



Preventive Maintenance

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I know that a lot of you must wonder from time to time why I spend so much time and valuable newsletter space hammering the idea of Maintenance and Preventive Maintenance to you.

A big part of my professional life is spent trying to identify potential problems, and stop them before they become an issue. Most of the time this works out well saving a lot of time and money. But as with any good plan sometimes it doesn't work out that great. Regardless of how vigilant you are you can never catch all the things that will jump up and bite you.

So, what does this have to do with Rider Safety? Very simply, regardless how much practice, training, and protective riding gear you have, you can not be safe and protect yourself when your vehicle is not in good working condition! If you do not stay on top of your bikes mechanical condition, you are putting yourself into a position where you can have problems, failures, or as a worse case scenario a catastrophic failure.

Problems and minor failures can happen, even with good preventive maintenance, the big issue is

catastrophic failures. A catastrophic failure is when a part or system fails, abruptly without warning or indication. Usually this is related to vital parts or systems such as tires, brakes, and suspension and steering. Unfortunately this also usually results in a crash or close call.

What to do:

As you all know, my favorite thing. Get yourself a shop manual for your bike, get familiar with as much of the inner workings as you can and do as much of your routine maintenance as you feel comfortable doing. Almost all the shop manuals have a list of service intervals for various pieces and parts. That is always a good place to start.

If by chance you do not have a ritualistic routine that you go through with your bike, I would suggest that you begin one. Some things such as the "T-clock check" (which is available on the G2 web page) should be done before each ride. If you ride your bike daily you should do this at least weekly (tires are the one exception, check them at least daily).

Some other things can be done less frequently, but

most importantly would be to spend some quality time with your bike. Get flat on your back on the floor of your garage and just look around. A good bike lift makes this much easier, and they are surprisingly inexpensive. Some things to look at while you are down there: All fasteners and connecting points, joints and moving parts, wiring and wire connectors, and of course the fluids.

These machines are relatively simple and you would be surprised how much you can actually check out just by getting down there and looking around.

Hopefully by doing this it will result in trouble free and more enjoyable rides. Plus the warm and fuzzy feeling you get inside from knowing that you are doing a little extra to keep your "Baby" in top notch condition.

Till next time, ride safe; take care of yourself and each other.

Dale

