

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance



For 2025 PRIME Karts models:

**Fatal Vision® 2-Seater Roadster
(XXL-4 TRACKER)**



*Scan QR for link to assembly,
maintenance and parts list*



*Visit for information on
Fatal Vision Impaired & Distracted
Roadster Driving Courses*

Scan QR code to view Assembly Video
<https://vimeo.com/innocorp/Roadster2seaterAssembly>



Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

Thank you for your purchase of the Fatal Vision® 2-Seater Roadster pedal kart! These step-by-step instructions will guide you through the assembly and set up of your new Kart so you can be safely riding in no time. The assembly must be performed by an adult. While the assembly is designed to be safe and easy, basic operation of hand tools is necessary to complete the assembly. The 2 larger boxes weigh around 70# so two people may be needed to lift and move each box. Use caution during assembly, especially with pinch points and when filling tires with air **(28psi MAX!)**.

PRIME Karts are designed and built to last for years with maximum up-time and ease of maintenance. Replacement parts and maintenance resources are available at www.primekarts.com

Innocorp Ltd's support team is available at support@fatalvision.com or by phone M-F 8am-5pm 800-272-5023

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Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

1

Carefully remove banding straps with a scissors and lift the top covers off of box 1 of 2 and box 2 of 2

XXL-4 (2 boxes)



Note the direction of the arrow on box #1

Box 1 of 2 contents



Box 2 of 2 contents



NOTE: Box 2 also include front graphics plate that has been removed to show other contents of the box

Tools needed:

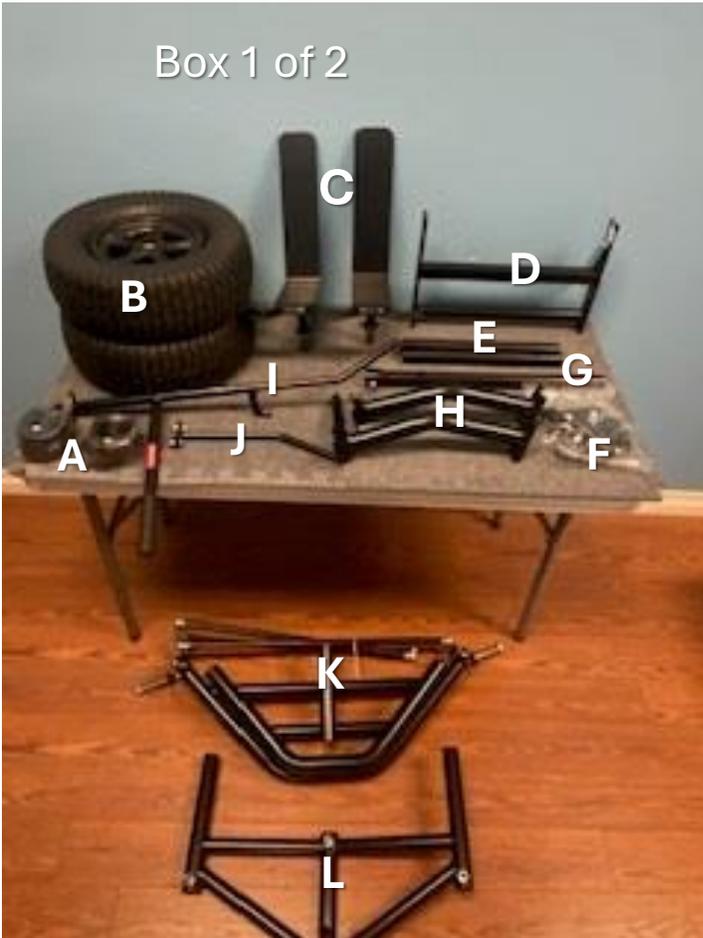
- 13mm wrench
- 17mm wrench
- 19mm wrench
- Adjustable wrench
- Phillips screwdriver
- Rubber hammer
- 5mm Allen wrench
- 6mm Allen wrench

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

2

Unpack each Box and lay out the contents

Box 1 of 2

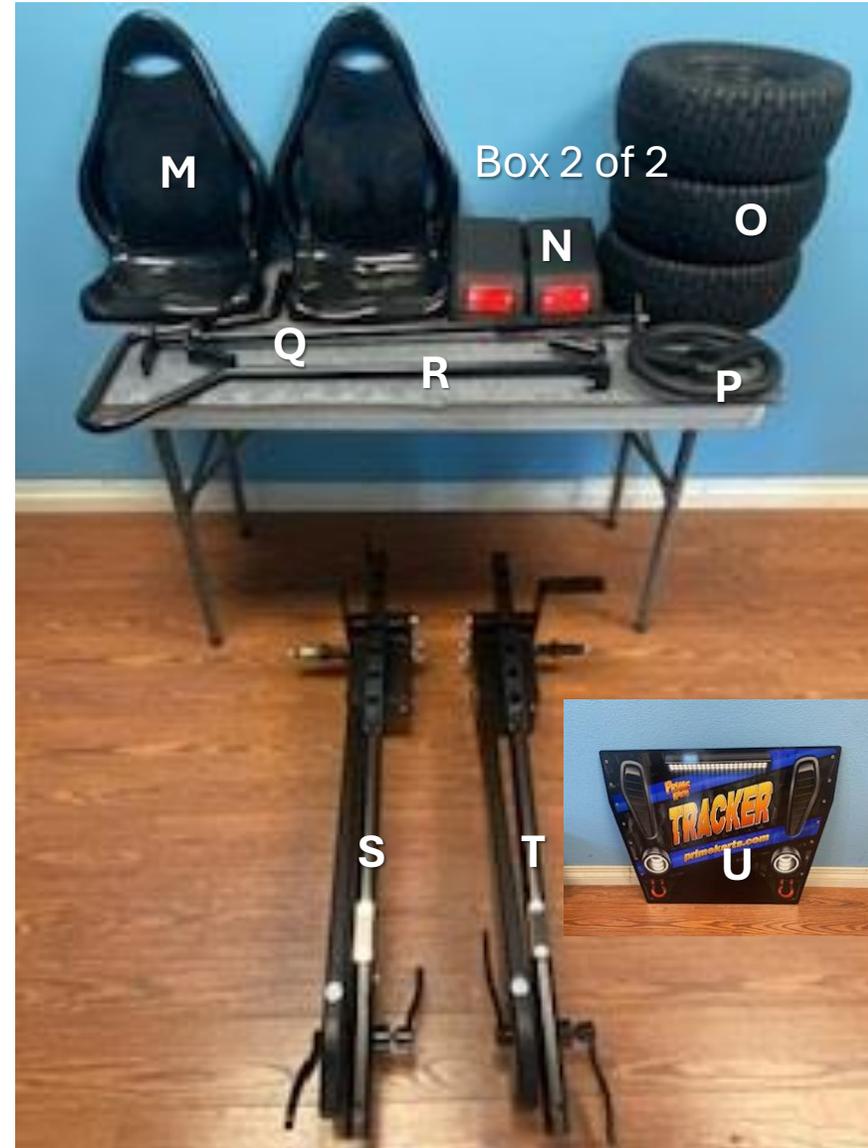


Box 1 of 2

- A - (2) Pedal Set
- B - (2) Coast wheels
- C - (2) Seat Frame
- D - Rear frame connector
- E - (2) Front connector tube
- F - Assembly hardware set
- G - Front Pivot tube
- H - (2) Bracing rod
- I - Hand brake assembly (R)
- J - Hand brake assembly (L)
- K - Front axle assembly
- L - Front frame connector

Box 2 of 2

- M - (2) Seat
- N - Fender (R&L)
- O - Drive wheels (plus front spare)
- P - Steering wheel
- Q - Steering shaft
- R - Grab handle assembly
- S - Right rear drive assembly
- T - Left rear drive assembly
- U - Front graphics plate



Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

3

Open (H) Hardware Set



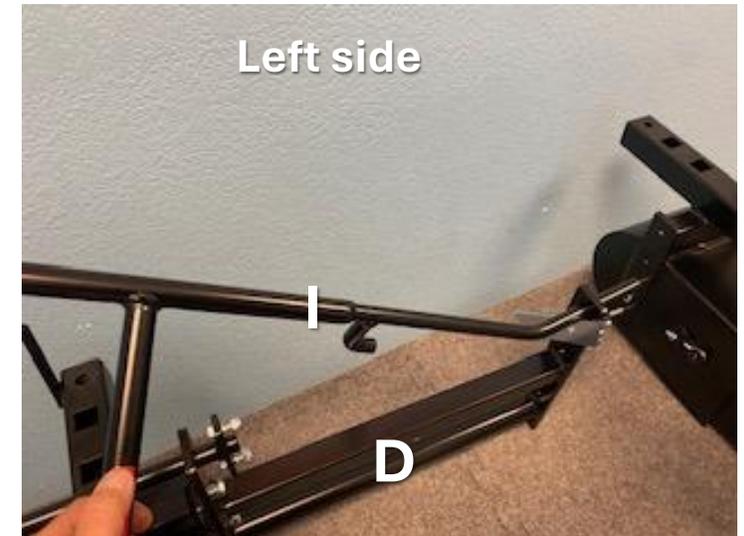
- AA - Steering wheel cap
- BB - (5) wheel hub caps
- CC - (2) Seat mounting hardware
- DD - (2) Front plate mounting bracket
- EE - Not used
- FF - (2) Front end pivot bushings
- GG - (2) Connector tube bolts
- HH - Spare wheel mounting bolt
- II - Spare wheel mounting post
- JJ - Spare wheel bushing

4

Assemble (J&I) hand brakes to (D) rear frame connector



Right side

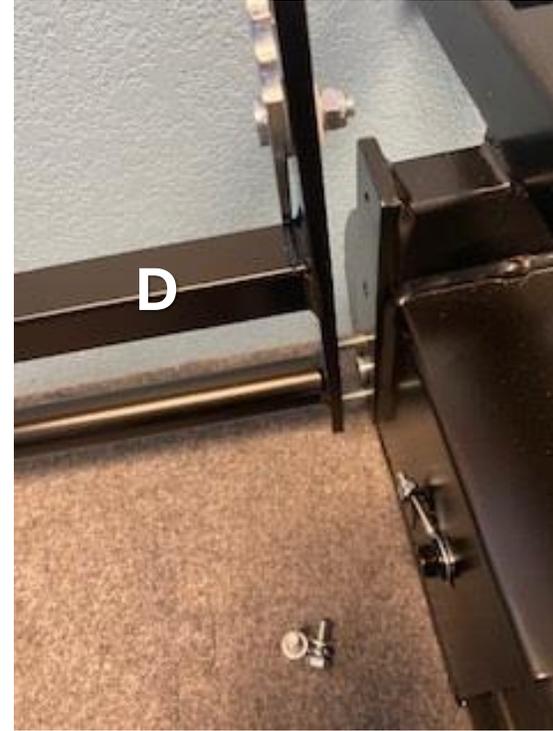
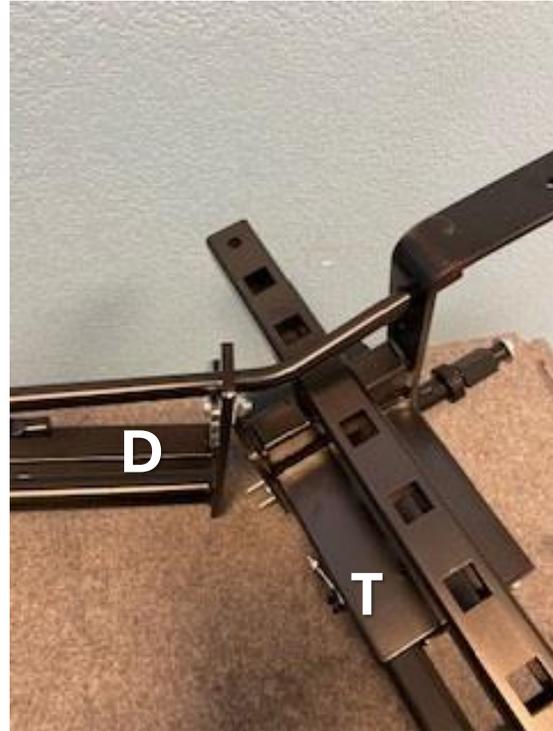


Left side

Using a 13mm wrench, remove (4) mounting bolts and (4) mounting nuts from (S and T) rear drive assemblies. Slide (I) left hand brake assembly through the top left hole in (D) rear frame connector. Lift the back of the silver parking brake cam to expose the top hole.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

5 Assemble (D) rear frame connector to (S and T) rear frame drive assembly



Slide the left brake arm friction rod through the top hole in the fender support bracket and line up the mounting studs in (T) left drive assembly with the holes on the left side of (D) rear frame connector. Thread the (2) bolts in the top holes and the (2) nuts on to the bottom studs. **DO NOT TIGHTEN.** Repeat this on (T) the right side.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

6

Assemble (J and I) right and left brake assembly



Remove the 2 nuts from the bolts in (I) right brake assembly with a 13mm wrench. Make sure the outer friction rod on the right side (I) is facing towards the back. Slide the left (J) brake into the right brake arm (I). Install the washers and lock nuts and tighten.

7

Install both (B) rear drive wheels (O) to the rear axle



Remove the 2 rear axle bolts using a 17 mm wrench. The drive wheels will have a star pattern on the inside hub of the wheel (as shown above), and a bushing on the on the outside hub. Slide the wheel over the square drive on the rear axle. Reinstall the axle bolt and tighten using a 17mm wrench.

NOTE: The spare wheel will not have a busing or bearings.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

8

Install (N) rear fenders



Lift the parking brake handle and slide the fender side slot on the fender support bracket. A rubber hammer can be used to tap the fender into place.

NOTE: The longer side of the fender will be towards front. The shorter side towards the back.

9

Install (C) seat frames to (M) seats



Slide the top of (C) seat frame into the slot in the back of (M) seat. Install (CC) carriage bolt through the square hole in the top of the seat until the threads are exposed through the bottom seat frame. Install the flat washer and lock nut and tighten using a 13mm wrench.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

10 Assemble (H) RIGHT and LEFT bracing rods



Using a 17mm wrench, remove 4 bracing rod mounting bolts. The left bracing rod has a side bracket. The right bracing rod does not. Install the bolts and washers and **DO NOT TIGHTEN**.

Next, install both seat into the last square seat position and stand the rear drive assemblies up so they are resting on the back of the seat.

11 Install (E) front connector tubes



Slide the front connector tube (E) into the rear drive assembly receiver tube. Line up the holes in each tube (E) with the holes in the rear drive assemblies (S) and (T). Install bolt (GG), flat washer and lock nut. (See next page step 12 – pic 3 for full view) **DO NOT TIGHTEN**.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

12

Install (A) pedal sets



The pedals are labeled left and right for their respective positions on EACH CRANK AXLE. The pedal marked L will be installed on EACH left crank arm, the pedal marked R will be installed on each right crank.

The pedal marked L will thread into the left crank arm counterclockwise. The pedal marked R will thread into the right crank arm clockwise.

13

Position rear frame upright



Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

14

Assemble (L) front frame connector to (E) front connector tubes



Using a 19mm wrench, remove the (2) outer bolts and slide (L) front frame connector over the (E) front connector tubes. **NOTE:** the short spare tire mount bracket will be facing UP when the kart is sitting on all 4 wheels. Line up the front mounting holes using a screwdriver to slide the inside tube until the holes line up. Next, remove the end connection from (R) grab handle assembly using a 13mm wrench. Slide the end connection into the right side end connection tube and line up the holes. Using a 6mm Allen wrench, thread the bolt that was removed into the end connection and tighten.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

15

Assemble (R) grab handle assembly to (E) front connector tube and (H) bracing rod



Install the flat washer and lock nut and tighten using a 19mm wrench. Next, remove the bolt, nut and washer from (R) grab handle assembly. Slide the end of (R) into the end connection bushing while sliding the opposite end into the connection on the left side (R) bracing rod. Reinstall the nut and bolt and tighten using a 5mm Allen wrench a 13mm wrench. Install the bolt and washer into the end of (R) through the end connection and tighten with a 13mm wrench.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

16

Assemble (Q) Steering shaft to (E) front connector tube and (H) bracing rod



Using a screwdriver, line up the holes on the opposite (E) connector tube with the hole in (L) front end assembly. Slide the end connection from the steering shaft (Q) into (E) connector tube. Thread the bolt from the bottom into the end connection and tighten using a 6 mm Allen wrench. Install the flat washer and lock nut and tighten using a 19mm wrench.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

17

Tighten all hardware for front and rear assemblies that were not fully tightened



**Tighten all hardware for components assembled to this point. 1. Rear frame assembly to connector tubes (2 bolts and lock nuts)
2. Bracing rod mounting bolts (4). 3. Right and left rear assemblies to rear frame connector (4 bolts, 4 nuts)**

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

18

Assemble (G) front pivot tube to (L) front frame connector



Remove the center bolt from (L) front connector frame and slide (G) front pivot tube into (L) front connector frame. **NOTE:** The pivot stop hole will face downward when the kart is sitting on 4 wheels. Reinstall the center bolt but **DO NOT TIGHTEN**. Remove the nut and bolt from the pivot tube spacer bushing and remove the bushing from the tube. Next, Install (FF) front pivot bushing over (G) front pivot tube.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

19

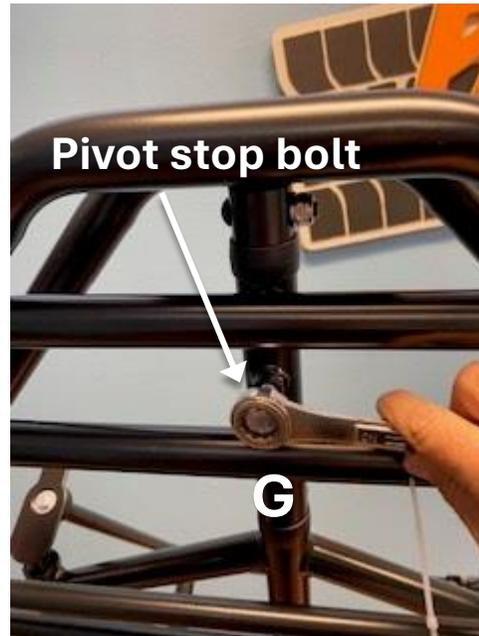
Assemble (K) front axle assembly to (G) front pivot tube



Slide the back end of (K) front axle assembly over (G) front pivot tube. Slightly lift (K) front axle assembly and slide the second (FF) front pivot bushing over the end of (G) front pivot tube. Slightly lift (K) front axle assembly again and slide the pivot spacer bushing over the end. Reinstall the bolt, washer and locknut and tighten using a 13mm wrench and 5mm Allen wrench.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

20 Tighten bottom bolt on (G) front pivot tube and pivot stop bolt



Tighten (G) pivot tube lower nut and blot using a 13mm wrench and 5mm Allen wrench.

Tighten the front pivot stop bolt using a 19mm wrench. NOTE: (K) front axle assembly must be straight before attempting to tighten. The bolt must be completely threaded in. If the bolt will not completely thread in, slightly pivot (K) front axle assembly until the bolt threads completely.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

21

Install steering arm ball joint



Remove the lock nut and washer from the steering arm ball joint. Slide the ball joint threads through the steering tab hole from the bottom. Reinstall the washer and lock nut using a 13mm open end wrench and a 17mm

22

Install (B) front coast wheels to (K) front axle assembly



Remove axle bolts and washers from both front axles. Slide (B) coast wheel onto front axle. NOTE: the air fill valve stem will be towards the inside.

Reinstall the axle bolt and washer and tighten using a 17mm wrench.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

25

Install (P) steering wheel to (Q) steering shaft



Remove steering wheel mounting bolt and washer from the end of the (Q) steering shaft. Line up the triangle in the back of the steering wheel with the triangle on the steering shaft. Reinstall the bolt and washer and tighten using a 13mm wrench.

26

Install spare wheel (O) to (II) spare wheel mounting post



Thread (II) spare wheel mounting post into the tire mounting bracket and hand tighten. Set the inside hub of the spare wheel over (II) mounting post and install (JJ) spare wheel bushing. With the bushing installed insert (HH) spare wheel bolt through the bushing and thread into (II) mounting post and tighten using a 17mm wrench.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

27

Install (AA) steering wheel cap to (P) steering wheel



Line up the 3 pins in (AA) steering wheel cap with the 3 holes in the center of (P) steering wheel. Using a rubber hammer, tap the steering wheel cap until it is seated.

28

Install 5- (BB) wheel caps to (B) drive wheels, (O) coast wheels and spare wheel



Line up (BB) wheel cap with the center of each of the 5 wheels. Tap each wheel cap into place using a rubber hammer.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

Now that your new Fatal Vision® 2-Seater Roadster XXL-4 Pro is assembled, perform these maintenance and safety checks **BEFORE** riding it for the first time.

1. Set the seat position (1-6) for the rider's height. To adjust the seat, simply pick it up and move it to the appropriate square hole. Be sure that the seat post is properly engaged in the top AND bottom square hole.
2. Check the steering operation is not binding and there is no oversteer.
3. Check that the kart pedals freely forward, coasting, and in reverse.
4. Check the operation of the hand brake and pedal (coaster) brake. To test the hand brake, simply pull up on the brake handle. To test the pedal brake, pedal back when the kart is coasting forward. **NOTE:** when backing up, the hand brake must be used.
5. **After assembly and before any event, check all tires to make sure that they are properly inflated to 25-28PSI (28 PSI MAX). Never use a high volume air compressor to fill the tires with air. ONLY use a hand pump.** Overinflating tires is dangerous and can cause serious injury and damage your kart. Underinflated tires will be difficult to pedal and can cause damage to the wheel, tire and innertube.
6. Check that ALL hardware on the kart is tight.

Now that that safety check is complete the last step is to review the safe riding guidelines on the next page.



Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance

- The Fatal Vision 2-Seater Roadster is designed for riders from 8 years old through adult with a max weight limit of 350#. It is the rider or supervising adults responsibility to determine if the Roadster is appropriate for the rider including safety gear such as a helmet.
- Children should always be supervised when riding.
- Do not drive your Roadster on public roads and always drive at appropriate speeds.
- Do not drive the kart at night.
- Always be aware of your environment and surroundings including other vehicles.
- Always ride with proper closed-toe shoes.
- NEVER ram or bump other karts or vehicles. It is dangerous and can cause serious injury as well as damage the kart.
- Make sure all covers and guards are in place before riding.
- Do not wear loose-fitting clothing or untied shoelaces close to moving parts when riding.
- An instructor must be present when using the Roadster with the Fatal Vision® impairment goggles.
- Always slow down before making any sharp turn. Turning at higher speeds can cause the kart to overturn.
- Be aware when riding downhill that speeds may increase and it takes longer to stop. Use the hand brake for braking to both rear wheels.
- Riders should never perform stunts or jumps with the kart. They are not designed for this and injury can occur.
- ABOVE ALL, USE COMMON SENSE AND KNOW YOUR LIMITS or the limits of those being supervised.

Fatal Vision® 2-Seater Roadster (XXL-4) Assembly and Maintenance



Our master kart mechanic “Max Uptime” says keeping up with scheduled maintenance and using only genuine PRIME Karts replacement parts, you will have maximum uptime on your Fatal Vision® 2-Seater Roadster XXL-4 PRO kart!

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PRIME Karts are designed and built to last for years with maximum up-time and ease of maintenance. But just like a car, bicycle or other recreational equipment, routine maintenance is required to keep your PRIME Kart performing for many years. Current genuine PRIME replacement parts and maintenance resources are available at www.primekarts.com. Innocorp Ltd’s support team is available at support@fatalvision.com or by phone M-F 8am-5pm CST 800-272-5023.

Periodic maintenance and inspections must be performed on your Fatal Vision® Roadster to keep it safe and in good working order. The items listed for maintenance and inspection are common components that will need periodic adjustment or replacement. This maintenance guide is not meant to be a complete overhaul manual. If you have questions, please contact PRIME Karts or Innocorp Support.

Fatal Vision® 2-Seater Roadster (XXL-4) Maintenance

Schedule

Item	Fatal Vision® Roadster (XXL-4 PRO)
Wheels, Tires and Tire Pressure	8 hours - <i>Before every event</i>
Inspect Hardware for Tightness	Initial use 2 hours, then every 8 hours
Inspect Front Chain Tension	Initial use 2 hours, then every 8 hours
Inspect Rear Chain Tension	40 hours
Inspect Transmission	80 hours
Inspect Steering Alignment	20 hours
Grease Front Axles and Steering Shaft	100 hours
Lubricate Chains	100 hours

Fatal Vision® 2-Seater Roadster (XXL-4) Maintenance

1 Wheels and tires

CAUTION: DO NOT EXCEED 28 psi!!!

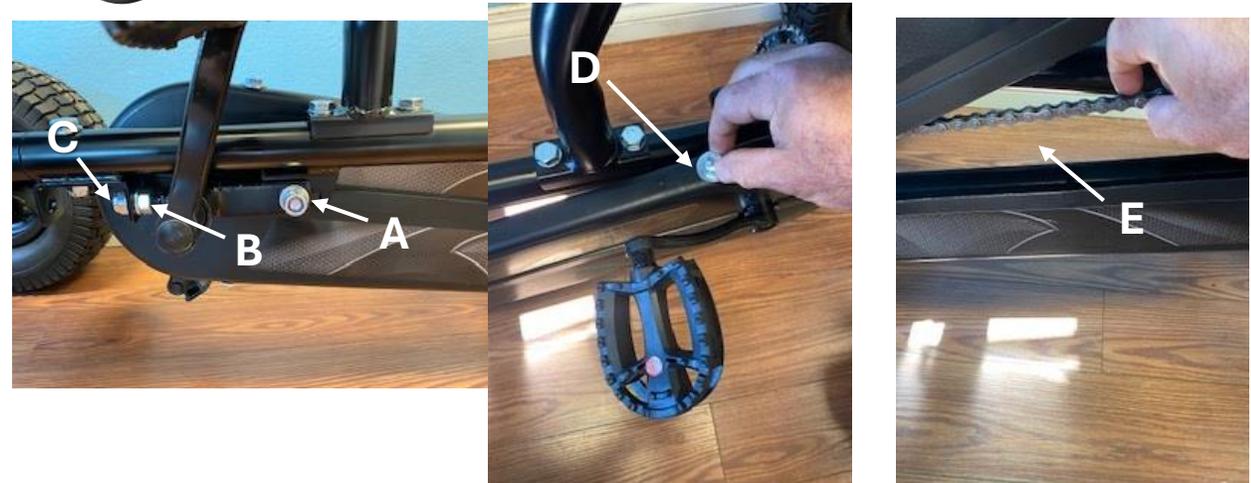


NOTE The air fill valve is on the **INSIDE** of the wheel. Please read the pressure specifications and warnings on the wheel and tire before adding air.

NEVER use a high pressure or volume air compressor to add air. **ONLY** use a hand pump to 28psi.

It is important that the tire pressure be set to the correct pressure. The correct pressure is 25-28 psi. **(28 psi MAX!)** If the pressure is too low, it will be hard to pedal and create tire wear and possibly damage the innertube. If the pressure is higher than 28psi, it is dangerous and can cause serious injury as well as damage the wheel, tire and innertube. Inspect the tires and wheels for damage, wear and cracking. Replace immediately if needed.

2 Front chain adjustment and maintenance



Using a 19mm wrench, loosen the side lock nut (A) and the front adjustment jam nut (B). Remove top chainguard bolt (D) using a 13mm wrench and lift chainguard to view front chain (E). Using your fingers, the middle of the front chain should have about 13-19mm (1/2" to 3/4") movement up and down with minimal pressure. To loosen the chain, turn C counter-clockwise. To tighten, turn C clockwise. Once the chain tension is set, tighten B. Then tighten A. Finally, reinstall the top chainguard and install D and tighten. Lubricate the chain with dry chain lube according to the maintenance schedule. **NOTE:** if the chain is too loose, it may slap the chainguard and ship on the sprocket. If it is too tight, the kart will be hard to pedal and components will wear prematurely.

Fatal Vision® 2-Seater Roadster (XXL-4) Maintenance

3

Rear Chain adjustment and maintenance



To access the rear chain, remove the (3) access screw on the transmission cover with a 3mm Allen wrench (2 screws on the bottom, one is on the front face). Once the cover is removed, the chain should have 9-13mm (1/4 to 1/2") total up and down movement in the center of the chain with minimal pressure using your fingers. To adjust the chain, loosen the (2) transmission hub bolts on the outside of the transmission box with a 15mm wrench. Next, loosen the tension nut attached to the outside right hub bolt with a 10mm wrench. Slide the axle bolts until the chain is properly tensioned and tighten the LEFT hub bolt first. Then tighten the tension nut and finally the RIGHT axle bolt. **NOTE:** The hub axle nuts must be even so the transmission is not crooked or the rear chain may come off the sprocket.

4

Transmission inspection



With the transmission cover removed, inspect the transmission for side-to-side play and for bent or worn sprockets. If there is excessive movement or play, or excessive sprocket wear, replace the transmission.

Fatal Vision® 2-Seater Roadster (XXL-4) Maintenance

4

Grease and lubrication



There are (3) grease fittings located on the XXL-4 series. One on each front axle and one on the steering shaft upper bearing. Use general purpose grease and a grease gun to add grease to the fittings. Wipe off excess grease when complete.

5

Frame inspection

The XXL-4 series frame is made from heavy wall steel tubing that is protected with a durable powder coating. If the paint becomes damaged exposing the bare metal, it is recommended that the area be touched up with a quality paint to prevent rust.

It is recommended that the frame be periodically inspected for any damage due to impact such as cracks near the welds, dents, or bends in the frame due to impact. Repair or replace the suspect components immediately if any of these are observed.

Fatal Vision® 2-Seater Roadster (XXL-4) Maintenance

7

Steering adjustment



Having the proper steering alignment is important for tire wear, and ease of pedaling. To adjust the alignment, loosen the inner and outer jam nuts on both sides of the steering drag bars with a 19mm wrench. **NOTE: one nut is right hand thread and the other is left hand thread. MAKE SURE THE STEERING WHEEL IS CENTERED at the top.** Measure across the front of the tires, inside to inside as shown above. Next, measure across the rear inside to inside. The measurement should be the same. If they are not, turn **ONLY** the drag bar rod to move that wheel in or out. Repeat on the opposite side until the measurement is the same, inside to inside tire for the front and back. Once the alignment is set, re-tighten the (4) jam nuts.



by Innocorp, Ltd.

Our mission is to empower communities by creating innovative tools that spark curiosity and save lives.

800.272.5023 | www.fatalvision.com |     

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