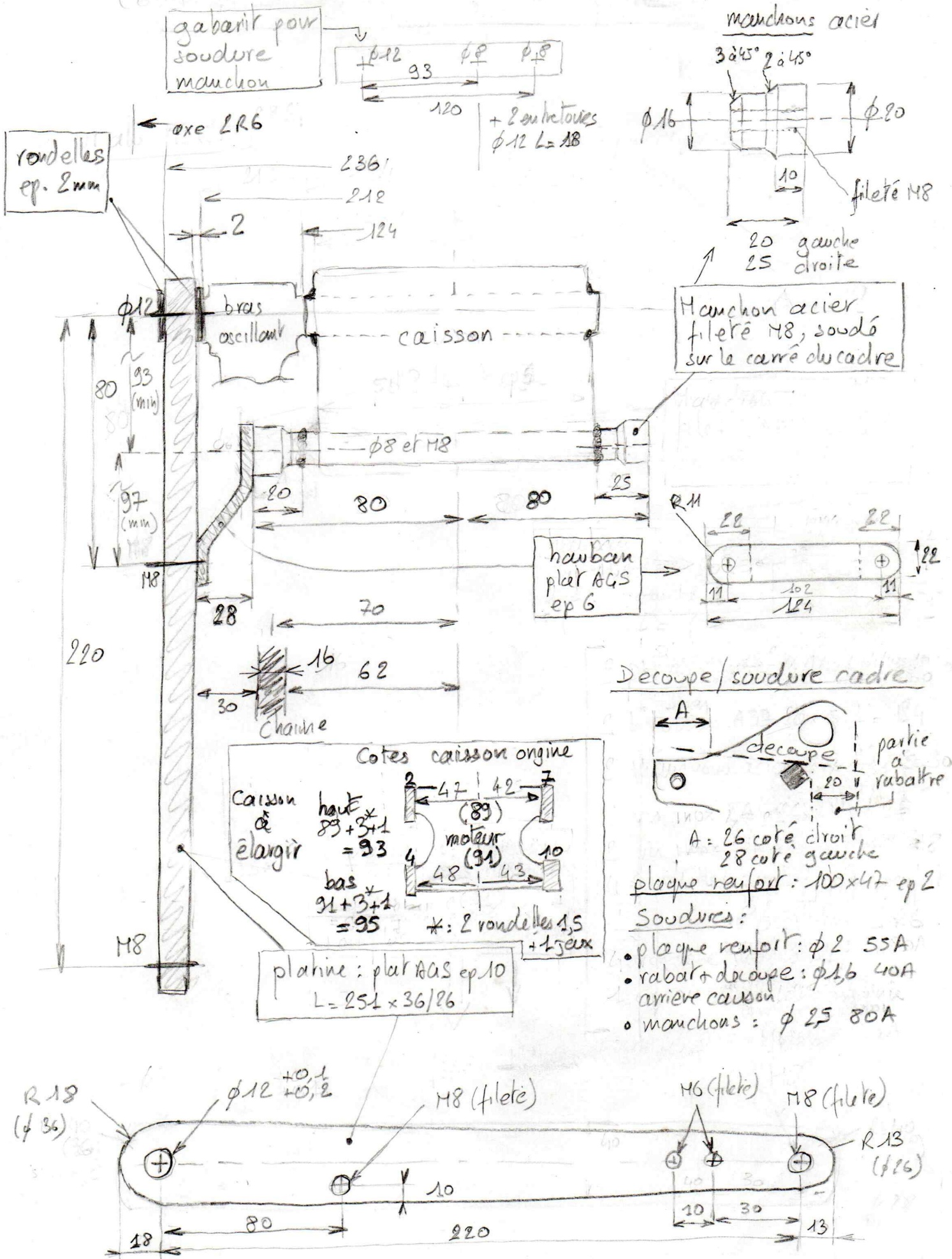


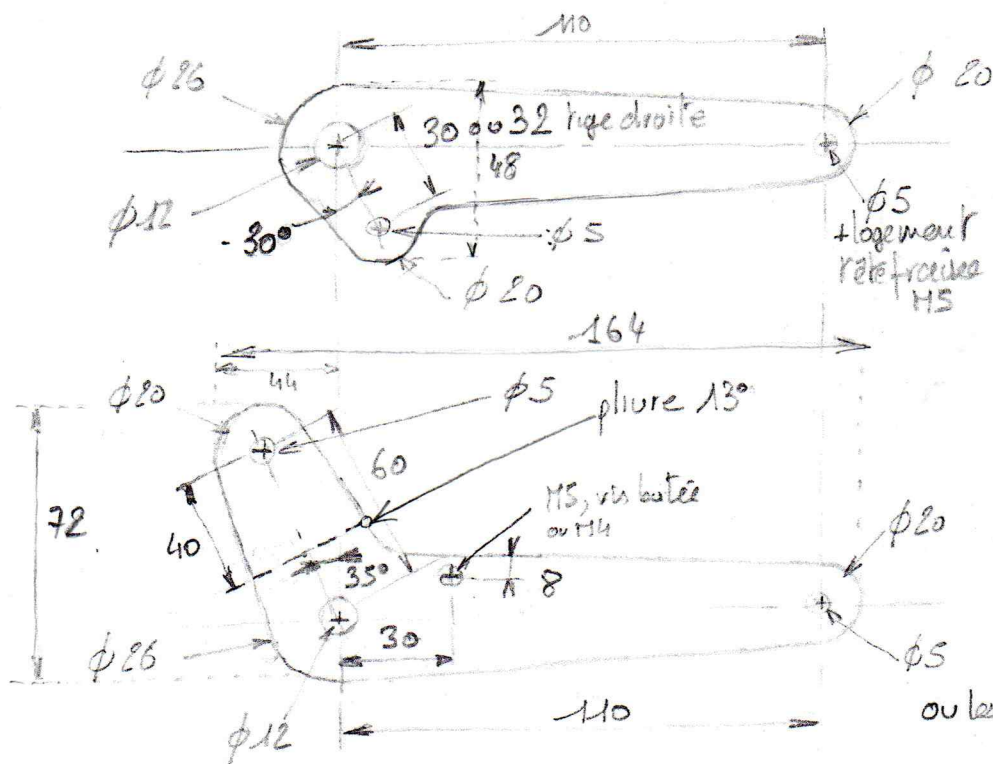
# Platines cale-pieds RDX pute

Plan RDX pure gen 1  
119 29/10/2025



Plan RDX pate gen.1  
2/7 23/10/2025

2/7 29/10/2025



Pedale frein  
plat AGS ep5

ou les 2 poches dans un plat:  $180 \times 72$

Tourillon levier  
frein arriere

8046 •  $\rho_{\text{не } \phi 5}$



80

$\phi 12$



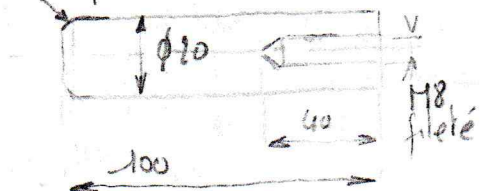
champ rein  $\angle$  à  $45^\circ$  ou  $R=2$



Entraxe cale pied / axe embout  
pointure  $\rightarrow 42 : 130$   
 $43 : 140+$

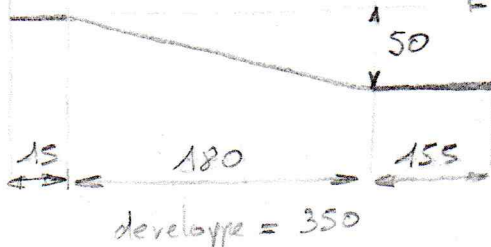
Cale pied nylon 20

chanfrein 3 à 45° ou R=3



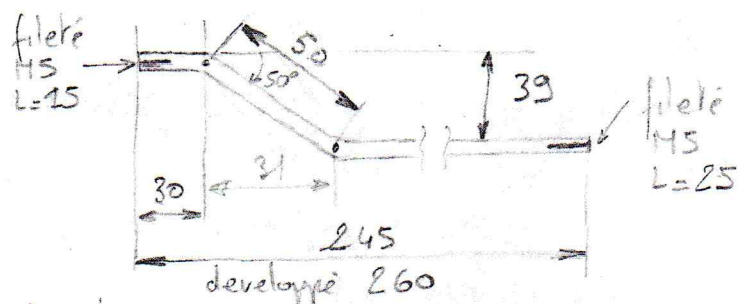
Barre de frein

tige filetée max  $\phi 5$   $L=350$   
+ écrou carré alu  $\left[ \begin{array}{l} \text{ex } 5 \\ 12 \times 12 \end{array} \right]$



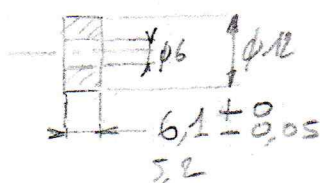
## Bande de selecteur

AGS  $\phi 10$   $L = 260$

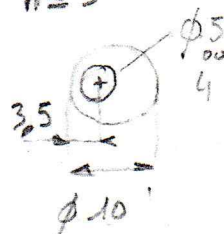


Axe pedales x 2

Patient group D 12/6



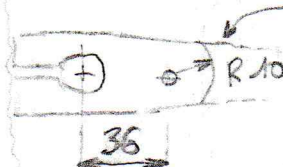
Exzentrique buten  
pedale fein  
 $b = 9$



Levier no axe selecteur

levier tambour frein ep 5

- recoupe  
ou selecteur  
action  
modifié



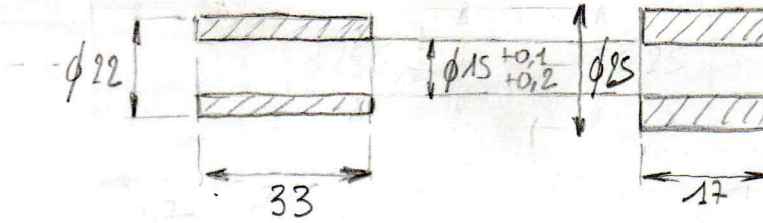


# Axes de roues RDX (et ASI) pûte

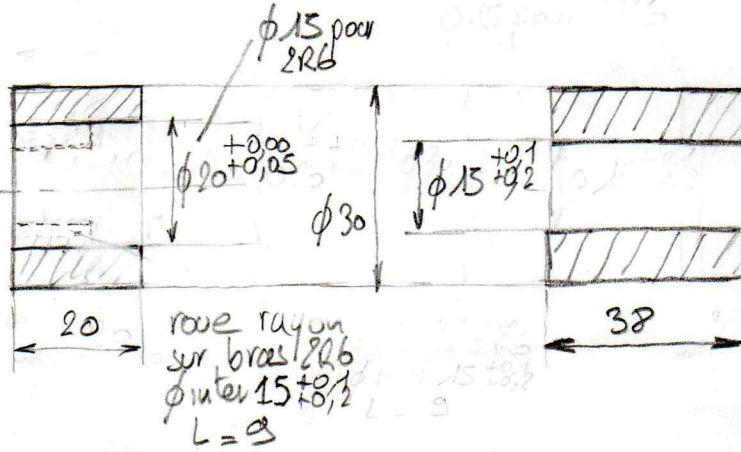
AV4G ou A4S

Plan RDX pate gen 1002  
4/9 13/04/2026

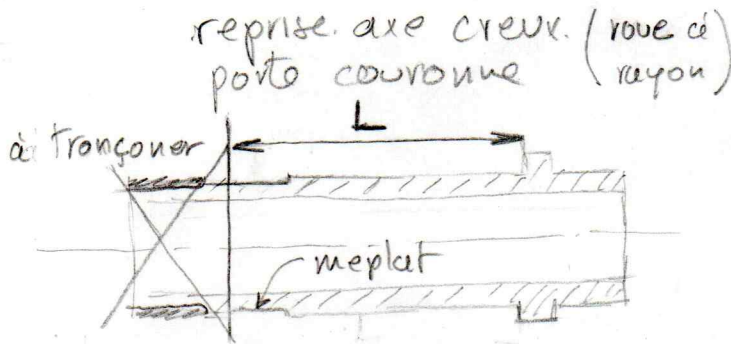
avant  
1E7  
ASI: cales d'origine



derrière  
1E7 et ASI  
Largeur intérieur  
bras oscillant  
184-185  
pour toute version  
ASI12, 1E7, 2RG



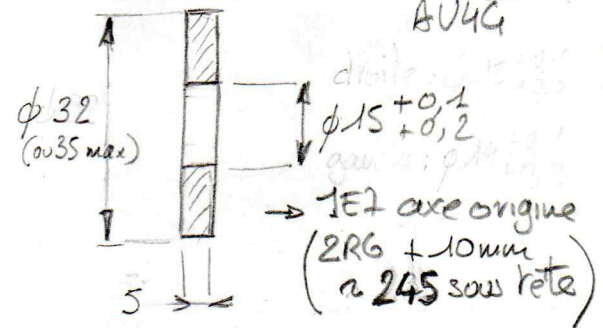
| Largeurs origine | 2RG | 1E7 |
|------------------|-----|-----|
| enf. tambour     | 38  | 38  |
| tambour          | 29  | 23  |
| roue + rlt       | 103 | 70  |
| porte c.         | —   | 29  |
| enf. trans.      | 20  | 20  |
| tendeur          | 2x2 | 2x2 |
| inter bras       | 194 | 184 |
| tendeur          | 2x4 | 2x4 |
| bras ecrou       | 2x6 | 2x6 |
| total            | 214 | 214 |
| axe              |     | 232 |
| reste (ecrou)    |     | 18  |



| L   | roulement | entretoise | bras + tendeur | jeux | Total |
|-----|-----------|------------|----------------|------|-------|
| 1E7 | 12        | 20         | 14,5           | -0,5 | 43    |
| ASI | 12        | 20         | 10,5           | -0,5 | 42    |

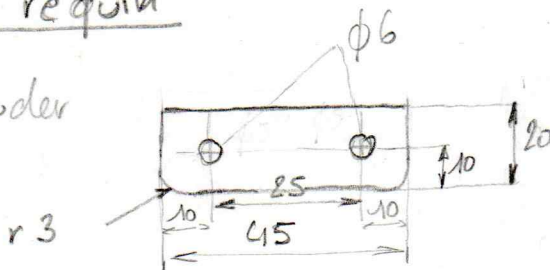
→ 32 pour monter roue 1E7 sur bras oscillant 2RG avec entretoise plus court

## Rondelles axe derriere

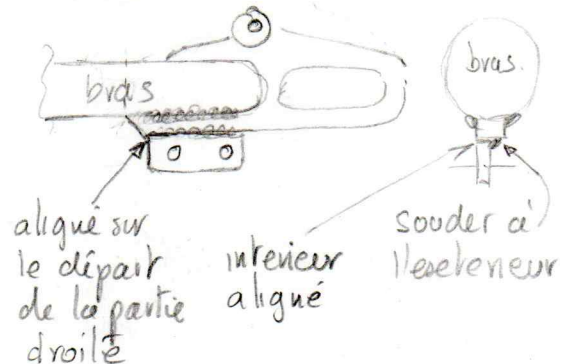
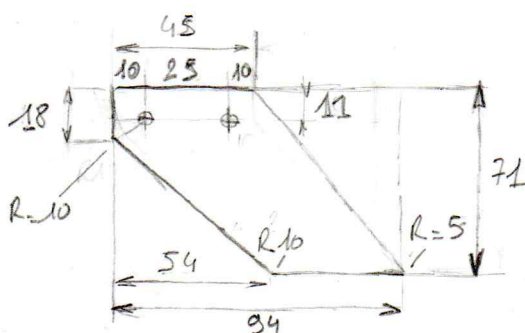


## Aileron de requin

Patte à souder  
acier ep. 4



Aileron  
AAS ep5  
ou plutôt  
Nylon  
ep 5 à 10



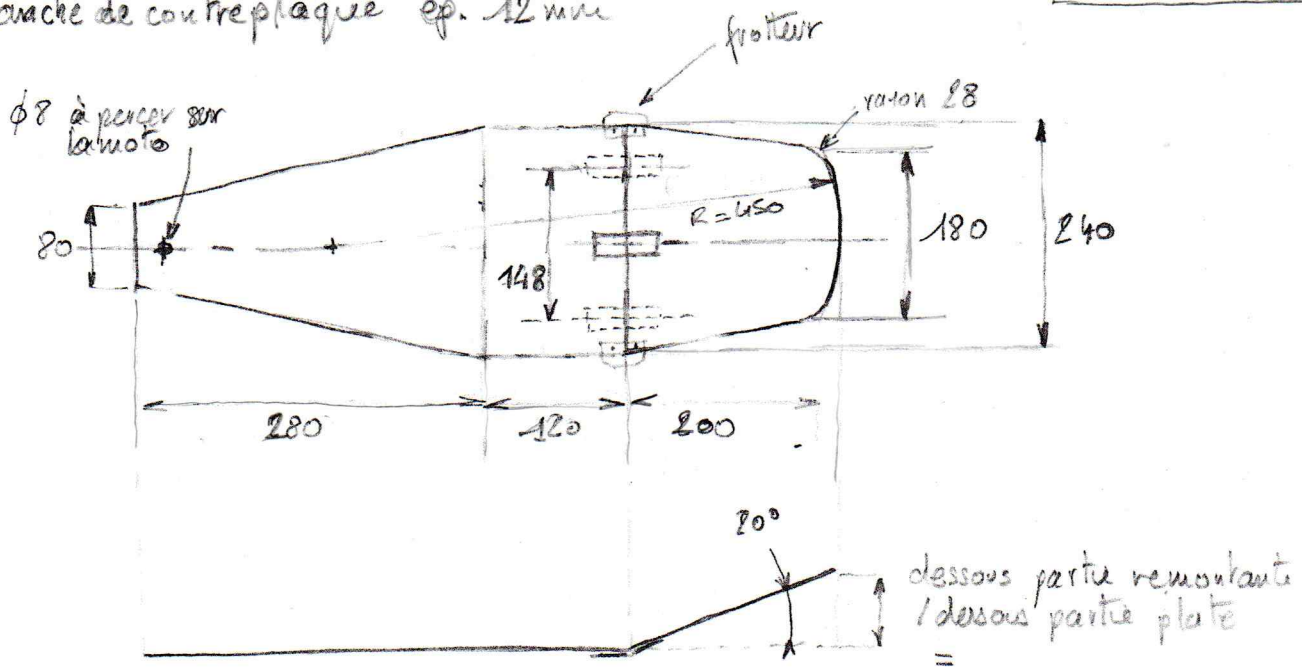
Patte chaîne 140x25 ep6 Ø8  
Nylon 2 trous M3 fraisés



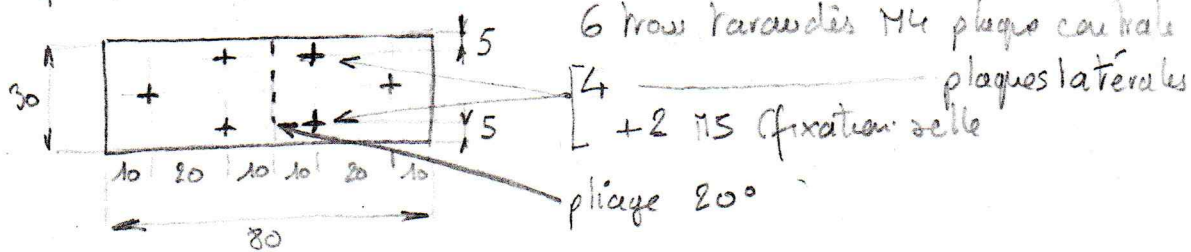
# Selle 125 RDX pute (CTP)

Plan RDX pute gen 1  
5/7 29/10/2025

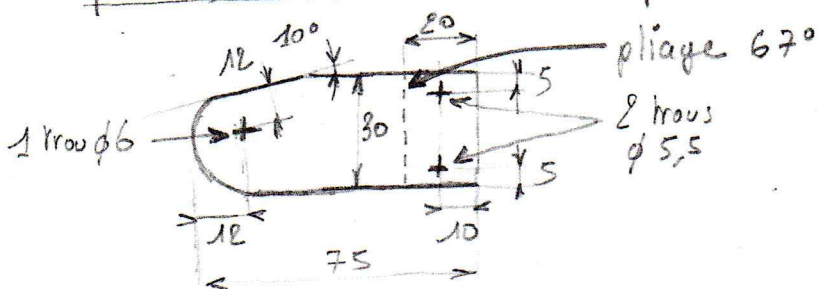
Plaque de contreplaqué ép. 12 mm



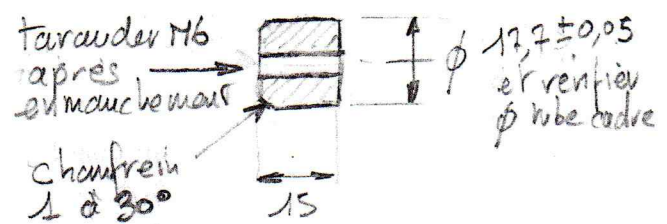
plaque renfort AGS ép 3



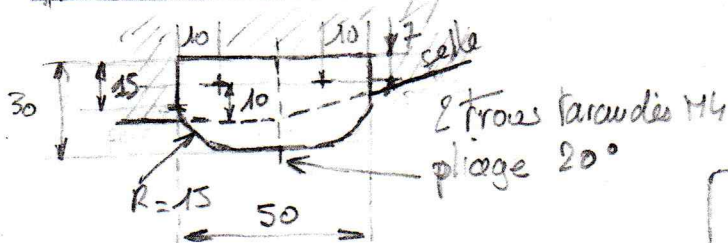
patte fixation arriere Inox ép 2



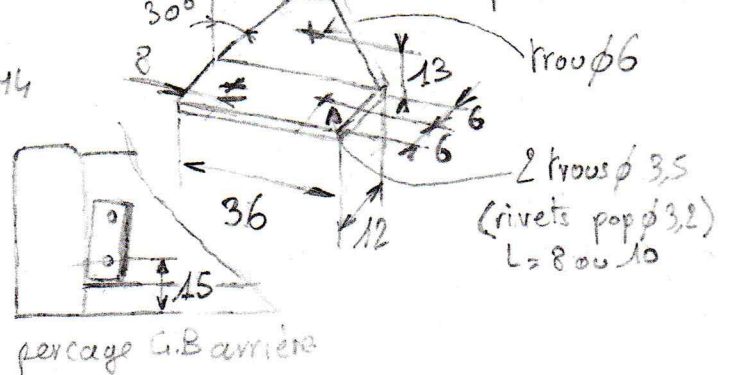
manchons tube arriere cadre AGS



frotteurs latéraux AGS ép 3

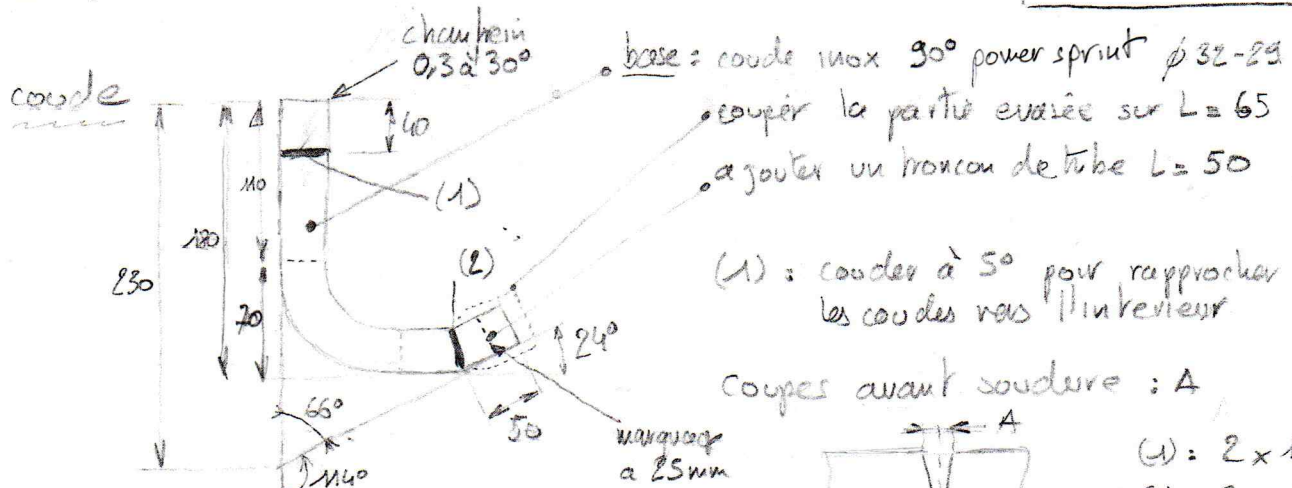


patte garde boue equerre AGS 235 ép 1,5 mm x 235



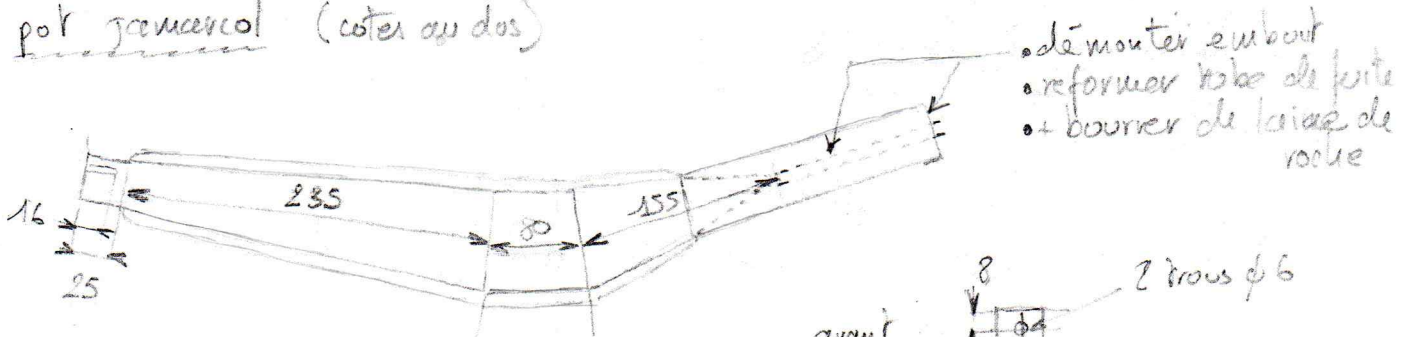
# Echappement 1E2 pute

Plan RDX pute goud  
6/7 24/02/2026



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

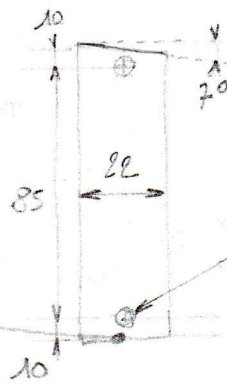
## pot granencol (coter au dos)



## patte pot arriere

AGS: ep 6 mm 105x22  
asymétriques  
gauche/droite

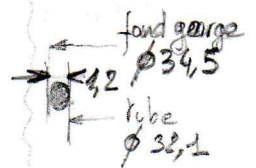
chamfrein 3 mm 45° puis arrondi



avant

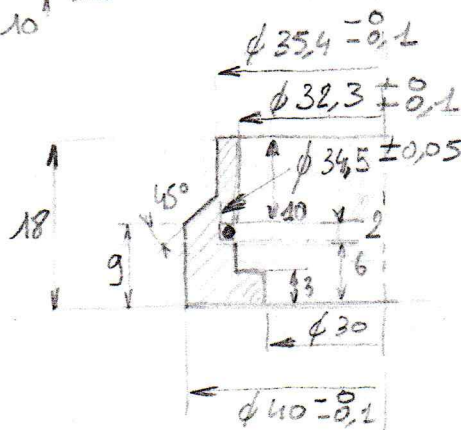
119 d'ajuster sur la machine (recouper)

compression joint  
0,3/45 = 20%  
→ 1,2 mm



## embout coude

AV4G dans  
un tube ø 30/40  
L=18



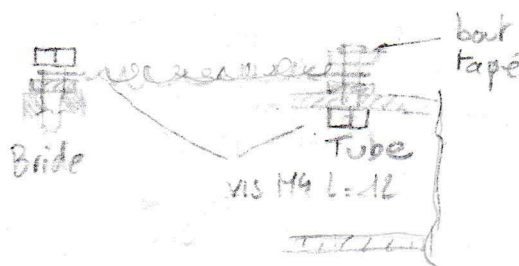
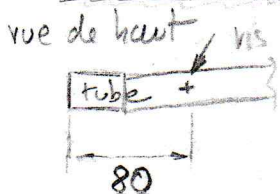
Joint FPM (viton)

φ inter. 32 bore 1,5

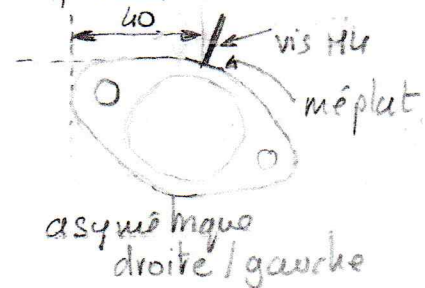
φ ext. 35

123 roulement OR 32x1,50-FPM 70

## fixation reservoir



## perçage bride

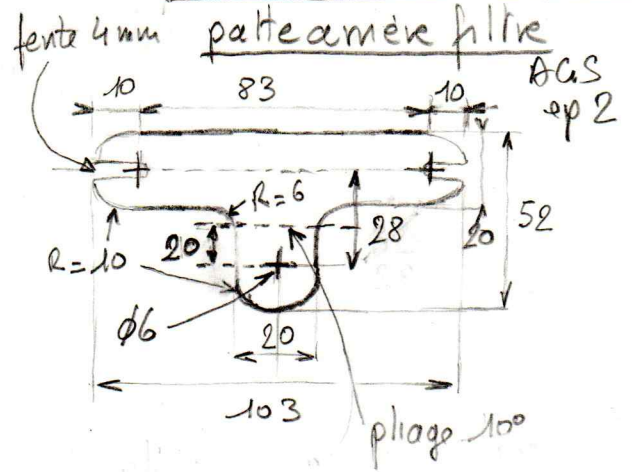
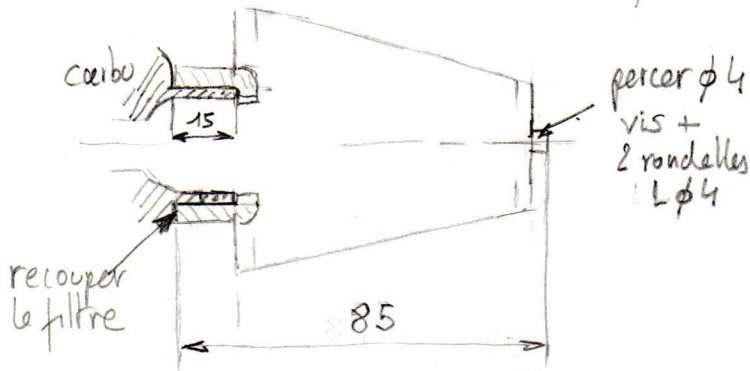


# Moteur 125 RDX piste

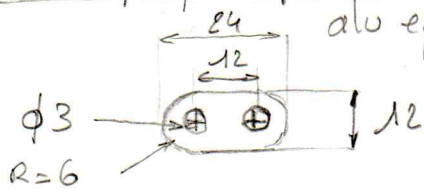
Plan RDX piste gen. 2  
7/9 12/01/2026

## Filtre à air

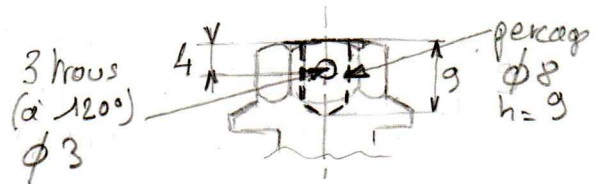
soit top performance  $\phi 35$   
soit AMP clonic  $\phi 35$



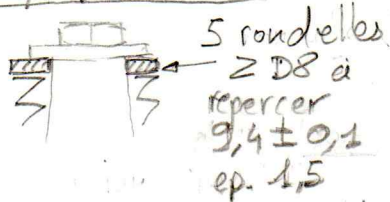
## Patte fil freinage bouchons alu ep 2



## Percage bouchon vidange



## Embrayage 1E7



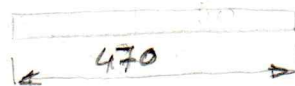
\(\Rightarrow\) +14% tension et couple

## Joint embase : 0,8 mm

pas de joint de culasse

## gaine accélérateur

gaine à recouper



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



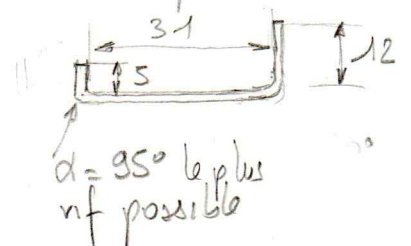
- vis ralenti deserrés
- rendre carbu 1/3
- rendre poignée 1/3

## Embrayage 2R6 [avec 2 disques ent 1 lixe et 1 garni]

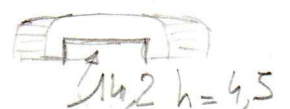
- 1- Retirer la rondelle acier entre noix et cloche (ep 2  $\phi$ )
  - 2- Ebarurer le fond de la cloche et le dos de la noix pour éviter contact
  - 3- Ajouter une rondelle ep. 2 sous l'écrou d'arbre primaire Dinter = (Dexter candures)
  - 4- Ajouter 3 rondelles Z  $\phi 5$  sous chaque vis de ressort (2 si disques usés)
- \(\Rightarrow\) +32% de couple ~ 1E7 renforcé  
... avec levier plus doux ...

## Loquet bouchon réservoir

Toile inox ep 1,5 14x50



Embrèvement bouchon



**HEIDENAU**  **HEIDENAU** 

MADE IN GERMANY

5021 \*KT 9

MADE IN GERMANY

1321 \*K T 9

Hand-drawn technical drawing of a license plate and its mounting on a car body.

**License Plate Details:**

- Text: RDXP XX (top row), MMHAA (bottom row)
- Dimensions:
  - Width: 55
  - Height: 46
  - Interval between letters: 7mm (7 lettres)
- Mounting: 5,5 (distance from top edge to first hole), 5,5 (distance from top edge to second hole)

**Mounting Details:**

- Mounting bracket width: 22
- Mounting height: 60
- Mounting width: 49
- Mounting hole diameter:  $\phi 3,5$  (pop 3,2)
- Mounting hole position: (45) (distance from bottom edge to hole)

**Notes:**

- RDXP XX: RDXP (RD = Département, XP = Département)
- MMHAA: MMHAA (MMHAA = MMHAA)
- Initials: MMHAA (initials of the owner)