

IAME

The heart of kart

Parilla



"60cc BABY e MINI SWIFT – TaG ENGINES"
BASIC INSTRUCTIONS

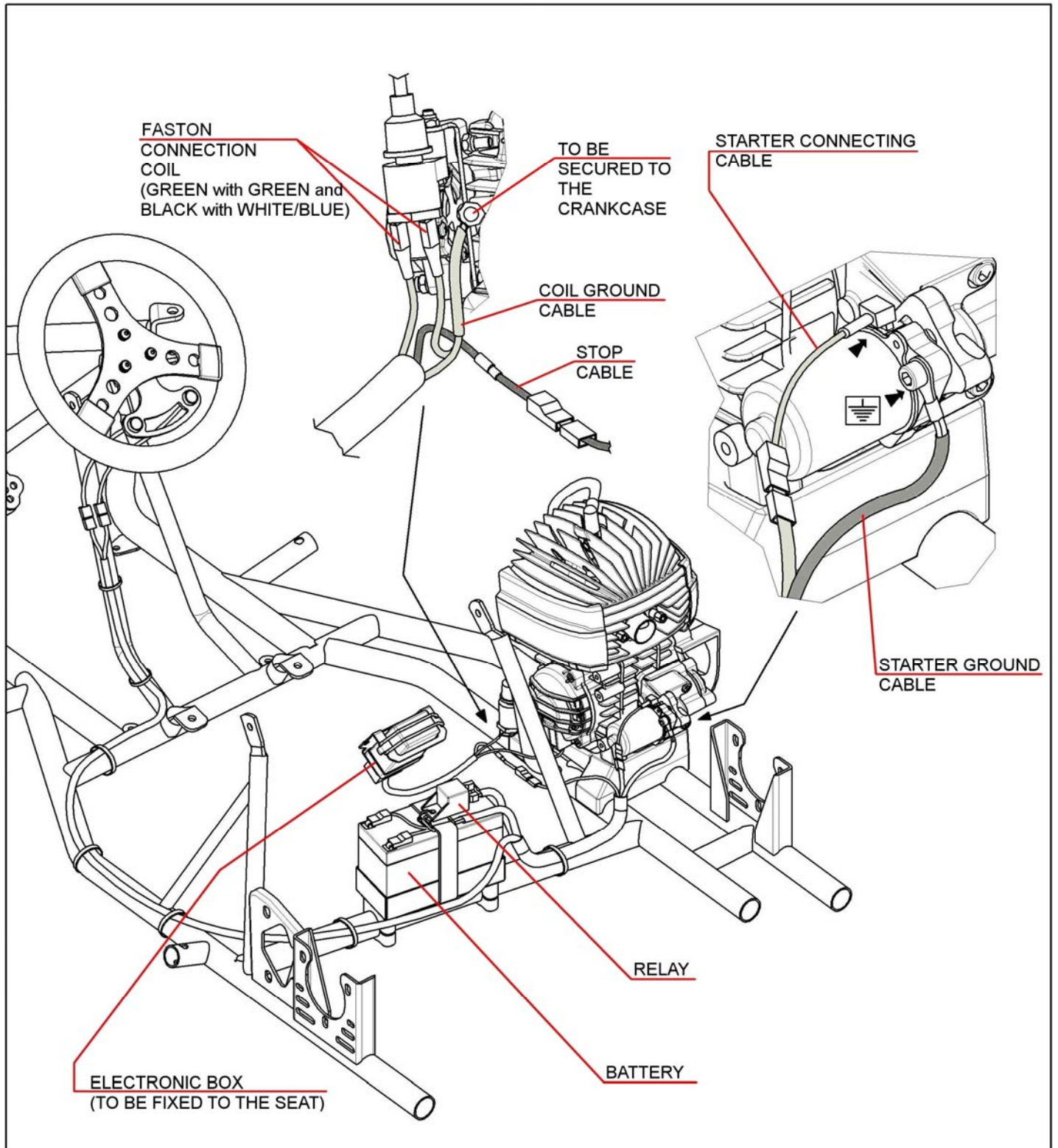
Parilla komet sirio



- **FEEDING**

By fuel mixture 98NO (min. 95NO) and 6% oil (CIK homologated).

- **ELECTRIC SYSTEM CONNECTIONS (Mini Swift and Baby Swift 2010 - TaG)**



- **Mini Swift / Baby Swift 2010 IGNITION**

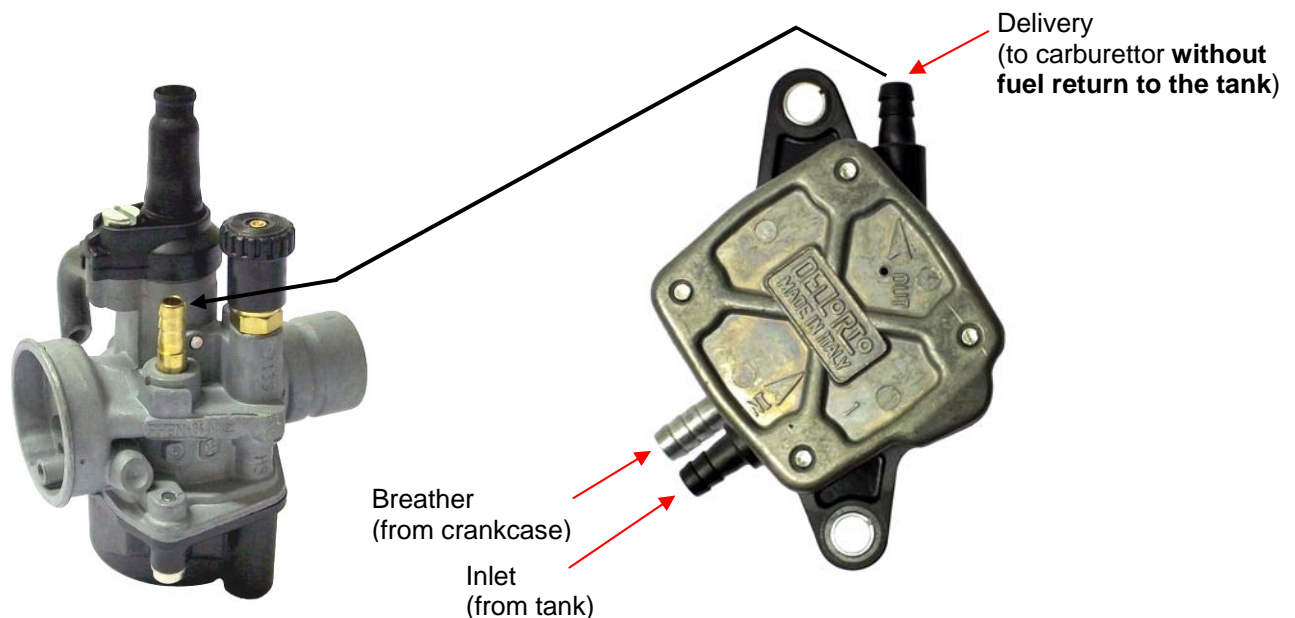
The ignition system includes the 2 poles rotor/stator assembly, an H.T. coil, an electronic box, a starting relay, complete wiring harness and the battery.

The ignition spark is generated even without battery; in case of need, the engine can be started with an external starter unit.

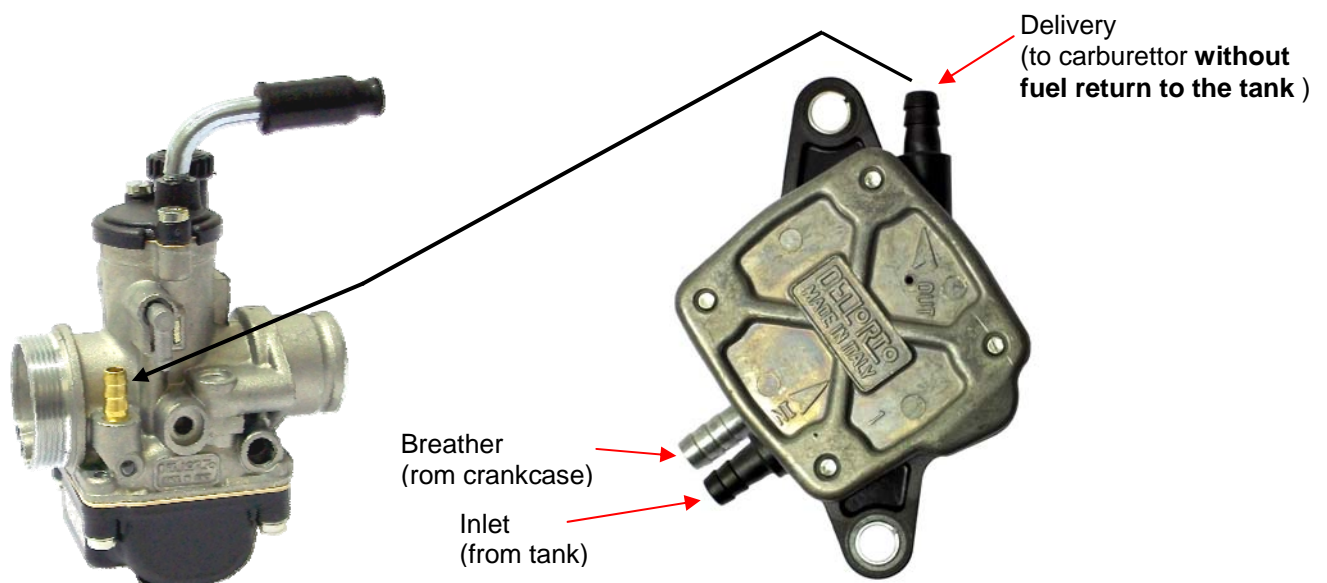
The engine is provided with an ignition with constant advance timing along rpm range and with an electronic box which acts also as rpm limiter, 11.000 rpm for the Baby Swift (blue box) and 14.000 rpm for the Mini Swift (green box). Pushing the green start button, the starter activates the helical screw gear (Bendix type) that engages the starter sprocket assembled on the clutch. The suggested advance timing is 2,7 mm before TDC, equal to 26°~.

- **FUEL PUMP**

WITH DELL'ORTO PHBN Ø14 Carburettor



WITH DELL'ORTO PHBG Ø18 Carburettor



- **CYLINDER / PISTON MATCHING**

To preserve the engine good performance, the piston shall be replaced and the liner honed every ~ 60 liters mixture (6% oil) or whenever the clearance between piston and liner exceeds 0.11 mm. The prescribed clearance between cylinder and piston, with a new piston, is $0.07 \div 0.08$ mm and is reached by boring the liner at the same diameter marked on the piston top (green selection) or by adding 0,01 to the size marked on the piston top (red selection). The effective piston diameter is measured at 15mm from the base, perpendicularly to the piston pin.

- **MAIN ENGINE COMPONENTS AVERAGE ESTIMATED LIFE:**

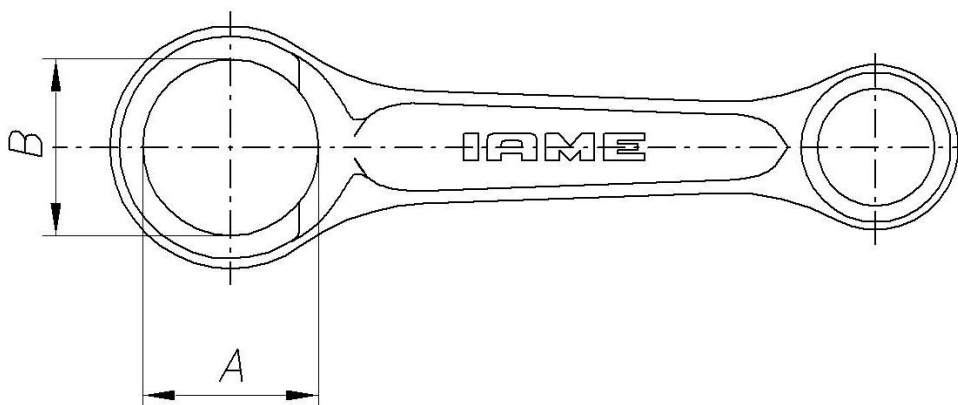
Piston = 60 lt.

Main bearings = 120 lt.

Con-rod big end cage= 120 lt.

Con-rod little end cage = 120 lt.

Conrod = 240 lt. It has anyway to be replaced whenever the big end hole ovalisation exceeds 0.01mm (difference between the diameter measured in "A" and "B", as shown on the Fig.).



- **CARBURETTORS SETTING**

The carbs are supplied with a standard setting. Hereinafter we are reporting the reference settings for the “Baby” and “Mini” classes, based on the experience we gained on track.

Together with the engine model you will find the corresponding carb. setting parts.

Whenever an optimal carb. setting is required under any condition, it is necessary to act on the adjustment points to properly set the mixture title according to the track requirements and to the environmental characteristics.

The operations for a fine setting require a specific experience which cannot be acquired only in a few lines, our target is to give simple suggestions to find the best carb. setting according to the operating conditions.

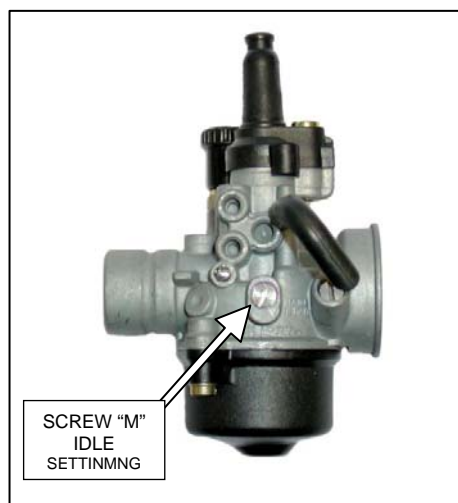
- **“DELL'ORTO PHBN 14” – Baby Swift 2010 – TaG CARBURETTOR SETTING**

BASIC SETTING

CONICAL NEEDLE	A11 2ª NOTCH FROM TOP
GAS THROTTLE	40
MAX JET	62
MIN JET	42
STARTER JET	50

JET KITS (AVAILABLE AS SPARES) P.N.. **A-10801-C1**
 JETS INCLUDED IN THE KIT min **42** & max **60,61,62,63,64**

To set the engine idle RPM, act on screw “M”.
 Turn counter clockwise to decrease RPM and clockwise to increase them.



- **“DELL'ORTO PHBG 18” – Mini Swift 2010 – TaG CARBURETTOR SETTING**

BASIC SETTING

CONICAL NEEDLE	W23 2ª NOTCH FROM TOP
THROTTLE GAS	40
ATOMIZER	266 AN
MAX JET	88
MIN JET	60
STARTING JET	60
FUEL ADJUSTM. SCREW	1 TURN

JETS KIT (AVAILBAKE AS SPARES P.N. **A-10800-C2**
 JETS INCLUDED IN THE KIT min **60** & max **86,87,88,89,90**

To set the engine idle RPM act on screw “M”.
 Turn counter clockwise to decrease RPM and clockwise to increase them.

