



Do it yourself VEHICLE CHECK LIST

The following list will assist with a final check of your vehicle prior to its Safety Inspection by the Street Rod Committee Inspectors.

ENGINE

- no part of the engine or exhaust will contact the road surface if a tyre runs flat
- suitable engine mounts are properly fitted and secured
- there are safe operating clearances for the throttle linkages, the fuel lines and the exhaust
- the throttle and its return springs operate smoothly without binding
- the flywheel is fully shrouded
- the radiator is properly supported and secured
- the exhaust system is securely mounted and complies with acceptable noise levels
- there are no fluid, vacuum or exhaust leaks

TRANSMISSION AND DRIVELINE

- no part of the transmission or driveline will contact the road surface if a tyre runs flat.
- there are safe operating clearances for all shift and clutch linkages and cooling lines.
- the auto transmission's selector pattern is clearly marked and only allows start in Park or Neutral
- the auto transmission's selector mechanism prevents the inadvertent selection of reverse gear
- the reversing light(s) only operate(s) when reverse gear is selected
- the transmission, differential and driveshaft is properly mounted and secured
- the front yoke is sealed, secured and correctly engaged with the transmission output shaft
- the drive line (diff, driveshaft and transmission) is properly aligned and secured

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STEERING SYSTEM

- no steering component will contact the road surface if a tyre runs flat.
- there are safe operating clearances for all steering linkages and components
- no steering system component will limit or interfere with suspension travel
- all steering components are compatible, suitable for the vehicle, properly mounted and secured
- the steering geometry is correct and the Ackerman principle has been applied
- adjustable steering lock stops are fitted
- only universals, bushes and tie rod ends suitable for automotive use have been used
- a steering wheel of a size suitable for the mass of the vehicle has been fitted
- the steering wheel is properly mounted and secured (a quick release hub is not used)

BRAKING SYSTEM

- no part of the braking system will contact the road surface if a tyre runs flat.
- there are safe operating clearances for all brake lines, hoses, cables, linkages and controls
- all brake system components are compatible, suitable for the vehicle, properly mounted and secured
- all brake lines and hoses meet Australian Standards, are properly supported and secured
- a dual circuit master cylinder and suitable brake fluid reservoir are fitted
- the brake booster is securely mounted and its vacuum line is safely routed and secured
- there are no fluid or vacuum leaks from any brake system component
- a mechanical Park Brake is fitted that is adjustable and requires two separate actions to release it
- excessive effort is not required to operate the service or park brake controls

FRONT and REAR SUSPENSION

- no suspension component will contact the road surface if a tyre runs flat.
- all suspension components are compatible, suitable for the vehicle, properly mounted and secured
- suspension travel does not adversely affect wheel track or camber
- suspension travel is unobstructed and some travel still remains when the vehicle is full laden
- bump stops, spring retention and travel-limiting devices (in case of spring failure) are fitted
- basic suspension geometry principals are incorporated into the suspension design

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WHEELS AND TYRES

- wheel spacers and slotted rims are not used
- tyres / rims are suitable for automotive use and for the vehicle, are properly mounted and secured
- wheel nuts or studs suitable for the vehicle and for the wheels are properly fitted and secured
- all tyres are of the same carcass construction
- each tyre has no less than 1.5mm of tread depth across the full contact width of the tyre
- front tyre/rim size is no smaller than 60% of the rears and rear tyre/rim size is no smaller than fronts
- rim width does not exceed 254mm

CHASSIS and BODY

- no part of the chassis or body will contact the road surface if a tyre runs flat.
- the chassis and body are of sufficient strength for their intended purpose
- the body, suspension mounts and all reinforcing are suitable for their intended purpose
- all welding and workmanship is to an acceptable standard

DRIVER CONTROLS

- all driver aids and controls are visible, readily accessible, safe to use and work as required
- all door locks, latches and window winders operate correctly
- driver visibility to the front and sides of the vehicle is not obstructed by any fitting or component
- an interior rear view mirror and a driver's side mirror are fitted
- a passenger side external rear view mirror is also fitted if driver visibility to the rear is obstructed
- rear view mirrors have flat reflecting surfaces (passenger side mirror may be slightly convex)
- the vehicle's speedo works and is accurate
- the wipers, washers, demister operate efficiently

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VEHICLE SAFETY AND OCCUPANT PROTECTION

- no part of the interior or exterior will injure or increase the likelihood of causing injury to any person
- all glazing meets Australian Standards and is automotive safety glass
- the required seat belt is fitted for each seating position
- all seat belts are approved, mounted correctly and properly secured
- all seats are securely fitted and that any adjusters work as required

ELECTRICAL AND LIGHTING SYSTEM

- the colour, position, visibility and operation of all lights meet requirements
- the battery is safely mounted and secured
- all wiring is properly insulated, secured and safely fused

GENERAL

- no structural, steering or suspension component is cracked, damaged or worn
- no critical components have been chromed (eg main spring leaf, etc)
- suitable fasteners are used and correctly installed

ROAD TEST

General

- the vehicle can be driven safely and all controls are easily and readily accessible
- the vehicle does not "bump steer" or "track"
- the steering is "self-centring" and excessive steering effort is not needed
- there is no excessive understeer or oversteer
- steering action is smooth and can be turned from lock to lock without binding

Brakes

- both service and park brake controls are easily applied and released
- the brakes do not pull to either side or lock-up prematurely
- the vehicle does not nose dive under brakes
- the system can sustain at least 10 emergency spike stops before there is any noticeable brake fade
- with engine switched off, the brake booster holds enough vacuum for at least 2 brake applications
- with vacuum depleted, it takes no more than 30 seconds for vacuum boost to be restored