J&J Amusements, Inc.

33155-A Camino Capistrano / San Juan Capistrano, CA 92675
714/493-4033 800-854-3140 FAX 714/661-2647

SERVICE BULLETIN

April 29, 1993

GO-KART # 3

AFFECTED UNIT- 1993 Black Frame Single and Double Seater GoKarts.

REASON FOR UPDATE- The bolts that hold the steering shaft are working loose resulting in poor handling of the gokart and/or breakage of the bolts.

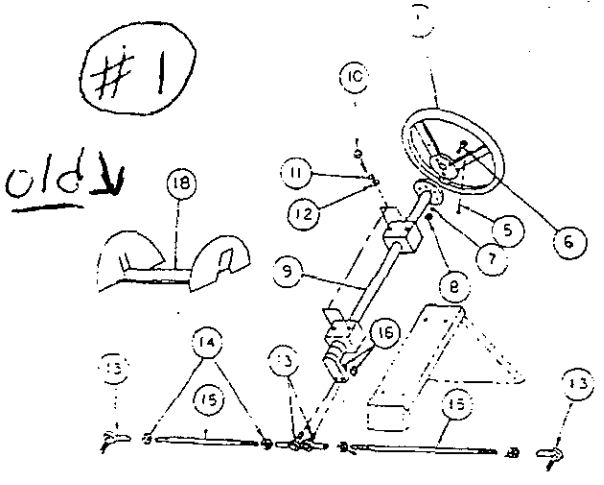
CORRECTIVE ACTION- Install new steering shaft and hardware. Follow the installation instruction below.

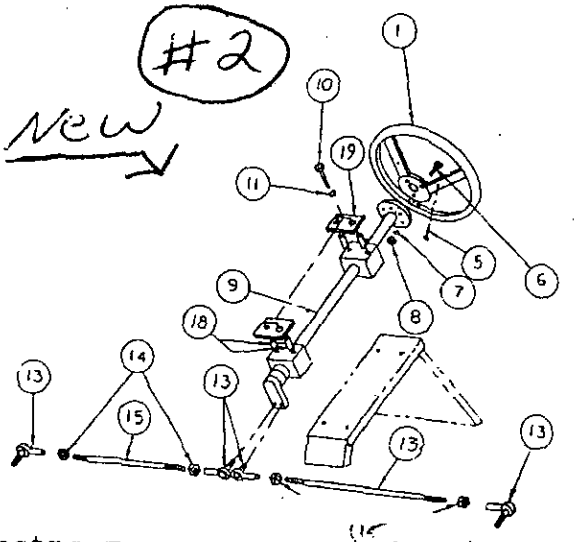
NOTE: Save all old steering shafts. When the retrofit is completed and all old steering shafts are boxed, call Dan at J&J Amusements, 1-800-854-3140.

INSTALLATION OF UPDATED STEERING SHAFT

1. Remove steering wheel (#1) from old steering shaft.
2. Remove steering cover (#18).
3. Remove nuts (#16), then remove tie rod ends (#13) from steering shaft.
4. Remove bolts (#10) and washers (#11 & 12). Next remove old steering shaft.
5. Install the updated steering shaft with the new hardware supplied (See Diagram #2) in the reverse order.

NOTE: USE RED THREAD LOCK ON BOLTS (#10) WHEN INSTALLING.





If you have any problems with these instr[illegible] to give me a call, 1-800-854-3140.

SERVICE BULLETIN

GO-KART #4
APRIL 25, 1994

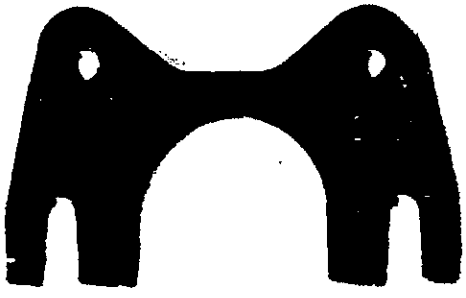
BRACKET, BRAKE CALIPERS

SYMPTOM
The brake caliper bracket lifts up off it's mounts. This is caused by the manufacturing of slots in the bracket. The updated bracket are now made with round mount holes.

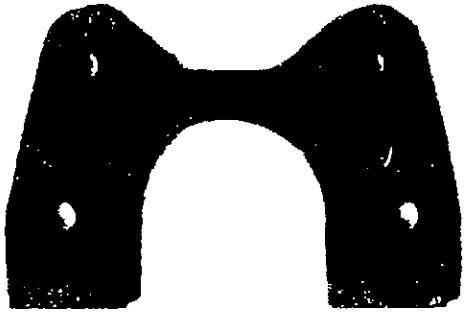
CORRECTIVE ACTION
Remove old caliper bracket and install updated part supplied at no charge.

PARTS INFORMATION
Parts stock has been exchanged and there is no change to the part number.
Part # 01087

OLD——————>



NEW——————>



If you have any questions concerning this service bulletin please call technical service at 1-800-854-3140

J&J Service and Parts News

January 1995 Volume 1 Issue 2

ATTENTION

PRODUCT UPDATE:

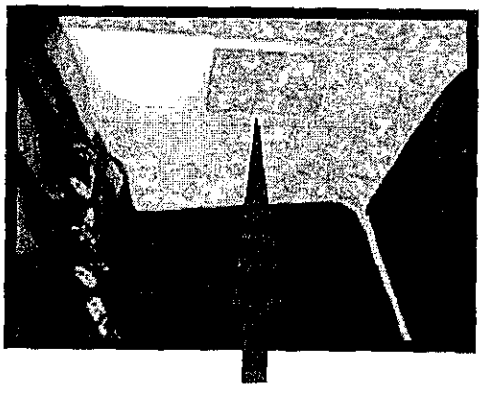
A warning decal with rules and regulations has been added to the inside body for the ease and convenience of readability for the customer. This new decal is now standard equipment on J&J karts.

If your J&J Go-Karts do not have this decal it will be supplied to you at no charge.

⚠ WARNING

- Driver must be 58 inches tall.
- Shoes and shirts must be worn.
- All loose clothing and hair longer than shoulder length must be secured.
- Keep both hands on steering wheel and both feet in Kart at all times, unless otherwise instructed by attendant.
- One person per restraint.
- Restraint must be worn at all times when in Kart.
- Do not bump, skid, or slide Karts.
- Riders must remain seated at all times unless instructed by attendant.
- No one under the influence of drugs or alcohol is allowed to ride.
- This ride is not recommended for individuals who have heart problems, neck or back problems, or pregnant women.
- Participate at your own risk.

Part# 001712 (503) 363-7533 J & J AMUSEMENTS, INC. (800) 854-3140



This is where the decal goes.

If you any questions please give us a call at 1-800-854-3140 or 1-503-363-7533.

SERVICE BULLETIN

January 15, 1995 Thunder-01

Thunder Bolt Roof Update

AFFECTED MODELS

ThunderBolt go-karts sold between December 1, 1995 to January 6, 1996

SYMPTOM

Excessive vibration causing roof hinge mount to crack.

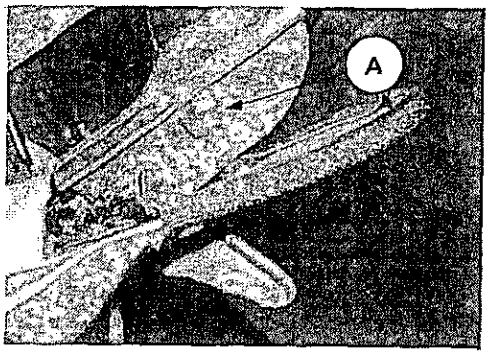
CORRECTIVE ACTION

Install retro bracket as describe in bulletin.

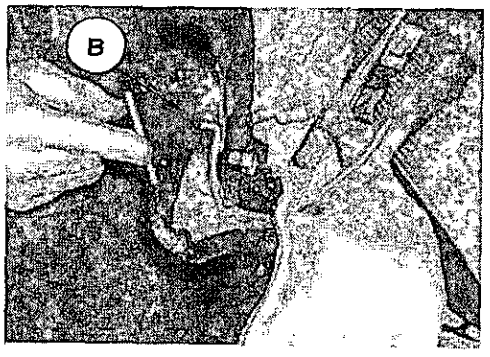
Bracket, Retro Roof Mechanism **Part#10830**

Warranty: The normal warranty applies. Updated parts are included with this bulletin at no charge. Submit a receipt to receive credit for labor.

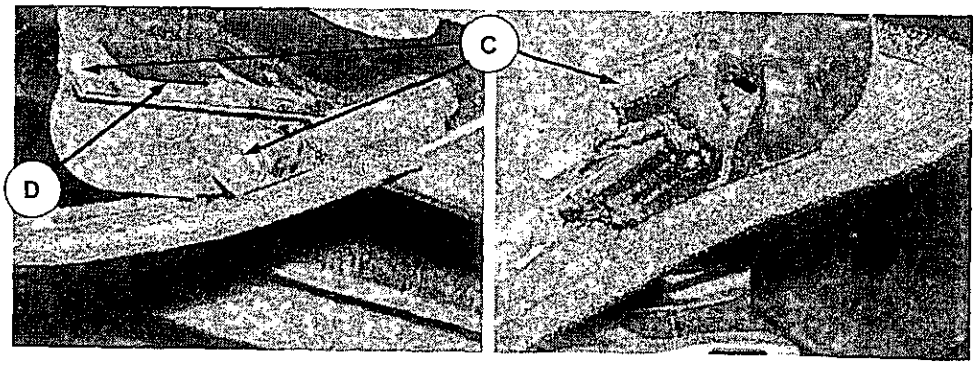
If you have any questions please call service



STEP 1: Bolt retro bracket to roof mount as seen in picture above.



STEP 2: To prevent the fiberglass from discoloring or burning, insert a metal plate [B] in-between body and part.



STEP 3: Using a wire feed type of welder, weld the specific areas only [C].
STEP 4: Paint area and reinstall.

CAUTION: ***Do not weld this area [D].***

SERVICE BULLETIN

FEBRUARY 1995

PRODUCT RECALL: TIPS™ FUEL CAP

AFFECTED MODELS

All Go-Karts equipped with TIPS™ cap system.

SYMPTOM

The fuel cap develops a leak during operation. Fuel spurts straight up (1 to 2 inches) from center vent hole. The spillage gets worse when temperature increases.

PROBABLE CAUSE

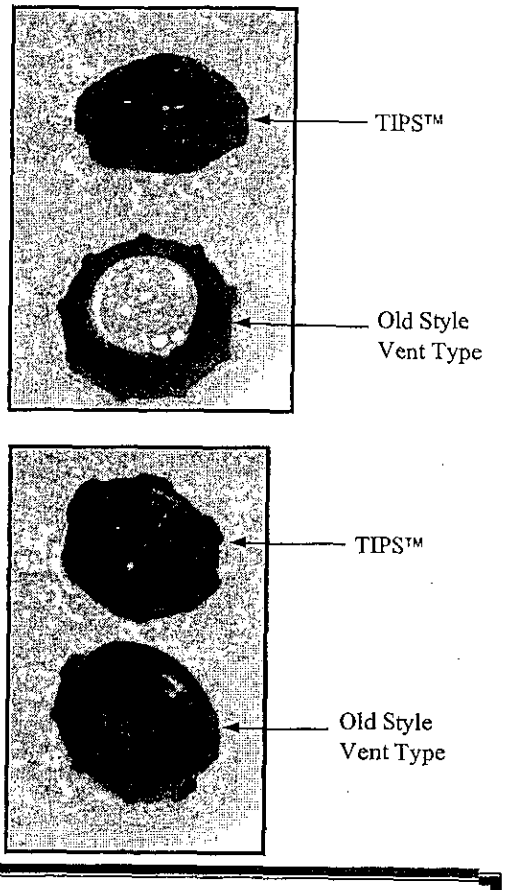
The new style TIPS™ cap is design to prevent spillage if kart is turned upside down. It does this job very well, but when operated under normal conditions, fuel is forced into cap from movement of kart around track. When fuel gets inside cap, fuel stays in and the only place for it to go is out

CORRECTIVE ACTION

Replace TIPS™ cap with old version type fuel cap. Return defective caps when you receive new ones.

TIPS™: **Part#01080**
Old Style Kelch Cap: **Part#01081**

Replacement fuel caps will be sent at no charge.



Call (800) 854-3140 or (503) 363-7533 to order replacement caps.

JJ Amusements, Inc.
A Corporation of Oregon
2315 Pringle Road SE
Salem, Oregon 97302
(800) 854-3140
FAX (503) 363-7885

Inside: Go-Kart Fuel Cap Parts Service Bulletin..

SERVICE BULLETIN

JUNE 1995 KART-0005

WARNING
PLASTIC FUEL TANK BULLETIN

Warning: Fuel tank vent being plugged or restricted resulting in fuel vapor expansion, distorting fuel tank.

This can cause the tank to bulge and in extreme cases contact the go-kart engine muffler protector. If this should occur the plastic fuel tank can become softened and could result in a rupture.

Check fuel tank caps for proper venting on a regular and frequent basis. Beware of any bulging of all plastic compound fuel tanks, regardless of application.

If you have any questions please call service at (800) 854-3140 or (503) 304-

JJ Amusements, Inc.
A Corporation of Oregon

4897 Indian School Rd NE
Salem, Oregon 97305
(800) 854-3140
FAX (503) 304-1899

Inside: Plastic Fuel Tank Service Bulletin..

J&J Service and Parts News

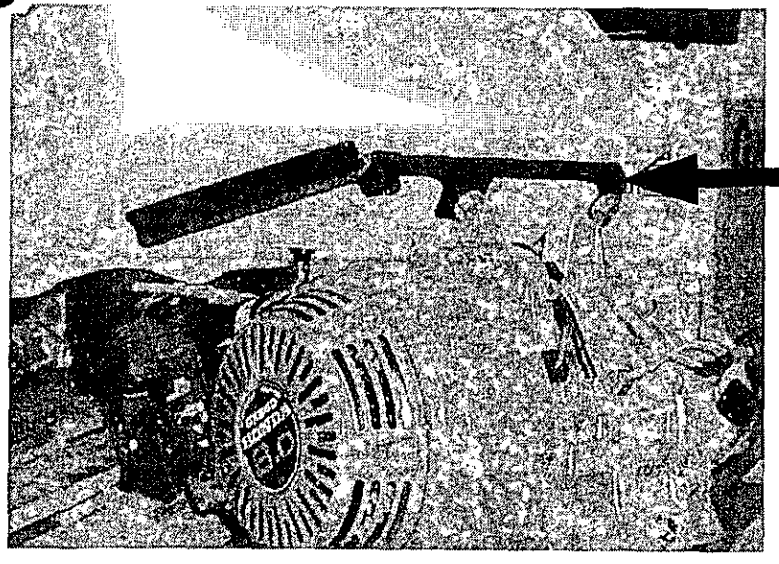
June 1995

ATTENTION

PRODUCT UPDATE:

Under certain conditions, the throttle arm may hang-up on the underside of J&J's custom 3.5 gallon, 8.0 HP plastic fuel tanks.

Brackets should be installed before any further operation of go kart.



Part# 10888
Bracket, Fuel Tank
8.0hp (Support Retro)

To obtain this bracket please contact Service & Warranty manager, Dan Hansen, and ask for the 8.0hp Support Bracket.

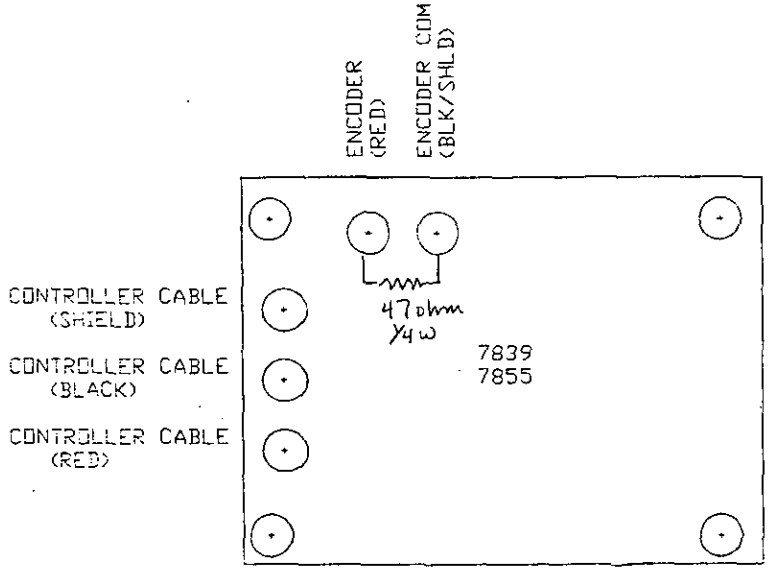
you have any questions please give us a call at (800) 854-3140 or (503) 363-7533.

SERVICE BULLETIN

AUGUST 95 KART-0006

FLY BY WIRE
(KART REMOTE SYSTEM)

SOME CUSTOMERS ARE REPORTING THAT THE SPEED ADJUSTMENT CAN BE SOMEWHAT ERRATIC. THIS IS CAUSED BY THE ENCODER PUTTING OUT TOO MANY PULSES. IT IS ONLY NOTICEABLE ON A FEW KARTS, BUT CAN BE SOLVED BY PUTTING A 47 ohm 1/4 w RESISTOR ACROSS THE ENCODER. RESISTORS WILL BE INCLUDED WITH THIS



If you have any questions please call service at (800) 854-3140 or (503) 363-

SERVICE BULLETIN

AUGUST 1995

GO-KART FRAME UPDATE

AFFECTED MODELS
Go-Karts equipped with enlarged hole for brake line.

SYMPTOM
Excessive stress causing frame rail to crack.

CORRECTIVE ACTION
Install frame brace.

Frame, Brace Left **Part#008111**

Updated parts will be sent at no charge.

Call (800) 854-3140 or (503) 363-7533 if you have any

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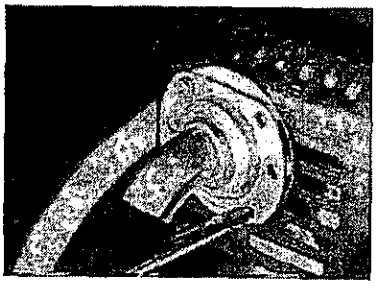
A Corporation of Oregon
2315 Pringle Road SE
Salem, Oregon 97302
(800) 854-3140
FAX (503) 363-7885

Inside: Go-Kart Muffler Service Bulletin..

SERVICE BULLETIN

AUGUST 1995

GO-KART DEFLECTOR UPDATE



AFFECTED MODELS

Go-Karts equipped with exhaust deflector comps.

SYMPTOM

Excessive heat between muffler and protective shield causing fuel tank to get soft and may rupture.

PROBABLE CAUSE

Missing Guide.

CORRECTIVE ACTION

Install Guide as seen in picture.

Guide, Muffler **Part#34407320**

Updated parts will be sent at no charge.

Call (800) 854-3140 or (503) 363-7533 if you have any

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A Corporation of Oregon

2315 Pringle Road SE
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(800) 854-3140
FAX (503) 363-7885

Inside: Go-Kart Muffler Service Bulletin..

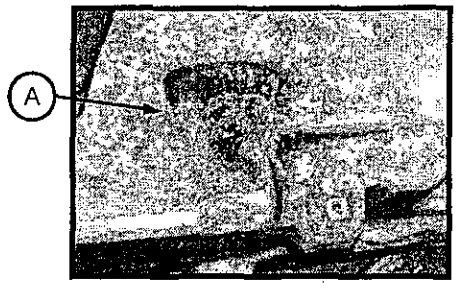
SERVICE BULLETIN

OCTOBER 24 1995

PRODUCT UPDATE: FUEL TANK, HEAT SHIELD

MODELS INVOLVED

All 5.5 HP go-karts equipped with Muffler Deflector Comps. (This problem has only occurred on these models, however all units with extra capacity fuel tanks installed should be inspected for this condition [A]).

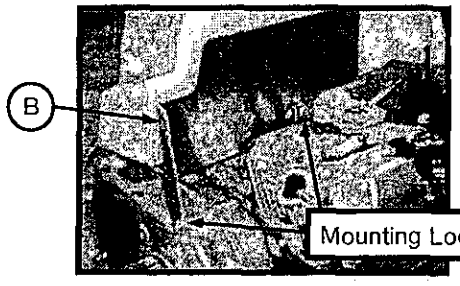


SYMPTOM

The fuel tank area at rear of muffler becomes soft and/or develops a leak.

PROBABLE CAUSE

The muffler deflector may restrict exhaust flow from muffler causing excess heat which can distort fuel tank and in extreme cases contact muffler. If this should occur, fuel tank can become soft and could result in a rupture [A].

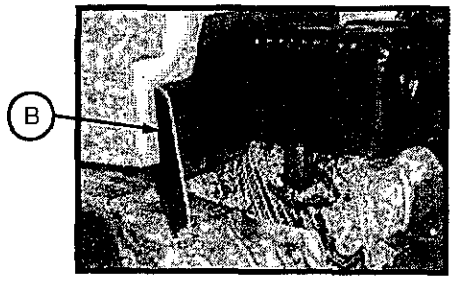


CORRECTIVE ACTION

Install Heat Shield immediately [B].

Fuel Tank, Heat Shield: **Part#00111**

Shields will be sent UPS ground at no charge.



Any questions call (800) 854-3140 or (503) 363-

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FAX (503) 363-7885

Inside: Go-Kart Fuel Service Bulletin..

JJ Amusements, Inc.

[redacted]

IMPORTANT SAFETY BULLETIN

[redacted]

Sept 22, 1994
[redacted] IS A SAFETY PROBLEM
SAFETY DECALS FREE

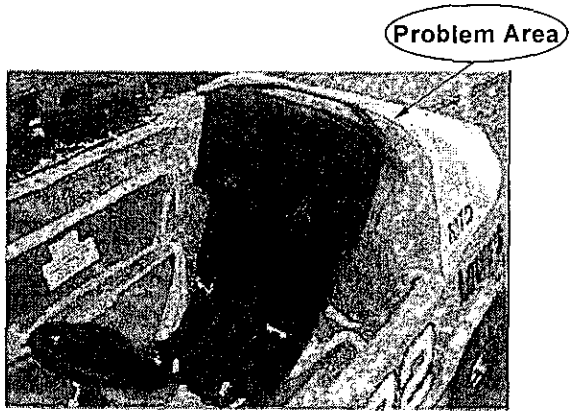
[redacted]

ALL SEA-DOO/[redacted] HAVE A WARNING DECAL ATTACHED THAT ADDRESSES THIS ISSUE AS WELL AS OTHER. TO OBTAIN THESE DECALS FREE OF CHARGE [redacted] THE PARTS DEPARTMENT TO SEND YOU THE QTY NEEDED.

SERVICE BULLETIN

February 9, 1996 Thunder-02

Trim Update



AFFECTED MODELS

ThunderBolt go-karts sold between December 1, 1995 to January 6, 1996

SYMPTOM

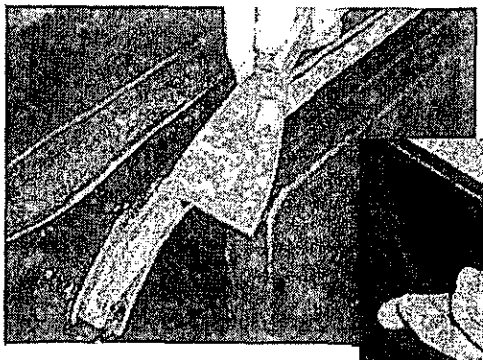
Movement of roof causing roof trim to pull away from body.

CORRECTIVE ACTION

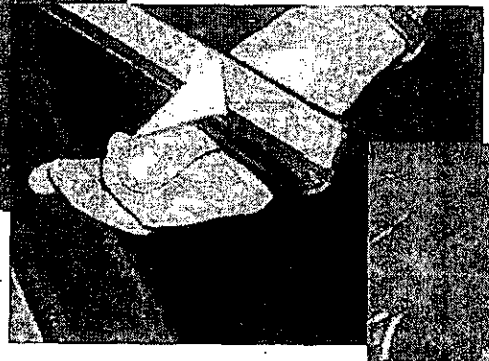
Install new trim.

Trim, Self Adhesive ThunderBolt Roof **Part#002677A**

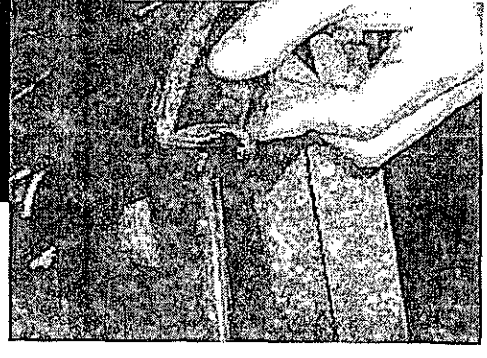
Warranty: The normal warranty applies. Updated parts will



Step 1: Clean surface.



Step 2: Remove adhesive as you apply.



Step 3: Apply by pressing trim firmly against body.

J&J Amusements, Inc.
A Corporation of Oregon
2316 Pringle Road SE
Salem, Oregon 97302
1-800-854-3140
(503) 363-7533
Fax (503) 363-7665

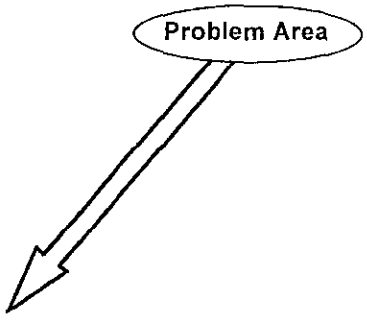
If you have any questions please call service at (800) 854-3140 or (503) 363-7533.

SERVICE BULLETIN

February 26, 1996

Thunder-03

Cowling Update



AFFECTED MODELS

ThunderBolt go-karts sold between December 1, 1995 to January 6, 1996

SYMPTOM

A gap developing over time in-between Cowling [A] and Body [B] .

CORRECTIVE ACTION

Install new Cowling.

Warranty: The normal warranty applies. Updated parts are ship with this bulletin at no charge.

J&J Amusements, Inc.
A Corporation of Oregon
2315 Pringle Road SE
Salem, Oregon 97302
1-800-854-3140
(503) 363-7533
Fax (503) 363-7669

If you have any questions please call service at (800) 854-3140 or (503) 363-7533.

SERVICE BULLETIN

February 28, 1996 Hair-01

Immediate Action Required
Body Update

AFFECTED MODELS
Can Am, Indy, Scorpion, Sidekicks go-karts made from 1991 to February 1996.

SYMPTOM
It has come to our attention that injuries have occurred to riders who claim their unsecured long hair became entangled around the rear axle or other moving parts to the rear of the rider. If long enough, and not properly secured, this is possible.

MANDATORY OPERATING SAFETY PROCEDURES
As you know, long hair, loose clothing, drawstrings on clothing, scarves and perhaps other similar items of clothing that can reach from the rider to moving parts on the kart are potential safety hazards.
NO ONE SHOULD BE ALLOWED TO RIDE WHO HAS HAIR LONGER THAN SHOULDER LENGTH OR WHO HAS HAIR WHICH CANNOT BE TIGHTLY SECURED TO A LENGTH NO LONGER THAN SHOULDER LENGTH. IN ADDITION, ANY ITEMS OF CLOTHING THAT CAN REACH FROM THE RIDER TO MOVING ARTS NEED TO BE REMOVED IN A KART, THE ON-SITE ATTENDANT MUST VISUALLY INSPECT EACH RIDER TO INSURE THAT HAIR AND CLOTHING MEET THESE REQUIRED SAFETY STANDARDS

AREA OF CONCERN
1 Where the seatbelt attaches to frame.
2 Where the fuel tank filler exits body.
3 Wheel assembly outside go-kart.
4 In-between seatback and body.
5 Any other holes that lead into engine compartment. (Non J&J factory holes, customer made vent holes, gear case access holes etc.

WHAT WE ARE DOING ABOUT IT
J&J is working diligently to reduce the risk of hair or clothing contacting these moving parts. Permanent update will be sent out as soon as possible.

TEMPORARY CORRECTIVE ACTION
Using Furnace Duct Tape sometimes called "Gray tape" or "100 mile tape", close off areas where seatbelt attaches to frame, in-between seatback and body and any other areas where something could enter engine and/or axle compartment.
If you are unsure about whether any of your karts are the affected models listed above, please call us immediately on our toll free number for free technical information and advice.

J&J Amusements, Inc.
A Corporation of Oregon
2315 Pringle Road SE
Salem, Oregon 97302
1-800-854-3140
(503) 363-7533
Fax (503) 363-7685

If you have any questions please call service at (800) 854-3140 or (503) 363-7533.

SERVICE BULLETIN

March 11, 1996 Thunder-04

Hinge Mount Update

AFFECTED MODELS

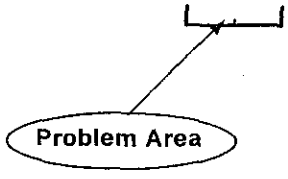
ThunderBolt go-karts sold between December 1, 1995 to January 6, 1996

SYMPTOM

Cracking developing on body support.

CORRECTIVE ACTION

Install new update bracket. *See instructions right.*



Using the update bracket as a template, mark holes to be drilled. Drill marked holes using a 17/64 drill bit.

Using hardware supplied, bolt bracket as seen in picture right.

Warranty: The normal warranty applies. Updated parts are ship with this bulletin at no charge.

Amusements, Inc.
A Corporation of Oregon
2315 Pringle Road SE
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1-800-854-3140
(503) 363-7533
Fax (503) 363-7665

If you have any questions please call service at (800) 854-3140 or (503) 363-7533.

SERVICE BULLETIN

August 27, 1996 Hair-02

Body Seal Kits

(Update to Service Bulletin, Hair-01 of February 28, 1996)

AFFECTED MODELS

Can Am, Indy, Scorpion, Sidekicks go-karts made from 1991 to February 1996. (Not applicable to ThunderBolts, Double ThunderBolts and Vipers)

SYMPTOM

It has come to our attention that injuries have occurred to riders who claim their unsecured long hair became entangled around the rear axle or other moving parts to the rear of the rider. If long enough, and not properly secured, this is possible.

MANDATORY OPERATING SAFETY PROCEDURES

As you know, long hair, loose clothing, drawstrings on clothing, scarves and perhaps other similar items of clothing that can reach from the rider to moving parts on the kart are potential safety hazards.
NO ONE SHOULD BE ALLOWED TO RIDE WHO HAS HAIR LONGER THAN SHOULDER LENGTH OR WHO HAS HAIR WHICH CANNOT BE TIGHTLY SECURED TO A LENGTH NO LONGER THAN SHOULDER LENGTH. IN ADDITION, ANY ITEMS OF CLOTHING THAT CAN REACH FROM THE RIDER TO MOVING PARTS NEED TO BE REMOVED IN A KART, THE ON-SITE ATTENDANT MUST VISUALLY INSPECT EACH RIDER TO INSURE THAT HAIR AND CLOTHING MEET THESE REQUIRED SAFETY STANDARDS

AREA OF CONCERN

1 Where the seatbelt attaches to frame.
2 Where the fuel tank filler exits body.
3 Wheel assembly outside go-kart.
4 In-between seatback and body.
5 Any other holes that lead into engine compartment. (Non J&J factory holes, customer made vent holes, gear case access holes etc.)

WHAT WE ARE DOING ABOUT IT

As indicated in our Service Bulletin, Hair-01 of February 28, 1996 we are making available a body Seal Kit that can be retrofitted to existing J&J karts. This Seal Kit provides the necessary items to help reduce the risk of hair or loose clothing for being caught up in rotating parts. Please bear in mind the only sure way to eliminate this risk is to not allow anyone to participate in the ride having loose clothing or long hair that is not secured.

CORRECTIVE ACTION

These Seal Kits will be offered at no charge to J&J kart owners. Simply contact or Service Manager, Dan Hansen and advise him how many double seat and single seat karts you wish to retrofit. (Not applicable to Thunderbolts, Double Thunders and Vipers.)

If you are unsure about whether any of your karts are the affected models listed above, please call us immediately on our toll free number for free technical information and advice.

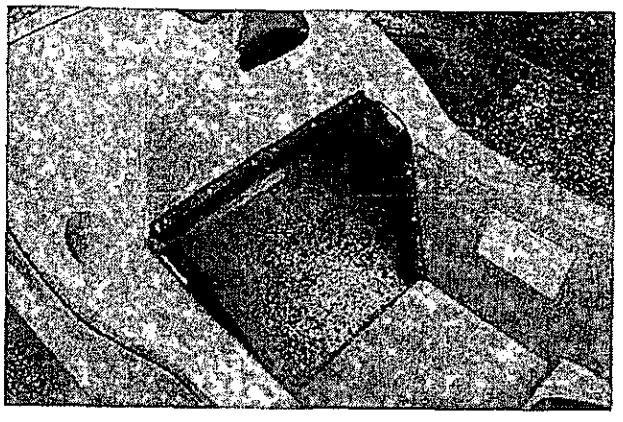
If you have any questions please call service at (800) 854-3140 or (503) 304-8899.

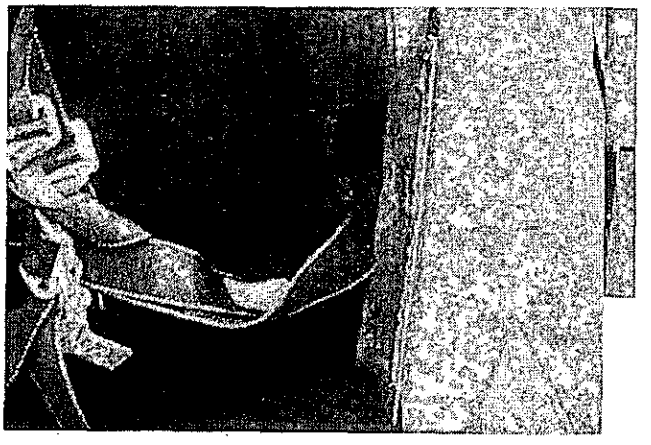
SERVICE BULLETIN

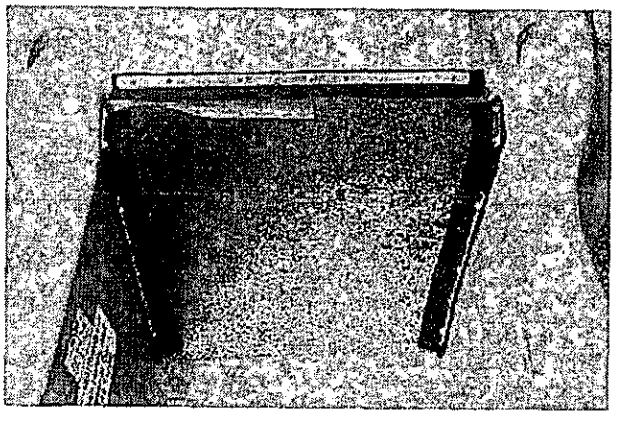
September 16, 1996

Body-03

Body Seal Kits







If you have any questions please call service at
(800) 854-3140 or (503) 304-8899.

J&J Amusements, Inc.
A Corporation of Oregon

Thursday, October 02, 1997

Carl Kimble, P.E.
Illinois Department of Labor
One West Old State Capitol Plaza
Room 300
Springfield, IL 62701

Dear Carl:

Pursuant to your letter of September 12, 1997 (copy enclosed) we are removing the recommendation from our guidelines concerning visual inspections of go-karts.

Thank you for drawing the vagueness of this recommendation to our attention.

Sincerely,

Leon M. Wilbanks
General Manager

LW/jk

Enclosure

4897 Indian School Road NE, Suite 150 ◇ Salem, Oregon ◇ 97305-1126 ◇ USA

Phone: 503-304-8899 Fax: 503-304-1899 E Mail: info@jjamusements.com Web Site: http://www.jjamusements.com
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ILLINOIS DEPARTMENT OF LABOR

Jim Edgar
Governor

Shinae Chun
Director

September 12, 1997

Dick Hall, Editor
The Fun Times
8811 Huff Ave. NE.
Salem, OR 97303

Dear Mr. Hall:

I have several questions concerning the "Slipping Through The Cracks" article that appears in the Summer issue of The Fun Time.

In the second paragraph of this article, J&J recommends non-destructive testing of certain components. The state of Illinois considers concession go-kart tracks as amusement rides and inspects them to published safety standards. The Amusement Ride Inspection Division will require that all J&J karts comply with the published standards.

My first concern is what type of nondestructive testing J&J wants: The article states: J&J recommends non-destructive testing, including visual inspection. Visual is one type of nondestructive testing. Magnetic particle, ultrasonic and X-ray are other types of nondestructive testing. The use of "non-destructive testing, including visual inspection" is not specific enough.

My other concern if with the phrase "practicing Engineer." What is a "practicing Engineer?" Is it a Registered Professional Engineer, a railroad locomotive engineer, or someone who is practicing to be an engineer?

I would suggest that the recommendation be changed to require magnetic particle nondestructive testing of the specified components by a person certified to Level II or Level III by the American Society for Nondestructive Testing.

Sincerely,

Carl Kimble

Carl Kimble, P.E.
Chief Inspector
Carnival & Amusement Rides
Telephone: 217-782-9347

CK:rh

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160 NORTH LA SALLE - SUITE C-1300
CHICAGO, ILLINOIS 60601-3150
(312) 793-2800
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ONE WEST OLD STATE CAPITOL PLAZA, ROOM 300
SPRINGFIELD, ILLINOIS 62701
(217) 782-6206
Fax:(217)782-0506

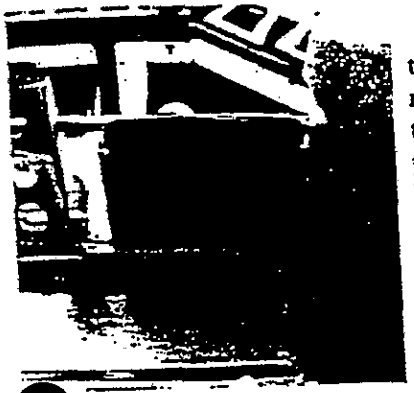
2309 WEST MAIN STREET
MARION, ILLINOIS 62959
(618) 993-7090
Fax:(618)993-7258

J&J INFORMATION BULLETIN

SLIPPING THROUGH THE CRACKS

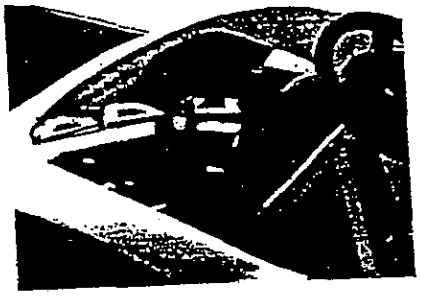
All metal parts will eventually fatigue and crack under stress; this is especially true in those areas where welding has occurred. Several states are now requiring engineering inspections of amusement ride structures (including go-karts and bumper boats). The current recommendation of J&J concerning this is:

J&J recommends non-destructive testing, including visual inspection of all weldments, front wheel spindles, rear axle and brake mounting brackets by a practicing Engineer no later than three years from the date unit is first placed into service and annually thereafter.



We have had reports from the field that indicate the occurrence of cracking around welds in the area of the passenger foot rest plate on double seat karts. Inspect all of your karts for evidence of metal fatigue or cracking. Also check to make sure the foot rest plate on all double seat karts shows no evidence of cracking, looseness or interference

[redacted]e throttle rod behind this [redacted]ate.



ABC

"Softflite" is a Hit!

Fall Special Offered!

The new "Softflite" ball from ABC has been enthusiastically endorsed by our batting range owners. After an initial stumble on delivery and with some production inconsistencies, the Softflite" promises to be the *only* ball for the batting range industry.

"The slightly softer ball and the new orange color have been very popular with our batters in the three locations that we own", states Dick Hall, Vice President of ABC. *"We began using the ball late last winter and the repeat business and customer spending increased because they didn't have the stinging-hands problems from our harder balls. We will never use anything but these balls again! It is one of the best new products that we have ever produced!"*

The batting range owners also experienced the benefits from the softer ball including fewer hand injuries and much less bat breakage. At times, the development of the ball has been a rocky road but the initial problems with the balls have been resolved and ABC is offering several programs to replace these initial balls. Please call Customer Service for details.

A Special "SoftFlite" sale is being offered to reduce an inventory overstock. The "SoftFlite" balls will be sold on a first-call first-serve basis. From now until these balls are gone the price will be $20.00 per dozen. If you need balls for next year, this is an opportunity to save! ■

Batting Range Safety

By Doug Spray

A risky trend that appears to be developing across the country is batting cages operating without an attendant on duty. There are several rea[redacted]sons why we feel that an attendant must be on duty at all times. Safe operation of the batting cage requires that your customers are wearing [redacted] helmet with protective face guard, that the cage they select does not contain a machine throwing dangerously above their ability, or that oth[redacted] unsafe actions are taking place. An attendant monitoring the cage can insure that the safety rules are followed and the proper protective equi[redacted]ment is being used. This will greatly limit your legal exposure to any accident, should they occur. The added benefits are increased intera[redacted]tion with the customers, and being available to quickly eliminate any problems with the equipment. Customers are likely to spend more tim[redacted] (more money) and return to your facility if the hitting experience is trouble free. Be sure to combine this with a friendly 'thank you' upon lea[redacted]

[redacted]nce the atmosphere of litigation is on the rise, the importance of proper employee training is more important than ever. A standard traini[redacted] program with each new employee and an annual refresher course with returning employees should be a mandatory procedure contained wi[redacted] in your facility's operating standards. ■

SERVICE BULLETIN

OCTOBER 23 1997

PRODUCT UPDATE: FUEL TANK, HEAT SHIELD

MODELS INVOLVED

All 5.5/6.5 HP go-karts equipped with Muffler Deflector Comps. (This problem has only occurred on these models, however all units with extra capacity fuel tanks installed should be inspected for this condition [A]).

SYMPTOM

The fuel tank area at rear of muffler becomes soft and/or develops a leak.

PROBABLE CAUSE

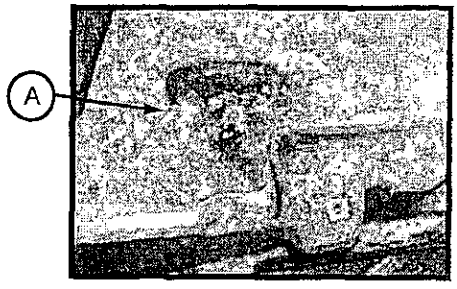
The muffler deflector may restrict exhaust flow from muffler causing excess heat which can distort fuel tank and in extreme cases contact muffler. If this should occur, fuel tank can become soft and could result in a rupture [A].

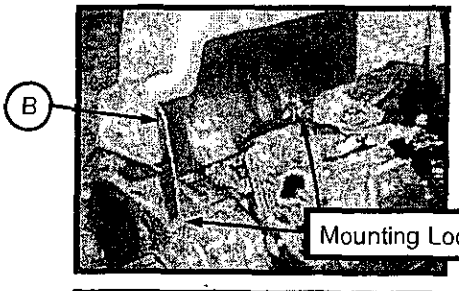
CORRECTIVE ACTION

Install Heat Shield immediately [B].

Fuel Tank, Heat Shield: **Part#00111**

Shields will be sent UPS ground at no charge.





UPDATE TO THE OCTOBER 24 1995 BULLETIN

SYMPTOM

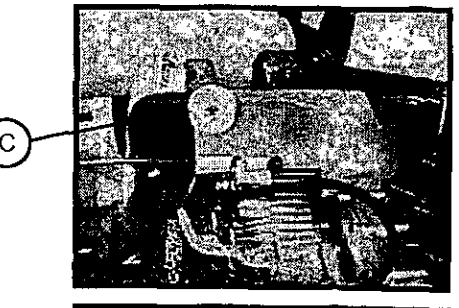
Muffler guard cracking from engine vibration.

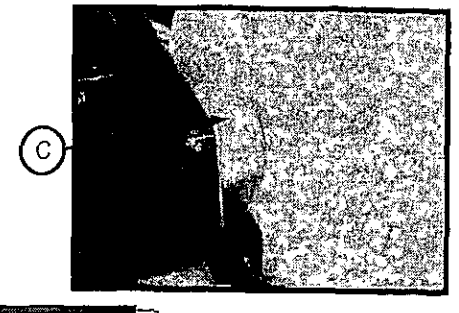
CORRECTIVE ACTION

Install Flat Bushing Part# 009071 Qty [1] immediately [C].
00877 - Bolt, 1/4-20x1 Qty[1]
00948 - Nut, 1/4-20 z Qty [1]
00966 - Washer, 1/4-z Flat Qty [1]

Fuel Tank, Heat Shield: **Part#00111**

NOTE: There is a 90 day warranty on all parts.



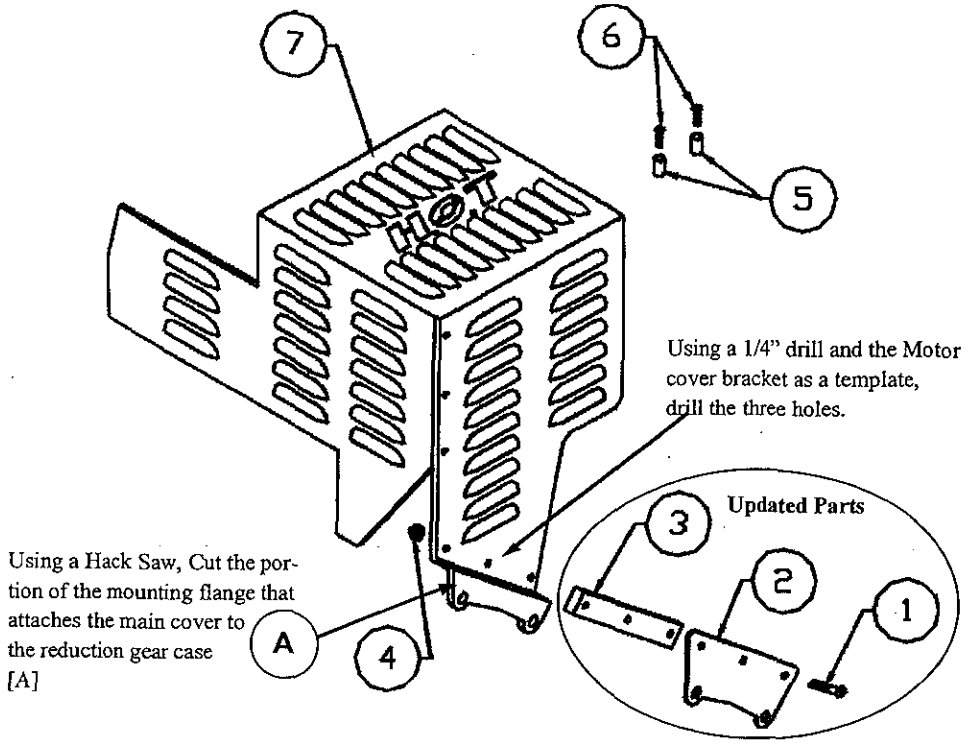


Any questions call (800) 854-3140 or (503) 304-

SERVICE BULLETIN

June 12, 1998

PRODUCT UPDATE: MUFFLER, HEAT SHIELD



MODELS INVOLVED

All F16 go-karts equipped with Muffler Heat Shield [7]

SYMPTOM

The Muffler Heat Shield breaks were it attaches to reduction gear case. (see reference [A])

CORRECTIVE ACTION

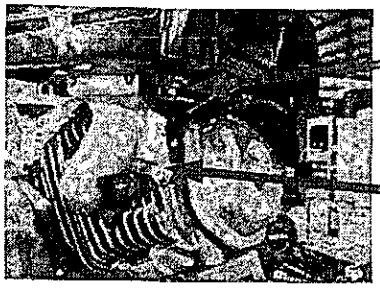
Install Update immediately.

Ref#	Part#	Qty	Description
1	002961	3	Screw, 10-24 x1 Phil Pan Head SS
2	11130	1	Bracket, Motor Cover (F-16)
3	11151	1	Rubber, Anti-Vibration Motor Cover (F-16)
4	00297	3	Nut, 10-24 S/S Nylock
5	00251	2	Spacer, Honda Handle Bar
6	00115	2	Screw, 5-0.8 x 30mm P/P/H M/S Zinc
7	11112	1	Cover, Engine 9hp Silent F16

J&J Service and Parts News

October 1998

Muffler Bracket 8/9hp For Silent Muffler Only

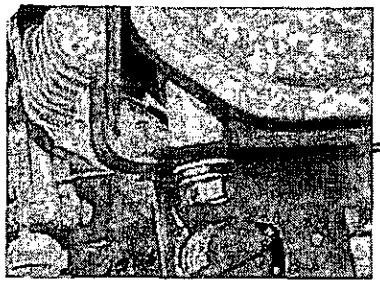


Remove 8mm muffler nut

Remove 6mm shield guard bolt

Install 8mm Coupler Nut onto muffler

Install Muffler Bracket using 8mm hex bolt, 5/16 lock washer and 1/4 flat washer.



Use the 8mm hex bolt, 5/16 lock washer and 1/4 flat washer to bolt bracket to engine.

Reinstall 6mm bolt.

Part #	Description	Qty Used	Price
36787530	BRACKET, MUFFLER Silent	(1)	$8.00
36787540	BRACKET, MUFFLER STD.	(1)	$8.00
0097113	8MM COUPLER NUT	(1)	$ .80
0097114	8MM HEX BOLT	(2)	$ .50
00962	5/16 LOCK WASHER	(2)	$ .13
00966	1/4 FLAT WASHER	(2)	$ .17

INFORMATION BULLETIN

October 22, 1998

DRESSING KEYS AND DEBURRING KEYWAYS

MODELS INVOLVED

Drive Pulleys, Driven Pulleys, Axles, Flywheels and other types of machined parts.

SYMPTOM

As it is extremely difficult to maintain a perfect tolerance between keys and keyways, it is standard practice to perform a fitting operation at the time of installation. Burrs remaining on a machined part, a Drive Pulley for example, can cause components to fit incorrectly. This will make installation and/or removal almost impossible.

What is Dressing?

This is the action of lightly filing or sanding the key or key stock to properly fit a keyway for an axle or shaft as needed.

What is Deburring?

Burrs are unwanted raised material remaining on a machined part as a result of a manufacturing operation. Burrs need to be removed for assembly of components because burrs can cause field failures when they fall off.

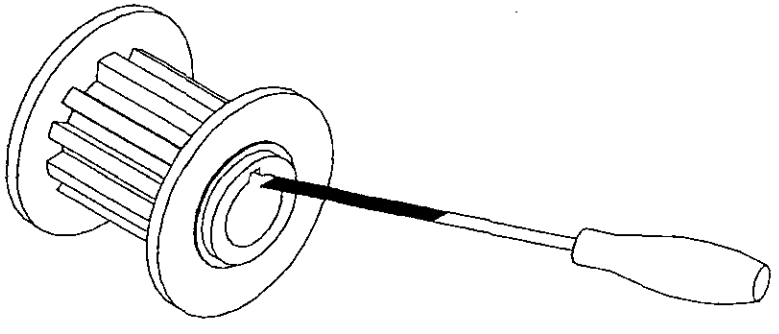
The Fit:

Keys should be installed by Hand and be sure they do not have any excess clearance to the keyway.

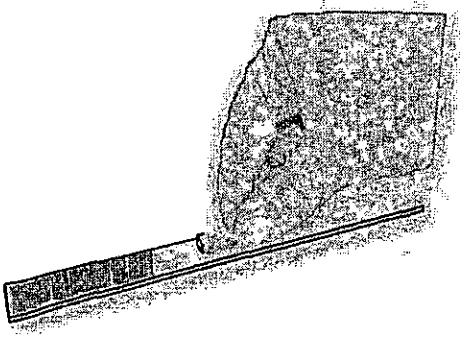
CORRECTIVE ACTION

Using a suitable tool, like a square file, flat file, sanding board or a deburring tool, deburr edges of the keyway as shown in picture below.

DEBURRING



KEY DRESSING



JJ Amusements, Inc.

If you any questions please call

ILLINOIS DEPARTMENT OF LABOR

Jim Edgar
Governor

Shinae Chun
Director

October 22, 1998

Leon Wilbanks, General Manager
J & J Amusements
4897 Indian School Rd., NE, Suite 150
Salem, Oregon 97305-1126

RE: Clarification of J & J Amusement's Nondestructive Testing Requirements

Dear Mr. Wilbanks:

The 17 member states of the Council for Amusement and Recreational Equipment Safety (CARES) is compiling a list of amusement ride manufacturers nondestructive testing requirements. This list identifies the minimum non-destructive testing requirements that must be met before any amusement ride is allowed to operate within a jurisdiction.

The committee that is doing the final review of the requirements requests clarification on your letter of October 2, 1987, copy attached. J & J's original requirement was for "nondestructive testing, including visual inspection of all weldments, front wheel spindles, rear axle and brake mounting brackets." Your letter states: we are removing the recommendation from our guidelines concerning visual inspection of go-karts. The committee's position is that while the visual requirement has been rescinded, the nondestructive testing, i.e., magnaflux, dye penetrant, etc., still applies.

I would appreciate a prompt clarification so I can get committee approval and have the compilation distributed to the members before the new year.

Sincerely,

Carl Kimble

Carl Kimble, P.E.
Chief Inspector
Carnival & Amusement Rides
Telephone: 217-782-9347

CK:rh
Enclosures

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2309 WEST MAIN STREET
MARION, ILLINOIS 62959
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J&J Amusements, Inc.

A Corporation of Oregon

Wednesday, October 28, 1998

RECEIVED

NOV 0 3 1998

DEPARTMENT OF LABOR
CARNIVAL & AMUSEMENT RIDE
INSPECTION DIVISION

Carl Kimble, P.E.
Chief Inspector
Carnival & Amusement Rides
One West Old State Capitol Plaza, Room 300
Springfield, IL 62701

Dear sir,

The concession go-karts manufactured by J&J Amusements are certified to comply with ASTM-F24 designation: F 1193-88 section 6.1 standard for amusement rides and their related components. J&J Amusements, Inc., makes no other requirements or recommendations concerning "Non Destructive Testing Requirements."

I apologize for any confusion on this issue. We are currently active with ASTM in the formulation of new standards – specifically for go-karts – in a concerted effort to help all concerned. We would certainly appreciate your input. Please contact Steve Hix of the IRGA (210) 824-1923, if you wish to receive more information on this.

Sincerely,

Leon M. Wilbanks
General Manager

4897 Indian School Road NE, Suite 150 ◇ Salem, Oregon ◇ 97305-1126 ◇ USA

Phone: 503-304-8899 Fax: 503-304-1899 E Mail: info@jjamusements.com Web Site: http://www.jjamusements.com
Toll Free: 800-854-3140

Designation: F 1193 – 88

Standard Practice for An Amusement Ride and Device Manufacturer Quality Assurance Program[1]

This standard is issued under the fixed designation F 1193; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This practice covers minimum requirements for a quality assurance program.

1.2 *This standard may involve hazardous materials, operations, and equipment. This standard does not purport to address all of the safety problems associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Document

2.1 *ASTM Standard:*

F 846 Guide for Testing Performance of Amusement Rides and Devices[2]

3. Significance and Use

3.1 The purpose of this practice is to provide the minimum requirements necessary for the establishment of a written quality assurance program for an amusement ride, and device manufacturer.

4. Drawing Control Procedure

4.1 A procedure shall be in effect so that appropriate manufacturing drawings, their engineering revisions, and related documents are utilized for each project.

5. Material Control Procedure

5.1 A procedure shall be in effect to ensure that all materials, processes, and components, including raw materials, are in accordance with the engineering specifications.

5.1.1 This procedure shall provide the purchasing agent with all the information required to order appropriate material.

5.1.2 A receiving procedure shall be in effect so that incoming material is checked against the purchasing specifications.

5.1.3 A procedure shall be in effect so that material in stock can be properly identified for future use.

5.1.4 Documentation on any material, process, or components certified shall be filed for reference.

6. Inspection

6.1 A procedure shall be in effect so that appropriate inspections are made on manufactured parts and subassemblies to ensure conformance with engineering specifications.

6.2 A procedure shall be in effect so that appropriate inspections are made on purchased components.

6.3 A procedure shall be in effect so that completed units are inspected prior to delivery.

6.4 Nonconforming components shall be identified and evaluated for disposition as follows:

6.4.1 Reworked components shall be re-inspected in accordance with 6.1, 6.2, or 6.3 of this practice prior to use.

6.4.2 A component not suitable for use shall be altered or disposed of to avoid accidental use.

6.4.3 In some cases a component may be determined to be "acceptable as is" or "as modified" after further evaluation. In such cases appropriate review, acceptance and documentation shall be a requirement.

7. Welding

7.1 Welding of critical components as defined in Guide F 846 shall be in accordance with AWS, ASME or other equivalent standards and be performed by appropriately certified welders.

7.1.1 A procedure shall be in effect to identify critical components in accordance with Guide F 846 for the manufacturing shop.

7.1.2 A procedure shall be in effect to maintain documentation on certification of welders.

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[1] This practice is under the jurisdiction of Committee F-24 on Amusement Rides and Devices and is the direct responsibility of Subcommittee F24.22 on Quality Assurance.

Current edition approved Dec. 30, 1988. Published February 1989.

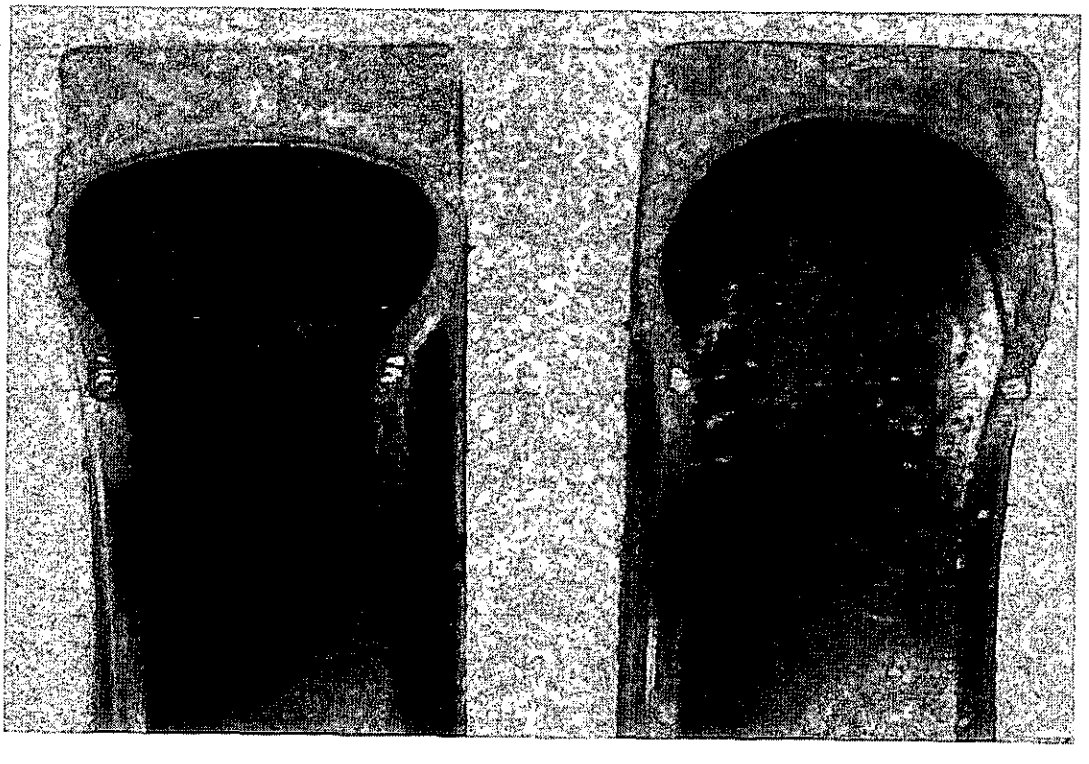
[2] *Annual Book of ASTM Standards*, Vol 15.07.

SERVICE BULLETIN

February 21, 2000

Proper tube for Bigfoot tires

When ordering tubes for your Bigfoot tires be sure that you are ordering the correct tube for optimum performance.
The proper tube to use is part number: **00780 3.40/3.00x5**
As seen below the Bigfoot on the left compared with the Powermaster on the right has a smaller inside diameter. That is due to the increased amount of Rubber to the road without increasing the outside diameter of the tire.
When a 4.10x3.50x5 tube is used in a Bigfoot tire it will not inflate properly causing it to fold which can weaken the tube and even cause premature failure.
The **00780 3.40/3.00x5** tube can be used in any of the 5" tires we carry.



If you have any questions please call service at (800) 854-3140 or (503) 304-8899.

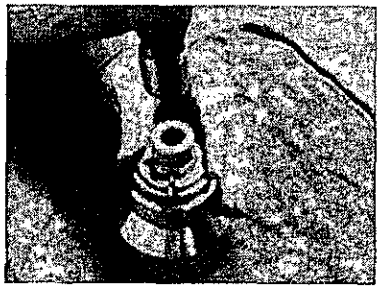
J&J Amusements, Inc.

How to Properly pack Tapered Style Wheel Bearings

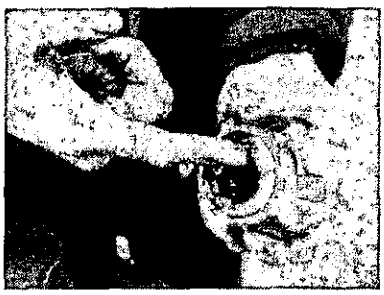
1. Begin by removing the dust cap, using Channel Locks grasp the dust cap firmly and work up and down while pulling outward as well. Remove the cotter pin and castle nut set aside the castle nut and dust cap. Throw away the cotter pin, it will not be re-used.

2. Remove the Wheel Bearing Seal , wipe off the excess grease from the Wheel Bearings as well as the Hub Assembly. (do not use solvent to clean the Bearings) Inspect the Wheel Bearings and the Bearing Races for pitting or excess wear and replace as needed. Throw away the Wheel Bearing Seal, it will not be re-used.

3. Pack Wheel Bearings with Wheel Bearing Grease either by hand or with Wheel Bearing packing tool, forcing grease into the cage and roller assembly. Put a film of grease on the Both Wheel Bearing Races and on the Spindle shaft.

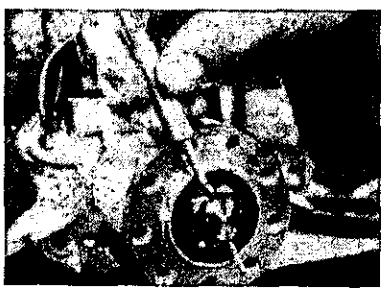


4. Install rear Wheel Bearing and rear Wheel Bearing Seal. Use a large seal installation tool to avoid damaging seal.

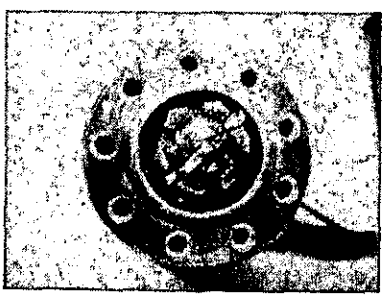


5. Put a light film of grease around the lip of the Grease Seal to keep it from tearing during installation. Wipe of the excess grease prior to installing.

6. Install the front Wheel Bearing and castle nut, torque the castle nut to 15 ft. lbs to seat the Wheel Bearings properly. Then loosen the castle nut to finger tight and rotate the Hub Assembly the hub should rotate freely. Line up the hole for the cotter pin through the castle nut by tightening the castle nut then double check that the Hub Assembly rotates freely and has no play on the Spindle.



7. Install a new cotter pin, using a brass drift punch, tap the head of the cotter pin down into the castle nut. When complete the head of the cotter pin should be crushed just slightly.

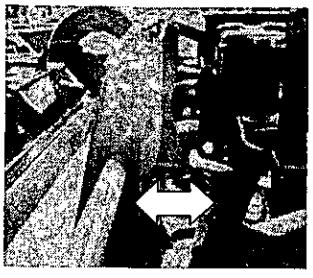


Fold the front half of the cotter pin over the Spindle and cut of the back half with a pair of cutter (as seen in the picture) Re-install the dust cover.

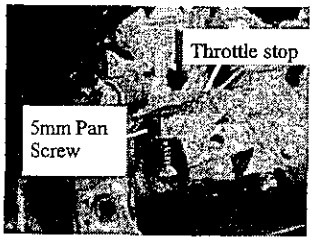
J&J Service Instructions

October 30, 2000

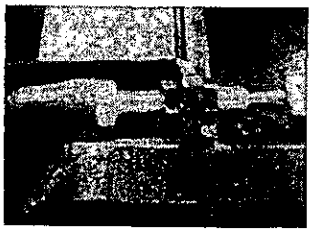
Throttle Cable Adjustment



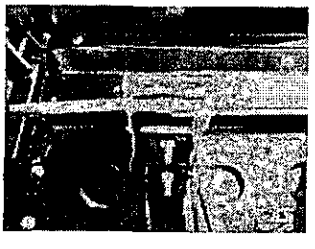
1. Begin by setting the speed on your Kart, all speed adjustments should begin by the pedal stop located behind the gas pedal. By screwing the bolt inward you will make the Kart faster, by screwing the bolt outward it will slow the Kart down.
**All Karts should be set to equal speeds for safety. Two people may be needed to set speed correctly. Speeds can be set by either using a tachometer or more accurately with a MPH gauge.
**J&J Wireless Tachometer Part Number 01099
**J&J Digital MPH Gauge Part Number 1726



2. While setting the speed pay attention to the Engine throttle stop, the throttle will open as far as the Engine stop allows. Once the Speed has been set make sure when the gas pedal is fully depressed the throttle stop is resting at the 5mm pan screw. **When the throttle pedal is fully depressed, the inner throttle cable should not be tight, the throttle should be open up to the 5mm pan screw, it should not be forced against it. Damage to cable assembly, throttle assembly and throttle pedal may occur if cable is still pulling when rested against throttle stop.



3. If there is not enough room for full throttle before cable hits housing, or too much throttle as described in above section, the housing will need to be adjusted. Throttle cables have adjustment at both ends, make all adjustments at engine side. Loosen the jam nuts and move the housing closer to the throttle arm to decrease the amount of throttle pull, move the cable away from the throttle arm to increase the amount of pull. Tighten jam nuts when completed.



4. When all adjustments are complete, double check all jam nuts to be sure they are tight. Blue locktite can be used to be sure jam nuts will not move.

****Warning: Screwing pedal stop screw in without following other adjustments will cause entire force of throttle pedal action to place excessive damaging loads on throttle inner cable and throttle linkage**

Web Site: http://www.jjamusements.com

If you have any questions please give us a call at (800) 854-3140 or (503) 363-7533.

J&J Service Instructions

May 27, 2004 Spartan Tech Tip

Spartan Kart Belt Removal Tech Tip

When changing a drive belt on a Spartan kart is necessary to remove the pulley protector. In order to do this the wheel, hub, and axle bearing must be removed. This is a tedious and time consuming procedure which can be eliminate by simply cutting a 1 3/8 slot in the top of the pulley protector (fig. 1). Now the next time a new belt is required to install you will only have to remove the calipers and unbolt the pulley protector from the frame. It can now be easily removed by sliding it downward. This tip is not recommended to be performed while pulley protector is on the kart.

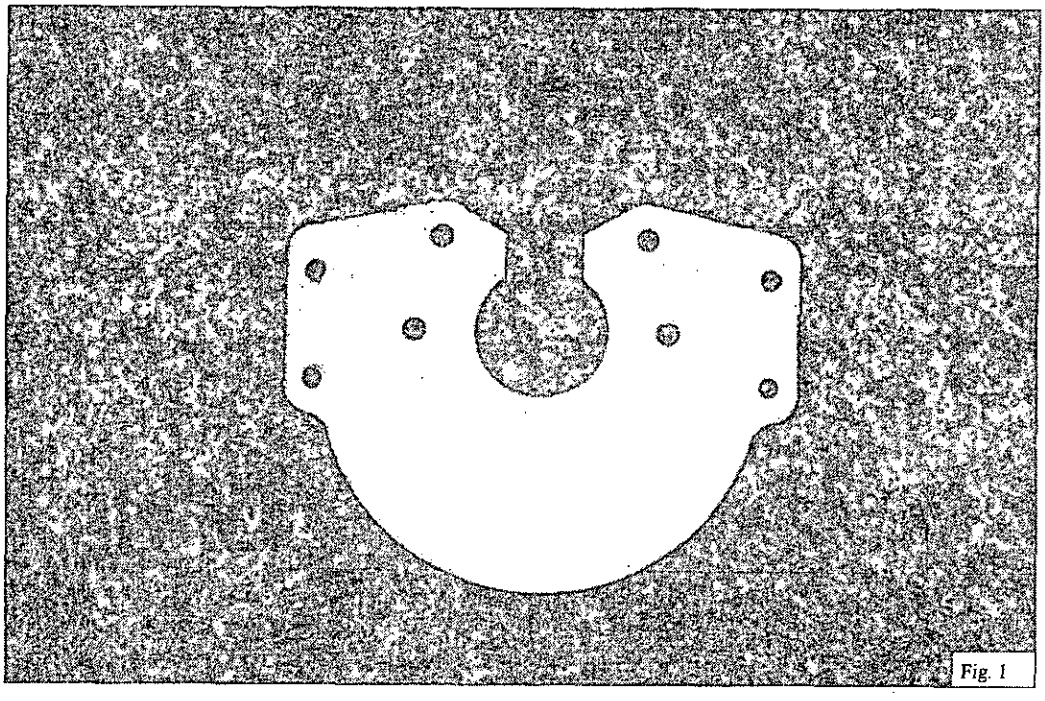


Fig. 1

Web Site: http://www.jjamusements.com

If you have any questions please give us a call at (800) 854-3140 or (503) 304-8899.

J & J Amusements

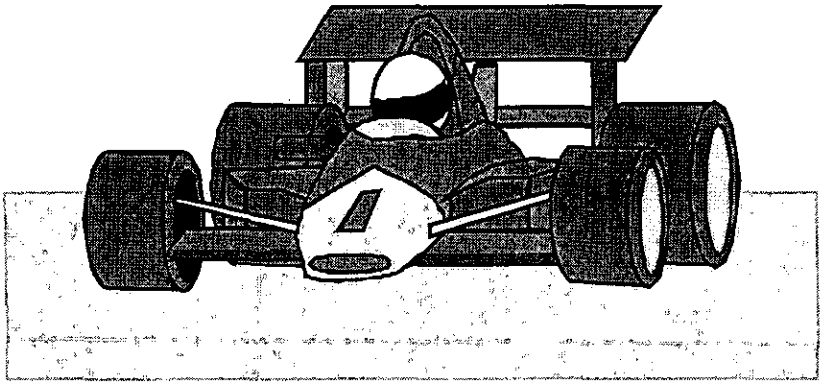
GO-KART BULLETIN

Warning: Fuel tank vent being plugged or restricted resulting in fuel vapor expansion, distorting fuel tank.

This can cause the tank to bulge and in extreme cases contact the muffler protector. If this should occur the plastic fuel tank can become softened and could result in a rupture.

Check fuel tank caps for proper venting on a regular and frequent basis. Beware of any bulging of all plastic compound fuel tanks, regardless of application.

J&J STANDARDS & GUIDELINES FOR GO-KARTS



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J&J Amusements, Inc.
A Corporation of Oregon

STANDARD PRACTICE FOR THE CLASSIFICATION, DESIGN, MANUFACTURE, AND OPERATION OF CONCESSION GO-KARTS AND FACILITIES

1.0 Scope:

1.1 This standard applies to the design, manufacture and operation of concession go-karts and their associated operating facilities where public or member use is offered with a use fee. This standard defines classifications for the various vehicles offered for public use to replicate motor sports competitive activities.

1.2 This standard does not purport to address all of the safety concerns, if any associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.

1.3 This standard does not apply to vehicles or facilities specifically offered for racing (Race Karts) or used for general purpose by private owners (Fun Karts) other than owners of concession go-kart facilities.

2.0 Referenced Documents

2.1 ASTM Standards

F 698-94 Specifications for Physical Information to be Provided for Amusement Rides and Devices

F 747-97 Terminology for Amusement Rides and Devices

F 770-93 Practice for Operation Procedures for Amusement Rides and Devices

F 846-92 Guide for Testing Performance of Amusement Rides and Devices

F 853-98 Practice for Maintenance Procedures for Amusement Rides and Devices

F 893-87 Guide for Inspection of Amusement Rides and Devices

F 1159-97 Practice for Design and Manufacture of Amusement Rides and Devices

F 1193-97 Practice for Amusement Ride and Device Manufacturer Quality Assurance Program

F 1305-94 Guide for Classification of Amusement Rides and Devices

2.2 National Fire Protection Association Standards:
NFPA

2.3 SAE J 1241

3.0 Terminology

The following terms are used in this standard with the indicated definition and interpretation.

3.1 Concession Go-Kart:

An amusement ride or device which meets all of the following specifications: The device is a single vehicle, unattached to other vehicles or a common frame system, which is powered without connection to a common energy source, which is driver controlled with respect to acceleration, speed, braking, and steering, which operates within the containment system of a defined track, and which simulates competitive motor sports, which is used by members of the general public for a fee. A concession go-kart has a maximum capacity of two persons and no cargo capacity.

This definition specifically excludes similar go-kart devices that are intended for use as competitive (racing) karts or similar go-kart devices intended for ownership and use by private owners. This definition specifically excludes devices such as electronically or rail guided amusement rides and bumper cars or other similar amusement motor sports devices that operate under circumstances where there is no defined direction of travel.

Classifications of concession go-karts shall be based upon speed measured on a flat and level track surface.

3.1.1 Class 1 Concession Go-Kart

A four-wheeled amusement ride or device controlled by the driver, without suspension, with a maximum capacity of one driver and one passenger. Speeds for a Class 1 Concession Go-Kart shall not exceed 10 M.P.H.

3.1.2 Class 2 Concession Go-Kart

A four-wheeled amusement ride or device controlled by the driver, without suspension, with a maximum capacity of one driver and one passenger. Speeds for a Class 2 Concession Go-Kart shall not exceed 22 M.P.H.

3.1.3 Class 3 Concession Go-Kart

A four-wheeled amusement ride or device controlled by the driver, without suspension, with a maximum capacity of one driver and one passenger. Speeds for a Class 3 Concession Go-Kart shall not exceed 30 M.P.H.

3.1.4 Class 4 Concession Go-Kart

A four-wheeled amusement ride or device controlled by the driver, with or without suspension, with a maximum capacity of one driver and one passenger. Speeds for a Class 4 Concession Go-Kart shall not exceed 50 M.P.H.

3.1.5 Class 5 Concession Go-Kart

A four-wheeled amusement ride or device controlled by the driver, with or without suspension, and not designed to race competitively against other karts (i.e., race for time only or "against the clock") with a maximum capacity of one driver and one passenger. Speeds for a Class 5 Concession Go-Kart shall not exceed 50 M.P.H.

3.2 Fun Kart: A motorized vehicle with four wheels, sold commercially as consumer goods and intended for private personal recreational use by the consumers for off-road use on suitable terrain, as recommended by the manufacturer.

3.3 Race Kart: Go-karts designed for the sole purpose of racing on tracks, streets, or other areas of competition, and not to be used by the general public in an amusement facility setting.

3.4 Track: A defined path for the operation of concession go-karts that is hard surfaced, and fitted with a containment system to define the path of travel.

3.5 Containment System: A device installed on the concession go-kart track which defines the boundaries of the track and whose primary purpose is to contain the vehicles within the defined boundary.

3.6 Pit: A defined station for the purpose of loading and unloading driver and passenger during the initiation and conclusion of the ride cycle.

3.7 Driver: The person who manipulates and controls the direction of travel,braking, and speed of a concession go-kart.

3.8 Passenger: The person who is transported aboard a concession go-kart as a passenger without having control of the direction of travel, braking, and speed of the go-kart.

3.9 Concession Go-Kart Attendant: The person or persons whose duties may include but are not limited to the instruction, dispatch, and limitation of ride duration of persons driving concession go-karts.

3.10 Owner: The person, persons, partnership, company, group, or corporate entity, or agent of a person, who owns, controls, and/or has the duty to direct or control the operation of a concession go-kart track.

4.0 Significance and Use

4.1 This standard is intended to delineate information for the design, manufacture, and operation of concession go-karts and related track facilities that are designed and manufactured after the publication of this standard.

5.0 Concession Go-Kart Design and Manufacture

5.1 Concession go-kart manufacturers shall identify or specify the classification as defined in Section 3 of the concession go-kart to the Owner prior to or at the time of sale.

5.2 Concession go-karts shall be designed, constructed or operated in such a manner that the wheels from one go-kart cannot engage or override the wheels of another go-kart operating under normal conditions.

5.3 Concession go-kart manufacturers shall provide specifications, and maintenance and repair instructions to the original purchaser in accordance with ASTM F 698, F 853, and F 893, and shall include but not be limited to the following topics:

5.3.1 Brake adjustments and service
5.3.2 Steering linkage adjustment and service
5.3.3 Wheel alignment adjustment and service
5.3.4 Tire inflation pressures
5.3.5 Tire wear limits
5.3.6 Wheel nut torque values
5.3.7 Grade of all fasteners
5.3.8 Torque value or tightening instruction on all fasteners
5.3.9 Chassis lubrication points including recommended lubricants
5.3.10 Drive system specifications and service instructions
5.3.11.1 Frame inspection procedures
5.3.12 Seat belt adjustment, installation, and inspection procedures
5.3.13 Capacity by weight
5.3.14 Maximum operating speeds
5.3.15 Service and adjustment procedures for all components of the go-kart
5.3.16 A phone number or fax number to be used by the track owner or concession go-kart attendant to secure maintenance or operating assistance from the manufacturer
5.3.17 Daily, weekly, monthly, or other periodic minimum service and component checklists

5.4 Concession go-karts that are powered by gasoline engines shall be equipped with a fuel tank, filler neck, and cap that will not leak more than one ounce of fuel over five minutes when inverted, in accordance with SAE J1241.

5.5 Concession go-kart fuel tanks shall be installed in such a manner to minimize the potential for rupture or damage in the event of collision with another go-kart, obstacle, or rollover.

5.6 Manufacturer shall clearly mark throttle and brake locations of concession go-karts in a visible position on the body or chassis of the go-kart, or by coloring the throttle green and the brake control red.

5.7 Manufacturer shall specify the maximum operating speed for concession go-karts.

J&J Recommendation shall follow ASTM maximums as pertains to class of concession go-kart (see 3.1.1-3.1.5)

5.7.1 Speed limitation devices shall be incorporated in concession go-karts (i.e. throttle stops, pedal stops, governors, gearing, throttle linkage adjustors, etc.) to limit speeds.

5.8 Manufacturer shall specify any driver and passenger requirements, which may include height, passenger placement, or any other appropriate requirements.

J&J Recommendations Are:

FOR SINGLE GO KARTS ONLY: *Before allowing entry to a kart, track employees should verify driver is able to control the kart while seated in the intended position for operation and while properly restrained.*
FOR TWO SEATER GO KARTS ONLY: *Before allowing entry to a kart, track employees should verify driver is able to control the kart while seated in the intended position for operation and while properly restrained. To carry a passenger the driver must be minimum of 18 years of age or the parent or legal guardian of the passenger. Track employees should also verify the passengers are minimum 40in (101.6cm) tall and possess upper body control.*
FOR THUNDERBOLT STYLE GO KARTS ONLY: *Before allowing entry to a kart, track employees should verify driver is able to control the kart while seated in the intended position for operation and while properly restrained.* ***FOR TWO SEATERS THUNDERBOLT KARTS ONLY:*** *To carry a passenger the driver must be minimum of 18 years of age or the parent or legal guardian of the passenger. Track employees should also verify the passengers are minimum 40in (101.6cm) tall and possess upper body control.*

Maximum height limit for a roof model is 74 inches (188cm).

5.9 Concession go-karts shall be equipped with occupant compartment padding consistent with ASTM F 1159 Section 6.

5.10 Concession go-karts shall have protective covers or component placement for moving or heated components of the engine and drive train system, to inhibit driver or passenger from inadvertent contact with these components while seated in the intended position for operation and while properly restrained.

5.11 Concession go-karts shall have occupant seating and containment consistent with Section 6 of ASTM F 1159.

5.12 Concession go-karts shall have a roll over protection system that supports the combined driver and/or passenger weight capacity, as specified by the manufacturer, and the weight of the go-kart.

5.13 Manufacturer shall provide recommendations for the use, adjustment, and maintenance of restraint, protective, or other safety devices provided with or for their concession go-karts.

J&J Recommendations Are:

An operator or an attendant shall check that any person riding a go-kart is properly restrained in the seat by the seatbelt assembly prior to the go-kart leaving pit area. (See maintenance manuals for proper maintenance.)

5.14 The concession go-kart braking system shall have sufficient braking capacity to override the power of the engine while at a standstill.

6.0 Concession Go-Kart Track Design and Construction

6.1 Concession go-kart tracks shall have a containment system, which meets or exceeds the recommendations of the manufacturers of the concession go-kart used on each specific track.

6.1.1 Tire containment systems, if used without a trackside continuous band, shall consist of tires that are securely fastened to each other and anchored to prevent relocation.

6.1.2 When tires are used as support components for a continuous band containment system, the tires shall be placed with adequate horizontal separation to help prevent the tires from raising the band upon being impacted by a go-kart.

6.1.3 Tires used for a containment system on a concession go-kart track shall be free of rims or wheels. Tires used for other purposes, such as pit entry spinner tires shall be mounted on rims/wheels, inflated and the wheels shall be installed on a rigidly mounted spindle.

6.1.3.1 Spinner tires shall be inflated to a maximum pressure of 5 psi.

6.1.3.2 Spinner tire wheels shall be distinctly marked as "NO STEP".

6.1.4 Concession go-kart track bridges shall have a secondary containment system behind the primary containment system and on both the approach and egress of bridge. This containment system shall be adequate to retain a go-kart on the track or perimeter surface.

6.2 Concession go-kart track surfaces shall be free of vertical misalignment greater than ¾" (three fourths of an inch) within one inch horizontal distance and made of a material that cannot be moved or displaced by normal go-kart operation.

6.3 The concession go-kart track running surface shall not have intersections on the same horizontal plane for Classes of Concession Go-Karts 2, 3, 4, or 5, with the exception of the entrance and exit points of the pit area.

6.4.1 A perimeter fence shall be provided to the extent required by ASTM F 1159 Section 14. When provided it shall restrict unauthorized public access to the concession go-kart track.

6.5 Obstructions on a go-kart track, which could be struck by go-karts during operations, shall be protected by a material, which will reduce or minimize the impact.

6.6 Concession go-kart track pit areas shall protect any permanent obstructions by material that will reduce or minimize impact or by utilizing impact safety systems. Impact safety systems may include but not be limited to safety spinners, traffic guidance or remote control devices.

6.7 Concession go-kart tracks operating at night shall have appropriate illumination to allow for visual observation of the entire track and pit areas by concession go-kart attendants and drivers.

6.8 A minimum of a 10 lb. B.C. rated fire extinguisher shall be accessible within a maximum of seventy feet of any point of the concession go-kart track in accordance with local, state, and federal regulations.

6.8.1 A minimum of a 10 lb. B.C. rated fire extinguisher shall be located in the concession go-kart track pit area, and be easily accessible to concession go-kart attendants.

6.8.2 Fire extinguisher locations should be marked in accordance with local, state, and federal regulations.

6.8.3 Fire extinguishers permanently mounted in weather-exposed locations shall be protected by an enclosure approved by local, state, and federal regulations.

6.8.4 Fueling areas at a concession go-kart track shall comply with local, state, and federal regulations.

6.9 Markings or signs indicating direction of concession go-kart travel and to identify pit lanes shall be provided in a manner that is clearly visible to concession go-kart drivers.

6.10 The entry and pit area of a concession go-kart track should include instruction and rules signs visible from the main entrance to the queue line and other appropriate locations to enable all patrons to read rules and procedures of safe track operation.

6.10.1 The instruction signage may include the following information:

6.10.1.1 Instructions concerning placement of hands on the steering wheel and feet inside the driver/passenger compartment of the go-kart at all times.

6.10.1.2 Height and/or age restrictions.

6.10.1.3 Instructions concerning securing long hair and loose clothing.

6.10.1.4 Restrictions regarding smoking in concession go-karts or in pit areas.

6.10.1.5 Instructions regarding proper starting and stopping operations.

6.10.1.6 Instructions regarding proper seating of drivers and passengers and the use of restraints.

6.10.1.7 Information on complying with verbal and/or signaled instructions given by concession go-kart attendants.

6.10.1.8 Instructions concerning bumping or pushing with go-karts.

6.10.1.9 Information regarding the importance of following rules and instructions.

6.11 Warning signage should be posted at appropriate locations, which may include but not be limited to the following messages:

6.11.1 Warnings concerning forces and actions that could aggravate physical conditions (i.e., heart conditions, pregnancy, neck and back conditions, etc.)

6.11.2 Drivers must have the abilities to operate their go-karts in a safe manner.

7.0 Concession Go-Kart Facility Operations

7.1 Safety training shall be provided for each concession go-kart attendant. This training shall include but not be limited to the following:

7.1.1 Instruction on concession go-kart operating procedures.
7.1.2 Instructions on specific duties of the assigned position.
7.1.3 Instructions on general safety procedures.
7.1.4 Instructions on emergency procedures.
7.1.5 Demonstration of the physical ride or device operation.
7.1.6 Supervised observation of the concession go-kart attendant's physical operation of the ride.
7.1.7 Additional instructions deemed necessary by the Owner.

7.2 A written training outline/checklist shall be used in all training programs.

7.2.1 The Training program records shall include, but not be limited to, the name of the instructor, date of training, and name of the employee.

7.3 Concession go-kart track employees shall receive training in fueling operations in accordance with all local, state, and federal fire codes.

7.4 The manufacturer of the concession go-karts shall provide the owner with a written inspection procedure to be delivered with the concession go-kart. The document shall outline the inspections as contained in Practice F 853 and Practice F 770.

7.4.1 Owners of concession go-karts shall have an inspection program consistent with the inspections outlined in Practice F 853 and F 770.

7.4.1.1 Based on the go-kart manufacturer's and track designer's recommendations, each owner shall implement a program of maintenance, testing, and inspection providing for the duties and responsibilities necessary to care for the concession go-karts, track safety equipment, the pit area, and track facilities. This program of maintenance shall include a checklist to be made available to each person performing the regularly scheduled maintenance on each go-kart. The owner's checklist shall include but not be limited to:

7.4.1.1.1 Description of preventive maintenance assignments to be performed.
7.4.1.1.2 Description of inspections to be performed.
7.4.1.1.3 Special safety instructions where applicable.
7.4.1.1.4 Any additional recommendations of the owner.

7.5 Inspection documents deemed appropriate by the owner to be maintained in the go-kart file shall be filed in accordance with the procedures outlined in Practice F 770 and Practice F 853.

7.6 Concession go-kart owner shall maintain brake and throttle markings so they are clearly visible. In the event the manufacturer does not provide markings, the owner shall provide visible markings on the body or the chassis of the concession go-kart, or by marking the throttle green and the brake control red.

7.7 Concession go-kart track attendants shall be positioned so that they can observe go-kart operations and reach any section of the concession go-kart track immediately.

7.8 Concession go-kart attendants shall verify that drivers and passengers are properly secured in provided restraint devices consistent with go-kart manufacturer's specifications prior to authorizing go-kart operations to commence.

7.9 A signaling system or procedure shall be provided to alert or warn drivers of hazardous or caution situations while go-karts are operating.

7.10 Concession go-kart track attendants shall guide the actions of drivers and/or passengers exiting the go-karts and/or pit area, in a manner consistent with safe operational procedures.

7.11 Verbal instructions, concerning concession go-kart ride rules, shall be announced to drivers and passengers prior to each ride cycle. Pre-ride instructions may include but not be limited to: the required position of hands and feet; instructions defining the brake and throttle; and other instructions the concession go-kart owner or attendants deem appropriate.

7.11.1 Concession go-kart attendants shall instruct all go-kart drivers of the instituted signaling systems or procedures which alert or warn drivers of hazardous or caution situations while go-kart facilities are in operation.

7.12 Passengers in two seat concession go-karts shall be accompanied by a driver consistent with the minimum specifications for driver height or age established by the go-kart manufacturer.

7.13 Smoking shall not be permitted while operating a go-kart while in the pit or fueling area of the concession go-kart track.

7.14 Concession go-kart track attendants shall bc identifiable to patron drivers and passengers.

7.15 Passengers shall not be permitted in go-karts that are designed for only one occupant.

7.16 Concession go-kart track surfaces shall be maintained in good repair, and free of cracks, obstructions, and/or potholes of greater than ¾" (three fourths of an inch) in vertical change within a 1" (one inch) horizontal distance, that could damage the go-kart or cause the driver to lose control of the go-kart.

7.17 Patron Responsibility.

7.17.1 There are inherent risks in the participation in or on any amusement ride, device, or attraction. Patrons of an amusement ride, device, or attraction by participation, accept the risks inherent in such participation of which the ordinary prudent person is or should be aware. Patrons have a duty to exercise good judgment and act in a responsible manner while using the amusement ride, device, or attraction and to obey all oral or written warnings, or both, prior to or during participation, or both.

7.17.2 Patrons have a duty not to participate in or on any amusement ride, device, or attraction when under the influence of drugs or alcohol.

Patrons have a duty to properly use all ride or device safety equipment provided.

DAILY GO-KART CHECKLIST

WEEK OF ___/___/___ TO ___/___/___

ENGINE ID#_____
BODY #_____
FRAME #_____

Mechanic and/or Attendant must initial in each empty box every day. If anything is NOT OK see a supervisor.

ITEM	SERVICE TYPE	MON	TUE	WED	THR	FRI	SAT	SUN
	ACTUAL METER HOURS➡							
ENGINE OIL	-CHECK LEVEL, FILL IF NECESSARY							
REDUCTION GEAR OIL	-CHECK LEVEL, FILL IF NECESSARY							
FUEL TANK & LINES	-CHECK FOR LEAKS -SECURED FUEL CAP							
FRONT HUBS & SPINDLES	-GRAB FRONT WHEEL AND USE ROCKING MOTION TO CHECK FOR LOOSENESS							
REAR HUBS & AXLE	-GRAB REAR HUB AND USE ROCKING MOTION TO CHECK FOR LOOSENESS							
WHEEL & LUG NUTS	-USE ROCKING MOTION TO CHECK FOR LOOSENESS -TORQUE AT 35 FT. LBS. IF NEEDED -CHECK PRESURE (SEE MAINTENANCE MANUAL)							
STEERING	-CHECK FOR SMOOTHNESS AND EXCESSIVE PLAY BY TURNING WHEEL FROM RIGHT TO LEFT THEN FROM LEFT TO RIGHT							
BRAKES	-VISUALLY CHECK PAD WEAR & OPERATION							
BUMPER RAIL	-CHECK FOR CRACKS -CHECK HARDWARE -CHECK FOR CRACKED RUBBER							
ROLLBAR	-CHECK ROLLBAR IS SECURED							
SEATBELTS	-CHECK FOR FRAYING -CHECK OPERATION							
BODY	-CHECK FOR CRACKS & MOUNTING (SEE MAINTENANCE MANUAL)							
PADS	-CHECK FOR MISSING OR LOOSE SEAT, BACK, HEAD, STEERING, STEERING POST SAFETY PADS							
REMOTE SHUT DOWN SYSTEM	-CHECK OPERATION (IF INSTALLED)							