



Bullet Racing Engines

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Customer Information:

<u>Name</u>	<u>Date</u>	<u>Engine Type</u>	<u>Class</u>	<u>Price</u>
		AKRA Clone		

Target RPM Ranges:

<u>Idle RPM</u>	<u>Clutch Engagement RPM</u>	<u>RPM Drop: 1500+</u>	<u>RPM Drop: 1000-1400</u>	<u>RPM Drop: 900-</u>
2600-2800 Cold, 2400-2600 Warm				

Oil:

- Amount: 14 oz.
- Type: I recommend Driven's KRT 0W-20
 - You are welcome to run whatever oil you prefer. Just please **DO NOT** mix oils or change oil type/brand in between rebuilds. Feel free to change once the engine has been freshly rebuilt.
- Changes: I recommend that a full race night (P, 2 Heats, & F) can be ran on the same oil
 - Base your changes on the # of classes and format you run. (Every 30-40 laps?)

Air Filter:

- I recommend the Walker air filter w/ flat down.
- If running more than one class, change filters every time oil is changed (more frequently if the track is extra dusty).
- Cleaning: Soak in Dawn dish soap and water. Agitate every so often. Rinse with water. Repeat as needed.
- **LIGHTLY** use some air to get the abundant water off, then let air dry. Once dried, use 1 oz. of Walker filter oil in a small squirt bottle. **DO NOT OVERUSE**. (The oil will fill out the pleats of the filter over the course of 15-30 mins.)
- Just use an Outerwear for most track conditions.

Fuel Filter:

- Can run between tank & pump (pump to carb is illegal).
- Make sure the filter is orientated correctly, otherwise the pump will not operate.



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● **Cleaning:**

- Remove the engine & clutch from the kart upon cleaning.
 - Simply unhook cables and lines, remove the 4 butterfly bolts, slide it back to remove the chain from the clutch driver, and pull the engine & clutch off the kart.
- Some simple green on a rag is the safest method to clean the engine. Then blow the engine out with air.
 - Make sure the carb and exhaust covers are on for this.
- Engine Decals...
 - DO NOT USE CARB/BRAKE CLEANER. ANY DECAL WILL COME OFF.

Spare parts to keep on hand:

- Fuel filters
- Fuel Pumps
- Spark Plugs

Kart reminders:

- 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.
- 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.).

Post-Race Maintenance:

- 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!
- Be sure to use the carb and exhaust covers to protect from debris.
- Preferably keep the engine in a sheltered, weather safe environment.
- Periodically make sure nuts/bolts stay tight: muffler clamp, exhaust bolts, chain guard bolts, pull starter bolts, etc. (Do not strip.)