

Supplemental Information for Putting a Car Into & Bringing a Car Out of Storage

Overview

You can't really talk about bringing a car out of storage without talking about how to put it up for an extended period. The process of bringing a car out of storage will depend to some extent on how long the car has been idle. It is obvious that a car that has been sitting in a barn for 30 years will need more than a car that has been up on blocks for 6 months. It is perhaps less obvious how much depends on how the car was put away.

Putting a Car Into Storage

If you're covering the vehicle, use a car cover that will allow moisture to escape. Any plastic or other water proof material will trap moisture on the paintwork. If you are storing the vehicle outside, be advised that no car covers exist that will replace a garage. Cars stored outside also become a haven for all kinds of creatures, most of whom will be lousy tenants. Make a list of the steps taken to ready the car for storage, and leave it in the car. Not a bad idea to include your notes for "bringing it back to life". That way you won't be searching high and low for the information when that time comes.

Tune Up

Why on earth would you tune a car that is not going to be driven? The purpose here is to stop the guessing games that come next time you try and start the car. If everything is in good working order when you stopped driving the car, sorting out a problem next season will be easy because you know the basics were in good order.

Battery

Disconnect the battery, and remove it from the car. Inspect the area where the battery lives. Clean the area carefully with a solution of baking soda and water (2 tablespoons in 2 pints of water) to neutralize any battery acid. Rinse it well. Dry the area completely with a hair dryer. Take care of any rust you discover. Back to the battery. Clean the battery case and terminals with the baking soda solution. Find a place that will remain cool (but not freeze) and dry. If you have a non-sealed battery, top up the electrolyte level with distilled water if needed. **Do not overfill.** Use a battery maintenance device (like the 386-245) to keep the battery(s) fully charged. These are essentially small battery chargers (about the size of a paperback book) that plug into a normal 110V outlet. If the battery voltage drops one volt, it will come on and stay on until the battery is fully charged again. The alternative would be to hook the battery up to a "regular" battery charger once or twice a month for an overnight charge at 4 amps. Either way, keeping the battery fully charged will prevent sulfation which can render a battery useless in a matter of months, and it will eliminate the possibility of the battery freezing, which would also ruin the battery.

Brakes

Release the handbrake and chock the wheels. Brake shoes can become firmly rusted to the drums in a matter of months. If you are using glycol based brake fluid, be aware of the incredible ability it has to absorb moisture out of the air. Glycol based brake fluid should be completely replaced every 18 to 24 months. If the fluid has been in the car for over a year, drain and refill with fresh fluid before you put the car in storage. (For a comprehensive article on brake fluid, see http://www.britishmotoring.net/current_issue/BritishM-0904_How-to_full.pdf)

42 **Cooling System**

43 The coolant should be no more than 30% to 50% antifreeze. Pure water transfers heat much better than
44 any antifreeze/water mix, but antifreeze raises the boiling point and, as the name implies, prevents the
45 coolant from freezing. The protection provided is dependant on the age of the coolant; as it ages, it
46 becomes less effective. If the coolant is over 1 year old, drain and refill the system using a name brand
47 antifreeze designed for use in older cars. (Some modern anti-freeze formulations designed for aluminum
48 engines or radiators adversely affect old British engines.)

49 **Body & Paint**

50 Carefully remove accumulated road grit and dirt from the nooks and crannies in the fender wells. Left
51 alone, rust and corrosion will be the inevitable result. Wash the car thoroughly, including the underside of
52 the car. Dry the car completely. Use a top quality automotive wax and apply it to all the painted and
53 chrome surfaces, polishing with a soft clean cloth. The wax is essential to keeping moisture away from
54 the chrome and the bodywork. Use wax on the chrome trim, not a "chrome polish". Most commercial
55 chrome polish has some abrasive elements and they are to be avoided. Minute scratches in the chrome
56 are where rust and corrosion attack first.

57 **Oil & Lubrication**

58 Oil has an effective life, and even if a car is not driven it will deteriorate over time. Perform a complete oil
59 change with a new filter. Drive the car for at least 30 minutes on a dry day to drive off any moisture that
60 has collected in the crankcase before putting it up for the season. We recommend oils that are formulated
61 for classic cars that are idle for long periods. These special oils will coat and protect the internal surfaces
62 of the engine better than modern oils. For an article on oil and classic cars, see
63 http://www.britishmotoring.net/current_issue/BritishM-0901_How-To.pdf .
64 Lubricate the suspension in accordance with the factory workshop manual.

65 **Upholstery & Interior Trim**

66 Clean the interior thoroughly. If any of the carpets or padding are damp, take them out and dry them.
67 Treat all leather with Connolly Hide food or AutoGlym Leather Care Cream. Vinyl trim can be treated with
68 AutoGlym Vinyl & Rubber Cream. Put the top up and give it a good cleaning, and treat it with a suitable
69 protectant. The line of Renovo cleaning and preservative products for both vinyl and fabric tops are
70 excellent. Leave the top up and either roll up the windows or fit the side curtains. Leaving the top up will
71 help prevent the development of permanent creases in the material and plastic windows.

72 **Belts**

73 Slacken the tension on the fan belt and any auxiliary belts.

74 **Tires**

75 If the car will be sitting for the winter, jack the car up and place jack stands under the rear axle and the
76 front suspension. With the tires off the ground, they will not develop the flat spots that cause an
77 unpleasant vibration when the car goes back on the road. If you choose to place the jack stands under
78 the frame instead of the suspension, take a look at the bump rubbers up front. After several months of
79 being compressed with the full power of the front springs, the bump rubbers will be ruined. Depending on
80 the car, you may be able to fit wooden spacer blocks between the upper arms and the frame to keep the
81 bump rubbers from being squashed. In the rear, if the axle is left hanging from the limit straps, the straps
82 may fail, and if they don't break, they certainly will not last as long as they should. Placing the jack stands
83 under the rear axle instead of the frame will work better. Some air will leak out of the tires given enough
84 time, so overfilling them by 10 pounds is generally a good idea. Check the tire pressures every couple of
85 months. Keep the tires out of direct sunlight.

86 **Wheels**

87 With the car on jack stands, you can leave the wheels on the car. Some people prefer to remove chrome
88 wire wheels and bag them with desiccant to keep them clean and dry for longer term storage. If you plan
89 to leave the wheels on, remove them long enough to thoroughly clean the splines on the hub and in the
90 wheel. Carefully inspect the splines for signs of wear. Apply an anti-seize compound (like Copaslip) or
91 grease to the splines and re-fit the wheels. Replace and tighten the knockoffs.

92 **Exhaust**

93 Plug the tail-pipe(s) with a rag or rubber ball and tape it in place. It will keep the mice from building a nest
94 in the exhaust, or worse, in the engine. Although unusual, I know of one Healey BN2 that simply would
95 not turn over after being stored for several years. When the cylinder head was removed, #4 cylinder was
96 found to be packed with walnut shells, acorns, string and upholstery stuffing. A mouse (with a real need
97 for security, apparently) had climbed all the way through the exhaust, through the open exhaust valve and
98 into the cylinder. When the car was eventually started, the amount of debris coming out of the tailpipe
99 was impressive.

100 **Engine Air Intake**

101 Depending on the length of time the car is going to be out of service, consider bagging the air cleaner and
102 taping it to prevent moisture laden air from finding its way into the cylinders through the open intake
103 valves. A bag of silica-gel desiccant inside the bag will absorb whatever moisture gets in, reducing the
104 chance of rust building up in the cylinders.

105 **Heater/Fresh Air Intake**

106 Cover or plug any vents or openings. My 73 MGB GT had a mouse nest inside the heater box, which I did
107 not discover until I tried the fan. The fan would not come on and when I pulled the motor I found a mouse
108 bachelor apartment.

109 **Fuel System**

110 There are two basic approaches- drain the system or fill it up completely and treat the gas with a stabilizer
111 and/or products that deal with ethanol related issues. To store a car for the winter, draining the tank is not
112 generally done. If the car is going to be off the streets for years, I'd drain the tank and lines completely.
113 Gasoline is not stable, and it is common knowledge that it deteriorates over time. Volatile elements
114 evaporate. Deposits form over time, often described as "gum" or varnish". Modern gasoline is frequently
115 blended with ethanol, and these fuels remain useable for 90 days **in a sealed fuel system** with a full
116 tank. Sealed fuel systems were required by law in the US in 1970. (If you have a "carbon cannister" in
117 your engine compartment, you have a sealed system). If your car was built before 1970, the fuel is
118 exposed to atmospheric moisture and the ethanol in the gas will absorb water relatively quickly. The
119 higher the humidity, the faster it happens. There are products designed to increase the useful life of
120 ethanol blends (E-Xtend, E-Zorb), and products specifically engineered to prevent the formation of gum
121 and varnish, like Stor-n-Start. For a comprehensive article on gasoline-ethanol blends and how they can
122 affect British Cars, see http://www.britishmotoring.net/current_issue/BritishM-1001_How-To.pdf .

123 **Wiper Blades**

124 Remove them and store them inside the car. They have a tendency to stick to the glass and if left long
125 enough, the blade edge will deform from being pressed just one way.

126 **Humidity and Ventilation**

127 There are two ways to go. Either ensure that the garage has a supply of fresh air and roof vents to
128 promote air circulation, or seal the garage and control the humidity. A room de-humidifier will take less
129 energy than actually heating the garage, which is generally totally out of the question.

130 **Alternatives to Storage**

131 If the preparation of the car for storage seems impractical, you have options. One is simply to use the
132 vehicle once or twice a month in dry weather (assuming registration and insurance are up-to-date).
133 Simply driving the car will help keep the engine and other systems fully functional. Barney Gaylord
134 (mgaguru.com) has pointed out that the time and effort required to prepare a car for storage, plus the
135 similar amount of time and effort required to get it back on the road make storage very unappealing. He is
136 very much of the opinion that driving the car regularly as conditions permit is just plain easier. However, if
137 you do decide to drive the car every so often, make sure you go for at least 20 minutes to get all the
138 systems fully warmed up to minimize condensation. As an alternative, there are also companies that will,
139 for a fee, store and look after your vehicle. Some enterprising shops will take your car and the list of work
140 you'd like to have done, and they do the work and store the car, spreading the expense over several
141 months.

142 **Bringing a Car Out of Storage**

143 The payoff for the time and effort spent preparing a car for a long winter nap (or longer) comes in the
144 spring. The process is essentially "undoing" the steps you took when putting it up for the season, and
145 looking for problems that may have developed while the car sat idle.

146 **Read the Spots**

147 Take a good look under the car. The signs will give you an idea of any problems that you will need to look
148 into. **Coolant:** Check the hoses for rot and cracks. Look at the weep hole on the underside of the water
149 pump – a leak here means the internal seal has perished. Inspect your radiator connections & fittings.
150 **Fuel:** Carefully inspect the tank for leaks at seams or on the bottom surface (rust pin holes). Examine all
151 hose and line connections. **Brake Fluid:** Failed seals in wheel cylinders, calipers or master cylinders. Bad
152 hoses or hose connections. **Rear Axle:** Seals at the pinion or axles. **Steering:** Failed seals or boots.
153 **Gearbox:** failed seals, fittings or plugs. Anything you find will have to be checked out and corrected as
154 needed.

155 **Critter Damage**

156 Make a thorough inspection of the wiring in the engine compartment and under the car. Insulation seems
157 to appeal to some animals and they can do some serious damage to the wires. Do the same in the
158 cockpit. Any collections of nut shells or stuffing material is a reason to look more carefully.

159 **Exhaust**

160 Remove the plug from the tailpipe(s). Check the hangers and clamps.

161 **Cooling System**

162 If the car was stored for more than a year, drain and refill the system using a name brand antifreeze. Use
163 a mixture of 30% to 50% antifreeze (no more than 50%). Check the hoses for cracks, especially around
164 the clamps. Give all the hoses a good squeeze; and hoses that are suspect should be replaced.

165 **Brake System**

166 If the car has been sitting for 18-24 months (or more) and you use glycol fluid, drain, flush, and refill the
167 brake system. Bleed the brakes. Check operation at all wheels independently. Have an assistant step on
168 the brakes as you rotate each wheel one at a time. The brakes should clamp down and release smoothly.
169 Any problem detected needs to be corrected before the car is driven. Have your assistant apply the hand
170 brake gradually as you rotate each rear wheel one at a time. Again, the brakes should apply increasing
171 friction until the wheel is locked up, and the release should be smooth. Perform any service as needed
172 based on the inspection.

173 **Hydraulic Clutch**

174 Check the fluid in the clutch reservoir. Top us as needed (or change if the car has been stored for more
175 than 18 months). If low, check the hose and slave cylinder for leaks. Have someone depress the clutch
176 pedal while you observe the movement of the slave cylinder pushrod. If the pushrod is not moving, or
177 moving only a little, bleed the clutch system. Fluid inside the dust boot of the slave cylinder indicates a
178 failed seal in the slave, and that needs to be rebuilt or replaced.

179 **Manual Clutch**

180 Check all linkages for free play and free movement. Operate the clutch several times. If there is a
181 provision for lubrication of the various joints, do so.

182 **Oil and Lubrication**

183 No matter where you live, and what you have done to limit it, some moisture will have gotten into the
184 crankcase. With the appropriate oil, the amount of rust and corrosion will be minimal. If the car has been
185 in storage for 2 years or more, change the oil and the filter before you try and start the car. Less than 2
186 years – plan on changing the oil and filter after the first 30 minute drive. Top up the gearbox. When was
187 the last time you checked the oil in the differential? Might as well do that too.

188 **Suspension**

189 Check all the suspension joints, pivot points and bushings. Visually inspect the rubber boots and seals for
190 cracks, splits or other deterioration. Touch them – they should be soft and flexible. Hardened or stiff boots
191 will soon crack if they have not already. Lubricated joints, like tie rod ends, will dry out eventually if the
192 boots are torn because the grease will harden, losing its ability to lubricate. Correct any problems that you
193 find. Lubricate the suspension, following the procedure in your workshop manual. Check the shocks for
194 signs of fluid leaks. If they leak, they need to be replaced with new or rebuilt units. You can put that off for
195 the purpose of a test drive by topping up the fluid in the shocks – use only proper shock oil.

196 **Belts**

197 Inspect all belts for cracks and replace as needed; adjust the belt tension.

198 **Wheels & Tires**

199 Air up the tires to the recommended pressure. Visually inspect each tire for cracks in the sidewalls or
200 between the rows of tread. Remount the wheels & tires as necessary. Check the knockoffs or wheel nuts
201 for tightness/torque. If the car is on jack stands, remove them and get the car back on the ground. Make
202 sure the handbrake is set or chock the wheels.

203 **Battery**

204 The battery should be ready to install, fully charged. Check battery voltage – you should see 12-13.8V.
205 Clean the battery posts and the battery cable ends. If you have a vintage-type lead-acid battery, buy a
206 pair of the red and green felt battery terminal rings. Run a bead of silicone sealant around the base of
207 each terminal/post. Press the felt rings down over the posts, down into the silicone. Coat the posts with
208 and the insides of the cable connections with Vaseline (to protect against corrosion) and connect the
209 cables after making sure you have the polarity right. Tighten the cable connections.

210 **Ground Connections**

211 Remove and clean ground cable connections both at the battery and the engine. A good battery and bad
212 ground will not start the car. Wire brush the connections to bare metal. A squirt of WD40 will protect the

213 bare metal for a while. I prefer a dab of copper grease. It will stop corrosion and guarantee a good
214 electrical connection for a year or more.

215 **Lights**

216 Verify that the brake lights, turn signals, head lights and running lights all work properly. If one is not
217 working, check the bulbs, the switch, the power feed and ground leads. Work through one light at a time,
218 one component at a time until you discover the fault and correct it. Turn signals which don't flash can be
219 caused by a bad flasher, one bulb not grounding properly or a bulb of the incorrect wattage.

220 **Lubricate the Pistons/Rings**

221 If the engine has been sitting for over 90 days it is usually a good idea to get some oil to the rings. Mark
222 the plug wires for future reference then remove the spark plugs and squirt a little oil into each cylinder.
223 Looking on the web, Marvel Mystery Oil is frequently mentioned as the oil of choice for this purpose,
224 although no one explained just why. If you don't have that, use the same oil you use normally. Let that oil
225 soak for 24 hours. Crank the engine over by hand. Use the starting handle if you have one; otherwise use
226 a suitably sized socket on the crank dog nut with a breaker bar. There may be some initial resistance, but
227 the piston rings should break loose and the engine should spin smoothly after that. Leave the spark plugs
228 out.

229 **Fuel System**

230 If you drained the system, you will need to get some fresh gas. As you add fuel, stop several times and
231 check for leaks in the tank, fuel lines and hoses. If you did not drain the tank, and the fuel in your tank has
232 ethanol in it, check for phase separation before you do anything else. There are products designed just
233 for this purpose (like Water Probe Indicator, Moss 220-362). If water is detected, you can either re-
234 emulsify the water/ethanol/gasoline mixture (using E-Zorb, Moss 220-355), or you can drain the old
235 gasoline and replace it with a couple of gallons of fresh fuel.

236 **Fuel in the Float Bowls & Lines**

237 If the gas in the float bowls is old remove the float bowls and drain the fuel. If there is old fuel in the lines,
238 disconnect the hose/line at the carb and direct the end into a bucket or old coffee can. Energize the pump
239 or pressurize the tank and push enough fuel to clear the lines and hoses of the old gas.

240 **Getting fuel to the Carbs - Electric Fuel Pump**

241 With a supply of known good fuel in the tank, reconnect the hose to the carb and energize the pump to fill
242 the float bowls. The pump will click quickly and loudly until fuel reaches the pump; it will then slow down
243 and become quieter. As the float chambers fill, the rising float will close the needle valve and shut off the
244 flow of gas. The pump will stop clicking. A pump that continues to click rapidly indicates a problem either
245 with the supply of fuel from the tank or a stuck needle valve in the carb, which will be obvious because
246 there will be gas coming out the overflow pipe on the float chamber. Whatever the issue, it needs to be
247 corrected. Be aware that the gaskets and seals in the carbs will dry out and shrink if left for a long time.
248 When the fuel first reaches the carbs, there will probably be leaks; if so you will need to attend to those
249 before you go any further.

250 **Getting fuel to the Carbs – Mechanical Fuel Pump**

251 Cranking the engine over on the starter will operate the mechanical pump. As soon as fuel fills the float
252 bowl, shut it down. The comments about dry gaskets and seals still apply.

253 **OK, Where Are We?**

254 Cars run because three things happen in the right order and in the right quantity - spark, compression,
255 and fuel. We should have spark (once we put the plugs back), meaning enough and at the right time

256 because the car was in tune when we put it up for the season, and the fully charged battery is in place.
257 Compression should be fine, again because the car was tuned up before we put it up and because we
258 have added oil to the cylinders. We have fresh fuel in the carbs. We are almost ready to start the engine.
259 Most bearing wear occurs in the first 10-20 seconds every time the engine is started. That is because the
260 oil is present in a thin film only, and oil under pressure has not reached the bearings yet. Cold oil is not as
261 good a lubricant either. An engine that has been sitting will take time to get the oil to all the moving parts,
262 and we need to get the oil moving throughout the engine before we fire it up.

263 ***Building Oil Pressure***

264 There are several ways to pressurize the oil system. Some of you have a tank that can be filled with oil
265 and pressurized with air, and then plumbed into an oil gallery. These are perfect for loading the system
266 with oil under pressure. If you have such a tank, use it to pressurize the oil system. This will pre-oil all the
267 bearings and moving parts in the engine and minimize the chance of damaging bearings or other internal
268 engine components on start-up. If you don't have such a tank, you will use the starter to spin the engine
269 over and pressurize the oil system. The last place to get oil is the rocker assembly. If you pull the valve
270 cover, you can easily see when oil reaches this point. If the engine has been sitting for years, or if this is a
271 fresh rebuild, it is strongly suggested that you remove the tappets (carefully noting their original position)
272 from the engine to prevent scuffing the face or foot of the tappets. The load on the engine bearings is
273 minimized by having the plugs out. Turn the key to the start position and hold it there. As the engine turns
274 over, the oil pump will fill the oil galleries and push oil into the main and con-rod bearings. With the engine
275 turning over, the oil pressure gauge should come to life and once you see pressure on the gauge and oil
276 at the rocker assembly, shut it off. Reinstall the plugs and reconnect the plug wires. Reinstall the tappets
277 in their original locations with a dab of ZDDP paste or other cam lube on the foot of each tappet.

278 ***Start the Engine***

279 If you are in a garage, push the car so the rear end of the car is outside. Place a fan where it will keep the
280 exhaust gas from blowing back into the garage. Make sure the transmission is in neutral. Engage the
281 emergency brake. Do not "pump the gas" as SU and Zenith carbs do not have accelerator pumps and
282 you won't accomplish anything. Engage the choke and turn the ignition key to the start position. The
283 engine should crank over and start. If the engine does not start immediately, you need to determine why
284 before you start "fixing" things. Random adjustments will make the situation worse.

285 ***Once It Starts...***

286 Let the engine warm up without revving the engine or "blipping the throttle" but don't leave the choke fully
287 engaged; ease it in as the engine warms up. Take a good look around, checking obvious problems.
288 There may be smoke as the various components heat up. You can verify thermostat function by feeling
289 the top radiator hose. When the thermostat opens, the top hose will warm up quickly. As the systems
290 come up to temperature, keep an eye open for leaks.

291 ***Trying Clutch & Gearbox***

292 Step on the clutch and try to engage reverse gear. If you can, lift off the clutch and back the car out into
293 the driveway and stop. Try first gear. With the clutch working normally, you are ready for a short test
294 drive. If you cannot get the car in gear, and the clutch is moving as it should, the clutch friction disc is very
295 likely stuck to the flywheel, the pressure plate or both.

296 ***Frozen Clutch***

297 A car left standing will sometimes develop a frozen clutch because the friction disc is trapped under
298 tremendous pressure between the flywheel and pressure plate, and either the metallic particles in the
299 friction disc or the adhesive matrix in the disc fuse to the flywheel or pressure plate. When this happens,
300 the engine crankshaft is fused to the input shaft of the gearbox. Before you try to cure this problem, be
301 absolutely sure the clutch linkage (hydraulic or mechanical) is working as it should. There are two simple

302 things to try first. Start the engine in neutral and let the engine run until it is well and truly warmed up, say
303 15 minutes. Push the clutch pedal to the floor and blip the throttle several times, sharply raising the
304 engine RPM to 2000 RPM. The heat from the engine and the rapid change in engine speed will often
305 break the friction disc loose. If that does not work, there is another simple procedure that may work.
306 With the engine off, pump the brakes and hold the pedal down (we don't want the car to move an inch).
307 Press the clutch pedal to the floor. Shift into 4th gear. Turn the key to the start position and run the starter
308 motor for one second. What this does is use the torque of the starter motor to rotate the flywheel,
309 breaking it loose from the friction disc. As soon as the flywheel breaks free, the engine will crank over
310 normally. If this does not work the first time, try it a couple more times. If that does not do it, stop. There
311 are other more aggressive ways to break the frozen clutch free; call Moss Technical Services.

312 **Test Drive**

313 Assuming all has gone well to this point, you are ready for the first test drive. The purpose of the test drive
314 is to exercise all mechanical, electrical and hydraulic systems so that you can find any remaining
315 problems. Plan out a route about 20 minutes in a circle around your house so that you can walk back if
316 need be. As you drive, listen to the various clues – is there a miss in the ignition? Does the car pull to
317 one side or the other when braking? How is the steering? Stiff? Loose and “wandering”? How about the
318 shocks? How is the oil pressure? Any problems with the gauges? Back in the garage, make a list of the
319 things you discovered on the drive. Check your fluid levels (except your coolant level; you cannot do this
320 till the engine has fully cooled) - a change will indicate a leak you need to find. Top up as needed. After
321 attending to any minor corrections, plan your next drive. Include a run at higher speed on a local
322 highway. After another 30 minutes on the road, back in the garage to take stock of your situation. There
323 will probably be a few things that need attention. Once these are done, you have a car that is ready to hit
324 the road. Because of the time invested, you can set out with a much higher level of confidence than you
325 might otherwise have.

326 **Conclusion**

327 There is no doubt that putting a car into storage and bringing it out is not a trivial undertaking. The longer
328 the car is in storage, the more important it is to consider all the steps presented here. While obviously
329 somewhat generic, the issues covered here apply to all older cars, and this list should be supplemented
330 by additions of your own based on your experience. It should also be clear that the time and effort
331 invested in preparing a care for storage pays off in the time saved in getting the car back on the road. It is
332 also clear that these lists really are the routine maintenance operations that we need to do regularly, and
333 doing them at the beginning or end of a season's driving makes some sense. It also makes driving the
334 car every month throughout the year when conditions permit much more attractive - the problems that
335 develop with a car in storage are best avoided by simply using the car regularly. That does not eliminate
336 the need for the routine service that has been included in the procedures given here - that still needs to
337 be done using a schedule that suits you.

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Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the “Contact Us” page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx> If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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Instruction Sheet Putting a Car Into/Out of Storage November 2010 Revised January 2011