



# ROK CUP TROPHY 2024

Extract from TECHNICAL REGULATION  
valid for ROK CUP SUPERFINAL 2024

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## ROK CUP TROPHY 2024

### Extract from the ROK CUP TECHNICAL REGULATION Valid for ROK CUP SUPERFINAL 2024

ROK CUP TROPHY 2024 Technical Regulation  
Approved by ACI SPORT on 25/01/2024

The updates are indicated in the table:

#### UPDATE HISTORY

UPDATE	APPROVAL DATE	PAGE
Addendum Article 11. TRANSMISSION	16/04/2024	
Addendum ROK CUP SUPERFINAL Articles 1, 1.1, 1.1c, 1.6, 1.6a, 2.4, 3, 5, 6.1, 7, 9	25/06/2024	
Addendum Art. 1.6.a	01/10/2024	



# ROK CUP TROPHY 2024

## Extract from TECHNICAL REGULATION valid for ROK CUP SUPERFINAL 2024

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### Introduction

Although not expressly indicated in this Regulation, reference is made to the 2024 ACI Sport Karting RDS Technical Regulation, 2024 CIK FIA Regulation and subsequent amendments and additions which are hereby fully reported.

### 1. CLASSES:

- ROK MINI
- **ROK MINI U10**
- ROK JUNIOR
- ROK SENIOR
- ROK EXPERT
- ROK EXPERT PLUS
- ROK SUPER
- ROK SHIFTER
- **ROK SVR**

**Rok Mini U10 and Rok SVR categories will be admitted to the Rok Cup Superfinal 2024, only.**

#### 1.1 MINI ROK / **MINI ROK U10**

**Engine:** Vortex ROK MINI 60cc complying with the current MINI ROK engine identification sheet (technical fiche) approved by ACI SPORT.

**Carburettor:** **DELL'ORTO PHGB 18**, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine identification sheet (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden.** The threaded clamp described in the engine identification sheet (technical fiche), screwed onto the carburettor, is used to fix the intake silencer; the clamp must not interfere inside the homologated carburettor inlet.

**The only components of the carburettor that can be changed are those described in the table in the engine identification sheet (technical fiche).**

**Clutch:** Concerning the clutch housing with holes, it is mandatory to use the cover according to the engine identification sheet (technical fiche) of the Mini Rok engine.

**Ignition:** Described in the engine identification sheet (technical fiche). The admitted spark plug is the one described in the identification sheet (technical fiche) of the Mini Rok engine.

**Chassis:** Brand and model must hold **current CIK FIA MINI Gr.3 homologation.**

All homologated components of the chassis must hold current CIK FIA homologation (brake system, bodyworks, rear wheel protection).

**Front fairing:** Mounting kit complying with the RDS ACI SPORT Karting Technical Regulation 2024, art. 4.14.2 art. 4.14.3 comma a-b-c-d-e-f-g

**Pre-Race checks:** Every driver can use:

2 chassis of the same **Brand**

2 engines.

#### 1.1.c

#### **Rok Cup Superfinal's ENGINE DISTRIBUTION TO MINI ROK AND MINI ROK U10 CLASSES**

In the Mini Rok and Mini Rok U10 categories the Rok Cup Superfinal will be reserved (limited number) to a maximum of

72 drivers for the MINI ROK

36 drivers for the MINI ROK U10

racing with the ENGINES provided and allocated by drawing lots by the Promoter.



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*(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)*

The maximum number of admitted drivers could differ and in this case, it will be specified in the Specific Race Regulations (RPG).

With ENGINE or ENGINES we mean: Mini Rok engine + carburettor + exhaust + airbox. The engines and the parts supplied with it (Mini Rok engine + carburettor + exhaust + airbox) will be identified with the same serial number and will be equipped with seals.

All drivers must have their own battery, battery support and wiring.

ENGINES will be distributed/assigned to each driver by drawing lots which will be done just before the official free practices in the presence of all drivers. The ENGINES must be used starting from the official free practices.

The ENGINE must be strictly original as supplied by the Promoter. It is not permitted to change, modify, add/remove any part, component, adjustment of the ENGINE or choose Options other than those provided.

At the end of each race session during the event, there might be a further draw for the ENGINE; in this case, each driver will be requested to leave the ENGINE and attend a new draw.

At the end of each stage of the race, the designated ACI Stewards, upon request of the designated ACI Technical Stewards, may decide to reassign ENGINES to some drivers only without having to do a new draw; this procedure will be carried out exclusively by the designated ACI Technical Stewards.

Every time the drivers will return the ENGINES, a Vortex technician will verify eventual breaks, damages and/or missing parts and that seals are integral. In case of damage and /or missing parts, the relating costs will be charged to the driver who has just returned the ENGINE.

ENGINES must be returned clean at the end of the race.

The rental of the ENGINE will be managed by the Promoter itself, as indicated.

The rental cost of the ENGINE will be defined by the Promoter.

### GEAR RATIO, CHAIN, REAR SPROCKET

The gear ratio (engine sprocket/rear sprocket) to be used on the chassis will be indicated by the Promoter, with the tolerance of  $\pm 1$  cog on the rear sprocket, and on the occasion of the Rok Cup Superfinal it will be as follows:

engine sprocket 11 cogs

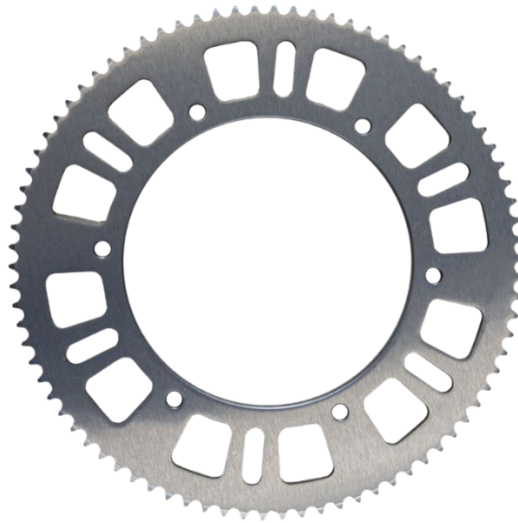
rear sprocket 81 ( $\pm 1$  cog)

Furthermore, the following is specified:

-the chain to be used is always **the chain type "219"**

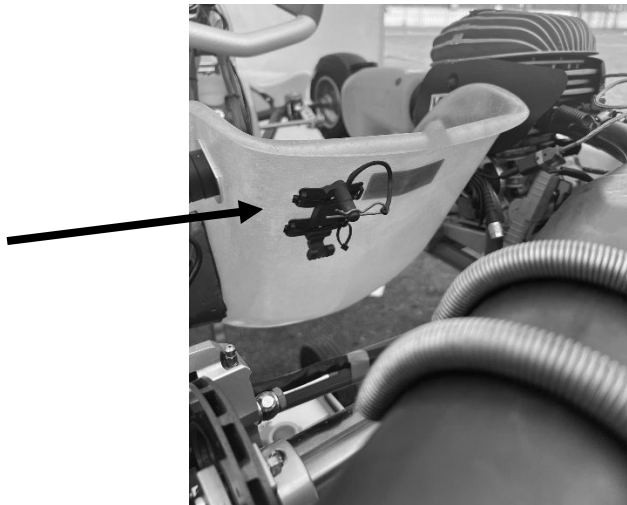
-the rear sprocket to be used is brand free, pitch 219 and the outline design of the rear sprocket must be the same as the one in the photo:

*(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)*



### TRANSPONDER POSITION

In the Mini Rok and Mini Rok U10 category it is mandatory to position the transponder on the seat back on the left side (brake caliper side) as indicated in the photo, and not on the engine side.



### 1.2 JUNIOR ROK

**Engine:** Vortex ROK GP JUNIOR 125cc complying with the current ROK GP JUNIOR engine identification sheet (technical fiche) approved by ACI SPORT.

**Carburettor:** **DELL'ORTO VSH 30**, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine identification sheet (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden. The only components of the carburettor that can be changed are those described in the table in the engine identification sheet (technical fiche).**

**Cooling:** Use of **only one (1)** radiator.

It is mandatory to use the original complete water pump, water pump pulley and radiator supplied with the engine.

The aforementioned parts must comply with the identification sheet (technical fiche) of the ROK GP JUNIOR engine.



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**Clutch:** Concerning the clutch housing with holes, it is mandatory to use the cover according to the ROK GP JUNIOR engine identification sheet (technical fiche).

**Chassis:** Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous homologation period, the use of bodyworks and rear wheel protection RDS ACI SPORT Karting Technical Regulation 2024 art. 4.14 and 4.15 is mandatory.

**Front fairing:** Mounting kit complying with the RDS ACI SPORT Karting Technical Regulation 2024, art. 4.14.2 – art. 4.14.3 comma a-b-c-d-e-f-g.

**Pre-Race checks:** Every driver can use:

2 chassis of the same **Brand**

2 engines.

### 1.3 SENIOR ROK - ROK EXPERT - ROK EXPERT PLUS

**Engine:** Vortex ROK GP 125cc complying with the current ROK GP engine identification sheet (technical fiche) approved by ACI SPORT.

**Carburettor:** DELL'ORTO VSH 30, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine identification sheet (technical fiche) in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden. The only components of the carburettor that can be changed are those described in the table in the engine fiche (technical fiche).**

**Cooling:** Use of **only one (1)** radiator.

It is mandatory to use the original complete water pump, water pump pulley and radiator supplied with the engine.

The aforementioned parts must comply with the identification sheet (technical fiche) of the ROK GP engine.

**Clutch:** Concerning the clutch housing with holes, it is mandatory to use the cover according to the ROK GP engine identification sheet (technical fiche).

**Chassis:** Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous homologation period, the use of bodyworks and rear wheel protection RDS ACI SPORT Karting Technical Regulation 2024 art. 4.14 and 4.15 is mandatory.

**Front fairing:** Mounting kit complying with the RDS ACI SPORT Karting Technical Regulation 2024, art. 4.14.2 – art. 4.14.3 comma a-b-c-d-e-f-g.

**Pre-Race checks:** Every driver can use:

2 chassis of the same **Brand**

2 engines.

### 1.4 SUPER ROK

**Engine:** Vortex ROK DVS 125cc complying with the current ROK DVS engine identification sheet (technical fiche) approved by ACI SPORT.

**Carburettor:** IBEA DVS or TILLOTSON SVS branded Rok DVS; the carburettor must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine identification sheet (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden.**

**Cooling:** Use of **only one (1)** radiator.

It is mandatory to use the original OTK complete water pump, water pump pulley and radiator as per identification sheet (technical fiche) of the ROK DVS engine.

**Chassis:** Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous homologation period, the use of bodyworks and rear wheel protection RDS ACI SPORT Karting Technical Regulation 2024 art. 4.14 and 4.15 is mandatory.

**Front fairing:** Mounting kit complying with the RDS ACI SPORT Karting Technical Regulation 2024, art. 4.14.2 – art. 4.14.3 comma a-b-c-d-e-f-g.

**Pre-Race checks:** Every driver can use:

2 chassis of the same **Brand**

2 engines.



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### 1.5 SHIFTER ROK

**Engine:** Vortex SHIFTER ROK 125cc complying with the current SHIFTER ROK engine identification sheet (technical fiche) approved by ACI SPORT.

**Carburettor:** **DELL'ORTO VHSH 30**, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine identification sheet (technical fiche) in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden.**

**Cooling:** Use of **only one (1)** radiator.

It is mandatory to use the original OTK complete water pump, water pump pulley and radiator as per identification sheet (technical fiche) of the ROK SHIFTER engine.

**Chassis:** Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous homologation period, the use of bodyworks and rear wheel protection RDS ACI SPORT Karting Technical Regulation 2024 art. 4.14 and 4.15 is mandatory.

**Front fairing:** Mounting kit complying with the RDS ACI SPORT Karting Technical Regulation 2024, art. 4.14.2 – art. 4.14.3 comma a-b-c-d-e-f-g.

**Pre-Race checks:** Every driver can use:

2 chassis of the same **Brand**

2 engines.

### 1.6 ROK SVR

**Engine:** Vortex ROK SVR 125cc complying with the current engine identification sheet (technical fiche) of the ROK SVR engine, valid and approved by ACI SPORT.

**Carburettor:** **DELL'ORTO VHSH 30**, it must maintain its original structure, it shall mount the same parts and shall be the same as the ones in the engine identification sheet (technical fiche), in order to allow at any time, the comparison of all components with a new carburettor. **Any kind of processing, connection, polishing, addition or removal of material is forbidden. The only components of the carburettor that can be changed are those described in the table in the engine identification sheet (technical fiche).**

**Cooling:** Use of **only one (1)** radiator. It is mandatory to use the original complete water pump, water pump pulley and radiator supplied with the engine.

The aforementioned parts must comply with the identification sheet (technical fiche) of the ROK SVR engine.

**Chassis:** Brand and model must hold current CIK FIA homologation or CIK FIA homologation of the previous homologation period, the use of bodyworks and rear wheel protection RDS ACI SPORT Karting Technical Regulation 2024 art. 4.14 and 4.15 is mandatory.

**Front fairing:** Mounting kit complying with the RDS ACI SPORT Karting Technical Regulation 2024, art. 4.14.2, art. 4.14.3 comma a-b-c-d-e-f-g.

**Pre-Race checks:** Every driver can use:

2 chassis of the same **Brand**

2 engines.

#### 1.6.a

#### **Rok Cup Superfinal's ENGINE DISTRIBUTION TO ROK SVR CLASS**

In the ROK SVR category the Rok Cup Superfinal will be reserved (limited number) to a maximum of 36 drivers racing with the ENGINES provided and allocated by drawing lots by the Promoter.

The maximum number of admitted drivers could differ and in this case, it will be specified in the Specific Race Regulations (RPG).

The term ENGINE or ENGINES refer to: the Rok SVR engine complete with accessories. The engines and some parts supplied with it will be identified with the same serial number and will have seals.

ENGINES will be distributed/assigned to each driver by drawing lots. The drawing lots will take place before the unofficial free practice. The ENGINES must be used starting from the unofficial free practice session.

The ENGINE must be strictly original as supplied by the Promoter. It is not permitted to change, modify, add/remove any part, component, adjustment of the ENGINE or choose Options other than those provided.





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At the end of each race session during the event, there might be a further draw for the ENGINE; in this case, each driver will be requested to leave the ENGINE and attend a new draw.

At the end of each stage of the race, the designated ACI Stewards, upon request of the designated ACI Technical Stewards, may decide to reassign ENGINES to some drivers only without having to do a new draw; this procedure will be carried out exclusively by the designated ACI Technical Stewards.

Directions and instructions regarding further draws/reassignments of the ENGINE and/or related parts will be communicated to drivers during the race by the designated ACI Technical Stewards.

Every time the drivers will return the ENGINES, a Vortex technician will verify eventual breaks, damages and/or missing parts and that seals are integral. In case of damage and /or missing parts, the relating costs will be charged to the driver who has just returned the ENGINE.  
ENGINES must be returned clean at the end of the race.

The rental of the ENGINE will be managed by the Promoter itself, as indicated.

The rental cost of the ENGINE will be defined by the Promoter.

### 2.4 ROK CUP SUPERFINAL TIRES

- It is mandatory for all Drivers to purchase tires at the track
- Use of MiniRAE Lite tool (Technical Karting RDS 2024)

For all categories, it is mandatory to purchase slick and rain tires to be used starting from the qualifying practices up to the final phase of the race, with the exception of the warm-up sessions. Tires will be delivered at the parc fermé. Management of tires will be done by Barcode system.

Admitted tires are the following:

#### MINI ROK, MINI ROK U10 CLASSES:

- slick tires: LeVanto KRT 10x4.00-5/11x5.00-5

- rain tires: LeVanto MRT WET 10x4.00-5''/11x5.00-5''

#### Slick tires to be used from the free qualifying practices to the Final:

6 slick tires= 3 front slick tires + 3 rear slick tires to be MANDATORY PURCHASED. Slick tires will have to be taken at the parc fermé upon delivery of the VOUCHER, to be purchased at the track.

The collected tyres must be used from the qualifying practices to the final, except for warm-up sessions.

#### Rain slick tires to be used from the qualifying practices to the Final:

In the event that the race director declares a wet track: 1 set of rain tires = 2 front tires + 2 rear tires to be MANDATORY PURCHASED. Rain tires will have to be taken at the parc fermé upon delivery of the VOUCHER, to be purchased at the track.

At the competitor's discretion, 1 optional additional set of rain tires may be used (2 front tires + 2 rear tires), in this case it has to be MANDATORY PURCHASED.

The additional set of rain tires will have to be taken at the parc fermé upon delivery of the VOUCHER, to be purchased at the track.

The collected tyres must be used from the qualifying practices to the final, except for warm-up sessions.

#### JUNIOR ROK / SENIOR ROK / SUPER ROK / SHIFTER ROK/EXPERT ROK / EXPERT ROK PLUS/ ROK SVR CLASSES:

- slick tires: LeVanto KRT 10x4.50-5/11x7.10-5

- rain tires: LeVanto KRT WET 4.2/10.0 - 5 + 6.0/11.0- 5

#### Slick tires to be used from the qualifying practices to the Final:

2 SETS = 4 front slick tires + 4 rear slick tires to be MANDATORY PURCHASED. Slick tires will have to be taken at the parc fermé upon delivery of the VOUCHER, to be purchased at the track.

The collected tyres must be used from the qualifying practices to the final, except for warm-up sessions.



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### **Rain tires to be used from the qualifying practices to the Final:**

In the event that the race director declares a wet track: 2 sets of rain tires = 4 front tires + 4 rear tires to be **MANDATORY PURCHASED**. Rain tires will have to be taken at the parc fermé upon delivery of the **VOUCHER**, to be purchased at the track.

The collected tyres must be used from the qualifying practices to the final, except for warm-up sessions.

**With reference to the tire tolerances please note that the tolerance on the circumference is ±20mm measured with tire mounted on the wheel and with operating pressure (1 bar).**

**This measurement will be made by the technical Scrutineer in charge of the race.**

The Specific Race Regulation might provide different provisions regarding quantity, brand and type of tires as well as their management, distribution and checks.

As for the checks, please refer to Art. 4.16 of the RDS ACI SPORT Karting Technical Regulation 2024.

### **3. FUEL AND LUBRICANT FOR FUEL MIXTURE**

For all Rok Cup Trophy categories the lubricant to be used for the fuel mixture is mandatory ENI KART 2T. For the checks, please refer to Art. 4.19 of the RDS ACI SPORT and Karting Technical Regulations 2024.

On the occasion of the Rok Cup Superfinal 2024 for all Rok categories (Mini Rok/ **Mini Rok U10**, Junior Rok, Senior Rok, Super Rok, Shifter Rok, Expert Rok, Expert Rok Plus **and Rok SVR**) the used fuel will be PANTA 98-octane distributed directly at the track

### **4. LUBRICANT**

Counter shafts mechanism chambers and transmission gear set chamber must be filled with oil.

### **5. MINIMUM WEIGHT FOR EACH CATEGORY**

The minimum weight of kart + driver in race conditions, for each category is the following

ROK MINI	110kg
<b>ROK MINI U10</b>	<b>110kg</b>
ROK JUNIOR	145kg
ROK SENIOR	160kg
ROK EXPERT	170kg
ROK EXPERT PLUS	170kg
ROK SUPER	155kg
ROK SHIFTER	180kg
<b>ROK SVR</b>	<b>160kg</b>

### **6. TECHNICAL CHECKS**

During the technical checks, the specifications in this Technical Regulation, the engine identification sheets (technical fiches) duly approved by ACI SPORT registered together with this regulation, and the RDS ACI SPORT Karting Technical Regulation 2024 will be taken into consideration. **The tolerances described in the engine identification sheets (technical fiches) are construction tolerances.** Moreover, the ACI SPORT Technical Scrutineer, upon authorization request to the Sports Marshals, may at any time refer to any comparisons to value the conformity of any parts, with details provided by the promoter.

The Technical Scrutineers also have the possibility, upon authorization request to the Sport Marshals, to replace any part of the engine with an original spare part supplied by the promoter.



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### PROCEDURE FOR DELIVERY, USE AND RETURN OF SPARE PARTS IN PARC FERMÉ

Original spare parts, supplied by the promoter, will be randomly distributed by the Technical Scrutineers to the drivers/competitors indicated, inside the Parc Fermé, before the beginning of the race phase.

The spare parts received must be fitted to the kart, tested if necessary (specifically ignitions or coils) and used during the race phase indicated by the Scrutineers.

The correct assembly and use of the spare parts received is under responsibility of both drivers and their competitors.

Spare parts must be returned to the Scrutineers at the end of the race phase, always inside the parc fermé.

Original spare parts, supplied by the promoter, will be recognisable by a marking/sealing/adhesive seal or other.

For the delivery of some original spare parts, supplied by the promoter, the following procedure could be used:

- 1) The Technical Scrutineers inform the drivers to show up in parc fermé without their own spare parts, for which it was decided to use the original spare parts supplied by the promoter.
- 2) The Technical Scrutineers give each driver an identification card reporting his race number.
- 3) The Technical Scrutineers give the original spare parts supplied by the promoter to the drivers upon delivery of their identification card.
- 4) Drivers use the original spare parts supplied by the promoter during the race phase concerned.
- 5) At the end of the race phase, the drivers return the original spare parts supplied by the promoter to the Technical Scrutineers, upon receipt of their identification card.

And this way for all phases of the race in which the Technical Scrutineers decide to use the original spare parts supplied by the promoter.

- 6) At the end of the last phase of the race, the drivers return the original spare parts supplied by the promoter to the Technical Scrutineers without receiving their identification card back, which will be held by the Technical Scrutineers.

### 6.1 MARKING

Each part of the following engines MINI ROK, ROK GP, ROK GP JUNIOR, ROK DVS, ROK SHIFTER, **ROK SVR** has a mark which allows the recognition and ensures the originality and the conformity of the part during the technical checks.

The marks used for marking the parts are those below:



### 6.2 EXHAUST MANIFOLD AND INLET GASKETS

Exhaust manifolds and inlet gaskets sealing cannot be anyhow decreased, restricted or blocked.

*(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)*

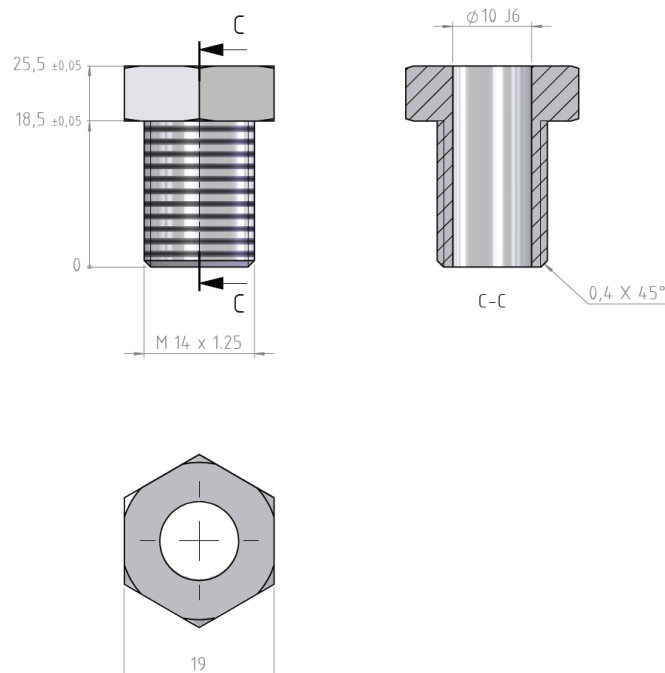
### 7. PROCEDURE FOR MEASURING THE VOLUME OF THE COMBUSTION CHAMBER

1. Remove the engine from the chassis;
2. Wait until the engine is at room temperature (the organizer must supply appropriate cooling fans);
3. Remove the cylinder head to check the protrusion of the spark plug inside the combustion chamber;
4. Remove the spark plug (check the 18,5 mm dimension);
5. Screw the plug insert in place of the spark plug (the plug insert, tightened on the cylinder head, must not extend beyond the upper part of the combustion chamber. It must be fixed to the head cylinder exactly in the same way as the spark plug measuring 18.5 mm);
6. Make the top part of the piston and the periphery of the cylinder waterproof using grease;
7. Place the piston at top dead centre and block the crankshaft;
8. Carefully remove the exceeding grease;
9. Make sure the engine lies flat;
10. Place the cylinder head back and screw it in at the tightening torque recommended by the Manufacturer;
11. With a laboratory graduated burette (mechanical A-type or electronic), fill the combustion chamber with **“CASTROL ATF DEXRON” VI (6) ROSSO type oil**, to the uppermost part of the top edge of the plug insert;
12. The measured volume must be as requested and determined by RDS and described in the following table, for each class.

**Table of the minimum value of the combustion chamber, of the classes mentioned below:**

Class	Volume of the combustion chamber	
MINI ROK /MINI ROK U10	4,8cm <sup>3</sup> . + insert 2 cm <sup>3</sup>	<b>6,8cm<sup>3</sup> Min.</b>
JUNIOR ROK – ROK GP Junior	7,5cm <sup>3</sup> + insert 2 cm <sup>3</sup>	<b>9,5cm<sup>3</sup> Min.</b>
SENIOR ROK - ROK GP	7,5cm <sup>3</sup> + insert 2 cm <sup>3</sup>	<b>9,5cm<sup>3</sup> Min.</b>
SUPER ROK – ROK DVS	9 cm <sup>3</sup> + insert 2 cm <sup>3</sup>	<b>11cm<sup>3</sup> Min.</b>
SHIFTER ROK	11 cm <sup>3</sup> + insert 2 cm <sup>3</sup>	<b>13cm<sup>3</sup> Min.</b>
<b>ROK SVR</b>	<b>8,7 cm<sup>3</sup> + insert 2 cm<sup>3</sup></b>	<b>10,7cm<sup>3</sup> Min.</b>

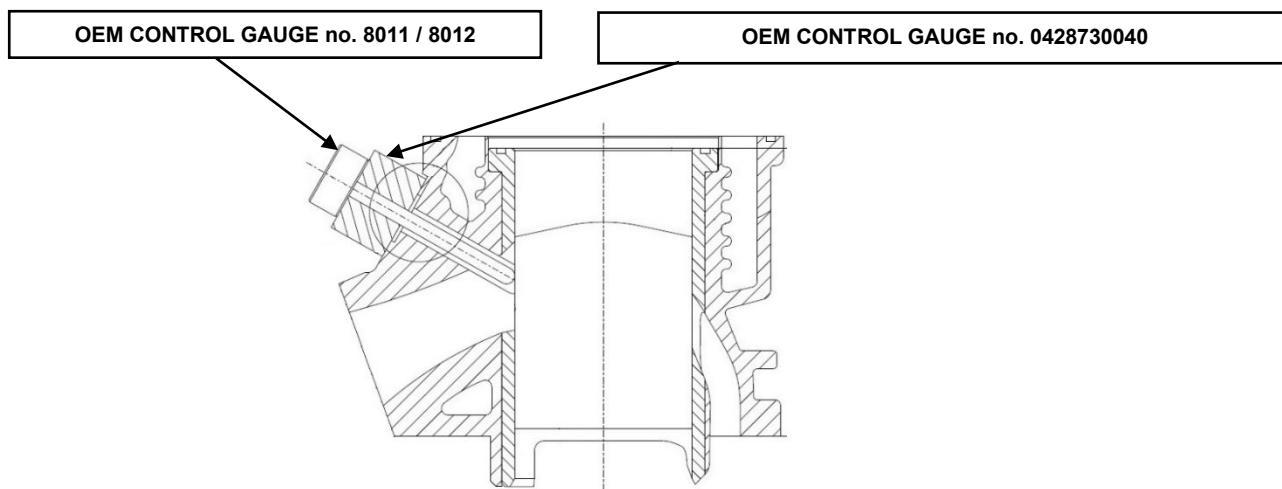
#### Dimensions Plug Insert



*(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)*

## 7.1 PROCEDURE FOR MEASURING THE MINIMUM DISTANCE BETWEEN THE SEAT OF THE POWER VALVE AND THE PISTON

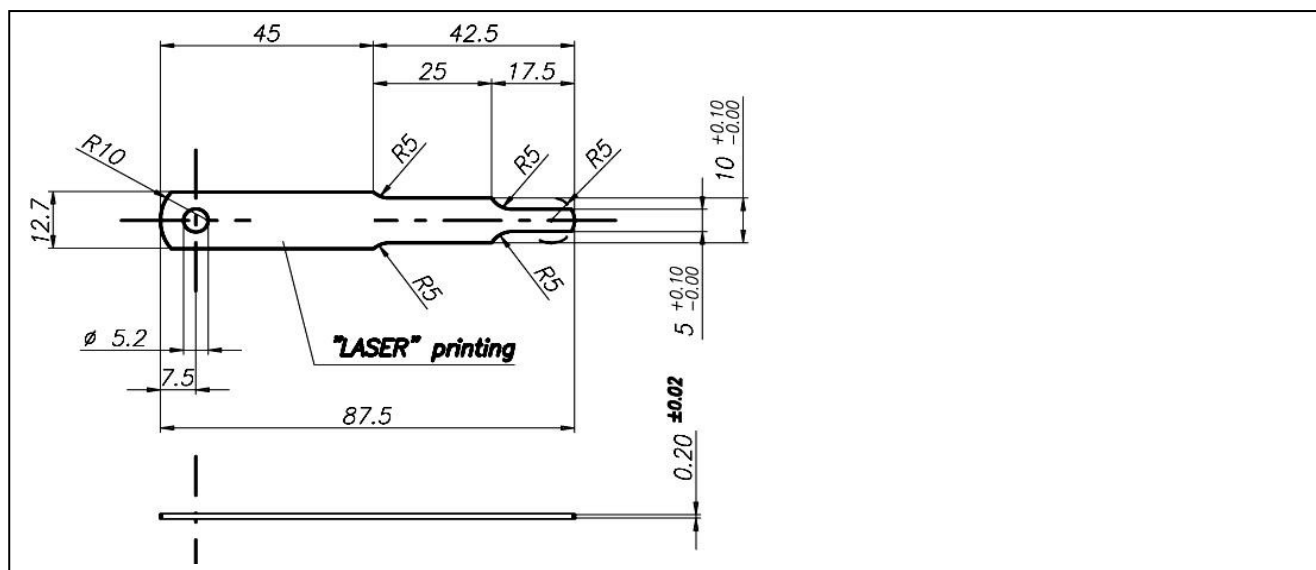
1. Wait until the engine is at room temperature (the organizer must supply appropriate cooling fans).
2. Remove the valve system.
3. Assemble the gauge number 0428730040 supplied by Vortex in place of the valve system.
4. Insert and slide the gauge 8011 for the ROK GP/GP JUNIOR engine and the gauge 8012 for the ROK DVS engine as shown in the picture.
5. The gauges 8011 and 8012 must lean against the flat surface of the gauge mounted in place of the valve system without touching the piston skirt.
6. In case of contact of the gauge 8011/8012 against the piston, check the distance between the gauge 8011/8012 and 0428730040 with a feeler gauge.



## 8. TOOL FOR MEASURING THE ENGINE DISTRIBUTION

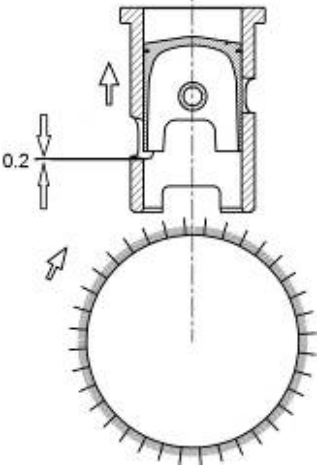
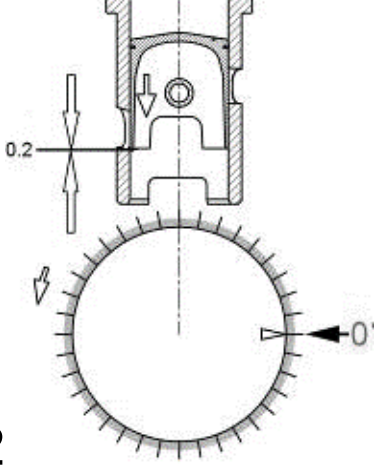
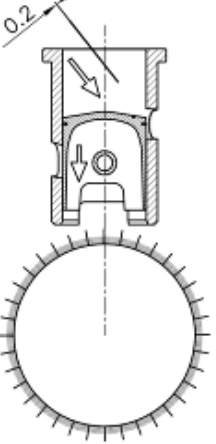
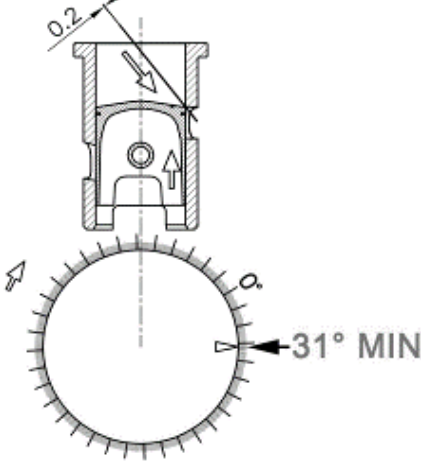
For all Rok categories where the control is required, the exhaust opening angle, inlet opening angle, transfer opening angle and angle between exhaust and inlet must be measured with a 0,20 mm thick and 5 mm wide wedge (see drawing below).

The reading is made by using a digital display with encoder measuring device, or with minimum diameter 200 mm graduated disc.



*(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)*

### 8.1 CONTROL OF THE ADMISSION GAP OF MINI ROK ENGINE

 <p style="text-align: center;"><b>1</b></p>	 <p style="text-align: center;"><b>2</b></p>
<p>RUOTARE IN SENSO ORARIO PER ALZARE IL PISTONE E PERMETTERE L'INSERIMENTO DELLO SPESSIMETRO CONTRO LO SPIGOLO INFERIORE DELL'ASPIRAZIONE</p> <p>TURN CLOCKWISE AND LIFT THE PISTON TO ALLOW THE INSERTION OF THE FEELER GAUGE AGAINST THE LOWER INLET EDGE</p>	<p>RUOTARE IN SENSO ANTIORARIO PER ABBASSARE IL PISTONE FINO AD INCONTRARE LO SPESSIMETRO APPOGGIATO ALLO SPIGOLO DELL'ASPIRAZIONE. IN QUESTA FASE SETTARE LA POSIZIONE DI 0°</p> <p>TURN COUNTERCLOCKWISE AND LOWER THE PISTON UNTIL IT MEETS THE FEELER-GAUGE RESTING AT THE EXHAUST EDGE. AT THIS STAGE SET THE SCALE ON THE POSITION OF 0 DEGREES</p>
 <p style="text-align: center;"><b>3</b></p>	 <p style="text-align: center;"><b>4</b></p>
<p>LIBERARE LO SPESSIMETRO QUINDI RUOTANDO IN SENSO ANTIORARIO ABBASSARE IL PISTONE PER PERMETTERE L'INSERIMENTO DELLO SPESSIMETRO SOTTO LO SPIGOLO SUPERIORE DELLO SCARICO</p> <p>RELEASE THE FEELER GAUGE AND TURNING COUNTERCLOCKWISE LOWER THE PISTON TO ALLOW THE INSERTION OF THE FEELER GAUGE UNDER THE UPPER EDGE OF THE EXHAUST</p>	<p>RUOTANDO IN SENSO CONTRARIO ALZARE IL PISTONE FINO AD INCONTRARE LO SPESSIMETRO APPOGGIATO ALLO SPIGOLO DELLO SCARICO E CONTROLLARE CHE L'ANGOLO DI SPOSTAMENTO NON SIA INFERIORE A 31°</p> <p>TURN CLOCKWISE TO LIFT THE PISTON UNTIL IT MEETS THE FEELER GAUGE RESTING AT THE EXHAUST EDGE. AT THIS STAGE CHECK THAT THE EDGE OF DISPLACEMENTS OF THE VERNIER MATCHES NOT LESS THAN 31 DEGREES</p> <p>The edge of displacements of the vernier match not less than 31 degrees</p>

### 8.2 SQUISH HEIGHT MEASUREMENT

Squish height measurement must be done by means of 1.5 mm size round soldering wire.



*(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)*

### 8.3 TECHNICAL CHECK CONSULTANT AND TECHNICAL CHECKS

On each race and for the technical checks of the engine only, the Promoter OTK Kart Group may request the presence of his own specialized technician to support the Technical Scrutineers. The check of the chassis and other details is assigned to ACI SPORT Technical Scrutineers. The procedures for the technical check of the engine and/or any other parts must be performed only by Technical Scrutineers appointed by ACI SPORT for the event, in compliance with the 2024 RDS ACI SPORT Karting; for any complaints and/or appeals refer to 2024 RNS ACI SPORT.

Moreover, the Sporting Scrutineers may request the parts to be deeper checked at the Manufacturer's headquarters. This request, duly justified and described, must be done by the Technical Scrutineer to the Sporting Scrutineers.

The Promoter or the Organizer will deliver the part/s duly sealed with the relating official document of the Sporting Scrutineers and Technical Scrutineers to the Manufacturer of the part/s.

The parts will be checked at the Manufacturer's seat, by the presence of the entrant and the Technical Scrutineer.

Tests/crash tests can be done on such parts.

The parts no longer usable will be replaced by the Promoter OTK Kart Group srl only in case of proven compliance.

The parts no longer usable and replaced by the Promoter OTK Kart Group srl will not be returned to the entrant.

The Technical Scrutineer will then send the check result to the President of the Sporting Scrutineers.

The logistic costs will be paid by the Promoter OTK Kart Group srl if the part/s is/are respecting the Regulations, otherwise the entrant will pay them.

### 9. CLUTCH

For **all ROK classes**:

- The clutch must be dry; any type of internal lubrication is forbidden.

For the **Junior ROK –Senior ROK –Expert ROK – Expert Plus ROK– SVR Rok classes**, in addition to the provisions of the engine identification sheet (technical fiches), the following clutch checks are admitted:

- from stationary position in pre-grid and at the end of the race, in order to verify the first engagement of the clutch at 4000 rpm (after checking the whole weight); the clutch must be 100% direct-drive at the minimum 5000 rpm in all conditions;
- through the UNILOG\*\* data acquisition system provided by the Promoter, in order to verify the direct-drive of the clutch in all conditions;
- through speed bump.

For the **Rok Mini/ Rok Mini 10** classes, in addition to the provisions of the engine identification sheets (technical fiches), the following clutch checks are admitted:

- from stationary position in pre-grid and at the end of the race, in order to verify the first engagement of the clutch at 3500 rpm (after checking the whole weight); the clutch must be 100% direct-drive at the minimum 4500 rpm in all conditions.
- through the UNILOG\*\* data acquisition system provided by the Promoter, in order to verify the direct-drive of the clutch in all conditions.
- through speed bump.

**\*\*Any braking or damage to the UNILOG device supplied for the event is under the entrant's responsibility.**



*(This is just a translation, in case of interpretative conflicts, the Italian text approved by ACI SPORT will prevail)*

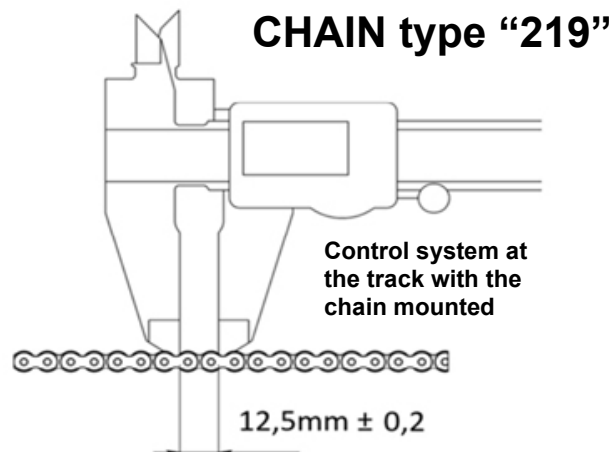
## 10. RACING SPORTSWEAR

It is mandatory for drivers of all Rok Cup Trophy categories to use racing sportswear (**racing suit and helmet**) complying with homologation and safety measures provided by ACI SPORT and CIK-FIA.

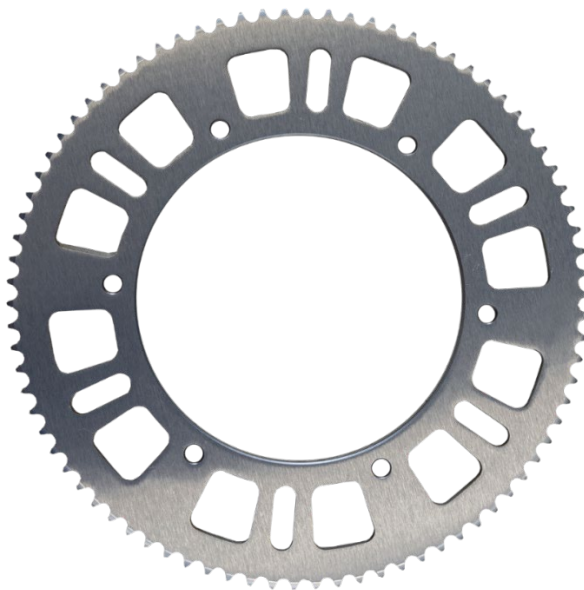
## 11. TRANSMISSION

For all Rok categories, with the exception of the Shifter Rok category, it is allowed only the use of the engine sprocket and the rear sprocket for chains type "219".

For the control of the chain type "219", see drawing.



**Rear Sprocket:** the rear sprocket to be used is brand free, pitch 219 and the outline design of the rear sprocket must be the same as the one in the photo:



***For anything not specified refer to the Rok Cup Trophy 2024 Technical Regulation.***