



SCRUTINEERING CHECKLIST RD 1

Riders Name: _____

Riders Number: _____

Bikes:			Bike 1			Bike 2			Bike 3		
			Make	Year	CCs	Make	Year	CCs	Make	Year	CCs

Bike	Bike	Bike				Scrutineering Only		
1	2	3				B1	B2	B3
			THIS DOCUMENT IS REQUIRED WHEN YOU COME TO PRESENT BIKE/S AT SCRUTINEERING					
			Race Numbers must be a minimum of 140mm high and on contrasting background colour. With the numbers being separated by 25mm. <i>(no overlapping numbers will be allowed)</i>					
			Axle nuts must have split pins fitted if provision is made for one. The split pin must be lockwired.					
			Sump Plug must be drilled and lock wired.					
			Oil filter must be lock wired.					
			Radiator cap must be drilled and lock wired.					
			Engine Oil filler cap must be drilled and lock wired.					
			Belly pan must have a rear damn enabling it to hold fluid. Belly pan must also have two 25mm holes in the bottom at each end and have removable plugs fitted.					
			Acceptable Lower chain guard must be fitted to swing arm.					
			Steering Head bearings must be adjusted correctly with no free play.					
			Swinging arm bearings/bushes must be in good condition with no side to side free play.					
			Wheel bearings must have no free play.					
			Chain must be adjusted correctly and lubricated.					
			Engine side covers must have suitable protection.					
			Fork seals must not be leaking.					
			Front and Rear Brake must be operational.					
			Foot pegs and gear lever are to be in operational condition, sharp edges must be rounded.					
			Clutch and Brake levers cannot be broken & must have ball ends.					
			Mufflers must not have a sharp edge on the outlet exhaust.					
			No sharp edges allowed, any sharp edge must have be removed from rolling frame, screen and fairings.					
			Fairings, any cracked/broken sharp edges, including the fixing points, that are exposed, must at least be taped so as not to be dangerous.					
			Front brake lever guards are recommended - however only commercially available guards are permitted.					
			Handlebars need to be solid or have the ends plugged.					
			Throttle action must be smooth and must automatically return freely to closed position when let go.					
			Radiator must contain water and/or Non-Glycol coolants only. Radiator caps must be loosened in readiness for inspection, then once inspected lock-wired.					
			The motorcycle must not have any fluid leaks.					
			Catch overflow bottle if your specific class rules do not require that all hoses be vented into the airbox then you must have a catch overflow bottle of no less than 300 ml for your hoses to go into.					
			Make sure you have your ignition key in your bike so that your bike can be started if required.					
			The motorcycle is in good working order and has no faults or fluid leaks and is structurally sound.					
			Round 1 focus is Banjo Bolt/s - ensure you check them and bring a spanner to scrutineering that fits your Banjo Bolt/s for ease of checking. Must be lock-wired or lock-taped where required - if not you will be turned away.					