



INTERNATIONAL IAME EVENTS PROMOTED BY RGMMC 2025 - TECHNICAL REGULATIONS S125 (210125)

The CIK/FIA Karting Technical regulation applies for the IAME International events organised by RGMMC. The ENGLISH language is the authentic version. The Organizer of the event RGMMC GMBH, following the agreement of the RFEDA (ASN presenting the event), reserves the right to issue additional statements concerning the Technical Regulations. Such statements are issued to all registered competitors by way of Competitors' Bulletins at the race meetings, or posted to the official championship notice board (IAME EURO website)

1. CHASSIS

Art. 9.1 CIK/FIA KARTING TECHNICAL REGULATIONS. Chassis homologated CIK/FIA or having been homologated CIK/FIA

1.1 Chassis dimensions

Art. 9.1.1 CIK/FIA KARTING TECHNICAL REGULATIONS

1.2 Chassis characteristics

Art. 9.1.2 CIK/FIA KARTING TECHNICAL REGULATIONS

1.3 Rear shaft

According to Art. 9.2 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA vignette not compulsory.

1.4 Fuel tank capacity

Art. 9.3 CIK/FIA KARTING TECHNICAL REGULATIONS

1.5 Bumper

Art. 9.4 CIK/FIA KARTING TECHNICAL REGULATIONS. Bumpers homologated CIK/FIA or having been homologated CIK/FIA

1.6 Front bumper

Art. 8.4.1 CIK/FIA KARTING TECHNICAL REGULATIONS. Front bumper CIK/FIA homologated or having been CIK/FIA homologated

1.7 Side bumpers

Art. 8.4.2 CIK/FIA KARTING TECHNICAL REGULATIONS

1.8 Bodywork

Art. 8.5 CIK/FIA KARTING TECHNICAL REGULATIONS. Bodywork CIK/FIA homologated or having been CIK/FIA homologated

1.9 Material

Art. 4.10.2 CIK/FIA KARTING TECHNICAL REGULATIONS

1.10 Front fairing

Art. 8.5.2 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA homologated fairing

1.11 Front panel

Art. 8.5.3 CIK/FIA KARTING TECHNICAL REGULATIONS. Front panel CIK/FIA homologated or having been CIK/FIA homologated

1.12 Lateral bodywork

Art. 8.5.4 CIK/FIA KARTING TECHNICAL REGULATIONS. Side bodywork CIK/FIA homologated or having been CIK/FIA homologated

1.13 Rear wheel protection

Art. 8.5.5 CIK/FIA KARTING TECHNICAL REGULATIONS. Rear wheel protection CIK/FIA homologated or having been CIK/FIA homologated.

1.14 Brakes

Brakes CIK/FIA homologated or having been CIK/FIA homologated

The following types of brakes must be used:

2WP in OK/OK-Junior classes

1.15 Wheels

Art. 9.7 CIK/FIA KARTING TECHNICAL REGULATIONS



2. EQUIPEMENT ALLOWED

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

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

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

3 ENGINE IAME S125

3.1 Any modification to the engine and its accessories is strictly prohibited, unless expressly authorised.

3.2 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.

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

3.4 Only the IAME S125, original and strictly in accordance with the manufacturer's technical from (Technical characteristics, dimensions, weights, diagrams with the tolerances prescribed by the manufacturer) is allowed.

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

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

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

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

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

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

3.11 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.

3.12 Diagrams and volume chart: see the engine tech form

3.13 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.

4 CYLINDER HEAD

4.1 The cylinder head must be strictly original.

4.2 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 into the top of the combustion chamber dome.

4.3 The squish (minimum distance between the piston and the cylinder head) must comply, in all respects, with the engine tech form.

4.4 The Squish measurement shall be carried out with a \varnothing 1.5mm tin/lead wire, according to the method described in appendix 12 of the international IAME technical regulations.

4.5 The original IAME template ATT-077-1 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.



4.6 The CIK insert tightened on the cylinder head must not protrude into the upper part of the combustion chamber dome.

5. CYLINDER

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

5.2 Polishing, sanding, deburring or adjustments are prohibited.

5.3 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.

5.4 No heat treatment or additional surface treatment is allowed.

5.5 Adjustment of the diagram is permitted only by means of cylinder base gasket replacement.

5.6 The number and thickness of cylinder base gaskets is not limited. Only original gaskets are allowed.

5.7 Cylinder head gaskets are permitted. The number and thickness are not limited. Only original gaskets are allowed.

5.8 The original IAME gauge n. ATT-077-3 is the reference for measuring of the main and secondary transfer ports.

5.9 The original IAME gauge n. ATT-077-4 is the reference for measuring the exhaust main and secondary ports.

5.10 The original ATT-077-5 is the reference for checking shape and dimension of all the ports in the liner.

5.11 The cylinder block height is measured from the base plane of the cylinder to the top plane of the liner.

5.12 Cylinder thermal layers are allowed as long as they are not removable while the vehicle is in motion.

6. CRANKCASE - CRANKSHAFT - CONNECTING ROD - CRANK PIN

6.1 Strictly original and without any modification.

6.2 The original IAME ATT-077-7 template is the reference for checking the gasket plane of the reed valve block.

6.3 The original IAME ATT-077-8 template is the reference for checking the interaxle between the cylinder locating pins.

6.4 The original IAME ATT-077-9 template is the reference for checking the height of the cylinder base plane on the crankcase.

6.5 Only original connecting rod big end cage (TZC-50200), connecting rod small end cage (IFC-50350), crankpin (TZC-40200) and washers (TZC-70101) are authorised.

6.6 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.

7. BEARINGS

7.1 Only crankshaft roller bearings SKF BC1 1442 D (35398A) are authorised. Only balance shaft bearings 6202 C4 and 6202 TN9/C4H, 6203 TN1 C4 with steel balls and polyamide cage, are authorised.

7.2 Bearings with oblique contact prohibited.

7.3 Ceramic balls and rollers prohibited.

7.4 All bearings that do not have the correct and clearly visible reference number, as described in these regulations, are expressly prohibited.

7.5 The use of shims behind the bearings is allowed, in order to obtain the correct axial play.



7.6 All the internal parts of the engine must be manufacturer's original, the same number as the assembly of the factory, mounted in the same way and direction.

8. PISTON – PISTON RING – PISTON PIN

8.1 Strictly original without any modifications and in compliance with the technical form of the engine.

8.2 The original IAME ATT-077-6 template is the reference for checking the shape of the piston dome.

9. REED VALVE

9.1 Strictly original without any modification.

9.2 No machining of gasket planes is authorised.

9.3 Original reed valve cover without modification.

9.4 Carburettor seat strictly original with no modifications.

9.5 The thickness of the conveyor/housing gasket is 0.8 mm (allowed tolerance +/- 0.3 mm).

10 REED PETALS

10.1 Carbon fibre petals (minimum thickness 0.22mm), marked and IAME original are authorised.

10.2 Modification to the original shape is not allowed

11 CARBURETTOR

11.1 Only the Tillotson HW-50A carburettor supplied with the engine in its original configuration (same brand, same model, same reference) is permitted.

11.2 Only the accessories supplied with the original carburettor and shown on the carburettor data sheet are authorised.

11.3 The spring and the fork are free.

11.4 The mounting of the carburettor is free. (Pump up or down)

11.5 The thickness of the carburettor gasket is 1 mm (Allowed tolerance +/- 0.3mm).

11.6 The original IAME templates ATT-063/8 and ATT-063/9 are the references to check the venturi and throttle bore diameters, and the shape of the carburettor intake duct. The shape of the duct must correspond in all points and over its entire length to the profile of the template.

11.7 The original IAME template ATT-047-5M is the reference to check the diameter of L and H orifices.

11.8 The original ATT-077-10 and ATT-077-11 templates are the reference to check the diameter of the main fuel holes in the throttle bore.

12 INLET SILENCER

12.1 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.

12.2 The use of protective grilles is compulsory.

12.3 The rubber sleeve connecting the inlet silencer to the carburettor is mandatory with air filter, it must be installed and comply with the homologation form.



12.4 Any injection and/or spray system is prohibited.

12.5 In the event of rain, only the original inlet silencer protection device (SKE005-PN-IAME) is authorised.

13. CLUTCH

13.1 The centrifugal clutch must engage at 4,000 rpm maximum and begin to move the kart with the Driver in racing conditions.

13.2 The clutch should be fully engaged at 6,000 rpm maximum in any condition, this rpm can be checked with the appropriate hardware if necessary.

13.3 Each Driver will be responsible for the state of wear and cleanliness of the clutch and the friction parts (Friction material and drum).

13.4 The proper functioning of the clutch can be checked at any time during the event, and after each phase. The original IAME ATT-047/4 gauge is the reference for checking the inner diameter of 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. The tool must not enter the clutch housing perpendicularly to the axis of the clutch drum.

13.5 Only IAME original Z10 / Z11 / Z12 / Z13 sprockets are allowed.

14. IGNITION

14.1 Only the original ignition Selettra Digital "S" is authorised, without any modification.

14.2 Only the electronic box/coil the type "C" (16.000 rpm) is authorised and must be fixed to the engine.

14.3 The markings on the electronic box/coil are mandatory and must be clearly visible without dismantling the electronic box/coil. Covering the markings adhesive tape is prohibited.

14.4 Modifications to the stator mounting, shape and thickness of the rotor key, keyways on rotor and crankshaft are prohibited.

14.5 The original IAME ATT-035/7 gauge is the reference to check the correct position of the advance reference marking on the rotor.

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

14.7 The Scrutineers may request the replacement of the entire ignition system or a part at any time during the meeting.

14.8 The organiser cannot be held responsible for any possible breakdown occurring after the replacement.

15. SPARK PLUG

15.1 Only NGK B9EG - B10EG - BR9EG - BR9EIX - BR10EG - BR10EIX - R6252K-105 - R6254E-105 spark plugs are authorised, strictly original and without any modification.

15.2 The spark plug must be fitted with its original gasket. The porcelain insulator must not protrude from the spark plug body and the length of the spark plug body (gasket included) must be 18.5 mm. maximum (Appendix 7 of the CIK technical regulations).

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

16 EXHAUST PLANT

16.1 Only the original exhaust and header delivered with the engine are authorised, strictly original and compliant with the tech form. No modification of structure or dimensions is authorised.

16.2 Drilling of the probe fitting is authorised to install a temperature probe.

16.3 Original exhaust manifold in compliance with the tech form of the engine



16.4 The presence of one original gasket minimum, between the cylinder and the exhaust header, is compulsory.

16.5 The use of one or more original spacers IAME S1NH20500 (thickness 3 mm +/- 0.5) to adjust the exhaust length is authorised.

16.6 A gaskets must be placed between each element of the exhaust header group: cylinder, header, spacer or spacers where present.

16.7 The complete sealing of the exhaust gases between the cylinder and the exhaust header must be guaranteed at any time.

16.8 Checking of the exhaust gas sealing can be carried out at any time by plugging the outlet of the exhaust header and filling it through the exhaust port with liquid.

16.9 The use of the exhaust silencer, in compliance with the technical form of the engine, is mandatory.

17 COOLING SYSTEM

17.1 The cooling system must be in its original configuration: a single IAME original radiator (T-8000B or T-8001), a single IAME original water pump (aluminium or black/blue plastic) is authorised and in compliance with the tech form.

17.2 A single IAME original water pump pulley (aluminium or black/blue plastic) is authorised and in compliance with the tech form. The type of water pump drive belt is free. The use of the pulley with the belts in position is mandatory.

17.3 The number of radiator supports, black or chromed, is not limited. The only machined supports allowed are IAME p.n.: T-8136NL-C.

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

17.5 Only water without any other additives is allowed for cooling.

17.6 Radiator shields, adhesive or mechanical, are permitted but must not be removable while the kart is in motion.

17.7 Original blue water hoses must be used, as supplied with the engine.

17.8 The combination of plastic or aluminium water pumps with plastic or aluminium water pump pulleys is permitted.

17.9 All heaters or heater connection systems on the water circuit are strictly prohibited.

18 STARTER

18.1 The original on-board starting system must be installed with all its components, properly connected, and properly working.