



Tri-C Karters IAME Swift Engine Supplemental Regulations

rev. 09.21.2026

IAME Swift engine package

- Runs under the current *IAME 60cc Mini Swift 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. 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.
- The carburetor spacer must be installed as shown in the IAME technical document.
- 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 = 5000 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. No other modifications or repairs are allowed.

Cylinder:

- Minimum port timings - Inlet = 0.585"; Exhaust = 1.230".
- Maximum bore size = 1.662".
- 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 = 0.025".

Exhaust:

- ~~All components must be OEM with no alterations or modifications.~~ The use of one (1) Lambda / O₂ 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.
- Micro Swift class is required to run the OEM "Restricted" exhaust header. Header must be torqued adequately to the head, in order to prevent any leakage.

Spark plug:

- Allowed plugs: NGK B EG or BR EG. Denso W ESZU. Autolite AR50, AR51, AR52 or AR53.
- OEM sealing washer, indexing washer(s) or CHT sensor lead must be installed.

Spark plug cap:

- Must be IAME #10544 (PVL), NGK #TB05EMA, or K&S #10-3121MA .

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.