



2010 AKA MANUAL

ADDENDUM No. 1

Issued: 12th January 2010

1. Summary table altered for Rotax JMA 2010 CNC measurements.
2. Cylinder 2010 identification number added to Rule 35.9 .5

26.04 ; Summary table of piston travel measurements:

Engine	Maximum stroke	TDC to exhaust opening	Exhaust open to inlet open	Exhaust open to transfer open (using rod with 5 grooves)	Exhaust open to transfer open (using rod with 4 grooves)
Comer SW80	38.10	32.20 Max / 31.20Min	21.4 min	3.7 min	N/A
KT100J	50.05	38.30 min	26.80 min	6.0 min	N/A
KT100S	46.13	30.80 min	14.80 min	9.50 min	N/A
ARC Spec 100	46.13	30.80 min	14.80 min	9.80 min	N/A
Rotax Max 125	54.60	32.00 min / 33.8 max	N/A	N/A	13.80 min
Formula JMA	54.60	36.50 min / 37.50 max	N/A	N/A	10.80 min
Parilla Leopard 125	54.00	38.40 mm	N/A	N/A	9.2
PRD Fireball	54.00	38.30 min / 38.80 max	N/A	N/A	9.60 min
ROTAX MAX 2009 CNC	54.60	33.20min / 33.70 max	N/A	N/A	15.00 min
ROTAX JMA 2010 CNC	54.60	36.30 min / 36.80 max	N/A	N/A	11.80 min
PARILLA X30	54.00	36.80 min / 37.00 max	N/A	N/A	10.30 min
CHEETAH CNC	54.00	38.20 min / 38.70 max	N/A	N/A	9.80 min

Chapter 35. Formula JMA

35.9 5 added cylinder number.

35.9 Cylinder:

1. Light-alloy-cylinder with GILNISIL-plating, configuration with one main exhaust port. Any re-plating is not allowed.
2. Maximum bore: 54,035 mm (measured 10 mm above the exhaust port).
3. Cylinder has to be marked with ROTAX-Logo (1), see illustration 2 or 2.1.
4. 125 Junior MAX:
5. Cylinder has to be marked with identification code. 223998 or **223994**. See illustration 2 or 2.1.
6. Height of cylinder has to be 87 mm with a tolerance of $-0,05/+0,1$ mm (3), see illustration 3.
7. All transfer ports and passages are cast finish except some pre-existing, factory removal of flashing from inlet and exhaust port and passages. All ports have chamfered edges to prevent ring snagging. Any additional machining is not permitted.”
8. The “exhaust port timing” (distance from the top of the cylinder to the top of the exhaust port) has to be checked by means of a template (ROTAX part no. 277 395). Insert the template into the cylinder bore (until it stops at the top of the cylinder). Align the template in centreline from inlet to exhaust port and move the template towards the exhaust port until it stops at the cylinder wall.
Attention: Take care to use the corresponding side of the template to check the exhaust port timing of a MAX or Junior/Mini MAX cylinder. The groove in the template must align with the groove for the o-ring in the cylinder.
9. The official Formula Rotax Australia stamp must be present on the reed block face.
10. Due to manufacturing procedures, some cylinders may have been machined on the exhaust flange.
11. The PTG measuring system will be the final conformity check of the barrel (stroke/exhaust port height/transfer split)
12. Junior Max must use genuine Rotax gaskets only, dimensions 0.2mm, 0.3mm, 0.4mm, 0.5mm and 0.8mm. No aftermarket gaskets are permissible.

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