

08/03/17 - X30 CHALLENGE INTERNATIONAL 2017 – Bulletin N. 2/17

SPORTING REGULATIONS

Text *crossed in red* = nullification

Text ***italic bold*** = modification or addition

TECHNICAL REGULATIONS

Article 1 - ENGINE IAME X30 125cc RL TaG - X30 SENIOR & X30 MASTER

1.7 CYLINDER

Only the original cylinder can be employed. Polishing, sandblasting, trimming or adjustments are not allowed. Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine. No heat treatment or surface treatment are allowed. The diagram adjustment is allowed only by means of the cylinder gasket replacement. **The number of cylinder gaskets is not limited.** Only original gaskets are allowed. No head gasket is admitted.

Article 2 - ENGINE IAME X30 125cc RL TaG - X30 JUNIOR

2.7 CYLINDER

Only the original cylinder can be employed. Polishing, sandblasting, trimming or adjustments are not allowed. Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine. No heat treatment or surface treatment are allowed. The diagram adjustment is allowed only by means of the cylinder gasket replacement. **The number of cylinder gaskets is not limited.** Only original gaskets are allowed. No head gasket is admitted.

Article 3 - ENGINE IAME X30 SUPER 175cc RL TaG - X30 SUPER

3.6.2 The squish (distance between piston and the cylinder head) must be minimum 0.85mm at all points. The thickness of the tin wire (50% tin minimum.) used for the squish measurement must have a 1,5mm diameter. Measurements must be taken with the engine in racing conditions at any time during the event. **Only one copper head gasket allowed, thickness is free.** The original IAME gauge n. ATT-067/1 is the reference to check the cylinder head profile conformity. The gauge shape must match with the dome profile, the squish area and the gasket plane.

3.7 CYLINDER

Only the original cylinder can be employed. Polishing, sandblasting, trimming or adjustments are not allowed. Only re-boring is allowed. In case of doubt, the shape and the height of the transfers have to be compared to the cylinder of the sample engine. No heat treatment or surface treatment are allowed. The diagram adjustment is allowed only by means of the cylinder gasket replacement. **The number of cylinder gaskets is not limited.** Only original gaskets are allowed. ~~No head gasket is admitted.~~

Article 4 - ENGINE IAME X30 SUPER SHIFTER 175cc RL TaG - X30 SUPER SHIFTER

4.6 CYLINDER HEAD

4.6.1 The cylinder head has to be strictly original. Only the thread repairing by means of an M14x1,25 helicoil, with the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome. The gauge p.n. ATT-061/1 is the reference to check the cylinder head profile conformity. Only one copper head gasket allowed, **thickness is free.**