



2009 AKA MANUAL

ADDENDUM No.49

Issued: 16th September 2009

At the NKC Meeting held 21st, 22nd and 23rd Of August, 2009, the following was approved and is now applicable.

Chapter 44 TAG 125

44.01 add;

6. Parilla Leopard X30 125cc.

44.05 Tyres

Dry Weather Tyres:	Rotax Max:	MG FZ Yellow
	Parilla Leopard:	MG FZ Yellow
	PRD Fireball:	MG FZ Yellow
	Biland SA250:	MG FZ Yellow, Maxxis HG3
	SQ Cheetah	MG FZ Yellow, Maxxis HG3
	Parilla Leopard X30:	MG FZ Yellow

Wet Weather Tyres: MG WZ

44.06 Drivers

Weights	
Rotax Max 125:	Light: 165kg, Heavy 185kg
Parilla Leopard 125:	Light: 160kg, Heavy 180kg
PRD Fireball 125:	Light: 160kg, Heavy 180kg
Biland SA250:	Light: 170kg, Heavy 190kg
SQ Cheetah 125:	Light: 160kg, Heavy 180kg
Parilla Leopard X30 125:	Light: 165kg, Heavy 185kg
Max kart weight for heavy classes 100Kg	

Chapter 44- TAG 125cc: Add to chapter;

44.15 SPECIFIC ENGINE REGULATIONS

- (A) BILAND SA-250**
- (B) PARILLA LEOPARD**
- (C) PRD FIREBALL**
- (D) ROTAX MAX**
- (E) SQ CHEETAH**
- (F) PARILLA LEOPARD X30 125cc**

TECHNICAL SPECIFICATIONS

Rules will be stock – standard out of the box for reliability and cost effective racing.

Displacement

123.67cm³, BORE 54.00mm, STROKE 54.00mm, MAX BORE 54.28 mm

Cylinder

1. All ports must be of intended design conforming to drawings supplied by the manufacturer.
2. No modifications or grinding to the ports is allowed.
3. Cylinder length 86.6 +0.1 -0.2 Refer to Rule 26.04, Steps 1, 2, 3, and 6 for compliance checking procedure.
4. Water connections to the cylinder are free but must retain the homologated position and threaded sizes.

Base Gaskets

1. The type of material is a non tech item
2. The minimum base gasket/gaskets must be a minimum of 0.30mm and a maximum of 0.45mm. More than 1 base gasket can be used.

Cylinder Head

1. Aluminium Cylinder Head must be of original engine manufacturer and conform to drawings supplied by manufacturer.
2. No material to be added except for spark plug thread repair.
3. Distance from spark plug sealing face to combustion chamber ceiling face 29.3mm+/- 0.25mm.
4. The combustion chamber volume shall be a minimum of 10.3cc, Refer Rule 26.01.
5. Water connections to the cylinder head are free but must retain the homologated position and threaded sizes.
6. Cylinder head profile must not vary from the original profile and will be checked with the IAME Cylinder Head Profile Gauge (part number 8TT-025/1).

Squish Gap

1. The Cylinder Head Squish clearance shall be a minimum of 0.9mm as per the homologation paperwork.
2. Shall be measured using a 2mm solder wire (tin).
3. When inserted in the cylinder the engine shall be rotated until the solder is squeezed between the head and piston crown.
4. Process shall be conducted on both the right and left hand side of the engine.
5. Measurements shall be averaged out.

Crankcase, Crankshaft and Con Rod

Must be of original engine manufacturer and conform to drawings supplied by manufacturer.

Piston

Piston must be of original manufacturer, supplied by IAME Spa with "IAME sud" marking on dome and conform to drawing supplied by manufacturer. No modifications are permitted.

Gudgeon Pins

No special alloys allowed, must be of magnetic material and comply with the drawing as supplied by the manufacturer.

Clutch

Must be of original manufacturer and conform to manufacturers drawings with original IAME markings on it. No modifications permitted.

Reed Block and Reed Valves

The only Reed petal to be used is the genuine IAME Fibreglass (Vetronite) Reed Petal with IAME marking. Reed Petal thickness minimum 0.3mm.

Reed block must be the original IAME one as supplied with the engine.

Carburettor

1. The only permissible carburettor is the Tryton Hobby 27/C and must conform to the IAME – X30 Tryton homologation documents.
2. The throttle bore size has a maximum of 28.00 mm. No sleeving of the throttle bore is permitted.

Ignition

1. IAME SPA Selettra or PVL Digital-K Ignition System – Key type Ignition, woodruff Key must be retained and no modifying permitted. Spark plug cap must have a resistor.
2. The only eligible ignition module to be used is a green module marked with AKA20L.
3. In the event of required repairs the plastic fittings registered and homologated as parts of the electrical looms for the ignition and starter assembly are permitted to be replaced with non-supplied fittings.

Exhausts

The only permissible exhaust allowed is as supplied from IAME SPA, must carry the IAME identification and conform to the drawings in the homologation papers [\(see web address below\)](#) and comply to rule 25.22 (1)

Header Pipe

The only permissible header pipe is the one as supplied by IAME SPA and must carry the IAME identification. It is permissible to fit a maximum of three separate flange support brackets to the original header, any such support flange must not exceed 60mm maximum in total length, and not exceed 40mm maximum in total width.

Cooling System

Maximum core size 330mm by 200mm by 35mm thick, having no more than 16 tubes and must carry the IAME markings when using the maximum size radiator.

Non-Tech Items

Gaskets, Seals, Big & Little End Roller Cages, Fasteners, Washers, Spark Plug, Spark Plug Lead, Spark Plug Resistor Cap, Main Bearings, Water Hoses, Hose Clamps, Water Pump, Axle O-Ring, Axle Pulley, Exhaust Flex.

Homologated Drawings below are also available on the LEOPARD Website @ www.leopardengine.com

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