

F.I.A. Recognition No 5313

Group 1

FEDERATION INTERNATIONALE DE L' AUTOMOBILE

Form of recognition in accordance with
Appendix J to the International Sporting Code.

Manufacturer	Volvo	Cylinder-capacity	1986	cm ³	117,2	in ³
Model	122 S	Model	122 S			
Serial No of chassis	312500	Manufacturer	Volvo			
Serial No of engine	1	Manufacturer	Volvo			
Recognition is valid from	1/1/70	List	70/1			

The manufacturing of the model described in this recognition form was started on 15.8.19 68 and the minimum production of 5000 identical cars, in accordance with the specifications of this form was reached on 26.2.19 69

Photograph A, 3/4 view of car from front



The vehicle described in this form has been subject to the following amendments

<u>Variants</u>	<u>Normal evolution of the type</u>
on 19.. rec.No List	on 19.. rec.No List
on 19.. rec.No List	on 19.. rec.No List
on 19.. rec.No List	on 19.. rec.No List
on 19.. rec.No List	on 19.. rec.No List
on 19.. rec.No List	on 19.. rec.No List

Stamp and signature of the National Sporting Authority

Stamp and signature of the F.I.A.

SVENSKA BILSPORTFÖRBUNDET
THE SWEDISH AUTOMOBILE-SPORT FEDERATION

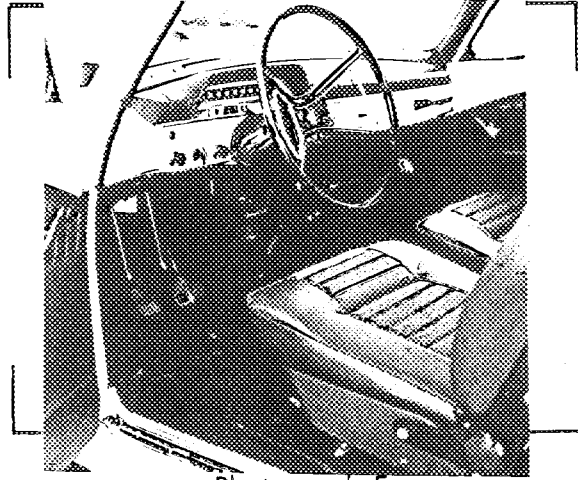
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FEDERATION INTERNATIONALE DE L' AUTOMOBILE

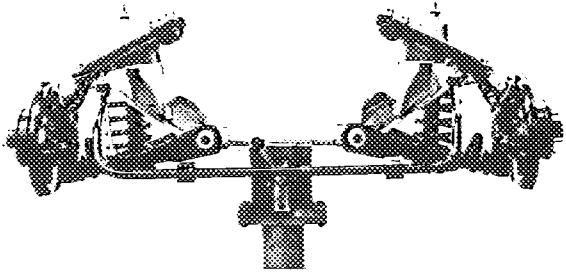
Photograph B



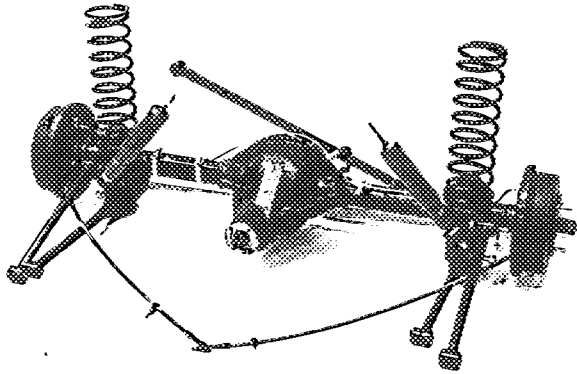
Photograph C



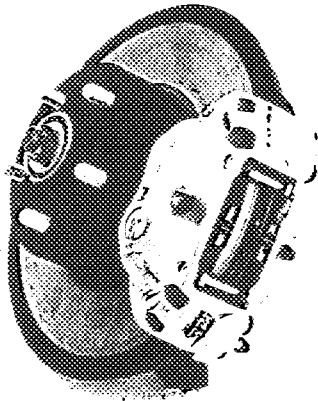
Photograph D



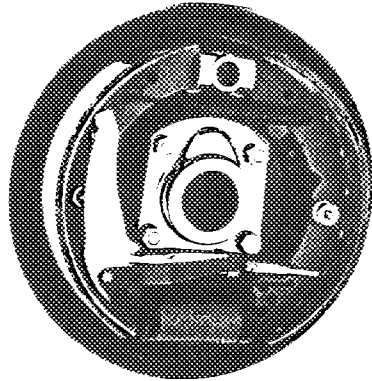
Photograph E



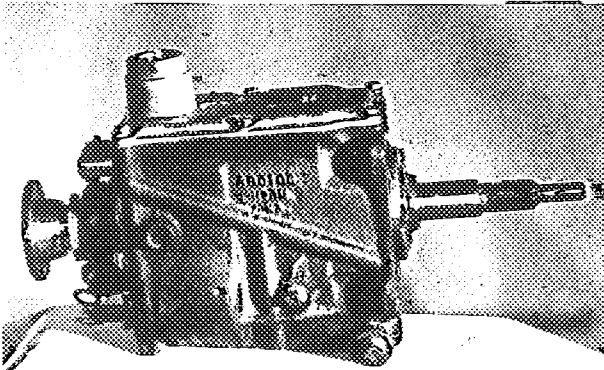
Photograph F



Photograph G



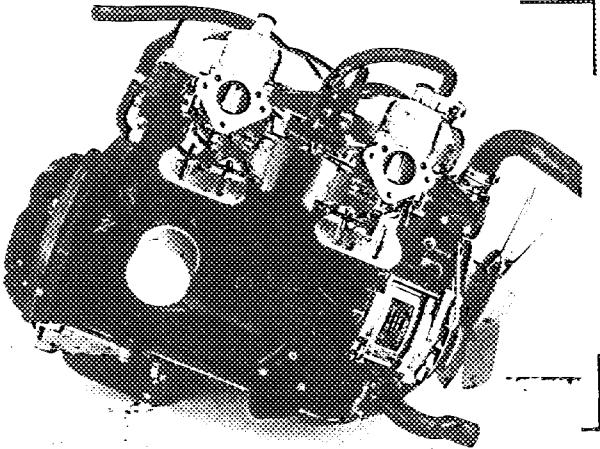
Photograph H



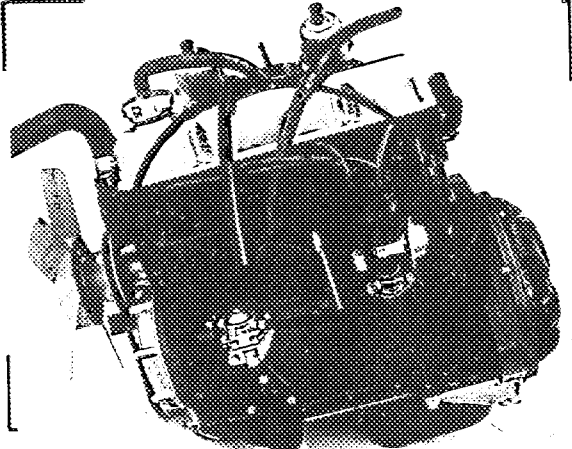
Photograph I



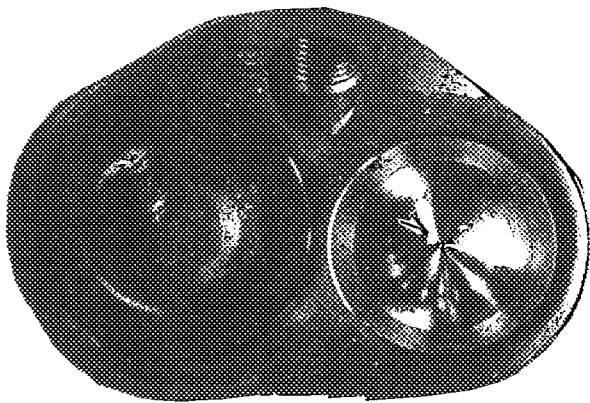
Photograph J



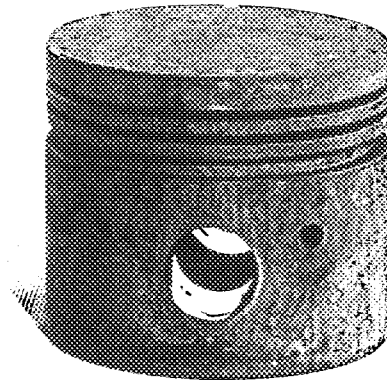
Photograph K



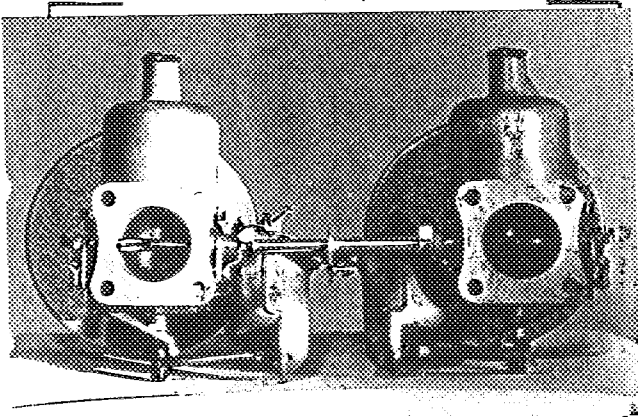
Photograph L



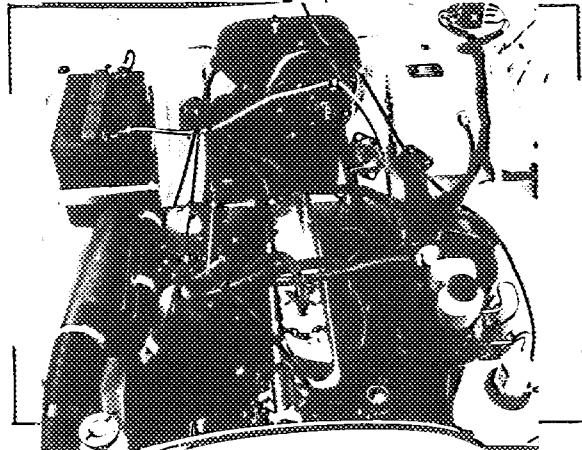
Photograph M



Photograph N



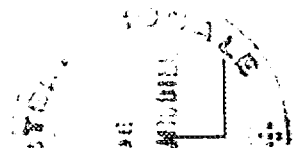
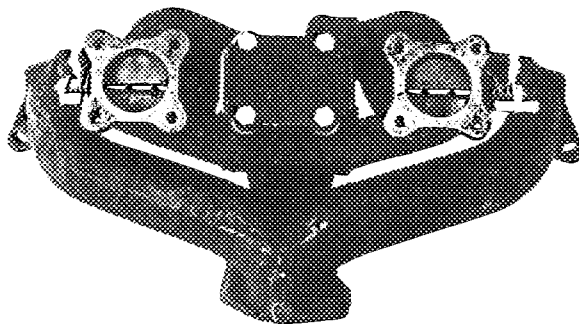
Photograph O



Photograph P

Photograph Q

inlet manifold

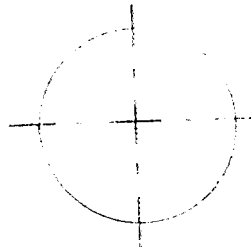


Make VOLVO

Model 122 G

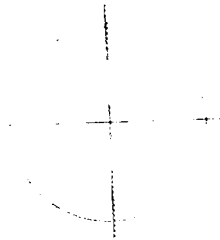
F.I.A. Rec.No

Drawing inlet manifold ports, side of cylinder-head. Indicate scale or dimensions and manufacturing tolerance.



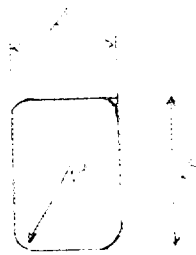
$$\phi 36 \begin{matrix} + 0,25 \\ - 0 \end{matrix}$$

Drawing of entrance to inlet port of cylinder-head. Indicate scale or dimensions and manufacturing tolerance.



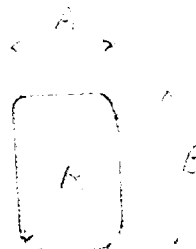
$$\phi 36 \begin{matrix} + 0,25 \\ - 0 \end{matrix}$$

Drawing exhaust manifold ports, side of cylinder-head. Indicate scale or dimensions and manufacturing tolerance.

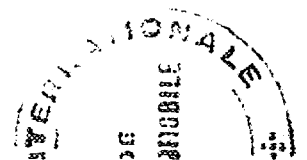


$$\begin{aligned} A &= 27 \pm 0,7 \\ B &= 40 \pm 0,7 \\ R &= 5 \pm 1 \end{aligned}$$

Drawing of exit to exhaust port of cylinderhead. Indicate scale or dimensions and manufacturing tolerance.



$$\begin{aligned} A &= 25 \pm 0,7 \\ B &= 38 \pm 0,7 \\ R &= 4 \pm 1 \end{aligned}$$



IMPORTANT - the underlined items must be stated in two measuring systems, one of which must be the metric system. See conversion table hereafter.

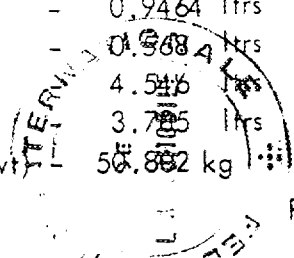
CAPACITIES AND DIMENSIONS

1. Wheelbase 2600 mm 102 1/2 inches
2. Front track 1315 mm 51 3/4 inches *
3. Rear track 1315 mm 51 3/4 inches *
4. Overall length of the car 445 cm inches
5. Overall width of the car 162 cm inches
6. Overall height of the car 150,5 cm inches
7. Capacity of fuel tank (reserve included) 45 ltrs
12 Gallon US 10 Gallon Imp.
8. Seating capacity 5
9. Weight , total weight of the car with normal equipment, water, oil and spare wheel but without fuel nor repair tools:
1045 kg 2297 lbs 20,9 cwt

*) Differences in track caused by the use of other wheels with different rim widths must be stated when recognition is requested for the wheels concerned. Specify ground clearance in relation to the track and give drawing of two easily recognizable points at front and rear at which measurements are taken. These ground clearance dimensions are only for information when checking the track and can in no way affect the eligibility of the car.

CONVERSION TABLE

1 inch/pouce	- 2.54 cm	1 quart US	- 0,9464 ltrs
1 foot/pied	- 30.4794 cm	1 pint (pt)	- 0,4732 ltrs
1 square inch/pouce carré	- 6.452 cm ²	1 gallon Imp.	- 4.546 ltrs
1 cubic inch/pouce cube	- 16.387 cm ³	1 gallon US	- 3.785 ltrs
1 pound/livre (lb)	- 453.593 gr.	1 hundred weight (cwt)	- 50,802 kg



Make

V O L V O

Model 122 S

F.I.A. Rec.No

CHASSIS AND COACHWORK (Photographs A, B and C)

20. Chassis/body construction : ~~separate~~ / unitary construction

21. Unitary construction, material (s) STEEL

Separate construction

22. Material (s) of chassis STEEL

23. Material (s) of coachwork

24. Number of doors 2 Material (s) SHEET METAL

25. Material (s) of bonnet SHEET METAL

26. Material (s) of boot lid SHEET METAL

27. Material (s) of rear-window TEMPERED GLASS

28. Material (s) of windscreen LAMINATED GLASS

29. Material (s) of front-door windows TEMPERED GLASS

30. Material (s) of rear-door windows

31. Sliding system of door windows WINDOW WINDERS

32. Material (s) of rear-quarter light TEMPERED GLASS

ACCESSORIES AND UPHOLSTERY

38. Interior heating : yes - ~~no~~

39. Air-conditioning : ~~yes~~ - no

40. Ventilation : yes - ~~no~~

41. Front seats, type of seat and upholstery SEPARATE SEATS, VINYL

42. Weight of front seat (s), complete with supports and rails, out of the car :

14,6 kg lbs

43. Rear seats, type of seat and upholstery BENCH, VINYL

44. Front bumper, material (s) CHROME-PLATED STEEL Weight 9,6 kg lbs

45. Rear bumper, material (s) CHROME-PLATED STEEL Weight 9,6 kg lbs

WHEELS

50. Type DISC WHEELS

51. Weight (per wheel, without tyre) 6,9 kg lbs

52. Method of attachment WITH 5 NUTS

53. Rim diameter 381 mm 15 inches

54. Rim width 101 mm 4 inches

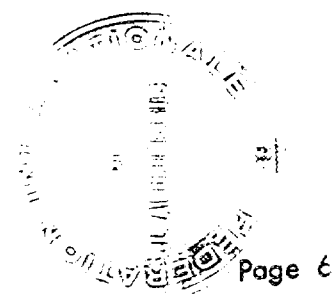
STEERING

60. Type CAM AND ROLLER

61. Servo-assistance : ~~yes~~ - no

62. Number of turns of steering wheel from lock to lock 3,25

63. In case of servo-assistance



Make VOLVO

Model 122 S

F.I.A. Rec.No

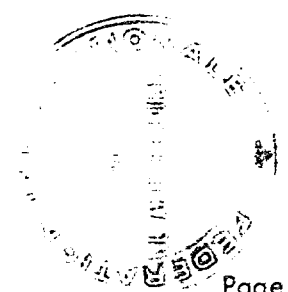
SUSPENSION

- 70. Front suspension (photogr. D), type INDIVIDUAL
- 71. Type of spring COIL
- 72. Stabiliser (fitted) YES
- 73. Number of shockabsorbers TWO
- 74. Type TELESCOPIC
- 78. Rear suspension (photogr. E), type RIGID AXLE
- 79. Type of spring COIL
- 80. Stabiliser (if fitted) —
- 81. Number of shockabsorbers TWO
- 82. Type TELESCOPIC

BRAKES (photographs F and G)

- 90. Method of operation HYDRAULIC, DUAL- CIRCUIT SYSTEM
- 91. Servo-assistance (if fitted), type VACUUMSERVO
- 92. Number of hydraulic master cylinders TANDEM MASTER CYLINDER

		FRONT		REAR	
93. Number of cylinders per wheel		4		2	
94. Bore of wheel cylinder (s)	4 x 36	mm	in.	2x36 mm	in.
Drum brakes					
95. Inside diameter		mm	in.	mm	in.
96. Length of brake linings		mm	in.	mm	in.
97. Width of brake linings		mm	in.	mm	in.
98. Number of shoes per brake					
99. Total area per brake		mm ²	sq.in.	mm ²	sq.in.
Disc brakes					
100. Outside diameter	272	mm	in.	295 mm	in.
101. Thickness of disc	12,8	mm	in.	9,6 mm	in.
102. Length of brake linings	75	mm	in.	57 mm	in.
103. Width of brake linings	50	mm	in.	42,5 mm	in.
104. Number of pads per brake	2			2	
105. Total area per brake	7,300	mm ²	sq.in.	4650 mm ²	sq.in.



ENGINE (photographs J and K)

- 130. Cycle 4 - STROKE
- 131. Number of cylinders 4
- 132. Cylinder arrangement IN LINE
- 133. Bore $88,9 \pm 0,01$ mm in.
- 134. Stroke $80,0 \pm 0,01$ mm in.
- 135. Capacity per cylinder 496,6 cm³ 30,3 cu.in.
- 136. Total cylinder-capacity 1986 cm³ 121,0 cu.in.
- 137. Material (s) of cylinder block CAST IRON
- 138. Material (s) of sleeves (if fitted)
- 139. Cylinder-head, material (s) CAST IRON Number fitted
- 140. Number of inlet ports 4
- 141. Number of exhaust ports 4
- 142. Compression ratio 9,2:1
- 143. Volume of one combustion chamber 52,0 cm³ cu.in.
- 144. Piston, material LIGHT ALLOY
- 145. Number of rings 3
- 146. Distance from gudgeon pin centre line to highest point of piston crown
 $46 \pm 0,1$ mm inches
- 147. Crankshaft : ~~moulded~~ / stamped
- 148. Type of crankshaft : integral /
- 149. Number of crankshaft main bearings 5
- 150. Material of bearing cap CAST IRON
- 151. System of lubrication : ~~dry sump~~ / oil in sump
- 152. Capacity, lubricant 3,75 ltrs pts quarts US
- 153. Oil cooler: ~~yes~~ / no
- 154. Method of engine cooling WATER
- 155. Capacity of cooling system 2,6 ltrs pints quarts US
- 156. Cooling fan (if fitted), dia. 36 cm 14 inches
- 157. Number of blades of cooling fan 5

Bearings

- 158. Crankshaft main, type Dia. 63,45 mm COBALT-LEAD-INDIUM
- 159. Connecting, rod big end, type Dia. 54,1 mm COBALT-LEAD-INDIUM

Weights

- 160. Flywheel (clean) 9,9 kg lbs
- 161. Flywheel with clutch (all turning parts) 15,9 kg lbs
- 162. Crankshaft 16,7 kg lbs
- 163. Connecting rod 0,600 kg lbs
- 164. Piston with rings and pin 0,710 kg lbs



FOUR STROKE ENGINES

- 170. Number of camshafts 1
- 171. Location CYLINDER BLOCK
- 172. Type of camshaft drive GEARS
- 173. Type of valve operation PUSH ROD

INLET (see page 4)*

- 180. Material (s) of inlet manifold CAST IRON
- 181. Diameter of valves 42 mm 1,65 inches
- 182. Max. valve lift 10,2 mm 0,40 in.
- 183. Number of valve springs 1
- 184. Type of spring COIL
- 185. Number of valves per cylinder 1
- 186. Tappet clearance for checking timing (cold) 1,44 mm inches
- 187. Valves open at (with tolerance for tappet clearance indicated) 0° T.D.C.
- 188. Valves close at (with tolerance for tappet clearance indicated) 40° A.B.D.C.
- 189. Air filter, type HATER

EXHAUST (see page 4)

- 195. Material (s) of exhaust manifold CAST IRON
- 196. Diameter of valves 35 mm 1,35 inches
- 197. Max. valve lift 10,2 mm 0,40 in.
- 198. Number of valve springs 1
- 199. Type of spring COIL
- 200. Number of valves per cylinder 1
- 201. Tappet clearance for checking timing (cold) 1,44 mm inches
- 202. Valves open at (with tolerance for tappet clearance indicated) 40° B.T.D.C.
- 203. Valves close at (with tolerance for tappet clearance indicated) 0° A.T.D.C.

CARBURETION (photograph N)

- 210. Number of carburettors fitted 2
- 211. Type HORE LOWTAL
- 212. Make JU
- 213. Model HS-6
- 214. Number of mixture passages per carburettor 1
- 215. Flange hole diameter of exit port (s) of carburettor 44,5 mm 1 3/4 in.
- 216. Minimum diameter of venturi / minimum diam. with piston at maximum height

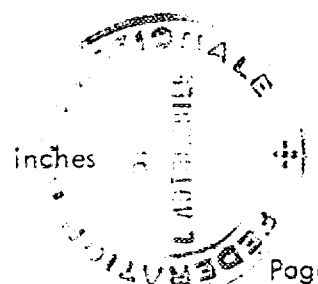
mm

inches

INJECTION (if fitted)

- 220. Make of pump
- 221. Number of plungers
- 222. Model or type of pump
- 223. Total number of injectors
- 224. Location of injectors
- 225. Minimum diameter of inlet pipe mm

inches

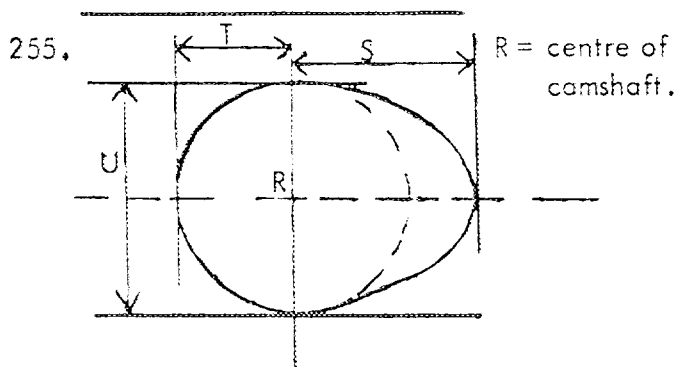


ENGINE ACCESSORIES

- 230. Fuel pump : mechanical ~~and/or electric~~
- 231. No fitted 1
- 232. Type of ignition system COIL
- 233. No of distributors 1
- 234. No of ignition coils 1
- 235. No of spark plugs per cylinder 1
- 236. Generator, type : ~~dynamo~~/alternator - number fitted 1
- 237. Method of drive BELT DRIVEN
- 238. Voltage of generator 12 volts
- 239. Battery, number 1
- 240. Location ENGINE COMPARTMENT, LEFT FRONT
- 241. Voltage of battery 12 volts

ENGINE AND CAR PERFORMANCES (as declared by manufacturer in catalogue)

- 250. Max. engine output 118 (type of horsepower:SAE) at 5.800 rpm
- 251. Maximum rpm 5.800 output at that figure 118 SAE
- 252. Maximum torque 17,0 at KGM SAE 3.500 rpm
- 253. Maximum speed of the car km/hour miles/hour



<u>Inlet cam</u>			
S =	21,3	mm	0,839 inches
T =	14,6	mm	0,575 inches
U =	29,418	mm	1,158 inches
<u>Exhaust cam</u>			
S =	21,3	mm	0,839 inches
T =	14,6	mm	0,575 inches
U =	29,418	mm	1,158 inches



DRIVE TRAIN
CLUTCH

- 260. Type of clutch DRY DISC
- 261. No of plates 1
- 262. Dia. of clutch plates 21,6 cm inches
- 263. Dia. of linings, inside 14,0 cm in. outside 21,6 cm in.
- 264. Method of operating clutch MECHANICAL

GEAR BOX (photograph H)

- 270. Manual type, make VOLVO M 40 Method of operation
- 271. No of gear-box ratios forward 4
- 272. Synchronized forward ratios 4
- 273. Location of gear-shift CENTRE FLOOR LEVER
- 274. Automatic, make type
- 275. No of forward ratios
- 276. Location of gear-shift

277.	Manual		Automatic		Alternative manual/automatic			
	Ratio	No teeth	Ratio	No teeth	Ratio	No teeth	Ratio	No teeth
1	3,13:1	33:15			2,62:1	33:15		
2	1,99:1	28:20			1,67:1	28:20		
3	1,36:1	22:23			1,24:1	23:22		
4	1:1				1:1			
5								
6								
reverse	3,25:1	32:19			3,25:1	32:19		

- 278. Overdrive, type
- 279. Forward gears on which overdrive can be selected
- 280. Overdrive ratio

FINAL DRIVE

- 290. Type of final drive HYPOID
- 291. Type of differential RIGID AXLE
- 292. Type of limited slip differential (if fitted)
- 293. Final drive ratio 4,56:1 4,88:1
- Number of teeth 41:9 39:8

Make VOLVO

Model 122 S

F.I.A. Rec.No

IMPORTANT - The conformity of the car with the following items of the present recognition form is to be disregarded during the scrutineering, when the vehicle has been entered in group 2 (Touring cars) or 3 (Grand Touring cars): 41, 72, 80, 91, 142, 143, 144, 145, 146, 153, 156, 157, 160, 161, 162, 163, 164, 182, 186, 187, 188, 189, 201, 202, 203, 212, 213, 215, 216, 222, 225, 230, 236, 250, 251, 252, 253, 255, and photographs I, M and N, and page 4.

During the scrutineering of cars entered in group 4 (Sportcars) only the following items of the present recognition form are to be taken into consideration: 1, 2, 3, 9, 20, 21, 22, 23, 24, 25, 26, 70, 71, 78, 79, 90, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 147, 148, 149, 150, 158, 159, 170, 171, 172, 173, 185, 200, 270, 271, 274, 275, 290, 291, 292 and photographs A, B, D, E, F, G, H, J, K and O.

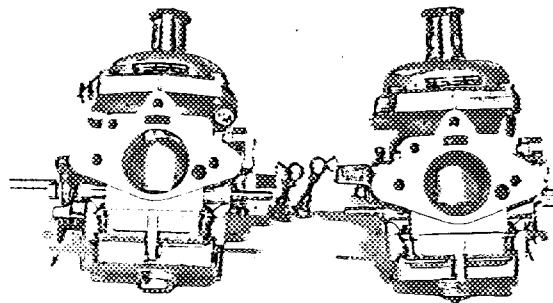
Optional equipment affecting preceding information. This to be stated together with reference number.

CONCERNS GROUP I ONLY

CARBURETTOR

ZENITH - STROMBERG

175 OD - 2 SE



Front 237437

Rear 237438

FINAL DRIVE RATIO 4,10:1 273126

NUMBER OF TEETH 41:10

LIMITED SLIP DIFFERENTIAL SPILER/DANA "POWER-LOK" 384479

DISC WHEELS 668280

RIM DIAMETER 381 mm 15 inches

RIM WIDTH 114 mm 4 1/2 inches



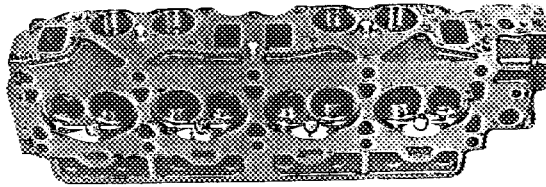
Make VOLVO

Model 122 S

F.I.A. Rec.No.

CONCERNS GROUP II

Cylinder head



419894





F. I. A. Recognition No.
FIA Identifieringskort Nr

KUNGL AUTOMOBIL KLUBBEN
THE ROYAL SWEDISH AUTOMOBILE CLUB

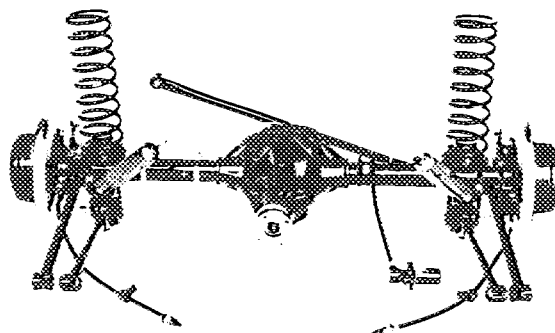
Form of Recognition (normal development of original vehicle type)
Identifieringskort (normal utveckling av vagnstypen)

valid from gällande fr. o. m.		upon documentation delivered by the manufacturer. på grundval av från tillverkaren lämnade uppgifter.
Make Märke	VOLVO	
Previously recognized type, to which this extension refers Tidigare klassad typ, till vilken denna utökning hänföres	122S	
Date when the first vehicles in this stage of development were manufactured Tillverkningsdatum för de första fordonen av denna vidareutveckling		1st of May, 1970
Serial No. of the type inaugurating this extension Nummerserie för denna utvecklade typ		
The Modellen	recognized in Category , klassad i kategori	GROUP I
by the F.I.A. on the av FIA den	1st of January, 1970	List Lista 70/1
development of the original vehicle type. utveckling av vagnstypen		as a normal som normal

Stamp and signature of the F.I.A.
FIA:s signatur och stämpel

DESCRIPTION OF MODIFICATIONS HAVING LED TO THIS RECOGNITION
BESKRIVNING AV DE ÄNDRINGAR, SOM LETT TILL DENNA KLASSNING

CONCERNS GROUP II ONLY



Rear axle with disc brakes

SVENSKA BILKÖRBUNDET
THE SWEDISH AUTOMOBILE ASSOCIATION

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F. I. A. Recognition No.
 FIA Identifieringskort Nr 5313/1/15
 GR II

KUNGL AUTOMOBIL KLUBBEN
 THE ROYAL SWEDISH AUTOMOBILE CLUB

Form of Recognition (normal development of original vehicle type)
Identifieringskort (normal utveckling av vagnstypen)

valid from gällande fr. o. m. 1/4/70 - List 70/4 upon documentation delivered by the manufacturer. på grundval av från tillverkaren lämnade uppgifter.

Make Märke VOLVO

Previously recognized type, to which this extension refers Tidigare klassad typ, till vilken denna utökning hänföres Volvo 122S

Date when the first vehicles in this stage of development were manufactured Tillverkningsdatum för de första fordonen av denna vidareutveckling 1st of February, 1970

Serial No. of the type inaugurating this extension Nummerserie för denna utvecklade typ 133341312500

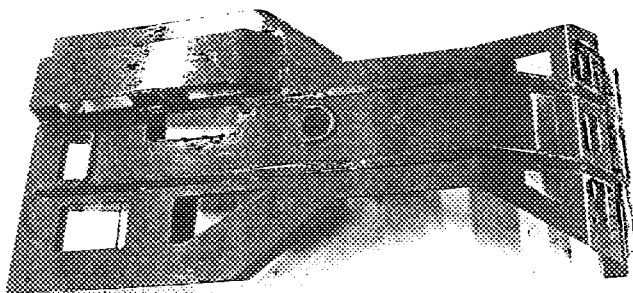
The Modellen 122S recognized in Category klassad i kategori Group I

by the F.I.A. on the av FIA den 1st of January, 1970 List Lista 70/1 as a normal som normal

development of the original vehicle type. utveckling av vagnstypen

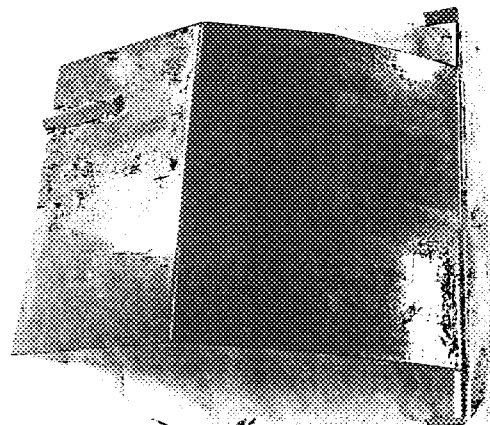
Stamp and signature of the F.I.A.
 FIA:s signatur och stämpel

DESCRIPTION OF MODIFICATIONS HAVING LED TO THIS RECOGNITION
BESKRIVNING AV DE ÄNDRINGAR, SOM LETT TILL DENNA KLASSNING



Protection plate - front, steel Part No. 552107
 Skyddsplåt - främre, stål Det. Nr. 552107

Same as above - of aluminium Part No. 552111
 Som ovan - av aluminium Det. Nr. 552111



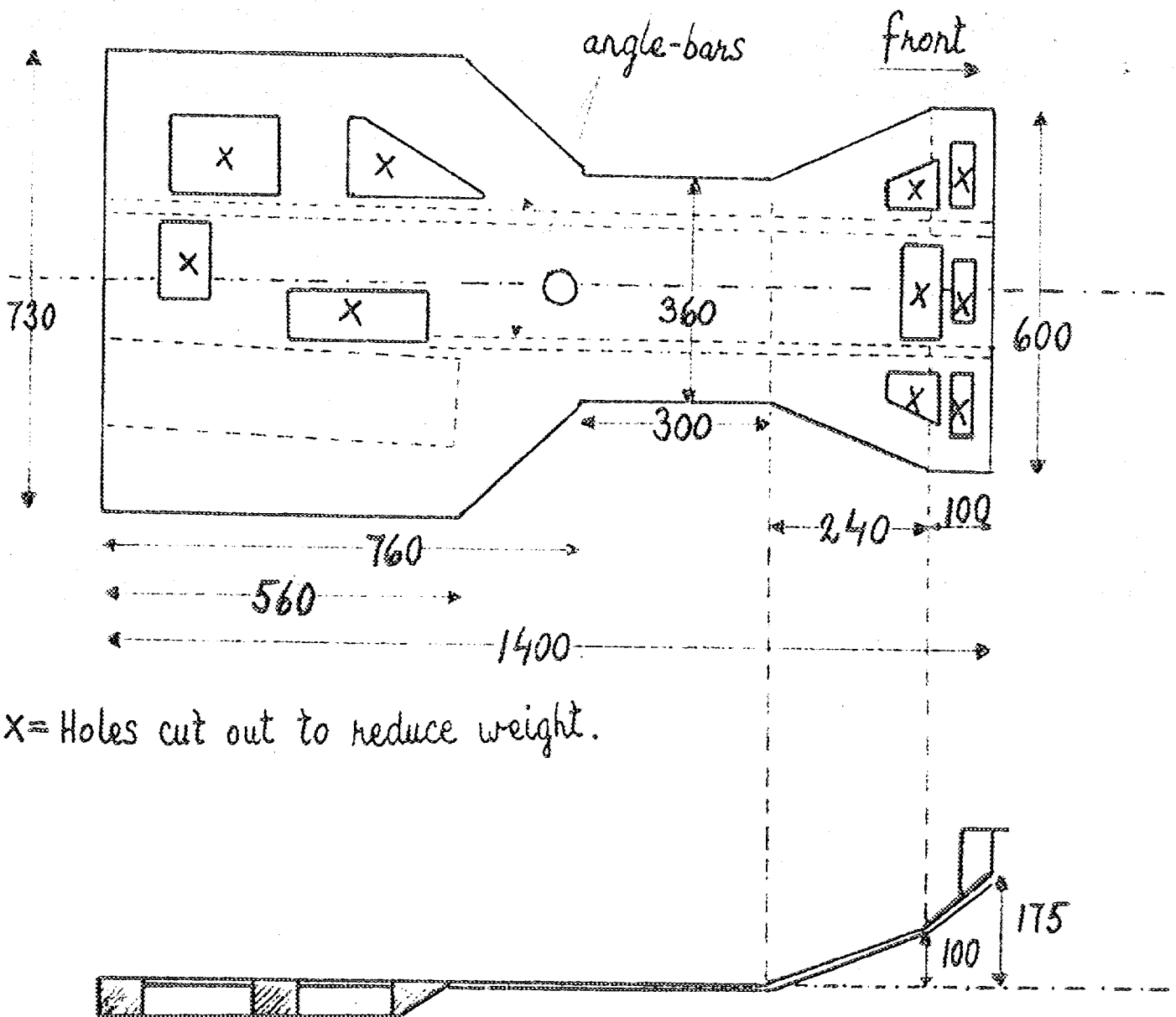
Protection plate - rear, steel Part No. 552108
 Skyddsplåt - bakre, stål Det. Nr. 552108

Same as above - of aluminium Part No. 552112
 Som ovan - av aluminium Det. Nr. 552112

[Handwritten signature]

[Faint circular stamp]

PROTECTION PLATE, FRONT VOLVO 122S



Two angle-bars — 25 x 25 x 4 mm — welded alongside bottom of protection plate.

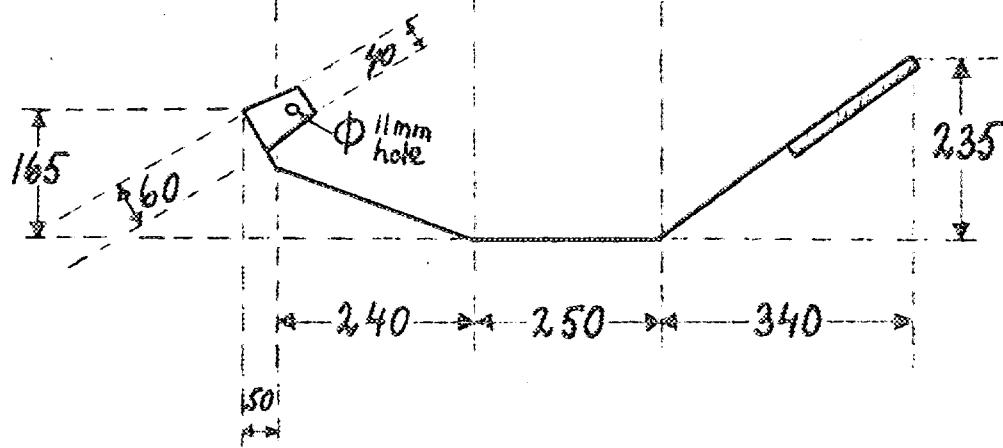
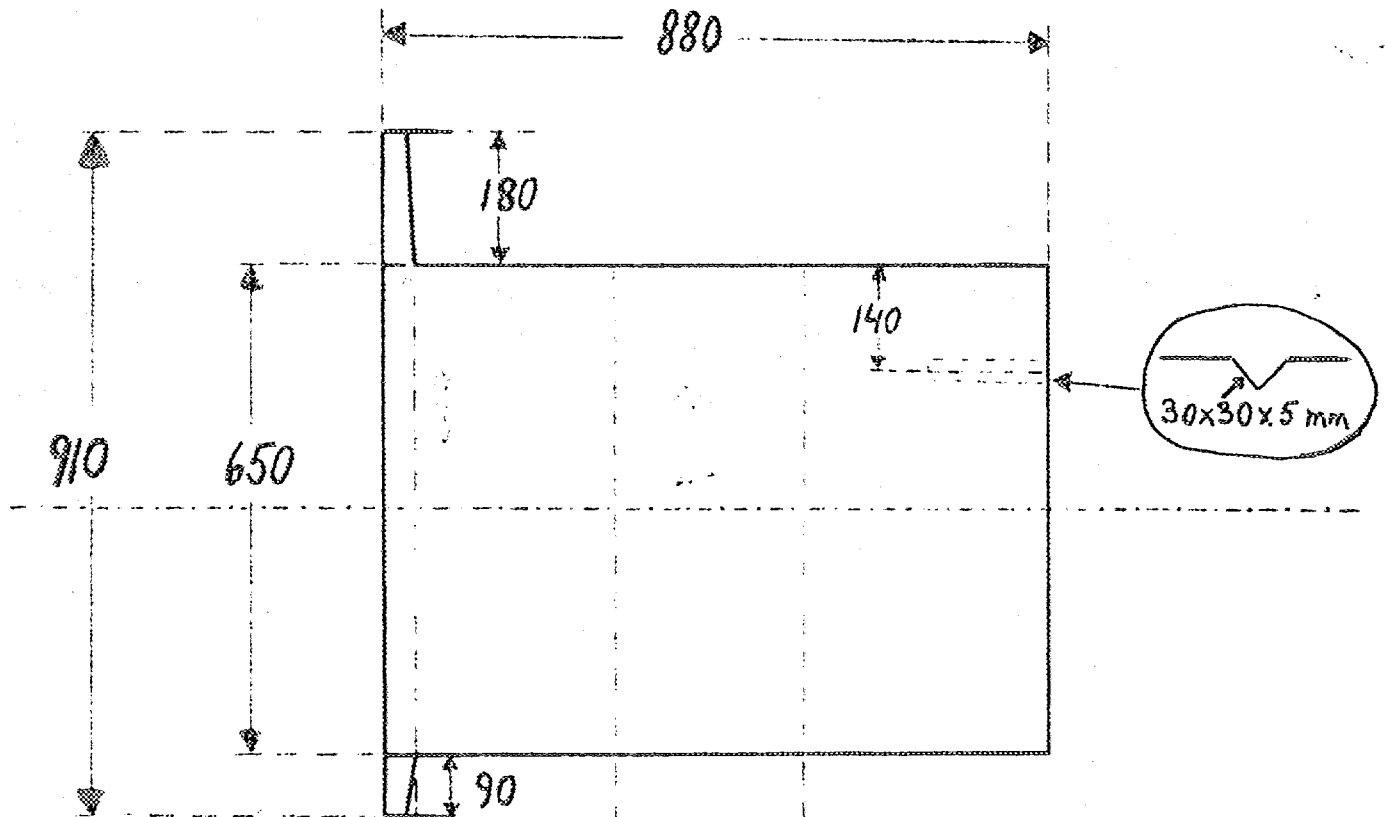
Material: 4 mm steel-plate.

Weight: 31 kilos.

Scale: 1:10

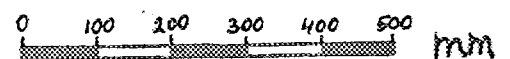


PROTECTION PLATE, REAR VOLVO 122 S



Material: 5 mm steel-plate.
 Weight: 33 1/2 kilos.

Scale: 1:10

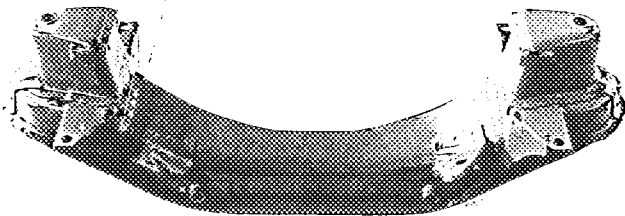


Form of Recognition (Normal development of original vehicle type)

Identifieringskort (Normal utveckling av vagnstypen)

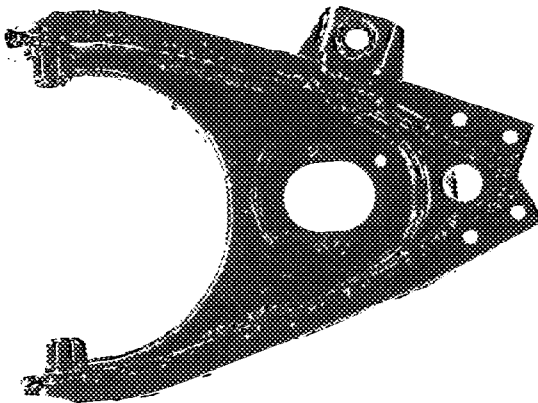
No. Nr	Make Märke	VOLVO	Type Typ	Volvo 122S
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Photographic documentation
Fotografier



Front axle cross-member
Framaxelbalk

PartNo. 525781
Det. Nr.



Lower wishbone - LEFT
Nedre länkarm - VÄNSTER

PartNo. 552133
Det. Nr.

Handwritten signature and circular stamp.

Stockholm den

27/2 1970

KUNGL AUTOMOBIL KLUBBEN

SVENSKA BILSPORTFÖRBUNDET

THE SWEDISH AUTOMOBILE-SPORT FEDERATION

Handwritten signature.



F. I. A. Recognition No.
FIA Identifieringskort Nr

5313
2/2U
Gr II

KUNGL AUTOMOBIL KLUBBEN
THE ROYAL SWEDISH AUTOMOBILE CLUB

Form of Recognition (normal development of original vehicle type)
Identifieringskort (normal utveckling av vagnstypen)

valid from
gällande fr. o. m.

1/1/71 - 71/1

upon documentation delivered by the manufacturer,
på grundval av från tillverkaren lämnade uppgifter.

Make
Märke

VOLVO

Previously recognized type, to which this extension refers
Tidigare klassad typ, till vilken denna utökning hänföres

122S

Date when the first vehicles in this stage of development were manufactured
Tillverkningsdatum för de första fordonen av denna vidareutveckling

1st of May, 1970

Serial No. of the type inaugurating this extension
Nummerserie för denna utvecklade typ

The
Modellen

recognized in Category
, klassad i kategori

GROUP I

by the F.I.A. on the
av FIA den

1st of January, 1970

List
Lista 70/1

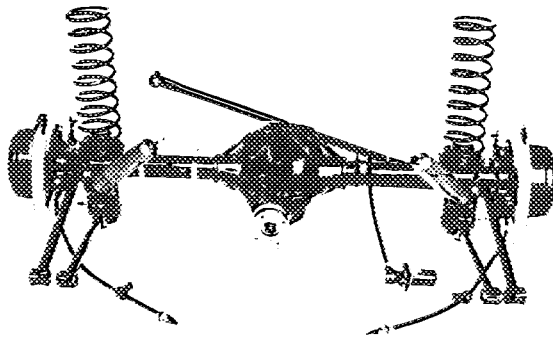
as a normal
som normal

development of the original vehicle type.
utveckling av vagnstypen

Stamp and signature of the F. I. A.
FIA:s signatur och stämpel

DESCRIPTION OF MODIFICATIONS HAVING LED TO THIS RECOGNITION
BESKRIVNING AV DE ÄNDRINGAR, SOM LETT TILL DENNA KLASSNING

CONCERNS GROUP II ONLY



Rear axle with disc brakes

SVENSKA BILSPORTFÖRBUNDET
THE SWEDISH AUTOMOBILE-SPORT FEDERATION



F. I. A. Recognition No. **5313**
 FIA Identifieringskort Nr **3/3V**

KUNGL. AUTOMOBIL KLUBBEN
 THE ROYAL SWEDISH AUTOMOBILE CLUB

Form of Recognition (normal development of original vehicle type)
Identifieringskort (normal utveckling av vagnstypen)

valid from APRIL 1st 1972 upon documentation delivered by the manufacturer.
 gällande fr. o. m. APRIL 1st 1972 på grundval av från tillverkaren lämnade uppgifter.

Make VOLVO
 Märke VOLVO

Previously recognized type, to which this extension refers VOLVO 122 S (FIA Recognition No. 5313)
 Tidigare klassad typ, till vilken denna utökning hänföres VOLVO 122 S (FIA Recognition No. 5313)

Date when the first vehicles in this stage of development were manufactured
 Tillverkningsdatum för de första fordonen av denna vidareutveckling _____

Serial No. of the type inaugurating this extension 312500
 Nummerserie för denna utvecklade typ _____

The VOLVO 122 S recognized in Category GROUP I
 Modellen VOLVO 122 S, klassad i kategori: GROUP I

by the F.I.A. on the January 1st 1970 List 70/1 as a normal
 av FIA den January 1st 1970 Lista 70/1 som normal

development of the original vehicle type.
 utveckling av vagnstypen _____

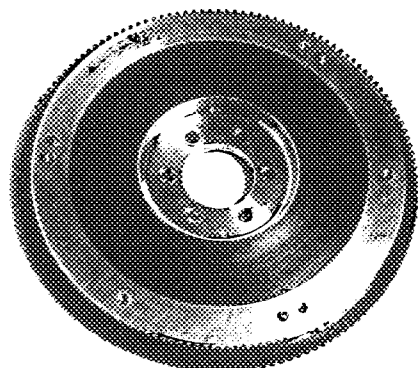
VALID AS FROM 1/5/72

Stamp and signature of the F.I.A.
 FIAs signatur och stämpel

DESCRIPTION OF MODIFICATIONS HAVING LED TO THIS RECOGNITION
 BESKRIVNING AV DE ÄNDRINGAR, SOM LETT TILL DENNA KLASSNING

Concerns Group II

Flywheel, Part No. 552840
 Weight: 3.8 kgs
 Material: Aluminium



Stamp and signature of the F.I.A. official