

Class Regulations

Class groups will be as follows. On event awards will be 1st overall and 1st 2nd and 3rd in class

Cadet Libre – Numbers 100-199
Yellow Background - Black Number

Micro Max
IAME Cadet (Gazelle)
MightE Cadet

Inter Libre - Numbers 200-299
Red Background – White Number
Mini/Inter Max
IAME Waterswift
MightE Inter

Junior Libre – Numbers 300-399
Green Background – White Number

Junior Max
X30 Junior

Senior Libre – Numbers 400-499
Blue Background - White Number

Senior Max
Senior Max 177
X30 Senior

Open 125 Gearbox - Numbers 500-599
Green Background – White Number

Open Engine and tyre regs – Minimum weight 180kg

Novice Numbers – All Classes – Black Background – White Numbers

General

The following Class Regulations are set out and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

ROTAX MICRO MAX CLASS

Karts must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations.

Chassis

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only.

Age: Drivers aged between 7 (having reached their 7th birthday before the 1st January of the year of participation) and 11 (having reached their 11th birthday during the calendar year of participation).

Note: Drivers already aged 11 before the 1st January of the year of participation cannot compete in this class.

Weight: Minimum 105kg, including the driver.

Engine: The eligible engine is the **Rotax 125 Micro MAX EVO**.

Engines must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations

Gearing: Engine sprocket must have 14 teeth and rear sprocket must have 80 teeth unless otherwise specified in the Supplementary Regulations.

Tyres:

Slick: Vega Cadetti 'UK'

Wet: Vega WM1 CIK

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

ROTAX MINI MAX CLASS

Karts must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations.

Chassis

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only.

Age: Drivers aged between 9 (having reached their 9th birthday before the 1st January of the year of participation) and 13 (having reached their 13th birthday during the calendar year of participation).

Note: Drivers already aged 13 before the 1st January of the year of participation cannot compete in this class.

Weight: Minimum 115kg, including the driver.

Engine: The eligible engine is the **Rotax 125 Mini MAX EVO**.

Engines must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations

Gearing: Engine sprocket must have 13 teeth and rear sprocket must have 80 teeth unless otherwise specified in the Supplementary Regulations.

Tyres:

Slick: Mojo C2 CIK Mini

Wet: Mojo W2 CIK Mini

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

ROTAX JUNIOR MAX

Karts must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations.

Chassis

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only.

Age: Drivers aged between **11** (having reached their **11**th birthday before the **1st January of the year of participation**) and 16 (having reached their 16th birthday during the calendar year of participation).

Note: Drivers already aged 16 before the 1st January of the year of participation may not compete in this class.

Weight: Minimum 145kg, including the driver.

Engine: The eligible engine is the **Rotax 125 Junior MAX EVO**.

Engines must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations

Tyres:

Slick: Mojo D2XX CIK

Wet: Mojo W5 CIK

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

ROTAX SENIOR MAX

Karts must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations.

Chassis

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only.

Age: Drivers aged 15+ (Having reached their 15th birthday before the 1st January of the year of participation).

Weight: Minimum 162kg, including the driver.

Engine: The eligible engine is the **Rotax 125 Senior MAX EVO**.

Engines must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations

Tyres:

Slick: Mojo D5 CIK

Wet: Mojo W5 CIK

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

ROTAX SENIOR MAX 177

Karts must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations.

Chassis

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only.

Age: Drivers aged 15+ (Having reached their 15th birthday before the 1st January of the year of participation).

Weight: Minimum 177kg, including the driver.

Engine: The eligible engine is the **Rotax 125 Senior MAX EVO**.

Engines must comply with Rotax Karting Ireland Technical Regulations – Non-Irish Rotax sealed engines are welcome but must comply with Irish regulations

Tyres:

Slick: Mojo D5 CIK

Wet: Mojo W5 CIK

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

IAME CADET

Karts must comply with the Irish IAME Gazelle technical fiche. In the event of conflict, the following items take precedence:

Chassis:

Any 950 CIK Homologated chassis and 900 mm Motorsport UK homologated chassis may be used. Competitors may use a maximum of 1 chassis at each event.

Age: Drivers aged between **7** (having reached their **7**th birthday before the **1st January of the year of participation**) and **11*** (having reached their **11**th birthday before the 1st of January of the calendar year of participation).

Drivers already aged **12** before the 1st January of the year of participation cannot compete in this class.

*Note: A competitor reaching their **12**th birthday during the year of participation **may complete the season.**

Weight: 105 Kgs.

Engine:

The power unit, as raced, must conform in all aspects with the official technical fiche above and must bear the relevant official IAME markings as shown in the relevant homologation fiche. IAME Gazelle 60cc Ireland two-stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. Competitors may use a maximum of 2 engines at each event.

Spark Plug:

The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted. Permitted spark plugs: NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG,BR10EG, BR8EIX, BR9EIX, BR10EIX DENSO: IW24, IW27, IW29, IW31

Engine Replacement Parts:

The only engine replacement parts are those supplied by IAME and listed on their parts list for the homologated engine. Replacement parts must carry the manufacturer's part number and/ or marking where applicable.

Engine Sealing:

All engines will remain unsealed in their normal use. However, a scrutineer appointed to the event may reserve the right to seal any engine at any time during an event for further inspection at a later date or at their convenience. The following minor repairs modifications / additions are permitted:

(i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or inserts.

(ii) A wet-box or splashguard attached to the IAME inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The IAME inlet silencer cannot be modified to aid in the attachment of a wet-box or splashguard and the attachment must be of a non-permanent type, e.g. tape or cable ties.

(iii) Decals applied on the engine side covers (part no: A-61880-C / A-61881-C) and on the inlet silencer.

(iv) Modification of the chain guard upper edge to prevent fouling on the chain.

(v) Use of throttle linkage (part no: 12-1219) with slot.

(vi) The addition of protective material to the HT lead.

(vii) Use of a maximum of two base gaskets (part nos: EBP-85045, EBP-85046 or EBP-85046-A) and/or a maximum of two head shims (part nos: A-61047 or A-61048), in any combination.

(viii) Honing of the cylinder.

(ix) Shortening of the HT lead, but the length of the lead must not be less than 230mm. Cutting and re-joining of the lead is not permitted.

Engine Eligibility:

The checking of the combustion chamber volume will be carried out to the procedure as per the latest CIK/FIA technical regulations. The checking of the squish must be done along the centreline axis of the gudgeon pin, at the smallest point, a maximum of three times.

The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.

Carburettor: Tillotson HL-394A

Bodywork: As per CIK/FIA Karting homologation

Plates: Yellow with Black Numbers

Tyres:

Slicks: Maxxis T-MAX-MK-DRY1 10.0 x 4 - 5 (front) and T-MAX-MK-DRY 1 11.0 x 5 - 5 (rear)

Wet: Maxxis T-MAX-MK-WET 1 10x4.20 - 5 (front) and T-MAX-MK-WET 1 11x6.00 - 5 (rear)

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

IAME X30 JUNIOR

Karts must comply with the IAME X30 125cc technical fiche and must use the Exhaust silencer.

In the event of conflict, the following items take precedence:

Chassis:

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only. Competitors may use a maximum of 1 chassis at each event.

Age: Drivers aged between 11 † (having reached their 11th birthday before the 1st January of the year of participation) and 15 (having reached their 15th birthday before the 1st of January of the calendar year of participation).

Drivers already aged 16 before the 1st January of the year of participation cannot compete in this class.

† **Note:** Any driver that is 11 years of age at the time of participation MUST apply for **permission** to race at age 11.

Weight: 14**8** Kgs

Engine:

The only engine permitted in this class is the IAME X30. The Junior X30 adheres to the main IAME X30 fiche plus the Junior supplement. Two stroke engine with electric starter, 16,000 rpm, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit as raced must conform in all aspects with the official homologation fiche above and must bear the relevant official IAME markings as shown in the homologation fiche. Competitors may use a maximum of 2 engines at each event.

Spark Plug:

The only spark plugs permitted are shown below. They must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted. Permitted spark plugs are:
NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX, R6252K-105, R6254E-105.
DENSO: IW24, IW27, IW29, IW31.

Engine Replacement Parts:

The only engine replacement parts are those supplied by IAME and listed on their parts list for the homologated engine. Replacement parts must carry the manufacturer's part number and/ or marking where applicable.

Bearings:

All the bearings part numbers X30125396A, IMB20100 and X30125746A must be unmodified, complete with steel ball, plastic cage and remain the same type as supplied by the manufacturer.

Engine Sealing:

All engines remain unsealed in their normal use. However, a scrutineer appointed to the meeting may reserve the right to seal any engine at any time during an event for further inspection at a later date or at their convenience.

The following minor repairs / modifications / additions are permitted:

(i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or inserts.

(ii) A wet-box or splashguard attached to the inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The inlet silencer cannot be modified to aid in the attachment of a wet-box or splashguard and the attachment must be a non permanent type e.g. tape or cable ties.

(iii) Decals applied on the engine and on the inlet silencer.

(iv) The addition of protective material to the HT Lead and may be shortened.

(v) The number and thickness of cylinder gaskets is not limited. Only original gaskets are allowed. No cylinder head gasket is allowed.

(vi) Honing of the cylinder.

The following repairs / modifications / additions are specifically not permitted:

(a) Painting of the cylinder head or cylinder.

(b) Repair of the cylinder head spark plug thread.

(c) Repair of any of the cylinder in any form.

Engine Eligibility:

The checking of the combustion chamber volume will be carried out to the procedure as per the latest CIK/FIA technical regulations published.The checking of the squish must be done along the centreline axis of the gudgeon pin, at the smallest point, a maximum of three times.

Carburettor: HW-27A

Bodywork: As per CIK/FIA Karting homologation

Tyres:

Slick: Komet K3H 4.60 x 10.0 – 4 (front) and K3H 7.10 x 11.0 - 7 (rear),

Wet: Komet K3W 10x4.20 - 5 (front) and K3W 11x6.00 - 5 (rear)

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

IAME X30 SENIOR / MASTERS

Karts must comply with the IAME X30 125cc technical fiche and must use the Exhaust silencer as per:In the event of conflict, the following items take precedence:

Chassis:

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only. Competitors may use a maximum of 1 chassis at each event.

Age: X30 Senior: Drivers aged 14+¤ (having reached their 14th birthday before the 1st January of

the year of participation).

¤ Note: Any driver that is 14 years of age at the time of participation MUST apply for **permission** to race at age 14.

Weight: X30 Senior: 16**5**Kgs.

Engine:

The only engine permitted in this class is the IAME X30. Two stroke engine with electric starter, 16,000 rpm, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit as raced must conform in all aspects with the official MI homologation fiche and must bear the relevant official IAME markings as shown in the M.I. homologation fiche. Competitors may use a maximum of 2 engines at each event.

Spark Plug:

The only spark plugs permitted are shown below. They must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted. Permitted spark plugs are: NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX,

R6252K-105, R6254E-105. DENSO: IW24, IW27,IW29, IW31.

Engine Replacement Parts:

The only engine replacement parts are those supplied by IAME and listed on their parts list for the M.I. homologated engine. Replacement parts must carry the manufacturer's part number and/ or marking where applicable.

Bearings:

All the bearings part numbers X30125396A, IMB20100 and X30125746A must be unmodified, complete with steel ball, plastic cage and remain the same type as supplied by the manufacturer.

Engine Sealing:

All engines remain unsealed in their normal use. However, a scrutineer appointed to the meeting may reserve the right to seal any engine at anytime during an event for further inspection at a later date or at their convenience.

The following minor repairs / modifications /additions are permitted:

(i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or timeserts.

(ii) A wet-box or splash-guard attached to the inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The inlet silencer cannot be modified to aid in the attachment of a wet-box or splash-guard and the attachment must be a non permanent type e.g. tape or cable ties.

(iii) Decals applied on the engine and on the inlet silencer.

(iv) The addition of protective material to the HT Lead and may be shortened.

(v) The number and thickness of cylinder gaskets is not limited. Only original gaskets are allowed. No cylinder head gasket is allowed.

(vi) Honing of the cylinder.

The following repairs / modifications / additions are specifically not permitted:

(a) Painting of the cylinder head or cylinder.

(b) Repair of the cylinder head spark plug thread.

(c) Repair of any of the cylinder in any form.

Engine Eligibility:

The checking of the combustion chamber volume will be carried out to the procedure as per the latest CIK/FIA technical regulations published.The checking of the squish must be done along the centreline axis of the gudgeon pin, at the smallest point, a maximum of three times.

Carburettor: HW-27A

Bodywork: As per CIK/FIA Karting homologation

Tyres:

Slick: Komet K3M 4.60 x 10.0 – 4 (front) and K3M 7.10 x 11.0 - 7 (rear),

Wet: Komet K3W 10x4.20 - 5 (front) and K3W 11x6.00 - 5 (rear)

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

MightE Cadet

MightE - www.mighte.co.uk

B2.1. Introduction. MightE Cadet (Electric) is an official electric Cadet class recognised by Motorsport UK. It aligns with existing Cadet regulations in terms of chassis, tyres and safety but uses a controlled electric powertrain supplied by MightE. The class is designed to offer a consistent and cost-controlled performance level for drivers aged 8-12 years.

B2.3. Powertrain. MightE Cadet Powertrain: The complete powertrain - including the Motor, Controller, Battery Pack, Battery Management System, Throttle Sensor, Brake Sensor and Mounting System - must be as supplied by MightE and at all times in compliance with the ASN homologation fiche, available from MightE or at motorsportuk.org/resource-centre/#technical-kart. No modifications are permitted. The battery pack and Battery Management System must be as supplied by MightE and must not be modified in any way. All competition motors must be fitted with an official 2027 MightE Race Ready identification seal carrying a unique serial number commencing "27". An ASN Scrutineer - or a representative of MightE - may inspect the battery and/or access the data system of the motor/controller and/or battery at any time to verify status and compliance. A motor presented without the required seal may be permitted to compete subject to approval, with results remaining provisional until the motor has been verified on the MightE dyno.

B2.4. Transmission. Only a 63-tooth rear and MightE supplied 30t front sprocket may be used.

B2.5. Brakes. Motorsport UK homologated or registered hydraulic Cadet brake system only, operating on the rear axle. Brake linkage must comply with homologation. Radially vented discs are not permitted unless part of the homologated brake system.

B2.6 Tyres. Vega Cadetti slick tyres and Vega WM1 wet tyres.

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

B2.7. General.

B2.7.2 Weight. Minimum 116kg, including the driver. Minimum driver weight 29kg.

B2.7.3 Number Plates. Blue with white numbers (see NCR **Ch.18 App.8 Art.30**). The numbers must be of the 'Classic' type described in NCR **Ch.18 App.8 Art.30.9**.

B2.7.4 Data Logging. Data acquisition is permitted only for powertrain parameters detailed in the homologation fiche, axle RPM, GPS and lap-time data. Any sensors not specifically permitted by these regulations must be removed from the kart. Wireless telemetry is not permitted unless specifically authorised by Motorsport UK. This does not prohibit authorised wireless access to the powertrain by Motorsport UK officials or MightE for technical inspection and compliance verification.

B2.7.5 Safety & General. A battery-mounted emergency isolator switch must be fitted. The switch must be of the push-to-isolate type and positioned directly on top of the battery pack. The connector running to the motor must be attached to the chassis using a mushroom clamp

behind the seat. The battery side must be free to remove and is used in an emergency to isolate the motor (secondary isolation). The battery must be attached to the chassis using the MightE-supplied clamping system. Clamps must be fitted tightly at all times using 8 x M8 bolts. The battery cradle is secured using 4 x M8 bolts and a 2-hole washer. All fasteners must remain tight throughout competition. Lifting the kart while the powertrain is active is strictly prohibited.

MightE Inter

B2.1. Introduction. MightE Inter uses a controlled electric powertrain supplied by MightE and is designed to offer a consistent and cost-controlled performance level for drivers aged 10-13 years.

B2.3. Powertrain. The complete MightE Inter powertrain - including the Motor, Controller, Battery Pack, Battery Management System, Throttle Sensor, Brake Sensor and Mounting System - must be as supplied by MightE and at all times in compliance with the ASN homologation fiche. No modifications are permitted. The battery pack and Battery Management System must be as supplied by MightE and must not be modified in any way. All competition motors must be fitted with an official 2027 MightE Race Ready identification seal carrying a unique serial number commencing "27". An ASN Scrutineer - or a representative of MightE - may inspect the battery and/or access the data system of the motor/controller and/or battery at any time to verify status and compliance. A motor presented without the required seal may be permitted to compete subject to approval, with results remaining provisional until the motor has been verified on the MightE dyno.

B2.4. Transmission. Direct from the motor to the axle via a single length of chain. Only the gearing specified in the approved MightE Inter homologation fiche may be used.

B2.5. Brakes. Motorsport UK homologated or registered hydraulic Cadet brake system only, operating on the rear axle. Brake linkage must comply with homologation. Radially vented discs are not permitted unless part of the homologated brake system.

B2.6. Tyres. Vega M1 slick tyres and Vega WM1 wet tyres.

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

B2.7. General.

B2.7.2 Weight. Minimum 123kg, including the driver. Minimum driver weight 34.5kg.

B2.7.3 Number Plates. Blue with white numbers (see NCR **Ch.18 App.8 Art.30**). The numbers must be of the 'Classic' type described in NCR **Ch.18 App.8 Art.30.9**.

B2.7.4 Data Logging. Data acquisition is permitted only for powertrain parameters detailed in the homologation fiche, axle RPM, GPS and lap-time data. Any sensors not specifically permitted by these regulations must be removed from the kart. Wireless telemetry is not permitted unless specifically authorised by Motorsport UK. This does not prohibit authorised wireless access to the powertrain by Motorsport UK officials or MightE for technical inspection and compliance verification.

B2.7.5 Safety & General. A battery-mounted emergency isolator switch must be fitted. The switch must be of the push-to-isolate type and positioned directly on top of the battery pack. The connector running to the motor must be attached to the chassis using a mushroom clamp behind the seat. The battery side must be free to remove and is used in an emergency to isolate the motor (secondary isolation). The battery must be attached to the chassis using the MightE-supplied clamping system. Clamps must be fitted tightly at all times using 8 x M8 bolts. The battery cradle is secured using 4 x M8 bolts and a 2-hole washer. All fasteners must remain tight throughout competition. Lifting the kart while the powertrain is active is strictly prohibited.

TECHNICAL REGULATIONS IAME X30 MINI (WaterSwift)

Tyres: Komet K1DM Slicks - K1DW Wets

1 set of Slick are 2 sets of wet tyres are permitted per driver per event & must be registered on INEO system prior to race day. Tyres may be new or used.

Please refer to the Technical regulations for the specific rules regarding tyres.

Weight: 110kg

ART. 1 – CHASSIS.

1.1 Chassis Art. 10.1 CIK/FIA KARTING TECHNICAL REGULATIONS. Chassis homologated CIK/FIA or having been homologated CIK/FIA.

1.2 Group 3 Chassis Dimensions Art. 10.1.1 CIK/FIA KARTING TECHNICAL REGULATIONS

1.3 Chassis characteristics Art. 6.1 CIK/FIA KARTING TECHNICAL REGULATIONS

1.4 Rear shaft According to Art. 10.2 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA vignette not compulsory.

1.5 Fuel tank capacity Art. 10.3 CIK/FIA KARTING TECHNICAL REGULATIONS

1.6 Bumper Art. 10.4 CIK/FIA KARTING TECHNICAL REGULATIONS. Bumpers homologated CIK/FIA or having been homologated CIK/FIA

1.7 Front bumper Art. 10.4.1 CIK/FIA KARTING TECHNICAL REGULATIONS. Front bumper CIK/FIA homologated or having been CIK/FIA homologated

1.8 Side bumper Art. 10.4.2 CIK/FIA KARTING TECHNICAL REGULATIONS

1.9 Bodywork Art. 10.5 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA homologated bodywork or having been CIK/FIA homologated

1.10 Material Art. 10.5.1 CIK/FIA KARTING TECHNICAL REGULATIONS

1.11 Front fairing Art. 10.5.2 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA homologation in progress compulsory.

1.12 Front panel Art. 10.5.3 CIK/FIA KARTING TECHNICAL REGULATIONS. Front panel CIK/FIA homologated or having been CIK/FIA homologated

1.13 Lateral bodywork Art. 10.5.4 CIK/FIA KARTING TECHNICAL REGULATIONS. Side bodywork CIK/FIA homologated or having been CIK/FIA homologated.

1.15 Brakes Art. 10.6 CIK/FIA KARTING TECHNICAL REGULATIONS. Brakes CIK/FIA homologated or having been CIK/FIA homologated.

1.16 Wheels Art. 10.7 CIK/FIA KARTING TECHNICAL REGULATIONS

ART. 2 – ALLOWED EQUIPMENT.

2.1 Each Driver is authorised with only one (1) chassis and with valid CIK-FIA homologation or having been CIK/FIA homologated.

2.2 In the event of damage to a chassis, after examination by the Technical Control, if it is in the opinion of the Technical Control that it is not practical to repair in time, a replacement chassis of the same make and model as the damaged chassis may be authorized to continue the event.

2.3 Each Driver is authorised to submit to scrutineering and to use only two (2) engines.

ART. 3 – ENGINE IAME X30 WATER SWIFT

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

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

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

3.4 Any modification and/or installation resulting in the modification of a dimension and/or its possibility of control is strictly prohibited. Polishing, sanding, trimming or adjustments are not allowed.

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

3.6 Engines must be supplied with their original serial number. No modification, improvement, polishing, addition or deletion of material to any part of the engine is permitted.

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

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

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

3.10 Diagrams and volume chart: refer to engine data sheet

ART. 4 – CYLINDER HEAD 4.1 Strictly original

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

4.3 The minimum squish value must be in accordance with the engine tech form. The Squish Control will be carried out with a Ø 1.5mm tin/lead wire, according to the method described in appendix 12 of the international technical regulations.

4.4 The original IAME gauge n. 10215 is the reference for checking the conformity of the cylinder head profile. The shape of the gauge should match the profile of the dome, the squish area and the gasket plane.

ART. 5 – CYLINDER

5.1 Strictly original and supplied with the original safety pin and IAME markings.

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

5.3 Adjustment of the diagram is permitted only by means of cylinder base gasket replacement. The number of cylinder base gaskets is not limited. Only original gaskets are allowed.

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

ART. 6 – CRANKCASE, CRANKSHAFT, CONECTING ROD, CRANK PIN

6.1 Only original parts are allowed, without any modification.

6.2 Only the original connecting rod cage (IAME B10431), the original washers (IAME E-38436) and the original small end (IAME A-60440) are authorised.

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

ART. 7– BEARINGS

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

7.2 Ball bearings with angular contacts are prohibited.

7.3 Only bearings with steel balls and rings are permitted. (Ceramic prohibited).

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

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

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

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

ART. 8 – PISTON, PISTON RING AND PIN

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

8.2 Other than carbon deposit, naturally created by the combustion of mixture oil, no other material can be inserted between the piston and the piston ring. This includes any solid material and any kind of glue or grease.

ART. 9 – CARBURETTOR

9.1 Only the Tillotson HW-31A carburettor supplied with the engine in its original configuration (same brand, same model, same reference) is permitted. RGMMC GmbH 5

9.2 Only the accessories supplied with the original carburettor are authorised

9.3 The needle valve spring is free.

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

9.5 All carburettor spacers and gaskets are mandatory and must comply and in the same order as shown on the tech form. 9.6 If in doubt, the carburettor should be compared to the sample carburettor.

ART. 10 – INLET SILENCER

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

10.2 The intake trumpets must have an internal diameter of 23mm maximum.

10.3 Protective grilles are optional.

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

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

10.5 Any injection and/or spray system is prohibited.

ART. 11 – CLUTCH

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

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

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

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

11.5 This measurement can possibly be checked with appropriate instruments.

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

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

11.8 The UniLog clutch control system produced by Unipro can be used. In this case, the Competitor/Driver must be supplied with the cable/bracket kit while the instrument is supplied in use by the Promoter.

ART. 12 – IGNITION

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

12.2 The battery must be secured to the chassis and connected to the wiring harness.

ART. 13– SPARK PLUG AND SPARK PLUG CAP

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

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

13.3 The porcelain must not protrude beyond the body of the spark plug and the length of the spark plug base must be 18.5 mm maximum. (Appendix 7 of the CIK/FIA technical regulations).

13.4 The only authorised spark plug caps are PVL 401 222 / Selettra 6000721001 5KOhm, (IAME ref. 10544).

ART. 14 – EXHAUST SYSTEM

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

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

14.3 The use of one original exhaust gasket is mandatory.

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

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

14.6 Exhaust temperature sensors are permitted only on exhaust mufflers provided with the OEM temperature sensor probe.

ART. 15 – COOLING

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

15.2 The number of radiator supports, black or chromed, is not limited. Only machined supports allowed are IAME p.n.: T-8730NL-C. RGMMC GmbH 6

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

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

15.5 Only water without any other additives is allowed for cooling. 15.6 IAME original water hoses, blue, as delivered with the engine.

15.7 Radiator shields, adhesive or mechanical, are permitted but must not be removable while the kart is in motion. ART. 16 – STARTER

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