

The used-bike buying checklist

To get the most from this checklist, watch the videos at bit.ly/buyusedbike

Crash damage and racing checks

- Fork legs:** Check for chamfering.
- Engine cases:** Check colour and for scuffs.
- Pegs:** Check for wear.
- Exhaust:** Check for damage front and rear.
- Swing-arm:** Check chamfering.
- Radiator:** Look for twisting
- Bodywork:** Check colour and fit.
- Frame:** Check for repair or damage.
- Pillion pegs:** Check for scrapes
- Lock stops:** Check steering stops undamaged.
- Clocks:** Check mileage and alignment.
- Bar ends, levers and mirrors:** Check for scuffs or replacement.
- Bars:** Check straight.
- Tank:** Check for overspray & graphics alignment.
- Sub-frame:** Check for twisting, and scrapes on any parts that stick out, especially grab rails.
- Drilled fasteners:** Check for lockwire holes.

Theft checks

- Steering lock:** Check for damage.
- Ignition barrel:** Check operation
- Paperwork:** Check numbers and address.

Mechanical & electrical condition

- Start the bike:** Check for smoke from cold.
- Electrics:** Headlights, indicators, horn etc...
- Battery:** Check around 14V at idle.
- Tyres:** Look for uneven wear / repairs. Check valve.
- Wheels:** Check for dents in the rims.
- Forks:** Check for oil leaks, pitting and bends.
- Brakes:** Check discs for cracks, ridges and pits. Check pads for wear.
- Engine:** Check finish and for oil leaks.
- Exhaust:** Check for severe corrosion.
- Fluids:** Check levels and colours.
- Bearings:** Check for play in wheels, headstock and swingarm.
- Final drive:** Check for wear (or leaks in shaft).
- Start the bike again:** Listen for rattles or knocks.
- Keys:** Check all are present and work.
- Test ride:** TAKE CARE AND BE INSURED. Check ABS light goes out. Check all gears engage correctly and for smooth acceleration & braking.

Before paying

- Paperwork:** Check the V5 is present and matches bike. Check service records match bike.

Back in the old days, if you wanted the benefits of classic bike insurance – like agreed valuation, events cover and salvage retention – you'd have needed a bike that was 30 years old. Not anymore. Bennetts insurance could offer all these benefits on machines that are much newer, and even on brand-new bikes in some cases.

Bennetts is a specialist in motorcycle insurance and has been trusted by riders for 85 years. Its panel of specialist insurers will compete hard to find the cover you need for your classic bike at the best price. Bennetts classic bike insurance comes with optional agreed value, no admin fees for additional bike modifications, and you can combine your classic and modern bike on one multi-bike policy. Get a quote on its 5-star Defaqto rated cover today:

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