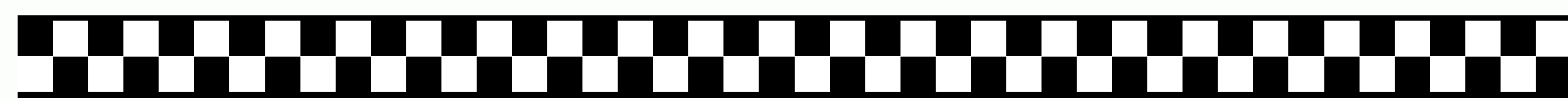


PMCKART.COM

***SLACK PERFORMANCE KARTS
SET UP GUIDE***



ELEVATE

PERFORMANCE
Manufacturing Corporation

A WORD TO OUR VALUED CUSTOMERS,

Thank you for purchasing a Slack Elevate Chassis.

Performance Mfg. strives to provide you with the very best chassis and components on the market today.

Your satisfaction and success are very important to us.

Please contact us with any questions at (716) 735-3500.

This setup information is only a reference and starting point for your new racing chassis. You must remember that all tracks and driving styles will take a variation in setup.

We thank you again and good luck with a successful racing season!

***FROM YOUR FAMILY AT
PERFORMANCE***

**Slack Performance Karts are manufactured by Performance Manufacturing Corporation*

OUT OF THE BOX

Nerf Bars

The nerf bars should fit loosely in chassis and have vertical movement when body is mounted. They are drilled when leaving the factory. Secure the nerf bar with the pins and hardware provided.

Steering Assembly

If your kart was shipped in a box, the steering post was disconnected from the chassis to allow the steering shaft to be laid flat. When putting this back together, it is critical to make sure everything fits properly. Tighten up the lower upright bolt first and align the upper toe lock bracket, then tighten the $\frac{3}{4}$ nut. When attaching the tie rods to the pitman arm use the bottom hole for dirt. First put in a spacer then the left tire rod, then another spacer, then the right tie rod followed by the last spacer. See picture below.

Now is the time to go over the front-end adjustments to make sure they are correct, and all the hardware is tight. First, align the caster block with the welded caster plates to the desired caster setting. Make sure the RF lead adjustment is placed in the front hole. Champ karts will be in the back hole.



The front hubs are attached to the spindles and kept in place by spacers. Some wheel manufacturers have slightly different backspacing that requires different spacing. We recommend placing the wheels close to the spindle arms without hitting them. This is the recommended setting for all applications.

Rear Axle Assembly

The rear cassettes have two ride height settings:

1. Top Hole – This setting is recommended for coke syrup, and pavement.
2. Bottom Hole – This setting is recommended for all dirt applications.
3. The pins will be set to “O” when leaving the factory.

Recommended pin settings follow:

- Jr applications bottom line on cassette.
- Adult applications middle line or zero.
- Super heavy/sumo applications top line.

Axle collars are included with the kart. This prevents the axle from sliding under load. We recommended the placement of one collar on each side of the Right Rear bearing.

If a gear guard has been included for the sprocket hub. When looking from the rear of the kart, the flat pieces are attached to the hub on the right. The gear is placed on the left side with the guards with spacers attached and is placed over the top of the studs.

Check the placement of the brake rotor in comparison to the caliper. It should be placed directly in the middle of the space between the brake pads. If the rotor needs to be removed, slightly loosening the nuts holding the rotor to the hub will allow it to be moved easier.

Rear Bumper

The rear bumper is held into the frame via aluminum wedges. The rear bumper is very important to how the kart reacts, and a bent rear bumper will bind up the kart. We recommend running the bumper, so it floats on the sleeve.

Seat

Seat placement is extremely important in any go kart. This cannot be stressed enough. A seat that is bound up will cause the kart to be inconsistent and unresponsive. A seat that is not mounted in the correct position will cause undesired handling.

For junior classes, mount the front of the seat centered up with the steering post. The bottom of the seat should be slightly below the top of the frame rails. The seat height for junior classes is mostly determined by size and comfort.

For senior classes, the front of the seat should be centered, or slightly left of the steering upright post. (Viewed from behind kart) The bottom of the seat should be even with the bottom of the frame rails. The seat can be moved slightly left or right to help with percentages or so the bottom of the seat does not hit the frame rails.

Seat height is very critical to the performance of the chassis. This is why we recommend the following settings.

- Dirt – 8.5" to 9.5" off axle
- Pavement – 8" to 8.5" off axle
- Indoors – 7.5" to 8.5" off axle

Rubber washers have been included to mount the seat in the kart. The seat should be tightened down to the struts, so they are just snug, and barely compresses the washer.

Seat struts need to be drilled and pinned to be legal.

If you do not feel comfortable mounting the seat, services are offered by many of our dealers and directly from Slack Performance.

ON THE SCALES



Alignment

When the kart is new, any time a large front-end adjustment has been made, or if you are just checking numbers, it is a good idea to align the kart. The new laser toe systems are convenient to use and easily provide the desired results. If you do not have one of these toe systems, either Performance Manufacturing or one of our dealers will be happy to assist you.

Our recommended settings for toe are 0" on the RF and 1/16" toe out on the LF.

Baseline Setups for Dirt:

All Classes:

1.5" Front Stagger
1" to 1.5" Rear Stagger
RR Wheel 3/16" off frame rail
LR Wheel 1/2" to 3/4" off frame rail
Stock Caster (12° RF and 9° LF)

Junior Classes (Red or Green Plate):

46.5 to 47.5 Nose
54 to 56.5 Left.
61 to 66 Cross
-1.5° RF to -2° RF Camber
+.25 to +.5° LF Camber

**As well as the longer wheelbase setting.*

Junior Classes (Purple or Blue Plate):

46 to 47 Nose
56 to 58 Left
63 to 66 Cross
-1.75° RF to -2.25° RF Camber
+.25 to +.5° LF Camber

Senior classes:

45 to 46 Nose
58 to 60 Left
63 to 67 Cross
-2.25° RF to -2.75° RF Camber
+.25° LF to +.75° LF Camber

Champ Kart

Junior Sportsman

44-45 Nose
54-56 Left
54-60 Cross
-1.75° RF to -2.25° RF Camber
+.25 to +.5° LF Camber

Junior Champ or Senior Champ

44.5-45.5 Nose
58-60 Left
54-60 Cross
-2.25° RF to -2.75° RF Camber
+.25° LF to +.75° LF Camber

Baseline Setups for Pavement:

All Classes:

1.375" to 1.75" Front Stagger
.75" to 1.5" Rear Stagger
RR 1/8" to 3/16" off frame rail
39" to 39.25" Rear Track
4° RF Caster
6° LF Caster
0.120 Wall Axle

Junior:

47 to 48 Nose
56 to 57 Left
54 to 56 Cross
-2° RF to -3° RF Camber
0° to +1° LF Camber

Senior:

48 to 49 Nose
58 to 61 Left
56 to 60 Cross
-2° RF to -3.5° RF Camber
0° to +1° LF Camber

ADJUSTMENTS



Lighter and heavier drivers all require slightly different setups. Track size, amount of grip and tires can determine the setup needed to win. The above numbers are a baseline to start with. We also recommend that you contact your local dealer or slack performance for more detailed set up.

Here are some things to think about when setting up your kart:

- Grip is the name of the game. Heavier drivers create more weight transfer than lighter drivers. Some tracks may have more grip. Not enough grip will usually make the kart push or be "skatey".

Ways to increase grip:

- Softer tires
- Lower air
- Less RF camber.
- More nose weight.
- Less cross
- Less left side
- More LF camber
- The ways to decrease grip are opposite of above.

A kart with too much grip will usually be slow and over stick the right-side tires hard into the track.

In general, a heavier driver or a track with more grip will need to have less grip built into the kart's setup.

QUICK TUNING GUIDE



Pushing on exit:

More rear stagger
More cross (overloaded right rear)
Less cross (overloaded left rear)
Less right front camber
Less left front camber
Harder left rear tire

Loose on exit:

Less rear stagger
More cross (overloaded right rear)
Less cross (overloaded left rear)
More left side weight
Softer left rear
More right front camber

Pushing on entrance:

More rear stagger
More nose weight.
More left front camber
Less cross (overloaded right front)
Add cross (under loaded right front)

Loose on entrance:

Less rear stagger
Less nose weight.
Less left front camber
More cross (under loaded right front)
Less cross (overloaded left rear)

QUESTIONS?



Please contact us with questions at (716) 735-3500.