



# MOTORCYCLE TECH

Register you and your bike with the TMP staff first. Sign the waivers to get your wristband. Then please come to tech after you have completed registration. You will not be able to get your tech inspection until you have completed the registration step.

Please have your bike completely prepared before coming to tech. You will not receive your tech inspection sticker until the bike is completely ready.

Approach the tech inspectors when instructed, riding your bike. – roll into the tech area at approximately 5mph and use the front brake firmly. The tech inspector is checking to see if your front brake is working, your suspension functions and is listening for loose steering head bearings. When instructed roll ahead again to 5mph and use your rear brake to demonstrate proper function.

There are three common reasons that bikes fail tech, check them again before coming for inspection.

1. **Speedo must be taped over.** – at 200km/h you are covering 55 meters per second. It is important that you look where you are going, not at your speedometer.
2. **Throttle must be self closing.** (Snaps back) – The throttle must self close in case you and your bike part company. It also allows the motorcycle to perform smoothly. Canyon dancers and tie down straps often move the right hand grip out of position which does not allow the throttle to snap shut.
3. **Side stand tied up** – It's a pain to deal with for you as well as us, but it is for your safety. Weak side stand springs and bumps in the track can, and have allowed the stand to bounce enough to trigger the side stand cut off switch. This will cause the motor to die unexpectedly. Having this occur in mid corner could be catastrophic.  
A side stand safety kill switch that does not work properly can allow you to start riding with the stand down. This is something that has also happened in the past on more than one occasion. The side stand rule prevents both of these deadly situations from happening.

The rest of the list is also very important.

4. **Water in your radiator** – coolant is very hard to clean up off of any surface, especially a race track.. This is extremely important! Failing to remove the antifreeze may result in a ban from the track when caught. The track must be shut down until the coolant can be cleaned off and it can take hours. A small spot of coolant on the track surface is enough to cause someone to crash.

5. **All Glass or plastic lenses must be taped over.** This includes reflectors, brake light, signals and headlights.
6. **Mirrors must be taped up or removed.**
7. **The chain can not be too loose, too tight or rusted.**
8. **If the chain has a clip link for a master.** It must be secured with a smear of silicone, The best master to have is a rivet link although it is not mandatory.
9. **Tires can not be excessively worn, misshaped or have shifted belts.**
10. **No fluid leaks.** This includes forks, shocks, brake lines and brake masters, rad, rad hoses, seals, gaskets, ect.  
No leaks of any kind.
11. **Brakes must be in good working condition.** (front and rear) Brake pads must be in good condition.
12. **Brake lines must be secure,** not able to rub on a tire or bind moving parts.
13. **All fairings must be securely attached to the motorcycle.**
14. **All components must be attached securely.**
15. **Kill switch must be functional.**
16. **There can not be any mechanical issues with the motorcycle.**
17. **Motorcycles with missing body work must have all components attached securely.**  
Example: body mounts, clips and drain hoses.

**NOTE: The tech inspector has the final say about the safety of your motorcycle. Your motorcycle must meet all of the standards before being permitted onto the track.**

Once the tech inspection has been completed, you will advance to the sound test area. This is where your motorcycle is measured for sound decibels.

*GUYS WITH BIKES, TMPCayuga  
June 6, 2008*