

## INFO-TECH n. 01/19 – 08/10/2019

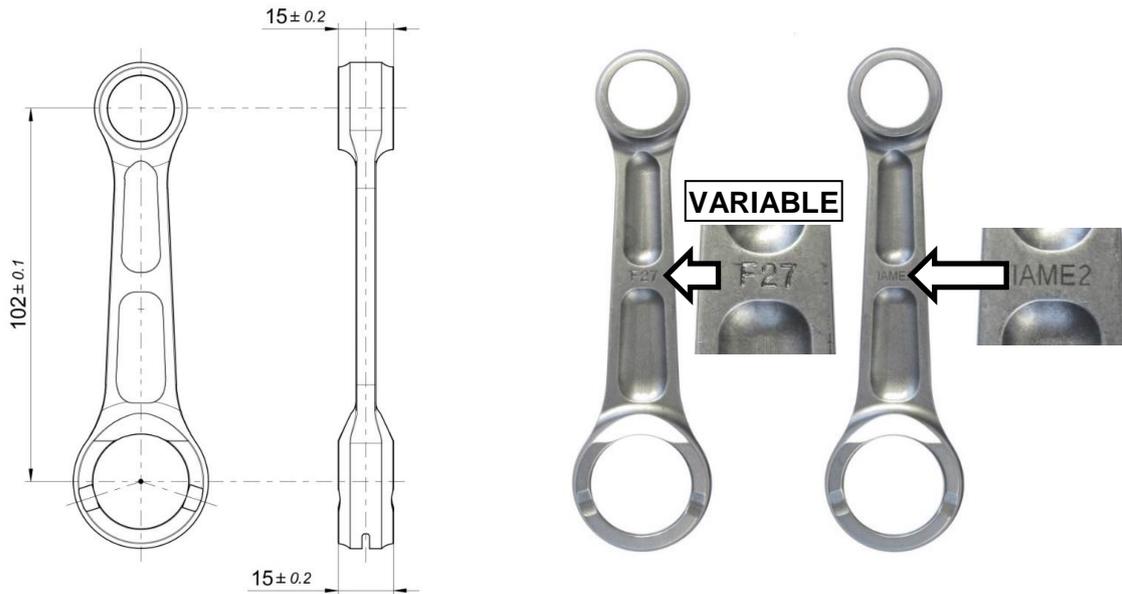
### X30 Supply Variations

With the aim of increasing the X30 engine reliability and satisfy more requests, the following variations will be applied, without affecting the engine performance.

#### \_ Engine Block

The round con-rod washers are going to be supplied as standard equipment.

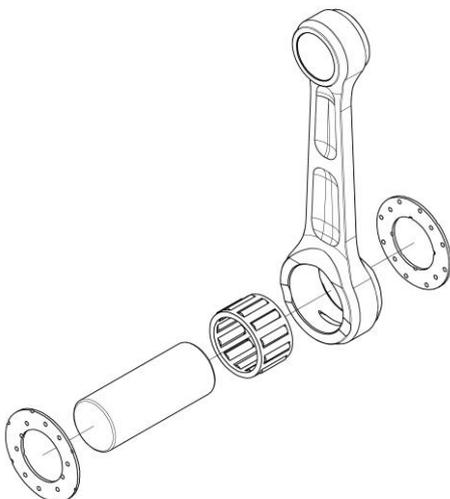
Following the modification described above, two supplementary slots for lubrication are added on the con-rod's lateral planes.



The current washers (star shaped) and the current con-rod remain usable indefinitely.

*New con-rod complete assy p.n.: ENC50100-C*

*Round washers p.n.: X30125436EX*



## **\_ Electric Plant**

The current stop button on the wiring loom is going to be replaced with a bigger one, which is connected to the wires by connectors instead of welding.

The button reliability is increased and it can be ordered as a separate spare part, in case of replacement.

The current wiring loom and stop button remain usable indefinitely.

*New wiring loom p.n.: IFE-05004*



*New stop button p.n.: IFE-05004-P*



*New buttons support plate p.n.: IFI-70001 – New protection plate p.n.: IFI-70101*



## \_ Regulations Updates

After the due transition period, from 2020 and on, the only allowed air box on the X30 is the new type, p.n.: X30125740



In order to stop the failures caused by intentional material removal or lack of maintenance, some important limit dimensions are added to the engine's fiche:

Maximum diameter of con-rod big end = 26.034mm

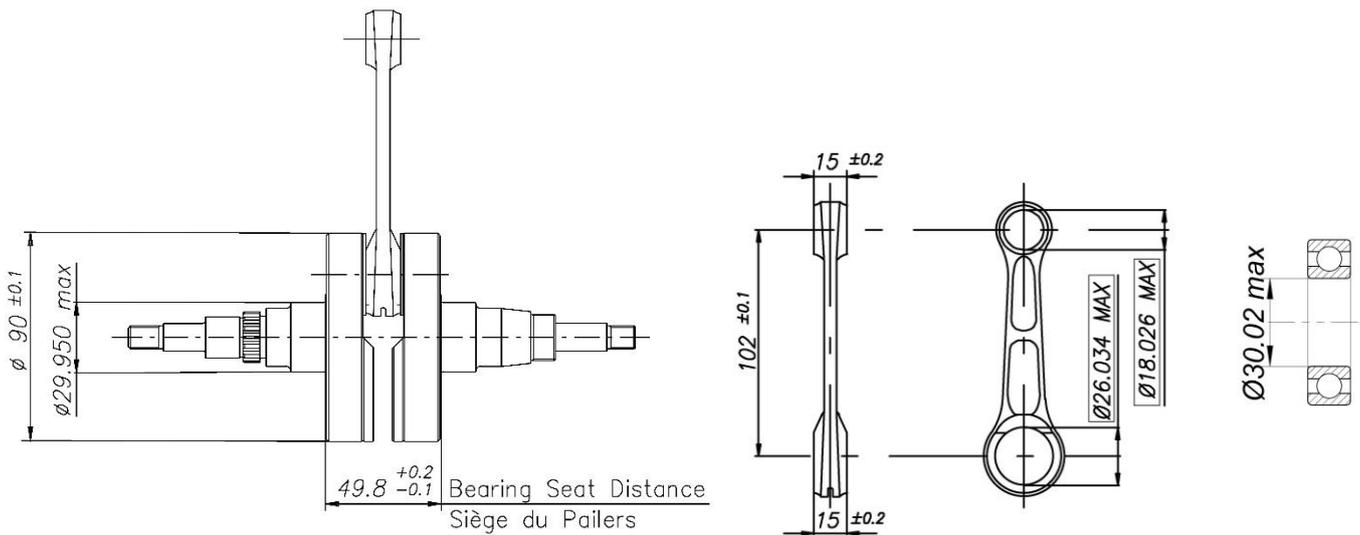
Maximum diameter of con-rod small end = 18.026mm

Minimum diameter of crankshaft journals = 29.950mm

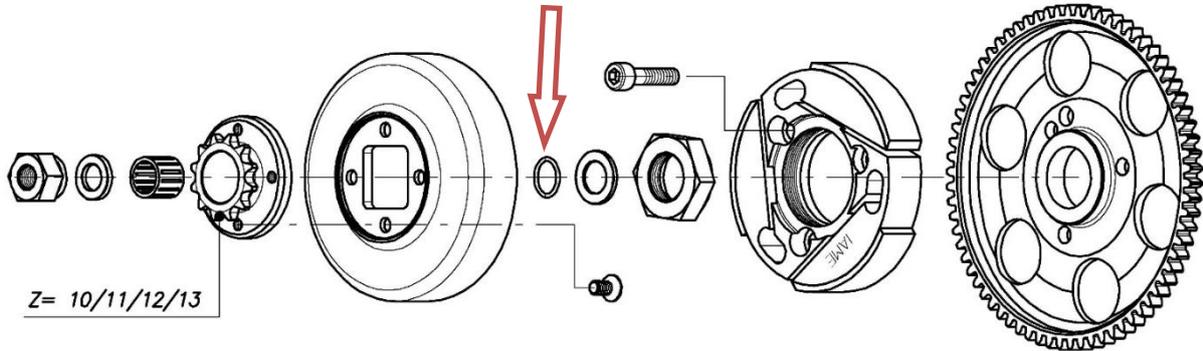
Maximum diameter of main bearings' inner ring hole = 30.02mm

The tolerance on the crankshaft width is changed to 49.8 -0.1/+0.2mm.

The a.m. limit dimensions have to be respected also on the existing engines.



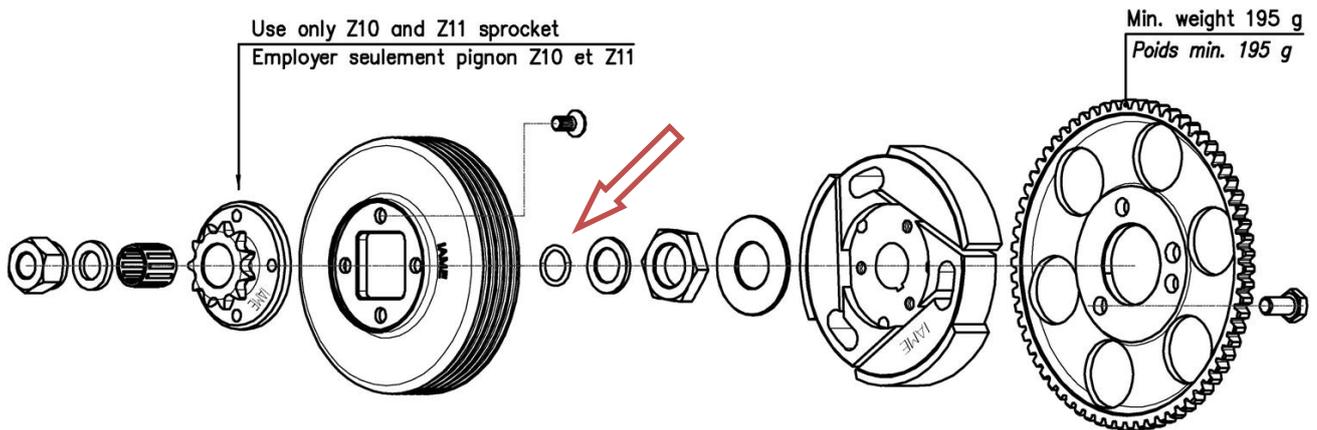
In order to prevent the contamination of the clutch drum inner part by grease, the use of the O-ring behind the clutch roller bearing is now compulsory, instead of optional.



**\_X30 Water Swift Supply Variations**

The clutch drums with holes is no longer allowed

In order to prevent the contamination of the clutch drum inner part by grease, the use of the o-ring behind the clutch roller bearing is now compulsory, instead of optional.



A new radiator variant has been added in the tech form. The new radiator has the same features of the current one, it's just supplied from a second supplier and will be provided as soon as stock is available.

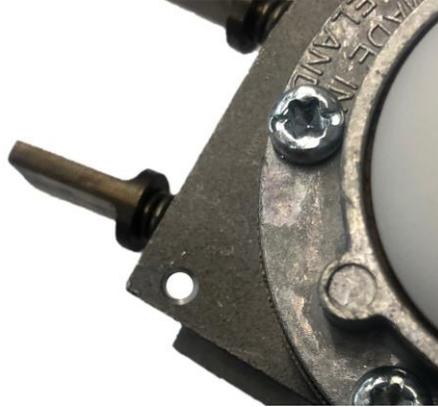


## Other Supply Variations

### \_Carburettors

All the HW and HB carburettors will be provided with a supplementary 3mm hole in the body.

The hole is created to identify and seal the carburettor for the countries where this procedure is prescribed by regulations. It is not affecting the carburettor functioning in any way.



Part Numbers referring to each specific model remain unchanged.

On the HW-27A the minimum distance between atomiser and bottom of throttle bore will be reported on the carburettor's fiche, and a specific go-gauge will be available.

### Future Plans

We are happy to inform you that a new roller-type main bearing is under preparation for the X30.

Due to its characteristics, this type of bearing sets the wearing of the crankshaft journals to zero and it is able to preserve the crankshaft alignment during engine operation.

This bearing will be available at the end of 2020 both as OEM and spare part.