

Technical Regulations 2019 (English traduction)

THE FRENCH VERSION IS THE ONLY ONE WHO IS VALID IN CASE OF DISPUTES

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-PART 1- (General regulations)

1.1 Dispositions

When reading these regulations, don't forget that all modification or addition to the motor and/or its accessories is prohibited, unless it is specifically authorized.

By modification, IAME means all the operations susceptible to change the original aspect and the dimension of an original piece. It is forbidden to transform the internal configuration of the original motor by polishing, withdrawal or addition of matter.

Any modification and/or fitting causing the falsification of a value and/or its control is prohibited.

The drivers or their legal representatives are responsible for the conformity of their material .

IMPORTANT :

The tolerances of machining, assembly and of adjustment indicated on the (homologation) official approval form refers exclusively to tolerances of fabrication. However, it is absolutely prohibited to carry out any kind of intervention on the engine, even if the dimensional characteristics are within the limits laid down by the tolerances.

The (homologation) official approval forms and technical forms in force are listed in the recapitulative document of reference ***Benelux IAME Series DR 2019*** as the index in use.

They are an integral part of the present technical regulation and its annexes.

For any point not stipulated in this technical regulation and its annexes, the CIK technical regulations and its annexes in use shall be applied.

The conformity controls will be carried out by the ***Benelux IAME Series*** team of Scrutineers in collaboration with the Scrutineers of the Federation. It is this latter who alone will write any eventual report of non-conformity.

One or more persons mandated by the Promoter of ***Benelux IAME Series*** may take part in the scrutineering and will have access to the information noted, without the possibility of them being transmitted to a third party (except to the Federation and/or IAME S.p.a. S.U.)

These mandated persons may be approved IAME-Belgium retailers.

The Promoter of ***Benelux IAME Series*** may also take part in the scrutineering and may also have access to noted information without the possibility that they be transmitted to a third party (except to the Federation and/or to IAME S.p.a.S.U.)

In such a case, the approved retailer(s) and the promoter, may propose which controls should take place, in agreement with the Scrutineers of the Challenges IAME Belgium and the Federation.

During these technical controls the only absolute and unquestionable references are:

- The present regulation
- The homologation forms or technical forms
- The comparison with the standard element

In the case of serious controversy during scrutineering, the parts which are the object of contestation may be kept and placed under seal to be sent by the organization to IAME S.p.a.S.U. who will conduct an examination in the factory.

The decision of IAME prevails over all the contestations of the elements mentioned above

The engines may only be bought from retailers approved by IAME Belgium or IAME NL "

The engines may only be maintained by retailers approved by IAME Belgium or IAME NL.

The engines must have the serial numbers engraved on them by the IAME S.p.a.S.U. factory except with authorized derogation (i.e. change of crankcases)

All engines used in *Benelux IAME Series* must compulsorily be accompanied by an identification passport completed and authenticated by " IAME-Belgium " or " IAME NL" Foreign drivers using engines not bought from IAME Belgium or IAME NL or not bought from an approved dealer (approved by IAME Belgium or IAME NL) must hold a temporary engine identification passport filled and certified by IAME Belgium.

- The **X30 engines** as of series number **M3521/B3059** are equipped with the cylinder marked "**IAME**" as indicated on the (homologation) official approval form.

- The engines with a series number **anterior** to M3521/B3059 may also have a cylinder marked "**IAME**".

- The engines with a series number **posterior** to **M3521/B3059** **may not** be equipped with a cylinder other than "**IAME**".

In 2019, the letter V + 4 digits will compose the numbers of the series

→ Which means that the old X30 motors (letter U, W + 4 digits) are considered as being **anterior to M3521/B3059**

The "**IAME**" markings of these cylinders guarantees that the surfaces of the inferior and superior joints have not been retouched, which is strictly prohibited.

1 "Race" engine and 1 "Reserve" engine are authorized by meeting.

The engines should compulsorily be sealed by a numbered IAME lead which only IAME-Belgium or IAME-NL or one of the retailers approved by IAME-Belgium or IAME-NL may place or remove. (**IAME SERIES RT annex 4**)

By sealing a motor, the approved retailer pledges that it is according to conformity.

The passport of the "race" motor must be produced during scrutineering. It will be verified that the series numbers and lead seal on the motor are correctly noted on the motor's passport.

As of the qualifying practice the lead seal may **no longer** be changed.

In the case of a change of motor after qualifying practice and **only** in the case of established damage **verified** by the technical commission, the entrant must provide the passport of the "**Spare**" motor so that the serial numbers and the seal of it may be controlled.

It is only after this that the driver is authorized to use his Reserve engine.

IMPORTANT :

The damaged engine must, **under no circumstances**, be presented at scrutineering **unsealed**

Any unsealing of an engine in the absence of a scrutineer is **prohibited** and will be the object of a report of non-conformity.

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

- the driver in question will be excluded from the meeting as well as the whole of the Challenge.
- The responsibility of the retailer in charge of the maintenance will be engaged. His Approval will be removed until further notice.

Each driver must provide a space on the bodywork of his kart reserved for the sponsors of the *Benelux IAME Series* as on the precise plan supplied by IAME-Belgium.

Any publicity on the kart from direct rival marks or firms of any of these sponsors of the challenge is strictly prohibited.

1.2 FUEL and LUBRICANT

A fuel of general distribution **98 Octane Unleaded Petrol** (Norm EN 228) obtained from a designated service station before each meeting, with no other additive other than the oil for the lubrication of the motor, is **the only one authorized**.

The organizer will designate and inform of the choice of the designated service station (IAME SERIES. RT annex N° 2) near to the circuit, where a reference sample will be taken so that comparison controls can be made with the mixture used against this reference sample (IAME SERIES. -RT annex n° 1)

The oil **WLADOIL K2T** is the only lubricant authorized.

Imposed concentration:

Mini-Parilla and X30 Cadet :

4 to 6%

Other categories: **5 to 6%**

The percentage used must always be written on the technical passport, to be imperatively produced during scrutineering.

Any exceeding of the fixed limit with regards to the sample of the reference mixture will be the object of a notice of non -conformity (IAME SERIES. -RT annex N°1)

The system of control used will be the DIGATRON "fuel tester".

The organizer reserves the right to ask the entrants to drain their tank and to use, in exchange, a fuel supplied by the organization, which will be 98 octane unleaded petrol from the imposed service station, without any reclamation being accepted.

In such a case the mixture will be made in the parc fermé under the supervision of a scrutineer, by the driver or his mechanic, who must use for the mixture a sealed can of oil with its original sealing plug intact.

1.3 TYRES

1.3.1 Common Applications

Only the tyres (Slicks and Wet) bought at *Benelux IAME Series* from an approved retailer by IAME Belgium or from the promoter of the IAME series are **authorized**.

SPECIFIC PROVISION:

For the Dutch competitors, during the *Benelux IAME Series*, vouchers for race tyres (slick and rain) must be purchased from IAME NL, only the tyres purchased from IAME NL are authorized for the practices.

The tyres must be used as delivered by the supplier.

Any **treatment** which could modify the characteristics of the tyres is strictly **prohibited**.

All systems which are charged with the **detection** and **transmission** of tyre **pressure** and **temperature** are strictly **forbidden** in **all** categories.

Controls may take place at any point of the meeting.

The measuring device "MiniRAELite" will be used to verify that the tyres are complying to the regulations.

The COV measure should never be over **15 ppm (maximum value)**

Note : The pollution of tyres (i.e. *Inadapted fixture product* , chain spray, fuel etc.) must be avoided as it may cause the value limit to be exceeded.

If the control reveals that tyres are not in conformity with the regulation, the driver in question will not be allowed onto the Pre-grid and, by consequence, will not take part in that corresponding part of the competition.

The organizers of the challenge reserve the right to proceed with the disposing of tyres in the parc fermé and this without prior warning.

During the mounting of new tyres, the entrant who notice a tyre defect after the tyre registration must have this defect acknowledged by the meeting's tyre responsible before any use of this tyre.

During the mounting of new tyres, the entrant who, with an identical pressure on the same reference and type of tyre, notices a difference in circumference equal or superior to 15mm may ask to replace it.

This disposition is only applicable for a registered tyre that has not been used.

1.3.2 Particular Applications:

Mini Parilla :

Slicks: KOMET K1D-M

Rain: Forbidden

Slick tyres (Race)

For the Slick tyres "race" the entrants must buy a Voucher from their retailer

This Voucher will permit them to collect a set of Race tyres from the promoters, coming from a same lot, and scanned during the distribution.

The Race tyres may only be used as of the **qualifying practices**.

They will be controlled before each use (Qualifying practices and Races)

As of the **Qualifying sessions**, the only tyres that may be **used** are those which have been **authorized and registered(scanned)** by the promoters.

In the case of Qualifying Sessions on a Saturday, the choice of tyres is "free" for the Sunday morning Warm Up, of the same make and type imposed in that category. The race tyres may also be used.

Authorized Quantity (per meeting):

2 Front + 2 Rear (+ 1 reserve, front **OR** rear, by choice) as of the qualifying sessions.

For the **reserve tyre**, the driver must collect a Reserve Tyre Voucher in plenty of time from their retailer and then collect the reserve tyre from the promoters.

To be able to use his reserve tyre, the driver must have his tyre registered(scanned) by Scrutineering before its first use.

Slick Tyres (Practice)

As of the **Official Free Practice** sessions the use of tyres is free, these must be as imposed in the category : **KOMET K1D-M 11x5.00 / 10x4.00**

They will be controlled before the start of each session.

These tyres may be provided by the entrant or bought from his retailer.

Rain Tyres

Rain tyres are forbidden.

X30 Cadet, Junior, Senior, Master, Gentleman

X30 Cadet, Junior, Senior, Master, Gentleman: Slicks: KOMET **K1H**

Rain: KOMET **K1W**

Slicks Tyres (Race)

For the race Slick **tyres** the entrants must buy a Voucher from their retailer.

This Voucher will allow them to collect, from the promoters, a set of race Tyres, issued from a same batch, and registered(scanned) by the promoters.

The "Race" Tyres may only be used as of the qualifying practices sessions.

They will be controlled before each use (Qualifying Sessions and races)

Authorized quantity (per meeting):

2 front and 2 rear (+ 1 reserve tyre, front **OR** rear, by choice) as of the qualifying sessions.

Concerning the reserve tyre, the driver must obtain a "reserve tyre" Voucher in plenty of time from their retailer. and then collect the reserve tyre from the promoters.

To be able to use his **reserve tyre**, the driver must have it registered (scanned) by the scrutineers before its first use.

As of the **Qualifying Sessions**, the only authorized tyres are those which have been **authorized and registered (scanned)** by the promoters.

In the case of qualifying on a Saturday, for the Sunday morning Warm Up the use of tyres is free, but being of the same make and type as imposed in the category;

The Race tyres may also be used.

Slick Tyres (Practice)

Concerning the tyres for **free practice and official free practice**, the choice of use of tyre is free, but must be of the type imposed in the category in question.

These tyres may be provided by the entrant or bought from his retailer

They will be controlled before the start of each session.

Rain tyres (Race)

For the **Rain tyres "race"**, only the tyres marked "**ISB. Cadet**" for this category and "**ISB**" for the other categories are authorized.

At the **first** meeting of IAME Benelux series or IAME Belgium series, the drivers must **obligatorily** register **New** Rain Race tyres.

New race rain tyres marked ISB and ISB cadet (for this category) registered (scanned) during previous 2019 IAME series Benelux are authorized

They must **imperatively** be registered at the **same time** as the slicks.

It will **no longer** be possible to register rain tyres **after** the slick tyres have been registered. The

Race tyres must be used **as of the qualifying sessions** and are the only ones to be used as of this moment.

They will be controlled before each use (qualifying sessions and races)

Authorized Quantity :

As of the Qualifying Sessions: 1 New set of tyres (2 front and 2 rear) + 1 reserve tyre (front OR rear) are the maximum authorized.

For the reserve race rain tyre, the entrant will collect in due time a voucher from his retailer; he will then collect the reserve tyre from the promoter

To be able to use the reserve tyre, the driver or his mechanic must have this tyre registered by the promoter before its first use.

No exception will be authorized.

Rain tyres (Practice)

The choice of tyres for **free practice and official free practice** is free but must be those imposed in the category. These tyres may be provided by an entrant or bought from his retailer...

X30 Supershifter

o **X30 Supershifter :**

Slicks : Komet K1 M

Rain: Komet K1W

Slicks tyres ("race")

➤ *To procure the Slicks 'race' tyres, the competitors will have to buy a voucher at their respective dealers.*

This voucher will allow them to remove said 'race' tyres with the organization originating from the same batch and which will later be scanned during the distribution.

Slicks tyres (race " spare ")

- For the slicks 'spare tyre(s), the concurrents will have to remove a 'spare tyre voucher' in due time from their respective dealers.

This voucher will allow them to remove said 'spare' tyres with the organization, their spare tyre(s) will be registered.

It is only once registered that the spare tyre(s) can be used.

The Slicks 'race' tyres cannot be used until the qualifying practices

They will be verified before every use (qualifying practices and races)

For the Warm Up on Sunday morning, the tyres will be free, they will be of the same brand and type like those imposed by the category.

The 'race' tyres are allowed for use

Authorized quantity : (Per meeting)

- ***2 front tyres and 2 back tyres***
- ***2 spare tyres (front or back)***

For the qualifying practices, qualificative heats, prefinals and finals the only usable tyres are those that were authorized and registered by the organisation.

(All pilotes must start the qualifying practices with new tyres)

Slicks tyres (Practices)

For the free practices and the official free practices, the use of the tyres is free of choice, these tyres must be the ones imposed by the category.

These tyres could be delivered by the competitors or bought at their respective dealers.

They will be verified before the start of every session.

Rain tyres ("Race")

- For the 'race' rain tyres only the ones marked by "I.S.B" are authorized.
 - ❖ *At every rounds of the 'Benelux IAME Series', the registration of new 'race rain tyres' is mandatory by the pilots.*

Note : The new 'race' rain tyres marked with "I.S.B" and being registered during the former "2019 Benelux IAME Series" rounds are also authorized.

IMPORTANT :

The 'race' rain tyres will have to be registered imperatively at the same time as the slicks tyres.

It will not be possible anymore to register the 'race' rain tyres after the registration of the slicks tyres.

There are no exceptions.

Rain tyres (" race's spare "):

- For the 'spare' rain tyre, the contestants will have to remove a 'spare tyre' voucher in due time with their respective dealers.

This voucher will allow them to replace said tyre with an emergency tyre that will be registered.

Only after the registration the 'spare' rain tyre can be used.

Authorized quantity : (*Per meeting*)

- **2 Front tyres and 2 back tyres**
- **1 spare tyre (Front or back)**

For the qualifying practices, qualificative heats, prefinals and finals the only usable tyres are those that were authorized and registered by the organization.

They will be verified before every use (qualifying practices and races)

Rain tyres (practices)

For the free practices and the official free practices, the use of the tyres is free of choice, these tyres must be the ones imposed by the category.

These tyres could be delivered by the competitors or bought at their respective dealers.

- Part 2 -

(Prescriptions by Category)

2.1 Mini Parilla

Total minimum weight (including driver) : **105 kg**

2.1.1 Engine, accessories and equipment

The only authorized engine is the **PARILLA PV60 MINI SWIFT version 2007 or before** (*homologation sheet N°389*)

The 2007 version is set so as to assure the stability of the motorization of the challenge IAME-Belgium Mini Parilla for many years to come.

The versions that are posterior to 2007 are strictly forbidden.

It should be in conformity with the (homologation) official approval form and used with all its original accessories as mentioned on this form.

No transformation, improvement, addition, withdrawal of matter or polishing of an element of the engine or its accessories are authorized.

Only exception :

- The aluminum chain guard which may be modified to allow the chain to be removed without removing the engine.

Only IAME original spare parts are authorized during the maintenance of the engine.

An IAME cylinder gasket of 0.40 mm (Tolerance of +0.02 / - 0,10 mm) is the only one authorized.

The squish band measured all over: **0.70 mm minimum**

Control done with a " tin/lead" wire (tin 50%) of \varnothing 1,5 to 1.6 mm following the method described in annex 12 of IAME INTERNATIONAL SERIES 2018

The start-up must compulsorily be done with the use of an on-board energy powered starter ; however, in the case of a circumstance outside one's control, the start-up may be done with an external starter and this at the appreciation of scrutineering who will observe that the driver presents himself with a kart in a fit state to start within a reasonable delay.

The clutch must enter into total hold and draw the kart at a rating of **4500 T /mn** with a maximum tolerance of **+ 500 T /mn** and this at any moment of the competition (at the start as well as at the finish).

In the case of a control before the start, any driver not fulfilling this rule will be not authorized to start, In the case of a control after the finish, any driver not fulfilling this rule will be the object of a notification of the technical non-conformity of his engine. The controls may take place on the starting grid and /or in finish area. The type of tachometer used is of Type Alfano.

The ratio of transmission must **have** a value of **0,1388** (Engine sprocket **imperatively 10 theets** original IAME and rear sprocket **72 theets**)

The original IAME exhaust bend, with integrated restrictor of **18.30 mm diameter Maxi**, sharp edge, unbeveled, without withdrawal of matter, polishing, painting or chromium plating, and must come from a retailer approved by IAME-Belgium (homologation form no 295)

The original exhaust pipe with original incorporated restrictor is the **only one authorized** (IAME SERIES - FT N°2)

The exhaust pipe may not undergo any modification, withdrawal of matter, polishing, painting or chromium plating;

Exhaust temperature probes are **forbidden except during practice sessions (free or official) and warm up.**

The sparkplug used must obligatorily have its original impervious joint, unless a temperature probe of **1.2 mm** thickness **minimum** replaces it

The only sparkplugs authorized are the **NGK BR8EG / BR9EG / BR10EG** equipped with original gasket and without any modification.

It is tolerated to improve the care of the oil seals by using silicone sealing paste. A supplementary original IAME ground cable is authorized.

The metal plate marked IAME Parilla fixed to the crankcase if facultative.

2.1.2 Bearings

Only the bearings of crankshaft 6204 set C3 or C4, steel ball bearings SKF polyamide cage or similar are **authorized**.

Ceramic ball bearings are prohibited.

The oil seals will have to be imperatively mounted with the hallow side inwards of the carter and they should not be filled.

2.1.3 Carburettor and accessories :

TILLOTSON HW-31A (model with Venturi diameter of maximum 17,15 mm) with it's **strictly** original configuration and with its 2 spacers (N° 1 and N° 2) installed in conformity (IAME Series. FT N° 6)

The withdrawal, addition or polishing of any element of the Carburetor is **strictly prohibited**.

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

- inlet needle kit **TILLOTSON ref : 233-720P** with its sealing copper gasket are the **only** permitted (1 single original copper gasket is authorized)
- Gaskets and membranes **TILLOTSON Ref : DG 1HW** are the **only** authorized.
- Complete reparation kit **TILLOTSON Ref : RK 7HW** is the only authorized.
- The fork spring is free of choice.

The Carburetor gasket and the 2 spacer's gaskets (stacking **prohibited**) should **obligatory** be original IAME gaskets. (thickness 0.70 mm +/- 0.30)

Strictly Original Air Box (Homologation Form No 370) **without any modification** (2 versions : short or long tube)

The airbox raccord must be strictly original

The appendix before the airbox may be pierced for fixation purposes.

The marking IAME is facultative (No marking on the older models)

In the case of rain, a device stopping the water from entering directly into the airbox is permitted, on the condition that this does not act as a venturi and therefore allowing a larger quantity of air in than the original airbox alone uses.

2.1.4 Batteries :

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness of the motor at all times.

2.1.5 Chassis, accessories and equipment

All the chassis of type "Mini Kart" officially approved by a national sporting federation and integrating the CIK recommendations are authorized.

Maximum diameter of rear axle = **30mm**

The wheelbase must be between **900 and 950 mm inclusive (+/- 5mm)**

The rear wide must be **maximum 113cm**

A single chassis allowed by meeting

Ceramic ball bearings **prohibited**

Mechanical or Hydraulically controlled brakes (front brakes **prohibited**)

Steel or cast iron disks **obligatory** (Aluminum, Ceramic and carbon prohibited)

Aluminum or magnesium rims authorized (with bearing or hub at the front)

Front careenage (fairing) **obligatorily** mounted with the CIK/FIA 2015-2020 approved mounting Kit
or a front careenage(fairing) mounted with a compatible mounting Kit to the approved CIK/FIA 2015-2020

(CIK regulation technical drawing N° 2c and 2d)

The attachment must be made **manually with** the 2 adjustable hooked clamps and this **without help** of any kind of tool, be it for the mounting or the dismounting.

The distance between the front body fixation bar and the front careenage (fairing), in correct position, cannot be less than 27 mm measured in all points (IAME Series RT annex No 5)

CIK officially approved rear wheel plastic protection mandatory.

The integral chain crankcase is mandatory.

Protections for the chassis are authorized as long as they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the chassis by one of the same marks and type.

After acceptance, the new chassis may be registered.

Imposed Tyres Slicks :

- Komet K1D-M

Dimensions :

Front : 10 x

4.00-5

Rear : 11 x 5.00-5

- Rain Tyres : Prohibited

Identification on the track

- Number plates : **RED or yellow** (1 front, 1 rear, 2 laterals)
- Numbers : **White if red number plates or black if yellow number plates** (a plate with pre-integrated numbers authorized)

2.2 X30 Cadet

Minimum total weight (driver included) : 138 Kg

2.2.1 Motor, accessories and equipment

PARILLA X30 (Cadet Belgium) 14000 RPM is the **only** authorized motor supplied with **only** an electronic box type "F" (Starting system 2016 equipped with the electronic coil **prohibited**)

It should be in conformity with the (homologation) official approval form in force and used with all its original accessories as mentioned on this form. (Official Approval form N° 349). No transformation, improvement, addition, withdrawal of matter or polishing of an element of the motor or its accessories are authorized.

Only exception : The plastic chain guard which may be modified to allow the chain to be removed without removing the motor .

The letter on the electronic box must be visible at all times without having to dismount it or dismount any element (Cables, relays etc.)

The electronic box may be replaced at any moment of the competition by an example provided by the organizer of the challenge and this without prior warning. It must therefore be possible to remove it from the kart without mechanical intervention on other elements. The promoter of the challenge may not be held responsible for any malfunction of the exchanged electronic box.

Only IAME original spare parts are authorized during the maintenance of the motor.

Only exception : cylinder gaskets ; the thickness is by choice and **piling is authorized.**

The cylinder height is 86.60mm (Tolerance: 0.10/-0.20mm)

Whole measurement of squish band : **0.90 mm minimum**

Control done with a " tin/lead" wire (tin 50%) of \varnothing 1,5 to 1.6 mm following the method described in annex 12 of IAME INTERNATIONAL SERIES 2018

The original piston ring is the **only one authorized** (thickness 2.18 mm +/- 0,05mm)

Only fiber glass VETRONITE reed valves marked IAME are authorized. Thickness: **0.30 mm minimum**

Only the original IAME drive sprockets **10, 11 and 12** are authorized.

The start-up must compulsorily be done with the use of the on-board energy powered starter ; however, in the case of a circumstance outside of one's control, the starting may be done with an external starter and this at the discretion of scrutineering who will observe that the driver presents himself with a kart in a fit state to start within a reasonable delay.

The clutch must enter into total hold and draw the kart at a rating of 4500 T/mn with a maximum tolerance of + 500 T/mn maximum and this at any moment of the competition (at the start as well as at the finish).

The controls may take place on the starting grid and/or in the finishing area.

In the case of a control before the start, any driver not fulfilling this rule will be not authorized to start.

In the case of a control at the finish line, any driver not fulfilling satisfactorily this rule will be the object of a notice of non-technical conformity.

The tachymeter used for the controls shall be of the Alfano brand.

The spark plug used must obligatorily have its original gasket, unless a temperature sensor of **minimum 1.2mm** thickness replaces this.

The only spark plugs authorized are the **NGK BR9EG / BR10EG/ BR9EIX / BR10EIX / R6254E105** equipped with original gasket and without any modification

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a venturi effect and allow a larger quantity of air to enter than the air box alone.

The original exhaust pipe **without any modification** is the **only one authorized**. The exhaust bend and exhaust pipe may not under go any modification either , no withdrawal of matter, polishing, painting or chromium plating.

An exhaust temperature sensor is authorized, the piercing of the duct must correspond to the diameter of its support. (IAME Series. FT N° 5)

In the case of an eventual split in it, the exhaust bend may be repaired (welding) as long as the repair does not change the interior form of it.

In the case of welding or oxidization, the bend may be repainted.

The surfacing of the gasket plan of the exhaust bend joint is tolerated.

The **only** exhaust bend **authorized** is the model with incorporated restrictor of **maximum 23.40mm**, when cold as well as hot (IAME Series FT N°5)

The original IAME additional silencer without any modification is mandatory and the only one authorized (IAME Series FT N°4)

The use of an original IAME thermostat (Simple or By-pass) is free and optional. A joint placed on a water hose and allowing the use of a temperature sensor is authorized

All reheaters or connection systems for reheaters on the cooling system are strictly forbidden.

The 'Pump Groupe' (pump and pulley) from IAME has to be mounted correctly and completely.

The pulley is to be mounted on the rear axle, the belts placed on the pulleys.

The mix of plastic and aluminum elements is authorized.

An adjustable radiator screen (curtain) is authorized . This must be fixed to the radiator . An adhesive tape is tolerated as long as it goes all round the radiator in such a way that the screen may not be removed while driving,, even partially.

2.2.2 Bearings

Only crankshaft bearings 6206 set C4 and balancing shaft bearings 6202 and 6005 set C3 or C4 SKF (or identical) with steel ball bearings and a polyamide cage are authorized.

Oblique contact is **prohibited**

Ceramic ball bearings are **prohibited**.

The oil seals will have to be imperatively mounted with the hallow side inwards of the carter and they should not be filled.

They will strictly remain original and cannot be modified.

2.2.3 Carburetor and accessories:

Tryton HB27 C, (model with Venturi maxi 26mm diameter maximum, strictly in its original configuration) (Homologation Official approval form N°293)

The withdrawal, addition or polishing of any element of the carburetor is strictly prohibited.

Only the original accessories delivered with the carburetor by IAME-Belgium are authorized,

Excepted :

- The inlet needle and its seat which may be replaced by the whole Tillotson 233/710 P used **without** the copper washer.
- *Joints and Membranes: IAME 10948A-R215 reparation kits, and C.I.B 2015-R02 are the only ones authorized apart from the original pieces.*
- The fork spring which is free in choice.

The carburetor's gasket must obligatorily be an original IAME one. (**thickness 1 mm +/- 0.3mm**)

The conveyor gasket / reed valves box must obligatorily be an original IAME one .(**thickness 0,8 mm +/- 0,3 mm)**

The reed valve box /crankcase gasket must be an original IAME one (**thickness 1 mm +/- 0,3 mm)**

Trumpet grids are optional

Only the aspiration silencer (old model) equipped with its rubber link and its filtering foam element strictly original without any modification is authorized. (Homologation sheet Motor N°254 page 5)

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a venturi effect and allow a larger quantity of air to enter than the air box alone.

2.2.4 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness at all times.

2.2.5 Chassis, accessories and equipment

Any chassis officially approved by the CIK as of **2009** are authorized.

Only one chassis is authorized by meeting.

Hydraulics controlled brakes officially approved by

CIK Front brakes **prohibited**.

Steel or cast iron disks **obligatory** (Aluminum, Ceramic and carbon prohibited)

Ceramic ball bearings **prohibited**.

Front careenage and mounting kit CIK/FIA officially approved 2015-2020 **or** front careenage officially approved by CIK/FIA compatible with the CIK/FIA officially approved mounting kit

2015-2010 **obligatory**. (CIK regulations Technical drawings N°2c and 2d)

The attachment must be made **manually with** the 2 adjustable hooked clamps and this **without help** of any kind of tool, be it for the mounting or the dismounting.

The distance between the front body fixation bar and the front careenage (fairing) ,in correct position, cannot be less than 27 mm measured in all points (IAME Series RT annex No 5)

CIK officially approved plastic rear wheel protection is **mandatory**.

The integral chain crank case is **mandatory**.

Protections for the chassis are authorized as long as they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the chassis of the same type and mark.

Imposed Tyres:

•Slicks :Komet K1H Dimensions :

Front : 10 x 4.60-5

Rear :11x 7.10-5

•Rain : Komet K1W Dimensions :

Front : 10x4.20-5

Rear : 11x6.00-5

Identification on the track

- Number plates : **BLACK or YELLOW** (1 front, 1 rear, 2 laterals)
- Numbers : **White if number plate black or black if number plate yellow** (a plate with pre-integrated numbers authorized)

2 -3

(Prescriptions by Category)

2.3 X30 JUNIOR

Total minimum weight (driver included) : **145 Kg**

2.3.1 Motor, accessories and equipment

PARILLA X30 JUNIOR 16000 RPM is the only motor authorized, equipped with its Electronic box type "**C**" or Electronic Reel type "**C**" (Homologation N° 254)

It should be in conformity with the (homologation) current official approval form and used with all its original accessories as mentioned on this form. No transformation, improvement, addition, withdrawal of matter or polishing of an element of the engine or its accessories are authorized.

Only exception: The plastic chain guard which may be modified to allow the chain to be removed without removing the motor.

The letter on the electronic box or coil must always be visible without having to dismount it or dismount any element (bundles, relays etc.)

The electronic box or electronic coil may be replaced at any moment of the competition by an example provided by the organizer of the challenge and this without warning. It must therefore be possible to remove it from the kart without mechanical intervention on other elements.

The promoter of the challenge may not be held responsible for any malfunction of the exchanged electronic box or coil

Only IAME original spare parts are authorized during the maintenance of the motor.

1 exception: cylinder **gaskets**; thickness free of choice and **piling** permitted. The cylinder height is 86.60mm (Tolerance: 0.10/-0.20mm)

Whole measurement of squish band: **0.90 mm minimum**

Control done with a " tin/lead" wire (tin 50%) of \varnothing 1,5 to 1.6 mm following the method described

in annex 12 of IAME INTERNATIONAL SERIES 2018

The original piston ring is the **only one authorized** (thickness 2.18 mm +/- 0,05mm)

The reed valves VETRONITE in glass fiber marked IAME are **authorized**, (thickness:

0,30mm minimum) or carbon reed valves (thickness 0,24mm minimum) marked IAME without any modifications are authorized

Only the original IAME drive sprockets 10, 11 or 12 teeth are **authorized**.

The start-up must compulsorily be done using the on-board energy powered starter; however, in the case of a circumstance outside one's control, the starting may be done with an external starter and this at the appreciation of scrutineering who will observe that the driver presents himself with a kart in a fit state to start within a reasonable delay.

The clutch must enter into total hold and draw the kart at a rating of **4500 T/mn** with a **maximum** tolerance of **+ 500 T/mn** and this at any moment of the competition (at the start as well as at the finish)

In the case of a control before the start, any driver not fulfilling this rule will not be allowed to start.

In the case of a control at the finish, any driver not fulfilling satisfactorily this rule will be the object of a notice of non-technical conformity.

The tachymeter used for the controls shall be of the Alfano brand.

The spark plug used must obligatorily have its original gasket, unless a temperature sensor of **minimum 1.2mm** thickness replaces this.

The only spark plugs authorized are the NGK **BR9EG / BR10EG / BR9EIX / BR10EIX / R6254E-105** equipped with original gasket and without any modification.

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a venturi effect and allow a larger quantity of air to enter than the original air box alone.

The original exhaust pipe without any modification is the only one authorized.

The original exhaust (« Type KF ») is the only one authorized. (Homologation sheet Motor N°254 page 7)

The only authorized exhaust manifold is the one with a restrictor of 22.7mm maximum cold as warm. (Homologation sheet motor N°254 page 9)

The length of the exhaust can be adjusted by using the spacers X30125375 (thi. 3 mm +/- 0,5), IAME original or the additional gaskets without any modification. (Homologation sheet Motor N°254 page 8)

At least 1 exhaust gasket is mandatory

The exhaust manifold and exhaust pipe may not undergo any modification either, no withdrawal of matter, polishing, painting or chromium plating

An exhaust temperature sensor is authorized, the drilling in the duct must correspond to the diameter of its support. (IAME Series. FT N° 3)

In the case of an eventual split in it, the exhaust bend may be repaired (welding) as long as the repair does not change the interior form of it.

The use of an original IAME thermostat (Simple or By-pass) is **free and optional**.

A joint placed on a water hose and allowing the use of a temperature sensor is authorized.

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

The 'Pump Groupe' (pump and pulley) from IAME has to be mounted correctly and completely.

The pulley is to be mounted on the rear axle, the belts have to be placed on the pulleys.

The mix of plastic and aluminum elements is authorized.

An adjustable radiator screen (curtain) is authorized. This must be fixed to the radiator.

Adhesive tape is tolerated if it goes around the radiator in such a way that it cannot be removed while racing, even partially.

2.3.2 Bearings and oil seals:

Only the **SKF** bearings of crankshaft 6206 set C4 and balancing shaft 6202 and 6005 set C3 or C4 with steel ball bearings and a polyamide cage are **authorized**, or identical models from other manufacturer.

Oblique contact **prohibited**.

Ceramic ball bearings **prohibited**.

The oil seals will have to be imperatively mounted with the hallow side inwards of the carter and they should not be filled.

They will strictly remain original and cannot be modified.

2.3.3 Carburettor and accessories:

TILLOTSON HW-27A, (model with Venturi **maxi 27mm** diameter maximum, strictly in its original configuration) (Homologation Official approval form N°348)

The withdrawal, addition or polishing of any element of the carburetor is strictly prohibited

Only the original accessories delivered with the carburetor by IAME-Belgium are **authorized**.

The inlet needle and its seat must be Tillotson ref 233/721P **With the copper** washer (1)

The gasket and membranes must be Tillotson ref DG 3 HW

The fork spring which is free of choice.

The Carburetor's gasket must obligatorily be an original IAME one. **(thickness 1 mm +/- 0.3mm)**

The crankcase/reed valve box gasket must be one of origin IAME **(thickness 1 mm +/- 0,3 mm)**

The conveyer /reed valve box gasket must be of origin IAME **(thickness 0,8 mm +/- 0,3 mm)**

Trumpet grids are optional.

Only the aspiration silencer (new generation) equipped with its rubber link and its filtering foam element strictly original without any modification is authorized. (Homologation sheet Motor N°254 page 5/6)

Only the original IAME rubber air box joint equipped with its sponge filtering element is **authorized**.

In the case of rain, a device stopping water entering directly into the airbox is authorized, on the condition that this does not have a venturi effect and allow more air to enter than the airbox alone would use.

2.3.4 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.
Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness at all times.

2.3.5 Chassis, accessories and equipment:

Any chassis officially approved by the CIK as of **2009** is authorized.

Only one chassis is authorized by meeting. Hydraulics controlled brakes officially approved by CIK

Front brakes **prohibited**.

Steel or cast-iron disks **obligatory** (Aluminum, Ceramic and carbon prohibited)

Ceramic ball bearings **prohibited**

Front careenage and mounting kit CIK/FIA officially approved 2015-2020 or front careenage officially approved by CIK/FIA compatible with the CIK/FIA officially approved mounting kit

2015-2020 **obligatory**. (CIK regulations Technical drawings N°2c and 2d)

The attachment must be made **manually with** the 2 adjustable hooked clamps and this **without help** of any kind of tool, be it for the mounting or the dismounting.

The distance between the front body fixation bar and the front careenage (fairing), in correct position, cannot be less than 27 mm measured in all points (IAME Series RT annex No 5)

CIK officially approved plastic rear wheel protection is obligatory.

The integral chain crank case is obligatory.

Protections for the chassis are authorized if they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the chassis. After acceptance, the chassis **by one of the same types and make**.

Imposed tyres:

- Slicks: Komet K1H Dimensions:

Front: 10 x 4.60-5

Rear :11x 7.10-5

- Rain : Komet K1W Dimensions :

Front : 10x4.20-5

Rear: 11x6.00-5

Identification on the track:

Number plates: **Blue or Yellow** (1 front, 1 rear, 2 laterals)

Numbers: **White if number plate blue or black if number plate yellow** (a plate with pre-integrated authorized)

2.4

2.4 X30 Senior, X30 Master, X30 Gentleman

X30 Senior

Minimum total weight X30 (driver included): **158 Kg**

X30 Master / Gentleman

Minimum total weight (driver included): **168 Kg**

2.4.1 Engine, accessories and equipment

PARILLA X30 Senior 16000 RPM is the only authorized motor, equipped with an electronic box type "C" or the electronic coil type "C" ((Homologation) Official approval form N° 254)

It should be in conformity with the (homologation) current official approval form and used with all its original accessories as mentioned on this form.

No transformation, improvement, addition, withdrawal of matter or polishing of an element of the engine or it's accessories **are authorized**.

Only exception:

The plastic chain guard which may be modified to allow the chain to be removed without removing the engine.

The letter on the electronic box must always be visible without having to dismount it or dismount any element (bundles, relays etc.)

The electronic box or the electronic coil may be replaced at any moment of the competition by an example provided by the organizer of the challenge and this without warning. It must therefore be possible to remove it from the kart without mechanical intervention on other elements. The promoter of the challenge may not be held responsible for any malfunction of the exchanged electronic box.

Only IAME original spare parts are authorized during the maintenance of the motor.

1 exception: cylinder **gaskets**; the thickness is

free of choice, piling is permitted

The cylinder height is 86.60mm (Tolerance: 0.10/-

0.20mm) Whole measurement of squish band: **0,90 mm**

minimum

Control done with a " tin/lead" wire (tin 50%) of \varnothing 1,5 to 1.6 mm following the method

described in annex 12 of IAME INTERNATIONAL SERIES 2018

The original piston ring is the **only one** authorized (thickness 2.18 mm +/- 0,05mm)

Only the reed valves VETRONITE in glass fiber marked IAME are **authorized**, (thickness: **0,30mm minimum**) or carbon reed valves (thickness 0,24mm minimum) marked IAME without any modifications are authorized

Only the original IAME drive sprockets 10, 11 and 12 theets are **authorized**.

The start-up must compulsorily be done with the use of an on-board energy powered starter ; however, in the case of a circumstance outside one's control, the start-up may be done with an external starter and this at the appreciation of scrutineering who will observe that the driver presents himself with a kart in a fit state to start within a reasonable delay.

The clutch must enter total hold and draw the kart at a rating of **4500 T /mn** with a maximum tolerance of **+ 500 T /mn max** and this at any moment of the competition (at the start as well as at the finish).

The controls may take place on the starting grid and/or the finishing area.

In the case of a control before the start, any driver not fulfilling this rule will be not authorized to start.

In the case of a control at the finish, any driver not fulfilling satisfactorily this rule will be the object of a notice of non-technical conformity.

The tachymeter used for the controls shall be of the brand Alfano.

The sparkplug used must obligatorily have its original impervious joint, unless a temperature probe of minimum **1.2mm mini** thickness minimum replaces this.

The only sparkplugs authorized are the **NGK BR9EG / BR10EG/ BR9EIX / BR10EIX /R6254E-105** equipped with original gasket and without any modification.

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a venturi effect and allow a larger quantity of air to enter than the original air box alone.

The original exhaust (« Type KF ») is the only one authorized. (Homologation sheet Motor N°254 page 7)

The length of the exhaust can be adjusted by using the spacers X30125375 (thi. 3 mm +/- 0,5), IAME original or the additional gaskets without any modification. (Homologation sheet Motor N°254 page 8)

At least 1 exhaust gasket is mandatory

An exhaust temperature probe is authorized, the drilling in the duct must correspond to the diameter of its support. (IAME Series FT n°04)

In the case of an eventual split in it, the exhaust bend may be repaired (welding) as long as the repair does not change the interior form of it.

The surfacing of the exhaust manifold gasket plan is tolerated

The original IAME additional silencer without any modification is **obligatory** and the only one authorized. (IAME Series. FT N°4)

The use of an original IAME thermostat (Simple or By-pass) is **free and optional**.

A joint placed on a water flexible and allowing the use of a temperature probe is authorized.

All reheaters or connection systems for reheaters on the water circuit are strictly forbidden. The 'Pump Groupe' (pump and pulley) from IAME has to be mounted correctly and completely.

The pulley has to be mounted on the rear axle, the belts have to be placed on the pulleys. The mix of plastic and aluminum elements is authorized.

An adjustable radiator screen (curtain) is authorized. This must be fixed to the radiator

Adhesive tape is tolerated if it goes around the radiator in such a way that it cannot be removed while racing, even partially.

2.4.2 Bearings and oil seals

Only the bearings of crankshaft 6206 set C4 and balancing shaft 6202 and 6005 set C3 or C4 with steel ball bearings **SKF (or identical) with** polyamide cage are authorized.

Oblique contact **prohibited**.

Ceramic ball bearings **prohibited**.

The oil seals will have to be imperatively mounted with the hallow side inwards of the carter and they should not be filled. The use of silicone sealing pasted is tolerated to ebnsure a good fixation on the crankcase.

They will strictly remain original and cannot be modified.

2.4.3 Carburetor and accessories:

TILLOTSON HW-27A, (model with Venturi **maxi 27mm** diameter maximum, strictly in its original configuration) (Homologation Official approval form N°348)

The withdrawal, addition or polishing of any element of the carburetor is strictly prohibited

Only the original accessories delivered with the carburetor by IAME-Belgium are **authorized**.

The inlet needle and its seat must be Tillotson ref 233/721P **With the copper** washer (1)

The gasket and membranes must beTillotson ref DG 3 HW

The fork spring is free of choice.

The carburetor's gasket must obligatorily be an original IAME one (**thickness 1 mm +/-**

0.3mm)

The crankcase/reed valve box gasket must be one of origin IAME (**thickness 1 mm +/- 0,3 mm)**

The conveyer /reed valve box gasket must be of origin IAME (**thickness 0,8 mm +/- 0,3 mm)**

Trumpet grids are optional.

Only the original IAME rubber airbox joint equipped with its sponge filtering element is authorized.

In the case of rain, a device to stop water entering directly into the Airbox is permitted, on the condition that it does not have a venturi effect and enable the entry of a greater quantity of air than the original airbox would use alone.

2.4.4 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness at all times.

2.4.5 Chassis, accessories and equipment

Any chassis officially approved by the CIK as of **2009** is authorized.

Only one chassis is authorized by meeting.

Hydraulics controlled rear brakes officially approved by CIK

Ceramic ball bearings **prohibited**.

Front brakes are prohibited

Brake disks in iron or cast iron are **obligatory** (Aluminum, Ceramic and Carbon prohibited)

Front carenage and mounting kit CIK/FIA officially approved 2015-2020 **or** front carenage officially approved by CIK/FIA compatible with the CIK/FIA officially approved mounting kit 2015-2010 **obligatory**. (CIK regulations Technical drawings N°2c and 2d)

The attachment must be made **manually with** the 2 adjustable hooked clamps and this **without help** of any kind of tool, be it for the mounting or the dismounting.

The distance between the front body fixation bar and the front carenage

(fairing), in correct position, cannot be less than 27 mm measured in all

points (IAME Series RT annex No 5)

CIK officially approved plastic rear wheel protection is **obligatory**.

The integral chain crankcase is **obligatory**.

Protections for the chassis are authorized if they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the **chassis by one of the same types and mark**.

Imposed Tyres

- Slicks: Komet **K1H** Dimensions: Front: 10 x 4.60-5
Rear :11x 7.10-5
- Wets: Komet **K1W** Dimensions: Front: 10x4.20-5
Rear: 11x6.00-5

Identification on the track:

**X30
Senior
and
Master**

Number plates: **Yellow** (1 front, 1 rear, 2 laterals)

Numbers: **Black** (a plate with pre-integrated numbers authorized)

- Part 2.5

(Prescriptions by category)

2.5 X30 Super Shifter 175cc

Minimum total weight (driver included): **183 Kg**

2.5.1 Engine, accessories and equipment

PARILLA X30 Shifter 175cc is the only authorized motor, equipped with an electronic box SELETTA Digital K (type "**L1**") or Digital S (Coil type L1) or the electronic box PVL Digital 690 (electronic coil PVL type L1) (Homologation approval form N° 343)

It should be in conformity with the current official approval form and used with all its original accessories as mentioned on this form.

No transformation, improvement, addition, withdrawal of matter or polishing of an element of the motor or its accessories are authorized.

Only IAME original spare parts are authorized during the maintenance of the motor.

Excepted for:

Cylinder gasket thickness 0,10/0.20/0.30/0.40/0.50 mm +/- 0.05mm

Reed valves reinforcement (shape or numbers)

Whole measurement of squish band: **1 mm minimum**

Control done with a " tin/lead" wire (tin 50%) of \varnothing 1,5 to 1.6 mm following the method

described in annex 12 of IAME INTERNATIONAL SERIES 2018

The cylinder height is 91.10 mm +/- 0.10 mm

Only 1 copper cylinder head gasket is authorized

Original reed valves marked IAME, thickness 0.40mm +/- 0.05mm

The start-up may take place with the use of an on-board energy powered starter or by pushing the kart.

The letter on the electronic box or coil must be visible at all times without having to dismount any parts. The electronic box or coil may be replaced at any moment of the competition by an example provided by the organizer of the challenge and this without prior warning. It must therefore be possible to remove it from the kart without mechanical intervention on other elements. The promoter of the challenge may not be held responsible in the case of malfunction of the replaced electronic part.

The sparkplug used must obligatorily have its original impervious joint, unless a temperature probe of minimum 1.2mm thickness replaces this. In this case the body and the isolation of the sparkplug's electrode screwed onto the cylinder head must in no case be higher than the dome of the combustion chamber;

The only sparkplugs authorized are the **NGK BR9EG / BR9EIX / BR10EIX / BR10EG / R6254E-105** equipped with original gaskets and without any modification.

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a venturi effect and allow a larger quantity of air to enter than the original air box used alone;

The radiator is **free**

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

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

An adjustable radiator screen (curtain) is authorized. This must be fixed to the radiator. Adhesive tape is tolerated if it goes around the radiator in such a way that it cannot be removed while racing, even partially.

The choice of water pump and pulley is **free** (*Electric water pump forbidden*)

The whole exhaust system as well as the manifold may not be transformed in any way. They may neither have any matter removed, be painted, chromium plated or polished.

The length of the exhaust bend must strictly remain as the original (1 aluminum spacer: Cod. IFH 20500 Thickness: 5 +/- 0,5) and only 2 original IAME joints

Only the original exhaust elbows Ref: **IZH-06100** (28mm) without any transformation are authorized

ONLY exhaust silencers authorized:

- Silencer **KZ1 / KZ2** CIK approved 2014-2022 (Homologation 1 à 6 EX-SI 22)
- Silencer **Elto Type 118 Aluminum and Elto Type 108 Carbon** Form C.I.B. FT N° 9)
 - Silencer **KZ1 / KZ2** officially recognized **CIK 2016 - 2024**
 - Silencer **KZ1 / KZ2** officially recognized **CIK 2019 - 2021**

The exhaust silencers must imperatively conform to their homologation or technical forms, they must not be modified either in structure or dimension.

Piercing of the exhaust pipe to allow the addition of an exhaust probe (at the specifically allowed position) is authorized. Repair (welding) is authorized if not modifying internal characteristics.

The drive sprocket must be only original IAME with **Z15, 16, 17,18,19 or 20 teeth**

2.5.2 Bearings and oil seals rings

Only **SKF** crankshaft roller bearings BC1-1442B are authorized
Gear box shaft bearings 6205 set C3 or C4 – 6204 set C3 or C4 – 6202 set C3 or C4, steel ball bearings, steel or polyamide cage SKF or identical are authorized.

Oblique contact **prohibited**.

Ceramic ball bearings **prohibited**.

The oil seals will have to be imperatively mounted with the hollow side inwards of the carter and they should not be filled.

They will strictly remain original and cannot be modified.

2.5.3 Carburetor and accessories:

TILLOTSON HB 15A, strictly in its original configuration and without modifications.

The withdrawal, addition or polishing of any element of the carburetor is strictly prohibited. Only the original TILLOTSON HB 15A spare parts are authorized.

Tillotson needles and shafts with reference 233-717P with copper seal rings are the only ones authorized (Only 1 original copper ring is authorized and mandatory)

TILLOTSON Gaskets and Membranes, **Réf: DG-1HB** is the only one authorized

TILLOTSON jets Réf: 49-B58 is the only one authorized

The fork spring is free.

The carburetor gasket will have to be an original IAME joint (**thickness 0.80 mm +/- 0.20mm mm**)

The conveyor / valve box gasket will have to be an original IAME joint

The gasket plan finishing of the valve box joint plan is authorized to allow a good sealing of the valve box/carter set.

Only authorized Air Boxes (in conformity with their official approval form) are:

RR NOX Ø30 (with sound hood)

RR NOX 2 Ø30 (with sound hood)

RR ACTIVE Ø30 Version 2017 (with sound hood)

RR ACTIVE NEW Ø30 (with sound hood)

KG APE 1 Ø30

KG NITRO Ø30

KG POWER 30 Ø30

The original rubber joint must be in conformity to that presented on the official approval form of the air box used.

In the case of rain, a device to prevent water entering directly into the airbox is permitted, on the condition that it does not have a venuri effect and allow a greater quantity of air to enter than the airbox alone would use.

2.5.4 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness at all times.

2.5.5 Chassis, accessories and equipment

Any chassis officially approved by the CIK as of **2009** is authorized.

Only one chassis is authorized by meeting.

Hydraulically controlled brakes working simultaneously on the 4 wheels, officially approved by CIK for karts with a gear box, are mandatory.

Steel or cast-iron disks **obligatory** (Aluminum, Ceramic and carbon prohibited).

Ceramic ball bearings **prohibited**.

Front careenage and mounting kit CIK/FIA officially approved 2015-2020 **or** front careenage officially approved by CIK/FIA compatible with the CIK/FIA officially approved mounting kit 2015-2010

obligatory. (CIK regulations Technical drawings N°2c and 2d)

The attachment must be made **manually with** the 2 adjustable hooked clamps and this **without help** of any kind of tool, be it for the mounting or the dismounting.

The distance between the front body fixation bar and the front careenage (fairing), in correct position, cannot be less than 27 mm measured in all points (IAME Series RT annex No 5)

CIK officially approved plastic rear wheel protection is **obligatory**.

Protections for the chassis are authorized if they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the chassis by one of the same types and mark.

Imposed Tyres

*Slicks: **Komet K1 M** Dimensions: Front 10x4.60-5*

Back 11x7.10-5.

- *Rain : **Komet K1W** Dimensions : Front 10x4.20-5
Back 11x6.00-5*

Identification on the track

- Number plates: **Yellow** (1 front,1 rear, 2 laterals)
- Numbers: **Black** (plates with incorporated numbers authorized)

-Part 3-

(Chronology)

3.1 Chronology and Updates

3.1.1 Initial Version

