GLOBAL
ROTAX MAX Challenge
Technical Regulation 2026

Bulletin no. : 01
Valid from : 2026 February 12
Addendum/changes (highlighted in yellow) to Global RMC Technical Regulation 2026, Edition 2026 October 09 Version 1

6.22 SPROCKERS / GEARING – 125 MICRO MAX AND 125 MINI MAX

For the categories listed below, the gear ratio is fixed and shall not be modified under any circumstances.

Only rear axle sprockets of 219 pitch are permitted.

The use of half-tooth sprockets, offset-tooth sprockets, non-standard tooth profiles, or any device, process, machining, treatment, or modification intended to alter the effective gear ratio is strictly prohibited.

The mandatory engine and rear axle sprocket combinations are:

	Engine	Rear Axle
125 Micro MAX	14	72
125 Mini MAX	13	80

RMC FINLAND

RMC Finland -sarjassa käytössä olevat välitykset:

125 Micro Max:
14 piikkinen vetoratas 75 piikkinen takaratas

125 Mini Max
13 piikkinen vetoratas 78-80 piikkinen takaratas.

During scrutineering, compliance must be verified using an original ROTAX rear sprocket of the specified tooth count as a reference gauge. The outside diameter and tooth count must match the corresponding original ROTAX rear sprocket

Normal wear and tear resulting solely from use, which does not alter the effective gear ratio, is permitted. Any wear, damage, or modification that results in a change to the effective gear ratio shall be considered non-compliant.

2.9 COMPOSITE MATERIALS

Composite materials (carbon-fibre, etc.) are banned except for the Chain guard, seat and the floor tray.

Alloys from different metals / substances are not considered as composite materials.

6.16 EXHUAST SYSTEM

The use of a minimum of 2 pieces and a maximum 4 pieces of original Rotax exhaust springs, to fix the exhaust system to the exhaust socket, is allowed.

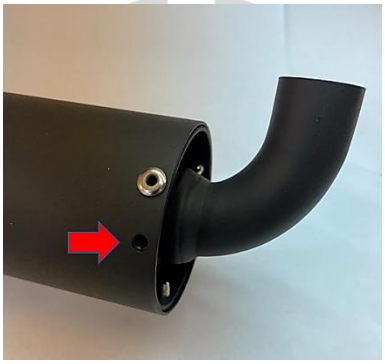
The use of a minimum of 2 pieces and a maximum 4 pieces of original Rotax exhaust springs, to fix the silencer to the exhaust system is allowed

To use a “safety wire” to fix the exhaust system to the exhaust socket is not allowed.

Original exhaust system as supplied by Rotax is mandatory to be used for the relevant class.

Allowed modifications on the original exhaust systems are:

- Replacing the original rivets of the silencer end cap by 4 mm metric screws and corresponding locking nuts. The 3 x fixations (rivets, bolts and locking nuts) must be always secured tight to ensure a sealing between the perforated tube and exhaust system. The perforated tube must be fully inserted into the exhaust system (see top, right picture for reference) External protrusion of the outer sealing ring of the perforated tube is forbidden. (Indicated by the red arrow)
- If the event requires the Exhaust / Perforated tube to be sealed, the seal must be passed through a 4th hole (maximum 4mm diameter). The hole must be in a position that avoids the leaking of exhaust gasses as indicated in the picture on the right. The perforated tube must be always secured tightly to the exhaust at 3 points.
- Replacing the original isolating mat in the silencer by one new original isolating mat by original Rotax spares parts. The mat must be installed as intended by wrapping it fully around the complete length of the perforated tube.



- 125 Micro MAX ROTAX part number 297982
- **125 Mini MAX** **ROTAX part number 297985**
- 125 JNR MAX ROTAX part number 297982
- 125 SNR MAX ROTAX part number 297982
- 125 DD2 MAX ROTAX part number 297982

Note

For post-race technical scrutineering checks on the exhaust isolating mat, only the used weight is to be controlled.

The exhaust isolating mat new size and weight specifications can only be applied for pre-race / event technical checks against new material prior to installation and sealing of the exhaust system, if specified by the event /series organizer.

- Welding a socket (in a distance of 50-80 mm from the ball joint) on the top of the exhaust system for measuring the exhaust gas temperature.
- Addition extra elements after the original silencer for further noise reduction.

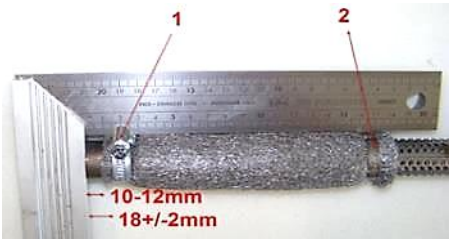
  Additional to the standard isolation mat a steel isolation mat (Rotax part no. 297 983) with the square dimension of 165 +10 mm is legal for use in the JNR / SNR and DD2 category's only (not mandatory) to be assembled underneath the standard isolation mat according to the illustration.

  Clamp (1) must be fitted at a distance of 18+/-2mm, measured from the end of the tube.

  Clamp (2) must be fitted at the end area of the steel isolation mat.

  The measurement 10-12 mm from the end of the perforated tube to the beginning of the steel isolating mat is a specification for assembly purpose only!

  Both clamps (1 and 2) are mandatory to be fitted and tightened.



Exhaust System – Repairs and Damage - Permitted Repairs

Re-welding of the exhaust system is permitted subject to the following limitations:

On any round section, repairs must not exceed 50% of the section's diameter.

On any non-round section, repairs must not exceed 150mm in length.

Damage and Eligibility

The presence of damage to any area of the exhaust system may render the component ineligible at the discretion of the Chief Scrutineer.

Any single area of damage exceeding 65mm x 65mm in surface area and/or 10mm in depth will automatically render the exhaust ineligible for competition.

Only repairs that return the components to its original shape or form are allowed.

Deliberate manipulation of the exhaust system is strictly forbidden.

Clarification – Article 5.6: Inlet System

The wording of Article 5.6 requires clarification to avoid misinterpretation.

As currently written, the regulation does **not** prohibit the use of distance plates in the Junior MAX category. The rule was intentionally drafted in this manner to prevent genuine mistake non-compliance issues, as it may not be reasonably possible for a driver to identify whether an engine is a Mini MAX or Junior MAX specification engine.

This is due to:

- The squish clearance being identical between the two engines; and
- The distance plate being located within the engine seal, making it difficult to visually determine whether it is fitted.

For clarity, the use of distance plates is **only permitted** in the following categories:

- Micro MAX
- Mini MAX
- Junior MAX

The use of distance plates in any other category is strictly prohibited.

Where distance plates are permitted and installed, they must:

- Be fitted strictly in accordance with the technical regulation; and
- Both plates must be installed in full compliance with the regulation.