

## SEAT POSITION CHART

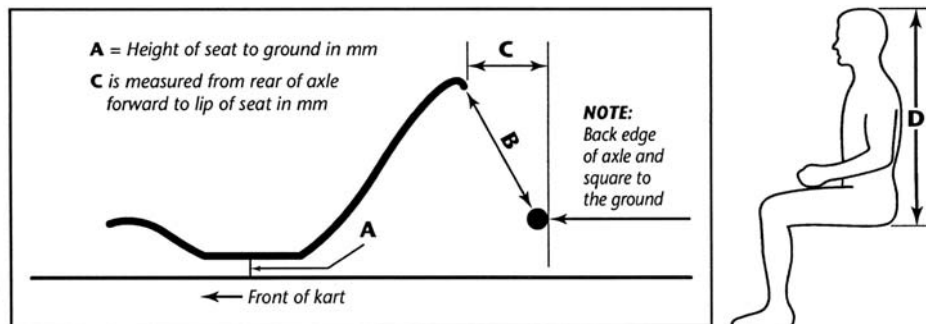
### ***XE-28***

SEAT SIZE	D: TORSO UP TO 840mm			D: TORSO 840-860mm			D: TORSO OVER 880mm			TYRES
	A	B	C	A	B	C	A	B	C	
S	25	215	105	23	210	100	23	205	95	MG RED
M	25	215	105	23	210	100	23	205	95	
S	30	215	105	25	210	100	25	205	95	Dunlop SL1
M	30	215	105	25	210	100	25	205	95	
S	25	215	105	23	210	100	23	205	95	Dunlop SL6
M	25	215	105	23	210	100	23	205	95	

**NOTES:** - All dimensions refer to Kartech 'RT' type seats only  
 - All above measurements are with the rear axle placed in its suggested starting setup position.

#### **SPECIAL NOTE:**

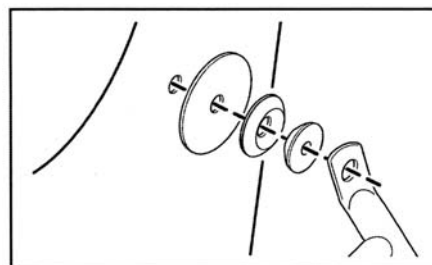
The "flat" bottom of the seat must be held parallel to the ground when fitting the seat.



## ASSEMBLY NOTES

#### Front Nassa Panel:

When fitting the supplied nassa panel for the first time, ignore the marked "X" spots for drilling as these were for past brackets. Rest the nassa panel on its brackets, now sit bottom edge of the nassa against the raised section on the nose cone, now slide it up approximately 15mm so you can visually see the front crash bar rail and drill the lower hole. Fit the upper nassa bracket above the dash.



#### Arrow self aligning seat washers:

The Arrow karts are supplied with Arrows unique self-centring seat washer system. Fitting between the chassis seat supports and seat, these washers insure 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 the kart, as it is an important torsional member on a karts chassis structure. As such, the Arrow self-aligning seat washers are major asset in alleviating pre-loads within the kart. (See diagram above).

#### WARNING – PLEASE READ BELOW !

#### Brake Line Location:

Your Arrow kart comes with brake lines securely fastened to the top of the left hand side chassis rail. If at any time you remove the zip ties that are holding them in place, be sure to re-secure them **ON TOP OF THE CHASSIS RAIL ONLY** as it is a safety hazard to have the lines secured either beside or below the chassis rail.

SUGGESTED STARTING SET-UP | MG Red/Dunlop SL6 Tyre

FRONT CRASH BAR:	Loose
REAR CRASH BAR:	Tight
REAR RIDE HEIGHT:	High (axle down in it's lowest position)
REAR TRACK:	1380mm
REAR AXLE TYPE:	M1 – 40mm (1050mm)
FRONT RIDE HEIGHT:	Central
FRONT TOE:	2mm OUT Overall
FRONT TRACK:	20mm spacers on inside each front wheel
FRONT CASTER:	Minimum
FRONT CAMBER:	2mm POSITIVE Overall
FRONT CLAMP:	Removed
SIDE POD BARS:	Front bolts loose, Rear bolts tight
SEAT STAYS:	Tight (One each side)
REAR HUB LENGTH:	80mm
ACKERMAN:	Maximum (inner hole on stub-axle arm)

SUGGESTED STARTING SET-UP | Dunlop SL1 Tyre

FRONT CRASH BAR:	Tight
REAR CRASH BAR:	Tight
REAR RIDE HEIGHT:	High (axle down in it's lowest position)
REAR TRACK:	1300mm
REAR AXLE TYPE:	AX30TWL – 30mm (1050mm)
FRONT RIDE HEIGHT:	Central
FRONT TOE:	2mm OUT Overall
FRONT TRACK:	10mm spacers on inside each front wheel
FRONT CASTER:	Minimum
FRONT CAMBER:	No Camber
FRONT CLAMP:	Removed
SIDE POD BARS:	Front bolts loose, Rear bolts loose
SEAT STAYS:	None
REAR HUB LENGTH:	80mm
ACKERMAN:	Maximum (inner hole on stub-axle arm)



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