IWF'26

TECHNICAL REGULATIONS PART 1

IWF25 TECHNICAL REGULATIONS PART 1

(210726)

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IWF'26 TECHNICAL REGULATIONS 2026

ART. 1 – GENERAL.

The FIA Karting technical regulations apply to "IWF". The English language is the official version. The organizer of the events following the agreement of the ASN presenting the event, reserves the right to issue additional information concerning the Technical Regulations. These declarations will be sent to all registered competitors by means of Competitors' Bulletins during the events, or sent to the (email) address detailed on the registration form for the event, or written on the official website of the series https://www.iame-motorsport.com/iwf

ART. 2 – TECHNICAL CONTROLS.

2.1 The technical controls on the engines will be carried out by the technical Scrutineers of the event. Controls can be carried out on the engines, in race conditions, at any time during the event.

2.2 In case of persistent doubt on the originality and conformity of an element distinct from the others, the incriminated element must be compared to the same part belonging to the sample engine, in the possession of the delegate of IAME S.p.A.S.U.

2.3 The Scrutineers have the right to carry out technical controls on the parts to the point of rendering them unusable. Following an inspection that renders a part unusable, this part will only be reimbursed if it is declared compliant.

2.4 All parts rendered unusable following technical inspections and considered non-compliant will not be reimbursed.

2.5 The Promoter, while guaranteeing the perfect efficiency and proper functioning of the equipment provided, cannot under any circumstances be held responsible for any malfunction occurring as a result of the replacement.

2.4 A mandatory check is carried out before the start of qualifying practice. It must be possible to identify the homologated equipment by the technical descriptions (drawings, dimensions, etc.) on the homologation forms.

2.5 In the event of extremely controversial events during the scrutineering of the engines, the scrutineers may decide to send the part concerned, duly sealed, to IAME S.p.A.S.U for a precise inspection at the factory in the presence of the representatives of the Competitor and the Sporting Authority (ASN).

2.6 The technical forms constitute the main reference of comparison for the Technical inspectors. Each competitor must be able to submit the homologation forms relating to the equipment used.

2.7 In case of doubt on the conformity of the engine parts, the comparison with the "standard" engine will be the definitive element of verification.

2.8 At any time, the technical inspectors have the right to replace any part, any accessory or even the entire engine.

ART. 3 – PROTESTS.

In the event of a dispute, the competitor may submit a protest in accordance with the regulations of the national sporting authority of the place of the event.

ART. 4 – MODIFICATIONS TO THE REGULATIONS.

In order to ensure the smooth running of IWF25 and/or in the event of force majeure, the Promoter reserves the right to modify the articles of the technical regulations as it deems necessary, at any time, subject to the authorization of the national sports authority of the venue of the event.

ART. 5 – FUEL, LUBRICANT, FUEL TANK.

5.1 The official fuel for the event is specified in Appendix 6 and in the supplementary regulations.

5.2 The fuel must not contain any additives other than the approved lubricant.

5.3 Oil mixing rate: 4-6%

5.4 The recommended lubricant is Wladoil K2-T or any CIK approved.

5.5 The tank must be of the removable type and have a minimum capacity of 8 liters (3 liters in X30 Mini).

5.6 The recovery tank for excess cooling water and fuel is mandatory.

5.7 At all times, the volume of fuel in the tank must be greater than or equal to 1.5 liters.

5.8 The Scrutineers may at their discretion replace the fuel in the tanks at any time. In this case, the Driver is invited to enter the assistance park with an empty and clean tank. Gasoline and oil imposed will be provided free of charge. The replacement petrol and oil will be the same as those specified in the event's supplementary regulations.

5.9 On-track fuel evaluation can be performed using any or all of the following tests:

1) Dielectric constancy test (Digatron DT-47) or others

2) Specific mass test

3) Water solubility test

5.11 If non-compliance is found, other tests may be carried out and the cost will be invoiced to the Driver / participant. The cost will be indicated in the specific regulations of the event.

ART. 6 – TIRES.

X30 Mini	**Slick**	**Wet**
Front	KOMET K1D-M 10x4.00-5	KOMET K1D-W 10x4.00-5
Rear	KOMET K1D-M 11x5.00-5	KOMET K1D-W 11x5.00-5
X30 Junior **S125 Junior**		
Front	KOMET K3H 10x4.60-5	KOMET K3W 10x4.20-5
Rear	KOMET K3H 11x7.10–5	KOMET K3W 11x6.00-5
X30 Senior **X30 Master** **S125 Senior**		
Front	KOMET K3M 10x4.60-5	KOMET K3W 10x4.20-5
Rear	KOMET K3M 11x7.10-5	KOMET K3W 11x6.00-5

6.1 Maximum number of tires authorized for the official phase:

Slick : 4 tyres front + 4 tyres rear

Wet : 4 tyres front + 4 tyres rear

6.2 Any modification of a tire is prohibited. Heating and cooling tires by any method and/or remoulding or treating tires with any chemical substance is prohibited.

6.3 The MiniRAE Lite measuring device from “RAE Systems Inc. (USA)” is used during the qualifying sessions, the qualifying heats and the final phase to check that the tires comply with the regulations.

Tire VOC measurement must not exceed the maximum ppm limit (5) under any circumstances.

6.4 Tire pollution, e.g. with chain grease, should be avoided as this can cause the limit value to be exceeded.

6.5 If the check in the “Start” service park establishes that one or more tires do not comply with the regulations, the Driver concerned will not have access to the pre-grid. If the check is carried out at the "Arrival" Service Park and one or more tires do not comply with the regulations, the Driver is disqualified from the race. Appeals against this procedure are not allowed.

6.6 In case of a damaged, non-repairable tyre, the competitor may request its substitution with a worn tyre, of the same model as the one presented, with the approval of the scrutineers. In any case, the tire can only be replaced if the damage prevented the competitor from completing the session preceding the presentation of the damage.

6.7 In the event of a defective tyre, the Driver must submit the defective tire to Technical Control and request replacement with a tire from the organiser, at the discretion of the Technical Controls.

6.8 In both cases, the decision to accept the substitution is at the discretion of the scrutineers.

6.9 In the event of a Wet Race and/or for safety reasons, the Sporting Commission may apply modifications to the limitations on the use of tyres, authorising the use of one or more additional tyres.

ART. 7 – RACE NUMBERS AND IDENTIFICATION OF DRIVERS ON KARTS.

7.1 Article 12 FIA Karting Specific Prescriptions

7.2 Numbers should be black on a light yellow background and should be at least 15cm high, 2cm thick and presented in Arial type or similar font. The competition number must be delimited by a yellow background of 1 cm minimum. They must be fitted before the free practice session and must be clearly visible throughout the race weekend (Damaged numbers and identification must be replaced regularly) at the front and at the rear as well as on both sides towards the rear of the body. The plates located at the back of the kart must be flat and have rounded corners (diameter of the rounded corners 15 to 25 mm) with sides of 22 cm. The plates must be flexible and made of opaque plastic material, and they must always be visible (fixation without displacement possible).

7.3 The name of the Driver as well as the flag of his nationality (origin of the licence) must appear in the front part of the side bodywork. The minimum height of the flag and the letters of the name must be 3 cm.

7.4 The Driver must ensure, at all times, that the required numbers and identifications are clearly visible to officials, timekeepers and marshals.

ART. 8 – EQUIPMENT EXCHANGE.

8.1 Exchange of registered equipment between Drivers is not permitted.

ART. 9 – DRIVER EQUIPMENT.

9.1 Helmets

Art. 7.1 CIK/FIA KARTING TECHNICAL REGULATIONS

9.2 Overalls

Art. 7.2 CIK/FIA KARTING TECHNICAL REGULATIONS

9.3 Gloves

Art. 7.3 CIK/FIA KARTING TECHNICAL REGULATIONS

9.4 Shoes

Art. 7.4 CIK/FIA KARTING TECHNICAL REGULATIONS

9.5 FIA Karting body protection

9.5.1 All categories: the use of body protection in accordance with art. 7.5 TECHNICAL REGULATIONS OF KARTING CIK/FIA is recommended

9.5.2 X30 Mini: body protection and neck brace mandatory

ART. 10 – ENGINES.

10.1 Category X30 Mini:	IAME - X30 Water Swift 60cc
10.2 Category X30 Junior:	IAME - X30 125cc
10.3 Category X30 Senior:	IAME - X30 125cc
10.4 Category X30 Master:	IAME - X30 125cc
10.5 Category S125 Senior:	IAME - S125 125cc
10.6 Category S125 Junior:	IAME - S125 125cc

ART. 11 – APPENDICES.

The following appendices are an integral part of the regulations

1 - Tech Form 364L IAME X30 WATERSWIFT 60cc

2 - Tech Form 254A1 IAME X30 125cc

3 - Tech Form 348D Carburettor Tillotson HW27A

4 - Tech Form 409C IAME S125 125cc & Carburettor Tillotson HW50A

5 - Exhaust Silencer

6 - Timing and squish control procedure

7 - Official Fuel

8 - Tire Supply Regulations

All technical regulations, technical forms and appendices are available at: https://www.iame-motorsport.com/iwf