

IAME Micro/Mini Swift 2017 Supplementary Class Information

Updated & Effective 1/9/2017

All basic engine specifications and dimensions will be found in the **Swift pdf** as published on the RULEBOOK page of the Superkarts USA website www.superkartsusa.com. **Any information published herein that conflicts will be considered the superior reference. Highlighted sections below identify updates since the last posting of this information.**

The intent of the class is to run the engine as produced. The specifications are available to determine any modifications, not to allow blueprinting. No deviation from the "as produced" USA engine is allowed. All components must remain OEM.

Bearings, seals, O-rings, and gaskets: may be replaced with equivalent from aftermarket suppliers. No ceramic or exotic material bearing allowed.

- Changing cylinder base gasket thickness to adjust port duration is allowed.
- Changing head shim to adjust squish is allowed.

Ports: must remain as manufactured condition. No grinding or polishing of any kind.

Alternate port timing dimensions using LAD tool:

- Exhaust 1.230"
- Exhaust light break: 1.095"
- Intake: .585"

External modifications: of any type including air scoops or heat retention additions, are not allowed.

Fuel System: No additional components are permitted. Any fuel filter, if utilized, must be placed between the fuel tank and carburetor.

CC Volume: ~~Assembled 7.0 w/LAD tool using Marvel Mystery Oil.~~ **No longer applicable.**

Squish minimum: .025" min. (.76mm) with .0625" (1/16") 1.6mmsolder.

Spark plug specifications: Only the following plugs are allowed, heat range is not specified:

- DENSO W_ESZU (We are aware that these plugs are obsolete and are exploring reasonably priced alternatives.)
- Autolite AR50, AR51, AR52 and AR53
- NGK BR_EG or B_EG

Must be stock and unmodified. May be compared to a known stock plug to determine any modification.

Spark plug washer, indexing washer or head temperature gauge sender must be in place.

Clutch:

Effective 3-1-2017 only clutch drum Part Number A61550US (without holes) will be allowed.

Clutch components MUST not contain significant amounts of any kind of oil or grease

Recommended test procedure:

- Place kart on stand in a safe location with axle free to turn with no obstructions
- Start engine.
- Apply throttle a few times to ensure throttle response.
- Holding throttle and brake on at same time, apply full throttle against full braking without tire rotation.
- It may require a few attempts to get a clean pull.
- Read either competitor's gauge or have a clip-on tachometer to read RPM at highest reading.
- RPM's exceeding 5000 are non-compliant.

If you are not familiar with this procedure it might take a few attempts but you will find it simple and effective requiring a minimum of time and space.

Ignition timing: Not controlled.

Air filter: SKUSA or IAME (PN 10751-A) filter must be used with no modification.

Carburetor: Must remain as supplied with conformity to pdf specifications. Buttonhead screw in throttle plate not allowed.

Gear: 10 or 11t original IAME clutch gear.

Exhaust: As per Homologation File. Excess leaking at manifold or joint is grounds for disqualification. High temp silicone seal is recommended to minimize leaking. Gasket thickness 1.3mm minimum.

- Micro Swift uses 16mm exhaust header Part Number: A85365

Engine claiming:

Any competitor may claim an engine entered in the event subject to the following conditions:

- Claimant must be entered in the race and have participated in at least two events in the class during the calendar year. For the first race of the year, participation in the last race of previous year will meet this requirement.
- *Claimed engine must have cleared Technical Inspection for the event. It is not implied or a guarantee the claimed engine is legal or will pass future technical inspections --- "let the buyer beware" engines are claimed as is.*
- Claimed engine will be delivered to the Claimant under the supervision of the event Technical Director and Race
- Claimed engine will be complete, less engine mount and chain/clutch
- Claimant must provide certified funds or cash in the amount of \$2500 USD
- Claimed engine will be complete (less engine mount and chain guard.) With carburetor, exhaust system, air box, wiring, relay and switches, without battery or battery box.
- Failure to deliver the claimed engine will result in forfeiture of all awards for the series, and may result in suspension.

SKUSA, IAME or the Importer (or their representative) may claim engines as well. Their claim will take precedent over all others. The same parties reserve the right to reject any claim submitted.

Such claim will present the owner of the engine a complete new engine package with all components described above. In addition, a payment of \$500.00 in certified funds or cash will be made.

Bodywork: CIK, FIK or IKF/WKA style allowed. Must include front fairing, nose, side pods and rear protection. Front bumper (nose) maximum width 42" (1067mm). May not extend beyond front tires. Modified adult noses not allowed.

Chassis: Since SKUSA endeavors to accommodate competitors from all organizations whenever possible, the following chassis regulations will apply to all Swift Chassis:

- Minimum wheelbase 35" (889mm)
- Maximum axle diameter 40mm
- Maximum width 50" (1270mm)
- Wheel and tire width combined is 135mm

Rear bodywork/bumper: CIK, FIK or IKF/WKA style allowed. Under no conditions may the rear protection extend beyond the rear tires.

Chest protectors: All drivers in this class are required to wear a chest protector meeting SFI chest protector standards during any on-track session. Failure to comply may result in disqualification.

- **Ages Up to 8:** SFI 20.1/1
- **Ages 9-12:** SFI 20.1/2

Weight: Micro: 225#
Mini: 245#

Tires/wheels: Evinco Blue-H 460 X 5 for competition sessions per regional (ProKart Challenge) or Pro Tour weekend, stamped or scanned per competition rules posted.

Mini & Micro Swift Class Age/Experience Information:

Note: In relation to SKUSA Rule 15.3, many kart clubs running a Swift class do not have sufficient entries to run both Micro and Mini categories. Under this situation, it is permissible to combine the two classes and allow them to run together under Mini Swift rules – only at club level events and with a minimum competition age of 8. It is imperative to closely monitor the combined class to make sure entrants can race together in a safe manner. This is for club level racing only; class requirements for ProKart Challenge events and the SKUSA Pro Tour remain in place, as described below.

Micro Swift: This class is designed for limited experience competitors transitioning from KID Karts or lower performance classes. Usually 2 years are to be spent in Micro, prior to promotion to the Mini Swift class. Must use exhaust header IAME Part # A85365. Ages: 7-10* *The driver must have their 7th birthday before competing -- or at least one year of verifiable racing experience. Competition Age 9 is considered an option year to move to the Mini Swift class, but must transfer by age 11. Note: 107% rule on qualifying times may be enforced.

Mini Swift: This class is designed for competitors transitioning from other classes with at least one year of verifiable racing experience. Ages: 9-13* *Competition Age 12 is considered an option year to move to Junior, but must transfer by age 14.

Note: 107% rule on qualifying times may be enforced.