

HOMOLOGATION AND TECHNICAL SPECIFICATION UPDATE BULLETIN

| | | | |
|--------------|----------|------------------|--------------|
| HOMOLOGATION | IAME X30 | HOMOLOGATION NO. | 78H |
| BULLETIN NO. | 78H - 1 | BULLETIN DATE | 27 JULY 2015 |

The information and specifications contained in this Homologation and Technical Specification Update Bulletin are to be read in conjunction with and form part of the homologation detailed herein.

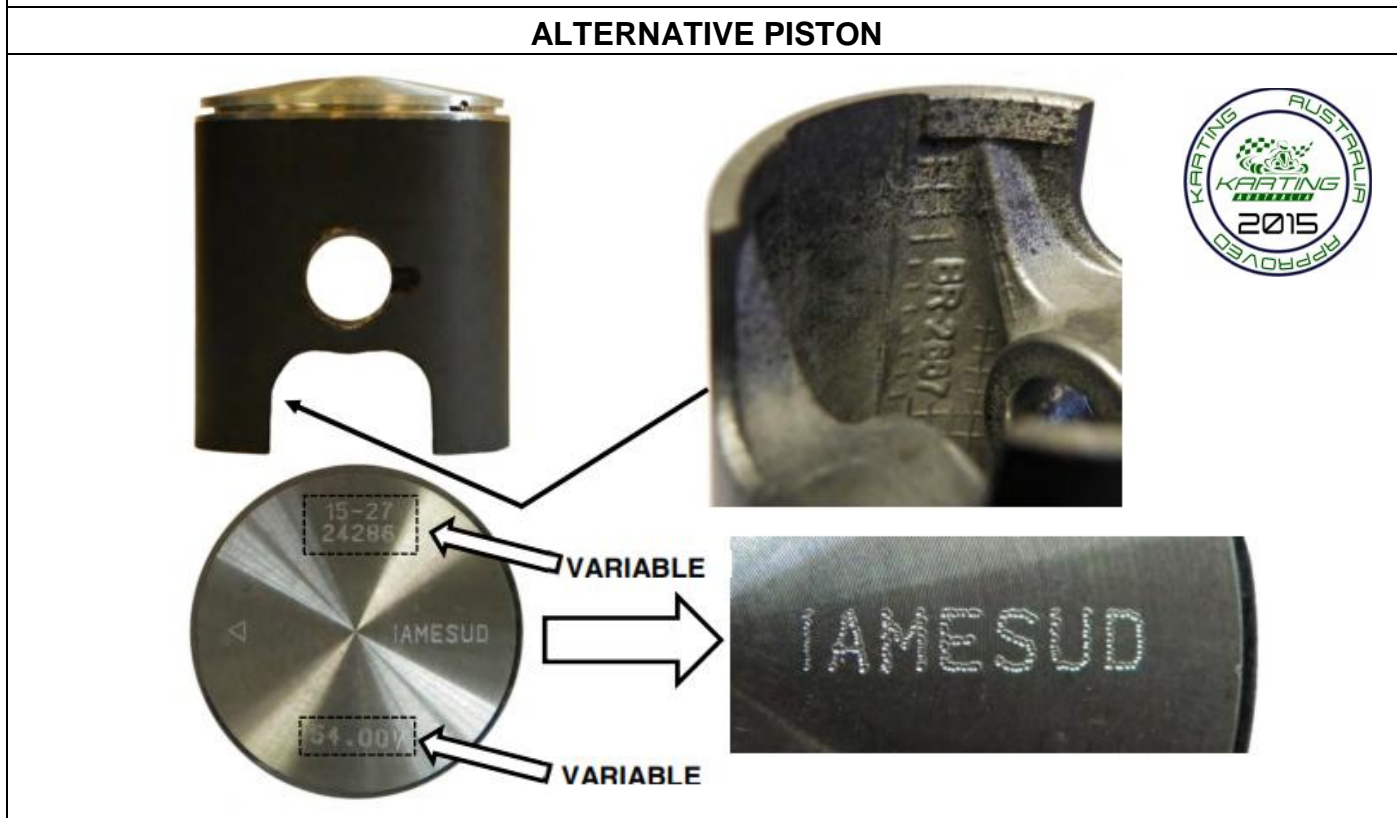
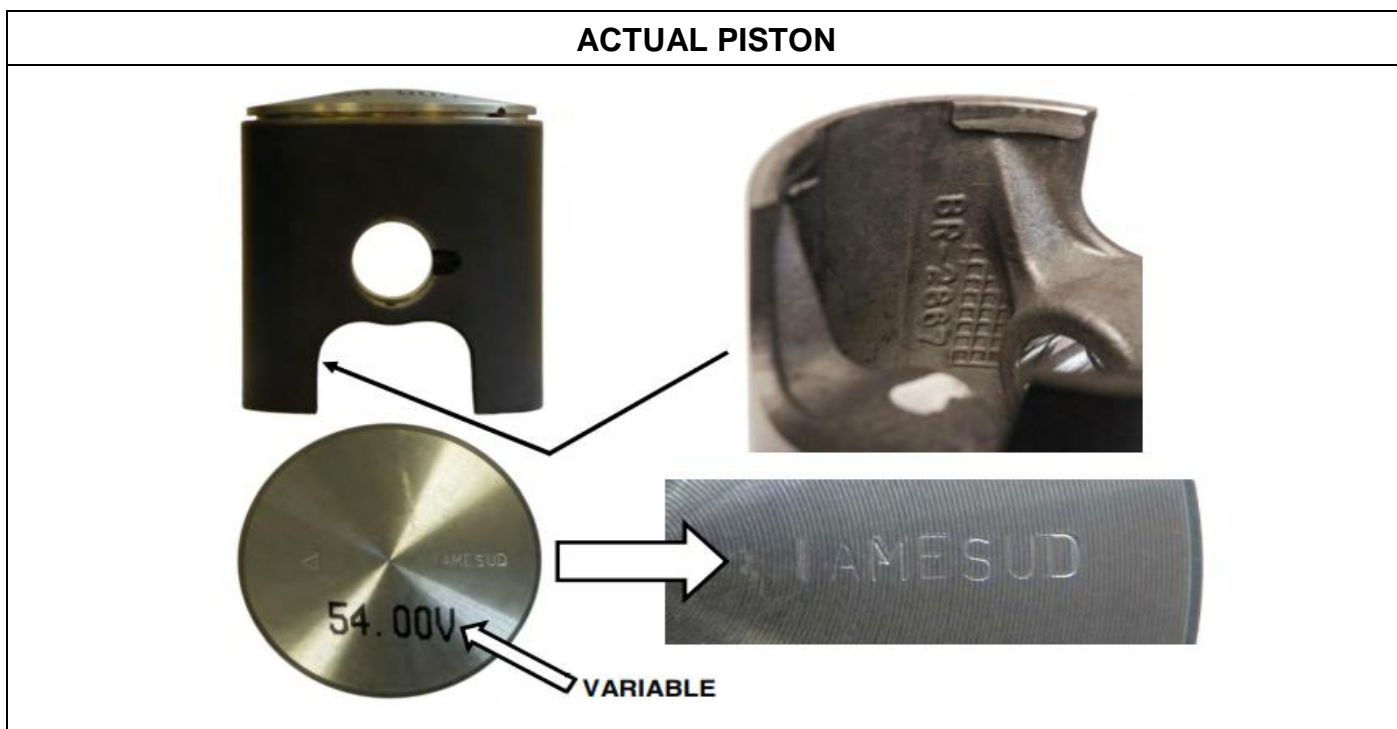
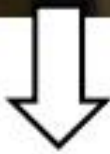


PHOTO IDENTIFICATION REED GROUP

CURRENT VERSION

ALTERNATIVE VERSION





EXPLANATORY NOTES SUPPLIED BY THE MANUFACTURER'S REPRESENTATIVE.

Piston:

IAME have a second mould to manufacture the pistons to the same specifications as original piston that was homologated by IAME and that is detailed in the current homologation. Due to long delays with the current supply system that cannot keep up the demand to provide a constant flow of pistons. The advantage of this is so we do not have customers that cannot use their engine due to unavailable piston sizes.

Performance and durability have been extensively tested on both the Dyno and on track and no differences have been found.

The only difference between the 2 pistons is the markings showing the piston size and the codes on the top of the piston.

Reed Block:

IAME have a second mould to manufacture the reed blocks to the same specifications as original that was homologated by IAME and that is detailed in the current homologation. This is due to long delays with the current supply system that cannot keep up with the demand to provide a constant flow of reed blocks. The advantage of this is so we do not have customers that cannot use their engine due to unavailable reed blocks.

Performance and durability have been extensively tested on both the Dyno and on track and no differences have been found.

The only difference between the 2 reed blocks is a cleaner look. Reed petals stay the same in both.