



Pre-Race Inspection Checklist

Driver _____ Transponder # _____ Kart Color _____

Date _____ Kart# _____ Class _____ Tech Inspector _____

Each item MUST FIRST be checked by the competitor before Tech Inspection

C-Cotter Pin S-Safety Wire R-Snap Ring J-Jam Nut D-Double Nut M-All Metal Lock Nut

	Competitor Check		Tech Inspector	
	Checked		Pass	
	Yes	No	Yes	No
Chassis Items				
Steering:				
a. 3 Steering wheel hub bolts (C S R)				
b. Bolt, steering hub to steering shaft (C S R)				
c. Bolt, steering shaft to chassis (C S R)				
d. Tie rods and end bolts (C S R)				
e. Kingpin bolts (C S R)				
f. Wheel spindle nuts (C S R)				
Brake System:				
a. Calipers to chassis bolts (C S R)				
b. Master cylinders to chassis bolts (C S R)				
c. Actuating rod and cable ends (C S R J)				
d. Brake pedal pivot: clevis pin, stud or bolt (C S R)				
e. Front & Rear brake rotors: (M)				
Wheels & Tires: Appropriate wheel mount nuts and racing safe				
Hubs to axle: Secure				
Fuel System: No leaks				
Chain Guard: Covers rear and front sprocket and chain				
Seat Mounting & Supports: Secure and Racing Safe				
Bodywork Components & Mounting: Secure and racing safe				
Chassis Welds: No cracked welds				
Driver Protection				
Helmet: Snell SA and M 2000/2005; Full-Face Shield integral with the helmet				
Neck Collar: Manufactured for racing, required for all "on track" activities. Leatt- /brace Moto GPX is acceptable.				
Driving Suit: Manufactured for racing. Suit constructed of heavy weight abrasion resistant nylon or leather. No portion of the leg or ankle may be exposed when in the driving position.				
Driving Gloves: Manufactured for racing and possessing grip enhancement and offering a degree of abrasion resistance.				
Driving Shoes: High-top shoes manufactured for racing. No portion of the leg or ankle may be exposed when in the driving position.				
Long Hair: Must be contained within the helmet or driving suit				
Rib/Chest Protectors: Highly recommended for ALL drivers				