

Yes it's on the way, WINTER. Clear the drive and shovel the walk. Drive on slippery snow covered roads one day and then you can be guaranteed tons of salt the next day. The cold and the lack of daylight can drive you CRAZY!! Did you take care of your best friend? Or did you just park it in the corner telling yourself its fine to just leave it parked where it is Yright next to where you park your car Yyour car that is now covered in snow and salt melting on the floor Ynext to your bike Yyour expensive bike.

We see bikes stored like this a lot, and you can spot them too, just look for rust and corrosion on 1/3 to half of the rims and spokes, usually worse on one side, the side toward the car! It only requires a little planning and effort to prevent this, and other damage from winter hibernation. Let=s start at the beginning.

Some think that by starting the bike every week or so, all is well. The truth is, unless you run it long enough for ALL the oil (motor, primary and transmission) to reach operating temperature or at least the boiling point of water you may be doing more harm than good. All that dampness has now condensed inside your motor, primary and transmission. If you start it ride it long enough to get it hot. If your bike needs a service, 5, 10,20k get it done now! It will cover some of what needs to be done for storage, and will save you money and time in spring.

- Top off the gas tank and use a fuel conditioner (I prefer Sea Foam) and follow the directions for amount per gallon, on carb models shut off the fuel valve and run the carb dry. If it is left on, as the fuel in the carb evaporates it will constantly be replaced by fuel from the tank leaving varnish and crud in your float bowl. On fuel injected models, run it long enough to get treated fuel into the injectors.

- All fluids should be changed when the bike is warm before storage. On 1992 and earlier touring, and 1999 and earlier Softails, FXRs and all Shovelheads or any Big Twin with the oil tank higher than the pump drain the oil and do not put fresh engine oil in until spring. This will eliminate the chance of oil sumping on spring start up. When you do this, take a piece of blue painters tape with NO OIL printed on it and stick it on the speedo to remind you in spring.

Wash and wax, yeah it=s a pain to do it but do it! If you own a bike with polished aluminum covers or mag wheels use a spray on metal protector or silicone spray.

- Use a battery tender! What could be better? In the old days (just after the earth cooled) we didn=t have AGM batteries, only lead acid that could freeze if they discharged too much. The new sealed ones are tough as hell and should



last 4 years or more but only if you keep them charged up. There are a number of brands available and Drag Specialties has a nice 750mA for \$33.95 or a 1.25A for \$66.95 both work well but the 1.25A is best for the touring bikes.

- Use a storage cover or cotton material to cover the bike. You can find them for around \$35-\$45.00. Resist the urge to steal the good table cloth for use, it will work, but the payback could be ugly indeed.

Ok, now let=s get the spot ready. First, put down a layer of plastic sheeting, 4-6@ wider and longer than the 4X8 sheet of 3@ or thicker plywood that goes on top of it. This will not only prevent moisture from leaching out of your concrete, but also give your tires a non acidic surface to sit on. If you=ve done all the hard work we discussed earlier, now it gets easy. Park your bike on the plywood, plug in the battery tender and cover the bike. In spring all you should need to do is add oil on the older bikes, check the air pressure in your tires and fire it up!

Cass Kuzba

Deluxe HD Restorations

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## Plan Ahead or Get Left Behind!

It was a great riding season, but what components on your machine now need attention? Is your Shovelhead using a little oil? Or maybe your Panhead or Knucklehead transmission is leaking or not shifting correctly. New or old we can help you get those repairs done right. Whether you do it yourself and just need quality replacement parts or you need the complete job done we can get you ready for Spring!

### MOTOR BUILDS THE HEART OF THE BEAST!

Nowhere else will you see Mike Lichner rebuild a 30's VLD motor one week and an Evolution motor the next, Mike can get you the performance you need on your Flatheads, Knuckleheads, Panheads, Ironheads Shovelheads ,Evos and TwinCam. From complete rebuilds including correct component finishes for restoration quality to top ends and cam installations Mike can help get you ready to roll!

### POWER TO THE PAVEMENT!

The best motor in the world, only works as well as your transmission. The Harley-Davidson 4 speed transmission is a workhorse that when built correctly will give many miles of excellent service. Fred Borchardt has been rebuilding 4-speed and 3-speed transmissions to better than Factory Specs for years. From main drive gear seal repairs to complete overhauls Fred will make sure your transmission puts the POWER to the PAVEMENT.

### QUALITY REPLACEMENT PARTS

We stock a large supply of hard to find parts for your classic ride. Whether you work on your bike or we do, we can supply the parts you need to complete the project. Our large vendor list includes V-Twin, Drag Specialties, Colony, Andrews and Jim's just to name a few.

### KNUCKLEHEAD MOTOR WORKS

Mike Lichner

VMB LLC

Fred Borchardt

DELUXE HD RESTORATIONS

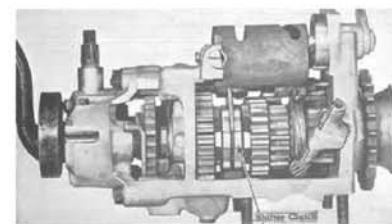
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We all work together to bring you a parts and service experience like no other, at prices you can afford. How can we help you?



OIL CHANGES  
BATTERIES 6V & 12V  
CHARGING SYSTEM CHECK & REPAIR  
GENERATOR REPAIR 6V & 12V  
TIRES CHANGED  
SCHEDULED SERVICES, 1,5,10 AND UP  
TRANSMISSION REPAIR 3,4 & 5 SPEED  
COMPLETE MOTOR REBUILDS

DRY AND WET CLUTCH SERVICE  
LINKERT CARB REBUILDING  
DRIVE LINE REPAIR  
WHEEL LACE AND TRUE  
WHEEL HUB REBUILDS  
COMPLETE RESTORATION BUILDS  
CARBUATOR REPAIRS  
ACCESSORIES INSTALLED



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