



# **IAME SERIES LEBANON 2026 TECHINICAL REGULATIONS**



## IAME SERIES LEBANON TECHNICAL REGULATIONS 2026 VER 1.0

### TECHNICAL REGULATIONS PART 1 OF 2 (GENERAL) (ARTICLE 1-5)

The Appendix 1 of the Series Regulations applies for the IAME Series Lebanon. The English text is the authentic version. The Organizer of the series (RACING PARK MTEIN) reserves the right to issue additional statements concerning the Technical Regulations from time to time following the agreement of the ASN. All such statements will be issued to all registered competitors by way of Competitors' Bulletins posted on the official notice board and/or on the official website.

#### 1. CLASSIFICATION AND DEFINITION

- 1.1 Classification: Article 26.1 of Appendix 1
- 1.2 Definitions: Article 26.2 of Appendix 1

#### 2. GENERAL PRESCRIPTION

- 2.1 General: Article 26.3 of Appendix 1

#### 3. KART AND DRIVER SAFETY EQUIPMENT

- 3.1 Kart Safety: Article 26.2.2 of Appendix 1
- 3.2 Driver Safety Equipment: Article 26.6 of Appendix 1

#### 4. GENERAL PRESCRIPTION FOR GROUPS 1 & 2 KARTS

- 4.1 Chassis: Article 26.7 and 26.8 of Appendix 1

#### 5. ORGANIZER'S SUPPLEMENTARY PROVISIONS

##### 5.1 Scrutineering

A mandatory check will be carried out before the start of Practice at every Round. It must be possible to identify the homologated equipment using the technical descriptions (drawings, dimensions, etc.) on the homologation form. For any used equipment, which has been homologated, each competitor shall be able to submit the relative homologation forms to identify the homologated equipment. For identification and control it must be possible to identify the homologated equipment.

- 5.1.1 Each Driver will be entitled to submit to Scrutineering the following equipment:

- 5.1.1.1 One (1) chassis with a valid 2010 or newer FIA Karting / CIK-Homologation.
- 5.1.1.2 Two (2) engines of the same type per driver and category for the event.

## 5.2 Chassis Homologation

Chassis must have a valid 2010 or newer FIA Karting / CIK-Homologation. Front brakes are not allowed.

- 5.2.1 The use of the front fairing retaining system CIK / FIA Karting 2015-2020, as per TD No. 2.2/2.2.1 and 3.2/3.2.1, is mandatory. The technical committee reserves the right to refuse front fairings, front fairing retaining systems or other components that do not meet the required standards. The front fairing must be CIK / FIA Karting homologated and must remain in the correct position at any time of a competition (qualifying or races), as described in the TD N. 2.2/2.2.1 and 3.2/3.2.1.

The use of CIK/FIA homologated front fairings is mandatory in all classes.

## 5.2.2 Chassis for Mini class

Traditional chassis with a valid "MINI KART" homologation approved by ASNs members of the FIA Karting and in compliance with CIK prescriptions requirements (Appendix 1 – 26.8)

### 5.2.2.1 Definition of the chassis

Chassis must be in compliance with the following:

- Traditional chassis with a valid "MINI KART" homologation approved by ASNs members of the CIK-FIA and in compliance with FIA Karting prescriptions.
- Rear shaft max. diameter: 30mm
- Wheelbase 900/950mm (+/-5mm)
- Rear track width max. 115cm
- Ceramic ball bearings are forbidden
- Mechanical or hydraulic brakes
- Front brakes forbidden
- Steel or cast-iron brake discs (Aluminium/Ceramic/Carbon are forbidden)
- Aluminium or magnesium wheels allowed
- Rear wheel protection must be CIK homologated
- Full chain guard is mandatory
- Chassis protections are allowed as long as they are made of strong material and do not provide any advantage

## 5.3 Amount of Equipment (Chassis)

Drivers will be allowed one (1) chassis only. However, if damage occurs to a chassis previously scrutinized for the Event, and if in the opinion of the Scrutineer it is not practical to repair in time, one alternative chassis of the same make and model as the damaged chassis may be scrutinized, in order to continue the Event.

## 5.4 Amount of Equipment (Engines)

Only 2 (two) engines are allowed for each driver and category for Scrutineering and use per event.

## 5.5 Fuel and Oil

5.5.1 Fuel will be non “Parc Ferme” status.

5.5.2 It will be each competitor’s responsibility to purchase their own petrol from LEBANON petrol stations for free practice until the end of the race weekend. No racing fuels or additives are allowed.

5.5.3 The octane ratio will be stated in the Sporting/Supplementary Regulations of the event. It is mandatory to employ only the indicated fuel in all Official sessions.

5.5.4 The requirements specified in these regulations are intended to ensure the use of fuels predominantly composed of compounds normally found in commercial fuel, and to forbid the use of specific power-boosting chemical compounds.

5.5.5 At any time the volume of fuel in the tank must be over or equal to 1.5 litres.

5.5.6 The petrol must be unleaded, maximum 98 octane.

5.5.7 The oil mixture ratio for Junior and above shall be 4% and for Mini 3%.

5.5.8 It is forbidden to add any liquid and/or power-boosting chemicals in the petrol.

5.5.9 The Scrutineer/Organizer, following a decision of the Stewards, have the right to change/replace any Entrant or Driver’s petrol at his/her discretion and at any time.

5.5.9.1 Case 1 - Should this be the case, the Entrant / Drivers will be asked to enter servicing park without petrol in his/her petrol tank, here the fuel will be added, at no cost for the driver.

5.5.9.2 Case 2 - Petrol will be changed without warning, at no cost for the driver.  
Changed/Replaced petrol will be the petrol as stated in the supplementary regulations of the event. It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests

- 5.5.9.2.1 Digatron DT-64 Fuel Test
- 5.5.9.2.2 Specific Gravity Test
- 5.5.9.2.3 Water Solubility Test

5.5.10 The fuel test instrument will be Digatron DT-64.

The reference sample fuel test will be performed by the Scrutineer prior to Qualifying. This will be considered the reading of the day. Mixed reference sample fuel will be kept by the Scrutineer.

The difference in reading between the reference sample that is applicable for each class and competitor fuel reading may not be more or less than 5. This value may be changed by the Scrutineer of the event before Qualifying. Fuel testing can be done at any time during the event.

Any infraction found during a random control or before/after a race leads to the exclusion of the driver from the particular qualifying, heat or race.

5.5.11 Top 4 drivers after Qualifying, Heat and Pre-Final will be using controlled fuel in the respective next race (Heat, Pre-Final, Final). It is drivers' responsibility to collect their fuel from the Scrutineering Bay. Drivers who fail to report to scrutineering bay to collect their fuel will not be allowed to take the start of the race.

All karts running on controlled fuel can only leave Parc Ferme when instructed by the Scrutineers and must go directly to the dummy grid.

## 5.6 Lubricant

The official oil for the IAME Series LEBANON is the FIA Karting approved Motul K-2T.

## 5.7 Tyres

### 5.7.1 Dry Tyres – Junior

Category Komet Racing

Tyres Model K3H

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

### 5.7.2 Dry Tyres – Senior & Super

Shifter Category Komet Racing

Tyres Model K3M

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

### 5.7.3 Dry Tyres – Mini Category

Komet Racing Tyres Model K1D-M

Size: Front: 10 x 4.00-5 / Rear: 11 x 5.00-5

5.7.4 Wet Tyres

Mini: Komet Racing Tyres Model K1D-W

Junior, Senior, Senior 170: Komet Racing Tyres Model K1W

5.7.5 Tyres Availability

Tyres needed for free practice are available through RPM KARTING.

5.8 Racing Numbers

Racing numbers must comply with the provisions of Article.

26.3.7 of Appendix 1. Racing numbers must be black, in an Arial font on a yellow back- ground.

They must be fitted before scrutineering, on the front panel, rear wheel protection or rear number plate, and on both sides towards the rear of the bodywork.

The driver is responsible for ensuring that the required numbers are clearly visible to Timekeepers and Officials.

The number plates must be made of flexible opaque plastic and be visible at all times. They must be fixed without possibility of removal.

The numbers for each category are as follows: Mini (1-99), Junior (100-199), Senior (200-299), Super Shifter (400-499).

5.9 Driver Name and Nationality (Optional)

Display of Driver Name is optional. Should the driver wish to display his name and nationality on the kart, the Driver's name and the flag of his nationality (The flag displayed must be as per the nationality of the License) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.

5.10 Novice Drivers

The novice plate must be a 22cm square yellow sticker or yellow plastic plate (plastic plate must have rounded off corners as per CIK regulations) with a black "X" running from corner to corner (2-3cm stroke width). It must be displayed on the rear bumper alongside the regular race number plate.

## TECHNICAL REGULATIONS PART 2 OF 2 (ENGINES) (ARTICLE 6-10)

### 6. ENGINES

The Appendix 1 of the Series Regulations applies for the IAME Series LEBANON. The English text is the authentic version. RPM Karting reserves the right to issue additional statements concerning the Technical Regulations (previously approved by the ASN proposing the series and the FIA Karting) from time to time following the agreement of the ASN presenting the series, all such statements will be issued to all registered competitors by way of Competitors' Bulletins posted on the official notice board and/or on the official website.

#### 6.1 Technical Regulations

All Technical Regulations available on: [www.rpmlebanon.com](http://www.rpmlebanon.com)

### 7. IAME X30 125cc RL TaG – X30 SENIOR AND X30 JUNIOR CATEGORIES

Any modification to the engine and its accessories is strictly prohibited, unless expressly authorised. IAME considers as modifications any action modifying the initial appearance and dimensions of an original part. Any modification and/or installation resulting in the modification of a dimension and/or its possibility of control is strictly prohibited. Polishing, sanding, trimming or machining are prohibited. Any heat treatment or additional surface treatment is prohibited. The competitor is responsible for the conformity of his own equipment.

7.1 The following original homologation forms of the engine are the integral parts of the technical regulations:

7.1.1 «254X» IAME X30 125cc X30 LIMIT. 16000

7.1.2 «348B» Carburettor Tillotson HW27-A

7.2 Only the IAME X30 125cc-RL-TaG, original and strictly in compliance with the manufacturer's technical form (technical features, sizes, weights, diagrams with the tolerances prescribed by the manufacturer) is admitted.

The pictures on the original homologation forms are as well valid to identify the engine and the parts.

7.3 The engines must be provided with their original serial number.

No modification, improvement, polishing, addition or removal of material of any engine part is allowed.

Each engine internal or external part has to be installed in its original position and functioning according to the original design specs.

7.4 **IMPORTANT:** The tolerances reported on the homologation forms are necessary to comprise all the machining, assembling and settling tolerances. Nevertheless, the Entrant is absolutely not allowed to make any intervention on the engine, even if the characteristic dimensions after his intervention will still be within the prescribed tolerances.

7.4.1 Any tuning is forbidden: the maximum and minimum allowed values and the volume of the combustion chamber have to be measured according to the Appendix 1 of series regulations.

7.5 Diagrams and Volume Chart: IAME X30

Refer to Homologation form « 254X»

7.6 Cylinder Head

7.6.1 The cylinder head has to be strictly original. Only the thread repairing by means of an M14 x1,25 helicoil of the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

7.6.2 The squish (distance between piston and the cylinder head) with the engine technical form prescriptions at all points. The thickness of the tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. Measurements must be taken with the engine in racing conditions at any time during the event. The original IAME gauge n. ATT-025/1 is the reference to measure the cylinder head profile. The gauge shape must match with the dome profile, the squish area and the gasket plane.

The CIK insert body tightened on the cylinder head, must not protrude from the upper part of the combustion chamber dome.

7.7 Cylinder

Only the original cylinder can be employed. Polishing, sandblasting, trimming or adjustments are not allowed. Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine. No heat treatment or surface treatment is allowed. The diagram adjustment is allowed only by means of the cylinder gasket replacement. Only original gaskets are allowed. No head gasket is admitted.

The original IAME gauge n. ATT-025/2 is the reference to measure the cylinder transfers profile. The original IAME gauge n. ATT-035/1 is the reference to carry a visual check of the ports. Starting from the serial n. M3521/B3059 the X30 engines are equipped with a marked cylinder, as shown on the homologation form:

7.7.1 Engines with serial number previous to M3521/B3059 can be equipped with the marked cylinder.

7.7.2 Engines with serial number subsequent to M3521/B3059 cannot be equipped with the non-marked older cylinder.

#### 7.8 Crankcase, Crankshaft, Con-Rod, Crankpin

Strictly original and without any modification.

The original IAME gauge ATT-035/3 is the reference to check the reed block housing plane

The original IAME gauge ATT-035/4 is the reference to check the distance between the indexing pins of the cylinder

The original IAME gauge ATT-035/5 is the reference to check the height of the cylinder base plane

Only original big end cage (X30125431), small end cage (E-10440/E-10441) and original washers (X30125436/X30125437) allowed.

Oil seals must be installed in the correct position, concave side facing inside the crankcase.

#### 7.9 Bearings

Only crankshaft bearings 6206 C4, Roller Bearing BC1-3342B and balance shaft 6202 C3/C4/C4H and 6005 C3/C4 steel ball and polyamide cage are allowed.

Oblique contact prohibited. Ceramic balls prohibited.

The bearings must be mounted with balls visible from the inside of the crankcase.

All bearings not reporting the correct and clearly visible classification number, as described in the present regulations, are expressly forbidden.

The use of spacer shims behind the bearings is allowed to obtain the correct axial clearance.

All internal parts of the engine must be of manufacturer origin, the same number as the assembly of the factory and mounted in the same direction.

#### 7.10 Piston, Ring and Pin

Strictly original without any modification and in compliance with the engine technical form.

The IAME original gauge ATT-035/2 is the reference to check the piston head shape.

#### 7.11 Reed Block

Strictly original without any modification. No gasket planes machining is allowed. Free screws.

Original reed valve cover without any modification is allowed. Reed block/crankcase gasket thickness is 1mm (admitted tolerance +/- 0.3mm). Conveyor/reed block gasket thickness is 0.8mm (admitted tolerance +/- 0.3mm).

#### 7.12 Reed Petals

Only fiberglass (min. thickness 0.30mm) or carbon fibre (min. thickness 0.24mm) original IAME marked reed petals are allowed. Mixing of carbon fibre and fiberglass petals is forbidden.

#### 7.13 Carburettor

7.13.1 Only the Tillotson HW-27A, IAME laser marked carburettor, supplied together with the engine in its original configuration (same brand, same model, same reference) is admitted. Only the accessories supplied together with the original carburettor and represented on the carburettor technical form are allowed; needle valve spring is free.

Carburettor positioning (i.e. with pump in upper or in lower position) is free.

Carburettor gasket thickness is 1 mm (admitted tolerance +/- 0.3mm).

Any injection and/or spraying system is forbidden.

The original IAME gauge n. ATT-035/2 is the reference to check the carburettor inlet duct. The gauge shape must match with the inlet profile.

7.13.2 The inlet silencer (p.n. X30125740) must be identical to the original one supplied together with the engine (same brand, same model, same reference) with max. 22mm diameter intake tubes. Protective grids are optional.

The rubber manifold with air filter connecting the inlet silencer to the carburettor is mandatory and must be installed and in compliance with the homologation form.

In case of doubt the carburettor must be compared to the sample carburettor.

7.13.3 Any injection and/or spraying system is forbidden.

#### 7.14 Clutch

The centrifugal clutch must engage at max. 4.000 RPM moving the kart with driver on board and in racing conditions. The clutch must be completely triggered at max. 6.000 RPM in any condition, this measurement can eventually be checked with proper instruments.

Each driver will be responsible for the wear status of the clutch padding material and friction parts cleaning, since the proper clutch operation might be checked at any moment of the event, and even after each phase. The original IAME gauge ATT-047/4 is the reference to check the clutch drum. The tool must not enter into the clutch drum in perpendicular position respect to the clutch drum axis.

#### 7.15 Ignition

7.15.1 Only original ignitions, either Digital Selettra "K" or Selettra "S" systems are allowed, without any modification. Scrutineers, following a decision of the Stewards, have the right to ask for the replacement of the whole ignition system or any part thereof at any moment before starting the race. The organizer will not be liable for any eventual breakdown occurred after the replacement.

7.15.2 Only the electronic CDI box type "C" (16000 RPM) is allowed and must be fixed on the chassis or on the engine or on the engine (plant Digital S) The markings on the electronic box are compulsory and must be clearly visible without disassembling the electronic box. Covering with adhesive or masking tape is forbidden.

Modifications on the stator fixing, the shape and thickness of the rotor key and the rotor and crankshaft keyways are forbidden.

The IAME original gauge ATT-035/7 is the reference to check the correct position of the phase reference marking on the rotor.

The battery must be fixed to the chassis and always connected to the ignition system.

#### 7.16 Sparkplug

7.16.1 Only the following NGK sparkplugs, strictly original and without any modification, are allowed: BR9EG - BR10EG

7.16.2 The sparkplug must be installed with its original gasket.

7.16.3 The insulator must not exceed sparkplug body and the length of the sparkplug body itself must be max. 18,5 mm.

7.16.4 Original spark plug cap, as delivered with the engine (IAME p.n. 10544 – PVL or Selettra)

#### 7.17 Exhaust

7.17.1 Only new type of the exhaust plants are allowed – Homologation Form 254X

7.17.2 Only the original muffler and exhaust manifold as supplied with the engine are allowed and must be kept strictly original and in compliance with the homologation form, therefore no modification in structure or in dimensions is allowed. Drilling and welding operations on the muffler are allowed only to install a temperature probe. One original gasket only between cylinder and exhaust manifold is allowed, the use of the original exhaust spacer is allowed but not mandatory.

7.17.3 The complete sealing of exhaust gas between the cylinder and the exhaust header/fitting must be guaranteed at all times. The control of the sealing of the exhaust gas can be performed at any time through occlusion of the outlet hole of the exhaust header/fitting, filling of the exhaust header/fitting with liquid through the exhaust port and check for leaks. The proper sealing of the exhaust system is the Driver's responsibility.

In any case the exhaust system must be in compliance with the phonometric measurement.

#### 7.18 Cooling

The cooling system must be in its original configuration: only one IAME original radiator (p.n. T-8000B or T-8001), only one IAME original simple water pump (aluminium or plastic black/blue), only one IAME original water pump pulley aluminium or plastic black/blue) are allowed and in compliance with the homologation form.

The number of radiator support brackets is not limited.

Only simple or by pass original IAME thermostats are allowed and their use is optional.

The two-way thermostat case can be installed without the thermostat capsule inside, and work as a fitting.

Only water with no other additive is allowed for cooling.

Radiators shields, either adhesive or mechanic are allowed but should not be removable when the kart is in motion.

Original water hoses as delivered with the engine (black or blue).

Water pump driving belt type is free. Belt must operate on the water pump pulley.

7.18.1 The combination of plastic or aluminium water pumps with plastic or aluminium water pump pulleys is allowed.

#### 7.19 Starting

The engine is provided with an on-board electric starter. The original on-board starting system has to be installed with all its components and properly connected.

#### 7.20 Sprockets

Only IAME original Z10 – Z11 – Z12 sprockets are admitted.

#### 7.21 Inspections

7.21.1 The engine technical inspection is performed by Scrutineers. The Scrutineers have the right to inspect any part to the point that it can no longer be used. In the case that the inspected item is found to be conforming it will be replaced to the driver at no cost. Any part found to be non-conforming, will not be refunded.

7.21.2 At any moment, the Scrutineers, following a decision of the Stewards, have the right to replace any part, any accessory or even the entire engine.

7.21.3 The technical forms are the main comparison reference for Scrutineers. In case of doubts on the engine parts conformity, the comparison with the sample engine will be the definitive probating element.

7.21.4 The first 3 finishing drivers will be subject to technical scrutineering to check that the squish, carburetors, and exhausts conform with these technical regulations.

#### 8. **IAME X30 125cc RL TaG – X30 JUNIOR CATEGORY**

Any modification on the engine and its accessories, if not expressly authorized, is forbidden. IAME considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility is strictly forbidden. The Entrant is liable for the conformity of their equipment.

8.1 The following original homologation forms of the engine:

8.1.1 «254X» IAME X30 125cc X30 LIMIT. 16000

8.1.2 «348B» Carburetor Tillotson HW27-A  
are the integral part of the technical regulations.

8.2 Only the IAME X30 125cc-RL-TaG, original and strictly in compliance with the manufacturer's technical form (technical features, sizes, weights, diagrams with the tolerances prescribed by the manufacturer) is admitted. The pictures on the original homologation forms are as well valid to identify the engine and the parts.

8.3 The engines must be provided with their original serial number. No modification, improvement, polishing, addition or removal of material of any engine part is allowed. Each engine internal or external part has to be installed in its original position and functioning according to the original design specs.

8.4 **IMPORTANT:** The tolerances reported on homologation forms are necessary to comprise all the machining, assembling and settling tolerances. Nevertheless, the Entrant is absolutely not allowed to make any intervention on the engine, even if the characteristic dimensions after his intervention will still be within the prescribed tolerances.

8.4.1 Any tuning is forbidden: the maximum and minimum allowed values and the volume of the combustion chamber have to be measured according to the Appendix 1 of series regulations.

8.5 Diagrams and Volume Chart: IAME X30

Refer to Homologation form « 254X»

#### 8.6 Cylinder Head

8.6.1 The cylinder head has to be strictly original. Only the thread repairing by means of an M14 x1,25 helicoil of the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

8.6.2 The squish (distance between piston and the cylinder head) with the engine technical form prescriptions at all points. The thickness of the tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. Measurements must be taken with the engine in racing conditions at any time during the event. The original IAME gauge n. ATT-025/1 is the reference to measure the cylinder head profile. The gauge shape must match with the dome profile, the squish area and the gasket plane.

The CIK insert body tightened on the cylinder head, must not protrude from the upper part of the combustion chamber dome.

#### 8.7 Cylinder

Only the original cylinder can be employed. Polishing, sandblasting, trimming or adjustments are not allowed. Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine. No heat treatment or surface treatment is allowed. The diagram adjustment is allowed only by means of the cylinder gasket replacement. Only original gaskets are allowed. No head gasket is admitted.

The original IAME gauge n. ATT-025/2 is the reference to measure the cylinder transfers profile. The original IAME gauge n. ATT-035/1 is the reference to carry a visual check of the ports. Starting from the serial n. M3521/B3059 the X30 engines are equipped with a marked cylinder, as shown on the homologation form:

8.7.1 Engines with serial number previous to M3521/B3059 can be equipped with the marked cylinder.

8.7.2 Engines with serial number subsequent to M3521/B3059 cannot be equipped with the non-marked older cylinder.

#### 8.8 Crankcase, Crankshaft, Con-Rod, Crankpin

Strictly original and without any modification.

The original IAME gauge ATT-035/3 is the reference to check the reed block housing plane

The original IAME gauge ATT-035/4 is the reference to check the distance between the indexing pins of the cylinder

The original IAME gauge ATT-035/5 is the reference to check the height of the cylinder base plane

Only original big end cage (X30125431), small end cage (E-10440/E-10441) and original washers

(X30125436/X30125436EX) allowed.

Oil seals must be installed in the correct position, concave side facing inside the crankcase.

#### 8.9 Bearings

Only crankshaft bearings 6206 C4, Roller Bearing BC1-3342B and balance shaft 6202 C3/C4/C4H and 6005 C3/C4 steel ball and polyamide cage are allowed.

Oblique contact prohibited. Ceramic balls prohibited.

The bearings must be mounted with balls visible from the inside of the crankcase.

All bearings not reporting the correct and clearly visible classification number, as described in the present regulations, are expressly forbidden.

The use of spacer shims behind the bearings is allowed to obtain the correct axial clearance.

All internal parts of the engine must be of manufacturer origin, the same number as the assembly of the factory and mounted in the same direction.

#### 8.10 Piston, Ring and Pin

Strictly original without any modification and in compliance with the engine technical form.

The IAME original gauge ATT-035/2 is the reference to check the piston head shape.

#### 8.11 Reed Block

Strictly original without any modification. No gasket planes machining is allowed. Free screws.

Original reed valve cover without any modification is allowed. Reed block/crankcase gasket thickness is 1mm (admitted tolerance +/- 0.3mm). Conveyor/reed block gasket thickness is 0.8mm (admitted tolerance +/- 0.3mm).

#### 8.12 Reed Petals

Only fiberglass (min. thickness 0.30mm) or carbon fibre (min. thickness 0.24mm) original IAME marked reed petals are allowed. Mixing of carbon fibre and fibreglass petals is forbidden.

#### 8.13 Carburettor

8.13.1 Only the Tillotson HW-27A, IAME laser marked carburettor, supplied together with the engine in its original configuration (same brand, same model, same reference) is admitted. Only the accessories supplied together with the original carburettor and represented on the carburettor technical form are allowed; needle valve spring is free.

Carburettor positioning (i.e. with pump in upper or in lower position) is free.

Carburettor gasket thickness is 1 mm (admitted tolerance +/- 0.3mm).

Any injection and/or spraying system is forbidden.

The original IAME gauge n. ATT-035/2 is the reference to check the carburettor inlet duct. The gauge shape must match with the inlet profile.

8.13.2 The inlet silencer (p.n. X30125740) must be identical to the original one supplied together with the engine (same brand, same model, same reference) with max. 22mm diameter intake tubes. Protective grids are optional.

The rubber manifold with air filter connecting the inlet silencer to the carburettor is mandatory and must be installed and in compliance with the homologation form.

In case of doubt the carburettor must be compared to the sample carburettor.

8.13.3 Any injection and/or spraying system is forbidden.

#### 8.14 Clutch

The centrifugal clutch must engage at max. 4.000 RPM moving the kart with driver on board and in racing conditions. The clutch must be completely triggered at max. 6.000 RPM in any condition, this measurement can eventually be checked with proper instruments.

Each driver will be responsible for the wear status of the clutch padding material and friction parts cleaning, since the proper clutch operation might be checked at any moment of the event, and even after each phase. The original IAME gauge ATT-047/4 is the reference to check the clutch drum. The tool must not enter into the clutch drum in perpendicular position respect to the clutch drum axis.

#### 8.15 Ignition

8.15.1 Only original ignitions, either Digital "K" Selettra or Selettra "S" or Digital PVL systems are allowed, without any modification. Scrutineers, following a decision of the Stewards have the right to ask for the replacement of the whole ignition system or any part thereof at any moment before starting the race. The organizer will not be liable for any eventual breakdown occurred after the replacement.

8.15.2 Only the electronic CDI box type "C" (16000 RPM) is allowed and must be fixed on the chassis or on the engine or on the engine (plant Digital S) The markings on the electronic box are compulsory and must be clearly visible without disassembling the electronic box. Covering with adhesive or masking tape is forbidden.

Modifications on the stator fixing, the shape and thickness of the rotor key and the rotor and crankshaft keyways are forbidden.

The IAME original gauge ATT-035/7 is the reference to check the correct position of the phase reference marking on the rotor.

The battery must be fixed to the chassis and always connected to the ignition system.

#### 8.16 Sparkplug

8.16.1 Only the following NGK sparkplugs, strictly original and without any modification, are allowed: BR9EG - BR10EG

8.16.2 The sparkplug must be installed with its original gasket.

8.16.3 The insulator must not exceed sparkplug body and the length of the sparkplug body itself must be max. 18,5 mm.

8.16.4 Original spark plug cap, as delivered with the engine (IAME p.n. 10544 – PVL or Selettra)

#### 8.17 Exhaust

8.17.1 Only new type of the exhaust plant is allowed – Homologation Form 254X.

8.17.2 Only the original muffler and exhaust manifold as supplied with the engine are allowed and must be kept strictly original and in compliance with the homologation form, therefore no

modification in structure or in dimensions is allowed. Drilling and welding operations on the muffler are allowed only to install a temperature probe. One original gasket only between cylinder and exhaust manifold is allowed, the use of the original exhaust spacer is allowed but not mandatory.

8.17.3 The complete sealing of exhaust gas between the cylinder and the exhaust header/fitting must be guaranteed at all times. The control of the sealing of the exhaust gas can be performed at any time through occlusion of the outlet hole of the exhaust header/fitting, filling of the exhaust header/fitting with liquid through the exhaust port and check for leaks. The proper sealing of the exhaust system is the Driver's responsibility. In any case the exhaust system must be in compliance with the phono metric measurement.

#### 8.18 Cooling

The cooling system must be in its original configuration: only one IAME original radiator (p.n. T-8000B or T-8001), only one IAME original simple water pump (aluminium or plastic black/blue), only one IAME original water pump pulley aluminium or plastic black/blue) are allowed and in compliance with the homologation form.

The number of radiator support brackets is not limited.

Only simple or by pass original IAME thermostats are allowed and their use is optional.

The two-way thermostat case can be installed without the thermostat capsule inside, and work as a fitting.

Only water with no other additive is allowed for cooling.

Radiators shields, either adhesive or mechanic are allowed but should not be removable when the kart is in motion.

Original water hoses as delivered with the engine (black or blue).

Water pump driving belt type is free. Belt must operate on the water pump pulley.

The combination of plastic or aluminium water pumps with plastic or aluminium water pump pulleys is allowed.

#### 8.19 Starting

The engine is provided with an on board electric starter. The original on board starting system has to be installed with all its components and properly connected.

#### 8.20 Sprockets

Only IAME original Z10 or Z11 or Z12 sprockets are admitted.

#### 8.21 Inspections

8.21.1 The engine technical inspection is performed by the Scrutineers. The Scrutineers have the right to inspect any part to the point that it can no longer be employed. If this is the event, the inspected part that comes out to be regular will be replaced to the driver at no cost. Any part found out irregular, will not be refunded.

8.21.2 At any moment, the Scrutineers, following a decision of the Stewards, have the right to replace any part, any accessory or even the entire engine.

8.21.3 The technical forms are the main comparison reference for Scrutineers. In case of doubts

on the engine parts conformity, the comparison with the sample engine will be the definitive probating element.

#### 9. IAME X30 Water Swift 60cc TaG – X30 MINI CATEGORY

Any modification on the engine and its accessories, if not expressly authorized, is forbidden. IAME considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility are strictly forbidden. Polishing, sandblasting, trimming or adjustments are not allowed. No heat treatment or surface treatment is allowed. The Entrant is liable for the conformity of its own equipment. Any tuning is forbidden: the maximum and minimum allowed values and the volume of the combustion chamber have to be measured according to the procedure described in the Appendix 1 of series regulations.

9.1 The following original homologation forms of the engine:

9.1.1 «364G» IAME X30 WATER SWIFT – 60cc RL TaG

9.2 Only the IAME X30 WATERSWIFT 60cc RL TaG: original and strictly in compliance with the manufacturer's technical form (technical features, sizes, weights, diagrams with the tolerances prescribed by the manufacturer) is permitted. The pictures on the original homologation forms are as well valid to identify the engine and the parts.

9.3 The engines must be provided with their original serial number. No modification, improvement, polishing, addition or removal of material of any engine part is allowed. Each engine internal or external part has to be installed in its original position and functioning according to the original design specification.

9.4 The tolerances reported on the homologation forms are necessary to comprise all the machining, assembling and settling tolerances. Nevertheless, the Entrant is absolutely not allowed to make any intervention on the engine, even if the characteristic dimensions after his intervention will still be within the prescribed tolerances.

9.5 Any tuning is forbidden: the maximum and minimum allowed values and the volume of the combustion chamber have to be measured according to Appendix 1 of series regulations.

9.6 In any moment, the technical officials, following a decision of the Stewards, have the right to replace any part, any accessory or even the complete engine.

#### 9.7 DIAGRAMS TABLE:

Refer to technical form of the engine

#### 9.8 Cylinder Head:

9.8.1 Strictly original. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

9.8.2 The squish minimum value must be as prescribed on the engine technical form. The thickness of the tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. The original IAME gauge n. 10215 is the reference to check the cylinder head profile conformity. The gauge shape must match with the dome profile, the squish area and the gasket plane.

#### 9.9 Cylinder:

Only the original cylinder can be employed. Polishing, sandblasting, trimming or adjustments are not allowed. Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine. No heat treatment or surface treatment is allowed. The diagram adjustment is allowed only by means of the cylinder gasket replacement. Only one-cylinder gasket, identical to the original one (0.40mm +/- 0.05 mm) is admitted. No head gasket is admitted. The original IAME gauge n. ATT-005 is the reference to measure the distance of the upper edge of the ports from the cylinder head plane.

#### 9.10 Crankcase, Crankshaft, Con-rod, Crankpin

Only original parts are allowed, without any modification. Only strictly original big end cage (IAME B-10431), original washers (IAME E-38436) and original small end cage (IAME A-60440) are allowed. Oil seals must be installed in the correct position, cave side looking inside the crankcase.

#### 9.11 Bearings

Strictly original: crankshaft ball bearings p.n. IAME: 10400-D (6204 C4). Ball-bearing with oblique contacts are forbidden. Only bearings with steel balls and rings are authorized. (Ceramic is forbidden). Shims can be added behind the main roller bearings to reach the correct axial play. All bearings not reporting the correct and clearly visible classification number, as described in the present regulations, are expressively forbidden.

#### 9.12 Piston, Ring and Pin

Strictly original without any modification and in compliance with the engine technical form.

#### 9.13 Carburettor

Only the Tillotson HW-31A carburettor supplied together with the engine in its original configuration (same brand, same model, same reference) is admitted.

9.13.1 Only the accessories supplied together with the original carburettor are allowed; diaphragms, diaphragm gaskets and the needle valve spring are free. Carburettor positioning (i.e. with pump in upper or in lower position) is free. All carburettor spacers and gaskets are mandatory and must be in compliance and in the same order as indicated on the technical form.

9.13.2 In case of doubt the carburettor must be compared to the sample carburettor.

9.13.3 Inlet silencer strictly original as supplied together with the engine (same brand, same model, same reference) that is IAME mod. MINI SWIFT with CSAI 01/SA/14 homologation. Inlet hose max. internal diameter must be 22mm. Protective grids are optional.

9.13.4 The rubber manifold with air filter connecting the inlet silencer to the carburettor is mandatory, it must installed and in compliance with the homologation form.

9.13.5 Any injection and/or spraying system is forbidden.

#### 9.14 Clutch

The engine is supplied with a dry centrifugal clutch system. Any intervention intended to extend the sliding of the clutch hub beyond the prescribed limit is strictly forbidden. The centrifugal clutch must engage at max. 4.500 RPM moving the kart with driver on board and in racing conditions. The clutch must be completely engaged at max. 6.500 RPM in any condition, this measurement can eventually be checked with proper instruments. Each driver is responsible for the wear status of the clutch padding material and friction parts cleaning, since the proper clutch operation might be checked at any moment of the event, and even after each phase.

#### 9.15 Ignition

Original ignition only, that is SELETTRA p.n. IAME A-61951 and coil p.n. IAME A-61955. Without any modification.

9.15.1 Scrutineers, following a decision of the Stewards have the right to ask for the replacement of the whole ignition system or part thereof at any moment before starting the race. The organizer will not be liable for any eventual breakdown occurred after the replacement.

9.15.2 The battery must be fixed to the chassis and always connected to the ignition system.

#### 9.16 Sparkplug

9.16.1 Only the following NGK sparkplugs, strictly original and without any modification, are allowed: BR9EG - BR10EG

9.16.2 The sparkplug must be installed with its original gasket.

9.16.3 The insulator must not exceed the sparkplug body and the length of the sparkplug body itself must be max. 18.5 mm.

9.16.4 Original spark plug cap, as delivered with the engine (IAME p.n. 10544 – PVL or Selettra)

#### 9.17 Exhaust

Only the original exhaust pipe is allowed as supplied with the engine and must be kept strictly original and in compliance with the homologation form.

9.17.1 No modifications in structure or in dimensions are allowed.

9.17.2 The complete sealing of the exhaust gas between the cylinder and the exhaust manifold must be guaranteed at all times. The control of the sealing of the exhaust gas can be performed at any time through occlusion of the outlet hole of the exhaust header, filling of the exhaust header with liquid through the exhaust port and check for leaks. The proper sealing of the exhaust system is at Driver's responsibility.

9.17.3 The exhaust manifold (Ø28,5mm) must be strictly original and in compliance with the technical form. Only one original exhaust gasket is allowed.

9.17.4 Both new type (with temperature sensor seat – Page 7 of homologation form) and old type (without temperature sensor seat – Page 9a of homologation form) exhaust mufflers are allowed, only original and as supplied with the engine. Pipe and probe seat modifications are strictly prohibited. Use of temperature sensors is allowed only with the new type exhaust.

#### 9.18 Cooling

The cooling system must be in its original configuration: only one IAME original radiator (p.n. T- 8601), only one IAME original simple water pump (black or blue) are allowed and in compliance with the homologation form.

9.18.1 Only simple or by pass original IAME thermostats are allowed and their use is optional.

9.18.2 Cooling only by water, no other additives allowed.

9.18.3 Radiators shields, either adhesive or mechanic are allowed but should not be removable when the kart is in motion.

9.18.4 The use of the original water pump pulley activating the water pump through O rings is mandatory.

#### 9.19 Starting

The engine is provided with an on board electric starter. The original on board starting system can be installed with all its components and properly connected.

9.19.1 The use of an external starter is authorized only in the event that a mechanical or electrical problem prevents the starting system operation.

#### 9.20 Sprockets

Only IAME original clutch drums with built-in Z10 or Z11 sprockets are allowed.

#### 9.21 Inspections

9.21.1 The engine technical inspection is performed by the Scrutineers. The Scrutineers have the right to inspect any part to the point that it can no longer be employed. If this is the event, the inspected part that comes out to be regular will be replaced to the driver at no cost. Any part found out irregular, will not be refunded.

9.21.2 In any moment, the Scrutineers, following a decision of the Stewards, have the right to replace any part, any accessory or even the entire engine.



# END OF REUGULATIONS