THIS PRODUCT IS TO BE UTILIZED ON CIK HOMOLOGATED CIRCUITS ONLY.

ATTENTION: MOTOSPORTS ARE DANGEROUS
- Seat Position
- Caster - Camber Adjustment
- Chassis Setup for Dry Conditions
- Chassis Setup for Wet Conditions
- Recommended Tyre Pressure
- Axle Stiffness Chart
- Periodic Chassis Check-Up
- Recommended Brake Oil
- Periodic Brake System Check-Up
- Weight Displacement
<table>
<thead>
<tr>
<th></th>
<th>MINIKART 60CC</th>
<th>JUNIOR 100CC</th>
<th>ICA-FA 100CC</th>
<th>FC-ICC 125CC</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>475</td>
<td>600</td>
<td>610</td>
<td>620</td>
</tr>
<tr>
<td>D2</td>
<td>460</td>
<td>590</td>
<td>600</td>
<td>610</td>
</tr>
<tr>
<td>D3</td>
<td>215</td>
<td>215</td>
<td>205</td>
<td>205</td>
</tr>
</tbody>
</table>

Note: The measurements are expressed in millimeters (mm)
CASTER-CAMBER ADJUSTMENT

- GRIP
  For less GRIP

ADJUSTMENT:
  STANDARD

+ GRIP
  For more GRIP

* Position of locking bolt
Convergence: Not required
Tyre: Soft / Medium / Hard
D1:930mm D2:1100mm

Convergence: Positive 4mm
Axle: M20-S25
Tyre: Soft / Medium / Hard
D1:1190mm D2:1360mm

Convergence: Positive 4mm
Tyre: Soft
Axle: S20-S25
D1:1190-D2:1400

Tyre: Medium
Axle: S25-M20
D1:1190-D2:1400

Tyre: Hard
Axle: M20
D1:1180/1190-D2:1380/1390

Convergence: Positive 4mm
Tyre: Soft
Axle: S25
D1:1200/1210-D2:1400

Tyre: Medium
Axle: S25/M20
D1:1200/1210-D2:1390/1400

Tyre: Hard
Axle: M20/S25
D1:1200-D2:1380/1390

Note: the measurements are expressed in millimeter (mm)
Concerning climatic conditions it is recommended by the manufacturer that no modifications be made to the Minikart 60cc class chassis with the exception of the tyres. All other modifications made to the chassis have absolutely no performance improvements.

For the 100cc and 125cc categories it is recommended by the manufacturer to slightly loosen the seat support bracket bolts (see figure 1), it is also recommended that the steering rod position be repositioned (see figure 2), thereby enhancing the chassis stability and grip.

Note: the measurements are expressed in millimeter (mm)
**Periodic chassis check-up**

After Race Chassis Revisions: Verify that the frame has sustained no damages, brakes, cracks, traumas which may effect the chassis performance properties. It is also imperative that the axle bearings are regularly cleaned for optimum performance. It is also recommended that the front spindles/stub-axles are controlled to insure that they reflect the original degree angle inclination (for this procedure we strongly advise the use Snipers laser guided alignment tool). Periodic control checks should be made to the brake oil levels and brake pads to ensure the proper function of the brake system.

**Recommended brake oil**

Recommended oil: Ferodo DOT 4

**Periodic brake system check-up**

Revisions to the brake system: Substitute brake seals after 20 – 25 hours of use, change oil after every 15 hours of use, always make sure that the cylinder is perfectly smooth and without any surface imperfections.

**Weight displacement**

<table>
<thead>
<tr>
<th>Child</th>
<th>Front displacement</th>
<th>Rear Displacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>100cc Junior</td>
<td>44.4 %</td>
<td>55.6 %</td>
</tr>
<tr>
<td>100cc Ica/Fa</td>
<td>43.3 %</td>
<td>56.7 %</td>
</tr>
<tr>
<td>125cc Fc/Icc</td>
<td>43.5 %</td>
<td>56.5 %</td>
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</tbody>
</table>
The official language of this manual is Italian.

The Court of Brescia (Italy) will have jurisdiction in case of any litigation.

The vehicle must always be used only on the suitable tracks.