

Check list for Technical Inspection

- Observe the data according to the check-in routing slip / check the transponder + attachment
- Handlebars and fittings for strength and against twisting
- Check that the tank, paneling and seat are secure
- Check steering angle and steering head bearing (play).
- Brakes: drum-brakes: -> soldered nipples, no screw nipples!
Hydraulics: -> Check the brake lines for leaks.
No 4-piston-calipers! Two pistons max. per caliper!
- Head oil supply secured by wire, also the supply line to the "antler" and the venting of the oil pump (e.g. Yamaha SR / XT)
- Oil filter / oil cooler inlet and outlet secured with wire.
Exception: modern "clamp fitting" (self-locking racing components)
- Other oil lines must also be secured. Oil hose connections must also be secured on pre-war models etc. The hose connections can be modified for a backup wiring if necessary, since they are usually screwed. --> no excuses!
- Carburettor for compliance with the regulations (flat slide only "Classic" classes), admissibility, loss of fuel, fuel lines
- Pre-war: Fastening saddle / single saddle, bearing not knocked out
- Chain: chain tension / chain lock installed correctly
- Swing arm bearing / wheel bearing play, swing arm axle secured
- all oil drain plugs on the engine, transmission, rear axle differential (BMW / GUZZI etc.) and, if applicable, oil tank.
- Shock absorber mounting bolts
- Check the exhaust system
- No stands, no kickstarter (or kickstarter is secured against unfolding)
- Collection container, right size, possibility to look it up
- Tire size not smaller than 18"
- No nitromethane, no nitrous oxide, no electric injection!
- Spoke "sound"-test
- Size, legibility, contrast of race numbers. Front / Left / Right
At the front and on the the side facing the pit wall are important for timekeeping, other side is important for marshals and photographers!
- If necessary, enter deviations / exceptions in the → blacklist and check them in the following event.