



Tri-C Karters IAME Swift Engine Supplemental Technical Regulations

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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.
- 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. Welds, patches or other damage repairs 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 battery:

- Battery brand & type are non-tech.
- Must be mounted in a purpose-manufactured battery box.
- Must be secured to the box with one purpose manufactured hold-down strip AND one 175 lb.+ rated cable tie; or two 175 lb. + rated cable ties.
- The driver's last name must be clearly written on the battery.

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.