

3. Pour the gasoline stabilizer into the fuel tank using the amount of stabilizer recommended by its manufacturer. Unstabilized fuel will form "gum" or "varnish" deposits that will plug the fuelcock and carburetor passageways.

NOTE: Make sure that the fuelcock lever is in the "ON" or "RESERVE" position. If the lever is left in the prime position, fuel may leak into the engine.

NOTE: Steps 4a and 4b are for protecting the top end engine components from rust and corrosion. Step 4b is to be used only if fogging oil is not available. Do either 4a or 4b, but DO NOT do both.

- 4a. Remove the air cleaner element. While the engine is running at idle, spray the rust preventative fogging oil into the air cleaner box. Try to give each cylinder equal amounts of fogging oil. Do this until the engine stalls or emits smoke.
- 4b. Run the engine for a few minutes to get the stabilized fuel into the carburetors. Then, remove the spark plugs and pour 1 to 2 tablespoons of motor oil into each spark plug hole. Reinstall the spark plugs. DO NOT reinstall the spark plug caps at this time. Turn the engine over a few times with the electric starter. Now reinstall the spark plug caps.
5. Drain the old engine oil and remove the oil filter, but DO NOT replace it at this time. With fresh oil, refill the crankcase all the way up to the filler cap hole. This step is necessary because the old oil contains acid, moisture and other contaminants that will damage the engine while it is stored.
6. Refill the fuel tank as completely as possible to eliminate any air space and to reduce the chances of the fuel becoming contaminated.

7. Remove the battery. Make sure to remove the negative terminal before the positive terminal. This will remove 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. Be sure not to get any solution inside the cells. Remove any corrosion from the terminals and from the wiring harness connections. Store the battery in a room that stays above freezing, off the floor, and preferably on a wooden shelf.
8. Spray all of the vinyl and rubber parts with the rubber preservative.
9. Spray the unpainted surfaces of the motorcycle with the rust preservative.
10. Deflate the tires to approximately 20 PSI and block up the front of the motorcycle so both front and rear tires are off of the ground. This will keep the tires from developing permanent "flat" spots.

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

Once A Month

Recharge the battery with the one amp battery charger until it is fully charged. If the battery is not kept fully charged, it may become permanently damaged and will have to be replaced.