Pavia, 07/07/2016

TECHNICAL MODIFICATIONS TO THE ROK GP ENGINE

To all our valued Dealers,
Contained below are the technical modifications which have been made to the ROK GP Vortex Engine.

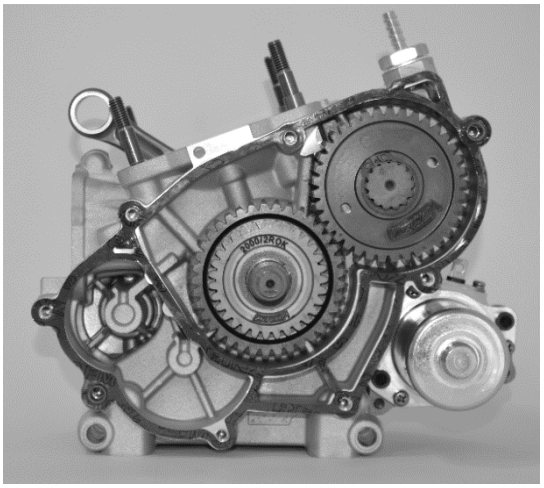
Effective immediately, all ROK GP engines will be supplied with the following standard configuration:
- external water pump
- removed idler gear and additionally, a modified crankcase
- exhaust valve cover

The new configuration has been added to the engine technical homologation fiche but does not replace the previous versions. Therefore, those who already own a ROK GP engine (with external water pump or internal water pump) are allowed to use it in the original configuration, or may elect to convert it by making minor changes with updated parts.

All details are listed below:

- **CRANKCASE**

ROK GP ENGINE WITH EXTERNAL WATER PUMP, WITH NO IDLER GEAR AND MODIFIED CRANKCASE (PICTURE NO. 1) - STANDARD SUPPLY CONFIGURATION
The internal water pump is not allowed on this version anymore.
The quantity of lubricant in the transmission case is 30cc.
The new configuration has been added to the ACI-CSAI technical homologation fiche.



Picture no. 1

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OWNERS OF ROK GP ENGINES MANUFACTURED BEFORE THE ABOVE MENTIONED MODIFICATION CAN ELECT TO PERFORM THE FOLLOWING CHANGES:

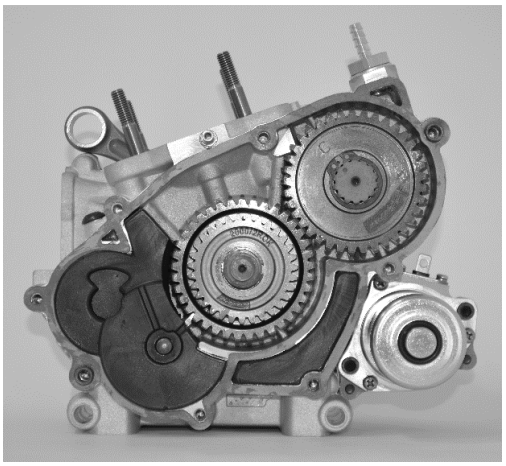
1) EXTERNAL WATER PUMP WITHOUT IDLER GEAR WITH RUBBER INSERT (PICTURES NO. 2-3)

It is permitted to remove the idler gears and place a rubber insert specifically designed to provide the correct lubrication once all gears have been removed.

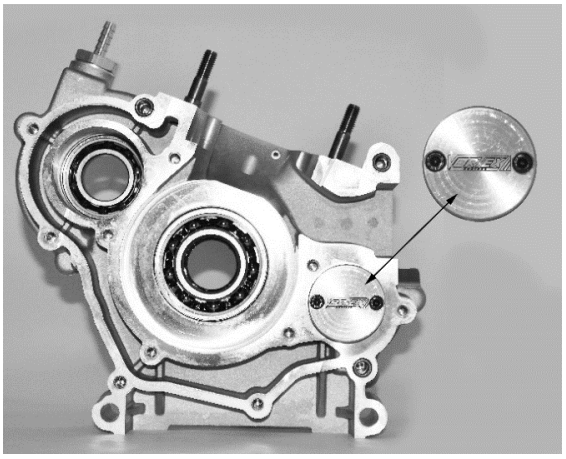
To make this change you will need:

- A rubber insert for the closer housing of the external pump, reference code W2033/ROK
- A conversion kit for the external pump (if the engine is not yet equipped with external cooling), reference code W2007/ROKKIT

With this change, the quantity of lubricant in the transmission case is 30cc.



Picture no. 2

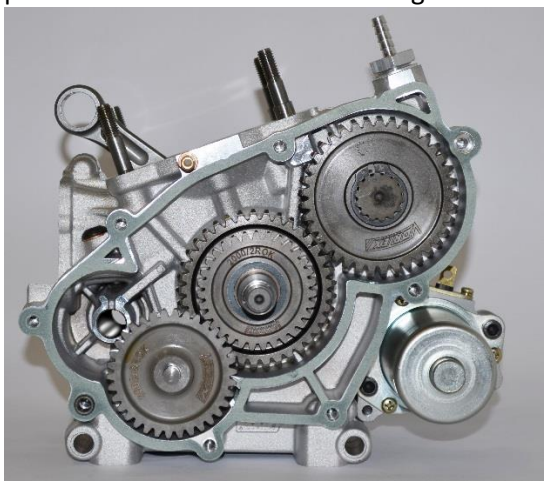


Picture no. 3

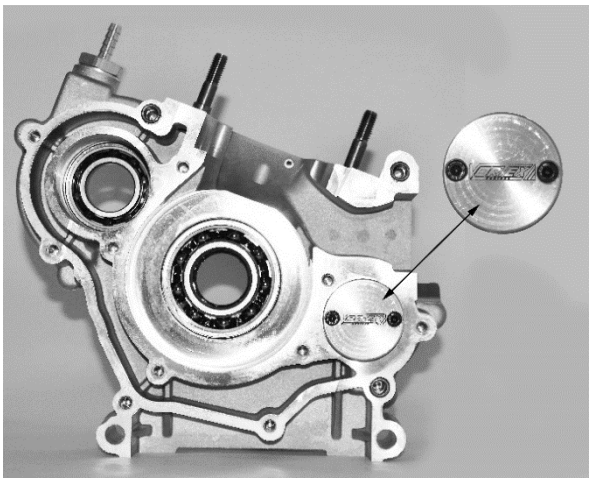
2)EXTERNAL WATER PUMP WITH IDLER GEARS (PICTURE NO. 4 – PICTURE NO. 5)

Rok GP engine versions equipped with an external water pump along idler gears are still permitted and included in the ACI-CSAI technical homologation fiche.

Therefore, those who already own a ROK GP engine and wish to use it with the external water pump WITHOUT removing the idler gears can apply the changes and keep the gears as provided in the following pictures and the technical homologation fiche.



Picture no. 4

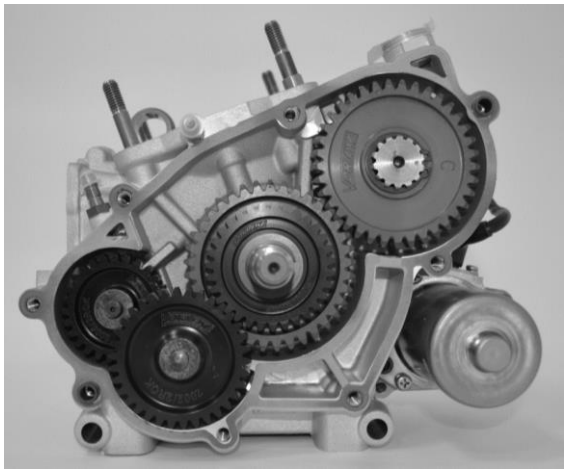


Picture no. 5 (as in picture no. 3)

3)INTERNAL WATER PUMP WITH GEAR TRAIN (Picture no. 6)

ROK GP versions equipped with the internal water pump with its full gear train is still permitted, and is included in the ACI-CSAI technical homologation fiche.

Therefore, those who already own a ROK GP engine and wish to use it with its current configuration are allowed to so.



Picture no. 6

In summary

All ROK GP engines in the above mentioned versions are permitted and included in the engine technical homologation fiche. Starting June of 2016, FOUR configurations will be permitted:

1. Newly manufactured ROK GP engine with only option of external water pump
2. Current and previously manufactured ROK GP engine with external pump and rubber insert (removal of idler gears)
3. Current and previously manufactured ROK GP engine with external pump AND idler gears
4. Current and previously manufactured ROK GP engine with internal pump and all original gears

Beginning from June of 2016, the standard configuration supplied by Vortex will be with the external pump, without the idler gear, and a modified crankcase.

- **VALVE COVER**

From now on the ROK GP engine will be supplied with a new exhaust valve cover (type A).
However, the use of the previously equipped exhaust valve cover is still allowed (type B).





Cover reference no. TYPE A (new): W10172/GP
Cover reference no. TYPE B (equipped already): W10172/KF

We remain at your disposal for any further questions.

OTK M&C

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