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**Next**

T-CLOCS<sup>SM</sup> Inspection Checklist



T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
<b>T-TIRES &amp; WHEELS</b>				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" = loose spokes.	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = 5mm. Spin wheel, index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex: No freewheel (click) between hub and axle, no gravel when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
Brakes	Function	Each brake alone keeps bike from rolling.	Front	Rear
<b>C-CONTROLS</b>				
Handlebars	Condition	Bars are straight, turn freely, handgrips and bar ends are secure.		
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, links, lubrication: ends and interior.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		
<b>L-LIGHTS &amp; ELECTRICS</b>				
Battery	Condition	Terminals, clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
	Operation	Activates upon front brake/rear brake application.		
Turn signals	Operation	Flashes correctly.	Front left	Front right
			Rear left	Rear right
Switches	Operation	All switches function correctly: engine cut-off, hi/low beam, turn signal.		
Mirrors	Condition	Cracks, clean, tight mounts and swivel joints.		
	Aim	Adjust when seated on bike.		
Lenses & Reflectors	Condition	Cracked, broken, securely mounted, excessive condensation.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
<b>O-OIL &amp; OTHER FLUIDS</b>				
Levels	Engine Oil	Check warm on center stand on level ground, dipstick, sight glass.		
	Hypoid Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauges.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		
<b>C-CHASSIS</b>				
Frame	Condition	Cracks at gussets, accessory mounts, look for paint lifting.		
	Steering-Head Bearings	No detent or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted.		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips & Cotter Pins	Broken, missing.		
<b>S-STANDS</b>				
Center stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		





#### ILLUSTRATED PARTS LIST

### KUBOTA

MODEL GS280-GCL-S-CHI-EC

#### AIR-COOLED ENGINE



Kubota  
www.kubota.com

Hero bike spare parts name list pdf. Bike all spare parts name list. Bike spare parts name list with images pdf. Bike spare parts name list and price. Hero bike spare parts name list pdf download. Bike spare parts name list with images. Bike all spare parts name list pdf. Bike spare parts name list hindi.

In this article, I will be creating a reference guide on most common basic components and/or parts of a motorcycle along with a brief description of what the device does and where it can be found on a motorcycle. I will also include different technologies that may be associated with many of the parts and components in this guide. The information I am putting together is based on the content that has been or will be published on bbma s learn how to ride a section of the motorcycle under the guides. This article is intended for new users and to be used alone or in combination with other means of communication to understand the terms used in the content. Motorcycle hand controls Clutch lever controls from Diagram # 13: The clutch of the lever is located in front of the left grip along the handlebar. To use the clutch lever: With the left hand to the variable pull the clutch lever inside the grip. Using power supply of this control is detached from the engine to the rear wheel. Front brake lever Diagram # 4: The front brake lever is located in front of the right grip along the handlebar. To use the brake lever: Use your right hand to apply/pull the brake lever towards the grip. The force plus or pressure applied to the brake lever directly controls the amount of braking force applied to the front wheel. Throttle Diagram # 5: The accelerator is built into the right fist to use the accelerator. Place the right hand on the grip and rotate the grip. The more you act on the fist, the more fuel is delivered to the engine resulting in more power/higher RPM of the engine. Tech & Accessories Adjustable Pull-In-Distance with clutch and brake levers: This accessory or mod is usually found as a refurbishment. It allows people with shorter or people who want to adjust the distance they have to reach /, where the activation points controls are in their range of scrolling. CRG RC2 clutch level @ Revzilla Short Hand Levers: This type of lever takes the customization of the controls one step further by shortening the length of the lever of less fingers that are necessary for control (typically allowing only 2 fingers to be heard.) this type of accessory / mod usually is done by people who stick the motorcycles (for most riders, this mod is not recommended, especially the new drivers of the street.) crg carbon brake levers @ clipboard mounting handles: each bike has handles on both sides but the size of the bike has handles. grips can usually be exchanged for different styles usually for aesthetic purposes, other reasons to change handles are: for a different grip or material to add a feature such as heated grips, some handles have sliders at the end to help prevent serious damage to oled or your bike in case of a simple fall. Cruise acceleration and control locks: the throttle locks are typically after-sales devices that are mounted on the grip of the side of the accelerator to prevent the accelerator from returning to a neutral or inactive position, and when the grip is deployed, to maintain a rpm that will maintain a desired speed. the true control of cruises is added very rarely after the fact due to the amount of work that would be necessary to install properly. if a bicycle has a cruise control, the bicycle probably came with it. handlebars: most motorcycles have options to replace after-sales handlebars or have factory handlebars that can be garliced to modify the body, limb, wrist and/or position of the hand. Some people take it too far, I think, but theirs. foot controls rear brake pedal diagram #9: This brake pedal control is located in front of the right side lounge, to hear the rear brake pedal: by hearing the ball of yourright, press down on the pedal. The more force is used on the brake pedal, the more the braking power is delivered to the rear wheel. Gear shifter Gear shifter is the control on a motorcycle that changes the gears of the transmission up or down. Scooters and some automatic motorcycles may not have this control. There are also some motorcycles that that Paddle or button changing as an option, but they are few and distant among themselves. Diagram # 15: The gear lever is in front of the left side room to use the gear change: with the left foot. Use the ball on your foot to push down to go down and use the top of your foot à à, à "base from your feet area" to push up on the lever to change a computer. The Gear shift lever works sequentially, which means it has to go through each team and can not omit any. The lever itself operates as a ratchet, after changing the gears, either up or down, it should allow the lever to be restored to the central position before being able to change running again. The pins are to rest and protect your feet, as well as to provide a reference point to use the diagram of the foot controls. Diagram # 10: PEGS Location Diagram # 11: Location of passenger pegs (if a bicycle has it) can have your feet in one of the two positions: Have the ball of your foot on the plug and muÀ @ vala towards forward and back in the cont Olles according to it is necessary (recommended) have the cure or the crest of its foot on the pin, but its foot pointed out (the foot can be trapped on the road in turn). Your feet simply do not want to be floating on / under the control. TECH & ACCESSORIES TOEL-TOE SHIFTER: This accessory is intended to facilitate the change by allowing 2 levers of separate changes. One so that the finger is changed down and another by healing to change. I have only seen this on cruise / tourism motorcycles. Floor: Soil tables are large flat output replacements that aim to make a motorcycle trip more common and often be stuck. Typically it is found in tourist cruises and bicycles. The pegs of the highway: are they are usually mounted on the frame/engine guards closer to the front of the motorcycle to give an alternate place to put your feet some rest while you ride on à ~"you guessed it! à ~ "The road. Engine guards: typically a subplot mounted on the original motorcycle frame to provide protection The rider and the motorcycle in case of fall or accident for having the motorcycle generally supported around the engine since the engine tends to be the widest part of a motorcycle. It is usually found on cruise style motorcycles. Slides: Slippers are basically the sports / sport tour, and some rotary motorcycles equivalent to the motor guards. Frame Slippers R Care Racing Racing Pulfers @ Revez Electronic Controls \* NOTE: The above image is a reference to common configurations of electronic motorcycle control and refers to continuation descriptions Light controls Lights: Light controls Signs are more commonly on the left side of the handlebar, just next to the left sleeve to facilitate access from the left hand. To turn on the light of the signal the left or right lever to signal in that direction. Press the button to cancel the signal. Hazard lights: Not all motorcycles, especially older motorcycles / smaller motorcycles, have this control. If they do, it will be labeled with the symbol below. Headlight: Controls for headlights can be found in the left and more frequently frequently control module will be a bounce switch between Lower Beam (regular operating light) and high ray (which allows light from the head shine further away). Low power beam beam switch High power: The Kill motor / emergency switch is a Toggle switch, which allows or disables the flow of electricity to the engine. (Important to the note: does not turn off the rest of the electronics on the bicycle). This Toggle switch is most commonly in the right electronic control module directly next to the right ferry. And it will be labeled with symbols (such as the photo below) or will be clearly labeled with OFF or ON. Tech & Accessories: The startup is typically found in the right control module next to the Handgrip. The push button will normally have the symbol displayed on the left or labeled "START". \*Note: This control will only work after the initial requirements have been met. Tech "Most motorcycles only come with the electric controls listed above, but manufacturers and owners are not limited by these standards. Manufacturers like Honda have all the gambit of the features listed below in their Goldwing lineups and most of the options listed below are options to add to a motorcycle by third-party manufacturers. GPS Reverses Stereo Stereo Height / Stiffness CB Radio Heated Handgrips Mechanical Controls Bastillo: The strangling function is almost exclusively with larger motorcycles / carburetors. It is used when starting a cold engine first to allow an easier start. If a motorcycle has a choke, look for the symbol on the left. It can be difficult to locate, as its location and method of activation may vary depending on the model. Refer to the Owner's Manual for clarification. Petcock Fuel: The petcock/fuel valve is typically located just below the gas tank on the left side and is most commonly used as a low fuel alert system and to stop the fuel flowing to the engine when the motorcycle is parked. Key switch: The key switch can be placed in some locations on a motorcycle, but is commonly located around the handlebars or on the side of the engine. Switching on the ON key will allow electric power to the rest of the motorcycle. (Depending on the make and model, you may have other options, such as "Lock" or "acc"). BASIC COMPONENTS The fuel tank, the fuel tank on most motorcycles on the street is located between the handlebars and the riders' seat, on the engine. To fill the gas tank, many motorcycles require you to use the motorcycle button to open the gas cap on the top of the tank. fills, make sure to fill the tank slowly to avoid spilling and splashing. Cooling All motorcycles generate heat, which require a cooling system. The 2 motorcycle use systems are liquid (or radiator cooling) and air cooling. LIQUID / RADIATOR: Mostly found on larger motorcycles. This cooling system uses hoses that pass through the engine to absorb heat and dissipate it. dissipate it.A radiator. This refrigeration method is more efficient and allows the motorcycles not to overheat as easily when there is a lot of traffic due to the constant circulation of the liquid. The positioning of the radiator may vary according to the model. Air refrigeration: This type of cooling is based on the movement of the air passing through the heat dissipation fins fixed to the motor. If you do not move, the engine is likely to overheat, especially in a hot day. Pneumatic wheels: Tires come in different sizes and shapes depending on the type of conduction you make and the bicycle style that handles. These tires are generally divided between: off-road tires: off-road tires are tires with tacs that are designed to hold onto the sand and loose ground to maintain the traction. Street pneumatics: Street tires are designed to have the largest possible surface on the road to get the best traction. Dual Sport tires: Dual Sport tires are a junction between street pneumatics and off-road tires. They are still tacos, but they cover more surface and are rounded, so there is not much vibration when driving down a paved road. Tires: Tires are usually found in two styles Radio rims: Radio tires are usually used on lighter bikes. Multiple plugs under tension suspend the tire / outer rim. Hard / solid tires: Hard tires are like those of most cars. The tires can also have different rubber compounds to suit different conduction styles: soft for high-grip racing, hard for long distances, double compound for the best of both worlds. It does not have the tire material in the center of the wheel. Brakes with few exceptions, motorcycles have separate brakes and brake controls for the wheel and the rear. A greater braking power is required on the front wheel compared to the rear, so often more large or double brakes on the front wheel in front of the rear rear Types of brake systems developed for motorcycles. Disk brakes: This type of brake dominates the market for most especially large motorcycles since disc brakes are capable of considerably braking power. Drum brakes: This was a type of brake that was used before the disc brakes. Some manufacturers can still choose to use this type of smaller motorcycle brakes or as a rear brake, since the rear brake does not use almost so much braking power. Kickstand - What? Practically all street motorcycles are equipped with a side support. And it is always on the left side under a kick. Central Stand: Not all bikes have this, but those who do, are able to have the weight of their bike almost fully supported directly that can be a benefit for storage and maintenance. Suspension: The large majority of motorcycles use double damping poles or à à eperrosà à to connect the front of the bicycle to the front wheels. These forks absorb most of the impact that would happen during the moped. Rear suspension: The rear suspension designer can vary a lot compared to the front suspension. In some motorcycles, the rear suspension does not exist. The rear suspension works together with the front suspension to reduce the impact of the road or the path. Tech & amp; Accessories: The suspension has been, for the most part, standardized but has seen some manufacturers and modders playing with concept designs such as airbag suspension designs that provide an alternative to hydraulic



designs / of traditional cable. EXHAUST / PIPES The main objective of the exhaust pipes is to expel the fumes of the rider's engine. Most of the exhaust tubes will run along the bottom of motorcycle behind the back, running behind the riders. Some motorcycles deplete the lower sides depending on the brand and model. The pipes are one of the most common modifications to motorcycles, typically to give the bike a more aggressive / high voice.And sometimes it changes the appearance or location of the pipes, but it can also have performance advantages. Seat driver: Each motorcycle obviously has a driver's seat, but the size, shape and location of the seat can differ depending on the type of motorcycle you travel. Passenger: Not all motorcycles have the option of a passenger seat. The motorcycles that have rear seats are located directly behind the rider. The rear seats also vary in size and shape depending on the motorcycle. Technology and accessories: seats are also a very common modification and have a wide range of options available to modify the comfort and ergonomics of a motorcycle. To list a few: ASISTRADORES OF PRUEBAS: For most motorcycles, there is a wide range of seats available if you don't like the one that came with your motorcycle. Backups: you can often get back up for not only the passenger, but also the rider. This sometimes requires replacement of the OEM seat. Bearings: Instead of changing the seat, you can add cushions or modify the seat with additional padding. Battery Battery on a motorcycle is like a car, which provides power to the engine and accessories, and is almost always below the cyclist seat. Motorcycle batteries are typically much smaller than cars, so they may not last so long without the Motor running. Dashboard / Dash Cluster The board can vary in its location and configuration depending on the brand and model. But it is always upstairs, in, or under the handlebars, as it needs to be in sight when it sits on the motorcycle. Warning lights: Most of the street motorcycles have warning indicators, the most common one listed below, as part of their HUD. As motorcycles become more complex, you canthe additional warning. \* Refer to the owner's manual for clarification. Tacometer: This device tells you the current RPM value the motorcycle is producing. Not all motorcycles have a tachometer. Speedometer: the speedometer tells you how fast it goes in Miles/Kilometers Tech & Accessories: Accessories: Dashboard: Simple dash that gives information using a hand and a dial, as well as simple light warning indicators. Digital panel: This usually gives the same information as a basic analog dash but in a digital readout. It may have some extra features for tracking the pass modes or travel built-in. LCD Dash: Motorcycles that have an LCD dash are usually very techy. What I mean by that is that they will have many options and or features that you couldn't fit into a digital or analog dash. Some of them may include: Performance settings Safety features Options like Radio and GPS Lights Like a car, the headlight is located on the front of the bike providing light when needed. Most motorcycles have headlights on automatically. Signal: Signal lights or "Blinkers" are flashing SETS of lights on the front and rear of a motorcycle indicating your intentions (change lanes or turn) to the rest of the traffic. These lights are controlled by the indicator switch found on the handlebars. Brake light: This is a light located on the back of the motorcycle that will illuminate when the brake controls are applied. " replacements Markets Updates: Lights on a motorcycle more often than not can be replaced or updated with aftermarket parts if the manufacturer's parts are not enough. People replace the lights on a motorcycle in favor of lights like LCD or HID for headlamps or LCD signal lights as they tend to be much brighter, look fresher, last longer and or are more efficient in storage Default motorcycles usually don't come with any storage on them with the exception of certain models of motorcycles made to travel long distances. So if you want to keep things on the bike you have to get accessories from OEM/3rd to take things with you. Some of the common options are listed below: Saddlebags: A set of bags that mount or drape on the rear fender or seat to allow storage. Rear Carrier Bag: This type of storage can bea bag or box that can be mounted or attached to a back seat or to a mounting point on the bike. Basin: Generally an additional assembly point behind the back seat or replacing the rear seat in favor of optional mounting points for bags or luggage. Deposit bag: This is a bag that has straps or magnets that are mounted on the petrol tank to give you storage options. Backpack: Most people who just got a bike use a backpack to carry items with them on the walks. If you use a backpack, try to use one that doesn't move much to the ride or one specifically designed for motorcycle riders. I have listed all the basic information that, I feel, must relate to the new bikers who are learning to ride. In my articles, anything that has not been listed will be clarified or expanded in the relevant articles of this series.

A 2007 Honda CBR600F4i sport motorcycle

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