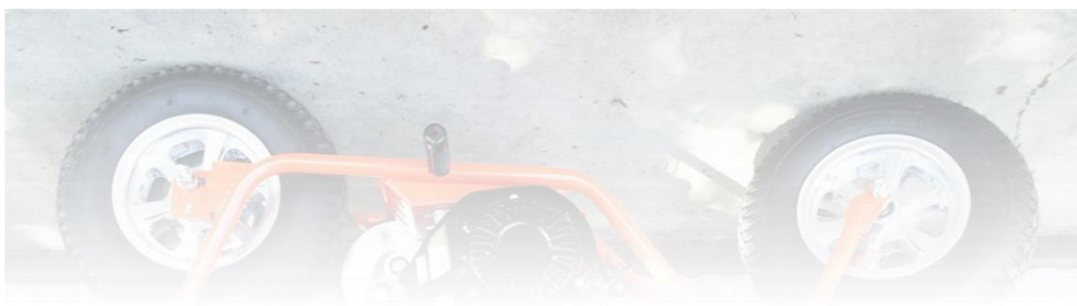


# 215 MINI BIKE



## OWNER GUIDE

By

GOKARTS USA



## CONTENTS

SAFETY INFORMATION .....	2
AMERICAN RACER MINI BIKE.....	3
UNPACK AND SEPARATE PARTS .....	4
Parts List: .....	4
PAINT .....	5
ASSEMBLY INSTRUCTIONS .....	6
FORK.....	6
WHEELS .....	7
TIRES .....	8
SPROCKET/DRUM.....	9
BRAKE.....	10
REAR WHEEL.....	10
REAR AXLE .....	11
ENGINE.....	12
TORQUE CONVERTER .....	14
THROTTLE CONTROL (stock carburetor).....	15
BRAKE LEVER .....	17
BRAKE CABLE.....	17
ADJUST BRAKE .....	18
KICKSTAND .....	18
OIL SERVICE .....	18
TEST RUN.....	19
Avoid run-away bike.....	19
FEATURES .....	20
PERFORMANCE PARTS.....	21
Boost your Honda, Titan or Predator up to 26hp.....	21
<b>HIGH FLOW EXHAUST</b> .....	21
<b>STAGE 1 KIT</b> .....	21

## SAFETY INFORMATION

POWERSPORTS Products MUST NOT BE OPERATED ON THE STREET. They are FOR USE ON A CLOSED COURSE ONLY.

DEATH OR INJURY CAN OCCUR  
PERSONS UNDER THE AGE OF 16 must be SUPERVISED by a competent adult.

MECHANIC REQUIRED  
Minibikes, Gokarts, ATVs etc. MUST BE CHECKED, MAINTAINED AND/OR ADJUSTED BY CUSTOMER'S MECHANIC PRIOR TO EACH USE.

Even if your mini bike kit is new or assembled, it must still be checked, adjusted and serviced by a qualified mechanic EACH TIME prior to operation. All systems must be checked and adjusted by YOUR qualified Mechanic including Drive Train, Engine and Fuel system, Throttle Control, Brakes, Wheels, Tires and all other systems.

DO NOT OPERATE THIS MINIBIKE UNTIL MECHANIC SETUP IS PERFORMED. WARNING, DEATH OR INJURY CAN OCCUR GOKARTS AND MINIBIKES CAN BE DANGEROUS TO OPERATE. INJURY AND DEATH CAN RESULT FROM IMPROPER ASSEMBLY, MAINTENANCE and/or operation.

Customer assumes all risk associated with assembling, maintaining, building and operating any minibike or go kart kit. Customer agrees to hold harmless go karts USA and its associates, affiliates and parent companies.

Customer responsible for engine and drive train installation, adjustment, fabrication, modification, repair and maintenance on any go kart or minibike.

Go kart and Mini Bike kits must be assembled by a qualified mechanic for safety reasons as well as proper operation. These are parts only. The Customer is responsible for final design and building of the minibike and installing the Drive train. Customer assumes all risk associated with assembling and operating any minibike, go kart or any vehicle the customer builds using these parts. Customers should

complete a rider safety course prior to the operation of any power sport product.

#### NO WARRANTY

No warranty on go karts or mini bikes. They are not returnable for any reason and no refunds will be issued. Customer is responsible for painting and assembly of kit. For safety reasons as well as proper operation, we strongly recommend that kits are assembled and/or inspected by a qualified mechanic or persons with appropriate mechanical expertise prior to operation. We cannot refund or exchange your kit if you cannot perform these functions or refuse to let a shop do it for you

#### AMERICAN RACER MINI BIKE

The American Racer 215 Mini Bike is sold fully assembled.

The 215 is also available as a kit.



## UNPACK AND SEPARATE PARTS

### 215 Frame and Fork

#### PARTS LIST:

- L1065-3020 Front Wheel, 8"**
- L1065-3021 Front Wheel Bearing**
- L1065-3052 Front Tire 480 x 8**
- L1065-3053 Front Tube 480 x 8**
- L1065-3012 Front Wheel Spacers, (2)**
- L1065-3013 Front 5/8 Axle**
- L1065-3014 Front 5/8 Nut for Axle**
- L1065-3017 Kickstand**
- L1065-3059 Long Seat**
- L1065-3020 Rear Wheel, 8" w/(2) Bearings**
- L1065-3021 Rear Wheel Bearing**
- L1065-3052 Rear Tire 480/400 x 8**
- L1065-3053 Rear Tube 480/400 x 8**
- L1065-3025 Rear 5/8 Axle**
- L1065-3026 Rear 5/8 Nut for Axle**
- L1065-3027 Rear Drum/Sprocket 40/41 54T**
- L1065-3028 5" Drum Brake Assy**
- L1065-3030 5" Brake Anchor / Spacer**
- L1065-3054 Throttle Control & Grips 1"**
- L1065-3035 Throttle Cable**
- L1065-3036 Throttle Wire Stop**
- L1065-3037 Brake Lever**
- L1065-3038 Brake Cable**
- L1065-3039 #40 Chain**
- L2065-3039 #40 Master Link**

Order replacement parts online at [gokartsusa.com](http://gokartsusa.com)

## PAINT

- Thoroughly clean the Fork, and Frame, making sure to remove the rust proofing oil.
- The 5/16-18 x 6" Bolt connects the Fork to the Frame. If you wish, you may paint the head of the bolt, but the threaded portion should be left unpainted.
- Allow the paint to dry thoroughly before any assembly.

## ASSEMBLY INSTRUCTIONS

### FORK

- Place your frame on a stand.
- Align the Fork onto the Frame Neck. Slide the Fork Bolt down into the Neck.
- Fasten the nut at the bottom until snug, and then back it off slightly to allow the fork to move freely back and forth.



- Full Size for an Adult up to 6'5"
- Handlebars tilt forward for more room for your knees
- Large Foot Pegs
- 5 Degree Engine Mount
- Cut-away for Torque Converter
- Heavy Duty Axle with Chain Adjust

## WHEELS



Each wheel has two halves, marked 8020 and 8021.

- Drill out the three sprocket mounting holes on the 8020 wheel half for the rear wheel. Drill from the inner side of the wheel. You will see channels for the holes. Your holes will pop through the bumps on the outer side of the wheel. Do not drill the 8021 wheel half.
- Do not drill these holes on the front wheel.
- Inflate the innertube a small amount for easier installation. Insert the innertube into the tire. Align both wheel halves into tire, being careful not to pinch the innertube. Bolt the wheel together.
- Do this for both wheels. See details below.



## TIRES



- Insert Innertube into the Tire so that it is snug and resting completely within the tire. Inflate the Innertube with just enough air to remove the folds from the tube (1 or 2 psi).
  - Mount the Tire onto a Wheel set, as follows:
  - Insert one Wheel half into each side of the Tire and over the Innertube. **CAUTION:** Do not pinch the tube between the wheel halves.
  - Carefully position both Wheel halves so that the half-moon cuts on the inside rims form a circular opening around the valve stem of the innertube.
  - Secure the Wheel halves together using three of the 5/16 18 x 3" Bolts and three of the 5/16-18 Locknuts. For now, tighten the Locknuts only finger tight. Do not inflate the tire yet.
  - Insert the threaded Axle into the wheel assembly through the 5/8" bearings. Doing so aligns the wheel halves.
  - Carefully tighten each nut in sequence. Torque down each nut tightly, but do not over torque. If you have a torque wrench, which is suggested, tighten each nut to 5 ft-lbs.
- CAUTION:** If you use a source of compressed air to inflate the tires, use eye protection and a tire cage during inflation. A simple bicycle tire hand-pump is sufficient to provide adequate inflation.
- Inflate the tire to 15 psi and make sure it is seated properly on the wheel (tire bead flush with wheel rim and the wheel halves showing no gap at the center line).

## SPROCKET/DRUM



Your 215 Mini Bike is equipped with a laser cut, precision welded, heavy duty Sprocket/Brake Drum to ensure smooth, reliable operation of the drivetrain.

- Bolt the sprocket/drum onto the rear wheel using three additional bolts into the holes you previously drilled on the 8020 wheel half. The bolts will go through from the inside of the wheel. Fasten the nuts and tighten in a pattern to make sure the sprocket is centered and true
- Note: The picture above shows the brake cable anchor used on the Little BadAss Mini Chopper. The 215 has an integrated brake cable anchor and does not come with this anchor shown

## BRAKE

- Insert the two bolts of the brake anchor/spacer through the brake plate, then place the assembly into the drum. Slide the Axle through to hold the wheel and brake assembly in place.
- Spin the wheel and check the sprocket for true and proper operation. If the sprocket is installed correctly, you should not see any wobble in the sprocket when the wheel spins.

## REAR WHEEL



- Insert the chain adjuster as shown so the axle can go through
- Check to be sure the brake actuator arm is in optimum position. You may need to loosen, remove and reposition the arm
- Hold the wheel in position and slide the rear axle bolt through. Be sure the bearings are installed. It may be good to have someone hold the wheel while you install the axle.

## REAR AXLE

- Axle and Nut
- Chain Adjusters (2)
- **Note:** There are only two chain adjusters needed, shown installed on the outer portions of the axle below. two extra, unused chain adjusters are shown hanging loose on the axle. Please disregard.
- Brake Anchor/Spacer with two bolts. One bolt fastens to the frame, the other only fastens to the brake plate



## ENGINE

215 Frame will accept these engines

- Honda GX120/160/200
- Titan TX200
- Predator 212



Titan TX200 engine has the side mounted fuel neck for easy fueling.

Honda Engines will fit, we recommend using a low profile gas cap

Predator 212 will fit, but the stock gas cap is large, making re-fueling a bit difficult.

- NOTE: Engine, engine mounting hardware, clutch and clutch installation hardware are not provided and must be obtained. Seek the recommendation of your engine manufacturer about an engine suitable for your rider. Be sure to obtain all appropriate installation hardware and take note of any special instructions and recommendations regarding installation of your engine and clutch.

- Place the Engine on the Frame's engine mounting plate, aligning the engine's mounting holes with the slots in the Frame's mounting plate.
- Insert the engine mounting bolts down into the engine's mounting holes until they extend through the bottom of the Frame's mounting plate slots.
- Carefully slide the engine as far to the rear of the mounting plate as possible and then place washers and/ or Locknuts onto the bolts. At this time, hand-tighten only.
- NOTE: The engine must remain in this temporary pushed-to-the-rear position until after you have installed the chain.

## TORQUE CONVERTER

We recommend installing the Torque Converter onto the engine prior to installing the engine on the bike.

- Please use the link below to download the GTC TC2 Installation Instructions
- <http://gtcmanufacturing.com/tc2installation.pdf>
- There is a cut-away on the motor plate for the Torque Converter. The torque converter triples the climbing power and increases top end.
- The bike can also support a Centrifugal Clutch. You will need a chain tensioner, and longer chain. This is the preferred configuration for racers who need more precise speed control without the hesitation of a torque converter.
- Shown with the stock cover.
- Cast Aluminum Open Primary Cover also available



## THROTTLE CONTROL (STOCK CARBURETOR)



- Measure the conduit to the desired length and cut to fit. The conduit should be about 6" shorter than the cable. Don't cut too short, leave a little extra room. You can always cut a little more, but you cannot add any length.
- Make sure you use a sharp wire cutter when cutting the cable. A clean, quick cut will prevent the cable from fraying. You are going to thread the cable through the barrel connector at the carburetor. If you fray the cable, cut off a few of the frayed strands
- Install the throttle cable into the twist grip control so that the barrel end slips into the notch.
- Install the Throttle Control onto the handlebar. (on the right when sitting on the bike). Using a Philips screw driver, gently tighten each screw a little at a time. Don't over tighten the screws. Too tight, and your control will bind when you twist it. Too loose, and it will move when operated.



- Route the Throttle Cable and Housing down the Fork and right of the Frame toward the carburetor, using conduit clips to secure the Cable and Housing to the Fork and frame as you go. Go past the carburetor, then loop the cable back to the carb.
- Remove the air cleaner assembly from the carburetor by removing the nut on top.
- Loosen the nut that secures the manual throttle lever so that the lever can move freely.
- You will see an L bracket. Fasten the conduit to this bracket to hold it place. Loop the cable to come in from the back.
- You will see a barrel connector at the throttle lever. Loosen the screw, thread the cable into the barrel connector, then tighten the screw. Be sure the cable is pulled through the barrel connector until snug.
- You will likely have to re-adjust this once you start and test the engine.
- Re-Install the air cleaner assembly.
- Note: The throttle mechanism will appear to not be operating when the engine is not running. The engine must be running for the throttle to operate
- See more full information for throttle linkage here
- <https://gokartsusa.com/pdf/Honda-GX-Throttle-Linkage.pdf>
- Cable Installation on Stock Carburetor (Summary)  
Remove the Air-Cleaner assembly so you can see the Throttle Control Mechanism. Loosen the nut that secures the manual throttle lever so that the lever can move freely. Locate the conduit bracket on the engine. and fasten the end of the conduit with the bracket. Thread the cable into the Wire Stop connector on the engine. Tighten the screw on the Wire Stop

## BRAKE LEVER

- Loosen both clamp screws on the Brake Lever and install it onto the Frame's left handlebar about 4" from the end with the steel ball end of the Lever pointing left and forward.
- Secure the Brake Lever into position by tightening the mounting collar screws.

**CAUTION:** Prior to any operation, be sure to adjust the position of the Brake Lever so that it is readily available to and easily accessed and operated by the intended rider.

## BRAKE CABLE

- Locate the Brake Cable & Conduit Assembly.
- Seat the barrel end of the Brake Cable into the hole in the Brake Lever on the left handlebar and rotate the Cable so that the barrel end fits into the slot in the brake adjuster housing.
- Slide the Housing up over the cable until it fits into the opening in the Brake Lever.
- Route the Brake Cable and Housing down the Fork and left of the Frame toward the brake, using three Conduit Clips to secure the Cable and Housing to the Fork and frame as you go.

**IMPORTANT:** Cable and Housing should be routed and secured to the inner surfaces of the fork and frame. Avoid sharp bends. Also, make sure that your routing allows the fork to move freely from side to side without binding or pinching.

## SECURE BRAKE CABLE TO BRAKE

- Install the cable to the brake actuator arm using the brake cable barrel connector

## ADJUST BRAKE

When adjusted properly, the brake should fully engage and lock a spinning rear wheel, well before the depressed brake lever comes into contact with the handlebar

- Adjust the Brake by loosening the screw on the brake barrel connector and tightening up the excess slack in the cable.
- Cut off excess Brake Cable which remains past the end of the Wire Swivel.

NOTE: You may choose to leave a small length necessary for ease of adjustment. Make certain, however, that excess cable remaining will not interfere with any other vehicle operation and will not come into contact with the rider

## KICKSTAND

- Measure, cut to fit
- Install onto frame bracket

## OIL SERVICE

- Add just over a half of a quart. 10W30 oil recommended.
- Synthetic ok
- Check the dipstick
- You should see oil at the bottom of the threads of the oil filler cap
- For high performance, high heat operation, change oil frequently
- Titan has a low oil sensor, engine will not start

## TEST RUN

AVOID RUN-AWAY BIKE.

### **WARNING**

Until you properly adjust your throttle, the first few times you start your bike, the engine may accelerate to full throttle. We strongly recommend a two person start. One person to stand in front of the bike to hold it. The other person to operate the pull start, throttle control and kill switch.

As part of *road test*, check and adjust the following:

Add Engine Oil, Fuel

Adjust Engine Idle

Adjust Throttle Cable

Adjust Throttle Control

Adjust Brake Cable

Adjust Chain Tension

Set Tire pressure 12-15lbs

These items must be checked BEFORE EVERY RIDE

## FEATURES

*1" Heavy Duty Frame*  
*5° Engine Mount with Cut-Away for TC2 Torque Converter*  
*Front and Rear Fender Mounts*  
*Heavy Duty Rear Axle Mount*  
*Kickstand Mount*  
*Fork Assembly*

*8" Aluminum Wheels*  
*Premium Tires and Inner tubes*  
*5" Heavy Duty LBA Drum Brake*  
*Integrated #40/41 54 Tooth Sprocket*  
*Chain Tension Adjusters*  
*Premium 40/41 Chain*  
*6.5hp engine*  
*TC2 Torque Converter*



## PERFORMANCE PARTS

BOOST YOUR HONDA, TITAN OR PREDATOR UP TO 26HP...

### HIGH FLOW EXHAUST

The stock exhaust is also very restrictive. A favorite among Kart Racers, the [RLV Header Pipe and Silencer](#) will give you a substantial boost in power and that great sound for a low cost. You will need the Locking Collar to fasten the silencer. Also available for use on both Karts and Minibikes are the [Fatty Exhaust](#) and [Stinger Exhausts Headers](#) for Maximum Power and Awesome Sound

### STAGE 1 KIT

**Stock Carb:** The [Stage 1 Kit, Stock Carb](#) is an inexpensive, easy bolt-on Upgrade to the Intake and Exhaust. Also available is the [Genuine K&N Stage 1 Kit](#). **Mikuni Carb:** For Top Power see the [Mikuni Stage 1 Kit with Fatty](#) or [Mikuni Stage 1 Kit with Stinger](#). This carb upgrade really wakes up the responsiveness of the engine and, as an added bonus, allows you to remove the stock throttle linkage mechanism and replace it with one simple throttle Cable connection. [Mikuni STAGE 1 INSTALL GUIDE](#)

**CARB JETS:** Upgrading the Intake and Exhaust usually requires re-jetting the Carburetor. If you have to play with your choke to get your engine to run properly, you need to adjust the Carb Main Jet. For the Stock Carb see [Honda Main Jets](#). The .035 Main Jet seems to work best but you may want to try .034, .035 and .036 to see which works best for your engine. For our Mikuni Carbs see [Mikuni Main Jets](#) 120-140 for Curved Intake, 170-190 for the Inverted Intake. Open the Float Bowl, unscrew the jet and put in a larger size. see [Mikuni Tuning Guide](#)