



SERVICE INSTRUCTIONS

For 43X Model

⚠ 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!

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

LOWEST PRICE!

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.

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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 pins move freely.
2. Check brake pedal travel. Brake linkage should move freely and snap back to the rear position. Pedal free play should not be more than 1/2".
3. Check brake band for wear and replace if the brake band material is 1/16" or less. In normal service, 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. The brake cable (2) can be shortened by moving the nuts (1) towards the driver seat of the kart. The brake cable (2) can be tightened up by moving the nuts toward the front of the kart.

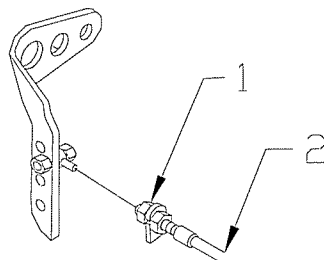


FIGURE 1

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

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

2. Make sure to securely tighten nuts back up to ensure the brakes won't lose their adjustment while riding and lose effective brakes.

NOTE: Clevis pins (2) are used to attach the brake cable to the brake band. Install new clips on the pin when they are removed.

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

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

BAND REPLACEMENT (see Figure 2 below)

1. Remove guard connected to the motor with 5 bolts to access the brake band.
2. Remove cotter pin (3) and bolt and nut combo (1) from the brake band.
3. Remove the brake band by slipping it off the brake drum and pulling it off the axle.
4. Install the new brake band by reversing the order above.

NOTE: Make sure to use new cotter pins (3) when installing the brake band.

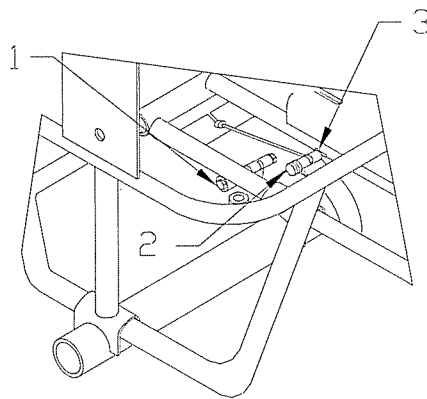


FIGURE 2

⚠ 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.

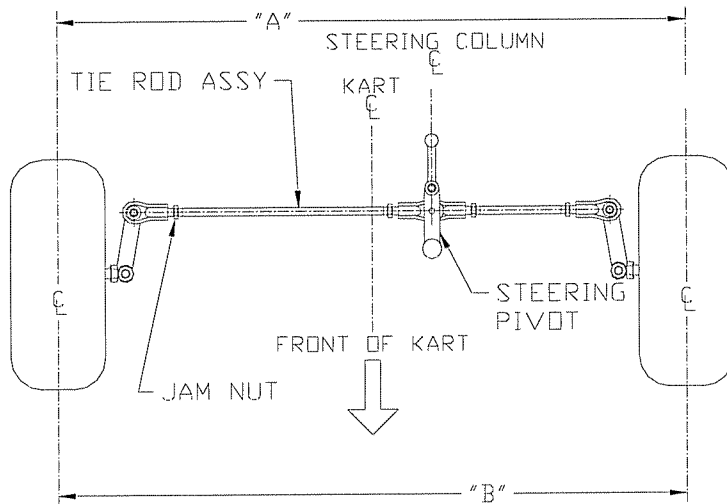
5. Place guard back on kart with the 5 bolts.

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, dimension “A” should be 1/8” to 1/4” greater than dimension “B”.



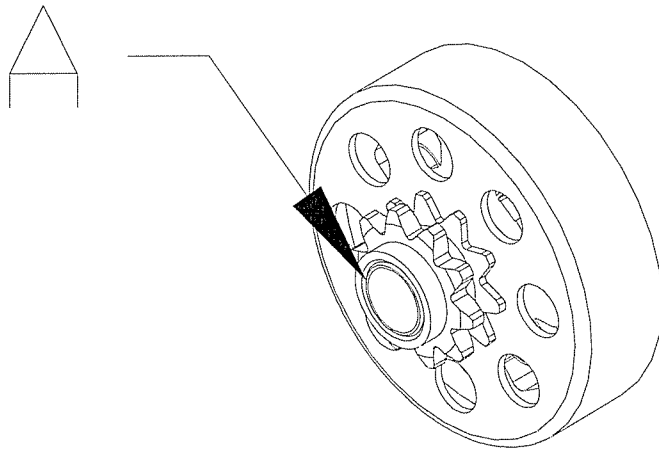
If the wheels require adjustment the following procedure should be followed:

- 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) Center the steering link at the end of the steering column such that it falls perpendicular to the kart.
- 3) Rotate the Rod of the tie rod assembly between the steering link and the steering pivot link until the steering pivot link runs parallel with the centerline of the kart as shown. After adjustment, both the steering link and the steering pivot link should run parallel with each other and with the centerline of the kart as shown.
- 4) Rotate the Rods of the remaining tie rod assemblies to adjust the “toe” of the kart. Shorten the rod assemblies to make distance “B” larger, lengthen the rods to make distance “B” smaller.
- 5) In order to center the wheels, check to see when the wheels are turned the dimension from a the front bumper on the frame is equal on both sides of the kart. If not, go back to step (4) and recheck.
- 6) When dimension “A” is 1/8” to 1/4” greater than dimension “B”, and dimension “C” is equal, tighten all jam nuts snugly against the tie rod ends. **TIGHTEN ALL JAM NUTS SECURELY IN PLACE.**
- 7) Recheck all dimensions and repeat the above steps if necessary.

CLUTCH LUBRICATION FOR THE 43X

1. REMOVE THE 5 BOLTS THAT HOLD THE BLACK COVER ON
2. APPLY AN 30 WT MOTOR OIL AT POINT A BETWEEN THE BRASS BUSHING AND THE MAIN SPROCKET ON THE CLUTCH
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. FINALLY PLACE THE GUARD BACK ON AND TIGHTEN THE 5 BOLTS THAT HOLD IT ON

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



CHAIN TIGHTENING PROCEDURE FOR THE 43X

1. LOOSEN THE 4 BOLTS THAT HOLD THE ENGINE IN PLACE
2. REMOVE THE 5 BOLTS THAT HOLD THE BLACK COVER ON
3. LOOSEN THE 2 BOLTS BEHIND THE CLUTCH
4. TO TIGHTEN CHAIN B, GRAB THE BLACK TUBE ON THE TAV CHASSIS AND PULL BACKWARD (BLACK TUBE IS BEHIND REDUCTION SPROCKET)
5. TO TIGHTEN CHAIN A, HOLD THE BLACK TUBE ON THE TAV CHASSIS FROM STEP 4 AND PUSH THE ENGINE FORWARD
6. NOW WITH APPROXIMATELY ¼" TO 3/8" OF CHAIN FLEX IN BOTH CHAINS, TIGHTEN THE 4 ENGINE BOLTS DOWN
7. FINALLY PLACE GUARD BACK ON AND TIGHTEN THE 5 BOLTS THAT HOLD IT ON

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

