

# NEW CYLINDERS

**Dear Customers,**

Based on the feedback of the market on various issues regarding the actual cylinders we would like to inform you about planned changes on the cylinders for the engines 125 Junior MAX, 125 MAX and 125 MAX DD2.

## **Changes of inlet port**

The profile of the inlet port will be slightly changed to optimize the air flow and therefore the filling rate of the combustion chamber.

## **Change of transfer ports**

The heights of the transfer ports will be slightly changed to optimize the air flow and therefore the filling rate of the combustion chamber.

## **Change of central boost port**

An additional CNC machining will be introduced for the top edge of the central boost port to reduce the variation in shape and height.

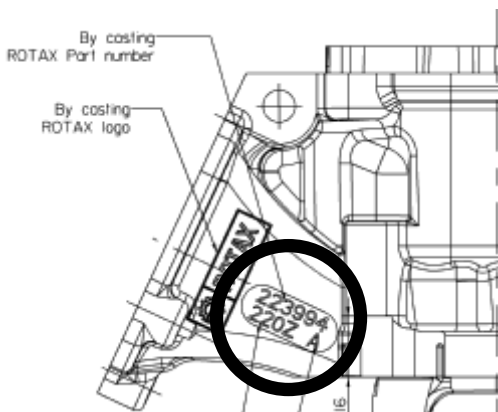
## **Change of exhaust port**

Material will be added around the exhaust port to enable a CNC machining. This will mean that the new cylinders will show a CNC machining (up to a few millimetres from the cylinder wall) all around the exhaust port.

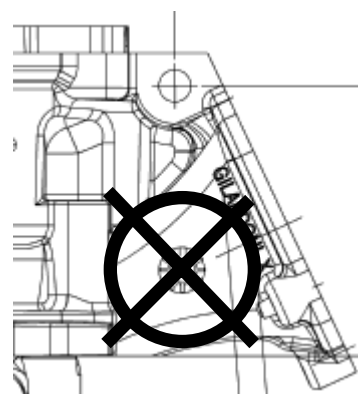
All new cylinder types will perform at least as good as the RMC-legal and "well performing" cylinders on the market.

Please note, that the above mentioned technical changes will be introduced with new part numbers for the cylinders. The part no. for every cylinder is cast at the cylinder (see sketch 1). The casting date (see sketch 2) does not provide any information about the technical configuration of a cylinder.

**Sketch 1**



**Sketch 2**



## **ROTAX MAX Challenge**

The new cylinders will be legal to be used at PTT ROTAX MAX Challenge 2009 races after March 09<sup>rd</sup>, 2009.

The Technical Regulation 2009 for the RMC will be updated in time regarding the new cylinder by means of a Bulletin.

Best regards, BIRA RT KART