



IAME SERIES NETHERLANDS-NK IAME 2022

Technical regulations

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- Part 1 - (General Prescriptions)

1.1 Provisions

When reading these regulations, never forget that any modification or addition to the engine and / or its accessories is prohibited, if it is not expressly authorized.

By modification, IAME understands all operations likely to change the initial appearance and dimensions of an original part. Absolute ban on transforming the internal configuration of the original engine by polishing, removing or adding material.

Any modification and / or assembly resulting in distorting a value and / or its control is prohibited.

The drivers or their tutor are responsible for the conformity of their equipment.

IMPORTANT:

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

The current homologation and technical data sheets are listed in the **IAME BENELUX DR 2022** series reference summary document at the current index

Part 1 - General requirements - 1.1 Provisions

They are an integral part of these technical regulations and their annexes.

For any point not appearing in these Technical Regulations and its annexes, the CIK technical regulations and annexes in force will be applied.

Compliance checks are carried out by the IAME SERIES NETHERLANDS-NK IAME 2022 technical inspection team with the collaboration of the Federation's technical inspection team. It is the latter and she alone who will write any findings of non-compliance.

One or more person (s) appointed by the promoter of the IAME SERIES NETHERLANDS-NK IAME 2022 can participate in the technical inspections and will have access to the data recorded without these being able to be communicated to third parties (except to the Federation and / or to IAME SpaSU)

The authorized person (s) can be IAME-NETHERLANDS approved resellers

The promoter of the IAME SERIES NETHERLANDS-NK IAME 2022 can also participate in technical inspections and will have access to the data recorded without these being able to be communicated to third parties (except to the Federation and / or to IAME SpaSU) In this case, the reseller (s) (s) authorized representative (s), the promoter, will be able to propose the controls to be carried out, in consultation with the technical inspectors of IAME SERIES NETHERLANDS-NK IAME 2022 and of the Federation.

During technical inspections, only the absolute and indisputable reference is used:

- o These regulations
- o Approval sheets, manufacturer sheets or technical sheets
- o The comparison with the standard element

In the event of serious controversy during a technical inspection, the disputed parts may be withheld and sealed to be shipped by the organization to IAME S.p.a.S.U, which will carry out a factory assessment.

The decision of the "IAME" prevails over all disputes of the elements mentioned above.

The engines must bear the serial numbers engraved by the IAME S.p.a.S.U factory, unless otherwise authorized (example: changing the crankcase)

For the drivers from the Benelux (Nationality or License), the engines can only be purchased from authorized dealers IAME Belgium or IAME SERIES NETHERLANDS-NK IAME 2022 and they will be accompanied by a passport filled in and authenticated by an authorized dealer (list in appendix)

For foreign drivers (outside the Benelux zone) using engines not supplied by "IAME-Belgium" or "IAME Netherlands", the engines must be accompanied by a "Temporary" identification passport filled in and authenticated by "IAME-Belgium" which clearly indicates the name of the team as well as the identity of the signatory. The signatory must be the person in charge of the team who will commit to the conformity of the engine concerned (see annex document "Engine sealing regulations ") If the signatory no " is not present on the event, he must be represented via a duly completed proxy form (see attached document)

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

Engines must be sealed with a numbered IAME seal issued by "IAME-Belgium" or "IAME Netherlands" (IAME RT Series Annex N ° 04) from the qualifying tests and continuously until the end

Part 1 - General requirements - 1.1 Provisions

of the event.

By sealing an engine, the authorized dealer (or the team manager in the case of a foreign driver) undertakes that it is perfectly compliant.

The passport of the "race" engine will be presented during the technical control.

It will be checked that the serial and engine seal numbers are correctly indicated on the engine.

From qualifying practice the choice of the Race engine is final. If a driver wants to use his Reserve engine, he must go to technical control to verify that the Race engine is no longer in working order (engine failure or significant problems) It is the technical delegate who takes the decision to authorize or not the use of the reserve engine. If the latter agrees, the Reserve engine will be registered in turn and the passport will be deposited at technical control. The replaced engine will remain at technical control until the end of the event, it can be inspected under the supervision of the dealer in charge.

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

IMPORTANT:

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

- o The driver concerned will be excluded from the meeting
- o The responsibility of the dealer performing the maintenance will be engaged.
- o He may have his license suspended after analysis of the seriousness of the alleged facts.

Each driver must provide space on the bodywork of his kart reserved for the sponsors of the IAME SERIES NETHERLANDS-NK IAME 2022. Any display on the kart of a brand or a direct competitor of one of the sponsors of the IAME SERIES NETHERLANDS-NK IAME 2022 is strictly prohibited. Any publicity whatsoever for an engine tuner outside the Benelux zone is prohibited for a Benelux driver.

For the X30 Junior / Senior / Master categories, only cylinders with the original "IAME" marking on the gasket plans and with liner retaining pin are authorized.



1.2 FUEL and LUBRICANT

A common distribution fuel Petrol 98 Unleaded - E5, (Standard EN 228) from the service station imposed during each event, without any additive added other than oil for engine lubrication, is the only one authorized.

The organization will designate and communicate the required service station (IAME RT Series appendix N ° 02) where the reference sample will be taken for the purposes of checks by comparison of the mixture used with the reference mixture (IAME RT Series appendix No. 01)

WLADOIL K2T oil is the only authorized lubricant

Imposed Concentration:

Mini: 4 to 6%

Other categories: 5 to 6%

The percentage used must be declared on the technical passport to be returned during the technical control.

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

The control device used is the DIGATRON brand "fuel tester".

The organizer reserves the right to ask the competitors to empty their tanks and to use in exchange a fuel supplied by the organization, which will be 98 unleaded-E5 from the reference service station, without any claim be accepted.

In this case, the mixing will be carried out in a closed park under the control of a technical steward by the driver or his mechanic who will have to use for mixing an oil container sealed or sealed with its original capsule.

Knac Nationale Autosport Federatie

1.3 TIRES

1.3.1 Common Applications

Only tires (Slicks and rain) purchased from an approved "IAME-NETHERLANDS" dealer or from the promoter of the "IAME SERIES NETHERLANDS-NK IAME" are **authorized**.

Special provision:

The tires must be used as delivered by the supplier.

Any treatment that may modify the characteristics of the tires is strictly prohibited.

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

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

The VOC measurement should not exceed **5 ppm. (maximum value)**

Note:

Tire pollution (eg: unsuitable fitting product, chain spray, fuel, etc.) must be avoided because it can cause the limit value to be exceeded.

If the check reveals that the tires are not in conformity with the regulations, the driver concerned will not be allowed to access the Pre-grid and therefore will not participate in the corresponding part of the competition.

The organizers of the IAME SERIES NETHERLANDS-NK IAME 2022 reserve the right to place the tires in parc ferme without notice.

Note:

Authorized quantity junior/senior: (Per meeting)

- 2 Front tires and 2 Rear tires;
- 1 "reserve" tire (Front or Rear).

Authorized quantity Mini: (Per meeting)

- 2 Front tires and 2 Rear tires;
- 1 "reserve" tire (Front or Rear)

- Only with promise technical scruteneering.

New tires must be used from the official qualification.

Note:

A competitor who notices a defect in a tire during registration must have it noted by the tire manager.

The competitor who, on the same reference and type of tire, observes during registration a difference in circumference equal to or greater than 15 mm may request that it be replaced.

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

1.3.2 Specific Applications

Mini-National & Mini:

o Slicks: **Komet K1D-M**

o Rains: **Forbidden**

Slick Tires ("Race")

For "race" slick tires, competitors must purchase a Voucher from their respective dealer.

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

Slick "race" tires may only be used from qualifying practices onwards.

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

Slick tire ("Reserve"):

For the "reserve" slick tire, competitors will collect a "reserve tire" voucher in due course from their respective dealers.

This Voucher will allow them to collect a reserve tire from the organization which will be registered.

This reserve tire can only be distributed and registered after Qualifying Practice

Authorized quantity: (Per meeting)

o 2 Front tires and 2 Rear tires

o 1 "reserve" tire (Front or Rear)

Slick Tires (Tests)

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

They will be checked before each session starts.

Rain tires (tests):

Rain tires are prohibited.

1.3.2 Specific Applications (continued - X30 Junior)

X30 Junior

Slicks: **Komet K2H** Rains: **Komet K1W**

Authorized quantities: (Per test)

SLICKS

- o 2 Front tires and 2 Rear tires
- o 1 "reserve" tire (Front or Rear of your choice)

RAIN

- o 2 Front tires and 2 Rear tires
- o 2 "reserve" tires (Front (s) and / or Rear (s) as desired)

Slicks Race Tires

- For "**race**" slick tires, competitors must purchase a Voucher from their respective dealer

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

Slick "race" tires may only be used from qualifying practices onwards.

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

Slick race tire Reserve

- For the "**reserve**" slick tire, competitors must collect a "reserve tire" voucher in due time from their respective dealer.

This Voucher will allow them to collect a reserve tire from the organization which will be registered.

This reserve tire can only be distributed and registered after qualifying practice

Slick Tires Tests

For Free Practice and Free Practice, the tires are free, they must be those required in the category.

They will be checked before each session.

Part 1 - Specific applications - 1.3.2 X30 Junior tires (continued)

For official practice and warm-up (if a warm-up is planned), the tires are free, of the same make and type as those required in the category.

1.3.2 Specific Applications (continued - X30 Junior)

Rain RaceTires

For each event of the IAME SERIES NETHERLANDS-NK IAME 2022, the drivers must register new "race" rain tires.

New "race" rain tires registered during previous "IAME SERIES NETHERLANDS-NK IAME 2022" events are also authorized.

IMPORTANT:

Rain tires "racing" must imperatively be registered at the same time like slick tires.

It will no longer be possible to register "race" rain tires after registering slick tires.

No exceptions will be allowed.

"Race" rain tires may only be used from qualifying practice onwards.

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

Rain tires Reserve

For "reserve" rain tires, competitors must collect a "reserve tire (s)" voucher in due time from their respective dealer.

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

This (s) reserve tire (s) cannot be distributed and registered until after Qualifying Practice.

Only after registration can the "reserve" rain tire (s) be used.

Rain tires tests

The management of the tires for Free Practice and Free Practice is free, they must be those imposed in the category.

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

For official practice and warm up (if a warm up is planned), the tires will be free, of the same make and type as those required in the category.

Part 1 - Specific applications - 1.3.2 X30 Sr / Mas. tires.

1.3.2 Specific Applications (X30 Senior - Master)

X30 Senior, Master.

Slicks: **Komet K2M** Rains: **Komet K1W**

Authorized quantities: (Per test)

SLICKS

o 2 Front tires and 2 Rear tires

o 2 "reserve" tires (1 Front / 1 Rear)

RAIN

o 2 Front tires and 2 Rear tires

o 2 "reserve" tires (Front (s) and / or Rear (s) as desired)

Slicks Race Tires

For "race" Slick tires, competitors will have to buy a Voucher from their respective dealer

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

Slick "race" tires may only be used from Qualifying Practice onwards.

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

Slicks reserve race tires

For "reserve" slick tires, competitors must collect a "reserve tire" voucher in due time from their respective dealer.

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

These reserve tires can only be distributed and registered after qualifying practice.

For official practice and warm-up (if a warm-up is planned), the tires are free, of the same make and type as those required in the category.

Slick Tires "Tests"

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

For official practice and warm up (if a warm up is planned), the tires will be free, of the same make and type as those required in the category.

Rain tires "Race"

For each event of the IAME SERIES NETHERLANDS-NK IAME 2022, the drivers must register new "race" rain tires.

New "race" rain tires registered during previous "IAME SERIES NETHERLANDS-NK IAME 2022" events are also authorized.

IMPORTANT:

Rain tires "racing" must imperatively be registered at the same time as slick tires.

It will no longer be possible to register "race" rain tires after registering slick tires.

No exceptions will be allowed.

"Race" rain tires may only be used from Qualifying Practice onwards.

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

Rain tires Reserve

For "reserve" rain tires, competitors must receive a "reserve tire (s)" voucher in due time from their respective dealer.

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

This (s) reserve tire (s) cannot be distributed and registered until after Qualifying practice.

Only after registration can the "reserve" rain tire (s) be used.

Rain tires (tests)

For the tires of Free Practice and Free Practice-official, management is free, they must be those imposed in the category.

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

For official practice and warm up (if a warm up is planned), the tires will be free, of the same make and type as those required in the category.

- Part 2

Part 2 - Prescriptions by category - 2.1 -> 2.1.1 Mini National & Mini

Prescriptions by Category

2.1 Mini-National & Mini

Minimum total weight **Mini-NATIONAL**(including driver): **105kg**

Minimum total weight **Mini** (including driver): **110kg**

2.1.1 Engine, accessories and equipment

Only the PARILLA PV60 MINI-SWIFT version 2007 engine is authorized (Manufacturer's Sheet N ° 389)

It must comply with the current homologation sheet and used with all the original accessories mentioned on the sheet.

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

The only exception:

- the aluminum chain guard can be modified to allow easy disassembly of the chain

Only original IAME spare parts are authorized during maintenance

Minimum squish measured at any point: 0.70mm

The engine will be mounted with an original IAME 0.40mm thick cylinder gasket (Tolerance + 0.02 / - 0.1mm) and if necessary an additional original IAME gasket of 0.05 or 0.10mm can be used to adjust the squish.

The Squish Control will be carried out with a "tin / lead" wire (60% tin) of Ø 1.5mm (+ 0.05mm / - 0.10mm, Wurth Art.0987 113), following the method described in appendix 12 of the IAME INTERNATIONAL SERIES

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

An additional original IAME ground cable is authorized.

The sheet metal cover marked IAME Parilla attached to the front of the housing is optional.

Part 2 - Prescriptions by category - 2.1.1 Mini NATIONAL & Mini (continued)

Clutch - Transmission:

The centrifugal clutch must come into full engagement and drive the kart at a speed of 4500 RPM with a tolerance of + 500 RPM maximum and this, at any time of the event (at the start and at the finish) The checks will be made at the start grid and / or at the finish area.

In the event of a pre-grid control, any driver not meeting this rule will be prohibited from starting.

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

The tachometer used for the checks will be Alfano/AIM brand.

The O-ring sealing between the bell and the clutch hub is mandatory. The inside of the clutch housing and the linings must not show any trace of grease or lubricant.

The transmission ratio must be 0.1388.

(Original IAME 10-tooth motor pinion 72-tooth crown gear, imperative)

2 references of clutch hubs are authorized:

A-60840BC -> Valid until 12/31/2022

A-61843 -> New model from 01/01/2022

Exhaust raccord:

MINI-NATIONAL

The original IAME exhaust raccord without any addition or removal of material with integrated restrictor of Ø 18.30 mm maximum, sharp angle, not chamfered, without polishing, painting or chrome plating is the only one authorized (Manufacturer's Sheet N ° 389)

MINI

The IAME exhaust raccord without restrictor, strictly original is the only one authorized (Manufacturer's Data Sheet N ° 389)

Exhaust pipe:

The original exhaust pipe with the original incorporated restrictor is the only one authorized (Manufacturer's Data Sheet N ° 389) and may not be subject to any modification, addition or removal of material, polishing, painting or chrome plating.

An original IAME exhaust pipe fitted with a temperature sensor may only be used during free practice, official free practice and warm-up.

It is forbidden to use an exhaust pipe fitted with a probe support (even obstructed) from the qualifying sessions onwards with the exception of the warm-up (s)

Spark Plug:

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

2.1.2 Bearings and sealing rings (oil seals):

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

The oil seals must imperatively be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever

It is tolerated to improve the behavior of the oil seals by the use of a sealing paste. Nevertheless the oil seals will remain strictly original IAME without any modification.

2.1.3 Carburetor and accessories

TILLOTSON HW-31A (model with Venturi diameter 17.15 mm Maxi) in its strictly original configuration equipped with its 2 thermal flanges (N ° 1 and N ° 2) in accordance with mounted (IAME FT Series N ° 06)

Any removal, addition of material or polishing of one of the elements of the carburetor is strictly prohibited. Only original accessories and spare parts delivered with the carburetor and by IAME-Belgium/NETHERLANDS are authorized.

o Needle and seat TILLOTSON well Ref: 233-720P with its copper sealing washer are the only ones authorized

(1 single original copper washer is authorized and mandatory)

o Seals and Membranes, TILLOTSON Ref: DG 1HW are the only ones authorized

o Complete repair kit TILLOTSON Ref: RK 7HW is the only one authorized

o The fork spring is free

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

Strictly original air box without any modification

(Engine approval form N ° 370)

2 versions of Trumpet (Origin IAME) are authorized:

o Short (bevel cut) o Long (straight cut).

2 versions of the rubber connecting sleeve are authorized:

o Long o Foam Filter option.

Under no circumstances may the connecting sleeve of the air box be cutted or modified. The front appendage of the air box may be drilled for fixing purposes, as long as the sealing of the air box is not affected.

IAME marking is optional (No marking on older models)

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

2.1.4 Batteries:

VRLA Technology batteries (Lead / Acid / Gel) are the only ones authorized.

Lithium-Ion batteries are tolerated.

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

2.1.5 Frame, accessories and equipment

All "Mini kart" type chassis CIK approved from 2020 or approved by an ASN and incorporating CIK recommendations are authorized.

Maximum rear shaft diameter 30mm.

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

Rear track of 110 cm maximum.

Only one chassis authorized per meeting.

Ceramic ball bearings prohibited.

Rear brakes with mechanical or hydraulic control.

Front brakes prohibited.

Steel or cast iron disc compulsory (Aluminum, Ceramic and carbon prohibited)

Alloy or magnesium rims authorized (bearing or hubs for the front)

Front fairing must be fitted with the CIK / FIA 2015-2020 approved mounting kit or approved front fairing compatible with the 2015-2020 CIK / FIA approved mounting kit

(CIK Regulation Technical Drawing N ° 2c and 2d)

Fixing must be done manually with the 2 adjustable hook flanges without using any tool, both for assembly and for disassembly.

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

CIK-approved plastic rear wheel protection compulsory.

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

The full chain guard is mandatory.

Chassis protections are authorized as long as they are made of non-brittle materials, do not provide any advantage (stiffness, aerodynamics, etc.), that they are not protruding and considered dangerous.

In the event of deterioration of the registered chassis and at the competitor's request, the stewards may, after consultation with the scrutineers, authorize, if it proves irreparable, the replacement of the

Part 2 - Prescriptions by category - 2.1.5 Mini National & Mini (continued)

chassis with a chassis of the same type and the same brand.

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

Imposed tires

o Slicks: Komet K1D-M Dimensions: Front: 10 x 4.00-5.

Rear: 11 X 5.00-5

o Rains: prohibited

Track identification

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

o Numbers: Black

(Number background with integrated digits allowed)



2.3 X30 Junior

Minimum total weight (driver included): **145 Kg**

2.3.1 Engine, accessories and equipment

The IAME X30 Junior 16000 RPM engine is the only authorized engine equipped with the SELETTRA electronic ignition, Digital K (Type "C" box.) Or Digital "S" (Coil type "C".) In accordance with the Manufacturer's Sheet. No. 254 and used with all the accessories mentioned.

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

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

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

The box or the electronic coil may be replaced at any time during the race with a copy provided by the organizer of the challenge without notice. It must therefore be possible to remove it from the kart without requiring any mechanical intervention on one of the other components. The promoter of the challenge cannot be held responsible for any malfunction of the box or the electronic coil exchanged.

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

Cylinder gasket:

o Free thickness (original IAME only)

o Stacking allowed.

Squish measured at all points: 0.90 mm minimum

The Squish Control will be carried out with a "tin / lead" wire (60% tin) of Ø 1.5mm (+ 0.05mm / - 0.10mm, Wurth Art.0987 113), following the method described in appendix 12 of the IAME INTERNATIONAL SERIES

The original piston ring is the only one authorized (thickness 2.18mm +/- 0.05mm)

The original VETRONITE (minimum thickness 0.30mm) or carbon (minimum thickness 0.24 mm) reed petals and marked IAME without any modification are the only ones authorized. The mixing of these both two reed petals models is prohibited.

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

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

Part 2 - Prescriptions by category - X30 Junior 2.3.1 (continued)

The centrifugal clutch must come into full gear and drive the kart at a speed of 4500 RPM with a tolerance of + 500 RPM maximum at all times during the event. (both at the start and at the finish).

Checks can be done at the pre-grid and / or at the finish park.

In the event of a pre-grid or arrival control, any driver not meeting this rule will be the subject of a technical non-compliance. The tachometer used for the checks is Alfano/AIM brand.

The O-ring sealing between the bell and the clutch hub is mandatory. The inside of the bell and the clutch linings must not show any trace of lubricant.

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

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

The new generation original exhaust is the only one authorized (Manufacturer's sheet N ° 254). The only authorized exhaust connection is the model with 22.7mm maximum restrictor, cold or hot. (Engine homologation form N ° 254) Its tightness must be ensured and can be checked.

Optional X30125375 shim (s)

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

At least one Exhaust Gasket is mandatory.

The exhaust as well as the fitting cannot undergo any transformation. They may also not undergo any removal of material or paint, nor any chrome plating or polishing treatment.

The original IAME additional silencer without any modification is compulsory and is the only one authorized (IAME FT Series N ° 04), at any time the technical inspectors may require the replacement of the insulating material without having to have any justification.

An exhaust temperature sensor is authorized.

The original IAME thermostat system (Simple or By-pass) is optional. The hoses must be of IAME origin (blue or black), a connection for taking the water temperature is authorized.

The number of radiator support is free.

2.3.2 Bearings and sealing seals (oil seals):

Crankshaft bearings:

- Type 6206 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type and other brand will be tolerated) Mounting direction: balls visible once the crankshaft has been removed.
- BC-3342 B roller bearings SKF brand only
- Mixing is prohibited, original IAME axial clearance adjustment shims are authorized.

Balance shaft:

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

Oblique contacts prohibited.

The spinnaker gaskets must be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. They cannot be modified under any circumstances and will be from IAME.

2.3.3 Carburetor and accessories

TILLOTSON HW-27A (model with Venturi diameter 27.00 mm Maxi) in its strictly original configuration (Manufacturer's Sheet N ° 348)

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

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

- o The TILLOTSON Needle and seat kit Ref: 233-721P with copper sealing washer are the only ones authorized (only 1 original copper washer is authorized)
- o Gaskets and Membranes, TILLOTSON Ref: DG 3HW are the only ones authorized
- o The fork spring is free
- o The carburetor gasket must be an original IAME one (thickness 1 mm +/- 0.3mm)
- o The conveyor / reed valve gasket must be an original IAME one (thickness 0.8 mm +/- 0.3 mm)
- o The reed valve / crankshaft gasket must be an original IAME one (thickness 1 mm +/- 0.3 mm)

Only the air box (New Generation) fitted with its rubber connection and its strictly original foam filter element without any modification is authorized (Manufacturer's Sheet N ° 254)

Trumpet grids are optional.

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

2.3.4 Batteries

VRLA Technology batteries (Lead / Acid / Gel) are the only ones authorized.

Lithium-Ion batteries are tolerated

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

2.3.5 Chassis, accessories and equipment

All CIK approved chassis from 2011 are authorized.

Only one chassis is authorized per meeting.

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

CIK-approved hydraulically operated brakes.

Front brakes prohibited.

Steel or cast iron discs compulsory (Aluminum, Ceramic and carbon prohibited)

Ceramic ball bearings prohibited.

Front fairing must be fitted with the approved fitting kit

CIK / FIA 2015-2020 or Front fairing homologated compatible with the CIK / FIA 2015-2020 homologated mounting kit (CIK Regulations Technical Drawing N ° 2c and 2d)

Fixing must be carried out manually with the 2 adjustable hook flanges without using any tool, both for assembly and for disassembly.

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

CIK-approved plastic rear wheel protection compulsory.

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

The full chain guard is mandatory.

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

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

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

Imposed tires

o Slicks: **Komet K2H** Dimensions: Front 10x4.60-5
Rear 11x7.10-5.

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

Track identification

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

o Numbers: **Black**

(Number background with integrated digits allowed)



2.4 X30 Senior, X30 Master

X30 Senior

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

X30 Master

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

2.4.1 Engine, accessories and equipment

The IAME X30 Junior 16000 RPM engine is the only authorized engine equipped with the SELETTRA electronic ignition, Digital K (Type "C" box.) Or Digital "S" (Coil type "C".) In accordance with the Manufacturer's Sheet. No. 254 and used with all the accessories mentioned.

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

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

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

The box or the electronic coil can be replaced at any time during the race with a copy provided by the organizer of the challenge without notice. It must therefore be possible to remove it from the kart without requiring any mechanical intervention on one of the other components. The promoter of the challenge cannot be held responsible for any malfunction of the box or the electronics exchanged.

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

Cylinder seal:

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

Squish measured at all points: 0.90 mm minimum

The Squish Control will be carried out with a "tin / lead" wire (60% tin) of \varnothing 1.5mm (+ 0.05mm / - 0.10mm, Wurth Art.0987 113), following the method described in appendix 12 of the IAME INTERNATIONAL SERIES

The original segment is the only one authorized (thickness 2.18mm +/- 0.05mm)

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

Part 2 - Requirements by category - X30 SEN / MAS. 2.4.1 (continuation 1)

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

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

The centrifugal clutch must come into full engagement and drive the kart at a speed of 4500 RPM with a tolerance of + 500 RPM maximum at all times during the event. Checks can be done at the pre-grid and / or at the finish park.

In the event of a pre-grid or arrival control, any driver not meeting this rule will be the subject of a technical non-compliance. The tachometer used for the checks will be Alfano brand.

The O-ring sealing between the clutch drum and the clutch hub is mandatory. The inside of the housing and the clutch linings must not show any trace of lubricant.

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

In the event of rain, a device preventing water from entering directly into the suction silencer is authorized, provided that this does not act as a venturi and favors the entry of a greater quantity of air than the original suction silencer used alone. The new generation original exhaust is the only one authorized (Engine approval form No. 254)

Optional X30125375 shim (s)

The length of the exhaust can be adjusted by using original IAME shim (s) X30125375 (thickness 3 mm +/- 0.5mm) or additional gaskets without any modification. (Engine homologation form N ° 254)

At least one Exhaust Gasket is mandatory.

The exhaust as well as the fitting cannot undergo any transformation. They may also not undergo any removal of material or paint, nor any chrome plating or polishing treatment. The original IAME additional silencer without any modification is compulsory and is the only one authorized (IAME FT Series N ° 04), at any time the technical inspectors may require the replacement of the insulating material without having to provide any justification.

An exhaust temperature sensor is authorized. The hoses must be of IAME origin (blue or black) and a water temperature outlet connection can be installed on a hose.

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

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

The original IAME "pump unit" (pump and pulley) must be fitted correctly and completely, with the belts (free model) in place on the pulley. The combination of plastic and aluminum elements is authorized.

Cylinder guards of all types are tolerated as long as they do not provide any aerodynamic advantage, are not protruding and are considered dangerous.

An adjustable radiator screen (curtain) is allowed. This must be fixed to the radiator. Adhesive tape is tolerated as long as it goes around the radiator so that it cannot be removed while driving, even partially

2.4.2 Bearings and sealing rings (oil seals):

Crankshaft bearings:

- Type 6206 C3 or C4 internal clearance with steel balls and SKF brand polyamide cage (bearings of the same type and other brand will be tolerated) Mounting direction: balls visible once the crankshaft has been removed.
- BC-3342 B with SKF brand rollers only
- Mixing is prohibited, original IAME axial clearance adjustment shims are authorized.

Balance shaft:

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

Oblique contacts prohibited.

The oil seals must be fitted with the hollow part towards the inside of the casing and not filled with any material whatsoever. They cannot be modified under any circumstances and will be from IAME.

2.4.3 Carburetor and accessories

TILLOTSON HW-27A (model with Venturi diameter 27.00 mm Maxi) in its strictly original configuration (Manufacturer's Sheet N ° 348)

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

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

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

- o Seals and Diaphragms, TILLOTSON Ref: DG 3HW sound

- o The fork spring is free

- o The carburetor gasket must be an original IAME one (thickness 1 mm +/- 0.3mm)

The conveyor / reed valve gasket must be an original IAME one (thickness 0.8 mm +/- 0.3 mm)

- o The crankcase / reed valve gasket must be an original IAME one (thickness 1 mm +/- 0.3 mm)

Only the air box (New Generation) fitted with its rubber connection and its strictly original foam filter element without any modification is authorized (Manufacturer's Sheet N ° 254)

Trumpet grids are optional.

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

2.4.4 Batteries

VRLA Technology batteries (Lead / Acid / Gel) are the only ones authorized.

Lithium-Ion batteries are tolerated

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

2.4.5 Chassis, accessories and equipment

All CIK approved chassis from 2011 are authorized.

Only one chassis is authorized per meeting.

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

CIK-approved hydraulically operated brakes.

Front brakes prohibited.

Steel or cast iron discs compulsory (Aluminum, Ceramic and carbon prohibited)

Ceramic ball bearings prohibited.

Front fairing must be fitted with the approved fitting kit

Rear track slick tyres maximum 140 cm

Rear track wet tyres minimum 136cm

CIK / FIA 2015-2020 or Front fairing homologated compatible with the CIK / FIA 2015-2020 homologated mounting kit (CIK Regulations Technical Drawing N ° 2c and 2d)

Fixing must be done manually with the 2 adjustable hook flanges without using any tool, both for assembly and for disassembly.

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

CIK-approved plastic rear wheel protection compulsory.

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

The full chain guard is mandatory.

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

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

Part 2 - Requirements by category - X30 SEN / MAS. 2.4.5 (continued)

Imposed tires

- o Slicks: Komet K2M Dimensions: Front 10x4.60-5
Rear 11x7.10-5.
- o Rains: Komet K1W Dimensions: Front 10x4.20-5
Rear 11x6.00-5

Track identification

X30 Senior, Master

- o Number plates: **Yellow** (1 front / 1 rear / 2 side)
- o Numbers: **Black front an back 140/20 mm sidepots 120/20 mm**
(Number background with integrated digits allowed)



**- Part 3 -
(Chronology)**

3.1 Timeline and Updates

3.1.1 Initial version

IAME RT 2022 / V.I Series

Initial version

Effective date

01/01/2022

3.1.2 Updates

IAME RT Series M.A.J N °...

Updates

(*)

* **Updates to this by-law** are indicated in the document

(**IAME Series DR 2022**) at the current index

