

Rotax Max Challenge Asia Trophy

Technical Regulations Mini Max 2023



Edition: 1 April 2023



Technical Regulat	ions MINI MA	X	
Maximum 1 chassis per competitor for each race event. Only CIK/FIA homologated chassis or chassis that have been manufactured by CIK/FIA homologated factories are allowed.			
950 mm			
Ø 28 Magnetic steel / Wall thickness 2 m	m ± 0.10 mm		
Brake systems must be hydraulic. Brake	lines must have a steel or stain	less steel outer cover.	
The brake control, i.e. the link between th and always be in conformity with the HF.	e pedal and the pump(s), must	be doubled for safety	
If a cable is homologated, it must have a	minimum diameter of 1.8 mm.		
The brake must work on the rear axle onl	y and therefore on both rear wh	neels simultaneously.	
Brake discs from steel, stainless steel or	cast iron are allowed.		
Magnetic material in a whole.			
Maximum Ø30 mm .			
Minimum 4.9 mm (entire length).			
Aluminium or magnesium / diameter 5 inc	ch.		
120 mm (tolerance +/- 1 mm) measured t	o the outside of the rim.		
150 mm (tolerance +/- 1 mm) measured t	o the outside of the rim.		
Any additions to the rims are not allowed. Except : adhesive balancing lead. Bead retaining screws			
Maximum 110 cm / measured to the outs	ide of the rim.		
# MOJO			
MOJO C2 CIK with barcode	Front 4.0 / 10.0 - 5	Rear 5.0 / 11.0 - 5	
MOJO CW CIK with barcode	Front 10 x 3.60 - 5	Rear 11 x 4.50 - 5	
Maximum 1 set of dry tyres are allowed for Maximum 1 set of wet tyres are allowed for Tyres must be mounted according to the on the pre-grid area that a driver has fitted be moved to the parc-ferme. The drivers the help of one (1) mechanic;.Only putting allowed to do other technical changes. Afterwards he may start, but only when the formation laps. If the observation takes per relevant part of the competition. It is not allowed to modify the tyres. The always need to be visible on the tyres. Or In the event of a race tyre being damage competitor to nominate a "USED" tyre of a a replacement. The damage must be re- action where the damage occurred, and per	br each race event or each race event direction of rotation defined o ed his tyres incorrectly (wrong o has the possibility to assembl ng the tyres in the correct direct the start is given. He is not en place after the race, the driver brand name, code number, ba ally normal air is allowed to fill the ed (Slick or Wet), the technical similar wear from the drivers re eported to the scrutineer imme prior to leaving the parc ferme /	n the tyre. If it's detected direction) then he/she will e his tyres correctly, with ection is allowed. It is not titled to participate in the will be excluded from the rcode and the indications e tyres. scrutineer may allow the gistered practice tyres as idiately after the on-track scale area.	
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NATIONAL SPORTING AUTHORITY

 2.05 / The plastic bumper must be homologated. And cover at least 2/3 of the rear wheels, and may not profued the rear tyres. 2.06 / CHASSIS 11 is permitted to attach chassis protectors to the chassis raits left, right and front. The only material permitted is PLASTIC. The installation and wear must satisfy the scrutineers of the event. 2.07 / BODWORK 2.07 / BODWORK Only a complete homologated plastic spoler set is allowed. The complete spoler set should have the same homologation number. The homologation sheet has to be available at any time. Front panel Using composite like carbon fiber is not allowed. For security reasons it is mandatory to use a front bumper with a minimum width of 85 centimetres. Only plastic frame protection parts is allowed. Front fairing The complete set should be free of damage. A CIK front fairing bumper is mandatory for all type of chassis and has to be mounted according the CIK regulations homologation 2021-2023. 2.08 / FUEL TANK The plastic fuel tank should be mounted in a correct way, at the appropriate place. All vents must be cultinitate in a reservoir. 2.09 / AGE From 10 till 13 year 2.10 / WEIGHTS And river must be equipped and appear for scrutineering with the following gear: (see time table). Complete equipment must comply with the CIK regulations. A turbo visor is allowed in case of rain. Gloves which cover the entire hand. High shoes that cover and protect the ankles. A neck or bi protections. From the moment when the driver goes on track, he must wear the mandatory race gear as described in this article. 2.11 / RACE Yellow plate with black digits (Numbers 101 to 199) (Front, rear, left and right sides) is mandatory. Systems which permit the reading/recording of the	1						
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2.13 / SEAT	The seat has to be fixed at minimum 4 places, 2 at the top (left and right) and 2 on the bottom (left and right). Reinforcement plates are required to support the upper part of the seat. They must have a minimum thickness of 1.50 mm, a minimum diameter of 40mm.
	All seat supports and stays must be bolted at each end. Also have to be fixed with washers with a minimum thickness of 1.50 mm and a diameter of 40 mm. If they are not used, these seat supports and stays must be removed from the chassis frame and seat.
2.14 / LEAD	Drivers who are lighter than the required minimum weight shall attach extra weight on their kart, until they reach the prescribed weight. Lead may only be installed on the chassis or on the seat.
	 The Technical Scrutineering can force each driver to mount the lead on another place. The lead shall be mounted so that everyone's security is guaranteed at all times: Up to 2.50 kg: at least with 2x M6 bolts including washer 2.50 to 5 kg: at least with 2x M8 bolts including washer
2.15 / CAMERA'S	Camera or Helmet cameras are not allowed at all time.
2.16 / COMPOSITE MATERIALS	Composite materials (carbon-fiber, etc.) are banned except for the seat and the floor tray.
	Alloys from different metals / substances are not considered as composite materials.
2.17 / FUEL & OIL	Unleaded fuel 95
	PM Xeramic® Synmax Full Synthetic 2T Kart Racing Oil;
	or XPS KART TEC, fully synthetic 2-stroke oil
	supplied by the race organiser.



	ENGINE - Rotax MINI MAX EVO			
2.18 /	These regulations will be valid as of 1st of January 2023 and will replace all previous regulations.			
MODIFICATIONS	Only original spare parts which are manufactured by BRP-Rotax are legal to be used.			
	Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and / or omission of parts and/or material from the engine package assembly unless specifically allowed within these rules. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e., carburettor and exhaust valve adjustment screws.			
	The repair of a thread on the crankcase (maximum of three threaded holes per crankcase) using a "Heli - coil" or similar is allowed.			
	Exception: The threads located under the crankcase to fix the crankcase on the engine mount may be repaired as needed.			
	The repair of a thread on the cylinder (maximum of three threaded holes per cylinder) using a "Heli - coil" or similar is allowed.			
	Genuine ROTAX components only that are specifically designed and supplied for the engine are legal, unless otherwise specified.			
	Note ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IN THE TECHNICAL REGULATIONS IS FORBIDDEN.			
2.19 / ENGINES	Maximum of 2 engines are allowed for each race event.			
	The engines should be sealed with an official Rotax seal during pre-scrutineering. (Check timetable) The engine registration has to matched with his/her competition license origin.			
2.20 / INTERNAL ADDITIONS	No additional material may be added except in the case of engine repairs and shall only restore the engine or components to original specifications.			
	The use of thermal barrier coatings/ceramic coatings on or in the engine and on or in the exhaust system is prohibited.			
	The use of anti-friction coatings in or on the engine/engine components is prohibited.			
	Example of allowed repairs (but not limited to): Example 1, Damaged Cylinder due to freezing.			
	It is allowed to repair the cracked cylinder by welding.			
	It would also be allowed to dress / finish the area marked red to restore the part to the original specification.			
	It would not be allowed to dress / finish areas not effected by damage.			
	10th May 23			



	Note				
	Removal of additional, as supplied material from the surrounding areas is strictly forbidden.				
2.21 / LEGAL ADDITIONS	Chain guard, engine mount, temperature gauge and tachometer/hour meter, catch cans for liquids with mounting brackets.				
	Customizing the cylinder head cover by painting is legal.				
	Sensor for exhaust gas temperature (see exhaust systems).				
ITEMS	size) as well as length of coolant hoses are allowed unless otherwise specified.				
2.23 / MEASUREMENTS	When taking any dimensional reading, of the following technical regulation, in the order of accuracy of 0.10 mm or even more precise, the temperature of the part must be between +10°C and +30°C.				
	To avoid excessive noise and exhaust emissions revving the engine in the servicing park is not allowed.				
2.24 / SQUISH GAP	Minimum 1.20 mm (including possible carbon deposits)				
	The squish gap must be measured with a certified slide gauge and by using 2 mm tin wire (Rotax part no. 580 130).				
	The crankshaft must be turned by hand slowly over top dead centre to squeeze the tin wire.				
	The squish gap must be measured on the left and right side in the direction of the piston pin.				
	The average value of the two measurements counts.				
2.25 / COMBUSTION CHAMBER INSERT	Cast identification code has to be "223389" or "223389 1" or "223389 2" or 223389 2/1" or "223389 2/2".				
	Height of the combustion chamber insert has to be 28.80 mm +/- 0.20 mm (H)				
	Casted wording "ROTAX" and/or "MADE IN AUSTRIA" must be shown				
	The profile of the combustion chamber insert has to be checked with a template (ROTAX part no.277 390). The crack of light between the template and the profile of the combustion chamber insert has to be the same over the whole profile.				



2.26 / PISTON WITH RING ASSEMBLY	Original, coated, aluminium, cast piston with one piston ring. The piston has to show on the inside the cast wording "ELKO" (1) and "MADE IN AUSTRIA" (2)				
	Machined areas are: • Top end of piston • Outside diameter • Groove for the piston ring • Bore for the piston pin • Inside diameter at bottom end of piston and some pre-existing factory removal (3) of flashing at the cut out of the piston skirt				
	All other surfaces are not machined and have cast surface. Any mechanical treatment or rework of the piston is forbidden, (Altering the pistons profile by reworking carbon build-up is forbidden, if carbon is removed it must be consistently removed across the entire surface without altering the profile of the piston itself). Example : selectively removing carbon in the squish measurements areas is forbidden.				
2.27 / PISTON RING	Original, magnetic, rectangular piston ring.				
	Ring height : 0.98 +/- 0.02 mm.				
	Piston ring is marked either with "Rotax 215 547", "Rotax 215 548", Rotax 215 548 X, or "I ROTAX 215548 X				
	The piston ring is legal also if just parts of the marking are still visible.				
2.28 / PISTON PIN	Piston pin is made out of magnetic steel.				
2.29 / CYLINDER	Light-alloy-cylinder with GILNISIL - plating.				
	Any re-plating of cylinder is not allowed.				
	Maximum bore of cylinder = 54.035 mm (measured 10 mm above the exhaust port).				
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2.30 / CYLINDER MARKED	Cylinder has to be marked with the "ROTAX" logo (see pictures). Cylinder with one main exhaust port and without exhaust valve. Cylinders marked with identification code 223994 only are legal to be used.
2.31 / HEIGHT OF CYLINDER	Minimum height of cylinder should be 87.00mm (-0.05 / + 0.10mm)
2.32 / CYLINDER SURFACES	All transfer ports and passages have cast finish surface except some removal (done by the manufacturer) of cast burr at the inlet passage, exhaust port and passages. All ports have chamfered edges to prevent ring snagging. Any additional machining is not permitted. The top edge of exhaust port may show some pre-existing machining from the manufacturer. The sealing flange for the exhaust socket may show signs of machining from the manufacturer.
	ImportantAll ports have chamfered edges. Any additional machining is not permitted.Cylinders marked 223993, 223994 and 613933 the upper edge of the central boost port may show factory machiningImportantThe flange for the exhaust socket may show either cast finish or machined surface.Machined surface can be either flat or show a circular sealing bump.







The horizontal and vertical dimensions of the exhaust port with fully CNC machined exhaust port only) have to be checked with the template (Rotax part no. 676 240). The horizontal and vertical dimensions of the exhaust port have to be checked with the template, marked with 676 245*. The template has to be moved in horizontal and vertical position as far as possible into the exhaust port. In both directions the template may not touch the exhaust socket flange. All transfer ports and passages have cast finish surface except some removal (done by the manufacturer) of cast burr at the inlet passage, exhaust port and passages. Any modification is strictly forbidden!	
All ports have chamfered edges. See picture.	UNIOR erfical
The "exhaust port timing" (distance from the top of the cylinder to the top of the exhaust port) has to be checked by means of the template (Rotax part no. 277402). Insert the template for Junior Max cylinder into the cylinder, and move the template (at the highest point of the exhaust port) as far as possible into the exhaust port. In this position the template may not touch the cylinder wall (nikasil).	
The reed valve assy. is equipped with 2 petal stops and 2 ree Part no. 224 380 and 224 389 Reed Valve thickness 0.60 mm +/- 0.10 mm Flattening of the curved reed valve stopper plates is forbidden. The minimum gap between the 2 stopper plates must be between 17.00 to 21.00 mm. The measurement must be taken using a digital calliper from the inside surface of the stopper plates in line with the middle of each reed petal, as indicated by the red lines in the picture.	eds, each having 3 petals.
	The horizontal and vertical dimensions of the exhaust port with fully CNC machined exhaust port only) have to be checked with the template (Rotax part no. 676 240). The horizontal and vertical dimensions of the exhaust port have to be checked with the template, marked with 676 245*. The template has to be moved in horizontal and vertical position as far as possible into the exhaust port. In both directions the template may not touch the exhaust socket flange. All transfer ports and passages have cast finish surface except some removal (done by the manufacturer) of cast burr at the inlet passage, exhaust port and passages. Any modification is strictly forbidden! All ports have chamfered edges. See picture. The "exhaust port timing" (distance from the top of the cylinder to the top of the exhaust port) has to be checked by means of the template (Rotax part no. 277402). Insert the template for Junior Max cylinder into the cylinder, and move the template (at the highest point of the exhaust port) as far as possible into the exhaust port. In this position the template may not touch the cylinder wall (nikasil). The reed valve assy. is equipped with 2 petal stops and 2 ree Part no. 224 380 and 224 389 Reed Valve thickness 0.60 mm +/- 0.10 mm Flattening of the curved reed valve stopper plates is forbidden. The minimum gap between the 2 stopper plates must be between 17.00 to 21.00 mm. The measurement must be taken using a digital calliper from the inside surface of the stopper plates in line with the middle of each reed petal, as indicated by the red lines in the picture.

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Inlet system	It is mandatory to add 2 x additional "distance plates" to the reed block assy.						
	The "distance plates" must be secured tightly between the reed petals and the curved stopper plate on both sides of the reed assy and in the order as show in the diagram. The ROTAX markings must be facing the stopper plate as shown in the diagram.						
	The 2 x distance plates must be engraved ROTAX (as per the drawing below) with the part number 910224380 visible on the plate.						
	The plate must be fl should be visible be	at with no curvature, wh ween the two surfaces	nen held against a s , and meet the belov	traight edge no crack of light v specification.			
		Measurement	Tolerance				
	А	22.00 mm	+0.2 mm				
			-0.2 mm				
	В	10.00 mm	+0.3 mm				
	_		-0.3 mm				
	с	16 00 mm	+0.3 mm				
	•		-0.3 mm				
	п	66 00 mm	+0.7 mm	φ φ φ φ			
	D	00.00 mm	-0.7 mm				
	Distance plate		+0.8 mm				
	thickness	0.70 mm	-0.8 mm				
			+0.2 mm				
	Location noies	3.3 mm	-0.2 mm				
2.37 / INLET MANIFOLD	Inlet manifold mark "267916".	ed with the identificati	on code "267915"	and the name "ROTAX" or just			
		Partue 281915		P ha 225916			
	Some factory flash carburettor stop mo break of less than 3	removal may be pres unting face. This is a m mm in width. No additio	ent at the conjunct nanual trimming ope onal grinding or mac	ion of the inside contour and the ration consisting of a small corner hining is permitted.			



2.38 / CRANKSHAFT	Stroke: 54.50 mm ± 0.10 mm					
Conrod	Conrod has to show forged numbers "213", "365", "367" or "362" on shaft.					
	Shafts of conrods "213", "365" and "367" are not machined and are copper plated.					
	Shaft of con rod "362" is not copper plated and is blank (grey/brown).					
	Grinding or polishing of shaft of con rod is not permitted.					
2.39 / IGNITION SIGNAL ON	Crankshaft has to be unprocessed and may not be damaged.					
CRANKSHAFT	Fit the template (Rotax part no. 277391) on the crankshaft.					
	Align the hole in the template for the big end pin with the big end pin of the crankshaft.					
	The two edges of the signal machining on the crankshaft must be in line (+/-0.50 mm) with the corresponding edges.					
2.40 / CRANKSHAFT	Crankshaft main bearing 6206 from FAG is allowed only.					
MAIN BEARINGS	Must be marked with code 579165BA, Z-579165.11.KL or Z-579165.21.KL					
	Palance shaft and balance gears must be installed					
SHAFT	Balance shaft must show casting code 6237948 or 6237949 on surface (1).					
	Surface (1) is not machined and must show cast surface. Measurement from centre of					
	balance shaft to outer diameter of fly weight of					
	balance shaft at defined length must not be lower than specified : (21.50 mm) see drawing.					
	The minimum weight of the dry balance shaft					
	must not be lower than: 255 grams.					

2.42 / CRANKCASE	As supplied by the manufacturer.
	No grinding/polishing is permitted in the two main transfer passages as well as in the crank area.
	Machining maybe evident in the crankcases in the area identified in the picture.
	Only black coated crankcases are legal to be used.
	For all other events uncoated or black coated crankcases are legal to be used.
2.43 / BALANCE DRIVE	Steel balance gears only (minimum width = 8.80 mm) are legal to be used.
	Balance gears must be installed and must be aligned according to the instruction in the repair manual.
	Timing of the balance gears should be at any time correct as shown in the image.
	Only the balance gears (Rotax part no. 234 435 is legal to be used.
2 44 /	Engagement speed of centrifugal clutch at maximum
CENTRIFUGAL	4 000 rpm (the kart without driver must start to move)
CLUTCH	
Components	Two versions of clutch (Item 1, with and without holes) are legal to be used.
	Both versions are marked with the wording "ROTAX".
	O-ring (Item 2) must be fitted and must assure an appropriate sealing between the clutch drum and the needle/plain bearing.
	Two versions of clutch drum (Item 3) are legal to be used. Both versions are marked with the wording "ROTAX". Signs of emission of grease or substance from the
	the picture beside.
	Contact area between clutch and clutch drum has to be dry at any time – no lubrication allowed.
	Clutch must be mounted with bearing 15x19x17 (Rotax part no. 632 415).

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2.45 / CLUTCH	Thickness of clutch s	shoe (A) :				
DIMENSIONS	Minimum : 24.10 mm Measurements must be done at the 3 open ends of the clutch, 5 – 10 mm from the machined groove (all clutch shoes must be completely					B
						T
	closed at measurement – no gap).					
					Y	ROTX
	Height of clutch (B) :				1 M	F
	Minimum : 11.45 mm	ı				
	Cluth drum outer dia	meter (<mark>C</mark>) :				
	Minimum 89.50 mm.					
					C	
	Diameter has to be r	neasured with a sliding	g calliper just		n in P	
	of the clutch drum)	m the shoulder. (Not a	it the open end			
	or the clutch druin).					
	Clutch drum inner d	iameter (<mark>D</mark>) :		-		
	Maximum 84.90 mm					
	Diameter must be r	neasured with a slidir	ng calliper. The r	neasuremer	nt has to be	done in the
	middle of the clutch of	arum (in the contact ar	ea between clutc	n and clutch	arum).	
	Minimum · 33 90 mm	n sprocket (E) :				
2.46 /	The combination of c	components is limited t	to following specif	fication per e	engine type.	
COMBINATION OF		·····				
IGNITION SYSTEM,	Component / MAX	Micro	Mini	Junior	Senior	DD2
AND EXHAUST	Engine					
SYSTEM	Dell'orto	\checkmark	\checkmark	\checkmark	✓	✓
	Exhaust valve,					
	electronically	-	-	-	\checkmark	✓
	Carburettor XS	\checkmark	√	✓	1	 Image: A set of the set of the
	Exhaust system,					
	EVO	✓	✓	✓	~	✓
2.47 / IGNITIION	Digital battery ignition	n system, variable igni	tion timing,		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
Sparkplug	no adjustments poss	sible.		Z		
opanipieg						
	NGK GRODI OF NGK	GR9DI		A		-
	Electrode gap (maximum) 1.20 mm.					
	Filler gauge 1.20 mm must not fit in between the two electrodes.					
	Maximum spark plug	shaft including ring :	18.50 mm.		10th N	1ay 23
					A	SN
					NATIONAL	SPORTING AUTHORITY

Version 1. Red, marked with "NGK" Version 2. Red, marked with "ROTAX" Version 2. Red, marked with "ROTAX" Version 1. Version 2. 2.49 / PICK-UP The marking of the pick-up must show the following numbers in the first line :029600-0710. At general transmission of the pick-up nust show the following numbers in the first line :029600-0710. At general transmission of the pick-up to the crankcase with a gasket additional to the original rubber sealing ring of the pick-up. Is a legal specification. Additional gasket, Rotax part no. 431 500, gasket thickness = 0.80 mm are allowed to be fitted. Maximum two gasket (Rotax 431 500) are allowed to be fitted. Fitting Position of the additional gasket(s): Crankcase - nubber sealing ring - additional gasket(s) - pick-up. Note Ho necessary to install any additional gaskets with the exception of the rubber sealing ring or crankcases with the machined sealing surface for the pick-up sensor. The only engines allowed to be used without 2 x additional gaskets in the pick-up area assembly are engines with the following combination of crankcases are supplied with original machined surfaces for the pick-up area assembly are engines with the following combination of crankcases are supplied with original machined surfaces for the pick-up area assembly are engines with the following combination of crankcases areas codes : 6211885 (ignition sensor side) and 6211893 (clutch side) Image: Cloak 431500), gasket thickness = 0.8 mm Fitting Position of the	2.48 / SPARK PLUG	Two versions of spark plug caps are legal to be used :
Version 2. Red, marked with "ROTAX" Version 2. Red, marked with "ROTAX" Version 2. 2.49 / PICK-UP The marking of the pick-up must show the following numbers in the first line: 029600-0710. A steel ball (diameter 3-5 mm) placed on circular surface of the sensor must stay in the centre of the circular surface. Mounting the pick-up to the crankcase with a gasket additional to the original rubber sealing ring of the pick-up, is a legal specification. Additional gasket, Rotax part no. 431 500, gasket thickness = 0.80 mm are allowed to be fitted. Maximum two gasket (Rotax 431 500) are allowed to be fitted. Effiting Position of the additional gasket(s): Crankcase – rubber sealing ring – additional gasket(s) – pick-up. Noto The only engines allowed to be used without 2 x additional gaskets in the pick-up area assembly are engines with the following combination of crankcases casting codes : .8211885 (ignition sensor side) and 6211893 (clutch side) These crank cases are supplied with original machined surfaces for the pick-up area assembly are engines with the following combination of crankcases areas codes : .8211885 (ignition of the additional 2 x gaskets: .11 other crankcases must have with the pick-up assembled with 2x Additional gaskets. (Rotax 431500), gasket thickness = 0.8 mm Fitting Position of the additional 2 x gaskets: Crankcase – nubber sealing ring – 2 x additional gaskets – pick-up. Note: For all RMC International, Zone or National events in 2024 the only cankcasesalisow code or craik) and rask		Version 1. Red. marked with "NGK"
Additional gasket, Rotax part no. 431 500, gasket thickness = 0.80 mm are allowed to be fitted. Image: Constraint of the additional gasket, Rotax 431 500, gasket thickness = 0.80 mm are allowed to be fitted. Fitting Position of the additional gasket(s): Crankcase - rubber sealing ring - additional gasket(s) - pick-up are assembled with the machined sealing surface for the pick-up season. Note His not necessary to install any additional gaskets with the exception of the rubber sealing ring of the pick-up season. Note His not necessary to install any additional gaskets with the exception of the rubber sealing ring of a pick-up season. Note His not necessary to install any additional gaskets with the exception of the rubber sealing ring or crankcases with the machined sealing surface for the pick-up season. Note The only engines allowed to be used without 2 x additional gaskets in the pick-up season. His not necessary to install any additional gaskets with the exception of the rubber sealing ring or crankcases with the machined sealing surface for the pick-up sensor. Note The only engines allowed to be used without 2 x additional gaskets in the pick-up sensor. Additional gaskets. (Rotax 431500), gasket thickness = 0.8 mm Image: Constal and the case of the pick-up sensor. The only engines allowed to be used without 2 x additional gaskets in the pick-up sensor. Image: Constal and the pick-up and assemble with a pick-up sensor. The only engines allowed to be rused with original machined pick-up fases the pick-up sensor.<		Version 2. Red, marked with "ROTAX"
Version 1. Version 2. 2.49 / PICK-UP The marking of the pick-up must show the following numbers in the first line : 029800-0710. A steel ball (dameter 3-5 mm) placed on circular surface of the sensor must stay in the centre of the circular surface. Mounting the pick-up to the crankcase with a gasket additional to the original rubber sealing ring of the pick-up is a legal specification. Additional gasket, Rotax part no. 431 500, gasket thickness = 0.80 mm are allowed to be fitted. Maximum two gasket (Rotax 431 500) are allowed to be fitted. Maximum two gasket (Rotax 431 500) are allowed to be fitted. Fitting Position of the additional gasket(s): Crankcase – rubber sealing ring – additional gasket(s) – pick-up. Note It is not necessary to install any additional gaskets with the exception of the rubber sealing ring on crankcases subtile and 6211893 (clutch side) The only engines allowed to be used without 2 x additional gaskets in the pick-up area assembly are engines with the following combination of crankcases rasting codes : 8211885 (ignition sensor side) and 6211893 (clutch side) These crank cases are supplied with original machined surfaces for the pick-up sensor. All other crankcases must have with the pick-up assembled with 2x Additional gaskets. (Rotax 431500), gasket thickness = 0,8 mm Fitting Position of the additional 2x gaskets: Crankcase – rubber sealing ring – 2 x additional gaskets – pick-up. Note These cr		
 2.49 / PICK-UP The marking of the pick-up must show the following numbers in the first line : 02960-0710. A steel ball (diametra 3-5 mm) placed on circular surface of the sensor must stay in the centre of the circular surface. Mounting the pick-up to the crankcase with a gasket additional to the original rubber sealing ring of the pick-up, is a legal specification. Additional gasket, Rotax part no. 431 500, gasket thickness = 0.80 mm are allowed to be fitted. Maximum two gasket (Rotax 431 500) are allowed to be fitted. Fitting Position of the additional gasket(s): Crankcase – rubber sealing ring – additional gasket(s) – pick-up. Note It is not necessary to install any additional gaskets with the exception of the rubber sealing ring on crankcases with the machined sealing surface for the pick-up sensor. The only engines allowed to be used without 2 x additional gaskets in the pick-up area assembly are engines with the following combination of crankcases are supplied with original machined surfaces for the pick-up sensor. All other crankcases must have with the pick-up assembled with 2x Additional gaskets. (Rotax 431500), gasket thickness = 0.8 mm Fitting Position of the additional 2 x gaskets: Crankcase – rubber sealing ring -2 x additional gaskets – pick-up. Note: For all RMC International, Zone or National events in 2024 the only crankcases allowed for racing in the 125 Micro MAX and 125 Mini MAX categories will be the original machined pick-up flarge type with casting codes 6211885 (ignition sensor side) and 6211893 (cluct side) 		Version 1. Version 2.
 The only engines allowed to be used without 2 x additional gaskets in the pick-up area assembly are engines with the following combination of crankcases casting codes : 6211885 (ignition sensor side) and 6211893 (clutch side) These crank cases are supplied with original machined surfaces for the pick-up sensor. All other crankcases must have with the pick-up assembled with 2x Additional gaskets. (Rotax 431500), gasket thickness = 0,8 mm Fitting Position of the additional 2 x gaskets: Crankcase – rubber sealing ring – 2 x additional gaskets – pick-up. Note: For all RMC International, Zone or National events in 2024 the only crankcases allowed for racing in the 125 Micro MAX and 125 Mini MAX categories will be the original machined pick-up flange type with casting codes 6211885 (ignition sensor side) and 6211893 (clutch side) 	2.49 / PICK-UP	The marking of the pick-up must show the following numbers in the first line : 029600-0710. A steel ball (diameter 3-5 mm) placed on circular surface of the sensor must stay in the centre of the circular surface. Mounting the pick-up to the crankcase with a gasket additional to the original rubber sealing ring of the pick-up, is a legal specification. Additional gasket, Rotax part no. 431 500, gasket thickness = 0.80 mm are allowed to be fitted. Maximum two gasket (Rotax 431 500) are allowed to be fitted. Fitting Position of the additional gasket(s): Crankcase – rubber sealing ring – additional gasket(s) – pick-up. Note It is not necessary to install any additional gaskets with the exception of the rubber sealing ring on crankcases with the machined sealing surface for the pick-up sensor.
10th May 23		The only engines allowed to be used without 2 x additional gaskets in the pick-up area assembly are engines with the following combination of crankcases casting codes : 6211885 (ignition sensor side) and 6211893 (clutch side) These crank cases are supplied with original machined surfaces for the pick-up sensor. All other crankcases must have with the pick-up assembled with 2x Additional gaskets. (Rotax 431500), gasket thickness = 0,8 mm Fitting Position of the additional 2 x gaskets: Crankcase – rubber sealing ring – 2 x additional gaskets – pick-up. Note: For all RMC International, Zone or National events in 2024 the only crankcases allowed for racing in the 125 Micro MAX and 125 Mini MAX categories will be the original machined pick-up flange type with casting codes 6211885 (ignition sensor side) and 6211893 (clutch side)

















2.54 / INTAKE SILENCER	Intake silencer with integrated, washable air filter must be used with all parts as shown at the illustration and has to be mounted on the support bracket with two screws (in dry and wet condition).
	Intake silencer tube (Pos 2) and carburettor socket (Pos 6) are marked with the wording "ROTAX". Intake silencer case bottom is marked on the inside with "225015".
	Intake silencer case, top is marked on the inside with "225025".
	Double layer air filter (green/orange), double layer air filter (green/dark green) marked "Twin Air". Depending on the degree of oil-lubrication colours may alter slightly or the surface becomes stained (see examples).
	Air filter (Pos 4) must be installed as shown in the illustration between the two holders (Pos 3) and must cover the complete area of the intake silencer case bottom (Pos 1).
	During wet condition, it is not allowed to attach anything to the air box to protect the air inlet from water spray.
2.55 /	Dellorto carburettor, housing must show the cast wording "VHSB 34"
CARBURETTOR	Carburettor housing is stamped with "XS".
	The complete inlet bore of the carburettor must show cast surface.
	Optional carburettor plug screw marked "ROTAX" (ROTAX part no. 261 030) is legal to be used.
	The two vent fittings must be connected with the original air vent hose min 155 mm (Rotax 260260). The location of the opening has to be placed at the rear side of the carburettor.
	Settings of the carburettor adjustment screws (idle and idle air) are free.
	The Position of the jet needle is free.
	All jets must be correctly seated and securely fitted at any time (tightened)!
	A minimum required size of main jet may be determined for each race event by a "Bulletin".
	The complete inlet bore of the carburettor housing must show cast surface.
	The venturi hole of the carburettor insert can show signs of a CNC control machining.
	Carburettor insert maybe used with 1 or 2 gaskets placed between the insert and the body of the carburettor.
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Carburettor	Carburettor can be	e used with and without	fuel sieve	
	in the carburettor	housing.		FUEL SIEVE
			J.	0
	The height of the tw the slot of the cark normal weight me gasket in reverse up	vo arms of the float lever fourettor gauge (Rotax 27 asured at carburettor ho oright Position.	must be within 7400) by their busing without	ROTAX 277400
	Needle valve assem	nbly stamped "150"		A DECEMBER OF THE OWNER
	Needle of needle va ″I <mark>NC</mark> " only.	lve marked with diamond	symbol	
	Start jet is stamped	with the digits "60".		
	Any Dellorto main je Carburettor slide sh Jet needle must be Two floats marked '	et number even if not offer ows digits "45" in casting. stamped with "K57". '4.0 gr" are legal to be use	ed from Rotax is d only	s legal to be used.
	Needle jet stamped	with "DP267"		0 0 20 30 40 50 50 100 Millionyo
		Length	Tolerance	
	Total length	51.00 mm	(+0.50 mm) (-0.50 mm)	
				A LONG MILLION AND A LONG AND A L
		Length	Tolerance	
	Bottom section	33.00 mm	(+0.45 mm) (-0.45 mm)	
		Diameter	Tolerance	
	Top bore	2.67 mm	(+0.10 mm) (-0.10 mm)	Onali Mitologo Jacom Jacom
		10th Ma		

Carburettor	Idle jet Idle jet has to be sta Plug gauge 0.65 mm (use jet gauge set R Idle emulsion tube Idle emulsion tube h	mped with 60. n may not enter the b otax part no. 281 920 as to be stamped wit	ore. D). th 45.	0,65
	(use jet gauge set R	otax part no. 281 920))	
	Atomizer Remove atomizer venturi tool set (Rota	from carburettor be ax part no. 676 034)	ody by means of	
		Total Length	Tolerance	122
	Atomizer	23.75 mm	(+0.35 mm) (-0.35 mm)	
		Cylindrical Length		
	Atomizer	15.75 mm	(+0.25 mm) (-0.25 mm)	
		Cutaway Dimension	Tolerance	
	Atomizer	5.80 mm	(+0.30 mm) (-0.30 mm)	17
		Dimension	Tolerance	Readers and Readers
	Atomizor	5 00 mm	(+0.15 mm)	
	Atomizer	10	(-0.15 mm)	
			ATIONAL SPORTING AUTHORITY	





2.57 / FUEL FILTER	A fuel filter is mandatory to be installed. The fuel filter must be mounted between the fuel tank and the fuel pump.
	Except the fuel line, the fuel pump and the original fuel filter no additional parts are legal to be mounted between fuel tank and carburettor.
2.58 / RADIATOR	The removal of the thermostat from the cylinder head cover is an allowed modification.
	Radiator must be mounted with all components as shown in the respective illustration.
	To apply tape (neutral tape without advertising only) around the radiator is an allowed modification to control the air flow through the radiator.
	Tape may not be removed from the radiator during operation on the track.
	Any other non-original device to control the air flow through the radiator is prohibited.
	The dimensions of the radiators are for reference purposes only.
	Cooling area :
	Height: 300 mm
	Width: 62 mm Thickness of radiator: 34 mm
	To remove the original flap is an allowed modification.
	Radiator must be stamped on the side with the wording "ROTAX".
2.59 / ENGINE	Plain water without any additives has to be used.
COOLANT	The venting of the radiator should end in a reservoir.
2.60 / EXHAUST SOCKET (RESTRICTOR)	Just exhaust sockets with gasket ring are legal to be used. Gasket (Rotax part no. 250 271) is mandatory between exhaust restrictor and cylinder and has to seal perfectly.
	Diameter (A) must apply for a length (B) of at least 12 mm
	Maximum Inner diameter (A) of exhaust sockets is : 22 mm +0.10 mm
	The measurement (C) must be at least 18.50 mm
	The internal profile of the exhaust socket has to be checked with the template, Rotax 277 405.
	Fit the template (125 Mini MAX "22 mm"), as far as possible into the exhaust socket (without gasket, carbon deposits removed). There has to be a
	constant crack light between the profile of the
	exhaust socket and the profile of the template.
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2.61 / EXHAUST SYSTEM	The use of maximum 4 pieces of original Rotax exhaust springs, to fix the exhaust system to the cylinder is allowed. (a "safety wire" in the exhaust flange or silencer area is not allowed). Original exhaust system as supplied by Rotax is mandatory to be used. Welding at the exhaust system is only allowed in the case of a repair. Only repairs that return the components to its original shape or form are allowed. Allowed modifications on the original exhaust systems are: * Replacing the original rivets of the silencer end cap by 4 mm metric screws and corresponding locking nuts. The 3 x fixations (rivets, bolts and locking nuts) must be always secured tight to ensure a sealing between the perforated tube and exhaust system. The perforated tube must be fully inserted into the exhaust system (see top, right picture for reference) External protrusion of the outer sealing ring of the perforated tube is forbidden. (Indicated by the red arrow)	
	 * If the event requires the Exhaust / Perforated tube to be sealed, The seal must be passed through a 4th hole (maximum 4mm diameter). position that avoids the leaking of exhaust gasses as indicated in the pice perforated tube must be always secured tightly to the exhaust at 3 points. * Replacing the isolating mat (just one original isolating mat may be fitted) in the silencer end cap with perforated tube by original Rotax spares parts. * 125 Mini MAX; ROTAX part number 297985 Note For Post-race technical scrutineering checks on the exhaust isolating mat, or 	The hole must be in a sture on the right. The nside the silencer and only the used weight is
	to be controlled. The exhaust isolating mat new size and weight specifications can only be event technical checks against new material prior to installation and so system, if specified by the event /series organiser. * Welding a socket (in a distance of 50-80 mm from the ball joint) on the system for measuring the exhaust gas temperature.	applied for pre-race / ealing of the exhaust he top of the exhaust
Exhaust system	A specific exhaust system has to be used for the 125 Mini MAX engine. Rol The exhaust external body is a common component to Micro MAX, but w components (Inserts).	tax part no. 273137 vith alternative internal
	The silencer must be mounted in a position where the direction of the 90° of the hot exhaust gasses) does not harm any component of the chassis. The exhaust must be mounted and secured in such a way to ensure a f	elbow outlet (direction
		10th May 23
		ASN

NATIONAL SPORTING AUTHORITY







Exhaust system	MUST use 4 pieces of original Rotax exhaust springs, to fix the exhaust s	system to the cylinder.
	The exhaust springs must be in this conditions shoon in picture above.	
	<image/>	
	Exhaust must be installed correctly as shown in pictures above.	
	<image/>	
262/0540	Exhaust must be installed firmly and tightenly without any leak.	
SPROCKET	Rear sprocket type 219. Ratio is free.	10th May 23

