



**SUZUKI**

**2-Stroke**

# **Service Bulletin**

Subject: COLD WEATHER STORAGE

Bulletin No: GENERAL-18

Date: May 1, 1975

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service \_\_\_\_\_

1. We have noted a number of customer letters reporting damage to Suzuki motorcycle engines from disuse during the cold winter months. One common note is the statement: "I carefully stored the motorcycle in my heated garage for the entire winter. When I took it out in the spring, the crankshaft bearings, cylinder walls, and piston rings were corroded. Is this covered under warranty?"
2. The general inclination is to store the motorcycle in a warm shelter. Surprisingly, this is the worst place a bike could be stored for any length of time. The warm temperatures accelerate corrosion and condensation, the two major causes of engine damage in storage. It is preferable to keep the motorcycle in a cold shelter to arrest these two damaging processes.
3. There are four benefits a motorcycle dealer can anticipate when considering initiation of storage services:
  - A. Added income through the relatively weak winter months. There is a small investment in manpower at the beginning and end of the storage process, but the major problem is acquirement of sufficient storage space.
  - B. His customer will have a machine in optimum condition at the start of the riding season. Word-of-mouth advertising is valuable, and even better is the exposure of a Suzuki motorcycle running in top condition during the most enthusiastic buying period of the year.
  - C. The dealer has the owner in his shop at the peak buying period of the year. He has had the customer's machine in his shop and has a definite idea of the machine's trade-in value. This is the time to propose trading up to the owner when he comes to pick up his machine. The customer is already sold on the Suzuki concept, and he is ripe for a more exciting, larger machine for the coming season.
  - D. This will give your shop the opportunity to schedule repair, modifications, or installation of accessories on the stored machine. When the owner brings in his motorcycle, ask him if he would like any work performed on his machine while in storage. You should be able to estimate the repair at a reduced price, because this work will fill your service shop's dead time in the winter. It is also suggested that you help the owner pay for the job by offering monthly payments so that the machine will be paid off when spring arrives.

4. The suggested procedure for preparing motorcycles for storage is as follows:

MATERIALS

5:1 Mixture Gasoline/Oil  
Commercial rust preventive (Aerosol)  
10W oil  
Kerosene and spraying apparatus

- A. Fill the fuel tank with a 5:1 mixture of gasoline/oil. Run the engine until the exhaust turns white, indicating that the mixture has run through the carburetors. Push the cold-start lever and open the throttle to soak the engine with this rich oil mixture. Shut the engine off.
- B. Turn the fuel off. Refill the fuel tank to prevent rust.
- C. Use the drain plug on the carburetor to drain all the gasoline from the float bowl and fuel line. This prevents shellac from clogging the jets.
- D. Remove the spark plugs and spray inside the cylinder with a commercial rust preventive. WD-40, Zip corrosion preventive, or other compounds are available at auto parts supply houses. Kick the engine over to coat the cylinder walls and piston rings. Replace the spark plugs.
- E. Remove the battery and store in a cool area off of the floor. A wooden shelf is the best place. If the battery will be stored at freezing temperatures, recharge once a month to keep the electrolyte from freezing. Otherwise, charge the battery every two months.
- F. Drain the transmission completely and fill to overflowing with 10W oil.
- G. Fill oil tank to the top with a good 2-cycle oil.
- H. Spray the entire motorcycle with kerosene to arrest corrosion.

5. DURING STORAGE

Once a week, kick the engine over a few times to free the piston rings and keep the crank seals flexible. In humid, warm localities it is advisable to pull the spark plugs and spray the inside of the cylinder with rust preventive. Spin the rear wheel to move the transmission gears and keep them from "locking" due to corrosion.

(cont.)

RESTORATION

- A. Drain the gas tank completely. Pull the petcock and check for sediment around the pipe inside the fuel tank and on top of the petcock. Replace the petcock, fill the fuel tank with clean gasoline, and turn the petcock on.
- B. Install the new spark plugs.
- C. Drain the transmission and refill with 20W-40 oil to proper level.
- D. Charge the battery and install in frame.
- E. Wash motorcycle with soap and water to remove kerosene. Lubricate the chain.
- F. Test ride.

6. Be prepared for the spring rush with Suzuki touchup paint accessories, and the inevitable tune up items; contact points, condenser, spark plugs, air cleaner elements, tires, chains, and sprockets. DO NOT WAIT UNTIL THE SEASON STARTS! U. S. Suzuki's Parts Department is flooded every spring with rush orders for high volume items. Many orders are delayed because of the large volume of parts required. Anticipate your requirements. Your additional profits will reflect your wisdom.

7. A good dealer will maintain a customer mailing list. In some states, it is possible to obtain motor vehicle registration lists for a specific make of motorcycle. From this data, you can determine the potential for storage customers.