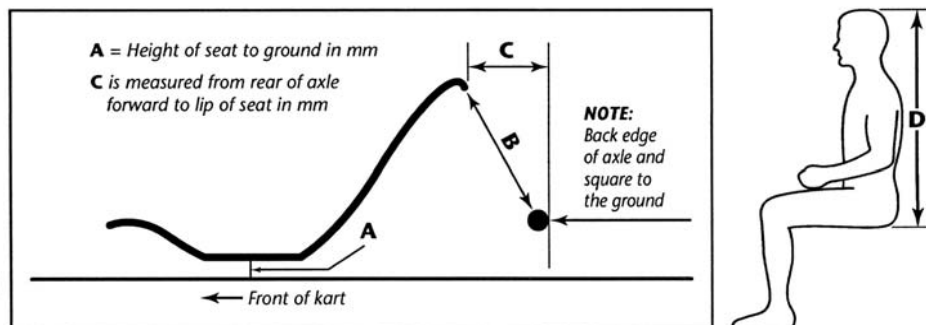


## SEAT POSITION CHART AX9 125

SEAT SIZE	D: TORSO UP TO 840mm			D: TORSO 840-880mm			D: TORSO OVER 880mm			TYRES
	A	B	C	A	B	C	A	B	C	
S	25	215	95	23	210	85	20	205	85	Bridgestone YHC
M	25	215	95	23	210	85	20	205	85	
L	25	215	95	23	210	85	20	205	85	
S	23	200	100	20	195	90	20	190	90	Open tyres
M	23	200	100	20	195	90	20	190	90	
L	23	200	100	20	195	90	20	190	90	

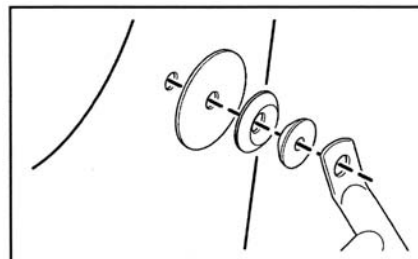
**NOTES:** - All dimensions refer to Kartech 'RT' type seats only  
 - All above measurements are with the rear axle placed in its suggested ride height position.



## 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 the 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 a major asset in alleviating pre-loads within the kart. (See diagram above).

### AX9-125 adjustable brake balance:

Incorporated in the twin master cylinder is the AX9'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 front and rear wheels. It works by distributing the amount of brake pedal movement being transmitted to the front and rear brakes master cylinder pumps. From the factory the brake balance/bias bar will be set in the central position. Turning the adjuster knob forward will give you more front brake performance than rear. Turning the adjuster knob rearwards will do the opposite, thus increasing the rear brake performance. The best way of adjusting the brake bias is 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.

### Aligning the rear calliper:

The new front mounting rear calliper enables you to line up the calliper vertically to ensure the pad contact to disc is a direct hit. To do this, simply loosen the 2 front calliper bolts slightly and push the brake disc hard up against the left side (from drivers point of view) pad and re-tighten the front bolts of the calliper.

### Lock wiring of brake calliper:

The AX9 range karts have a new brake mounting system, which enables you to no longer have to loosen the calliper to adjust the rear ride height. As the calliper bolts are threaded into blind holes, and therefore do not have lock nuts on the end, it is essential that if the lock wire is removed you should replace it before running the kart again.

## SUGGESTED STARTING SET-UP

### ***AX9 125***

FRONT CRASH BAR:		Firm, with nylon washer fitted.
REAR CRASH BAR:		Loose.
REAR RIDE HEIGHT:		Central.
REAR TRACK:	YHC: OPEN TYRES:	1385mm (54.5 inches). 1397mm (55 inches) .
REAR AXLE TYPE:	YHC: OPEN TYRES:	Hard. Medium.
REAR TORSION BAR:		In and flat.
FRONT RIDE HEIGHT:		Central.
FRONT END:		2mm (0.08 inches) toe-out.
FRONT TRACK:		Front wheels hubs inner edge set at 7 <sup>th</sup> groove on the brake disc hub.
FRONT CASTER:		Minimum (line points to the rear of kart).
FRONT CAMBER:		Straight up and down
FRONT TORSION BAR:		In.
SIDE POD BARS:		Tight.
SEAT STAYS:		2 seat stays per side.



### **AX9 125**

#### WARNING – PLEASE READ BELOW !

##### Brake Line Location:

You're 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.