



## Supplemental rules for IAME Swift and KA100

These rules apply to both IAME Swift and KA100 engines, unless otherwise specified or applicable.

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### **Air box:**

- May not be covered in full or in large part by graphics, decals or any other coating. Technical director has final discretion regarding compliance.
- Inlet tubes may be secured with silicone or other sealant.
- Foam filter is required (Exception: no filter required during rain conditions).
- Water drain hole of .200" is allowed. No additional holes or alteration of air box allowed.

### **Carburetor:**

- As supplied by OEM engine manufacturer.
- No additional machining permitted on bore or venturi. Surface finish must be stock from manufacturer.
- Throttle shaft, butterfly and butterfly screw must remain stock.
- Carb diaphragms and gaskets are non-tech, however, they must be the same dimensions listed in the IAME technical fiche.
- Gasket & diaphragm color is non-tech.

### **Clutch:**

- Swift (Micro/Mini): engagement speed not to exceed 5000 RPM maximum.
- KA100: engagement speed not to exceed 6000 RPM maximum.
- Clutch parts and drivers must be OEM manufacture only.
- Clutch components must be relatively clean with no significant amounts of oil/grease. Clutch friction surfaces cannot be saturated or coated with any kind of fluid or substance.

### **Exhaust system:** See individual engine Technical Fiche for dimensions

- Exhaust headers and silencers must be as supplied by manufacturer. No alterations or modifications allowed.
- Any header or silencer that has been welded, patched or otherwise sealed to repair cracks or other damage will not be allowed.
- One exhaust temperature sensor is allowed on header only. The temperature sensor bung must be plugged with a tightened bolt if a sensor is not present.
- Carbon deposits may be cleaned from internal surfaces areas, but absolutely no polishing, sanding, etching or surface treatment of internal surface areas allowed.

- No external surface treatments, coatings, polishing or etching allowed on headers and silencers.
- Exhaust system must be intact (no cracks or excessive damage comprising the function of the system) with all components during any on track session.
- Leakage at the header to cylinder mount, header to silencer junction or at the silencer end cap may result in a DQ. A high temp silicone sealant may be used at these points .

### **Ignition Timing:**

- Swift (Micro/Mini): Open
- KA1000: 0.106" BTBC Max
- SSE: 0.090" BTDC Max

### **Reed Cage:**

- Only IAME fiberglass reeds allowed. Minimum thickness of 0.012". No aftermarket or carbon fiber reeds.
- Reeds must be unaltered: No sanding, cutting or removal of material.
- Reed cage, reed cage plates and manifold are to remain as manufactured: no polishing, grinding or shaping allowed.
- Resurfacing the flat rubber contact surface to reeds and gasket surface allowed.
- Reed attachment screw holes may be lightly ground and deburred. Reed screws are non-tech.

### **Spark Plug:** Following spark plugs are allowed

- Swift: NGK BR EG or B EG; Denso W ESZU; Autolite AR50, AR51, AR52 & AR53
- KA100: NGK B10EG, BR10EG, NGK 6252K-105, NGK 6254-105
- SSE: NGK R6252K-105, NGK R6254E-105, NGK BR10EG, NGK B10EG
- Indexing washer or CHT lead must be in place

### **Spark plug cap:**

- PVL (IAME #10544)
- NGK (#TB05EMA)

### **Starter Battery:**

- All on board starter batteries must be secured with a proper battery box mount and strp. An additional 175 lb. plastic cable tie must also be wrapped around the battery mount and battery.
- Last name of competitor and kart number must be legibly printed and easily viewed on battery.

### **Starter System:**

- Must be intact and functioning.
- An outboard (auxiliary) starter may be used if the on board starting system fails or if the engine is "flooded."