

Below in many of the pictures I have shown several bikes to show slight differences. The bikes shown below are both a GSXR600 and an SV650.



Oil filler cap will need to be secured. You will want to consider using a D ring clasp on this along with purchasing a predrilled filler cap or drilling out your OEM filler cap. The reason for going with a D ring verses just safety wiring is you may find you need to change oil more frequently and or after each race weekend. Since this is a commonly removed item, unclipping verses cutting and rewiring is a preferred method.



You will need to drill the exhaust bolt and the bolt holding the bracket. As you can see, you can use both a body component to secure the wire (example on left) and or you can secure directly to the bracket on the right. Additionally the example on the right instead of using the bracket, securing to two bolts is also legal and allowed.



This is the rear axle being secured by D rings. If your bike has an R clip or cotter pin you need to replace them. Also, you will want a D ring as you will be changing tires often and it is far easier to have a removable clip versus just safety wiring alone.



D Clip that is allowed

R Clip not allowed (unless you safety wire the end)



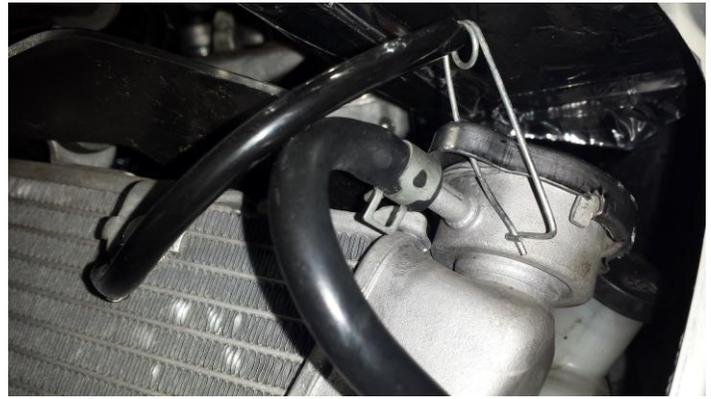
Safety wire BOTH front brakes. As you can see the GSXR has bolts on the caliper body or as in the SV case the bolts pass through the front fork, as such you safety wire on the side that allows you to wire the heads of both bolts on each caliper together.



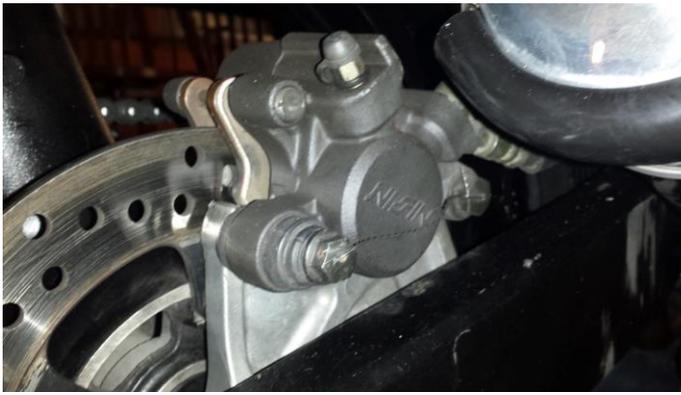
The front pinch bolts and main axle nut will need to be done on your front forks. In this case on the GSXR there are four pinch bolts. You wire them together and in the case of the axle nut side, you wire it to the pinch bolts as well.



In the case of the SV stock front forks, there is only one pinch both and no locking nut. As such, you safety drill the axle and one pinch bolt and safety wire together.



You will need to safety wire your radiator cap. Using a D ring allows for ease of access by tech if they choose to inspect the fluid. REMEMBER you need to remove all standard radiator fluid and change out with (water and water wetter) or water only.



These are the rear brakes and like the front, you will need to safety wire the heads of both bolts together.



This image captures three things. You will need to safety wire the main oil drain plug and oil filter. You can see two wires using a mounting point on the engine to secure to which is allowed. The third thing that you see is a pipe clamp around the oil filter. If your oil filter is not manufactured with a safety wire mounting point, you will need to secure a pipe clamp around the oil filter then safety wire the pipe clamp to a secure mounting point. In this case it is part of the engine.



This is a GSXR water pump, given what kind of bike you have they will all look different. You will need to safety wire one bolt of the water pump to a secure mounting point. In this case I am using a pipe clamp. On my other bikes, I use a body mounting point for one, and on my other bike I use multiple bolts on the water pump to secure to each other.



The reason I am showing this image of the chain is that your riveted master link needs to be color different from the other links. In tech we look to see that you have a solid master link and it is secure. If you don't already have a master link that is riveted, you will need to consider converting your chain to this style. It far more secure on the track verses clip on master links.



This is your AMB Transponder mounting bracket. It must be mounted to your left front fork. You will need to purchase an AMB Transponder. <http://omrra.com/amb-transponders/> Here is a link that will take you to the information on purchasing a unit. You can rent at the track (if they have them, which is not guaranteed and they may or may not work) or you can purchase or do a lease. Talk to Competition Motorworks as to options. Most everyone purchases but expect this year the cost went up to \$500. You need the transponder as this is how timing and scoring is accomplished for racing.

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These are Dzus fasteners you will need to use in attaching your belly pan to your upper fairing. You will need a pack of at least 6 to provide enough for mounting.