



Revised 26.08.10



Permanent Painted Coatings

POR-15 MOTORCYCLE TANK REPAIR KIT

Application Information

As we cannot control the quality of preparation and application done by owners or their agents we do not approve this product for use in aircraft or built-in boat petrol tanks.

PLEASE READ THIS INFORMATION CAREFULLY BEFORE ATTEMPTING TO REPAIR YOUR TANK.

Kit Contains:-

- 1 x 1 Litre Marine Clean
- 1 x 1 Litre Metal Ready
- 1 x 250 mls US Tank Sealer
- 1 x Telescopic Mirror

Instructions

SUGGESTED SUPPLEMENTAL SUPPLIES

- Latex Gloves
- Eye Protection
- Bucket and access to hot water and a garden hose
- Soft rags for wiping any chemical spills on the exterior of the tank
- Duct tape for sealing up openings in the tank (petcock hole, etc.)
- Work bench and/or soft padding to lay the tank on.
- Sandpaper.
- Small telescopic 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, fuel oil, etc) gradually deteriorate if left unused in a tank. (You can use our Fuel preservative) 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 this contamination because the tank looks okay even though the deposits are present. It is always best to assume there's foreign matter or contamination in a tank you wish to restore, even though that tank may appear to be perfectly clean.

- For pin holes, 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 gum and varnish deposits 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. This product is caustic and alkaline and therefore your tank must be neutralised and acidified before gas tank sealer can be used more 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 gas tank sealer is applied to your tank.

Metal-Ready is also a rust remover and will dissolve most to all of the rust and scale that has formed in your tank. In instances of heavily built up rust and scale that has formed in your tank over many years of neglect, the application and use of Metal-Ready will enable your POR-15 Fuel Tank Sealer to chemically bond

* Phone 1800 643 229 for information on other types of tanks

Metal Ready (continued)

with whatever rust may remain in the tank (it actually likes the rough surface) 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 and etch the metal, because coatings and paints stick much better to acid-prepped metals. Be sure to rise your tank thoroughly with water afterward..

US TANK SEALER

This Tank Sealer in your kit is impervious to all conventional automotive (including ethanol mixes) and diesel fuels. 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.

1. PREPARATION:

Empty tank of all fuel and rinse out with clean water; remove fuel petcock, float, filters, fittings, etc. Seal up those openings in the tank with duct tape or cork to keep the solutions in the tank when you clean, prep and seal the tank.

2. Outside painted surface of your tank should be protected from preparation and sealing products with soft rags/ plastic or other suitable protection.

3. MARINE CLEAN:

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

GLOVES AND EYE PROTECTION SHOULD BE WORN AT ALL TIMES.

Mix your litre of **MARINE CLEAN** with 1 litre of **VERY WARM** (not scalding hot) water. Extremely hot water could melt the adhesive on the duct tape. NOTE: The higher temperature of the water helps to activate the chemical process of the cleaner..

Pour the mixture into the tank, shake vigorously, (adding washers helps to break up the rust) and "roll" the tank around to ensure the cleaner gets to all inside surfaces for a minimum of 20 minutes. Now empty the solution from the tank and rinse it out with water. Marine Clean can be re used.

4. METAL-READY

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

Pour the entire bottle of Metal Ready into the tank.

NOTE: Tanks should be empty of rinsing water but do not have to be completely dry before using Metal Ready.

NOTE: Metal Ready may open up pin holes or cracks that have been concealed by rust. After using Metal Ready check for any new leaks.

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Roll the tank around to ensure it coats all surfaces and they stay wet for a minimum of 30 minutes.

Metal Ready is only active when the surface is wet.

Metal Ready should not be in the tank for longer than 2 hours. Rinse the tank thoroughly with warm water several times and drain it thoroughly (low spots in tanks collect water so be sure to roll tank around to get as much water out as possible).

In order to get the tank completely dry, you must **blow** warm air into it because no tank will dry out on the inside by itself. The only way to do this job is to use forced air. This can be accomplished by using a hair dryer or hot air gun. **TANKS MUST BE COMPLETELY DRY INSIDE BEFORE SEALING. THE SEALING 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 PROPERLY** and all your hard work will be wasted.

WHEN YOU THINK IT IS DRY, DRY AGAIN!

NOTE: Once the metal is treated, it can flash rust. Though the coating is designed to bond with any new 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.

5. SEALER:

Open the POR-15 Sealer and stir until a uniform colour is achieved.

IS THE TANK DRY? USE THE MIRROR TO CHECK.

CAUTION: Pour entire contents of can into the tank. Roll the tank **SLOWLY** to ensure it coats the insides uniformly you have aprox. 20 min to do this. Use the mirror to check. 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, avoid this. Slight pressurising of the tank will assist in getting the sealer into any seam cracks. **See note at the beginning of Metal Ready.**

Take great care to ensure you've drained out the excess. Any pooled material can cause you trouble later. due to bubbles forming as it cures
Excess Tank Sealer may bubble, Leave the tank upside down to cure so if there is any excess it will be at the top of the tank and not over seams or potential leak areas.

IMPORTANT:

This is a very strong and durable coating. Immediately clean any surface on which you may have spilled the sealer. Any sealer remaining on painted surfaces will become permanent. Any excess sealer must be cleaned from screw hole threads for the petcock before it dries. A clean soft rag can be twisted into the screw holes to clean the material out. A cotton bud is also effective for this job.

6. PATCHING

If you have any big 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.

After using the Metal Ready re check for any new leaks.

First, remove all paint around the area to be patched. Soak the area with Marine Clean for 1/2 hr, wash off. Then use Metal Ready. Keeping it wet with Metal Ready for a minimum of 30 minutes; then rinse with water and dry.

Next, paint area with a liberal amount of US Fuel Tank Sealer and place a small piece of cloth over the wet painted area. Make sure the cloth is saturated with sealer.

Now, paint sealer over repair cloth from the centre outward so that the painted cloth is stretched evenly over repaired area. Allow 3-5 hrs and give it a second coat of sealer. Let patched area dry for 96 hours.

IMPORTANT Note: If you aren't aware of any holes, check to make sure you don't have new ones now that the chemicals have removed the rust layer. The tank cleaning process may reveal new leaks in tank after removing rust and deposits from weakened and thin tank walls. These areas are likely to be in the 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 weep if there is a pinhole leak)

7. FINAL NOTES:

Follow directions on sealer can and let cure for at least (3-4 days) before adding in fuel.

CAUTION: Excess Tank Sealer may not be used again as it's already started to cure. Pour it into the can or another container. **DO NOT SEAL THE CAN** and let it sit until the next day when the sealer is hardened. It can then be disposed of according to local regulations for paint cans.

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

If you remain unsure as to how to proceed, please call toll-free 1800 643 229

NOTE:

If you intend storing your bike for a while, try our Fuel Stabiliser, which will keep your fuel good for 2 years.



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