



## Rain Setup

Rain racing provides a complete new set of challenges starting from under steer (front of kart wont turn) to overseer (rear axle wants to drift out). To help offset some of the under steer there are a couple of changes that can be made to the front of the chassis. To counteract the under steering of the chassis changes must also be made.

- ▶ First, increase the front track width by moving all the spacers on the axle to the inside of the hub or rim and also use a longer hub.
- ▶ Secondly use a heavier front hub or rim made from aluminum instead of magnesium.
- ▶ Increase toe to as much as 5 - 8mm toe out.
- ▶ Increase camber and caster.
- ▶ Slide rear hubs in on rear axle to a point where the inside of the rear tire aligns with the inside of the front tire.
- ▶ Increase tire pressures to create a crowning of the rain tire and prevent hydroplaning.
- ▶ Raise rear of chassis as this will increase grip.
- ▶ Stiffen rear torsion bar.

Changes to the motor and kart for performance that should made include the following:

- ▶ Install a hotter than normal spark plug as this will help your engine achieve close to normal operating temperature.
- ▶ Always cover the airbox with an airbox cover to keep water out of your engine causing stalling on the track. It also will help prevent oxidization of engine components.
- ▶ It is also a good idea to spray all the electrical components of the ignition with a water repellent such as CRC. This will prevent potential grounding or shorting of the spark.
- ▶ You will find that since the oxygen content is greatly reduced you will have to lean down your engine.
- ▶ You will also want to increase the rear gear by 1 or 2 teeth since the engine is revving at lower RPMS and this will give you greater exit speed out of the corners.