



Race car	
Date	

Fluids	engine oil level			
	engine oil leaks			
	accusump pressure			
	accusump leaks			
	break fluid level	front	rear	clutch
	break fluid leaks	front	rear	clutch
	cooleant level			
	cooleant leaks			
	cooleant hoses and clamps			

Filters	oil filter	tight
		safety wire
	fuel filter	tight
		leaks
	air filter	bolts tight

Cylinder head	rocker spindle secure wires/cotter pins	
	roller / rocker surface	
	push rods properly in rocker	
	head bolt torque	
	valve lash	
	exhaust header and manifold nuts	tight

Engine	top steady nuts and bolts		
	bottom steady nuts and bolts	left/front	right/rear
	alternator mounts/nuts and bolts	tight	
	starter bolts	tight	
	rod shift	clip in place	
		clip safety wire	
		bolts of shifter assembly	
	oil drain plug	tight	safety wire
	clutch slave	leaks	
		cotter pin/bolt on plunger	
		adjuster screw	adjustment
			tight

Brakes	font pads material thickness >> than		
	metal backing plate	left	right
	front caliper bolts	left	right
	rear shoes thickness	left	right
	drum securing screw	left - tight	right - tight
	adjustment of rear breaks	left	right
	brake fluid line leaks at slaves	front left	front right
		rear left	rear right

Suspension	front shocks	bolts - tight	left	right
		leaks	left	right
	front springs	placement in retainer	left	right
	front ball joints	play/wear	left	right
		grease	left	right
	Front wheel bearings	grease packing	left	right
		play/wear	left	right
		crown wheel cotter pin	left	right
	rear shocks	top/bottom bolts	left	right
	rear springs	placement in retainer	left	right
	Drive Shafts u-joints	Hardy spicer u-joint bolts	left	right

Electric	battery	charged	
		lock down bolts	
		pos/neg post cover	
		wiring	solid
	brake lights	left	right
	tail lights	left	right

Ignition	spark plugs	state	gap 0.022
	plug wires		
	coil	no spade connectors	tight spade connectors
		correct resistance	
	electronic base plate	play / no wobble	screws present
	electronic pickup wiring inside distributor	tight spade connectors	
	distributor rotor	deposits	check that spark position is in the center of pickup
	distributor cap	center terminal	ensure in place, in good shape
		plug terminals	check for deposits
	distributor bolt	tight	
	distributor mount	pre A+ base plate	A+ clamp
	rev limiter	correct setting	
	wiring in general	damage	check spade connectors

Alignment	Front	2 to 2.5 deg neg camber
		3.5 deg caster
		1/16 to 1/8 toe out
	Rear	1 to 1.5 deg camber
		1/8 toe in