



4 Cycle International Rules AKA “Stock Clone”

This will be a **Claiming Class**.

The Claiming rules are as follows.

Only a competitor participating in the same class as the person whose engine they are claiming may place a claim on another competitor’s engine.

The Claim must be made prior to the start of the race event by posting a \$225.00 deposit.

The engine being claimed must finish in the top 5 and pass post tech.

A \$25.00 processing fee will be kept by the host club whether or not the claim is executed.

The person placing the Claim must finish the event and pass post tech prior to their engine claim becoming valid.

\$200.00 will be paid to the person whose engine has been claimed only if that person passes post tech.

At that time the engine only will be made available to the person posting the deposit. The engine does not include motor mount, chain guard, muffler, header, air filter assembly, and aftermarket throttle linkage, top plate, fuel pump or Clutch.

Additional rules may be added as the 2011 season progresses rule changes and additions will be posted to the website www.championshipenduro.com

Any rule changes approved and posted to the website will be effective from the date of posting

All parts presented in tech may be compared to a known stock part.

Stock Engine Rules: No modifications allowed of any kind
Anything Which Is Not Expressly Allowed Is Forbidden

Class structure:

4-Cycle International Novice: 225 lbs 7 to 11 years
ARC / .550” Blue Restrictor With stock Muffler

4-Cycle International Junior: 305 lbs 11 to 15 years

4-Cycle International Senior: 360 lbs. 15 years and up

4-Cycle International Masters: 385 lbs 35 years and up

Fuel: gasoline only

Tires: Front 450 x 5 Minimum / Rear 600 x 5 minimum
Sprint will utilize CIK Homologated Hard compounds
Road race will allow for Open compound.

Information available at www.championshipenduro.com



Approved Engines: Lifan, Greyhound, Harbor Freight Blue & Yellow, Jaing Dong, Yamakoyo, Blue Max

Clutches: Any stamped drum clutch allowed. No machined drums allowed. Must be shoe type clutch. No disc clutches will be allowed.

Fuel tank: must be floor mounted.

Carburetor: Huayi types allowed, All stock carburetor gaskets must be present. Choke assembly must be functioning.

Choke bore .810 Max

Venturi: .615 No-Go.

Rear carburetor bore: .751 No-Go.

Emulsion tube must remain stock .064 No-Go.

Main jet: .042 No-Go.

Low speed idle jet .019 No-Go.

Fuel Pump: Any pulsed type fuel pump is allowed.

Fuel pump must be pulsed from the valve cover.

After market air filter adapters are Ok. Maximum length: 1.375.

Engine Block must remain stock. No machining allowed

Maximum bore is 2.685. Stroke is 2.123 plus or minus .005.

Stub for governor may be removed and the hole plugged.

Cylinder Head: OEM head only No porting, grinding or modification.

Valve seats have two angles: single 45* bottom and single 30* top angle.

OEM valves with 45* seat angle only no lighting or polishing

Head gasket must be stock configuration.010 Minimum Thickness

Combustion Chamber minimum: 26.5cc.

Valve train: will remain stock. No polishing. No grinding. No alterations.

Stock 1:1 ratio OEM rocker arms only.

OEM valve springs only. Maximum spring diameter .798

Maximum wire diameter is .0705.

Maximum spring pressure is 10.8 lbs. at .850 compressed height.

OEM pushrods, pushrod guide plates, Retainers, Keepers and adjusters

Spark Plug:14mm X .75 reach only

Stock rod only: no modifications.

OEM cast rods no modifications

Stock crankshaft only: OEM no modifications.

Stock Stroke Length54mm or 2.126 (plus or minus .005)

Crank shaft Journal diameter 1.175 minimum

Information available at www.championshipenduro.com



Stock piston & rings only.

OEM Standard Bore (68mm or 2.677) only

Three Ring design and all rings to be intact and functional.

Camshaft: must be stock. Maximum running lift on exhaust is .242 measured on valve spring retainer with zero lash.

Maximum running lift on intake is .238

measured on valve spring retainer with zero lash.

Duration check for Intake and Exhaust lobes.

Intake duration of 218.5 degrees at .050 lift / 85.5 degrees at .200 Lift

Exhaust duration of 221.5 degrees at .050 lift / 96.5 degrees at .200 lift

(All checks will allow + 2 degrees for wear and gauge variances)

No Twisting or altering of Cam Shaft

Note that the camshaft has a compression release and it needs to be taken into account when zeroing the indicator on the exhaust lobe.

The compression release must be intact and functioning.

Cam and Crank Gear cannot be altered or moved to change timing

Flywheel and ignition coil: Must be stock. NO alterations, NO machining.

Timing must be stock with stock flywheel key. Plastic fins must remain stock.

Minimum Flywheel weight less plastic fins 8.2 lbs.

Kill switch may be removed

Header Pipe and Muffler: Length on header and muffler is 14" Max 10" min

Header must be single stage

1" OD Maximum outside diameter

.635" ID Minimum inside diameter.

Muffler must be RLV part B-91 series silencer,

Or Briggs and Stratton PN #89966 muffler

Muffler may be welded onto end of header pipe or clamped on.

Pull starter must be present and remain stock.

You may rotate pull starter for a better angle to crank from.

Engine oil recovery system mandatory (oil catch can).

Oil sensor may be removed.

Governor and governor component is non-tech and may be removed.

Bearings: Crankshaft Bearings shall be metallic (Magnetic Steel) construction (Excluding retainers) and be of conventional ball design OEM only

Coatings: Internal performance coating of any type is not allowed.