

Coolant System Record

For liquid-cooled machines only. Level, condition, and the fan test almost nobody does until it is too late.

NEVER OPEN A HOT COOLING SYSTEM

The system is pressurised, which raises the coolant's boiling point above 100°C. Releasing that pressure lets it flash to steam instantly and it will scald badly. Wait until the engine is stone cold — not warm — before removing any cap.

THE COLD CHECKS

- ☐ Reservoir level between its marks, engine cold
- ☐ Radiator itself full to the neck
The reservoir can read correctly while the radiator is low
- ☐ Coolant colour clear and bright, not brown, rusty or oily
- ☐ No oil film on the surface of the coolant
- ☐ Radiator fins straight and clear of dirt, leaves and insects
- ☐ No white or coloured crust anywhere, which marks a slow leak
- ☐ Hoses soft and pliable, not hard, swollen or cracked
- ☐ Hose clips present and tight
- ☐ Cap seal intact and springy, not flattened

TWO FINDINGS THAT ARE NOT JUST TOPPING-UP JOBS

Oil in the coolant, or coolant that has turned milky, points at a head gasket or a crack letting the two circuits mix. Coolant disappearing with no visible leak points the same way. Neither is fixed by adding more — and continuing to ride one usually turns a gasket into a head.

THE FAN TEST

On a small machine the fan does most of the cooling whenever you are not moving. Let the engine idle from cold, on the stand, outdoors, and watch the temperature gauge. The fan should cut in before the gauge reaches the top of its normal range, and you will hear it. If the gauge climbs and nothing happens, stop the engine — that is the fault, and running it further will not tell you anything new.

DID THE FAN CUT IN?

ROUGHLY WHERE ON THE GAUGE

DID IT CUT OUT AGAIN?

KEEP CLEAR OF THE FAN

It starts without warning and it does not care what is in the way. Keep fingers, sleeves and rags away from it while the ignition is on, even if it is not currently spinning.

CHANGE LOG — DATED, NOT MILEAGED

DATE	MILES	WHAT WAS DONE	COOLANT USED	CONDITION OF THE OLD

WHY DATED
Coolant's corrosion inhibitors deplete over time whether the machine is ridden or stored. A machine that has done two hundred miles in three years needs its coolant changed as much as one that has done five thousand — and the one that has been standing is more likely to have corroded internally, not less.

LEVEL WATCH

DATE	RESERVOIR LEVEL	TOPPED UP?	HOW MUCH	NOTES

A system that needs topping up repeatedly is losing coolant somewhere. Two entries in the topped-up column is a leak to find, not a habit to maintain.

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