



## SARMC MINI/MICRO MAX SUPPLEMENTARY TECHNICAL REGULATIONS 2019

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

In this appendix only the deviations for 125 Micro MAX and 125 Mini MAX from the Global RMC 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

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

Rear track: The maximum overall width is 115cm is measured to the outermost face of the rims or tyres, whichever is the greater.

The permitted width of rims shall be: - (maximum measurement to inside of rim flange, minimum measurements to inside of rim flange): Front Maximum 11.5 cm / Rear Maximum 15.0cm Minimum 13.0cm

### 2. 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.

### 3. 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.

### 4. 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 - "666815"

The ECU tester has to show following result:

**125 Micro MAX category**  
666815MAX  
!! Test OK !!

**125 Mini MAX category**  
666815MAX  
!! Test OK !!

## 5. 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  $29.45 \pm 0.3$  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.



## 6. 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.

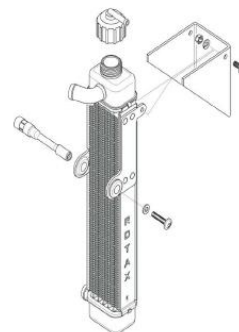
### Cooling area:

Height: 280 – 300 mm

Width: 58 – 62 mm

Thickness of radiator: 30 – 34 mm

To remove the original flap is an allowed modification



## 7. 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: 22,20 mm

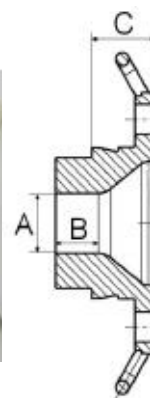
NB! The exhaust socket must be sealed by means of either a Rotax seal or an EMR exhaust seal such that it is attached to the engine seal. It is also possible to use a longer cable and to include the sealing of the exhaust socket with the sealing of the engine i.e. one or two seals may be used.

Competitors are advised that the exhaust restrictor/manifold must be tightly fitted with an original gasket and that any leakage between the cylinder and manifold unintended or otherwise will be deemed a modification and lead to exclusion.

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.



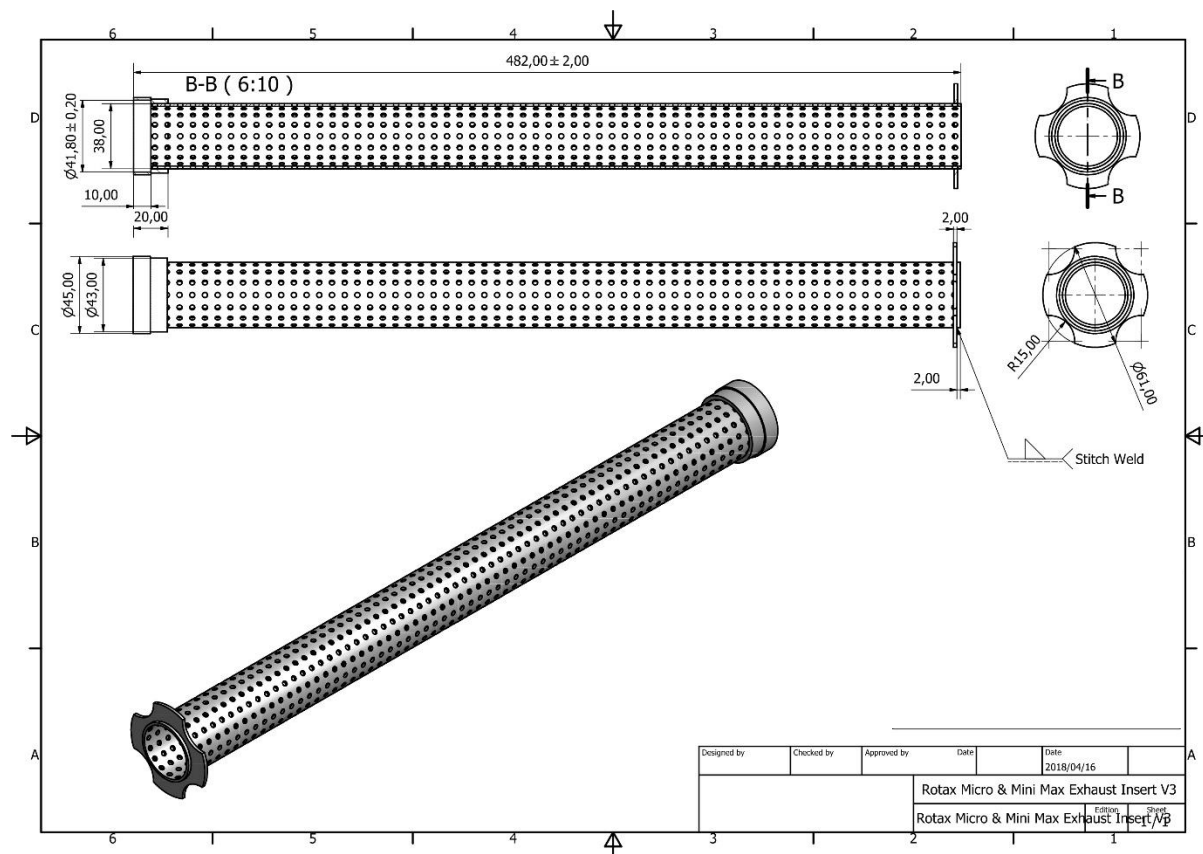
## 8. 125 Micro MAX

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. An insert type V3 must be fitted wrapped in original Rotax isolating mat cut to 160 x 480 mm and the original cover with elbow and perforated tube must be fitted. A white EMR exhaust seal must be fitted through one of the bolt holes or an additional hole drilled for this purpose.



## 9. 125 Mini MAX

A specific exhaust system has to be used for the 125 Mini Max engine. The inner diameter of the elbow outlet at the silencer end cover has to have a minimum measurement of 21 mm and the perforated tube must be 230mm +- 5mm long. An insert type V3 must be fitted wrapped in original Rotax isolating mat cut to 160 x 480 mm. An EMR exhaust seal must be fitted through one of the bolt holes or an additional hole drilled for this purpose.



This insert must be wrapped first with stainless steel mesh (wire 0.23mm and 0.33mm square openings) 455x130mm secured by 5 stainless steel pull-ties, positioned approximately 15mm from each end and equally spaced at approximately 106mm intervals. An original Rotax exhaust matt cut to 160mm x 480mm and installed into the original exhaust with the correct baffle for Micro and Mini Max.

## 10. Gearing

	Micro Max	Mini Max
Zwartkops / Idube / PE/EL	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.

## 11. Rights of organizers

The organizers reserve the right to exchange the following parts with original Rotax parts at any time during an event:

1. Electrical components in particular the ECU
2. Clutch and/or clutch drum
3. Exhaust system