



## Bullet Racing Engines

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### Customer Information:

**Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Engine Type:** \_\_\_\_\_

**New/Refresh?:** \_\_\_\_\_

**Price:** \_\_\_\_\_

### Detailed Engine Recommendations:

**Target RPM Range:** \_\_\_\_\_

**Clutch Engagement RPM:** \_\_\_\_\_

**Idle RPM:** 2200-2400 RPM (this will fluctuate when the engine is warm compared to cold. The Idle RPM will increase as the engine gets warmer).

**Oil:** 14 oz. of KRT's Driven 0W-20 oil. Change oil after each race night if running only one class. Change twice if running multiple classes. This oil provides great protection and enhances performance.

**Fuel Filter:** Yes, make sure the filter is between the fuel tank and fuel pump. (Cannot run a filter between the fuel pump and carb.)

**Air Filter:** Walker air filter w/ flat down. Clean after each race night with Dawn dish soap and water. Let it air dry. Oil with 1 oz. of Walker's blue filter oil. Use Walker/Outerwear filter cover. No foamie is needed.

- **NOTE:** Be sure to not over oil the filter. Use a small squirt bottle or something similar to spread the 1 oz. evenly. The filter will look "bare" in some spots. Give it 30 mins. or so and the oil will naturally spread and fill the pleats of the filter. If after an hour you still have bare spots, lightly add a couple drops and repeat the process. Over oiling the filter will prevent the engine from starting and running properly, so please use it wisely.



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### **Notes:**

- Make sure you are getting full throttle once putting the engine on your kart.
- Be sure to hook up a hose/fuel line from the vent to your puke tank. Not only does it safely get rid of excess oils, it closes off an entrance for dirt/debris.
- Put the engine on TDC (Top Dead Center) each time the engine is shut off. This helps take tension off of the valve springs.
- Unhook the fuel line going from the tank to the carb, and let the engine run out of fuel at the end of a race weekend. This helps prevent gunk and build up in the carb. (Changing oil is a convenient time for this).
- Drain the fuel tank after a race weekend. Put it in the generator or mower then put fresh in the gas can. (Ensures passing fuel tech).
- Make sure your measuring cup and funnel are clean for fresh oil!
- DO NOT SWITCH OILS! Run what you are comfortable with if you don't want to use what I recommend, but do not switch or mix oils without a complete engine rebuild. (PAG oils do not mix with petroleum based oils).
- Be sure to use the carb and exhaust covers to protect from debris.
- Preferably keep the engine in a sheltered, weather safe environment.
- Keep an AR3910X spark plug handy! You never know when one may foul.
- Periodically make sure nuts/bolts stay tight: muffler clamp, exhaust bolts, chain guard bolts, pull starter bolts, etc. (Do not strip.)
- A poor handling kart can most definitely hinder an engine's performance!
- Keep up on your clutch maintenance! If you are unsure on how to do so, get with your clutch supplier or ask me for more information. A slipping clutch does not put the power to the axle.
- Make sure the dynamic parts on the kart are in working condition. Think roll speed: (clean and lubed bearings, free spinning axle, chain alignment, etc.).