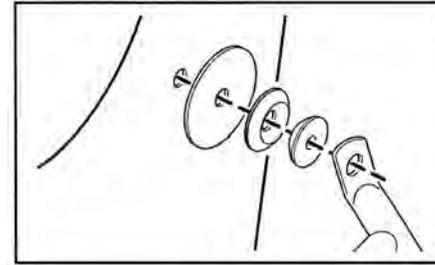


SEAT POSITION CHART

MONACO GP6

Midget / Rookie

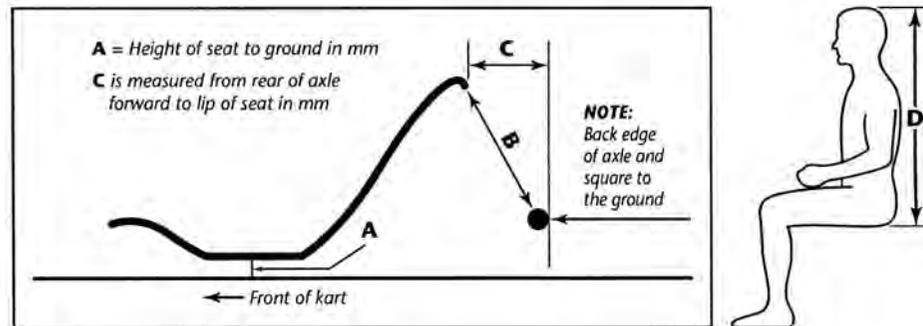
		D: TORSO UP TO 840mm			D: TORSO 840MM-860MM			D: TORSO OVER 860MM			
		A	B	C	A	B	C	A	B	C	
Driver Weight	Up to 40kg	50	225	100	40	210	95	30	205	95	'SL Tyre. Eg. Dunlop SL1
	OVER 40kg	45	220	100	40	205	95	25	200	95	



MONACO Self Aligning Seat Washers:

The MONACO karts are supplied with MONACO's 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 MONACO self-aligning seat washers are major asset in alleviating pre-loads within the kart. (See diagram above).

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.



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.

WARNING – PLEASE READ BELOW !

Brake Line Location:

Your MONACO 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

FRONT CRASH BAR:	Firm with nylon rubber fitted
REAR CRASH BAR:	Tight
REAR RIDE HEIGHT:	High (axle low in kart)
REAR TRACK:	1110
REAR AXLE TYPE:	Standard
FRONT RIDE HEIGHT:	Central
FRONT TOE:	2mm OUT Overall
FRONT TRACK:	10mm spacers on inside each front wheel
FRONT CASTER:	Neutral
FRONT CAMBER:	2mm POSITIVE Overall
FRONT TORSION BAR:	Fitted
SIDE POD BARS:	Tight
CENTRE TORSION CLAMP:	Removed
REAR HUB LENGTH:	80mm
KINGPIN HOLES:	Inner hole
ACKERMAN:	Minimum (outer hole on stub arm)

CHASSIS ADJUSTMENTS

Front Torsion Bar:

Problem: "My kart is understeering going into and through the turn"

Solution: Fit the front torsion bar

Problem: "My kart has too much steering and makes the rear of the kart snap out on me"

Solution: Remove the front torsion bar

Note: If the track is very rough and bumpy, removing the Front torsion bar will help smooth the ride over the bumps.

Centre Torsion Clamp:

In low to standard grip level conditions, removing the clamp will allow the kart to release better off the turn and keep engine momentum up, but the kart will slide more. Fitting the clamp will provide more all round grip to the kart but exit speed off tighter turns will be lower.

In high grip conditions the chassis will already be flexing a lot more, therefore we recommend fitting the clamp as it will provide more steering, better balance and the engine speed off the tighter turns will be higher.

Kin Pin Position:

Narrow position: This will make the kart change direction and point into the turn faster but may make the kart more nervous to drive. (Better on tight twisty tracks)

Wide position: This will slow down the change of direction but make the kart more stable into and through the turns (Better on fast flowing tracks).

Rear Ride Height Adjustment:

This adjustment has been built into the kart to suit the U.S market that run on a much larger diameter rear tyre, we strongly recommend to leave this fitted as per supplied from the factory and stated in the suggested starting set-up guide.

For more information on the Monaco Karts go to our website:

www.remoracing.com.au



MONACO GP6
Midget / Rookie



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