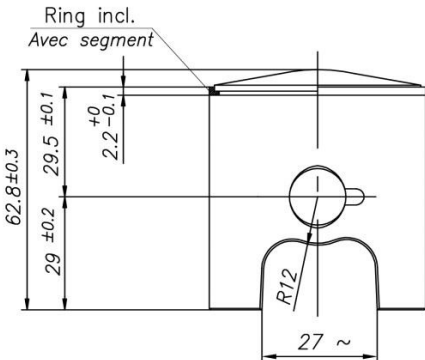
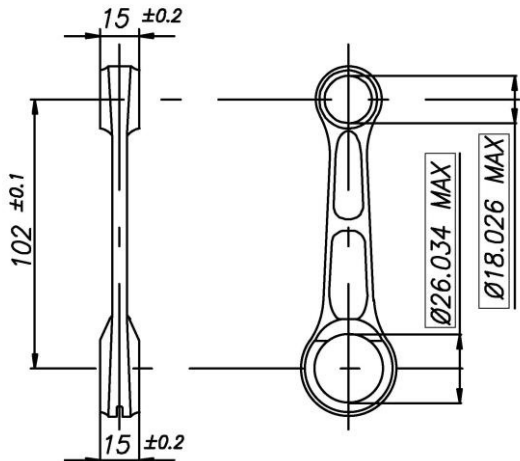
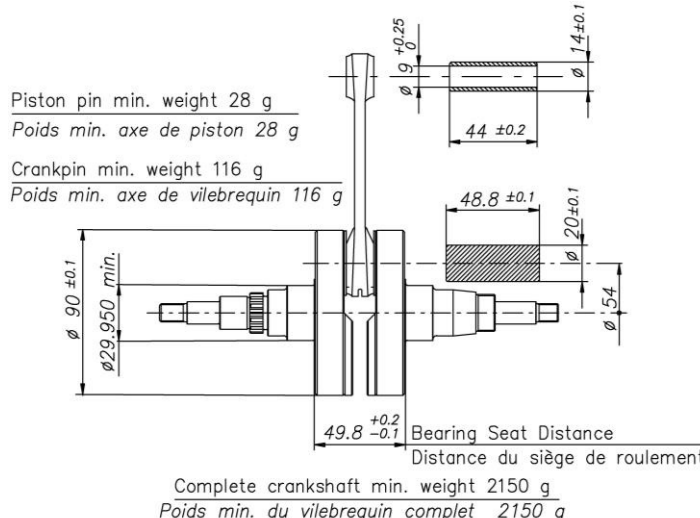
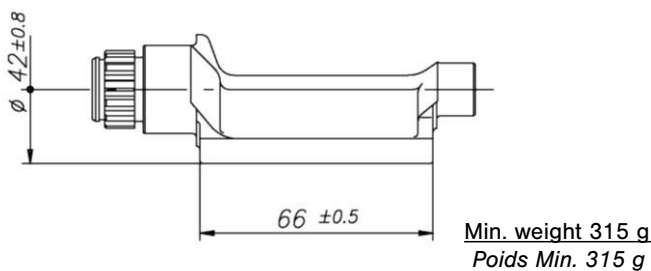
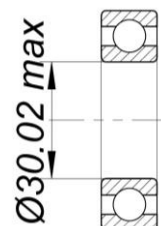
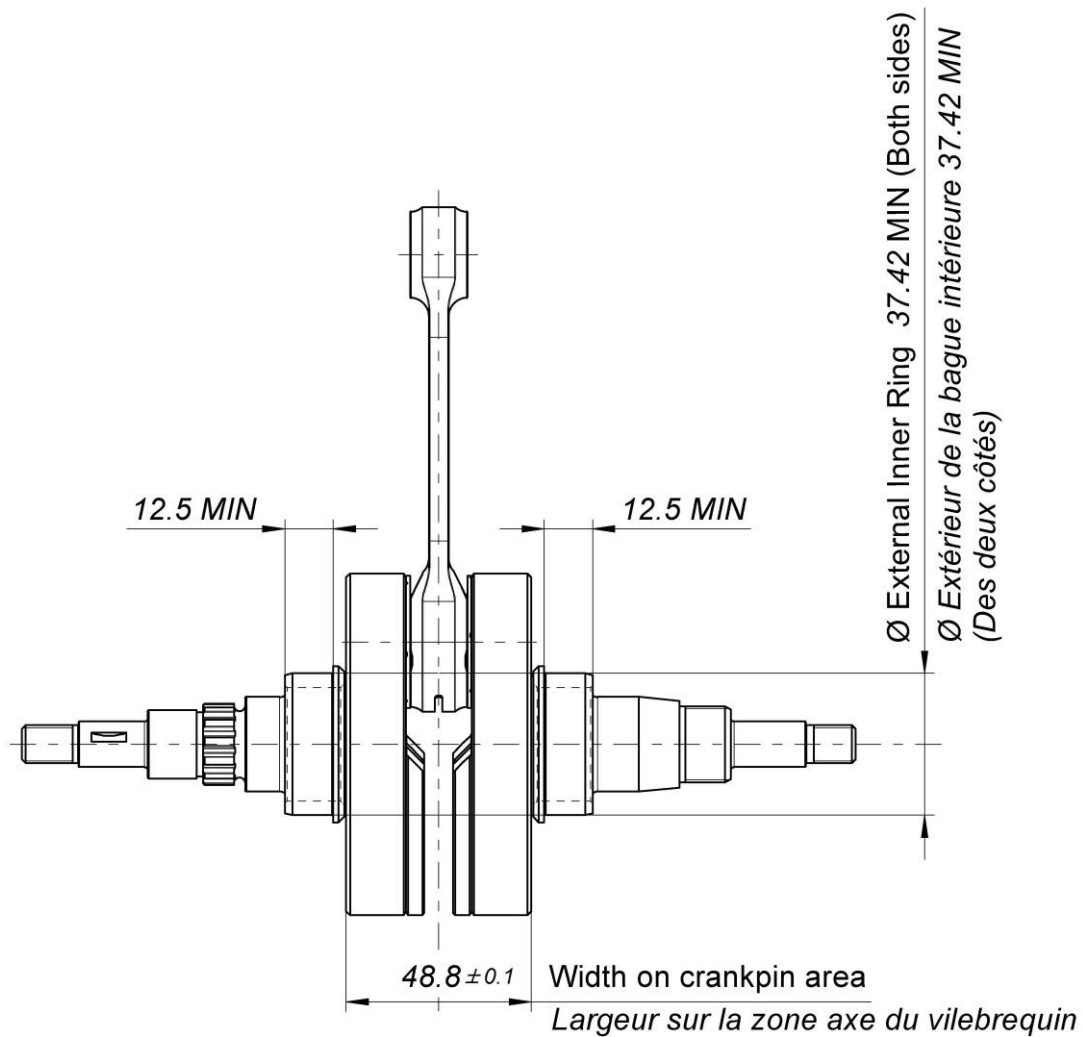


X30 125cc RL-C TaG

		FEATURES - CARACTERISTIQUES	
		Cylinder volume <i>Volume du cylindre</i>	123.67 cm ³
		Bore <i>Alésage</i>	54 mm
		Max. bore <i>Alésage max.</i>	54.28 mm
		Stroke <i>Course</i>	54 mm
		Cooling system <i>Système de refroidissement</i>	Water <i>À Eau</i>
		Inlet system <i>Système d'admission</i>	Reed valve <i>À clapets</i>
		Cylinder / crankcase transfers n° <i>N° de canaux cylindre / carter</i>	3 / 3
Carburetor Tillotson <i>Carburateur Tillotson</i>	HW-27A (Ø27 Venturi)	Inlet / exhaust ports number <i>N° lumières admiss. / échapp.</i>	3 / 3
Number of piston rings <i>Nombre de segments</i>	1	Combustion chamber shape <i>Forme chambre de combustion</i>	Spherical <i>Sphérique</i>
Big end conr. bearing diam. <i>Diamètre roulement tête de bielle</i>	20x26x15	Selettra or PVL ignition <i>Allumage Selettra ou PVL</i>	Digital
Crankshaft bearing diam. <i>Diamètre roulement du vilebrequin</i>	30x62x16	Distance between conrod centers <i>Longueur (entraxe) de la bielle</i>	102 mm
Small end conr. bearing diam. <i>Diamètre roulement pied de bielle</i>	14x18x17.5	RPM limiter <i>Limiteur de régime</i>	Yes <i>Oui</i>
Balancing shaft <i>Arbre d'équilibrage</i>	Yes <i>Oui</i>	Electric starter <i>Démarrreur électrique</i>	Yes <i>Oui</i>

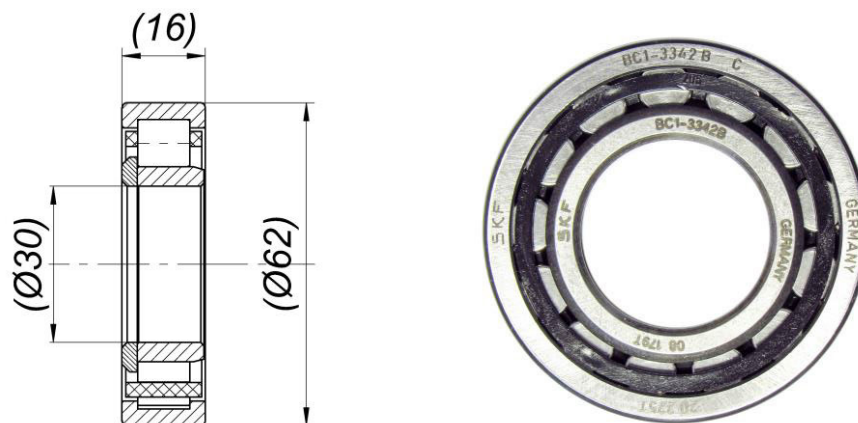
DESCRIPTION OF THE MATERIAL DESCRIPTION DES MATERIAUX		PISTON
Conrod material Matériau de la bielle	Steel Acier	 Piston min. weight (ring incl.) 128 g Poids min. piston (avec segment) 128g
Crankshaft material Matériau du vilebrequin	Steel Acier	
Balancing shaft material Matériau de l' arbre d'équilibrage	Steel Acier	
Gears material Matériau des engrenages	Steel Acier	
Starter ring material Matériau de la couronne démarreur	Steel Acier	
Head material Matériau de la culasse	Aluminium	DISTANCE BETWEEN CONROD CENTERS ENTRAXE DE LA BIELLE
Cylinder material Matériau du cylindre	Aluminium	 Min. weight 110 g Poids min. 110 g
Liner material Matériau de la chemise	Iron Fonte	
Crankcase material Matériau du carter	Aluminium	
Piston material Matériau du piston	Aluminium	
Piston rings material Matériau des segments	Iron Fonte	
Exhaust muffler material Matériau du pot d'échappement	Sheet-steel Tôle acier	BALANCING SHAFT ARBRE D'EQUILIBRAGE
Ball-bearings Roulements	Type 6206	
CRANKSHAFT - VILEBREQUIN		CRANKSHAFT BALL BEARINGS ROULEMENTS À BILLES DU VILEBREQUIN
 Complete crankshaft min. weight 2150 g Poids min. du vilebrequin complet 2150 g		
		 Min. weight 315 g Poids Min. 315 g
		 Ø30.02 max

DIMENSIONS OF ALTERNATIVE CRANKSHAFT WITH ROLLER MAIN BEARINGS
DIMENSIONS DU VILEBREQUIN ALTERNATIF AVEC ROULEMENTS A ROULEAUX

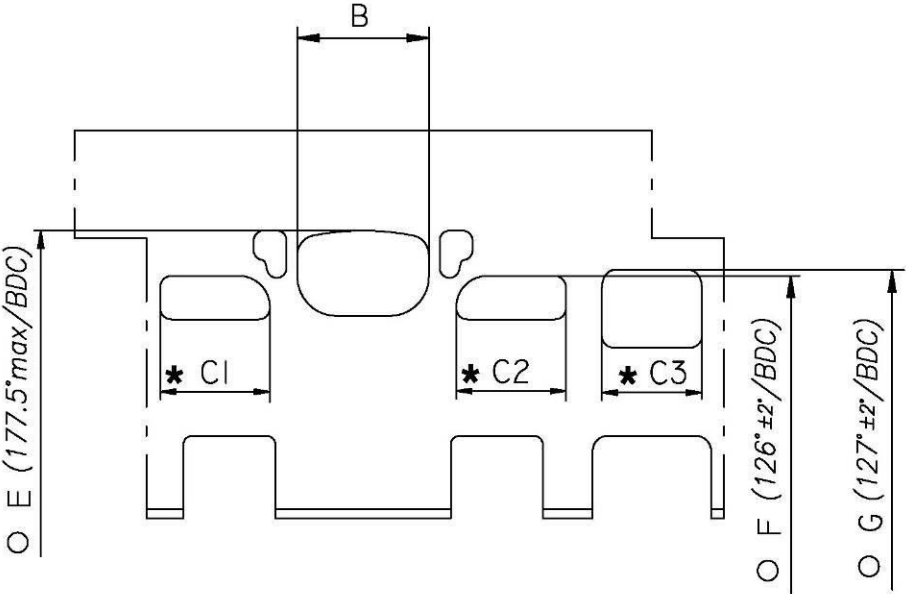


Crankshaft complete min. Weight 2220 g
Poids min. du vilebrequin

ROLLER MAIN BEARING
ROULEMENTS À ROULEAUX DU VILEBREQUIN



CYLINDER DEVELOPMENT - DEVELOPPEMENT DU CYLINDRE

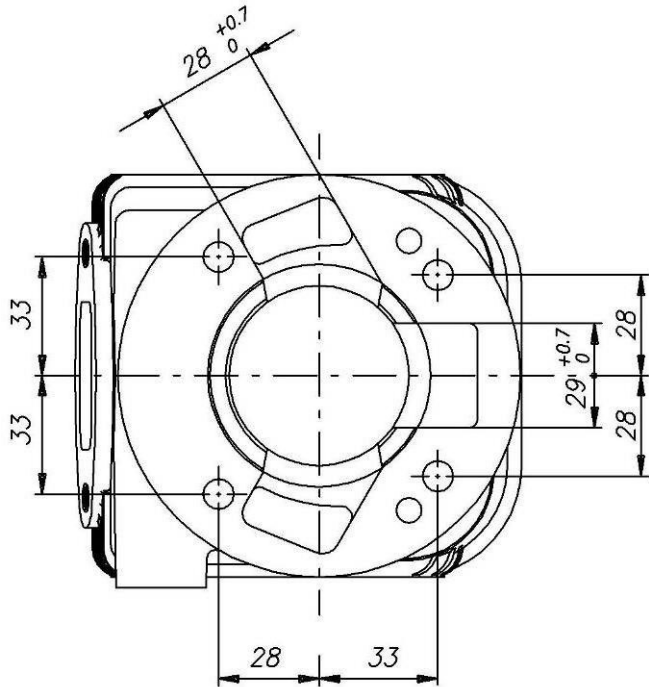


B	$\leq 36.5 \text{ mm}$
C1 = C2	$\leq 30 \text{ mm}$
C3	$\leq 28.5 \text{ mm}$
E	177.5° max
F	$126^\circ \pm 2^\circ$
G	$127^\circ \pm 2^\circ$

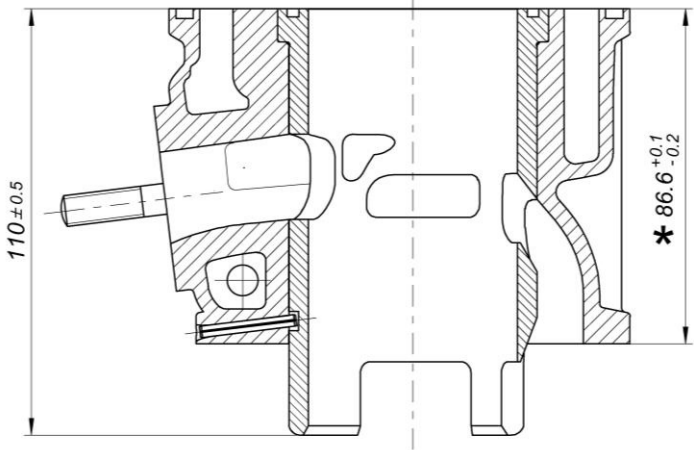
* LECTURE PAR COUPE

O ANGULAR READING BY INSERTING A 0.2x5 mm GAUGE LECTURE
ANGULAIRE PAR INSERTION D'UNE CALE DE 0.2x5 mm

CYLINDER BASE VIEW VUE DE LA
BASE DU CYLINDRE

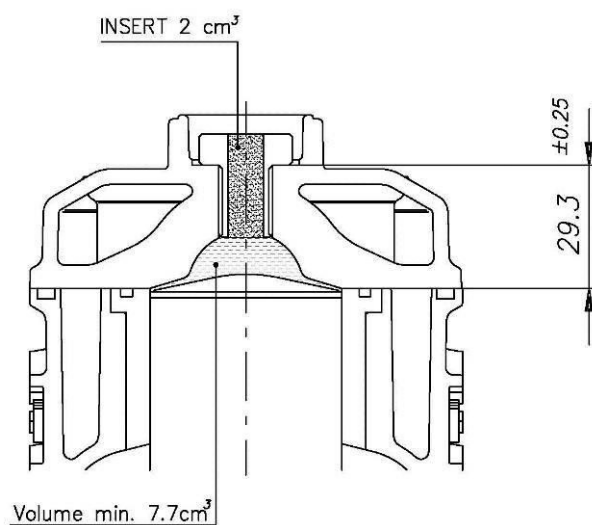


CYLINDER CROSS SECTION VIEW
VUE EN SECTION DU CYLINDRE



* from the base plane of the cylinder
to the top plane of the liner
à partir du plan de base du cylindre
jusqu'au plan supérieur de la chemise

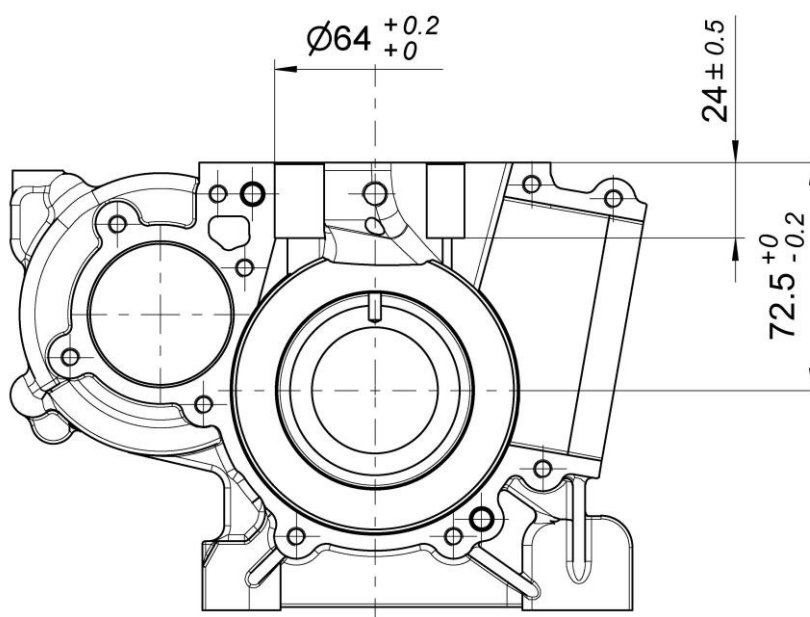
COMBUSTION CHAMBER VIEW *VUE DE LA
CHAMBRE DE COMBUSTION*



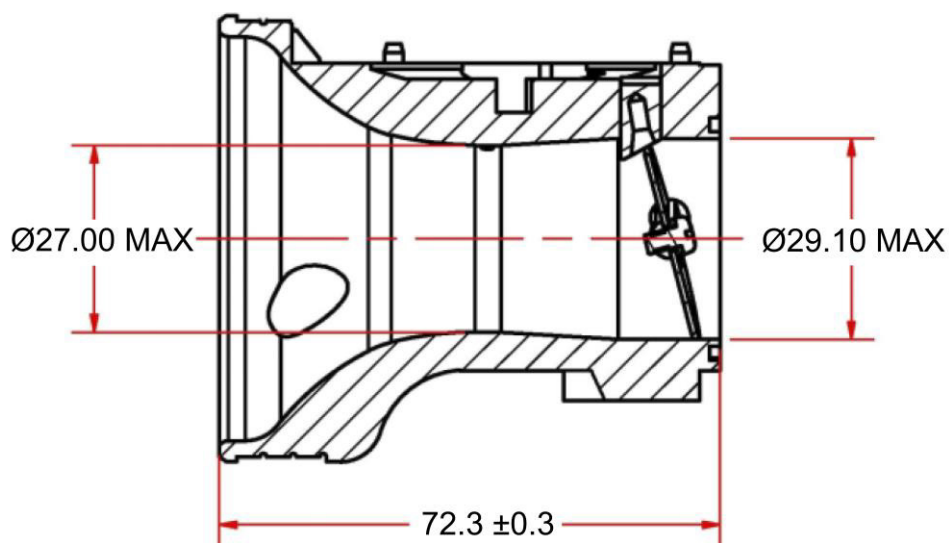
COMBUSTION CHAMBER VOLUME TOT. = 9.7 cm³ min.
VOLUME CHAMBRE COMBUSTION TOT. = 9.7 cm³ min.

ATT. : SQUISH MIN. = 0.90 mm
 (measured with Ø1.5mm TIN - mesurée avec de l'étain Ø1.5mm)

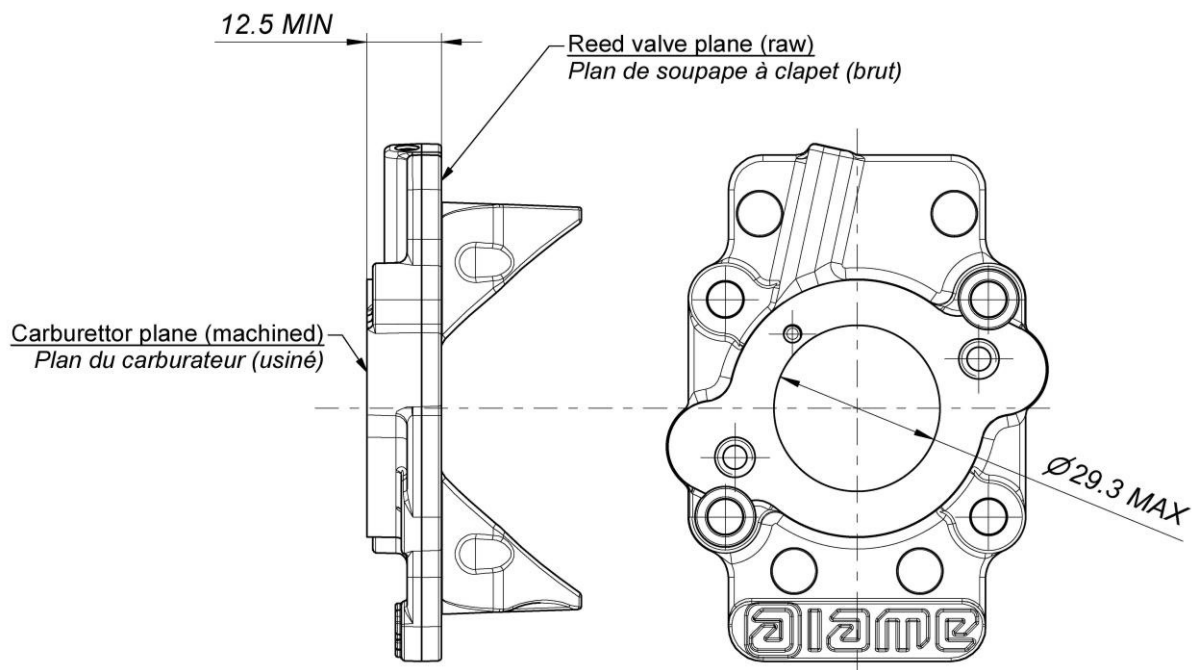
CRANKCASE INSIDE VIEW
VUE A' L' INTERIEUR DU CARTER



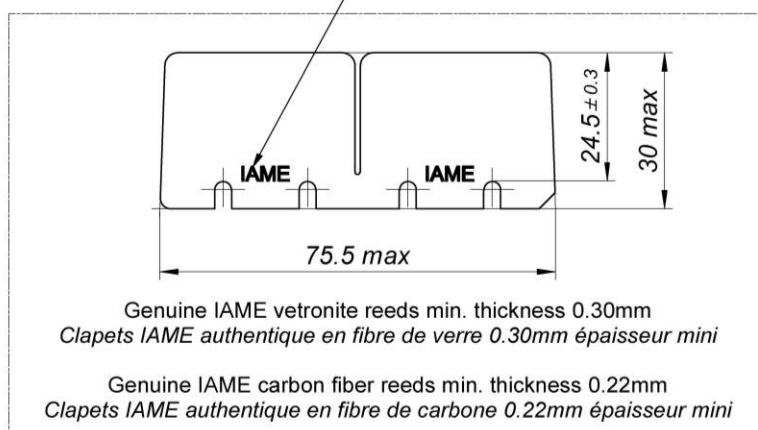
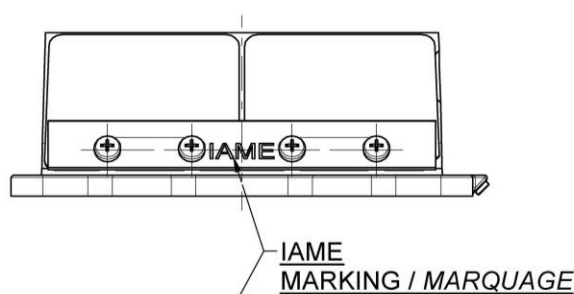
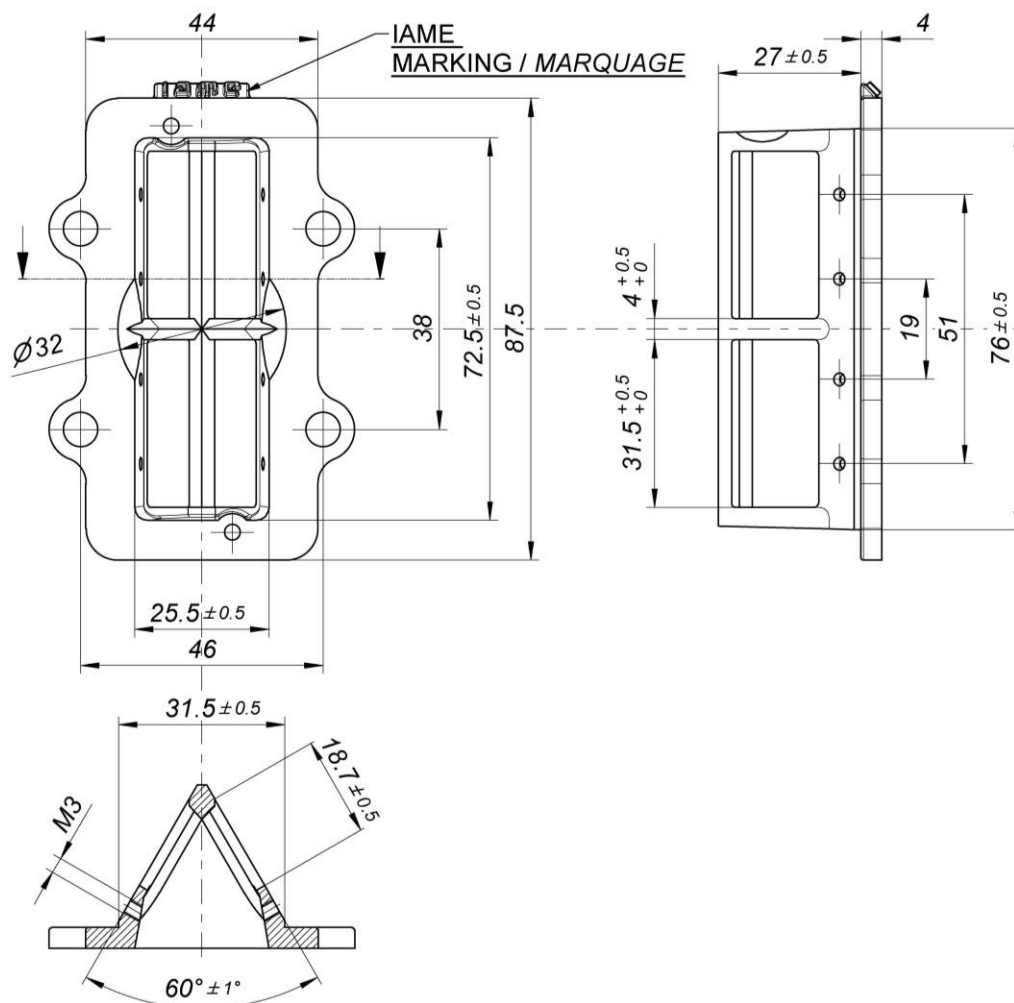
TILLOTSON HW-27A VENTURI CARBURETTOR DIMENSIONS
 DIMENSIONS DU VENTURI DU CARBURATEUR TILLOTSON HW-27A



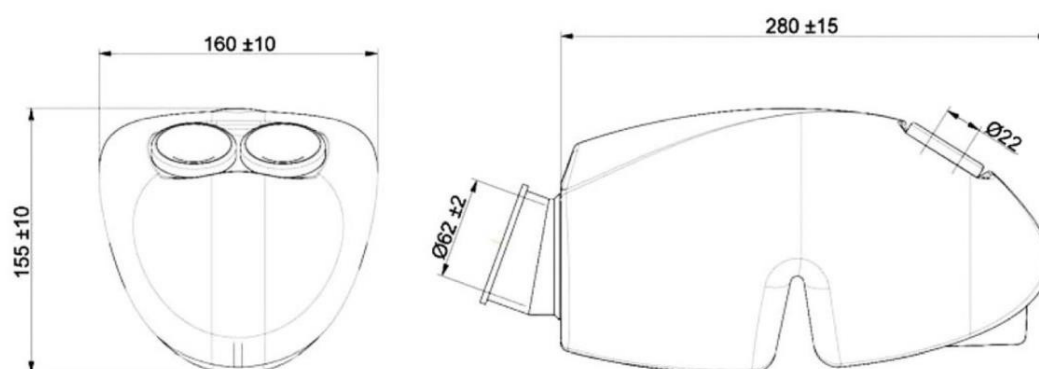
INLET CONVEYOR DIMENSIONS
 CONVOYEUR D'ADMISSION



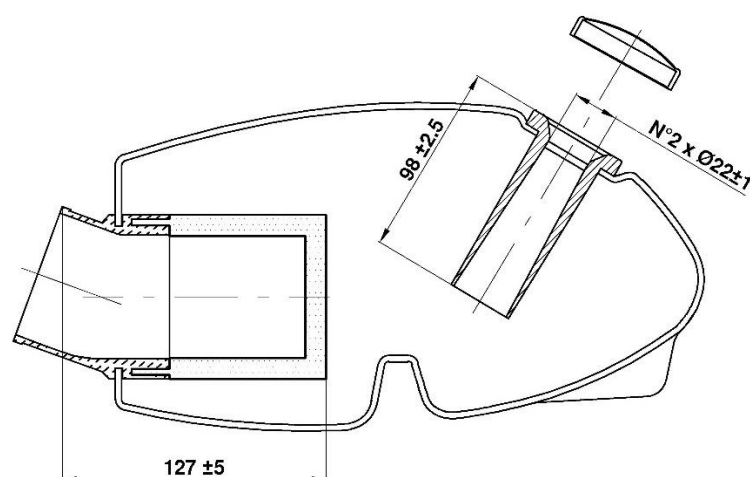
REED VALVE - DIMENSIONS AND MARKING *BOÎTE À* CLAPETS - DIMENSIONS ET MARQUAGE



INLET SILENCER - DRAWING
 DESSIN DU SILENCIEUX D'ADMISSION



WITH SPONGE AIR FILTER
 AVEC MANCHON COMPLET ET FILTRE À AIR

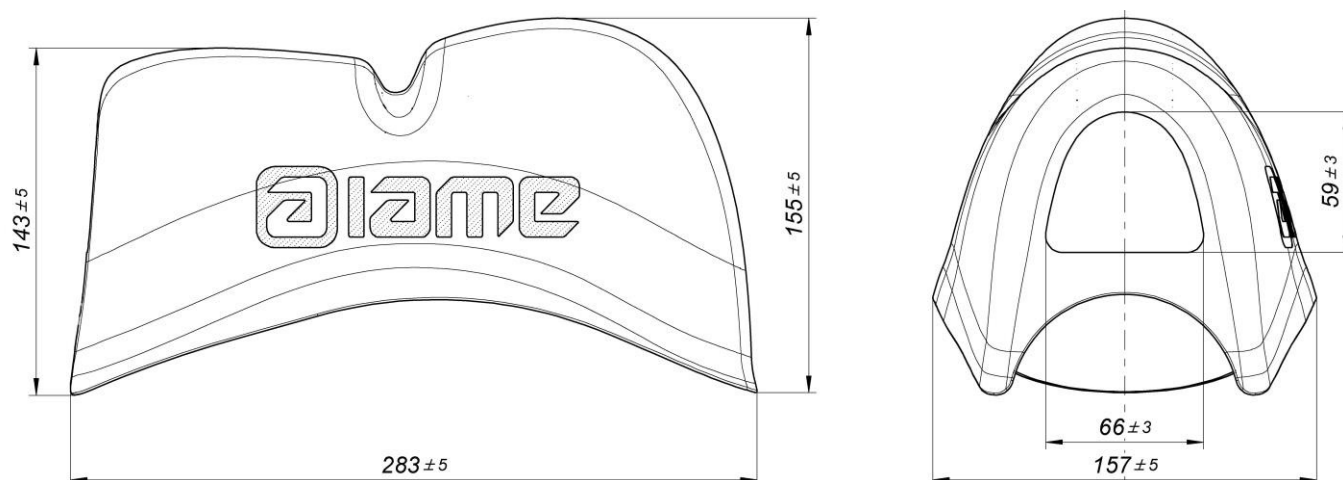


INLET SILENCER - PHOTO
 PHOTO - SILENCIEUX D'ADMISSION



RAIN COVER INLET SILENCER – DRAWING
DESSIN DU COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION

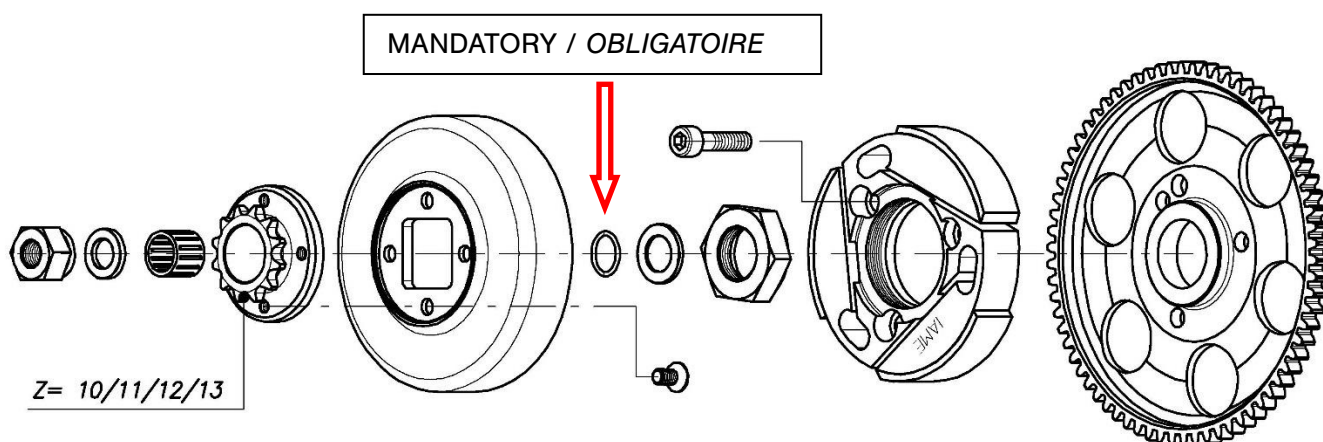
IAME marking not mandatory in 2025, but shape and material is mandatory. IAME marking will be mandatory from 01.01.2026



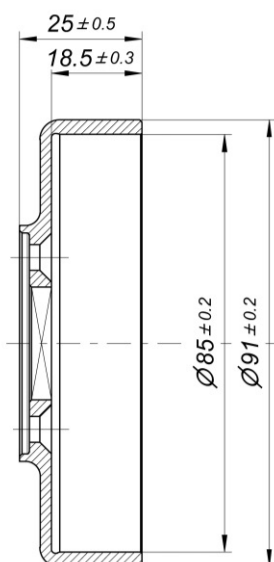
RAIN COVER INLET SILENCER - PHOTO
PHOTO - COUVERTURE POUR LA PLUIE DU SILENCIEUX D'ADMISSION



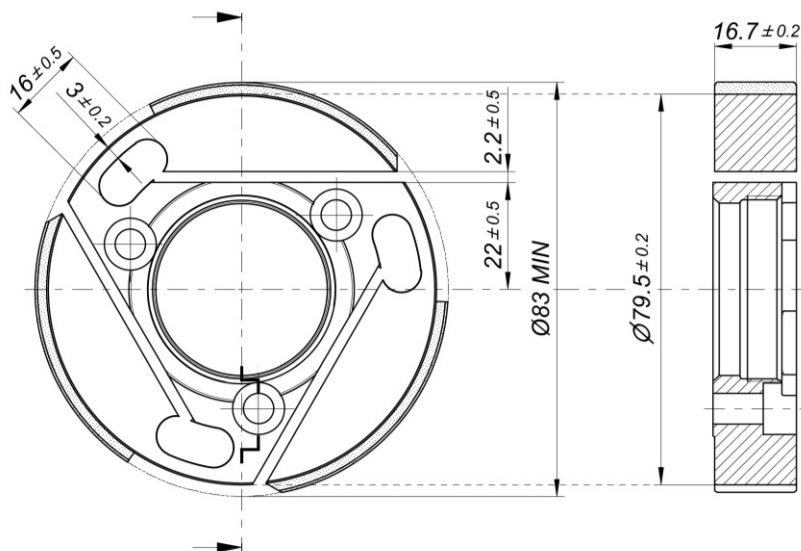
DESCRIPTION OF THE CLUTCH - DESCRIPTION DE L'EMBRAYAGE



COMPONENTS OF THE CLUTCH - COMPOSANTS DE L' EMBRAYAGE

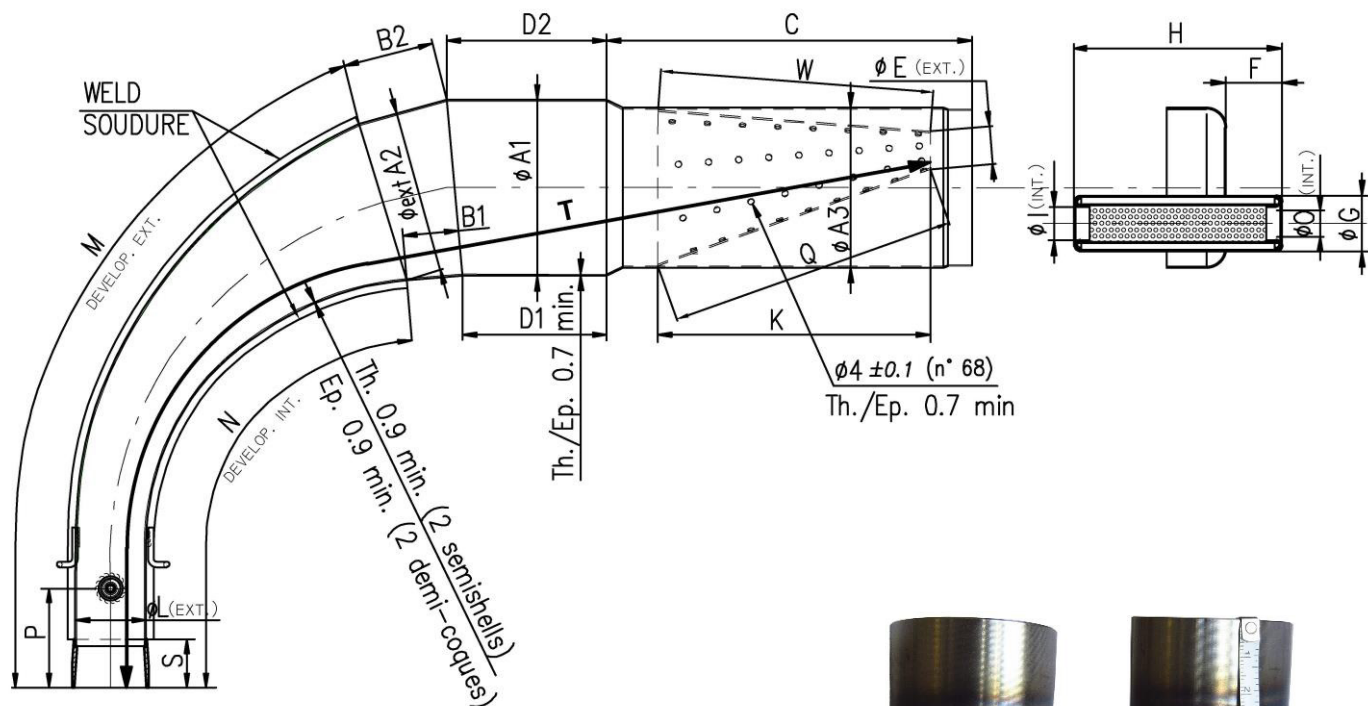


Min. weight 225 g
Poids min. 225g



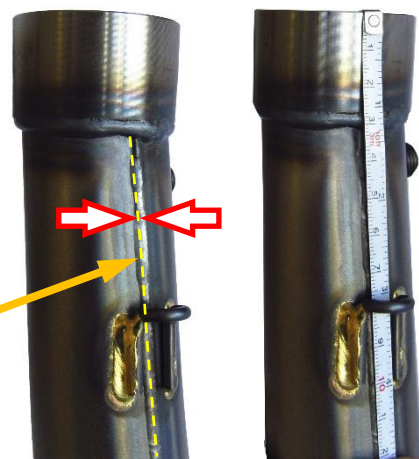
Min. weight 375 g
Poids min. 375g

EXHAUST MUFFLER VIEW AND DIMENSIONS VUE ET DIMENSIONS DU SILENCIEUX D'ÉCHAPPEMENT



The tape must follow
the centerline of the
weld at all points.

Le ruban doit suivre
l'axe de la soudure
en tous points.



Min. Weight 1.780 g
Poids min. 1.780 g

ØA1: 110 ±1.5 Øext.	B2: 60 ±3	ØE: 23.5 ±2 Øext.	ØI: 21 ±1 Øint.	N: 341 ±3	T: 690 ±3
ØA2: 102 ±1.5 Øext.	C: 219 ±3	F: 36 ±2	K: 170 ±3	ØO: 21 ±1 Øint.	W: 170 ±3
ØA3: 100 ±1.5 Øext.	D1: 90 ±3	ØG: 35 ±1 Øext.	ØL: 42.5 ±1.5 Øext.	P: 50 ±10	Q: 182 ±3
B1: 60 ±3	D2: 109 ±3	H: 132 ±3	M: 437 ±3	S: 29 ±1.5	

ATTENTION:

The dimensions “**M**”, “**N**” and “**T**” must be taken by steel tape measure 6mm wide.
The dimensions “**M**” and “**N**” must be taken on the weld centerline.

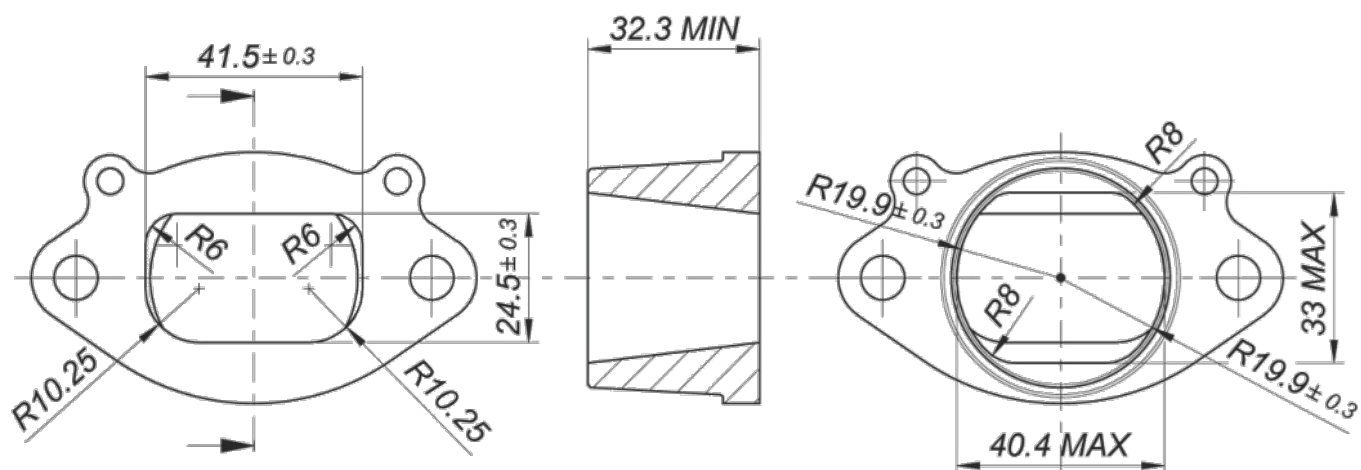
Les dimensions « **M** », « **N** » et « **T** » doivent être prises à l'aide d'un ruban à mesurer en acier 6 mm de large.

Les dimensions « **M** », « **N** » doivent être prises sur l'axe de la soudure.

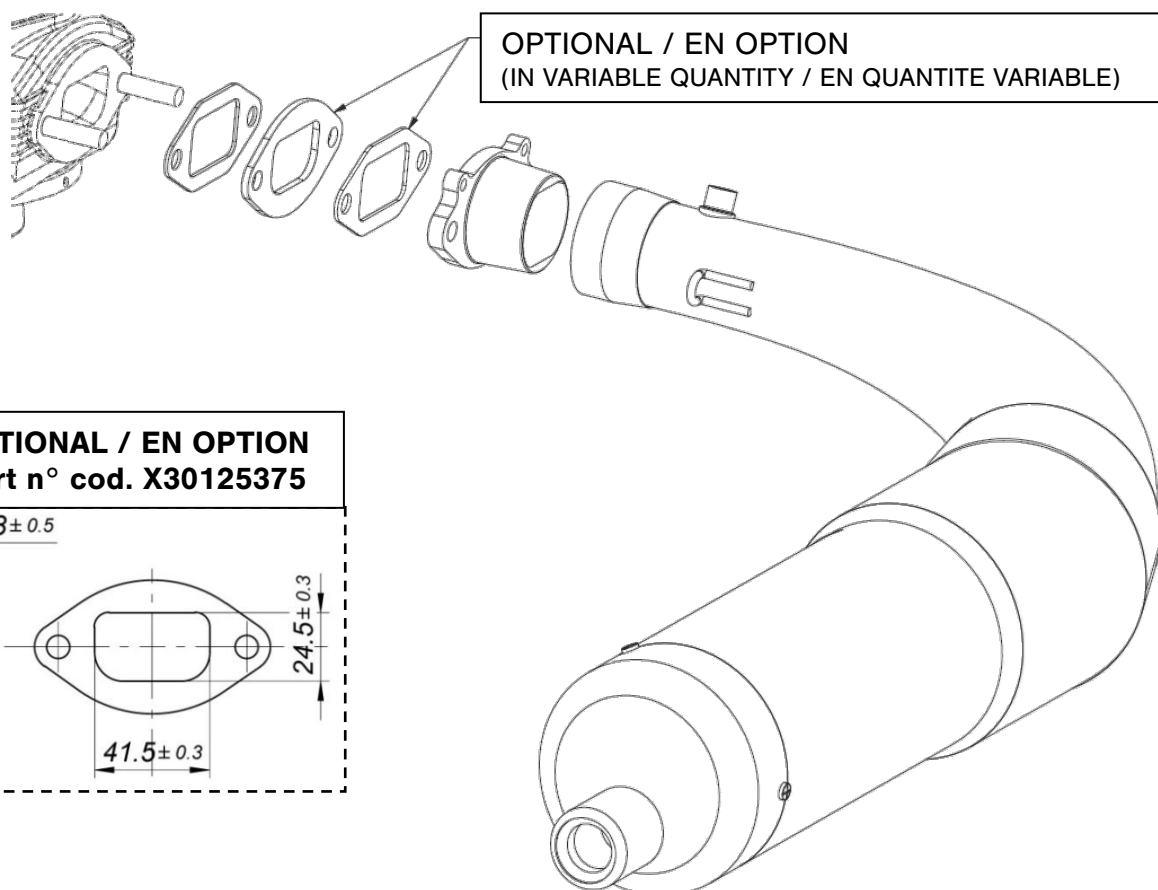
The dimensions “**Q**” and “**W**” must be taken by steel tape measure 12mm wide.

Les dimensions « **Q** » et « **W** » doivent être prises à l'aide d'un ruban à mesurer en acier 12 mm de large.

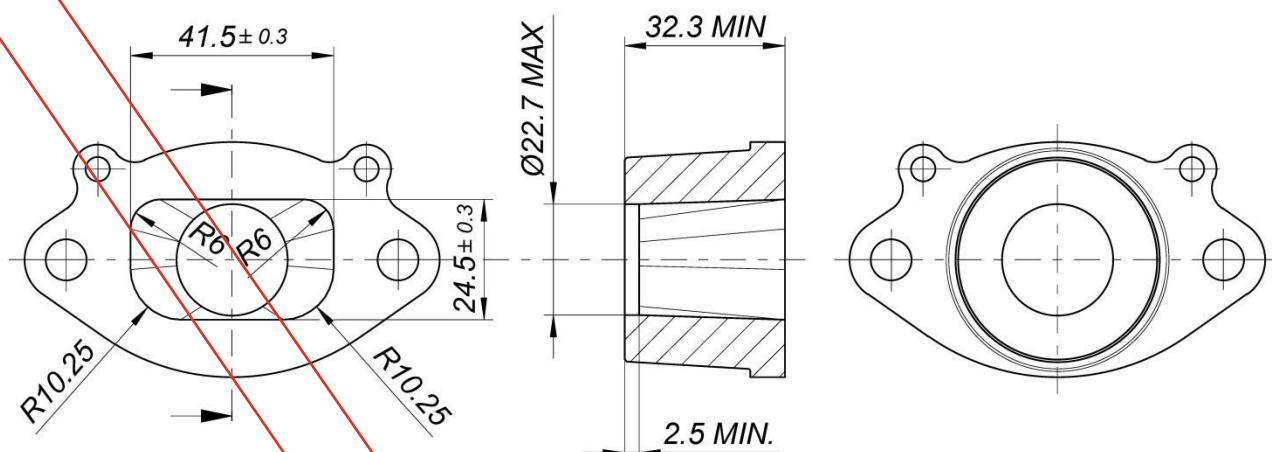
SENIOR EXHAUST FITTING RACCORD
D'ÉCHAPPEMENT SENIOR



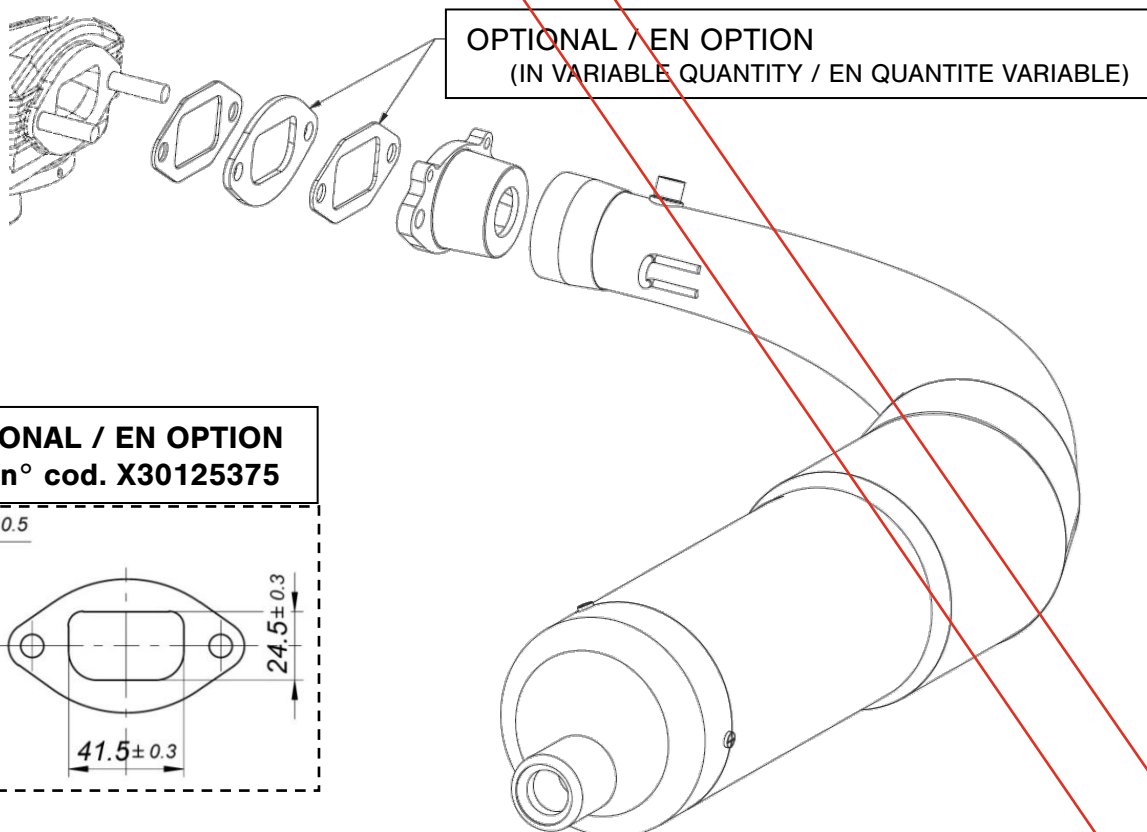
SENIOR EXHAUST INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT SENIOR



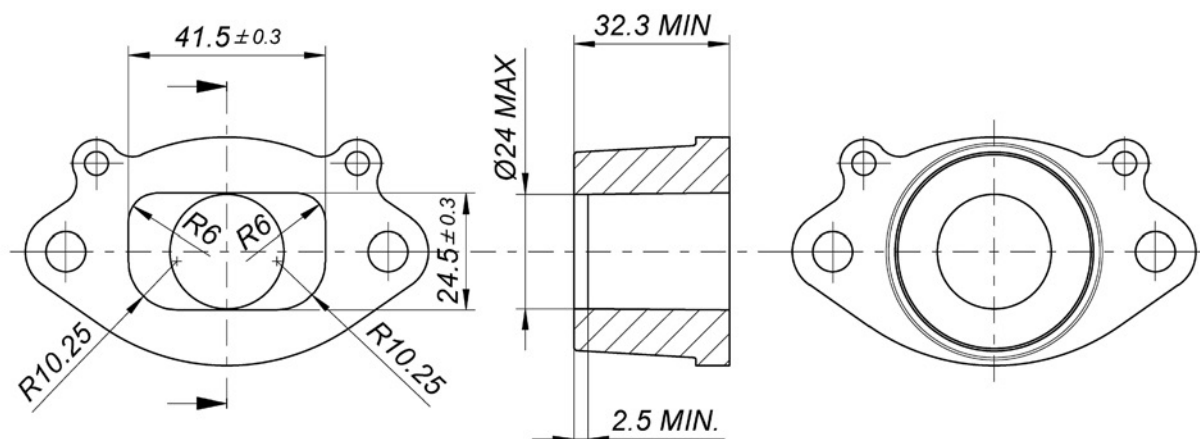
JUNIOR EXHAUST FITTING *RACCORD*
D'ÉCHAPPEMENT JUNIOR



JUNIOR EXHAUST INSTALLATION *INSTALLATION*
DE L'ÉCHAPPEMENT JUNIOR



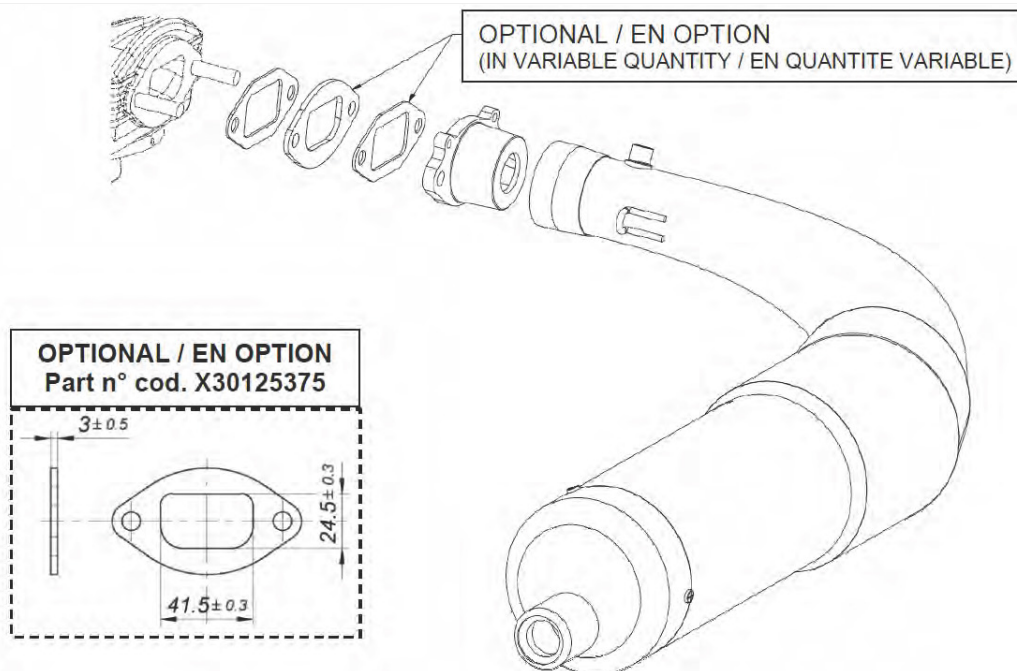
JUNIOR EXHAUST FITTING WITH Ø24 RESTRICTOR
RACCORD D'ÉCHAPPEMENT AVEC RESTRICTEUR Ø24



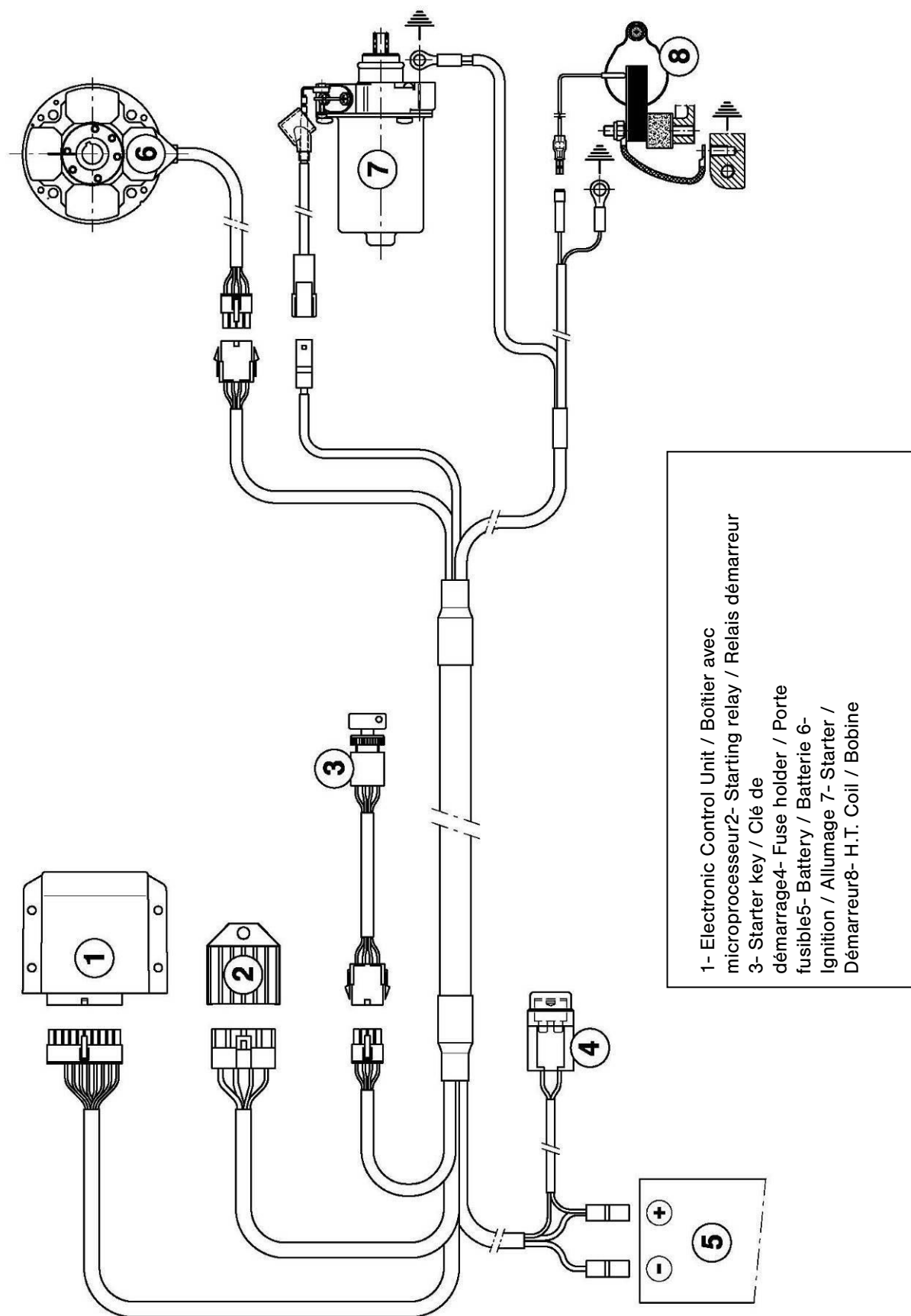
JUNIOR EXHAUST FITTING WITH Ø24 RESTRICTOR MARKING **MARQUAGE**
D'IDENTIFICATION DU RACCORD D'ÉCHAPPEMENT AVEC RESTR. Ø24



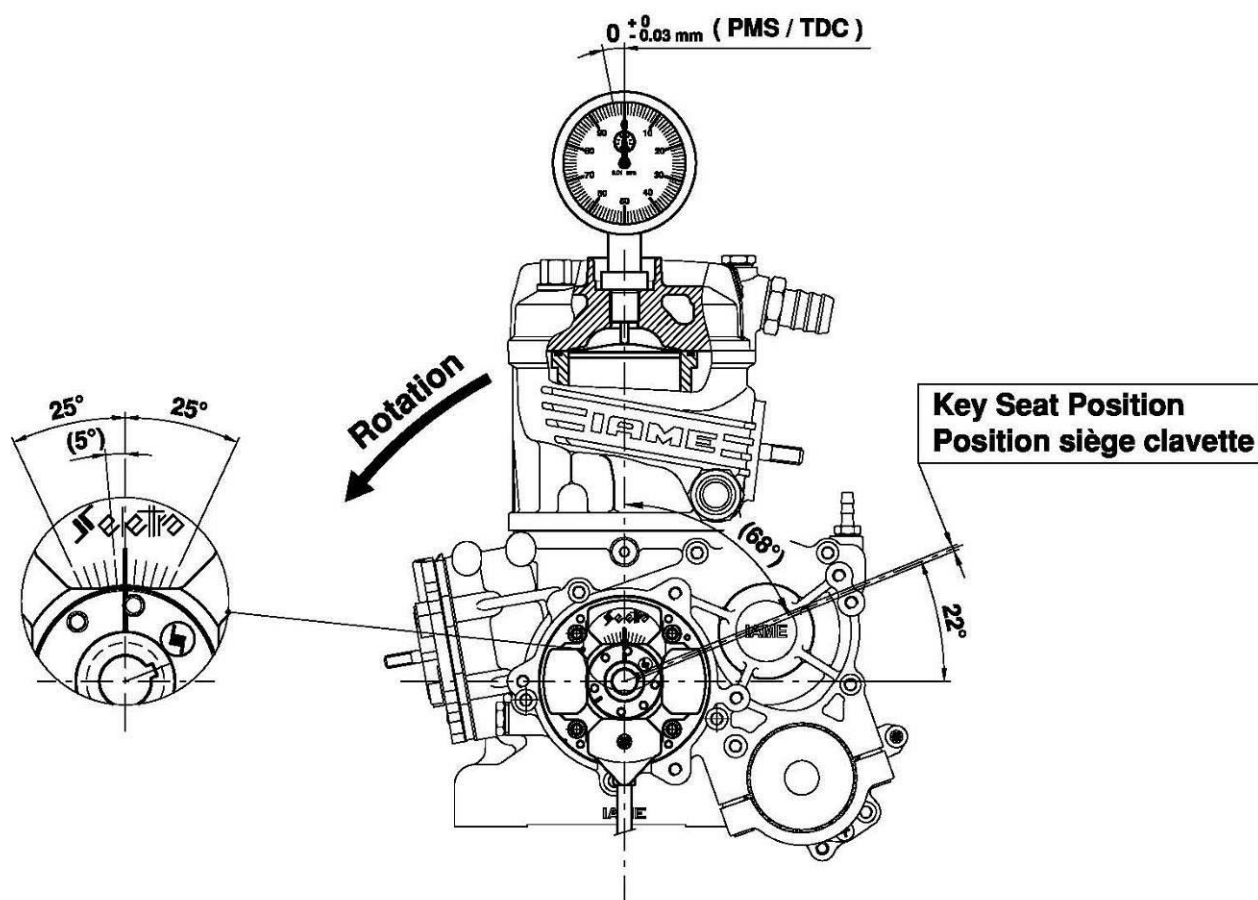
JUNIOR EXHAUST WITH Ø24 RESTRICTOR INSTALLATION
INSTALLATION DE L'ÉCHAPPEMENT AVEC RESTRICTEUR Ø24



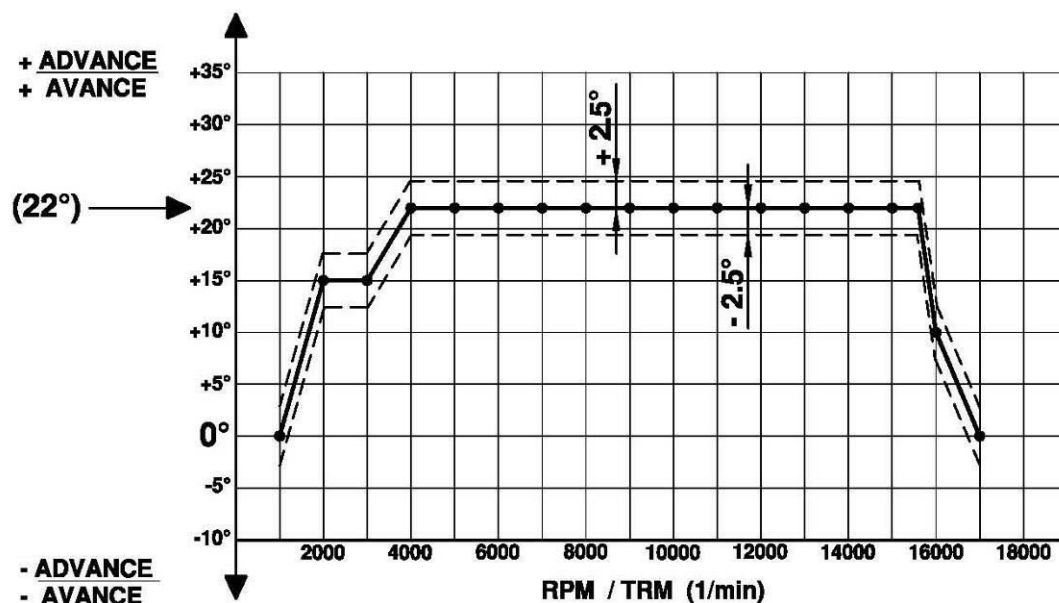
WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION) SCHEMA CIRCUIT
ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K")



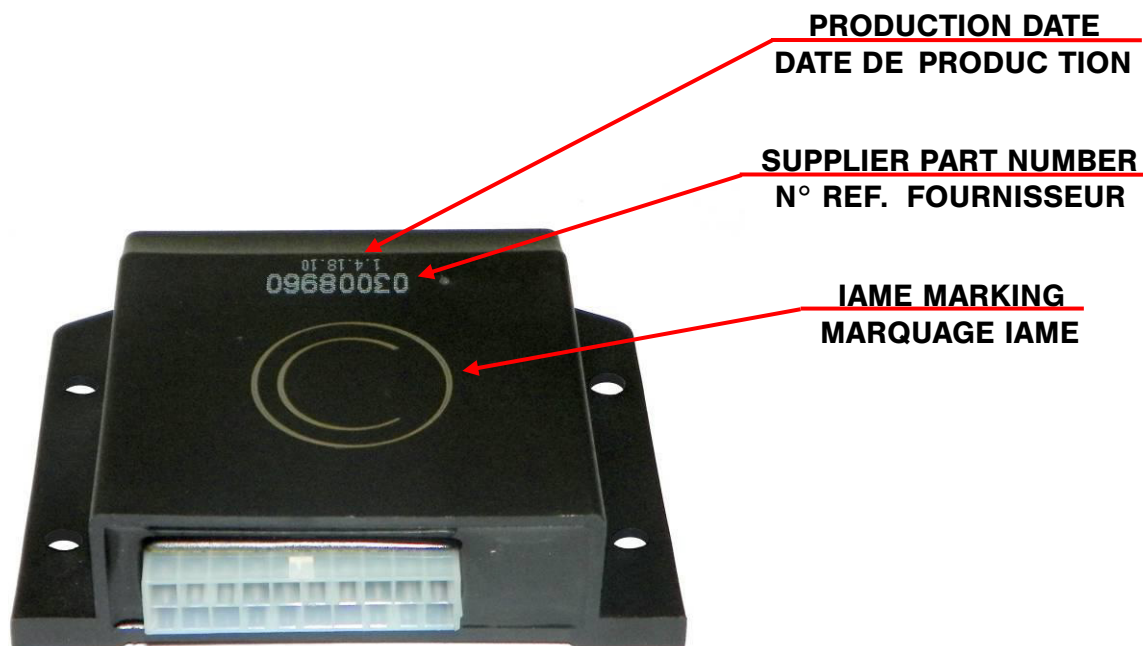
SCHEME FOR ADVANCE CONTROL SCHEMA
POUR LE CONTROLE DE L'AVANCE



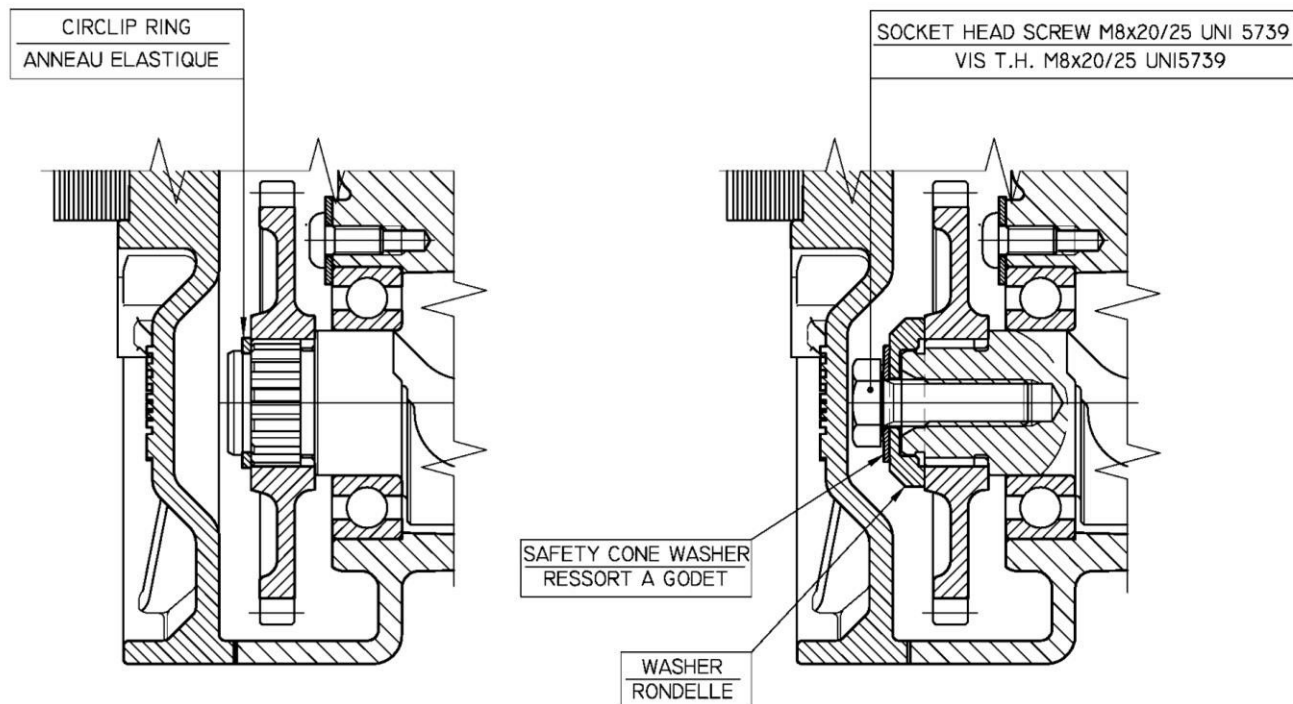
ADVANCE CURVE GRAPHS / GRAPHIQUES DE LA COURBE D'AVANCE



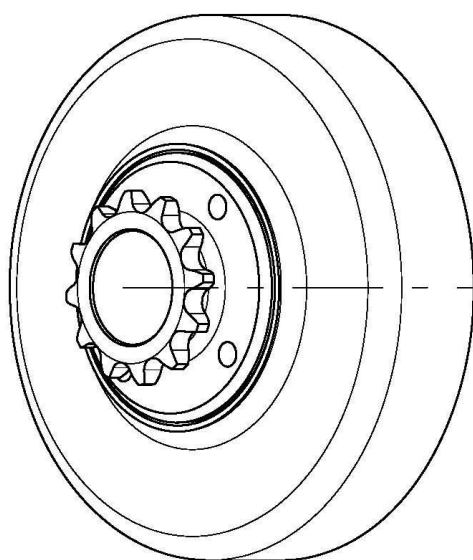
**ELECTRONIC BOX MARKING
MARQUAGE DU BOITIER ELECTRONIQUE**



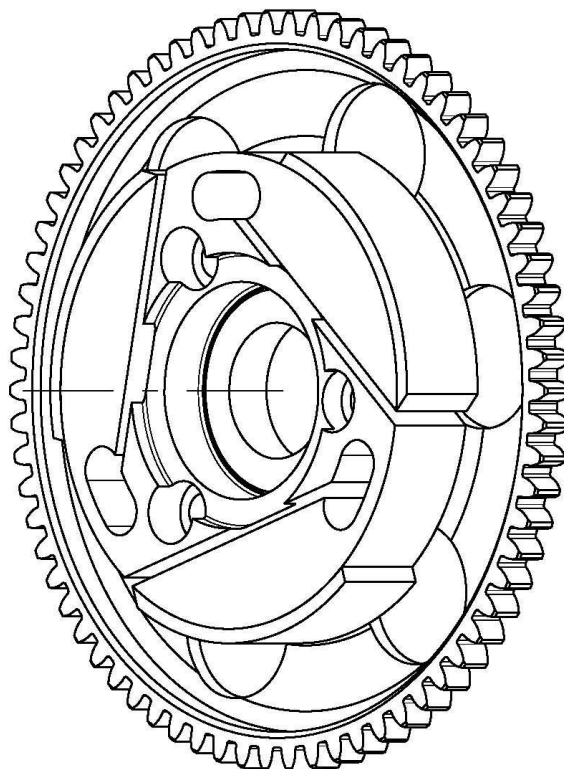
**GEAR ALTERNATIVE FIXING
FIXATION ALTERNATIVE DE L'ENGRENAGE**



DESCRIPTION OF THE CLUTCH - *DESCRIPTION DE L' EMBRAYAGE*

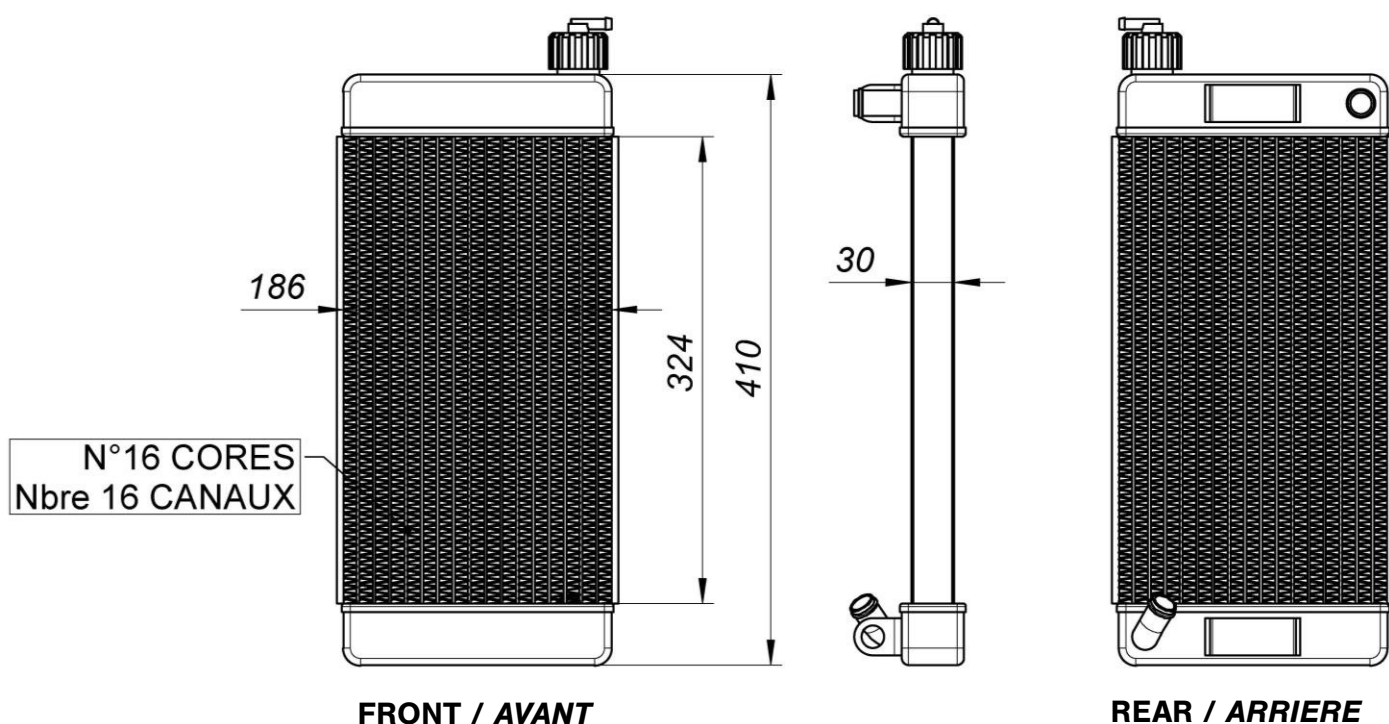


Min. weight 300 g
Poids min. 300 g



Min. weight 680 g
Poids min. 680 g

RADIATOR DESCRIPTION AND SKETCH OF PARTS *DESCRIPTION DU
RADIATEUR ET SCHEMA ILLUSTRANT LES ELEMENTS*

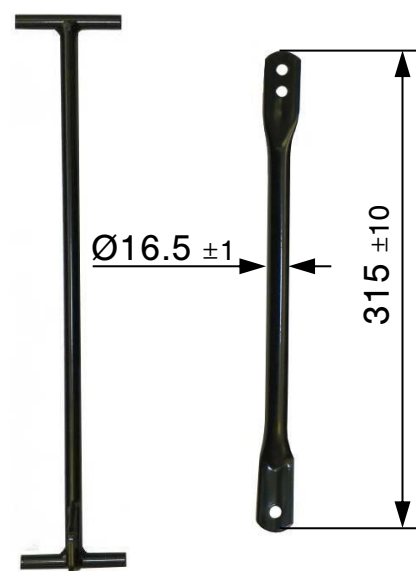


PAINTED AND NOT PAINTED
PEINT ET PAS PEINT

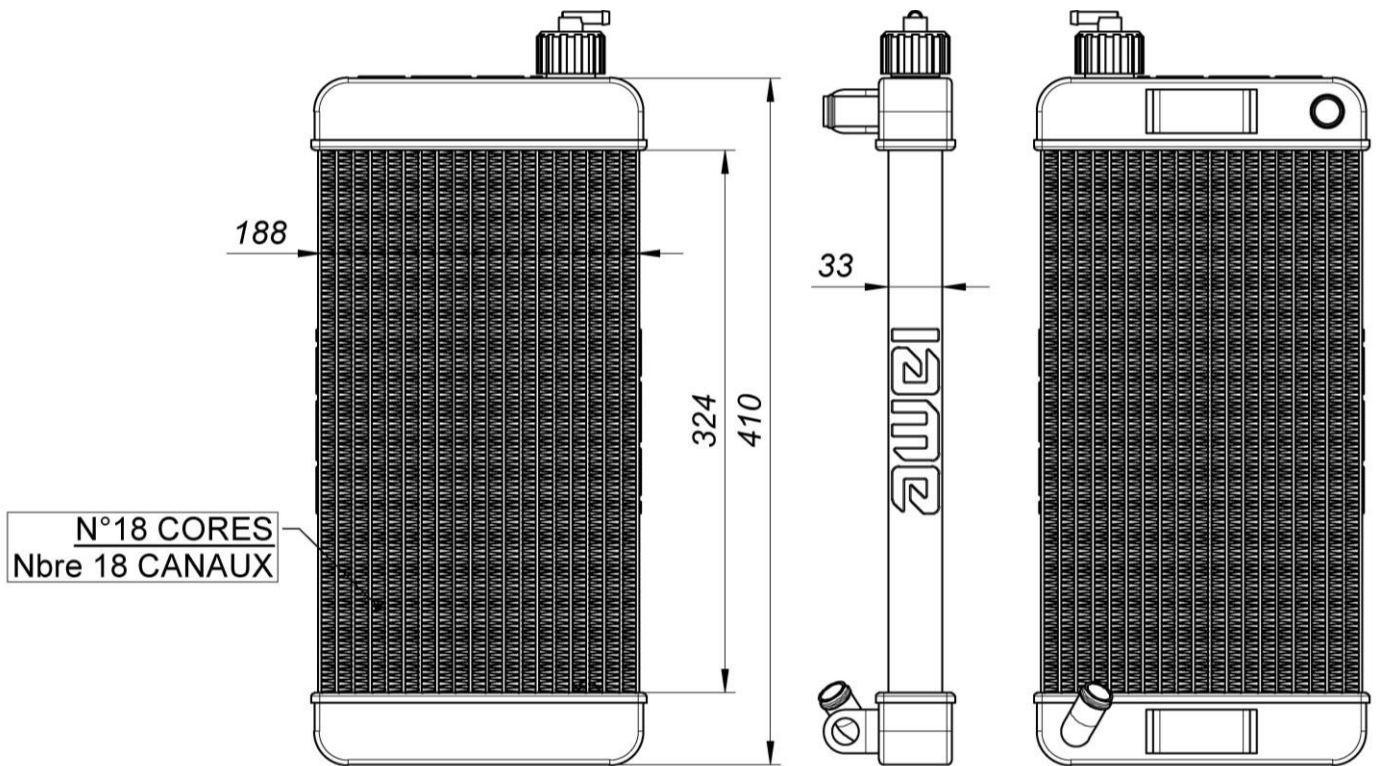


FRONT / AVANT

REAR / ARRIERE



RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



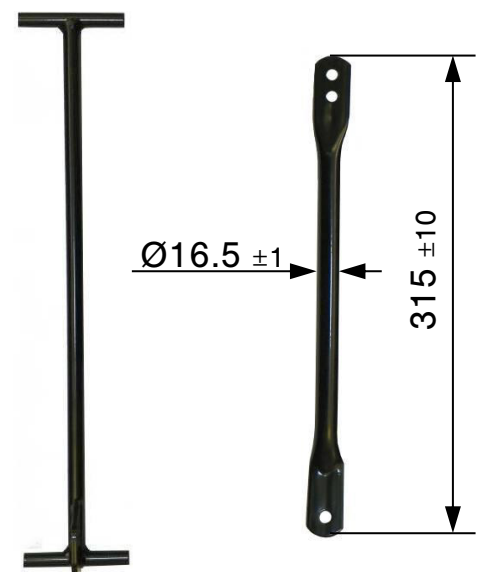
FRONT / AVANT

REAR / ARRIERE

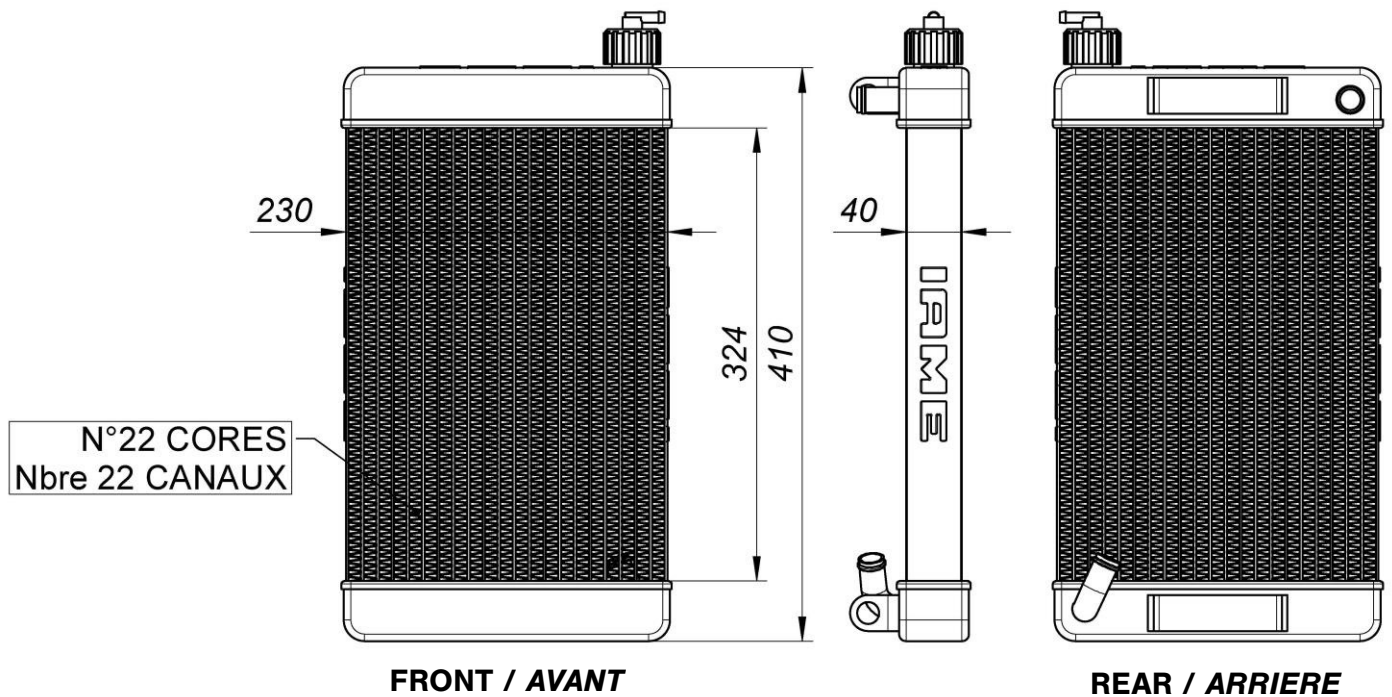


FRONT / AVANT

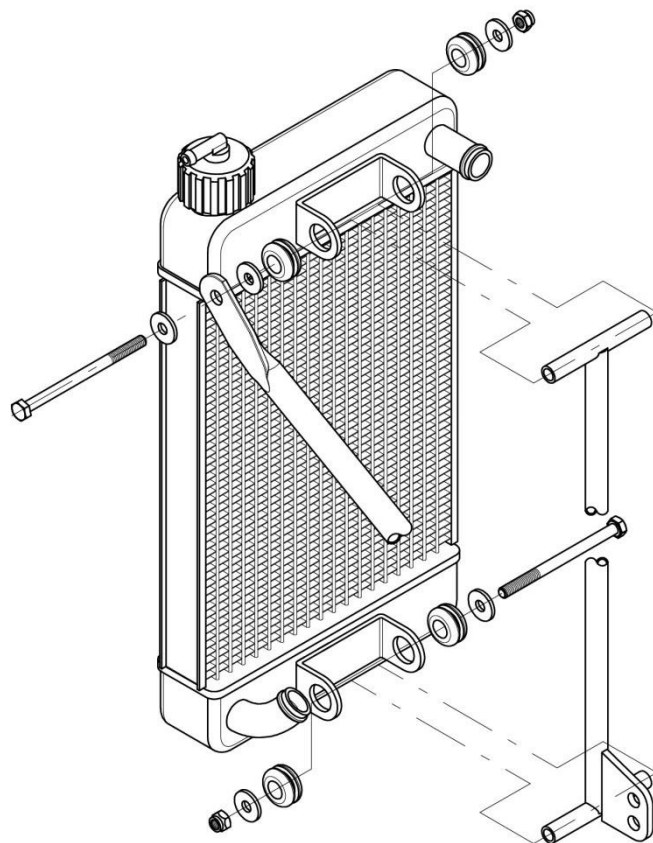
REAR / ARRIERE



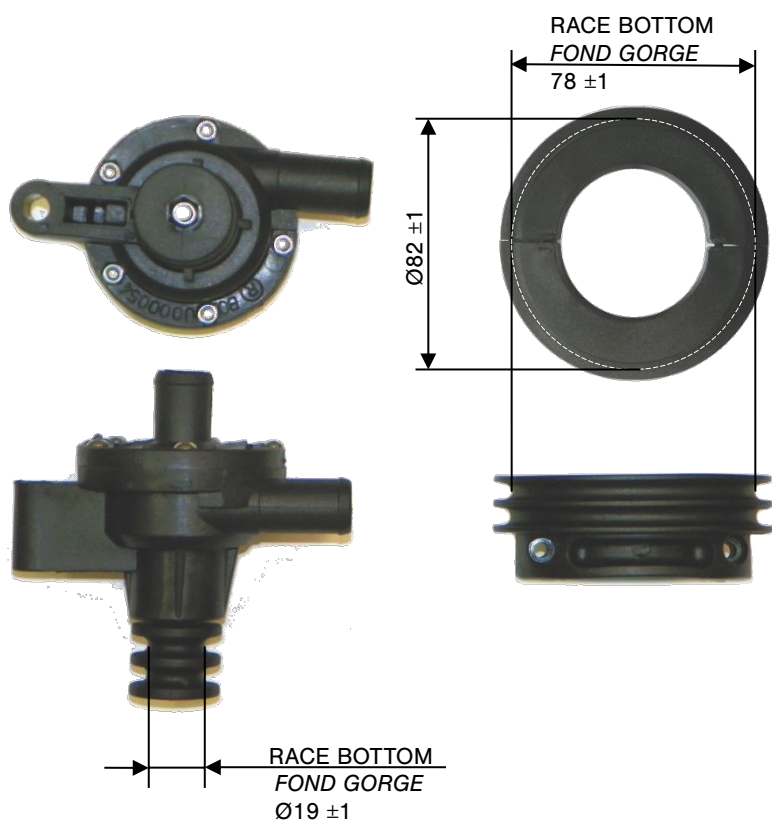
RADIATOR ALTERNATIVE DESCRIPTION AND SKETCH
DESCRIPTION DU RADIATEUR ALTERNATIF



RADIATOR AND ITS SUPPORTS RADIATEUR ET SES SUPPORTS



WATER PUMP GROUP GROUPE POMPE A' EAU



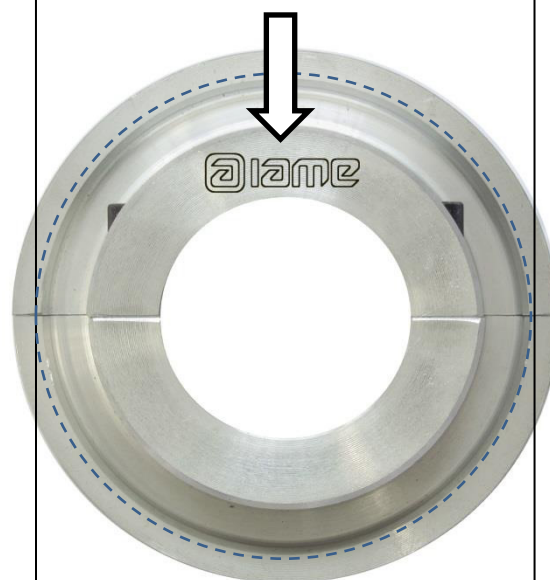
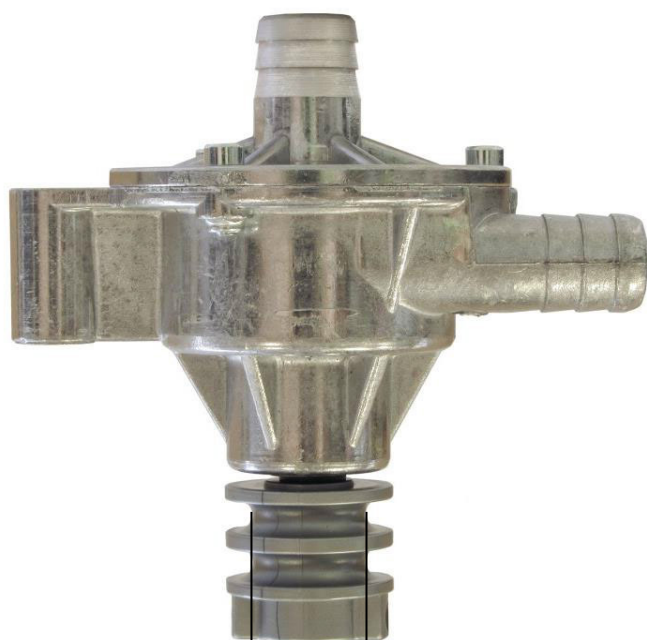
THERMOSTAT



ALTERNATIVE ALTERNATIF

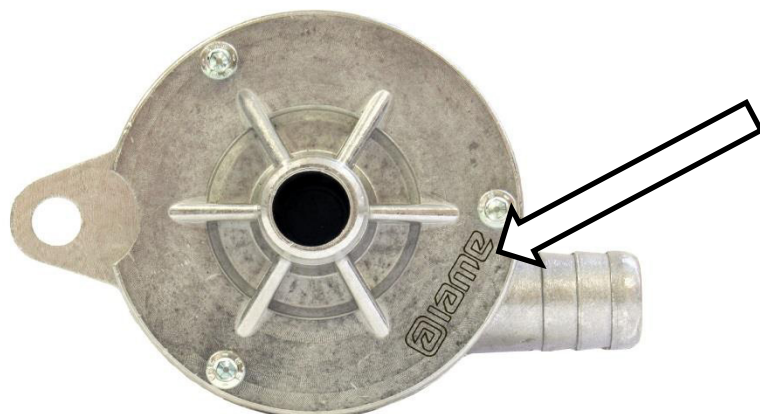


ALTERNATIVE WATER PUMP & PULLEY GROUPE
POMPE A EAU ET POULIE ALTERNATIF



RACE BOTTOM - FOND GORGE $\varnothing 82.5 \pm 1$

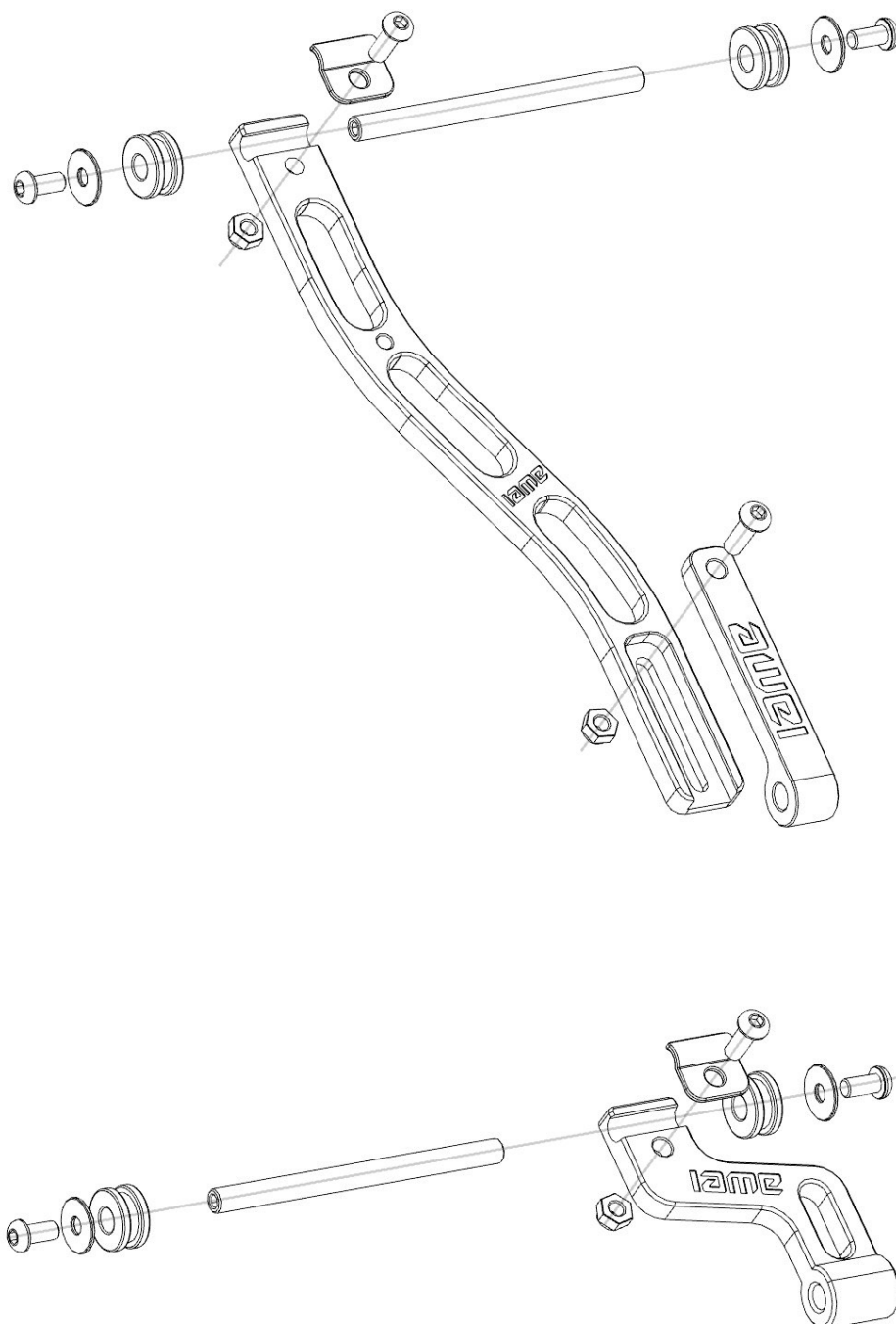
RACE BOTTOM - FOND GORGE
 $\varnothing 20 \pm 1$



ALTERNATIVE RADIATOR SUPPORT
SUPPORT ALTERNATIF DU RADIATEUR



ALTERNATIVE COMPLETE RADIATOR SUPPORT
ENSEMBLE DE SUPPORT RADIATEUR ALTERNATIF



PISTON IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION PISTON

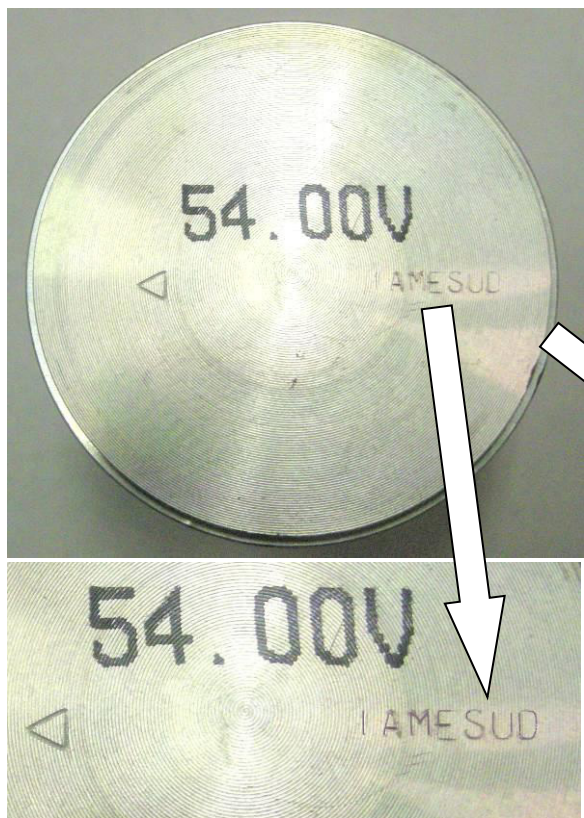
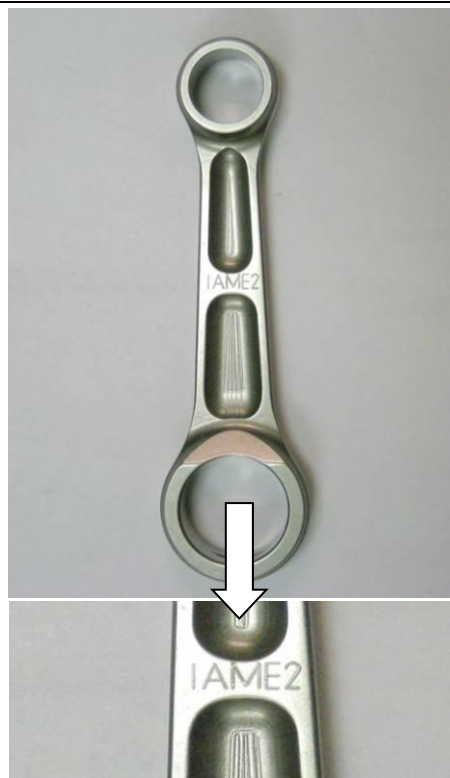
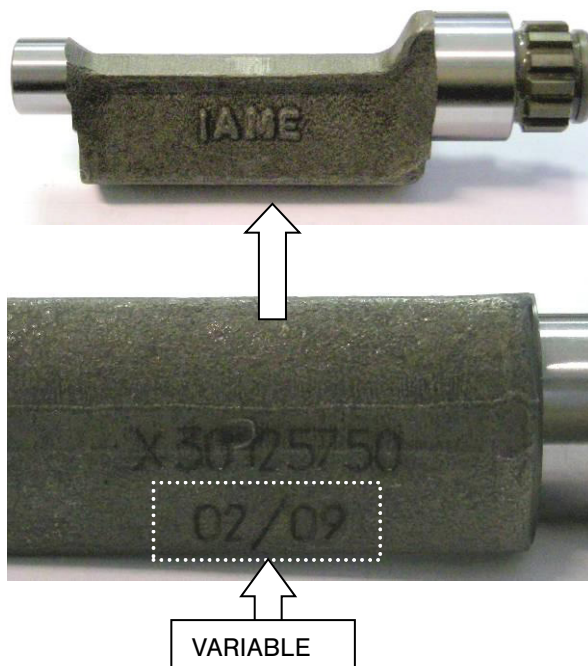


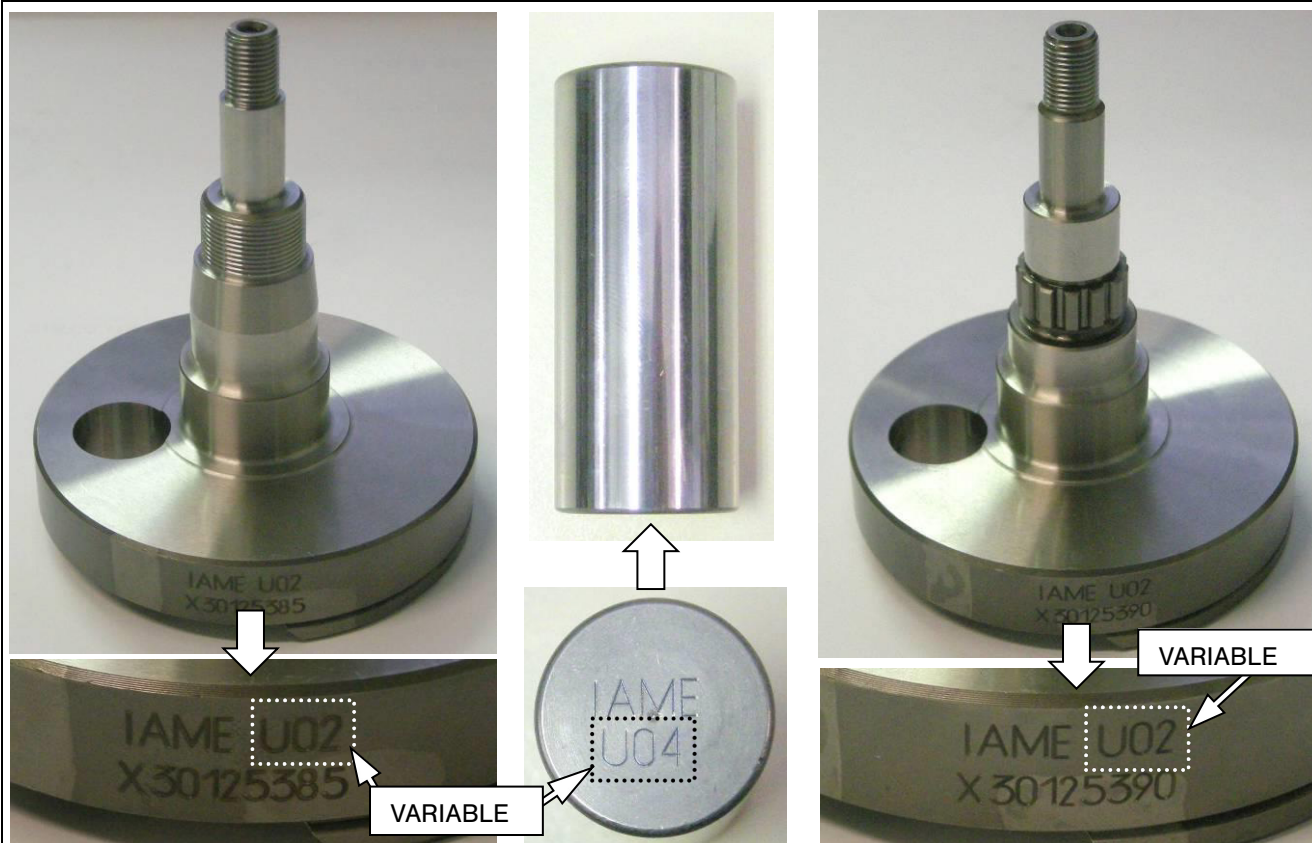
PHOTO IDENTIFICATION CONROD
PHOTO D'IDENTIFICATION BIELLE



IDENTIFICATION BALANCING SHAFT
MARKING MARQUAGE D'IDENTIFICATION
ARBRE D'EQUILIBRAGE

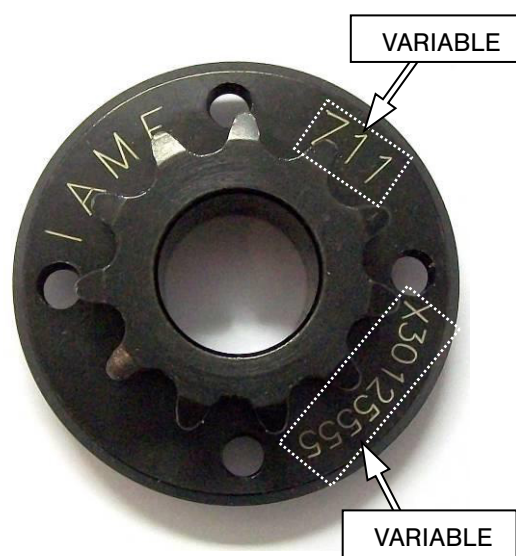
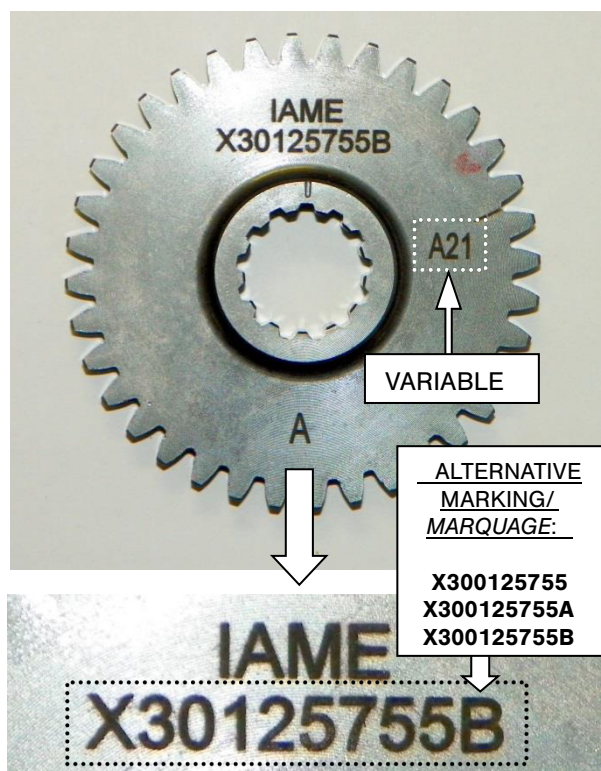


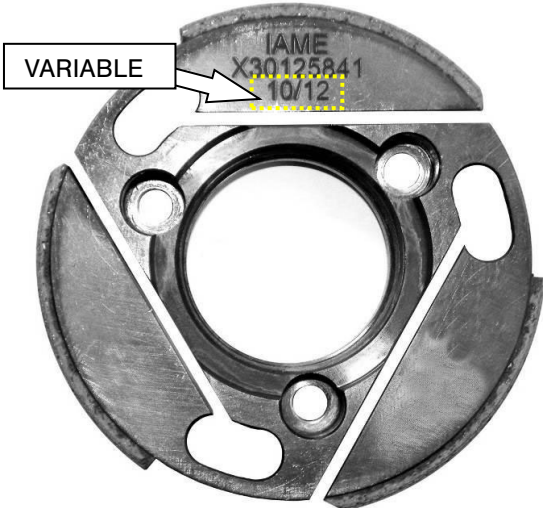
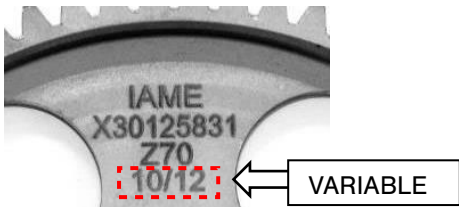
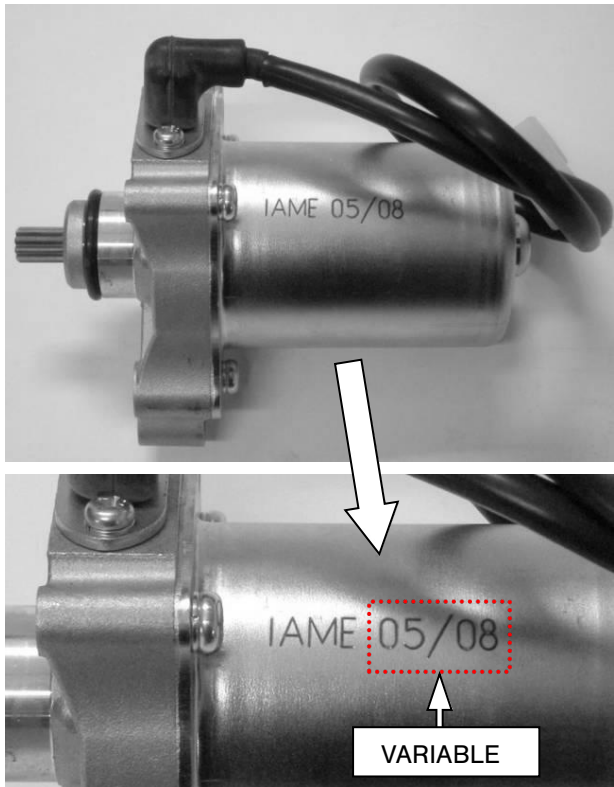
CRANKSHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU VILEBREQUIN



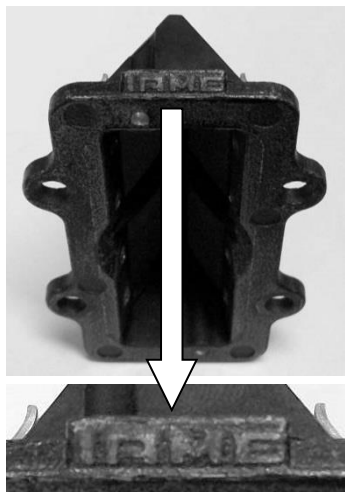
GEAR COMMAND BALANCING SHAFT IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION ENGRENAGE ARBRE D'EQUILIBRAGE

SPROCKET IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU PIGNON

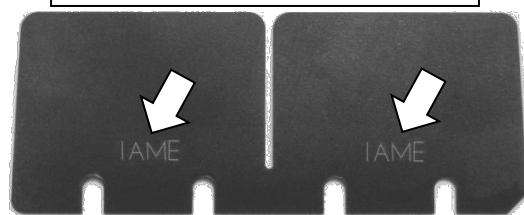


CLUTCH BODY IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DU CORPS DE L'EMBRAYAGE	CLUTCH DRUM IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA CALOTTE
ALTERNATIVE FRICTION MATERIAL MATÉRIAU DE FRICTION ALTERNATIVE  	
STARTER RING IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DE LA COURONNE DE DEMARRAGE  	STARTER IDENTIFICATION MARKING MARQUAGE D'IDENTIFICATION DU DEMARREUR 

REED GROUP & PETALS IDENTIFICATION MARKING *MARQUAGE*
D'IDENTIFICATION DE LA BOÎTE À CLAPETS ET CLAPETS

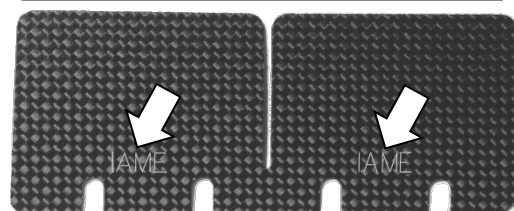


VETRONITE – FIBRE DE VERRE



CARBON FIBER / *FIBRE CARBONE*

FRONT SIDE
CÔTÉ AVANT



REAR SIDE CÔTÉ
ARRIÈRE

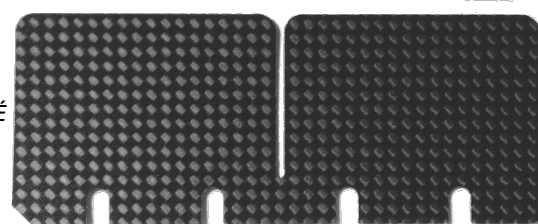
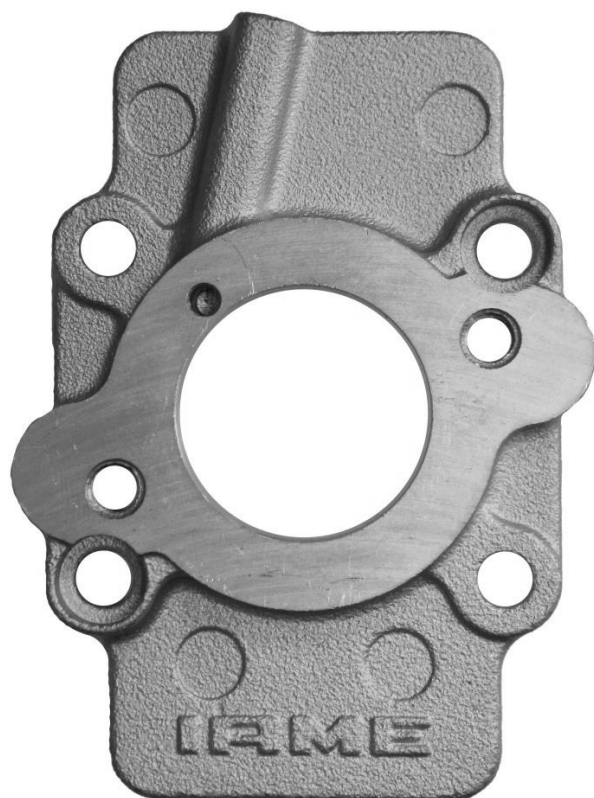
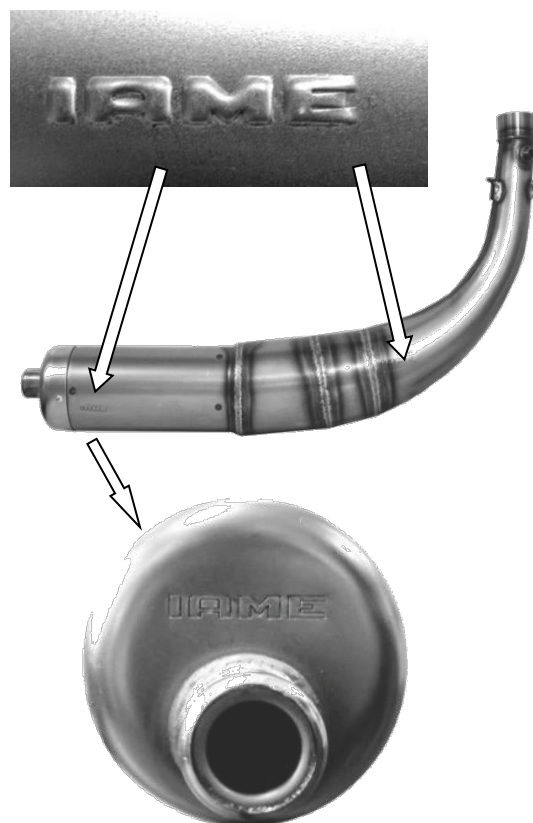


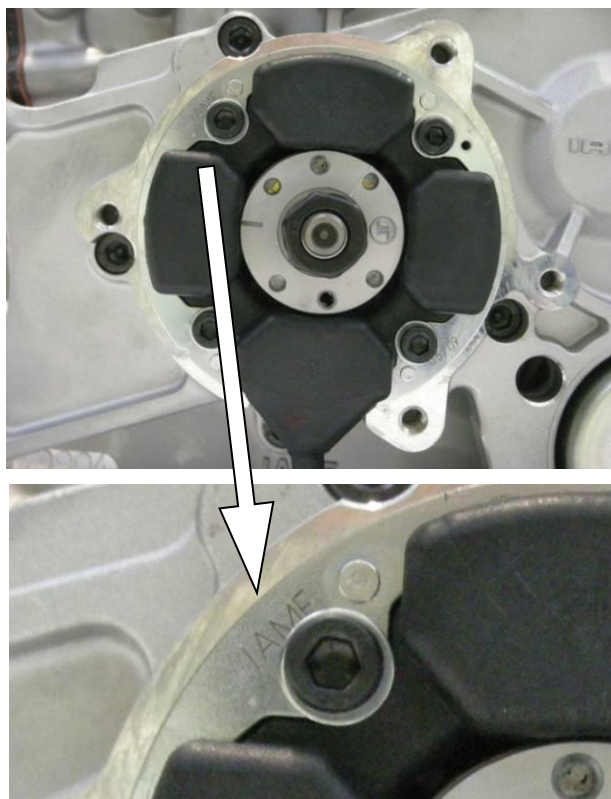
PHOTO IDENTIFICATION CARBURETOR
INLET CONVEYOR *MARQUAGE*
D'IDENTIFICATION DU COLLECTEUR
D'ADMISSION



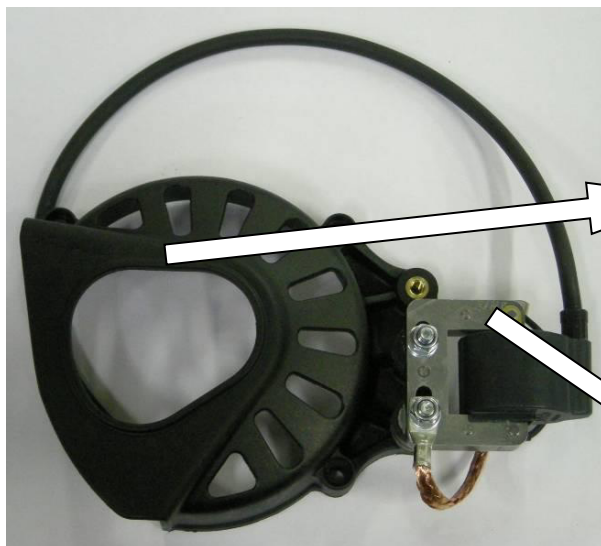
EXHAUST SILENCER IDENTIFICATION
MARKING *MARQUAGE D'IDENTIFICATION*
ECHAPPEMENT



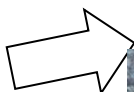
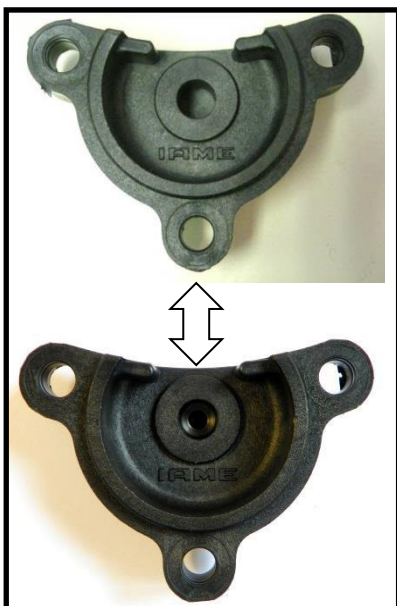
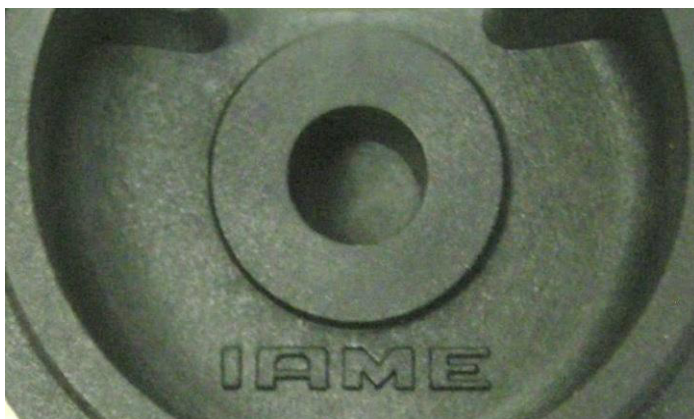
STATOR IDENTIFICATION MARKING MARQUAGE
D'IDENTIFICATION DU STATOR



CLUTCH COVER AND H.T. COIL IDENTIFICATION MARKING
MARQUAGE DU COUVERCLE D'EMBRAYAGE ET DE LA BOBINE



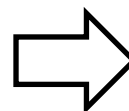
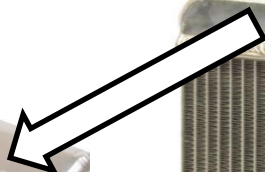
BENDIX COVER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU COUVERCLE DU
CONTRE-ARBRE DE DEMARRAGE



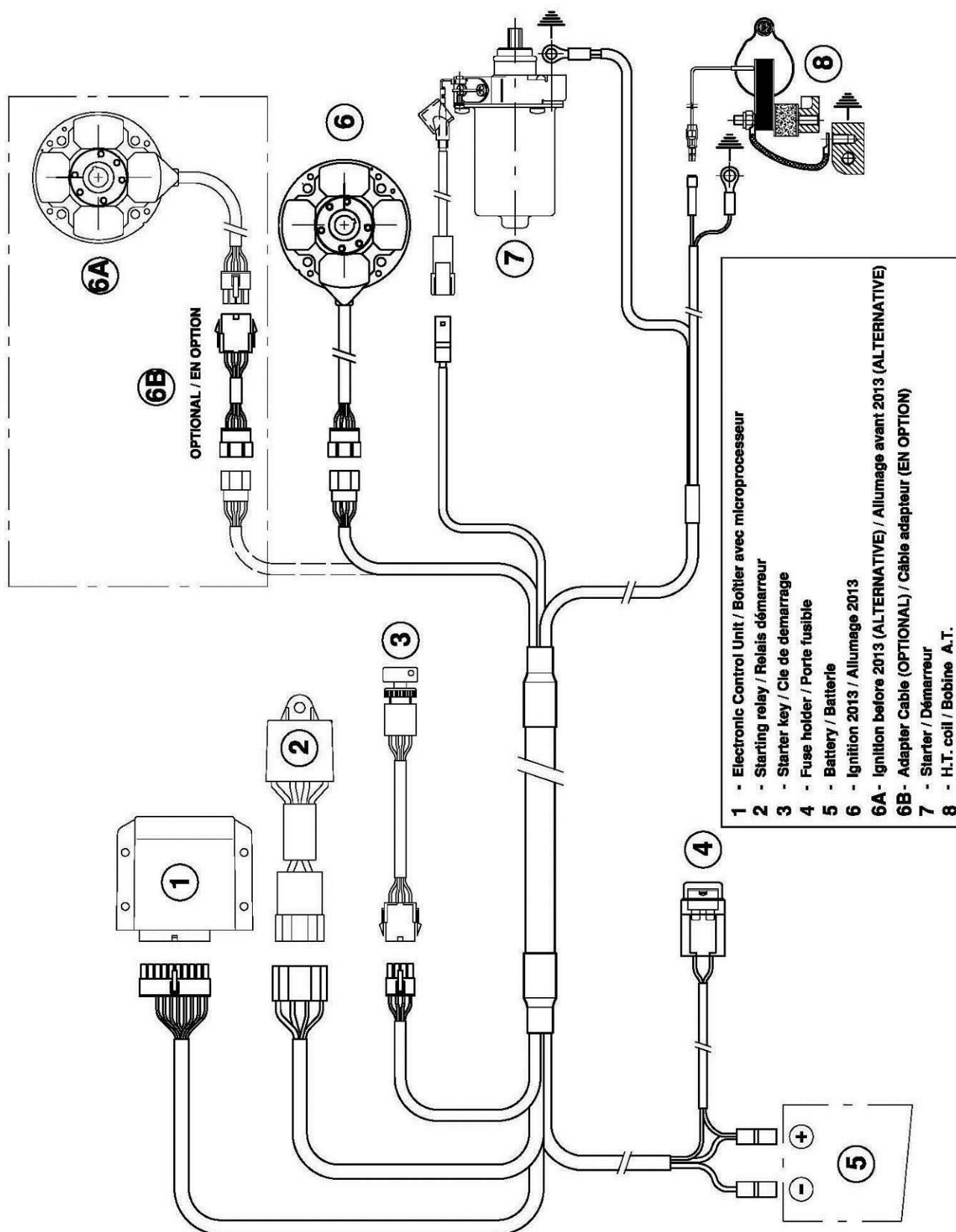
ALTERNATIVE



ALTERNATIVE RADIATOR IDENTIFICATION MARKING
MARQUAGE
ALTERNATIF D'IDENTIFICATION DU RADIATEUR

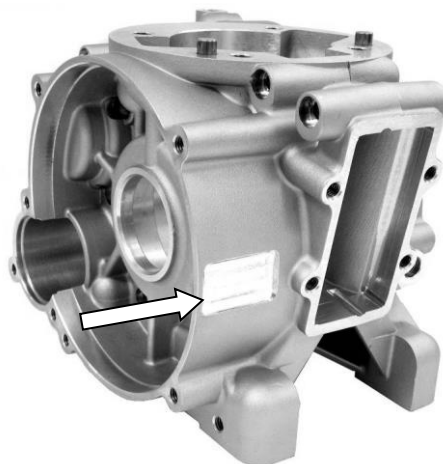
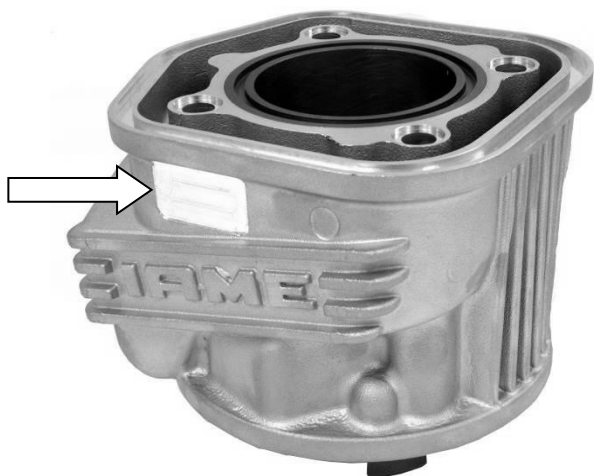


WIRING DIAGRAM (SELETTRA DIGITAL "K" IGNITION 2013) SCHÉMA CIRCUIT
ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "K" 2013)

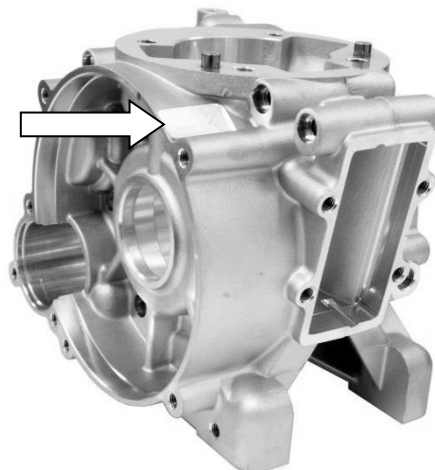


FROM 2014 ON - A PARTIR DE 2014

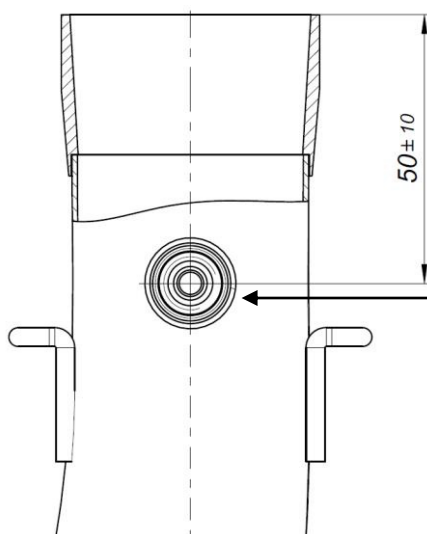
STICKER APPLICATION AREA - ESPACE POUR L'APPLICATION DES ADHÉSIFS



ALTERNATIVE AREA / ZONE ALTERNATIVE



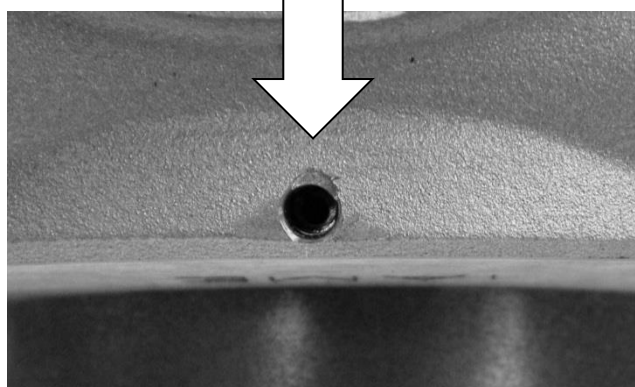
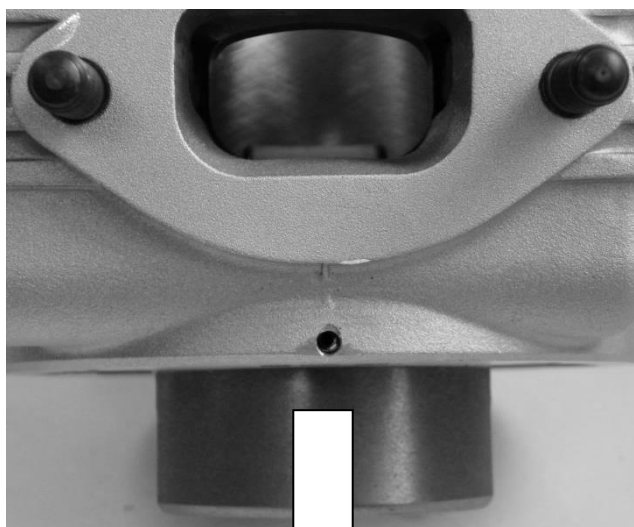
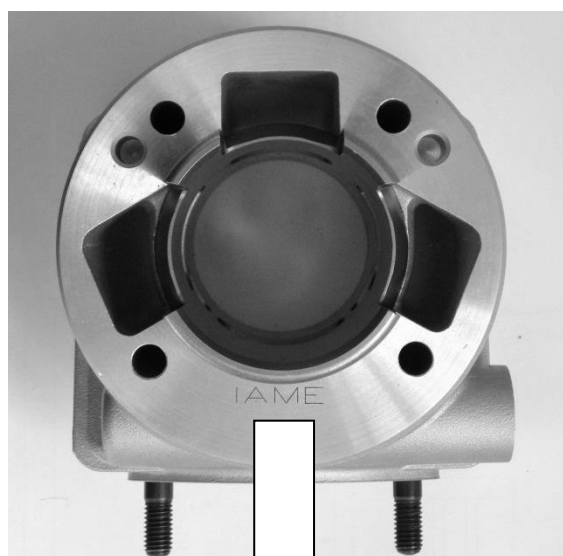
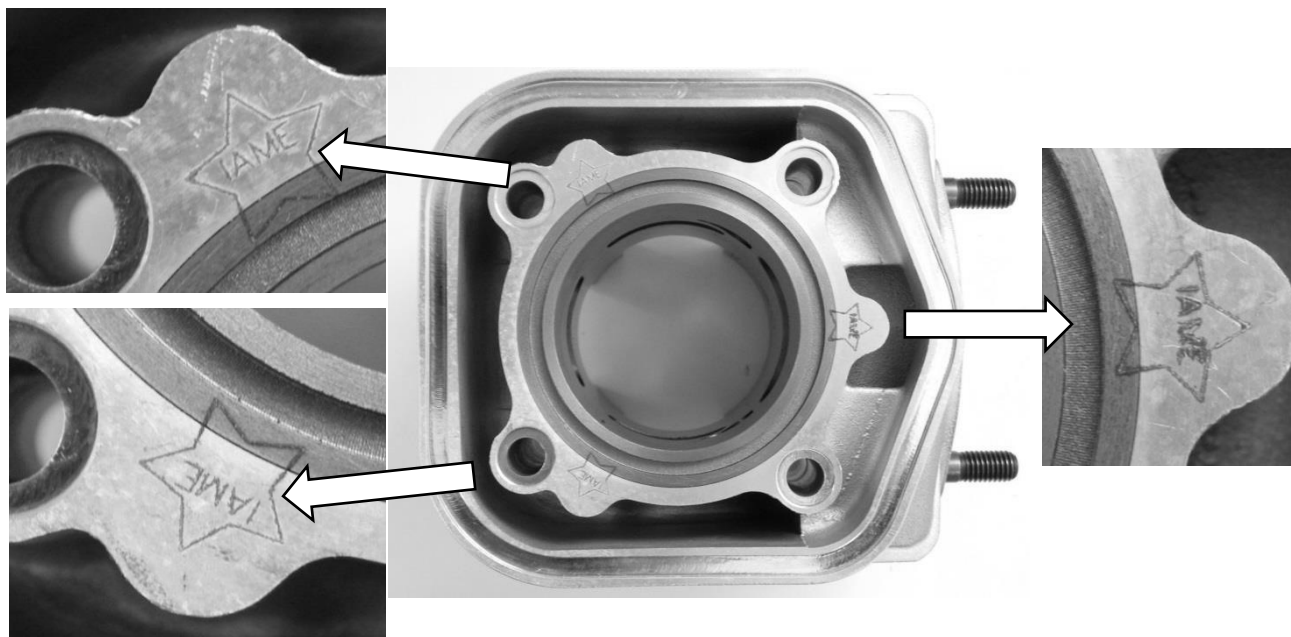
EXHAUST TEMPERATURE SENSOR CAPTEUR DE TEMPERATURE D'ÉCHAPPEMENT



EXHAUST
TEMPERATURE
SENSOR POSITION
(OPTIONAL)

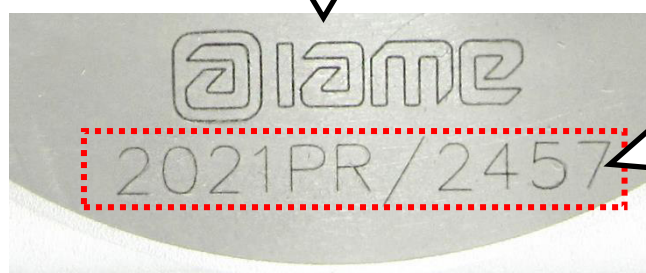
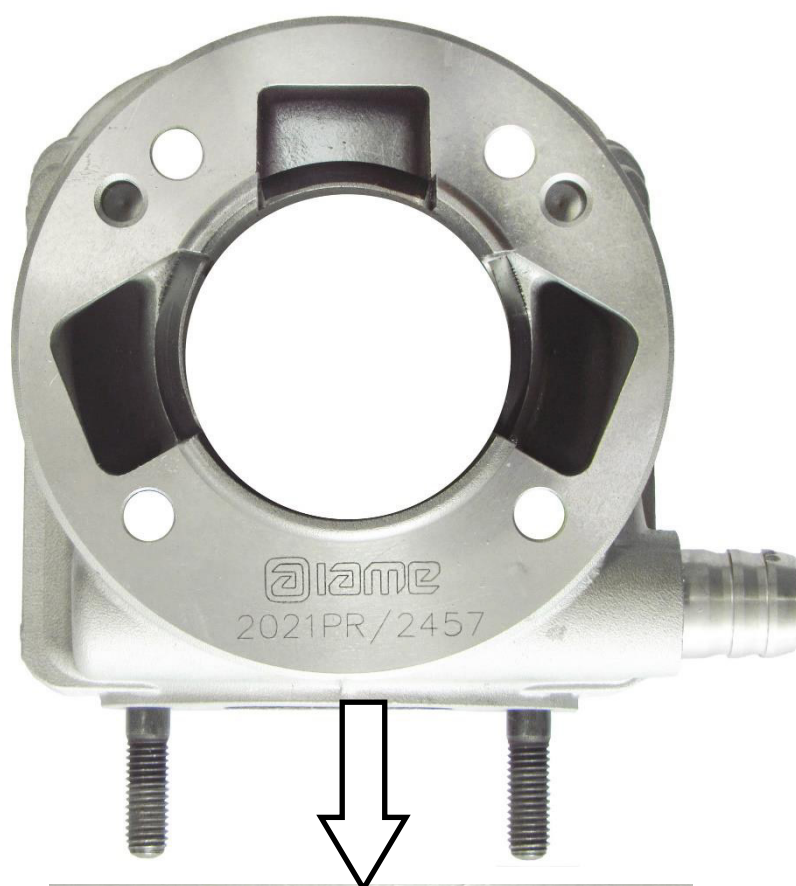
POSITION DU
CAPTEUR
DE TEMPERATURE
D'ÉCHAPPEMENT
(EN OPTION)

CYLINDER IDENTIFICATION MARKING
MARQUAGE D'IDENTIFICATION DU CYLINDRE



CYLINDER BASE ALTERNATIVE MARKING MARQUAGE
ALTERNATIF DE LA BASE DU CYLINDRE

ALTERNATIVE

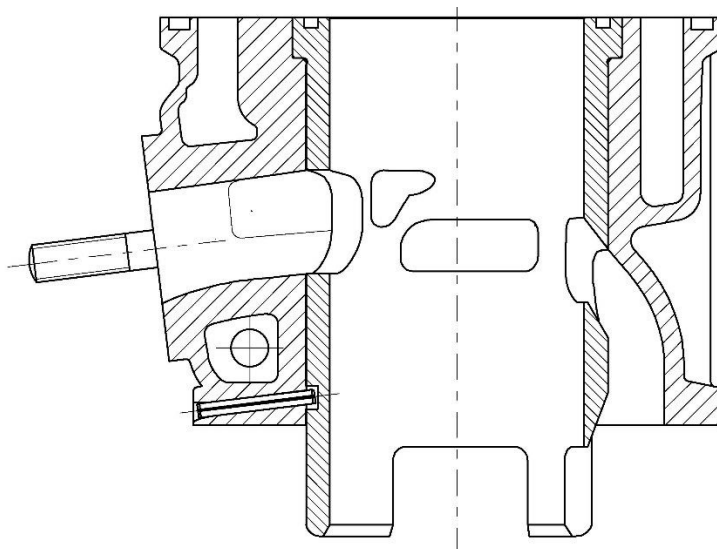


VARIABLE

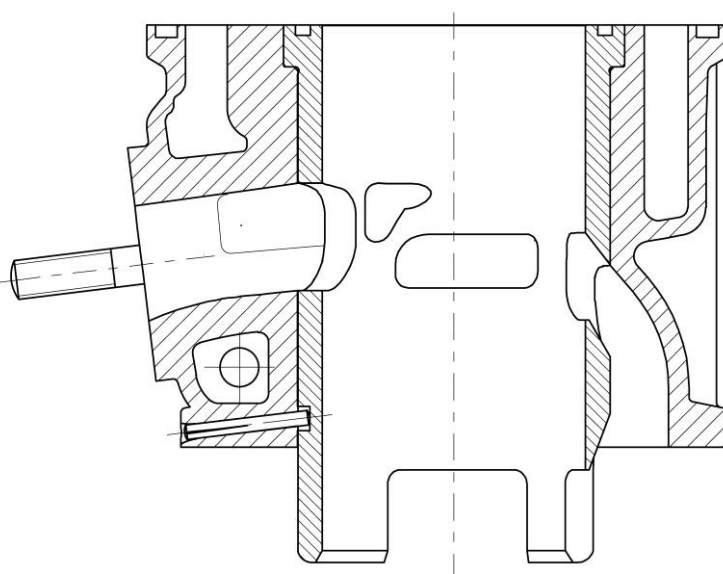
FROM 2025 ON - A PARTIR DE 2025

CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN IDENTIFICATION DU
CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF

CURRENT PIN (SPRING PIN)
GOUPILLE COURANTE (GOUPILLE À RESORT)



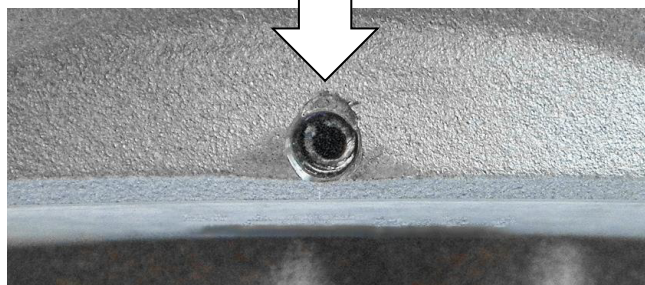
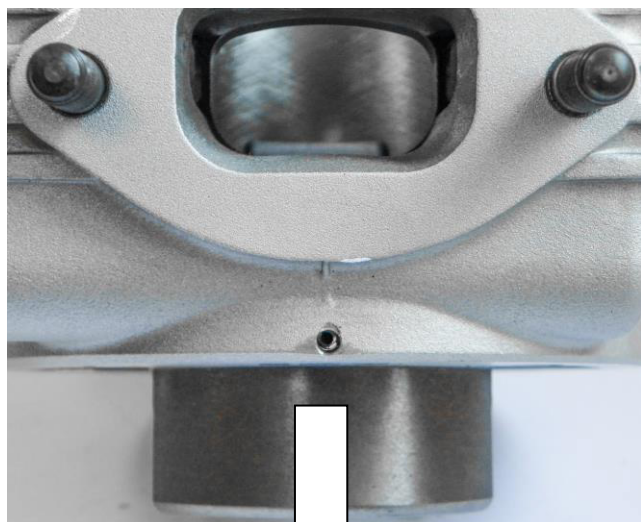
ALTERNATIVE PIN (GROOVED PIN) GOUPILLE
ALTERNATIF - (GOUPILLE CANNELÉE)



FROM 2025 ON – A' PARTIR DE 2025

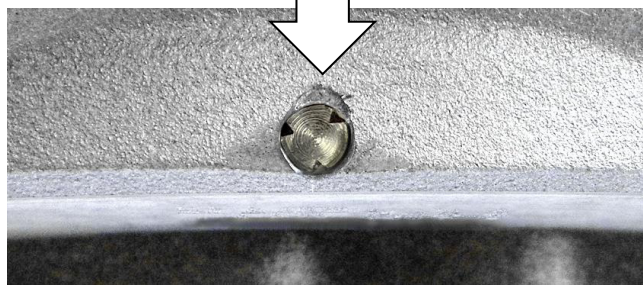
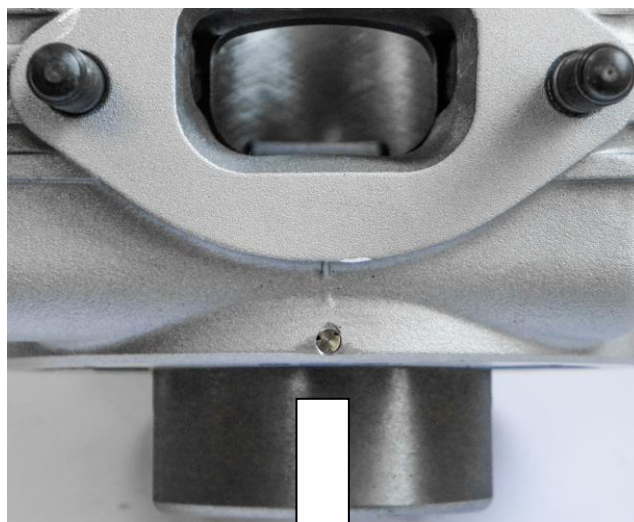
CYLINDER IDENTIFICATION – ALTERNATIVE CYLINDER LINER LOCK PIN *IDENTIFICATION DU CYLINDRE – GOUPILLE DE BLOCAGE DE LA CHEMISE ALTERNATIF*

CURRENT PIN *GOUPILLE COURANTE*



SPRING PIN
GOUPILLE À RESORT

ALTERNATIVE PIN
GOUPILLE ALTERNATIF



GROOVED PIN
GOUPILLE CANNELÉE

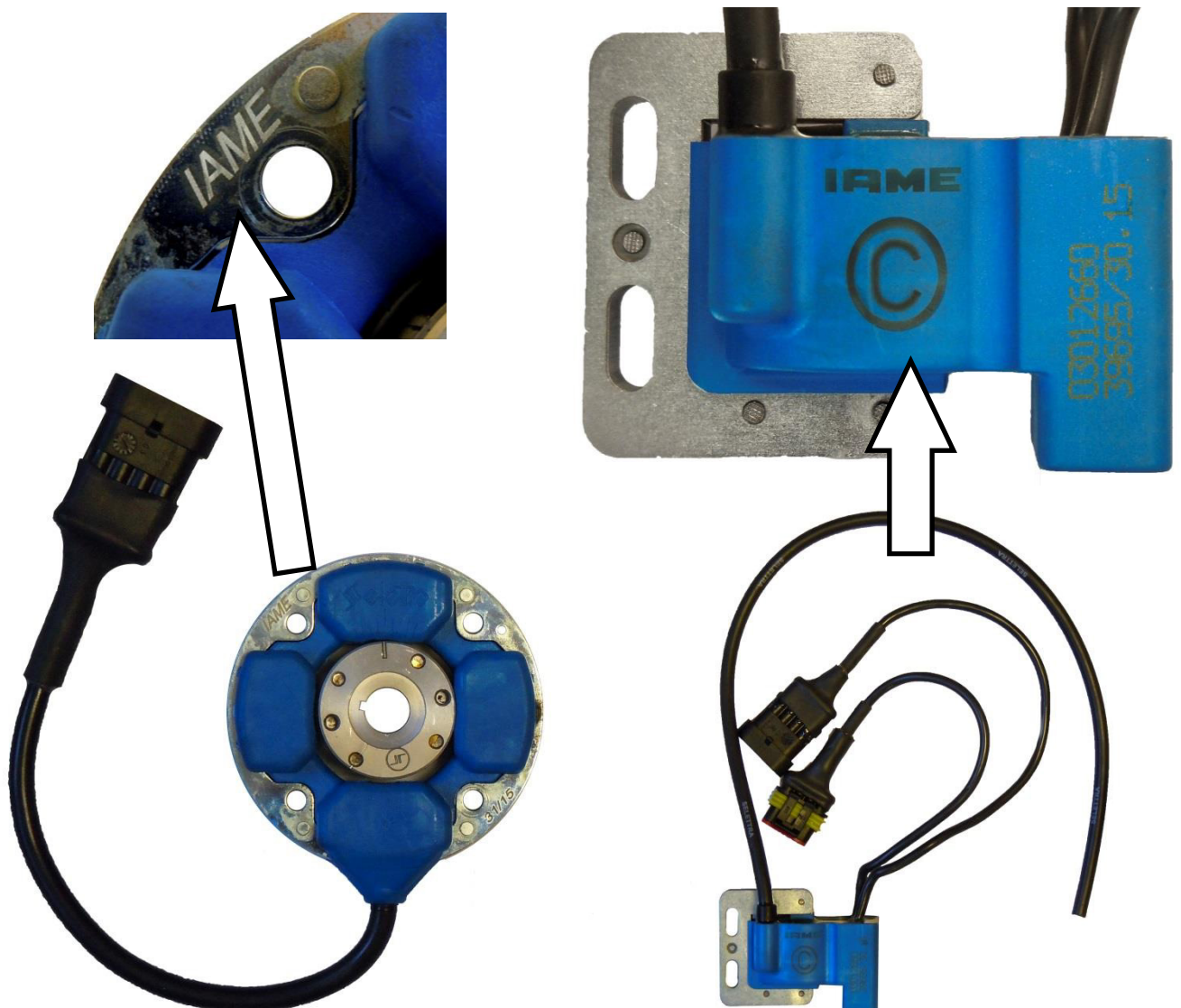
ALTERNATIVE PUSH BUTTONS – START & STOP BOUTONS
ALTERNATIF “START & STOP” DU DEMARREUR



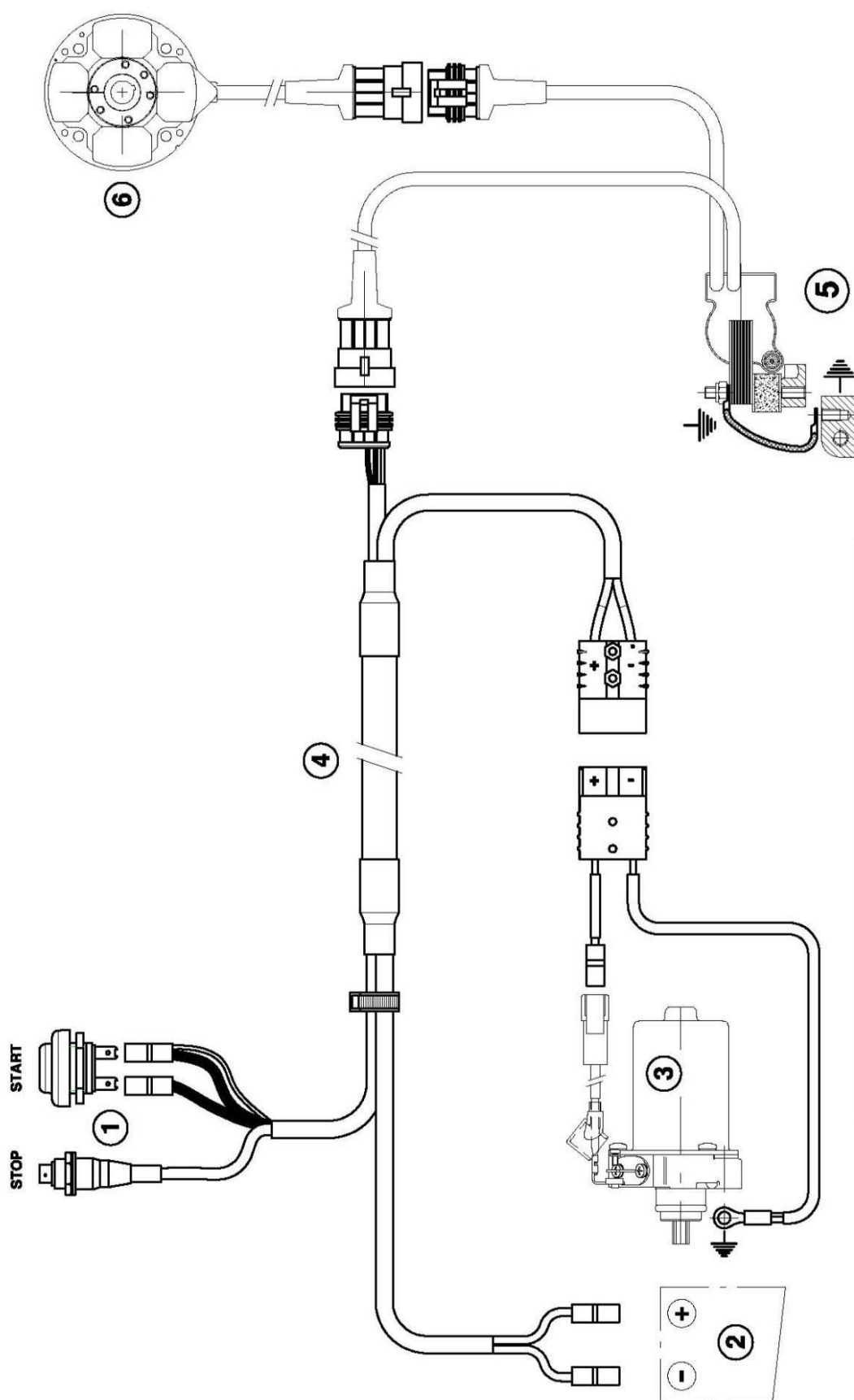
PHOTO COMPLETE ALTERNATIVE WIRING LOOM
 PHOTO DU CABLAGE ELECTRIQUE COMPLET ALTERNATIF



PHOTO OF SELETTRA ALTERNATIVE DIGITAL "S" IGNITION, WITH IAME MARKING
 PHOTO DE L'ALLUMAGE SELETTRA DIGITAL "S", AVEC MARQUAGE IAME



WIRING DIAGRAM (SELETTRA DIGITAL "S" IGNITION)
 SCHÉMA CIRCUIT ELECTRIQUE (ALLUMAGE SELETTRA DIGITAL "S")

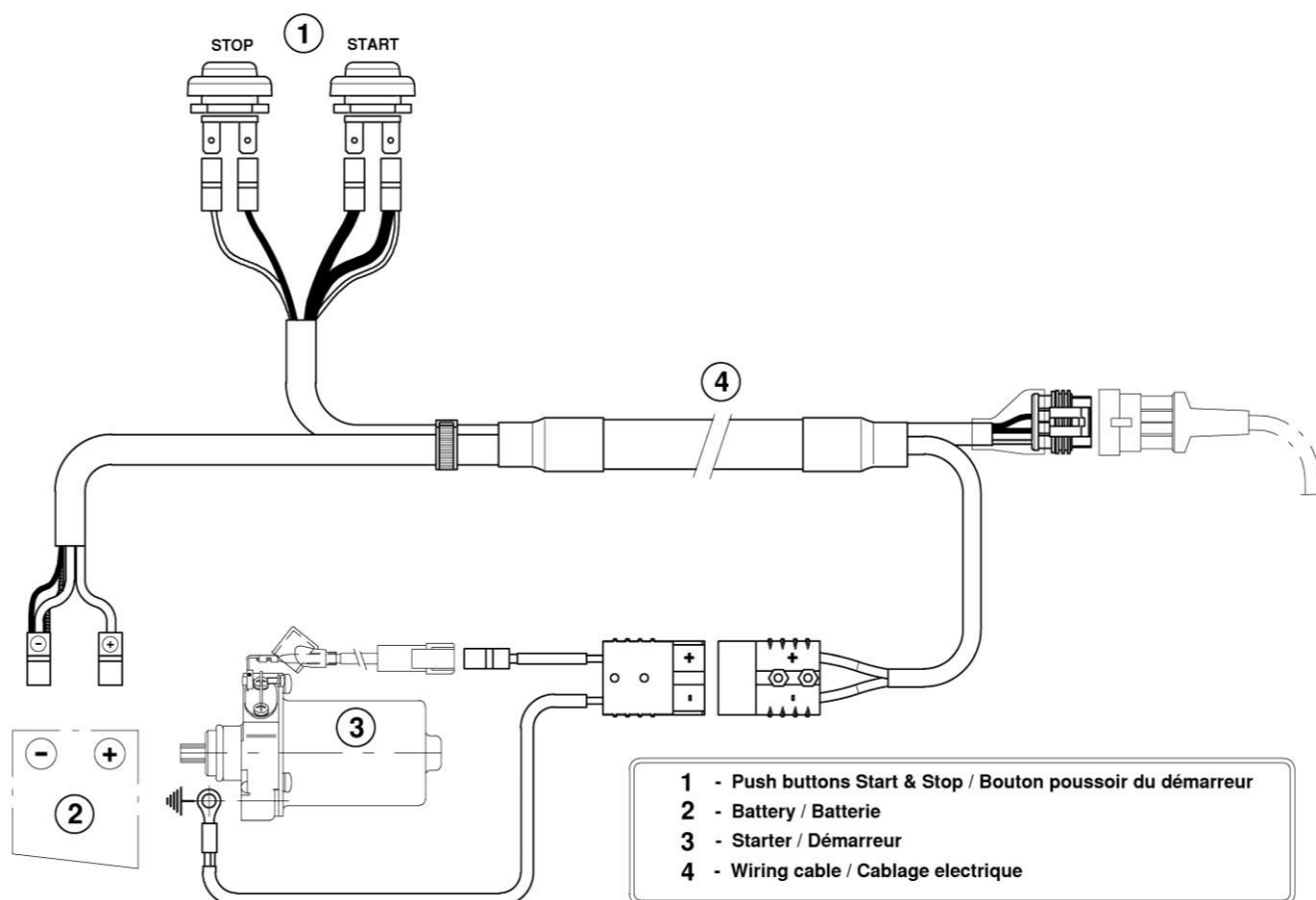


- 1 - Push buttons Start & Stop / Bouton poussoir du démarreur
- 2 - Battery / Batterie
- 3 - Starter / Démarreur
- 4 - Wiring cable / Cablage électrique
- 5 - H.T. coil and Electronic Control Unit / Bobine A.T. et boîtier avec microprocesseur
- 6 - Ignition / Allumage

ALTERNATIVE WIRING LOOM
CABLAGE ELECTRIQUE COMPLET ALTERNATIF



ALTERNATIVE WIRING LOOM DIAGRAM SCHÉMA
CIRCUIT ELECTRIQUE ALTERNATIF



ALTERNATIVE WIRING LOOM
CABLAGE ELECTRIQUE COMPLET ALTERNATIF



ALTERNATIVE WIRING LOOM DIAGRAM
SCHÉMA CIRCUIT ELECTRIQUE ALTERNATIF

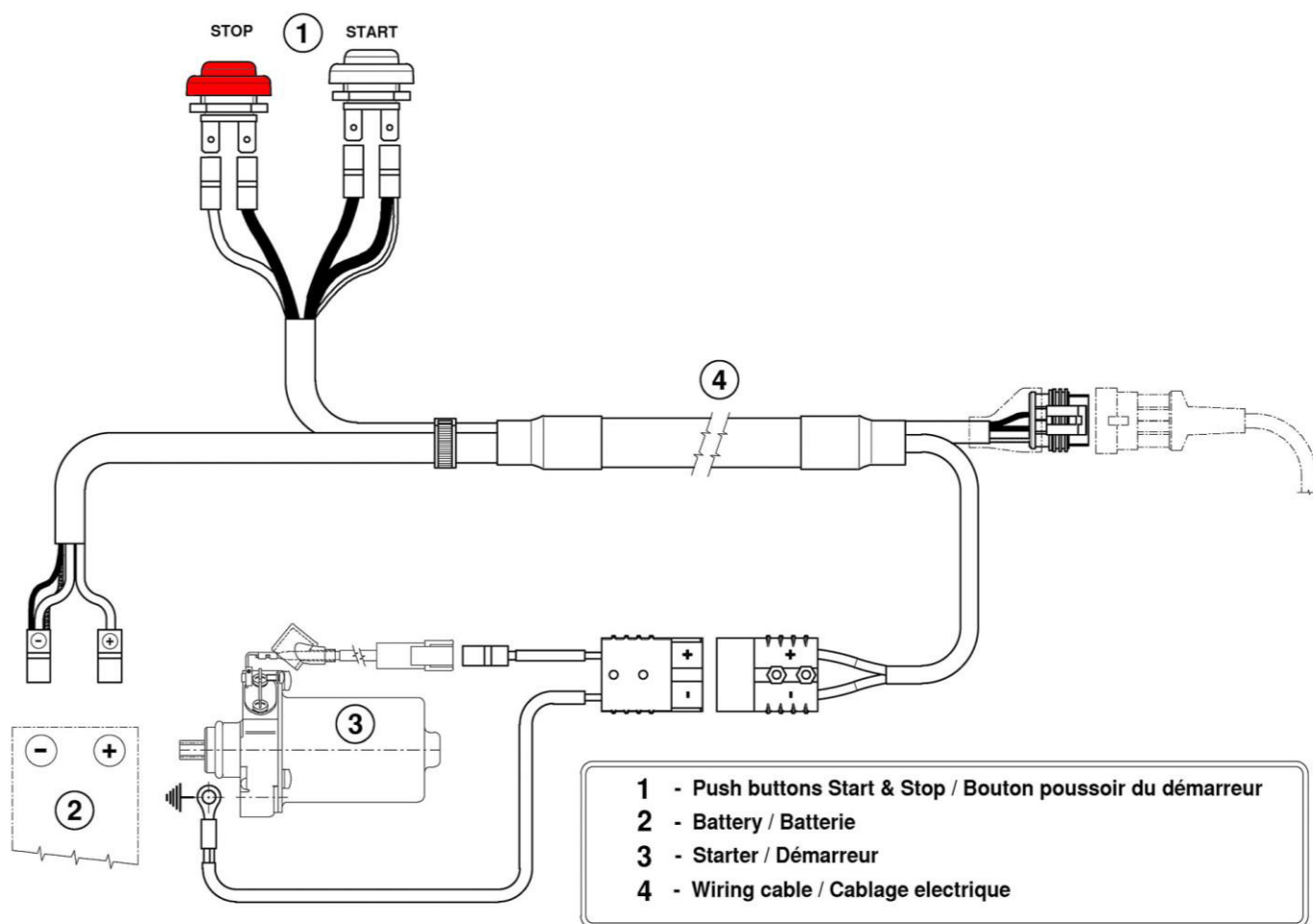
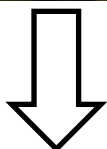
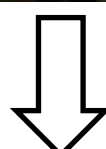


PHOTO IDENTIFICATION REED GROUP PHOTO
IDENTIFICATION BOÎTE À CLAPETS

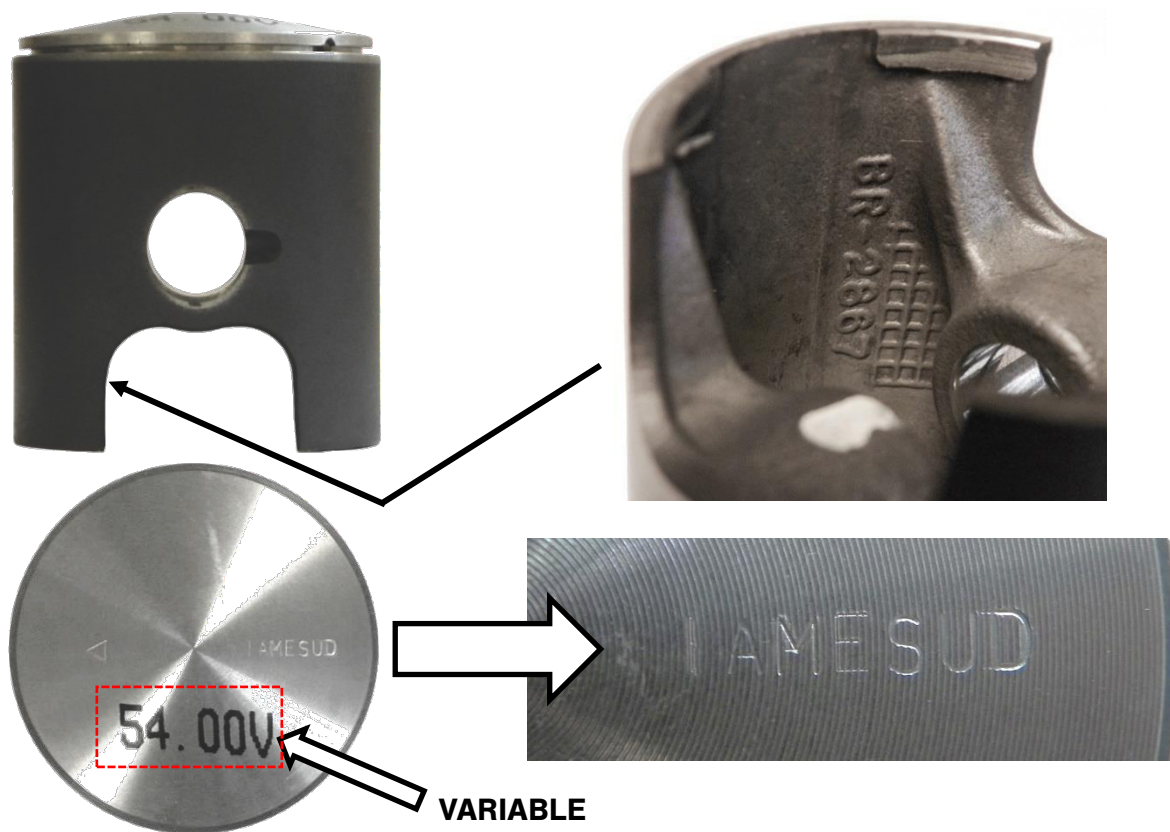
ACTUAL VERSION
VERSION COURANTE



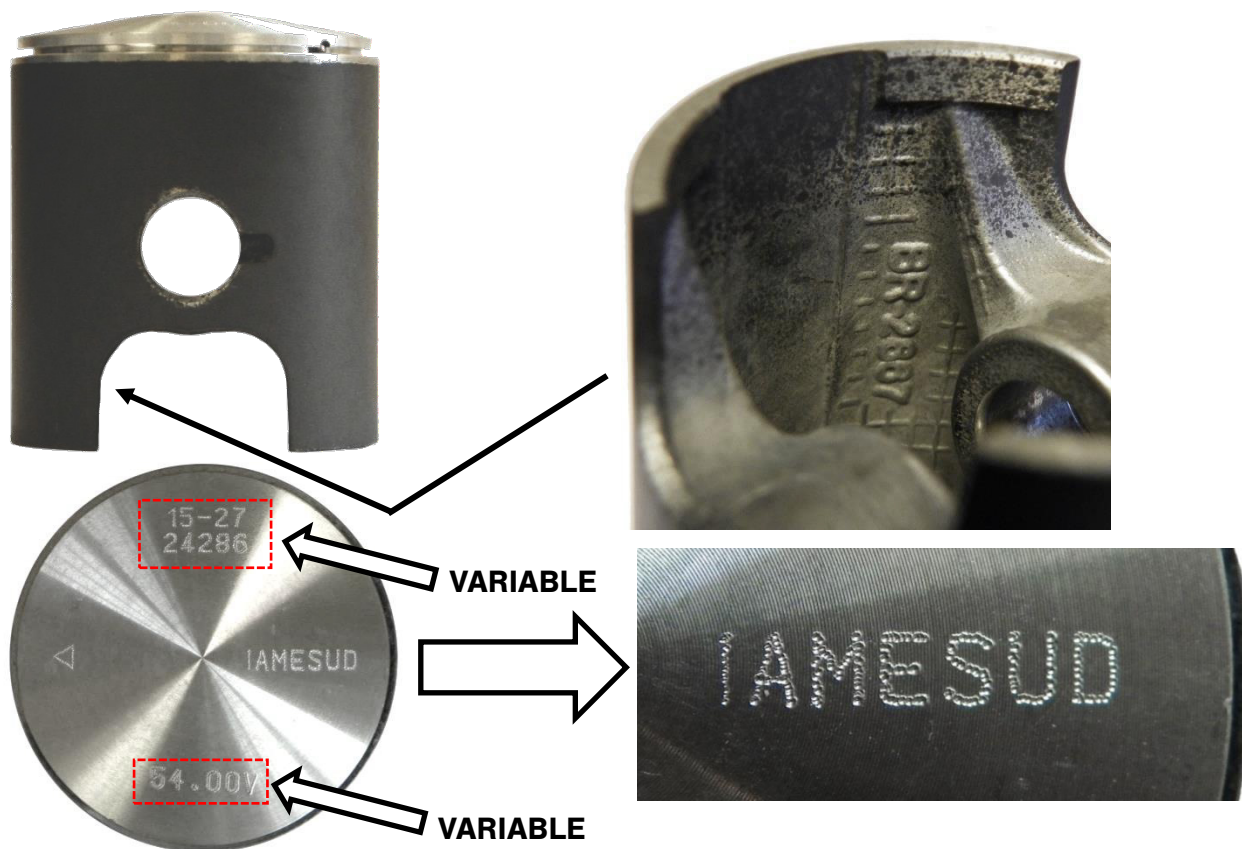
ALTERNATIVE VERSION
VERSION ALTERNATIVE



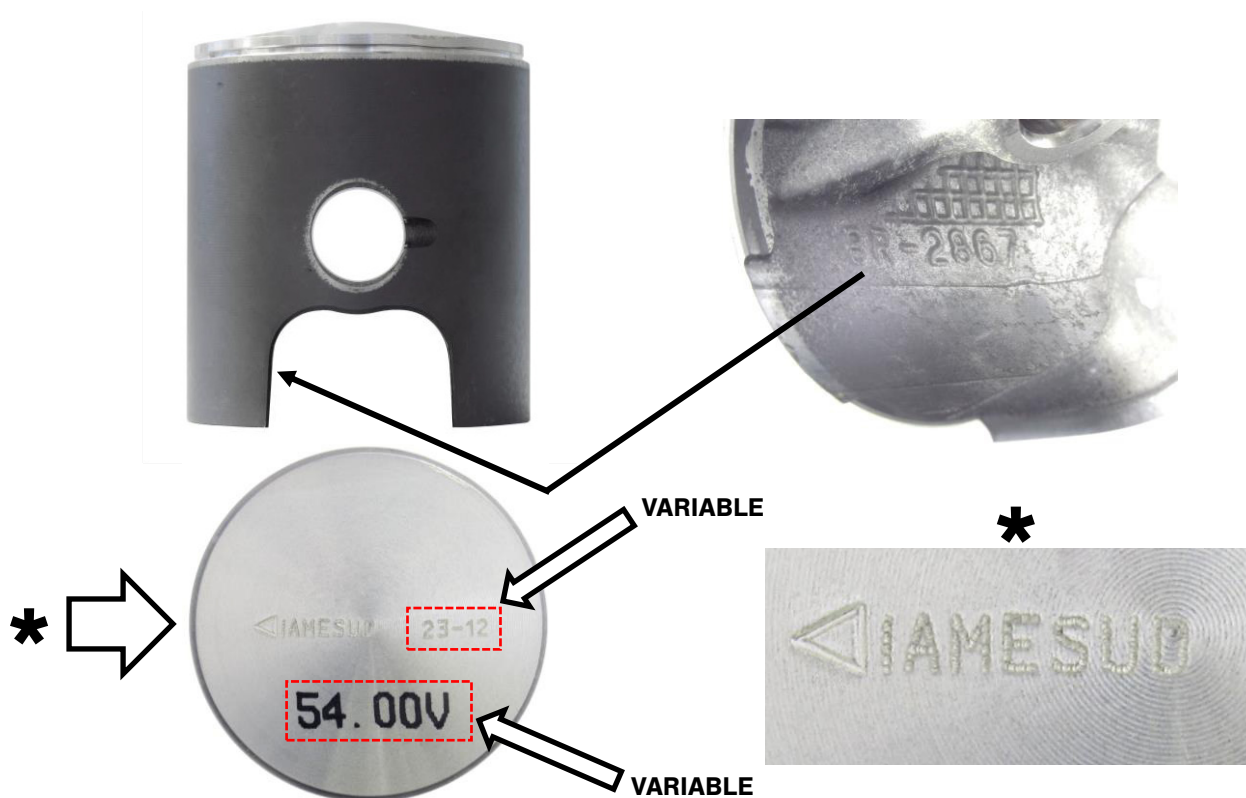
ACTUAL PISTON
PISTON COURANT



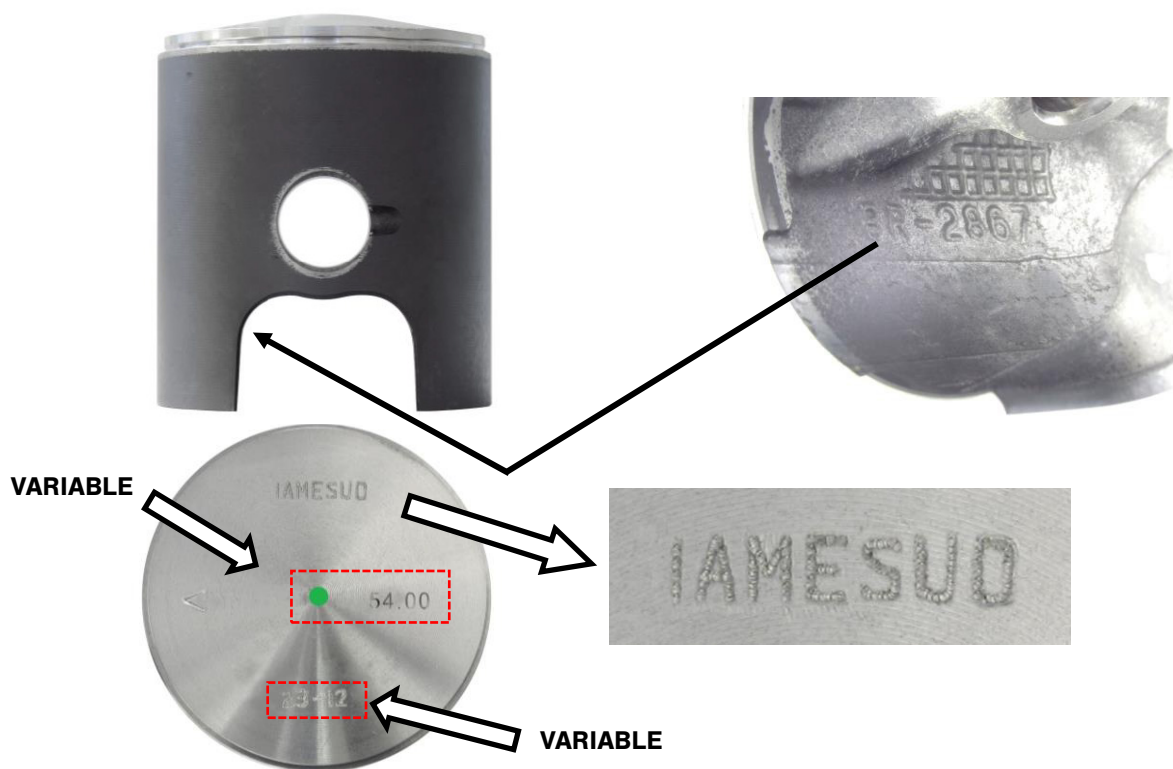
ALTERNATIVE PISTON
PISTON ALTERNATIF



ALTERNATIVE PISTON MARKING
MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE PISTON MARKING
MARQUAGE ALTERNATIF DU PISTON



ALTERNATIVE CONROD
BIELLE ALTERNATIVE

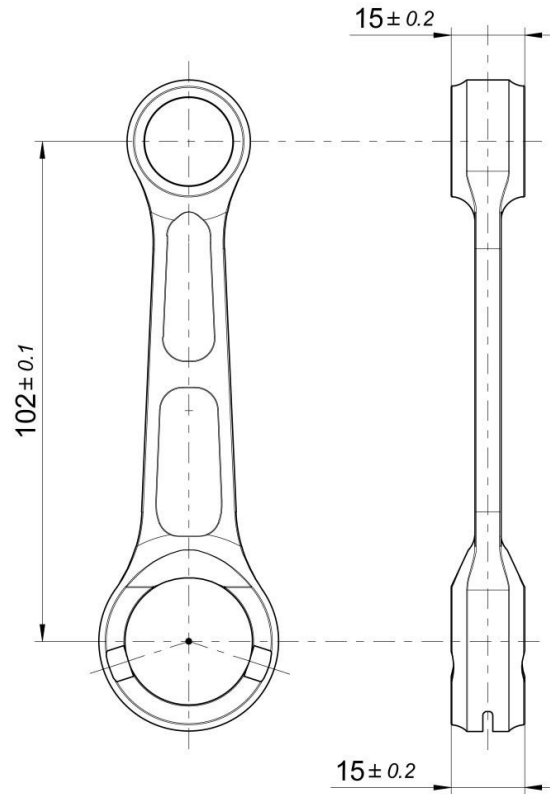
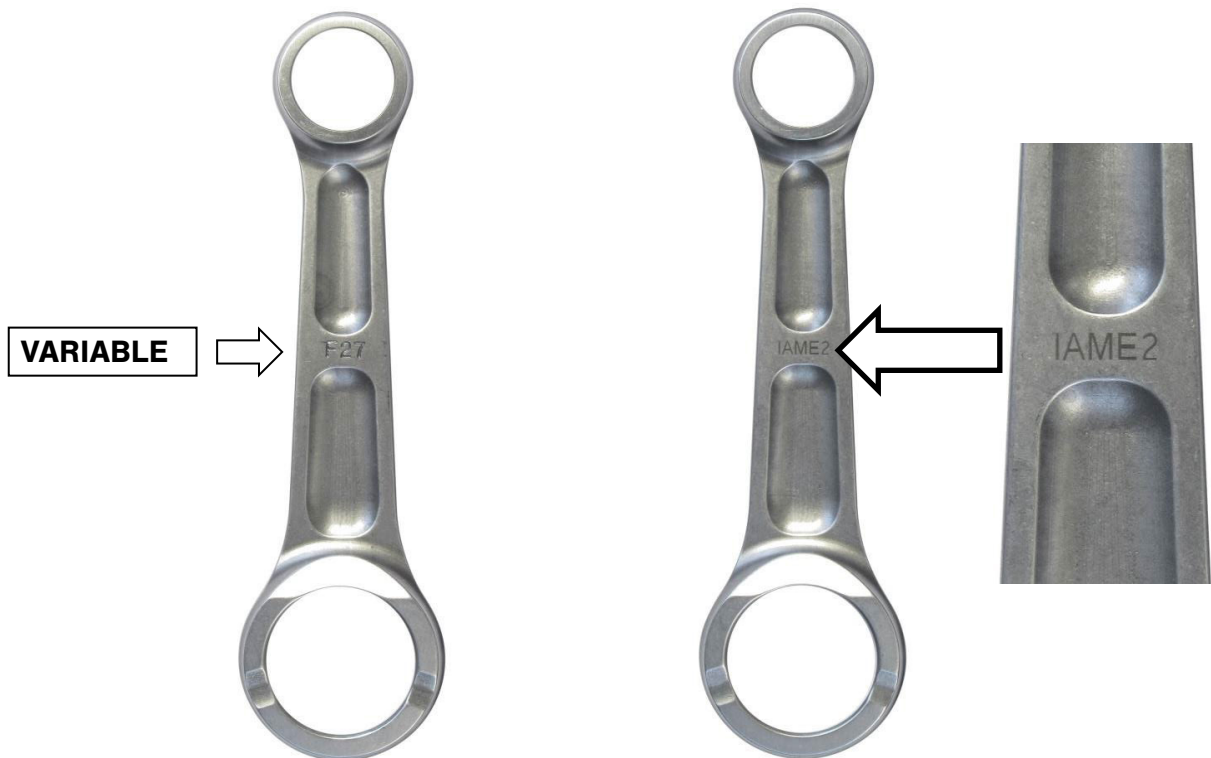


PHOTO OF THE CONROD BOTH SIDE – ALTERNATIVE
PHOTO DES DEUX COTES DE LA BIELLE - ALTERNATIVE



**BOTH TYPES OF CONROD CAN BE USED WITH BOTH TYPES OF WASHERS (IN COUPLE) LES
DEUX TYPES DE BIELLE PEUVENT ÊTRE UTILISÉS AVEC LES DEUX TYPES DE
RONDELLES (EN COUPLE)**

PHOTO IDENTIFICATION OF SMALL END CONROD BEARING – TYPES ALTERNATIVE
PHOTO D'IDENTIFICATION DU ROULEMENT PIED DE BIELLE – TYPES ALTERNATIFS

TYPE 1



TYPE 2



PHOTO IDENTIFICATION OF CONROD WASHER – TYPES ALTERNATIVE *PHOTO*
D'IDENTIFICATION RONDELLE DE BIELLE – TYPES ALTERNATIVES

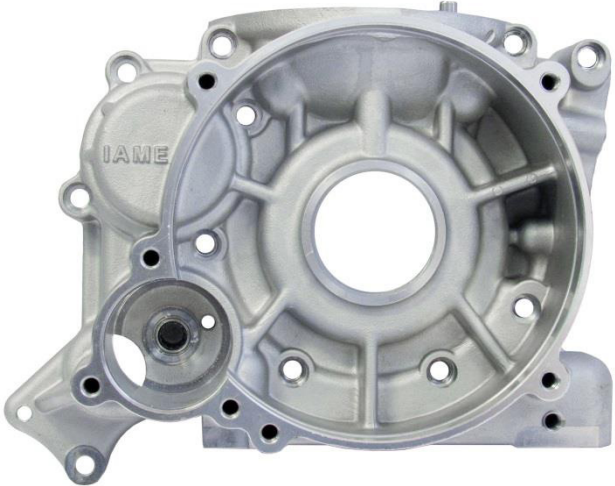
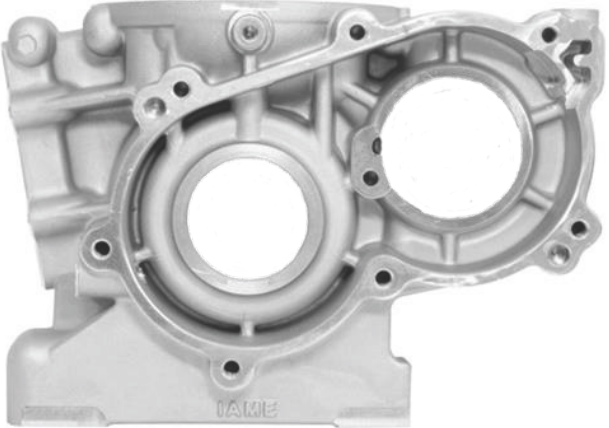
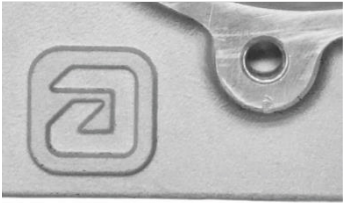
TYPE 1



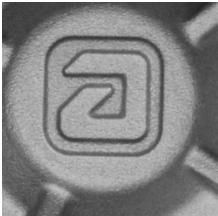
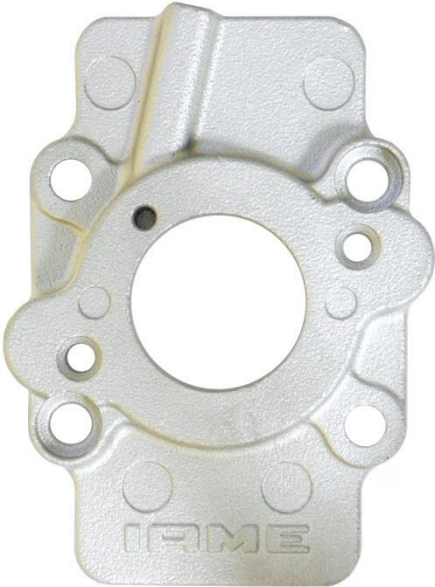
TYPE 2



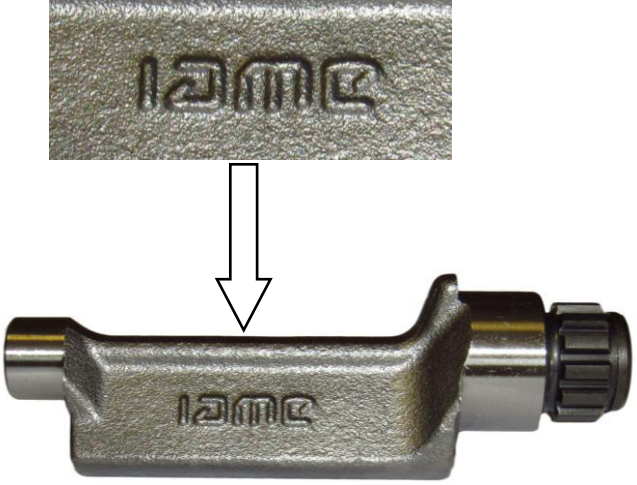
PARTS WITH ALTERNATIVE NEW LOGO "IAME" COMPOSANTS
AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»

CYLINDER HEAD CULASSE  NEW / NOUVEAU LOGO 	CYLINDER CYLINDRE  NEW / NOUVEAU LOGO 
SEMICARTER TRANSMISSION SIDE DEMI-CARTER CÔTÉ PIGNON  NEW / NOUVEAU LOGO 	SEMICARTER IGNITION SIDE DEMI-CARTER CÔTÉ ALLUMAGE  NEW / NOUVEAU LOGO 

PARTS WITH ALTERNATIVE NEW LOGO "IAME"
COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»

IGNITION COVER COUVERCLE DE L'ALLUMAGE  NEW / NOUVEAU LOGO 	CLUTCH COVER COUVERCLE D'EMBRAYAGE  NEW / NOUVEAU LOGO 
REED GROUP GROUPE CLAPETS  NEW / NOUVEAU LOGO 	CARBURETTOR INLET CONVEYOR CONVOYEUR D'ADMISSION  NEW / NOUVEAU LOGO 

PARTS WITH ALTERNATIVE NEW LOGO "IAME"
COMPOSANTS AVEC UN NOUVEAU LOGO ALTERNATIF «IAME»

RADIATOR RADIATEUR	EXHAUST SILENCER ECHAPPEMENT
NEW / NOUVEAU LOGO 	NEW / NOUVEAU LOGO  BALANCING SHAFT ARBRE D'EQUILIBRAGE NEW / NOUVEAU LOGO 

THE OTHERS COMPONENTS OF ENGINE THAT ARE MARKED (LASER OR PUNCHING) UNTIL TODAY WITH LOGO OR WRITTEN "IAME"

LES AUTRES COMPOSANTS DU MOTEUR AVEC COMME MARQUAGE (LASER OU POINÇONNEUSE)

L'ANCIEN

LOGO OU ÉCRIT «IAME»

IAME

or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

POURRAIENT MAINTENANT ETRE MARQUES AVEC LE NOUVEAU LOGO "IAME"

IAME

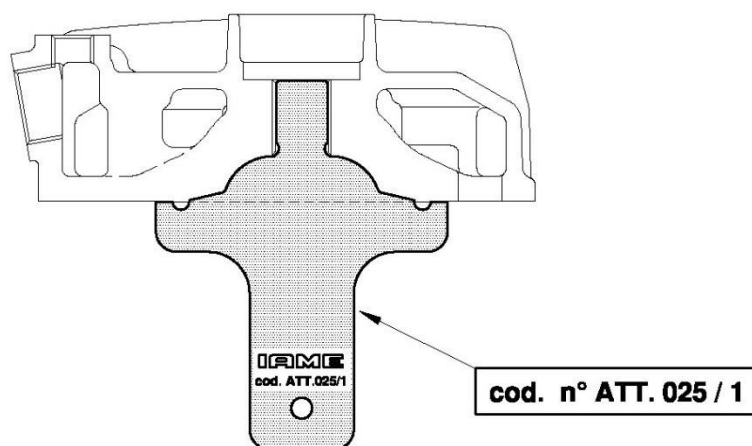
or

IAME

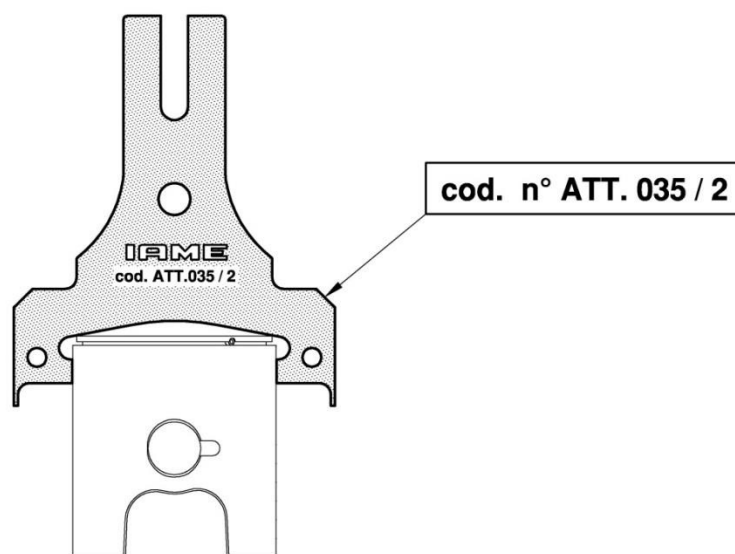
or



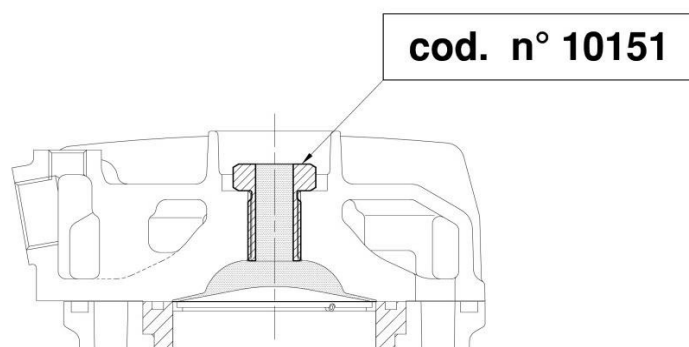
TEMPLATE FOR COMBUSTION CHAMBER SHAPE
GABARIT POUR LA FORME DE LA CHAMBRE DE COMBUSTION



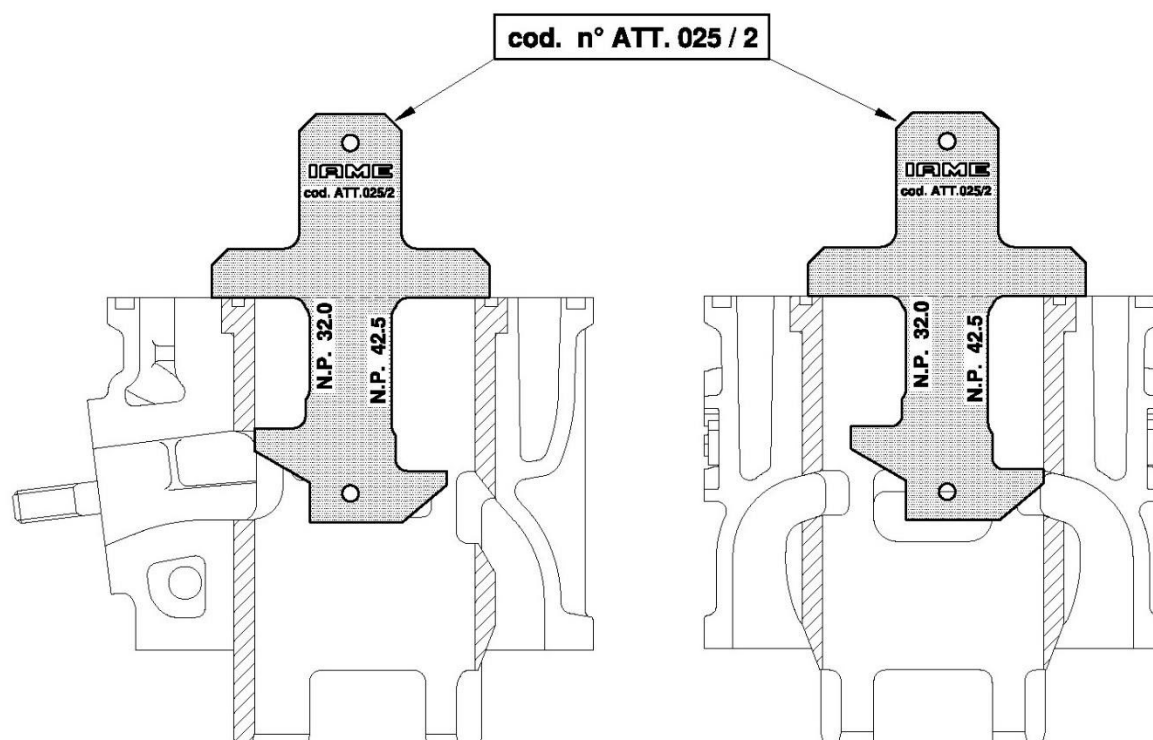
TEMPLATE FOR THE PISTON DOME
GABARIT POUR LE DÔME DU PISTON



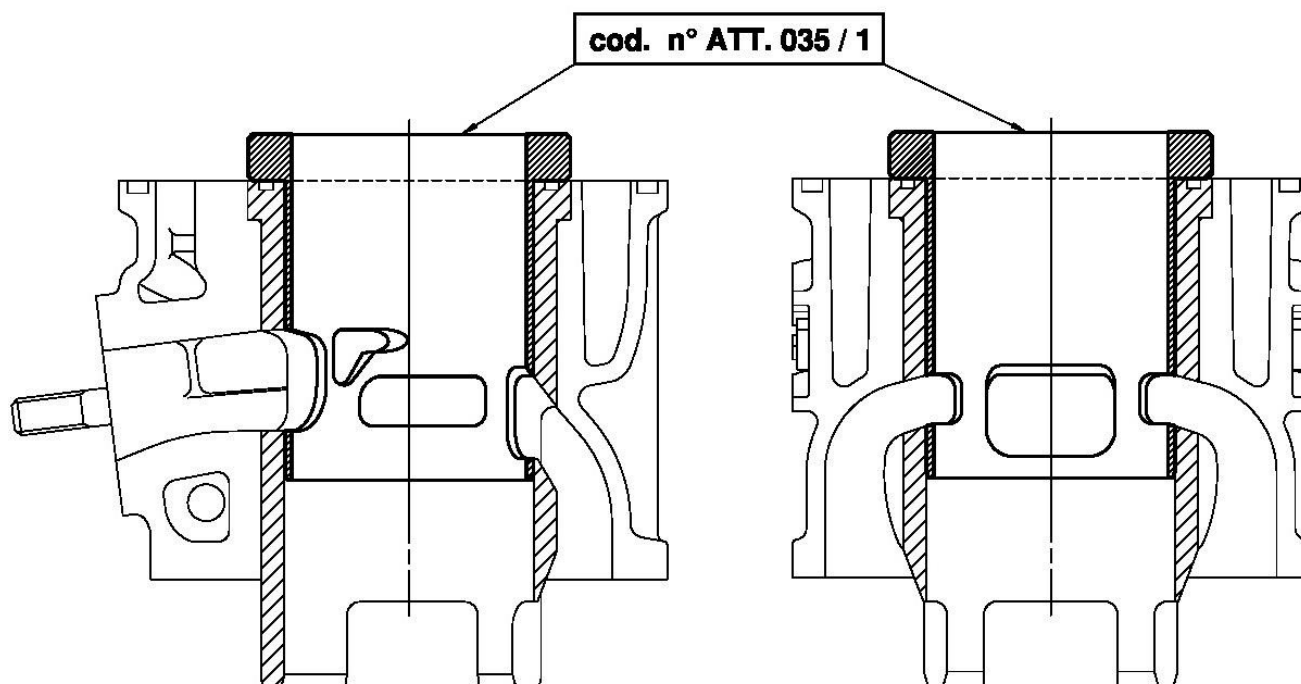
INSERT FOR COMBUSTION CHAMBER VOLUME INSERT POUR LE
VOLUME DE LA CHAMBRE DE COMBUSTION



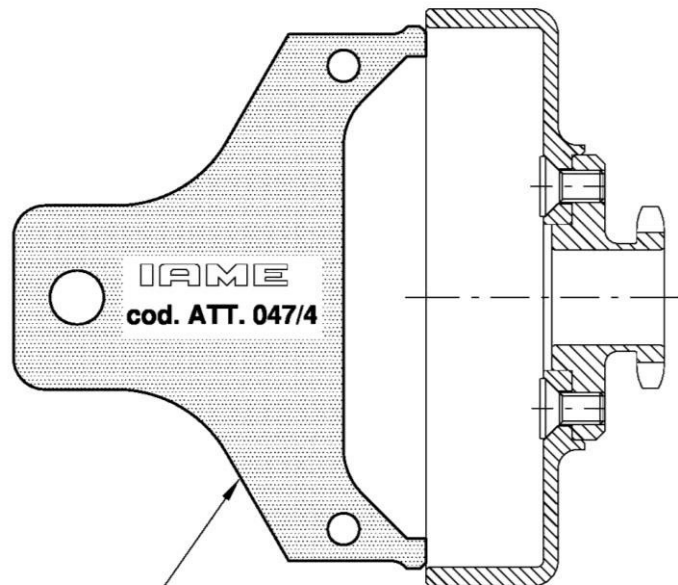
NO GO GAUGE FOR THE HEIGHT OF EXHAUST PORT AND LATERAL TRANSFERS GABARIT
POUR LA HAUTEUR DE LA LUMIÈRE D'ÉCHAPPEMENT ET DES TRANSFERTS LATÉRAUX



CHECKING TOOL FOR PORTS IN THE CYLINDER LINER GABARIT
POUR LES LUMIÈRES DANS LA CHEMISE DU CYLINDRE

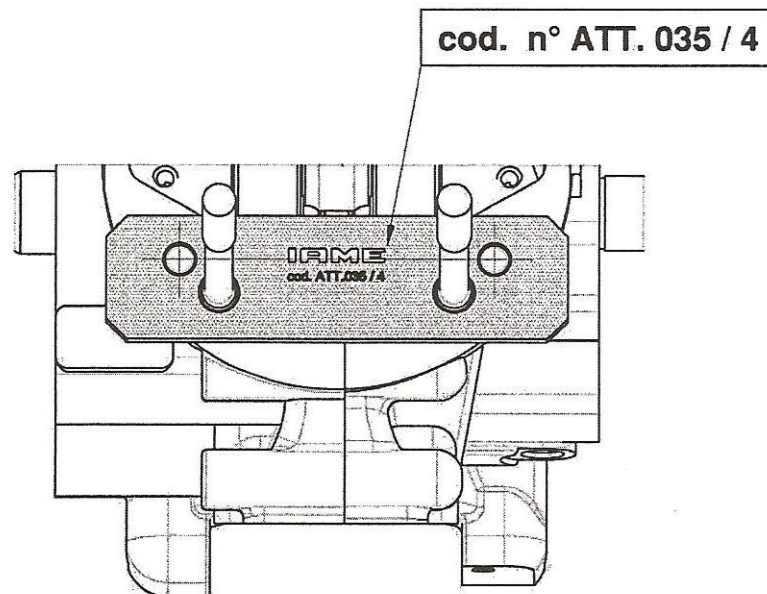


NO-GO GAUGE FOR CLUTCH DRUM GABARIT
POUR LA CLOCHE D'EMBRAYAGE



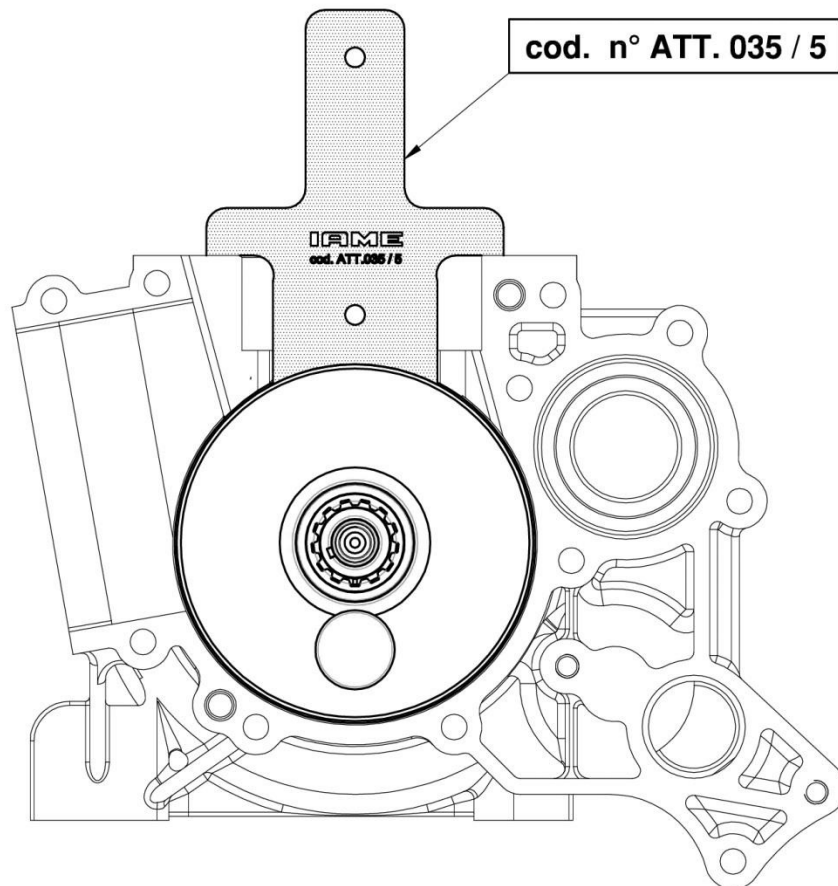
cod. n° ATT. 047 / 4

TEMPLATE FOR THE CILYNDER PINS INTERAXLE GABARIT POUR
L'ENTRAXE DES PIONS DE CENTRAGE DU CYLINDRE



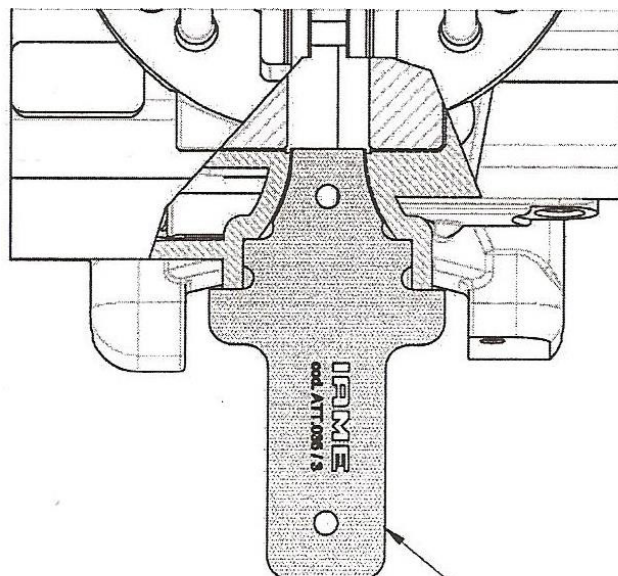
GAUGE FOR THE CYLINDER BASE PLANE ON THE CRANKCASE

It must touch the plane before touching the crankshaft *GABARIT POUR LA HAUTEUR DU PLAN CYLINDRE SUR LE CARTER il doit toucher le plan avant de toucher le vilebrequin*



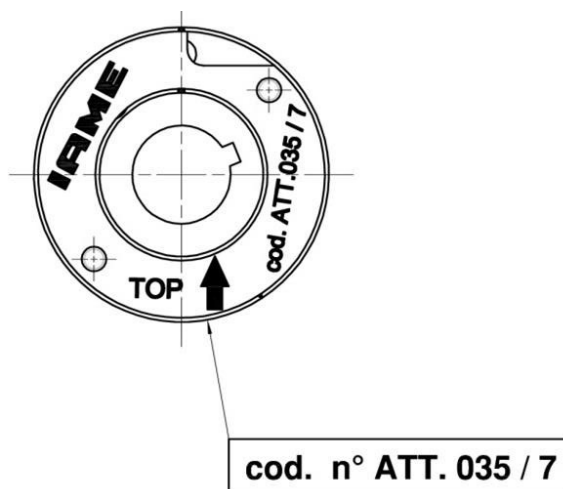
GAUGE FOR REED VALVE SEAT AND PLANE

GABARIT POUR LE PLAN ET LOGEMENT DE LA BÔITE À CLAPETS

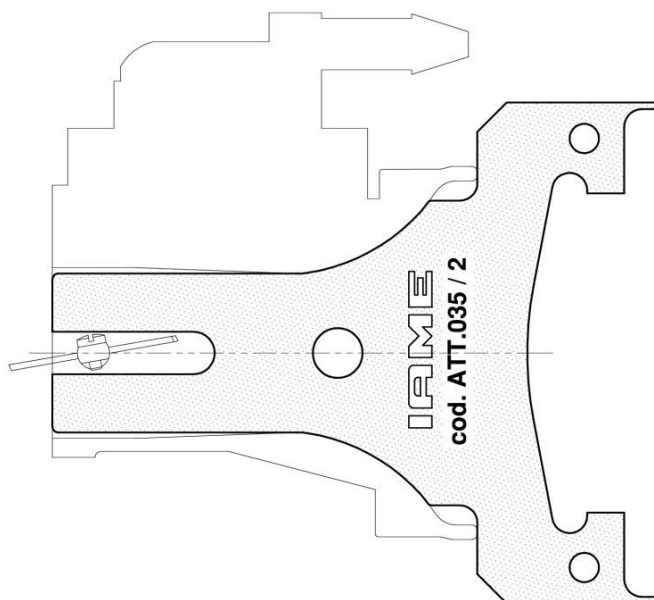


TEMPLATE FOR THE MARKING POSITION ON SELETTA DIGITAL "S" ROTOR OK
when the marking is hidden by the template

GABARIT POUR LA LE MARQUAGE DE PHASE SUR LE ROTOR SELETTA DIGITAL "S"
OK si le marquage est couvert par le gabarit

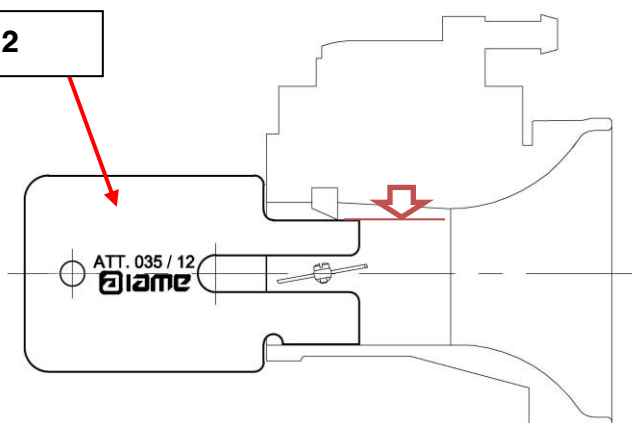


TEMPLATE FOR THE VENTURI SHAPE OF TILLOTSON HW-27A CARBURETTOR
GABARIT POUR LE VENTURI DU CARBURATEUR TILLOTSON HW-27A



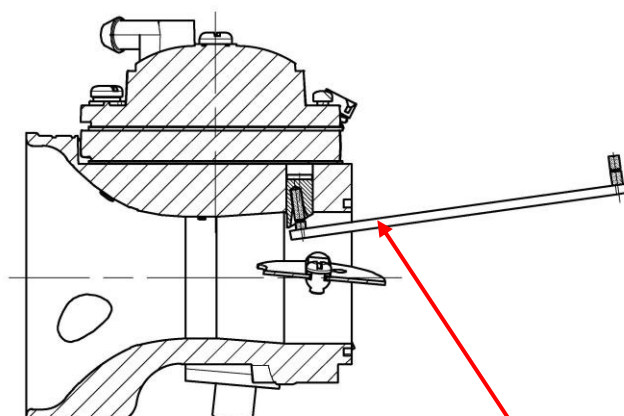
GAUGE FOR THE HEIGHT OF THE ATOMISER – IT MUST ENTER GABARIT
POUR LA HAUTEUR DU PULVERISATEUR - IL DOIT ENTRER

ATT.035 / 12



NO GO GAUGE FOR THE HOLE OF THE NOZZLE
GABARIT POUR LE TROU DU PULVERISATEUR

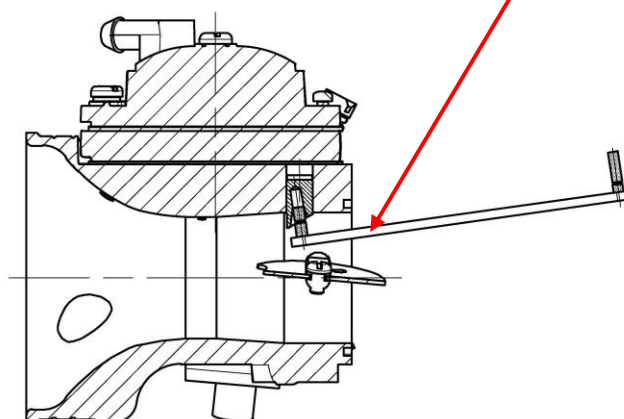
GO Side – must enter
Côté GO – doit entrer



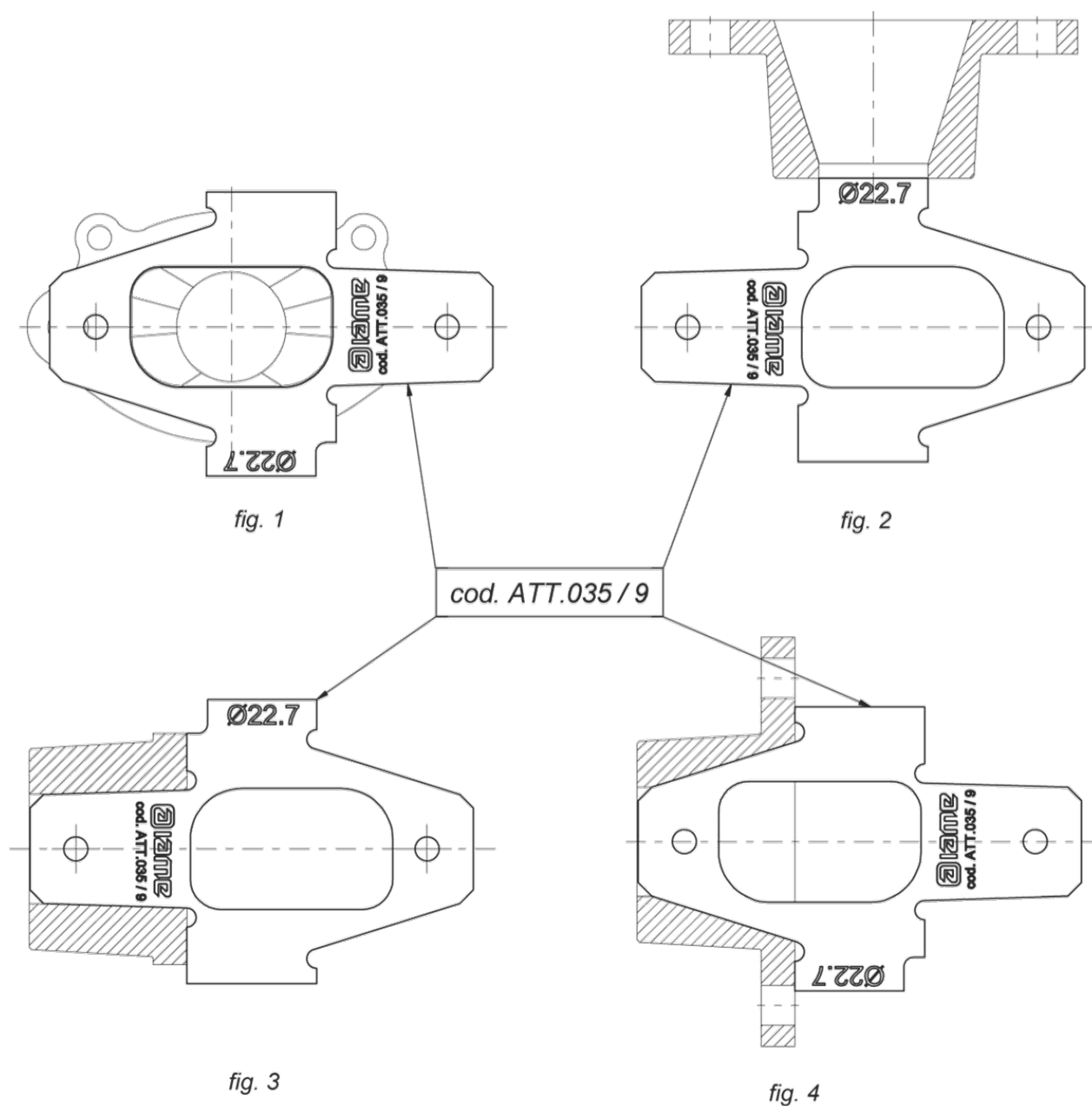
NO GO Side – must not enter
Côté NO GO – ne doit pas entrer



ATT.035 / 19



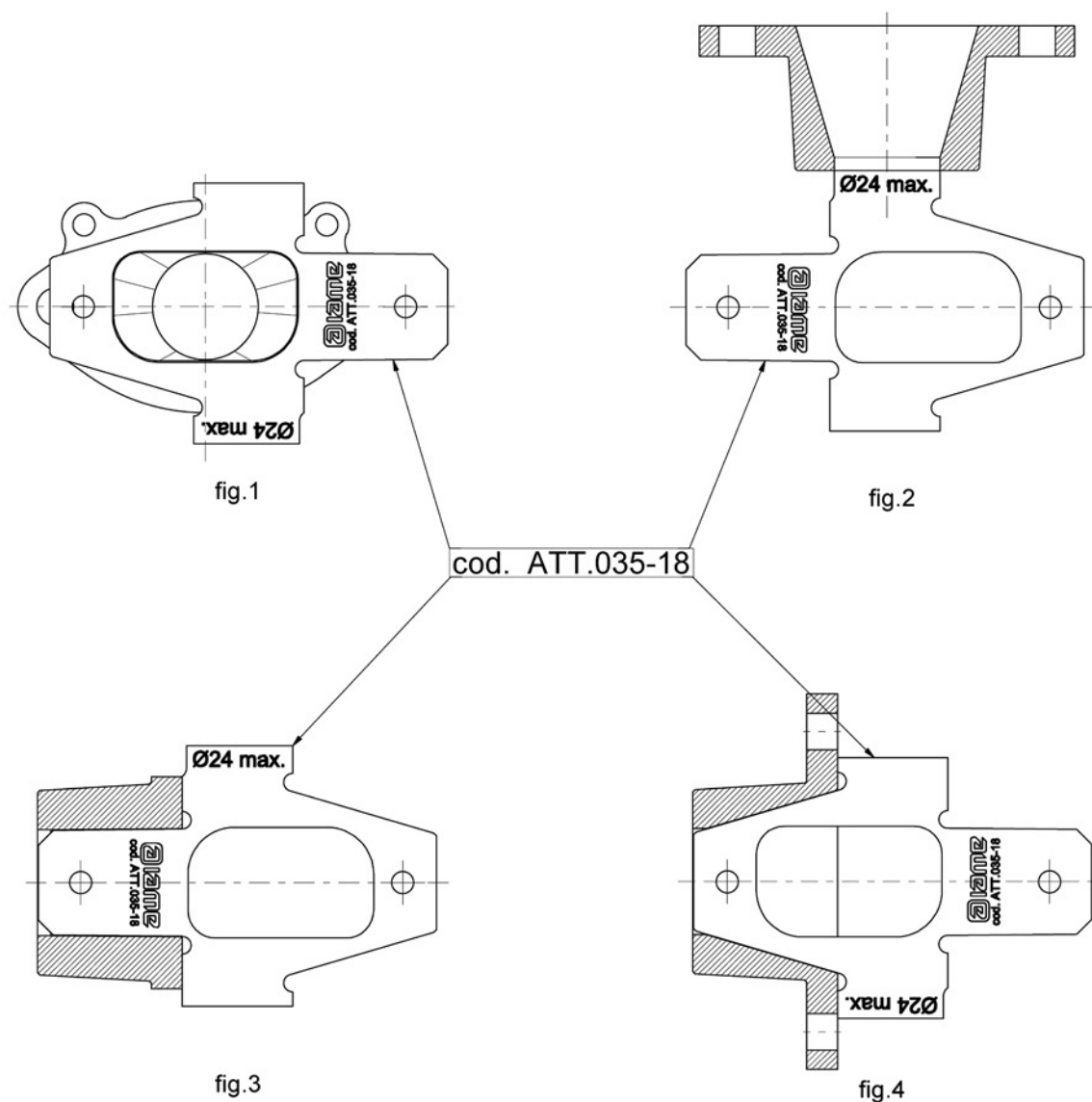
EXHAUST MANIFOLD CHECKING TOOL - CONTRÔLE DU RACCORD D'ÉCHAPPEMENT



THE NO-GO GAUGE MUST NOT ENTER INTO THE EXHAUST RESTRICTOR, (FIG.2); LE GABARIT NE DOIT PAS ENTRER DANS LE TROU DU RESTRICTEUR D'ÉCHAPPEMENT.

THE SHAPE OF THE DUCT IN THE HEADER MUST MATCH WITH THE TEMPLATE, (FIG.1,3 AND 4). LA FORME DU CONDUIT DANS LE COLLECTEUR DOIT ÊTRE LA MEME QUE L'OUTIL

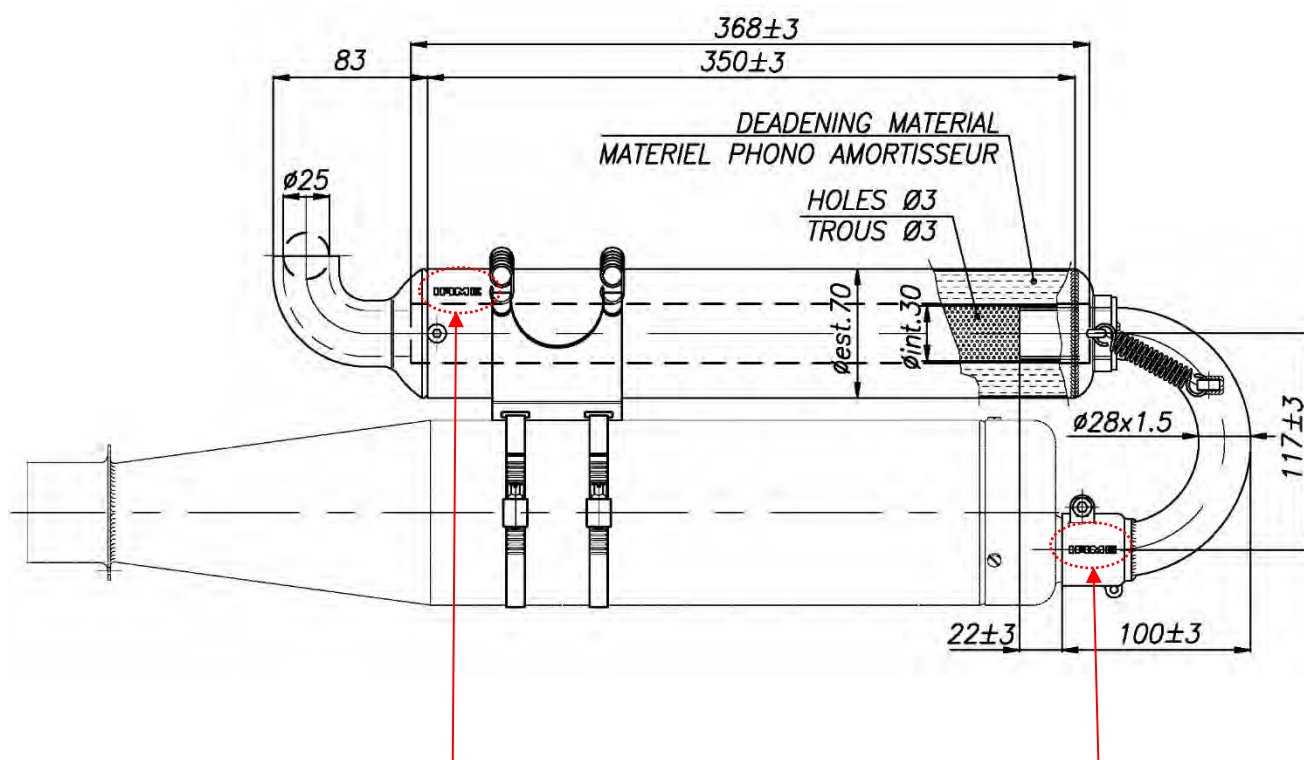
EXHAUST FITTING WITH Ø24 RESTRICTOR CHECKING TOOL *CONTRÔLE DU RACCORD D'ÉCHAPPEMENT AVEC RESTRICTEUR Ø24*



THE NO-GO GAUGE MUST NOT ENTER INTO THE EXHAUST RESTRICTOR, (FIG.2); VERIFIEZ QUE LE CALIBRE N'ENTRE PAS DANS LE TROU DU RESTRICTEUR D'ÉCHAPPEMENT.

CHECK THAT THE TOOL MATCHES THE SHAPE OF THE EXHAUST MANIFOLD, (FIG.1,3 AND 4). VERIFIEZ QUE LA FORME DU RESTRICTEUR D'ÉCHAPPEMENT EST LA MEME DE L'OUTIL

EXHAUST SILENCER SILENCIEUX D'ÉCHAPPEMENT



OR / OU



OR / OU



IAME MARKING / MARQUAGE IAME

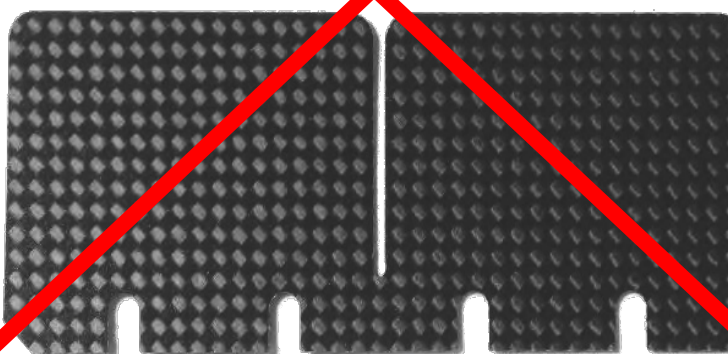
NOT ALLOWED CARBON FIBER REEDS
NON ADMIS LES CLAPETS EN FIBRE DE CARBONE

CARBON FIBER / FIBRE DE CARBONE

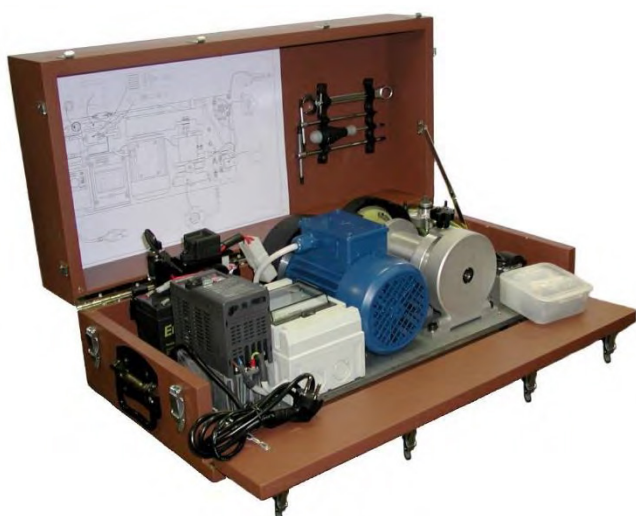
FRONT SIDE
CÔTÉ AVANT



REAR SIDE
CÔTÉ
ARRIÈRE



IGNITION BENCH TESTER
BANC D'ESSAI ALLUMAGE





CARBURETTOR

TILLOTSON HW-27a



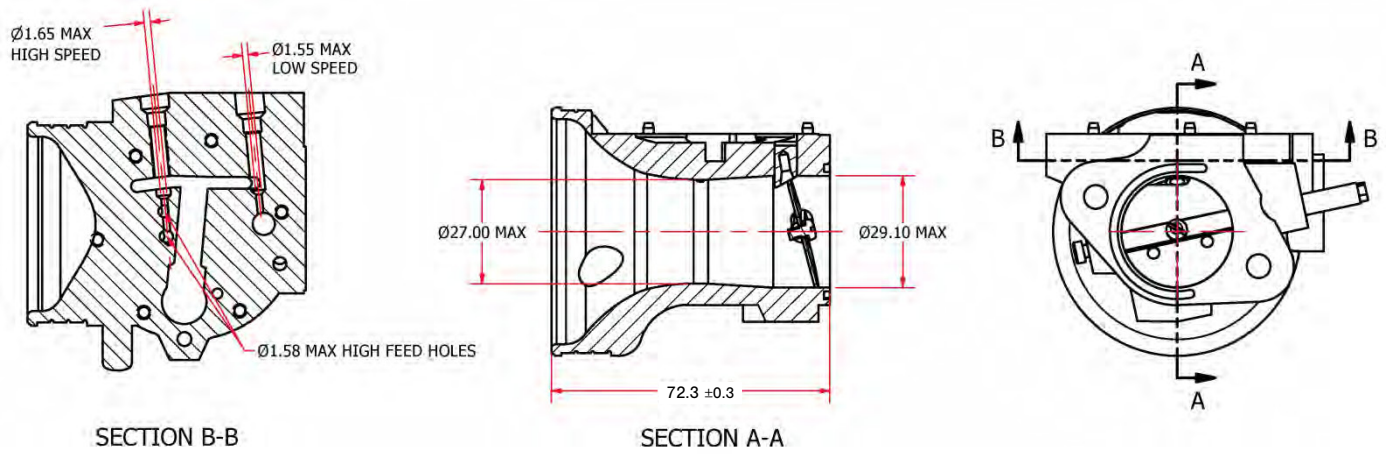
PHOTO OF ADJUSTING SIDE



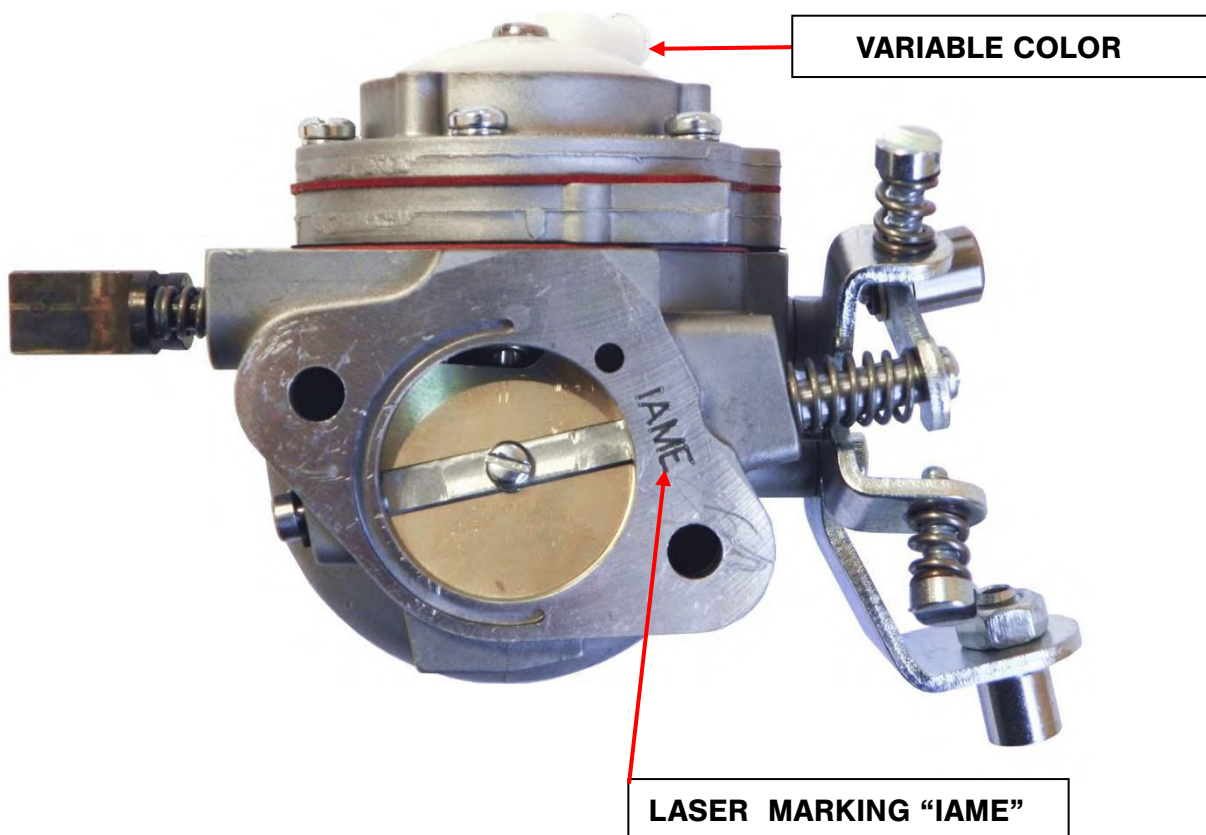
PHOTO OF INLET SIDE

Manufacturer	TILLOTSON LTD.
Make	TILLOTSON
Model	HW-27A

SECTION VIEW

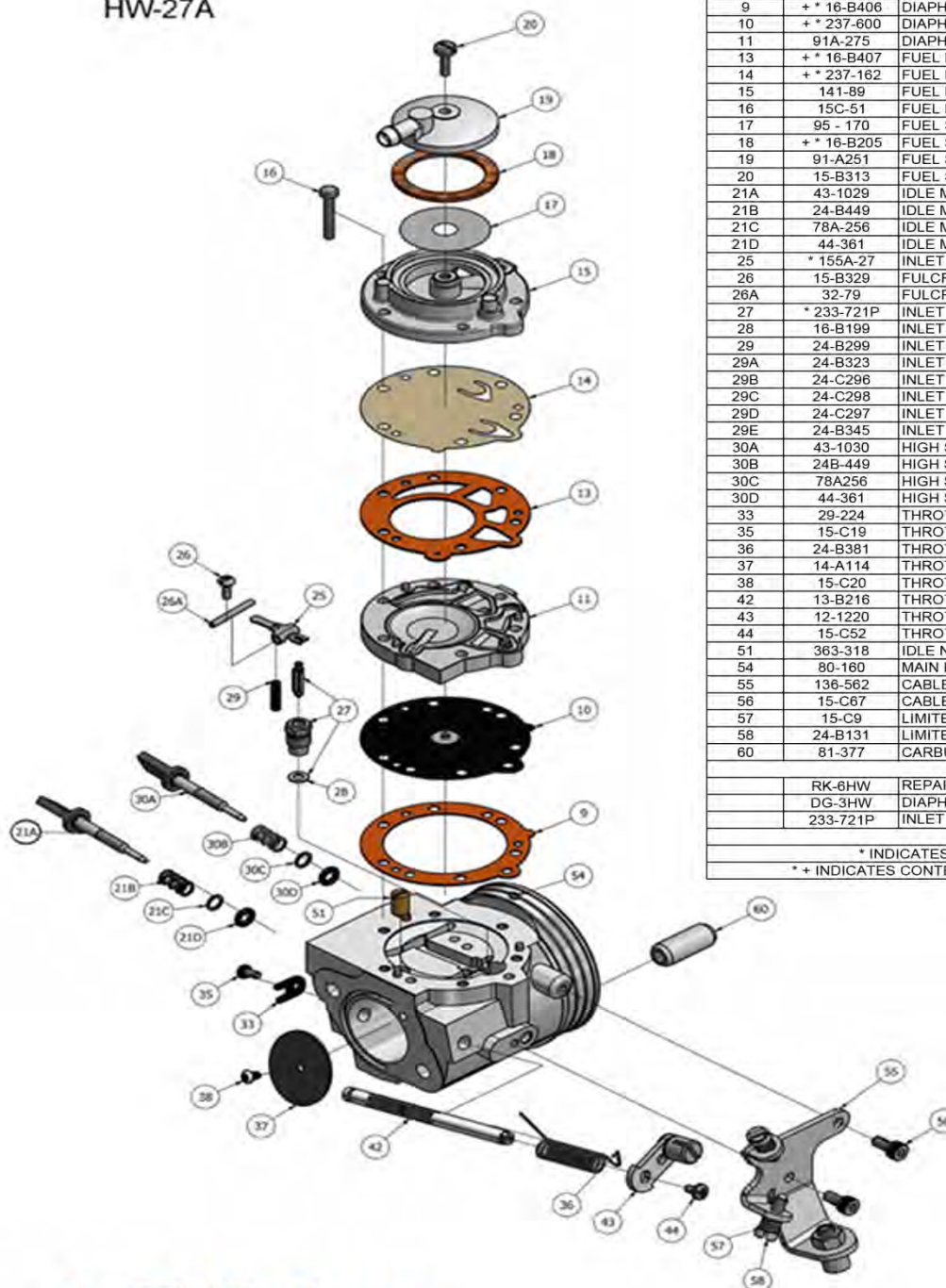


MARKING



CARBURETTOR DESCRIPTION AND SKETCH OF PARTS

HW-27A



ITEM	PART NO.	DESCRIPTION	QTY
9	+ * 16-B406	DIAPHRAGM GASKET (ORANGE)	1
10	+ * 237-600	DIAPHRAGM	1
11	91A-275	DIAPHRAGM COVER	1
13	+ * 16-B407	FUEL PUMP GASKET (ORANGE)	1
14	+ * 237-162	FUEL PUMP DIAPHRAGM	1
15	141-89	FUEL PUMP BODY	1
16	15C-51	FUEL PUMP BODY SCREW	6
17	95 - 170	FUEL STRAINER SCREEN	1
18	+ * 16-B205	FUEL STRAINER COVER GASKET	1
19	91-A251	FUEL STRAINER COVER	1
20	15-B313	FUEL STRAINER COVER RETAINING SCREW	1
21A	43-1029	IDLE MIXTURE SCREW	1
21B	24-B449	IDLE MIXTURE SCREW SPRING	1
21C	78A-256	IDLE MIXTURE SCREW WASHER	1
21D	44-361	IDLE MIXTURE SCREW PACKING	1
25	* 155A-27	INLET CONTROL LEVER	1
26	15-B329	FULCRUM LEVER SCREW	1
26A	32-79	FULCRUM LEVER PIN	1
27	* 233-721P	INLET NEEDLE & SEAT SET	1
28	16-B199	INLET SEAT GASKET	1
29	24-B299	INLET TENSION SPRING (STD 37 grams)	1
29A	24-B323	INLET TENSION SPRING (28 grams)	1
29B	24-C296	INLET TENSION SPRING (31 grams)	1
29C	24-C298	INLET TENSION SPRING (42 grams)	1
29D	24-C297	INLET TENSION SPRING (46 grams)	1
29E	24-B345	INLET TENSION SPRING (48 grams)	1
30A	43-1030	HIGH SPEED MIXTURE SCREW	1
30B	24B-449	HIGH SPEED MIXTURE SCREW SPRING	1
30C	78A256	HIGH SPEED MIXTURE SCREW WASHER	1
30D	44-361	HIGH SPEED MIXTURE SCREW PACKING	1
33	29-224	THROTTLE SHAFT CLIP	1
35	15-C19	THROTTLE SHAFT CLIP RETAINING SCREW	1
36	24-B381	THROTTLE RETURN SPRING	1
37	14-A114	THROTTLE SHUTTER	1
38	15-C20	THROTTLE SHUTTER SCREW	1
42	13-B216	THROTTLE SHAFT	1
43	12-1220	THROTTLE LEVER ASSEMBLY	1
44	15-C52	THROTTLE LEVER RETAINING SCREW	1
51	363-318	IDLE NOZZLE	1
54	80-160	MAIN PLUG	2
55	136-562	CABLE BRACKET	1
56	15-C67	CABLE BRACKET RETAINING SCREW	2
57	15-C9	LIMITER SCREW	2
58	24-B131	LIMITER SPRING	2
60	81-377	CARBURETTOR MOUNTING NUT	2
RK-6HW		REPAIR KIT	
DG-3HW		DIAPHRAGM & GASKET (STANDARD)	
233-721P		INLET NEEDLE & SEAT SET	
* INDICATES CONTENTS OF REPAIR KIT			
* + INDICATES CONTENTS OF DIAPHRAGM & GASKET SET			

Tillotson
RACING

Clash Industrial Estate - Tralee - Ireland
www.tillotson-racing.com

iame

PARTS OF CARBURETTOR

**REF.9 - P. N°16-B406
DIAPHRAGM GASKET (ORANGE COLOR)**



Thickness = 0.5 ± 0.1 mm

**REF.13 - P. N° 16-B407 PUMP DIAPHRAGM
GASKET (ORANGE COLOR)**



Thickness = 0.8 ± 0.1 mm

**REF.10 - P. N°237-600
DIAPHRAGM**



Thickness = 0.13 ± 0.07 mm

**REF.14 - P. N°237-162
PUMP DIAPHRAGM**

ALTERNATIVE



Thickness = 0.10 ± 0.063 mm

**REF.11 - P. N° 91-A275
DIAPHRAGM COVER**

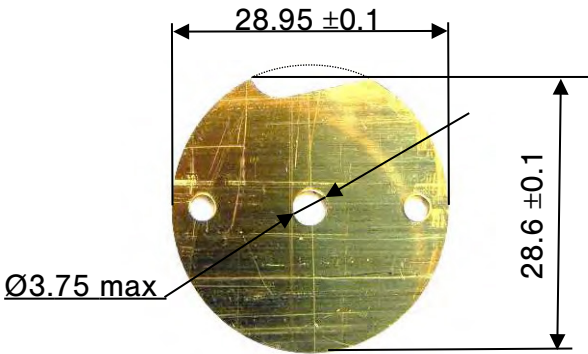
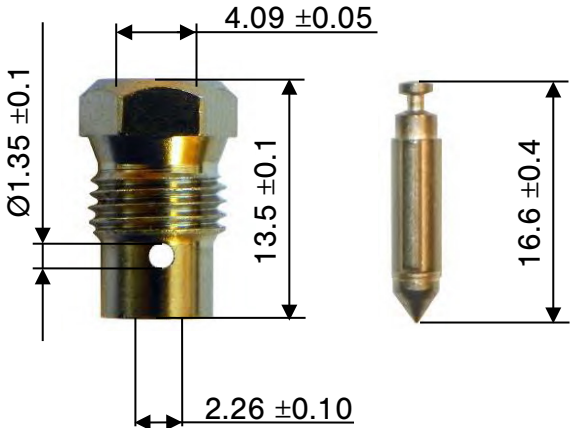
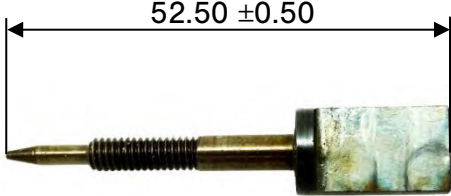
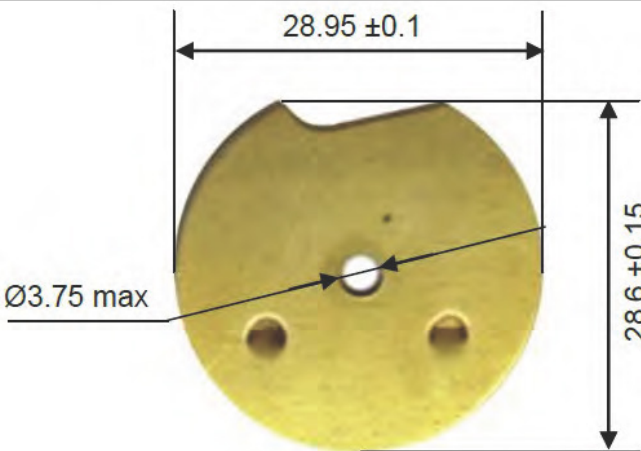


Thickness = 6.75 ± 0.15 mm

**REF.15 - P. N° 141-89
PUMP COVER**

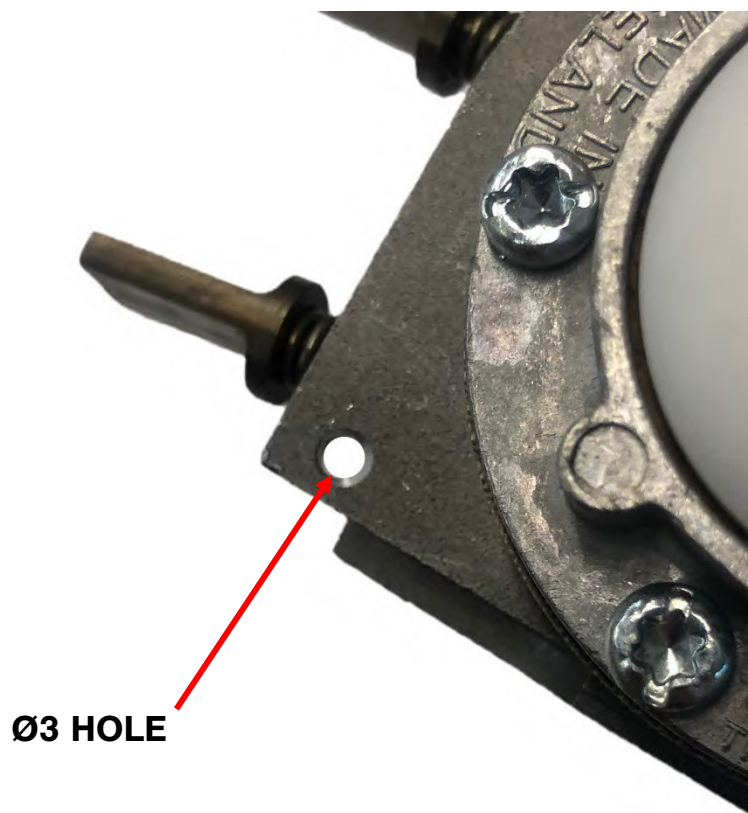


Thickness = 12.5 ± 0.15 mm

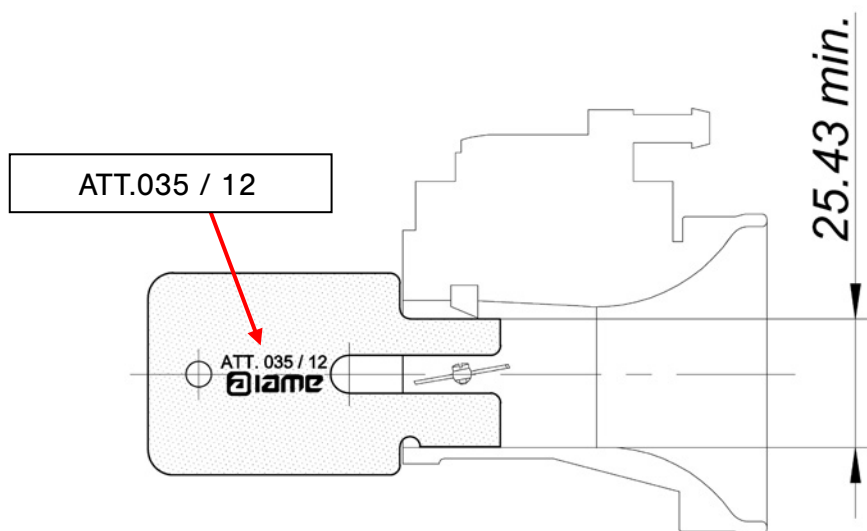
REF.37 - P. N° 14-A114 THROTTLE SHUTTER  Thickness = 0.81 ±0.1 mm	REF.27 - P. N° 233-721P SEAT + NEEDLE 
REF.21A - P. N° 43-1029 NEEDLE LOW SPEED 	REF.30A - P. N° 43-1030 NEEDLE HIGH SPEED 
ALTERNATIVE THROTTLE SHUTTER (made from production tooling)	ALTERNATIVE FUEL NEEDLE
REF.37 - P. N° 14-A114  Thickness = 0.81 ±0.1 mm	REF.27 - P. N° 233-721P 

HOLE FOR CARBURETTOR SEALING

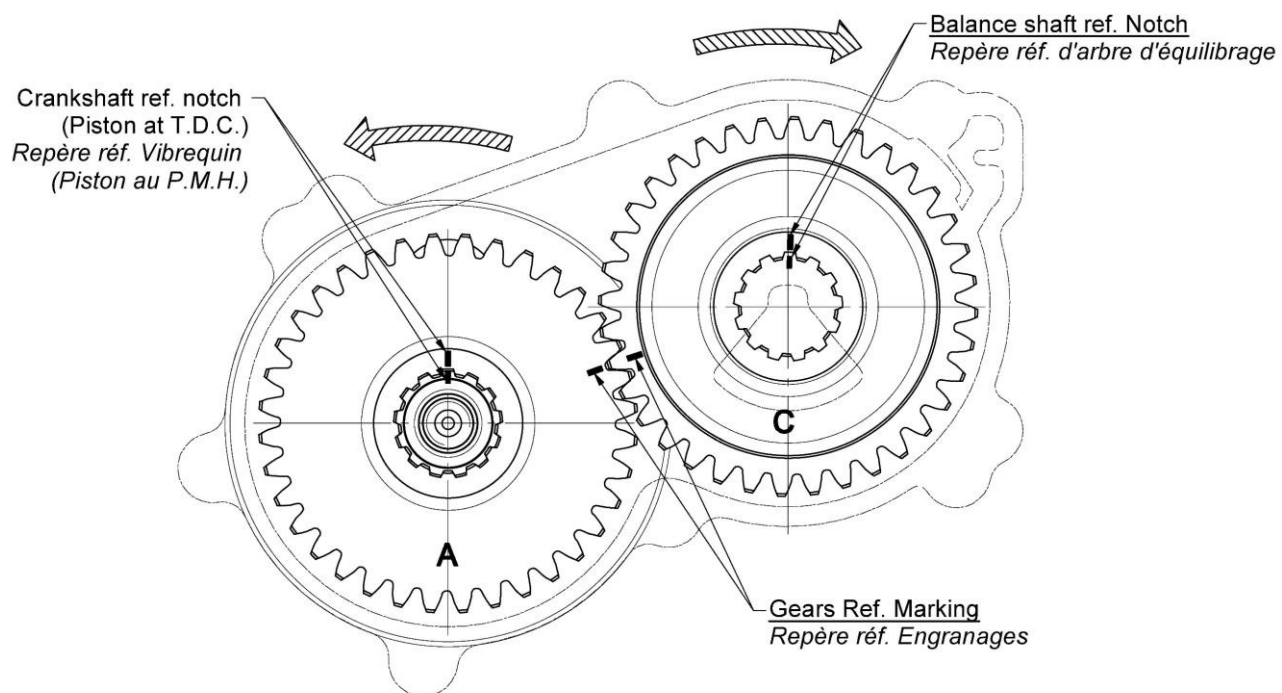
The carburettor can have this hole for sealing.



ATOMIZER - HEIGHT LIMITS AND CHECKING TOOL



X30 BALANCE SHAFT GEARS – ASSEMBLY DIAGRAM with piston at T.D.C.
ENGRENAGES DE L'ARBRE D'ÉQUILIBRAGE X30 – SCHEMA DE MONTAGE avec
piston au Point Mort Haut



1. FUEL

1.1 The oil mixture ratio shall be 4% in Sweden, 4% to 6% in Norway.

1.2 It's forbidden to add any liquid and/or power-boosting chemicals in the fuel

2. WEIGHT – This point is overruled by changes in the regulation from SBF, NBF or IAME Nordic Cup.

2.1 X30 Junior: Sweden(SBF) 150kg(24mm exhaust restrictor), Norway(NBF) 152kg(24mm exhaust restrictor) and IAME Nordic Cup(NBF/XPromotion) 145kg(22,7mm exhaust restrictor)

2.2 X30 Senior: 162 Kg

2.2 X30 Master: 175 Kg (From the calendar year you turn 30years old)

3. INSPECTIONS

3.1 The technical stewards have the right to inspect any part to the point that it can no longer be employed. Inspected parts resulting as regular will be replaced to the driver at no cost. Any part resulting irregular will not be refunded.

3.2 In any moment, the technical officials have the right to replace any part, any accessory or even the entire engine.

3.3 The Promoter, while guaranteeing the perfect efficiency and operation of the supplied material, will in no case be held liable for any malfunction occurring as a result of the replacement.

3.4 The technical forms are the main comparison reference for Scrutineers.

3.5 In case of doubts on the engine parts conformity, the comparison with the sample engine will be the definitive probating element.

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

3.7 Controls can be carried on the engines, in race conditions, at any time of the Event

4. ENGINE IAME X30 125cc

4.1 Any modification to the engine and its accessories is strictly prohibited, unless expressly authorized.

4.2 IAME considers as modifications any action modifying the initial appearance and dimensions of an original part. Any modification and/or installation resulting in the modification of a dimension and/or its possibility of control is strictly prohibited. Polishing, sanding, trimming or machining are prohibited.

4.3 Any heat treatment or additional surface treatment is prohibited. The competitor is responsible for the conformity of his own equipment.

4.4 Only the IAME X30 125cc, original and strictly in accordance with the manufacturer's technical form (Technical characteristics, dimensions, weights, diagrams with the tolerances prescribed by the manufacturer) is allowed.

4.5 The pictures on the original engine tech form are also valid to identify the engine and the parts.

4.6 The engines must be provided with their original serial number.

4.7 No modification, improvement, polishing, addition or removal of material from any part of the engine is allowed

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

4.9 The machining, assembly and adjustment tolerances indicated on the engine tech form refer exclusively to the manufacturing tolerances.

4.10 The competitor is absolutely not authorised to intervene on the engine, even if, after his intervention, the characteristic dimensions remain within the prescribed tolerances.

- 4.11 Any tuning is prohibited. The maximum and minimum values allowed and the volume of the combustion chamber must be measured in accordance with the technical regulations of the CIK/FIA Karting.
- 4.12 Diagrams and volume chart: see the engine tech form
- 4.13 All the gauges described in the engine homologation form are considered as valid means and certified by the Manufacturer to check the conformity of the part for which they were designed.

5 CYLINDER HEAD

- 5.1 The cylinder head must be strictly original.
- 5.2 Only the thread repair by means of a Helicoil M14 x1,25 of the same length as the original thread is authorised. The spark plug clamped to the cylinder head should not protrude above the top of the combustion chamber dome.
- 5.3 The squish (distance between the piston and the cylinder head) must comply, in all respects, with the engine tech form.
- 5.4 The Squish measurement will be carried out with a Ø 1.5mm tin/lead wire.
- 5.5 The original IAME template ATT-025/1 is the reference for checking the conformity of the cylinder head profile. The shape of the gauge should match the profile of the dome, the squish area and the joint plane.
- 5.6 The CIK insert tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

6. CYLINDER

- 6.1 Strictly original and supplied with the original safety pin and IAME markings.
- 6.2 Polishing, sanding, deburring or adjustments are prohibited.
- 6.3 Only reboring is allowed. In case of doubt, the shape and the height of the ports will be compared to the cylinder of the sample engine.
- 6.4 No heat treatment or additional surface treatment is allowed.
- 6.5 Adjustment of the diagram is permitted only by means of cylinder gasket replacement.
- 6.6 The number and thickness of cylinder gaskets is not limited. Only original gaskets are allowed.
- 6.7 No cylinder head gasket is permitted.
- 6.8 The original IAME gauge n. ATT-025/2 is the reference for measuring the height of cylinder ports. 6.9 The original IAME gauge n. ATT-035/1 is the reference for carrying out a visual inspection of all the ports

7. CRANKCASE - CRANKSHAFT - CONNECTING ROD - CRANK PIN

- 7.1 Strictly original and without any modification.
- 7.2 The original IAME ATT-035/3 template is the reference for checking the gasket plane of the reed valve block.
- 7.3 The original IAME ATT-035/4 template is the reference for checking the centre distance of the cylinder indexing pins.
- 7.4 The original IAME ATT-035/5 template is the reference for checking the height of the crankcase base plane.
- 7.5 Only original connecting rod roller cages (X30125431), connecting rod small end roller cages (E-10440/E-10441) and washers (X30125436/X30125437) are authorised.
- 7.6 Crankcase/crankshaft oil seals must be installed correctly with the hollow side inboard of the crankcase and not filled with any material. Under no circumstances can they be modified.

8. BEARINGS

- 8.1 Only crankshaft bearings 6206 set C4 and SKF roller bearings BC1-3342 B are authorised. It is forbidden to mix ball bearings and roller bearings on the same motor. Only balance shaft bearings 6202 C3/C4/C4H and 6005 C3/C4 with steel ball bearings and polyamide cage are authorised.
- 8.2 Bearings with oblique contact prohibited.
- 8.3 Ceramic balls prohibited.
- 8.4 The bearings must be mounted with balls visible from the inside of the crankcase.
- 8.5 All bearings that do not have the correct and clearly visible reference number, as described in these regulations, are expressly prohibited.
- 8.6 The use of spacers behind the bearings is allowed, in order to obtain the correct axial play.
- 8.7 All the internal parts of the engine must be the original manufacturer's, the same number as the assembly of the factory and mounted in the same direction.

9. PISTON – PISTON RING – PISTON PIN

- 9.1 Strictly original without any modifications and in compliance with the technical form of the engine.
- 9.2 The original IAME ATT-035/2 template is the reference for checking the shape of the piston dome.

10. REED VALVE

- 10.1 Strictly original without any modification.
- 10.2 No machining of gasket planes is authorised.
- 10.3 Original reed valve cover without modification.
- 10.4 The thickness of the reed valve/housing gasket is 1mm (allowed tolerance +/- 0.3mm).
- 10.5 The thickness of the conveyor/housing gasket is 0.8 mm (allowed tolerance +/- 0.3 mm).

11 REED PETALS

- 11.1 Fibreglass petals (minimum thickness 0.30mm), marked and IAME original authorised
- 11.2 Carbon fibre petals are prohibited. Even if it's original IAME X30.
- 11.3 Prohibition to modify the original shape

12 CARBURETTOR

- 12.1 Only the Tillotson HW-27A carburettor supplied with the engine in its original configuration (same brand, same model, same reference) is permitted.
- 12.2 Only the accessories supplied with the original carburettor and shown on the carburettor data sheet are authorised.
- 12.3 The spring and the fork are free.
- 12.4 The mounting of the carburettor is free. (Pump up or down)
- 12.5 The thickness of the carburettor gasket is 1 mm (Admitted tolerance +/- 0.3mm).
- 12.6 The original IAME template ATT-035/2 is the only reference to check the shape of the carburettor inlet duct. The shape of the duct must correspond in all respects and over its entire length to the profile of the template.

13 INLET SILENCER

- 13.1 The inlet silencer (ref. X30125740) must be identical to the original one supplied with the engine (same brand, same model, same reference) with intake tubes of 23mm maximum diameter.
- 13.2 Protective grilles are optional.
- 13.3 The rubber sleeve with air filter connecting the inlet silencer to the carburettor is mandatory, it must be installed and comply with the homologation form.
- 13.4 Any injection and/or spray system is prohibited.
- 13.5 In the event of rain, only the inlet silencer protection device reference SKE005-PN-IAME is authorised. Do not need IAME logo for 2025. IAME logo mandatory from 2026.

14. CLUTCH

- 14.1 The centrifugal clutch must engage at 4,000 rpm maximum and begin to move the kart with the Driver in racing conditions.
- 14.2 The clutch should be fully engaged at 6,000 rpm maximum in any condition, this measurement can be checked with the appropriate hardware if necessary.
- 14.3 Each Driver will be responsible for the state of wear and cleanliness of the clutch and the friction parts (Friction material and bell).
- 14.4 The proper functioning of the clutch can be checked at any time during the event, and even after each phase. The original IAME ATT-047/4 gauge is the reference for checking the clutch drum. In the event of a pre-grid check, any Driver who does not comply with the prescribed value will be prevented from starting. In the event of a check on arrival, any Driver who does not comply with the prescribed value will be subject to a report of technical non-compliance.
- 14.5 The tool must not enter the clutch housing in a perpendicular position with respect to the axis of the clutch housing.
- 14.6 No substance should be on the running surface of the clutch.

15. IGNITION

- 15.1 Only the original ignitions, Selettra Digital "K" or Selettra Digital "S" are authorised, without any modification.
- 15.2 The Scrutineers may request the replacement of the entire ignition system or part at any time during the meeting.
- 15.3 The organiser cannot be held responsible for any possible breakdown occurring after the replacement.
- 15.4 Only the electronic box/coil the type "C" (16000 rpm) are authorised and must be fixed to the frame or to the engine.
- 15.5 The markings on the electronic box/coil are mandatory and must be clearly visible without dismantling the electronic box/coil. Covering them with adhesive tape is prohibited.
- 15.6 Modifications to the stator mounting, shape and thickness of the rotor key, rotor keyways and crankshaft are prohibited.
- 15.7 The original IAME ATT-035/7 gauge is the reference to check the correct position of the phase reference marking on the rotor.
- 15.8 The battery must be secured to the frame and connected to the wiring harness.
- 15.9 The IAME Battery box should be fixed to the left-hand side of the chassis with the battery in it connected to the wiring harness.
- 15.10 Both wires should be attached to the battery and attached to all other components to start the engine.

16. SPARK PLUG

- 16.1 Only NGK BR9EG - BR9EIX - BR10EG - BR10EIX - R6252K-105 - R6254E-105 spark plugs are authorised, strictly original and without any modification.
- 16.2 The spark plug must be fitted with its original gasket.
- 16.3 The porcelain insulator must not protrude from the spark plug base and the length of the spark plug base (gasket included) must be 18.5 mm. maximum (Appendix 7 of the CIK technical regulations).
- 16.4 The only authorised spark plug caps are NGK-TB05EMA / PVL 401 222 / Selettra 6000721001 5KOhm, (IAME ref. 10544).

17 EXHAUST PLANT

- 17.1 Only the original muffler and exhaust manifold delivered with the engine are authorised, strictly original and compliant with the tech form. No modification of structure or dimensions is authorised.
- 17.2 Drilling and welding operations on the muffler are only authorised for the installation of a temperature probe.
- 17.3 The complete sealing of the exhaust gases between the cylinder and the exhaust manifold must be guaranteed at all times.
- 17.4 The exhaust gas sealing check can be carried out at any time by plugging the outlet of the exhaust pipe and filling it through the exhaust port with liquid in order to check the sealing.
- 17.5 The proper sealing of the exhaust system is the responsibility of the Driver.
- 17.6 A minimum of one original gasket between the cylinder and the exhaust manifold is permitted.
- 17.7 The use of the original IAME X30125375 spacer (thickness 3 mm +/- 0.5) for adjusting the exhaust length is authorised.
- 17.8 X30 Junior: The use of the original exhaust manifold with the restrictor as described in the tech form is compulsory. No modifications allowed. Sweden(SBF) and Norway(NBF) 24mm. IAME Nordic Cup(NBF/XPromotion) 22,7mm
- 17.9 The use of the exhaust silencer(X30125723-K) is mandatory at all times in Norway(NBF). In Sweden(SBF) the exhaust silencer is optional.
- 17.10 Exhaust manifold reference template: ATT-035/9(22,7mm), ATT-035/18(24mm)

18 COOLING SYSTEM

- 18.1 The cooling system must be in its original configuration: a single IAME original radiator (T-8000B or T-8001).
- 18.2 A single IAME original water pump pulley (aluminium or black/blue plastic) is authorised and in compliance with the tech form form.
- 18.3 The number and shape of radiator supports is free. Non-original Supports is allowed. (Can change for 2026)
- 18.4 Only original IAME thermostat are authorised and their use is optional. The housing can also be installed without the thermostat capsule inside and function as a fitting for Water temp.
- 18.5 Only water without any other additives is allowed for cooling.
- 18.6 Radiator shields, adhesive or mechanical, are permitted but must not be removable while the kart is in motion.
- 18.7 Original blue and black water hoses supplied with the engine.
- 18.8 The type of water pump drive belt is free.
- 18.9 The use of the Original IAME pulley with the belts in position is mandatory.
- 18.10 The combination of plastic or aluminium water pumps with plastic or aluminium water pump pulleys is permitted.
- 18.11 All heaters or heater connection systems on the water circuit are strictly prohibited.

19 STARTER

- 19.1 The engine is fitted with an on-board electric starter.
- 19.2 The original on-board starting system must be installed with all its components, properly connected and in working properly.
- 19.3 If the on-board starter is not working, you are allowed to use an external starter, made for the purpose to start the engine. This is not mechanical work on the kart!

20 SPROCKETS

- 20.1 Only IAME original Z10 / Z11 / Z12 / Z13 sprockets are allowed

21 REGISTRATION OF ENGINE

- 21.1 All engine need to be registratet by SK Service AS or Octane Nordic AB. This is free of charge.