

T is for Tires

Tires	Condition	<i>Tread depth, wear, weathering, evenly seated, bulges, imbedded objects.</i>
	Air Pressure	<i>Check when cold, adjust to load/speed.</i>
Wheels	Spokes	<i>Bent, broken, missing, tension, check at top of wheel: "ring" == OK, "thud" == loose spoke.</i>
	Cast	<i>Cracks, dents.</i>
	Rims	<i>Out of round/true == 5mm. Spin wheel, index against a stationary pointer.</i>
	Bearings	<i>Grab top and bottom of tire and flex: No freeplay (click) between hub and axle, no growl when spinning</i>
	Seals	<i>Cracked, cut or torn, excessive grease on outside, reddish-brown outside.</i>

C is for Controls

Levers	Condition	<i>Broken, bent, cracked, mounts tight, ball ends on handlebar lever.</i>
	Pivots	<i>Lubricated.</i>
Cables	Condition	<i>Fraying, kinks, lubrication; ends and length</i>
	Routing	<i>No interference or pulling at steering head, suspension; no sharp angles, wire looms in place.</i>
Hoses	Condition	<i>Cuts, cracks, leaks, bulges, chafing, deterioration.</i>
	Routing	<i>No interference or pulling at steering head, suspension, no sharp angles, wire looms in place.</i>
Throttle	Operation	<i>Moves freely, snaps closed, no revving.</i>

L is for Lights

Battery	Condition	<i>Terminals clean, corrosion -free, and tight, electrolyte level, held down securely.</i>
	Vent Tube	<i>Not kinked, routed properly, not plugged.</i>
Lenses	Condition	<i>Cracked, broken, securely mounted, excessive condensation.</i>
Reflectors	Condition	<i>Cracked, broken, securely mounted.</i>
Wiring	Condition	<i>Fraying, chafing, insulation.</i>
	Routing	<i>Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.</i>
Headlamp	Condition	<i>Cracks, reflector, mounting and adjustment system.</i>
	Aim	<i>Height and right/left.</i>

O is for Oil

Levels	Engine Oil	<i>Check warm on centerstand, dipstick, sightglass.</i>
	Hypoid Gear Oil	<i>Transmission, rear drive, shaft.</i>
	Hydraulic Fluid	<i>Brakes, clutch, reservoir or sight glass.</i>
	Coolant	<i>Reservoir and/or coolant recovery tank — cool only.</i>
	Fuel	<i>Tank or gauge.</i>
Leaks	Engine Oil	<i>Gaskets, housings, seals.</i>
	Hypoid Gear	<i>Gaskets, seals, breathers.</i>
	Hydraulic Fluid	<i>Hoses, master cylinders, calipers.</i>
	Coolant	<i>Radiator, hoses, tanks, fittings, pipes.</i>
	Fuel	<i>Lines, fuel taps, carbs.</i>

C is for Chassis

Frame	Condition	<i>Cracks at gussets, accessory mounts, look for paint lifting.</i>
	Steering-Head Bearings	<i>No Detent or tight spots through full travel, raise front wheel, check for play by pushing/pulling forks.</i>
	Swingarm	<i>Raise rear wheel, check for play by pushing/pulling swingarm.</i>
Suspension	Forks	<i>Smooth travel, equal air pressure/damping and anti-dive settings.</i>
	Shock(s)	<i>Smooth travel, equal preload, air-pressure and damping settings, linkage moves freely and is lubricated.</i>
Chain/belt	Tension	<i>Check at tightest point.</i>
	Lubrication	<i>Side plates when hot. Note: do not lubricate belts!</i>
	Sprockets	<i>Teeth not hooked, securely mounted.</i>
Fasteners	Threaded	<i>Tight, missing bolts, nuts.</i>
	Clips	<i>Broken, missing.</i>
	Cotter Pins	<i>Broken, missing.</i>

K is for Kickstand

Centerstand	Condition	<i>Cracks, bent.</i>
	Retention	<i>Springs in place, tension to hold position.</i>
Sidestand	Condition	<i>Cracks, bent (safety cut-out switch/pad if equipped).</i>
	Retention	<i>Springs in place, tension to hold position.</i>