

Storage And Recommissioning Checklist

Putting a machine away for months, and getting it back out again. The second list is the one people forget they need.

BEFORE YOU START

Petrol vapour ignites, batteries produce hydrogen, and a machine on a stand can fall. Work outdoors or with the door open, keep ignition sources away from the fuel system, disconnect the battery before touching wiring, and never run an engine in a closed space. This sheet helps you observe and record. It is not a repair manual and it does not know your machine.

PUTTING IT AWAY

FUEL — THE THING THAT ACTUALLY CAUSES THE PROBLEM

- ☐ Decide: full tank with stabiliser, or drained. Do not leave it half full
A half-empty steel tank condenses water; stale fuel varnishes a carburettor
- ☐ If storing with fuel, add stabiliser and run the engine long enough to draw treated fuel through the carburettor
- ☐ If draining, drain the float bowl as well as the tank
Fuel left in the bowl is what gums up the jets
- ☐ Turn a manual fuel tap off

BATTERY

- ☐ Disconnect the negative lead, or remove the battery entirely
- ☐ Store it somewhere that does not freeze, off a concrete floor
- ☐ Put it on a maintenance charger if you have one, or charge it monthly

ENGINE

- ☐ Change the oil before storage rather than after
Used oil is acidic and sits in the engine all winter
- ☐ Note the odometer reading on this sheet

TYRES AND CHASSIS

- ☐ Inflate tyres to their normal pressure or slightly above
- ☐ Get the weight off the tyres if you can — centre stand, paddock stand or a board
- ☐ Clean and dry the machine. Road salt left on over a winter does the damage
- ☐ Wipe bare metal and cable ends with a light oil

WHERE IT SITS

- ☐ Somewhere dry and ventilated, not sealed under a plastic sheet
- ☐ Cover with a breathable cover, or nothing at all
- ☐ Block the exhaust outlet and airbox intake against mice, and write a note to remind yourself

STORAGE AND RECOMMISSIONING CHECKLIST

DATE STORED

ODOMETER AT STORAGE

FUEL: FULL AND TREATED, OR
DRAINED?

BATTERY REMOVED TO

EXHAUST / INTAKE BLOCKED?

ANYTHING KNOWN FAULTY

BRINGING IT BACK

BEFORE YOU PRESS ANYTHING

- ☐ Remove whatever you blocked the exhaust and intake with
- ☐ Check for nesting — rodents in an airbox over a winter is common
- ☐ Refit and reconnect the battery, charged
- ☐ Check the oil level and its condition
- ☐ Check tyre pressures and look for flat spots and cracking
- ☐ Check the brakes work before you need them to

FUEL

- ☐ If it was stored drained, fill with fresh fuel
- ☐ If it was stored full, consider whether that fuel is still worth using
- ☐ Turn the fuel tap back on and give a vacuum tap time to draw through
- ☐ Look for weeping at every hose joint before starting

FIRST START

- ☐ Start it outdoors
- ☐ Let it idle and warm up rather than revving it
- ☐ Watch for smoke, leaks and unusual noise for the first two minutes
- ☐ Check the charging system if you have a meter

FIRST RIDE

- ☐ Brakes tested at walking pace before leaving
- ☐ Lights, horn and indicators
- ☐ Short ride close to home first

DATE RECOMMISSIONED

STARTED FIRST TIME?

ODOMETER

WHAT NEEDED ATTENTION AFTER STORAGE

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify