

WHO USES FUEL TANK SEALER?

People who restore, rebuild or repair cars, boats, or other vehicles; companies with fuel storage tanks; non-restoration people who have fuel tanks in need of repair.

WHAT ARE SOME TYPICAL PROBLEMS REQUIRING NEED OF SEALER?

- A. Tanks maybe very rusty inside due to years of non-use.
- B. Tanks may have gunk or caked sludge inside, which must be removed and the tank walls must then be coated.
- C. Tanks may have pinhole leaks or leaking seams.
- D. Tanks may have a combination of the above.

CAN MY TANK BE TREATED WITHOUT HAVING TO REMOVE IT FROM THE CAR?

Usually not. Occasionally a tank will have a small leak on the bottom which can be treated without removal, but this is the exception. Proper fuel tank sealing almost always requires tank removal from the vehicle.

CAN US TANK SEALER BE USED ON FIBREGLASS TANKS?

Fibre glass tanks can be done, just don't use the Metal Ready. It will not work on plastic tanks.

YOU CLAIM US TANK SEALER IS "THE BEST FUEL TANK SEALER MONEY CAN BUY" WHY IS THIS BETTER THAN THE OTHERS?

It's better because it seals pinholes and seams far better than any other sealer and has great intrinsic film strength, which the others do not have. Its film coating is non-porous, keeping moisture permanently away from metal, and in this way prevents future rusting.

DOES US FUEL TANK SEALER CONTAIN "RUST INHIBITORS" THAT OTHER SEALERS CLAIM TO HAVE?

Any chemical can be called a rust inhibitor, since practically all coatings will stop rust for a short period of time until they are destroyed by moisture or wear and tear. Some types of oil, have been known to inhibit rust for a limited period of time, also. But the only real way to stop rust permanently is to keep moisture away from the metal with a non-porous coating that will get stronger as it is exposed to moisture. Only the US Standard Tank Sealer does this, and that's why it's the best product.

HOW MANY TYPES OF FUEL TANK SEALER ARE THERE?

There are two types of tank sealer other than US Tank Sealer, and they are similar to each other in basic structure:

- A. PVC type sealer is similar to the adhesive used to seal PVC pipe as used in waste disposal lines, sewer lines, etc. This material is white in colour, coats well, but doesn't fill holes or seams well because it has poor film strength and is essentially an adhesive rather than a coating. It is highly flammable and has strong ketone vapours which are dangerous to people with heart conditions.
- B. PVC type non-curing sealer is yellow in colour and will dissolve in petroleum containing alcohol and other additives, which makes it dangerous to use in ANY fuel tank. Adheres well but never loses its stickiness, and it can easily be stretched off with your fingernail. Contains highly hazardous ketone solvent M.E.K.

WHAT PREPARATION IS REQUIRED BEFORE USING US FUEL TANK SEALER?

We strongly recommend the following steps to get the right results.

1. **Marine Clean:** If tank contains sludge, gums, varnishes, or rust due to years of neglect or non-use, it should first be cleaned thoroughly with POR 15 Marine Clean to remove all foreign matter. Mix 1 litre of Marine Clean with 1 litre of hot water, put in tank for 24 hours and agitate frequently. Repeat process until tank is clean.
2. **Metal Ready:** Next use POR 15 Metal Ready to etch inside surface of tank and to remove all rust. Next rinse tank thoroughly with water several times to remove all remnant chemicals and let dry.
3. **TANK MUST BE COMPLETELY DRY INSIDE BEFORE USING US FUEL TANK SEALER.**
4. Pour in tank sealer and rotate until 100% coverage is achieved.
5. Allow to cure 3-5 days.

SHOULD I ALWAYS USE A FUEL TANK SEALER AFTER THOROUGHLY CLEANING OUT MY TANK?

No. Fuel Tank Sealer should be used as a last resort, and is not always necessary. Fuel tanks that are rust-free and have no pinholes or leaks may not need sealing at all. They should however, always be kept full of fuel, which prevents further condensation and further rusting. If vehicles are not used frequently, fuel tanks should be treated with POR 15 Fuel Preservative/Stabiliser, which will keep fuel fresh for more than 2 years and ensure quick starts even after months of non-use.

CAN US FUEL TANK SEALER BE REUSED?

No. Used Fuel Tank Sealer should be discarded because it absorbs moisture from the atmosphere during application and will not adhere properly a second time.

IMPORTANT: US Tank Standard Tank Sealer contains isocyanates therefore use of full breathing gear is advised. We suggest you wear overalls and gloves and cover as much of your skin as possible.

Avoid breathing vapours directly from can. Avoid contact with eyes and skin. Use POR-15 solvent or lacquer thinner to remove sealer from skin, then wash with soap and water.

Please remember these instructions are general guidelines only and cannot/do not cover every application and environment.

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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US STANDARD TANK SEALER

CONTAINS ISOCYANATES

APPLICATION INFORMATION

Almost all fuel tanks are dirty and have to be cleaned out before sealing. It is very difficult to see the dirt and contamination inside the tank, but it is there. The 'gum and varnish' is almost always invisible to the naked eye. If you try to seal a tank without cleaning it first, the new coating will fail, because the tank sealer will not stick to gum or varnish.

Here is how to clean a fuel tank up to 100 litres.

GLOVES AND EYE PROTECTION MUST BE WORN AT ALL TIMES.

Marine Clean:

Mix 1 litre of Marine Clean and 1 litre of very warm water (not scalding).

Pour mixture into the tank. Shake vigorously and 'roll' the tank around to ensure the cleaner gets to all inside surfaces, place it in different positions if it is really dirty, this can be done over a 2 hour period. When all surfaces have been subjected to the cleaning solution, shake it again, then 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 hot water once again, drain thoroughly.

Metal Ready:

Pour the Metal Ready into the tank, shake well, rotate the tank, ensuring that the Metal Ready treats each side for 1/2 an hour keeping the coat wet.

Pour out the Metal Ready. Then rinse the tank thoroughly with hot water several times and drain it.

In order to get the tank completely dry, you must blow warm air into the tank for a long time, with either a heat gun or hair dryer.

No tank will dry out on the inside by itself, the only way to do this is to use forced air.

If Aluminium tank leave the Metal Ready in a little longer. If Fibre Glass Tank—don't use the Metal ready.

TANKS MUST BE COMPLETELY DRY INSIDE BEFORE SEALING. THE SEALER WILL NOT STICK TO A DAMP OR WET TANK..... THERE ARE NO SHORT CUTS.

STIR TANK SEALER BEFORE USING (DO NOT SHAKE)

Tank Sealer:

Seal all holes except the one to be used.

Pour in the entire can of Fuel Tank Sealer (100Ltr tank) and roll the tank around so that all surfaces come in contact with the Sealer. Drain for at least 30 minutes to ensure that the Sealer has not puddle in the tank.

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 overnight and then can be disposed of, as per regulations.

Allow at least 3-5 days for the sealer to dry. Air dry the tank in a well ventilated area. Maximum cure will be reached in 96 hours. Cure time can be improved by using a low pressure blower or hair dryer (low or no heat) and circulating air through one hole in tank and out another.

Patching:

When the holes in the tank are too big to be sealed by the sealer alone, the best time to add patches on the outside of the tank is when you have finished drying the tank after using the Metal Ready.

Directions: Rough up an area about 3cm larger than the hole and use the Marine Clean and Metal Ready on it. Paint the area where the hole is with US Tank Sealer or POR-15, then place a piece of Reinforcing Fabric into the paint. Now paint the cloth outward from the centre with more Tank Sealer, soaking the cloth. Re-coat in 3-5hours with Tank Sealer/POR15. You have now sealed the tank from the outside. Now continue on the inside sealing. Remember it's important to use Metal Ready on the inside and/or the outside, because the adhesion must be perfect. After the tank is sealed, wait at least 5 days before putting fuel into it.

Old Sealer:

Sometimes you will be asked how to seal a tank that was sealed years ago with some other sealer that has now failed. In this case you must use our Paint Stripper to remove the old sealer. 3 litres of Paint Stripper should remove the paint from a 100 litre tank. First, pour in about 1/4 of the Stripper and let it work on each inside surface. It may take 4 applications to do the job completely. The old finish may come loose in chunks or pieces or strips, so a long tweezer type tool is helpful for removal. After the stripping job is done, the tank should be rinsed out with hot water and then Marine Clean. Not an easy job, but it is the only way to do it correctly. Customers who follow the directions correctly will always get a perfect job.