

THIS PRODUCT
IS TO BE UTILIZED ON
CIK HOMOLOGATED
CIRCUITS ONLY.

ATTENTION:
MOTOSPORTS ARE
DANGEROUS



OWNERS MANUAL



KARTCRG.COM

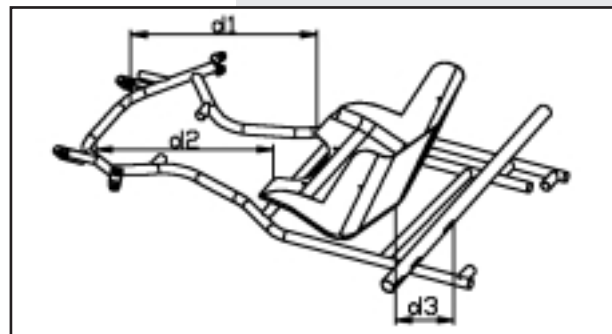




- | | |
|--|--|
| - Posizione sedile | |
| - Regolazione Caster - Camber | |
| - Regolazione Telaio - Asciutto | |
| - Regolazione Telaio - Bagnato | |
| - Pressioni consigliate | |
| - Scala assali Ø40 - Ø50 | |
| - Olio freni consigliato | |
| - Revisione periodica del telaio | |
| - Revisione periodica dell'impianto frenante | |

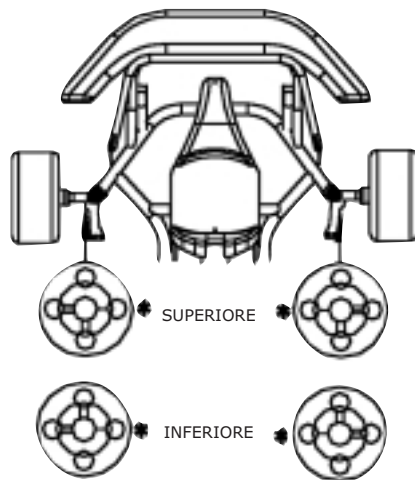
LA POSIZIONE DEL SEDILE

	MINIKART 60CC	JUNIOR 100CC	ICA-FA 100CC	FC-ICC 125CC
D1	475	600	610	620
D2	460	590	600	610
D3	215	215	205	205

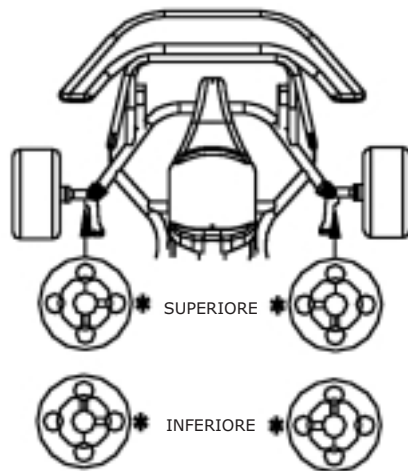


NB: Misure espresse in millimetri (mm)

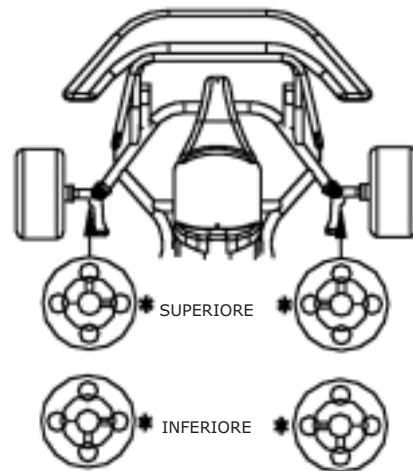




- GRIP
si ha meno tenuta
su strada.

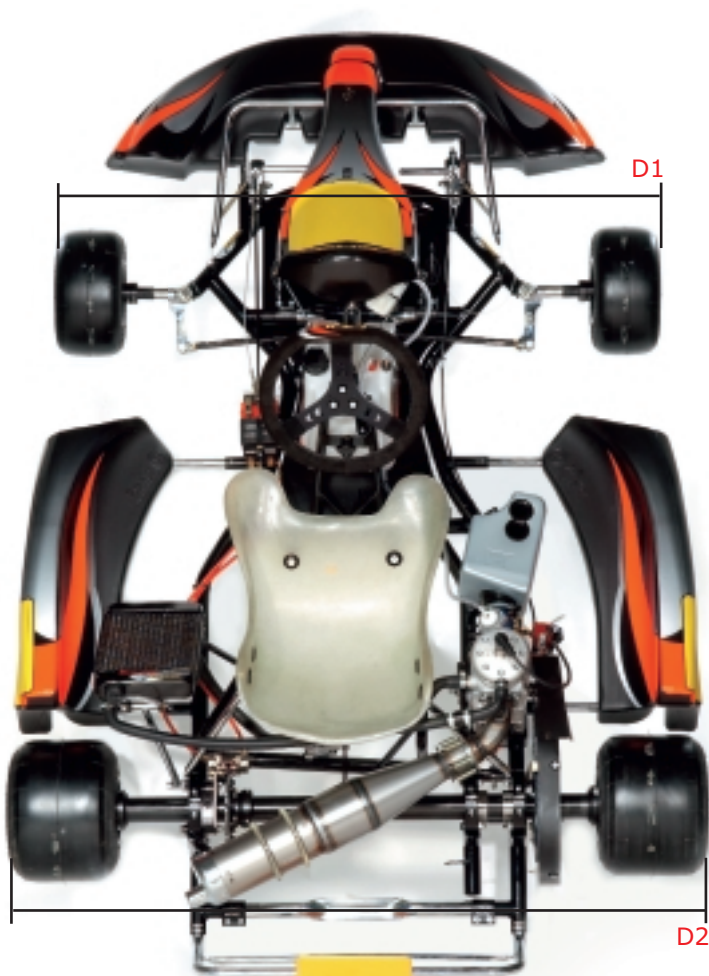


**REGOLAZIONE
STANDARD**



+ GRIP
si ha più tenuta su
strada.

TELAIO - ASSETTO ASCIUTTO



60cc Minikart

Convergenza: No
Gomme: Morbide-Medie-Dure
D1:930mm D2:1100mm

100cc Junior

Convergenza: Positiva a 4mm
Assale: M20-S25
Gomme: Morbide-Medie-Dure
D1:1190mm D2:1360mm

100cc ICA/FA

Convergenza: Positiva a 4mm
Gomme: Morbide
Assale: S20-S25
D1:1190-D2:1400

Gomme: Medie
Assale: S25-M20
D1:1190-D2:1400

Gomme: Dure
Assale: M20
D1:1180/1190-D2:1380/1390

125cc FC/ICC

Convergenza: Positiva a 4mm
Gomme: Morbide
Assale: S25
D1:1200/1210-D2:1400

Gomme: Medie
Assale: S25/M20
D1:1200/1210-D2:1390/1400

Gomme: Dure
Assale: M20/S25
D1:1200-D2:1380/1390

Misure espresse in (mm)

60cc Minikart

Gomme: Rain
D1: 930mm-D2: 1100mm
Convergenza: No

Il costruttore sconsiglia di apportare modifiche al modello Minikart classe 60cc, indipendentemente dalle condizioni atmosferiche. Tali variazioni non comporterebbero alcun miglioramento nella resa su pista del veicolo.

100cc Junior

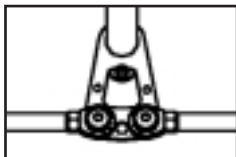
D1: 1210/1220 -D2: 1350/1360

100cc ICA/FA

D1: 1210/1220 -D2: 1350/1360

125cc FC/ICC

D1: 1230/1250-D2: 1350/1360
Assale: S20/S25
Gomme: RAIN
Convergenza: Positiva a 6mm



NB: Misure espresse in (mm)

Per queste ultime tre categorie, il costruttore consiglia di allentare le viti del rinforzo sedile (fig1), e cambiare la posizione delle barrette dello sterzo (fig2), in modo di dare più tenuta e stabilità al kart.

Pressioni gomme consigliate

Morbide: da 0.5 a 0.6 bar

Medie: da 0.5 a 0.6 bar

Dure: da 0.6 a 0.8 bar

Scale assali

Ø 40	MET30 MZ K	Morbido Medio Duro
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Ø 50	S20 S25 M20	Morbido Medio Duro
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Revisione periodica del telaio



Revisione periodica dell'impianto frenante



Revisione dopo gara:
Controllare che la struttura non abbia subito incidenti, urti o traumi che altererebbero le caratteristiche tecniche del prodotto.

Si consiglia in oltre di ottimizzare la pulizia dei cuscinetti dell'assale.

Verificare che i fuselli rispettino i gradi originali (per questo tipo di operazione si consiglia l'uso del sistema LASER SNIPER), ed effettuare controlli sistematici sul livello dell'olio e alle pastiglie dei freni.

Olio freni consigliato:
Ferodo DOT 4

Revisione dell'impianto frenate:
Sostituire i gommini dei freni, dopo circa 20-25 ORE di utilizzo, cambiare l'olio ogni 15 ORE, verificare sempre che le pareti del cilindretto siano perfettamente lisce senza avvallamenti o ammaccature.

Disposizione del peso

100cc Junior
Anteriormente per il 44.4 %
Posteriormente per il 55.6 %.

100cc Ica/Fa
Anteriormente per il 43.3 %
Posteriormente per il 56.7 %.

125cc Fc/Icc
Anteriormente per il 43.5 %
Posteriormente per il 56.5 %.

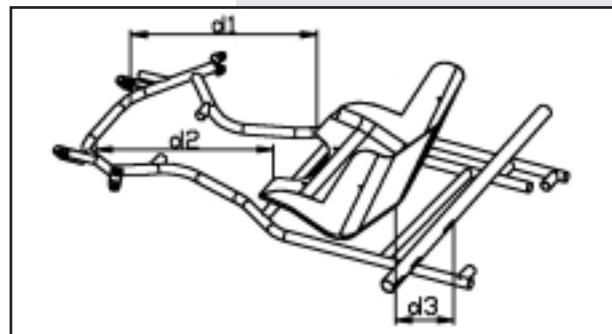




- | | |
|---|--|
| - Seat Position | |
| - Caster - Camber Adjustment | |
| - Chassis Setup for Dry Conditions | |
| - Chassis Setup for Wet Conditions | |
| - Recommended Tyre Pressure | |
| - Axle Stiffness Chart | |
| - Periodic Chassis Check-Up | |
| - Recommended Brake Oil | |
| - Periodic Brake System Check-Up
Weight Displacement | |

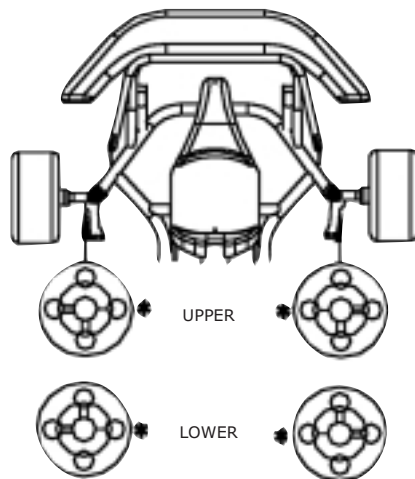
SEAT POSITION

	MINIKART 60CC	JUNIOR 100CC	ICA-FA 100CC	FC-ICC 125CC
D1	475	600	610	620
D2	460	590	600	610
D3	215	215	205	205

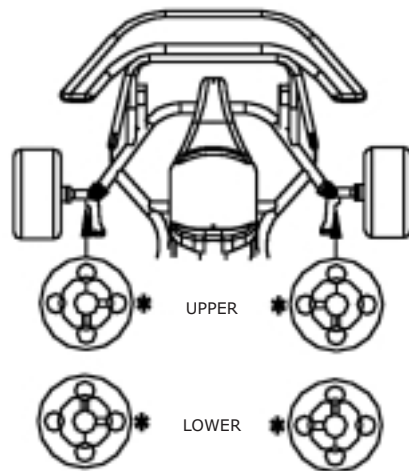


Note : The measurements are expressed
in millimeters (mm)

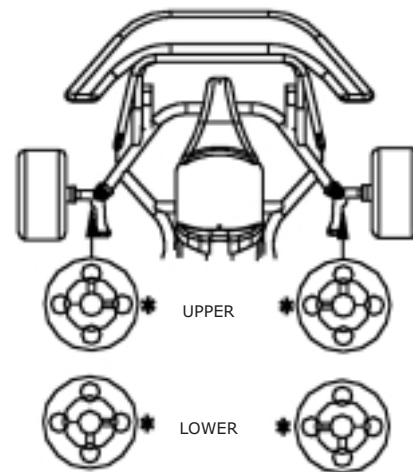




- GRIP
For less GRIP

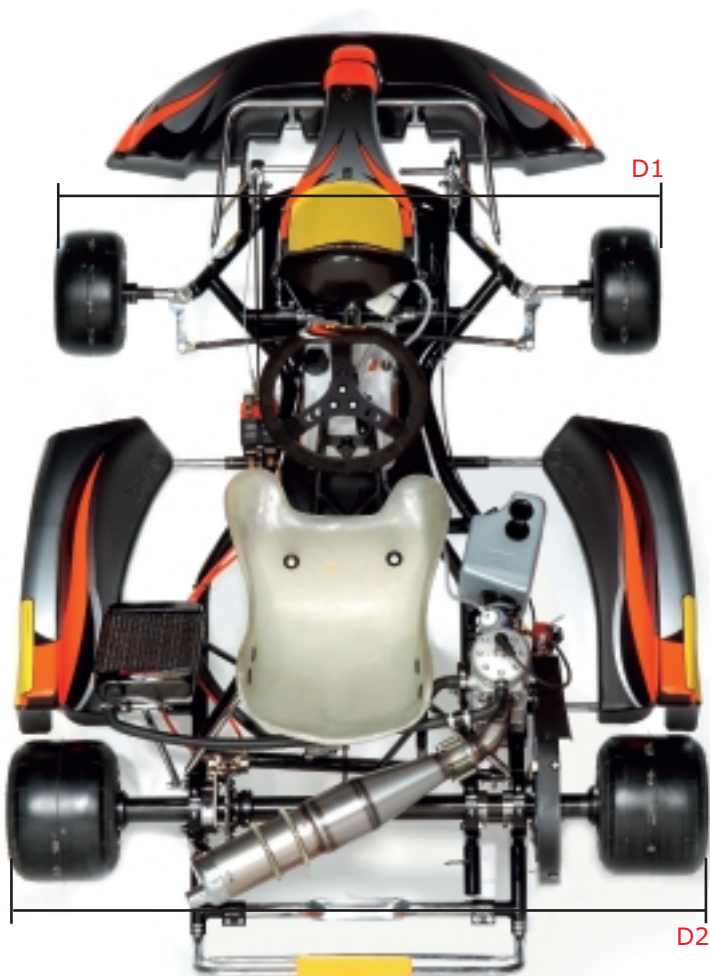


ADJUSTMENT:
STANDARD



+ GRIP
For more GRIP

TELAIO - ASSETTO ASCIUTTO



60cc Minikart

Convergence: Not required
Tyre: Soft / Medium / Hard
D1:930mm D2:1100mm

100cc Junior

Convergence: Positive 4mm
Axle: M20-S25
Tyre: Soft / Medium / Hard
D1:1190mm D2:1360mm

100cc ICA/FA

Convergence: Positive 4mm
Tyre: Soft
Axle: S20-S25
D1:1190-D2:1400

Tyre: Medium
Axle: S25-M20
D1:1190-D2:1400

Tyre: Hard
Axle: M20
D1:1180/1190-D2:1380/1390

125cc FC/ICC

Convergence: Positive 4mm
Tyre: Soft
Axle: S25
D1:1200/1210-D2:1400

Tyre: Medium
Axle: S25/M20
D1:1200/1210-D2:1390/1400

Tyre: Hard
Axle: M20/S25
D1:1200-D2:1380/1390

Note : the measurements are expressed in millimeter (mm)

60cc Minikart

Tyres: Rain
D1:930mm-D2:1100mm
Convergence: No

Concerning climatic conditions it is recommended by the manufacturer that no modifications be made to the Minikart 60cc class chassis with the exception of the tyres. All other modifications made to the chassis have absolutely no performance improvements.

100cc Junior

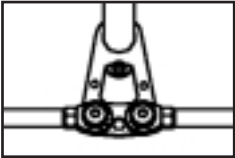
D1:1210/1220 -D2:1350/1360

100cc ICA/FA

D1:1210/1220 -D2:1350/1360

125cc FC/ICC

D1:1230/1250-D2:1350/1360
Axle: S20/S25
Tyres: Rain
Convergence: Positive 6mm



Note : the measurements are expressed in millimeter (mm)

For the 100cc and 125cc categories it is recommended by the manufacturer to slightly loosen the seat support bracket bolts (see figure 1), it is also recommended that the steering rod position be repositioned (see figure 2), thereby enhancing the chassis stability and grip.

Recommended
tyre pressure

Soft: da 0.5 a 0.6 bar

Medium: da 0.5 a 0.6 bar

Medium: da 0.6 a 0.8 bar

Axle stiffness

Ø 40	MET30 MZ K	Soft Medium Medium
Ø 50	S20 S25 M20	Soft Medium Medium

Periodic chassis check-up



Recommended brake oil

Periodic brake system check-up



After Race Chassis Revisions: Vary that the frame has sustained no damages, brakes, cracks, traumas which may effect the chassis performance properties. It is also imperative that the axle bearings are regularly cleaned for optimum performance. It is also recommended that the front spindles/stub-axes are controlled to insure that they reflect the original degree angle inclination (for this procedure we strongly advise the use Snipers laser guided alignment tool). Periodic control checks should be made to the brake oil levels and brake pads to ensure the proper function of the brake system.

Recommended oil:
Ferodo DOT 4

Revisions to the brake system: Substitute brake seals after 20 – 25 hours of use, change oil after every 15 hours of use, always make sure that the cylinder is perfectly smooth and without any surface imperfections.

Weight displacement

100cc Junior
Front displacement 44.4 %
Rear Displacement 55.6 %.

100cc Ica/Fa
Front displacement 43.3 %
Rear Displacement 56.7 %.

125cc Fc/Icc
Front displacement 43.5 %
Rear Displacement 56.5 %.



La lingua ufficiale di questo manuale è quella italiana.

Per qualsiasi controversia il Foro di competenza è quello di Brescia (Italy)

Il veicolo deve essere sempre usato esclusivamente nei circuiti appropriati.

