

About MAX BMW Motorcycles Machine Shop Articles: 2017 brings MAX BMW's Machine Shop to full operational status and a series of articles on our individual machines and operational practices. In this series, we highlight some of the specific equipment, tools and jigs we have developed to come to the exacting standards of ultimate quality, attention to detail, accurate measurements and swift turnaround of customer jobs.

MAX BMW

Motorcycles

ARTICLE 8
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Looking into Gas Tank Linings

Have you ever peered inside the gas tank of your older BMW motorcycle? If not, take the opportunity to shine a flashlight through the filler neck and look into the recesses of the tank. In most cases, you'll see a reddish coating that covers the interior of the tank. It should be even in appearance and intact wherever you are able to see. There shouldn't be any evidence of the coating flaking or peeling or bubbling. Any areas that are missing the coating will lead to the buildup of rust and debris in the tank and your fuel system from the deteriorating lining. This is often evident on the bottom of the tank, but clogged fuel filters are the 1st warning sign of a failed tank lining. Finer rust and lining particles can even make their way past the filters and into your carburetors leading to continual tuning and running issues.



The original tank linings were never meant to withstand the ethanol levels found in current gasolines, and will peel away fairly quickly leaving uncoated areas subject to rust and corrosion. Especially in bikes that sit for extended periods with untreated gasoline in the tanks.

Our Machine Shop has a very effective process to completely and safely strip out your old, compromised lining, remove rust and clean out your tank. We mount your tank securely to our tumbler just as it mounts on your motorcycle. This ensures your exterior paint is untouched and safe during tumbling. The tank is filled with abrasive media in a rust inhibiting solution and obliquely rotated in both forward and reverse directions until thoroughly cleansed of old lining material and rust. Our borescope confirms success in difficult to see areas and behind baffles.





Once the inside of the tank is perfectly bare, we treat the interior and coat it with a double dose of a modern lining product that is impervious to ethanol and other additives in today's gasolines. This is a time proven formula that will provide worry free operation of your classic BMW motorcycle.

Our machinist, Nathan, cut his teeth in the machining industry starting with a degree in Automotive Restoration and in High Performance Engine Machining. He worked in Tennessee and North Carolina building 900+ hp dirt race engines as well as working a stint in the world of NASCAR. Coming to MAX BMW has allowed him to further focus his skills by taking advantage of specialized BMW training. Pursuing his love of these bikes inspires Nate in developing custom adapters and fixtures, unique to MAX BMW, aiding in broad restoration abilities and enhancing the high-performance side of BMW Motorcycles.

See our Machine Shop page at: <https://www.maxbmwmotorcycles.com/max-bmw-machine-services.html>