



BRACKET KIT FOR CARBON KZ CHAINGUARD

This lightweight carbon chainguard is designed to fit KZ karts which use inboard drive engines. Fitting the Tillett KZ chainguard may require you to trim the front of the guard differently to that provided. A small amount may need to be removed where the guard meets the engine. To do this use either a metal grinder, a jigsaw with a metal cutting blade, or a hacksaw. All are acceptable ways of cutting the carbon composite. Afterwards, it is advisable to smooth the edges with 40 to 180 grit sanding paper. To fit the chainguard to the steel brackets, first fix the brackets to the inner bearing hanger. Ideally the two brackets should be fitted in a vertical position. This allows a little adjustment back and forward by rotating both brackets. However with the KZ guard it may not be possible to do this and one or more of them may be positioned at an angle. Please check that the guard will be removable with the exhaust in place. The countersunk side of the bracket allows the use of a countersunk bolt, which reduces the likelihood of the sprocket hitting the bolt head. If a normal bolt is to be used you will need a washer to span the countersink or turn the bracket around. By offering up the chainguard you should be able to identify whether or not the brackets will need spacing out from the hanger to allow the sprocket to rotate in the middle of the guard. The fitting should take place with the largest possible sprocket in place and with consideration for the exhaust which is always close to the sprocket on KZ karts.



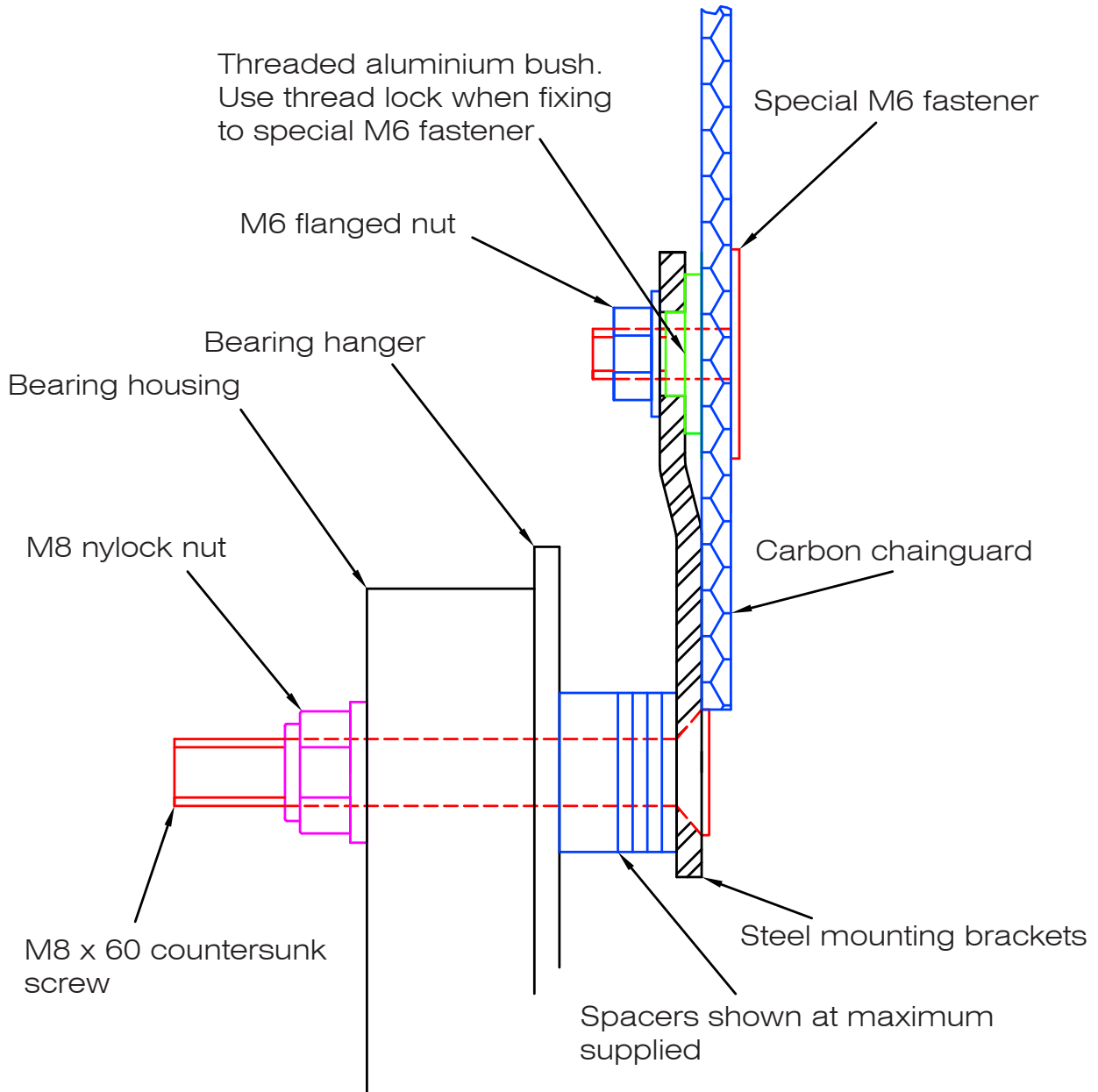
- Please try to ensure that a gap exists between the exhaust and the guard to avoid heat damage. At this stage it is also important to ascertain what would happen if the axle were to be raised or lowered into its other position. Because the brackets tend to be mounted using the bearing hanger bolts, when raising the axle, the guard moves differently in relation to the engine and could easily come into contact with it. Once you are happy with the position, spot through the centre of the mounting slot in the steel brackets using a marker pen, then accurately drill two 6.5 mm holes in the guard. Use the special low profile fasteners on the inside of the chainguard and the aluminium locating bushes on the outside, fix these assemblies to the guard.

It is unlikely that you will be taking these two fittings apart again so use plenty of thread lock to keep them from vibrating loose. Do not over tighten.

To tighten you will need a 19mm spanner, use your thumb on the low profile fastener and this should provide enough resistance to tighten sufficiently, without resorting to holding the fitting with pliers. Finally when you have adjusted the brackets to make sure that the bushes are properly located, the M6 nuts with the captive washer can be tightened. These plain nuts allow for quick removal of the whole guard, allowing easy access to the chain and sprocket. Nylock nuts would slow this process and in testing they have been found to be unnecessary.



TILLETT CHAINGUARD BRACKET ASSEMBLY



Tillett Racing Seats
Styles Close
Sittingbourne
Kent, ME10 3BF, England
Tel: +44 (0) 1795 420312
Fax: +44 (0) 1795 478821
production@tillett.co.uk
www.tillett.co.uk