

# Suggested Starting Set-up

## Arrow AX8-125/50

Front Crash Bar:	Tight	
Rear Crash Bar:	Tight	
Rear Ride Height:	Central (axle in its central position in the chassis)	
Rear Track: <i>(measurements are an overall width to outside edge of rear wheels)</i>	<b>Bridgestone YHC, YGK</b>	- 1385mm (54.5 inches)
	<b>MG Yellow</b>	- 1395mm (54.9 inches)
	<b>Bridgestone YGB</b>	- 1395mm (54.9 inches)
	<b>Bridgestone YHB; Vega XS, XT</b>	- 1397mm (55.0 inches)
Rear Axle Type:	<b>Bridgestone YHC, YGK, YGB</b>	- Medium
	<b>MG Yellow</b>	- Medium
	<b>Bridgestone YHB</b>	- Soft to Medium
	<b>Vega XS, XT</b>	- Soft
Front Ride Height:	Front stub axle in the centre of the chassis support 'C'	
Front End:	The steering links mounted to the inner steering holes on the stub axle steering arms (maximum Ackerman)	
	<b>Bridgestone YHC, YGK, YGB</b>	- 2mm (0.08 inches) toe-out
	<b>MG Yellow</b>	- 2mm (0.08 inches) toe-out
	<b>Bridgestone YHB; Vega XS, XT</b>	- 4mm (0.16 inches) toe-out
Front Track:	<b>Bridgestone YHC, YGK</b>	- front wheel hubs inner edge set at 1st groove out on the brake disc hub
	<b>Bridgestone YGB; MG Yellow</b>	- front wheel hubs inner edge set at 2nd groove out on the brake disc hub
	<b>Bridgestone YHB; Vega XS, XT</b>	- front wheel hubs inner edge set at 4th groove out on the brake disc hub
Front Caster:	<b>Bridgestone YHC, YGK</b>	- Maximum
	<b>MG Yellow</b>	- Neutral
	<b>Bridgestone YGB, YHB; Vega XS, XT</b>	- Neutral
Front Camber:	<b>Bridgestone YHC, YGK, YGB</b>	- 2mm (0.08 inches) positive overall
	<b>MG Yellow</b>	- 2mm (0.08 inches) positive overall
	<b>Bridgestone YHB; Vega XS, XT</b>	- 8mm (0.30 inches) negative overall
Tyre Pressure (front & rear):	<b>Bridgestone YHC, YGK</b>	- 10lbs (0.70 bar)
	<b>Bridgestone YGB; MG Yellow</b>	- 9.5lbs (0.65 bar)
	<b>Bridgestone YHB; Vega XS, XT</b>	- 9lbs (0.60 bar)
Front Torsion Bar:	<b>Bridgestone YHC, YGK, YGB</b>	- In
	<b>MG Yellow</b>	- In
	<b>Bridgestone YHB; Vega XS, XT</b>	- Out
Side Torsion Bar:	Out	
Rear Torsion Bar:	Out	
Side Pod Bars:	Front bolts: Loose (or out if rules allow) Rear bolts: In and tight	
Extra Side Seat Stays:	<b>Bridgestone YHC, YGK, YGB</b>	- 1 x LH, 1 x RH
	<b>MG Yellow</b>	- 1 x LH, 1 x RH
	<b>Bridgestone YHB; Vega XS, XT</b>	- 2 x LH, 2 x RH



— *Racing Karts* —→

**AX8-125/50**

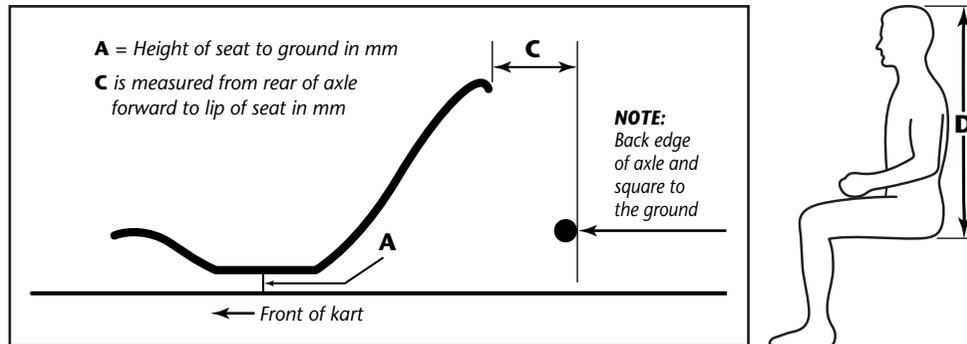
# SEAT POSITION CHART

## Arrow AX8-125/50

SEAT SIZE*	D: Torso up to 840mm		D: Torso 840-860mm		D: Torso over 860mm		
	A	C	A	C	A	C	
S	20	120	20	115	20	100	Bridgestone YHC Bridgestone YGK
M	20	120	20	115	20	100	
L	20	115	20	110	20	95	
S	25	130	20	120	20	115	Bridgestone YCB Bridgestone YHB MG Yellow Vega XS,XT
M	20	125	20	120	20	115	
L	20	120	20	115	20	115	

**\*NOTES:** All dimensions refer to Kartech 'RT' type seats only.

All above measurements are with the rear axle placed in its central ride-height position (as the kart will have been supplied by the factory).



### SPECIAL NOTE:

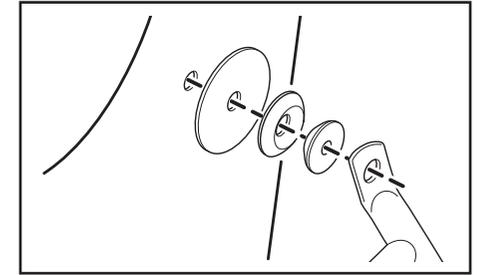
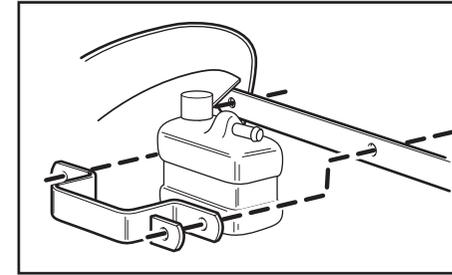
The flat bottom of the seat **MUST BE HELD PARALLEL** to the ground when fitting the seat!

## ASSEMBLY NOTES

**Front Nassa panel:** When fitting the supplied Nassa panel for the first time, it has been marked with a moulded "X" indicating the three correct drilling points.

**Gear Selector Rod:** The gear selector rod supplied is straight and may need to be bent along its length to best suit the engine type being fitted.

**Overflow bottle:** Fit the overflow bottle to the Nassa panel mounting bracket as shown below.



## Arrow self-aligning Seat Washers

The AX8 range of karts is supplied with Arrow's unique self-centering seat washer system. Fitting between the chassis seat supports and the seat, these washers insure that there are no torsional loads placed on the seat through mis-matching angles between the seat and the chassis. The seat does have an influence on the handling characteristics of a kart as it is an important torsional member on a kart's chassis structure. As such, the Arrow self-aligning seat washers are a major asset in alleviating pre-loads within the kart (see above).

## AX8-125 Adjustable Brake Balance

Incorporated in the twin master cylinder assembly is the AX8-125's brake balance/bias bar. Sitting in the kart you will find the adjustment knob at the front left side of the master cylinder assembly. This allows you to regulate the percentage of brake bias between the front and rear wheels. It works by distributing the amount of brake pedal movement being transmitted to the front brake's and rear brake's master cylinder pumps. From the factory the brake balance/bias bar will be set in the central position. Turning the adjusting knob forward will increase the percentage from front brakes to rear. Turning the adjusting knob rearwards achieves the reverse i.e. high percentage of rear brakes to front. The best way of adjusting the brake bias is to do it when the kart is on a kart stand. Adjusting the brake balance knob into a position where, with pressure applied on the brake pedal, the rear wheels can just be turned by hand while the front wheels cannot.

## Height adjustment of Rear Axle

The AX8 range of karts have three rear axle ride height settings being controlled by the alloy bearing flange's lower central 6mm bolt. A total range of 11mm rear ride height adjustment is available in three settings; low, central and high. The karts are supplied from the factory with the axle set in the "Central" position. By lowering the axle to the "Low" position the kart's rear ride height will have increased by 5.5mm or by raising the axle to the "High" position the kart's rear ride height will have reduced by 5.5mm.