

Motorcycle Maintenance is



Motorcycle Safety

Work your way from the bottom up

- Tires/Wheels
- Brakes/Rotors
- Shocks/Swing arms
- Drive Train
- Chassis
- Controls/Gauges
- Riding Gear

Tires and wheels

- Weather checked
- Aging
- Sun fading
- Dryness
- Cracking
- Tire pressure
- Wear strips
- Steel belting showing
- Ensure your axel and shafts are secured and tight
- Tire balancing (take into dealer for this)

- Wear bar example



- New vs. used tire (when to change)



- Cracked tire



Brakes and Rotors

- Check rotor for any bending or deep grooving, any bluing (this is a sign of excessive heat)
- Check pad depth on brake pads
- Make sure brake lever has ample squeeze or pressure
- We often see two sets of front brakes for every one set of rear brakes. Don't worry this is very common
- For vehicles equipped with drum brakes, make sure brake rods are adjusted correctly

- New vs. used brake pads (Motorcycle)



▪ Rotors



Shocks/Swing Arms

- With shocks you need to make sure that they aren't leaking. If there is a fluid leak the residue from the oil will reduce the performance.
- If shock oil leaks onto your brakes it can cause reduced braking force.
- Make sure there are no broken springs on your shocks.
- Swing Arms – check to make sure the bushings aren't loose and check for free play.

- Leaking shock



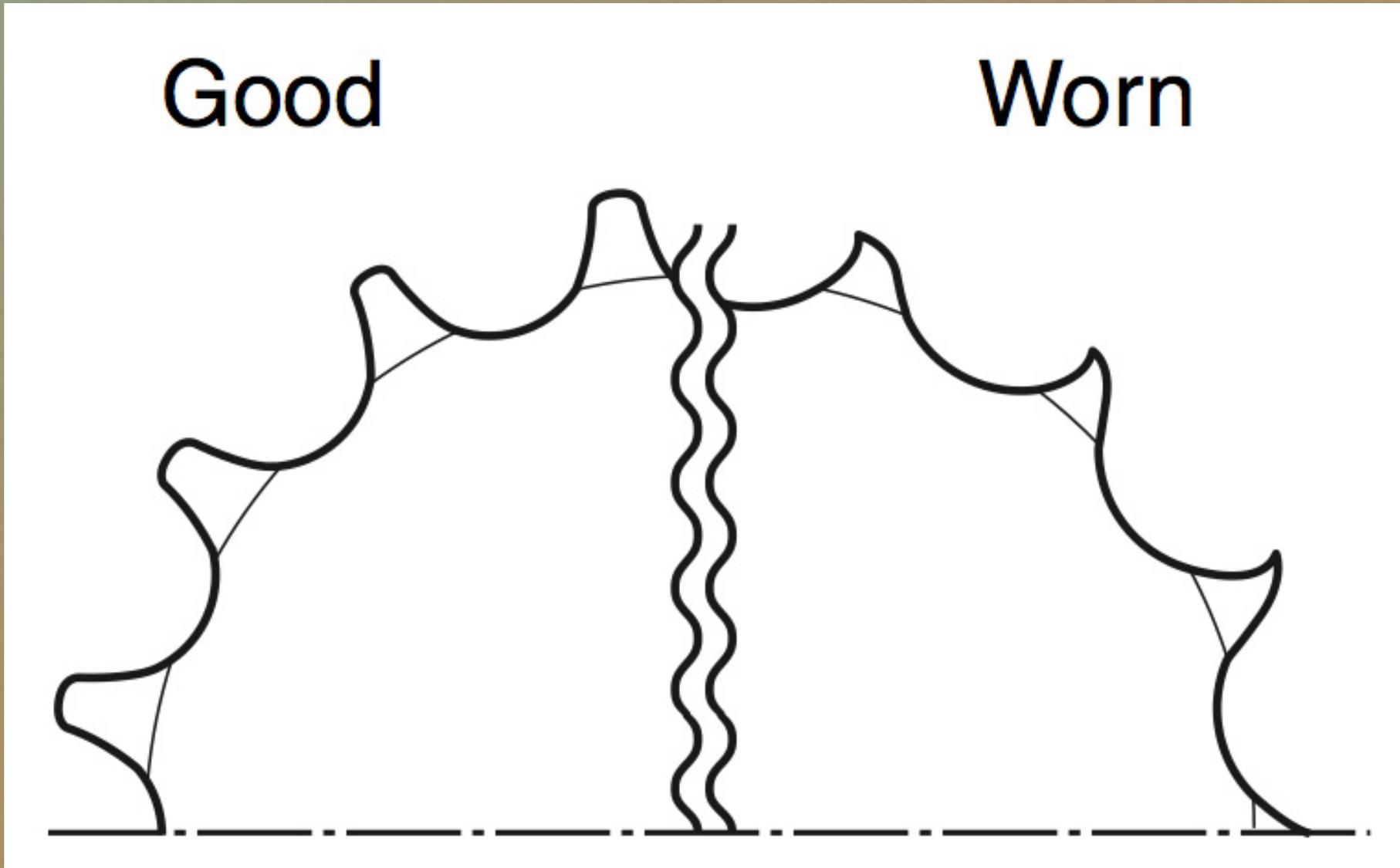
- Leaking shock



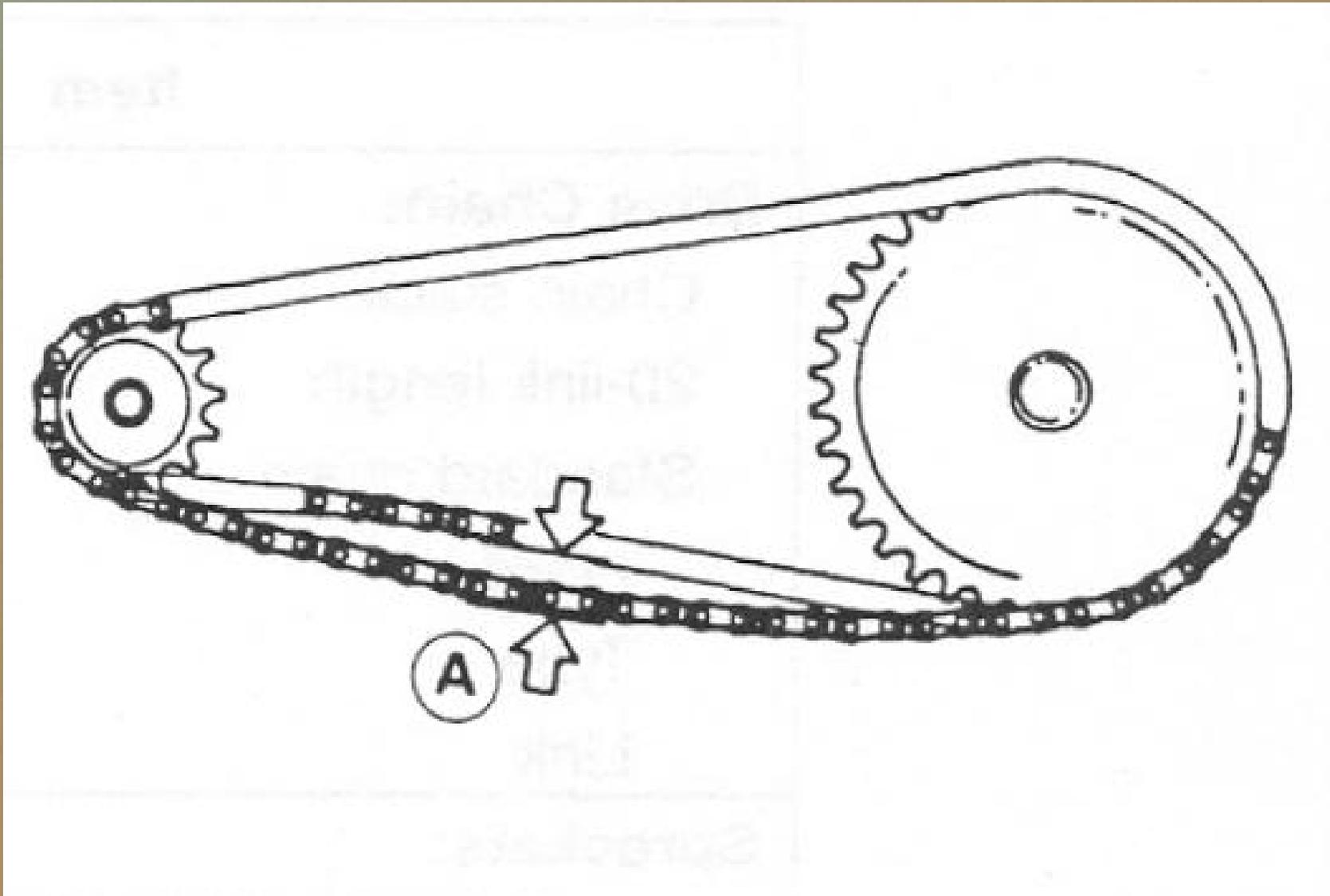
Drive Train - Chain

- **Make Note: A drive chain requires the most maintenance**
- **Chain lubricated sufficiently**
- **Adjusted correctly**
- **Check on the sprockets to make sure they are not worn out**
- **Free of rust and no broken or stiff links**

- Example of good chain sprockets vs. worn chain sprockets



- Chain adjustment



- Chain example



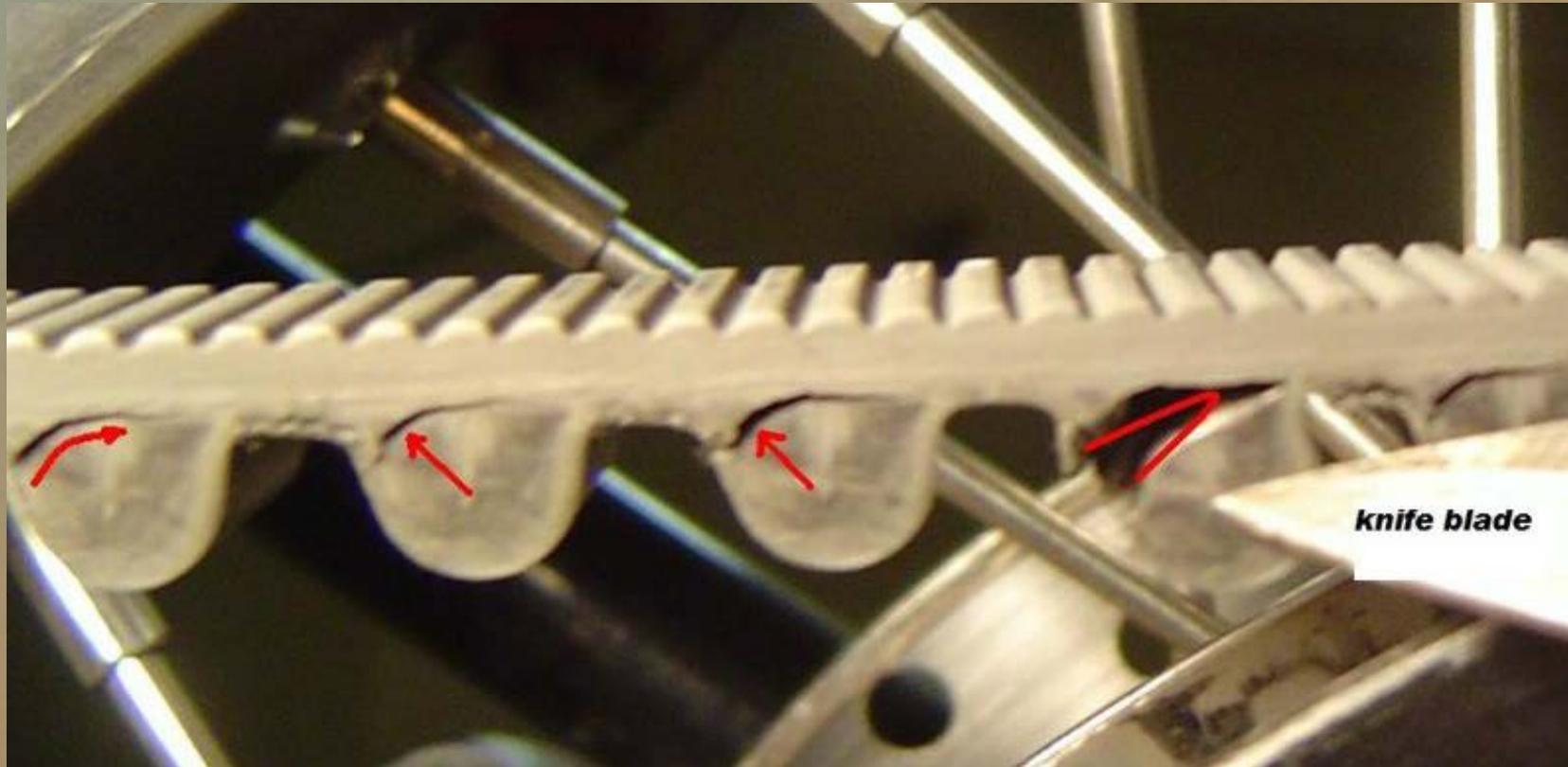
Drive Train - Belt

- Inspect belt for cracking, chipping, and any other damage
- Running true on the belt pulley's and tension
- Generally lower maintenance than chain drive

- Belt cracking



Signs of misalignment



- Belt in good shape



Drive Shaft

- Perform the recommended maintenance suggested for the model bike you have
- Inspect for leaky seals or oil residue
- Make Note: Traditionally this is the lowest maintenance drive system

- Signs of a leaking drive shaft



Chassis

- Look over your bike and inspect any visible welds for cracks
- The “Neck” usually has a lot of strain at the steering and head bearings, this is a good place to check frequently
- Visual inspections are especially important for motorcycles that are “Rigids”

- Frame crack



- Frame crack



Engine Maintenance

- Fluids
 - Oil and filter
 - Periodic inspection and change
 - Coolant level
- Valve inspection
- Air filter
- Spark plug inspection

- Dirty and clean oil



▪ Spark plug inspections



Normal condition – A brown, tan or grey firing end indicates that the engine is in good condition and that the plug type is correct.



Ash deposits – Light brown deposits encrusted on the electrodes and insulator, leading to misfire and hesitation. Caused by excessive amounts of oil in the combustion chamber or poor quality fuel/oil.



Carbon fouling – Dry, black sooty deposits leading to misfire and weak spark. Caused by an over-rich fuel/air mixture, faulty choke operation or blocked air filter.



Oil fouling – Wet oily deposits leading to misfire and weak spark. Caused by oil leakage past piston rings or valve guides (4-stroke engine), or excess lubricant (2-stroke engine).

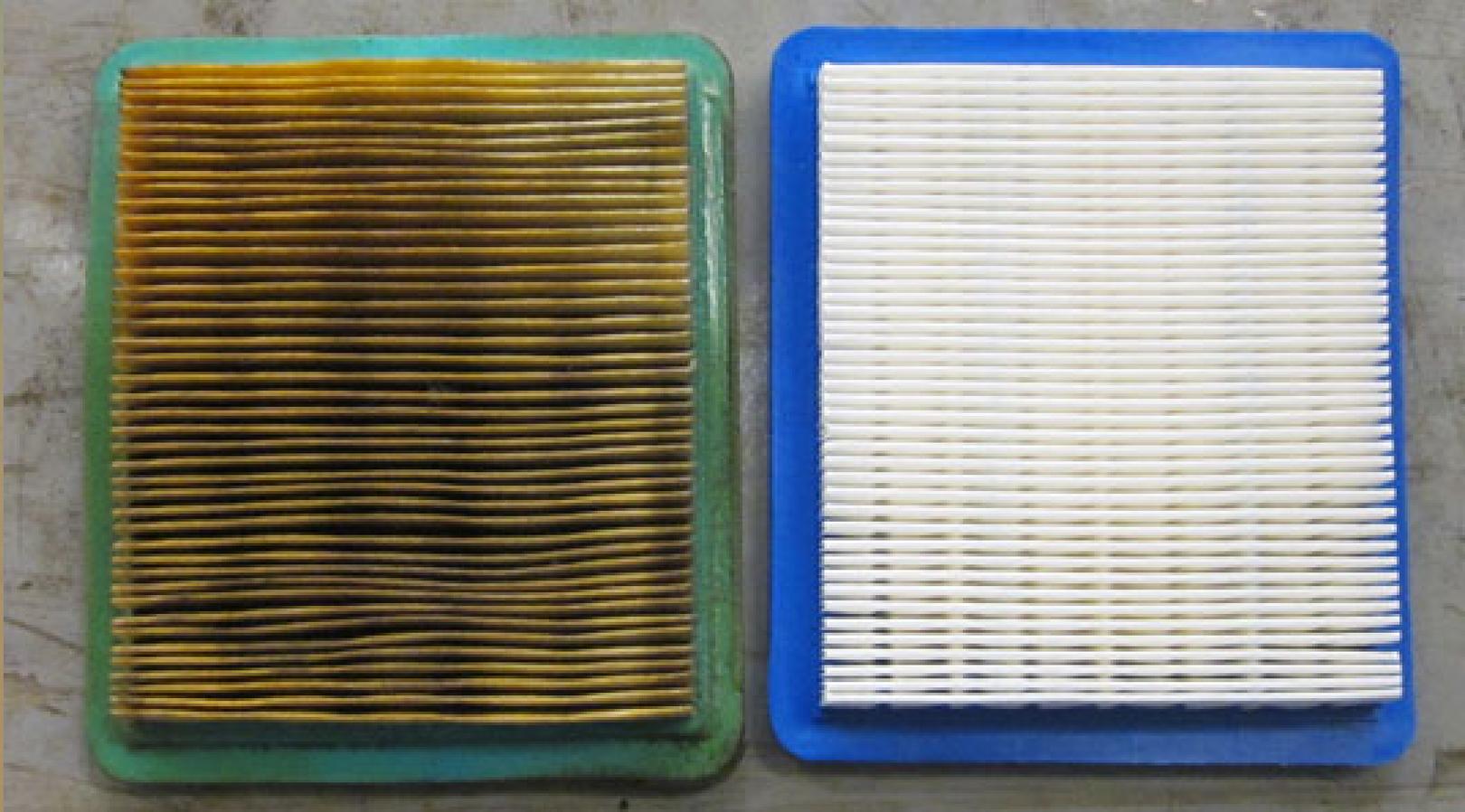


Overheating – A blistered white insulator and glazed electrodes. Caused by ignition system fault, incorrect fuel, or cooling system fault.



Worn plug – Worn electrodes will cause poor starting in damp or cold conditions and will also waste fuel.

- **Dirty vs. clean air filter**



Controls/Gauges

- Inspect throttle for free play
- Clutch lever operation with correct free play
- Gear shift – in and out of gears and neutral smoothly
- Front and rear brake feedback or “feel”
- Head lights, flashers, all working properly
- Gauges – make sure your “Gauge Cluster” lights all come on
- Check tachometer for correct functionality
- Battery – check for any corroding and make sure connections are tight

- Gauge cluster



- Battery in good condition



- Corroded battery



Headlights, Flashers and Mirrors

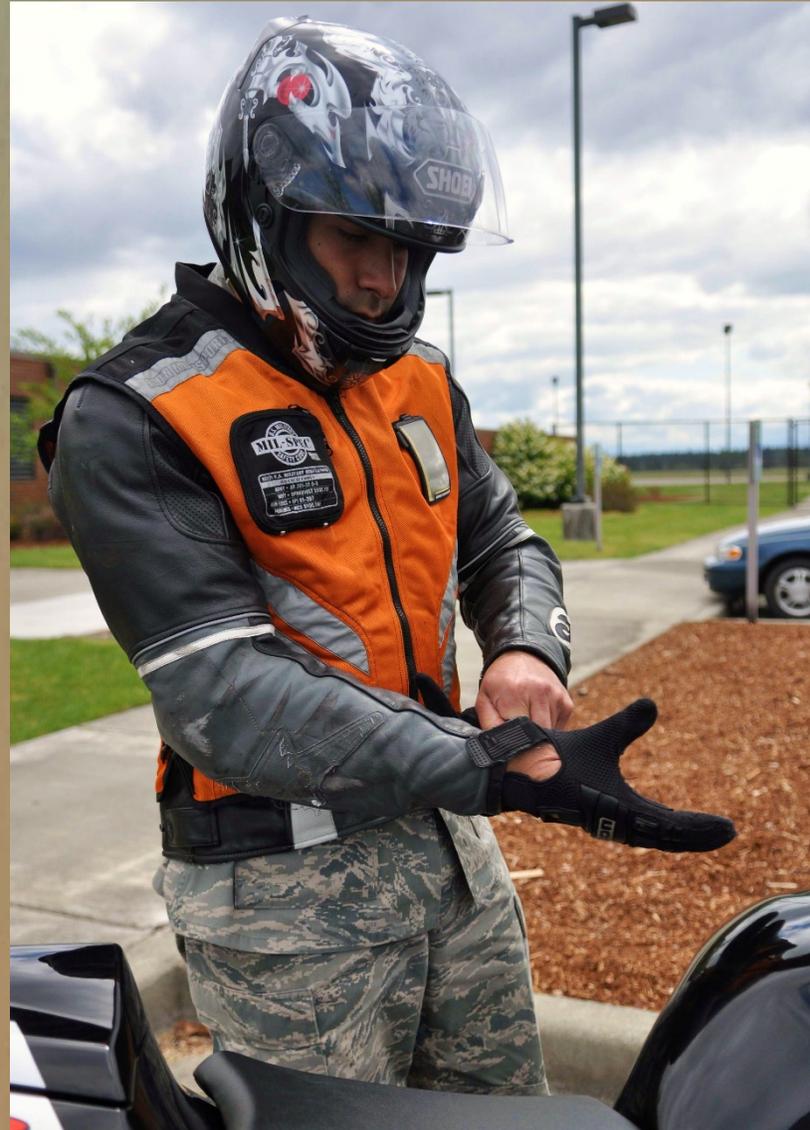


Riding Gear

- Over the ankle boots
- Full pant and jacket (high visual or military approved attire)
- Gloves
- DOT approved helmet

**** Don't be afraid to have bright and visible gear ****

- Ride smart



Bike Maintenance

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Bike Safety

