

# Rider Safety Manual

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**YAMAHA**  
**LEARN TO RIDE**  
**SAFETY**  
**PROGRAM**

# YAMAHA RIDER SAFETY COURSE

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## I. INTRODUCTION

Welcome to the Yamaha Rider Safety Course.

Yamaha has long been concerned about motorcycle rider safety. Since 1965 we have sponsored safety programs which have been implemented by local and governmental safety organizations. In 1973 we developed the Yamaha Learn-to-Ride Safety Program, of which this Rider Safety Course is a part. It's purpose: to bring safe motorcycling instruction directly to you, in your own community.

The Rider Safety Course is designed to expand your knowledge of safe riding skills and techniques. When you have completed the classroom and riding portions of the course you should be prepared to pass the motorcycle licensing examination at your local Department of Motor Vehicles.

This booklet is a guide to what you will learn in the classroom and riding portions of the Yamaha Rider Safety Course. We ask that you study it carefully and practice the skills and techniques it outlines.

We thank you for your participation in this program. Ride defensively and wisely... and have fun!



NOTES

I. PROPER DRESS AND PROTECTIVE CLOTHING

A. Before getting on a motorcycle be sure that you are dressed properly. IT IS NECESSARY FOR YOUR PROTECTION, COMFORT AND SAFETY.

B. Helmets.

1. 75% of all motorcycle fatalities are due to head injuries.
  - a. In most states it is illegal to ride without a helmet.
  - b. Your own personal rule should be: ALWAYS WEAR A HELMET.
  - c. Your helmet should meet American National standard Z-90.1.
2. Helmets should be buckled firmly and should be comfortable.
3. Most helmets will last about four years.
4. It's a good idea to also have a sun visor or shield on your helmet to help protect you from glare and wind.

C. Eye Protection -- glasses or goggles with safety lenses.

1. At highway speeds bugs and dirt can mar your vision -- get in your eyes.
2. Without protection eyes water due to wind and cold thus reducing vision.
3. Without both hands on the handlebars you have no means to shield your eyes from sun, dirt and wind.
4. Riding without eye protection is like riding with your eyes closed -- NOT A VERY GOOD OR SAFE IDEA.

D. Gloves

1. For protection of your hands and for comfort.
2. In case of a fall gloves are important to guard against skin abrasions.



NOTES

2. In cold weather and at high speeds the coldness will cause hands and shoulders to tighten up, and the rider will not be able to brake or pull in clutch as easily if he is not wearing gloves.
3. Gloves should be fit comfortably and have no large seams - they cause blisters.

E. Shoes.

1. NEVER WEAR TENNIS SHOES OR SANDLES.
2. Shoes, preferably boots, should be made of durable leather and should cover the ankles.
  - a. For protection when starting motorcycle.
  - b. For ankle and foot support.
3. Shoes should have heavy soles and fit comfortably.

F. Protective Clothing.

1. Brightly colored clothing will help make the motorcyclist more noticeable. It's important to BE SEEN.
2. Clothing should be comfortable.
3. Clothing should provide warmth during inclement weather.
4. All parts of the body should be covered in case of a fall.
  - a. No shorts or bathing suits.
  - b. No T-shirts without sleeves.
5. Durable clothing is best, with heavy jackets and/or windbreakers.
6. Remember: always dress from head to foot.

III. PARTS OF THE MOTORCYCLE (See Diagram)

- A. Always remember that the motorcycle is a machine.
1. It must be constantly checked to see that all parts are in working order.
  2. This should be done each time you are going to ride.

NOTES

- B. Before riding make sure the motorcycle fits you.
1. When you sit on the motorcycle both feet should reach the ground.
  2. With elbows bent you should be able to firmly grasp the handlebars.
  3. Learn to mount on the safe side, usually the curb side, away from traffic.
- C. Rear Brake.
1. Push down smoothly for gradual slowing.
  2. When you become more experienced, use it in conjunction with the front brake.
  3. While riding your foot should rest on the footpeg, not on the brake.
- D. Front Brake.
1. Use four fingers, lightly as needed.
  2. Too much front brake will cause you to flip forward.
  3. For street riding you should use 70° front brake and 30° rear brake.
- E. Clutch.
1. Use four fingers to engage.
  2. Pull towards you to disengage; let it out slowly when changing gears.
  3. Keep four fingers on clutch at all times while riding slowly. In case of emergency pull the clutch in. THIS IS ONE IMPORTANT SAFETY DEVICE ON THE MOTORCYCLE.
- F. Throttle.
1. This is your means of power.
  2. Twist it towards you to go faster.
  3. Twist it away from you to decrease power input.

NOTES

G. Footpegs.

1. Place balls of feet near the instep on footpegs.

H. Gearshift.

1. Use gearshift in conjunction with clutch.
2. Gears are: first, neutral, second, third, fourth and fifth; flip foot under pedal and push up slightly to move gears.
3. Some motorcycles shift differently than this. Your instructor will tell you how to shift on the motorcycle you will ride.
4. Today you will be using first and second gears only.

I. Kick Starter.

1. All motorcycles have kick starters. Some also have electric starters. We will only use kick starters today.
2. Fold out the pedal, stand up with knee flexed, put ball of foot (near the instep) on the pedal and kick through -- straight down, locking knees into straight-leg position for better balance.
3. For safety, pull in clutch and front brake handles so motorcycle will not move forward, which it will do if it is in gear.
4. You should start with the motorcycle in neutral, although most new motorcycles will also start in gear.
5. With bike in neutral, twist the throttle slightly towards you to keep engine going.

J. Gas Petcock.

1. OFF position.
2. ON position.
3. RESERVE position -- to remind you that you are low on gas.

K. Headlights -- good defensive technique, keep on ALL THE TIME when riding day and night.

1. Hi-beam
2. Low-beam.



NOTES

- L. Brake Lights.
- M. Reflectors.
- N. Mirrors
- O. Turn signals.
- P. Choke and ignition.
- Q. Kick stand -- keep down when starting -- its safer and gives better balance.
- R. Gas tank.
- S. Oil tank.
- T. Battery.
- U. Tool kit (under seat).
- V. Instrument panel.
- W. Tires.

IV. TYPES OF MOTORCYCLES

- A. There are various types of motorcycles -- one for every member of the family. Before riding you should know what type of motorcycle you have. Some are not equipped for safe street riding.
  1. Street motorcycles come in many sizes. These motorcycles are equipped for street riding only -- commuting, touring and pleasure riding. All are street, legal, having necessary lights, reflectors, safety equipment and tires.
  2. Trail motorcycles are generally smaller and lighter than street motorcycles. Some of these are equipped for both trail riding and street riding. Be sure to check before you ride if your motorcycle can safely be ridden on the street.
  3. Minis are the smallest machines. They are sized right for children, yet many adults enjoy riding them too, for weekend camping run-about. Minis are usually designed for trail riding but can also be street legal.

- B. Today we'll discuss street motorcycles only. We want to teach you how to ride safely in traffic.
- C. Please remember that to be a safe and skillful rider it takes practice. Before you do ride in traffic the operations of your motorcycle should become automatic to you. Don't attempt to ride in the street until you are totally familiar with the riding skills we teach you. Practice in an empty parking lot until you are totally sure of yourself and your machine.

V. RIDING IN TRAFFIC.

- A. One of the most important things to remember is to SEE AND BE SEEN.
  - 1. This means keeping your headlight on day and night.
  - 2. Wear brightly colored clothing -- or white for night riding -- so you will draw attention to yourself and your motorcycle.
  - 3. Do not be afraid to use your horn.
  - 4. Keep your eyes moving.
  - 5. [www.getthepicture.com](http://www.getthepicture.com) Get the whole picture.
  - 6. Remember! Always ride defensively.
- B. Generally, the correct placement of your motorcycle in traffic is near the left tire track of the car in front of you. (Diagram #1).
  - 1. Here the driver in front can see you in his rear view mirrors.
  - 2. Also, driving near the left tire track will force passing vehicles to go around you to pass, instead of pushing you out of your lane.
  - 3. The road will be safer near the left tire track as oil accumulates in the center of the road lane.
  - 4. The far right side of the lane near the curb is dangerous, as parked cars may open their doors, not seeing you.
- C. Never ride on painted lines, as they are slippery.
- D. Never ride between two lanes of cars, even if they are stopped. Cars often change lanes without looking and they could inadvertently force you into another vehicle. (Diagram #2).

NOTES

- E. Based on statistics, usually the safest lane for freeway riding is lane #2 or #3. (Instructor will point out how lanes are numbered - #1 is fastest; #4 is slowest.)

VI. FOLLOWING DISTANCE

- A. The rule here is to leave enough room to stop in case of emergencies.
- B. In swiftly moving traffic the motorcyclist should allow two or three motorcycle lengths for each 10 MPH.
- C. Watch for commercial vehicles (trucks, buses, taxis) which may stop quickly without signaling.
- D. Try not to follow large vehicles, as there is no way for you to see around them.
- E. On freeways leave additional room for emergency stops.

VII. SIGNALING AND TURNING AT INTERSECTIONS

- A. The law is the same for cars and motorcycles: Signal 100 feet in advance of turns.
  - 1. For safety, it's best to use your turn indicator only, keeping both hands on the handlebars.
  - 2. However, if your turn indicators are malfunctioning, or in very heavy traffic, use hand signals too, to make sure you are seen. Always have both hands on the handlebars when completing the turn.
- B. When preparing to make a turn, move into the far right or left lane, depending on the direction of the turn. Always slow down for turns. (Diagram #3).
- C. Keep your wheels pointed straight ahead when waiting to make a safe turn.
  - 1. This way, should you have to move forward or if you get bumped from behind, you will not turn into on-coming traffic.
- D. When waiting to turn, put both feet down for balance. When starting the turn, right foot up and left down. Do the opposite for right turn.



NOTES

- E. Keep bike in first gear (not neutral) so that you can move forward quickly if necessary. Keep one hand on clutch and the other on front brake.

#### VIII. SPEED LIMITS

- A. Ride with the traffic, following the Basic Speed Law which states that vehicles should move with the flow of traffic -- even if it is slower than posted speed limits.
- B. Ride within posted speed limits.
  - 1. 25 mph in residential, business and school zones.
  - 2. 65 mph on freeways, unless otherwise posted.
  - 3. Don't ride faster than your motorcycle can safely go.

#### IX. WEATHER CONSIDERATIONS

- A. [www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com) There is no doubt that the motorcyclist is more seriously affected by hazardous weather conditions than any other motorist on the road.
- B. Rain is a contributing factor in motorcycle accidents.
  - 1. Rain makes streets very slippery for 2-wheeled vehicles.
  - 2. Rain decreases visibility -- yours and other motorists.
  - 3. Rain causes other motorists to lose control and braking efficiency is greatly decreased.
- C. Never ride in the rain unless you are caught in it.
  - 1. If you are caught, pull over under protection for 15 minutes or so to allow the rain to wash away the oil film from the street or highway.
  - 2. At a decreased speed start for home when the rain lessens or stops.

NOTES

- D. Wind affects the motorcyclist's speed, stability and maneuverability.
  - 1. Lean forward slightly to create less resistance.
  - 2. Hold on tighter and brace yourself for gusts.
  - 3. If possible pull over and stop in a protected area until the wind dies down.
  
- E. Cold weather will slow down your reactions.
  - 1. Motorcyclists are often tempted to speed in cold weather to reach their destination.
  - 2. Remember to dress warmly in cold weather and stop frequently to warm up.
  
- F. Hot weather can also be dangerous.
  - 1. Motorcycles may overheat.
  - 2. Even if you are warm, you still must wear protective clothing.

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X. BLIND SPOTS AND ROAD CONDITIONS

- A. Defensive riding is a necessity for the motorcyclist even if there is no other traffic on the road.
  - 1. Oil, sand and debris on the road can jolt the motorcycle and make it skid.
  - 2. Water reduces friction between the wheel and road causing slippery conditions.
  - 3. Try to avoid hazards if you can do so without losing control or crowding another vehicle.
  - 4. Railroad tracks, bridge grates, chuckholes and manholes are all dangerous and should be crossed with caution.
  - 5. If you have to hit an object or go through a puddle, hit it straight on, maintaining a constant speed, keeping a firm grip on your controls and riding in a semi-standing position.

NOTES

- a. Do not brake unless you can do so before you hit the object. If you must brake, use rear brake only and slightly.
  - b. Raise your body slightly off the seat to maintain balance.
- B. Never ride in another vehicle's blind spot.
1. Blind spots are to right and left of the vehicle and are not covered by the vehicle's mirrors.
  2. Do not ride behind large commercial vehicles as they will obstruct your vision of the road ahead as well as having large blind spots in their own field of vision.

XI. WHAT TO DO IN CASE OF FLAT TIRE.

- A. If a tire is going flat or has gone flat your ride will begin to feel mushy and the back end of your motorcycle may begin to sway.
- B. Keep the motorcycle pointed straight ahead and tighten your grip on the handlebars.
- C. Stay off the brakes as they will only increase skidding and cause the flat tire to lock up. Keep the clutch in at all times, and hands off the throttle.
- D. As you regain stability, use brakes/clutch lightly as needed.
- E. Be sure to pull over and stop when you can do so safely. Be sure to signal your direction.

XI. WHAT TO DO IN CASE YOUR MOTORCYCLE STALLS

- A. The first rule is to keep your cool. If there is no traffic, move quickly to the side of the road.
- B. If you cannot safely move to the side, try to start the machine again.
  1. Put gas control on "reserve" - you may be out of gas. Sometimes it helps to pull out choke to get the engine to start.



NOTES

2. Start motorcycle in neutral, however, most new bikes can also start in gear, if necessary.
3. If you cannot start the motorcycle, make sure you are seen by on-coming traffic. (Wave of the arm, brake light; turn signal on.)
4. Then, get off the bike and push it to the side of the street when you can do so safely.

XIII. PARKING

- A. Law requires that one wheel touch the curb.
  1. Therefore park at 45° degree angle to curb with rear wheel touching curb.
  2. The front end of the motorcycle should not stick out further than the width of a parked car. (Diagram #4)
  3. Dismount on the side away from traffic, leaving machine in neutral with all controls off.  
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  4. Lock your motorcycle.
- B. Parking uphill, follow these same steps, but leave the bike in first gear.
- C. Parking downhill, turn front wheel into curb, with rear wheel at 45° angle to curb. Leave motorcycle in first gear.
  1. When starting motorcycle from downhill parked position, start it in neutral and then put in gear before turning tire from the curb.
  2. With clutch in and foot on rear brake, turn wheel away from curb, signal, look back and merge safely with traffic.

XIV. CARRYING A PASSENGER

- A. Law requires that the motorcycle have a separate seat behind the driver for the passenger or a dual seat. The passenger must also have his own set of footpegs.
- B. A motorcyclist should not attempt to carry a passenger until he is a thoroughly experienced rider.

NOTES

- C. Passengers should also wear protective clothing: helmet, gloves, eye protection, heavy shoes or boots, long pants and long-sleeved jacket.
- D. Passengers should hold onto driver with both hands.
- E. A passenger should be instructed to keep his body in line with the driver's and maintain a relaxed and ready position.
  - 1. Sudden moves can throw the motorcycle off balance.
  - 2. If passenger sits up straight and stiff he will make cornering and maneuvering more difficult.
- F. A passenger should not mount the motorcycle until the driver has started it and is ready to go. Passenger should not dismount until engine is turned off and safely parked.
- G. Be aware of the effects of this added weight in terms of handling, etc.
- H. Always maintain adequate stopping distance because of the added weight between you and the vehicles in front of you.

XV. YOUR MOTORCYCLE CHECKLIST

- A. DAILY, before you ride check the following to see that they are in working order:
  - 1. HORN -- does it work? Is it loud enough?
  - 2. LIGHTS -- Do they all work? (Headlight-high & low, tail light, brake light, turn signals, etc.) Are all lenses clean and in good condition?
  - 3. MIRRORS -- Are they clean? Properly adjusted? Tight enough to hold position?
  - 4. BRAKES -- Do the brake levers feel right?
  - 5. NUTS & BOLTS -- Visually check all major nuts and bolts.
  - 6. OIL LEVEL -- Is it at the proper level?
  - 7. GAS -- It's not fun or safe to run out of gas.

NOTES

B. WEEKLY

1. CHAIN -- Is the chain properly adjusted? (Not too tight or too loose.) Is it properly lubricated?
2. CABLES -- Are they properly adjusted? Frayed or badly stretched? Well lubricated?
3. TIRES -- Bald? Damaged? Safe? Are they properly inflated?
4. BATTERY -- Is the water level correct? Are the battery terminals tight? Free of acid build-up?
5. NUTS & BOLTS -- Tighten all major nuts and bolts.
6. CLEANING -- Cleaning your motorcycle cannot be stressed enough! While in the process of cleaning it all of the above listed items can be checked, adjusted, corrected, or replaced. (Wash and polish).

C. TOOL KIT

Most motorcycles are equipped with one for maintenance and emergencies. The tool kit should include:

1. Wrenches that fit all major nuts and bolts.
2. Pliers (with wire cutters).
3. Spark plug wrench.
4. Spark plug (two for a twin).
5. Clutch and throttle cable.
6. Chain braker and 2 master links.
7. Pocket knife.
8. Electrical tape (1 roll)
9. First aid kit.
10. A dime for emergency telephone calls.

XVI. MOTORCYCLE RIDING LAWS

- A. Check with your local Department of Motor Vehicles to learn about motorcycle riding laws in your state.



NOTES

1. In most states motorcycle riders must pass a licensing examination which includes a written test as well as a riding test.
2. In some states there are no age limitations for riding on private property.
3. To ride on the street you generally have to be 15-1/2 years or older and be licensed. (Check your own DMV).

XVII. MOTORCYCLING QUIZ

The following questions are the type which you may be asked to answer when you take the motorcycle licensing test at your local Department of Motor Vehicles.

1. Even though you have a rear-view mirror, should you look over your shoulder before changing lanes? Yes
2. Should you look for hazards at least a block ahead of you? Yes
3. Is it safe to pass between curb lane traffic and the curb? No
4. Is it wise to drive your motorcycle with headlight on and to wear light or bright colored clothing. Yes
5. Is it easier for other drivers to see you when it is raining? No
6. Should you down shift into a lower gear when you see a stop or a down grade ahead. Yes
7. Should you ordinarily use your front wheel brake in a turn? No
8. Should you try to ride on the shoulder of the road whenever possible in heavy traffic. No
9. Should you take all unavoidable bumps or obstacles that you can ride over straight on? Yes
10. Is it important to check the clutch and brake cables on your motorcycle frequently. Yes
11. Is the seat too low if you can reach the ground with your feet while sitting on the motorcycle? No
12. Is it legal to drive any motorcycle on a freeway? No
13. When making an emergency stop with a locked rear wheel, should you keep the front wheel aimed directly ahead. Yes
14. Does the law permit you to carry a passenger in front of you on the motorcycle is a seat is provided? No
15. Must a passenger on a motorcycle be provided with footpegs on which to keep his feet? Yes

16. Would you be able to see dips and ruts in the road in time if you follow closely behind the car ahead? No
17. Must both wheels of a motorcycle always be touching the curb when it is parked? No
18. Should you always drive in the center of the lane behind the car ahead of you? No
19. The distinct appearance of a motorcycle is a built-in safety feature and a rider can assume that most motorists will see him. No
20. A motorcycle can stop faster than an automobile No
21. A pre-ride inspection is a necessity as a part of motorcycle safety. Yes
22. Most motorcycle fatalities result from head injuries. Yes
23. Should you apply rear brake before applying the front brake when stopping? Yes
24. A mechanical failure while riding often results in a loss of control and stability. Yes
25. Most motorcycle accidents occur in good weather and during daylight hours. Yes



WHAT YOU'LL LEARN IN THE RIDING SESSION

- A. At the riding portion of the Yamaha Rider Safety Course you'll break into groups and you'll have an opportunity to ride for an hour, learning about:
1. Shifting
  2. Riding in a semi-standing position
  3. Clutch and Brake Coordination
  4. Tight left and right turns
  5. How to go over small obstacles
  6. Slow riding skills
  7. Parking
- B. Also, an instructor will demonstrate emergency safety techniques for experienced riders only.
- C. We want you to enjoy motorcycling. And we want you to be a safe rider. [www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)
- D. It's fun and you will enjoy it. But always remember the rules of the road.
- E. You can help other motorists by being a safe and defensive rider. It takes practice. AND IT'S ALL UP TO YOU!

RIDER SAFETY PROGRAM

RIDING SESSION

(Instructor will demonstrate each exercise before class members do it. Between each exercise all motorcycles should be turned off. Most exercises will be conducted in a follow-the-leader manner.)

Notes

I. REVIEW OF STARTING TECHNIQUES

- A. Each student will sit on motorcycle and go over controls.
1. Get balance: use of feet.
  2. Posture - sitting with back slightly arched.
  3. Controls (neutral light, speedometer, clutch, accelerator, brakes, lights, throttle).
- B. Starting - run through several times.
1. Open gas petcocks.
  2. Turn on key.
  3. If needed, use the choke.
  4. Place gearshift in neutral (see light and rock bike).
  5. Leave kick stand down for better balance.
  6. Fold out kick starter.
  7. Disengage clutch (pull toward you) -- keep disengaged.
  8. Twist throttle 1/3 turn towards you.
  9. Place kick starter firmly against instep.
  10. Push down firmly and follow through on kick with locked knee -- repeat if necessary.

NOTES

11. Fold kick starter in.
12. Rev engine (use caution not to over-rev while cold).
13. Cut engine (key).
14. Restart using above procedure.
15. Cut engine.

C. HOW TO START ( Note engine is off)

1. Twist throttle away from you.
2. Pull in clutch, keep disengaged.
3. Push gear shift down one position.
4. Slowly, very slowly, let out clutch (away from you).
5. Twist throttle towards you 1/3 turn.
6. If unsure of yourself, pull in clutch and turn off throttle.

II. SHIFTING (Diagram #5)

- A. Purpose: To give the student an opportunity to shift as he would have to in traffic.
- B. The Exercise:
  1. Review shifting techniques.
  2. Pylons in large circle, marked to show when to shift.
  3. Student should begin in first gear, circling around pylons.
  4. Students will then circle around the pylons in second gear.
  5. Upon completion of circles, student should bring motorcycle to a complete stop with both feet down.

III. CONE WEAWE (Diagram #6)

- A. Purpose: To give students a feeling of proper coordination and balance while standing on pegs, teaching them to find the center of gravity.



NOTES

B. The Exercise:

1. Students go single file through slalom pylon course in normal position, in first gear.
2. Repeat exercise twice in semi-standing position.
  - a. Firm grip on controls.
  - b. Knees into tank with body off motorcycle in semi-standing position.

IV. CLUTCH AND BRAKE COORDINATION (Diagram #7)

A. Purpose: To acquaint students with the use and efficiency of brakes, used independently, and together. To increase knowledge of stopping distances at moderate speeds.

B. The Exercise:

1. Pick up speed of 1-15 mph in second gear.
2. At designated point stop using clutch and front brake only until motorcycle is at a complete stop.
3. Repeat.
4. Same exercise (twice) using rear brake.
5. Same exercise (twice) with both brakes at a speed of 20 mph.
6. For all these exercises remember to pull in clutch simultaneously with brake.

V. TIGHT TURNING (Diagram #8)

A. Purpose: To give the student control, balance and turning practice at short distances.

B. The Exercise (left turn first):

1. Student on motorcycle placed three feet directly in front of instructor.
2. Motorcycle on, in first gear.

NOTES

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3. Clutch in, hand on front brake.
4. Left foot down for pivot; right foot on peg, lean motorcycle left and turn wheel left.
5. Let clutch out slowly, twist on throttle slowly and pivot off left foot making slow left turn - turn indicator on.
6. Continue around in tight, slow circle (both feet on pegs) until rider is back to where he started.
7. Stop, pulling in clutch and using front brake - put both feet down.
8. Repeat three times.
9. Do the same for right turn, changing position of feet and pivoting off of right foot.
10. Repeat three times.

VI. OBSTACLES (Diagram #9)

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- A. Purpose: To teach control over small obstacles which may appear in road.
- B. The Exercise:
  1. One at a time students approach small obstacle (in this case a pylon).
  2. In first gear, in semi-standing position, student hits object head on and continues riding in a straight line.
  3. Repeat three times.

VII. SLOW RIDING SKILLS (Diagram #10)

- A. Purpose: To teach control and balance at slow speeds.
- B. The Exercise:
  1. Students on motorcycles form a line, with feet on the ground.

NOTES

2. One at a time, in first gear students proceed from point "A" to point "B".
3. Then, all together, students start at point "A" and ride to point "B" as slowly as possible. The object is to touch point "B" last without use of feet on the ground.
4. Repeat.

#### VIII. PARKING

- A. Purpose: To teach proper technique for parking the motorcycle on the street.
- B. The Exercise:
  1. All students ride single file in large circle.
  2. At the end of the circle each student brings machine to a stop and parks it properly.

3. Repeat.

#### IX. DEMONSTRATION - INSTRUCTOR ONLY-- STUDENTS ON FOOT.

- A. These techniques are for experienced riders only.
- B. Students should not try them at high speeds until they have practiced and fully mastered basic riding techniques.
- C. Stopping at high speeds (using street tires).
  1. Speed of 30 mph with rear brake only. (Make rear wheel skid.)
  2. Speed of 30 mph with front brake only. (DO NOT SKID FRONT TIRE.)
  3. Speed of 30 mph with both brakes.
- D. Tight Circles.
  1. At normal speeds, twist motorcycle under you, showing when to keep knees in, when to shift body weight, and keeping correct knee on the outside of the handlebars.



NOTES

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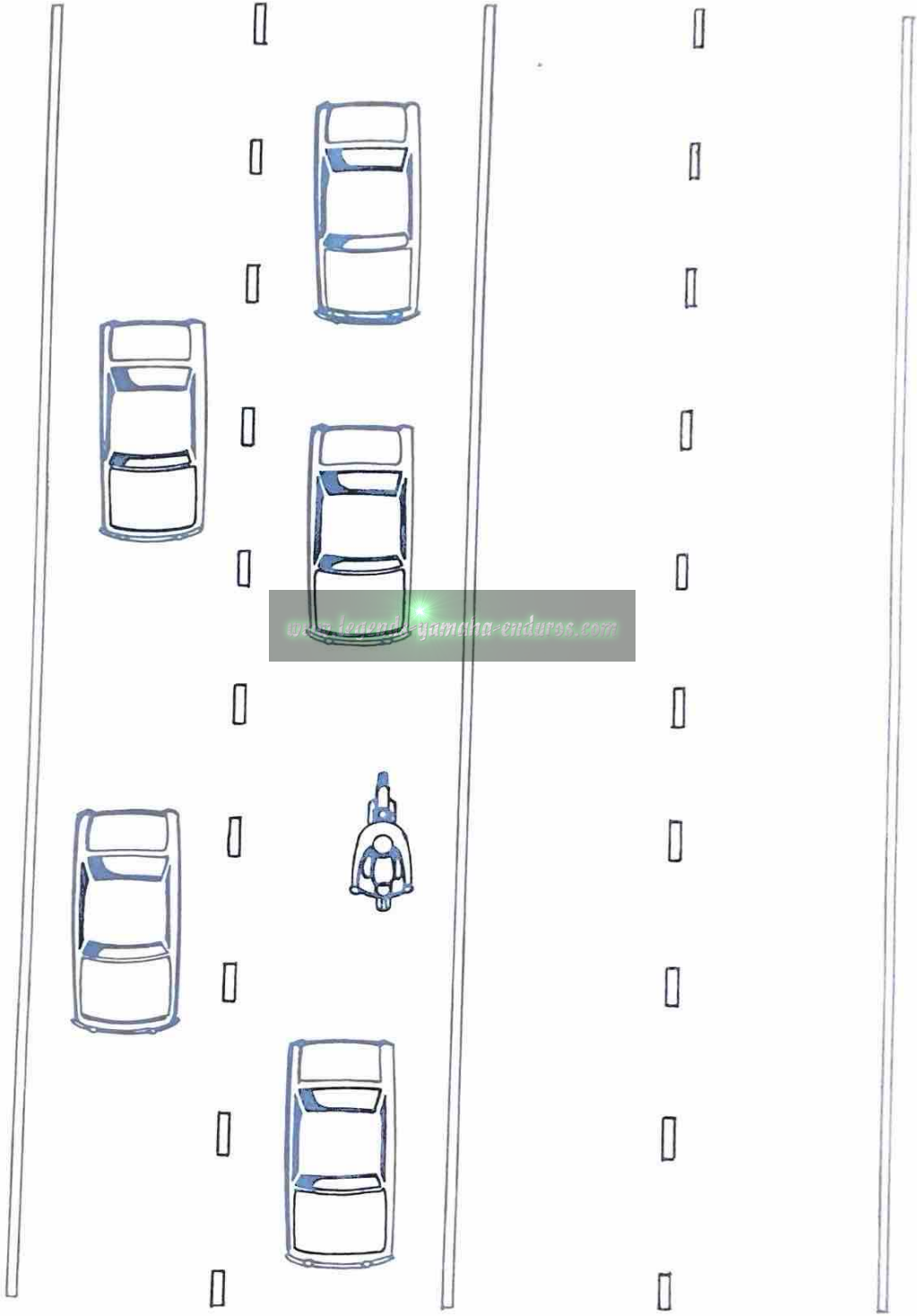
2. Repeat at slower speed (less than 5 mph, showing control).

E. Broadsliding.

1. This is a last resort emergency exit in case an unavoidable large object is in your way.
2. At average speed (25-35 mph) lock up rear wheel, twist bike away from slide dragging left foot. Clutch is in, no front brake, lean body and bike way over to left.

DIAGRAM #1

Proper Placement in Traffic



[www.leanandjamaha-enduros.com](http://www.leanandjamaha-enduros.com)

DIAGRAM #2

Do Not Drive Between Lanes of Traffic

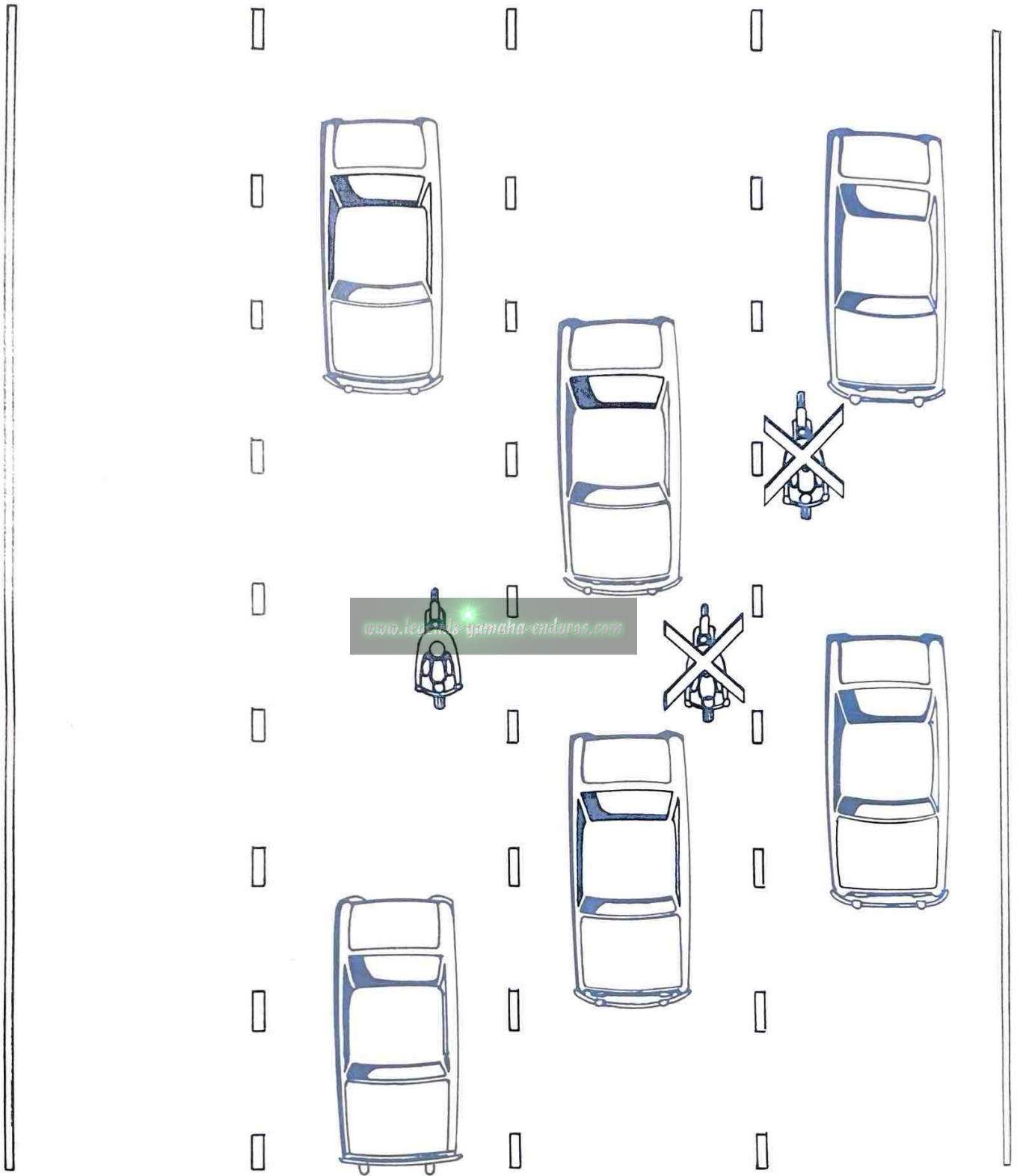




DIAGRAM #3

Turning at Intersections

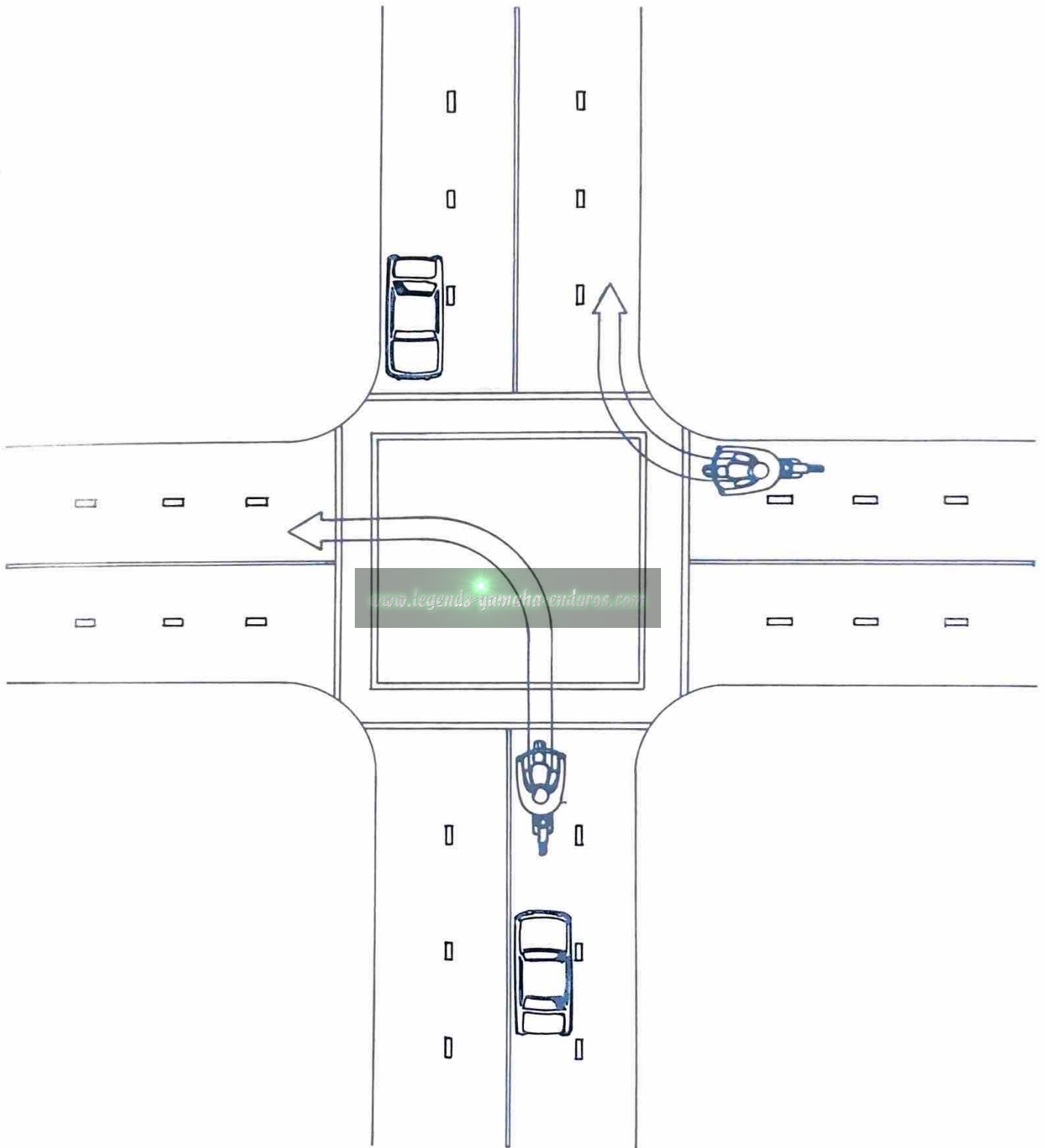
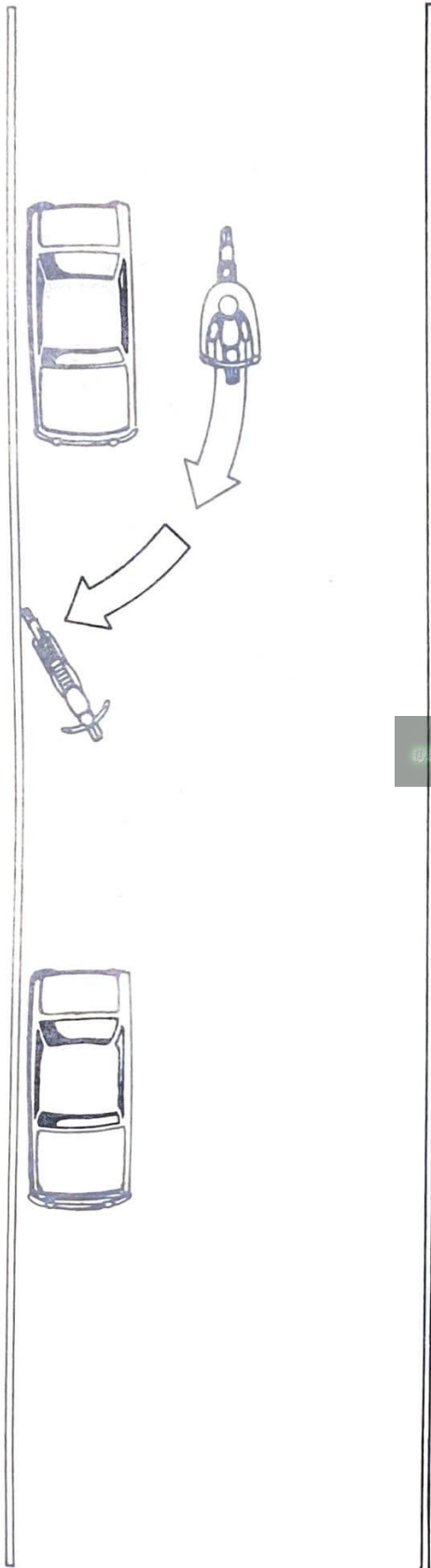


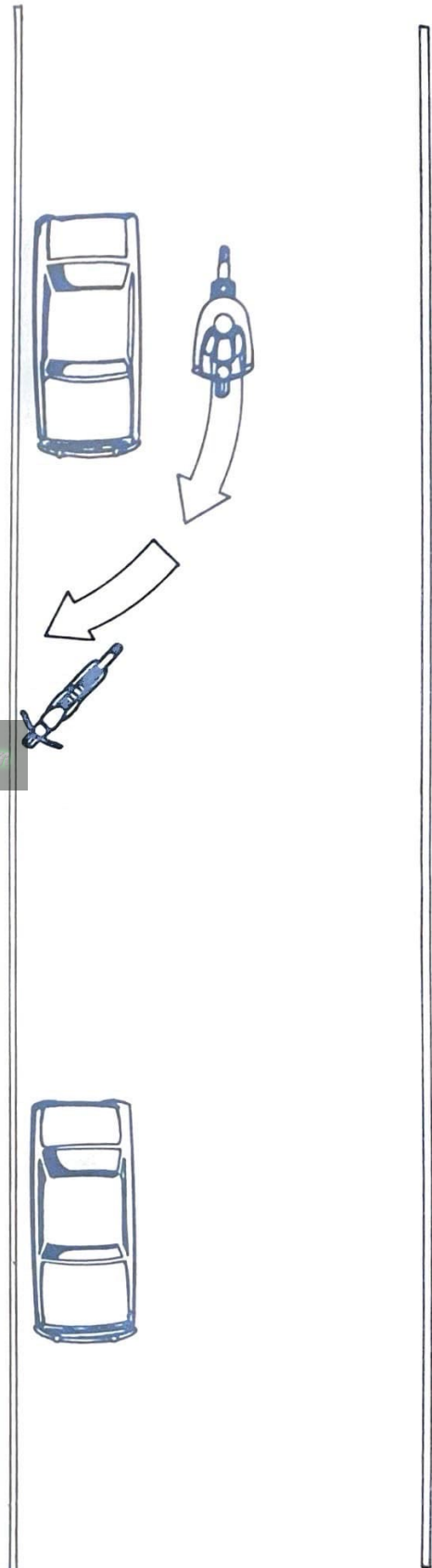
DIAGRAM #4

Parking

Flat Streets and Uphill



Downhill



[www.legends-yamaha-enduros.com](http://www.legends-yamaha-enduros.com)

DIAGRAM #5

Shifting

Shifting practice in a large circle.

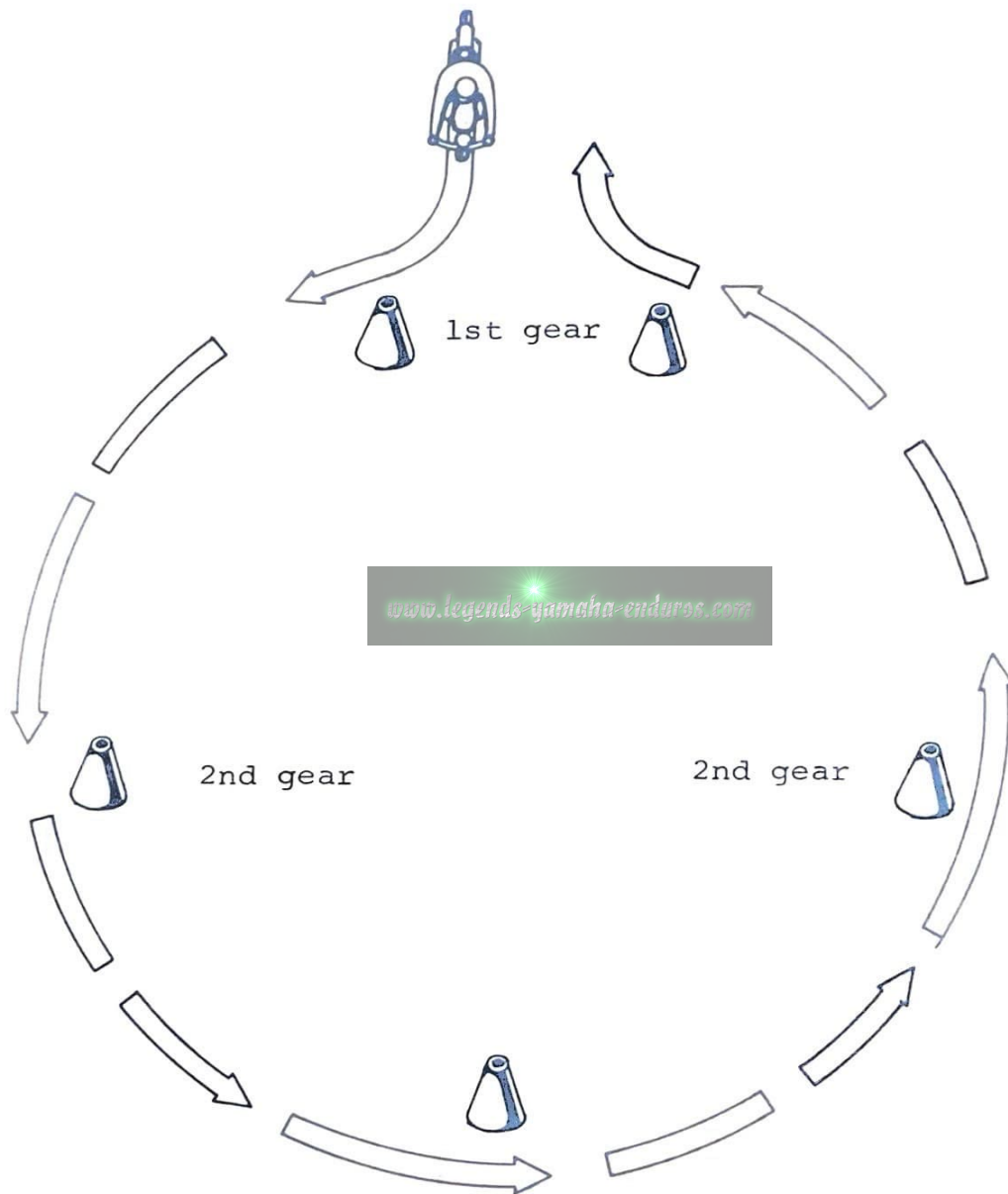
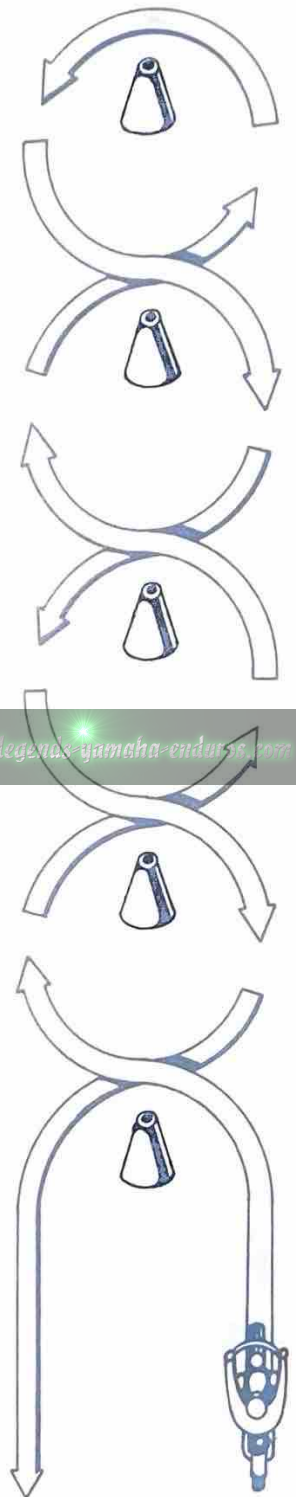


DIAGRAM #6

Cone Weave

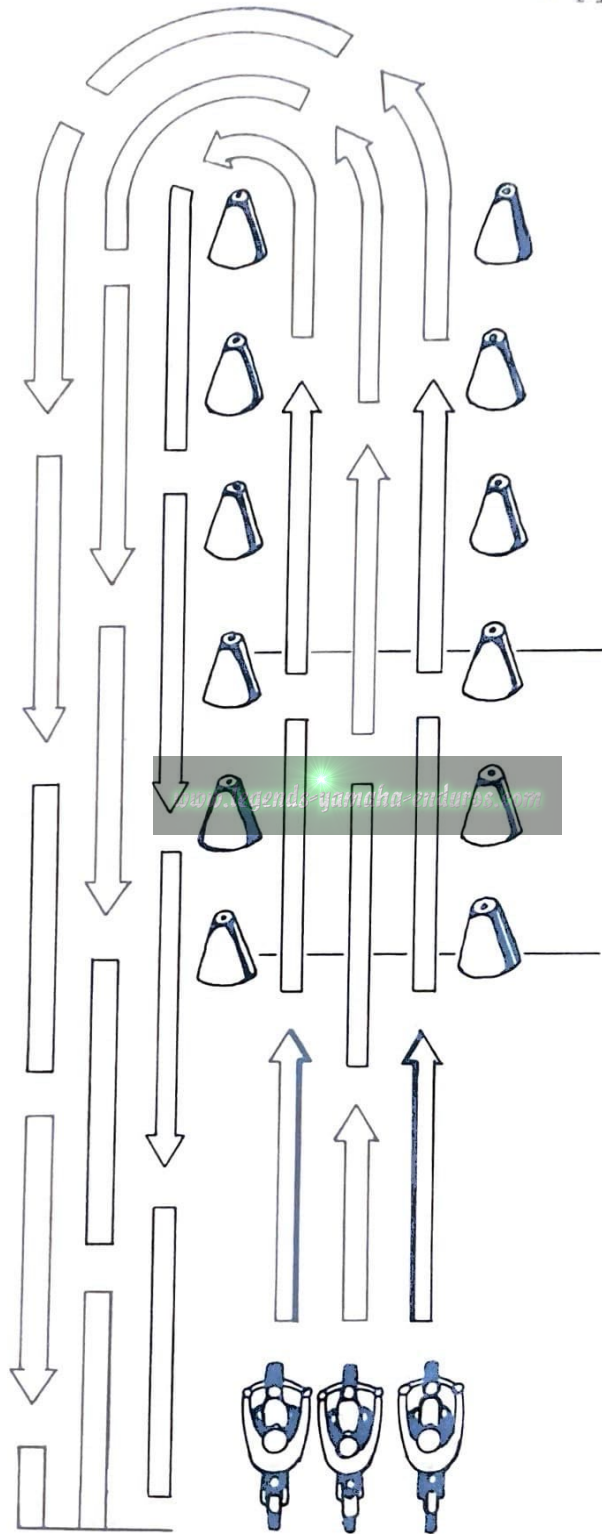
Cone weave in sitting and semi-standing position to teach control and balance.





### Braking

Showing different stopping distances using front brake only, rear brake only and both brakes together through a pylon course.



In first gear, ride to start position.

Come to a stop as quickly as possible.

Apply clutch and brake here.

Speed of 10-20 mph

DIAGRAM #8

Tight Turning

Learning to make left and right turns and circles at short distances and at slow speeds, teaching balance, steering and control

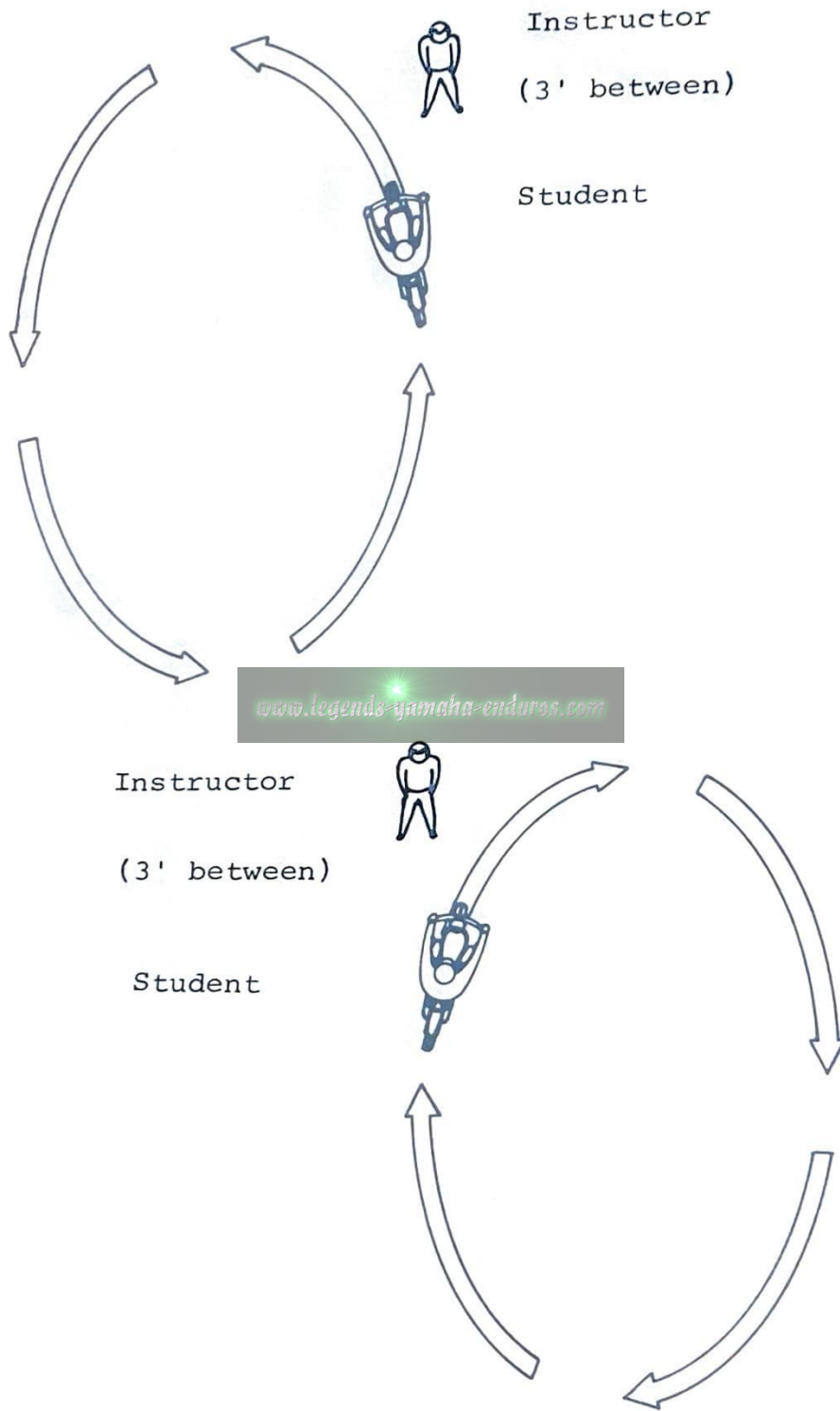


DIAGRAM #9

Obstacles

Teaching coordination and control  
over small obstacles at slow speeds.

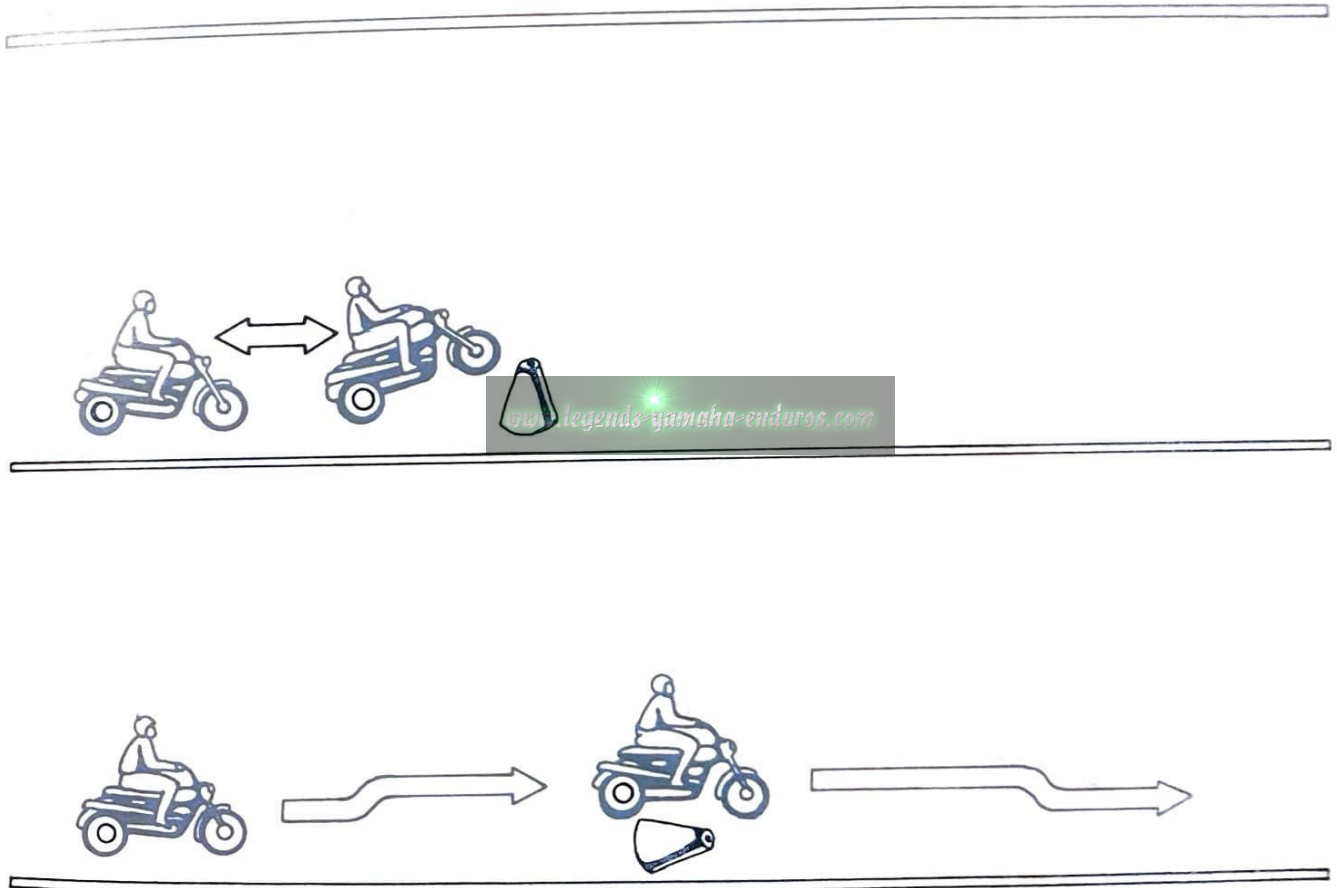
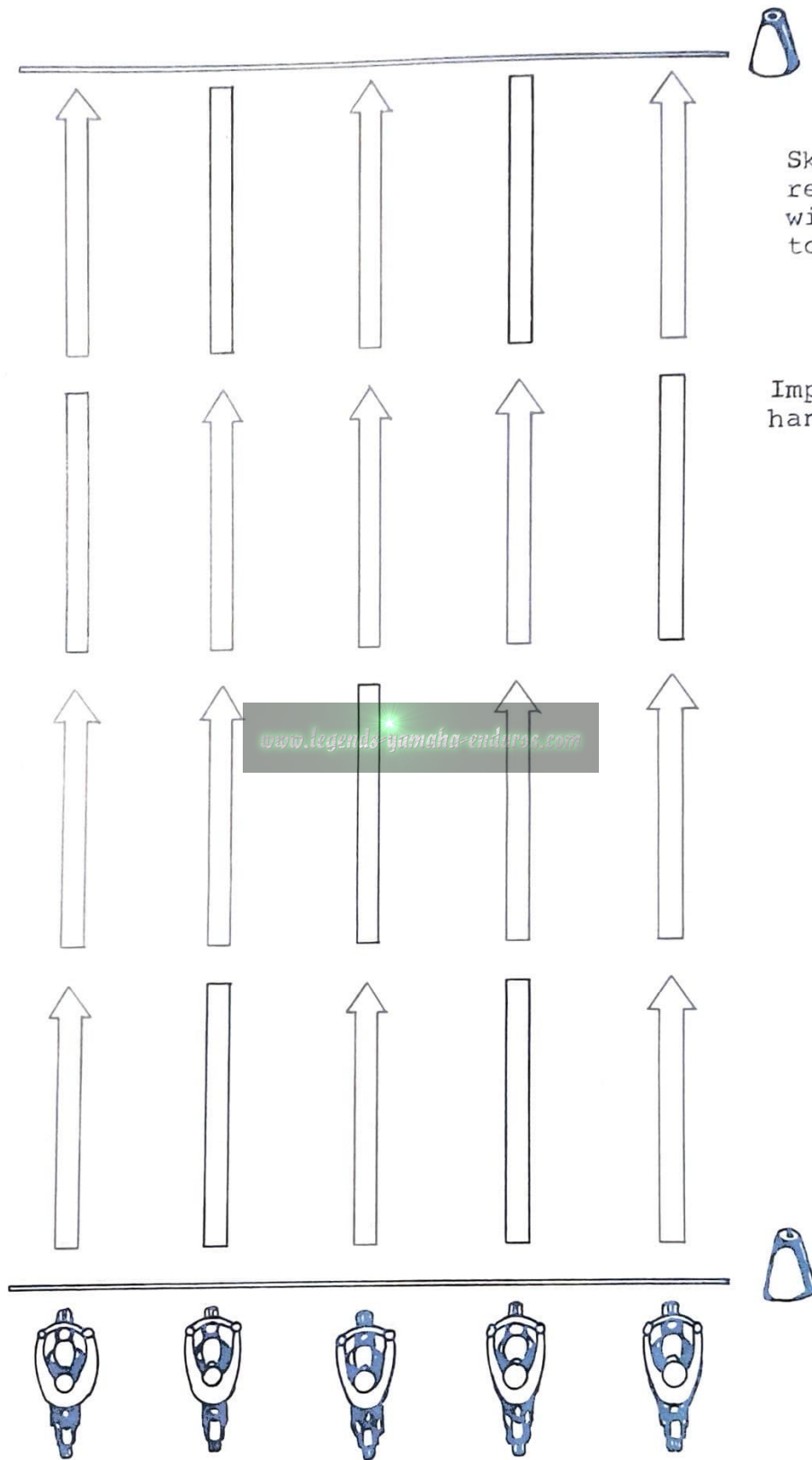


DIAGRAM #10



Slow Riding Skill

Skill to see who can reach point "B" last, without touching feet to ground.

Improves balance and handling.



# Motorcycle Safety Standards By State

These are the current state-by-state motorcycle regulations furnished by the U.S. Department of Transportation, National Highway Traffic Safety Administration.

STATE	Special Driver's License	Safety Helmet	Eye Protection	Passenger Seat	Passenger Footpegs	Rearview Mirror	Headlight in Daytime	Safety Inspection At Time of Reg.	Periodically
ALABAMA		X		X	X	X			
ALASKA		X	X	X	X	X			
ARIZONA	X	X	X	X	X	X	X	X	X
ARKANSAS				X	X	X			
CALIFORNIA	X	X	X			X		X	X
COLORADO	X	X	X	X	X	X			
CONNECTICUT	X	X	X	X	X	X	X		X
DELAWARE	X	X	X	X	X	X		X	X
FLORIDA		X	X	X	X	X		X	X
GEORGIA		X	X	X	X	X		X	X
HAWAII	X	X	X	X	X	X		X	X
IDAHO			X	X	X	X	X		
ILLINOIS	X			X	X		X		X
INDIANA		X		X	X	X		X	X
IOWA	X			X	X	X			
KANSAS		X	X	X	X	X		X	X
KENTUCKY	X	X	X	X	X	X		X	X
LOUISIANA	X	X	X	X	X	X		X	X
MAINE	X	X	X	X	X	X			
MARYLAND	X	X		X	X	X		X	X
MASSACHUSETTS	X	X		X	X	X			
MICHIGAN	X	X	X <sup>1</sup>					X	X
MINNESOTA	X	X		X	X			X	X
MISSISSIPPI						X		X	X
MISSOURI	X	X				X		X	X
MONTANA	X			X	X	X	X		
NEBRASKA	X	X <sup>1</sup>						X	X
NEVADA	X	X		X	X	X			
NEW HAMPSHIRE	X	X	X	X	X	X		X	X
NEW JERSEY	X	X	X	X	X	X		X	X
NEW MEXICO	X	X <sup>2</sup>	X	X	X	X		X	X
NEW YORK	X	X	X	X	X	X	X	X	X
NORTH CAROLINA		X				X		X	X
NORTH DAKOTA	X	X		X	X	X		X	X
OHIO	X	X	X	X	X	X			
OKLAHOMA		X <sup>1</sup>	X	X	X	X		X	X
OREGON	X	X				X	X		
PENNSYLVANIA	X	X	X	X	X			X	X
RHODE ISLAND	X	X	X	X	X	X		X	X
SOUTH CAROLINA	X	X	X	X	X	X		X	X
SOUTH DAKOTA	X	X		X	X	X		X	X
TENNESSEE	X	X	X	X	X	X			
TEXAS	X	X		X		X			X
UTAH	X	X <sup>3</sup>	X <sup>5</sup>	X	X			X	X
VERMONT	X	X	X	X	X	X		X	X
VIRGINIA	X	X	X	X	X	X		X	X
WASHINGTON	X	X	X <sup>3</sup>	X	X	X			
WEST VIRGINIA		X	X	X	X	X		X	X
WISCONSIN	X	X	X	X	X	X	X		
WYOMING								X	X
DIST. OF COL.	X	X	X	X	X	X		X	X
PUERTO RICO	X	X		X	X	X			

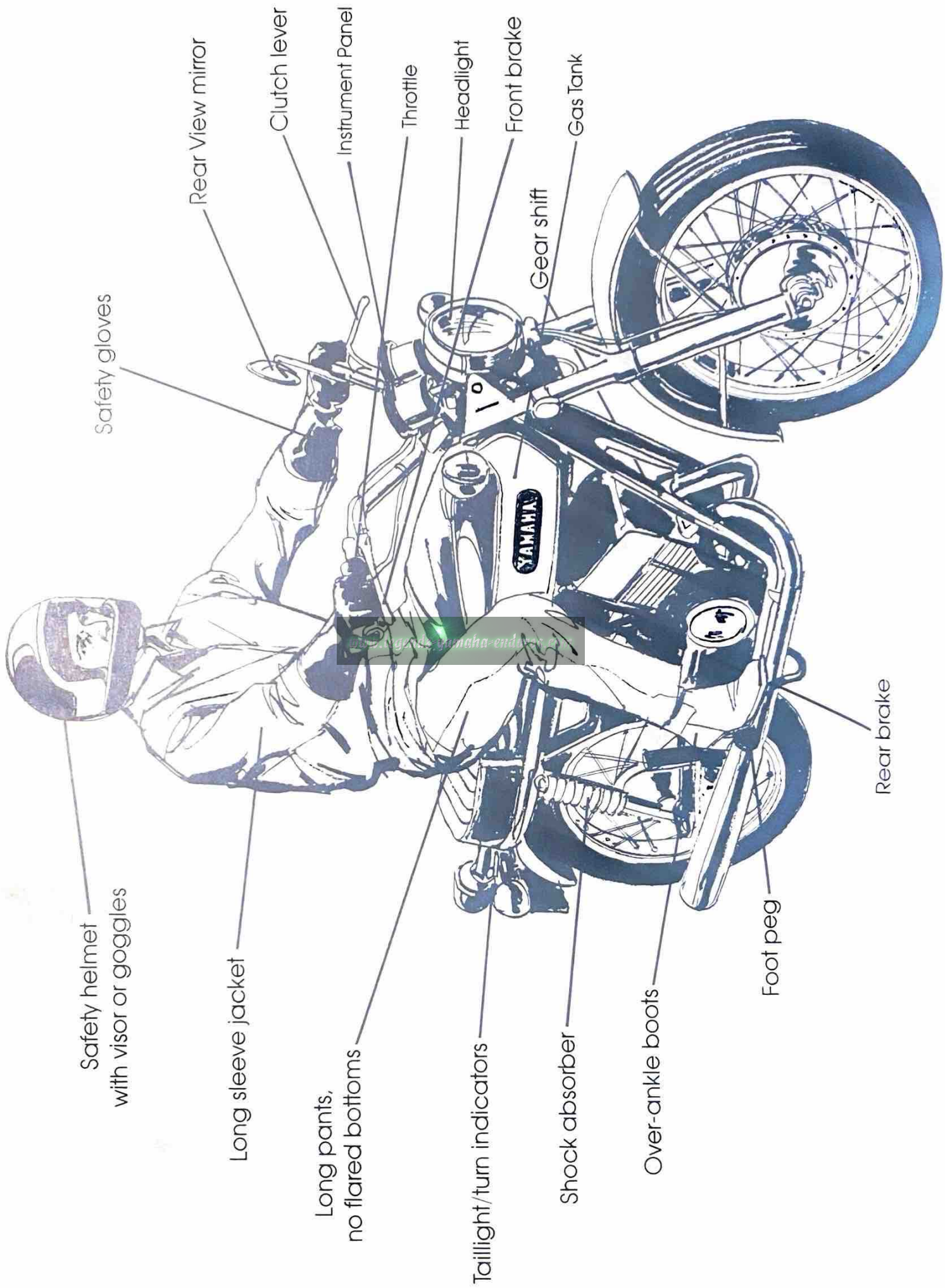
X<sup>1</sup> The helmet law is not currently enforced.

X<sup>2</sup> The law applies to all passengers, but only those operators under 18.

X<sup>3</sup> Required at speeds above 35 mph.

X<sup>4</sup> The law applies only to operators and passengers under 21.

X<sup>5</sup> The law applies only on roads with speed limits higher than 35 mph.



Safety helmet  
with visor or goggles

Long sleeve jacket

Long pants,  
no flared bottoms

Taillight/turn indicators

Shock absorber

Over-ankle boots

Foot peg

Rear brake

Safety gloves

Rear View mirror

Clutch lever

Instrument Panel

Throttle

Headlight

Front brake

Gas Tank

Gear shift

YAMAHA

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