

Motorcycle Pre-Purchase Inspection

Sample report · 2021 Harley-Davidson Road Glide Special (FLTRXS)

RECOMMENDATION

BUY — with notes

Honest touring bagger. Credit the front tire (age), left fork-seal weep, and belt.
Not a walk. Do not skip a test ride or a belt/tire budget.

Assignment

Prepared for	Sample Buyer · website specimen
Inspection date	September 21, 2026
Location	Kentucky region (illustrative)
Inspector	ACA staff inspector · reviewed by Shawn Owens, ASCAA-CERT-4246
Scope	On-site motorcycle PPI + cold/hot start + road test + scan

Subject motorcycle

Year / model	2021 Harley-Davidson Road Glide Special · FLTRXS
VIN (sample)	1HD1KZP1XMB6XXXXXX — SAMPLE, last five masked
Engine	Milwaukee-Eight 114 · 1,868 cc · ~118 lb-ft
Drive	6-speed · belt final drive · ABS / RDRS as equipped
Odometer	18,420 miles indicated
Color	Vivid Black · blacked-out Touring package
Tires	Dunlop Harley OEM-pattern · front DOT 1821 · rear DOT 0424
Exhaust	Aftermarket 2-into-1 · ECM flash reported by seller
Asking context	Private-party bagger in the typical mid-teens to low-20s band

Identity, title, and electronics

Steering-neck VIN, title VIN, and fairing-visible identifiers agree. This is a real 2021 FLTRXS, not a Road King with a shark-nose swap. ABS module shows no crash event. Battery is a recent AGM. Infotainment powers and pairs. Two open service campaigns should be closed at a Harley dealer before the first long trip — get the printout.

ITEM	RESULT	NOTE
VIN — neck / title / documents	PASS	
Keys / fob / steering lock	PASS	Two fobs
Title brand check (sample)	PASS	Clean assumed
Service history / oil interval	NOTE	Oil at 17,900 · next due
Open campaigns / recalls	NOTE	Two open — dealer close
ABS / RDRS scan	PASS	No hard codes
Crash / tip-over event in modules	PASS	None stored
Battery / charging at idle	PASS	14.1 V running
Infotainment / speakers / USB	PASS	
Aftermarket exhaust / flash	NOTE	2-into-1 + reported flash

What a motorcycle PPI has to catch that a car PPI misses

Frame and triple-tree bends from a low-side. Fork-seal weep that becomes a front-tire film. Head-bearing notch. Belt tooth wear and pulley flange rust. Tire date codes — a bagger can sit and still have a five-year-old front. Crash bars and bag lids that have been down. Grip inserts and lever perch that got replaced after a tip. Exhaust that is louder than the flash can cover. A “garage-kept” Road Glide with 18k is a working bike. Look at the belt and the front tire first.

Frame, forks, wheels, belt, tires

No visible frame crease at the neck or downtubes. Triple trees line up; no bent axle. Left fork seal has a wet band — not pouring, but it will fling onto the rotor if ignored. Head bearings are smooth through full lock. Rear belt has polish on the tooth faces and two missing edge nicks; not at replacement this week, but budget a belt and pulleys in the next 5–8k. Front tire is DOT 1821 — five seasons old with decent tread. Replace it. Rear is newer (DOT 0424) and honest. Wheels are true. Brake rotors are within face; pads have meat.

ITEM	RESULT	NOTE
Frame / neck / downtubes	PASS	No crease
Triple trees / axle alignment	PASS	
Fork seals / stanchions	NOTE	Left seal weep
Head bearings	PASS	No notch
Rear shocks / preload	PASS	Even sag
Front tire age / tread	NOTE	DOT 1821 — replace
Rear tire age / tread	PASS	DOT 0424
Wheels / bearings / true	PASS	
Belt / pulleys	NOTE	Polish + two edge nicks
Front / rear brakes / ABS ring	PASS	
Crash bars / bags / lids	PASS	Light scuff RF bar
Centerstand / sidestand pad	PASS	Stand not dragging

Cosmetic: Vivid Black is honest touring wear — stone chips on the shark nose and a scuff on the right crash bar that does not fold the bar. Bags latch. Latches are not broken. Seat is not collapsed.

Engine, primary, clutch, ride

Cold start: even Milwaukee-Eight idle, no exhaust smoke, no cam-chest weep at the usual corner. Hot restart clean. No tick that is not M8 normal. Primary is quiet; clutch take-up is in the middle of the lever. Neutral finds. Road test 16 miles mixed: no miss, no surge that points to a bad flash, no belt slap on overrun. Brakes are straight. No headshake at 70. Aftermarket 2-into-1 is loud on the overrun — confirm the county and the HOA before you fall in love with it. Cooling fins and oil cooler are clean. No pink emulsion on the sight glass.

ITEM	RESULT	NOTE
Cold / hot start	PASS	
Cam chest / oil cooler leaks	PASS	Dry
Primary / clutch feel	PASS	
Shift quality 1–6 / neutral	PASS	
Throttle / ride-by-wire	PASS	No surge
Charging under load	PASS	
Cooling / oil temp after ride	PASS	In band
Exhaust leaks / baffles	NOTE	Aftermarket 2-into-1
Lights / signals / running lamp	PASS	
Horn / high beam / hazards	PASS	

What we would credit before you wire the rest

1. New front tire — DOT 1821 is the item, not a maybe. 2. Left fork seal before the next rain. 3. Close the two campaigns at a Harley dealer and keep the printout. 4. Belt: inspect again at 22–25k or sooner if you tour loaded. 5. Confirm the ECM flash is a known map for this 2-into-1, not a cheap tune that goes lean on a hot day.

What would have been a WALK

Bent neck. Notched head bearings. Crash codes. Wet cam chest. Belt to the cords. A “Road Glide” that is a converted Road King. Salvage title the seller did not mention. None of those are on this sample bike.

Bottom line

Buy-with-notes. Pay bagger money, not CVO money. Use the front tire and fork seal as closing credits. Ride it yourself after the inspection — a 16-mile PPI ride is not your 400-mile Saturday.

SAMPLE VERDICT

BUY WITH NOTES

Identity: confirmed 2021 FLTRXS. Condition: honest 18k touring bike.

Fix / credit: front tire, left fork seal, dealer campaigns, watch the belt.

Not a walk. Not a no-ride wire transfer either.

How to read this sample

Website specimen. A live motorcycle PPI includes the photo set, scan printouts, and a short video walk-around. Live pricing starts at \$349 and scales with travel. Bikes are on-site inspections — not the \$149 photo appraisal — if you cannot put your own hands on the neck and the belt.

Certification (sample)

On a live assignment the inspecting technician does the on-site work. Shawn Owens reviews the file and signs the recommendation. This sample is not an appraisal of value and not a warranty.

Shawn Owens

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Appendix — motorcycle groups (sample scoring)

ITEM	RESULT	NOTE
01 Identity / VIN / title / keys	PASS	
02 Campaigns / scan / crash data	NOTE	
03 Frame / neck / trees	PASS	
04 Forks / head bearings / shocks	NOTE	
05 Wheels / tires / date codes	NOTE	
06 Belt / pulleys / final drive	NOTE	
07 Brakes / ABS rings	PASS	
08 Engine / cam chest / cooler	PASS	
09 Primary / clutch / gearbox	PASS	
10 Exhaust / tune / emissions	NOTE	
11 Electrical / charging / lights	PASS	
12 Bags / bars / cosmetics / tip-over tells	PASS	
13 Road test / stability / heat	PASS	
14 After-shutdown leaks	PASS	