

Basic Rotax Max Tuning Tips

by Nick Weil with SpeedQuest

Rotaxians rejoice! Pen has been put to paper, and the first of hopefully many tech tips articles has been bestowed upon the world of the FR125. The following is a compilation of many hours of testing, months of scouring the Internet for scraps of information, and a ton of input from SpeedQuest customers and fellow Rotaxians. This information is shared with readers in hopes that by doing so, Rotaxians will become better informed, more knowledgeable, and more satisfied with their Rotax packages.



When dealing with the Rotax FR125, there are three basic areas that need to be understood and paid special attention to. Those that take the extra time to perform the duties listed in these areas will be rewarded with a lot less downtime and fewer hours of frustration at the track.

Cleaning

The cleaner you keep everything on your Rotax, the easier it will be to diagnose problems and rectify them. A clean Rotax (or any kart for that matter), is a happy Rotax. Keep in mind you want to use appropriate cleaners for certain parts though. For instance, the power valve bellows is made of a pliable rubber. The condition of the rubber itself plays an important part in the proper operation of the valve. Cleaning the bellow with an aggressive cleaner, such as Simple Green, could weaken the rubber and cause it to "blow off" the piston a lot easier. Thus, we recommend using only mild soap and water for cleaning the bellows. When cleaning the carburetor parts, i.e., jets, floats, filters, etc., you should use a carburetor cleaner. To clean any brake component you should use a good quality, fast evaporating brake cleaner. All of these items are really common sense, but most of the time, problems could have been prevented with proper cleaning to begin with.

Carburetor

With the Rotax package the biggest issue people have is normally with the carburetor and the 'mystery' involved with adjusting it. Because the system uses a "fixed" jet system, jet changes are necessary on a daily basis (sometimes hourly) and in a lot of cases those changes are critical to the proper operation of the motor. We will address that in a little more detail further on, but the big thing to remember here is still, keep it clean. Many of my customers complain of a bog during turns, or after letting off the throttle. The float will operate the needle & seat and if incorrectly adjusted, can cause a seemingly untraceable bog. To correctly set your float levels do the following:

You must remove the carburetor from the motor to gain access to the floats.

- Turn the carburetor upside down and remove the float bowl. Make a note of how the floats (white plastic pieces) are positioned in the float bowl cavity.
- Continuing to hold the carburetor upside down, examine the float lever.
- The prongs of the float lever should be parallel with the base of the carburetor. If the prongs are not level, DO NOT BEND THEM!!!! You adjust the prongs by bending the small flap that sits on top of the needle and seat. Bend this flap until the float prongs are absolutely level.

Now that you have adjusted the floats to their proper position, we need to set the clip appropriately. To begin, set the slide needle at its richest point. This is done by removing the small 'e' clip and setting it at the lowest groove on the slide needle.

Rotax Max Tuning

Paul Jackson



Rotax Max Tuning:

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