

REGLAMENTO TÉCNICO IAME M1

SKUSA MÉXICO

Categoría Baby

- BABY COMER 50cc / IAME M1 Categoría reservada para pilotos de 4 a 7 años, en el caso de pilotos que no cumplan con lo anterior deberá de contar con autorización escrita de parte del comité directivo del Campeonato SKUSA MÉXICO.

Pesaje Oficial

- BABY 70 Kgs COMER 50cc / IAME M1

La intención de esta clase es que el motor funcione como se suministra de fábrica a menos que se indique lo contrario. Los componentes se pueden comparar con piezas originales para asegurar el cumplimiento. El documento ficha de fabrica se considera parte de las especificaciones técnicas. No se permite ninguna modificación. Se permiten solo motores importados (número de serie registrado) a través del importador oficial de IAME para México. Solamente las piezas de repuesto originales IAME pueden usarse.

- 1.- Relación Engrane – 10(delantero) -80 (trasero).
- 2.- Máximo Diámetro de las Llantas Traseras -- 33.25”.
- 3.- Bujías -- NGK → B8EG -- B9EG -- B10EG -- BR8EG -- BR9EG -- BR10EG.
- 4.- Baleros – Deben ser 6204 C4 – sin modificación con 8 bolas de acero y jaula de plástico.
- 5.- Gasolina – Especificada en el Reglamento Deportivo SKUSA/ Convocatoria.
- 6.- Silenciador -- Debe permanecer sin modificaciones -- la junta debe estar en su lugar -- no se permiten fugas – salida máxima de 10.3mm.
- 7.- Restrictor del Escape -- 22.25mm (0.876”) NO-GO -- no se permiten fugas
- 8.- Reparaciones -- Los hilos de las cuerdas dañadas pueden repararse con Helicoils u otros insertos - ubicación original debe mantenerse.
- 9.- Calcomanías: permitidas en la cubierta del ventilador o en el silenciador de entrada.

- 10.- Juntas Base: máximo de 2 (se permite ebp-85045, ebp-85046 o ebp-85046-A).
- 11.- Juntas de culata: máximo de 4 permitidas (A-61047 o A-61048) cualquier combinación permitida.
- 12.- Clutch -- Como se suministra de fábrica sin modificaciones, el exceso de aceite/grasa es motivo para descalificación -- Prueba de embrague 5000 rpm como máximo.
- 13.- Squish Mínimo -- 2mm (.078") comprobado a lo largo de la línea central del pasador del pistón.
- 14.- Carburador – Solamente HS-325A -- para usarse como de fabrica - Venturi 10.3mm Max - el resorte de entrada y el valor del "pop off" no es revisado - el ahogador debe permanecer en su lugar – el "Welch Plug" no debe mostrar signos de manipulación o extracción / reemplazo.
- 15.- Tiempo: Página 10 del documento ficha de fábrica
- inserte el indicador del dial en el orificio de la bujía, cero en el punto muerto superior
- Alinear marcas por foto
- la lectura debe estar entre 0.035" -- 0.045"
- todos los componentes de encendido deben ser OEM e inalterados



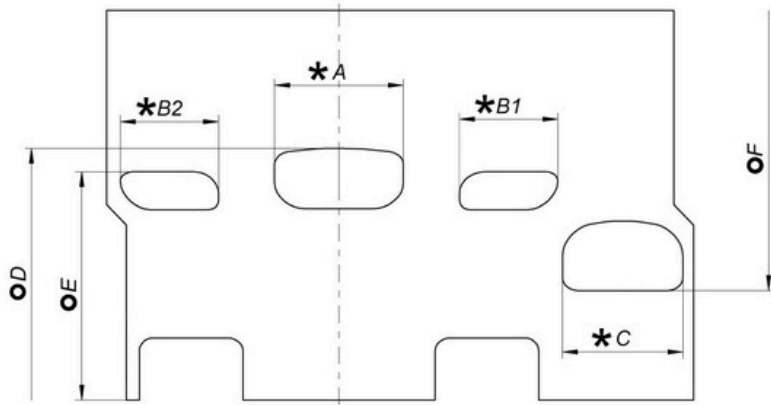
M1 - 60_{cc} PULL START USA

		FEATURES	
		Cylinder volume	60.00 cm ³ max
		Bore	41.80 mm
		Max. theoretical bore	41.97 mm
		Stroke	43.35 mm max
		Cooling system	Air
		Inlet system	Piston Valve
		Number of carbs	1
Carburettor Tillotson	HS-325A	Cylinder/crankcase transfers n°	2
Number of piston rings	1	Inlet/exhaust ports	1 / 2
Big end conrod ball-bearing diameter	18x24x15	Combustion chamber shape	Spherical
Crankshaft ball-bearing diameter	20x47x14	Selettra ignition	Analogic Cod. A-61953-C
Small end conrod ball-bearing diameter	12x16x16	Distance between Conrod centres	96 mm

DESCRIPTION OF THE MATERIAL		PISTON
Conrod material	Steel	Min Weight (ring incl.) 60 g
Crankshaft material	Steel	
Head material	Aluminium	
Cylinder material	Aluminium	
Liner material	Cast Iron	DISTANCE BETWEEN CONROD CENTERS
Crankcase material	Aluminium	Min. Weight 97 g
Piston material	Aluminium	
Piston rings material	Cast Iron	
Exhaust muffler material	Sheet-steel	
Ball-bearings	6204 type	

CRANKSHAFT	
BEARING SEAT DISTANCE	P piston pin min. weight 15.5g RAW FORGED Complete Crankshaft min. weight 1280 g

CYLINDER DEVELOPMENT



A	27.5 ±0.2 mm
B1 = B2	21.7 ±0.4 mm
C	26 ±0.2 mm
D	151.5° max.
E	114.5° ±1.5°
F	141.5° max.

TOOL IAME Cod. 10194

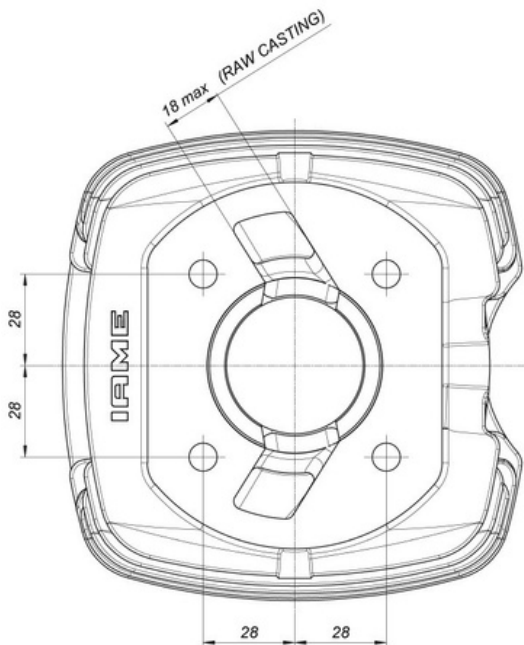


* CHORDAL READING

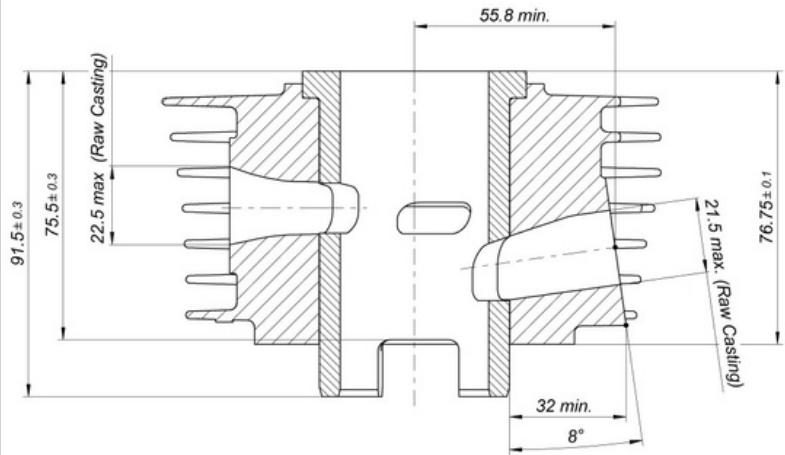
○ ANGULAR READING BY INSERT A 0.2x5 mm GAUGE

USING IAME TOOL - Cod. 10194

CYLINDER BASE VIEW

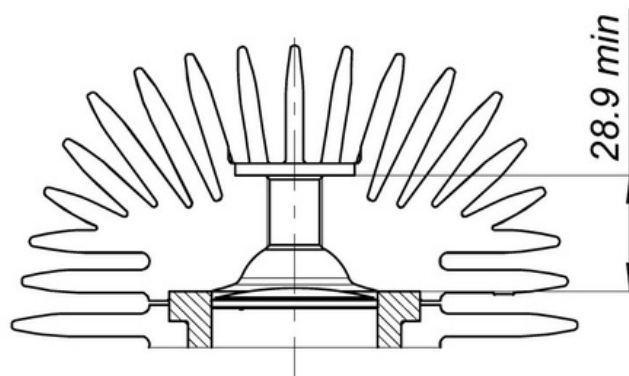


CYLINDER CROSS SECTION VIEW



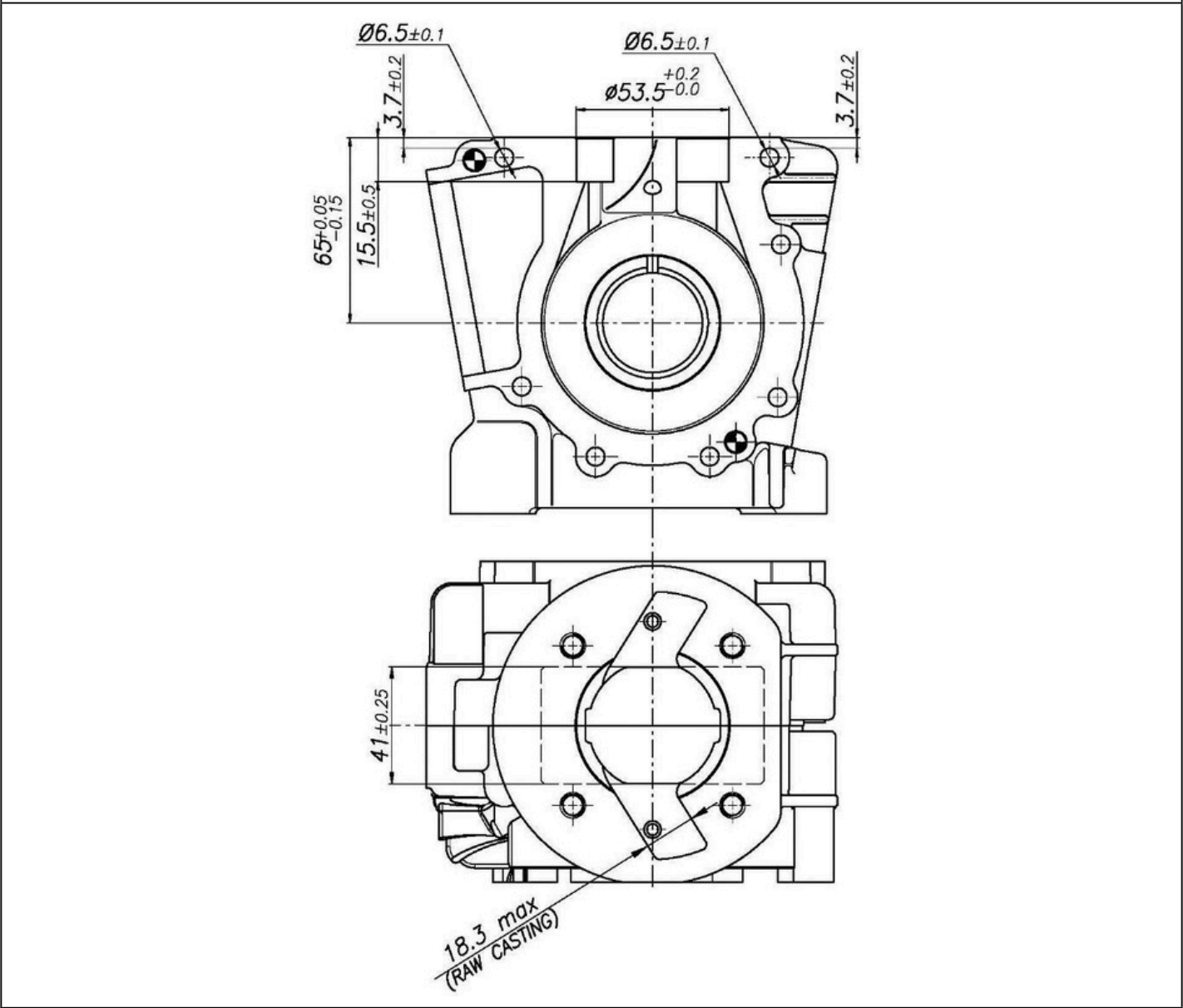
COMBUSTION CHAMBER VIEW

SQUISH MIN.= 0.078" (2.0 mm)
(measured with 0.125" (1/8") / Ø3.175mm solder)

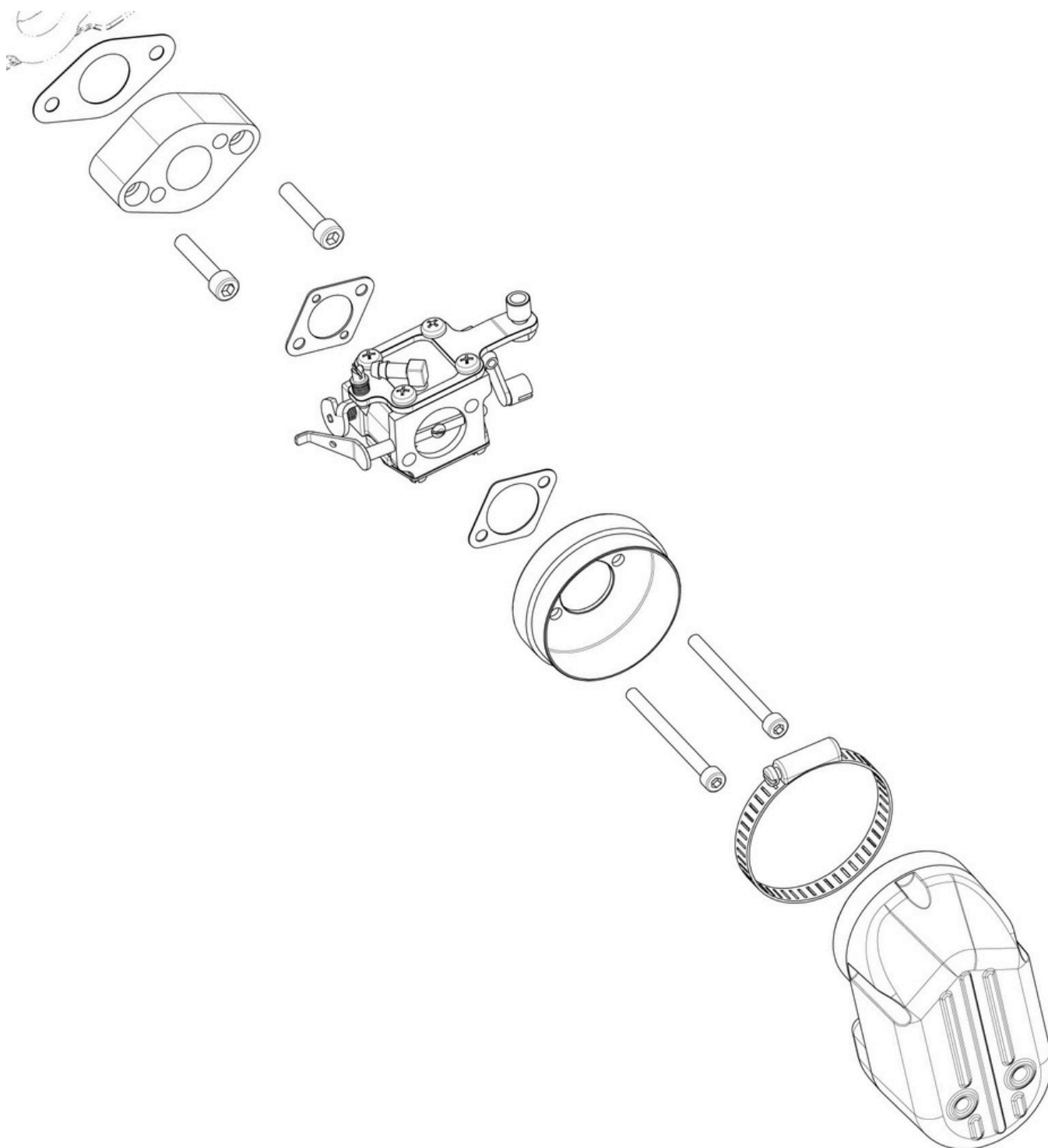


THERMAL SPACER	INLET SILENCER
20.0 MAX 21.5 MAX 21.5 MIN Q.ty: 1	Ø58.5±1 Ø12 max 61±1 54.5±1 114±0.1 116±1

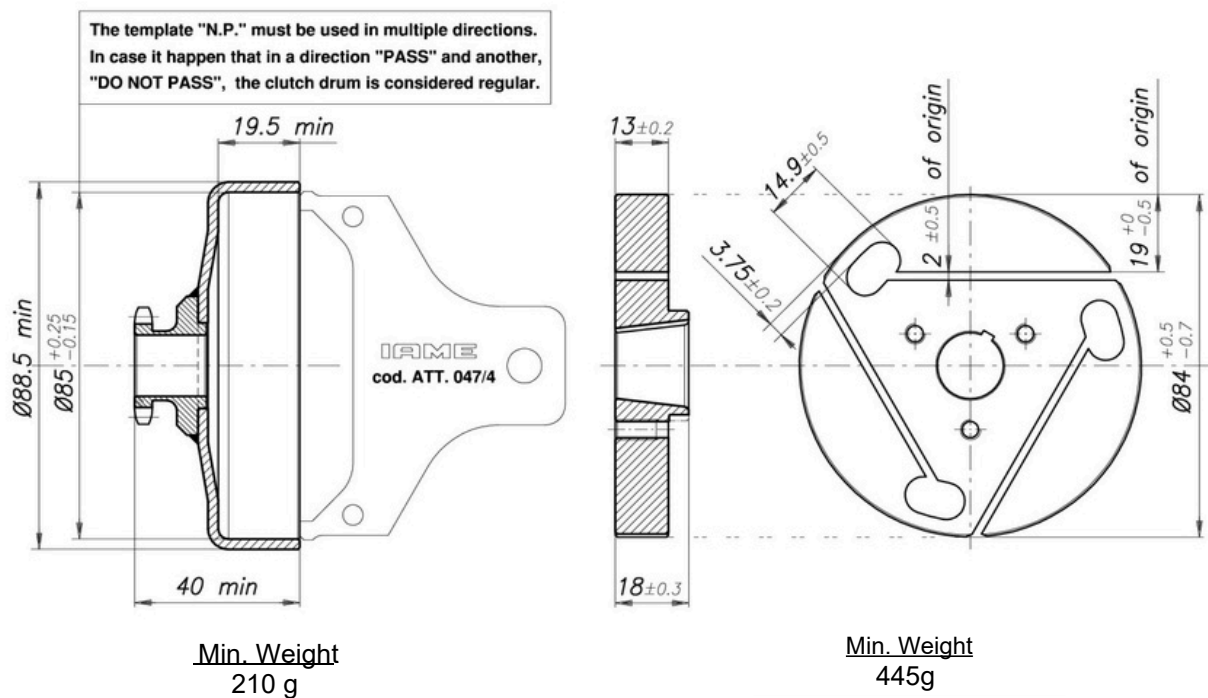
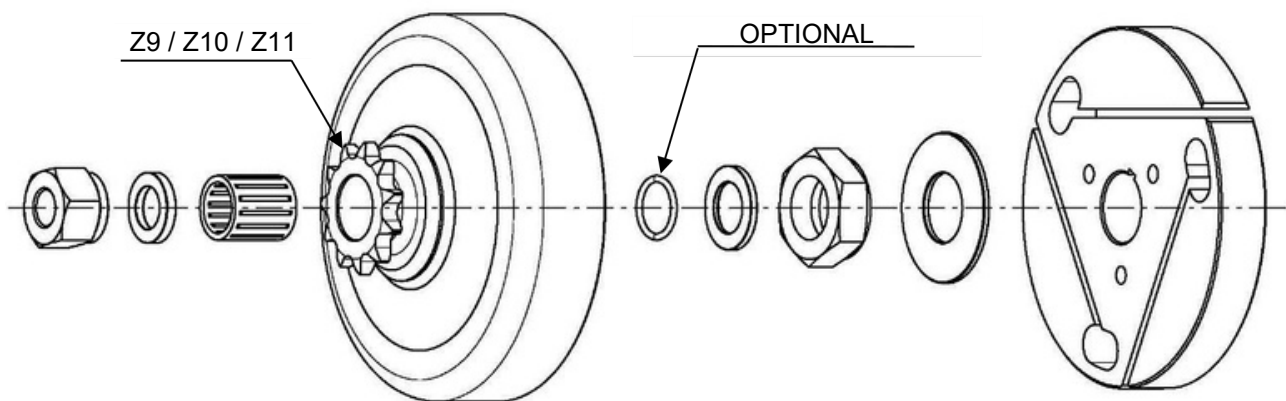
CRANKCASE INSIDE VIEW



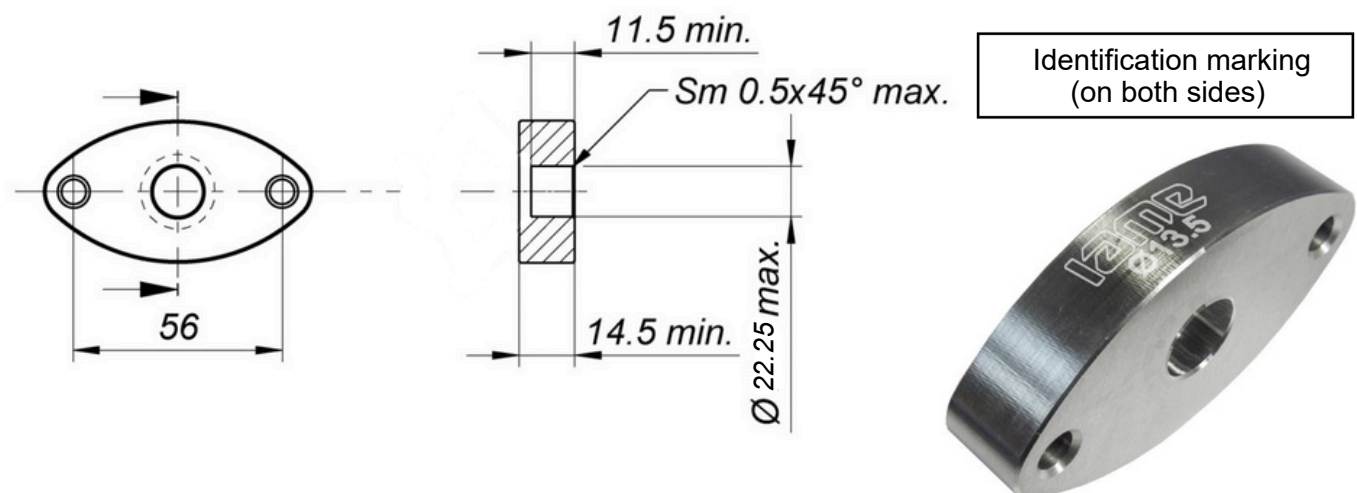
INLET SYSTEM EXPLODED VIEW



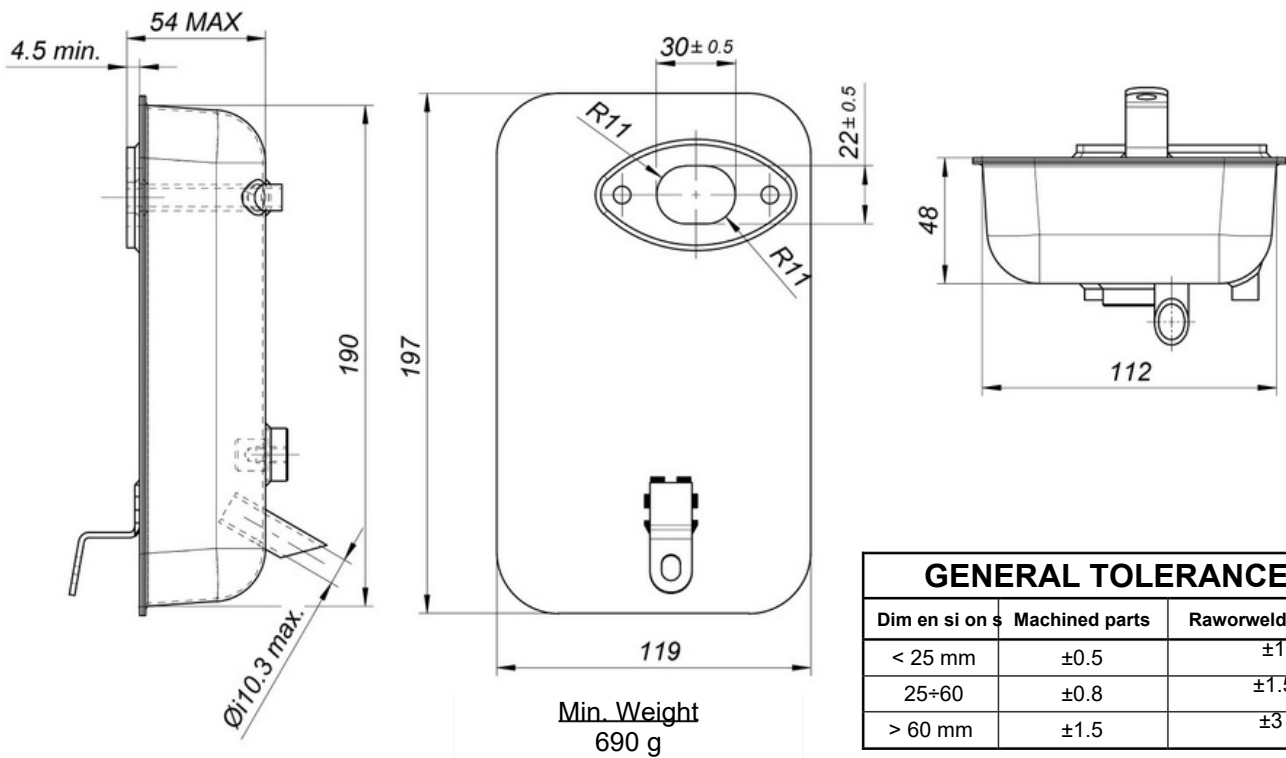
DESCRIPTION OF THE CLUTCH



EXHAUST MANIFOLD



EXHAUST MUFFLER VIEW AND DIMENSIONS

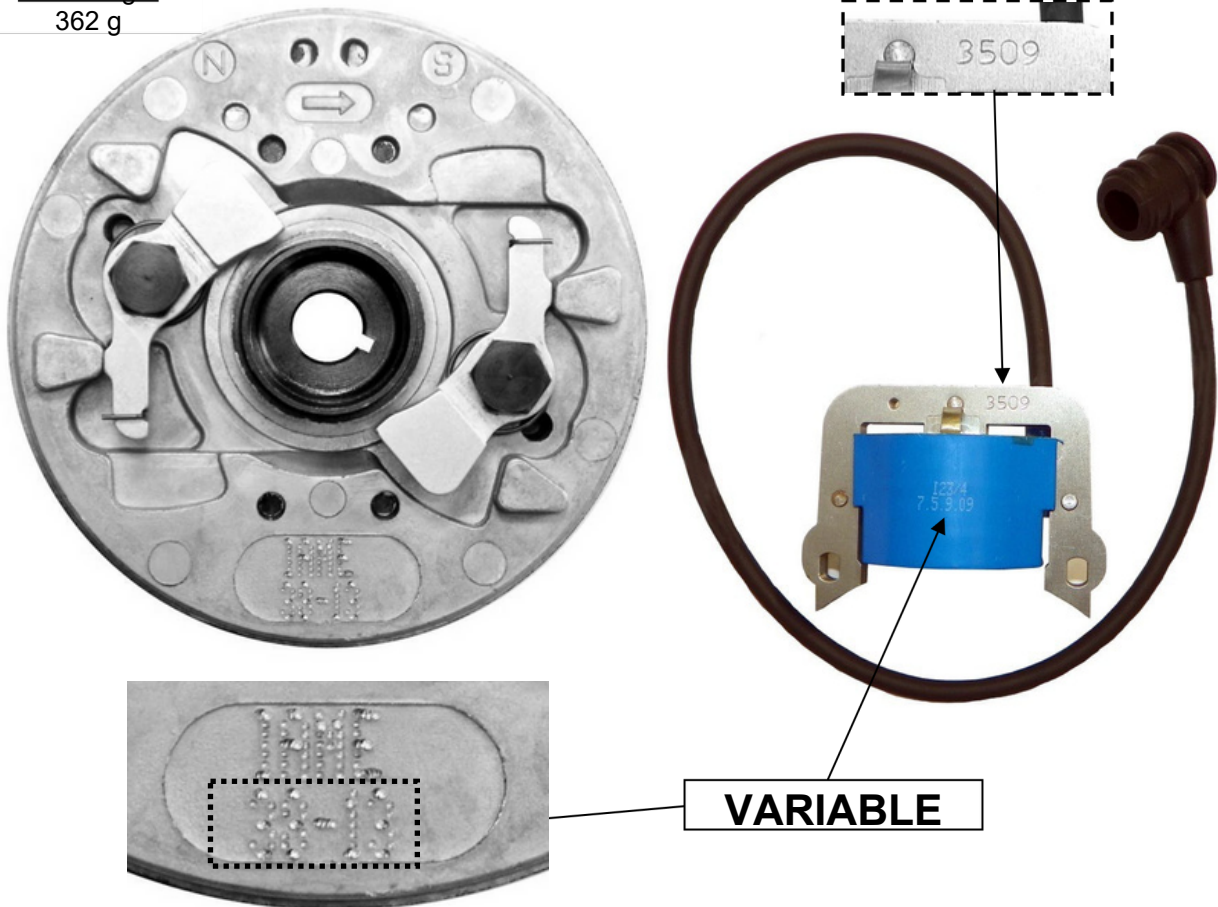


GENERAL TOLERANCES

Dim en si on s	Machined parts	Raworweldedparts
< 25 mm	±0.5	±1
25+60	±0.8	±1.5
> 60 mm	±1.5	±3

IGNITION PHOTO IDENTIFICATION MARKING

Min. Weight
362 g



ALTERNATIVE IGNITION ROTOR

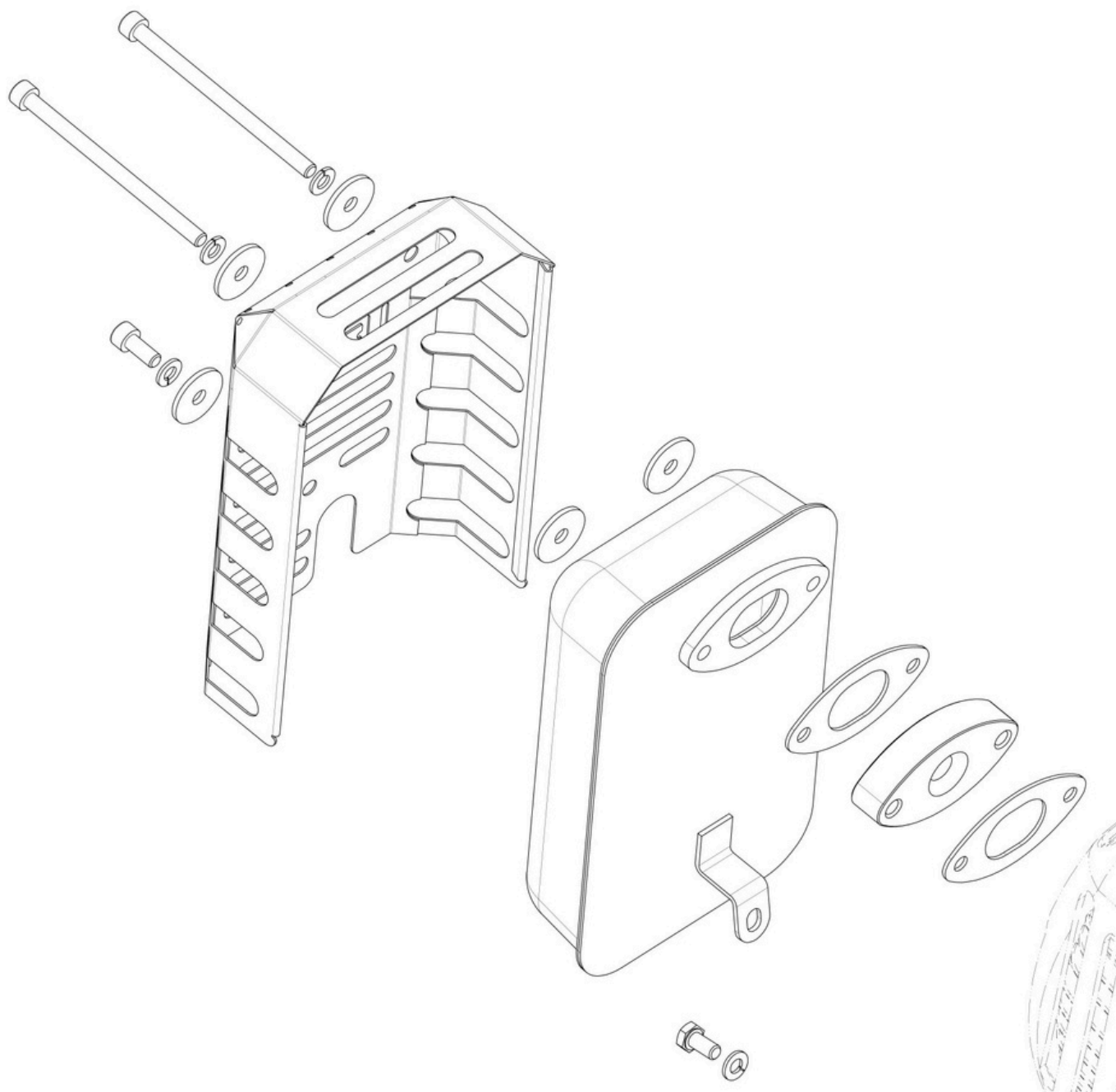
ROTOR TYPE 1



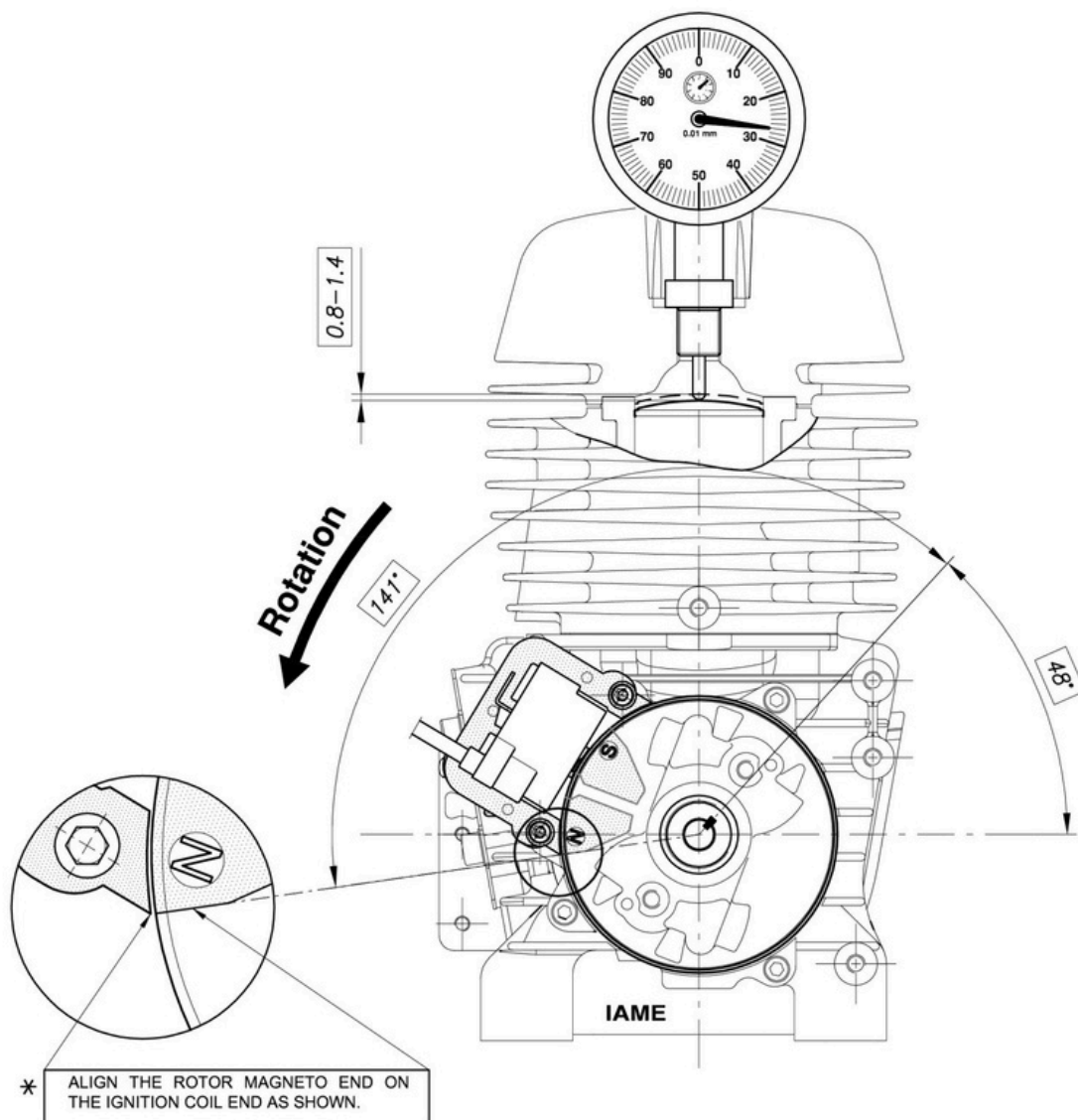
ROTOR TYPE 2



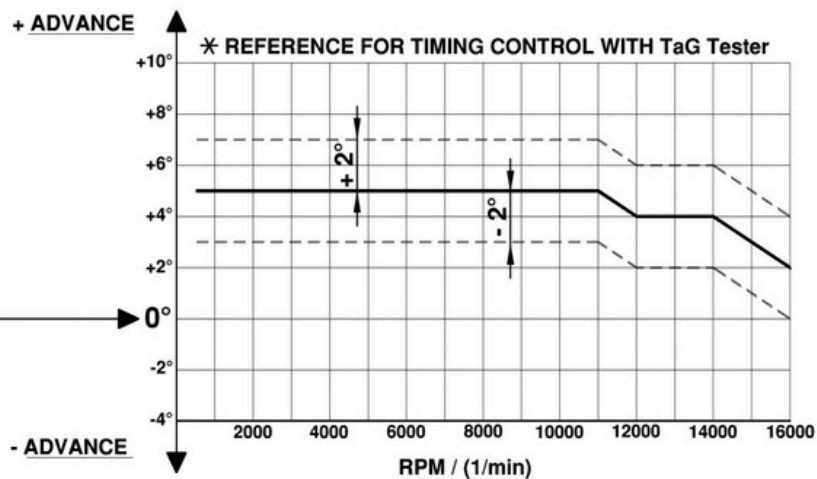
EXHAUST SYSTEM EXPLODED VIEW



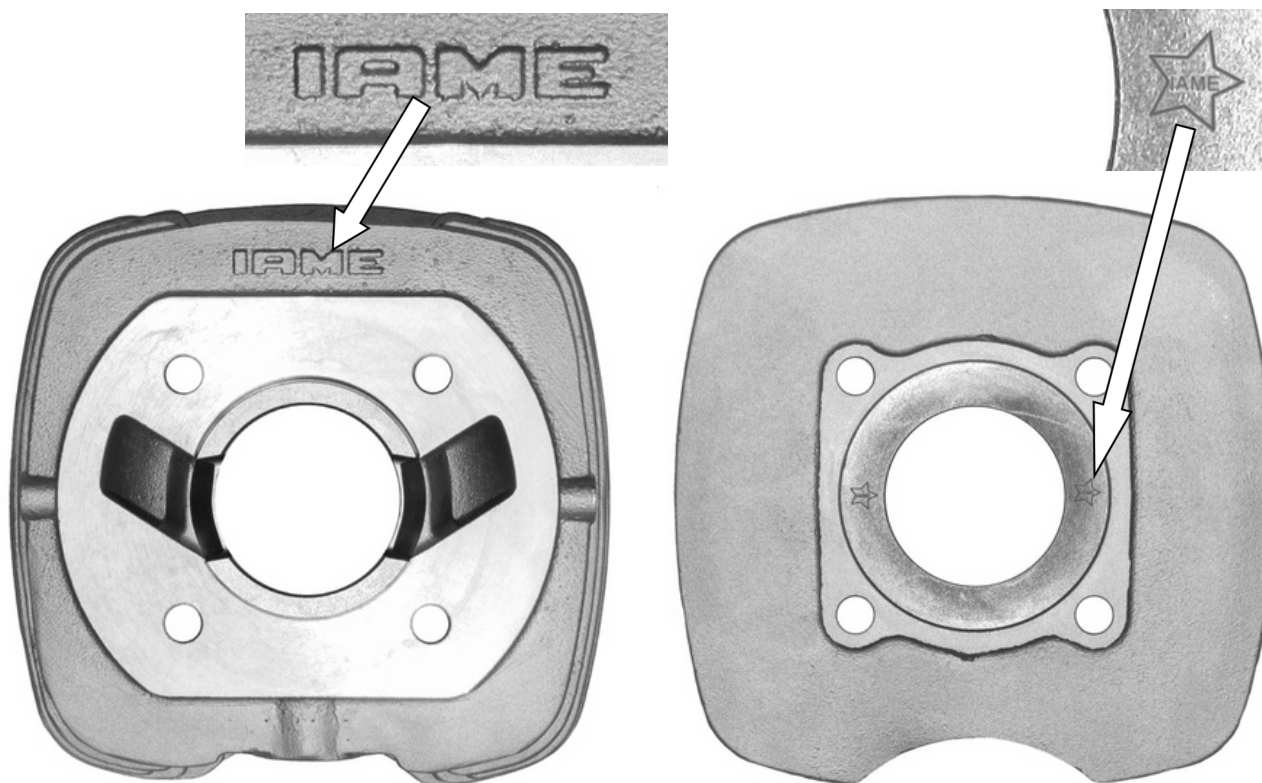
SCHEME FOR ADVANCE CONTROL



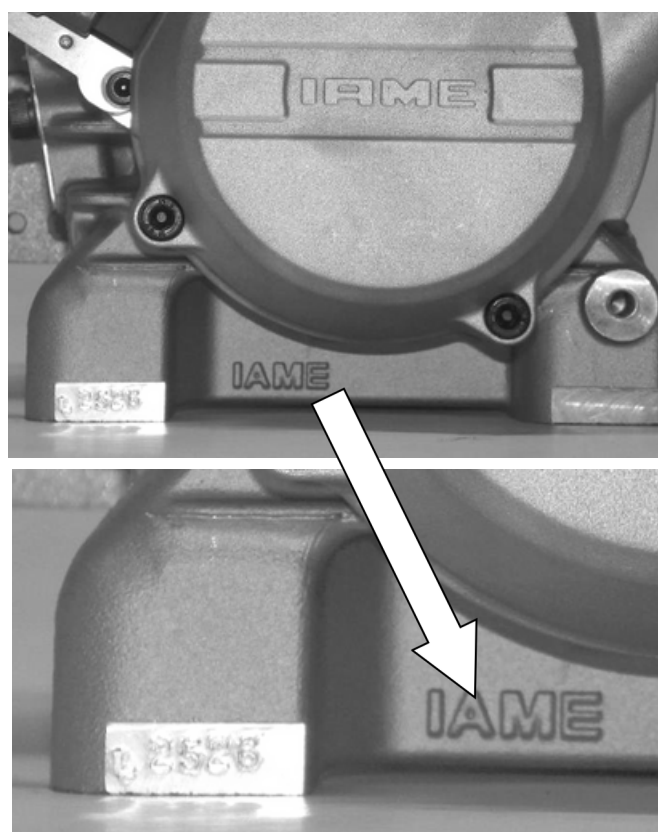
ADVANCE CURVE GRAPHS



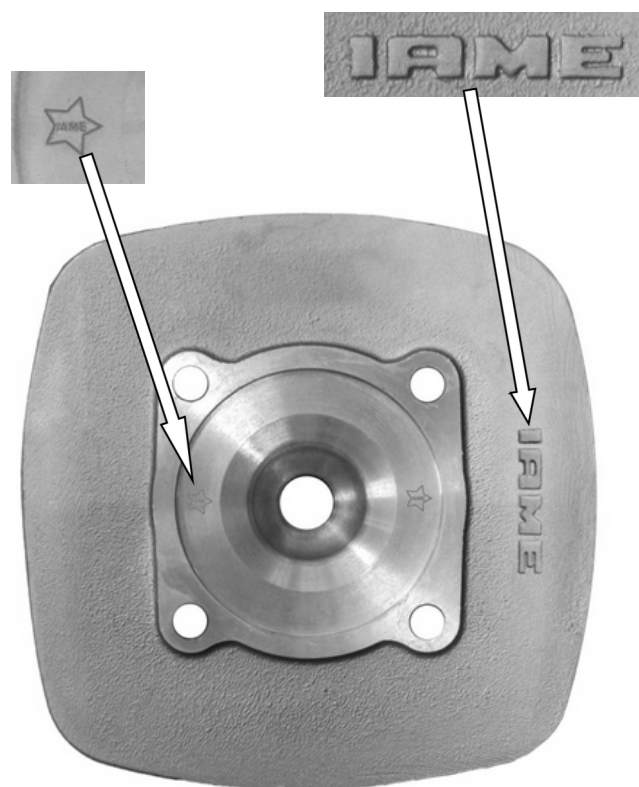
CYLINDER IDENTIFICATION MARKING

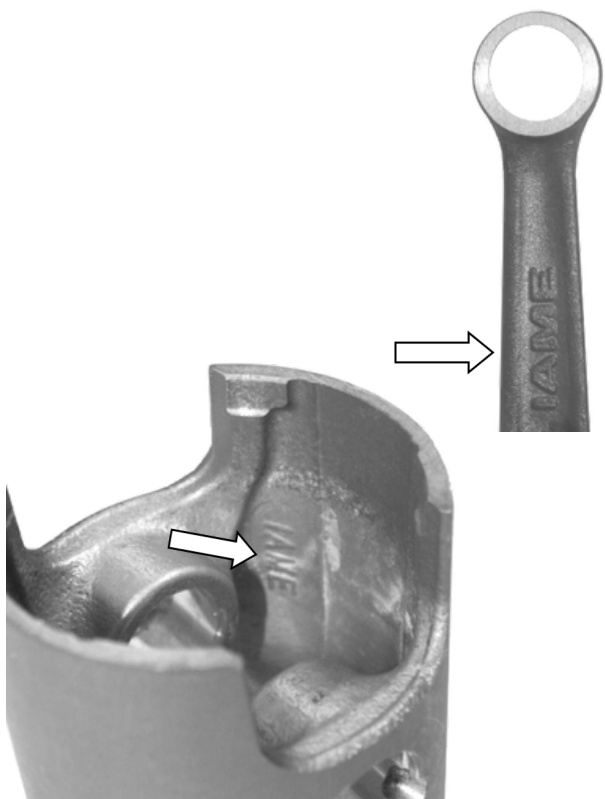
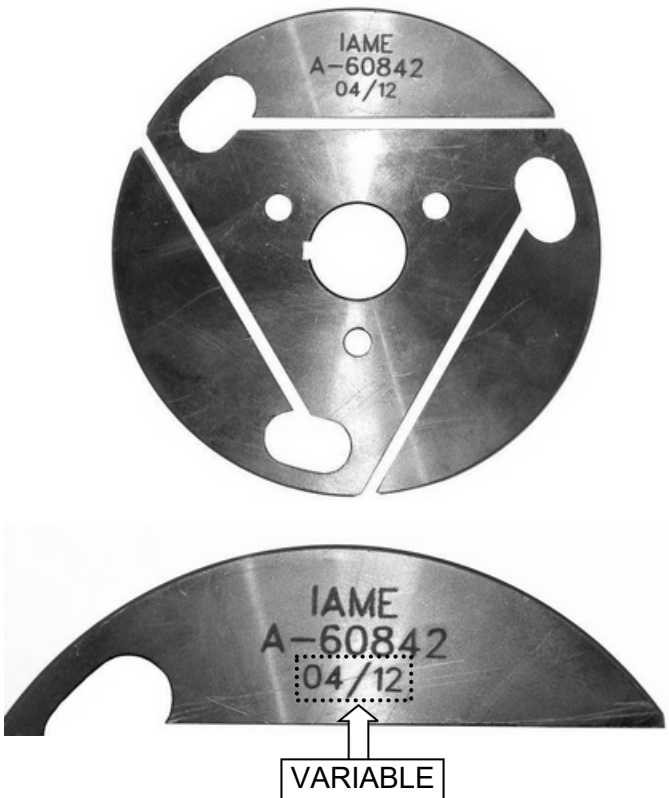
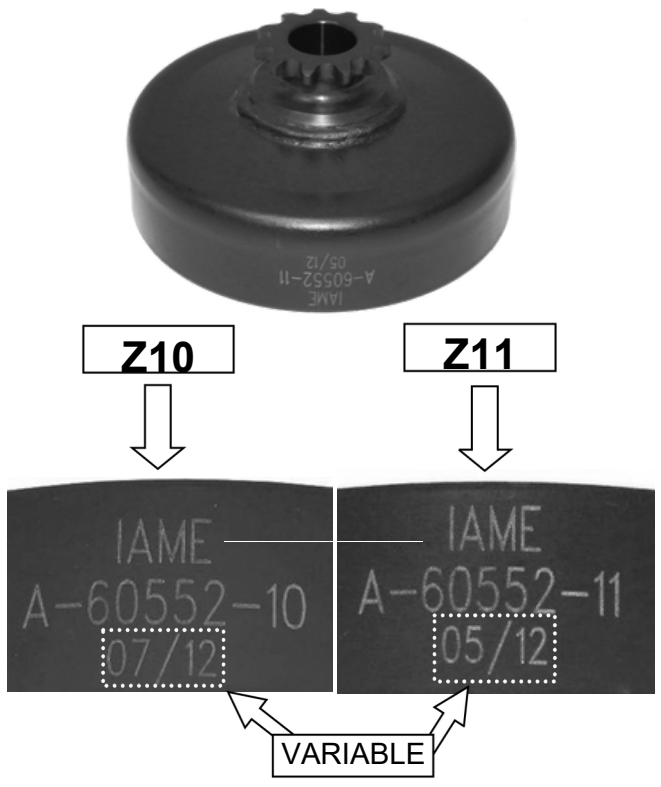


CRANKCASE IDENTIFICATION MARKING

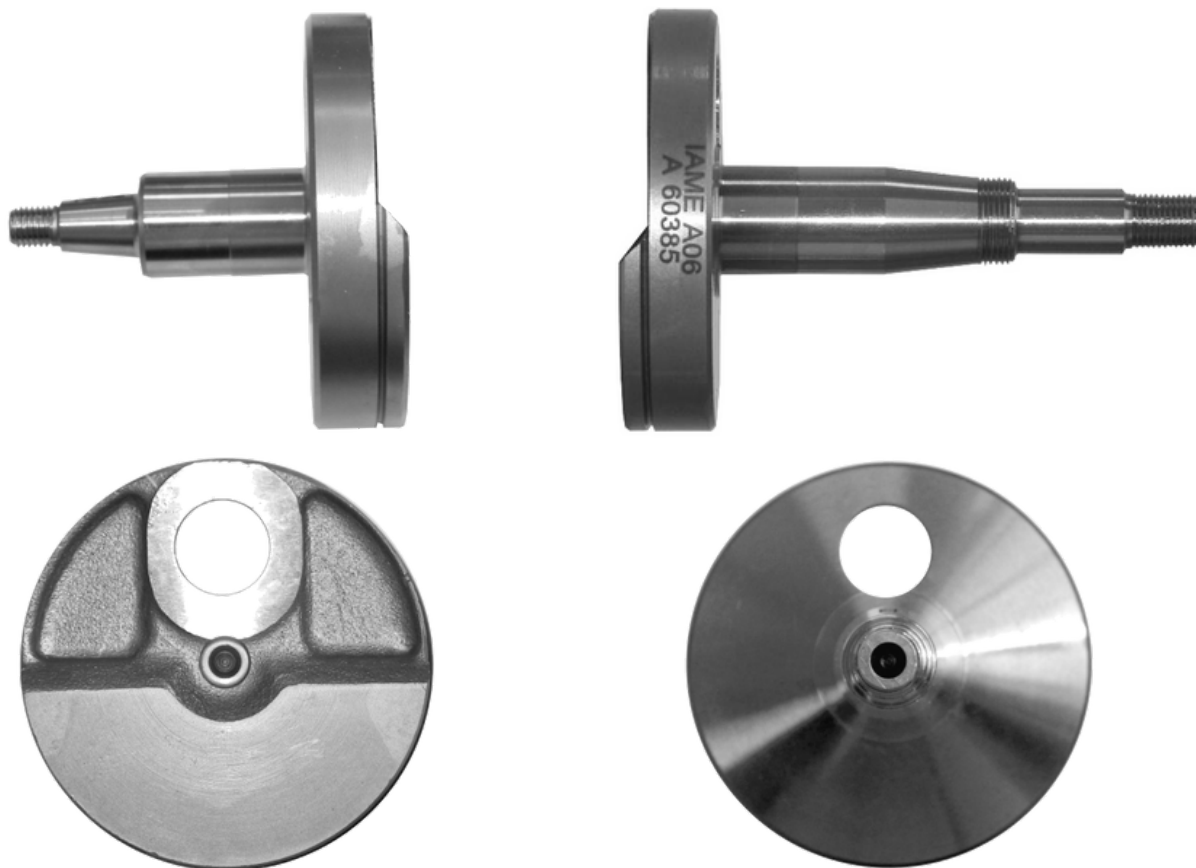


CYLINDER HEAD IDENTIFICATION MARKING



EXHAUST IDENTIFICATION MARKING	CONROD / PISTON IDENTIFICATION MARKINGS
 The image shows a black exhaust manifold. A close-up inset at the top shows the 'IAME' logo embossed on the metal. An arrow points from this inset to the main image of the manifold, where the 'IAME' logo is also visible on its side.	 The image shows a piston and a connecting rod. The piston has the 'IAME' logo embossed on its side, indicated by an arrow. The connecting rod also has the 'IAME' logo embossed on its side, indicated by an arrow.
CLUTCH HUB IDENTIFICATION MARKING	CLUTCH DRUM IDENTIFICATION MARKING
 The image shows two views of a clutch hub. The top view is a full circular hub with the markings 'IAME', 'A-60842', and '04/12'. The bottom view is a semi-circular hub with the markings 'IAME', 'A-60842', and '04/12'. An arrow points to the date '04/12' with a box labeled 'VARIABLE'.	 The image shows a clutch drum with a gear on top. Below it are two boxes labeled 'Z10' and 'Z11'. Arrows point from these boxes to two images of the drum's side. The left image shows the markings 'IAME', 'A-60552-10', and '07/12'. The right image shows the markings 'IAME', 'A-60552-11', and '05/12'. An arrow points to the date '05/12' with a box labeled 'VARIABLE'.

CRANKSHAFT PHOTOS



CRANKSHAFT IDENTIFICATION MARKINGS

PARTICULAR OF COMPLETE CRANKSHAFT



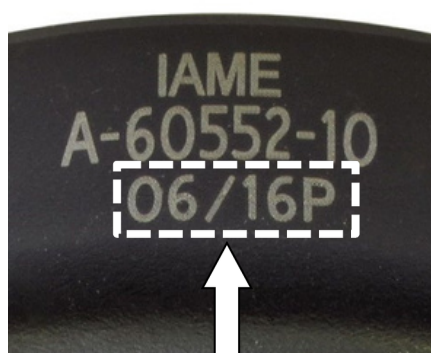
ALTERNATIVE CLUTCH DRUM



Z9

Z10

Z11



VARIABLE

ALTERNATIVE CLUTCH COVER

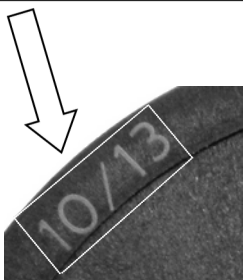


ENGINE STICKER "USA"

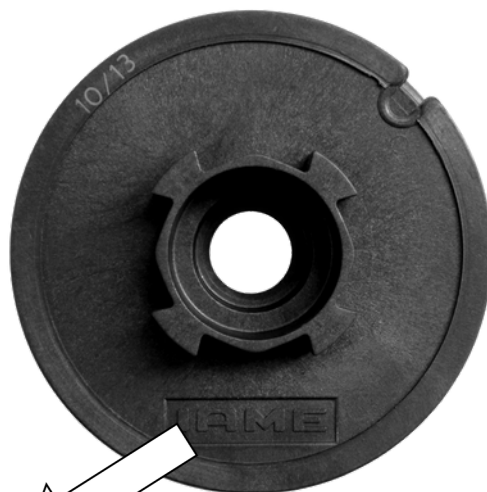


PHOTO IDENTIFICATION OF PULLEY – TYPES ALTERNATIVE

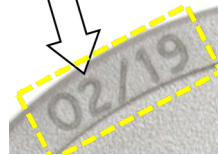
VARIABLE



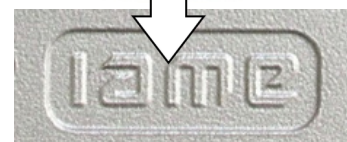
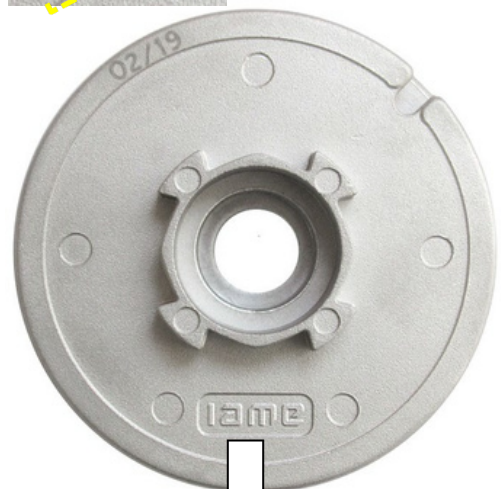
TYPE1
Plastic



VARIABLE



TYPE 2
Aluminium



COMPONENTS WITH ALTERNATIVE NEW LOGO "IAME"

CYLINDER HEAD



NEWLOGO



CYLINDER



NEWLOGO



SEMICARTER TRANSMISSION SIDE



NEWLOGO



SEMICARTER IGNITION SIDE

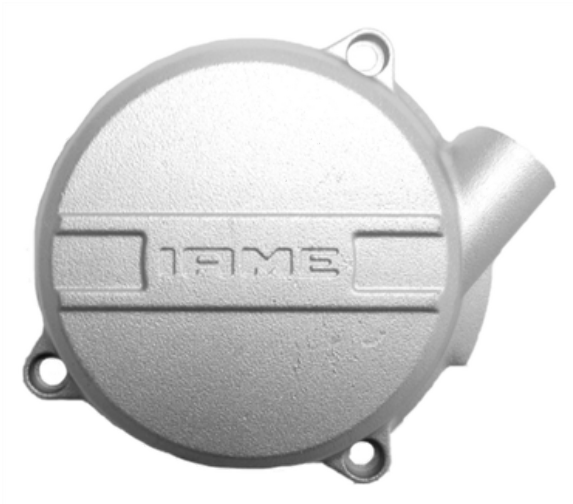


NEWLOGO



COMPONENTS WITH ALTERNATIVE NEW LOGO "IAME"

RECOIL COVER



NEWLOGO



CLUTCH COVER



NEWLOGO



EXHAUST



NEW LOGO



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

IAME

or

IAME

NOW COULD BE MARKED WITH NEW LOGO "IAME"

IAME

or

IAME

or

