

Scrutineering Basic Check List- QR-FX Club Events

**The motorcycle must be presented to scrutineering with the belly pan removed.
The engine should be cold and the radiator cap removed**

Belly pan must have a hole in the bottom at each end and be plugged or taped over.

Axle nuts must have split pins fitted if provision is made for one. Super Mono must have crash nobs fitted to axles.

Lower chain guard must be fitted to swing arm to lessen the likelihood of hand or foot being caught in rear sprocket.

Swinging arm bearings/bushes must be in good condition with no side to side free play.

Wheel bearings must have no free play.

Chain must be adjusted correctly and lubricated.

Foot pegs and gear lever are to be in operational condition, sharp edges must be rounded to min. of 3mm radius.

Sump Plug must be drilled and lock wired.

Oil filter must be fitted with a clamp and lock wired.

Engine side covers must have suitable protection if deemed to be in danger of leaking oil in the event of a crash-Recommended

Brake calliper mounting bolts must be drilled and lock wired- Recommended

Steering Head bearings must be adjusted correctly with no free play.

Fork seals must not be leaking.

Clutch and Brake levers cannot be broken or bent out of shape.

Front Brake must be operational.

Handlebars need to be solid or have the ends plugged.

Throttle action must be smooth and must automatically return freely to closed position when let go.

Radiator cap must be removed and replaced by the motorcycles presenter only, not the scrutineer.

Radiator must contain water only, coolant is not allowed.

Radiator cap must be drilled and lock wired, the presenter is to replace cap after scrutineering.

Engine Oil filler cap must be drilled and lock wired.

Rear Brake must be operational with no hinderance to full travel of lever

Mufflers must not have a sharp edge on the exit, a minimum of 3mm. radius beading is required.

Tyres must have minimum tread depth indicators visable.

The motorcycle must not have any fluid leaks.

No sharp edges allowed, any sharp edge must have at least a three millimetre beading fitted.

Fairings, any cracked/broken sharp edges that are exposed must be at least taped so as not to be dangerous

***NOTE* This is a basic check list only and not to be read as full compliance, more compliance requirements may be obtained by reading the Eligibility & Technical Rules for the class in which the motorcycle has been entered, these are available on www.fxsuperbikes.com.au and www.formula-xtreme.com.au in the competitor section.**