



2021 USPKS Rule Book Updates

201.24.1 USPKS Transponder Mounting:

The transponder shall be mounted securely and safely to the kart. The transponder shall be mounted per CIK positioning: on back of seat at a height of 25cm (9.84") +/- 5cm

- Take reading from both sides and average the two readings to obtain actual dimension. (See specific engine for spec.)

202.2 Rain Tires:

MG spec tires shall be used; see class specifications for type and size. Tire treatments of any kind and/or tire warmers are illegal.

* Update – The WT and SW Rain Tires will be allowed as of 04-26-2021 in all of the USPKS and Route 66 series classes. There is zero construction or compound change, the letter change is for homologation only.

* No limit on the number of rain tires.

501.14 Piston Squish:

Squish is the smallest distance between the head and the piston. This is done with 0.0625" or 1/16" solder McMaster Carr part # 7667A32 (unless specified by manufacturer) that is inserted through the spark plug hole pointed at cylinder wall in line with the piston wrist pin.

501.14.1 Checking Piston Squish:

- Inserted solder through the spark plug hole pointed at cylinder wall in line with the piston wrist pin.
- Roll piston through top dead center one revolution on both sides of cylinder using a separate piece of solder for each side. Both sides shall be at or greater than the specific engine spec. (See specific engine for spec)
- If squish is found less than minimum spec, the squish will be checked by other Tech Official or Officials up to 3 squish tests total.

504.3 Air Box and Filter:

Blue OEM air box shall be as manufactured, one (1) 23mm tube (No Go). One (1) 0.200" drain hole is allowed. The OEM filter (IAME # 10751-1) must be used. Any external forms of air ducts forcing air inside of air box is illegal. Rain covers are legal during rain conditions as long as it does not act as a ram air device.

* Air filter is not required in competitor's choice or declared rain condition.

504.7 Mini Swift Exhaust Header:

IAME OEM as supplied. One (1) factory OEM gasket, no spacer or spacers allowed between cylinder and header.

505.1 Air Box:

OEM air box shall be as manufactured with two (2) 23mm tube (No Go). One (1) 0.200" drain hole is allowed. The OEM filter (IAME # 10751-1) must be used. Any external forms of air ducts forcing air inside of air box is illegal. Rain covers are legal during rainy conditions as long as it does not act as a ram air device.

* Air filter is not required in competitor's choice or declared rain condition.



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505.13 Exhaust Header and Pipe:

Shall be OEM as manufactured; intentional header and pipe modifications are illegal. Interchanging, plating or ceramic-coating is illegal. The system shall be intact at the start and finish of the race as manufacturer intended. One hole for EGT probe is allowed in the header. If probe is not in place hole must be plugged. Must use OEM gasket, only one is permitted (1.3mm minimum thickness). No spacer or spacers allowed between the cylinder and header. Excessive leakage in any part of the exhaust system is illegal and competitor could be DQ'ed,

manufacturer supplies. One hole for EGT probe is allowed in the header. If probe is not in place hole must be plugged. Must use OEM gasket, only one is permitted (1.3mm minimum thickness). No spacer or spacers allowed between the cylinder and header. Excessive leakage in any part of the exhaust system is illegal and competitor could be DQ'ed.

506.1 Air Box:

Must use OEM air box as pictured below supplied with engine. Max inside diameter of tubes is 23mm. (0.905" No Go) The OEM filter (IAME # 10751-1) must be used. One (1) 0.200" drain hole is allowed. In rain condition any rain covers are legal as long as it does not act as a ram air device.

* Air filter is not required in competitor's choice or declared rain condition.

506.12 Ignition:

Ignition shall be OEM as manufactured. Timing shall be the factory setting. Flywheel key must be in place and not modified. System shall be as supplied with control box mounted with factory markings visible for inspection if applicable.

* Ignition parts shall all match for that ignition.

506.13 Exhaust Header, Connector / Flex and Pipe:

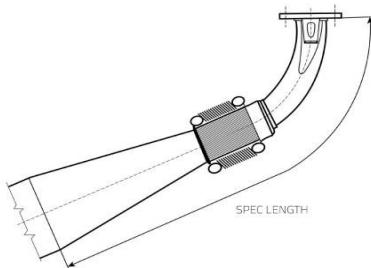
Shall be OEM as manufactured; intentional header and pipe modifications are illegal. Interchanging, plating or ceramic-coating is illegal. The system shall be intact at the start and finish of the race as manufacturer intended. Connector can be flex or solid, must be round and the same O.D. as

506.13.1 Junior Exhaust Header

Junior header must be 26mm (No-Go) IAME part # X30125368A

Junior header shall be 22.7mm (No-Go). Engine seal must go through one of the header nuts.

506.13.2 Connector / Flex Measurement:



The flex is measured with a tape from the front of the header to the 1st divergent cone on the pipe including flex (the tape may lay against the header). This is measured as raced with a minimum length of 17" in all X30 classes.

506.17 IAME X30 Spec:

X30 Junior Header (No-Go)

26mm 22.7mm