

## **Gokart first start for the day.**

Look over the kart for any loose bolts that shouldn't be loose. Double check all of the wheel nuts.

If you changed the rear sprocket or chain since your last drive check the chain tension, and ensure the chainguard is back on correctly.

If you have done a front end alignment, check that any steering column lock has been loosened off.

Visually check the brake rods and cables and test the brakes.

Mix up some fresh fuel, all karting engines should be run on PULP 98 petrol. ( except 125cc shifters )  
Some common mix ratios are ....

20:1 ratio is 50ml of 2 stroke oil to each 1 litre of petrol ... for IAME X30 and KA100, and most 100cc aircooled kart engines, including the KT100S/J Yamaha.

30:1 ratio is 33.3ml of 2 stroke oil to each 1 litre of petrol... for the Vortex MiniRok engine.

50:1 ratio is 20ml of 2 stroke oil to each 1 litre of petrol.... for Rotax Max engines.

Connect battery cables to terminals if you have the exposed type connections, and make sure they are on firm. Because of where the battery terminals are located you can bump them when starting or stopping the kart so this is the first thing to check if the engine does not crank over. On the Vortex MiniRok engines make sure the red stop button is in the uppermost position, when stopping the engine this button gets locked in the down position.

On the first start of the day you need to first get fuel up to the carburettor. On a Rotax Max or Vortex Minrok, remove the hose from the fuel tank overflow bottle and blow in it, this puts pressure in the tank and forces fuel through the pump and into the carby. Blow for an extra 2 or 3 seconds after you see the fuel reach the carby to fill up the float chamber. Then pull the choke on and the engine will start fairly readily.

On an IAME X30 or KA100, or any engine with a butterfly style carby, remove the airbox and hold you hand over the inlet while cranking the engine over. Remove your hand when you feel the fuel coming out, at this point the engine should start up quite quickly.

These two actions are generally only necessary for the first start of the day.

At the end of the days driving, empty the fuel out of your fuel tank and run the fuel out of the carby by starting the engine when the fuel is out of the tank and just let the engine run out of fuel. This helps stop the fuel and oil clogging jets and small passages in the carby if it is left for long periods without use.

*All of your karting needs are available from* **IAN WILLIAMS TUNING**

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