

GoKart

PLANS & INSTRUCTIONS

1. Assemble and weld frame side member tubes (No. 18) and front and rear axle tubes (No. 17 & No. 22). Then front (short) and rear (long) hoops (No. 19 & No. 20) according to drawing.
2. Weld 5" axle bolts (No. 16) onto rear axle (No. 17). Next weld the spindle support brackets (No. 23) in position on the front axle, support brackets. Weld spindle bolts (No. 24) onto side of kingpin bushing (No. 26). Spindle arms (No. 24) may now be welded parallel with center part of front axle (No. 22).
3. Slip steering shaft support brackets (No. 34), 1/2" friction washers (No. 37) over steering shaft (No. 33) and weld brackets, on center line of chassis. Steering wheel (No. 35), tie rods (No. 29) and bearings (No. 28) may now be installed. 1/16" to 0" toe-in is satisfactory.
4. Center brake drum (No. 50) over hub on long side of offset hub wheel and tack weld in true turning position. Remove bearing and complete welding of drum onto hub—not on bearing race surface. Re-install bearing after weld cools.
5. Install wheel assemblies. Lubricate wheel bearings with grease or heavy oil and adjust self-locking nuts.
6. Weld, assemble and install braking mechanism as shown in drawing.
7. Trim and slip-weld belly pan—firewall (No. 21) sheet metal to chassis.
8. Fasten drive sprocket (No. 8) and engine mount (No. 12) to engine. Align both sprockets carefully and weld engine mount to rear axle.
9. Adjust both brakes so as to brake both wheels equally.
10. Assemble and install throttle pedal, return spring, cable and cable clamps.
11. Weld on seat side plates.
12. Install drive chain.
13. Inflate tires to 30 lbs. pressure.
14. Mix 2 gallons of REGULAR gasoline, (not white gasoline), to 1 quart of STEEN-C-OIL. If Steen oil absolutely not available, use a high grade, non-detergent, 2 cycle or outboard oil. SAE 30—cool weather, SAE 40—warm weather.
15. Adjust high speed needle seat adjustment on bottom of carburetor about 1 1/2 turns out. Adjust further when running engine for fine tuning. DO NOT RUN LEAN AS ENGINE WILL OVERHEAT and could cause engine damage.
16. Turn on fuel valve and Go Kart should be ready for test run. We suggest using caution when first learning to drive the Go Kart and give the engine a chance to break-in. (About 1 hour easy driving—20 M.P.H.).

Using common sense the Go Kart should give you many hours of pleasure. Lubricate ALL moving parts FREQUENTLY, try to run car on pavement only, as dirt and dust will cause wear on bearings, etc.

Photos show complete construction.



Please follow instructions very carefully and read all literature thoroughly, before starting assembly. A large flat metal table is probably the best surface to work on, if available. Electric arc welding is preferred over acetylene welding. Do not braze major connections. Use reverse side for parts numbers.

rear (long) hoops (No. 19 & No. 20) according to drawing.

Install kingpin bolts (No. 25) and kingpin bushings (No. 26) and lock nuts (No. 27) into spindle on. Usually fit slightly below center of bushing. Object is to try and keep tie rods (No. 29)

