

No Goats Setup Sheets in Grid Format

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Adjust LF and RR to get you into the corner
Adjust RF and LR to get you out of the corner
Adjust stagger to get you through the middle of the corner
Push (tight) means too much rear bite
Loose means too much front bite
If you're pushing, move the seat forward; or put more weight on the front to help you steer
If you're loose, move the seat backward; or put more weight on the rear to give you more traction
If you change your RF camber, for example from -2.5 to -3.0 (raise the outside of the tire from the ground), a tight kart will be freed up (it will become looser)

No grip in corners	Raise seat; move front track out; move rear track in; adjust tire pressures
Bogs down in corners	Move front wheels out; move RR wheel out; move rear track to right; increase front and rear stagger; increase left side weight; lower cross; increase rear weight; lower seat; increase right side air; harder tire
Loose in the rear (over-steer)	Wider front track; narrower front tires; harder compound in front; narrower rear track; wider rear tires; softer compound in rear; higher air in front; lower air in rear; move weight to rear; decrease stagger; loosen rear bumper; increase frame flex
Pushing (under-steer)	Narrower front track; wider front tires; softer compound in front; wider rear track; narrower rear tires; harder compound in rear; lower air in front; higher air in rear; move weight to front; increase stagger; tighten rear bumper; decrease frame flex
Bite: front; left; cross weight	<i>To increase bite:</i> increase nose weight; decrease left weight; decrease cross <i>To decrease bite:</i> decrease nose weight; increase left weight Tight kart has more rear grip than front Loose kart has less rear grip than front Stiff chassis is tight; stiff chassis transfers more weight Flexible chassis is loose; flexible chassis transfers less weight
Air pressure	<i>Higher air pressure loosens chassis:</i> less bite (looser); same effect as harder compound; tires wear in center <i>Lower air pressure tightens chassis:</i> more bite (tighter); reduce loose condition; same effect as softer compound; tires wear on outside edges
Higher air pressure	LF: helps kart turn in center of corner RF: less turn at the center of corner LR: loosens from center of corner out RR: less bite at center of corner and exit

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Lower air pressure	LF: less turn at center of corner RF: turn better at center of corner LR: tightens from the center of corner out RR: more bite at the center of corner and exit
Stagger	Rear stagger helps kart turn Front stagger is commonly increased or decreased to change cross weight; increases in front stagger will create more negative camber in both wheels
Rear track	Move rear wheels in for more grip; moving rear wheels in will make front bite less (push more) Moving rear wheels out will make front bite more (push less) Wide rear track is loose; wide track transfer less weight Narrow rear track is tight; narrow track transfers more weight
Left front (timing)	Increase in air pressure frees chassis at apex; increasing camber starts rotation sooner; increasing caster or moving wheel out on spindle speeds reloading of chassis center off; raising spindle and reset cross will slow weight transfer across kart
Left rear (timing)	Increasing air pressure reduces contact patch and slightly decreases stagger; moving out on axle slows the rate of transfer and frees kart coming out
Right front (in charge of turning)	Increasing air pressure decreases front grip on entry; increasing camber controls contact patch across the tire; increasing caster controls the amount of weight to transfer to RF; moving out on spindle reduces amount of weight transfer to RF; raising spindle and resetting cross increases rate of weight transfer across front of kart
Right rear (in charge of rotation)	Increase in air pressure decreases contact patch and may change stagger; moving out on rear axle decreases weight transfer to RR
Moving wheel out	LF- turning in center; RF- increased cross weight; speeds steering; LR decreases bite; frees it up off corner; RR- less bite in center of corner
Moving wheel in	LF- tightens from center out; RF- slows steering reaction; LF- tightens from center of corner out; RR- more bite in center of corner
Cross	Moving rear axle down towards track raises chassis up and raises cross; move rear axle up to decrease cross; lower RF to increase; raise RF to lower; lower LF to decrease; raise LF to increase; increase front stagger to increase cross
Camber	One flat = about .1 degree
Caster	More caster on both sides will make the front end jack more weight and make it grip harder; less caster on both sides will make the front end jack (transfer) less weight and make it grip less (tend to push)