



APPROVED

ROTAX MAX Challenge Technical Regulations 2004

(Version 16.10.2003)

1. Categories:

Karts used in the **ROTAX MAX CHALLENGE (RMC)**, **ROTAX MAX CHALLENGE GRAND FINAL (RMCGF)** and **INTERNATIONAL ROTAX MAX CHALLENGE EVENTS (IRMCE)** are divided into the following groups:

- ROTAX FR 125 Mini MAX, cyl. Capacity 125 cc
- ROTAX FR 125 Junior MAX, cyl. Capacity 125 cc
- ROTAX FR 125 MAX, cyl. Capacity 125 cc
- ROTAX 125 MAX DD2, cyl. Capacity 125 cc, 2-speed

2. Kart:

2.1. Chassis:

Any chassis sanctioned by an authorised ROTAX distributor.

Maximum diameter for chassis tubing 32,0 mm, round tubing only.

Rear axle diameter maximum 50,0 mm, wall thickness according to CIK-FIA rules.

At the RMC Grand Finals only chassis are allowed which are homologated according to the latest CIK homologation rules.

No front brakes allowed, except category 125 MAX DD2.

For category 125 MAX DD2 the ROTAX RM1 chassis must be used with all original components mounted. Additional seat stays allowed.

At the RMCGF, drivers qualified from the nat. FR125 MAX and 125 MAX DD2 category will race on ROTAX RM1 chassis supplied by ROTAX free of charge, drivers in the FR125 Junior MAX category have to race on a chassis engine package determined and supplied by ROTAX.

2.2. Bodywork:

In accordance with regulations of national Federation or CIK-FIA.

At the RMCGF and IRMCE only bodywork is allowed which is homologated according to latest CIK-FIA homologation regulations.