

**MOTOCROSS ADVICE**

**Motocross Success Principles  
Bonus Chapter:**

# **50 Essential Hacks & Maintenance Tips**



**BY MARTIN VARRAND**





**MA**  
**MOTOCROSS ADVICE**

# Contents

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## Front End 6

Forks	6
Handlebars	9

---

## Engine & Drivetrain 12

Engine	12
Chain	16
Accessories	17

---

## Wheels & Tires 18

Wheels	18
Tires	18
Spokes	21
Rims	21

---

## Body Panels & Seat 22

Plastics	22
Protection	25

---

## Brakes 29

Brakes	29
--------	----

---

## Suspension 30

Suspension	30
------------	----

Hello and welcome to this bonus chapter containing my top fifty essential hacks and maintenance tips for looking after your dirt bike.

My name is Martin Varrand. I am the creator and curator of Motocross Advice. For many years motocross has been my passion.

I started riding motocross in the late nineties. I am a two-time junior World Champion and a six-time Estonian Champion. During my junior years, I was racing against guys like Ken Roczen, Eli Tomac and Blake Wharton.

I am now sharing all of the things I have learned in more than twenty years of riding. You can find off-road and motocross tips and reviews via my website, and through subscription to my training programs. My primary focus is to provide you with the best Motocross Advice, creating an ever-growing resource for riders at every level of the sport.



My website [www.motocrossadvice.com](http://www.motocrossadvice.com) has helped tens of thousands of riders in choosing the right equipment, providing shortcuts to the best motocross products available anywhere. I provide in-depth opinion articles, reviews, tips and tricks, and write about the best [dirt bike accessories](#), [dirt bike gear](#), and [dirt bike parts](#). The content I share will help you ride faster, smarter, and safer than ever before. I invite you to reach out if you are looking for personal advice, coaching or racing consultancy.

The purpose of this bonus content is to share some top tips for maintaining your bike that many overlook.

There are simple hacks, which come from years of experience and lessons learned from my own mistakes. By applying these tips and tricks, you can ride faster and smarter on your dirtbike. All of this advanced information will save you time and money in the future, avoid unnecessary (and often costly) repairs and maintenance, and significantly improve your overall riding experience.

Once again welcome, a huge thank you for following my work, and for signing up to receive this and other exclusive content. Let's get going!

Martin

# Forks

01

## FRONT FORK SEAL MAINTENANCE

Maintaining the fork seals is often overlooked, yet this area of the bike needs to be maintained regularly. I carry a fork seal cleaner gadget, clipping to the top of my forks, so when I'm on a long ride, I have quick access to it. To clean your fork seals, use a screwdriver and open the outer dust seal. Work the gadget around the upper seal. Some oil will drop out, as well as dirt and debris. Repeat on the outer dust seal and wipe the fork with a clean rag before putting back together.

- **Keeps your forks working properly**
- **Regular maintenance means less build-up of dirt which can damage forks.**



02

## FRONT FORK SEAL QUICK FIX ON TRAIL



When a clean up doesn't fix your forks, and they are defective, it is possible to carry out a quick fix that can see you through one more ride, or get your bike back to the truck.

Simply pop the fork seal cap down, apply some grease liberally all around the fork, compress the fork springs by hand, pumping, so the grease penetrates up inside. Next, reattach the dust cap. This tip can prevent oil leakage for approximately one more ride.

- **A quick, cheap fix for defective forks to allow you to ride safely back to your truck**

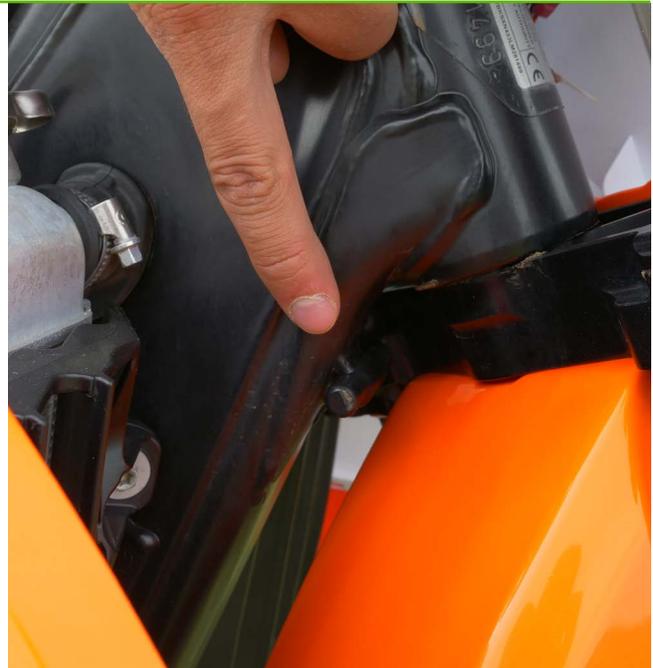
## REMOVE STEERING STOP BOLTS

03

I always remove the steering stop bolts to get an extra turning radius that can be very handy at times. You can't do this on every dirt bike, but when you can, that little bit of extra travel makes all the difference.

Ensure the forks don't hit that radiator too much. Removing will not cause a crash. If you're at the steering stops doing some significant speed through jumps or rocks, it's an off anyway with or without this bolt. I fill the hole with a little silicon to avoid water and rust.

- **Removing the stop bolt extends your turning circle, and is handy on tight terrains and narrow tracks.**



## ADJUSTING TRIPLE CLAMPS FOR HANDLING

04

Did you know adjusting these can significantly improve the handling characteristics or overall feel of your dirtbike? All it means is raising or lowering the forks. If I raise them, my bike will be quicker in turns and feel more nimble but can be less stable. When I drop the forks, the bike will feel much more stable at speeds but be less agile and slower to turn and manoeuvre. Always adjust depending on your riding style, preference, and chosen terrain for any given ride.

- **Simple adjustments to the triple clamps can make all the difference to riding and handling styles.**



## ADJUST HEAD BEARING TENSION

05



I always want the tension of my handlebars to be just right when turning. You can adjust via a few nuts and bolts. Ideally, I want my handlebars, not stiff or too floppy. First, loosen the smaller bolt in the center of the head bearing, followed by the upper triple clamps. Now, add more tension to the big nut. Stand back and test. You know when it's there, as bars won't flop on their own when centered, but, if you just give the bars a little nudge to the side, they will fall with their own weight.

- ***Allows you to adjust the tension to your riding style***
- ***Can be handy to adjust when getting on a newer bike***

## PROTECT YOUR FORKS WITH SHOES

06

Fork shoes are relatively cheap and easy to install but provide excellent protection. Simply put, these little wonders keep my forks from being beaten up when I am riding through rough terrain such as rocks. I'd much rather spend a smaller amount on these shoes rather than forking out (!) on expensive new forks. Shoes can also prevent axle nuts from being rounded off, which could also cause headaches. And for even further protection you can purchase front rotor disk guards with the same protective qualities. Prevention is better than cure.

- ***Fork shoes protect the forks over rough terrain for a relatively cheap outlay.***



# Handlebars

07

## HAVE A READY SUPPLY OF RUBBER HANDGRIPS

If you ride anything like me, your hand grips will chew up at different times. One handle always seems to be good while the other is bad. You can buy economical hand grips online. Always buy in pairs, and keep a spare in your kit storage, that way you always have a ready supply to replace a damaged grip at any time without waiting for delivery.

- **Always buy in pairs, replace one at a time to ensure you have spares.**



08

## QUICKLY REPLACE RUBBER HANDGRIPS

There is a quick and easy fix to replace handgrips without wire or glue. Simply cut the old hand grip off using a Stanley or craft knife. Clean the handlebars with a firm brush and clean cloth. Now, take some clear spray paint, and apply liberally to the inside of the rubber handgrip. Slide the grip back along the handlebar. The spray paint acts as a lubricant but also then acts as a glue. Because the paint is clear, it doesn't matter what color your hand grips are, a hassle-free and cost-effective hack I use all the time.

- **Replace handgrips quickly using just clear spray paint, avoiding the need for wire or glue which can be messy and tricky.**



## AVOID LEVER BREAKAGE DURING TIP OVER

09

There's a quick adjustment to ensure levers don't get damaged in a fall. Simply loosen and slide the lever perch well inside the end of the handlebar, so levers don't stick out. When you drop your bike, the first thing to hit the ground is the levers. When levers break, a costly repair is due. Another thing I check is that you have not overtightened the clamps on the perch. Ideally, the perch should roll when I hit it. If I do then have a digger, I know my levers will rotate, avoiding breakage.

- **Ensure there is no overlap of levers from handlebars and you can avoid breaking levers.**
- **Hit perch with your palm to ensure it rolls up and down. This movement could save the lever in the event of an impact.**



## RECYCLE BROKEN LEVERS

10



If I am unlucky enough to snap a lever, I don't always throw it away. If the lever breaks about halfway, then it is possible to cover the sharp end with a fuel line pipe or similar rubber pipe that fits snugly on to the broken end of the lever. Work the rubber on as far as it will go. Recycling means usable parts like this make for an ideal emergency replacement lever, keep a few in your toolbox as spares for the trails.

- **A great way to recycle old broken levers and ensure you have spares should you break a newer one while on the trails.**

## TOUGH CLUTCH LEVER, TIME TO ADJUST

11



When my clutch lever is getting harder to pull, I simply pull out the small bolt on the pivot point, put a little bit of grease on it and I know the clutch will be smooth again. This tip is especially useful for hydraulic clutches.

- **Grease up that pivot point, and your clutch will be smooth once more.**

## ADJUST HANDLEBARS TO SUIT YOUR POSITION

12



Did you know many dirt bikes come with several different positions to adjust the reach of your handlebars? There may be up to four holes, making it possible to change the bars nearer to you or further away. The front position always suits me, as I like more room to ride, plus the extra weight on the front wheel generally feels better. A lot of bikes will also have several fine-tuning options allowing even further combinations to tailor to my style.

- **Have a look at the handlebar mount to see if you can tailor your bike to make a difference.**
- **Further forward is best as the weight on the front feels better.**

# Engine

13

## CHANGE ENGINE OIL REGULARLY

What's the most expensive part of my dirt bike? The engine. If the engine fails, it can cost hundreds of pounds to put right. The only thing that reduces the chance of failure is regular maintenance, and one of the most simple hacks is to change the oil regularly.

The modern dirt bike holds around one liter of oil, so must be changed every five to ten hours riding time. There are different ways to change the oil on four-stroke and two-stroke, so familiarise yourself with how to do it on your bike. Oil changes needn't be time-consuming or messy once you get the hang of them.

- **Changing oil is one of the most cost-effective ways to maintain your engine.**
- **It isn't a complicated process but can save hundreds in the long run.**



14

## EXHAUST PLUG HACK

Exhaust plugs can be expensive. These plastic bungs plug the exhaust while you are cleaning the bike. A cheaper solution that serves the same function is to use a bit of duct tape instead.

- **Cheap, watertight and works like a treat.**



## ENGINE &amp; DRIVETRAIN

## CLEANING AIRBOX HACK

15



When cleaning out my airbox, it's important not to get water on the air filter. If I don't have the special plug or guard to hand, then I just use a plastic bag. Remove your air filter, pop it in a plastic bag and wrap tightly. Now, return the screw by inserting it through the bag and back into the filter. Pop the filter back on the bike, tightening the screw. Clean around the airbox but don't go too crazy with high powered water. I just give the inside a nice light, clean and splash of water.

- **A clean airbox is good to have, but don't wet the air filter.**
- **Placing in a bag eliminates the need for a specialist plug.**

## ADD AN EXTRA FUEL FILTER TO TANK

16



It's always a good idea to have an inline fuel filter, but I find two are better than one, so I think it is a good idea to add a sock style filter that hangs just inside the tank. This way, I know that I have caught contaminants right away. A sock is easier to regularly clean out than if debris should get down into the fuel lines.

- **A sock filter is easy to install, removes contaminants and is easy to clean.**

**ENGINE & DRIVETRAIN**

**ADDING OIL TO AIR FILTER**

17

When adding oil to my air filters, I don't just spray the outside of the air filter with foam oil, but I always purchase a good quality foam oil and soak the whole thing. Once applied, I hold the air filters over a bucket, squeeze and knead the oil through the filter, so it permeates all of the fibers. Be sure never to twist or tear the filter but squeeze, like when kneading pizza dough.

- **Add decent foam oil to your air filters, and ensure it is soaked right through, which catches more contaminants from the air like a sticky trap.**



**GREASE UP THAT AIR FILTER**

18

You can go one step further with the air filter. After soaking and kneading, I always spread grease on thick around the base contact points where the filter meets the air boot. This line of grease provides an extra line of defence by sealing the contact point, so no dirt or sand can get in.

- **Greasing the base of the air filter provides extra protection, keeping contaminants out and allowing cleaner air into the engine.**



## KEEP A ROTATION OF SPARE FILTERS

I always have spare air filters for each bike. I've found it's just as easy to clean four or five filters in a bucket as it is one, so I'll stack up the dirty filters and clean them all at once.

When buying new air filters, I ensure they are well-oiled. Sometimes filters can arrive a little bit dry or uneven, so while the filter is in the pack, knead around to ensure the oil is spread throughout the fibers.

- ***Keeping a rotation of ready to go filters ensures you can quickly swap out dirty filters.***
- ***Always check new filters to see if there is ample oil throughout the material.***



# Chain

20

## CHAIN GREASE PROBLEMS

If you are like me and dislike too much grease on the chain, then a great hack is to use an SC1 or WD40 as it isn't as messy as grease, won't flick up and out all over your plastics, and is relatively cheap.

- **Coating your chain in spray oil to lubricate, rather than grease achieves a less messy result.**



21

## SETTING CORRECT CHAIN TENSION



Finding the right chain tension can be fiddly, especially for newcomers to the sport. A simple way that I have found to get the correct chain tension is to use a tool, such as from Taco Moto. You can simply slide the tool right under the chain, then adjust the axle back until the chain is tight and this gives you a correct setting. You should check the chain around every 500 miles, and this is an excellent time to clean and lubricate the chain. Check your manual to find the correct setting.

- **Getting the correct chain tension can be easy to achieve using a small tool.**
- **A correctly set chain will last longer, too tight is as bad as too loose.**

# Accessories

22

## FLEXIBLE FUNNEL FOR TIGHT SPACES



These are handy to own for things like a gear oil change or engine oil change. You can often complete jobs while the bike is still on the stand without even taking my skid plate off. Using a flexible funnel is significantly less messy than trying to use a rigid funnel, plus it allows access to hard-to-reach areas. This bit of kit is excellent for draining coolant from the bike, too. I always keep a few handy in my workshop.

- **Investing in a flexible funnel can save you time in draining fluids and a lot less mess.**

23

## JB WELD STEEL STICK



I always carry a welding stick out on the trails as well as keeping one handy in the shop. The steel-reinforced epoxy putty can help fix a broken engine case plus several other steel components when out on the trail in a relatively cheap way. After mixing the weld can be used to patch up cracks or holes. Within 60 minutes, the resulting surface is suitable to drill, tap or file down.

- **With a handy weld stick in your toolbox, you can fix an engine crack or component breakage enough to get you home, or seal up minor cracks in the shop and file back.**

WHEELS & TIRES

# Wheels



## TIGHTENING REAR AXLE BOLT HACK

24

Whenever I have trouble tightening the rear axle, getting it to meet the axle blocks, I use this hack. Get a rag and put it in between the chain and the sprocket. Now, back up the wheel with the cloth rotating between the sprocket and chain. This tip helps push the axle forward enough to tighten it against the chain block. This simple hack also frees up both of your hands, allowing you to work more efficiently.

- **Use this simple hands-free hack, and you can tighten the rear axle bolt without help.**



# Tires



## ALWAYS CARRY A SPARE 21 INCH TUBE

25

In case of a flat tire on the trails and training rides, I always carry a spare 21-inch tube. The tube can then be used for the front tire and in emergencies can also be used for the rear tire, no matter what size of the rear. This hack saves on carrying a lot of stuff that you'd otherwise need to take with you on your ride.

- **This hack can get you out of trouble until you can get to the car, truck, or back home when you can fit the correct sized tube.**



## WHEELS &amp; TIRES

## ADJUST REAR TIRE PRESSURE FOR TRACTION

26

If you ever have problems making it up a particular hill or terrain, try taking some air out of your rear tire to increase the surface area of the tire. It might surprise you how much difference a little bit more traction makes, and you might just be able to make it up that hill on the trails with just a bit less pressure.

- ***Deflating the rear tire increases surface area and can boost your traction enough to get up steeper inclines.***



## REPLACING AN INNER TUBE HACKS

27

Before putting a new tube in, I add baby powder to help keep everything smooth and friction-free. To start, ensure the powder coats the whole of the inside of the tire. Another option is to coat the entire tube with grease such as axle grease. DO NOT use both baby powder and axle grease combined, just one or the other.

- ***Keeps the tube from pinching and tearing and valve stems from rupturing.***
- ***Use either baby powder or grease to keep everything mobile.***



## WHEELS &amp; TIRES

## CARRY A SMALL TIRE PUMP ON RIDES

28

Just like when we were cycling around, we always carried a smaller air pump, and motocross should be no different. I always carry a small, easy to stow but good-quality pump that has saved my skin and pumped air into flats out on the trails.

- ***A good quality pump can save you with enough air to get you back to the truck or inflate without needing to return should you notice you need a quick pump.***



## KEEP A STIRRUP PUMP IN YOUR SHOP

29

Although usually considered for mountain bikes, I keep one of these handy in my shop plus take on my truck when heading out. Ensure yours has a pressure gauge on the bottom and you know your required pressures. It's a great way to maintain all of your tire pressures at the trackside and when on the trails. I find it is a lot quicker and easier than an air compressor to use one of these.

- ***A stirrup pump is faster than waiting for a compressor and much quieter.***
- ***Allows you to check and adjust air pressures at home or on the trails***



## Spokes

### ADJUST SPOKE TORQUE TO AVOID PROBLEMS

30



You do not want to lose a spoke out on the trail, trust me, I know from experience. A handy solution is to invest in a torque spoke wrench and torque down each spoke, anywhere from 45-50" lbs and repeat around the wheel. I'd much rather have some slight wheel wobble, than lose spoke or two.

- ***Losing a spoke on the trail, or in a race can be dangerous but can be avoided by adjusting the torque of each individual spoke.***

## Rims

### QUICK HACK TO FIX UP BLACK RIMS

31

If your black rims are anything like mine, they can get a bit scratched and worn out from the rocks and trails. Never fear, just keep a black marker like a Sharpie in your shop and go over the scratches. Repeat this around the rim where the tire meets the edge and your wheels look shiny new again.

- ***Invest in a black marker to hide unsightly scratches and wear around the rim.***



BODY PANELS & SEAT

# Plastics

32

## REPLACEMENT PLASTICS FOR RESALE



If you're worried about beating up brand new plastics on your new bike and future resale value, just get new plastics for the whole bike. A full kit doesn't need to be expensive and can be worth the investment. There are two options - firstly, ride with the original factory plastics and then replace it with an aftermarket set before resale. Second, and my preferred choice, is to take the factory plastics off and replace with aftermarket plastics right away. This method allows us to put the original plastics back on before resale and the bike looks showroom new again.

■ **Buying a new plastics kit for the whole bike right away can customize the bike for you, and help with resale value when you are ready to sell on.**

33

## FASTEST CLEAN HACK FOR PLASTICS

I always spray something like a WD40 or SC1 spray oil right on to the plastics. Wiping over with clean cloth buffs them up and makes them look new again. As well as giving a good shine, you will have a layer of protection.

■ **A bit of spray oil can go a long way in making your plastics look new again, especially good for a show or special day out.**



## BODY PANELS &amp; SEAT

PREVENT MUD GATHERING ON UNDERSIDE  
OF FENDERS & MUD GUARDS

34

Mud under the fenders can slow you down, and be harder to clean when you get the bike back home for a clean. To help with excess build-up, I always spray some WD40 or SC1 oil on the underside of your mudguards and plastics. This way, the mud just falls away instead of clinging when riding.

- ***A quick spray can help avoid a big clean plus ensure you are nice and light while riding.***



## LUBRICATE AIRBOX STUDS

35

A simple hack that can save you time when accessing your airbox, just by lubing-up your airbox studs every so often. Remove the airbox cover and add a little bit of lube around the studs before replacing, and it'll pop off much easier in the future and helps avoid breakage.

- ***Allows the airbox cover to come off much easier and with less breakage of the studs.***



## BODY PANELS &amp; SEAT

## BUFF OLD ALUMINUM PARTS TO ADD BLING

36

Anodized parts and aftermarket accessories can be expensive, so if you like bling on your bike then try this alternative. A lot of dirt bikes come with aluminum parts. These can be buffed and shined to showroom condition and even a chrome finish. Use the right tools and give it some time in the workshop, and you'll be surprised by the results.

- ***An alternative to buying new anodized parts, try buffing aluminum parts by hand to shine up and add bling to your bike.***



## INVEST IN A HEAT GUN

37

A heat gun is an essential piece of kit in my workshop for decals and plastics on my bikes. When installing or removing decals or graphics kits it really helps to apply heat, ideally using a heat gun. But, a hairdryer can work just as effectively and some prefer a hairdryer as the heat is much gentler, meaning less room for error.

- ***A heat gun is a great investment to help with decals. If you don't have a heat gun, you can use a hairdryer.***
- ***Bottom line, a little bit of heat when installing or removing graphics goes a long way.***



BODY PANELS & SEAT

# Protection

38

## FILL HOLES IN BODY WITH SILICON TO PREVENT RUST

I always have a good look around my bikes for any holes to fill with silicon. I especially look for holes that may collect water, oil, dirt and debris and can potentially rust. Fill these up with clear silicon and trim off any excess when it has dried. Prevention is better than cure and can help with resale values.

- **A few simple checks and fills with silicon can prevent dirt build-up, water accumulation and rust prevention.**



39

## ADD A CHAIN GUIDE GUARD

When leisure riding, I enjoy hitting the rocks and on the trails and so chain protection is important, as I don't want the tabs breaking from my swingarm during a ride. If you enjoy the rough stuff it may be an investment worth considering.

- **A simple guard that can help avoid costly breakages.**



## BODY PANELS &amp; SEAT

## REAR BRAKE DISK GUARDS

40

If your riding style includes a good deal of rocky terrain, you should always aim to protect the rear brake disks. Shark fins or other options are available, and all will keep the rear brake rotor from bending unnecessarily and avoid potentially costly repairs.

- ***A guard for the brake disks can save you money in the long run.***



## PLASTIC SWINGARM GUARDS

41

The main component of the rear suspension should be protected as far as possible. Once in place, I always increase protection by adding metal hose clamps in place of any supplied plastic zip ties.

- ***Investing in protection for one of the bikes main parts can save a lot of money and hassle in the long run.***
- ***Consider adding metal hose clamps to keep in place for added peace of mind.***



## BODY PANELS & SEAT

### LINKAGE PROTECTION

42



If your bike has a suspension linkage on the rear, and especially if you enjoy riding gnarly terrain, you should invest in a robust skid plate that protects this linkage. As with other protection on your dirtbike, this simply avoids unnecessary costs in the future.

- **Protect the underside and suspension linkage on your bike by adding a decent, relatively cheap skid plate.**

### ADD A GRAB HANDLE ON YOUR SEAT

43



Installing your own grab handle on your seat by looping and affixing a strap underneath will help you lift the bike quickly in crash situations. You can use a leather strap, an upcycled bag handle or anything robust enough to get a good hold of when out and about. I find these are so handy, even for just lifting my bike on and off the stand.

- **Adding a cheap but sturdy grab handle to your seat can go a long way in helping you lift your bike around your shop, in a race or on the trails.**

**BODY PANELS & SEAT**

**USE FOOTPEGS AS A MINI TOOL STAND**

44

Ever wished you had somewhere handy to store your tools while you're working on your bike? Sometimes it is the most obvious thing, in front of our eyes that we miss. The footpeg is an ideal storage area for smaller tools such as T handles or things that will slot right in. Just remember to take all tools out before you set off.

- **The footpeg is an ideal location to store your tools while working; you'll know right away where to look without searching blindly around the shop floor.**



**PACK A BOLT BAG OF VARIOUS SPARES IN CASE OF LOST BOLTS**

45

I always take a good look at my bike before I head out and have a think about what kind of bolts I'm most likely to lose. Then I pack spares of all different sizes from my spares kit at home. It is so easy just to slip them into a little bolt kit or bolt bag, and ensure I'm covered if anything should come loose when I'm hitting the trails.

- **Nobody wants to head home early for something as silly as a missing bolt.**



**USE MR CLEAN MAGIC ERASERS ON WHITE PLASTICS**

46

Mr. Clean erasers are cheap and work wonders on white plastics. Using just water, I wet these erasers and use them to remove all of that really dark, stubborn grime left on white plastics. This tip keeps plastics looking shiny and new.

- **A relatively cheap way to make white plastics look like new again using just water.**



# Brakes

47

## EXTENDED TIP ON REAR BRAKE PEDAL



Where possible, I always replace the factory version brake pedal with an upgrade. Adding a slightly longer, wider surface area tip just ensures it is easier to find when stopping. Some bikes let you install the extended brake tip alone, while some bikes do not, which is a bit unfair. In the latter case, it just means you can replace the entire brake pedal and lever.

- **Larger surface area means that brake can be easier to find, could be important if you need to stop quickly.**

48

## ALWAYS RUN IN NEW BRAKES FOR SAFETY

When I get a brand new bike or even new brakes on an old bike, the brakes must be 'run in'. New brakes won't have enough stopping power for the trails. All you need to do is take the bike out, round a block (on the flat) a few times and hitting the front and rear levers a number of times.

The secret is knowing when the brakes feel right; you'll be able to tell. Only then will they do their job when you are racing. Until that time, new brakes can be dangerous.

- **You should never venture right out on to the trails or tracks until you have suitably worn in your brakes, it could save your life.**



# Suspension

49

## SECURING BIKE TO TRUCK BED WITHOUT PRESSURE ON SUSPENSION



When securing my dirt bike on a flatbed, I know from experience it's a good idea to avoid attaching straps to the suspension arms which could do damage over time. It is much easier and bike-friendly to tie off to the bike's footpegs to the bed.

Position the motorcycle by pinning the rear wheel against the side of the bed, and the front wheel in one of the corners so the bike is wedged in tight. This creates a super snug fit to ensure your bike will stay put. Once you have the bike positioned, simply clamp down to the bed with the footpegs.

- **Larger surface area means that brake can be easier to find, could be important if you need to stop quickly.**

## KNOW YOUR CLICKERS AND ADJUST ACCORDINGLY

Clickers allow for front suspension adjustment, and it's always good to get to know them for safety. There are ways to test on the trail and adjust to the correct, safe, setting for your bike. I always make notes when testing to get this right. Your bike's manual is an excellent place to start and should give a standard-setting. I always begin with the rebound, running two-click intervals at a time from zero. Then I work on compression, again in 2 click intervals. Know that some bikes are different, so understand what direction is rebound and compression on your bike's forks. Both forks should match.

█ ***Clickers are a comfort and safety feature that should be taken seriously and understood, once adjusted; they ensure the front suspension is working as good as it possibly can for you and your style.***



## Summary

So there we have it, thanks for signing up for our top 50 hacks and maintenance tips, now you have no excuse to ride and look after your dirt bike like a pro racer. Remember, tips like these come from years of experience. Practise makes perfect and learn as you go.

Watch out for volume two coming soon.  
Stay safe, and have fun out there!

Martin.

