Shop Talk

HONDA

SPECIAL STORAGE ISSUE

Last ***Shop Talk*** (009-94), we reminded you about the storage issue that was sent last year. We also said that if you required an extra copy we would send one out.

Well, so many people wanted a copy that we decided to reprint the article complete. Thank you for your response.

Attached to this storage issue is a copy of this ***Shop Talk*** rewritten for you to hand out to your customers. (Please copy it onto your company letterhead!).

Location - where are you going to put it?

Many dealers offer a storage program. You will need a place that is dry and out of harm's way.

When possible, choose a location away from windows. The ultraviolet light can fade paint and plastic parts. Direct sunlight can raise the ambient temperature of the storage area (if it's unheated) which will promote condensation when the sun goes down, so cover plain glass with some sort of opaque material. Also, cover the bike with a *specially designed bike cover* not a sheet or a tarp. Why? Because a sheet absorbs moisture and can hold it against metal surfaces causing corrosion. Also, damp fabric will breed mildew and this may attack the seat material. A tarp prevents moisture getting in but it also prevents it from getting out. Moisture trapped will condense on the bike and then the rust monster is back!

A specially designed motorcycle cover is made of a mildew resistant material. The material is slightly porous, so it can breathe. Covers for all Honda bikes are available from Hondaline accessories. Perhaps this is a good chance to sell your customer the proper cover as every year the enviroment (containing industrial fallout, UV radiation etc.) becomes more harsh, which will damage the motorcycle finishes.

Change The Oil

Even if the oil is not due for a change, byproducts of combustion produce acids in the oil which will harm the inner metal surfaces. Warm the engine to it's normal operating temperature, as warm oil drains much faster and more completely.

While you are at it, why not change the filter too? Add fresh oil. Honda oil is available in 5w-30 (P/N CA66801), 10w-40 (P/N CB66578) or 20w-50 (P/N CB66579) viscosities.

Add Fuel Stabilizer And Drain Carbs

Fill the tank with fresh fuel, but do not overfill. The correct level is when the fuel just touches the bottom of the filler neck. This gives enough room for the fuel to expand without overflowing the tank when the temperature rises.

Shut off the fuel petcock and drain the carburetors and the fuel lines. (Check the service manual). Add Honda winterizing fuel conditioner (P/N CB66316) to prevent the fuel from going stale, and help prevent moisture accumulation. Stale fuel occurs when aromatics (the lighter additives) evaporate leaving a thicker, sour smelling liquid. If left long enough, it will turn into a gum, plugging the jets and passages inside the carbs!

Lube the cylinder(s).

Because gasoline is an excellent solvent,and the oil scraper ring has done it's job, they have removed most of the oil from the cylinder walls the last time the engine was run. If the cylinder wall is left unprotected for a long period of time, it will rust and cause premature piston and ring wear.

Remove the spark plugs and pour a tablespoon (5cc) of clean engine oil into each cylinder. Be sure to switch off the fuel before you crank the

engine or else you may refill the drained carbs! Also, ground the ignition leads to prevent sparks igniting any fuel residue. Turn the engine over several revolutions to spread the oil around and ***then*** reinstall the plugs (or put in new ones). Refitting the plugs before cranking the engine could result in a hydraulic lock if too much oil was used in the cylinder.

Battery Storage

The battery must be removed from the motorcycle when it is in storage. Motorcycles often have a small current drain even when the ignition is switched off (dark current), and a discharged battery will sulphate and no longer be able to sustain a charge.

A conventional battery (not a maintenance-free type) should be checked for electrolyte level. Add distilled water to any of the cells that are low and then charge the battery.

Battery charging should be performed at least every four weeks using a charger that has an output of 10% of the battery ampere hour rating. e.g. if the battery has an AH rating of 14, then the charge rate of that battery should not exceed 1.4 amps. A higher charge will cause the battery to gas and dehydrate. Charge the battery away from open flame or sparks as the gas given off can be explosive. Elevate the battery and keep from freezing and exercise the proper caution appropriate to caustic substances.

Service all fluids

If the brake or clutch fluids haven't been changed in the last two years or 18000 km, do it now. The fluids used in these systems are "hygroscopic" which means that they absorb moisture. The contaminated fluid will cause corrosion inside the systems which may give problems when the motorcycle is used next spring. Be sure to use the correct fluids and note the warnings and instructions in the service manual.

If the motorcycle is liquid cooled, the coolant requires changing every two years or 24000km. Make sure that the engine is cool enough to rest your hand on it before draining the system and please dispose of the coolant responsibly. Honda Coolant/antifreeze is available from the parts division (P/N CA66686) and has been developed to provide the correct protection for Honda engines. Mixed 50/50 with ***distilled water,*** it will ensure a clean system for the next two years / 24000km.

Final Preparation

Give the bike a good cleaning and dry the bike thoroughly. If the bike is chain driven, apply a quality chain lube. Honda (of course) have available a chain lube suitable for all types of drive chains (P/N CB66310). Spray a light oil (such as WD40 or equivalent) into the muffler ends and drain holes and give the painted surfaces and uncoated aluminum parts a good coat of wax polish. Check the air pressures of the tires, and put the bike into its previously selected niche.

If the bike has a centre stand, use it and put a block under the engine to raise the front wheel off the ground. If your bike has no centre stand or work stand then the tire pressures should be set at the maximum load pressure to help prevent flat spotting. ***Do not*** use cleaners or vinyl polishes on the tires as they will dry the rubber compounds and cause cracking.
Now you can cover the bike with the cycle cover and look forward to spring.

Back On The Road

Locate the (charged) battery and reinstall it connecting the positive (+) cable before the negative (-), covering the terminals with the plastic covers and installing the drain tube (if fitted). Recheck all fluid levels and turn on the fuel. Set the tire pressures back to riding specs and your ready to fire up. Remind your customer to go easy while he/she relearns the riding skills necessary for todays roads, ask if they wish to book their spring tune up (or any other repairs that you noticed when you had the bike on the bench) while you have the opportunity.

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