



## **Tri-C Karters IAME KA100 Engine Supplemental Regulations**

rev. 09.21.2026

### IAME KA100 engine package

- Runs under the current *IAME 100cc Reedjet USA – TaG* document.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

### Air box:

- Must be clamped firmly to the carburetor adapter, with no possible air leakage.
- OEM foam air filter is required.
- Inlet tubes: OEM screens may be removed. Inlet tubes may be secured with silicone sealant or a single piece of tape.
- Carb adapter boot may be secured to the air box using a single piece of tape only.
- One water drain hole with maximum diameter 0.200" is allowed.
- Decals, coverings or coatings must be limited to less than 50% of the external surface area, except tape in use to secure an inlet tube cover.

### Bearings, gaskets & seals:

- May be replaced with equivalent aftermarket parts of the same material and construction.

### Carburetor:

- Bore, venturi, throttle shaft, throttle valve (butterfly) & screw, and all other main components must be as-supplied by the manufacturer with no machining.
- Diaphragms, gaskets, filter cap screw and the six pump top screws must be OEM dimensions but are otherwise non-tech.
- May be mounted in either up or down orientation.
- Tie wraps may be used to secure the tuning needles.

### Clutch:

- Maximum engagement speed, for a minimum of 2 seconds under full brake application = 6000 RPM.
- All components, including the drive sprocket, must be OEM.
- Components should be kept clean and must not show significant amounts of oil or grease. Friction surfaces must be free of any oil, grease, fluids, coatings or other substances.
- Drum sprocket roller bearing: Both long bearing (#77598) and short bearing (#55598) are allowed. O-ring (#60565) must be used with the short bearing.

### Crankcase:

- Main bearing pocket repair is permissible, provided the crankshaft centerline location is not changed.

### Cylinder:

- Minimum exhaust port timing = 1.420".
- Maximum bore sizes = 1.917".
- Thickness & number of base gaskets is non-tech.

### Cylinder head:

- Thickness & number of shims is non-tech, provided the minimum squish value is met.
- Minimum squish = 0.041".

#### Exhaust:

- ~~All components must be OEM with no alterations or modifications.~~ The use of one (1) Lambda / O<sub>2</sub> sensor is permitted. The threaded fitting for the sensor may be welded or brazed at any location in the pipe assembly, with one (1) hole drilled through the center of the fitting only. The fitting & hole must have a secure threaded plug installed if the sensor is not in use. Any other welds, brazing, patches, damage repairs or modifications to the pipe assembly are not allowed.
- All OEM components must be present, intact and free from damage that would compromise their intended function.
- Header gasket: Minimum thickness = 1.3mm. No more than one (1) gasket can be used.
- Internal and external surfaces must be free from any type of paints, coatings or other treatments.
- Silicone may be used to seal the header-to-pipe junction. Leakage at the header flange, pipe junction or silencer end cap may result in disqualification.
- Carbon deposits may be cleaned from internal surfaces. However no polishing, sanding or etching of the metal surfaces is allowed.
- One EGT sensor is allowed, using the OEM sensor hole only. The sensor hole must be firmly plugged with a bolt if a sensor is not in use. Fittings for any other sensor type and / or use of any other sensor type is not allowed.
- KA100 Jr. class is required to run the OEM "Restricted" exhaust headers. Headers must be torqued adequately to the head, in order to prevent any leakage.

#### Ignition timing:

- Minimum = 0.080" BTDC; Maximum = 0.120" BTDC.

#### Reed valve & intake manifold:

- Any alteration to the OEM's intended operation of the reed valve system may be deemed non-compliant.
- Reed cage: Gasket and petal rubber sealing faces may be resurfaced. Light grinding at the petal mounting holes is allowed.
- Reed petals: Fiberglass petals with OEM IAME marking are required. Petals may be sanded only on the face opposite the IAME marking. Minimum thickness at any point on the petal = 0.012". Petal thickness will be measured with a caliper zeroed using a 0.012" feeler gauge.
- Reed petal hold down plates: Plates, including holes, must remain as-manufactured. Maximum plate thickness = 0.070", maximum hole size = 0.129".
- Reed petal hardware: Screws must be OEM dimension and design; head type is non-tech. Screws must be installed tight. Use of thread lock or sealant is not allowed.

#### Spark plug:

- Allowed plugs: NGK B10EG, BR10EG, R6061-10, R6252K-105 or R6254-105.
- OEM sealing washer, indexing washer(s) or CHT sensor lead must be installed.

#### Spark plug lead & cap:

- Cap must be IAME #10544 (PVL), NGK #TB05EMA, or K&S #10-3121MA .
- The addition of insulation to the OEM spark plug lead is allowed.
- The use of an engine run-time meter connected to the spark plug lead is allowed.

Starter system:

- Starter system must be fully intact and installed to function normally. In case of incidental starter system failure and / or engine flooding, an outboard (auxiliary) starter may be used.

Under declared Rain Conditions only, as defined in the regulations:

- OEM foam air filter is not required.
- An inlet tube cover may be used.