



POR-15 AUTOMOTIVE FUEL 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 FUEL TANK.

Kit Contains:

- 4 Litres Marine Clean
- 1 Litre Metal Ready
- 1 Litre Tank Sealer
- 1 Patch cloth
- 1 Pouring spout
- 1 Telescopic mirror
- 1 instruction sheet

SUGGESTED SUPPLEMENTARY 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 / Gaffer tape for sealing up openings in the tank (filler and supply pipes etc).
- Work bench and/or soft padding to lay the tank on.
- Sandpaper.

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.

THE NATURE OF FUEL

All organic fossil fuels (gasoline, diesel fuel, 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 this 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 that tank may appear to be perfectly clean.

MARINE CLEAN:

This is the first product you will use in the restoration of your fuel tank. Marine Clean is a very powerful cleaner that will break down gum and varnish deposits in your fuel tank, but it will take time and often repeated application. 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 neutralised and acidified before fuel tank sealer can be used most effectively.

METAL READY:

Metal Ready is an excellent prep for any coating or paint product, and it is essential that it be used before Fuel Tank Sealer is applied to your tank. Metal Ready is also a rust remover and will dissolve all the rust and scale that has formed in your tank. 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, and etch it. Coatings and paints stick much better to acid-prepped metals. Be sure to rinse your tank thoroughly with water afterward, to neutralising the surface. You may notice an orangey to white / salt and pepper look which is correct.

US-TANK SEALER:

The Tank Sealer in your kit is impervious to all conventional automotive and diesel fuels, including ethanol blends. 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 the 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 or other suitable protection.

3. MARINE CLEAN:

This product de-greases, cleans varnish and rust out of the tank. **GLOVES AND EYE PROTECTION SHOULD BE WORN AT ALL TIMES.** Marine Clean can be re-used so don't throw it away.

Mix 1 litre of **Marine Clean** and 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, 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.

Repeat the above procedure with the remaining 3 litres of Marine Clean, mixed 1:1 with water and then rinse out well with water.

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. This can also be reused.

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.

Roll the tank around in all directions, for a minimum of 30 minutes to ensure it coats and remains wet on all surfaces or 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 approx. 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). **TEST** for any new leaks at this stage

POR-15 AUTOMOTIVE FUEL TANK REPAIR KIT - continued

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. Placing tanks in the sun doesn't dry them.

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

If there is any moisture present in the tank when you pour in the sealer. **IT WILL NOT WORK PROPERLY** and all your hard work will be wasted

NOTE: Once the metal is treated and dried, it can appear to flash rust. That is the Metal Ready acid reaction and normal.

Ideally you will want to perform the forced air drying promptly after finally washing the tank out and then coat the tank with the US Tank Sealer soon after drying it. However you do have about a week at this stage (after the Metal Ready) before you need to apply the sealer, (keeping it dry).

5. **PATCHING (if necessary):**

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.

First, remove all paint around area to be patched and rough it up with sandpaper. 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 (provided) over the wet painted area.

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

The tank cleaning process and Metal Ready 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 in the low points and seams, especially if there are low tank areas. 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.)

6. **US Tank Sealer:**

Open the POR-15 US Tank Sealer and stir until a uniform colour is achieved. Pour entire contents of can into the tank. Roll the tank **SLOWLY** 360 deg to ensure it coats the inside uniformly. You have about 20 min for this. You don't want the paint to puddle in low areas. When you feel you have full coverage of the tank pour out the excess. Take care to ensure you've drained out the excess. Any pooled material can cause you trouble later (pooled sealer can bubble and leave pin holes).

Slight "pressurisation" will ensure that the sealer is forced into the seams.

Use the mirror to check the coverage.

WARNING:

RETURN USED SEALER FROM THE TANK TO THE CAN. DO NOT RE-SEAL 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.

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. Any excess sealer must be cleaned from screw hole threads 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.

Leave the tank 3-5 days **upside down** to cure before pouring in fuel.

CAUTION: Used sealer can not be re-used again, it's already started to cure.

Pour it into the can or another container . DO NOT SEAL 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 how to proceed, please call toll-free for technical advice on 1800 643 229

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