

# IAME SERIES CYPRUS TECHNICAL REGULATIONS

## X30 MINI

### REGULATIONS

The final text of these Regulations shall be the English version, which will be used in case of any dispute arise as to their Interpretation. Headings in this document are for ease of reference only and do not form part of these Regulations.

### ARTICLE: 1 CHASSIS

1.1. Drivers will be allowed one chassis only, however if damage occurs to the chassis, which has been scrutinised for the meeting, and if in the opinion of the Chief Scrutineer following a decision of the Stewards it is not practical to repair in time, one alternative chassis of the same make and model as the damaged chassis may be scrutinised, in order to continue the meeting.

1.2. Wheelbase: 950mm.

1.3. Axle: 30mm.

#### 1.4. Rims

1.4.1. The rear rims must not be wider than 150 mm (maximum 150mm), the front rims must not be wider than 115mm (maximum 115 mm).

1.4.2. Rims material can be aluminium and/or magnesium.

1.4.3. The max rear width over the rims or tyres whichever is the greatest must not be greater than 1100mm.

### ARTICLE: 2 DEFINITION OF THE CHASSIS

2.1. Traditional chassis with a valid from 2014

National / CIK-FIA or Manufactures Homologation form / fiche of the chassis must be provided to Scrutineers for technical control and include but not limited to the following information:

- a) Manufacture name.
- b) Model.
- c) Category.
- d) Valid from.
- e) Measurement.
- f) Tube data.
- g) Rear axle data.

### 2.2. CIK-FIA FRONT FAIRING MOUNTING KIT

2.2.1. The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory.

2.2.2. Correct installation of the "Front Fairing". The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition.

2.2.3. When the Scrutiniser /Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The Entrants concerned shall not be invited to sign the decision documents.

### ARTICLE: 3 MINIMUM WEIGHT

The minimum weight of the kart with driver, in racing conditions, must be 110 Kg.

## **ARTICLE: 4 TIRES**

### **4.1. DRY TIRES MINI: MG SC**

Front 10 x 4.00 - 5, Rear 11 x 5.00 - 5.

It is compulsory for each driver to use 4 tires (2-front and 2-rears) for each event. The MG tires will be supplied by IAME Cyprus.

### **4.2. WET TIRES MINI: MG SCW**

Front 10 X 4 - 5, Rear 11 X 5.00 - 5.

It is compulsory for each Driver to use wet tires from the organisation in the case of rain (maximum 1 set: 2-front and 2-rear) during all event. The MG tires will be supplied by IAME Cyprus.

**4.3.** More detailed instructions regarding the tires are stated in the IAME Series Cyprus 2023 Regulations.

## **ARTICLE: 5 MODIFICATION OF TYRES**

Any modification of a tire is forbidden in all categories. The heating and cooling of tires by any method, and/or remoulding or treating the tires with any chemical substance is forbidden.

## **ARTICLE: 6 FUEL & OIL**

**6.1.** Fuel will have a "Parc-Ferme" status.

**6.2.** The official fuel supplier of the Events will be IAME Cyprus powered by Petrolina (Holdings) Public LTD.

**6.3.** The oil for the IAME Series Cyprus 2023 events must be Wladoil Racing K 2t.

**6.4.** It will be each competitor's responsibility to purchase their own petrol. It is mandatory to order fuel from two (2) to one (1) weeks prior to the

event.

**6.5.** 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 prohibit the use of specific power-boosting chemical compounds.

**6.6.** At any time, the volume of the fuel in the tank must be over or equal to 1 liters.

**6.7.** The oil mixture ratio shall be 4%.

**6.8.** The Scrutineer / Organisation, following a decision of the Stewards, has the right to change / replace any driver's petrol at his discretion and at any time:

- Case 1:  
Should this be the case the Drivers will be asked to enter Servicing Park without petrol in his/her petrol tank, where the fuel will be added.
- Case 2:  
Petrol will be changed without warning. Changed / Replaced petrol will be the petrol as stated in the supplementary regulations of the event.

## **ARTICLE: 7 TECHNICAL CONTROLS / SCRUTINEERING**

**7.1.** 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. In case of extremely controversial events, the Stewards can decree the delivery of the concerned parts, duly sealed, to IAME Spa, which will proceed with an accurate inspection at the factory with the presence of one representative of the Competitor and one of the Sporting Authority (ASN).

**7.2.** It is the duty of every Entrant to prove to the Scrutineers and to the Stewards that his kart integrally complies with the Regulations throughout the Event.

**7.3.** A mandatory check will be carried out before the Qualifying Heats. It must be possible to identify the homologated equipment by the technical descriptions (drawings, dimensions, etc.) on the Homologation Form. For any used equipment, which has been homologated, every competitor shall be able to submit the relevant Homologation Forms. For identification and control it must be possible to identify the homologated equipment. The Scrutineering (technical passport) report must be completed. The Entrant is responsible that the card is completed and correct.

**7.4.** The Scrutineer, following a decision of the Stewards has the right to impound any part of the Engine including, but not limited to carburettor, exhaust, electronic ignition and petrol at his discretion. Should this be the case the parts impounded will be replaced with new original manufactured parts at the expense of the Entrant / Driver (at IAME Official Recommended Retail Price List).

### **ARTICLE: 8 APPEALS**

Appeals can be made according to the rules of the ASN hosting the event.

### **ARTICLE: 9 NUMBERS ON KARTS**

**9.1.** The numbers on the karts shall be black (without shadow and/or color stripes) on a clear yellow background, and they shall be at least 14-15cm high and have a 2cm thick stroke, and represented with an Arial type or similar font. They must be fitted before the Event and must be

clearly visible during the whole Race Event on both front and rear and on both sides towards the rear of the bodywork.

**9.2.** All Drivers before taking part in Qualifying Heats must have passed the Sporting Checks, Scrutineering and have numbers on the karts.

**9.3.** Driver is responsible at all times for ensuring that the required numbers are clearly visible to the Officials, Timekeepers and Marshals.

### **ARTICLE: 10 ENGINE IAME X30 WATER SWIFT 60cc**

**10.1.** Only the IAME X30 WATER SWIFT 60cc RL TaG engine, original and strictly compliant with the manufacturer's data sheet (Technical characteristics, dimensions, weights, diagrams with the tolerances prescribed by the manufacturer) is permitted.

**10.2.** The pictures on the original homologation forms are also valid to identify the engine and the spare parts.

**10.3.** Any modification or addition to the engine and its accessories, unless expressly authorised, is prohibited. IAME considers as modifications any action modifying the initial appearance and dimensions of an original part.

**10.4.** 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 adjustments are not allowed.

**10.5.** No heat treatment or surface treatment is allowed. The competitor is responsible for the conformity of his own equipment.

**10.6.** Engines must be supplied with their original serial number. No modification, improvement, polishing, addition or deletion of material to any

part of the engine is permitted.

**10.7.** Each internal or external part of the engine must be installed in its original position and function according to the original design specifications.

**10.8.** The tolerances indicated on the tech form are necessary to provide all machining, assembly and settling tolerances. Nevertheless, the competitor is absolutely not authorised to intervene on the engine, even if the characteristic dimensions after his intervention remain within the prescribed tolerances.

**10.9.** The tolerances indicated on the homologation form are necessary to understand all machining, assembly and settling tolerances. Any preparation is prohibited: the maximum and minimum values allowed and the volume of the combustion chamber must be measured in accordance with the technical regulations of FIA Karting.

**10.10.** Diagrams and volume chart: refer to engine data sheet.

## **ARTICLE: 11 CYLINDER HEAD**

**11.1.** Strictly original.

**11.2.** The body of the spark plug clamped to the cylinder head must not protrude from the upper part of the dome of the combustion chamber.

**11.3.** The minimum squish value must be in accordance with the engine tech form. The Squish Control will be carried out with a  $\varnothing$  1.5mm tin/lead wire.

**11.4.** The original IAME gauge n. 10215 is the reference for checking the conformity of the cylinder head profile. The shape of the gauge should match the profile of the dome, the squish

area and the joint plane.

## **ARTICLE: 12 CYLINDER**

**12.1.** Strictly original and supplied with the original safety pin and IAME markings.

**12.2.** Polishing, sanding, trimming or adjustments are not allowed. Only reboring is allowed. In case of doubt, the shape and the height of the transfers must be compared to the cylinder of the standard engine. No heat treatment or surface treatment is allowed.

**12.3.** A single cylinder gasket of 0.40mm +/- 0.10mm thickness is permitted. No cylinder head gasket is permitted.

**12.4.** Gaskets between cylinder and cylinder head are not permitted. In addition to measuring the opening angles, the original IAME gauge cod. ATT-005 is the reference for checking the distance between the upper edge of the ports and the cylinder head plane.

**12.5.** Cylinder heat shields are allowed as long as they can't be removed when the vehicle is in motion.

**12.6.** Starting from serial number 011150 included, only the cylinders with markings as described in the tech form of the engine can be employed.

## **ARTICLE: 13 CRANKCASE, CRANKSHAFT, CONNECTING ROD, CRANK PIN**

**13.1.** Only original parts are allowed, without any modification.

**13.2.** Only the original connecting rod cage (IAME B-10431), the original washers (IAME E-

38436), and the original small end (IAME A-60440) are authorised.

13.3. Original oil seals and mounted as original, the hollow side must face inside the crankcase.

#### **ARTICLE: 14 BEARINGS**

14.1. Strictly original: IAME 10400-D (6204 C4) crankshaft ball bearings.

14.2. Ball bearings with angular contacts are prohibited.

14.3. Only bearings with steel balls and rings are permitted (ceramic prohibited).

14.4. Bearings which do not have the correct and clearly visible classification number as described in the Regulations are expressly prohibited.

14.5. The bearings must be fitted with the balls visible from inside the housing.

14.6. In order to obtain the correct axial play, the use of spacers behind the bearings is permitted.

14.7. All internal engine parts must be original from the Manufacturer, in the same number supplied by the Manufacturer and fitted in the prescribed position.

#### **ARTICLE: 15 PISTON, PISTON RING AND PIN**

Strictly original without any modification, and in accordance with the engine tech form.

#### **ARTICLE: 16 CARBURETTOR**

16.1. Only the Tillotson HW-31A carburettor

supplied with the engine in its original configuration (same brand, same model, same reference) is permitted.

16.2. Only the accessories supplied with the original carburettor are authorised.

16.3. The needle valve spring is free.

16.4. The positioning of the carburettor (i.e. with the pump in the upper or lower position) is free.

16.5. All carburettor spacers and gaskets are mandatory and must comply and in the same order as shown on the tech form.

16.6. If in doubt, the carburettor should be compared to the sample carburettor.

#### **ARTICLE: 17 INLET SILENCER**

17.1. Strictly original inlet silencer, as supplied with the engine (same brand, same model, same reference), i.e. the IAME MINI SWIFT with CSAI 01 / SA / 14 approval.

17.2. The intake trumpets must have an internal diameter of 22mm maximum.

17.3. Protective grilles are optional.

17.4. The rubber sleeve connecting the intake silencer to the carburettor is mandatory. It must be installed and conform to the tech form.

17.5. The sponge filter element, if used, must be intact.

17.6. Any injection and/or spray system is prohibited.

#### **ARTICLE: 18 CLUTCH**

18.1. The engine is supplied with a dry centrifugal clutch system.

18.2. Any intervention aimed at prolonging the slip of the clutch hub beyond the prescribed limit is strictly prohibited.

18.3. The centrifugal clutch must engage at 4,500rpm maximum, moving the kart with the Driver on board and in race conditions.

18.4. The clutch should be fully engaged at 6,500RPM maximum in any condition.

18.5. Each Driver is responsible for the state of wear of the clutch lining material and the cleaning of the friction parts.

18.6. The proper operation of the clutch can be checked at any time during the event, and even after each phase.

## **ARTICLE: 19 IGNITION**

19.1. Original ignition only, SELETTRA IAME A-61951 and IAME A-61955 coil without any modification.

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

## **ARTICLE: 20 SPARK PLUG AND SPARK PLUG CAP**

20.1. Only NGK B9EG - B10EG - BR9EG - BR10EG are authorised, strictly original without any modification.

20.2. The spark plug must be installed with its original gasket.

20.3. The porcelain must not protrude beyond the body of the spark plug and the length of the spark

plug base must be 18.5mm maximum.

20.4. The only authorised spark plug caps are NGK TB05EMA, PVL 401 222, Selettra 5KOhm (IAME ref. 10543 or 10544).

## **ARTICLE: 21 EXHAUST SYSTEM**

21.1. Only the original exhaust muffler is authorised as delivered with the engine and must be kept in accordance with the tech form, therefore no modification of structure or dimensions is authorised.

21.2. The exhaust manifold must comply with the tech form at any time.

21.3. The use of one original exhaust gasket is mandatory.

21.4. The complete sealing of the exhaust gases between the cylinder and the exhaust manifold must be guaranteed at all times. The exhaust gas sealing check can be carried out at any time through to the occlusion of the outlet hole of the exhaust manifold, the filling of the exhaust manifold with liquid through the exhaust port and checking for leaks.

21.5. The proper sealing of the exhaust system is a responsibility of the Driver.

21.6. Exhaust temperature sensors are not permitted.

## **ARTICLE: 22 COOLING**

22.1. The cooling system must be in its original configuration: only one original IAME radiator (T-8601), only one single original IAME water pump (black / blue plastic or aluminium) is authorised and in compliance with the engine tech form.

**22.2.** The number of radiator supports, black or chrome, is not limited. Machined supports prohibited.

**22.3.** The use of the original water pump pulley activating the water pump through the O-rings is mandatory. The type of O-rings is free.

**22.4.** Only IAME original simple or bypass thermostats are authorised and their use is optional. The housing containing the two-way thermostat can also be installed without the thermostat capsule inside and function as a fitting.

**22.5.** Only water without any other additives is allowed for cooling.

**22.6.** Only IAME original water hoses, blue, as delivered with the engine is permitted.

**22.7.** Radiator shields, adhesive or mechanical, are permitted but must not be removable while the kart is in motion.

## **ARTICLE: 23 STARTER**

The engine is equipped with an on-board electric starter. The original on-board starting system must be installed with all of its components and properly connected.

## **ARTICLE:24 SPROCKETS**

Original IAME. Z10 or Z11 only.

# IAME SERIES CYPRUS TECHNICAL REGULATIONS

## X30 JUNIOR | X30 SENIOR

### REGULATIONS

The final text of these Regulations shall be the English version, which will be used in case of any dispute arise as to their Interpretation. Headings in this document are for ease of reference only and do not form part of these Regulations.

### ARTICLE: 1 CHASSIS

1.1. Drivers will be allowed one chassis only, however if damage occurs to the chassis, which has been scrutinised for the meeting, and if in the opinion of the Chief Scrutineer following a decision of the Stewards it is not practical to repair in time, one alternative chassis of the same make and model as the damaged chassis may be scrutinised, in order to continue the meeting.

1.2. Chassis must have a valid from 2014 CIK/FIA Karting homologation.

1.3. Front brakes are not allowed in classes X30 Junior and X30 Senior.

1.4. The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory in X30 Junior, X30 Senior.

### ARTICLE: 2 AMOUNT OF EQUIPMENT (ENGINES)

Each driver is allowed to submit to Scrutineering and use only two (2) engines per driver and per category.

### ARTICLE: 3 FUEL & OIL

3.1. Fuel will have a "Parc-Ferme" status.

3.2. The official fuel supplier of the Events will be IAME Cyprus powered by Petrolina (Holdings) Public LTD.

3.3. The oil for the IAME Series Cyprus 2023 events must be Wladoil Racing K 2t.

3.4. It will be each competitor's responsibility to purchase their own petrol. It is mandatory to order fuel from two (2) to one (1) weeks prior to the event.

3.5. 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 prohibit the use of specific power-boosting chemical compounds.

3.6. At any time, the volume of the fuel in the tank must be over or equal to 1.5 liters.

3.7. The oil mixture ratio shall be 4%.

3.8. The Scrutineer / Organisation, following a decision of the Stewards, has the right to change / replace any driver's petrol at his discretion and at any time:

- Case 1:  
Should this be the case the Drivers will be asked to enter Servicing Park without petrol in his/her petrol tank, where the fuel will be added.
- Case 2:  
Petrol will be changed without warning. Changed / Replaced petrol will be the petrol as stated in the supplementary regulations of



the event.

## **ARTICLE: 4 TIRES**

### **4.1. DRY TIRES: MG SM**

Front 4.60 x 10.00 - 4, Rear 7.10 x 11.00 - 7.

It is compulsory for each driver to use 4 tires (2-front and 2-rears) for each event. The MG tires will be supplied by IAME Cyprus.

### **4.2. WET TIRES: MG SW**

Front 10 X 4.20 - 5, Rear 11 X 6.00 - 5.

It is compulsory for each Driver to use wet tires from the organisation in the case of rain (maximum 1set: 2-front and 2-rear) during all event. The MG tires will be supplied by IAME Cyprus.

**4.3.** More detailed instructions regarding the tires are stated in the IAME Series Cyprus 2023 Regulations.

**4.4.** Only Senior category will be additionally allowed to have spare set of either two front tires or two rear tires. The choice remains with the driver.

**4.5.** Any modification of a tire is forbidden in all categories. The heating and cooling of tires by any method, and/or remoulding or treating the tires with any chemical substance is forbidden.

## **ARTICLE: 5 GENERAL REQUIREMENTS**

### **5.1. MINIMUM WEIGHT**

**5.1.1.** X30 Junior: 145kg.

**5.1.2.** X30 Senior: 158kg.

### **5.2. ENGINES**

**5.2.1.** X30 Junior and X30 Senior: IAME - X30 125cc RL TaG - (125cc- centrifugal dry clutch drive-water cooled-TaG).

**5.2.2.** Any modification to the engine and its accessories is strictly prohibited, unless expressly authorised.

**5.2.3.** 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.

**5.2.4.** Any heat treatment or additional surface treatment is prohibited. The competitor is responsible for the conformity of his own equipment.

**5.2.5.** Only the IAME X30 125cc, original and strictly in accordance with the manufacturer's technical from (Technical characteristics, dimensions, weights, diagrams with the tolerances prescribed by the manufacturer) is allowed.

**5.2.6.** The pictures on the original engine tech form are also valid to identify the engine and the parts.

**5.2.7.** The engines must be provided with their original serial number.

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

**5.2.9.** Each internal or external part of the engine must be mounted in its original position and function according to the original design specifications.

**5.2.10.** The machining, assembly and adjustment tolerances indicated on the engine tech form refer exclusively to the manufacturing tolerances.

**5.2.11.** Any tuning is prohibited. The maximum and minimum values allowed and the volume of the combustion chamber must be measured in accordance with the technical regulations of the

CIK/FIA Karting.

**5.2.12.** Diagrams and volume chart: see the engine tech form.

**5.2.13.** All the gauges described in the engine homologation form are considered as valid means and certified by the Manufacturer to check the conformity of the part for which they were designed.

## **ARTICLE: 6 CYLINDER HEAD**

**6.1.** The cylinder head must be strictly original.

**6.2.** The squish (distance between the piston and the cylinder head) must comply, in all respects, with the engine tech form.

**6.3.** The Squish measurement will be carried out with a  $\varnothing$  1.5mm tin/lead wire.

**6.4.** The original IAME template ATT-025/1 is the reference for checking the conformity of the cylinder head profile. The shape of the gauge should match the profile of the dome, the squish area and the joint plane.

## **ARTICLE: 7 CYLINDER**

**7.1.** Strictly original and supplied with the original safety pin and IAME markings.

**7.2.** Polishing, sanding, deburring or adjustments are prohibited.

**7.3.** Only reboring is allowed. In case of doubt, the shape and the height of the ports will be compared to the cylinder of the sample engine.

**7.4.** No heat treatment or additional surface treatment is allowed.

**7.5.** Adjustment of the diagram is permitted only by means of cylinder gasket replacement.

**7.6.** The number of cylinder gaskets is not limited. Only original gaskets are allowed.

**7.7.** No cylinder head gasket is permitted.

**7.8.** The original IAME gauge n. ATT-025/2 is the reference for measuring the height of cylinder ports.

**7.9.** The original IAME gauge n. ATT-035/1 is the reference for carrying out a visual inspection of all the ports.

**7.10.** Only the straight water connection on the bottom of the cylinder can be replaced by an elbow connection.

**7.11.** Cylinder heat shields are allowed as long as they can't be removed when the vehicle is in motion.

## **ARTICLE: 8 CRANKCASE, CRANKSHAFT,CONNECTING ROD, CRANK PIN**

**8.1.** Strictly original and without any modification.

**8.2.** The original IAME ATT-035/3 template is the reference for checking the gasket plane of the reed valve block.

**8.3.** The original IAME ATT-035/4 template is the reference for checking the center distance of the cylinder indexing pins.

**8.4.** The original IAME ATT-035/5 template is the reference for checking the height of the crankcase base plane.

**8.5.** Only original connecting rod roller cages (X30125431), connecting rod small end roller cages (E-10440/E-10441) and washers (X30125436/X30125437) are authorised.

**8.6.** Crankcase /crankshaft oil seals must be installed correctly with the hollow side inboard of the crankcase and not filled with any material. Under no circumstances can they be modified.

## **ARTICLE: 9 BEARINGS**

**9.1.** Only crankshaft bearings 6206 set C4 and SKF roller bearings BC1-3342 B are authorised. It is forbidden to mix ball bearings and roller bearings on the same motor. Only balance shaft bearings 6202 C3/C4/C4H and 6005 C3/C4 with steel ball bearings and polyamide cage are authorised.

**9.2.** Bearings with oblique contact are prohibited.

**9.3.** Ceramic balls are prohibited.

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

**9.5.** All bearings that do not have the correct and clearly visible reference number, as described in these Regulations, are expressly prohibited.

**9.6.** The use of spacers behind the bearings is allowed, in order to obtain the correct axial play.

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

## **ARTICLE: 10 PISTON, PISTON RING, PISTON PIN**

**10.1.** Strictly original without any modifications and in compliance with the technical form of the engine.

**10.2.** The original IAME ATT-035/2 template is the reference for checking the shape of the piston dome.

## **ARTICLE: 11 REED VALVE**

**11.1.** Strictly original without any modification.

**11.2.** No machining of gasket planes is authorised.

**11.3.** Original reed valve cover without modification.

**11.4.** The thickness of the reed valve/housing gasket is 1mm (allowed tolerance +/- 0.3mm).

**11.5.** The thickness of the conveyor/housing gasket is 0.8mm (allowed tolerance +/- 0.3mm).

## **ARTICLE: 12 REED PETALS**

**12.1.** Fiberglass petals (minimum thickness 0.30mm), marked and IAME original authorised.

**12.2.** Carbon fiber petals (minimum thickness 0.24mm), marked and IAME original authorised.

**12.3.** Mixing fiberglass and carbon petals is prohibited.

**12.4.** Prohibition to modify the original shape.

## **ARTICLE: 13 CARBURETTOR**

**13.1.** Only the Tillotson HW-27A carburettor supplied with the engine in its original configuration (same brand, same model, same reference) is permitted.

**13.2.** Only the accessories supplied with the original carburettor and shown on the carburettor data sheet are authorised.

**13.3.** The mounting of the carburettor is free (pump up or down).

13.4. The spring and the fork are free.

13.5. The thickness of the carburettor gasket is 1mm (admitted tolerance +/- 0.3mm).

13.6. The original IAME template ATT-035/2 is the only reference to check the shape of the carburettor inlet duct. The shape of the duct must correspond in all respects and over its entire length to the profile of the template.

13.7. The original IAME template ATT-035/12 is the reference to check the height of the atomiser.

#### **ARTICLE: 14 INLET SILENCER**

14.1. The inlet silencer (ref. X30125740) must be identical to the original one supplied with the engine (same brand, same model, same reference) with intake tubes of 22mm maximum diameter.

14.2. Protective grilles are optional.

14.3. The rubber sleeve with air filter connecting the inlet silencer to the carburettor is mandatory, it must be installed and comply with the homologation form.

14.4. Any injection and/or spray system is prohibited.

14.5. In the event of rain, only the inlet silencer protection device reference SKE005-PN-IAME is authorised.

#### **ARTICLE: 15 CLUTCH**

15.1. The centrifugal clutch must engage at 4,000 rpm maximum and begin to move the kart with the Driver in racing conditions.

15.2. The clutch should be fully engaged at

6,000 rpm maximum in any condition, this measurement can be checked with the appropriate hardware, if necessary.

15.3. Each Driver will be responsible for the state of wear and cleanliness of the clutch and the friction parts (Friction material and bell).

15.4. The tool must not enter the clutch housing in a perpendicular position with respect to the axis of the clutch housing.

#### **ARTICLE: 16 IGNITION**

16.1. Only the original ignitions, Selettra Digital "K" or Selettra Digital "S" are authorised, without any modification.

16.2. The Scrutineers may request the replacement of the entire ignition system or part at any time during the meeting.

16.3. The organiser cannot be held responsible for any possible breakdown occurring after the replacement.

16.4. Only the electronic box/coil the type "C" (16000 rpm) are authorised and must be fixed to the frame or to the engine.

16.5. The markings on the electronic box/coil are mandatory and must be clearly visible without dismantling the electronic box/coil. Covering them with adhesive tape is prohibited.

16.6. Modifications to the stator mounting, shape and thickness of the rotor key, rotor keyways and crankshaft are prohibited.

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

16.8. The battery must be secured to the frame and connected to the wiring harness.

## **ARTICLE: 17 SPARK PLUG**

17.1. Only NGK B9EG - B10EG - BR9EG - BR9EIX - BR10EG - BR10EIX - R6252K-105 - R6254E-105 spark plugs are authorised, strictly original and without any modification.

17.2. The spark plug must be fitted with its original gasket.

17.3. The porcelain insulator must not protrude from the spark plug base and the length of the spark plug base (gasket included) must be 18.5mm maximum.

17.4. The only authorised spark plug caps are NGK TB05EMA, PVL 401 222, Selettra 5KOhm (IAME ref. 10543 & 10544).

## **ARTICLE: 18 EXHAUST PLANT**

18.1. Only the original muffler and exhaust manifold delivered with the engine are authorised, strictly original and compliant with the tech form. No modification of structure or dimensions is authorised.

18.2. Drilling and welding operations on the muffler are only authorised for the installation of a temperature probe.

18.3. The complete sealing of the exhaust gases between the cylinder and the exhaust manifold must be guaranteed at all times.

18.4. The exhaust gas sealing check can be carried out at any time by plugging the outlet of the exhaust pipe and filling it through the exhaust port with liquid in order to check the sealing.

18.5. The proper sealing of the exhaust system is the responsibility of the Driver.

18.6. A minimum of one original gasket between

the cylinder and the exhaust manifold is permitted.

18.7. The use of original IAME X30125375 spacer (thickness 3mm +/- 0.5mm) for adjusting the exhaust length is authorised.

18.8. X30 Junior: the use of the original exhaust manifold with the restrictor of 22.7mm as described in the tech form is compulsory. No modifications are allowed.

18.9. The use of the exhaust silencer is mandatory at all times.

18.10. Exhaust manifold reference template: ATT-035/9.

## **ARTICLE: 19 COOLING SYSTEM**

19.1. The cooling system must be in its original configuration: a single IAME original radiator (T-8000B or T-8001), a single IAME original water pump (aluminium or black/blue plastic) is authorised and in compliance with the tech form.

19.2. A single IAME original water pump pulley (aluminium or black/blue plastic) is authorised and in compliance with the tech form.

19.3. The number of radiator supports, black or chrome, is not limited. Machined supports prohibited.

19.4. Only original IAME single or bypass thermostats are authorised, and their use is optional. The housing containing the two-way thermostat can also be installed without the thermostat capsule inside and function as a fitting.

19.5. Only water without any other additives is allowed for cooling.

19.6. Radiator shields, adhesive or mechanical, are permitted but must not be removable while the kart is in motion.

19.7. Original blue water hoses supplied with the engine.

19.8. The type of water pump drive belt is free.

19.9. The use of the pulley with the belts in position is mandatory.

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

19.11. All heaters or heater connection systems on the water circuit are strictly prohibited.

## **ARTICLE: 20 STARTER**

20.1. The engine is fitted with an on-board electric starter.

20.2. The original on-board starting system must be installed with all its components, properly connected and in working properly.

## **ARTICLE: 21 SPROCKETS**

Only IAME original Z10 / Z11 / Z12 / Z13 sprockets are allowed.