

STAR Touring & Riding

Road Safety Guidelines



Motorcycle Safety
Foundation
msf-usa.org

T-CLOCK;

Simple term used to remember motorcycle components that should be examined during a pre-ride inspection. The components are; **T**ires and wheels; **C**ontrols, such as levers, cables and throttle; **L**ights and electrics. **O**il and lubricants; **C**hassis and chain; and **K**ickstand.

T-Tires & Wheels		Check		
Tires	Condition	Tread Depth, wear, weathering, evenly seated, bulges, imbedded objects	Front	Rear
	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 free play (click) between hub and axle, no growling	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on out side, reddish-brown around outside	Front	Rear
C-Controls				
Levers	Condition	Broken, bent, cracked, mounts tight, ball ends on lever	Front	Rear
	Pivots	Lubricated		
Cables	Condition	Fraying, kinks, lubrication: Ends length.	All	
	Routing	No interference or pulling at steering head, suspension, no sharp angles. Wire looms in place	All	
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration	All	
	Routing	No interference or pulling at steering head, suspension. No sharp angles, wire looms in place	All	
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, 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		
Headlight	Condition	Cracks, reflector, mounting and adjustment		
	Aim	Height and right and left		
O-Oil				
Levels	Engine	Check warm on centerstand, dipstick, sight glass		
	Hypoid	Transmission, rear gear, shaft		
	Hydraulic	Brakes, clutch, reservoir or sight glass		
	Coolant	Reservoir and/or recovery tank—cool only		
Leaks	Engine	Gaskets, housings, seals		
	Hypoid	Gaskets, seals, breathers		
	Hydraulic	Hoses. Master cylinders, calipers		
	Coolant	Radiator, hoses, tanks, fittings, pipes		
	Fuel	Lines, fuel taps, carbs		
C-Chassis				
Frame	Condition	Cracks at gussets, accessory mounts, lifting paint		
	Steering-head Bearing	No detent or tight spots through full travel, raise front wheel check for play		
	Swingarm	Raise rear wheel check for play, pushing & pulling		
Suspension	Forks	Smooth travel, equal air pressure/damping anti dive setting		
	Shocks	Smooth travel, equal pre-load/air pressure/damping settings. Linkage moves freely and is lubricated		

Chain or Belt	Tension	Check at tightest point	
	Lubrication	Side plates when hot. Note: Do not lubricate belts	
	Sprockets	Teeth not hooked, securely mounted	
Fasteners	Threaded	Tight, missing bolts, nuts	
	Clips	Broken, missing	
	Cotter Pins	Broken, missing	
K-Kickstands			
Centerstand	Condition	Cracks, bent	
	Retention	Springs in place, tension to hold position.	
Sidestand	Condition	Cracks, bent Safety cut-out switch or pad of equipped	
	Retention	Springs in place, tension to hold position	

The **T-CLOCK** inspection is most effective if preformed 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 and 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 manufacture'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.