



# Johnson Kart, Inc.

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## QUALITY CONCESSION KARTS

7340 NORTH 76TH STREET

PHONE (414) 353-5969

FAX (414) 353-4078

MILWAUKEE, WISCONSIN 53223

### RE: Track Liability Insurance - 1996

Johnson Kart is using and recommending that you contact the following for Track Liability Insurance:

Beckman Insurance Agency  
250 Regency Ct.  
Brookfield, WI 53045  
Phone: (414) 797-8160  
Fax: (414) 797-9048

He will answer any questions about Track Liability Insurance for your track. He should be able to write coverage for any State. Rates vary somewhat from State to State depending on claim exposure.

Respectfully,

Jeffrey Mack  
V.P./Secretary  
JOHNSON KART, INC.



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SEPTEMBER 1, 1996

### CONSTRUCTION COSTS FOR GO-KART TRACK

These figures are based on an average size track of 800 feet long and 22 feet wide.

. 220 yds. concrete ( at \$3.25 sq. ft., formed & finished )	\$ 57,000.00
. 1,800 lineal feet of steel rail	12,600.00
. Storage shed for karts	8,500.00
. Fence around track	4,200.00
. Labor	5,400.00
. Grade work	4,800.00
. Lights (4 poles)	5,600.00
. Electrical	2,300.00
. Plumbing	1,200.00
. Miscellaneous expenses ( taxes, licensing, etc. )	<u>4,500.00</u>
Total.....	\$106,300.00

\* Note: If an asphalt track is used in place of concrete, a cost saving can be achieved on initial start-up only.



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SEPTEMBER 1996 - REVISED

ANALYSIS OF GO-KART TRACK OPERATION:  
COMPARISON OF COST AND INCOME

### GENERAL CONSIDERATION:

#### Operating Season:

Length of season will vary from 12 months in the Southern to West Coast regions to five months in North Central to North Eastern regions. In each of these regions there will be a build up and drop off in track activity.

#### Daily Operation:

At peak season, a track will operate 12 hours per day ( 11 a.m. to 11 p.m. ). Early season and late season, hours of operation will be based on rider interest and profitability.

#### Operating Days per Season:

A five month season or 150 days will not be achieved in total due to inclement weather. The total days of operation will vary from season to season.

#### Track Conditions:

Material used for track surface and track layout will influence Kart maintenance and parts replacement. A rough track will induce vibration and cause part failures. Since the kind, characteristic, location and land cost associated with a track vary widely, the track will not be considered further in this analysis.

#### Track Operations:

The behavior of drivers will greatly influence the cost of Kart upkeep and profit from Kart operation. Rough driving and collisions damage Karts. More Karts are required than considered in this study to maintain a desired income if rough driving and bumping are allowed.

#### Kart Operation:

Based on time of season and time of day a number of Karts will be readied for use. Kart engines are started and

## ANALYSIS - Page 2

continue to run until taken out of service that day.

### Manpower:

Only dependable, safety conscious, pleasant and track interested personnel can be employed. Two experienced people can handle up to eight Karts. Preferably there should be three people for 6 to 12 karts, adding one person thereafter for up to six karts.

### Kart Maintenance:

Every part of the Kart including its frame is replaceable. Should the frame break, it can be repaired by welding. A high tire replacement rate can be expected. This rate will vary, of course, with Kart use.

### SPECIFIC CONSIDERATIONS for this analysis:

Operating Season:	5 months or 150 days
Daily Operation:	12 hours
Operating days per season:	150, 125, 100 and 75
Track Conditions:	Asphalt, well sealed, about 1/4 mile
Track Operation:	Good behavior demanded of drivers
Kart Operation:	10 Karts with 8 oper. 12 hrs. per day
Ride Time:	4 minutes
Rider charge time:	1 minute
Total time/ride:	5 minutes
Maintenance:	1 set of tires per Kart per month
*Fuel consumption:	1 gal. per three hour operation
Oil consumption and change	2 1/2 gal. per Kart per season

\*Johnson Karts get approximately 80 miles per gallon of gasoline

### FEASIBILITY ANALYSIS:

12 Karts W/Accessories.....	\$31,550.00
Replacement Parts - First Year (Approximately)...	1,400.00
200 Tires including tubes 100 Front	
100 Rear.....	<u>3,600.00</u>
Total	\$36,550.00



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### ANALYSIS - Page 3

#### Supplies:

4000 Gal. Gasoline @ \$ 1.25 gal.....	\$ 5,400.00
25 gal oil @ \$6.00 gal.....	150.00
10 cans spray lubricant @ \$4.30/Cn.....	43.00
<b>Total</b>	<b>\$ 5,593.00</b>

#### Labor:

1 Lead man, ticket taker @ \$6.75/hr.....	\$ 12,150.00
1 Track man @ \$5.50/hr.....	9,900.00
1 Ride Counter @ \$5.25/hr.....	9,450.00
<b>Total</b>	<b>\$ 31,500.00</b>

Track expenses	(see separate sheet)
Taxes	(see separate sheet)
Insurance	(see separate sheet)

**Total \$ 73,643.00**

#### INCOME:

##### Constant Conditions:

- 1) 12 Karts with ten operating 12 hours per day
- 2) Ride time is five minutes including one minute for getting in and out of Kart
- 3) Charge for five minute ride is \$ 3.00
- 4) Maximum rides per day per Kart is 144
- 5) Typical big day:

6 hours max. rate	= 72 rides per Kart
3 hours 3/4 rate	= 27 rides per Kart
3 hours 1/2 rate	= 18 rides per Kart
<b>TOTAL</b>	<b>117 rides per Kart</b>

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ANALYSIS: Page 4

Spectrum of Conditions @ \$3.00 per ride

<u>Rides/Kt day</u>	<u>Karts Operating</u>	<u>Operating Days/season</u>	<u>Season Income</u>
144	12	150	\$777,600.00
117	10	150	526,500.00
117	10	125	438,750.00
117	10	100	351,000.00
117	10	75	263,250.00
144	10	125	540,000.00
100	10	125	375,000.00
75	10	125	281,250.00
50	10	125	187,500.00
40	10	125	150,000.00
30	10	125	112,500.00



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September 1, 1996

### GO-KART SPECIFICATIONS

1. Track surface - smooth, durable, non-skid material (asphalt or concrete recommended).
2. Straightaway length - 150 feet is the maximum recommended (tracks with longer straightaways must be submitted for special consideration).
3. Track width - 20 feet recommended (24 feet maximum recommended) On oval tracks, it is recommended that track be five (5) feet wider on turns than on straightaways. Road courses should be the same width for their entire length.
4. Track bank may be banked on turns only - maximum bank is two inches per foot of track width. Straightaways must be flat, except two (2) degrees allowed for drainage.
5. Track grade-engineers recommended five percent maximum (track with steeper grades must be submitted for special consideration).
6. Safety Apron: Must exist at both edges of track
7. Track Surface
  - A. Must be smooth, level (or not exceeding track pitch), free from obstructions, holes, etc.
  - B. Must join with track edge smoothly, so as to avoid a "curb" or "drop-off" hazard

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TRACK SPECS  
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8. Fencing

- A. Height - four (4) feet minimum recommended
- B. Post - ten (10) feet on center maximum. Advise if fence is inside or outside of posts. We generally recommend that fence be on inside of posts
- C. Material - chain link or one-inch solid board fence recommended. However, other type of fence material, including farm fence (2 x 2-5/8 maximum opening) acceptable. If fence is different from our recommendations, give particulars
- D. Gates - should be supervised by an attendant when track is open and locked when track is closed to operation

9. Pits

- A. Must be fenced
- B. Pit steward, or other supervisory official required
- C. Separate entrance and exit lanes required
- D. Surface - same as track

10. Spectator Area

- A. Must be separated from track and pits by fence
- B. Bleachers or grandstands must be substantially constructed and with back and side rails
- C. Spectators and parking should be supervised and carefully controlled
- D. Parking areas must be level, well-graded and free from obstructions or obstacles





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TRACK SPECS

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### 11. General Operation and Maintenance

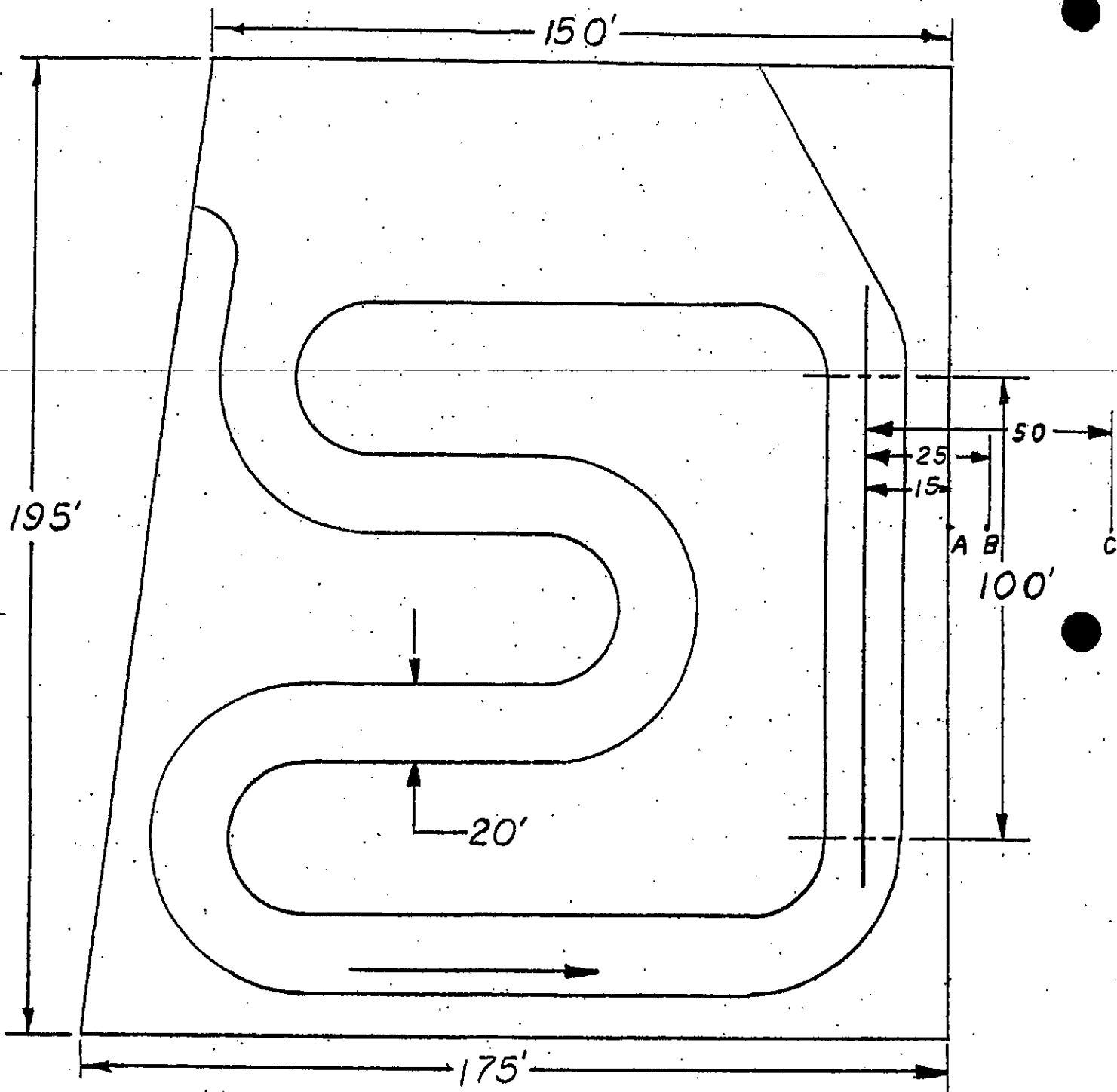
- A. Premises, including buildings, must be properly maintained and operated, clean and protected from unusual hazards.
- B. Wiring - all electrical wiring on the premises must be installed in compliance with the requirements of the National Electrical Code
- C. Fire extinguishers should be installed in sufficient quantity to provide adequate protection (required)

### 12. Maximum Speed (Rental or Concession Tracks ONLY)

- A. Class 2 - maximum speed; 21 MPH, minimum age; 11 yr

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## SIGNS NECESSARY FOR OPERATION

1. One sign clearly stating the "MINIMUM HEIGHT of 54 INCHES" at the ticket window and a measurement post or such device at the track entrance to the pit.
2. Signs with "Arrows" showing direction of travel, located at various locations around the track perimeter.
3. Additional "NO BUMPING" signs erected around track.
4. "ENTRANCE" and "EXIT" signs.
5. Sign indicating location of "FIRE EXTINGUISHER" in pit area.
6. At least two large "TRACK REGULATIONS" signs with the following rules posted at the ticket window and in the pit area.

## TRACK REGULATIONS

1. Ride at your own risk, we reserve the right to refuse admission to anyone.
2. You must be 54 inches tall to drive these karts.
3. Keep both hands on the wheel at all times.
4. Keep both feet in kart at all times.
5. Hair longer than shoulder length must be tied up with clips or rubber bands.
6. All loose clothing must be secured.
7. No smoking in karts.
8. While on track - Stay in kart at all times.
9. No bumping, weaving, cutting off or horse play allowed.
10. Persons under the influence of intoxicants will not be allowed to operate karts.
11. Avoid any stalled karts on track.
12. Do not exit from karts in pit area until instructed.



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## TEST REPORT: GO-KART NOISE LEVELS

Sound is a disturbance in air that travels as a wave having a frequency of between 20 and 20,000 hertz and having an amplitude great enough to be heard. Noise is merely a sound that is, subjectively, unwanted because of intensity, frequency, or location.

Sound is sensed by a microphone which converts the pressure fluctuations of the sound wave to an electrical signal. This signal is conditioned by the circuitry of a sound level meter and the intensity is indicated in unit of decibels (dB). The term decibel is defined to be equal to 10 times the logarithm to the base 10 of the ratio of two power quantities. Power can be in watts horsepower, or in the case of sound, pressure squared. The advantage of a decibel scale is that smaller numbers can be used in calculations.

It was noted that in addition to intensity, sound is further characterized by frequency of the sound wave. Since response of the human ear is not the same for all frequencies, various weighting systems have been devised to correlate the sound level meter readings to human response to sound. The "A" weighted scale is presently accepted as resulting in the closest correlation.

The test site was the kart track of Johnson Park, Milwaukee, Wisconsin. Track layout and microphone positions are shown in figure 1.

Data was obtained on the afternoon of June 15, 1993. Ambient conditions were:

Temperature: 73 F  
Barometer: 29.97 inches Hg  
Wind: SSW 7 mph  
Background Noise Level: 53 dBA

For the microphone positions shown on figure 1, test results were:

Position	A	B	C
High	80.5	72	66
Low	76	70	64
Avg.	78.25	71	65





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### RECOMMENDED RULES FOR ALL GO KART OPERATIONS

1. No rider less than 54 inches tall may operate a go kart.
2. No one that shows any sign of drinking alcoholic beverages may be allowed to operate a go-kart.
3. All wheels on the kart must be protected by an approved method to keep from interlocking or riding over one another.
4. Anyone with hair longer than shoulder length must have it tied up with a clip or rubber band.
5. No loose clothing that flairs out may be worn.
6. All edges of the track must not be below the level of the track surface.
7. Absolutely no hay bails will be used for barriers.
8. When tires are used for protective barriers that shall not be larger than automobile size and should be stacked two (2) high by banding together.
9. Any pole or post or solid obstruction that may be accidentally struck must be protected by a shock absorbing barrier.
10. The pit area must be separated from the track by a barrier such as in items 10 and 11.
11. At any time there are more than two karts on the track an attendant must be posted in the far infield area to assist stalled karts and to control the flow of traffic.
12. Absolutely no bumping of karts together can be allowed and riders are to be advised of this.
13. Inspections on the karts must be performed each day by a competent person to make sure the frames are not broken, belt guards are in place, spindles are not worn, tires are inflated properly, steering wheels are not broken and are secure and that the governors are set properly and that the brakes are working properly.
14. Brake and throttle pedals must be marked and identified.

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Page 2  
Recommended Rules

15. Speed of the karts must be set at a limit of not more than 18-21 M.P.H.
16. Fence and gate must be in place to separate spectators from the participants so that none can be run over.
17. There must be an approved fire extinguisher in the pit area and one located out on the track.
18. Riders must be warned not to get out of karts before the pit man tells them to.
19. A sign should be posted that any injury must be reported before leaving area.
20. Track must be fully enclosed by fencing.
21. Steering wheels must be padded.
22. Karts must be equipped with roll bars and head pads.
23. All cars must be equipped with belt guards and mufflers must be guarded for possible burn hazards.
24. Only one passenger per kart is allowed unless kart is designed as a two-seater.



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### JOHNSON KART OWNERS MANUAL

Thank you for purchasing a Johnson Concession Kart.

This manual is published for the sole purpose of servicing your Johnson Concession Kart. All information contained herein is supported by the most current data available. Johnson Kart Manufacturing Co., Inc. reserves the right to make any alterations at any time without prior notice.

Johnson Concession Karts are manufactured to hold up to the demands of a quality concession kart. However, unless a daily and weekly maintenance schedule is strictly adhered to track safety may be compromised and more costly repairs may arise later that are time consuming and affect your revenue generating potential.

If you purchased either a J70 or J75 Concession Kart, these karts are designed for a single rider only - a minimum of 54" tall. If you purchased a T90 Concession Kart, these karts are designed for both a driver and a passenger with the passenger being a minimum of 39" tall but not more than 54" tall.

This manual should be kept in an area that is accessible to the person(s) who maintain the karts and should be referred to daily.



### THE FRAME

The frame of the Johnson Concession Kart model number J70 and J75 is constructed of 1-1/4" and 1" steel tubing. The frame of the Johnson Concession Kart Model number T90 is constructed of seven and ten guage steel channel. Depending on the condition of your track, the frame should be washed periodically. This may be done by using a power washer with soap and water or a kerosene based engine cleaner with a steel wool pad or a stiff bristle brush. Grease all needed points after the frame has dried. The frame should be checked weekly for any broken welds or any cracks in the tubing. Should the frame be in need of repair, it can be done by a certified welder using either a stick welder with a high hydrogen flux rod or a wire feed mig welder using .030 diameter wire. With proper maintenance to the frame, you may expect many years of service from you karts.

### TIRES AND TUBES

Tires and tubes should be checked daily for proper inflation and tread wear. Improper inflation can lead to excessive tire and tube consumption. If the tire cords are showing or wear holes disappear, replace the tire with a new one. The recommended tire pressures are as follows:

3:40 x 3:00 x 5 (front tire) 20 - 28 lbs.  
4:10 x 3:50 x 5 (rear tire) 24 - 32 lbs.

### FRONT END PARTS

ALL PARTS CONSIDERED TO BE FRONT END PARTS FOR THE PURPOSE OF THIS MANUAL ARE: LEFT AND RIGHT HAND SPINDLE, FRONT HUBS AND RIMS. THE INSPECTION OF FRONT END PARTS SHOULD BE INCLUDED IN THE WEEKLY MAINTENANCE SCHEDULE. SEE FIGURE 1

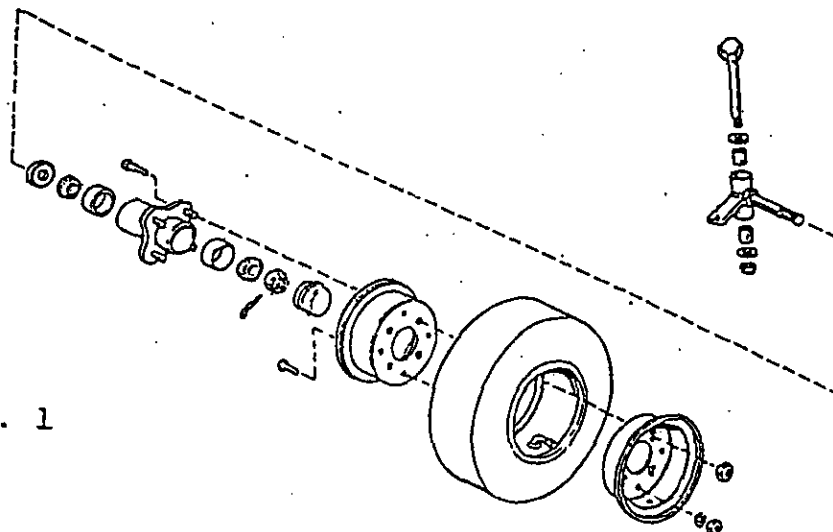


FIG. 1

### SPINDLES

To check spindles for wear, center the steering wheel. Next grip the tire and try moving it in an up and down motion. If you succeed, there is a loose spindle nut. Tighten by using two 3/4" wrenches; one on the spindle bolt and the other on the spindle nut. However, be careful not to overtighten as this will cause difficulty in steering the kart.

If there still is excessive play check for the following possible causes:

1. Loose spindle axle nut
2. Worn spindle bearing or bushing
3. Worn spindle bolt

To check for a loose spindle axle nut, remove dust cap and pull cotter pin from the spindle. If the front hub should slide on the spindle, tighten the axle nut using a 1-1/8" socket head. DO NOT OVERTIGHTEN. The hub should be allowed to rotate freely. Replace Cotter Pin.

To check for worn spindle bearings, bushings or bolts, remove spindle nut and inspect spindle bolt. If bolt does not show signs of wear, pry out bearings or bushings and gently tap in new ones. NOTE: There are two bearings or bushings per spindle.

To check for bent spindles, place a square along the outside of the tire. The square should meet the rim at points A & B as shown in figure 2. If the square should meet the rim at only one point as shown in figures 3 & 4, the spindle is bent. We DO NOT recommend bending the spindle back to the original shape as this will cause metal fatigue. The spindle should be replaced.

Spindles should be greased weekly using a good wheel bearing grease e.g. Val-Plex EP by Valvoline.

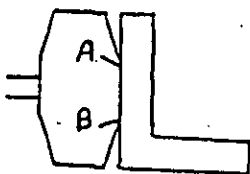


FIG. 2

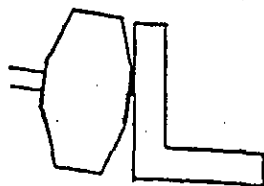


FIG. 3



FIG. 4

### FRONT HUBS

Lug nuts and lug bolts should be checked daily for tightness using a 1/2" socket head. If the lug bolt should spin when tightening the nut, the knurling on the lug bolt is stripped and should be replaced. Gently tap out the stripped one and press in a new one. When replacing a lug bolt it is recommended to replace the lug nut. Front hubs should be checked weekly for any stress fractures or split welds. If any split welds occur the hub should be replaced due to the fact that the hub is turned at the factory and a manual weld may not be able to assure original quality.

Front hubs should be greased weekly with same wheel bearing grease used in spindles. During this process the wheel bearings, raceways and grease seals should be inspected for scoring or wear. To do this, remove dust cap and pull cotter pin from the spindle. Using 1-1/8" socket head, loosen axle nut and pull hub from spindle. If bearings show any signs of wear they should be replaced along with the raceway. The grease seal should be replaced if there is any noticeable grease loss.

### RIMS

The four (4) rims on the kart are the same. The rim hardware should be checked daily for tightness. If loose, tighten with a 1/2" socket head and 1/2" wrench. During this procedure the rim should be checked for any cracks. If there are any the rim should be replaced. This is done by removing the lug nuts using a 1/2" socket head and pulling the tire off the hub. Remove rim hardware and remove rim halves from tire being careful not to cut the valve stem. Place new rim half with valve stem opening into tire, being careful not to cut the valve stem and the other rim half into tire, and secure with new rim hardware. Place tire on hub and secure making sure the tapered end of lug nuts face inward.

### STEERING

ALL PARTS CONSIDERED TO BE PART OF THE STEERING ASSEMBLY FOR THE PURPOSE OF THIS MANUAL ARE: TIE RODS, BALL JOINTS, STEERING SHAFT AND STEERING WHEEL. SEE FIGURE 5

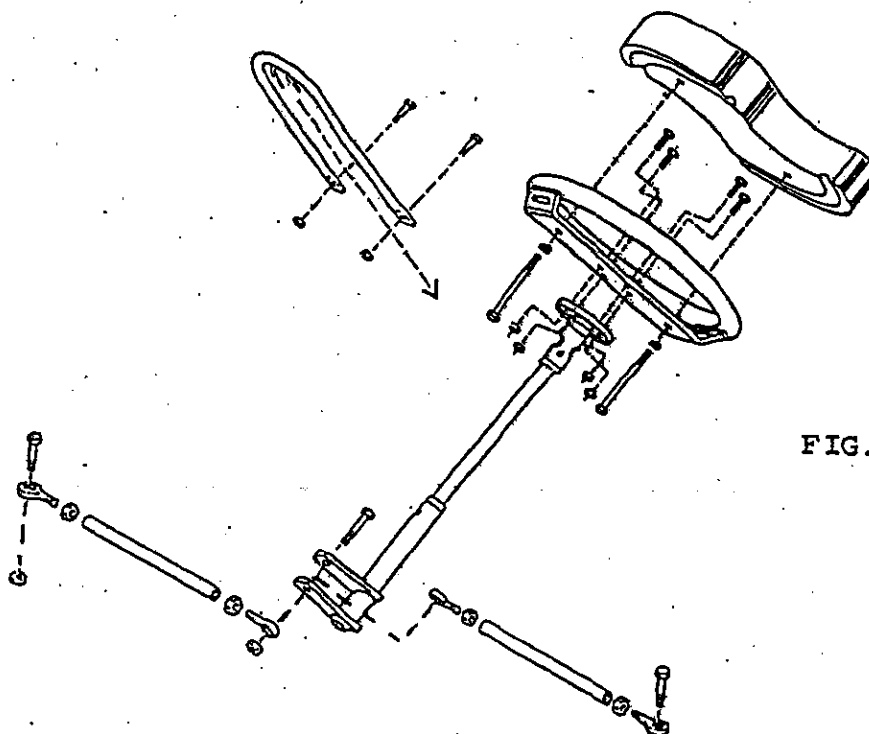


FIG. 5

The steering should be checked daily for any play in the steering wheel. Loose steering will not give the driver total control of the kart. To do this, center the steering wheel and grasp the wheel and turn from side to side. The tires should turn simultaneous with the wheel. If any play is noticeable, first check the hardware that attaches the steering wheel to the steering shaft. Tighten any loose hardware with a 7/16" socket head and 7/16" wrench.

If play persists one or more of the ball-joints are worn. To check for worn ball joints remove bolts attaching ball joints to spindles and steering shaft using 9/16" socket head and 9/16" wrench. A worn ball joint will have an oblong hole instead of a round one. Any worn ball joint should be replaced. NOTE: When attaching ball joints to steering shaft, the left hand side must be top and the right hand side on bottom.

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## Steering Cont.

There are times when the steering becomes out of alignment. Alignment should be checked weekly to diminish tire wear and maintain proper handling of the kart. To do this, place the steering in the center position. Starting at the front of the tires, measure the distance between the center of the left tire and the center of the right tire. Refer to this as measurement 'A'. Next, measure from the back of the tires the distance between the center of the left tire and the center of the right tire. Refer to this as measurement 'B'. Measurement 'B' should be a 1/4" to 1/2" larger than measurement 'A'. If the measurement is less than 1/4" the ball joints must be turned in. If the measurement is more than 1/2" the ball joints must be turned out. To do this, remove bolts that attach ball joints to the spindle. The distance must be made up between the two sides. NOTE: Each two (2) full (360 degree) turns of the ball joint on the tie rod is equal to approximately 1/16". The steering wheel and steering shaft should be checked weekly for cracks or metal fatigue. Replace or repair cracked or broken welds as mentioned in frame repair. Make sure area is clean of oil or dirt for proper heat penetration. Afterward, make sure any sharp edges are removed. Steering shaft should be lubricated weekly to ensure ease of steering.

## BRAKES

ALL JOHNSON KARTS ARE EQUIPPED WITH DUAL BRAKE BANDS AND BRAKE DRUMS. THE BRAKES SHOULD BE CHECKED AS PART OF THE DAILY MAINTENANCE. SEE FIGURE 6.

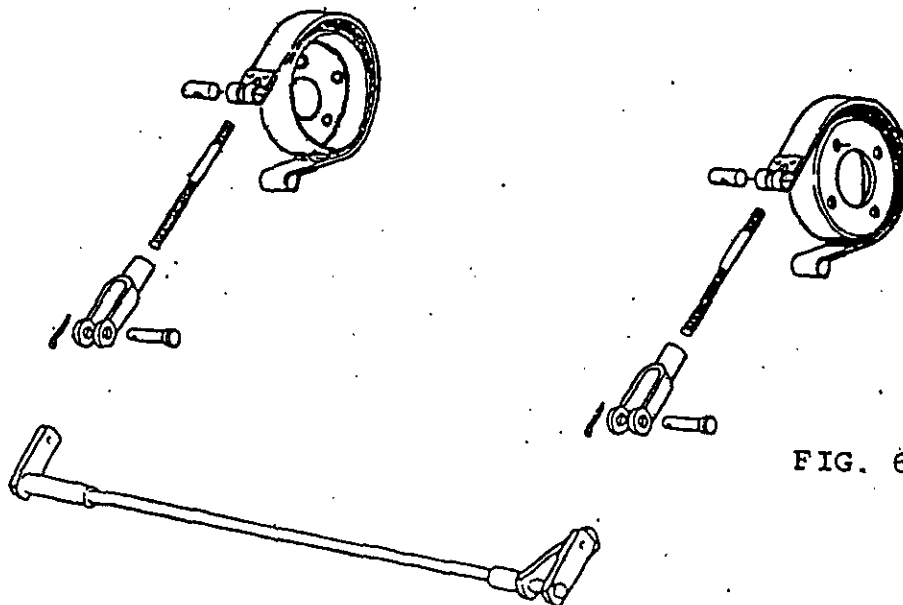


FIG. 6

Brakes Cont.

To make sure the brakes are contracting and expanding properly around the brake drum, block up the rear of kart so the tires are off the ground. Next, have someone depress brake pedal. Then grasp both rear tires and try to rotate forward. If either tire turns the brake needs adjustment. To do this, remove cotter pin and clevis pin from clevis that connects the brake arm to the rear brake crossover. Thread the brake arm further into clevis to tighten brakes. After re-attaching brakes, if the tire still turns, replace the brake band. NOTE: Never operate kart with just one operational brake

DRIVE SYSTEM

THE DRIVE SYSTEM ON YOUR JOHNSON KART CONSISTS OF EITHER TWO PULLEYS AND A DRIVE BELT OR TWO SPROCKETS AND A DRIVE CHAIN.

The drive system should be checked weekly for any bent or nicked pulleys which can cause excessive belt wear or any worn or missing gears on the sprockets. The chain should be lubricated with a motorcycle type chain lube. Belts and chains should be checked for tightness and wear. If any slack occurs this can be taken up by raising the engine mount plate. See Figure 7. To do this, loosen the top 5/8" nuts with a 15/16" wrench or a special motor mount wrench available through Johnson Kart. See Figure 8. Then, using a pry bar, raise the engine mount plate and tighten the lower 5/8" nuts underneath the plate, and then, tighten the top 5/8" nuts. If belt or chain show any sign of wear replace them. The top pulley or sprocket must be checked for tightness on the crankshaft. If they are loose, tighten the two set screws with an allen wrench. Check all motor mount nuts and bolts and tighten if needed. NOTE: It is important to make sure that upper and lower drive setup is in alignment with each other.

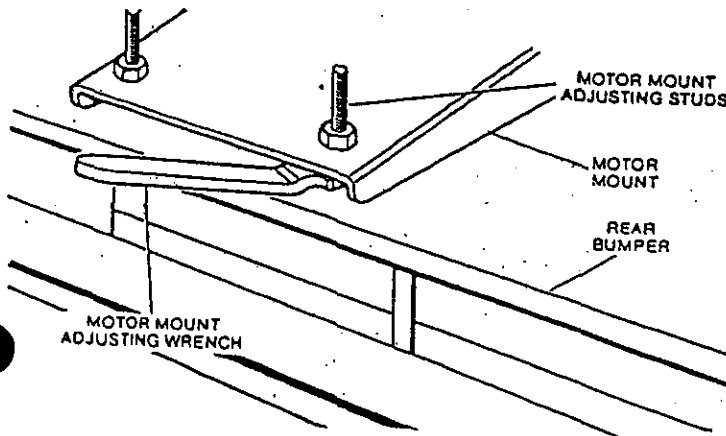


FIG. 7

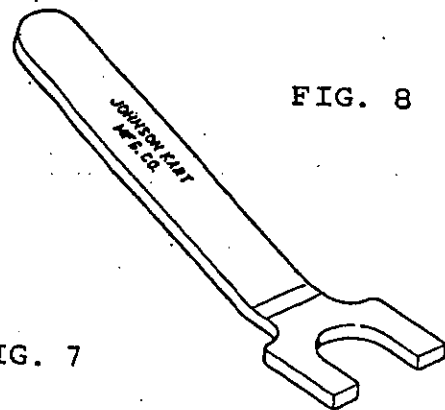


FIG. 8

### FUEL SYSTEM

Check to make sure that all the gas caps fit securely and the seams in the fuel tanks do not leak. Check the fuel line from the fuel tank to the carburetor for any leaks. Also, if the fuel line feels mushy, it should be replaced.

### THROTTLE LINKAGE

The throttle should be checked occasionally for unrestricted movement and for the proper return of the pedal. Depress the gas pedal to feel for any restrictions. If any occur, the linkage should be replaced. If the gas pedal does not return after being depressed the return spring should be replaced. Check the 5/16" bolts on the throttle flag daily to make sure that they are tight and grease the vertical rod weekly.

### SEAT BELTS

The retractor on the seat belt/shoulder harness should be checked weekly for ease of movement and stitching should be checked for any frayed ends.

### ENGINE

Refer to Honda Engine Owners Manual.

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