

Pre-Ride Check Card

Sixty seconds before you set off, on a card small enough to leave in the storage bin. Written for the faults these machines actually develop.

THIS IS NOT RIDER TRAINING

This card covers the mechanical condition of the machine only. It is not a substitute for proper rider training, for the pre-ride inspection taught by a recognised training organisation, or for a road-legal machine with valid insurance. If anything on it fails, do not ride until it is fixed.

Walk round the machine in this order and it takes under a minute. The order matters — it is arranged so you never have to walk back.

EVERY RIDE, ENGINE OFF

STANDING AT THE FRONT

- ☐ Front tyre looks properly inflated and has no cuts or embedded objects
- ☐ Front brake lever has firm resistance and does not come back to the bar
- ☐ Nothing is dripping onto the ground under the front of the machine

AT THE BARS

- ☐ Throttle snaps fully closed on its own when released
- ☐ Both mirrors point where you left them
- ☐ Bars turn lock to lock without catching or tightening

DOWN THE LEFT SIDE AND ROUND THE BACK

- ☐ Rear tyre looks properly inflated
- ☐ Rear brake works and does not need the whole travel
- ☐ Exhaust is not hanging loose or blowing at the joint
- ☐ Nothing is dripping under the engine

ENGINE ON

- ☐ Headlight, tail light and brake light all work
- ☐ Both indicators work, both sides
- ☐ Horn works
- ☐ Idles without needing throttle, and does not race

ONCE A WEEK — THE ONES THESE MACHINES NEED

Fasteners on cheap machines are frequently assembled without a torque wrench and loosen with vibration. These are the ones whose loosening actually matters.

☐ Tyre pressures checked with a gauge, not by eye

Small tyres hide low pressure well

☐ Front axle nut tight

☐ Rear axle nut tight

☐ Exhaust flange nuts and rear mount tight

☐ Engine mount pivot bolt tight

☐ Handlebar clamp bolts tight

☐ Footrest and centre stand bolts tight

☐ Centre stand spring present and hooked on both ends

☐ Body panel screws present

A missing one lets the next one work loose

☐ Brake lever pivot bolts tight and lubricated

☐ Engine oil level correct

☐ Battery terminals clean and tight

WHAT YOU FOUND

DATE	WHAT YOU FOUND	WHAT YOU DID	AGAIN?

THE LAST COLUMN IS THE USEFUL ONE

A fastener you have tightened three times is not a fastener that needs tightening again. It is a stripped thread, a missing washer, a cracked mount or a part that is being loaded in a way it was not designed for. Recurrence is the diagnosis.

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify