

Retrofit instructions

Bracket kit 481259



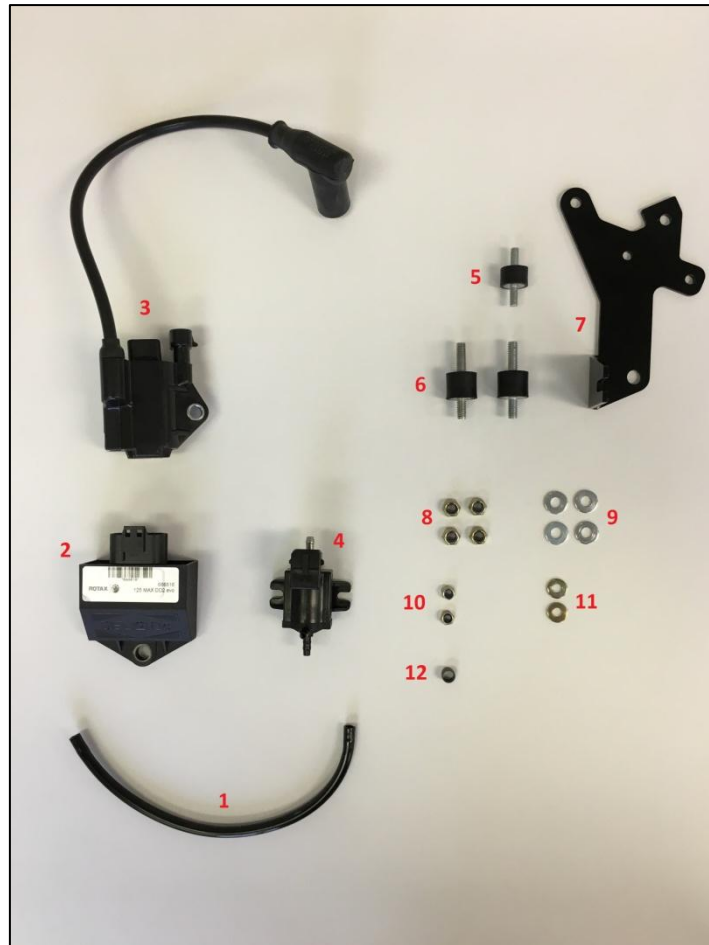
für ROTAX[®]-Motoren Type / for ROTAX[®]-engines type

125 MAX DD2 evo

Produktion / Production: 2015
Ausführung / Configuration: 125 MAX DD2 / 35.0125.210

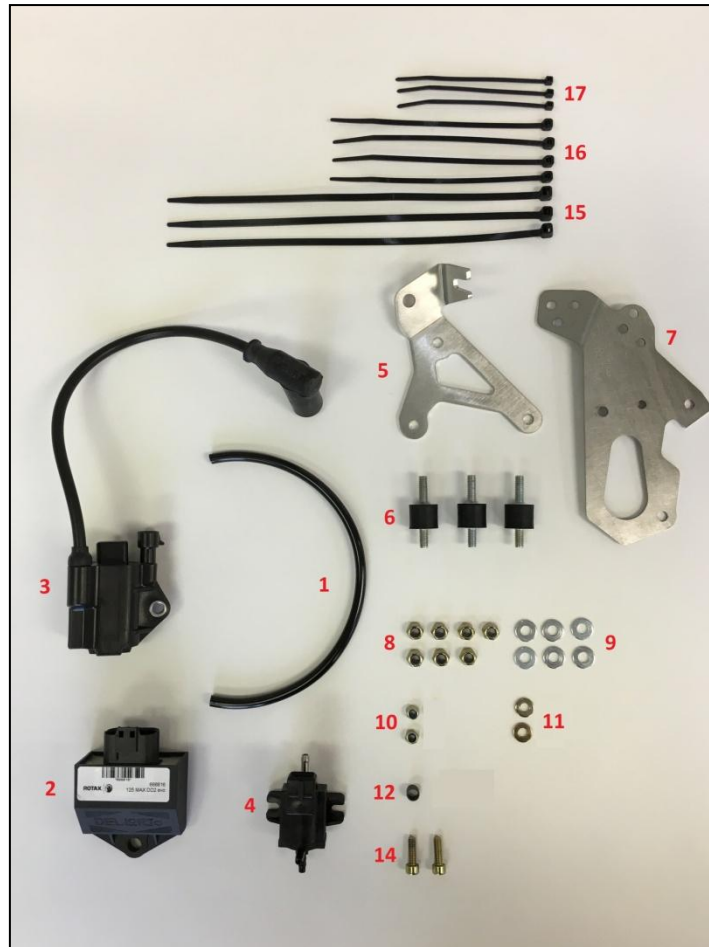
Nr. / No.: 01
Ausgabe / Edition: 10/2015

Current parts on a ROTAX 125 MAX DD2 evo

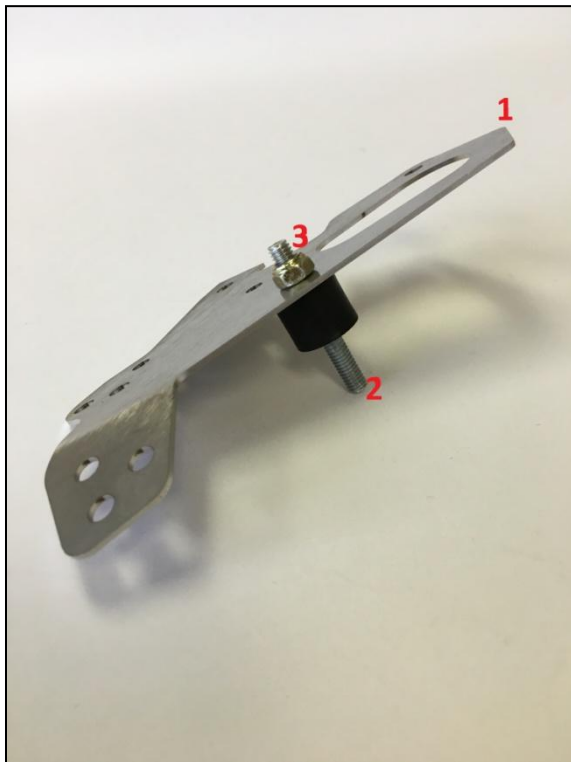


No.	Part. No.	Name	Qty.	USAGE for rework?
1	660 575	Pressure Line 220 mm	1	YES
2	666 816	Electronic Box DD2	1	YES
3	660 825	Ignition Coil	1	YES
4	664 630	Solenoid Valve	1	YES
5	660 775	Rubber buffer 10x16xM5	1	NO
6	660 520	Rubber buffer 18x15xM6	2	YES
7	651 060	Retaining Plate	1	NO
8	842 040	Lock nut M6	4	YES
9	244 211	Washer 6,4	4	YES
10	842 030	Lock nut M5	2	YES
11	927 571	Washer 5,3	2	NO
12	847 540	Distance sleeve	1	YES

Bracket kit 481 259 (+ parts from a current ROTAX 125 MAX DD2 evo)



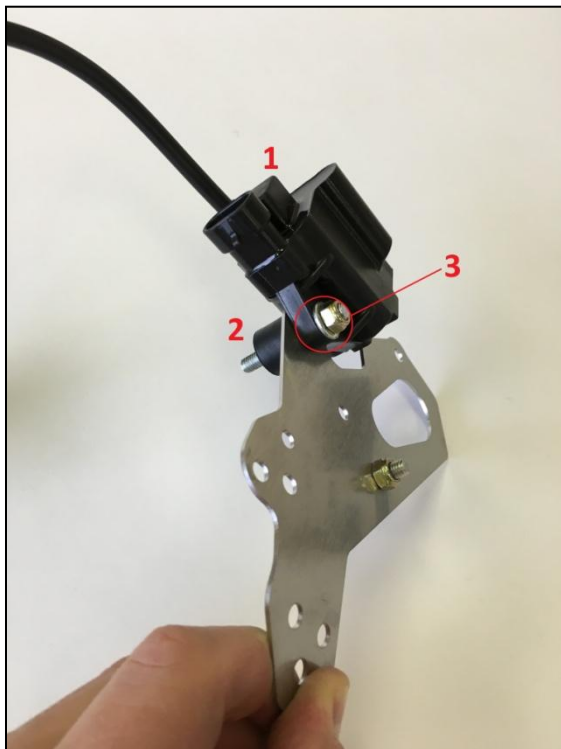
No.	Part. No.	Name	Qty.	NEW for rework?
1	660 575	Pressure Line 220 mm	1	NO
2	660 816	Electronic Box DD2	1	NO
3	660 825	Ignition Coil	1	NO
4	664 630	Solenoid Valve	1	NO
5	651 065	Retaining plate	1	YES (new part)
6	660 520	Rubber buffer 18x15xM6	3	YES (quantity)
7	651 920	Mounting plate	1	YES (new part)
8	842 040	Lock nut M6	7	YES (quantity)
9	244 211	Washer 6,4	6	YES (quantity)
10	842 030	Lock nut M5	2	NO
11	827 800	Washer 5,5	2	YES (new part)
12	847 540	Distance sleeve	1	NO
14	840 511	Allen screw M5x16	2	YES (new part)
15	651 397	Tie warp large	3	YES (new part)
16	866 714	Tie warp medium	4	YES (new part)
17	866 718	Tie wrap small	3	YES (new part)



STEP 1

Take one rubber buffer M6 (2) and fix it on mounting plate (1).

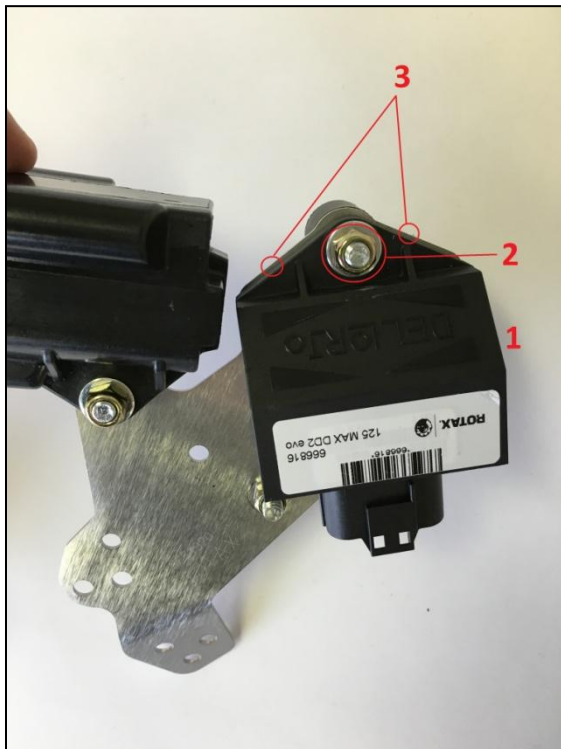
Please note: Lock nut M6 (3) has to be fixed on the shorter thread of the rubber buffer



STEP 2

Take ignition coil (1) and fix it with rubber buffer M6 (2), lock nut M6 and washer (3) on mounting plate.

Please note: Lock nut M6 (3) has to be fixed on the longer thread of the rubber buffer

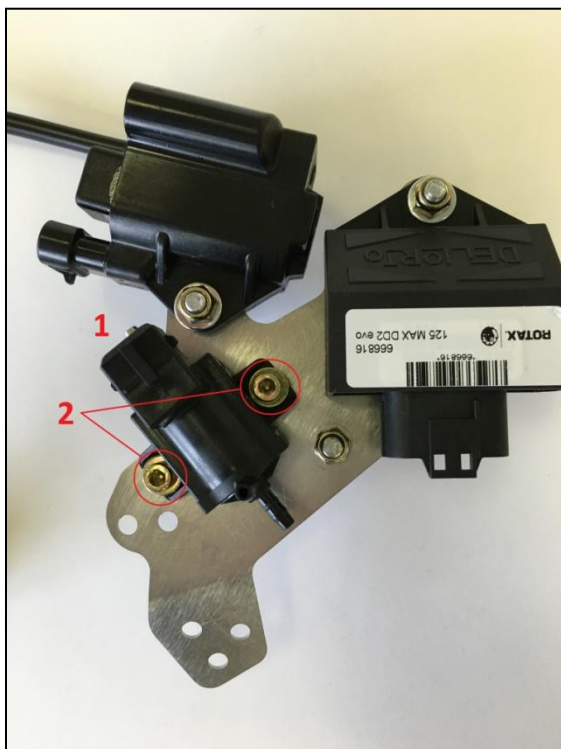


STEP 3

Take ECU **(1)** and fix it on the mounting plate by using a rubber buffer M6, distance sleeve, washer and lock nut M6 **(2)**.

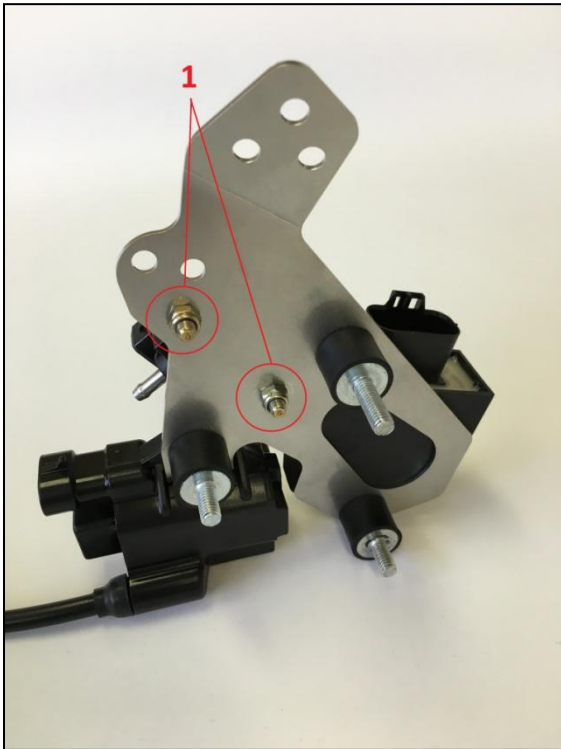
Please note: Lock nut M6 **(2)** has to be fixed on the longer thread of the rubber buffer.

Please note: ECU and mounting plate has the same shape in this area **(3)**



STEP 4

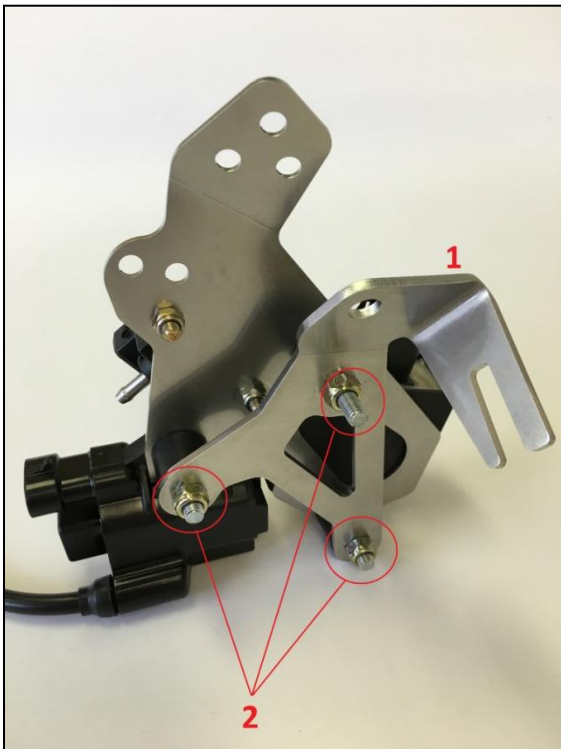
Take solenoid valve **(1)** and fix it on the mounting plate by using two allen screws M5 and two washers **(2)**.



STEP 5

On the rear side of the mounting plate lock nuts M5 **(1)** are used to fix the solenoid valve.

Please note: Washers are not necessary to use

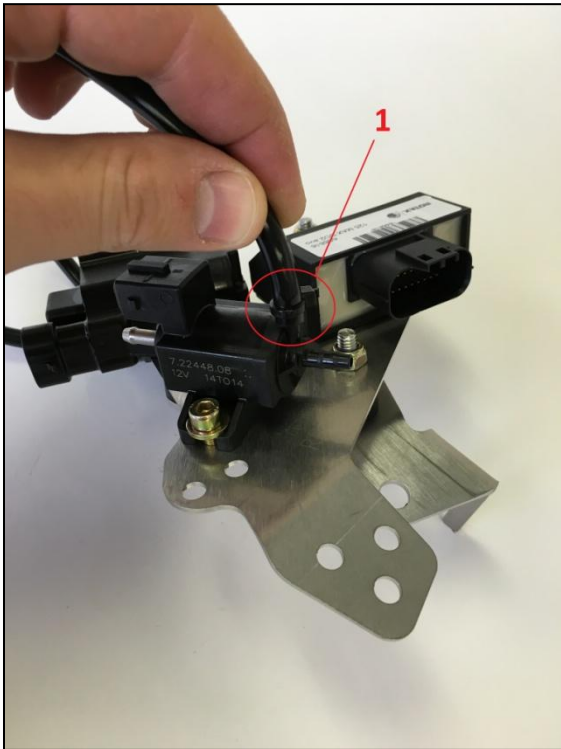


STEP 6

Take retaining plate **(1)** and put it in the correct position like on the picture shown. Use lock nut M6 **(2)** to fix the plate on the rubber buffer.

Please note: One thread has to be longer as the other two threads! This is necessary to fix the ground wire (see STEP 14)

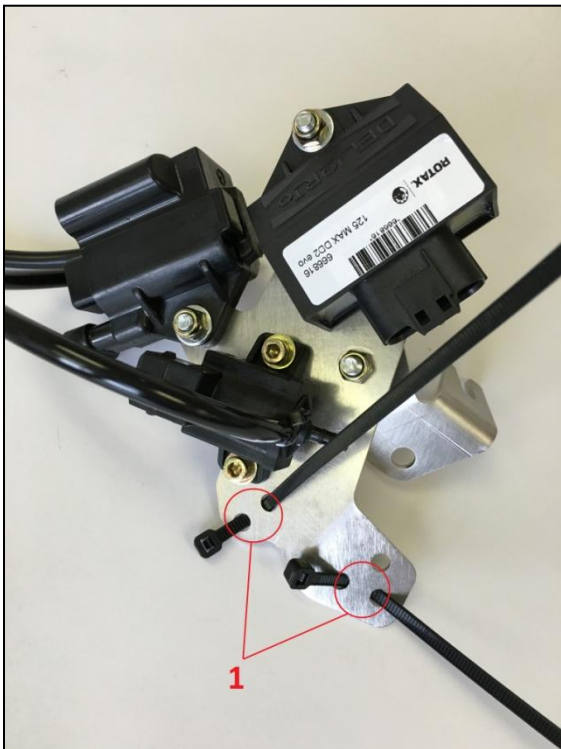
Please note: Washers are not necessary to use



STEP 7

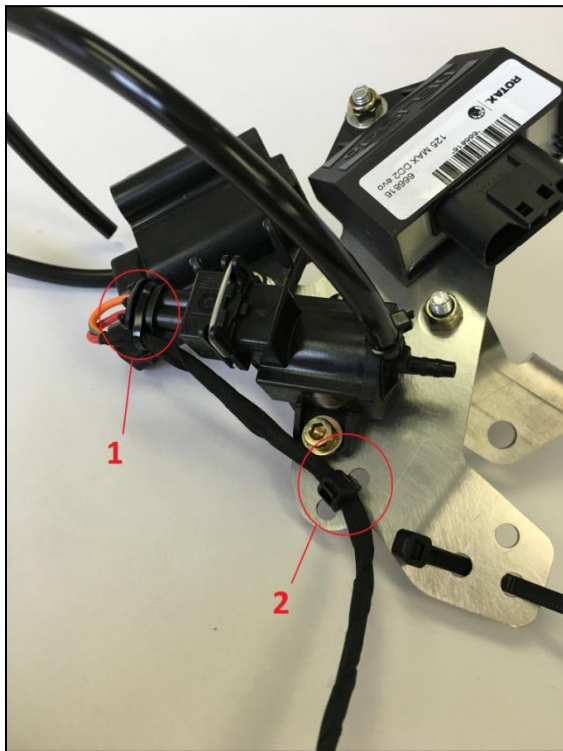
Put pressure line 220mm **(1)** and fix it on the solenoid valve.

Please note: Use one tie wrap to secure the hose.



STEP 8

Bring both tie wraps large in the correct position like on the picture shown **(1)**.

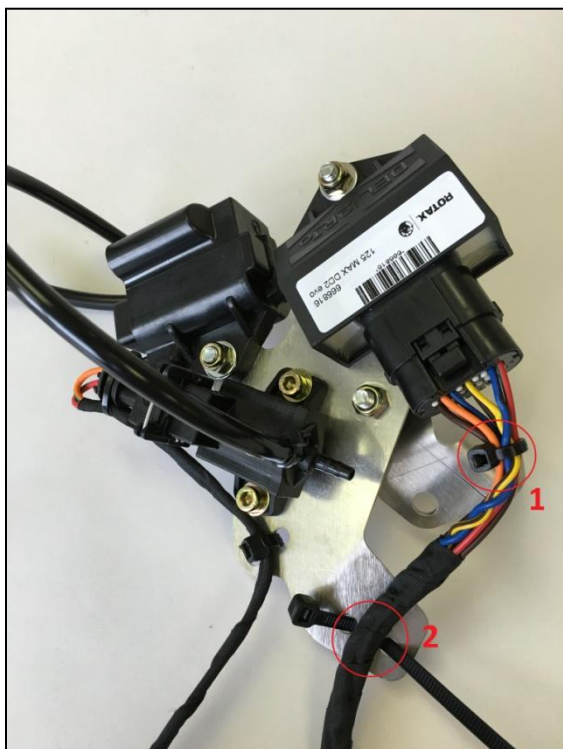


STEP 9

Connect electric plug to the solenoid valve.

Please note: Tie wrap **(1)** on the plug is already fixed on each wiring harness (666 831). If the wire is on the other side of the plug, please twist the wire carefully to the position like on the picture shown.

Fix tie wrap **(2)**. The cable of the solenoid valve needs to be fixed with that tie wrap only.



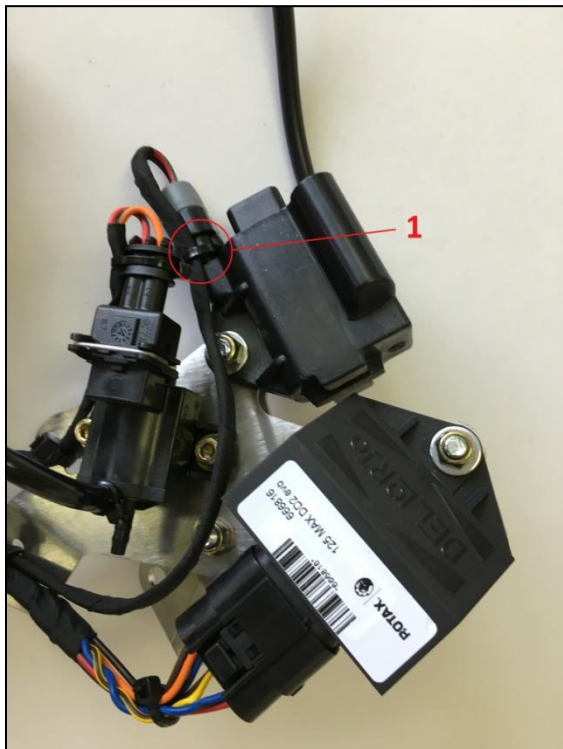
STEP 10

Connect electric plug to ECU.

Fix one tie wrap medium **(1)** in position like on the picture shown (approx. 20 mm distance of the plug)

INFO: This step is necessary to avoid vibration on each cable strand.

Bring wiring harness in position **(2)**

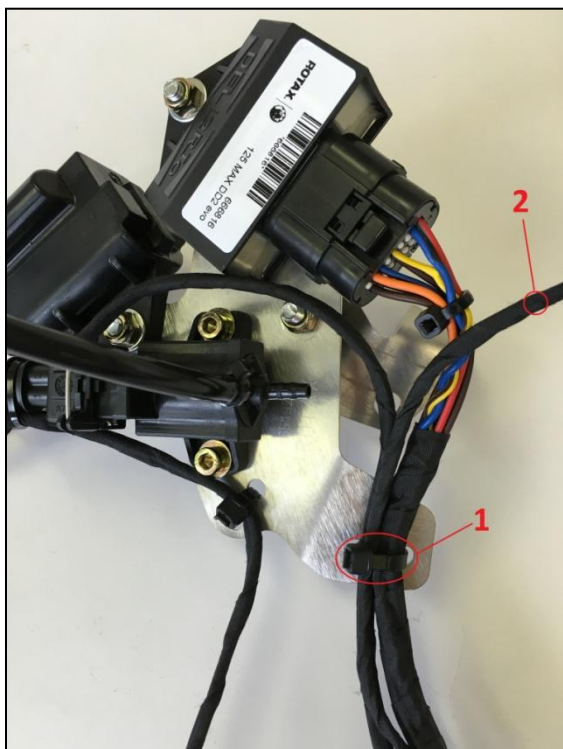


STEP 11

Connect electric plug to ignition coil.

Use on tie wrap medium **(1)** to fix the wire to the ignition coil.

INFO: This step is necessary to avoid vibration on each cable strand.

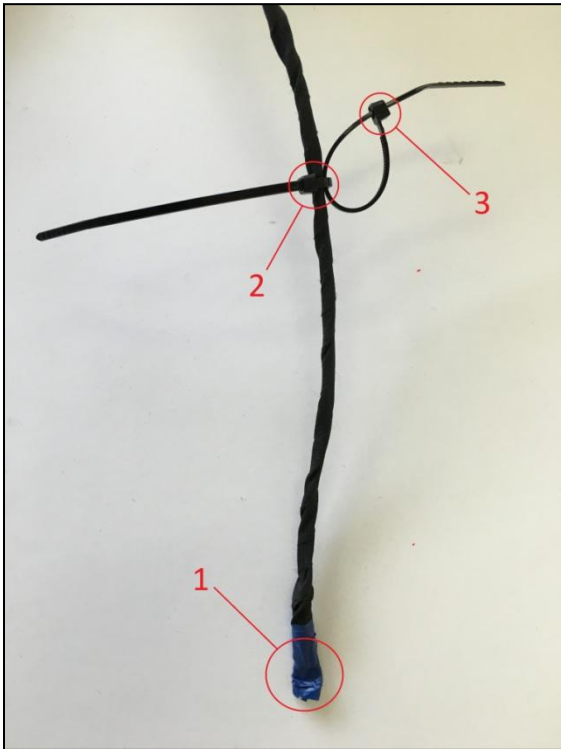


STEP 12

Tie wrap **(1)** is responsible to fix ...

- a) ECU cable
- b) Ignition coil cable
- c) Shift contact cable **(2)**

... in the correct position of the mounting plate.

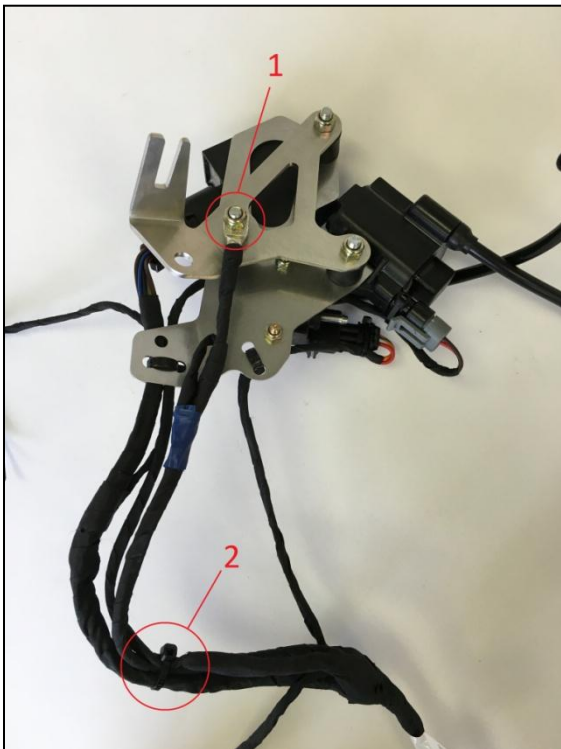


STEP 13

Take shift contact wire **(1)** and take two tie wraps medium.

Fix tie wrap **(2)** over a length of 130 mm. Bring tie wrap **(3)** over the same length in position.

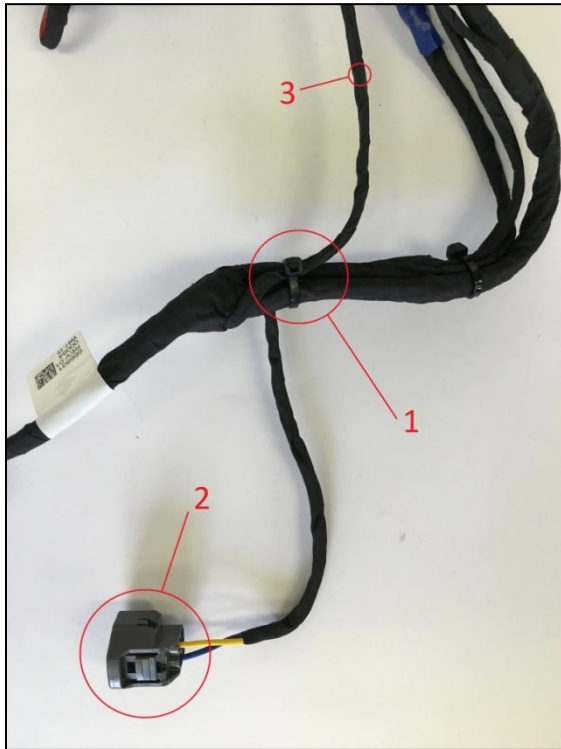
Please note: Make sure tie wrap **(3)** is a loop and not fixed!!



STEP 14

Take minus wire (which used to be mounted on the cylinder head cover in the past) and fix it on the retaining plate by using a lock nut M6 **(1)**.

Take another tie wrap medium and fix it on the elbow of the wiring harness like on the picture shown **(2)**.



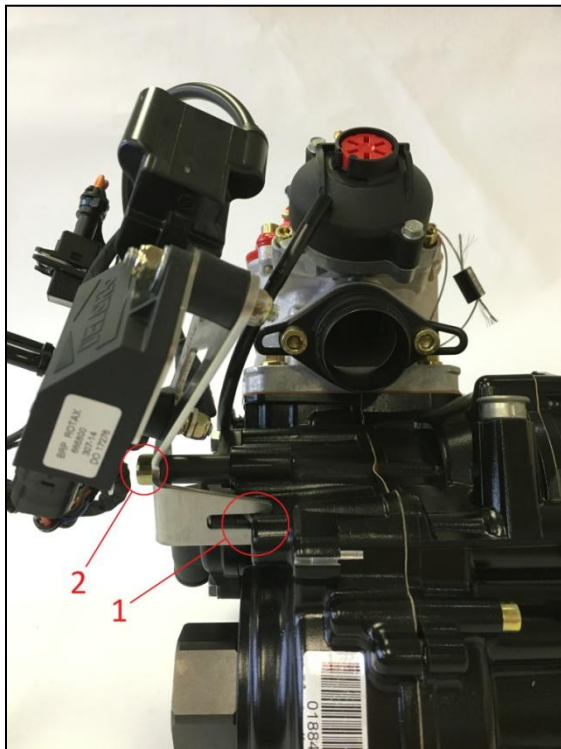
STEP 15

Take one tie wrap medium and fix it on the position like on the picture shown **(1)**.

INFO:

Connector for pick up sensor **(2)**

Wire for solenoid valve **(3)**



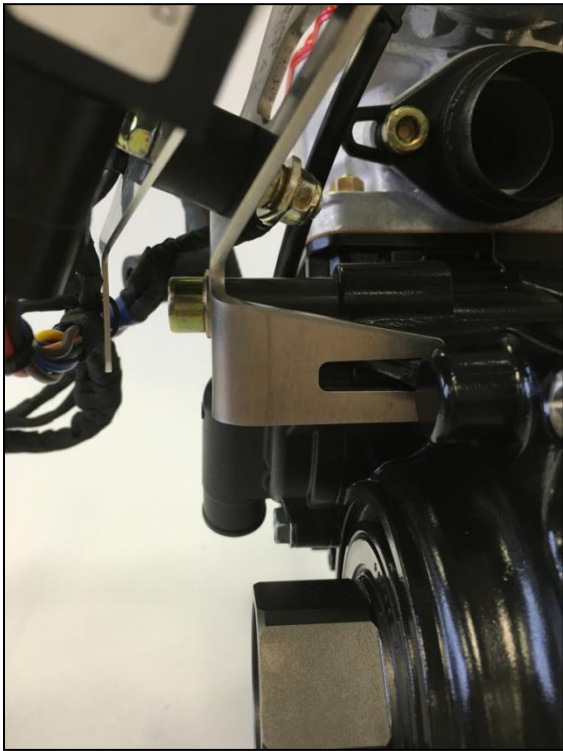
STEP 16

Take the whole bracket kit and put it on the engine.

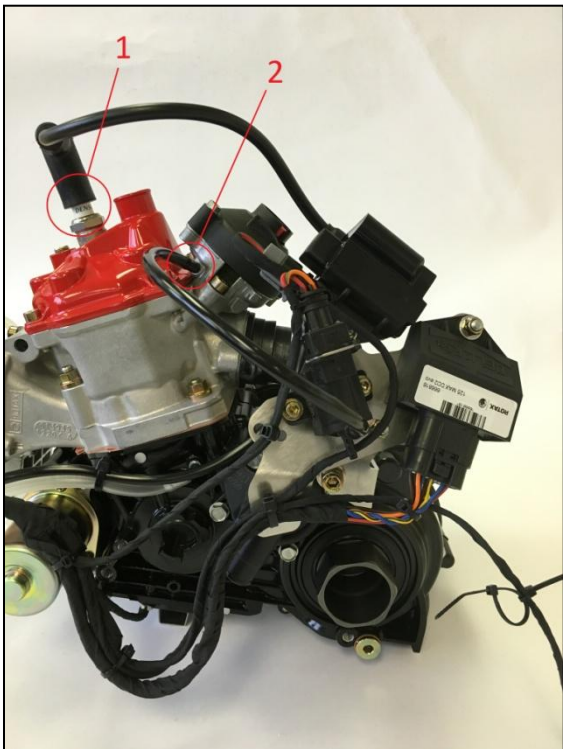
Please note: Slot of retaining plate has to be in the correct position like on the picture shown **(1)**.

Use allen screw M8x50 **(2)** (from previous retaining plate) and fix it on the engine housing.

Please note: Distance sleeve has to be between retaining plate and engine housing. Correct position depends on which seat size you have!



Picture in detail

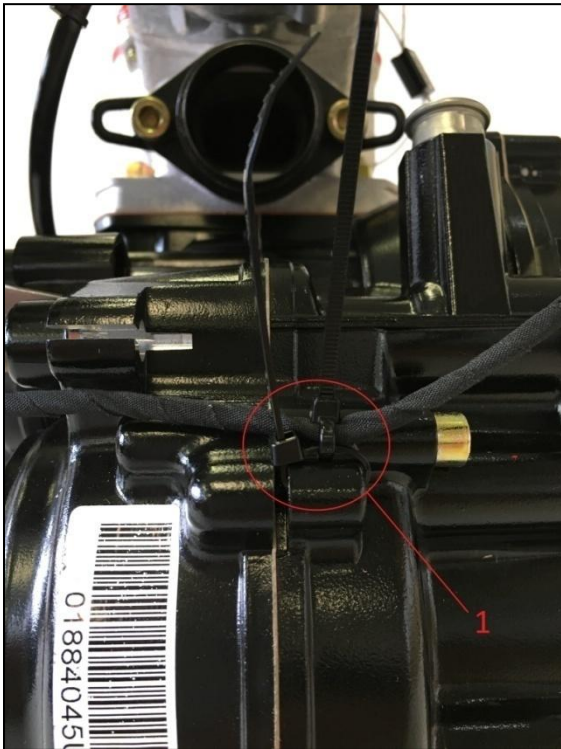


STEP 17

Connect spark plug connector to spark plug **(1)**

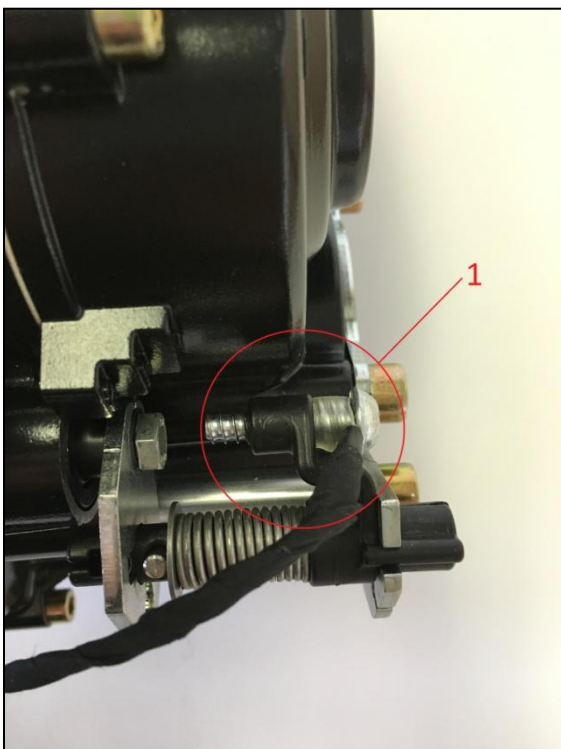
Connect pressure line 220mm to exhaust valve **(2)**

INFO: If you want to remove the engine, you just need to lay the bracket kit aside. It is not necessary to disassemble the whole construction.



STEP 18

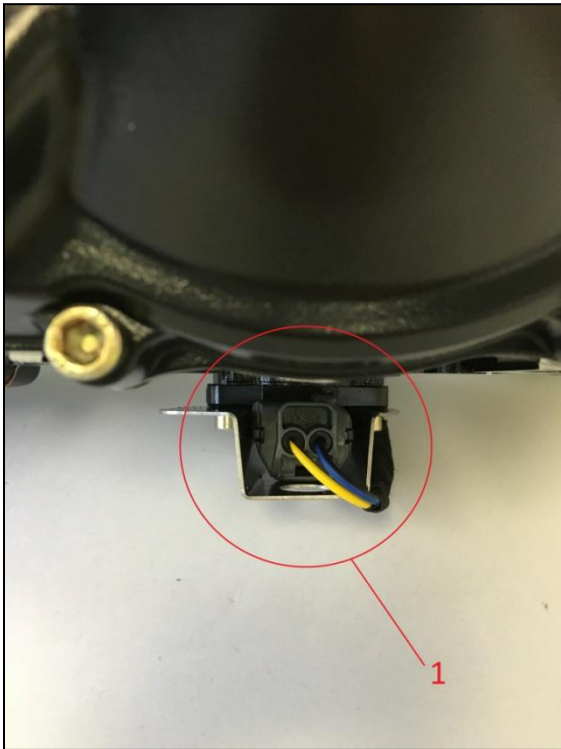
Fix the cable of shift contact on the threat of the engine housing **(1)**



STEP 19

Connect the shift contact on the shift contact assy. **(1)**

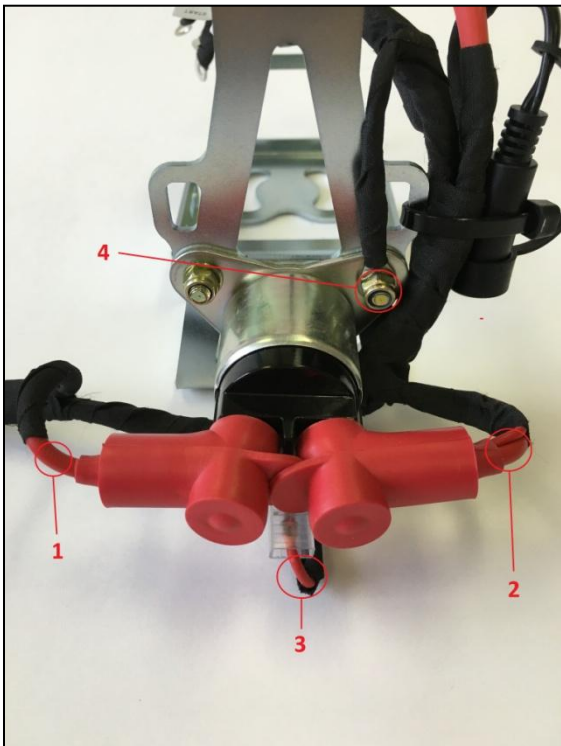
Please note: Cable eye has to be between screw and fuel tube 8mm



STEP 20

Connect pick up connector to pick up sensor **(1)**

Connect starter connector to starter motor (no picture)



STEP 21

Connect **RED SINGLE** wire on the left hand side of the relay **(1)**

Connect **RED DOUBLE** wire on the right hand side of the relay **(2)**

Connect **RED SINGLE** wire on the center of the relay **(3)**

Please note: isolator on the center wire is transparent!

Connect ground wire on the right hand side of the relay housing **(4)**



STEP 22

Take one tie wrap large and fix the harness on the battery frame **(1)**

Please note: Make sure battery charging plug is fixed with that tie wrap also **(2)**



STEP 23

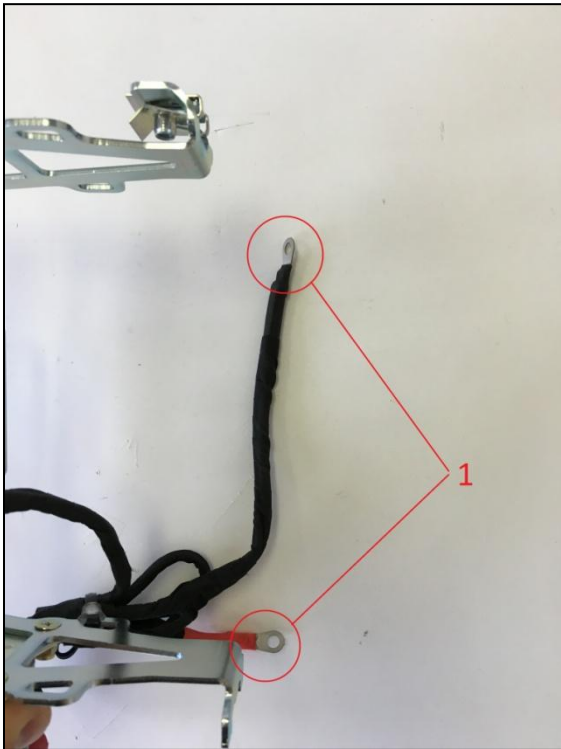
Connect center connector to “CENTER” on the multifunction switch

Connect ignition connector to “IGNITION” on the multifunction switch

Connect start connector to “START” on the multifunction switch

Please note: Labels on the wires should help you to see the correct wire

Please note: If the multifunction switch isn’t mounted on the battery cover, it is much easier to connect the wires



STEP 24

Connect **(+) pole** and **(-) pole** to the battery

Please note:

(+) pole wire is red colored

(-) pole wire is black colored **(1)**

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KARTING

