SET-UP

One: TRACK RIGHT SIDE TIRES
2: RR TIRE ½ DIA LARGER THAN RF OR EQUAL
3: FRONT STAGGER 1-11/2”
4: REAR STAGGER ¾-1”
5: FRONT TOE 1/16 -1/8 IN ON LONG TURNS
6: FRONT TOE ON SHORT OR TIGHT TURNS 1/16-1/8 OUT
7: FRONT TIRE WITH 39-40
8: REAR TIRE WITH 391/2
9: RIGHT SIDE TUCKED AS TIGHT AS POSSIBLE
10: LR TIRE 3-31/2 OFF FRAM RAIL
11: SET CHASSIS NATURAL
12: LF SPINDLE TIE ROD MOVE UP ONE HOLE FOR ACKERMAN
13: KART SCALING
LF (75) + RF (85) + LR (125) + RR (95) = TOTAL (380 LBS)
LF + LR (160) / TOTAL (380) = LEFT SIDE % (.42105 %) 42 %
LR + RF (210) / TOTAL (380) = CROSS % (.55263) 55 %
LR = RR (220) / TOTAL = REAR % (.57894 0 58%
14: START WITH SAME AIR PRESSURE IN TIRES (10 LBS) FOR SCALING
15: AFTER SETTING KART TO THE %, YOU WANT TO RUN PLAY WITH THE AIR PRESSURE AND WATCH HOW IT AFFECTS THE KART. (NOTES) WRITE IT DOWN.
16: BEGIN TO MOVE WASHERS ON SPINALS UP AND DOWN TO SEE HOW THE PERCENTAGES CHANGE (NOTES)
17: MOVE CASSETTE ON LR UP AND DOWN TO SEE PERCENTAGE CHANGE (NOTES)
18: MOVE TIRES ON LEFT SIDE IN AND OUT AND WATCH THE PERCENTAGES (NOTES)
19: ALSO SEAT MOUNTING WILL EFFECT THE PERCENTAGES (10 “ FROM AXEL TO TOP OF SEAT)
20: RR TIRE 11/8.10 X 6 ON 9.5-10” RIM
RF TIRE 11/8.10 X6 ON 9.5-10 RIMS
LF TIRE 10/5.00 X 6 ON 6’ RIM
LR TIRE 11/6.00 X6 ON 8.25-8.50 RIM
21: KEEP IN MIND THE WIDER RIM WILL TAKE OUT SPRING RATE IN THE TIRE
A KNOWER RIM WILL PUT SPRING RATE IN THE TIRE
22: MOST CHASSIS MANUFACTURES WILL BE CLOSE ON SET-UP PERCENTAGES
FRONT 43-45 %
LEFT SIDE 54-56 %
CROSS 54-62 %
23: SEAT SETTING UP HIGHER WILL TRANSFER WEIGHT FASTER ON RF TIRE
SEAT LOWER WILL TRANSFER WEIGHT SLOWER
24: IF ADDING WEIGHT KEEP IT CENTERED AND LOW AS POSSIBLE
25: IF REAR IS LOOSE MOVE LR TIRE IN (½ AT A TIME)
IF IT IS TIGHT MOVE LF TIRE OUT IN (½ AT A TIME)
26: A TIGHT CONDITION CAN BE HIGH ENGINE TEMPS OR WILL NOT REV UP.
27: A 4 WHEEL SLIDE CAN BE EASILY MISTAKEN AS A PUSH (ADD ½ LB AIR TO LS TIRES)
28: WHEEL CAMBER : AN EASY WAY TO DETECT IS LOOK AT THE TIRE FOR DIRT ON IT.
TOO MUCH CAMBER AND DIRT WILL BE ON INSIDE OFF TIRE (INSIDE TO OUTSIDE)
NOT ENOUGH AND DIRT WILL BE ON OUTSIDE OF TIRE (OUTSIDE TO INSIDE)
JUST RIGHT IS DIRT ALL ACROSS THE TIRE (ACHIEVING CORRECT ROLL OVER)