

Gas Gas Pro SSDT check list.

ALL GAS GAS RIDERS MUST REGISTER WITH GGUK BEFORE THE EVENT.

Please phone Andy Hipwell on 01298 766814 or email him..

andy@gasgasuk.com

Andy will need all your details.....name, address, riding number and credit card details.

1. Check spokes in both front & rear wheels for tightness as they may have worked loose since first being checked.
 - If you have the normal type rear wheel (pre 2011) 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.
 - If you have a 2010 RAGA with the new type rim that has no sealing band YOU MUST CHANGE THE SPOKE ADJUSTERS. On the 2010 RAGA bikes they were aluminium and we had some problems. if you need to replace these for the 2011 'steel' ones which are £1.00 each inc vat (special price) and you'll need 32 of them. The part number you need is BT592032809 x 32.
 - If you have a new 2011 model with the new type rim that has no sealing band you will be fine because the adjusters are steel BUT PLEASE MAKE SURE they are tightened and also 'equal'. What I mean is make sure there is equal amount of thread showing either side of the adjuster. If not, one side of the spokes could potentially pull out which can be a nightmare.



CORRECT (approx 5mm either end)



INCORRECT (8mm + 2mm)

2. Fit new MICHELIN tyres on the front and back. The heat generated on the road destroys tyres and only Michelins stand the abuse. Its 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.

We also recommend fitting new wheel bearings.....particularly the front.

http://www.trialendurodirect.com/products.php?MICHELIN_X11_Rear_Tubeless_Trials_Tyre_097047_228&manufacturers=14

3. Repack your silencer with some good quality packing wool. (We recommend SILENTSPORT). It's a messy job but is well worth doing.

If you have a new 2011 model the silencer still needs repacking before the SSDT. Make sure you re-fit the plastic end can with silicone sealer. And use loctite on the 5mm 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 end of the silencer to help strengthen the fixing of the small aluminium outlet.



Fit both front pipe & silencer with new o-rings and silicone sealer.

Also check that the middlebox brackets have no cracks....re-weld / repair if necessary.

4. Check suspension linkage for excessive play & damaged seals, replace as necessary.
Check your 'bump-stop' rubber is intact.
5. Clean air filter box & make sure it is completely water tight, clean filter & refit after applying some (decent) filter oil.
On the Pros, 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.
6. Drill a 4mm drain hole in the bottom of the flywheel cover & put PVC tape around where wires go into casing....whilst the case is off check the flywheel nut.
7. Make sure all wiring connections are free from dirt & fitted together properly with a silicone grease.
The new 2010 (and 09 RAGA) Radiators and Thermostat switches are VERY good and there is no need to change these. The switch is now very easy to change.
If you have an older bike then the thermostats are still ok BUT are very awkward to get to if you have a problem. Its maybe a good idea to fit the 'bulletproof' old style "04 'inline' thermostat. Also a good idea is to make yourself a small link wire to join the two terminals on the thermostat so that the fan runs permanently. Only do this in a emergency because having the fan running all the time eventually destroys the small bearings in the fan motor.
8. Fit new front & rear brake pads. (we recommend the DP brand, especially for six days.)
http://www.trialendurodirect.com/products/DP_Brakes_pads_GG_Pro_model_rear_SDP936_56.html
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.
9. 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)
http://www.trialendurodirect.com/products.php?PUTOLINE_LIGHT_GEAR_OIL_968&manufacturers=12
10. Fit new chain & sprockets and the chain is correctly adjusted & it's not too low-g geared. The standard Pro gearing of 11x41/42 is ok but you *may* want to gear the bike up a little to help on the road sections. (check those sprocket bolts!)
If you want an easier time on the road fit we recommend fitting a smaller rear sprocket maybe to a 38/39.
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. The standard IRIS chains are no good for Scotland. Spend your money on a good quality heavy duty chain like Regina 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.
http://www.trialendurodirect.com/products/Renthal_R1_Trials_Chain_102_104_Link_70.html
12. Check the coolant is topped up, condition of the hoses & clips are O.K.

13. Remove carburettor & the float bowl, blow all jets out with airline & refit. Usually, the standard jetting is fine for Scotland. A good idea is to change the 'float jet' from the std. 200 to say a 300 to allow more fuel when you're abusing the bike on the road. Sometimes the bigger float jet can affect the performance in the sections running rich and sometimes a smaller pilot jet (33) is needed. Also keep your filter clean and try and stay away from deep water because your engine won't like it.

If you use a Keihin Carb we recommend using the richer slide #3 to make the jetting richer mid range. The #3.5 makes the bike nice and clean in the sections but makes it very weak on the road.

14. I think it's a must to use the bigger tanks that all the Team riders use.
http://www.trialendurodirect.com/products/BIG_TANKS_FOR_PROS_53.html

This is not just so we can make money either! Its peace of mind. You may get stuck on the moors, get lost or your bike might fall over whilst viewing a section....

THE 2011 TANKS ARE SLIGHTLY DIFFERENT so if you have a big tank from an earlier model u will have to modify (hot airgun) to fit 2011 frame / airbox.

If you can't afford a tank then I'd advise carrying at least half a litre in your rucksack....which is not actually allowed....oops.

Hebo also make an auxiliary plastic fuel tank that fits where your front number plate is attached.

http://www.trialendurodirect.com/products/HEBO_Auxiliary_Fuel_tanks_661.html

15. YOU MUST 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.

16. 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. The S3 ones are nicer to ride with but won't last the week. I would go for Renthal Mediums.

http://www.trialendurodirect.com/products/Renthal_Trials_Grips_110.html

17. Check all nuts & bolts around your bike.

18. It's a good idea to fit the bigger rubber flaps we can supply...

The bigger tank/airbox rubber flap

http://www.trialendurodirect.com/products/GAS_GAS_Pro_model_airbox_rubber_flap_273.html

The wider rubber flap under the rear mudguard

http://www.trialendurodirect.com/products/GAS_GAS_PRO_model_rear_mudguard_airbox_rubber_flap_271.html

On the 2011 model we fit a larger rubber ring around the rear shock absorber to help stop water entering the airbox, we have these in stock at GGUK

DON'T forget a front mudguard flap and wider the mudguard with Duct-tape !

19. If you normally use a cylinder head spacer kit, then we recommend you remove it for the Scottish. Sometimes these can leak when the cylinder reaches high temperatures for a long time (road/moors)

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 UNIMPORTANT BUT THEY ARE ALL THERE FOR A REASON.

The SSDT committee has decided that they will be stricter with regard to us helping you with your bike this year, so make sure you are able to carry out the work yourself.