Cross Weight

People are running well on cross that ranges from 50 to 60+. Whether you choose to run high or low cross depends on several things. Kart design, age of the kart, type of track, track design and your total weight to name a few.

Here is the number one thing that I have picked up on. No matter what cross that someone is running they will complain that raising or lowering cross makes the kart push. Every single time the push occurs when cross is moved closer to equaling LS. That is a given every single time. There are a few exceptions but we will not go into those. No matter where cross and LS are at, there is a certain point that adding or taking away cross will make the kart push (I'll explain in a minute). But there is a certain point where cross can go above or below LS and make the kart handle. The greater the gap between cross and LS, (either above or below LS) the looser the kart is going to be. The closer the gap the tighter the kart (use reason not extremes here). This proves that cross and LS are directly related.

My conclusion is this:

1. There is an optimum amount of cross that will work with any given amount of LS. Again use reason here.

a) The lower you go on cross below LS the looser the kart is going to be.

b) The higher you go on cross above LS the looser the kart is going to be.

c) The closer you get cross and LS to being equal the tighter the kart.

d) There is a small point where cross will tighten up a kart to the point of pushing. That point is near to or equal to LS. You can go past that point to make the kart handle.

The above will hold true if your setup complements the amount of cross used. This is for a pure cross adjustment only.

High Cross = higher VCG, more negative RF camber, lower LS and moer stagger.

Low Cross = lower VCG, less negative RF camber, a slightly higher LS and lower rear stagger.