Gold Standard Fuel Tank Sealer

STEP #3

Application Information

Gold Standard Fuel Tank Sealer, from the makers of KBS Coatings, is a superior, single-component, ready-to-use fuel tank sealer. Gold Standard Fuel Tank Sealer is specifically formulated to stop rust and corrosion by forming a tough, fuel impervious coating while simultaneously sealing small pinholes and weld seams. Use it in conjunction with our KBS AquaKlean (a water-based, heavy-duty, cleaner/degreaser) and KBS RustBlast (a powerful rust remover/metal etch) to obtain a permanently sealed, rust-free fuel tank. These KBS prep products are formulated with a unique Oxygen-Block Technology which reduces the occurrence of flash rust by over 80% and extends rust-free storage times by leaving a temporary protective coating in addition to a zinc phosphate film.

PROTECTIVE GLOVES AND SAFETY GLASSES SHOULD BE WORN AT ALL TIMES WHEN USING THESE PRODUCTS.

TANK PREPARATION:

NOTE: If you are sealing a fiberglass tank, please call us toll free on our technical support line at 1-800 80 90 36 prior to proceeding for special assistance. Our Tank Sealer is not recommended for plastic tanks.

All fuel tanks, whether old or new, have residues and contaminants that need to be thoroughly removed before sealing. Sealing a tank without adequately cleaning will cause the new coating to fail. If a tank was previously sealed, remove the old sealer with a paint stripper PRIOR to cleaning.

CLEANING:

To begin, drain fuel from tank. Proper fuel tank sealing also requires that the tank be removed from the vehicle. Remove any fittings such as floats, sending units, and filters.

Seal all openings with duct tape or cork-like stoppers.

Using a 1:1 dilution ratio, mix AquaKlean with hot water and pour mixture into tank. Let tank soak but always rotate it at intervals to ensure AquaKlean covers all surfaces. (NOTE: Heavy gum and varnish build-up may require extended soaking times up to 24 hours or more and/or the use of a pressure washer.)

Empty tank and repeat as often as necessary.

After a thorough cleaning, rinse generously with water until the solution runs clear.

Drain tank and let dry.

SURFACE PREPARATION:

Pour RustBlast full-strength into tank. Roll tank around to ensure all surfaces are kept wet with RustBlast. Repeat rolling and tipping tank every 5 minutes for a minimum of 20 minutes but no longer than 1 hour. IMPORTANT: DO NOT ALLOW RUSTBLAST TO DRY.

After sufficient contact, drain RustBlast and rinse tank thoroughly several times with water.

Allow tank to DRY COMPLETELY before proceeding. Drying is best accomplished by introducing forced air into the tank by using a shop vac, blow dryer, or fan. RustBlast will leave behind a white powdery residue which is a zinc phosphate coating important for adhesion of the tank sealer. NOTE: Drying is a critical step. If the tank is not completely dry, the sealer will not adhere properly.

SEALING TANK:

Open Sealer and stir can thoroughly. DO NOT SHAKE.

Pour entire contents of can into tank and slowly rotate or roll tank until all sides are EVENLY coated.

Drain excess Sealer from tank for at least 30 minutes to avoid puddles before being placed down for full cure. If the design of the tank makes complete draining difficult, frequently rotating the tank during the curing process will help minimize pooling and puddles. Immediately use any left-over Sealer for exterior patching if needed. (NOTE: Remove any excess Sealer from threads and fuel lines before curing. Cured Sealer cannot be removed by any solvent.) When the job is finished, place remaining Sealer in can with lid off and let harden. (WARNING: If lid is put back on can before curing is complete, it may explode! Dispose of any hardened Sealer properly in accordance with federal, state, and local regulations.) Air-dry tank in a well-ventilated area. Allow 96 hours for maximum cure. Wait 4-5 days before re-filling with fuel.

PATCHING TANK (IF NECESSARY):

Use our superior KBS BackBone Reinforcing Mesh for repair of pinholes that are too large to be plugged by our Sealer alone. Prior to patching, prep the outside and inside of the tank by using AquaKlean and RustBlast and allow the surfaces to completely dry. Begin by sealing the inside of the tank as outlined above. Immediately use any remaining Sealer to paint a thin layer on the outside weakened tank area(s). Using a suitably sized piece of BackBone Mesh, embed it directly into the wet Sealer and apply another thin coat of Sealer painting outward from the center. Let cure.

CLEAN UP: Use KBS #1 Thinner for clean up and removal of any uncured sealer.

STRIPPING (IF NECESSARY): Use a paint stripper to remove any old tank sealer. Pour stripper into tank and carefully rotate tank to allow contact with all sides. NOTE: It may take multiple applications of stripper to finish the job completely. Old sealer may come loose in big chunks or small pieces so use a long tweezer-type tool to help remove it from the tank. After stripping is complete, rinse tank generously with water and proceed with Fuel Tank Preparation & Sealing instructions.

PLEASE FOLLOW ALL WARNING AND CAUTION NOTICES.
CAUTION: KEEP OUT OF REACH OF CHILDREN.
USE WITH ADEQUATE VENTILATION. DO NOT TAKE INTERNALLY. SEE MSDS FOR ADDITIONAL INFORMATION.

KBS Support Forum

www.kbs-coatings.com/support/

Manufactured in Australia by Advanced Protective Technologies Pty Ltd.