



SPEED SHOP SCHOLAR

Welcome to another edition of the "Speed Shop Scholar." While here in the southeast our racing season never ends, many areas of the country are starting to thaw and racers are getting prepared for a new season of competition.

With that said, many of these racers are starting the new year off with a new chassis, or a chassis



This will help position the seat. Tighten the seat struts just enough to hold themselves up, and work the seat into the desired position. Most karts, the ideal position is centered with the steering post in the front, and kicked slightly to the driver's left at the rear. Seat height varies between 8½" to 10" depending on the driver's build and the type of track.



that is new to them. Both of these will require some work and adjustments to bring them up to the level of preparedness necessary to win races and contend for the prizes waiting.

We will begin with the seat. New chassis or not, the mounting of the seat is critical to proper handling. Place the chassis onto a flat table, or on top of a couple planks of wood.



Once the seat is located, mark the mounting holes, and drill with a bit a little larger than the bolt. After drilling, replace the seat within the struts and tighten the bolts. Tighten only to the point of contact, and never push or pull the seat to mount it. Be certain to bend the mounting tabs to give full contact between the strut and the seat. Now, tighten the re-



maining bolts, and recheck your height and location.

Now that the seat is mounted, place the driver into the seat, and set the height of the steering wheel. The main



requirement here is that it's comfortable to the driver. Just make sure there is ample room between the bottom of the wheel and the seat to allow the driver to easily separate from the kart if a major incident were to occur.

Moving to the front end, we want to be sure everything is in good working order and has proper alignment. Verify travel of the spindles and the tie rods. Look at the



placement of the rods to the spindles and steering shaft. Check your manufacturer for correct placement, but sometimes this information is not available. In that event, position the rods where they are closest to parallel to the frame. This will give the proper travel and geometry.

After inspection and adjustment, this is an excellent time to set our toe. Longtime readers of my column know I recommend setting the toe with the driver in the kart, and I still do. This is done now to get us a good baseline to finish all our prep work. There is still much checking



and adjusting to do before we are scale ready.

Let's start moving to the rear of the chassis. On the way, give your nerf bars a tug. If they move when you grab them, you are good to go. If they don't, stop and find out why. Often on used karts, the bars have gotten slightly bent and this wedges them into the frame. Remove and straighten to allow for movement. Sometimes, replacement is necessary to keep the nerf bar from binding the chassis.

With any chassis you are working on, new or otherwise, the most important thing you can do is to be obser-



vant. Parts that are misaligned or binding are there to see if you look closely. Winners are prepared, and their karts are in top condition. This doesn't happen by accident. Hours are spent checking every small detail. Never assume just because something is right, that it stays that way forever. The effects of racing can create a shift of some items and create an issue that can have you scratching your head for weeks. That is, unless you are prepared and observant, then you are likely to find that issue before it becomes a problem.

Next month, we will cover more ground on our chassis in our quest to hoist the winner's cup. See you then!

