



**TECHNICAL REGULATIONS 2019
RGMM GmbH ORGANIZED
IAME WINTER CUP 2019
IAME EURO SERIES 2019
IAME JUNIOR, SENIOR, MASTER & SHIFTER
TECHNICAL REGULATIONS PART 2 of 2 V6**

**TECHNICAL REGULATIONS PART 2 OF 2
ENGINE SPECIFICATIONS
DATE 01.01.2019 VERSION 6.**

The CIK-FIA Technical regulation also applies for the IAME WINTER CUP & IAME EURO SERIES.
The English text is the authentic version.

RGMMC reserves the right to issue additional statements concerning the Technical Regulations previously approved by the ASN Proposing the series and the CIK-FIA from time to time following the agreement of the ASN presenting the series and the CIK-FIA and all such statements will be issued to all registered competitors by way of competitors' Bulletins at the race meeting or posted to the address detailed on the Event/Series Registration Form

The Scrutineer following a decision of the Stewards has the right to impound any part of the Engine including but not limited to the 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)

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 during engines scrutineering, the Stewards can decree the delivery of the concerned part, duly sealed, to IAME S.p.A. for an accurate inspection at the factory at the presence of representatives of the Entrant and the Sporting Authority (ASN).

The following appendixes are integral part of the regulations:
Homologation form n. 254T - IAME X30 125cc RL – TaG
Homologation form n. 348A - Carburettor Tillotson HW27A
Exhaust silencer – X30 Junior – X30 Senior – X30 Master
Homologation form n. 384 - IAME X30 Super Shifter 175cc RL - TaG
Homologation form n. 385 - Carburettor Tillotson HB-15A

Article 5 - ENGINE IAME X30-125cc RL TaG - X30 SENIOR & X30 MASTER

5.1 GENERAL

a) Any modification on the engine and its accessories is strictly forbidden, if not expressly authorized. IAME considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility are strictly forbidden. Polishing, sandblasting, trimming or adjustments are not allowed.

No heat treatment or surface treatment is allowed. The Entrant is liable for the conformity of its own equipment.

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

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

d) IMPORTANT, the tolerances reported on homologation form are necessary to comprise all the machining assembling and settling tolerances nevertheless the Entrant is absolutely not allowed to make any intervention on the engine even if the characteristic dimensions after his intervention will still be within the prescribed tolerances

e) Any tuning is forbidden the maximum and minimum allowed values and the volume of the combustion chamber have to be measured according to the CIK Technical Regulations

5.2 DIAGRAMS AND VOLUME CHART

Refer to engine homologation form

5.3 CYLINDER HEAD

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

b) The squish (distance between piston and the cylinder head) must be in compliance with the value reported on the tech form. The tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. Measurements must be taken with the engine in racing conditions and at ambient temperature. The original IAME gauge n. ATT-025/1 is the reference to check the cylinder head profile conformity. The gauge shape must match with the dome profile, the squish area and the gasket plane.

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

5.4 CYLINDER

a) Only the original cylinder can be employed. Polishing, sandblasting, trimming or adjustments are not allowed. Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine. No heat treatment or surface treatment are allowed. The diagram adjustment is allowed only by means of the cylinder gasket replacement. The number of cylinder gaskets is not limited. Only original gaskets are allowed. No head gasket is admitted. The original IAME gauge n. ATT-025/2 is the reference to measure the cylinder ports position. The original IAME gauge n. ATT-035/1 is the reference to carry a visual check of the ports.

b) Starting from the serial n. M3521/B3059 the X30 engines are equipped with a marked cylinder as shown on the homologation form

- engines with serial number previous to M3521/B3059 can be equipped with the marked cylinder.
- engines with serial number subsequent to M3521/B3059 can-not be equipped with the non-marked older cylinder.

5.5 CRANKCASE, CRANKSHAFT, CON-ROD, CRANKPIN

Strictly original and without any modification

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

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

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

d) Only original big end cage (X30125431), original washers (X30125436/X30125436EX) and original small end cage (E-10440/E-10441) are allowed

Oil seals must be installed in the correct position, cave side looking inside the crankcase.

5.6 BEARINGS

Steel and plastic cages are allowed only the strictly original crankshaft ball bearings (6206, C3 or C4) and counter balancing shaft ball bearings (6202, C3/C4/C4H and 6005, C3 or C4) are admitted. Ball-bearing with oblique contacts are forbidden. Only bearings with steel balls and rings are authorized (Ceramic is forbidden)

5.7 PISTON, RING AND PIN

Strictly original without any modification and in compliance with the engine technical form
The IAME original gauge ATT-035/2 is the reference to check the piston head shape

5.8 REED BLOCK

Strictly original without any modification no gasket planes machining is allowed.

a) Free screws original reed valve cover without any modification is allowed

b) Reed block/crankcase gasket thickness is 1mm (admitted tolerance +/- 0.3mm). Conveyor/reed block gasket thickness is 0.8mm (admitted tolerance +/- 0.3mm).

5.9 REED PETALS

a) Only fibreglass or carbon original IAME marked reed petals are allowed

b) Mixing of carbon fibre and fibreglass petals is forbidden

5.10 CARBURETTOR, INLET SILENCER

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

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

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

d) The inlet silencer must be identical to the original one supplied together with the engine (same brand, same model, same reference either 10743-C1 or X30125740) with max. 22mm diameter intake tubes, Protective grids are optional.
The rubber manifold with air filter connecting the inlet silencer to the carburettor is mandatory and must be installed and in compliance with the homologation form.

e) Any injection and/or spraying system is forbidden.

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

5.11 CLUTCH

a) The centrifugal clutch must engage at max 4.000 RPM moving the kart with driver on board and in racing conditions, the clutch must be completely triggered at max. 6.000 RPM in any condition, this measurement can eventually be checked with proper instruments each driver will be responsible for the wear status of the clutch padding material and friction parts cleaning, since the proper clutch operation might be checked at any moment of the event, and even after each phase. The original IAME gauge ATT-047/4 is the reference to check the clutch drum. The tool must not enter into the clutch drum in perpendicular position respect to the clutch drum axis.

b) Unipro clutch control may be used, if this is the case the driver must provide the clutch control- kit cables, the black box will be on loan from RGMMC

5.12 IGNITION

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

b) Only the electronic CDI box type "C" (16000 RPM) is allowed and must be fixed on the chassis or on the engine, the markings on the electronic box are compulsory and must be clearly visible without disassembling the electronic box, covering with adhesive or masking tape is forbidden

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

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

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

5.13 SPARKPLUG

- a) Only the NGK B9EG, B10EG, BR9EG, BR10EG, BR9EIX, BR10EIX, R6254E-105, R6252K-105 sparkplugs are allowed, strictly original and without any modification.
- b) The sparkplug must be installed with its original gasket
- c) The insulator must not exceed the sparkplug body and the length of the sparkplug body itself must be max. 18,5 mm. (CIK technical regulations appendix 7).
- d) Original spark plug cap, as delivered with the engine (IAME p.n. 10544).

5.14 EXHAUST

- a) Only the original muffler and header as supplied with the engine are allowed and must be kept strictly original and in compliance with the homologation form, therefore no modification in structure or in dimensions is allowed
- b) Drilling and welding operations on the header are allowed only to install a temperature probe on the provided seat
- c) The complete sealing of the exhaust gas between the cylinder and the exhaust header must be guaranteed at all times. The control of the sealing of the exhaust gas can be performed at any time through occlusion of the outlet hole of the exhaust manifold, filling of the exhaust manifold with liquid through the exhaust port and check for leaks. The proper sealing of the exhaust system is at Driver's responsibility.
- d) One original gasket only between cylinder and exhaust manifold is allowed, the use of the original exhaust spacer is allowed and not mandatory.
- e) The use of the exhaust silencer as described in the attachment n.7 is mandatory if prescribed in the specific regulations of each event.

5.15 COOLING

- a) The cooling system must be in its original configuration: only one IAME original radiator (p.n. T-8000B or T-8001), only one IAME original simple water pump (aluminium or plastic black/blue), only one IAME original water pump pulley (aluminium or plastic black/blue) are allowed and in compliance with the homologation form.
- b) The number of radiator support brackets is not limited.
- c) Only simple or by pass original IAME thermostats are allowed and their use is optional. Simple thermostat case can be used without the thermostat and act as a junction.
- d) Only water with no other additive is allowed for cooling.
- e) Radiators shields, either adhesive or mechanic are allowed but should not be removable when the kart is in motion.
- f) Original IAME blue water hoses as delivered with the engine
- g) Water pump driving belt type is free. Belt must operate on the water pump pulley.

5.16 STARTING

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

5.17 SPROCKETS

Only IAME original Z10/Z11/Z12/Z13 sprockets are admitted

6 ENGINE IAME X30 125cc RL TaG - X30 JUNIOR

a) Any modification on the engine and its accessories is strictly forbidden, if not expressly authorized. IAME considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility is strictly forbidden. Polishing, sandblasting, trimming or adjustments are not allowed. No heat treatment or surface treatment is allowed. The Entrant is liable for the conformity of its own equipment.

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

c) The engines presented with their original serial number.

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

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

f) IMPORTANT:

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

g) Any tuning is forbidden; the maximum and minimum allowed values and the volume of the combustion chamber have to be measured according to the CIK Technical Regulations.

6.2 DIAGRAMS AND VOLUME CHART:

Refer to engine homologation form

6.3 CYLINDER HEAD

a) The cylinder head has to be strictly original. Only the thread repairing by means of an M14x1,25 Helicoil of the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

b) The squish (distance between piston and the cylinder head) must be in compliance with the value reported on the tech form. The tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. Measurements must be taken with the engine in racing conditions and at ambient temperature. The original IAME gauge n. ATT-025/1 is the reference to check the cylinder head profile conformity. The gauge shape must match with the dome profile, the squish area and the gasket plane.

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

6.4 CYLINDER

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

The original IAME gauge n. ATT-025/2 is the reference to measure the cylinder ports position.

The original IAME gauge n. ATT-035/1 is the reference to carry a visual check of the ports.

b) Starting from the serial n. M3521/B3059 the X30 engines are equipped with a marked cylinder, as shown on the homologation form:

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

6.5 CRANKCASE, CRANKSHAFT, CON-ROD, CRANKPIN

Strictly original and without any modification

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

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

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

d) Only original big end cage (X30125431), original washers (X30125436/X30125436EX) and original small end cage (E-10440/E-10441) are allowed

Oil seals must be installed in the correct position, cave side looking inside the crankcase.

6.6 BEARINGS

- a) Steel and plastic cages are allowed only the strictly original crankshaft ball bearings (6206, C3 or C4) and counter balancing shaft ball bearings (6202, C3C4/C4H and 6005, C3 or C4) are admitted.
- b) Ball-bearing with oblique contacts are forbidden only bearings with steel balls and rings are authorized (Ceramic is forbidden)

6.7 PISTON, RING AND PIN

Strictly original without any modification and in compliance with the engine technical form
The IAME original gauge ATT-035/2 is the reference to check the piston head shape

6.8 REED BLOCK

Strictly original without any modification no gasket planes machining is allowed Free screws original reed valve cover without any modification is allowed. Reed block/crankcase gasket thickness is 1mm (admitted tolerance +/- 0.3mm) Conveyor/reed block gasket thickness is 0.8mm (admitted tolerance +/- 0.3mm)

6.9 REED PETALS

Only fibreglass or carbon original IAME marked reed petals are allowed mixing of carbon fibre and fibreglass petals is forbidden

6.10 CARBURETTOR, INLET SILENCER

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

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

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

d) The inlet silencer must be identical to the original one supplied together with the engine (same brand, same model, same reference either 10743-C1 or X30125740) with max 22mm diameter intake tubes, protective grids are optional.

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

e) Any injection and/or spraying system is forbidden

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

6.11 CLUTCH

The centrifugal clutch must engage at max. 4.000 RPM moving the kart with driver on board and in racing conditions. The clutch must be completely triggered at max. 6.000 RPM in any condition, this measurement can eventually be checked with proper instruments. Each driver will be responsible for the wear status of the clutch padding material and friction parts cleaning, since the proper clutch operation might be checked at any moment of the event, and even after each phase. The original IAME gauge ATT-047/4 is the reference to check the clutch drum. The tool must not enter into the clutch drum in perpendicular position respect to the clutch drum axis.

6.12 IGNITION

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

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

c) Modifications on the stator fixing, on the shape and thickness of the rotor key and on the rotor and crankshaft slots are forbidden. The IAME original gauge ATT-035/7 is the reference to check the correct position of the phase reference marking on the rotor.

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

6.13 SPARKPLUG

- a) Only the NGK B9EG - B10EG - BR9EG - BR10EG – BR9EIX - BR10EIX - R6254E-105 - R6252K-105 sparkplugs are allowed, strictly original and without any modification.
- b) The sparkplug must be installed with its original gasket.
- c) The insulator must not exceed the sparkplug body and the length of the sparkplug body itself must be max. 18,5 mm (CIK technical regulations appendix 7).
- d) Original spark plug cap, as delivered with the engine (IAME p.n. 10544).

6.14 EXHAUST

- a) Only the original muffler and header as supplied with the engine are allowed and must be kept in compliance with the homologation form, therefore no modification in structure or in dimensions is allowed. Only the Junior exhaust manifold is allowed, in compliance with the homologation form.
- b) Drilling and welding operations on the header are allowed only to install a temperature probe on the provided seat
- c) The complete sealing of the exhaust gas between the cylinder and the exhaust header must be guaranteed at all times. The control of the sealing of the exhaust gas can be performed at any time through occlusion of the outlet hole of the exhaust manifold, filling of the exhaust manifold with liquid through the exhaust port and check for leaks. The proper sealing of the exhaust system is at Driver's responsibility.
- d) One original gasket only between cylinder and exhaust manifold is allowed, the use of the original exhaust spacer is allowed and not mandatory.
- e) The use of the exhaust silencer as described in the attachment n.7 is mandatory if prescribed in the specific regulations of each event.

6.15 COOLING

- a) The cooling system must be in its original configuration: only one IAME original radiator (p.n. T-8000B or T-8001), only one IAME original simple water pump (aluminium or plastic black/blue), only one IAME original water pump pulley (aluminium or plastic black/blue) are allowed and in compliance with the homologation form.
- b) The number of radiator support brackets is not limited.
- c) Only simple or by pass original IAME thermostats are allowed and their use is optional. Simple thermostat case can be used without the thermostat and act as a junction.
- d) Only water with no other additive is allowed for cooling.
- e) Radiators shields, either adhesive or mechanic are allowed but should not be removable when the kart is in motion.
- f) Original IAME blue water hoses as delivered with the engine
- g) Water pump driving belt type is free. Belt must operate on the water pump pulley.

6.16 STARTING

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

6.17 SPROCKETS

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

7 ENGINE IAME X30 SUPER SHIFTER 175cc RL TaG - X30 SUPER SHIFTER

a) Any modification on the engine and its accessories is strictly forbidden, if not expressly authorized. IAME considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility is strictly forbidden. Polishing, sandblasting, trimming or adjustments are not allowed. No heat treatment or surface treatment are allowed. The Entrant is liable for the conformity of its own equipment.

b) Only the IAME X30 Super Shifter 175cc-RL-TaG, original and strictly in compliance with the manufacturer's technical form (technical features, sizes, weights, diagrams with the tolerances prescribed by the manufacturer) is admitted. The pictures on the original homologation forms are as well valid to identify the engine and the parts.

c) The engines must be provided with their original serial number.

No modification, improvement, polishing, addition or removal of material of any engine part is allowed. Each engine internal or external part has to be installed in its original position and functioning according to the original design specs.

d) IMPORTANT:

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

f) Any tuning is forbidden: the maximum and minimum allowed values and the volume of the combustion chamber have to be made according to the method described in the CIK Technical Regulations.

7.2 DIAGRAMS AND VOLUME CHART

Refer to engine homologation form

7.3 CYLINDER HEAD

a) The cylinder head has to be strictly original. Only the thread repairing by means of an M14x1,25 helicoil, with the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome. The gauge p.n. ATT-061/1 is the reference to check the cylinder head profile conformity. Only one copper head gasket allowed, thickness is free.

b) The squish (distance between piston and the cylinder head) must be minimum 1mm at all points. The tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. Measurements must be taken with the engine in racing conditions and at ambient temperature.

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

7.4 CYLINDER

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

Original cylinder gaskets only. The IAME original gauges ATT-061/2 and ATT-061/3 are the reference to check the distance of the top edge of the ports from the cylinder head plane.

7.5 CRANKCASE, CRANKSHAFT, CON-ROD, CRANKPIN

Strictly original and without any modification. Only original big end cage (X30125431), washers (X30125436) and original small end cage (IFC-50350) are allowed. Oil seals must be installed in the correct position, cave side looking inside the crankcase.

7.6 BEARINGS

Only steel and plastic cages are allowed. Only the strictly original crankshaft bearings (ball bearing 6205 C4 or roller bearing 6205 BC1 1442B/1442D) and gearbox shafts ball bearings (6205 C4/C5 - 6204 C4/C5 - 6202 T1XC4/T1XC5) are allowed. Ball-bearing with oblique contacts are forbidden. Only bearings with steel balls, steel rollers and steel rings are authorized.

7.7 PISTON, RING, AND PIN

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

7.8 REED BLOCK

Strictly original without any modification. No gasket planes machining is allowed. Free screws. Original reed valve cover without any modification is allowed.

7.9 REED PETALS

Only original carbon fibre IAME marked reed petals are allowed. Modification to the original petals shape is forbidden.

7.10 CARBURETTOR & INLET SILENCER

a) Only the carburettor Tillotson HB-15A is allowed in its original configuration (same brand, same model, same reference). Only the accessories supplied together with the original carburettor and represented on the carburettor technical form are allowed; needle valve spring are free.

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

c) Inlet silencer: 30mm intake tubes, CIK homologated, in compliance with the homologation form. Inlet silencers with homologations 19/SA/18 and 25/SA/18 are also allowed and must be in compliance with their original homologation form. Any injection and/or spraying system are forbidden.

7.11 CLUTCH

All the clutch components must be strictly IAME original. The clutch must be installed with all its parts in the original number and position.

7.12 IGNITION

a) Only the original Selettra Digital K or Selettra Digital S or PVL Digital 690 ignition systems are allowed, without any modification. Scrutineers have the right to ask for the replacement of the whole ignition system or part at any moment before starting the race. The organizer will not be liable for any eventual breakdown occurred after the replacement.

b) Only the electronic CDI box type "L1" is allowed and must be fixed on the chassis or on the engine. Modifications on the stator fixing, shape and thickness of the rotor key and the rotor and crankshaft slots are forbidden as well as any modification on the ignition system support.

c) The markings on the electronic box are compulsory and must be clearly visible without disassembling the electronic box. Covering with adhesive or masking tape is forbidden. The battery must be fixed to the chassis and always connected to the ignition system.

7.13 SPARKPLUG

a) Only the following NGK sparkplugs, strictly original and without any modification, are allowed
B10EG - BR10EG - BR10EIX - B11EG - B105EGV - B11EGV - R6254E-105 - R6252K-105

b) The sparkplug must be installed with its original gasket.

c) The insulator must not exceed the sparkplug body and the length of the sparkplug body itself must be max. 18,5 mm. (CIK technical regulations appendix 7).

d) Original spark plug cap, as delivered with the engine (IAME p.n. 10544)

7.14 MUFFLER, MANIFOLD AND SILENCER

a) The original muffler and exhaust manifold as supplied with the engine must be kept in compliance with the homologation form, therefore no modification in structure or in dimensions are allowed. Drilling and welding operations on the exhaust muffler are only allowed on the support provided for the installation of the temperature probe. The original spacer (p.n.: IFH-20500) must be employed and in compliance with the homologation form. Original gaskets only. Gaskets between cylinder and exhaust manifold can be added or removed in order to adjust the muffler length. In any case the minimum thickness of the group gasket/spacer/gasket must be in compliance with the homologation form.

b) Only CIK homologated exhaust silencers for the KZ/KZ2 categories, in compliance with the homologation form, or the exhaust silencers Elto Racing Hom. FIK 1041300/09 and MC Racing Hom. CSAI 10410695/12, are allowed. No size or structure modifications are allowed.

c) In any moment the exhaust system must be in compliance with the prescribed noise measurement.

7.15 COOLING

Cooling system: only one radiator, only one simple, plastic or aluminium, water pump (one inlet, one outlet) are allowed. The number of radiator support brackets is not limited. Only simple or by pass thermostats are admitted and their use is optional. Only water with no other additive is allowed for cooling. Radiators shields, either adhesive or mechanical are allowed but should not be removed when the kart is in motion.

7.16 STARTING

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

7.17 SPROCKETS

Only IAME original Z15/ Z16/Z17/Z18/Z19/Z20 sprockets are admitted

7.18 GEARBOX

- a) All the gearbox and selector components must be strictly original.
- b) No further heat treatment nor surface treatment are allowed.
- c) The gear ratios must be strictly original and according to the list described in the homologation form.
- d) The check of the gear ratios must be done according to the Article 12 of the CIK Technical Regulations.