

# 2023 Motorsport UK Karting Yearbook – Amendment 1

The following amendments, shown in red text, are made to the 2023 Motorsport UK Karting Yearbook with immediate effect:

## Rotax Micro Cadet and Inter Exhaust Restrictors

**B4.2.2 Exhaust and Inlet Throttle Restrictors.** Exhaust restrictor must be in place at all times. Restrictors must be as supplied by J.A.G. Engineering and comply with the official fiche, no modifications allowed. Exhaust flange restrictor, **18.30mm** maximum round bore, all exhaust gases must pass through this restrictor.

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**C4.2.2 Exhaust and Inlet Throttle Restrictors.** Exhaust restrictor must be in place at all times. Restrictors must be as supplied by J.A.G. Engineering and comply with the official fiche, no modifications allowed. Exhaust flange restrictor, **22.20mm** maximum round bore, all exhaust gases must pass through this restrictor.

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## Rotax Micro Cadet and Inter Spark Plugs

**B4.2.9 and C4.2.9 Spark Plug.** The only spark plugs permitted are as listed and must be unmodified with sealing washer in place. **1.20mm feeler gauge must not fit between the two electrodes:**

~~Denso IW24, IW27, IW29~~

NGK GR8D1, GR9D1

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## Rotax Junior and Senior Fuel Filters

**D2.4.3 and E2.4.3 Fuel Pump.** Only Mikuni – Fuel Pump DF 44-210 may be used. The fuel pump must be fitted to the bottom or side of the standard air box bracket. Only a single length of pulse tube from crankcase connector to fuel pump may be used. Only a single length of fuel line from fuel pump to carburettor may be used. ~~It is permitted to use An~~ in-line fuel filter as supplied by Rotax **must be used** between the fuel tank and fuel pump. An Internal fuel tank filter is also permitted. No restrictors, fuel returns or additional reservoirs are permitted.

## Rotax Battery


**B4.2.8 Ignition Unit.** EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, SENIOR MAX ECU (Part no. 666 815), mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS ~~or YUASA YT7B~~ (with ~~or~~ without Rotax branding) ~~or ROTAX RX7-12B or RX7-12L~~ LiFePO4 battery ~~(lithium-ion-phosphate type)~~ may be used.

**C4.2.8 Ignition Unit.** EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, MINI MAX ECU (Part no. 666 818), mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS ~~or YUASA YT7B~~ (with ~~or~~ without Rotax branding) ~~or ROTAX RX7-12B or RX7-12L~~ LiFePO4 battery (lithium-ion phosphate type) may be used.

**D2.4.7 and E2.4.7 Ignition Unit.** Digital battery ignition system. Variable ignition timing. No adjustments possible. As supplied by Rotax. The ignition coil must have three pin connection. The ignition coil must be mounted by means of two original rubber mounting blocks or equivalent to the gearbox cover. In the case of chassis component interference with the original mounting position it is permitted to relocate the ignition coil by the use of an extension bracket. The extension bracket must be attached to the original gearbox cover mounting holes. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK" or "ROTAX", as described on the official Motorsport UK fiche. Ignition switch can be either On-Off type, or Automatic fuse type. Any make of lead acid battery is permitted provided it is of the same specification as supplied by Rotax for the FR125MAX 12v/6.5Ah, 12V/7.2Ah or 12v/9Ah. FIAMM-GS type FG20651, FG20722, FGHL20722, FGH20902, YUASA YT7B-BS or YT7B and ROTAX BATTERY FX7-12B. ONLY the ROTAX lithium iron phosphate battery RX7-12L, RX-12B ~~or LiFePO4~~, or Rotax lithium battery 12V/4Ah may be used as an alternative to lead acid batteries. The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code on the 2nd line.

EVO Dell'orto ignition system: Ignition coil with separate ECU. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be marked with "NGK TB05EMA", or alternative red rubber version marked "NGK", as described on the official Motorsport UK fiche. Engines using the EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, ECU, mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. Only YUASA YT7B-BS (with ~~or~~ without Rotax branding), ~~or~~ ROTAX RX7-12B, RX7-12L ~~or LiFePO4~~ (lithium-ion phosphate type) may be used with EVO Dell'orto ignition system.

Approved: 23 January 2023



**Joe Hickerton**

Technical Manager & Karting Yearbook Editor

**This communication is for general release and is authorised to hold regulatory value.**

## 2023 Motorsport UK Karting Yearbook – Amendment 2

The following amendments, shown in red text, are made to the 2023 Motorsport UK Karting Yearbook with immediate effect:

### IAME Water Swift (restricted) engine validity

**B2.2 Engine.** IAME Water Swift 60cc U.K. two-stroke engine equipped with electric start, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. The Water Swift (restricted) adheres to the main Water Swift Inter fiche plus the Cadet supplement. The power unit, as raced must conform in all aspects with the official Motorsport UK homologation fiche and must bear **only the 'new'** relevant official IAME markings as shown in the Motorsport UK homologation fiche. The machining of ANY surface is strictly prohibited. Compliance with the Motorsport UK homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME. No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed, except for that listed in the following regulations, or where expressly permitted by Motorsport UK. Where specific dimensions are not given for the engine and its supplied accessories in the Motorsport UK homologation fiche, the dimensions will be checked against a control engine held by Motorsport UK.

Any engine used must have its individual identification number registered with John Mills Engineering Ltd (JME). **Only engines with serial numbers beginning with a numerical are permitted (engine numbers beginning with a letter are not permitted).**

### IAME Water Swift (restricted) carburettor gasket kit

**B2.4 Carburettor.** Tillotson HW-47A laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official Motorsport UK homologation fiche. Three inlet gaskets (part no: A-61822), two thermal blocks p.n IAME A-60819 & IAME A-61819A, are mandatory and must be in compliance and in the same order as indicated on the engine fiche. The use of any additional gasket is prohibited. Any parts fitted must be original parts as shown on the spare parts list in the Motorsport UK homologation fiche, and must remain unmodified. The only repair gasket set permitted is p.n **DG3-HW & RK6-HW**. The paddle spring is free, only one inlet tension spring may be fitted at any time and it must be an original Tillotson part as listed on the Motorsport UK homologation fiche and remain unmodified.

Approved: 31 January 2023



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