



South African Rotax MAX Challenge Technical Regulation 2018 Appendix for 125 Micro MAX and 125 Mini MAX

The 125 Junior MAX engine is the basis for the engine configurations 125 Micro MAX and 125 Mini MAX.

In this appendix just the deviations for 125 Micro MAX and 125 Mini MAX from the standard Technical Regulation for the 125 Junior MAX engine are defined.

Appendix on 1.1, Categories

Karts used in the Rotax Mojo MAX Challenge (RMC) and International Rotax Mojo MAX Challenge Events (IRMCE) are divided into the following classes:

125 Micro MAX

125 Mini MAX

| Classes | 125 Micro MAX | 125 Mini MAX |
|--------------------|------------------|------------------|
| Chassis wheel base | 950 mm | 950 mm |
| Weight | 110 kg | 120 kg |
| Dry tires | set Mojo C2 | set Mojo C2 |
| Wet tires | set Mojo W2 / W3 | set Mojo W2 / W3 |

Appendix on 5.1, Squish gap

125 Micro MAX/evo minimum = 2,40 mm

125 Mini MAX/evo minimum = 1.20 mm

To achieve the defined minimum squish gap in Micro Max one spacer (Rotax part no. 626 420, with same shape as cylinder base gasket) in combination with at least two-cylinder base gaskets (one below the spacer and one above the spacer) must be used.

The squish gap must be measured with a certified slide gauge and by using a 3mm tin wire (Rotax part no. 580 132). Mini Max see Junior Max technical regulations.

Appendix on 6.7, Ignition system

Spark plug: NGK GR8DI

Electrode gap (maximum): Filler gauge 1,20 mm must not fit in between the two electrodes.

Dellorto ignition system

The electronic control unit (ECU) is labeled with a sticker and is still legal also if the sticker is unreadable or disappeared.

125 Micro MAX "666815"

125 Mini MAX "910666815"

The ECU tester has to show following result:

125 Micro MAX category

666815MAX

!! Test OK !!

125 Mini MAX category

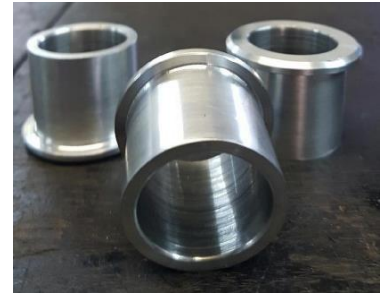
91066815MIN

!! Test OK !!

Appendix on 6.10, Carburetor

For the 125 Micro MAX class (to achieve best performance characteristic) it is recommended and allowed to adjust the accelerator stop for an opening of the carburetor slide in the range from 22 to 26 mm (measured from closed position).

An aluminium stop sleeve as shown in the photo with a height of 29.45 +/- 0.10 must be fitted. The top of the carburetor must be tightly fitted at all times. It is extremely dangerous to consider unscrewing the top of the carburetor – if this comes loose the driver will have maximum acceleration with no control.



Appendix on 6.12, Radiator

125 Micro MAX and Mini MAX

A specific radiator has to be used for the 125 Micro MAX and Mini MAX engine.

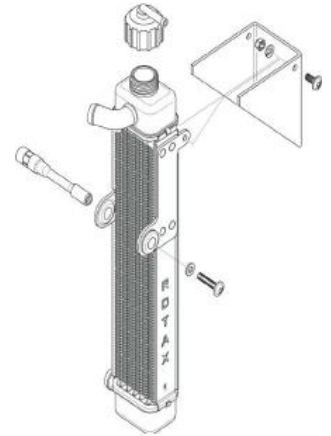
Cooling area:

Height: 280 – 300 mm

Width: 58 – 62 mm

Thickness of radiator: 30 – 34 mm

To remove the original flap is an allowed modification



Appendix on 6.13, Exhaust system

Only exhaust sockets with gasket ring are legal to be used.

Diameter (A) must apply for a length (B) of at least 12 mm.

Maximum inner diameter (A) of exhaust sockets are:

125 Micro MAX: 18,20 mm

125 Mini MAX: See Junior Max



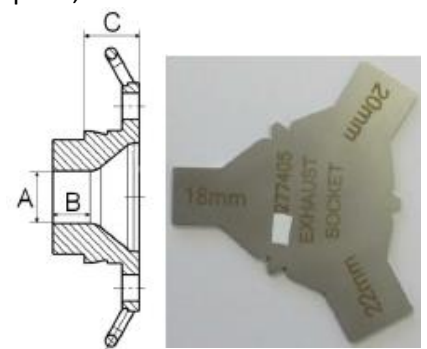
The measurement (C) must be at least 18,5 mm.

The internal profile of the exhaust socket has to be checked with the template, Rotax 277 405.

Fit the template (Micro MAX "18 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.

125 Micro MAX and Mini MAX

A specific exhaust system has to be used for the 125 Micro MAX and Mini Max engine. The inner diameter of the elbow outlet at the silencer end cover has to have a minimum measurement of 21 mm.



Gearing

| | Micro | Mini |
|-------------------------|-------|-------|
| Zwartkops / Idube / PE | 14:75 | 13:80 |
| Vereeniging / Cape Town | 14:70 | 13:75 |

NB! Gearing may be altered during the season. A minimum of 30 days' notice will be given.