S.W.R.D.

The

MANUAL

SAFETY AND USER GUIDE

V2.00.01

SAFETY

Your Wright kart complies with all relevant rules of the MSUK/CIK and where required it is Homologated and registered with the associated governing bodies for the intended use in normal conditions.

To maintain the chassis high speed performance and safety please adhere to:
- *The adjustment recommendations*
- *The maintenance plan*

ATTENTION - SAFTY ADVICE

All Wright Karts are designed for safety and reliability in normal conditions of use. Before use please read the maintenance manual carefully and follow any instructions. By not doing so, you may be exposed to risk of injury, and possibly death. Your kart may suffer excessive wear or damage should you not follow instructions closely. Prior to going on track, please check all points related to safety

Your Wright Kart can only be used on an MSUK/CIK approved track and by a driver who is in possession of a valid licence/membership of the federation of his/her own country.

Never drive a kart without adequate safety equipment. Correct safety equipment includes: Full face homologated Helmet (for karting), gloves, homologated suit (for karting) and boots. (This is not an exhaustive list). All safety wear should meet the MSUK/CIK guidelines (this can be found in the most recent MSUK/CIK handbooks and websites). Trailing and loose fitted clothing, including scarves are NOT permitted. DO NOT drive with long hair outside of the helmet.

In order to avoid fire, keep kart at least 1 meter away from all vehicles and buildings. Never leave flammable objects close to the kart.

If fuel has been poured, wipe any spillages and wait for vapours to dissipate before starting the motor.

Children and animals must be kept away from the track at all times.

Do not drive under the influence of drugs or alcohol

ATTENTION - SAFTY ADVICE

Never drive a kart without adequate safety equipment. Correct safety equipment includes: Full face homologated Helmet (for karting), gloves, homologated suit (for karting) and boots. (This is not an exhaustive list). All safety wear should meet the MSUK/CIK guidelines (this can be found in the most recent MSUK/CIK handbooks and websites).

Use full face helmet MSA/CIK/FIA approved, correctly fitting drivers head size, with tightend strap and closed visor. Refer to MSUK/CIK/FIA Regulations (Compulsory)

Use Suit MSUK/CIK/FIA approved. Level 1 or Level 2 Homologated (Compulsory)

Use specific Karting/Motorsport gloves (Compulsory)

Use specific Karting/Motorsport Boots (Compulsory)

Neck Protection used should be MSA/CIK/FIA approved (Highly Recommended)

Rib/Chest Protection used should be of correct size and fitment to the driver and the seat (Highly Recommended)

Rain Suit with water tight fasteners to be used when necessary (Recommended)

Trailing and loose fitted scarves are NOT PERMITTED.

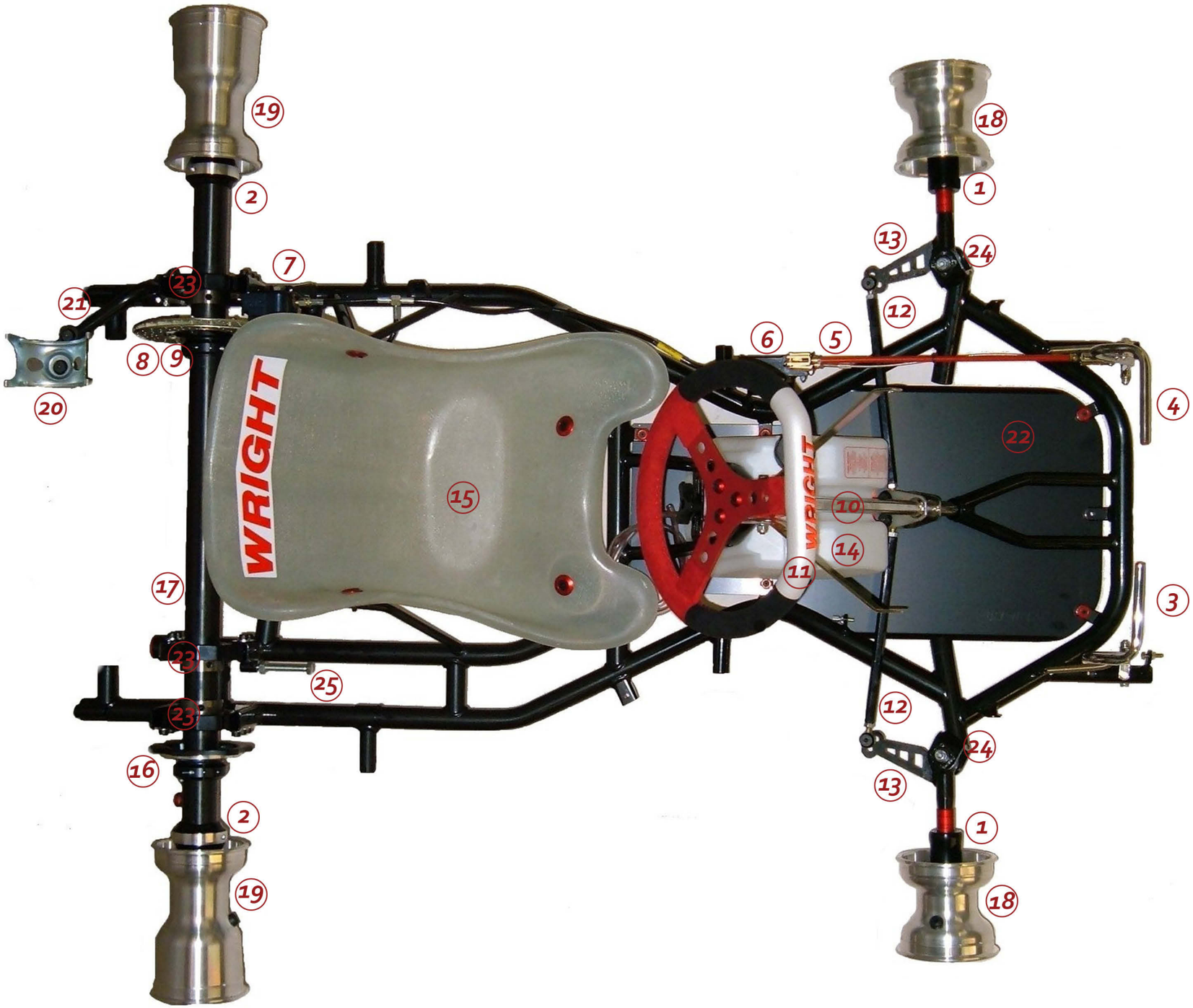
DO NOT drive with long hair outside of the helmet.

DO NOT wear wide or floating clothes

DO NOT drive under the influence of drugs or alcohol

DO NOT drive with health problems that would be affected by high speed driving.

Know Your Kart

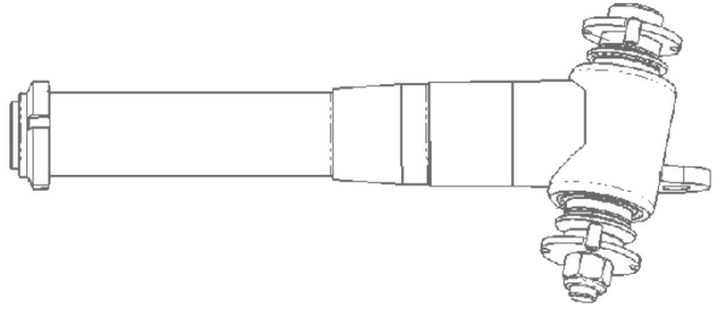


1. Front Wheel Hub
2. Rear Wheel Hub
3. Throttle Pedal
4. Brake Pedal
5. Brake Rod
6. Brake Master Cylinder
7. Brake Caliper
8. Brake Disc
9. Brake Disc Carrier
10. Steering Column
11. Steering Wheel
12. Track Rod
13. Stub Axle
14. Fuel Tank
15. Seat
16. Sprocket Carrier
17. Axle
18. Front Rim
19. Rear Rim
20. Exhaust Cradle
21. Exhaust Cradle Arm
22. Floor Tray
23. Axle Bearing Carrier
24. Camber/Caster Adjusters
25. Engine Stop Bolt

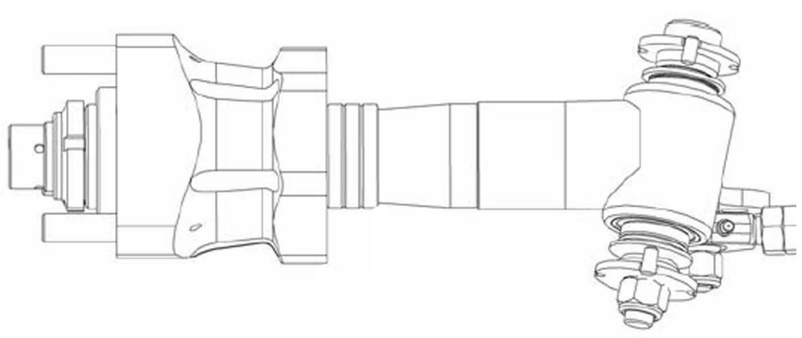
Chassis Set-Up - Front Width Adjustment/Front Wheel Hubs

Dependent on the steering components used on your particular chassis the method of altering the front width of your Wright Kart can vary.

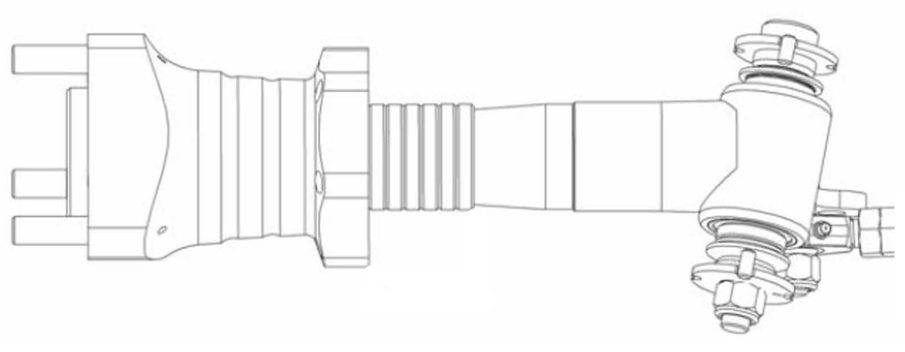
Double Bearing Wheels:
These wheels locate directly onto the shaft of the stub axle with no need for a front wheel hub. The front width can be adjusted by increasing or decreasing the amount of spacers placed along the stub axle shaft between the stub axle body and the wheel bearing.
Suitable For: Bambino, Cadet, Historic and Hobby racing.



Standard Front Hub:
Wheels are mounted on three threaded studs that locate and secure the wheel. The front width can be adjusted by inceasing or decreasing the amount of spacers placed along the stub axle shaft between the stub axle body and the wheel hub.
Suitable For: Most Junior and Senior dry racing conditions



Extended Front Hub:
Wheels are mounted on three threaded studs that locate and secure the wheel. The front width can be adjusted by increasing or decreasing the amount of spacers placed along the stub axle shaft between the stub axle body and the wheel hub.
Suitable For: Most Junior and Senior wet racing conditions



To view the available wheel options for your chassis CLICK HERE

To view the available stub axle options for your chassis CLICK HERE

To view the available front hub options for your chassis CLICK HERE

Chassis Set-Up - Ackerman Adjustment

Ackerman is the term used to describe steering geometry effect that causes the inside front wheel to turn "tighter" than the outside front wheel.

The Increase of Ackerman will help to give the kart a more direct steering and will also give the kart more mechanical "Jacking" of the rear wheel, good for tight and twisting tracks. A reduction in Ackerman will reduce the amount of steering response the kart has and will give the feel of more rear grip, good for long sweeping tracks.

Karts with adjustable Ackerman will be equipped with multi-hole stub axle arms. The standard position is the centre hole (Inside hole on stub axles with two holes). To reduce the Ackerman of the kart, move the trackrod end into the hole closest to the chassis. To increase the Ackerman, move the trackrod end into the hole furthest from the chassis.

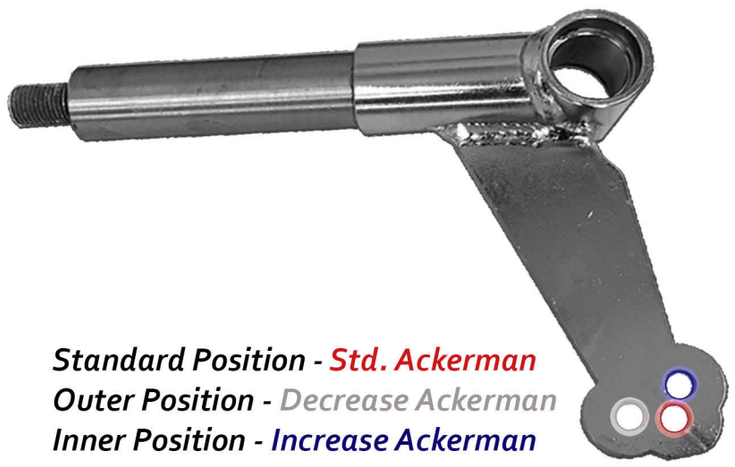
Ackerman can also be adjusted using the multi-hole steering columns which use the lower holes as standard and the central/top holes to reduce Ackerman

Note: The tracking of the front wheels must be reset to parallel after changing the karts Ackerman/track rod positions.

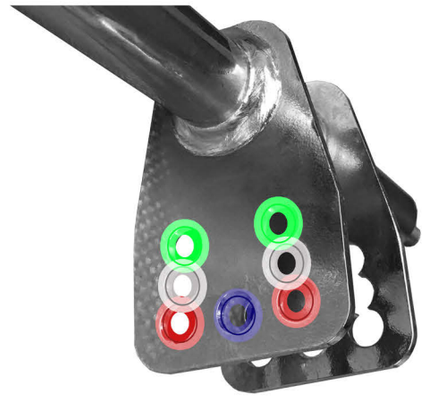
Ackerman in standard position (Centre Hole)

To view the available stub axle options for your chassis CLICK HERE

To view the available steering column options for your chassis CLICK HERE



Standard Position - Std. Ackerman
Outer Position - Decrease Ackerman
Inner Position - Increase Ackerman



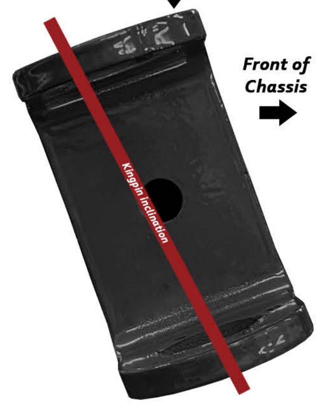
Standard Position - Std Ackerman
Central Position - Decrease Ackerman
High Position - Minimum Ackerman
Inner Position - Decrease Ackerman

Chassis Set-Up - Caster Adjustment (8 / 16 Hole)

Caster is the angle to which the steering pivot axis is tilted rearward from verticle (as viewed from the side). If the pivot axis is tilted backward (the top is positioned further rearward than the bottom pivot), then the caster is positive; if it is tilted forward, then the caster is negative.

INCREASED CASTER

HALF INCREASED CASTER

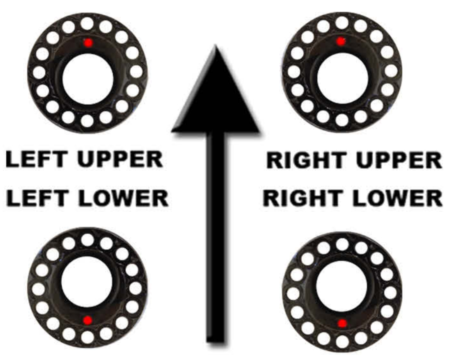


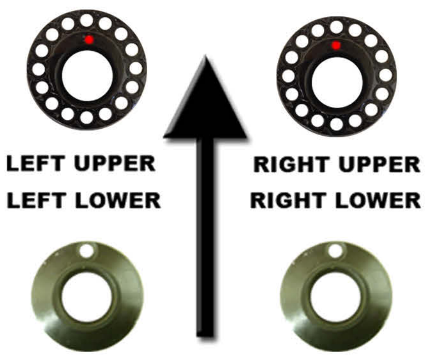
STANDARD CASTER

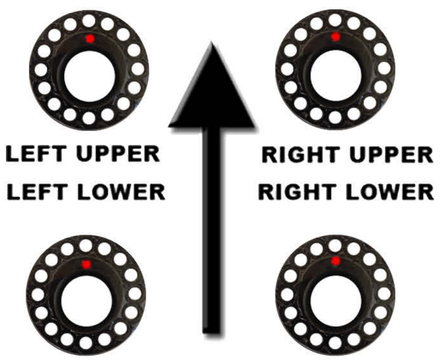
HALF DECREASED CASTER

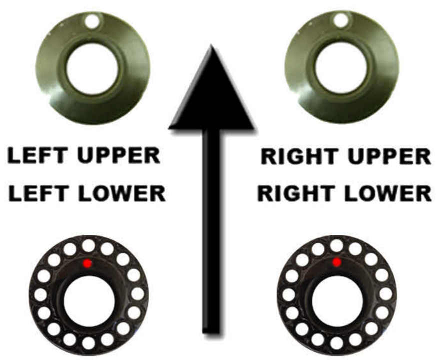
DECREASED CASTER

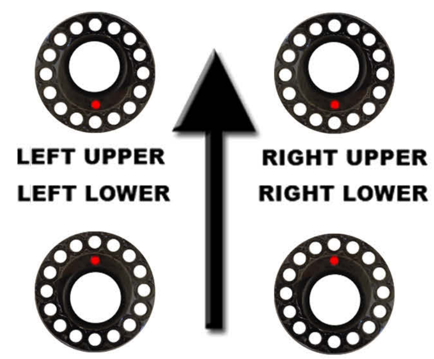
INCREASE FRONT END GRIP **DECREASE FRONT END GRIP**











To view the available stub axle caster options for your chassis CLICK HERE

Note: Standard Caster can also be achieved by using centre bush top and bottom.

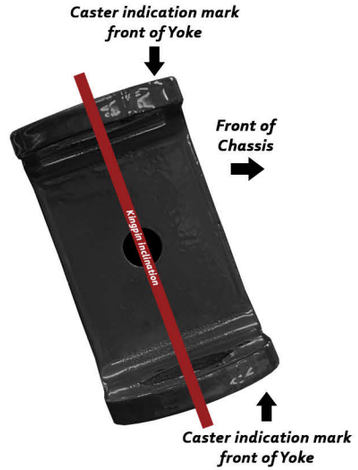
Note: Kart manufacturers will always have recommended toe, caster, and camber settings. These numbers have been ascertained through exhaustive testing. The goals of the manufacturer may be different from yours. The optimum settings for one driver or track may not be ideal for another. Therefore the "proper" alignment settings are best determined by your feedback, experience and experimentation.

Chassis Set-Up - Caster Adjustment (4 Hole - Retro)

Caster is the angle to which the steering pivot axis is tilted rearward from verticle (as viewed from the side). If the pivot axis is tilted backward (the top is positioned further rearward than the bottom pivot), then the caster is positive; if it is tilted forward, then the caster is negative.

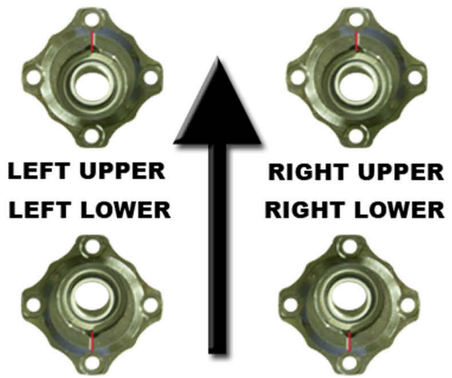
INCREASED CASTER

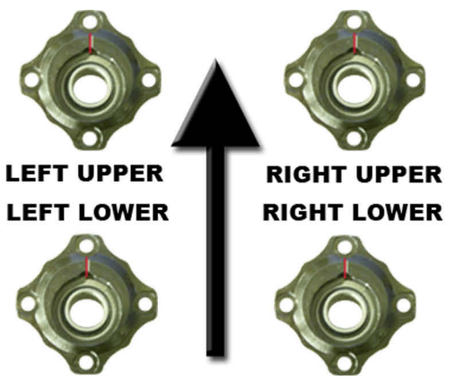
STANDARD CASTER



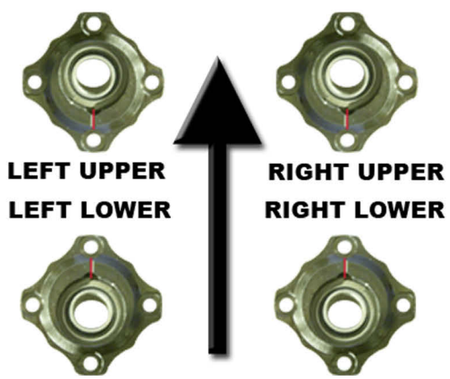
DECREASED CASTER

INCREASE FRONT END GRIP





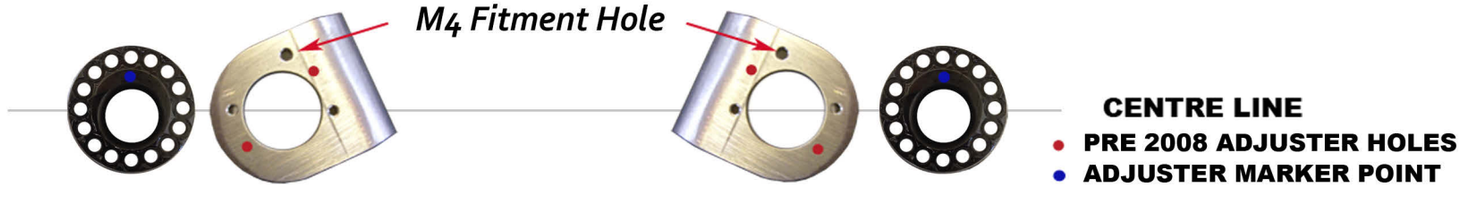
DECREASE FRONT END GRIP



Note: Kart manufacturers will always have recommended toe, caster, and camber settings. These numbers have been ascertained through exhaustive testing. The goals of the manufacturer may be different from yours. The optimum settings for one driver or track may not be ideal for another. Therefore the "proper" alignment settings are best determined by your feedback, experience and experimentation.

Chassis Set-Up - Caster Adjustment (16 Hole Retro Fitment)

As from Febuary 2008 Wright Karts implemented a new camber/caster adjustment system on all of their CIK holomolgated chassis and Pro-Race chassis. To use this system on a Pre 2008 CIK or Pro-Race chassis, certain alterations must be made to the chassis.



Place the new caster camber adjuster to the yoke. Using the 4 M3 caster/camber adjustment holes which intercept the centreline on the kingpins (see above), line the adjuster so that the marker point is facing directly forwards on the chassis:

Dot punch the centre of the hole directly above the marker point. Remove the caster/camber adjuster. Using a new, high quality 3.5mm drill bit, drill in at 90 degrees (perpendicular to the yoke face). Next, tap out the 3.5mm hole with a high quality M4 tapping bit (taking care to lubricate the tap as it is fed).

This should be carried out on both top and bottom faces of the yoke.

It is recomended that this process should only be carried out by people with adequate engineering skills.
This service can also be carried out by the SWRD factory. Please phone for details.

Chassis Set-Up - Front Ride Height (Junior/Senior)

Adjustable ride height on a chassis can be a useful feature when looking for a change in behaviour of the front end of the chassis. The raising of the front ride height will give the chassis a higher centre of gravity and will provide a bit more "bite", when turning into corners. This is particularly useful on hairpin type corners. The lowering of the front ride height will lower the centre of gravity, this will provide a bit more grip going through fast flowing corners and will also allow the kart to be more stable through these corners.

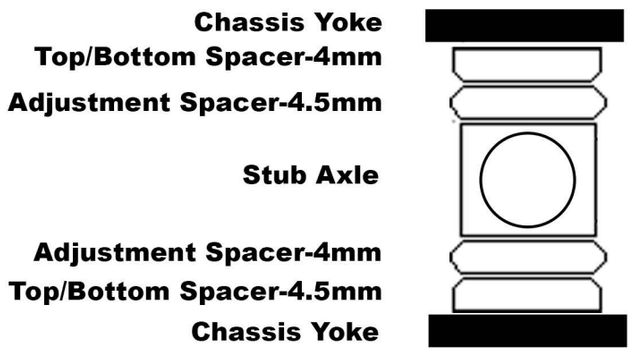
Note: Remember to RAISE the chassis ride height the stub axle must be LOWERED. To LOWER the chassis ride height the stub axle must be RAISED.

Low Ride Height
- *Suitable for fast flowing tracks that need fast corner stability.*
- *High grip conditions*

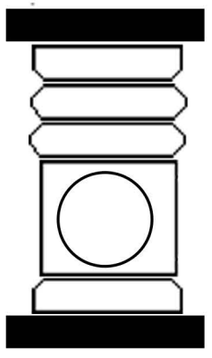
Standard Ride Height
- *Workable for almost all racing conditions.*

High Ride Height
- *Suitable where an extra "bite" is needed to turn in*
- *If the kart understeers, after adjusting track width, camber, and caster*
- *Wet/low grip conditions.*

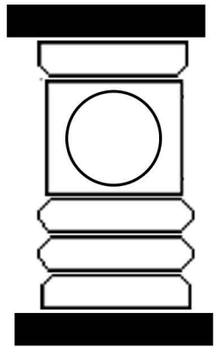
The Standard positioning of the stub axle:



To Raise the ride height the stub axle spacers must be above the sub axle:



To Lower the ride height the stub axle spacers must be below the sub axle:



To view the available stub axle ride height options for your chassis CLICK HERE

Remember: Always re-track the chassis to be parallel after adjusting the ride hight of the chassis

Chassis Set-Up - Front Ride Height (Bambino/Cadet)

Adjustable ride height on a chassis can be a useful feature when looking for a change in behaviour of the front end of the chassis. The raising of the front ride height will give the chassis a higher centre of gravity and will provide a bit more "bite", when turning into corners. This is particularly useful on hairpin type corners. The lowering of the front ride height will lower the centre of gravity, this will provide a bit more grip going through fast flowing corners and will also allow the kart to be more stable through these corners.

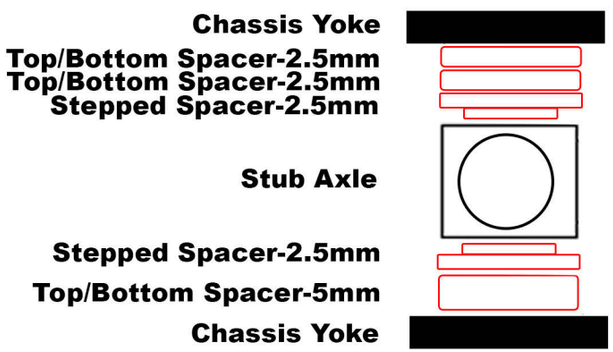
Note: Remember to RAISE the chassis ride height the stub axle must be LOWERED. To LOWER the chassis ride height the stub axle must be RAISED.

Low Ride Height
- *Suitable for fast flowing tracks that need fast corner stability.*
- *High grip conditions*

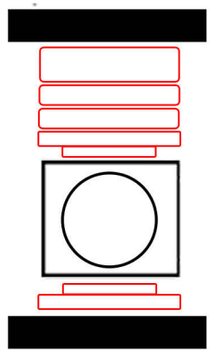
Standard Ride Height
- *Workable for almost all racing conditions.*

High Ride Height
- *Suitable where an extra "bite" is needed to turn in*
- *If the kart understeers, after adjusting track width, camber, and caster*
- *Wet/low grip conditions.*

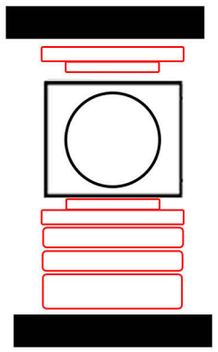
The Standard positioning of the stub axle:



To Raise the ride height the stub axle spacers must be above the sub axle:



To Lower the ride height the stub axle spacers must be below the sub axle:



To view the available stub axle ride height options for your chassis CLICK HERE

IMPORTANT:
Half measures of chassis ride height adjustment can be achieved by moving one of the 2.5mm Top/Bottom spacers above or below the stub axle.

Remember: Always re-track the chassis to be parallel after adjusting the ride hight of the chassis

Chassis Set-Up - Rear Ride Height

Adjustable ride height on a chassis can be a very useful modification when looking for a change in behaviour of the rear end of the chassis. The raising of the rear ride height will give the chassis a higher centre of gravity, and will provide a bit more bite. The lowering of the rear ride height will allow the chassis to "release" better coming out of the corners. It will also prevent the rear end of the chassis from pushing the front on (Understeering).

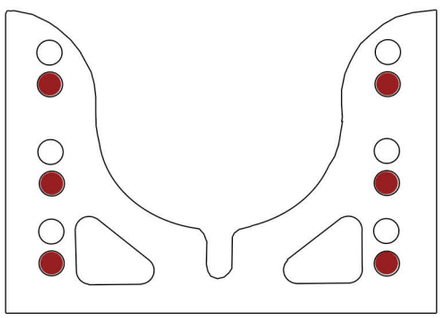
Note: Remember to RAISE the ride height the axle must be LOWERED. And to LOWER the ride height the stub axle must be RAISED.

Low Ride Height	–	*Suitable for fast flowing tracks that need fast corner stability.*
	–	*High grip conditions*
	–	*Eleviates excessive "bounce" on the rear end whilst cornering*
Standard Ride Height	–	*Workable for almost all racing conditions.*
High Ride Height	–	*Suitable for tight twisting tracks with hairpins where an extra "bite" is needed to turn in and increased corner exit speed.*
	–	*Wet/low grip conditions.*

Remember: Some chassis have 2 ride height options others have 3. The standard position in each is:
2 Position - Axle Low (Chassis High)
3 Position - Axle Centre

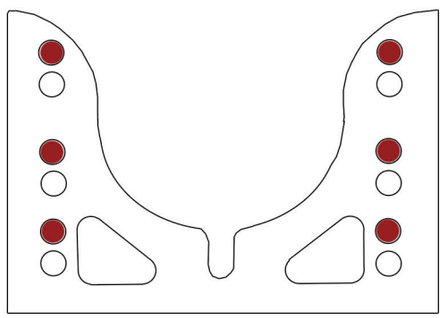
Axle Hanger bolt location:

2 Position hanger



High ride height

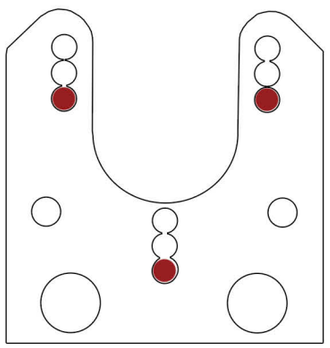
To Raise the ride height the axle must be in the low position on the hangers.



Low ride height

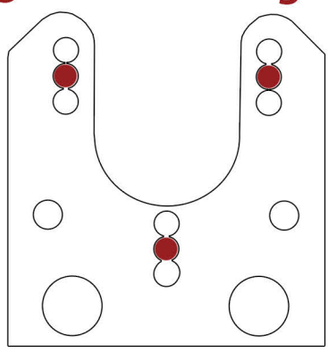
To Lower the ride height the axle must be in the high position on the hangers.

3 Position hanger



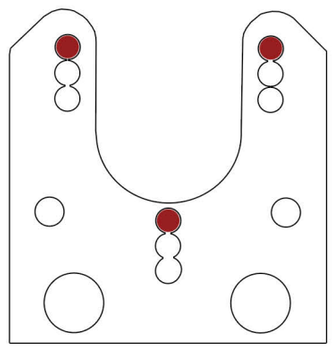
High ride height

To Raise the ride height the axle must be in the low position on the hangers.



Central ride height

To centralise the ride height the axle must be in the intermediate position on the hangers.



Low ride height

To Lower the ride height the axle must be in the high position on the hangers.

Chassis Set-Up - Front Torsion Bar

Torsion bars are simply to give manual adjustment to the stiffness of your chassis at both the front and rear. Dependent on which chassis you are using the torsion bar options can vary in both number and stiffness.

Front Torsion Bar:

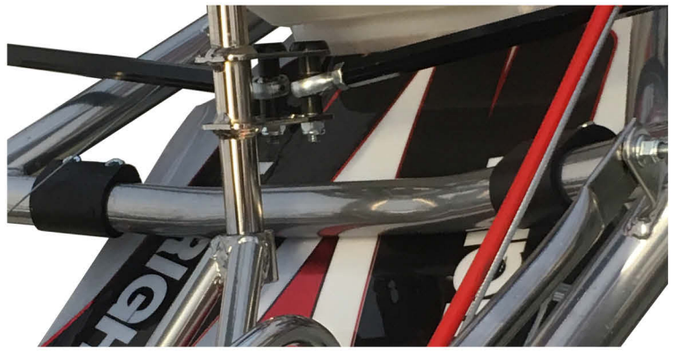
The varying stiffness of the chassis' front torsion bar can produce a number of handling reactions. A soft/flexible set-up increases the "jacking" ability, and improves the rapid change of direction i.e. chicanes. A stiffer format increases the stability and reactivity on fast corners and long, flowing circuits whilst also allowing greater corner entry speed.

Please note, while it is always good to have a lot of grip, too much grip (on the front) can often affect other sections of the kart, most notably creating an oversteering effect. You should always look to create the optimum balance between front and rear grip to get maximum performance from the kart.

Front torsion bar options (Note - Not all options are available for all chassis):

SOFT → *STIFF*

- Torsion Bar Removed
- 1.2mm Tubular Bar - Flattened Section
- 1.5mm Tubular Bar - Flattened Section
- Solid Nylon Bar - Reduced Diameter
- Solid Nylon Bar
- 1.5mm Tubular Bar
- 2mm Tubular Bar - Grade 1
- 2mm Tubular Bar - Grade 2
- 2mm Tubular Bar - Grade 3



To view the available front torsion bar options for your chassis CLICK HERE

Chassis Set-Up - Rear Torsion Bar

Torsion bars are simply to give manual adjustment to the stiffness of your chassis at both the front and rear. Dependent on which chassis you are using the torsion bar options can vary in both number and stiffness.

RearTorsion Bar:

The need for modifictaion to the rear end will usually be indicated by a fast corner oversteer/understeer. A stiffer or softer rear end chassis set-up can be achieved using either of the two standard SWRD rear torsion bars.

There are 4 Levels of stiffness with a standard SWRD Torsion bar:

Ultra Soft: Remove the torsion bar completely - Maximum chassis flex, for quick changes in direction.
Soft: Torsion bar in the horizontal position (set flat)
Standard: Circular torsion bars can be used to gain an average amount of stiffness. Alternatively you can turn your flattened torsion bar 45 degrees.
Stiff: Torsion bar in the verticle position (set upright) - suitable to increase fast corner stability and reactivity.

SOFT Torsion Bar

STANDARD Torsion Bar

STIFF Torsion Bar

Please note, while it is always good to have a lot of grip, too much grip (on the rear) can often affect other sections of the kart, most notably creating an understeering effect. You should always look to create the optimum balance between front and rear grip to get maximum performance out of the kart.

CADET KARTS:

It is a condition of the Cadet homologation that a rear torsion bar homologated with a chassis must ALWAYS be used, however the option of "Soft", "Standard" and "Stiff" is still open. Please check specific chassis homologation to see if a rear torsion bar is required.

To view the available rear torsion bar options for your chassis CLICK HERE

Chassis Set-Up - Axles

The axle connects the wheels to the rear of the frame and to the engine through the transmission assembly, consisting of rear sprocket, chain, and motor sprocket. On straights, the axle sits more or less parallel to the ground; while through bends, centrifugal forces and steering angles cause it to flex, lifting the rear inside tyre from the ground. It is thanks to this movement that the axle makes up for the absence of the rear differential.

AXLES - There are many different types of axle available for use in your Wright kart, each one will provide different properties, which can be used for different purposes.

25mm: (Bambino/ Cadet Only)

Solid - Hard	-	*Hight rear end grip, best suited to cold, low grip situations, also wet conditions.*
Solid - Medium	-	*Workable in most race conditions.*
Solid - Soft	-	*Lower rear end grip, can be beneficial to karts that understeer when turning into the corner.*
5mm	-	*Good all round axle, workable in most race conditions.*
3mm	-	*A more flexible/softer hollow axle with less rolling mass.*

30mm:

Solid	-	*Best Suited to corporate/hire applications, high durablility but not user friendly.*
Thick Wall	-	*Best suited to cold slippery conditions, offering more mechanical grip than the thinwall versions.*
Thin Wall	-	*The standard 30mm axle, suits most racing conditions.*

40mm: (Rotax Max/DD2 Only)

Hard	-	*Best Suited to cold, low grip situations and also wet conditions.*
Medium	-	*Workable in most race conditions.*
Soft	-	*Lower rear end grip, can be beneficial to karts that understeer when turning into the corner.*

50mm:

Hard	-	*Best suited to cold, low grip situations, also wet conditions. Additional traction on the exit of corners.*
Medium	-	*Workable in most race conditions.*
Soft	-	*Provides more mechanical grip than the other two, can be beneficial to karts that are slow out of tight corners due to excessive grip.*

To view the available axle options for your chassis CLICK HERE

Chassis Set-Up - Wheels + Hubs

WHEELS - *The two main choices are Magnesium rims or Aluminium Alloy Rims.*

ALLOY - *Aluminium wheels are ideal for when the need is to generate heat in the tyres quickly. Generally suited to hard tyres, slower speeds, or cold/wet weather.*

MAGNESIUM - *magnesium rims are 40% lighter with less rolling inertia and greater acceleration (same wheel dimensions). Greater heat dissipation keeps the temperature lower and internal air pressure more stable. Due to a greater material stiffness, magnesium wheels allow the chassis to "release" better exiting corners. Generally suited to soft tyres and/or hot weather.*

REAR HUBS - *Rear hubs can reduce or increase the amount of "work" the axle does. Affects the amount the rear will bite into the track, providing more or less rear grip. Instead of narrowing or widening the rear track, changing to longer or shorter hubs is a major advantage in trying to obtain the ultimate kart balance. Different length wheel hubs are available and these can be utilised to futher fine tune your karts handling to your individual needs. Longer hubs should provide more rear grip in dry conditions, shorter should provide less. The standard size rear hub would be a happy medium for all conditions.*

Adjustment of rear hubs:
- *Remove rear wheels from hubs*
- *Measure the distance from the flat facia of the hub to the axle hanger (This will be the reference distance).*
- *Loosen the cap head screw (Two screws on some hubs)*
- *Slide hub to desired postion*
- *Tighten the cap head screw (Two screws on some hubs)*
- *Mount wheels (Taking care to get tyre rotation direction correct)*
- *Fit and tighten the three wheel nuts*

To view the available wheel options for your chassis CLICK HERE

To view the available rear hub options for your chassis CLICK HERE

Maintanance - Brakes

To maintain your brake at full performance and to maximise the lifespan there are a number of protocols you will need to adhere to:

Master Cylinder:
- Master cylinder internal seals should be replaced after every 20-25 hours of use.
- Ensure that the internal walls of the Master cylinder are perfectly smooth with no imperfections

Fluid:
- The brake fluid should be replaced after every 15 hours of use.
- Always ensure after replacing the fluid that all air bubbles are bled out of the system.
- Before attempting to bleed the brake retract the dust boot from the front of the master cylinder to check the piston is against the push rod.
- To bleed the system, open the bleed screw on the caliper, attach a brake bleeding bottle to the master cylinder to pressure fluid through the brake system and allow any air to escape via the bleed screw.
- Repeat process until all air is removed from the system.
- SWRD recommends the use of AP Lockheed 551 Racing Brake Fluid (Dot 3).

Caliper:
- Caliper Seals should be replaced after every 20-25 hours of use.
- Always check for leaks or pipe cracking around pipe connections and bleed nipples.

Pads:
- SWRD brake pads should always be used in conjunction with SWRD brake pad retention screws and springs.
- Never use, or continue to use cracked or damaged brake pads.
- Brake pads should be replaced after every 5-6 hours of use (this can vary dramatically due to varying driving conditions).
- You should always have less than 3mm pad travel to the disc on either side, this gap can be closed using shims - no more than 2 shims on either brake pad should be used.
- Always ensure the thread of the pads and retention screws are clean and in good working order.

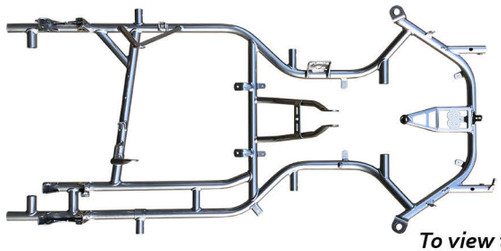
Brake Disc:
- Never use a cracked or damaged brake disc or disc carrier, this can lead to mechanical failure of the brake.
- A damaged disc will have an adverse effect on the wear of the pads.

To view the available brake options for your chassis CLICK HERE

The brake system is paramount to the kart and drivers safety, regularly check all components
Bad maintanace of brakes can lead to severe, even fatal injuries
Only adequately skilled technicians should undertake brake maintenance, if in doubt return the unit to Wright Karts for repair/maintanance

Maintanance - Chassis

After every race weekend it is necessary to check over your kart. We recommend that you systematically check your chassis has sustained no damages, breaks or cracks.



To view the available chassis options
CLICK HERE

You must also carry out the following additional maintenance procedures:

Bearings:
- All bearings should be periodically checked to ensure that they are free moving and unrestricted.
- You should check: stub axle bearings, wheel bearings, steering column bearing and rear axle bearings.

To view the available bearing options
CLICK HERE

Steering:
- The steering geometry should also be maintained on the chassis to ensure the correct degree of inclination and alignment of the stub axles. Discrepancies can be caused by damaged: king pins bolts, stub axles, track rods or chassis yokes.
- Alignment can be measured using either tracking discs or laser alignment tools.
- You must also reguarly check the tightening torque of the steering column supports, steering column base and stub axle kingpins.

To view the available stub axle options
CLICK HERE

Fuel:
- To prevent fuel surge we recommend the replacement of fuel line after every 4-5 days of use. (Do not leave the fuel line immersed in the fuel over night).

To view the available fuel system components
CLICK HERE

Cleaning:
- The cleaning of the chassis should be done with the use of a specified cleaning product.
- Avoid products that may be too agressive on painted or coated areas as well as plastic and rubber materials.
- DO NOT use cleaning products on the brake pads, brake disc or brake calipers.
- Protect the brake pads, disc and caliper with a dry cloth whilst cleaning the kart.
- Spraying a cleaning product on the brake unit may reduce the braking ability partially or totally and can lead to a serious accident
- If in any doubts, spray area with a specific brake cleaning product and drive the first few laps with extreme caution until braking ability becomes normal.

To view the available brake system components
CLICK HERE

Maintanance - Chassis

Fixings:
- Before each use, check all screws, nuts and bolts for tightness torsion and condition.
- Pay particular attention to those areas relating to the safety of the kart: Stub axle kingpin, track rod and ball joints, front and rear wheels, front and rear wheel hubs, brake system, engine mounts and seat bolts.
- Damaged nuts, bolts and screws MUST be replaced.

To view the available bodywork options CLICK HERE

Bodywork:
- Regularly check the bodywork for cracks that may occur during racing collisions or aggresive driving.
- Regularly check the fixings and mounts of the bodywork to make sure they are not loose or damaged.

To view the available tyre options for your chassis CLICK HERE

Wheels & Tyres:
- Always make sure the direction of the tyres are rotating in the correct direction.
- Damaged or heavily worn tyres must always be replaced (All wear indicatiors must be visible).
- Always check the tyre pressures before driving onto the track.

Motor Set-up - Gear Ratios

The ratio of the front and rear sprocket is simply calculated by dividing the rear sprocket (axle sprocket) size by the front sprocket (engine sprocket) size.

In normal circumstances the use of a standard front sprocket is sufficient, however there will be circumstances which require the front sprocket to be changed. Most commonly it will be due to the rear sprocket being too large, thus increasing the risk of chain loss (through hitting a kerb, exiting the track etc). The best way to rectify this without loss of engine performance is to change the front sprocket to allow a smaller rear sprocket, but keeping the gear ratio the same (or as near as possible).

For example:
If you are running a 96 Tooth sprocket (very large) on a 12 Tooth front sprocket (Ratio 8.0), you could change it to an 88 rear sprocket and 11 front sprocket, which also has a ratio of 8.0

The table to the right has been supplied for ease of calculation.

To view the available Sprocket options CLICK HERE

Sprocket Size	9	10	11	12	13	14
65	7.22	6.50	5.91	5.42	5.00	4.64
66	7.33	6.60	6.00	5.50	5.08	4.71
67	7.44	6.70	6.09	5.58	5.15	4.79
68	7.56	6.80	6.18	5.67	5.23	4.86
69	7.67	6.90	6.27	5.75	5.31	4.93
70	7.78	7.00	6.36	5.83	5.38	5.00
71	7.89	7.10	6.45	5.92	5.46	5.07
72	8.00	7.20	6.55	6.00	5.54	5.14
73	8.11	7.30	6.64	6.08	5.62	5.21
74	8.22	7.40	6.73	6.17	5.69	5.29
75	8.33	7.50	6.82	6.25	5.77	5.36
76	8.44	7.60	6.91	6.33	5.85	5.43
77	8.56	7.70	7.00	6.42	5.92	5.50
78	8.67	7.80	7.09	6.50	6.00	5.57
79	8.78	7.90	7.18	6.58	6.08	5.64
80	8.89	8.00	7.27	6.67	6.15	5.71
81	9.00	8.10	7.36	6.75	6.23	5.79
82	9.11	8.20	7.45	6.83	6.31	5.86
83	9.22	8.30	7.55	6.92	6.38	5.93
84	9.33	8.40	7.64	7.00	6.46	6.00
85	9.44	8.50	7.73	7.08	6.54	6.07
86	9.56	8.60	7.82	7.17	6.62	6.14
87	9.67	8.70	7.91	7.25	6.69	6.21
88	9.78	8.80	8.00	7.33	6.77	6.29
89	9.89	8.90	8.09	7.42	6.85	6.36
90	10.00	9.00	8.18	7.50	6.92	6.43
91	10.11	9.10	8.27	7.58	7.00	6.50
92	10.22	9.20	8.36	7.67	7.08	6.57
93	10.33	9.30	8.45	7.75	7.15	6.64
94	10.44	9.40	8.55	7.83	7.23	6.71
95	10.56	9.50	8.64	7.92	7.31	6.79
96	10.67	9.60	8.73	8.00	7.38	6.86
97	10.78	9.70	8.82	8.08	7.46	6.93
98	10.89	9.80	8.91	8.17	7.54	7.00
99	11.00	9.90	9.00	8.25	7.62	7.07
100	11.11	10.00	9.09	8.33	7.69	7.14

Terminology

A list of terms and phrases you may not be familiar with:

UNDERSTEER - The front of the kart slides more than the rear whilst cornering, making the kart "Push" straight ahead rather than turning. See fig 1.0:

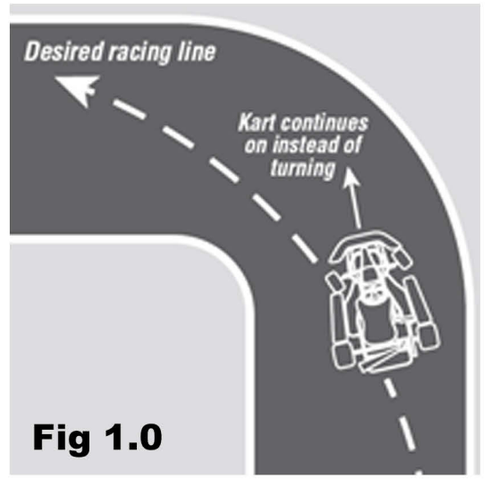


Fig 1.0

OVERSTEER - T he rear of the kart slides more than the front whilst cornering, making the kart "Step out" on the back end. See fig 2.0:

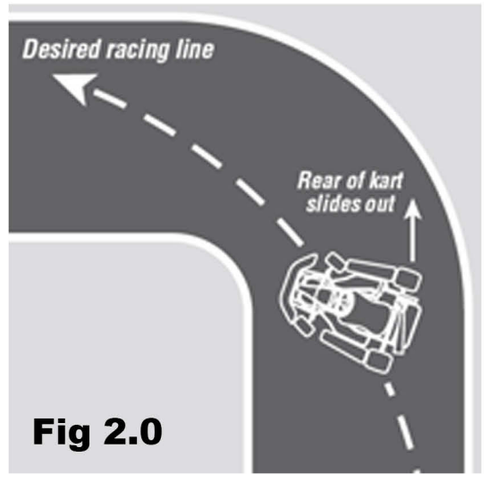


Fig 2.0

CORNER APEX - The corner apex is the mid point of the corner which the kart should aim to be as near as possible. This maximises the sweep of the corner which in turn allows the maximum inertia (momentum) to be carried through the corner by the kart. see fig 3.0:

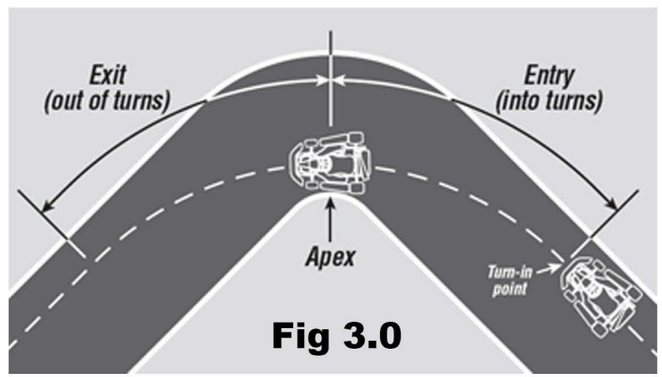


Fig 3.0

Terminology

TOE IN/OUT -
Toe in and toe out refers to the front wheels pointing inwards towards each other (Toe In) or outwards away from each other (Toe Out) when viewed from above. see fig 4.o:

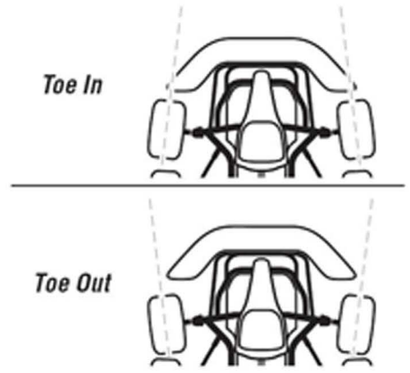


Fig 4.0

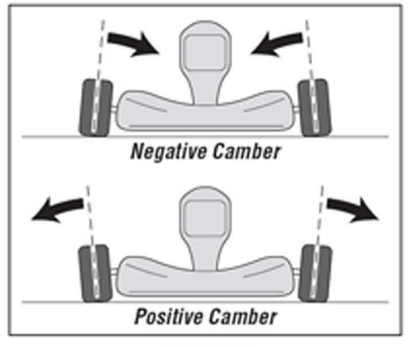
Note: Excessive Toe In or Out may dramatically affect your kart's top speed as the tyres will drag. A standard kart setting will run with parallel front wheels.

CAMBER / CASTER -
Camber and Caster are the two variables when adjusting the steering geometry of the kart.

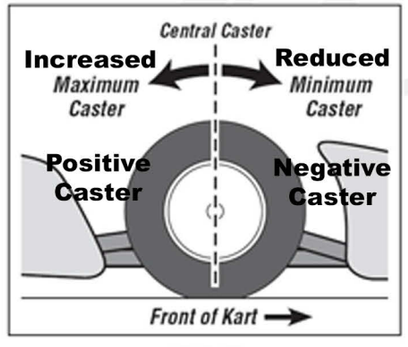
CAMBER -
Negative Camber is when the wheel leans towards the kart. Using negative camber will reduce the amount of steering response the kart has and give the feel of more rear grip.

Positive Camber is when the wheel leans away from the kart. Using positive camber will help to give the kart a more direct steering and will also give the kart a more mechanical "Jacking" of the rear wheel.

CASTER -
Caster is the angle to which the steering pivot axis is tilted rearward from verticle (as viewed from the side). If the pivot axis is tilted backward (the top is positioned further rearward than the bottom pivot), then the caster is positive; if it is tilted forward, then the caster is negative.



CAMBER



CASTER

General working caster range will be within 17-23 degrees (Positive).

Safety

Never drive a kart without adequate safety equipment. Proper safety equipment includes: Full face Helmet, gloves, homologated suit (For Karting) and boots. (This is not an exhaustive list). All safety wear should meet the MSA guidelines (this can be found on the Motorsport UK website and in the most recent MSUK handbook - Bluebook).

Use an MSUK/CIK/FIA approved full face helmet, correctly fitting drivers head size, with tightend strap and closed visor. Refer to MSUK/CIK/FIA Regulations (Compulsory)

Use Suit MSUK/CIK/FIA approved. Level 1 or Level 2 Homologated (Compulsory)

Use specific Karting/Motorsport gloves (Compulsory)

Use specific Karting/Motorsport Boots (Compulsory)

Neck Protection used should be MSUK/CIK/FIA approved (Highly Recommended)

Rib Protection used should be of correct size and fitment to the driver and the seat (Highly Recommended)

Rain Suit with water tight fasteners to be used when necessary (Recommended)

Trailing and loose fitted clothing or scarves are not permitted.

Do not drive with long hair outside of the helmet.

Do not wear wide or floating clothes

Do not drive under the influence of drugs or alcohol

FAILURE TO ADHERE TO THE ABOVE RULES MAY RESULT IN INJURY OR DEATH TO YOURSELF, MECHANICS, AND/OR THIRD PARTIES

Options:

Seats

Bambino/Cadet:

W018B - Standard - Bambino BBP1 (22.5cm)
W018KA - Carbon Reinforced - Light Weight
W018RQ - F6 Flat Bottom/Reclined XXS (24cm) **Soft and extra soft also available*
W018RS - F6 Flat Bottom/Reclined XS - Cut Down (25.5cm) **Soft and extra soft also available*

Junior:

W018S - F6 Flat Bottom/Reclined 1 (29cm) **Soft and extra soft also available*
W018SA - F6 Flat Bottom/Reclined 1+(30.5cm) **Soft and extra soft also available*
W018S B - F6 Flat Bottom/Reclined 2 (32cm) **Soft and extra soft also available*

Senior:

W018RE - Standard FA N03 (33cm)
W018RF - Standard FA N04 (34cm)
W018RG - Standard FA N05 (35cm)
W018SC - F6 Flat Bottom/Reclined 3 (33cm) **Soft and extra soft also available*
W018SCA - F6 Flat Bottom/Reclined 4 (34cm) **Soft and extra soft also available*
W018SCB - F6 Flat Bottom/Reclined 5 (35cm) **Soft and extra soft also available*

Additionals:

W096 - Seat Countersunk Bolt 25mm-100mm
W098 - Seat Cupped Washer - Aluminium (Black)
W099 - Seat Washer - Plastic 40x2mm
W099A - Seat Washer - Plastic 40x4mm
W100 - Seat Spacer - Plastic 25x50mm
W100C - Seat Ball & Cup Swivel Set - Aluminium
W100K - Seat Fitting Kit
W117 - Seat Stay 250mm-420mm
W119B - Seat Stay Spacer (Bottom) - 20x12mm M8 - Aluminium (Black)
W120A - Front Seat Lug Bambino/Cadet
W018T - Seat Padding - Sides (With Velcro Fastening)
W018TA - Seat Padding - Rear (With Velcro Fastening)

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Tyres

Bambino:

To65H	-	Heidenau T-Race (Slick)
To65HW	-	Heidenau WH1 (Wet)
To65HH	-	Heidenau HDD (All Weather)
To65	-	Le Cont (All Weather)

Cadet:

To54	-	Dunlop SL3 (Slick)
To55	-	Dunlop KT3 (Wet)

Junior:

To39S	-	Mojo D2 (Slick)
To39T	-	Mojo W5 (Wet)
To43	-	Komet K1H (Slick)
To43A	-	Komet K1W (Wet)
To58	-	Maxxis TKM Green (Slick)
To59	-	Maxxix TKM Red (Wet)
To69	-	Vega XH Green (Slick)
To70	-	Vega W5 Green (Wet)

Senior:

To39SA	-	Mojo D5 (Slick)
To39T	-	Mojo W5 (Wet)
To43	-	Komet K2H (Slick)
To43B	-	Komet K1W (Wet)
To58	-	Maxxis TKM Green (Slick)
To59	-	Maxxix TKM Red (Wet)
To69A	-	Vega XP Yellow (Slick)
To70	-	Vega W5 Green (Wet)

Prokart

To51	-	Bridgestone YDS (Slick)
To53	-	Bridgestone YFD (Wet)

Additionals:

No29A	-	Tyre Removing Press (Heavy Duty)
No29D	-	Tyre Removing/Fitting Tool
No29E	-	Tyre Carrier Bag (Premium)
No29F	-	Tyre Carrier Bag (Budget)
No50N	-	Tyre Pressure Guage 0-60 PSI (Budget)
Wo77	-	Tubeless Tyre Valve (Short)

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Wheels

Bambino/Cadet:

W087AA - 110/140mm - Mono 3 Spoke (Offset Front) - Silver
W087BA - 110/140mm - Mono 6 Spoke (Super Offset Front) - Silver
W087BAA - 110/140mm - Mono 6 Spoke (Super Offset Front) - Black
W087BB - 115/146mm - Mono Central - Black

Junior/Senior:

W087H - 130/180mm - Mono
W087I - 130/210mm - Mono
W087J - 130/180mm - Mono (Hub Fitment)
W087K - 130/210mm - Mono (Hub Fitment)
W087YB - 132/212mm - Douglas 'V' Mono
W087YC - 132/212mm - Douglas 'VLV' Mono (Low Volume)
W087Z - 130/210mm - Wright Gold 'VLV' (Low Volume) - Magnesium

Additionals:

N029A - Tyre Removing Press (Heavy Duty)
N029D - Tyre Removing/Fitting Tool
N029E - Tyre Carrier Bag (Premium)
N029F - Tyre Carrier Bag (Budget)
N050N - Tyre Pressure Guage 0-60 PSI (Budget)
W077 - Tubeless Tyre Valve (Short)
W078 - Front Wheel Bearing 17x35x10mm Dunlop 6003
W078AA - Front Wheel Bearing 17x30x7mm Dunlop 61903
W078B - Front Wheel Bearing 17x35x10mm SKF 6003
W078BB - Front Wheel Bearing 25x42x9mm Dunlop 61905
W078C - Valve/Bearing Set 17x35x10mm Dunlop 6003
W078CA - Valve/Bearing Set 17x35x10mm SKF 6003
W079CB - Valve/Bearing Set 17x30x7mm Dunlop 61903
W084DA - Bead Retaining Screw M5x10 - Stainless Steel
W084E - Bead Retaining Screw Dowty Seal
W084EA - Bead retaining Screw/Dowty Seal Set (12 Pack)

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Stub Axles

Bambino/Cadet:

W030ED - 17x130mm 11.0 Degree - 2 Bearing (M8) Light Weight R/H
W031ED - 17x130mm 11.0 Degree - 2 Bearing (M8) Light Weight L/H
W030FA - 17x130mm 10.2 Degree - 2 Bearing (M8) R/H
W031FA - 17x130mm 10.2 Degree - 2 Bearing (M8) L/H
W030FB - 17x130mm 11.0 Degree - 2 Bearing (M8) R/H
W031FB - 17x130mm 11.0 Degree - 2 Bearing (M8) L/H
W030FC - 17x130mm 11.8 Degree - 2 Bearing (M8) R/H
W031FC - 17x130mm 11.8 Degree - 2 Bearing (M8) L/H

Junior/Senior:

W030LD - 17x160mm 11.0 Degree - 2 Bearing (M10) R/H
W031LD - 17x160mm 11.0 Degree - 2 Bearing (M10) L/H
W030PA - 25x170mm 11.0 Degree - 2 Bearing (M10) R/H
W031PA - 25x170mm 11.0 Degree - 2 Bearing (M10) L/H
W030PP - 25x160mm 11.0 Degree - 2 Bearing (M10) R/H - KZ
W031PP - 25x160mm 11.0 Degree - 2 Bearing (M10) L/H - KZ

Additionals:

W032AA - Kingpin M8x90mm (Precision)
W033A - Kingpin Bearing 22mm M8 SKF - (Premium)
W033AB - Kingpin Bearing 22mm M8 Dunlop
W034B - Internal Bearing Spacer 21mm M8 (Bambino/Cadet)
W034E - Ride Height Spacer 2.5mm Recessed Bush M8 (Bambino/Cadet)
W034D - Ride Height Spacer 2.5mm M8 (Bambino/Cadet)
W034F - Ride Height Spacer 5.0mm M8 (Bambno/Cadet)
W039B - Kingpin Bush Central M8 (Bambino/Cadet) - Black
W039CC - Kingpin Bush 8 Hole M8 (Cadet) - Black

W032CA - Kingpin M10x100mm (Precision)
W033B - Kingpin Bearing 26mm M10 SKF (Premium)
W033BA - Kingpin Bearing 26mm M10 Dunlop
W034BB - Internal Bearing Spacer 24mm M10 (2 Bearing Stub)
W039CT - Ride Height Spacer 4.5mm Recessed Bush M10 (CIK)
W039CS - Ride Height Spacer 4mm M10 (CIK)
W039CM - Kingpin Bush 16 Hole M10 (CIK) - Black
W039CN - Kingpin Bush Central M10 (CIK) - Black
W039CR - Kingpin Bush Swivel Insert M10 (CIK) - Black

W036 - 17mm Stub Axle Wheel Spacer - 10mm (Alloy) - Red
W036A - 17mm Stub Axle Wheel Spacer - 7.5mm (Alloy) - Red
W037 - 17mm Stub Axle Wheel Spacer - 5.0mm (Alloy) - Red

W038A - 25mm Stub Axle Thrust Washer
W038B - 25mm Stub Axle Wheel Spacer - 5mm (Alloy) - Silver
W038B - 25mm Stub Axle Wheel Spacer - 15mm (Alloy) - Silver

W035B - Stub Axle Arm/Track Rod End Spacer 2.5mm
W035 - Stub Axle Arm/Track Rod End Spacer 5mm
W035A - Stub Axle Arm/Track Rod End Spacer 10mm
W039A - Stub Axle Wheel Nut M14 - Nyloc
W039E - Kingpin Bush Location Screw M4x6mm

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Front Hub

17mm Shaft
W045EG - 17mm x 96mm - Magnesium

25mm Shaft
W045ED - 25mm x 61mm - Magnesium
W045EE - 25mm x 76mm - Magnesium
W045EI - 25mm x 96mm - Magnesium

40mm Shaft
W045EU - 40mm x 78mm - Magnesium (KZ)

Additionals:
W045EL - Front Hub Location Ring - Magnesium
W045MB - Wheel/Hub 'K' Nut (M8)
W045MM - Wheel/Hub Stud 35mm (M8)

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Steering Column

Bambino/Cadet

W021GB - 355mm - 4 Position (Bambino)
W021HC - 410mm - 4 Position (Cadet)

Junior/Senior

W021HD - 475mm - 4 Position
W021HE - 495mm - 4 Position

Additionals:

W019C - Steering Wheel - Red/Black/White Suade (300mm)
W019D - Steering Wheel - Red/Black/White Suade (320mm)
W019F - Steering Wheel - Blue/Black/White Suade (320mm)
W020AA - Steering Wheel Boss - Angled (Black)
W020AD - Steering Wheel Boss - Varibale Angle - 3 Posiiton (Black)
W020AS - Steering Wheel Boss Spacer - 50mm
W020AW - Steering Wheel Boss Angled Wedge (Black)
W020BA - Clutch Lever inc Housing (KZ) - Magnesium
W020C - Steering Column Locking Bush (Black)
W022AB - Steering Column Bush - 2 Position (Black)
W023 - Steering Column Uniball Bearing
W024 - Steering Column Uniball Bearing Circlip
W025BE - Track Rod 195mm - Aluminium (Black)
W025CA - Track Rod 225mm - Aluminium (Black)
W025E - Track Rod 255mm - Aluminium (Black)
W025F - Track Rod 270mm - Aluminium (Black)
W026A - Track Rod End R/H - Dunlop
W027A - Track Rod End L/H - Dunlop

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Front Torsion Bar

Mercury/Jupiter

- *225 x 30 x 2.0mm Tubular - Grade 3*
- *225 x 30 x 2.0mm Tubular - Grade 2*
- *225 x 30 x 2.0mm Tubular - Grade 1*
- *225 x 30 x 1.5mm Tubular*
- *225 x 30mm Nylon Bar*
- *225 x 30mm Nylon Bar - Reduced Waist*

Suzuka 3

- *30 x 2mm Double Bend - Grade 3*
- *30 x 2mm Double Bend - Grade 2*
- *30 x 2mm Double Bend - Grade 1*

Additionals:

W114I - Torsion Bar Clamp 32 x 60mm (Aluminium) - Black
W114IA - Torsion Bar Clamp 30 x 60mm (Aluminium) - Black
W114J - Torsion Bar Clamp 28 x 60mm (Aluminium) - Black

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Rear Torsion Bar

Mercury/Jupiter

- *225 x 30 x 1.5mm Flat Waist*
- *225 x 30 x 1.5mm Tubular*

Suzuka 3

- *225 x 30 x 1.5mm Flat Waist*
- *225 x 30 x 1.5mm Tubular*

Pro Suzuka

- *225 x 30 x 1.5mm Flat Waist*
- *225 x 30 x 1.5mm Tubular*

Additionals:

W114I - Torsion Bar Clamp 32 x 60mm (Aluminium) - Black
W114IA - Torsion Bar Clamp 30 x 60mm (Aluminium) - Black
W114J - Torsion Bar Clamp 28 x 60mm (Aluminium) - Black

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Axles

Bambino/Cadet:

W040AD - 25 x 850 x 3mm - Hollow (Bambino)
W040AG - 25 x 850 x 5mm - Hollow (Bambino)
W040AC - 25 x 850mm - Solid (Bambino)
W040A - 25 x 980mm - Solid - Soft (Cadet)
W040 - 25 x 980mm - Solid - Medium (Cadet)
W040AA - 25 x 980mm - Solid - Hard (Cadet)
W040AN - 25 x 1020 x 5mm - Hollow (Cadet/Cadet Pro)

Junior/Senior:

W040J - 50 x 1040 2mm - Soft (KZ Compatible)
W040JA - 50 x 1040 2mm - Medium (KZ Compatible)
W040JC - 50 x 1040 2mm - Medium/Hard (KZ Compatible)
W040JB - 50 x 1040 2mm - Hard (KZ Compatible)

Prokart
W040D - 30 x 1090 x 5mm - Hollow (Bambino)

Additionals:

W042 - Axle Bearing - 25mm SKF (Premium)
W042AA - Axle Bearing - 25mm Dunlop (Premium)
W042E - Grub Screw - M6
W042GG - Bearing Housing - 25mm - Solid/Clamp - Black
W042GS - Bearing Housing Spacer 1.5mm - 25mm - Aluminium
W043A - Axle Key 6 x 60 x 6mm
W044AA - Sprocket Carrier - 25mm - Black
W044AB - Sprocket Carrier - 25mm (Double Fixation) - Black
W048 - Axle Circlip - 25mm

W042A - Axle Bearing - 30mm SKF (Premium)
W042AC - Axle Bearing - 30mm Dunlop (Premium)
W042E - Grub Screw - M6
W042HB - Bearing Housing - 30mm - Solid/Clamp - Black
W044BB - Sprocket Carrier - 30mm - Black
W044BC - Sprocket Carrier - 30mm (Double Fixation) - Black
W048A - Axle Circlip - 30mm

W042BD - Axle Bearing - 50mm 90mm Extension Dunlop
W042BD - Axle Bearing - 50mm 80mm Extension Dunlop
W042EE - Grub Screw - M10
W042MA - Bearing Housing - 50mm - 6 Hole Fixing (Magnesium)
W043CE - Axle Key 8 x 60 x 3mm (Pegged - 34mm Centres)
W043CF - Axle Key 8 x 60 x 3mm (3 Pegs - KZ)
W044HA - Sprocket Carrier - 50mm - Black
W044MA - Sprocket Carrier - 50mm (Magnesium)

W042BA - Axle Bearing - 40mm Dunlop

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Rear Hub

25mm Axle:
W045 - 25mm x 45mm - Black
W045A - 25mm x 38mm - Balck
W045AA - 25mm x 67mm - Black
W045AB - 25mm x 98mm - Black

30mm Axle:
W045B - 30mm x 65mm - Black

50mm Axle:
W045JG - 50mm x 77mm - Magnesium
W045JH - 50mm x 98mm - Magnesium
W045JI - 50mm x 120mm - Magnesium

Additionals:
W045MB - Wheel/Hub 'K' Nut (M8)
W045MM - Wheel/Hub Stud 35mm (M8)

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Brakes

CIK Standard (8/12mm):

W051B - Hydraulic Caliper/Cylinder Complete -12mm Disc - SWRD CIK
W051BA - Hydraulic Caliper/Cylinder Complete (12mm Disc) - SWRD PRO
W051E - Hydraulic Caliper Complete - 12mm Disc - SWRD CIK
W052 - Hydraulic Caliper Half - SWRD CIK
W053G - Hydraulic Caliper Spacer - 8mm Disc - SWRD CIK
W053H - Hydraulic Caliper Spacer - 12mm Disc - SWRD CIK
W055E - Hydraulic Caliper Pad - Soft - SWRD CIK
W055F - Hydraulic Caliper Pad - Hard - SWRD CIK
W053I - Hydraulic Caliper Pad Shim - 0.7mm - SWRD CIK
W053J - Hydraulic Caliper Pad Shim - 1.5mm - SWRD CIK
W054 - Hydraulic Caliper Piston - Brass - SWRD CIK
W054AA - Hydraulic Caliper Piston - Aluminium - SWRD CIK
W054A - Hydraulic Caliper Piston Lip Seal - SWRD CIK
W054B - Hydraulic Caliper "O" Ring Seal - SWRD CIK
W056 - Hydraulic Caliper Pad Retention Screw - SWRD CIK
W057 - Hydraulic Caliper Pad Return Spring - SWRD CIK
W058A - Hydraulic Caliper Bleed Screw - SWRD CIK
W059CB - Hydraulic Caliper Bolt M10 x 120mm - SWRD CIK
W059CC - Hydraulic Caliper Bolt M10 x 130mm - SWRD PRO
W059Z - Hydraulic Brake Pipe - Braided (006) - SWRD CIK
W059Y - Hydraulic Brake Pipe - Braided (005) - SWRD PRO
W061 - Hydraulic Cylinder Body (Bare) - SWRD CIK
W061A - Hydraulic Cylinder 'Dust Seal' Housing (Aluminium) - SWRD CIK
W061B - Hydraulic Cylinder Complete - SWRD CIK
W062 - Hydraulic Cylinder Piston (Brass) - SWRD CIK
W062A - Hydraulic Cylinder Piston Lip Seal - SWRD CIK
W062B - Hydraulic Cylinder Piston 'O' Seal - SWRD CIK
W062C - Hydraulic Cylinder Dust Cover Seal - SWRD CIK
W063 - Hydraulic Cylinder Lever - SWRD CIK
W063A - Hydraulic Cylinder Lever Shoulder Screw M6 x 25mm - SWRD CIK
W063D - Hydraulic Cylinder Lever Stop Pin - SWRD CIK
W064 - Hydraulic Push Rod - SWRD CIK
W064AA - Hydraulic Cylinder Piston (Aluminium) - SWRD CIK
W065 - Hydraulic Piston Return Spring - SWRD CIK
W066 - Hydraulic Cylinder Filler Cap - SWRD CIK
W068 - Hydraulic Brake Seal Kit (Complete) - SWRD CIK

CIK Self Adjusting (12mm):

W051BB - Hydraulic Caliper/Cylinder Complete - 12mm Disc (Self Adjusting) - SWRD CIK
W051EB - Hydraulic Caliper Complete - 12mm Disc (Self Adjusting) - SWRD CIK
W053Y - Hydraulic Caliper Piston (Self Adjusting) - SWRD CIK
W054BB - Hydraulic Caliper "Square" Seal (Self Adjusting) - SWRD CIK
W054NS - Hydraulic Caliper Piston/Pad Magnet (Self Adjusting) - SWRD CIK
W055FH - Hydraulic Caliper Pad - Soft - (Self Adjusting)
W055FI - Hydraulic Caliper Pad - Medium - (Self Adjusting)
W055FJ - Hydraulic Caliper Pad - Hard - (Self Adjusting)
W053I - Hydraulic Caliper Pad Shim - 0.7mm - SWRD CIK
W053J - Hydraulic Caliper Pad Shim - 1.5mm - SWRD CIK
W056E - Hydraulic Caliper Pad Retention Cap Screw M4 x 70mm (Self Adjusting)
W056F - Hydraulic Caliper Pad Retention Cap Screw Circlip (Self Adjusting)
W058B - Hydraulic Caliper Bleed Screw (Self Adjusting)
W058BA - Hydraulic Caliper Bleed Screw Dust Cover (Self Adjusting)
W059ZE - Hydraulic Brake Pipe - Braided (Self Adjusting)
W062CA - Hydraulic Cylinder Dust Cover Seal (Self Adjusting)
W062CB - Hydraulic Cylinder Piston Lip Seal
W068C - Hydraulic Brake Seal Kit (Complete) (Self Adjusting)
W069C - Hydraulic Caliper Piston/Seal Kit (Self Adjusting)

CIK Monoblock (17mm):

W051BD - Monoblock Hydraulic Caliper/Cylinder Complete - 17mm Disc (Self Adjusting) - SWRD CIK
W073 - Monoblock Hydraulic Caliper/Cylinder KZ Complete - 17mm Disc (Self Adjusting) - SWRD CIK
W054C - Monoblock Hydraulic Caliper Outer Piston Seal - SWRD CIK
W054CA - Monoblock Hydraulic Caliper Inner Piston Seal - SWRD CIK
W054CB - Monoblock Hydraulic Caliper "O" Ring (29x1.5mm) - SWRD CIK
W054CD - Monoblock Hydraulic Caliper Piston Seal - KZ Front - SWRD CIK
W054CE - Monoblock Hydraulic Caliper "O" Ring (24x1.5mm) - KZ Front - SWRD CIK
W055FO - Monoblock Hydraulic Caliper Pad - Soft - SWRD CIK
W055FP - Monoblock Hydraulic Caliper Pad - Medium - SWRD CIK
W055FQ - Monoblock Hydraulic Caliper Pad - Hard - SWRD CIK
W056EA - Monoblock Hydraulic Caliper Pad Retention Cap Screw M5 x 60mm - SWRD CIK
W055FR - Monoblock Hydraulic Caliper Pad - KZ Front - SWRD CIK
W056EB - Monoblock Hydraulic Caliper Pad Retention Cap Screw M5 x 55mm - KZ Front - SWRD CIK
W056IA - Monoblock Hydraulic Pad Location 'R' Clip
W068D - Monoblock Brake Seal Kit (Complete)
W069CA - Monoblock Cylinder Piston/Seal Kit
W072T - Monoblock Front/Rear KZ Service Key

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Brakes

Bambino:

W050Z - Mechanical Caliper - SWRD Bambino
W050ZAA - Mechanical Caliper Pad - SWRD Bambino
W050ZJ - Mechanical Caliper Shim - SWRD Bambino

Cadet:

W051BR - Hydraulic Caliper/Cylinder Complete - SWRD Cadet (2020)
W051EI - Hydraulic Caliper Fixing Bracket - SWRD Cadet (2020)
W052B - Hydraulic Caliper Half - SWRD Cadet (2020)
W053JE - Hydraulic Caliper Pad Shim - 0.5mm - Cadet (2020)
W054BA - Hydraulic Caliper "O" Ring (32x3mm) - Cadet (2020)
W055FA - Hydraulic Caliper Pad - Soft - Cadet (2020)
W055FB - Hydraulic Caliper Pad - Hard - Cadet (2020)
W056D - Hydraulic Caliper Pad Retention Pin - Cadet (2020)
W056DA - Hydraulic Caliper Pad Retention Clip - Cadet (2020)
W058AB - Hydraulic Caliper Bleed Screw - Cadet (2020)
W059ZB - Hydraulic Brake Pipe - Braided (013) - Cadet (2020)
W059ZC - Hydraulic Brake Pipe - Braided (010) - Pro Cadet
W059ZD - Hydraulic Brake Pipe - Braided (012) - Cadet
W061BC - Hydraulic Cylinder Complete - Cadet (2020)
W062BA - Hydraulic Cylinder Piston (Aluminium) - Cadet (2020)
W068AB - Hydraulic Brake Seal Kit (Complete) Cadet (2020)

Super Cadet

W051BC - Hydraulic Caliper/Cylinder Complete - SWRD Super Cadet
W051EF - Hydraulic Caliper Complete - SWRD Super Cadet
W051EG - Hydraulic Caliper Fixing Bracket - SWRD Super Cadet
W053JD - Hydraulic Caliper Pad Shim - 1.0mm - SWRD Super Cadet
W055FF - Hydraulic Caliper Pad - Soft - Super Cadet (2020)
W055FG - Hydraulic Caliper Pad - Hard - Super Cadet (2020)

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Chassis

Bambino

F001C	-	Minotaur	(Light Weight Specification Available)

Cadet

F002J	-	Phoenix	(Light Weight Specification Available)
F049J	-	Phoenix Pro (Cadet Pro)	(Light Weight Specification Available)

Junior/Senior

F023A	-	Suzuka 3	(KZ Specification Available)
F024	-	Jupiter	(KZ Specification Available)

Prokart

F050C	-	Pro Suzuka 2

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Bearings

W023 - Steering Column Uniball Bearing
W033A - Stub Axle Kingpin Bearing 8 x 22mm - SKF (Premium)
W033AB - Stub Axle Kingpin Bearing 8 x 22mm - Dunlop
W033B - Stub Axle Kingpin Bearing 10 x 26mm - SKF (Premium)
W033BA - Stub Axle Kingpin Bearing 10 x 26mm - Dunlop
W042 - Axle Bearing 25mm - SKF (Premium)
W042AA - Axle Bearing 25mm - Dunlop
W042A - Axle Bearing 30mm - SKF (Premium)
W042AC - Axle Bearing 30mm - Dunlop
W042BA - Axle Bearing 40mm - Dunlop
W042BD - Axle Bearing 50mm (90mm Extension) Dunlop
W042BH - Axle Bearing 50mm (80mm Extension)
W078 - Front Wheel Bearing 17 x 35 x 10mm (6003) - Dunlop
W078B - Front Wheel Bearing 17 x 35 x 10mm (6003) - SKF (Premium)
W078AA - Front Wheel Bearing 17 x 30 x 7mm (61903) - Dunlop
W078BB - Front Wheel Bearing 25 x 42 x 9mm (61905) - Dunlop

Additionals:
W041CE - Xeramic Bearing Lube

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Fuel System

`

Tanks:

Bambino:

W017 - Bambino 1ltr (Complete)

Cadet:

T017AB - Cadet 3ltr (Anti Surge)

Junior/Senior:

W017G - Quick Release 9ltr (Anti Surge)

Prokart

W017C - Pro 7.5ltr

Spares:

W017FB - Fuel Tank Thumb Screw
W094A - Petrol Pipe 1m (Premium)
W094BA - Petrol Pipe 'T' Piece
W094BB - Petrol Pipe 'Y' Piece
W095AA - Petrol Tank Pipe Cap (Plastic)
W095AB - Petrol Tank Pipe Fitting (Alloy)
W095D - Petrol Tank Pipe Anti Surge Weight (Brass)
W095E - Petrol Tank Fuel Cap
W095F - Petrol Tank Fuel Cap 'O' Ring Seal
W095FF - Petrol Tank Top Pipe/Anti Surge Weight (Complte)

M070 - Fuel Pump (Mikuni) KZ1/KZ2
M070A - Fuel Pump (Mikuni) KZ1/KZ2 Repair Kit

Additionals:

M041B - Oil - Shell Advance Racing M - 1ltr
M041C - Oil - Elf 909 - 1ltr
N031 - Oil Measure 500ml
N031A - Oil Measure 250ml
N031B - Oil Measure 250ml (Jug)
N031P - Fuel Jug & Flexible Spout - 5ltr
N032 - Funnel - Large
N032A - Funnel - Mr Funnel
N032B - Funnel - Filter Funnel (Std)
N032F - Petrol Can (Green) - 5ltr

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Bodywork

Bambino:

W129	-	Front Pod - Black/White
W129IM	-	Front Pod Fitting Kit (1 Pair)
W136M	-	Nassau Panel - Black/White
W137C	-	Nassau Panel Bracket - Top
W137CA	-	Nassau Panel Bracket - Top (Aluminium)
W138A	-	Nassau Panel Bracket - Bottom
W137S	-	Nassau Panel Bracket - Bottom (Aluminium)
W138AF	-	Nassau Panel Bracket CIK MK20 (Double Hole Fixing)
W130M	-	Side Pod - Black/White (RH/LH)
W131A	-	Side Pod Bar - Front (RH)
W131AA	-	Side Pod Bar - Front (LH)
W131AB	-	Side Pod Bar - Rear (RH)
W131AC	-	Side Pod Bar - Rear (LH)

Cadet:

W129E	-	Front Pod CIK MK20 - Black/White
W136C	-	Nassau Panel CIK MK20 - Black/White
W137CB	-	Nassau Panel Bracket CIK MK20
W138AF	-	Nassau Panel Bracket CIK MK20 (Double Hole Fixing)
W130B	-	Side Pod CIK MK20 - Black/White (RH/LH)
W131AJ	-	Side Pod Bar CIK MK20 (RH)
W131AK	-	Side Pod Bar CIK MK20 (LH)
W129IG	-	Front Pod CSAI-14 - Black
W136AF	-	Nassau Panel CSAI-14 - Black
W137C	-	Nassau Panel Bracket CSAI-14- Top
W137CA	-	Nassau Panel Bracket CSAI-14 - Top (Aluminium)
W138AB	-	Nassau Panel Quick Release Fitting
W138AC	-	Nassau Panel Quick Release 'R' Clip
W130BE	-	Side Pod CSAI-14 - Black (RH)
W130BF	-	Side Pod CSAI-14 - Black (LH)
W131AH	-	Side Pod Bar CSAI-14 (RH)
W131AI	-	Side Pod Bar CSAI-14 (LH)
W129IN	-	Front Pod Mounting Kit CIK
W129QR	-	Front pod Quick Release Snap Locks - CIK
W129QS	-	Front Bumper Loop Clamp - CIK (Plastic)
W129RD	-	Rear Pod Hulk - CIK

Junior/Senior:

W129DH	-	Front Pod KG506 - Black/White
W129DE	-	Front Pod KG506 Deflector Kit
W136LG	-	Nassau Panel KG506 - Black/White
W137F	-	Nassau Panel Bracket KG506 - Top
W138AB	-	Nassau Panel Quick Release Fitting
W138AC	-	Nassau Panel Quick Release 'R' Clip
W130K	-	Side Pod KG506 - Black/White (RH)
W130K	-	Side Pod KG506 - Black/White (LH)
W133K	-	Side Pod Bracket KG506 (RH)
W133L	-	Side Pod Bracket KG506 (LH)
W129DJ	-	Front Pod Buru - Black
W136LF	-	Nassau Panel Buru - Black
W137E	-	Nassau Panel Bracket Buru - Top
W138AA	-	Nassau Panel Bracket Buru - Bottom
W129IN	-	Front Pod Mounting Kit CIK
W129QR	-	Front pod Quick Release Snap Locks - CIK
W129QS	-	Front Bumper Loop Clamp - CIK (Plastic)
W130I	-	Side Pod CIK 14 Stilo Evo - Black (RH)
W130J	-	Side Pod CIK 14 Stilo Evo - Black (LH)
W133I	-	Side Pod Bracket Stilo Evo (RH)
W133J	-	Side Pod Bracket Stilo Evo (LH)
W129S	-	Rear Pod - CIK
W129SA	-	Rear Pod Fitting Kit - CIK

Prokart

W129A	-	Front Pod CIK02 - Black
W129IO	-	Front Pod Mounting Kit
W129QR	-	Front pod Quick Release Snap Locks - CIK
W129QS	-	Front Bumper Loop Clamp - CIK (Plastic)

Graphics Kits:

A037A	-	Bambino - Graphics Kit (Standard)
A037AA	-	Bambino - Graphics Kit (Chromium)
A038A	-	Bambino - Floor Tray Graphic (Chromium)
A039A	-	Bambino - Front Pod Graphic Kit (Chromium)
A040A	-	Bambino - Side Pod Graphic Kit (Chromium)
A037BB	-	Cadet - Graphics Kit (Chromium)
A038BA	-	Cadet - Floor Tray Graphic (Chromium)
A039BA	-	Cadet - Front Pod Graphic Kit (Chromium)
A040BA	-	Cadet - Side Pod Graphic Kit (Chromium)
A042AB	-	Cadet - Fuel Tank (3ltr) Graphics Kit (Chromium)
A043A	-	Jnr/Snr Chain Guard Graphics Kit (Chromium)
A037DA	-	Jnr/Snr KG506 - Graphics Kit (Chromium)
A039CA	-	Jnr/Snr KG506 - Front Pod Graphics Kit (Chromium)
A040CA	-	JnrSnr KG506 - Side Pod Graphic Kit (Chromium)
A037CA	-	Jnr/Snr Buru/Stilo - Graphics Kit (Chromium)
A041BA	-	Jnr/Snr - Rear Pod Graphic Kit (Chromium)
A038CA	-	Jupiter - Floor Tray Graphic (Chromium)
A038DA	-	Suzuka 3 - Floor Tray Graphic (Chromium)
A042BA	-	Jnr/Snr - Fuel Tank (9ltr) Graphics Kit (Chromium)
A043A	-	Jnr/Snr Chain Guard Graphics Kit (Chromium)

Please visit our online shop at www.wrightkarts.com for purchasing and further information

Options:

Sprockets

M001 - 65t Sprocket 219-P Light Weight - Black
M001A - 66t Sprocket 219-P Light Weight - Black
M002 - 67t Sprocket 219-P Light Weight - Black
M003 - 68t Sprocket 219-P Light Weight - Black
M004 - 69t Sprocket 219-P Light Weight - Black

M005 - 70t Sprocket 219-P Light Weight - Black
M006 - 71t Sprocket 219-P Light Weight - Black
M007 - 72t Sprocket 219-P Light Weight - Black
M008 - 73t Sprocket 219-P Light Weight - Black
M009 - 74t Sprocket 219-P Light Weight - Black
M010 - 75t Sprocket 219-P Light Weight - Black
M011 - 76t Sprocket 219-P Light Weight - Black
M012 - 77t Sprocket 219-P Light Weight - Black
M013 - 78t Sprocket 219-P Light Weight - Black
M014 - 79t Sprocket 219-P Light Weight - Black

M015 - 80t Sprocket 219-P Light Weight - Black
M016 - 81t Sprocket 219-P Light Weight - Black
M017 - 82t Sprocket 219-P Light Weight - Black
M018 - 83t Sprocket 219-P Light Weight - Black
M019 - 84t Sprocket 219-P Light Weight - Black
M020 - 85t Sprocket 219-P Light Weight - Black
M021 - 86t Sprocket 219-P Light Weight - Black
M022 - 87t Sprocket 219-P Light Weight - Black
M023 - 88t Sprocket 219-P Light Weight - Black
M024 - 89t Sprocket 219-P Light Weight - Black
M025 - 90t Sprocket 219-P Light Weight - Black
M026 - 91t Sprocket 219-P Light Weight - Black
M027 - 92t Sprocket 219-P Light Weight - Black
M028 - 93t Sprocket 219-P Light Weight - Black
M028A - 94t Sprocket 219-P Light Weight - Black
M028B - 95t Sprocket 219-P Light Weight - Black
M028BA - 96t Sprocket 219-P Light Weight - Black
M028BB - 97t Sprocket 219-P Light Weight - Black
M028BC - 98t Sprocket 219-P Light Weight - Black
M028BD - 99t Sprocket 219-P Light Weight - Black
M028BE - 100t Sprocket 219-P Light Weight - Black

Please visit our online shop at www.wrightkarts.com for purchasing and further information