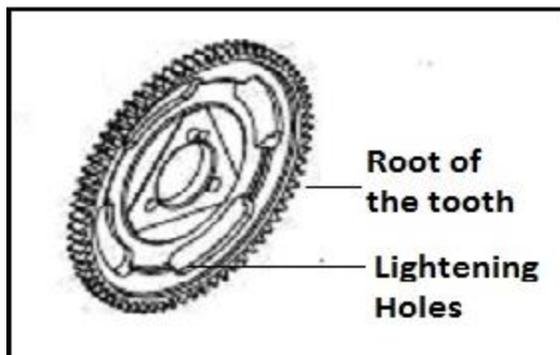


TECHNICAL BULLETIN #18

PRD FIREBALL 125CC

Gear Plate (2007 Model)

Part Number PRD-7121



REQUIRED MAINTENANCE

Upon completion of the first twenty (20) hours of use, the gear plate must be removed and inspected on both sides for cracking. Special attention should be given to the root of the teeth and the lightening holes.

After the initial inspection, the complete inspection process must be repeated after every 5 hours of use.

When the gear plate has reached 40 hours of total use it must be replaced.

NOTE: The use of screwdrivers and pry bars to remove the gear plate/clutch center will damage the part causing premature failure. Only use the PRD clutch center puller to remove the clutch plate (part # PRD-7193). When reinstalling do not over tighten the three (3) gear plate bolts, maximum torque 144 inch pounds/12 foot pounds with red lock tight.

PURPOSE

Possible gear plate failure may occur as a result of improper removal, reinstallation or use beyond the expected life of the product.

WARNING: If failure occurs, the engine will be under power. The gear plate could potentially separate from the main gear at a high rate of speed causing damage or injury.

TECHNICAL BULLETIN #19

PRD FIREBALL 125CC

Oppama Ignition System

Replaced with Easy Start Ignition System October 2011

Oppama Ignition System legal through December 2013.

The Oppama Ignition System was supplied O.E.M. on all PRD Fireball 125cc engines through October 2011. RLV/PRD-USA and the I.K.F. collectively determined the date of December 2013 would conclude the usage of this unsupported product. In an effort to support the transition, the 2014 PRD 125cc Controlled Tag Rules will forgo technical scrutiny of the Oppama ignition until May 1, 2014.

RLV/PRD-USA

TECHNICAL BULLETIN #20

PRD FIREBALL 125CC

Class Deleted: Cadet (JR I) effective immediately

The PRD Cadet class using the PRD-USA/ RLV filter cup with an air inlet hole of 0.412” no go has been deleted from the official 2014 PRD 125cc Controlled Tag Rules.

CLASS Replacement: PRD Junior I effective immediately

The PRD Junior I replaces the PRD Cadet class where Cadet was run. The PRD JR I Class requires the use of a PRD-USA/ RLV filter cup with an air inlet hole of 0.462” no go, the hole will remain as manufactured no cleaning, de-burring or any other modifications are allowed. O-ring must be used and functional. The filter cup must be sealed to carburetor.

The PRD Junior I class rules can be found in the 2014 PRD 125cc Controlled Tag rules.

RLV/PRD-USA