

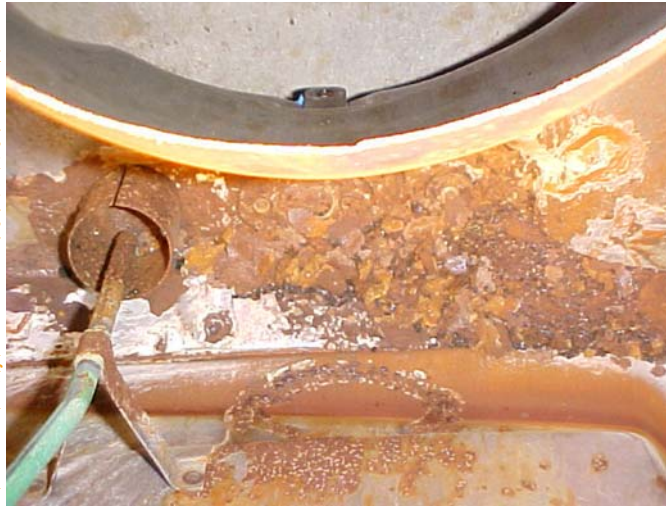
In September of this year I came across a rare opportunity to purchase a 2nd Vmax with unbelievably low miles. This bike was part of a bank mandated sell off of bikes and ATVs belonging to an elderly gentleman purchased by his legal custodian.

My purchase was of a 1997 Vmax with only 975 miles! The bike looked like a new 97 off a dealers showroom after much cleaning and detailing. It seems this Vmax had been sitting for years, but not in proper storage. While changing all the fluids and filters, I did my customary dissecting of the oil and fuel filters.

Whoa! While the oil filter looked good, the fuel filter was full of "rust" and showed a complete lack of any proper storage preventative maintenance whatsoever. A flashlight inspection of the gas tank showed considerable rust at the bottom. I drained all the fuel out and a closer inspection revealed a severely rusted gas tank.

## What's In Your Tank?

Although there are steps for cleaning and coating fuel tanks, with the VMOA discount I was able to buy a new tank at about \$120.00. Seemed the best thing to



do. Here is a photo of the insides after cutting off the top of the tank. Can you

imagine the carb problems awaiting this beast. Oh boy!

When storing your bike for the winter or a longer term, please be sure to treat the tank and carbs to a dose of fuel stabilizer, i.e. Stabil, etc. Also fill the tank full prior to storage. I have been told that even fuel treated will go bad after 6 months.

Yes, this winter I am tearing the carbs apart for cleaning and flushing the fuel system entirely. Even though I have always maintained my 2000 Vmax with proper winter storage since buying it new, I will drain and inspect this bike over the winter as well. Also, the MEK website has an excellently detailed instruction for removal of the Vmax gas tank prior to their non metallic gas tank installation. Ride Safe and See Ya in the Spring!!

Rick Rash #1283



## My Ride/Vendor Review

In June of 2005 I had done some serious damage to the transmission by destroying 1st and 2nd gear. I chose to replace my original Vmax engine with a PCW 1500cc Tourmaster Engine. Shortly after getting the 1500 engine in the Vmax I had to grab all my stuff and move west to Arizona/California.

I babied the bike until the engine was broke in. Every time I rode the bike I realized that the engine was not running to it's full potential so I did some research. All the locals in the Oceanside/Carlsbad California area recommended that I go see Glenn at:

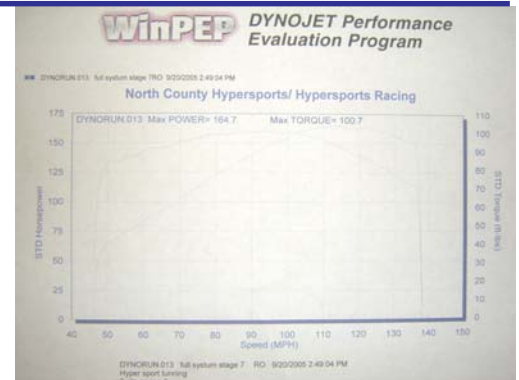
North County Hyper Sports  
2933-B Oceanside Blvd.  
Oceanside, CA 92054  
1-760-722-8863

www.nchypersports.com  
for all Japanese motorcycle issues.  
After checking the place out and

talking to friends I dropped the bike off for a tune-up.

While in the shop Glen called me to let me know in detail what he was going to do so I wouldn't have any surprises. When I got the bike back I was surprised how much horsepower and torque he was able to get out of my 1500 V-Max. 164 hp and 100 ft pounds of torque! This is made with a stage seven set up with a Marks 4 into 2 exhaust. This was a huge gain from the previous 150 horsepower readings.

My biker buddies were a little shocked to see the Vmax giving them hell. But with all this horsepower fun always comes at price. After riding the bike for a while the clutch seemed to get a little weak. I took the bike back to North County to get it checked out. Sure enough the clutch was showing some wear. Glenn didn't hesitate and ordered the right parts to get



the tire smoking again. He ordered a new Barnett heavy duty clutch assembly.

While the Vmax was getting some more mods done I decided to install Nissen brake and clutch controls. This is a very nice touch that is very low budget \$320 for both. As a result I now feel more confident that I can control that 164hp a bit better... at least when it comes to the brakes that is! After A little trial and error my Vmax goes from zero to "ludicrous" speed and back in seconds.

If you have any problems Glen will find the way to get it done right. He is professional and proficient. That is what counts! I've seen several Vmax's in this shop getting stuff upgraded. If your in the area check it out. Glen or Randy will be happy to help you with all you needs.

Jarec Clary #2560, Yuma, AZ.

