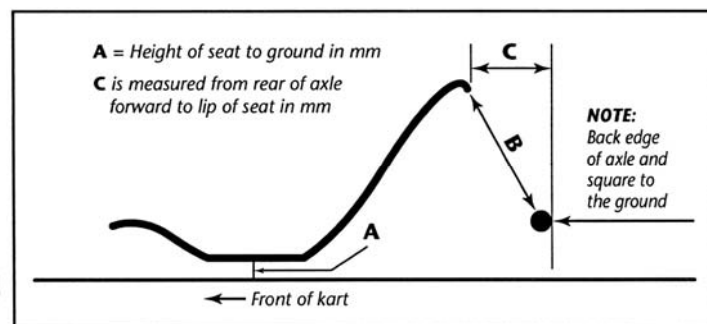


SEAT POSITION CHART *X1-Shifter*

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	90	23	210	85	23	210	85	SL tyres
M	25	215	90	23	210	85	23	210	85	
L	25	215	95	23	215	90	23	215	90	
S	23	205	95	23	200	90	20	200	85	Open tyres
M	23	205	95	23	200	90	20	200	85	
L	23	210	100	23	205	95	20	205	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.



SUGGESTED STARTING SET-UP

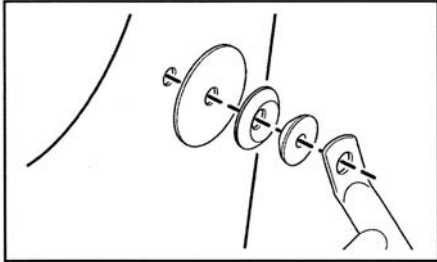
X1-Shifter on "SL tyres"

FRONT CRASH BAR:	Firm, with nylon washer fitted.
REAR CRASH BAR:	Tight.
REAR RIDE HEIGHT:	Central.
REAR TRACK:	1385mm (overall width to outside edge of rear wheels).
REAR AXLE TYPE:	Medium.
FRONT RIDE HEIGHT:	Central.
FRONT END:	The tie rods mounted to the inner holes on the stub axle steering arms (maximum Ackerman) with 2mm toe out.
FRONT TRACK:	Front wheels hubs inner edge set at 7 th groove on the brake disc hub.
FRONT CASTER:	Minimum. (Line points back towards the rear of the kart).
FRONT CAMBER:	2mm positive.
SIDE POD BARS:	Tight.
SEAT STAYS:	2 seat stays per side
SEAT:	Soft
REAR TORSION BAR:	In and flat.

X1-Shifter on "Open tyre"

FRONT CRASH BAR:	Firm, with nylon washer fitted.
REAR CRASH BAR:	Tight.
REAR RIDE HEIGHT:	Central.
REAR TRACK:	1395mm (overall width to outside edge of rear wheels).
REAR AXLE TYPE:	Medium.
FRONT RIDE HEIGHT:	Central.
FRONT END:	The tie rods mounted to the inner holes on the stub axle steering arms (maximum Ackerman) with 2mm toe out.
FRONT TRACK:	Front wheels hubs inner edge set at 7 th groove on the brake disc hub.
FRONT CASTER:	Minimum. (Line points back towards the rear of the kart).
FRONT CAMBER:	4mm negative.
SIDE POD BARS:	Tight.
SEAT STAYS:	2 seat stay per side.
SEAT:	Soft
REAR TORSION BAR:	In and flat.

ASSEMBLY NOTES



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.

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.



X1-Shifter