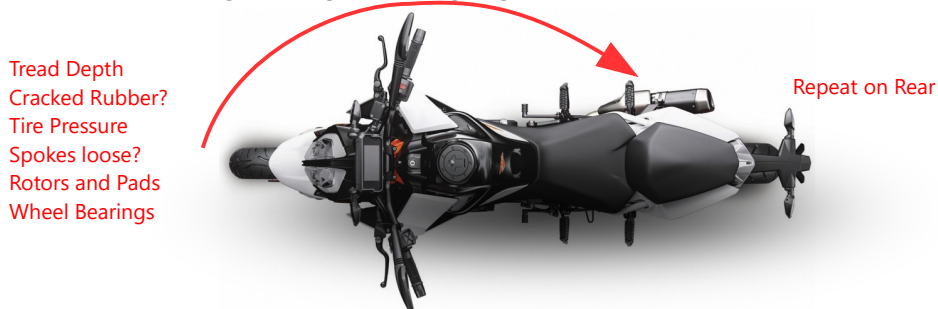


## “The 90 Second TCLOCS”

**T - Tires and Wheels** With tire gauge, check tire pressure at the front wheel. While you are at the wheel, check tread depth, tire and front bearings. Using the tire gauge, test the spokes. Thud = Dud. Repeat at the rear.



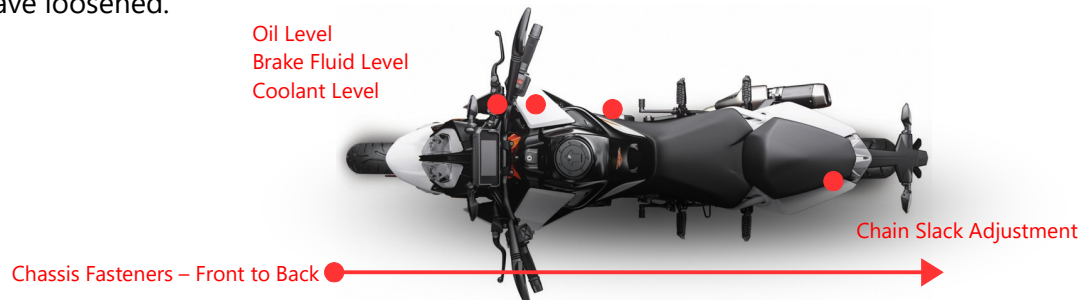
**C – Controls** Get on the bike. Without starting the bike, turn on the ignition key. With the front brakes applied, lean forward and backward to compress the forks. Rotate the bars when doing this. Release the front brakes and apply the rear, repeat. This will test both brakes, levers, suspension, and steering head bearings with one quick action. Clunk = Junk.

**L – Lights and Electrics** With Left Hand, test all electrics associated with all primary and secondary controls, including headlights, brake lights and turn signals. Move on to the right hand, then feet. Turn ignition off.



**O – Oil and Fluids** Get off the bike. Check the ground beneath the motorcycle for oil and other fluids. A quick tilt off the kick stand for bikes equipped with a sight glass will give you an idea of oil level and oil color. Check the levels of all other fluids your machine might have.

**C – Chassis and Chain** Have a reference point on the swing-arm where you can measure chain slack. The proper chain slack dimension is likely labelled on the swing arm. Go from front to back and examine the important nuts and bolts. On many of our AMS bikes, each bolt will be marked, which will indicate that the bolt may have loosened.



**S – Stands** Check that the side stand freely goes up, stays up or goes down.