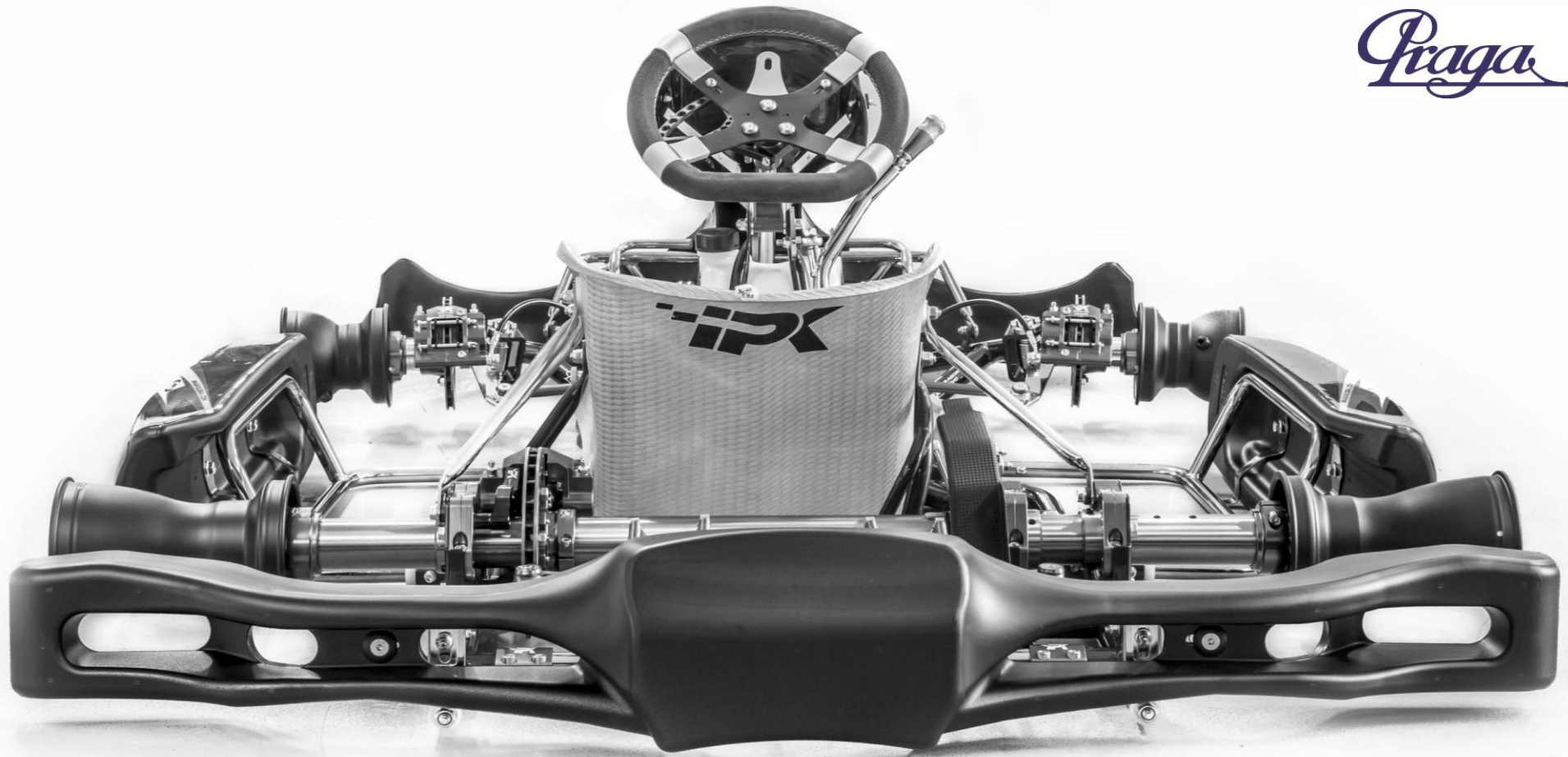





**SWISS IMPORTER**



*Praga*





MADE IN ITALY

*The best materials  
for the best products*

*The IPK's engineering team based in Italy constantly develops new solutions, more and more efficient and effective, along with the collaboration of the official racing teams.*





## ***Content***

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# USE AND SAFETY GUIDE

## PLEASE READ CAREFULLY

In producing your kart, we have used only the best and highest quality materials and components, and all possible care has been taken. However you must be aware that this is a high performance racing / competition vehicle designed for use only on closed racing circuits. As such it is subject to very high levels of stress and strain, therefore it requires constant inspection, maintenance and replacement of components. FAILURE to carry out the above may result in severe injury, perhaps even death.

It is your responsibility as the Owner/Operator/Driver to carry out this regular inspection and a maintenance schedule is offered to you for your guidance. Please be aware that in providing these guidelines we make no indication that these items are the only maintenance or inspection required, merely that they are important elements in the maintenance of your kart/s.

To carry out these inspections, a basic level of mechanical knowledge is required. If you are unsure or do not possess the basic level of mechanical knowledge required, then you must have this work carried out by a suitably qualified person. Contact your local Kart Distributor/Dealer for further information.

As this is a racing vehicle it is possible a collision may occur. If a collision occurs which results in damage to any of the following assemblies or any of their components, then the damaged components must be replaced and not repaired.

- Steering assembly including stub axles, king pins, king pin bearings and tie rods
- Brake assembly including pedal and cables
- Side pods including side pod bars

All items should be constantly inspected for possibilities such as cracks from fatigue or crash contact, bending, seizing up, lubrication, normal wear and tear. Ensure all fasteners are tight and securely fastened. Items showing damage or wear must be replaced.

## **MODIFICATION**

Please note that under no circumstances does our Company authorise or recommend modifications of any type whatsoever to Go Karts or components we produce. This includes any alternative methods of assembly of any components. Any such alteration or modification performed is totally and solely the responsibility of the person/persons carrying out the same.

IPKARTING PRODUCTS are designed strictly for racing purposes only, and not for any type of commercial and/or rental use.

## **BRAKE MAINTENANCE**

IPK recommends to use DOT 5.1 brake oil.

Replace all o-rings and seals after approximately 20-25 hours of use, and replace the brake system oil after approximately 15 hours of use.

Check that the brake caliper pistons are always kept perfectly smooth and free of surface irregularities.

## **CARBON PERFORMANCE & MAGNESIUM COMPONENTS**

Due to the fragility of carbon fiber, IPK advised to not tighten with torque that exceeding those values:

M4 = 2,5 NM

M5 = 4NM

M6 = 6,5NM

M8 = 16,5 NM

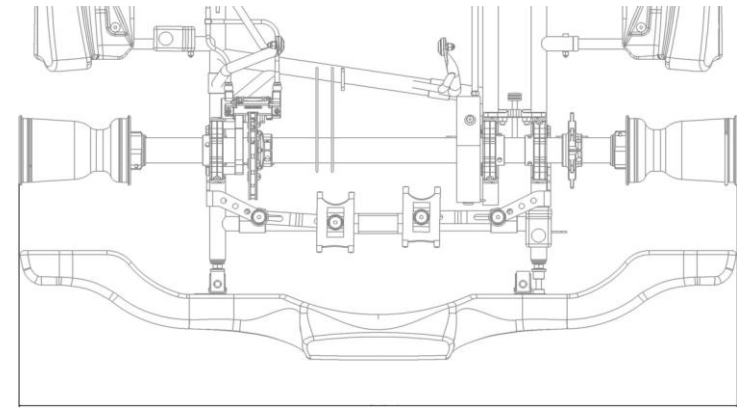
## **WARRANTY / GUARANTEE**

As this is a racing / competition vehicle no Warranty or Guarantee, either written or implied, exists.

NEVER drive your Kart on any public highway, freeway, street or road. Doing this is illegal and extremely dangerous. If you decide to resell or pass on your IPKARTING Kart, it is your responsibility to pass on all the Safety maintenance information to the next owner/operator.

# REAR TRACK

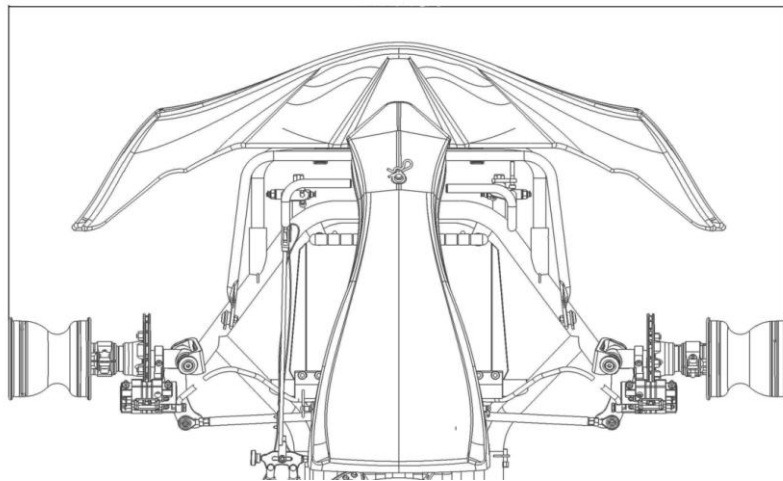
	DRY	WET
SHIFTER	1395 mm	1380 mm
TAG	1390 mm	1380 mm
DD2	1395 mm	1380 mm
MINI KART	1095 mm	1065 mm



REAR TRACK (REAR WHEELS EXTERNAL OVERALL WIDTH)

# FRONT TRACK

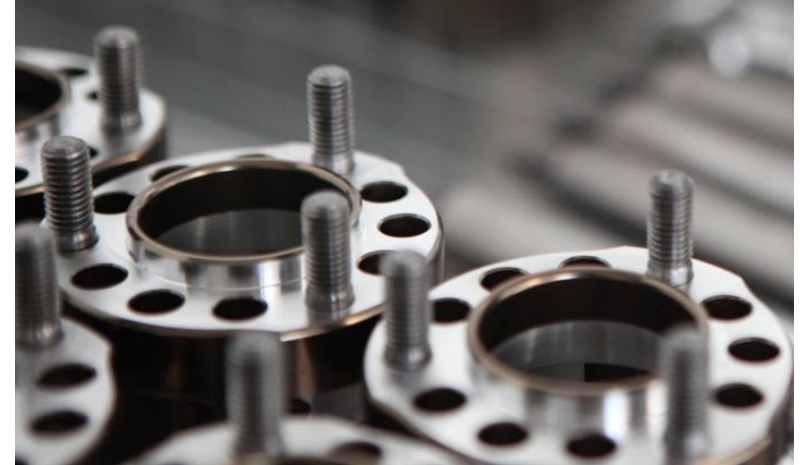
FRONT TRACK (FRONT WHEELS EXTERNAL OVERALL WIDTH)



	DRY	WET
SHIFTER	1220 mm	1280 mm
TAG	1210 mm	1260 mm
DD2	1220 mm	1280 mm
MINI KART	990 mm	1020 mm

# REAR WHEEL HUBS

	DRY	WET
SHIFTER	Ø50x95 mm	Ø50x110 mm
TAG	Ø50x95 mm	Ø50x110 mm
DD2	Ø40x95 mm	Ø40x125 mm
MINI KART	Ø30x40 mm	Ø30x65 mm



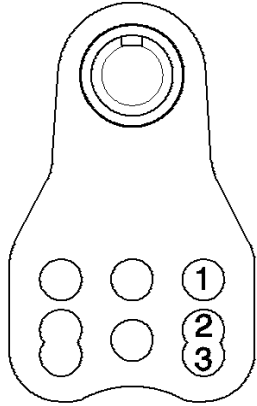
# FRONT WHEEL HUBS



	DRY	WET
SHIFTER	Ø42x70 mm	Ø42x90 mm
TAG	Ø25x70 mm	Ø25x90 mm
DD2	Ø42x70 mm	Ø42x90 mm

# FRONT ALIGNMENT

## ADJUSTABLE ACKERMAN

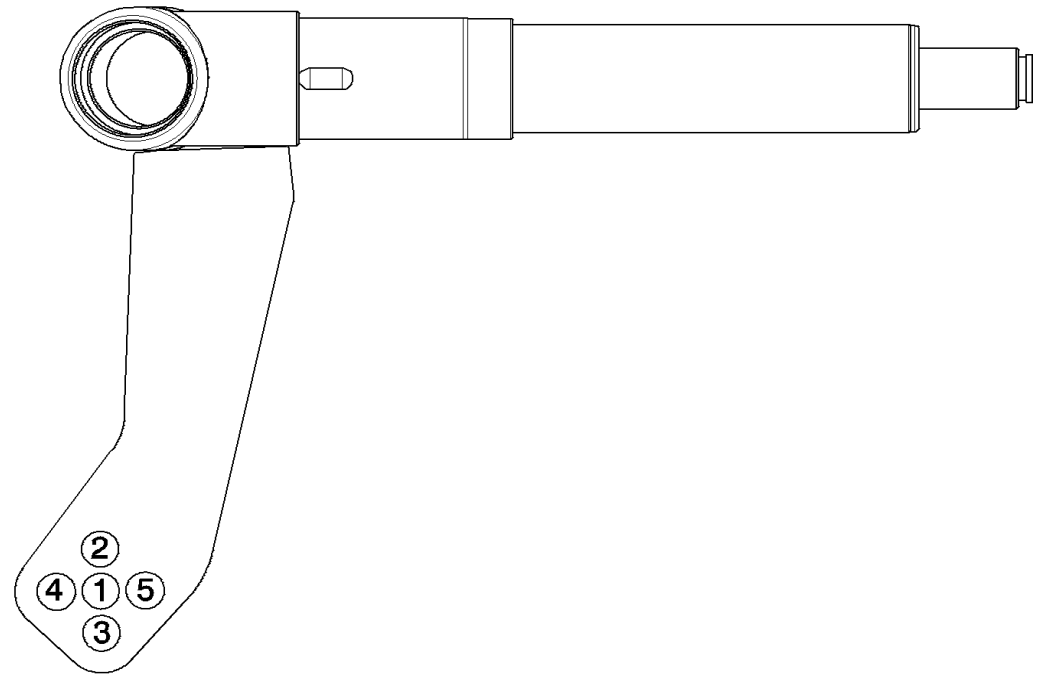


### STEERING COLUMN TIE RODS ADJUSTMENT

- 1 - LESS RESPONSIVE STEERING
- 2 - STANDARD POSITION
- 3 - MORE RESPONSIVE STEERING

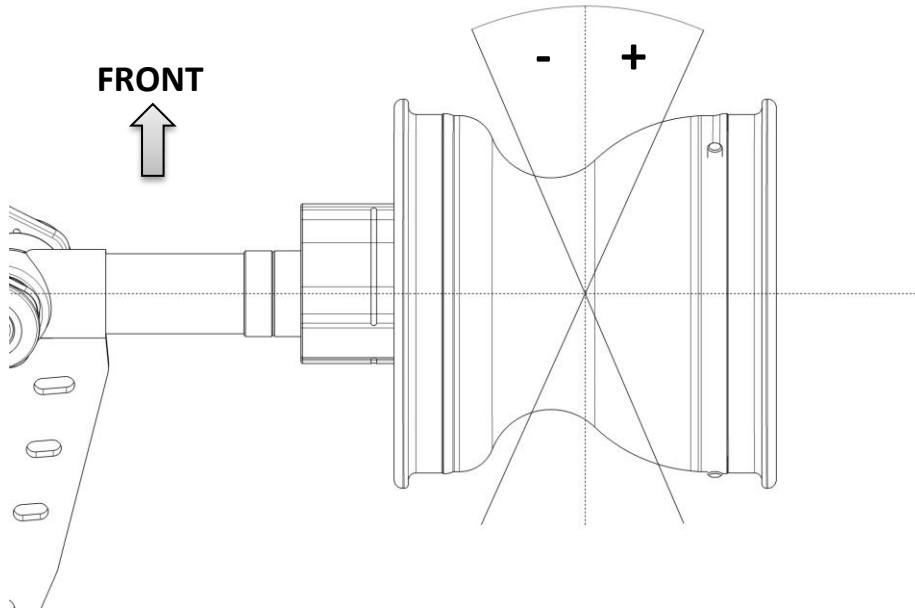
### SPINDLE TIE RODS ADJUSTMENT

- 1 - STANDARD POSITION
- 2 - INCREASE DIRECTION SPEED
- 3 - REDUCE DIRECTION SPEED
- 4 - INCREASE THE ACKERMAN ANGLE. STEER IS MORE QUICK AND THE FRONT SIDE OF CHASSIS IS MORE FREE OUT OF CORNER
- 5 - REDUCE THE ACKERMAN ANGLE. STEER AND DIRECTION ARE LESS AGGRESSIVE





## TOE



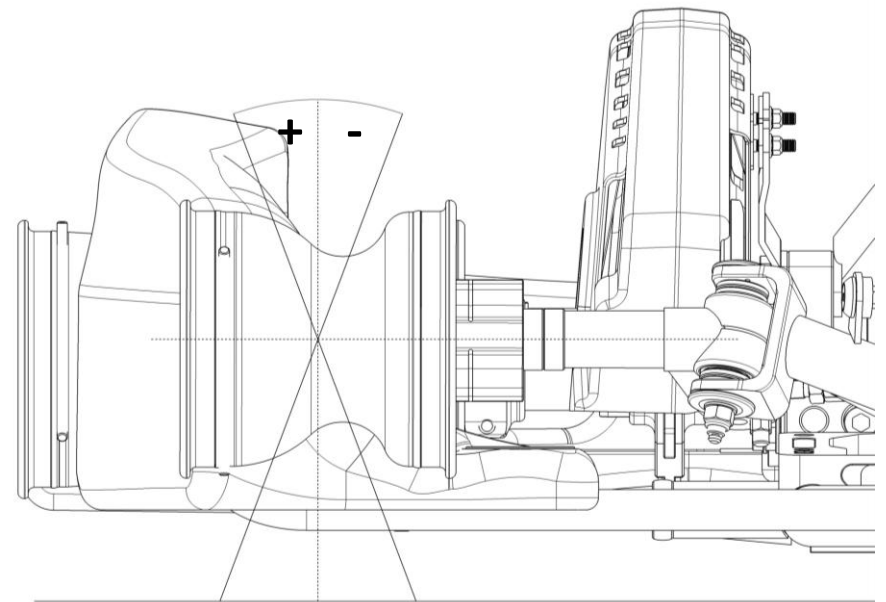
	DRY	WET
<b>SHIFTER</b>	<b>+ 4 mm</b>	<b>+ 10 mm</b>
<b>TAG</b>	<b>+ 4 mm</b>	<b>+ 10 mm</b>
<b>DD2</b>	<b>+ 4 mm</b>	<b>+ 10 mm</b>
<b>MINI KART</b>	<b>+ 2 mm</b>	<b>+ 4 mm</b>

OVERALL DIMENSION (FOR EXAMPLE +4mm : +2mm LEFT and +2mm RIGHT)

## CAMBER

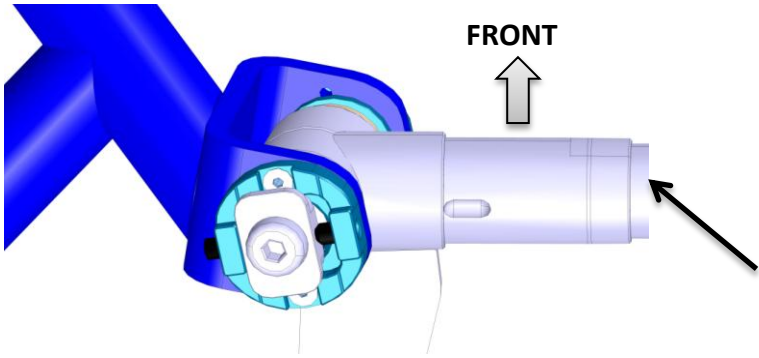
	DRY	WET
<b>SHIFTER</b>	<b>- 4 mm</b>	<b>0 mm</b>
<b>TAG</b>	<b>- 4 mm</b>	<b>0 mm</b>
<b>DD2</b>	<b>- 4 mm</b>	<b>0 mm</b>
<b>MINI KART</b>	<b>- 2 mm</b>	<b>0 mm</b>

OVERALL DIMENSION (FOR EXAMPLE -4mm : -2mm LEFT and -2mm RIGHT)

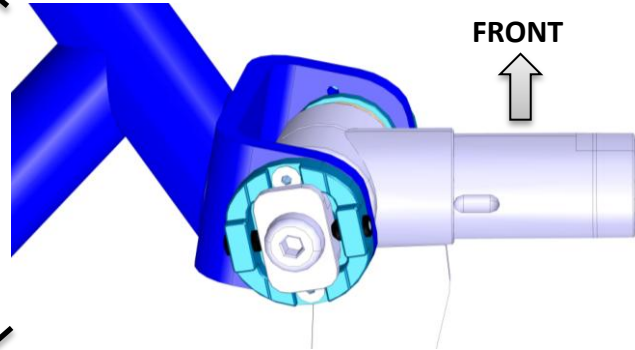


# CCS - Camber & Caster regulation system

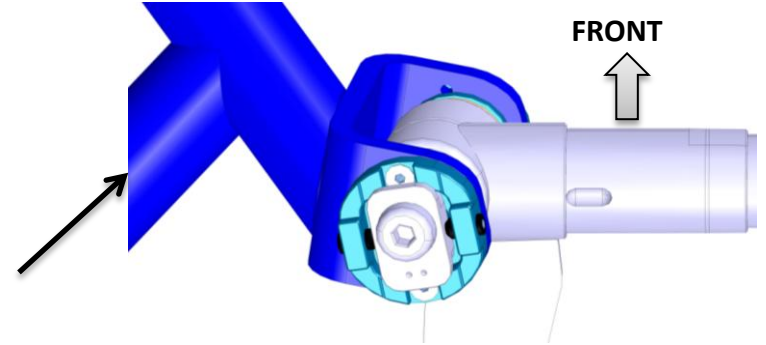
**NEGATIVE CAMBER**



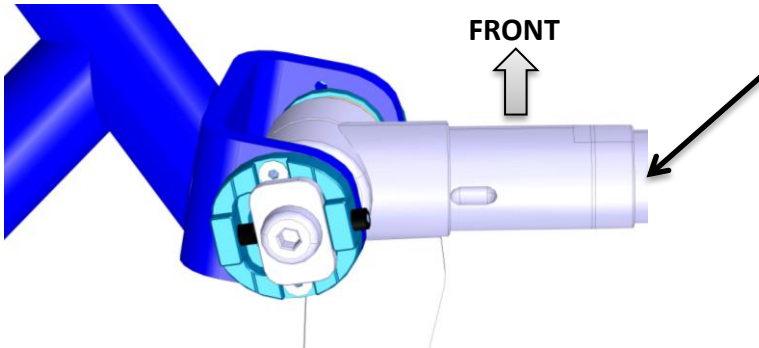
**NEUTRAL POSITION**



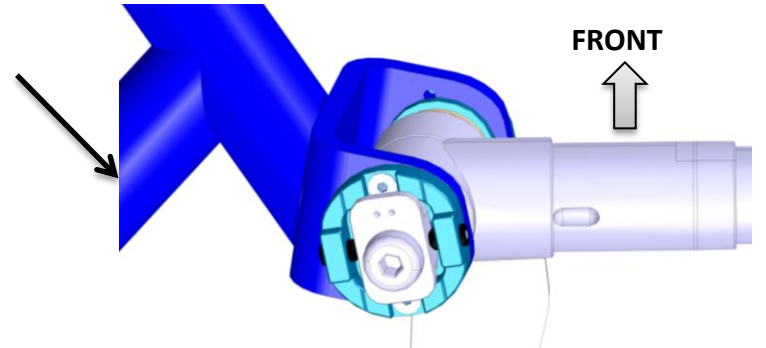
**NEGATIVE CASTER**



**POSITIVE CAMBER**



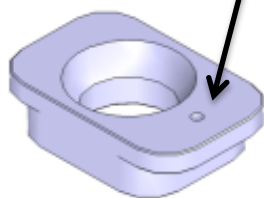
**POSITIVE CASTER**



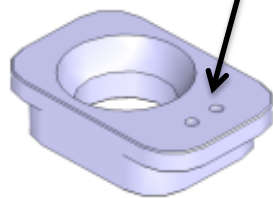
**NEUTRAL INSERT**



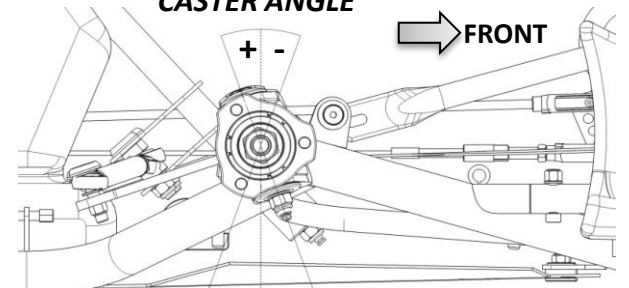
**1° INSERT**



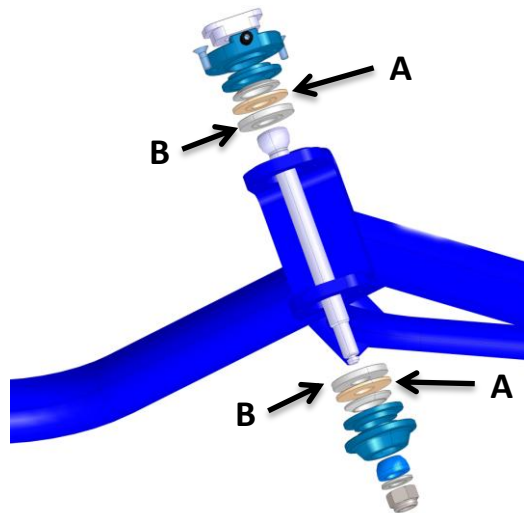
**2° INSERT**



**CASTER ANGLE**



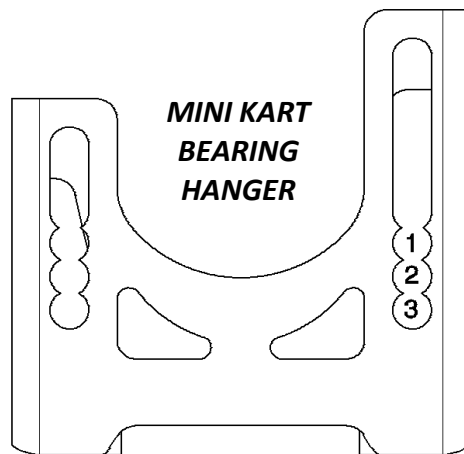
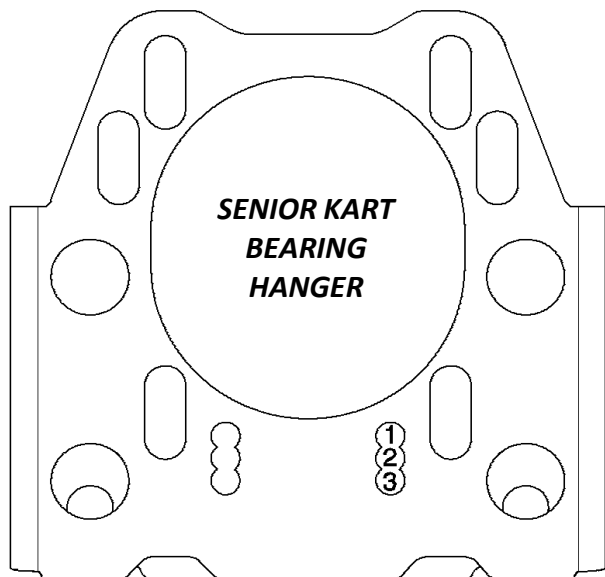
# FRONT HEIGHT ADJUSTABLE



A : SMALL SPINDLE SPACER  
 B : BIG SPINDLE SPACER

	UP	DOWN
DRY MAX GRIP (standard)	Ax1 / Bx1	Ax1 / Bx1
DRY MIN GRIP (low)	Ax1	Ax1 / Bx2
WET MAX GRIP (high)	Ax1 / Bx2	Ax1

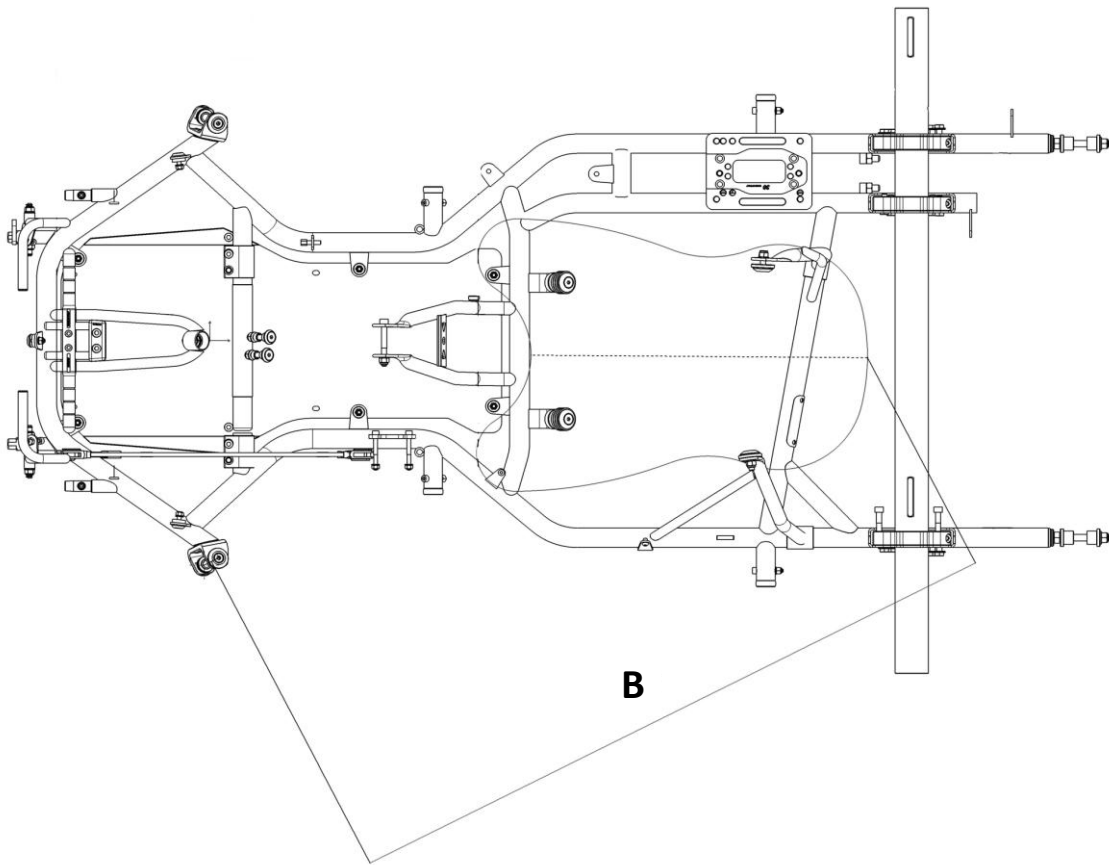
# REAR HEIGHT ADJUSTABLE & AXLES



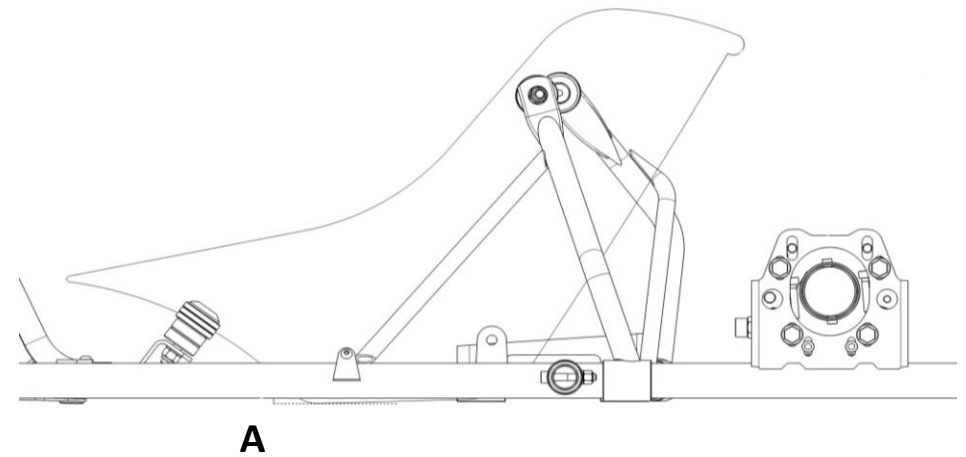
	HEIGHT	AXLE
DRY (senior kart)	2	M
WET (senior kart)	3	MS
DRY (mini kart)	2	M
WET (mini kart)	3	S

SOFT ← RANGE OF AXLES → HARD  
 S - MS - RGF - M - MH - H - EH - X

# SEAT SETUP



	A (mm)	B (mm)
<b>OK-JUNIOR</b>	<b>0</b>	<b>1020</b>
<b>OK</b>	<b>0</b>	<b>1050</b>
<b>KZ / DD2</b>	<b>0</b>	<b>1060</b>
<b>MINI KART</b>	<b>0</b>	<b>920</b>



**A** : BOTTOM OF THE CHASSIS - BOTTOM OF THE SEAT  
**B** : UPPER FRONT OF THE "C" SECTION - BACK OF THE SEAT