

IAME M1 TECHNICAL REGULATIONS

SKUSA MEXICO

Baby Category

- BABY COMER 50cc / IAME M1 Category reserved for pilots from 4 to 7 years old, in the case of pilots who do not comply with the above, they must have written authorization from the steering committee of the SKUSA MÉXICO Championship.

Official Weighing

- BABY 70 Kgs COMER 50cc / IAME M1

The intent of this class is for the engine to operate as supplied from the factory unless otherwise stated. Components can be compared with original parts to ensure compliance. The factory sheet document is considered part of the technical specifications. No modifications are allowed. Only engines are allowed. Imported (registered serial number) through the official IAME importer for Mexico. Only original IAME spare parts may be used.

- 1.- Gear Ratio – 10 (front) -80 (rear).
- 2.- Maximum Rear Wheel Diameter -- 33.25”.
- 3.- Spark plugs -- NGK ÿ B8EG -- B9EG -- B10EG -- BR8EG -- BR9EG -- BR10EG.
- 4.- Bearings – Must be 6204 C4 – without modification with 8 steel balls and plastic cage.
- 5.- Gasoline – Specified in the SKUSA Sports Regulations/ Call.
- 6.- Silencer -- Must remain unchanged -- gasket must be in place --
No leaks allowed – maximum output 10.3mm.
- 7.- Exhaust Restrictor -- 22.25mm (0.876”) NO-GO -- no leaks allowed
- 8.- Repairs -- Damaged string threads can be repaired with Helicoils or other inserts - original location must be maintained.
- 9.- Decals: allowed on the fan cover or intake silencer.

10.- Base Joints: maximum of 2 (ebp-85045, ebp-85046 or ebp-85046-A allowed).

11.- Cylinder head gaskets: maximum of 4 allowed (A-61047 or A-61048) any combination allowed.

12.- Clutch -- As supplied from the factory without modifications, excess oil/grease is grounds for disqualification -- Clutch test 5000 rpm maximum.

13.- Minimum Squish -- 2mm (.078") checked along pin centerline of the piston.

14.- Carburetor – HS-325A only -- to be used as factory - Venturi 10.3mm
Max - the inlet spring and the "pop off" value is not checked - the choke must stay in place – the "Welch Plug" should not show signs of tampering or removal/replacement.

15.- Time: Page 10 of the factory record document

-- insert the dial indicator into the spark plug hole, zero at top dead center

-- Align marks by photo

-- the reading should be between 0.035" -- 0.045"

-- all ignition components must be OEM and unaltered

