



Tri-C Karters Vortex VLR 100cc ROK Engine Supplemental Technical Regulations

rev. 02.23.2026

Vortex VLR ROK engine package

- Runs under the current *VLR / VLR-Junior ROK* document.
- Any damaged component or modification not expressly allowed may result in disqualification, and should be cleared by a tech official prior to use.

Air box:

- Must be as-supplied, with no modifications. Water drainage hole is not allowed.
- Must be clamped firmly to the carburetor adapter, with no possible air leakage.
- OEM foam air filter is not required.
- External fins, ducts or other means of affecting airflow to the inlet tubes are not allowed.

Carburetor:

- All metal components must be as-supplied by the OEM with no machining.
- Diaphragms and gaskets must be OEM dimensions but are otherwise non-tech.
- Tie wraps may be used to secure the tuning needles.

Clutch:

- All components, including the drive sprocket, must be OEM.
- Drive sprocket must be 10T, 11T, 12T or 13T.
- Vortex Clutch Drum Housing Plate (part # W7000507300100) is required.
- Components should be kept clean and must not show significant amounts of oil or grease. Friction surfaces must be free of any oil, grease, fluids, coatings or other substances.

Cylinder / cylinder head:

- Thickness & number of cylinder base gaskets and head shims are non-tech.

Exhaust:

- All components must be OEM with no alterations or modifications. Welds, patches or other damage repairs are not allowed.
- All OEM components must be present, intact and free from damage that would compromise their intended function.
- Internal and external surfaces must be free from any type of paints, coatings or other treatments.
- Carbon deposits may be cleaned from internal surfaces. However no polishing, sanding or etching of the metal surfaces is allowed.
- One EGT sensor is allowed. Only one sensor hole can be drilled. The sensor hole must be firmly plugged with a bolt if a sensor is not in use. Fittings for any other sensor type and / or use of any other sensor type is not allowed.

Fuel system:

- A fuel filter may be used between the tank outlet and the carburetor inlet only.
- Modification, addition or removal of any other fuel system component is not allowed.

Ignition coil:

- Must be mounted to the engine.
- Coil-to-plug wire must be OEM.

Spark plug:

- Must be NGK B#EG or BR#EG series. Heat range is non-tech.
- OEM sealing washer or CHT sensor lead must be installed.

Spark plug cap:

- Must be OEM.

Starter battery:

- Battery brand & type are non-tech.
- Must be mounted in a purpose-manufactured battery box.
- Must be secured to the box with one purpose manufactured hold-down strip AND one 175 lb.+ rated cable tie; *or* two 175 lb. + rated cable ties.
- The competitor's last name and kart number must be legibly printed in plain view on the battery.

Wiring harness:

- Wiring connectors may be replaced with a similar part.
- Wire couplings, soldering or tape may be used for repairs.
- Additional grounds are allowed.
- All other parts of the wiring system including Start / Stop buttons must be OEM, with no addition or removal of parts.

Under declared Rain Conditions only, as defined in the regulations:

- An inlet tube cover may be used.