



**UNIVERSITI TEKNIKAL MALAYSIA MELAKA**

**DESIGN, DEVELOPMENT AND TEST KR-150 GO-KART**

This report submitted in accordance with requirement of the Universiti Teknikal Malaysia Melaka (UTeM) for the Bachelor Degree of Manufacturing Engineering

(Manufacturing Design) with Honours.

by

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FACULTY OF MANUFACTURING ENGINEERING

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UNIVERSITI TEKNIKAL MALAYSIA MELAKA

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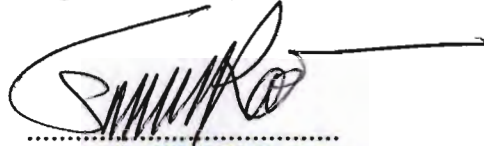
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## **ABSTRACT**

The existing design of go-cart is not suitable for road driving. This is because of the height measurement of existing go-cart where it is lower than the daily vehicle while the lack of suspension system in existing go-cart's design will cause the use of existing go-cart on the road is not relevant and has many problems in terms of safety factors. After doing some studies on the measurement and the design of go-cart, the new innovation design is produce which is called GK-150. GK-150 is the suitable design to drive on the road or on the racing circuit. GK-150 is operational with the suspension system and 150cc engine. The height measurement of the go-cart is also capable passing bumpers and can be used as a racing vehicle or daily use.

## **ABSTRAK**

Rekabentuk go-kart yang sedia ada adalah tidak sesuai untuk di pandu di jalan raya. Ini kerana ukuran ketinggian bagi Go-kart sedia ada adalah lebih rendah daripada kenderaan seharian manakala ketiadaan sistem perendam di dalam rekabentuk gokart sedia ada menyebabkan penggunaan go-kart di atas jalan raya adalah tidak relevan serta mempunyai banyak masalah dari segi faktor keselamatan. Setelah membuat kajian ke atas ukuran dan rekabentuk go-kart yang sedia ada, lahirlah rekabentuk inovasi yang dinamakan GK-150. GK-150 adalah rekaan yang sesuai dipandu di jalanraya mahupun di atas litar perlumbaan. GK-150 dilengkapi dengan sistem perendam dan enjin berkuasa 150cc. Ukuran ketinggiannya juga berkeupayaan melepasi bonggol serta boleh dijadikan alat perlumbaan atau kenderaan kegunaan harian.

***“Special dedicated to my mother, father, and family  
for their understanding and support. May Allah be  
with us”***

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“THERE’S LIGHT AT THE END OF THE TUNNEL”.

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# TABLE OF CONTENT

## CHAPTER 1 INTRODUCTION

1.0	Introduction	1
1.1	Background of Project	1
1.2	Objective of the Project	3
1.3	Scope of Project	3
1.4	Problem Statement	3
1.5	History of Go-kart	4
1.6	Summary	7
1.7	Outline of Thesis	7

## CHAPTER 2 LITERATURE REVIEW

2.0	Introduction	8
2.1	Basic go kart chassis theory	8
2.1.1	Chassis Design	8
2.1.2	Body and frame Construction	9
2.1.3	Unit body construction	9
2.1.4	Space frame construction	10
2.1.5	Platform	11
2.1.6	Go-kart frame	11
2.1.7	Chassis material	12
2.2	Evaluating Go kart Chassis	13
2.3	Kart Scaling & Weight Distribution	15
2.4	The effect of chassis flexibility in the go kart chassis	16
2.5	Frame Construction	17
2.5.1	Side bite	17
2.5.2	Torsion bars	18
2.6	Steering System	18
2.6.1	Steering Geometry	18
2.7	Brakes System	23
2.8	COSMOSWorks	25

2.9	Summary	26
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### **CHAPTER 3            METHODOLOGY**

3.0	Introduction	27
3.1	Initial Data Collection Go-Kart	28
3.1.1	Secondary Sources	28
3.1.2	Primary Sources	28
3.2	Development Design	29
3.2.1	Conceptual Design of Go-Kart	29
3.3	Preliminary Design Sketch	29
3.4	Concept Selection for System Application.	33
3.5	Detail Design	44
3.6	Materials Conformation	50
3.6.1	Design Analysis of Go-Kart Frame	50
3.7	Development of Go-kart	50
3.7.1	Frame body	51
3.7.2	Suspension Spring	52
3.7.3	Engine	53
3.7.4	Front Suspension Spring	54
3.7.5	Front and Back Wheel	55
3.7.6	Exhaust System	56
3.7.7	Steering	57
3.7.8	Seats	58
3.8	Detail Go-Cart	61
3.9	Testing	62
3.10	Improvement	62
3.11	Summary	63

### **CHAPTER 4            RESULT AND DISCUSSIONS**

4.1	Introduction	64
4.2	Static Analysis	64

4.2.1	COSMOSXpress Analysis	66	
4.2.2	Case Study	68	
4.2.2.1	Go-kart Design	68	
4.2.3	Procedure Using COSMOSXpress	68	
4.2.4	Static Analysis Result For Go-kart		76
4.2.4.1	Chassis Go-kart Analysis	76	
4.2.4.1	Back Chassis Go-kart Analysis	86	
4.2.4.3	Front Arm Analysis	88	

## **CHAPTER 5            CONCLUSION AND RECOMMENDATION**

5.0	Introduction	89
5.1	Conclusion	89
5.2	Recommendation	90

## **REFRENCES**

## LIST OF TABLES

3.1	Pugh's concept selection method	34
3.2	Steering system concept selection	36
3.3	Chassis concept selection	37
3.4	Brakes Disc System concept selection	38
3.5	Suspension system concept selection	39
3.6	Bill of Material of Each Part	61
4.1	Material in Solidworks Software	69
4.2	Plain Carbon Steel physical properties	71
4.3`	Data static analysis for chassis design 1	77
4.4	Data static analysis for chassis design 2	79
4.5	Data static analysis for chassis design 3	82
4.6	Factor of safety for chassis design	86
4.7	Data static analysis for back chassis design	86
4.8	Data static analysis for front arm	89

## LIST OF FIGURES

1.1	Old version go-kart	2
1.2	Go- kart	2
1.3	Boberick driving the “Drone”	4
1.4	This is the old Drone testing on the new "Azusa" track in early 1959	5
1.5	Go Kart Manufacturing Company’s class "B" drivers	6
1.6	The Karter magazines February edition	6
2.1	Body and Frame construction	9
2.2	Unit Body Construction	10
2.3	Space frame construction	10
2.4	Go Kart Frame or Chassis	12
2.5	Input calculation	14
2.6	VCG calculation	15
2.7	Weight Distribution	15
2.8	Chassis wizard	16
2.9	Lifted rear tyre	17
2.10	Ackerman Steering	10
2.11	King pin inclination	20
2.12	Castor Angle	21
2.13	Camber Angle	22
2.14	Toe-in	22
2.15	Friction Brakes	24
2.16	Component of Hydraulic Brake System	24
2.17	Finite element method in COSMOSworks	26
3.1	Project Flow chart	27
3.2	Sketch 1	30

3.3	Sketch 2	31
3.4	Sketch 3	32
3.5	Datum design	35
3.6	Steering system (rack and pinion)	40
3.7	Steering system	41
3.8	Chassis	42
3.9	Disc Brake	43
3.10	Exploded view of disc brake	43
3.11	Motorcycle Suspension	44
3.13	Technical Drawing of GK-150 Front Frame	46
3.14	Technical Drawing of GK-150 Back Frame	47
3.15	Technical Drawing of GK-150 Front Arm	48
3.16	Technical Drawing of GK-150 Steering Arm	49
3.17	Plain carbon steel	50
3.18	Structural analysis	50
3.19	Frame	52
3.20	rears	52
3.21	Assembly of Engine	53
3.22	Suspension Spring (front)	54
3.23	Back Wheel	55
3.24	Front Wheel	55
3.25	Exhaust after Weld	56
3.26	Complete Assembly	56
3.27	Steering	57
3.28	Steering Connector	57
3.29	Seat	58
3.30	Isometric View	59
3.31	Front View	60
3.32	Back View	60
4.1	Analyzing go-kart chassis using COSMOSXpress	66

4.2	The flow of Static analysis using COSMOSXpress analysis	67
4.3	Create material properties	69
4.4	Resistant displacement	72
4.5	Load displacement	73
4.6	Force value	74
4.7	Result of safety factor	75
4.8	Failure result on stress distribution	75
4.9	Go-Kart chassis design 1	76
4.10	Go-kart chassis design 2	76
4.11	Go-Kart chassis design 3	77
4.12	Graph result for chassis design 1	78
4.13	Stress distribution result on chassis design 1	79
4.14	Graph result for chassis design 2	81
4.15	Stress distribution result on chassis design 2	82
4.16	Graph result for chassis design 3.	83
4.17	Stress distribution result on chassis design 3	84
4.18	Graph factor of safety for 3 selected chassis design	85
4.19	Graph result of safety factor for back chassis	87
4.20	Stress Distribution result of back chassis	88
4.21	Graph factor of safety result for front arm design	89
4.22	Stress Distribution result for front arm	90

# **CHAPTER 1**

## **INTRODUCTION**

### **1.0 Introduction**

The objectives, significant and scope of the project are explained including the problem statements. The main important thing is the objectives of this project. Significance of project is more about what this project is done for. Then, the scope of the project tell about what are the project requirements and the product of the project. The methods and the procedures that involve in this project be discussed more in the project methodology.

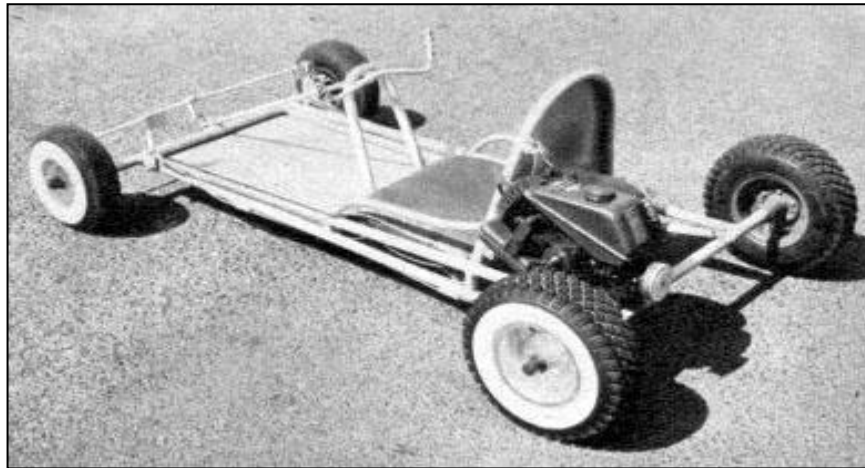
### **1.1 Background of Project**

Go-kart or karting was born from United States in 1950s, where the engine mainly from discarded lawn engine. Go-kart is a driving and racing miniature, skeleton frame, and rear engine automobiles called karts (DiNozzi. B, 1999). Go kart is a non popular sport previously, but today it has become one of the most popular sports by multiple group of age. Now days, racing go karts are considered as one of the most economic activity where a large number of people can participate.

We regularly hear about motorsport racing such as formula one, NASCAR, rally art and many more. Those motorsports activity is out of reach of the average people because of strict regulations and high cost. But apparently, go kart motorsport gives chances to public to get involved in legal racing with no restricted age and low budget needed. Seven times formula one World champion, Michael Schumacher started his involvement in motorsports with karting. He joined go kart motor sports at his hometown, Germany and won his first go kart championship when he was 19



years old (McAuley. J, 2008). All go-karts look alike, but the fact is go karts have its own classes such as sprint kart, road racing kart, indoor karting and speedway karting. In addition, with small engine and skeleton frame go karts speed can reach up to 100 miles per hours and stand a weight up to 210 pounds.



**Figure 1.1:** Old version go-kart ([www.rc-trucks.org](http://www.rc-trucks.org), 2008)



**Figure 1.2:** Go- kart ([www.TornadoDriver.com](http://www.TornadoDriver.com), 2008)

The development in karting has expanded rapidly together with advanced technology. As this motorsport become popular among citizens, those go karts manufactures started to do more research and development to improve the go kart in terms of the chassis design, speed, braking system and transmission system. Today's, go-kart frames are made from lighter iron, chromoly and others which is more durable and it can absorb more vibration even if it has no suspension. Designers, engineers and others have involved directly towards new achievement in improving all aspects in the go kart. The usage of advanced technology in manufacturing is widely utilized to invent a better go-kart.

## **1.2 Objective of the Project**

The objectives of the project are as follow:

- To select and evaluate the optimum design of go-kart.
- To design and develop a go-kart with the KR-150 engine.
- To test dynamically for its performance and suitability of campus use.

## **1.3 Scope of Project**

The scopes of the project are as follow:

- To suite the KR-150 engine into develop chassis.
- To mount disc break application.
- To apply the simple design of steering system to suite into GK-150 project.
- To apply the suitable suspension system into GK-150 project.

## **1.4 Problem Statement**

- There is no go-kart in Faculty of Manufacturing Engineering (FKP).

- To improve the skill and knowledge of Manufacturing Engineering student in designing and importance of project developing go-kart.
- The dimension of existing go-kart design is very low and is not suitable to drive on the road.

## 1.5 History of Go-kart

In 1958, go-kart was already a popular racing motor sports especially among locals around California. The history took place at rose bowl in Pasadena, California. One of the significant names of this sport was Don Boberick. He started his participation in karting when he was still working at Art angels. Art Angels, Duff Livingstone and plenty of individuals was the participant of motor racing type of events at rose bowl parking lot (DiNozzi. B, 1999). Roy Desbrow had constructed a kart named the “Drone” and he was also a business partner of Duffy Livingstone. The kart was powered by 250cc engine originally used in a U.S Army radio controlled drone air plane (DiNozzi. B, 1999). Don Boberick was the driver to the kart at the rose bowl kart competition. At the same time Don was also contacted by Jim Rathman to drive the latest kart design at GKCA (Go Kart Club of America) Nationals called FIRST Rathman Xterminator prototype kart in 1959.



**Figure 1.3:** Don Boberick driving the “Drone” (www.vintagekarts.com, 1999)

In 1959, the world of go kart reevaluated to be more organized event as Don Boberick, Duffy Livingstone, Marvin Patchen the advertising manager of Peterson Publishing Cooperation and few members agreed to form an organized pattern called Go Kart Club of America (GKCA) to manage and organized motor racing at an inexpensive level (DiNozzi. B, 1999). The role of this organization was to prepare the technical regulation that could comprise the competition. Dick Van der Veer was the first president of the GKCA. Duffy Livingstone and partners, Res Desbrow and Bill Rowles built a new go kart Mfg.Facality in Azusa, California in 1959(DiNozzi. B, 1999).



**Figure 1.4:** This is the old Drone testing on the new "Azusa" track in early 1959 (www.vintagekarts.com, 1999)

In 1960, in California they had their own racing team such as Go Kart Manufacturing and Bug who already had their own facilities like bus transports. During that time, there was Championship held at Rockford, IL, for the North American Kart Association (NAKA) National Championships in California.



**Figure 1.5:** Go Kart Manufacturing Company’s class "B" drivers  
(www.vintagekarts.com, 1999)

In 1961, GKCA published kart magazines named “The Karter” issued on the February 1961. Then GKCA became International Kart Federation (IKF) initiated by GKCA president 1961 for the reason of it was important to divide the kart club and the manufacturer (DiNozzi, B, 1999).



**Figure 1.6:** The Karter magazines February edition  
(www.vintagekarts.com, 1999)

## **1.6 Summary**

As a summary, this chapter listed the objectives, significant and scopes of the project and problem statements. The objectives of this project will ensure that this project has a target to be achieved. From the chapter, it allows the author to be known what needs to be done in completing the project such as the project requirements and the product of the project.

## **1.7 Outline of Thesis**

The objectives, significant and scope of the project are explained including the problem statements. The main important thing is the objectives of this project. Significance of project is more about what this project is done for. Then, the scope of the project tells about what are the project requirements and the product of the project. The methods and the procedures that involve in this project are discussed more in the project methodology.

## **CHAPTER 2**

### **LITERATURE REVIEW**

#### **2.0 Introduction**

This chapter focuses on all features of go kart parts which is to modify go kart design with different types of material used. In addition, this chapter also emphasizes on information needed crucially to encounter the problem to the existing go-kart. This chapter also discusses the definition of all go kart features, basic go kart theory on every part or system, effect of chassis flexibility and COSMOSworks express using Solidworks.

#### **2.1 Basic go kart chassis theory**

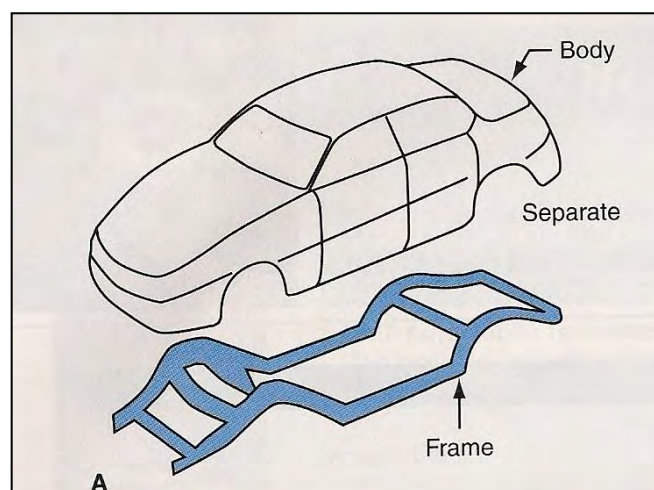
According to Martin B, (2000), it is the responsibility of the karter to determine his own requirement and to obey the rules stated by the organization. This is true because the option of setting up the go kart such as which type of chassis preferable depends to the convenience of the karter. The combination of knowledge and experienced would the best requirement to set up a good chassis. The understanding of basic chassis setup would assist the rookie on setting up the chassis but experienced will lead to improvement and development in tuning up the chassis. Furthermore, the fundamental of go-kart needed crucially as a main reference for the author to design new chassis.

##### **2.1.1 Chassis Design**

Chassis is a frame on which the body of an automobile or air plane is mounted (Licker M. D, 2003). Typically, chassis designs have three basic designs. There are frame, unit body and space frame construction. According to Capitani, M. De. (2007) go kart is the simplest form of motorsport run with small cars with essential shape. The essential shape refers to the tubular form of the frame. The author agreed with Capitani view, because based on the author study most go-karts are made from hollow steel tubing. Referring to the existing go-kart, the chassis was too stiff. Therefore, to solve this problem, the author has designed a new chassis with longer rails to increase the flexibility and improve the go kart handling.

### 2.1.2 Body and frame Construction

Generally, this type of frame supports the engine, rear axle, transmission and all suspension components. It consists of Channel shape steel beams welded together. Such frame is compatible for trucks and any larger vehicle. It is easy to identify ladder frame because the chassis look like a ladder once the body is removed. At the perimeter of the frame, there are lots of welded and riveted unit on the frame member (Halderman J. D, 2000).



**Figure 2.1:** Body and Frame construction (Halderman J. D, 2000).