IAME BAMBINO CLASS RULES

v8 1/14/2026

IAME Bambino M1 Kid Kart:

Age: 5 – 8 years old
*** Driver will not be able to compete until they reach 5 years old; ie. if the driver turns 5 June 10th they can race on or after June 10th.**
Engine: IAME Bambino
Fuel: VP MS98 & Elf HTX909 @ 7 oz/gallon
Tires: Slicks MG "SH2" Red 4.60 Fronts & Rears
Rains MG "WT, SW, SW2" 4.20 Fronts & Rears
Weight: 160 lbs.
*** SFI 20.1 Chest Protectors are MANDATORY for all Kid Kart Drivers**.
Frame – Kid Kart or Cadet chassis permitted. Seat and pedals should be located where the driver can reach and control the kart.
Kid Kart Chassis:
Seat and Steering Height – Minimum seat height is 12", maximum steering wheel height is 20".
Wheelbase – 29" minimum 35.5" maximum.
Width – Front 40" maximum outside of tire/rim, no minimum. Rear 39" minimum, 42" maximum outside of tire/rim.
Cadet Chassis: per 2024 USPKS rulebook, 950mm maximum wheelbase.
Bodywork – CIK Side pods and nose cones are mandatory.
Rear Bumper – CIK plastic bumper required
Chain Guard – Chain must be completely covered when looking from above or behind kart. A full chain guard is recommended but not mandatory.
Chain and Gearing - #219 chain, 10 tooth driver with 89 tooth gear.
Tire Circumference – Maximum rear tire circumference is 33 3/8".
Tire Pressure – Maximum tire pressure is 30 psi after race.

Series Engine Claim Rule - AMR Motorplex, at it's discretion, may claim any competitor's engine if deemed necessary to maintain competitive balance. A new IAME Bambino engine package will be provided to replace any claimed engine. Competitors refusing engine claim will lose any accumulated championship points and will be barred from further competition in the class.

IAME M1 Bambino Supplementary Class Tech Rules

v8 01/14/2026

The intent of this class is that the engine be run as factory supplied unless otherwise noted. **Components may be compared to known stock parts to ensure compliance.** The official IAME fiche dated ***01/03/2019 n'363*** is considered part of the technical specs. No modification or tuning is permitted. Only engines imported (serial number registered) thru the official IAME importer may be used. Only genuine IAME replacement parts may be used.

Gear Ratio: 10-89

Max Rear Tire Diameter: 33 3/8" – Maximum pressure 30psi after race session.

Spark Plug: The following plugs are approved for competition: Autolite AR50 or AR51. Stock gasket to be used as supplied. No CHT sensor and/or other washers permitted.

Main Bearings: Must be 6204 C4, unmodified with 8 steel balls and plastic cage.

Fuel & Oil: VP MS98 & Elf HTX909 @ 7oz/gallon

Air Intake Silencer: Dellorto DGM14498S – 2 Inlet holes @ 12mm NO-GO

Muffler: To be run as manufactured, gasket must be in place, no leakage allowed. Outlet 10.3mm max. EGT Sensor permitted, location per attached fiche. AIM bung PN# LSP552410 must be used with AIM 5mm sensor PN# 3CVGAS807 **OR** AIM bung PN# LPF552800 must be used with AIM sensor X05TCM12A1175M or equivalent. Heat shield may be trimmed for EGT sensor clearance. EGT sensor and bung must be sealed, no leakage allowed.

Exhaust Restrictor: 13.5mm NO-GO - no leakage allowed.

Repairs: Damaged threads may be repaired with Helicoils or other inserts. Original location must be maintained.

Base Gaskets: Maximum of 2 (EBP-85045, EBP-85046, EBP-85046-A, or EBP85046-B allowed).

Head Gaskets: Maximum of 4 allowed (A-61047 or A-61048). Any combination allowed.

Clutch: As factory supplied without modifications. Excessive oil/grease is grounds for disqualification. Clutch test 5000 rpm maximum.

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

Carburetor: HS-325A only.

- **To be run as delivered**
- Venturi 10.3mm max.
- Inlet spring and pop off value is non-tech.
- **Choke assembly to remain in place.**
- Low speed welch plug must not show signs of tampering or removal / replacement.
- *Bypassing fuel or air to the motor in any way other than as manufactured is illegal.

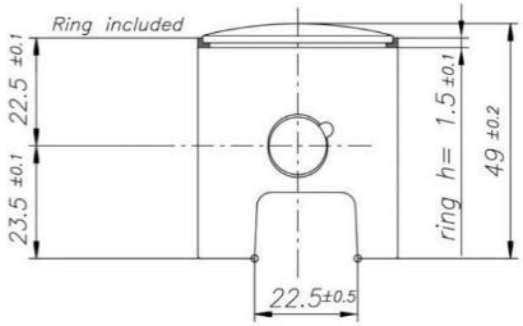
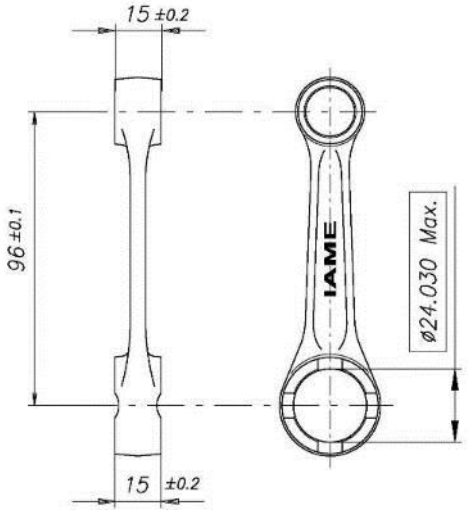
Timing:

- Per advance control on page 10 of the Factory Fiche Document.
- Insert dial indicator in spark plug hole, zero at top dead center.
- Align marks per photo.
- Reading must be between 0.035" - 0.045".
- All ignition components must be OEM and unaltered.

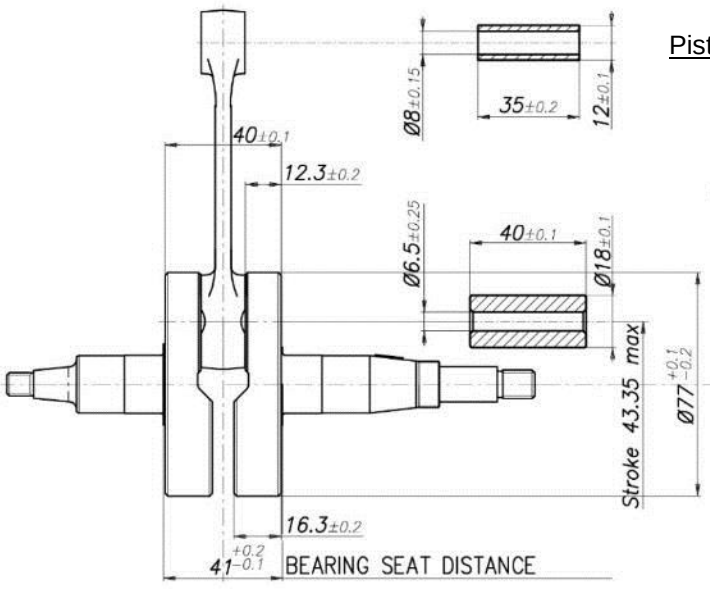
M1 60cc - PULL START

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

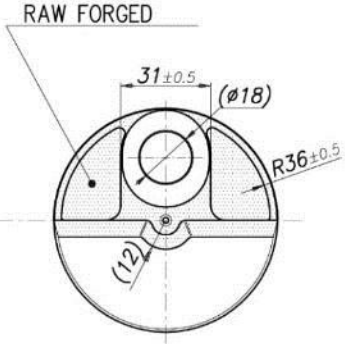
Carburettor Tillotson	HS-325A (Ø10.3 Venturi)	Cylinder/crankcase transfers n°	2 / 2
Number of piston rings	1	Inlet / exhaust ports	1 / 2
Big end conrod ball-bearing diameter	18x24x15	Combustion chamber shape	Spherical
Crankshaft ball-bearing diameter	20x47x14	Selettra ignition	Analogic Cod. A-61953-C
Small end conrod ball-bearing diameter	12x16x16	Distance between Conrod centres	96 mm
Pull Start	Yes	Combustion chamber Volume	8 cm³ min.

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

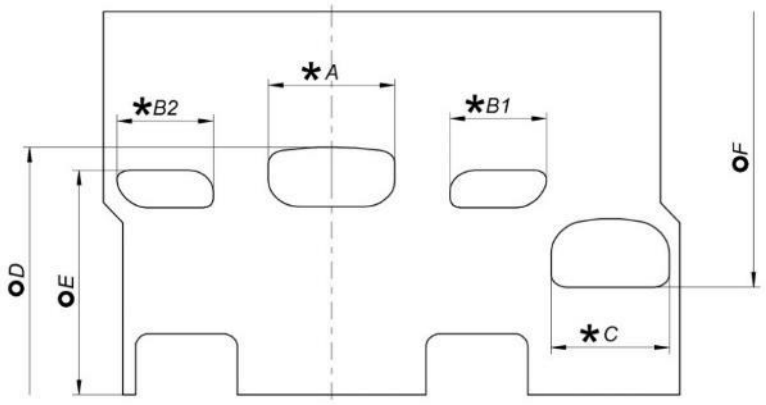


Piston pin min. weight 15.5g



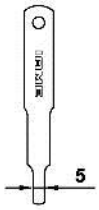
Complete Crankshaft min. weight 1190 g

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.

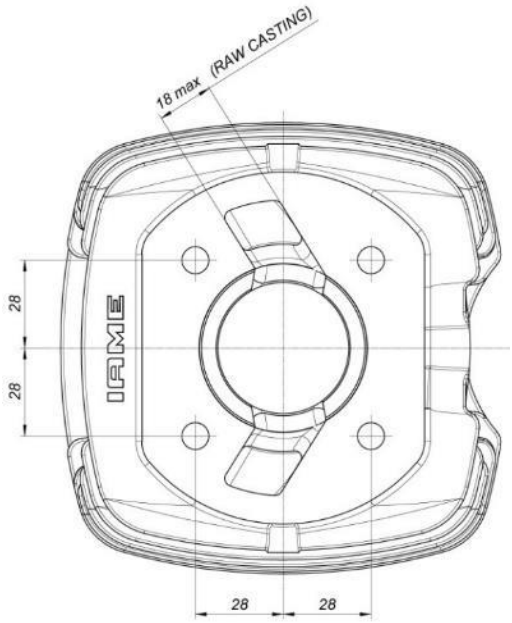
TOOL IAME Cod. 10194



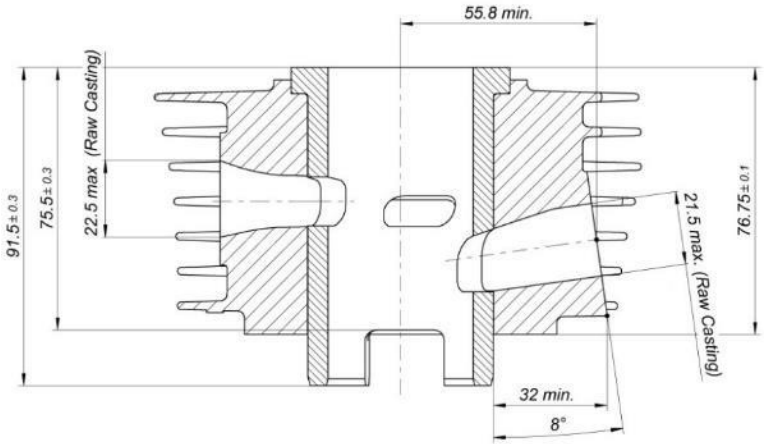
* CHORDAL READING

O ANGULAR READING BY INSERT A 0.2x5 mm GAUGE
USING IAME TOOL - Cod. 10194

CYLINDER BASE VIEW



CYLINDER CROSS SECTION VIEW

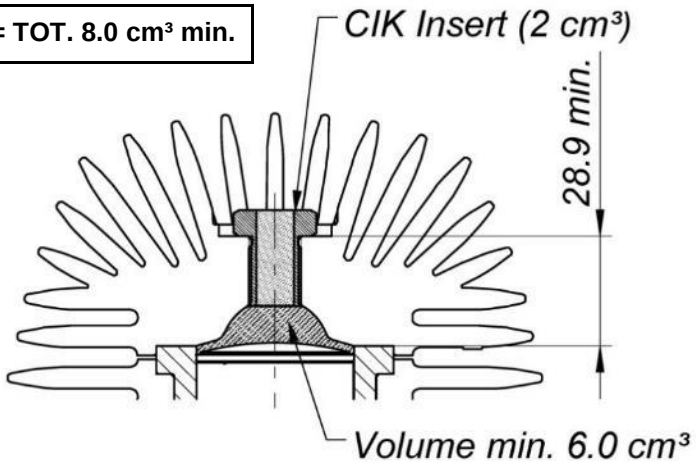


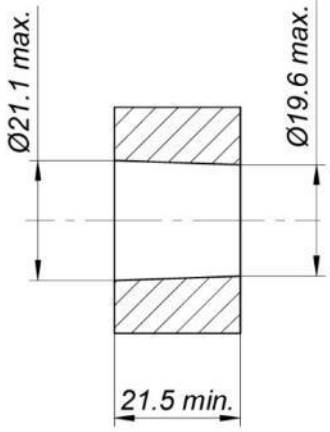
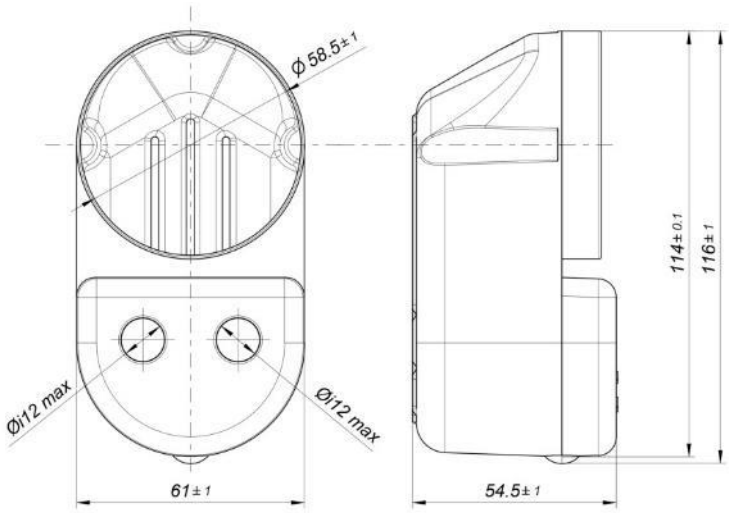
COMBUSTION CHAMBER VIEW

COMBUSTION CHAMBER VOLUME = 6.0 + 2 = TOT. 8.0 cm³ min.

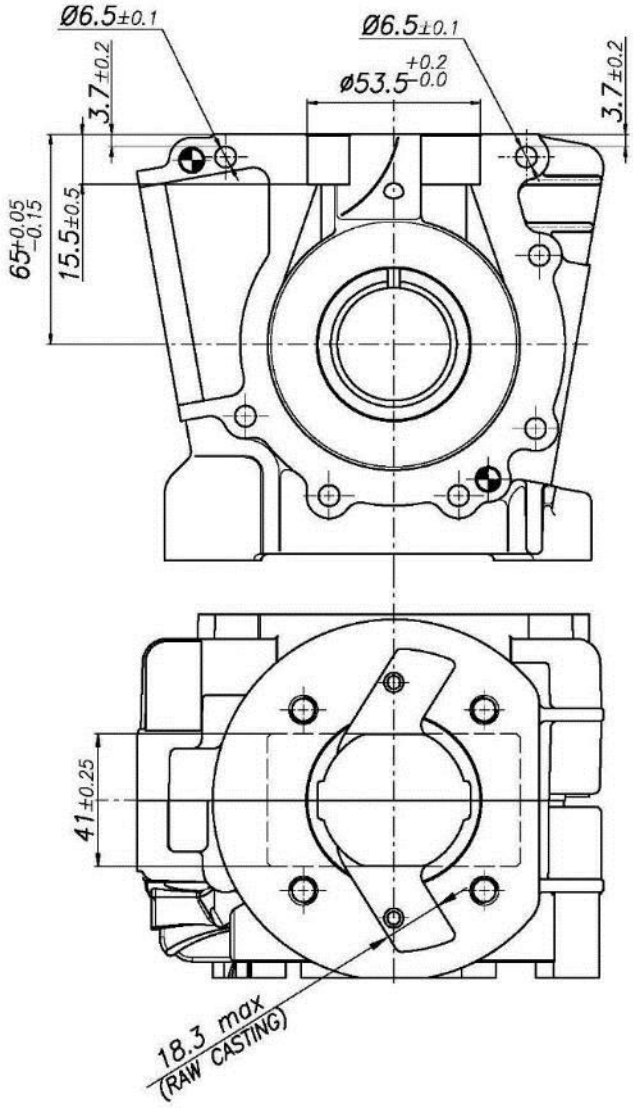
SQUISH MIN.= 0.078" (2.0 mm)

Combustion chamber volume in the cylinder head (with Volumeter and CIK insert):
7.0 cm³ min

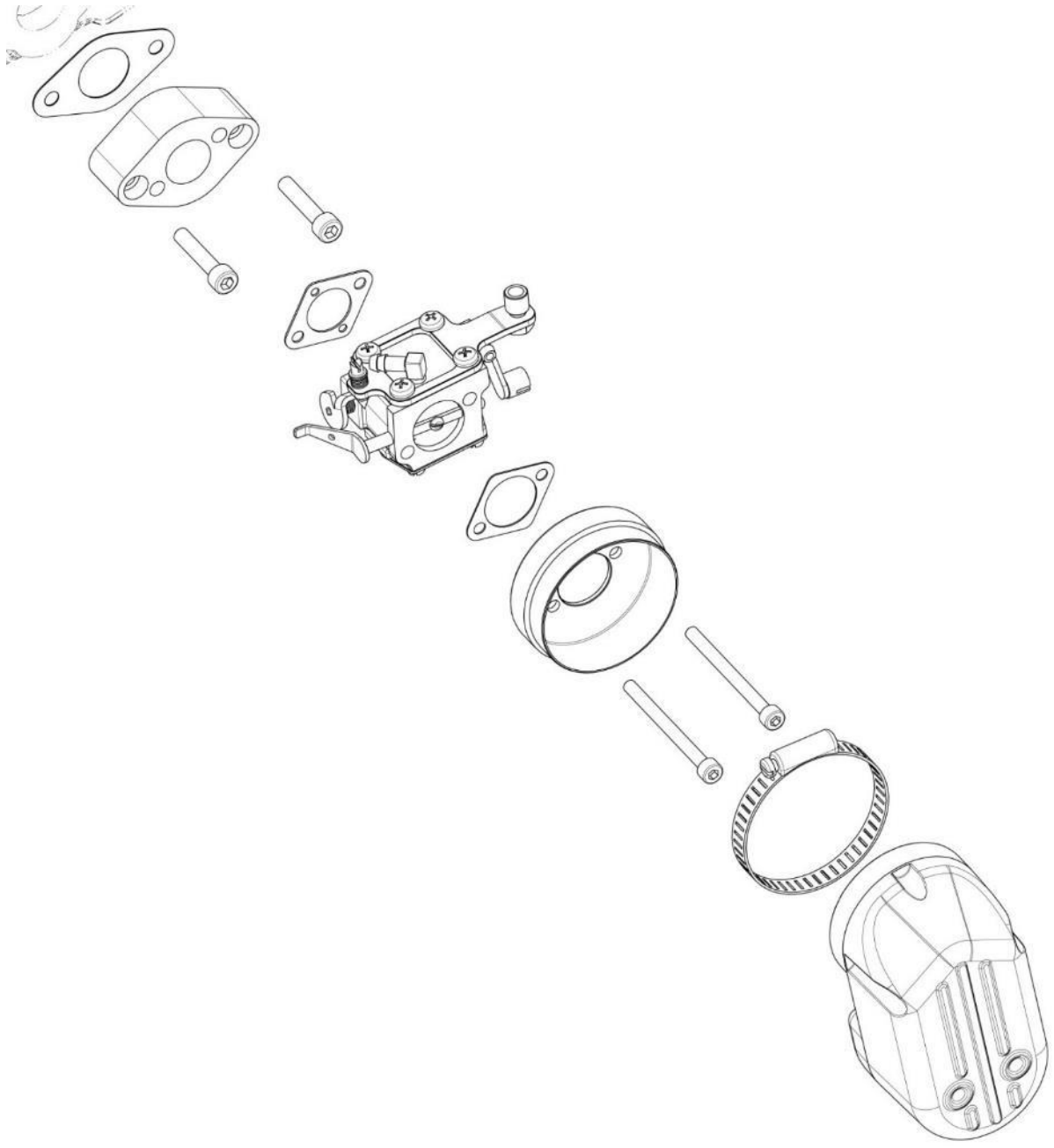


THERMAL SPACER	INLET SILENCER
 Q.ty: 1	

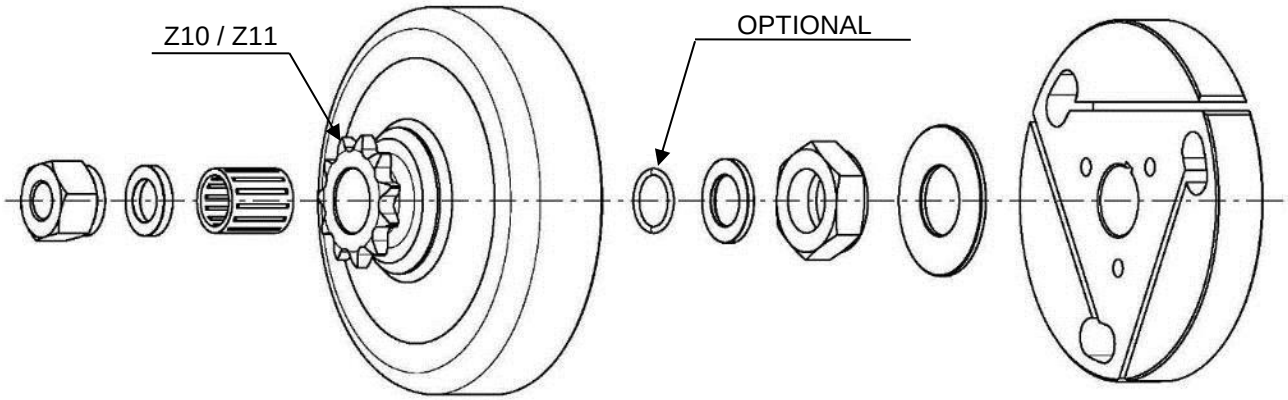
CRANKCASE INSIDE VIEW

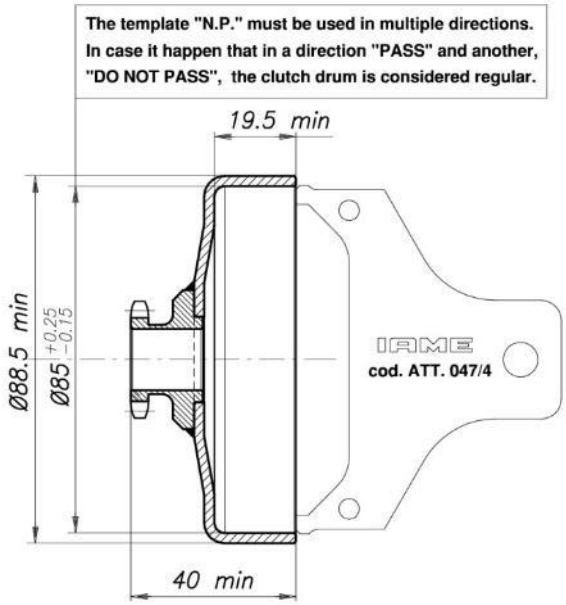


INLET SYSTEM EXPLODED VIEW

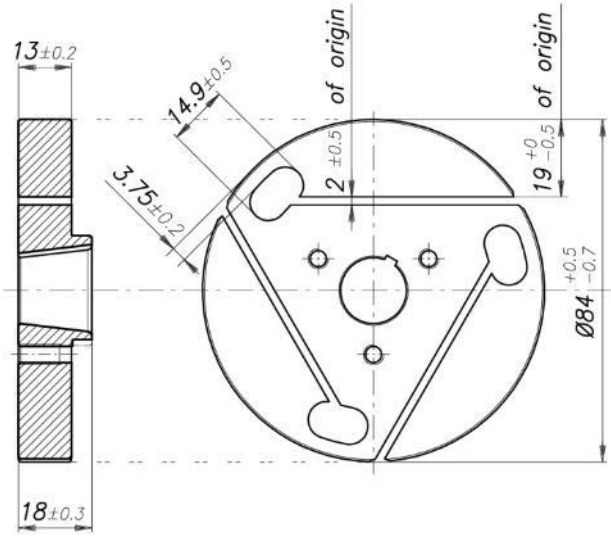


ESCRIPTION OF THE CLUTCH



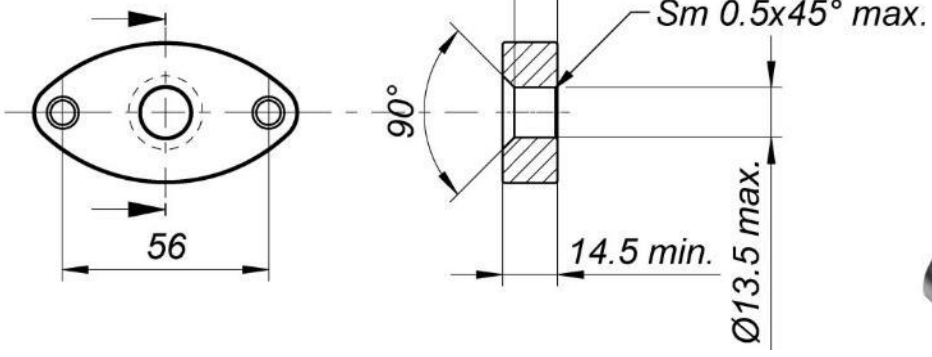


Min. Weight
210 g



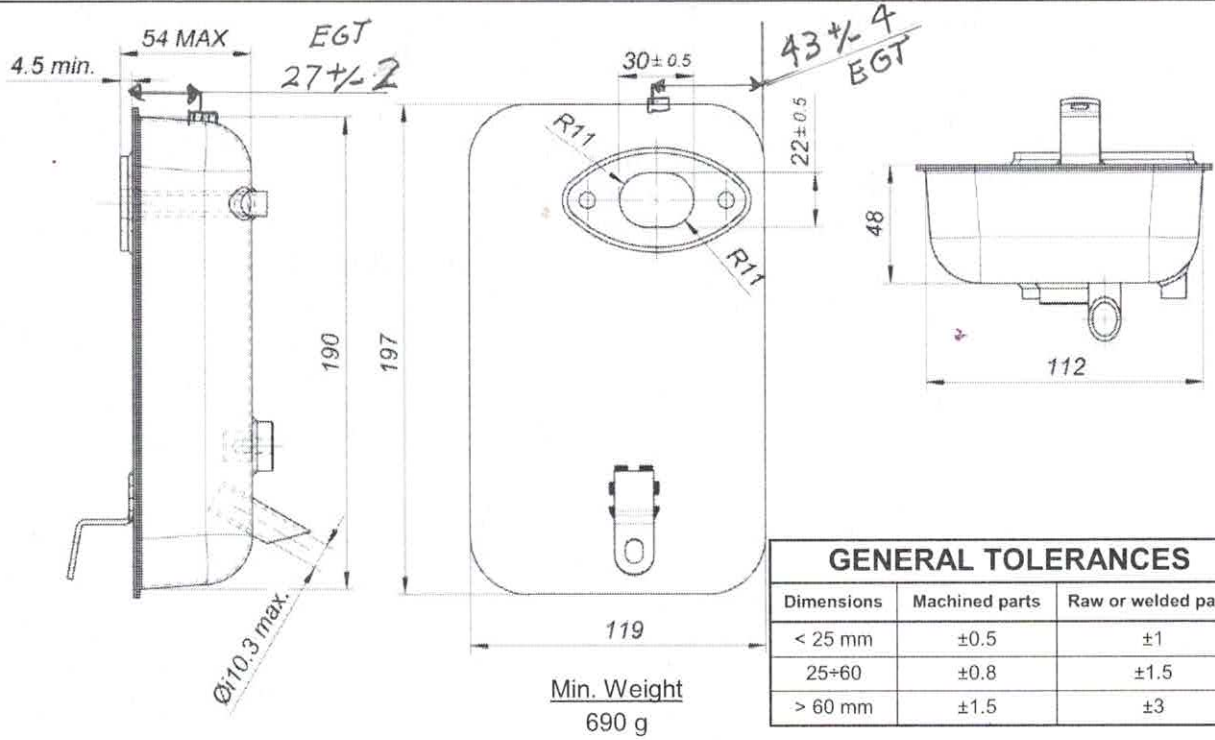
Min. Weight
445 g

EXHAUST MANIFOLD



Identification marking
(on both sides)

EXHAUST MUFFLER VIEW AND DIMENSIONS

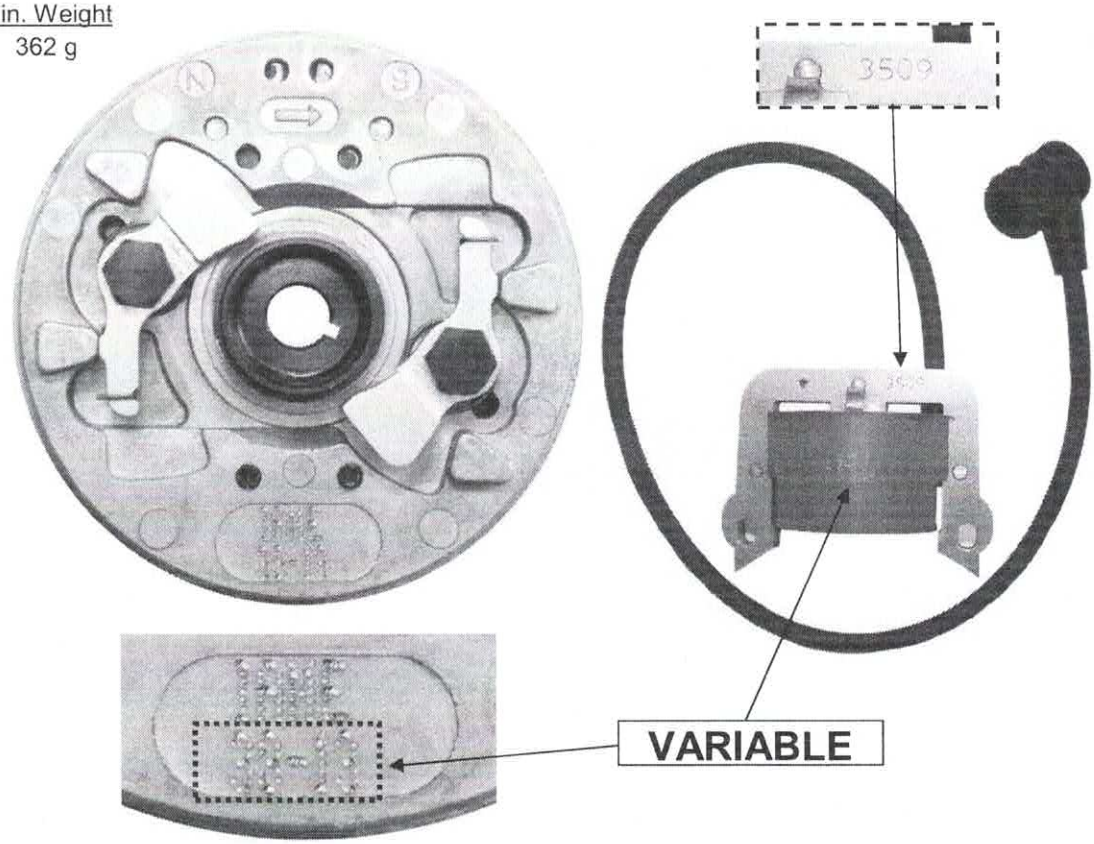


Min. Weight
690 g

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

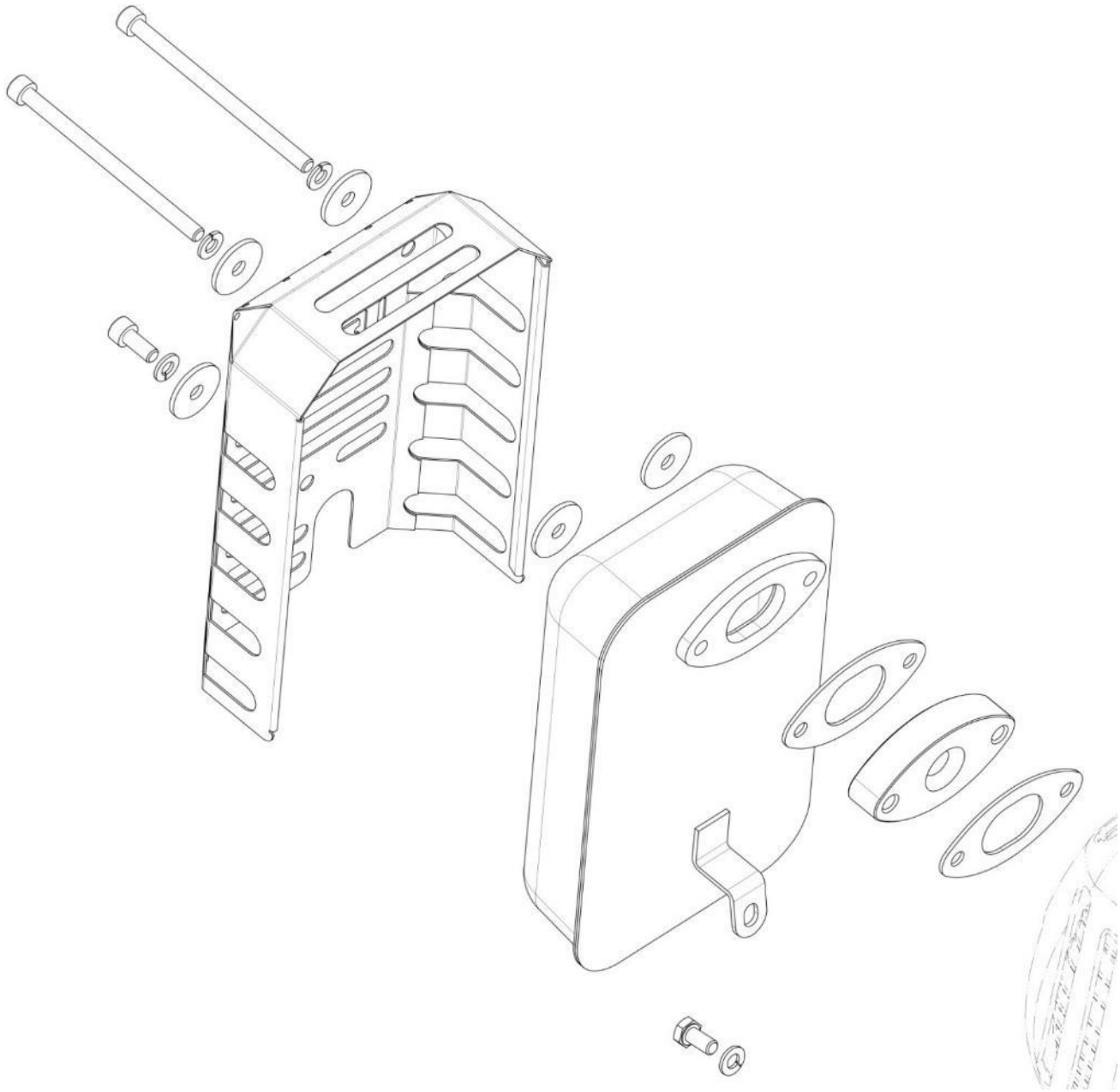
IGNITION PHOTO IDENTIFICATION MARKING

Min. Weight
362 g

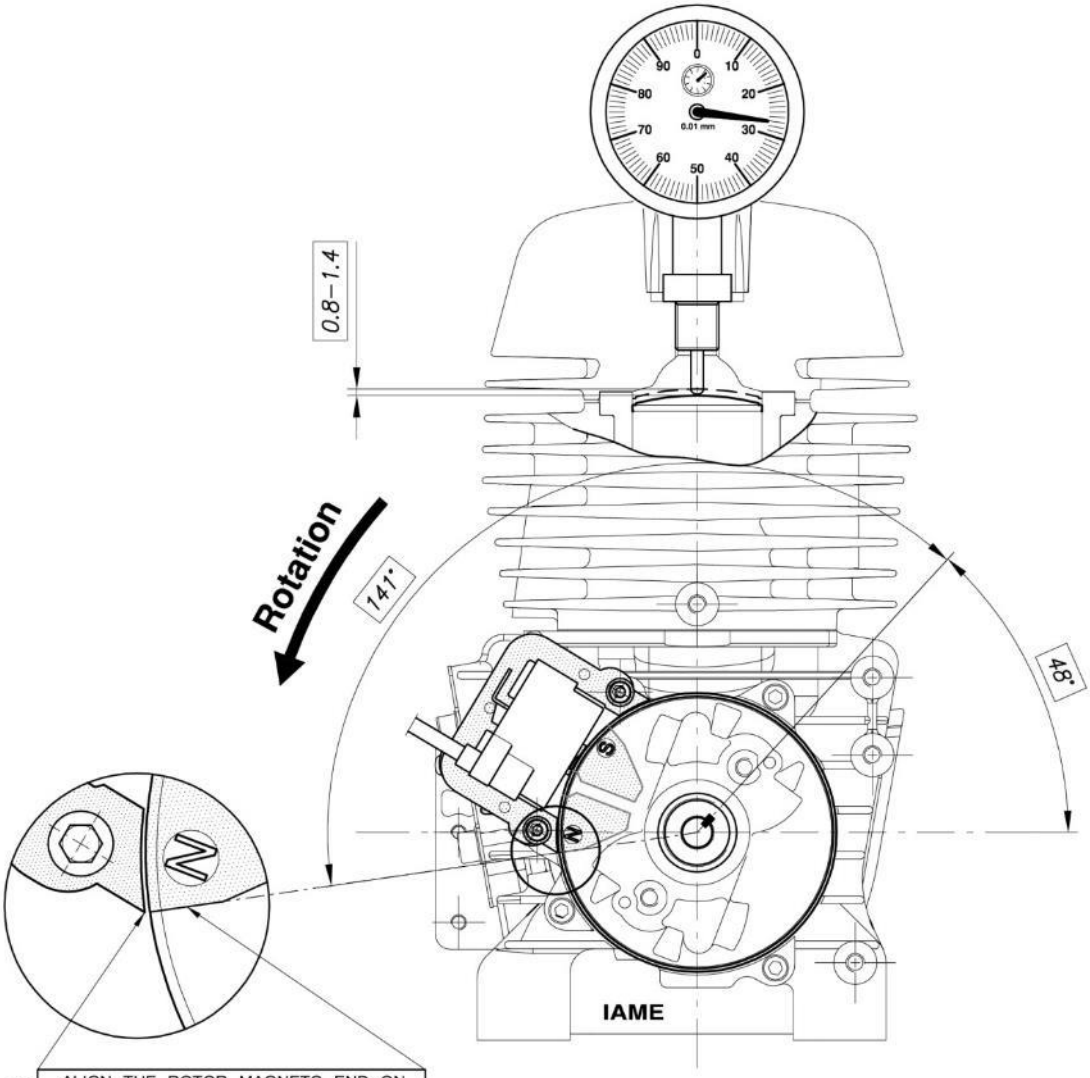


ALTERNATIVE IGNITION ROTOR	
CURRENT ROTOR	NEW ROTOR
	
	
	

EXHAUST SYSTEM EXPLODED VIEW

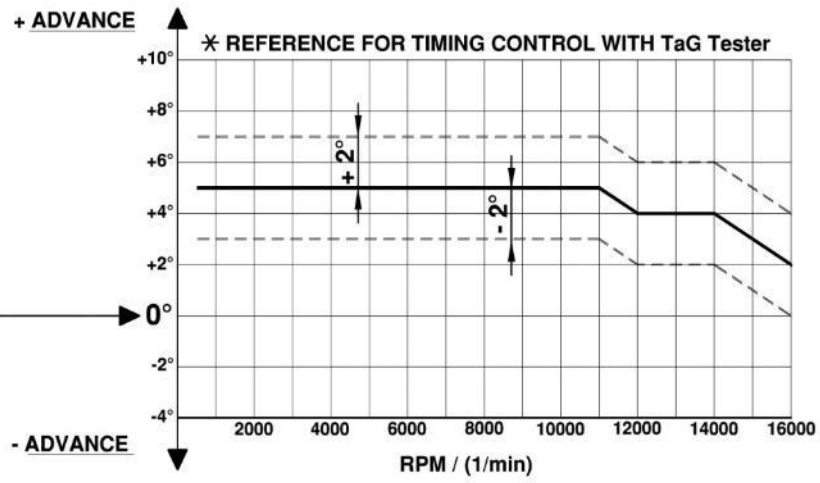


SCHEME FOR ADVANCE CONTROL

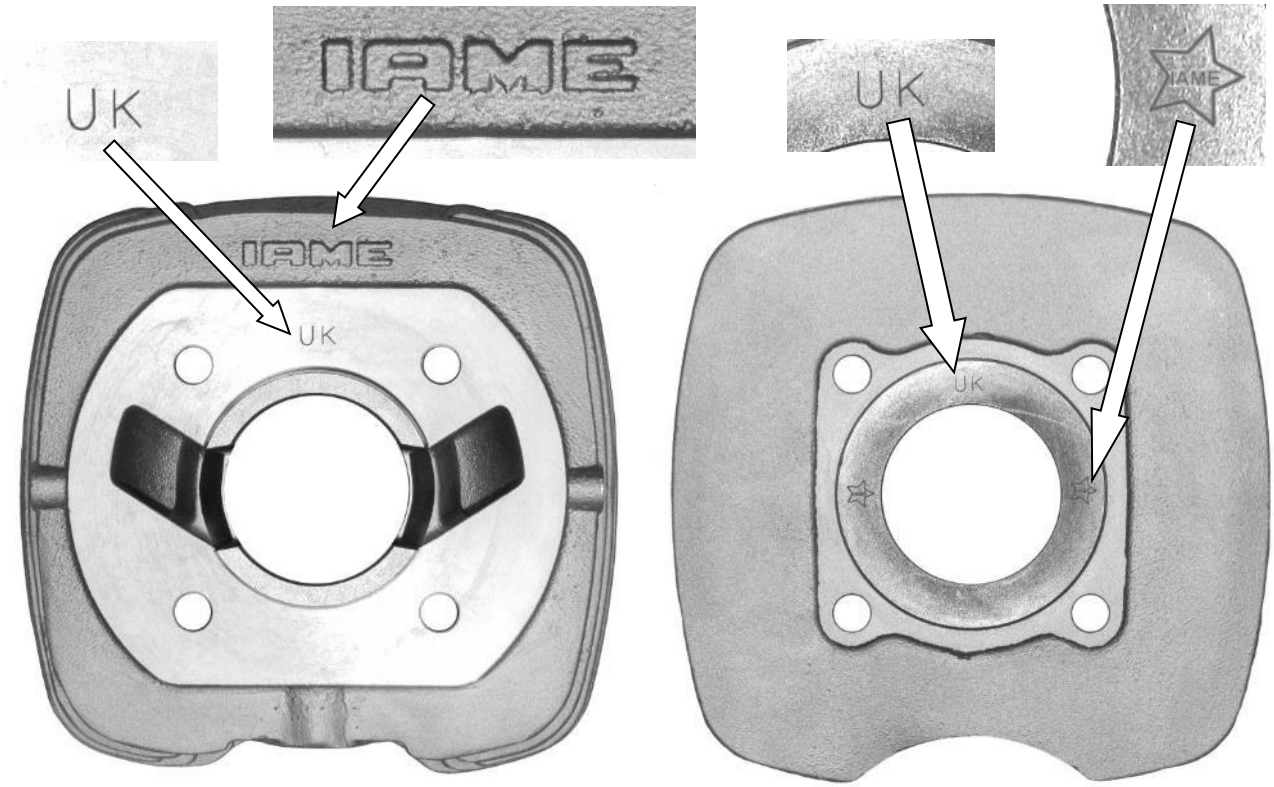


* ALIGN THE ROTOR MAGNETO END ON THE IGNITION COIL END AS SHOWN.

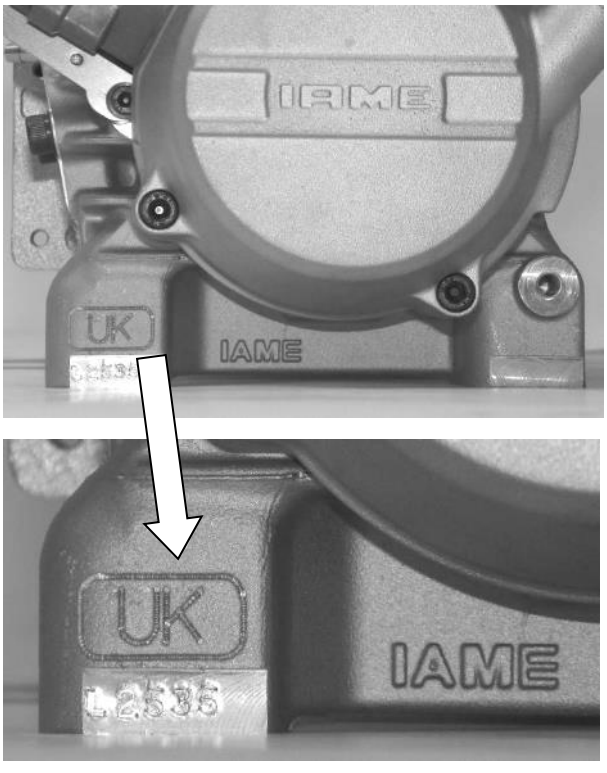
ADVANCE CURVE GRAPHS



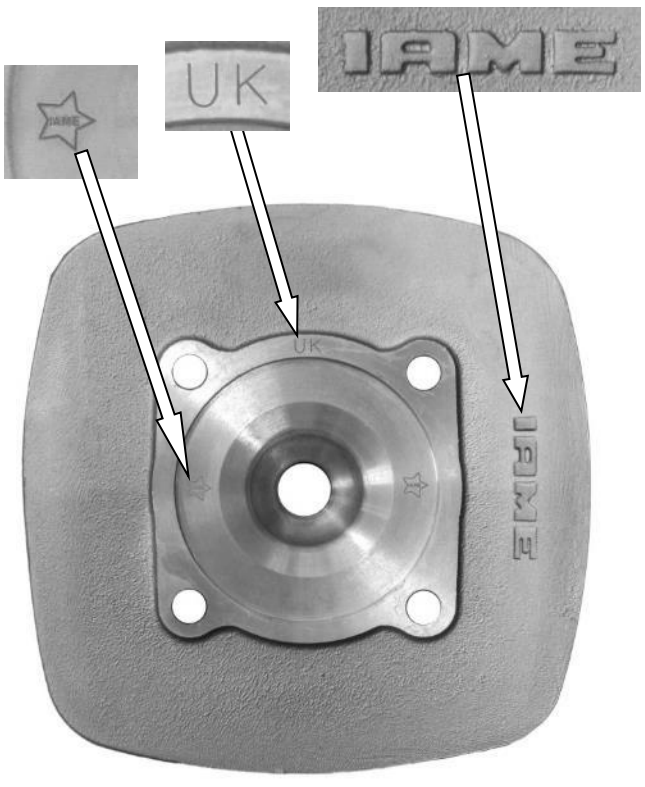
CYLINDER IDENTIFICATION MARKING

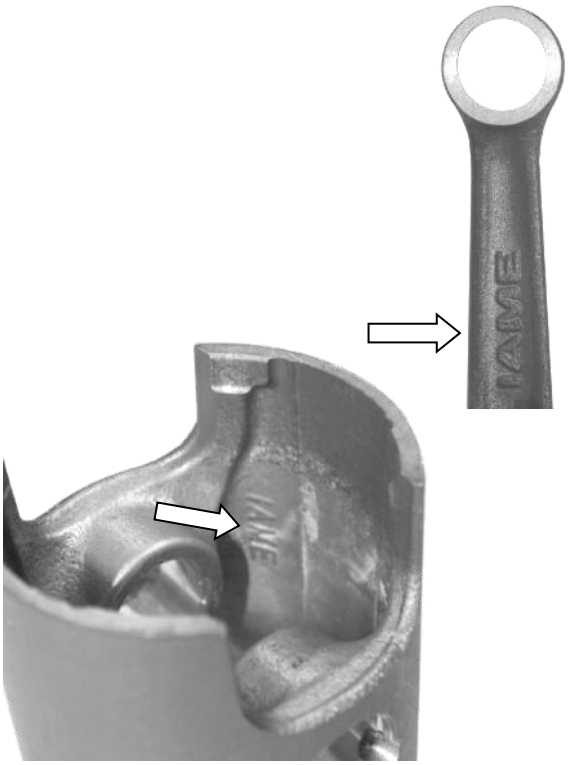
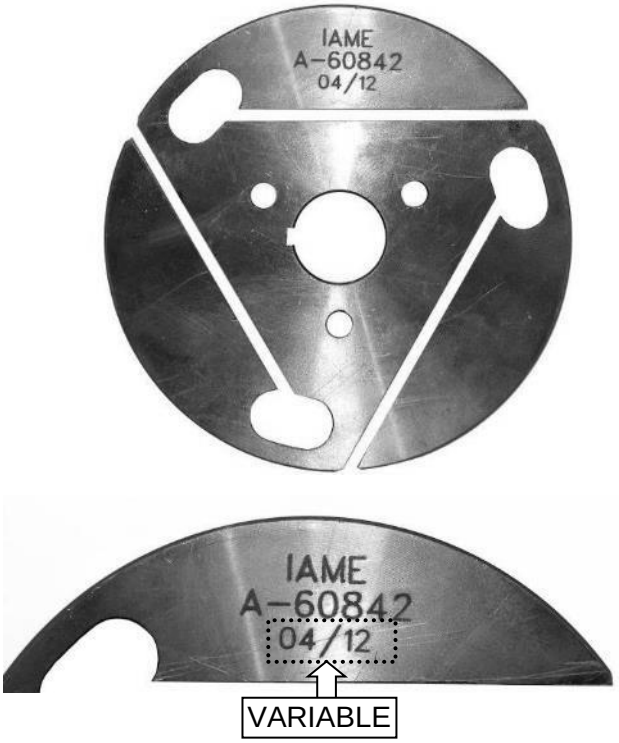
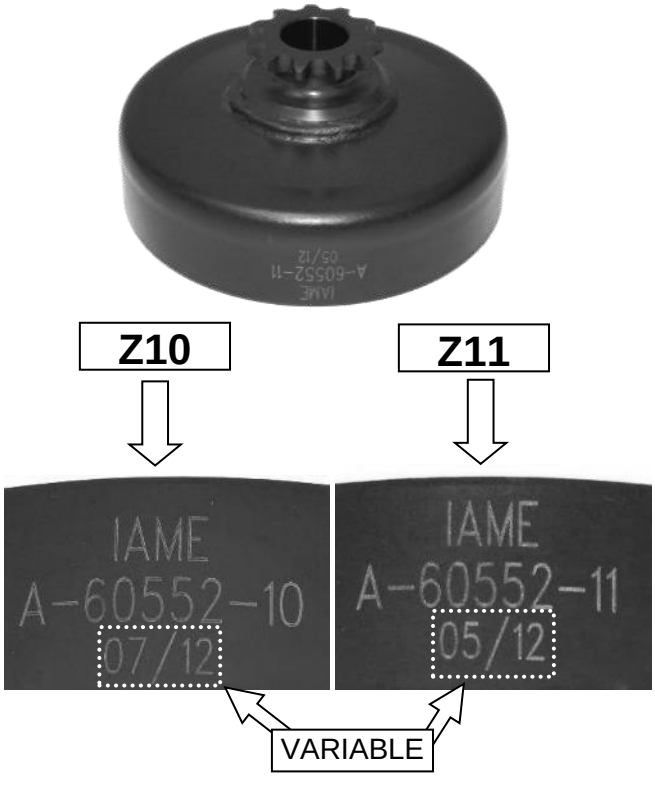


CRANKCASE IDENTIFICATION MARKING

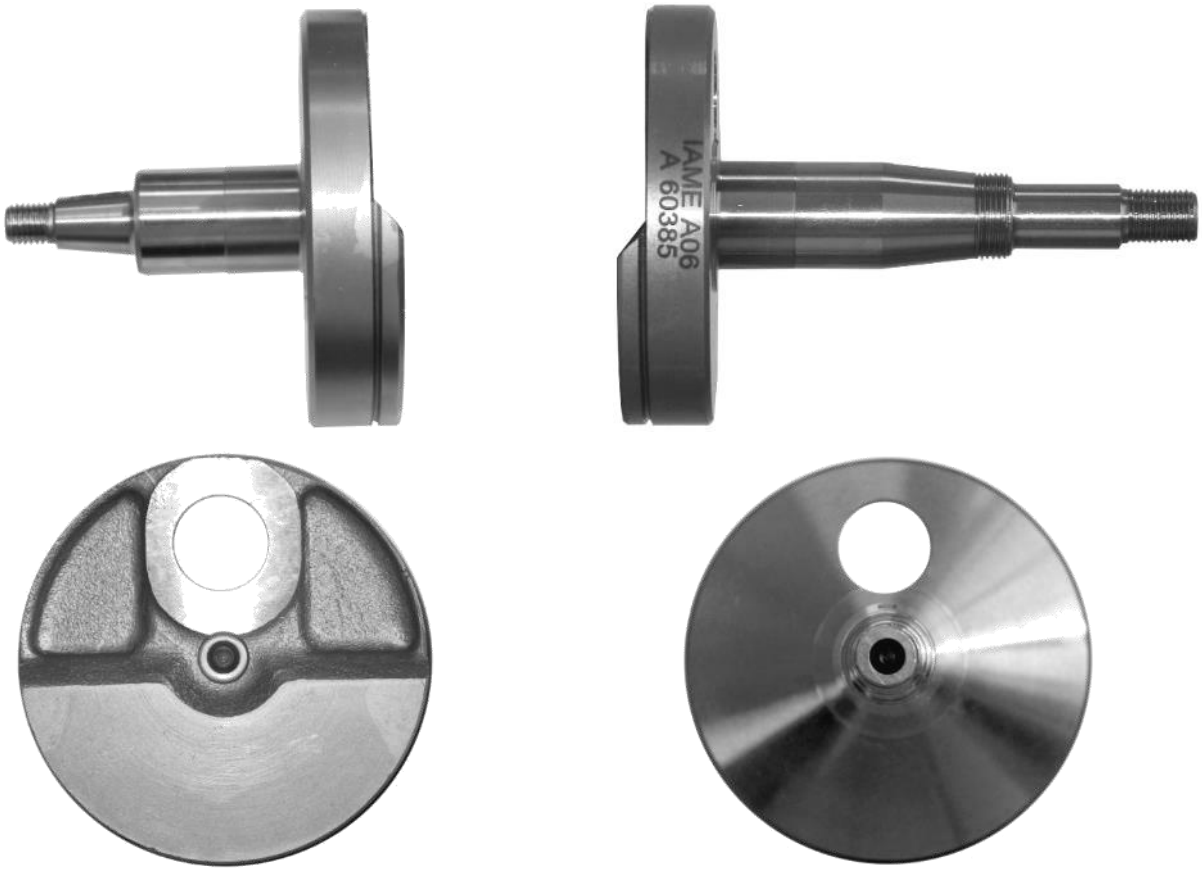


CYLINDER HEAD IDENTIFICATION MARKING



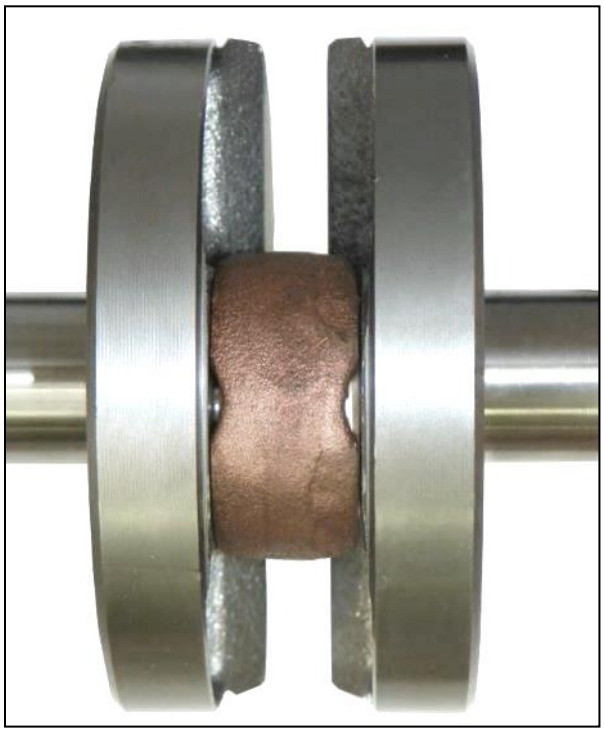
EXHAUST IDENTIFICATION MARKING	CONROD / PISTON IDENTIFICATION MARKINGS
	
CLUTCH HUB IDENTIFICATION MARKING	**CLUTCH DRUM IDENTIFICATION MARKING**
	

CRANKSHAFT PHOTOS



CRANKSHAFT IDENTIFICATION MARKINGS

PARTICULAR OF COMPLETE CRANKSHAFT



ALTERNATIVE CLUTCH DRUM

Z10

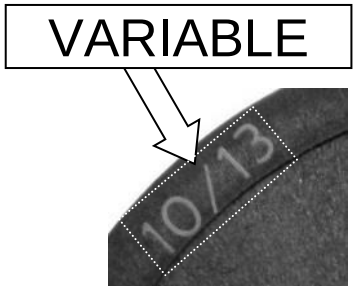
Z11

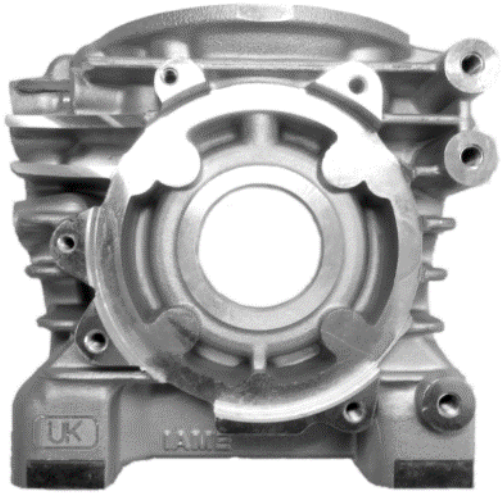
VARIABLE

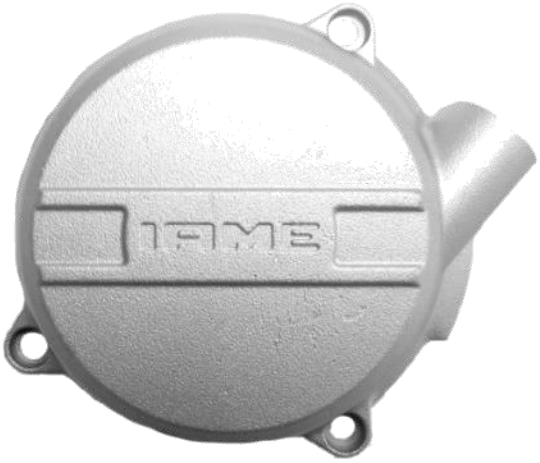
ALTERNATIVE CLUTCH COVER

ALTERNATIVE

PULLEY PHOTO IDENTIFICATION MARKING

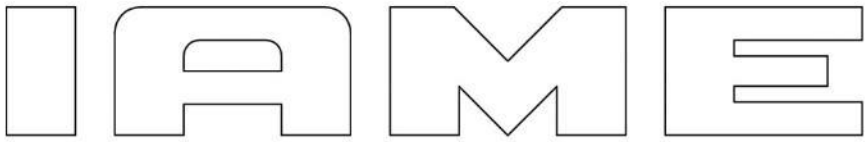


COMPONENTS WITH ALTERNATIVE NEW LOGO “IAME”	
CYLINDER HEAD	CYLINDER
 **NEW LOGO** 	 **NEW LOGO** 
SEMICARTER TRANSMISSION SIDE	SEMICARTER IGNITION SIDE
 **NEW LOGO** 	 **NEW LOGO** 

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

COMPONENTS WITH ALTERNATIVE NEW LOGO “IAME”

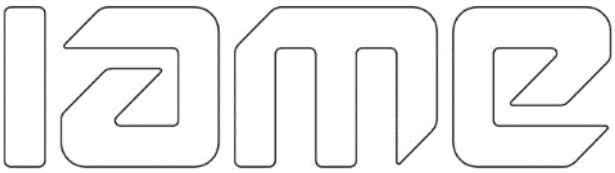
THE OTHERS COMPONENTS OF ENGINE THAT ARE MARKED (LASER OR PUNCHING) UNTIL TODAY WITH LOGO OR WRITTEN “IAME”



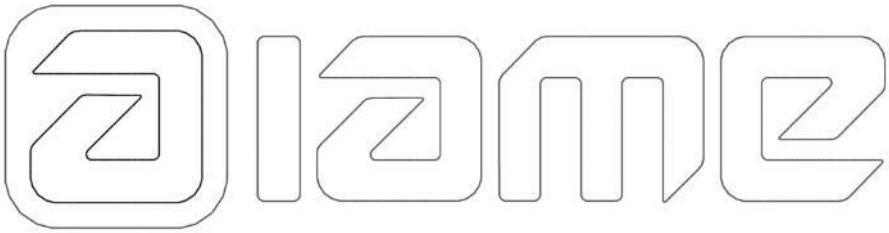
or

IAME

NOW COULD BE MARKED WITH NEW LOGO “IAME”



or



or

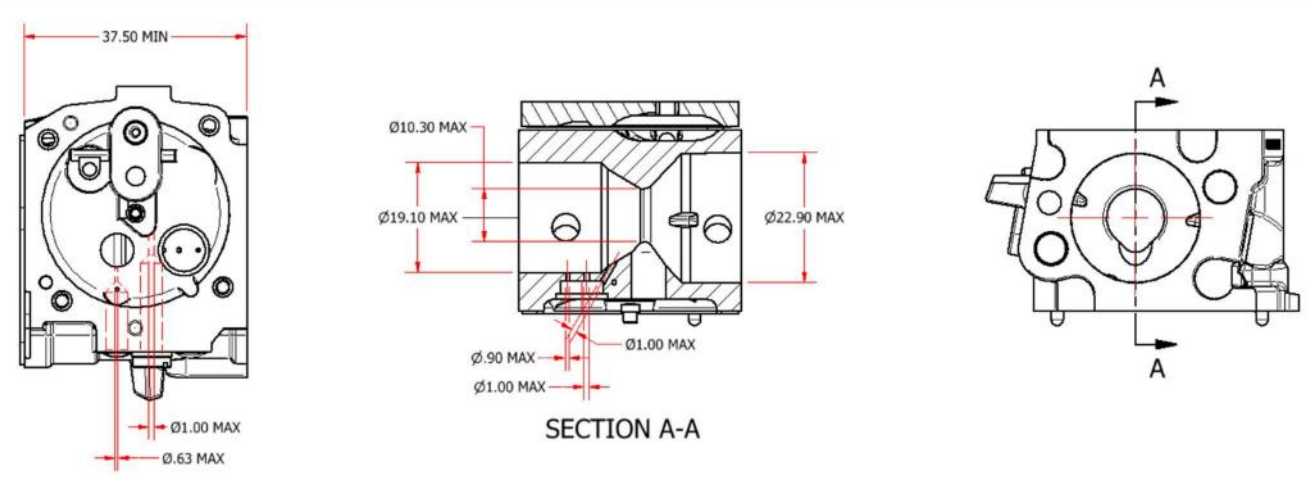
CARBURETTOR

Tillotson HS-325A

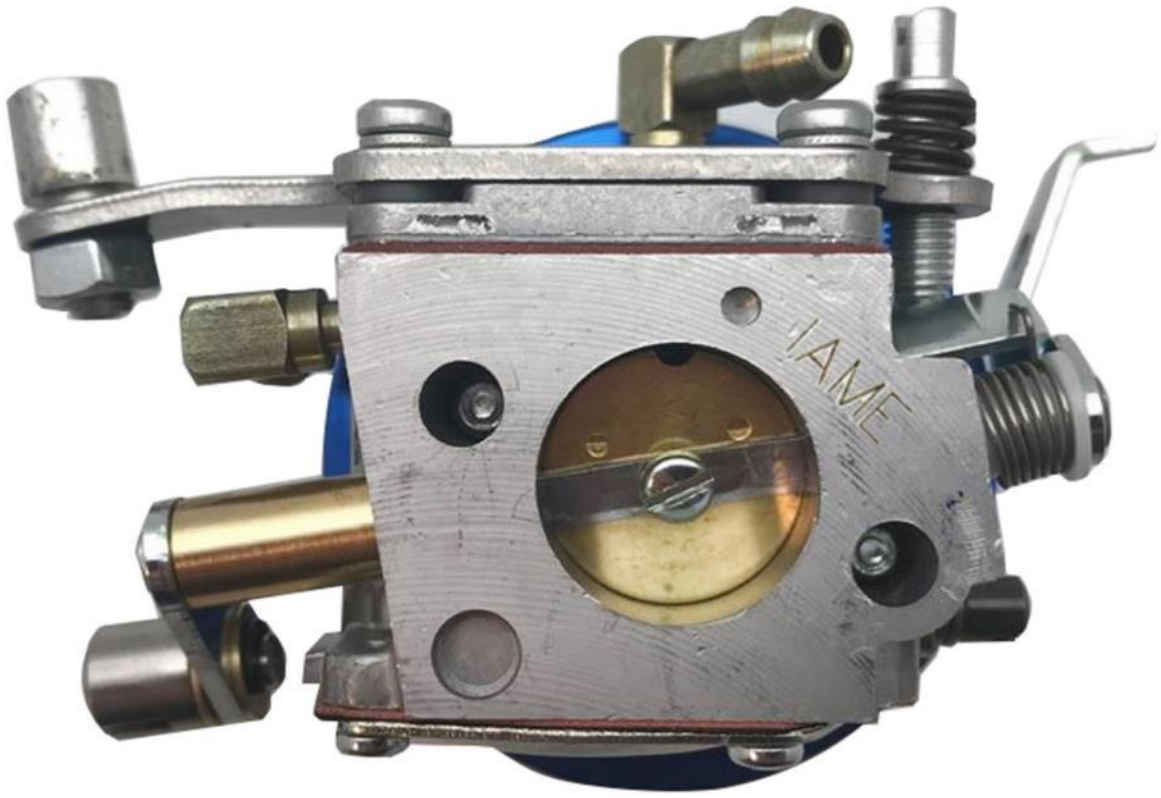
	
PHOTO OF ADJUSTING SIDE	PHOTO OF INLET SIDE

Manufacteur	**TILLOTSON LTD.**
Make	**TILLOTSON**
Model	**HS-325A**

SECTION VIEW



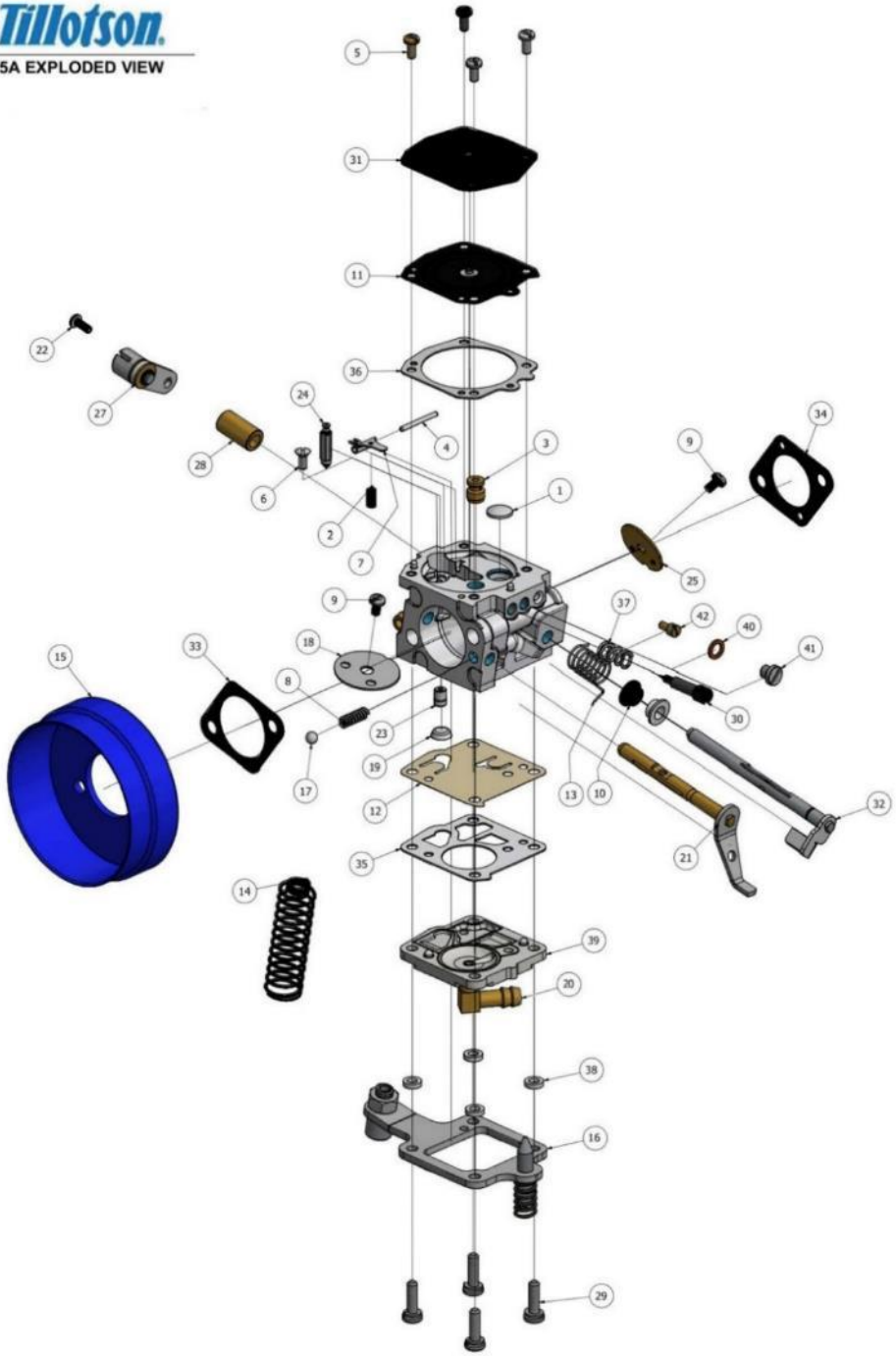
“IAME” MARKING



CARBURETTOR DESCRIPTION AND SKETCH OF PARTS

Tillotson

HS-325A EXPLODED VIEW



ITEM	QTY	PART NUMBER	DESCRIPTION	ITEM	QTY	PART NUMBER	DESCRIPTION	ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	179-59	* WELCH PLUG	18	1	27-392	CHOKE SHUTTER	35	1	16-B514	+* PUMP GASKET (ORANGE)
2	1	24-B323	INLET TENSION SPRING 26g	19	1	95-177	FILTER SCREEN	36	1	16-B513	+* METERING GASKET (ORANGE)
3	1	363-598	CHECK VALVE	20	1	68-307	FUEL CONNECTOR	37	1	24-B449	ADJUSTMENT SCREW SPRING
4	1	32-78	FULCRUM PIN	21	1	26-1279	CHOKE SHAFT & LEVER ASSEMBLY	38	4	78-A351	NYLON WASHER
5	4	15-C19	4-40 UNC SCREW	22	1	15-B348	3-48 UNC SCREW	39	1	91-1036	PUMP COVER ASSEMBLY
6	1	15-B345	FULCRUM PIN SCREW	23	1	36-A33	INLET SEAT	40	1	16-B184	RUBBER WASHER
7	1	155-A71	* FULCRUM LEVER	24	1	34-216	+ INLET NEEDLE	41	1	15-C135	SCREW - CAP
8	1	24-B281	SPRING	25	1	14-A133	THROTTLE SHUTTER	42	1	49-B134	FIXED JET - .43MM
9	2	15-C20	4-40 UNC SCREW	26	1	219-D281	MACHINED BODY				
10	2	102-204	PLASTIC SLEEVE	27	1	12-1228	THROTTLE LEVER & SWIVEL ASSEMBLY			*	REPAIR KIT CONTENTS
11	1	237-653	+* METERING DIAPHRAGM	28	1	102-236	BRASS SLEEVE			+	DIAPHRAGM & GASKET SET CONTENTS
12	1	237-143	+* TEFLON PUMP DIAPHRAGM	29	4	15-C127	6-32 SCREW & LOCK WASHER				
13	1	24-C29	THROTTLE RETURN SPRING	30	1	43-A268	M4 X 0.5 ADJUSTMENT SCREW			RK-28HS	REPAIR KIT
14	1	24-C334	CABLE RETURN SPRING	31	1	91-A274	METERING COVER			DG-7HS	DIAPHRAGM & GASKET SET
15	1	SA-506	CHOKE TRUMPET	32	1	13-2160	THROTTLE SHAFT & LEVER ASSEMBLY				
16	1	136-569	CABLE BRACKET ASSEMBLY	33	1	16-B384	+* FLANGE GASKET (CHOKE)				
17	1	206-121	BRASS BALL	34	1	16-B228	+* FLANGE GASKET (THROTTLE)				

PARTS OF CARBURETTOR

REF.36 - P. N°16-B513
DIAPHRAGM GASKET
(ORANGE COLOR)

Thickness = 0.5 ±0.1 mm

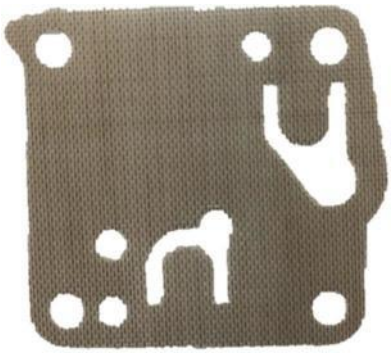
REF.35 - P. N° 16-B514
PUMP DIAPHRAGM GASKET
(ORANGE COLOR)

Thickness = 0.5 ±0.1 mm

REF.11 - P. N°237-601
DIAPHRAGM

Thickness = 0.15 ±0.05 mm

REF.12- P. N°237-143
PUMP DIAPHRAGM



Thickness = 0.21 ±0.05 mm

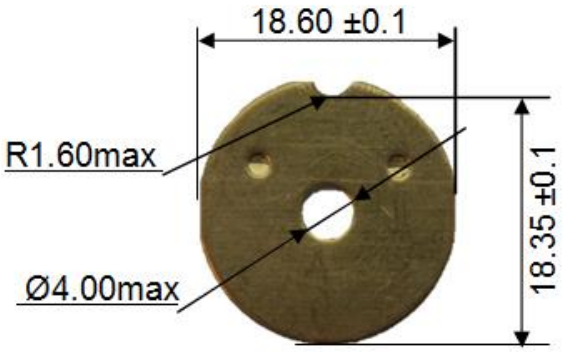
REF.31 - P. N° 91-A274
DIAPHRAGM COVER

Thickness = 3.10 ±0.15 mm

REF.39 - P. N° 91-1036
PUMP COVER

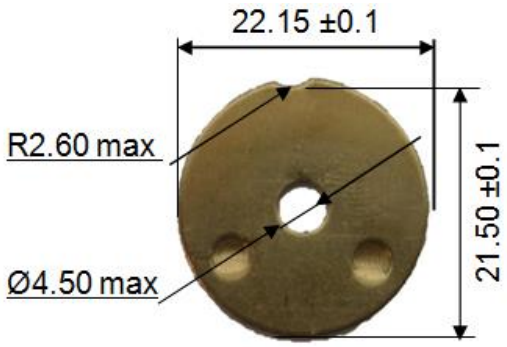
Thickness = 6.30±0.15 mm

REF.25 - P. N° 14-A135
THROTTLE SHUTTER



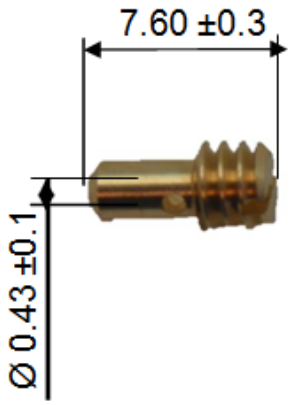
Thickness = 0.81 ±0.1 mm

REF.18 - P. N° 27-392
CHOKE SHUTTER



Thickness = 0.81 ±0.1 mm

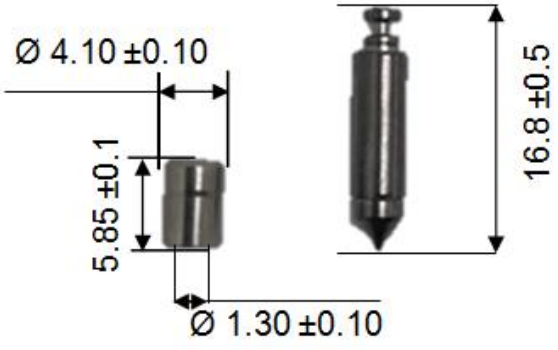
REF.42 - P. N° 49-B134
FIXED JET – 0.43mm



REF.30 - P. N° 43-A268
NEEDLE HIGH SPEED

REF.23 – P. N° 36-A33
INLET SEAT

REF.24 – P. N° 34-216
INLET NEEDLE



REF.15 - P. N° SA-506
CHOKE TRUMPET