

Motorcycle Safety Inspection Checklist

T-CLOCS

T-CLOCS was developed by the Motorcycle Safety Foundation to assist motorcycle drivers in completing a comprehensive pre-ride (or pre-purchase) motorcycle inspection. T-CLOCS is easily memorized and very useful. The individual letters stand for the specific areas to be checked. This T-CLOCS inspection should be conducted at least twice a year to ensure safe riding.



	Item	Check	Look for	Check off	
Tires & Wheels	Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects	Front/Rear	
		Air Pressure	Check when cold, adjust to load	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 the 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	
	Brakes	Function	Each brake alone keeps bike from rolling	Front/Rear	
Controls	Levers & Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever, proper adjustment		
		Pivots	Lubricated		
	Cables	Condition	Fraying, kinks, lubrication: ends and interior		
		Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place		
	Hoses	Condition	Cuts, cracks, leaks, bulges, chafing or deterioration		
		Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place		
	Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned		
Lights	Battery	Condition	Terminals clean and tight, electrolyte level, held down securely		
		Vent Tube	Not kinked, routed properly, not plugged		
	Headlamp	Condition	Cracks, reflector, mounting and adjustment system		
		Aim	Height and right/left		
	Tail/brake lamp	Condition	Cracks, clean and tight		
		Operation	Activates upon front brake/rear brake application		
	Turn Signals	Operation	Flashes correctly	Front: Left/Right Back: Left/Right	
	Mirrors	Condition	Cracks, clean, tight mounts and swivel joints		
		Aim	Adjust when seated on bike		
	Lenses & Reflectors	Condition	Cracked, broken, securely mounted, excessive condensation		
	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		
Oil	Levels	Engine Oil	Check warm on center stand on level ground, dipstick, sight glass		
		Hypoid Gear Oil, Shaft Drive	Transmission, rear drive, shaft		
		Hydraulic Fluid	Breaks, clutch, reservoirs or sight glass		
		Coolant	Reservoir and/or coolant recovery tank—check only when cool		
		Fuel	Tank or gauge		
	Leaks	Engine Oil	Gaskets, housings, seals		
		Hypoid Gear Oil, Shaft Drive	Gaskets, seals, breathers		
		Hydraulic Fluid	Hoses, master cylinder, calipers		
		Coolant	Radiator, hoses, tanks, fittings, pipes		
		Fuel	Lines, fuel valve, carburetors		
Chassis	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 pushing/pulling forks		
		Swing Arm Bushing/Bearings	Raise rear wheel, check for play by pushing/pulling swing arm		
	Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings	Left/Right	
		Rear 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 (note: do not lubricate belts)		
		Sprockets	Teeth not hooked and securely mounted		
		Fasteners	Threaded	Tight, missing bolts, nuts	
		Clips	Broken, missing		
	Stand	Center Stand	Condition	Cracks, bent	
Retention			Springs in place, tension to hold position		
Side Stand		Condition	Cracks, bent (safety cut-out switch or pad equipped)		
		Retention	Springs in place, tension to hold position		

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Adapted from Motorcycle Safety Foundation materials — www.msf-usa.org
For more information on the Army's Motorcycle Mentorship Program visit <https://crc.army.mil/mmp>.

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