



**Rotax MAX Challenge Technical Regulation 2018**  
**Appendix for 125 Micro MAX and 125 Mini MAX**  
 (The Technical Regulations 2018 replace the Technical Regulations 2017)  
 Edition 2017 10 17

**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**

Cadet 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

<b>Classes</b>	<b>125 Micro MAX</b>	<b>125 Mini MAX (Grand Final)</b>
Chassis wheel base	950 mm	950 - 1040 mm (950 or 1040 mm, to be defined)
Dry tires	set Mojo C2	4 x Mojo D2 front or set Mojo D2-6 (4 x Mojo D2 front)
Wet tires	set Mojo CW	4 x Mojo W3 front or set Mojo W3 (4 x Mojo W3 front)

**Appendix on 5.1, Squish gap**

- 125 Micro MAX/evo                    minimum = 2,40 mm
- 125 Mini MAX/evo                    minimum = 2,40 mm

To achieve the defined minimum squish gap 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 3 mm tin wire (Rotax part no. 580 132).

**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 and 125 Mini MAX:        "666815"

The ECU tester has to show following result:

**125 Micro MAX and 125 Mini MAX categories**

- ①            666815MAX
- ②            !! 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).

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

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

## Appendix on 6.12, Radiator 125 Micro MAX

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

Two different versions as shown in the illustrations are legal to be used.

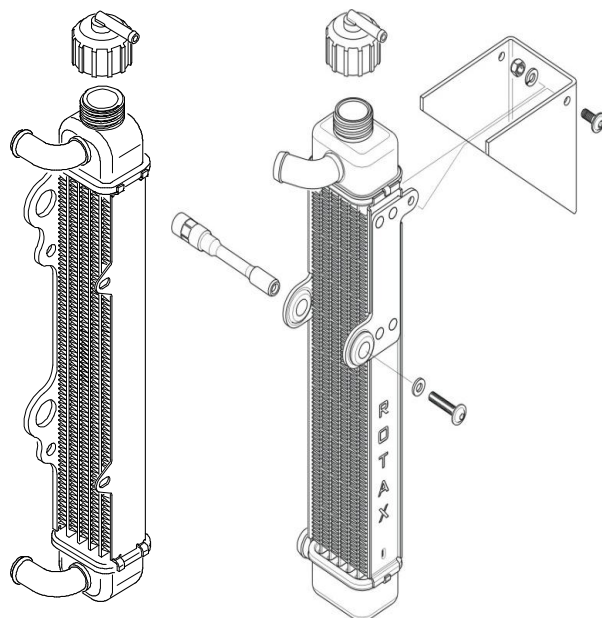
Cooling area:

Height : 280 – 300 mm

Width: 58 – 62 mm

Thickness of radiator: 30 – 34 mm

To remove the original flap is an allowed modification (valid for version 2, right illustration).



## Appendix on 6.13, Exhaust system

Just 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:

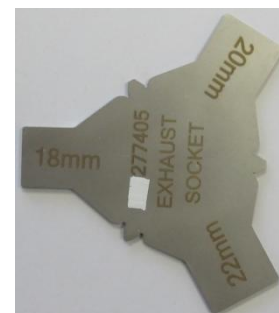
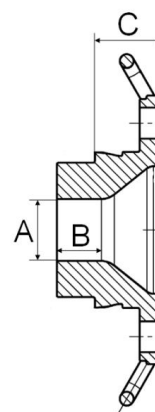
**125 Micro MAX:** 18,20 mm

**125 Mini MAX:** 20,20 mm

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

A specific exhaust system has to be used for the 125 Micro MAX engine.

The inner diameter of the elbow outlet at the silencer end cover has to have a minimum measurement of 21 mm.

