RIDING SEASON 2006
Care and Maintenance
Includes:

- Electrical
- Engine Fluids
- Brakes
- Tires & Wheels
- Engine & Transmission
- Frame & Suspension
Check head light high/low beam, tail/brake light, turn signals, instrument and driving lights.

Test Kill button/switch and inspect overall wiring for chafe. Use wire ties to secure loose wires. A shot of WD-40 will keep switches & locks healthy.

Check battery levels and clean terminals. Baking soda & water will clean corrosion from the post (Don't get it inside the battery!), a little petrolatum or grease helps prevent future corrosion.

Inspect starter connections & mounting bolts. Check shaft for excessive wear if noisy.

If your bike has a fuse box, check 'em and get spares or Test Breakers. Fire is bad.
Engine Fluids

- Check levels. If engine/trans. oil is very dark or black, smells burnt, change oil & filter.

- Inspect fuel filter & screens for crud and check lines for chafe and dry rot.

- Water cooled Engines: Check coolant/anti-freeze level, and check flow/pump/hoses.
Check and adjust lever & pedal travel. Refer to your owners/shop manual for specs.

Check master cylinders for clean brake fluid & proper fluid levels.

Irregular or "jerky" stopping may mean a warped rotor or drum.

Inspect pads/liners and replace if needed. Don't let a front brake grab on wet pavement.

Brakes are possibly the most important component on a bike. Don't bet your life on worn brakes!
Tires & Wheels

- Inspect tires for even wear, tread depth and dry rot (cracking) or cuts in side walls.
- Inspect valve stems for dry rot (and rim cuts on tube stems).
- Check air pressure. Do not over inflate especially in Hot conditions/climate.
- Inspect rims for dents, cracks (alloy) and Carefully tighten loose spokes.
- Check axles, axle nuts & hardware for tightness & wear and lube the bearings.
- Inspect drive chain(& lube) or belt for excessive wear and adjust/replace as needed.
Check spark plugs. Brown to grayish-tan is good. Black is probably from burning oil or a rich fuel/air mix., light gray or whitish can mean a lean fuel/air mix or an intake leak.

Check carb(s), adjust float level(s) & idle/fuel/air. Clean carbs are happy carbs... Aerosol Carb/Injector cleaner can work wonders on carburetor or fuel injected motors.

Inspect/adjust ignition components & replace old spark plugs & wires.

About every 500 miles, check nuts, bolts & screws for tightness.
Inspect oil lines for leaks, cracks or chafe & look for oil leaks from the engine/trans. case(s).

Inspect air filter(s) and if dirty, replace or clean depending on type.

Inspect exhaust for leaks (especially at the manifold) and check mounting brackets.

Adjust clutch, replace plates if slipping or dragging. Check primary drive chain/belt.
Frame & Suspension

- Check/tighten/torque all nuts & bolts, & engine/trans. mounting hardware.

- Look for hair line cracks around engine/transmission mounting brackets.

- Check steering head/fork assembly for looseness/tightness and adjust if needed.
Frame & Suspension

- Lube steering(tree) bearings.
- Check fork fluid level (refer to owners manual, use only approved hydraulic fluid).
- Inspect rear shock(s), (replace if worn or soft) and check fender mounting brackets/hardware.
- Inspect handle bars for cracks, check mounts and oil all cables.
Highway Tool Kit & Spares

- Wrench set.
- Sockets with ratchet, extensions, U-swivel.
- Screw drivers.
- Pliers (needle nose, vice grip & slip joint).
- Crescent wrench.
- Hex wrenches.
- Small utility knife.
- Small hammer & punch.
- Hack saw blades.
- File.
- Thickness gauge.

- 12v test lamp.
- Fuses.
- Assorted nuts, bolts, cotter pins, etc.
- Chain mast. link & spare links.
- Spark plugs.
- Ign. points or module.
- Hose clamp.
- Bulbs.
- Spoke wrench.
Highway Tool Kit & Spares, Cont.

- Elect. Tape.
- Elect. wire.
- 1 Can Flat Fix.
- Flat tire plug kit.
- Sm. tube silicon/gasket maker.
- Picture (braided)wire.
- 1 Qt. Oil.
- Shop rag.
- Small flash light.
- 8'x10' poly plastic rain sheet.
- First Aid Kit
- CELL PHONE...
Choosing Proper Protective Equipment
HELMET

- **THE most important piece of your protective equipment**
- Helmet must fit SNUGLY...too loose, lessens effectiveness...too tight, uncomfortable
- Must meet D.O.T. standards (preferably meet Snell 2000 standards)
Helmets are MANDATORY, in Alabama, and for all military personnel, on or off base, regardless of the local laws.

Helmets are required by law to be properly fastened and secured using the attached straps.

Don’t forget your eyes...half-helmet? Eye protection!!!
Protective Clothing

- **Best protection: Leather**
- **Better protection: Polyester Mesh with Kevlar Armor Lining**
- **Good protection: Denim (blue jeans)**
Protective Clothing

- Jacket and Pants or full-body riding suit
- Full fingered motorcycle gloves
- Over-the ankle, sturdy boots
- Rain gear
- Dress for the weather
RIDER RESPONSIBILITY

- Know the limits of your motorcycle
- Know your riding limits
- Know the limits of the environment you will be riding in

RIDE WITHIN THESE LIMITS
Air Force Requirements

- References: AFI 91-207 and DODI 6055.4
- ALL Air Force military personnel who operate a motorcycle (on-off duty, on-off a DOD installation and regardless of the member’s decision to register their vehicle on a DOD installation) **ARE REQUIRED TO ATTEND OR TO HAVE ATTENDED AN APPROVED MOTORCYCLE RIDER SAFETY COURSE.**
Air Force Requirements

- Definition of “Air Force Military Personnel”: All U.S. Military personnel on active duty; reserve or national guard on active duty or performing inactive duty training; service academy cadets; officer candidates in OCS or AOCS; ROTC cadets when engaged in directed training activities; and foreign national military personnel assigned to the DOD components.
Air Force Requirements

- All Air Force Civilian personnel who operate a motorcycle on duty (on-off a DOD installation, and regardless of the employee’s decision to register their vehicle on a DOD installation) are required to attend or have attended an approved motorcycle rider safety course.
Air Force Requirements

- Retirees, contractors, dependants, and all other non-Air Force civilian personnel who operate a motorcycle while on an Air Force installation are highly encouraged, but not required, to attend an approved motorcycle rider safety course.
Air Force Requirements

- Approved Motorcycle Rider Safety Programs: Course IVA- Motorcycle Rider Course: Riding and Street Skills (MRC:RSS) or the new Basic Rider Course (BRC); Course IVB- Experienced Rider Course (ERC) (curriculum provided by the Motorcycle Safety Foundation, MSF)