



2026 IKF Sprint GrandNationals Hosted by Tri-C Karters **Event & Technical Regulations**

rev. 09.23.2026

This document is specific to the 2026 IKF Sprint GrandNationals hosted by Tri-C Karters. Please note the current Revision (rev.) date. It is the competitor's responsibility to ensure they are aware of and understand all regulations, and to stay current with any revisions. New items and changes subsequent to this posting will be highlighted, and items no longer applicable will be in ~~striketrough font~~. Any changes announced at the event Drivers' Meeting will supersede this document.

- We are guests of the Spring Mountain Motorsports facility and are responsible for leaving it in clean and undamaged condition. Please respect and adhere to all of the facility's rules and policies.
- We ask that everyone do their part to be sure all trash has been put in containers prior to leaving the facility. Boxes should be collapsed and stacked by a trash container. Empty fuel cans, batteries and tires CANNOT be left anywhere at the facility; there will be a \$50 fine to the competitor for any of these items left behind.
- Theft or vandalism of any kind will not be tolerated.
- The speed limit for all roads & lots on the facility grounds is **15 MPH**.

§1 - GENERAL

1.1: **Event Regulations and Procedures** are covered in **Sections 2 - 15** below.

1.2: **Chassis Technical and Driver Equipment Regulations** are covered in **Section 16** below.

1.3: **Engine Regulations** and Tech Procedures for **IAME Swift and KA100** classes are covered in **Section 17** below.

1.4: **Engine Regulations** and Tech Procedures for **Briggs & Stratton LO206** classes are covered in **Section 18** below.

1.5: It is the responsibility of competitors, team members and parents to know and abide by all rules, and to ensure their guests are informed. The competitor is ultimately responsible for the behavior and actions of their crew members and guests. Competitors may be penalized for the conduct of their crew members and guests, including deduction of finishing positions, disqualification or expulsion from the event without warnings being issued.

1.6: This event does not award points toward the regular Tri-C season.

§2 - RACE CLASSES

2.1: A class must have a minimum of ten (10) entries in order to be eligible for the Duffy award. Classes failing to meet this requirement may be dropped from the event.

2.2: A driver's attained age as of December 31st of the current year shall establish their Competition Age for the event.

2.3: Spec fuel will be available for purchase at the event, 2-cycle competitors must supply their own oil -

- 2-cycle classes: Sunoco Supreme 112 + Elf HTX909 SAE 50 oil
- 4-cycle classes: Sunoco 91

2.4: Classes -

TAG MICRO

- Engine: IAME Swift (restricted)
- Age: 7 yrs. - 10 yrs.
- Weight: 225 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & rear

TAG MINI

- Engine: IAME Swift
- Age: 8 yrs. - 13 yrs.
- Weight: 245 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & rear

100CC TAG JR. 2

- Engine: IAME KA100 (restricted)
- Age: 12 yrs. - 16 yrs.
- Weight: 320 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & 7.1/11.0-5 rear

100CC TAG SR.

- Engine: IAME KA100
- Age: 15+ yrs.
- Weight: 360 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & 7.1/11.0-5 rear

100CC TAG MASTER

- Engine: IAME KA100
- Age: 30+ yrs.
- Weight: 380 lbs.
- Tires: Vega XH4 Green 4.6/10.0-5 front & 7.1/11.0-5 rear

BRIGGS LO206 JR. 1 CADET

- Engine: Briggs & Stratton LO-206 (restricted)
- Age: 7 yrs. - 12 yrs.
- Weight: 245 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & rear

BRIGGS LO206 JR. 2

- Engine: Briggs & Stratton LO-206
- Age: 11 yrs. - 15 yrs.
- Weight: 320 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & 6.0/11.0-5 rear

BRIGGS LO206 SR.

- Engine: Briggs & Stratton LO206
- Age: 15+ yrs.
- Weight: 360 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & 6.0/11.0-5 rear

BRIGGS LO206 MASTER

- Engine: Briggs & Stratton LO206
- Age: 30+ yrs.
- Weight: 390 lbs.
- Tires: Vega VAH Red 4.6/10.0-5 front & 6.0/11.0-5 rear

§3 - REGISTRATION

3.1: Eligible competitors may enter more than one class.

3.2: INSURANCE WAIVER OF LIABILITY: All persons entering the facility must sign the Tri-C Karters insurance waiver of liability, and the provided insurance wrist band must be worn at all times. This includes the entirety of the paddock area, defined spectator areas, grid, scales and tech areas. NO EXCEPTIONS. Any person observed in the facility without an insurance wrist band will be directed immediately to event registration to sign the waiver and purchase a wrist band.

3.3: Lost or damaged Tri-C Karters rental transponders will incur a replacement charge of \$450.

§4 - REFUNDS

4.1: Class Entry and Transponder Fees – Can be refunded only if the driver has not taken to the track during a hot lap session (practice, warm-up, qualifying or racing heat).

4.2: Pit Pass Fees – Once a pit pass has been claimed and signed for on the insurance forms, it cannot be refunded.

4.3: If a competitor is a no show for the event all applicable entry and transponder fees will be refunded only if the class is not full. **Refunds will not be issued for no-show entries in full classes who have not withdrawn prior to the first day of the event.**

4.4: Approved refunds will be issued within 5 business days.

§5 - PIT & PADDOCK RULES

5.1: All persons within the race facility are required to purchase and sign for an appropriate insurance pit pass, and the band must be worn on the wrist and displayed so that it is visible at all times. Pit passes are non-transferable and valid only on the date of purchase.

5.2: Pets must be leashed at all times. Pets are not allowed in the Grid area, along the track fence line, or in any area beyond the first row of the paddock. Owners are fully responsible for the actions of their animals. Tri-C officials reserve the right to request that a pet be removed from any specific area, or from the facility

5.3: With the exception of handicapped persons with authorization by an event official, Tri-C's insurance prohibits the operation of bicycles, scooters, skateboards, skates, go-peds, mini bikes, motorcycles, ATVs or other wheeled vehicles within the facility.

5.4: The use of artificial noise makers is prohibited.

5.5: The display of any item that could be mistaken for an official flag near the racing surface is prohibited.

§6 - RACING FORMAT

6.1: Three-day event -

- Day 1: Three unofficial practice sessions, followed by one official practice session, followed by one qualifying session per class.
- Day 2: One warm-up session and three heat races per class.
- Day 3: One warm-up session and one main event race per class.

6.2: Finishing order

- DNF (Did Not Finish) competitors are ranked behind all competitors running at the finish, with the last kart out finishing highest.
- Level 1 DQ (Disqualified) competitors are ranked behind all running and DNF competitors. All Level 1 DQ competitors receive equal last place points.
- Level 2 DQ competitors are ranked behind all DNF and Level 1 DQ competitors.

6.3: Official practice session requirements -

- The official practice session will be used to set the grid for qualifying.
- Class minimum weight must be met.
- The spec race tire brand & compound must be used.
- TaG Micro and Jr. classes must use the required restrictor.
- Failure to meet any of these requirements will result in disqualification for the session, and placement on the Qualifying grid will be at the Race Director's discretion. Multiple

drivers in the same class disqualified from the official practice session will be gridded for qualifying in ascending order of kart numbers.

6.4: Qualifying -

- Qualifying will be a fixed time session.
- In the event of a mechanical issue while on the grid or on track prior to taking the green flag, the driver will be granted a one lap qualifying session immediately after the last scheduled qualifying group.
- Drivers failing to start or complete any laps in a qualifying session will be scored last in their qualifying group. Multiple drivers scored last in a class for qualifying will be gridded in ascending order of kart numbers.

6.5: Three (3) heats, in Superheat format -

- Heat 1 - Starting grid by Qualifying order.
- Heat 2 - Starting grid by Heat 1 finishing order.
- Heat 3 - Starting grid by combined finishing order from Heats 1 + 2, with the lowest number of points (eg: 1st + 1st = 2 pts) starting first. Qualifying position will be used to break any tie in points.

6.6: Main -

- Grid by combined finishing order from Heats 1 + 2 + 3, with the lowest number of points (eg: 1st + 1st + 1st = 3 pts) starting first. Qualifying position will be used to break any tie in points.
- The finishing order of the main race only determines the final standings for the overall event.

§7 - RACE OFFICIALS

7.1: Race Day Committee - The Race Day Committee is in charge of all operations on race day. Members of the race committee include the Race Director, Assistant Race Director, Chief Timing Officer, the Chief Technical Inspector, Race Steward and Tri-C Karters Board of Directors.

7.2: Race Director - The Race Director has the power to resolve all race reviews and will consult with appropriate race officials in making his decision. The Race Director or his designee will advise the driver requesting a review and any other drivers affected of his decision as soon as is practical.

7.3: Race Steward - The Race Steward is the direct liaison to the Race Director and will handle all penalty reviews and answer any questions regarding on track activity.

- On track infractions will be resolved on race day with the appropriate race officials, and will not be re-considered by the Board of Directors. Members may bring issues of concern related to race day incidents to the President or other Board member via email. It is encouraged that any safety concerns be brought to the attention of the President or a Board member via email.
- All race results are official and final at the completion of the race day when the final protest time window has closed. The club reserves the right to correct any race results due to a scoring or clerical error on behalf of Tri-C officials.

§8 - DRIVERS' MEETING

- 8.1: A mandatory drivers' meeting will be held at the beginning of each event day, prior to any on-track sessions.
- 8.2: All drivers must attend the drivers' meeting. Random roll calls may be made at the drivers' meeting; any driver not present when called may lose their fastest lap from Qualifying.
- 8.3: Micro, Mini, Cadet and Junior class drivers must have a parent, guardian, mechanic or coach in attendance with them.
- 8.4: Competition or technical rules announcements at the drivers' meeting will take precedence over any published rules.

§9 - PRE-TECH

- 9.1: Tri-C Karters uses a Self Check Pre-Tech form. The form is available for download on the *Race Day Forms* section of the Tri-C website, and at the Tri-C tent on the day of the race.
- 9.2: The competitor's kart must meet all of the safety and technical requirements of the class it has been entered in prior to being operated on the track. The competitor is ultimately responsible for the mechanical state of their kart. Tech officials may review a competitor's Pre-Tech form at any time during the event to verify compliance. Violations may result in penalties, including Disqualification.
- 9.3: The Pre-Tech form must be fully completed and signed prior to submission. Tri-C officials cannot fill out Pre-Tech forms. A guardian / mechanic must complete a minor's Pre-Tech form; minors cannot initial or sign the form.
- 9.4: The completed Pre-Tech form must be given to the designated race official prior to the driver's first on-track session. This includes unofficial practice and/or warm-up sessions. No kart may be operated on the track until the driver has been registered as an entry, is wearing the appropriate insurance wristband and has submitted the completed Pre-Tech form.

§10 - PENALTIES

- 10.1: Driving and technical penalties will be posted to the scoring app in use. Race officials will make every effort to notify affected competitors of penalties as soon as possible. In some instances it can take time to properly determine and assign penalties. Please be sure to keep updated on the results of your race session on the scoring app. Please bring any questions or concerns to the main Tri-C tent for clarification.

10.2: The list below is a guideline of penalties that will be used at all Tri-C Karters events. The Race Director may adjust penalties depending upon circumstances and severity of the infraction.

- Level 1 Disqualification (DQ) - Can be issued by the Race Director or Chief Technical Inspector for an on-track incident, mechanical / post-tech infraction, or a driver / crew member's actions or behavior. May incur a finishing position penalty and / or last place points for that round only.
- Level 2 Disqualification (DQ) - Can be issued at the sole discretion of the Race Director for flagrant disregard of the rules, dangerous on / off track behavior, or unsportsmanlike conduct anywhere within the facility. At the Race Director's discretion a Level 2 DQ may result in the competitor being excluded from competition for the remainder of the event, requiring the competitor and all crew / guests to leave the facility in a timely manner.

10.3: Penalty Chart

INFRACTION	SESSION	PENALTY
Failure to attend driver's meeting	--	Possible loss of fastest Qualifying lap
Under weight at scales	Official Practice	Loss of Qualifying grid position
Under weight at scales	Heat / Main	DQ1 for session
Lost / broken bodywork (except lower fairing bracket)	Any	DQ1 / Removed from session
Lost chain guard	Any	DQ1 / Removed from session
Exhaust not secured	Any	DQ1 / Removed from session
Lost ballast weight or battery	Any	DQ1 / Removed from session
Passing under yellow flag condition	Any	Loss of gained positions
Unsafe track re-entry	Any	+5 seconds
Avoidable contact (incidental)	Qualifying	Loss of fastest lap
Avoidable contact (incidental)	Heat / Main	+2 positions minimum
Avoidable contact (reckless)	Heat / Main	+5 positions minimum
Blocking	Any non-practice	+1 position minimum
Unsportsmanlike conduct	Any	DQ1 / Removed from session
Cut track	Heat / Main	+5 seconds minimum
Verbal aggression toward competitor or official	Any	DQ2 / Loss of points for session
Physical aggression toward competitor or official	Any	DQ2 / Loss of points for event
More than 2 warnings per day (verbal or flag)	All Combined	+3 positions

10.4: Request for Technical Review - Request for review of technical legality of another competitor's kart must be submitted in writing by a driver registered in same class (18+) or the guardian / mechanic of minor driver (minor driver must be present). A competitor requesting technical review is subject to full inspection and must keep their own kart in the post-tech impound area. Once a competitor's kart has been removed from the impound area, their right to request a Technical Review is permanently waived, regardless of the amount of time elapsed.

10.5: Request for Penalty Review

- If a competitor believes that a penalty was levied against them in error, a Request for Penalty Review may be filed
- The request must be submitted in writing by the driver only (18+) or the guardian / mechanic of a minor driver (minor driver must be present) to the designated Tri-C Karters official within 30 minutes after the official results have been posted to the scoring app.
- Competitors are entitled to one (1) penalty review per race day. The Race Director may defer this limit at their discretion.
- Video submissions:
 - Competitors are permitted to submit any compelling video of the incident under review.
 - All video(s) must be submitted at the time of the review.
 - Video footage must be provided on a laptop or large tablet ready and must be cued, ready to view. No laptops or tablets will be provided by race officials.
- The Race Steward will handle all reviews. The Race Steward can uphold or deny the review if video or other evidence allows an informed decision. The Race Steward may consult with the Race Director, track officials and involved competitors to gather more information and come to a final decision. Once the review has been decided it is considered final and cannot be protested.

10.6: Request for Non-Call Review

- If a competitor believes that an on-track infraction against them occurred and was not called, a Request for Non-Call Review may be submitted. Competitors not directly involved in the incident may not submit a request.
- The request must be submitted in writing by the driver only (18+) or the guardian / mechanic of a minor driver (minor driver must be present) to the designated Tri-C Karters official within 15 minutes after the official results have been posted to the scoring app.
- Video submission rules outlined in Section 34.5 are applicable.
- Once the initial review has been completed, the Race Steward will inform the opposing competitor that they are under review for a possible on track infraction. They will then have 15 minutes to present themselves, along with any applicable supporting video, at the Race Steward's tent.
- The Race Steward will take statements from both drivers and review submitted videos.
- The Race Director will render a decision on the merits of the review. The Race Director's decision is final and cannot be protested.

10.7: Penalties for procedural (non-performance- / non-competition-related) items are the discretion of the Race Director or Chief Technical Inspector.

§11 - THE GRID

11.1: Karts must arrive on Grid A with all fuel and other fluids required for the session, including adequate fuel to provide an 8 oz sample for technical inspection before or after the session. For sessions with grid fuel sampling, no fluids can be added on the grid, and karts can not be removed from the grid after sample collection.

11.2: Karts must be present and ready to move into place when Grid A is cleared for their round. The driver or a representative must inform the Grid Steward if their kart is going to be delayed getting to Grid A, and must stand in position on the grid in lieu of the kart. The Grid Steward has the discretion to hold the release of the group for a reasonable amount of time until the delayed kart has arrived. If the Grid Steward is not advised of a delay and a driver representative is not present on the Grid, then the session will start without delay.

11.3: Karts not in place on Grid A at the time the group is released must start at the back of the field, in the order of late arrival to the grid.

11.4: Karts that become disabled after fully exiting Grid A may be pushed back on to the grid by the driver ONLY, and then may receive assistance.

11.5: Karts remaining on Grid A in excess of 90 seconds after the group has been released are no longer eligible to take part in the session.

§12 - START PROCEDURE

12.1: The Pole Sitter will set a reasonable and consistent pace leading up to the start box, and cannot continually or suddenly vary pace to manipulate the start. At the discretion of the Race Director a Pole Sitter may be given a Jump Start penalty.

12.2: Drivers must remain in their designated lane behind the Pole and Off Pole karts. Drivers moving out of their lane prior to the green flag waving may receive a jump start penalty.

12.3: At the Race Director's discretion, a start box consisting of two (2) sets of cones may be placed before the start line. If tram (lane) lines are present, drivers must remain in their designated lane until the green flag is waved.

12.4: Pushing is not allowed when approaching the start box, and may result in the start being waved off. Drivers pushing the kart in front of them when approaching the start box may receive a five (5) second penalty.

12.5: The Pole Sitter can decide to accelerate at any time once they've entered the start box. The starter can wave the green flag at any time once the Pole Sitter has entered the start box. Drivers may begin to advance positions only after the green flag has been waved.

§13 - LAPPED COMPETITORS

13.1: During race sessions, competitors who are at imminent risk of being lapped or have been lapped will be removed from the session via black flag.

§14 - POST-TECH

14.1: All drivers and karts must enter Post-Tech directly from the track at the end of any official session. Failure to enter Post-Tech will result in disqualification for the session.

14.2: In Post-Tech the competitor is responsible for:

- Ensuring their engine is shut off and their kart is pushed (not driven) onto the scale for weigh-in.
- Ensuring their engine is properly sealed and tires are properly scanned by tech officials when required prior to leaving the Post-Tech area after Qualifying.
- Ensuring their kart has been inspected and / or cleared to leave by a tech official prior to leaving the Post-Tech area.

14.3: All Pre-Tech items are subject to Post-Tech inspection. Any required component that is missing, fully detached or subject to mechanical black flag (including bodywork, chain guard, rear bumper and driver safety equipment) will result in disqualification for the session.

14.4: Refusal to weigh, refusal to submit to inspection, or removal of the kart from the Post-Tech area prior to release by a tech official will result in automatic disqualification.

14.5: Race officials may require any driver (regardless of finishing position) and kart to present for technical inspection after Qualifying, Pre-Main or Main Event races.

14.6: Spec fuel -

- Unless a fuel sample was collected on the grid, karts must arrive in post-tech with a minimum of 8 oz of fuel inside of the tank, for the purposes of in-tank metering and/or sample collection. Karts arriving in post-tech with less than 8 oz of fuel in the tank may be disqualified.
- Competitors are solely responsible for the legality of their fuel. Use of fuel additives, mixing of fuel types, or fuel that is out of spec for any reason will result in disqualification.
- Each competitor may request one (1) non-binding courtesy fuel test per day.

14.7: All competitors must report for Post-Tech engine sealing & tire scanning at the end of their Qualifying session -

- One (1) set of spec dry-weather tires used for Qualifying will be scanned and must be used on the same kart for all scored sessions for the remainder of the non-Rain Condition event. Scanned tires can not be swapped between karts. Wet weather tires do not require scanning.
- Marking paint and/or seals on engine fasteners and components used in Qualifying must remain present and intact for the remainder of the event, except as covered in Section 14.8.
- Competitors who miss their Qualifying session must bring their kart to Tech for engine sealing and tire scanning before participating in any further on-track sessions.

14.8: Any adjustment or swap involving a marked, sealed or scanned component must receive prior approval from a tech official and must be performed in the Post-Tech area. Failure to receive prior approval will result in a finishing position penalty or disqualification for the affected session, and may require reinspection prior to any further competition -

- A tire with verifiable damage may be replaced with a like tire showing similar or greater wear. Removed tires must remain in the Post-Tech area for the remainder of the event. Replacement tires must be scanned by a tech official after mounting and prior to leaving the tech area.

- Engine adjustments requiring a painted or installed seal to be broken must be performed under the supervision of a tech official.
- Replacement or repair of any engine-related or internal 2-cycle clutch component, other than spark plugs or exhaust springs, must be performed under the supervision of a tech official. Engine, carburetor, exhaust header or undamaged exhaust pipe replacements will require the competitor to start at the back of the next session. Engines or any components removed during competition must remain in the Post-Tech area for the remainder of the event.

§15 - RAIN RACE AND WET CONDITIONS

15.1: Rain-specific regulations are in effect only during a Rain Condition as declared by the Race Director, including during practice sessions. In this context, "Rain" and "Wet" have the same meaning.

15.2: During a declared Rain Condition ("Rain Race"):

- Spec dry tires or rain tires can be used at the discretion of the competitor. Rain tire brand and quantity used are non-tech.
- The rear bumper & side pods can extend past the outsides of the rear tires.
- Any Rain Condition modification specified in an engine's technical documents can be applied.

§16 - CHASSIS & DRIVER EQUIPMENT REGULATIONS

Driver equipment regulations are per the **SuperKarts USA 2026 SKUSA Rulebook Revision 05/08/2026 Section 106**. Helmet- or driver-mounted cameras are not allowed.

Chassis regulations are per the **SuperKarts USA 2026 SKUSA Rulebook Revision 05/08/2026 Section 300**, with the following substitutions and exceptions:

16.1: A CIK- or SKUSA-approved chassis is **not** required, however chassis must be of traditional carbon steel tubular construction. Please contact Tri-C Karters prior to the event if you have any questions regarding a non-CIK / SKUSA chassis' legality.

16.2: Rear bumpers may be of all-tubular-metal construction. Regardless of material or construction, bumper ends shall not extend past the outsides of the rear tires, except during a declared Rain Condition as defined in the regulations.

16.3: Ballast weights -

- Must be white in color, with the driver's kart number written clearly on a visible surface.
- Mounting bolts must be a minimum of 5/16" (8mm) diameter and must be secured with double nuts, or a single nut with a safety clip / wire passing through a hole in the bolt end. Weights over 7 lbs. must be mounted with a minimum of two compliant bolts.
- Conical washers used to mount ballast weights to the seat must be of metal construction and have a minimum O.D. of 30mm.
- Determination of a ballast weight mount's legality is at the sole discretion of tech officials.

16.4: Batteries -

- Must be of sealed or dry-cell design.
- Must be mounted to the chassis using the OEM IAME battery box and strap plus a minimum of one 175 lb.-rated cable tie; or an aftermarket battery box and minimum of two 175 lb.-rated cable ties.
- Must be clearly marked with the driver's kart number.

16.5: Clutch, chain & sprocket guards -

- All karts must have a metal engine-mounted clutch guard.
- All karts must have an engine and / or chassis-mounted chain guard at least 1.5" wide and covering at least 75% of the chain's normal span between the two sprockets when viewed from above. Flexible chain guards must be firmly mounted at both ends.
- 2-cycle karts must have a chassis-mounted rear sprocket guard at least 1.5" wide and surrounding at least 25% of the sprocket's edge. A one-piece combination chain and sprocket guard is permissible.

16.6: Push-back front bumpers (spoilers) are permissible but not required.

16.7: Number panel and number color are non-tech, however all numbers must be deemed legible. Competitors will be required to complete any request by Race Control regarding number panels before participating in a subsequent session.

16.8: Timing transponder - The timing transponder must be mounted on the back of the seat using a bolt through the transponder, or a purpose-made transponder mount.

16.9: Cameras -

- If used, must be affixed to the kart frame or driver fairing only, using a purpose-made mount with the camera tethered to the mount.
- Non-collapsible mounts are not allowed.
- Cameras can not be mounted forward of the driver's feet.
- The driver's last name must be clearly written on camera.
- Determination of a camera or mount's legality is at the sole discretion of tech officials.

§17 - IAME SWIFT & KA100 ENGINE REGULATIONS & TECH PROCEDURES

IAME Swift and KA100 engine regulations and Tech procedures are per the SuperKarts USA 2026 SKUSA Rulebook Revision 05/08/2026 Sections 307.1, 401 & 402. Use of an O₂ (lambda) sensor with welded fitting is allowed, provided there are no other modifications or repairs to the pipe, and the fitting hole is thoroughly sealed if the sensor is not installed. Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by the Chief Technical Inspector prior to use.

§18 - BRIGGS LO206 ENGINE REGULATIONS & TECH PROCEDURES

Briggs LO206 engine regulations and Tech procedures are per the current Briggs & Stratton 2026 206 Factory Rules Set, with clarifications, additions and exceptions as listed below. Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by the Chief Technical Inspector prior to use.

18.1: Jr. 1 Cadet LO206 class -

- Required carburetor slide is "Blue" (part #555743) with cap lock (part #555726).
- Required ignition coil is "Green" (6150 RPM, part #555718 or #84011138)
- The carburetor cap ring must be fully tightened using a tool. Installing the cap ring loose or hand-tight is not allowed regardless of the cap lock being in place.
- The carburetor cap lock must be installed in its intended orientation, fully tightened and not able to be moved by hand.
- The maximum slide opening will be measured using a cylindrical aluminum No-Go tool with an O.D. of 0.520". **When pushed in perpendicular against the slide, the tool must contact only the cylindrical face and must be able to move / rotate freely. The tool must not contact any portion of the slide's cutaway chamfer or underside.**

18.2: Jr. 2 LO206 class -

- Required carburetor slide is OEM stock (part #555590)
- Required ignition coil is "Green" (6150 RPM, part #555718 or #84011138)