

Used Motorcycle Inspection Scorecard

Print it, take it with you, and score the bike point by point.



How to use this scorecard

- Work through the 16 points in order as you walk around the bike. The grey note under each point tells you what to check.
- Score each point from 0 to 10, write it in that bike's column, and add up each column for a total out of 160. You can compare up to three bikes.
- For point 1, read the total odometer mileage and use the built-in mileage scale to get the score.
- **Score each point:** 9–10 excellent · 7–8 normal wear · 4–6 needs attention, negotiate · 0–3 serious problem
- **Total out of 160:** 140+ excellent · 110–139 good · 80–109 caution, price in repairs · under 80 walk away

⚠ Mechanical inspection only

This scorecard checks the bike's mechanical and physical condition. It does not replace the legal checks: proving ownership, valid registration, the title and any finance still owed. Point 16 is only a quick VIN-and-papers match. Always verify the full paperwork separately, with a professional or the relevant authority, before you buy.

BIKE DETAILS	Bike 1	Bike 2	Bike 3
Brand			
Model			
Year			
Mileage			

#	Inspection point	Score / 10	Score / 10	Score / 10																				
1	Mileage (odometer) Use the mileage scale below: find the total odometer reading to get the score. Worn grips, seat or pegs on a 'low-mileage' bike can mean a wound-back odometer. MILEAGE SCALE · total odometer miles, then the score: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">Under 5,000 mi</td> <td style="width: 10%; text-align: center;">10</td> <td style="width: 25%;">45,000 – 55,000</td> <td style="width: 10%; text-align: center;">5</td> </tr> <tr> <td>5,000 – 15,000</td> <td style="text-align: center;">9</td> <td>55,000 – 70,000</td> <td style="text-align: center;">4</td> </tr> <tr> <td>15,000 – 25,000</td> <td style="text-align: center;">8</td> <td>70,000 – 90,000</td> <td style="text-align: center;">3</td> </tr> <tr> <td>25,000 – 35,000</td> <td style="text-align: center;">7</td> <td>90,000 – 110,000</td> <td style="text-align: center;">2</td> </tr> <tr> <td>35,000 – 45,000</td> <td style="text-align: center;">6</td> <td>Over 110,000</td> <td style="text-align: center;">1</td> </tr> </table> <p><i>Small / sport bikes: lower 1–2. Big tourers / cruisers: raise 1–2. Broken or tampered odometer = 0.</i></p>	Under 5,000 mi	10	45,000 – 55,000	5	5,000 – 15,000	9	55,000 – 70,000	4	15,000 – 25,000	8	70,000 – 90,000	3	25,000 – 35,000	7	90,000 – 110,000	2	35,000 – 45,000	6	Over 110,000	1			
	Under 5,000 mi	10	45,000 – 55,000	5																				
	5,000 – 15,000	9	55,000 – 70,000	4																				
	15,000 – 25,000	8	70,000 – 90,000	3																				
	25,000 – 35,000	7	90,000 – 110,000	2																				
	35,000 – 45,000	6	Over 110,000	1																				
2	Fairings & body panels Look for cracks, deep scratches and repaint signs: overspray, masking lines, mismatched color. Panels should line up, with no missing bolts or broken tabs.																							
3	Front tire & wheel Check tread depth at the wear bars and look for cracks or dry rot. Tires over 5–6 years are unsafe. Inspect the rim for dents, bends or wobble.																							

#	Inspection point	Score / 10	Score / 10	Score / 10
4	Front brakes Check the brake pad thickness and the disc for deep grooves or a lip. The lever should feel firm, not spongy. Look for fluid leaks at the caliper and hoses.			
5	Front forks & seals Look for oil on the fork tubes or seals, and for pitting or rust. Press down hard on the bars. The forks should compress and rebound smoothly, with no clunk.			
6	Headlight & indicators Test high and low beam, the tail and brake light (lever and pedal), all four indicators and the horn. Check for cracked lenses and water inside the units.			
7	Cockpit & dash lights Turn the ignition on. The warning lights should light up, then switch off after starting. A light that stays on, or a missing bulb, points to a fault.			
8	Levers & controls Check the clutch and brake lever tips and the bar-ends for grinding or scuffs, the signs of a fall. The throttle must snap fully closed on its own.			
9	Battery & electrics Listen for a strong, fast crank. Check the battery terminals for corrosion and that it is secure. Test every left-side switch, indicator and the horn.			
10	Engine & exhaust Look for oil leaks and check the oil color: amber is good, black is old, milky means water. Watch the exhaust smoke on start-up; listen for knocks or rattles.			
11	Chain, sprockets & rear tire Check the chain for rust, stiff links and correct slack. Hooked or pointed sprocket teeth mean a worn set. Check the rear tire tread and date code.			
12	Rear brakes & suspension Check the rear pad, disc and pedal feel. Look for oil leaking from the shock. Bounce the rear. It should settle once; rock the wheel for loose bearings.			
13	Frame & rust Inspect the frame at the welds and headstock for cracks, rust or filler. Turn the bars lock-to-lock. The steering must feel smooth, with no notches or play.			
14	Cold-start test The engine must be stone cold when you arrive. Touch it to check. It should start with little cranking, settle to a steady idle, and not blow heavy smoke.			
15	Test-ride feel Make sure the clutch doesn't slip under acceleration. Every gear should engage cleanly with no false neutrals. The bike must track straight with no wobble.			
16	Papers & VIN match Check the frame VIN and engine number match the papers exactly. Confirm the seller's ID matches the registered owner, and the VIN plate isn't tampered with.			
TOTAL / 160				

▶ **A serious safety fault is a dealbreaker on its own**

A cracked frame, a mismatched VIN, milky engine oil or failed brakes should end the deal, whatever the total score.

Want the full illustrated guide and more tips? Visit goutchen.com

▶ YouTube [Goutchen Rider](#)

Instagram [@dagoutchen](#)