



### EASYKART 60CC 100CC & 125CC SET UP AND GET STARTED!

The EasyKart 60cc is based on the L28 Birel cadet chassis and is 28mm tubing. The Chassis and brake is homologated for the MSA cadet class too.

The EasyKart 100cc / 125cc is based on the highly successful Birel R30. The chassis has a mixture of 30/32mm tube, which enables the kart to excel through a wide spectrum from low grip to medium grip conditions.

#### Axle Assembly:

The chassis are fitted with a 40mm axle for Senior and 30mm for Junior and 25mm for the cadet. Only the original inscribed EasyKart axle may be used as supplied with absolutely no modifications allowed.

#### Seat Type and Seat Positions:

The seat position and type are critical to ensure a good chassis set-up. The position taken in the traditional way i.e. from axle to middle of seat is 21- 22cms for the rake angle and then on the front of the seat to inside of front tube of the chassis, brake side 59cms, engine side 60cms. The type of seat is also important as a comfortable driver should give better performance! The standard seat supplied with the EasyKart will give good performance; however we can also recommend from the Tillett range of seats the model T11 for senior and Junior whilst for smaller juniors a T10 CD. No

carbon or Kevlar seats may be used. For the cadet 47cms to 48cms with a measurement of 23cms in the middle of the seat.



### Wheel configuration “DRY”.

The standard configuration for dry set up is measured overall and related to use with Freeline aluminium rims 130mm/210mm. These are the only wheel type to be used in the dry.

Standard set up	Advanced	Cadet
Front: 109cms	Front: 112cms	Front 94cms
Rear: 133cms	Rear: 138cm > 139 cms	Rear 110cms

If the front dimension is increased this will increase grip and turn in.

If the rear dimension is increased (max 140cms for 100cc and 125cc) this will give less grip, but will be better under braking and give a good chassis balance.

Tyre pressure:

Minimum 8 psi      Maximum 16 psi      Cadet min 15psi      max 28psi

Higher tyre pressure will make the tyres grip quicker but may overheat causing sliding. Too low and the tyres will take to long to grip. Every track and day is different so pay close attention to your pressures. We recommend that all four tyres are set to the same pressure. We advise you work within the above pressure parameters quoted to achieve your optimal setting.

Torsion Bar: (not applicable for cadet)

Normally we would suggest that the front torsion bar is left in, however if the grip in the track is low or a better balance from front to rear is required in the kart then by removing it will allow more movement in the chassis and better balance, this can be best seen in winter conditions.

Seat Stays: (not applicable for cadet)

Chrome seat stays are usually used the entire time one on each side maximum as per Easykart rules. In general conditions two seat stays bolted tight will make the chassis slide to begin with but will generate tyre temp and therefore increase lateral grip. In high grip conditions especially in sticky rubber two stays loosened will make the kart more free on the exit of corners and give better traction. In the wet no stays at all give better grip in the rear and good traction.



### Steering and Geometry.

Most of the time the tracking of the wheels should be zero. It is important that the tracking is set up parallel to the rear of the kart. To achieve this the steel track rod on the engine side must always be 270mm and the brake side 265mm. If the gold ali track rods are used these are 255mm on both side and on the cadet both are 215mm each side. The camber of the kart if measured from top to bottom should be open at the bottom + or – 3mm. If this is not the case a bent king pin or stub axle are to blame.

### Wheel configuration “Wet”:

The standard wet configuration is measured overall and is related to use with Freeline aluminium rims 120mm/180mm only as per Easykart rules for Junior and senior. For cadet the freeline 115mm/150mm rims should be used in dry and wet.

Standard set up for junior and senior  
Front: 111cms  
Rear: 127cms to 136cms

Standard set up for cadet  
Front: 96 cms  
Rear: 109cms

If the front dimension is increased more grip is achieved  
If the rear dimension is reduced more traction grip is achieved. Wider gives less traction but better braking.

The set up above will give a good balance to the kart. However if more grip is required in the rear the following tips can help:

No Chrome seat stays (gives more traction) as the chassis is more free in the middle.

Higher position in seat for driver we recommend the Tillett Rain meister cushion.

If more grip is needed in the front then you could consider adjusting toe out to a maximum of 10mm. Make sure that the balance of the kart is not upset too much if you do this though. Normally the water on the track must be very wet before toe out is used.

Wet tyre Pressures:

V. Wet            24 psi            Wet: 18 psi    Greasy: 14 psi            Damp: 10 psi



Fuel mix:

The Easykart is a 2 stroke and therefore requires oil to be pre mixed in the fuel. The only oil allowed is the EasyKart Oil.

Either normal unleaded or super unleaded fuel can be used with up to 97 octanes. No high performance fuel is allowed or any additives such as octane booster should not be used.

Ratio Mix: 5ltrs of fuel mixed with 250ml oil (20:1)

### Spark Plug:

In cold and wet conditions a NGK 9 EGV may be used as it is hotter and will prevent oiling up and flooding. If your Easykart ever stops or won't start from the pits it may be that the engine is flooded. Replace the plug with a new one and you will find it starts straightaway. If this problem persists it may be that you need to lower the main jet in the carburettor to the next size down as the mixture is too rich.

### Recommended plugs:

EasyKart (mandatory for 2009 Easykart Championship)

NGK 9 EGV (allowed in cold or wet conditions in Easykart 2009 Championship)

### Carburettor:

#### Senior 125cc

The recommended carburettor setting is main Number 87 and the low speed no less than 0.45 mins out to a maximum of 1 and 10 mins out. The 88 jet that comes spare is usually too rich to run.

#### Junior 100cc

The recommended carburettor setting is main Number 83 and the low speed no less than 50mins out to a maximum of 1 and 10 mins out. The other main jets 86, 87 make the engine run richer.

#### Cadet

The recommended carburettor setting is main jet number 73, although number 74 can also be used. 74 will make the engine run richer. The low speed jet should be set between 35mins and 55mins.

### Chassis Number:

This unique six-figure chassis number is stamped on the rear of the brake side-bearing hanger. The model number is also stamped here as R30 or L28 and should not be used. Your chassis number should be used for kart insurance schemes and for your scrutineering card at EasyKart races.

### Engine Number:

The unique engine number is stamped on the front lower part of the crankcase of the engine below the ignition unit.

- Remember your EasyKart chassis and engine number are combined on the Worldwide Easykart database and can never be separated – they are one!

For more in depth technical settings and data always consult the Official Easykart manual supplied with your new EasyKart.

Thank you for choosing Easykart!

Notes: