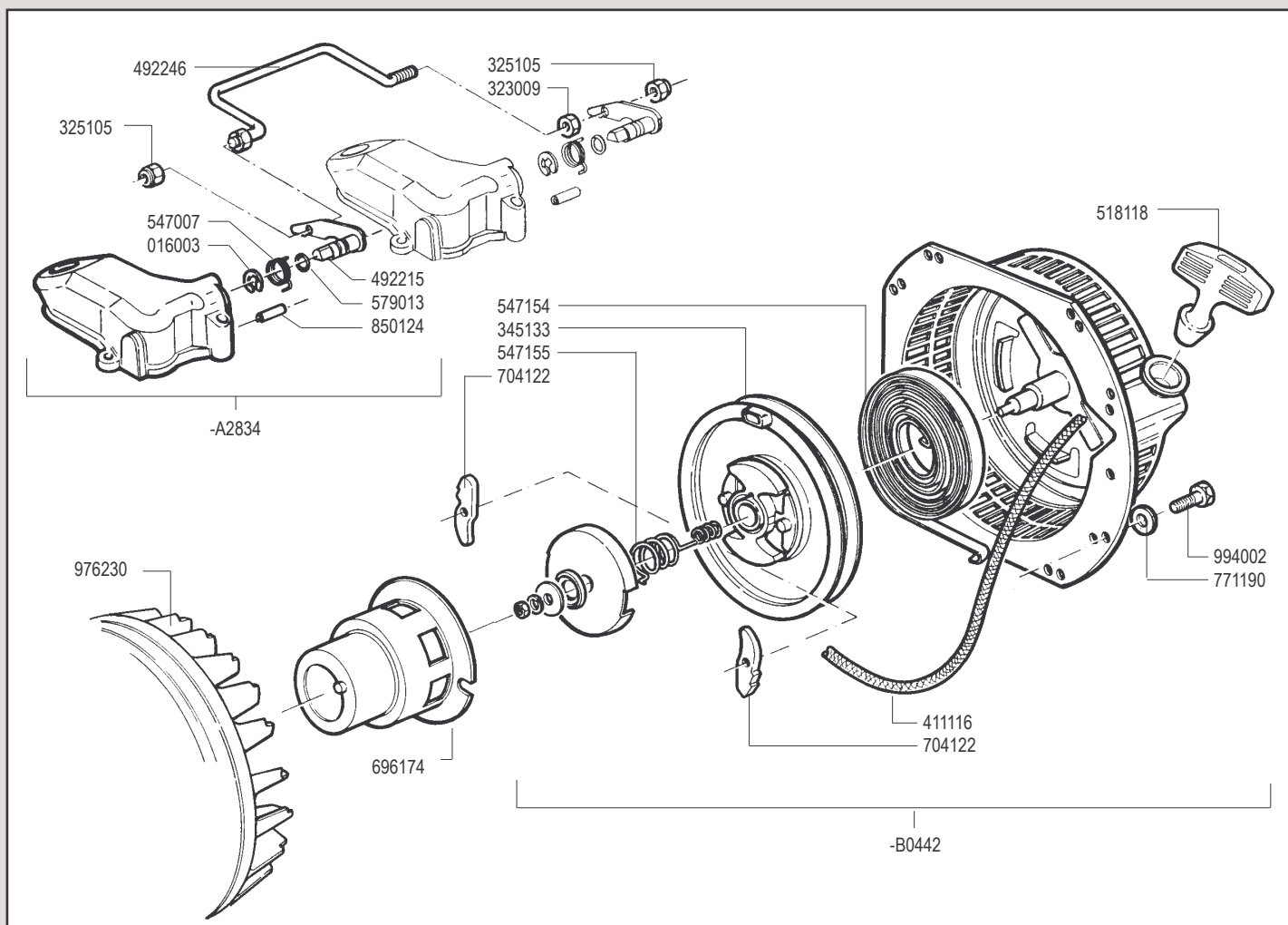
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



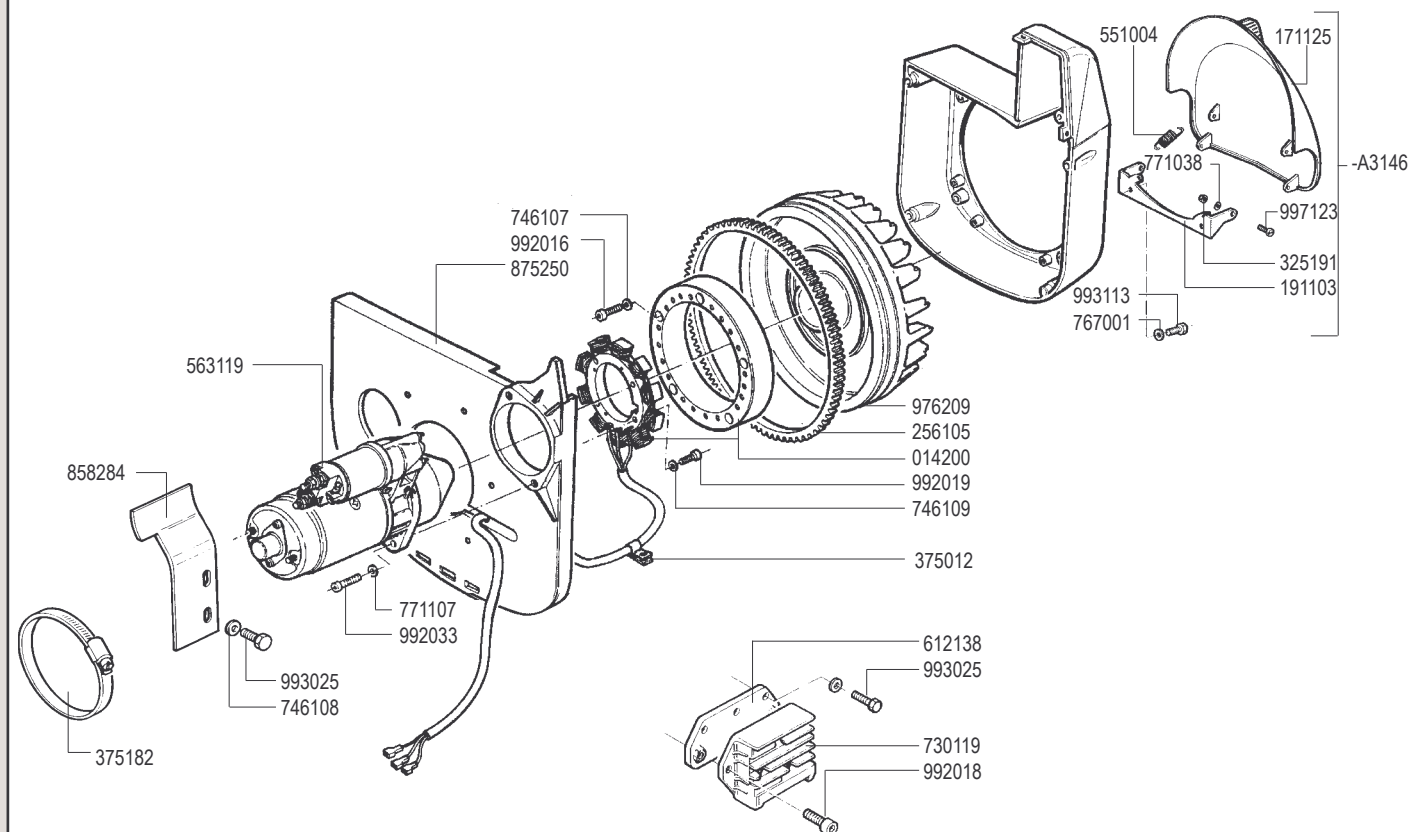


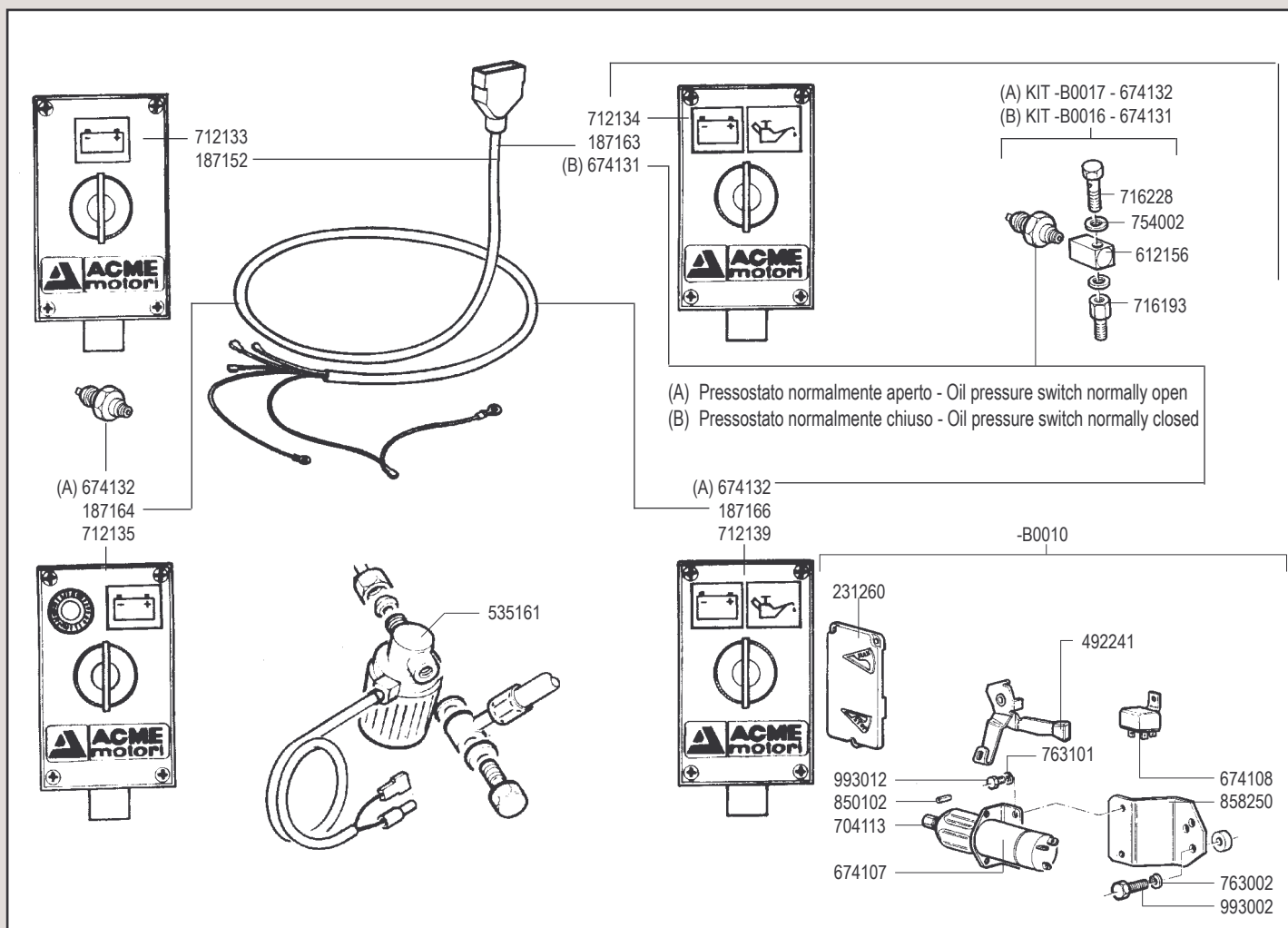
**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



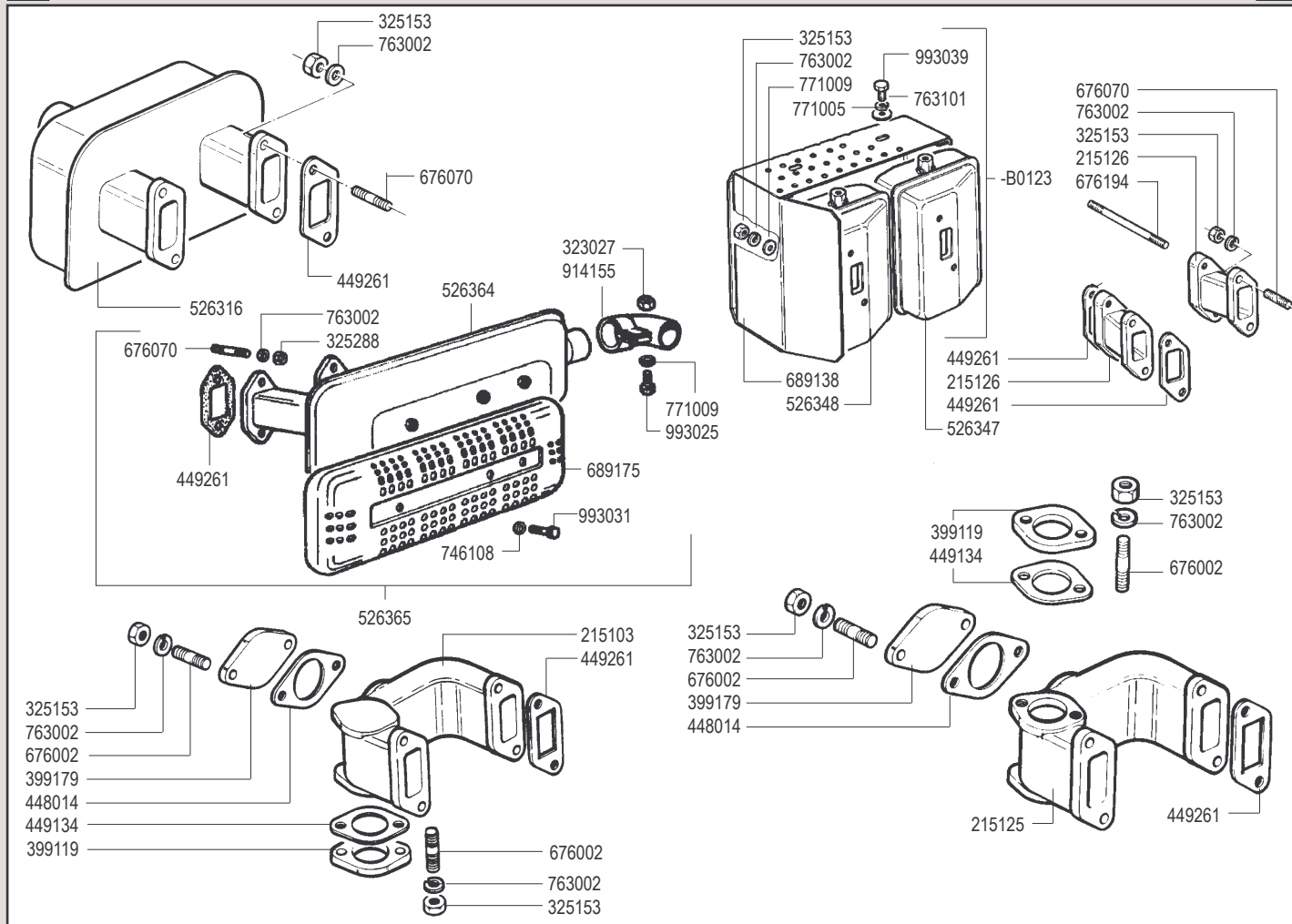


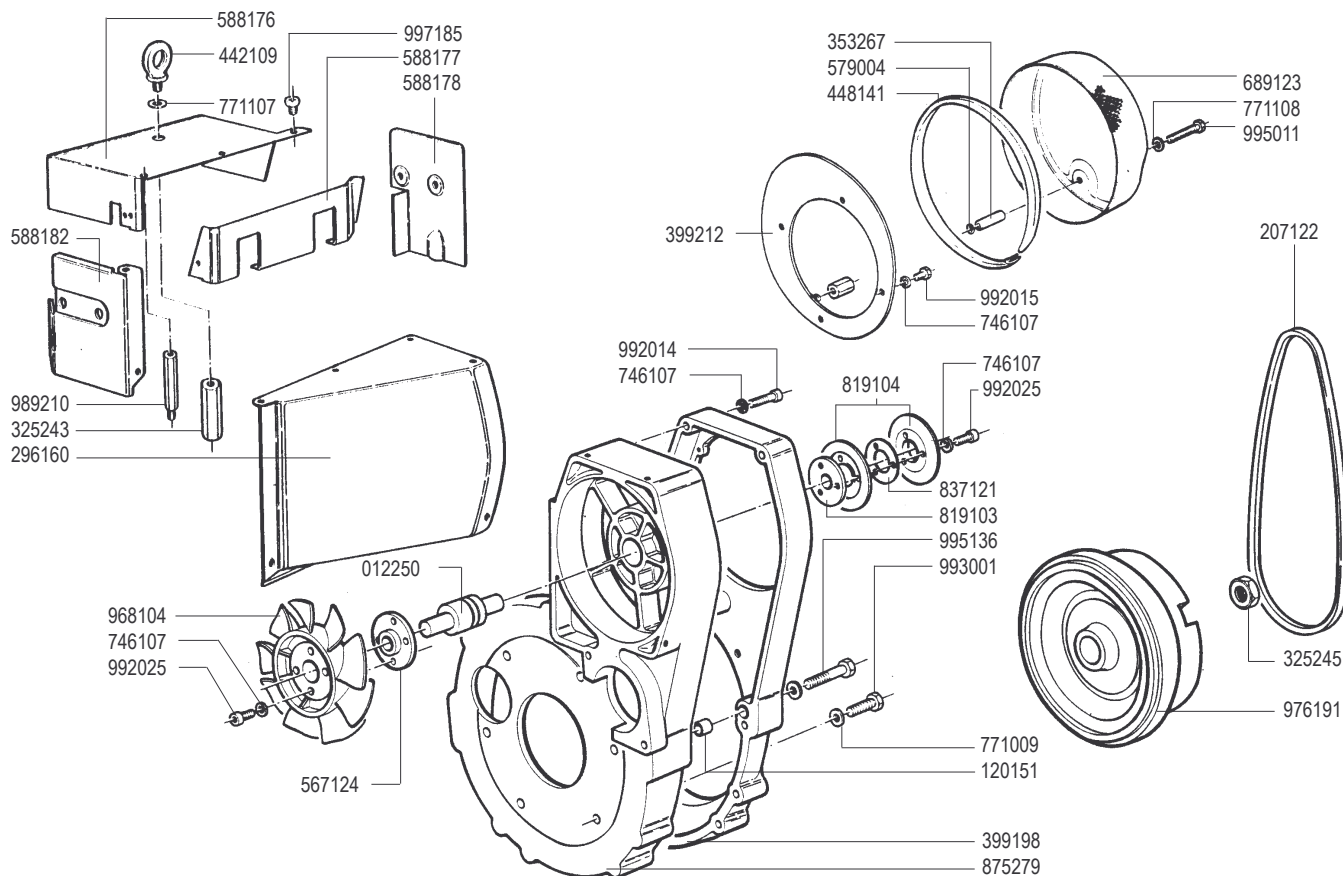
# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS





**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**

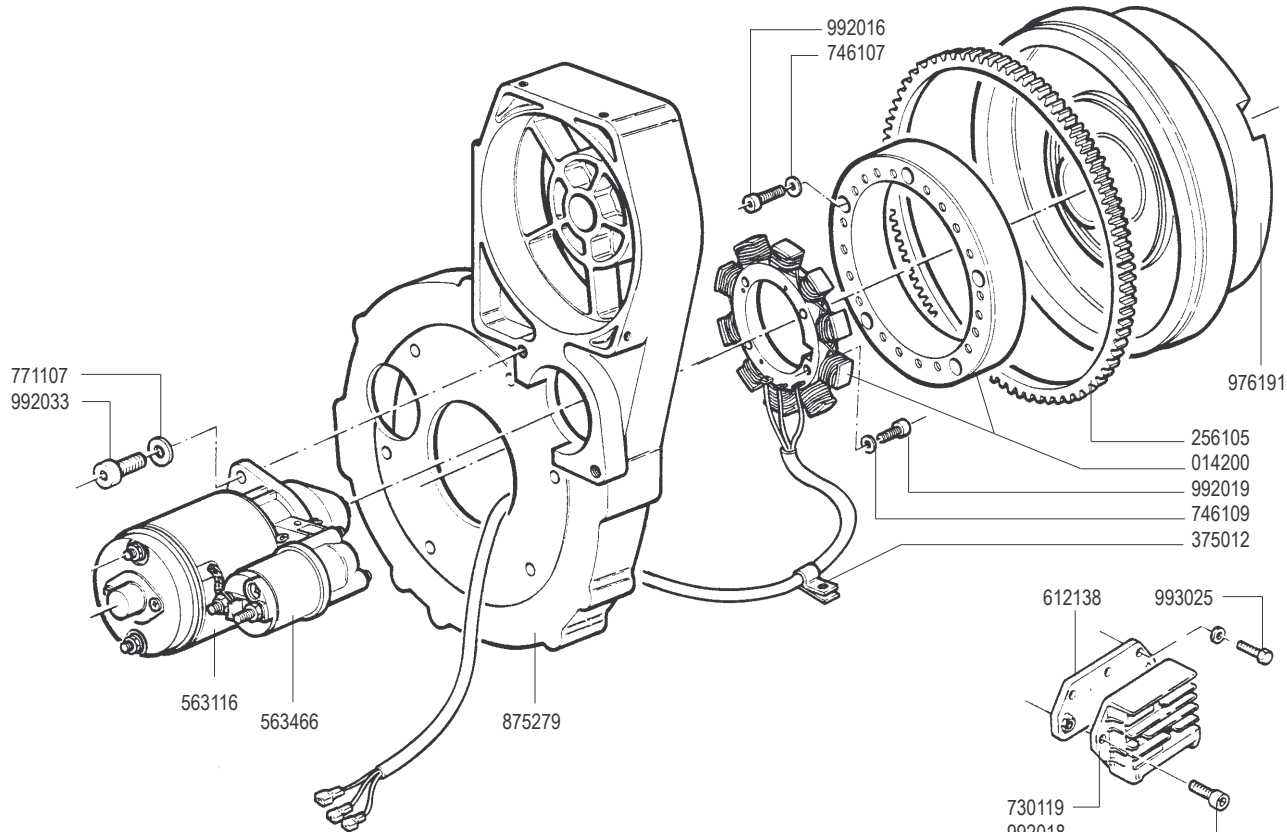




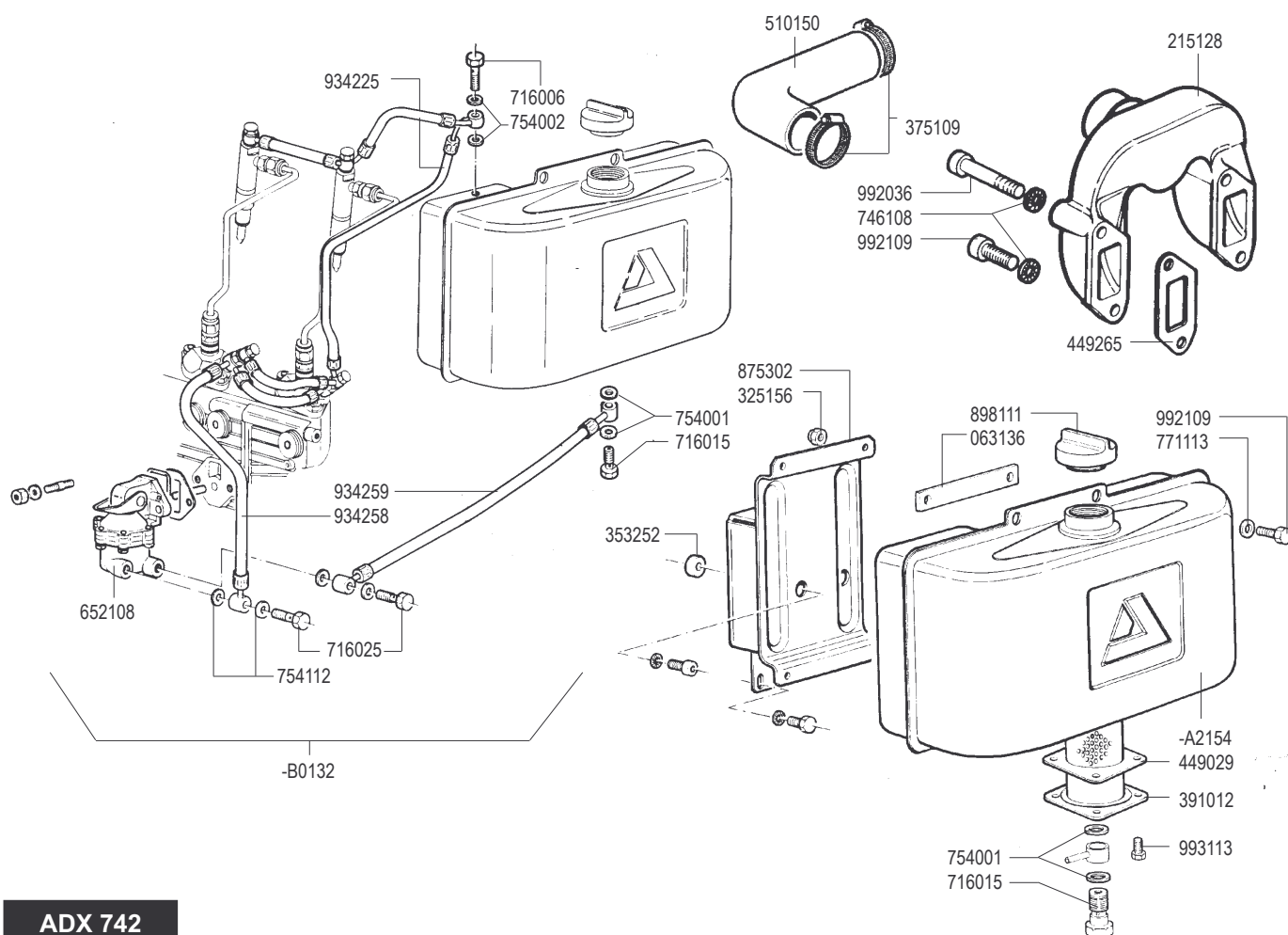
**ADX 742**



**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



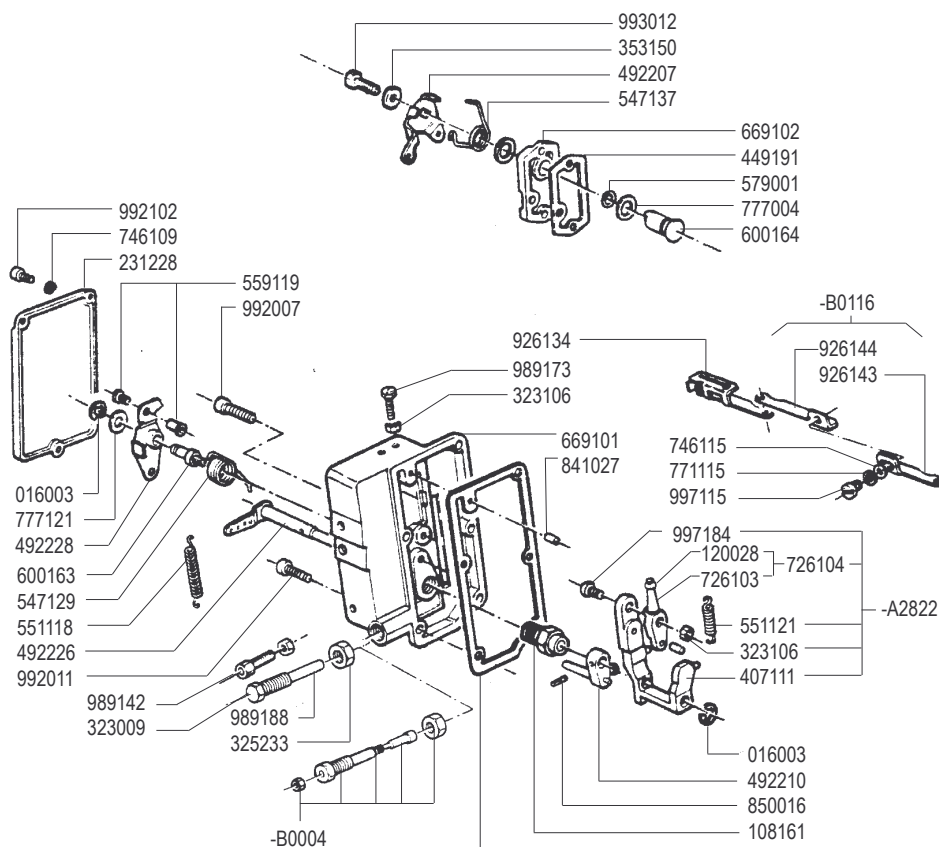
**ADX 742**



ADX 742



RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



ADX 742

|                    |                  |               |                  |
|--------------------|------------------|---------------|------------------|
| EMESSO IL<br>05/97 | N REVISIONE<br>3 | DATA<br>10/01 | CODICE<br>178128 |
|--------------------|------------------|---------------|------------------|





**MOTORI FUORI PRODUZIONE**  
**ENGINES OUT OF RANGE**



**AT 220 OHV**  
**A 180 - A 220**



# AT 220 OHV

## A 180 - A 220

cod. -A2740 SHORT BLOCK A 180 STD/ELEST  
cod. -B0456 SHORT BLOCK A 220 STD/ELEST

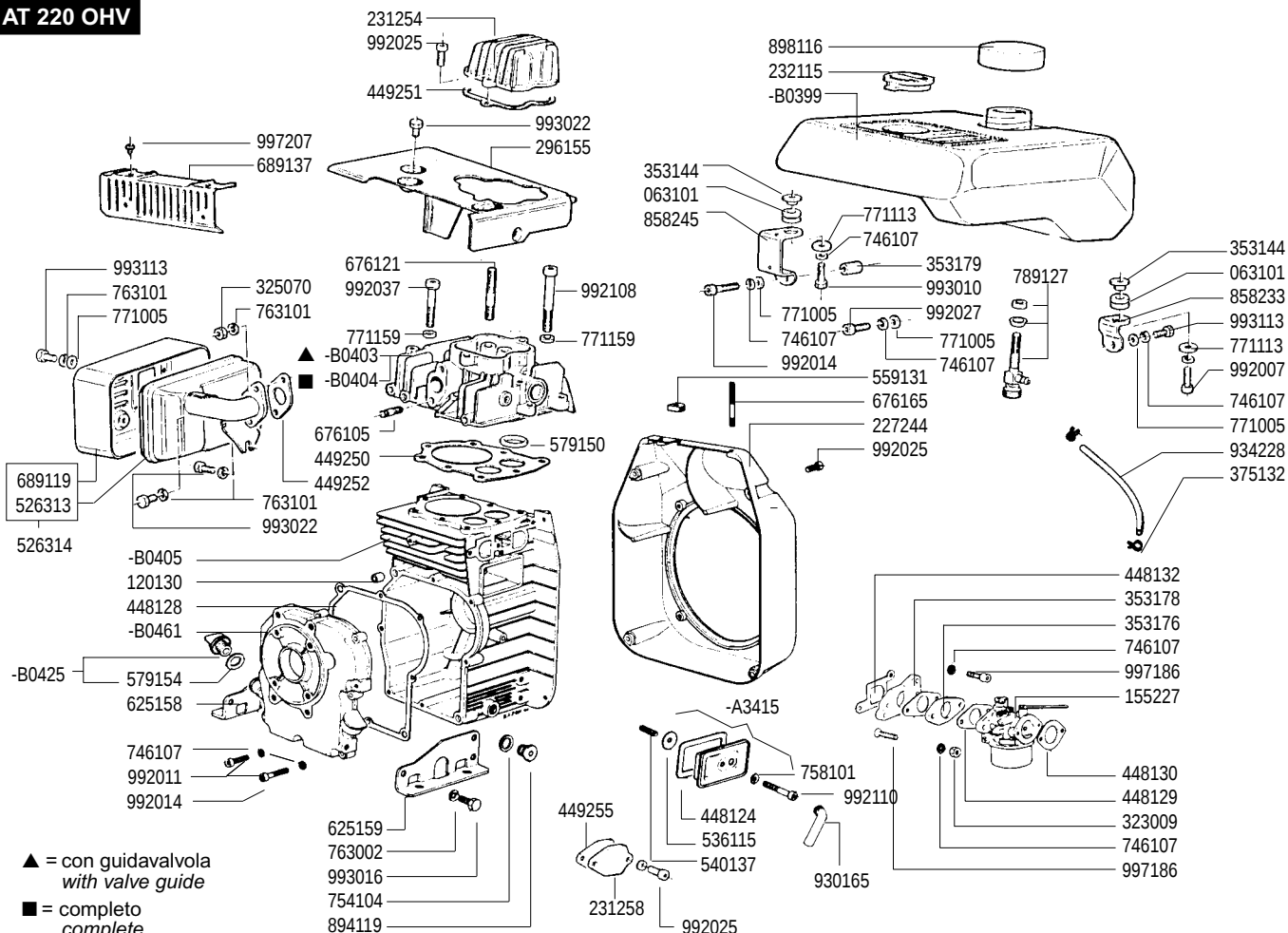
cod. -B0409 SHORT BLOCK AT 220 STD/ELEST

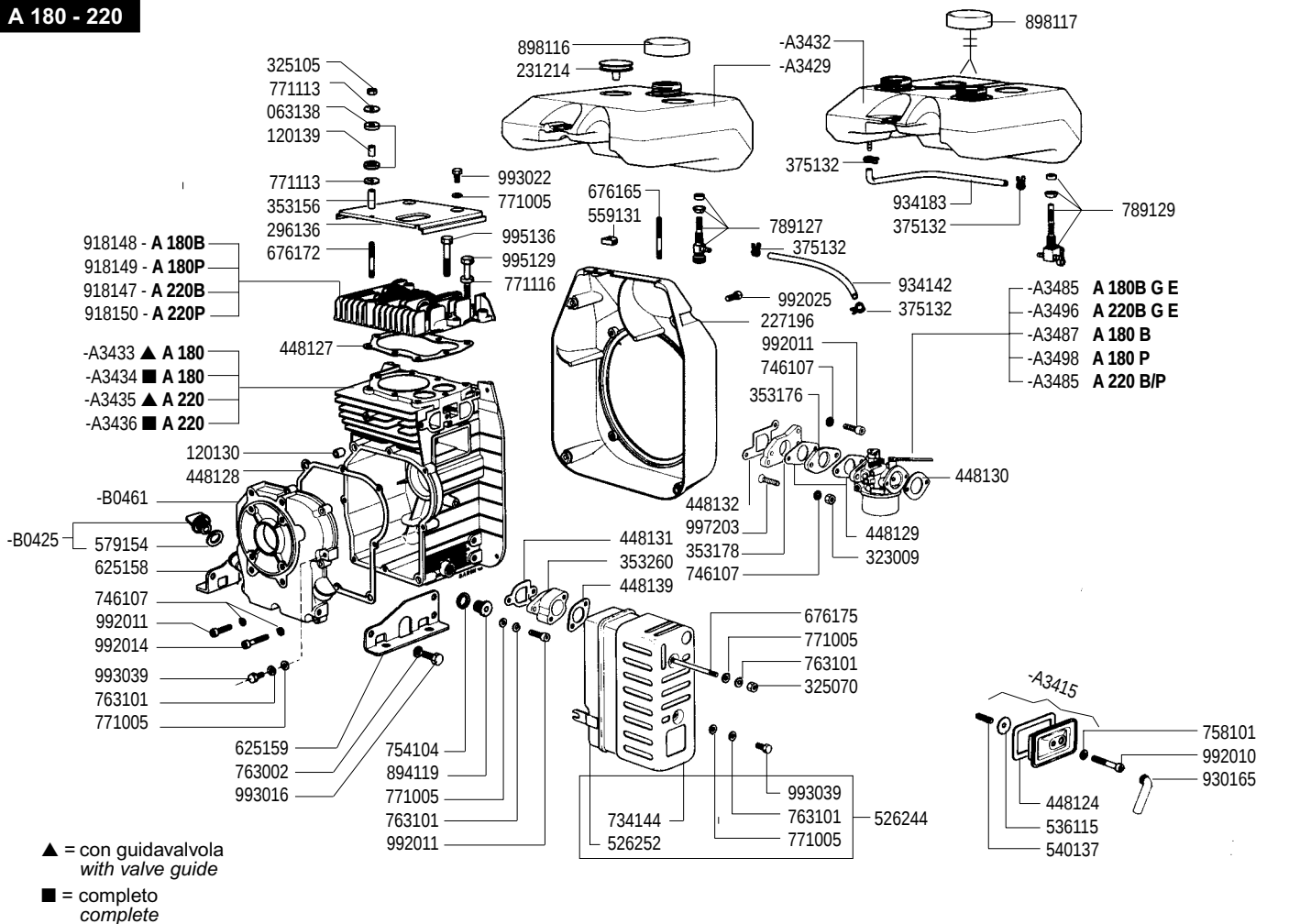


RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



### AT 220 OHV

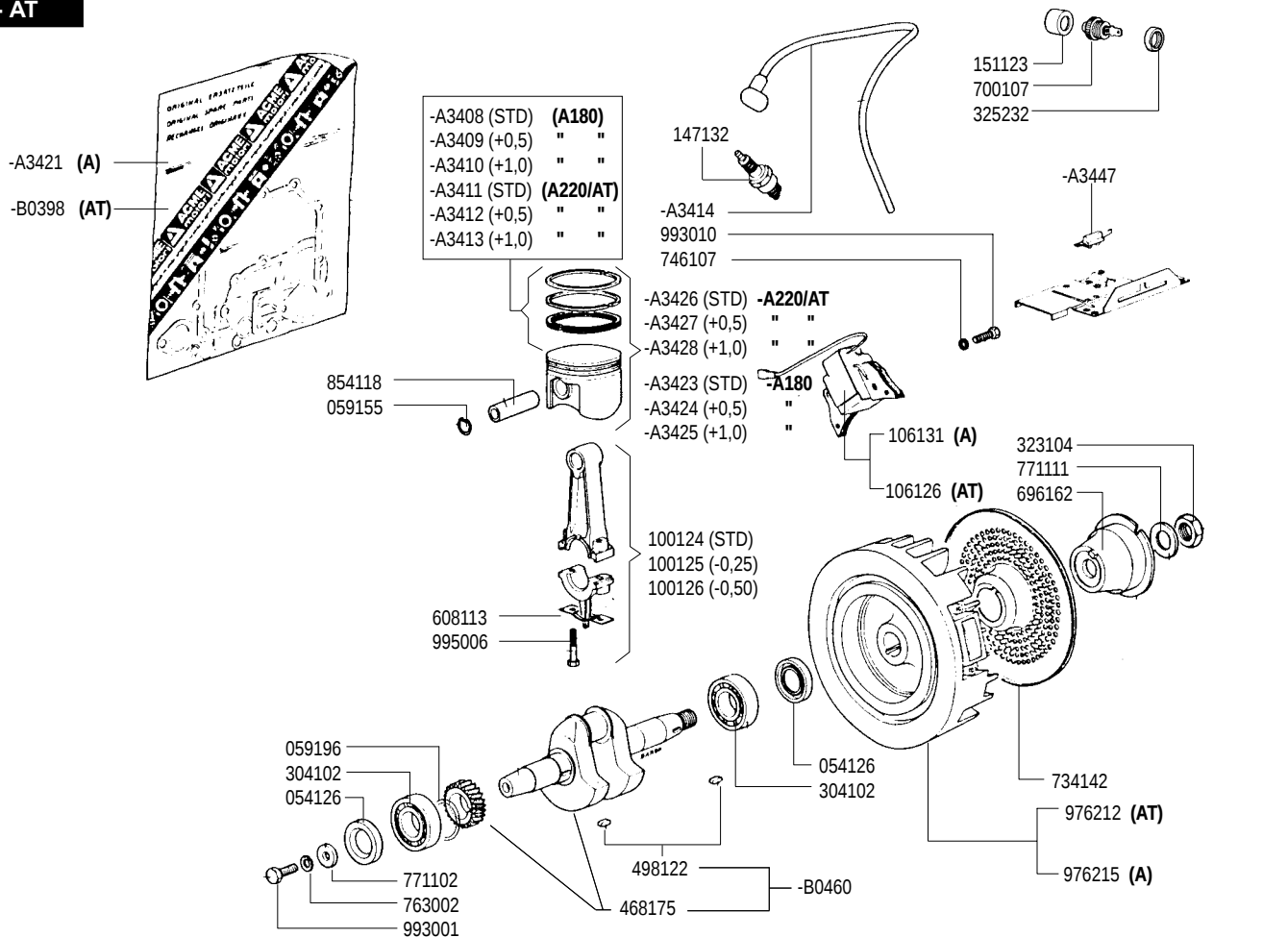


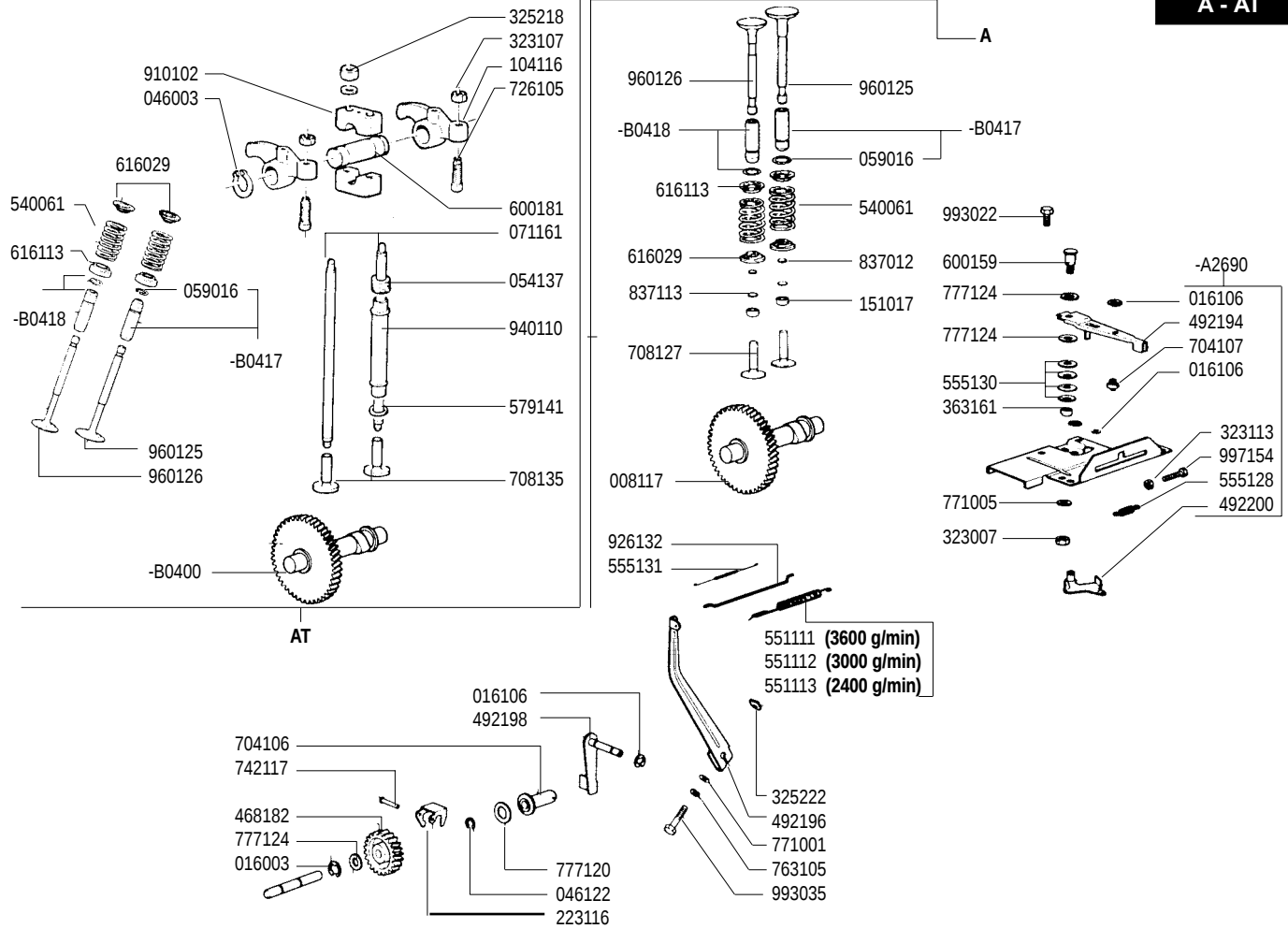


RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



A - AT



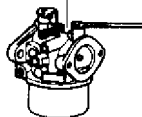


# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



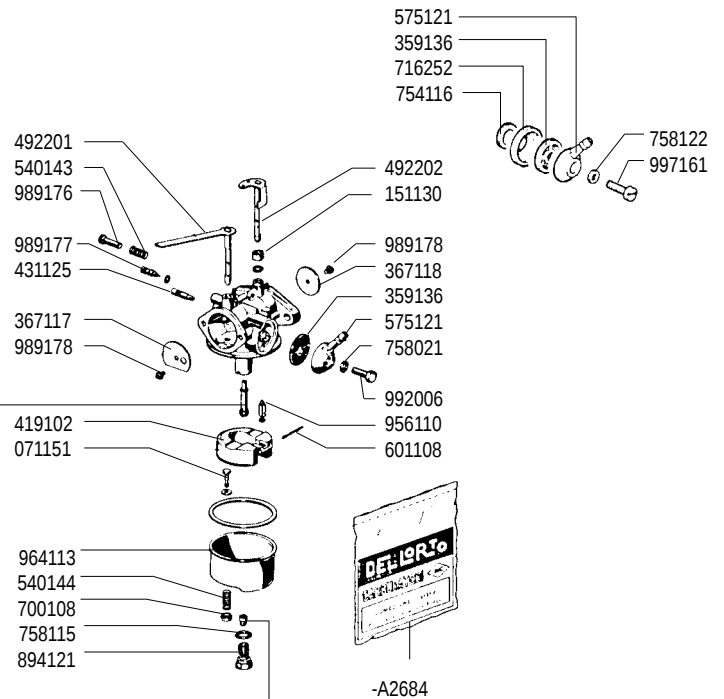
## A - AT

|            | Carburatori<br>Carburetor | dia.  | Filtro aria<br>Air cleaner |
|------------|---------------------------|-------|----------------------------|
| A 180B     | -A3486                    | - 94  | - 387157                   |
|            | -A3485                    | - 95  | - 387157                   |
|            | -A3493                    | - 104 | - 387140                   |
| A 180 G.E. | -A3485                    | - 95  | - 387157                   |
| A 180P     | -A3498                    | - 96  | - 387157                   |
| A 220B     | -A3485                    | - 95  | - 387157                   |
|            | -A3491                    | - 100 | - 387172                   |
|            | -A3491                    | - 100 | - 387191                   |
| (A16071)   | -A3494                    | - 108 | - 387172                   |
| (A16115)   | -A3495                    | - 112 | - 387172                   |
| (A16072)   | -A3495                    | - 112 | - 387172                   |
| A 220 G.E. | -A3496                    | - 95  | - 387157                   |
| A 220P     | -A3485                    | - 95  | - 387157                   |
| AT 220     | 155227                    | - 98  | - 387157                   |
|            | 155228                    | - 102 | - 387172                   |



> 110122 dia.  
363118 - 92  
363109 - 94  
363110 - 95  
G.E. \* 363119 - 95  
G.S. 363111 - 100  
363112 - 104  
363116 - 106  
363113 - 108  
363114 - 112  
363115 - 114

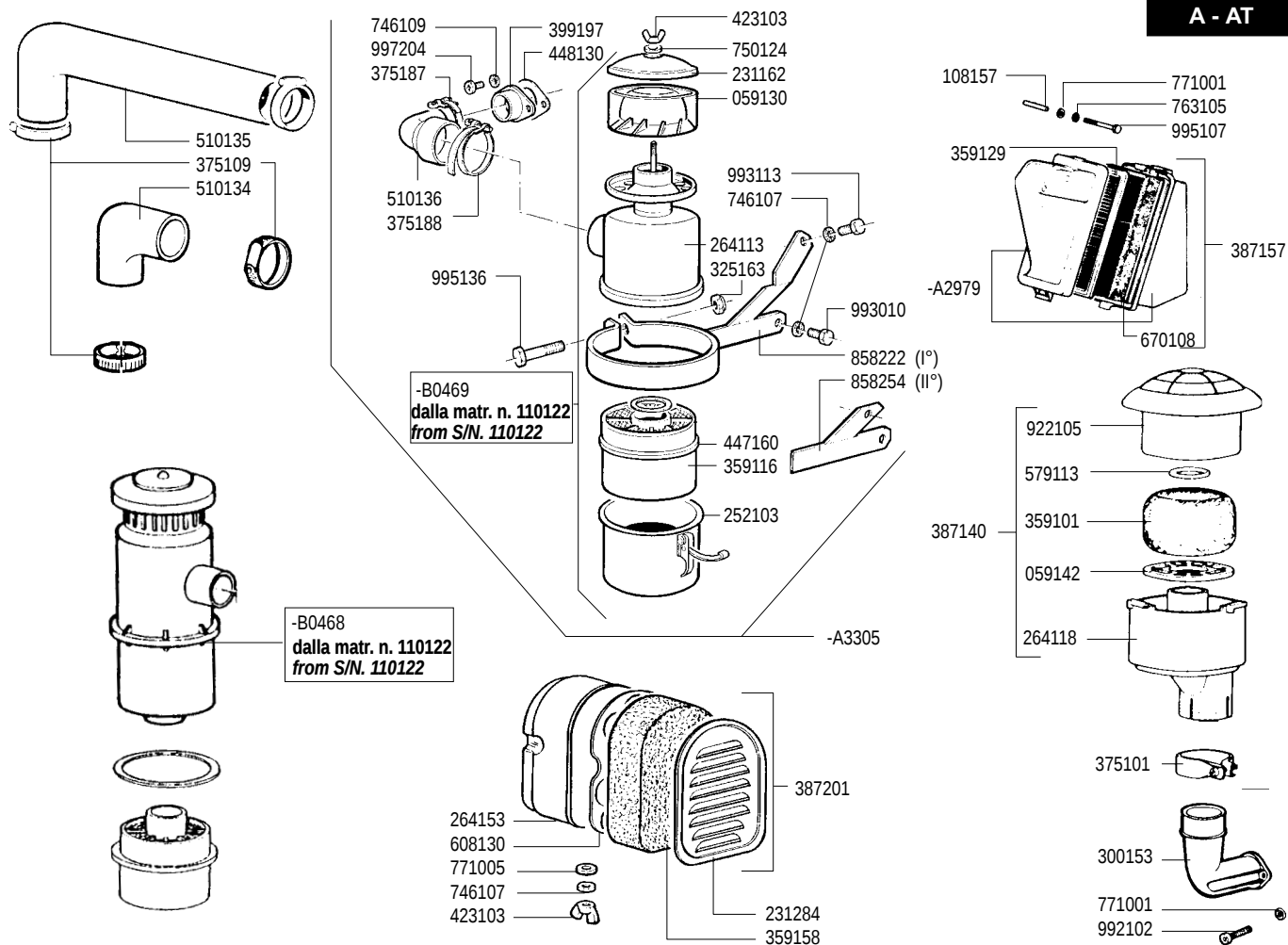
\* Getto D 95 solo per Gruppo Elettrogeno  
Main jet dia 95 only for Generating Set



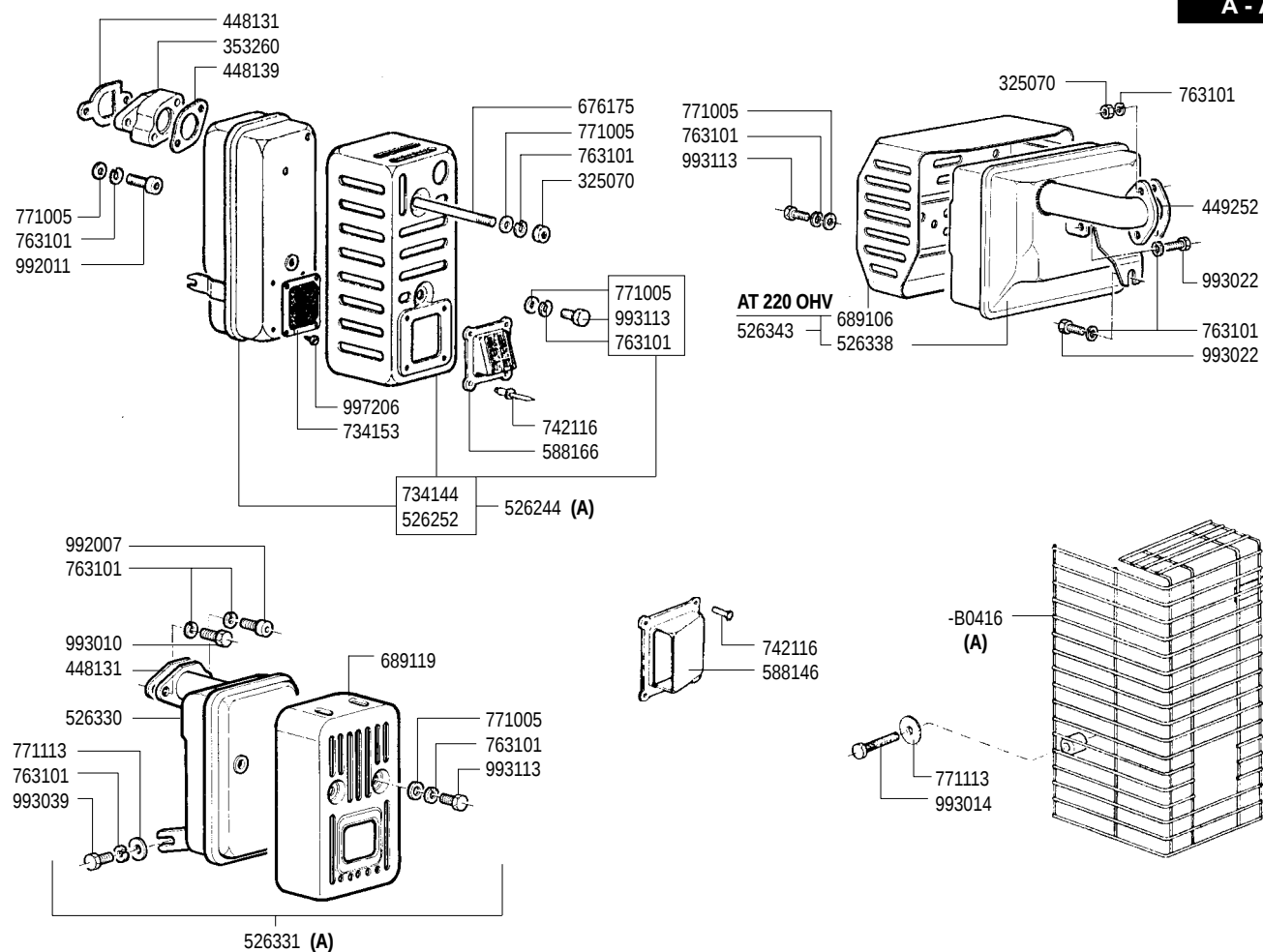
> 110121 dia

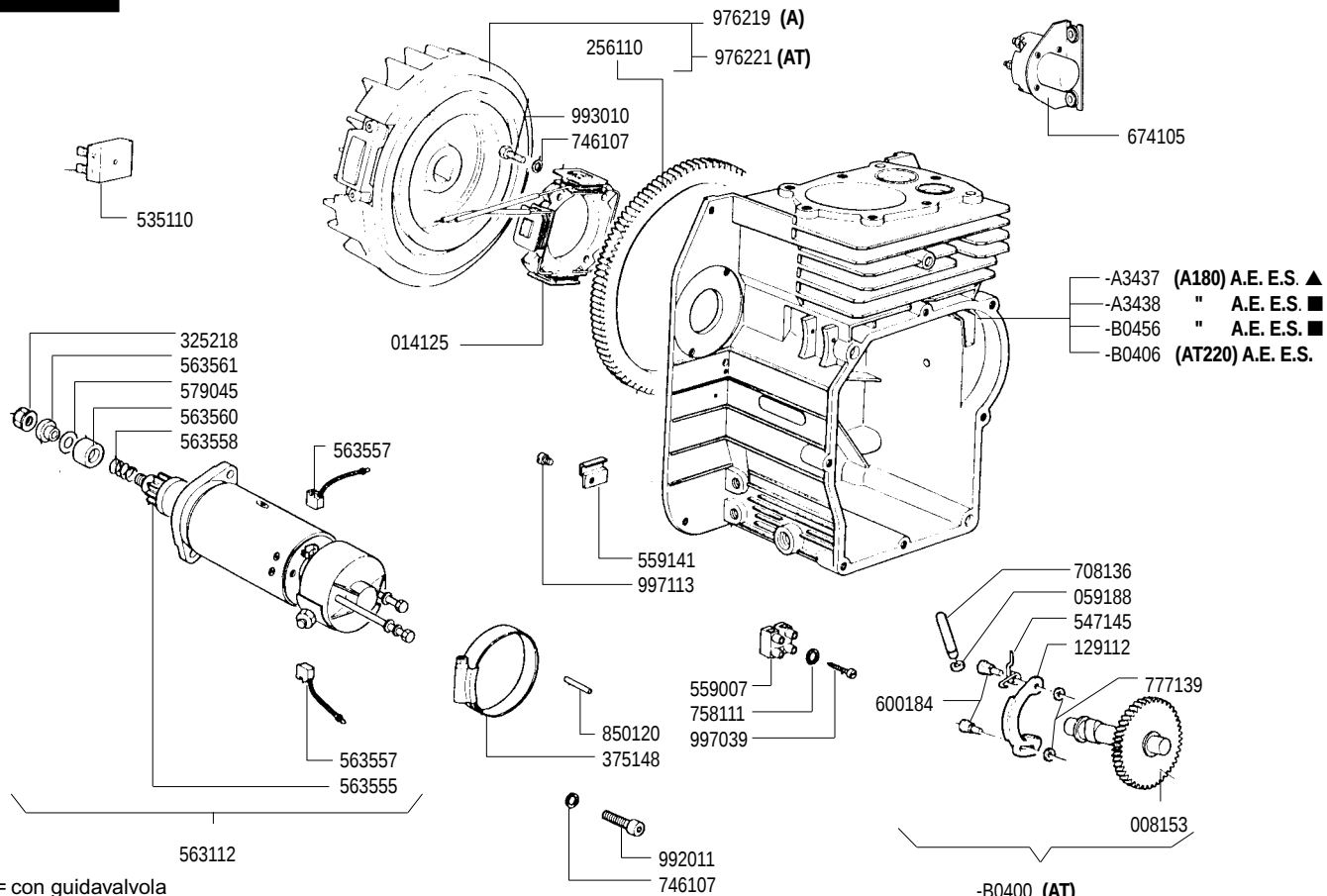
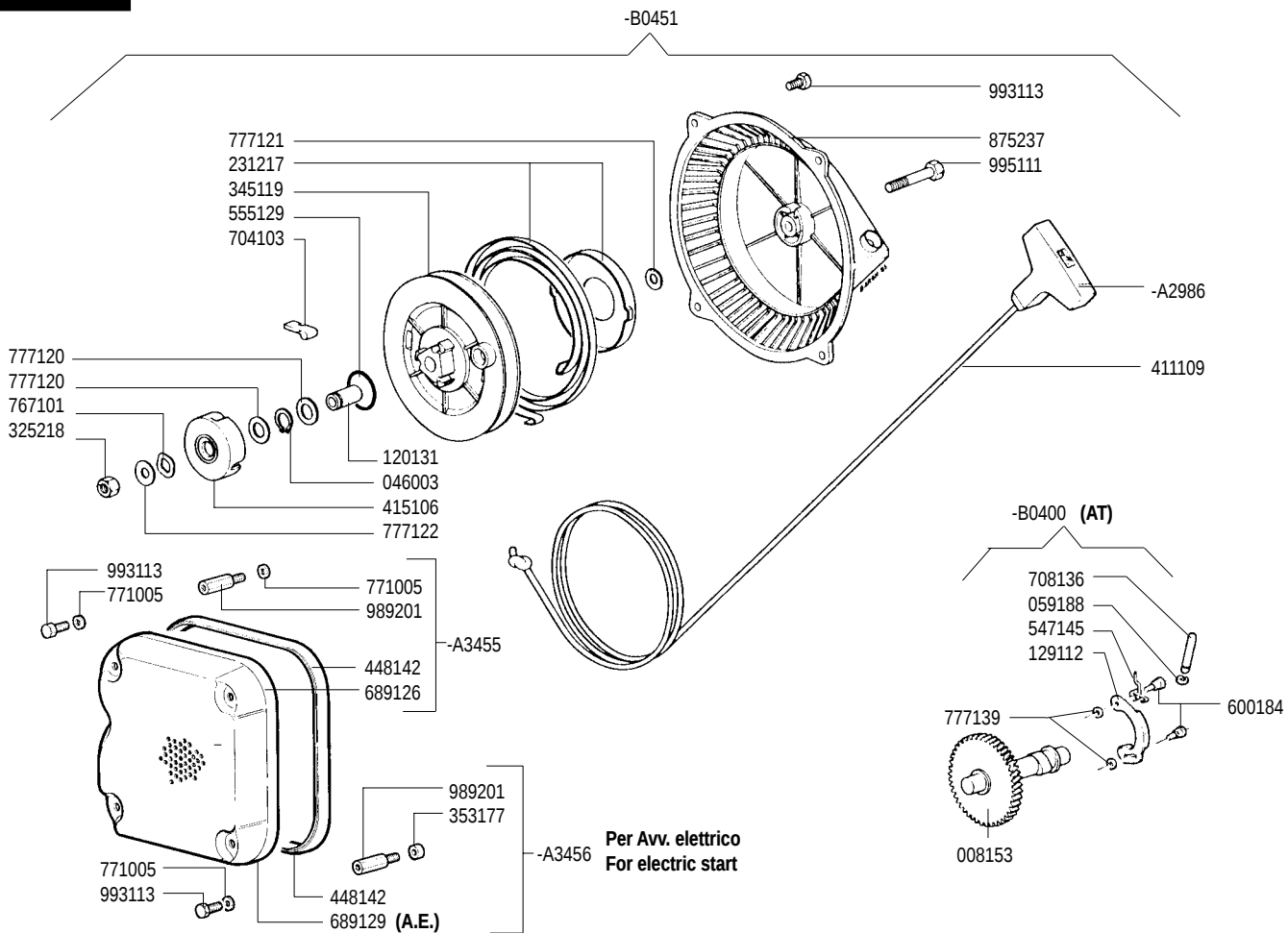
431123 - 95  
431124 - 98  
431122 - 100  
431139 - 102  
431142 - 104  
431143 - 106  
431137 - 108  
431146 - 110  
431138 - 112  
431119 - 115

> = fino alla matr. n.  
= up to S/N.  
> = dalla matr. n.  
= from S/N.



# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

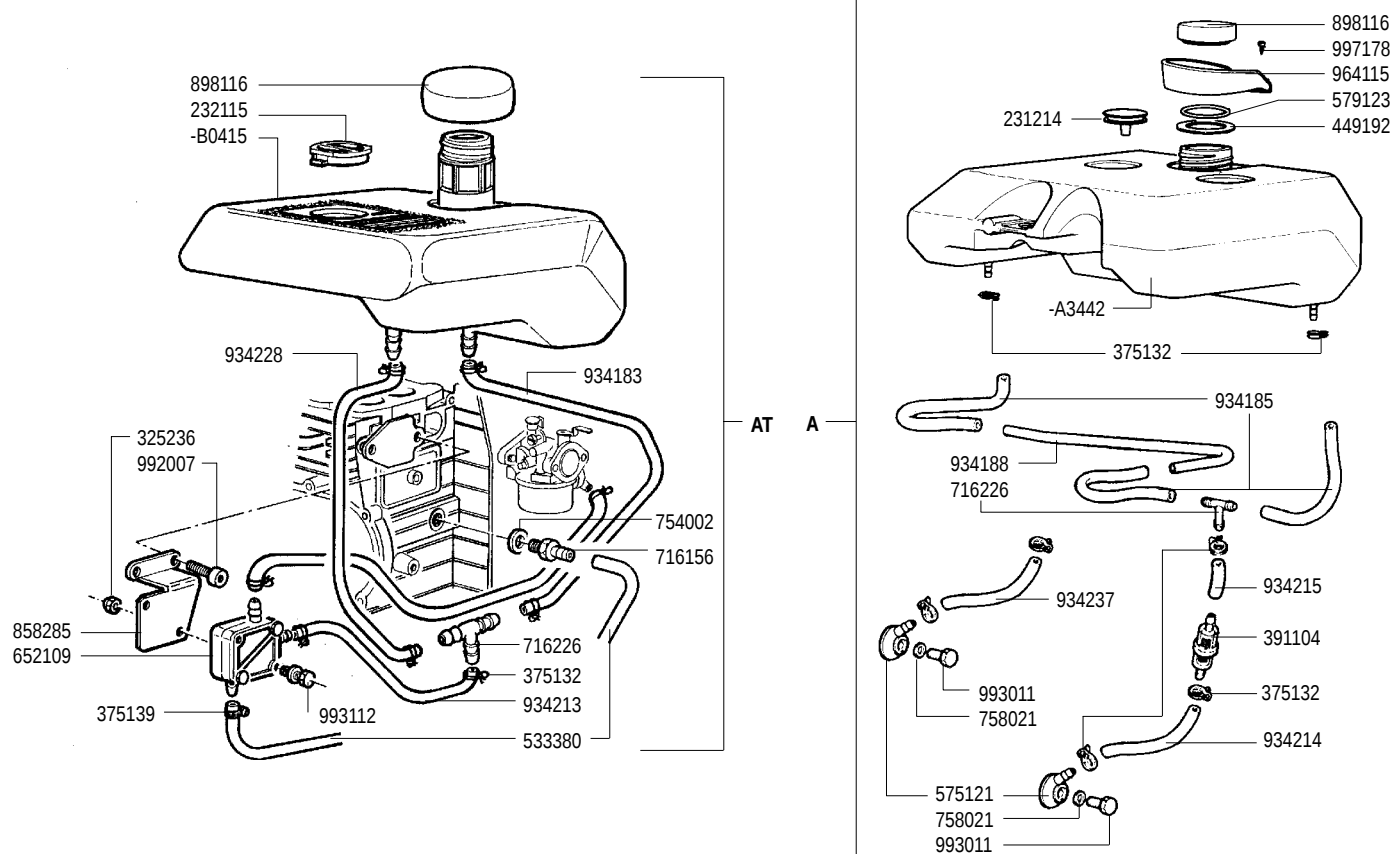




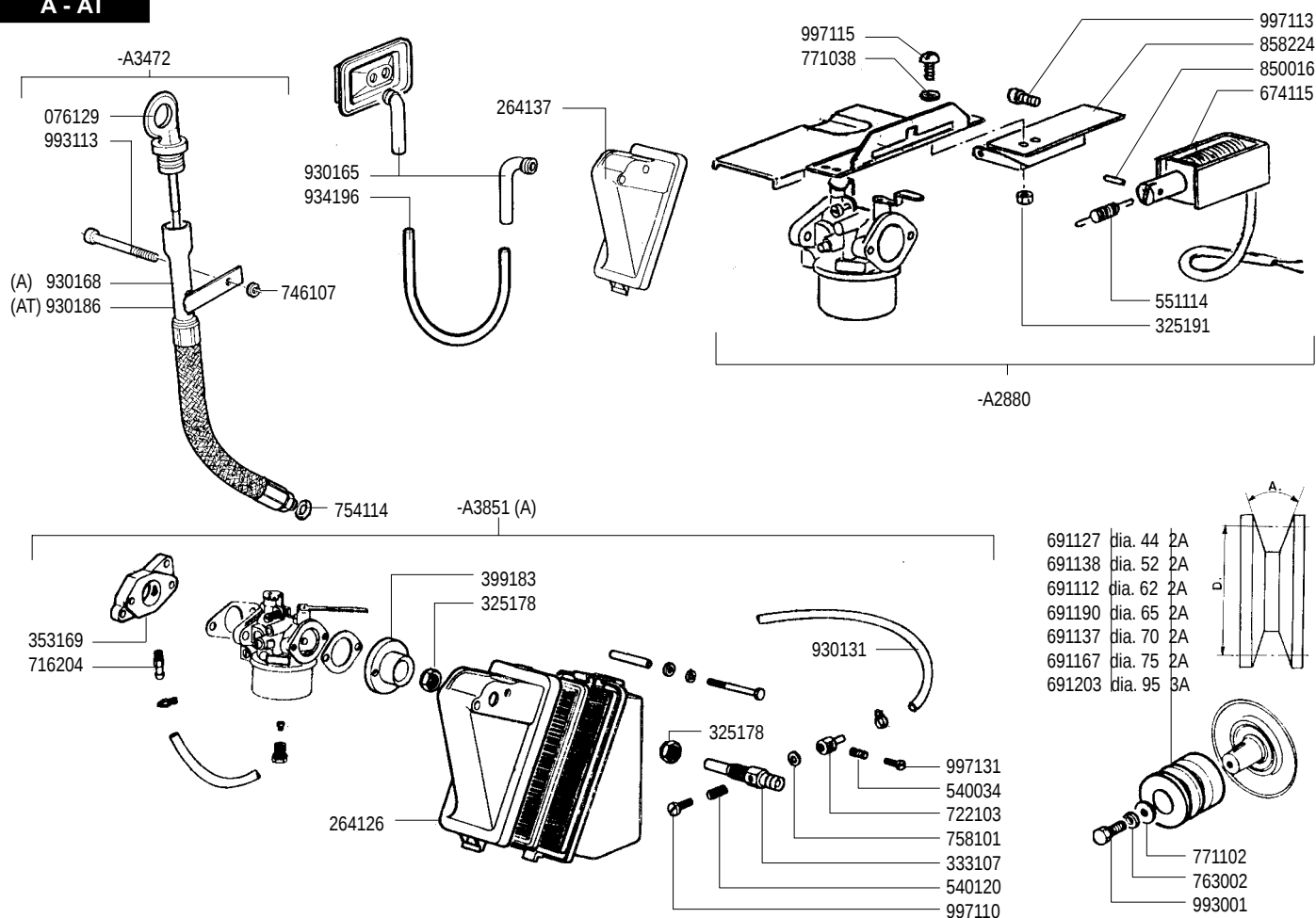
▲ = con guidavalvola  
with valve guide

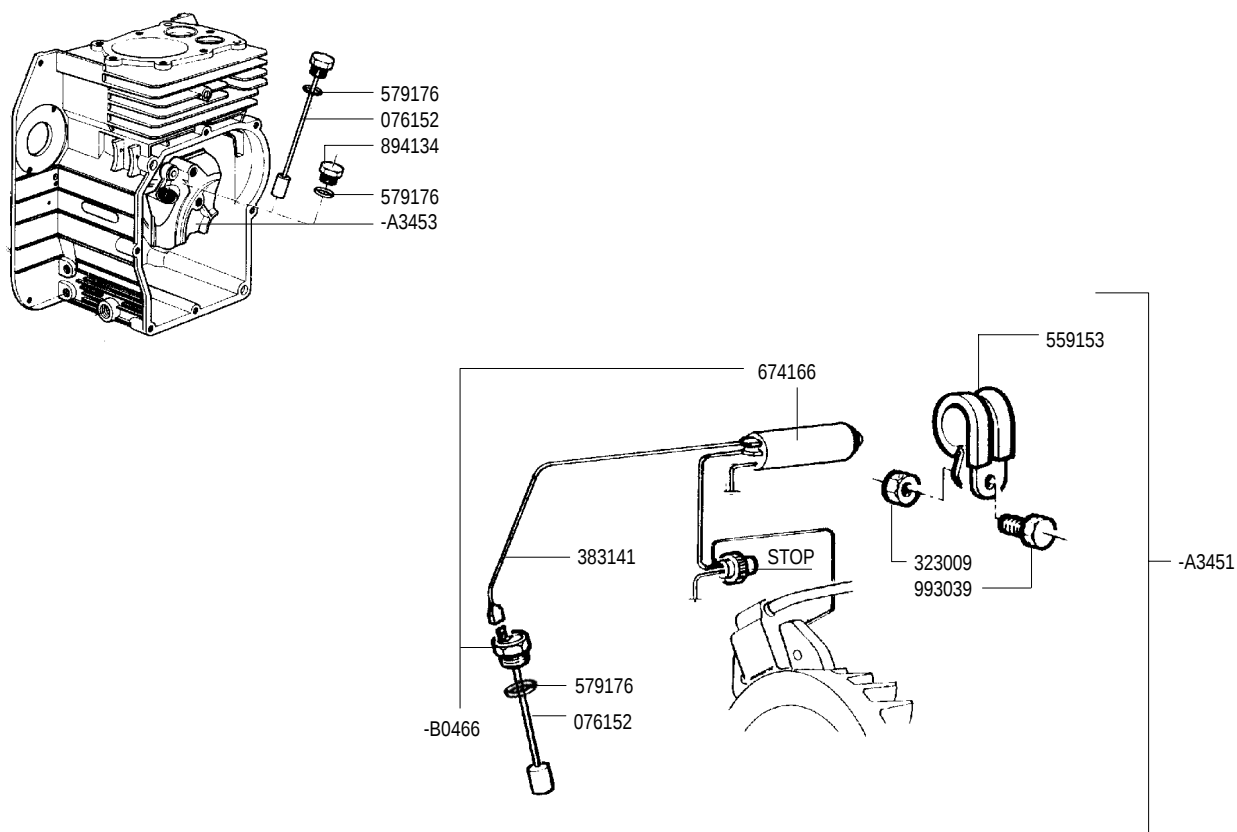
■ = completo  
complete

**A.E.= Avv Elettrico**  
**E.S.= Electric Start**



RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



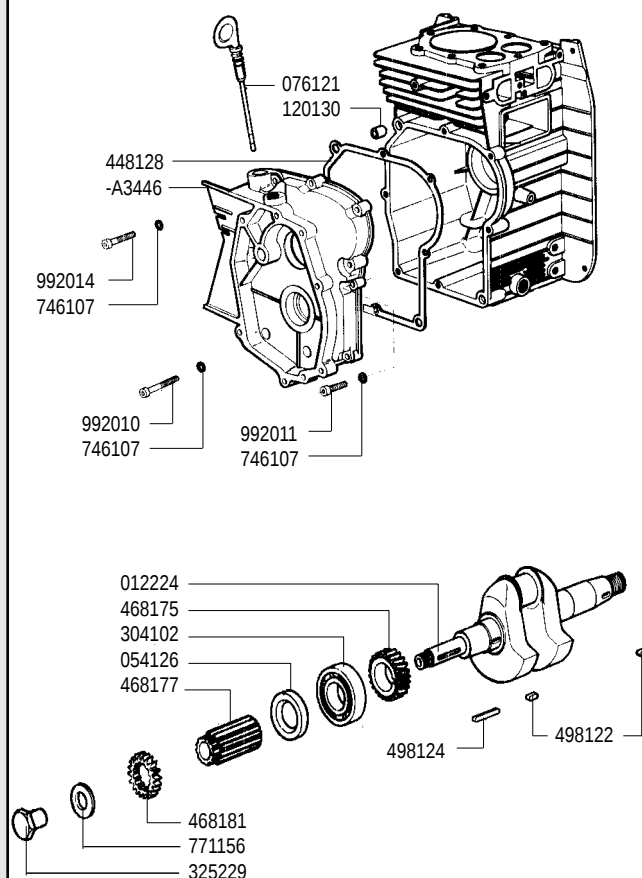


## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

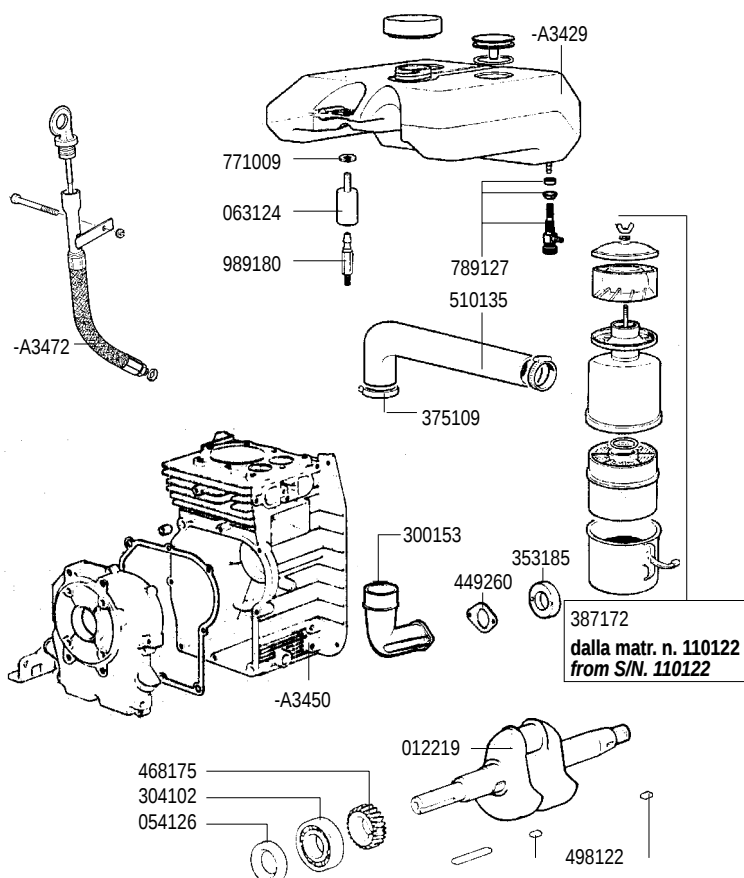


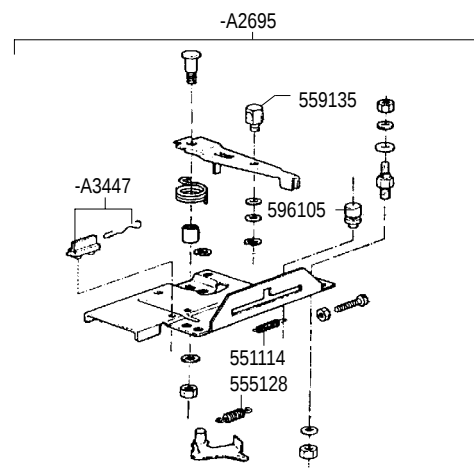
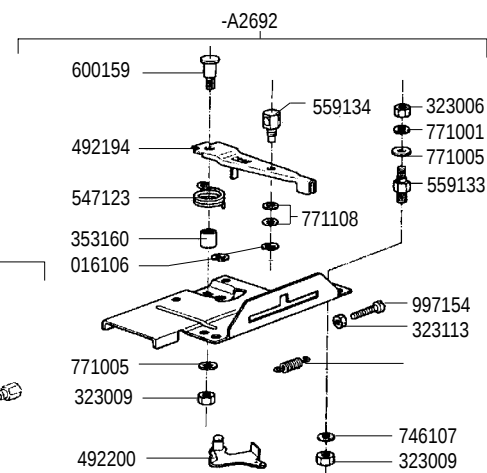
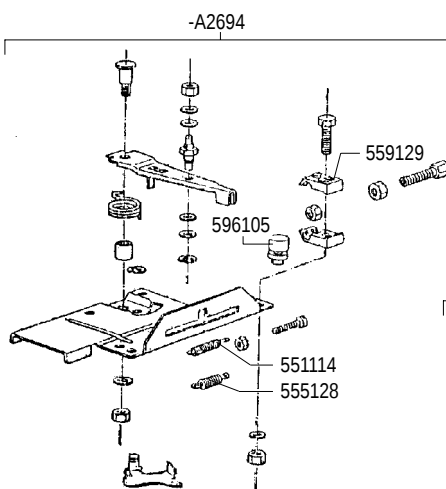
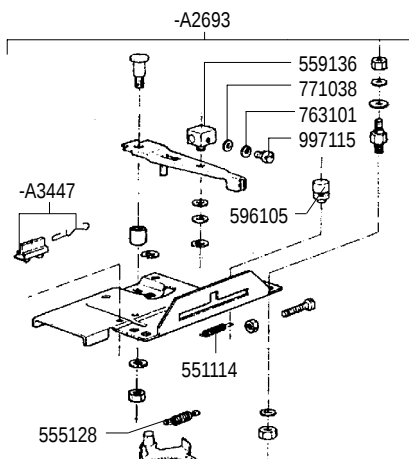
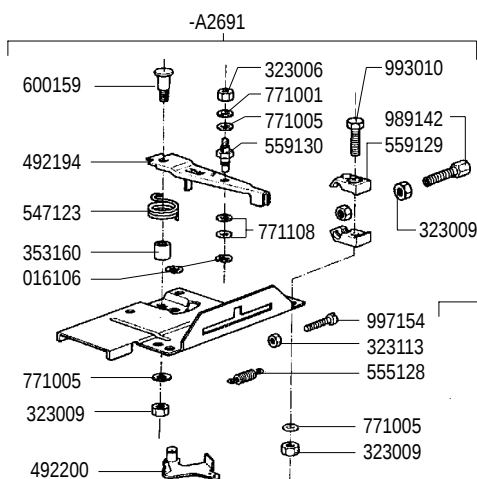
### A220

Valido per le versioni  
Valid for spec n. A16009 - A16202  
-A2742 SHORT BLOCK

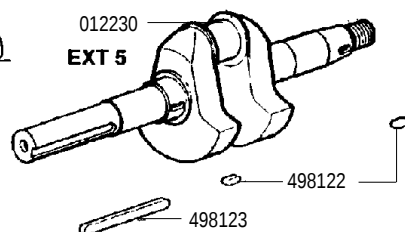
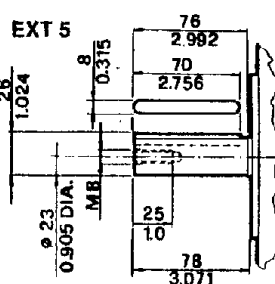
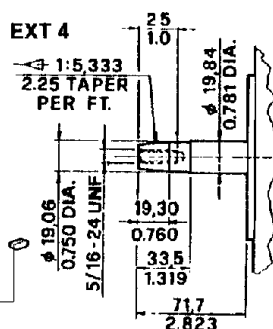
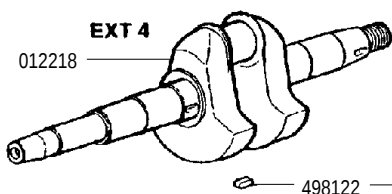
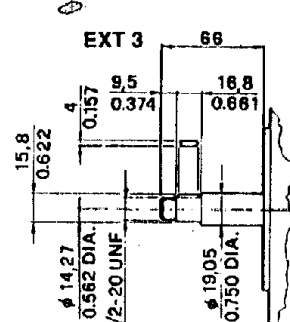
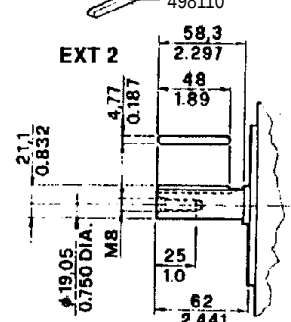
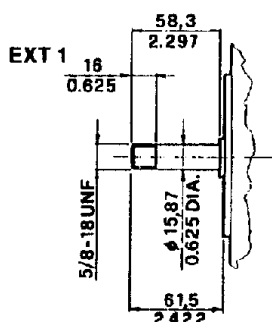
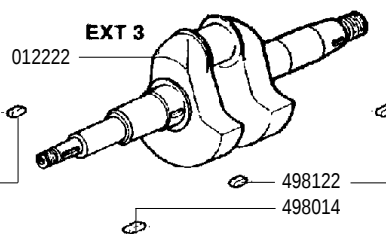
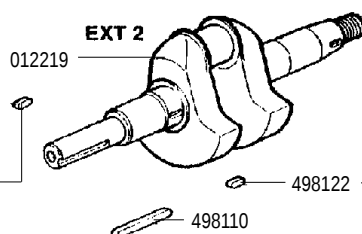
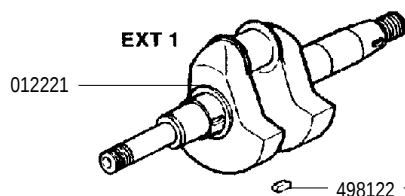


Valido per le versioni  
Valid for spec n. A16071 - A16264  
A16287  
-A2737 SHORT BLOCK





## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS





**AT 330 OHV**  
**ALN 290W - 330W**

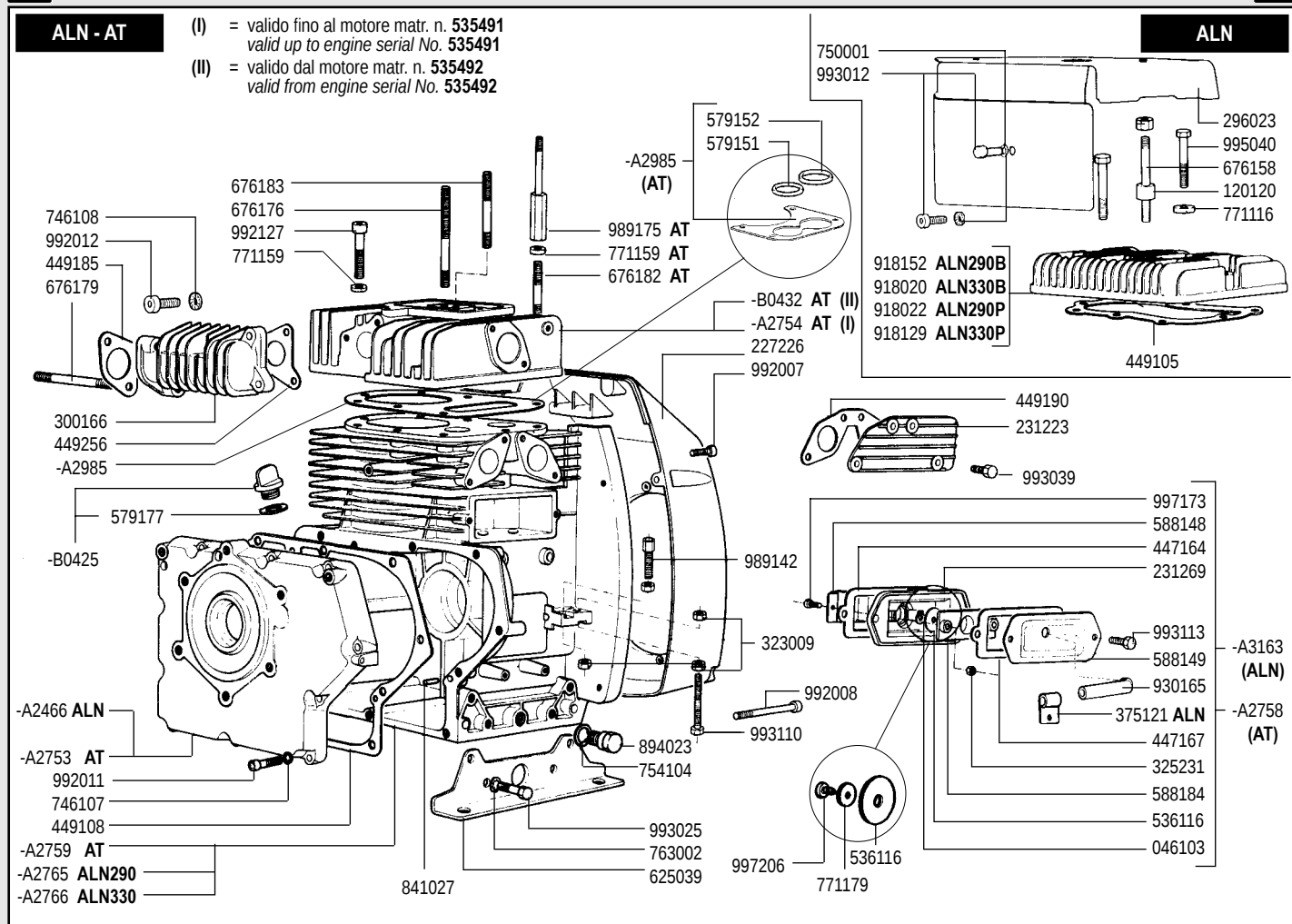


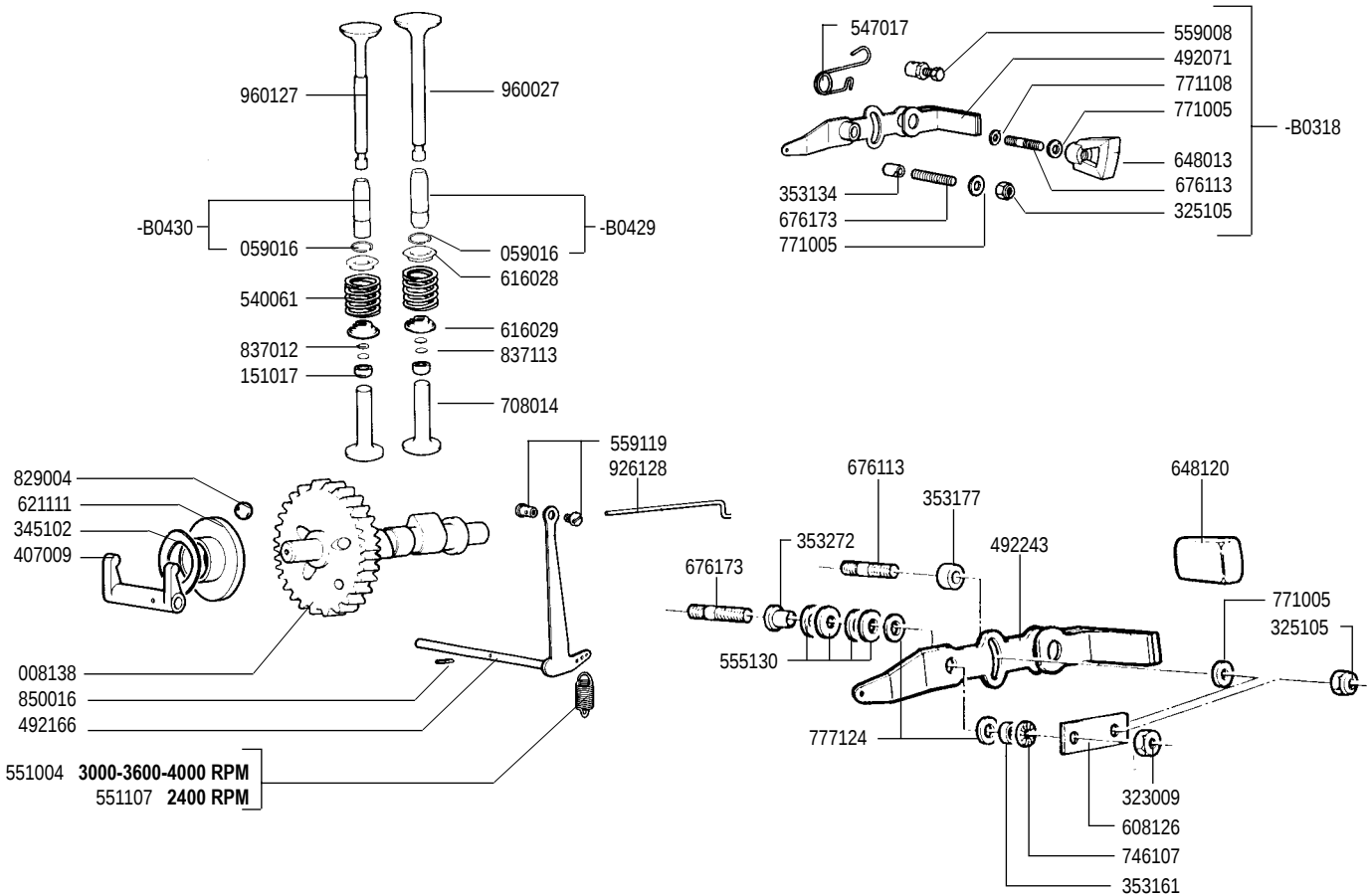
# AT 330 OHV ALN 290W - 330W

-A2744 SHORT BLOCK ALN 330 STD / ELEST  
-A2745 SHORT BLOCK ALN 330 VERT. ELEST  
-A2747 SHORT BLOCK ALN 290 STD / ELEST

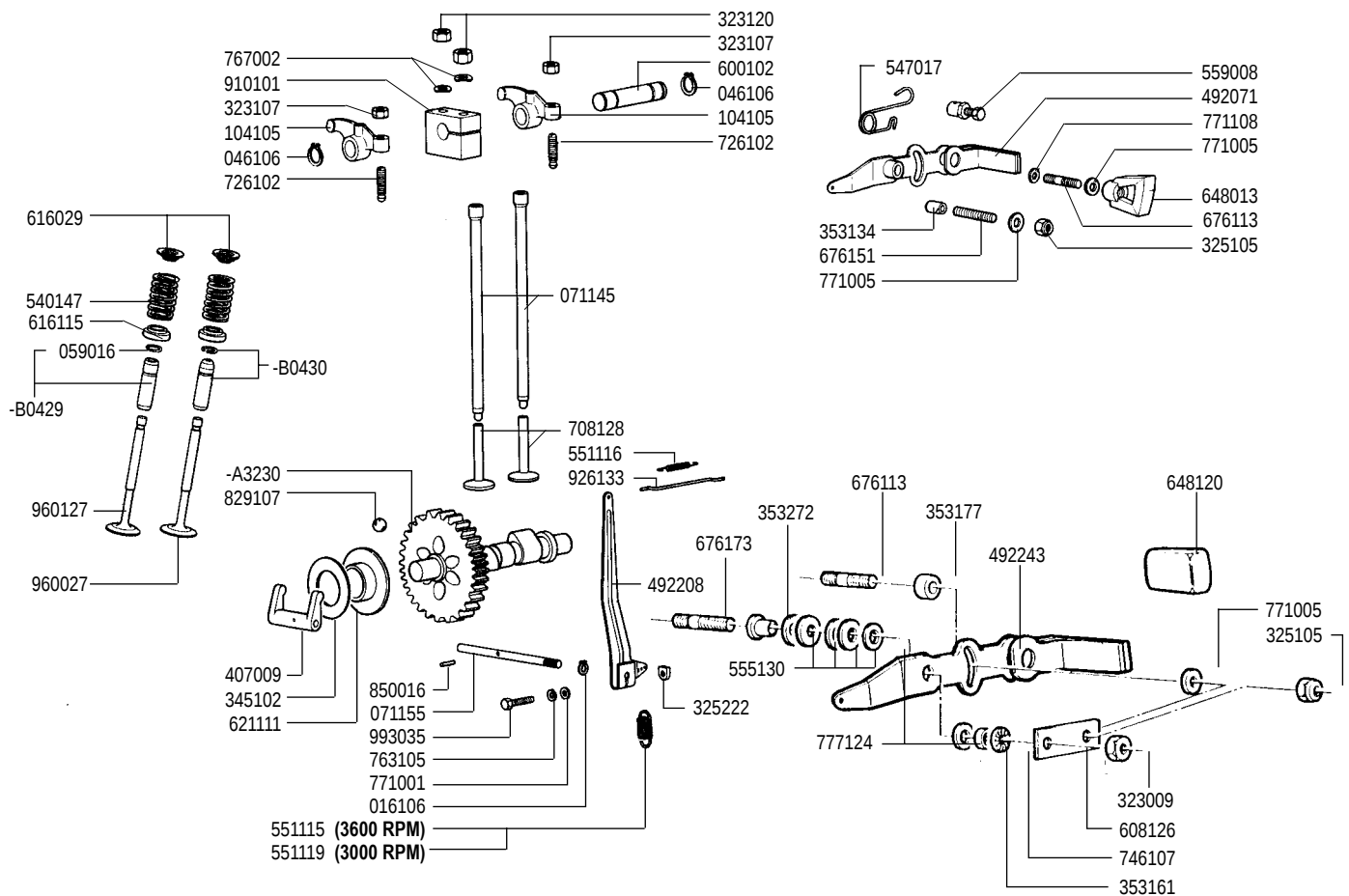
-A2749 SHORT BLOCK AT 330 OHV STD / ELEST

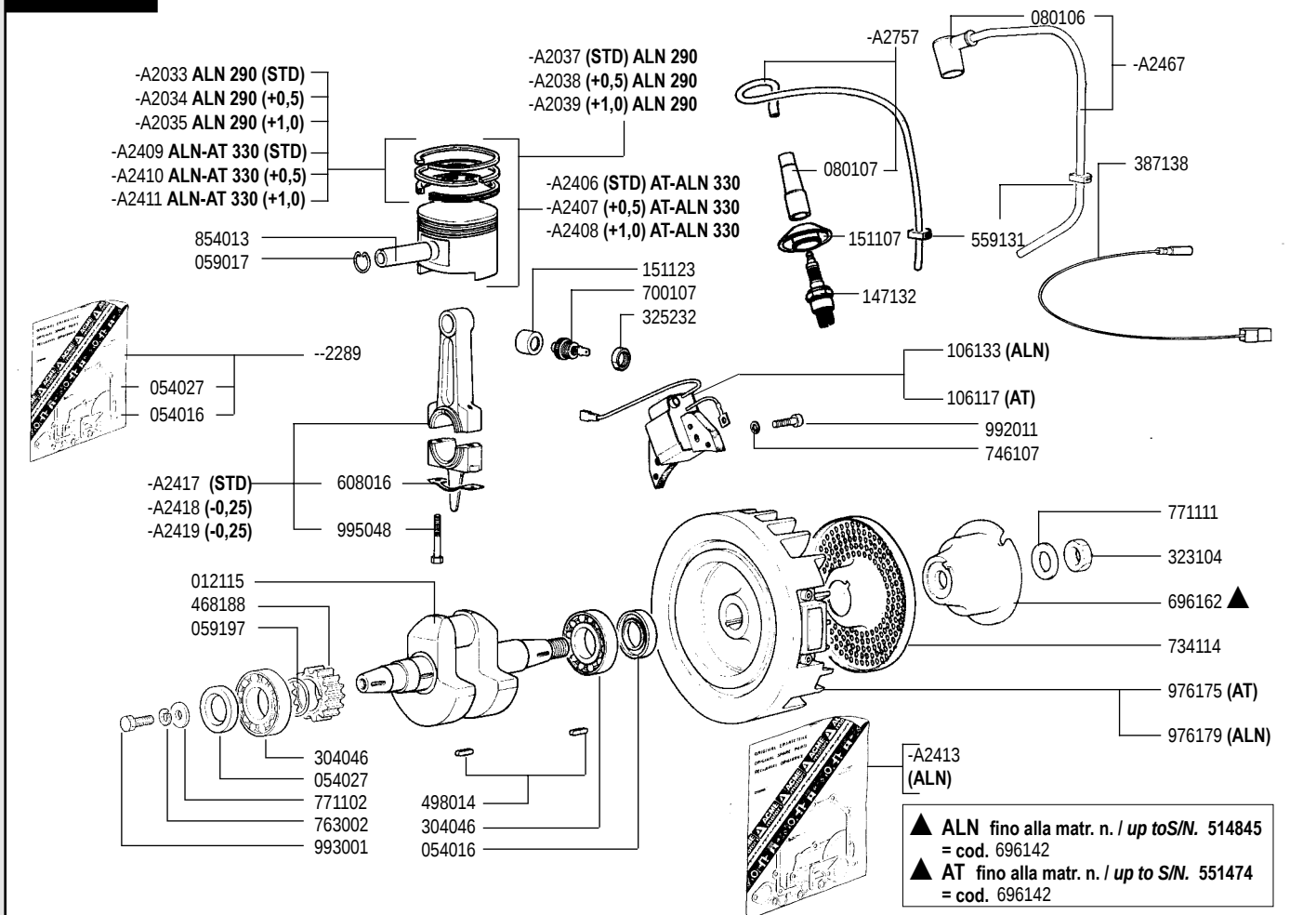
RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



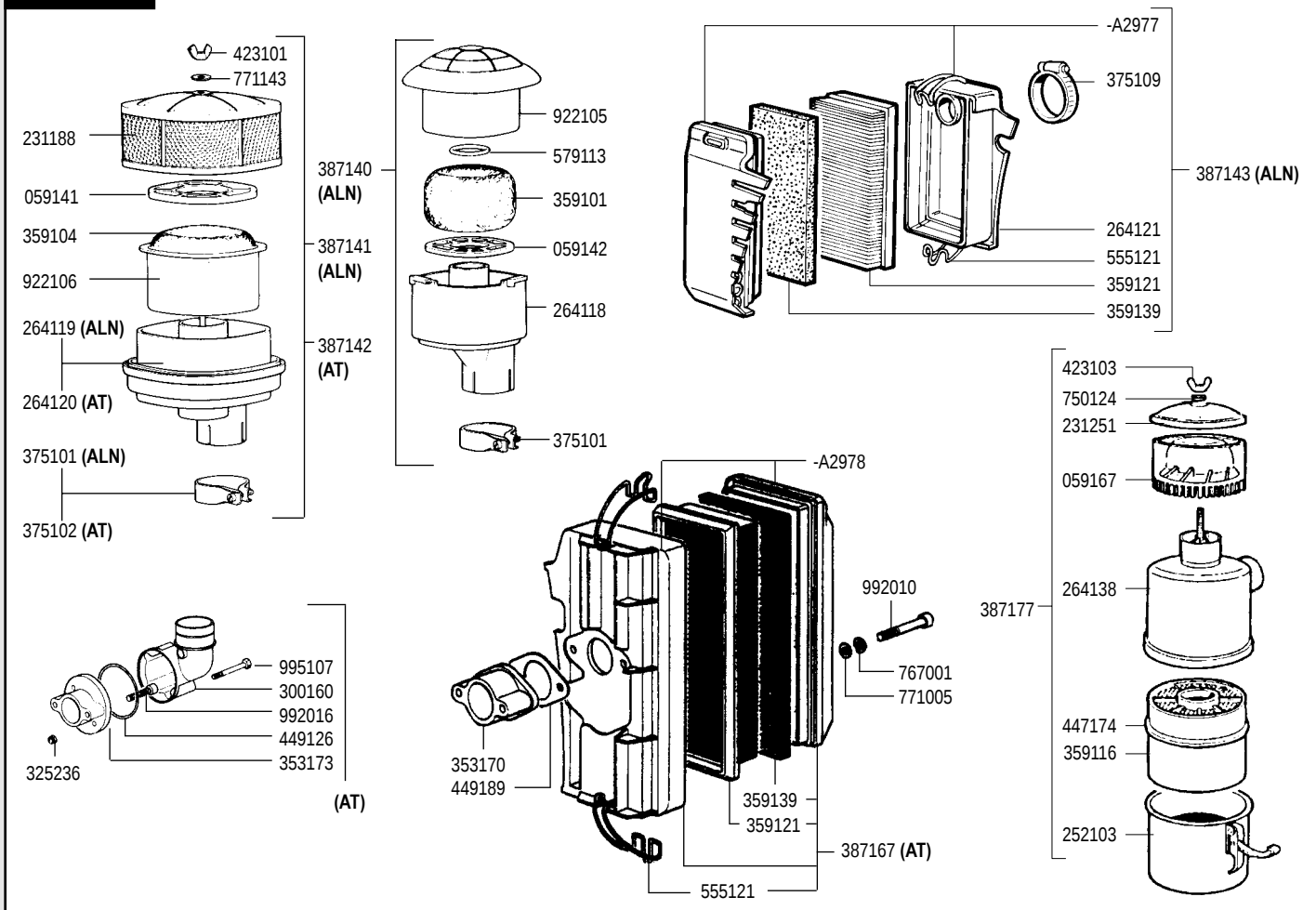


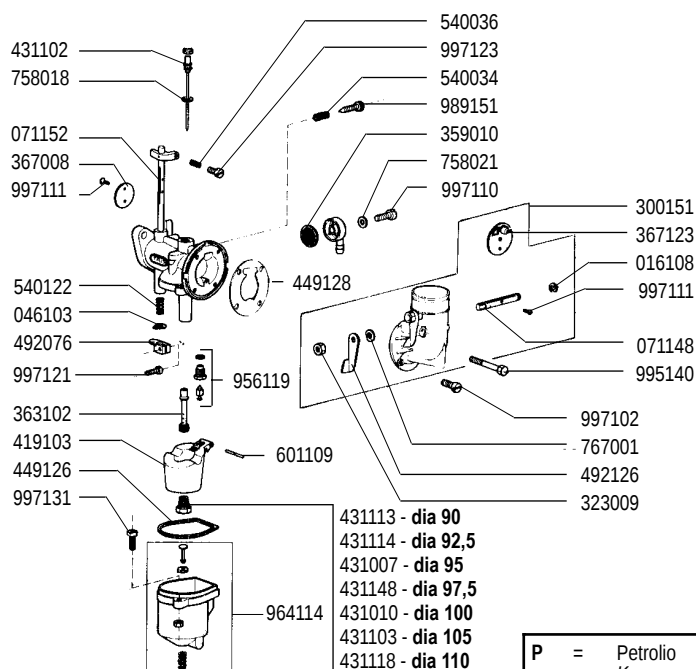
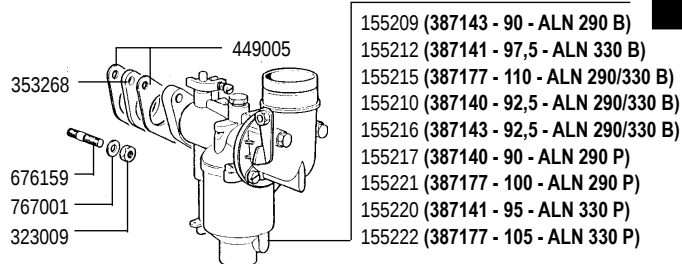
# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS





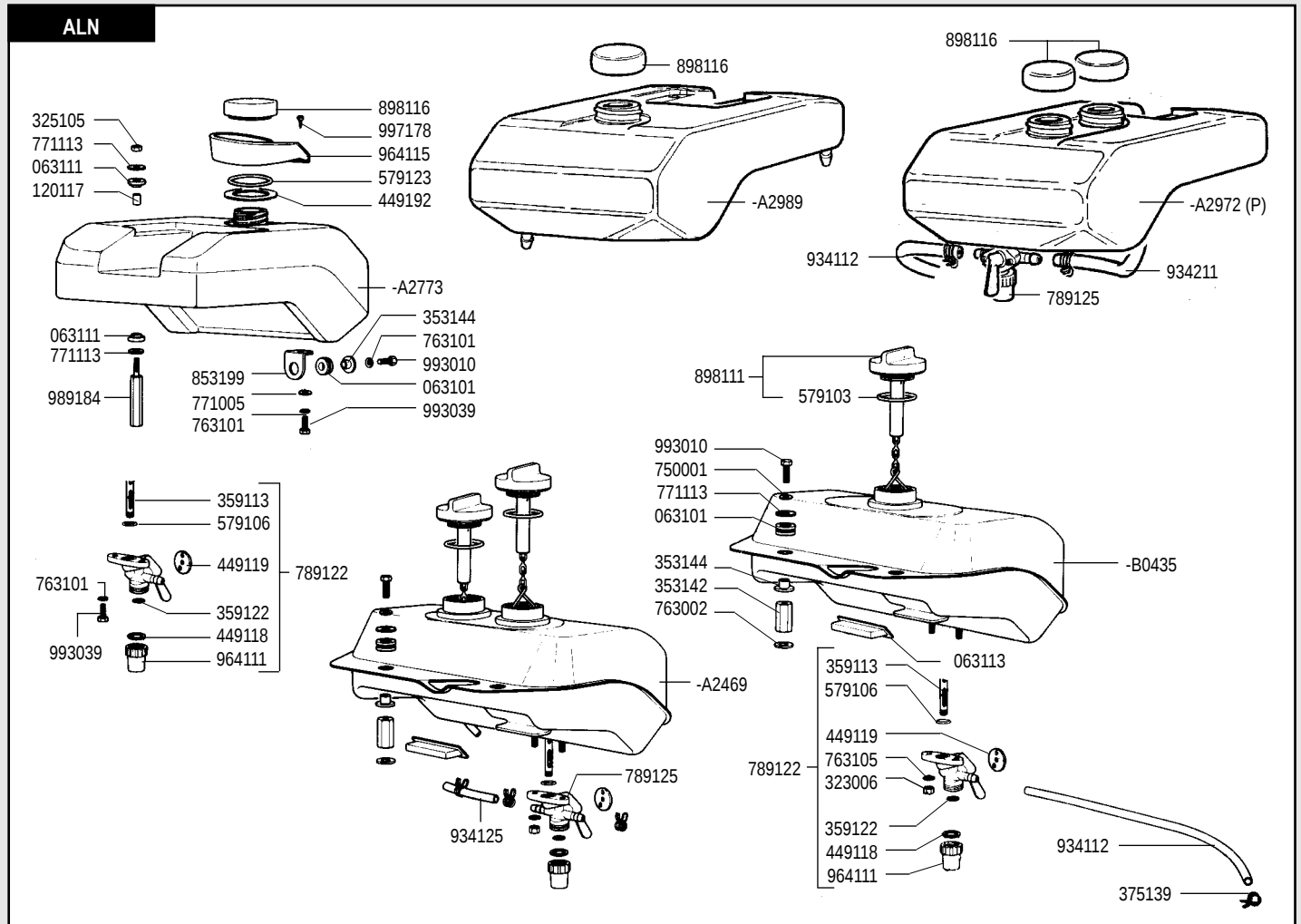
# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



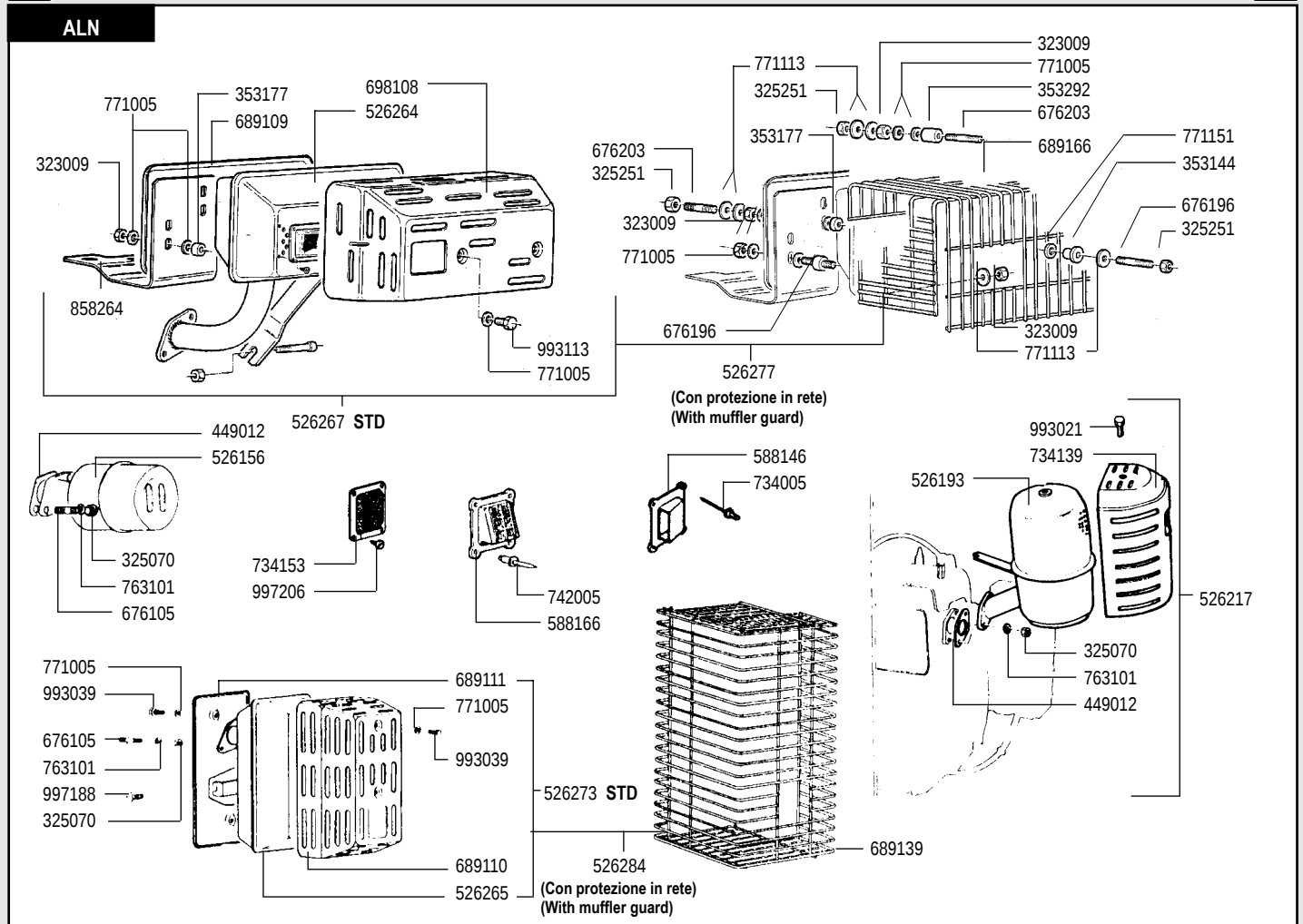


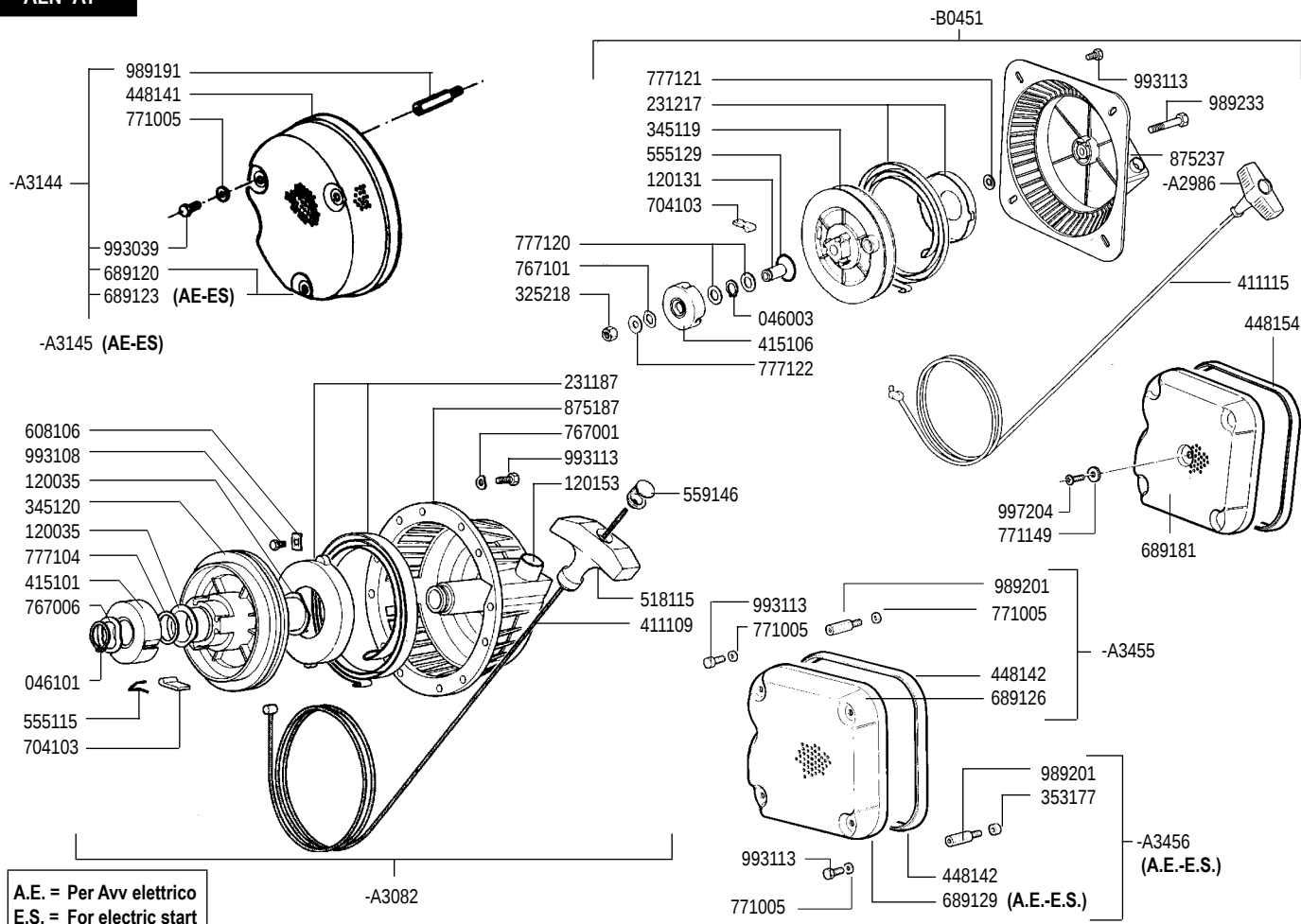
|          |   |                             |
|----------|---|-----------------------------|
| <b>P</b> | = | Petrolio<br><i>Kerosene</i> |
| <b>B</b> | = | Benzina<br><i>Gasoline</i>  |



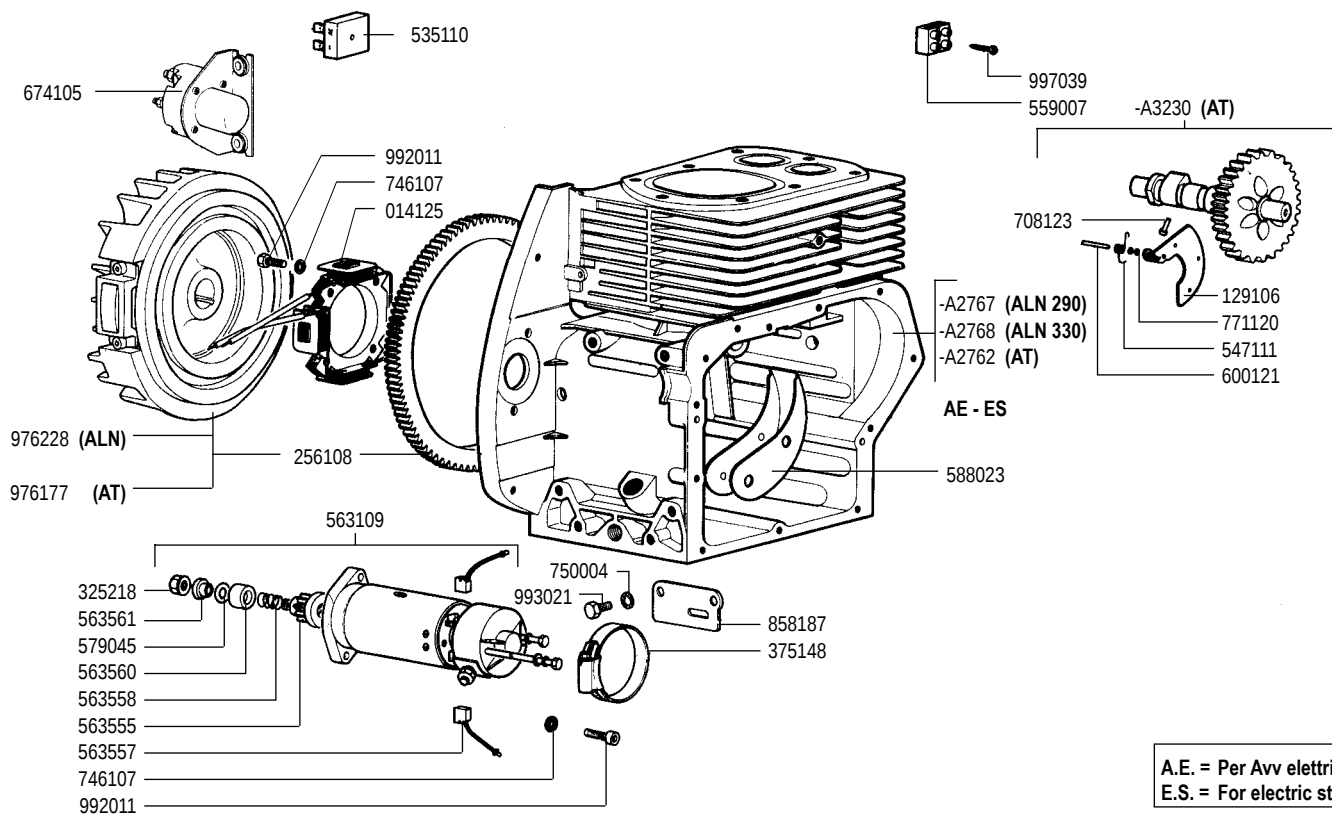


 **RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS** 

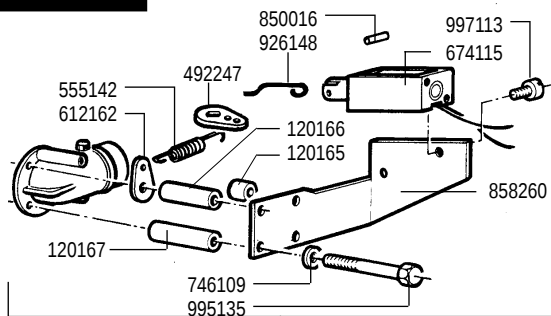




## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

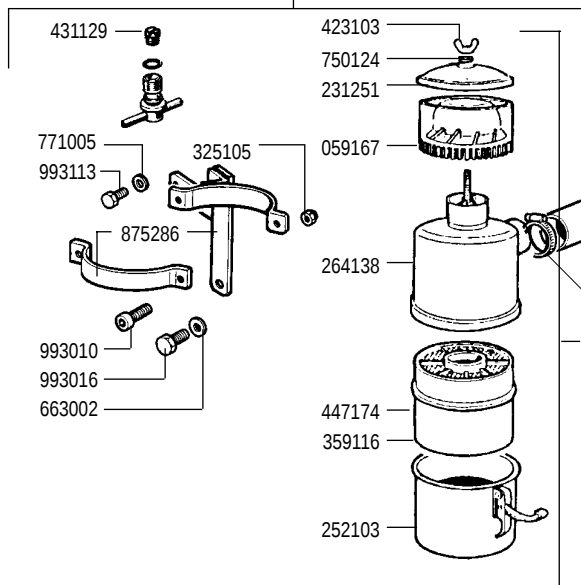


# ALN - AT

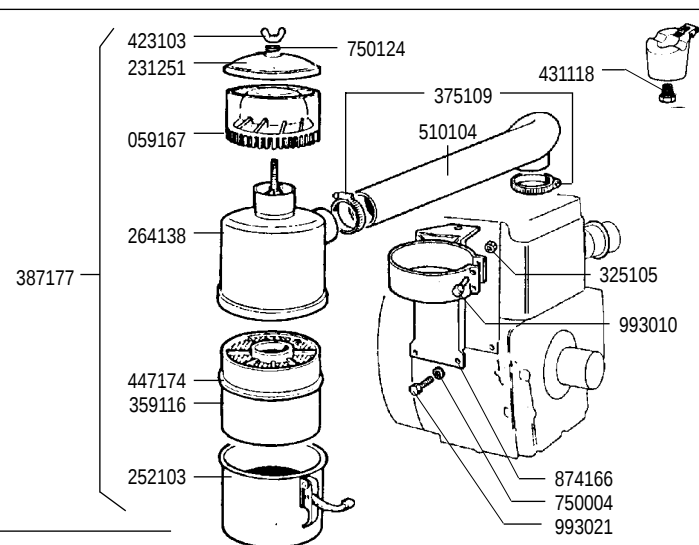


-A2881 (ALN)

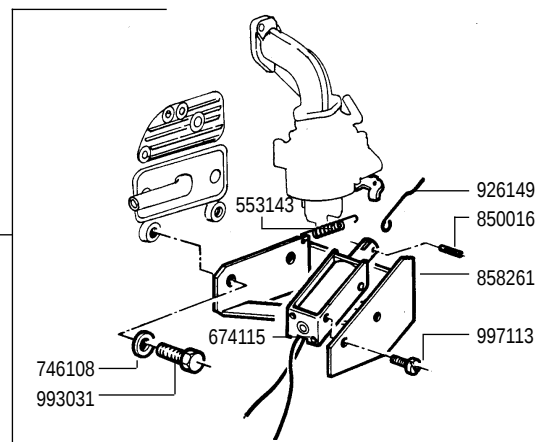
-A3306 (AT)



-A3296 (ALN)



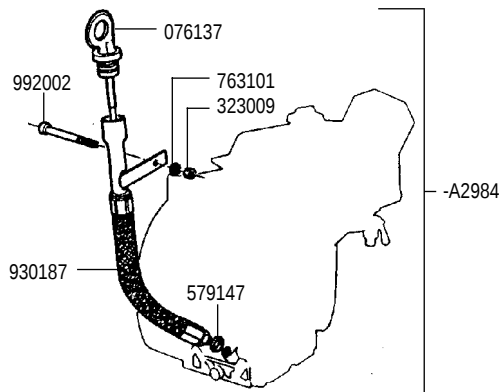
-A2882 (AT 330)



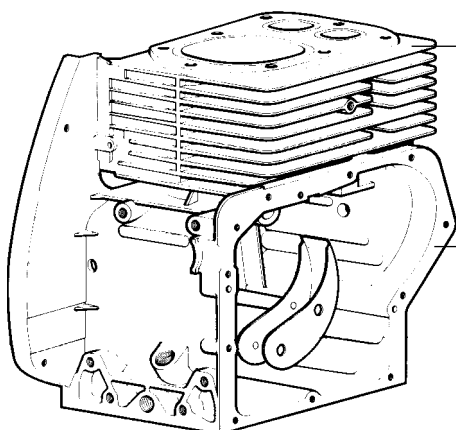
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



# ALN - AT

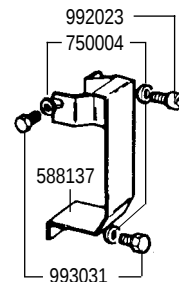
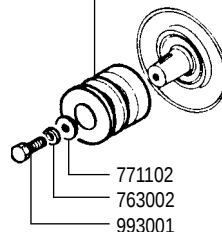


OIL WATCH

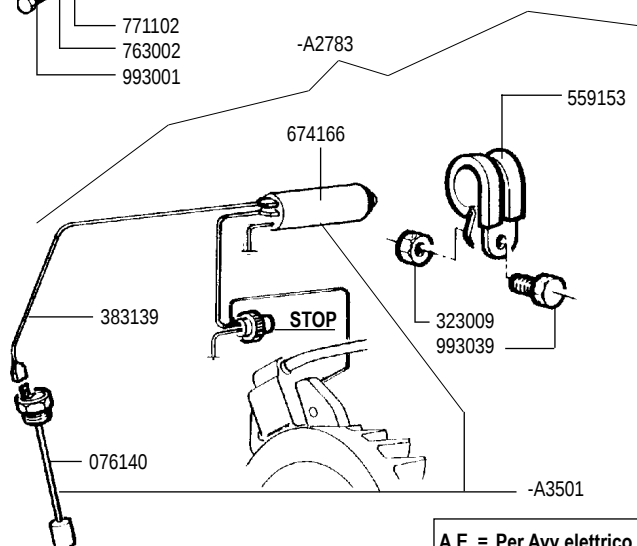


-A2964 (AT)  
-A2967 (AT) A.E.-E.S.  
-A2963 (ALN 330)  
-A2966 (ALN 330) A.E.-E.S.  
-A2962 (ALN 290)  
-A2962 (ALN 290) A.E.-E.S.

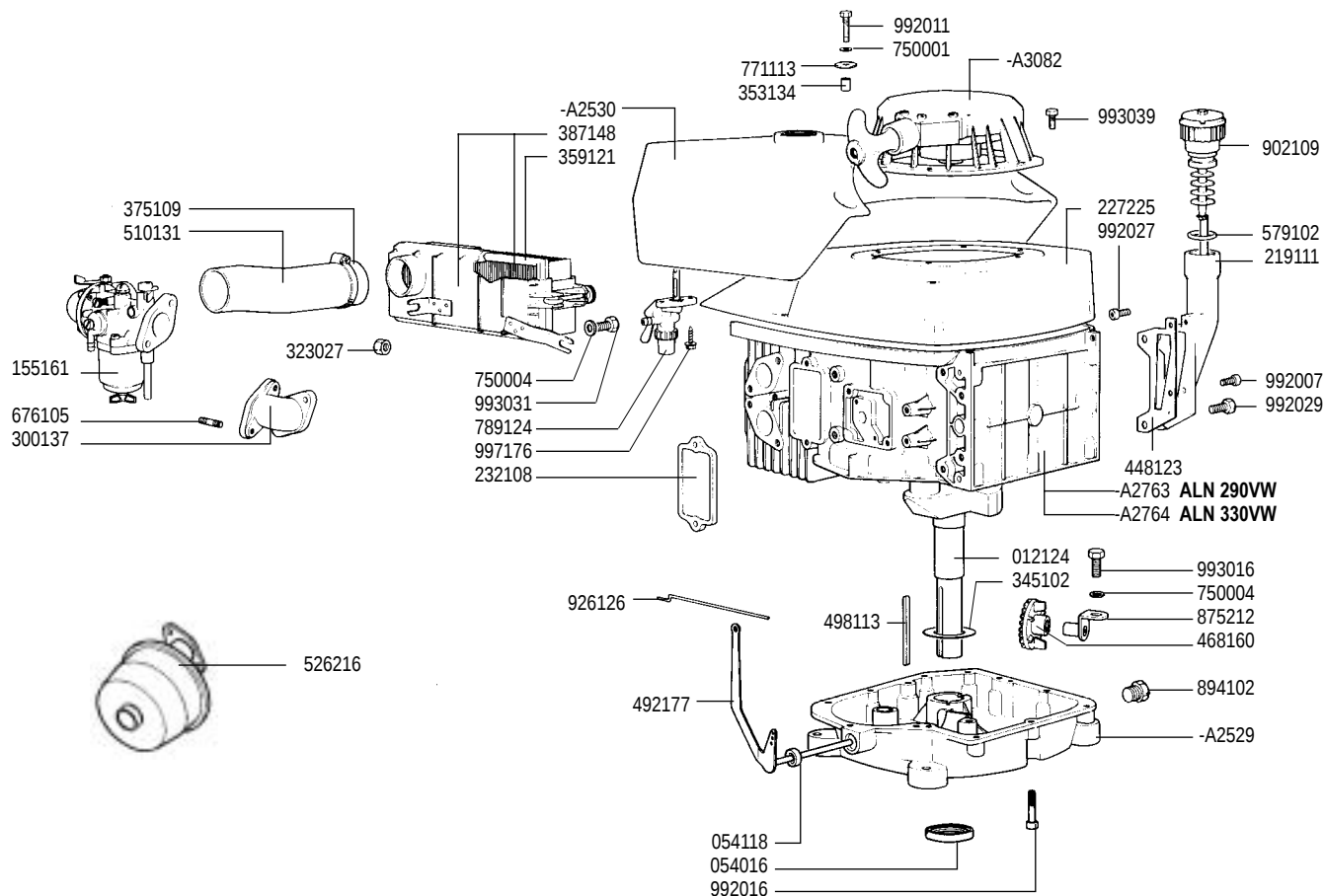
691127 dia. 44 2A  
691138 dia. 52 2A  
691112 dia. 62 2A  
691190 dia. 65 2A  
691137 dia. 70 2A  
691167 dia. 75 2A  
691203 dia. 95 3A



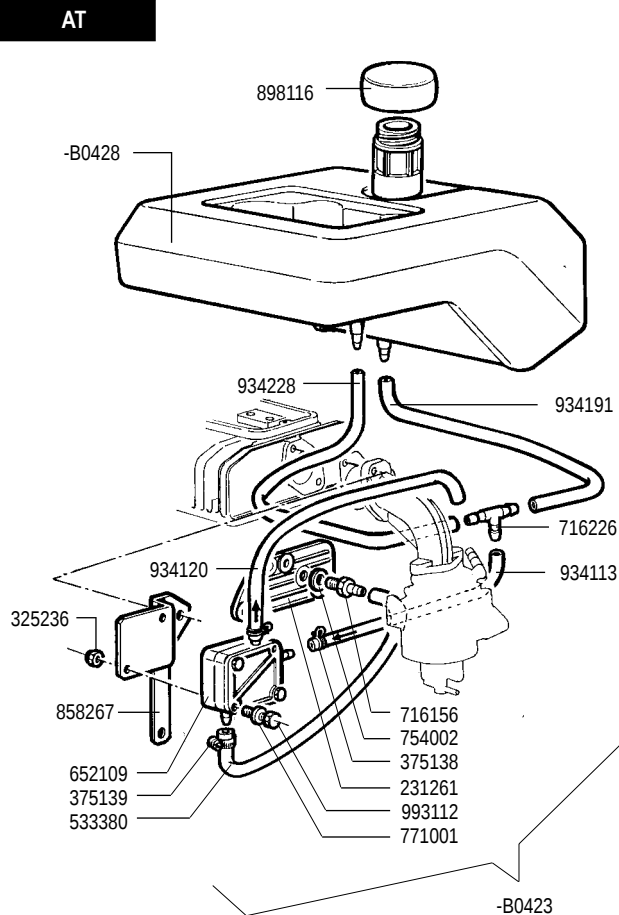
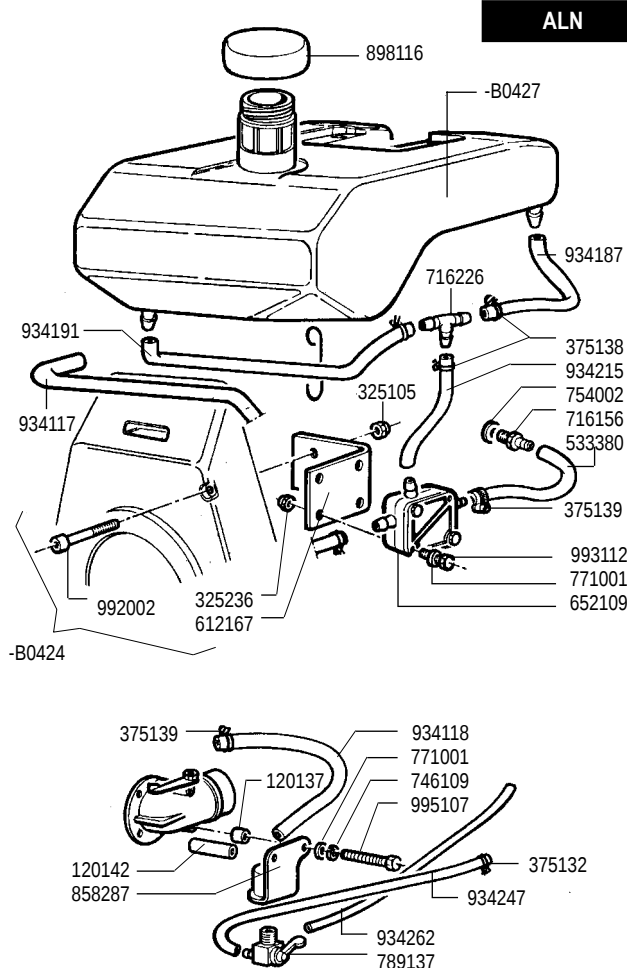
-A2783



A.E. = Per Avv elettrico  
E.S. = For electric start



# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS





**FE 82W**  
**AL 480W - 550W**  
**VT 88W - 94W**

Per motori accensione a puntine platinatate fino al n. 352599

*For engines breaker points up to n. 352599*

Per motori accensione elettronica dal n. 352600

*For engines electronic ignition starting from n. 352600*



# FE 82W AL 480W - 550W VT 88W - 94W

Per motori accensione a puntine platinare fino al n. 352599

*For engines breaker points up to n. 352599*

Per motori accensione elettronica dal n. 352600

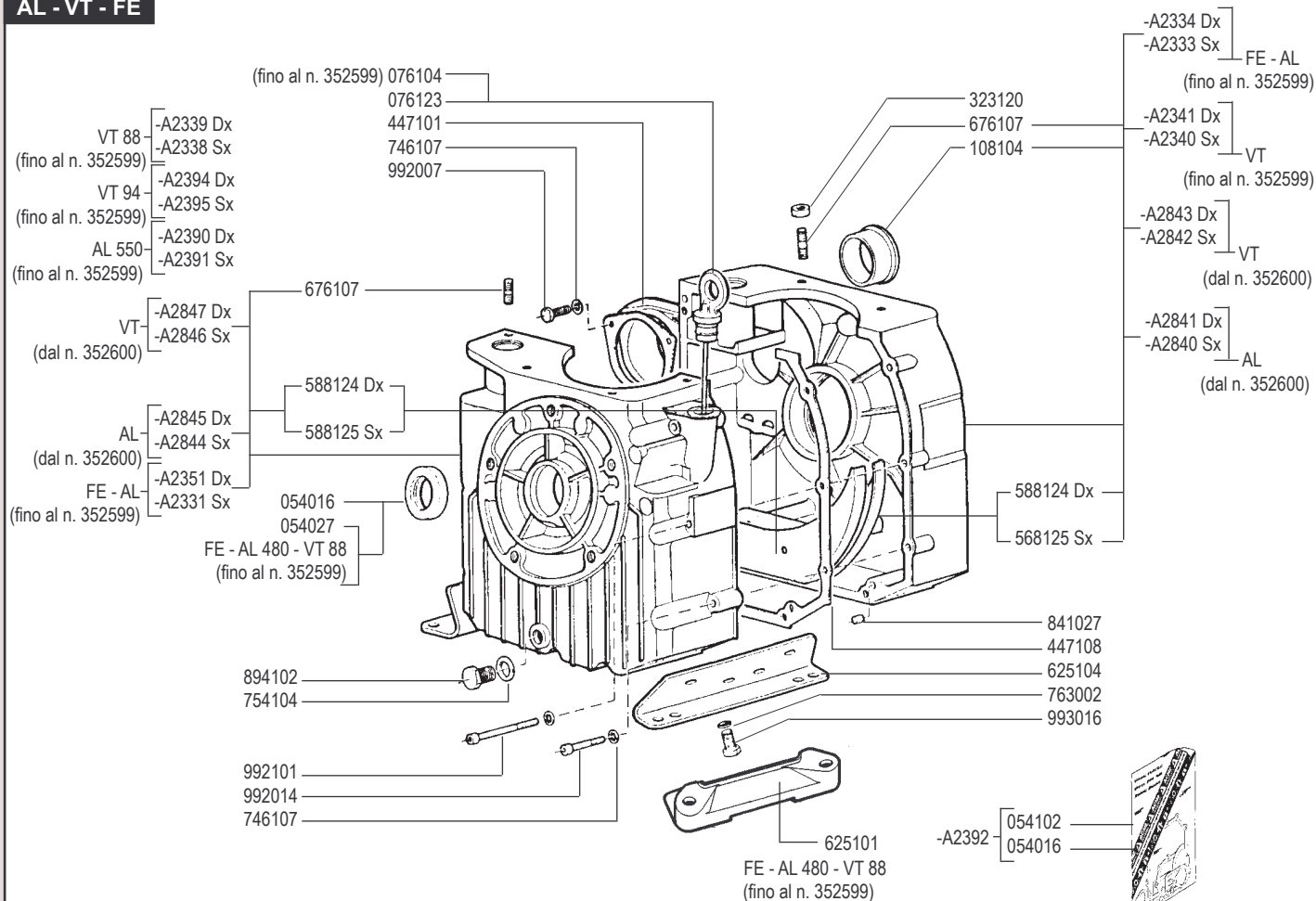
*For engines electronic ignition starting from n. 352600*



## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



### AL - VT - FE



# AL - VT - FE

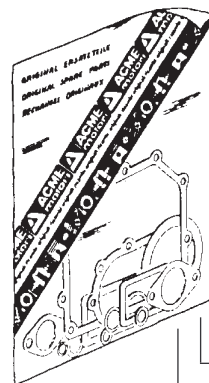
A2404 Ø 89 AL480W-88 VT88W  
A2405 Ø 89,5 AL480W-88,5 VT88W  
A2402 Ø 88 AL480W-89 VT88W  
A2403 Ø 88,5 AL480W-89,5 VT88W

A2398 Ø 88 AL480W-VT88W  
A2399 Ø 88,5 AL480W-VT88W  
A2400 Ø 89 AL480W-VT88W  
A2401 Ø 89,5 AL480W-VT88W

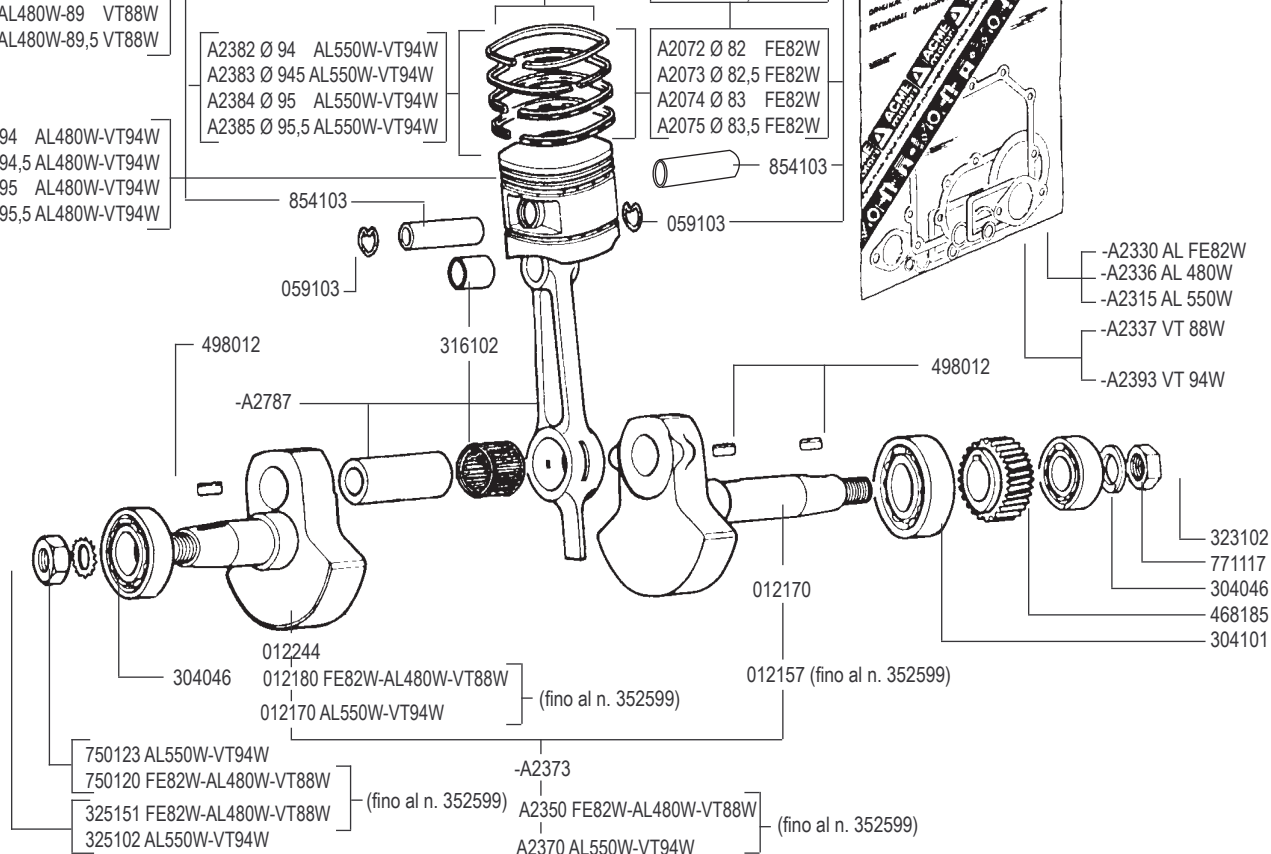
A2076 Ø 82 FE82W  
A2077 Ø 82,5 FE82W  
A2078 Ø 83 FE82W  
A2079 Ø 83,5 FE82W

A2382 Ø 94 AL550W-VT94W  
A2383 Ø 94,5 AL550W-VT94W  
A2384 Ø 95 AL550W-VT94W  
A2385 Ø 95,5 AL550W-VT94W

A2072 Ø 82 FE82W  
A2073 Ø 82,5 FE82W  
A2074 Ø 83 FE82W  
A2075 Ø 83,5 FE82W



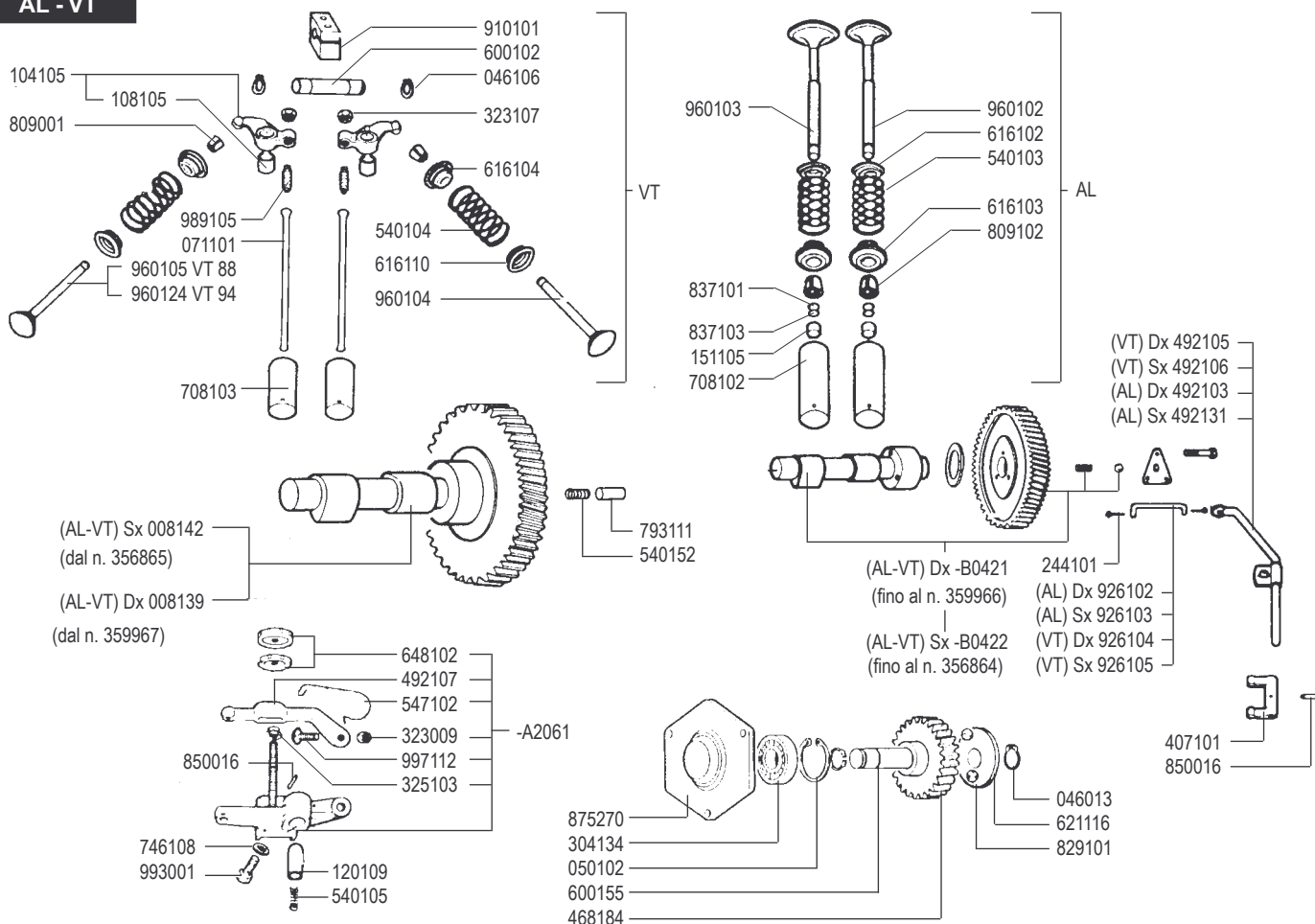
A2386 Ø 94 AL480W-VT94W  
A2387 Ø 94,5 AL480W-VT94W  
A2388 Ø 95 AL480W-VT94W  
A2389 Ø 95,5 AL480W-VT94W

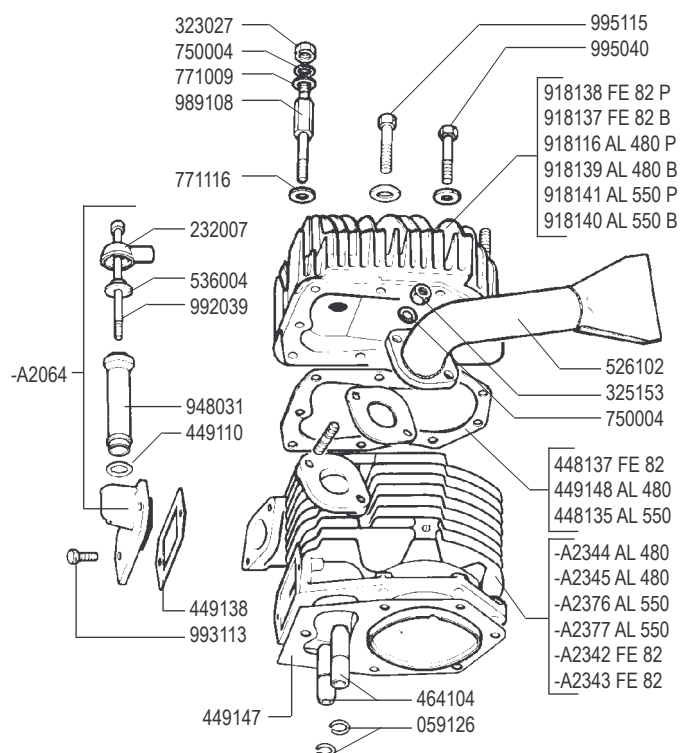
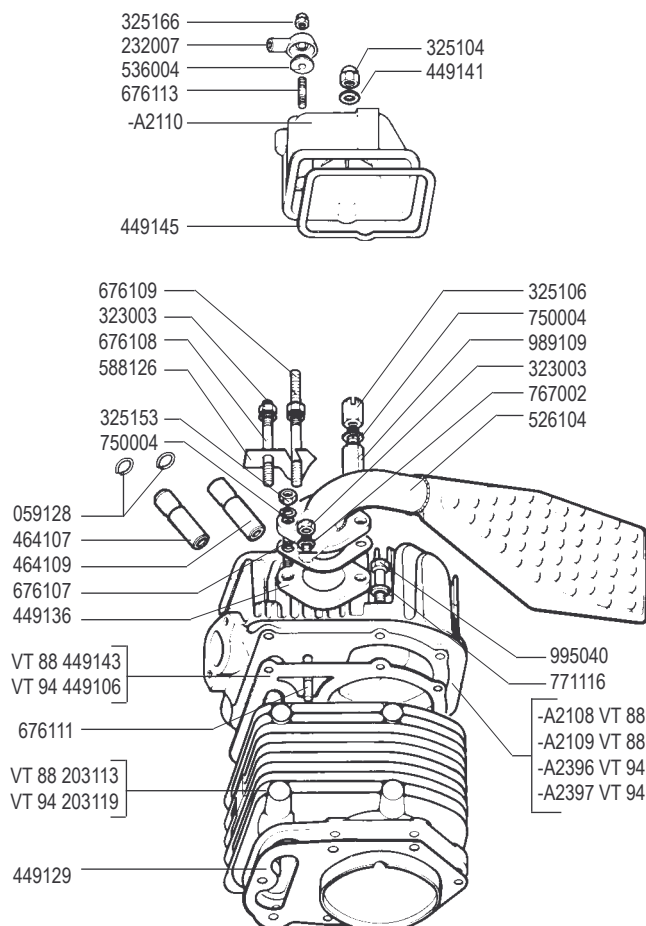


## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



### AL - VT

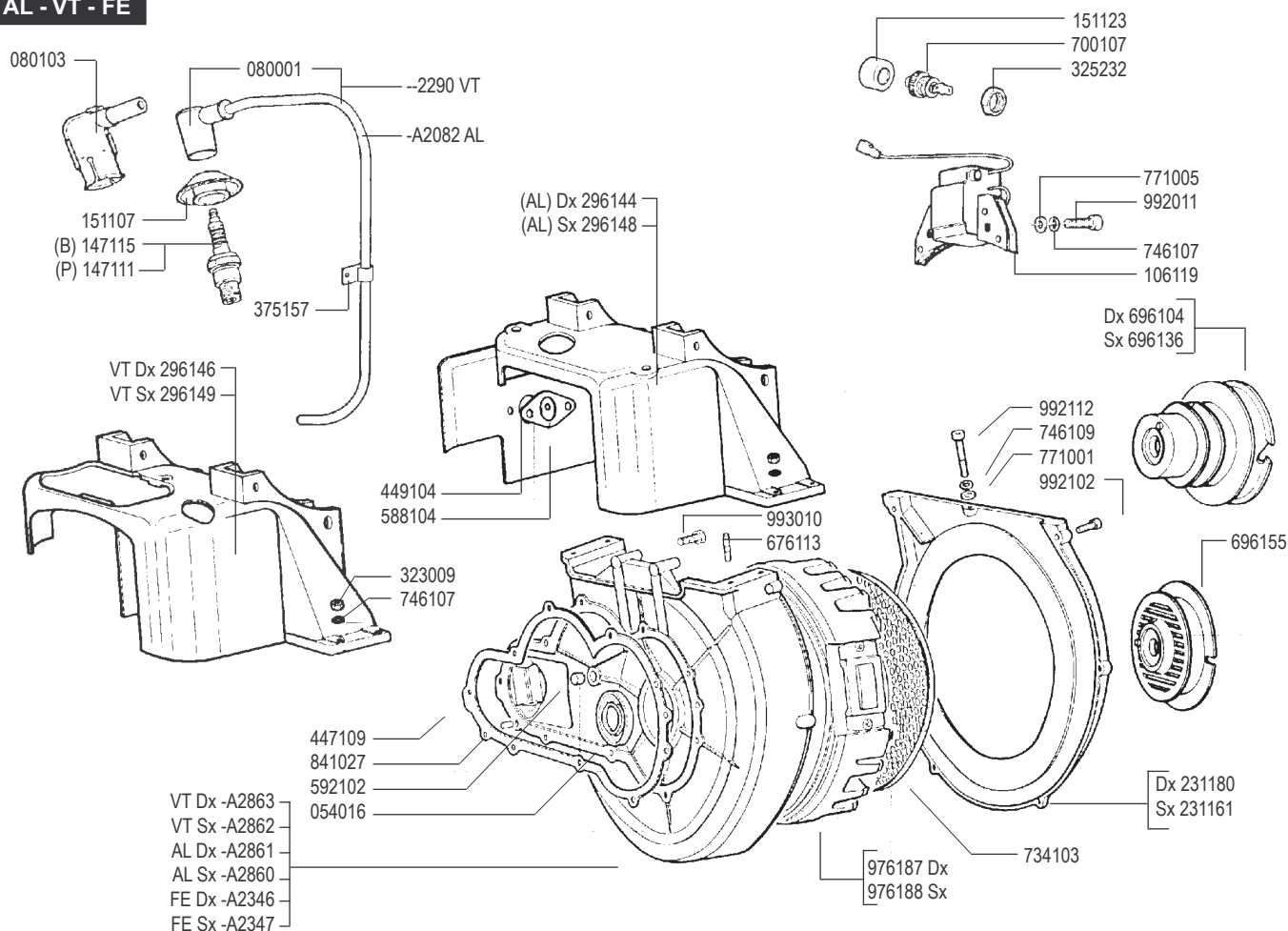


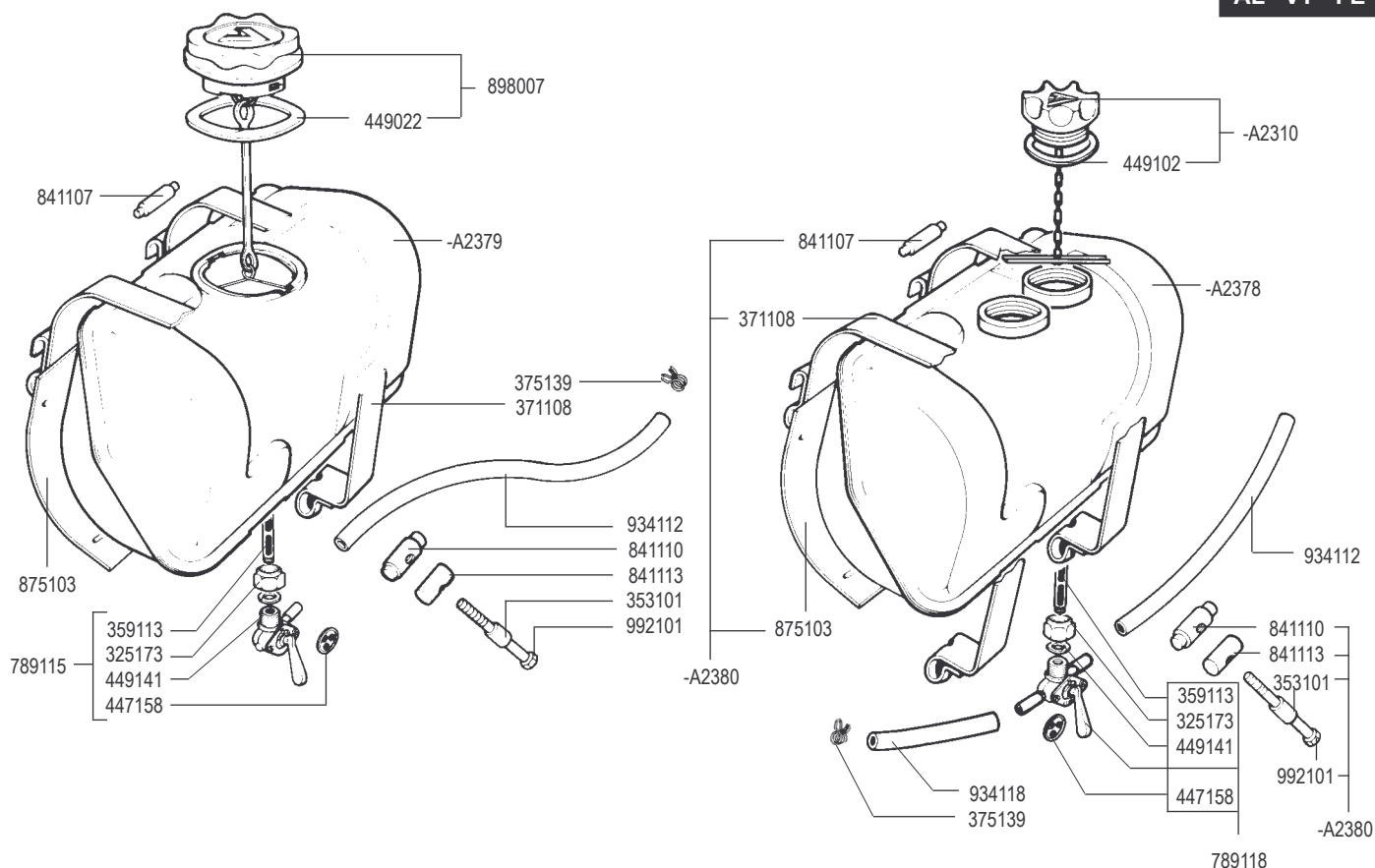


# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



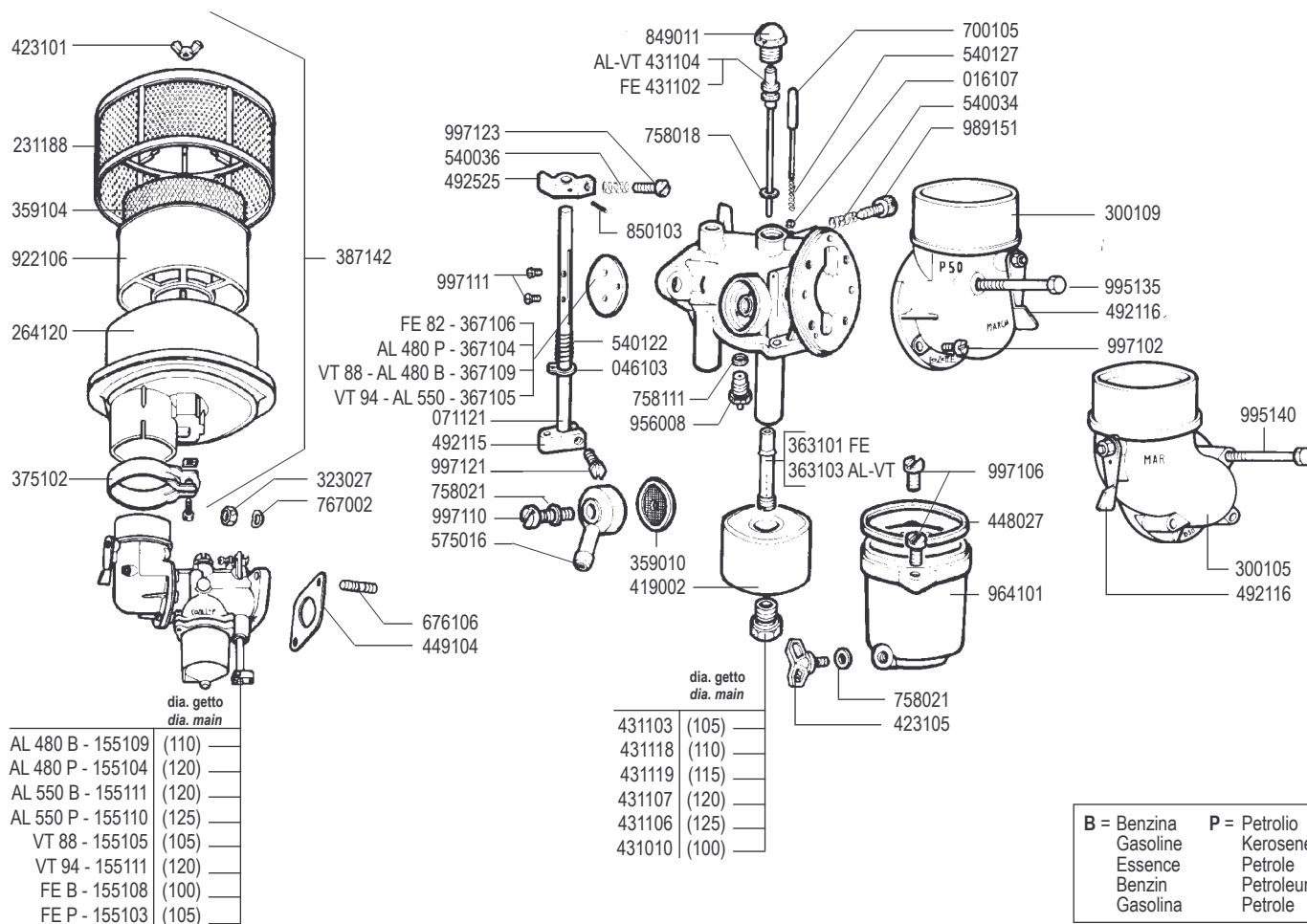
## AL - VT - FE





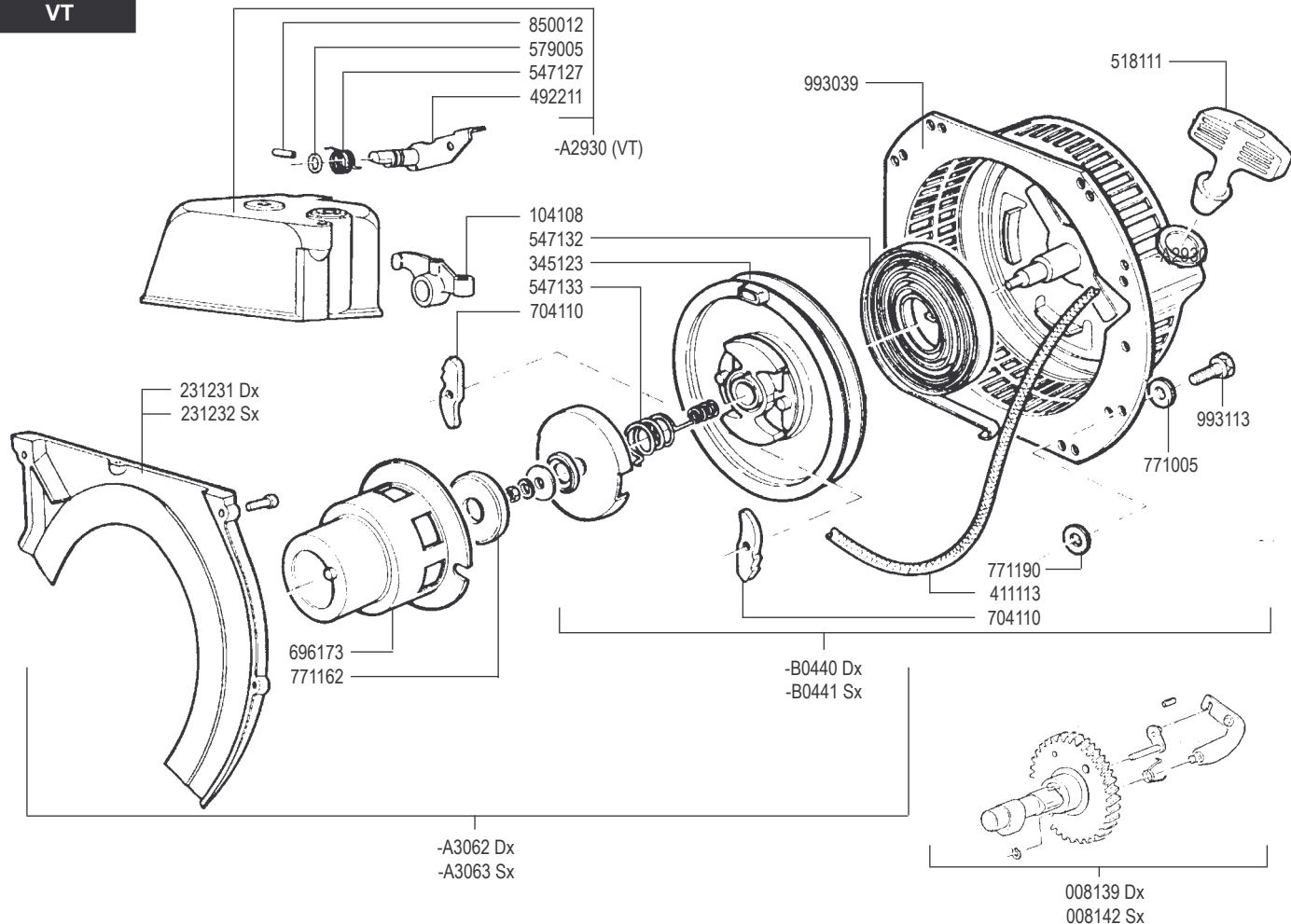
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

AL - VT - FE



|                    |                     |
|--------------------|---------------------|
| <b>B</b> = Benzina | <b>P</b> = Petrolio |
| Gasoline           | Kerosene            |
| Essence            | Petrole             |
| Benzin             | Petroleum           |
| Gasolina           | Petrole             |

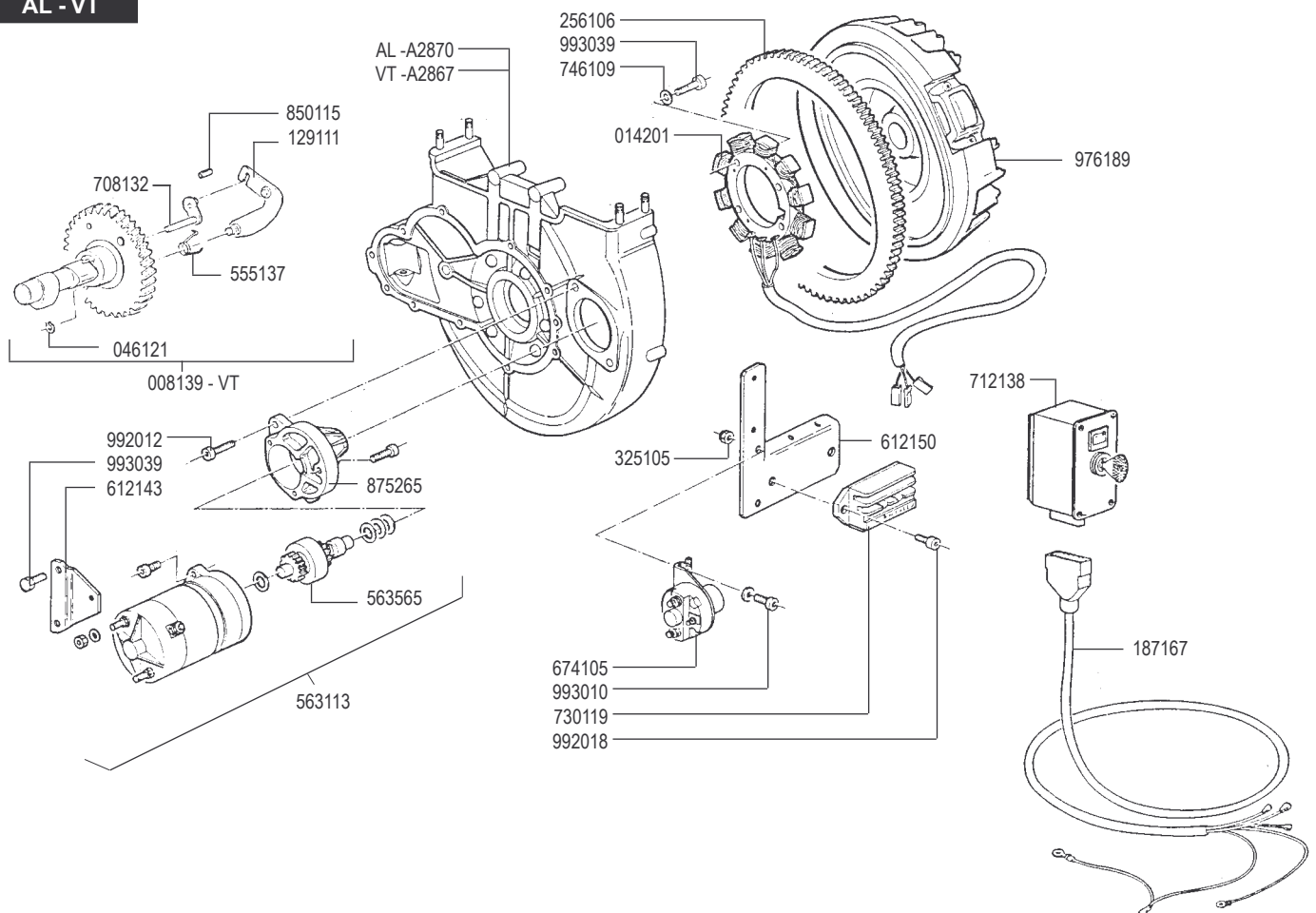
VT

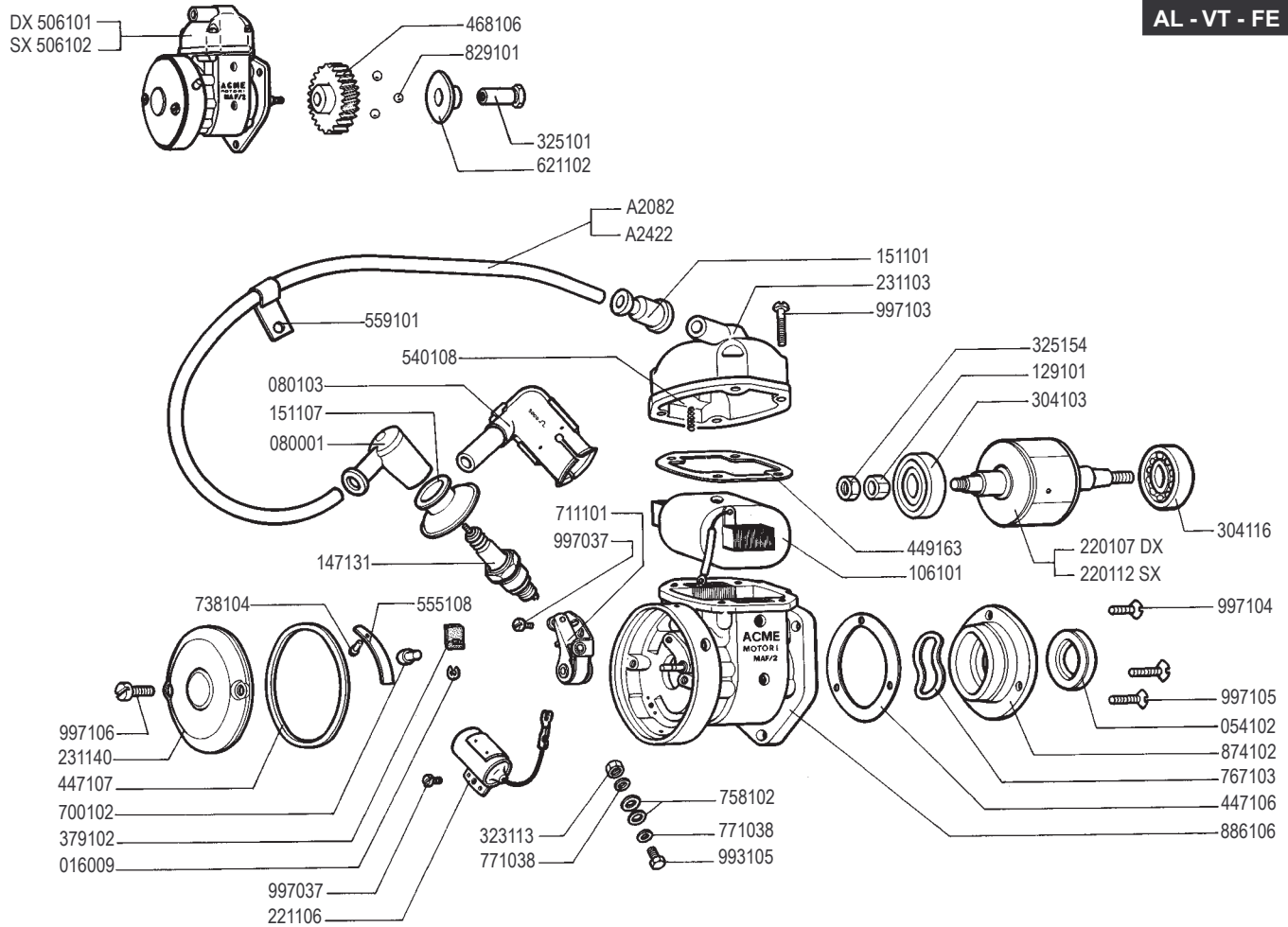


**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**

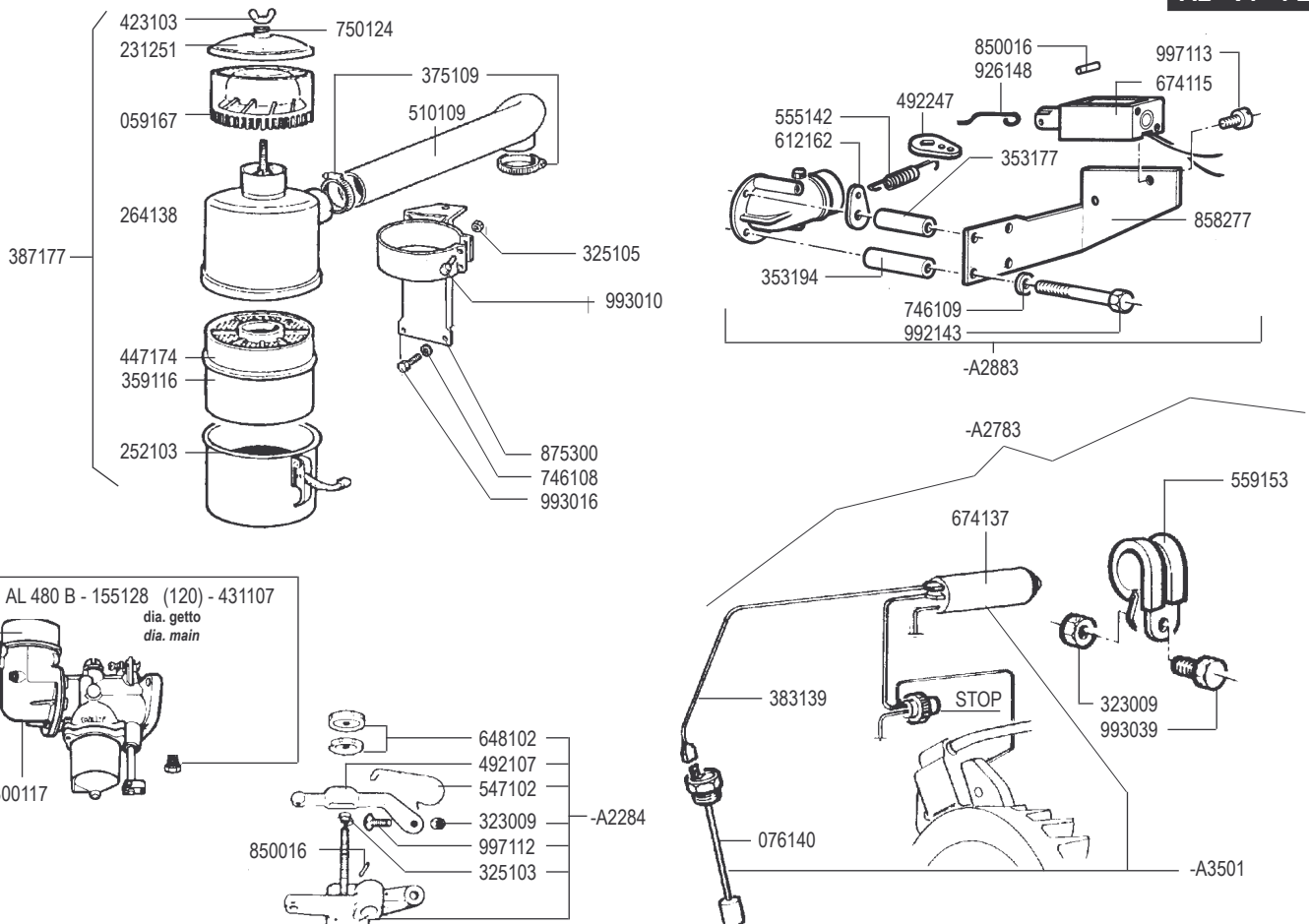


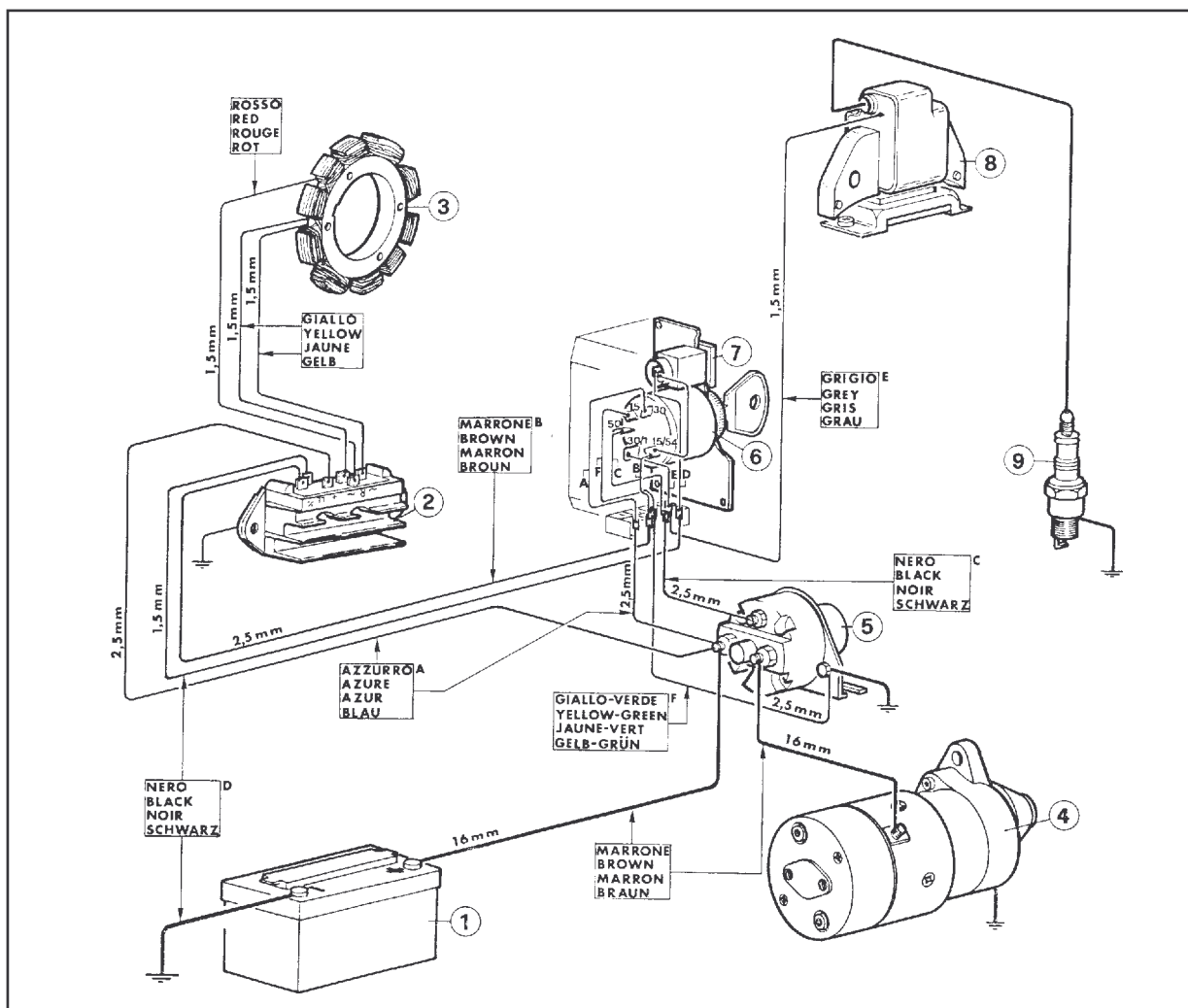
AL - VT





# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS





**VARIANTI PER MOTORI AL-VT CON ACCENSIONE ELETTRONICA**  
a partire dal motore n. 352600

**IMPIANTO ACCENSIONE ELETTRONICA**

Lo schema del sistema di accensione è indicato in fig. A

**MANUTENZIONE**

La misura del traferro fra bobina e magnete è di **0,45 ÷ 0,50 mm.**

**VARIATIONS FOR ENGINES AL-VT WITH ELECTRONIC IGNITION**  
starting from engine n. 352600

**ELECTRONIC IGNITION**

The plant of the ignition system is shown in fig. A

**MAINTENANCE**

The air gap between magneto and ignition coil has to be adjusted to **0.45 / 0.50 mm.** (0.0177 / 0.0197 in.).

**VARIATIONS POUR MOTEURS AL-VT EQUIPES DE L'ALLUMAGE ELECTRONIQUE**  
à partir du moteur n. 352600

**INSTALLATION ALLUMAGE ELECTRONIQUE**

Le schéma d'allumage électronique est indiqué à la fig. A

**ENTRETIEN**

Le jeu entre l'aimant et la bobine (entrefer) doit être réglé à la valeur de **0,45 ÷ 0,50 mm.**

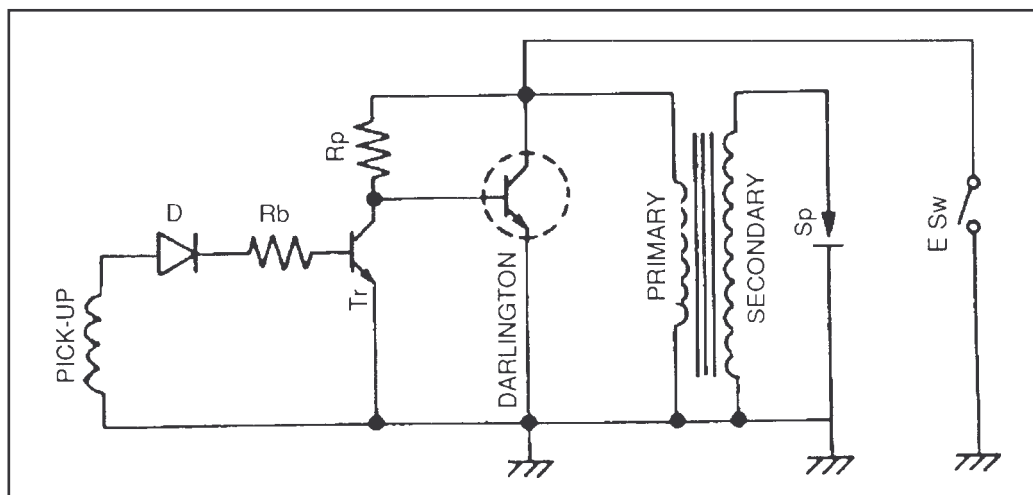
**MOTOREN AL-VT MIT ELEKTRONISCHER ZUNDANLAGE**  
ab Seriennummer 352600

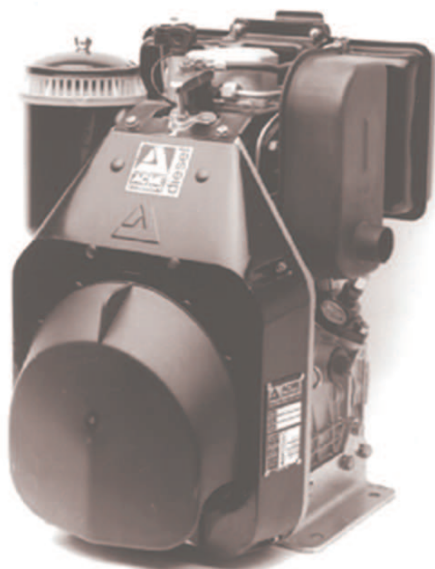
**ELEKTRONISCHE ZUNDANLAGE**

Das Schema der Zundanlage wird in Abb. A dargestellt.

**WARTUNG**

Der Abstand zwischen elektronischer Zundanlage und Schwungradmagnet muß **0,45 bis 0,50 mm** betragen.





## ADN W - VW

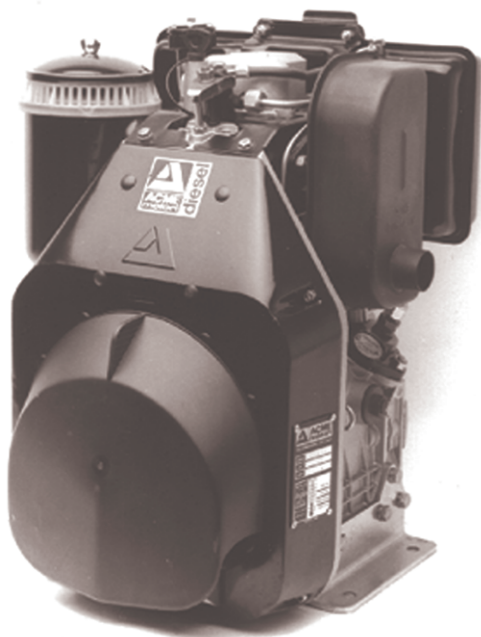
---

ADN Testa nuova dal N 2260001 - ADN New type cylinder head from Serial N 2260001

---

cod. -B0369 SHORT BLOCK ADN 37 W  
cod. -B0371 SHORT BLOCK ADN 43 W  
cod. -B0373 SHORT BLOCK ADN 45 W

cod. -B0374 SHORT BLOCK ADN 48 W  
cod. -B0375 SHORT BLOCK ADN 54 W



## ADN W - VW

ADN Testa nuova dal N 2260001 - ADN New type cylinder head from Serial N 2260001

cod. -B0369 SHORT BLOCK ADN 37 W  
cod. -B0371 SHORT BLOCK ADN 43 W  
cod. -B0373 SHORT BLOCK ADN 45 W

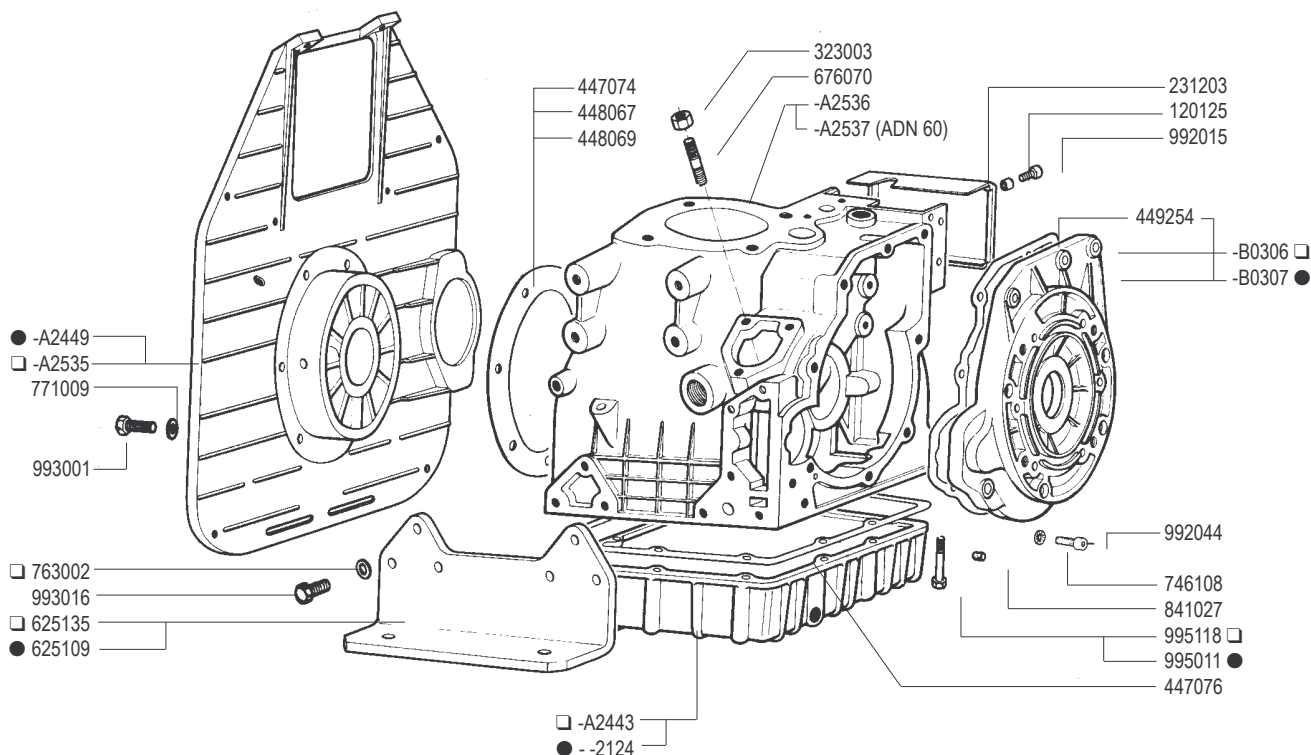
cod. -B0374 SHORT BLOCK ADN 48 W  
cod. -B0375 SHORT BLOCK ADN 54 W

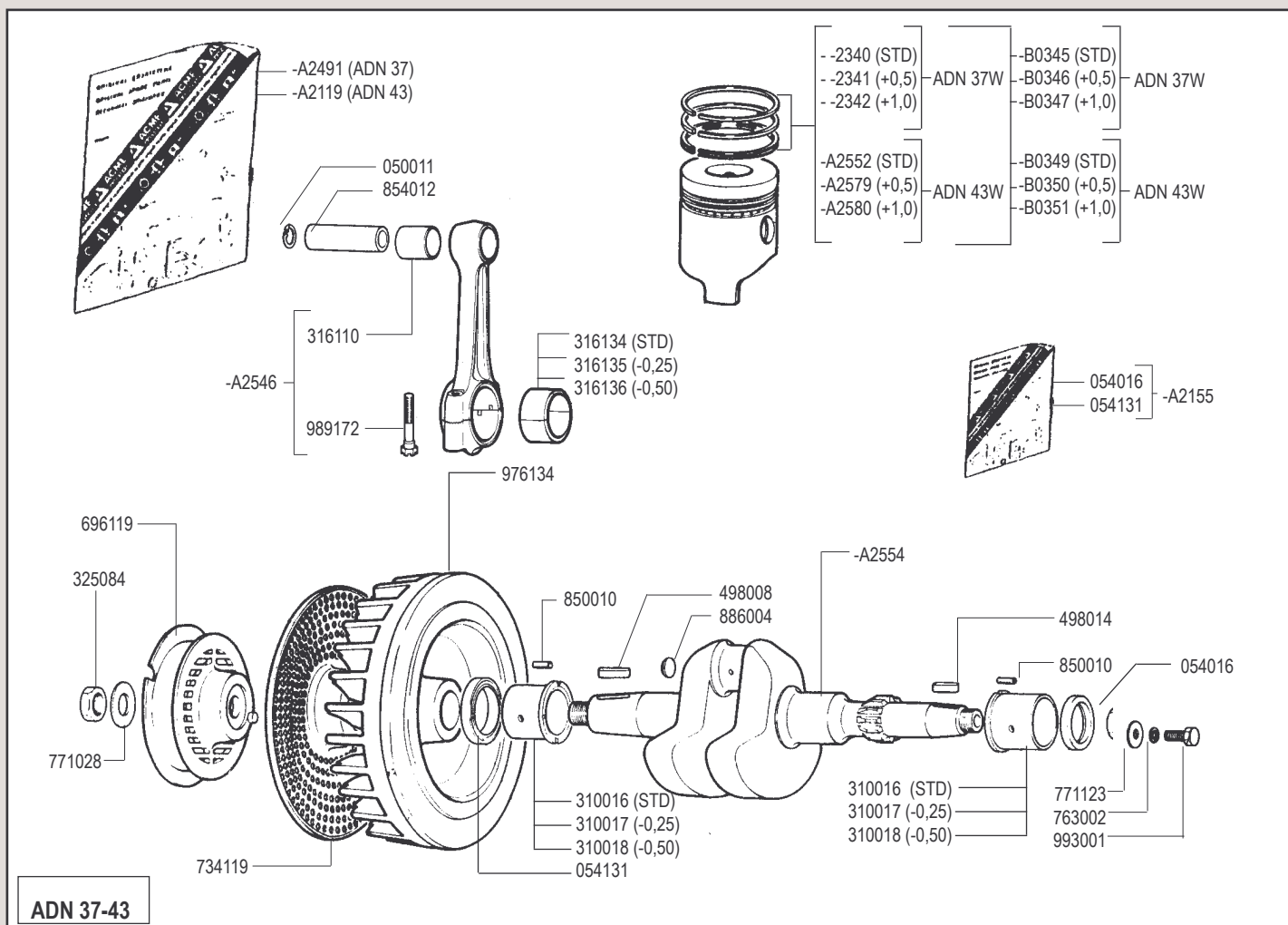


RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

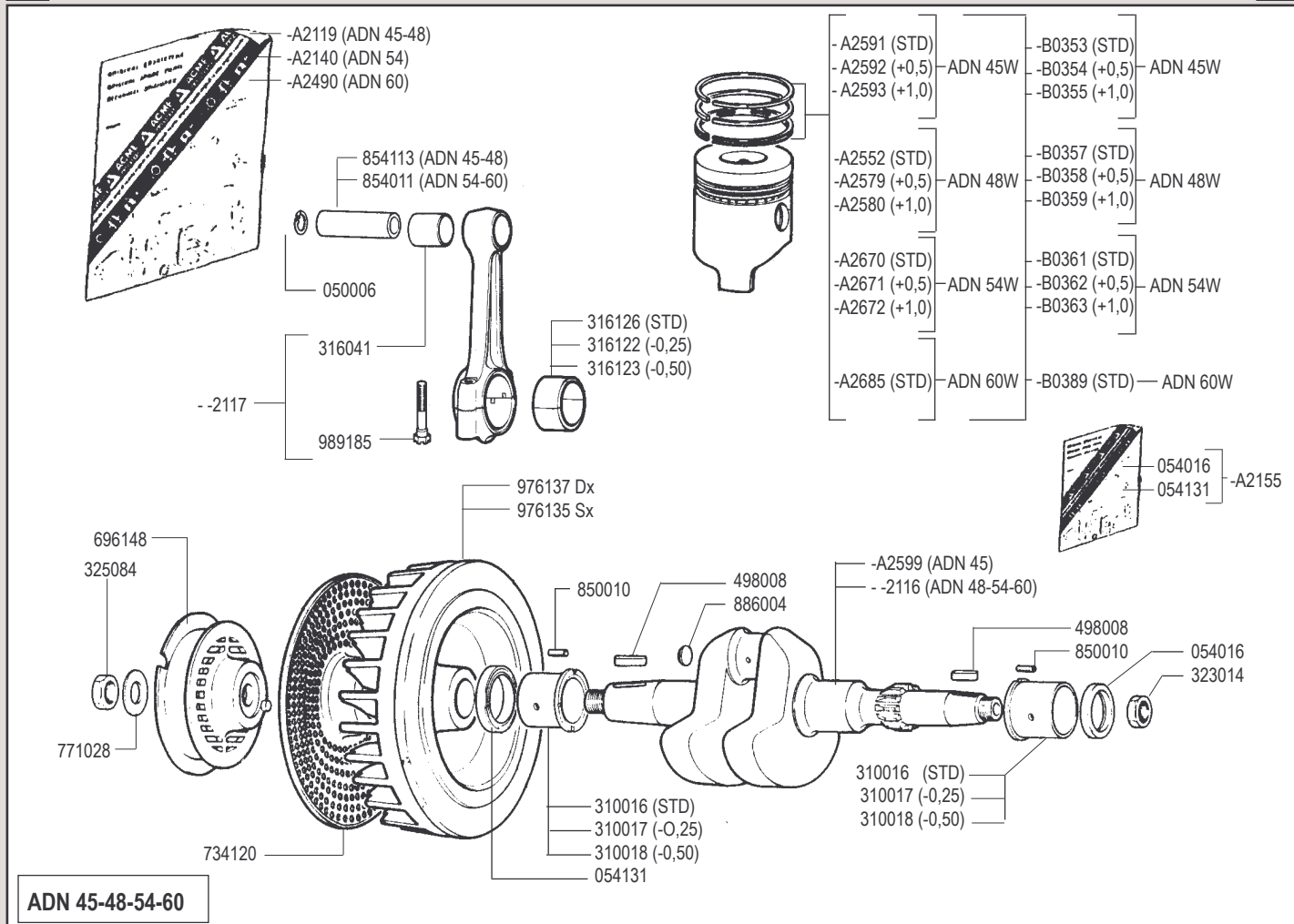


- ☐ ADN 37-43
- ☒ ADN 45-48-54-60

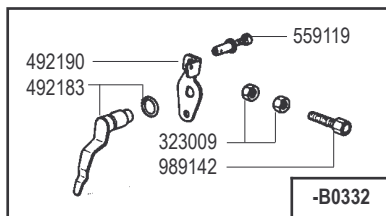




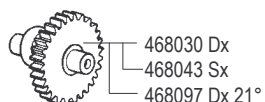
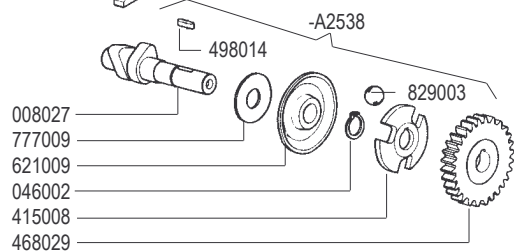
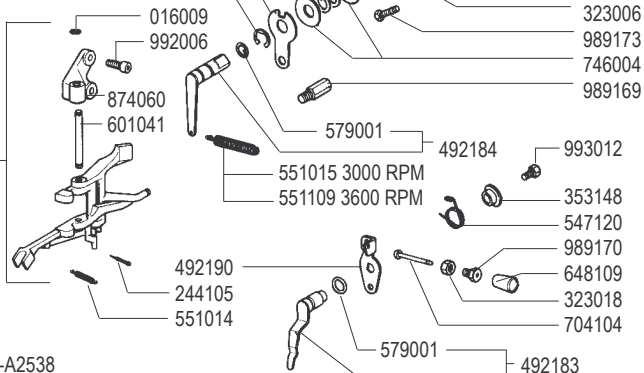
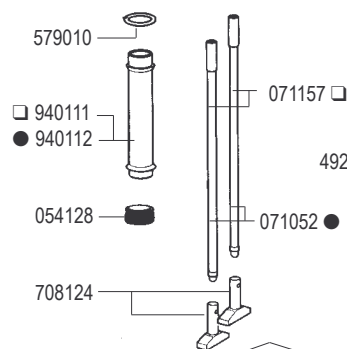
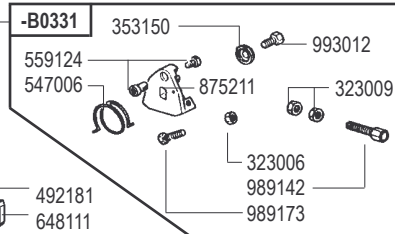
**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



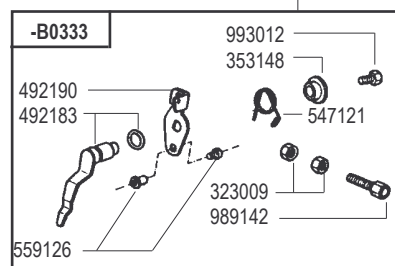




-B0334



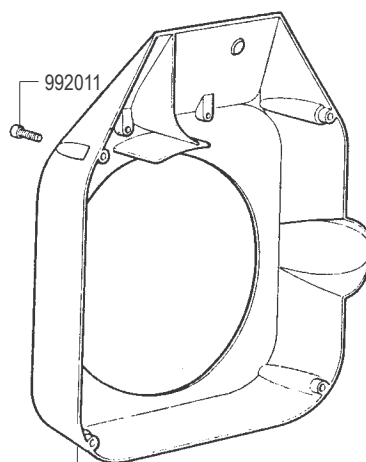
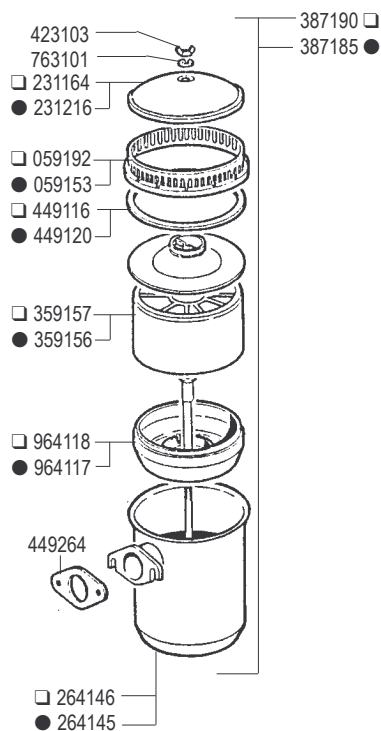
- ADN 37-43
- ADN 45-48-54-60



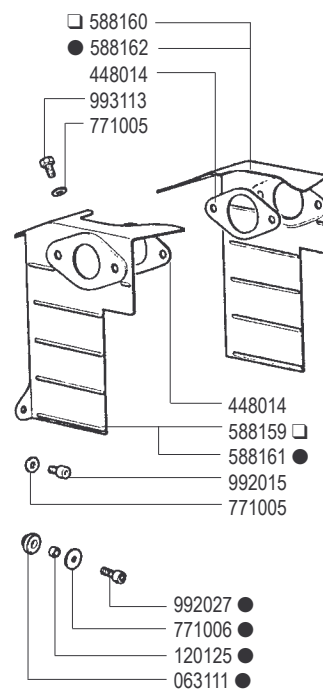
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

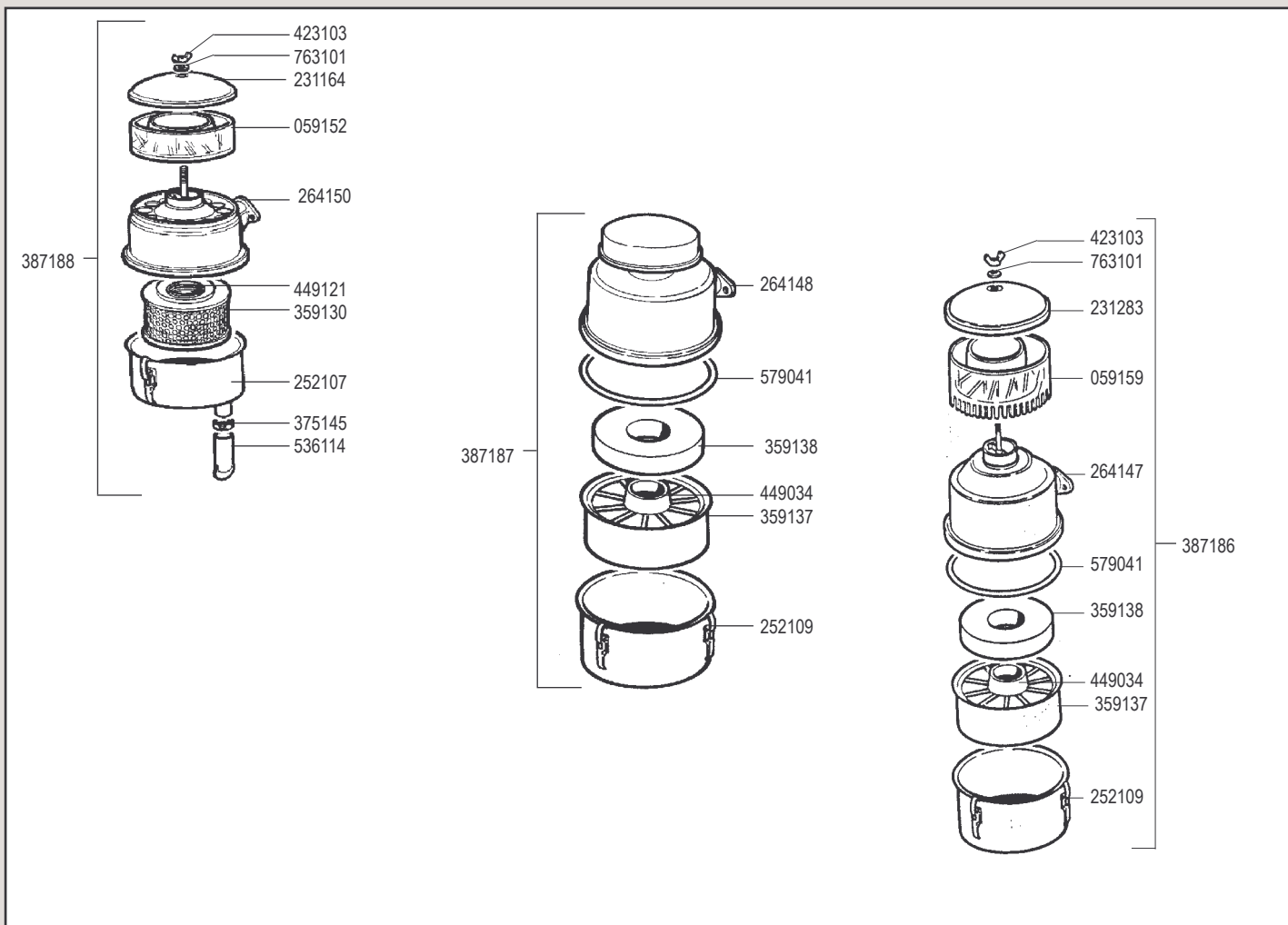


- ADN 37-43
- ADN 45-48-54-60

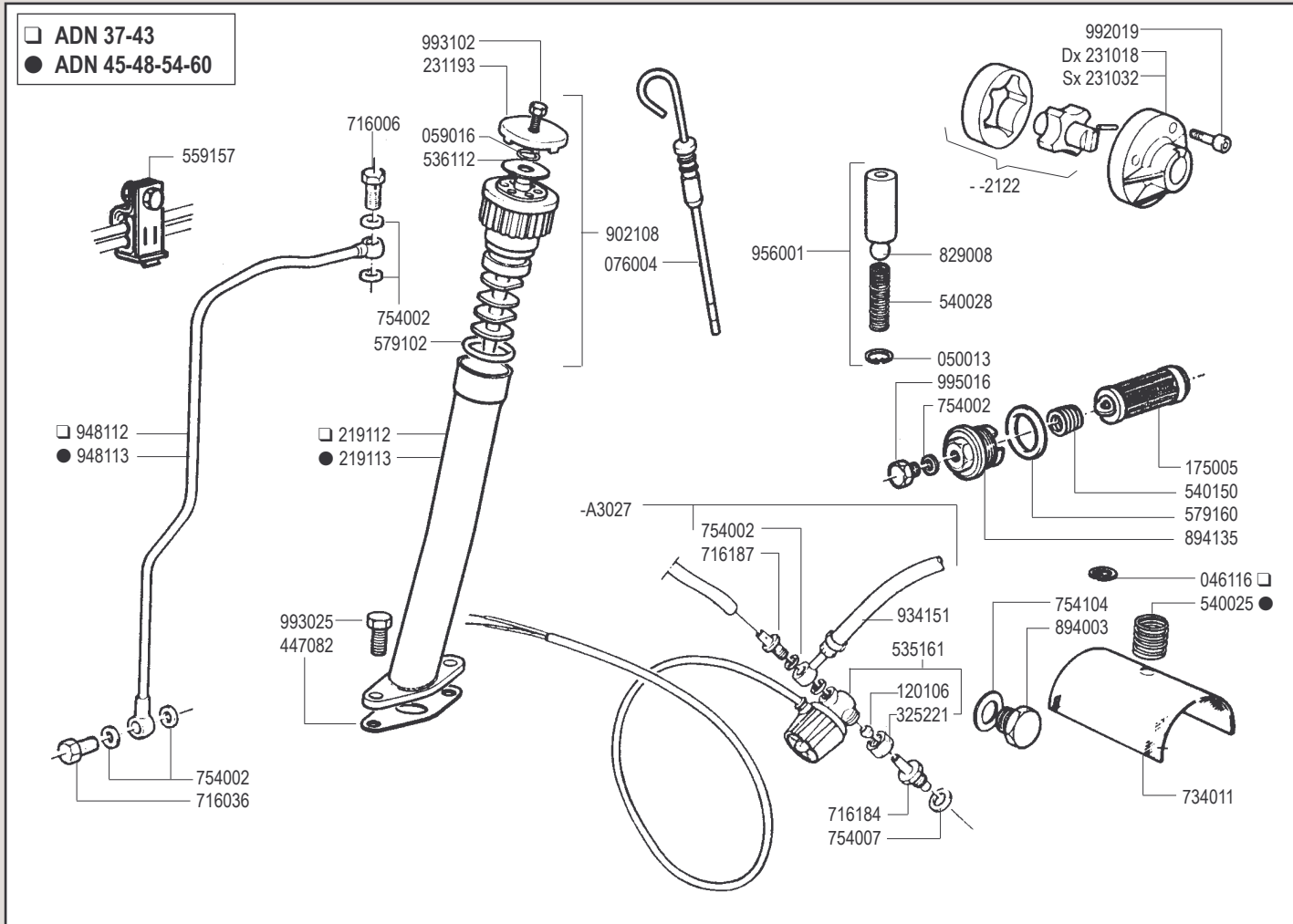


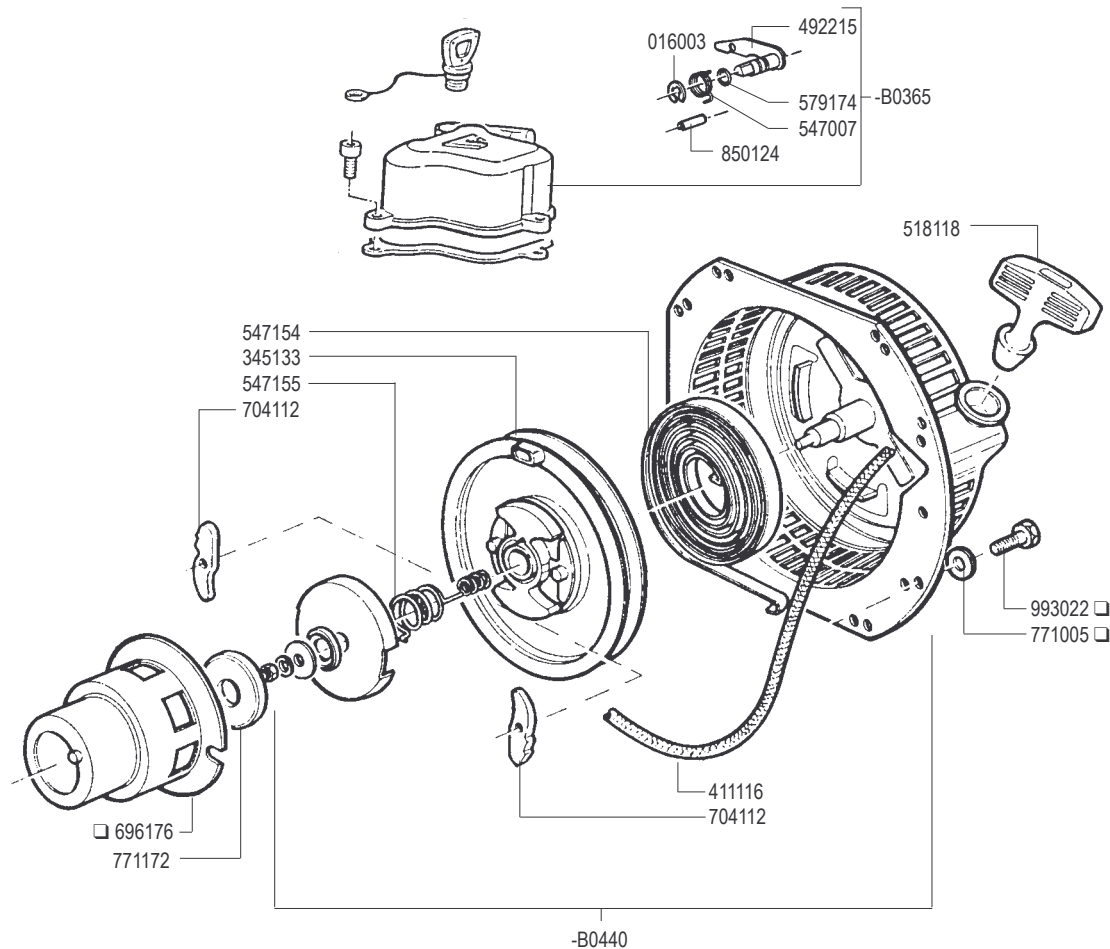
- 227178 □
- 227136 ● Dx
- 227135 ● Sx
- 227176 ● Sx con foro isp  
with inspection





**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**

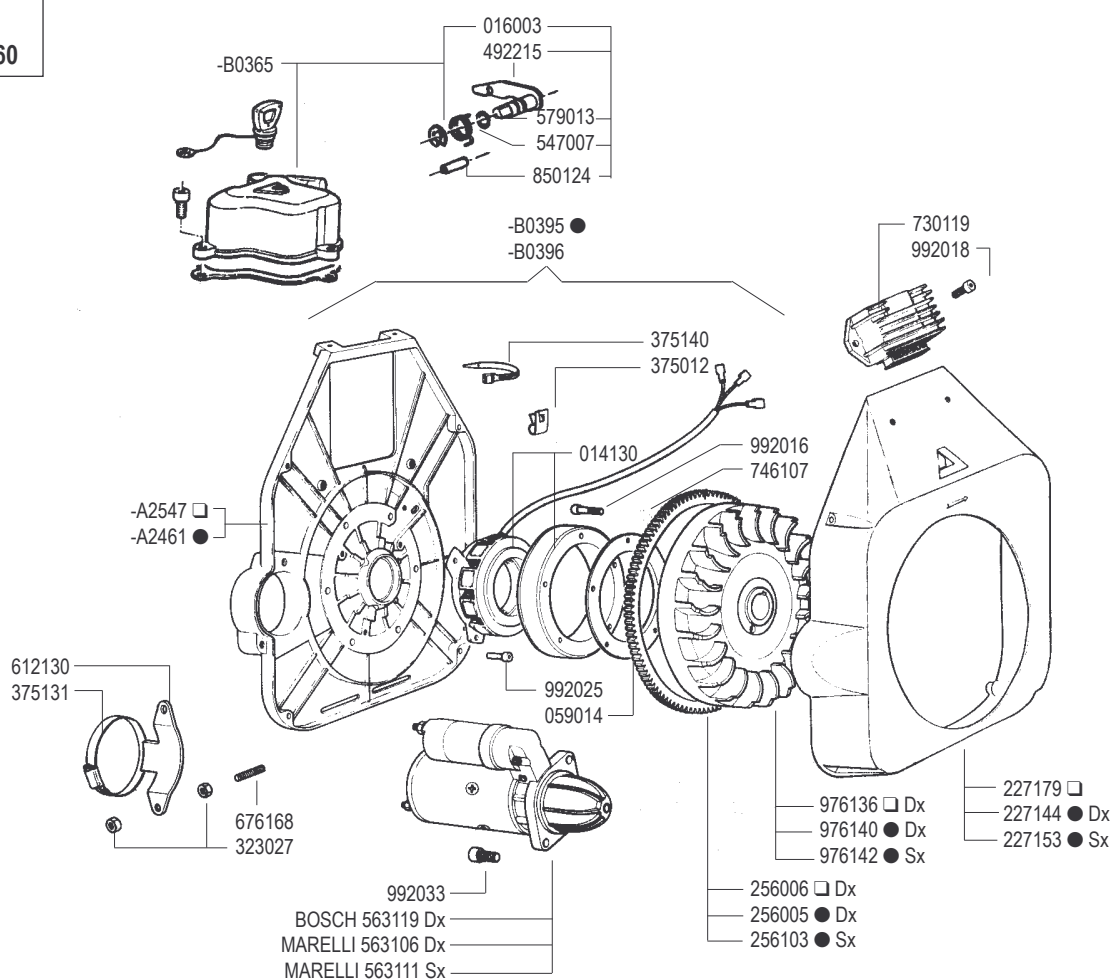




# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

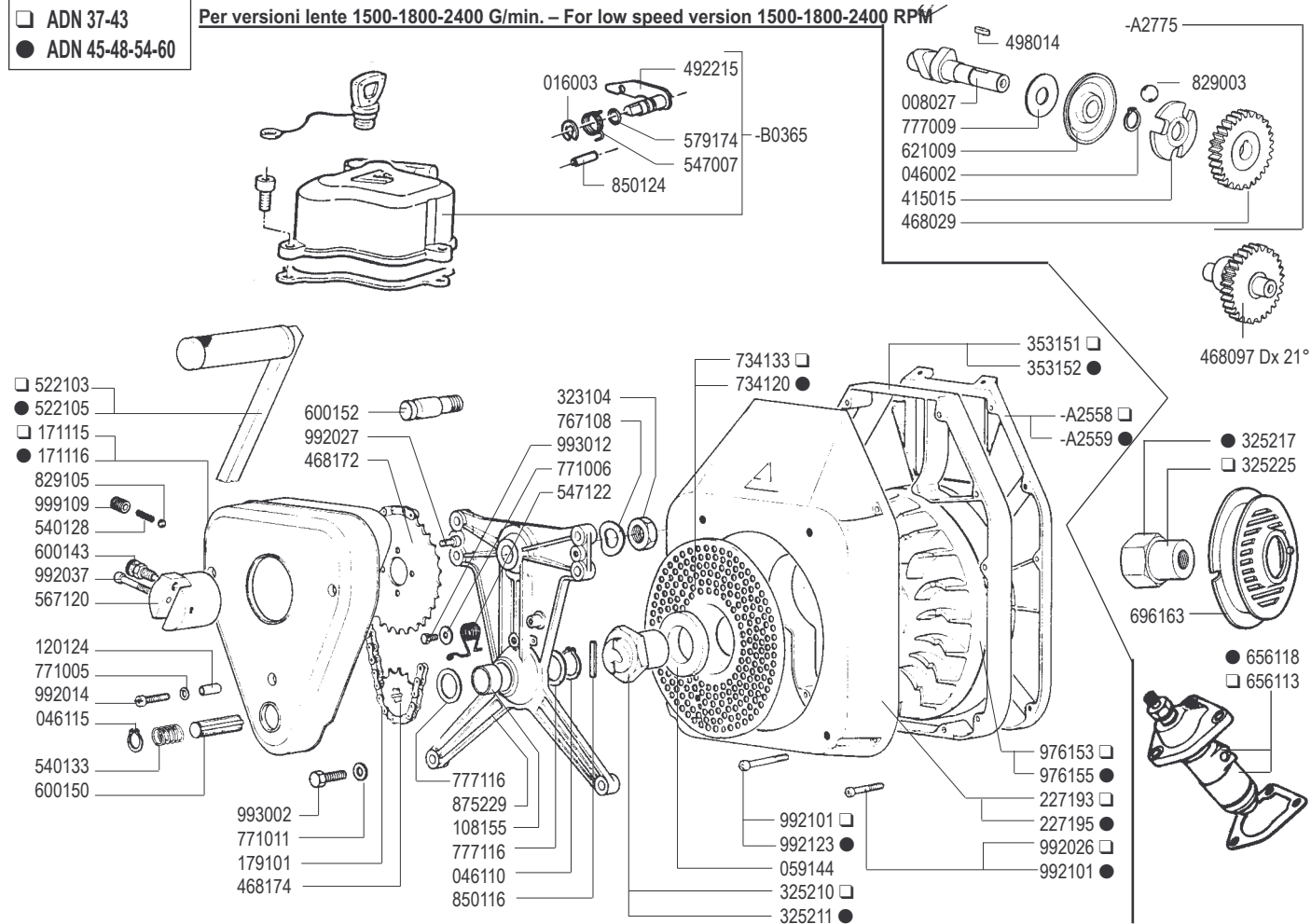


- ADN 37-43
- ADN 45-48-54-60

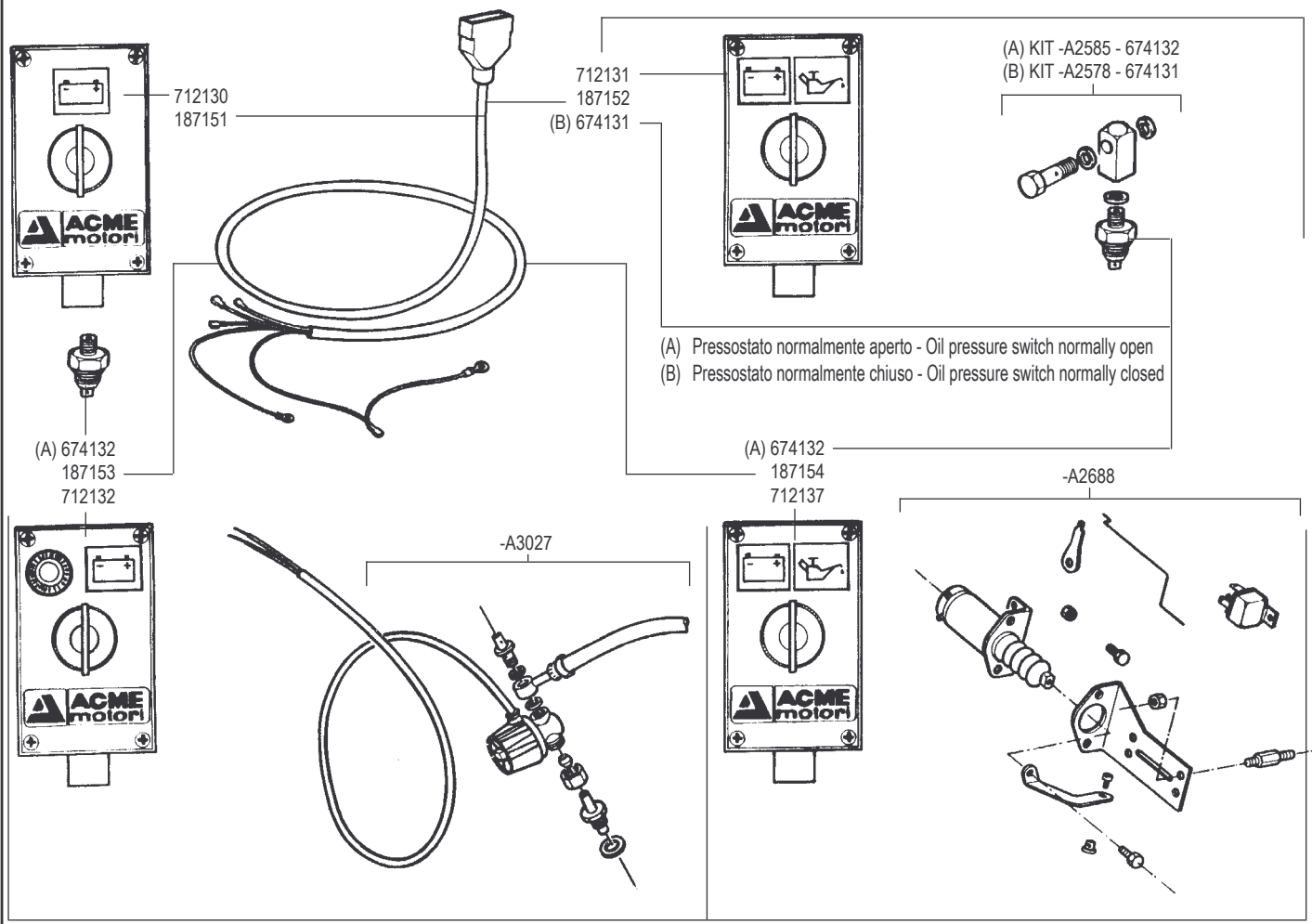


- ADN 37-43  
● ADN 45-48-54-60

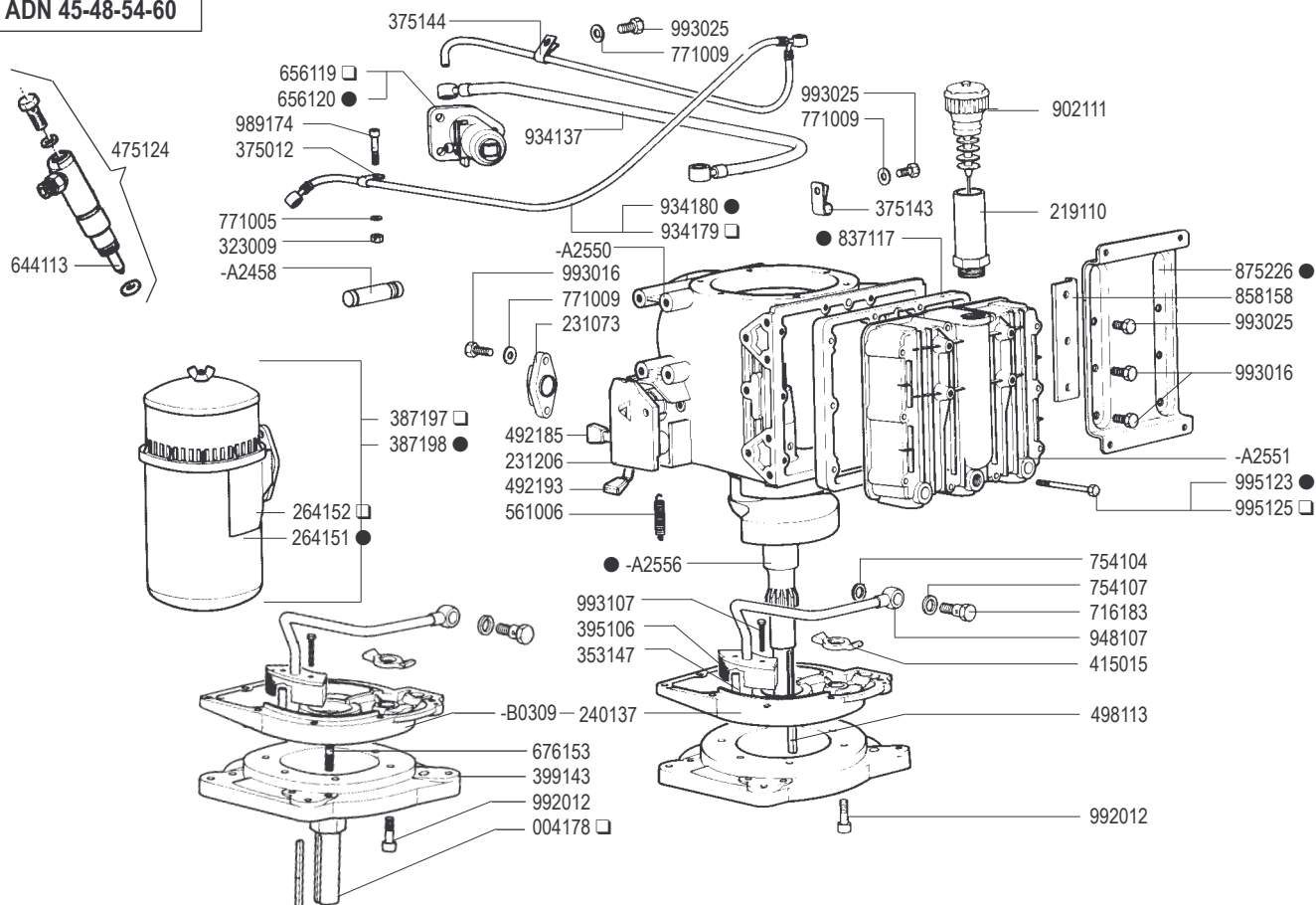
Per versioni lente 1500-1800-2400 G/min. - For low speed version 1500-1800-2400 RPM



## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



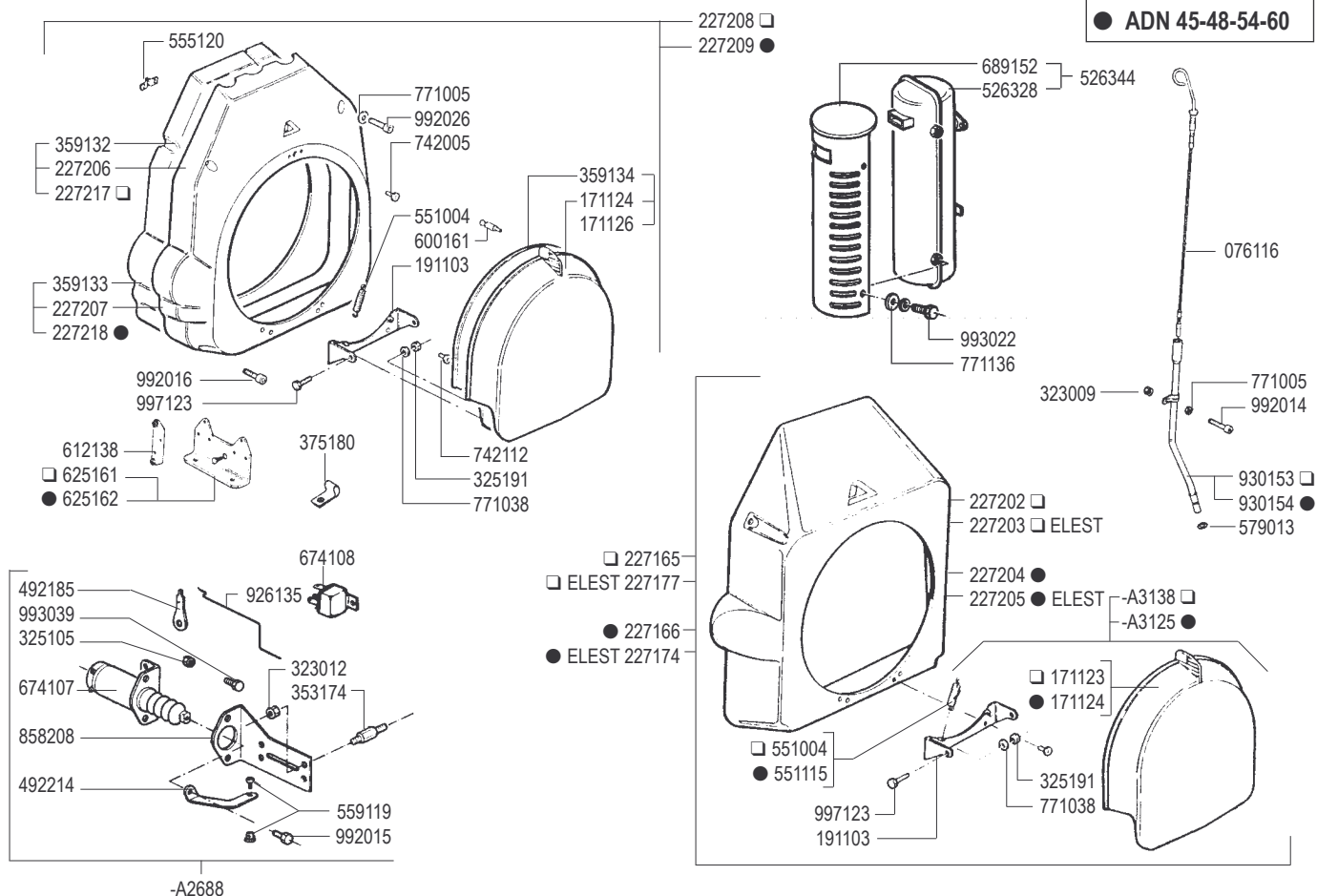
- ☐ ADN 37-43  
☒ ADN 45-48-54-60

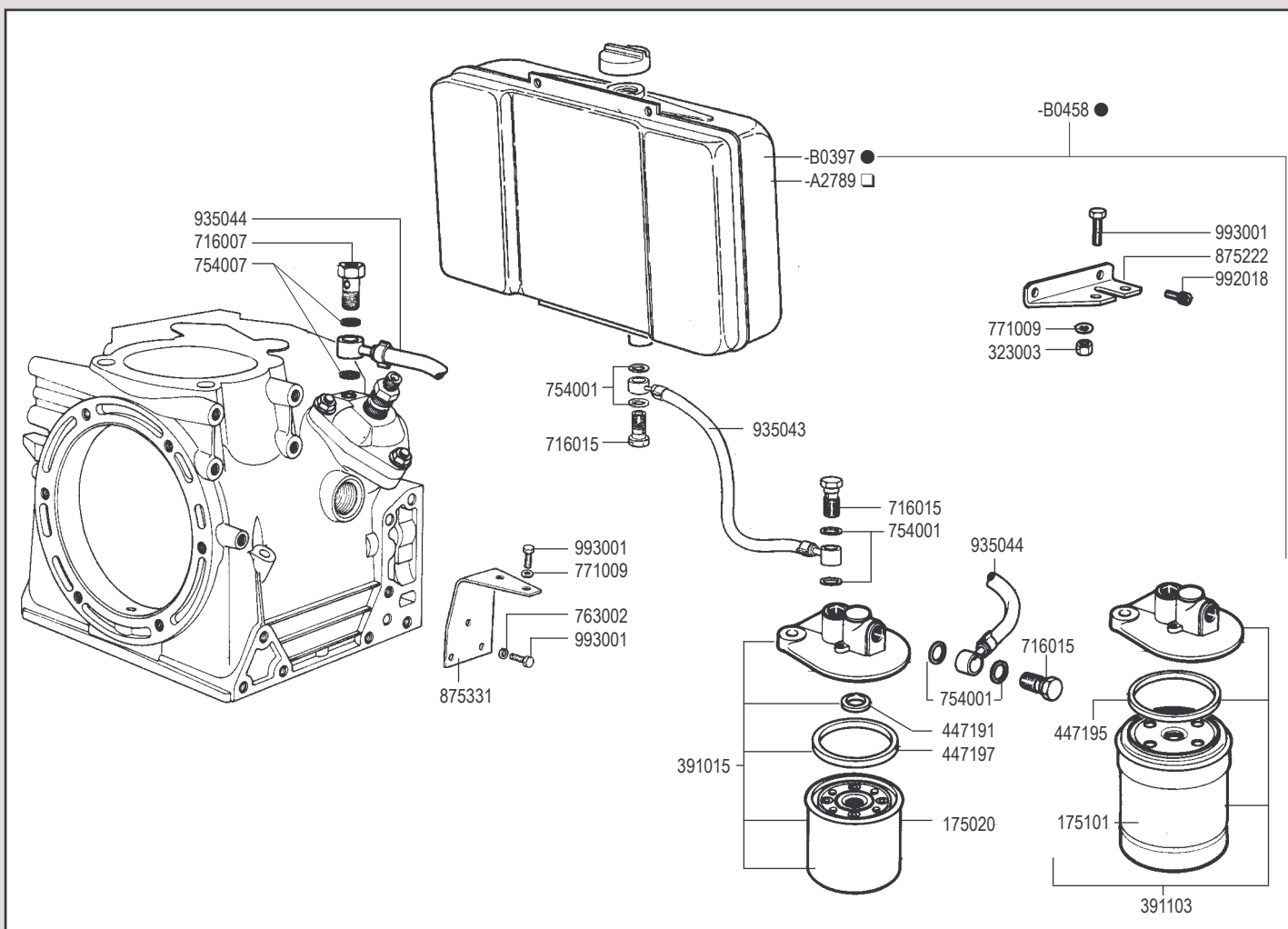


# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

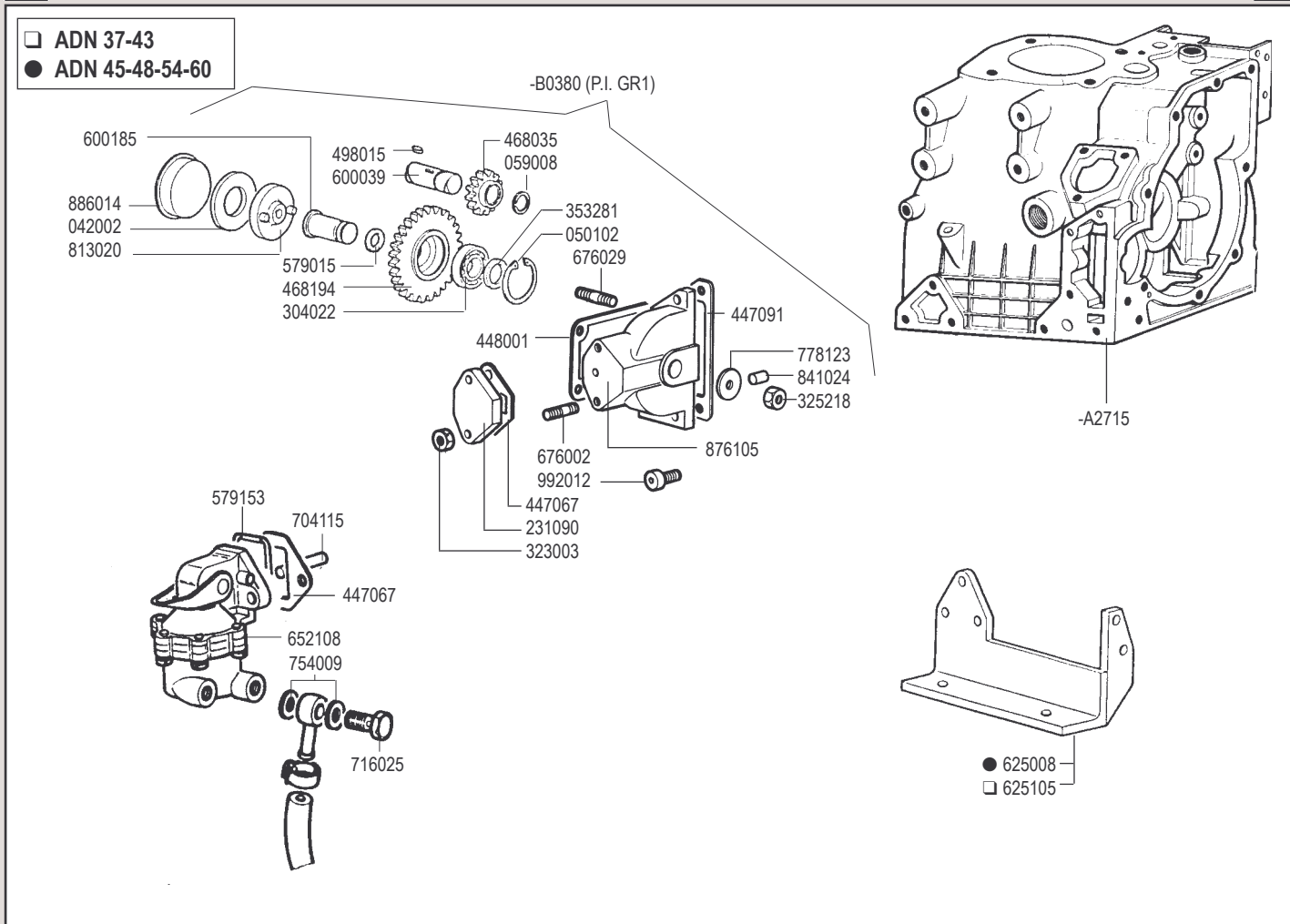


- ☐ ADN 37-43  
☒ ADN 45-48-54-60

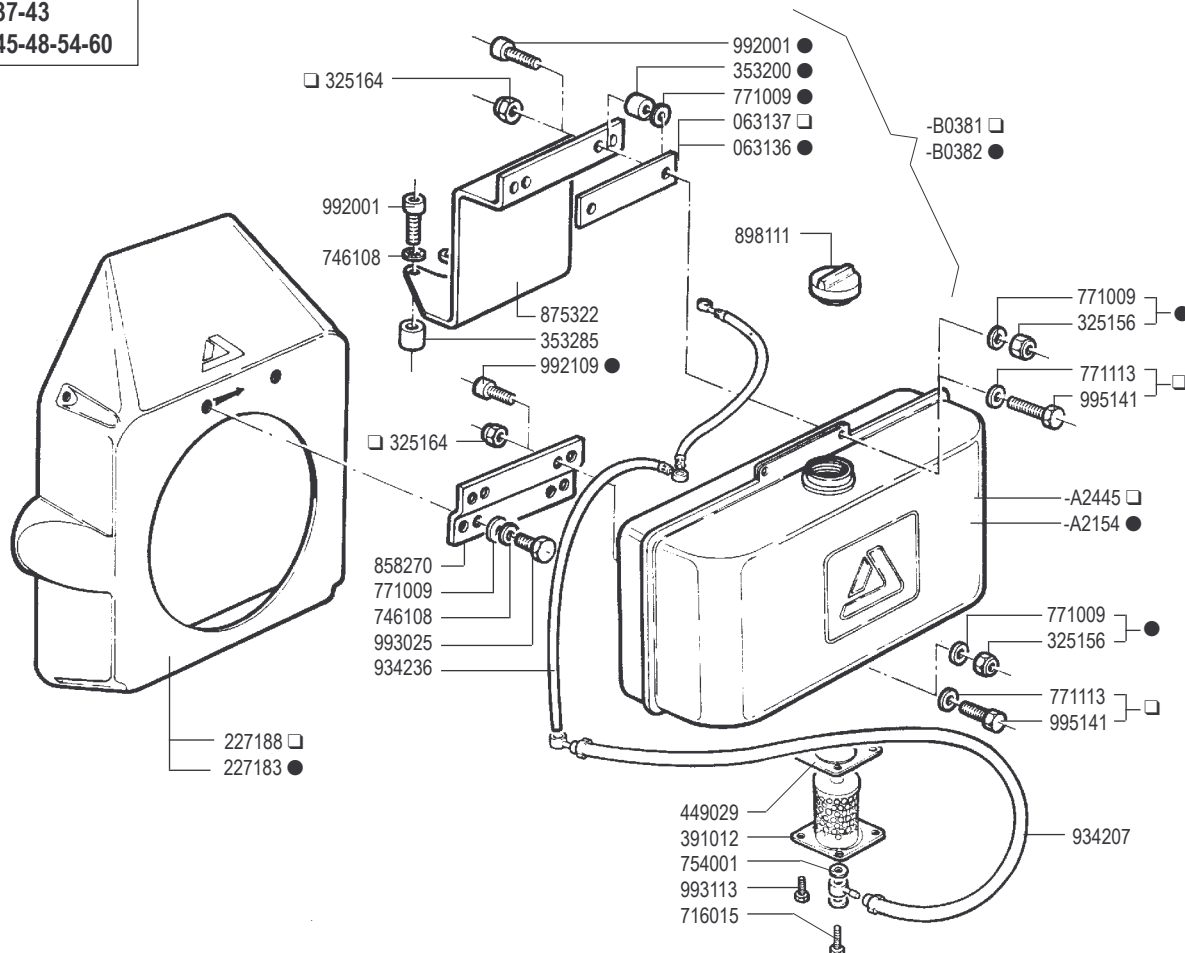




**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



- ADN 37-43  
● ADN 45-48-54-60

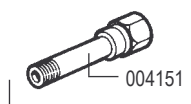
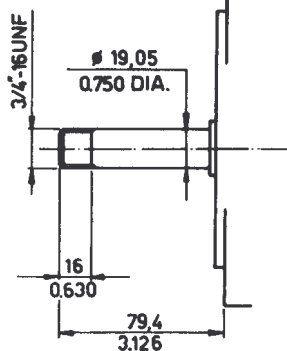


# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



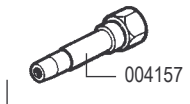
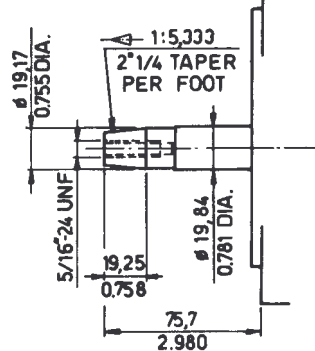
## ADN 37-43

### PRIMULA



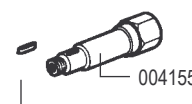
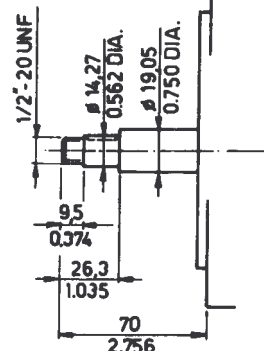
-B0321

### PRISMA

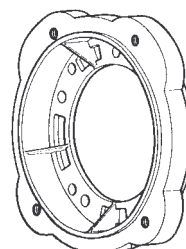
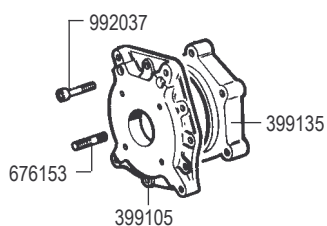


-B0301

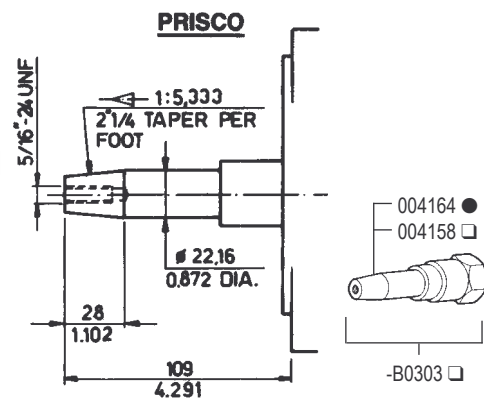
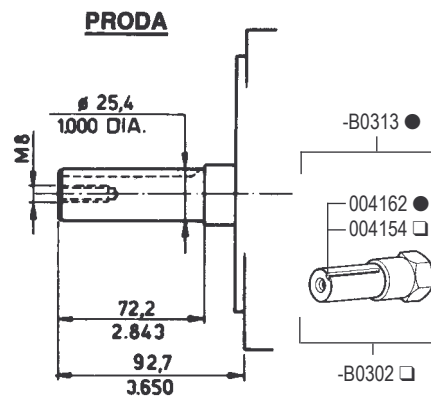
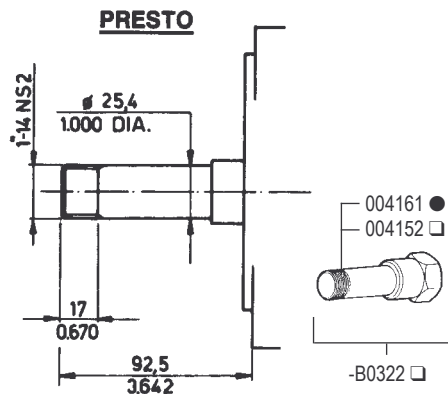
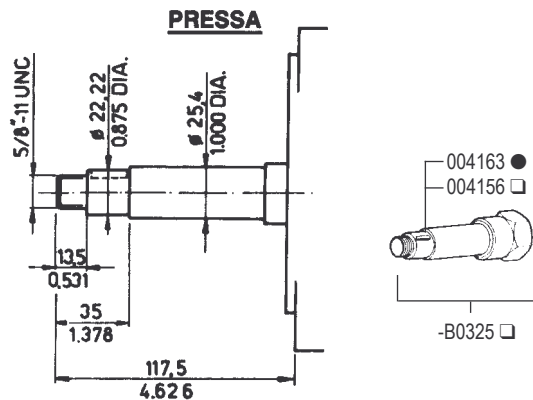
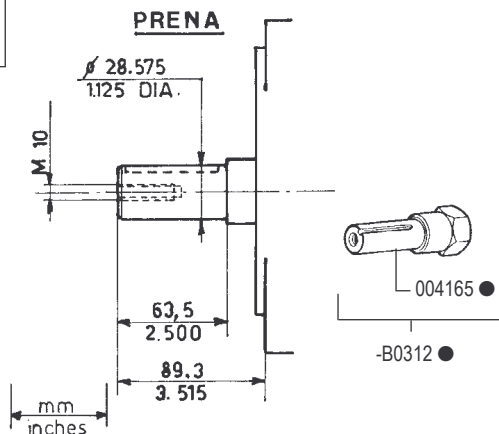
### PRIMO



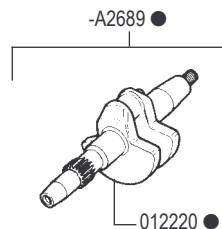
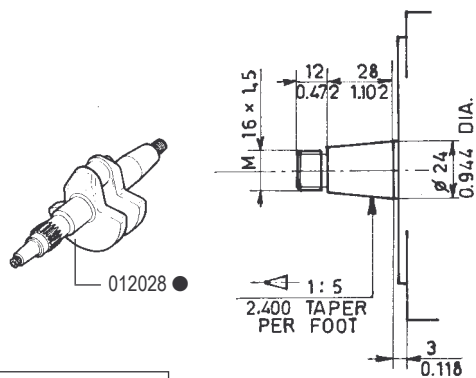
-B0324



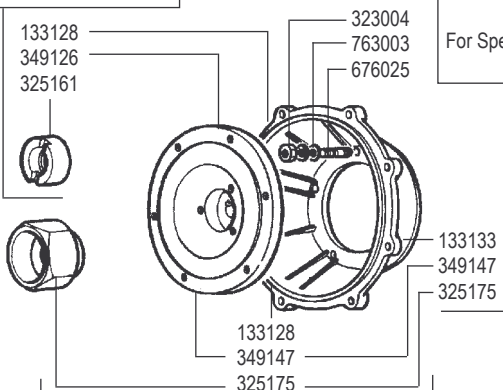
- ADN 37-43  
● ADN 45-48-54-60



## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



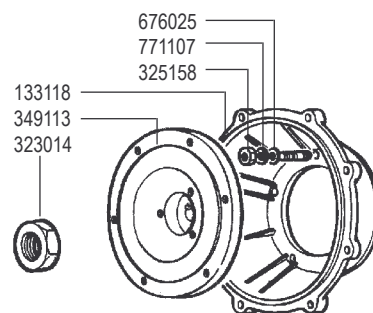
Per versioni A13579 / -A6291  
A13578  
For Spec. N.-A5983  
-A5529

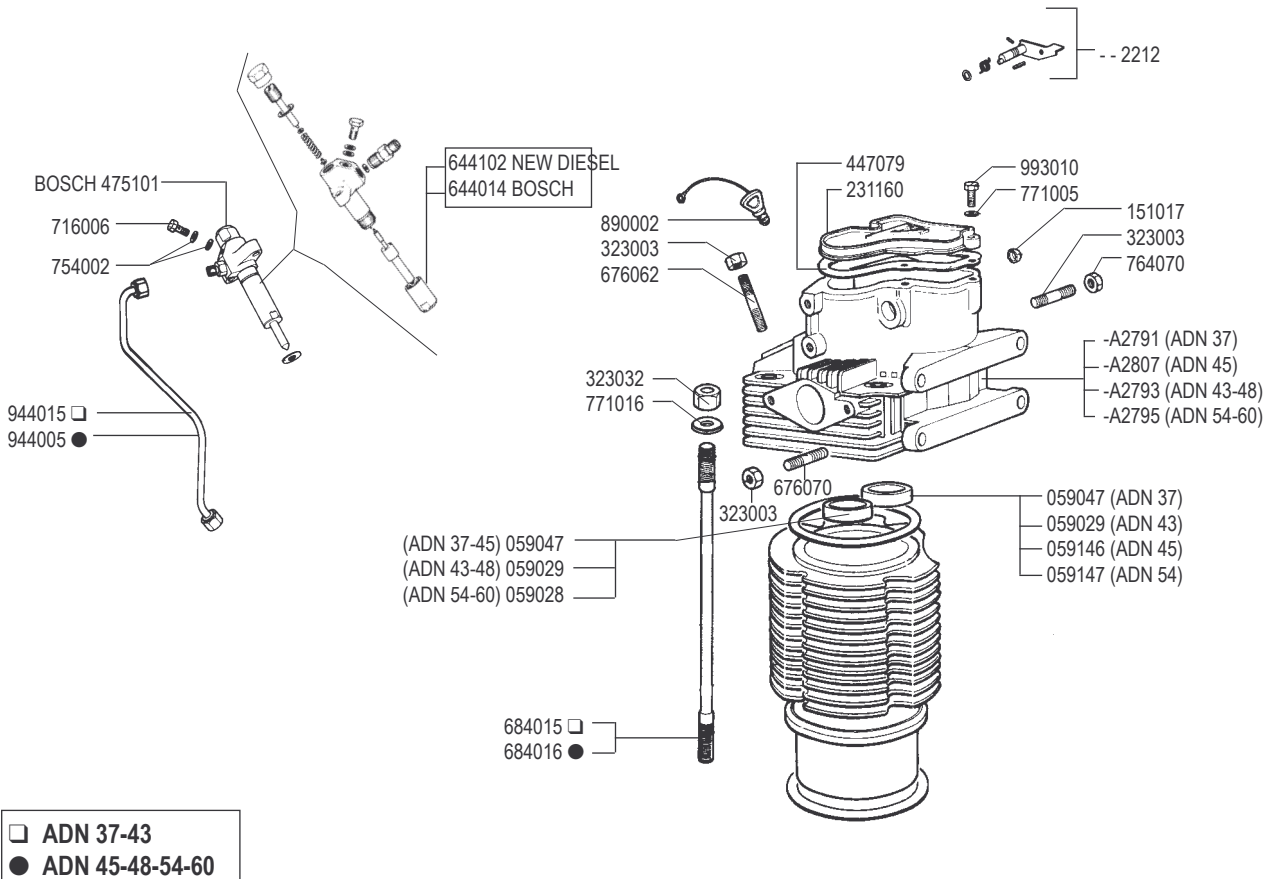


Per versioni -A5712 / -A5973  
For Spec. N.-A5761

Per versioni -A5861  
-A5892  
For Spec. N.-A6049  
-A6255

Per versioni -A5538 / -A5532  
For Spec. N.-A5149 / -A5502

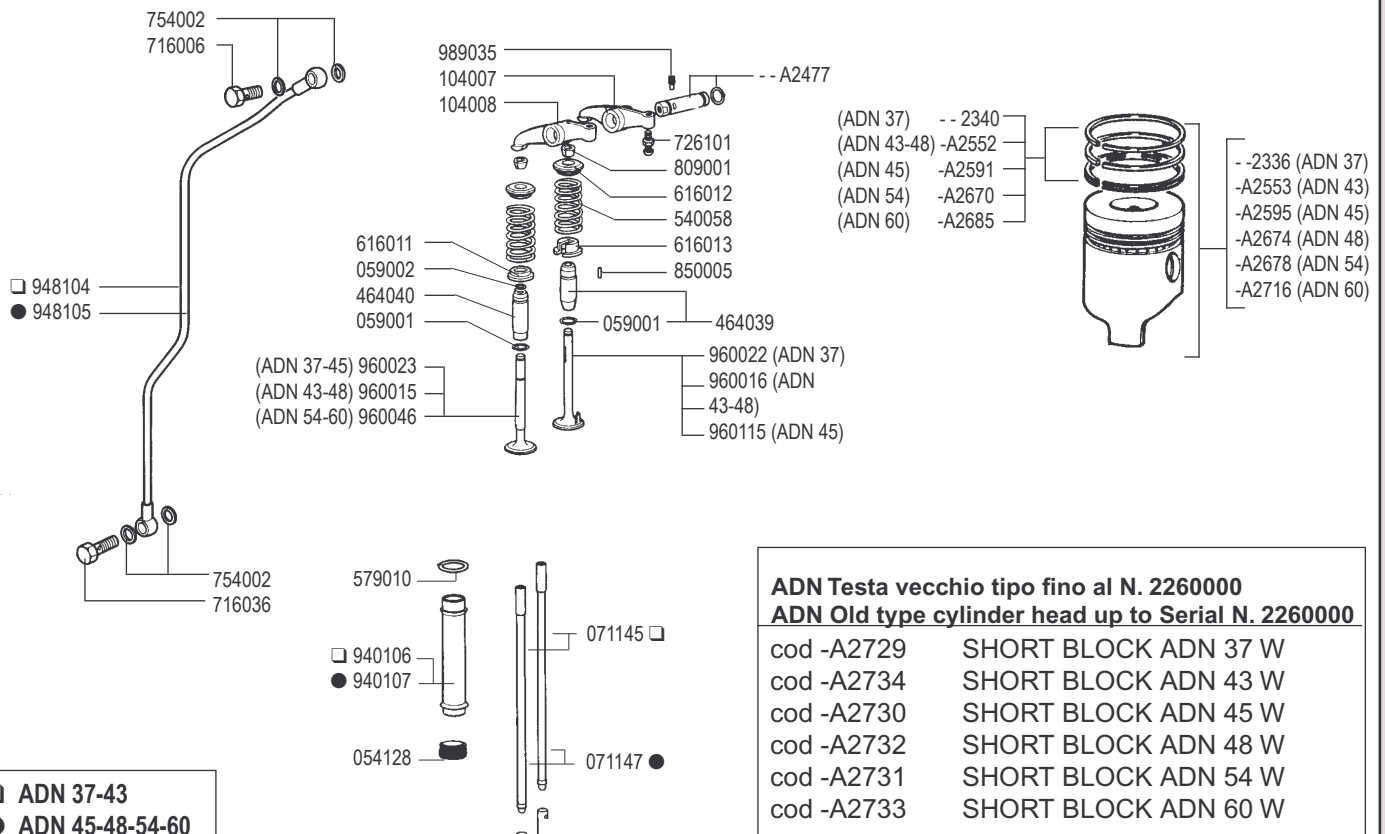




## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



Per motori fino alla matricola n. 2260000 - Up to engines Serial No. 2260000 - Pour moteurs jusqu'au nr. 2260000



## ADN 37W- 43W - 47W - 54W



**Valido dal N° 5029781**  
***Valid from N° 5029781***

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**SHORT BLOCK:**

● ADN 37W -B3097 ● ADN 43W -B3098 ● ADN 47W -B3099 ● ADN47D -B3100 ● ADN 54W -B3101

# ADN 37W- 43W - 47W - 54W



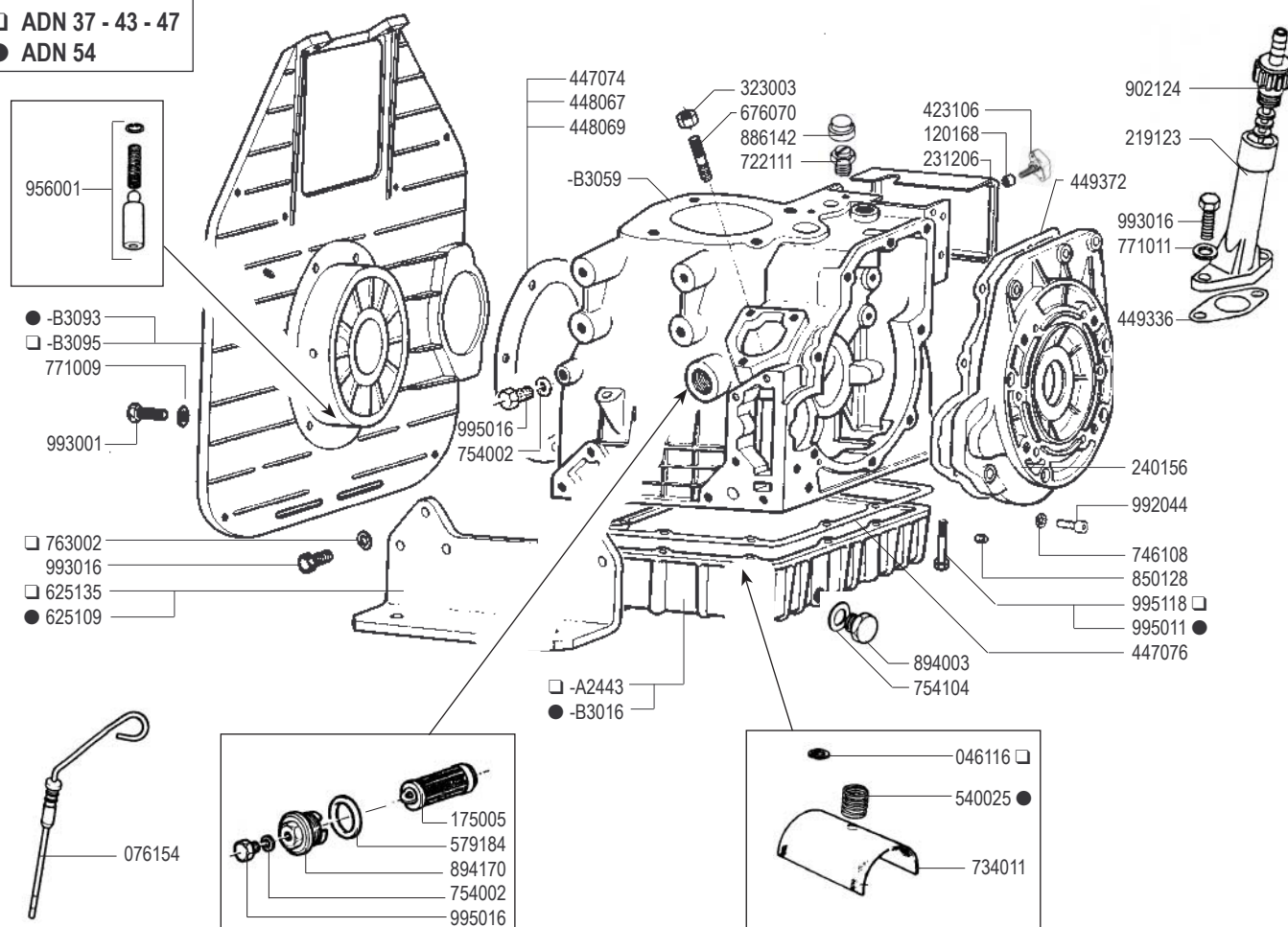
**Valido dal N° 5029781**  
**Valid from N° 5029781**

## SHORT BLOCK:

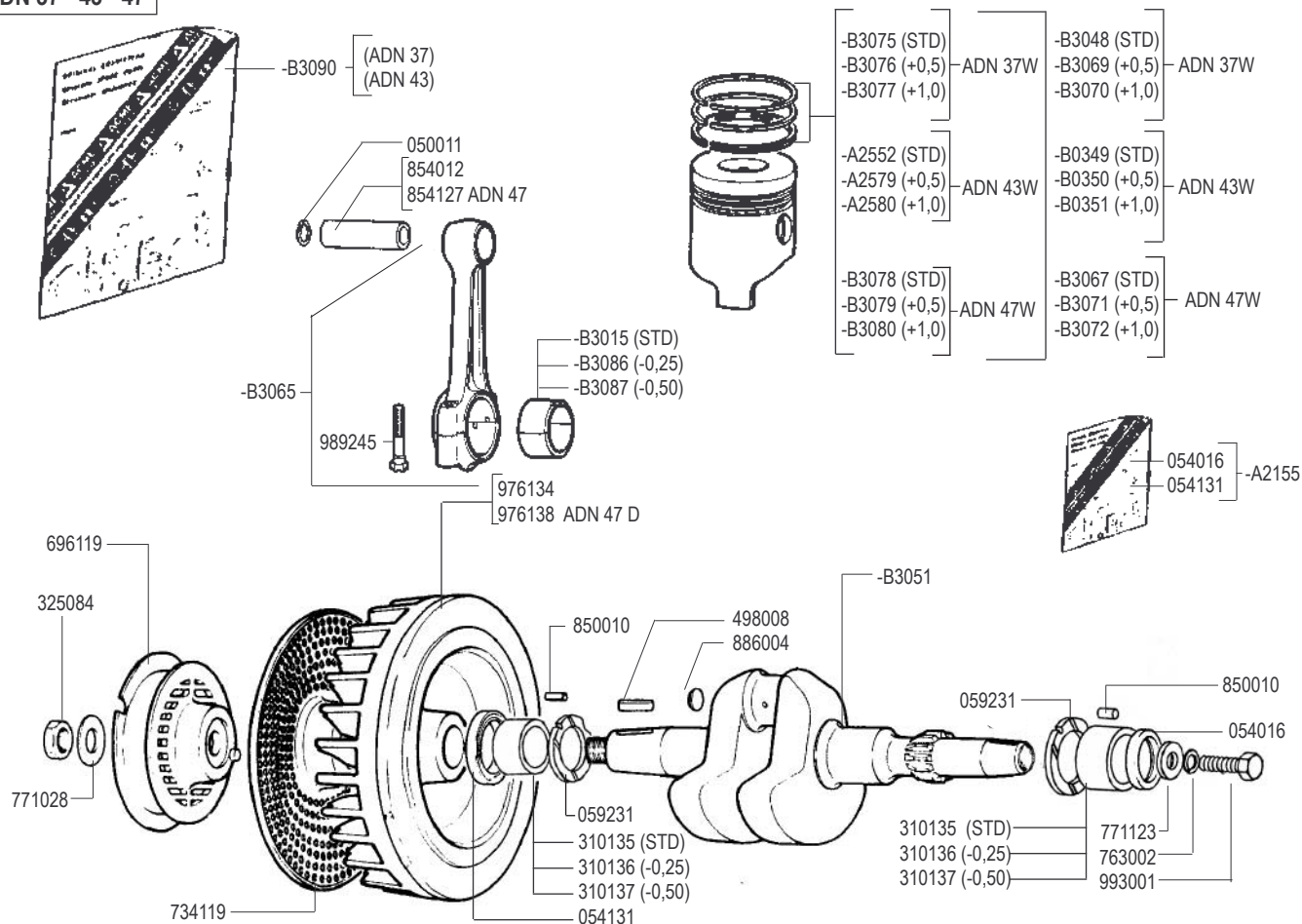
ADN 37W -B3097 ● ADN 43W -B3098 ● ADN 47W -B3099 ● ADN47D -B3100 ● ADN 54W -B3101



- ADN 37 - 43 - 47
- ADN 54



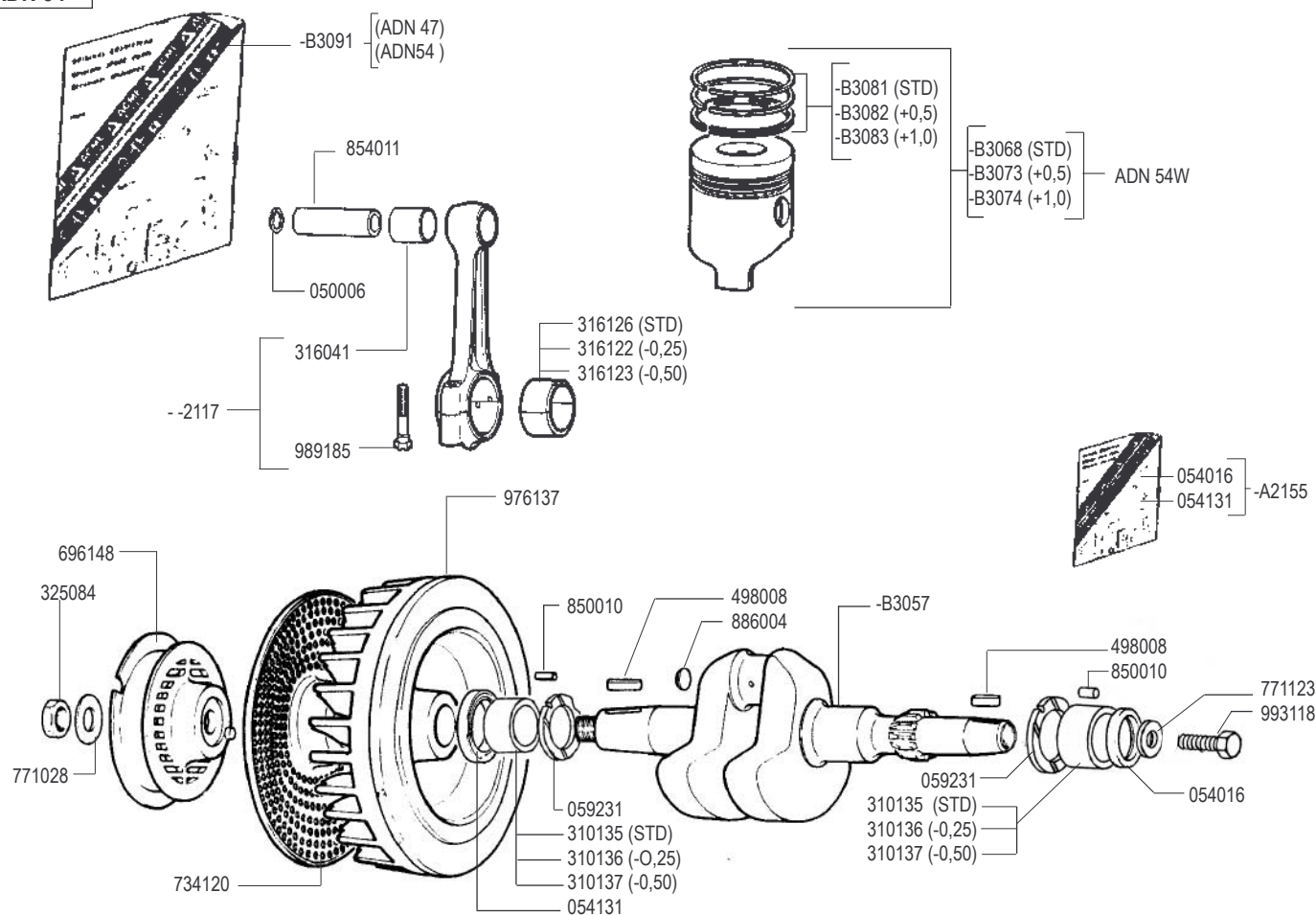
# ADN 37 - 43 - 47



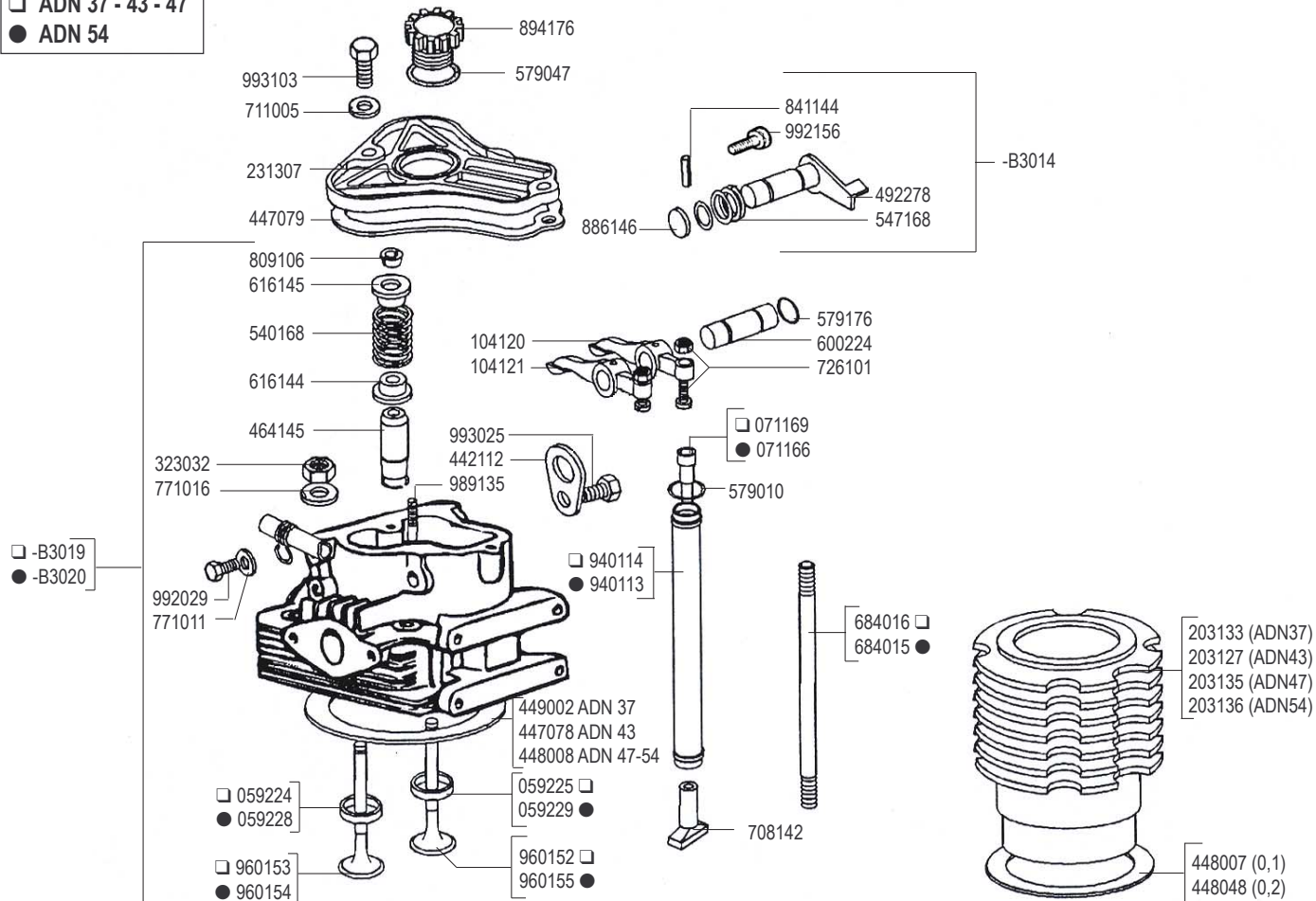
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



# ADN 54



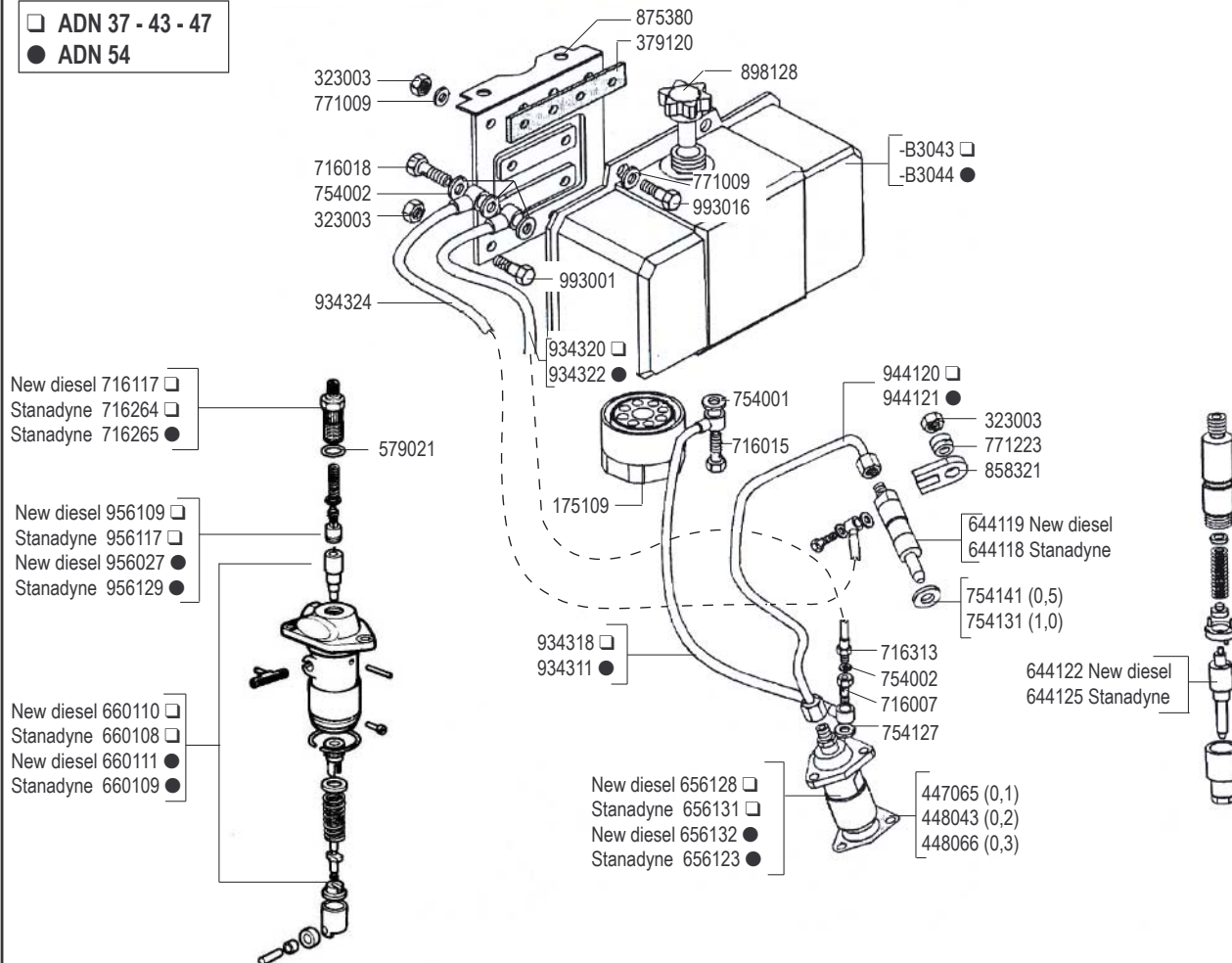
- ADN 37 - 43 - 47  
● ADN 54

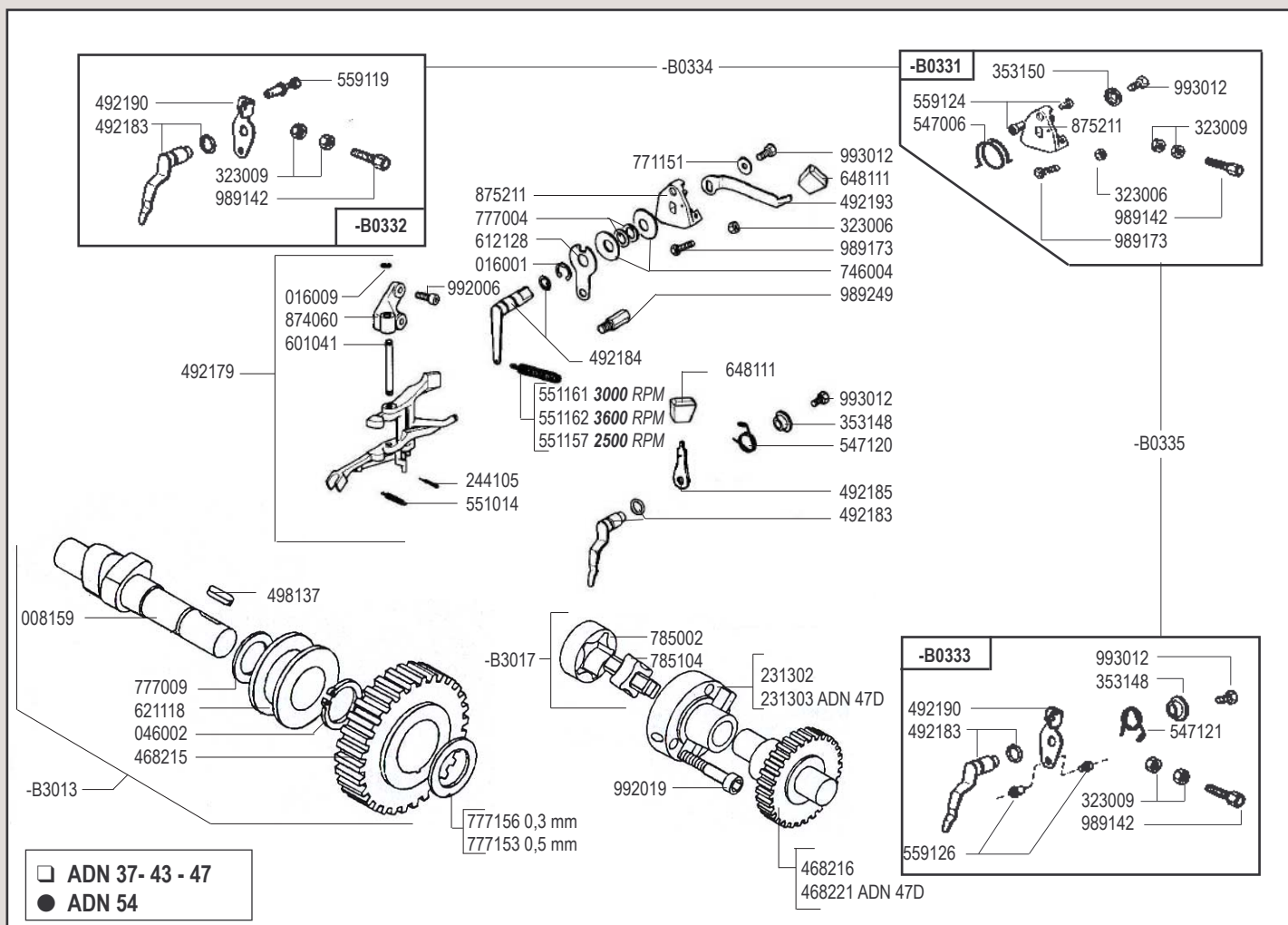


## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

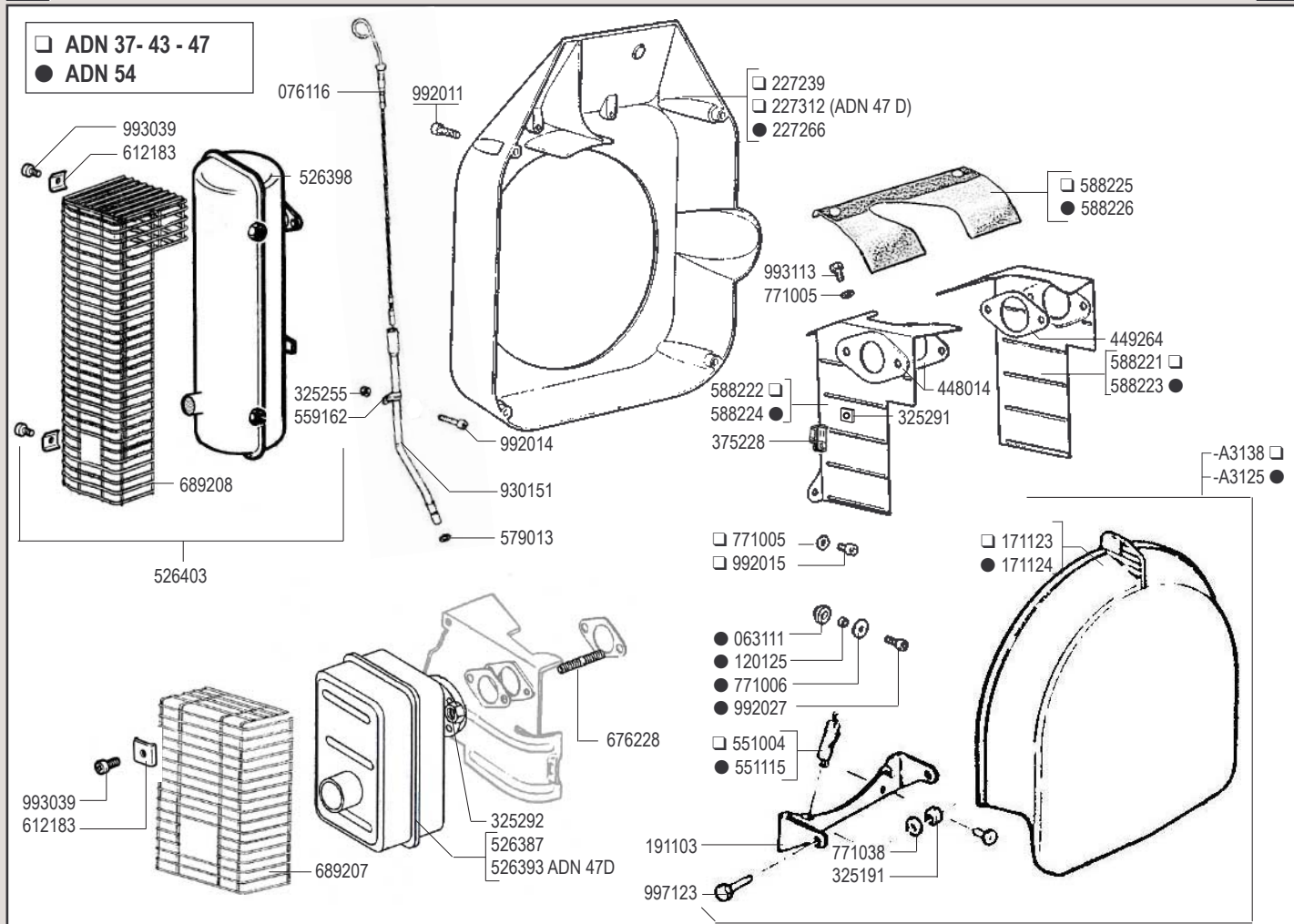


- ADN 37 - 43 - 47  
● ADN 54

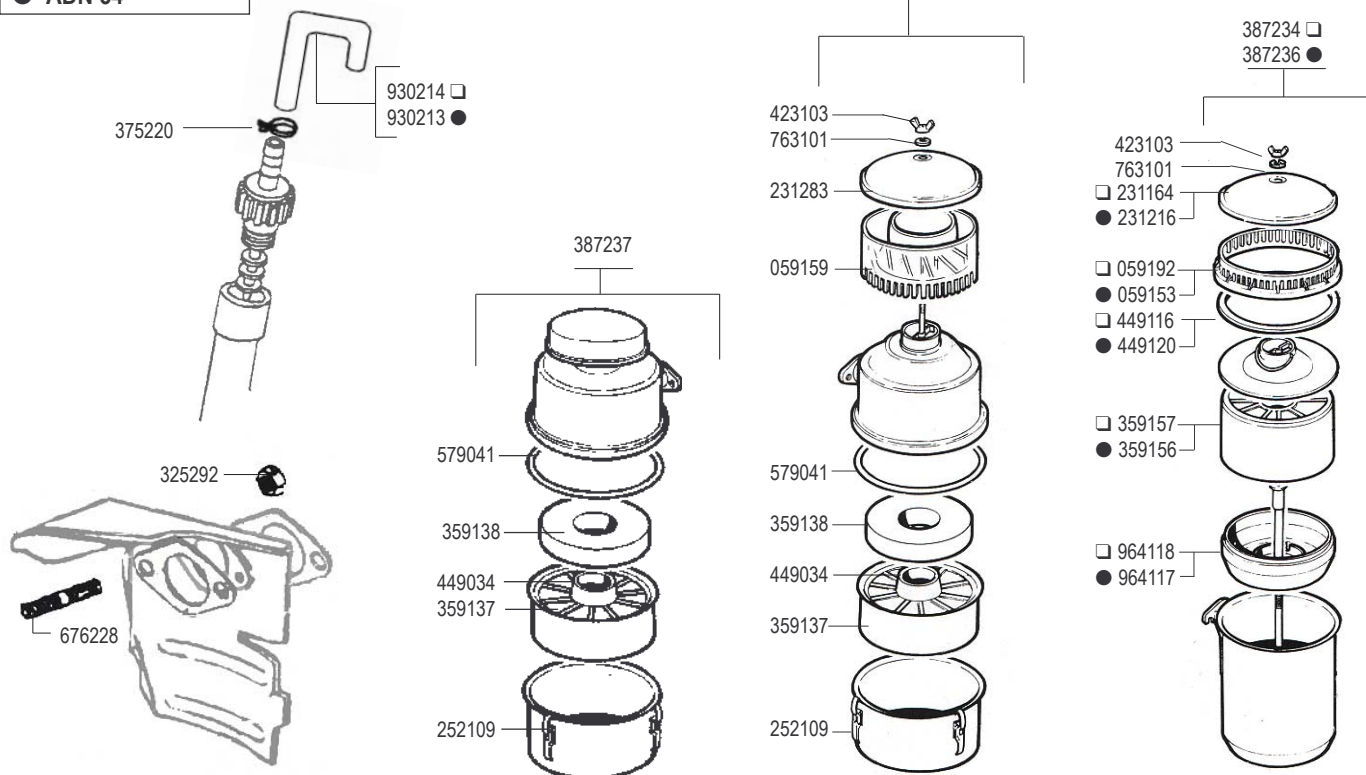




**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



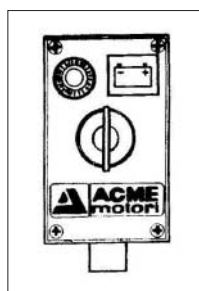
- ADN 37- 43 - 47  
● ADN 54



## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS

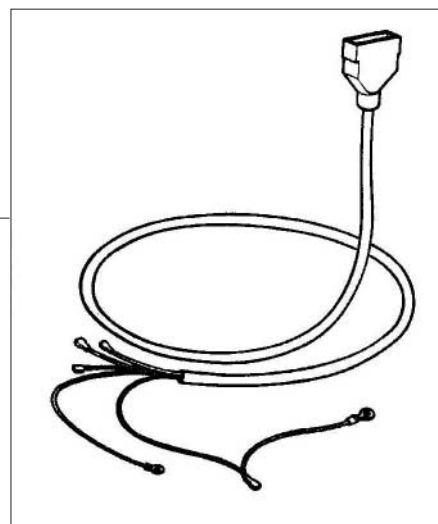


- ◆ Motore con elettromagnete stop  
Engine with mechanical stop by solenoid  
◆ Motore conelettrovalvola stop  
Engine with solenoid valve for stop

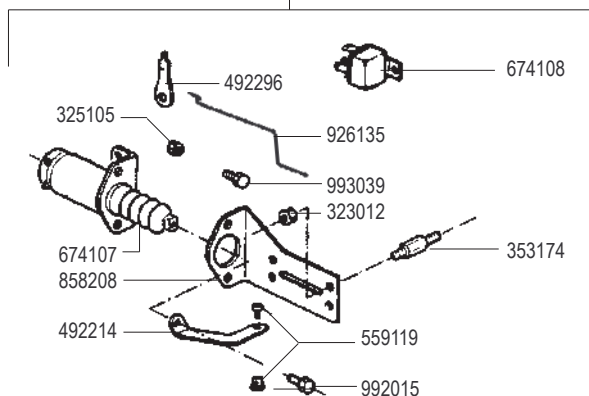


712131  
712132 ◆◆

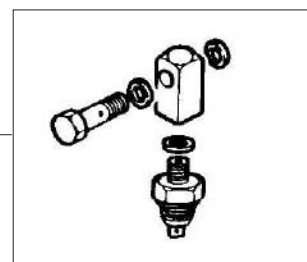
187152  
◆187153  
◆187154



-A2688

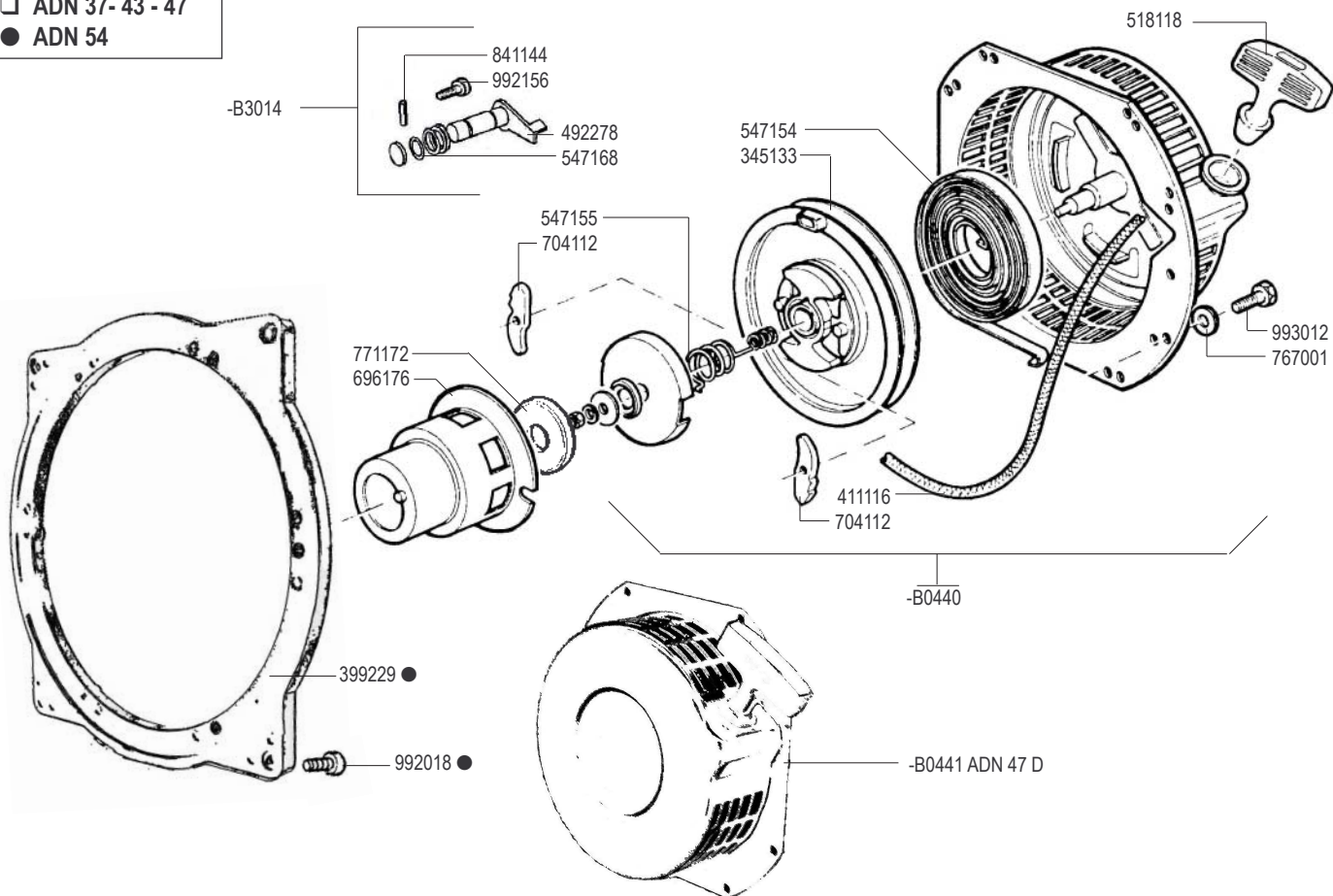


(A) KIT -A2585 - 674132  
(B) KIT -A2578 - 674131



- (A) Pressostato normalmente aperto - Oil pressure switch normally open  
(B) Pressostato normalmente chiuso - Oil pressure switch normally closed

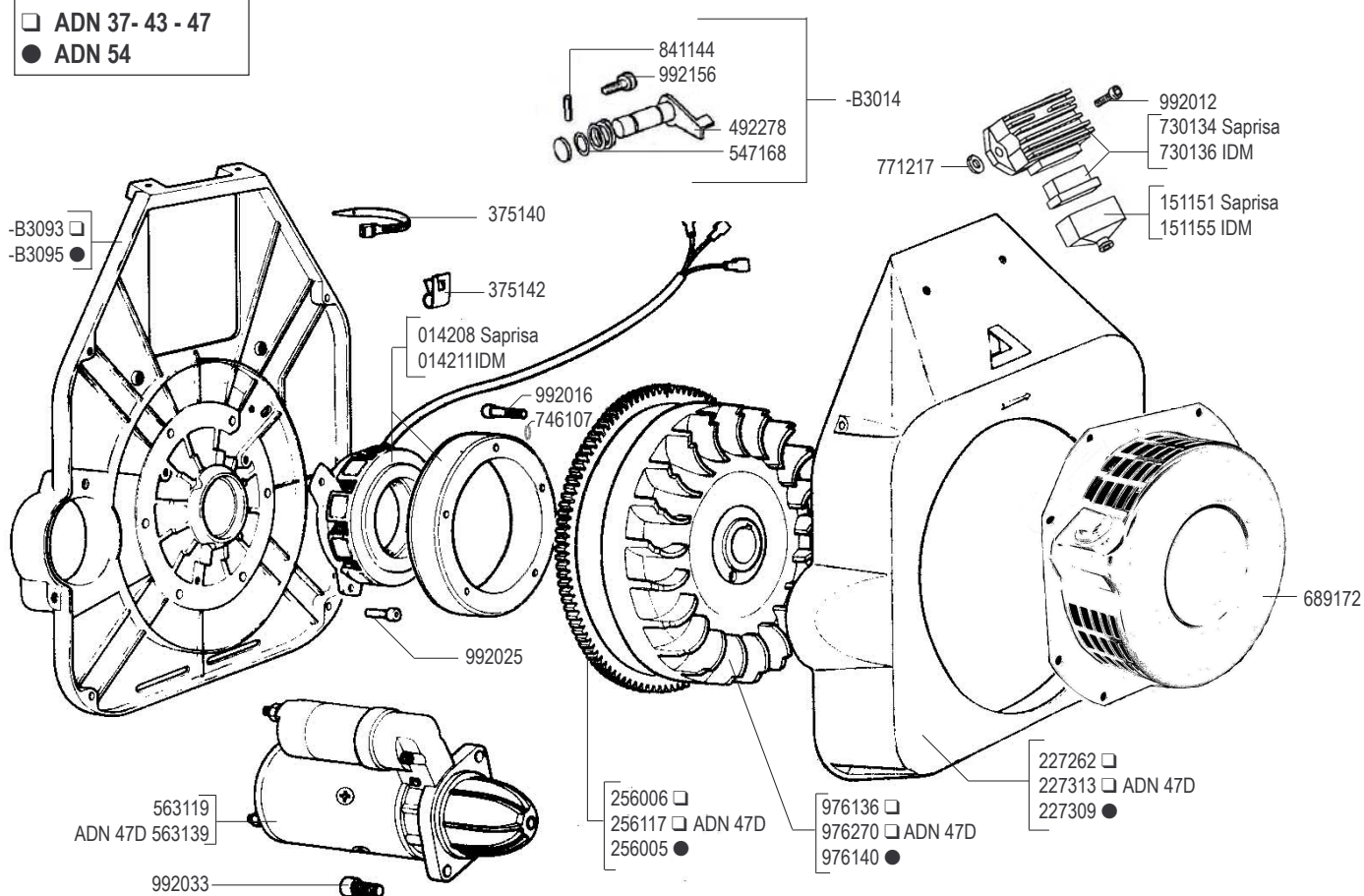
- ☐ ADN 37- 43 - 47  
☒ ADN 54



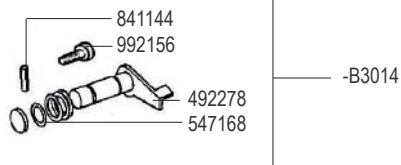
# RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



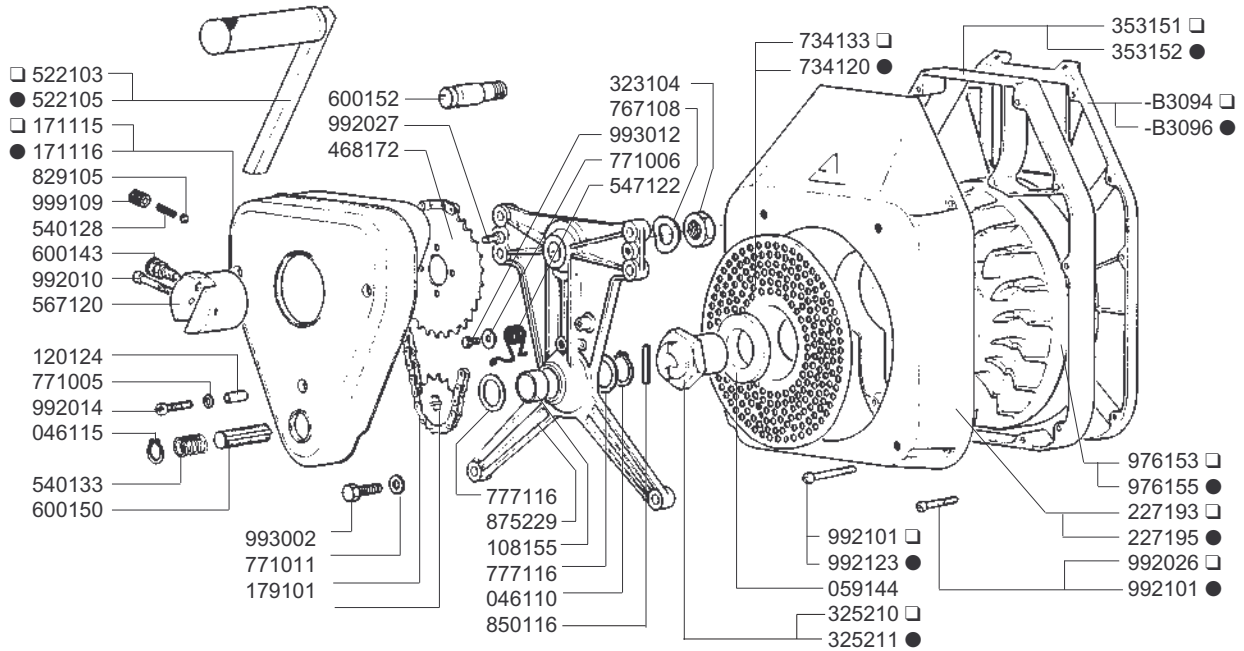
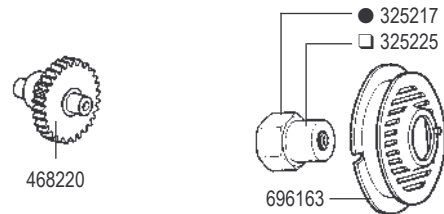
- ☐ ADN 37- 43 - 47  
☒ ADN 54



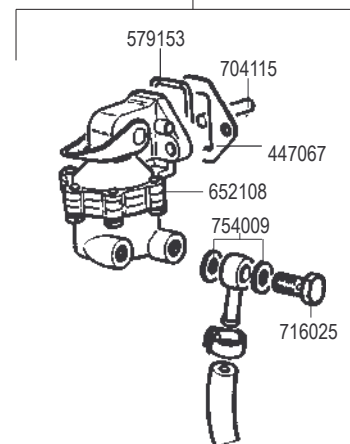
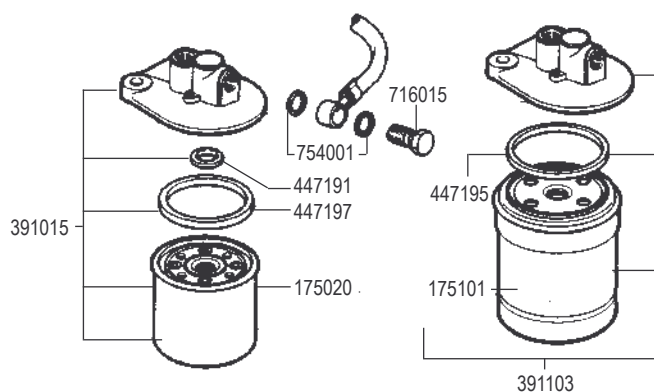
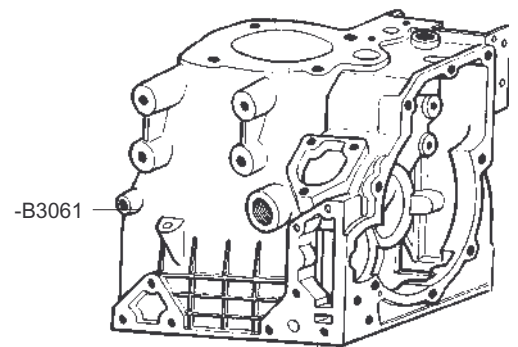
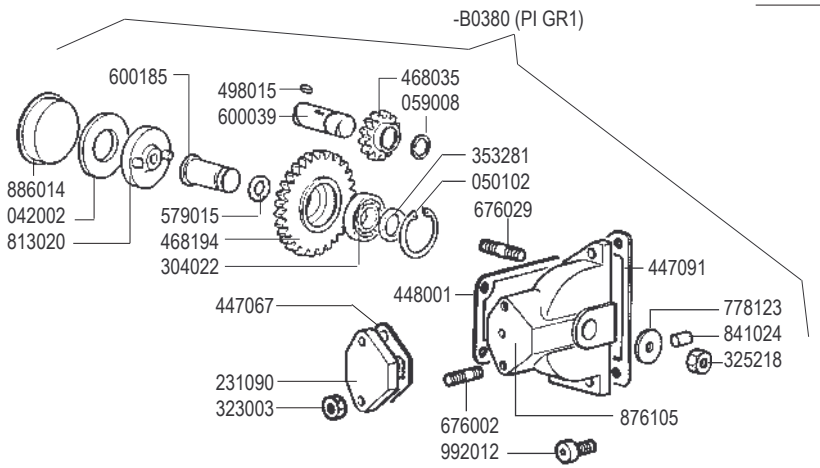
- ADN 37-43 - 47  
● ADN 54

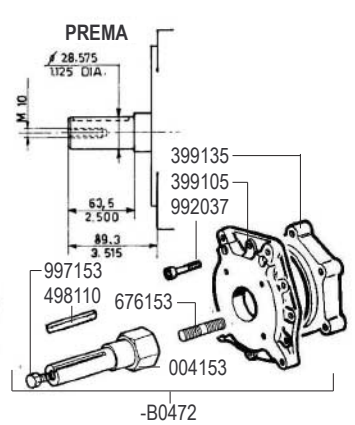
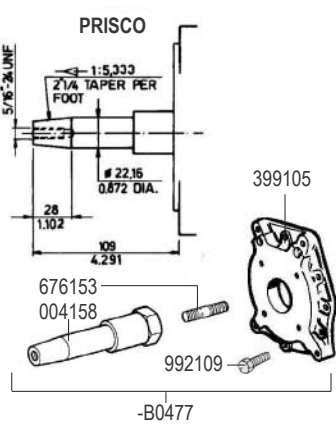
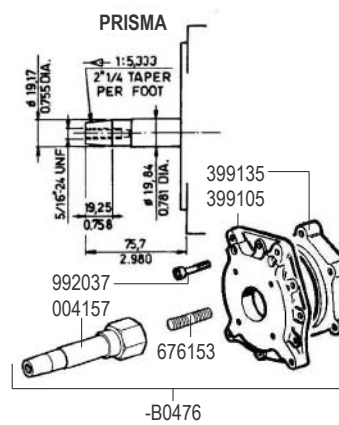
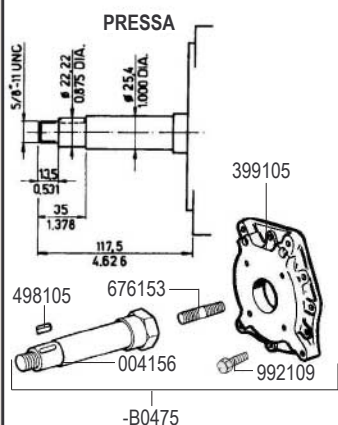
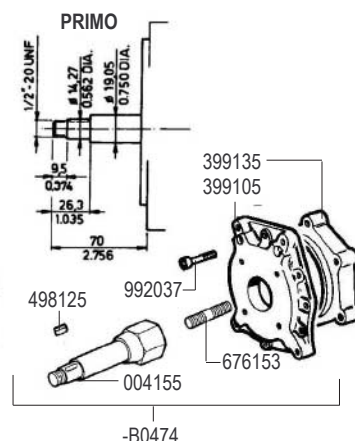
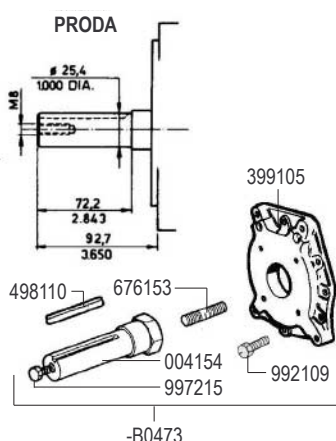
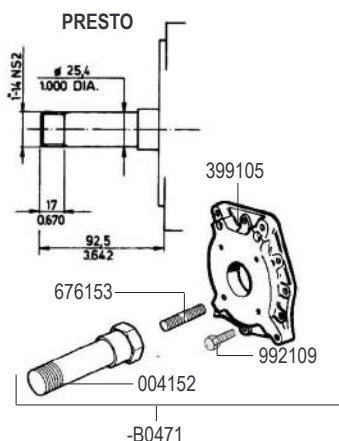
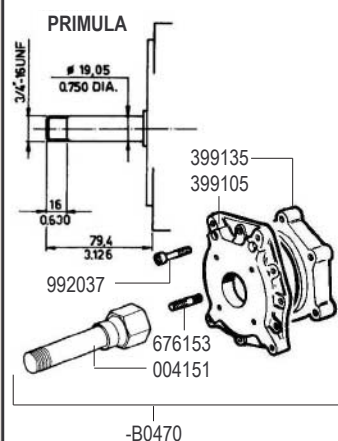


Per versioni lente 2500 G/min. - For low speed version 2500 RPM

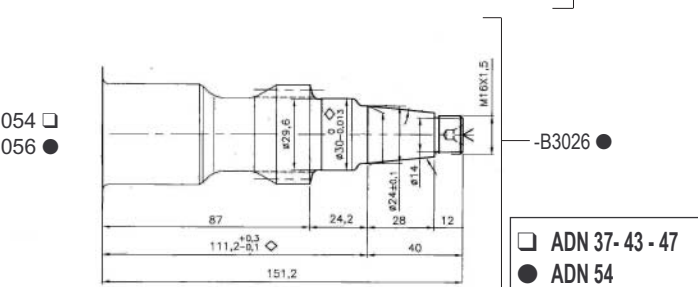
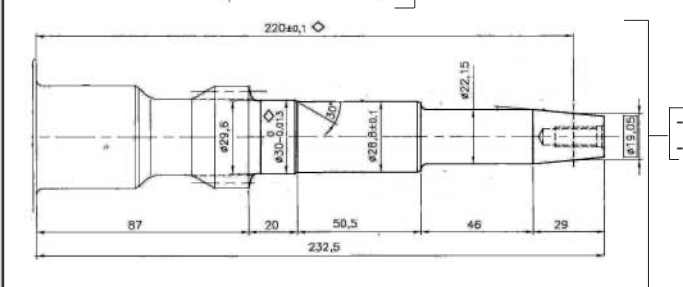
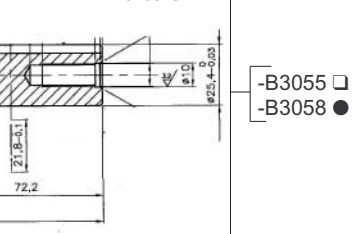
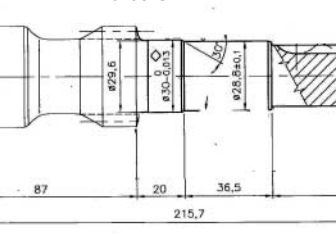
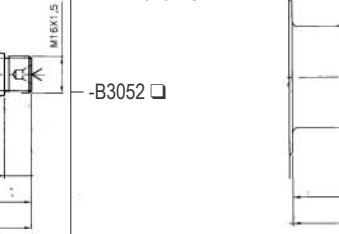
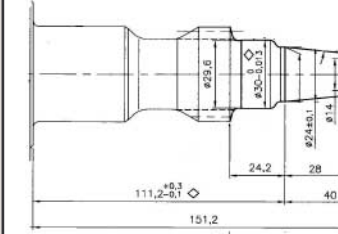
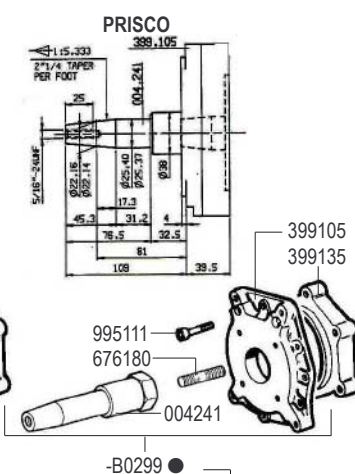
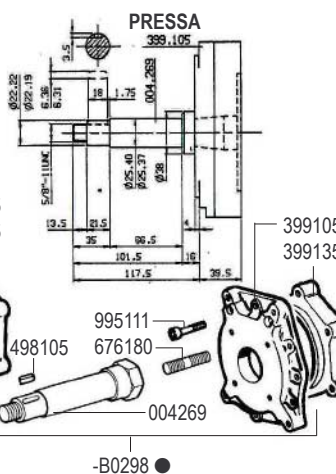
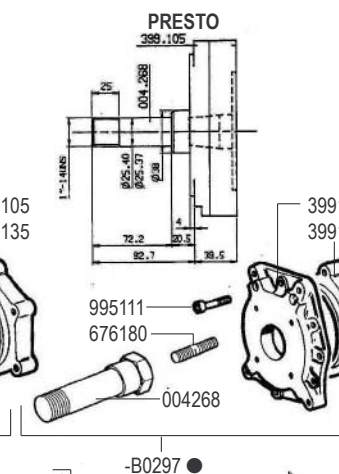
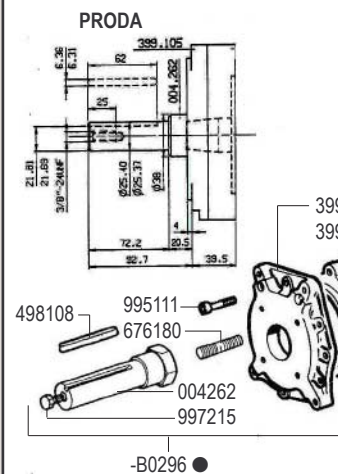


## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



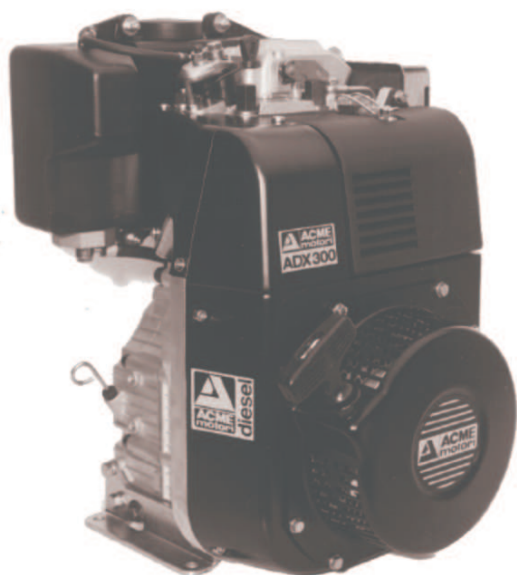


## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



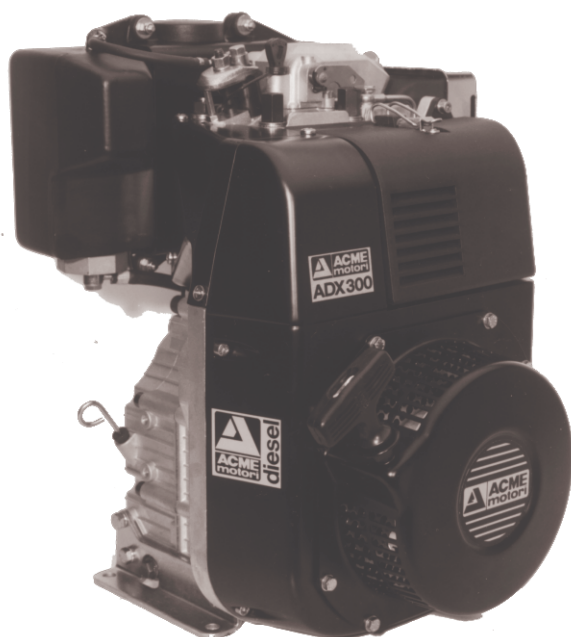
ADN 37- 43 - 47

● **ADN 54**



## ADX 300 - 370

cod. -B0006 SHORT BLOCK ADX 300  
cod. -B0027 SHORT BLOCK ADX 370

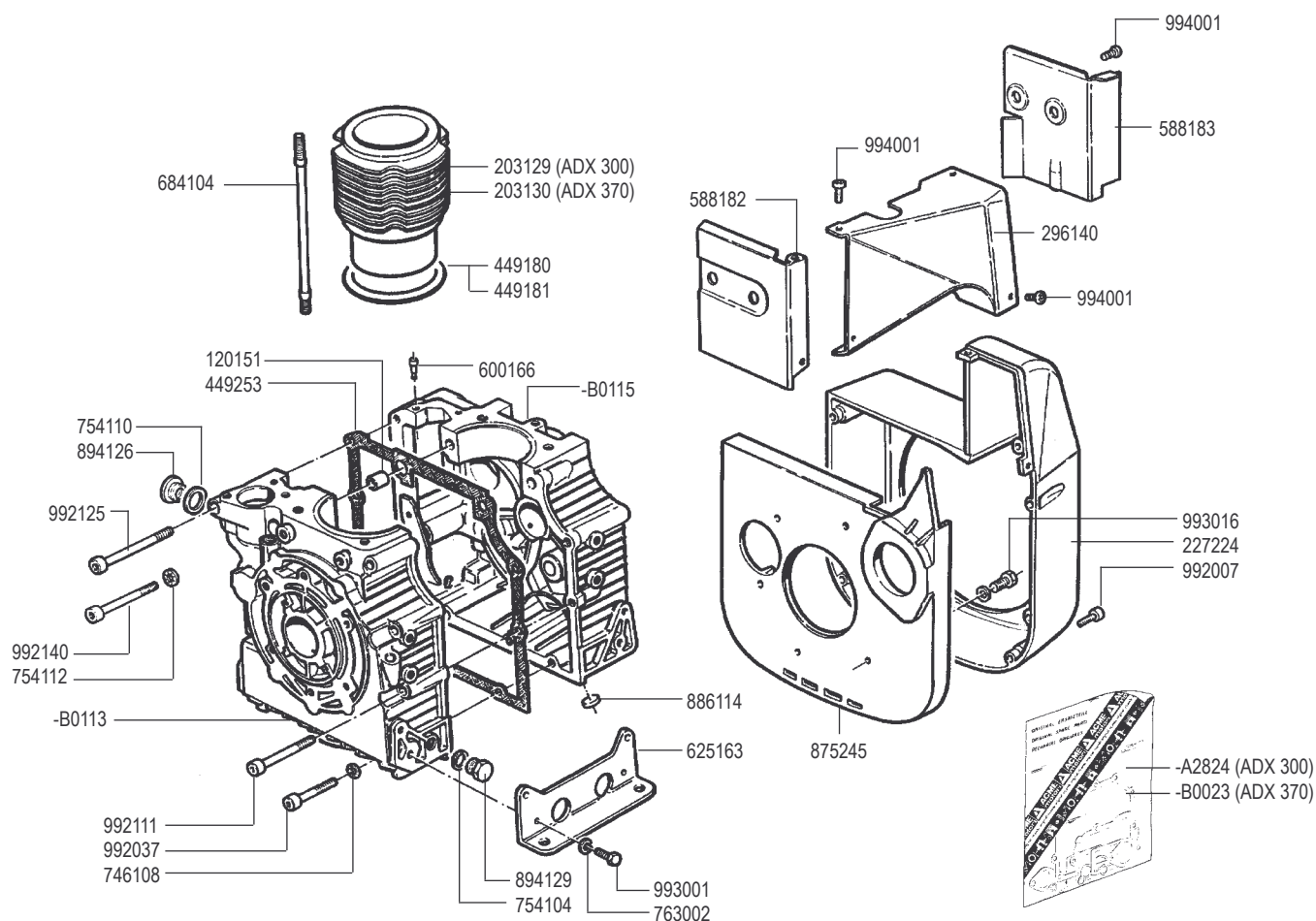


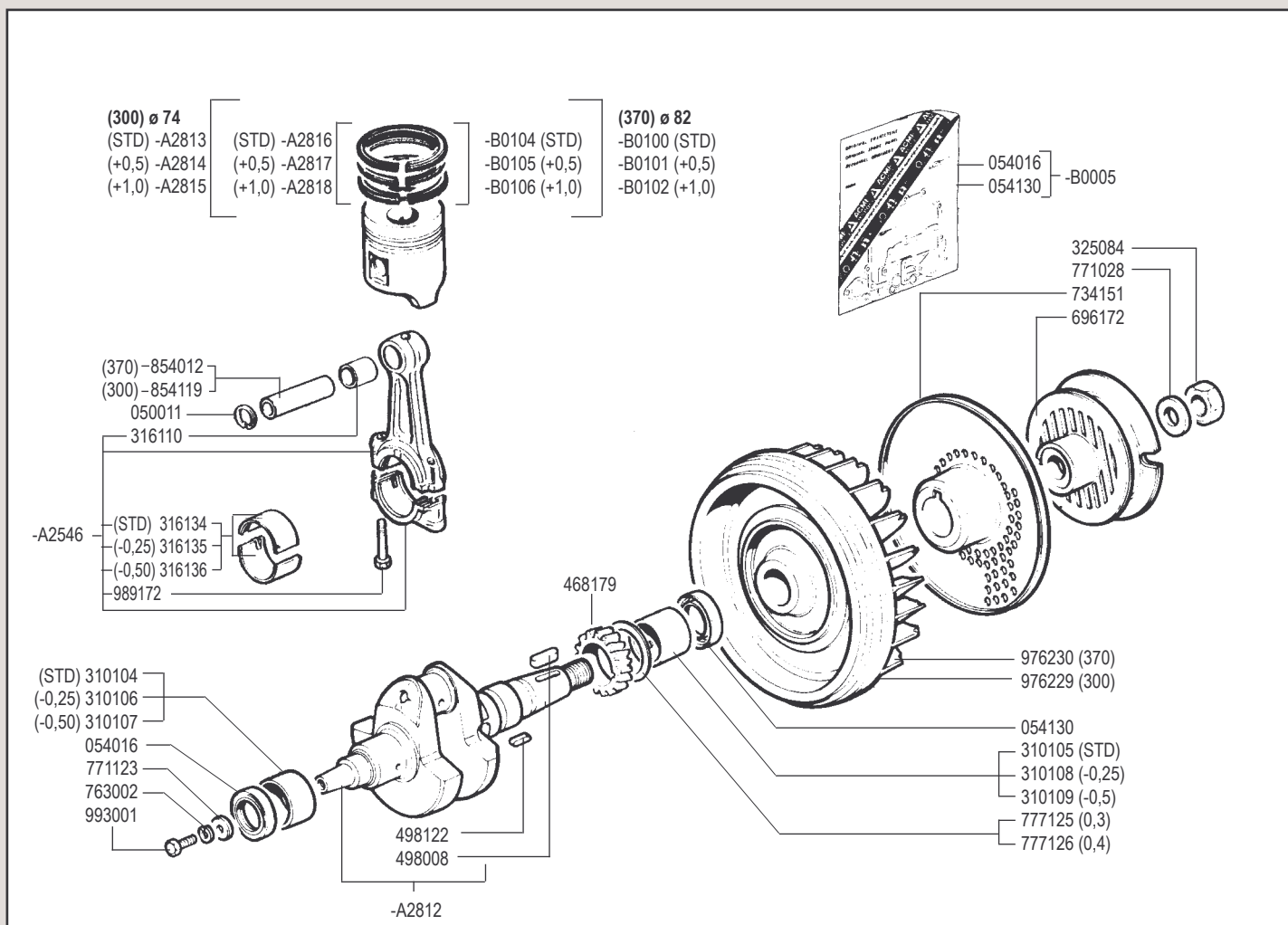
## ADX 300 - 370

cod. -B0006 SHORT BLOCK ADX 300  
cod. -B0027 SHORT BLOCK ADX 370

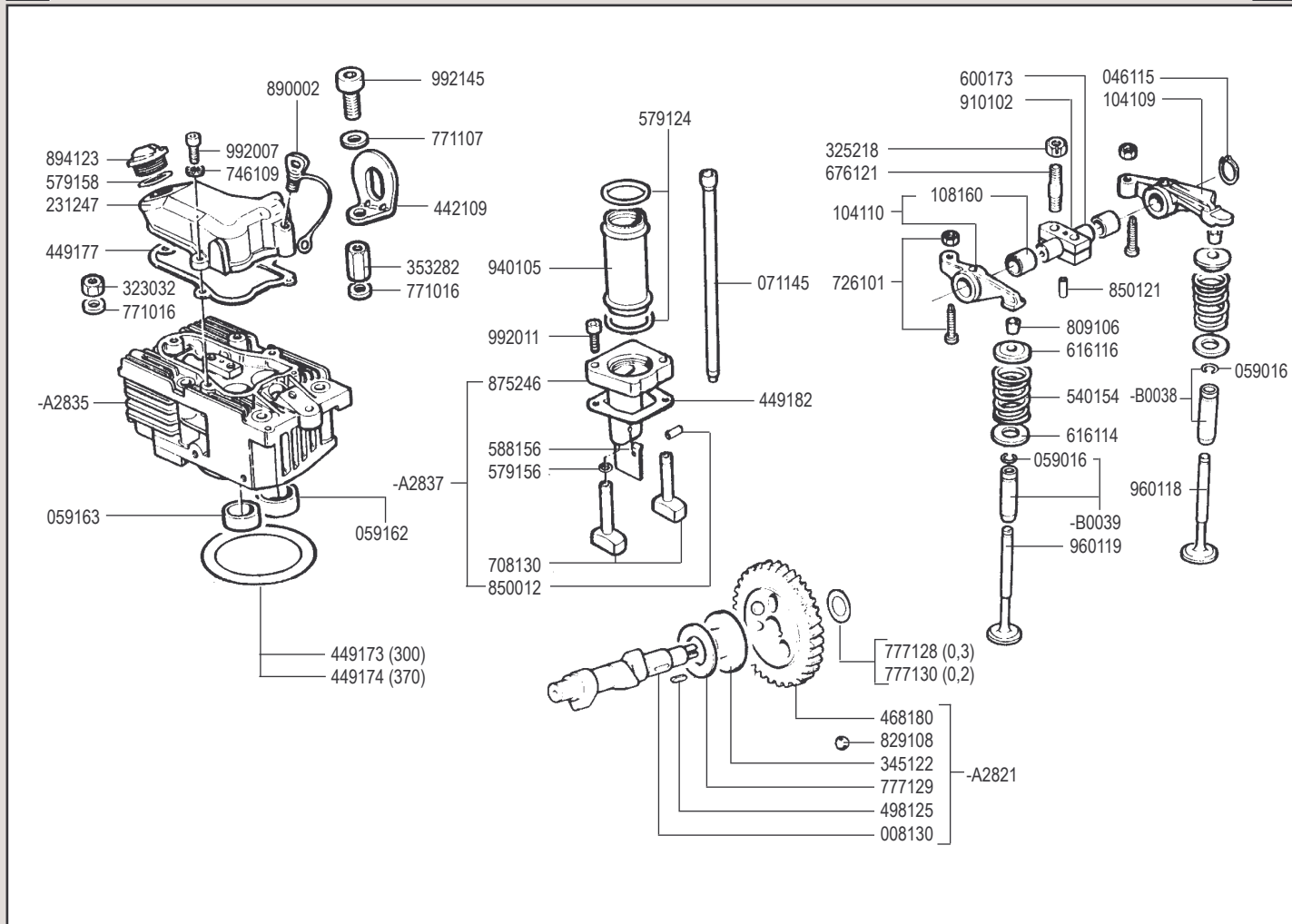


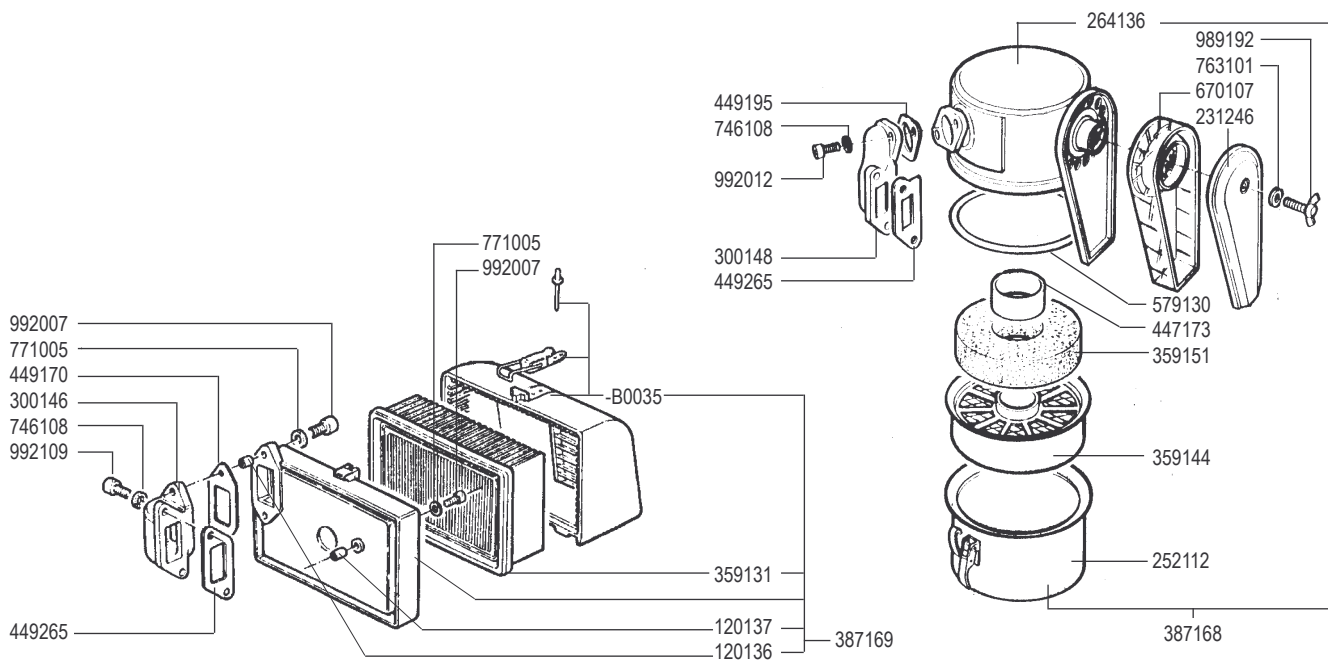
### RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



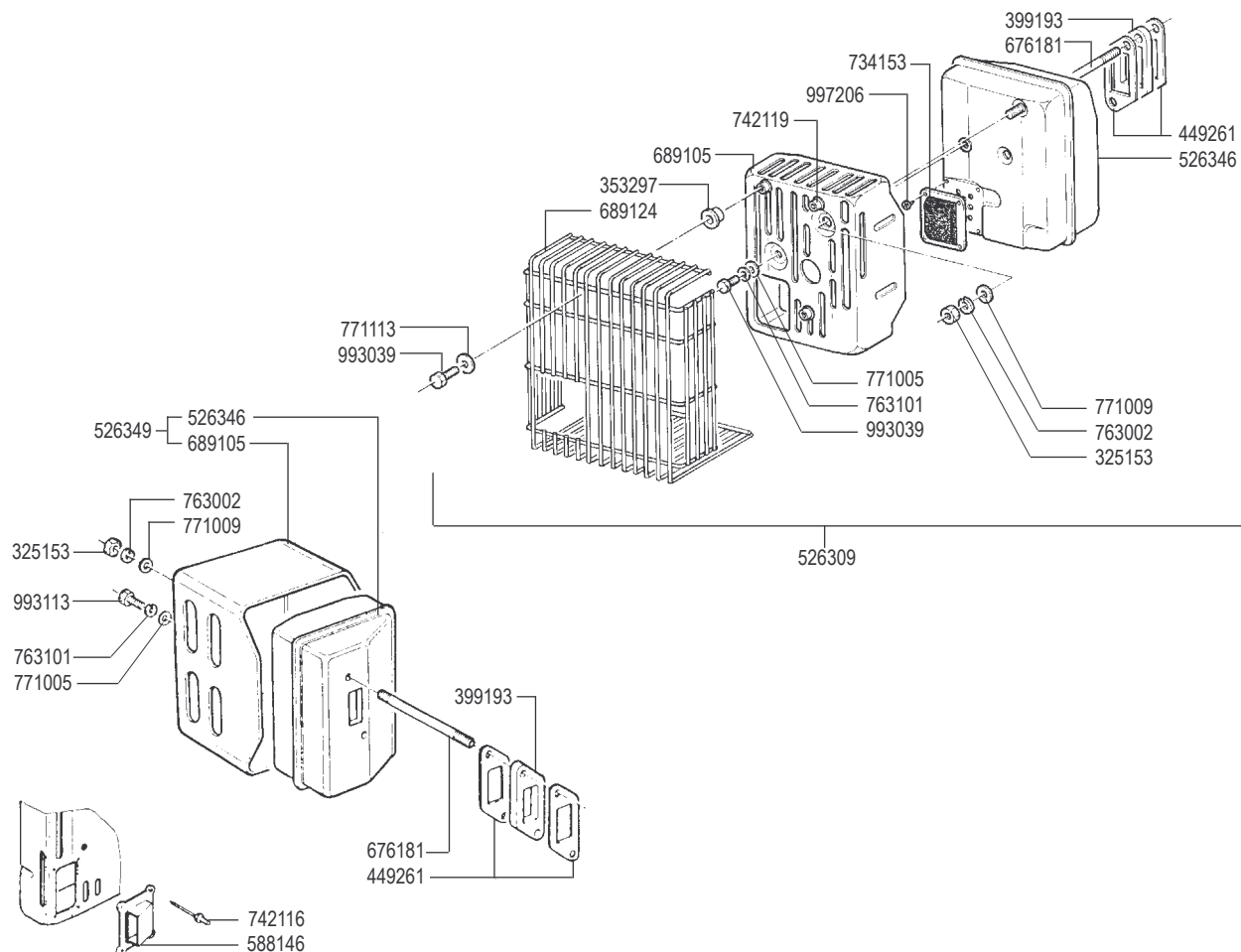


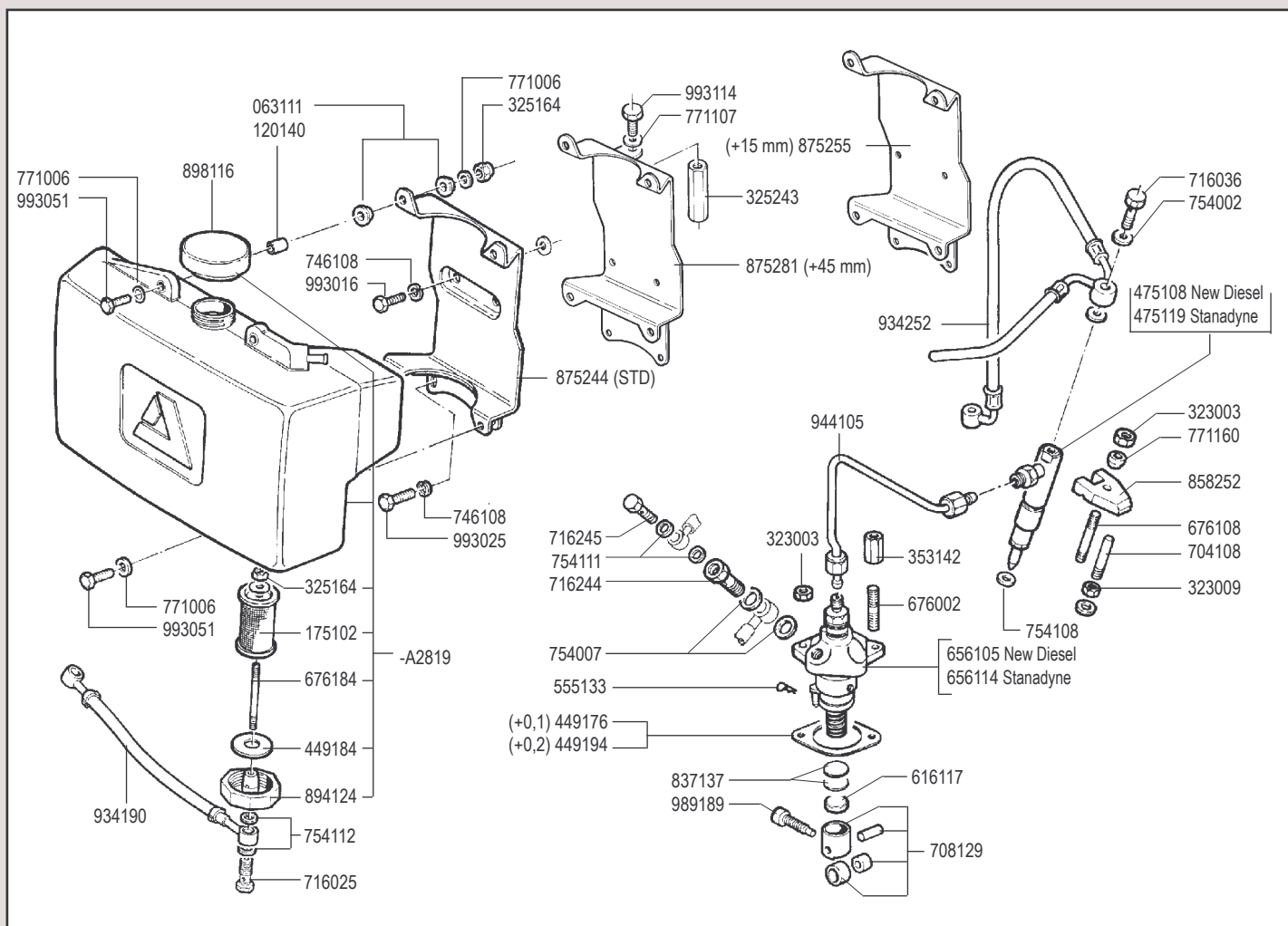
**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



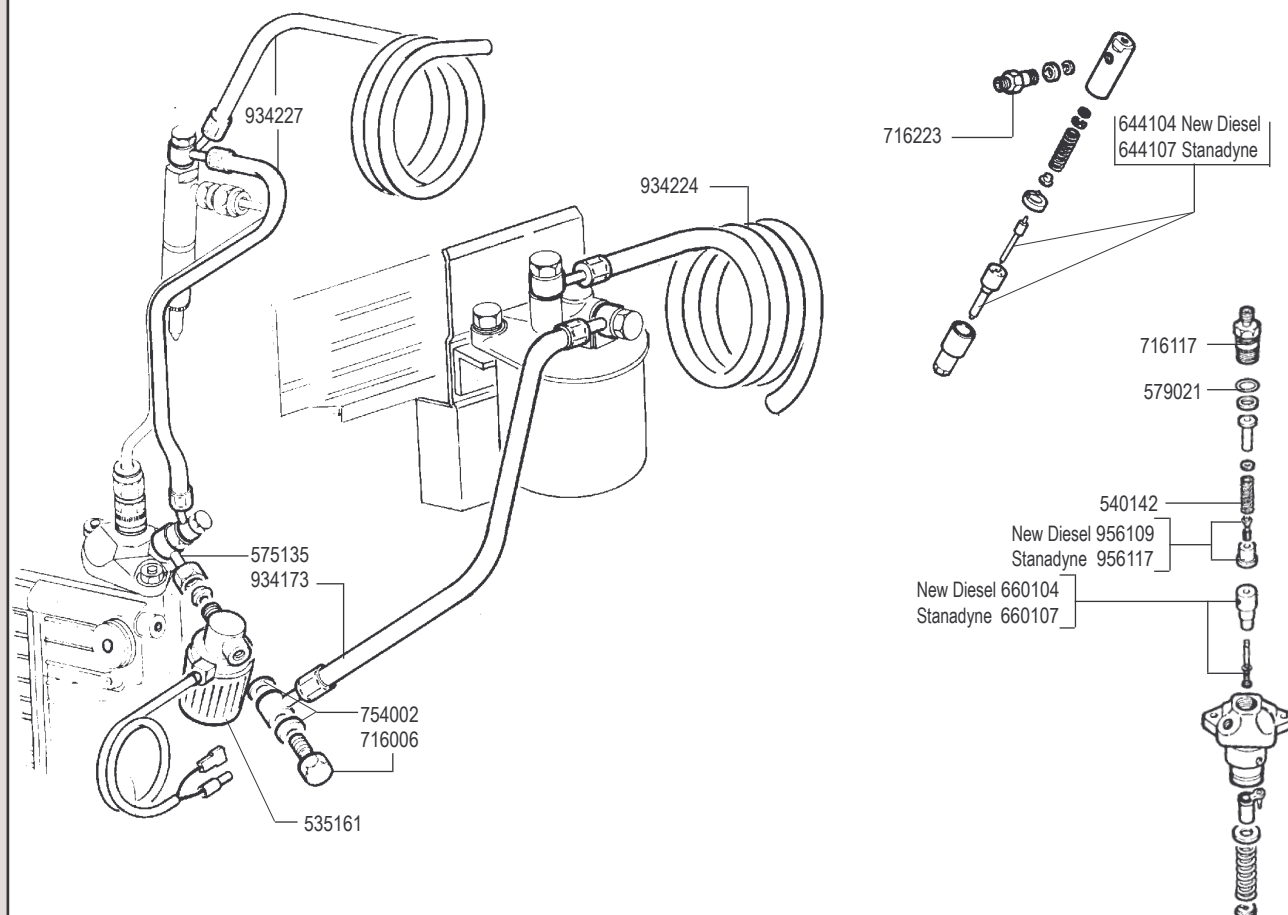


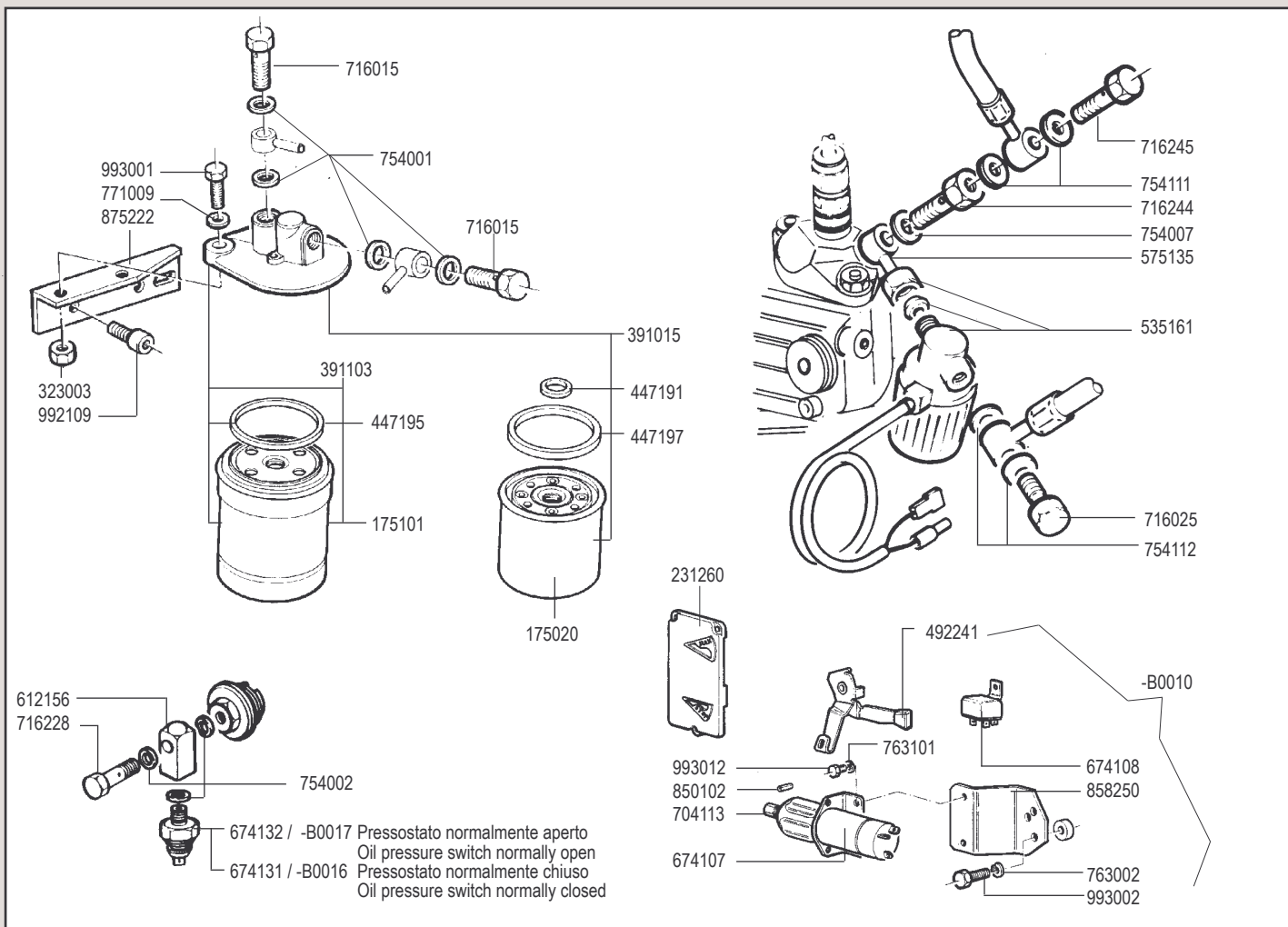
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



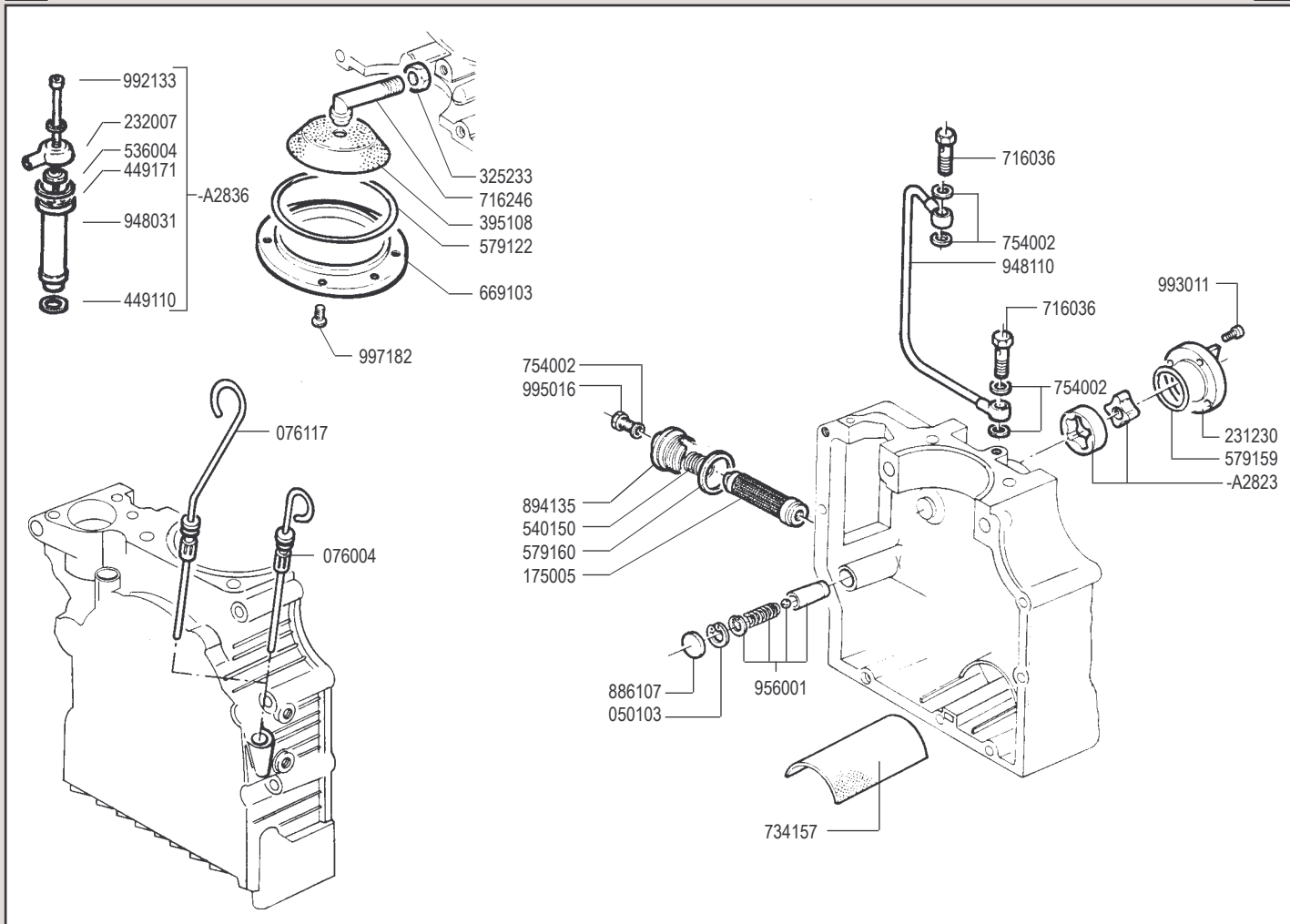


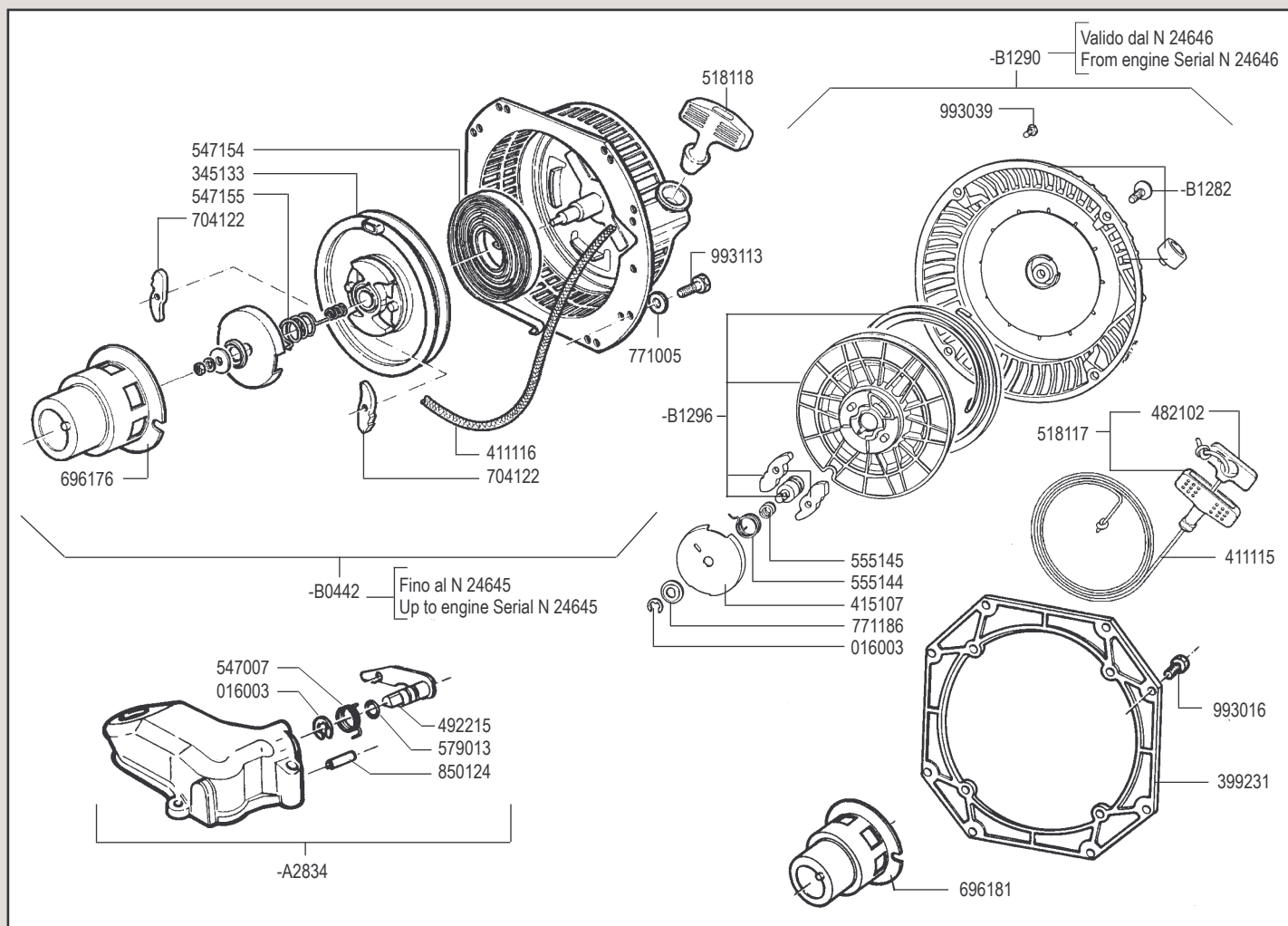
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



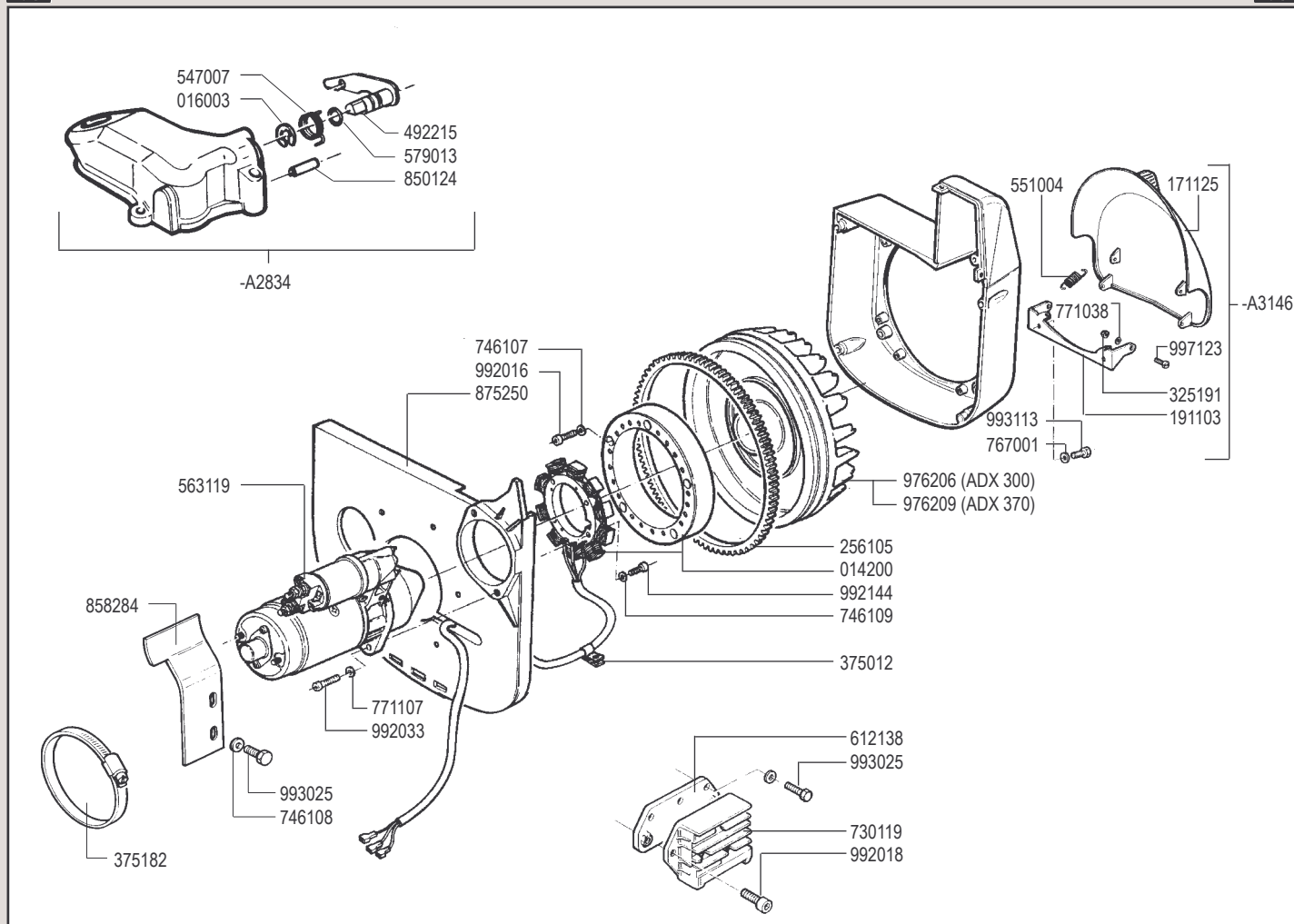


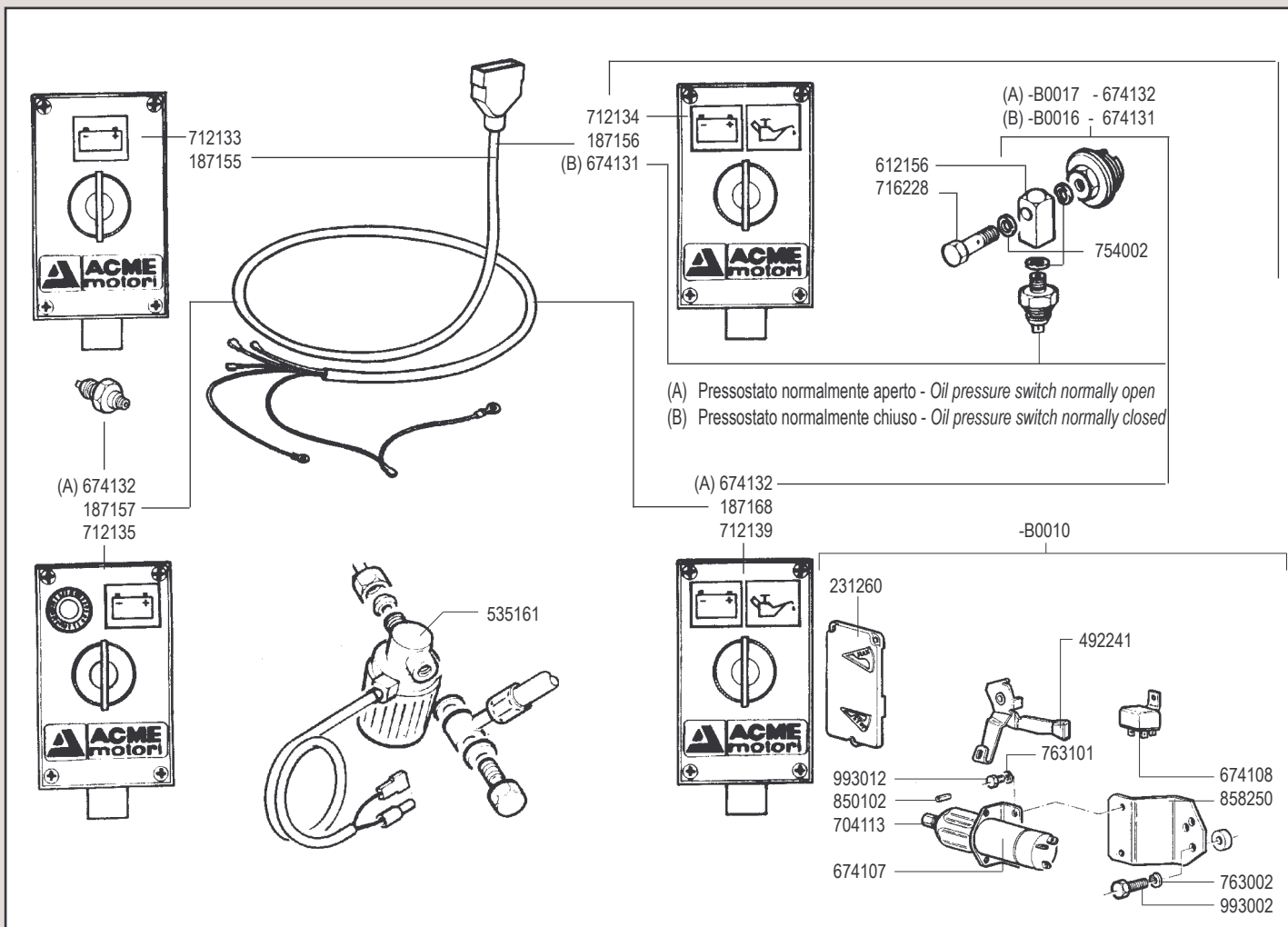
**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**



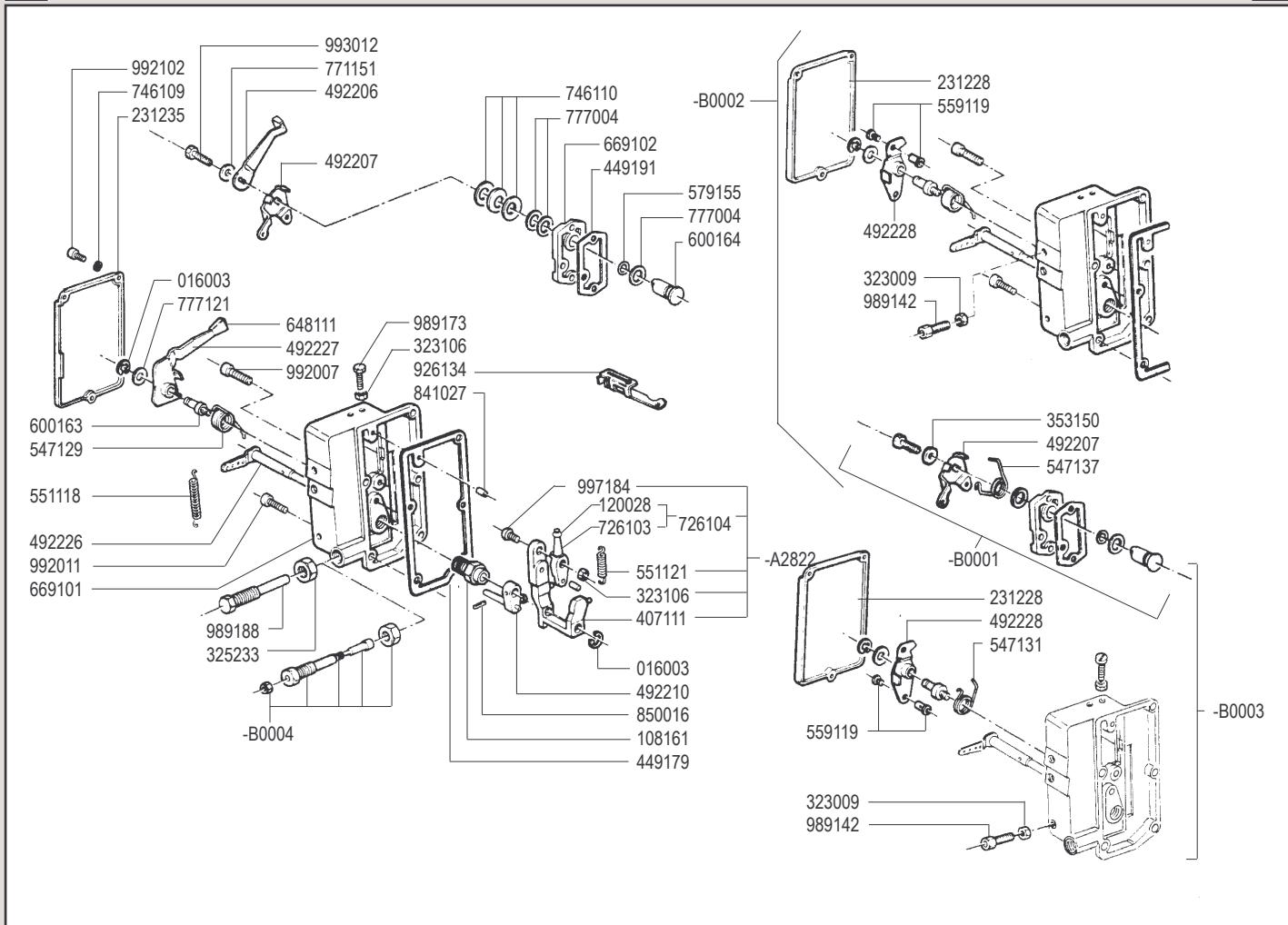


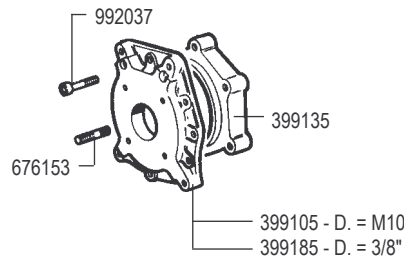
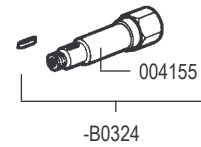
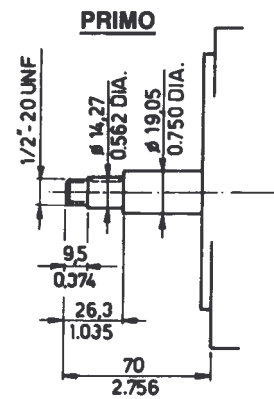
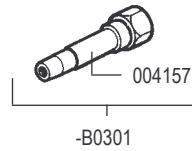
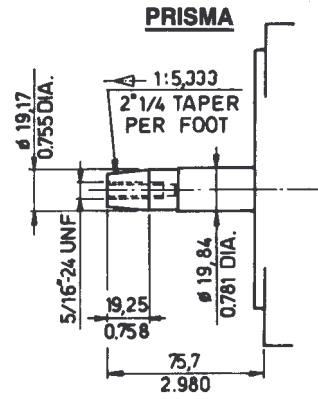
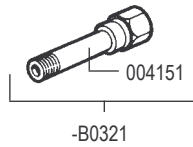
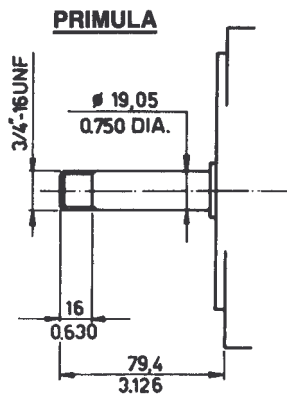
## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS



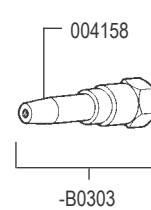
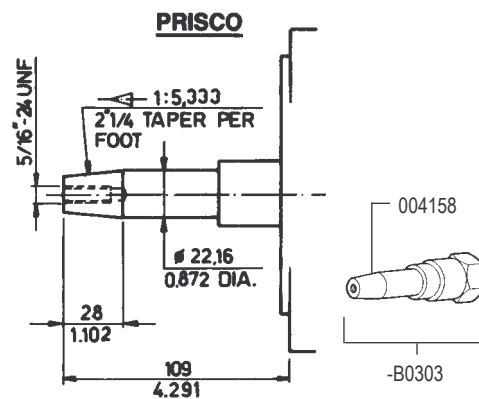
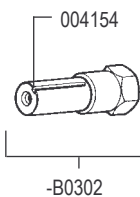
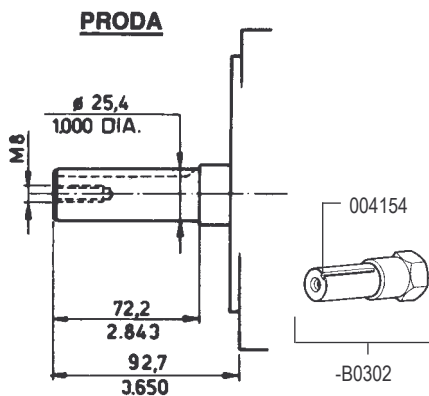
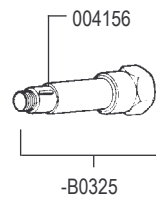
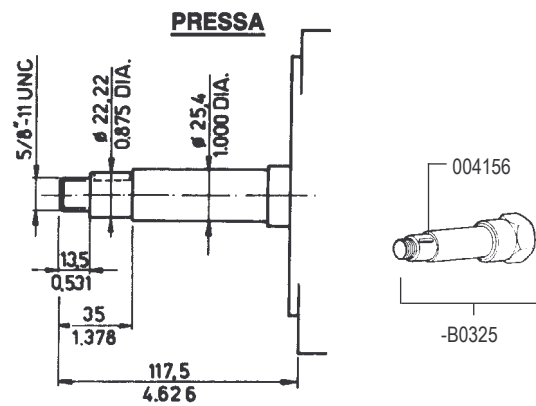
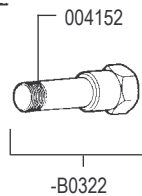
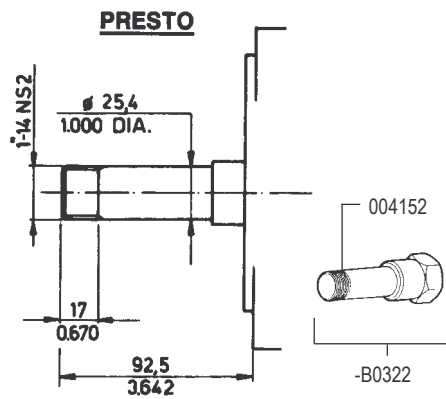


**RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS**





## RICAMBI - SPARE PARTS - ERSATZTEILE - PIECES DETACHEES - REPUESTOS





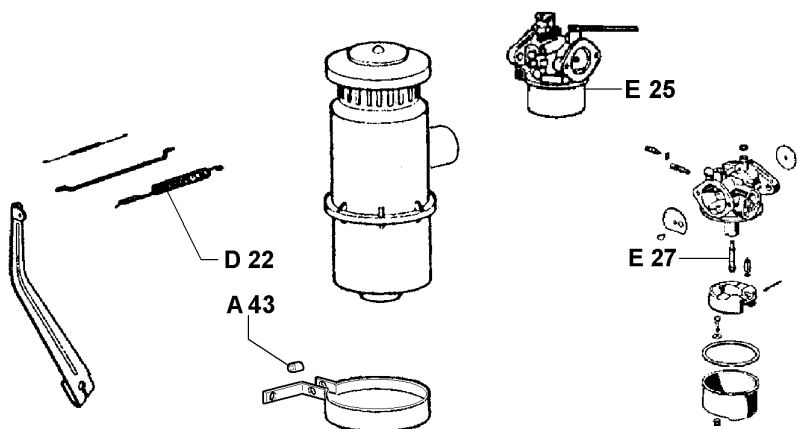
# **CIRCOLARI TECNICHE SERVICE LETTERS**

**A 220 basic - A 230**

**12/2007 Edition**

|                |    |      |                |
|----------------|----|------|----------------|
| Gruppo motori  |    | Tipo | pag. 1/2       |
| Groupe moteurs |    | Type |                |
| Engine group   | 23 | Type | <b>LGA 226</b> |
| Motorgruppe    |    | Typ  |                |
| Grupo motores  |    | Tipo |                |

- Modifiche al diametro tubo aspirante sul filtro aria a bagno d'olio e al getto del massimo - Nuova molla regolatore per motore con filtro aria a bagno d'olio.
- Modifications au diamètre du tube aspirant sur le filtre à air à bain d'huile et au gicleur du maximum - Nouveau ressort régulateur pour filtre à air à bain d'huile.
- Modifications to the diameter of the intake tube on the oil-cooled air filter and to the fast running jet - New governor spring for oil-cooled air filter.
- Änderungen am Durchmesser der Saugleitung auf dem Ölbad-Luftfilter und an der Düse der Höchstdrehzahl - Neue Reglerfeder für Ölbad-Luftfilter.
- Modificado el diámetro tubo aspirante en el filtro aire en baño de aceite y el chorro del máximo - Nuevo muelle regulador para filtro aire en baño de aceite.

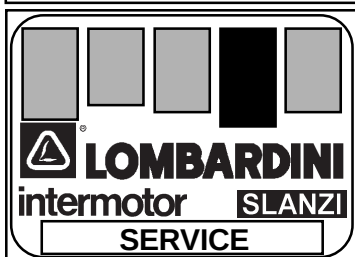


Antemodifica  
Avant la modification  
Prior to improvement  
Vor der Änderung  
Antes de la modificación

Postmodifica  
Après la modification  
After improvement  
Nach der Änderung  
Después de la modificación

| FIG. | MATR./REF./P.NO | Q.ty          | FIG. | MATR./REF./P.NO | Q.ty         |
|------|-----------------|---------------|------|-----------------|--------------|
| D 22 | 5655.344 226    | B 1           | A 43 | 3527.527 226    | A 1          |
| E 25 | 2151.282 226    | B max Ø 100 1 | D 22 | 5655.364 226    | A 1          |
| E 27 | 4126.090 226    | B Ø 100 1     | E 25 | 2151.301 226    | A max Ø 92 1 |
|      |                 |               | E 27 | 4126.098 226    | A Ø 92 1     |

Attuazione da  
A partir de  
Starting from ..... 7844712  
Gültig ab  
Actualización desde



**CIRCOLARE TECNICA**  
**CIRCULAIRE TECHNIQUE**  
**SERVICE LETTER**  
**TECHNISCHES RUNDSCHREIBEN**  
**CIRCULAR TECNICA**

|                                      |              |
|--------------------------------------|--------------|
| Compilazione<br><i>M. P. Mimella</i> | Sez.Sect. 23 |
| Visto/approvazione<br><i>F.ella</i>  | N. 23014     |
| Modello 50723                        | Data ----/02 |
|                                      | M.A.T. 513   |

I particolari ante e postmodifica non sono intercambiabili singolarmente tra loro, ma solo complessivamente.

I particolari antemodifica sono forniti ad esaurimento.

Attenzione: dal motore matr. 7844702 e fino al motore matr. 7844711, è stato montato il getto del massimo a Ø 86, senza altre modifiche.

Les pièces avant et après modification ne sont pas interchangeable individuellement entre elles, mais uniquement en bloc.

Les pièces avant la modification sont fournies jusqu'à l'épuisement.

Attention : à partir du moteur matr. 7844702 et jusqu'au moteur matr. 7844711, le gicleur du maximum a été monté à un Ø 86, sans autres modifications.

Parts prior to and after improvement are not individually interchangeable but only as a whole.

Prior to improvement parts are supplied until exhaustion.

Warning: a Ø 86 fast running jet has been mounted on engines from serial N° 7844702 to 7844711 without further modifications.

Die Einzelteile vor und nach der Änderung sind untereinander nicht austauschbar, sondern nur als Einheit.

Die Teile vor der Änderung werden bis zur Erschöpfung des Lagerbestandes geliefert.

Achtung: ab dem Motor mit Serien-Nr. 7844702 bis zum Motor Serien-Nr. 7844711 ist die Düse der Höchstdrehzahl mit Ø 86 montiert worden, ohne andere Änderungen auszuführen.

Los componentes antes y despues de la modificación no son intercambiables singularmente entre ellos, solo en conjunto.

Las piezas de antes de la modificación se suministraràn hasta su agotamiento.

Atención: desde el motor matr. 7844702 y hasta el motor matr. 7844711, ha sido montado el chorro del máximo a Ø 86, sin otras modificaciones.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

Von der Änderung betroffene Ersatzteillisten:

Tablas repuestos referidas a la modificación:

1.5302.483



# LOMBARDINI

S.r.l. a socio unico

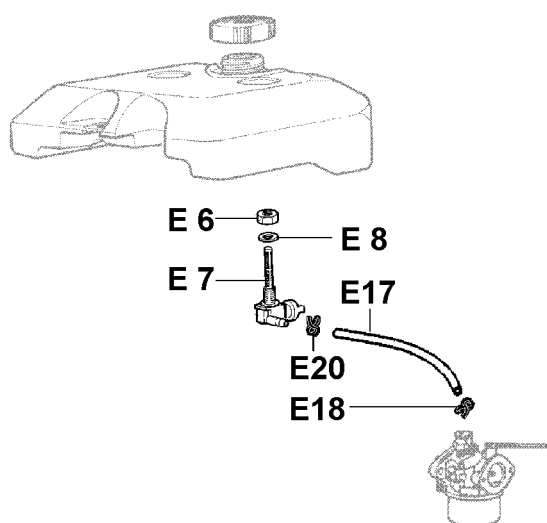


|                |    |      |         |
|----------------|----|------|---------|
| Gruppo motori  |    | Tipo |         |
| Groupe moteurs |    | Type |         |
| Engine group   | 23 | Type | LGA 226 |
| Motorgruppe    |    | Typ  |         |
| Grupo motores  |    | Tipo |         |

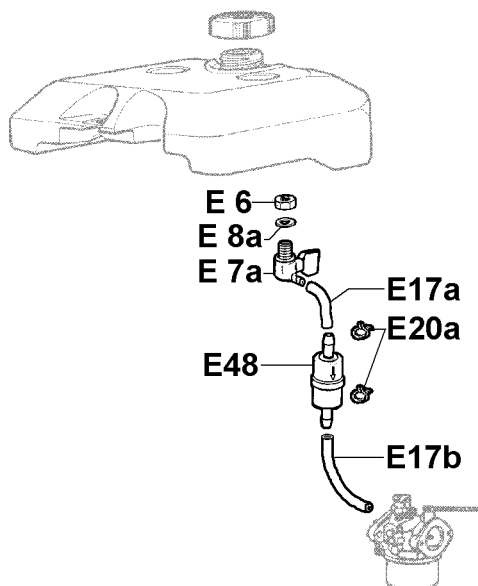
pag. 1/2

- Nuovo rubinetto combustibile con filtro esterno.
- Nouveau robinet du combustible avec filtre à l'extérieur.
- New fuel cock with external filter.
- Neuer Kraftstoffhahn mit Außenfilter.
- Nuevo grifo combustible con filtro externo.

Antemodifica - Avant la modification  
Prior to improvement - Vor der Änderung  
Antes de la modificación



Postmodifica - Après la modification  
After improvement - Nach der Änderung  
Después de la modificación



| FIG. | MATR./REF./P.NO | Q.ty   | FIG.  | MATR./REF./P.NO | Q.ty   |
|------|-----------------|--------|-------|-----------------|--------|
| E 6  | 3240.132 9      | M 10 1 | E 6   | 3240.132 9      | M 10 1 |
| E 7  | 7755.108 158 *  | 1      | E 7a  | 7755.091 A      | 1      |
| E 8  | 4580.186 158 B  | 1      | E 8a  | 449A.301 A      | 1      |
| E 17 | 9375.952 239 B  | 1      | E 17a | 9375.196 70 A   | 1      |
|      |                 |        | E 17b | 9375.196 70 A   | 1      |
| E 18 | 3630.112 9 B    | 1      |       |                 |        |
| E 20 | 3630.112 9 B    | 1      | E 20a | 375A.132 A      | 2      |
|      |                 |        | E 48  | 391A.104 A      | 1      |

Attuazione da  
A partir de  
Starting from ..... 5129045  
Gültig ab  
Actualización desde

(\*) Non piu' disponibile  
Non plus disponible  
No longer available  
Nicht mehr verfügbar  
No se suministra mas

CIRCOLARE TECNICA - CIRCULAIRE TECHNIQUE - SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN - CIRCULAR TECNICA

Sez.Sect. 23

N. 23015



Compilazione

*M. Imbelli*

Visto/  
approvazione

*F. Belli*

Data

12.09.2007

Mod. 50722

M.A.T. 51733

.....

.....



II rubinetto combustibile antemodifica con filtro incorporato non è più disponibile ed è sostituito dall'insieme dei particolari postmodifica.

Le robinet du combustible pré-modification avec filtre incorporé n'est plus disponible et il est remplacé par l'ensemble des éléments post-modification.

The pre-modification fuel cock with incorporated filter is no more available and is replaced by the post-modification part assembly.

Das Vorgängermodell des Kraftstoffhahns mit eingebautem Filter ist nicht mehr erhältlich und wird durch die Gesamtheit der nach der Änderung hergestellten Teile ersetzt.

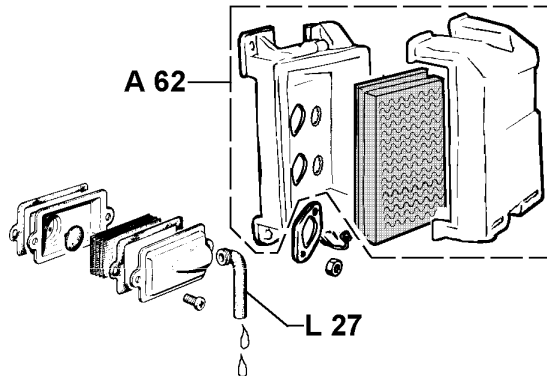
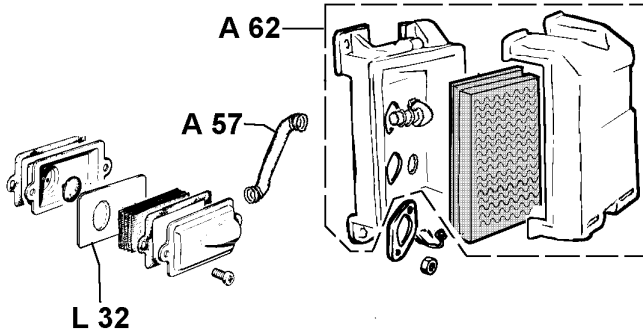
El grifo combustible pre-modificación con filtro incluido ya no está disponible y se puede reemplazar con el conjunto de las piezas post-modificación.



# **CIRCOLARI TECNICHE SERVICE LETTERS**

**A 349 - A 360**

**12/2007 Edition**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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| Gruppo motori<br>Groupe moteurs<br>Engine group<br>Motorgruppe<br>Grupo motores                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        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359<br>restyling                                                                                                                           |  | pag. 1/2 |  |
| <div>- Introduzione ricircolo sfiato con filtro aria a secco.<br/>- Introduction dispositif de recirculation de l'air expulsé avec filtre à air à sec.<br/>- Introduction of vapor recirculation system with dry air cleaner.<br/>- Einführung einer geschlossen Kurbelraumventilierung mit Trockenluftfilter.<br/>- Introducción recirculación gases depresion con filtro aire seco.</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            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I particolari ante e postmodifica non sono intercambiabili singolarmente tra loro, ma solo complessivamente.

I filtri aria non cambiano matricola.

Les pièces avant et après modification ne sont pas interchangeables individuellement entre elles, mais uniquement en bloc.

Les filtres à air ne changent pas la référence.

Parts prior to and after improvement are not individually interchangeable but only as a whole.

The air cleaners do not change ref. no.

Die Einzelteile vor und nach der Änderung sind untereinander nicht austauschbar, sondern nur als Einheit.

Die Ersatzteilnummern der Luftfilter ändern sich nicht.

Los componentes antes y despues de la modificación no son intercambiables singularmente entre ellos, solo en conjunto.

Los filtros de aire no varían de referencia.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

Von der Änderung betroffene Ersatzteiltafeln:

Tablas repuestos referidas a la modificación:

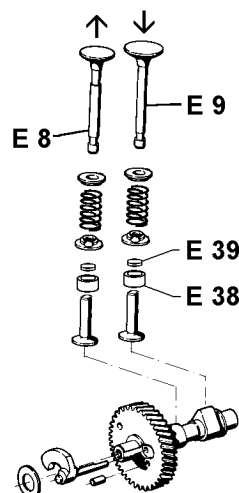
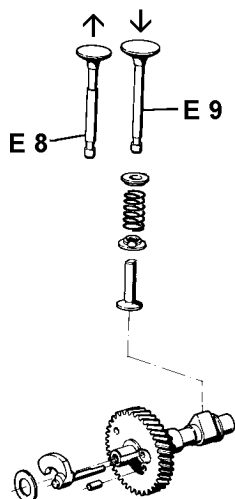
1.5302.485

|                |    |      |      |
|----------------|----|------|------|
| Gruppo motori  |    | Tipo |      |
| Groupe moteurs |    | Type |      |
| Engine group   | 22 | Type | 1 IM |
| Motorgruppe    |    | Typ  |      |
| Grupo motores  |    | Tipo |      |

- Registrazione gioco valvole tramite spessori.
- Réglage jeu soupape par des cales.
- Valve play adjustment by shims.
- Einstellung des Ventilspiels mittels Beilagescheiben.
- Regulación juego válvulas por medio de espesores.

Antemodifica  
Avant la modification  
Prior to improvement  
Vor der Änderung  
Antes de la modificación

Postmodifica  
Après la modification  
After improvement  
Nach der Änderung  
Después de la modificación

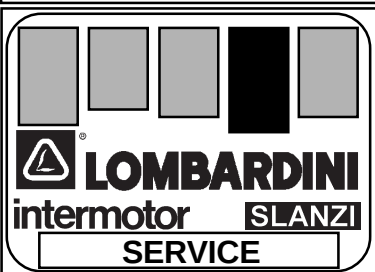


| FIG. | MATR./REF./P.NO  | Q.ty |
|------|------------------|------|
| E 8  | 9685.128 147 E B | 1    |
| E 9  | 9652.122 147 (*) | 1    |

| FIG. | MATR./REF./P.NO | Q.ty  |
|------|-----------------|-------|
| E 8  | 9685.154 158 A  | 1     |
| E 9  | 9652.162 158 A  | 1     |
| E 38 | 2135.102 226 A  | 2     |
| E 39 | 8335.197 226 A  | 0,1 2 |
| ,,   | 8335.198 226 A  | 0,2 8 |

Attuazione da  
A partir de  
Starting from ..... 7817934  
Gültig ab  
Actualización desde

(\*) Non più disponibile  
Non plus disponible  
No longer available  
Nicht mehr verfügbar  
No se suministra mas



CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

|                                        |               |
|----------------------------------------|---------------|
| Compilazione<br><i>M. Imbelli</i>      | Sez.Sect. 22  |
| N.                                     | 22021         |
| Visto/approvazione<br><i>Marco Bui</i> | Data 15/12/99 |
| Modello 50722                          | M.A.T. 50511  |

Il gioco valvola prescritto ( $0,15 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$ ) era finora ottenuto molando al montaggio lo stelo delle valvole e/o fresando la sede finquanto necessario.

Ora il gioco si ottiene inserendo, tra valvola e punteria, alcuni spessori da 0,1 e da 0,2 mm alloggiati all'interno di uno scodellino di contenimento, in quanto le nuove valvole sono più corte di  $2 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$  mm rispetto a quelle antemodifica.

I particolari postmodifica non sono singolarmente intercambiabili con quelli antemodifica, che sono forniti ad esaurimento.

Le jeu soupapes prescrit ( $0,15 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$ ) était obtenu jusqu'à présent en meulant pendant le montage la tige des soupapes et/ou en fraisant le siège le nécessaire.

Maintenant le jeu s'obtient en insérant entre la soupape et le poussoir quelques cales d'épaisseur 0,1 et 0,2 mm contenues dans une cuvette, car les soupapes nouvelles sont plus courtes de  $2 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$  mm par rapport à les anciennes.

Les pièces après la modification ne sont pas interchangeable entre elles avec les anciennes, qui sont fournies jusqu'à l'épuisement du stock.

The correct valve play ( $0,15 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$ ) has been till now obtained by grinding the valve stem and/or by milling the seat during assembly.

At present the play can be obtained putting between valve and tappet some 0,1 and 0,2 mm shims contained in a special cap, as the new valves are  $2 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$  mm shorter than the old ones.

After improvement parts are not separately interchangeable with prior to improvement ones, which are supplied until stock exhaustion.

Das korrekt Ventilspiel ( $0,15 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$ ) wurde bisher durch Abschleifen des Ventilschaftes oder durch Einschleifen des Ventils eingestellt.

Bei dem neuen System werden Scheiben von 0,1 und 0,2 mm in eine spezielle Kappe eingelegt und das Ventilspiel damit eingestellt.

Diese spezielle Kappe wird dem Ventil hinzugefügt. Dadurch werden die neuen Ventile um  $2 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$  mm kürzen als die alten.

Die neuen Teile sind einzeln nicht austauschbar mit den alten, die bis zur Erschöpfung des Lagerbestandes geliefert werden können.

El juego de la válvula necesario ( $0,15 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$ ) se conseguía hasta ahora rebajando con una muela el vástago de la válvula y/o fresando el asiento de la válvula hasta conseguir el juego establecido.

Ahora el juego se obtiene insertando, entre la válvula y el impulsor, los espesores que se precisen de 0,1 y de 0,2 mm. y se alojan en el interior de una cazoleta que hace la función de contenedor de los espesores, por tanto las nuevas válvulas son mas cortas en  $2 \pm \begin{smallmatrix} 0,00 \\ 0,05 \end{smallmatrix}$  mm. respecto a las anteriores a la modificación.

Las piezas de recambio anteriores y posteriores a la modificación no son intercambiables unitariamente entre si, deben sustituirse en conjunto; las anteriores a la modificación, se suministran hasta agotar existencias.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

Von der Änderung betroffene Ersatzteillisten:

Tablas repuestos referidas a la modificación:

1.5302.485

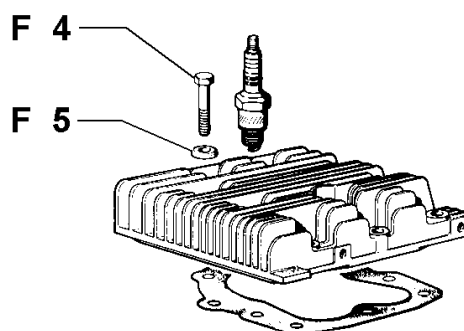
Gruppo motori  
Groupe moteurs  
Engine group  
Motorgruppe  
Grupo motores

pag. 1/2

1 IM (pre-restyling)

Sostituisce pari n° del 15/12/1999  
Remplace même nr. du 15/12/1999  
Supersedes same No. of 15/12/1999  
Als Ersatz des Rundschreibens mit selbe Nummer vom 15/12/1999  
Remplaza la circular mismo nr. de fecha 15/12/1999

Modificate viti fissaggio testa e coppia di serraggio.  
Modification des vis de fixation culasse et couple de serrage.  
Cylinder head fixing screws and driving torque modified.  
Befestigungsschrauben des Zylinderkopfs und Anzugsmoment geändert.  
Modificados tornillos fijacion culata y par de ajuste.



Antemodifica  
Avant la modification  
Prior to improvement  
Vor der Änderung  
Antes de la modificación

Postmodifica  
Après la modification  
After improvement  
Nach der Änderung  
Después de la modificación

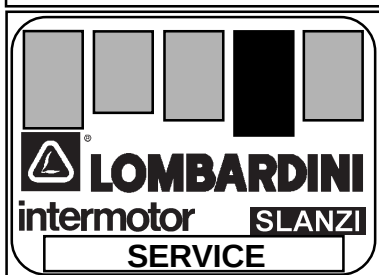
| FIG. | MATR./REF./P.NO             | Q.ty | FIG. | MATR./REF./P.NO            | Q.ty |
|------|-----------------------------|------|------|----------------------------|------|
| F 4  | 1780.055 9 * M 10X45 (12 K) | 9    | F 4  | 1780.128 9 M 10X50 (8.8 G) | 9    |
| F 5  | 7626.028 9 10,5 x 20 x 2,5  | 9    | F 5  | 7625.273 9 10,5 x 20 x 5   | 9    |

serrare le viti a 5 Kgm  
serrer les vis à 5 Kgm  
tighten the bolts to a 5 Kgm torque  
die Schrauben mit 5 Kgm anziehen  
ajustar las tornillos a 5 Kgm

serrare le viti a 2,5 Kgm  
serrer les vis à 2,5 Kgm  
tighten the bolts to a 2,5 Kgm torque  
die Schrauben mit 2,5 Kgm anziehen  
ajustar las tornillos a 2,5 Kgm

Attuazione da  
A partir de  
Starting from ..... 11.06.1996  
Gültig ab  
Actualización desde

\* non più disponibile  
non plus disponible  
no longer available  
nicht mehr verfügbar  
no se suministra mas



CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

|                                        |               |
|----------------------------------------|---------------|
| Compilazione<br><i>M. G. Imbelli</i>   | Sez.Sect. 22  |
| Visto/approvazione<br><i>Marco Bui</i> | N. 22022      |
| Modello 50722                          | Data 02/06/00 |
|                                        | m.t.m. 6939   |

I particolari postmodifica non sono singolarmente intercambiabili con quelli antemodifica, che sono forniti ad esaurimento.

Les pièces après la modification ne sont pas interchangeables entre elles avec les anciennes, qui sont fournies jusqu'à l'épuisement du stock.

After improvement parts are not separately interchangeable with prior to improvement ones, which are supplied until stock exhaustion.

Die neuen Teile sind einzeln nicht austauschbar mit den alten, die bis zur Erschöpfung des Lagerbestandes geliefert werden können.

Las piezas anteriores y posteriores a la modificación no son intercambiables unitariamente entre si, deberán sustituirse en conjunto.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

Von der Änderung betroffene Ersatzteiltafeln:

Tablas repuestos referidas a la modificación:

1.5302.485

1IM 350  
1IM 359

- Modificata filettatura lato volano su alberi a gomito (da sinistrorsa a destrorsa).
- Modification du filetage côté volant sur les vilebrequins (d'un filetage à gauche à un filetage à droite).
- The flywheel-side threading on crankshafts has been changed from left-handed to right-handed.
- Änderung Gewinde Schwungradseite auf Kurbelwellen (von linksgängig auf rechtsgängig).
- Se ha modificado la rosca lado volante en los cigüeñales (de sinistrorsa a dextrorsa).

Antemodifica - Avant la modification  
Prior to improvement - Vor der Änderung  
Antes de la modificación

Postmodifica - Après la modification  
After improvement - Nach der Änderung  
Después de la modificación

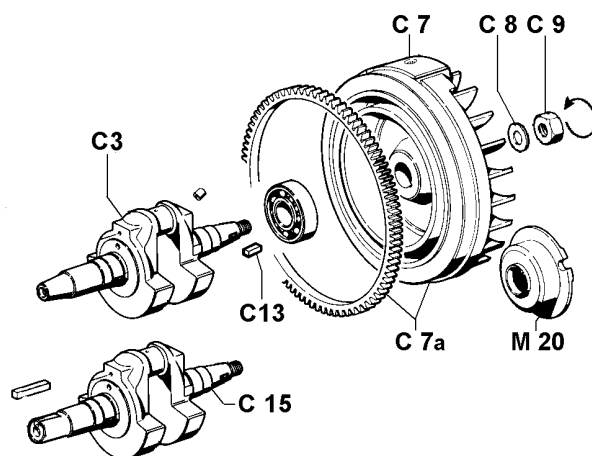
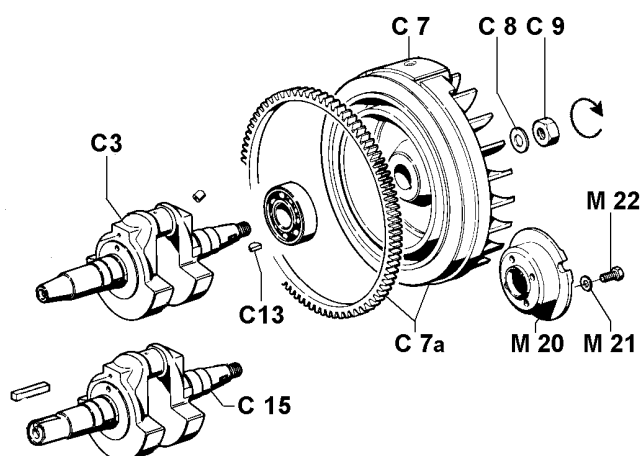


FIG. MATR./REF./P.NO Q.ty

|      |          |     |   |                |   |
|------|----------|-----|---|----------------|---|
| C 3  | 1050.729 | 147 | B | std            | 1 |
| "    | 1050.739 | 147 | B | Ext 6 SAE J609 | 1 |
| "    | 1050.735 | 147 | B | Ext 8 SAE J609 | 1 |
| C 7  | 9880.538 | 147 | B | std            | 1 |
| C 7a | 9880.540 | 147 | B | (*)            | 1 |
| C 8  | 7530.018 | 90  | B |                | 1 |
| C 9  | 3260.055 | 9   | B | M 16 X 1,5     | 1 |
| C 13 | 2280.142 | 9   | B |                | 1 |
| C 15 | 1050.731 | 147 | B | Ext A3         | 1 |
| "    | 1050.732 | 147 | B | Ext 3 SAE J609 | 1 |
| "    | 1050.733 | 147 | B | Ext 4 SAE J609 | 1 |
| "    | 1050.736 | 147 | B | Ext 9 SAE J609 | 1 |
| M 20 | 6961.014 | 147 | B |                | 1 |
| "    | 6961.106 | 147 | B | (Restyling)    | 1 |
| M 21 | 7555.004 | 9   | B |                | 4 |
| M 22 | 1760.005 | 9   | B | M 6 X 1 X 16   | 4 |

FIG. MATR./REF./P.NO Q.ty

|      |          |     |   |                    |   |
|------|----------|-----|---|--------------------|---|
| C 3  | 1051.145 | 147 | A | std                | 1 |
| "    | 1051.153 | 147 | A | Ext 6 SAE J609     | 1 |
| "    | 1051.151 | 147 | A | Ext 8 SAE J609     | 1 |
| C 7  | 9881.378 | 158 | A | std                | 1 |
| C 7a | 9881.379 | 158 | A | (*)                | 1 |
| C 8  | 7625.120 | 515 | A |                    | 1 |
| C 9  | 3260.129 | 240 | A | M 18 X 1,5         | 1 |
| C 13 | 2200.022 | 240 | A |                    | 1 |
| C 15 | -B2A.046 |     | A | Ext A3 ex 1051.148 | 1 |
| "    | 1051.149 | 147 | A | Ext 3 SAE J609     | 1 |
| "    | 1051.150 | 147 | A | Ext 4 SAE J609     | 1 |
| "    | 1051.152 | 147 | A | Ext 9 SAE J609     | 1 |
| M 20 | 6961.109 | 240 | A |                    | 1 |

Attuazione da  
A partir de  
Starting from ... 7841646  
Gültig ab  
Actualización desde

(\*) completo di corona per avviamento elettrico  
équipé de couronne pour démarrage électrique  
complete with electric starter gear ring  
komplett mit Kranz für elektrische Zündung  
equipado con corona para el arranque eléctrico

CIRCOLARE TECNICA - CIRCULAIRE TECHNIQUE - SERVICE LETTER  
TECHNISCHES RUNDSCHEIBEN - CIRCULAR TECNICA

Sez.Sect. .22

N. .22023



Compilazione

*imella*

Visto/  
approvazione

*Fell*

Data

15.04.2004

Mod. 50722

M.A.T. ...2399  
.....2446  
.....0303

La modifica della filettatura da sinistrorsa a destrorsa ha comportato l'impiego di un dado appropriato ed il passaggio del centraggio del volano a Ø 38, per permettere il serraggio del dado tramite una chiave a bussola esag.27, serie leggera.

Modificate anche cava lato volano e la chiavetta lato volano che diventa piana 4x4x12. Sui nuovi volani sono montati magneti con migliori caratteristiche di funzionamento (vedi Circolare Tecnica 22029).

La nuova puleggia è fissata col solo dado bloccaggio volano.

Nuova puleggia e nuovi volani non possono essere montati su alberi a gomito antemodifica, in quanto su questi la filettatura risulta troppo corta e di diametro più piccolo.

Gli alberi a gomito antemodifica vengono forniti ad esaurimento. Per montare alberi postmodifica in sostituzione dei precedenti, potrebbe essere necessario allargare il centraggio del volano a Ø 38.

Gli alberi a gomito postmodifica sono completi di dado tipo nuovo M 18 destrorso e rondella Ø 18.

I blocchi motore non cambiano matricola.

Per l'intercambiabilità tra nuova e vecchia esecuzione, occorre adottare i seguenti accorgimenti:

- a) per riutilizzare il vecchio volano, potrebbe essere necessario allargarne il centraggio per permettere di serrarlo col nuovo dado M 18 destrorso fornito col blocco motore.
- b) lamare le colonnette e riprendere la filettatura interna (solo sui motori con avviamento a strappo o autoavvolgente) per riallineare la bobina al magnete montato sul volano.

Quest'ultima operazione non è da farsi sui motori con avviamento elettrico, perchè su questi la bobina era montata con l'interposizione di due distanziali.

La modification du filetage de gauche à droite a comporté l'emploi d'un écrou spécial et le passage du centrage du volant à Ø 38, pour permettre le serrage de l'écrou au moyen d'une clé mâle hexagonale de 27, série légère.

Modification également de la gorge côté volant et de la clé côté volant qui devient plate 4x4x12.

Sur les nouveaux volants sont montées des aimants avec des caractéristiques de fonctionnement meilleures (voir Circulaire Technique 22029).

La nouvelle poulie est fixée uniquement avec l'écrou de blocage du volant.

Aucune nouvelle poulie et nouveaux volants ne peuvent être montés sur les vilebrequins pré-modification, dans la mesure où sur ceux-ci le filetage est trop court et de diamètre inférieur.

Les vilebrequins pré-modification sont fournis jusqu'à épuisement. Pour monter les vilebrequin post-modification en remplacement de ceux précédents, il pourrait être nécessaire d'élargir le centrage du volant à Ø 38.

Les vilebrequins post-modification sont équipés d'un écrou de type nouveau M 18 à droite et d'une rondelle Ø 18.

Les blocs moteurs ne changent pas de matricule.

Pour l'interchangeabilité entre l'exécution actuelle et précédente, il faut suivre ces dispositions :

- a) pour réutiliser l'ancien volant il pourrait être nécessaire d'élargir le centrage pour permettre de le serrer avec le nouveau écrou M 18 à droite fourni avec le bloc moteur.
- b) lamer les colonnettes et reprendre le filetage intérieur (uniquement sur les moteurs avec démarrage par lanceur à rappel automatique) pour réaligner la bobine avec l'aimant monté sur le volant.

Cette dernière opération ne doit pas être effectuée sur les moteurs avec démarrage électrique, car sur ces derniers la bobine était montée avec l'interposition de deux entretoises.

The threading modification from left-handed to right-handed entailed the use of an adequate nut and the adjustment of the flywheel centring to Ø 38. This allows the nut to be tightened by means of a 27 hex socket wrench, light version.

The flywheel-side slot and key have been changed too. The key is now 4x4x12, flat. The new flywheels are equipped with improved magnets, having better features (see Technical Circular 22029).

The new pulley is secured by means of the flywheel locking nut only.

The new pulley and flywheels can not be installed on pre-modification crankshafts, as these crankshaft threading is too short and has a smaller diameter.

Pre-modification crankshafts are supplied while stocks last. To replace the pre-modification shafts with post-modification ones, it may be necessary to adjust the flywheel centring to Ø 38.

Post-modification crankshafts are supplied with a new M18 type right-handed nut and with a Ø 18 washer.

The engine blocks serial numbers remain unchanged.

Interchangeability between new and old versions is possible if the following precautions are taken:

- a) to reuse the old flywheel, it may be necessary to adjust its centring, in order to tighten it by means of the new M 18 right-handed nut supplied with the engine block.
- b) spot face the stud-bolts and restore the internal threading to align the coil to the flywheel magnet - on engines with recoil starting systems only.

This intervention must not be performed on engines with electric starting systems. In these engines the coil is installed with two spacers in between.

Die Änderung des Gewindes von linksgängig auf rechtsgängig hat zum Einsatz einer geeigneten Mutter geführt, der Durchgang der Zentrierung des Schwungrades wurde auf Ø 38 gebracht, damit der Anzug der Mutter mit einem Sechskant-Steckschlüssel 27 der leichten Serie möglich wird.

Geändert wurde auch die Nut auf der Schwungradseite und der Keil auf der Schwungradseite, der mit den Maßen 4x4x12 flach gestaltet wird.

Auf den neuen Schwungrädern werden Magnete mit besseren Betriebseigenschaften montiert (siehe Technisches Rundschreiben 22029).

Die neue Riemenscheibe wird lediglich mit der Befestigungsmutter des Schwungrades befestigt.

Die neue Riemenscheibe und die neuen Schwungräder können nicht auf vor der Änderung hergestellten Kurbelwellen montiert werden, da bei diesen das Gewinde zu kurz ist und über einen zu geringen Durchmesser verfügt.

Die vor der Änderung hergestellten Kurbelwellen werden noch geliefert, bis der Vorrat erschöpft ist. Um die vor der Änderung hergestellten Kurbelwellen durch die nach der Änderung hergestellten zu ersetzen, könnte es notwendig sein, die Zentrierung des Schwungrades auf Ø 38 zu erweitern.

Die nach der Änderung hergestellten Kurbelwellen sind komplett mit der neuen, rechtsgängigen Mutter M 18 und einer Unterlegscheibe Ø 18.

Die Seriennummern der Motorblöcke bleiben unverändert.

Um die Austauschbarkeit der neuen und alten Ausführung zu gewährleisten, sind folgende Maßnahmen notwendig:

- a) um das alte Schwungrad wieder zu verwenden, könnte es notwendig sein, die Zentrierung zu erweitern, damit die Befestigung mit der neuen, rechtsgängigen Mutter M 18 möglich ist, die zusammen mit dem Motorblock geliefert wird.
- b) die Schraubenbolzen ansenken und das Innengewinde nachbessern (nur bei Motoren mit Seilstart oder Reversierstarter), um die Spule mit dem auf dem Schwungrad angebrachten Magneten auszurichten.

Dieser Vorgang darf bei Motoren, die elektrisch angelassen werden, nicht durchgeführt werden, weil die Spule auf diesen Motoren mit zwei dazwischengelegten Distanzstücken montiert war.

La modificación de la rosca de sinistrorsa a dextrorsa ha llevado al empleo de una tuerca adecuada y al ajuste del centrado del volante a Ø 38, para permitir el apriete de la tuerca mediante una llave de cubo hexag. 27, serie ligera.

Se ha modificado también la cavidad lado volante y la chaveta lado volante, que llega a ser llana 4x4x12.

En los nuevo volantes se instalan imanes con características de funcionamiento mejores (véase Circular Técnica 22029).

La nueva polea se fija por medio de la sola tuerca de fijación del volante.

La nueva polea y los nuevos volantes no pueden instalarse en los cigüeñales pre-modificación al ser éstos equipados con una rosca demasiado corta y de diámetro más pequeño.

Los cigüeñales pre-modificación se entregarán hasta fin de existencias. Para instalar los cigüeñales post-modificación en sustitución de los anteriores, podría ser necesario ajustar el centrado del volante a Ø 38.

Los cigüeñales post-modificación están equipados con la tuerca del nuevo tipo M 18 dextrorsa y de arandela Ø 18.

Los bloques motor siguen con el mismo número de matrícula.

La intercambiabilidad entre versión nueva y vieja es posible si se realizan estas operaciones:

- a) para reutilizar el volante viejo podría ser necesario ensanchar su centrado, para permitir el apriete con la nueva tuerca M 18 dextrorsa que se proporciona con el bloque motor.
- b) refrentar las columnas y recuperar la rosca interior (sólo en los motores con arranque recuperable) para alinear la bobina al imán instalado en el volante.

Esta operación no puede ser realizada en motores con arranque eléctrico puesto que en éstos la bobina está instalada con dos distanciadores.

Blocco motore antemodifica  
Bloc moteur avant la modification  
Prior to improvement short block  
Motorblock vor der Änderung  
Bloque motor antes de la modificación

1560.271 169

Blocco motore postmodifica  
Bloc moteur après la modification  
After improvement short block  
Motorblock nach der Änderung  
Bloque motor después de la modificación

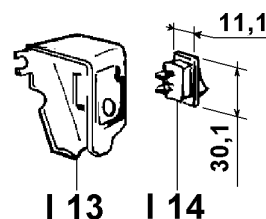
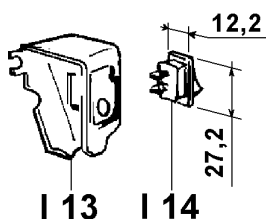
1560.295 169

|                |    |      |                 |          |
|----------------|----|------|-----------------|----------|
| Gruppo motori  |    | Tipo |                 | pag. 1/1 |
| Groupe moteurs |    | Type |                 |          |
| Engine group   | 22 | Type | 1IM "Restyling" |          |
| Motorgruppe    |    | Typ  |                 |          |
| Grupo motores  |    | Tipo |                 |          |

- Modificato l'interruttore di stop.
- Interrupteur d'arrêt modifié.
- The stop switch has been modified.
- Stopschalter geändert.
- Modificado el interruptor de stop.

Antemodifica  
Avant la modification  
Prior to improvement  
Vor der Änderung  
Antes de la modificación

Postmodifica  
Après la modification  
After improvement  
Nach der Änderung  
Después de la modificación



| FIG. | MATR./REF./P.NO | Q.ty | FIG. | MATR./REF./P.NO              | Q.ty |
|------|-----------------|------|------|------------------------------|------|
| I 13 | 8900.488 158    | 1    | I 13 | 8900.488 158                 | 1    |
| I 14 | 5041.256 158 *  | 1    | I 14 | 5041.260 240 A (ex 5041.258) | 1    |

(\*) Non piu' disponibile  
Non plus disponible  
No longer available  
Nicht mehr verfügbar  
No se suministra mas

- La matricola del supporto interruttore non cambia
- Le matricule du support de l'interrupteur reste inchangé
- The serial number of the switch support is left unchanged.
- Die Artikelnummer des Schalterhalters bleibt
- El número de serie del soporte del interruptor no cambia

Attuazione da  
A partir de  
Starting from ..... 7823500  
Gültig ab  
Actualización desde

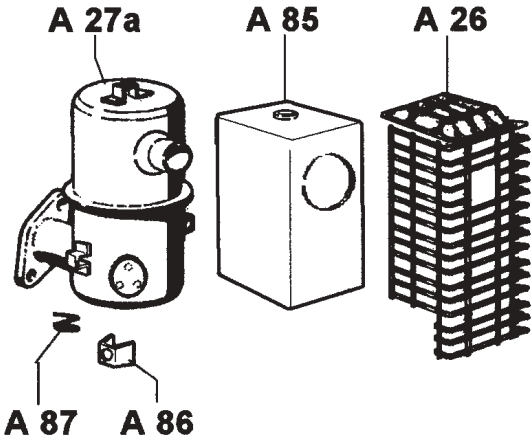
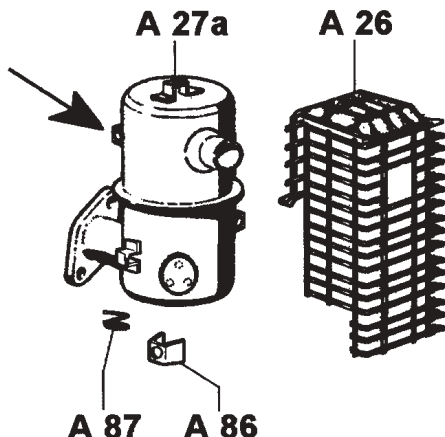


CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

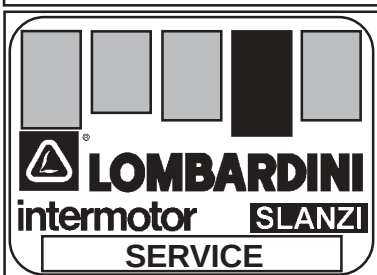
|                    |               |
|--------------------|---------------|
| Compilazione       | Sez.Sect. .22 |
| <i>[Signature]</i> | N. ....22024  |
| Visto/approvazione | Data 17/10/02 |
| <i>[Signature]</i> | .....         |
| Modello 50723      | m.t.m. .50501 |

|                |    |      |     |          |
|----------------|----|------|-----|----------|
| Gruppo motori  |    | Tipo |     | pag. 1/2 |
| Groupe moteurs |    | Type |     |          |
| Engine group   | 22 | Type | 1IM |          |
| Motorgruppe    |    | Typ  |     |          |
| Grupo motores  |    | Tipo |     |          |

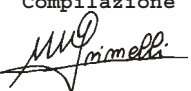
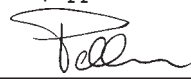
- Modificato spessore guscio marmitta da 0,8 a 1 mm. Irrobustita protezione grigliata, ora con quattro punti di fissaggio. Eliminata protezione termica.
- L'épaisseur de la coquille du pot d'échappement a été modifiée en passant de 0,8 à 1 mm. La grille de protection a été rendue plus robuste, à présent elle a quatre points de fixation. La protection thermique a été éliminée.
- The thickness of the silencer shell has been uprated from 0.8 mm to 1 mm. The protection grid has been reinforced with four fixing points. Thermal protection has been eliminated.
- Dicke der Schale des Auspufftopfes von 0,8 auf 1 mm erhöht. Schutzgitter verstärkt, jetzt mit vier Befestigungspunkten. Wärmeschutz beseitigt.
- Modificado el espesor de la carcasa del tubo de escape de 0,8 a 1 mm. Reforzada la protección enrejada, ahora con cuatro puntos de fijación. Eliminada la protección térmica.

|                                                                                                                                                            |                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Antemodifica<br>Avant la modification<br>Prior to improvement<br>Vor der Änderung<br>Antes de la modificación                                              | Postmodifica<br>Après la modification<br>After improvement<br>Nach der Änderung<br>Después de la modificación                     |
|                                                                          |                                                |
| <b>FIG. MATR./REF./P.NO Q.ty</b><br>A 26 6927.404 158 B 1<br>A 27a 5460.518 158 B 1<br>A 85 6927.403 158 B 1<br>A 86 6370.140 147 3<br>A 87 2183.098 147 2 | <b>FIG. MATR./REF./P.NO Q.ty</b><br>A 26 6927.463 158 A 1<br>A 27a 5460.522 158 A 1<br>A 86 6370.140 147 4<br>A 87 2183.098 147 2 |

Attuazione da  
A partir de  
Starting from ..... 7809346  
Gültig ab  
Actualización desde



CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHEIBEN  
CIRCULAR TECNICA

|                                                                                                             |               |
|-------------------------------------------------------------------------------------------------------------|---------------|
| Compilazione<br>       | Sez.Sect. .22 |
| Visto/approvazione<br> | N. ....22025  |
| Modello 50723                                                                                               | Data 17/10/02 |
|                                                                                                             | .....         |
|                                                                                                             | m.t.m. .50527 |

I particolari ante e postmodifica non sono singolarmente intercambiabili tra loro.  
I particolari antemodifica sono forniti ad esaurimento.

Les éléments avant et après la modification ne sont pas interchangeables un par un entre eux.

Les éléments avant modification sont livrés jusqu'à épuisement des stocks.

Pre- and post-modification parts are not interchangeable individually.

Pre-modification parts will be available while stocks last.

Die Teile der alten Ausführung lassen sich nicht einzeln gegen die der neuen Ausführung austauschen.

Die Teile der alten Ausführung werden geliefert solange der Vorrat reicht.

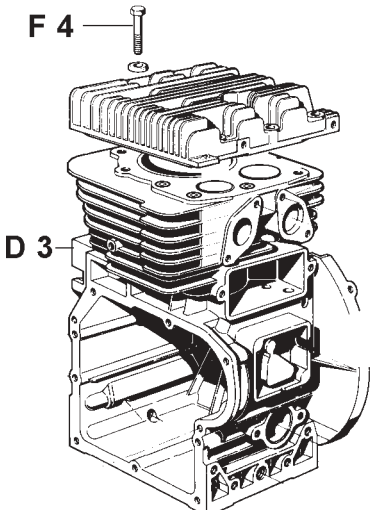
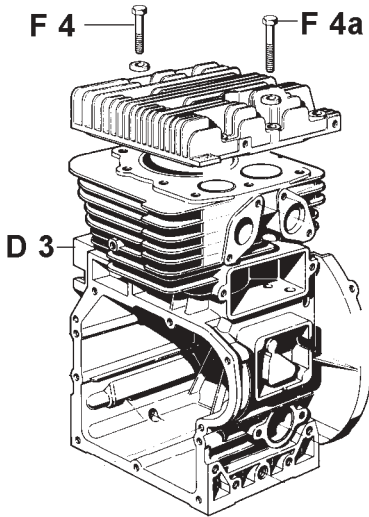
Las piezas anteriores y posteriores a la modificación no son intercambiables individualmente entre sí.

Las piezas anteriores a la modificación se suministran hasta que se agoten.



|                |    |      |                     |          |
|----------------|----|------|---------------------|----------|
| Gruppo motori  |    | Tipo |                     | pag. 1/1 |
| Groupe moteurs |    | Type |                     |          |
| Engine group   | 22 | Type | 1IM 359 "Restyling" |          |
| Motorgruppe    |    | Typ  |                     |          |
| Grupo motores  |    | Tipo |                     |          |

- Eliminati tre inserti elicoil nei fori per le viti fissaggio testa zona scarico. Sostituite tre viti di fissaggio.
- Les trois inserts elicoil dans les trous pour les vis de fixation de la culasse de la zone de déchargement ont été éliminés. Trois vis de fixation ont été remplacées.
- The three elicoil inserts have been removed from the holes for the discharge head fastening screws. Three fastening screws have been replaced.
- Die drei Elicoil-Einsätze in den Bohrungen für die Feststellschrauben des Kopfes im Ausladebereich wurden beseitigt. Drei Feststellschrauben wurden ausgewechselt.
- Eliminados los tres insertos elicoil en los orificios para los tornillos de fijación de la culata en la zona de descarga. Sustituyan tres tornillos de fijación.

|                                                                                                               |                                                                                                               |
|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Antemodifica<br>Avant la modification<br>Prior to improvement<br>Vor der Änderung<br>Antes de la modificación | Postmodifica<br>Après la modification<br>After improvement<br>Nach der Änderung<br>Después de la modificación |
|                             |                            |
| FIG. MATR./REF./P.NO Q.ty                                                                                     | FIG. MATR./REF./P.NO Q.ty                                                                                     |
| D 3 1510.788 169 1                                                                                            | D 3 1510.788 169 1                                                                                            |
| F 4 1780.128 9 M 10 X 50 9                                                                                    | F 4 1780.128 9 M 10 X 50 6                                                                                    |
|                                                                                                               | F 4a 989A.235 * A M 10 X 55 3                                                                                 |

- Il basamento antemodifica non cambia matricola.
- Le carter avant modification garde son matricule.
- The serial number of the pre-modification crankcase is left unchanged.
- Der Motorblock der alten Ausführung behält seine Artikelnummer.
- La bancada anterior a la modificación no cambia de número de serie.

Attuazione da

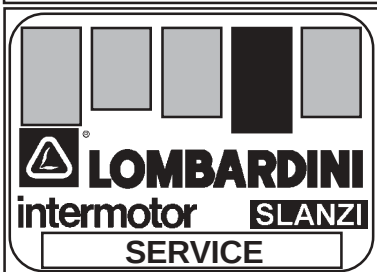
A partir de

Starting from ..... 7846477

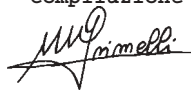
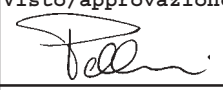
\* ex 1780.102

Gültig ab

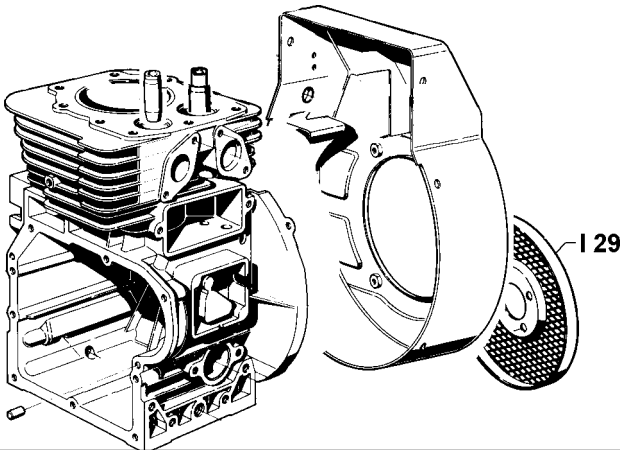
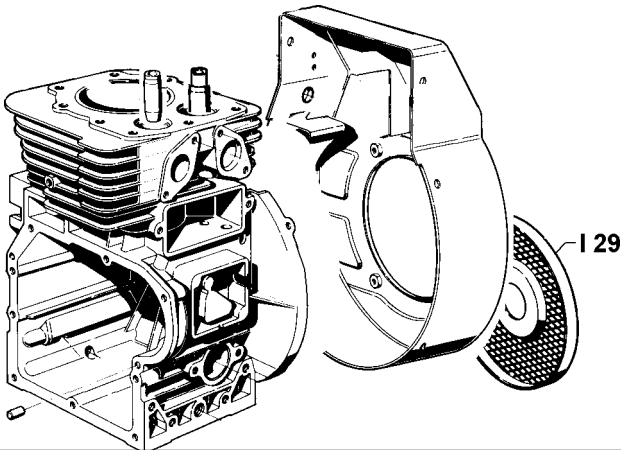
Actualización desde

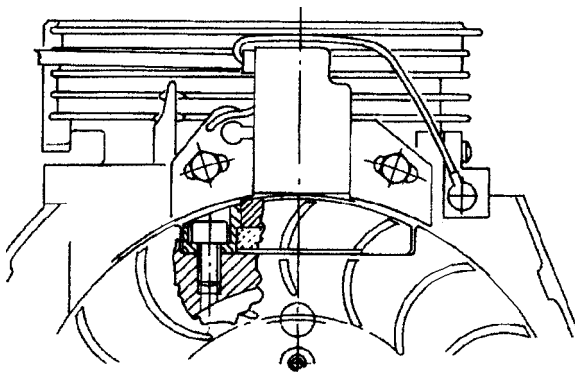


CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

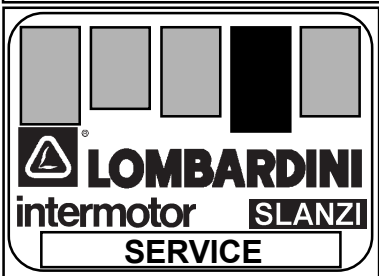
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|-------------------------------------------------------------------------------------------------------------|---------------|
| Compilazione<br>       | Sez.Sect. .22 |
| Visto/approvazione<br> | N. ....22028  |
| Modello 50723                                                                                               | Data 16/10/02 |
|                                                                                                             | m.t.m. ..2372 |

Modifica dei supporti attacco bobina sui basamenti.  
 Modification des supports de fixation de la bobine sur les carters.  
 Modification of coil mounting supports on bases.  
 Änderung der Halter der Spulenbefestigungen auf den Motorblöcken.  
 Modificación de los soportes de fijación de la bobina en las bases.

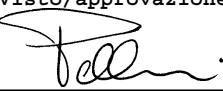
|                                                                                                               |                                                                                                               |
|---------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|
| Antemodifica<br>Avant la modification<br>Prior to improvement<br>Vor der Änderung<br>Antes de la modificación | Postmodifica<br>Après la modification<br>After improvement<br>Nach der Änderung<br>Después de la modificación |
|                             |                            |
| FIG. MATR./REF./P.NO Q.ty                                                                                     | FIG. MATR./REF./P.NO Q.ty                                                                                     |
| I 29 5096.064 147 B 1                                                                                         | I 29 5096.092 147 A 1                                                                                         |



Attuazione da  
 A partir de ... IM 350 --> 7861172  
 Starting from ... IM 359 --> 7855498  
 Gültig ab  
 Actualización desde



CIRCOLARE TECNICA  
 CIRCULAIRE TECHNIQUE  
 SERVICE LETTER  
 TECHNISCHES RUNDSCHREIBEN  
 CIRCULAR TECNICA

|                                                                                       |               |
|---------------------------------------------------------------------------------------|---------------|
| Compilazione                                                                          | Sez.Sect. 22  |
|  | N. 22029      |
| Visto/approvazione                                                                    | Data 28/07/03 |
|  | m.t.m. 306    |
| Modello 50722                                                                         | 2419          |

L'introduzione dei nuovi volani su cui sono montati magneti aventi migliori caratteristiche di funzionamento (vedi Circolare Tecnica 22023), ha comportato la modifica dei basamenti nella zona di attacco della bobina (che risulta spostata di mm 5).

I basamenti NON cambiano matricola.

Anche i blocchi motore NON cambiano matricola e verranno forniti con alberi a gomito completi di chiavetta, dado e rondella tipo nuovo.

Nasce anche una nuova lamiera protezione volano, non intercambiabile con l'antemodifica e adatta alla puleggia postmodifica richiamata sulla Circolare Tecnica 22023 (fissata col solo bullone bloccaggio volano).

*Per riutilizzare i particolari antemodifica della Circolare Tecnica 22023 su un basamento o su un blocco motore modificato, si deve intervenire eseguendo una lamatura sulle colonnette e riprendendo la filettatura interna (solo sui motori con avviamento a strappo o autoavvolgente) per riallineare la bobina al magnete montato sul volano. Quest'ultima operazione non è da farsi sui motori con avviamento elettrico, perchè su questi la bobina era montata con l'interposizione di due distanziali, che devono essere eliminati.*

L'introduction des nouveaux volants sur lesquels sont montées des magnétos ayant des caractéristiques de fonctionnement meilleures (voir Circulaire Technique 22023), a comporté la modification des carters dans la zone de fixation de la bobine (qui apparaît déplacée de 5 mm).

Les carters NE changent PAS de matricule.

Les blocs moteurs aussi NE changent PAS de matricule et ils seront fournis avec des vilebrequins équipés d'une clé, d'un écrou et d'une rondelle de type nouveau.

Une nouvelle tôle de protection du volant à également été conçue, elle n'est pas interchangeable avec la pré-modification et convient pour la poulie post-modification rappelée sur la Circulaire Technique 22023 (fixée uniquement avec le boulon de blocage du volant).

*Pour réutiliser les éléments pré-modification de la Circulaire Technique 22023 sur un carter ou sur un bloc moteur modifié, il est nécessaire d'intervenir en effectuant un lamage sur les colonnettes et en reprenant le filetage intérieur (uniquement sur les moteurs avec démarrage par lanceur ou à enroulement automatique) pour réaligner la bobine avec la magnéto montée sur le volant. Cette dernière opération ne doit pas être effectuée sur les moteurs avec démarrage électrique, car sur ces derniers la bobine était montée avec l'interposition de deux entretoises, qui doivent être éliminées.*

The introduction of new flywheels equipped with improved magnets (Technical Circular 22023) entailed the modification of bases at the coil mounting point - which is displaced by 5 mm.

The base serial numbers remain unchanged.

The engine block serial number also remains unchanged. The new version of crankshafts equipped with key, nut and washer will be supplied with engine blocks.

A new flywheel guard plate has also been designed. It is not interchangeable with pre-modification versions but it applies to the modified pulley - outlined in Technical Circular 22023 - which is fastened with the flywheel locking bolt only.

*The pre-modification version of the parts can be applied to the modified bases or engine blocks by spot-facing the studbolts and restoring the internal threading - on engines with recoil starting systems - in order to align the coil to the flywheel magnet. This intervention must not be performed on engines with electric starting systems. In these engines the coil is installed with two spacers that have to be removed.*

Die Einführung der neuen Schwungräder, auf denen Magnete mit besseren Betriebseigenschaften montiert sind (siehe Technisches Rundschreiben 22023) hat zur Änderung der Motorblöcke im Befestigungsbereich der Spule geführt (diese wurde um 5 mm versetzt).

Dabei erfolgt KEINE Änderung der Seriennummer der Motorblöcke.

Auch bei den Motorblöcken unterliegt die Seriennummer KEINER Änderung. Diese werden mit Kurbelwellen komplett mit Keil, Mutter und neuer Unterlegscheibe geliefert.

Es wird auch ein neues Schutzblech für das Schwungrad eingeführt, das nicht mit dem Vorgängermodell austauschbar ist, und sich für die geänderte Riemenscheibe, die im Technischen Rundschreiben 22023 aufgeführt wird, eignet (Befestigung mit nur einer Befestigungsmutterschraube des Schwungrades).

Für die Weiterverwendung der Teile, die vor den Änderungen gemäß des Technischen Rundschreibens 22023 gefertigt wurden, auf einem Motorblock oder auf einem modifizierten Motorblock muss eine Ansenkung auf den Säulenschrauben ausgeführt und das Innengewinde aufgenommen werden (nur für Motoren mit Zugantrieb oder mit selbsttätig aufrollendem Startseil), um die Spule erneut auf den auf dem Schwungrad montierten Magneten auszurichten. Dieser Vorgang ist auf Motoren mit elektrischer Zündung nicht erforderlich, da auf diesen die Spule mit zwei Distanzstücken montiert wurde, die herausgenommen werden müssen.

La introducción de nuevos volantes en los que se instalan imanes con mejores características de funcionamiento (véase la Circular Técnica 22023), ha llevado a la modificación de las bases en los puntos de fijación de la bobina (que han sido desplazados de 5 mm).

Las bases siguen llevando el mismo número de matrícula.

Los bloques motor también siguen con el mismo número de matrícula y se entregarán con el nuevo tipo de cigüeñales equipados con chaveta, tuerca y arandela.

Hemos realizado también una nueva chapa de protección del volante que no es intercambiable con la versión precedente pero puede aplicarse a la polea post-modificación descrita en la Circular Técnica 22023 (que debe fijarse con un solo perno de fijación volante).

Las piezas pre-modificación según Circular Técnica 22023 pueden utilizarse en las bases o bloques motor modificados sólo llevando a cabo una intervención de refrentado en las columnas y de recuperación de la rosca interior (sólo en los motores con arranque recuperable) para alinear la bobina al imán instalado en el volante. Esta operación no puede ser realizada en motores con arranque eléctrico puesto que en éstos la bobina está instalada con dos distanciadores que se deben quitar.



```
1IM 350 restyling
1IM 359
```

- Precisioni sui volanti ante e postmodifica riguardanti le Circolari Tecniche 22023 e 22029.
- Précisions sur les volants pré et post-modification concernant les Circulaires Techniques 22023 et 22029.
- Details on flywheels prior and after improvement of Service Letters 22023 and 22029.
- Hinweise zu den Schwungrädern aus der Produktion vor und nach der Änderung aus den Technischen Rundschreiben 22023 und 22029.
- Explicaciones sobre volantes pre- y post-modificación relativa a las Circulares Técnicas 22023 y 22029.

Il volano std matr.9880.538 (completo di rotore per eventuale montaggio dell'alternatore luce), continua ad essere fornito.

Il volano per avviamento elettrico matr.9880.540 (completo di corona e rotore per alternatore) viene fornito ad esaurimento.

Verrà sostituito dal gruppo matr. 9881.436, composto dal volano tipo nuovo matr.9881.379, dalla puleggia tipo nuovo 6961.109 e dalla lamiera di protezione volano tipo nuovo matr 5096.092 (vedi Circolare Tecnica 22029).

Per il suo montaggio utilizzare i due distanziali per fissaggio bobina già presenti sul motore. I volani postmodifica elencati sulla Circolare Tecnica 22023 si montano solo con basamenti postmodifica richiamati nella Circolare Tecnica 22029.

Le volant std matr.9880.538 (équipé d'un rotor pour l'éventuel montage de l'alternateur feu), continue à être fourni.

Le volant pour démarrage électrique matr.9880.540 (équipé d'une couronne et d'un rotor pour alternateur) est fourni jusqu'à épuisement.

Il sera remplacé par le groupe matr. 9881.436, composé par le volant de type nouveau matr.9881.379, par la poulie de type nouveau 6961.109 et par la tôle de protection du volant de type nouveau matr 5096.092 (voir Circulaire Technique 22029).

Pour son montage utiliser les deux entretoises pour la fixation de la bobine qui se trouvent déjà sur le moteur. Les volants post-modification énumérés dans la Circulaire Technique 22023 se montent uniquement avec les carters post-modification rappelés dans la Circulaire Technique 22029.

The standard flywheel - serial number 3880.538 - equipped with rotor for the possible light alternator installation is still supplied.

The flywheel for electric starting systems - serial number 9880.540 - equipped with alternator ring gear and rotor is supplied while stocks last.

It will be replaced by the unit - serial number 9881.436 - composed by the new version of the flywheel - serial number 9881.379 - , the new version of pulley - serial number 6961.109 - and the new version of the flywheel guard plate - serial number 5096.092 (see Technical Circular 22029). For this installation use the two coil fixing spacers already fitted in the engine. The modified flywheels listed in Technical Circular 22023 can be installed only with the modified bases listed in Technical Circular 22029.

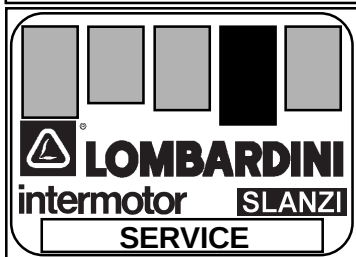
Attuazione da

**A partir de**

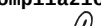
Starting from ... 7841646

**Gültig ab**

Actualización desde



**CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA**

|                                                                                                                    |                      |
|--------------------------------------------------------------------------------------------------------------------|----------------------|
| <b>Compilazione</b><br>       | <b>Sez. Sect. 22</b> |
|                                                                                                                    | <b>N. 22030</b>      |
| <b>Visto/approvazione</b><br> | <b>Data 28.07.03</b> |
|                                                                                                                    | <b>m. t. m. 2797</b> |
| <b>Modello 50722</b>                                                                                               |                      |

Das Standard-Schwungrad mit der Seriennummer 9880.538 (komplett mit Läufer für die eventuelle Montage des Drehstromgenerators) wird weiterhin geliefert.

Das Schwungrad für die elektrische Zündung mit der Seriennummer 9880.540 (komplett mit Kranz und Läufer für den Drehstromgenerator) wird geliefert, solange Vorrat reicht. Es wird durch die Gruppe mit der Seriennummer 9881.436 ersetzt, die aus dem Schwungrad des neuen Typs mit der Seriennummer 9881.379, der Riemenscheibe des neuen Typs 6961.109 und des Schutzbleches für das Schwungrad des neuen Typs mit der Seriennummer 5096.092 besteht (siehe Technisches Rundschreiben 22029).

Für die Montage sind die beiden Abstandstücke für die Befestigung der Spule zu verwenden, die sich bereits auf dem Motor befinden.

Die nach der Änderung gefertigten Schwungräder, die im Technischen Rundschreiben 22023 aufgeführt werden, werden mit den nach der Änderung aus dem Technischen Rundschreiben 22029 produzierten Motorblöcken montiert.

El volante estándar matrícula 9880.538 (equipado con un rotor para la instalación del alternador luz), sigue siendo entregado.

El volante para el arranque eléctrico matr. 9880.540 (equipado con corona y rotor para alternador) se entregará hasta fin de existencias.

Será reemplazado por el grupo matr. 9881.436, constituido por el nuevo tipo de volante matr. 9881.379, el nuevo tipo de polea 6961.109 y el nuevo tipo de chapa de protección del volante matr. 5096.092 (véase Circular Técnica 22029).

Para su instalación utilizar los distanciadores de fijación de la bobina ya presentes en el motor.

Los volantes post-modificación elencados en la Circular Técnica 22023 se instalan únicamente en las bases post-modificación elencadas en la Circular Técnica 22029.



# LOMBARDINI

S.r.l. a socio unico



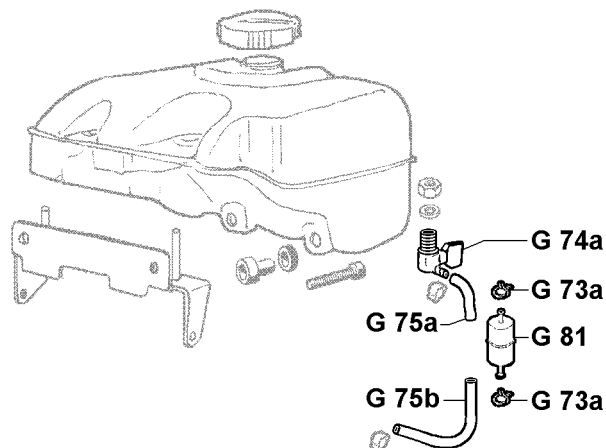
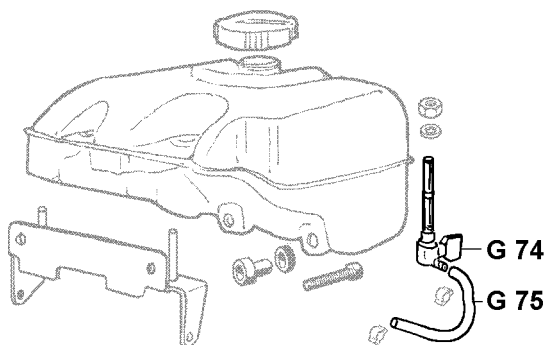
|                |    |      |               |
|----------------|----|------|---------------|
| Gruppo motori  |    | Tipo |               |
| Groupe moteurs |    | Type |               |
| Engine group   | 22 | Type | 1IM Restyling |
| Motorgruppe    |    | Typ  |               |
| Grupo motores  |    | Tipo |               |

pag. 1/2

- Nuovo rubinetto combustibile con filtro esterno.
- Nouveau robinet du combustible avec filtre à l'extérieur.
- New fuel cock with external filter.
- Neuer Kraftstoffhahn mit Außenfilter.
- Nuevo grifo combustible con filtro externo.

Antemodifica - Avant la modification  
Prior to improvement - Vor der Änderung  
Antes de la modificación

Postmodifica - Après la modification  
After improvement - Nach der Änderung  
Después de la modificación



| FIG. | MATR./REF./P.NO | Q.ty | FIG.  | MATR./REF./P.NO | Q.ty |
|------|-----------------|------|-------|-----------------|------|
| G 74 | 7755.108 158 *  | 1    | G 73a | 375A.132 A      | 2    |
| G 75 | 9375.196 70 B   | 1    | G 74a | 7755.091 A      | 1    |
|      |                 |      | G 75a | 9375.196 70 A   | 1    |
|      |                 |      | G 75b | 9375.196 70 A   | 1    |
|      |                 |      | G 81  | 391A.104 A      | 1    |

Attuazione da  
A partir de  
Starting from ..... 4968438  
Gültig ab  
Actualización desde

(\*) Non piu' disponibile  
Non plus disponible  
No longer available  
Nicht mehr verfügbar  
No se suministra mas

CIRCOLARE TECNICA - CIRCULAIRE TECHNIQUE - SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN - CIRCULAR TECNICA

Sez.Sect. 22

N. 22031



Compilazione

*M. Imbelli*

Visto/  
approvazione

*F. Belli*

Data

23.11.2004

Mod. 50722

M.A.T. 51733

.....

.....



II rubinetto combustibile antemodifica con filtro incorporato non è più disponibile ed è sostituito dall'insieme dei particolari postmodifica.

Le robinet du combustible pré-modification avec filtre incorporé n'est plus disponible et il est remplacé par l'ensemble des éléments post-modification.

The pre-modification fuel cock with incorporated filter is no more available and is replaced by the post-modification part assembly.

Das Vorgängermodell des Kraftstoffhahns mit eingebautem Filter ist nicht mehr erhältlich und wird durch die Gesamtheit der nach der Änderung hergestellten Teile ersetzt.

El grifo combustible pre-modificación con filtro incluido ya no está disponible y se puede reemplazar con el conjunto de las piezas post-modificación.



**CIRCOLARI TECNICHE  
SERVICE LETTERS**

**ACT 280 OHC - ACT 340 OHC**

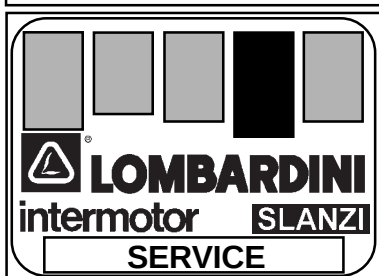
**12/2007 Edition**

|                |    |      |         |          |
|----------------|----|------|---------|----------|
| Gruppo motori  |    | Tipo |         | pag. 1/2 |
| Groupe moteurs |    | Type |         |          |
| Engine group   | 25 | Type | LGA 280 |          |
| Motorgruppe    |    | Typ  |         |          |
| Grupo motores  |    | Tipo |         |          |

- Modifica serbatoio, rubinetto, lamiere, quadretti.
- Modification réservoir, robinet, tôles, tableaux.
- Modification of tank, cock, plates, panel boards.
- Änderung von Tank, Benzinhahn, Luftleitblech und Schaltpanel.
- Modificación depósito combustible, grifo, chapas, cuadros.

| Antemodifica<br>Avant la modification<br>Prior to improvement<br>Vor der Änderung<br>Antes de la modificación                                                                                                                 | Postmodifica<br>Après la modification<br>After improvement<br>Nach der Änderung<br>Después de la modificación                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                 |
| FIG. MATR./REF./P.NO Q.ty                                                                                                                                                                                                     | FIG. MATR./REF./P.NO Q.ty                                                                                                                                                                                                                                                       |
| 1.21 5981.081 240 E 1<br>2.04 3300.230 240 B 1<br>2.05 7195.132 240 B 1<br>5.01 8103.299 240 E 1<br>5.03 4775.536 240 B 1<br>5.12 3730.097 240 B 1<br>5.18 3630.163 240 B 1<br>5.19 7755.107 240 B 1<br>5.41 9375.925 240 B 1 | 1.49 5981.083 239 I 1<br>5.01 8103.301 239 A 1<br>5.43 3630.168 239 A 1<br>5.44 9375.951 239 A 1<br>5.45 1261.104 239 A 1<br>5.46 3630.167 239 A 1<br>5.47 9375.952 239 A 1<br>5.48 7755.111 239 A 1<br>5.49 3750.103 239 A 1<br>5.50 1261.105 239 A 1<br>5.51 9710.115 239 A 1 |

Attuazione da  
A partir de  
Starting from ..... 7500673  
Gültig ab  
Actualización desde



**CIRCOLARE TECNICA**  
**CIRCULAIRE TECHNIQUE**  
**SERVICE LETTER**  
**TECHNISCHES RUNDSCHREIBEN**  
**CIRCULAR TECNICA**

|                                        |               |
|----------------------------------------|---------------|
| Compilazione<br><i>M. G. Immediati</i> | Sez. Sect. 25 |
| Visto/approvazione<br><i>Manfredi</i>  | N. 25001      |
| Modello 50723                          | Data 28/11/97 |
|                                        | m.t.m. ....   |

I particolari antemodifica continuano ad essere forniti, ad esclusione della lamiera pos. 1.21, che verrà sostituita dal tipo nuovo pos. 1.49, e ad esclusione del serbatoio pos. 5.01, che verrà sostituito dal nuovo tipo, unitamente al nuovo rubinetto ed ai nuovi tubi combustibile.

Les pièces avant la modification sont toujours livrées, sauf la tôle pos. 1.21, qui sera remplacée par le nouveau type pos. 1.49 et sauf le réservoir pos. 5.01, qui sera remplacé par le nouveau type, ensemble au nouveau robinet et aux nouveaux tuyaux combustible.

Parts prior to improvement will be still supplied, with the exception of sheet at pos. 1.21 which will be superseded by the new type at pos. 1.49 and with the exception of tank at pos. 5.01 which will be superseded by the new type, together with the new cock and the new fuel pipes.

Die Teile vor der Änderung werden weiterhin geliefert, mit Ausnahme der Pos. 1.21, die ersetzt wird durch Pos. 1.49 und mit Ausnahme des Tanks Pos. 5.01, der durch den neuen ersetzt wird zusammen mit dem neuen Brennstoffleitungen.

Los componentes de antes de la modificacion continuáran siendo suministrados, a excepcion de la plancha pos. 1.21 que vendrá sustituida por la del nuevo tipo pos. 1.49 y a excepcion del deposito que vendrá sustituido por el del nuevo tipo, con nuevo grifo y nuevos tubos de combustible.

Tavole ricambi interessate alla modifica:  
Tableaux pièces détachées concernant la modification:  
Improvement applies to the following spare parts table:  
Von der Änderung betroffene Ersatzteillisten:  
Tablas repuestos referidas a la modificación:

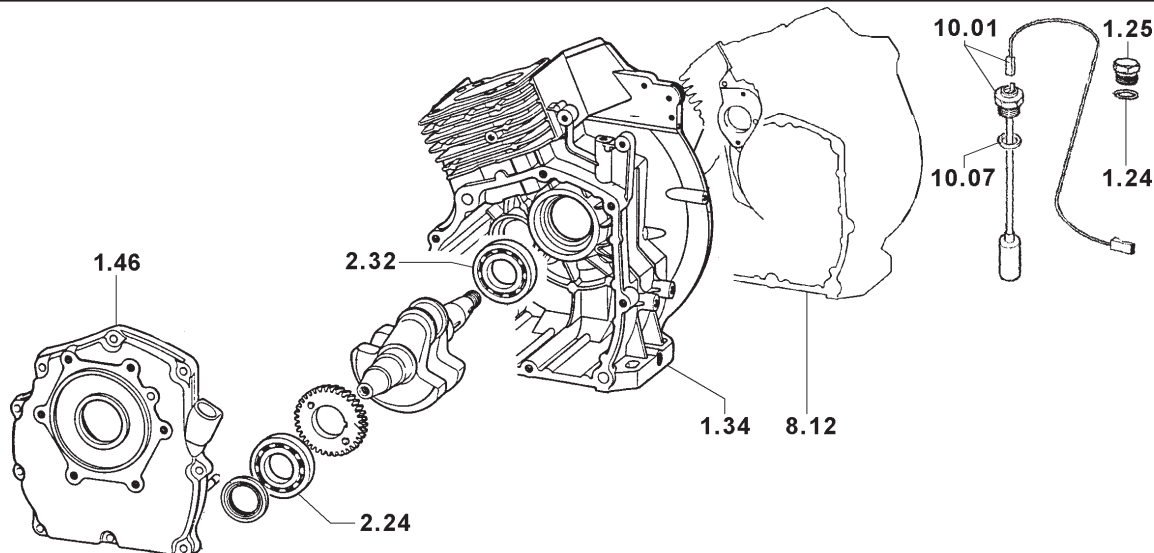
1.5302.483

Gruppo motori            Tipo  
Groupe moteurs        Type  
Engine group        25 Type LGA 340  
Motorgruppe           Typ  
Grupo motores        Tipo

pag. 1/2

Sostituisce pari n° del 23/03/1999 e del 15/06/2001  
Remplace même nr. du 23/03/1999 et du 15/06/2001  
Supersedes same No. of 23/03/1999 and 15/06/2001  
Als Ersatz des Rundschreibens mit selbe Nummer vom 23/03/1999 und 15/06/2001  
Reemplaza la circular mismo nr. de fecha 23/03/1999 y 15/06/2001

- Modificati cuscinetti di banco - Migliorie funzionali.
- Modification coussinet de banc - Améliorations fonctionnelles.
- Main bearing modification - Functional improvements.
- Änderung der Kurbelwellenlager - Funktionelle Verbesserung
- Modificado cojinete bancada - mejoras funcionales



Antemodifica  
Avant la modification  
Prior to improvement  
Vor der Änderung  
Antes de la modificación

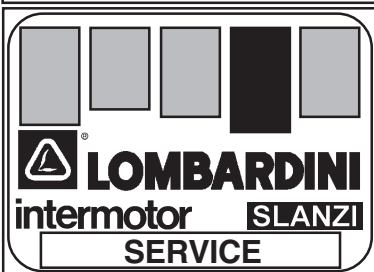
Postmodifica  
Après la modification  
After improvement  
Nach der Änderung  
Después de la modificación

| FIG.  | MATR./REF./P.NO           | Q.ty | FIG.  | MATR./REF./P.NO           | Q.ty |
|-------|---------------------------|------|-------|---------------------------|------|
| 1.24  | 1200.293 240 B            | 1    | 1.24  | 1200.295 240 A            | 1    |
| 1.25  | 8965.077 240 B M 22       | 1    | 1.25  | 8965.081 240 A M 15       | 1    |
| 1.34  | 1510.790 239 E            | 1    | 1.34  | 1510.832 239 I (**)       | 1    |
| 1.46  | 6645.590 239 E            | 1    | 1.46  | 6645.597 239 I            | 1    |
| 2.24  | 3001.070 9 B 30 X 62 X 16 | 1    | 2.24  | 3002.080 9 A 30 X 72 X 19 | 1    |
| 2.32  | 3001.070 9 B 30 X 62 X 16 | 1    | 2.32  | 3002.080 9 A 30 X 72 X 19 | 1    |
| 8.12  | 1510.789 239 E (*)        | 1    | 8.12  | 1510.832 239 I (**)       | 1    |
| 10.01 | 4906.049 239 E M 22       | 1    | 10.01 | 4906.052 239 A M 15       | 1    |
| 10.07 | 1200.293 240 B            | 1    | 10.07 | 1200.295 240 A            | 1    |

(\*) per avviamento elettrico  
pour démarrage électrique  
for electrical starting  
Elektro-Start  
para arranque electrico

(\*\*) per avviamento autoavvolg. e elettr.  
pour démarrage avec auto-enrouler et électrique  
for self-rewind and electrical starting  
Elektro-Start und Start mit Reversierstarter  
para arranque recuperable y electrico

Attuazione da  
A partir de  
Starting from            .... 7502351  
Gültig ab  
Actualización desde



CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

|                    |                 |
|--------------------|-----------------|
| Compilazione       | Sez.Sect. 25    |
| <i>M. Primelli</i> | N. 25003        |
| Visto/approvaZIONE | Data 15.07.2003 |
| <i>Mano</i>        | M.A.T. 607      |
| Modello 50722      |                 |

I basamenti e il coperchio distribuzione antemodifica sono forniti ad esaurimento e poi sostituiti dai tipi nuovi anche singolarmente, in quanto questi sono completi di cuscinetto postmodifica.

Il basamento postmodifica è unificato sia per motore con avviamento autoavvolgente che elettrico.

Sul basamento postmodifica è stato ridotto il foro filettato per asta livello olio optional "oil watch" da M 22 a M 15 e di conseguenza è stata modificata anche l'asta livello.

Per montare la nuova asta livello sui vecchi basamenti, utilizzare la ghiera di riduzione matr. 4130.125 e l' anello di tenuta matr. 1200.288.

Les carters moteur et le couvercle distribution avant la modification sont fournis jusqu'à l'épuisement du stock et seront après remplacés par les nouveaux types, même séparément, car ces derniers sont complets avec coussinet après la modification.

Le carter après la modification est unifié soit pour moteur avec démarrage auto-enrouler soit électrique.

Sur le carter moteur après la modification on a réduit le trou fileté pour jauge niveau huile optional "oil watch" de M22 à M15 et par conséquent on a modifié même la jauge niveau.

Pour monter la nouvelle jauge niveau sur les anciens carters moteur, utiliser l'embout de réduction réf. 4130.125 et la bague d'étanchéité réf. 1200.288.

The prior to improvement crankcases and timing covers are supplied until stock exhaustion and will be then superseded, even individually, by the new types, as these last are complete with after improvement bearing.

The after improvement crankcase is unified, both for self rewind and electrical starting engines.

On after improvement crankcase, the threaded hole for optional oil dipstick "oil watch" has been reduced from M22 to M15 and consequently also the oil dipstick has been modified. To assemble the new oil dipstick on old crankcases, use the reduction ring nut p.no 4130.125 and the seal ring p.no 1200.288.

Das vor der Änderung gelieferte Kurbelgehäuse und Kurbelgehäusedeckel werden bis zur Erschöpfung des Lagerbestandes geliefert und werden danach durch die neuen Teile ersetzt. Das neue Kurbelgehäuse erlaubt das Starten mit Elektrostart und mit Reversierstarter. Die Bohrung im Kurbelgehäuse für den Ölniveauwächter (Sonderenteil) wurde von M22 auf M15 geändert.

Dadurch ändert sich auch die E-teilnr. des Peilstabs.

Um den neuen Peilstab auch bei Motoren vor der Änderung zu benutzen, wurde ein Reduzierring mit E-teilnr. 4130.125 mit O-ring 1200.288 eingeführt.

El carter motor y la tapa distribución antes de la modificación se suministraran hasta agotarse, despues sustituir al tipo nuevo igualmente, en cuanto este va completo de cojinete despues de la modificación.

El carter motor despues de la modificación es unificado, sea para motor con arranque recuperable ó electrico.

Sobre el carter motor despues de la modificación a sido reducido el agujero para la varilla nivel aceite "oil watch" de M22 a M15 y por lo tanto ne modifica la varilla nivel aceite. Para montar la nueva varilla en el bloque antiguo, montar la guia de reducción Ref. 4130.125 y el reten aceite Ref. 1200.288.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

Von der Änderung betroffene Ersatzteillisten:

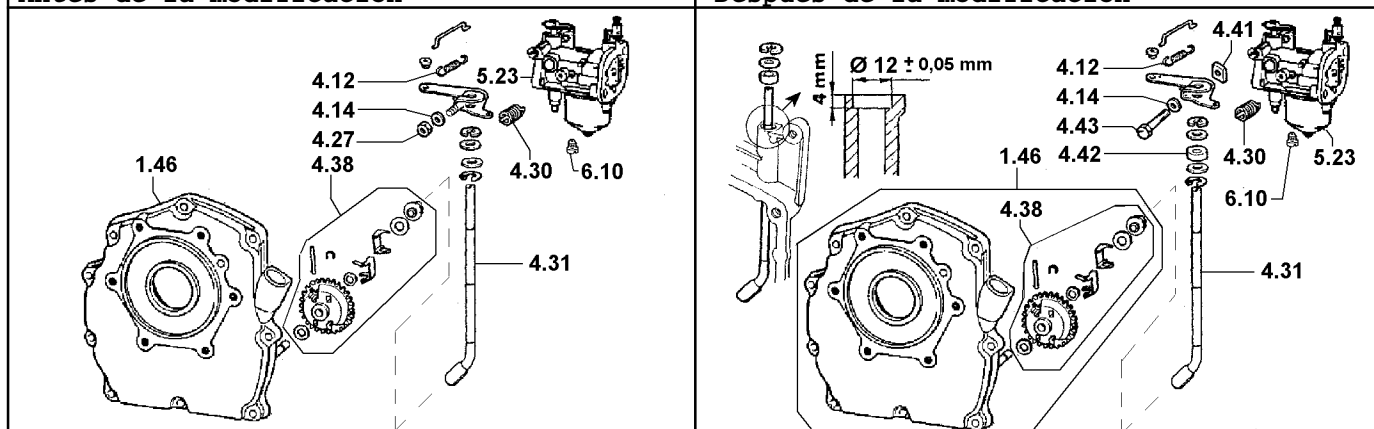
Tablas repuestos referidas a la modificación:

1.5302.483

|                |    |      |                   |          |
|----------------|----|------|-------------------|----------|
| Gruppo motori  |    | Tipo |                   | pag. 1/2 |
| Groupe moteurs |    | Type |                   |          |
| Engine group   | 25 | Type | LGA 280 - LGA 340 |          |
| Motorgruppe    |    | Typ  |                   |          |
| Grupo motores  |    | Tipo |                   |          |

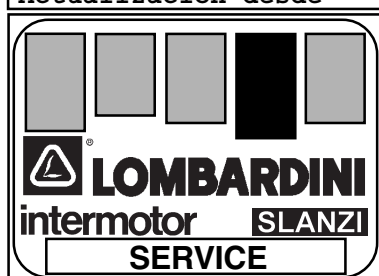
- Nuovo regolatore di giri - Inserito anello paraolio su asta regolatore - Nuovi carburatori e molle regolatore per un funzionamento più stabile ai vari regimi.
- Nouveau régulateur de vitesse - Introduction bague d'étanchéité sur la tige régulateur Nouveaux carburateurs et ressorts régulateur pour un fonctionnement plus stable aux différentes vitesses.
- New speed governor - New oil ring on governor rod - New carburetors and governor spring for a steadier running at the various speed.
- Neuer Drehzahlregler - Neuer Ölring - Neuer Vergaser und Reglerfeder für bessere Regelung bei unterschiedlichen Drehzahlen.
- Nuevo regulador de revoluciones - Introducido reten aceite sobre palanca regulador - Nuevos carburadores y muelles regulador para un funcionamiento mas estable a distintos regimenes.

|                          |                            |
|--------------------------|----------------------------|
| Antemodifica             | Postmodifica               |
| Avant la modification    | Après la modification      |
| Prior to improvement     | After improvement          |
| Vor der Änderung         | Nach der Änderung          |
| Antes de la modificación | Después de la modificación |



| FIG. | MATR./REF./P.NO              | Q.ty | FIG. | MATR./REF./P.NO              | Q.ty |
|------|------------------------------|------|------|------------------------------|------|
| 1.46 | 6645.554 240 *               | 1    | 1.46 | 6645.590 239 *               | 1    |
| 4.12 | 5670.019 239 B               | 1    | 4.12 | 5670.020 239 A               | 1    |
| 4.14 | 7626.017 9                   | 1    | 4.14 | 7626.017 9                   | 1    |
| 4.27 | 3203.038 9 B                 | 1    |      |                              |      |
| 4.30 | 5801.569 240 B               | 1    | 4.30 | 5801.588 240 A 3000 rpm      | 1    |
|      |                              |      | "    | 5801.589 240 A 3600 rpm      | 1    |
| 4.31 | 1415.047 240 B               | 1    | 4.31 | 1415.053 240 A               | 1    |
| 4.38 | 7362.310 240                 | 1    | 4.38 | 7362.310 240                 | 1    |
|      |                              |      | 4.41 | 3300.245 240 A M 5           | 1    |
|      |                              |      | 4.42 | 1213.391 240 A               | 1    |
|      |                              |      | 4.43 | 1755.009 9 A M 5X25          | 1    |
| 5.23 | 2151.266 240 * LGA 280       | 1    | 5.23 | 2151.284 240 * LGA 280       | 1    |
| "    | 2151.273 239 * LGA 340       | 1    | "    | 2151.285 239 * LGA 340       | 1    |
| 6.10 | 4126.083 240 B LGA 280(0,80) | 1    | 6.10 | 4126.057 158 A LGA 280(0,86) | 1    |
| "    | 4126.085 239 B LGA 340(0,90) | 1    | "    | 4126.082 169 A LGA 340(0,88) | 1    |

|                     |                                    |
|---------------------|------------------------------------|
| Attuazione da       | * Non più disponibile -vedi        |
| A partir de         | Non plus disponible -voir 25003    |
| Starting from       | No longer available -see C.T 25005 |
| Gültig ab           | Nicht mehr verfügbar-sehen 25008   |
| Actualización desde | no se suministra mas-ver           |



CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

|                    |               |
|--------------------|---------------|
| Compilazione       | Sez.Sect. 25  |
| <i>M. Imbelli</i>  | N. .... 25004 |
| Visto/approvazione | Data 15.06.01 |
| <i>Marco Bui</i>   | M.A.T. 604    |
| Modello 50722      | 610           |

La nuova portina distribuzione viene fornita completa di regolatore di giri.  
Il vecchio ed il nuovo regolatore di giri non sono tra loro intercambiabili.  
Per il montaggio dell'anello paraolio pos. 4.42 è necessario lavorare il basamento sulla sede dell'asta regolatore come indicato nella figura postmodifica.

Le nouveau carter distribution est fournie complet avec régulateur de vitesse.  
L'ancien et le nouveau régulateur de vitesse ne sont pas interchangeable entre eux.  
Pour le montage de la bague d'étanchéité pos. 4.42 il faut usiner le carter moteur sur le siège de la tige régulateur comme indiqué dans l'illustration après la modification.

The new cover gear is supplied complete with speed governor.  
The old and new speed governors are not interchangeable.  
To assemble the oil ring (pos. 4.42) it is necessary to machine the crankcase on the governor rod seat, as shown in the after improvement picture.

Die neue Kurbelraumdeckel wird mit dem Drehzahlregel kompl. geliefert und die Drehzahlregel sind nicht austauschbar.  
Soll der neue Ölring auf dem alten Kurbelgehäuse montiert werden, muß die Bohrung gemäß der Skizze bearbeitet werden.

La nueva tapa distribucion viene suministrada completa con regulador de revoluciones.  
El antiguo y el nuevo regulador de revoluciones no son entre ellos intercambiables.  
Para el montaje del reten aceite pos. 4.42 es necesario mecanizar la bancada sobre el asiento de la palanca regulador como se indica en la figura postmodificada.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

Von der Änderung betroffene Ersatzteiltafeln:

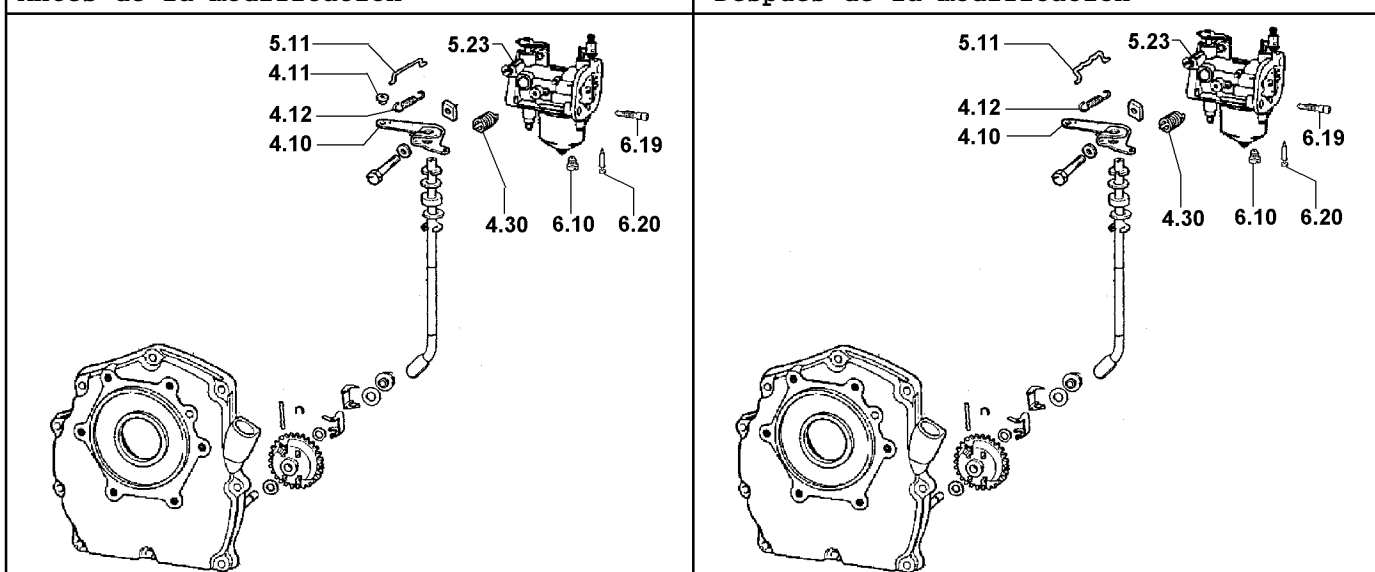
Tablas repuestos referidas a la modificación:

1.5302.483

|                |    |      |                   |          |
|----------------|----|------|-------------------|----------|
| Gruppo motori  |    | Tipo |                   | pag. 1/2 |
| Groupe moteurs |    | Type |                   |          |
| Engine group   | 25 | Type | LGA 280 - LGA 340 |          |
| Motorgruppe    |    | Typ  |                   |          |
| Grupo motores  |    | Tipo |                   |          |

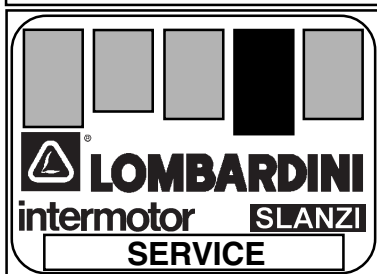
- Unificazione carburatori (nuovo tipo con spillo "ammortizzato") - Modificato tirante regolatore - migliorie funzionali.
- Unification carburateurs (nouveau type avec épingle "amortie") - modification tirant régulateur - améliorations fonctionnelles.
- Carburetor standardization (new type with dampened needle valve - Modification of governor tie rod - functional improvements.
- Vergaser, Standardisierung (Neuer Typ mit gedämpftem Schwimbernadelventil - Änderung des Drehzahlverstellgestänges.
- Unificación carburadores (nuevo tipo con tornillo agoja amortizada) - Modificado tirante regulador - mejoras funcionales.

|                          |                            |
|--------------------------|----------------------------|
| Antemodifica             | Postmodifica               |
| Avant la modification    | Après la modification      |
| Prior to improvement     | After improvement          |
| Vor der Änderung         | Nach der Änderung          |
| Antes de la modificación | Después de la modificación |



| FIG. | MATR./REF./P.NO               | Q.ty | FIG. | MATR./REF./P.NO         | Q.ty |
|------|-------------------------------|------|------|-------------------------|------|
| 4.10 | 5200.943 240 B                | 1    | 4.10 | 5201.128 240 A          | 1    |
| 4.11 | 1585.200 240 B                | 1    |      |                         |      |
| 4.12 | 5670.020 239                  | 1    | 4.12 | 5670.020 239            | 1    |
| 4.30 | 5801.588 240 B 3000 rpm       | 1    | 4.30 | 5801.590 240 A 3000 rpm | 1    |
| "    | 5801.589 240 B 3600 rpm       | 1    | "    | 5801.591 240 A 3600 rpm | 1    |
| 5.11 | 9235.027 240 B                | 1    | 5.11 | 9235.041 240 A          | 1    |
| 5.23 | 2151.284 240 * LGA 280        | 1    | 5.23 | 2151.286 240 A          | 1    |
| "    | 2151.285 239 * LGA 340        | 1    |      |                         |      |
| 6.10 | 4126.057 158 B LGA 280 (0,86) | 1    | 6.10 | 4126.056 158 A (0,82)   | 1    |
| "    | 4126.082 169 B LGA 340 (0,88) | 1    |      |                         |      |
| 6.19 | 4126.084 240 B (0,45)         | 1    | 6.19 | 4126.091 240 A (0,42)   | 1    |
| 6.20 | 9850.127 240 B                | 1    | 6.20 | 9850.134 240 A          | 1    |

|                     |               |                       |
|---------------------|---------------|-----------------------|
| Attuazione da       |               | * Non più disponibile |
| A partir de         |               | Non plus disponible   |
| Starting from       | ..... 7503872 | No longer available   |
| Gültig ab           |               | Nicht mehr verfügbar  |
| Actualización desde |               | no se suministra mas  |



CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

|                    |               |
|--------------------|---------------|
| Compilazione       | Sez.Sect. 25  |
| <i>[Signature]</i> | N. .... 25005 |
| Visto/approvazione | Data 15.06.01 |
| <i>[Signature]</i> | M.A.T. 608    |
| Modello 50722      | 610           |

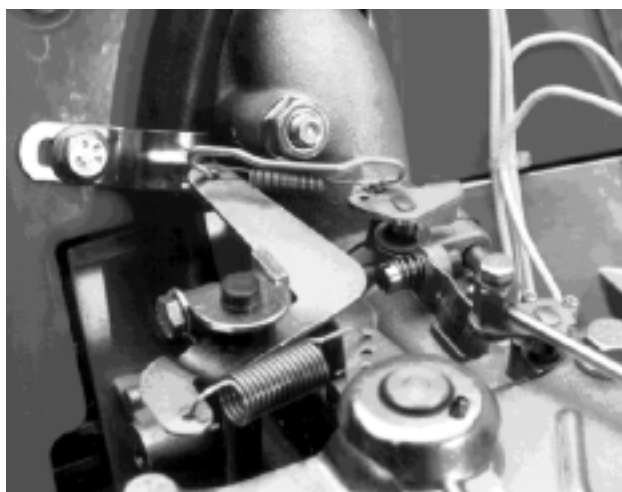
I particolari ante e postmodifica non sono tra loro singolarmente intercambiabili.  
Nel montaggio del nuovo tirante comando acceleratore pos. 5.11, la parte "sporgente" deve essere rivolta verso il filtro aria.  
La molla di compensazione Pos. 4.12 deve essere agganciata negli stessi fori di alloggiamento del tirante comando acceleratore.  
L'utilizzo del nuovo carburatore comporta l'impiego di tutti gli altri particolari postmodifica.

Les pièces avant et après la modification ne sont pas interchangeableables entre elles.  
Au montage de nouveau tirant commande accélérateur pos. 5.11 la partie "saillante" doit être tournée vers le filtre à air.  
Le ressort de compensation pos. 4.12 doit être accroché dans les mêmes trous pour le tirant commande accélérateur.  
L'utilisation du nouveau carburateur comporte l'emploi de toutes les autres pièces après la modification.

Old and new parts are not individually interchangeable.  
When assembling the new accelerator control tie rod (pos. 5.11) check that the "projecting" part is turned towards the air cleaner.  
The compensation spring (pos. 4.12) must be hooked in the same holes of the accelerator control tie rod.  
With new carburetor the use of all the other after improvement parts is requested.

Die alten und neuen Teile sind untereinander nicht austauschbar.  
Wir die neue Drehzahlversteuerung montiert, ist darauf zu achten, daß die Stange (Pos. 5.11) zum Luftfilter hin gedreht ist. Die Feder (Pos. 4.12) muß im gleichen Loch eingehangen sein wie die Reglerstange.  
Der neue Vergaser ist nur mit den Teilen nach der Änderung zu verwenden.

Los componentes de antes y los modificados no son unitariamente intercambiables.  
En el montaje del nuevo tirante comando acelerador pos. 5.11, la parte saliente debe ser encarada hacia el filtro de aire.  
El muelle de compensación pos. 4.12 debe ser enganchado en el mismo agujero de alojamiento del tirante comando acelerador.  
La utilización del nuevo carburador comporta el empleo de todos los otros componentes postmodificados.



Tavole ricambi interessate alla modifica:  
Tableaux pièces détachées concernant la modification:  
Improvement applies to the following spare parts table:  
Von der Änderung betroffene Ersatzteillisten:  
Tablas repuestos referidas a la modificación:

1.5302.483

|                                                                                                                                                                                                                                                                                                                       |  |      |                                                                                                              |                   |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------|--------------------------------------------------------------------------------------------------------------|-------------------|--|
| Gruppo motori                                                                                                                                                                                                                                                                                                         |  | Tipo |                                                                                                              | pag. 1/2          |  |
| Groupe moteurs                                                                                                                                                                                                                                                                                                        |  | Type |                                                                                                              |                   |  |
| Engine group 25                                                                                                                                                                                                                                                                                                       |  | Type |                                                                                                              | LGA 280 - LGA 340 |  |
| Motorgruppe                                                                                                                                                                                                                                                                                                           |  | Typ  |                                                                                                              |                   |  |
| Grupo motores                                                                                                                                                                                                                                                                                                         |  | Tipo |                                                                                                              |                   |  |
| Nuovo serbatoio con rubinetto inserito - migliorie nell'alimentazione.<br>Nouveau réservoir avec robinet inséré - améliorations de l'alimentation.<br>New tank with cock - feeding improvements.<br>Neuer Brennstofftank - Änderung am Benzinhahn.<br>Nuevo depósito con grifo incluido - mejoras en la alimentacion. |  |      |                                                                                                              |                   |  |
| Antemodifica                                                                                                                                                                                                                                                                                                          |  |      | Postmodifica                                                                                                 |                   |  |
| Avant la modification                                                                                                                                                                                                                                                                                                 |  |      | Après la modification                                                                                        |                   |  |
| Prior to improvement                                                                                                                                                                                                                                                                                                  |  |      | After improvement                                                                                            |                   |  |
| Vor der Änderung                                                                                                                                                                                                                                                                                                      |  |      | Nach der Änderung                                                                                            |                   |  |
| Antes de la modificación                                                                                                                                                                                                                                                                                              |  |      | Después de la modificación                                                                                   |                   |  |
|                                                                                                                                                                                                                                                                                                                       |  |      |                                                                                                              |                   |  |
| FIG. MATR./REF./P.NO Q.ty                                                                                                                                                                                                                                                                                             |  |      | FIG. MATR./REF./P.NO Q.ty                                                                                    |                   |  |
| 1.37 3527.434 240 B 1                                                                                                                                                                                                                                                                                                 |  |      | 1.37 3527.504 240 A 1                                                                                        |                   |  |
| 1.49 5981.083 239 B 1                                                                                                                                                                                                                                                                                                 |  |      | 1.49 5981.087 239 A 1                                                                                        |                   |  |
| 5.01 8103.301 239 B 1                                                                                                                                                                                                                                                                                                 |  |      | 5.01a 8103.309 239 A 1                                                                                       |                   |  |
| 5.20 8865.184 240 B 1                                                                                                                                                                                                                                                                                                 |  |      | 5.20 8865.194 240 A 1                                                                                        |                   |  |
| 5.22 8865.185 240 B 1                                                                                                                                                                                                                                                                                                 |  |      | 5.22 8865.195 240 A 1                                                                                        |                   |  |
| 5.38 8865.184 240 B 1                                                                                                                                                                                                                                                                                                 |  |      | 5.38 8865.194 240 A 1                                                                                        |                   |  |
| 5.43 3630.168 239 B 1                                                                                                                                                                                                                                                                                                 |  |      |                                                                                                              |                   |  |
| 5.44 9375.951 239 B 1                                                                                                                                                                                                                                                                                                 |  |      |                                                                                                              |                   |  |
| 5.46 3630.167 239 2                                                                                                                                                                                                                                                                                                   |  |      | 5.46 3630.167 239 2                                                                                          |                   |  |
| 5.47 934A.117 B(ex 9375.951) 1                                                                                                                                                                                                                                                                                        |  |      |                                                                                                              |                   |  |
| 5.48 7755.111 239 B 1                                                                                                                                                                                                                                                                                                 |  |      |                                                                                                              |                   |  |
| 5.49 3750.103 239 B 1                                                                                                                                                                                                                                                                                                 |  |      |                                                                                                              |                   |  |
| 5.50 1261.105 239 B 1                                                                                                                                                                                                                                                                                                 |  |      |                                                                                                              |                   |  |
| 5.51 9710.115 239 B 1                                                                                                                                                                                                                                                                                                 |  |      |                                                                                                              |                   |  |
| 5.52 3527.478 240 B 1                                                                                                                                                                                                                                                                                                 |  |      | 5.54 7755.112 240 A 1                                                                                        |                   |  |
| 5.53 4340.084 240 B 1                                                                                                                                                                                                                                                                                                 |  |      | 5.55 9376.001 240 A 1                                                                                        |                   |  |
| 9.05 8865.185 240 B 1                                                                                                                                                                                                                                                                                                 |  |      | 9.05 8865.195 240 A 1                                                                                        |                   |  |
| 10.10 5981.085 239 B 1                                                                                                                                                                                                                                                                                                |  |      | 10.10 5981.088 239 A 1                                                                                       |                   |  |
| 10.27 5981.084 239 B 1                                                                                                                                                                                                                                                                                                |  |      | 10.27 5981.089 239 A 1                                                                                       |                   |  |
| 10.28 5981.083 239 B 1                                                                                                                                                                                                                                                                                                |  |      | 10.28 5981.087 239 A 1                                                                                       |                   |  |
| Attuazione da<br>A partir de .... 7504983 LGA 280 - 340 std<br>Starting from<br>Gültig ab .... 7504771 LGA 340 avv.elettr.<br>Actualización desde                                                                                                                                                                     |  |      |                                                                                                              |                   |  |
|                                                                                                                                                                                                                                                                                                                       |  |      | CIRCOLARE TECNICA<br>CIRCULAIRE TECHNIQUE<br>SERVICE LETTER<br>TECHNISCHES RUNDSCHREIBEN<br>CIRCULAR TECNICA |                   |  |
|                                                                                                                                                                                                                                                                                                                       |  |      | Sez.Sect. 25                                                                                                 |                   |  |
|                                                                                                                                                                                                                                                                                                                       |  |      | N. 25006                                                                                                     |                   |  |
|                                                                                                                                                                                                                                                                                                                       |  |      | Data 15.06.01                                                                                                |                   |  |
|                                                                                                                                                                                                                                                                                                                       |  |      | m.t.m. 609                                                                                                   |                   |  |

I particolari antemodifica sono forniti ad esaurimento.  
Per il montaggio del nuovo serbatoio occorre utilizzare anche le staffe ed il distanziale postmodifica.

Les pièces avant la modification sont fournies jusqu'à l'épuisement du stock.  
Pour le montage de nouveau réservoir il faut employer aussi les étriers et l'entretoise après la modification.

Prior to improvement parts are supplied until exhaustion.  
For the assembly of the new tank it is necessary to use also the after improvement brackets and spacer.

Die Teile vor der Änderung werden bis zur Erschöpfung des Lagerbestandes geliefert.  
Bei der Montage der neuen Tanktyps ist darauf zu achten, daß sich auch die Tankhalterung geändert hat.

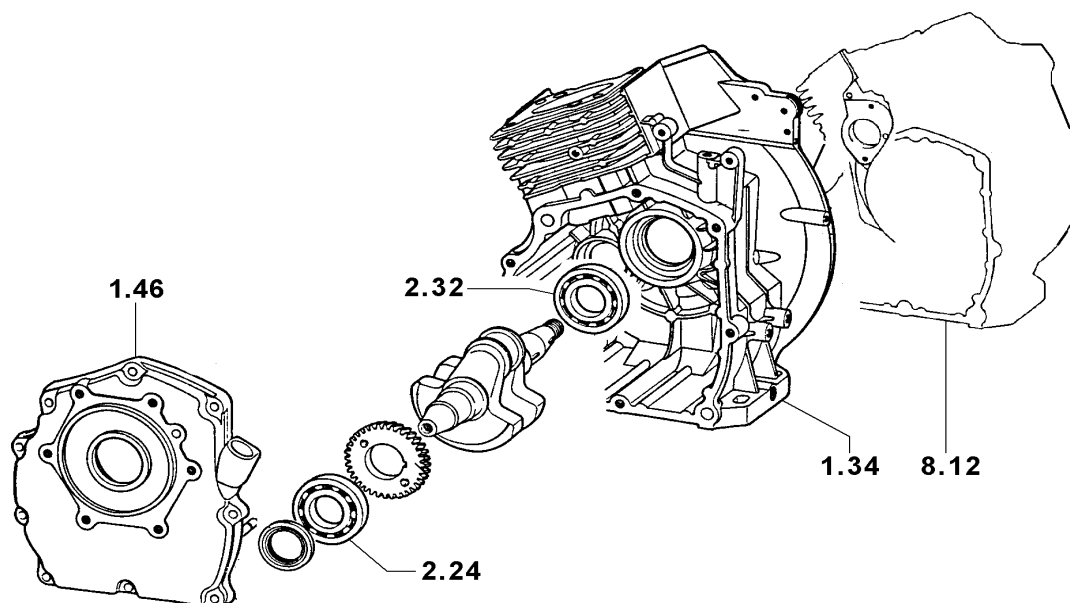


Tavole ricambi interessate alla modifica:  
Tableaux pièces détachées concernant la modification:  
Improvement applies to the following spare parts table:  
Von der Änderung betroffene Ersatzteillisten:  
Tablas repuestos referidas a la modificación:

1.5302.483

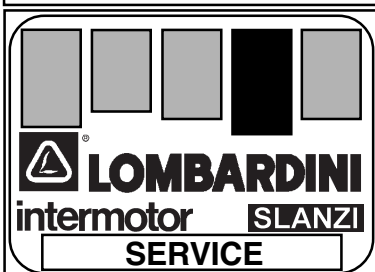
|                |    |      |          |
|----------------|----|------|----------|
| Gruppo motori  |    | Tipo | pag. 1/2 |
| Groupe moteurs |    | Type |          |
| Engine group   | 25 | Type | LGA 280  |
| Motorgruppe    |    | Typ  |          |
| Grupo motores  |    | Tipo |          |

- Modificati cuscinetti di banco - Migliorie funzionali.
- Modification coussinet de banc - Améliorations fonctionnelles.
- Main bearing modification - Functional improvements.
- Änderung der Kurbelwellenlager - Funktionelle Verbesserung
- Modificado cojinete bancada - mejoras funcionales



|                                                                                                                                  |                 |     |      |                                                                                                                                                                                                                                  |                 |        |      |
|----------------------------------------------------------------------------------------------------------------------------------|-----------------|-----|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|--------|------|
| Antemodifica<br>Avant la modification<br>Prior to improvement<br>Vor der Änderung<br>Antes de la modificación                    |                 |     |      | Postmodifica<br>Après la modification<br>After improvement<br>Nach der Änderung<br>Después de la modificación                                                                                                                    |                 |        |      |
| FIG.                                                                                                                             | MATR./REF./P.NO |     | Q.ty | FIG.                                                                                                                                                                                                                             | MATR./REF./P.NO |        | Q.ty |
| 1.34                                                                                                                             | 1510.777 240    | E   | 1    | 1.34                                                                                                                                                                                                                             | 1510.778 240    | I (**) | 1    |
| 1.46                                                                                                                             | 6645.590 239    | *   | 1    | 1.46                                                                                                                                                                                                                             | 6645.597 239    | I      | 1    |
| 2.24                                                                                                                             | 3001.070 9      | B   | 1    | 2.24                                                                                                                                                                                                                             | 3002.080 9      | A      | 1    |
| 2.32                                                                                                                             | 3001.070 9      | B   | 1    | 2.32                                                                                                                                                                                                                             | 3002.080 9      | A      | 1    |
| 8.12                                                                                                                             | 1510.778 240    | (*) | 1    | 8.12                                                                                                                                                                                                                             | 1510.778 240    | (**)   | 1    |
| (*) per avviamento elettrico<br>pour démarrage électrique<br>for electrical starting<br>Elektro-Start<br>para arranque electrico |                 |     |      | (**) per avviamento autoavvolg. e elettr.<br>pour démarrage avec auto-enrouler et électrique<br>for self-rewind and electrical starting<br>Elektro-Start und Start mit Reversierstarter<br>para arranque recuperable y electrico |                 |        |      |

|                     |              |                       |
|---------------------|--------------|-----------------------|
| Attuazione da       |              | * Non più disponibile |
| A partir de         |              | Non plus disponible   |
| Starting from       | .... 7505896 | No longer available   |
| Gültig ab           |              | Nicht mehr verfügbar  |
| Actualización desde |              | no se suministra mas  |



CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

|                    |                 |
|--------------------|-----------------|
| Compilazione       | Sez.Sect. 25    |
| <i>M. Primelli</i> | N. 25008        |
| Visto/approvazione | Data 15.06.2001 |
| <i>Marco Bui</i>   | M.A.T. 612      |
| Modello 50722      |                 |

I basamenti e il coperchio distribuzione antemodifica sono forniti ad esaurimento e poi sostituiti dai tipi nuovi anche singolarmente, in quanto questi sono completi di cuscinetto postmodifica.

Il basamento postmodifica è unificato sia per motore con avviamento autoavvolgente che elettrico.

Les carters moteur et le couvercle distribution avant la modification sont fournis jusqu'à l'épuisement du stock et seront après remplacés par les nouveaux types, même séparément, car ces derniers sont complets avec coussinet après la modification.

Le carter après la modification est unifié soit pour moteur avec démarrage auto-enrouler soit électrique.

The prior to improvement crankcases and timing covers are supplied until stock exhaustion and will be then superseded, even individually, by the new types, as these last are complete with after improvement bearing.

The after improvement crankcase is unified, both for self rewind and electrical starting engines.

Das vor der Änderung gelieferte Kurbelgehäuse und Kurbelgehäusedeckel werden bis zur Erschöpfung des Lagerbestandes geliefert und werden danach durch die neuen Teile ersetzt. Das neue Kurbelgehäuse erlaubt das Starten mit Elektrostart und mit Reversierstarter.

El Bloque motor y la tapa distribución antes de la modificación se suministrarán hasta agotarse, después sustituir al tipo nuevo igualmente, en cuanto este va completo de cojinete después de la modificación.

El bloque motor después de la modificación es unificado, sea para motor con arranque recuperable ó eléctrico.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

Von der Änderung betroffene Ersatzteillisten:

Tablas repuestos referidas a la modificación:

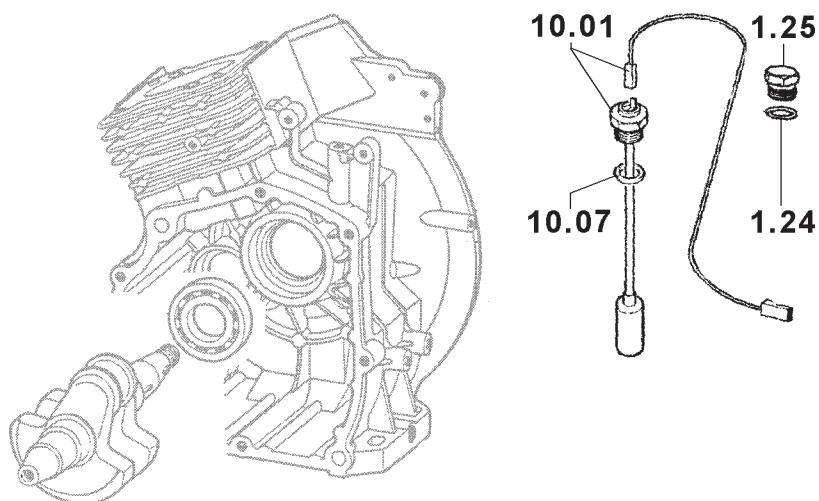
1.5302.483

Gruppo motori            Tipo  
 Groupe moteurs        Type  
 Engine group        25    Type    **LGA 280**  
 Motorgruppe            Typ  
 Grupo motores        Tipo

pag. 1/2

Sostituisce pari n° del 15/06/2001  
 Remplace même nr. du 15/06/2001  
 Supersedes same No. of 15/06/2001  
 Als Ersatz des Rundschreibens mit selbe Nummer vom 15/06/2001  
 Remplaza la circular mismo nr. de fecha 15/06/2001

Sul basamento è stato ridotto il foro filettato per asta livello olio optional "oil watch" da M 22 a M 15 e di conseguenza è stata modificata anche l'asta livello.  
 La matricola del basamento non cambia.  
 Sur le carter moteur on a réduit le trou fileté pour jauge niveau huile optional "oil watch" de M22 à M15 et par conséquent on a modifié même la jauge niveau.  
 Le carter moteur ne change pas la référence.  
 On the crankcase, the threaded hole for optional oil dipstick "oil watch" has been reduced from M22 to M15 and consequently also the oil dipstick has been modified.  
 The crankcase do not change ref.number.  
 Die Bohrung im Kurbelgehäuse für den Ölniveauwächter (Sonderteil) wurde von M22 auf M15 geändert. Dadurch ändert sich auch die E-teilnr. des Peilstabs.  
 Der Motorblock behält seine Artikelnummer.  
 Sobre el carter motor a sido reducido el agujero para la varilla nivel aceite "oil watch" de M22 a M15 y por lo tanto se modifica la varilla nivel aceite.  
 El carter motor no cambia de referencia.

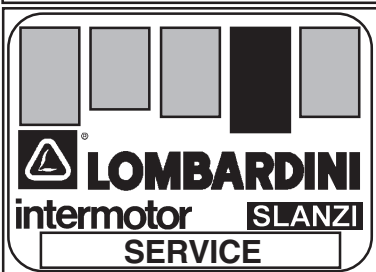


Antemodifica  
 Avant la modification  
 Prior to improvement  
 Vor der Änderung  
 Antes de la modificación

Postmodifica  
 Après la modification  
 After improvement  
 Nach der Änderung  
 Después de la modificación

| FIG.  | MATR./REF./P.NO     | Q.ty | FIG.  | MATR./REF./P.NO     | Q.ty |
|-------|---------------------|------|-------|---------------------|------|
| 1.24  | 1200.293 240 B      | 1    | 1.24  | 1200.295 240 A      | 1    |
| 1.25  | 8965.077 240 B M 22 | 1    | 1.25  | 8965.081 240 A M 15 | 1    |
| 10.01 | 4906.049 239 E M 22 | 1    | 10.01 | 4906.052 239 A M 15 | 1    |
| 10.07 | 1200.293 240 B      | 1    | 10.07 | 1200.295 240 A      | 1    |

Attuazione da  
 A partir de  
 Starting from                      .... 7505896  
 Gültig ab  
 Actualización desde



CIRCOLARE TECNICA  
 CIRCULAIRE TECHNIQUE  
 SERVICE LETTER  
 TECHNISCHES RUNDSCHREIBEN  
 CIRCULAR TECNICA

|                    |               |
|--------------------|---------------|
| Compilazione       | Sez.Sect. 25  |
| <i>M. Primelli</i> | N. 25009      |
| Visto/approvazione | Data 15.07.03 |
| <i>Mane Bui</i>    | M.A.T. 607    |
| Modello 50722      |               |

I particolari ante e postmodifica non sono intercambiabili singolarmente tra loro, ma solo complessivamente.

I particolari antemodifica sono forniti ad esaurimento.

Les pièces avant et après modification ne sont pas interchangeables individuellement entre elles, mais uniquement en bloc.

Les pièces avant la modification sont fournies jusqu'à l'épuisement.

Parts prior to and after improvement are not individually interchangeable but only as a whole.

Prior to improvement parts are supplied until exhaustion.

Die Einzelteile vor und nach der Änderung sind untereinander nicht austauschbar, sondern nur als Einheit.

Die Teile vor der Änderung werden bis zur Erschöpfung des Lagerbestandes geliefert.

Los componentes antes y despues de la modificación no son intercambiables singularmente entre ellos, solo en conjunto.

Las piezas de antes de la modificación se suministraràn hasta su agotamiento.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

Von der Änderung betroffene Ersatzteiltafeln:

Tablas repuestos referidas a la modificación:

1.5302.483

|                |         |         |          |
|----------------|---------|---------|----------|
| Gruppo motori  | Tipo    |         | pag. 1/2 |
| Groupe moteurs | Type    | LGA 280 |          |
| Engine group   | 25 Type | LGA 340 |          |
| Motorgruppe    | Typ     |         |          |
| Grupo motores  | Tipo    |         |          |

Sostituisce pari n° del 15/06/2001  
 Remplace même nr. du 15/06/2001  
 Supersedes same No. of 15/06/2001  
 Als Ersatz des Rundschreibens mit selbe Nummer vom 15/06/2001  
 Remplaza la circular mismo nr. de fecha 15/06/2001

Sul basamento è stato ripristinato il foro filettato per asta livello olio optional "oil watch" da M 22 e di conseguenza è stata modificata anche l'asta livello.

La matricola del basamento non cambia.

Sur le carter moteur on a retablissé le trou fileté pour jauge niveau huile optional "oil watch" de M22 et par conséquent on a modifié même la jauge niveau.

Le carter moteur ne change pas la référence.

On crankcase, the threaded hole for optional oil dipstick "oil watch" has been restored to M22 and consequently also the oil dipstick has been modified.

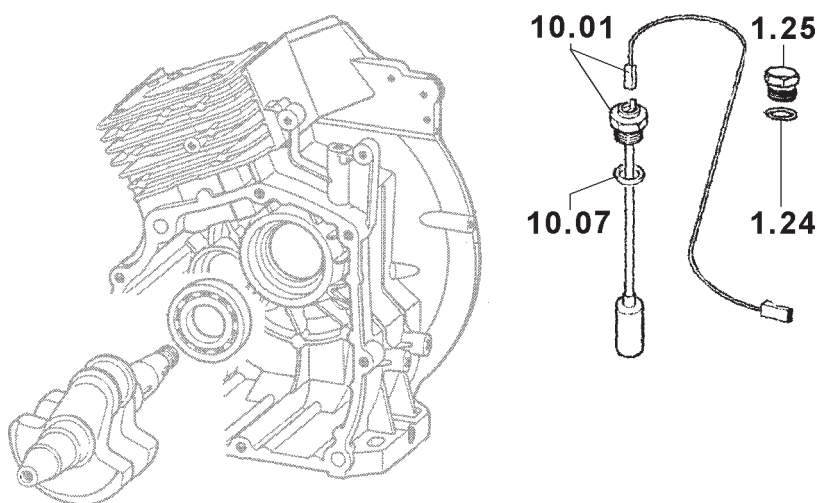
The crankcase do not change ref.number.

Die Bohrung im Kurbelgehäuse für den Ölniveauwächter (Sonderteil) wurde von M15 auf M22 geändert. Dadurch ändert sich auch die E-teilnr. des Peilstabs.

Der Motorblock behält seine Artikelnummer.

Sobre el carter motor a sido restablece el agujero para la varilla nivel aceite "oil watch" a M22 y por lo tanto ne modifica la varilla nivel aceite.

El carter motor no cambia de referencia.



|                          |                 |   |      |      |                            |                 |   |      |      |
|--------------------------|-----------------|---|------|------|----------------------------|-----------------|---|------|------|
| Antemodifica             |                 |   |      |      | Postmodifica               |                 |   |      |      |
| Avant la modification    |                 |   |      |      | Après la modification      |                 |   |      |      |
| Prior to improvement     |                 |   |      |      | After improvement          |                 |   |      |      |
| Vor der Änderung         |                 |   |      |      | Nach der Änderung          |                 |   |      |      |
| Antes de la modificación |                 |   |      |      | Después de la modificación |                 |   |      |      |
| FIG.                     | MATR./REF./P.NO |   |      | Q.ty | FIG.                       | MATR./REF./P.NO |   |      | Q.ty |
| 1.24                     | 1200.295 240    | B |      | 1    | 1.24                       | 1200.293 240    | A |      | 1    |
| 1.25                     | 8965.081 240    | B | M 15 | 1    | 1.25                       | 8965.077 240    | A | M 22 | 1    |
| 10.01                    | 4906.052 239    | B | M 15 | 1    | 10.01                      | 4906.055 239    | A | M 22 | 1    |
| 10.07                    | 1200.295 240    | B |      | 1    | 10.07                      | 1200.293 240    | A |      | 1    |

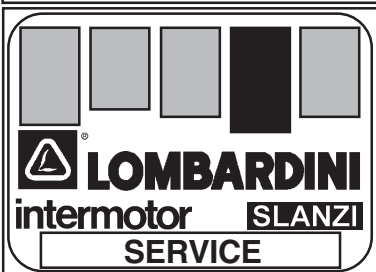
Attuazione da

A partir de .... LGA 280 ... 7506395

Starting from

Gültig ab .... LGA 340 ... 7506290

Actualización desde



CIRCOLARE TECNICA  
 CIRCULAIRE TECHNIQUE  
 SERVICE LETTER  
 TECHNISCHES RUNDSCHREIBEN  
 CIRCULAR TECNICA

|                    |  |               |
|--------------------|--|---------------|
| Compilazione       |  | Sez.Sect. 25  |
| <i>M. Primelli</i> |  | N. 25010      |
| Visto/approvazione |  | Data 15.07.03 |
| <i>Marco Bui</i>   |  | M.A.T. 613    |
| Modello 50722      |  |               |

I particolari ante e postmodifica non sono intercambiabili singolarmente tra loro, ma solo complessivamente.

I particolari antemodifica sono forniti ad esaurimento.

Les pièces avant et après modification ne sont pas interchangeables individuellement entre elles, mais uniquement en bloc.

Les pièces avant la modification sont fournies jusqu'à l'épuisement.

Parts prior to and after improvement are not individually interchangeable but only as a whole.

Prior to improvement parts are supplied until exhaustion.

Die Einzelteile vor und nach der Änderung sind untereinander nicht austauschbar, sondern nur als Einheit.

Die Teile vor der Änderung werden bis zur Erschöpfung des Lagerbestandes geliefert.

Los componentes antes y despues de la modificación no son intercambiables singularmente entre ellos, solo en conjunto.

Las piezas de antes de la modificación se suministraràn hasta su agotamiento.

Tavole ricambi interessate alla modifica:

Tableaux pièces détachées concernant la modification:

Improvement applies to the following spare parts table:

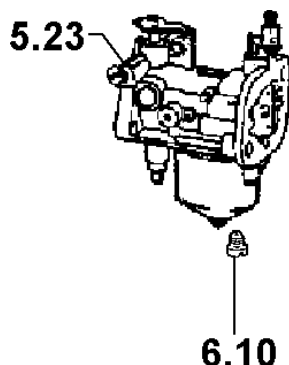
Von der Änderung betroffene Ersatzteilstafeln:

Tablas repuestos referidas a la modificación:

1.5302.483

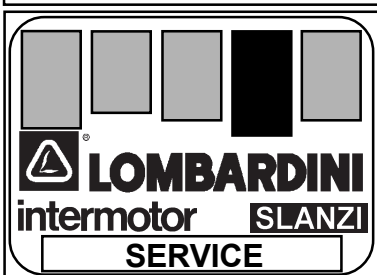
|                |    |      |                   |          |
|----------------|----|------|-------------------|----------|
| Gruppo motori  |    | Tipo |                   | pag. 1/1 |
| Groupe moteurs |    | Type |                   |          |
| Engine group   | 25 | Type | LGA 280 - LGA 340 |          |
| Motorgruppe    |    | Typ  |                   |          |
| Grupo motores  |    | Tipo |                   |          |

- Sui motori in oggetto viene variata la carburazione e di conseguenza il getto del massimo passa da 0,82 a 0,84. Assegnato nuova matricola al nuovo carburatore con getto massimo da 0,84. Il carburatore antemodifica viene fornito ad esaurimento.
- Sur les moteurs en question la carburation est modifiée et par conséquent le jet maximum passe de 0,82 à 0,84. Un nouveau matricule a été attribué au nouveau carburateur avec jet maximum de 0,84. Le carburateur pré-modification est fourni jusqu'à épuisement.
- The engine carburation has been modified and consequently the maximum jet varies from 0.82 to 0.84.  
The new carburetor with maximum jet of 0.84 has a new serial number.  
The pre-modification version of the carburetor is supplied while stocks last.
- Auf den betreffenden Motoren wird die Vergasung geändert und damit die Hauptdüse von 0,82 auf 0,84 erhöht.  
Dem neuen Vergaser mit der Hauptdüse mit 0,84 wird eine neue Seriennummer zugewiesen. Der vor der Änderung hergestellte Vergaser wird geliefert, solange Vorrat reicht.
- Se ha modificado la carburación de estos motores y, por lo tanto, el chorro máximo de 0,82 llega a ser 0,84.  
El nuevo carburador con chorro máximo de 0,84 tiene un nuevo número de matrícula.  
El carburador pre-modificación se entregará hasta fin de existencias.



|                                                                                                               |                 |     |   |   |        |                                                                                                               |                 |          |     |   |        |   |
|---------------------------------------------------------------------------------------------------------------|-----------------|-----|---|---|--------|---------------------------------------------------------------------------------------------------------------|-----------------|----------|-----|---|--------|---|
| Antemodifica<br>Avant la modification<br>Prior to improvement<br>Vor der Änderung<br>Antes de la modificación |                 |     |   |   |        | Postmodifica<br>Après la modification<br>After improvement<br>Nach der Änderung<br>Después de la modificación |                 |          |     |   |        |   |
| FIG.                                                                                                          | MATR./REF./P.NO |     |   |   | Q.ty   | FIG.                                                                                                          | MATR./REF./P.NO |          |     |   | Q.ty   |   |
| 5.23                                                                                                          | 2151.286        | 240 | E | B | 1      | 5.23                                                                                                          | 2151.300        | 240      | A   | 1 |        |   |
| 6.10                                                                                                          | 4126.056        | 158 |   | B | (0,82) | 1                                                                                                             | 6.10            | 4126.092 | 240 | A | (0,84) | 1 |

Attuazione da  
A partir de .... LGA 280  
Starting from ... 7510611  
Gültig ab .... LGA 340  
Actualización desde

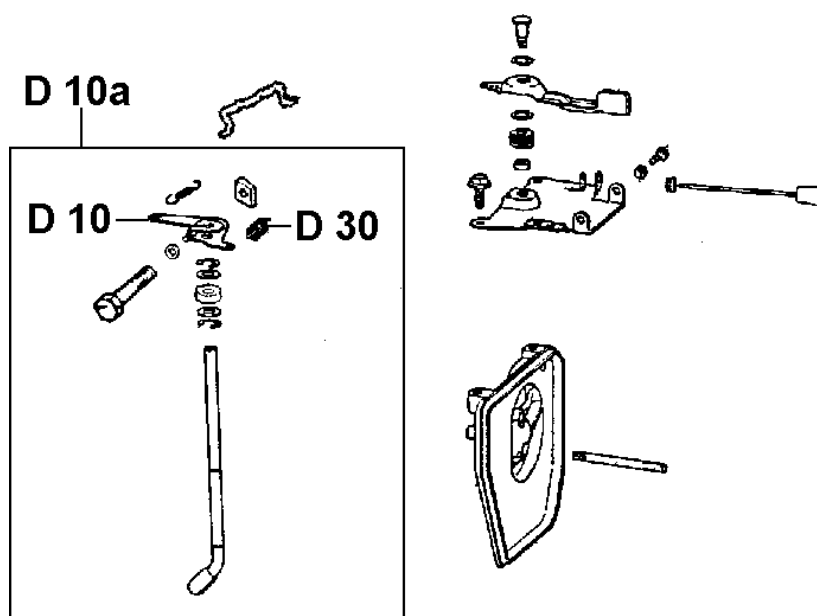


CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

|                                      |               |
|--------------------------------------|---------------|
| Compilazione<br><i>M. P. Minelli</i> | Sez. Sect. 25 |
| Visto/approvazione<br><i>F.elli</i>  | N. 25011      |
| Modello 50722                        | Data 28.07.03 |
|                                      | M.A.T. 616    |

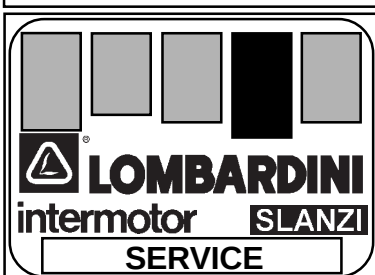
|                |    |      |                   |          |
|----------------|----|------|-------------------|----------|
| Gruppo motori  |    | Tipo |                   | pag. 1/6 |
| Groupe moteurs |    | Type |                   |          |
| Engine group   | 25 | Type | LGA 280 - LGA 340 |          |
| Motorgruppe    |    | Typ  |                   |          |
| Grupo motores  |    | Tipo |                   |          |

Revisione regolatore.  
Révision régulateur  
Governor review  
Inspektion Regler  
Revisión regulador



|                                                                                                               |                 |     |     |          |                                                                                                               |                 |     |   |          |
|---------------------------------------------------------------------------------------------------------------|-----------------|-----|-----|----------|---------------------------------------------------------------------------------------------------------------|-----------------|-----|---|----------|
| Antemodifica<br>Avant la modification<br>Prior to improvement<br>Vor der Änderung<br>Antes de la modificación |                 |     |     |          | Postmodifica<br>Après la modification<br>After improvement<br>Nach der Änderung<br>Después de la modificación |                 |     |   |          |
| FIG.                                                                                                          | MATR./REF./P.NO |     |     | Q.ty     | FIG.                                                                                                          | MATR./REF./P.NO |     |   | Q.ty     |
| D 10                                                                                                          | 5201.128        | 240 |     | 1        | D10a                                                                                                          | 4896.410        | 240 | I | 1        |
| D 30                                                                                                          | 5801.590        | 240 | E B | 3000 Rpm | D 30                                                                                                          | 551A.166        |     | A | 3000 Rpm |
|                                                                                                               |                 |     |     |          |                                                                                                               | ex 5801.602     |     |   |          |
| "                                                                                                             | 5801.591        | 240 | E B | 3600 Rpm | "                                                                                                             | 551A.165        |     | A | 3600 Rpm |
|                                                                                                               |                 |     |     |          |                                                                                                               | ex 5801.603     |     |   |          |

|                     |                                                  |
|---------------------|--------------------------------------------------|
| Attuazione da       |                                                  |
| A partir de         | .... 7510361 (3000 G/1'-R.P.M.-T/m-U/min-r.p.m.) |
| Starting from       |                                                  |
| Gültig ab           | .... 7510393 (3600 G/1'-R.P.M.-T/m-U/min-r.p.m.) |
| Actualización desde |                                                  |



CIRCOLARE TECNICA  
CIRCULAIRE TECHNIQUE  
SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN  
CIRCULAR TECNICA

|                    |               |
|--------------------|---------------|
| Compilazione       | Sez.Sect. 25  |
| <i>[Signature]</i> | N. 25012      |
| Visto/approvazione | Data 28.07.03 |
| <i>[Signature]</i> | M.A.T. 615    |
| Modello 50722      | 2548          |

A partire dalle matricole: N° 7510361 per i motori tarati a 3000 giri/min e N° 7510393 per i motori tarati a 3600 giri/min, sulla leva regolatore D 10 del gruppo D 10a (matr.4896.410) è stato realizzato un secondo punto di aggancio per il tirante regolatore: quest'ultimo deve essere inserito nel foro più interno (vedi foto A). La modifica, che interessa in particolare i motori a regime fisso, ha permesso di ottenere un funzionamento più regolare sia nelle fasi di carico che in quelle di scarico della potenza.

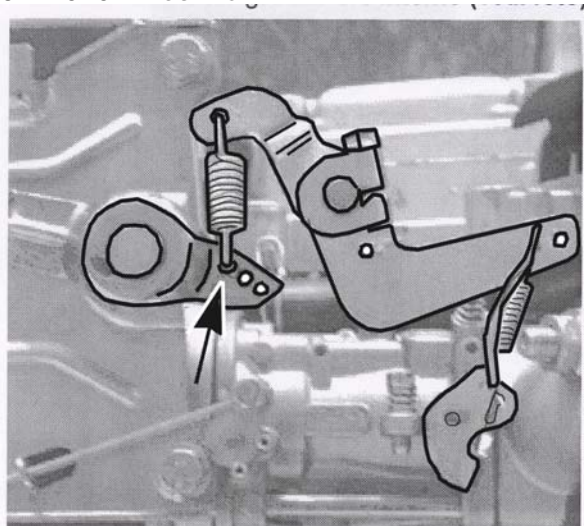
Vengono inoltre introdotte delle nuove molle regolatore.

**INTERCAMBIABILITA':** Le molle regolatore post-modifica possono essere impiegate nei motori pre-modifica sostituendo anche la leva regolatore ed agganciando il tirante regolatore nel foro più interno.

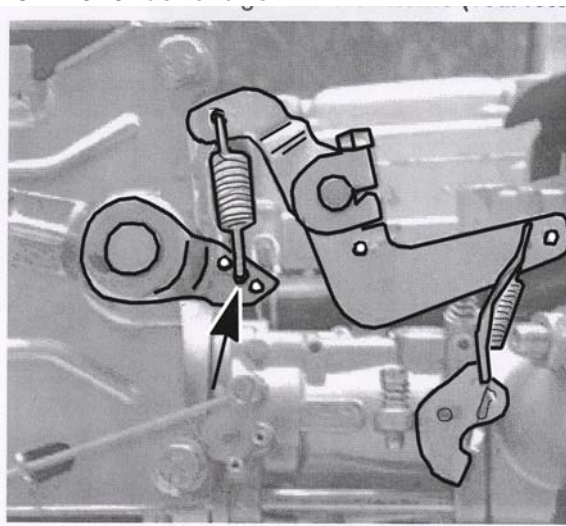
Le molle pre-modifica restano disponibili a ricambio. Nel gruppo 4896.410, la leva regolatore sarà fornita con la doppia foratura.

**NOTE:** Le molle regolatore post-modifica devono essere agganciate alla leva acceleratore nelle seguenti posizioni:

molla 551A.166 (ex 5801.602) a 3000 giri  
nel foro **interno**

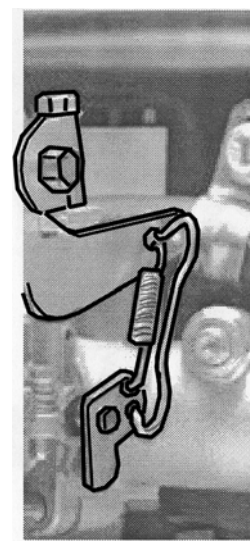


molla 551A.165 (ex 5801.603) a 3600 giri  
nel foro **centrale**



posizione di aggancio della molla recupero gioco

- 1) dal lato leva regolatore la molla deve essere agganciata nello stesso foro del tirante regolatore
- 2) dal lato levetta carburatore agganciare la molla nel foro indipendente.



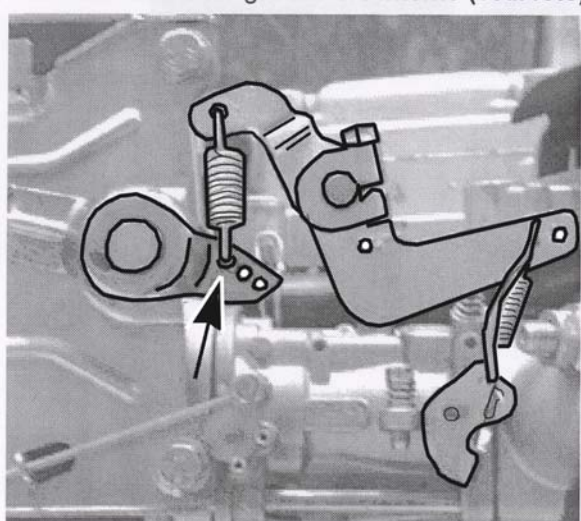
À partir des matricules : N° 7510361 pour les moteurs réglés à 3000 tours/min et N° 7510393 pour les moteurs réglés à 3600 tours/min, sur le levier régulateur D 10 du groupe D 10a (matr. 4896.410) a été réalisé un deuxième point d'accrochage pour le tirant du régulateur : ce dernier doit être introduit dans le trou le plus proche de l'intérieur (voir photo A). La modification, qui intéresse notamment les moteurs à régime fixe, a permis d'obtenir un fonctionnement plus régulier aussi bien lors des phases de chargement que lors de celles de déchargement de la puissance. Par ailleurs des nouveaux ressorts du régulateur ont été introduits.

**INTERCHANGEABILITÉ** : Les ressorts du régulateur post-modification peuvent être utilisés sur les moteurs pré-modification en remplaçant également le levier du régulateur et en accrochant le tirant du régulateur dans le trou le plus proche de l'intérieur.

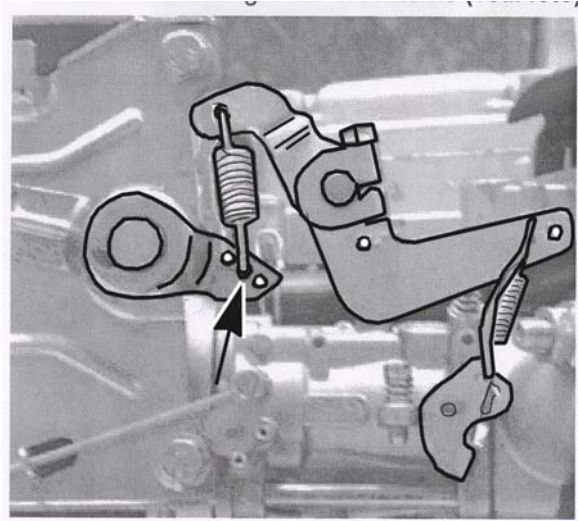
Les ressorts pré-modification demeurent disponibles comme pièce de rechange. Dans le groupe 4896.410, le levier du régulateur sera fourni avec le double perçage.

**REMARQUE** : Les ressorts du régulateur post-modification doivent être accrochés au levier de l'accélérateur dans les positions suivantes :

Ressort 551A.166 (ex 5801.602) à 3000 tours dans le trou intérieur

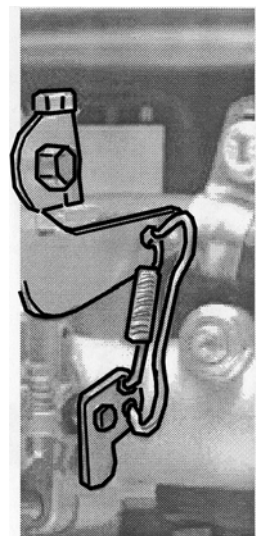


Ressort 551A.165 (ex 5801.603) à 3600 tours dans le trou central



position d'accrochage du ressort de récupération du jeu

- 1) du côté du levier du régulateur le ressort doit être accroché dans le même trou que celui du tirant du régulateur
- 2) du côté du levier du carburateur accrocher le ressort dans le trou indépendant.



A second attachment point for the governor tie rod has been created on the governor lever D 10 of unit D 10a (serial number 4896.410) **starting from serial numbers 7510361** for engines set on 3000 rpm and **7510393** for engines set on 3600 rpm. The governor tie rod has to be inserted into the inner hole (see picture A). This modification especially applies to fixed speed engines and ensures a smoother operation both in the power loading and unloading phase. New governor springs have also been designed.

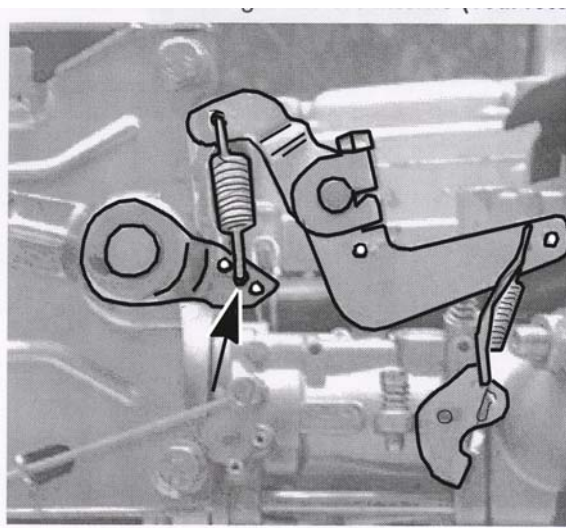
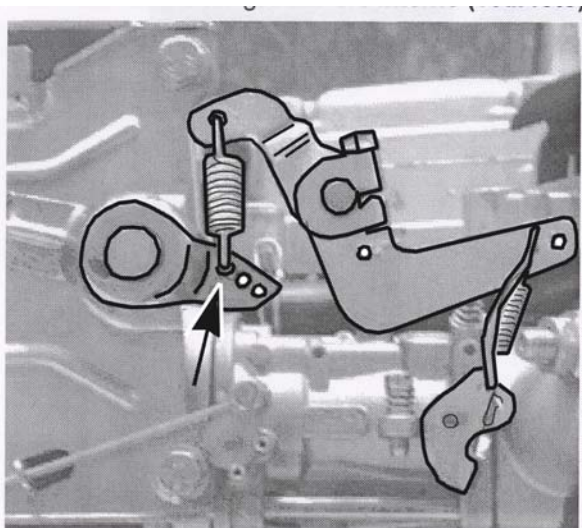
**INTERCHANGEABILITY:** The post-modification governor springs can be used for old engines by replacing the governor lever as well and fixing the governor tie rod to the **inner hole**.

Pre-modification springs are available as spare parts. The governor lever of unit 4896.410 is supplied with a double hole.

**NOTES:** The new governor springs have to be fixed to the throttle lever in the following way:

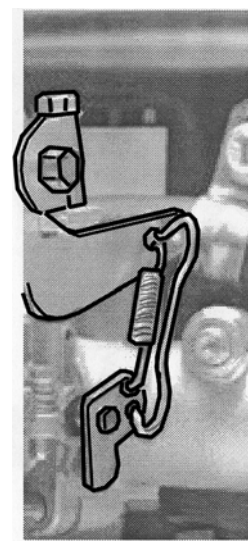
3000 rpm 551A.166 (ex 5801.602) spring to the **inner** hole

3600 rpm 551A.165 (ex 5801.603) spring to the **central** hole



**attachment position of the play-recovery spring**

- 1) on the governor lever side the spring has to be attached to the **same hole** as the governor tie rod
- 2) on the carburetor lever side the spring has to be attached to the separate hole.



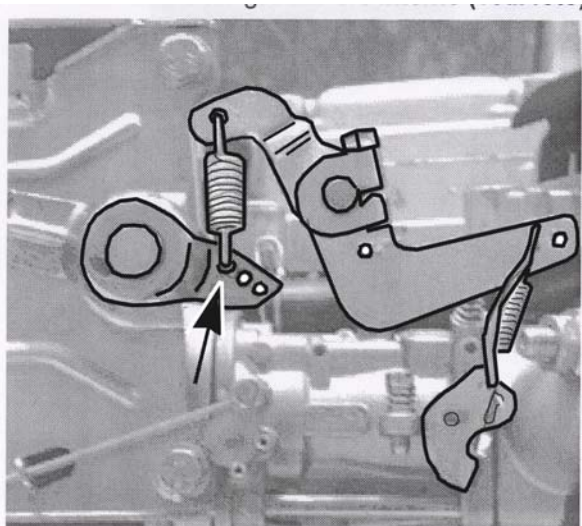
Ab den Seriennummern: Nr. 7510361 für die auf 3000 Umdrehungen/Min. und Nr. 7510393 für die auf 3600 Umdrehungen/Min. geeichten Motoren. Auf dem Regelhebel D 10 der Gruppe D 10a (Seriennummer 4896.410) wurde ein zweiter Kuppelpunkt für die Reglerzugstange ausgeführt: dieser wird in die innerste Öffnung eingeführt (siehe Photo A). Die Änderung, die insbesondere die Motoren mit fester Drehzahl betrifft, ermöglicht einen gleichmäßigeren Betrieb in den Belastungsphasen und in den Leistungsabnahmephase.

Darüber hinaus werden neue Reglerfedern eingeführt.

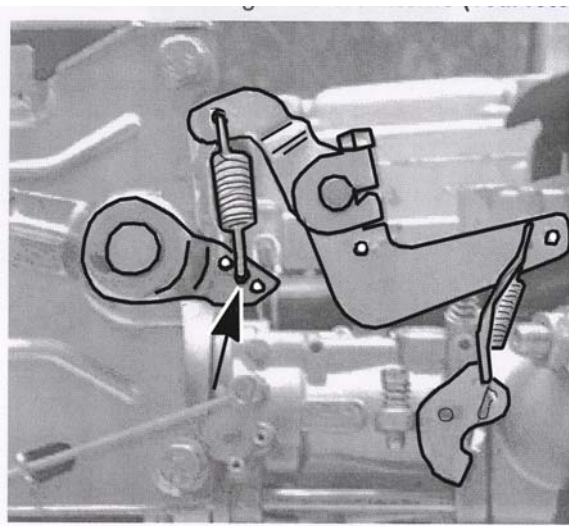
**AUSTAUSCHBARKEIT:** Die nach der Änderung gefertigten Reglerfedern können in den vor der Änderung hergestellten Motoren eingesetzt werden, indem auch der Reglerhebel ausgetauscht wird und die Reglerzugstange in der innersten Öffnung eingehängt wird. Die vor der Änderung gefertigten Reglerfedern bleiben weiterhin als Ersatzteile lieferbar. Auf der Gruppe 4896.410 wird der Reglerhebel mit einer doppelten Öffnung geliefert.

**ANMERKUNGEN:** Die nach der Änderung gefertigten Reglerfedern müssen in den folgenden Positionen am Handgashebel eingehängt werden:

Feder 551A.166 (ex 5801.602) bei 3000 Umdrehungen  
in der inneren Öffnung

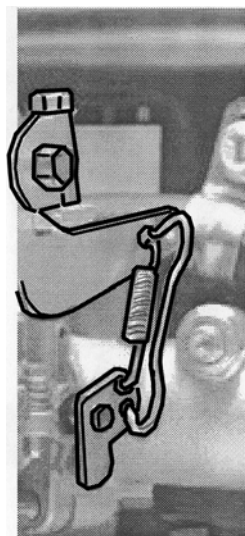


Feder 551A.165 (ex 5801.603) bei 3600 Umdrehungen  
in der mittleren Öffnung



#### Einhängposition der Spielrückstellfeder

- 1) auf der Seite des Reglerhebels muss die Feder in die gleiche Öffnung der Reglerzugstange **eingehängt werden**
- 2) auf der Seite des Vergaserhebels wird die Feder in die unabhängige Öffnung eingehängt



A partir de los números de matrículas 7510361, para los motores ajustados a 3000 rpm, y 7510393 para los motores ajustados a 3600 rpm, en la palanca del regulador D 10 del grupo D 10a (matr.4896.410) se ha realizado un segundo punto de fijación para el tirante del regulador. Éste debe fijarse en el orificio más interior (ver foto A). Dicha modificación que sobre todo se aplica a los motores de velocidad fija, permite un funcionamiento más uniforme tanto en la fase de carga como en la fase de descarga de potencia.

Se introducen además nuevos muelles del regulador.

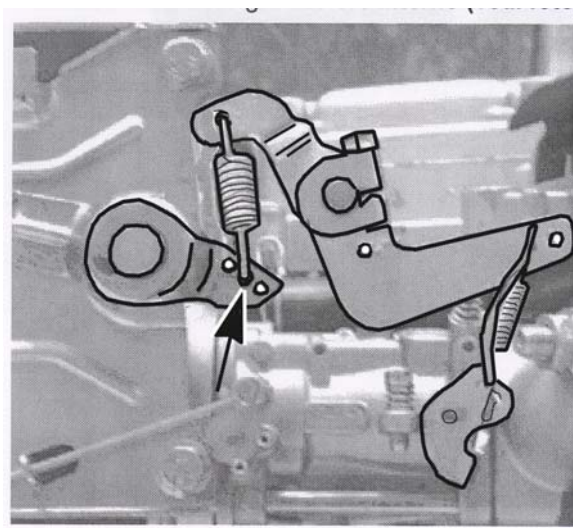
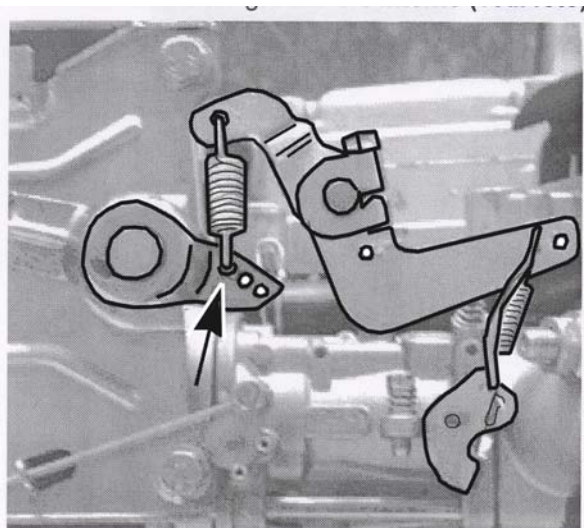
**INTERCAMBIABILIDAD:** Los muelles del regulador post-modificación pueden emplearse en los motores pre-modificación sólo substituyendo también la palanca del regulador y fijando el tirante **en el orificio más interior**.

Los muelles pre-modificación están disponibles como piezas de repuesto. En el grupo 4896.410, la palanca del regulador se suministra con un doble orificio.

**NOTAS:** Los muelles del regulador post-modificación tienen que ser fijados en la palanca del acelerador en las posiciones siguientes:

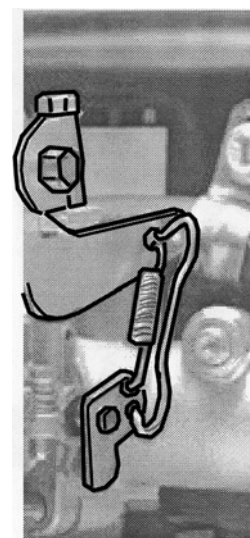
muelle 551A.166 (ex 5801.602) de 3000 rpm  
en el orificio **interior**

muelle 551A.165 (ex 5801.603) de 3600 rpm  
en el orificio **central**



**posición de fijación del muelle de recuperación del juego**

- 1) en el lado de la palanca del regulador el muelle tiene que fijarse **al mismo orificio del tirante del regulador**
- 2) en el lado de la palanca del carburador el muelle tiene que fijarse en el orificio separado.

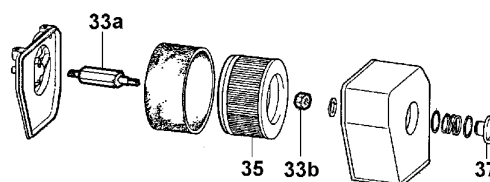
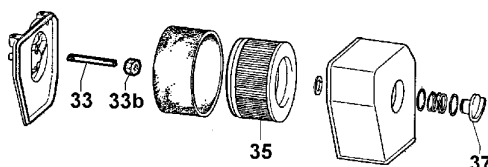


|                |    |      |                          |          |
|----------------|----|------|--------------------------|----------|
| Gruppo motori  |    | Tipo |                          | pag. 1/2 |
| Groupe moteurs |    | Type |                          |          |
| Engine group   | 25 | Type | <b>LGA 280 - LGA 340</b> |          |
| Motorgruppe    |    | Typ  |                          |          |
| Grupo motores  |    | Tipo |                          |          |

Cartuccia filtro aria rinforzata - Modificato il sistema di fissaggio  
 Cartouche du filtre à air renforcée - Modification du système de fixation.  
 Reinforced air filter cartridge - Fastening system modified  
 Verstärkter Luftfiltereinsatz - Änderung des Befestigungssystems.  
 Cartucho filtro aire reforzado - Sistema de fijación modificado.

Antemodifica  
 Avant la modification  
 Prior to improvement  
 Vor der Änderung  
 Antes de la modificación

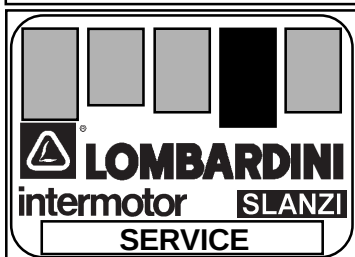
Postmodifica  
 Après la modification  
 After improvement  
 Nach der Änderung  
 Después de la modificación



| FIG.  | MATR./REF./P.NO         | Q. ty |
|-------|-------------------------|-------|
| D 33  | 6760.105 240 B M 6 X 60 | 1     |
| D 33b | 3240.007 9 M 6          | 1     |
| D 35  | 2175.168 240            | 1     |
| D 37  | 6545.018 240            | 1     |

| FIG.  | MATR./REF./P.NO          | Q. ty |
|-------|--------------------------|-------|
| D 33a | 989A.248 A (ex 6850.213) | 1     |
| D 33b | 3240.007 9 M 6           | 1     |
| D 35  | 2175.168 240             | 1     |
| D 37  | 6545.018 240             | 1     |

Attuazione da  
 A partir de  
 Starting from ..... 7508901  
 Gültig ab  
 Actualización desde



**CIRCOLARE TECNICA**  
**CIRCULAIRE TECHNIQUE**  
**SERVICE LETTER**  
**TECHNISCHES RUNDSCHREIBEN**  
**CIRCULAR TECNICA**

|                                     |                         |
|-------------------------------------|-------------------------|
| Compilazione<br><i>M. Imbelli</i>   | Sez. Sect. 25           |
| Visto/approvazione<br><i>F. ...</i> | N. 25013                |
| Modello 50722                       | Data 28.07.03           |
|                                     | M.A.T. 614<br>2463-2469 |

**INTERCAMBIABILITA' :** La nuova cartuccia filtro aria rinforzata, perfettamente intercambiabile con la precedente, viene fissata con un prigioniero speciale.

La matricola della cartuccia non cambia.

**Montaggio della nuova cartuccia rinforzata sui motori con vecchio sistema di fissaggio:** rimuovere il dado che fissa il filtro contro il supporto in alluminio, mantenere il dado sul prigioniero in modo da impedire il montaggio della cartuccia al rovescio, bloccare cartuccia e il coperchio col solo pomello Pos. D 37.

**INTERCHANGEABILITÉ :** La nouvelle cartouche du filtre à air renforcée, parfaitement interchangeable avec la précédente, est fixée à l'aide d'un prisonnier spécial.

Le matricule de la cartouche ne change pas.

**Montage de la nouvelle cartouche renforcée sur les moteurs avec l'ancien système de fixation :** ôter l'écrou qui fixe le filtre contre le support en aluminium, maintenir l'écrou sur le prisonnier de manière à empêcher le montage de la cartouche à l'envers, bloquer la cartouche et le couvercle uniquement avec le pommeau Pos. D 37.

**INTERCHANGEABILITY:** The new reinforced air filter cartridge, completely interchangeable with the previous one, is fixed with a special stud bolt.

The cartridge serial number remains unchanged.

**Installation of the new reinforced cartridge on engines equipped with the old fastening system:** remove the nut that fixes the filter to the aluminium support. Hold the nut on the stud bolt in order to prevent a reverse cartridge installation. Fix the cartridge and the cover only by means of Pos. D37 knob.

**AUSTAUSCHBARKEIT:** Der neue verstärkte Luftfiltereinsatz, der mit dem Vorgängermodell austauschbar ist, wird mit einer speziellen Stiftschraube befestigt.

Die Seriennummer des Einsatzes wird nicht geändert.

**Montage des neuen verstärkten Einsatzes auf den Motoren mit altem Befestigungssystem:** Die Mutter, mit der der Filter auf dem Aluminiumhalter befestigt ist, entfernen. Die Mutter auf der Stiftschraube halten, um die umgekehrte Montage des Einsatzes zu vermeiden. Den Einsatz und die Abdeckung mit dem Kugelgriff Pos. D 37 befestigen. D 37.

**INTERCAMBIABILIDAD:** El nuevo cartucho filtro aire reforzado es completamente intercambiable con la versión precedente y se fija por medio de un prisionero especial. El cartucho sigue llevando el mismo número de matrícula.

**Instalación del nuevo cartucho reforzado en los motores equipados con el precedente sistema de fijación:** quitar la tuerca de fijación del filtro al soporte de aluminio. Retener la tuerca sobre el prisionero para evitar que el cartucho sea instalado al revés. Fijar el cartucho y la tapa sólo por medio del pomo Pos. D 37.

**Antemodifica**

**Avant la modification**

**Prior to improvement**

**Vor der Änderung**

**Antes de la modificación**

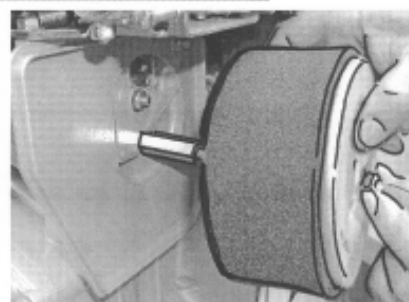
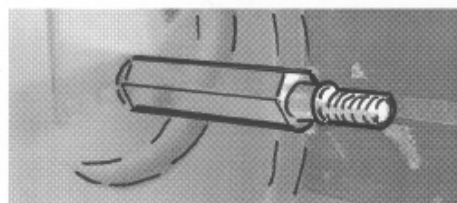
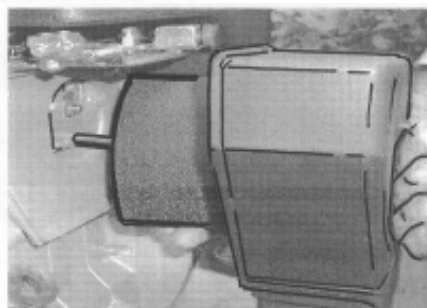
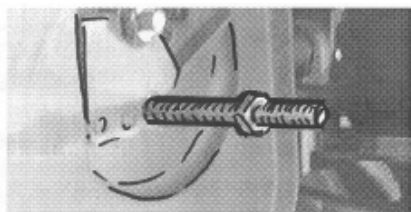
**Postmodifica**

**Après la modification**

**After improvement**

**Nach der Änderung**

**Después de la modificación**





# LOMBARDINI

S.r.l. a socio unico



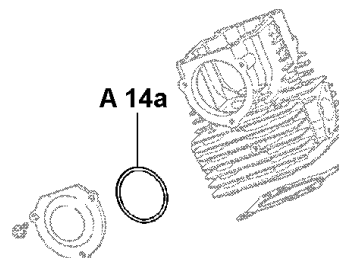
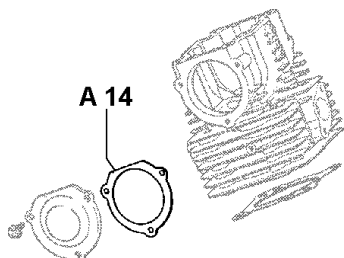
|                |    |      |         |
|----------------|----|------|---------|
| Gruppo motori  |    | Tipo |         |
| Groupe moteurs |    | Type | LGA 280 |
| Engine group   | 25 | Type |         |
| Motorgruppe    |    | Typ  | LGA 340 |
| Grupo motores  |    | Tipo |         |

pag. 1/2

- Nuova tenuta tra supporto albero a camme e testa motore.
- Nouveau joint entre le support de l'arbre à cames et la culasse du moteur.
- New seal between camshaft support and cylinder head.
- Neue Dichtung zwischen dem Halter der Nockenwelle und dem Zylinderkopf.
- Nueva estanqueidad entre el soporte del árbol de levas y la culata del motor.

Antemodifica - Avant la modification  
Prior to improvement - Vor der Änderung  
Antes de la modificación

Postmodifica - Après la modification  
After improvement - Nach der Änderung  
Después de la modificación



| FIG. | MATR./REF./P.NO | Q.ty | FIG.  | MATR./REF./P.NO | Q.ty |
|------|-----------------|------|-------|-----------------|------|
| A 14 | 4701.103 240 B  | 1    | A 14a | 1200.369 240 A  | 1    |

Attuazione da  
A partir de  
Starting from ...4885451  
Gültig ab  
Actualización desde

CIRCOLARE TECNICA - CIRCULAIRE TECHNIQUE - SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN - CIRCULAR TECNICA

Sez.Sect. 25

N. 25015

M.A.T. 52267



**LOMBARDINI**  
**SERVICE**

Compilazione

Visto/  
approvazione

Data

14-02-2005

Mod. 50722

Sostituendo la guarnizione antemodifica con l'anello OR postmodifica è stato anche modificato il supporto albero a camme, sul quale è stata ricavata una sede per l'alloggiamento dell'anello OR.

Il supporto albero a camme non cambia matricola. Nel sostituirlo, verificare la presenza o meno della sede per alloggiamento, poichè l'anello OR può essere montato solo su supporti con sede.

En remplaçant le joint pré-modification par le joint torique post-modification on a aussi modifié le support de l'arbre à cames, sur lequel on a créé un logement pour le joint torique.

Le support de l'arbre à cames ne change pas de matricule. Pendant le remplacement, vérifier s'il est pourvu du logement pour le joint torique, parce qu'il ne peut être assemblé que sur des supports avec logement.

Having replaced the pre-modification gasket with the postmodification O-Ring, it was necessary to modify also the camshaft support which was equipped with a slot to seat the O-Ring.

The camshaft support serial number does not change. When replacing it, check whether the new camshaft has the O-Ring slot or not. Indeed, the OR can only be assembled on supports with the slot.

Durch den Austausch der vor der Änderung hergestellten Dichtung mit dem nach der Änderung hergestellten O-Ring wurde auch die Halterung der Nockenwelle geändert, auf der eine Aufnahme für den O-Ring herausgearbeitet wurde.

Die Seriennummer der Halterung der Nockenwelle ändert sich nicht. Beim Austausch ist zu überprüfen, ob die Aufnahme vorhanden ist, da der O-Ring ausschließlich auf Halterungen montiert werden kann, die über die Aufnahme verfügen.

Sustituyendo la guarnición pre-modificación por el anillo OR post-modificación, también se ha modificado el soporte del árbol de levas, sobre el que se ha labrado un alojamiento para el anillo OR.

El soporte del árbol de levas no cambia de matrícula. Durante su sustitución, comprobar si está presente el alojamiento para el anillo, ya que sólo puede ser montado en soportes con dicho alojamiento.

**LOMBARDINI**

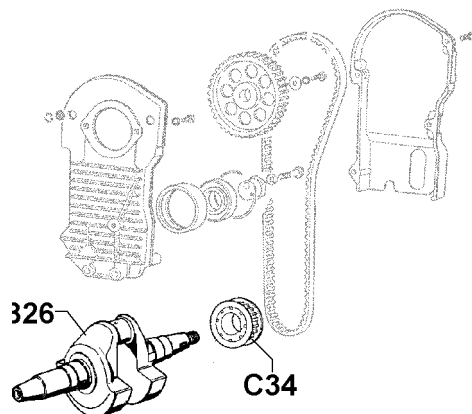
A KOHLER COMPANY



|                |    |      |         |
|----------------|----|------|---------|
| Gruppo motori  |    | Tipo |         |
| Groupe moteurs |    | Type | LGA 280 |
| Engine group   | 25 | Type |         |
| Motorgruppe    |    | Typ  | LGA 340 |
| Grupo motores  |    | Tipo |         |

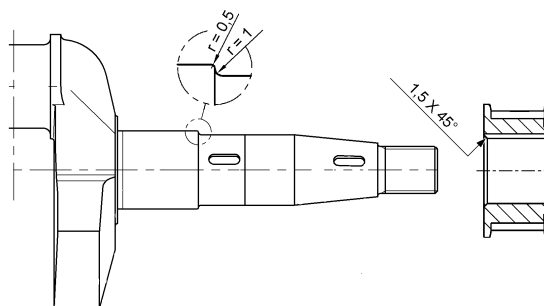
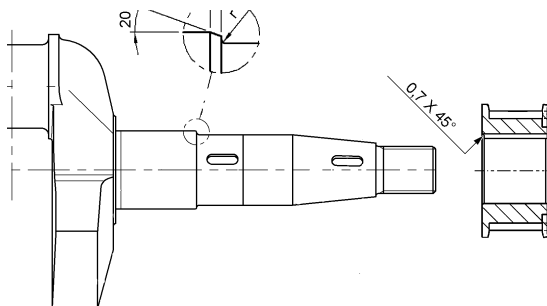
pag. 1/2

- Modifica battuta puleggia distribuzione su albero a gomito.
- Modification de la butée de la poulie de distribution du vilebrequin
- Modification of the position of the timing pulley on the crankshaft
- Änderung Anschlag Riemenscheibe der Steuerung auf der Kurbelwelle
- Modificación del tope de la polea de distribución en el cigüeñal



Antemodifica - Avant la modification  
Prior to improvement - Vor der Änderung  
Antes de la modificación

Postmodifica - Après la modification  
After improvement - Nach der Änderung  
Después de la modificación



| FIG. | MATR./REF./P.NO | Q. ty |
|------|-----------------|-------|
| B 26 | 1050.949 240    | 1     |
| C 34 | 6975.329 240 B  | 1     |

| FIG. | MATR./REF./P.NO | Q. ty |
|------|-----------------|-------|
| B 26 | 1050.949 240    | 1     |
| C 34 | 6975.365 240 A  | 1     |

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Starting from ..... 7515262  
Gültig ab  
Actualización desde

**CIRCOLARE TECNICA - CIRCULAIRE TECHNIQUE - SERVICE LETTER**  
**TECHNISCHES RUNDSCHREIBEN - CIRCULAR TECNICA**

Sez. Sect. 25

N. 25016

M.A.T. 52478  
52557**LOMBARDINI**  
A KOHLER COMPANY**SERVICE**

Compilazione

Visto/  
approvazione

Data

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Mod. 50722

Sugli alberi a gomito postmodifica è stato eliminato lo smusso  $1,5 \times 20^\circ$  in corrispondenza dello spallamento della puleggia comando cinghia dentata e sostituito con un raggio di raccordo  $0,5$ .

Sulla puleggia, invece, è stato modificato lo smusso da  $0,7 \times 45^\circ$  a  $1,5 \times 45^\circ$ , in modo da assicurare la battuta della puleggia sull'albero.

**I particolari ante e postmodifica non sono tra loro singolarmente intercambiabili: poichè l'albero a gomito postmodifica non cambia matricola, occorre assicurarsi al momento della sostituzione che i particolari siano tra loro compatibili.**

Le biseau  $1,5 \times 20^\circ$  a été éliminé depuis les vilebrequins post-modification, à la hauteur de l'épaulement de la poulie de commande de la courroie dentée. Celui-ci a été remplacé par un rayon de raccordement de  $0,5$ .

Au contraire, le biseau de la poulie a été porté de  $0,7 \times 45^\circ$  à  $1,5 \times 45^\circ$ , de façon à garantir la butée de la poulie sur le vilebrequin.

Les éléments pré- et post-modification ne sont pas interchangeables individuellement entre eux :

vu que le vilebrequin post-modification ne change pas de matricule, il faut que les éléments soient compatibles entre eux lors du remplacement.

On the new crankshafts the  $1.5 \times 20^\circ$  chamfering next to the cog belt pulley shoulder has been replaced with a  $0.5$  connecting radius.  
The chamfering on the pulley has been changed from  $0.7 \times 45^\circ$  to  $1.5 \times 45^\circ$ , to secure the fitting of the pulley on the crankshaft.

The pre-modification and post-modification parts are not interchangeable: as the serial number of the new modified crankshafts remains the same, one should ensure that the parts are compatible when replacing them.

Auf den nach der Änderung hergestellten Kurbelwellen wurde die Abschrägung  $1,5 \times 20^\circ$  entsprechend des Bundes der Riemenscheibe für die Steuerung des Zahnriemens entfernt und durch einen Übergangsradius  $0,5$  ersetzt.  
Auf der Riemenscheibe hingegen wurde die Abschrägung von  $0,7 \times 45^\circ$  auf  $1,5 \times 45^\circ$ , verändert, um den Anschlag der Riemenscheibe auf der Welle zu gewährleisten.

Die Vorgänger- und Nachfolgemodelle sind nicht einzeln untereinander austauschbar: da sich die Seriennummer der nach der Änderung hergestellten Kurbelwelle nicht ändert, ist beim Austausch sicherzustellen, dass die Teile untereinander kompatibel sind.

En los cigüeñales post-modificación se ha eliminado el bisel  $1,5 \times 20^\circ$  en correspondencia con el apoyo lateral de la polea de mando de la correa dentada y se ha sustituido con radios de empalme de  $0,5$ .

En cambio, en la polea se ha modificado el bisel de  $0,7 \times 45^\circ$  a  $1,5 \times 45^\circ$  para asegurar el contacto de la polea con el árbol.

La piezas pre- y post-modificación no son intercambiables entre sí: debido a que el número de serie del cigüeñal post-modificación no cambia, en el momento de la sustitución hay que asegurarse de la compatibilidad de las piezas.



# LOMBARDINI

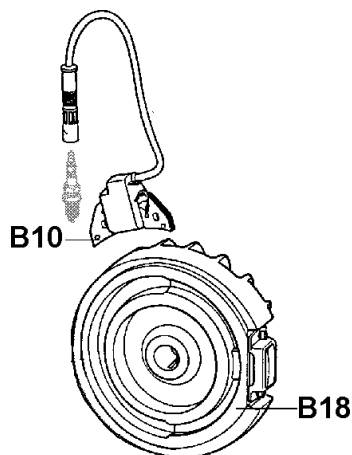
S.r.l. a socio unico



|                |    |      |         |
|----------------|----|------|---------|
| Gruppo motori  |    | Tipo |         |
| Groupe moteurs |    | Type | LGA 280 |
| Engine group   | 25 | Type |         |
| Motorgruppe    |    | Typ  | LGA 340 |
| Grupo motores  |    | Tipo |         |

pag. 1/2

- Nuova bobina accensione (migliorie funzionali)
- Nouvelle bobine de démarrage (fonctionnement amélioré)
- New ignition coil (performance improvements)
- Neue Zündspule (Verbesserungen in funktioneller Hinsicht).
- Nueva bobina de encendido (mejoras funcionales)



Antemodifica - Avant la modification  
Prior to improvement - Vor der Änderung  
Antes de la modificación

Postmodifica - Après la modification  
After improvement - Nach der Änderung  
Después de la modificación

| FIG. | MATR./REF./P.NO | Q.ty | FIG. | MATR./REF./P.NO | Q.ty |
|------|-----------------|------|------|-----------------|------|
| B 10 | 1567.218 240 B  | 1    | B 10 | 1567.240 240 A  | 1    |
| B 18 | 9881.193 240 *  | 1    | B 18 | 9881.515 240 A  | 1    |

Attuazione da  
A partir de  
Starting from ...5429680  
Gültig ab  
Actualización desde

(\*) non più disponibile  
non plus disponible  
no longer available  
nicht mehr verfügbar  
no se suministra mas

CIRCOLARE TECNICA - CIRCULAIRE TECHNIQUE - SERVICE LETTER  
TECHNISCHES RUNDSCHREIBEN - CIRCULAR TECNICA

Sez.Sect. 25

N. 25017



Compilazione

*M. Imbelli*

Visto/  
approvazione

*F. Belli*

Data

19-09-2007

Mod. 50722

M.A.T. 52855

I particolari ante e postmodifica non sono tra loro singolarmente intercambiabili: per la sostituzione del volano antemodifica non più disponibile occorre utilizzare volano e bobina postmodifica. Ad esaurimento della bobina antemodifica, per la sua sostituzione occorrerà utilizzare volano e bobina postmodifica.

Les éléments pré-modification et après modification ne sont pas interchangeables singulièrement :

pour remplacer le volant pré-modification n'étant plus disponible, il faut utiliser le volant et la bobine après modification. Une fois la bobine pré-modification épuisée, il faudra la remplacer en utilisant le volant et la bobine après modification.

The pre-modification and post-modification parts are not interchangeable:

Replace the pre-modification flywheel (no longer available) with the post-modification flywheel and coil. When the pre-modification coil is finished, replace it with the post-modification flywheel and coil.

Die Vorgänger- und Nachfolgemodelle sind nicht einzeln untereinander austauschbar:

Das vor der Änderung hergestellte Schwungrad (das nicht mehr erhältlich ist) wird durch das nach der Änderung hergestellte Schwungrad und Spule ersetzt. Wenn die vor der Änderung hergestellte Spule zu ende ist, wird die durch das nach der Änderung hergestellte Schwungrad und Spule ersetzt.

Las piezas pre- y post-modificación no son intercambiables:

para sustituir el volante pre-modificación (ya no disponible), es necesario utilizar el volante y la bobina post-modificación. Para sustituir la bobina pre-modificación (hasta fin de existencias), será necesario utilizar el volante y la bobina post-modificación.