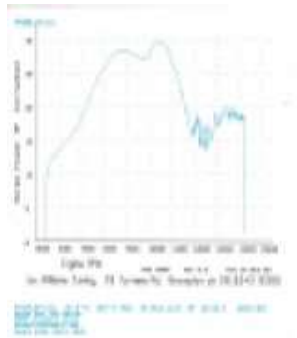


## ROTAX FR125 MAX kart engine.



Click on image to view dyno curve, or a number chart



is [here](#)

\$POA complete Senior EVO version

\$POA complete Junior EVO version

**The complete Dell Orto carb tuning guide is [here](#)**

**Repairs and tuning prices are reasonable too ..... look here for our [Workshop services](#)**

The Rotax FR125MAX offers high levels of performance, user friendliness and reliability. The engine has been designed to offer the karter all new features like an electric starter, fixed jet carburetor, 25 hours rebuild intervals and the speed of an International Formula class.

The Austrian Rotax designed and built engine has been accepted across England, Europe and America for a one-make engine class - just as in Australia the AKA and CAMS have approved the FR125MAX for use in the Formula Rotax class.

For use in Australian racing every engine must have the official Formula Rotax Australia stamp on assorted engine parts, and only genuine Rotax components are permitted for repairs and service.

This reduces the costly 'tuning' options of many other kart classes - but with the 28hp performance of the FR125MAX it is a truly stunning performer straight out of the box !!

The watercooled engine with its specifically tailored and sealed exhaust system runs at substantially lower noise levels than any other kart engine, and coupled with its automatic clutch and electric starter make it quite a friendly unit for both racers and recreational karters alike. The latest model available now has an inbuilt thermostat and new larger radiator.

### **FR125 Junior MAX class for CAMS Superkarts.**

Drivers from 12 to 14 years can run the Junior version Max engine in Superkarts running on the longer motor racing circuits. The karts that have ventured out onto the long circuits have proven trouble free with lap times only 1 - 2 seconds a lap slower than the senior Rotax Max class.

The engines remain fixed to the same 'standard' specification as for KA sprint racing, with the non-powervalved and restricted exhaust port dimension in the "junior max" cylinder. The only change required from a normal FR125MAX engine is to swap the cylinder - everything else stays the same.

**Wouldn't you like to try 16:75 gearing for 145kph at Mallala !!** Read about the [Superkarts](#) [here](#).

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