

## GAS GAS SSDT CHECKLIST 2018

### BIKE:

- Check spokes in both front & rear wheels for tightness as they may have worked loose since first being checked.
- If you have the old type rear wheel (pre 2011) with the sealing band make sure the sealing band is sealed properly BEFORE the event. Please don't come to our mechanics on 'way-in' day with a leaking rim-tape. Get it sorted beforehand.
- The latest type rear wheels fitted to all biked from 2011 onwards have the new band-less rear wheel which prevents the tyre leaking air. You must make sure that the spokes are also in good condition on these wheels.
- Check the tubeless valve is in good condition, I had one of these tear recently and I was forced to change wheels.
- Fit new MICHELIN tyres on the front and back. The heat generated on the road destroys tyres and only Michelins stand the abuse. It's probably better to use the 'normal' X11 rear tyres because the new Xlight is very thin on the carcass (crown) so there's more risk of a puncture. You can get the whole week out of one rear tyre but we recommend using two.
- We also recommend using a thicker Enduro inner tube in the front. (not the 4mm one).
- We also recommend fitting new wheel bearings.
- Repack your silencer with some good quality packing wool. (We recommend some new 'expandable' packing which is brilliant). It's a messy job but is well worth doing. Even if your bike is relatively new we still recommend repacking it before the SSDT. Make sure you re-fit the plastic end can with silicone sealer. And use Loctite on the 5mm screws. (Fit new screws)
- Try and not sit on the rear mudguard / silencer because this can make the plastic end can come away from the silencer. You can strengthen this by adding rivets...see pic.
- Also, a good idea is to add a rivet to the very outlet end of the silencer to help strengthen the fixing of the small stainless outlet. Make sure your bike has a stainless-steel outlet and not aluminium. These were standard from 2013 model onwards.
- Fit both front pipe & silencer with new O-rings and silicone sealer.
- Also check that the middle-box brackets have no cracks....re-weld / repair if necessary.
- Check suspension linkage for excessive play & damaged seals, replace as necessary. Check your 'bump-stop' rubber is intact.

- Clean air filter box & make sure it is completely water tight, clean filter & refit after applying some (decent) filter oil. On older bikes it's a good idea to split the two halves of the air box and seat and re-apply some decent silicone sealant before re-fixing the screws. We use WURTH RTV silicone. We also recommend a rubber flap which goes on top of the shock to stop water splashing into the airbox;
- Take off flywheel cover and check the flywheel nut. Also check the bolts that hold your flywheel weight if you use one. If you are fitting a new flywheel weight PLEASE follow the fitting instructions carefully so as not to damage your stator
- Make sure all wiring connections are free from dirt & fitted together properly with silicone grease. If your thermostat switch is working fine then leave it alone. It's a good idea to make yourself a small link wire to bypass the switch and wire the fan direct if the switch fails. Only do this in an emergency because having the fan running all the time eventually destroys the small bearings in the fan motor.
- It's a good idea also to renew your head o-rings, especially on the two piece GG and S3 cylinder heads. It's a clever idea to carry some head o-rings in case you cook your bike. If you empty the rad the next thing that fries are the head o-rings so because they weigh and cost very little, it's a clever idea to carry some.
- Fit new front & rear brake pads. We use and recommend the new S3 pads (galfer) which the team now use. New front pads will last all week but the rears may need replacing.
- Tighten all the brake banjo bolts especially the rear brake one because they tend to work loose sometimes. Also check the clutch banjo bolt on top of the cover.
- Renew gearbox oil with 400ml of good quality oil. We also recommend you change it after 3 days. (we recommend Putoline Light Gear Oil 75w)
- Fit new chain & sprockets and the chain is correctly adjusted & it's not too low-gear. Chain tension is important and running your chain too tight can cause gearbox problems. A good rule is the chain pad must be approx 5mm from touching the swinging arm. The standard Pro gearing of 11x41/42 is good but you may want to gear the bike up a little to help on the road sections. (check those sprocket bolts!)
  - DO NOT FIT A 12T front sprox on a GG PRO!
  - Remember ----one tooth on the front is the equivalent to four on the back.
  - When changing the front sprocket make sure the circlip is fitted properly.
  - 11 x 40T works very well in Scotland. 1<sup>st</sup> gear on nearly every section and nice on the road.

- Cheap lightweight chains are no good for Scotland. Spend your money on a good quality heavy duty chain like Regina RX3 or Renthal for example. (there's a lot of road work in Scotland). DO NOT USE AN O-RING CHAIN! Also renew the chain tensioner pad.
- Check the coolant is topped up, condition of the hoses & clips are O.K.
- If you use a Keihin Carb (standard on Racing and GP models) we recommend using the richer slide #3 to make the jetting richer mid-range and safer on the road. (especially on a 300). The #3.5 makes the bike nice and clean in the sections but makes it very weak on the road. If you keep the #3.5 slide it best to use a 48 pilot. If you use a #3 slide its best to use a #3 slide
- If you want 'piece of mind' regarding fuel tanks then we do the large capacity ones. These are not 'needed' because the army do a fantastic job with the fuelling service. However if you want to relax about running out of fuel the best tank is now the TXT 'CONTACT' model tank which fits perfect on any TXT RACING or GP model. This is not just so we can make money either! Its peace of mind for you. You may get stuck on the moors, get lost or your bike might fall over whilst viewing a section. The CONTACT model tanks are available and are £139.99 inc vat. Part number BT76001CT-CFW-1-R
- We also can supply the auxiliary plastic fuel tanks that fit where your front number plate is attached.
- Please use the choke on the road. Keep easing off to the 'rich' spot is the best technique. Tip; vary your speed and throttle when you are on the road. Holding the throttle in a constant place on any 2 stroke is fatal. The engine will run very weak, detonate and easily seize up. Always ride a long with a finger hovering the clutch lever. If you feel the engine tighten or if the piston 'nips', pull that clutch lever fast ! If you seize the piston, don't panic. Let the engine cool down a little and try and push the kickstart down. If the kickstart is absolutely solid, you are in trouble ! The cylinder needs to be removed and renewed with a new piston. If the kickstart will push down, you've been lucky. Start the bike and carry on, steadily for a while. The engine will rattle but usually quietens down after a few miles.
- Fit new handlebar grips with glue and also wire them on. There are many grips on the market and we love both the Renthal and S3 Brands. I would use personally use Renthal mediums.
- Check all nuts & bolts around your bike.
- DON'T forget a front mudguard flap and wider the mudguard with Duct-tape !
- YOU MUST PREPARE YOUR BIKE FULLY BEFORE YOU GO UP TO THE TRIAL
- EACH YEAR WE EXPERIENCE PROBLEMS FROM RIDERS WHO DO NOT BOTHER TO DO THE JOBS LISTED ABOVE.
- SOME THINGS MAY SEEM UN-IMPORTANT BUT THEY ARE ALL THERE FOR A REASON.
- The SSDT committee are quite strict in the paddock regards to anyone else working on your bike so make sure you are able to carry out the work yourself.

- Our SSDT service that you register to enables you to use our facilities, buy spare parts and get advice. It does not get you your own personal mechanic for the week.
- GGUK services / shop in the paddock open at 9am on Sunday MAY 6<sup>th</sup>

**FAIL TO PREPARE = PREPARE TO FAIL!**