

CIRCULAR LETTER NUMBER 28-2007

ROTAX
NEW AGE KARTING



SHIFT CONTACT ADJUSTMENT

Dear distributor,

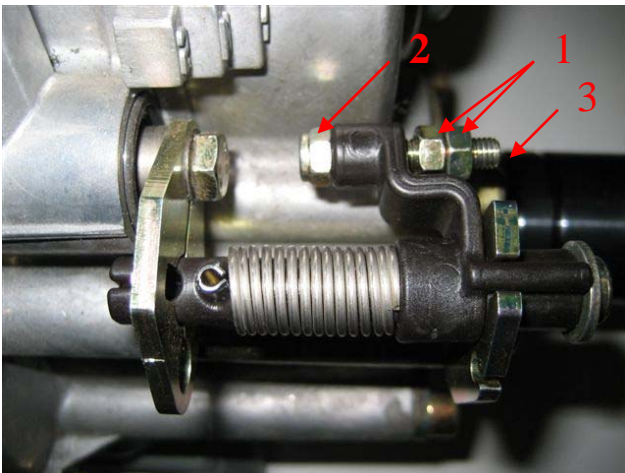
We would like to inform you about the following technical change and technical adjustment on 125 MAX DD2 engine (all versions).

In the past we had some problems with wrong adjustments of the shift contact what caused shift contact 660531 breakings. To avoid assembly mistakes we introduce now to you the new adjustment procedure.

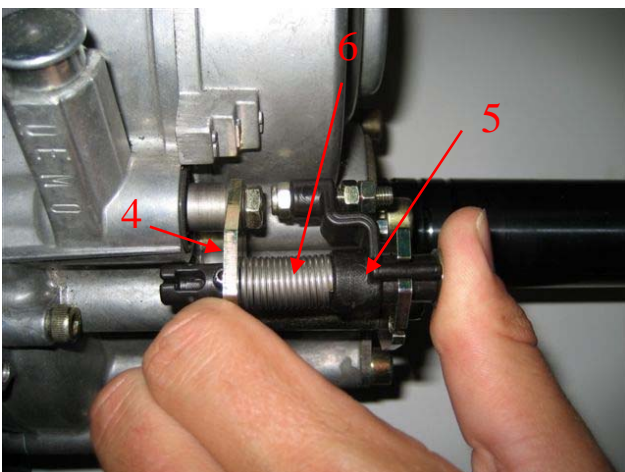
Adjustment of shift contact

Proceed as follows:

- ⇒ Loosen the (1) two hex nuts 242071 and the (2) lock nut 842030.
- ⇒ Turn the (3) adjustment screw 440781 into the (2) lock nut 842030 until it aligns.

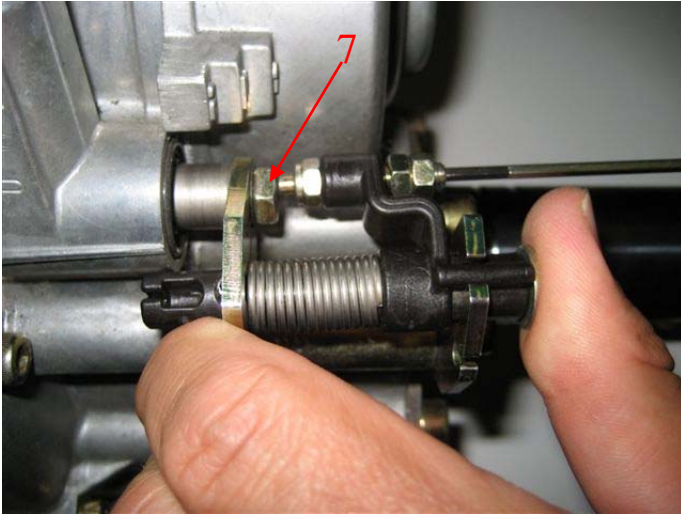


- ⇒ Press the (4) retaining plate and the (5) shift contact together until the (6) compression spring is completely pinched.

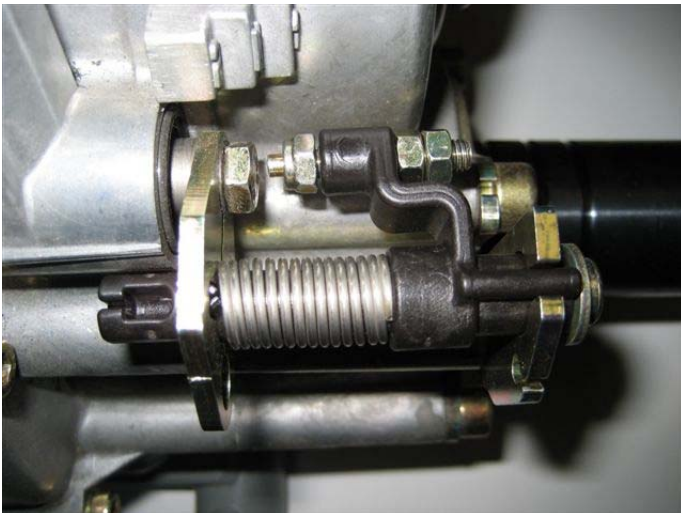


⇒ Turn the (3) adjustment screw 440781 in until it stops on the (7) hex screw 240381.

Note: Verify that you don't overturn the (3) adjustment screw 440781 to avoid breaking of the (5) shift contact arm.



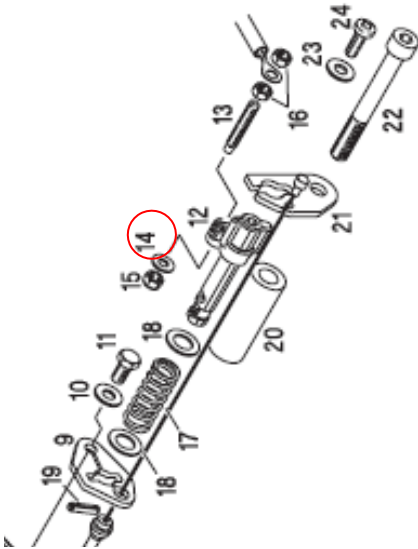
- ⇒ Release now the (6) compression spring 238410.
- ⇒ Turn the (3) adjustment screw 440781 now with an allen key a half turn in.
- ⇒ Tighten the (1) two hex nuts 242071 and the (2) lock nut 842030.



Technical Change

The (14) washer 927571 is not any more implemented in the shift contact system on the 125 MAX DD2 engine.

The reason for removing the washer is that the (13) adjustment screw 440781 get completely tighten throw the whole length of the (15) lock nut 842030.



Washers are conducted in the Technical Regulation 2007 as a non-tech part and therefore not relevant.

Best regards,

BRP-ROTAX