

REV 3 SSDT 2006

For SSDT riders 'on confirmation of entry' please telephone Gary to sign on for our back up service and inform him which bike you will ride. You must sign on with us before you go to the SSDT.

We supply mechanics, spare parts, tools, compressors etc to help service your bike at the SSDT. Below are some helpful tips designed for people riding in the SSDT or you may find some things helpful anyway. These are modifications that we make to our own bikes. A lot of these things apply only to riders competing in the SSDT. Obviously these are only guidelines, you must prepare your bike fully.

TYRES. New.

BOLTS. Check all accessible bolts to ensure they are tight. Check disc bolts and lock tight. Check these regularly.

THROTTLE SPRING. We have available a softer spring which makes the throttle much softer and gives a much nicer feel.

BRAKE PADS. New front and rear. Check you have a little play in the rear brake rod. The piston must be returning to its off position, the rear brake can stick on if this is not correct. **IMPORTANT.**

ROAD LEGAL. Please make sure your bike is road legal, taxed, insured, rear number plate, horn, and speedo.

MIDDLE EXHAUST. Make sure it is not touching on the frame. Maybe use a small piece of heatproof rubber or sikaflex which is used to fit car windscreens if required to push away from the frame. 2004/05/06 now has a bracket so these are OK.

MUD FLAP. Very important. Fit well before so you know it works correctly. Prevents mud from clogging up the radiator. **THROUGHOUT THE EVENT AND ESPECIALLY AFTER EVERY MOOR CROSSING PULL OFF THE PLASTIC RADIATOR COVER AND BANG ON SOMETHING TO CLEAN OUT. Every year we have riders retire because they do not do this. I CANNOT STRESS HOW IMPORTANT IT IS TO DO THIS, THE BIKE CANNOT COOL ITSELF IF IT CANNOT GET AIR.** We also recommend sticking some duct tape down each side of the back of the front mudguard, about 2cm. Stick under the mudguard first then stick to the top.

FAN. Take your bike up the road for a run and make sure the fan is working correctly. **If you do remove any wiring from your bike please contact us. Do not remove any electrical boxes or change any wiring without speaking to us. The fan is wired through the lighting wires on a standard bike.**

FOOTREST BRACKET. Take off and weld the 'web' all the way round. From new they are only spot-welded.

STATOR. 2004-2005 only. We have had problems with some batches of stators. We have an up rated stator that we will supply free of charge. This wants fitting to your bike as soon as possible. If you change yourself use a marker pen to mark across the flywheel nut/crankshaft so you can tighten back to the correct torque. For those of you with a torque wrench set to 14KGM. If you have changed your stator since April 2005 then these are fine, most new stators have a piece of yellow tape round the lead which you can see through the right frame plug. The 2006 bike has a new stator which is fine.

GEARING. If your main objective is to finish the SSDT I would strongly recommend gearing your bike up. If you are slow on the moors it helps you to make up some time on the road/track sections and also does not put as much stress on your engine. Try to use for as long as possible before the SSDT. Rev-3 2000-2006 use 13-41. This basically makes your first gear a touch lower than your original second but giving you the advantage of a high top gear.

COIL. Make sure the wire going down to the coil is not rubbing on the frame where it connects to the coil. This can earth if it wears through.

CHAIN. Must be new or nearly new. Do not use a chain unless you know the quality is good.

CHAIN SLIPPER PAD/ TENSIONER PAD. New. A good mod is to drill another hole in the chain tensioner to put the pad at a better angle, the chain tends to rub only on the back of the pad which can wear completely through the bolt.

REAR WHEEL SEAL. Remove rear tyre and put a small line of sikaflex round the rim where the rim tape meets the rim at both sides, leave overnight for sikaflex to dry. Do not pump straight up or it will not work. This is an important modification for the SSDT. Do not use Silicone. You can get sikoflex from a car motor factors. Make sure tyre is tubeless. **Do not start the SSDT with a rim which is leaking.**

SPROCKETS. New or nearly new.

CARB MOD. I would advise having the carb mod done before the SSDT. The Mikuni carb is designed to let out the excess petrol, in small events this is not a big problem but in the SSDT sometimes you require every bit of fuel possible. If you want this doing we require at the start of a week so we can get it back to you for the weekend. It costs £22.50 +£3.00 Postage + vat.

REAR BRAKE ROD CLIP. Put a cable tie round to stop the clip from flicking off.

AIR FILTER. Make sure air filter is in good condition. Make sure you have a bleed screw on the bottom of your air box incase you fill the air box with water or better still put a tyre valve in the bottom of the air box facing forward so it does not touch the swinging arm when it comes up, attach some clear pipe and run it down below your gear lever shaft, use something to block the end. This is useful if we have a really wet year and you drown your bike, it makes it easy to get the water out of the air box if required or to check if any water has gone in..

REAR SILENCER. I would advise re-packing the silencer after 3 months or before the SSDT. This makes the bike quieter and also makes the bottom end power very nice. We have a silencer cartridge, which is very easy to fit. Clean out all holes on the tube before fitting the new cartridge.

THERMOSTAT/SENDER. If your thermostat fails you can join the 2 wires together to put your fan on constantly. Carry a small piece of wire to enable you to do this if required.

STAND. Make sure it works well because you must have a stand all week for the parc ferme.

GEAR BOX OIL. New. Check every day during the event using the oil window.

SUMP. Remove sump plate and press back to it's original position. If bike is not a current model fit a new clutch case gasket at the same time, the large one, not the outer o-ring. This is very important, if your sump plate is stressed the gasket will get dislodged with one good hit to the sump or casing resulting in loss of the engine oil.

RADIATOR HOSES. If yours is more than 1 year old I advise changing the radiator hoses, do not over tighten clips.

TOP DOWNTUBE BOLTS. Remove and lock tight.

CLUTCH. As long as it does not slip in the high gears it should be fine. If it is starting to slip I advise changing before the event.

SUSPENSION. Set up as per handbook.

STARTING EACH MORNING. 9 times out of 10 a Rev-3 starts best with choke and no throttle. If this does not work try no choke and full throttle. If that does not work panic and then go and see Gary.

RIDING CLOTHING. Basically this is down to you. I personally have found the best system is to carry a small rucksack with some waterproofs you can put on if the weather gets bad. If you set off in full waterproofs you can guarantee it will be hot all day and vice a versa if you don't. With this you have the best of both worlds. I usually wear my normal riding clothing, gortex socks, top and bottom waterproofs if required, warm waterproof gloves for the road, spare set of gloves. Goggles/face mask. Test all equipment well before to make sure it is comfortable and waterproof.

TOOLS TO CARRY. Same again this is just the basics. Check that I have not forgotten anything. Tools to remove both wheels. 1 front tube, this will repair both front and rear punctures in an emergency. Repair strips if the rear tyre splits. Pump and air bottles to inflate tyre. I always carry a small pump just incase I run out of air bottles. Change a tyre with the tools you are going to carry to make sure they work. With the rear tyre always try to repair first with tyre repair strips, only use a tube if these do not work. 1 helpful tip, if you are putting a tube in the rear wheel only take off 1 side of the tyre so you only have to seal 1 side when repaired. Spare spark plug and plug key. Throttle cable. Split link. Tools to remove carburettor. Tyre pressure gauge.

STOP WATCH WITH COUNTDOWN TIMER. I cannot stress how important this is. During the event you have your running time. Some days the majority of riders end up getting short of time. You do not have time to work out how much time you have remaining. If you have a watch with a countdown you can set the complete running time including lunch stop and the last control back into Fort William and you always know how much time you have remaining. For the good riders you can calculate your time better so you can spend more time looking at the sections. This can be the difference between you losing time or not and even finishing in time or not. I have used a Casio G-Shock for 10 years and it has been perfect.

TEST. When you have finished your bike take it for 10/20 miles up the road and test in some sections, this will make sure everything is working well before you start.

THE REST. Is down to you.....good luck.