
J.A.G. ENGINEERING

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AUTHORISED DISTRIBUTOR
ROTAX
KART PRODUCTS



Statement on Rotax new steel clutch:

The Rotax classes are affiliated to J.A.G, the importer, and the ABkC, and they jointly wish to clarify the situation regarding grease or oil on the new steel clutch as follows.

The regulations for the clutch are shown in the MSA Kart Race Yearbook B.1.5 (Junior Max), B.4.5 (MiniMax) and C.2.5 (Max). The clutch is a dry centrifugal clutch, with engagement maximum at 3,000 rpm. That means that the kart must start to move at no more than an engine speed of 3,000 rpm with the driver seated in the kart. The clutch must have standard unmodified components as per the fiche.

BRP Powertrain advise that as the needle bearing for the clutch drum must be lubricated by use of grease (according to the service manual), it cannot be avoided that some grease may get into the clutch drum and onto the clutch element. The existence of oil or grease at the inside of the clutch drum, or on the clutch element, is not in itself a reason for technical disqualification. They state that oil or grease inside the centrifugal clutch will not result in any technical advantage or in an improved lap time.

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