



ROK CUP SINGAPORE 2024

TECHNICAL REGULATIONS

2.02.2024



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1 CLASSIFICATION AND DEFINITION

- a. Classification: Refer to Article 1 of the CIK-FIA Technical Regulations.
- b. Definition: Refer to Article 2.1 of the CIK-FIA Technical Regulations.

2 GENERAL PRESCRIPTION

- a. Refer to Article 3. of the CIK-FIA Technical Regulations.

3 KART AND EQUIPMENTS SAFETY

- a. Kart Safety: Refer to Article 2.2 of the CIK-FIA Technical Regulations.
- b. Equipment Safety: Refer to Article 7. of the CIK-FIA Technical Regulations.

4 GENERAL PRESCRIPTION FOR GROUP 2 KARTS

- a. Chassis: Refer to Article 9 of the CIK-FIA Technical Regulations.

5 SCRUTINEERING

- a. A mandatory check will be carried out before the start of qualifying every Round. It must be possible to identify the homologated equipment using the technical descriptions (drawings, dimensions, etc.) on the homologation form. For any used equipment, which has been homologated, each competitor shall be able to submit the relative homologation forms to identify the homologated equipment. For identification and control, it must be possible to identify the homologated equipment.

b. Chassis Homologation

- i. ROK CUP Singapore 2024 is open to any chassis with either the current CIK-FIA homologation of the previous period (including brakes and bodywork) and in compliance with CIK-FIA Technical Regulations.
- ii. ROK CUP Singapore Mini Rok Only chassis homologated by- Fia Karting, ACI/CASI, FFSA, MSA, MSB, WKA, RFE Are Permissible

c. Amount of Chassis

- i. Drivers are only allowed one (1) chassis only. However, if damage occurs to a chassis previously scrutinized for the Event, and if it is the opinion of the Scrutineer that it is impractical for such damage to be repaired in time, one alternative chassis of the same make and model as the damaged chassis may be scrutinized in order to continue the Event.

d. Amount of Engines

- i. Only one (1) engine is allowed for each driver and category for Scrutineering and use per Event.



6 RACING NUMBERS AND DRIVERNAME

- Racing numbers shall comply with the provisions of Article . of the CIK Technical Regulations.
- Display of driver name and nationality is optional. Should the driver choose to display his name and nationality, the flag of the Driver's nationality must be that of the nationality of his license.
- Competition numbers should be in Black with Yellow Background for all classes and the allocation of the Kart number shall be as follows:

Mini ROK	1 to 99
Junior ROK GP	100 to 199
Senior ROK GP	200 to 299
Master ROK GP	300 to 399
Expert ROK GP	400 to 499
Rookie ROK GP	500 to 599

- All competition numbers are to be prominently displayed at the front, back, left and right of the kart at all times.



7.1 ENGINES

- a. Engines must be delivered by OTK Kart Asia and run as supplied by OTK Kart Group Srl. No modification or components substitution is allowed, unless specified in the “Technical Bulletin”.
- b. Scrutineers have the right to inspect any engine or components at any point of time during the event and without particular reason.
- c. Scrutineers have the right to request, at any time during the event and without any particular reason, to have competitors exchange parts of the engine (i.e., but not limited to clutch, exhaust, carburetor, coil wiring loom, ignition etc.) with an identical part.
- d. Refusal to submit to inspection and/or exchange parts will result in disqualification from the event

7.2 ENGINE SEAL

- a. Engines will be sealed by the Organizer prior to the Event.
- b. The original engine seal must remain intact throughout the entirety of the Event (from collection of the engine until the event is over)

7.3 EXHAUST

- a. Exhaust system must remain intact, as provided by the manufacturer.

7.4 STARTING SYSTEM

- a. Scrutineers have the right to request that the drivers, at any time during the event and without any particular reason, demonstrate on-board starting.
- b. Auxiliary starters are not allowed.
- c. On-board batteries are intended for engine starters and data loggers only.
- d. Only one (1) battery is allowed per kart.
- e. Batteries must be firmly and safely secured to one of the main rails of the chassis.
- f. Batteries must be sealed and only dry cell type batteries are allowed. (7 . 8)

7.5 RADIATORS

- a. Only one (1) radiator supplied in the engine kit (except for Mini ROK) is allowed and must be mounted on the left side of the driver and placed above the chassis frame.
- b. When tape is applied to block off a portion of the radiator, the tape must wrap around the radiator and must not be removed during any on track activities.

7.6 CARBURETOR SETTINGS

- a. See Technical Appendix A & B for MINI ROK
- b. Both New and Old Versions can be used (MINI ROK)
- c. See Technical Appendix C for ROK GP JNR & SNR



7.7 AIR BOX

- a. See Technical Appendix

7.8 BATTERY

- a. Use of aftermarket starter batteries is allowed and must be contained in the supplied battery support.

7.9 FUEL SYSTEM

- a. Fuel filter is optional for all engines and must be installed between the fuel tank and fuel pump.

7.10 SPARK PLUG

- a. Only the following spark plugs, strictly original and without any modification, are allowed:
 - i. NGK B8EG – B10EG
 - ii. NGK BR8EG – BR10EG
 - iii. NGK BR8EIX – BR10EIX
 - iv. NGK BR8CMIX – BR10CMIX
 - v. DENSO IW27
 - vi. DENSO IW29
 - vii. DENSO IW31
- b. The spark plug must be installed with its original gasket.
- c. Or as per 2024 Fiches

7.11 CYLINDER HEADS

- a. The cylinder head has to be strictly original. Only the thread repairing by means of an M14x1, 25 helicoil of the same length as the original thread is allowed. The sparkplug body tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

7.12 ENGINE BEARINGS

- a. See Technical Appendix for details.



8 CHASSIS DECLARATIONS

- a. The event is open to any chassis with either the current CIK-FIA homologation or the CIK-FIA homologation of the previous period (Including brakes and bodywork) and in compliance with CIK-FIA technical regulations.

8.1 CHASSIS

- a. All chassis tubing must be from magnetic steel

8.2 BODYWORK

- a. Bodywork must have current or previous CIK-FIA homologation.
- b. Bumpers are compulsory for front, rear, and the side protection.
- c. The use of CIK-FIA homologated rear protection is mandatory.

8.3 CIK DROP DOWN BUMPER/ FRONT FAIRING

- a. All chassis in all categories are required to install the CIK Drop Down Nose Bracket Kit onto their front bumpers.
- b. From Qualifying until the Final, each Driver must enter the Start Servicing Park with the front fairing detached from the kart.
- c. The Mechanic or Driver himself must mount the front fairing in the Start Servicing Park under the supervision of a Scrutineer.
- d. The front (using the front fairing mounting kit) must be in the correct position at all times during the Event (refer to CIK Technical Drawing No. 2.2.1)
- e. The Black Flag with an Orange disc will not be shown to a driver if his front fairing is no longer in the correct position. Drivers will be penalized if any part of the tubes of the front bumper are in the marked areas as shown below.



CESSI ISTECH 110UES
TECHNICAL DRAWINGS

DESSIN TECHNIQUE N° 2.2.1

TECHNICAL DRAWING No. 2.2.1

Installation correcte du (Carénage Avant) - Groupes 1 & 2

Correct installation of the uFront Fairing - Groups 1 & 2

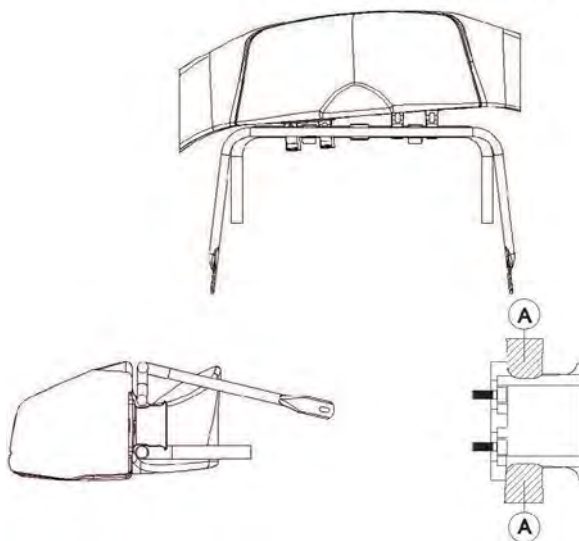
Position acceptable / Correct position

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).





8.4 BRAKES

- a. Brakes must have a current or previous period CIK-FIA homologation.
- b. Brake discs must be made from steel, stainless steel or cast iron. Carbon ,Ceramic and Aluminium brake discs are not allowed.

8.5 MINI ROK CLASS

- a. Minimum wheelbase 900mm
- b. Maximum wheelbase 1010mm
- c. Maximum overall width including all bodywork 1270mm
- d. Maximum rear track width 1100mm

8.6 ALL OTHER CLASSES

- a. Minimum wheelbase 1020mm
- b. Maximum wheelbase 1070mm
- c. Minimum width of rear protection system under all conditions is 1340mm
- d. Minimum rear track width for wet condition 1340mm
- e. Maximum rear track width 1400mm

8.7 AXLE

- a. Rear axle must be of one-piece design.
- b. Axles must be constructed from magnetic iron or steel-based design. Aluminum, stainless steel, titanium and carbon fiber axles are not allowed.
- c. Maximum diameter for Mini Rok rear axle is 30mm and a minimum thickness of 4.9mm.
- d. Maximum diameter for all other classes rear axle is 50mm and a minimum thickness of 1.9mm.

8.8 CHAIN

- a. Transmission must be carried by chain only to the rear axle. Any kind of differential is prohibited Type 219 Only.
- b. Chain guard is required. Full protection totally covering front and rear sprockets and chain is mandatory.

8.9 CHASSIS REPLACEMENTS

- a. Drivers are only allowed one (1) chassis only. However, if damage occurs to a chassis previously scrutinized for the Event, and if it is the opinion of the Scrutineer that it is impractical for such damage to be repaired in time, one alternative chassis of the same make and model as the damaged chassis may be scrutinized in order to continue the Event.



8.10 TYRE DISTRIBUTION AND LIMITATIONS

- a. Only tyres purchased from the organizer may be used.
- b. Only 1 set of Dry Tyres and 1 set of Wet Tyres are to be used per round.
- c. Only unused wet tyres may be carried forward to other rounds
- d. Starting from the qualifying session on the race day, only the following tyres are allowed:

Class	Dry Tyres	Wet Tyres
Mini ROK	<u>MAXXIS MA-SR1</u> Front: 10X4.00-5 Rear: 10X5.00-5	<u>Bridgestone WEK/YFD</u> Front Size: 40 x 100 – 5 Rear Size: 50 x 110 - 5
Junior Rok / Senior Rok /Master Rok/ Expert Rok	<u>MAXXIS RC-1K</u> Front: 10X4.50-5 Rear: 11X7.10-5	<u>MAXXIS MW11/12</u> Front: 10x4.50-5 Rear: 11x6.00-5

- e. Tyres will be distributed in the Servicing Park, in exchange for a voucher purchased from the Organizer.
- f. The tyres will be registered to the Driver during Scrutineering.
- g. In the case of tyre puncture, driver can replace their punctured tyre with their own used tyre after being inspected by the Scrutineer.
- h. In the case of a Wet Race, the choice of tyres will be left to the Drivers. The Clerk of the Course reserves the right to use the black flag if he or she deems that a driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and pose a danger to other Drivers.
- i. Running in of wet tyres on a dry track is prohibited.
- j. It is not permissible to:
 - i. Tamper any tyre.
 - ii. Alter the hardness or composition of the rubber or to change the construction of the tyre carcass by any means except through normal karting use.
 - iii. Apply any substances including tyre treatment/ tyre softener.
 - iv. Use heating sources, including heat guns or lamps on the tyres.

8.11 FUEL AND OIL

- a. The requirements specified in these Regulations are intended to ensure the use of fuels predominantly composed of compounds normally found in commercial fuel, and to forbid the use of specific power-boosting chemical compounds.
- b. The Organizer may nominate a location of a designated fuel station, (Brand, Type and Pump)
- c. Fuel will be non “Parc Ferme” status.
- d. It will be each competitor's responsibility to purchase their own petrol from petrol stations beginning from Free Practice till the end of the race on Saturday. No racing fuels or additives are allowed.
- e. Petrol will be unleaded commercial pump fuel, up to 98 Octane.
- f. It is forbidden to add any liquid and/or power-boosting chemicals into the petrol.
- g. The volume of the fuel in tank must be over or equal to 1.5 liters at all times.
Digitron FT-64 Will be the official fuel testing device.



- h. The Scrutineers, following the decision of the Stewards, have the right to change, replace or check any entrant or driver's petrol at their discretion, at any time during the event.
- i. The recommended oil mixture ratio for each engine is as follows:

Engine	Recommended Mixture Ratio
Mini ROK	3%
ROK GP	4%

8.12 TRANSPONDER

- a. The competitor is responsible for securing the transponder to the kart to prevent loss of the transponder or timing due to incorrect positioning.
- b. The transponder must be mounted on the back of the seat.
- c. Recommended height
 - i. Yellow (Active Transponder) at a height of 25cm +/- 5cm from the ground.
 - ii. Red (Passive Transponder) at a height of 12cm +/- 5cm from the ground.
- d. The space, in a straight line, between the transponder and the ground must be free. No lead, chassis tubing, battery or other element which can block the signal between the transponder and the detection loop.

9 MISCELLANEOUS

- a. Composite materials are banned, except for the seat, floor pan and chain guard.
- b. Data acquisition devices capable of recording and displaying data only are allowed.
- c. Any system capable of modifying fuel ratio mixtures, traction, throttle, ignition timing is forbidden
- d. Any kind of suspension device or system is prohibited.
- e. Communication to/from driver and/or acquisition devices via radio/telemetry or any other system is forbidden.
- f. No fluid spillage on the tarmac is allowed at any point of time. Catch bottles are highly recommended. Fluid spillage will result in a black flag.



10 VORTEX MINI ROK TECHNICAL APPENDIX A & B

Any modification or ad junction on the engine and its accessories, if not expressly authorized, is forbidden. The Organizer considers any modifications as action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility are strictly forbidden, Including Porting or Polishing of Cylinder Ports. The Entrant is liable for the conformity of their equipment. For Sake of Clarity No Machining of Piston Skirt is allowed

The following original homologation form of the engine is an integral part of these Technical Regulations:

10.1 FUELSYSTEM

- a. All fuel system components must be utilized as supplied
- b. A plastic “Y” for the fuel return is optional.
- c. The use of a fuel filter is optional.
- d. The fuel line must be of standard fuel line material and may not be restricted or reduced in any way.

10.2 CARBURETTOR

- a. The Dell ‘Orto PHBG 18 BS carburetor as supplied with the engine by OTK Kart Asia / OTK Kart Group Srl
NEW OR OLD VERSION MAYBE USED (See Appendix A & B For specs)
- b. Any change or modification is not allowed to the carburetor except for:
 - Main jet (All jets must be original Dell ‘Orto jets)
 - Needle clip position
- c. Carburetor airbox clamps must be used as supplied

Standard Dell ‘Orto PHBG 18 BS setup	
VENTURI	Max. 18 mm
SLIDE	#40
CIRCLIP POSITION	FREE
CONICAL NEEDLE	W23
GAS NEEDLE	WITHOUT SPRING
STARTING JET	#60
PILOT. JET	#50
MAIN. JET	FREE
SPRAY NOZZLE	AN266
FLOAT	4 Gm
MAIN JET	FREE
AIR SCREW	FREE



10.3 AIR BOX

- a. Air box must not contain any additional holes.
- b. No external form of air ducts forcing air inside the air box is permitted.
- c. Plastic protection under rain conditions is mandatory.
- d. No modification on the inlet cone is allowed.

10.4 SQUISH GAP

- a. Minimum squish gap of 0.8mm
- b. Checking of squish gap can be done at any time during the race weekend.
The squish gap must be measured with a certified side gauge and by using a 2mm tin wire.
The crank shaft must be turned by hand slowly over dead centre to squeeze the tin wire.
The squish gap must be measured on the left and right side above the piston pin.
The average value of the two measurement counts.

10.5 EXHAUST PIPE

- a. No sandblasting, treatment or thermo wrapping of any kind is allowed.
- b. Internal dimensions may not be altered because of rust
- c. No modifications allowed to the silencer end cap.

10.6 EXHAUST MANIFOLD

- a. Only the original exhaust manifold header is allowed as supplied with the engine and must be kept in compliance with the homologation form, therefore no modification in structure or in dimensions is allowed.
- b. Exhaust manifold headers cannot be cracked or leaking.
- c. A template gauge will be used to control exhaust manifold headers.
- d. Cleaning the manifold with fuel or sandpaper is allowed as long as the dimensions remain as stated in the homologation form.

10.7 CLUTCH

- a. Each driver is responsible for the wear status of the clutch padding material and friction parts cleaning.

10.8 ENGINE BEARINGS Brand is Free

- Left Crankshaft Bearing: 6204.C.4
- Right Crankshaft Bearing: 6204. C.4

10.9 CHASSIS

- a. ONLY chassis homologated by Fia Karting or /CSAI(Italy), FFSA (France),MSA(UK), MSB (Germany), WKA (US), RFE (Spain), are accepted.
- b. Wheelbase minimum 900 mm and maximum 1010 mm
- c. Bodyworks, and rear bumper homologated by ACI/CSAI(Italy), FFSA (France), MSA (UK), DMSB (Germany), WKA (US), RFE (Spain) are requested.
- d. Brake system homologated byCIK/FIA,ACI/CSAI(Italy),FFSA(France),MSA(UK),DMSB (Germany), WKA (US), RFE (Spain) is mandatory.



10.10 VORTEX MINIROK TECHNICALFICHE

PLEASE REFER TO APPENDIX A & B

11 VORTEX ROK GP (JUNIOR / SENIOR/ EXPERT) TECHNICAL APPENDIX C

Any modification or adjunction on the engine and its accessories, if not expressly authorized, is forbidden. The Organizer considers any modifications as action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility are strictly forbidden, Including Porting or Polishing of Cylinder Ports. The entrant is liable for the conformity of their equipment.

The following original homologation form of the engine is an integral part of these Technical Regulations:

11.1 FUEL SYSTEM

- a. All fuel system components must be utilized as supplied
- b. A plastic “Y” or “T” for the fuel return is optional.
- c. The use of a fuel filter is optional.
- d. The fuel line must be of standard fuel line material and may not be restricted or reduced in any way.

11.2 REED VALVE

- a. Must be standard as supplied by Vortex
Fiber Glass.
- b. Minimum thickness: 0.29mm

11.3 CARBURETTOR

- a. The Dell ‘Orto VSHS 30 carburetor as supplied with the engine by OTK Kart Asia / OTK Kart Group Srl
- b. Any change or modification is not allowed to the carburetor except for:
 - Main jet (All jets must be original Dell ‘Orto jets)
 - Needle clip position
- c. Carburetor airbox clamps must be used as supplied

Standard Dell’Orto VSHS 30setup	
VENTURI	Max. 30mm
SLIDE	#40
CIRCLIP POSITION	FREE
CONICAL NEEDLE	K33
IDLE DIFFUSER	CD1
IDLE JET	#60
PILOT. JET	#60
MAIN. JET	FREE
SPRAY NOZZLE	DP268
FLOAT	4 Gr
MAIN JET	Free
Air Screw	Free



11.4 AIR BOX

- a. Air box must not contain any additional holes.
- b. No external form of air ducts forcing air inside the air box is permitted.
- c. Plastic protection under rain conditions is mandatory.
- d. No modification on the inlet cone is allowed.
- e. Only the airbox/s as shown in the Fiches 2024 is allowed.

11.5 SQUISH GAP

- a. Minimum squish gap of 1.0mm
- b. Checking of squish gap can be done at any time during the race weekend.
The squish gap must be measured with a certified side gauge and by using a 2mm tin wire.
The crank shaft must be turned by hand slowly over dead Centre to squeeze the tin wire.
The squish gap must be measured on the left and right side above the piston pin.
The average value of the two measurement counts.

11.6 EXHAUST PIPE

- a. No sandblasting, treatment or thermo wrapping of any kind is allowed.
- b. Internal dimensions may not be altered because of rust
- c. No modifications allowed to the silencer end cap.

11.7 EXHAUST RESTRICTOR

- a. Restrictor Size
 - i. JUNIOR GP: 25mm
 - ii. SENIOR/ MASTER/ EXPERT: Original 38mm exhaust manifold header
- b. Exhaust manifold headers cannot be cracked or leaking.
- c. A template gauge will be used to control exhaust manifold headers.
- d. Cleaning the manifold with fuel or sandpaper is allowed as long as the dimensions remain as stated in the homologation fiches.



11.8 COOLING

- a. Radiator used must be as supplied with engine kit by OTK Kart Asia / OTK Kart group.
- b. Number of radiator support brackets is not limited.
- c. Only OTK W866 thermostat is allowed and its use is optional.
- d. Only water and no other additives are allowed for cooling.
- e. Radiator shields, either adhesive or mechanical are allowed but should not be removable when the kart is in motion.
- f. No form of heat exchange is allowed on the water hoses.
- g. No form of water heater or engine heater is allowed.
- h. Water Pump as per Technical fiche Appendix C

11.9 CLUTCH

- a. Clutch engagement speed (maximum) is at 4000 RPM.
- b. Each driver is responsible for the wear status of the clutch padding material and friction parts cleaning.

11.10 ENGINE BEARINGS Brand is Free

- Left Crankshaft Bearing: 6206.C4
- Right Crankshaft Bearing: 6206.C4
- Left Balancer Bearing: 6005.C4
- Right Balancer Bearing: 6302.C4

11.11 CHASSIS

- a. ONLY chassis homologated by CIK/FIA are accepted.
- b. Bodyworks, and rear bumper homologated by CIK/FIA are mandatory.
- c. Brake system homologated by CIK/FIA is mandatory.

11.12 IGNITION & DIGITAL COIL

- a. Only use of coils marked ROK GP - PVL and SELLTRA
- b. The Scrutineers / Organizers reserve the rights to change the bare ignition and/or digital coil, which will be supplied by the organizer.

11.13 VORTEX ROK GP TECHNICAL FICHE

PLEASE REFER TO APPENDIX C



APPENDIX A:
VORTEX MINI ROK TECHNICAL FICHE

SCHEDA D'IDENTIFICAZIONE
IDENTIFICATION SHEET
FIGE D'IDENTIFICATION

La presente scheda di identificazione riproduce descrizioni, illustrazioni e dimensioni del motore **MINI ROK.**
 This Identification Sheet reproduces descriptions, illustrations and dimensions of the **MINI ROK.**
 La présente Fiche d'Identification reproduit descriptions, illustrations et dimensions du moteur **MINI ROK.**


ATTENTION
TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and/or removal of material.

All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.



MINI ROK 2024



INFORMAZIONI DI BASE E CARATTERISTICHE TECNICHE TECHNICAL INFORMATION AND CHARACTERISTICS INFORMATION DE BASE ET CARACTÉRISTIQUES TECHNIQUES

ALESAGGIO ORIGINALE	ORIGINAL BORE	ALESAGE D'ORIGINE	41,96 mm
ALESAGGIO MASSIMO	MAX ALLOWED BORE	ALESAGE MAXIMUM	42.10 mm
CORSA	STROKE	COURSE	43 +/- 0,1 mm
CILINDRATA ORIGINALE	ORIGINAL DISPLACEMENT	CAPACITE' D'ORIGINE	60 cc
INTERASSE BIELLA	CONROD C-TO-C DISTANCE	ENTRAXE DE LE BIELLE	90 +/- 0,1 mm
PESO DELLA BIELLA	WEIGHT OF CONROD	POIDS DE LA BIELLE	94g +/- 2g
PIGNONE	SPROCKET	PIGNON	Z10-Z11-Z12

SVILUPPO DEL CILINDRO E DISTRIBUZIONE CYLINDER DEVELOPEMENT AND DISTRIBUTION DEVELOPPEMENT DU CYLINDRE ET DISTRIBUTION

SCARICO	EXHAUST PORT	ECHAPPEMENT	154° MAX
TRAVASI PRINCIPALI	MAIN TRANSFER	TRANSFERES PRINCIPAL	116° ±1.5°
AMMISSIONE	ADMISSION	ADMISSION	143° ±1.5°

Controllo della distribuzione come descritto nel Regolamento Tecnico del Trofeo di Marca Rok Cup 2024 art. 8 e 8.1
Check of the distribution as described in the Rok Cup 2024 Technical Regulation. Art. 8 and 8.1
Contrôle de la distribution tel que décrit dans le règlement technique du trophée de la marque Rok Cup 2024 art. 8 et 8.1

Il controllo deve essere effettuato a testa smontata (coppia di serraggio prigionieri: 1.8 kgm).
Measurement must be done with engine head dismantled (studs tightening torque: 1.8 kgm).
Le contrôle doit être effectué avec la tête démontée (couple de serrage des goujons: 1.8 kgm).

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.






Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material. All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

<p>FOTO DEL MOTORE LATO SUPERIORE PICTURE ENGINE UPPER SIDE PHOTO MOTEUR VUE SUPERIOR</p>	<p>FOTO DEL MOTORE LATO INFERIORE PICTURE ENGINE LOWER SIDE PHOTO MOTEUR VUE INFERIOR</p>
	
<p>BASE CILINDRO CYLINDER BASE PIED DU CYLINDRE</p>	<p>TESTA E CAMERA DI COMBUSTIONE CYLINDERHEAD AND COMBUSTION CHAMBER CULASSE ET CHAMBRE DE COMBUSTION</p>
	
<p>FOTO DEI CARTER PICTURE OF THE CRANKCASE PHOTO DU CARTER</p>	<p>FOTO INTERNA DEL CARTER INTERIOR PICTURE OF THE CRANKCASE PHOTO ENTERIEUR DU CARTER</p>
	

ATTENTION

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Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

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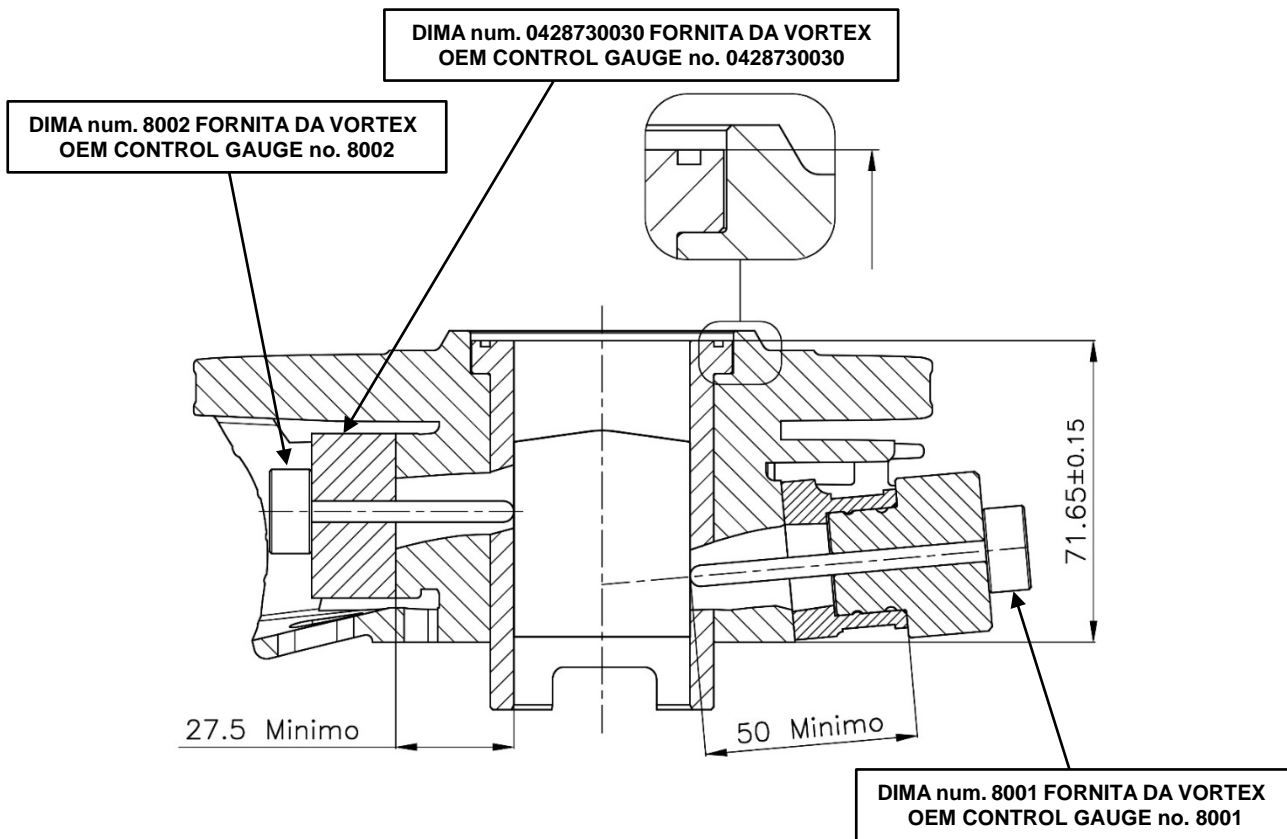
All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

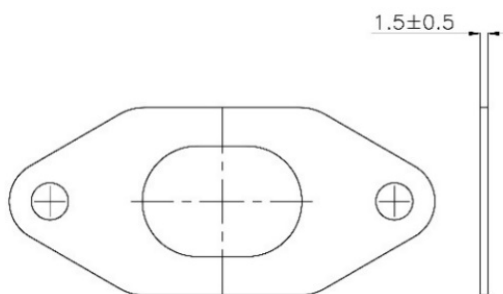
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SEZIONE DEL CILINDRO
CYLINDER SECTION
COUPE PAR SECTION DU CYLINDRE

DISTANZA MINIMA DEL PIANO APOGGIO CARBURATORE DALL' ASSE DEL CILINDRO
MINIMUM DISTANCE OF THE CARBURETTOR SUPPORTING PLATE FROM THE CYLINDER AXLE
DISTANCE MINIMAL DU SOL DU CARBURATEUR OU CYLINDRE



GUARNIZIONE SCARICO
EXHAUST GASKET
POT D'ECHAPEMENT



ATTENTION

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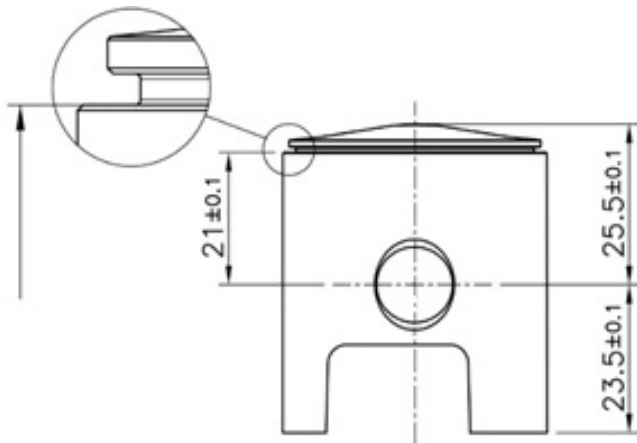
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TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

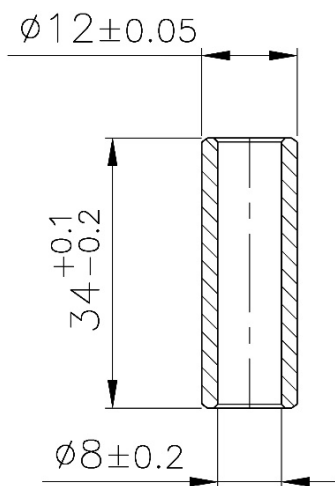
Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

**PISTONE
PISTON
PISTON**



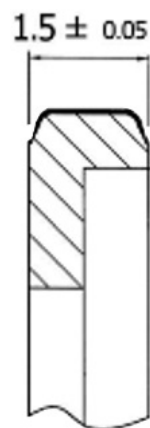
**PESO – WEIGHT - POIDS
59 gr +/- 5 gr**

**SPINOTTO PISTONE
PISTON PIN
AXE DE PISTON**



**PESO – WEIGHT - POIDS
15 gr Min**

**DETTAGLIO SEGMENTO PISTONE
PISTON RING DETAIL PIECE
DETAILLE DU SEGMENT DE PISTON**



ATTENTION

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FOTO E MARCHIATURA DEL PISTONE
 PICTURE AND MARKING OF THE PISTON
 PHOTO ET MARQUAGE DU PISTON

Obbligatorio avere il pistone marchiato VORTEX in fusione come da figura.
 Mandatory to have the brand VORTEX cast piston as shown in the picture.
 Obligatoire d'avoir le piston en fonte marque VORTEX comme sur la figure.

Obbligatorio avere il numero di CONCHIGLIA marchiato come da figura.
 Mandatory to have the number of the mold cast as shown in the picture.
 Il est obligatoire d'avoir le numéro de moule marqué comme indiqué sur la figure.

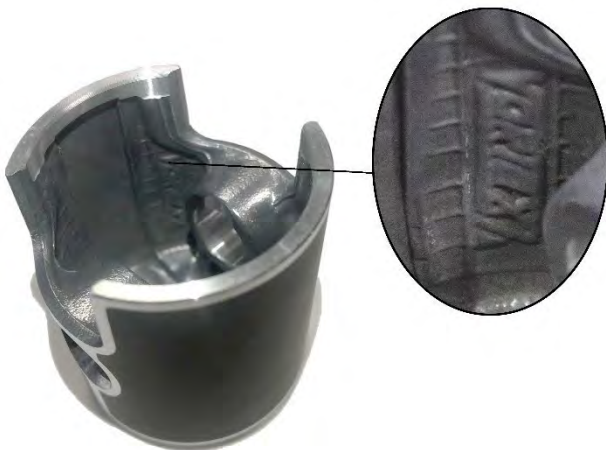
OPTION
1



OPTION 1



OPTION 2



OPTION 2



ATTENTION

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TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

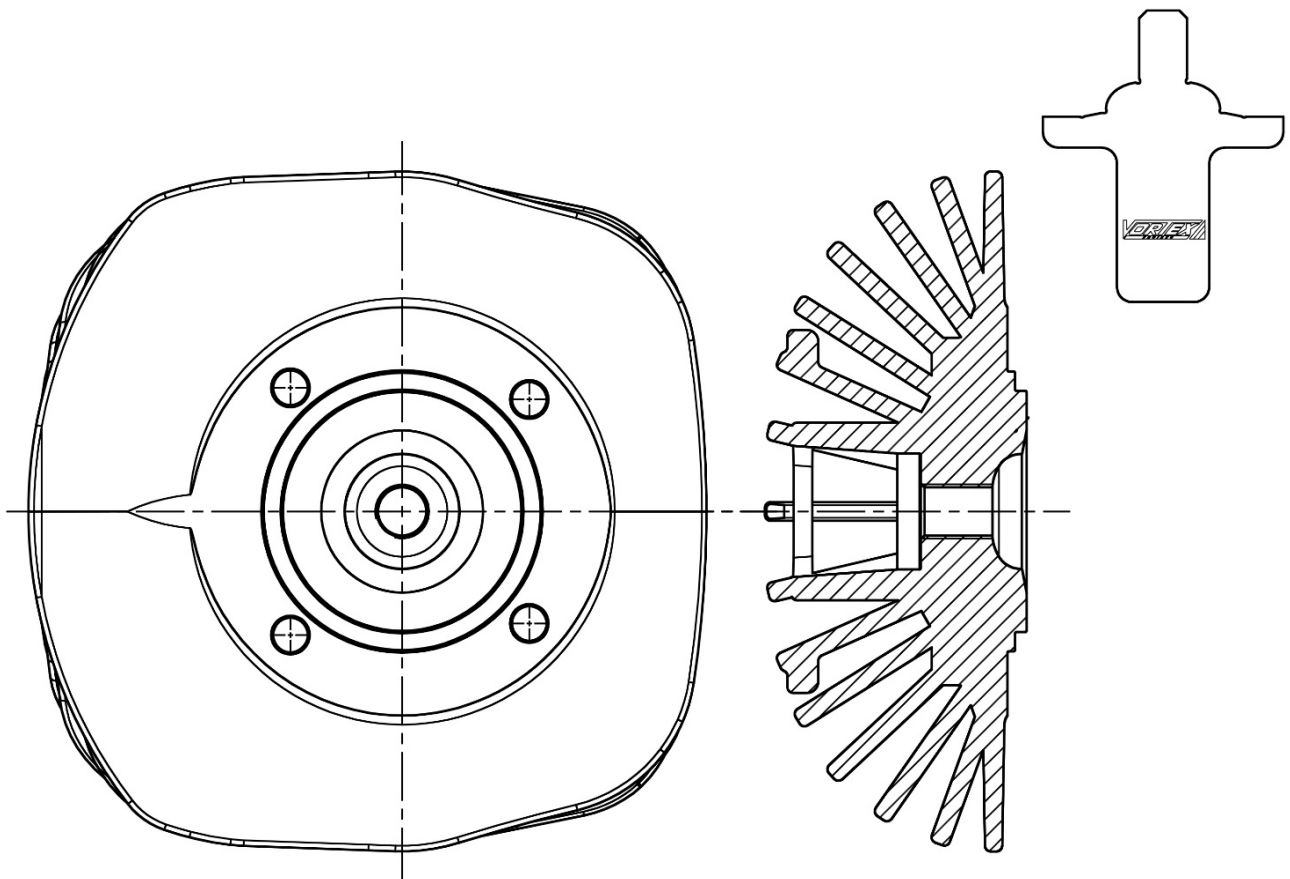
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**DISEGNO DELLA TESTA E CAMERA DI COMBUSTIONE
DRAWING OF CYLINDERHEAD AND COMBUSTION CHAMBER
DISSIN DU CULASSE ET CHAMBRE DE COMBUSTION**

Volume della camera di combustione, come descritto nel Regolamento Tecnico ROK CUP 2024 art 7
Volume of combustion chamber, as described in the Rok Cup Technical Regulation 2024 art 7
Volume de la chambre de combustion, tel que décrit dans le règlement technique Rok Cup 2024 art. 7

SQUISH THICKNESS – SQUISH - EPESSEUR DE SQUISH: 0,8mm MIN

**DIMA CONTROLLO PROFILO CAMERA DI COMBUSTIONE
TEMPLATE FOR CHECKING THE COMBUSTION
CHAMBER PROFILE
GABARIT POUR LA VERIFICATION DU PROFIL DE LA
CHAMBRE DE COMBUSTION**



ATTENTION

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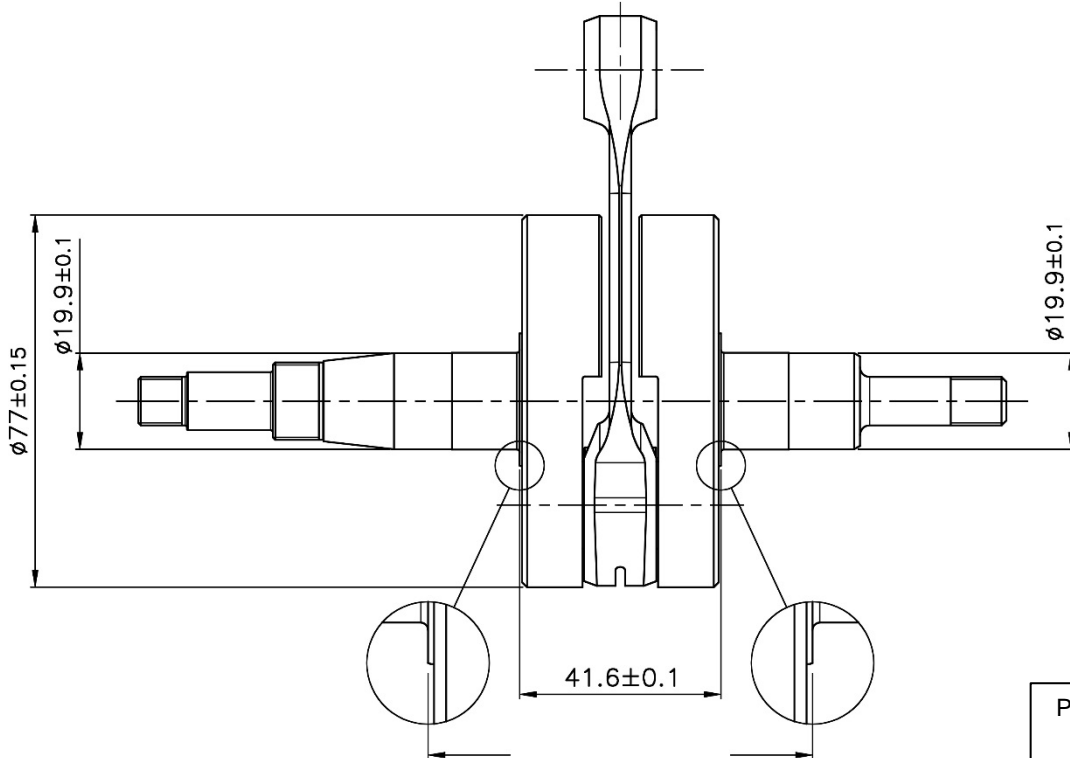
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TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

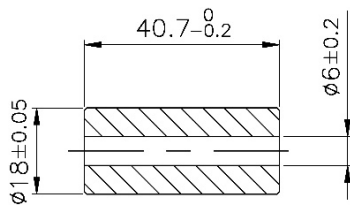
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**ALBERO MOTORE E ASSE D'ACCOPIAMENTO
CRANKSHAFT AND CRANKPIN
VILEBREQUIN ET AXE DE VILLEBREQUIN**



Peso – Weight – Poids
1.312g +/- 10g

**ASSE DI ACCOPIAMENTO
CRANK PIN
AXE DE FIXATION**



Peso – Weight – Poids
71g +/- 1g

OPTION 1



OPTION 2



ATTENTION

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FOTO E TIMBRATURA DELLA BIELLA
 PICTURES AND MARKING OF CONROD
 PHOTO ET MARQUAGE DE LA BIELLE COUTE DROITE



FOTO DELL'ALBERO MOTORE EVIDENZIANDO MASSE PER EQUILIBRATURA
 PICTURE OF CRANKSHAFT WITH THE BALANCER
 PHOTO DE VILEBREQUIN



ATTENTION

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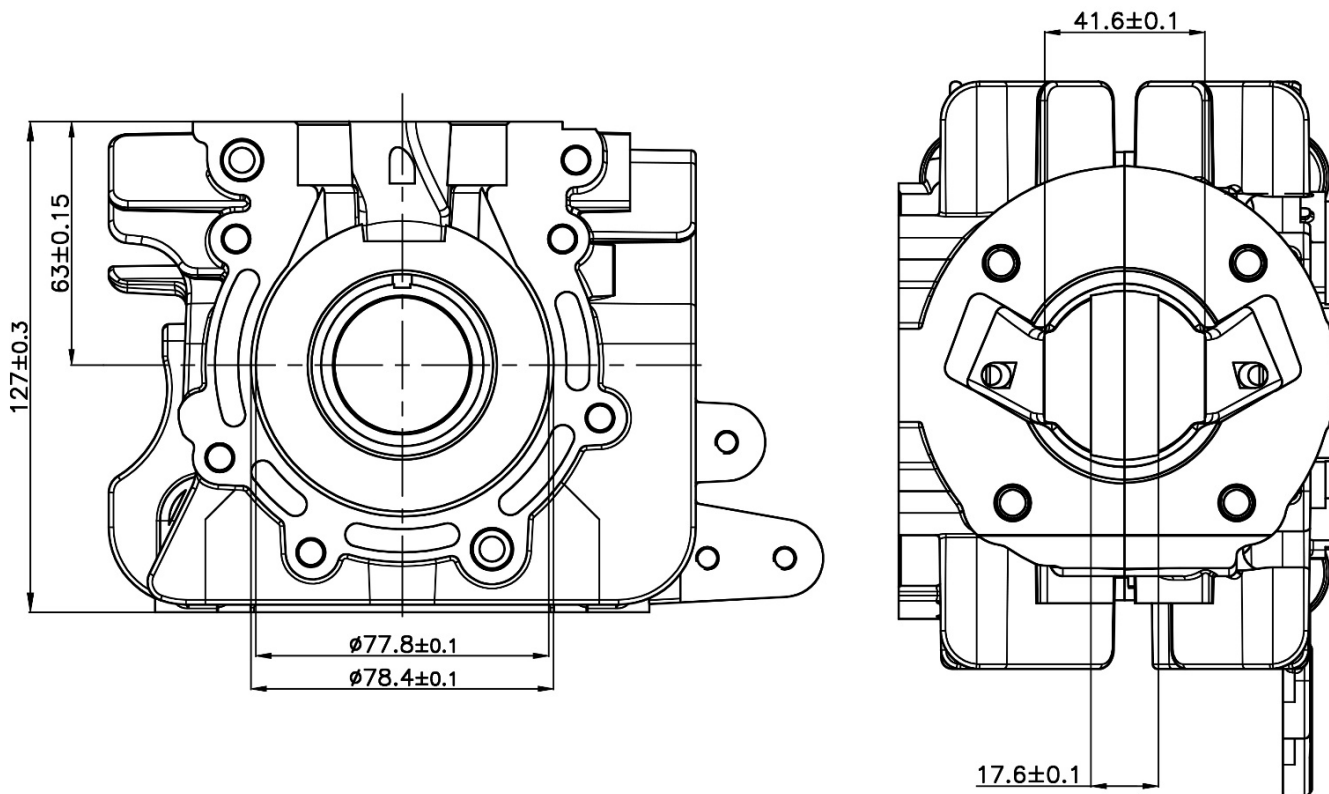
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VISTA INTERNA DEL CARTER E VISTA DI ASSIEME
 INTERIOR VIEW OF THE CRANKCASE AND ASSEMBLY VIEW
 VUE DE LA PARTIE INTERIEURE DU CARTER ET DESSIN D'ASSEMBLAGE



CUSCINETTI ALBERO MOTORE
 CRANKSHAFT BEARINGS
 PALIERS DE VILEBREQUIN

TIPO TYPE TIPE	DIMENSIONI DIMENSION DIMENSIONS	CARATTERISTICHE CHARACTERISTICS CARACTÉRISTIQUES
Marca libera/Free brand/ Marque libre 6204.C4	20x47x14mm	Sfere In Acciaio/ Steel Balls/ Billes D'acier 8

ATTENTION

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FOTO DEL DETTAGLIO DELLA POSIZIONE PARAOLIO ALBERO MOTORE
 DETAIL PHOTO OF THE CRANKSHAFT OIL SEAL POSITION
 PHOTO DE DÉTAIL DE LA POSITION DU JOINT D'HUILE DU VILEBREQUIN



ATTENTION

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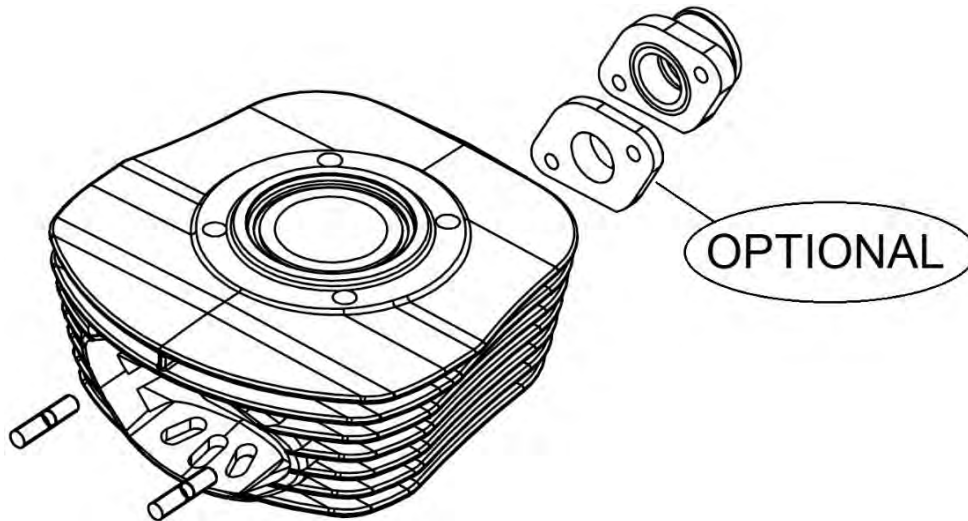
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**DISTANZIALE COLLETTORE DI ASPIRAZIONE
INTAKE MANIFOLD SPACER
ENTRETOISE COLLECTEUR D'ADMIS**



OPZIONALE – OPTIONAL – OPTIONNEL



Diametro foro 21,80mm +/- 0,2mm
Spessore 5mm +/- 0,2mm

Thickness 5mm +/- 0,2mm
Hole diameter 21,80 +/- 0,2mm

Diamètre du trou 21,80mm +/- 0,2mm
Épaisseur 5mm +/- 0,2mm

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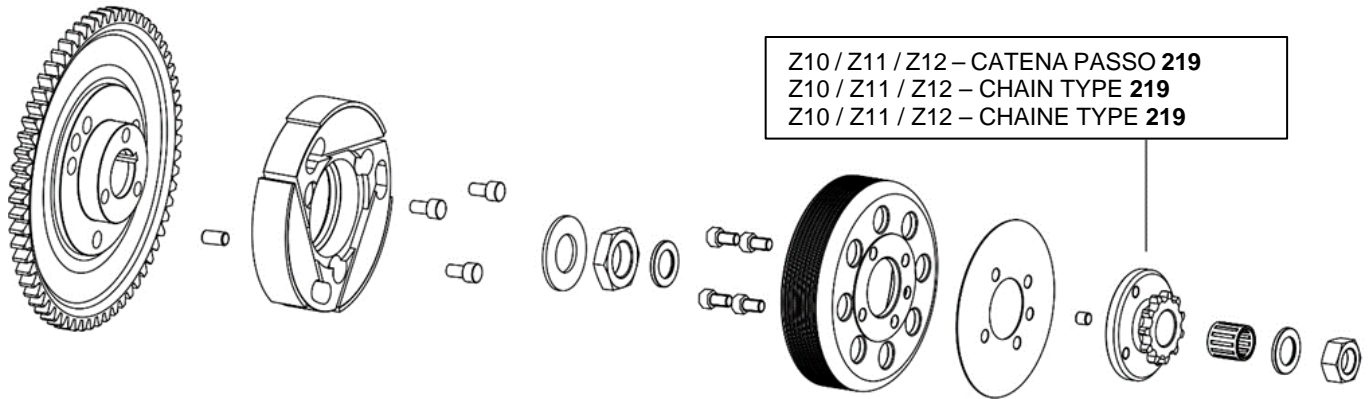
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**ROTORE FRIZIONE COMPLETO CON INGRANAGGIO AVVIAMENTO
COMPL. CLUTCH ROTOR WITH STARTING GEAR
ROTOR EMBRAYAGE AVEC VITESSE DE DEMARRAGE**



NUMERO DI PARTI: **20**
PARTS QUANTITY: **20**
NOMBRE DE PIÈCES COMPOSANTES: **20**

PESO DELLA FRIZIONE COMPLETA DI INGRANAGGIO AVVIAMENTO E PROTEZIONE: **855 gr +/- 15g**
WEIGHT OF THE COMPLETE CLUTCH WITH STARTING GEAR AND PROTECTION: **855 gr +/- 15g**
POIDS DE L'EMBRAYAGE COMPLETE AVEC ENGRENAGE DEMARRAGE ET PROTECTION: **855 gr +/- 15g**

REGIME DI ATTACCO (MASSIMO) VERIFICABILE IN OGNI MOMENTO DELLA MANIFESTAZIONE: **3500RPM**
ENGAGEMENT SPEED (MAXIMUM) CAN BE VERIFIED IN EVERY MOMENT OF THE EVENT: **3500RPM**
VITESSE DE ENTRAINEMENT (MAXIMUM) VERIFIABLE DANS TOUS LES MOMENTS DE LA MANIFESTATION: **3500RPM**

ATTENTION

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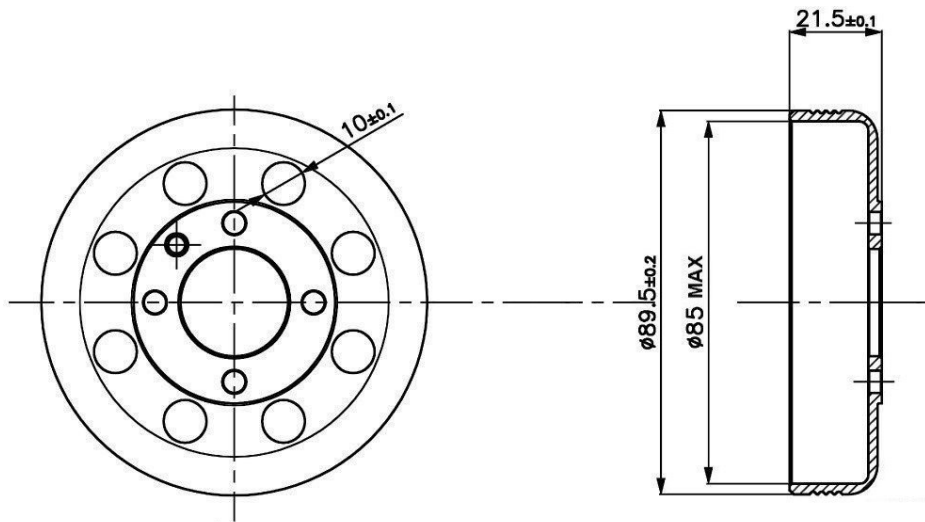
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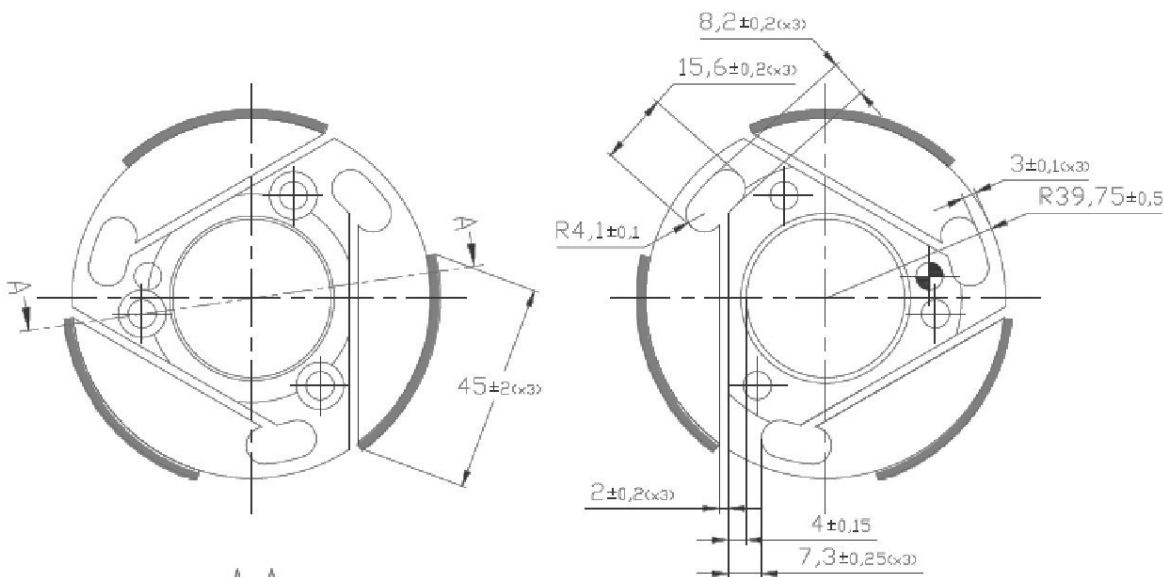
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CAMPANA E ROTORE HOUSING AND ROTOR ROTOR ET BELL



**PESO DELLA CAMPANA
WEIGHT OF CLUTCH HOUSING
POIDS DU BELL**

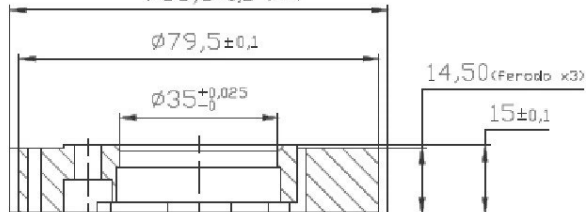
177gr +/- 5g



A - A

Ø83 minimum (used)

Ø83,5±0,2 (new)



**PESO DEL ROTORE FRIZIONE
WEIGHT OF CLUTCH ROTOR
POIDS DU ROTOR EMBRAYAGE**

356 gr +/- 10g

ATTENTION

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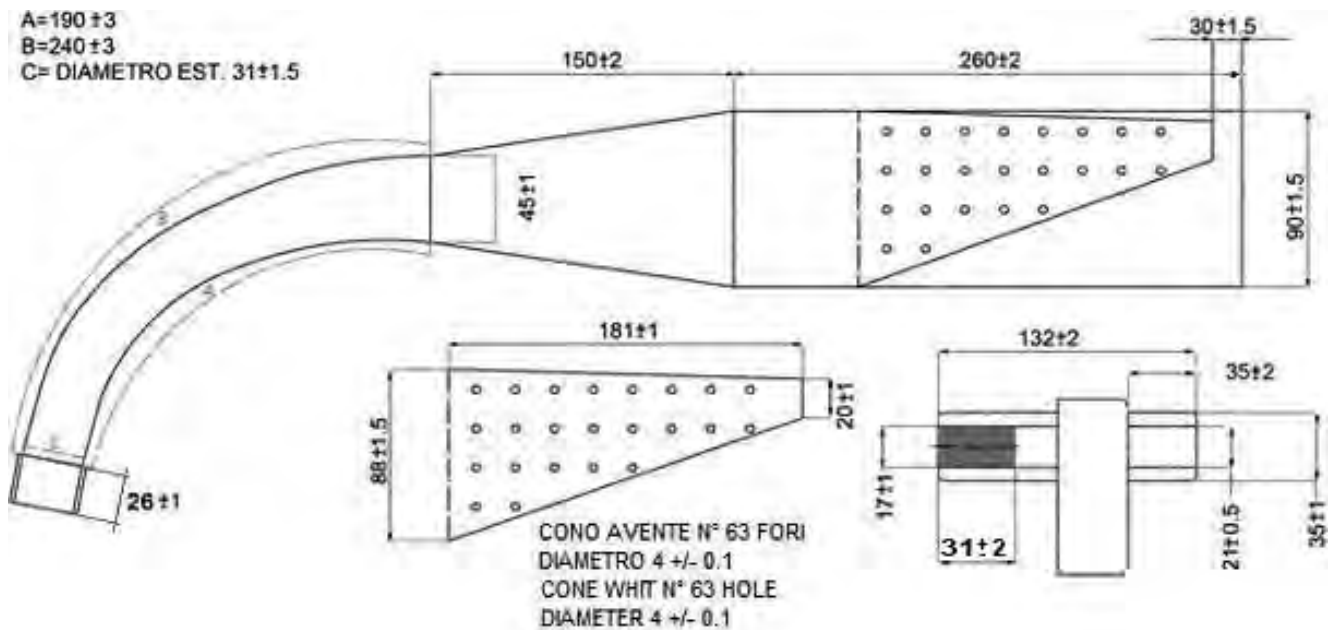
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**MARMITTA
EXHAUST MUFFLER
ECHAPEMENT**

**MISURA COLLETTORE COMPRESA SALDATURA.
DIMENSION OF COLLECTOR INCLUDING WELDING.
DIMENSION COLLECTEUR COMPRIS SOUDAGE.**

**PESO MARMITTA
EXHAUST WEIGHT
POIDS D'ECHAPEMENT** 1,372gr +/- 5%



ATTENTION

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All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

FOTO E MARCHIATURA DELLA MARMITTA
 PHOTO AND MARKING OF THE EXHAUST
 PHOTO ET MARQUAGE DE L'ÉCHAPPEMENT



SULLA MARMITTA DEVE ESSERE PRESENTE IN SEDE DI VERIFICA IL LOGO DI RICONOSCIMENTO ROK MINI.

DURING EXAMINATION, ON THE EXHAUST IT MUST BE INDICATED THE IDENTIFICATION LOGO ROK MINI.

PENDANT LA VERIFICATION, SUR LE POT D'ÉCHAPPEMENT, IL DOIT ÊTRE PRÉSENT LE LOGO DE RECONNAISSANCE ROK MINI.

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Nei motori né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

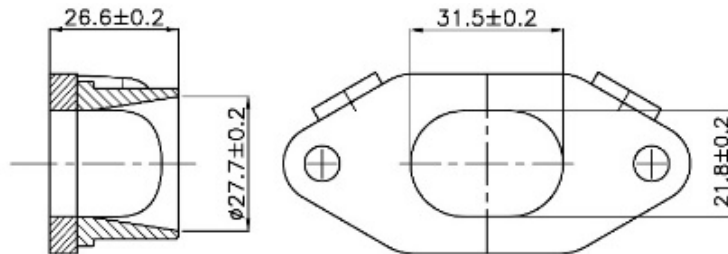
Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material. All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALES VORTEX ROK.

Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

ATTENTION

**COLLETTORE DI SCARICO
EXHAUST MANIFOLD
COLLECTEUR ECHAPPEMENT**



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

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Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.

All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

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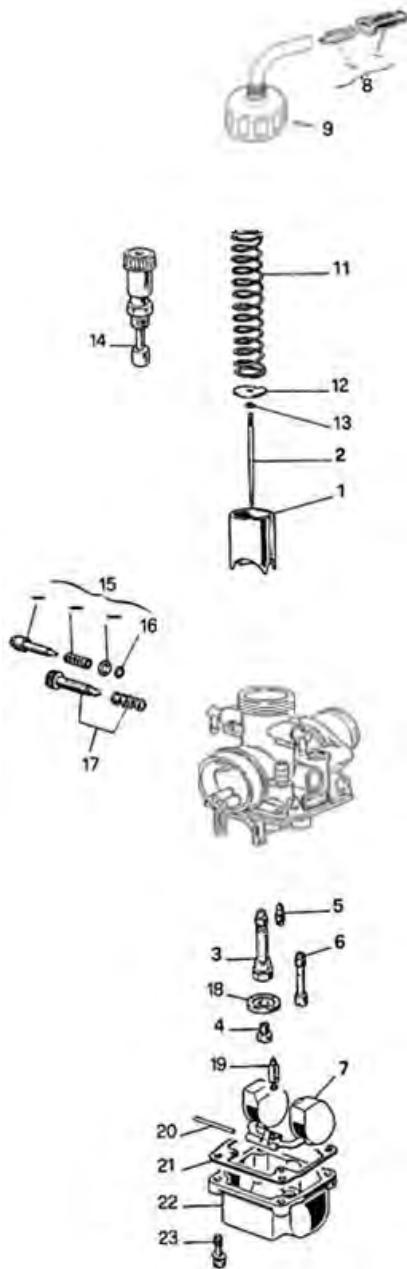
**CARBURATORE DELL'ORTO PHBG 18 BS E COMPONENTI
CARBURETTOR DELL'ORTO PHBG 18 BS AND COMPONENTS
CARBURATEUR DELL'ORTO PHBG 18 BS ET COMPONENTS**

COMPONENTI

- 1- VALVOLA GAS 40X64
- 2- SPILLO CONICO W 23
- 3- POLVERIZZATORE AN 266
- 4- GETTO MASSIMO
- 5- GETTO MINIMO 50
- 6- GETTO AVVIAMENTO 60
- 7- GALLEGGIANTE gr.4
- 8- KIT TUBETTO 90°
- 9- KIT COPERCHIO CAMERA MISCELA
- 10- GUARNIZIONE COPERCHIO CAMERA MISCELA
- 11- MOLLA RICHIAMO VALVOLA GAS
- 12- PIASTRINA RITEGNO FERMAGLIO SPILLO CONICO
- 13- FERMAGLIO SPILLO CONICO
- 14- DISPOSITIVO AVVIAMENTO
- 15- KIT VITE REGOLAZIONE MISCELA MINIMO
- 16- GUARNIZIONE VITE REGOLAZIONE MISCELA MINIMO
- 17- KIT VITE REGOLAZIONE VALVOLA GAS
- 18- FONDELLO
- 19- SPILLO CHIUSURA BENZINA
- 20- PERNO GALLEGGIANTE
- 21- GUARNIZIONE VASCHETTA
- 22- VASCHETTA
- 23- VITE FISSAGGIO VASCHETTA

COMPONENTS

- 1- GAS VALVE 40X64
- 2- CONICAL NEEDLE W23
- 3- SPRAY NOZZLE AN266
- 4- JET MAX.
- 5- JET MIN. 50
- 6- STARTING JET 60
- 7- FLOAT 4 gr.
- 8- TUBE 90° KIT
- 9- CHAMBER MIXTURE COVER KIT
- 10- CHAMBER MIXTURE COVER GASKET
- 11- GAS VALVE SPRING
- 12- CONICAL NEEDLE FASTENER FIX PLATE
- 13- CONICAL NEEDLE FASTENER
- 14- STARTING DEVICE
- 15- ADJUSTMENT MINIMUM SCREW KIT
- 16- ADJUSTMENT MINIMUM SCREW GASKET
- 17- ADJUSTMENT GAS VALVE SCREW KIT
- 18- BOTTOM
- 19- GAS NEEDLE CLOSING
- 20- FLOAT PEG
- 21- FLOAT CHAMBER GASKET
- 22- FLOAT CHAMBER
- 23- FLOAT CHAMBER FIXING SCREW



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.

All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

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**UNICA TARATURA CONSENTITA
ONLY ALLOWED SETTING
CONFIGURATION SEULEMEN PERMIS**

	COD. VORTEX	COD. DELLORTO
Valvola gas 40 – gas valve – valve gaz	W947540-764	947540
Spillo conico W23 – mixture needle W23 – anguille W23	W959523	959523
Polverizzatore AN266 – spary nozzle AN266 – pulverisateur AN266	W9511266	09511266-28
Getto max – high speed jet – gicleur max- LIBERO - FREE	W148697	0148697-02
Getto minimo 50 – idle jet 50– gicleur minimum 50	W148850	0148850-02
Getto emulsionatore 60 – idle jet 60 – emulser minimum 60	W950160	0950160-02

**POMPA BENZINA DELL'ORTO
DELL'ORTO FUEL PUMP
POMPE D'ESSENCE DELL'ORTO**



cod. 11023

**E' CONSENTITO IL SOLO UTILIZZO DEL TUBO BENZINA IN MANDATA.
E' FATTO DIVIETO DELL'UTILIZZO DEL RITORNO TUBO BENZINA AL SERBATOIO CARBURANTE.
È CONSENTITO MONTARE SOLTANTO (N°1) UN FILTRO CARBURANTE TRA SERBATOIO E POMPA CARBURANTE.**

**IT IS ALLOWED ONLY THE USE OF THE OUTLET FUEL PIPE.
IT IS FORBIDDEN THE USE OF THE RETURN FUEL PIPE TO THE FUEL TANK.
IT IS ALLOWED TO MOUNT ONLY N° 1 (ONE) FUEL FILTER BETWEEN TANK AND FUEL PUMP.**

**IL N'EST AUTORISÉE QUE L'EMPLOI DU TUYAU D'ESSENCE DE L'ALIMENTATION.
IL EST INTERDIT L'EMPLOI DU TUYAU D'ESSENCE DE RETOUR VERS LE RÉSERVOIR DE CARBURANT.
IL EST AUTORISÉ À INSTALLER UNIQUEMENT (N° 1) UN FILTRE À CARBURANT ENTRE RÉSERVOIR ET POMPE À CARBURANT.**

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

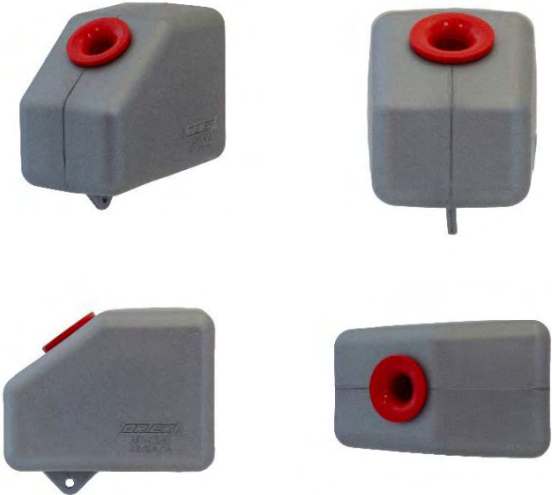
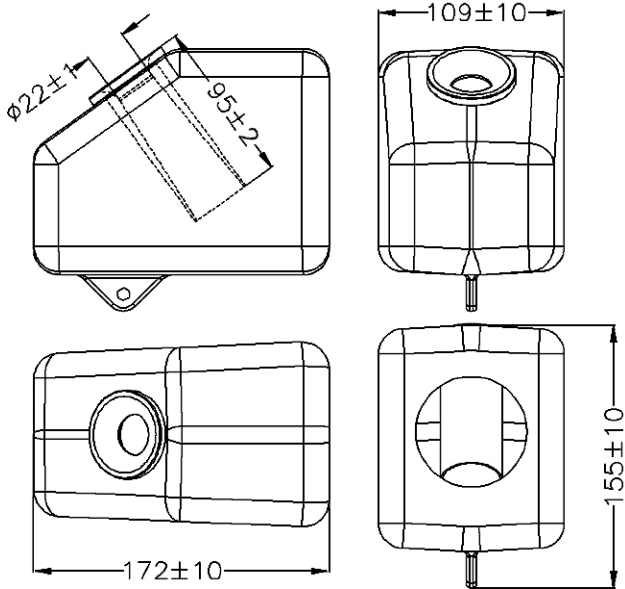


Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

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FILTRO D'ASPIRAZIONE INLET SILENCER SILENCIEUX D'ASPIRATION	
MODELLO, TIPO MODEL, TYPE MODELE, TYPE	MINI
 <p>MARCHIATO VORTEX MARKED VORTEX MARQUE VORTEX</p> <p>RETINA OPZIONALE AIR FILTER MESH AS OPTIONAL. FILTRE FILET EN OPTION</p>	
<p>OPTION 1</p> 	<p>OPTION 2</p> 
<p>ATTENTION</p>	<p><u>TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.</u> Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm. <u>ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.</u> Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material. All dimensions in the technical drawings are in mm. <u>TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.</u> Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.</p>

**RACCORDO FISSAGGIO FILTRO-CARBURATORE IN MATERIALE PLASTICO
CONNECTOR FIXING FILTER-CARBURETOR IN PLASTIC MATERIAL
FIXATION DE MONTAGE SILENCIEUX-CARBURATEUR EN PLASTIQUE**



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

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All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

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FOTO ACCENSIONE SELETTRA
 PICTURES OF SELETTRA IGNITION
 PHOTO ALLUMAGE



CABLAGGIO AVVIAMENTO
 STARTER WIRING
 CABLE D'ALLUMAGE



**E' obbligatorio che il motore si accenda e si spenga con il sistema di avviamento on board.
 I commissari tecnici potranno verificare il sistema di accensione e spegnimento in qualsiasi momento.**

**Engines shall be mandatory switched on and off by means of onboard starting system.
 Technical stewart members shall check the on-off onboard system anytime.**

**Il est obligatorie que le moteur soit allumé et éteint au moyen du système de démarrage sur le chassis.
 Les commissaires pourront effectuer des controles au système de démarrage et d'arret à tout moment.**

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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CANDELA
SPARK PLUG
BOUGIE D'ALLUMAGE



As Per 7.1a

ATTENTION

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Appendix: B Mini Rok

PHBG 18BS CARBURETOR SPECIFICATIONS:

Note: Please note that there have been **NO** changes to the carburetor specifications. This document is used to clarify the standard homologated carburetor and jets.

No machining or drilling of jets is allowed on the carburetor and its internal parts. The carburetor must remain standard as supplied by Vortex.

The importer also has the right to supply competitors with new jets should it be required.

The responsibility is on the competitor to check that the carburetor meets the required specification.

Carburetor Specifications for all Karting 60cc Mini Rok classes.

CARBURETOR DELL'ORTO PHBG 18BS

1. Throttle Valve Slide	=	40
2. Mixture Needle	=	W23
3. Atomizer / Emulsion Tube (Mini Rok)	=	266 AN
4. Insert		
5. Idle Diffuser	=	50
6. Starter Jet	=	60
7. Main Jet	=	92-97
8. Needle Valve Diameter		
9. Float	=	4g
10. Air Screw		
11. Surge Plate	=	Compulsory
A. Other Dimensions		
B. Other Dimensions		



NEW



Measuring of Components:

Some components will be measured with the aid of a vernier.

Measurement of Diameters applicable to the entire document:

Diameters of jets / holes will be measured using GO / NO GO gauges.

Special Tools / Drill bits will be used to measure some holes and used as GO / NO GO gauges.

These gauges can be verified with use of a 0-25mm micrometer.

"GO" Gauge will be required to slide into the required hole.

"NO GO" Gauges must not be able to slide into the required hole.

Should a part be found to be out of specification, it will be impounded for further measurement if required.

Carburetor: Dell'Orto PHBG 18mm

Slide: #4.0

Needle: W23

Starter Jet: #60

Inner pilot: #50 Emulsion tube: 266AN



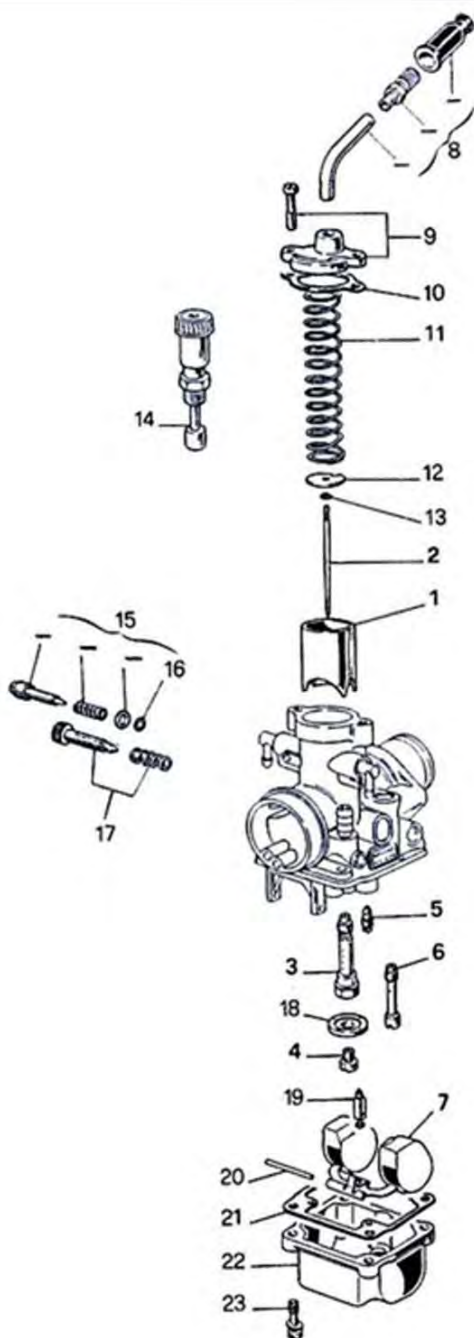
Floats: 4gm

Maximum venturi size (go/no-go): 18mm +/-0.05mm

*The **ONLY** permitted changes to the carburetor are Main Jet changes in 92-97 size range and Needle Clip Position. Air screw adjustment. **Any other change or modification is not permitted.***

CARBURETOR DELL'ORTO PHBG 18 BS AND COMPONENTS LIST

OLD



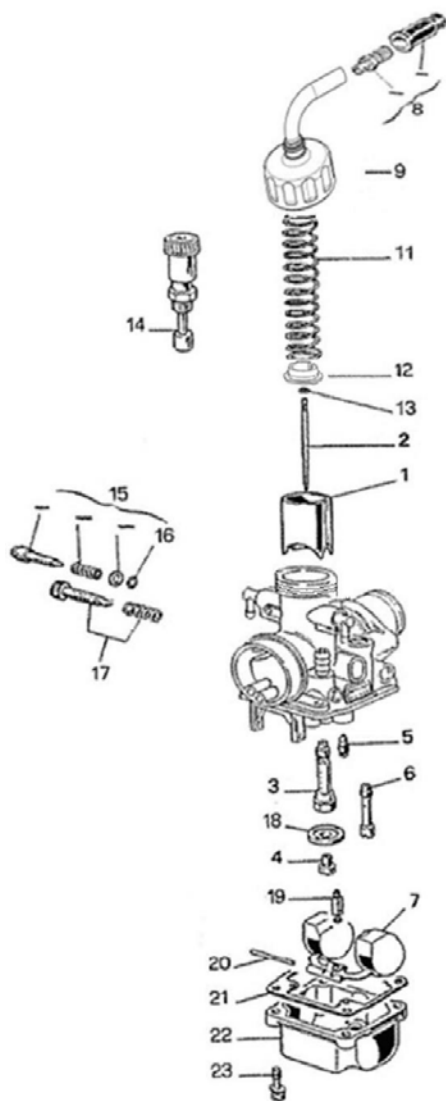
COMPONENTS

- 1- GAS VALVE 40X64(4.0)
- 2- CONICAL NEEDLEW23
- 3- SPRAY NOZZLEAN266
- 4- JET MAIN. Range **92 - 97**
- 5- JET PILOT. 50
- 6- STARTING JET 60
- 7- FLOAT 4 gr.
- 8- TUBE 90° KIT
- 9- CHAMBER MIXTURE COVER KIT
- 10- CHAMBER MIXTURE COVER GASKET
- 11- GAS VALVE SPRING
- 12- CONICAL NEEDLE FASTENER FIX PLATE
- 13- CONICAL NEEDLE FASTENER
- 14- STARTING DEVICE
- 15- ADJUSTMENT MINIMUM SCREW KIT
- 16- ADJUSTMENT MINIMUM SCREW GASKET
- 17- ADJUSTMENT GAS VALVE SCREW KIT
- 18- SURGE PLATE (**Compulsory**)
- 19- GAS NEEDLE CLOSING
- 20- FLOAT PEG
- 21- FLOAT CHAMBER GASKET
- 22- FLOAT CHAMBER
- 23- FLOAT CHAMBER FIXING SCREW

The aim of the exploded drawings is to identify the principles, the functioning and the whole mechanical unit

CARBURETOR DELL'ORTO PHBG 18 BS AND COMPONENTS LIST

NEW



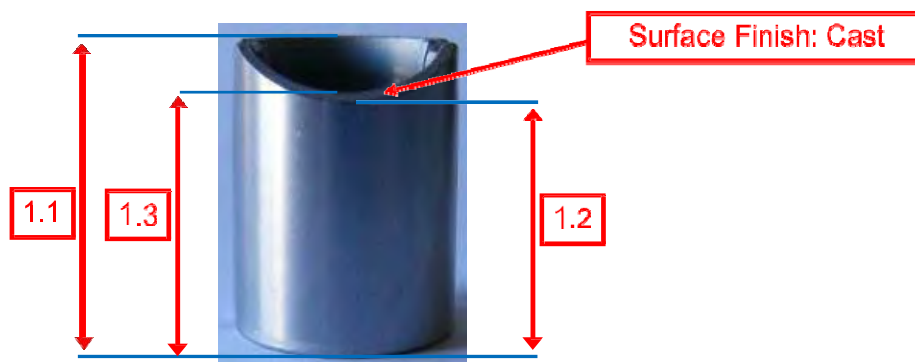
COMPONENTS

- 1- GAS VALVE 40X64 (4.0)
- 2- CONICAL NEEDLEW23
- 3- SPRAY NOZZLEAN266
- 4- JET MAIN. Range **92 - 97**
- 5- JET PILOT. 50
- 6- STARTING JET 60
- 7- FLOAT 4 gr.
- 8- ADJUSTMENT KIT
- 9- COMPLETE COVER
- 11- GAS VALVE SPRING
- 12- CLAMP PLATE
- 13- CLAMP
- 14- STARTING DEVICE
- 15- ADJUSTMENT MINIMUM SCREW KIT
- 16- ADJUSTMENT MINIMUM SCREW GASKET
- 17- ADJUSTMENT GAS VALVE SCREW KIT
- 18- SURGE PLATE (**Compulsory**)
- 19- GAS NEEDLE CLOSING
- 20- FLOAT PEG
- 21- FLOAT CHAMBER GASKET
- 22- FLOAT CHAMBER
- 23- FLOAT CHAMBER FIXING SCREW

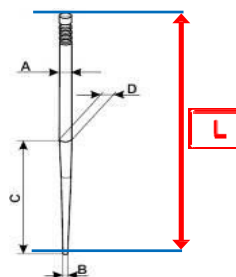
The aim of the exploded drawings is to identify the principles, the functioning and the whole mechanical unit

1. Throttle Valve Slide (40)

- 1.1 Length of Throttle Valve Slide
Spec: 27.50mm ± 0.15mm
- 1.2 Length of Cut Away to the top of the Throttle Valve Slide
Length of Throttle Valve Slide
Spec: 23mm ± 0.25mm
- 1.3 Length of Cut Away to the top of the Throttle Valve Slide
Length of Throttle Valve Slide
Spec: 23.4mm ± 0.15mm



2. Mixture Needle Mini Rok (W 23)



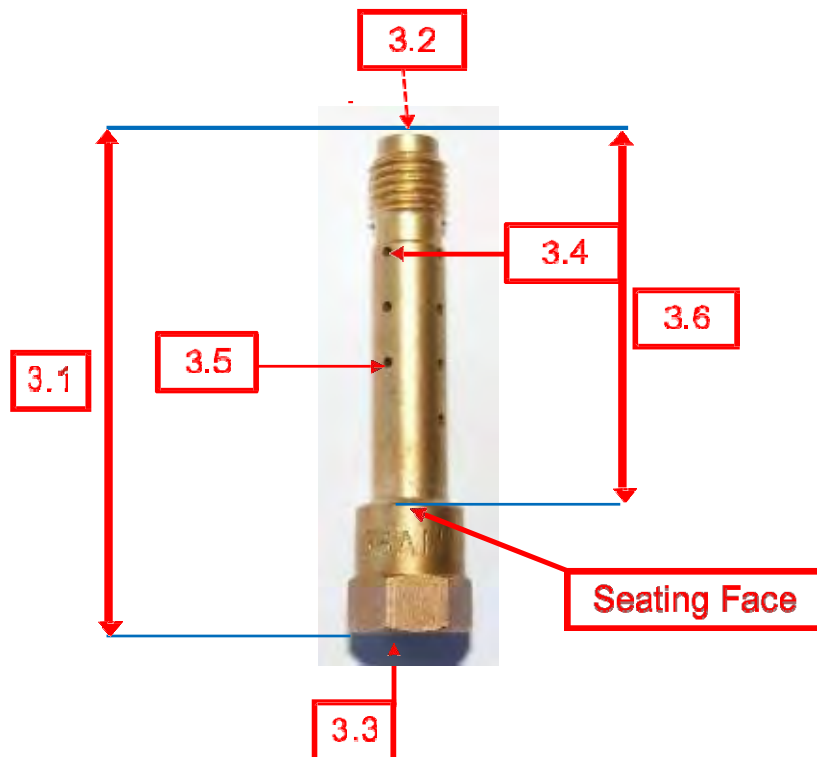
2.1 Table of Needle Specifications as per Supplier Chart(Dell'orto) (Also, as per Master Sample W23 needle from the Vortex Mini Rok Importer)

Type	Value X	Characteristic expressed in millimeters						
		ØA	ØB	C	ØD	E	F	L
W23	23	2.5 ±0.03	0.6 ±0.05	(26 ±0.5)	2.5 ±0.03	-	-	45 ±0.2
			Measured right at the tip	Reference Dimension				

- 2.1 The Technical Inspector may also compare the needle to a master sample supplied by the Vortex Mini Rok Importer.
- 2.2 No Washer is permitted to be fitted either above or below the circlip.
- 2.3 Note: The marking "W23" on the needle does wear off after a period time. It is the responsibility of the competitor to ensure that if the marking wears off, that the needle is replaced with a new one.
- 2.4 Should the technical inspector inspect a needle that the marking is worn off; the needle will be checked with reference to the specification above and / or a master sample. The needle will then be impounded by the Technical Inspector and the competitor will be required to fit a new needle.
- 2.5 Wear marks towards the tip of the needle, where the needle goes through the emulsion tube is common. The needle should be replaced if wear is excessive.

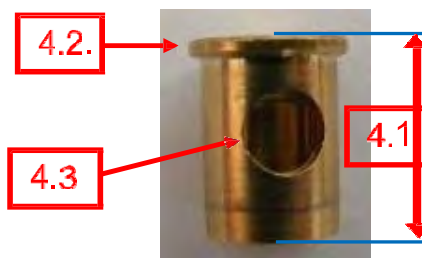
3. Atomiser / Emulsion Tube (Mini Rok) (266 AN)

- 3.1 Length of Emulsion Tube
Spec: 36.00mm \pm 0.20mm
- 3.2 Internal Diameter from side 3.2
GO Spec: 2.66mm (GO)
- 3.3 Internal Diameter from side 3.3
GO Spec: 3.00mm (GO)
- 3.4 2 x Rows of 4 holes
GO Spec: 0.80mm (GO)
NO GO Spec: 0.85mm (NOGO)
- 3.5 2 x rows of 3 holes
GO Spec: 0.80mm (GO)
NO GO Spec: 0.85mm (NOGO)
- 3.6 Length of Nozzle tip to seating face
Spec: 27.00mm \pm 0.20mm



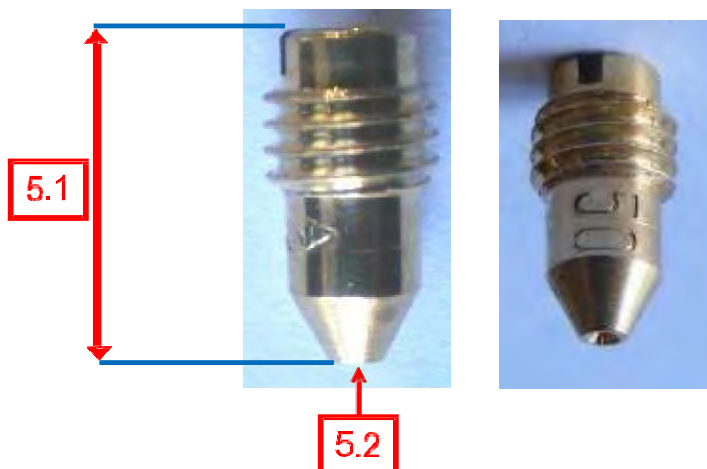
4. INSERT

- 4.1 Length of Insert
Spec: 12.00mm ± 0.20mm
- 4.2 Thickness of Flange
Spec: 1.00mm ± 0.20mm
- 4.3 Hole Diameter
Spec: 4.90mm ± 0.30mm



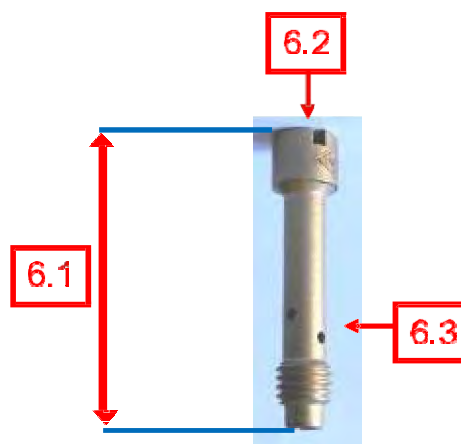
5. Idle Diffuser (50)

- 5.1 Length of Idle Diffuser
Spec: 9.50mm ± 0.20mm
- 5.2 Internal Diameter of Smallest hole inside the Idle Diffuser
GO Spec: 0.5 mm (GO)
NO GO Spec: 0.55 mm (NO GO)



Starter Jet (60)

- 6. Idle Jet**
- 6.1 Length of Idle Jet
Spec: 27.00mm ± 0.25mm
- 6.2 Internal Diameter of hole inside the Start Jet
GO Spec: 0.60 mm (GO)NO
GO Spec: 0.65 mm (NOGO)
- 6.3 4 holes, 90° apart
GO Spec: 1.00 mm (GO)NO
GO Spec: 1.10 mm (NOGO)



7. High Speed Jet / Main Jet

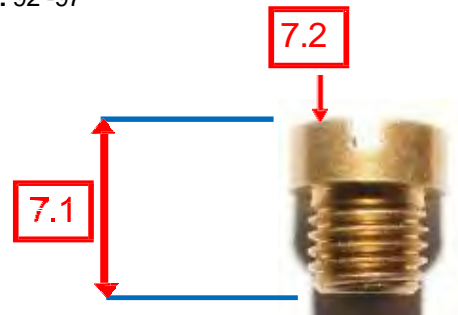
The anti-surge plate fitted between the emulsion tube and the main jet may **NOT** be removed.

7.1 Length of High-speed Jet / Main Jet

Spec: 8.0mm \pm 0.3mm

7.2 Internal diameter of main jet.

Spec: 92 -97



8. Needle Valve

8.1 Internal Diameter of hole inside the Needle Valve

GO Spec: 1.45 mm (GO) **NO**

GO Spec: 1.55 mm (NOGO)



9. Float

9.1 Weight of Float

Spec: 4.0grams (As marked on the bottom of the float)

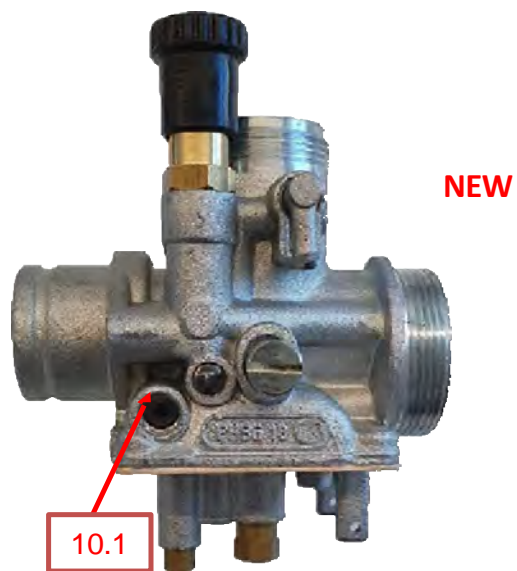
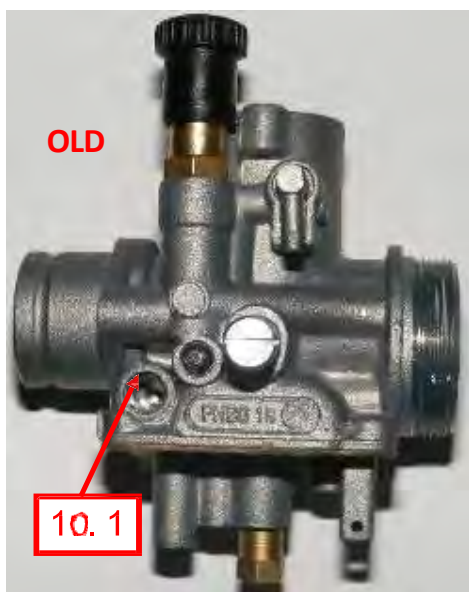


10. Air Screw

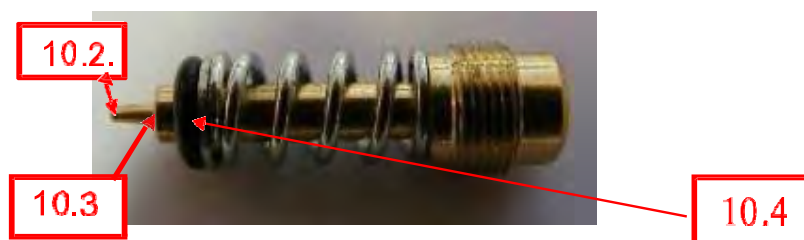
10.1 Diameter of Air Screw Orifice.

GO Spec: 1.10 mm (GO)

NO GO Spec: 1.3 mm (NO GO)



10.2 : Diameter of tip end: 0.9mm \pm 0.05mm
 10.3 : Diameter of tip: 1.2mm \pm 0.05mm



10.4 : The Air Screw must be fitted with O-ring, washer and spring as illustrated.

A Other Dimensions

A.1 Diameter of Throat.

The throat diameter must be checked from both sides of the carburetor.

Spec: 18.0mm \pm 0.05mm

GO Spec: 17.95 mm (GO)

NO GO Spec: 18.05 mm (NOGO)

A.2 Diameter of hole A2 as illustrated

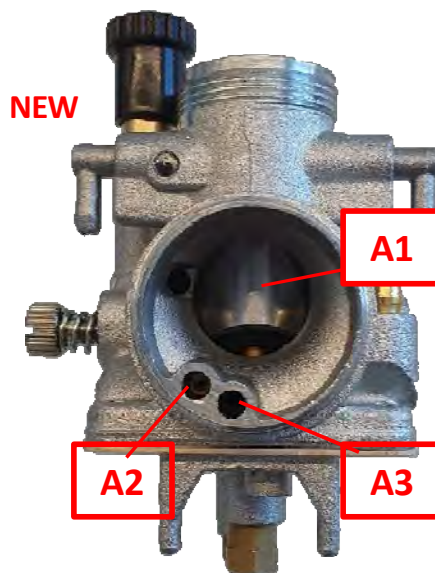
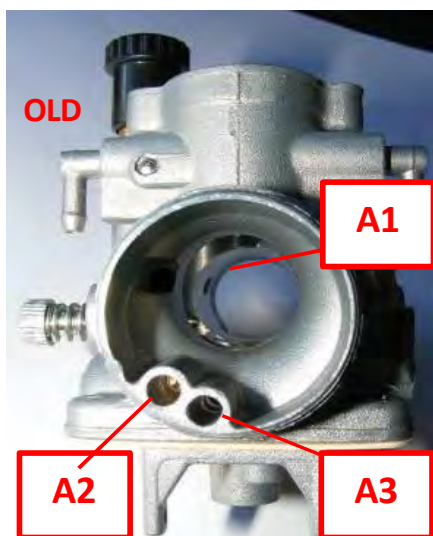
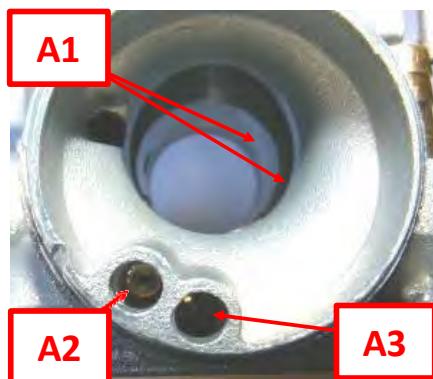
GO Spec: 1.00 mm (GO)

NO GO Spec: 1.10 mm (NO GO)

A.3 Diameter of hole A3 as illustrated

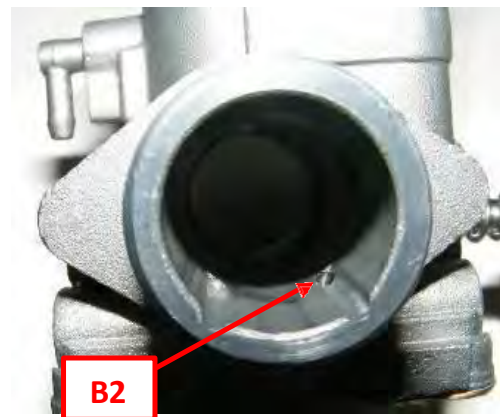
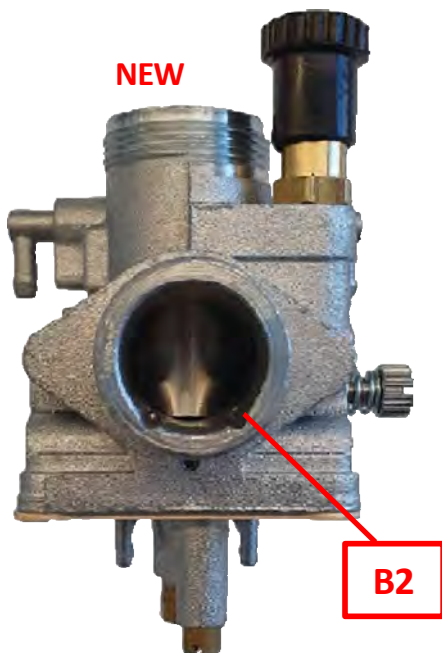
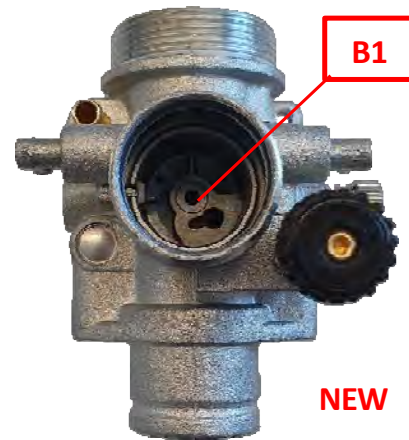
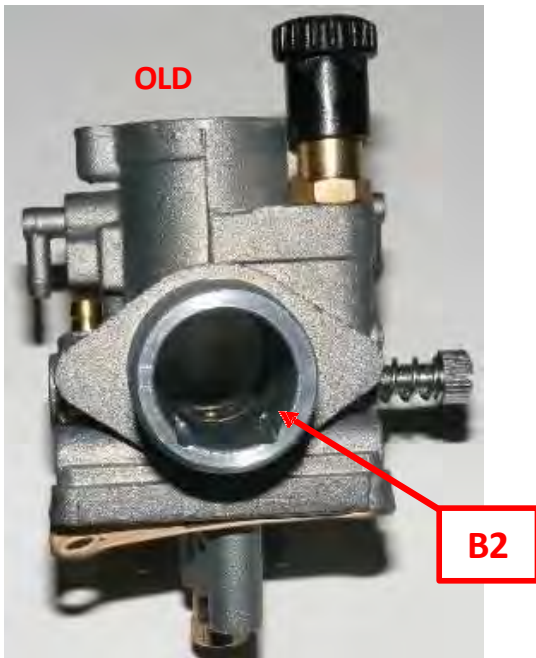
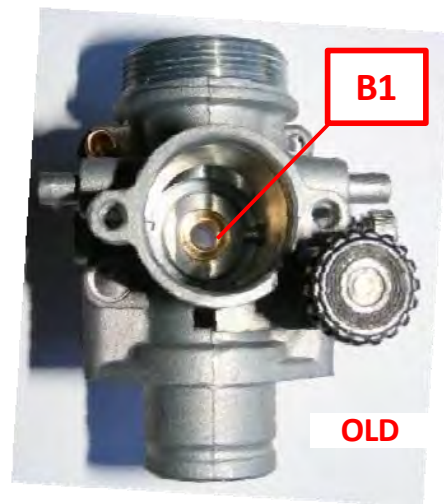
GO Spec: 2.50 mm (GO)

NO GO Spec: 2.60 mm (NO GO)



B.1 Diameter of hole B1 as illustrated
GO Spec: 1.10 mm (GO)
NO GO Spec: 1.30 mm (NO GO)

B.2 Diameter of hole B2 as illustrated
GO Spec: 1.0
NO GO Spec: 1.1 mm (NO GO)

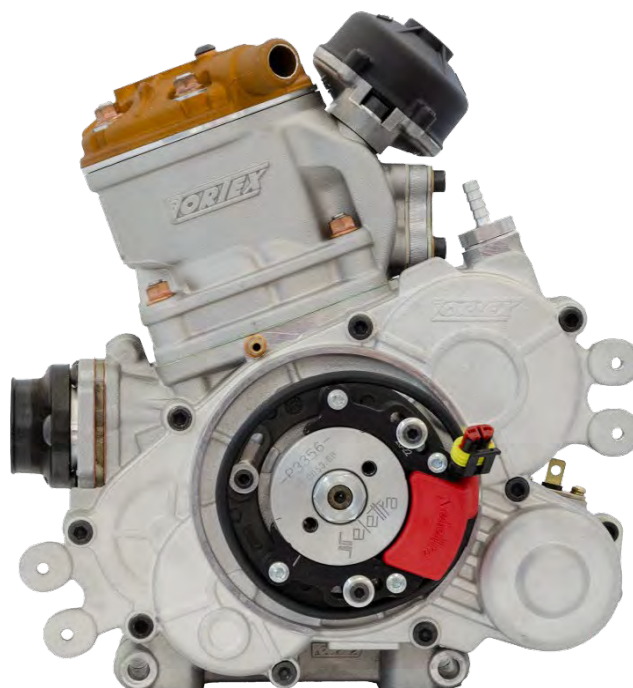




APPENDIX C: VORTEX ROK GP TECHNICAL FICHE

SCHEDA D'IDENTIFICAZIONE
IDENTIFICATION SHEET
FICHE D'IDENTIFICATION

La presente scheda di identificazione riproduce descrizioni, illustrazioni e dimensioni del motore **ROK-GP e ROK GP-JUNIOR**.
 This Identification Sheet reproduces descriptions, illustrations and dimensions of the **ROK-GP and ROK GP-JUNIOR**.
 La présente Fiche d'identification reproduit descriptions, illustrations et dimensions du moteur **ROK-GP and ROK GP-JUNIOR**.


ATTENTION
TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material. All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

**INFORMAZIONI DI BASE E CARATTERISTICHE TECNICHE
TECHNICAL INFORMATION AND CHARACTERISTICS
INFORMATION DE BASE ET CARACTÉRISTIQUES TECHNIQUES**

ALESAGGIO ORIGINALE	ORIGINAL BORE	ALESAGE D'ORIGINE	54,07 mm
ALESAGGIO MASSIMO	MAX ALLOWED BORE	ALESAGE MAXIMUM	54,28 mm
CORSA	STROKE	COURSE	54 +/- 0,2 mm
CILINDRATA ORIGINALE	ORIGINAL DISPLACEMENT	CAPACITE' D'ORIGINE	123,99 cc
INTERASSE BIELLA	CONROD C-TO-C DISTANCE	ENTRAXE DE LE BIELLE	102 +/- 0,2 mm
PESO DELLA BIELLA	WEIGHT OF CONROD	POIDS DE LA BIELLE	128g +/- 2g

**PARAMETRI DELLA DISTRIBUZIONE
PARAMETERS OF THE DISTRIBUTION
PARAMÈTRES DE LA DISTRIBUTION**

SCARICO	EXHAUST PORT	ECHAPPEMENT	195° MAX
BOOSTER	BOOSTER	BOOSTER	180° MAX
TRAVASI PRINCIPALI	MAIN TRANSFER	TRANSFERES PRINCIPAL	132° ±1.5°
TRAVASI SECONDARI	SECONDARY TRANSFER	TRANSFERES SECONDAIRES	128° ±1.5°

Controllo della distribuzione come descritto nel Reg.Tecnico ROK CUP 2024 art. 8

Check of the distribution as described in the Rok Cup Technical Regulations 2024 art 8

Contrôle de la distribution tel que décrit dans le règlement technique du trophée de la marque Rok Cup 2024 art. 8

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Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.

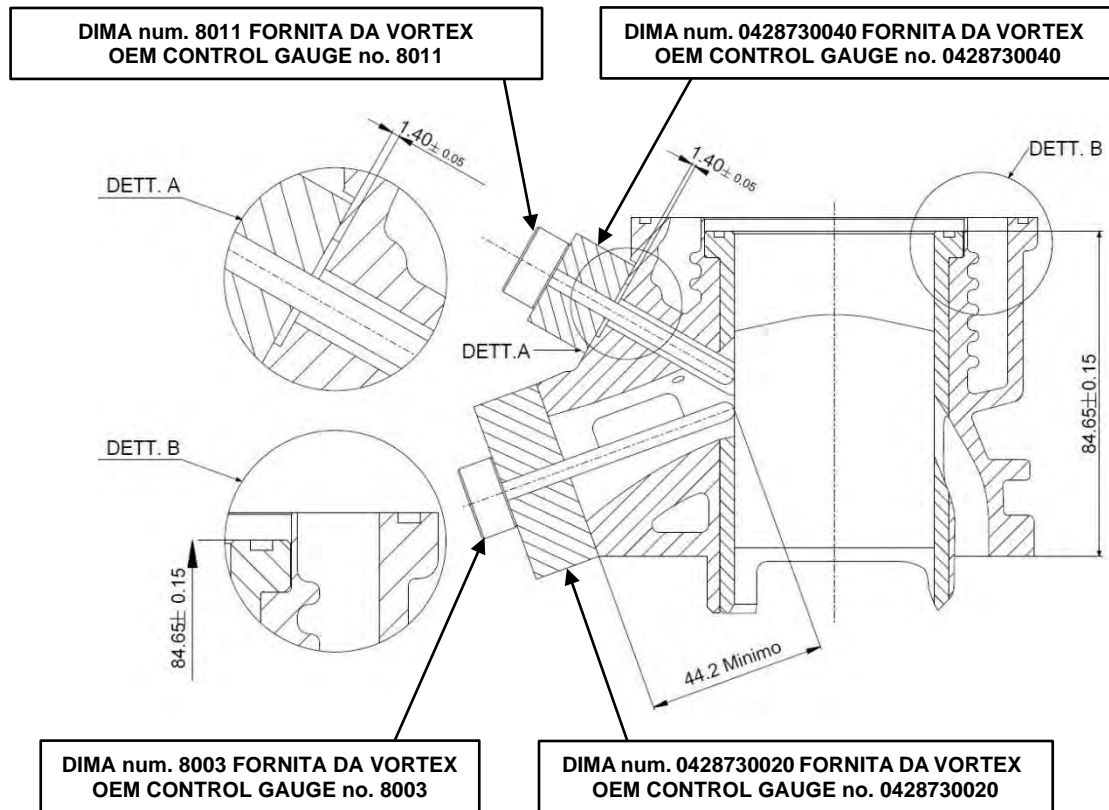
All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALES VORTEX ROK.

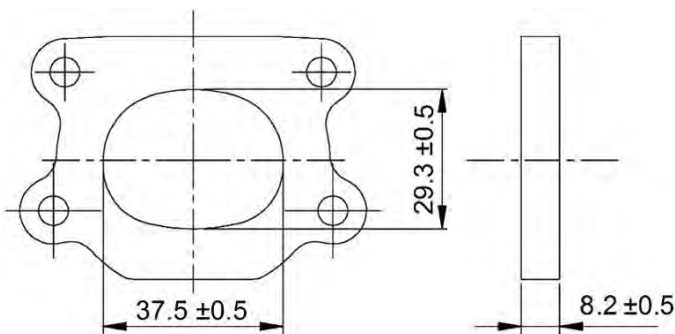
Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

ROK GP / ROK GP-JUNIOR 2024

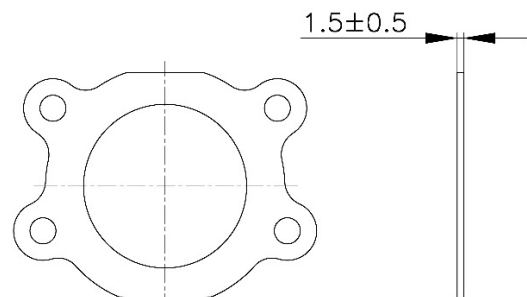
SEZIONE DEL CILINDRO CON CANNA IN GHISA CYLINDER SECTION WITH CAST IRON LINER COUPE PAR SECTION DU CYLINDRE AVEC CHEMISE EN FONTE



DISTANZIALE SCARICO EXHAUST SPACER ENTRETOISE D'ÉCHAPPEMENT



GUARNIZIONE SCARICO EXHAUST GASKET JOINT D'ÉCHAPPEMENT



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.

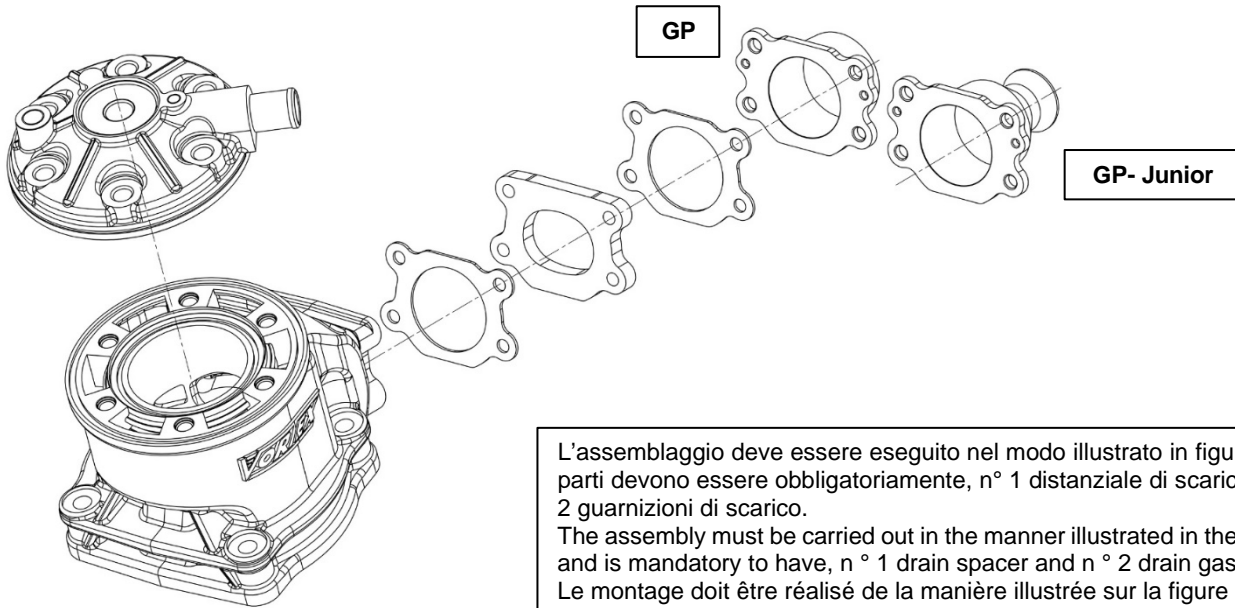
All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALES VORTEX ROK.

Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

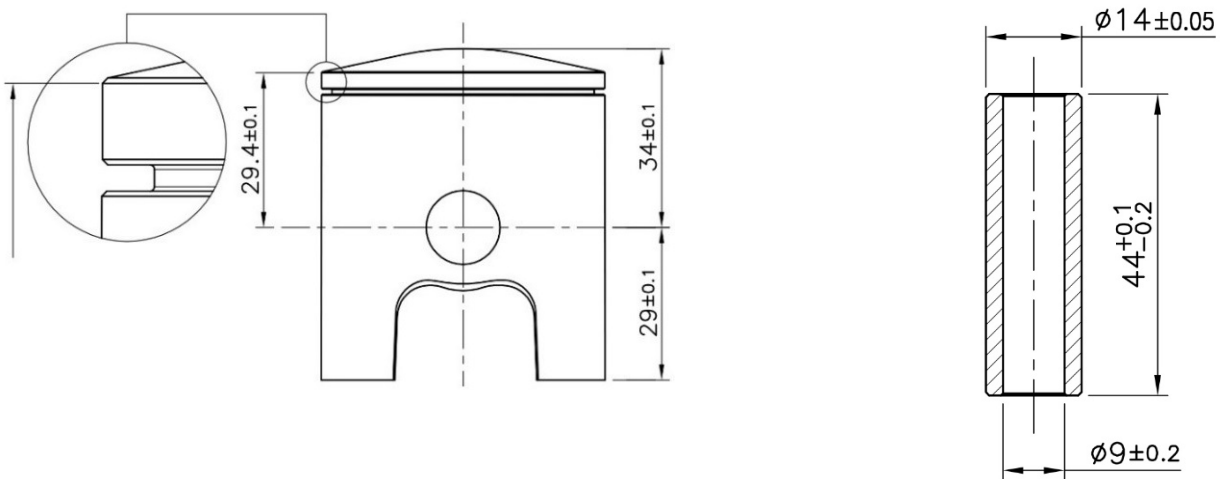
ROK GP / ROK GP-JUNIOR 2024

MONTAGGIO DEL DISTANZIALE E DELLE GUARNIZIONI DI SCARICO MOUNTING THE SPACER AND EXHAUST GASKETS MONTAGE DE L'ENTRETOISE ET DES JOINTS D'ÉCHAPPEMENT



L'assemblaggio deve essere eseguito nel modo illustrato in figura e le parti devono essere obbligatoriamente, n° 1 distanziale di scarico e n° 2 guarnizioni di scarico.
The assembly must be carried out in the manner illustrated in the figure and is mandatory to have, n° 1 drain spacer and n° 2 drain gaskets.
Le montage doit être réalisé de la manière illustrée sur la figure et les pièces doivent être obligatoirement, n° 1 entretoise d'échappement et n° 2 joints d'échappement.

PISTONE - SPINOTTO PISTONE PISTON - PISTON PIN PISTON - AXE DE PISTON



Peso – Weight – Poids
128g ±5g

Peso – Weight – Poids
30g min.

ATTENTION

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All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALES VORTEX ROK.

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**FOTO E MARCHIATURA DEL PISTONE
 PICTURE AND MARKING OF THE PISTON
 PHOTO ET MARQUAGE DU PISTON**

Obbligatorio avere il pistone marchiato VORTEX in fusione come da figura.
Mandatory to have the brand VORTEX cast piston as shown in the picture.
Obligatoire d'avoir le piston en fonte marque VORTEX comme sur la figure.

Obbligatorio avere il numero di CONCHIGLIA marchiato come da figura.
Mandatory to have the number of the mold cast as shown in the picture.
Il est obligatoire d'avoir le numéro de moule marqué comme indiqué sur la figure.

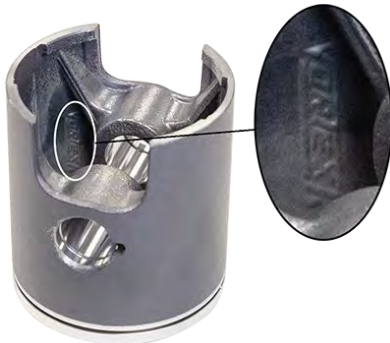
OPTION 1



OPTION 1



OPTION 2



OPTION 2



OPTION 3



OPTION 3



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

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All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

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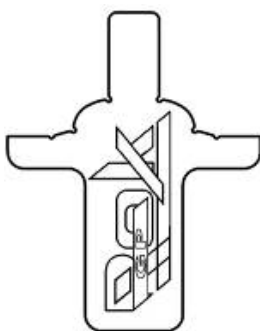
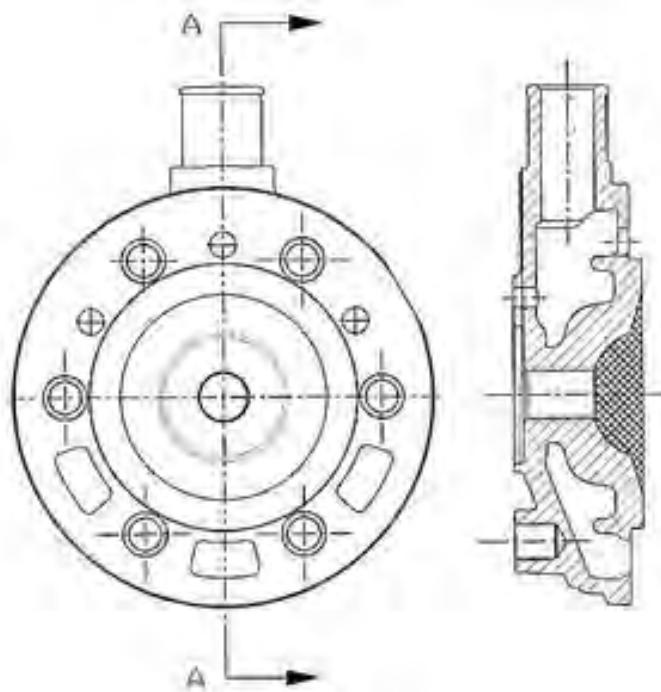
**TESTA E CAMERA DI COMBUSTIONE
CYLINDERHEAD AND COMBUSTION CHAMBER
CULASSE ET CHAMBRE DE COMBUSTION**

Volume della Camera di Combustione, misurato come descritto nel Reg.Tecnico ROK CUP 2024, art. 7

Combustion Chamber Volume: measured as described in the Rok Cup Technical Regulation 2024, art. 7

Volume de la Chambre de Combustion: mesurée comme décrit dans la règle technique ROK CUP 2024 art. 7

SQUISH THICKNESS – SQUISH - EPEESSEUR DE SQUISH : 1 mm MIN.



**DIMA CONTROLLO PROFILO CAMERA DI
COMBUSTIONE
TEMPLATE FOR CHECKING THE COMBUSTION
CHAMBER PROFILE
GABARIT POUR LA VERIFICATION DU PROFIL DE LA
CHAMBRE DE COMBUSTION**

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

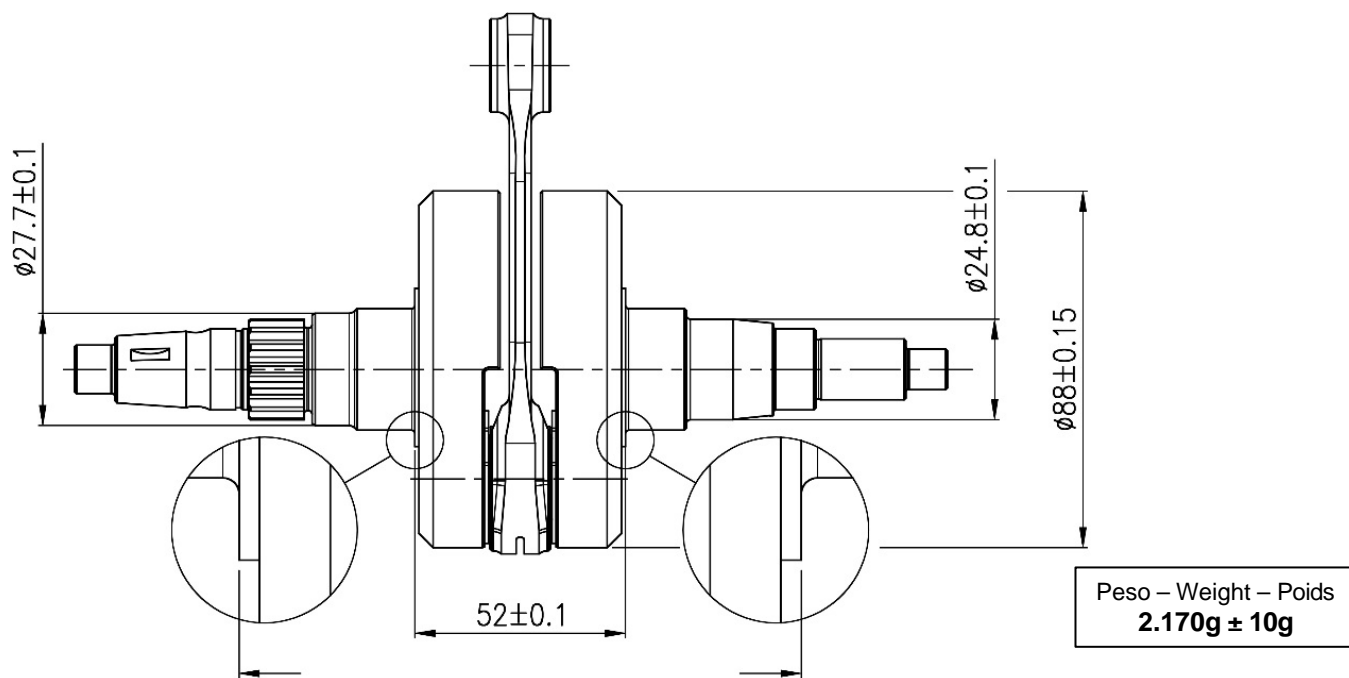
Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.

All dimensions in the technical drawings are in mm.

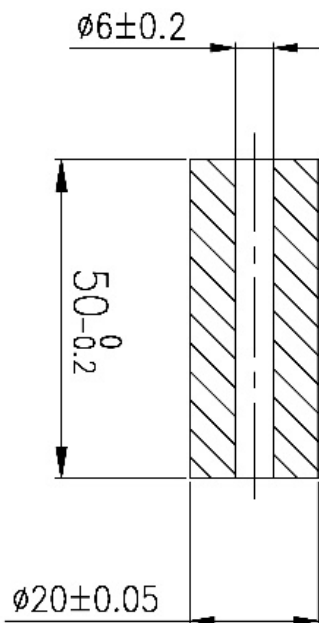
TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

**ALBERO MOTORE E ASSE D'ACCOPIAMENTO
CRANKSHAFT AND CRANKPIN
VILEBREQUIN ET AXE DE VILLEBREQUIN**



**ASSE DI ACCOPIAMENTO
CRANK PIN
AXE DE FIXATION**



Peso - Weight - Poids
111g ± 1g

OPTION 1



OPTION 2



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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All dimensions in the technical drawings are in mm.

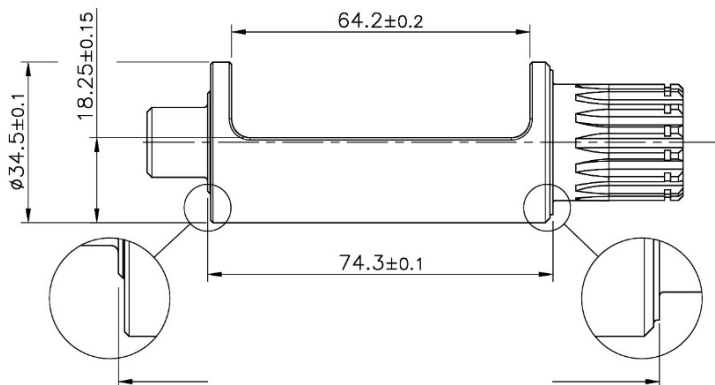
TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

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FOTO E TIMBRATURA DELLA BIELLA
 PICTURES AND MARKING OF CONROD
 PHOTO ET MARQUAGE DE LA BIELLE COUTE DROITE



CONTRALBERO D'EQUILIBRATURA
 BALANCER SHAFT
 ARBRE D'EQUILIBRAGE



Peso – Weight – Poids
435g ±5g

QUALSIASI STATO DEL MECCANISMO (ROTTURA, CONSUMO, ETC.), TALE DA DETERMINARE UN NON CORRETTO TRASCINAMENTO DEL CONTRALBERO, DEVE ESSERE CONSIDERATO NON IN REGOLA.

ANY OPERATING STATUS OF THE SYSTEM (FAILURE, BREAKAGE, WEAR, ETC.), SUCH AS TO DETERMINE AN INCORRECT DRIVING OF THE BALANCE SHAFT, MUST BE CONSIDERED NOT IN RULE.

N'IMPORTE QUEL ÉTAT DU MÉCANISME (RUPTURE, CONSOMMATION, ETC.), DETERMINE UNE CONDUITE INCORRECTE DE LA CONTRE-ARBRE, DOIT ÊTRE CONSIDÉRÉ NON RÉGULIER.

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

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TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALES VORTEX ROK.

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FOTO DEL DETTAGLIO DELLA POSIZIONE PARAOLIO ALBERO MOTORE
 DETAIL PHOTO OF THE CRANKSHAFT OIL SEAL POSITION
 PHOTO DE DÉTAIL DE LA POSITION DU JOINT D'HUILE DU VILEBREQUIN

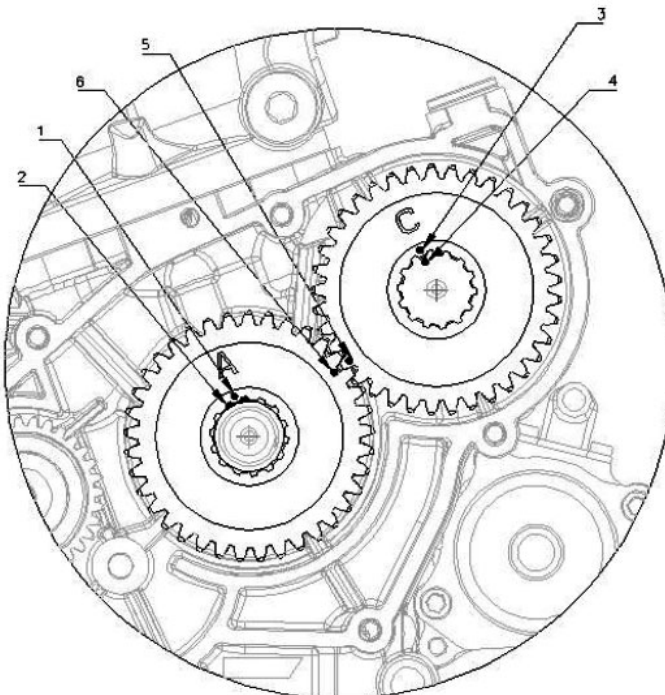


FASATURA DELL'ALBERO DI BILANCIAMENTO

NEL DISEGNO RIPORTATO SOTTO, VI MOSTRIAMO IN DETTAGLIO LA POSIZIONE ORIGINALE (CHE DEVE ESSERE RISPETTATA) DELLA FASATURA DELL'ALBERO DI BILANCIAMENTO DEL MOTORE ROK.
 AFFINCHÉ LA FASATURA SIA REGOLARE LE TACCHE DEGLI INGRANAGGI E DEL CONTRALBERO DEVONO CORRISPONDERE QUANDO IL PISTONE SI TROVA AL PUNTO MORTO SUPERIORE, COME INDICATO NEL DISEGNO.

BALANCER SHAFT PHASING

IN THE DRAWING BELOW, WE SHOW YOU IN DETAILS THE ORIGINAL POSITION (TO BE RESPECTED) OF THE BALANCER SHAFT PHASING IN THE ROK ENGINE.
 AS THE TIMING SHOULD BE REGULAR THE NOTCHS OF THE GEARS AND THE BALANCER SHAFT SHOULD CORRESPOND WHEN THE PISTON IS AT THE DEAD UPPER POINT. AS SHOWN ON THE DRAWING.



TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

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All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALES VORTEX ROK.

Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.

ATTENTION

DETTAGLIO DISTANZIALE INGRANAGGIO CONTRALBERO
 DETAIL OF COUNTERSHAFT GEAR SPACER
 DETAIL D'ESPACEMENT DE L'ENGRENAGE DE L'ARBRE DE TRANSMISSION

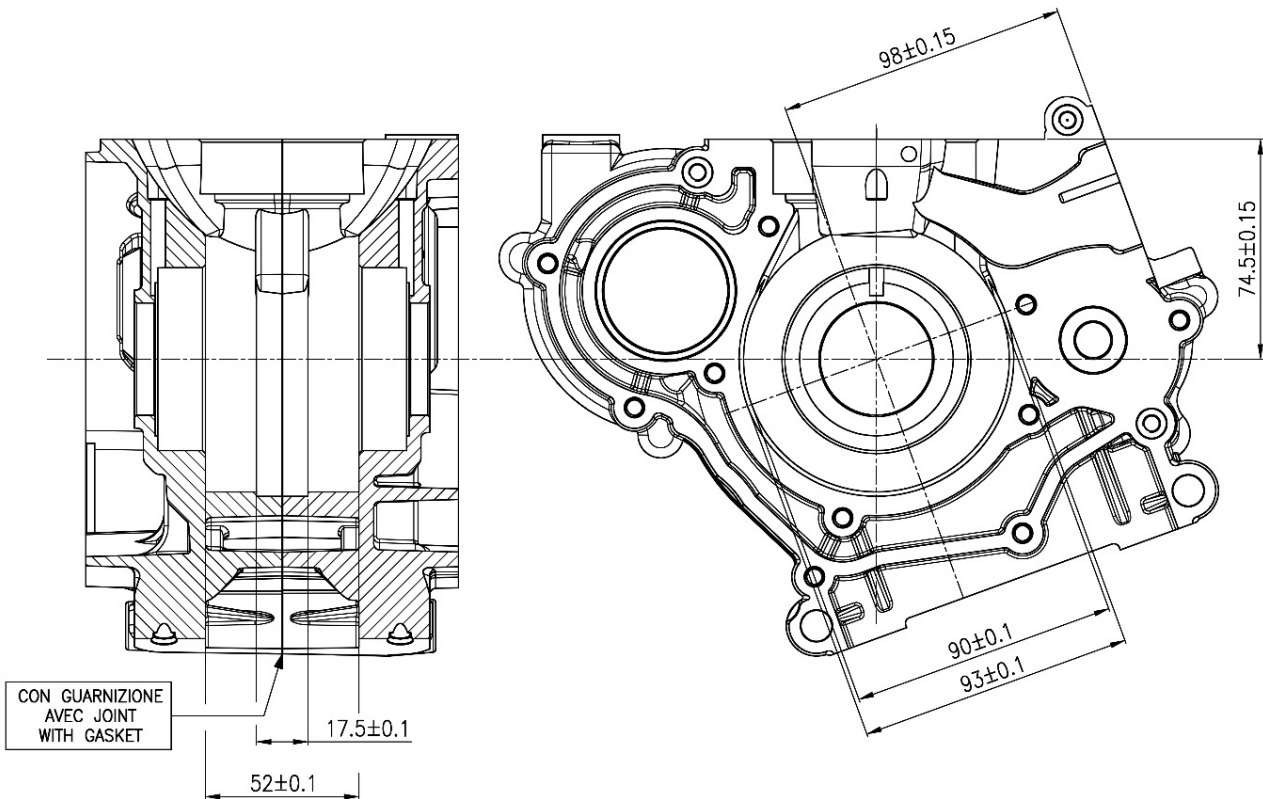
OPTION 1



OPTION 2



VISTA INTERNA DEL CARTER
 INTERIOR VIEW OF THE CRANKCASE
 VUE DE LA PARTIE INTERIEURE DU CARTER



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.

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TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

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CUSCINETTI ALBERO MOTORE CRANKSHAFT BEARINGS PALIERS DE VILEBREQUIN		
TIPO TYPE TIPE	DIMENSIONI DIMENSION DIMENSIONS	CARATTERISTICHE CHARACTERISTICS CARACTÉRISTIQUES
Marca libera / Free brand / Marque libre 6206.C4	30 x 16 x 62 mm	Sfere in acciaio / Steel balls / Billes d'acier 9
CUSCINETTI CONTRALBERO D'EQUILIBRATURA BALANCER SHAFT BEARINGS PALIERS DE ARBRE D'EQUILIBRAGE		
TIPO TYPE TIPE	DIMENSIONI DIMENSION DIMENSIONS	CARATTERISTICHE CHARACTERISTICS CARACTÉRISTIQUES
Marca libera / Free brand / Marque libre 6005.C4	25 x 12 x 47 mm	Sfere in acciaio / Steel balls / Billes d'acier 10
Marca libera / Free brand / Marque libre 6302.C4	15 x 13 x 42 mm	Sfere in acciaio / Steel balls / Billes d'acier 7
DISEGNO DEL PACCO LAMELLARE DRAWING OF REED BLOCK DESSIN DU PYRAMIDE CLAPETS		DISEGNO DEL CONVOGLIATORE DRAWING OF REED VALVE COVER DESSIN DU COUVERCLE DE LA BOÎTE À CLAPETS

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

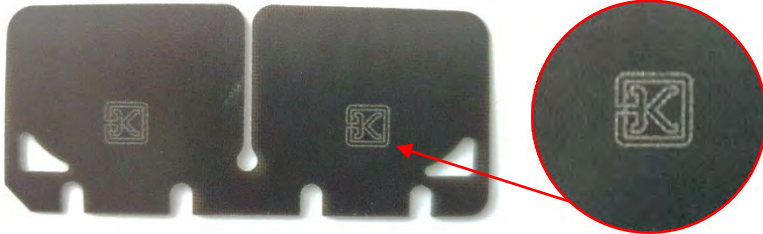
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FOTO E TIMBRATURA DELLE LAMELLE
 PICTURES AND MARKING OF THE REEDS
 PHOTO ET MARQUAGE DU CLAPETTES



SPESSORE MINIMO DELLE LAMELLE
 REED PETALS MINIMUM THICKNESS
 EPAISSEUR MINIMALE DE CLAPETTES

0.29MM

- LE LAMELLE IN FIBRA DI VETRO DEVONO ESSERE ENTRAMBE, OBBLIGATORIAMENTE, ORIGINALI E MARCHIATE OTK COME INDICATO IN FOTO.

FIBER GLASS REED PETALS MUST BE BOTH, MANDATORY, ORIGINAL AND BRANDED OTK AS SHOWN IN THE PICTURE.

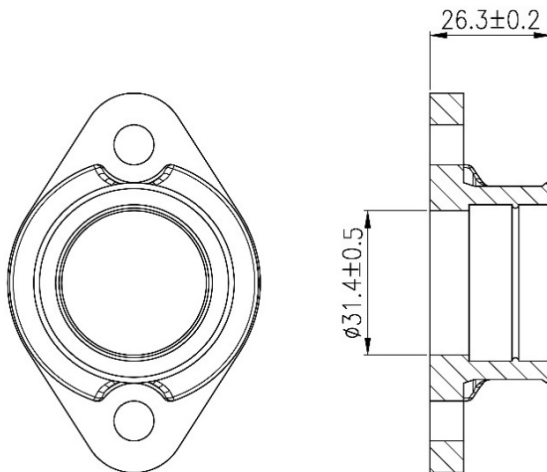
LES CLAPETTES DE FIBRE DE VERRE DOIVENT ÊTRE LES DEUX, ORIGINALEMENT ET MARQUES OTK COMME INDIQUÉ SUR LA FIGURE.

- NON E' POSSIBILE AGGIUNGERE NESSUNO RINFORZO (BALESTRINO) SULLE LAMELLE

IT'S NOT ALLOWED TO ADD ANY REINFORCEMENT (STOPPER) ON THE PETALS

N'EST PAS POSSIBLE AJOUTER AUCUN RENFORT (RESSORT A LAMES) SUR LES CLAPETS

COLLETTORE DI ASPIRAZIONE
 INTAKE MANIFOLD
 COLLETEUR D'ASPIRATION



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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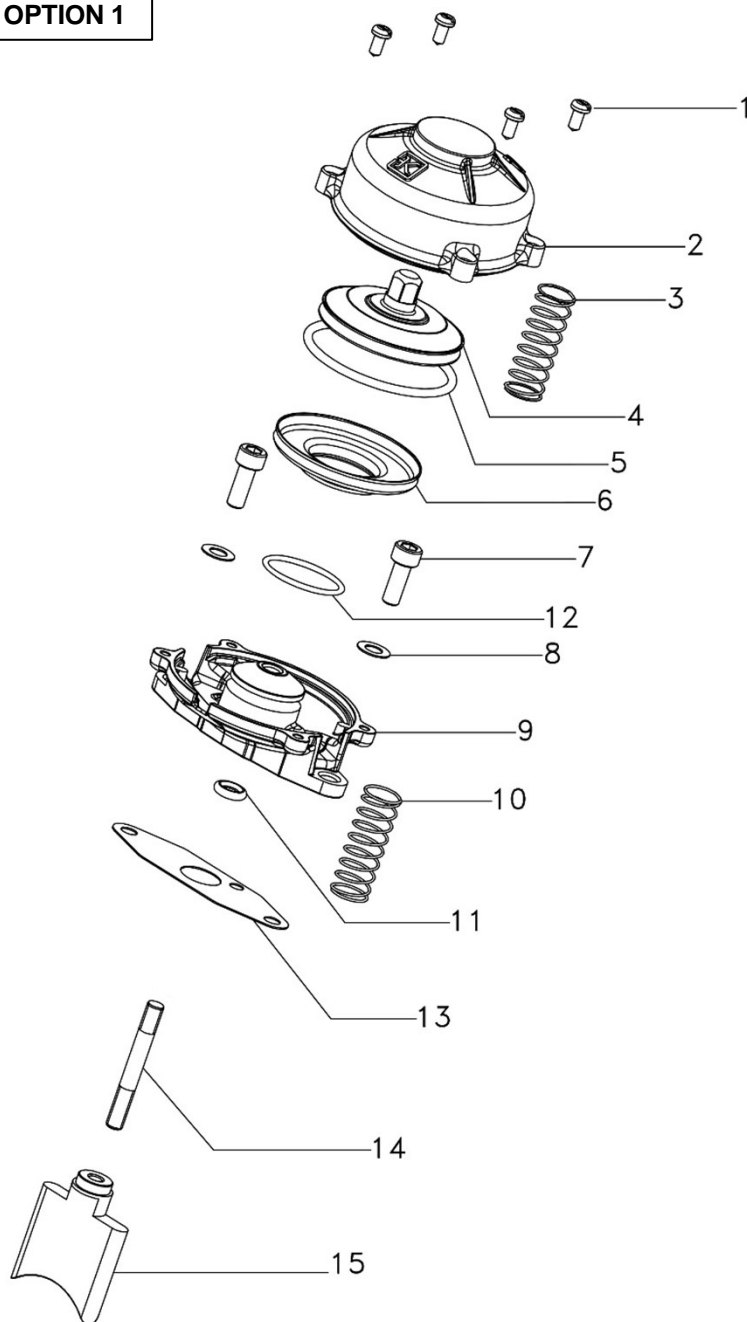
All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALES VORTEX ROK.

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VALVOLA PARZIALIZZATRICE PNEUMATICA CON DOPPIA MOLLA DI COMPRESSIONE
PNEUMATIC POWER VALVE WITH DOUBLE COMPRESSION SPRING
VALVE DE PUISSANCE PNEUMATIQUE AVEC DOUBLE RESSORT COMPRESSION

OPTION 1



- 1- VITI DI FISSAGGIO
FIXING SCREWS
VIS DE FIXATION
- 2- COPERCHIO VALVOLA
VALVE COVER
CHAP
E VALVE
- 3- MOLLA COMPRESIONE CODICE W10171/KF
COMPRESSION SPRING PART NO. W10171/KF
RESSORT COMPRESSION CODE W10171/KF
- 4- PISTONCINO VALVOLA SCARICO
EXHAUST VALVE PISTON
PISTON VALVE ECHAP.
- 5- MOLLA TENUTA
HOSE SPRING
RESSORT TENUE
- 6- POLMONE
BELLOWS
POUMON
- 7- VITE M6x20
SCREW M6x20
VIS M6x20
- 8- RONDELLA
WASHER
RONDELLE
- 9- ALLOGGIO VALVOLA
VALVE HOUSING
SIEGE VALVE
- 10- MOLLA COMPRESIONE CODICE W10171/KF
COMPRESSION SPRING PART NO. W10171/KF
RESSORT COMPRESSION CODE W10171/KF
- 11- O-RING GOMMA
O-RING RUBBER
O-RING CAOUTCHOUC
- 12- MOLLA TENUTA
HOSE SPRING
RESSORT TENUE
- 13- GUARNIZIONE
GASKET
JOINT
- 14- PRIGIONIERO
STUD
GOUJON
- 15- VALVOLA SCARICO
EXHAUST VALVE
VALVE DE PUISSANCE

E' CONSENTITO IL SOLO UTILIZZO DELLA DOPPIA MOLLA DI COMPRESIONE CODICE W10171/KF
IT IS ALLOWED TO USE ONLY THE DOUBLE COMPRESSION SPRINGS WHOSE PART NO. W10171/KF
IL N'EST POSSIBLE Q'UTILISER LE DOUBLE RESSORT DE COMPRESSION AVEC LE CODE W10171/KF

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

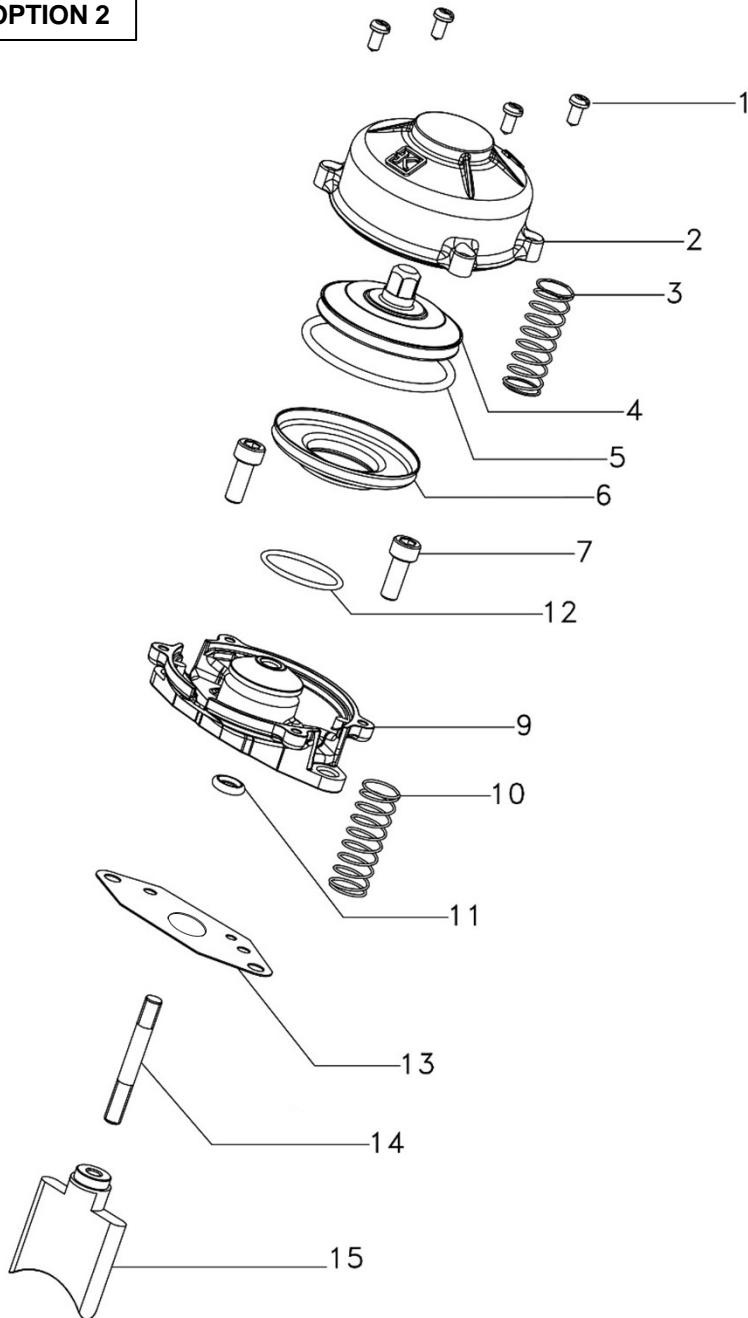
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TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

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VALVOLA PARZIALIZZATRICE PNEUMATICA CON DOPPIA MOLLA DI COMPRESSIONE
PNEUMATIC POWER VALVE WITH DOUBLE COMPRESSION SPRING
VALVE DE PUISSANCE PNEUMATIQUE AVEC DOUBLE RESSORT COMPRESSION

OPTION 2



- 1- VITI DI FISSAGGIO
FIXING SCREWS
VIS DE FIXATION
- 2- COPERCHIO VALVOLA
VALVE COVER
CHAP
E VALVE
- 3- MOLLA COMPRESIONE CODICE W10171/KF
COMPRESSION SPRING PART NO. W10171/KF
RESSORT COMPRESSION CODE W10171/KF
- 4- PISTONCINO VALVOLA SCARICO
EXHAUST VALVE PISTON
PISTON VALVE ECHAP.
- 5- MOLLA TENUTA
HOSE SPRING
RESSORT TENUE
- 6- POLMONE
BELLOWS
POUMON
- 7- VITE M6X18
SCREW M6X18
VIS M6X18
- 9- ALLOGGIO VALVOLA
VALVE HOUSING
SIEGE VALVE
- 10- MOLLA COMPRESIONE CODICE W10171/KF
COMPRESSION SPRING PART NO. W10171/KF
RESSORT COMPRESSION CODE W10171/KF
- 11- O-RING GOMMA
O-RING RUBBER
O-RING CAOUTCHOUC
- 12- MOLLA TENUTA
HOSE SPRING
RESSORT TENUE
- 13- GUARNIZIONE
GASKET
JOINT
- 14- PRIGIONIERO
STUD
GOUJON
- 15- VALVOLA SCARICO
EXHAUST VALVE
VALVE DE PUISSANCE

E' CONSENTITO IL SOLO UTILIZZO DELLA DOPPIA MOLLA DI COMPRESIONE CODICE W10171/KF
IT IS ALLOWED TO USE ONLY THE DOUBLE COMPRESSION SPRINGS WHOSE PART NO. W10171/KF
IL N'EST POSSIBLE Q'UTILISER LE DOUBLE RESSORT DE COMPRESSION AVEC LE CODE W10171/KF

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

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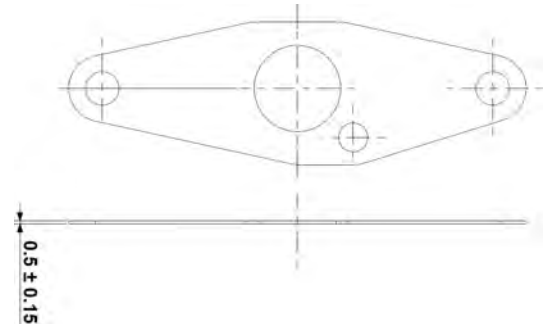
All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

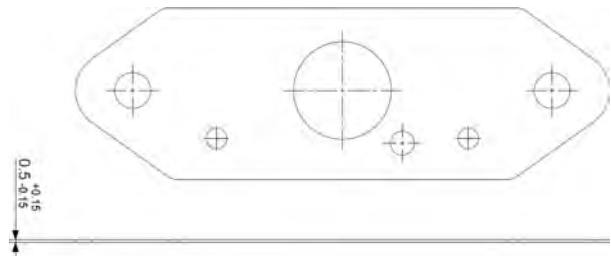
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ALLOGGIO VALVOLA E GUARNIZIONE VALVOLA DI SCARICO
EXHAUST VALVE GASKET
JOINT SOUPAPE DE DECHARGE

OPTION 1



OPTION 2



ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

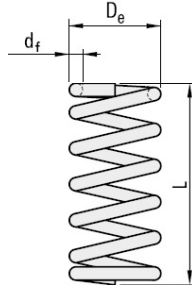
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TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

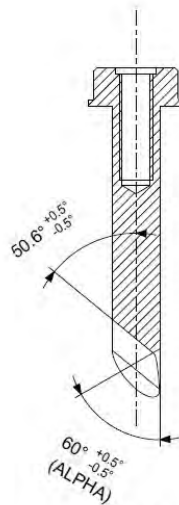
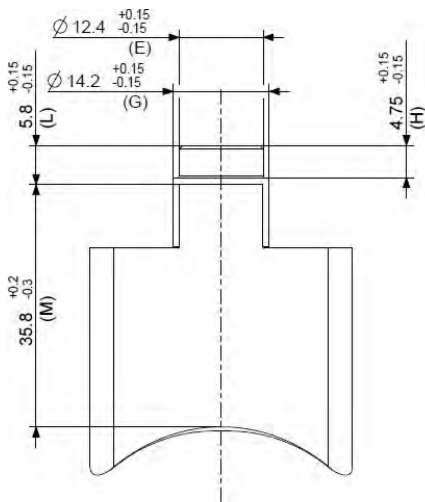
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**MOLLA DI COMPRESSIONE VALVOLA PARZIALIZZATRICE PNEUMATICA
COMPRESSION SPRING PNEUMATIC POWER VALVE
RESSORT COMPRESSION VALVE DE PUISSANCE PNEUMATIQUE**

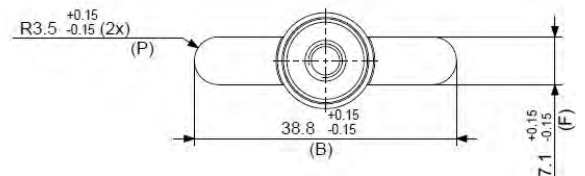
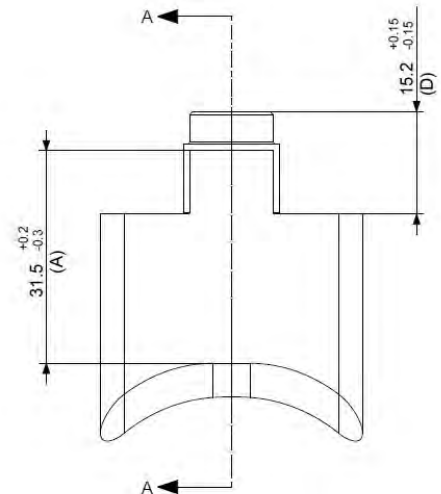


d_f	0.8 mm	± 0.03
D_e	14 mm	± 0.1
L	40 mm	± 1.5
N	5	
N= numero spire		

**GHIGLIOTTINA VALVOLA DI SCARICO
EXHAUST SLIDE VALVE
VALVE D'ÉCHAPPEMENT**



SEZ. A-A



ATTENTION

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ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

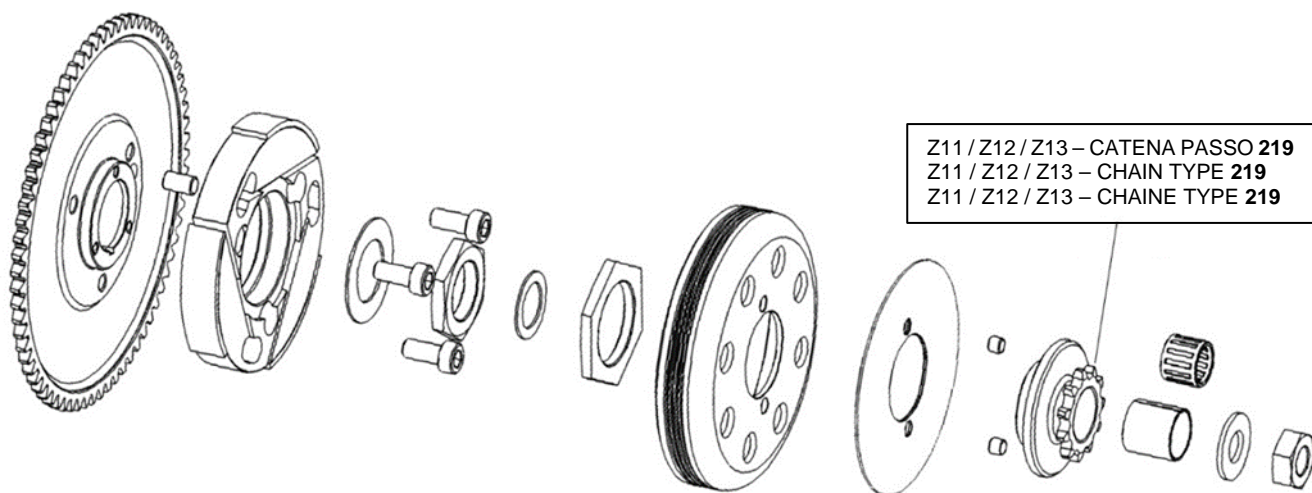
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DESCRIZIONE DELLA FRIZIONE E RAPPRESENTAZIONE DELLE PARTI
CLUTCH DESCRIPTION AND PARTS SKETCH
DESCRIPTION DE L'EMBRAYAGE ET ESQUISSE DES PIÈCES



NUMERO DI PARTI: **19**
PARTS QUANTITY: **19**
NOMBRE DE PIÈCES COMPOSANTES: **19**

PESO DELLA FRIZIONE COMPLETA DI INGRANAGGIO AVVIAMENTO E PROTEZIONE: **938 gr +/- 15g**
WEIGHT OF THE COMPLETE CLUTCH WITH STARTING GEAR AND PROTECTION: **938 gr +/- 15g**
POIDS DE L'EMBRAYAGE COMPLETE AVEC ENGRENAGE DEMARRAGE ET PROTECTION: **938 gr +/- 15g**

REGIME DI ATTACCO (MASSIMO) VERIFICABILE IN OGNI MOMENTO DELLA MANIFESTAZIONE: **4000RPM**
ENGAGEMENT SPEED (MAXIMUM) CAN BE VERIFIED IN EVERY MOMENT OF THE EVENT: **4000RPM**
VITESSE DE ENTRAINEMENT (MAXIMUM) VERIFIABLE DANS TOUS LES MOMENTS DE LA MANIFESTATION: **4000RPM**

ATTENTION

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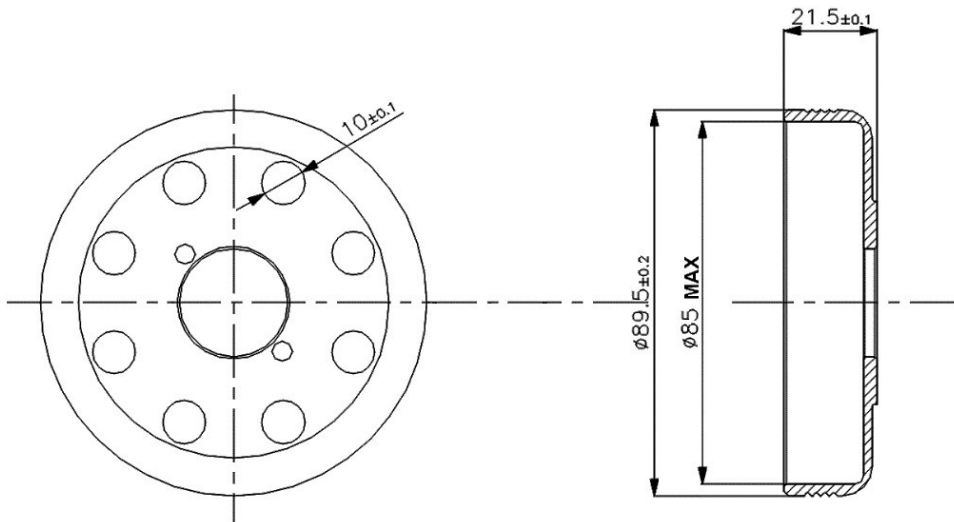
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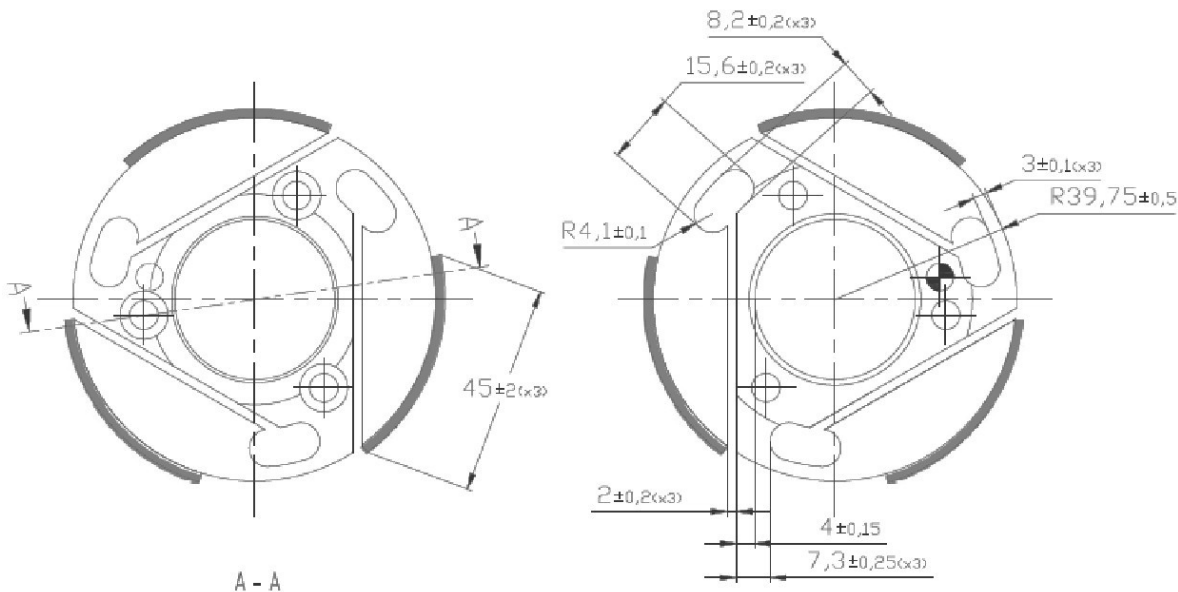
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**CAMPANA FRIZIONE / ROTORE FRIZIONE
CLUTCH HOUSING / CLUTCH ROTOR
CHAPE EMBRAYAGE / ROTOR EMBRAYAGE**



**PESO DELLA CAMPANA
WEIGHT OF CLUTCH HOUSING
POIS DU CHAPE EMBRAYAGE**

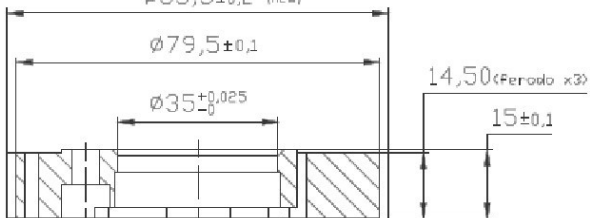
184 gr +/- 5g



A - A

Ø83 minimum (used)

Ø83,5±0,2 (new)



**PESO DEL ROTORE FRIZIONE
WEIGHT OF CLUTCH ROTOR
POIS DU ROTOR EMBRAYAGE**

356 gr +/- 10g

ATTENTION

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ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

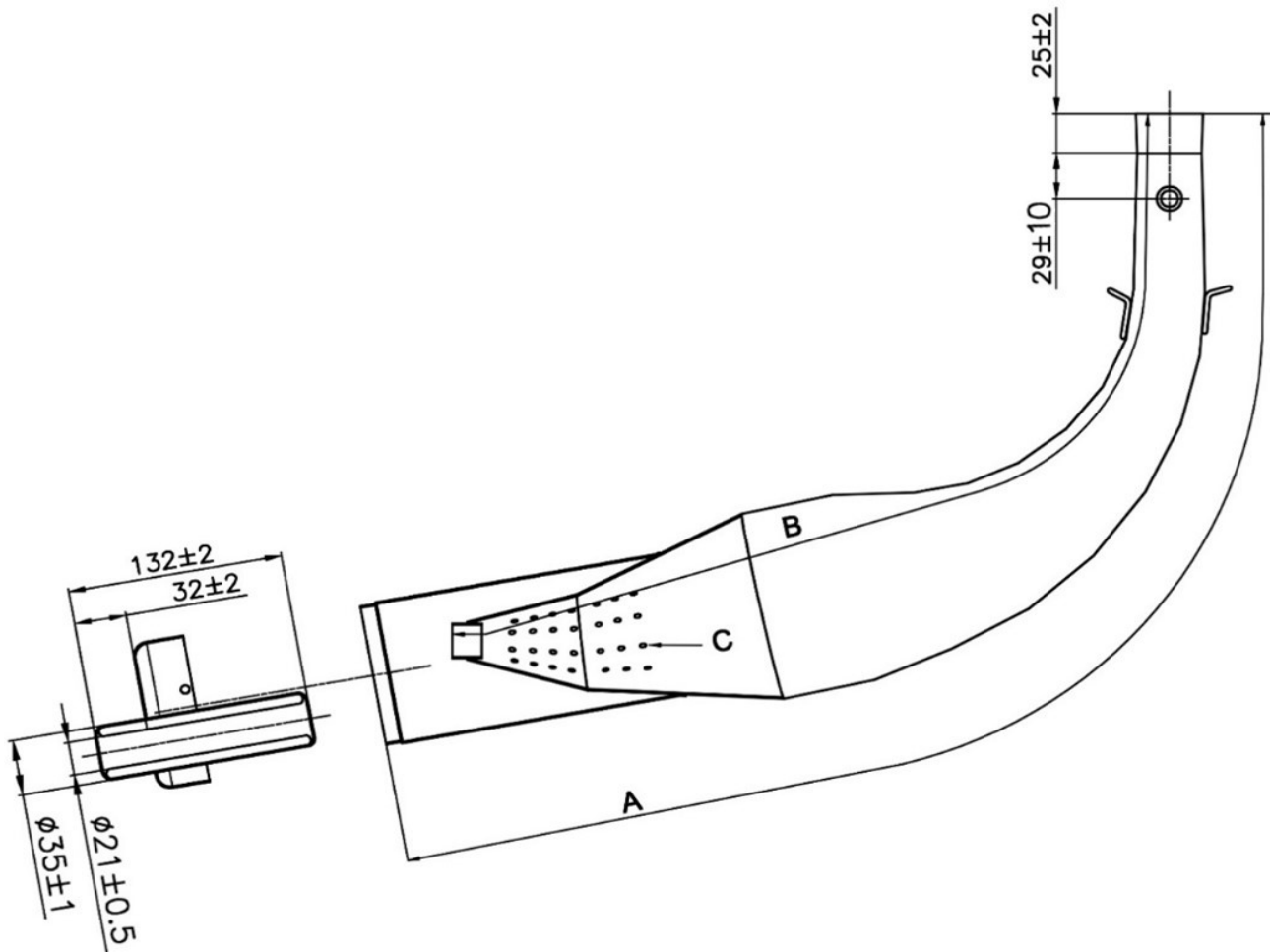
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**MARMITTA
EXHAUST MUFFLER
POT D'ECHEPEMENT**



**MISURA CORDALE ESTERNA
EXTERNAL CHORD READING
LECTURE CORDALE EXTERIORE**

A=850 mm +/- 7mm

**MISURA CORDALE INTERNA
INTERNAL CHORD READING
LECTURE CORDALE INTERIORE**

B=680 mm +/- 7mm

**NUMERO FORI E DIAMETRO
NUMBER OF HOLES AND DIAMETER
NOMBRE DES TROUS ET DIAMETRE**

C = 56 ø 4±0.5

**PESO
WEIGHT
POIDS**

2.158 g. ± 5%

ATTENTION

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FOTO E MARCHIATURA DELLA MARMITTA
 PHOTO AND MARKING OF THE EXHAUST
 PHOTO ET MARQUAGE DE L'ÉCHAPPEMENT



SULLA MARMITTA DEVE ESSERE PRESENTE IN SEDE DI VERIFICA IL LOGO DI RICONOSCIMENTO ROK GP.

DURING EXAMINATION, ON THE EXHAUST IT MUST BE INDICATED THE IDENTIFICATION LOGO ROK GP.

PENDANT LA VERIFICATION, SUR LE POT D'ÉCHAPPEMENT, IL DOIT ÊTRE PRESENT LE LOGO DE RECONNAISSANCE ROK GP.

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.

ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.

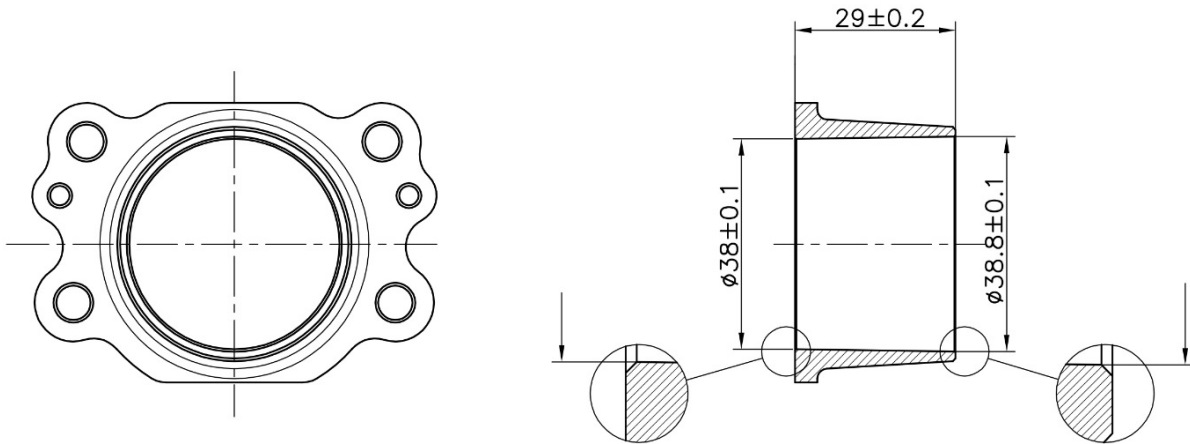
Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material. All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALES VORTEX ROK.

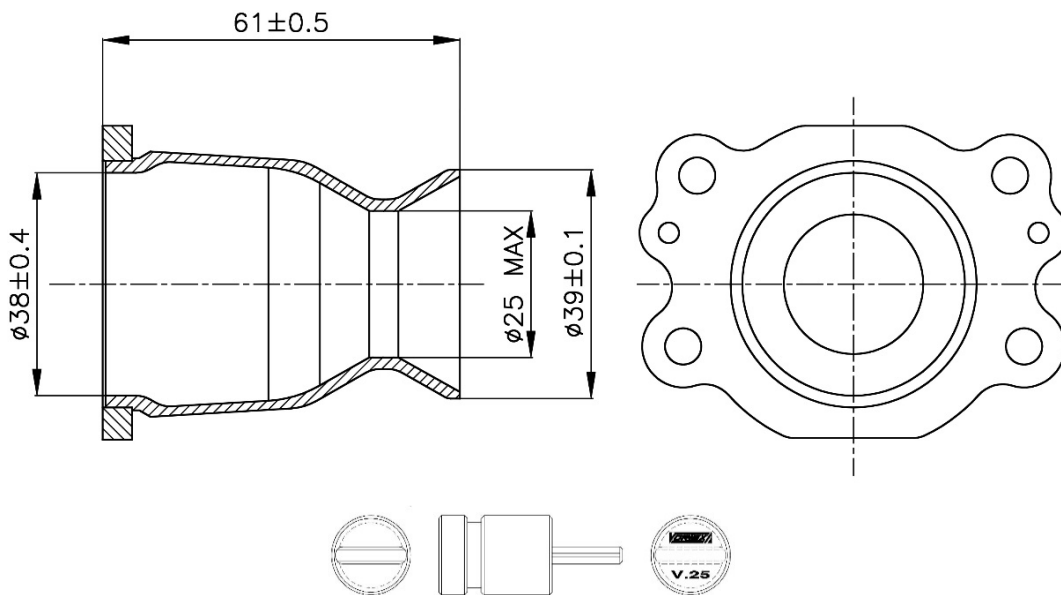
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ROK GP / ROK GP-JUNIOR 2024

COLLETORE DI SCARICO ROK GP EXHAUST MANIFOLD OF ROK GP COLLECTEUR ECHAPPEMENT ROK GP



COLLETORE DI SCARICO ROK GP JUNIOR EXHAUST MANIFOLD OF ROK GP JUNIOR COLLECTEUR ECHAPPEMENT ROK GP JUNIOR



Verifica con dima VORTEX n° V.25
Checked with Vortex template n° V.25

ATTENTION

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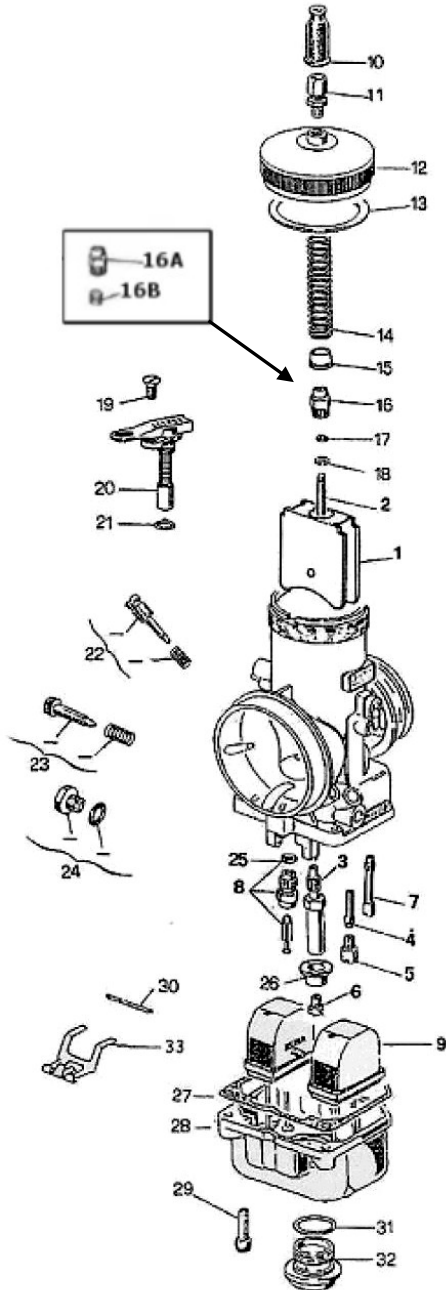
All dimensions in the technical drawings are in mm.

TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.

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CARBURATORE E COMPONENTI CARBURETTOR AND COMPONENTS CARBURATEUR ET SES ELEMENTS

DELL'ORTO VHSH 30



1. GUILLOTINE	THROTTLE VALVE
2. AIGUILLE	MIXTURE NEEDLE
3. PULVERISATEUR	SPARY NOZZLE
4. EMULSEUR MINIMUM	IDLE DIFFUSER
5. GICLEUR MINIMUM	IDLE JET
6. GICLEUR MAXIMUM	HIGH SPEED JET
7. GICLEUR DEMARRAGE	STARTER JET
8. POINTEAU	NEEDLE VALVE
9. FLOTTEUR 4 gr. x 2	FLOATER 4 gr. x 2
10. MANCHON	CAP
11. VIS DE TENSION	WIRE SCREW
12. COUVERCLE DU CORPS	BODY COVER
13. JOINT COUVERCLE DE CHAMBRE	COVER GASKET
14. RESSORT DE RAPPEL GUILLOTINE	THROTTLE VALVE RETURN SPRING
15. ASSIETTE GUIDE RESSORT	SPRING GUIDE PLATE
16. NIPPLO VALVE GAZ 16A e 16B	MIXTURE VALVE NIPPLE
17. RONDELLE	WASHER
18. ARRET DE L'AIGUILLE	MIXTURE NEEDLE STOP
19. VIS DU DISPOSITIF DE DEMARRAGE	STARTER FIXING SCREW
20. DISPOSITIF DE DEMARRAGE	CHOKE
21. JOINT DISPOSITIF DEMARRAGE	STARTER GASKET
22. KIT VIS DE REGLAGE DE L'AIR	KIT AIR ADJUSTMENT SCREW
23. KIT VIS DE REGLAGE GUILLOTINE	KIT MIXTURE VALVE ADJUSTMENT
24. BOUCHON FILTRE A ESSENCE	FUEL FILTER PLUG
25. JOINT DU POINTEAU	NEEDLE VALVE GASKET
26. ASSIETTE	PLATE
27. JOINT DE LA CUVE	FLOAT VALVE GASKET
28. CUVE	FLOAT CHAMBER
29. VIS FIXAGE DE LA CUVE	FLOAT CHAMBER SCREW
30. AXE	PIN
31. JOINT DU BOUCHON DE CUVE	FLOAT CHAMBER PLUG GASKET
32. BOUCHON DE LA CUVE	FLOAT CHAMBER PLUG
33. BALANCIER	FLOAT LEVER

ATTENTION

TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.

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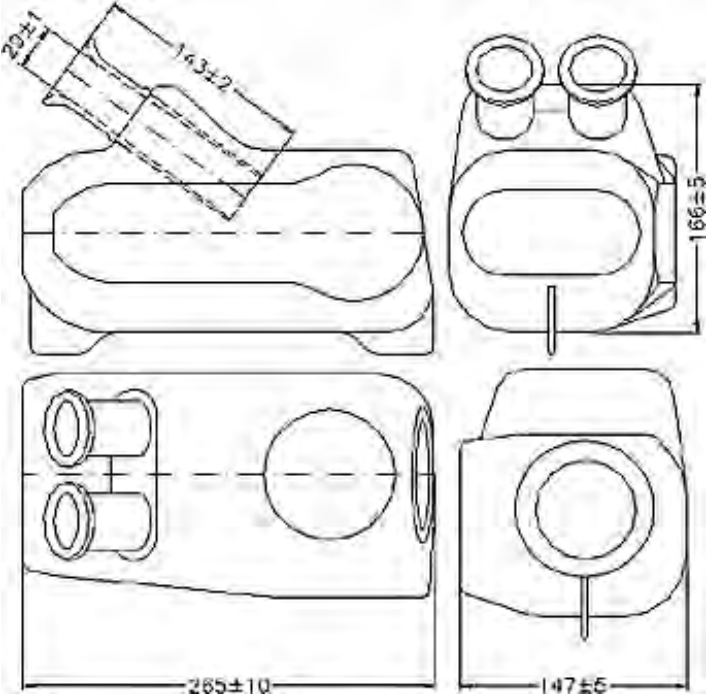
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TARATURA CONSENTITA ALLOWED SETTING CONFIGURATION PERMIS		
	COD. VORTEX	COD. DELLORTO
Valvola gas 40 - Gas valve - Valve gaz	W947540-764	1656540-64
Spillo conico K33 - Misture needle - Aiguille	W853033	0853033 08
Polverizzatore DP268 - Spary nozzle - Pulverisateur	W12539268	12539268 28
Ugello sede polverizzatore 7 mm - Spray seat nozzle - Buse de pulvérisation	W1254100-28	1254100 28
Getto max - High speed jet - Gigleur max - LIBERO - FREE	W6413160	06413160 02
Getto minimo 60 - Idle jet 60 - Gigleur minimum 60	W1299560	1299560 02
Getto emulsionatore CD1 - Idle jet CD1- Emulser minimum CD1	W1053201	1053201 28
OPZIONE 1 - OPTION 1 - OPTION 1		
Valvola a spillo 250 - needle valve 250 - poiteau 250	W8649250	08649250 33
OPZIONE 2 - OPTION 2 - OPTION 2		
Valvola a spillo 270 - needle valve 270 - poiteau 270	W8649270	08649270 33
POMPA BENZINA DELL'ORTO DELL'ORTO FUEL PUMP POMPE D'ESSENCE DELL'ORTO		
COD. 11023		
<p>E' CONSENTITO IL SOLO UTILIZZO DEL TUBO BENZINA IN MANDATA. E' FATTO DIVIETO DELL'UTILIZZO DEL RITORNO TUBO BENZINA AL SERBATOIO CARBURANTE. È CONSENTITO MONTARE SOLTANTO (N°1) UN FILTRO CARBURANTE TRA SERBATOIO E POMPA CARBURANTE.</p> <p>IT IS ALLOWED ONLY THE USE OF THE OUTLET FUEL PIPE. IT IS FORBIDDEN THE USE OF THE RETURN FUEL PIPE TO THE FUEL TANK. IT IS ALLOWED TO MOUNT ONLY N° 1 (ONE) FUEL FILTER BETWEEN TANK AND FUEL PUMP.</p> <p>IL N'EST AUTORISÉE QUE L'EMPLOI DU TUYAU D'ESSENCE DE L'ALIMENTATION. IL EST INTERDIT L'EMPLOI DU TUYAU D'ESSENCE DE RETOUR VERS LE RÉSERVOIR DE CARBURANT. IL EST AUTORISÉ À INSTALLER UNIQUEMENT (N° 1) UN FILTRE À CARBURANT ENTRE RÉSERVOIR ET POMPE À CARBURANT.</p>		

ATTENTION	<p><u>TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK.</u> Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta e/o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm.</p> <p><u>ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.</u> Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material. All dimensions in the technical drawings are in mm.</p> <p><u>TOUTES LES PARTIES DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX ROK.</u> Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm.</p>
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FILTRO D'ASPIRAZIONE
INLET SILENCER
SILENCIEUX D'ASPIRATION

MODELLO, TIPO MODEL, TYPE MODELE, TYPE	ARROW
 <p>RETINA OPZIONALE. AIR FILTER MESH AS OPTIONAL. FILTRE FILET EN OPTION.</p>	

IL MANICOTTO IN GOMMA PUO' ESSERE TAGLIATO DA UN SOLO LATO.
RUBBER BUSH CAN BE CUT ON ONE SIDE.
LA MANCHON EN CAOUTCHOUC PEUT ÊTRE COUPÉE D'UN CÔTÉ.

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FILTRO D'ASPIRAZIONE INLET SILENCER SILENCIEUX D'ASPIRATION	
MODELLO, TIPO, MODEL TYPE MODELE, TYPE	ARROW
<p> IL MANICOTTO IN GOMMA PUO' ESSERE TAGLIATO DA UN SOLO LATO, LATO SILENZIATORE. RETINA OPZIONALE. </p> <p> RUBBER BUSH CAN BE CUT ON ONE SIDE, SILENCER SIDE. AIR FILTER MESH AS OPTIONAL. </p> <p> LA MANCHON EN CAOUTCHOUC PEUT ÊTRE COUPÉE D'UN CÔTÉ, CÔTÉ SILENCIEUX. FILTRE FILET EN OPTION. </p>	



ATTENTION	<p> TUTTE LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX ROK. Né il motore né gli accessori possono essere in alcun modo modificati, per modifica si intende qualsiasi cambiamento di forma, contenuto o funzione, che rappresenti una condizione di differenza da quanto originariamente costruito (prodotto ed assemblato), inclusa l'aggiunta o l'asportazione di materiale. Tutte le misure dimensionali nei disegni tecnici si intendono in mm. ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK. Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and/or removal of material. All dimensions in the technical drawings are in mm. TOUTES LES PARTIES DU MOTEUR DOIVENT ÊTRE ORIGINALS VORTEX ROK. Ni le moteur ni les accessoires peuvent être modifiés, qu'il s'agisse d'un changement de forme, de contenu ou de fonctionnement, représentant une condition de différence par rapport à sa construction d'origine (produit et assemblé), ci-inclus aussi l'addition et/ou l'enlèvement de matériaux. Toutes les cotes dans les dessins techniques sont en mm. </p>
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ACCENSIONE PVL
PVL IGNITION
ALLUMAGE PVL

OPTION 1

Stator 500980
Rotor 500843

L'utilizzo dell'accensione PVL (OPZIONE 1) è consentito fino al 30/09/2024

The use of the PVL ignition (OPTION 1) is allowed until 30/09/2024

L'utilisation de l'allumage PVL (OPTION 1) est admis jusqu'à 30/09/2024



ACCENSIONE SELETTA
SELETTA IGNITION
ALLUMAGE SELETTA

OPTION 2



E' CONSENTITO SOLO L'UTILIZZO DI BOBINE, STATORI E ROTORI MARCHIATI COME VISIBILE NELLE FIGURE SOPRA RIPORTATE.

USE OF SOLELY OEM MARKED COIL, STATOR AND ROTOR WILL BE ALLOWED, AS MENTIONED IN THE ABOVE PICTURES.

IL SERA PERMIS L'UTILISATION DES MODULE CDI, STATOR ET ROTOR COMME VISIBILE DANS LES ILLUSTRATION CI-DESSUS REPORTEES.

ATTENTION

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**CABLAGGIO AVVIAMENTO
STARTER WIRING
CABLE D'ALLUMAGE**



E' OBBLIGATORIO CHE IL MOTORE SI ACCENDA E SI SPENGA CON IL SISTEMA DI AVVIAMENTO ON BOARD. I COMMISSARI TECNICI POTRANNO VERIFICARE IL SISTEMA DI ACCENSIONE E SPEGNIMENTO IN QUALSIASI MOMENTO.

ENGINES SHALL BE MANDATORY SWITCHED ON AND OFF BY MEANS OF ONBOARD STARTING SYSTEM. TECHNICAL STEWARD MEMBERS SHALL CHECK THE ON-OFF ONBOARD SYSTEM ANYTIME.

IL EST OBLIGATORIE QUE LE MOTEUR SOIT ALLUMÉ ET ÉTEINT AU MOYEN DU SYSTÈME DE DEMARRAGE SUR LE CHASSIS. LES COMMISSAIRES POURRONT EFFECTUER DES CONTROLES AU SYSTÈME DE DEMARRAGE ET D'ARRET À TOUT MOMENT.

**CANDELA
SPARK PLUG
BOUGIE D'ALLUMAGE**



As Per 7.1a

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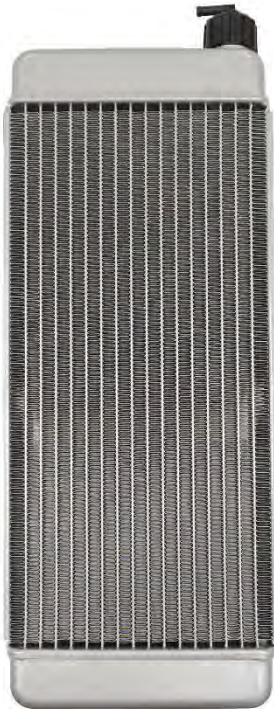
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**RADIATORE ORIGINALE OTK
OTK ORIGINAL RADIATOR
RADIATEUR ORIGINAL OTK**

OPTION 1



ATTENTION

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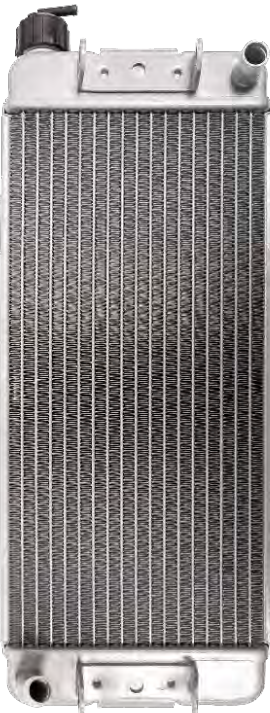
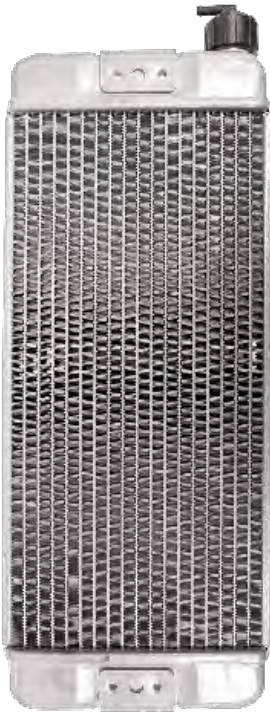
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**RADIATORE ORIGINALE OTK
OTK ORIGINAL RADIATOR
RADIATEUR ORIGINAL OTK**

OPTION 2



ATTENTION

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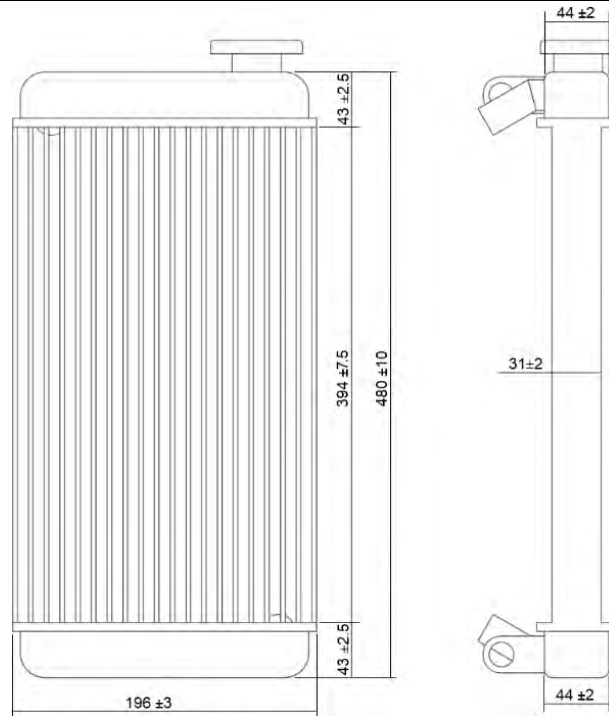
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**RADIATORE ORIGINALE OTK
OTK ORIGINAL RADIATOR
RADIATEUR ORIGINAL OTK**



**PULEGGIA POMPA ACQUA ORIGINALE OTK
OTK ORIGINAL WATER PUMP'S PULLEY
POULIE POMPE À EAU ORIGINAL OTK**



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**POMPA ACQUA ORIGINALE OTK
OTK ORIGINAL WATER PUMP
POMPE A EAU ORIGINAL OTK**



ATTENTION

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APPENDIX C: VORTEX ROK GP TECHNICAL FICHE



ROK CUP SGP 2024

TECHNICAL REGULATION

1.1 MARKING

Each part of the following engines MINI ROK, ROK GP, ROK GP JUNIOR, ROK DVS, ROK SHIFTER has a mark which allows the recognition and ensures the originality and the conformity of the part during the technical checks.

The marks used for marking the parts are those below:



1.2 EXHAUST MANIFOLD AND INLET GASKETS

Exhaust manifolds and inlet gaskets sealing cannot be anyhow decreased, restricted or blocked.

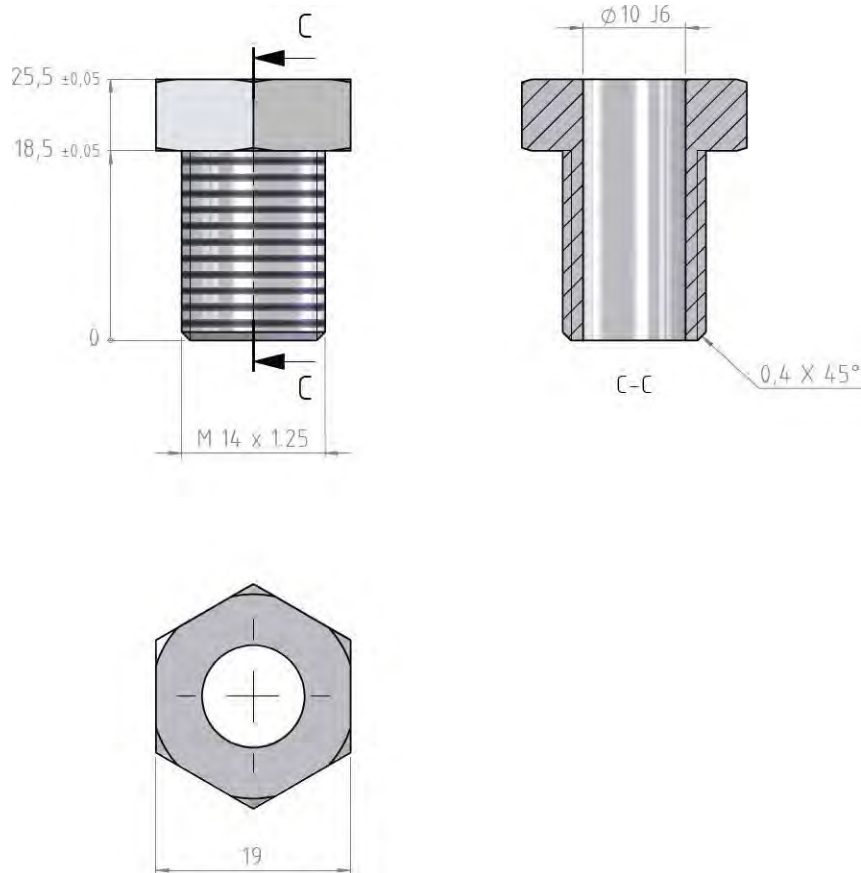
1. PROCEDURE FOR MEASURING THE VOLUME OF THE COMBUSTION CHAMBER

1. Remove the engine from the chassis;
2. Wait until the engine is at room temperature (the organizer must supply appropriate cooling fans);
 - . Remove the spark plug (check the 18.5 mm dimension);
4. Screw the plug insert in place of the spark plug (the plug insert, tightened on the cylinder head, must not extend beyond the upper part of the combustion chamber. It must be fixed to the head cylinder exactly in the same way as the spark plug measuring 18.5 mm);
5. Place the piston at top dead centre
6. Make sure the engine lies flat;
 - . With a laboratory graduated burette (mechanical A-type or electronic), fill the combustion chamber with **ATF "RED" type OIL** to the uppermost part of the top edge of the plug insert;
8. The measured volume must be as requested and described in the following table, for each class.

Table of the minimum value of the combustion chamber volume, of the classes mentioned below:

Class	Volume of the combustion chamber	
MINI ROK	4,8cm ³ . + insert 2 cm ³	6,8cm³ Min.
JUNIOR ROK – ROK GP Junior	7,5cm ³ + insert 2 cm ³	9,5cm³ Min.
SENIOR ROK - ROK GP	7,5cm ³ + insert 2 cm ³	9,5cm³ Min.
SUPER ROK – ROK DVS	9 cm ³ + insert 2 cm ³	11cm³ Min.
SHIFTER ROK	11 cm ³ + insert 2 cm ³	13cm³ Min.

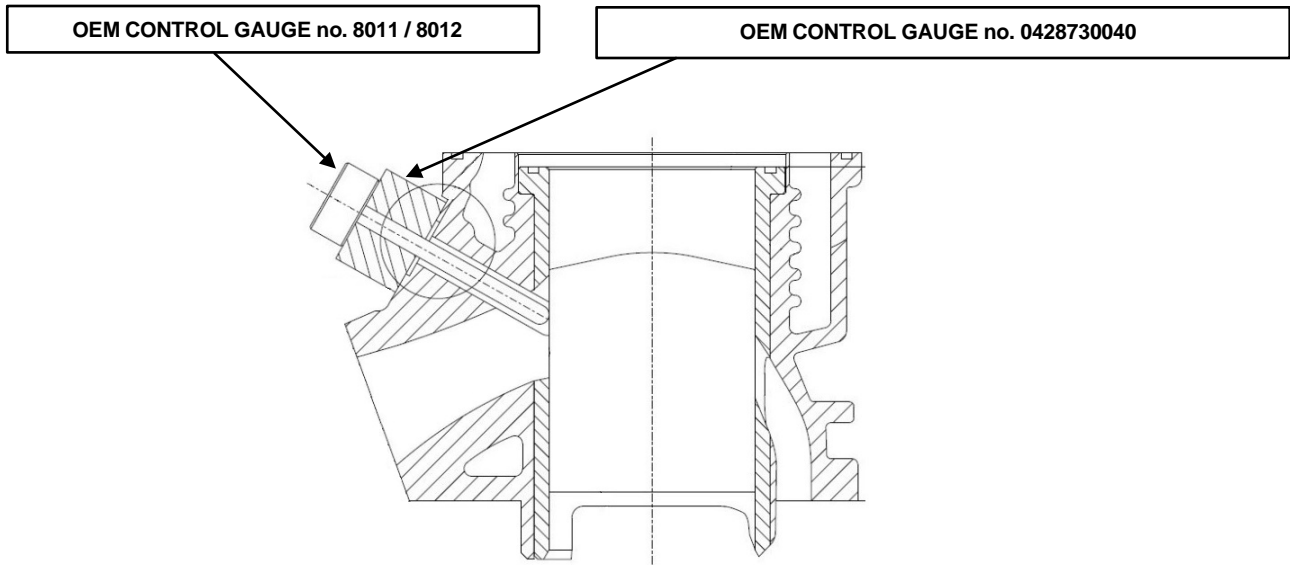
Dimensions Plug Insert



1.1 PROCEDURE FOR MEASURING THE MINIMUM DISTANCE BETWEEN THE SEAT OF THE POWER VALVE AND THE PISTON

1. Wait until the engine is at room temperature (the organizer must supply appropriate cooling fans).
2. Remove the valve system.

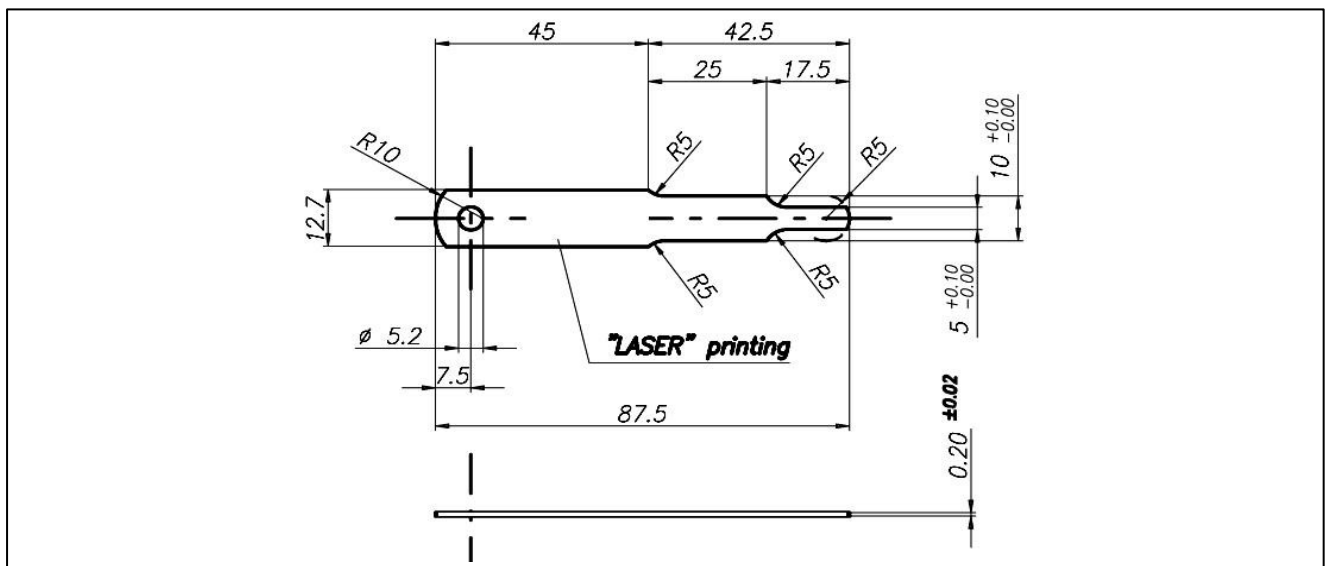
3. Assemble the gauge number 0428730040 supplied by Vortex in place of the valve system.
4. Insert and slide the gauge 8011 for the ROK GP/GP JUNIOR engine and the gauge 8012 for the ROK DVS engine as shown in the picture.
5. The gauges 8011 and 8012 must lean against the flat surface of the gauge mounted in place of the valve system without touching the piston skirt.



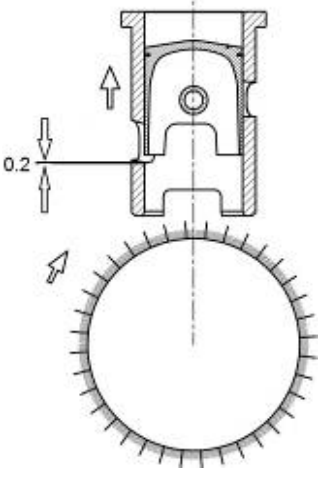
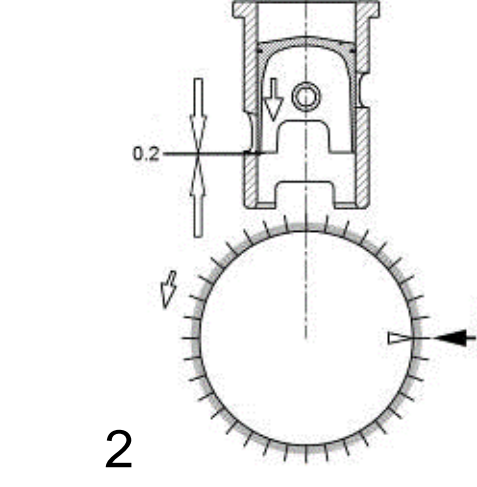
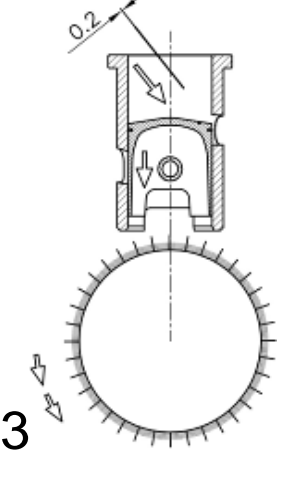
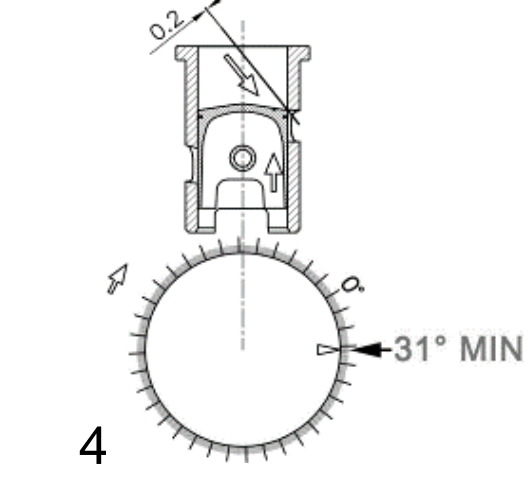
2. TOOL FOR MEASURING THE ENGINE DISTRIBUTION

For all Rok categories where the control is required, the exhaust opening angle, inlet opening angle, transfer opening angle and angle between exhaust and inlet must be measured with a 0,20 mm thick and 5 mm wide wedge (see drawing below).

The reading is made by using a digital display with encoder measuring device, or with minimum diameter 200 mm graduated disc.



2.1 CONTROL OF THE ADMISSION GAP OF MINI ROK ENGINE

 <p style="text-align: center;">1</p>	 <p style="text-align: center;">2</p>
<p>RUOTARE IN SENSO ORARIO PER ALZARE IL PISTONE E PERMETTERE L'INSERIMENTO DELLO SPESSIMETRO CONTRO LO SPIGOLO INFERIORE DELL'ASPIRAZIONE</p> <p><i>TURN CLOCKWISE AND LIFT THE PISTON TO ALLOW THE INSERTION OF THE FEELER GAUGE AGAINST THE LOWER INLET EDGE</i></p>	<p>RUOTARE IN SENSO ANTIORARIO PER ABBASSARE IL PISTONE FINO AD INCONTRARE LO SPESSIMETRO APPOGGIATO ALLO SPIGOLO DELL'ASPIRAZIONE IN QUESTA FASE SETTARE LA POSIZIONE DI 0°</p> <p><i>TURN COUNTERCLOCKWISE AND LOWER THE PISTON UNTIL IT MEETS THE FEELER GAUGE RESTING AT THE EXHAUST EDGE, AT THIS STAGE SET THE SCALE ON THE POSITION OF 0 DEGREES</i></p>
 <p style="text-align: center;">3</p>	 <p style="text-align: center;">4</p>
<p>LIBERARE LO SPESSIMETRO QUINDI RUOTANDO IN SENSO ANTIORARIO ABBASSARE IL PISTONE PER PERMETTERE L'INSERIMENTO DELLO SPESSIMETRO SOTTO LO SPIGOLO SUPERIORE DELLO SCARICO</p> <p><i>RELEASE THE FEELER GAUGE AND TURNING COUNTERCLOCKWISE LOWER THE PISTON TO ALLOW THE INSERTION OF THE FEELER GAUGE UNDER THE UPPER EDGE OF THE EXHAUST</i></p>	<p>RUOTANDO IN SENSO CONTRARIO ALZARE IL PISTONE FINO AD INCONTRARE LO SPESSIMETRO APPOGGIATO ALLO SPIGOLO DELLO SCARICO E CONTROLLARE CHE L'ANGOLO DI SPOSTAMENTO NON SIA INFERIORE A 31°</p> <p><i>TURN CLOCKWISE TO LIFT THE PISTON UNTIL IT MEETS THE FEELER GAUGE RESTING AT THE EXHAUST EDGE. AT THIS STAGE CHECK THAT THE EDGE OF DISPLACEMENTS OF THE VERNIER MATCHES NOT LESS THAN 31 DEGREES</i></p>



ROK CUP SGP 2024

TECHNICAL REGULATION

2.2 TECHNICAL CHECK CONSULTANT AND TECHNICAL CHECKS

On each race and for the technical checks of the engine only, the Promoter OTK Kart Group may request the presence of his own specialized technician to support the Technical Scrutineers. The check of the chassis and other details is assigned to Technical Scrutineers. The procedures for the technical check of the engine and/or any other parts must be performed only by Technical Scrutineers appointed by for the event.

Moreover, the Sporting Scrutineers may request the parts to be deeper checked at the Manufacturer's headquarters. This request, duly justified and described, must be done by the Technical Scrutineer to the Sporting Scrutineers.

The Promoter or the Organizer will deliver the part/s duly sealed with the relating official document of the Sporting Scrutineers and Technical Scrutineers to the Manufacturer of the part/s.

The parts will be checked at the Manufacturer's seat, by the presence of the entrant and the Technical Scrutineer.

Tests/crash tests can be done on such parts.

The parts no longer usable will be replaced by the Promoter OTK Kart Group srl only in case of proven compliance.

The parts no longer usable and replaced by the Promoter OTK Kart Group srl will not be returned to the entrant.

The Technical Scrutineer will then send the check result to the President of the Sporting Scrutineers. The logistic costs will be paid by the Promoter OTK Kart Group srl if the part/s is/are respecting the Regulations, otherwise the entrant will pay them.