



A gentle spray of water is all that's required to wash away excess soap. Water can be forced into areas of the bike like electrical connections, bearings, and the engine if the pressure is too great. Therefore, we do not believe using anything stronger than a garden hose nozzle on the gentlest setting is necessary. And in most cases, an unaided stream of water is all that's needed.

on any other plastic parts where wax was inadvertently applied. For obvious reasons, don't use WD-40 on the grips, seat or tires. Lastly and for those riders with removable black saddlebags, WD-40 does a good job of removing (or at least hiding) scuff marks.

Waxing and Polishing

There is a common misconception among the uninitiated that waxes and polishes are the same thing and can be used in place of one another. Interchanging these products is nothing less than blasphemy among detailing aficionados. To help clarify matters, here are some relevant definitions:

POLISHES—Polishes, often referred to as cleaners, are designed to remove contaminants and oxidation, restore the paint/metal to a rich, light-reflecting luster, cover swirl marks/scratches, and prepare the paint for wax. For the most part, polishes contain abrasives and "clean" by friction. There are three types of friction polishes: hand glazes, rubbing compounds, and clays. IF a polish is required, it is almost always best to start with the least aggressive means first and begin with a fine abrasive (a glaze), instead of a coarse abrasive (a rubbing compound or clay). Furthermore, do not confuse metal polishes with paint or plastic polishes or try substituting one for another. We prefer 3M's Imperial Hand Glaze for painted surfaces and Novus or Meguiar's Mirror Glaze #10 Clear Plastic Polish for windshields and faceshields.

WAXES—Most waxes are either organic or polymer-based. Polymer waxes are chemically manufactured and may contain silicone or Teflon, and are (generally) not recommended by most anal retentive motorcycle enthusiasts and painters. The reason is that silicone penetrates the clear coat/paint/primer and is not easily removed. If the bike needs to be repainted at some point in the future, the resulting "fisheyes" will drive your painter crazy. Therefore, we recommend organic waxes. Most common organic waxes are from tropical plants (Carnauba) or from bee's wax. Our personal experience has been that a quality paste/liquid wax containing Carnauba offers a superior protective finish and is applied and removed easier than bee's wax. Some of the more popular manufacturers of wax products are Meguiars, Eagle One, RainDance, and Turtle Wax.

CLEANER WAXES—We think it is counterintuitive to expect

one product to perform completely different functions. Products that claim to clean and polish, while simultaneously applying a protective coat of wax, aren't even suited for use on a Ural. Therefore, we do not recommend using cleaner waxes.

We generally polish our bikes about once a year, and always apply a coat of wax immediately afterwards. How often you wax your bike depends on its use. If the bike is garaged and covered and ridden only 3000 miles a year on nice days, you might need to wax it only once a year. If it's a daily commuter, then 3-4 times or more a year might not seem unreasonable. Remember that wax is designed to sacrifice itself and protect your paint from suicidal prehistoric flying insects, acid rain, tree secretions, UV rays, X-rays, stingrays, and a myriad of other organic and inorganic substances.

Die-hard detailers apply paste wax with their fingertips. This method minimizes the potential for accidentally rubbing in a piece of sand or grit. But a clean and moistened 100% cotton diaper/towel is probably the most practical applicator. Another tip is to apply *and* remove polishes/waxes in the direction the wind flows over the bodywork, *not* in a circular motion. Simply stated, scratches and swirl marks are more visible when they are perpendicular to the lines of the vehicle (or your eye). This is especially true if your prize possession is painted a dark color since scratches are more easily seen on darker finishes. And contrary to doctrine, you do not have to wait until the wax is completely dry before removing it. An orbital buffer, not to be confused with a high-speed circular buffer, is oftentimes used by professionals to apply and remove wax since it saves time. We recommend, however, that most garage detailers use elbow grease unless professionally trained. The chance of inadvertently "burning" the paint is not worth the risk.

Using Pledge™, or any other household products, to shine motorcycles is not a good idea. The chemicals in some household products might not be compatible with the chemicals in the paint, so why risk it? Furthermore, household products do not protect paint against UV, acids, salts, etc.

Caring for Windshields

For safety reasons, virtually all windshields and face-shields are made from an acrylic, polycarbonate, or other type of plastic. Caring for windshields/faceshields usually requires little more than washing with soap and water, followed by an application of wax. But if the smattered remains of some Cretaceous insect were left unchecked and not removed in a timely fashion—usually within a week or two—it could eventually "etch" itself into your faceshield or windshield (or paint), possibly permanently.

The best way we found to remove hardened bugs is to place a warm wet towel over the surface and let it remain there for at least 15 minutes. The water will loosen the bug remains, thus making its removal easier without scratching the surface. **DO NOT** use paper towels since even the softest ones are still abrasive and could scratch. We also suggest that you don't use any over-the-counter glass cleaners on polycarbonate or acrylic plastics since these cleaners contain harsh detergents that could cloud the plastic. If soaking and washing doesn't work, or if you accidentally scratched your windshield, the next step is to use a polish made exclusively for plastics. Lastly, we also wouldn't recommend using Rain-X™. While some riders swear by it, we've heard an equal number who reported that their windshield/faceshield clouded over.

Now a word about bird poop. Not only is this substance highly acidic, but a close inspection of this airborne excrement will probably reveal small pebbles which are used by some of these flying rodents in the digestion of their food. Don't spare the water and remove bird poop as soon as possible after it's deposited. This stuff will scratch your windshield, faceshield, and bodywork quickly and permanently if not removed properly.

After getting the windshield/faceshield as clean as possible, we