

# Motorcycle Safety Inspection Checklist



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.

U.S. ARMY COMBAT READINESS/SAFETY CENTER

	Item	Check	Look for	Check off
<b>Tires &amp; Wheels</b>	<b>Tires</b>	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects	Front/Rear
		Air Pressure	Check when cold, adjust to load	Front/Rear
	<b>Wheels</b>	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	
<b>Brakes</b>	Function	Each brake alone keeps bike from rolling	Front/Rear	
<b>Controls</b>	<b>Levers &amp; Pedal</b>	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever, proper adjustment	
		Pivots	Lubricated	
	<b>Cables</b>	Condition	Fraying, kinks, lubrication: ends and interior	
		Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place	
	<b>Hoses</b>	Condition	Cuts, cracks, leaks, bulges, chafing or deterioration	
		Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place	
	<b>Throttle</b>	Operation	Moves freely, snaps closed, no revving when handlebars are turned	
<b>Lights</b>	<b>Battery</b>	Condition	Terminals clean and tight, electrolyte level, held down securely	
		Vent Tube	Not kinked, routed properly, not plugged	
	<b>Headlamp</b>	Condition	Cracks, reflector, mounting and adjustment system	
		Aim	Height and right/left	
	<b>Tail/brake lamp</b>	Condition	Cracks, clean and tight	
		Operation	Activates upon front brake/rear brake application	
	<b>Turn Signals</b>	Operation	Flashes correctly	Front: Left/Right Back: Left/Right
	<b>Mirrors</b>	Condition	Cracks, clean, tight mounts and swivel joints	
		Aim	Adjust when seated on bike	
	<b>Lenses &amp; Reflectors</b>	Condition	Cracked, broken, securely mounted, excessive condensation	
	<b>Wiring</b>	Condition	Fraying, chafing, insulation	
Routing		Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean		
<b>Oil</b>	<b>Levels</b>	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	
	<b>Leaks</b>	Fuel	Tank or gauge	
		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			
<b>Chassis</b>	<b>Frame</b>	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	
	<b>Suspension</b>	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
	<b>Chain or Belt</b>	Tension	Check at tightest point	
		Lubrication	Side plates when hot (note: do not lubricate belts)	
		Sprockets	Teeth not hooked and securely mounted	
	<b>Fasteners</b>	Threaded	Tight, missing bolts, nuts	
		Clips	Broken, missing	
Cotter Pins		Broken, missing		
<b>Stand</b>	<b>Center Stand</b>	Condition	Cracks, bent	
		Retention	Springs in place, tension to hold position	
	<b>Side Stand</b>	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

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For more information on the Army's Motorcycle Mentorship Program visit <https://safety.army.mil/mmp>.