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TRACKER
Assembly Instructions
and
Maintenance Guide

1. Unpack your PRIME Tracker kart
Remove and lay out all
pedal kart components to verify
nothing is missing from the package.

(2) Boxes contains the following:

1 front assembly	2 rear drive assemblies
1 rear frame connetor	
1 steering column	
1 front yoke	2 yoke connectors
1 front connector tube	
1 front end connection	
2 drive wheels	2 coast wheels
2 seats	2 seat frames
1 spare wheel	2 steering wheels
1 hardware bag	1 fender set
1 safety flag	1 front cover plate
1 brake cam	1 grab handle
1 hand brake	1 right steering brace

2. Unwrap all components

3. Unpack the hardware set

Assembly set includes:
Wheel hub caps (4)
Steering wheel (1)
Spare tire mounting bracket (3 pcs)
Seat/seat frame hardware (2)
Steering wheel caps (2)
Pedal sets (2)
Seat bolts (2)
Front/rear connection bolts (2)

NOTE: All other hardware is threaded into the corresponding location.
DO NOT remove any of the hardware until the you get to that part of the assembly.

Tools needed for assembly:
- 3/8 drive ratchet w/sockets: 13mm, 17mm, 19mm
- 19mm wrench, 15mm combo wrench
- 5mm and 7mm allen wrench
- Rubber mallet

4. Remove the 2 bolts from the left handbrake assembly and insert into each side of the top hole of the rear frame connection

5. Remove the (2) nuts and washers and (2) bolts and washers fron the rear frame on both sides. Next, insert the hand brake through the support bracket of the rear assembly.. Install the nuts and bolts connecting the rear frame connector to the right and left rear frame. DO NOT TIGHTEN

6. Re-install the (2) bolts and washers to connect the right and left brake assembly and tighten using 13mm wrenches. Be sure both ends of the brake rod are facing backwards.

7. Remove the nut and washers from the parking brake cam and install in the hole on the left brace, just below the brake arm. In the resting position, the cam will be on top of the "J" hook Install so there is a white nylon washer on either side if the bracket, then a metal washer, then the lock nut. NOTE:Do NOT tighten the lock nut all the way. Tighten until the nut makes contact, then back off 1/2 turn. The brake cam should move up and down freely.

8. Locate the (2) rear drive wheels.
The drive wheel does not have a bearing on each side like the coast wheels do. Instead there is a bushing on one side and a star pattern on the other side.
NOTE: The spare wheel will look like a drive wheel but there is no bushing on the outside hub.
Slide the drive wheel over the square on the drive axle until the inside of the wheel makes contact with the stop washer. A rubber hammer may be used. Reinstall the bolt and washer and tighten using a 17 mm socket.

9. Slide the metal seat frame into the slot on the back of the plastic seat and line up the hole on the seat frame with the hole on the seat.
Insert the seat bolt through the top of the molded seat, then attach the washer and nut on the back of the metal seat frame. Tighten using a 13mm wrench or socket.

10. With the seat installed in the last position, stand the back end up so it's resting on the seat back (picture below shows seat frame before seats are installed) Next, locate (2) pedal sets. These will be marked L&R. The pedal marked L is installed on the left crank arm, R is installed on the right crank arm of EACH side. NOTE: the left pedals are left hand threads so they will screw into the crank arm counter-clockwise. Tighten all 4 pedals using a 15mm open end wrench.

11. Locate (2) front connector tubes and slide into the back frame tube with the larger holes inside. Line up the holes in the tube with the holes in the back frame and install the frame bolt, washer and lock nut. Tighten using 19mm wrenches. Repeat on the other side.

12. Remove hardware frm the front yoke Slide the front yoke over the (2) connector tubes. You may need to pull the rear assemblies together to install the yoke onto both tubes. Be sure that the spare tire mount is facing up.

13. Remove steering bracing arm bolts from each side.

14. Install the end connection that is part of the left side steering shaft into the end of the yoke connector tube. Thread the bolt from the bottom side. Note that there are threads on the top side of the hole. Tighten using a 7mm Allen wrench. Once tight, install the washer and lock nut to the exposed threads and tighten with a 13mm wrench. Repeat procedure on the right side using the single end connection provided.

15. Line up the holes for the left bracing rod that is part of the steering shaft assembly, re-install the (2) bolts and washers and tighten using a 17mm wrench. Next, install the right bracing rod, re-install the hardware and tighten.

16. Remove the bolt from the end of the passenger grab handle and the bolt from the left steering shaft brace. Slide the grab handle assembly through the right bracing rod and into the end connection. Slide the other end onto left steering shaft brace.

16 cont. Reinstall bolt and washer into the and of the grab handle at the end connection and tighten using a 13mm wrench. Attach the opposite end of the grab handle to the steering brace. Re-install the bolt, washers and lock nut and tighten using a 5mm Allen wrench and 13mm socket.

17. Tighten both sides of the rear assembly, (4) bolts and (4) nuts that were not tightened earlier

18. Remove the bolt and collar from the front connection tube. Slide the opposite end of the tube through the middle of the front yoke and line up the holes.
NOTE: The large oblong hole in the tube should be facing towards the bottom of the kart

19. Loosen pivot stop bolt on the front assembly and slide the front assembly over the front connection tube. Make Sure the bolt is loose enough for the front assembly to slide all the way onto the connection tube.

20. Slide the front assembly up far enough so the tube collar can be slid in place over the front connection tube. Once in place, lower the front assembly, line up the holes in the collar with the front end connection tube and install the bolt, washer and lock nut. Tighten using a 7mm Allen wrench anda 13mm wrench. Next, make sure the oblong pivot stop hole lines with the pivot stop bolt and tighten with a 19mm wrench. (if the pivot stop bolt does not easily thread in all the way, the connection tube is upside down).

21. Connect the steering ball joint to the steering tab. Tighten usiug a 15mm open end wrench and a 19mm wrench

22. Remove the bolts from the front axles and slide the (2) coast wheels on the front axles.
NOTE: The air fill valve stems will be facing inward. The recessed bearing is facing ourward. Tighten both sides using a 17mm socket

23. Lower the front of the kart so all 4 wheels are on the ground

24. Remove the steering wheel bolt fron the end of the steering shaft. Install the steering wheel so the recessed triangle on the back of the steering wheel fits over the triangle on the end of the steering shaft. Re-install the bolt and washer and tighten using a 13mm socket. Once tight, link up the tabs in the steering wheel cap with the holes in the steering wheel center and tap the steering wheel cap with a rubber hammer to secure it in place

25. Install the spare tire mounting bracket to the front end assembly. It will thread into the mounting hub. Tighten by hand. Next, set the spare wheel hub over the bracket with the air fill facing down. Insert the spacer into the center hub facing down and thread the mountng bolt through the center. Tighten using a 17mm socket.

The spare wheel can be used for either the drive or coast wheel as a spare. But the bearings or bushing from the wheel being replaced must be installed into the spare wheel before use.

26. Install (4) wheel dust caps on the drive and coast wheels

27. Install the front spoiler plate by removing the 4 screws on the steering column and grab handle brackets and end connections. Tighten using a Phillips screwdriver.

28. Insert (optional) safety flag into flag holder located behind the passenger seat

29 *CAUTION*
It is important that the tires are inflated to the proper pressure. Overinflation can cause the tires and wheels to explode and cause serious injury or damage!
The proper pressure is 28 PSI. You should NOT exceed 28 PSI
Use a hand pump only to inflate tires!
Use of a compressor may cause damage to the wheel and tire and may cause bodily injury

Maintenance

Prime Pedal Karts are designed and built to stand up to the most demanding use. But just like a car or truck, routine maintenance is required to keep your pedal kart performing for many years of use.

Item	Commercial Use	Consumer Use
Front chain tension	Weekly	Monthly
Rear chain	Every 2 weeks	Every 3 months
Crank bolts	Weekly	Monthly
Wheels and tires	Daily **28 PSI MAX**	Daily **28 PSI MAX**
Steering adjustment	Weekly	As needed
Grease front axles	Monthly	Every 6 months
Transmision	Weekly	Every 6 months
Frame	Weekly	Monthly
Nuts, bolts & pedals	Daily - check for tightness	Daily - check for tightness

Please Note: Periodic maintenance must be performed on your pedal kart to keep it in safe and good working order. The items listed here are some common components that will need periodic adjustment or replacement. This maintenance guide is not meant to be a complete overhaul manual. If you have any questions, please contact Prime or an authorized dealer. Current replacement parts for your model can be found at our website www.primekarts.com

1. Drive Chain

The chain used on your Prime Pedal Kart is a heavy duty chain that is used on profesional BMX type bicycles and has a high tensil strenth for rugged use. However, like all chains, they will stretch with use over time. It is important that they be checked for proper adjustment. To check the front chain, remove bolt (A) and lift the top chain guard. There should be about 1/2" travel by pushing on the center of the chain. If the chain is too tight, the transmission and drive components will wear out quickly and the kart will be hard to pedal. The chain should be checked weekly for commercial or rental use and monthly for consumer use.

To adjust the front chain, loosen bolt (B) and nut (C)
To tighten the chain, turn nut (D) clockwise to tighten the chain. Turn counter-clockwise to loosen. After the proper chain tension is set, re-tighten (B) and (C)

2. Rear Chain
Remove the top and bottom chainguard and loosen the fron chain as described in the previous step.
Next, take off the rear transmission cover by removing the 3 bolts.
Next, loosen the nuts on the outside of the transmission cover and slide the transmission forward to tighten the rear chain. The chain should have about 1/4" up and down movement in the center. When the chain is set at the desired tension, re-tighten outside nuts on the transmission. The rear chain should be checked after the first week of use. Then again monthly for commercial and rental use, yearly for consumer use.

NOTE: After the back chain has been adjusted, the front chain will also need adjustment (refer back to the previous step to adjust)

3. Crank bolts

Using a 14mm socket, check that crank bolts are tight. Be careful not to over tighten. Check the bolts weekly to make sure they have not come loose.

4. Tires and wheels

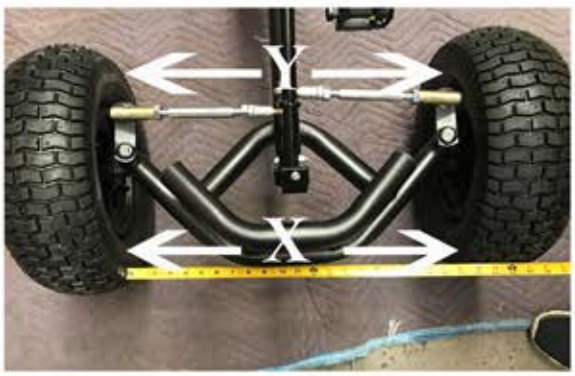
The wheels are made out of a strong flexible elastomer that allows it to slightly flex if there is impact, unlike a metal rim that will dent and be damaged. If you notice any cracks in the rim, it's time to replace it. The wheels on Prime Pedal Karts are universal for the coast wheels and drive wheel. If the wheel bearings become damaged, replace them as soon as possible. The proper tire pressure is 28 PSI for all wheels. DO NOT EXCEED 28 PSI. Please note, low tire pressure can also cause an issue by putting stress on the inner tubes, especially when applying the brakes to the rear tires. Tires should be checked daily in commercial rental use.
If tires become worn or damaged, replace them immediately.
Use a hand pump only to inflate tires! ***Use of a compressor may cause damage to the wheel and tire and may cause bodily injury***

5. Front axles and steering column

Grease the steering wheel column and both front axle zurk fittings every 3 months. Wipe off the excess grease after you have greased the axle.

6. Steering adjustment

If the front wheels are hit hard during impact, it is possible for the front end of the pedal kart to go out of alignment. The signs of this are excessive or uneven wear on the front tires. To adjust the front wheels, first make sure the steering wheel is centered, then loosen all 4 jam nuts (A) on the tie rods. Next, turn the center of each tie rod to move the front wheels closer together, or further apart.
The dimensions from inside front tire to inside front tire (X) should measure the same as the inside back tire to inside back tire (Y)
Make sure to retighten all 4 jam nuts.
NOTE: For Tracker model, (not shown) only the bottom steering arm between the axles needs to be adjusted.



7. Rear axle and sprocket

Production models after June 2012 have removable axles and adjustable rear sprockets.
To adjust the sprocket, loosen the set screw to align the sprocket with the sprocket on the transmission

8. Coaster brake/transmission

The mounting nuts need to be checked for tightness bi-weekly. If they loosen up, damage to the transmission may occur. See section 2 for chain adjustment.
There are no user serviceable parts with the coaster brake so if the part becomes worn or damaged, replace it with a new coaster brake transmission..

9. Steel Frame

The frame of the pedal kart is made from strong heavy wall steel tubing and is protected with durable powder coat paint. If the paint coating becomes damaged exposing the bare steel, touch up the area with any type of close match spray paint. to keep the frame from rusting.