

## Technical Regulations 2023

### Part 1: General Requirements

- 1.1 Provisions
- 1.2 Fuel and Lubricant
- 1.3 Tires
  - 1.3.1 Common applications
  - 1.3.2 Specific Applications

### Part 2: Requirements by Categories

- 2.1 Mini Rookie & Mini
  - 2.1.1 Engine, accessories and equipment
  - 2.1.2 Bearings
  - 2.1.3 Carburettor and accessories
  - 2.1.4 Batteries
  - 2.1.5 Chassis, accessories and equipment
- 2.3 X30 Junior
  - 2.3.1 Engine, accessories and equipment
  - 2.3.2 Bearings
  - 2.3.3 Carburettor and accessories
  - 2.3.4 Batteries
  - 2.3.5 Chassis, accessories and equipment

## 2.4 X30 Senior Cup, X30 Senior, X30 Master, X30 Gentleman

### 2.4.1 Engine, accessories and equipment

#### 2.4.2 Bearings

#### 2.4.3 Carburettor and accessories

#### 2.4.4 Batteries

#### 2.4.5 Chassis, accessories and equipment

## 2.5 X30 Supershifter, X30 Supershifter Master

### 2.5.1 Engine, accessories and equipment

#### 2.5.2 Bearings

#### 2.5.3 Carburettor and accessories

#### 2.5.4 Batteries

#### 2.5.5 Chassis, accessories and equipment

## Part 3: Timeline

### 3.1 Initial release

### 3.2 Updates



## - Part 1 - (General Requirements)

### 1.1 Provisions

When reading these regulations, never forget that any modification or addition to the engine and/or its accessories is prohibited, unless expressly authorised.

By modification, IAME means all operations 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 distorting a value and/or its control are prohibited.

Pilots, tutors and competitors are responsible for the conformity of their equipment.

#### IMPORTANT:

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

The approval sheets, manufacturer sheets and technical sheets in force are listed in the technical reference document IAME Series BENELUX DR 2023 at the current index

They form an integral part of this technical regulation and its annexes.

For any point not appearing in these Technical regulations and its appendices, the current FIA Karting technical regulations and appendices will be applied.

Compliance checks are carried out by the IAME SERIES BENELUX technical control team with the collaboration of the Federation's technical control team. It is the latter and she alone who writes any reports of non-compliance.

One or more person(s) mandated by the promoter of the IAME SERIES BENELUX may take part in the technical checks and have access to the data collected without these being communicated to third parties (except the Federation and/or IAME S.p.a.S.U)

The authorized person(s) may be authorized IAME-Belgium resellers.

The promoter of the IAME SERIES BENELUX may also participate in the technical checks and will have access to the data recorded without these being communicated to third parties (except the Federation and / or IAME S.p.a.S.U) In this case, the reseller(s) Authorized approved(s), the promoter, can propose the checks to be carried out, in consultation with the technical inspectors of the IAME SERIES BENELUX and the Federation.

During technical inspections, only the following act as an absolute and indisputable reference:

- o These Technical regulations and their appendices
- o Approval sheets, manufacturer sheets or technical sheets
- o Comparison with a reference element



o The FIA Karting Technical Regulations and its appendices

In the event of a serious controversy during a technical inspection, the disputed parts may be retained and sealed to be sent by the organization to IAME S.p.a.S.U who will carry out an expert appraisal in the factory.

The expertise of the "IAME" prevails over any disputes of the elements mentioned above.

The final decision will be taken by the Sporting Commission following the expert reports received.

The engines must display the serial numbers engraved by the IAME S.p.a.S.U factory, unless otherwise authorized by IAME-Belgium (example: change of casings)

For the X30 Junior / Senior / Senior cup / Master / Gentleman categories, only cylinders with the original "IAME" marking on the gasket surfaces and with a liner retention pin are authorized.

These engines must be accompanied by a completed and authenticated passport in accordance with Appendix No. 7 of the Technical Regulations (Rules for the use of engines)

1 "Race" engine and 1 "Reserve" engine are authorized per event.

Engines must be sealed with a numbered IAME seal issued by "IAME-Belgium" or "IAME Netherlands" (IAME Series RT Appendix N°04) from qualifying 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 that it is perfectly compliant.

The "race" engine passport is presented during material check-in. It is checked that the serial and engine seal numbers are indicated on the "engine passport" which is kept for the duration of the event by technical control.

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

In the event of engine failure or significant problems with the engine unit, the driver wishing to use his "Reserve" engine must present the damaged engine to the technical inspection to show that it is no longer in working order (engine failure or significant problems on the engine group)

The RACB technical delegate is the only one who can authorize the use of the spare engine.

With the agreement of the scrutineers, the Reserve engine is registered and the passport is kept at the technical control.

The replaced engine is unsealed and kept by Technical Control until the end of the meeting.

It can be checked in the presence of the responsible retailer.

From qualifying practice, any unsealing of an engine in the absence of a scrutineer is prohibited and will be the subject of a report of non-compliance.

### **IMPORTANT :**

In the event of non-compliance of the sealed part of the engine:



o The Sporting Commission will take decisions which may go as far as the disqualification of the driver concerned from the meeting

o The responsibility of the dealer performing the maintenance will be engaged.

He may have his approval suspended after analysis of the seriousness of the alleged facts.

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

### **All drivers must wear :**

An helmet with effective and unbreakable protection for the eyes.

(The recognized Standards for "karting" helmets are available in Appendix N°3 of the IAME BENELUX Series Technical Regulations)

A valid FIA KARTING homologated suit covering the entire body, legs and arms included.  
Appendix No. 6 of the IAME BENELUX Series Technical Regulations

A pair of gloves fully covering the hands

High shoes covering the ankles

Rib protection is mandatory in all categories. The "FIA KARTING" homologated model is recommended.

Neck protection is compulsory in the Mini-Rookie and Mini categories.

### **Applicable text**

In the event of differences in the interpretation of the rules, only the French text will prevail.

### **Data preservation**

Any use of any data recording device on a tablet, computer, telephone, etc.

As well as any taking of photos or recording of videos are strictly prohibited in the departure assistance park, arrival assistance park and closed park.

## **1.2 FUEL AND LUBRICANTS**

A regular distribution fuel Gasoline E5 (SP 98), Standard EN 228 coming from the service station imposed during each event, without any additive added other than oil for lubricating the engine, is the only authorized one.

The organization will designate and communicate the imposed service station (IAME Series RT appendix N°02) where the reference sample will be taken.

this for the purpose of checks by comparing the mixture used with the reference mixture (IAME Series RT appendix N°01)

WLADOIL K2T oil is the only authorized lubricant

### **Authorized concentration:**



o Mini-Rookie & Mini category: 4 to 6%

o Other categories: 5 to 6%

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

Any overrun of the limit set in relation to the sample of reference mixture will be the subject of a finding of non-compliance (IAME Series RT appendix N°01)

The control device used is the DIGATRON fuel tester.

The organizer reserves the right to ask competitors to empty their tank and use the fuel provided by the organization, which will be E5 (SP 98), from the reference service station, without no complaints are accepted.

In this case, the mixture is carried out in the Start Assistance Park under the supervision of a scrutineer by the driver or his mechanic who must use a sealed oil container with its original capsule to make the mixture.

## 1.3 TIRES

### 1.3.1 Common Applications

Only tires (Slicks and rain) purchased from an approved "IAME-Belgium" retailer or from the promoter of the "IAME Series BENELUX" are authorized.

Special provision:

For Dutch competitors, during "IAME Series BENELUX" meetings:

- o Vouchers for racing tires (Slicks and rains) must be purchased at "IAME Netherlands"
- o Only tires (Slicks and rains) purchased from "IAME Netherlands" are authorized for testing

Tires must be used as delivered by the supplier.

Any treatment or manipulation that could modify the characteristics of the tires is strictly prohibited.

Any on-board system for taking and transmitting tire pressure and temperature is strictly prohibited in all categories.

The "MiniRAELite" measuring device is used to check that the tires are in accordance with the regulations.

The VOC measurement of the tires must not exceed 5 ppm (maximum limit value) in all circumstances.

Note: Tire pollution (I.E.: unsuitable assembly product, chain spray, fuel, etc.) must be avoided as it can cause the limit value to be exceeded.

If the control reveals that the tires are not in conformity with the regulations, the driver concerned will not be authorized to access the Pre-grid and therefore will not participate in the



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corresponding part of the competition.

The organizers of the IAME SERIES BENELUX reserve the right to place the tires in the parc fermé without notice.

Note: A competitor who notices a defect on a tire during check-in must have it noted by the tire manager.

The competitor who, on the same reference and type of tire, notices during registration a difference in circumference equal to or greater than 15 mm may request its replacement.

These provisions only apply to registered tires which have not yet been used.

### 1.3.2 Specific Applications

#### Mini Rookie & Mini

o Slicks: Komet K1D-M

o Rain: Prohibited

Authorized quantity (Per meeting) :

#### **SLICKS**

o 2 front tires and 2 rear tires

o 1 "reserve" tire (Front or Rear)

Slick tires ("Race")

For "race" Slick tires, competitors must purchase a Voucher from their respective retailer.

This Voucher allows them to collect from the organization a set of "race" tires from the same batch and which will be scanned during distribution.

Slick "race" tires can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that were registered by the organization during distribution.

#### **Slick tire ("Spare"):**

For the "Spare" slick tire, the competitors will collect a "Spare tire" Voucher in due time from their respective dealers.

This Voucher allows them to withdraw from the organization a spare tire which will be registered.

This spare tire can only be distributed and registered after the Qualifying sessions.

#### **Slick Tires (Tests)**

From the official free practice the management of the tires is free, these must be those imposed in the category



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They will be checked before each session starts.

### **X30 Junior**

o Slicks: Komet K2H

o Rains: Komet K1W

**Authorized quantities:** (Per event)

#### **SLICKS**

o 2 front tires and 2 rear tires

o 1 "reserve" tires (Front or Rear as desired)

#### **RAINS**

o 2 front tires and 2 rear tires

o 2 "spare" tires (Front and/or Rear of your choice)

#### **Race Slick Tires**

For "race" Slick tires, competitors must purchase a Voucher from their respective retailer

This Voucher allows them to collect from the organization a set of "race" tires from the same batch and which will be scanned during distribution.

Slick "race" tires can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that were registered by the organization during distribution.

#### **Spare Race Slick Tire**

For the "spare" slick tire, competitors must collect a "spare tire" Voucher in due time from their respective dealer.

This Voucher allows them to withdraw from the organization a spare tire which will be registered.

This spare tire can only be distributed and registered after qualifying

#### **Slick Tires Tests**

For Free Practice and Official Free Practice, the management of the tires is free, these must be those imposed in the category.

They will be checked before each session.

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.





## **Race Wet Tires**

At each IAME Benelux Series event, drivers must register new "race" rain tyres.

New "race" rain tires registered during previous "IAME Benelux Series 2023" events are also authorised.

### **IMPORTANT :**

"Race" rain tires must be registered at the same time as slick tyres.

It will no longer be possible to register "race" rain tires after the registration of slick tires.

No exceptions will be allowed.

"Race" wet tires can only be used from qualifying.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that were registered by the organization during distribution.

## **Spare rain tires**

For "spare" rain tyres, competitors must collect a "spare tyre(s)" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tire(s) that will be registered.

This (these) reserve tire(s) can only be distributed and registered after the Qualifying sessions.

It is only after they have been registered that the "reserve" rain tire(s) can be used.

## **Wet Tires Tests**

For Free Practice and Official Free Practice tires the management is free, these must be those imposed in the category.

These tires can be supplied by competitors, or purchased from their respective dealer

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.

## **X30 Senior**

o Slicks: Komet K2M

o Rains: Komet K1W

### **Authorized quantities: (Per event)**

#### **SLICKS**

o 2 front tires and 2 rear tires in free management

o 2 "spare" tires (Front and/or Rear of your choice)



## **RAINS**

- o 2 front tires and 2 rear tires
- o 2 "spare" tires (Front and/or Rear of your choice)

### **Race Slick Tires**

For "race" Slick tires, competitors must purchase a Voucher from their respective retailer

This Voucher allows them to collect from the organization a set of "race" tires from the same batch and which will be scanned during distribution.

Slick "race" tires can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that were registered by the organization during distribution.

### **“Test” Slick Tires**

For Free Practice and Official Free Practice, the management of the tires is free, these must be those imposed in the category.

They will be checked before each session starts.

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.

### **Wet Tires ("Race")**

At each IAME Benelux Series event, drivers must register new "race" rain tyres.

New "race" rain tires registered during previous "IAME Benelux Series 2023" events are also authorised.

### **IMPORTANT :**

"Race" rain tires must imperatively be registered at the same time as the slick tires.

It will no longer be possible to register "race" rain tires after the registration of slick tires.

No exceptions will be allowed.

"Race" wet tires can only be used from qualifying.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that were registered by the organization during distribution.

### **Spare rain tires**

For "spare" rain tyres, competitors must collect a "spare tyre(s)" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tire(s) that will be registered.

This (these) spare tire(s) can only be distributed and registered after the Qualifying sessions.



It is only after their registration that the "spare" rain tire(s) can be used.

### **Wet Tires (Tests)**

For Free Practice and Official Free Practice tires the management is free, these must be those imposed in the category.

These tires can be supplied by competitors, or purchased from their respective dealers

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.

### **X30 Senior Cup, Masters, Gentlemen.**

o Slicks: Komet K2M

o Rains: Komet K1W

### **Authorized quantities: (Per event)**

#### **SLICKS**

o 2 front tires and 2 rear tires

o 2 "spare" tires (Front and/or Rear of your choice)

#### **RAINS**

o 2 front tires and 2 rear tires

o 2 "spare" tires (Front(s) and/or Rear(s) of your choice)

#### **Race Slick Tires**

For "race" Slick tires, competitors must purchase a Voucher from their respective retailer

This Voucher allows them to collect from the organization a set of "race" tires from the same batch and which will be scanned during distribution.

Slick "race" tires can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that were registered by the organization during distribution.

#### **Spare race slick tires**

For "spare" slick tires, competitors must collect a "spare tire" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tires that will be registered.



These spare tires can only be distributed and registered after the qualifying sessions.

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.

### **“Test” Slick Tires**

For Free Practice and Official Free Practice, the management of the tires is free, these must be those imposed in the category.

They will be checked before each session starts.

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.

### **Wet Tires ("Race")**

At each event of the IAME Benelux Series, drivers must register new "race" rain tyres.

New "race" rain tires registered during previous "IAME Benelux Series 2023" events are also authorised.

### **IMPORTANT :**

"Racing" rain tires must be registered at the same time as slick tyres.

It will no longer be possible to register "race" rain tires after the registration of slick tires.

No exceptions will be allowed.

"Race" wet tires can only be used from qualifying.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that were registered by the organization during distribution.

### **Spare rain tires**

For "spare" rain tyres, competitors must collect a "spare tyre(s)" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tire(s) that will be registered.

This (these) spare tire(s) can only be distributed and registered after the Qualifying sessions.

It is only after their registration that the "spare" rain tire(s) can be used.

### **Wet Tires (Tests)**

For the tires of the Free Practices and Free-official Practices the management is free, these must be those imposed in the category

These tires can be supplied by competitors, or purchased from their respective dealers

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.



## **X30 Super-Shifter, X30 Super-Shifter Master**

o Slicks: Komet K2M

o Rains: Komet K1W

### **Authorized quantities: (Per event)**

#### **SLICKS**

o 2 front tires and 2 rear tires

o 2 "reserve" tires (Front and/or Rear of your choice)

#### **RAINS**

o 2 front tires and 2 rear tires

o 2 "reserve" tires (Front(s) and/or Rear(s) of your choice)

#### **Race Slick Tires**

For "race" Slick tires, competitors must purchase a Voucher from their respective retailer

This Voucher allows them to collect from the organization a set of "race" tires from the same batch and which will be scanned during distribution.

Slick "race" tires can only be used from qualifying practice.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that will have been registered by the organization during distribution.

#### **Spare race slick tires**

For "spare" slick tires, competitors must collect a "spare tire" Voucher in due time from their respective retailer.

This Voucher will allow them to collect from the organization the spare tires that will be registered.

These spare tires can only be distributed and registered after the qualifying sessions.

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.

#### **"Test" Slick Tires**

For Free Practice and Official Free Practice, the management of the tires is free, these must be those imposed in the category. They will be checked before each session starts.

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.



## **Wet Tires ("Race")**

At each IAME Benelux Series event, drivers must register new "race" rain tyres.

New "race" rain tires registered during previous "IAME Benelux Series 2023" events are also authorised.

### **IMPORTANT :**

"Race" rain tires must be registered at the same time as slick tyres.

It will no longer be possible to register "race" rain tires after the registration of slick tires.

No exceptions will be allowed.

"Race" wet tires can only be used from qualifying.

For Qualifying Practice, Qualifying Heats and the Final, the only tires that can be used are those that were registered by the organization during distribution.

### **Spare rain tires**

For "spare" rain tyres, competitors must collect a "spare tyre(s)" Voucher in due time from their respective retailer.

This Voucher allows them to collect from the organization the spare tire(s) that will be registered.

This (these) spare tire(s) may only be distributed and registered after the Qualifying sessions.

It is only after they have been registered that the "spare" rain tire(s) can be used.

### **Wet Tires (Tests)**

For Free Practice and Official Free Practice tires the management is free, these must be those imposed in the category.

These tires can be supplied by competitors, or purchased from their respective dealers

For the official tests and the warm up (if a warm up is planned), the tires are free, of the same brand and type as those imposed in the category.



## - Part 2 -

### (Requirements by Categories)

#### 2.1 Mini Rookie & Mini

Minimum total weight Mini-Rookie (pilot included): 105kg

Minimum total weight Mini (pilot included): 110kg

##### 2.1.1 Engine, accessories and equipment

The PARILLA PV60 MINI-SWIFT version 2007 engine is the only authorized one (Manufacturer Sheet No. 399 at the current index).

It must comply with the manufacturer's sheet in force and used with all the original accessories mentioned on the manufacturer's sheet unless otherwise specified in these regulations.

**For 2023, all cylinders with or without liner retention pins, with or without IAME marked gasket face are permitted**

**From 2024 only cylinders with liner retention pin, and joint plan marked IAME will be authorized**

No transformation, improvement, addition, removal of material or polishing of one of the engine components or one of its accessories is authorized.

Only exception: The aluminum chain guard can be modified without affecting the safety to allow the dismantling of the chain easily

Only IAME original spare parts are authorized during engine maintenance

Minimum squish measured at any point is: 0.75mm

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

**The cylinder gasket with a thickness of between 0.25 and 0.40mm can be made by stacking original IAME gaskets of 0.05, 0.10, 0.20, 0.40mm thickness in order to achieve the minimum squish value required.**

Starting must be done by the on-board energy source starter system; however, in the event of force majeure, the start may be done by an external starter and this at the discretion of the technical control which will ensure that the driver presents himself with a kart in order to start within a reasonable time.

An additional ground cable from IAME origin is authorised.

The sheet metal cover marked IAME Parilla fixed to the front of the casing is optional.



## **Clutch - Transmission:**

The centrifugal clutch must come into full engagement and drive the kart at a speed of 4500 rpm with a tolerance of + 500 rpm maximum and this, at all times of the event (at the start as well as at the finish)

The checks will be made in the pre-grid and/or in the Arrival Service Park.

In the event of a pre-grid check, any driver who does not comply with this rule will be banned from starting.

In the event of a check in the arrival park, any driver who does not comply with this rule will be subject to a report of technical non-compliance.

The tachometer used for the controls is Alfano.

### **Only authorized references:**

o Clutch drum -> A-61550US

o Clutch hub -> A-61843

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

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

Transmission ratio of 0.1388 required.

(Original IAME 10-tooth drive sprocket and 72-tooth rear sprocket are imperative)

### **Exhaust raccord:**

Mini-Rookie: The exhaust connection with integrated restrictor of Ø 18.30 mm maximum, of IAME origin without any addition or removal of sharp-edged material, not chamfered, without polishing, painting or chrome plating is the only one authorized (Manufacturer's Sheet N °399)

Its tightness must be ensured and can be checked.

Mini: The exhaust connection without restrictor, of IAME origin without any addition or removal of sharp-edged material, not chamfered, without polishing, painting or chromium-plating is the only one authorized (Manufacturer's Sheet N°389)

### **Exhaust pipe :**

Since 2023, there are 2 versions of exhaust pipes (see Manufacturer's Sheet 399).

These original IAME mufflers with incorporated restrictor are the only authorized ones.

IAME marking laser marked, on the muffler without support for the exhaust probe.

IAME marking stamped in relief, on the muffler with support for the exhaust probe. The exhaust probe is strictly prohibited for timed practice, qualifying and final heats.

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





is authorized on these 2 exhaust pipes!

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

If the exhaust probe support has been pierced, a cap must be used to ensure the seal of the muffler.

### Spark Plug:

The only authorized spark plugs are NGK BR8EG / BR9EG / BR10EG fitted with their original seal and without any modification.

### **2.1.2 Bearings and sealing rings (oil seals):**

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

The direction of assembly is free.

The oil seals must imperatively be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. They must be original and cannot be modified in any way.

It is tolerated to improve the hold of the oil seals in their housing by the use of a sealing paste.

### **2.1.3 Carburetor and accessories**

TILLOTSON HW-31A (model with Venturi diameter 17.15 mm Maxi) in its strictly original configuration equipped with its 2 thermal flanges (No. 1 and No. 2) as fitted (IAME Series FT No. 06)

Any removal, addition of material or polishing of one of the carburetor elements is prohibited.

Only the original accessories and spare parts delivered with the carburetor and by IAME-Belgium are authorised.

- o Needle valve and its TILLOTSON well Ref: 233-720P with its copper sealing washer are the only ones authorized (only 1 original copper washer is authorized and mandatory)
- o Gaskets and Membranes, TILLOTSON Ref: DG 1HW are the only ones authorized
- o TILLOTSON complete repair kit Ref: RK 7HW is the only one authorized
- o The fork spring is free

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

Intake silencer strictly original without any modification (gluing of the trumpet authorized) (Manufacturer sheet N°399)

2 versions of connecting rubber sleeve are authorized: (Manufacturer's sheet No. 399)

- o Version without filter



o Version with filter.

Under no circumstances may the connecting sleeve of the intake silencer be modified

The front appendage of the intake silencer may be drilled for fixing purposes, provided that its sealing is not impaired.

IAME marking is optional (No marking on older models)

In the event of rain, a device preventing water from entering directly into the Intake silencer is authorized, provided that this does not act as a venturi and does not favor the entry of a greater quantity of air than the original intake silencer used alone.

#### **2.1.4 Batteries:**

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

Only 14.8V Lithium-Ion batteries are tolerated.

Use of original IAME battery holder is optional

The battery must be firmly fixed and must not present any danger to the pilot,

The Scrutineers may require the battery to be moved if they deem its location dangerous.

At all times, the battery must be properly connected to the engine wiring harness.

#### **2.1.5 Chassis, accessories and equipment**

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

The tank should only supply the engine at normal atmospheric pressure.

(This means that, apart from the fuel pump located on the carburettor, any principle or system, mechanical or not, that can act on the internal pressure of the tank is prohibited)

The position of the tapping for the extraction hose is free (From the top or the bottom of the tank)

#### Rear axle :

o Outside diameter of the shaft 30 mm maximum

o Length 960mm +/-10mm

o Chamfers or rounding are permitted on the outside and inside ends of the shaft.

o Wall thickness 4.9 mm minimum at all points except the location of keyways and chamfers

o Weight 2900g +/-100g

#### Rear axle Hubs

o Their installation on the rear shaft must imperatively be at least 30mm

o Wheelbase between 900 and 950mm. (+/-5mm)



- o Rear track of 110 cm Maximum.
- o Only one chassis authorized per meeting.
- o Ceramic ball bearings prohibited.
- o Rear brakes with mechanical or hydraulic control.
- o Front brakes prohibited.
- o Mandatory steel or cast iron disc (Aluminum, Ceramic and carbon prohibited)
- o Aluminum or magnesium rims authorized (with bearings or with hubs for the front)

Front fairing must meet FIA Karting specifications, FIA Karting homologated or having been homologated by an ASN and fitted with the FIA Karting 2015-2020 or 2022- homologated assembly kit ("FIA Karting" Regulations Technical Drawing N°2c and 2d)

The front fairings must be at ambient temperature when entering 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 cutouts other than those present during homologation.

The front fairing fixings must remain strictly original, no modification, no additional artifice, no treatment whatsoever is authorized.

The immobilization must be carried out manually with the 2 adjustable hook straps and this without the aid of any tool, both for assembly and disassembly.

The distance between the bodywork and the front bumper in the correct position may not be less than 27 mm at all points (IAME RT Series appendix N°05)

### **FIA Karting homologated plastic rear wheel protection compulsory.**

The rear protection must never protrude beyond the outer plane of the rear wheels.

It must be immobilized in the transverse direction

A safety device on the supports is authorized provided that it does not participate in any stiffening of the chseated and that it is not protruding and considered dangerous.

The integral chain guard is compulsory.

Chassis protections are authorized provided they are made of materials not brittle, do not provide any advantage (rigidity, aerodynamics, etc.), that they are not protruding and considered dangerous.

In the event of deterioration of the registered chassis and at the competitor's request, the stewards may, after consultation with the scrutineers, authorise, if it proves to be irreparable, the replacement of the chassis by a chassis of the same type and of the same brand.

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

### **Mandatory tires**



o Slicks: Komet K1D-M Dimensions:

Front: 10 x 4.00-5.

Rear: 11 X 5.00-5

o Rain: prohibited

**On-track identification**

o Number plates: Yellow (1 front, 1 rear, 2 side)

o Numbers: Black

o Series:

> 8XX for Mini

> 9XX for Mini Rookie

(Number background with embedded digits allowed)



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## 2.3 X30 Junior

Minimum total weight (pilot included): 145 Kg

### 2.3.1 Engine, accessories and equipment

The IAME X30 Junior 16000 RPM engine is the only authorized engine fitted with SELETTRA, Digital K ("C" type CDI box) or Digital "S" ("C" type coil) electronic ignition. (Manufacturer Sheet No. 254 at the current index).

It must comply with the manufacturer's sheet in force and used with all the original accessories mentioned on the manufacturer's sheet unless otherwise specified in these regulations.

No transformation, improvement, addition, removal of material or polishing of one of the engine components or one of its accessories is authorized.

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

The letter appearing on the CDI box or the Electronic Coil must be visible at all times without having to dismantle it or dismantle any element (harness, relay etc.)

The CDI box or electronic coil may be replaced at any time during the race by a copy provided by the challenge organizer without notice. It must therefore be possible to dismantle it from the kart without the obligation of mechanical intervention on any of the other elements.

The challenge promoter cannot be held responsible in the event of malfunction of the exchanged box or electronic coil.

#### Ignition rotor

- o The ignition rotor must be immobilized and blocked on the crankshaft.
- o The key must have a constant width of 2.5 mm 0 / - 0.06 and be "fitted" into the keyway of the crankshaft
- o The keyway on the rotor must at all points measure 2.5 mm 0 /+ 0.1

#### Ignition stator

- o The 4 fixing holes  $\varnothing 5$  0 /+0.5 of the stator on the crankcase cannot undergo any modification
- o The 4 M5 fixing screws of the stator must remain strictly original without any modification.

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

#### Cylinder gasket:

- o Free thickness (original IAME only)
- o Stacking allowed



Minimum squish measured at any point: 0.90 mm

Control carried out with a tin/lead alloy wire "60/40" (Brand WURTH Ref: N°0987-113) of 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 authorized (thickness 2.18mm +/- 0.05mm)

The original VETRONITE fiberglass (thickness 0.30mm minimum) or carbon (thickness 0.24mm minimum) reed valves of origin and marked IAME without any modification are the only ones authorized.

Mixing reed valves is prohibited. The direction of assembly is free.

Only IAME original 10, 11 and 12-tooth motor sprockets are authorized.

Starting must be done by the on-board energy source starter system; however, in the event of force majeure, the start may be done by an external starter and this at the discretion of the technical control which will ensure that the driver presents himself with a kart in order to start within a reasonable time.

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

Checks can be done in advance in starting grid and/or in arrival park.

In the event of a pre-grid or arrival park check, any driver who does not comply with this rule will be subject to a report of technical non-compliance. It will be forbidden to leave.

The tachometer used for the controls is Alfano brand

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

The inside of the clutch drum and the clutch hub must not show any trace of lubricant.

The only authorized spark plugs are NGK BR9EG / BR10EG / BR9EIX / BR10EIX / R6254E-105 fitted with their original seal and without any modification.

The original new generation exhaust is the only one authorized (Manufacturer sheet N°254)

Shim(s) X30125375 optional

The length of the exhaust can be adjusted by using shim(s) X30125375 (thickness 3 mm +/- 0.5mm) of IAME origin or additional seals without any modification. (Manufacturer sheet No. 254)

At least one exhaust gasket is mandatory.

The only authorized exhaust fitting is the model with a 22.7mm Maximum restrictor both cold and hot (Manufacturer's sheet N°254).

Its sealing must be ensured and can be checked.

The exhaust as well as the fitting cannot undergo any transformation. It may also not undergo any removal of material or paint or any chrome plating or polishing treatment.



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

At any time the technical inspectors may require the replacement of the soundproofing material, the silencer, the exhaust, without any justification.

An exhaust temperature sensor is permitted.

The original IAME thermostat system (Simple or By-pass) is optional.

The water hoses must be of IAME origin (blue or black).

A connector for taking the water temperature is authorized as well as an elbow (optional) to facilitate the installation of the hose.

The number and length of the radiator supports is free (IAME original supports only)

Any heater or heater connection systems on the water circuit are strictly prohibited.

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

The mixing of plastic and aluminum elements is authorized.

Cylinder protections of all types are tolerated provided that they do not provide any Aerodynamic advantage, that they are not protruding and deemed dangerous.

An adjustable radiator screen (curtain) is permitted. This must be attached to the radiator. An adhesive strip is tolerated provided that it goes around the radiator in such a way that it cannot be removed while driving, even partially.

Crankshaft bearings:

- o Type 6206 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type but of different brands will be tolerated) Free fitting direction.
- o BC-3342 B with rollers only of SKF brand (mounting direction -> see Manufacturer's Sheet No. 254)

Mixing 6206 / BC-3342 B is prohibited.

Original IAME axial clearance adjusting shims are authorised.

Balance Shaft Bearings:

- o Type 6202 and 6005 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type but of different brands will be tolerated) Free fitting direction.

Any angular contact bearing is prohibited.

The oil seals must imperatively be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. They must be original and cannot be modified in any way.

### 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 (Manufacturer Sheet No. 348)

Any removal, addition of material or polishing of one of the carburettor elements is strictly prohibited.

Only original accessories and spare parts are authorized

o TILLOTSON Needle and Well Kit Ref: 233-721P with copper sealing washer are the only ones authorized (only 1 original copper washer is authorized)

o Gaskets and Membranes Kit, TILLOTSON Ref: DG 3HW are the only ones authorized

o TILLOTSON complete repair kit Ref: RK 6HW is the only one authorized

o The fork spring is free

o The carburettor seal must be an original IAME seal. (thickness 1mm +/- 0.3mm)

o The conveyor/reed block seal must be an original IAME seal. (thickness 0.8mm +/- 0.3mm)

o The reed valve box/housing seal must be an original IAME seal. (thickness 1mm +/- 0.3mm)

Only the intake silencer (New Generation) fitted with its rubber connection and its strictly original foam filtering element without any modification is authorized (Manufacturer's Sheet No. 254)

The trumpets can be glued. Trumpet grilles are optional.

In the event of rain, only the original IAME rain cover (Manufacturer's Sheet No. 254) or the identical model not marked IAME are authorized.

Any modification of the rain cover is prohibited.

### **2.3.4 Batteries**

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

Only 14.8V maximum Lithium-Ion batteries are tolerated.

The use of the original IAME battery holder is optional.

The battery must be firmly fixed and must not present any danger to the pilot,

The Scrutineers may require the battery to be moved if they deem its location dangerous.

At all times, the battery must be correctly connected to the engine wiring harness.

### **2.3.5 Chassis, accessories and equipment**

All FIA Karting homologated chassis from 2015 are authorised.

Only one chassis is authorized per meeting.





The manufacturer "sticker" on the rear shaft is optional.

FIA Karting homologated hydraulic brakes

Front brakes prohibited.

Mandatory steel or cast iron discs (Aluminum, Ceramic and carbon prohibited)

Ceramic ball bearings prohibited.

Front fairing and supports (lower / upper bumper) FIA Karting 2022 – 2023 homologated mandatory fitted with the FIA Karting 2022-2023 homologated mounting kit (FIA Karting Regulations Technical Drawing N°2c and 2d)

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

The lower surface(s) of the front fairing should be even and smooth.

The front fairing must not have any holes or cutouts other than those present during homologation.

The front fairing fixings must remain strictly original, no modification, no additional artifice, no treatment whatsoever is authorized.

The immobilization must be carried out manually with the 2 adjustable hook straps and this without the aid of any tool, both for assembly and disassembly.

The distance between the bodywork and the front bumper in the correct position may not be less than 27 mm at all points (IAME RT Series appendix N°05)

FIA Karting homologated plastic rear wheel protection compulsory.

The rear protection must never protrude from the outer plane of the rear wheels and must be immobilized in the transverse direction.

A safety device on the supports is authorized provided that it does not participate in any stiffening of the chassis and that it is not protruding and deemed dangerous.

The integral chain guard is compulsory.

Chassis protections are authorized as long as they are made of non-breakable materials, do not provide any advantage (Rigidity, Aerodynamics, etc.) and are not considered protruding and dangerous.

In the event of deterioration of the registered chassis and at the competitor's request, the stewards may, after consultation with the scrutineers, authorise, if it proves to be irreparable, the replacement of the chassis by a chassis of the same make and type.

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

Part 2 – Prescriptions by category – X30 Junior 2.3.5 (continued)

### **Mandatory tires**



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o Slicks: Komet K2H Dimensions: Front 10x4.60-5

Rear 11x7.10-5

o Rains: Komet K1W Dimensions: Front 10x4.20-5

Rear 11x6.00-5

### **On-track identification**

o Number plates: Yellow (1 front, 1 rear, 2 side)

o Numerals: Black

o Series: 1XX

(Number background with embedded digits allowed)



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## 2.4 X30 Senior, X30 Senior Cup, X30 Master, X30 Gentleman

### X30 Senior

Minimum total weight (pilot included): 158Kg

### X30 Senior Cup

Minimum total weight (pilot included): 168Kg

### X30 Master

Minimum total weight (pilot included): 168Kg

### X30 Gentleman

Minimum total weight (pilot included): 168Kg

### 2.4.1 Engine, accessories and equipment

The IAME X30 Junior 16000 RPM engine authorized engine fitted with SELETTTRA electronic ignition, Digital K (type "C" CDI unit) or Digital "S" (type "C" coil).

It must comply with the manufacturer's sheet in force and used with all the original accessories mentioned on the manufacturer's sheet unless otherwise specified in these regulations.

No transformation, improvement, addition, removal of material or polishing of one of the engine components or one of its accessories is authorized.

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

The letter appearing on the box or the electronic coil must be visible at all times without having to dismantle it or dismantle any element (harness, relay etc.)

The box or the electronic coil can be replaced at any time during the race by a copy provided by the organizer of the challenge and this without notice. It must therefore be possible to dismantle it from the kart without the obligation of mechanical intervention on any of the other elements.

The challenge promoter cannot be held responsible in the event of malfunction of the exchanged box or electronics.

#### Ignition rotor

- o The ignition rotor must be immobilized and blocked on the crankshaft.
- o The key must have a constant width of 2.5 mm 0 / - 0.06 and be "fitted" into the keyway of the crankshaft
- o The keyway on the rotor must at all points measure 2.5 mm 0 /+ 0.1

#### Ignition stator

- o The 4 fixing holes  $\varnothing 5$  0 /+0.5 of the stator on the crankcase cannot undergo any modification



o The 4 M5 fixing screws of the stator must remain strictly original without any modification.

**Only IAME original spare parts may be used during engine maintenance.**

Cylinder gasket:

o Free thickness (original IAME only)

o Stacking allowed.

Minimum squish measured at any point: 0.90 mm

Control carried out with a tin/lead alloy wire "60/40" (Brand WURTH Ref: N°0987-113) of 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 authorized (thickness 2.18mm +/- 0.05mm)

The original VETRONITE fiberglass (thickness 0.30mm minimum) or carbon (thickness 0.24mm minimum) reed valves of origin and marked IAME without any modification are the only ones authorized.

Mixing reed valves is prohibited. The direction of assembly is free.

Only IAME original 10, 11 and 12-tooth drive sprockets are authorized.

Starting must be done by the on-board energy source starter system; however, in the event of force majeure, the start may be done by an external starter and this at the discretion of the technical control which will ensure that the driver presents himself with a kart in order to start within a reasonable time.

The centrifugal clutch must be fully engaged and drive the kart at a speed of 4500 rpm with a tolerance of + 500 rpm maximum at all times during the event. Controls can be done in the pre-grid and/or in the arrival park.

In the event of a pre-grid or arrival park check, any driver who does not comply with this rule will be subject to a report of technical non-compliance. He may be prohibited from leaving.

The tachometer used for the controls is Alfano.

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

The inside of the clutch drum and the clutch hub must not show any trace of lubricant.

The only authorized spark plugs are NGK BR9EG / BR10EG / BR9EIX / BR10EIX / R6254E-105 fitted with their original seal and without any modification.

In the event of rain, a device preventing water from entering directly into the Intake silencer is authorised, provided that this does not act as a venturi and favors the entry of a greater quantity of air than the original intake silencer used alone.



The original new generation exhaust is the only one authorized (Manufacturer's sheet N°254)

Shim(s) X30125375 optional

The length of the exhaust can be adjusted by using shim(s) X30125375 (thickness 3 mm +/- 0.5mm) of IAME origin or additional seals without any modification. (Manufacturer sheet N°254)

At least one exhaust gasket is mandatory.

The exhaust and the fitting cannot undergo any transformation. They may also not undergo any removal of material or paint or any chrome plating or polishing treatment.

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

At any time the technical inspectors may require the replacement of the soundproofing material, the silencer or the exhaust pipe without any justification.

An exhaust temperature sensor is permitted.

The water hoses must be of IAME origin (blue or black).

A water temperature connection can be installed on a water hose as well as an optional elbow to facilitate the installation of the hose.

The original IAME thermostat system (Simple or By-pass) is optional.

Any heater or heater connection systems on the water circuit are strictly prohibited.

The number and length of the radiator supports is free. (IAME original media only)

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

The mixing of plastic and aluminum elements is authorized.

Cylinder protections of all types are tolerated provided that they do not provide any Aerodynamic advantage, that they are not protruding and deemed dangerous.

An adjustable radiator screen (curtain) is permitted. This must be attached to the radiator. An adhesive strip is tolerated as long as it goes around the radiator in such a way that it cannot be removed while driving, even partially

#### **2.4.2 Bearings and oil seals:**

Crankshaft bearings:

o Type 6206 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type but different brand will be tolerated).

Free assembly direction.

o BC-3342 B with rollers only of SKF brand (mounting direction -> see Manufacturer's Sheet No.



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254)

Mixing 6206 / BC-3342B is prohibited.

Original IAME axial clearance adjustment shims are authorised.

Balance Shaft Bearings:

o Type 6202 and 6005 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type but different brand will be tolerated) Free fitting direction.

Any angular contact bearing is prohibited.

The oil seals must imperatively be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. They must be original and cannot be modified in any way.

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

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

Any removal, addition of material or polishing of one of the carburettor elements is strictly prohibited.

Only original accessories and spare parts are authorized

o TILLOTSON Needle and Well Kit Ref: 233-721P with copper sealing washer are the only ones authorized (only 1 original copper washer is authorized)

o Gaskets and Membranes Kit, TILLOTSON Ref: DG 3HW are the only ones authorized

o TILLOTSON complete repair kit Ref: RK 6HW is the only one authorized

o The fork spring is free

o The carburettor seal must be an original IAME seal. (thickness 1mm +/- 0.3mm)

o The conveyor/valve box seal must be an original IAME seal. (thickness 0.8mm +/- 0.3mm)

o The reed valve box/housing seal must be an original IAME seal. (thickness 1mm +/- 0.3mm)

Only the intake silencer (New Generation) fitted with its rubber connection and its strictly original foam filtering element without any modification is authorized (Manufacturer's Sheet No. 254)

The trumpets can be glued. Trumpet grilles are optional.

In the event of rain, only the original IAME rain cover (Manufacturer's Sheet No. 254) or the identical model not marked IAME are authorized.

Any modification of the rain cover is prohibited.

### **2.4.4 Batteries**

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



Only 14.8V Lithium-Ion batteries are tolerated.

The use of the original IAME battery holder is optional.

The battery must be firmly fixed and must not present any danger to the pilot,

The Scrutineers may require the battery to be moved if they deem its location dangerous.

At all times, the battery must be correctly connected to the engine wiring harness.

#### **2.4.5 Chassis, accessories and equipment**

All FIA Karting homologated chassis from 2015 are authorised.

Only one chassis is authorized per meeting.

The "sticker" manufacturer on the rear axle is optional.

FIA Karting homologated hydraulic brakes.

Front brakes prohibited.

Mandatory steel or cast iron discs (Aluminum, Ceramic and carbon prohibited)

Ceramic ball bearings prohibited.

Front fairing and supports (lower / upper bumper) FIA Karting 2022 – 2023 homologated mandatory fitted with the FIA Karting 2022-2023 homologated mounting kit (FIA Karting Regulations Technical Drawing N°2c and 2d)

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

The lower surface(s) of the front fairing should be even and smooth.

The front fairing must not have any holes or cutouts other than those present during homologation.

The front fairing fixings must remain strictly original, no modification, no additional artifice, no treatment whatsoever is authorized.

The immobilization must be carried out manually with the 2 adjustable hook straps and this without the aid of any tool, both for assembly and disassembly.

The distance between the bodywork and the front bumper in the correct position may not be less than 27 mm at all points (IAME RT Series appendix N°05)

FIA Karting homologated plastic rear wheel protection compulsory.

The rear protection must never protrude from the outer plane of the rear wheels and must be immobilized in the transverse direction.

A safety device on the supports is authorized provided that it does not participate in any stiffening of the chassis and that it is not protruding and deemed dangerous)

The integral chain guard is compulsory.



Chassis protections are authorized as long as they are made of non-breakable materials, do not provide any advantage (Rigidity, Aerodynamics, etc.) and are not considered protruding and dangerous.

In the event of deterioration of the registered chassis and at the competitor's request, the stewards may, after consultation with the scrutineers, authorise, if it proves to be irreparable, the replacement of the chassis by a chassis of the same make and type.

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

**Mandatory tires :**

o Slicks: Komet K2M Dimensions: Front 10x4.60-5

Rear 11x7.10-5.

o Rains: Komet K1W Dimensions: Front 10x4.20-5

Rear 11x6.00-5

**On-track identification**

X30 Senior Cup, X30 Senior, Master, Gentleman

o Number plates: Yellow (1 front / 1 rear / 2 side)

o Numerals: Black

o Series: > 2XX and 3XX for X30 Senior.

> 4XX for X30 Master.

> 5XX for the X30 Gentleman.

> 6XX for the X30 Senior Cup.

(Number background with embedded digits allowed)





## 2.5 X30 Supershifter, X30 Supershifter Master

Minimum total weight (rider included) X30 Super-Shifter: 183Kg

Minimum Total Weight (driver included) X30 Super-Shifter Master: 188Kg

### 2.5.1 Engine, accessories and equipment

The IAME X30 Supershifter 175cc engine is the only authorized engine fitted with SELETTRA electronic ignition, Digital K ("L1" type CDI box.) or Digital "S" ("L1" type coil.) or Electronic ignition PVL Digital 690 ("L1" type PVL electronic coil) (Manufacturer's Sheet No. 343 at the current index)

It must comply with the manufacturer's sheet in force and used with all its original accessories mentioned on the manufacturer's sheet unless otherwise specified in these regulations.

No transformation, improvement, addition or removal of material or polishing of one of the engine components or one of its accessories is authorized.

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

The original cylinder gaskets can be replaced by gaskets with a thickness of 0.10 / 0.20 / 0.30 / 0.40 / 0.50 mm (Tolerance +/- 0.05mm) of IAME original. Stacking is allowed.

Only one copper cylinder head gasket is allowed

The reed valves are original marked IAME (thickness 0.40mm +/- 0.05mm)

Reed Valve reinforcements are optional and free in shape and number.

Minimum squish measured at any point: 1mm.

Control carried out with a tin/lead alloy wire "60/40" (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

Starting must be done by the on-board energy source starter system or by pushing the kart if necessary.

The letter on the CDI box or the Electronic Coil must be visible at all times without having to dismantle it or disassemble any element. (harness, relay etc....)

The box or the electronic coil can be replaced at any time during the race by a copy provided by the organizer of the challenge and this without notice. It must therefore be possible to dismantle them from the kart without the obligation of mechanical intervention on one of the other elements.

#### Ignition rotor

o The ignition rotor must be immobilized and blocked on the crankshaft.

o The key must have a constant width of 2.5 mm 0 / - 0.06 and be "fitted" into the keyway of the crankshaft



o The keyway on the rotor must at all points measure 2.5 mm 0 /+ 0.1

#### Ignition stator

o The 4 fixing holes  $\varnothing 5$  0/+0.5 of the stator on the crankcase cannot undergo any modification

o The 4 M5 fixing screws of the stator must remain strictly original without any modification.

The challenge promoter cannot be held responsible in the event of malfunction of the exchanged box or electronic coil.

The only spark plugs authorized are NGK BR9EG / BR9 EIX / BR10EG / BR10EIX / R6254E-105 provided with their original seal and without any modification.

The radiator, the water pump and the pulley are free (conventional water pump, driven by belt(s) in place on the pulley)

The original IAME thermostat system (Simple or By-pass) is free and optional.

Any heater or heater connection system on the water circuit is strictly prohibited.

Cylinder guards of all types are tolerated provided they do not provide any aerodynamic advantage, are not protruding and deemed dangerous.

An adjustable radiator screen (curtain) is permitted. This must be attached to the radiator. An adhesive strip is tolerated as long as it goes around the radiator in such a way that it cannot be removed while driving, even partially

The gearbox output motor sprockets can be Z15, 16, 17, 18, 19 or 20 original IAME teeth, which are the only authorized ones.

The original muffler (Manufacturer Sheet N°343) is the only one authorised.

The exhaust as well as the collector cannot undergo any transformation. They may also not undergo any removal of material or paint or any chrome plating or polishing treatment.

The drilling of the muffler to allow the fitting of a temperature sensor (in the place specifically provided) is authorised.

In the event of a crack, the exhasut pipe can be resoldered without the repair modifying the interior shapes.

The length of the exhaust fitting must remain strictly original.

The aluminum spacer (wedge) (Cod. IFH 20500 Ep.: 5 +/- 0.5) is mandatory

Only one original IAME exhasut gasket on either side of the spacer is compulsory.

(Thickness: 1.4 min under all circumstances)

Only the exhaust elbow Ref. : IZH - 06100 (28mm) original without any transformation is allowed.

Exhaust silencers the only ones allowed:



- o Silencer KZ1 / KZ2 Homologated FIA Karting 2014 - 2022
- o Silencer KZ1 / KZ2 Homologated FIA Karting - 2024
- o Silencer KZ1 / KZ2 Homologated FIA Karting 2019 - 2021
- o Elto Type 118 "Aluminum" and Elto Type 108 "Carbon" silencers (IAME Series FT N° 9)

The exhaust silencers must imperatively remain in conformity with their homologation or technical form.

They must not undergo any structural or dimensional modification.

At any time the technical inspectors may require the replacement of the soundproofing material of the exhaust silencer without any justification.

### **2.5.2 Bearings and oil seals:**

Only SKF crankshaft roller bearings type BC1-1442 B are permitted.

IAME original shims for adjusting the axial play are authorised.

The gearbox shaft bearings type 6205 C3 or C4 internal clearance, 6204 C3 or C4 internal clearance, 6202 C3 or C4 internal clearance, steel balls, steel or polyamide cage, of the SKF brand are the only ones authorised.

However, bearings of the same type will be tolerated.

The oil seals must imperatively be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. No modification is allowed.

### **2.5.3 Carburettor and accessories**

TILLOTSON HB 15A strictly original without modifications. Removing, adding material or polishing is prohibited.

Only original accessories and spare parts are authorized:

- o TILLOTSON Needle and Well Kit Ref: 233-717P with copper sealing washer is the only one authorized (only 1 original copper washer is authorized and mandatory)
- o Gaskets and Membranes Kit, TILLOTSON Ref: DG-1HB is the only one authorized
- o TILLOTSON complete repair kit Ref: RK 1HB is the only one authorized
- o TILLOTSON nozzle Ref: 49-B58 is the only one authorized
- o The fork spring is free
- o The carburettor gasket must be an original IAME gasket (thickness 0.80mm +/- 0.20mm mm)
- o The conveyor/valve box seal must be the original IAME seal.
- o Surfacing of the reed valve box joint surface is authorized to allow proper sealing of the reed valve box / crankcase assembly



### **Intake silencers (Compliant with their approval sheet) authorized:**

- o RR NOX and RR NOX 2 Ø30 (with soundproofing element)
- o RR ACTIVE (V 2017) and RR ACTIVE NEW Ø30 (with soundproofing element)
- o KG APE 1 Ø30
- o KG NITRO Ø30
- o KG POWER 30 Ø30

The rubber connection must remain in conformity with that shown on the homologation form of the inlet silencer used.

In the event of rain, a device of free design preventing water from entering directly into the Intake silencer is authorized, provided that this does not act as a venturi and favors the entry of a greater quantity of water. air than the original intake silencer used alone.

### **2.5.4 Batteries:**

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

Only 14.8V Lithium-Ion batteries are tolerated.

The battery must be firmly fixed and must not present any danger to the pilot,

The Scrutineers may require the battery to be moved if they deem its location dangerous.

At all times, the battery must be correctly connected to the engine wiring harness.

### **2.5.5 Chassis, accessories and equipment**

All FIA Karting homologated chassis from 2015 are authorised.

Only one chassis is authorized per meeting.

Hydraulically controlled brakes acting simultaneously on the 4 wheels with FIA Karting homologation for gearbox karts are compulsory.

Steel or cast iron discs mandatory. (Aluminium, Ceramic and carbon prohibited)

Ceramic ball bearings prohibited.

The manufacturer "sticker" on the rear axle is optional.

Front fairing and supports (lower / upper bumper) FIA Karting 2022 – 2023 homologated mandatory fitted with the FIA Karting 2022-2023 homologated mounting kit (FIA Karting Regulations Technical Drawing N°2c and 2d) The front fairings must be at ambient temperature when entering the start service park.

The lower surface(s) of the front fairing should be even and smooth. The front fairing must not have any holes or cutouts other than those present during homologation.

The front fairing fixings must remain strictly original, no modification, no additional artifice, no treatment whatsoever is authorized.



The immobilization must be carried out manually with the 2 adjustable hook straps and this without the aid of any tool, both for assembly and disassembly.

The distance between the bodywork and the front bumper in the correct position may not be less than 27 mm at all points (IAME RT Series appendix N°05)

FIA Karting homologated plastic rear wheel protection is compulsory. The rear protection must never protrude from the outer plane of the rear wheels and must be immobilized in the transverse direction. A safety device on the supports is authorized provided that it does not participate in any stiffening of the chassis and that it is not protruding and deemed dangerous.

Chassis protections are authorized provided that they are made of non-breakable materials, do not provide any advantage (Rigidity, Aerodynamics, etc.), that they are not protruding and deemed dangerous.

In the event of deterioration of the registered chassis and at the competitor's request, the stewards may, after consultation with the scrutineers, authorise, if it proves to be irreparable, the replacement of the chassis by a chassis of the same make and type.

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

**Mandatory tires :**

o Slicks: Komet K2 M Dimensions: Front 10x4.60-5 / Rear 11x7.10-5.

o Rains: Komet K1W Dimensions: Front 10x4.20-5 / Rear 11x6.00-5

**On-track identification:**

**X30 SUPER SHIFTER**

o Number plates: Yellow (1 front / 1 rear / 2 side) / Numbers: Black

o Series: >7XX

**X30 SUPER SHIFTER MASTER**

o Number plates: White (1 front / 1 rear / 2 side) / Numbers Black

o Numerals: Black

o Series: >7XX



## - Part 3 -

(Chronology)

### 3.1 Timeline and Updates

#### 3.1.1 Initial version

**Effective date**

IAME Series RT 2023 / V.I Initial release

01/01/2023

#### 3.1.2 Updates

IAME RT Series Update N° ...      Updates      ( \* )

\* The Updates of this regulation, are meant in the document

(IAME Series DR 2023) at the current index

Visa RACB Sport : T01-ISBNL/B23 (09/03/2023)

