



MOTORCYCLE TANK REPAIR KIT

APPLICATION INFORMATION

Please read carefully before attempting to repair your fuel tank.

Kit Contains:

1 Litre Marine Clean
1 Litre Metal Ready
250ml Tank Sealer

SUGGESTED SUPPLEMENTAL SUPPLIES

- Latex Gloves
- Eye Protection
- Bucket and access to hot water and garden hose
- Soft Rags for wiping any chemical spills on the exterior of the tank
- Cork or Duct, masking tape for sealing up openings in the tank (petcock hole, etc.)
- Work bench and/or soft padding to lay the tank on
- Sandpaper
- Paint brush if tank has pinhole
- Small mirror to see inside

THESE DIRECTIONS ARE FOR STEEL TANKS ONLY

It is important to understand each product in your repair kit and how it works, because proper chemical interaction is essential for achieving the best possible bond of the sealer to the inside of the tank. Fibre glass tanks can be done, just don't use the Metal Ready. It will not work on plastic tanks.

THE NATURE OF FUEL

All organic fossil fuels (gasoline, diesel, fuel oil, etc) gradually deteriorate if left unused in a tank. If a tank sits for months or years, gum and varnish deposits form on the walls of the tank and are very difficult to remove. Often it is hard to see the contamination because the tank looks okay, even though the deposits are present. It is always best to assume there is foreign matter or contamination in a tank you wish to restore, even though the tank may appear perfectly clean.

For Pinholes see 'patching' overleaf.

MARINE CLEAN (to de-fuel and clean)

This is the first product you will use in the restoration of your fuel tank.

Marine Clean is a powerful cleaner that will break down and remove gum and varnish deposits that may have accumulated in your fuel tank, but it will take time and often repeated application. Adding some washers or nuts and bolts for heavily rusted tanks will help.

A hot solution of Marine Clean is more effective than a cold solution. Marine Clean is caustic and alkaline and therefore your tank must be neutralized and acidified before fuel tank sealer can be used most effectively.

METAL READY (to etch and remove rust)

Metal Ready is an excellent prep for any coating or paint product and it is essential that it be used before applying POR-15 US Standard Fuel Tank Sealer. It is the best rust remover available and it will dissolve all the rust and scale that has formed in your tank, and leave a protective zinc phosphate coating on the interior walls of your petrol tank which will guarantee that the sealer will work perfectly. In instances of heavily built-up rust formed over many years of neglect, the application and use of Metal Ready will enable your POR-15 Fuel Tank Sealer to chemically bond with whatever rust may remain in the tank and form a permanent, non-porous barrier against further rusting. The primary job of Metal Ready is to change the pH of your tank from alkaline to acid, because coatings and paints stick much better to acid-prepped metals. Be sure to rinse your tank thoroughly with water afterward, neutralizing the surface. **If Aluminium tank leave the Metal Ready in a little longer. If Fibre Glass Tank—don't use the Metal ready**

US STANDARD TANK SEALER

The Tank Sealer in the kit is impervious to all fuels and additives, including ethanol, and will seal pinholes and seam leaks easily. US Standard Tank Sealer is the finest state-of-the-art sealer available. It will leave a rock hard non-porous flexible film on the walls of your tank and keep moisture away permanently. The most important thing to remember is that your tank must be totally, completely, bone-dry before the sealer can be poured into it.

DIRECTIONS:

The preparation products, though non-toxic, should be handled with latex gloves and eye protection.

PREPARATION:

Remove tank from motorbike.

Drain all fuel into a separate container.

Rinse the tank out with clean water, remove fuel petcock, float, filters, sender units, electrical equipment, gauges, hoses or leads etc. from the tanks to be sealed.

Then proceed to bung all holes with cork stops, masking tape, duct tape etc. except for the largest one, which will be used to pour in and out the cleaner, preparation and sealer products.

Outside painted surfaces of your tank should be protected from preparation and sealing products with soft rags or suitable protection.

MARINE CLEAN/Cleaning the Tank:

This product cleans varnish and rust out of the tank. It leaves the metal surface alkaline, the tank must be treated with Metal Ready to create an acidic surface for the sealant to stick to.

GLOVES AND EYE PROTECTION MUST BE WORN AT ALL TIMES.

Mix your litre of Marine Clean and 1 litre of very warm water (not scalding as this may melt the adhesive on the duct tape!). NOTE: The higher temperature of the water helps to activate the chemical process of the cleaner.

Pour mixture into the tank. (add nuts, washers to help break up the rust) Shake vigorously and 'roll' the tank around to ensure the cleaner gets to all inside surfaces for a minimum of 20 minutes (can soak in the tank for up to 5 hours). Empty the solution from the tank and rinse out with water and repeat the procedure if needed, Marine Clean can be re-used, until the tank is clean, rinse well with water once again and let dry.

METAL READY:

This product makes the metal surface acidic and removes rust, which is necessary for the sealer to effectively bond to the surface.

NOTE: Tank should be empty of rinsing water but does not have to be dry before using Metal Ready.

Pour the entire bottle of Metal Ready into the tank. **Note: Metal ready may open up pin holes or cracks that have been concealed by rust. After using Metal Ready, check for leaks.** Roll the tank around in all directions, for a minimum of 20 minutes to ensure it coats all surfaces. (surface must stay wet for min of 30 minutes as Metal ready is only active when the surface is wet). Place the tank in different positions, every half an hour until the entire inside of the tank has been treated with Metal Ready. Metal Ready should not be in the tank longer than 2 hours. Rinse the tank thoroughly with WARM-not scalding hot water several times and drain it thoroughly (low spots in the tank collect water so be sure to roll tank around to get as much water out as possible). The tank must be completely dry, by use of forced air. Use of a hot air gun or hair dryer is best.

TANKS MUST BE COMPLETELY DRY INSIDE BEFORE SEALING. THE SEALER WILL NOT STICK TO A DAMP OR WET TANK.

No shortcuts please. If any moisture is present in the tank when you pour in the sealer. **IT WILL NOT WORK** and all your hard work will be wasted.

NOTE: Once the metal is treated, it can flash rust. Though the coating is designed to bond with any flash rust, ideally you will want to perform the forced air drying promptly after draining the tank and coat the tank with sealant soon after drying it.

PATCHING:

If you have any big exterior to interior leaks we recommend performing this step before the sealant step. There are several methods to fix holes, but you must fix them BEFORE you put the POR-15 Sealer into the tank.

First remove all paint around area to be patched. Soak area with Metal Ready and keep wet for a minimum of 30 minutes; then rinse with water and dry. Next, paint area with a liberal amount of Fuel Tank Sealer and place a small piece of repair cloth over the painted area. (Allow 3-5hrs before applying 2nd coat) Now, paint sealer over the repair cloth from the centre outward, so that the painted cloth is stretched evenly over repaired area. Let patched area dry for 96 hours.

The tank cleaning process may reveal new leaks in the tank after removing rust and rust deposits from weakened and thin tank walls. These areas are likely to be low points and seams, especially if there are low tank areas below the level of the petcock. These areas may have collected water from tank condensation and water in your fuel and over time may corrode the tank metal. Carefully check these areas for leaks when you have fluid in there (it will only be a very small trickle if there is a pinhole leak)

PINHOLES:

If your tank has pinholes on the outside of your tank, prep the outside of the tank the same way you treated the inside—use a brush or wire brush to clean the surface. Generally it is best if you do this before cleaning the inside, then apply some tape to the pinholes to stop them leaking.

SEALER:

The tank must now be bone dry - USE THE MIRROR TO CHECK—**DO NOT SKIP THIS**, otherwise your sealer will not work properly e.g. Leaving tank in the sun for a few hours is not bone dry. Best method is to introduce moving air into the tank with a vacuum cleaner, fan, dryer etc and/or warm tank to evaporate moisture from inside.

SEALING THE TANK:

Open sealer carefully and stir thoroughly until a uniform colour is achieved. CAUTION: Pour entire contents of can into the tank, seal off hole and rotate/roll tank slowly (approx 20 mins) to make sure all surfaces are thoroughly and uniformly coated. Drain sealer from the tank. In tanks with seams, and with low areas below the opening through which you are draining the sealant (typically the petcock hole) the sealant will puddle Do not permit sealer to puddle in tank—take great care to ensure you've drained out the excess. Any pooled material can cause trouble later, leave to cure upside down, so if some sealer is trapped, it is at the top of the tank. (slight pressurisation will ensure that the sealer is forced into seams) For tanks with pin holes: Remove tape over pin holes and paint the general area with left over sealer. When it becomes tacky lay cloth on repaired area and paint another coat into the cloth and leave to cure.

WARNING: RETURN USED SEALER FROM THE TANK TO THE CAN... DO NOT RE-SEAL CAN WITH THE LID...Any moisture present could cause the sealer to rapidly release carbon dioxide. LEAVE THE LID OFF so the tank sealer cures letting the carbon dioxide disperse and the tank sealer to harden for a day and then can be disposed of, as per regulations.

IMPORTANT:

This is a very strong and durable coating. Take care to immediately clean surfaces on which you may have spilled the sealer. **Any sealer remaining on painted surfaces will become permanent.** Remove any excess sealer from screw hole threads etc, for the petcock before it dries—using a clean rag, by twisting it into the screw holes to clean the material out. A cotton bud is also effective.

FINAL NOTES:

Follow directions on sealer can and let cure for at least 96 hours (4 days) before pouring in fuel. Will be touch dry in 4-6 hours.

CAUTION: Left over sealer may NOT be used again.

STORING YOUR BIKE? HAVE YOU TRIED OUR FUEL PRESERVATIVE? IT WILL KEEP YOUR PETROL FRESH FOR UP TO 2 YEARS.

The information set out in this flier is, so far as can be ascertained, true and accurate, but all recommendations are made without guarantee.

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