

CRG & MARANELLO - Adjustments recommended for different handling problems.

Always make only one change at a time.

The back end is loose at the entrance of the corner or there is too much front end bite.

Move in one wheel spacer on both spindles

Lower 0,1bar in the rear tires

Move weight away from the front of the kart

Lower the front of the chassis

Less caster

Check to make sure the toe is set to neutral with the driver seated and the kart on the ground

Install a stiffer rear axle Install longer rear hubs

Attach seat struts (4 total) Raise the rear ride height

The front end of the kart is “pushing out”, understeering or the back end is tight at the corner entrance.

Move out one wheel spacer on both spindles

Add more caster

Raise the air pressure in the rear tires by 0,1bar

Add weight to the front of the kart

Raise the front of the chassis

More toe out

The kart is sliding on all four wheels too much or there is not enough side bite.

Tighten the torsion bars

Lower the hot tire pressures by 0,1bar

The kart is not drifting enough on all four wheels or there is too much side bite.

Loosen or remove the torsion bars

Raise the hot tire pressures by 0,1bar

The kart is loose on the exit of the corner.

Move in the rear track closer to 137cm

Install longer wheel hubs on the rear axle

Change to a stiffer axle

Raise the air pressure in the rear tires by 0,1bar

Raise any ballast weight on the rear of the kart to a higher vertical position

for more transfer

Raise the rear ride height to the maximum if not already done

Add seat struts (four)

Kart is tight at the exit of the corner or the front end is understeering at the exit of the corner.

Put shorter wheel hubs on the axle

Move in the rear track by up to 1,25cm

Remove one set of seat struts (leaving 1 on each side)

Lower the rear ride height

Kart understeers or oversteers, but only in one direction.

Check that kart corner weights are equal

Check for a twisted, tweaked or bent chassis

Check that settings are equal on both sides of the kart

Check equal side to side tire pressures

The kart is “darty” on the straights and dives rapidly into the corners.

Check the toe settings, you may have too much toe out.

Front track is much too narrow, widen at least one spacer on each side

The kart is hopping at the rear in the corners.

Put shorter wheel hubs on the axle

Set the rear track width at or close to the maximum of 139,5cm

Install a softer axle

Remove the seat struts

Raise the air pressure in the rear tires by 0,1bar

Lower any ballast in the rear of the kart to a lower vertical position

Lower the rear ride height (axle up)

The kart suffers from a “Push/Kick”.

Move the seat forward

Decrease the rear track width Increase the front track width

Increase the rear tire pressures

Raise the air pressure in the rear tires by 0,1bar

Install a softer axle (see CRG axle chart)

Lower any ballast at the rear of the kart to a lower vertical position

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