GT4

MAN.GT4.EN.01
September, 2009

Keep go-kart in original configuration
Use spare parts of Sodikart origin

Sodi GT4

SEPTEMBER, 2009

USER MAINTENANCE GUIDE

SODI RENTAL LINE

Keep go-kart in original configuration
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This user guide is updated by SODIKART to allow, without delay, to know the last safety and maintenance improvements.

Refer to our website regularly, to dowload the last version of user guide.

This document is a translation of the French manual, Document MAN.GT4.FR.01 (original version), which will prevail in the event of a dispute.

The illustrations are non-contractual.

1 - Safety instructions

A go-kart can be dangerous if if is not correctly maintained or used. Read **carefully** this manual and pay a particular attention to safety warnings and notes.

- Not following the safety instructions of this manual, may involve your liability if an accident occurs.
- Read **carefully** hints, instructions or warnings following a “notes” or a “warning”:

NOTES

- indicates a risk of property damage if instructions are not followed.

⚠ WARNING

- indicates a strong possibility of serious personnal injury or death if instructions are not followed.

⚠ WARNING

- ⇨ Not following size and age restrictions exposes the driver and other pilots to serious or even fatal injuries, and may involve the liability of the track.
- ⇨ Keep the go-kart in it’s original state.
- ⇨ Use ONLY spare parts of SODIKART origin.
- ⇨ Use of damaged equipment may lead to a serious or even a fatal injury.

1.1 - General instructions

Track

- Use the go-kart only on a go-kart track.
- Get the track approved.
- Make sure the track complies with the rules and regulations of your country or state.
- Use adequate track protections that comply with the regulations of your country (example: protection of poles).
- Make sure the track surface is uniform (no holes).
- Maintain the track properly.
- Eliminate all fuel spills and fuel traces.

This list is not comprehensive. Refer to the rules and regulations applicable in your country and (or) state.

Buildings

- Make sure that buildings comply with the current rules and regulations applicable in your country and (or) state.
- Pay a particular attention to the fire hazard issue (new and used tyres stock, fuel station, fire security system, and emergency exit).
- If fuel has been spilled, clean, and wait for all fuel vapours to be dissipated prior to starting a cession.
- For indoor track, make sure that the ventilation is adequate, and measurement systems of carbon monoxide (CO) work correctly and are controlled at regular intervals.

Areas with restricted access

- Clearly indicate the areas, the access of which is forbidden to non authorized persons (example: technical zone).
- Keep the children away from the track. They are not aware of the danger for themselves and the drivers.
- Request animals to be attached or kept on a leash. Animals must never go on the track.

Staff

- Staff must be informed about safety, trained, and made aware of the importance of the matter.

Go-karts

- Keep the go-karts in their original state. **(Cf. chap. 4)**.
- Use tyres with a grip adapted to the surface of the track (In case of difficulty, contact SODIKART). **(Cf. chap. 3.5), (Cf. chap. 4.9) and (Cf. chap. 4.13)**.
- Maintain the go-karts properly.
- Use only spare parts of SODIKART origin.
- Check and maintain the safety components with care:
  - the brakes **(Cf. chap. 3.1), (Cf. chap. 3.3), (Cf. chap. 4.1), (Cf. chap. 4.2)** ;
  - the steering system **(Cf. chap. 3.2), (Cf. chap. 4.4)** ;
  - the tyres **(Cf. chap. 3.5), (Cf. chap. 4.9) and (Cf. chap. 4.13)** ;
  - the bodywork parts **(Cf. chap. 3.6), (Cf. chap. 4.10)** ;
  - the nuts and bolt **(Cf. chap. 3.7), (Cf. chap. 4.11).**

⚠ WARNING

- ⇨ Not using a go-kart in it’s original configuration may lead to a serious or even fatal injury.

Keep go-kart in original configuration
Use spare parts of Sodikart origin

Drivers

Follow the mandatory safety instructions carefully.

Age and size restrictions

- Make sure the age and size restrictions are respected, according to the current laws and regulation in your country or state.
- Forbid a pilot to drive with a size and (or) age are below the minimum imposed by the regulation (In France, the driver must be 14 years old and measure 140cm minimum).
- For small driver (between 140cm and 150cm), use a spacer (removable foam).

Things prohibited to the driver

- Driving prohibited for a pilot:
  - wearing a scarf since it may wind around rotating parts of the go-kart **(Cf. chap. 3.4), (Cf. chap. 3.6), (Cf. chap. 4.10)** ;
  - with long hair sticking out of the helmet **(Cf. chap. 3.4), (Cf. chap. 3.6), (Cf. chap. 4.10)** ;
  - with hair which could reach a rotating parts when the driver is seated in the go-kart;
  - wearing loose clothes. **(Cf. chap. 3.4), (Cf. chap. 3.6), (Cf. chap. 4.10)** ;
  - wearing sandals, heeled shoes, or shoes with long laces presenting a risk of entanglement in rotating parts of the go-kart;
  - having health problems especially with a history of heart conditions, head neck or back ailment, nervous disorder, seizure;
  - having a strange behaviour;
  - under drugs or alcohol.
- Access prohibited to restricted areas (example: technical zone).
- Prohibited to:
  - touch the engine and warm parts. **(Cf. chap. 3.4)** ;
  - step on the throttle cable;
  - step on fuel and brake hoses connections;
  - step on side pods when going in, or leaving the go-kart.
- Make sure that, prior to being dressed for driving, pilots have been informed about restrictions and prohibited things.

Clothes-protections

- Make sure the drivers wear the following protections, prior to reaching the go-karts:
  - mean of securing long hair under the helmet (*mandatory for pilots with long hair*);
  - disposable mobcap (hygiene) (*mandatory*);
  - had sock for pilots having hair likely to come out of the helmet (*highly recommended*);
  - helmet of correct size for the pilot's head, approved according to national regulation, with strap to secure under the chin, and visor (*mandatory*);
  - long, non floating, clothes giving a good protection of arms and legs (*mandatory*);
  - closed shoes (*mandatory*) – short lace tied;
  - suit with a ribbed border cuff and ankle (*recommended*);
  - driving gloves (dry) (*recommended*);
  - neck brace for the drivers with neck and head problems, or on driver's request (*highly recommended*);
  - rib protection of correct size (*recommended*);
  - suit for wet conditions with waterproof fastening (*recommended when necessary*).

⚠ WARNING

- ⇨ The mobcap is design for the hygiene. It is not a device to secure long hair.
- ⇨ Long hair sticking out of the helmet and (or) loose clothes expose the driver to a risk of serious or even fatal injuries, by winding around rotating parts of the go-kart.
- ⇨ Make sure safety instructions are well understood by the pilots.

Briefing-communication

- Display all safety instructions clearly (Panels, boards , videos, etc.).
- Before starting the go-karts, have a briefing with the pilots about:
  - the way to use the throttle and brake pedals and the position of the hands on the steering wheel (10h10);
  - the driving without simultaneous use of throttle and brake;
  - the way to lock the adjustable seat, the steering column (if adjustable), and the pedals;
  - the rules of overtaking;
  - the meaning of the flags and the obligation to follow track personnel instructions;
  - the applicable sanctions if rules are not followed, especially in case of dangerous driving.
- Prior to starting the session, make sure all pilots comply with the safety rules and have understood the safety instructions.

During a session

- Ensure safety rules are followed (importance of track personnel, flags, etc.).
- Warn, penalize, or exclude immediately all drivers having a dangerous, too aggressive or queer behaviour.

- Stop immediately all drivers who despite the safety instructions, have had long hair sticking out of the helmet, or loose clothes.

⚠ WARNING

- ➪ Not following safety rules may lead to serious or even fatal injuries.
- ➪ A driver with dangerous behaviour exposes himself and other pilots to a risk of serious or even fatal injury.
- ➪ Driving with long hair sticking out of the helmet and (or) loosing clothes exposes to a risk of serious, or even fatal injury by winding around rotating parts of the go-kart.

If you have problems or questions about your go-kart, please contact us.

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⚠ WARNING

- ➪ Not following the instructions of this manual may lead to serious or even fatal injuries, and involve the track liability.

1.2 - Recap of all warnings included in this manual

Chapter: Safety instructions

- ➪ Not following size and age restrictions exposes the driver and other pilots to serious or even fatal injuries, and may involve the liability of the track. (Page 5)
- ➪ Keep the go-kart in it's original state. (Page 5)
- ➪ Use ONLY spare parts of SODIKART origin. (Page 5)
- ➪ Use of damaged equipment may lead to a serious or even a fatal injury. (Page 5)
- ➪ Not using a go-kart in it's original configuration may lead to a serious or even fatal injury. (Page 5)
- ➪ The mobcap is design for the hygiene. It is not a device to secure long hair. (Page 6)
- ➪ Long hair sticking out of the helmet and (or) loose clothes expose the driver to a risk of serious or even fatal injuries, by winding around rotating parts of the go-kart. (Page 6)
- ➪ Make sure safety instructions are well understood by the pilots. (Page 6)
- ➪ Not following safety rules may lead to serious or even fatal injuries. (Page 7)
- ➪ A driver with dangerous behaviour exposes himself and other pilots to a risk of serious or even fatal injury. (Page 7)
- ➪ Driving with long hair sticking out of the helmet and (or) loosing clothes exposes to a risk of serious, or even fatal injury by winding around rotating parts of the go-kart. (Page 7)
- ➪ Not following the instructions of this manual may lead to serious or even fatal injuries, and involve the track liability. (Page 7)
- ➪ Control presence and good state of the safety stickers, and follow the instructions mentioned on them. (Page 10)
- ➪ Replace a damaged sticker. (Page 10)

Chapter: Go-kart reception

- ➪ Push the throttle pedal at maximum when you start the engine ,may lead to a serious or even fatal injury. (Page 12)
- ➪ The engine is source of heat which presents a risk of burn for the driver, Make sure that protections are correctly secured and in a good state. (Page 12)
- ➪ The engine is a rotation part which presents a risk of serious or even fatal injury, by winding of long hairs or loosing clothes. (Page 12)
- ➪ A throttle cable too tight, may accelerate the go-kart without driver, and may lead to a serious or even fatal injury. (Page 12)
- ➪ Push the throttle pedal with the foot and yank on the recoil together, may lead to a serious or even fatal injury. (Page 12)

Chapter: Checking before cessions

- The brake is an essential safety element. Do not put the go-kart in operation if the break system is faulty or if you have a doubt. (Page 13)
- Faulty braking system may lead to a serious or even fatal injury. (Page 13)
- A leak in the brake system may lead to a loss of breaking power and may lead to a serious or even fatal injury. (Page 13)
- Do not put a greasy liquid on the brake disk or on the brake calliper; it may cause a significant loss of braking power, and may lead to a serious or even fatal injury. (Page 13)
- Using brake fluid other than DOT 4 may damage the seals in the break system, and cause a loss of braking power. (Page 13)
- **Use brake fluid DOT 4 only. (Page 13)**
- Faulty steering may lead to a serious or even fatal injury. Check steering prior to cessions. (Page 14)
- A faulty pedal system may expose the driver to a risk of the driver and other drivers to a risk of serious or even fatal injury. (Page 15)
- Damaged of braking hoses may lead to a serious or even fatal injury. (Page 15)
- If fuel has been spilled, clean and wait for fuel vapours to be dissipated before starting the go-kart. (Page 16)
- The engine and the exhaust are sources of heat which present a risk of burns for the driver. Make sure that the protections are correctly secured and in a good state. (Page 16)
- The engine and transmission (rear axle included) are rotation parts which present a risk of serious, even fatal injury, by winding of long hairs or loosing clothes. Make sure that the protections are correctly secured and in a good state. (Page 16)
- The engine generates toxic gas emissions. Make sure that the buildings are ventilated correctly. (Page 16)
- A fuel spill can cause accidents or fire hazard. (Page 16)
- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury. (Page 17)
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury. (Page 17)
- Never run with worn or damaged tyres: a burst of tyre may lead to a serious or even fatal injury. (Page 17)
- Always blow up tyre with the pressure recommended by the manufacturer. (Page 17)
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury. (Page 17)
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over. (Page 17)
- Store tyres in an appropriate area to prevent fire hazard. (Page 17)
- A rear axle cover which is badly secured or in a bad state may lead to a serious or even fatal injury, by winding of long hair or loose clothes around the rear axle. (Page 18)
- Make sure that the rear axle cover is the good version. (Page 18)
- A bodywork part with dangerous sharp edges may lead to a serious or even fatal injury. (Page 18)
- Never allow a go-kart to run with broken or missing bodywork parts, it may lead to a serious or even fatal injury. (Page 18)
- A loosened adjustable seat can result in serious bodily injury or death. (Page 19)
- An adjustable seat system that is faulty or in bad state can result in serious or bodily injury or death. (Page 19)

Chapter: Adjustment and maintenance of the chassis

- An air bubble in the brake system can lead to a partial or total lost of brakes and may lead to a serious or even fatal injury. (Page 21)
- Leaks in the brake system may lead to a serious or even fatal injury. (Page 21)
- Moisture in the brake fluid may cause vapour lock and a sudden loss of braking power, may lead to a serious or even fatal injury. (Page 21)
- Use brake fluid DOT 4 only**. (Page 21)**
- Never operate the go-kart if the brake pads have worn beyond their permitted limits. (Page 22)
- Use only genuine SODIKART brake pads. (Page 22)
- Make sure the pads are assembled correctly and that the braking system is working efficiently before operating the go-kart. (Page 22)
- Check brake pad wear daily. (Page 22)
- The brake is an essential safety element. Do not put the go-kart in operation if the break system is faulty or if you have a doubt. (Page 23)
- Faulty braking system may lead to a serious or even fatal injury. (Page 23)
- Check connexions of hoses, no leak. (Page 23)
- Use brake fluid DOT 4 only**. (Page 23)**
- A faulty pedal system may lead to a serious or even fatal injury. (Page 23)
- Adjust the throttle plate on open position when the throttle pedal is released, may lead to a serious or even fatal injury. (Page 24)
- Never drive the go-kart with the wheels not tightened, as this may lead to a serious or even fatal injury. (Page 25)
- Do not drive with bent or broken tie rods, it exposes the pilot to a risk of a serious, or even fatal injury. (Page 25)
- Driving with badly tightened wheel screws may lead to a serious or even fatal injury. (Page 26)

- Exceeding the maximum rear wheel unit adjustment may cause the breaking of the hub, and may lead to a serious or even fatal injury. (Page 26)
- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury. (Page 29)
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury. (Page 29)
- Never run with worn or damaged tyres: a burst of tyre may lead to a serious or even fatal injury. (Page 29)
- Always blow up tyre with the pressure recommended by the manufacturer. (Page 29)
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury. (Page 29)
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over. (Page 29)
- Store tyres in an appropriate area to prevent fire hazard. (Page 29)
- A bodywork part with dangerous sharp edges may lead to a serious or even fatal injury. (Page 29)
- Never allow a go-kart to run with broken or missing bodywork parts, it may lead to a serious or even fatal injury. (Page 29)
- Do not modify bodywork parts, you might unwillingly significantly reduce it's efficiency as a safety item. (Page 29)
- Although the safety points listed here must be checked daily, it is obvious that other fastenings must not be ignored.Indeed it is advised to check all fastenings almost daily to minimise all risks. (Page 33)
- Modify the seat belt or harness system may lead to a serious or even fatal injury. (Page 34)
- Clean the belt with chemical product may modify the efficiency of the belt, and lead to a serious or even fatal injury. (Page 34)
- A seat belt or harness not locked may lead to a serious or even fatal injury. (Page 34)
- To limit the risk of injury, the sleeves must always be placed alongside the driver's neck. (Page 35)
- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury. (Page 36)
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury. (Page 36)
- Never run with worn or damaged tyres : a burst of tyre may lead to a serious or even fatal injury. (Page 36)
- Always blow up tyre with the pressure recommended by the manufacturer. (Page 36)
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury. (Page 36)
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over. (Page 36)
- The studded tyre must be used only on the ice track. (Page 36)
- Store tyres in an appropriate area to prevent fire hazard. (Page 36)
- If WD40 is sprayed on the brake disk or brake calliper, brake efficiency will be partially or completely reduced, and this may lead to a serious or even fatal injury. (Page 36)
- Do not put WD40 into brake pump. (Page 36)

Keep go-kart in original configuration
Use spare parts of Sodikart origin

1.3 - Safety stickers

Kit of 3 small safety stikers
Ref.: AC701.127

Kit of 3 big safety stickers
Ref.: AC701.128

Ref. AC701.123

Ref. AC701.124

⚠ WARNING

- ⇨ Control presence and good state of the safety stickers, and follow the instructions mentioned on them.
- ⇨ Replace a damaged sticker.

2 - Go-kart reception

2.1 - Standards

This go-kart complies with the French standard NF S52-002 of February 2001.

This go-kart complies with the european standard 98/37. (Look on the right front of chassis the C.E. sticker.).

CE **SODIKART** : Parc d'Activités des Hauts de Couëron-BP60-44220 COUËRON-FRANCE

Modèle : **GT4** Année : **2009**

2.2 - Engine

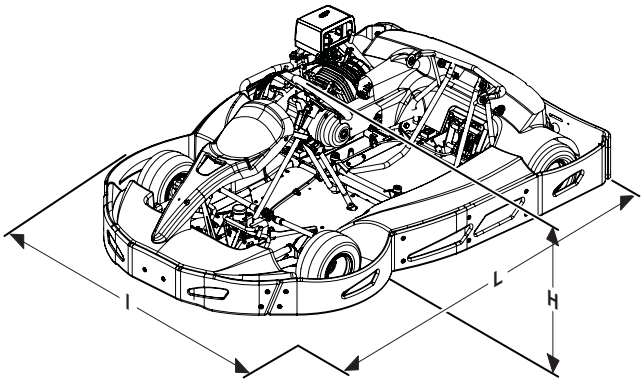
The Honda manual is always included with the delivery of Honda engine. Check that engine user maintenance guide is supplied, otherwise contact SODIKART.

Use only: Unleaded fuel 98.

2.3 - Delivery

During the delivery, check the go-kart is not damaged, and all documents are supplied (user maintenance guide, engine user's guide, spare parts catalogue, otherwise contact SODIKART).

Make sure the go-kart and the engine correspond to your order.

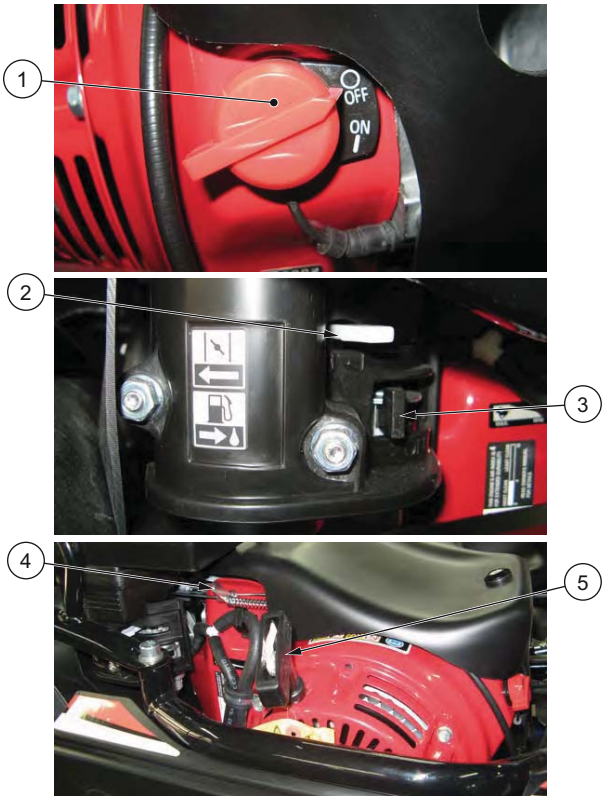


Overall dimensions	
Length (L)	1 780 mm
Width (l)	1 275 mm
Height (H)	635 mm

2.4 - Start up of the go-kart

The person who start up the go-kart must be outside of this one.

If the driver is in position, he must be seated, and on driving position.



Légende

1 **ON/OFF button**
2 **Starter**
3 **Petrol valve**
4 **Accelerator lever**
5 **Starter pull cord**

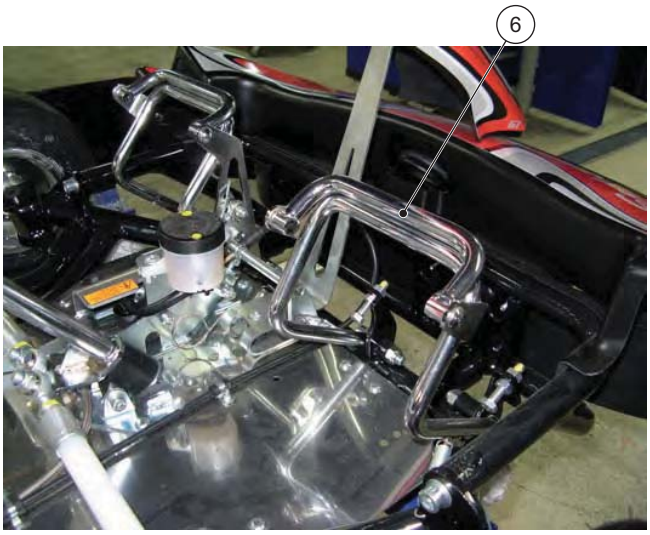
First start up:

- Fill the oil tank **(Cf. chap. 3.4)**.
- Fill the fuel tank.
- Switch the ON/OFF button (1) to ON.
- Pull the starter lever (2) to the left.
- To feed petrol to the engine, push the petrol valve (3) to the right.
- Gently push the accelerator lever (4).
- Yank the starter pull cord (5).
- Break in 10 min, go-kart must be stoped.
- Check that main parts (brake, steering, etc.) run correctly during 10 min.
- Check the tightening of bolting.

Keep go-kart in original configuration
Use spare parts of Sodikart origin

Start up with a driver on the go-kart

- Check that maintenance of the go-kart is done. Each maintenance instructions were checked and modified if it is required.
- Place the driver on the go-kart.



Legend

6 Throttle pedal

- Switch the ON/OFF button (1) to ON.
- Pull the starter lever (2) to the left.
- To feed petrol to the engine, push the petrol valve (3) to the right.
- Ask to push the throttle pedal (6) lightly.
- Yank the starter pull cord (5).

Start up with no driver on the go-kart

- Check that the go-kart you plan to start is operational (all instructions on the maintenance sheet have been checked and all necessary repairs carried out).
- Switch the ON/OFF button (1) to ON.
- Pull the starter lever (2) to the left.
- To feed petrol to the engine, push the petrol valve (3) to the right.
- Push the throttle lever (4) lightly
- Yank the starter pull cord (5).

NOTES

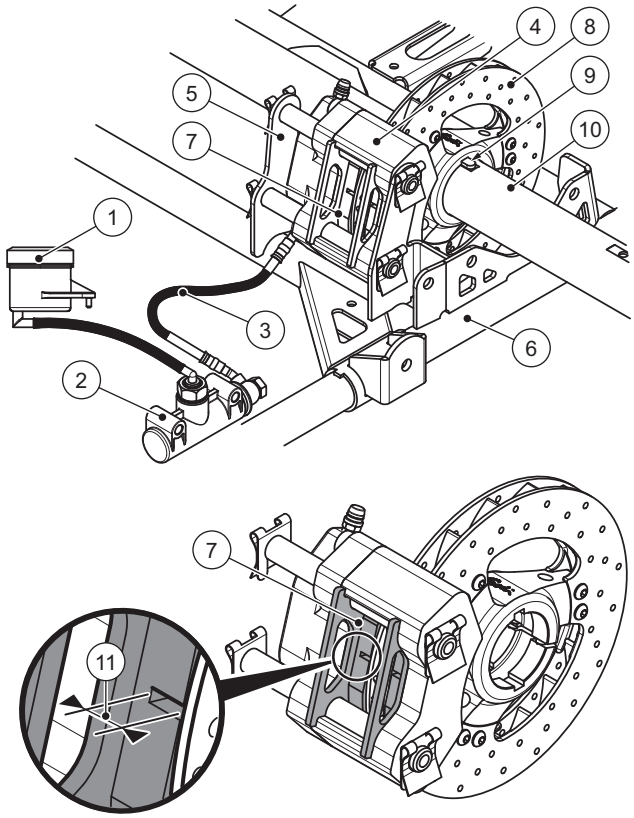
- *Check with the throttle lever that the throttle cable have a play (3).*
- *If the engine does not start, repeat the handling.*
- *Repeat the handling often can drown the engine.*

⚠ WARNING

- ⇨ Push the throttle pedal at maximum when you start the engine ,may lead to a serious or even fatal injury.
- ⇨ The engine is source of heat which presents a risk of burn for the driver, Make sure that protections are correctly secured and in a good state.
- ⇨ The engine is a rotation part which presents a risk of serious or even fatal injury, by winding of long hairs or loosing clothes.
- ⇨ A throttle cable too tight, may accelerate the go-kart without driver, and may lead to a serious or even fatal injury.
- ⇨ Push the throttle pedal with the foot and yank on the recoil together, may lead to a serious or even fatal injury.

3 - Checking before cessions

3.1 - Braking



Legend

1 **Reservoir**
2 **Master cylinder**
3 **Brake hose**
4 **Brake calliper**
5 **Support**
6 **Frame**
7 **Brake pad**
8 **Brake disc**
9 **Pin**
10 **Rear axle**
11 **Wear indicator**

- Check that the brake fluid in the reservoir (1) of the master cylinder (2) is at the maximum level. If the level is low, fill to the upper level mark.
- Check the hoses (3) to hydraulic brake; it is essential there should be no leak. Carefully check hose connexions and replace if damaged **(Cf. chap. 4.1)**.
- Check the hoses are not damaged near the clamp.
- Check that the hydraulic brake calliper (4) is securely mounted on its support (5).
- Check that the brake pads (7) are in position in the calliper (4).
- Check the presence of the wear indicator (11) on the brake pads (7). If not found, replace the brake pads. **(Cf. chap. 4.1).**
- Make sure that brake disk (8) is wedged with an axle pin (9) and tightened onto rear axle shaft (10).

FOR REPLACEMENT OF BRAKE PARTS, PLEASE REFER TO CHAPTER ADJUSTMENT AND MAINTENANCE OF THE CHASSIS, SECTION BRAKE **(Cf. chap. 4.1).**

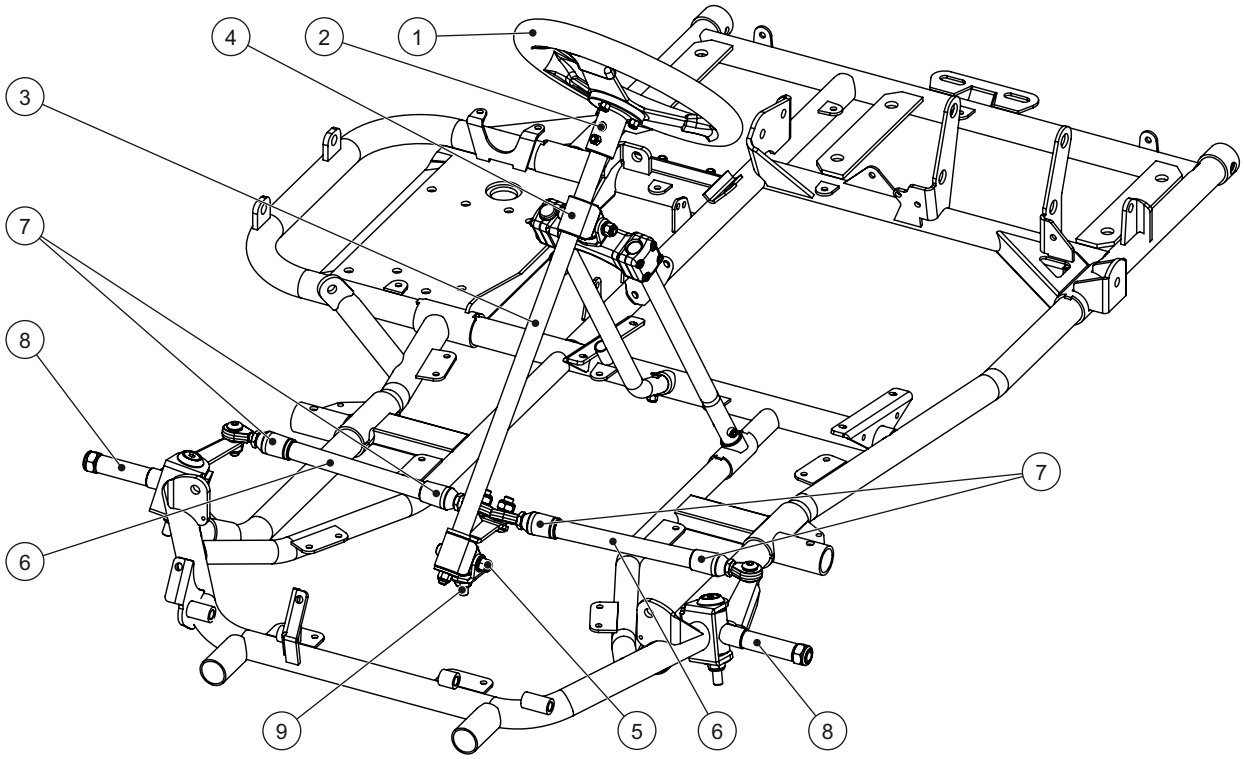
NOTES

- *It is imperative to check the braking system everyday: fluid, secure closure of the hydraulic brake pump container cap, fluid level, calliper tightening, brake pad fastening, break pad brake disk tightening and centring, mechanical contact between the pedal and master cylinder.*
- *If the brake fluid becomes black, drain the brake fluid and refill the braking system.* **(Cf. chap. 4.1)**.

⚠ WARNING

- ➪ The brake is an essential safety element. Do not put the go-kart in operation if the break system is faulty or if you have a doubt.
- ➪ Faulty braking system may lead to a serious or even fatal injury.
- ➪ A leak in the brake system may lead to a loss of breaking power and may lead to a serious or even fatal injury.
- ➪ Do not put a greasy liquid on the brake disk or on the brake calliper; it may cause a significant loss of braking power, and may lead to a serious or even fatal injury.
- ➪ Using brake fluid other than DOT 4 may damage the seals in the break system, and cause a loss of braking power.
- ➪ **Use brake fluid DOT 4 only.**

3.2 - Steering



Legend

1 **Steering wheel**
2 **Steering wheel sloping hub**
3 **Steering column**
4 **Plastic column support**
5 **Lower plastic column support**
6 **Tie rod**
7 **Ball joint**
8 **Stub axle**
9 **Bolt**

- Tighten the steering wheel (1) with 3 screws into the steering wheel sloping hub (2). The sloping hub must be tightened to the steering column (3). The steering wheel must be free to turn ¼ turn to the right and to the left.
- Check for proper tightening (25 Nm) of the upper plastic column support screw (4) and the bolt holding the lower plastic column support (5), as well as the bolt (9) holding the lower column mount to the floor.
- Mount the 2 tie rods (6) correctly on the stub axle (7) and the steering column (3) knuckle joints.
- Stubs axles (8) must be tightened to the chassis (60Nm) with axle screws and locking nut and the washer.
- The front wheel axle unit alignment must be perfect. There should be no pinching or unlocking of the front wheel axle unit.
- For front wheel axle unit alignment procedure **(Cf. chap. 4.4)**.

NOTES

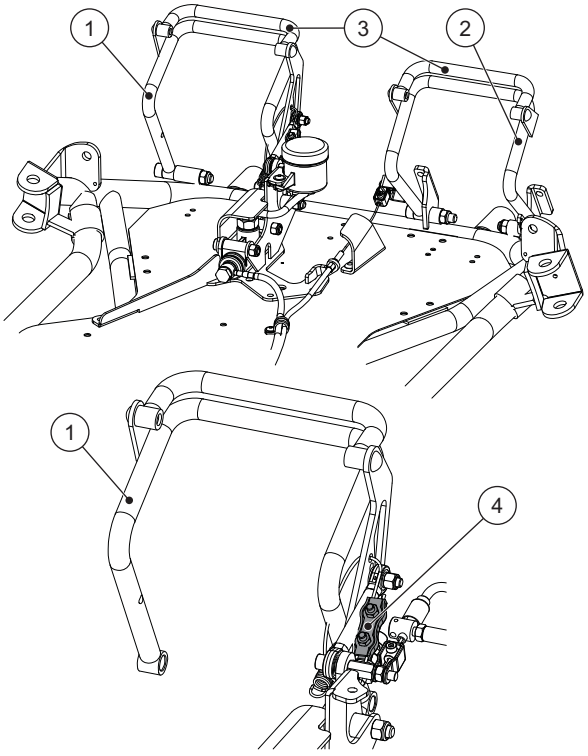
- *Damaged tie rods affect wheel alignment, and may cause a rapid tyre wear and increased driver's tiredness.*
- *The locking nuts and stub axle bolts must be jammed. The stub axle must be tightened to the correct torque specification to obtain correct allowance for free rotation around the axle. Accurate adjustment leads to steering precision and reduces driver's tiredness.*

⚠ WARNING

⇨ Faulty steering may lead to a serious or even fatal injury. Check steering prior to cessions.

3.3 - Pedals

Driving in an ergonomic position is safer.



Legend

1 Brake pedal
2 Throttle pedal
3 Flap
4 Brake safety cable

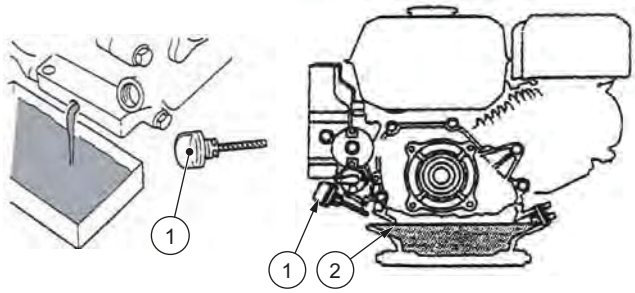
- Press the brake pedal (1) and throttle (2) to check that they return to their original position.
- Check that the brake safety cable (4) is in position and tight.
- Check that the pedal flap (3) rotates freely.
- Check the brake fluid level.
- Check the hose connections and ensure that there is no leakage.

⚠ WARNING

- ⇨ A faulty pedal system may expose the driver to a risk of the driver and other drivers to a risk of serious or even fatal injury.
- ⇨ Damaged of braking hoses may lead to a serious or even fatal injury.

3.4 - Engine, transmission, and feeding

Engine

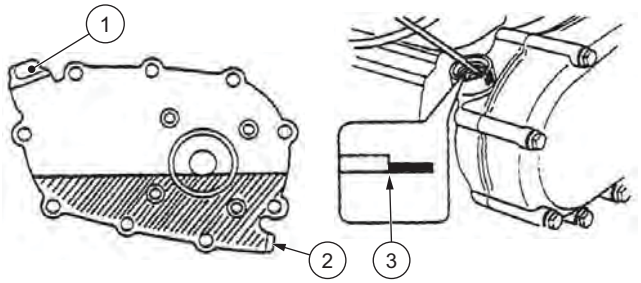


Legend

1 Oil filler cap
2 Required oil level

- Remove the oil filling cap (1).
- Fill the oil pan of engine with engine oil for go-kart:
  - For the engine 200 cc : 0.60 liter.
  - For the engine 270 cc : 1.10 liter.
- Check oil level.
- Loosen the oil filling cap, and check there is no leak near the oil change nuts.

Reducer



Legend

1 Oil filler cap
2 Oil change nut
3 Minimum level

- Remove the oil filling cap (1).
- Fill with engine oil for go-kart:
  - For the engine 200 cc : 0.35 liter.
  - For the engine 270 cc : 0.45 liter.
- Check oil level.
- Loosen the oil filling cap, and check there is no oil leak near the oil change nuts (2).

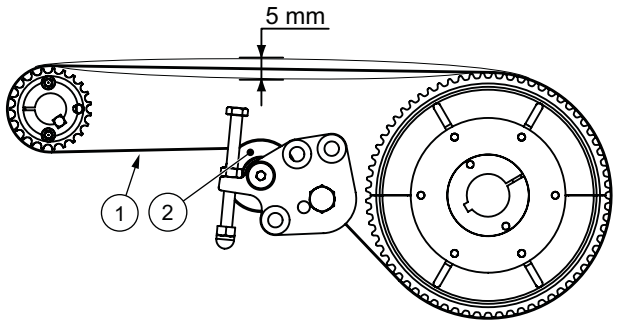
Feeding

Check that the fuel hoses and the tank do not leak and that hoses are well connected to the tank, carburettor, fuel container, fuel filter and fuel pump.

⚠ WARNING

⇨ If fuel has been spilled, clean and wait for fuel vapours to be dissipated before starting the go-kart.

Drive belt



Legend

1 Notched belt
2 Roller

- Check that the drive belt is tightened, and in a good state. It prevents mechanical damages.
- Tighten the notched belt (1) with the roller adjuster (2). The notched belt must have 5mm allowance.

For tension of the notched belt, **(Cf. chap. 4.7).**

NOTES

- *Tighten the notched belt daily. Good tension increases the lifetime of the belt.*
- *Replace any damaged belt to eliminate the risk of engine overspeed.*

⚠ WARNING

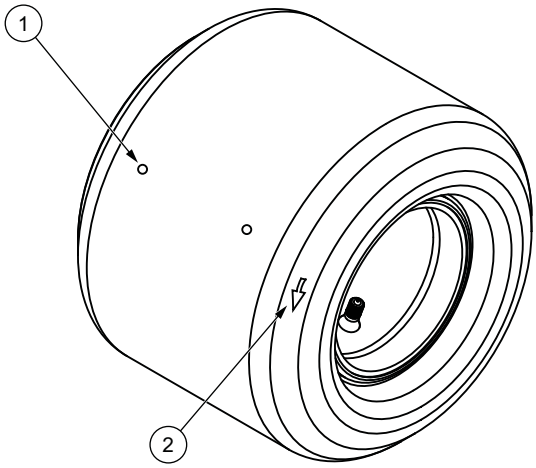
⇨ The engine and the exhaust are sources of heat which present a risk of burns for the driver. Make sure that the protections are correctly secured and in a good state.

⇨ The engine and transmission (rear axle included) are rotation parts which present a risk of serious, even fatal injury, by winding of long hairs or loosing clothes. Make sure that the protections are correctly secured and in a good state.

⇨ The engine generates toxic gas emissions. Make sure that the buildings are ventilated correctly.

⇨ A fuel spill can cause accidents or fire hazard.

3.5 - Tyre pressures



Legend

1 Wear indicator
2 Arrow (direction of rotation)

- Check the pressure of the front and rear tyres:
  - Duro tyre:

Front	1.5 to 1.7 bar
Rear	1.7 to 1.9 bar

  - Itaka tyre:

Front	1.5 to 1.7 bar
Rear	1.7 to 1.9 bar

- Check the tyres wear indicators (1). If any of indicators are not visible, replace the tyre.
- Carefully check the state of tyres if there are scrubbing or tears, replace them.
- Check the tyre rotation direction with the arrow (2) visible on the tyre wall.

For tyre replacement procedure, **(Cf. chap. 4.9).**

NOTES

- *For best performance inflate tyres according to above mentioned pressures. Bad pressure leads to excessive wear of the tyres and degrades the go-kart's performance.*
- *Warning: Excessive wear of a tyre may be caused by a bad front wheel alignment.*
- *Use tyres with a grip adapted to your track.*

⚠ WARNING

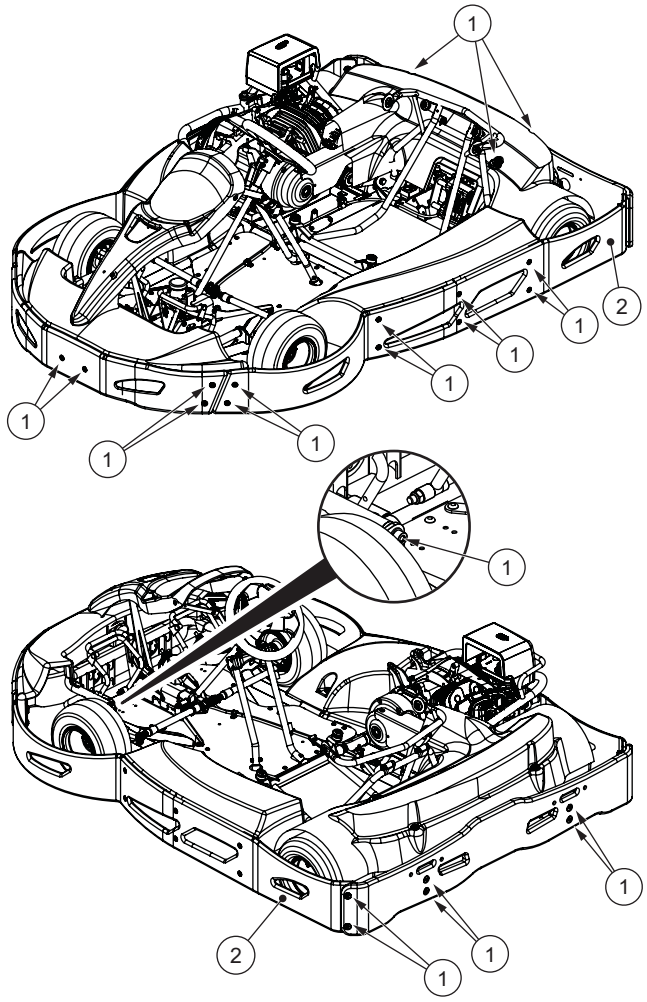
- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury.
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury.
- Never run with worn or damaged tyres: a burst of tyre may lead to a serious or even fatal injury.
- Always blow up tyre with the pressure recommended by the manufacturer.
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury.
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over.
- Store tyres in an appropriate area to prevent fire hazard.

3.6 - Bodywork parts

The bodywork parts are essential safety components. They protect the driver against:

- The rotating parts – risk of entanglement of long hair and loose clothes.
- The stability under impact - risk of lifting, etc.
- The hot areas - risk of burns.

- Check that the bodyworks parts are not damaged.
- Check the bodywork fixations (1).
- Check the state of protections (2).



Legend

1 Bodywork fixation
2 Protection

NOTES

☒ *A screw head that protrudes outside the protections will rapidly degrade the other bodywork parts. Change the corresponding protection immediately.*

⚠ WARNING

⇨ A rear axle cover which is badly secured or in a bad state may lead to a serious or even fatal injury, by winding of long hair or loose clothes around the rear axle.

⇨ Make sure that the rear axle cover is the good version.

⇨ A bodywork part with dangerous sharp edges may lead to a serious or even fatal injury.

⇨ Never allow a go-kart to run with broken or missing bodywork parts, it may lead to a serious or even fatal injury.

3.7 - Bolting

- Check all nuts and screws on the go-kart:
  - rear hub, wheel, rear hollow axle screws, seat screws, engine platen screws, body, braking, gas and brake pedal screws, steering screws, notched belt tension screws.

For adjustment and maintenance of the chassis, **(Cf. chap. 4.11).**

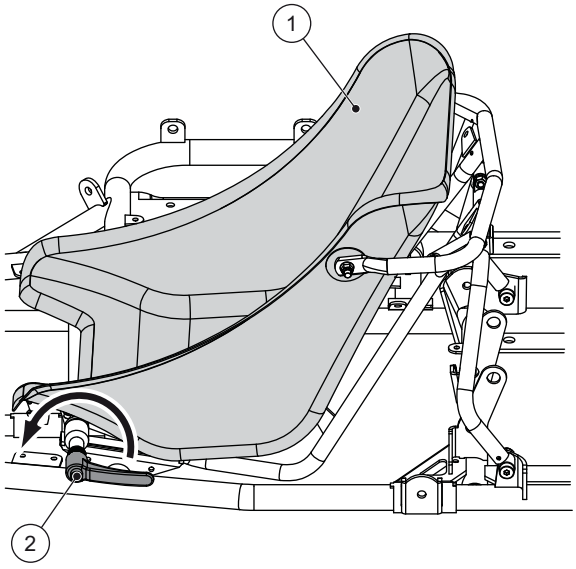
NOTES

- *Check the engine platen screws regularly (because of engine vibration).*
- *Check the stub axle nuts and bolts with particular care.*

3.8 - Adjustable seat

This option allows driving in an ergonomic position, and improves safety. The tall and small people can sit comfortably.

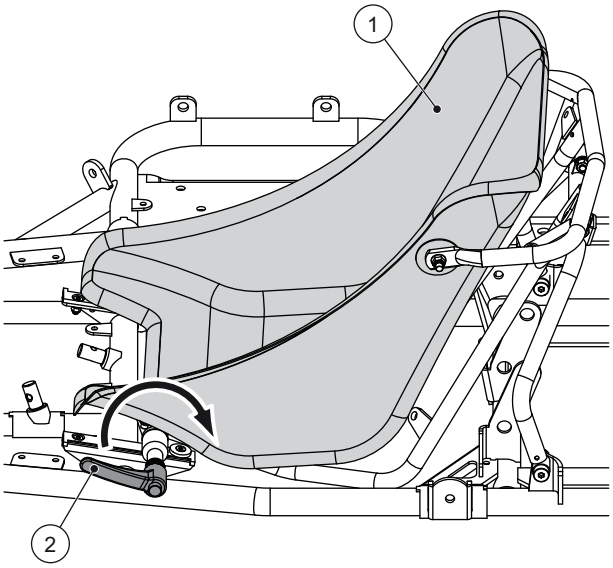
Adjustment of the seat



Legend

1 Seat
2 Lever

- Turn the locking lever (2) forward to unlock the seat (1).
- Move the seat (1) to adapt its position to the length of the legs.



- Turn the locking lever (2) backward to lock the seat (1).

NOTES

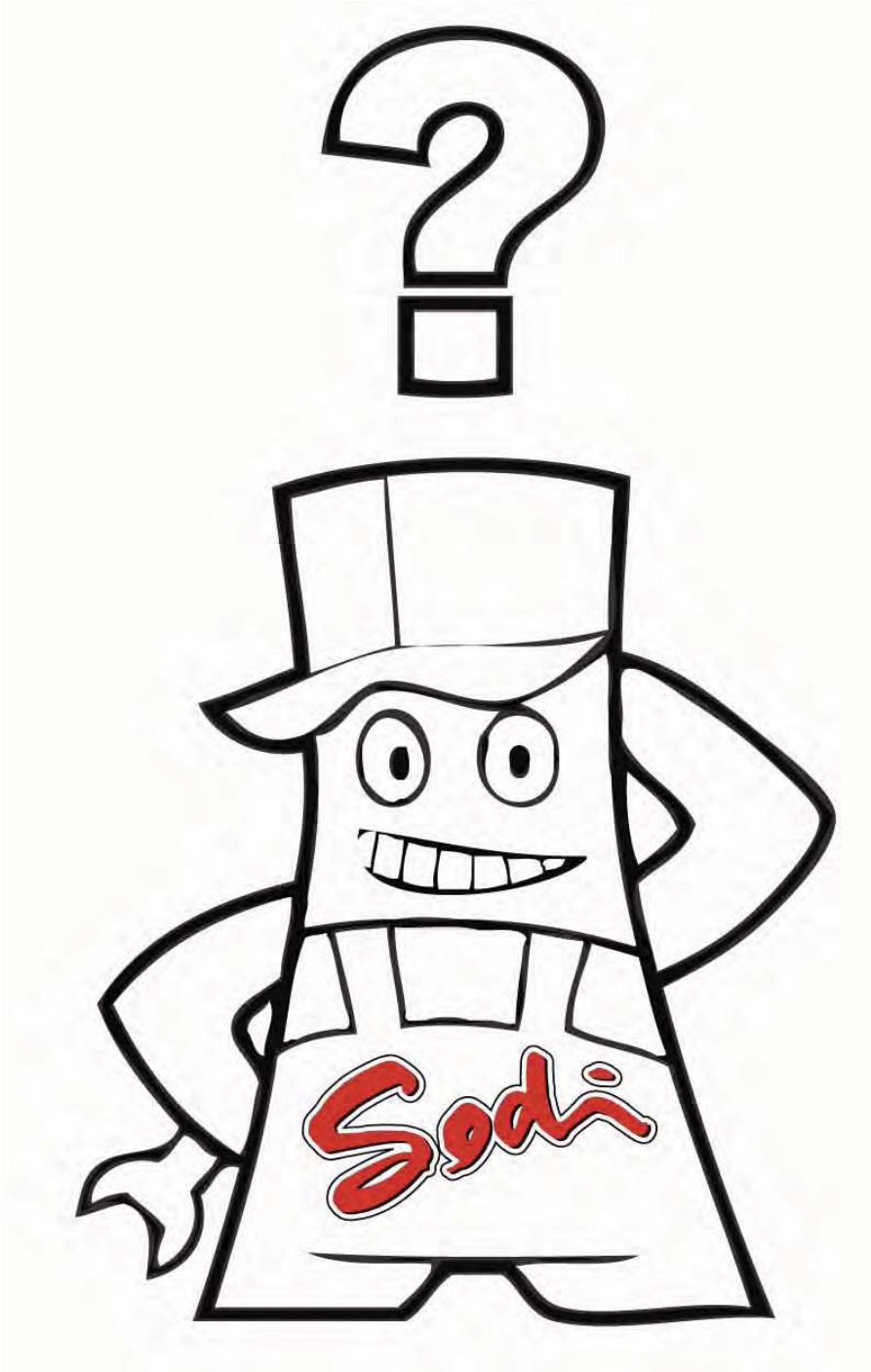
- *Check the tightening of screws and nuts of the adjustable seat daily.*
- *Check the seat is locked before the go-kart operates.*

⚠ WARNING

- A loosened adjustable seat can result in serious bodily injury or death.
- An adjustable seat system that is faulty or in bad state can result in serious or bodily injury or death.

4 - Adjustment and maintenance of the chassis

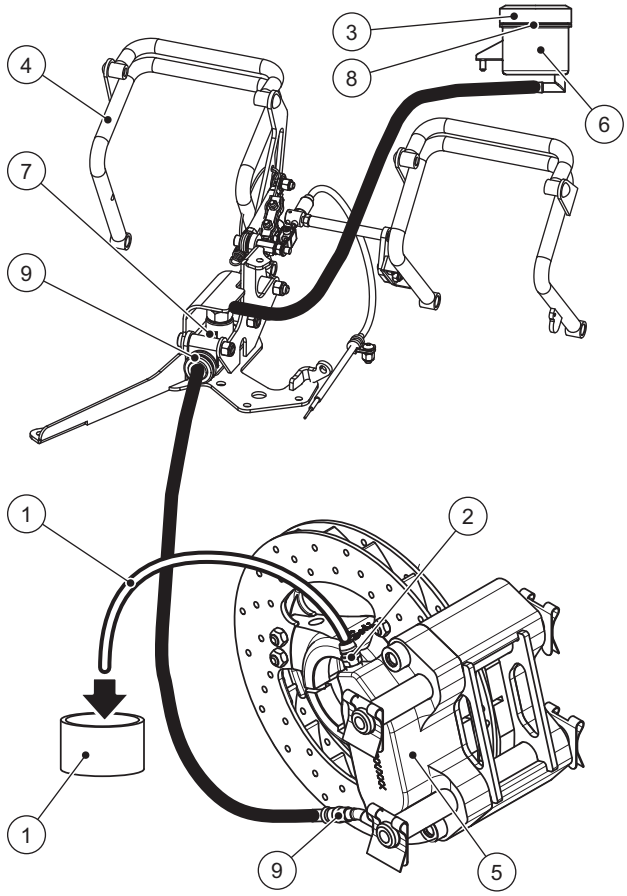
Use the sheets included at the end of user maintenance guide, to control and follow the maintenance of the go-kart.



Keep go-kart in original configuration
Use spare parts of Sodikart origin

4.1 - Braking

Brake fluid



Legend

1 **Hose and container**
2 **Bleeder screw**
3 **Filler cap**
4 **Brake pedal**
5 **Calliper**
6 **Brake fluid reservoir**
7 **Master cylinder**
8 **Retaining ring**
9 **Banjobol**

- Lift the front of the go-kart. The container must be higher than the brake calliper.
- Use a hose and a container (1) to collect the used fluid.
- Remove the protective cap from the bleeder screw (2) and then place the hose on the bleeder screw. The other end of the hose should be placed in an empty container.
- Gently unscrew the bleeder screw and the filler cap (3).
- Repeatedly press the brake pedal (4) until all the fluid has drained out.
- When all the fluid has been drained, remove the filler cap (3) and top up to the maximum level with brake fluid.
- Tighten the bleed screw (2), and then press the brake pedal (4) three or four times. Loosen the bleeder screw (2). Brake fluid should flow out. Retighten the bleed screw, and repeat this step several times to feed the circuit properly. Remember to top up the brake fluid in the reservoir (6) as it feeds the master cylinder (7) and calliper (5). Bleed the circuit so that the brake fluid flowing out of the hose (1) contains no air bubbles.
- Retighten the calliper bleed screw (2), remove the pipe (1) and reapply the protective cap.
- Refill the master cylinder tank (6) with fluid up to the maximum level and tighten down the filler cap (3) and seal (8).
- To change the brake hose connexions, unscrew the 2 banjobols (9) and screw the new brake hose connexions.

NOTES

- *Correct replacement of brake fluid keeps brake parts closer to their original state and improves braking.*
- *To bleed your brake system more rapidly, especially for a big fleet, we recommend the priming system SODIKART (Ref. OU951.002).*
- *Store old brake liquid in a dedicated tank.*
- *The brake liquid doesn't contain petrol, so never pour the liquid into a using oil tank.*
- *Brake fluid absorbs water. Make sure the replacement brake fluid comes from a container that has been stored in good conditions and is recent.*

⚠ WARNING

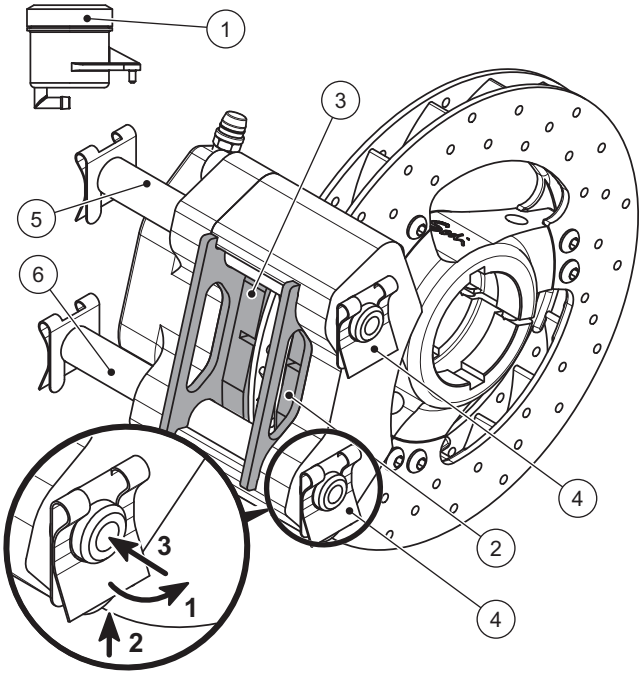
- An air bubble in the brake system can lead to a partial or total lost of brakes and may lead to a serious or even fatal injury.
- Leaks in the brake system may lead to a serious or even fatal injury.
- Moisture in the brake fluid may cause vapour lock and a sudden loss of braking power, may lead to a serious or even fatal injury.
- **Use brake fluid DOT 4 only.**

Brake pads

The brake pads must be changed, when their have worn down to minimum thickness.

Minimum brake pad thickness: 8 mm (4 mm lining + 4 mm steel support).

Minimum brake disc thickness: 17 mm.



Legend

1 **Brake fluid reservoir cap**
2 **Right pad**
3 **Left pad**
4 **Retaining clip**
5 **Upper guide stem**
6 **Lower guide stem**

- Unscrew and remove the brake fluid filler cap (1). Wrap a dry rag around the neck of the filler to prevent spillage.
- Using your hand push back the left-hand pad (3) to return the piston in their initial positions. The brake fluid will rise several millimetres in the tank.
- Remove the retention pins (4) from the brake pad guide stems (5) and (6).
- Remove the 2 stalk of guide (5) and (6) and remove both worn plaques of brake.
- Insert the new pads taking care to position them correctly.
- Hold the two pads in position and slide the two guide stems (5) and (6).
- Check that the clips (4) are in good condition, and then engage them.
- Check that the clips (4) are properly engaged.
- If the brake fluid is above maximum level, partially bleed the system, top up and replace the filler cap with its sealing ring.
- Test the brake before to rent the go-kart.

NOTES

- *Double-check that the clips (4) are properly engaged.*
- *Ensure that the pads are in the correct position.*
- *It is strongly advised to bleed and renew the braking circuit after each change of brake pads. The go-kart will have optimum braking performance.*

⚠ WARNING

- ⇨ Never operate the go-kart if the brake pads have worn beyond their permitted limits.
- ⇨ Use only genuine SODIKART brake pads.
- ⇨ Make sure the pads are assembled correctly and that the braking system is working efficiently before operating the go-kart.
- ⇨ Check brake pad wear daily.

Brake fluid hoses

The brake fluid hoses are a critical safety element, it is very important to check their state regularly.

- Check the state of the hoses especially at connecting points and fixation points.
- Change damaged hoses.

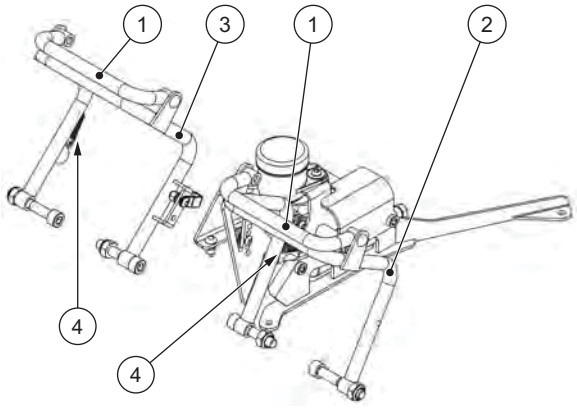
⚠ WARNING

- ➪ The brake is an essential safety element. Do not put the go-kart in operation if the break system is faulty or if you have a doubt.
- ➪ Faulty braking system may lead to a serious or even fatal injury.
- ➪ Check connexions of hoses, no leak.
- ➪ **Use brake fluid DOT 4 only.**

4.2 - Pedals

Driving in an ergonomic position is safer.

Adjustable pedals provide better ergonomics. It is very important to check the state of the pedal system daily.



Legend

1 Flap
2 Brake pedal
3 Throttle pedal
4 Return spring

- Place the flap (1) of the pedals (2) and (3) in both possible positions to check that their pivots operate properly.
- Press the pedals (2) and (3) and release them.
- If pedals do not go back, check the state of the springs (4).
- Check that the throttle pedal (3) operates and that the brake pedal (2) stops the wheels.
- Check the tightening of pedals.

The wear parts of the pedals can be replaced directly on the pedal assembly. More detail on the pedal assembly on the corresponding spare parts catalogue.

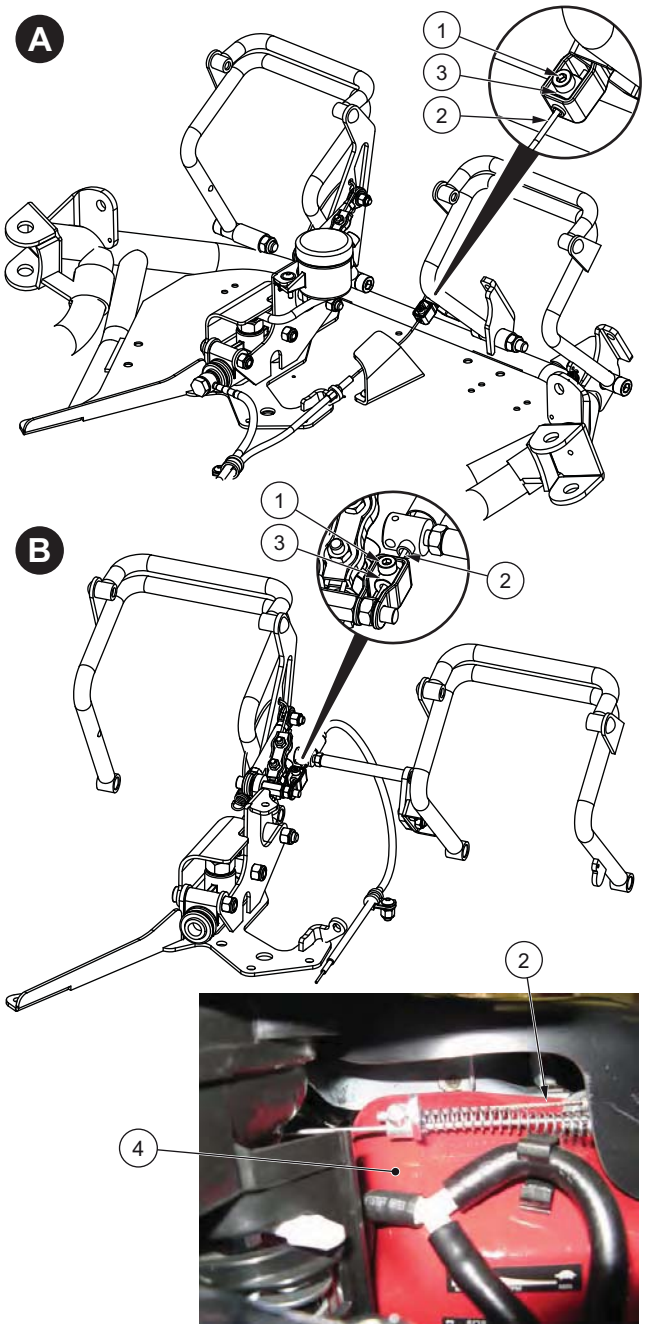
NOTES

- ☒ *It is essential to check the pedals every day in order to prevent accidents.*

⚠ WARNING

- ➪ A faulty pedal system may lead to a serious or even fatal injury.

4.3 - Throttle cable change



- Switch off the engine.
- Loosen the screw (1) to release the worn throttle cable (2).
- Remove the used throttle cable by the back of the go-kart (engine side).
- Insert the new throttle cable (2) into the sleeve via the rear of the go-kart (engine side), and then into the cable adjuster (3).
- Tighten the throttle cable, but not excessively, using the screw (1).
- Check the tension in the throttle cable by rotating the cable adjuster (3). The screw (2) should be vertical.
- Push the throttle pedal to control the position of the throttle plate on idle and accelerated position.

NOTES

- *Check the tension of the throttle cable daily.*
- *Check that the throttle cable adjuster is well directed to avoid a premature wear of the throttle cable.*

⚠ WARNING

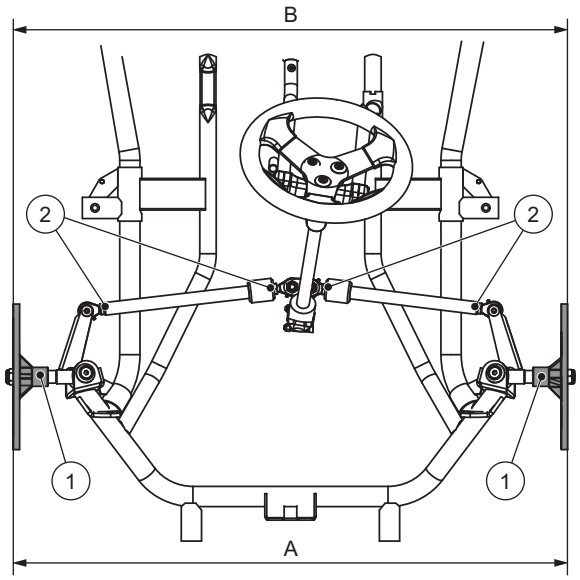
➪ Adjust the throttle plate on open position when the throttle pedal is released, may lead to a serious or even fatal injury.

Legend

1 Screw
2 Throttle cable
3 Cable adjuster
4 Engine

A Without anti-gaz system
B With anti-gaz system

4.4 - Front wheel alignment



A = B

The front wheel must be always parallel (A - B = 0).

NOTES

- *Retighten both locknuts on each tie rod until locked.*
- *After any wheel adjustment or violent impact, always carry out wheel alignment procedures.*
- *Bad alignment may cause excessive wear of the front tyres.*
- *Bad alignment reduces cornering ability of the go-kart.*

⚠ WARNING

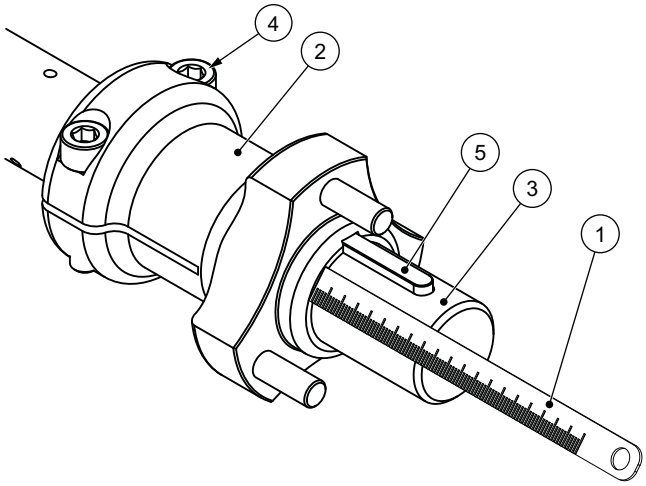
- Never drive the go-kart with the wheels not tightened, as this may lead to a serious or even fatal injury.
- Do not drive with bent or broken tie rods, it exposes the pilot to a risk of a serious, or even fatal injury.

Legend

1 Wheel alignment disc
2 Tie rod nut and lock nut

- Place the go-kart on a trolley.
- Unscrew and remove the locking nuts of the wheels with the proper size wrench.
- Once the wheels are removed, place the front wheel alignment disk (1).
- Unscrew the lock nuts (2) of the 2 tie rods with the proper size wrench. Warning: lock nut of tie rod side is a righthand thread; lock nut of steering column side is left-hand thread.
- Position the upper branch of the steering wheel in the gokart axle.
- Measure A and B with a roll meter. Then if necessary make the modifications so that A=B, by turning at the same time the right and left tie rods in the wished direction.
- When A=B the front wheel axle unit alignment is perfect. Screw back again the lock nuts (2) of the 2 tie rods.
- Remove the front wheel adjustment disk (1) and replace right and left wheels. Make sure you follow the rotation direction showing on the tyre wall.
- Screw back again the 2 nuts for wheels, tighten securely, then unscrew the nuts 1/4 turn in order not to compress the wheel ball bearing.
- Check that each knuckle joint is screwed at least rotations in the tie rod.

4.5 - Rear wheel axle unit adjustment

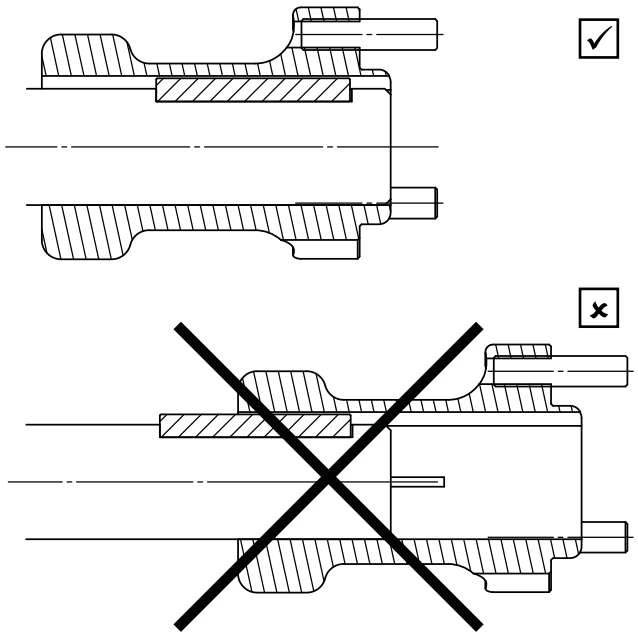


Legend

1 **Ruler**
2 **Hub**
3 **Axle**
4 **Screw**
5 **Pin**

- Place the go-kart on a trolley.
- Unscrew the nylstop nuts from the rear wheels with the proper size wrench, and then remove wheels.
- Using a rule (1) or any depth gauge, measure between the hub base (2) and the top of the axle (3).
- Undo the CHC screws (4) of the rear hub with an appropriate wrench until the hub can slide along the axle shaft and cotter pin (5).
- Move the hub (2) to the desired position with the rule (1) in place against the hub base (2).
- Retighten screws (4) securely, repeat the operation on the other hub.
- Replace both wheels following the rotation direction indicated on tyre wall. Replace locknuts (nylstop) and tighten securely.

Position of hub on axle



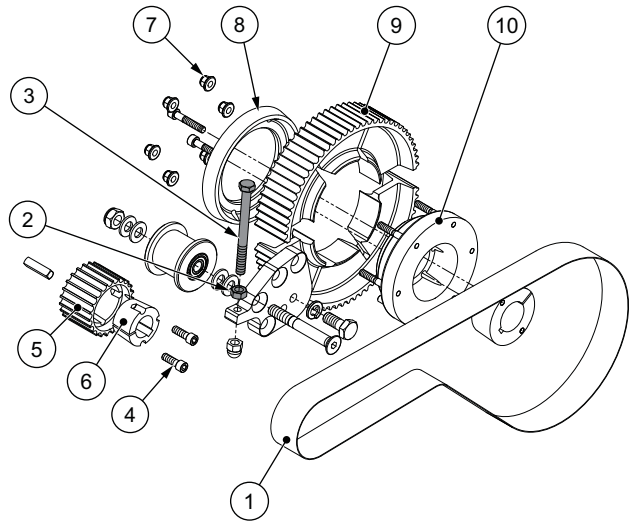
NOTES

- *Accurate adjustment of the rear axle assembly will greatly improve the go-kart performance.*
- *Too wide an adjustment of rear wheels causes a tendency to slide and too narrow an adjustment will cause a tendency to jump.*
- *Check the cotter pin of hub and rear axle are in their slotted home.*

⚠ WARNING

- ⇨ Driving with badly tightened wheel screws may lead to a serious or even fatal injury.
- ⇨ Exceeding the maximum rear wheel unit adjustment may cause the breaking of the hub, and may lead to a serious or even fatal injury.

4.6 - Easy-to-remove wheel sprocket



Legend

1 **Belt**
2 **Nut**
3 **Screw**
4 **Screw**
5 **Sprocket**
6 **Engine sprocket holder**
7 **Nut**
8 **Conical flange**
9 **Half sprocket**
10 **Conical rear sprocket holder**

- Place the go-kart on a trolley.
- Remove the rear axle cover.
- Loosen the belt (1) using the screw (3) and nut (2).

Removing the engine spocket

- Unscrew the 2 screws (4).
- Insert a screw into the 3rd hole of sprocket holder (6.
- Tighten to extract the sprocket holder (6) - it frees the sprocket (5).
- Clean the cotter pin and the axle.
- Put a drop of green Loctite on the cotter pin with an activator.
- Place the cotter pin on the top of axle.
- Screw the 2 screws (4) at 10Nm.
- Tighten the cotter pin with a Rilsan tape.

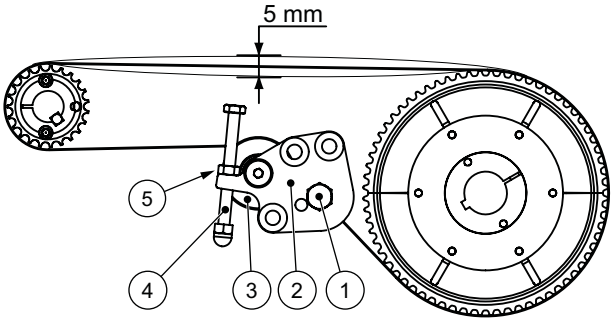
Removing the belt sprocket

- Unscrew the 6 Nylstop nuts (7).
- Extract the conical flange(8).
- Take out the half rear sprockets (9).
- Place the news half rear sprockets in the conical sprocket hub (10). IMPORTANT: match them correctly, so that a full tooth or hollow is obtained when putting the two parts together. If the match is not correct, turn one of the half belt sprocket.
- Place the conical flange (8) on the stud of the conical sprocket hub (10).
- Tighten the 6 nuts (7) at 20Nm.

NOTES

- *Check the alignment of the belt. Bad alignment reduces lifetime of the belt.*
- *Check the state of the belt daily.*
- *A belt with irregular wear is a sign of bad alignment.*
- *Check daily the state of engine sprocket and belt sprocket, since a damaged transmission reduces power and exposes to a risk of damaging the engine.*

4.7 - Drive belt adjustment



Legend

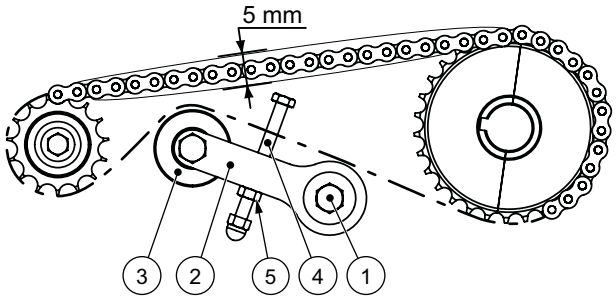
1 **Screw**
2 **Adjuster**
3 **Roller**
4 **Screw**
5 **Locknut**

- Place the go-kart on a trolley.
- Loosen but do not remove the screw (1) of the belt adjuster assembly (2) with a correctly-sized wrench.
- Pull the belt adjuster assembly (2) towards the rear of the go-kart so that the roller (3) tightens the belt.
- Adjust the tightening screw (4) to have a displacement of 5mm.
- Retighten the screw (1) of the adjuster (middle screw: 40 Nm). Displacement in the notched belt should be 5mm in either direction.
- Control that the rubber stop of screw (4) is in contact with the frame.
- Retighten the locknut (5).

NOTES

- *The roller (3) may be placed on different positions on the belt adjuster (2) according to the transmission ratio and the belt tension.*
- *Check belt tension daily to ensure long service. Too tight a belt fatigues the engine and the frame.*
- *Too tight a belt fatigues the engine and the frame.*

4.8 - Chain adjustment



Legend

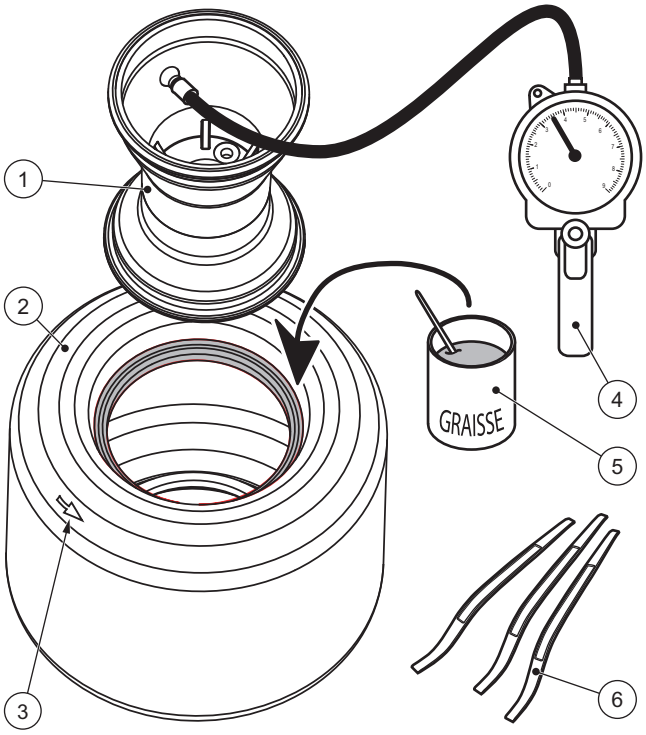
1. **Screw**
2. **Adjuster**
3. **Roller**
4. **Adjustment screw**
5. **Locknut**

- Place the go-kart on a trolley.
- Loosen but do not remove the screw (1) of the belt adjuster assembly (2) with a correctly-sized wrench.
- Pull the chain adjuster assembly (2) towards the rear of the go-kart so that the roller (3) tightens the belt.
- Adjust the tightening screw (4) to have a displacement of 5mm (finger pressure).
- Retighten the screw (1) of the adjuster (middle screw: 40 Nm). Displacement of the chain should be 5mm in either direction.
- Control that the rubber stop of screw (4) is in contact with the frame.
- Retighten the locknut (5).

NOTES

- *Too tight a belt fatigues the engine and the frame. Check belt tension daily to ensure long service.*
- *Too loose a tension reduces the lifetime of the belt.*

4.9 - Tyres change



Legend

1. **Rim**
2. **Tyre**
3. **Direction of rotation**
4. **Inflation system**
5. **Grease**
6. **Tyre iron**

- Place the go-kart on a trolley.
- Remove the front wheel or rear wheel with the proper size wrench.
- Place the wheel on a tyre remover (Available on the ITAKA catalogue).
- When the tyre (2) is detached on both sides, remove it completely using tyre irons (6) (available in the ITAKA catalogue).
- Take the new tyre and grease the tyre in order to make assembly and removal easier.
- Replace the tyre (2) on the valve side of the wheel rim (1) ensuring the correct rotation direction.
- Once the tyre is correctly positioned, inflate with a compressed-air line to a pressure of 3.5 bar so that the walls make a good seal with the wheel rim. Then deflate to recommended pressures.
- Reinstall the wheel on the go-kart.
- Check the tightening torque of the mounting nut.

NOTES

- *Always change the whole set whenever a tyre is changed (fronts, rears, or all the set).*
- *Always place the tyres so that they rotate in the direction indicated on the tyre wall.*
- *Never inflate the tyres more than 4 bars.*
- *Give worn tyres at a specialist of tyre treatment according to local environmental regulation.*
- *Excessive wear of tyres can be result from bad front wheel axle unit alignment.*
- *Use tyres with a grip adapted to your track.*

⚠ WARNING

- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury.
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury.
- Never run with worn or damaged tyres: a burst of tyre may lead to a serious or even fatal injury.
- Always blow up tyre with the pressure recommended by the manufacturer.
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury.
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over.
- Store tyres in an appropriate area to prevent fire hazard.

4.10 - Assembly of the bodyworks and protections

NOTES

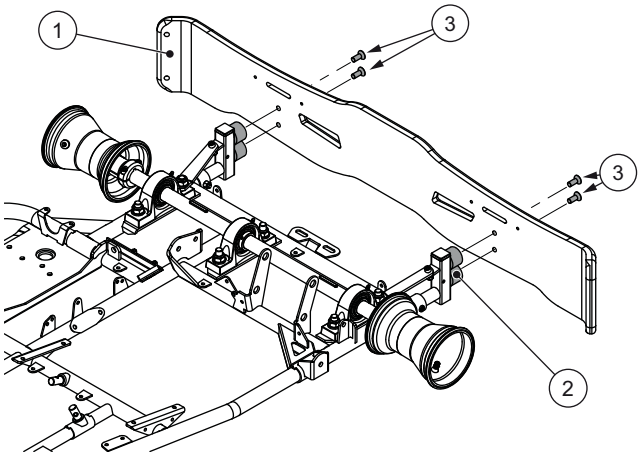
- *Check carefully that screws are tightened and do not protrude out of the protections.*
- *Check that no bodywork component rubs on the ground, causing premature wear of the bodywork.*

⚠ WARNING

- A bodywork part with dangerous sharp edges may lead to a serious or even fatal injury.
- Never allow a go-kart to run with broken or missing bodywork parts, it may lead to a serious or even fatal injury.
- Do not modify bodywork parts, you might unwillingly significantly reduce it's efficiency as a safety item.

Protections

Step 1

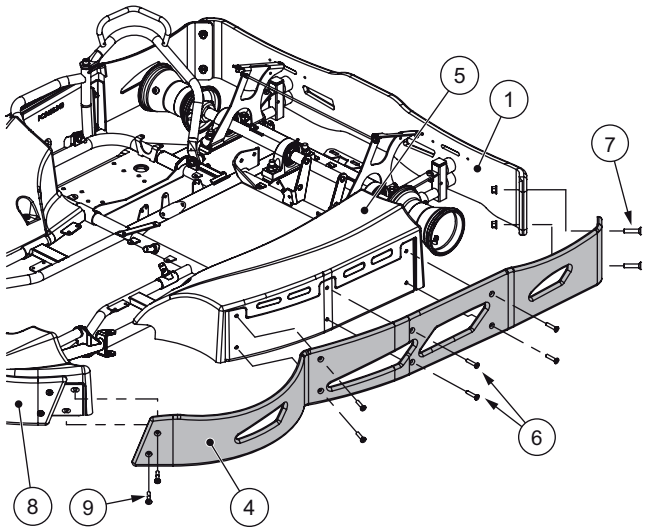


Legend

1 Rear bumper
2 Shock mount
3 Screw

- Place the chassis on a trolley.
- Place the rear bumper (1) on the shock mounts (2).
- Tighten with 4 screws (3).

Step 2

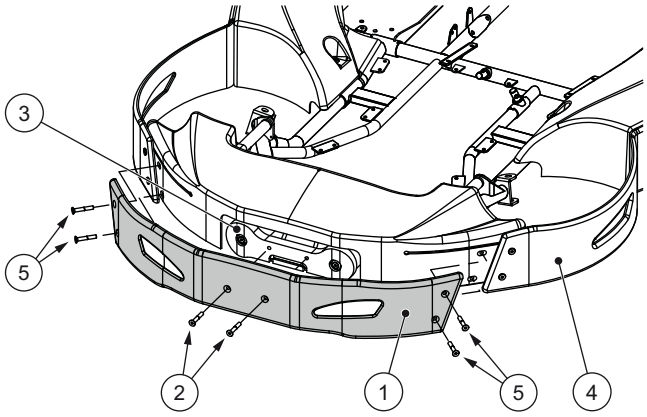


Legend

1 Rear bumper
4 Side protection
5 Side pod
6 Screw
7 Screw
8 Spoiler
9 Screw

- Place the side protection (4) on the side pod (5) and the rear bumper (1).
- Secure the side protection (4) to the side pod (5) using the six screws (6) and the mounting flange plates. Secure it to the rear bumper (1) using the two screws (7). Secure the front part of the side protection (4) to the spoiler (8) using the screws (9).

Step 3



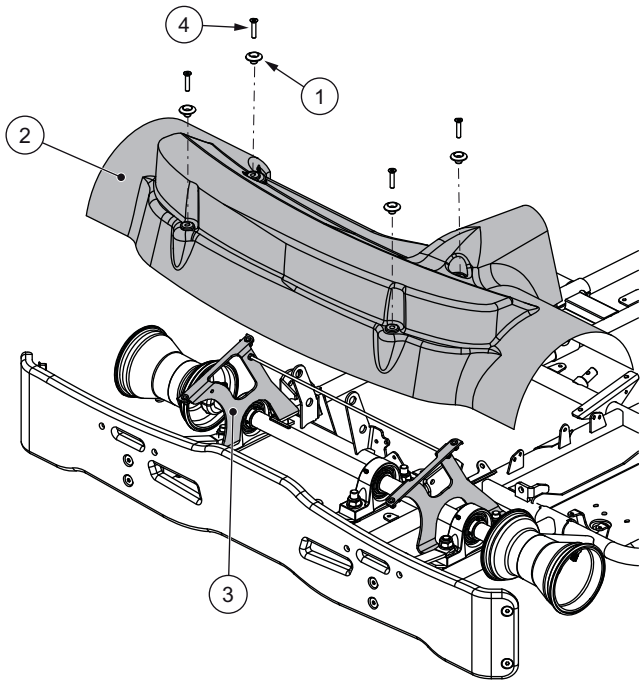
Legend

1 Front protection
2 Screw
3 Support
4 Side protection
5 Screw

- Place the front protection (1) on the support (3) using the screws (2).
- Tighten both ends of the front protection (1) with the two side protections (4) using the four screws (5).

Bodyworks

Step 1

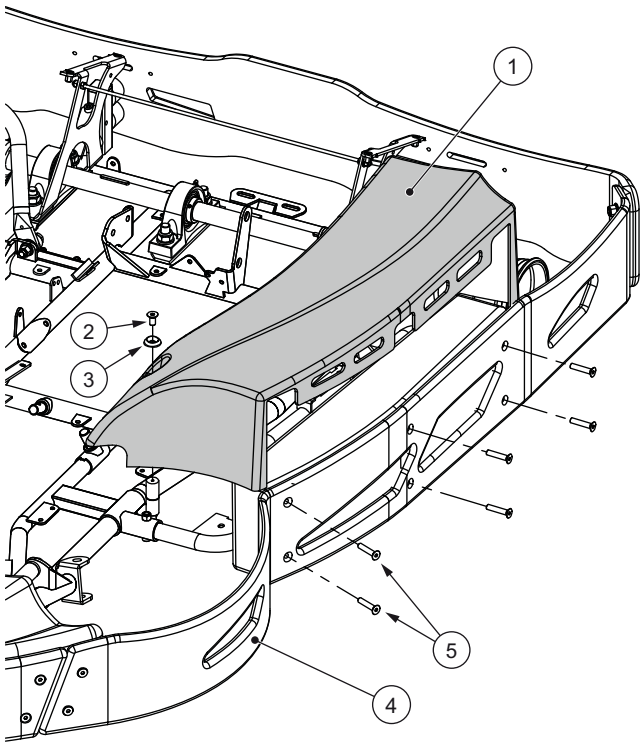


Legend

1 Cup washer
2 Axle cover
3 Support
4 Screw

- Place the chassis on a trolley.
- Place the cup washers (1) on the axle cover (2).
- Place the axle cover (2) on these supports (3).
- Tighten with 4 screws (4).

Step 2

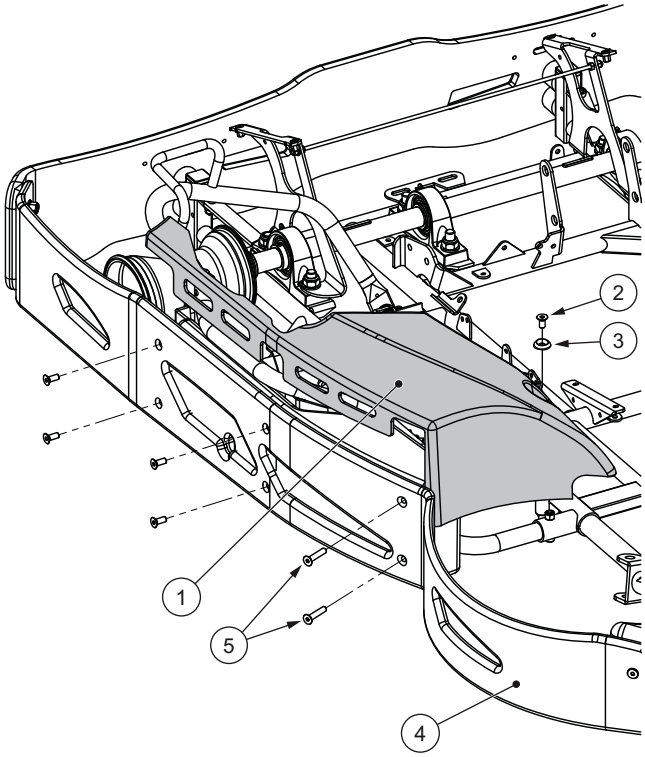


Legend

1 Left side pod
2 Screw
3 Cup washer
4 Side protection
5 Screw

- Place the cup washer (3) on the left side pod (1).
- Pass the left side pod (1) between the chassis and the side protection (4).
- Tighten the screw (2) and the screws (5) to immobilise the left side pod (1).

Step 3

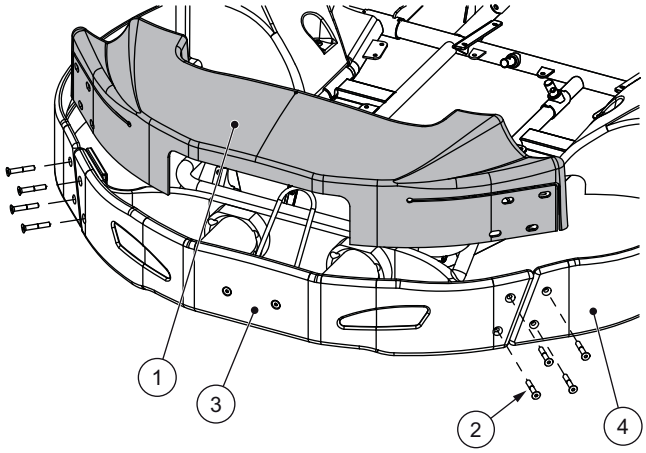


Legend

1 Right side pod
2 Screw
3 Cup washer
4 Side protection
5 Screw

- Place the cup washer (3) on the right side pod (1).
- Pass the right side pod (1) between the chassis and the side protection (4).
- Tighten the screw (2) and the screws (5) to immobilise the right side pod (1).

Step 4



Legend

1 Spoiler
2 Screw
3 Front protection
4 Side protection

- Place the spoiler (1) against the front protection (3) and the side protections (4).
- Tighten the assembly using the screws (5).

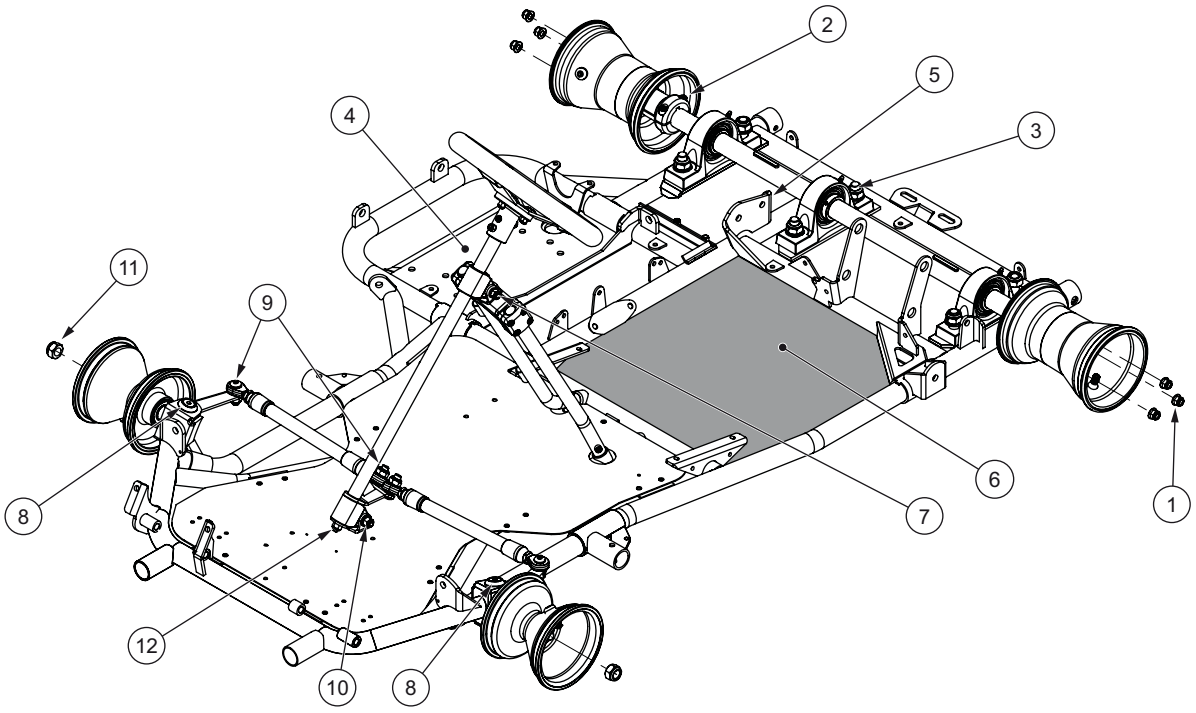
4.11 - Bolting

Change nuts and bolts if damaged.

Check points

WARNING

➪ Although the safety points listed here must be checked daily, it is obvious that other fastenings must not be ignored.Indeed it is advised to check all fastenings almost daily to minimise all risks.



Item	Description	Quantity	Tightening
1	wheel nylstop nuts	6	25 Nm
2	screws CHC of hubs	4	40 Nm
3	screws for bearings	6	50 Nm
4	screws and nylstop nuts for engine platen	4	60 Nm
5	screw for notched belt adjustment	1	40 Nm
6	screws and nuts for seat (adjustable seat)	12	
7	screw and nuts for plastic colomn support	1	25 Nm
8	screws and nuts for stub axles	2	60 Nm
9	screws and nuts for tie rod knuckle joint	4	67 Nm
10	lower plastic column support screw and nut	1	40 Nm
11	screws for stub axles	2	tighten them, then unscrew of ¼ rotation.
12	steering column screw and nut	1	25 Nm

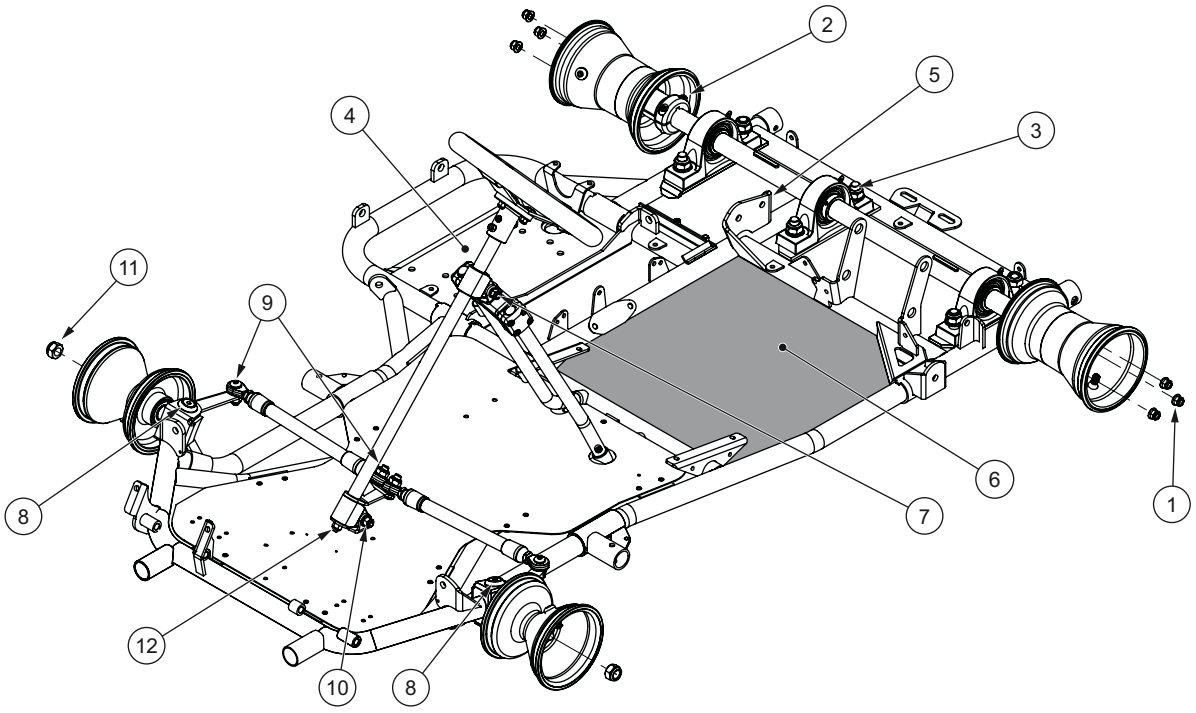
4.11 - Bolting

Change nuts and bolts if damaged.

Check points

WARNING

➪ Although the safety points listed here must be checked daily, it is obvious that other fastenings must not be ignored.Indeed it is advised to check all fastenings almost daily to minimise all risks.



Item	Description	Quantity	Tightening
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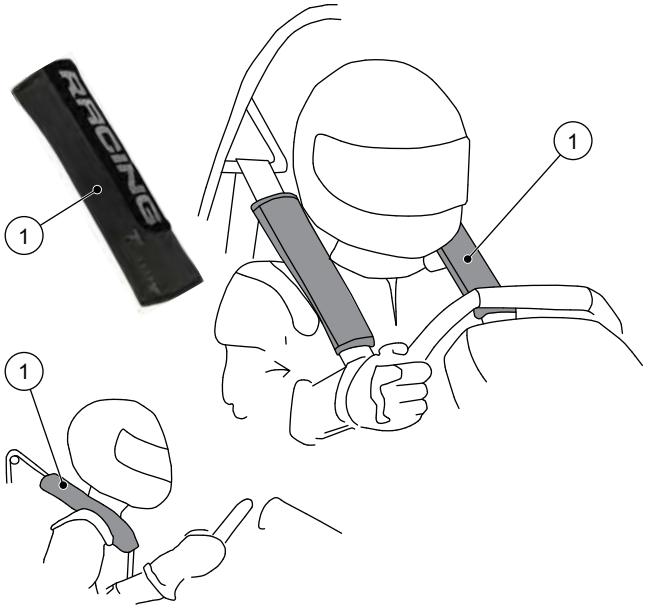
5	screw for notched belt adjustment	1	40 Nm
6	screws and nuts for seat (adjustable seat)	12	
7	screw and nuts for plastic colomn support	1	25 Nm
8	screws and nuts for stub axles	2	60 Nm
9	screws and nuts for tie rod knuckle joint	4	67 Nm
10	lower plastic column support screw and nut	1	40 Nm
11	screws for stub axles	2	tighten them, then unscrew of ¼ rotation.
12	steering column screw and nut	1	25 Nm

Neck protection for harness



Légende

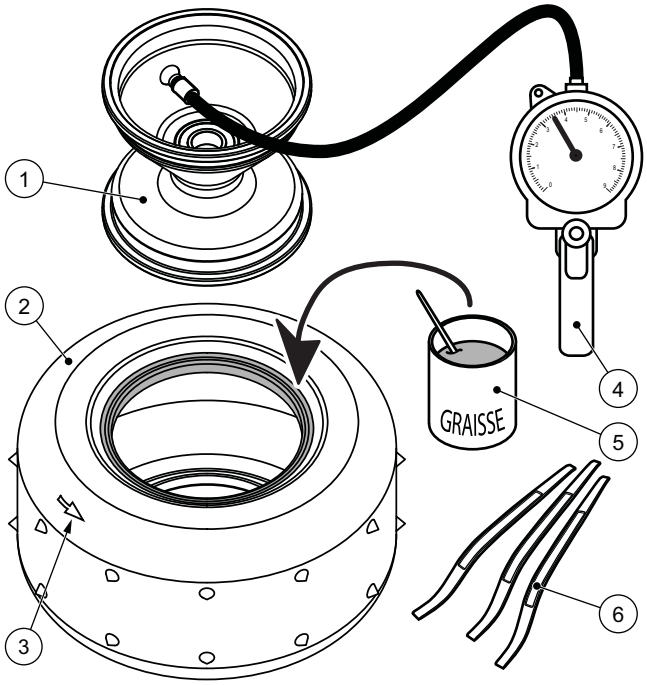
1 Sleeve

- Check that the sleeves (1) are properly installed on the harness straps.
- Check that the sleeves are placed on either side of the driver's neck..

⚠ WARNING

➪ To limit the risk of injury, the sleeves must always be placed alongside the driver's neck.

4.13 - Studded tyres change



Legend

1 Rim
2 Studded tyre
3 Direction of rotation
4 Inflation system
5 Grease
6 Tyre iron

- Place the go-kart on a trolley.
- Remove the front wheel or rear wheel with the proper size wrench.
- Place the wheel on a tyre remover for strip off the studded tyre (available in the ITAKA catalogue).
- When the tyre (2) is detached on both sides, remove it completely using tyre irons (6) (available in the ITAKA catalogue).
- Take the new tyre and grease the tyre in order to make assembly and removal easier.
- Replace the tyre (2) on the valve side of the wheel rim (1) ensuring the correct rotation direction.
- Once the tyre is correctly positioned, inflate with a compressed-air line to a pressure of 3.5 bars so that the walls make a good seal with the wheel rim. Then deflate to recommended pressures.
- Reinstall the wheel on the go-kart.
- Check the tightening torque of the mounting nut.

NOTES

- *Always change the whole set whenever a tyre is changed (fronts, rears, or all the set).*
- *Always place the tyres so that they rotate in the direction indicated on the tyre wall.*
- *Never inflate the tyres more than 4 bars.*
- *Give worn tyres at a specialist of tyre treatment according to local environmental regulation.*
- *Excessive wear of tyres can be caused by bad front wheel axle unit alignment.*

WARNING

- Change all damaged rims. A damaged rim may lead to a loss of tyre or loss of pressure and may lead to a serious or even fatal injury.
- Check the tyre wear daily. Worn or damaged tyres may lead to a serious or even fatal injury.
- Never run with worn or damaged tyres : a burst of tyre may lead to a serious or even fatal injury.
- Always blow up tyre with the pressure recommended by the manufacturer.
- Cold tyres have a reduced adherence, and increase the loss of control of the go-kart. This may lead to a serious or even fatal injury.
- Too much grip reduces the stability of the go-kart under impact, and lead to a tendency to go on two wheels. It also increases the risk of riding over.
- The studded tyre must be used only on the ice track.
- Store tyres in an appropriate area to prevent fire hazard.

4.14 - Chassis cleaning

The chassis and its parts (with the exception of the brake calliper and brake disk) should be cleaned with the special gokart cleaning fluid WD40 (available from the ITAKA catalogue). This fluid cleans, removes grease, protects, lubricates and protects the rotating parts from damp (stub axle, tie rods, etc).

- Protect the calliper and brake disk with a dry rag.
- Spray the whole of the go-kart with WD40 cleaner. Allow the cleaner to take effect for a few seconds.
- With a dry cloth rub thoroughly the chassis tubes and all fixed parts.

NOTES

- *It is vital to clean the go-kart regularly as this provides the opportunity to notice more easily worn parts, and missing nuts, bolts and screws.*
- *Clean your go-kart weekly.*

WARNING

- If WD40 is sprayed on the brake disk or brake calliper, brake efficiency will be partially or completely reduced, and this may lead to a serious or even fatal injury.
- Do not put WD40 into brake pump.

4.15 - Maintenance summary

Bolting

Check daily all nuts and bolts and more especially the check points:

- stub axle screws;
- steering rod ball joint screws;
- rear wheel nylstop nuts;
- rear hub screws;
- screws for bearings;
- screws and nuts for engine platen;
- belt adjuster bolt;
- seat bolts.

Carefully check worn nuts and screws and replace if damaged.

Notched belt

- Check daily the notched belt adjustment, the notched belt must have 5 mm play.

Steering

- Check daily the upper and lower column plastic support torque as well as stub axle screws.
- Make sure that front wheel axle unit is not out of line (stub axles bent or broken).
- Check that the tie rods are not damaged.

Bodywork parts

- Parts of the bodywork must not be broken or have sharp edges.
- Check the body part fastenings.
- Whenever bodywork parts are changed, make sure that nuts and bolts are assembled with nuts on the inside and bolt heads on the outside, in order not to cause any injury.

Tyres

- Take particular care when fitting tyres that they rotate in the right direction. Follow the directional arrows on the tyre wall.
- Check for tyre wear with the indicators in the tread. One must always be able to see them. Tears or tread separation must not be found.
- Before each session check tyre pressures:
  - Duro tyre:

Front	1.5 to 1.7 bar
Rear	1.7 to 1.9 bar

  - Itaka tyre:

Front	1.5 to 1.7 bar
Rear	1.7 to 1.9 bar

Braking

- Make sure before all sessions that the braking system is working properly.
- Brake fluid should not be black. Drain and change black fluid. Check levels.
- Ensure that brake pads are correctly fitted and do not fall below the minimum thickness of 8 mm (4 mm lining + 4 mm steel support).
- Brake hoses must not show any leaks at connection points. Replace if damaged.

Chassis cleaning

- Clean your chassis at least once a week.
- Use only go-kart cleaner WD40 (ref. LU833.004).

NOTES

- *Cleaning the go-kart with a pressure washer can lead to fast deterioration of certain go-kart components (e.g. stickers, bearings, etc.).*
- *After each cleaning, check that the go-kart components are in good condition. Follow the recommendations for use of your pressure washer when washing your go-kart.*

5 - Trouble shooting

The go-kart will not brake

1. Is the brake pedal free?
2. Is the hydraulic brake pump container cap fully tightened?
3. Is there enough brake fluid?
4. Are the hoses correctly connected?
5. Are the brake pads worn?
6. Is the calliper fully tightened on its support?
7. The displacement of the brake pedal is enough?
8. Are the brake pads in satisfactory condition?

The go-kart brakes continually

1. Is the brake fluid old?
2. Is the brake disk correctly centred in relation to brake pads?
3. Is the calliper fully tightened on its support?
4. Is the brake pedal too tight?
5. Are the brake pads correctly assembled?

The go-kart is hard to turn

1. Are the stub axles tightened to torque specification?
2. Is the front axle unit checked?

The steering of the go-kart is not precise

1. Are the front wheels tightened?
2. Are the stub axles to torque tightening specification?
3. Are the column plastic supports tightened to torque specification?
4. Are the tie rods correctly assembled and to torque specification?
5. Is the front wheel axle unit adjustment checked?

The go-kart tends to go to the side

1. Is the front wheel axle unit adjustment checked?
2. Are the tie rods correctly assembled?
3. Are the tie rods locking nuts securely tightened?
4. Is there a tie rod bent or broken?
5. Do the rear wheels have exactly the same circumference?
6. Is the chassis twisted?

The go-kart skids very much on bends

1. Are the tyres worn?
2. Are the tyres inflated to the recommended pressures?
3. Is the rear axle adjustment suited to the track conditions?

6 - Index

Keep go-kart in original configuration
Use spare parts of Sodikart origin

S

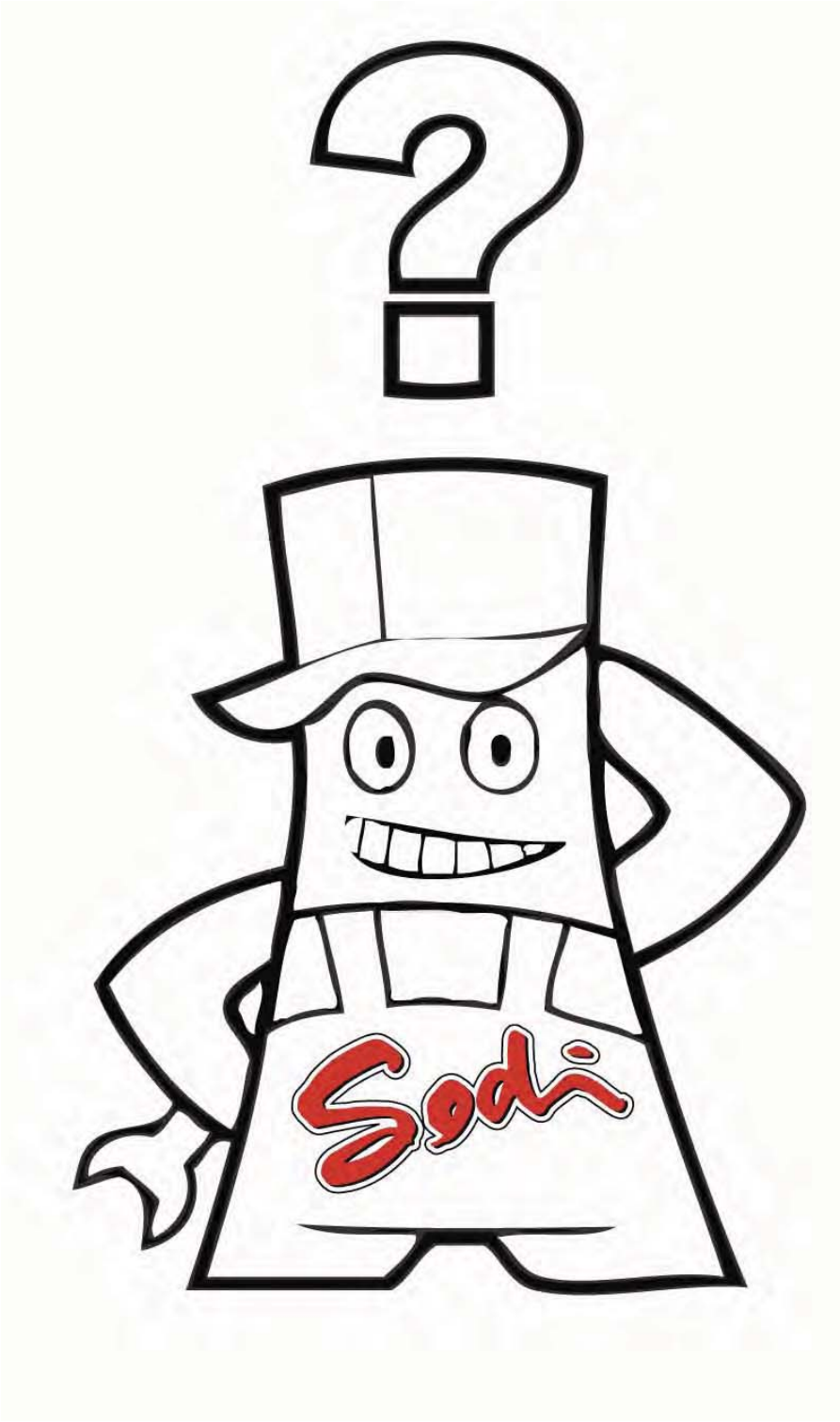
T

U

V

W

7 - Maintenance schedules



Keep go-kart in original configuration
Use spare parts of Sodikart origin

Keep go-kart in original configuration
Use spare parts of Sodikart origin

DATE : SIGNATURE :

SURNAME :

MAINTENANCE SCHEDULE

7.1 - Daily maintenance

Inspect each go-kart which will be used all day. The mechanic technician must sign the maintenance sheet after that he inspects all go-karts.

(The motorization & transmission is on the recto of the sheet and the chassis on the verso).

Motorization & transmission	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine oil level	X		X															
Reduction oil level	X		X															
Spark plug state	X	X																
Power control	X		X															
Tightening of engine mount	X		X															
Air filter state	X																	
Starter pull cord state	X	X																
Tank and hoses waterproofness	X																	
Belt or chain state	X	X																
Belt or chain tension	X		X															
Sprockets state	X	X																

NOTES

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*
  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.
  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Keep go-kart in original configuration
Use spare parts of Sodikart origin

DATE : SIGNATURE :

SURNAME :

MAINTENANCE SCHEDULE

Chassis	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Safety stickers	X		X															
Brake liquid level	X		X															
Brake pad wear	X	X																
Pedals protection state*	X		X															
STOP light state*	X																	
Steering rods state	X	X																
Tightening of wheels	X																	
Tightening of steering wheelt	X	X																
Seat belt or harness state*	X		X															
Roll over bar fixing*	X	X																

** optional equipment*

NOTES

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*
  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.
  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Keep go-kart in original configuration
Use spare parts of Sodikart origin

DATE : SIGNATURE :

SURNAME :

7.2 - Monthly maintenance

Inspect each go-kart which will be used all day. The mechanic technician must sign the maintenance sheet after that he inspects all go-karts.

(the motorization & transmission is on the recto of the sheet and the chassis on the verso).

Motorization & transmission	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine oil levelr	X		X															
Reduction oil level	X		X															
Spark plug state	X	X																
Power control	X		X															
Tightening of engine mount	X		X															
Air filter state	X																	
Starter pull cord state	X	X																
Tank and hoses waterproofness	X																	
Belt or chain state	X	X																
Belt or chain tension	X		X															
Belt or chain alignment	X		X															
Sprockets state	X	X																

NOTES

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*
  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.
  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Keep go-kart in original configuration
Use spare parts of Sodikart origin

DATE : SIGNATURE :

SURNAME :

MAINTENANCE SCHEDULE

Chassis	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Safety stickers	X	X																
Brake liquid level	X		X															
Brake pad wear	X																	
Pedals protection state*	X	X																
STOP light state*	X	X																
Front train alignment	X		X															
Steering rods state	X	X																
Tightening of wheels & stub axles	X		X															
Tightening of steering wheel	X		X															
Rear axle position	X		X															
Seat belt or harness state*	X																	
Roll over bar fixing*	X		X															
Tyres pressure	X		X															
Bodyworks state	X																	
Bumpers & protections state	X																	
Fixed seat state	X																	
Adjustable seat state*	X																	
Bolting	X		X															

* *optional equipment*

NOTES

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*
  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.
  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Keep go-kart in original configuration
Use spare parts of Sodikart origin

DATE : SIGNATURE :

SURNAME :

7.3 - Annual maintenance

Inspect each go-kart which will be used all day. The mechanic technician must sign the maintenance sheet after that he inspects all go-karts.

(the motorization & transmission is on the recto of the sheet and the chassis on the verso).

Motorization & transmission	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine oil change		X																
Engine oil level	X		X															
Reduction oil level	X		X															
Spark plug state	X	X																
Power control	X		X															
Tightening of engine mount	X		X															
Air filter state	X																	
Starter pull cord state	X	X																
Tank and hoses waterproofness	X																	
Belt or chain state	X	X																
Belt or chain tension	X		X															
Belt or chain alignment	X		X															
Sprockets state	X	X																

NOTES

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*
  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.
  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

DATE : SIGNATURE :

SURNAME :

MAINTENANCE SCHEDULE

Chassis	Controls			Go-kart														
	Check	Replacement	Adjustment	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Safety stickers	X	X																
Brake liquid level	X		X															
Brake pad wear	X																	
Tightening of brake disc hub	X		X															
Tightening of brake disc	X		X															
Pedals protection state*	X	X																
STOP light state*	X	X																
Front train alignment	X		X															
Steering rods state	X	X																
Tightening of wheels & stub axles	X		X															
Tightening of steering wheel	X		X															
Rear axle position	X		X															
Seat belt or harness state*	X																	
Roll over bar fixing*	X		X															
Tyres wear	X	X																
Bodyworks state	X																	
Bumpers & protections state	X																	
Fixed seat state	X																	
Adjustable seat state*	X	X																
Bolting	X		X															

** optional equipment*

NOTES

- *Write the letter representing the check carried out in the box for the go-kart being inspected.*
  e.g.: Write a "V" in the 'engine mount' box after checking the tightness of the engine mount.
  Write "A" in the 'engine mount tightening' box if the tightness of the engine mount has been changed.

Keep go-kart in original configuration
Use spare parts of Sodikart origin