

T-CLOCK:

A simple term used to remember motorcycle components that should be examined during a pre-ride inspection.

The components are:

- T** — Tires & Wheels
- C** — Controls
- L** — Lights
- O** — Oil
- C** — Chassis
- K** — Kickstand

T-CLOCK ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECKOFF	
T--TIRES & WHEELS				
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
C--CONTROLS				
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, chaffing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire looms in place.		
Throttle	Operation	Moves freely, snaps closed, no revving.		
L--LIGHTS				
Battery	Condition	Terminals, clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Lenses	Condition	Cracked, broken, secure, mounted, excessive condensation.		
Reflectors	Condition	Cracked, broken, securely mounted.		
Wiring	Condition	Fraying, chaffing, 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/left.		
O--OIL				
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.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel taps, carbs.		

C--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 pulling/pushing forks.		
	Swing Arm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swing arm.		
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.		

K--KICKSTAND

Center stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent, (safety cut-out switch or pad if equipped).		
	Retention	Springs in place, tension to hold position.		

The **T-CLOCK** inspection is most effective if performed when your bike is clean. Dirt, grease, and road grime can easily hide potential problems. Regular cleaning not only keeps your motorcycle looking new, but actually extends its life by cleansing then protecting it from the corrosive elements of the road. No matter what you do, you can't prevent certain parts from wearing. But by replacing worn parts *before* they break, you may stop them from causing extensive damage by breaking several other parts along with them. Be sure to follow the manufacturer's recommended maintenance schedule. This will keep your motorcycle running at peak performance and reduce the chances of mechanical failure. Keep a detailed maintenance record, it not only shows when the maintenance was performed, but it can add value to your motorcycle should you sell it. Some routine maintenance procedures are simple. Others require the expertise of a trained technician. If you are unsure of your ability to perform any procedure, take your motorcycle to an authorized dealer. Remember, a mechanical problem incorrectly repaired can cause more extensive damage, which could ultimately lead to a crash. How well you ride depends on how well your motorcycle performs. And that depends on the quality of care you provide.