



# *Kiser Motorcycles*

## *New Owner Tips*



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## *Tips for the New Motorcycle Owner*

Congratulations!

You are one of the very lucky few to become a owner of a motorcycle. Welcome to the wonderful world of bike riding. Very few of us have experienced riders to help teach and show you all that a new bike owner needs to know. So, your friends here at Kiser Motorcycles have put together this booklet to help you on your new journey. Sit down, take a few minutes to read through these pages. We feel the time that you save now will be a huge investment help to insure trouble free motorcycle ownership in your future.

### *Getting Started*

If you haven't already, it's a great idea to take a Motorcyclist Safety Program (MSP) Basic Rider Course. You'll have fun, learn a lot and become a much safer rider. Many insurance companies offer riders whom have taken these classes a discount. A big bonus is meeting other riders like yourself who are just getting started too. If you take the course, you won't be required to take the driving part of the test to get your motorcycle license at the DMV. They are a great way for you to learn about riding and driving your motorcycle.

### *Pushing the Bike*

Keep this in mind: The bike is weightless when exactly upright, and gets heavy real fast when it starts to lean over. The goal, then, is to keep the bike as close as possible to directly upright at all times. Don't be afraid to move SLOWLY. Watch experienced riders, they make it look easy. Most of them will take it nice and slow when they're maneuvering into a parking space, getting on the bike, starting off, etc. You'll learn pretty quickly that when you see somebody trying to do any of that fast, more than likely... they're a newbie.

Stand next to the bike and holding both sides of the handlebars with both hands will give you the best and most control when moving the bike. If you get a chance, watch the team members here at Kiser when we move the bikes around. We will have our fingers on the brake, both hands on the bars and we are very vigilant about what we do with the bike to avoid tipping the bike over.

On most inclines, there is simply no way for you to sit on the bike and push the bike with your feet up the incline. Stand next to the bike, holding the handlebars with both hands, letting the bike lean slightly against your hip (nice and close) and walk the bike. Make sure the bike doesn't start to lean to far into you... it will get real heavy real quick.

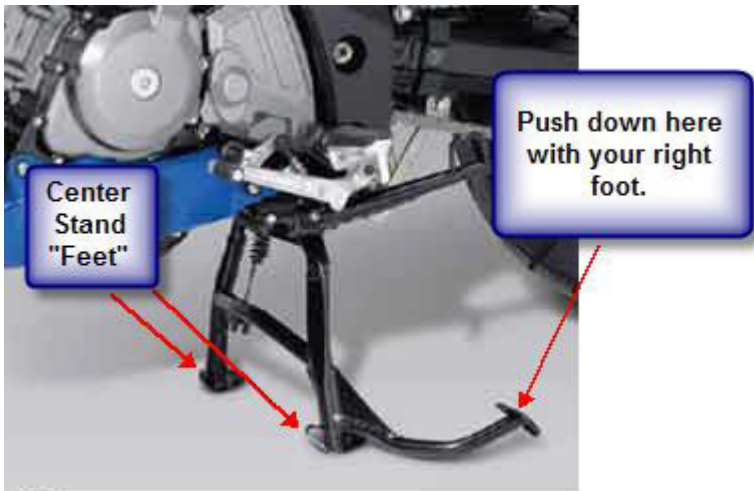
### *Putting the Bike Up on the Center Stand*



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You can do this starting with the bike resting on the side stand, BUT, before you take the bike off the center stand, be sure to put the side stand back up!

This is a two-step process. First, you want to bring the center stand down so it's lightly resting on the ground but without any significant weight on it, and move the bike side-to-side SLOWLY until it's settled over the center stand and both "feet" of the center stand are in contact with the ground.



To do that, hold both handlebars, or the left handlebar with your left hand and the left seat rail with your right hand. Now push down lightly on the center stand with your right foot, and move the bike slowly and slightly side-to-side until the center stand has both of its feet settled flat on the ground.

Once you're sure that the center stand is making stable contact with the ground on both sides, now you're ready for step two. With your right foot still on the center stand, keep your left hand on the left handlebar, and if you haven't got it there already, grab the left seat rail from underneath with your

right hand. Now slowly shift all of your weight to your right foot while lifting up on the seat rail with your right hand. The bike should slowly rise up and gently take its position on the center stand.

## ***Taking the Bike Down off the Center Stand***

**WARNING:** Put up the side stand before taking the bike off the center stand! If you don't, when the bike comes off the center stand it's going to depress the shocks and fall onto the side stand, and then pop over to the opposite side.

Adopt the same position as when putting the bike up on the center stand, but instead of having one foot on the center stand, leave both feet firmly on the ground, legs spread apart for stability, left hand on left handlebar, right hand on left seat rail. Make sure the side stand is UP, out of the way, not down! Slowly push the bike forward until it comes off the center stand.

Again, do NOT sit on the bike and rock until it falls off the center stand and then try grabbing the front brake. If the bike has come down only part way off the stand when you grab the brake, you'll be perched on a partly deployed center stand. This might be too far off the ground to support the bike with just your legs. Setting you up for losing your balance and dropping the bike. If your legs are plenty more than long enough to reach the ground, you might get away with this. But, the odds are stacked heavily (i.e. the bikes weight) against you.

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## ***Parking on Inclines***

Once you've put the bike in a bad spot, it can be difficult to get out of it without help and without tipping the bike over. It pays to think through these scenarios BEFORE you plant the bike in one of them. One consideration is what the side stand will want to do, the other is getting out of the parking space once you've gotten yourself into it.

If there is a side-to-side incline, look for it to be minimal, and rising from left to right (the bike will be leaning slightly more than normal) rather than right-to-left (the bike isn't leaning as much onto the side stand, or isn't leaning on the side stand at all). Either way, it's best not to have much side-to-side incline because you don't want the bike leaning too much in either direction. Too far to the left and it makes it difficult to lift it back up-right. Too far to the right and it won't stay on the side stand and just falls over immediately.

If you have to park on a slope, try to park so that you're facing uphill, for two reasons.

One is that it will make the side stand want to stay down: if the bike's facing uphill and resting on the side stand, gravity is trying to make the bike roll backwards, which holds the side stand in the deployed position. Just make sure the slope isn't so steep that the side stand just slides on the pavement. On the other hand, if the bike's facing downhill and there's much of a slope, it wants to roll right over the side stand, the side stand retracts, and the bike falls over.

The second reason for parking facing uphill is that it makes getting out of the parking spot easier: if you drove in under power to wind up facing uphill, then when you leave you can just sit on the bike and let it roll backwards out of the spot. If you allowed the bike to roll backward to back into the spot, then you get to drive out under power.

## ***Parking on Soft Dirt or Sand***

If you're going to be parking on soft dirt or sand, or even really hot asphalt that can get soft, you'll want to have handy some kind of prop for the kickstand. You can look for a nice rock or piece of wood somewhere nearby, but what to do with the bike while you pick up that object? Keep or find an old soda can (smashed from top to bottom into a disk) you'll find that works pretty well. Place the can on the ground as close to where you want to put the kickstand, move it into final position with your foot while sitting on the bike, and then lean the bike and kickstand onto it. The kickstand makes contact, pushes the can down into the soft dirt a bit.

## ***Getting Ready to Ride - a Few Good Habits***

Walk around the Bike. Visually check the tires.

Always check the oil.

When you put your helmet on (Remember: Preserve nature... Always wear a helmet), immediately fasten the strap. Otherwise you're likely to start off down the road and then notice it's not fastened, and have to stop to do it.

Put the key in the ignition before putting on your gloves. It's tough to get them out of your pocket with gloves on. You can take the gloves back off, but it's a pain.

Zip all zippers, fasten wrist straps, etc. before starting off. You might be able to do something about many of those on the road, but the left wrist strap is especially hard to do anything about while riding because it means taking your right hand off the throttle.



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## ***Maintenance Tips***

### Chain Adjustment and Lube

A chain stretches quite a bit when new. You should adjust it at about 600 miles. Bring your bike in to Kiser for it's first oil change after 600 miles and before the first 1000 miles. We can adjust the chain for you (if required) while we change the oil. You may find it necessary to adjust it again several more times up to maybe 5000 miles.

## ***Chain Lube Tips***

To lube the chain, make sure it's warmed up by riding it for several miles. Then, if it's easy to take off the chain guard. Put the bike on the center stand so you can easily rotate the chain around its full length. Get an old piece of cardboard (a piece of a twelve-pack drink carton is nice) and tear it into a shape that you can slip behind the chain while you're squirting on the lube. That will keep you from soaking tires and other undesirable targets. Apply the lube, and let it soak in for a few minutes or more. If you do this when you're done riding for the day, you can just let it soak in and dry overnight.

## ***Riding Tips***

Look far up the road, not at the pavement below you

It is important to look for sand and severe pavement irregularities, but minor bumps or cracks aren't much trouble if you're not going at a speed near the limit. So go ahead and quickly scan the near pavement surface for trouble, but look up immediately and refocus on your intended path through the corner. Look FAR up the road. Looking just ahead of the front tire is a terrible place to focus your attention, obviously. So practice, practice, practice at speeds well below the limit. This is an essential riding skill to learn.

You'll notice that on a motorcycle, the faster you're going in a turn, the more the bike's leaning. And the more the bike's leaning, the more sensitive it is to steering input. Just the slightest movement of the handlebars has a huge effect on your position in the lane. Practice practice practice, and do it at a speed that won't get you hurt.

Watch where you're going, not where you're at.

Watch the target path, not the obstacle to avoid.

Lean into the pavement; pavement is your friend. When you think you're possibly going into a corner too hot, it seems instinctive to try to sit up straighter and hold the bike up straighter, and that's the worst thing you can possibly do. The most common mistake people make is thinking the bike won't lean as far as it will, and they crash on corners they could have made if they'd just kept leaning.

When riding on uneven or dirt roads at low speed, where you might need to put a foot down to support the bike, watch out for high mounds in the pavement or dirt, especially if your bike, is so tall that you can barely reach the ground with your feet. You don't want to have to stop with the bike tires straddling a low spot, leaving an extra long drop for your feet to reach the ground.

On steep hairpins, be aware of transition between leaning and staying atop the bike with the bike leaning and



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you're not. Like parking lot style where you stay atop and leave the bike upright or only slight lean versus at speed where you and the bike lean. On really slow hairpins in mountains, you can end up in transition and you don't want to find yourself leaning with the bike when your speed drops below the point at which that works.

Don't end up in a corner in neutral -- i.e. don't try to downshift right at the beginning of a sharp hairpin and blow the shift and have to coast. Coasting down a tight, steep hairpin having to rely totally on brakes is not fun.

Watch out for the sudden left turners. They're not watching for you. They will not see you. It's the leading cause of death for motorcycle riders.

Ride like everyone is being paid \$100 to hit you.

When filling the gas tank. Take your time. Especially that last gallon. As the fuel nears the top of the filler hole, gas will slosh and splash. Spilling gas out on to your beautiful tank. Slow down. As the tank gets full, slowly top off the tank.

Never, ever drink and ride.

Preserve Nature... Always wear a helmet

## ***Tools***

You might want to consider buying some proper tools for your "bike" toolkit. Some bikes come with a toolkit for on road emergencies. Include a screw drivers, wrenches and pliers. You never know when you might need to tighten something.

## ***Suggested Reading***

"Sport Riding Techniques: How To Develop Real World Skills for Speed, Safety, and Confidence on the Street and Track" by Nick Ienatsch.

## ***Internet Resources***

Motorcycle Safety Foundation - [www.msf-usa.org](http://www.msf-usa.org)

Kiser Motorcycles - [www.kisermotorcycles.com](http://www.kisermotorcycles.com)





## **QUICK TIPS: General Guidelines For Riding A Motorcycle Safely**

### **Be visible:**

- Remember that motorists often have trouble seeing motorcycles and reacting in time.
- Make sure your headlight works and is on day and night.
- Use reflective strips or decals on your clothing and on your motorcycle.
- Be aware of the blind spots cars and trucks have.
- Flash your brake light when you are slowing down and before stopping.
- If a motorist doesn't see you, don't be afraid to use your horn.

### **Dress for safety:**

- Wear a quality helmet and eye protection.
- Wear bright clothing and a light-colored helmet.
- Wear leather or other thick, protective clothing.
- Choose long sleeves and pants, over-the-ankle boots, and gloves.
- Remember – the only thing between you and the road is your protective gear.

### **Apply effective mental strategies:**

- Constantly search the road for changing conditions. Use MSF's Search, Evaluate, Execute strategy (**SEE<sup>SM</sup>**) to increase time and space safety margins.
- Give yourself space and time to respond to other motorists' actions.
- Give other motorists time and space to respond to you.
- Use lane positioning to be seen; ride in the part of a lane where you are most visible.
- Watch for turning vehicles.
- Signal your next move in advance.
- Avoid weaving between lanes.
- Pretend you're invisible, and ride extra defensively.
- Don't ride when you are tired or under the influence of alcohol or other drugs.
- Know and follow the rules of the road, and stick to the speed limit.

### **Know your bike and how to use it:**

- Get formal training and take refresher courses.
- Call 800.446.9227 or visit [www.msf-usa.org](http://www.msf-usa.org) to locate the Motorcycle Safety Foundation hands-on *RiderCourse<sup>SM</sup>* nearest you.
- Practice. Develop your riding techniques before going into heavy traffic. Know how to handle your bike in conditions such as wet or sandy roads, high winds, and uneven surfaces.

***Remember: Give yourself space. People driving cars often just don't see motorcycles. Even when drivers do see you, chances are they've never been on a motorcycle and can't properly judge your speed.***