

YMRacing, BIKE AND RIDER PREPARATION

RIDER-

1-Protective Clothing. You must wear a full face Snell approved helmet, less than 5 years old, 1-piece or 2-piece racing leather or approved Kevlar racing suits, back protectors are required of most race organizations, and should be worn if in the Racing School. Leather or Kevlar jacket and pants that zip together, (taping together will be accepted for the Street School), gloves, and 8” high boots. This equipment must be in good condition. You and your bike will be required to pass a tech inspection before being allowed on track.

2-Remove excess jewelry prior to your track time.

3-There will be a mandatory track walk. Don’t miss it, or you may not be able to ride, and **NO REFUNDS!**

4-CRASHING, if you cause someone to crash, you crash, you ride erratically, dangerously, (wheelies, stoppies count as dangerous riding) corner workers complain about your riding, other riders complain about your riding, you are being a jerk in the paddock area, you are found to be consuming alcohol or other chemicals that may hinder the control of your bike, you will not be allowed on the track, and your money will **NOT** be refunded.

5-You must follow corner worker’s, control, and ambulance directions.

6-Ride with intelligence and within your personal limits. You will have a lot of time on the track.

7-Bring plenty of “no-caffeine” liquids to drink. Dehydration can cause you to make mistakes.

8-Be courteous to other riders, track officials, instructors and other workers.

9- Try to get a good night’s rest the night before.

Your Bike-

1- Tires must have 95% tread depth and be new or nearly new, street compound is fine. Race classes must have tires less than one season old. Pressures must be proper. If in doubt, start with 30psi front and rear. Make sure your valve stem cap is on and tight. The better your tires, the more fun you will have.

2-All lights and glass must be taped.

3-Speedometer and tachometer must be taped. Tach may have “window”.

4-Mirrors must be removed, or taped and folded in. Bar-end mirrors are to be removed.

YMRacing, BIKE AND RIDER PREPARATION, cont.

Tape tip- Removing the fuse to the lights will keep that tape from baking on. Take the strips of tape that you will be using to tape off your glass, lights and instruments, and stick them to your pants first. This will remove the really sticky stuff so that it will be easier to remove later.

5-Bolts and nuts properly torqued?

(Check and recheck any bolt or nut with fluid behind it.)

Race bikes must appropriately safety wire those bolts with fluids behind them.

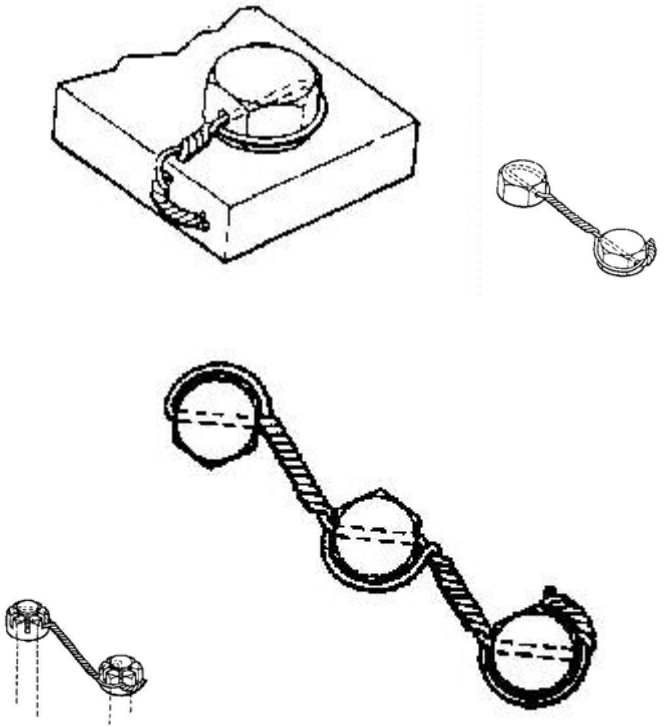
The general rule is that if it moves or has fluid behind it...WIRE IT! The following is a BASIC race preparation list:

- Axle nuts and pinch bolts
- Brake caliper bolts
- Exhaust header bolts and Muffler hanger
- Rear brake stay arm
- Rear axle nut
- Galley and drain plugs (oil & water pump)
- Oil filter (external by large hose clamp around the filter to the frame)
- Cam chain tensioner
- Any pressure fed lines or caps
- All fluid line fittings
- Radiator Cap

SAFETY WIRING TIPS

The following illustrations demonstrate some of the most common and effective methods for safety wiring your motorcycle. You should always use stainless steel aircraft type safety wire and proper safety wire pliers. Make sure the wire is tight and pulls the bolt/nut clockwise as if it is still tightening. A good rule of thumb on what to wire is if it has a copper washer then usually is has a pressurized fluid behind it and needs to be wired.

Safety Wire Examples:



6-Axle nut, Axle clamps, Calipers?

7-Brake Pads, Brake lines, (recent bleeding) no dragging brakes?

8-Fork seals, fork oil?

9-Hand grips secure?

10-Handlebars/clip-ons properly torqued?

11-Kill switch works?

12-Throttle returns “with authority”?

13-All controls working properly?

14- **ANTIFREEZE IS STRICTLY PROHIBITED!** Distilled water, or Distilled water with “Water Wetter” by Redline is best for the track. No leaks?

15-Center stand, remove it or secure it.

16-Fuel? You will use more fuel than you think you will.

17-Oil? It is better to be “slightly low” than have too much and create blow-by.

18- Oil filter tight, no leaks? (Racers must safety wire oil filters)

19-Chain and sprockets must be in nearly new condition and properly adjusted.