

REGISTRATION OF CHASSIS PROTECTOR

<i>Manufacturer</i>	Da Engineering (UK) Ltd
<i>Material</i>	PE300 Plastic
<i>Method of fixation</i>	Nyloc nut and bolt
<i>Minimum thickness</i>	6 mm (at any point)
<i>Valid from</i>	1 st January 2010
<i>Number of pages</i>	4

This Registration Form reproduces descriptions, illustrations and dimensions of the chassis protector at the moment of registration. This document may be supplemented by official amendment.



Photo of Chassis Protector

SIGNATURE AND STAMP OF THE MSA

	Date: 1st September 2011
	Signed by: John Ryan
	Position: MSA Technical Executive

Any reproduction must be authorised by the MSA

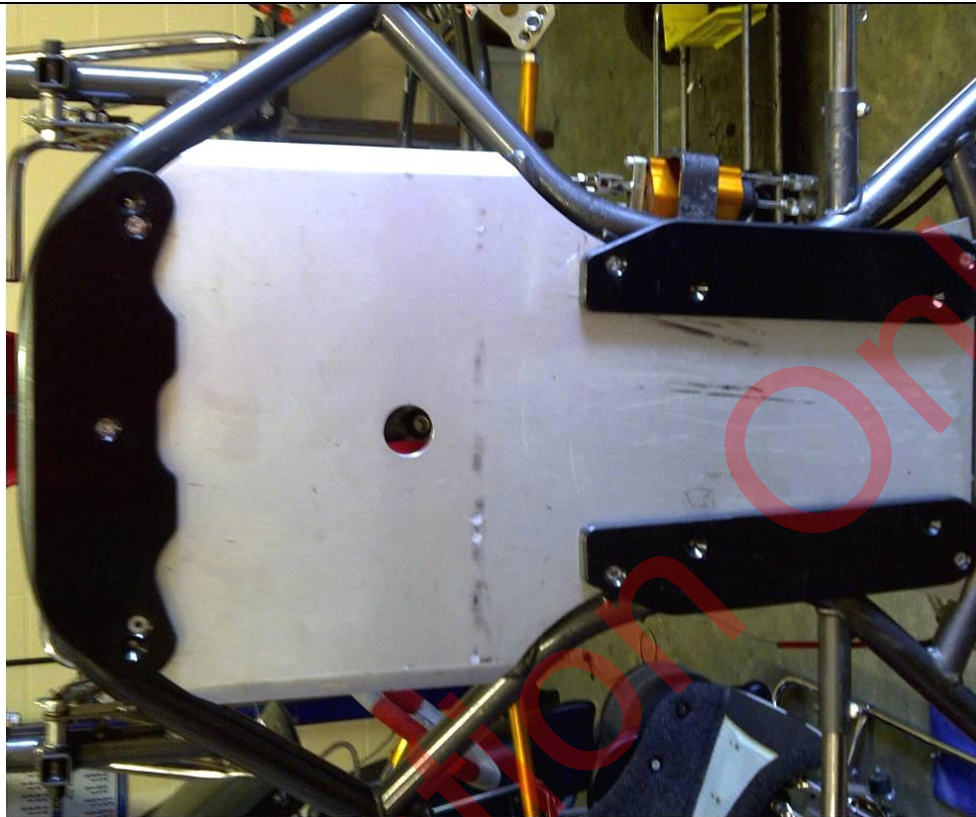
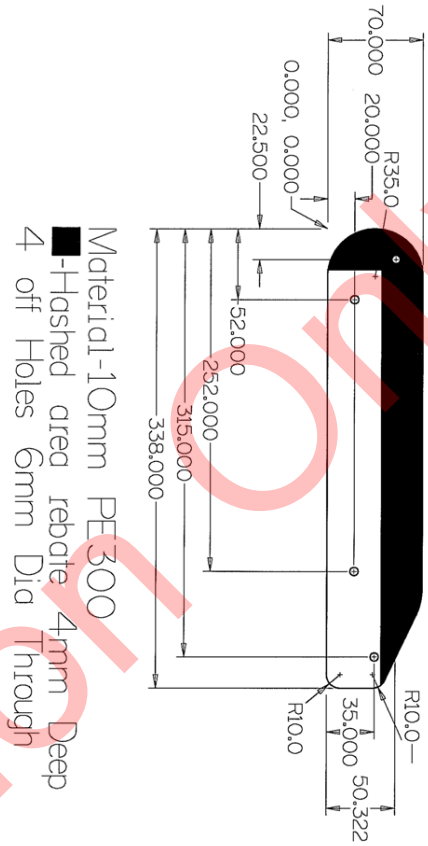


Photo of Chassis Protector Attached to Kart



Image of Identification Marking

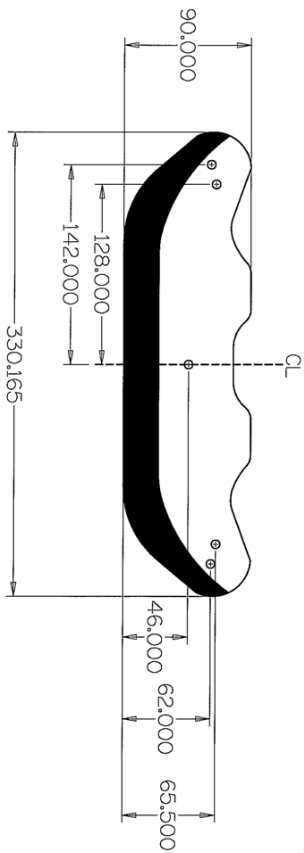
D.A Chassis Protector Side



Material-10mm PE300

- -Hashed area rebate 4mm Deep
- 4 off Holes 6mm Dia Through

D.A Chassis Protector Front



Material- 10mm PE300

- -Hashed area Rebate 4mm Deep
- 5 off Holes 6mm Dia Through

Drawing of the Chassis Protector (including dimensions)

COMPLIMENTARY INFORMATION

See fitting instructions attached.

Kart Parts UK Kerb Riders – Fitting Instructions

The Kerb Riders have been designed to assist with the preservation of the chassis tubing and to assist with the longer life.

The enclosed chassis protectors have been approved by the MSA and must be fitted as per these fitting instructions and must not be allowed to wear below a minimum thickness of 2mm.

Side Rail Protector Fitment (See Fig 1)

The side rails are pre-drilled with countersunk holes. These are to be attached with the M6 countersunk bolts provided from underneath, through the floor pan of the chassis also incorporating the chassis lugs.

Do not allow the countersunk bolts to protrude below the level of the protector and ensure the head is inside the countersunk of the chassis protector.

Front Rail Protector Fitment (See Fig 2)

The front rail must be fitted with three fixing points one in the middle and one at either end. The protector should ideally be fitted through the floor pan and chassis lugs if available. These must be fitted with the M6 countersunk bolts provided from underneath the protector. Ensuring the countersunk bolt does not protrude below the level of the protector.

Fig 1



Fig 2

