



Winter Rebuild - Good Vibrations Motorsports - GoodVibesRacing.com - 800.576.7661

Some Must-Do's for Preparing Your Racecar for the Off-Season...

Note: For those racers in the Northern Hemisphere, now is the time you're probably parking your race car and begin overhauling. If you're fortunate enough to live in warmer climates, the off-season is probably just a short break in the action. Note: Those living south of the equator may want to ignore all this for the next 6 months!

Race cars are semi-perishable and if just left in the garage or trailer, they will need TLC to bring them back to life. An ounce of preventable maintenance goes a long way here. Here are some pointers to keep your race car (and pocketbook) happy:

<p>1) Drain Fuel System. This is especially important if methanol is your choice of fuel. Blow out all the lines, tank and components with air. A few squirts of Prolong Super Penetrating Oil, (SPL-100), into the barrel valve, fuel pump and 3-way shutoff valve on fuel injection engines will keep them from corroding. Also keeps the seals and o-rings from drying out. It doesn't hurt to have your mechanical fuel pump flowed every couple of years to ensure that it still flowing the number and is not cavitating (which creates air bubbles in your fuel system - not a good thing.)</p>	
<p>2) Unpack that 'chute. The pilot chute spring has a tendency to weaken if compressed for long periods. It won't hurt to wash the parachute and sprinkle it with some baby powder to help absorb moisture. (This also makes it smell good when you take it out of the box next spring!) Be sure to check for holes or rips in the fabric. Damaged canopies can be repaired by the manufacturer or by a local upholstery shop.</p>	
<p>3) Lube Those Cylinders. If you're not tearing down the engine this winter, you might want to pull the spark plugs and squirt some of that Prolong PSL 100, into each cylinder. Also backing off the rocker arms will ensure your valve springs are still stiff next year.</p>	
<p>4) How's the Bottoms End? One may want to take a look at the rods & main bearings. Now's the time to find out if the crankshaft needs a polishing. Your pistons rings can easily be checked externally with a leak down tester. A leak down will also detect poor head gaskets or a crack in the cylinder.</p>	
<p>5) Remove Thee Fire Bottles. If your garage drops below freezing, Coldfire 302 (and other liquid systems) will freeze, expand, and crack the seal. Upon thawing out, the liquid will slowly leak out, the gauge will regress to 0 and you'll be contacting DJ Safety for further instructions. Prevent all that by storing the bottles inside where it's warm and toasty.</p>	
<p>6) Service the Magneto. It's crucial that the magneto is removed from the car before any welding is done. It doesn't hurt to set a schedule to replace the points, cap, rotor, capacitor and wires. This you can do on your own. Eventually the magnets will have to be recharged by a pro.</p>	



7) Check Safety Equipment Dates. The clock continues to run on those expensive SFI-approved items. It's ideal if the renewal period falls during the winter months when all of the equipment can be recertified at the same time. This is also the slow time for manufacturers so turn-around is usually more prompt. Here is a [SFI Recertification Chart](#) showing time frames for the more popular items.

SFI Item	Description	Expiration
4.1	Seatbelts/Seater	5 years
7.1	Roll-Over Protection Structure (ROPS)	5 years
7.2	Roll-Over Protection Structure (ROPS) System	5 years
18.1 - 18.3	Head Restraint Assemblies	5 years
18.4	Head Restraint Assemblies	5 years
17.1	Fire Extinguishers	5 years
17.2	Fire Extinguishers	5 years

Certification SFI Dates

8) Need a Special Tool for that Job?

- Bypass Pill Driver E-7009.SD
- Billet Alum Spark Plug Gapper
- Spark Plug T-Handle Torque Wrench 3/16
- Valve Cover Speed T-Wrench 7/16
- Damper Installation Kit
- Dzus Wrench
- Dimpling Tool
- Crimping Tool Hand Operated w/DIE for 3/16 Hose
- Timing Ring & Wrench Set
- Magneto Drive Wrench
- Strap Wrench for System One Filters
- Wrist Pin Checker
- Crank Hub Installer & Remover Assembly 3/4in Thread
- Crank Hub & Gear Remover
- Lower Crank Gear Installer
- Main Cap Puller
- Sleeve Puller
- Sleeve Installer
- Cam Degree Installation Fixture
- Push Rod Straightness Checker
- Valve Adjustment Wrench
- Rod Bolt Stretch Gauge
- Rod-Piston Removal & Installation Tool
- Top Dead Center Checker - Hemi
- Oil Pump Primer Chevy
- Ring Filer
- Aluminum Soft Vise Jaws
- Push on Hose Clamp Hand Tool
- Teflon Hose Separating Tool
- Flaring Tool for 1/8in - 3/4in Tubing 37 Degree
- Koul Tools



9) Might wanna' inspect those hoses & fittings.

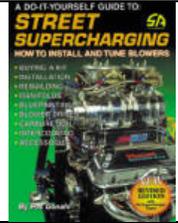
Hoses and Fittings will deteriorate over time. If you want your stuff to last over a long period, it's a good idea to clean them out. Of great importance is to make sure there is no fuel left in the system. Also give them a good visual to find potential defects. [XRP Products Hose Assembly the Easy Way](#) & [Koul Tools New Easy Push On Press](#)





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10) Read Some Books! Now that the season is behind ya' and next year is still a dream, lets fill the brain with some fresh knowledge. The Good Vibrations Motorsports catalog is on top of our list though that's being a little bias. Good Vibrations also offer over a dozen of [hard-core racing books](#) ranging from Supercharging to Building Engines. Did we mention DVD's for those that need a better visual & audio fix?



Have a great off-season. If you need advice or have questions, [Good Vibrations Motorsports](#) has compiled a vast

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We also offer a toll-free line: **800/576-7661**