**MOTORCYCLE SERVICE SCHEDULE**

**About This Tool:** This tool should be used as a guide to help motorcycle operators and mechanics to check and maintain their motorcycles in a systematic and comprehensive way.

**Module One**

**Daily Checks:**

**P** is for petrol

**L** is for lubrication engine oil and chain

**A** is for adjustment chain, and handlebar level

**N** is for nuts and bolts; are they present and tight?

**S** is for stop; brakes and tyres

**Module Two**

**Every 1,000km:**

Ideally, the responsible manager and technical advisor should check every motorcycle every 1,000km. Following this inspection all motorcycles should be given a ‘Module Two’. When this inspection is possible, it is not necessary for the vehicle operators to learn any service modules other than the daily checks. However, in some circumstances, motorcycles cannot be inspected this frequently. In these cases, the operators themselves must be taught how to service ‘Module Two’, and be given the tools and spare parts to carry it out.

1. Module One plus:
2. Clean and oil air filter
3. Clean fuel system – carburetor and fuel filter
4. Clean and adjust spark plug
5. Check spoke tension
6. Check and adjust tyre pressure, chain and sprockets, and brakes
7. Check tyre wear
8. Check battery level and condition (battery should last about 18 months)
9. Check lights and electrics – bulbs, lenses, horn etc.

**Module Three**

**Every 6,000 kilometres:**

The vehicle operator must not attempt this or any of the further modules below. A qualified motorcycle mechanic must carry them out.

1. Replace spark plug
2. Replace gearbox oil
3. Adjust oil-metering pump (specific to two stroke)
4. De-coke silencer (specific to two stroke)
5. Check tyre wear and replace where necessary

**Module Four**

**Every 12,000 kilometres:**

1. Replace tyres
2. Replace air filter element
3. Replace fuel filter
4. Replace fork oil
5. Check tyre wear and replace where necessary

**Module Five**

**Every 24,000 kilometres:**

1. Replace chain and sprockets
2. Check and top end of engine – piston rings, small end
3. De-coke head (specific to two stroke)
4. Replace piston rings and small end plus any other parts necessary
5. Check play in big end and main bearing
6. Check wear in barrel