

CHONDA “Yellow Engine” How-To

Gulf Coast Karters is pleased to adopt a new class of racing for our members. The class, which is becoming wildly popular throughout the country, is often referred to as a 4-stroke “Clone” class. At GCKI we refer to it lovingly as our CHONDA series. The CHONDA series is designed to be a low-cost entry level racing series. We break the class into two separate series – a cadet class for racers age 8 to 11 and a senior class for racers 12 to ...well, just about any age. (Note that many of GCKI's more experienced racers also compete in the CHONDA class due to the tight competition and economical extra seat time the series provides.)



The heart of the CHONDA class is the engine. The most straight-forward way to go racing is to simply purchase the DJ-1016 Race Ready Dupor Box Stock 196cc OHV Engine from www.arcracing.com (Choose the BSP1 (DJ-1006B) cam option.) See below for the a clutch & exhaust.

For the “do-it-your-selfer” you can purchase the DJ-1006 Box Stock U-Build-It Engine Kit from www.arcracing.com This kit contains the engine and conversion kit to build a “box stock” engine that only needs a clutch, exhaust and motor mount to go racing. (Choose the BSP1 (DJ-1006B) cam option.) Once you have the engine kit you will have to convert it from a box-stock package to a racing machine. There is a very helpful video just below the engine description. It can also be found here. <http://video.google.com/videoplay?docid=-2400059808306876181>

The Front driver (clutch) is open but we recommend a 15 tooth for senior karts and a 16 tooth for cadet karts – These seem to provide the best gearing options for the weight classes. <http://www.arcracing.com/servlet/the-19/centrifugal-drum-shoe-clutch/Detail>

We require a spec muffler. DJ-1138RLV AKRA/WKA Box Stock Header & Muffler Kit. www.arcracing.com sells the header/muffler/brace for \$39.95

You will need a motor mount (this will depend upon what chassis you are running)- about \$65 to \$100, a few rear split sprockets #35 - we suggest 54 to 58 teeth (for both Senior and Cadet if you use the 15 tooth or 16 tooth driver, respectively as described above.) - Good to have several on hand and a #35 chain.

A purple, blue or silver restrictor plate may be required for the intake depending on what weight class you will be competing in. Check the CHONDA rules for proper guidelines. With some basic tools and after a little practice it takes about a solid hour to complete the entire conversion. There are plenty members who are always glad to give out tips and advice. Start by contacting one of our officers through our webpage – we all either run or have run the CHONDA class.

Once the engine is complete – you'll need to seek out a good used kart racing chassis. Our GCKI classifieds (under our forums section), 3G Kart Racing, eBay, Craigslist, ekartingnews, or kartnationatmsr.com are all good places to look. If you come out to the track on a race day and ask around – you might be successful in locating one that way as well. There always seems to be a constant stream of used equipment available on the market as racers upgrade. The great thing about the CHONDA class is that you certainly do not need the latest and greatest technology to be competitive. Hopefully this helps to get you started on your way to some very fun racing.

Remember, if you have any questions any of the GCKI volunteer officers will be very glad to help. Send us an email or give us a call.