



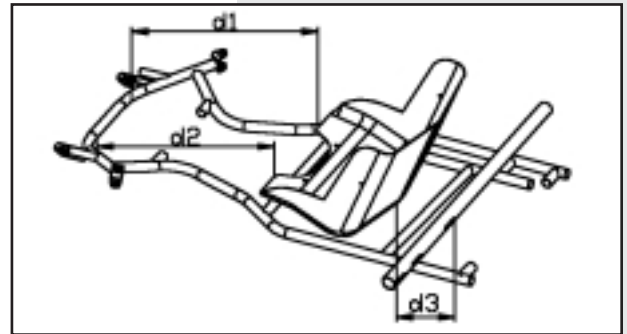


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|---|--|
| - Seat Position   |  |
| - Caster - Camber Adjustment                            |  |
| - Chassis Setup for Dry Conditions                      |  |
| - Chassis Setup for Wet Conditions                      |  |
| - Recommended Tyre Pressure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



## SEAT POSITION

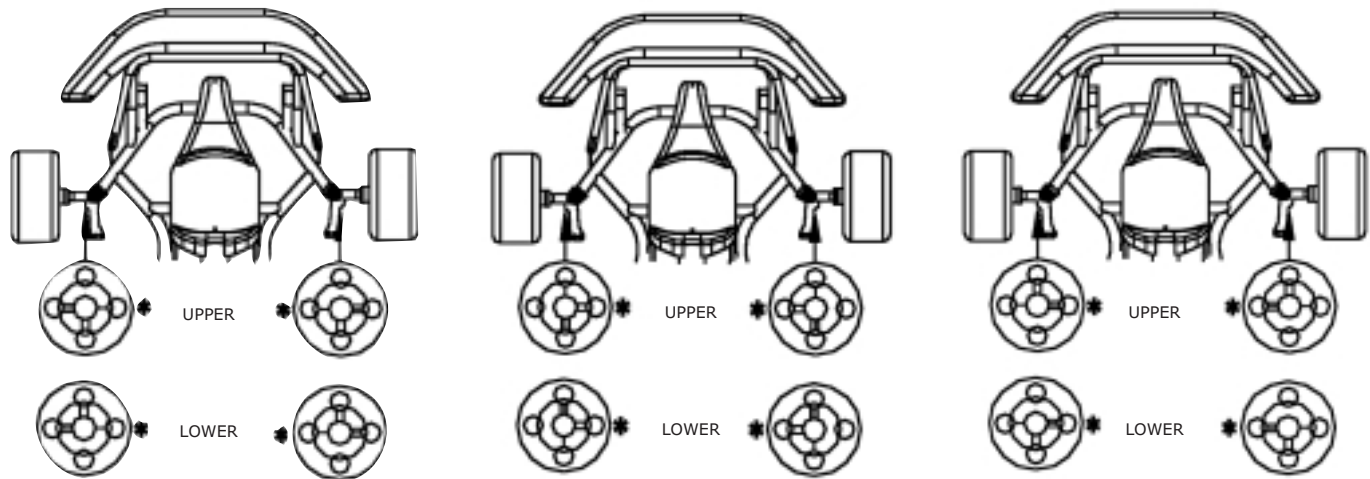
	MINIKART 60CC	JUNIOR 100CC	ICA-FA 100CC	FC-ICC 125CC
D1	475	600	610	620
D2	460	590	600	610
D3	215	215	205	205



Note : The measurements are expressed  
in millimeters (mm)



# 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)

## 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

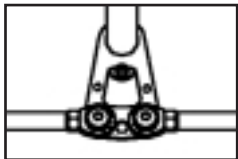
D1:1210/1220 -D2:1350/1360

## 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

## Periodic chassis check-up



## Recommended brake oil

## Periodic brake system check-up



After Race Chassis Revisions: Varyfy 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 regulary 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 guilded 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 %.