



ROTAX MAX Challenge Technical Regulations 2018

Appendix for 125 Mini MAX and 125 Micro MAX – Canada

(The Technical Regulations 2018 replaces the Technical Regulations 2017)

Version April 9th, 2018

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.

1. Micro – Mini Class

For Canada, at the National level, Micro MAX and Mini MAX will be merged as one class. For club races, organizations may prefer to have two different classes.

1.1. Ages 8 – 13 years old

Driver must be born in 2005, 2006, 2007, 2008, 2009 or 2010.

1.2. Technical regulation

All technical regulation for Mini-MAX applies to this class.

2. Chassis

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

125 Micro MAX

125 Mini MAX

1.3. Grand Finals

Classes	125 Micro MAX	125 Mini MAX
Chassis wheelbase	950 mm	1040 mm
Dry tires	Mojo C2	4 x Mojo D2 front
Wet tires	Mojo CW	4 x Mojo W3 front

1.4. For Canada – 125 Micro MAX AND 125 Mini MAX

- 1.4.1. Only Cadet chassis type are authorized;
- 1.4.2. Maximum wheelbase: 950 mm;
- 1.4.3. Rear axle: 25 mm solid or 30 mm hollow with a 4.9 mm minimum axle wall thickness;
- 1.4.4. Front brakes are forbidden;
- 1.4.5. Maximum rear track width: 120 cm
- 1.4.6. Each outer edge of the rear wheels may be a maximum of 2,5 cm narrower than the outer width of the appropriate side pod;
- 1.4.7. Rear protection mandatory;

2. Rear Protection

Rear protection must be made of plastic or magnetic steel and must not present any danger as regards safety.

The unit must be attached to the frame in at least 2 points by supports made of plastic, steel or aluminium (possibly by a supplemental system) on the 2 main tubes of the chassis, or on the currently used bumper (upper bar and anti-interlocking bar, Article 2.5.2 or the CIK-FIA technical regulation).

Rear protection must cover at least 50% of each wheel/tire assembly at all times measured at the centre-line of the tire.

Rear protection must have an overall width not exceeding the rear width of the kart at any time, measured outside the rear wheels or tires, whichever is the greater.

3. Tires for Canada

Dry tires: Mojo D2: Front and Rear Slicks: 4.5 x 10.0 – 5;

Rim dimensions (slick & wet): Minimum width: 128 mm; maximum width: 135 mm

4. Gearing

4.1. Micro MAX

All participants must use an original 14 tooth front sprocket with a 73 tooth rear sprocket. The supplemental regulations of the event or Championship regulations may specify a different gear ratio (front and rear sprockets) for all participants.

4.2. Mini MAX

Gearing ratio (front and rear sprockets) is open.

5. Section 5 of the Rotax MAX Challenge Technical Regulation 2017 applies with the exception below:

5.1. Squish gap

125 Mini-MAX & Micro MAX = 2,40 mm

To achieve the defined minimum squish gap, a spacer (ROTAX part no. 626 420, same shape as a 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 3 mm tin wire (Rotax part no. 580 132).

6. Ignition system:

Spark plug: NGK GR9DI

For Canada: Denso Iridium IW 24, IW 27, IW 29, IW 31 or IW 34 is also legal.

Electrode gap (maximum): Feeller gage 1,20 mm must not fit 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.

The ECU tester must show following result:

125 Micro MAX and 125 Mini MAX categories

- ① 666815MAX
- ② !! Test OK !!

8. Carburetor for the 125 Micro MAX Class

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).

To fit a stop sleeve in the carburetor to limit the carburetor slide opening is an allowed addition of material.

The extend of carburetor slide opening is free and not part of the technical scrutineering.

9. Radiator for the 125 Micro MAX Class

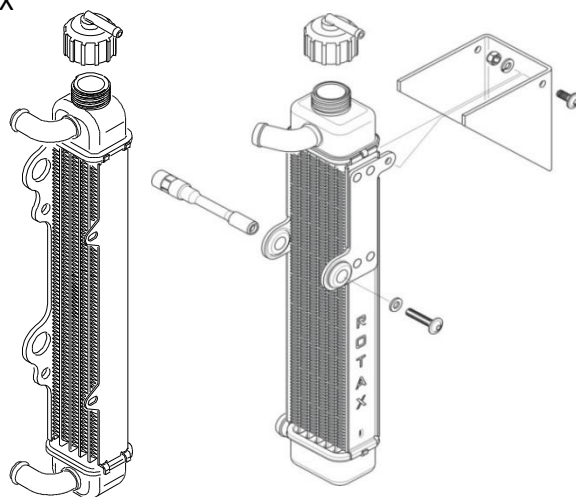
6.12 Radiator:

a) A specific radiator must be used for the 125 Micro MAX engine (ROTAX part no. 295 924 –version 1 or 295 923-version 2).

b) Radiator must be mounted with all components similar to the illustration version 2 or 3 for the 125 MAX engine.

c) Cooling area:
height = 280 - 300 mm
width = 58 - 62 mm
thickness of radiator = 30 - 34 mm

d) No additional non-original-cooling-device is allowed.



For version 1 and 2, tape applied around the radiator is the only allowed air flow control. Tape may not be removed from the radiator during operation on the track. All other means of air flow control through the radiator are prohibited (except of the original plastic flap for version 2). Only none-printed tape (no advertising) is allowed. Removal of the original flap on version 2 is an acceptable configuration

10. Exhaust system for the 125 Micro MAX class

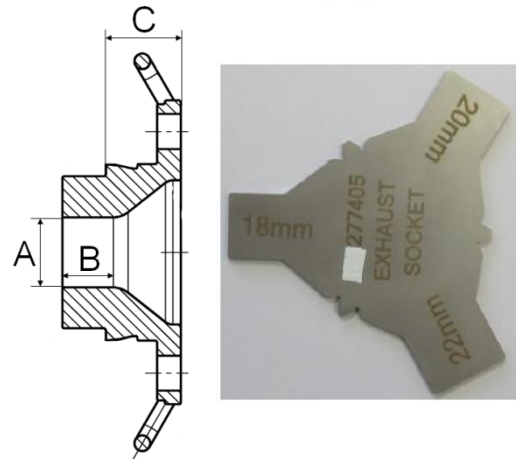
6.14. Exhaust system

- The exhaust restrictor (ROTAX part no. 273 972) must be used instead of the original exhaust socket (fitted to the cylinder).
- The exhaust restrictor must show an inner diameter not bigger than:

Micro MAX: 18,2mm (Rotax part no. 273 97)

Mini MAX: 20,2mm (Rotax part no. 273 97)

- 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", Mini MAX "20 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 exhaust

- A specific exhaust system has to be used for the 125 Micro MAX.
- The inner diameter of the elbow outlet at the silencer end cover has a minimum of 21 mm.
- The exhaust cover (Rotax part. No 273098) outlet must be installed as supplied by ROTAX. . The exhaust cover can be turned that the 90° elbow outlet of the silencer shows either downwards towards the asphalt (preferred version for lowest noise emissions) or towards the back.
- Exhaust must be installed firmly to the chassis using a rigid pipe mount. The exhaust pipe must be mounted to the rigid pipe mount using 2 ROTAX silent blocks. (part 660920 and or 260657 allowed). The deflection of the 2 silent blocks is the only pipe movement allowed. The pipe must be mounted in a neutral position with no stress on the 2 silent blocs.



Rubber Silent Blocks

