

Goldwing Maintenance Tips



Storing the Bike for the Winter

Yep it is here once again and some like myself will not be riding much. I thought I would include a couple of tips that can save you money and headaches. We are fairly lucky in Oklahoma that we can have the possibility of riding a lot if we can stand the cold. In the northern states the roads are pretty much non motorcycle friendly in the winter (wet).

If you are one that rides all winter a tip of the hat to you. My own experience is if you plan on riding all year don't stop in December and expect to start in February again. My body is slow to react and it does not appreciate that sudden shock. I do ride all year usually on test rides though. They just are not as long in the winter. ☺

If you are going to go south and take your scoot like **some do** don't bother reading just enjoy the sun. Otherwise pay attention.

It is best to change your oil before storing. The reason is moisture can accumulate in

the oil and it becomes very corrosive in the engine. Believe it or not it creates acid. Starting your machine for short periods of time breaks the oil down fast. I would not waste money on an unnecessary oil change, but it is worth considering if you are close to an oil change point.

Keep your fuel tank $\frac{3}{4}$ full with fuel stabilizer added. Make sure you run it 10 minutes or more to insure stabilizer is in the whole system. This step alone can pay huge dividends. With the tank mostly full there is less chance of condensation forming in the tank.

Check the water level in your battery if applicable and charge 100%. Disconnect or use a battery maintainer. The battery tender brand has a microchip that keeps a check up mode active that only charges when needed. Cheap chargers overcharge the battery and defeat the purpose. Batteries store well in cool weather but can freeze if they are dead. The memory in your radio and CB will run your battery completely down. They will freeze when discharged but fully charged they store fine in the cold. A cold battery actually has twice the cranking amps as one on a 100° day. Go figure...

Put about 5 extra lbs. in the tires and store on the center stand if possible.

It is very hard and inconvenient to check the antifreeze in a motorcycle. We always use 50% ethylene glycol based antifreeze with distilled water. My own test with a milk jug with water and 0° weather is it will not freeze solid with only 10% antifreeze. If you are at 50% you are way safe to about 20 below. Not exactly a major concern but I might mention some people use the wind chill factor and that does not apply to anything that is metal. Metal will only be outside temperature regardless of wind speed. Wind chill is the effect it has on your skin.

Ok this should keep you from having any issues and on a warm winter day you should be able to run it around the block with very minimal problems. If you need to store it longer than a few months we might discuss a couple more things but really do this right now or save up a few hundred and call me in the spring we do pick ups! ☺☺ Oh by the way these are good for anytime you have to take a couple months off.

Merry Christmas

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