

## SAFETY CHECK

The BPE Motorcycles team run us through a pre track day safety check...

WORDS: JOE SCHWAB PHOTOGRAPHY: CHARMINE SCHWAB

Here are some tips to help you avoid spoiling an expensive ride day because of a simple problem that you could have fixed earlier. To give yourself enough time to order any parts or correct any issues it is important to inspect your motorcycle routinely or at least a week ahead of time.

Making sure that your motorcycle is clean prior to inspection is recommended because this will help you identify any problems.

When you have finished cleaning your bike, start it up and have a good listen to the engine for rattles or unusual tapping.

The next thing to do is put the bike on a race stand and check that the rear wheel spins freely. While doing this also check the clutch operation and rear brake feel and operation. This is the perfect chance to lube and adjust the chain.

Next you should make sure the throttle operates smoothly and that it closes immediately when released, lubricate it and the cables. The front brake lever should work smoothly, grease the pivot area and Locktite the pivot nut.

Inspecting your oil filter and drain plug and oil level is important, making sure the drain plug and filter is tight can help avoid any unnecessary leakage. Drilling and lockwiring is the best option.

Have a look over the footpegs area and take extra care to make sure your rear brake pedal and gearlever functions properly. Rear brake pads are known for wearing out quickly, so it is important to visually check them for wear. When it comes to the back wheel, you should inspect your axle alignment blocks and make sure that your sprockets track straight and the chain runs true with your sprockets. You should also check for chain and sprocket wear, while also checking the clip or rivet joint link.

Inspect your frontwheel and both tyres for



any damage, including the valves.

It is important to make sure your clutch lever has a slight amount of free play to help ensure a smooth ride. Check fluid levels of clutch and brakes. Check the brake calipers and lines for leaks, cleanliness and pad life.

Next you should inspect the fork tubes to verify they are clean and make sure there are no leaks, as well as the shock and linkages.

Check that both wheels spin freely and wheel bearings feel OK. For a track day it is important to tape up your headlights, taillights and mirrors.

Another key thing to check air pressure of your tyres to make sure they are at the recommended level for your ride.

You can also put a zip tie on a fork tube to check how much travel you are using. This will also come in handy when measuring the travel of the suspension.

The next step is to go over your bike

and make sure that the wheel axles, brake calipers, nuts and bolts are all tight.

Once you have finished with that step, check the coolant levels and the radiator for any stone damage or leaks.

The next step is to check full steering lock from right to left, making sure nothing is jamming and be sure to look underneath the triple-clamps and make sure nothing is pinching electrical wires or brake lines.

Last but not least, check the head stem bearings for being over tight or loose or seized and fix accordingly.

If your motorcycle needs service and you are not comfortable performing these basic maintenance tips, then be sure to contact us at Blueprint Engineering (08) 8384 4777 or a reputable motorcycle shop because it is always comforting to know that you have checked over your bike or someone you have confidence in has worked on it before riding it at high speed on the track.



## INLINE

Correct wheel alignment and sprocket alignment is crucial when it comes to handling...

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Getting your wheels inline is crucial and a must-do for the track, a place that highlights handling issues much more than the street. Keeping your front and rear wheel aligned is not as easy as it sounds but it is crucial to get it right to make sure you get the most out of your motorcycle.

The key with using straight edges to measure anything is to first be sure they are straight, so before you begin measuring make sure they are all clean and straight.

After setting your wheel alignment using this method you will have a measurement at your axle blocks that you can always use when adjusting the chain or when changing your gearing. Your factory



axle blocks have indicators but they are not always accurate so use them as a guide to getting it close.

Put your motorcycle on a rear stand and deflate the rear tyre.

Clamp straight edges to the rear rim. Measure between the inside of straight edges with Vernier callipers at the front and rear of the back wheel and then again behind front wheel these three measurements must be the same.

Measure from the inside of straight edge to the front rim at front and rear of wheel.

Position the front wheel until these are the same measurement.

Then measure from inside of straight edge to outside of rim on both sides, if they are different adjust rear axle blocks until the measurements at the front wheel are the same.

Then measure from rear of the swingarm to the rear of axle blocks and record this measurement and always use it when adjusting the chain. It's not unusual to find a difference of 5mm - 75mm here.

At this stage it is also a good idea to measure your sprocket alignment and its best to remove the chain to do this accurately. Use a straight edge or a laser, if these don't both line up then there might be a misalignment in the chassis or swingarm.

Then a third very important check is to make sure the swingarm pivot point and rear wheel axle are square with each other. To do this measure between the centre of both axles on both sides of the bike, if these measurements are the same the axles are square with each other.

If the wheel and sprockets alignments are found to be true (aligned) and the swingarm pivot axle and rear wheel axle are square with each other and the axle blocks are within 75mm of each other then it's time to get your gear on and go riding.

If one or any of the three measurements are not correct, then come and see us at Blueprint Engineering or consult with a reputable mechanic to have it checked over before riding.

Enjoy your ride!

