

Material needed

1. "MA" rated Motorcycle Oil >do NOT use "SJ" or "SL" approved automotive oil, or any "energy conserving" oils – they use synthetic friction modifiers that will damage your clutch.
2. Oil filter, drain plug washer, and any required o-rings.
3. Gasoline stabilizer.
4. Engine Fogging Oil (long term storage only).
5. Aerosol Rust Preventative. (S-100 corrosion protectant, or similar).
6. Vinyl and Rubber Preservative. (S-100 engine brightener, or similar).
7. Hydrometer for checking battery condition – not required for maintenance-free (no fill) batteries.
8. Minimum 900 mA battery charger (maintenance style for motorcycle style batteries suggested).
9. Chain lube (if required).
10. Gear oil, and drain plug washer for rear differential (if required).

Storage Steps

1. Thoroughly clean the entire motorcycle. Ride your bike to the nearest gas station and fill up. Pour the gasoline stabilizer into the fuel tank using the amount of stabilizer recommended by its manufacturer. Ride home. Storing your bike with a full tank of gas minimizes the chance of corrosion in your fuel tank; the stabilizer will keep your carburetors or fuel injectors happy for the winter.
2. Place the motorcycle on its center stand. (If available) or consider a rear wheel or frame stand.
3. While the bike is still hot, drain the old engine oil and remove and replace the oil filter with a new one. Refill the crankcase with fresh oil. This step is necessary because the old oil contains acid, moisture and other contaminants that will damage the engine while it is stored. Run the motorcycle until the oil light goes out (about 30 seconds) this allows fresh oil to circulate into all oil passages. Re-check oil level, adjust as necessary.
4. If applicable, drain rear differential while hot and refill with fresh fluid, it is a good idea to do this annually.
5. Remove the battery, or install charger pigtail to allow for on-motorcycle battery charging. Make sure to remove the negative terminal before the positive terminal. This will disconnect the battery from the circuit and will eliminate the chance of grounding the positive terminal with the screwdriver or wrench. Clean the outside of the battery with a mild baking soda and water solution and dry it carefully. Remove any corrosion from the terminals and from the wiring harness connections. Store in a cool location.
6. Spray all of the vinyl and rubber parts (excluding tires!), with S-100 engine brightener (or similar).
7. Spray the wheels (excluding brake components), exhaust and other areas likely to corrode during storage with S-100 corrosion protector (or similar).
8. Inflate tires to maximum pressure stated on sidewall of tire, remember to check tire pressures and adjust to correct pressure prior to riding.
9. Lubricate all pivot points including drive chain (if applicable).
10. If applicable, inspect coolant level (change every two years).
11. Check brake fluid levels (change every two years).
12. Wax all painted surfaces with a good quality wax. If possible, install a quality, breathable bike cover.
13. Wait for spring, plan trips, visit your local bike show.

During the storage period, be sure to do the following things:

Once a month

Recharge the battery with the 900 mA battery charger until it is fully charged. If the battery is not kept full charged, it may become permanently damaged and will have to be replaced. If you have purchased a "maintainer" style charger, you can simply leave it plugged in permanently until spring.

As required

Admire your Bike, cuddle and touch as necessary, consider accessories.

A) Assuming you followed the preceding:

1. Reinstall the battery. Make sure that the vent hose (if used) is connected and routed properly. Install the positive terminal before the negative terminal to avoid accidental grounding of the positive lead.
 2. Check tire pressure and adjust the tires to the correct pressure.
 3. Do a complete and thorough inspection of your bike. Check for deterioration during storage (fork seals, brake fluid leaks at master cylinder, or wheel cylinders). Test ride your bike to be sure it is in safe condition for the season.
 4. Have a safe and enjoyable year on the road.
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B) Assuming you just parked your bike in the Fall:

1. First off, relax. Generally, parking your bike for four to six months without any preparation isn't usually a serious problem. Damage generally occurs only after longer storage.
 2. Wash your bike, bugs and road salt will damage paint and brightwork. Use protectant spray on vinyl and rubber parts (excluding your tires) and corrosion inhibitor on all exposed metal (excluding your brakes) wax your bike.
 3. Lubricate all pivot points including drive chain (if applicable)
 4. If applicable, inspect coolant level (change every two years).
 5. Check brake fluid levels (change every two years).
 6. Remove the battery. Make sure to remove the negative terminal before the positive terminal. This will disconnect the battery from the circuit and will eliminate the chance of grounding the positive terminal with the screwdriver or wrench. Clean the outside of the battery with a mild baking soda and water solution and dry it carefully. Remove any corrosion from the terminals and from the wiring harness connections. Charge the battery until fully charged, or replace as necessary.
 7. Reinstall the battery. Make sure that the vent hose is connected and routed properly. Install the positive terminal before the negative terminal to avoid accidental grounding of the positive lead.
 8. Check and adjust the tires to the correct pressure.
 9. Attempt to start your bike, generally full choke and a short cranking period is all that is required. If your bike is reluctant to start, first drain your carburetor(s) and allow them to refill with fuel from your fuel tank (the fuel in your tank generally breaks down more slowly). Again attempt to start your bike, if it still will not start install fresh spark plugs (fuel fouling can occur when attempting to start using old fuel). Your bike should now start happily.
 10. Do a complete and thorough inspection of your bike. Check for deterioration during storage (fork seals, brake fluid leaks at master cylinder). Then test ride your bike to be sure it is in safe condition for the season.
 11. After the test ride, while the bike is still hot, drain the old engine oil and remove and replace the oil filter with a new one. Refill the crankcase with fresh oil. This step is necessary because the old oil contains acid, moisture and other contaminants that will damage the engine while it is stored. Run the motorcycle until the oil light goes out (about 30 seconds) this allows fresh oil to circulate into all oil passages. Re-check oil level, adjust as necessary.
 12. If applicable, drain rear differential while hot and refill with fresh fluid.
 13. Have a safe and enjoyable year on the road.
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Final thoughts:

Remember, all is not lost if you don't follow this list exactly, it is simply a guide. Life isn't that black and white. This guide assumes regular maintenance is still carried out, see your owners manual for your manufacturers suggested maintenance intervals. Check your tire inflation weekly with a good tire pressure gauge, check your tire wear with reasonable frequency. Inspect your brakes for wear at least once a season. Get to know your local dealer, they have additional information, and are a great resource. Ride, have fun, that's why we're here.

