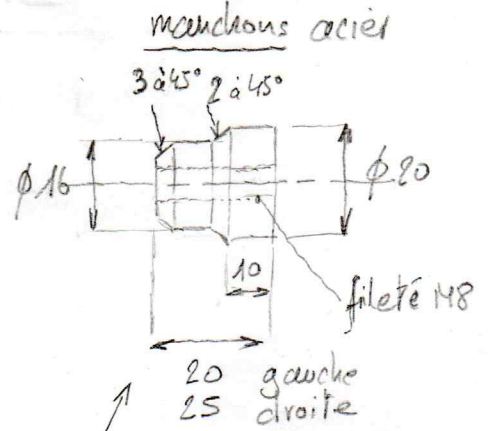
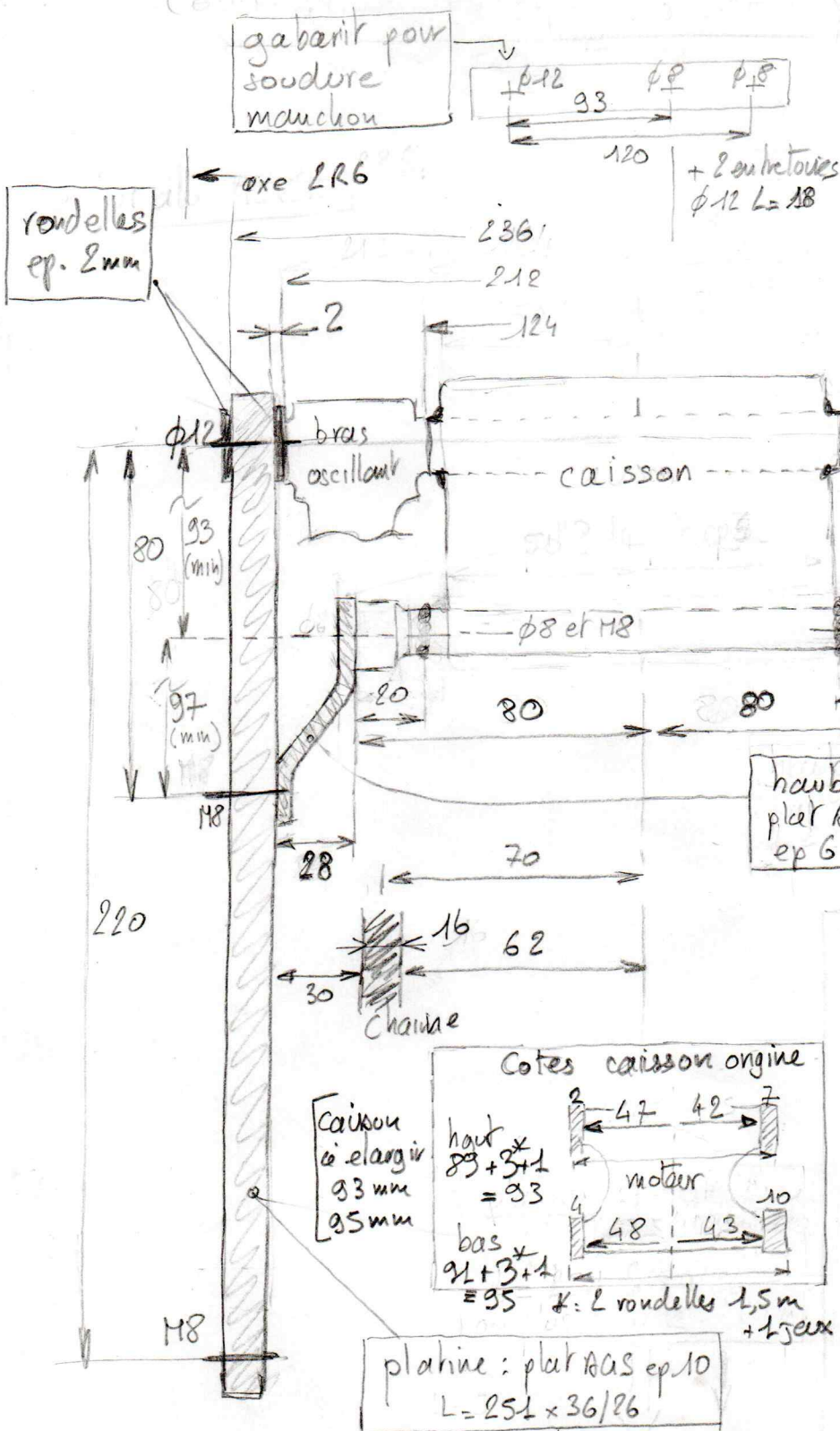
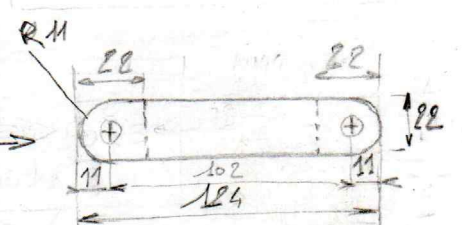


Platine cale-pieds RDX pûte

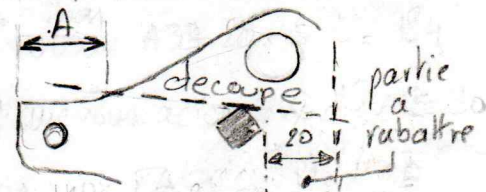
Plan RDX pare gen 1
1/7 29/10/2025



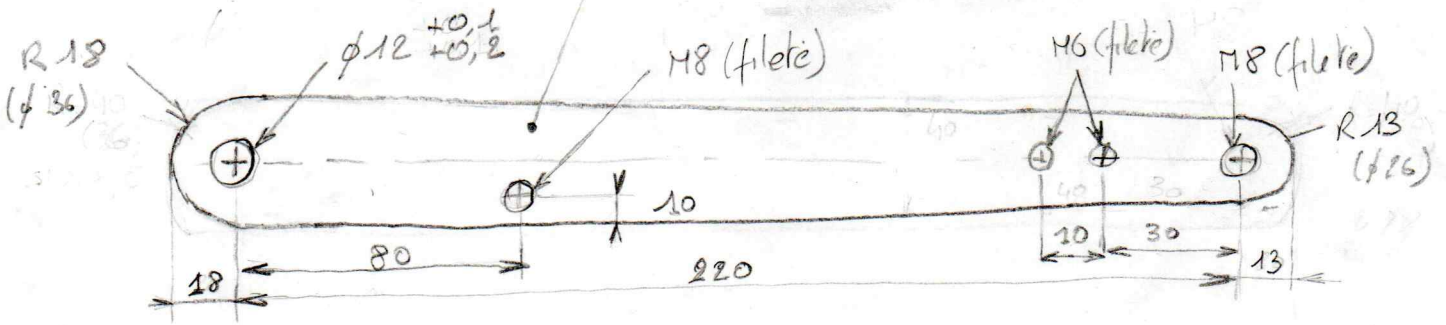
Manchon acier
fileté M8, soudé
sur le carré du cadre



Decoupe/soudure cadre



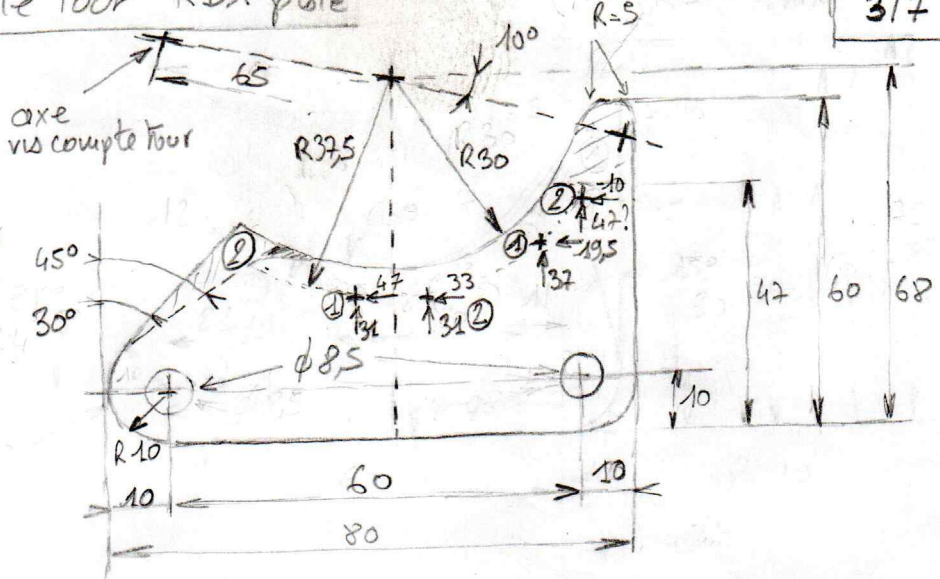
- A = 26 côté droit
28 côté gauche
- plaque renfort: 100x47 ep 2
- Soudures:
- plaque renfort: $\phi 2$ 55A
 - rabat + decoupe: $\phi 1,6$ 40A
 - arriere caisson
 - manchons: $\phi 25$ 80A



Patte compte tour RDX piste

Plan RDX piste gen 1
3/7 29/10/2025

AGS ep.5



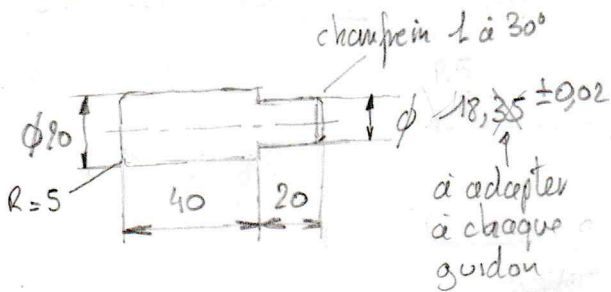
①: à couper coquille compte tour

②: à couper coquille compteur à retourner

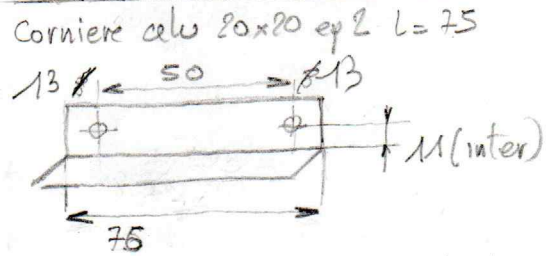
patte 1er kit
Sum plus
longues

gabarit au dos

Embout guidon PA6 ou PA66 φ20x60

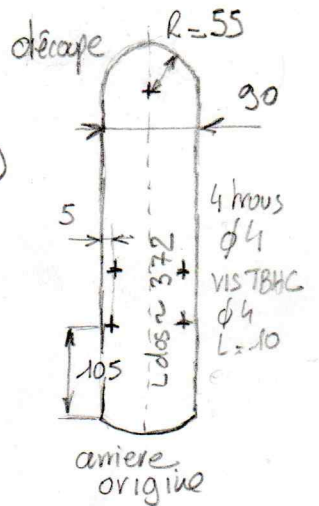


Protège maître cylindre



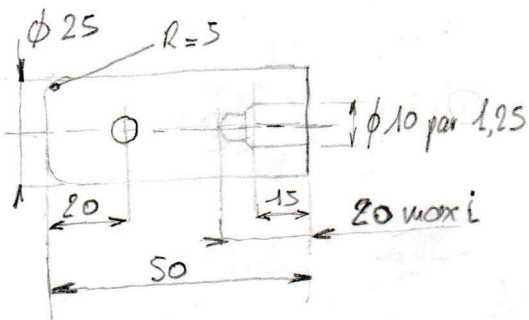
Garde boue alu

2 dans 1 GB
AMP classic



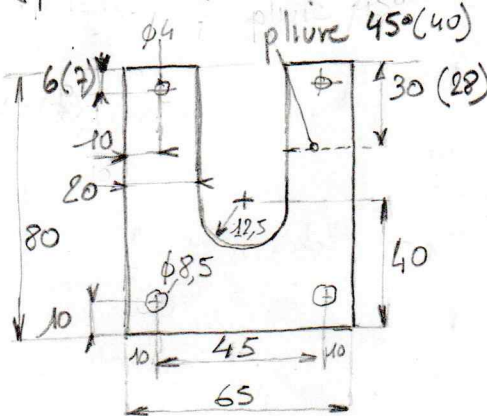
Ecras anti chute

amortisseur a miere
PA6 ou PA66 φ25x50

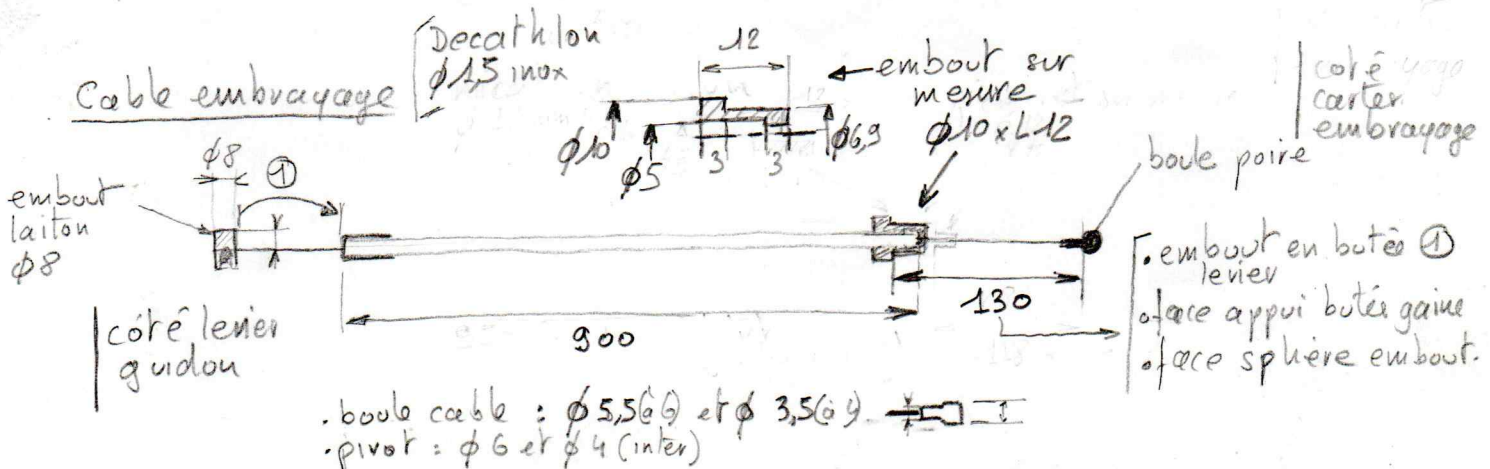


Patte GB avant

AV46 ep 2 80x65
(pour GB plus haute)



Cable embrayage

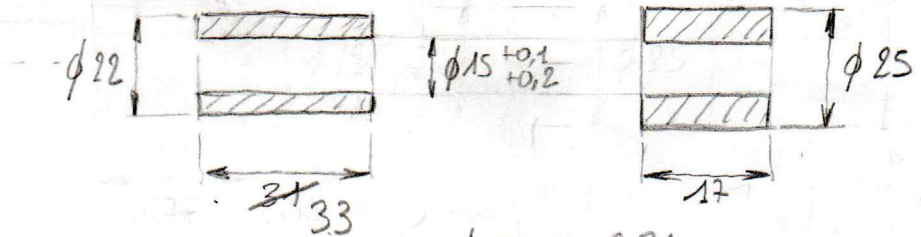


• boule cable : φ5,569 et φ3,569
• pivot : φ6 et φ4 (inter)

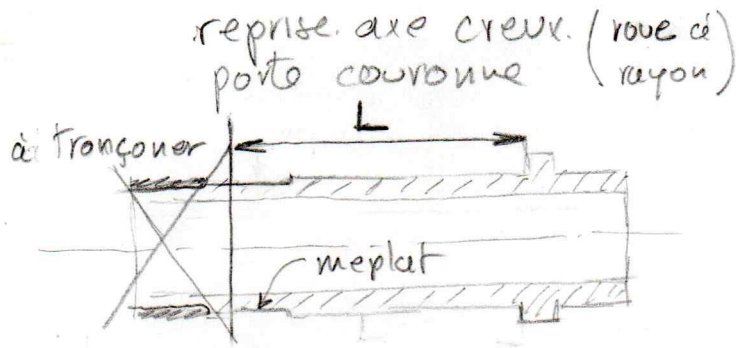
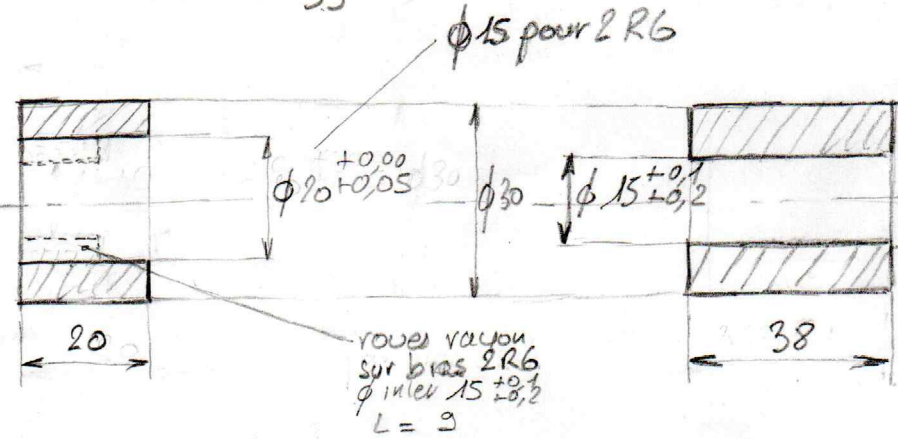
Axes de roues RDX (et AS1) piste

Plan RDX pate genl
4/7 29/10/2025

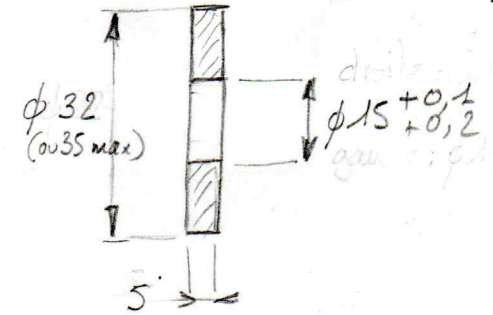
avant
1E7
AS1 = cales d'origine



derrière
1E7 et AS1
Largeur intérieur
bras oscillant
184-185
pour toute version
AS12, 1E7, 2R6



rondelles axe derriere
1E7 et AS1 AULG

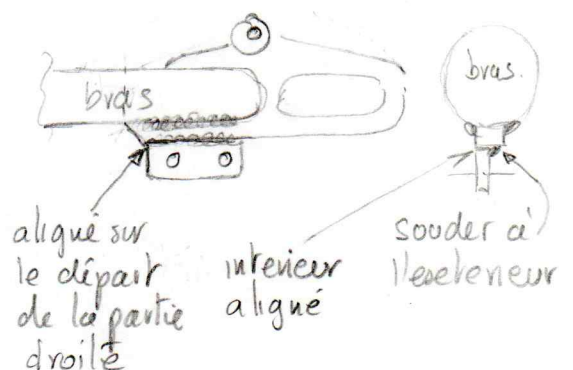
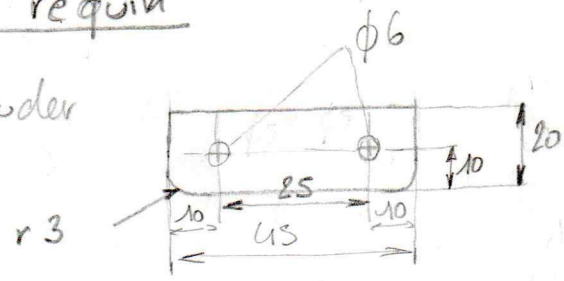


L	roulement	entretoise	bras + rendeur	Jeux	Total
1E7	12	20	14,5	-0,5	43
AS1	12	20	10,5	-0,5	42

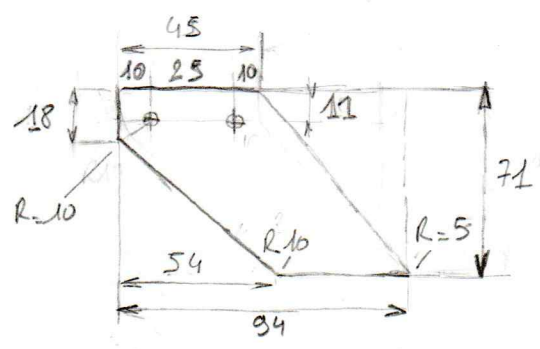
→ 32 pour monter roue 1E7
sur bras oscillant 2R6
avec entretoise plus haut

Aileron de requin

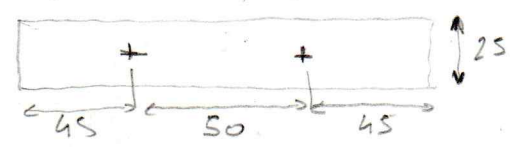
Patte à souder
acier ep. 4



Aileron
AGS ep 5
ou plutôt
Nylon
ep 5 à 10



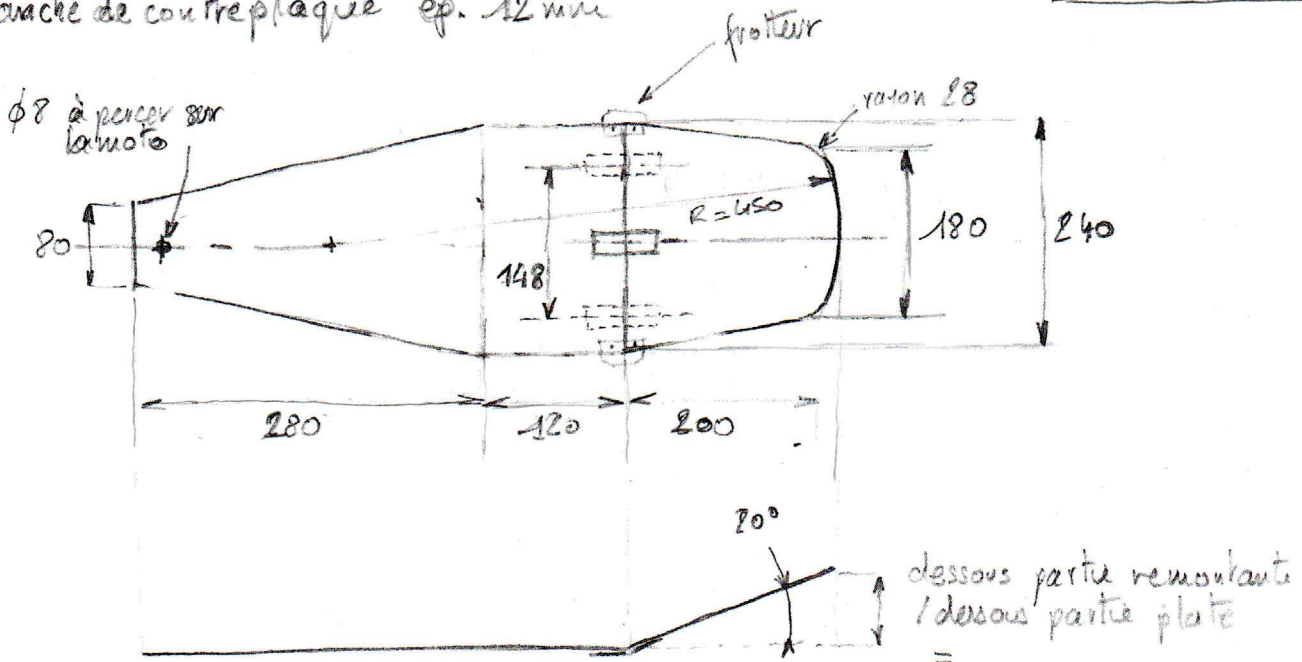
Patin chaîne 140x25 ep 6 à 8
Nylon 2 trous M3 fraisés



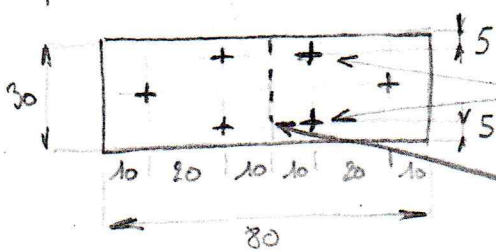
Selle 125 RDX pite (CTP)

Plan RDX pite gen 1
5/7 23/10/2025

Plaque de contreplaqué ep. 12mm



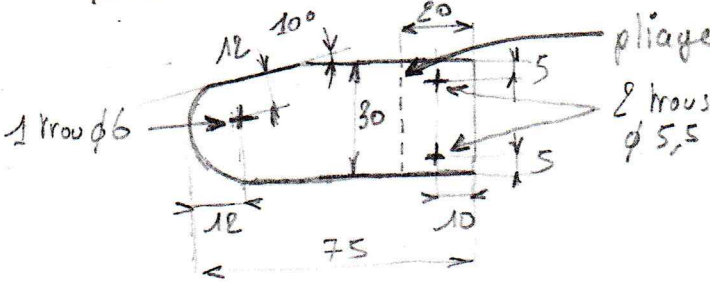
plaque renfort AGS ep 3



6 trous taraudés M4 plaque centrale
plaques latérales
+ 2 M5 fixation selle

pliage 20°

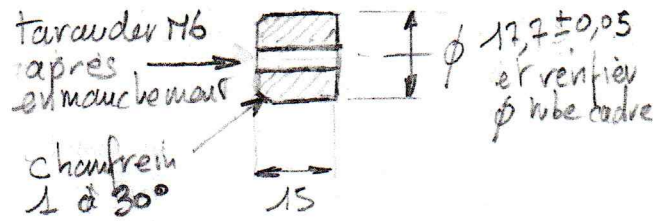
patte fixation arriere Inox ep 2



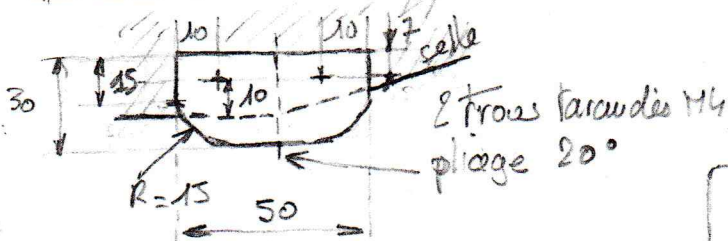
pliage 67°

2 trous $\phi 5,5$

manchons tube arriere cadre AGS

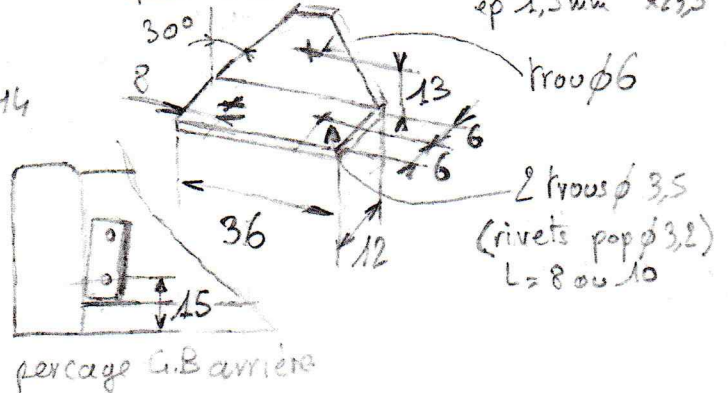


frotteurs latéraux AGS ep 3



2 trous taraudés M4
pliage 20°

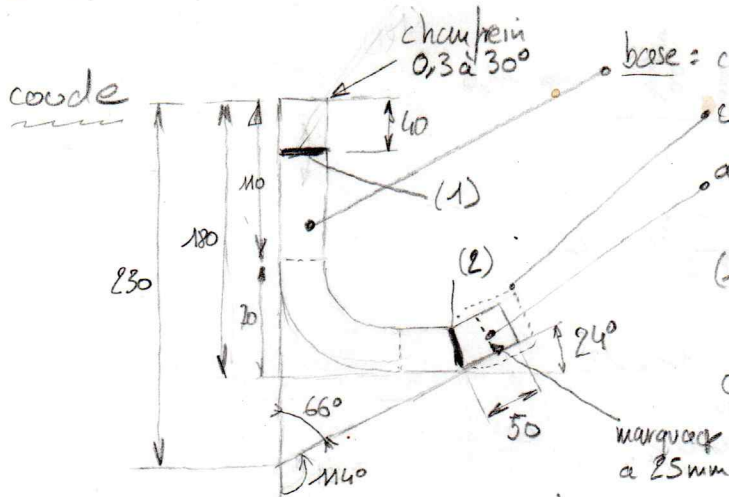
patte garde boue equerre AGS 23,5 ep 1,5mm x 23,5



perçage G.B arriere

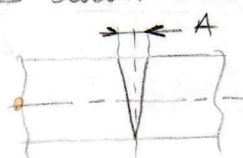
Echappement 1E7 pote

Plan RDX pote gent
6/7 29/10/2025



- base: coude inox 30° $\phi 32-29$
- couper la partie évasée sur $L=65$
- ajouter un tronçon de tube $L=50$
- (1): couder à 5° pour rapprocher les coudes vers l'intérieur

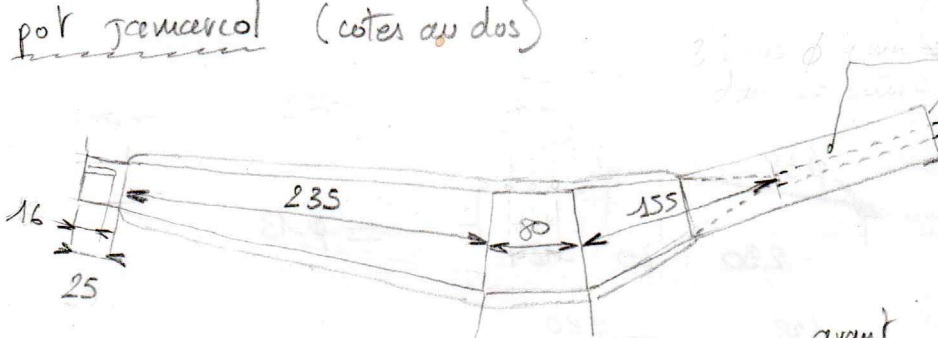
Coupes avant soudure: A



- (1): 2×15 (5°)
- (2): 2×7 (24°)

coude emboîté de 20mm dans le pot.
L fibre neutre: 280mm avec embout 3mm

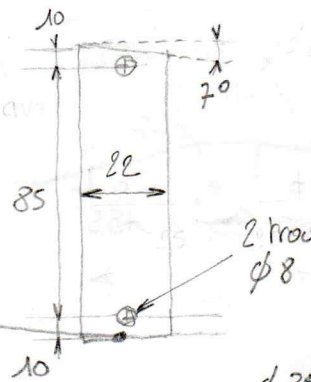
pot jarnicot (cotes au dos)



- démonter embout
- reformer robe de fuite
- + bouter de lair de roche

patte pot arriere

AGS: ep 6mm 105x22
asymétriques
gauche/droite

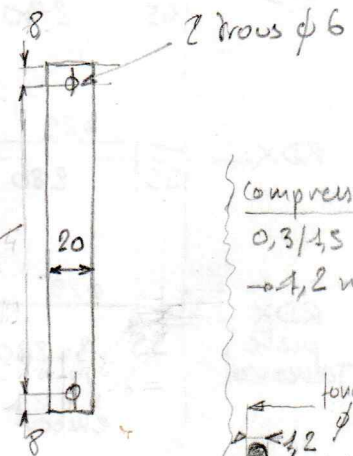


chamfrein 3mm 45° puis arrondi

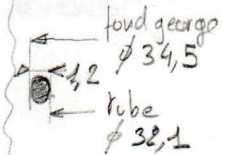
avant

AGS ep 5
135x20

M3
à ajuster sur la machine (recouper)

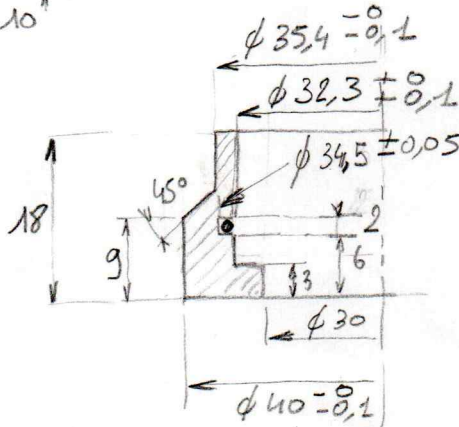


compression joint
 $0,3/4,5 = 20\%$
 $\rightarrow 4,2$ mm.



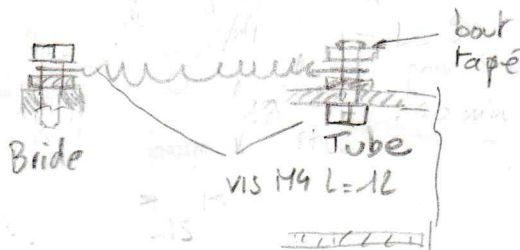
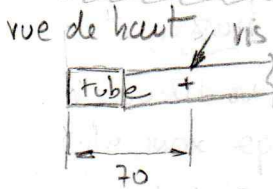
embout coude

AU4G dans un tube $\phi 30/40$
 $L=18$

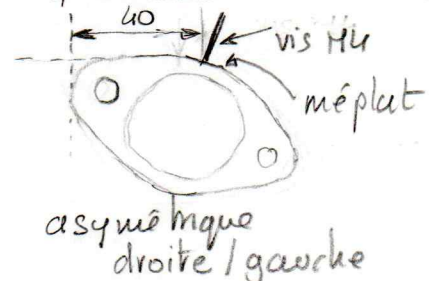


Joint FPM (viton)
 ϕ inter. 32 bore 1,5
 ϕ ext. 35
123 roulement OR 32x1,50-FPM70

fixation ressort



perçage bnde

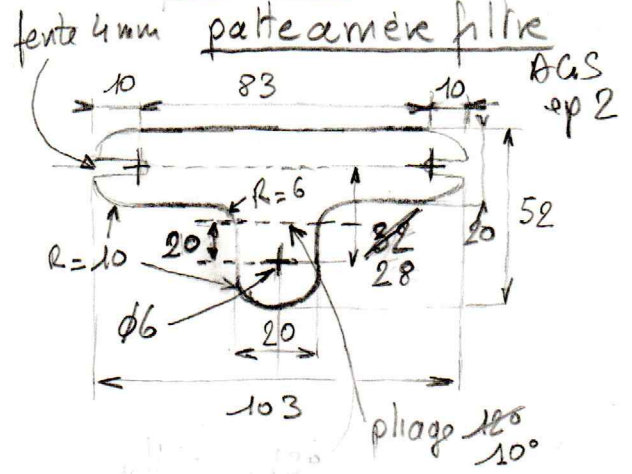
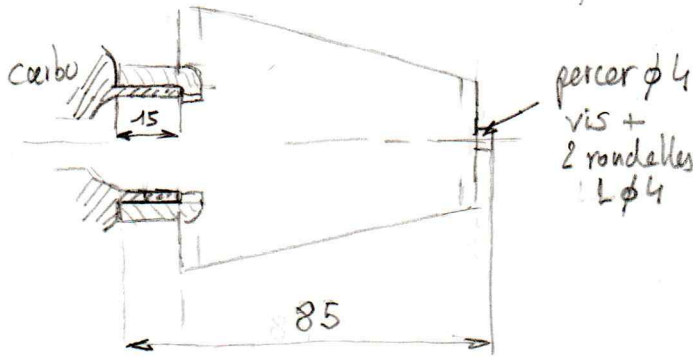


Moteur 125 RDX piste

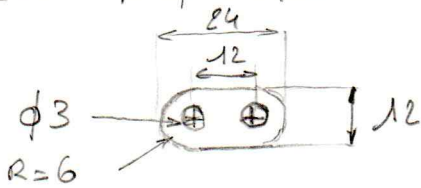
Plan RDX piste gen 1
7/7 23/10/2025

Filtre à air

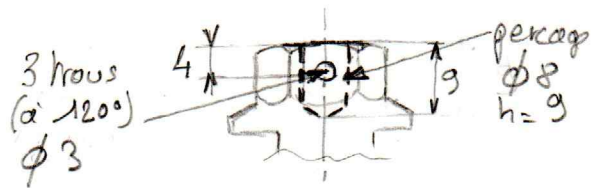
soit top performance $\phi 35$
soit AMP ceramic $\phi 35$



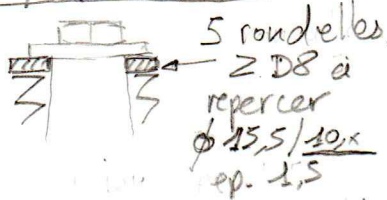
Patte fil freinage bouchons



Percage bouchon vidange



Embrayage 1E7

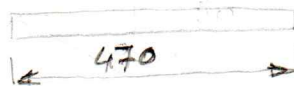


⇒ +14% tension et couple

Jointo embare 0,8 mm

gaine accélérateur

gaine à recouper



serré câble $\phi 5,5$, L 5,2 (à reprendre autour)



- vu ralenti de démarrage
- tendeur carbu 1/3
- tendeur poignée 1/3

Embrayage 2R6 [avec 2 disques ent 1 lisse et 1 garni

- 1- Retirer la rondelle acier entre noix et cloche (ep 2 ϕ)
- 2- Ebarurer le fond de la cloche et le dos de la noix pour éviter contact
- 4- Ajouter 3 rondelles 2 $\phi 5$ sous chaque vis de ressort (2 si disques usés)
⇒ +32% de couple ≈ 1E7 renforcé
- 3- Ajouter 1 rondelle ep 2 sous l'écrou d'arbre d'inter = Decaler canelures = ?