

Here is a pre-ride T-CLOCS checklist that you can use

T = TIRES & WHEELS

Air Pressure _____

Tread _____

Cracks, Dents, Loose Spokes _____

Bearings _____

Brakes _____

C = CONTROLS

Lever _____

Switches _____

Cables _____

Hoses _____

Throttle _____

L = LIGHTS & ELECTRICAL

Working Condition _____

O = OIL & OTHER FLUIDS

Levels _____

Leaks _____

C = CHASSIS

Suspension _____

Drive Components _____

S = SIDESTAND

Sidestand _____



Memphis HOG Chapter Got 3 Minutes?

Has this ever happened to you?



The weather is nice, you just got off from work and you jump on your Harley for a quick ride. I'm only going out for a short distance and I'll

look at my bike's safety issues later.

You have always heard that most accidents happen very close to your home, and many breakdowns on a motorcycle also occurs on short rides. If you are riding cross country, you look over the bike very carefully before you leave, unfortunately many riders do not look at their bike's safety features on "short rides".

We at the Memphis HOG Chapter encourage you to always take 3 minutes before a ride to review what the Motorcyclist Safety Association calls T-CLOCS

What is T-CLOCS

The Motorcycle Safety Foundation recommends a short pre-ride check of your favorite two-wheeler before every ride. To help you remember what to check, the MSF came up with the acronym T-CLOCS, which stands for Tires & Wheels, Controls, Lights & Electrics, Oil & Other Fluids, Chassis and Sidestand.

Pre-ride inspections help ensure a trouble-free ride and provide confidence that your motorcycle will respond properly. The primary source of this information about how a motorcycle should be inspected is your MOM (Motorcycle Owners Manual). A motorcycle will continue to ride like new if it is properly maintained and routine inspections become part of its maintenance cycle.

A pre-ride inspection of the motorcycle should be as routine and automatic as checking the weather forecast before heading out for the day. It's quick and easy to check the critical components, and a convenient reminder is T-CLOCS.

T = Tires and wheels

Since these are where you and the road meet, they're probably the most important things to look over. A problem can affect handling—sometimes severely.

Here you are checking the AIR PRESURE of the tire and the TREAD for wear or cracks. The rims for CRACKS and DENTS or LOOSE SPOKES. The BEARINGS to see if the seals are in place and not leaking grease. The BRAKES pads to make sure there is sufficient pad and that they are seated properly.

While you're down there checking the tires, make sure you've got plenty of tread. You should have more than 1/16 of an inch, about the distance between Lincoln's head and the top of a penny. Remove foreign objects that may have lodged in the treads, and make sure there aren't any cuts in the tire. A scuff is nothing to be worried about, but if it's a deep scratch, you might want to have it checked.

C = Controls and cables

Start by checking your LEVERS; brake and clutch make sure they operate smoothly and do not bind. Check all your SWITCHES for proper function. CABLES to make sure they are connected properly. HOSES (oil, brake & fuel) for leaks. Make sure the THROTTLE cable is functioning properly and snaps back when you twist and let go.



L = Lights

Seeing and being seen are two great ways to avoid unwanted incidents on the road, so making sure your lights work is key.

Make sure they are in WORKING CONDITION. Are the headlight's high beam and low beam working? Does the taillight come on? Does the brakelight come on when you are depressing the brake pedal and lever? Check left and right turn signals, front and rear. Lastly, don't forget to check your horn.

O = Oil and fuel

Running out of gas is a bummer, but since many motorcycles don't have gas gauges, it's a very real possibility. Check the gas level in the tank, and be sure your fuel petcock isn't on "reserve," which could leave you with a nasty surprise if you roll to a stop thinking you've still got gas in reserve. And don't forget to reset the tripmeter every time you fill



up.

LEVELS; be sure to check all fluid levels. LEAKS; always beware of leaks by quickly looking over your bike and looking on the garage floor for any surprises.

C = Chassis

Though an improperly adjusted suspension may not seem critical, imagine your surprise as your bike behaves differently in the middle of a curve because you forgot to reset it after picking up your friend last night.

Sit on the bike and rock it, making sure that everything moves smoothly and relatively slowly. If the front or rear end behaves like a pogo stick, a trip to your trusty mechanic should be in your immediate future.



DRIVE COMPONENTS (chain, belt or driveshaft) make sure they have the proper tension and do not show adverse signs of wear.

S = Sidestand

The sidestand is a handy little item—it's what keeps your motorcycle off the ground. Make sure it's not cracked or bent. Check the spring or springs. Are they in place, and do they have enough tension to keep the kickstand safely up?

Don't forget to look at the engine cut-out switch or pad, if so equipped.

If everything's in place and operating properly you're done, and you're good to go. Enjoy the day.

**It's worth 180 seconds
of your time**