

T-CLOCS PRE-RIDE INSPECTION CHECKLIST

Motorcycle Safety Foundation (MSF) Standard • RevvRider.com

Date: _____

Bike / Model: _____

Odometer: _____

Inspection Item	Pass	Notes / Action Needed
T — TIRES & WHEELS		
Front tire pressure (cold)	■	Check owner's manual for correct PSI
Rear tire pressure (cold)	■	Check owner's manual for correct PSI
Front tire tread depth	■	Look for wear indicators; replace if worn
Rear tire tread depth	■	Look for wear indicators; replace if worn
Tire sidewalls	■	No cracks, bulges, or embedded objects
Wheel bearings	■	Grab wheel at 9 & 3 — no side-to-side play
Spokes or cast rim integrity	■	Loose spokes or cracks on cast rims
Brake rotors	■	No scoring, warping, or missing bolts
Axle nuts & cotter pins	■	Both present and secure

■ **Pro Tip** Always check tire pressure COLD — hot tires read 3–5 PSI higher than actual.

C — CONTROLS		
Throttle snaps back fully	■	Opens smoothly, returns crisply
Throttle smooth lock-to-lock	■	No binding at full steering lock
Front brake lever	■	Firm within first 1/3 of travel
Rear brake pedal height & feel	■	Natural position, activates brake light
Clutch lever / cable / hydraulic	■	Correct freeplay; no fraying
Handlebar switches	■	Turn signals, high beam, engine kill
Horn	■	One push — confirm it works

■ **Pro Tip** Spongy brake lever = air in the line or low fluid. Do not ride until resolved.

L — LIGHTS & ELECTRICS

Headlight — low beam	■	<i>Illuminates correctly, housing secure</i>
Headlight — high beam	■	<i>Switches cleanly from low</i>
Tail / running light	■	<i>Always-on when keyed in</i>
Brake light — front brake	■	<i>Activates when lever squeezed</i>
Brake light — rear brake	■	<i>Activates when pedal pressed</i>
Turn signals — all 4 corners	■	<i>No hyper-flash (blown bulb)</i>
Dashboard warning lights	■	<i>All clear after engine starts</i>

■ **Pro Tip** A dark brown or black brake fluid means it's overdue for a change — book a service.

O — OIL & FLUIDS

Engine oil level	■	<i>Between MIN and MAX (cold, level ground)</i>
Engine oil color / condition	■	<i>Amber OK; milky or foamy = problem</i>
Oil leaks under bike	■	<i>Check overnight drips on ground</i>
Front brake fluid	■	<i>Above MIN; clear to pale yellow color</i>
Rear brake fluid	■	<i>Above MIN; dark fluid = overdue service</i>
Coolant overflow level	■	<i>Liquid-cooled bikes — check reservoir</i>
Clutch fluid (if hydraulic)	■	<i>Above MIN line on reservoir</i>

■ **Pro Tip** Chain should have 25–35 mm of mid-chain slack. Check your owner's manual.

C — CHASSIS

Chain slack	■	<i>Typically 25–35 mm — check your manual</i>
Chain lubrication	■	<i>No dry, rusty, or kinked links</i>
Belt / shaft drive	■	<i>No cracks (belt); no fluid leaks (shaft)</i>
Front fork travel	■	<i>Smooth, no binding; rebounds once</i>
Fork tubes — no oil weeping	■	<i>Wet ring on lower tube = seal failing</i>
Rear suspension	■	<i>Bounce test — no clunks or sag</i>
Frame & swingarm	■	<i>No new cracks at pivot points</i>
Bodywork & fuel cap	■	<i>All panels secure; tank cap locked</i>

■ **Pro Tip** Sidestand return spring failure can cause the stand to drag in left-hand corners.

S — STANDS

Sidestand pivot bolt	■	<i>Tight — no wobble when extended</i>
Sidestand return spring	■	<i>Intact; stand snaps back up cleanly</i>
Sidestand interlock switch	■	<i>Engine cuts in gear with stand down</i>
Centerstand (if equipped)	■	<i>Retracts fully; no cracks at mounts</i>

Overall Result:

■ **SAFE TO RIDE — all items passed**

■ **DO NOT RIDE — item(s) need attention**