

# Suggested Starting Set-up

## Arrow AX8 -125/50

Front Crash Bar:	Firm with rubber fitted
Rear Crash Bar:	Loose
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</b> - 1385mm (54.5 inches) <b>Bridgestone YHB &amp; YJB</b> - 1397mm (55.0 inches) <b>Vega France</b> - 1397mm (55.0 inches)
Rear Axle Type:	<b>Bridgestone YHC</b> - Medium <b>Bridgestone YHB &amp; YJB</b> - Medium <b>Vega France</b> - Medium
Front Ride Height:	Central (front stub axle in the centre of the chassis support 'C')
Front End:	The steering links mounted to the outer steering holes on the stub axle steering arms (minimum Ackerman) <b>Bridgestone YHC</b> - 2mm (0.08 inches) toe-out <b>Bridgestone YHB &amp; YJB</b> - 2mm (0.08 inches) toe-out <b>Vega France</b> - 2mm (0.08 inches) toe-out
Front Track:	<b>Bridgestone YHC</b> - front wheel hubs inner edge set at 6th groove out on the brake disc hub <b>Bridgestone YHB &amp; YJB</b> - front wheel hubs inner edge set at 6th groove out on the brake disc hub <b>Vega France</b> - front wheel hubs inner edge set at 6th groove out on the brake disc hub
Front Caster:	<b>Bridgestone YHC</b> - Minimum <b>Bridgestone YHB &amp; YJB</b> - Minimum <b>Vega France</b> - Minimum
Front Camber:	<b>Bridgestone YHC</b> - straight up and down <b>Bridgestone YHB &amp; YJB</b> - straight up and down <b>Vega France</b> - straight up and down
Tyre Pressure (front & rear):	<b>Bridgestone YHC</b> - 11lbs (0.75 bar) <b>Bridgestone YHB &amp; YJB</b> - 8lbs (0.55 bar) <b>Vega France</b> - 9.5lbs (0.65 bar)
Front Torsion Bar:	<b>Bridgestone YHC</b> - In <b>Bridgestone YHB &amp; YJB</b> - In <b>Vega France</b> - In
Rear Torsion Bar:	In and Flat
Side Pod Bars:	Tight
Seat Stays:	<b>Bridgestone YHC</b> - 1 Seat Stay per side fitted from front of bearing carrier <b>Bridgestone YHB &amp; YJB</b> - 2 Seat Stays per side <b>Vega France</b> - 2 Seat Stays per side



— *Racing Karts* —→

**AX8 -125/50**

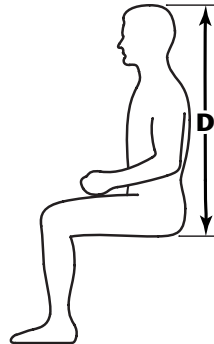
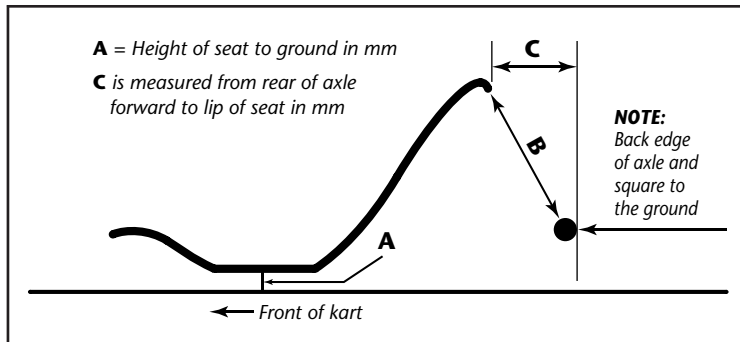
# SEAT POSITION CHART

## Arrow AX8-125/50

		D: Torso up to 840mm			D: Torso 840-880mm			D: Torso over 880mm			
		A	B	C	A	B	C	A	B	C	
SEAT SIZE*	S	20	220	115	20	220	105	20	220	95	Bridgestone YHC
	M	20	220	115	20	220	105	20	220	95	
	L	20	220	110	20	220	100	20	220	90	
	S	25	210	115	20	210	110	20	210	105	Bridgestone YHB & YIB, Vega France
	M	20	210	110	20	210	110	20	210	105	
	L	20	210	110	20	210	105	20	210	105	

**\*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).



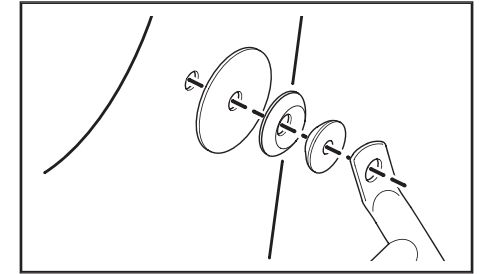
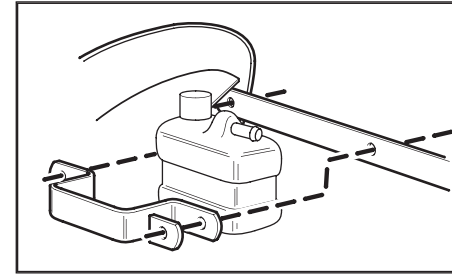
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## ASSEMBLY NOTES

**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.