CHASSIS ADJUSTMENTS

Front Torsion Bar:
Problem: “My kart is understeering going into and through the turn”
Solution: Fit the front torsion bar

Problem: “My kart has too much steering and makes the rear of the kart snap out on me”
Solution: Remove the front torsion bar

Note: If the track is very rough and bumpy, removing the Front torsion bar will help smooth the ride over the bumps.

Centre Torsion Clamp:
In low to standard grip level conditions, removing the clamp will allow the kart to release better off the turn and keep engine momentum up, but the kart will slide more. Fitting the clamp will provide more all round grip to the kart but exit speed off tighter turns will be lower.
In high grip conditions the chassis will already be flexing a lot more, therefore we recommend fitting the clamp as it will provide more steering, better balance and the engine speed off the tighter turns will be higher.

Kin Pin Position:
Narrow position: This will make the kart change direction and point into the turn faster but may make the kart more nervous to drive. (Better on tight twisty tracks)
Wide position: This will slow down the change of direction but make the kart more stable into and through the turns (Better on fast flowing tracks).

Rear Ride Height Adjustment:
This adjustment has been built into the kart to suit the U.S market that run on a much larger diameter rear tyre, we strongly recommend to leave this fitted as per supplied from the factory and stated in the suggested starting set-up guide.

For more information on the Monaco Karts go to our website:

www.remoracing.com.au

MONACO GP6
Midget / Rookie

Remo Racing Pty Ltd
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E-mail: remo@remoracing.com.au

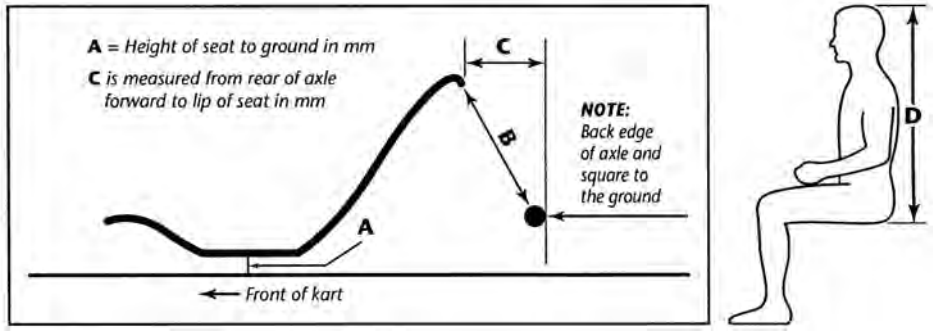
Website: www.remoracing.com.au

SEAT POSITION CHART

MONACO GP6
Midget / Rookie

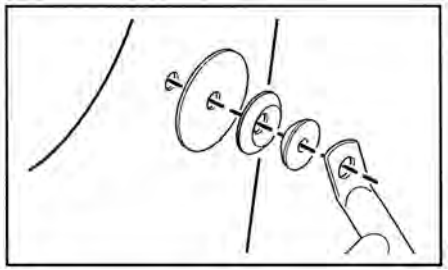
		D: TORSO UP TO 840mm			D: TORSO 840MM-860MM			D: TORSO OVER 860MM			
		A	B	C	A	B	C	A	B	C	
Driver Weight	*Up to 40kg*	50	225	100	40	210	95	30	205	95	*'SL Tyre. Eg. Dunlop SL1*
	OVER 40kg	45	220	100	40	205	95	25	200	95	

NOTES: - All dimensions refer to Kartech 'RT' type seats only
- All above measurements are with the rear axle placed in its central ride height position.



ASSEMBELY NOTES

Front Nassa Panel:
When fitting the supplied nassa panel for the first time, ignore the marked "X" spots for drilling as these were for past brackets. Rest the nassa panel on its brackets, now sit bottom edge of the nassa against the raised section on the nose cone, now slide it up approximately 15mm so you can visually see the front crash bar rail and drill the lower hole. Fit the upper nassa bracket above the dash.



MONACO Self Aligning Seat Washers:
The MONACO karts are supplied with MONACO's unique self-centring seat washer system. Fitting between the chassis seat supports and seat, these washers insure there are no torsional loads placed on the seat through mis-matching angles between the seat and the chassis. The seat does have an influence on the handling characteristics of the kart as it is an important torsional member on a karts chassis structure. As such, the MONACO self-aligning seat washers are major asset in alleviating pre-loads within the kart. (See diagram above).

WARNING – PLEASE READ BELOW !

Brake Line Location:
You're MONACO kart comes with brake lines securely fastened to the top of the left hand side chassis rail. If at any time you remove the zip ties that are holding them in place, be sure to re-secure them ON TOP OF THE CHASSIS RAIL ONLY as it is a safety hazard to have the lines secured either beside or below the chassis rail.

SUGGESTED STARTING SET-UP

FRONT CRASH BAR:	Firm with nylon rubber fitted
REAR CRASH BAR:	Tight
REAR RIDE HEIGHT:	High (axle low in kart)
REAR TRACK:	1110
REAR AXLE TYPE:	Standard
FRONT RIDE HEIGHT:	Central
FRONT TOE:	2mm OUT Overall
FRONT TRACK:	10mm spacers on inside each front wheel
FRONT CASTER:	Neutral
FRONT CAMBER:	2mm POSITIVE Overall
FRONT TORSION BAR:	Fitted
SIDE POD BARS:	Tight
CENTRE TORSION CLAMP:	Removed
REAR HUB LENGTH:	80mm
KINGPIN HOLES:	Inner hole
ACKERMAN:	Minimum (outer hole on stub arm)

SUGGESTED STARTING SET-UP

FRONT CRASH BAR:	Firm with nylon rubber fitted
REAR CRASH BAR:	Firm
REAR RIDE HEIGHT:	High (axle low in kart)
REAR TRACK:	1230mm
REAR AXLE TYPE:	Standard
FRONT RIDE HEIGHT:	Central
FRONT TOE:	2mm OUT Overall
FRONT TRACK:	10mm spacers on inside each front wheel
FRONT CASTER:	Minimum
FRONT CAMBER:	2mm POSITIVE Overall
FRONT TORSION BAR:	Removed
SIDE POD BARS:	Loose
REAR HUB LENGTH:	80mm
ACKERMAN:	Maximum (inner hole on stub arm)

CHASSIS ADJUSTMENTS

Front Torsion Bar:

Problem: “My kart is understeering going into and through the turn”
Solution: Fit the front torsion bar

Problem: “My kart has too much steering and makes the rear of the kart snap out on me”
Solution: Remove the front torsion bar

Note: If the track is very rough and bumpy, removing the Front torsion bar will help smooth the ride over the bumps.

For further information on MONACO karts go to: www.remoracing.com.au

MONACO GP6 Junior

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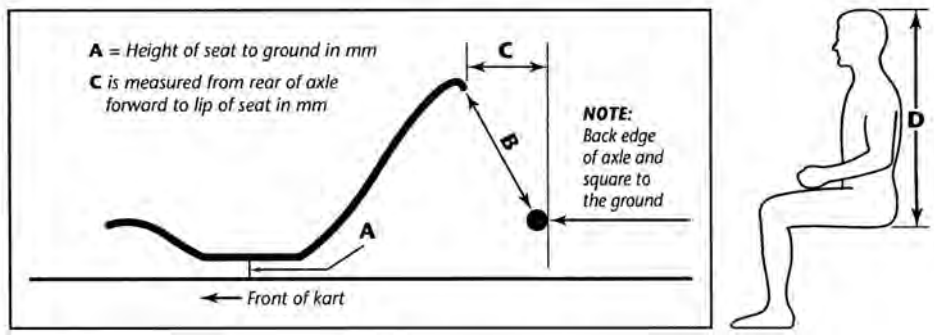
SEAT POSITION CHART

MONACO GP6 – Junior

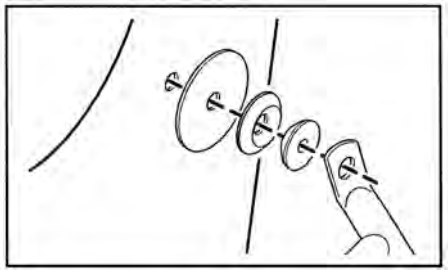
		D: TORSO UP TO 840mm			D: TORSO 840MM-860MM			D: TORSO OVER 860MM		
		A	B	C	A	B	C	A	B	C
Driver Weight	*40-50kg*	45	235	105	35	220	100	25	215	100
	OVER 50kg	40	230	105	35	215	100	20	210	100

NOTES: - All dimensions refer to Kartech 'RT' type seats only
- All above measurements are with the rear axle placed in its central ride height position.



ASSEMBLY NOTES

Front Nassa Panel:
When fitting the supplied nassa panel for the first time, ignore the marked "X" spots for drilling as these were for past brackets. Rest the nassa panel on its brackets, now sit bottom edge of the nassa against the raised section on the nose cone, now slide it up approximately 15mm so you can visually see the front crash bar rail and drill the lower hole. Fit the upper nassa bracket above the dash.



MONACO Self Aligning Seat Washers:
The MONACO karts are supplied with MONACO's unique self-centring seat washer system. Fitting between the chassis seat supports and seat, these washers insure there are no torsional loads placed on the seat through mis-matching angles between the seat and the chassis. The seat does have an influence on the handling characteristics of the kart as it is an important torsional member on a karts chassis structure. As such, the MONACO self-aligning seat washers are major asset in alleviating pre-loads within the kart. (See diagram above).

WARNING – PLEASE READ BELOW!

Brake Line Location:
You're MONACO kart comes with brake lines securely fastened to the top of the left hand side chassis rail. If at any time you remove the zip ties that are holding them in place, be sure to re-secure them ON TOP OF THE CHASSIS RAIL ONLY as it is a safety hazard to have the lines secured either beside or below the chassis rail.

SUGGESTED STARTING SET-UP | MG RED / Dunlop SL6 Tyre

FRONT CRASH BAR:	Loose
REAR CRASH BAR:	Tight
REAR RIDE HEIGHT:	High (axle down in it's lowest position)
REAR TRACK:	1380mm
REAR AXLE TYPE:	M1 – 40mm (1050mm)
FRONT RIDE HEIGHT:	Central
FRONT TOE:	2mm OUT Overall
FRONT TRACK:	20mm spacers on inside each front wheel
FRONT CASTER:	Minimum
FRONT CAMBER:	2mm POSITIVE Overall
FRONT CLAMP:	Removed
SIDE POD BARS:	Front bolts loose, Rear bolts tight
SEAT STAYS:	Tight (One each side)
REAR HUB LENGTH:	80mm
ACKERMAN:	Maximum (inner hole on stub-axle arm)

SUGGESTED STARTING SET-UP | Dunlop SL1 Tyre

FRONT CRASH BAR:	Tight
REAR CRASH BAR:	Tight
REAR RIDE HEIGHT:	High (axle down in it's lowest position)
REAR TRACK:	1300mm
REAR AXLE TYPE:	AX30TWL – 30mm (1050mm)
FRONT RIDE HEIGHT:	Central
FRONT TOE:	2mm OUT Overall
FRONT TRACK:	10mm spacers on inside each front wheel
FRONT CASTER:	Minimum
FRONT CAMBER:	No Camber
FRONT CLAMP:	Removed
SIDE POD BARS:	Front bolts loose, Rear bolts loose
SEAT STAYS:	None
REAR HUB LENGTH:	80mm
ACKERMAN:	Maximum (inner hole on stub-axle arm)

www.remoracing.com.au

GP7 28/30

Senior National

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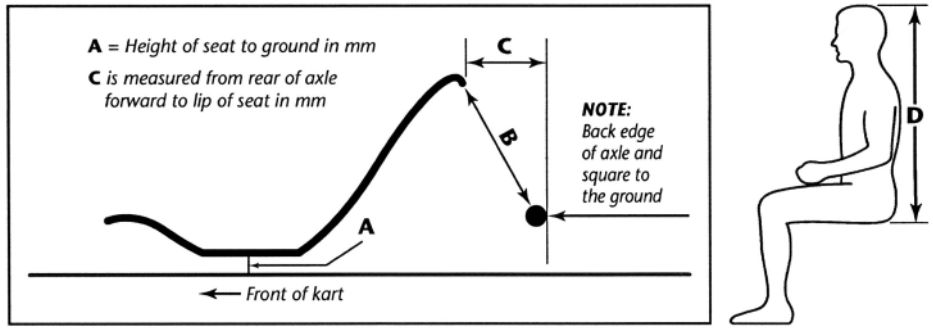
For Technical Specs and latest News updates go to our Website www.remoracing.com.au

SEAT POSITION CHART
MONACO GP7 NATIONAL - 28/30

SEAT SIZE	D: TORSO UP TO 840mm			D: TORSO 840-860mm			D: TORSO OVER 880mm			TYRES
	A	B	C	A	B	C	A	B	C	
S	25	215	105	23	210	100	23	205	95	MG RED
M	25	215	105	23	210	100	23	205	95	
S	30	215	105	25	210	100	25	205	95	Dunlop SL1
M	30	215	105	25	210	100	25	205	95	
S	25	215	105	23	210	100	23	205	95	Dunlop SL6
M	25	215	105	23	210	100	23	205	95	

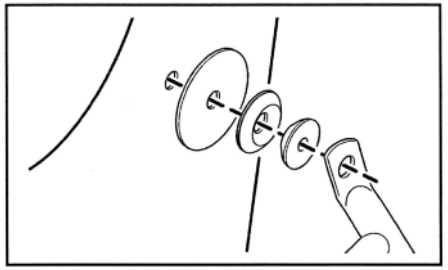
NOTES: - All dimensions refer to Kartech 'RT' type seats only
- All above measurements are with the rear axle placed in its recommended starting ride height position.

SPECIAL NOTE:
The "flat" bottom of the seat must be held parallel to the ground when fitting the seat.



ASSEMBELY NOTES

Front Nassa Panel:
When fitting the supplied nassa panel for the first time, ignore the marked "X" spots for drilling as these were for past brackets. Rest the nassa panel on its brackets, now sit bottom edge of the nassa against the raised section on the nose cone, now slide it up approximately 15mm so you can visually see the front crash bar rail and drill the lower hole. Fit the upper nassa bracket above the dash.



Monaco self aligning seat washers:
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SUGGESTED STARTING SET-UP

FRONT CRASH BAR:	Tight
REAR CRASH BAR:	Tight
REAR RIDE HEIGHT:	High
REAR TRACK:	1380mm
REAR AXLE TYPE:	M1 (1050mm)
FRONT RIDE HEIGHT:	Central
FRONT TOE:	2mm OUT Overall
FRONT TRACK:	15mm spacers on inside each front wheel
FRONT CASTER:	Minimum
FRONT CAMBER:	2mm POSITIVE Overall
FRONT CLAMP:	Removed
SIDE POD BARS:	Tight
SEAT STAYS:	Tight (One each side)
REAR HUB LENGTH:	90mm
ACKERMAN:	Maximum Ackerman (inner hole on stub arm)

www.remoracing.com.au

GP7 30/32

Senior X1-30

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For Technical Specs and latest News updates go to our Website www.remoracing.com.au

SEAT POSITION CHART
MONACO GP7 X1-30 - 30/32

SEAT SIZE	D: TORSO UP TO 840mm			D: TORSO 840-880mm			D: TORSO OVER 880mm			TYRES
	A	B	C	A	B	C	A	B	C	
S	23	205	105	23	205	105	20	200	100	MG RED
M	23	205	105	23	205	105	20	200	100	
L	23	205	105	23	205	105	20	200	100	
S										Bridgestone Y J C
M										
L										

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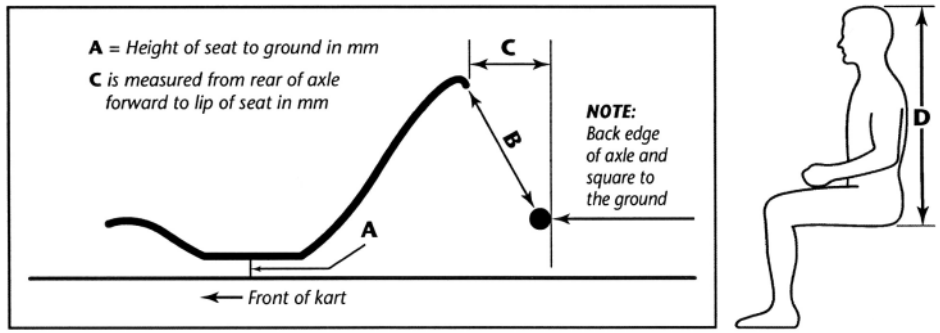

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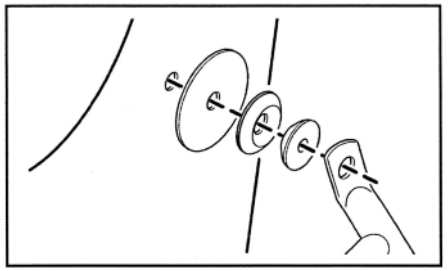

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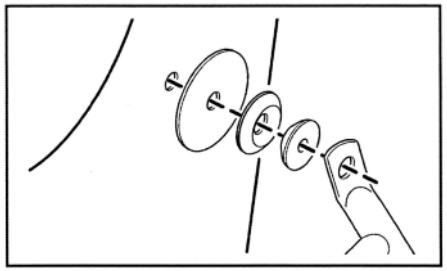
ASSEMBELY NOTES



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Aligning the rear calliper:
The new front mounting rear calliper enables you to line up the calliper vertically to ensure the pad contact to disc is a direct hit. To do this, simply loosen the 2 front calliper bolts slightly and push the brake disc hard up against the left side (from drivers point of view) pad and re-tighten the front bolts of the calliper.

Lock wiring of brake calliper:
The GP7 range karts have a new brake mounting system, which enables you to no longer have to loosen the calliper to adjust the rear ride height. As the calliper bolts are threaded into blind holes, and therefore do not have lock nuts on the end, it is essential that if the lock wire is removed you should replace it before running the kart again.

Brake Line Location:
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www.remoracing.com.au

GP7 CIK 125

Senior X1

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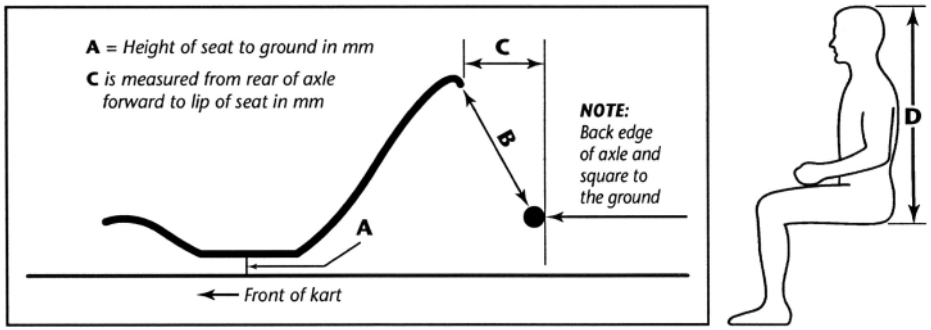
For Technical Specs and latest News updates go to our Website www.remoracing.com.au

SEAT POSITION CHART
MONACO GP7 CIK 125 - X1

SEAT SIZE	D: TORSO UP TO 840mm			D: TORSO 840-880mm			D: TORSO OVER 880mm			TYRES
	A	B	C	A	B	C	A	B	C	
S	25	215	95	23	210	90	23	210	90	Harder tyres
M	25	215	95	23	210	90	23	210	90	
L	25	215	100	23	215	95	23	215	95	
S	25	205	100	23	200	95	20	200	90	(Open) Softer tyres
M	25	205	100	23	200	95	20	200	90	
L	25	210	105	23	205	100	20	205	95	

NOTES: - All dimensions refer to Kartech 'RT' type seats only
- All above measurements are with the rear axle placed in its suggested ride height position.



SUGGESTED STARTING SET-UP

X1 CIK-125 on harder tyres

FRONT CRASH BAR:	Firm, with nylon washer fitted.
REAR CRASH BAR:	Tight.
REAR RIDE HEIGHT:	Central.
REAR TRACK:	1385mm (overall width to outside edge of rear wheels).
REAR AXLE TYPE:	Medium.
FRONT RIDE HEIGHT:	Central.
FRONT END:	The tie rods mounted to the inner holes on the stub axle steering arms (maximum Ackerman) with 2mm toe out.
FRONT TRACK:	15mm of spacers on the inside of the 65mm front hub.
FRONT CASTER:	Minimum. (Line points back towards the rear of the kart).
FRONT CAMBER:	4mm positive.
SIDE POD BARS:	Tight.
SEAT STAYS:	1 seat stay per side
SEAT:	Soft

X1 CIK-125 on softer tyres "MG Yellow"

FRONT CRASH BAR:	Firm, with nylon washer fitted.
REAR CRASH BAR:	Tight.
REAR RIDE HEIGHT:	Central.
REAR TRACK:	1390-1395mm (overall width to outside edge of rear wheels).
REAR AXLE TYPE:	Medium.
FRONT RIDE HEIGHT:	Central.
FRONT END:	The tie rods mounted to the inner holes on the stub axle steering arms (maximum Ackerman) with 2mm toe out.
FRONT TRACK:	25mm of spacers on the inside of the 65mm front hub.
FRONT CASTER:	Minimum. (Line points back towards the rear of the kart).
FRONT CAMBER:	4mm negative.
SIDE POD BARS:	Tight.
SEAT STAYS:	2 seat stay per side.
SEAT:	Soft