

# **blo.kart<sup>®</sup>**

## **owners manual**

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## 1.intro

Welcome to the exciting world of blokart sailing!

You have purchased more than just a great product; you have joined a fast-growing sport that is infecting every corner of the planet.

blokart International Ltd is a company dedicated to excellence in the design, manufacture, operation and support of our products. Every aspect of the blokart has been carefully tested to ensure it gives you maximum enjoyment and performance.

**Before using your blokart ensure you take time to thoroughly read the owners manual and view the assembly dvd/video.**

The official blokart website [www.blokart.com](http://www.blokart.com) is regularly updated with news and events, photographs, movies, frequently asked questions, accessories, links, etc. Check it out when you are online!

To voice your opinions and meet other blokart users in your area or around the world, be sure to click on the **join our bugs!** link on the website. **bugs** (blokart user groups) have been set up by karters to share experiences, venues, tips, etc. **bugs** can also be accessed via the links page on the website.

You can also email your favourite blokart photographs to [info@blokart.com](mailto:info@blokart.com) for possible inclusion in the website gallery.

### **chassis and sail number**

Each blokart has it's own unique serial number on the rear of the chassis. This number is also provided with your blokart for you to stick on to the sail if you wish. The most common place to put the number is on the crosshatched mono-film fabric, about 25mm below the top batten. To attach the stickers peel back under to expose about 10mm of the number, place onto the sail and then carefully peel and place the rest of the number. Rub each number firmly to ensure proper adhesion.

Write the serial number of your blokart here for future reference:

**Chassis no:** .....

Please ensure you complete and return the warranty registration form included in this pack within 14 days of purchase.

## 2.danger

blokarts are about serious fun... without causing serious harm! As blokarts are a high-performance sporting product there are a number of safety issues to consider before using.

### **important points regarding the blokart warranty**

- Any damage caused as a result of jumping or flipping is not covered under the blokart warranty. It is the users responsibility to ensure that all three wheels of the blokart remain on the ground at all times.
- Failing to gybe correctly can result in the pulley whip breaking. This is not covered under the blokart warranty. For correct gybing technique see **tips and terms (section 8)**.

**N.B.** To repair a damaged pulley whip see **smooth running (section 9)**.

- Using non-official blokart spares or carrying out your own repairs will invalidate the blokart warranty.

## warnings

- blokart sailing is a high-risk sport and can be dangerous. Always exercise extreme caution when karting as improper use can cause serious injury, death or property damage.
- Due to inherent risks involved in karting, no warranty of any kind is made or implied against accident, bodily injury or death, other than those which can be excluded by law.
- You are responsible for the safe operation of the blokart and the safety of others around you when karting.
- blokart International Ltd will accept no liability for injury as a result of using blokarts.
- Always use the safety belt, leg restraining straps, helmet, gloves, shoes and eye protection at all times.
- Always check the components of your blokart before, during and after use to ensure parts have not become loose, worn or damaged.
- As blokarts do not have brakes it is important to always make sure that you have enough area to stop or turn.
- Do not leave your blokart unattended when rigged and always lay the blokart on its side when not in use.
- Do not use a blokart in high or excessive winds.
- Only use a blokart if you are in good health. Do not use a blokart during pregnancy.

## **safety precautions**

- Always learn to sail in light winds. Only venture into stronger winds when you are able to control your speed and have developed the necessary techniques to stop in an emergency.
- Do not use a blokart in thunderstorm or lightning conditions.
- Do not use a blokart within 10 metres (33 feet) of other people, trees, obstacles, recreational equipment, powerlines, structures or cars.
- If you find yourself with one wheel in the air, let out the sheet rope quickly to ease off the wind pressure in the sail and return all three wheels to the ground.
- If you accidentally flip the blokart over, make sure you let go of the sheet rope, hold on to the handle bar with both hands and keep your feet inside the leg restraining straps until you come to a halt.
- Never put your hands or feet out of the blokart until it has come to a complete stop.
- Make sure you have permission to use the area you have selected.
- Obey all regulations for the area you have selected.
- Always thoroughly check the area you intend to use, in particular look for holes, uneven ground, and any potential obstacles.
- Do not use a blokart in populated areas where people may be walking or playing.
- Spectators should always stand at least 10 metres (33 feet) from a moving blokart.
- Do not let anyone use your blokart until they have read and fully understood the owners manual and have been given tuition in light winds by an experienced person.

### 3. check this

Carry out the following safety checks **every time** you assemble and disassemble the blokart.

- Check the kart (chassis, backrest, fork and keel tube, mast base, side struts and handle bar) for bends and all weld points for cracks or fractures.
- Check all nuts and bolts are tight.
- Check the safety belt and leg restraining straps are secure and intact.
- Check the seat for any wear and tear.
- Check the fork is free to turn in the fork bushes.
- Check all quick-release clamps and spring buttons are operating correctly.
- Check all wheels turn freely. Check tyres are not excessively worn. Check wheel rims are free of fractures.
- Check all fibreglass components (axles, pulley whip, mast sections, boom and battens) for any cracks, fractures, or wear and tear.
- Check the sail for any damage.
- Check all ropes and pulleys run freely and are not excessively worn.

This ongoing checking should help to ensure your blokart retains the high safety standards with which it has been manufactured and continues to give you maximum enjoyment and performance.

**Always replace worn or damaged components with official blokart components immediately.**

If you have any questions, please contact your local dealer for help and advice.

## 4. out of the bag

Follow these instructions carefully to assemble your blokart correctly.

Be sure to carry out all the recommended safety checks in **check this (section 3)** as you assemble the blokart.

### assembling the kart

- 1.** Find a safe spot to set up the blokart, i.e. no overhead powerlines or trees etc.
- 2.** Lay the bag on the ground with the narrow end pointing into the wind.
- N.B.** To work out the wind direction, throw some grass or sand up in the air and note the direction it blows from.
- 3.** Unzip the bag fully and remove the loose contents (sail bag, fork and keel tube, rear wheels, handle bar and axles) leaving the chassis in the bag.
- 4.** Attach a rear wheel to one of the axles and secure in place with the spring button. Now lift one side of the chassis slightly out of the bag and slide the axle firmly into the rear chassis opening. Ensure the spring button is located in the axle alignment hole. Repeat for the other side.
- 5.** Pull the backrest back fully until it rests on the backstays. Loosen the backrest quick-release clamps on either side, rotate the small plates down over the backstays and re-lock into place.
- N.B.** If the backrest is not firmly locked in place, loosen the backrest quick-release clamps, tighten the round nuts attached to the quick-release clamps, and re-lock the quick-release clamps in place.

6. Lift up the mast base until it is near vertical and undo the two tri-knobs (It may be necessary to slide the leg restraining straps forward to allow the mast base to stand vertical). Raise each of the side struts up, attach on to the mast base stud and firmly secure in place with the tri-knobs. Now push the tri-knob safety clip into one of the small holes in the other tri-knob.
  7. Loosen the keel tube quick-release clamp at the front of the chassis, raise the chassis front out of the bag then slide the fork and keel tube into the chassis until the outer keel tube bush is located. Rotate the keel tube until the spring button clicks into place.
- N.B.** Do not tighten the keel tube quick-release clamp yet.
8. Loosen the quick-release clamp on the fork collar, and then slide the handle bar through the hole in the mast base and into the fork until the spring button clicks into place. Tighten the collar quick-release clamp to secure the handle bar in place. Now tighten the keel tube quick-release clamp at the front of the chassis.
  9. Finally, slide out the bag from under your blokart and store it securely so that it doesn't blow away.

### **rigging the sail**

1. Take the sail out of the sail bag, (store the sail bag in the blokart bag), roll the sail out flat on the ground with the top of the sail pointing **downwind** and remove the loose contents (four mast sections, two battens, pulley whip, sheet rope, and front boom section). Keep the sail flat on the ground at all times until you are ready to insert the assembled sail into the mast base.
2. Connect the two thinner (first and second) mast sections together then slide them into the mast pocket of the sail (the section with the end cap goes first). Connect the remaining two larger (third and bottom) sections together then connect them to the sections already in the mast pocket.

Now slide the mast in until the tip protrudes out of the top of the sail. Go to the top of the sail, fit the turban over the tip of the mast then pull the bottom of the sail back down to keep the turban in place.

- 3.** Insert the front boom section into the boom pocket at the front of the sail, slide it through and connect it into the rear boom section that remains in the sail.

**N.B.** Failing to insert the front boom section **inside** the boom pocket may cause damage to the mast when in use.

- 4.** Tilt the boom upwards to 45 degrees to allow the gooseneck ('Y' shape fitting plugged into the front boom section) to locate onto the mast, and then bring it back down to lock the boom in position against the mast.

**N.B.** See **smooth running (section 9)** for adjusting the boom tension.

- 5.** Insert the longer batten (small end first) fully inside the batten pocket directly above the boom. To tighten, pass the batten strap through the end of the batten cap, lift the ladder lock up and pass the strap through the back slot. Next, bend the strap back and pass it down through the front slot.

To fully tension the batten push the end of the batten in with one hand and pull the strap back firmly towards you with the other hand until tight. Finally pass the strap back through the remaining slot towards the front of the sail to lock it in place. Repeat with the shorter batten further up the sail.

Make sure the battens are tight and that the straps are locked in place or the battens will loosen during use and may fall out.

- 6.** Wipe the bottom of the mast clean of sand/grit then pick up the assembled sail by the mast with both hands and place it into the mast base. Take care, especially in strong winds, as the sail could blow out of your hands and hit someone or something. Ensure the mast is fully seated in the mast base.

7. Ensure the blokart is facing **into the wind**, and then attach the integrated downhaul cleat to the eyelet at the bottom of the sail so that it is on the side of the sail with the mesh pocket. Make sure the downhaul rope is not crossed up, and then pull the parrel bead up to downhaul and tension the sail. The integrated downhaul cleat will automatically lock and hold the tension set in the sail. Place the excess downhaul rope and parrel bead in the mesh pocket.
- N.B.** Downhaul the sail until the mast is slightly bent and the battens are coming off the mast. In general apply more downhaul tension when sailing in stronger winds and less in light winds.
8. Make sure the sheet rope and pulley whip are not twisted, then plug the pulley whip into the backrest locating the spring button in place.
9. Check that the sheet rope is threaded through all three guides on the bottom of the sail, and then pass the remaining sheet rope through the pulley attached to the mast base. Always tie a small knot about half a metre (1.5 feet) from the end of the sheet rope to stop it pulling back out when you are on the move. Failure to do so could cause damage to your sail and or injury to your self.

### **rigging the 2.0m STORM and the 4.0m LITE sails**

The rigging procedure is almost exactly the same for the 2.0m STORM and the 4.0m LITE sails. Both of these sails use the mast that comes with the 3.0m STD sail. The only difference when rigging the 2.0m STORM sail is that the third mast section is removed and not used - only three mast sections are used. The 4.0m LITE sail comes complete with an additional third section, which is added to the existing third section to fit the bigger sail. The bottom two battens are removed from the 2.0m STORM sail and the bottom three from the 4.0m LITE sail when packing them away.

Now that you have successfully assembled the blokart and completed the safety checks in **check this (section 3)** you are almost ready to go.

Next time it should only take 5 minutes!

## 5.action

Time to get in, buckle up, and go sailing!

- 1.** First turn the blokart slightly away from the wind so that the sail moves to the downwind side to allow easy access.
- 2.** Standing at the upwind side of the blokart, push the handle bar down and away from you to create more space. To get in, step over the side strut and place your foot onto the floor pan, then sit down in the seat.

Now move that foot sideways onto the ground to create more space for your other leg to come in. Keeping the handle bar to one side, bring your other leg over the side strut into the blokart then out on to the ground. Now slide right down so your butt almost touches the bar at the front of the seat, lie back and get comfortable.

- 3.** To secure the safety belt, first lift the left hand tongue and right hand buckle across your chest/waist so they meet in the middle of your body (you may have to adjust the straps to do this). Lift up the buckle and pass the tongue fully through the slot (from the underside to the top side). The excess strap should remain under the tongue and buckle and should not be pulled through the slot.

Now pull the excess strap on the tongue until the safety belt is tight and secure across your chest/waist. To release the safety belt grasp the left hand side of the tongue with your free hand and pull it towards the right, letting it slide through the slot and out.

- 4.** When you're ready to go, put your feet inside the leg restraining straps and rest them on the front foot bar. Tuck your knees inside the side struts if you are short. If you are tall, leave your knees outside of the side struts and grip on to the side struts with your inner thighs.

Turn the blokart across the wind, pull the sheet rope in with one hand to power up the sail, and steer using the handle bar with the other!

For sailing tips see **tips and terms (section 8)**.

**N.B.** Always use the safety belt, leg restraining straps, helmet, gloves, stout shoes and eye protection at all times.

### **one size fits all**

One of the great things about blokarts is that almost anyone can use them – literally one size fits all!

There is no need to make changes to accommodate different users, and that includes many people with physical disabilities or limited mobility. The ingenious design of a blokart makes it accessible even directly from a wheel chair.

- With the blokart fully assembled, simply disconnect one of the side struts from the mast base and lower it down flat. This allows people to manoeuvre themselves into position in the seat. The side strut can then be easily raised and secured into position.
- Additional tailored straps can be used to help secure the user in place while sailing. Contact your local dealer for further information.

If your legs feel cramped, you might like to try the **foot bar extension** that is available from your blokart dealer. It can accommodate people with heights of up to 2.2 metres (7 feet). The foot bar extension attaches to the keel tube in front of the existing foot bar and is easily fitted with the use of a quick-release clamp.

## 6. into the bag

Please follow these instructions carefully in order to pack up your blokart correctly.

Remember to carry out all the recommended safety checks under **check this (section 3)** when disassembling.

If your blokart has been used on a beach or near salt water always wash it down with fresh water as soon as you have finished. Make sure your blokart is dry and clean and all moving or sliding components have been lubricated before packing it in the bag.

### disassembling the sail

1. Point the blokart into the wind so that it doesn't blow away.
2. Untie the knot in the end of the sheet rope and pull it out of the mast base pulley.
3. Disconnect the pulley whip from the backrest, but **leave the sheet rope threaded** through the pulley whip and all of the guides.
4. Remove the downhaul rope and parrel bead from the sail mesh pocket and release the sail tension. Remove the integrated downhaul cleat from the eyelet at the bottom of the sail.
5. Holding the mast with both hands, lift the sail out of the mast base and lay it on the ground facing **downwind** with the 'blokart' logo facing upwards. Tilt the boom up and away to get the gooseneck off the mast. Slide the mast out of the sail by starting at the top of the sail and pushing the mast sections down the mast pocket and out. Separate the four sections of the mast. Disconnect the front boom section and slide it out of the sail boom pocket. **The rear boom section should always remain within the sail.**
6. Undo the batten straps for the bottom two battens and remove the battens from the sail.

7. Fold over the leading edge of the sail from the edge of the boom pocket to the edge of the top batten. Lay the pulley whip end first across the bottom of the sail just below the rear boom section and plug the front boom section into the pulley whip. Next, place the four mast sections and sheet rope alongside. Starting at the bottom, roll the sail up tightly round the mast components (using them as a core). Holding the exposed end of the rear boom section, grab the turban and pull up to tighten the sail. Place into the sail into the sail bag.
8. Put the loose battens into the sail bag 'stiff end' first, leaving the batten ends sticking out of the top of the sail bag (to avoid damaging the sail bag zip) and zip up the bag.

#### **disassembling the kart**

1. Slide the opened blokart bag under the chassis, loosen the backrest quick-release clamps and push the backrest forward to the centre of the blokart. Remove the rear axles and wheels from the chassis and drop the rear of the chassis straight down into the bag. Disconnect the axles from the wheels and stow the axles along the rear of the bag.
2. Loosen the fork quick-release clamp, press down the handle bar spring button and remove the handle bar out through the mast base.
3. Loosen the keel tube quick-release clamp, press down the keel tube spring button, and pull out the fork and keel tube from the main chassis. Drop the chassis fully into the bag.
4. Remove the tri-knobs and drop the side struts down flat. Replace the tri-knobs.
5. Push the backrest down flat followed by the mast base.

#### **Please pay particular attention to the order and positioning of components in these final steps.**

6. Standing at the rear of the bag, place one wheel on the rear left hand side of the bag with the stub-axle pointing up.

- 7.** Insert the fork and keel tube into its protective bag and place down the right hand side of the main bag with the wheel towards the front and the fork facing down.
- 8.** Slide the small protective sock (attached by rope to the inside of the bag) over the front end of the handle bar and place down the centre of the bag.
- 9.** Place the remaining wheel on the rear right hand side of the bag with the stub-axle pointing down.
- 10.** Finally lay the sail bag on the left hand side of the bag, bend the top of the battens to one side and zip up the blokart bag.

Time to go.... next time it should only take you 5 minutes to disassemble and pack up!

### **wheeling the bag**

Two mini-axles are included in the zipped pocket of the blokart bag to allow you to attach the wheels directly to the bag. These are great for wheeling the bag around.

To use, take the wheels and mini-axles out from the blokart bag and attach the mini-axles to the wheels. Slide the axles through the holes in the side of the bag and into the chassis. Locate the spring buttons in the chassis and then zip up the bag. Wheel the bag using the handle at the front.

Always remove the wheels and put them back inside the bag to ensure the wheels and stub-axles are not damaged in transit.

## 7. where to go

With a little bit of wind your blokart can be used on just about any firm, flat surface that is free of obstacles. As blokarts are very manoeuvrable you only need a small area to have a lot of fun. Ideal locations include the beach, empty car parks and sports and recreation fields. These areas are often public places so it is very important to consider the safety of others.

blokarts can be fast but quiet at the same time. With this in mind keep a look out for people, especially children who might be unaware of your presence. Always allow plenty of space when passing as blokart axles and wheels are wide apart.

Do not use a blokart within 10 metres (33 feet) of other people, trees, obstacles, recreational equipment, powerlines, structures or cars.

Ensure you thoroughly read and understand the section **danger (section 2)**.

### **beaches**

blokarts are a lot of fun on the beach – a blokart has been clocked at over 90 kph (56 mph)! Most beaches and dunes however are important habitats for unique plant and animal life, so as a general rule, always sail below the high tide mark to ensure as little damage as possible is done. In any case, sand above the high water mark is usually too soft for good blokart sailing.

### **empty car parks**

Empty car parks are ideal for sailing especially if the wind is light. It is important to always obtain permission to use these areas. Sealed surfaces demand concentration and skill due to the number of obstacles often found in them. The lack of friction in these areas can result in high speeds so take care and make sure you master the techniques of sailing, particularly how to slow down or stop on sealed surfaces.

## **sport and recreation fields**

Large grassy grounds are great in stronger winds, but once again, obtain permission. Remember that sport and recreation fields are generally aimed at team sports or passive recreation. Using sports and recreation fields for blokart sailing should be considered a privilege, and not a right.

blokart tyres will generally not harm turf with occasional use but repeated turning and sliding in the same area may scuff the surface and leave marks. When using a marker or flag as a turning point it is important to regularly move them around to prevent damage to the turf.

blokart sailing with friends will probably cause less damage to the turf than a game of football.

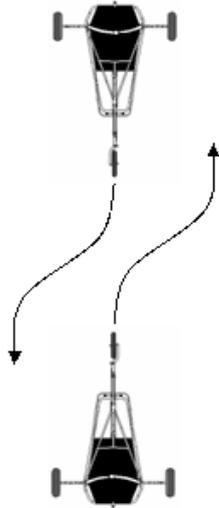
## **blokart road rules**

The blokart road rules have been put together to help minimise the risk of accidents and injury. Make sure you understand and use the following rules.

- 1.** Always use the safety belt, leg restraining straps, helmet, gloves, stout shoes and eye protection at all times.
- 2.** If you are travelling head-on towards another person, always steer to the right.
- 3.** In general, always give way to your right.
- 4.** Keep well clear when overtaking or overlapping others.
- 5.** Do not make any sudden moves or turns when you are being overtaken.
- 6.** Check behind you before making any changes in direction.
- 7.** Use a hand signal if you intend to turn or stop.
- 8.** When turning around a marker or flag, do not pass others on the inside or 'cut them off'.
- 9.** Do not force others on to ground that is unsafe, into obstacles or other bloskarts.
- 10.** If you need a push start, be aware of and don't get in the way of others that are moving.
- 11.** Secure your blokart safely when you're not using it by turning it over on its side.

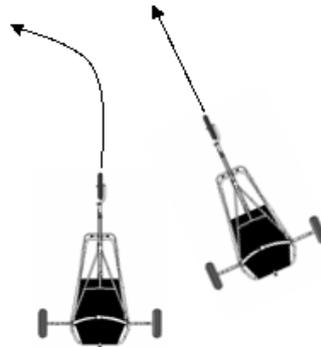
**head on**

When two blokarts are approaching each other head-on, each sailor must turn right.



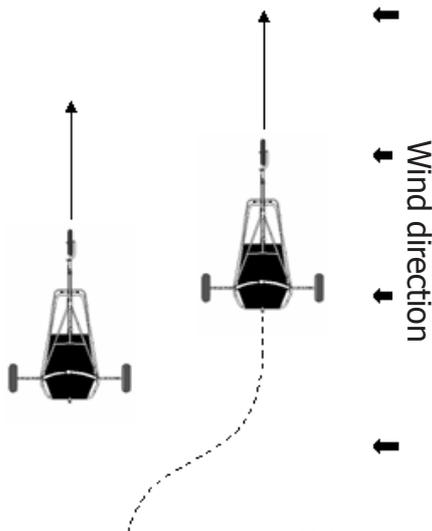
**give way**

When two blokarts are converging, the sailor which has the other on their right must give way.



**overtaking**

Keep well clear of the blokart being overtaken, generally on the up-wind side.



## 8. tips and terms

Here's a bit of technical info to help you become the next blokart world champion!

**Beam Reach (across the wind):** Travelling at 90° to the wind direction. This is generally the fastest sailing angle.

**Broad Reach:** Travelling at up to 45° downwind off a beam reach. This too is a fast angle in which to sail.

**Close Reach (travelling upwind):** Travelling at up to 45° toward the wind direction.

**Close Haul (on the wind):** Travelling even higher upwind than a close reach. The blokart can point up to 25° toward the wind before it stalls.

**Travelling Downwind:** Usually the slowest direction to travel in as you can only go as fast as the wind is blowing. Let the sail out far to one side to catch as much wind as possible.

**Tacking:** Turning into the wind direction during a turn. Tacking is the best way to turn when learning as the blokart slows down through the turn. Letting the sail out as you start to tack also helps to keep the blokart stable in strong winds by reducing the wind pressure in the sail.

**Gybing:** Turning away from the wind direction during a turn. Gybing is generally faster than tacking, as the sail remains powered up through the turn. Learn to gybe in light winds as a proper gybe takes practice.

It is important to always pull the sail in as you turn away and when the wind is directly behind you. Then ease it out so that the sail does not move with excessive force from one side to the other.

**Flipping:** Using the correct sail to match the wind conditions can help ensure you remain on three wheels. If you find yourself with one wheel in the air, let out the sail quickly to ease off the wind pressure in the sail and to return all three wheels to the ground.

If you flip the blokart over, make sure you let go of the sheet rope, hold on to the handle bar with both hands and keep your feet inside the leg restraining straps until you come to a halt. Never put your hands or feet out of the blokart until it has come to a complete stop.

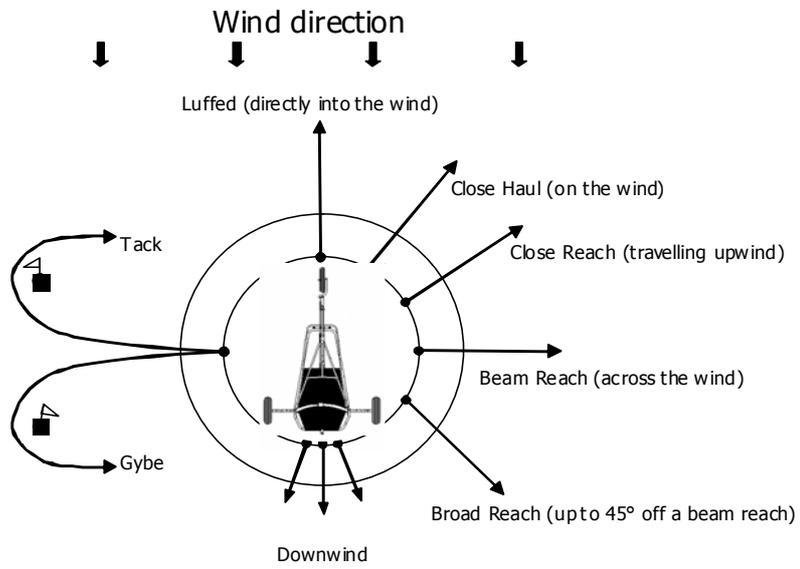
**Stopping:** Always learn to sail in light winds. Only venture into stronger winds when you are able to control your speed and can stop in an emergency. To slow down gradually, turn directly into the wind then push the sail out to one side with one hand to act as an air brake.

Turning in very tight circles can also be used to burn off speed and eventually slow down. If you need to stop quickly, turn the blokart hard in either direction to spin it around and stop.

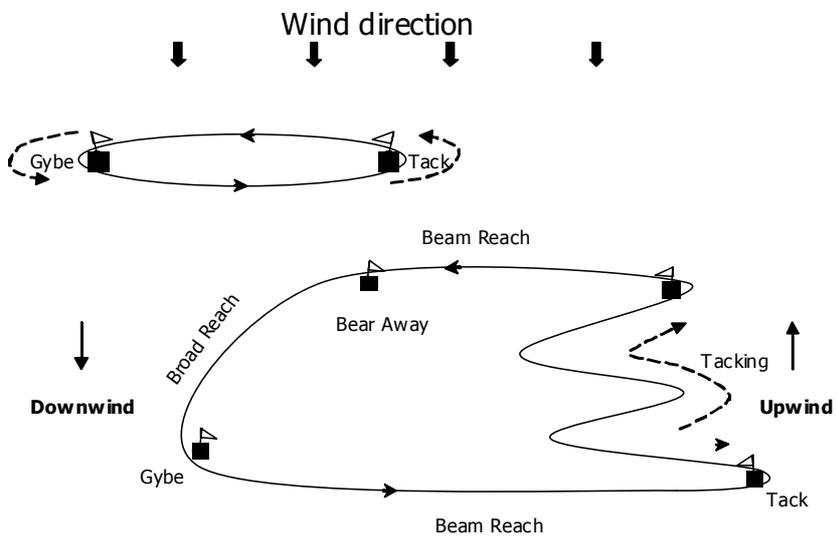
**Tuning:** In strong winds the increased force of the wind on the sail causes the mast to bend and flex considerably which can result in a reduction in sail efficiency and speed.

Increasing the downhaul tension can counteract this. Experience and practice will enable you to judge the best downhaul tension. In general, more downhaul tension is required when sailing in strong winds and less in light winds.

**terms on wind**



**simple sailing courses**



## 9. smooth running

If your blokart has been used on a beach or near salt water always wash it down with fresh water as soon as you have finished. Always make sure your blokart is dry and clean and all moving or sliding components have been lubricated before packing it in the bag.

**Side Struts:** The side struts can bend to help absorb the impact transferred through the mast and mast base when you accidentally flip over. If you need to straighten the side struts leave the kart fully assembled and simply pull or push the relevant side strut straight again.

**Mast and Mast Base:** Wipe down the mast sections and mast base to make sure there is no sand/grit that could lock them together. These parts are a tight fit and any sand/grit could make them difficult to separate.

**Wheel Bearings:** Although the wheel bearings are made of stainless steel, they still need regular maintenance in order to keep them in good condition. Always dry and lubricate the bearings after use. It is also advantageous to periodically replace the grease that is packed inside the bearings during manufacture.

To do this:

1. Remove the rubber dust shield (black ring) on one side of each bearing by levering it out with a fine tool. Be careful not to damage it.
2. Ensure the bearing is dry, then repack with suitable grease.
3. Carefully clip the dust shield back in place.

**Fork:** Periodically remove the fork from the keel tube and clean and lubricate the contact surfaces to stop the steering squeaking or tightening up.

To do this:

1. Remove the small ring from the fork-retaining pin and slide the pin out.
2. Pull the fork out from the keel tube.
3. Wipe the fork and the inside of the steering bushes with a clean cloth to remove any dirt. Spray with lubricant.
4. Replace by reversing the process above.

**Tyre Pressures:** Always ensure the tyres are inflated to the correct pressure. Tyres that are too soft wear quicker and significantly reduce your speed when karting. Tyres that are over inflated puncture more easily, and are at risk of popping during use.

**Rear tyres should be inflated to 30psi, front tyres to 20psi.** These numbers are printed on the wheel rims.

**Tyre Wear:** Tyre wear varies greatly depending on the weight of the user, the type of surface being used, and speed and tightness of your turns. Hard surfaces such as asphalt or concrete will wear tyres out quicker than soft or loose surfaces such as sand or grass. Hard surfaces however make it easier to get going in light winds. Always replace a tyre as soon as the middle three treads are worn flat. Failure to do so could result in excessive punctures or tyres popping while in use which could result in damage or injury.

**N.B.** Do not use your blokart with badly worn tyres.

**Pulley Whip:** A pulley whip may break if subjected to excessive force. This is usually as a result of gybing incorrectly in strong winds. A pulley whip can often be repaired and reused a few times before needing to be replaced.

To do this:

1. Remove the spring button from inside of the small broken section.
2. Cut off the rough end of the broken pulley whip with a hacksaw and file the rough edges smooth to prevent injury.
3. Mark the position for the new spring button alignment hole 25mm (1 inch) up from the bottom of the pulley whip.
4. Drill a 8mm (5/16ths inch) hole where you have marked. File the rough edges of the hole smooth to prevent injury and to make it easier to remove the pulley whip after use.
5. Insert the spring button inside the repaired pulley whip ensuring it locates in the alignment hole you have just drilled.

**Boom Tension:** From time to time you may need to increase the boom tension of the sail in order to remove any vertical lines that appear in the sail. These will occur just above where the front and rear boom sections join. Incorrect boom tension reduces the efficiency of the sail.

To do this:

1. With the sail fully rigged, first release the downhaul tension.
2. Release the boom strap from its locked position in the ladder lock, push the end of the boom in with one hand towards the front of the sail and pull the strap back firmly towards you with the other hand until tight and the vertical lines have been removed. Do not over tighten.
3. Relock the strap back in place.

**Always replace worn or damaged components with official blokart components immediately.**

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If you have any questions, please contact your local dealer for help and advice.

### **important points regarding the blokart warranty**

- Any damage caused as a result of jumping or flipping is not covered under the blokart warranty. It is the users responsibility to ensure that all three wheels of the blokart remain on the ground at all times.
- Failing to gybe correctly can result in the pulley whip breaking. This is not covered under the blokart warranty. For correct gybing technique see **tips and terms (section 8)**.

**N.B.** To repair a damaged pulley whip see **smooth running (section 9)**.

- Using non-official blokart spares or carrying out your own repairs will invalidate the blokart warranty.

## 10 accessories

We've got a whole bunch of cool accessories to help you enjoy your kart even more.

### shadow

Convert your blokart into a dynamic two-seater in minutes. The Shadow is great for training kids, carrying friends/family, or stashing gear for a long run up the coast.



### pod

Quickly turns your kart into a stylish, all weather racing machine. Dust, dirt, sand, rain and wind chill are no longer an excuse to stay at home. Reduced drag, improved performance, increased comfort and advanced style.

### deuce

Connects two karts together for team sailing fun – higher speeds and better performance. Great for sail training as the person in the second blokart doesn't need to control a handle bar.



### carbon race base

Carbon Fibre composite 3rd and bottom mast section to stiffen the mast and make it more efficient (i.e. faster) for skilled karters. If you need maximum speed then this is a must-have.



## ice blades

The ultimate accessory for when lakes freeze solid. Laser cut from stainless steel with a precision ground edge the blades will take you there... faster. Keep the wind-chill away with the Pod accessory.



## fat feet

Oversized tyres for when the wind is up but the surface is a little soft. Designed for softer sand and longer grass.



## mast sleeve protectors

Admit it, you push the envelope and wipe out too often. Fear no more about ripping up your mast sleeve, MSP is here to save you.



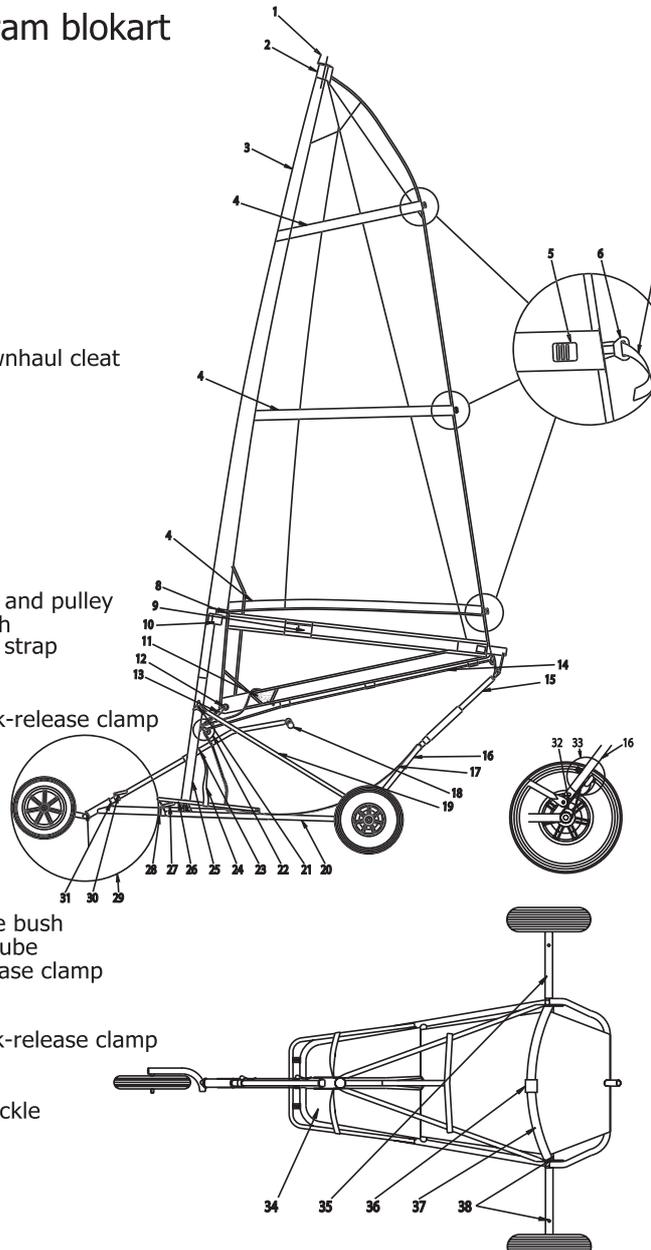
## handbrake

Designed to bring a decelerating kart to a final stop. Use on both land and ice – just swap the end piece. Ideal attachment for the Pod accessory and those with limited mobility.



## 11 parts diagram blokart

- 1 turban
- 2 mast
- 3 mast pocket
- 4 batten pocket
- 5 ladder lock
- 6 batten
- 7 batten strap
- 8 boom pocket
- 9 boom
- 10 gooseneck
- 11 mesh pocket
- 12 eyelet
- 13 integrated downhaul cleat
- 14 sheet rope
- 15 pulley whip
  
- 16 backrest
- 17 seat
- 18 handle bar
- 19 side strut
- 20 chassis
- 21 tri knobs
- 22 mast base eye and pulley
- 23 mast base bush
- 24 leg restraining strap
- 25 mast base
- 26 foot bar
- 27 keel tube quick-release clamp
  
- 28 outer keel tube bush
- 29 fork and keel tube
- 30 fork quick-release clamp
- 31 fork bush
- 32 back stay
- 33 back rest quick-release clamp
- 34 floor pan
- 35 axle
- 36 tongue and buckle
- 37 safety belt
- 38 spring button



## 12 parts diagram ice blades

- 1 ice skate stiffener
- 2 hand grip
- 3 toe in adjuster
- 4 spring button with cord
- 5 fibreglass axle
- 6 seat belt
- 7 chock
- 8 locking knob
- 9 eye bolt and toggle pin
- 10 front ice blade
- 11 front blade fork
- 12 quick-release clamp and toggle pin
- 13 keel tube
- 14 rear ice blade

