REGLAMENTO TÉCNICO IAME M1
SKUSA MÉXICO

Categoría Baby

- BABY COMER 50cc / 52 cc / 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 / 52 cc / 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

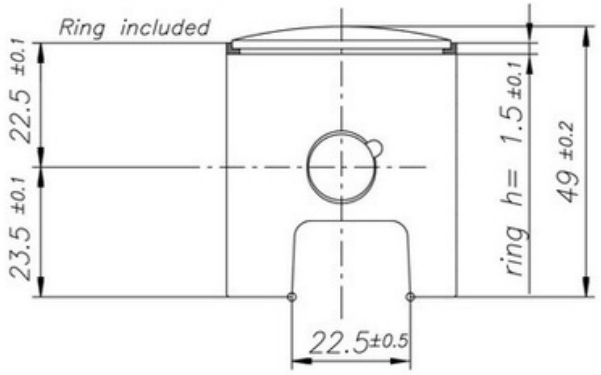
M1 - 60cc PULL START USA

FEATURES	
Cylinder volume	60.00 cm³ 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

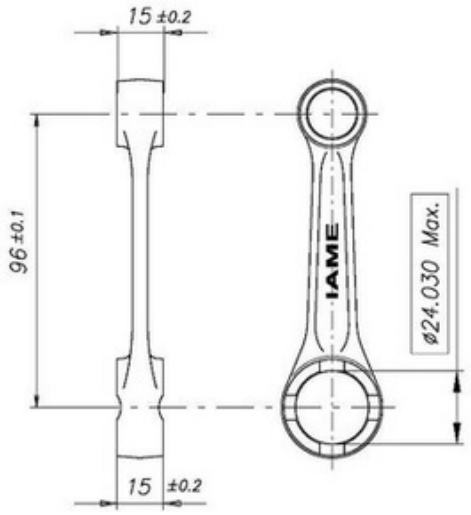
DESCRIPTION OF THE MATERIAL	
Conrod material	Steel
Crankshaft material	Steel
Head material	Aluminium
Cylinder material	Aluminium
Liner material	Cast Iron
Crankcase material	Aluminium
Piston material	Aluminium
Piston rings material	Cast Iron
Exhaust muffler material	Sheet-steel
Ball-bearings	6204 type

PISTON



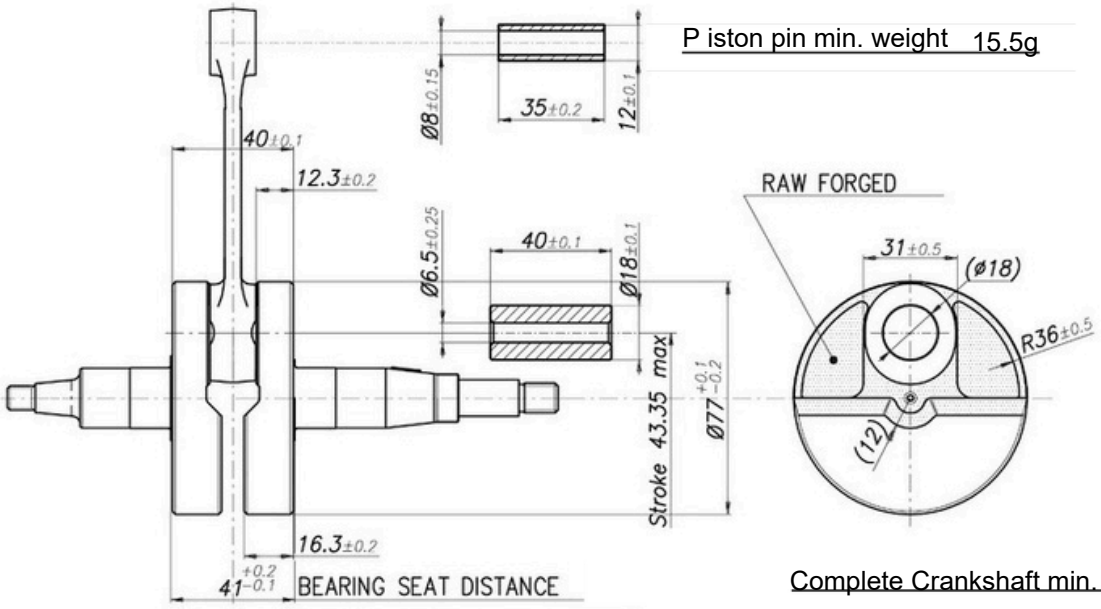
Min Weight
(ring incl.) 60 g

DISTANCE BETWEEN CONROD CENTERS



Min. Weight 97 g

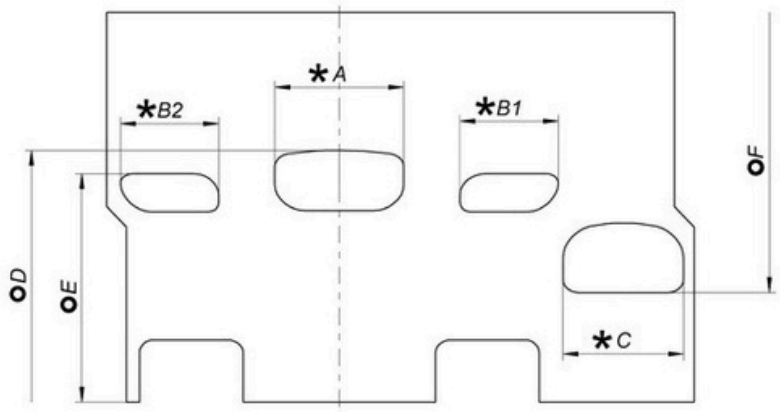
CRANKSHAFT



P iston pin min. weight 15.5g

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.

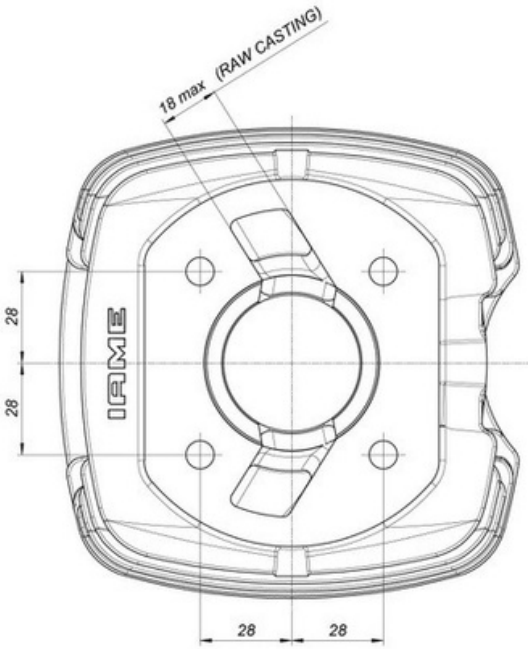
TOOL IAME Cod. 10194

* CHORDAL READING

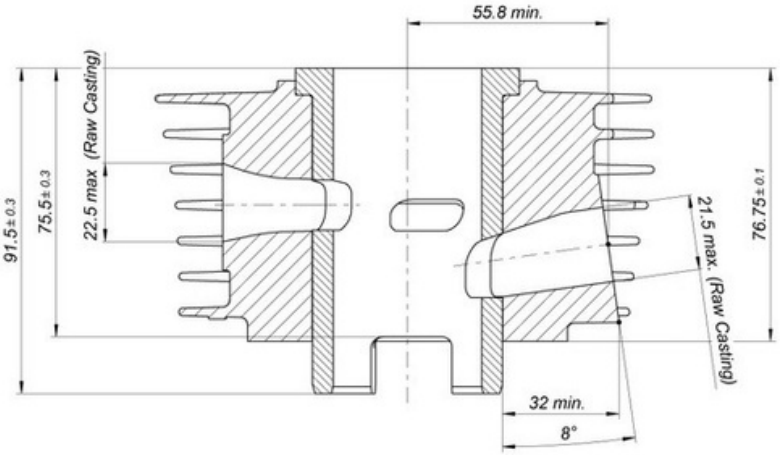
O ANGULAR READING BY INSERT A 0.2x5 mm GAUGE

USING IAME TOOL - Cod. 10194

CYLINDER BASE VIEW

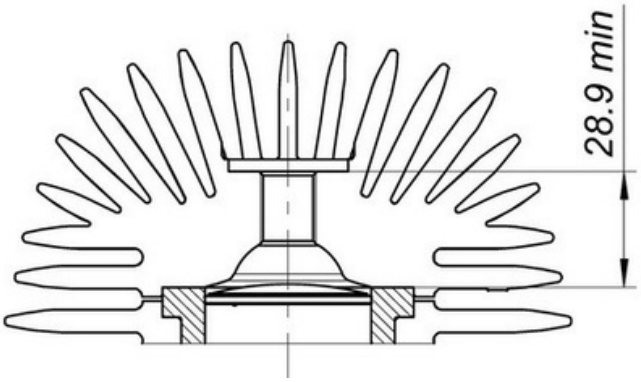


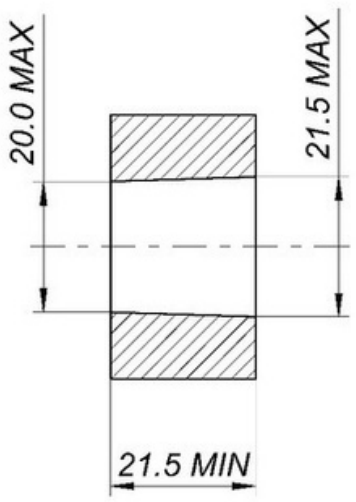
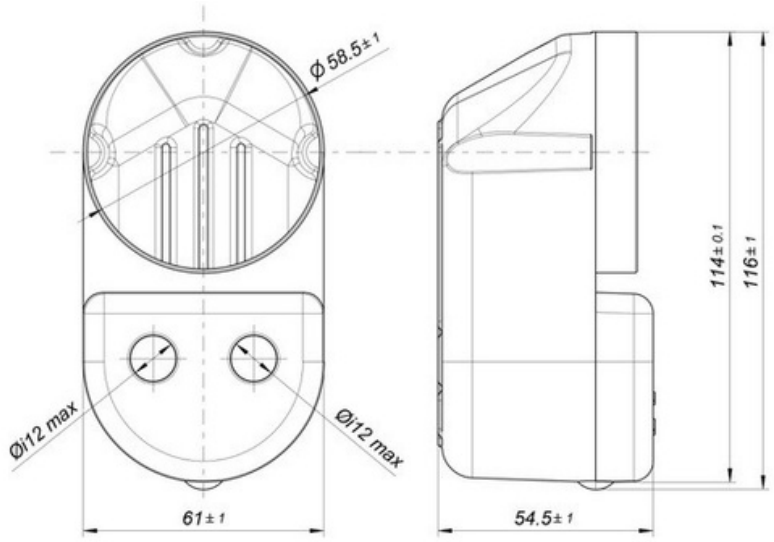
CYLINDER CROSS SECTION VIEW



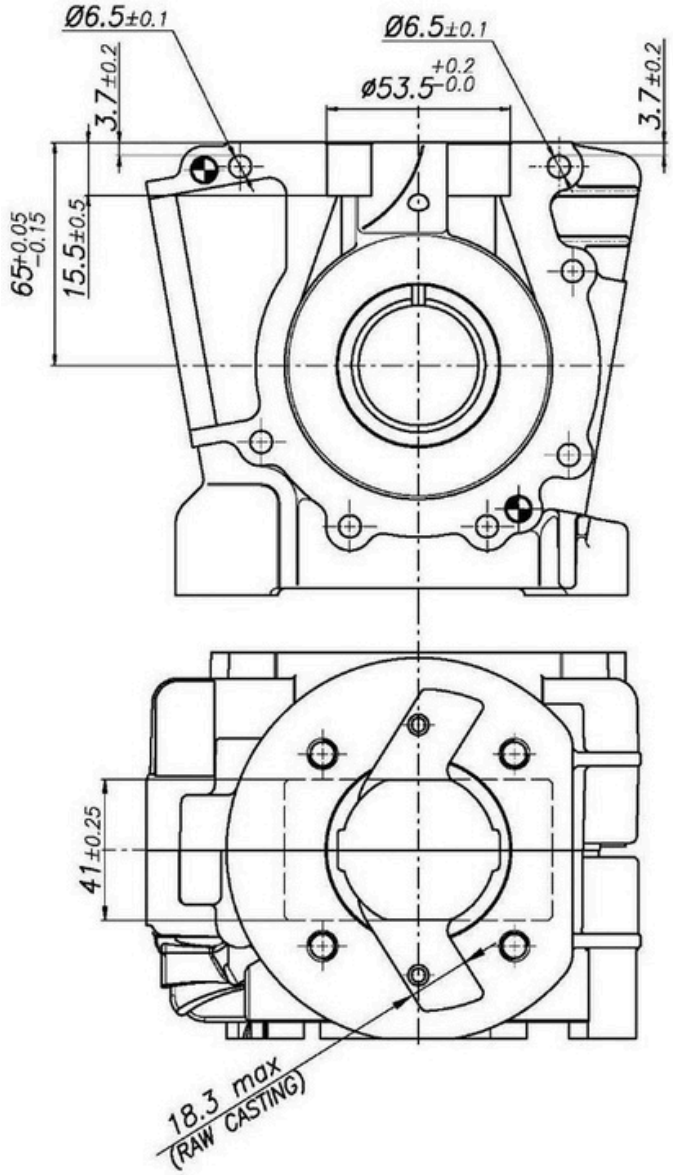
COMBUSTION CHAMBER VIEW

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

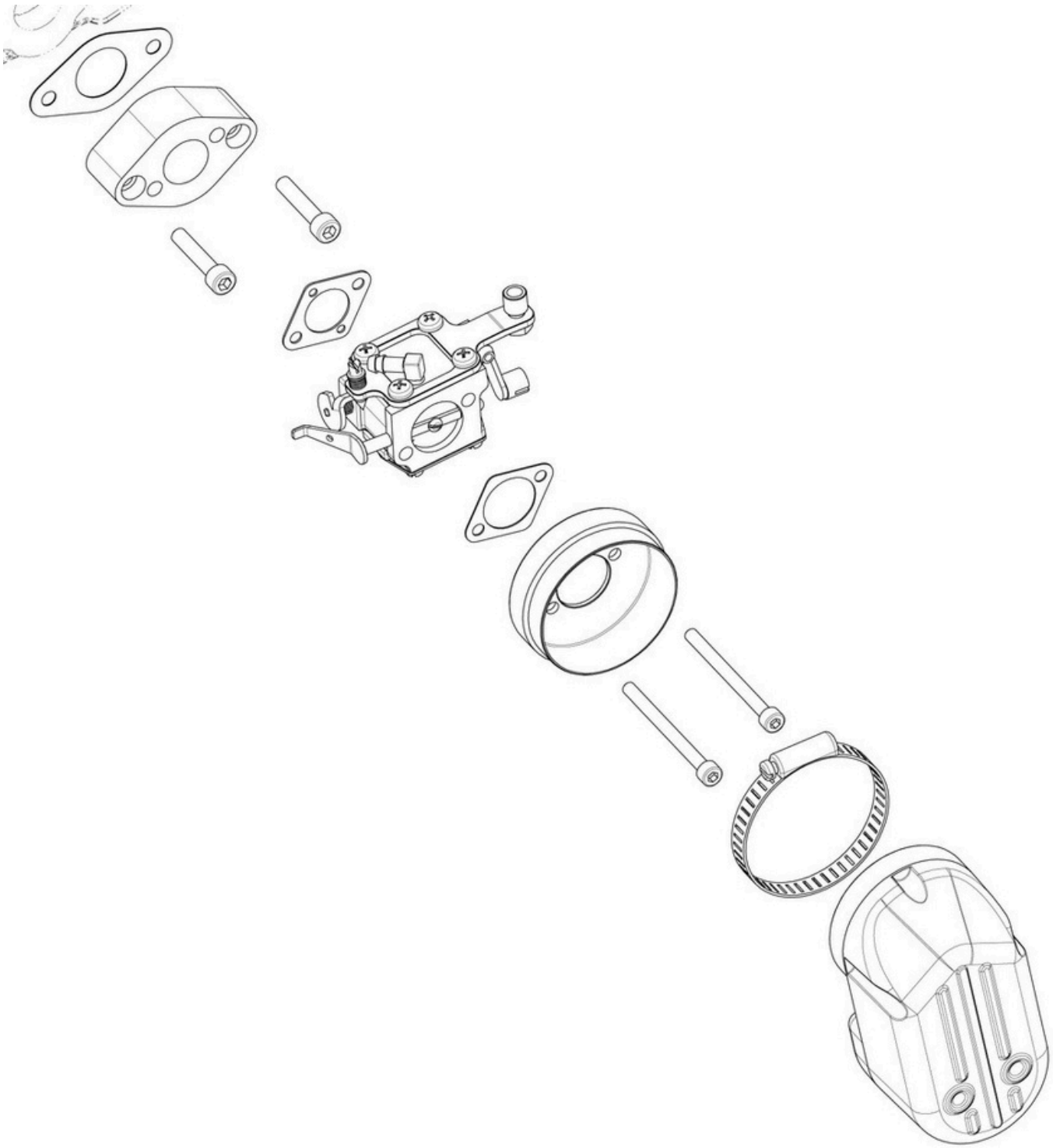


THERMAL SPACER	INLET SILENCER
 Q.ty: 1	

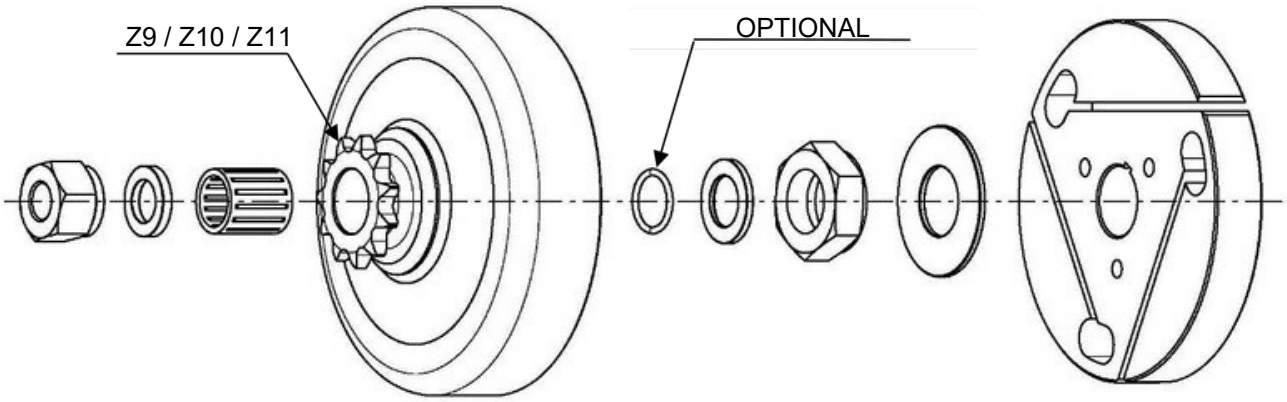
CRANKCASE INSIDE VIEW

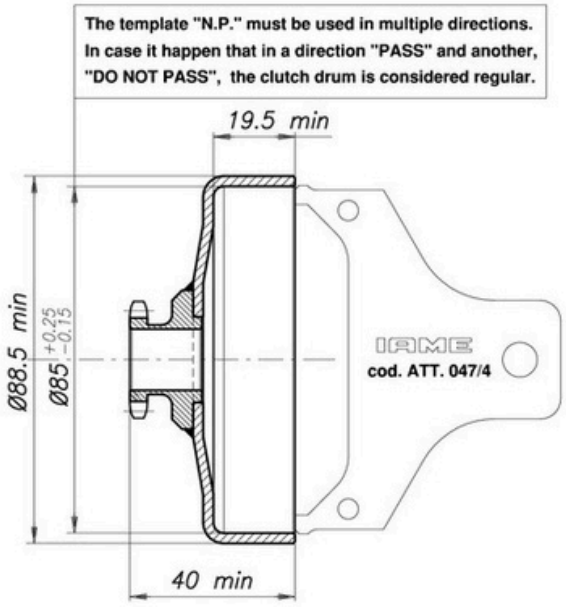


INLET SYSTEM EXPLODED VIEW

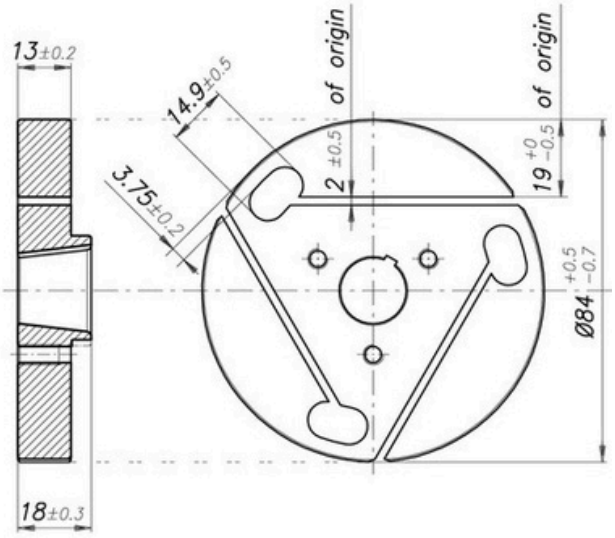


DESCRIPTION OF THE CLUTCH



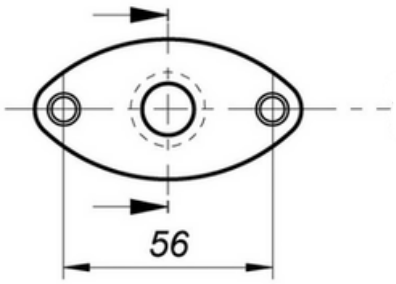


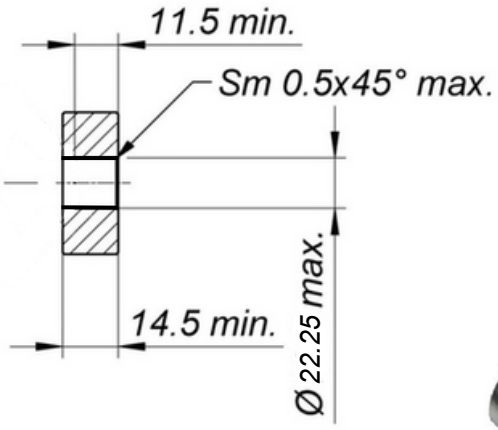
Min. Weight
210 g



Min. Weight
445 g

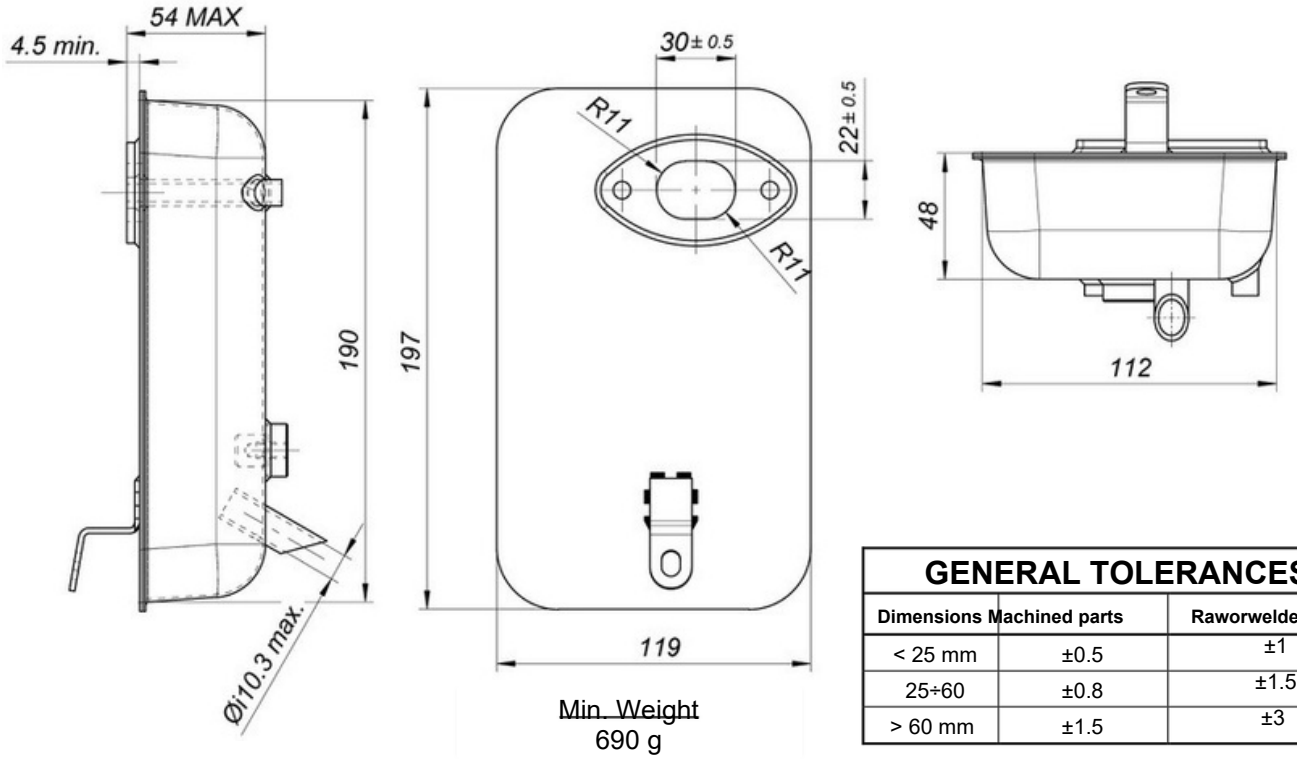
EXHAUST MANIFOLD





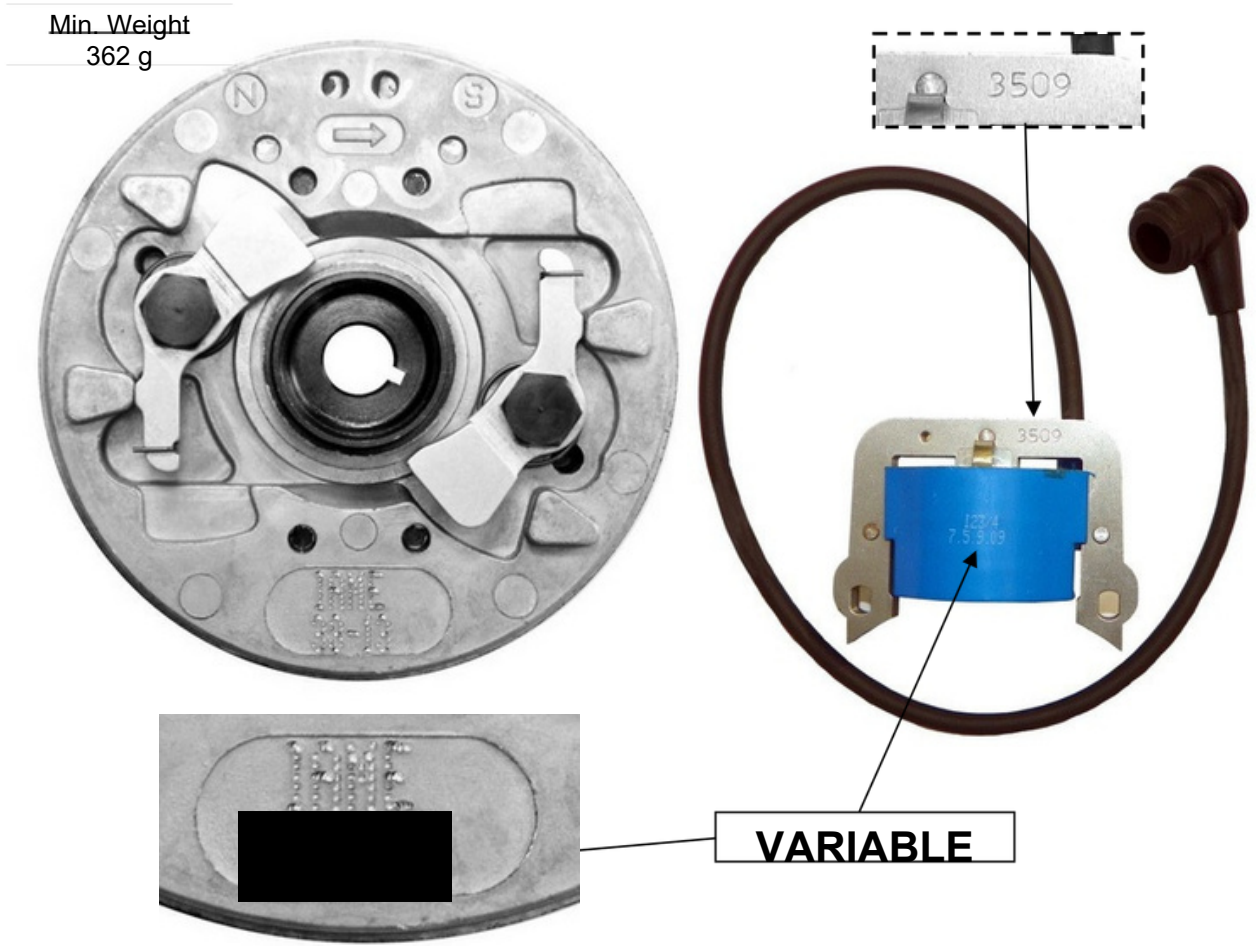
Identification marking
(on both sides)

EXHAUST MUFFLER VIEW AND DIMENSIONS

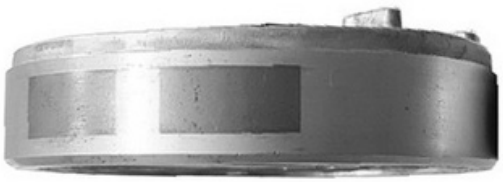
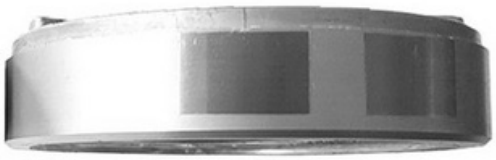


GENERAL TOLERANCES		
Dimensions	Machined parts	Raworweldedparts
< 25 mm	±0.5	±1
25÷60	±0.8	±1.5
> 60 mm	±1.5	±3

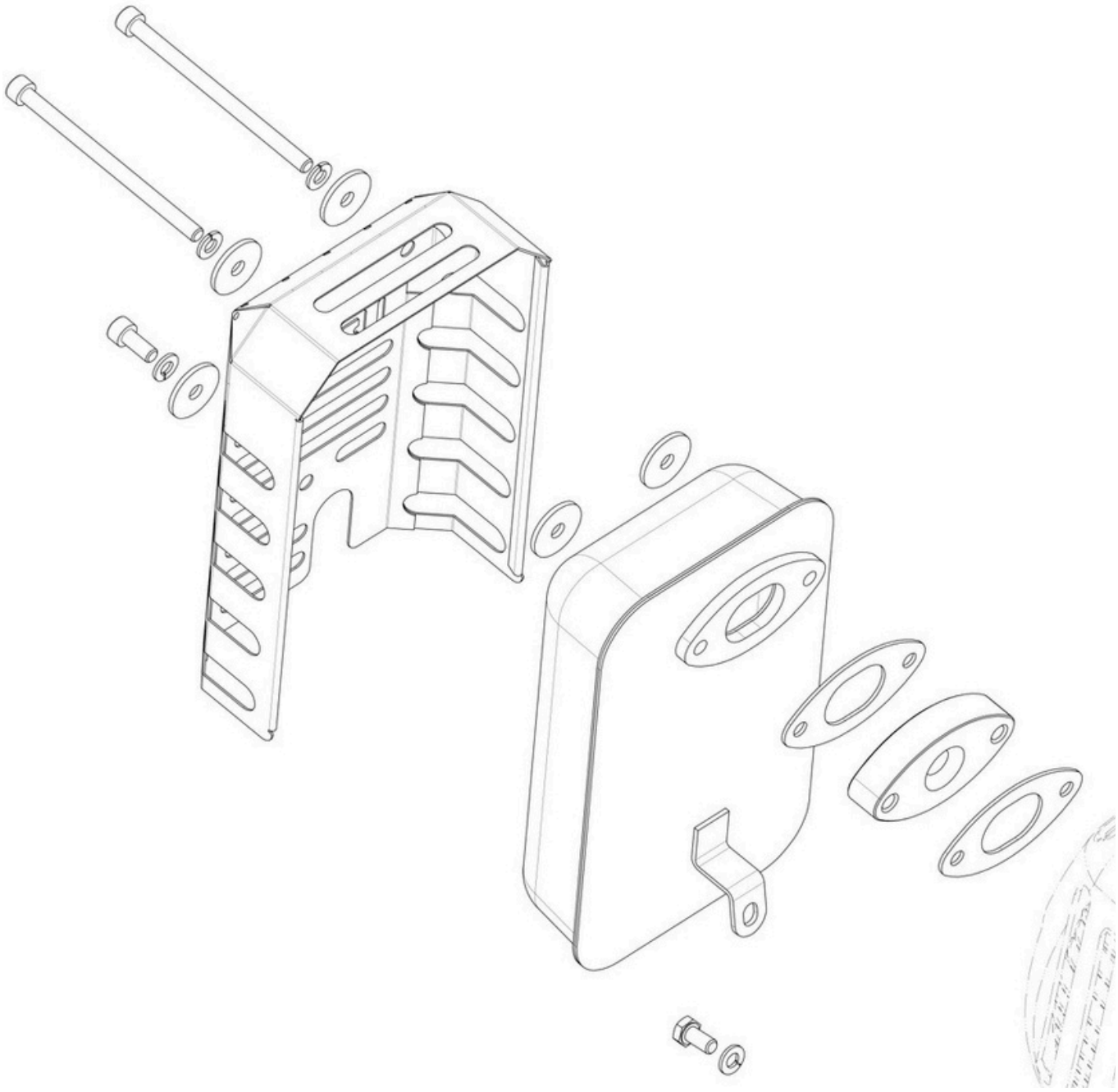
IGNITION PHOTO IDENTIFICATION MARKING



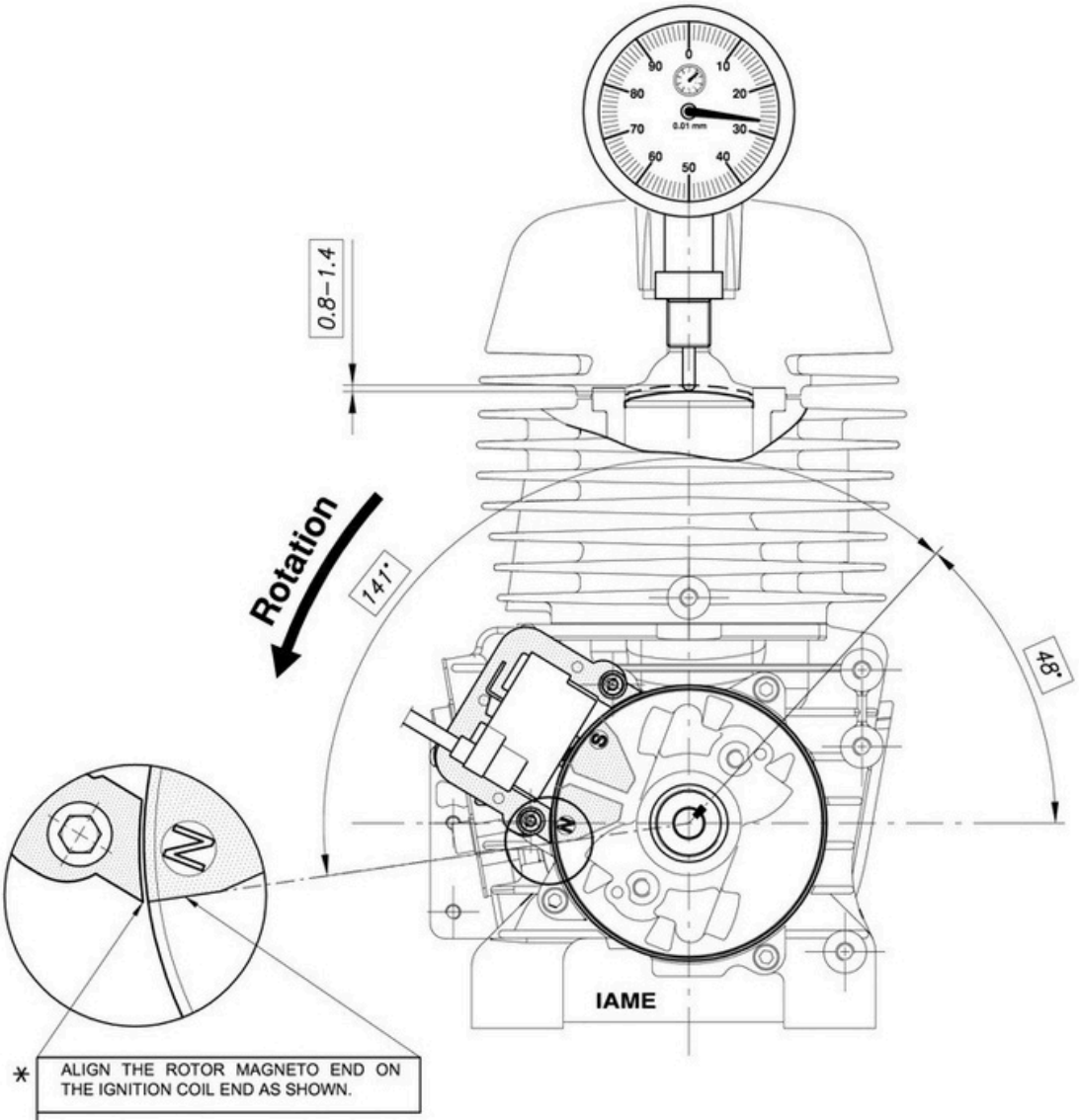
ALTERNATIVE IGNITION ROTOR

ROTOR TYPE 1	ROTOR TYPE 2
	

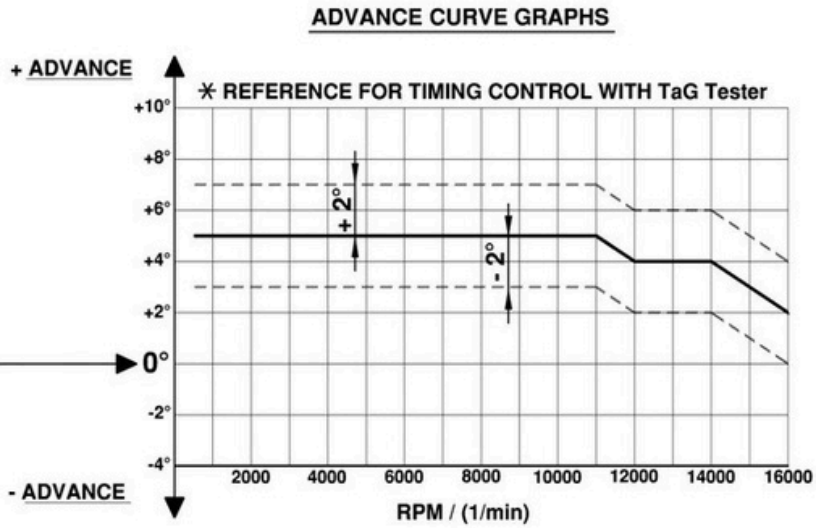
EXHAUST SYSTEM EXPLODED VIEW



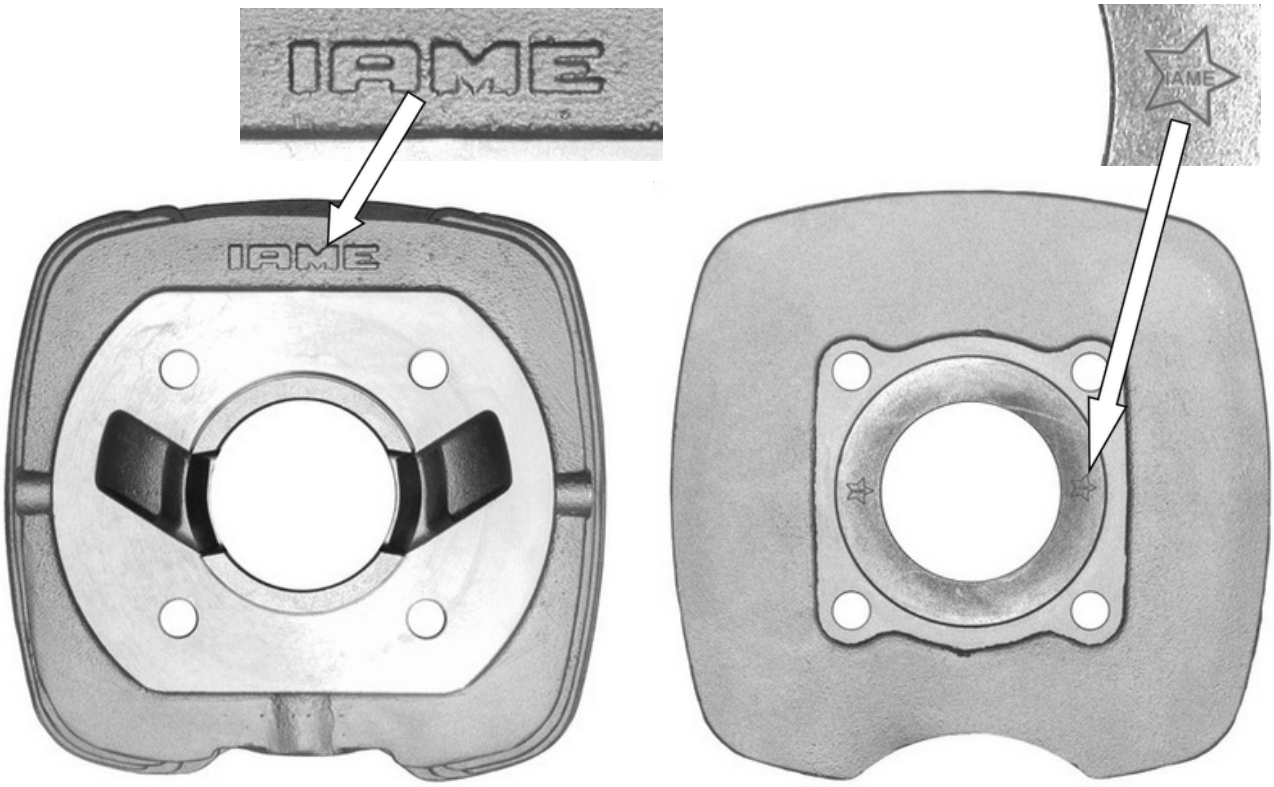
SCHEME FOR ADVANCE CONTROL



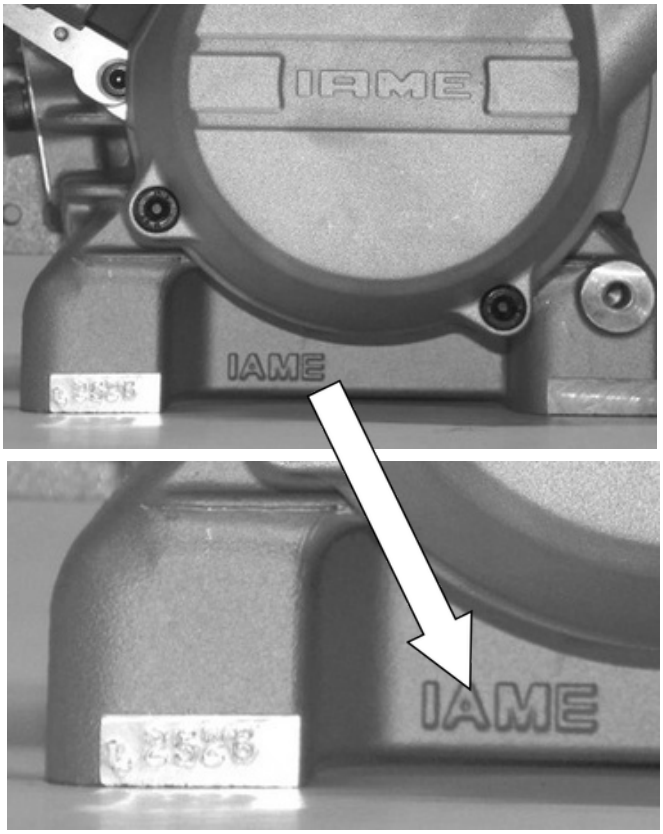
* ALIGN THE ROTOR MAGNETO END ON THE IGNITION COIL END AS SHOWN.



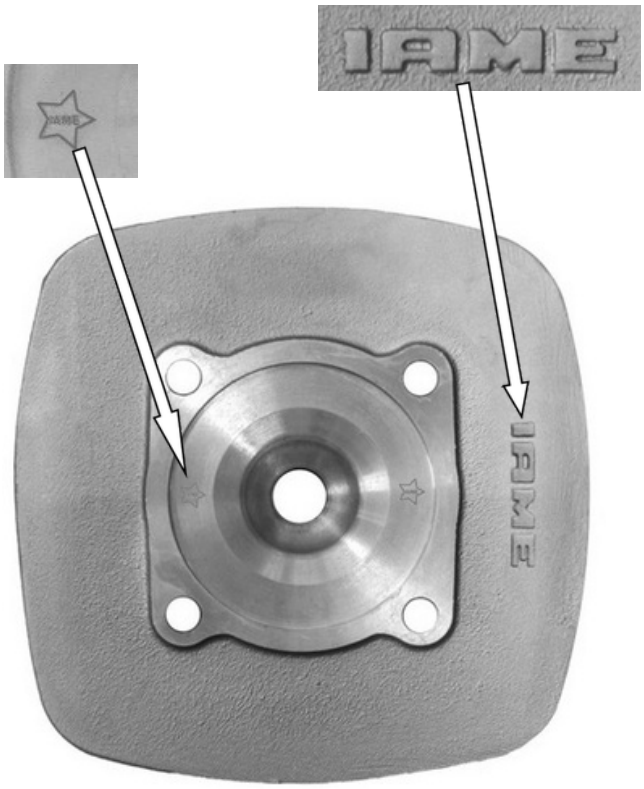
CYLINDER IDENTIFICATION MARKING

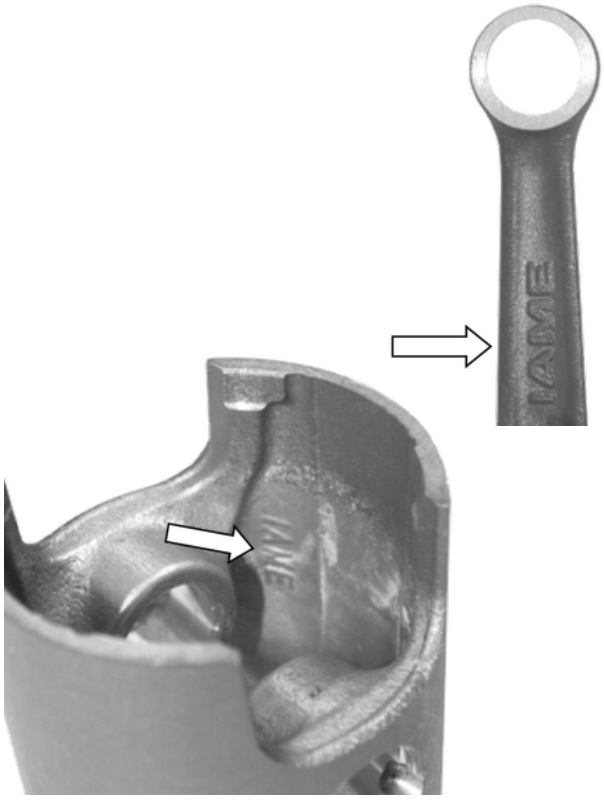
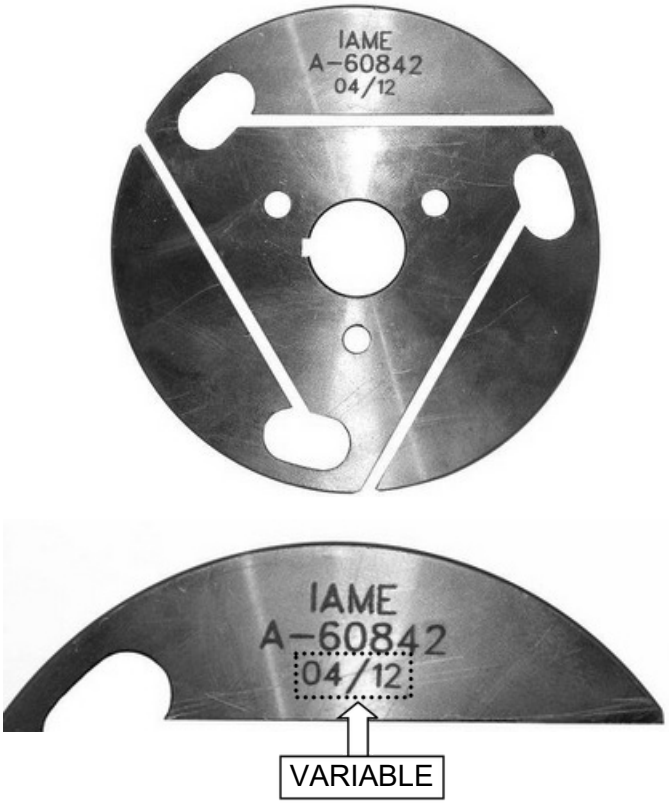
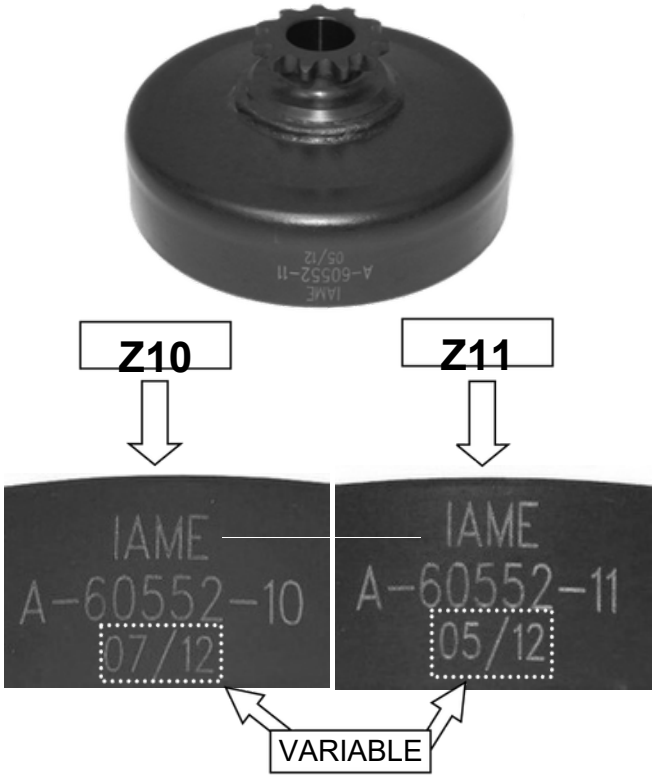


CRANKCASE IDENTIFICATION MARKING



CYLINDER HEAD IDENTIFICATION MARKING

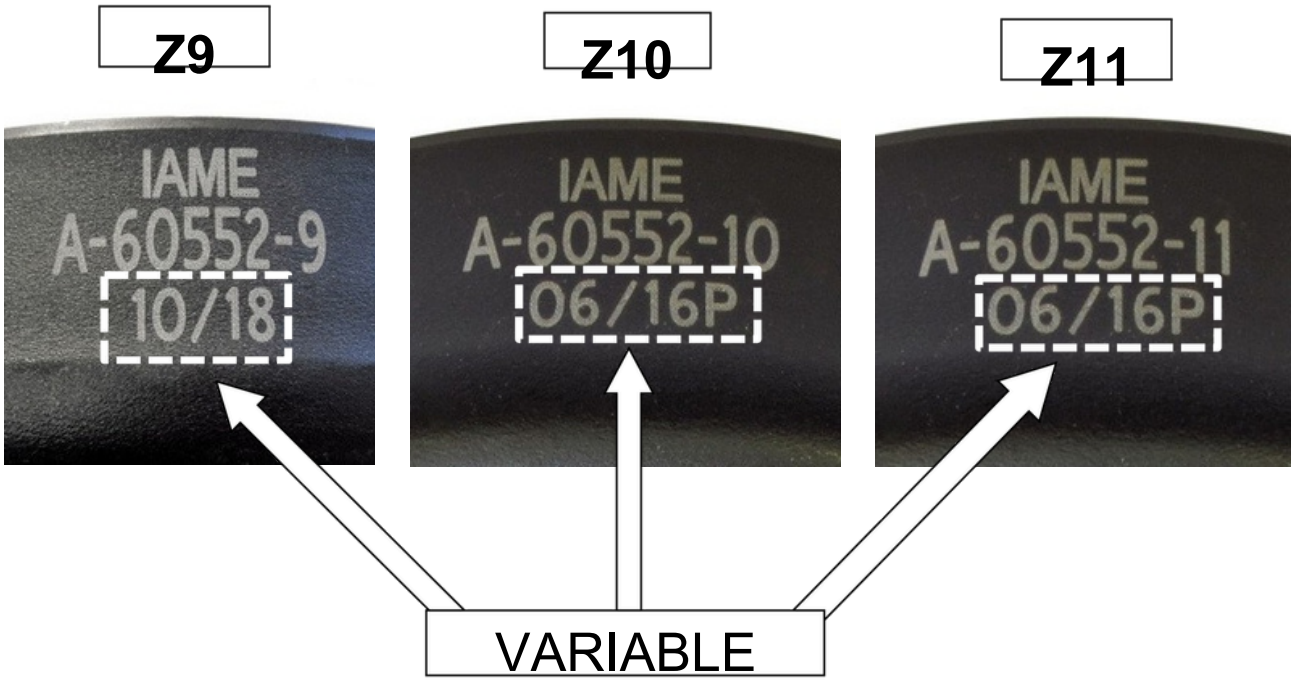


EXHAUST IDENTIFICATION MARKING	CONROD / PISTON IDENTIFICATION MARKINGS
	
CLUTCH HUB IDENTIFICATION MARKING	CLUTCH DRUM IDENTIFICATION MARKING
	

CRANKSHAFT PHOTOS

CRANKSHAFT IDENTIFICATION MARKINGS	PARTICULAR OF COMPLETE CRANKSHAFT

ALTERNATIVE CLUTCH DRUM



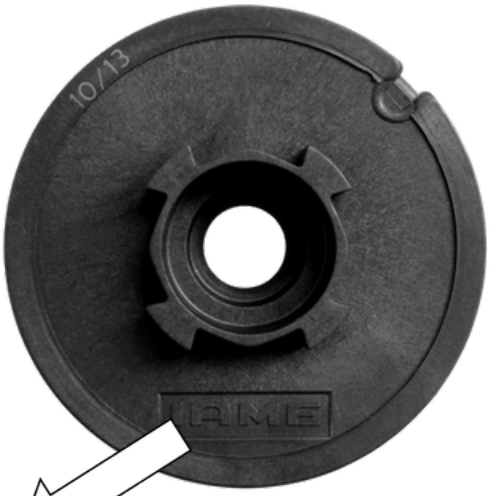
ALTERNATIVE CLUTCH COVER

ENGINE STICKER "USA"

PHOTO IDENTIFICATION OF PULLEY – TYPES ALTERNATIVE

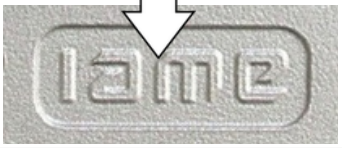
VARIABLE

TYPE1
Plastic

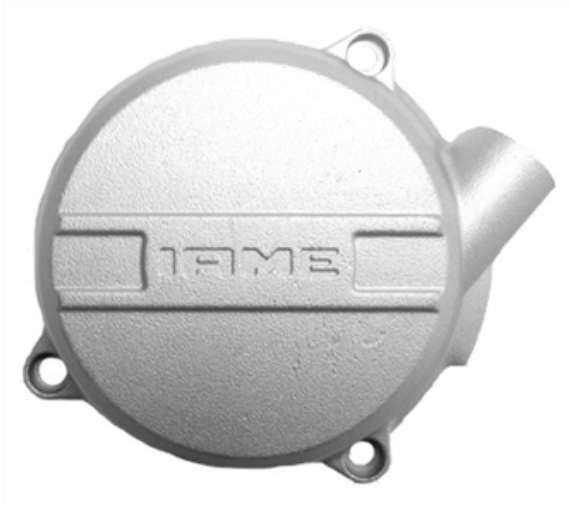


VARIABLE

TYPE 2
Aluminium



COMPONENTS WITH ALTERNATIVE NEW LOGO “IAME”	
CYLINDER HEAD	CYLINDER
 NEWLOGO 	 **NEWLOGO**
SEMICARTER TRANSMISSION SIDE	SEMICARTER IGNITION SIDE
 NEWLOGO 	 **NEWLOGO**

COMPONENTS WITH ALTERNATIVE NEW LOGO “IAME”	
RECOIL COVER	CLUTCH COVER
 **NEWLOGO**	**NEWLOGO**
EXHAUST	
NEW LOGO	

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

IAME

~~or~~

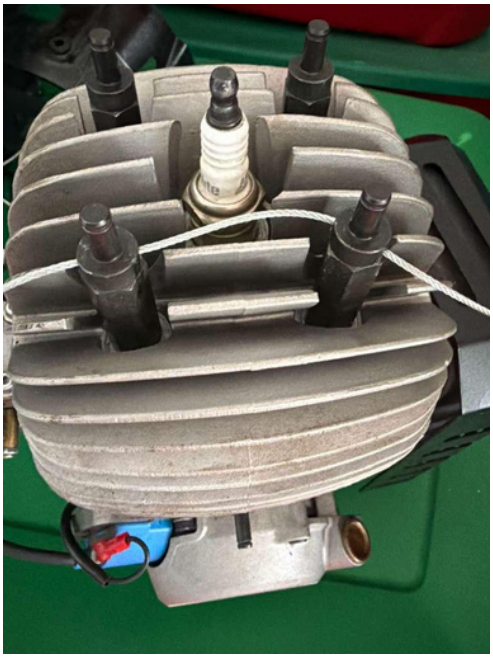
IAME

NOW COULD BE MARKED WITH NEW LOGO “IAME”

iame

~~or~~

iame

~~or~~

SELLADO DE MOTOR