



SERVICE INSTRUCTIONS

For 300x Models

⚠ WARNING:

Read Engine Owner's Manual, Vehicle Operator's Manual, and Supplement Carefully Before Operating Vehicle.

Maintenance Instructions



ORDERING PARTS

- FAST & EASY!**
- 1) Seek Part(s) from your models illustrated diagram, cross over REF# to PART#
 - 2) Type PART# into sites [Search Box] at GoKartsRus.com TIP! - RIGHT CLICK LINK, SELECT OPEN IN NEW TAB
 - 3) Add all needed parts to Shopping Cart | Complete "Checkout" | ✓ Done!
- LOWEST PRICES!**

If a part does not come up in a Site Search, please [Contact Us](#) (include part# in email)

**THIS VEHICLE IS FOR
OFF-ROAD USE ONLY**

BEFORE OPERATING THIS VEHICLE, THE OWNER AND/OR OPERATOR MUST UNDERSTAND THE VEHICLE WAS NOT DESIGNED OR MANUFACTURED TO MEET SPECIFICATIONS FOR USE ON STREETS, HIGHWAYS, OR THOROUGHFARES AND HAVE READ AND HAVE AN UNDERSTANDING OF ALL THE INSTRUCTIONS FOR SAFE ASSEMBLY AND OPERATION AS WELL AS THE INSTRUCTIONS GOVERNING THE ENGINE AND OTHER PORTIONS OF THE VEHICLE.

BRAKE MAINTENANCE



WARNING: DO NOT operate this Fun-Kart if the brake system will not properly stop the Fun-Kart.



WARNING: DO NOT perform maintenance of brake rotor, pads, drum, or calipers until the parts have had sufficient time to cool.

Inspection

Inspect the brake system before each use of the Fun-Kart. Always clean and service before each season and after removal from storage. The routine maintenance presented below is required to keep the brake system in good working order.

1. Inspect the entire braking system to ensure that all connections are secure and all pivot points move freely.
2. Check brake pedal travel. Brake linkage should move freely and snap back to the front stop. Pedal free play should not be more than $\frac{1}{2}$ ".
3. Check brake band for wear and replace if the brake band material is $\frac{1}{16}$ " or less. In normal service, the brake band will need replacing only after prolonged use.

Adjustment (see Figure 1 below)

The brake cable must be adjusted (shortened) if the brake band does not press hard enough against the brake drum to stop the Fun-Kart.

1. Move the rear nut on the brake cable until you can move the brake cable towards the front of the kart.
2. Move the front nut on the brake cable until it stops against the tab on the frame.
3. Test the brakes to ensure you have sufficient stopping power.
4. Repeat steps 1-3 until adequate stopping power is attained.

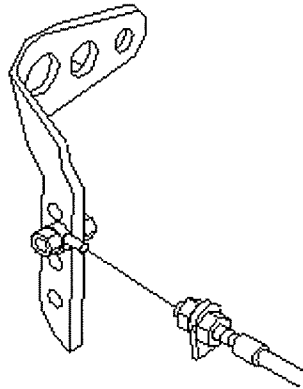


FIGURE 1

BRAKE MAINTENANCE

⚠ WARNING: Replace the locknuts with the same type each time they are removed.

⚠ WARNING: DO NOT over tighten fasteners. Pedal must move freely.

1. Verify that the nuts are tighten securely to ensure the brakes won't lose their adjustment while riding and lose effective braking.

NOTE: Cotter pins are used to attach the brake cable to the brake band. Install new pins when they are removed.

⚠ WARNING: Install proper fasteners in good condition throughout brake system. Fasteners in poor condition may cause brake failure.

BAND REPLACEMENT

Please refer to your Operators Manual Supplement for illustrations.

1. Remove plastic guard (ref # 18) connected to the motor with 5 bolts (ref # 65) to access the brake band (ref # 25). Set the bolts to the side, you will use them again to re-install the guard.
2. Remove (2) cotter pins (ref # 47) and (1) clevis pin (ref # 48) from the brake band.
3. Remove the brake band by slipping it off the brake drum (ref # 36) and pulling it off the axle (ref # 86), towards the engine.

4. Install the new brake band by reversing the order above.

NOTE: Make sure to use new cotter pins when installing the brake band.

⚠ WARNING: The guard(s) must be in place to protect the rider(s) from the rotating parts of the Fun-Kart. DO NOT operate the Fun-Kart without the guards securely in place.

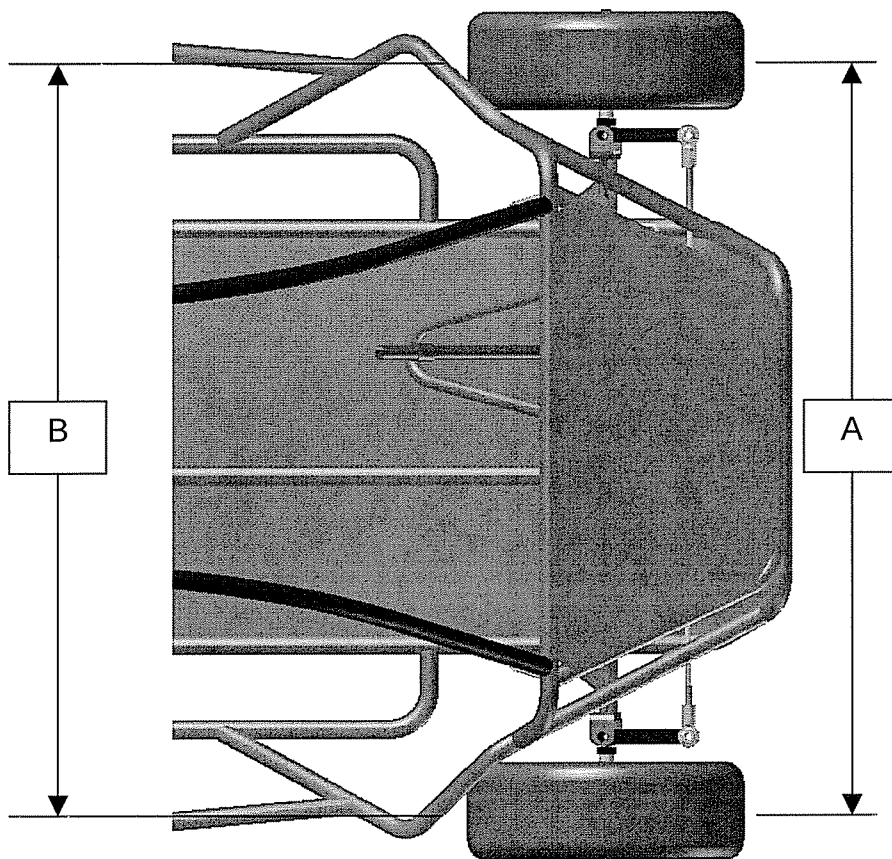
5. Attach guard (ref # 18) back on kart using the 5 bolts (ref # 65).

STEERING ADJUSTMENT INSTRUCTIONS

⚠ Warning: Risk of death or Bodily Injury.

Proper wheel alignment and steering adjustment is critical to the operation and performance of your fun Kart. The following instructions outline the procedure for the adjustment and inspection of the steering and wheel alignment.

The front wheels should be “toed-in” from 1/8” to 1/4”. To check alignment measure distance “A” and “B” (see illustration) to the centerline of the tires with the wheels pointed straight ahead. In a proper “toe-in” condition, the dimension of the front of the tires should be 1/8” – 1/4” smaller than the dimension at the rear of tires.



If the wheels require adjustment the following procedure should be followed:

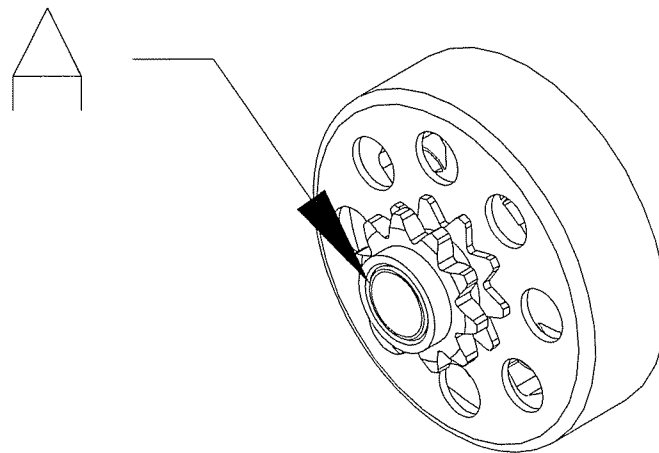
- 1) Loosen and move the jam nuts toward the center of the tie rod assemblies. (Note: The tie rod assembly contains a RH and LH nut)
- 2) Ensure that the steering link (where both rods meet the steering column) is centered evenly.
- 3) Rotate the rods of each tie rod assembly to adjust the "toe" of the kart. Shorten the rod assemblies to make distance "A" smaller, lengthen the rods to make distance "A" larger.
- 4) When dimension "A" is 1/8" to 1/4" less than dimension "B" tighten all jam nuts snugly against the tie rod ends. **TIGHTEN ALL JAM NUTS SECURELY IN PLACE.**

Recheck all dimensions and repeat the above steps if necessary.

CLUTCH LUBRICATION

1. Remove the 5 bolts that hold the plastic guard onto the engine.
2. Apply three to five drops 30 WT motor oil at a point between the brass bushing and the main sprocket on the clutch. Shown with arrow "A"
3. The purpose of the oil is to lube the brass bushing that the clutch rides on to prolong the life of the clutch.
4. Place the guard back on and tighten the 5 bolts that hold it.

⚠ WARNING: IF THE GUARDS ARE NOT IN PLACE THERE IS A RISK OF SEVERE HARM TO OPERATOR OR PASSENGER



CHAIN TIGHTENING PROCEDURE

1. Remove the 5 bolts that hold the plastic guard onto the engine. Remove the plastic guard.
2. Loosen, but do not remove, the 4 bolts & nuts that hold the engine to the frame.
3. Loosen, but do not remove, the 2 bolts & nuts that hold the jackshaft adjustment plate to the frame.
4. Chain B: Tighten the adjustment nut on the jackshaft adjustment plate with a slow, clockwise turn. DO NOT OVERTIGHTEN. Stop when there is approximately 1/4" to 3/8" of chain flex in chain B. Tighten the 2 bolts & nuts that hold the jackshaft adjustment plate to the frame. Recheck the chain flex.
5. Chain A: Push the engine towards the front of the kart until there is approximately 1/4" to 3/8" of chain flex in chain A. Tighten the 4 bolts & nuts that hold the engine to the frame. The backing plate may need to be loosened if a large amount of adjustment is required.
6. Verify that there is between 1/4" and 3/8" of flex in each of the chains.
7. Attach the plastic guard back onto the engine and tighten down the 5 bolts removed in step 1.

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