

# STEERING MOTOR REPLACEMENT INSTRUCTIONS

## Video Guide

### NEEDED:

Philips Screwdriver  
scissors or wire cutter  
1/2" wrench and 1/2" socket wrench  
7/16" wrench or 7/16" socket wrench  
2 small wire zip ties  
White lithium grease spray  
1/4" socket nut driver  
flat head screwdriver



**Video 1:** REMOVE THE HOOD AND DISCONNECT TAIL LIGHT CONNECTOR. DISCONNECT AND REMOVE BATTERIES. HAVE SOMEONE ASSIST YOU IN LIFTING THE KART UP BY THE FRONT BUMPER IN ORDER TO STAND THE KART UPRIGHT ON BACK FRAME.

**Video 2:** REMOVE THE SCREWS WHICH HOLD THE BLACK PLASTIC SKID PLATE COVERING THE STEERING MOTOR. USE EITHER A SCREW GUN OR SCREWDRIVER WITH PHILIPS HEAD. REMOVE BOTTOM CENTER SCREW LAST AND CAREFULLY SLIDE THE SKIDPLATE OUT FROM THE FRONT SLOTS BY FRONT BUMPER. *BE CAREFUL NOT TO PUSH THE KART OVER WHILE PERFORMING THIS STEP- Damage to SIDNE and injury to others could occur!*

**Video 3:** USING EITHER A WIRE CUTTER OR SCISSORS, CAREFULLY CUT THE WIRE ZIP TIES THAT SECURE THE WIRES TOGETHER. THEN CAREFULLY DISCONNECT THE 6 PIN CONNECTOR AND THE TWO PIN CONNECTOR FROM THE STEERING MOTOR. (THE 6 PIN CONNECTOR HAS A "LOCK TAB" THAT NEEDS TO BE PRESSED BEFORE GENTLY PULLING THE CONNECTORS APART.)

**Video 4:** USING A 1/2" WRENCH AND 1/2" SOCKET WRENCH, REMOVE THE 5/16 BOLT WHICH CONNECTS THE TIERODS TO THE STEERING MOTOR ARM (TONGUE). (NOTE THE EXACT ORDER OF TIE RODS AND SPLIT WASHERS USED. YOU WILL NEED TO REASSEMBLE IN THIS EXACT ORDER) WHEELS WILL FALL TO THE SIDE WHEN THIS IS DISCONNECTED.

**Video 5:** SET KART BACK DOWN TO THE GROUND AND USE 7/16 WRENCH TO LOOSEN AND REMOVE THE 4 BOLTS ON THE FLOOR OF THE KART NEAR THE PEDAL ASSEMBLY. THIS WILL RELEASE THE STEERING MOTOR.

**Video 6-7:** REPLACE WITH THE NEW STEERING MOTOR, MAKING SURE THE BACK BOLT STUDS COME THROUGH THE BACK TWO HOLES FIRST. REPLACE THE LOCK WASHERS FIRST, AND FINGER TIGHTEN THE NUTS TO THE BOLT STUDS. USE 7/16" WRENCH TO TIGHTEN NUTS ONCE AGAIN.

**Video 8:** REPLACE THE BOLT THAT TIES THE TWO TIE RODS TO STEERING TONGUE. PUT BOLT FROM UNDERNEATH AND THROUGH THE SHORT TIE ROD FIRST. NEXT PLACE TWO LOCK WASHERS OVER THE SHORT TIE ROD ON BOLT. PLACE THE BOLT THROUGH THE HOLE IN THE BLACK STEERING TONGUE, AND PLACE ANOTHER WASHER ON TOP. PLACE THE LONG TIE ROD HOLE OVER THAT LOCK WASHER AND LASTLY PLACE THE NUT ON TOP TO SCREW IT TOGETHER. USE A 1/2" WRENCH AND 1/2" SOCKET WRENCH TO TIGHTEN ONCE MORE.

**Video 9:** STAND THE KART UPRIGHT ONCE MORE (CAREFULLY), AND RECONNECT THE 6-PIN CONNECTOR AND THE 2-PIN CONNECTOR TO THE STEERING MOTOR. USE TWO WIRE TIES TO SECURE THESE WIRES FROM BECOMING LOOSE- PROPERLY ROUTE THE WIRES (SEE VIDEO) SO THEY DO NOT GET PINCHED OR INTERFERE WITH THE LARGE GEAR WHEN IT TURNS OR MOVES. CLIP EXCESS WIRE-TIE MATERIAL OFF. USE WHITE LITHIUM GREASE SPRAY TO LIGHTLY LUBRICATE GEAR COGS.

**Video 10-14: ADJUSTING THE STEERING STOPS--** WHILE KART IS STANDING UP (WITH SKID PLATE OFF), ONE ADJUSTMENT SCREW CAN BE SEEN ON BOTH SIDES OF STEERING MOTOR- INSIDE AND PERPENDICULAR TO THE END OF THE BLACK STEERING TONGUE, BEHIND LARGE METAL GEAR. NOTE THE LOCATION OF THE SCREW (BECAUSE IT CANNOT BE SEEN WHILE ADJUSTING- ONLY FELT) AND SET KART BACK DOWN TO THE GROUND. (FACING FRONT OF KART-) SCREW ON LEFT SIDE ADJUSTS THE LEFT WHEEL AND HOW SHARPLY THE KART TURNS TO THE LEFT (WHILE DRIVING). SCREW ON RIGHT SIDE ADJUSTS THE RIGHT WHEEL AND HOW SHARPLY THE KART TURNS TO THE RIGHT (WHILE DRIVING).

EACH SIDE MUST BE SLIGHTLY ADJUSTED IN ORDER SO THAT THE SILVER WHEEL BRACKET (THAT EACH TIE ROD ATTACHES TO) DOES NOT TOUCH THE BLACK FRAME WHEN SHARPLY TURNED INWARDS, BUT STOPS 1/8" AWAY, OR THE SPACE OF THE THICKNESS OF YOUR AVERAGE FLAT HEAD SCREWDRIVER TO FIT BETWEEN (SEE VIDEO). DRIVE WHEEL SIDE MAY BE SLIGHTLY MORE SPACE (IF SO DESIRED) BECAUSE OF THE FORCE EXERTED FROM THIS SIDE IN THE TURN.

USING THE 1/4" NUT DRIVER LOOSENS THE LOCK NUT SLIGHTLY IN ORDER TO TURN THE ADJUSTMENT SCREWS. SCREWING IN THE ADJUSTMENT SCREWS PUSHES THE CORRESPONDING WHEEL OUT TO LESSEN THE TURN. RE-TIGHTEN THE LOCK NUTS AFTER ADJUSTMENTS TO SCREW HAVE BEEN MADE, IN ORDER TO CHECK THE STOPS WHEN KART IS POWERED ON.

*BE CAREFUL TO ONLY ADJUST THE SCREWS WHEN THE KART IS POWERED OFF. YOU MUST PLUG IN THE BATTERIES (OUTSIDE OF KART) AND POWER THE KART ON AFTER ADJUSTMENTS ARE MADE TO CHECK THE STEERING STOPS. KEEP FINGERS AWAY FROM SILVER BRACKET AND BLACK FRAME STOP WHILE CHECKING STEERING STOP DISTANCES. INJURY CAN RESULT!*

**Video 15:** STAND THE KART BACK UP ON ITS END AND REPLACE THE BLACK SKID PLATE- SLIDING THE TOP END INTO THE FRONT TOP SLOTS FIRST. THEN SCREW IN THE BOTTOM MIDDLE SCREW TO PREVENT IT FROM SLIDING OUT WHILE SECURING IN THE OTHER SKID PLATE SCREWS.

**Video 16:** SET THE KART DOWN AND POWER UP THE KART AGAIN. MAKE SURE THE STEERING TONGUE IS CLEAR (NOT TOUCHING) OF THE BOTTOM OF THE SKID PLATE AND IS STRAIGHT WHEN WHEELS ARE STRAIGHT. CHECK THE STEERING STOPS ONCE MORE TO MAKE SURE THAT THE DISTANCE BETWEEN THE SILVER WHEEL/TIE-ROD BRACKET IS THE CORRECT DISTANCE FROM THE BLACK FRAME WHEN TURNED.

AFTER THIS IS SATISFACTORY- PUT BATTERIES BACK IN THE SIDNE KART, REPLACE BACK HOOD AND SIDNE MAY BE TESTED ON A SUITABLE FLAT AREA TO MAKE SURE THE TURNING RADIUS IS SATISFACTORILY EQUIVILANT. IF NOT, ADJUST STEERING STOPS ACCORDINGLY (SEE ABOVE STEPS).