



# 110cc Go Kart Instructions

- All the tools and screws will come in a card board box

## *Removal Of Machine*

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- Use a 14mm for the bolt and a 13mm for the nut when removing the crate
- Cut metal wires holding down the frame
- On the rear suspension, find the 13mm bolt and 17mm nut in the box and connect the other end of the shock (This will prevent the engine from sagging when removing)
- Remove machine from create (two people would work best)

## *Gauge Cluster*

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- Two 5mm short hex bolts, two 5mm long bolts, and two long spacers
- Position the cluster in place and lightly thread the short bolts
- Position the spacers under the wider side slide in the long bolts (lightly thread)
- Tighten all bolts till snug

## *A-Arm/Suspension*

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- Remove the long 10mm bolt with a 13mm nut and insert A-Arm
- Re-insert the bolt and thread the nut
- Next, find the 13mm bolt and 17mm nut in the box for the front suspension
- Connect the other end of the suspension and tighten all bolts and nuts
- Also tighten the back side suspension too

## *Spindle*

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- Take the cotter pin and castle nut off the top of the spindle
- Connect the thread through the top A-Arm and make sure the square shape fits flush with the hole
- Tighten the Castle nut back on and connect the cotter pin back through and repeat for both

## *Tie Rod*

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- If the cotter pin is not in the tie rod already, it will be in the box
- Insert the tie rod into the spindle and use a 13mm nut and fasten till snug
- Then insert the cotter pin and repeat for both

## *Steering Wheel*

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- Try to adjust the steering from the hubs to be centered (Upside down triangle formation to match the steering wheel)
- Remove 8mm nuts and position the steering wheel
- Re-insert the bolts again and tighten till snug
- Place plastic cover over the center

## *Gear Shifter*

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- All wires will be connected already
- Slip through the frame on the left side and position the holes on the gear shifter to align with the frame holes
- Insert two 10mm bolts and thread them with two 13mm nuts
- Tighten till snug (Make sure shifter can change gears)

## *Carburetor*

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- The Carburetor will have the air filter and tubes connected already
- It will need to be connected to the manifold and the spacer will be between the two
- The 10mm bolts will be threaded slightly already
- Remove and position the Carburetor and spacer
- Re-insert the bolts and tighten till snug

## *Wheels (Front and Rear)*

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- Fill your wheels with air and designate them from front and rear
- For the rear, remove the cotter pin, castle nut, washer, and lock washer
- Put on the wheel and insert the pieces back on the axle in reverse order
- Then place on the rubber boot cover and proceed to the other wheel
- For the front, start with the boot cover or it will become difficult later
- Then place the wheel on the hub
- Each thread will have a washer and a 13mm nut (3 each)
- Start with the washer and then lightly thread the nut
- Tighten all three equally till snug

## *Roll Cage*

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- Each bolt hole for the bars will have the 10mm bolt, a curved washer, and if it continues to the other side it will have a second curved washer and a 13mm nut
- The longest bars will have the straightest part facing the front
- The shorter bars that bend will be on the side and bend towards the back of the machine
- There will be three of the shortest straight bars will go in between/in the middle
- Two will go on the top and will have no holes for bolts (The one with the bolt holes will be attached in the very back and hold the rear rack up)
- You may need to look for each hole in the foam padding but once you do, slip the bolt with the curved washer through

## *Support Bar/Rear Rack*

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- Get the bars with no foam padding (2) have two 10mm bolts and two 13mm nuts
- Lightly thread the bar to the bottom of the frame on the back for both bars
- Do the same with the rear rack to the bars
- Then position the rack so that it meets the holes in the straight bar
- You may need to hold it when you insert the bolts with the curved washers
- As you hold the rack, tighten the bolts through the bar to the rack till snug
- Once those are snug proceed to tighten the silver bolts and nuts

## *Gas Tank*

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- Fasten down the gas cap if its not already
- This will require four 10mm bolts and four 13mm nuts
- Line the gas tank up with the curve in the rear rack
- Insert the bolts and the lightly thread the nuts
- Tighten till snug
- Hook up the gas line to the carburetor

## *Top Cover*

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- The cover is longer on one side than the other
- Find the right positioning and do one side at a time
- Pull the strap over the bar and put it through the loop and latch the velcro together
- Continue the process till all the straps are set

## *Seat*

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- You'll need four 13mm Nuts and four washers
- Each thread will be set in the seat already
- Slip each thread through the designated holes
- Put the washer on then lightly thread the nut
- Do the same for all four then tighten till snug

## *Battery*

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- Battery will need to have acid drained into it
- Plastic container has premeasured fluid
- Once filled, put cap on (make sure its sealed tight)
- Charge for 6-12 hours for an effective charge
- Battery compartment is under the floor mat

## *Oil Change*

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- Upon arrival, your new machine comes with break in oil
- This oil is meant to be changed after about an hour of use
- Changing the oil requires a 17mm wrench/socket
- The plug is located on the very bottom of the machine (engine casing)
- Use an oil pan to collect break in/old oil
- Once the oil is drained entirely, plug the drain back up till snug
- If you sit on the machine, the dipstick plug is on the right side
- Open dipstick plug and fill the engine with 18fl. oz. of oil
- Use 15W 40 oil for summer time and 10W 40 oil for winter time
- Change time is once seasonally
- Change time is twice or more if used daily