Kart-O-Rama Inc

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Incorporated into the list are useful hints if you read the notes

Over looked items

Spindle Bearings: It is a great time to inspect they are the most over looked bearing and they do fail.
Brake Pedal Bolt: Check or replace this bolt, as karts age we do see failures on the brake bolt.
Floor Pan tabs or bolts. Floor pan tabs are another over looked item. If the tabs or the floor pan are bent it can cause your chassis to handle differently.
Bead Lock O-Rings – Tire valve cores. Did you know that the springs on the tire valve core get weak over time and that the air moving over the top of them can cause your tire to lose air? Flat Tire!!

Parts to Inspect or Replace

Before inspecting the kart remove the bodywork including the rear bumper, engine, wheels and hubs to allow easy access to the kart.

Bearing: Do your bearings make noise? If you spin the front wheels and they are not quite (do you here a whirring noise) they need to be replaced. To check the rear axle, you will need to remove the chain. If the rear bearing have more than a year or have run a lot of rain races then my guess is that the two outer bearings will need to be replaced or all three. If you decide to change the bearings make sure that you put the axle set screws back in the same location on the axle to keep from making multiple setting points. This will help when removing the axle the next time. Smooth the axle where you the set screws go to make installation or removal easier. Put the new set screws in with blue thread locker and then wrap with electrical tape or a zip tie to help keep them in place.

Bodywork: With the bodywork removed you can inspect the bars. If the bars are bent try and straighten them or replace the bar. A bent bar can change the handling of the kart. The rear bumper brackets take a lot of abuse. These can be straightened or if needed be replaced. You can also safety wire the brackets or there is a bumper saver kit that holds the bumper to the kart incase the bolts loosen up. The front bumper clamps I recommend to safety wire to the kart. You can not safety wire them closed!!

Brake System: Check your brake fluid and flush it. If the fluid is dirty then this is a perfect time to take your system apart and clean all contaminates out of the system. You can inspect the seals and so long as the system was working fine you should can reuse the old seals. Inspect the brake pads. If you have the system apart put a new set of pad in. Keep the pair that you take out if in good shape for a backup or emergency set. Inspect brake lines for wear.

Cables and Housings: Inspect the throttle cable and clutch cable as well as the housings for wear.

Chassis: Inspect your chassis for cracks or potential problem. Look closely where the seat stays are welded to the chassis and around the engine area. These are the two typical areas that have issues. Pull the motor to inspect in chassis and look at the motor mount clamps for fatigue.

Chain & Sprockets: New season new chain and rear sprocket. Check your alignment on the sprocket and chain tension. Inspect the drive sprocket for wear and replace if necessary.

Clutch: Inspect the clutch. It doesn't matter what you race 4 Stroke, 2 stroke tag or shifter they all have clutches. They all wear and you need to make sure that all the pieces are with in specification. Take pictures when you take the clutches apart so that they get put back together correctly. We see a lot of clutches not assembled correctly.

Cooling System: Inspect the radiator for possible damage, bracket and supports for cracks or wear. Check hose clamps and any rubbing of the radiator hoses for wear. We recommend distilled water and Motul MoCool or Redline Water Wetter to help keep the corrosion down in the cooling system.

Floor Pan Tabs or bolts: Floor pan tabs are another over looked item. If the tabs or the floor pan are bent it can cause your chassis to handle differently. Straighten all tabs and the floor pan when necessary. Replace any worn nut, bolts or washers.

Fuel System: Now is a good time to inspect the fuel tank for cracks and look in the tank for any debris. Fuels filter replacement, pull the carburetor apart and clean it. Replace fuel line and safety wire. Inspect the air filter clean or replace it. We have seen the rubber boots split. Carburetors that attach to the motor with a rubber boot also need to be inspected for cracking. Old carburetor boots can suck air and in the worst scenario can cause motor failure.

Pedal: Brake pedal bolt is an over looked wear item. There is a lot of pressure on the brake pedal bolt and they do fatigue. Inspect or replace the bolt especially on a chassis that is older. The brake safety cable won't help you if the bolt brakes. This is a good time to replace bushings if your kart uses them.

Seat: Inspect the seat mounting areas for cracks and to make sure that it is properly mounted. The seat stays should have a 50mm preferably nylon or you can use metal washer between the seat stay and the seat. On the front lower mounts there should be a 40mm washer between the seat and the rest of the washers.

Shifter: Inspect the shift linkage. Look at the shift linkage on the steering shaft. Some manufactures use bearings in the shaft and a long bolt to hold them in. Dissemble and look at all possible wear points. A good tight linkage makes for a more positive shift. Inspect the J-Arm and the shifter rod from the J-Arm to the shift linkage. If your shifter has a couple of seasons on it this is a good time to make a new shifter rod as these do fail and you loose a race or a championship do to a broken shift rod.

Spindles: Check the king pins for straightness. This is an easy task, loosen the king pin and then spin it, watch the spindle to see if it moves. If you own Sniper Laser alignment you can have those installed for a more accurate measurement. An over looked bearing is the spindle bearing. These do go bad and should be inspected and replaced if they are rough feeling.

Steering Shaft, tie rods, tie rod ends. This is a great time to check the lower steering shaft bearing and tie rod ends for wear. The lower steering shaft bearing is another over looked part that takes a lot of stress and wears. Help minimize the wear to your steering shaft bearing should have 2 lock collars one above the steering support and one below the steering support. If your kart has run in the rain you should check that the tie rod ends move freely in the tie rod. Corrosion can make them difficult to get out when you need to change them. If you install tie rod ends with some anti-seize this will help prevent corrosion between the two dissimilar metals.

Remember these are race machines!!

We hope this tutorial is of help to you.

The staff at Kart-O-Rama is here to help you.