

IAME[®]

BELGIUM / NETHERLANDS



TECHNICAL REGULATIONS 2026

KARTING CHAMPIONS LEAGUE 2026

The series Technical Regulations has been approved by the Royal Automobile Club Belgium on **xx.xx.xxxx** with visa number **xxx/xx**.

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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 authorized.

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, homologation or technical data sheets 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 data sheets are listed in the technical reference document 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 Karting Champions League technical control team 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 Karting Champions League, the Dutch and Belgian importer for 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 data sheets
- 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 the 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 (e.g. changing the crankcases).

For the Mini-Rookie & Mini, X30 Junior / X30 Senior / Super Shifter categories, only cylinders with original "**IAME**" marking on the sealing surfaces and with a cylinder liner retention pin are **authorized**.

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**).

2 engines are authorised per event.

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

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

The engine(s) passport(s) are 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, 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 Drivers equipments

All drivers must wear a full set of valid FIA KARTING according Technical Karting safety equipment.

- A helmet with effective and unbreakable eye protection.
The recognised standards for "karting" helmets are available in Appendix N°3 of the IAME BENELUX Series Technical Regulations.
- A valid FIA KARTING homologated race suit
Appendix N°6 of the IAME BENELUX Series Technical Regulations
- A pair of gloves with full hand coverage (FIA RECOMMENDED but NOT MANDATORY)
- High boots/shoes that cover the ankles (FIA RECOMMENDED but NOT MANDATORY)
- Rib protectors are compulsory in all categories (FIA RECOMMENDED but NOT MANDATORY)
- A neck protector is mandatory in the Mini-Rookie and Mini categories.

1.3 Applicable text

In the event of any discrepancy in the interpretation of these rules, the French text shall prevail.

1.4 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 start service park, finish service park and parc fermé. **The organiser / promotor / staff is allowed to do so**

1.5 Fuel & Lubricants

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 where the reference sample will be taken for control purposes by comparing the mixture used with the reference mixture (IAME Séries TR appendix N°01).

The only permitted lubricants are :

WLADOIL K2T

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

FIA Karting homologated 2-stroke oil

- *Categorie Super Shifter*

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 N°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.

1.6 Tires

1.6.1 Common applications

Tires (slicks and wets tires) must be purchased from the Organizer.

1.6.2 Special clause

Tires must be used as delivered by the supplier.

Any treatments or manipulations that could change the characteristics of tires are strictly forbidden

All devices for collecting and transmitting tire pressure and tire temperature are strictly forbidden in all categories, from Friday morning onwards at each event.

The "MiniRAELite" measuring device is used to check that the tires are not been modified.

If there are any doubts about the possible treatment of tires, the technical delegate may measure the hardness of the tires concerned, and make comparisons with tires from the same batch as that is used for the event. VOC measurement of tyres must not exceed **5 ppm (maximum limit value)** under any circumstances.

Note: Tyre pollution (e.g. unsuitable product, chain spray, fuel, etc.) must be avoided as it can cause variation of the values.

Tyres must be at ambient temperature when entering the parc fermé.



If the check reveals that the tyres do not comply with the regulations, the concerned driver will not be allowed to access to the Pre-Grid and consequently will not take part in the corresponding part of the competition.

The organisers of the Karting Champions League reserves the right to place any tyres in the Parc Ferme (tire parc) without prior notice:

- Slicks and/or Wet tires
 - For All the drivers OR for the drivers choosen by technical scrutineering staff
- ! A driver who notices a tire(s) defect, during collecting and/or mounting the tire(s), must inform the tires manager immediately.
- ! A driver who notes a difference in the circumference, for the same reference and type of tire, of 15 mm or more at during collecting and/or mounting the tire(s), must inform the tires manager immediately. The driver may request that the tire must be replaced.

These provisions only apply to registered tyres that have not been used yet.

1.6.3 Sprockets

“Cut-trooth”crowns and “tilled-tooth” crowns are prohibited in all categories. The tooth profile must be conventional. Floating crowns holders and floating crowns are prohibited in all categories.

1.6.4 Specific applications

1.6.4.1 X30 MINI

It will be permitted to briefly start the engine in the Servicing Parc Area (start only, no further operation) before entering the Pre-Grid Area. Running-in or warming up engines remains strictly forbidden in any area.

Slicks: Komet K1D-M

Wets: Komet K1D-W

Number of tires: (Per event)

SLICKS

- 2 front tires and 2 rear tires

WETS

- 2 front tires and 2 rear tires

Slick Race tires

Drivers must purchase a voucher from the organizer.

During collection and scanning of the race tires, the driver must handover the voucher. The driver receives a set of tires from the same batch as all the other drivers. The slick race tires will stay in Parc Ferme.

Slick tires free practice / non qualifying / warm up

The tires used in Free Practice, Non Qualifying and Warm Up are those as prescribed for the category.

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

Race slick tires (Parc Ferme) are not allowed to use.

Wet Race tires

Drivers must purchase a voucher from the organizer.

During collection and scanning of the race tires, the driver must handover the voucher. The driver receives a set of tires from the same batch as all the other drivers. The wet race tires will stay in Parc Ferme.

From Qualifying session onwards the scanned wet tires are allowed to use if the session or race has been declared "WET" by the Race Director.

Wet tires Free Practice / Non Qualifying / Warm Up

The tires used in Free Practice, Non Qualifying and Warm Up are those as prescribed for the category.

The wet tires are only allowed to use as the session has been declared "WET" by the Race Director.

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

Race wet tires (Parc Ferme) are not allowed to use.

1.6.4.2 X30 JUNIOR

Slicks: Komet K3H

Wets: Komet K3W

Number of tires: (Per event)

SLICKS

- 4 front tires and 4 rear tires
- **The driver is free to use the tyres at their own discretion**

WETS

- 2 front tires and 2 rear tires

Slick Race tires

Drivers must purchase 2 vouchers from the organizer.

During collection and scanning of the race tires, the driver must handover the voucher. The driver receives a set of tires from the same batch as all the other drivers. The slick race tires will stay in Parc Ferme.

Slick tires Free practice / Non qualifying / Warm up

The tires used in Free Practice, Non Qualifying and Warm Up are those as prescribed for the category.

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

Race slick tires (Parc Ferme) are not allowed to use.

Wet Race tires

Drivers must purchase a voucher from the organizer.

During collection and scanning of the race tires, the driver must handover the voucher. The driver receives a set of tires from the same batch as all the other drivers. The wet race tires will stay in Parc Ferme.

From Qualifying session onwards the scanned wet tires are allowed to use if the session or race has been declared "WET" by the Race Director.

Wet tires Free Practice / Non Qualifying / Warm Up

The tires used in Free Practice, Non Qualifying and Warm Up are those as prescribed for the category.

The wet tires are only allowed to use as the session has been declared "WET" by the Race Director.

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

Race wet tires (Parc Ferme) are not allowed to use.

1.6.4.3 X30 SENIOR

Slicks: Komet K3M

Wets: Komet K3W

Number of tires: (Per event)

SLICKS

- 4 front tires and 4 rear tires
- **The driver is free to use the tyres at their own discretion**

WETS

- 2 front tires and 2 rear tires

Slick Race tires

Drivers must purchase 2 vouchers from the organizer.

During collection and scanning of the race tires, the driver must handover the voucher. The driver receives a set of tires from the same batch as all the other drivers. The slick race tires will stay in Parc Ferme.

Slick tires Free practice / Non qualifying / Warm up

The tires used in Free Practice, Non Qualifying and Warm Up are those as prescribed for the category.

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

Race slick tires (Parc Ferme) are not allowed to use.

Wet Race tires

Drivers must purchase a voucher from the organizer.

During collection and scanning of the race tires, the driver must handover the voucher. The driver receives a set of tires from the same batch as all the other drivers. The wet race tires will stay in Parc Ferme.

From Qualifying session onwards the scanned wet tires are allowed to use if the session or race has been declared "WET" by the Race Director.

Wet tires Free Practice / Non Qualifying / Warm Up

The tires used in Free Practice, Non Qualifying and Warm Up are those as prescribed for the category.

The wet tires are only allowed to use as the session has been declared "WET" by the Race Director.

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

Race wet tires (Parc Ferme) are not allowed to use.

1.6.4.4 IAME SUPER SHIFTER / IAME SUPER SHIFTER MASTER

Slicks: LeCont LPM Prime

Wets: Lecont LWR

Number of tires: (Per event)

SLICKS

- 4 front tires and 4 rear tires
- **The driver is free to use the tyres at their own discretion**

WETS

- 2 front tires and 2 rear tires

Slick Race tires

Drivers must purchase 2 vouchers from the organizer.

During collection and scanning of the race tires, the driver must handover the voucher. The driver receives a set of tires from the same batch as all the other drivers. The slick race tires will stay in Parc Ferme.

Slick tires Free practice / Non qualifying / Warm up

The tires used in Free Practice, Non Qualifying and Warm Up are those as prescribed for the category.

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

Race slick tires (Parc Ferme) are not allowed to use.

Wet Race tires

Drivers must purchase a voucher from the organizer.

During collection and scanning of the race tires, the driver must handover the voucher. The driver receives a set of tires from the same batch as all the other drivers. The wet race tires will stay in Parc Ferme.

From Qualifying session onwards the scanned wet tires are allowed to use if the session or race has been declared "WET" by the Race Director.

Wet tires Free Practice / Non Qualifying / Warm Up

The tires used in Free Practice, Non Qualifying and Warm Up are those as prescribed for the category.

The wet tires are only allowed to use as the session has been declared "WET" by the Race Director.

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

Race wet tires (Parc Ferme) are not allowed to use.

2. PRESCRIPTIONS PER CATEGORY

2.1 X30 Mini

Minimum weight: **X30 Mini** (including driver and race gear): **110kg**

2.1.1 Engine, accessories and equipment

The PARILLA PV60 MINI-SWIFT, version 2007, is the only authorized engine. (Document manufacturer N°413/B at current index).

It must comply with the current manufacturers datasheet and be used with all original accessories listed on the manufacturers 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: 0.75mm / 0.85mm Maximum

Squish control performed with a "60/40" tin/lead alloy wire (brand WURTH Ref: N°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 0.45mm and can be obtained by stacking ORIGINAL IAME gaskets of 0.05, 0.10, 0.20, 0.40mm thickness to achieve the required squish value.

An additional IAME ground cable is authorized.

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 in the pre-grid and/or in the park Assistance finish (driver on board)

In case of a pre-grid 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 authorized references are :

- Clutch Drum -> A-61550US
- Clutch -> A-61843

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

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-teeth drive sprocket and 72-teeth rear sprocket are required)

Exhaust connection:

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 No. 413/A).

Exhaust system:

Only exhaust systems produced since 2023 with embossed markings and built-in exhaust sensor support are authorised (see Manufacturers 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 tolerated.

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 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 Venturi diameter 17.15 mm Maxi) in its strictly original configuration fitted with its 2 Thermal Flanges (N° 1 and N° 2) as fitted (IAME FT Series N°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 authorized
- The spring fork is free

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

2 versions of rubber raccords are authorized: (Manufacturers data sheet N° 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 greater 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 tolerated.

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 equipments

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 +/-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 2900gr +/-100gr

Hubs:

- Their position on the rear shaft must be at least **(minimum)** 30mm.
- Wheelbase between 900 and 950mm (+/-5mm)
- 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)

FIA Karting 2022-2023 approved front fairing must be fitted with the FIA Karting 2022-2023 approved mounting kit.

(FIA Karting Regulations Technical Drawing N°2c and 2d)

Supports (lower / upper bumpers) approved or having been approved.

The distance between the bodywork and the front bumper in the correct position must not be less than 27 mm at any point (IAME RT Series appendix N°05).

FIA Karting approved plastic rear wheel protection is compulsory.

The only limitation concerning the rear width is the 110 cm maximum.

If the rear width is less than 110 cm, the plastic protection may extend beyond the outline of the rear wheels. It must be immobilised in the transverse direction.

A safety device on the rear wheel protection brackets is authorised provided it does not stiffen the chassis in any way and is not protruding and deemed dangerous.

Under no circumstances may the side bodies extend beyond the outline of the rear wheels.

The 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 from the same makes, if it proves that it is not possible to repair.

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

Racenumbers:

Racenumbers must be visible over four sides (front, back, left and right)

- Background : Yellow
- Numbers : Black
- Range : Mini 801 – 899
- Number backgrounds with integrated digits are permitted

2.2 X30 Junior

Minimum weight: **X30 Junior** (including driver and race gear): **145kg**

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. (Manufacturers data sheet N°254/A1 at the current index).

It must comply with the Manufacturers data sheet and be used with all the original accessories mentioned on the Manufacturers data sheet 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 4x Ø 5 0 /+0.5mm 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: N°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 0.30mm 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 reeds models is forbidden. The direction of assembly is free.

Clutch:

Only original IAME 10, 11 and 12-teeths 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-grid and/or in the park Assistance finish.

In case of a pre-grid 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 compulsory.

- 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 (Manufacturers data sheet No. 254/A1).

Optional shim(s) X30125375

The length of the exhaust can be adjusted by using original IAME X30125375 shim(s) (3mm +/- 0.5mm thick) or additional gaskets without any modification. (Manufacturers data sheet N°254/A1) At least one exhaust gasket is compulsory.

The only exhaust connection authorised is the model with a 22.7mm maximum restrictor, both hot and cold (Manufacturers datasheet No. 254/A1).

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 N°04).

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

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 tolerated 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

- 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 tolerated)
- BC-3342 B SKF rollers bearings (mounting direction -> see Manufacturers Data Sheet N°254/A1) 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 tolerated).
- 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 Venturi diameter 27.00 mm Maxi) in its strictly original configuration (Manufacturers data sheet No. 254/A1)

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 authorized.
- The spring fork is free.
- The carburettor gasket must be an original IAME gasket. (thickness 1 mm +/- 0.3mm)
- The gasket for the reed block must be an original IAME gasket. (thickness 0.8 mm +/- 0.3 mm)
- The reed block / crankcase gasket must be an original IAME gasket. (thickness 1 mm +/- 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 N°254/A1).

The trumpets can be glued. Trumpet grilles are optional.

In case of rain, only the original IAME rain protection (Manufacturers Sheet N°254/A1) or the identical model not marked IAME are authorised.

Any modification of the rain cover is forbidden.

2.2.4 Batteries

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

- Lithium-Ion 14.8V batteries are tolerated.

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 equipments

- 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 2022-2023 approved front fairing must be fitted with the FIA Karting 2022-2023 approved mounting kit.

(FIA Karting Regulations Technical Drawing N°2c and 2d)

Supports (lower / upper bumpers) approved or having been approved.

The front fairings must be at ambient temperature when entering the service park.

The lower surface(s) of the front fairing must be uniform and smooth.

The front fairing must not have any holes or cut-outs other than those present at the time of homologation. The fixation of the front fairing must remain strictly original ; no modification, additional artifice or treatment of any kind is permitted.

The front fairing must be secured by hand using the 2 clamps with adjustable hooks, without the use of any tools either for fitting or removal.

The distance between the bodywork and the front bumper in the correct position must not be less than 27 mm at any point (IAME TR Series appendix N°05).

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

The rear wheel guard must never protrude beyond the outline 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 RACB technical delegate, the replacement chassis can then be registered.

Tire dimensions X30 Junior

Slicks:

- Front: 10 x 4.60-5
- Rear: 11 x 7.10-5

Wets:

- Front: 10 x 4.20-5
- Rear: 11 x 6.00-5

Racenumbers:

Racenumbers must be visible over four sides (front, back, left and right)

- Background : Yellow
- Numbers : Black
- Range : 101 - 199
- Number backgrounds with integrated digits are permitted

2.3 X30 Senior

Minimum weight: **X30 Senior** (including driver and race gear): **158kg**

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 (Manufacturers data sheet N°254/A1 at the current index).

It must comply with the Manufacturers data sheet and be used with all the original accessories mentioned on the Manufacturers data sheet 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 4x Ø 5 0 /+0.5mm 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: N°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 0.30mm minimum) or carbon (Thickness 0.22 mm minimum) reeds marked with IAME without any modification are the only ones authorised.

Mixing different reeds model is forbidden. The direction of assembly is free.

Clutch:

Only original IAME 10, 11 and 12-teeths 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-grid and/or in the park Assistance finish.

In case of a pre-grid 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 compulsory.

- 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 (Manufacturers data sheet No. 254/A1).

Optional shim(s) X30125375

The length of the exhaust can be adjusted by using original IAME X30125375 shim(s) (3mm +/- 0.5mm thick) or additional gaskets without any modification. (Manufacturers data sheet N°254) At least one exhaust gasket is compulsory.

The only exhaust connection authorised is the model without restriction (Manufacturers datasheet No. 254/A1)

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 N°04).

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

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 tolerated 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 tolerated).
- BC-3342 B SKF roller bearings permitted (mounting direction -> see Manufacturers Data Sheet N°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 tolerated)
- 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 Venturi diameter 27.00 mm Maxi) in its strictly original configuration (Manufacturers datasheet No. 254/A1).

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 authorized.
- The spring fork is free.
- The carburettor gasket must be an original IAME gasket. (thickness 1 mm +/- 0.3mm)
- The gasket for the reed block must be an original IAME gasket. (thickness 0.8 mm +/- 0.3 mm)
- The reed block / crankcase gasket must be an original IAME gasket. (thickness 1 mm +/- 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 N°254/A1).

The trumpets can be glued. Trumpet grilles are optional.

In case of rain, only the original IAME rain protection (Manufacturers Sheet N°254/A1) 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 tolerated.

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 equipments

- 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 2022-2023 approved front fairing must be fitted with the FIA Karting 2022-2023 approved mounting kit.

(FIA Karting Regulations Technical Drawing N°2c and 2d)

Supports (lower / upper bumpers) approved or having been approved.

The front fairings must be at ambient temperature when entering the service park.

The lower surface(s) of the front fairing must be uniform and smooth.

The front fairing must not have any holes or cut-outs other than those present at the time of homologation.

The fixation of the front fairing must remain strictly original ; no modification, additional artifice or treatment of any kind is permitted.

The front fairing must be secured by hand using the 2 clamps with adjustable hooks, without the use of any tools either for fitting or removal.

The distance between the bodywork and the front bumper in the correct position must not be less than 27 mm at any point (IAME TR Series appendix N°05).

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

The rear wheel guard must never protrude beyond the outline 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 RACB technical delegate, the replacement chassis can then be registered.

Tire dimensions X30 Senior

Slicks:

- Front: 10 x 4.60-5
- Rear: 11 x 7.10-5

Wets:

- Front: 10 x 4.20-5
- Rear: 11 x 6.00-5

Racenumbers:

Racenumbers must be visible over four sides (front, back, left and right)

- Background: Yellow
- Numbers: Black
- Range X30 Senior: 201 – 399
- Number backgrounds with integrated digits are permitted

2.4 IAME Super Shifter / IAME Super Shifter Master

Minimum weight: **IAME Super Shifter** (including driver and race gear): **180kg**

Minimum weight: **IAME Super Shifter Master** (including driver and race gear): **185kg**

2.4.1 Engine, accessories and equipment

The IAME X30 Supershifter 175cc engine is the only authorized engine equipped with SELETTRA electronic ignition, Digital K (control unit type "L1") or Digital "S" (coil type "L1"), or with PVL Digital 690 electronic ignition (PVL electronic coil type "L1") (Manufacturer's Datasheet No. 384/F, current revision).

The letter marked on the electronic control unit or electronic coil must be visible at all times, without the need to remove it or remove any component whatsoever (wiring harness, relay, etc.).

The electronic control unit or electronic coil may be replaced at any time during the event with a unit supplied by the challenge organizer, without prior notice. It must therefore be possible to remove them from the kart without requiring any mechanical intervention on any other component.

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

No modification, improvement, addition, removal of material, or polishing of any engine component or any of its accessories is permitted.

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

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

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 4x Ø 5 0 /+0.5mm mounting holes for the ignition on the motor housing may not be modified in any way. The four M5 stator mounting screws must remain strictly original, with no modification whatsoever.

Cylinder gasket:

- 0.10 / 0.20 / 0.30 / 0.40 / 0.50 mm thickness (tolerance ± 0.05 mm), (original IAME parts only). Stacking is permitted.
- Only one copper cylinder head gasket is allowed.

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: N°0987-113)

Ø 1.5 mm +0.05 / - 0.1

Procedure:

- Use a tin/wire from 64mm long
- Cool down the engine
- Remove the cylinder head
- Make sure the piston is 5mm from the top
- Place the tin/wire on top of the piston
- Install the cylinder head back on the engine
- Slowly rotate the crank by hand crushing the tin/wire
- Turn the engine **past TDC once**
- Do **not** force it — smooth rotation only
- The piston will flatten the solder at TDC
- Remove the cylinder head and measure the extremities of the 64mm tin/wire

Reed Petals:

The reed valves must be original, marked IAME. Thickness 0.40mm +/- 0.05mm

Reed valve stiffeners are optional and free in shape and number.

Machining (surface finishing) of the reed block sealing surface is permitted in order to ensure proper sealing between the inlet conveyor and the crankcase.

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 original exhaust (Manufacturer's Datasheet No. 384/F) is the only one authorized.

The exhaust and the manifold must not undergo any modification. They may not have any material or paint removed, nor may they receive any chroming or polishing treatment.

Drilling the exhaust to allow the installation of a temperature sensor (in the specifically provided location) is permitted.

In case of a crack, the exhaust may be welded, provided the repair does not alter the internal shapes.

The length of the exhaust connection must remain strictly original.

The aluminum spacer (shim) (Cod. IFH 20500, thickness: 5 ± 0.5 mm) is mandatory.

Only one original IAME gasket on each side of the spacer is mandatory (thickness: minimum 1.4 mm under all circumstances).

Only the original exhaust elbow Ref.: IZH-06100 (28 mm) is authorized, with no modification allowed.

Authorized exhaust silencers only:

- KZ1 / KZ2 silencers FIA Karting homologated 2014–2022
- KZ1 / KZ2 silencers FIA Karting homologated 2024
- KZ1 / KZ2 silencers FIA Karting homologated 2019–2021
- Elto Type 118 “Aluminum” and Elto Type 108 “Carbon”

Exhaust silencers must remain fully compliant with their homologation or technical datasheet. They must not undergo any modification in structure or dimensions.

At any time, technical inspectors may require the replacement of the silencer’s soundproofing material without any justification.

Cooling system:

The radiator, water pump, and pulley are free (conventional water pump, driven by the belt(s) installed on the pulley).

The original IAME thermostat system (By-pass) is optional and free.

Any heater or heater connection system on the water circuit is strictly prohibited.

Cylinder protections of all types are allowed, provided they do not provide any aerodynamic advantage, are not protruding, and are not deemed dangerous.

An adjustable radiator screen (curtain) is permitted. It must be mounted on the radiator. A tape strip is allowed, provided it completely wraps the radiator in such a way that it cannot be removed while driving, even partially.

The engine dry sprockets may be Z15, 16, 17, 18, 19, or 20 teeth, original IAME parts only, which are the only ones authorized.

2.4.2 Bearing and Oil seals

SKF BC1-1442 B roller crankshaft bearings are the only ones authorized.
Original IAME shims for adjusting axial play are permitted.

Gearbox shaft bearings of type 6205 (internal clearance C3 or C4 or C5), 6204 (internal clearance C3 or C4), 6202 (internal clearance C3 or C4), steel balls, steel or polyamide cage, SKF brand or similar are the only ones authorized.

Oil seals must be installed with the hollow side facing the inside of the crankcase and must not be filled with any material. No modification is allowed they can be glued.

2.4.3 Carburettor and accessories, intake silencer and rain cover

TILLOTSON HB-15A must be strictly original, with no modifications. Removal, additional of material, or polishing is prohibited..

Only original accessories and spare parts are authorised:

- TILLOTSON Inlet and needle Kit Ref: 233-717P with copper sealing washer are the only ones authorised (only 1 original copper washer is authorised).
- Seals and Diaphragms Kit, TILLOTSON Ref: DG 1HB are the only ones authorised.
- Complete repair kit TILLOTSON Ref: RK 1HB is the only one authorized.
- Main jet TILLOTSON Ref:49-B58 is the only authorized jet.
- Throttle return spring is free.
- The carburettor gasket must be an original IAME gasket. (thickness 0.8 mm +/- 0.2 mm)
- The reed cage / intake duct gasket must be an original IAME gasket

Authorized Intake Silencers (in compliance with their homologation datasheet):

- RR NOX and RR NOX 2 Ø30 (with sound-absorbing element)
- RR ACTIVE (V 2017) and RR ACTIVE NEW Ø30 (with sound-absorbing element)

The rubber connection must remain compliant with the one shown on the homologation datasheet of the intake silencer in use.

In the event of rain, a freely designed device preventing water from entering the intake silencer directly is permitted, provided it does not act as a venturi and does not increase the air intake beyond that of the original intake silencer used alone.

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 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 equipments

All FIA Karting homologated chassis from 2015 onwards are permitted.

Only one chassis is allowed per event.

Hydraulically actuated brakes acting simultaneously on all four wheels, with FIA Karting homologation for gearbox karts, are mandatory.

Steel or cast iron discs are mandatory. (Aluminum, ceramic, and carbon discs are prohibited).

Ceramic ball bearings are prohibited.

The manufacturer's sticker on the rear axle is optional.

Front bodywork and supports (lower/upper bumper) FIA Karting homologated 2022–2023 are mandatory, mounted with the FIA Karting 2022–2023 homologated mounting kit.
(FIA Karting Technical Drawing Regulations No. 2c and 2d)

Front bodywork must be at ambient temperature when entering the pre-race parc fermé.

The lower surface(s) of the front bodywork must be uniform and smooth.

The front bodywork must not include any holes or cutouts other than those present in the homologation.

Mounting points of the front bodywork must remain strictly original. No modifications, additional devices, or treatments of any kind are permitted.

Securing the front bodywork must be done manually with the two adjustable hook clamps, without any tools for either mounting or removal.

The distance between the bodywork and the front bumper in the correct position must not be less than 27 mm at any point. (IAME Series RT Annex No. 05)

FIA Karting homologated plastic rear wheel protection is mandatory

The rear protection device must not extend beyond the outer plane of the rear wheels and must be rigidly fixed so as to prevent any transverse movement.

A safety device fitted to the mountings is permitted, provided that it does not contribute in any way to increasing the rigidity of the chassis and that it is not protruding or considered dangerous.

Chassis protection devices are permitted provided that they are made from plastic or nylon, do not provide any advantage (rigidity, aerodynamics, etc.), and are not protruding or considered dangerous.

In the event of damage to a registered chassis and at the competitor's request, the stewards may, after consultation with the technical scrutineers, authorise—if the chassis is deemed irreparable—the replacement of the chassis with another chassis of the same make and type.

Following approval by the RACB Technical Delegate, the replacement chassis may then be registered.

Starting engine:

Engine starting must be carried out using the on-board energy starter system, or by pushing the kart if necessary.

Tire dimensions:

Slicks:

- Front: 10 x 4.60-5
- Rear: 11 x 7.10-5

Wets:

- Front: 10 x 4.20-5
- Rear: 11 x 6.00-5

Racenumbers:

Racenumbers must be visible over four sides (front, back, left and right)

- Background: Yellow
- Numbers: Black
- Range IAME Super Shifter: 701-799
- Range IAME Super Shifter Master: 901-999

Visa RACB Sport : T01-KCLWT/B26 (30/01/2026)