

**T—CLOCK INSPECTION** for Motorcycle License #: \_\_\_\_\_

Please use this checklist to inspect the motorcycle you will be using during the Experienced Rider Course, sign the statement at the end of this form and **bring this form with you to class.**

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
<b>T – TIRES &amp; WHEELS</b>				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, imbedded objects	Front	Rear
	Air Pressure	Check when cold, adjust to load/speed	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: “ring” OK – “thud,” loose spoke	Front	Rear
	Cast	Cracks, dents	Front	Rear
	Rims	Out of Round/ true = 5mm; Spin wheel, index against stationary pointer	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside	Front	Rear
<b>C – CONTROLS</b>				
Levers	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever	Front	Rear
	Pivots	Lubricated		
Cables	Condition	Fraying, kinks, lubrication: ends and length		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire looms in place		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire looms in place		
Throttle	Condition	Moves freely, snaps closed, no revving		
<b>L – LIGHTS</b>				
Battery	Condition	Terminals: clean and tight, electrolyte level, held down securely (Fully charged for the course)		
	Vent Tube	Not kinked, routed properly, not plugged		
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation		
Reflectors	Condition	Cracked, broken, securely mounted		
Wiring	Condition	Fraying, chafing, insulation		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system		
	Aim	Height and right/lift		

# T—CLOCK INSPECTION

Printed Name: \_\_\_\_\_

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
<b>O – OIL</b>				
Levels	Engine Oil	Check warm on centerstand, dipstick, sight glass		
	Hypoid Gear Oil	Transmission, rear drive, shaft		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass		
	Coolant	Reservoir and/or coolant recovery tank-cool only		
	Fuel	Tank or gauge (At least 1/2 tank for the course)		
Leaks	Engine Oil	Gaskets, housings, seals		
	Hypoid Gear Oil	Gaskets, seals, breathers		
	Hydraulic Fluid	Hoses, master cylinders, calipers		
	Coolant	Radiator, hoses, tanks, fittings, pipes		
	Fuel	Lines, fuel taps, carbs		
<b>C – CHASSIS</b>				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting		
	Steering Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/ pushing forks		
	Swingarm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swingarm		
Suspension	Forks	Smooth travel, equal air pressure/damping anti-dive settings	Left	Right
	Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated	Left	Right
Chain or Belt	Tension	Check at tightest point		
	Lubrication	Side plates when hot <i>Note: DO NOT lubricate belts</i>		
	Sprockets	Teeth not hooked, securely mounted		
Fasteners	Threaded	Tight, missing bolts, nuts		
	Clips	Broken, missing		
	Cotter pins	Broken, missing		
<b>K – KICKSTAND</b>				
Centerstand	Condition	Cracks, bent		
	Retention	Springs in place, tension to hold position		
Sidestand	Condition	Cracks, bent, (safety cut-out switch or pad if so equipped)		
	Retention	Springs in place, tension to hold position		

I have inspected the motorcycle I will be riding while taking the Experienced Rider Course and I am stating that to the best of my knowledge it complies with this checklist. I understand that I may forfeit my seat if the Instructor determines that this motorcycle does not meet these guidelines and is unsafe for use. I also understand that I must bring this form to class along with proof of current registration and current insurance for the motorcycle being used during the course.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_