

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

ATTENTION:
MOTOSPORTS ARE
DANGEROUS



OWNERS MANUAL



KARTCRG.COM







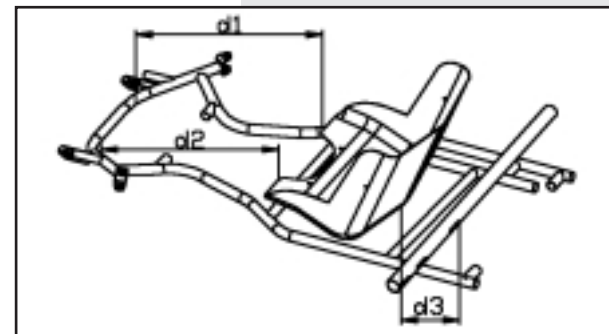
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SEAT POSITION

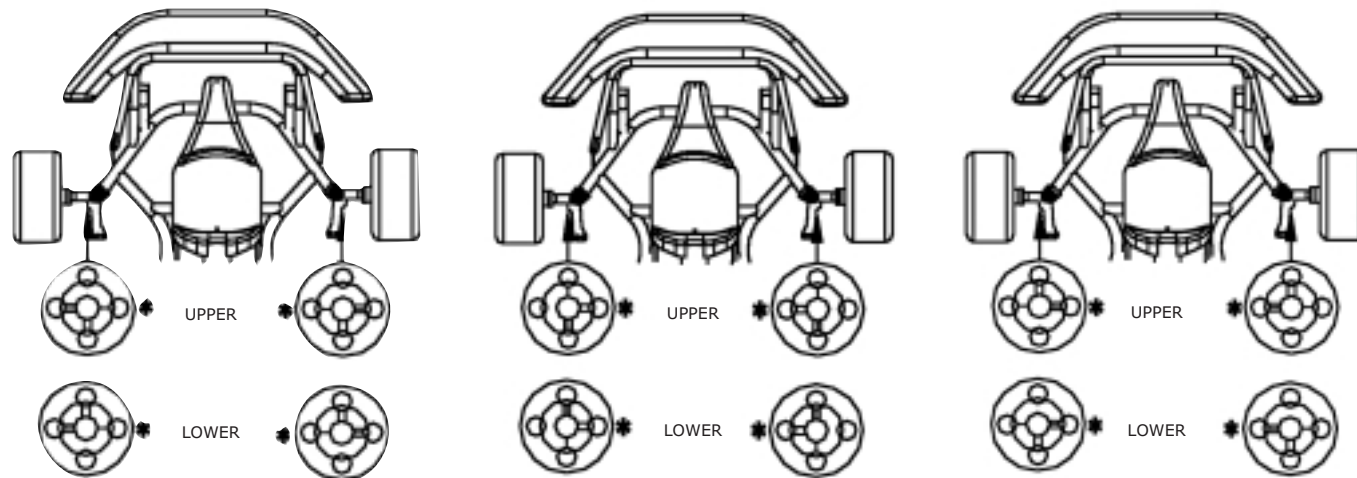
	MINIKART 60CC	JUNIOR 100CC	ICA-FA 100CC	FC-ICC 125CC
D1	475	600	610	620
D2	460	590	600	610
D3	215	215	205	205



Note : The measurements are expressed
in millimeters (mm)



CASTER-CAMBER ADJUSTMENT



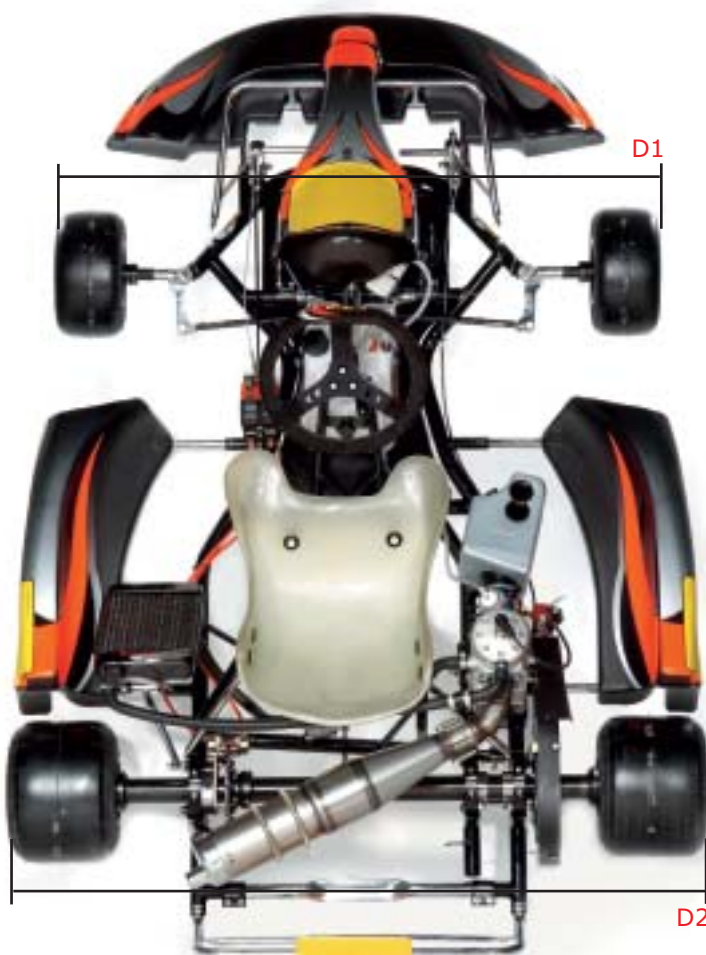
- GRIP
For less GRIP

ADJUSTMENT:
STANDARD

+ GRIP
For more GRIP

* Position of locking bolt

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)

CHASSIS SETUP FOR WET CONDITIONS

CHASSIS

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

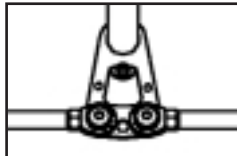
D1:1210/1220 -D2:1350/1360

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	Soft
	MZ	Medium
	K	Medium

Ø 50	S20	Soft
	S25	Medium
	M20	Medium

CHASSIS

Periodic chassis check-up



After Race Chassis Revisions: Verify 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-axles 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 brake oil

Recommended oil:
Ferodo DOT 4

Periodic brake system check-up



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 %.



The official language of this manual is Italian.

The Court of Brescia (Italy) will have jurisdiction in case of any litigation.

The vehicle must always be used only on the suitable tracks.

