

**RIMO**  
GERMANY

## User and Maintenance Manual



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## 1. Safety information



Improper maintenance or use of the vehicle may lead to dangerous situations. Read this manual carefully before the first use of the vehicles! Pay special attention to safety rules and safety information!



The operator may be liable in case of an accident if safety information in this manual is not observed. Pay special attention to the information marked as follows!



### **Important**

Identifies potential damage if instructions are not followed.



### **Caution**

Identifies a particularly high risk of accident with life threatening injuries if instructions are not followed.



### **Caution**

Minimum values for body height and age for drivers may not be disregarded since this exposes persons in the vicinity and others to an increased risk of accidents. The operator may be liable in this case as well! Do not modify or alter the structure of the kart! Only use original spare parts from RiMO!  
Damaged equipment represents an increased risk!

## 1.1 General safety information concerning usage and operating conditions:

### Track

- The kart may only be used on a kart track.
- This track must be officially licensed.
- The track must comply with the standards, regulations and safety requirements applicable and valid in your country.
- Track safety measures matching local rules and regulations must be implemented.  
(Including but not limited to padding on post and pillars, track boundaries)
- track covering or surfacing must be used. (No holes, ruts)
- Structural measures must be implemented to eliminate any dangers to spectators.



The list of track references and notes is for information purposes only. The applicable laws and regulations of your country are the decisive factor and must be observed!

### Building

- Buildings of the track must comply with the applicable laws and regulations of your country.
- Areas at risk for fire require special attention. (Storage area for new and used tires, refueling area) These areas are equipped with fire fighting and smoke exhaust devices to be equipped in accordance with the applicable fire regulations of your country!
- If fuel is spilled or leaked, clean the area and wait until all fuel vapors are gone. Only then is safe operation guaranteed.  
Apply binder to drips or spills at once and dispose of properly.
- Ensure adequate air circulation for indoor tracks. The carbon monoxide (CO) detectors must be checked regularly for proper function.  
Comply with all maintenance intervals of the ventilation systems and have this maintenance carried out by a specialist company.

### Building areas inaccessible to unauthorized persons

- Areas that may not be entered by unauthorized persons (e.g., workshop area) must be clearly marked and identified as such.
- Pets should be kept on a leash.

## Personnel

- Only trained personnel familiar with the safety equipment may be used.

## Karts

- Delivered karts may only be operated after being inspected.
- Use the correct tires depending on the substrate or ground. For questions or if in doubt, please contact RiMO.
- The operator must ensure compatibility concerning karts, kart speed, track design and layout (racing line), as well as boundary systems. If karts of different types (manufacturers) or models are to be used simultaneously, the operator especially must ensure compatibility with respect to the height of the all-round barriers or air fence the energy absorption systems. Appropriate measures are to minimize the risk that a kart manages to slip under or go over the safety barrier.
- The karts are to be kept in good general condition.
- Safety components must be checked at regular intervals by qualified personnel for function and damage:
  - > Brakes
  - > Steering
  - > Tires
  - > All-round protection elements, bodywork
  - > Threaded joints



### Caution

The kart may be operated only in the original condition. Use of parts not approved by RiMO voids the warranty and invalidates guarantee claims against RiMO.



## 1.2 General safety information for drivers:



Make sure compliance with the prescribed safety rules is always guaranteed.

### Age and size restrictions, driver training

- Ensure compliance with legal requirements in terms of body size and age of the driver (tables).
- Person whose body size or age does not meet the requirements may not operate the kart.
- For drivers with a small body size (140 to 150 cm), seat insert must be used (optimally: booster seat (SRS) RiMO Art. No.: 1387042).  
The operator of the kart track is responsible for estimating or evaluating (E) whether a driver is capable of driving a kart, taking into account his or her age, size, weight, and medical limitations; where appropriate, operators must offer training (T) according to table 6 and ensure compliance with all applicable national regulations.

**Table 1 - Kart types - design parameters of the manufacturer**

Kart type	Slow kart track <sup>a</sup> max. speed km/h	fast kart track <sup>a</sup> max. speed km/h	Reference height of driver (ergonomic range the min. height for the respective kart type) mm	driver weight range kg	max. power at crankshaft kW <sup>d</sup>	Reference test dummy <sup>e</sup>
Kart type A1 (Baby)	30 <sup>b</sup>	30 <sup>b</sup>	1150 (-100/+100) <sup>c</sup>	22 (-5/+10) <sup>b</sup>	3,5	-
Kart type A2 (Mini)	45	65	1350 (-150/+150) <sup>c</sup>	32 (-10/+18) <sup>b</sup>	5,15	5. percentile female
Kart type B (Adult)	70	80	1700 (-250/+250) <sup>c</sup>	78 (-38/+23) <sup>c</sup> <sup>b</sup>	10,3	95. percentile male
Kart type C1 (Adult)	70	90	1700 (-250/+250) <sup>c</sup>	78 (-38/+23) <sup>c</sup> <sup>b</sup>	16,9	95. percentile male
Kart type C2 (Adult)	70	100	1700 (-250/+250) <sup>c</sup>	78 (-38/+23) <sup>c</sup> <sup>b</sup>	22,1	95. percentile male

a Dimensioning values: It is assumed that the karts are used on tracks designed for the maximum speed of the karts. Some countries may have special rules and regulations concerning age, speed limit, intended use, or associated areas.

b Range determined after the applicable 50th percentile of the test dummy.

c Upper limit deviation determined after the 95th percentile of the male test dummy.

d Measured according to generally accepted standard methods such as ISO 15550, SAE J1349.

e Test dummies of the hybrid III type for the crash test as described in B.3.

**Table 6 - Kart type - Min. age / training and / or evaluation**

Speed /min. age	6 years	7 years	8 years	9 years	10 years	11 years	12 years	13 years	14 years	15 years	Older
30 km/h	E + T	E + T	E	E	E	E	E	E	E	E	E
45 km/h	/	E + T	E	E	E	E	E	E	E	E	E
65 km/h	/	E + T	E + T	E + T	E + T	E + T	E	E	E	E	E
70 km/h	/	/	/	/	/	E + T	E + T	E	E	E	E
80 km/h	/	/	/	/	/	E + T	E + T	E	E	E	E
90 km/h	/	/	/	/	/	/	/	E + T	E + T	E + T	E + T
110 km/h	/	/	/	/	/	/	/	/	/	E + T	E + T

If using a kart outside the parameters listed in tables 1+6, the track operator must carry out a specific risk assessment.

#### Prohibitions for drivers

##### - Operating a kart is prohibited to drivers who

- > wear a shawl, scarf or headscarf - these may become entangled in rotating parts of the kart
- > flowing long hair not restrained in some way that may protrude from under the helmet - long hair may become caught in rotating kart parts
- > wear fluttering, flowing or short clothing (skirts, dresses, shorts, hoodies, jacket, coat, etc.)
- > wear open shoes (sandals, flip flops, etc.), shoes with high heels, or shoes with free-hanging laces
- > have health problems (e.g., heart disease)
- > are intoxicated, under the influence of drugs, or show unusual behavior
- > do not wear a helmet

##### - Make sure the driver has read and understood the instructions.



### Caution

> Disregard for the listed rules may result serious accidents and/or injuries

#### Training kart track employees

Employees of the racetrack should be trained in the following:

- |   |  |
|---|--|
| 1) Personal safety                                      | 7) Application of the user manual                  |
| 2) The most important topics when training drivers      | 8) Driver safety / seating position                |
| 3) Safety inspections of karts                          | 9) Safety zones on the track                       |
| 4) Additional safety measures for children              | 10) First-aid measures and how to report accidents |
| 5) Safety procedures and equipment in case of fire      | 11) Procedure for serious incidents                |
| 6) Problems related to refilling and when spilling fuel |  |

#### Protective clothing for drivers

- Make sure drivers comply with the following requirements prior to climbing into the kart:
  - > Mid-length and long hair must be secured under the helmet **(RULE)**
  - > Balaclava - for hygienic reasons **(RULE)**
  - > Full-face helmet with CE approval of appropriate size with chin strap and closed visor **(RULE)**
  - > Closed clothing **(RULE)**
  - > Closed footwear **(RULE)** - short knotted shoelaces
  - > Jumpsuit/overalls with close cuffs on wrist and ankle (EMPFOHLEN)
  - > Kart gloves (RECOMMENDED)
  - > Neck protector (RECOMMENDED)
  - > Rib protector (RECOMMENDED)
  - > Rainwear with waterproof cap (IF NEEDED)



#### Caution

- > The balaclava is only for hygiene reasons. It is not intended to restrain long hair
- > Long hair, scarves and freely flowing garments represent an increased risk
- > Make sure the driver has read and understood the instructions thoroughly

## 1.3 Proper driver instructions

### Instructions

- All safety instructions must be clearly and prominently displayed (posters, signs, videos, etc.).
- Drivers must be instructed about the following before starting the karts:
  - > How to use the brake and accelerator pedal and the correct position of hands (at 9 and 3 o'clock on the steering wheel)
  - > Proper embarking and disembarking to avoid injury and prevent damage to the vehicle
  - > Driving without simultaneous stepping on the accelerator and brake pedals
  - > Locking the adjusted seat in place / pedal extension (if present)
  - > Rules for passing other karts
  - > Flaggen, Zeichen der Streckenposten
- Drivers must be instructed about the following before starting the karts:
  - > Awareness of consequences for non-compliance with the rules, especially in case of dangerous driving actions
- Make sure the driver complies with all safety rules at all times.

### During a round

- For compliance with the safety rules, turn marshals, flags and / or lights must be provided.
- Drivers behaving conspicuously or driving aggressively and/or dangerously, must be reprimanded or prevented from driving.
- Drivers who do not comply with the safety rules listed above during the race are to be prevented/excluded from driving immediately.

## 2. Summary of the safety warnings of the manual

### Safety instructions



#### Caution

- > Minimum values for body height and age for drivers may not be disregarded since this exposes persons in the vicinity and others to an increased risk of accidents. The operator may be liable in this case as well! Do not modify or alter the structure of the kart! Only use original spare parts from RiMO! Damaged equipment represents an increased risk!
- > Using karts that have been modified or altered and thus no longer are in the original condition can lead to accidents with serious consequences!
- > The balaclava is only for hygiene reasons. It is not intended to restrain long hair.
- > Long hair, scarves and freely flowing garments represent an increased risk
- > Make sure the driver has read and understood the instructions thoroughly.
- > The kart may suddenly accelerate and cause an accident if the accelerator pedal is depressed when starting the kart, or if the throttle lever does not return to the start position after starting the kart. This means the kart should be jacked up before and during the initial start.
- > The brake system must be checked for proper function before each use of the vehicle. Defective or worn parts must be replaced immediately with original RiMO parts. The kart must decelerate when pressing the brake pedal. It must also be ensured that the driver can come to a full stop from any speed. The bowden cables and brake lines must be installed in such a way as to eliminate contact with road surface or rotating, sharp or hot parts. Make sure the cables/lines are not kinked during installation or excessively taut (cable too short). Cables and lines also must have enough play to easily follow the movements of the brake lever (delivery status set at the factory). In case of brake fluid loss, the vehicle must be immediately put out of operation. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a brake system component. After the kart has been subjected to a disproportionate amount of force, the brake system must be inspected immediately for damage and function. >>>



## Caution

The torque specifications listed in section 6.15 must be observed during each mounting operation.

Only the brake fluid DOT 5 Silicone specified by RiMO may be used to prevent damage to the brake system, resulting in a loss of braking efficiency. Substances containing oil or grease or oil itself may not be applied to the brake disc or brake pads, because that would result in a significant loss of braking power. Contact the manufacturer if you have questions.

Failure to comply will result in damage to the brake system and void the warranty!

- > Improper mounting or bolting may lead to accidents with serious consequences!
- > Karts with combustion engines have parts that become very hot, e.g., engine unit and exhaust system. It is imperative that engine and axle cover are in good condition to prevent the driver being at risk for burns. Rotating parts of the drive train are a potential danger for the driver. Make sure engine and axle covers are secured in place and in perfect condition. The engine emits pollutants containing gas (CO).
- > Under no circumstances may a kart leaking fuel be used or operated. If operating fluids have leaked or been spilled, the affected area must be cleaned so as not to represent a fire or explosion hazard.  
If in doubt, contact the manufacturer.
- > Wheels must be checked daily for damage, wear and proper installation. Damaged or worn parts must be replaced immediately. Only karts with intact tires are allowed on the track.
- > Defective panels (bodywork) must be replaced.  
A vehicle with missing or severely damaged panels or bodywork may not be operated.
- > A vehicle with loose, improperly installed, or damaged bolts and screw connections may not be operated.
- > When mounting the timing belt / chain, it is essential to ensure that hands are not caught between belt / chain and pulleys.  
Crushing hazard! >>>





### Caution

- > The brake system must be checked for proper function and condition before each use of the vehicle. Defective or worn parts must be replaced immediately with original RiMO parts. When stepping on the brake pedal, the kart must slow down instantly. It must also be ensured that the driver can come to a full stop at any speed. The torque specifications listed in section 6.15 must be observed during each mounting operation. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a brake system component.
- > The brake system must be checked for proper function before each use of the vehicle. Defective or worn parts must be replaced immediately with original RiMO parts. The kart must decelerate when pressing the brake pedal. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a component. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a brake system component.
- > Check the pedals regularly for cracks and deformations. Damaged pedals can cause injury and / or become nonfunctional.
- > Before each use, make sure the throttle cable is adjusted and installed so that the engine can immediately and independently return to the idle setting. An incorrectly adjusted throttle cable may lead to accidents with serious consequences!
- > Adjustments or repairs to the steering may be performed only by trained persons or technicians. The torque specifications listed in section 6.15 must be observed. After the front axle / steering is subjected to high impacts, all parts of the steering system including the track must be checked for damage / correct adjustment. The kart may be driven only when all the steering parts are in perfect condition and are properly adjusted; otherwise, there is a risk of serious or even fatal injuries. Overtightening may weaken the material and lead to a fracture of the tie rod ends. If not tightened enough, the tie rod may shift or lose its ability to steer. When fully turning the wheels to the left or right, the steering stop must make contact with the frame. The tie rod ends must move freely or allow for a slight rotation in any steering position. Bent or broken components of the steering system must be replaced immediately with original RiMO spare parts. >>>



### **Caution**

It must be ensured that the constitution of the driver and the ease of steering make it possible to steer the kart at any time. Contact the manufacturer if you have questions.

- > Do not clean seat belts with chemical agents since this may affect the efficacy and safety and, in the case of an accident, cause failure of the retention function. An unlatched/unlocked belt buckle or incorrectly positioned / adjusted safety belt cannot fulfill its function in case of a collision. Belt ends must be fixed in place to prevent contact with rotating parts.
- > If oily or greasy substances reach the brake system, a weakening or even loss of braking power may result for several rounds.

## 2.1 Pictograms



Caution



Important



Important information



Consult and follow the instructions of the instructions of the RiMO User Manual



Consult and follow the instructions of the respective Manufacturer Manual



RiMO quality seal confirms that the person signing has carried out the final inspection.



RiMO TÜV sticker indicates the vehicle's safety as tested by TÜV.



Use only DOT 5 Silicone brake fluid  
Refers to the exclusive use of DOT 5 silicone brake fluid

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## 2.2 Gefahrenstufen



Caution

Disregarding the following instructions and notes poses a danger to life and limb.



Important

Disregarding the following instructions and notes results in damage to materials and property.



Important information

Precedes important notices and information.

## 2.3 Safety sticker



Do not drive without helmet

Do not drive with long, loose hair

Only drive with close-fitting clothing / do not wear scarf, headscarf or kerchief

RiMO order number: 3001100 - safety sticker for RiMO karts.  
This sticker must be clearly visible and undamaged on all karts.

## 3. Kart transfer information

### 3.1 Vehicle conformity

#### Standard

The vehicle meets the German standard DIN 33955.

#### Vehicle type

The vehicle type is listed on the nameplate located on the front of the frame on the right. It contains manufacturer information including serial number or chassis number and the serial designation and the year of manufacture.

#### Engine

Please consult the enclosed information materials (user and maintenance manuals) of the engine manufacturer for important information.

## 3.2 Integrity and completeness of delivery

### **Integrity of the delivery**

The vehicle must be checked for integrity and completeness of the documentation (user and maintenance manual, sub-assembly table) before the initial start-up. If documentation is missing, immediately contact the vehicle manufacturer.

### **Completeness of the delivery**

Also check whether the delivery matches the order or order confirmation and the delivery note in scope and design.

## 4. Information for the initial start-up of the kart

### 4.1 Before start-up

#### **Start-up**



#### **Important**

New vehicles are delivered without fuel (oil / gasoline). Engine and transmission must be filled with the operating fluids specified by the engine manufacturer (matching volume, grade, quality and viscosity) before startup. Please consult the user manual of the engine manufacturer for further details.

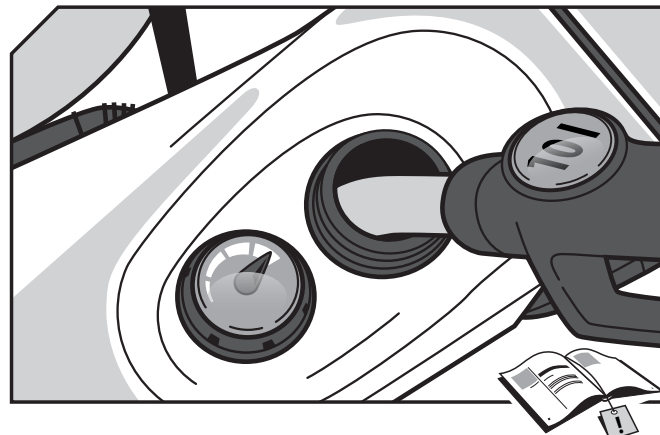
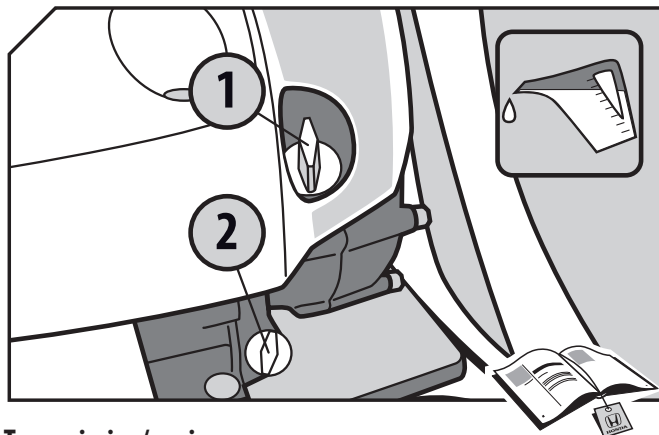
### Notes on safe refueling

- Refueling may only be carried out in specially designated and marked areas.
- Gasoline powered karts may not be operated on indoor kart tracks with fuels containing benzene.
- The refueling station is always outdoors or in a sufficiently ventilated area (air must be replaced at least 5 times per hour).
- Only those refueling systems may be used that are approved by the Regulation on Inflammable Liquids (VfB) (e.g., small dispensers or canisters with screwed-on overfilling guard).
- The area designated for refueling must have a sufficiently fortified ground so that escaping fuel can be quickly detected and disposed of properly. Suitable fire extinguishers must be available in at least two opposite locations in close proximity to the refueling station.
- Signs with easily legible and durable markings must be used in the area of the refueling station concerning the following prohibitions:
  - **No smoking!**
  - **Unauthorized access prohibited!**
  - **Refueling only with switched off engine and outside the vehicle operation area!**
  - **Persons may not remain in the vehicle during refueling!**
  - **Refueling is only permitted in designated refueling station!**
  - **Do not refuel when engine is hot or running!**

RiMO will provide you with a quote for the required signs upon request.

- The filling areas in enclosed spaces must be equipped with a close-to-the-ground ventilation system (fresh air and waste air) so that the displaced gas-air mixtures of the fuel container being filled can be completely collected and discharged safely.
- All components of the air conditioning system are explosion-protected in this area commensurate with zone 1 (ExeV).  
A rated illumination of at least 200 lux must be guaranteed in the filling area.
- If the filling process is carried out in the workshop area or similar spaces, air must be replaced 5 times per hour.

## 4.2 First start of the vehicle



### Transmission/engine

- Open the oil filler neck (1)
- Fill engine with the transmission oil recommended by the manufacturer

- For 120 cm<sup>3</sup> – engines:

- For 160 cm<sup>3</sup> – engines:

- For 200 cm<sup>3</sup> – engines:

- For 270 cm<sup>3</sup> – engines:

- For 390 cm<sup>3</sup> – engines:

- Open the oil filler neck (2)
- Fill engine with the motor oil recommended by the manufacturer



Quantity, grade and viscosity are listed in the included operating instructions of the engine manufacturer

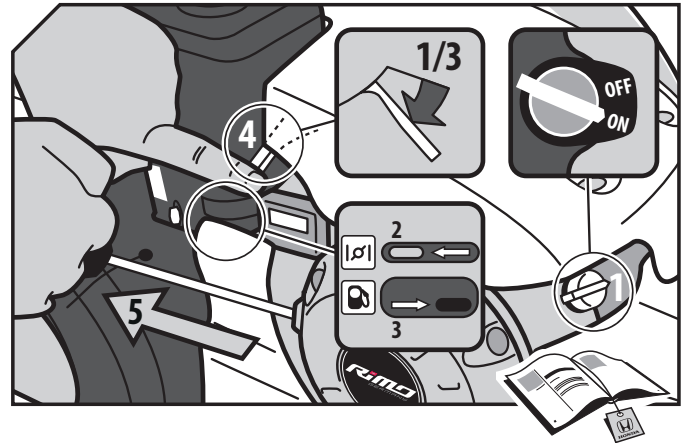
- Check the oil level
- Make sure the cap is securely screwed down on the oil filler neck and make sure no oil is leaking

- Fill tank with fuel



### First start

- Jack up kart (drive wheels off the ground)
- Set ON / OFF switch (1) to ON
- Pull choke lever (2) to the left
- Press fuel tap (3) to the right
- Blow (lung power / not exceeding 0.1 bar) to start fuel flowing to the engine. (Gasoline visible in the filter of the bypass on the fuel pump)
- Pull slightly on throttle lever (4)
- Pull sharply on the starter cord (5) 5
- Allow engine to idle for 10 min.
- During a test drive, all important parts of the kart must be checked for proper function and condition (steering, brakes, etc.).



### Start with driver in kart<sup>1</sup> / Start with warm engine<sup>2</sup>

- Ensure the kart is operational.
- Allow the driver to sit in the kart.
  - Set ON / OFF switch (1) to ON
  - Pull choke lever (2) to the left<sup>1</sup> / the right<sup>2</sup>
  - Press fuel tap (3) to the right
  - Instruct the driver to step on the brake
  - Pull slightly on throttle lever (4)
  - Pull briefly but sharply on the starter cable (5)

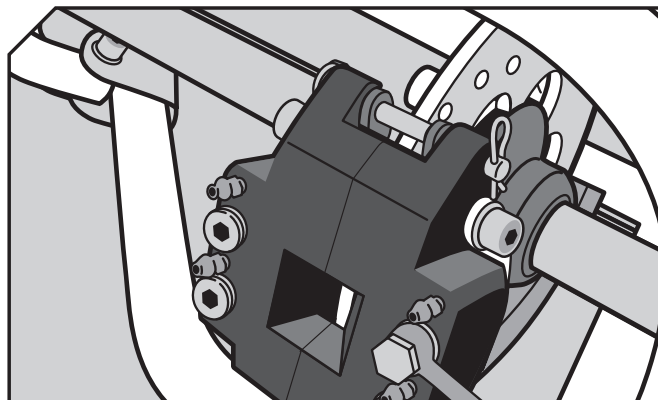
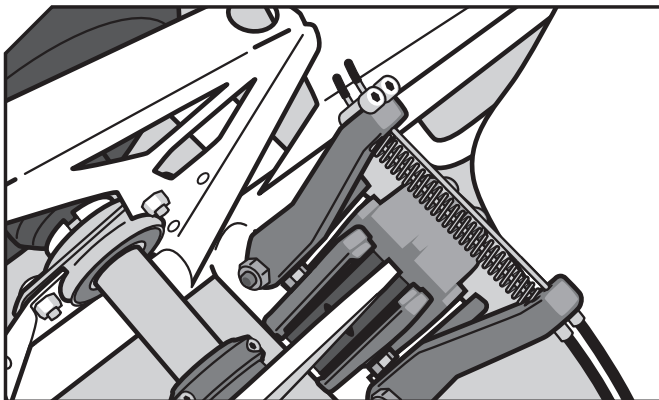


### Caution

The kart may suddenly accelerate and cause an accident if the accelerator pedal is depressed when starting the kart, or if the throttle lever does not return to the start position after starting the kart. This means the kart should be jacked up before and during the initial start.

## 5. Instructions for inspection before each use

### 5.1 Brake systems



- The brake system must always exhibit a sufficient braking efficiency.
- Check all components and connections of the brake system for correct assembly and function.
- Damaged screw joints, pipes, cables and covers must be replaced immediately.
- A kart with damaged brake components must be excluded immediately from driving.



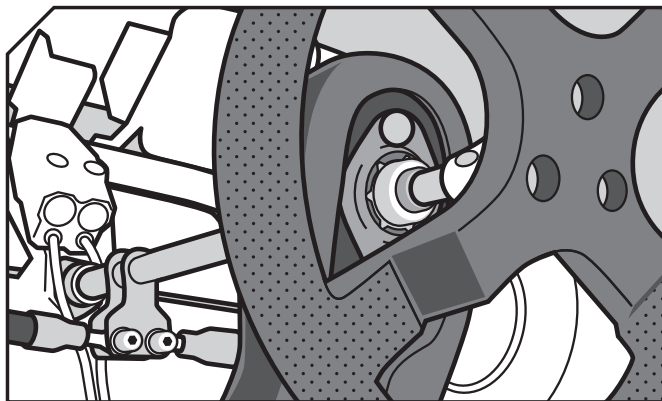
### Caution

The brake system must be checked for proper function before each use of the vehicle. Defective or worn parts must be replaced

immediately with original RiMO parts. The kart must decelerate when pressing the brake pedal. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a component. The bowden cables and brake lines must be installed in such a way as to eliminate contact with road surface or rotating, sharp or hot parts. Furthermore, make sure the cables are not kinked when installing them. Cables and lines also must have enough play to easily follow the movements of the brake lever (delivery status set at the factory). Make sure the cables/lines are not kinked during installation or excessively taut (cable too short). In case of brake fluid loss, the vehicle must be immediately put out of operation. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a brake system component. After the kart has been subjected to a disproportionate amount of force, the brake system must be inspected immediately for damage and function. The torque specifications listed in section 6.15 must be observed during each mounting operation. Only the brake fluid DOT 5 Silicone specified by RiMO may be used to prevent damage to the brake system, resulting in a loss of braking efficiency. Substances containing oil or grease or oil itself may not be applied to the brake disc or brake pads, because that would result in a significant loss of braking power. Contact the manufacturer if you have questions

**Failure to comply will result in damage to the brake system and void the warranty!**

## 5.2 Steering



- Check the bolts in the steering<sup>1</sup> for proper installation.
- Tightening torques are listed in the table in section 6.15.
- Check all components are in good condition.
- Deformed or damaged parts must be immediately replaced with original RiMO spare parts.
- The smooth and easy operation of the steering must be checked before each use.

<sup>1</sup> The following are steering components:  
Steering wheel, steering wheel mount, steering column, steering column bearings top and bottom, tie rods, steering knuckles, steering column brace and all screw and bolt connections of the components.



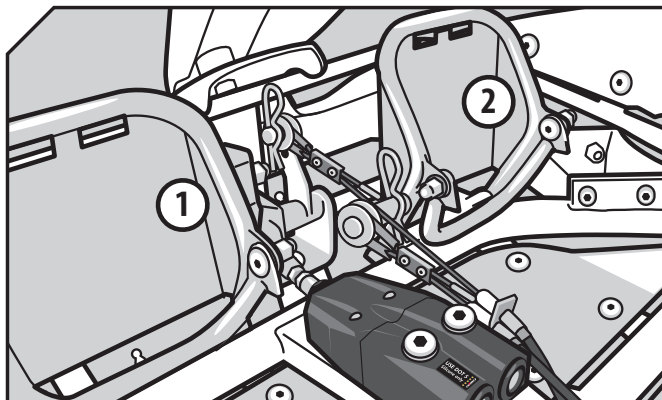
The tie rods may not be damaged or deformed. Defective tie rods have an effect on the driving characteristics and lead to premature wear of the front wheels. Section 6.15 list an overview of the tightening torques. Play in the steering can be an indication of loose bolts. In this case, these are to be tightened in accordance with the maintenance instructions in section 6.6.



### Caution

Improper mounting or bolting may lead to accidents with serious consequences!

### 5.3 Pedal system



- (1) Brake pedal  
(2) Gas pedal (accelerator)

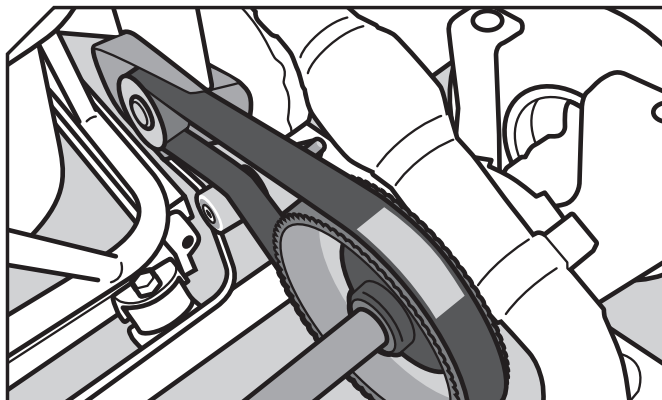
- Press brake pedal (1) and accelerator (2) and check if they return to the home position upon release.
- Check that the folding extensions can move freely.
- Check whether the brake and gas cables are fastened and free of any damage.
- Check the brake fluid level (with hydraulic brakes).
- Check brake pedal and accelerator for damage.
- Check bolted/screwed pedal connections.



#### Caution

Improper mounting or bolting of the pedals may lead to accidents with serious consequences!

## 5.4 Drive train



Check the tension of the drive belt. The belt should be tensioned with N 300-350. If this is not the case, adjust the tension. The belt is tensioned with the tensioning roller. Belt must run flush to the pulleys and in good and undamaged condition. Check the engine and transmission for oil leakage. If necessary, leaks must be repaired immediately.

**Tensioning of the belt / chain see section 6.8**



The engine may only be operated in perfect condition. Oil loss can result in major damage.  
A belt that is overtensioned or tensioned insufficiently can cause premature wear of the drive components.  
Incorrectly tensioned belts may cause damage.



### Caution

Karts with combustion engines have parts that become very hot, e.g., engine unit and exhaust system. It is imperative that engine and axle cover are in good condition to prevent the driver being at risk for burns. Rotating parts of the drive train are a potential danger for the driver. Make sure engine and axle covers are secured in place and in perfect condition. The engine emits pollutants containing gas (CO).

## 5.5 Fuel supply

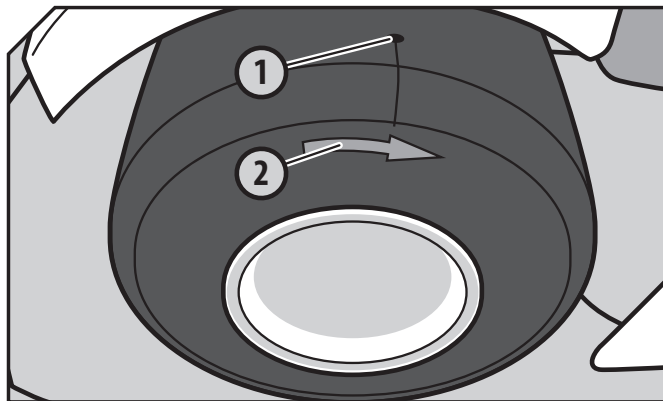
Check fuel tank and fuel supply lines for proper condition. Leaks in the fuel supply must be eliminated immediately.



### Caution

Under no circumstances may a kart leaking fuel be used or operated. If operating fluids have leaked or been spilled, the affected area must be cleaned so as not to represent a fire or explosion hazard. If in doubt, contact the manufacturer.

## 5.6 Wheels



- Check tire pressure. Please refer to the manufacturer table for the tire pressure approved for your tires.
- The ideal tire pressure must be adjusted to the kart track.
- Check the wear marks (1) and replace tires once the wear marks can no longer be identified.
- Check tires with a predetermined direction of travel (2) for correct installation. Note the direction of rotation of the tire.
- Check the wheels for axial play.

**Changing tires / wheels, see section 6.9**



### Caution

Wheels must be checked daily for damage, wear and proper installation. Damaged or worn parts must be replaced immediately. Only karts with intact tires are allowed on the track. Defects can lead to serious accidents.

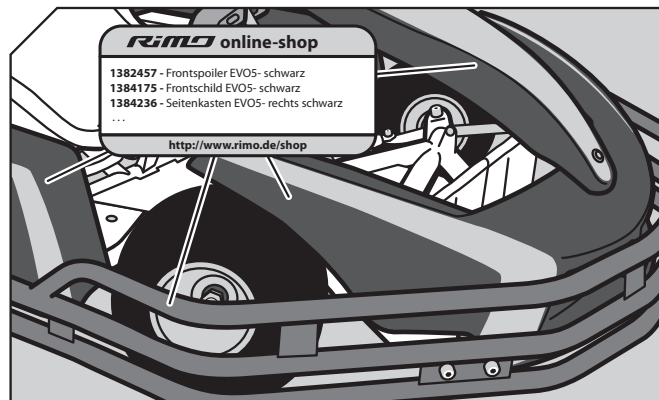
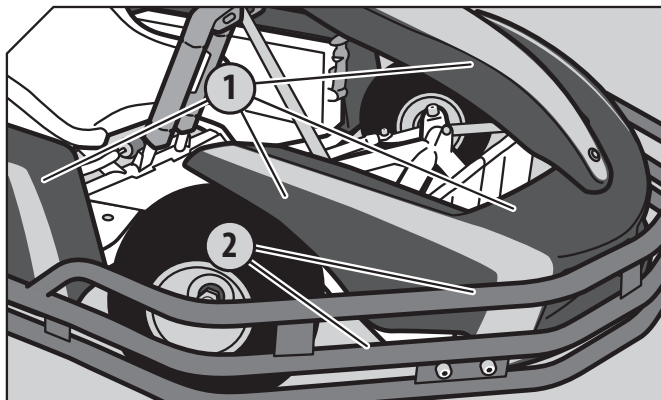


### Important

The tires and rims used must comply with the sizes specified by RiMO. Differing dimensions can lead to unpredictable driving behavior and accidents and damage the vehicle.



## 5.7 Safety equipment



(1) Bodywork, (2) all-round protection element

The panel elements and the all-round protection are important safety components on the vehicle to protect the driver and the material. Always pay attention to the integrity of these elements.

- Panels offer protection from rotating and hot parts.
- The all-round protection elements of the vehicle absorb shocks from all directions, thus increasing the safety of the drivers.
- Inspect the bodywork for cracks, deformation and correct installation. Correct any faults or problems immediately.
- The all-round protection elements and brackets must be checked for damage and correct installation.  
Correct any faults or problems.



### Caution

Defective panels (bodywork) must be replaced.  
A vehicle with missing or severely damaged panels or bodywork may not be operated.

## 5.8 Threaded joints

Regularly check bolts and screws for tight fit. Immediately replace screws and bolts with signs of damage with original RiMO parts or standard parts / DIN EN ISO parts with identical strengths.



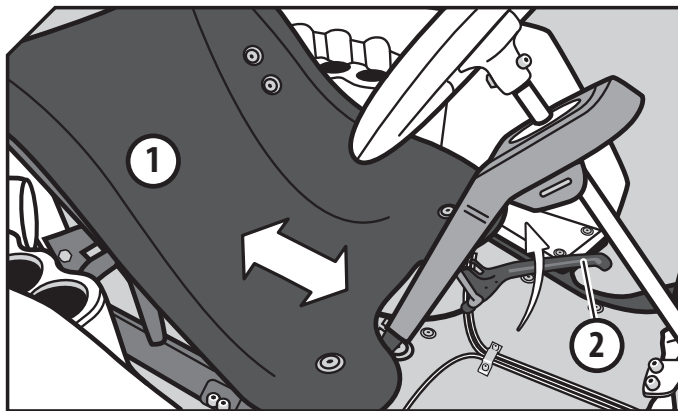
### Caution

A vehicle with loose, improperly installed, or damaged bolts and screw connections may not be operated.



The tightening torques of the threaded screw/bolt connections on the kart are listed in section 6.15.

## 5.9 Seat and seat console



- (1) Seat
- (2) Adjusting lever

To set the optimal seat position, use the adjusting lever (2) to adjust the seat position by sliding seat (1) to desired position. Release the adjusting lever and slide the seat again until it snaps into place. If the adjustment range for the seat is insufficient, use the standard folding pedal extensions and / or booster seats (SRS) recommended by RiMO.  
(Please visit our online shop at [www.rimo.de/shop](http://www.rimo.de/shop))

The optionally available seat adjustment enables maximum comfort and safety for the driver. Adjusting the seat position to the individual body height ensures the driver's posture and position in the seat is secure, ergonomic and well supported. The marshalers of the drivers must ensure that the drivers have taken the optimal seating position before driving. If this is not the case, the marshaler has to ensure this is done first.

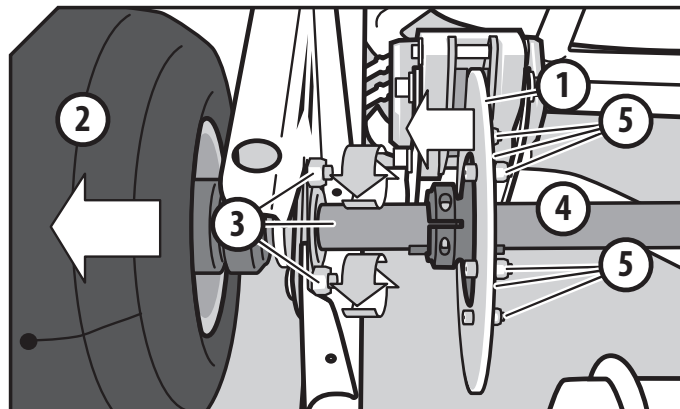


### Important

The threaded joints on the seats, bearings and silent blocks must be checked for tightness and integrity.  
Make sure the locking pin of the seat adjustment is locked before driving.

## 6 Information on adjustment and maintenance operations on the kart

### 6.1 Brake disc replacement



- (1) Brake disc
- (2) Left rear wheel
- (3) Threaded joint
- (4) Drive shaft
- (5) Threaded joint

Brake discs are considered to be worn if they have a reaches certain strength. See the table.

Art.-Nr.	Designation	wear limit
1383067	Brake disc 210 x 6mm	4mm
1383015	Brake disc 210 x 8mm	5mm
1383424	Brake disc RiMO 160 x 4mm	3mm

If the brake disc (1) is worn or damaged, proceed as follows:

- Establish safe position for kart at ergonomic working height (platform lift KHB 250 EH No. 1397002).
- Detach left rear wheel (2).
- Remove bolted connection (3) on axle bearing carriers.
- Remove drive belt / chain form drive wheels and lift out the complete drive shaft (4).
- Remove bolted connection (5) on brake discs.
- Remove brake disc to the left and replace with a new one. (Pay attention to the direction of travel.)
- Establish threaded joint connection (5) on brake discs using 11Nm. >>>

- Self-locking and clamping nuts are designed for single use only and may not be used repeatedly.
- Reinsert complete drive shaft and put drive belt or chain over the drive wheels.

**Caution**

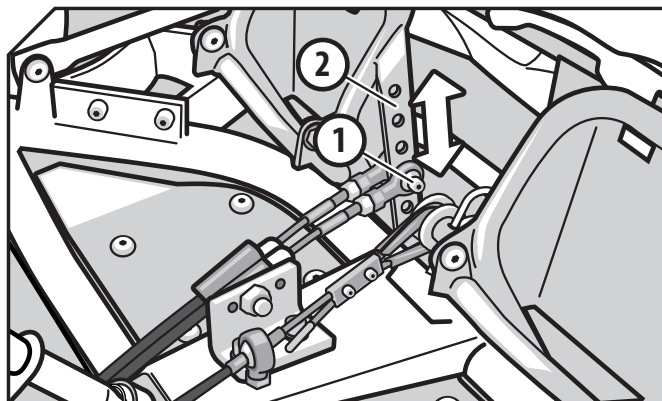
When mounting the drive belt / chain, it is important to ensure that hands are not caught between belt / chain and pulleys. There is a risk of injury.

- Tighten threaded joint (3) with 45 Nm in case of steel (use 30 Nm with aluminium axle bearing carriers).
- Antriebs- und Bremseinheit auf einwandfreien Zustand überprüfen und das Kart vorsichtig einbremsen.

**Caution**

The brake system must be checked for proper function and condition before each use of the vehicle. Defective or worn parts must be replaced immediately with original RiMO parts. When stepping on the brake pedal, the kart must slow down instantly. It must also be ensured that the driver can come to a full stop at any speed. The torque specifications listed in section 6.15 must be observed during each mounting operation. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a brake system component.

## 6.2 Mechanical brake system



- (1) Threaded joint
- (2) Brake cable holder

### Setting the braking force

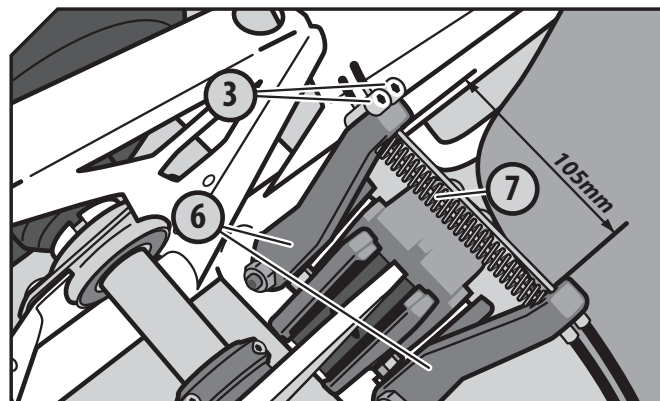
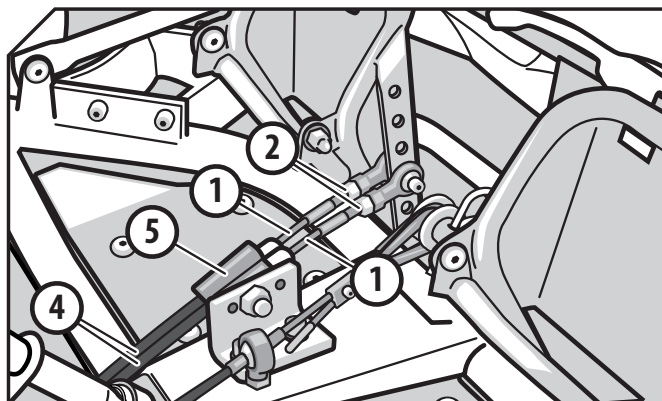
The mechanical brake system makes it possible to adjust the braking force. If an adjustment is needed, the braking force can be changed by raising or lowering the bolted connection (1) on the brake cable holder (2).

- Upper pivot point = low braking force + short brake pedal stroke.
- Lower pivot point = high braking force + long brake pedal stroke.



### Caution

The brake system must be checked for proper function and condition before each use of the vehicle. Defective or worn parts must be replaced immediately with original RiMO parts. The kart must decelerate when pressing the brake pedal. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a component. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a brake system component.

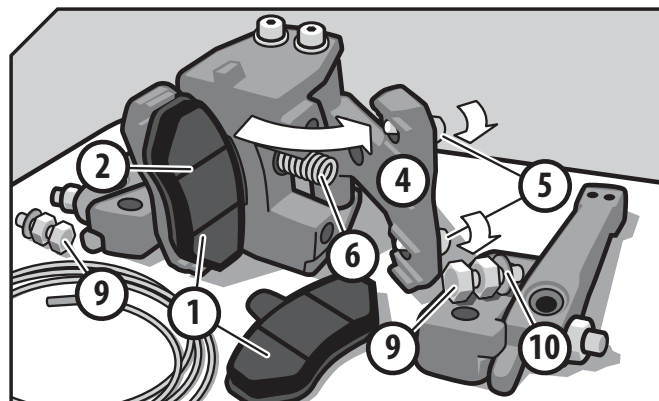
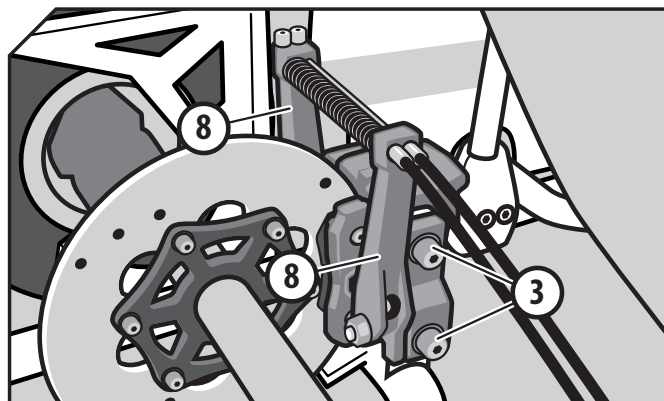


(1) Brake cables, (2) bolted connections, (3) cable clamps (4) case (5) brake cable guide (6) brake lever (7) spring

### Replacing the brake cables

If the brake cables (1) are worn or damaged, proceed as follows:

- Loosen bolted connection (2) on brake pedal and remove.
- Remove old brake cables. (Loosen cable clamps (3).)
- Replace worn or broken conduits (4) of the brake cables.
- Lubricate conduits (motor oil).
- Thread new brake cables through brake cable guide (5), conduit, brake lever (6) and spring (7).
- Pull cable clamps onto brake cables and adjust a distance of 105 +5 mm between the brake levers.
- Tighten cables clamps with 10 Nm (make sure the cable clamps do not twist).
- Shorten cable ends to max. 25 mm and prevent splaying.
- Adjust brake. (See Setting the brake / Set brake pads / Adjust)

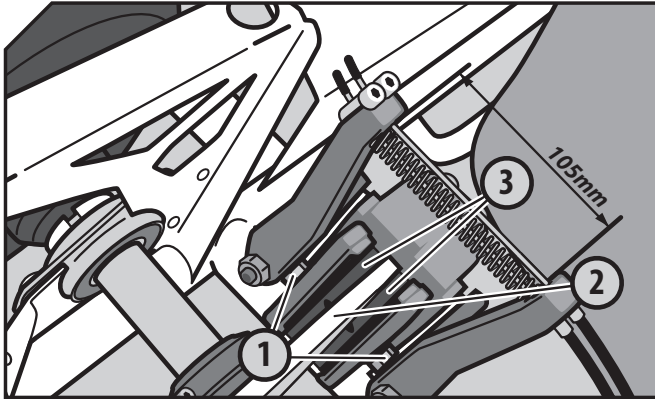


### Replacing brake pads

If the brake pads (1) no longer deliver the required braking effect or have reached the wear limit (2), proceed as follows:

- Detach the bolts (3).
- Remove complete brake caliper (4).
- Detach bolts (5) and replace old with new brake pads.
- Secure bolts (5) with bolt lock and „medium tightness“.
- Press brake caliper together (make sure the compression spring (6) is fitted in the provided receptacles (7)).
- Tighten bolts (5) with 11 Nm.
- Reinsert brake caliper with new pads.
- Position bolts (3) with brake levers (8) in correct place (make sure the set screws (9) are screwed down to approx. 2 threads and that these are installed as originally with the dished washers (10)).
- Tighten bolts (3) with 40 Nm (the disc must not rest on the brake caliper and must rotate freely).
- Adjust brake.





(1) Adjusting bolts, (2) brake disc, (3) brake pads

### Setting/adjusting brake pads

If actuating the brake pedal does not result in a full stop, please proceed as follows:

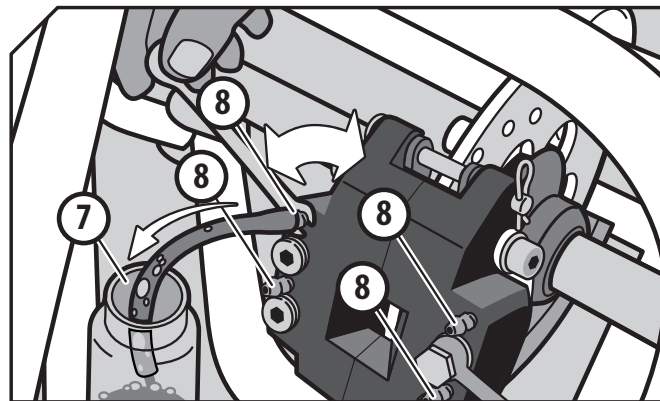
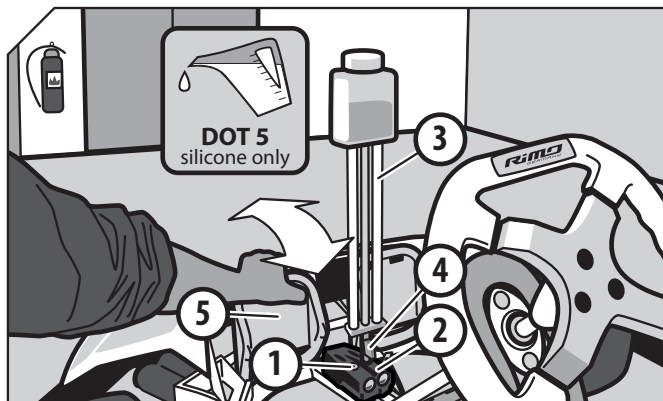
- Take turns rotating the jam nuts on the two set screws (1) until a uniform distance of  $<1\text{mm}$  is set between brake disc (2) and brake pads (3). (No contact with brake disc)
- Check the braking effect.
- If full stop braking is not possible yet, further reduce the distance between brake pads and brake disc and if necessary check all components of the brake system for proper function and condition.



### Caution

The brake system must be checked for proper function and condition before each use of the vehicle. Defective or worn parts must be replaced immediately with original RiMO parts. The kart must decelerate when pressing the brake pedal. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a component. The bowden cables must be installed in such a way as to eliminate contact with road surface or rotating, sharp or hot parts. Furthermore, make sure the cables are not kinked when installing them. Cables and lines also must have enough play to easily follow the movements of the brake lever (delivery status set at the factory). The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a brake system component. The torque specifications listed in section 6.15 and the table must be observed during each mounting operation. Contact the manufacturer in case of doubt or if you have questions.

## 6.3 Hydraulisches Bremssystem

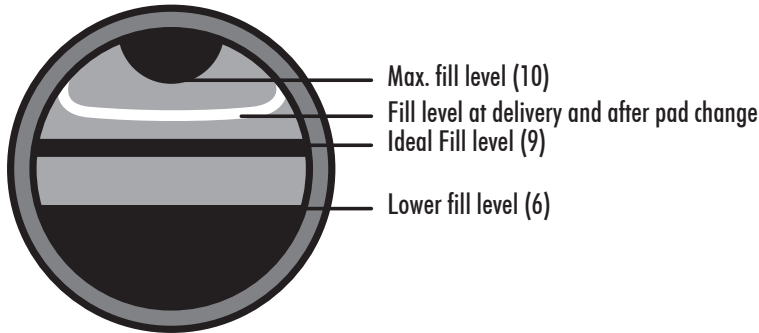


(1) Plug, (2) brake master cylinder, (3) brake bleeding device, (4) shut-off valve, (5) brake pedal, (6) minimum mark, (7) collecting container, (8) venting screw

### Bleeding the RiMO hydraulic brakes

Follow these steps to bleed the brakes:

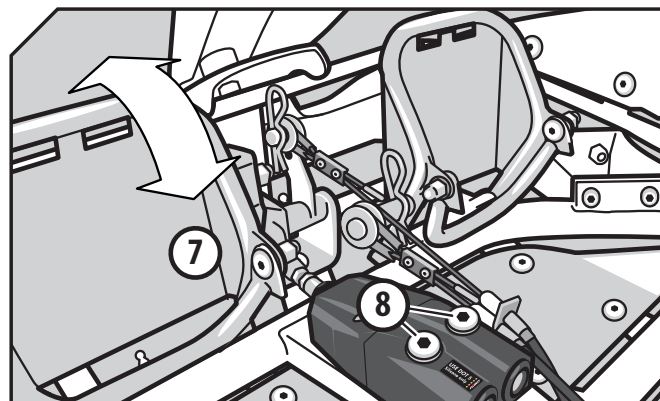
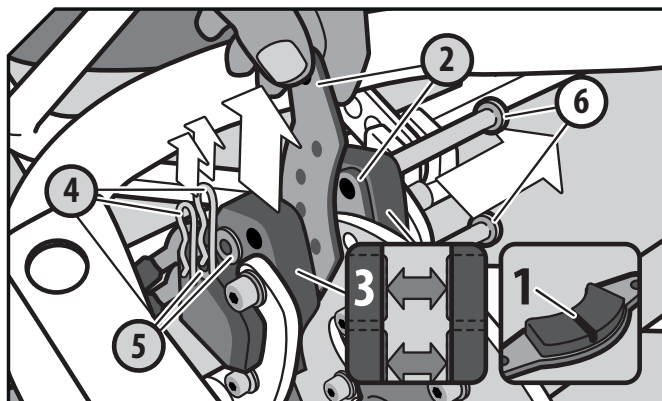
- Securely position the kart horizontally.
- Detach plug (1) from **ONE** brake circuit on main brake cylinder (2) (keep 2nd brake circuit closed if the system contains brake fluid).
- Twist brake bleeding tool (3) (Art. No. 1086) into the filler sleeve and fill with **DOT 5 Silicone** brake fluid.
- Open shut-off valve (4), and pump the brake pedal (5) to fill brake fluid into the main brake cylinder to the level of the lower fill level (6).
- Attach collecting container (7) to rear bleed screw (8) in the brake circuit. >>>



- Open the bleed screw, depress the brake pedal, close the bleed screw, and then release the brake pedal again.  
Repeat this procedure until the brake fluid emerges without bubbles (make sure enough brake fluid can refill the cylinder).
- Perform the previous procedure twice on all bleed screws in the brake circuit.
- Once the first brake circuit has been vented, close the shut-off valve, turn off the bleeding tool, and close the brake circuit with the locking screw.
- Apply the same process to the second brake circuit, proceed exactly as in the previous steps.  
(note here that the process may take longer since the pedal stroke is shorter because of the already vented 1st brake circuit)
- If both brake circuits have been vented, press the brake pedal until brake pressure has built up noticeably.
- Check fill level and top up if necessary. With new brake pads, the level should be midway between ideal (9) and maximum level (10).  
Never allow the level to drop below the min. fill level.



To comply with the inspection overview and to ensure the karts are safe to use, follow at least the RiMO maintenance and inspection intervals specified in 6.14.



(1) Wear limit, (2) brake pads (3) brake piston, (4) safety splints, (5) washers, (6) bolts, (7) brake pedal

### Replacing the brake pads on the RiMO hydraulic brake

If the wear limit (1) of the brake pads (2) has been reached or if these are defective, proceed as follows:

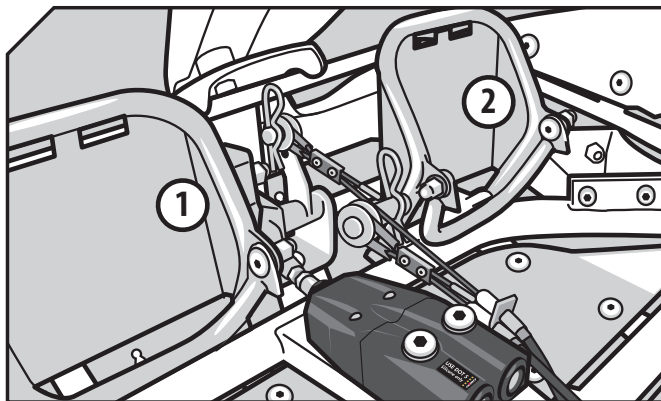
- Press back the brake pads to be replaced so that the brake pistons (3) are retracted.
- Remove safety splints (4) and washers (5).
- Pull out bolt (6) and replace the worn or defective pads with new ones.
- Reassemble in reverse order.
- Press brake pedal (7) as often as required until a noticeable amount of brake pressure has built up.
- Carefully run in the brakes of the vehicle.

**The maintenance intervals are listed in the maintenance overview in section 6.14.**

**Caution**

The brake system must be checked for proper function and condition before each use of the vehicle. Defective or worn parts must be replaced immediately with original RiMO parts. The kart must decelerate when pressing the brake pedal. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a component. The brakes of the kart must be adjusted carefully during the initial startup and after each replacement of a brake system component.

## 6.4 Pedale



- (1) Brake pedal
- (2) Gas pedal (accelerator)

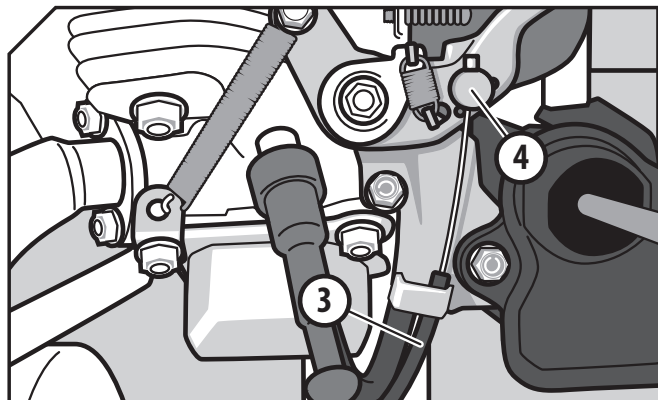
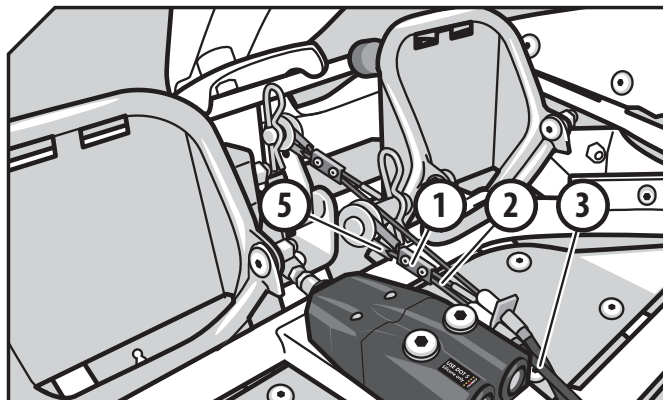
Pedals and connections must be in perfect condition.

The pedals must be smooth to operate and should automatically revert to their original position after being actuated regardless of the situation. Deformed or damaged pedals must be replaced immediately by original RiMO parts.

**Caution**

Check the pedals regularly for cracks and deformations. Damaged pedals can cause injury and / or become nonfunctional.

## 6.5 Accelerator cable



(1) cable clamp, (2) throttle (3) bowden cable, (4) gas nipple, (5) thimble

If the throttle cable is worn or damaged, please proceed as follows:

- Detach screws on cable clamp (1) and pull the throttle cable (2) to the replaced from the bowden cable conduit (3).
- Replace bowden cable conduit if necessary.
- Grease new throttle cable and thread through gas nipple (4) and bowden cable conduit.
- Place throttle cable around thimble (5) and pull through the cable clamp.
- Slightly pretension throttle cable and fix with the cable clamp. The throttle cable should be tensioned sufficiently for achieving full throttle but without the kart accelerating by itself from standstill.  
Use the pedal stop screw to slightly correct the pretension.



### Important

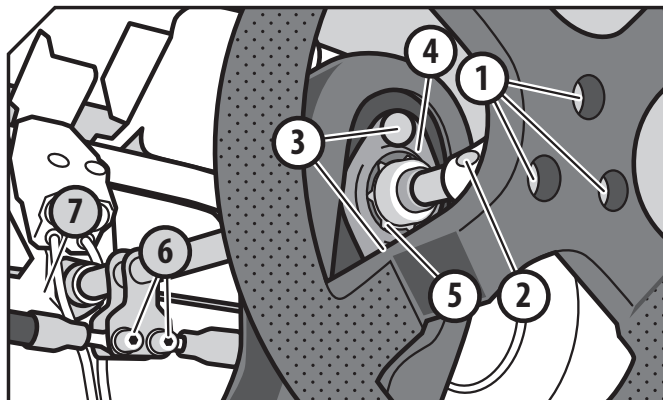
Regularly check the throttle cable for damage. Replace a damaged throttle cable.



### Caution

Before each operation, make sure the throttle cable is adjusted and installed so that the engine can immediately and independently return to the idle setting. An incorrectly adjusted throttle cable may lead to accidents with serious consequences! An incorrectly adjusted throttle cable may lead to accidents with serious consequences!

## 6.6 Steering



Assembly operations on the steering assembly

Any deformed or damaged steering parts must be replaced as follows:

- Secure kart position at ergonomic working height (lifting platform KHB 250)
- Remove bolts (1) from steering wheel.
- Remove bolts (2) from steering wheel mount and pull of mount.
- Remove bolts (3) of thop steering bearing mount (4) and pull of top shell of the mount.
- Open safety lock from top steering bearing (5) and loosen the clamping ring. Use targeted, light strokes on the edge of the bearing with a plastic mallet to relieve the tension of the bearing and then remove the bearing.

- Remove threaded joints (6) on tie rods.
- Remove threaded joints (8) from steering knuckles.
- Remove nut and brass washer on lower steering column bearing (7) from the steering column.
- Replace the parts to be replaced with original RiMO spare parts.
- Install the removed parts in reverse order. Here, note the following tightening torques:

Threaded joint (1) = 10Nm

Threaded joint (2) = 30Nm

Threaded joint (3) = 25Nm

Threaded joint (6) = 30Nm

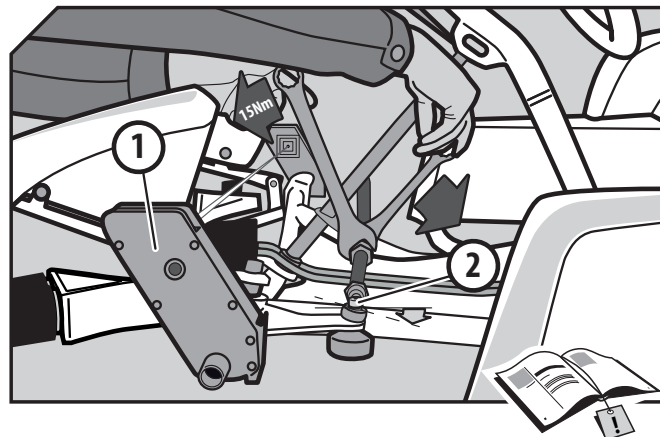
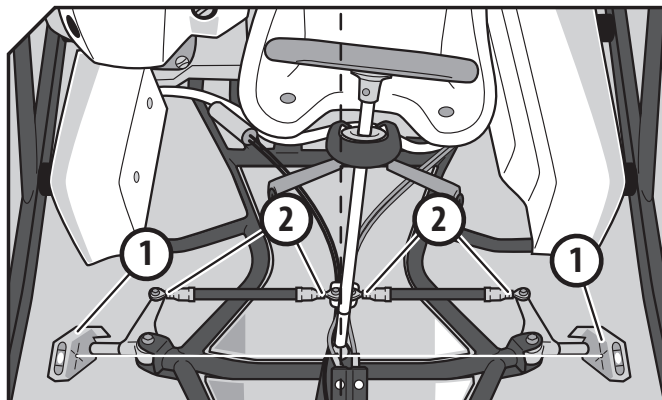
Threaded joint (7) = 20Nm

Threaded joint (8) = 45Nm

**The not listed tightening torques are described in section 6.15.**



## 6.7 Setting the track



(1) track setting device, (2) lock nuts on the tie rods

If the track of the kart is not properly adjusted or steering components were replaced, proceed as follows:

- Secure safe kart position at ergonomic working height, e.g., place on an assembly dolly or lifting platform (lifting platform KHB 250 EH Art. No. 1397002)
- Detach wheels (as with 6.9 change wheels)
- Position the laser track adjustment device (Art. No. 1391018) with the built-in spirit level horizontally and fasten on the steering knuckles with the centering screws (Fig. 1)
- Loosen the lock nuts (2) on the tie rods
- Position steering column so that the tie rod housing (Fig. 1) is aligned with the longitudinal axis of the kart. >>>

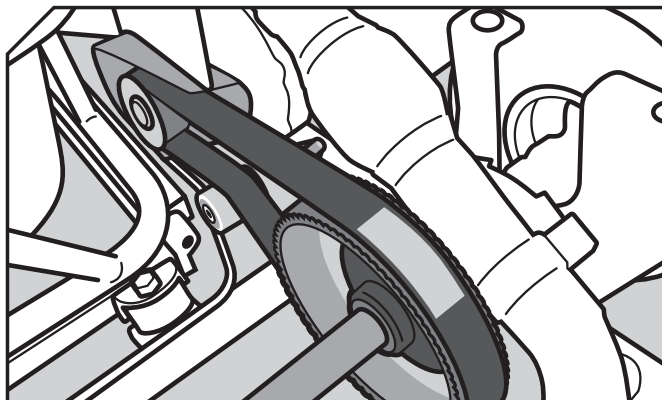
- Turn the tie rods to now set track zero. Track zero is reached when the two lasers have reached the opposite vertical 0 line
- (pay attention to the positioning of the steering column and water level; if necessary, adjust both).
- Turn all tie rod ends to the rear (Fig 2).
- Tighten tie rod ends with the specified torque (Fig. 2).
- Detach adjustment device and reattach wheels.



### Caution

Adjustments or repairs to the steering may be performed only by trained persons or technicians. The torque specifications listed in section 6.15 must be observed. After the front axle / steering is subjected to high impacts, all parts of the steering system including the track must be checked for damage / correct adjustment. The kart may be operated only when all the steering parts are in perfect condition and properly adjusted and set; otherwise, there is the risk of serious accidents or even fatal injuries. Overtightening may weaken the material and lead to a fracture of the tie rod ends. If not tightened enough, the tie rod may shift or lose its ability to steer. When fully turning the wheels to the left or right, the steering stop must make contact with the frame. The tie rod ends must move freely or allow for a slight rotation in any steering position. Bent or broken components of the steering system must be replaced immediately with original RiMO spare parts. It must be ensured that the constitution of the driver and the ease of steering make it possible to steer the kart at any time. Contact the manufacturer if you have questions.

## 6.8 Adjusting and tensioning the drive belt / chain



### Tensioning the drive belt:

- Secure safe kart position at ergonomic working height, e.g., place on an assembly dolly or lifting platform (lifting platform KHB 250 EH Art. No. 1397002)
- Loosen lock nut and screws or bolts with a suitable tool.
- Loosen or tighten clamping nut with a suitable tool until the belt is tensioned correctly.
- Tighten lock nut against the adjusting nut.
- Retighten all bolts and screws. Observe the torque.

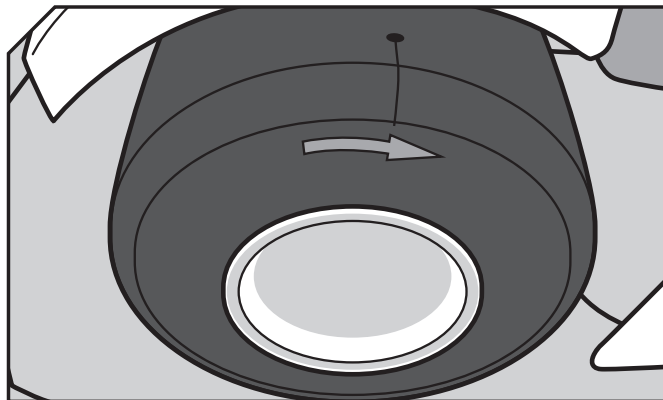
Check the tension of the drive belt/chain. The belt should be tensioned with 300-350 N and it should not be possible to depress the top side of the chain more than 10 mm. If this is not the case, adjust the tension. Drive belt / chain are tensioned by means of the tensioning roller. Belt/chain must run flush to the toothed washers/toothed gears and must be in good and undamaged condition. If a tensioning roller is not installed, the existing devices are to be used for clamping.



### Important

A badly tensioned or improperly aligned belt / chain wears out faster. Therefore, periodically check the tension. A belt / chain tensioned too tightly can cause damage to the engine and transmission. Use the a tool designed for this purpose to determine the tension of the drive belt/chain. This should be 300-350 N with a chain of 10 mm.

## 6.9 Changing tires / wheels



Proceed as follows to change the tires:

- Place the vehicle on an assembly dolly or lifting platform.
- Loosen and remove rear or front wheels with a suitable tool.
- Remove tire with tire removal tool.
- If the tire is loosened on both sides, use the tire removal tool and pry bar to remove.
- Apply tire bead lubricant to the sealing areas of the new tire.
- Use the tire removal tool to refit tires onto the rims. If required, pay attention to direction of travel.

- After mounting, fill tire with air (max. 4.0 bar) until the tire sidewall is close to the wheel rim.
- Release tire pressure back to the manufacturer's recommended pressure setting.
- Remount tires on vehicle. (6.15 observe tightening torques)
- Check front wheels for axial play. There should not be any play but it must be possible for the tires to rotate smoothly.

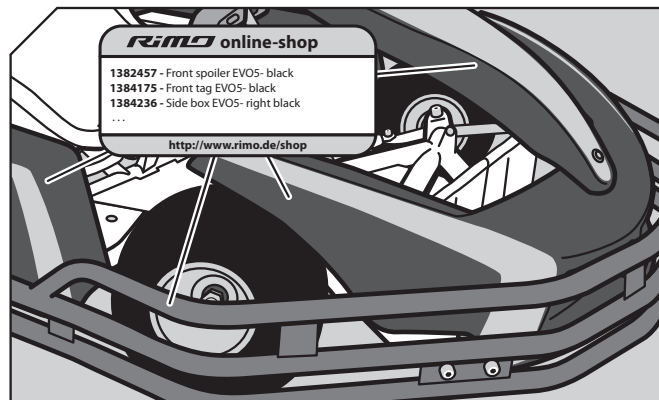
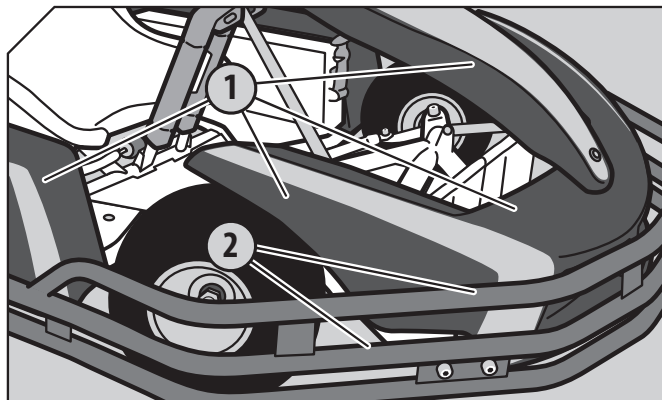
**Important**

Tires are always replaced on the same axis. (This means all 4 wheels or both tires of the front or rear axle. Pay attention to direction of rotation, if applicable.) Do not fill tires beyond the max. pressure of 4 bar or there is a risk of rim damage. Commission a tire disposal specialist company with disposing the old tires. A high or above average tire wear may indicate an incorrectly set track. Use only tires that are suitable for your vehicle and track.

**Caution**

Wheels must be checked daily for damage. Defects can lead to accidents. Always drive with the recommended tire pressure. Do not drive with worn or damaged tires. Considering the fire risk, store as few tires as possible at your operating location.

## 6.10 Replacing the safety elements



(1) Bodywork, (2) all-round protection elements, rubber shock mounts

Proceed as follows to change the bodywork (panels):

- Secure safe kart position at ergonomic working height, e.g., place on an assembly dolly or lifting platform (lifting platform KHB 250 EH Art. No. 1397002)
- Loosen all screw fastenings and / or crimping joints and replace the bodywork/panels.



### Important

Carefully check that all screws and bolts are tightened properly each time bodywork or all-round protection elements are replaced. Check the correct installation of trim parts and all-round protection elements.

**Caution**

Sharp-edged bodywork and panels can lead to serious injuries. Vehicles with damaged bodywork or all-round protection elements do not comply with the applicable safety regulations and are to be immediately taken out of service.

## 6.11 Threaded joints

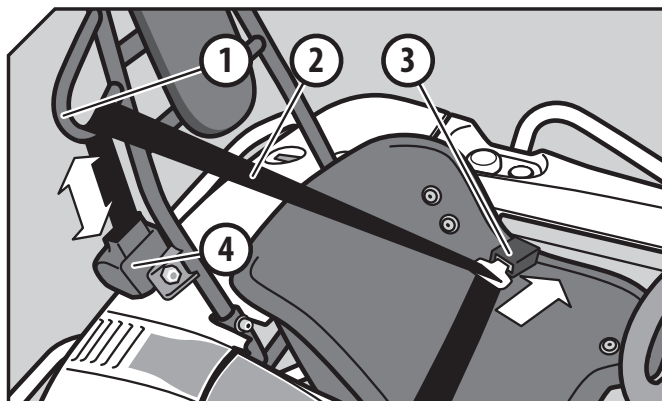
Flawed threaded joints must be replaced at once. The tightening torques are listed in section 6.15.

**Caution**

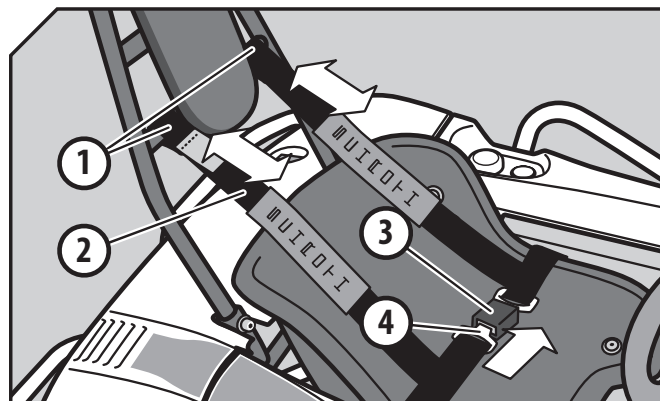
Insufficiently tightened threaded joints can come loose and cause damage or injuries.

## 6.12 Safety belts

The optimal design with rollbar and three-point or four-point seat belt increases the operating safety of the vehicle. These safety systems must be checked daily for damage and function.



(1) Belt deflection, (2) belt, (3) buckle, (4) belt retractor



(1) Belt attachment, (2) belt (3) buckle, (4) tongue

### Three-point belt

- Check belt for frayed edges, broken fibers, pulled stitches, cuts and chemical damages.
- Check both belt surfaces for flaws. >>>



- Check that all attachment points are secure and safety components are in good condition.
- Check to make sure belt retractor functions properly. Pull belt out and release to check whether it is completely released and retracted.
- Abruptly pull on belt to see if belt properly locks in case of impact.
- Check that the tongue of the belt fits into the buckle and engages and locks properly.
- Press buckle to check whether the tongue is released.

#### Four-point-belt

- Check belt for frayed edges broken fibers, pulled stitches, cuts and chemical damage.
- Check both belt surfaces for flaws.
- Check that all four attachment points (1) of the four-point harness are properly attached.
- Check that the tongue of the belt fits into the buckle and engages and locks properly.
- Press buckle to check whether the tongue is released.
- A four-point seat belt must be adjusted to the driver using the adjustment elements at shoulder / chest height.



#### Important

After each accident, check the integrity and function of the belt before using the vehicle again. Before every start, check that the drivers are wearing seat belts and that they are properly latched and locked.



#### Caution

Do not clean seat belts with chemical agents since this may affect the efficacy and safety and, in the case of an accident, cause failure of the retention function. An unlatched/unlocked belt buckle or incorrectly positioned / adjusted safety belt cannot fulfill its function in case of a collision. Belt ends must be fixed in place to prevent contact with rotating parts.

## 6.13 Cleaning the kart

To clean the chassis and components (except brake parts), use a cleaner that cleans, degreases and protects at the same time. Use a cleaning agent that displaces moisture from the rotating components.

- Always protect the brake system when cleaning the kart.
- Test your detergent on a small, inconspicuous area for compatibility with the materials of the kart
- Apply cleaning spray onto the entire kart and allow to soak. Wipe kart with a dry cloth.



### Important

The kart must be cleaned regularly, at least once a week. In this way, loose bolts and defective components can be detected faster. The use of high pressure cleaners can seriously damage your kart parts (e.g., decoration, bearings, electrical / electronic components, and engine).



### Caution

If oily or greasy substances reach the brake system, a weakening or even loss of braking power may result for several rounds.

## 6.14 Maintenance overview

### **Threaded joints**

All threaded joints/screw connections must be checked daily

- Threaded joint of steering knuckles
- Threaded joint of wheel bearing
- Threaded joint of tie rods
- Threaded joint of bottom steering bearings
- Threaded joint of seat fastening
- Threaded joint of engine and chuck
- Threaded joint of rear axle bearing
- Threaded joint of front and rear pinion
- Threaded joint of hubs and wheel attachment
- Threaded joint of brake system

### **Drive belt**

- The drive belt or chain must be checked daily for proper tension, condition and damage

### **Steering**

- All threaded joints and screws on the steering must be checked daily
- Check the track and the tie rods weekly for proper adjustment and damage
- Check steering knuckles weekly for play and damage

### **All-round protection elements and bodywork/panels**

- The all-round protection elements may not be damaged or have any sharp edges.
- The bodywork may not be damaged (sharp edges) and must prevent access to hot and rotating parts.
- The fastening of the bodywork and all-round protection elements must be checked daily.

### **Tires**

- When changing tires, observe the direction of travel (if any) and make sure the bead and carcass are not damaged during mounting.
- Check the condition of the tires daily. The wear indicator must be visible to the naked eye. Tires with bubbles, cracks or separations must be replaced.
- The tire pressure should be checked before each vehicle operation.

### **Brake systems**

- Before each use check if the brake system is functioning properly.
- The brake fluid may not be contaminated, otherwise the braking circuit must be drained and refilled. (Do not forget to vent the system!)
- Check brake fluid level daily.
- Make sure the brake pad wear indicator is visible.
- Brake hoses and all connections of the brake system must be absolutely tight, otherwise they must be replaced.
- Cables and conduits may not be damaged.



### **Important**

Improper or inadequate maintenance has a negative impact on the service life of the karts.

## 6.15 Tightening torques

Threaded joint position	Tightening torque	Threaded joint position	Tightening torque
Steering wheel - steering wheel mount	10Nm	Pulley mount - drive shaft	20Nm
Steering wheel mount - steering column	30Nm	Brake disc - Brake disc mount	11Nm
Steering column brace - frame	30Nm	Pulley - pulley mount	11Nm
Steering column bearing shell top - steering column brace	25Nm	Tank - bottom panel, left	20Nm
Steering column bearing retainer bottom - frame	4Nm	Motor 120-200 - motor plate	30Nm
Steering column - steering column bearing bottom	20Nm	Motor 270-200 - motor plate	45Nm
Tie rod ends - steering knuckles/steering column	30Nm	Lever mechanism - frame	45Nm
Tie rod - tie rod ends	15Nm	Brake body (hydraulic ) - brake body mount	30Nm
Steering knuckle - frame	45Nm	Brake body (mech.) - brake body mount	40Nm
Axle box cushions - frame	45Nm	Brake body mount - frame	30Nm
Axle box cushions (aluminum)	30Nm	Brake master cylinder - frame	12Nm
Rear wheels - spoke wheels	25Nm	Lock screws brake body	12Nm
Spoke wheels - drive shaft	30Nm	Lock screws brake master cylinder	20Nm
Disc brake mount - drive shaft	20Nm	All-round protection elements	35Nm

Please contact the manufacturer with any questions you may have.

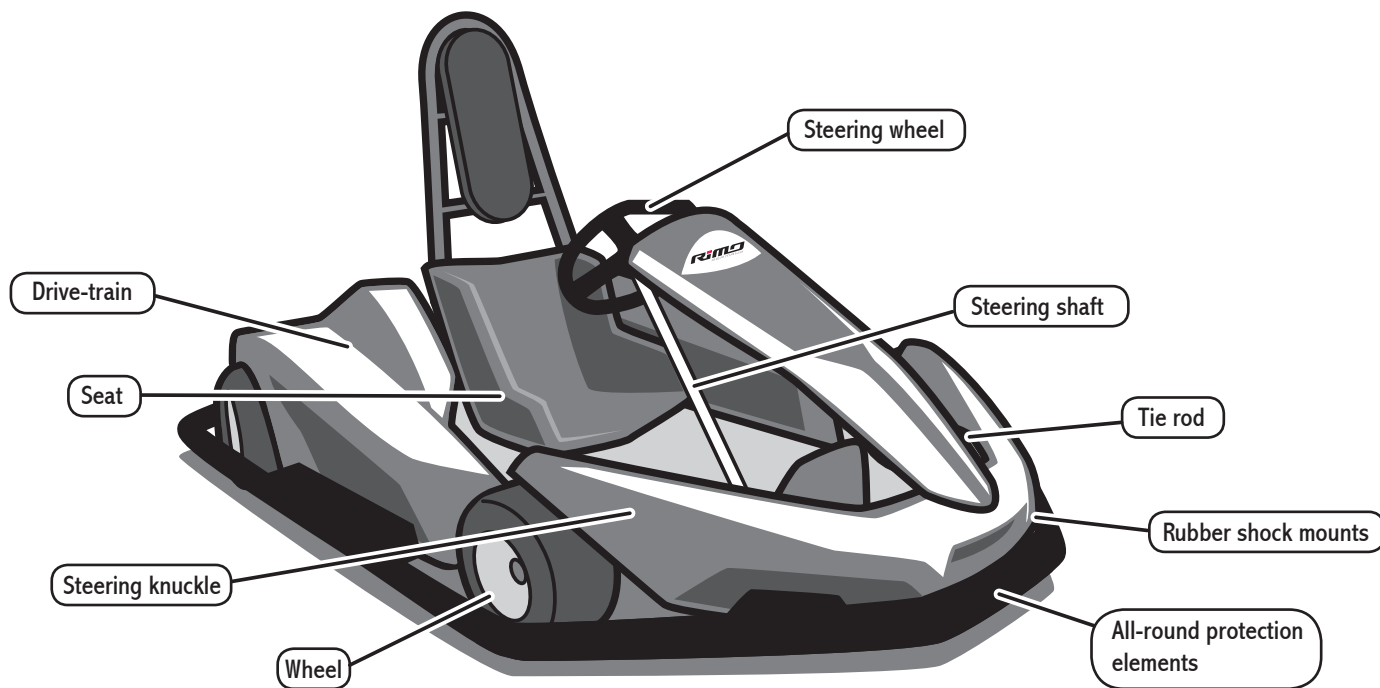
## 7. Emission values

Calculated emission values LWA according to DIN EN 3744, LpA according to DIN EN ISO 11203; units are two digit numbers according to DIN EN ISO 4871:

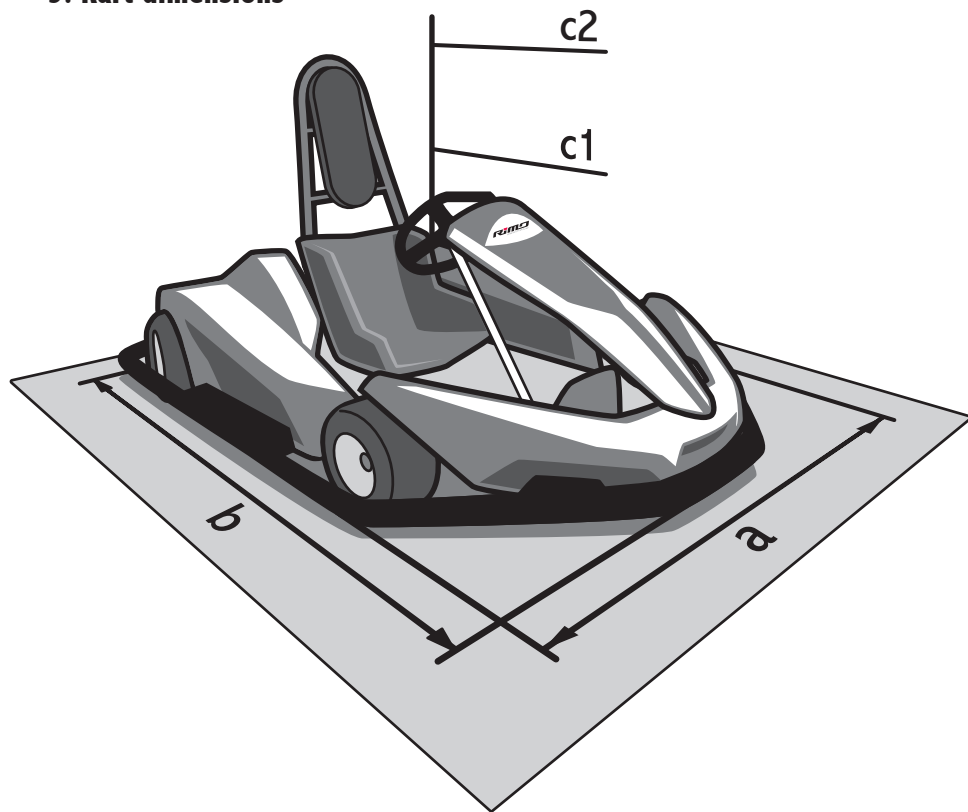
Units in dB	Engine type Honda GX120	Engine type Honda GX160	Engine type Honda GX200	Engine type Honda GX270
Sound power level $L_{WA}$ (re 1 pW)	105,5	107	107,5	109,5
Uncertainty $K_{WA}$	2,5	2,5	2,5	2,5
Emission sound pressure level at the workplace $L_{pA}$ (re 20 iP)	98,5	100	100,5	102,5
Uncertainty $K_{pA}$	2,5	2,5	2,5	2,5
Sound pressure level $L_p$ dB(A)	80	81,5	82	84

Note: The values were determined according to DIN 33955 using ISO 362 and in reference to DIN EN ISO 3744 and DIN EN ISO 11203. The sum of the measured noise emission values and the associated uncertainty represent an upper limit of the values that can occur in the case of measurements. The gear ratios must be adapted to the engine and track conditions.

## 8. Main kart components



## 9. Kart dimensions





<b>Kart model</b>	<b>Length (b)</b>	<b>Width (a)</b>	<b>Height (c1)</b>	<b>Height (c2)</b>
<b>EVO6</b>	1880 mm	1300 mm	600 mm	1100 mm
<b>Alpha</b>	1980 mm	1370 mm	600 mm	1100 mm
<b>Mini-Kart</b>	1730 mm	1280 mm	-	860 mm
<b>Twinstructor</b>	1900 mm	1530 mm	600 mm	1100 mm
<b>Sinus</b>	1980 mm	1370 mm	600 mm	1100 mm
<b>Sinus Mini</b>	1760 mm	1280 mm	-	860 mm
<b>Sinus Twin</b>	1900 mm	1530 mm	600 mm	1100 mm
<b>Slalom-Kart</b>	1830 mm	1300 mm	600 mm	-

## 10. Maintenance schedules

10.1 Daily inspections																													
Inspection date/Inspector																													
Kart No.															Inspection type					Module, subassembly or group									
																				Visual		Safety bar							
																				Visual		Silent blocks							
																				Visual		Pedals							
																				Inspection procedure		Steering knuckle							
																				Inspection procedure		Steering knuckle bearing							
																				Inspection procedure		Wheel bearing							
																				Visual		Tire condition							
																				Inspection procedure		Tire pressure							
																				Comment									

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Inspection date/Inspector

Kart No.	Inspection type	Module, subassembly or group
	Visual	Steering wheel
	Visual	Tie rods
	Test	Braking effect
	Visual	Cables
	Test	Mechanical
	Visual	Tightness of the lines
	Comment	

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10.2 Weekly inspections																									
Inspection date/Inspector																									
Kart-No.															Inspection type					Module, subassembly or group					
																				Visual	Frame				
																				Visual	Front bumper				
																				Visual	Rims				
																				Visual	Tie rod ends				
																				Visual	Steering column				
																				Visual	Panels				
																				Visual	Fastenings				
																				Visual	Seat				
																				Visual	Brake pads				
																				Comment					

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## 11. Contact addresses for RiMO karts

### **RiMO - Deutschland (Stammsitz)**

RiMO Transportgeräte GmbH & Co. K.G.  
Buchholz 4a  
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E-Mail: info@rimo.de

### **RiMO - USA**

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E-Mail: kquast@f1boston.com

### **RiMO - Türkei**

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### **RiMO - Ozeanien**

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### **RiMO - Russia**

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