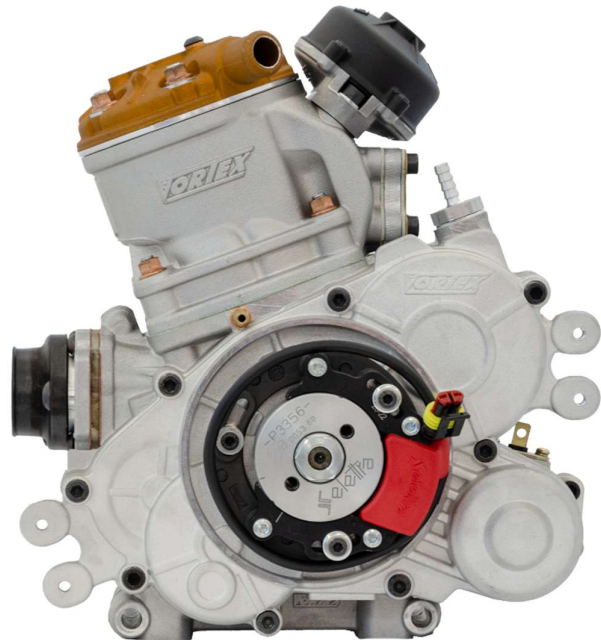


## GP / GP-J ROK 2025

### IDENTIFICATION SHEET

This Identification Sheet reproduces descriptions, illustrations and dimensions of the **ROK-GP & ROK GP-JUNIOR**.



### ATTENTION

**ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.**

Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material. All dimensions in the technical drawings are in mm.



## GP / GP-J ROK 2025

TECHNICAL INFORMATION AND CHARACTERISTICS	
ORIGINAL BORE	54,07 mm
MAX ALLOWED BORE	54,28 mm
STROKE	54 +/- 0,2 mm
ORIGINAL DISPLACEMENT	123,99 cc
CONROD C-TO-C DISTANCE	102 +/- 0,2 mm
WEIGHT OF CONROD	128g +/- 2g
PARAMETERS OF THE DISTRIBUTION	
EXHAUST PORT	195° MAX
BOOSTER	180° MAX
MAIN TRANSFER	132° ±1,5°
SECONDARY TRANSFER	128° ±1,5°
<u>Check of the distribution as described in the <b>ROK CUP USA Technical Regulations 2025.</b></u>	

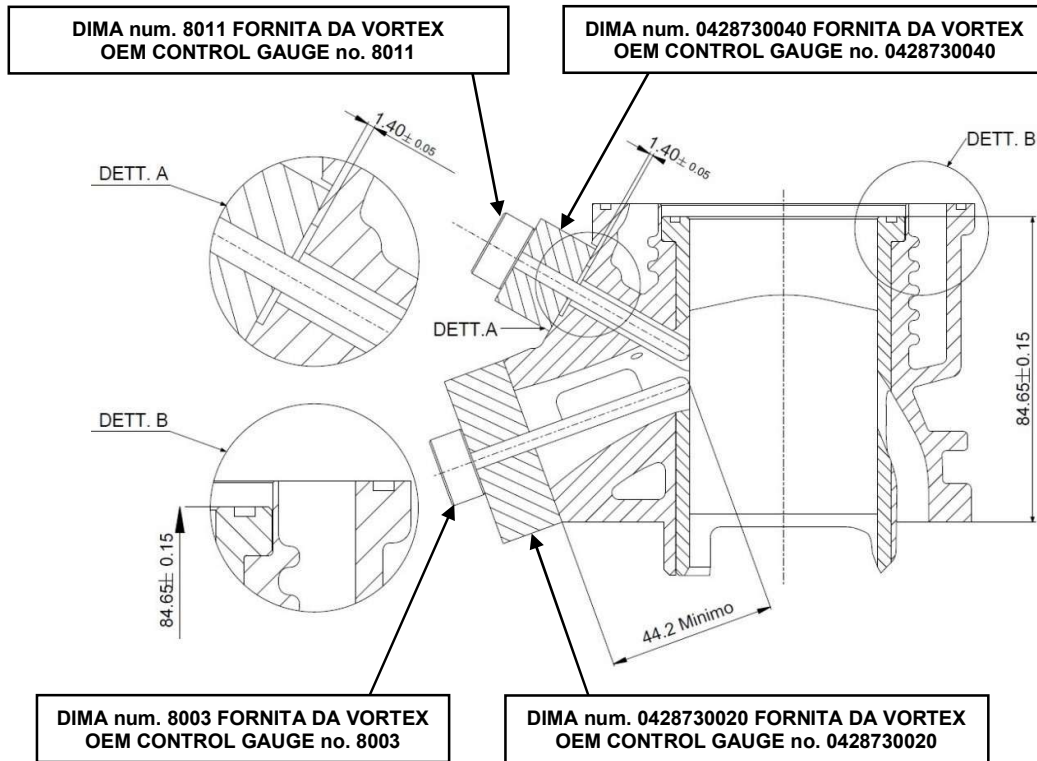
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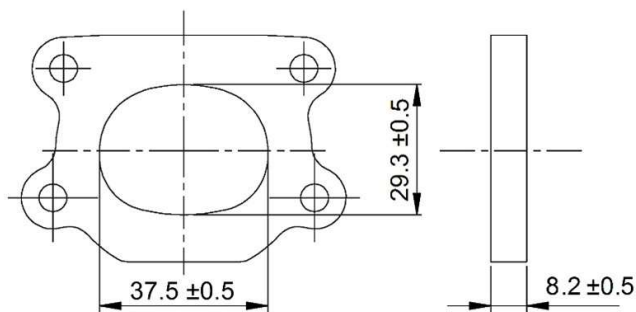
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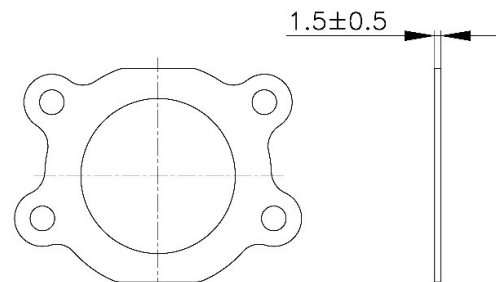
## CYLINDER SECTION WITH CAST IRON LINER



### EXHAUST SPACER



### EXHAUST GASKET



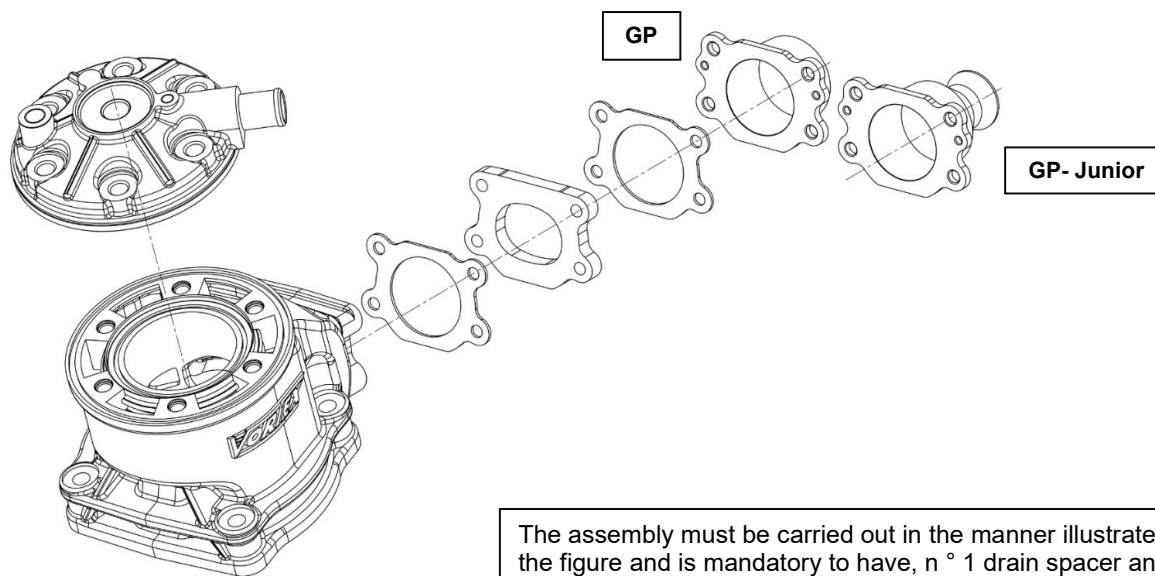
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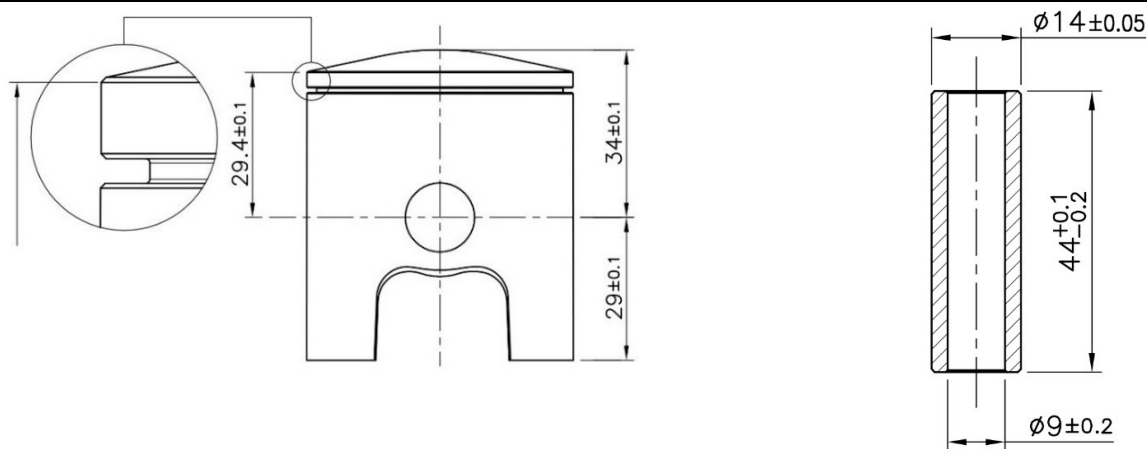
## GP / GP-J ROK 2025

### MOUNTING THE SPACER AND EXHAUST GASKETS



The assembly must be carried out in the manner illustrated in the figure and is mandatory to have, n ° 1 drain spacer and n ° 2 drain gaskets.

### PISTON - PISTON PIN



**Weight**  
128g ±5g


**Weight**  
30g min.

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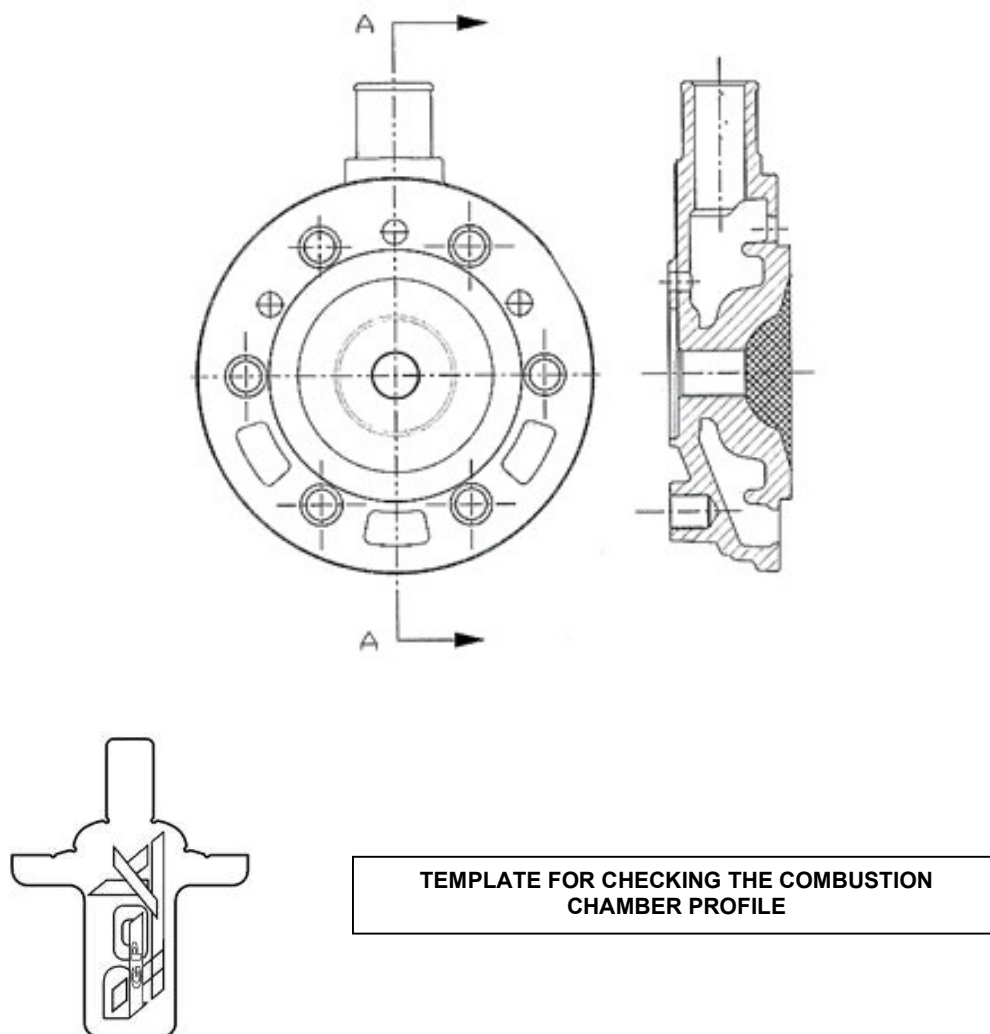
PICTURE AND MARKING OF THE PISTON	
<p><b>Mandatory to have the brand VORTEX cast piston as shown in the picture.</b></p>	<p><b>Mandatory to have the number of the mold cast as shown in the picture.</b></p>
<p><b>OPTION 1</b></p> 	<p><b>OPTION 1</b></p> 
<p><b>OPTION 2</b></p> 	<p><b>OPTION 2</b></p> 
<p><b>OPTION 3</b></p> 	<p><b>OPTION 3</b></p> 

ATTENTION	<p><b><u>ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.</u></b>            Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.            All dimensions in the technical drawings are in mm.</p>
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## CYLINDERHEAD AND COMBUSTION CHAMBER

Combustion Chamber Volume: measured as described in the **ROK CUP USA Technical Regulation 2025**.

**SQUISH THICKNESS – SQUISH - EPESEUR DE SQUISH : 1 mm MIN.**



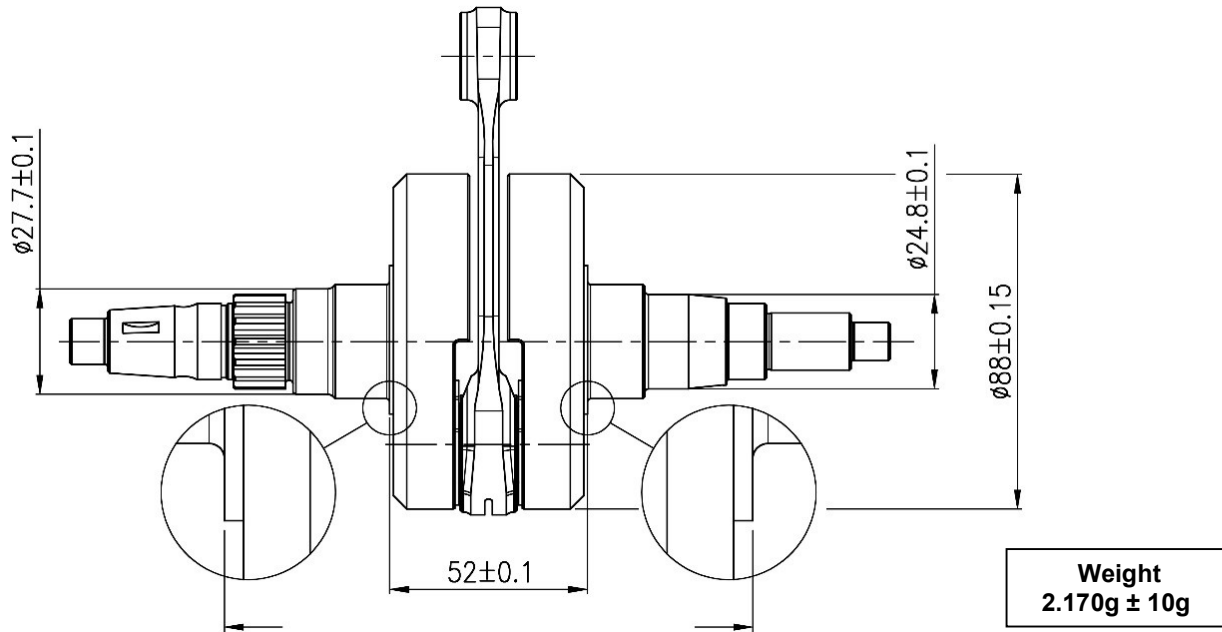
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## GP / GP-J ROK 2025

### CRANKSHAFT AND CRANKPIN



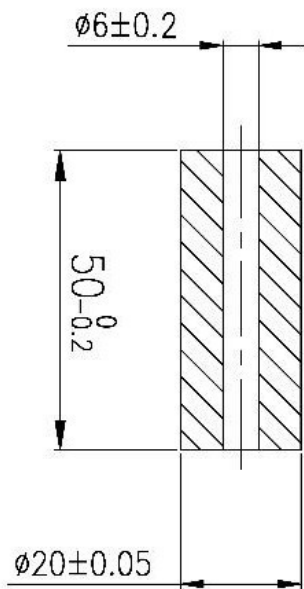
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## GP / GP-J ROK 2025

### CRANK PIN



Weight  
 $111g \pm 1g$

OPTION 1



OPTION 2



OPTION 3



### PICTURES AMD MARKING OF CONROD



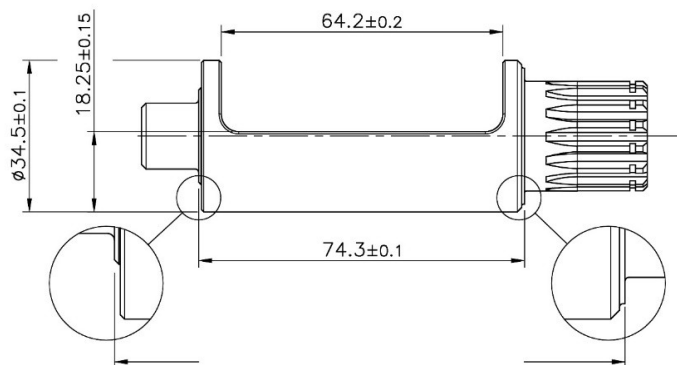
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## GP / GP-J ROK 2025

### BALANCER SHAFT



**Weight**  
435g ±5g

ANY OPERATING STATUS OF THE SYSTEM (FAILURE, BREAKAGE, WEAR, ETC.), SUCH AS TO DETERMINE AN INCORRECT DRIVING OF THE BALANCE SHAFT MUST BE CONSIDERED NOT IN RULE.

### DETAIL PHOTO OF THE CRANKSHAFT OIL SEAL POSITION



### ATTENTION

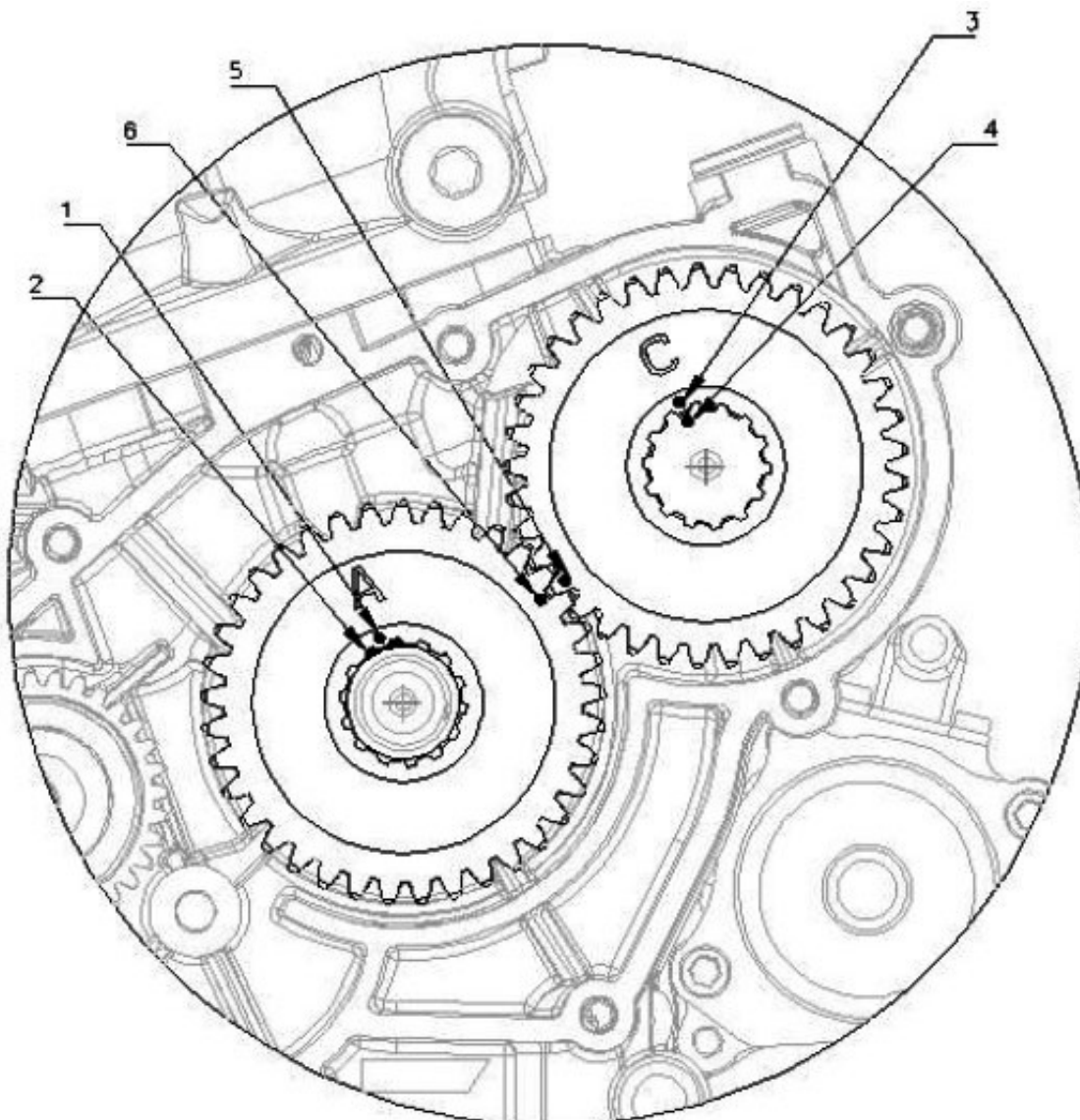
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### BALANCER SHAFT PHASING

IN THE DRAWING BELOW, WE SHOW YOU IN DETAIL THE ORIGINAL POSITION (TO BE RESPECTED) OF THE BALANCER SHAFT PHASING IN THE ROK ENGINE.

AS THE TIMING SHOULD BE REGULAR THE NOTCHS OF THE GEARS AND THE BALANCER SHAFT SHOULD CORRESPOND WHEN THE PISTON IS AT THE DEAD UPPER POINT. AS SHOWED ON THE DRAWING.



### ATTENTION

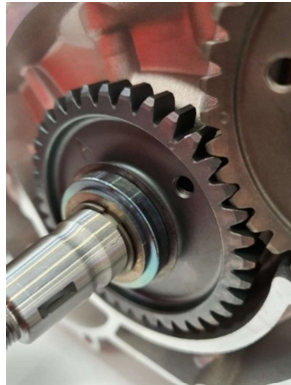
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## GP / GP-J ROK 2025

### DETAIL OF COUNTERSHAFT GEAR SPACER

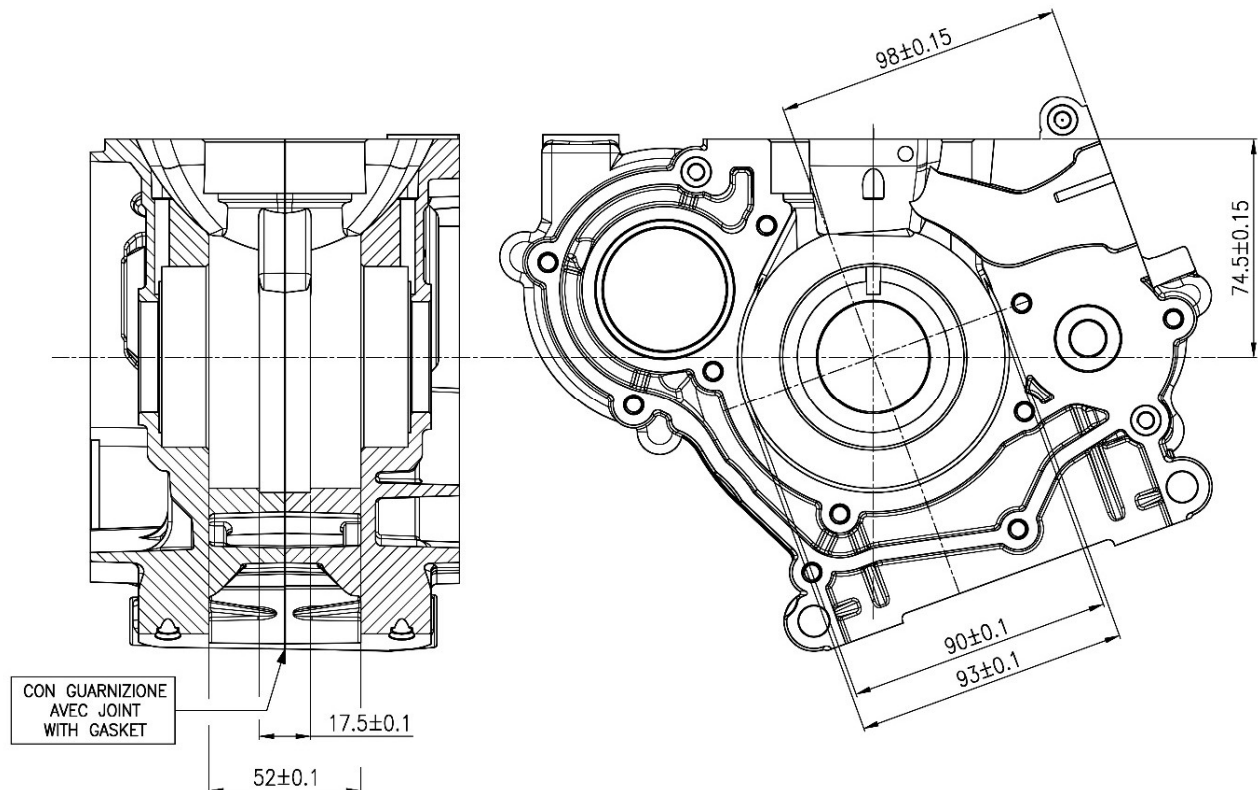
OPTION 1



OPTION 2



### INTERIOR VIEW OF THE CRANKCASE



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## GP / GP-J ROK 2025

CRANKSHAFT BEARINGS		
TYPE	DIMENSION	CHARACTERISTICS
Free brand <b>6206.C4</b>	30 x 16 x 62 mm	Steel balls <b>9</b>
BALANCER SHAFT BEARINGS		
TYPE	DIMENSION	CHARACTERISTICS
Free brand <b>6005.C4</b>	25 x 12 x 47 mm	Steel balls <b>10</b>
Free brand <b>6302.C4</b>	15 x 13 x 42 mm	Steel balls <b>7</b>
DRAWING OF REED BLOCK		DRAWING OF REED VALVE COVER

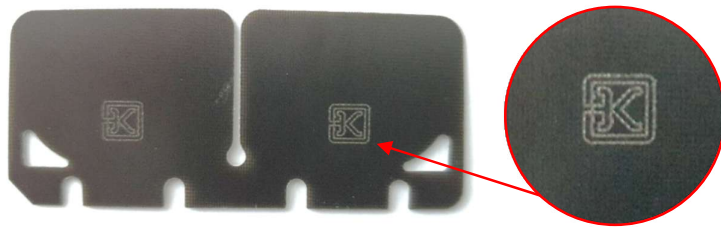
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## GP / GP-J ROK 2025

### PICTURES AND MARKING OF THE REEDS



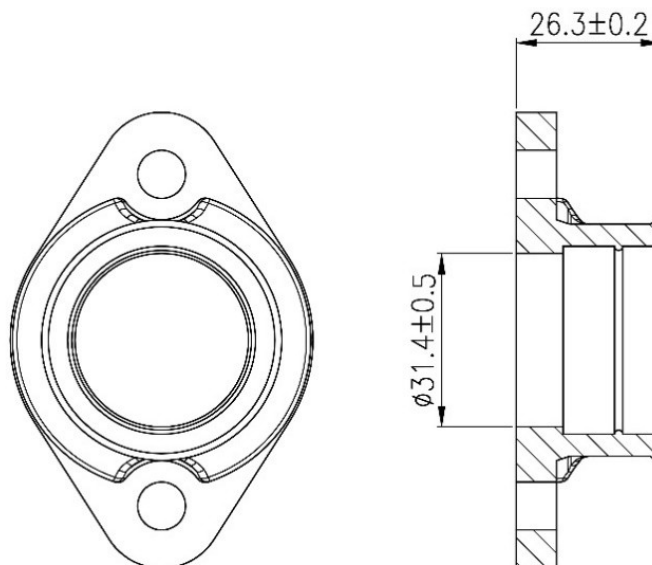
REED PETALS MINIMUM THICKNESS

0.29MM

FIBER GLASS REED PETALS MUST BE BOTH, MANDATORY, ORIGINAL AND BRANDED OTK AS SHOWN IN THE PICTURE.

IT'S NOT ALLOWED TO ADD ANY REINFORCEMENT (STOPPER ) ON THE PETALS

### INTAKE MANIFOLD



#### ATTENTION

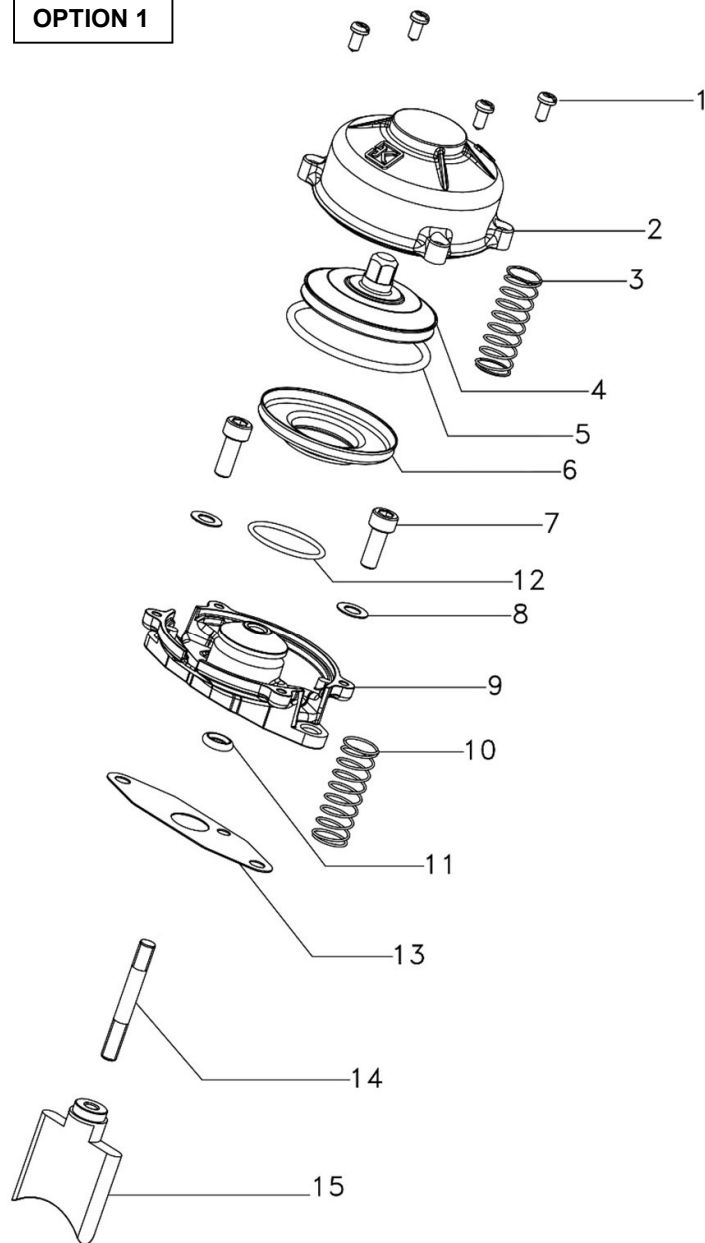
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## GP / GP-J ROK 2025

### PNEUMATIC POWER VALVE WITH DOUBLE COMPRESSION SPRING

#### OPTION 1



- |     |  |
|-----|--|
| 1-  | VITI DI FISSAGGIO<br>FIXING SCREWS<br>VIS DE FIXATION  |
| 2-  | COPERCHIO VALVOLA<br>VALVE COVER<br>CHAP<br>E VALVE  |
| 3-  | MOLLA COMPRESSIONE CODICE W10171/KF<br>COMPRESSION SPRING PART NO. W10171/KF<br>RESSORT COMPRESSION CODE W10171/KF |
| 4-  | PISTONCINO VALVOLA SCARICO<br>EXHAUST VALVE PISTON<br>PISTON VALVE ECHAP.  |
| 5-  | MOLLA TENUTA<br>HOSE SPRING<br>RESSORT TENUÉ   |
| 6-  | POLMONE<br>BELLOWS<br>POUMON   |
| 7-  | VITE M6x20<br>SCREW M6x20<br>VIS M6x20   |
| 8-  | RONDELLA<br>WASHER<br>RONDELLE   |
| 9-  | ALLOGGIO VALVOLA<br>VALVE HOUSING<br>SIEGE VALVE   |
| 10- | MOLLA COMPRESSIONE CODICE W10171/KF<br>COMPRESSION SPRING PART NO. W10171/KF<br>RESSORT COMPRESSION CODE W10171/KF |
| 11- | O-RING GOMMA<br>O-RING RUBBER<br>O-RING CAOUTCHOUC   |
| 12- | MOLLA TENUTA<br>HOSE SPRING<br>RESSORT TENUÉ   |
| 13- | GUARNIZIONE<br>GASKET<br>JOINT   |
| 14- | PRIGIONIERO<br>STUD<br>GOUJON  |
| 15- | VALVOLA SCARICO<br>EXHAUST VALVE<br>VALVE DE PUISSANCE   |

**IT IS ALLOWED TO USE ONLY THE DOUBLE COMPRESSION SPRINGS WHOSE PART NO. W10171/KF**

#### ATTENTION

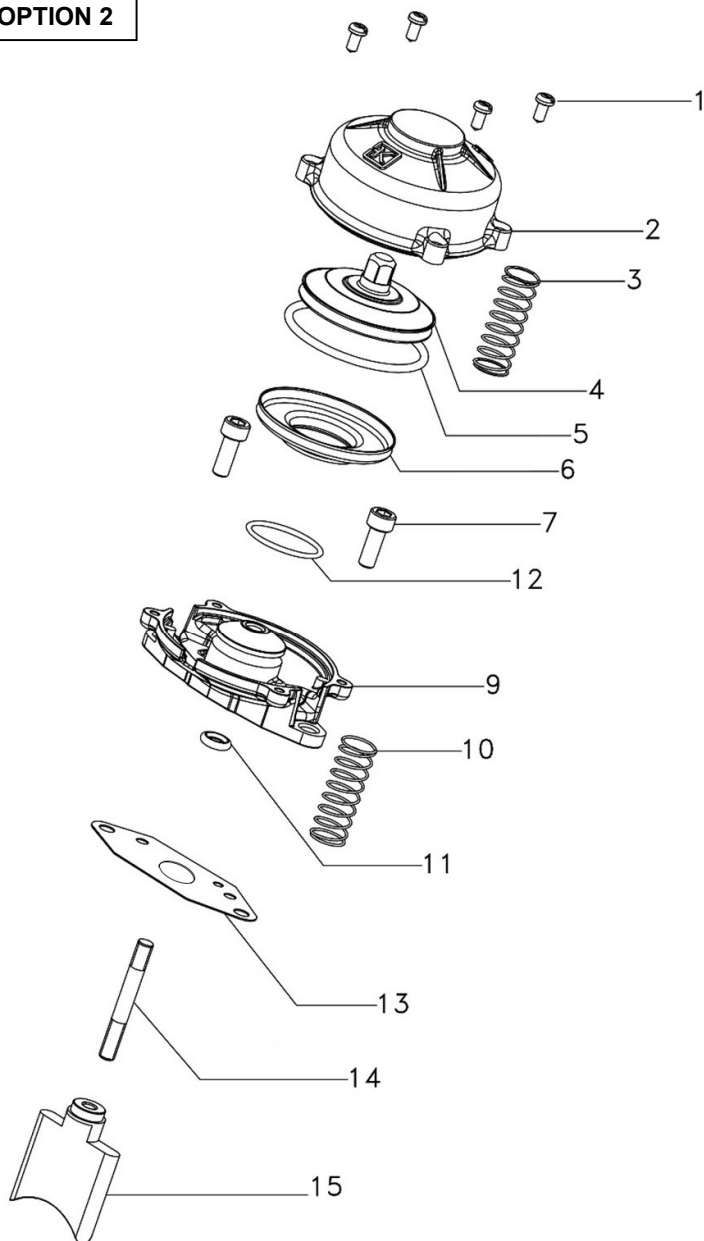
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## GP / GP-J ROK 2025

### PNEUMATIC POWER VALVE WITH DOUBLE COMPRESSION SPRING

#### OPTION 2



- |     |  |
|-----|--|
| 1-  | VITI DI FISSAGGIO<br>FIXING SCREWS<br>VIS DE FIXATION  |
| 2-  | COPERCHIO VALVOLA<br>VALVE COVER<br>CHAP<br>E VALVE  |
| 3-  | MOLLA COMPRESSIONE CODICE W10171/KF<br>COMPRESSION SPRING PART NO. W10171/KF<br>RESSORT COMPRESSION CODE W10171/KF |
| 4-  | PISTONCINO VALVOLA SCARICO<br>EXHAUST VALVE PISTON<br>PISTON VALVE ECHAP.  |
| 5-  | MOLLA TENUTA<br>HOSE SPRING<br>RESSORT TENUE   |
| 6-  | POLMONE<br>BELLOWS<br>POUMON   |
| 7-  | VITE M6X18<br>SCREW M6X18<br>VIS M6X18   |
| 9-  | ALLOGGIO VALVOLA<br>VALVE HOUSING<br>SIEGE VALVE   |
| 10- | MOLLA COMPRESSIONE CODICE W10171/KF<br>COMPRESSION SPRING PART NO. W10171/KF<br>RESSORT COMPRESSION CODE W10171/KF |
| 11- | O-RING GOMMA<br>O-RING RUBBER<br>O-RING CAOUTCHOUC   |
| 12- | MOLLA TENUTA<br>HOSE SPRING<br>RESSORT TENUE   |
| 13- | GUARNIZIONE<br>GASKET<br>JOINT   |
| 14- | PRIGIONIERO<br>STUD<br>GOUJON  |
| 15- | VALVOLA SCARICO<br>EXHAUST VALVE<br>VALVE DE PUISSANCE   |

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#### ATTENTION

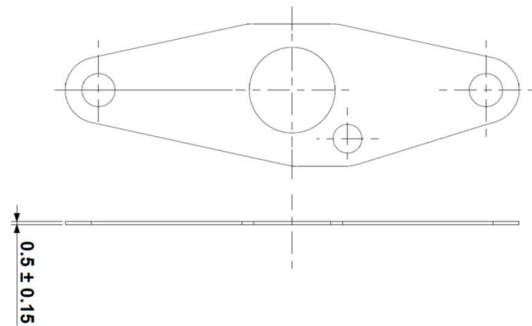
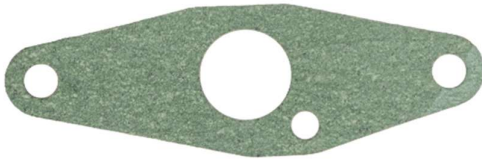
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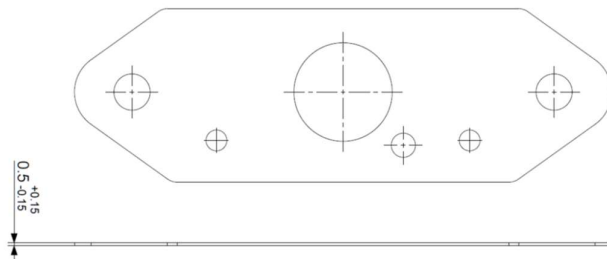
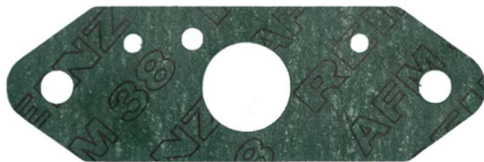
## GP / GP-J ROK 2025

### EXHAUST VALVE GASKET

#### OPTION 1



#### OPTION 2



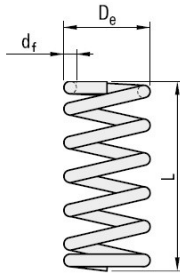
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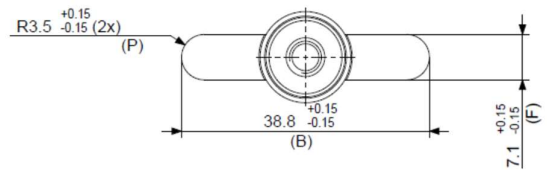
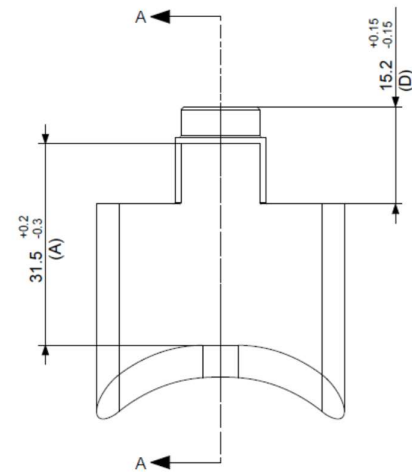
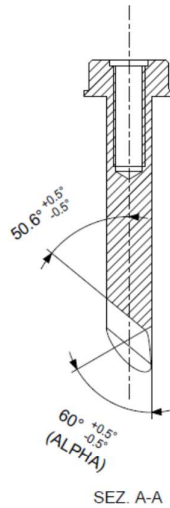
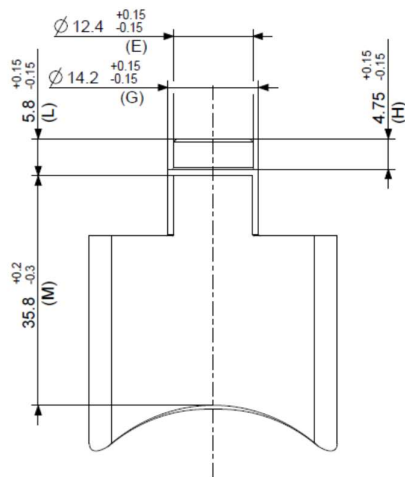
# GP / GP-J ROK 2025

## COMPRESSION SPRING PNEUMATIC POWER VALVE



<b>df</b>	<b>0.8 mm</b>	<b>± 0.03</b>
<b>De</b>	<b>14 mm</b>	<b>± 0.1</b>
<b>L</b>	<b>40 mm</b>	<b>± 1.5</b>
<b>N</b>	<b>5</b>	
<b>N= numero spire</b>		

## EXHAUST SLIDE VALVE



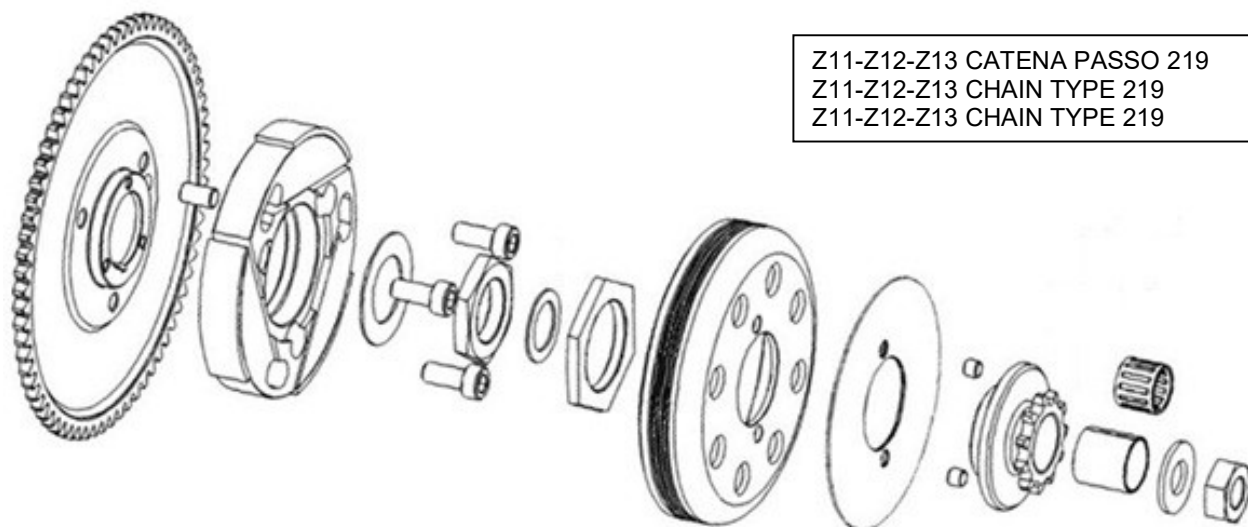
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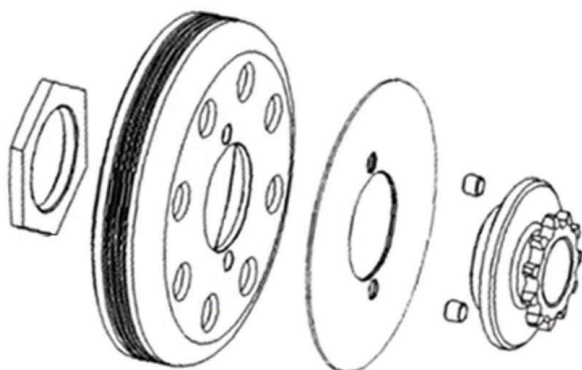
## GP / GP-J ROK 2025

### CLUTCH DESCRIPTION AND PARTS SKETCH



Z11-Z12-Z13 CATENA PASSO 219  
 Z11-Z12-Z13 CHAIN TYPE 219  
 Z11-Z12-Z13 CHAIN TYPE 219

- PARTS QUANTITY: **19**
- WEIGHT OF THE COMPLETE CLUTCH WITH STARTING GEAR AND PROTECTION: **913 gr +/- 15g**
- ENGAGEMENT SPEED (MAXIMUM) CAN BE VERIFIED IN EVERY MOMENT OF THE EVENT: **4000RPM**



- WEIGHT OF THE CLUTCH HOUSING WITH SPROKET: **280g Min.**
- PARTS QUANTITY: **6**

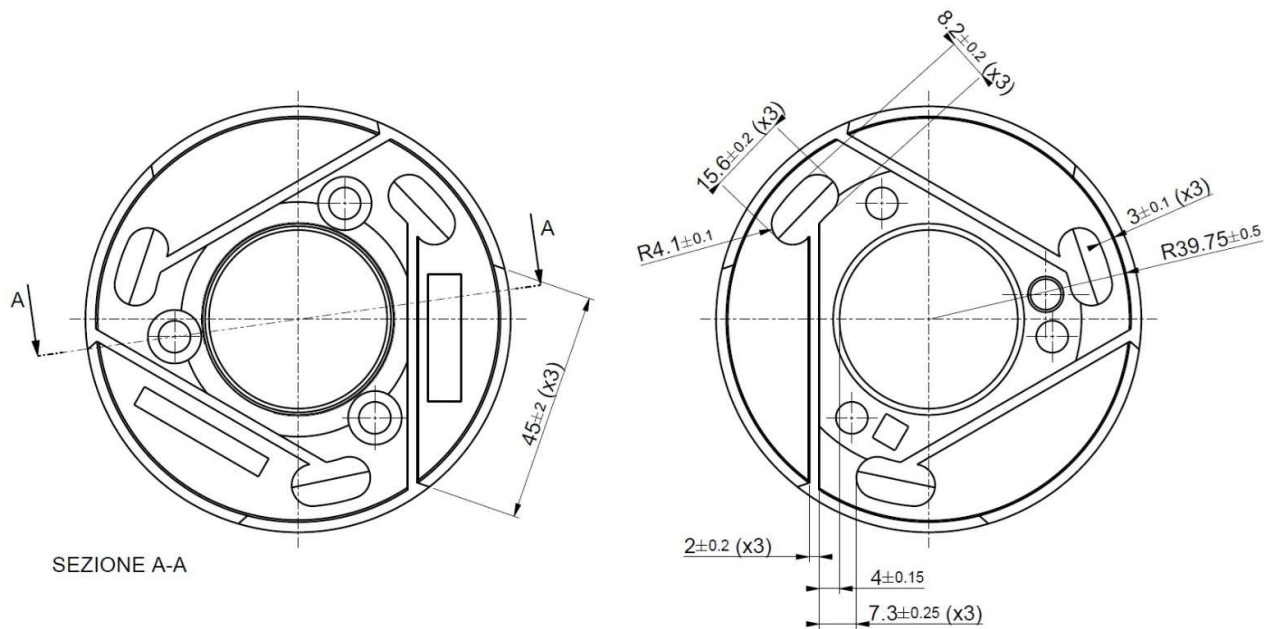
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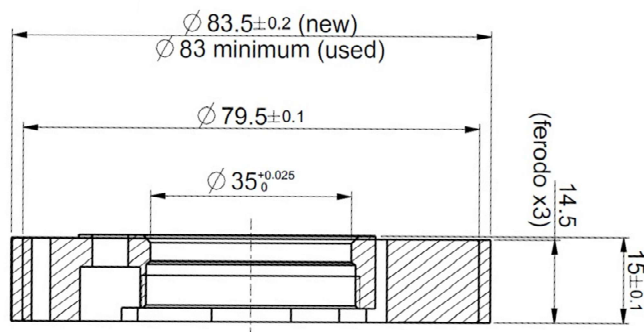
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# GP / GP-J ROK 2025

## CLUTCH ROTOR



SEZIONE A-A



**WEIGHT OF CLUTCH ROTOR**  
356g +/- 10g

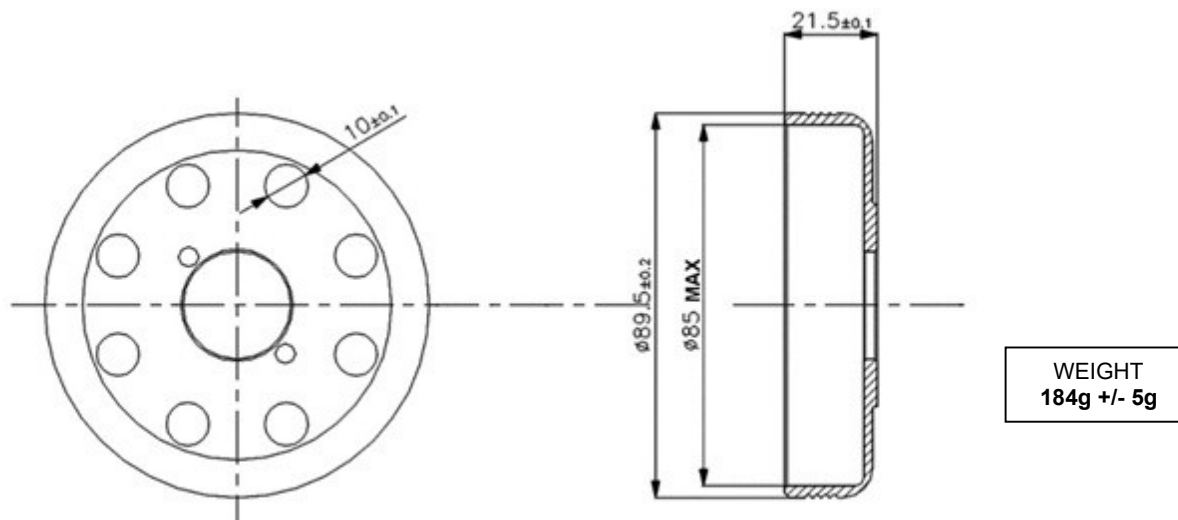
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## GP / GP-J ROK 2025

### CLUTCH HOUSING



#### ATTENTION

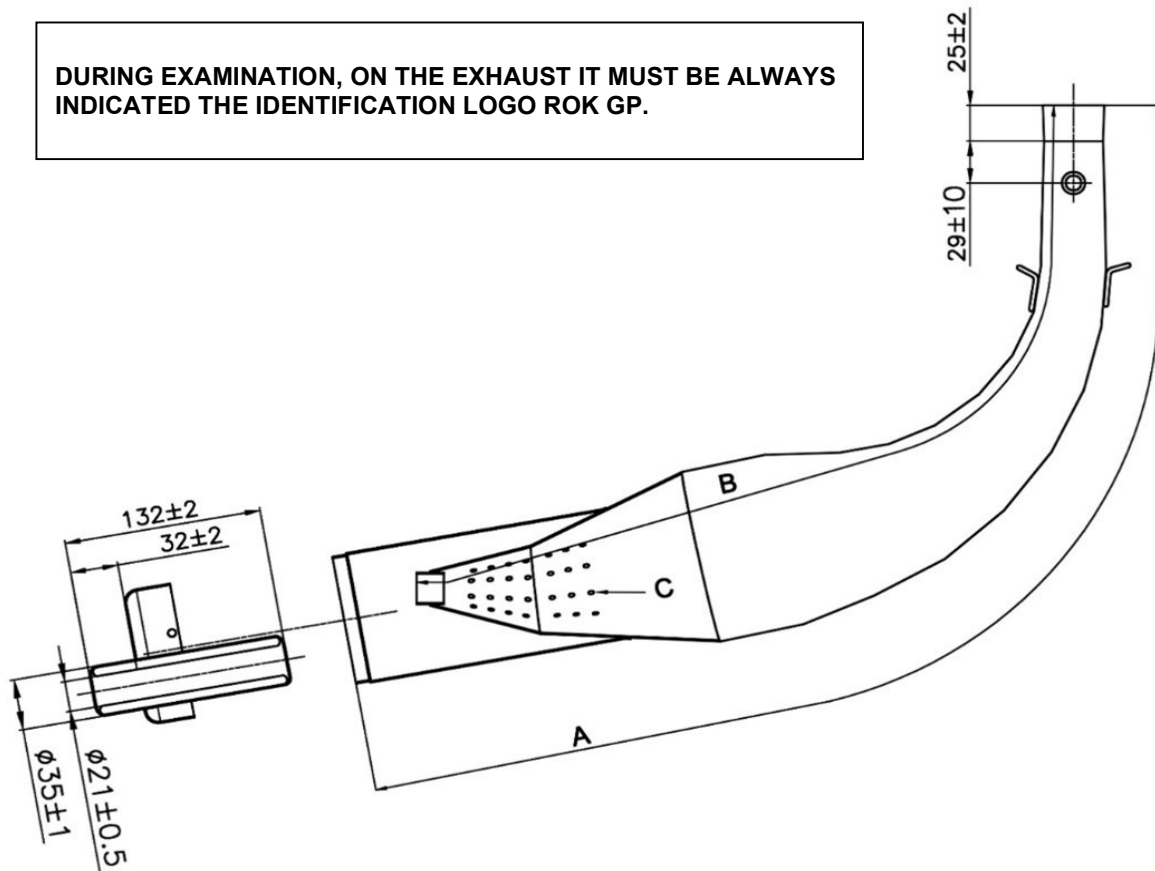
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## GP / GP-J ROK 2025

### EXHAUST MUFFLER

DURING EXAMINATION, ON THE EXHAUST IT MUST BE ALWAYS INDICATED THE IDENTIFICATION LOGO ROK GP.



**EXTERNAL CHORD READING**

**A=850 mm +/- 7mm**

**INTERNAL CHORD READING**

**B=680 mm +/- 7mm**

**NUMBER OF HOLES AND DIAMETER**

**C = 56     $\phi$  4±0.5**

**WEIGHT**

**2.158 g. ± 5%**

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## GP / GP-J ROK 2025

### PHOTO AND MARKING OF THE EXHAUST



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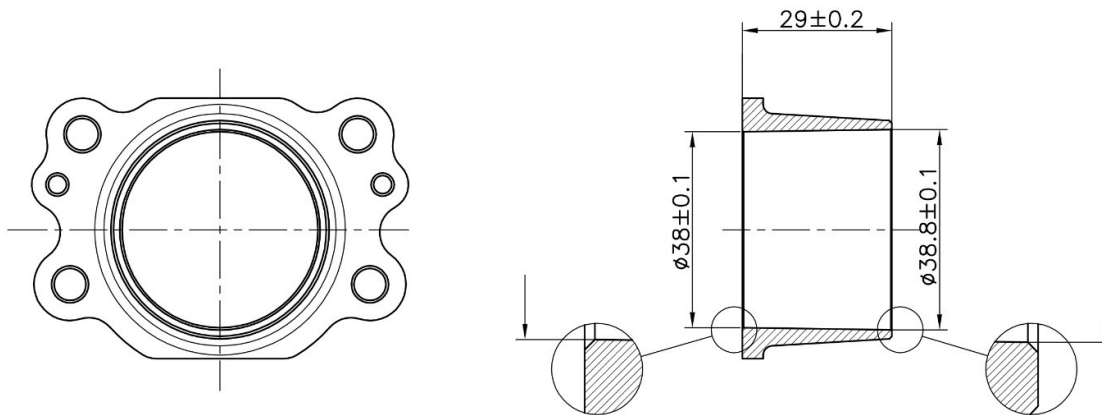
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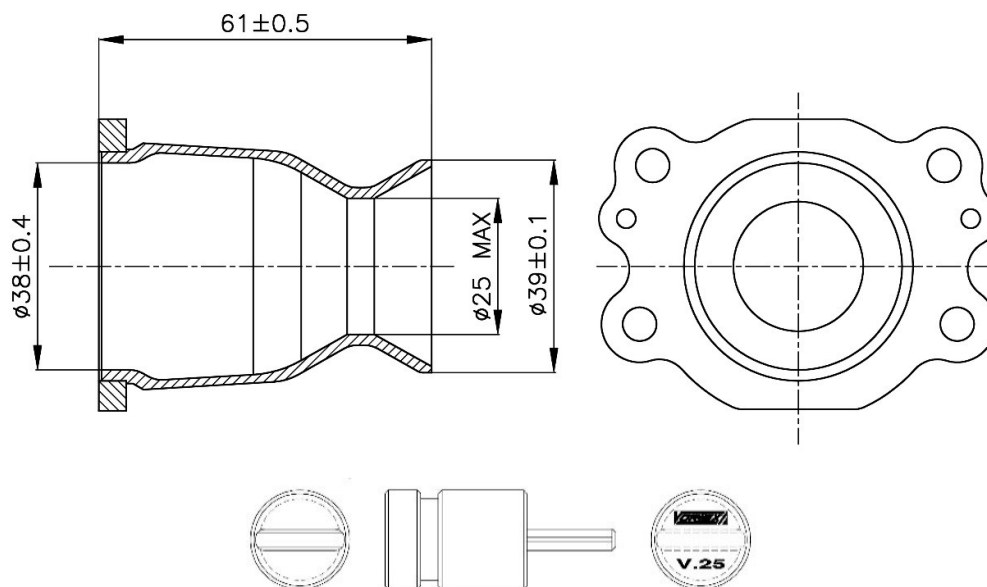
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## GP / GP-J ROK 2025

### EXHAUST MANIFOLD OF ROK GP



### EXHAUST MANIFOLD OF ROK GP JUNIOR



Checked with Vortex template n° V.25

#### ATTENTION

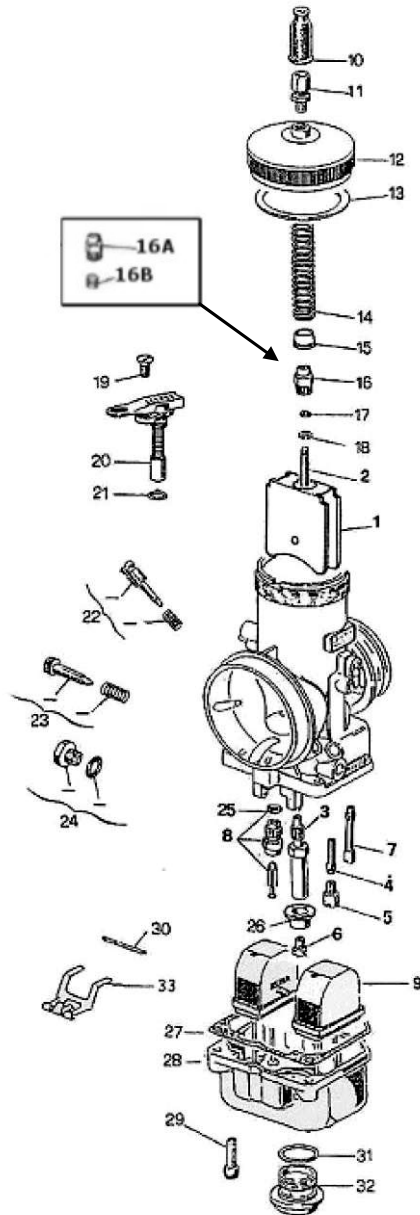
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# GP / GP-J ROK 2025

## CARBURETTOR AND COMPONENTS

### DELL'ORTO VHSH 30



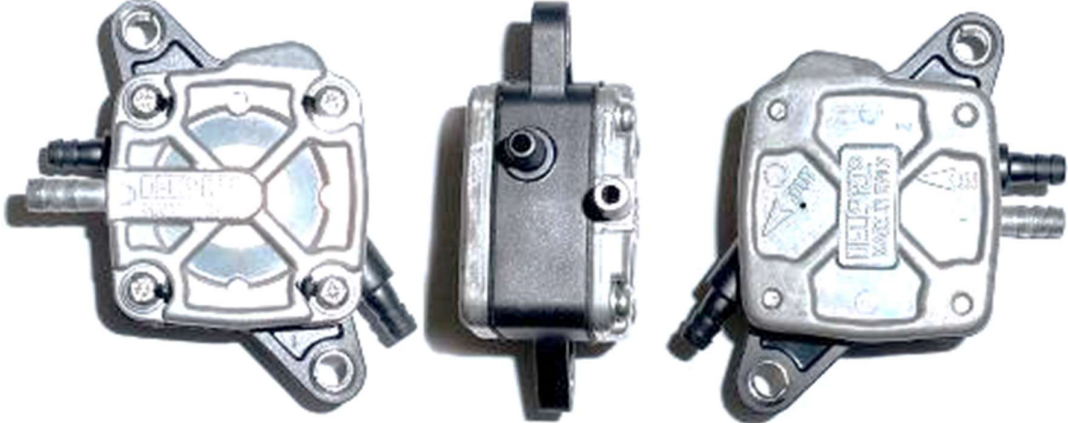
- |                                    |                              |
|------------------------------------|------------------------------|
| 1. GUILLOTINE                      | THROTTLE VALVE               |
| 2. AIGUILLE                        | MIXTURE NEEDLE               |
| 3. PULVERISATEUR                   | SPARY NOZZLE                 |
| 4. EMULSEUR MINIMUM                | IDLE DIFFUSER                |
| 5. GICLEUR MINIMUM                 | IDLE JET                     |
| 6. GICLEUR MAXIMUM                 | HIGH SPEED JET               |
| 7. GICLEUR DEMARRAGE               | STARTER JET                  |
| 8. POINTEAU                        | NEEDLE VALVE                 |
| 9. FLOTTEUR 4 gr. x 2              | FLOATER 4 gr. x 2            |
| 10. MANCHON                        | CAP                          |
| 11. VIS DE TENSION                 | WIRE SCREW                   |
| 12. COUVERCLE DU CORPS             | BODY COVER                   |
| 13. JOINT COUVERCLE DE CHAMBRE     | COVER GASKET                 |
| 14. RESSORT DE RAPPEL GUILLOTINE   | THROTTLE VALVE RETURN SPRING |
| 15. ASSIETTE GUIJE RESSORT         | SPRING GUIDE PLATE           |
| 16. NIPPLO VALVE GAZ 16A e 16B     | MIXTURE VALVE NIPPLE         |
| 17. RONDELLE                       | WASHER                       |
| 18. ARRET DE L'AIGUILLE            | MIXTURE NEEDLE STOP          |
| 19. VIS DU DISPOSITIF DE DEMARRAGE | STARTER FIXING SCREW         |
| 20. DISPOSITIF DE DEMARRAGE        | CHOKE                        |
| 21. JOINT DISPOSITIF DEMARRAGE     | STARTER GASKET               |
| 22. KIT VIS DE REGLAGE DE L'AIR    | KIT AIR ADJUSTMENT SCREW     |
| 23. KIT VIS DE REGLAGE GUILLOTINE  | KIT MIXTURE VALVE ADJUSTMENT |
| 24. BOUCHON FILTRE A ESSENCE       | FUEL FILTER PLUG             |
| 25. JOINT DU POINTEAU              | NEEDLE VALVE GASKET          |
| 26. ASSIETTE                       | PLATE                        |
| 27. JOINT DE LA CUVE               | FLOAT VALVE GASKET           |
| 28. CUVE                           | FLOAT CHAMBER                |
| 29. VIS FIXAGE DE LA CUVE          | FLOAT CHAMBER SCREW          |
| 30. AXE                            | PIN                          |
| 31. JOINT DU BOUCHON DE CUVE       | FLOAT CHAMBER PLUG GASKET    |
| 32. BOUCHON DE LA CUVE             | FLOAT CHAMBER PLUG           |
| 33. BALANCIER                      | FLOAT LEVER                  |

### ATTENTION

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## GP / GP-J ROK 2025


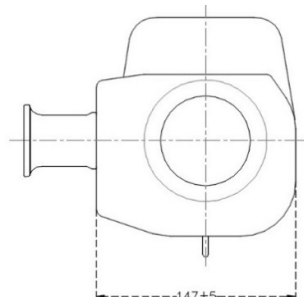
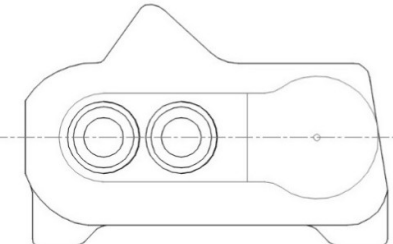
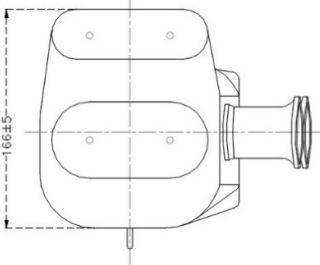
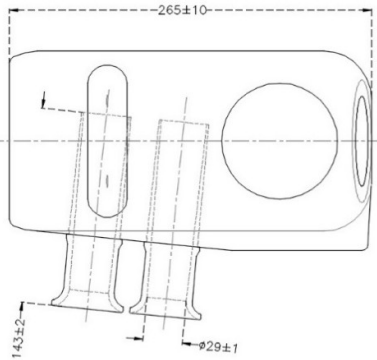
ALLOWED SETTING		
	COD. VORTEX	COD. DELLORTO
Valvola gas 40 - Gas valve - Valve gaz	W947540-764	1656540-64
Spillo conico K33 - Misture needle - Aiguille	W853033	0853033 08
Polverizzatore DP268 - Spary nozzle - Pulverisateur	W12539268	12539268 28
Ugello sede polverizzatore 7 mm - Spray seat nozzle - Buse de pulvérisation	W1254100-28	1254100 28
Getto max - High speed jet - Gicleur max - <b>LIBERO - FREE</b>	W6413160	06413160 02
Getto minimo 60 - Idle jet 60 - Gicleur minimum 60	W1299560	1299560 02
Getto emulsionatore CD1 - Idle jet CD1- Emulser minimum CD1	W1053201	1053201 28
<b>OPZIONE 1 - OPTION 1 - OPTION 1</b>		
Valvola a spillo 250 - needle valve 250 - poiteau 250	W8649250	08649250 33
<b>OPZIONE 2 - OPTION 2 - OPTION 2</b>		
Valvola a spillo 270 - needle valve 270 - poiteau 270	W8649270	08649270 33
DELL'ORTO FUEL PUMP		
		
COD. 11023		
<p><b>IT IS ALLOWED ONLY THE USE OF THE OUTLET FUEL PIPE. IT IS FORBIDDEN THE USE OF THE RETURN FUEL PIPE TO THE FUEL TANK. IT IS ALLOWED TO MOUNT ONLY N° 1 (ONE) FUEL FILTER BETWEEN TANK AND FUEL PUMP.</b></p>		

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## GP / GP-J ROK 2025

INLET SILENCER	
MODEL, TYPE	ARROW
	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>147±5</p> </div> <div style="text-align: center;">  <p>265±10</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  <p>166±5</p> </div> <div style="text-align: center;">  <p>143±2 29±1</p> </div> </div> <p style="text-align: center; margin-top: 20px;"><b>AIR FILTER MESH IS OPTIONAL &amp; OPEN BRAND.</b></p>
<p><b>RUBBER BUSH CAN BE CUT ON ONE SIDE.</b></p>	

ATTENTION	<p><b><u>ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.</u></b>          Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.          All dimensions in the technical drawings are in mm.</p>
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## GP / GP-J ROK 2025

INLET SILENCER OPTIONAL	
MODEL TYPE	ARROW 0225.GLB 29
	<p style="text-align: center; margin-top: 10px;"><b>AIR FILTER MESH IS OPTIONAL &amp; OPEN BRAND.</b></p>
<p><b>RUBBER BUSH CAN BE CUT ON ONE SIDE, SILENCER SIDE.</b></p>	

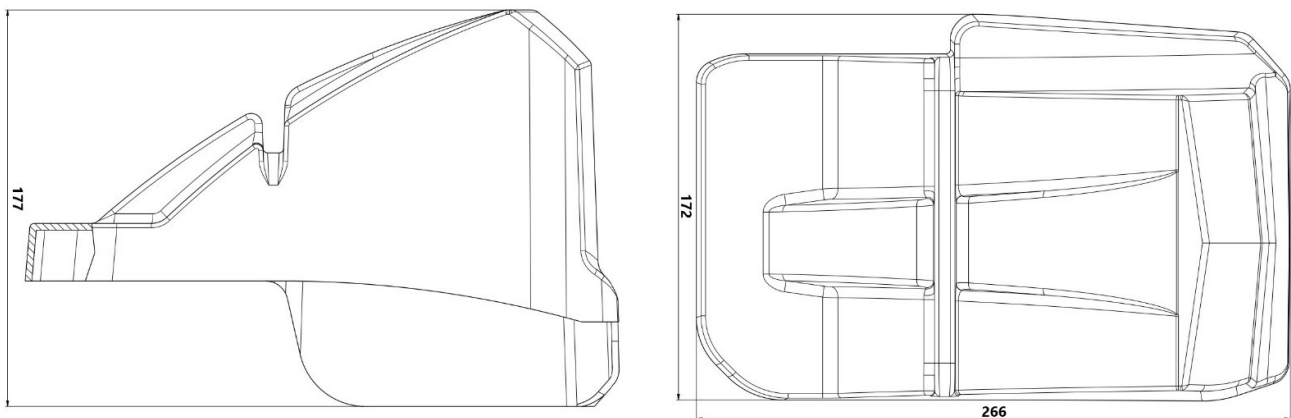
ATTENTION	<p><b><u>ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX ROK.</u></b>            Neither engines nor accessories can be modified. By this we mean any shape, content or function changes which may differ from what originally produced (manufactured and assembled). Furthermore this includes any addition and /or removal of material.            All dimensions in the technical drawings are in mm.</p>
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## GP / GP-J ROK 2025

### RAIN PROTECTION INLET SILENCER (OPTIONAL)



### RAIN PROTECTION INLET SILENCER (OPTIONAL)



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## GP / GP-J ROK 2025

### PVL IGNITION

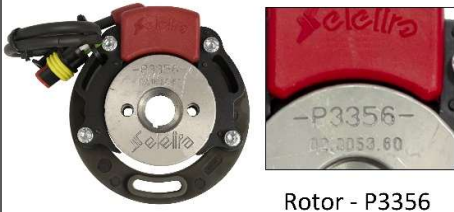
#### OPTION 1

Rotor 500843  
Stator 500980



### SELETTA IGNITION

#### OPTION 2



Rotor - P3356



USE OF SOLELY OEM MARKED COIL, STATOR AND ROTOR WILL BE ALLOWED, AS MENTIONED IN THE ABOVE PICTURES.

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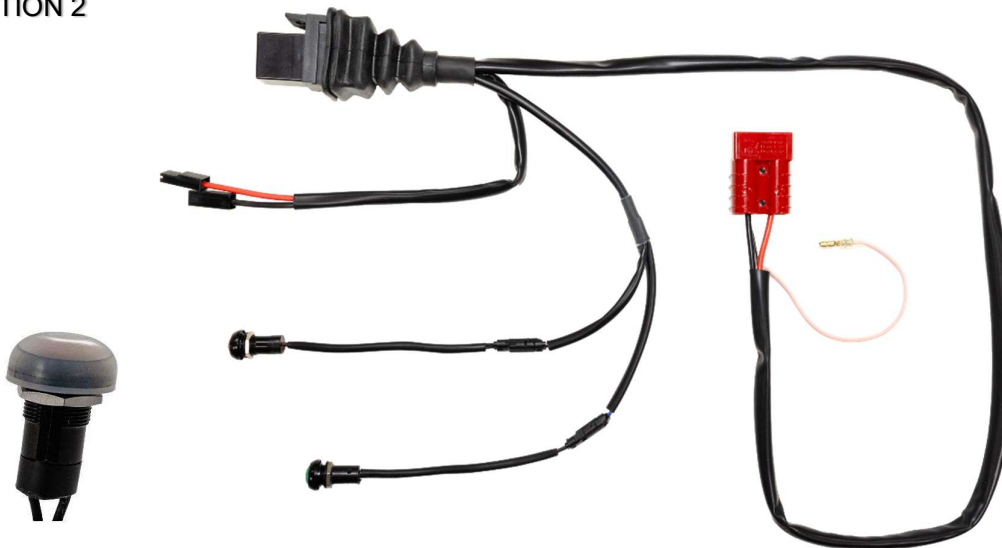
## GP / GP-J ROK 2025

### STARTER WIRING

#### OPTION 1



#### OPTION 2



ENGINES SHALL BE MANDATORY SWITCHED ON AND OFF BY MEANS OF THE ON-BOARD STARTING SYSTEM.  
TECHNICAL STEWART MEMBERS SHALL CHECK THE ON-OFF ONBOARD SYSTEM ANYTIME.  
THE BUTTON COVER IS OPTIONAL.

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