

STORM BY ZIP

"TAKE THE WORLD BY STORM!"

BASIC KART MAINTENANCE INFORMATION

INTRODUCTION

It stands to reason that a well maintained kart will be a reliable kart, and to quote Colin Chapman, "To finish first, first you have to finish. "If you follow these basic maintenance tips, you are less likely to see those dreaded DNFs!



GUIDE PLEASE READ CAREFULLY

- **After each race or test day the kart should be degreased, washed and polished.** Polishing the frame not only makes it look better but it's far easier to spot any cracks in the paintwork that may indicate a bent or split chassis. This is also a good time to check all the nuts and bolts are tight.
- **All the bearings on the kart are greased and sealed so there is no reason for you to lubricate them.** However, if you are running in the wet, it is a good idea to spray some WD40 into and around the axle bearings to keep water from settling in them. The track rod-ends are nylon lined and need no special attention.
- **Sprockets and chains are one of the things that need good care as a thrown chain is the most frequent cause of a DNF.** Each time you change a sprocket it is very important to make sure that the axle sprocket and engine sprocket are perfectly in line. To do this, before you put the chain on, gently tighten the engine mounts so that the motor is sitting as it should and run a straight edge from the outside of the rear sprocket to the outside of the engine sprocket. There should be neither gap nor overlap. Also, it's a good idea to slowly spin the axle turning the sprocket through 360deg leaving the straight edge on, to check that the sprocket itself is flat and true. When you are happy with the alignment, replace the chain making sure that there is 10-12mm of play with the engine tightened down.
- **Another important step is mixing the fuel correctly.** You have to use either Shell FC or ELF Kart Tech FC oil and we recommend a mixture of 25:1. This works out at 200ml per 5 litres. After adding the oil to the petrol, shake the can vigorously to make sure the oil is mixed thoroughly. We tend to put a little petrol back in the measuring jug and swill it round to pick up any fuel left in the jug.
- **Be sure to check that there is a little play in the throttle cable so you know that the throttle is returning to the stop.** But also ensure that when the pedal is depressed fully, there is no play at the carb so you know it is going flat out.
- **Always keep dust caps on the tyre valves as a little dust or a stone can prematurely end your race!**
- **Always ensure that the little grub screws that locate the axle to the axle bearings are tight at all times.** However, be careful with the amount of torque you place on the allen key as it's easy to strip the hex out of the middle!
- **The mechanical brake caliper fitted to the Zip Storm is very reliable if a few basic steps are carried out.** For safety, there are two sets of brake cables attached to the caliper but the lower set is your primary cable. The upper set should have a little slack in it when the brakes are on. Brake pads wear down quite quickly and it is very important to take up the wear by changing the position of the actuating arms. When set correctly, the bottom end of the arm should never be forward of the vertical centre line when the brake is fully depressed. If this does happen, put an allen key in the end of the main shaft and slacken off the 13mm nylock nut. Then gently turn the allen key clock wise about 20deg then tighten the nylock nut. Check to make sure that the arm is positioned correctly with the brake fully depressed and adjust again if necessary. Repeat for the other side of the caliper. Remember to re-set the arm positions when you fit new brake pads.

TEL: 01992 463371 FOR ANY ENQUIRIES

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INFORMATION ON YOUR **Comer W-60**

HANDY HINTS PLEASE READ CAREFULLY

- Oil/Fuel mixture should be 25:1 or 200ml per 5 litres and use Shell FC or ELF Kart Tech FC fully synthetic race oil. These are the only 2 oils passed by the MSA to use in Comer W60 Cadet engines.
- The carburettor settings are: Low jet = 1 full turn + 1/8th
High jet = 5/8th
- Max RPM should be between 11,500 – 12,000
- We recommend that you run the engine in for an hour, split in to 10 minute sessions allowing the engine to cool between sessions. During the running in period, you should never allow it to see maximum RPM. (the max RPM figure is between 11,500 – 12,000) In each session you can gradually raise the max RPM, e.g. 1st session max 8500, 2nd 9000, 3rd 9500, 4th 10,000, 5th 10,500, 6th 11,000 and after that you can leather it! You should ask the driver to drive it hard around the corners but back off on the straights. If you just pootle about for an hour, you are not running the engine in.
- You do not have to run the engine any richer or change the fuel mixture when running in.

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