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# **TECHNICAL REGULATIONS**

**IAME SERIES NETHERLANDS**

**NK IAME**

[www.nkiame-kartseries.com](http://www.nkiame-kartseries.com)



# TECHNICAL REGULATIONS

## IAME SERIES NETHERLANDS-NK IAME 2026

The Technical Regulations have been approved by KNAF with permitnr. 0107.26.096

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## 1. GENERAL PRESCRIPTIONS

### 1.1 Dispositions

Any modification or addition to the engine and/or its accessories are forbidden unless expressly authorised.

By modification, IAME means any operation likely to change the initial appearance and dimensions of an original part. It is absolutely forbidden to transform the internal configuration of the original engine by polishing, removing or adding material.

Any modification and/or assembly resulting in the distortion of a value and/or its control is forbidden.

Drivers, entrants and competitors are responsible for the conformity of their equipment.

The machining, assembly, and adjustment tolerances indicated on the manufacturer's, homologation, or technical datasheets refer exclusively to manufacturing tolerances. However, it is absolutely forbidden to carry out any work on the engine and/or its accessories, even if the dimensional characteristics fall within the limits prescribed by the tolerances.

The current homologation, manufacturer and technical datasheets are listed in the technical reference document IAME Séries BENELUX DR 2025 at the current index.

They form an integral part of these technical regulations and their appendices.

For all points not covered by these technical regulations and their appendices, the current FIA Karting technical regulations and appendices will apply.

Conformity checks are carried out by the IAME SERIES NETHERLANDS-NK IAME technical control team possibly in collaboration with the Federation's team of technical scrutineers. It is the latter, and it alone, that draws up any statements of non-conformity.

The promoter of the IAME SERIES NETHERLANDS-NK IAME may take part in the technical inspections and have access to the data collected, which may not be communicated to third parties (except to the Federation and/or IAME S.p.a.S.U).

During technical inspections, the only absolute and indisputable benchmarks are:

- These Technical Regulations and their appendices.
- The approved homologation lists, manufacturer and/or technical datasheets.
- Comparison with a reference part.
- FIA Karting Technical Regulations and appendices.



In case of a dispute during a technical inspection, the disputed parts may be withheld and sealed for dispatch by the organization to IAME S.p.a.S.U., which will carry out an in-plant appraisal.

**The expertise of IAME takes precedence over any disputes regarding the above-mentioned elements.** The final decision will be taken by the Sporting Commission following the expert reports received.

Engines must be marked with the serial numbers engraved by the IAME S.p.a.S.U factory, unless an exception is authorised by IAME-Belgium or IAME-Netherlands (e.g. changing the crankcases).

For the Mini Rookie & Mini, KA100 140 & 155, X30 Junior / X30 Senior categories, only cylinders with original **"IAME"** marking on the sealing surfaces and with a cylinder liner retention pin are **authorised**.

These engines must be accompanied by a completed and authenticated passport in accordance with **Appendix 7** of the Technical Regulations (**Rules for the use of engines**).

**1 "Race" engine and 1 "Reserve" engine** are authorised per event.

Engines must be sealed with a numbered IAME seal issued by IAME-Belgium or IAME Netherlands (IAME Séries RT Appendix 04) from qualifying practice until the end of the event.

**FOR BENELUX DRIVERS:** engines have to be sealed by an authorised service point (authorised dealer) and accompanied by a PERMANENT ENGINE PASSPORT provided by IAME-Belgium or IAME-Netherlands. By sealing an engine, the authorised dealer undertakes to ensure that it complies perfectly with the regulations.

**FOR NO-BENELUX DRIVERS:** engines have to be sealed by the team in charge of the maintenance and accompanied by an ONE EVENT PASSPORT provided by IAME-Belgium or IAME-Netherlands.

By sealing an engine, the team / dealer / team manager undertakes to ensure that it complies perfectly with the regulations.

The "Race" engine passport is presented at the time of technical check. It is checked that the engine serial and seal numbers are indicated on the "engine passport", which is kept for the duration of the event by scrutineering.

**From qualifying practice onwards, the choice of "Race" engine is final.**

However, in case of engine failure(s) or significant problems with the power unit, drivers wishing to use their "Reserve" engine must drop off the damaged engine at the technical scrutineering.

The KNAF representative technical delegate is the only person who can authorise the use of the Reserve engine.



With confirmation from the KNAF technical delegate, the Reserve engine is registered and the passport is kept at scrutineering.

The replaced engine is kept by scrutineering until the end of the meeting.

It may be checked in the presence of the dealer concerned.

From qualifying practice onwards, any removal of the seal from an engine in the absence of a scrutineer is forbidden and will be subject to a finding of non-conformity.

### **Important:**

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

The Stewards of the Meeting will take decisions that may go as far as disqualifying the driver concerned from the meeting.

The dealer carrying out the maintenance will be held liable.

The dealer's service point may be suspended after an analysis of the seriousness of the offence.

## **1.2 Data protection**

The use of any data-recording device whatsoever on a tablet, computer, telephone etc., as well as the taking of photographs or the recording of videos are strictly forbidden in the service park start, service park finish and parc fermé. **The organiser / promoter / staff is allowed to do so.**

## **1.3 Fuel & lubricants**

### **1.3.1 Fuel**

The only fuel authorised is standard petrol E5 (SP 98), EN 228 standard, from the service station prescribed for each event, with no additives other than oil for engine lubrication.

The organisation will designate and communicate the mandatory gasoline station (IAME Séries TR appendix 02) where the reference sample will be taken for control purposes by comparing the mixture used with the reference mixture (IAME Séries TR appendix 01).

### **1.3.2 Lubricants**

The only two permitted lubricants are:

#### **1. WLADOIL K2T for**

- *Categories Mini Rookie & Mini: authorised mixture: 4 à 5 %*
- *Categories X30: authorised mixture: 5 à 6 %*

#### **2. MOTUL KART GP 2T for**

- *Categories KA100 140& 155: authorised mixture: 6 %*



The used percentage must be precisely written on the technical registration form which must be returned during the technical registration.

If the values of the controlled gasoline are out of tolerance in relation to the reference mixture sample, a statement of non-conformity will be issued (IAME Séries TR appendix 01).

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

The organiser reserves the right to ask competitors to empty their tanks and use the fuel supplied by the organisation, which will be E5 (SP 98), from the reference gasoline station, without any complaints being accepted.

In this case, the fuel will be mixed by the driver or the mechanic in the servicing park under the supervision of a scrutineer, who must use a New Oil Can sealed with its original cap.

## 1.4 Lead

Lead may only be mounted on the chassis and/or on the seat.

### Lead mounting requirements

- Up to 1 kg: minimum **1 × M8 bolt** with large body washer and locknut
- Up to 3 kg: minimum **2 × M8 bolts** with large body washer and locknut
- Up to 6 kg: minimum **3 × M8 bolts** with large body washer and locknut
- Up to 10 kg: minimum **4 × M8 bolts** with large body washer and locknut

Bolts that are too long and protrude excessively are prohibited (maximum protrusion 10 mm). The Technical Scrutineer may, at any time and at their discretion, require the lead to be repositioned for safety reasons.

## 2. PRESCRIPTIONS PER CATEGORY

### 2.1 Mini Rookie & Mini

#### 2.1.1 Engine, accessories and equipment

The PARILLA PV60 MINI-SWIFT, version 2007, is the only authorised engine (manufacturer's document 413/A at current index).

It must comply with the current manufacturer's datasheet and be used with all original accessories listed on the manufacturer's datasheet, unless otherwise specified in these regulations.

**Cylinders with iron liner retention pins and IAME-marked sealing surfaces are the only ones permitted.**

No transformation, improvement, addition, removal of material or polishing of any part of the engine or its accessories are permitted.

**Exception:** the aluminum chain guard can be modified without compromising safety, to allow easy removal of the chain.



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

**Minimum squish** measured at any point: 0.75 mm / 0.85 mm maximum.

Squish control performed with a "60/40" tin/lead alloy wire (brand WURTH Ref: 0987-113) Ø 1.5 mm +0.05 / - 0.1 following the method described in appendix 12 of the IAME INTERNATIONAL SERIES with a digital MITUTOYO caliper.

Cylinder gasket thickness must be between 0.25 and 0.45 mm and can be obtained by stacking ORIGINAL IAME gaskets of 0.05, 0.10, 0.20, 0.40 mm thickness to achieve the required squish value.

An additional IAME ground cable is authorised.

### **Clutch – Transmission**

The centrifugal clutch must engage fully and roll the kart at a speed of 4500 rpm with a tolerance of +500 rpm maximum at all times during the event (start and finish).

Checks will be carried out (driver on board) in the pre-gid and/or in the park assistance finish.

In case of a pre-gid check, any driver failing to comply with this rule will not be allowed to start.

In case of a check in the finish area, any driver failing to comply with this rule will be issued with a statement of technical non-conformity. The lap counter used for checks is from the brand Alfano.

### **The only authorised parts are**

- Clutch Drum: A-61550US
- Clutch: A-61843

The O-ring seal between the clutch drum and the clutch hub is mandatory.

The inside of the clutch drum and the linings must be free from any traces of grease, lubricants or other substances.

Transmission ratio of 0.1388 compulsory (original IAME 10-tooth drive sprocket and 72-tooth rear sprocket are required).

### **Exhaust connection**

#### **Mini-Rookie**

The exhaust connection with integrated restrictor of Ø 18.00 mm maximum is the only one authorised (Manufacturer's datasheet 413/A).

No polishing, no modification of the internal and external parts, no addition or removal of material, sharp angles, no chamfers, painting or chroming of the exhaust connector.

Its sealing must be guaranteed and can be checked at any time.



The exhaust connection without restrictor, original IAME, without any addition or removal of material at a sharp angle, without chamfer, polishing, painting or chroming is the only one authorised (Manufacturers Sheet 413/A).

### **Exhaust system**

Only exhaust systems produced since 2023 with embossed markings and built-in exhaust sensor support are authorised (see Manufacturer's datasheet 413/A).

The exhaust probe (sensor) is authorised and may be replaced by a plug if the exhaust is pierced and the probe (sensor) is not being used.

No modification whatsoever, addition, removal of material, polishing, painting or chrome plating is permitted.

Only the sealing of the exhaust tip may be ensured by the use of silicone paste.

### **Spark plugs**

The only authorised spark plugs are the NGK BR8EG/BR9EG/BR10EG with their original gasket and without any modification.

#### **2.1.2 Bearings and Oil seals**

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

The mounting direction is optional.

The oil seals (FPJ or TCWJ models from IAME) must be fitted with the hollow part facing the inside of the casing and not filled with any material whatsoever. They must be original and may not be modified in any way under any circumstances. It is permissible to improve the fit of the oil seals in their housing by using a Loctite-type or a silicone sealing paste.

#### **2.1.3 Carburettor and accessories**

TILLOTSON HW-31A (model with a venturi diameter 17.15 mm maximum) in its strictly original configuration fitted with its 2 Thermal Flanges (1 and 2) as fitted (IAME FT Series 06).

It is strictly forbidden to remove, add material to or polish any part of the carburettor.

Only original accessories and spare parts supplied with the carburettor and by IAME-Belgium are authorised.

- Only TILLOTSON inlet and needle Ref: 233-720P with copper sealing washer are authorised (only 1 original copper washer is authorised and compulsory).
- Gaskets and diaphragm, TILLOTSON Ref: DG 1HW are the only ones authorised.
- Complete repair kit TILLOTSON Ref: RK 7HW is the only one authorised.
- The spring fork is free.



The carburettor gasket and the 2 flange gaskets (stacking prohibited) must be original IAME (Thickness 0.70 mm  $\pm$  0.30).

2 versions of rubber raccords are authorised (manufacturer's datasheet.413/A):

- Version without filter.
- Version with filter included.

Under no circumstances the rubber raccord of the intake silencer may be modified.

The front section of the intake silencer may be pierced for fixing purposes, provided that its sealing is not impaired.

In case of rain, a cover preventing water from entering directly into the intake silencer is permitted. It may not act as a venturi and does not encourage.

the entry of a geater quantity of air than the original intake silencer used on its own.

#### **2.1.4 Batteries**

VRLA (Lead / Acid / Gel) technology batteries are strongly recommended.

- Lithium-Ion 14.8V batteries are permitted.

The original IAME battery holder must be used.

The battery must be firmly attached and must not present any danger to the driver.

The technical scrutineer(s) may require the battery to be moved if they consider that its location is too dangerous.

The battery must be correctly connected to the engine wiring harness at all times.

#### **2.1.5 Chassis, accessories and equipment**

All "Mini kart" type chassis homologated by the FIA Karting from 2020 or having been homologated by an ASN and incorporating the FIA Karting recommendations are authorised.

The fuel tank must only supply the engine at normal atmospheric pressure.

(This means that, apart from the fuel pump on the carburettor, any principle or system, whether mechanical or not, which can affect the internal pressure of the tank is forbidden).

The position of the extraction hose connection is free (from the top or bottom of the tank).

#### **Rear axle**

- External shaft diameter 30 mm maximum.
- Length 960 mm  $\pm$  11 mm.
- Chamfers or rounded edges are permitted at the outer and inner ends of the shaft.
- Wall thickness 4.9 mm minimum at all points except for keyways and chamfers.
- Weight 2900 g  $\pm$  100 g.



## Hubs

- Their position on the rear shaft must be at least **(minimum)** 30 mm.
- Wheelbase between 900 and 950 mm ( $\pm 5$  mm).
- Maximum 110 cm rear wheel track.
- Only one chassis authorised per meeting.
- Ceramic ball bearings are not permitted.
- Mechanical or hydraulic rear brakes.
- Front brakes prohibited.
- Steel or cast iron disc mandatory (Aluminium, Ceramic and Carbon prohibited).
- Alloy or magnesium wheels authorised (with bearings or hubs for the front).

## 2.2 X30 Junior

### 2.2.1 Engine, accessories and equipment

The IAME X30 Junior 16000 RPM engine is the only authorised engine equipped with SELETTRA Digital "S" (Type "C" coil) electronic ignition (manufacturer's datasheet 254/Z at the current index).

It must comply with the manufacturer's datasheet and be used with all the original accessories mentioned on the manufacturer's datasheet unless otherwise specified in these regulations.

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

The only exception is the plastic chain guard, which may be modified without compromising safety to allow the chain to be removed without having to dismantle it from the engine.

The letter on the electronic box or coil must be visible at all times without having to dismantle it or any of its components (wiring harness, relays etc.).

The ignition coil may be replaced at any time during the race by a copy supplied by the organiser without prior notice.

The organiser cannot be held responsible for any malfunction of the exchanged ignition coil.

Only original IAME spare parts may be used.

### Ignition rotor

- The rotor must be immobilised and locked on the crankshaft.
- The key must have a constant width of 2.5 mm  $0 / - 0.06$  and be "fitted" in the crankshaft keyway.
- The keyway on the rotor must measure 2.5 mm at all points  $0 / + 0.1$ .

### Ignition stator



- The 4 x Ø 5 mm (+0 / +0.5 mm) mounting holes for the ignition on the motor housing may not be modified in any way.

### **Cylinder gasket**

- Free thickness (original IAME only).
- Stacking is permitted.

**Minimum squish** measured at any point and at any time: **0.90 mm.**

Test carried out with a "60/40" tin/lead alloy wire (brand WURTH Ref: 0987-113) .

Ø 1.5 mm +0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES, with a digital MITUTOYO caliper.

### **Reed petals**

Only original VETRONITE (Thickness 0.30 mm minimum) or carbon (Thickness 0.22 mm minimum) reeds and marked with IAME without any modification are the only ones authorised. The control of the thickness is performed by using a digital MITUTOYO caliper.

Mixing different reed models is forbidden. The assembly direction is free.

### **Clutch**

Only original IAME 10, 11 and 12-tooth drive sprockets are authorised.

The centrifugal clutch must be fully engaged and roll the kart at a speed of 4500 rpm with a maximum tolerance of +500 rpm at all times during the event (start and finish). Checks will be carried out (driver on board) in the pre-gid and/or in the park assistance finish.

In case of a pre-gid check, any driver failing to comply with this rule will not be allowed to start.

In case of a check in the finish area, any driver failing to comply with this rule will be issued with a statement of technical non-conformity.

The RPM counter used for checks is from the brand Alfano.

The O-ring seal between the clutch drum and the clutch hub is mandatory.

- The inside of the clutch drum and the linings must be free from any traces of grease, lubricants or other substances.

### **Spark plugs**

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

### **Exhaust system**



The new generation original exhaust system is the only one authorised (manufacturer's datasheet 254/Z).

Optional shim(s) X30125375.

The length of the exhaust can be adjusted by using original IAME X30125375 shim(s) (3 mm  $\pm$  0.5 mm thick) or additional gaskets without any modification (254/Z). At least one exhaust gasket is compulsory.

The only exhaust connection authorised is the model with a 22.7 mm maximum restrictor, both hot and cold (Manufacturer's datasheet 254/Z).

Its sealing must be guaranteed and may be checked.

The exhaust system and connector may not be modified in any way. No material or paint may be removed, nor may it be chromed or polished.

The original IAME additional silencer without any modification is compulsory and is the only one authorised (IAME FT Series 04).

Technical scrutineers may require the replacement of any exhaust components at any time, without prior notice.

An exhaust temperature sensor is authorised.

## **Cooling System**

The original IAME thermostat system (single or by-pass) is optional, with or without its internal valve.

Water hoses must be original IAME (blue or black).

A connection for a water temperature gauge is authorised as well as an elbow (optional) to facilitate the installation of the hose.

The radiator support system is optional.

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

The original IAME "pump unit" (pump and pulley) must be fitted in its entirety, with the belts (free model) in place on the pulley. A mix of IAME plastic and aluminium components is permitted.

Cylinder protectors of all types are permitted as long as they do not provide any aerodynamic advantage, are not protruding and are deemed to be dangerous.

An adjustable radiator screen (curtain) is permitted. This must be fixed to the radiator. An adhesive strip is acceptable, provided that it runs around the radiator in such a way that it cannot be removed, even partially, when driving.

## **2.2.2 Bearing and oil seals**

### **Crankshaft bearings**



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*TR 2026 / V1 - 12 - Last updated on: 01/01/2026*

- 6206 type C3 or C4 internal clearance with SKF steel balls and polyamide cage (bearings of the same type but from a different make will be permitted)
- BC-3342 B SKF rollers bearings (mounting direction -> see manufacturer's datasheet 254/Z) permitted.
- Mixing 6206 / BC-3342 B is prohibited.
- Original IAME end adjusters are permitted.

### **Balance shaft bearings**

- 6202 and 6005 type C3 or C4 internal clearance SKF steel balls and polyamide cage (bearings of the same type but of a different make will be permitted).
- All angular contact bearings are forbidden.
- Oil seals (original IAME FPJ) must be fitted with the hollow side facing the inside of the crankcase and not filled with any material whatsoever. They must remain original and must not be modified under any circumstances.

### **2.2.3 Carburettor and accessories, intake silencer and rain cover**

TILLOTSON HW-27A (model with a venturi diameter 27.00 mm maximum) in its strictly original configuration (manufacturer's datasheet 254/Z).

Any removal, addition of material or polishing of any part of the carburettor is strictly forbidden.

Only original accessories and spare parts are authorised:

- TILLOTSON Inlet and needle Kit Ref: 233-721P with copper sealing washer are the only ones authorised (only 1 original copper washer is authorised).
- Seals and Diaphragms Kit, TILLOTSON Ref: DG 3HW are the only ones authorised.
- Complete repair kit TILLOTSON Ref: RK 6HW is the only one authorised.
- The spring fork is free.
- The carburettor gasket must be an original IAME gasket. (thickness 1 mm  $\pm$  0.3 mm).
- The gasket for the reed block must be an original IAME gasket. (thickness 0.8 mm  $\pm$  0.3 mm).
- The reed block / crankcase gasket must be an original IAME gasket. (thickness 1 mm  $\pm$  0.3 mm).

Only the Intake Silencer (new generation) fitted with its rubber connector and its strictly original foam filtering element without any modification is authorised (Manufacturers leaflet 254).

The trumpets can be glued. Trumpet gilles are optional.

In case of rain, only the original IAME rain protection (Manufacturers Sheet 254/Z) or the identical model not marked IAME are authorised.

Any modification of the rain cover is forbidden.



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## 2.2.4 Batteries

VRLA (Lead / Acid / Gel) technology batteries are strongly recommended.

- Lithium-Ion 14.8V batteries are permitted.

The original IAME battery holder must be used.

The battery must be firmly attached and must not present any danger to the driver,

The technical scrutineer(s) may require the battery to be moved if they consider that its location is too dangerous.

The battery must be correctly connected to the engine wiring harness at all times.

## 2.2.5 Chassis, accessories and equipment

**All FIA Karting homologated chassis from 2015 onwards are permitted.**

- Only one chassis is authorised per meeting.
- The manufacturer's sticker on the rear shaft is optional.
- FIA Karting approved hydraulic brakes.
- Front brakes forbidden.
- Steel or cast iron discs obligatory (Aluminium, Ceramic and Carbon forbidden).
- Ceramic ball bearings forbidden.

FIA Karting approved plastic rear wheel guards are compulsory (FIA stickers not mandatory).

The rear wheel guard must never protrude beyond the outer line of the rear wheels and must be immobilised in the transverse direction.

A safety device on the supports is authorised as long as it does not stiffen the chassis in any way and is not protruding and deemed dangerous.

An integral chain guard is compulsory.

Chassis protectors are authorised if they are made of plastic or nylon, do not provide any advantage (rigidity, aerodynamics, etc.) and are not protruding and considered dangerous.

In case of damage of the registered chassis and at the request of the driver, the technical scrutineers could authorise the replacement of the chassis by one of the same make, if it proves that it is not possible to repair.

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



## 2.3 X30 Senior

### 2.3.1 Engine, accessories and equipment

The IAME X30 Senior 16000 RPM engine is the only authorised engine equipped with SELETTRA Digital "S" (Type "C" coil) electronic ignition (manufacturer's datasheet 254/Z at the current index).

It must comply with the manufacturer's datasheet and be used with all the original accessories mentioned on the manufacturer's datasheet unless otherwise specified in these regulations.

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

The only exception is the plastic chain guard, which may be modified without compromising safety to allow the chain to be removed without having to dismantle it from the engine.

The ignition coil may be replaced at any time during the race by a copy supplied by the organiser without prior notice.

The organiser cannot be held responsible for any malfunction of the exchanged electronic box or coil.

Only original IAME spare parts may be used.

#### Ignition rotor

- The rotor must be immobilised and locked on the crankshaft.
- The key must have a constant width of 2.5 mm 0 / - 0.06 and be "fitted" in the crankshaft keyway.
- The keyway on the rotor must measure 2.5 mm at all points +0 / + 0.1.

#### Ignition stator

- The 4 x Ø 5 mm (+ 0 / + 0.5 mm) mounting holes for the ignition on the motor housing may not be modified in any way.

#### Cylinder gasket

- Free thickness (original IAME only).
- Stacking is permitted.

**Minimum squish** measured at any point and at any time: **0.90 mm.**

Test carried out with a "60/40" tin/lead alloy wire (brand WURTH Ref: 0987-113) Ø 1.5 mm + 0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES with a digital MITUTOYO caliper.



## Reed petals

Only original VETRONITE (Thickness 0.30 mm minimum) or carbon (Thickness 0.22 mm minimum) reeds marked with IAME without any modification are the only ones authorised.

Mixing different reed models is forbidden. The assembly direction is free.

## Clutch

Only original IAME 10, 11 and 12-tooth drive sprockets are authorised.

The centrifugal clutch must be fully engaged and roll the kart at a speed of 4500 rpm with a maximum tolerance of +500 rpm at all times during the event (start and finish).

Checks will be carried out (driver on board) in the pre-gid and/or in the the park assistance finish.

In case of a pre-gid check, any driver failing to comply with this rule will not be allowed to start.

In case of a check in the finish area, any driver failing to comply with this rule will be issued with a statement of technical non-conformity.

The rev counter used for checks is from the brand Alfano.

The O-ring seal between the clutch drum and the clutch hub is mandatory.

- The inside of the clutch drum and the linings must be free from any traces of grease, lubricants or other substances.

## Spark plugs

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

## Exhaust system

The new generation original exhaust system is the only one authorised (manufacturer's datasheet 254/Z).

Optional(s) X30125375.

The length of the exhaust can be adjusted by using original IAME X30125375 shim(s) (3 mm ± 0.5 mm thick) or additional gaskets without any modification (manufacturer's datasheet 254). At least one exhaust gasket is compulsory.

The only exhaust connection authorised is the model without restriction (manufacturer's datasheet 254/Z).

Its sealing must be guaranteed and may be checked.



The exhaust system and connector may not be modified in any way. No material or paint may be removed, nor may it be chromed or polished.

The original IAME additional silencer without any modification is compulsory and is the only one authorised (IAME FT Series 04).

Technical scrutineers may require the replacement exhaust systems components at any time, without prior notice.

An exhaust temperature sensor is authorised.

### **Cooling system**

The original IAME thermostat system (single or by-pass) is optional, with or without an internal valve. Water hoses must be original IAME (blue or black)

A connection for a water temperature gauge is authorised as well as an elbow (optional) to facilitate the installation of the hose.

The radiator support system is optional.

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

The original IAME "pump unit" (pump and pulley) must be fitted in its entirety, with the belts (free model) in place on the pulley.

A mixture of IAME plastic and aluminium components is permitted.

Cylinder protectors of all types are permitted as long as they do not provide any aerodynamic advantage, are not protruding and are deemed to be dangerous.

An adjustable radiator screen (curtain) is permitted. This must be fixed to the radiator. An adhesive strip is acceptable, provided that it runs around the radiator in such a way that it cannot be removed, even partially, when driving.

## **2.3.2 Bearing and oil seals**

### **Crankshaft bearings**

- 6206 type C3 or C4 internal clearance with SKF steel balls and polyamide cage (bearings of the same type but from a different make will be permitted).
- BC-3342 B SKF roller bearings permitted (mounting direction -> see manufacturer's datasheet 254).
- Mixing 6206 / BC-3342 B is prohibited.
- Original IAME end adjusters are permitted.

### **Balance shaft bearings**

- 6202 and 6005 type C3 or C4 internal clearance with SKF steel balls and polyamide cage (bearings of the same type but of a different make will be permitted).
- All angular contact bearings are forbidden.



- Oil seals (original IAME FPJ) must be fitted with the hollow side facing the inside of the crankcase and not filled with any material whatsoever. They must remain original and must not be modified under any circumstances.

### **2.3.3 Carburettor and accessories, intake silencer and rain cover**

TILLOTSON HW-27A (model with a venturi diameter 27.00 mm maximum) in its strictly original configuration (Manufacturer's datasheet 254/Z).

Any removal, addition of material or polishing of any part of the carburettor is strictly forbidden.

Only original accessories and spare parts are authorised:

- TILLOTSON Inlet and needle Kit Ref: 233-721P with copper sealing washer are the only ones authorised (only 1 original copper washer is authorised).
- Seals and Diaphragms Kit, TILLOTSON Ref: DG 3HW are the only ones authorised.
- Complete repair kit TILLOTSON Ref: RK 6HW is the only one authorised.
- The spring fork is free.
- The carburettor gasket must be an original IAME gasket. (thickness 1 mm  $\pm$  0.3 mm).
- The gasket for the reed block must be an original IAME gasket. (thickness 0.8 mm  $\pm$  0.3 mm).
- The reed block / crankcase gasket must be an original IAME gasket. (thickness 1 mm  $\pm$  0.3 mm).

Only the Intake Silencer (new generation) fitted with its rubber connector and its strictly original foam filtering element without any modification is authorised (Manufacturers leaflet 254/Z).

The trumpets can be glued. Trumpet gilles are optional.

In case of rain, only the original IAME rain protection (Manufacturers Sheet 254/Z) or the identical model not marked IAME are authorised.

Any modification of the rain cover is forbidden.

### **2.3.4 Batteries**

VRLA (Lead / Acid / Gel) technology batteries are strongly recommended.

- Lithium-Ion 14.8V batteries are permitted.

The original IAME battery holder must be used.

The battery must be firmly attached and must not present any danger to the driver,

The technical scrutineer(s) may require the battery to be moved if they consider that its location is too dangerous.

The battery must be correctly connected to the engine wiring harness at all times.



### **2.3.5 Chassis, accessories and equipment**

- All FIA Karting homologated chassis from 2015 onwards are permitted.
- Only one chassis is authorised per meeting.
- The manufacturer's sticker on the rear shaft is optional.
- FIA Karting approved hydraulic brakes.
- Front brakes forbidden.
- Steel or cast iron discs obligatory (Aluminium, Ceramic and Carbon forbidden).
- Ceramic ball bearings forbidden.

FIA Karting approved plastic rear wheel guards are compulsory (FIA STICKERS NOT MANDATORY).

The rear wheel guard must never protrude beyond the outer line of the rear wheels and must be immobilised in the transverse direction.

A safety device on the supports is authorised as long as it does not stiffen the chassis in any way and is not protruding and deemed dangerous.

An integral chain guard is compulsory.

Chassis protectors are authorised if they are made of plastic or nylon, do not provide any advantage (rigidity, aerodynamics, etc.) and are not protruding and considered dangerous.

In case of damage of the registered chassis and at the request of the driver, the technical scrutineers could authorise the replacement of the chassis by one of the same type and brand, if it proves that it is not possible to repair.

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

## **2.4 KA-100 140 & 155**

### **2.4.1 Engine, accessories and equipment**

The IAME REEDJET KA100 -Tag 100cc, air-cooled engine is the only one authorised (manufacturer's datasheet 401/D at the current index).

It must comply with the manufacturer's datasheet and be used with all the original accessories mentioned on the datasheet, unless otherwise specified in these regulations.

No transformation, improvement, chemical or other treatment, addition, removal of material or polishing of any part of the engine or any of its accessories is permitted.

Only original IAME spare parts may be used when servicing the engine.

The original 2-pole analogue SELETTRA ignition is the only one authorised, without any modification.

All modifications to the stator mounting, key, rotor and crankshaft keyways are prohibited.



## **Cylinder head gasket (copper)**

- At least 1 original IAME cylinder head gasket can be used (minimum 0.05 mm).

## **Cylinder gasket**

- Free thickness (original IAME only)
- Stacking authorised.

**Minimum squish** measured at any point and at any time: **1.05 mm**.

Test carried out with a "60/40" tin/lead alloy wire (brand WURTH Ref: 0987-113).

Ø 1.5 mm +0.05 / - 0.1 according to the method described in appendix 12 of the IAME INTERNATIONAL SERIES, with a digital MITUTOYO caliper.

## **Piston ring:**

The original piston ring is the only one authorised (thickness 2 mm ± 0.1 mm).

## **Reed petals**

Only original VETRONITE (Thickness 0.30 mm minimum) or carbon (Thickness 0.22 mm minimum) reeds marked IAME without any modification are authorised.

## **Clutch**

Only original IAME 10 and 11-tooth drive sprockets are authorised.

The centrifugal clutch must be fully engaged and roll the kart at a speed of 4500 rpm with a maximum tolerance of +500 rpm at all times during the event (start and finish).

Checks will be carried out (driver on board) in the pre-gid and/or in the park assistance finish. In case of a pre-gid or park fermé check, any driver failing to comply with this rule will be issued with a statement of technical non-compliance. They will not be allowed to start.

The rev counter used for checks is from the brand Alfano.

The O-ring seal between the bell and the clutch hub is mandatory.

## **Spark plugs**

The only spark plugs authorised are the NGK BR9EG/BR10EG/R6254E-105 with their original gasket and without any modification.

## **Exhaust system**

The original exhaust is the only one authorised (Manufacturer's sheet 401/D).

- Only one original exhaust gasket is authorised.
- The use of a spacer between the cylinder and the exhaust manifold is forbidden.



Its sealing must be guaranteed and may be checked.

The exhaust system and connector may not be modified in any way or altered in any way. It cannot present any removal of material or painting or any polishing treatment.

The original IAME additional silencer without any modification is compulsory and is the only one authorised (IAME Série FT 04).

The technical scrutineers may at any time require the replacement of the exhaust system components, without prior notice.

An exhaust temperature sensor is authorised.

## **2.4.2 Bearings and oil seals**

### **Crankshaft bearings**

- SKF 6205 THN/C4 is the only authorised, strictly original model
- Reference IAME: 35396-G
- Original IAME end adjusters shims are permitted.

Oil seals (original IAME FPJ) must be fitted with the hollow side facing the inside of the crankcase and not filled with any material whatsoever. They must remain original and must not be modified under any circumstances.

## **2.4.3 Carburettor and accessories, intake silencer and rain cover**

TILLOTSON HW - 33 A must be strictly original and unmodified. Removal(s), addition of material or polishing are forbidden.

Only original accessories and spare parts are authorised:

- TILLOTSON inlet and needles Kit Ref: 233-721P with copper sealing washer are the only ones authorised (only 1 original copper washer is authorised).
- Seals and Diaphragms Kit, TILLOTSON Ref: DG 3HW are the only ones authorised.
- Complete repair kit TILLOTSON Ref: RK 6HW is the only one authorised.
- The spring fork is free.
- The carburettor gasket must be an original IAME gasket. (thickness 1 mm  $\pm$  0.3 mm).
- The gasket for the reed block must be an original IAME gasket. (thickness 0.8 mm  $\pm$  0.3 mm).
- The reed block / crankcase gasket must be an original IAME gasket. (thickness 1 mm  $\pm$  0.3 mm).

Only the Intake Silencer fitted with its rubber connector and its strictly original foam filtering element without any modification is authorised (Manufacturers leaflet 401/D).

The trumpets can be glued. Trumpet gilles are optional.

In case of rain, only the original IAME rain protection (Manufacturers Sheet 401/D) is authorised.

Any modification of the rain cover is forbidden.



#### **2.4.4 Batteries**

VRLA (Lead / Acid / Gel) technology batteries are strongly recommended.

- Lithium-Ion 14.8V batteries are permitted.

The original IAME battery holder must be used.

The battery must be firmly attached and must not present any danger to the driver.

The technical scrutineer(s) may require the battery to be moved if they consider that its location is too dangerous.

The battery must be correctly connected to the engine wiring harness at all times.

#### **2.4.5 Chassis, accessories and equipment**

- All FIA Karting homologated chassis from 2015 onwards are permitted.
- Only one chassis is authorised per meeting.
- The manufacturer's sticker on the rear shaft is optional.
- FIA Karting approved hydraulic brakes.
- Front brakes forbidden.
- Steel or cast-iron discs obligatory (Aluminium, Ceramic and Carbon forbidden).
- Ceramic ball bearings forbidden.

FIA Karting approved plastic rear wheel guards are compulsory (FIA STICKERS NOT MANDATORY).

The rear wheel guard must never protrude beyond the outer line of the rear wheels and must be immobilised in the transverse direction.

A safety device on the supports is authorised as long as it does not stiffen the chassis in any way and is not protruding and deemed dangerous.

An integral chain guard is compulsory.

Chassis protectors are authorised if they are made of plastic or nylon, do not provide any advantage (rigidity, aerodynamics etc.) and are not protruding and considered dangerous.

In case of damage of the registered chassis and at the request of the driver, the technical scrutineers could authorise the replacement of the chassis by one of the same make, if it proves that it is not possible to repair.

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

