

NEW SKUSA ENGINE SEALING PROCEDURES

APPLIES TO ALL SWIFT, KA100 and X30 ENGINES

Section 253.2 of the SKUSA Rulebook has been updated with a new engine sealing procedure. All Swift, KA100 and X30 classes will use the same procedure regardless of a restricted header or not. **A total of (3) Seals will be installed.**



The Engine is sealed with (2) cylinder head nuts and (2) exhaust header nuts per photo at left and as follows:

Start the install of seal at,

1. forward head nut, then
2. second head nut, then
3. nearest header nut, then under header to
4. second header nut, and then
5. through locking device with barcode facing outward so it can be easily read or scanned.

Wire must not pass through any sealing nut more than one time.



Exhaust Pipe must be sealed through retention spring eyelet on pipe body.



Carburetor must be sealed through the factory drilled hole in carb body.