



# **IAME**<sup>®</sup> BELGIUM





# TECHNICAL REGULATIONS 2024

## IAME SERIES BENELUX 2024

The series Technical Regulations has been approved by the Royal Automobile Club Belgium on 01/03/2024 with visa number T01-ISBNL/B24.

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## 1. GENERAL PRESCRIPTIONS

### 1.1 Dispositions

Any modification or addition to the engine and/or its accessories are forbidden unless expressly authorized.

By modification, IAME means any operation likely to change the initial appearance and dimensions of an original part. It is absolutely forbidden to transform the internal configuration of the original engine by polishing, removing or adding material.

Any modification and/or assembly resulting in the distortion of a value and/or its control is forbidden.

Drivers and entrants and are responsible for the conformity of their equipment.

The machining, assembly and adjustment tolerances indicated on the manufacturer, homologation or technical data sheets refer exclusively to manufacturing tolerances. However, it is absolutely forbidden to carry out any work on the engine and/or its accessories, even if the dimensional characteristics fall within the limits prescribed by the tolerances.

The current homologation, manufacturer and technical data sheets are listed in the technical reference document IAME Séries BENELUX DR 2024 at the current index.

They form an integral part of these technical regulations and their appendices.

For all points not covered by these technical regulations and their appendices, the current FIA Karting technical regulations and appendices will apply.

Conformity checks are carried out by the IAME SERIES BENELUX technical control team in collaboration with the Federation's team of technical scrutineers. It is the latter, and it alone, that draws up any statements of non-conformity.

The promoter of the IAME SERIES BENELUX may take part in the technical inspections and have access to the data collected, which may not be communicated to third parties (except to the Federation and/or IAME S.p.a.S.U).

During technical inspections, the only absolute and indisputable benchmarks are:

- These Technical Regulations and their appendices
- The approved homologation lists, manufacturer and/or technical data sheets
- Comparison with a reference part
- FIA Karting Technical Regulations and appendices

In case of a dispute during a technical inspection, the disputed parts may be withheld and sealed for dispatch by the organization to IAME S.p.a.S.U., which will carry out an in-plant appraisal.

**The expertise of the IAME takes precedence over any disputes regarding the above-mentioned elements.** The final decision will be taken by the Sporting Commission following the expert reports received.

Engines must be marked with the serial numbers engraved by the IAME S.p.a.S.U factory, unless an exception is authorised by IAME-Belgium (e.g. changing the crankcases).

For the Mini-Rookie & Mini, KA100, X30 Junior / Senior / Senior cup / Master / Gentleman categories, only cylinders with original "**IAME**" marking on the sealing surfaces and with a liner retention pin are **authorized**.



These engines must be accompanied by a completed and authenticated passport in accordance with **Appendix 7** of the Technical Regulations (**Rules for the use of engines**).

**1 "Race"** engine and **1 "Reserve"** engine are authorised per event.

Engines must be sealed with a numbered IAME seal issued by "IAME-Belgium" or "IAME Netherlands" (IAME Séries RT Appendix N°04) from qualifying practice until the end of the event.

By sealing an engine, the authorized dealer (or the team manager in the case of a foreign driver) undertakes to ensure that it complies perfectly with the regulations.

The "race" engine passport is presented at the time of registration. It is checked that the engine serial and seal numbers are indicated on the "engine passport", which is kept for the duration of the event by scrutineering.

**From qualifying practice onwards, the choice of "Race" engine is final.**

In case of engine failure(s) or significant problems with the power unit, drivers wishing to use their "reserve" engine must show the damaged engine at the technical inspection to make sure that it is no longer in workin. (engine failure or significant problems with the power unit).

The RACB technical delegate is the only person who can authorise the use of the reserve engine.

With confirmation from the RACB technical delegate, the reserve engine is registered and the passport is kept at scrutineering.

The replaced engine is kept by scrutineering until the end of the meeting.  
It may be checked in the presence of the dealer concerned.

From qualifying practice onwards, any removal of the seal from an engine in the absence of a scrutineer is forbidden and will be subject to a finding of non-compliance.

### **IMPORTANT :**

In case of non-conformity of the sealed part of the engine :

The Stewards of the Meeting will take decisions that may go as far as disqualifying the driver concerned from the meeting.

The dealer carrying out the maintenance will be held liable.

The dealer's licence may be suspended after an analysis of the seriousness of the offence.

Each driver must provide a space on the bodywork of his kart reserved for the sponsors of the IAME SERIES BENELUX.

### **1.2 Drivers equipments**

All drivers must wear a full set of valid FIA KARTING according Technical Karting safety equipment.

- A helmet with effective and unbreakable eye protection.



The recognised standards for "karting" helmets are available in Appendix N°3 of the IAME BENELUX Series Technical Regulations.

- A valid FIA KARTING homologated race suit  
Appendix N°6 of the IAME BENELUX Series Technical Regulations
- A pair of gloves with full hand coverage
- High boots/shoes that cover the ankles
- Rib protectors are compulsory in all categories.  
The "FIA KARTING" approved model is recommended.
- A neck protector is mandatory in the Mini-Rookie and Mini categories.

### 1.3 Applicable text

In the event of any discrepancy in the interpretation of these rules, the French text shall prevail.

### 1.4 Data protection

The use of any data-recording device whatsoever on a tablet, computer, telephone, etc. .... as well as the taking of photographs or the recording of videos are strictly forbidden in the start service park, finish service park and parc fermé. **The organiser / promotor is allowed to do so.**

### 1.5 Fuel & Lubricants

The only fuel authorised is standard petrol E5 (SP 98), EN 228 standard, from the service station prescribed for each event, with no additives other than oil for engine lubrication.

The organisation will designate and communicate the compulsory service station (IAME Séries TR appendix N°02) where the reference sample will be taken for control purposes by comparing the mixture used with the reference mixture (IAME Séries TR appendix N°01).

The only permitted lubricants are :

#### **WLADOIL K2T**

- *Categories Mini-Rookie & Mini* → *Authorized mixture : 4 à 6 %*
- *Categories X30* → *Authorized mixture : 5 à 6 %*

#### **MOTUL KART GP 2T**

- *Categories KA100* → *Authorized mixture : 5 à 6 %*

The percentage used must be precisely written on the registration form which must be returned during the technical registration.

If the values are exceeded in relation to the reference mixture sample, a statement of non-conformity will be issued (IAME Séries TR appendix N°01).

The control device used is the DIGATRON "fuel tester".



The organiser reserves the right to ask competitors to empty their tanks and use the fuel supplied by the organisation, which will be E5 (SP 98), from the reference service station, without any complaints being accepted.

In this case, the fuel will be mixed in the service park under the supervision of a scrutineer by the driver or the mechanic, who must use an oil can, sealed with its original cap.

## 1.6 Tires

### 1.6.1 Common applications

Tires (slicks and wets tires) must be purchased from an approved "IAME-Belgium" dealer or from the promoter of the "IAME BENELUX Series".

### 1.6.2 Special clause

Tires must be used as delivered by the supplier.

Any treatments or manipulations that could change the characteristics of tires are strictly forbidden

All devices for collecting and transmitting tire pressure and tire temperature are strictly forbidden in all categories, from Friday morning onwards at each event.

The "MiniRAELite" measuring device is used to check that the tires are not been modified.

If there are any doubts about the possible treatment of tires, the technical delegate may measure the hardness of the tires concerned, and make comparisons with tires from the same batch as that is used for the event. The VOC measurement of tyres must not exceed **5 ppm (maximum limit value)** under any circumstances.

**Note:** Tyre pollution (e.g. unsuitable product, chain spray, fuel, etc.) must be avoided as it can cause variation to the value to be exceeded.

Tyres must be at ambient temperature when entering the parc fermé.

If the check reveals that the tyres do not comply with the regulations, the driver concerned will not be allowed to access to the Pre-Grid and consequently will not take part in the corresponding part of the competition.

The organisers of the IAME SERIES BENELUX reserve the right to place any tyres in the Parc Ferme (tire parc) without prior notice.

- ! A driver who notices a tire(s) defect, during collecting and/or mounting the tire(s), must inform the tires manager immediately.
  
- ! A driver who notes a difference in the circumference, for the same reference and type of tire, of 15 mm or more at during collecting and/or mounting the tire(s), must inform the tires manager immediately. The driver may request that the tire must be replaced.

These provisions only apply to registered tyres that have not yet been used.



### 1.6.3 Specific applications

#### 1.6.3.1 X30 Mini-Rookie

Slicks: Komet K1D-M

Wets: NOT ALLOWED

Number of tires: (Per event)

##### **SLICKS**

- 2 front tires and 2 rear tires
- 1 reserve tire (Front or rear)

Slick tires ("Race")

- Drivers must purchase a voucher from their respective dealer.

During collection and scanning the race tires the driver must handover the voucher. The driver receives a set of tires from the same batch.

From Qualifying session onwards the scanned race tires are mandatory to use.

Slick tires ("Reserve"):

- In case drivers needs to have a reserve slick tire, they must purchase a voucher from their respective dealer.

With this voucher the reserve slick tire can be collect and will be scanned.

This reserve tyre can only be distributed and registered after Qualifying practice.

Slick tires ("Free practice")

- From the (official) free practice session onwards, tires may be used freely, but as specified in the regulations for the category.
- The organiser will check this before the start of each session.

#### 1.6.3.2 X30 Mini

Slicks: Komet K1D-M

Wets: Komet K1D-W

Number of tires: (Per event)

##### **SLICKS**

- 2 front tires and 2 rear tires
- 1 reserve tire (Front or rear)

##### **WETS**

- 2 front tires and 2 rear tires
- 1 reserve tire (Front or rear)

**Slick race tires ("Race")**

- Drivers must purchase a voucher from their respective dealer.





During collection and scanning the race tires the driver must handover the voucher. The driver receives a set of tires from the same batch.

From Qualifying session onwards the scanned race tires are mandatory to use.

### **Slick race tires ("Reserve")**

- In case drivers need to have a reserve slick tire, they must purchase a voucher from their respective dealer.  
With this voucher the reserve slick tire can be collected and will be scanned.  
This reserve tyre can only be distributed and registered/scanned after Qualifying practice.

### **Slick tires ("Free practice")**

- For Free Practice and Official Free Practice, tires may be used freely but as specified in the regulations for the category.
- They will be checked before each start.

For official practice and warm-up (if a warm-up is scheduled), tires are free, but as specified in the regulations for the category.

### **Wet race tires**

At each IAME Séries Benelux event, drivers are required to register/scan a new set of wet race tires. Sets of unused wet race tires at previous "IAME Benelux Series 2024" events can be registered/scanned again during the 2024 series.

Wet race tires must be registered/scanned at the same time as slick tires must be registered/scanned. No exceptions will be allowed.

From Qualifying session onwards the scanned wet tires are allowed to use if the session or race has been declared "WET" by the Race Director.

### **Reserve Wet race tires**

For "reserve" wet race tires, drivers must purchase a "reserve Wet tire(s)" voucher in time from their respective dealer.

This voucher allows them to collect the spare tire(s) from the organization, which will be registered. This reserve tire can only be distributed and registered/scanned after Qualifying practice. The tire can be used only when it is registered/scanned.

### **Wet tires free practice**

The tires used in Free Practice and Official Free Practice are those as prescribed for the category. These tires may be supplied by drivers, or purchased from their respective dealers.

For official practice and warm-up (if a warm-up is scheduled), tires are free, of the same brand and type those as prescribed for the category.

#### **1.6.3.3 X30 JUNIOR**

Slicks: Komet K3H

Wets: Komet K1W



Number of tires: (Per event)

### **SLICKS**

- 2 front tires and 2 rear tires
- 1 reserve tire (Front **or** rear)

### **WETS**

- 2 front tires and 2 rear tires
- 2 reserve tire (Front/rear) free to choose

### **Slick race tires ("Race")**

- Drivers must purchase a voucher from their respective dealer.

During collection and scanning of the race tires the driver must handover the voucher. The driver receives a set of tires from the same batch.

From Qualifying session onwards the scanned race tires are mandatory to use.

### **Slick race tires ("Reserve")**

In case drivers need to have a reserve slick tire, they must purchase a voucher from their respective dealer.

With this voucher the reserve slick tire can be collected and will be scanned.

This reserve tyre can only be distributed and registered/scanned after Qualifying practice.

### **Slick tires ("Free practice")**

For Free Practice and Official Free Practice, tires may be used freely but as specified in the regulations for the category.

They will be checked before each start.

For official practice and warm-up (if a warm-up is scheduled), tires are free, but as specified in the regulations for the category.

### **Wet race tires**

At each IAME Séries Benelux event, drivers are required to register/scan a new set of wet race tires. Sets of unused wet race tires at previous "IAME Benelux Series 2024" events can be registered/scanned again during the 2024 series.

Wet race tires must be registered/scanned at the same time as slick tires must be registered/scanned. No exceptions will be allowed.

From Qualifying session onwards the scanned wet tires are allowed to use if the session or session has been declared "**WET**" by the Race Director.

### **Reserve Wet race tires**

For "reserve" wet race tires, drivers must purchase a "reserve Wet tire(s)" voucher in time from their respective dealer.

This voucher allows them to collect the spare tire(s) from the organization, which will be registered.

This reserve tire can only be distributed and registered/scanned after Qualifying practice. The tire can be used only when it is registered/scanned.

### **Wet tires free practice**



The tires used in Free Practice and Official Free Practice are those as prescribed for the category.

These tires may be supplied by drivers, or purchased from their respective dealers.

For official practice and warm-up (if a warm-up is scheduled), tires are free, of the same brand and type those as prescribed for the category.

#### 1.6.3.4 X30 SENIOR

Slicks: Komet K3M

Wets: Komet K1W

Number of tires: (Per event)

##### **SLICKS**

- 2 front tires and 2 rear tires
- 2 reserve tire (Front/rear) free to choose

##### **WETS**

- 2 front tires and 2 rear tires
- 2 reserve tire (Front/rear) free to choose

##### **Slick race tires ("Race")**

- Drivers must purchase a voucher from their respective dealer.

During collection and scanning the race tires the driver must handover the voucher. The driver receives a set of tires from the same batch.

From Qualifying session onwards the scanned race tires are mandatory to use.

##### **Slick race tires ("Reserve")**

In case drivers need to have a reserve slick tire, they must purchase a voucher from their respective dealer.

With this voucher the reserve slick tire can be collected and will be scanned.

This reserve tyre can only be distributed and registered/scanned after Qualifying practice.

##### **Slick tires ("Free practice")**

For Free Practice and Official Free Practice, tires may be used freely but as specified in the regulations for the category.

They will be checked before each start.

For official practice and warm-up (if a warm-up is scheduled), tires are free, but as specified in the regulations for the category.

##### **Wet race tires**

At each IAME Séries Benelux event, drivers are required to register/scan a new set of wet race tires. Sets of unused wet race tires at previous "IAME Benelux Series 2024" events can be registered/scanned again during the 2024 series.



Wet race tires must be registered/scanned at the same time as slick tires must be registered/scanned. No exceptions will be allowed.

From Qualifying session onwards the scanned wet tires are allowed to use if the session or session has been declared "**WET**" by the Race Director.

### **Reserve Wet race tires**

For "reserve" wet race tires, drivers must purchase a "reserve Wet tire(s)" voucher in time from their respective dealer.

This voucher allows them to collect the spare tire(s) from the organization, which will be registered.

This reserve tire can only be distributed and registered/scanned after Qualifying practice. The tire can be used only when it is registered/scanned.

### **Wet tires free practice**

The tires used in Free Practice and Official Free Practice are those as prescribed for the category.

These tires may be supplied by drivers, or purchased from their respective dealers.

For official practice and warm-up (if a warm-up is scheduled), tires are free, of the same brand and type those as prescribed for the category.

#### **1.6.4.5 X30 SENIOR CUP, MASTER, GENTLEMAN**

Slicks: Komet K3M

Wets: Komet K1W

Number of tires: (Per event)

#### **SLICKS**

- 2 front tires and 2 rear tires
- 1 reserve tire (Front **or** rear)

#### **WETS**

- 2 front tires and 2 rear tires
- 2 reserve tire (Front/rear) free to choose

#### **Slick race tires ("Race")**

- Drivers must purchase a voucher from their respective dealer.

During collection and scanning the race tires the driver must handover the voucher. The driver receives a set of tires from the same batch.

From Qualifying session onwards the scanned race tires are mandatory to use.

#### **Slick race tires ("Reserve")**

In case drivers need to have a reserve slick tire, they must purchase a voucher from their respective dealer.

With this voucher the reserve slick tire can be collected and will be scanned.

This reserve tyre can only be distributed and registered/scanned after Qualifying practice.



### **Slick tires** ("Free practice")

For Free Practice and Official Free Practice, tires may be used freely but as specified in the regulations for the category.

They will be checked before each start.

For official practice and warm-up (if a warm-up is scheduled), tires are free, but as specified in the regulations for the category.

### **Wet race tires**

At each IAME Séries Benelux event, drivers are required to register/scan a new set of wet race tires. Sets of unused wet race tires at previous "IAME Benelux Series 2024" events can be registered/scaned again during the 2024 series.

Wet race tires must be registered/scaned at the same time as slick tires must be registered/scaned. No exceptions will be allowed.

From Qualifying session onwards the scaned wet tires are allowed to use if the session or session has been declared "**WET**" by the Race Director.

### **Reserve Wet race tires**

For "reserve" wet race tires, drivers must purchase a "reserve Wet tire(s)" voucher in time from their respective dealer.

This voucher allows them to collect the spare tire(s) from the organization, which will be registered.

This reserve tire can only be distributed and registered/scaned after Qualifying practice. The tire can be used only when it is registered/scaned.

### **Wet tires free practice**

The tires used in Free Practice and Official Free Practice are those as prescribed for the category.

These tires may be supplied by drivers, or purchased from their respective dealers.

For official practice and warm-up (if a warm-up is scheduled), tires are free, of the same brand and type those as prescribed for the category.

#### **1.6.5.6 KA-100 (148), KA-100(158)**

Slicks: Komet K3H

Wets: MG SW

Number of tires: (Per event)

#### **SLICKS**

- 2 front tires and 2 rear tires

#### **WETS**

- 2 front tires and 2 rear tires

#### **Slick race tires ("Race")**

- Drivers must purchase a voucher from their respective dealer.



During collection and scanning the race tires the driver must handover the voucher. The driver receives a set of tires from the same batch.

From Qualifying session onwards the scanned race tires are mandatory to use.

### **Slick tires** ("Free practice")

For Free Practice and Official Free Practice, tires may be used freely but as specified in the regulations for the category.

They will be checked before each start.

For official practice and warm-up (if a warm-up is scheduled), tires are free, but as specified in the regulations for the category.

### **Wet race tires**

At each IAME Séries Benelux event, drivers are required to register/scan a new set of wet race tires. Sets of unused wet race tires at previous "IAME Benelux Series 2024" events can be registered/scanned again during the 2024 series.

Wet race tires must be registered/scanned at the same time as slick tires must be registered/scanned. No exceptions will be allowed.

From Qualifying session onwards the scanned wet tires are allowed to use if the session or session has been declared "**WET**" by the Race Director.

### **Wet tires free practice**

The tires used in Free Practice and Official Free Practice are those as prescribed for the category.

These tires may be supplied by drivers, or purchased from their respective dealers.

For official practice and warm-up (if a warm-up is scheduled), tires are free, of the same brand and type those as prescribed for the category. (KOMET K1W is allowed to use)



## 2. PRESCRIPTIONS PER CATEGORY

### 2.1 X30 Mini Rookie & X30 Mini

Minimum weight: **Mini-Rookie** (including driver and race gear): **105kg**

Minimum weight: **Mini** (including driver and race gear): **110kg**

#### 2.1.1 Engine, accesories and equipement

The PARILLA PV60 MINI-SWIFT, version 2007, is the only authorized engine. (Document manufacturer N°399 at current index).

It must comply with the current manufacturers data sheet and be used with all original accessories listed on the manufacturers data sheet, unless otherwise specified in these regulations.

**Cylinders with iron liner retention pins and IAME-marked sealing surfaces are the only ones permitted.**

No transformation, improvement, addition, removal of material or polishing of any part of the engine or its accessories is permitted.

**Exception:** The aluminum chain guard can be modified without compromising safety, to allow easy removal of the chain.

Only original IAME spare parts may be used for engine maintenance.

Minimum squish measured at any point and at any time: 0.75mm / 0.85mm Maximum

Squish control performed with a "60/40" tin/lead alloy wire (brand WURTH Ref: N°0987-113) Ø 1.5 mm +0.05 / - 0.1 following the method described in appendix 12 of the IAME INTERNATIONAL SERIES.

Cylinder gasket thickness must be between 0.25 and 0.45mm and can be obtained by stacking gaskets of 0.05, 0.10, 0.20, 0.40mm thickness to achieve the required squish value. Only original IAME gaskets are permitted.

An additional IAME ground cable is authorized.

#### **Clutch – Transmission :**

The centrifugal clutch must engage fully and roll the kart at a speed of 4500 rpm with a tolerance of + 500 rpm maximum at all times during the event (start and finish).

Checks will be carried out in the pre-grid and/or in the park Assistance finish (driver on board)  
In case of a pre-grid check, any driver failing to comply with this rule will not be allowed to start.

In case of a check in the finish area, any driver failing to comply with this rule will be issued with a statement of technical non-conformity. The lap counter used for checks is from the brand Alfano.

#### **The only authorized references are :**

- Clutch Drum -> A-61550US
- Clutch -> A-61843



The O-ring seal between the clutch drum and the clutch hub is compulsory.

The inside of the clutch drum and the linings must be free from any traces of grease, lubricants or other substances.

Transmission ratio of 0.1388 compulsory.

(Original IAME 10-teeth drive sprocket and 72-teeth rear sprocket is required).

### **Exhaust connection:**

Mini-Rookie:

The exhaust connection with integrated restrictor of  $\varnothing$  18.00 mm maximum is the only one authorised. (Manufacturers datasheet No. 399)

No polishing, no modification of the internal and external parts, no addition or removal of material, sharp angles, no chamfers, painting or chroming of the exhaust connector.

Its sealing must be guaranteed and can be checked at any time.

The connection fixing screws must be drilled so that the exhaust connection can be plumbed to the engine if requested by the scrutineers.

Mini:

The exhaust connection without restrictor, original IAME, without any addition or removal of material at a sharp angle, without chamfer, polishing, painting or chroming is the only one authorised (Manufacturers Sheet No. 399).

The connection fixing screws must be drilled so that the exhaust connection can be plumbed to the engine if requested by the scrutineers.

### **Exhaust system:**

Only exhaust systems produced since 2023 with embossed markings and built-in exhaust sensor support are authorised (see Manufacturers Datasheet 399).

The exhaust probe (sonde) is authorised and may be replaced by a plug if the exhaust is pierced and the probe (sonde) is not being used.

No modification whatsoever, addition, removal of material, polishing, painting or chrome plating is permitted.

Only the sealing of the exhaust tip may be ensured by the use of silicone paste.

### **Spark plugs :**

The only authorised spark plugs are the NGK BR8EG / BR9EG / BR10EG with their original gasket and without any modification.

#### **2.1.2 Bearings and Oil seals**

Only SKF 6204 type C3 or C4 internal clearance crankshaft bearings with steel balls and polyamide cage are authorised. However, bearings of the same type are tolerated.

The mounting direction is optional.

The oil seals (FPJ or TCWJ models from IAME) must be fitted with the hollow part facing the inside of the casing and not filled with any material whatsoever. They must be original and may not be modified under any circumstances. It is permissible to improve the fit of the oil seals in their housing by using a Loctite-type or a silicone sealing paste.





### 2.1.3 Carburettor and accessories

TILLOTSON HW-31A (model with Venturi diameter 17.15 mm Maxi) in its strictly original configuration fitted with its 2 Thermal Flanges (N° 1 and N° 2) as fitted (IAME FT Series N°06)

It is strictly forbidden to remove, add material to or polish any part of the carburettor.

Only original accessories and spare parts supplied with the carburettor and by IAME-Belgium are authorised.

- Only TILLOTSON inlet and needle Ref: 233-720P with copper sealing washer are authorised (only 1 original copper washer is authorised and compulsory).
- Gaskets and diaphragm, TILLOTSON Ref: DG 1HW are the only ones authorised
- Complete repair kit TILLOTSON Ref: RK 7HW is the only one authorized
- The spring fork is free

The carburettor gasket and the 2 flange gaskets (stacking prohibited) must be original IAME gaskets. (Thickness 0.70 mm +/- 0.30)

Strictly original intake silencer with no modifications. (Manufacturers data sheet N°399)

2 versions of rubber raccords are authorized: (Manufacturers data sheet N°399)

- Version without filter.
- Version with filter included.

Under no circumstances the rubber raccord of the intake silencer may be modified.

The front section of the silencer may be pierced for fixing purposes, provided that its watertightness is not impaired.

In case of rain, a cover preventing water from entering directly into the intake silencer is permitted. It may not act as a venturi and does not encourage the entry of a greater quantity of air than the original intake silencer used on its own.

### 2.1.4 Batteries

VRLA (Lead / Acid / Gel) technology batteries are strongly recommended.

- Lithium-Ion 14.8V batteries are tolerated.

The original IAME battery holder must be used.

The battery must be firmly attached and must not present any danger to the driver,

The technical scrutineer(s) may require the battery to be moved if they consider that its location is to dangerous.

The battery must be correctly connected to the engine wiring harness at all times.

### 2.1.5 Chassis, accessories and equipments

All "Mini kart" type chassis homologated by the FIA Karting from 2020 or having been homologated by an ASN and incorporating the FIA Karting recommendations are authorised.

The fuel tank must only supply the engine at normal atmospheric pressure.



(This means that, apart from the fuel pump on the carburettor, any principle or system, whether mechanical or not, which can affect the internal pressure of the tank is forbidden).

The position of the extraction hose connection is free (from the top or bottom of the tank).

#### **Rear axle:**

- External shaft diameter 30 mm maximum
- Length 960 mm +/-11 mm
- Chamfers or rounded edges are permitted at the outer and inner ends of the shaft.
- Wall thickness 4.9 mm minimum at all points except for keyways and chamfers
- Weight 2900gr +/-100gr

#### **Hubs:**

- Their position on the rear shaft must be at least **(minimum)** 30mm.
- Wheelbase between 900 and 950mm (+/-5mm)
- Maximum 110 cm rear wheel track.
- Only one chassis authorised per meeting.
- Ceramic ball bearings are not permitted.
- Mechanical or hydraulic rear brakes.
- Front brakes prohibited.
- Steel or cast iron disc mandatory (Aluminium, Ceramic and Carbon prohibited)
- Alloy or magnesium wheels authorised (with bearings or hubs for the front)

Front fairing must be according to the FIA Karting specifications, be FIA Karting homologated or have been homologated by an ASN and be fitted with the FIA Karting 2015-2020 or 2022 homologated mounting kit ("FIA Karting" Regulations Technical Drawing N°2c and 2d).

The front fairings must be at ambient temperature when they enter the start service park.

The lower surface(s) of the front fairing must be uniform and smooth; the front fairing must not have any holes or cut-outs other than those present at the time of homologation.

The fixation of the front fairing must remain strictly original; no modification, additional artifice or treatment of any kind is permitted.

The front fairing must be secured by hand using the 2 clamps with adjustable hooks, without the use of any tools for either assembly or dismantling.

The distance between the bodywork and the front bumper in the correct position must not be less than 27 mm at any point (IAME RT Series appendix N°05).

FIA Karting approved plastic rear wheel protection is compulsory.

The only limitation concerning the rear width is the 110 cm maximum.

If the rear width is less than 110 cm, the plastic protection may extend beyond the outline of the rear wheels. It must be immobilised in the transverse direction.



A safety device on the rear wheel protection brackets is authorised provided it does not stiffen the chassis in any way and is not protruding and deemed dangerous.

Under no circumstances may the side bodies extend beyond the outline of the rear wheels.

The integral chain guard is compulsory.

Chassis protectors are authorised if they are made of plastic or nylon, do not provide any advantage (rigidity, aerodynamics, etc.) and are not protruding and considered dangerous.

In case of damage of the registered chassis and at the request of the driver, the technical scrutineers could authorise the replacement of the chassis by one from the same type and brand, if it proves that it is not possible to repair.

After acceptance by the RACB technical delegate, the replacement chassis can then be registered.

### **Tire dimensions Mini-Rookie & Mini:**

Slicks and Wets:

- Front: 10 x 4.00-5
- Rear: 11 x 5.00-5
- **NOTE: wets are prohibited for Mini Rookie**

### **Racenumbers:**

Racenumbers must be visible over four sides (front, back, left and right)

- Background : Yellow
- Numbers : Black
- Range : Mini 801 – 899
- Range : Mini Rookie 901 – 999
- Number backgrounds with integrated digits are permitted

## **2.2 X30 Junior**

Minimum weight: **X30 Junior** (including driver and race gear): **145kg**

### **2.2.1 Engine, accesories and equipement**

The IAME X30 Junior 16000 RPM engine is the only authorised engine equipped with SELETTRA, Digital K (Type "C" case) or Digital "S" (Type "C" coil) electronic ignition. (Manufacturers data sheet N°254Y at the current index).

It must comply with the Manufacturers data sheet and be used with all the original accessories mentioned on the Manufacturers data sheet unless otherwise specified in these regulations.

No transformation, improvement, addition, removal of material or polishing of any part of the engine or any of its accessories is permitted.

The only exception is the plastic chain guard, which may be modified without compromising safety to allow the chain to be removed without having to dismantle it from the engine.

The letter on the electronic box or coil must be visible at all times without having to dismantle it or any of its components (wiring harness, relays, etc....).



The electronic box or coil may be replaced at any time during the race by a copy supplied by the organiser without prior notice. It must therefore be possible to remove it from the kart without having to carry out any mechanical work on any of the other components.

The organiser cannot be held responsible for any malfunction of the exchanged electronic box or coil.

Only original IAME spare parts may be used.

**Ignition rotor:**

- The rotor must be immobilised and locked on the crankshaft.
- The key must have a constant width of 2.5 mm 0 / - 0.06 and be "fitted" in the crankshaft keyway.
- The keyway on the rotor must measure 2.5 mm at all points 0 /+ 0.1

**Ignition stator:**

- The 4x Ø 5 0 /+0.5mm mounting holes for the ignition on the motor housing may not be modified in any way.

**Cylinder gasket:**

- Free thickness (original IAME only)
- Stacking is permitted.

**Minimum squish measured at any point and at any time: 0.90 mm**

Test carried out with a "60/40" tin/lead alloy wire (brand WURTH Ref: N°0987-113)  
Ø 1.5 mm +0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES.

Only original VETRONITE (Thickness 0.30mm minimum) or carbon (Thickness 0.24 mm minimum) reeds and marked with IAME without any modification are the only ones authorised.

Mixing different reeds models is forbidden. The direction of assembly is free.

Only original IAME 10, 11 and 12-teeth drive sprockets are authorised.

The centrifugal clutch must be fully engaged and roll the kart at a speed of 4500 rpm with a maximum tolerance of + 500 rpm at all times during the event. (start and finish).

The inside of the bell as well as the clutch linings must not show any trace of any product (grease, lubricant or other)

Checks will be carried out (driver on board) in the pre-grid and/or in the park Assistance finish.

In case of a pre-grid check, any driver failing to comply with this rule will not be allowed to start.  
In case of a check in the finish area, any driver failing to comply with this rule will be issued with a statement of technical non-conformity.



The lap counter used for checks is from the brand Alfano.

The O-ring seal between the clutch drum and the clutch hub is compulsory.

- The inside of the clutch drum and the linings must be free from any traces of grease, lubricants or other substances.

The only authorised spark plugs are the NGK BR9EG / BR10EG / BR9EIX / BR10EIX / R6254YE-105 with their original gasket and without any modification.

The new-generation original exhaust system is the only one authorised (Manufacturers data sheet No. 254Y).

Optional shim(s) X30125375

The length of the exhaust can be adjusted by using original IAME X30125375 shim(s) (3mm +/- 0.5mm thick) or additional gaskets without any modification. (Manufacturers data sheet N°254Y)

- At least one exhaust gasket is compulsory.

The only exhaust connection authorised is the model with a 22.7mm maximum restrictor, both hot and cold (Manufacturers data sheet No. 254Y).

Its sealing must be guaranteed and may be checked.

The exhaust system and connector may not be modified in any way. No material or paint may be removed, nor may it be chromed or polished.

The original IAME additional silencer without any modification is compulsory and is the only one authorised (IAME FT Series N°04).

Technical scrutineers may require the replacement of soundproofing material, silencers and exhaust systems at any time, without justification.

An exhaust temperature sensor is authorised.

The original IAME thermostat system (single or by-pass) is optional, with or without its internal valve.

Hoses must be original IAME (blue or black).

A connection for a water temperature gauge is authorised as well as an elbow (optional) to facilitate the installation of the hose.

The radiator support system is optional.

All heaters or connection systems for heaters on the water circuit are forbidden.

The original IAME "pump unit" (pump and pulley) must be fitted in its entirety, with the belts (free model) in place on the pulley.

A mixture of plastic and aluminium components is permitted.



Cylinder protectors of all types are tolerated as long as they do not provide any aerodynamic advantage, are not protruding and are deemed to be dangerous.

An adjustable radiator screen (curtain) is permitted. This must be fixed to the radiator. An adhesive strip is acceptable, provided that it runs around the radiator in such a way that it cannot be removed, even partially, when driving.

### 2.2.2 Bearing and Oil seals

#### **Crankshaft bearings**

- 6206 type C3 or C4 internal clearance with SKF steel balls and polyamide cage (bearings of the same type but from a different make will be tolerated)
- BC-3342 B SKF rollers bearings (mounting direction -> see Manufacturers Data Sheet N°254Y) permitted
- Mixing 6206 / BC-3342 B is prohibited.
- Original IAME end adjusters are permitted.

#### **Balance shaft bearings**

- 6202 and 6005 type C3 or C4 internal clearance SKF steel balls and polyamide cage (bearings of the same type but of a different make will be tolerated).
- All angular contact bearings are forbidden.
- Oil seals (original IAME FPJ) must be fitted with the hollow side facing the inside of the crankcase and not filled with any material whatsoever. They must remain original and must not be modified under any circumstances.

### 2.2.3 Carburettor and accessories, intake silencer and rain cover

TILLOTSON HW-27A (model with Venturi diameter 27.00 mm Maxi) in its strictly original configuration (Manufacturers data sheet No. 348).

Any removal, addition of material or polishing of any part of the carburettor is strictly forbidden.

Only original accessories and spare parts are authorised:

- TILLOTSON Inlet and needle Kit Ref: 233-721P with copper sealing washer are the only ones authorised (only 1 original copper washer is authorised).
- Seals and Diaphragms Kit, TILLOTSON Ref: DG 3HW are the only ones authorised.
- Complete repair kit TILLOTSON Ref: RK 6HW is the only one authorized.
- The spring fork is free.
- The carburettor gasket must be an original IAME gasket. (thickness 1 mm +/- 0.3mm)
- The gasket for the reed block must be an original IAME gasket. (thickness 0.8 mm +/- 0.3 mm)
- The reed block / crankcase gasket must be an original IAME gasket. (thickness 1 mm +/- 0.3 mm)

Only the Intake Silencer (New Generation) fitted with its rubber connector and its strictly original foam filtering element without any modification is authorised (Manufacturers leaflet N°254Y).

The trumpets can be glued. Trumpet grilles are optional.

In case of rain, only the original IAME rain protection (Manufacturers Sheet N°254Y) or the identical model not marked IAME are authorised.



Any modification of the rain cover is forbidden.

#### 2.2.4 Batteries

VRLA (Lead / Acid / Gel) technology batteries are strongly recommended.

- Lithium-Ion 14.8V batteries are tolerated.

The original IAME battery holder must be used.

The battery must be firmly attached and must not present any danger to the driver,

The technical scrutineer(s) may require the battery to be moved if they consider that its location is too dangerous.

The battery must be correctly connected to the engine wiring harness at all times.

#### 2.2.5 Chassis, accessories and equipments

- All FIA Karting homologated chassis from 2015 onwards are permitted.
- Only one chassis is authorised per meeting.
- The manufacturer's sticker on the rear shaft is optional.
- FIA Karting approved hydraulic brakes.
- Front brakes forbidden.
- Steel or cast iron discs obligatory (Aluminium, Ceramic and Carbon forbidden).
- Ceramic ball bearings forbidden.

FIA Karting 2022-2023 approved front fairing must be fitted with the FIA Karting 2022-2023 approved mounting kit.

(FIA Karting Regulations Technical Drawing N°2c and 2d)

Supports (lower / upper bumpers) approved or having been approved.

The front fairings must be at ambient temperature when entering the service park.

The lower surface(s) of the front fairing must be uniform and smooth.

The front fairing must not have any holes or cut-outs other than those present at the time of homologation.

The fixation of the front fairing must remain strictly original ; no modification, additional artifice or treatment of any kind is permitted.

The front fairing must be secured by hand using the 2 clamps with adjustable hooks, without the use of any tools either for fitting or removal.

The distance between the bodywork and the front bumper in the correct position must not be less than 27 mm at any point (IAME TR Series appendix N°05).

FIA Karting approved plastic rear wheel guards are compulsory.

The rear wheel guard must never protrude beyond the outline of the rear wheels and must be immobilised in the transverse direction.



A safety device on the supports is authorised as long as it does not stiffen the chassis in any way and is not protruding and deemed dangerous.

An integral chain guard is compulsory.

Chassis protectors are authorised if they are made of plastic or nylon, do not provide any advantage (rigidity, aerodynamics, etc.) and are not protruding and considered dangerous.

In case of damage of the registered chassis and at the request of the driver, the technical scrutineers could authorise the replacement of the chassis by one of the same type and brand, if it proves that it is not possible to repair.

After acceptance by the RACB technical delegate, the replacement chassis can then be registered.

### **Tire dimensions X30 Junior**

Slicks:

- Front: 10 x 4.60-5
- Rear: 11 x 7.10-5

Wets:

- Front: 10 x 4.20-5
- Rear: 11 x 6.00-5

### **Racenumbers:**

Racenumbers must be visible over four sides (front, back, left and right)

- Background : Yellow
- Numbers : Black
- Range : 101 - 199
- Number backgrounds with integrated digits are permitted

### **2.3 X30 Senior, X30 Senior Cup, X30 Master, X30 Gentleman**

Minimum weight: **X30 Senior** (including driver and race gear): **158kg**

Minimum weight: **X30 Senior Cup** (including driver and race gear): **168kg**

Minimum weight: **X30 Master** (including driver and race gear): **168kg**

Minimum weight: **X30 Gentleman** (including driver and race gear): **168kg**

#### **2.3.1 Engine, accesories and equipment**

The IAME X30 Senior 16000 RPM engine is the only authorised engine equipped with SELETTRA, Digital K (Type "C" case) or Digital "S" (Type "C" coil) electronic ignition. (Manufacturers data sheet N°254Y at the current index).

It must comply with the Manufacturers data sheet and be used with all the original accessories mentioned on the Manufacturers data sheet unless otherwise specified in these regulations.

No transformation, improvement, addition, removal of material or polishing of any part of the engine or any of its accessories is permitted.

The only exception is the plastic chain guard, which may be modified without compromising safety to allow the chain to be removed without having to dismantle it from the engine.





The letter on the electronic box or coil must be visible at all times without having to dismantle it or any of its components (wiring harness, relays, etc....).

The electronic box or coil may be replaced at any time during the race by a copy supplied by the organiser without prior notice. It must therefore be possible to remove it from the kart without having to carry out any mechanical work on any of the other components.

The organiser cannot be held responsible for any malfunction of the exchanged electronic box or coil.

Only original IAME spare parts may be used.

#### **Ignition rotor:**

- The rotor must be immobilised and locked on the crankshaft.
- The key must have a constant width of 2.5 mm 0 / - 0.06 and be "fitted" in the crankshaft keyway.
- The keyway on the rotor must measure 2.5 mm at all points 0 /+ 0.1

#### **Ignition stator:**

- The 4x Ø 5.0 /+0.5mm mounting holes for the ignition on the motor housing may not be modified in any way.

#### **Cylinder gasket:**

- Free thickness (original IAME only)
- Stacking is permitted.

**Minimum squish measured at any point and at any time: 0.90 mm**

Test carried out with a "60/40" tin/lead alloy wire (brand WURTH Ref: N°0987-113)  
Ø 1.5 mm +0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES.

Only original VETRONITE (Thickness 0.30mm minimum) or carbon (Thickness 0.24 mm minimum) reeds marked with IAME without any modification are the only ones authorised.

Mixing different reed model is forbidden. The direction of assembly is free.

Only original IAME 10, 11 and 12-teeth drive sprockets are authorised.

The centrifugal clutch must be fully engaged and roll the kart at a speed of 4500 rpm with a maximum tolerance of + 500 rpm at all times during the event. (start and finish).

The inside of the bell as well as the clutch linings must not show any trace of any product (grease, lubricant or other)

Checks will be carried out (driver on board) in the pre-grid and/or in the park Assistance finish.

In case of a pre-grid check, any driver failing to comply with this rule will not be allowed to start.



In case of a check in the finish area, any driver failing to comply with this rule will be issued with a statement of technical non-conformity.

The rev counter used for checks is from the brand Alfano.

The O-ring seal between the clutch drum and the clutch hub is compulsory.

- The inside of the clutch drum and the linings must be free from any traces of grease, lubricants or other substances.

The only authorised spark plugs are the NGK BR9EG / BR10EG / BR9EIX / BR10EIX / R6254YE-105 with their original gasket and without any modification.

The new-generation original exhaust system is the only one authorised (Manufacturers data sheet No. 254Y).

Optional shim(s) X30125375

The length of the exhaust can be adjusted by using original IAME X30125375 shim(s) (3mm +/- 0.5mm thick) or additional gaskets without any modification. (Manufacturers data sheet N°254Y)

- At least one exhaust gasket is compulsory.

The only exhaust connection authorised is the model without restriction (Manufacturers data sheet No. 254Y).

Its sealing must be guaranteed and may be checked.

The exhaust system and connector may not be modified in any way. No material or paint may be removed, nor may it be chromed or polished.

The original IAME additional silencer without any modification is compulsory and is the only one authorised (IAME FT Series N°04).

Technical scrutineers may require the replacement of soundproofing material, silencers and exhaust systems at any time, without justification.

An exhaust temperature sensor is authorised.

The original IAME thermostat system (single or by-pass) is optional, with or without an internal valve.

Hoses must be original IAME (blue or black).

A connection for a water temperature gauge is authorised as well as an elbow (optional) to facilitate the installation of the hose.

The radiator support system is optional.

All heaters or connection systems for heaters on the water circuit are forbidden.

The original IAME "pump unit" (pump and pulley) must be fitted in its entirety, with the belts (free model) in place on the pulley.



A mixture of plastic and aluminium components is permitted.

Cylinder protectors of all types are tolerated as long as they do not provide any aerodynamic advantage, are not protruding and are deemed to be dangerous.

An adjustable radiator screen (curtain) is permitted. This must be fixed to the radiator. An adhesive strip is acceptable, provided that it runs around the radiator in such a way that it cannot be removed, even partially, when driving.

### 2.3.2 Bearing and Oil seals

#### **Crankshaft bearings**

- 6206 type C3 or C4 internal clearance with SKF steel balls and polyamide cage (bearings of the same type but from a different make will be tolerated).
- BC-3342 B SKF roller bearings permitted (mounting direction -> see Manufacturers Data Sheet N°254Y)
- Mixing 6206 / BC-3342 B is prohibited.
- Original IAME end adjusters are permitted.

#### **Balance shaft bearings**

- 6202 and 6005 type C3 or C4 internal clearance with SKF steel balls and polyamide cage (bearings of the same type but of a different make will be tolerated)
- All angular contact bearings are forbidden.
- Oil seals (original IAME FPJ) must be fitted with the hollow side facing the inside of the crankcase and not filled with any material whatsoever. They must remain original and must not be modified under any circumstances.

### 2.3.3 Carburettor and accessories, intake silencer and rain cover

TILLOTSON HW-27A (model with Venturi diameter 27.00 mm Maxi) in its strictly original configuration (Manufacturers datasheet No. 348).

Any removal, addition of material or polishing of any part of the carburettor is strictly forbidden.

Only original accessories and spare parts are authorised:

- TILLOTSON Inlet and needle Kit Ref: 233-721P with copper sealing washer are the only ones authorised (only 1 original copper washer is authorised).
- Seals and Diaphragms Kit, TILLOTSON Ref: DG 3HW are the only ones authorised.
- Complete repair kit TILLOTSON Ref: RK 6HW is the only one authorized.
- The spring fork is free.
- The carburettor gasket must be an original IAME gasket. (thickness 1 mm +/- 0.3mm)
- The gasket for the reed block must be an original IAME gasket. (thickness 0.8 mm +/- 0.3 mm)
- The reed block / crankcase gasket must be an original IAME gasket. (thickness 1 mm +/- 0.3 mm)

Only the Intake Silencer (New Generation) fitted with its rubber connector and its strictly original foam filtering element without any modification is authorised (Manufacturers leaflet N°254Y).

The trumpets can be glued. Trumpet grilles are optional.



In case of rain, only the original IAME rain protection (Manufacturers Sheet N°254Y) or the identical model not marked IAME are authorised.

Any modification of the rain cover is forbidden.

### 2.3.4 Batteries

VRLA (Lead / Acid / Gel) technology batteries are strongly recommended.

- Lithium-Ion 14.8V batteries are tolerated.

The original IAME battery holder must be used.

The battery must be firmly attached and must not present any danger to the driver,

The technical scrutineer(s) may require the battery to be moved if they consider that its location is to dangerous.

The battery must be correctly connected to the engine wiring harness at all times.

### 2.3.5 Chassis, accessories and equipments

- All FIA Karting homologated chassis from 2015 onwards are permitted.
- Only one chassis is authorised per meeting.
- The manufacturer's sticker on the rear shaft is optional.
- FIA Karting approved hydraulic brakes.
- Front brakes forbidden.
- Steel or cast iron discs obligatory (Aluminium, Ceramic and Carbon forbidden).
- Ceramic ball bearings forbidden.

FIA Karting 2022-2023 approved front fairing must be fitted with the FIA Karting 2022-2023 approved mounting kit.

(FIA Karting Regulations Technical Drawing N°2c and 2d)

Supports (lower / upper bumpers) approved or having been approved.

The front fairings must be at ambient temperature when entering the service park.

The lower surface(s) of the front fairing must be uniform and smooth.

The front fairing must not have any holes or cut-outs other than those present at the time of homologation.

The fixation of the front fairing must remain strictly original ; no modification, additional artifice or treatment of any kind is permitted.

The front fairing must be secured by hand using the 2 clamps with adjustable hooks, without the use of any tools either for fitting or removal.

The distance between the bodywork and the front bumper in the correct position must not be less than 27 mm at any point (IAME TR Series appendix N°05).

FIA Karting approved plastic rear wheel guards are compulsory.



The rear wheel guard must never protrude beyond the outline of the rear wheels and must be immobilised in the transverse direction.

A safety device on the supports is authorised as long as it does not stiffen the chassis in any way and is not protruding and deemed dangerous.

An integral chain guard is compulsory.

Chassis protectors are authorised if they are made of plastic or nylon, do not provide any advantage (rigidity, aerodynamics, etc.) and are not protruding and considered dangerous.

In case of damage of the registered chassis and at the request of the driver, the technical scrutineers could authorise the replacement of the chassis by one of the same type and brand, if it proves that it is not possible to repair.

After acceptance by the RACB technical delegate, the replacement chassis can then be registered.

### **Tire dimensions X30 Senior Cup, X30 Master, X30 Gentleman**

Slicks:

- Front: 10 x 4.60-5
- Rear: 11 x 7.10-5

Wets:

- Front: 10 x 4.20-5
- Rear: 11 x 6.00-5

### **Racenumbers:**

Racenumbers must be visible over four sides (front, back, left and right)

- Background: Yellow
- Numbers: Black
- Range X30 Senior: 201 – 399
- Range X30 Master: 401C – 499
- Range X30 Senior Cup: 501 – 599
- Range X30 Gentleman: 601 - 699
- Number backgrounds with integrated digits are permitted

## **2.4 KA-100**

Minimum weight: **KA 100-148** (including driver and race gear): **148kg**

Minimum weight: **KA 100-158** (including driver and race gear): **158kg**

### **2.4.1 Engine, accesories and equipement**

The IAME REEDJET KA100 -Tag 100cc, air-cooled engine is the only one authorised. (Manufacturers data sheet N°401C at the current index).

It must comply with the manufacturers data sheet and be used with all the original accessories mentioned on the data sheet, unless otherwise specified in these regulations.

No transformation, improvement, chemical or other treatment, addition, removal of material or polishing of any part of the engine or any of its accessories is permitted.

Only original IAME spare parts may be used when servicing the engine.



The original 2-pole analogic SELETTRA ignition is the only one authorised, without any modification.

All modifications to the stator mounting, key, rotor and crankshaft keyways are prohibited.

### **Cylinder head gasket (copper)**

- Only 1 original IAME cylinder head gasket can be used

### **Cylinder gasket**

- Free thickness (original IAME only)
- Stacking authorised.

Minimum squish measured at any point and at any time: **1.05 mm**

Test carried out with a "60/40" tin/lead alloy wire (brand WURTH Ref: N°0987-113)  
Ø 1.5 mm +0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES.

The original piston ring is the only one authorised (thickness 2mm +/- 0.1mm).  
Only original VETRONITE (Thickness 0.30mm minimum) or carbon (Thickness 0.22mm minimum) reeds marked IAME without any modification are authorised.

Only original IAME 10 and 11-teeth drive sprockets are authorised.  
The centrifugal clutch must be fully engaged and roll the kart at a speed of 4500 rpm with a maximum tolerance of + 500 rpm at all times during the event. (start and finish).

Checks can be carried out in the pre-grid area and/or in the finish area (driver on board)  
In the event of a pre-grid or park-and-ride check, any driver failing to comply with this rule will be issued with a statement of technical non-compliance. They will not be allowed to start.  
The rev counter used for the checks is of the brand Alfano.

The inside of the bell as well as the clutch linings must not show any trace of any product (grease, lubricant or other)

The O-ring seal between the bell and the clutch hub is compulsory.

The only spark plugs authorised are the NGK BR9EG / BR10EG / R6254YE-105 with their original gasket and without any modification.

The original exhaust is the only one authorised (Manufacturer's sheet N°401C).

- **Only one** original exhaust gasket is **authorised**.
- The use of **a spacer** between the cylinder and the exhaust manifold is **forbidden**.

Its sealing must be guaranteed and may be checked.

The exhaust system and connector may not be altered in any way. They may not undergo any removal of material or paint or any chroming or polishing treatment.



The original IAME additional silencer without any modification is compulsory and is the only one authorised (IAME Séries FT N°04).

The technical scrutineers may at any time require the replacement of the soundproofing material, the silencer or the exhaust system, without any justification.

An exhaust temperature sensor is authorised.

#### 2.4.2 Bearings and oil seals

##### **Crankshaft bearings:**

- SKF 6205 THN/C4 is the only authorised, strictly original model
- Reference IAME : 35396-G
- Original IAME end adjusters shims are permitted.

Oil seals (original IAME FPJ) must be fitted with the hollow side facing the inside of the crankcase and not filled with any material whatsoever. They must remain original and must not be modified under any circumstances.

#### 2.4.3 Carburettor and accessories, intake silencer and rain cover

TILLOTSON HW - 33 A must be strictly original and unmodified. Removal(s), addition of material or polishing are forbidden.

Only original accessories and spare parts are authorised:

- TILLOTSON inlet and needles Kit Ref: 233-721P with copper sealing washer are the only ones authorised (only 1 original copper washer is authorised).
- Seals and Diaphragms Kit, TILLOTSON Ref: DG 3HW are the only ones authorised.
- Complete repair kit TILLOTSON Ref: RK 6HW is the only one authorized.
- The spring fork is free.
- The carburettor gasket must be an original IAME gasket. (thickness 1 mm +/- 0.3mm)
- The gasket for the reed block must be an original IAME gasket. (thickness 0.8 mm +/- 0.3 mm)
- The reed block / crankcase gasket must be an original IAME gasket. (thickness 1 mm +/- 0.3 mm)

Only the Intake Silencer fitted with its rubber connector and its strictly original foam filtering element without any modification is authorised (Manufacturers leaflet N°401C)

The trumpets can be glued. Trumpet grilles are optional.

In case of rain, only the original IAME rain protection (Manufacturers Sheet N°401C)

Any modification of the rain cover is forbidden.

#### 2.4.4 Batteries

VRLA (Lead / Acid / Gel) technology batteries are strongly recommended.



- Lithium-Ion 14.8V batteries are tolerated.

The original IAME battery holder must be used.

The battery must be firmly attached and must not present any danger to the driver,  
The technical scrutineer(s) may require the battery to be moved if they consider that its location is too dangerous.

The battery must be correctly connected to the engine wiring harness at all times.

#### 2.4.5 Chassis, accessories and equipments

- All FIA Karting homologated chassis from 2015 onwards are permitted.
- Only one chassis is authorised per meeting.
- The manufacturer's sticker on the rear shaft is optional.
- FIA Karting approved hydraulic brakes.
- Front brakes forbidden.
- Steel or cast iron discs obligatory (Aluminium, Ceramic and Carbon forbidden).
- Ceramic ball bearings forbidden.

FIA Karting 2022-2023 approved front fairing must be fitted with the FIA Karting 2022-2023 approved mounting kit.

(FIA Karting Regulations Technical Drawing N°2c and 2d)

Supports (lower / upper bumpers) approved or having been approved.

The front fairings must be at ambient temperature when entering the service park.

The lower surface(s) of the front fairing must be uniform and smooth.

The front fairing must not have any holes or cut-outs other than those present at the time of homologation.

The fixation of the front fairing must remain strictly original; no modification, additional artifice or treatment of any kind is permitted.

The front fairing must be secured by hand using the 2 clamps with adjustable hooks, without the use of any tools either for fitting or removal.

The distance between the bodywork and the front bumper in the correct position must not be less than 27 mm at any point (IAME TR Series appendix N°05).

FIA Karting approved plastic rear wheel guards are compulsory.

The rear wheel guard must never protrude beyond the outline of the rear wheels and must be immobilised in the transverse direction.

A safety device on the supports is authorised as long as it does not stiffen the chassis in any way and is not protruding and deemed dangerous.

An integral chain guard is compulsory.

Chassis protectors are authorised if they are made of plastic or nylon, do not provide any advantage (rigidity, aerodynamics, etc.) and are not protruding and considered dangerous.





In case of damage of the registered chassis and at the request of the driver, the technical scrutineers could authorise the replacement of the chassis by one of the same type and brand, if it proves that it is not possible to repair.

After acceptance by the RACB technical delegate, the replacement chassis can then be registered.

### **Tire KA 100 – 148 / KA 100 - 158**

Slicks:

- Front: 10 x 4.60-5
- Rear: 11 x 7.10-5

Wets:

- Front: 10 x 4.20-5
- Rear: 11 x 6.00-5

### **Racenumbers:**

Racenumbers must be visible over four sides (front, back, left and right)

- Background KA 100 - 148: Yellow
- Background KA 100 – 158: White
- Numbers: Black
- Range Ka 100 – 148: 701 – 799
- Range KA 100 – 158: 701 - 799

Number backgrounds with integrated digits are permitted