

GASGAS SSDT BIKE CHECKLIST 2022

Check spokes in both front & rear wheels for tightness as they may have worked loose since first being checked.

Check the tubeless valve is in good condition, These are not easy to change on the course.

Fit new MICHELIN tyres front and back. This is not easy at the moment because of lack of supply. We hope to have some available for GASGAS RIDERS ONLY in the paddock. (See John Shirt). It's 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. (not the 4mm one).

<https://trialendurodirect.com/product/michelin-front-21-enduro-innertube833092/?v=79cba1185463>

We also recommend fitting new wheel bearings front and back.

Re-pack your silencer with some good quality packing wool.

We recommend some new 'expandable' packing which is brilliant. It's a messy job but is well worth doing. Even if your bike is relatively new, we still recommend repacking it before the SSDT.

Top tip, if you've been doing club trials, it a good idea to give your bike a good blast down the road before changing your packing to try and clear some unburnt oil from the middlebox.

It's important to fit the small 5mm bolts with Loctite and make sure you re-fit the plastic end can with silicone sealer.

Make sure the very end exhaust tip is in perfect condition and the two Philips screws tight and perfect.

Try not to sit on the rear mudguard / silencer because this can make the plastic end can come away from the silencer.

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

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

Check suspension linkage for excessive play & damaged seals, replace as necessary.

Clean air filter box & make sure it is water tight, clean filter & refit after applying some decent filter oil.

Check that the two halves of the airbox are well sealed. If not split and re-seal. We use WURTH RTV silicone.

Do not tape up the drain flap on the bottom of the airbox, leave this standard and open to allow any water that goes in to naturally drain out.

We also recommend a rubber flap which goes on top of the shock to stop water splashing into the airbox; These are available from JSM, part number VF1015.



A good idea also is this 'home-made' small extra flap that bolts on where the air intake flap is cover is. It approx. 20mm in width and also helps to stop water splashing UP into the filter box.



Take off flywheel cover and check the flywheel nut.

Check the bolts that hold your flywheel weight if you use one. If you are fitting a new flywheel weight, please fit bolt with Loctite.

Make sure all wiring connections are free from dirt & fitted together properly with silicone grease. If your thermostat switch is working fine then leave it alone. It's a good idea to make yourself a small link wire to bypass the switch and wire the fan direct if the switch fails. Only do this in an emergency because having the fan running all the time eventually destroys the small bearings in the fan motor.

It's a good idea also to renew your head o-rings, especially on the two piece S3 cylinder heads if your bike is old. It's a clever idea to carry some head o-rings in case you cook your bike. If you empty the rad the next thing that fries are the head o-rings so because they weigh and cost very little, it's a clever idea to carry some.

Check the coolant is topped up, condition of the hoses & clips are O.K.

Fit new front & rear brake pads. We recommend the new S3 pads. New front pads will last all week but the rears may need replacing. <https://trialendurodirect.com/product-category/s3-trials-parts/s3-trials-footrests-chains-wheels/s3-brake-pads/?v=79cba1185463>

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.

Clutch cover and water pump cover protectors are also a good idea; <https://trialendurodirect.com/brand/trickbits/?v=79cba1185463>

Renew gearbox oil with 400ml of good quality oil. We also recommend you change it after 3 days. (we recommend Motorex Trials Gear oil 400ml) <https://trialendurodirect.com/product/motorex-trials-gear-oil-75w-1l/?v=79cba1185463>

Fit new chain & sprockets and the chain is correctly adjusted.

Chain tension is important and running your chain too tight can cause gearbox problems. A good guide is the chain pad on pre 2019 models must be approx 5mm from touching the swinging arm and 10mm from touching the swinging arm on bikes 2019 model onwards.

Always lube your chain at petrol stops.

Gearing is very personal. Use the gearing you are used too, well in advance to the event so you are used to it.

The old pre 2019 standard TXT gearing of 11x41/42 is good. Also the standard gearing from 2019 model which is now 10x39 is also fine.(check those sprocket bolts!)

DO NOT FIT A 12T front sprocket on a GG TXT!

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.

Cheap lightweight 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.

<https://trialendurodirect.com/product/renthal-r1-trials-chain-102-106-link/?v=79cba1185463>

If you want 'piece of mind' regarding fuel tanks then we do the large capacity ones. These are not actually 'needed' (because the army do a fantastic job with the fuelling service). However, if you want to relax about running out of fuel the best tank is the larger capacity 3.5L one now available and fits both TXT RACING and GP models.

You may get stuck on the moors, get lost or your bike might fall over whilst viewing a section. The bigger tanks are in stock at JSM and are £158.52 inc vat. Part number BT76001CT-CFW-1



Please 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 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 quiets down after a few miles.

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. I would use personally use Renthal.

<https://trialendurodirect.com/product/renthal-trials-grips/?v=79cba1185463>

Check all nuts & bolts around your bike.

TIME CARD:

Use a decent watch with a countdown.

Do not let anyone else work your time card out for you. Learn to do it yourself!

Simply add to the time limit your lunch, all delays and final control to paddock

Eg;

Start time ----- 10.00am

Time limit ----- 7.00 hrs

Lunch ----- 0.15 minutes

Delay 1 ----- 0.20 minutes

Delay 2 ----- 0.12 minutes

Time back to paddock - 0.30 minutes

77 minutes of extra time = 1h 17mintes (add this to start time)

Total running time ----- 8 hrs 17 minutes

Bike in paddock ----- 18.17pm

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 UN-IMPORTANT BUT THEY ARE ALL THERE FOR A REASON.

The GASGAS service that you register to enables you to use our facilities, buy spare parts and get advice. It does not get you your own personal mechanic for the week, sorry.

GASGAS parts and service in the paddock opens at 9am on Sunday MAY 1st

FAIL TO PREPARE = PREPARE TO FAIL!