

KALI-KART, THE NEW 2018 RACING CHASSIS RANGE

For the historical karting brand manufactured by CRG, the main innovations will regard a new model for the direct drive classes (KK 03) that will come up beside the reliable KK 02.



The Kali-Kart brand represents the history of karting and it brings back to each karting fan's memory Michael Schumacher's or Alex Zanardi's successes in the 90's. But Kali Kart has also a great history of sporting and commercial successes especially today, in the most important markets as Germany and Northern Europe.

For 2018 the CRG factory, that manages the productive and commercial parts, is thinking about expanding the **Kali-Kart** agonistic programme at international level. The most important news introduced with the new homologation cycle (2018-2020) regard the presentation of a new chassis for the direct drive classes: the KK 03 model, with 30mm tubes and characterized by very particular frame geometries. The KK 02 model with 30mm tubes, instead, basically remained unchanged.

Regarding KZ, the reliable KK04 model has been updated with some technical interventions to make it use more effectively the tyres employed in the main KZ classes (interventions on the centre of mass). An important work has also involved braking systems with the adoption of new discs and pads, and also the bodywork has been updated, reducing the supports' weight and improving the front fairing layout. The whole range is fitted with new steering wheels, that have lifted spokes that allow a higher grip, making it more comfortable for the driver. The most significant novelties follow.

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KZ CHASSIS. The centre of gravity of the competitive KK 04 model has been modified in function of the tyres used in the main KZ categories, which improved cornering, braking and traction. Performance has also been optimized by a slight change in the rear track. The KK 04 model feature magnesium R-line hubs and spindles, magnesium wheels and new VEN 11 KZ braking systems, developed by the CRG's research and development centre.

DIRECT DRIVE CHASSIS. The model KK 02 with 30mm tubes is the reference point for direct drive chassis classes. No real big change has been made to the frame. Model KK 03 is a novelty instead, characterized by a particular chassis layout featuring the central crossbeam fused with the front end. All models fit magnesium R-line hubs and spindles, magnesium wheels and new VEN 11 DD braking systems.

KZ BRAKING SYSTEMS. Starting from 2018, KZ braking systems produced by CRG (and adopted on the Kali Kart range) will be identified by the code VEN 11 KZ. Break calipers have not undergone big modifications, compared to the previous homologation, but discs, front and rear pads have been updated significantly. The external diameter of the cast iron, self-venting disc that was previously daisy-shaped has now become linear, and the section of the cooling holes has been changed too. The diameter of the rear disc has been raised from the previous 189mm to 192mm, while the diameter of front discs has gone up to 154mm from the previous 150mm. The new brake pads will be orange instead of red. These interventions produced a more effective braking, a more homogeneous wear of pads which turn in a better feeling with the brake pedal for the driver.

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DIRECT DRIVE BRAKING SYSTEMS (OK). Braking systems for direct drive categories will be identified by the code VEN 11 DD. These are identical to the KZ rear braking system, with all the novelties in terms of disc shape and orange pads. The most important update for the direct drive categories is the optional choice of a smaller disc. This new element is still cast iron and self-venting, but has a 181mm diameter instead of the standard 192mm and is thinner. The benefit of this solution is a reduction of the spinning mass, especially in Junior classes that have lower power, with a better modulation of the braking force. A specific adaptation kit has been devised to fit this disc, which includes hubs and specific supports for the brake caliper and slightly bigger pads.

FAIRINGS. The biggest change regarding the newly homologated fairings for the next triennium is at the front end, that has been updated with a new layout in the central part and made wider. This is to improve the drag coefficient and to provide more safety. The front steel bumper has also been updated in its top and lateral parts and has been made a lot lighter. The front number holder has also been slightly changed, while the supports of the side pods have been modified to achieve a big weight reduction.

For more information on 2018 chassis, braking systems and fairings do not hesitate to contact the authorized dealers and download the technical specifications at www.kartcrg.com

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In the pictures: The new 2018 Kali-Kart.

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