



Technical Rule Interpretation

No TRI – 15/05

Rotax Micro Max and Mini Max – Approval for use in Practice and Competition

Date: 19 January 2015

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|---------------------|------------------|-----------------------|-----------------|
| Procedure Number | OPRI/TRI - 15/05 | Approved by CEO On | 19 January 2015 |
| Drafted By | Technical | Scheduled Review Date | None Specified |
| Version | Commissioner | | |
| Implementation Date | V1 - 19 01 2015 | | |
| | Immediate | | |

Background

The Rotax Mini Max and Rotax Micro Max Evo engines are currently in the process of homologation and approval for Competition in Rotax Pro tour events.

No EVO engines are currently available in Australia.

The non-EVO versions of the Rotax Mini Max and Rotax Micro Max Evo engines that have been supplied By IKD will be permitted for use in practice and Rotax Pro Tour Competition provided that:

- They have been supplied by IKD
- They comply with the current Junior Max Technical rules and homologation as modified strictly in accordance with the “Supplementary Rules specific for “Micro Max” and “Mini Max””

Approval

So as to permit Competition in Round 1 of the Rotax Pro Tour, and practice preceding and post Round 1 of the Rotax Pro Tour the following arrangements are approved by Karting Australia

It is permitted for Rotax Micro Max and Rotax Mini Max engines that are in compliance with the current KA Rotax Junior Max Technical Rules and homologation as modified in accordance with the “*Supplementary Rules specific for “Micro Max” and “Mini Max”*” as attached hereto, to be used in practice and Rotax Pro Tour Competition until further notice from Karting Australia.

Distribution To

State Officials Co-ordinators / Technical Co-Ordinators for distribution to all Officials Board
State Secretaries for distribution to all Clubs
National Office

Les Allen

National Technical Commissioner



**Supplementary Rules
specific for “Micro MAX” and “Mini MAX”
to be read in conjunction with KA Technical Rules
for “Junior Max”**

Rotax Pro Tour - Round 1 - 2015

Micro MAX

Squish gap:

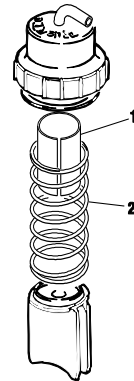
- a) 125 Micro MAX 2,40-2,70mm
- b) To achieve the defined squish gap, a spacer (ROTAX part no. 626 420, same shape as a cylinder base gasket) with a thickness of 1,25mm OR 1mm plus the different required base gaskets must be used.
The squish gap must be measured with a certified slide gauge and by using a 3 mm tin wire. The crankshaft must be turned by hand slowly over TDC (top dead center) to squeeze the tin wire.
Recommended 3mm tin wire (ROTAX part no. 580 132).
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.

Exhaust restrictor:

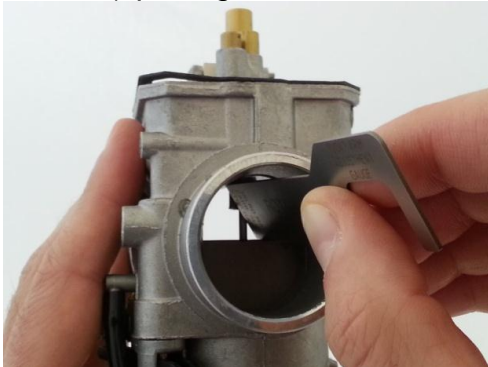
- a) The exhaust restrictor (ROTAX part no. 273 972) must be used instead of the original exhaust socket (fitted to the cylinder).
- b) The exhaust restrictor must show an inner-diameter **not bigger than 22,0 +0,20 mm.**

Carburetor:

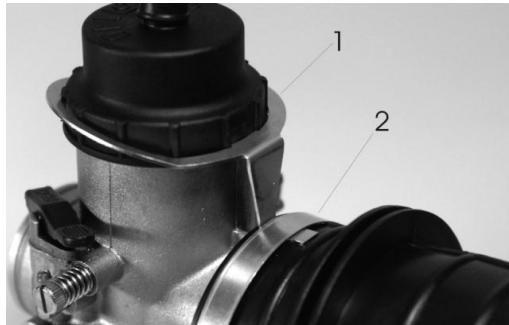
- a) The spacer (pos. 1, see illustration below, ROTAX part no. 251 730) must be fitted in the carburetor to limit the opening of the throttle.
- b) The length of the spacer has to be 38,0 +/-0,2 mm.



- c) The tolerance gauge (ROTAX part no. 277 400) must **not** be able to turn around (opening limit of carburetor slide)!



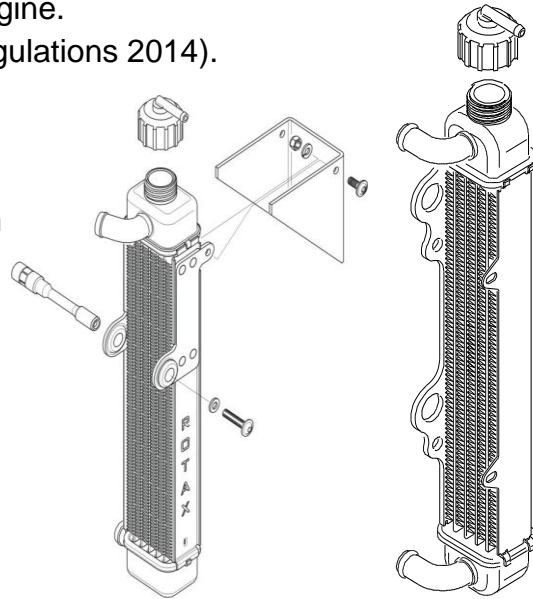
- d) The position of the cap of the carburetor must be fixed by means of the fixation plate (pos. 1 see illustration below, ROTAX part no. 251 790, see attached picture).
- e) The cap of the carburetor has to be screwed completely on to the carburetor.



- f) Only one rubber gasket is allowed to be used in the carburetor cap.

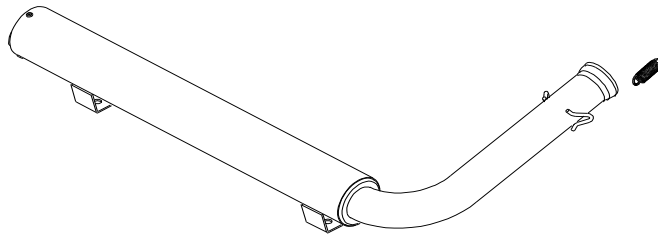
Radiator:

- a) A specific "Micro MAX" radiator (ROTAX part no. 295 924 or 295 923) must be used instead of the original radiator.
- b) Radiator must be mounted with all components similar to the illustration version 2 or 3 for the 125 MAX engine.
(see item 9.7.8 of the technical regulations 2014).
- c) Cooling area:
height = 280 - 300 mm
width = 58 - 62 mm
thickness of radiator = 30 - 34 mm



Exhaust system:

- a) The specific "Micro MAX" exhaust system must be used instead of the original exhaust system (see illustration below).
- b) The inner diameter of the 90° tube at the end of the silencer must be 15 +/- 0,30 mm.



- c) No exhaust leakage allowed (no signs of oil). Exhaust must be sealed with heat resistant silicone ("XPS KartTec instant gasket black part no. 25151" or equivalent).
- d) For measuring the exhaust gas temperature, it is allowed to weld on a socket of the exhaust in an area of 50 - 80 mm from the ball joint.
- e) Usage of 4 attachment springs in mandatory (exhaust pipe to exhaust flange).
- f) No modification, damage or distortion of exhaust pipe and exhaust socket is permitted.

Cylinder:

- a) The cylinder (ROTAX part no. 223 994) must be cast with two “Letters” within a circle on the drive side, and not a number.
- b) Any combination of two “Letters” is acceptable. Photo is for illustration purposes only.



Mini MAX

Squish gap:

- a) 125 Mini MAX 1,20-1,80mm

The squish gap must be measured with a certified slide gauge and by using a 2 mm tin wire. The crankshaft must be turned by hand slowly over TDC (top dead center) to squeeze the tin wire.

Recommended 2mm tin wire (ROTAX part no. 580 130).

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.

Intake restrictor:

- a) The intake restrictor (ROTAX part no. 267 535) must be fitted between the carburetor flange and the carburetor.

The intake restrictor must show an inner diameter of $19,0 +0,0/-0,2$ mm.

The intake restrictor must show a blue anodized surface.

Exhaust system:

- a) The exhaust restrictor (ROTAX part no. 273 972) must be used instead of the original exhaust socket (fitted to the cylinder).
- b) The exhaust restrictor must show an inner-diameter **not bigger than 22,0 + 0,20 mm.**
- c) Exhaust steel mat is an allowed option.

Cylinder:

- a) The cylinder (ROTAX part no. 223 994) must be cast with two “Letters” within a circle on the drive side, and not a number.
- b) Any combination of two “Letters” is acceptable. Photo is for illustration purposes only.

