# Gold Standard Fuel Tank Sealer

Gold Standard Fuel Tank Sealer is a superior, single-component, ready-to-use fuel tank sealer specifically formulated to stop rust and corrosion by forming a tough, fuel-impervious coating while simultaneously sealing small pinholes and weld seams.

For best results, Gold Standard Fuel Tank Sealer should be used in conjunction with KBS AquaKlean (a water based, heavy-duty, cleaner/degreaser) and KBS RustBlast (a powerful rust remover/metal etch). These products are designed to reduce flash rust occurrence during the process, extend rust-free storage times and also provide the ideal surface for sealer adhesion.

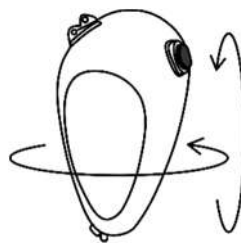| **Always wear protective gloves and safety glasses.** | **Always work in a well ventilated area.** | **Refer to SDS for additional safety information.** | |
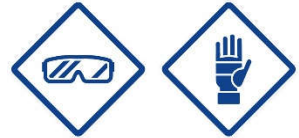
Instructions

- Remove tank from vehicle and drain fuel from tank.
- Remove any fittings such as floats, sending units and filters.
- If the tank has been sealed previously, completely remove the old sealer with paint stripper prior to cleaning.
- Any loose or flaky rust inside the tank should first be knocked loose and removed by agitation together with media (length of chain, nuts and bolts, blue metal etc).
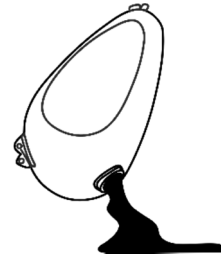- Seal all openings with duct tape or cork-like stoppers.
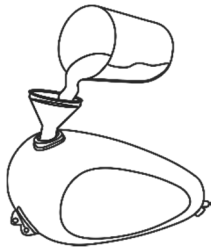
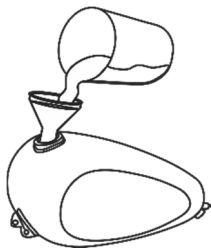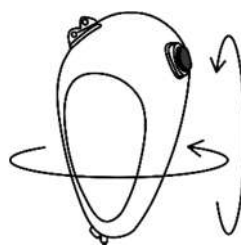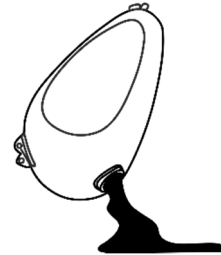| **Step 1 – Cleaning**		
Dilute AquaKlean 1:1 with hot water and pour mixture into tank.	Let tank soak but always rotate it at intervals to ensure AquaKlean covers all surfaces. Heavy gum and varnish buildup may require extended soaking times up to 24 hours or more and/or the use of a pressure washer or agitation with media.	Empty tank and repeat as often as necessary - two cleans with AquaKlean are normally required. After a thorough cleaning, rinse generously with water (see note) until the solution runs clear. Drain tank and allow to dry.

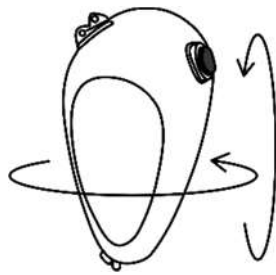| **Step 2: Surface Preparation**		
Pour undiluted RustBlast into tank. (Use **RustBlast Powder** prior to Rustblast for easy removal of heavy corrosion)	Rotate tank to ensure that all surfaces are kept wet with RustBlast. Repeat rolling and tipping tank every 5 minutes for a minimum of 20 minutes and until the tank surface is essentially rust free. DO NOT ALLOW RUSTBLAST TO DRY IN THE TANK.	After sufficient contact, drain RustBlast into a bucket for re-use if necessary. Rinse the tank thoroughly several times with warm water (see note). Force DRY TANK COMPLETELY before proceeding – it is best to use a heat gun or blow dryer.

At this stage, the appearance of the inside of the tank may vary depending on the age, type of tank, and pH of the rinse water used, but will generally have the appearance of steel grey mixed with a white powder – a zinc phosphate important for adhesion of the sealant. Confirm that the tank is clean, dry and rust-free before proceeding.
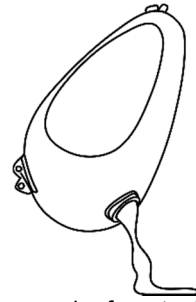
Open Sealer and stir can thoroughly. DO NOT SHAKE.
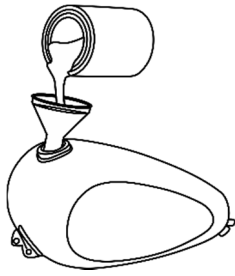
| Pour entire contents of can into tank. | Slowly rotate or roll tank until all sides are EVENLY coated but not longer than 15 minutes. | Drain excess sealer from tank for at least 30 minutes to avoid puddles. |

If the design of the tank makes complete draining difficult, frequently rotating the tank during the initial phase of the curing process will help minimize pooling and puddles. Remove any excess Sealer from threads, breather lines and fuel lines before curing - cured Sealer cannot be removed by any solvent. Allow sealant to cure for 96 hours before adding fuel. Do not attempt to force cure the sealant.

Immediately use any left-over Sealer for exterior patching if needed.

Allow unused sealant to harden in the tin with the lid off (can may become pressurised if lid is replaced before curing is complete) prior to proper disposal in accordance with any applicable regulations.

Cleanup
Use KBS #1 Thinner for clean-up and removal of any uncured sealer.

Patching Tank (if necessary)
Use fibreglass mesh for repair of pinholes or other areas of wekaness. Prior to patching, prep the outside and inside of the tank by using AquaKlean and RustBlast and allow the surfaces to dry completely. Begin by sealing the inside of the tank as outlined above. Immediately use any remaining Sealer to paint a thin layer on the outside of the weakened tank area(s). Using a suitably sized piece of mesh, embed it directly into the wet Sealer, when first coat is tack dry, and apply another thin coat of Sealer painting outward from the centre. Allow to cure.

Stripping Tank (if necessary)
Use KBS Paint Stripper or similar product to remove any existing or failed tank liner. 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. Tank may need agitation with media (blue metal, nuts and bolts, wood screws etc) to assist in removal of all old lining. After stripping process is complete, rinse tank generously with hot water and proceed with Fuel Tank Preparation & Sealing instructions.

Please Note
Rinse water - avoid using bore water, water collected on a tin roof or high ion content water for rinsing. Contaminants like salts, chlorides, or other substances present in the rinse water or on the metal surface can accelerate corrosion and lead to flash rust after rinsing. If in doubt use demineralised water or deionised water for rinsing and force dry immediately with heat gun or hairdryer. Do not apply the sealant over flash rust.

High alcohol fuels – Gold Standard Sealer has limitations in its suitability for high alcohol fuels such as E85. For specific advice, please contact KBS Coatings at sales@kbs-coatings.com.au or 1800 80 90 36.

Fibreglass Tanks – Gold Standard Sealer is suitable for fibreglass tanks. However, if the fibreglass surface is smooth and glossy (this is typical of new fibreglass), it must be well abraded prior to use of the Sealer. Typically the resin of old fibreglass has degraded and the surface texture is sufficiently keyed to accept the Sealer. All three steps of the process should be followed, including RustBlast as this will leave a zinc phosphate coating to aid sealer adhesion. As fibreglass can retain moisture, ensure tank is completely dry before introducing Sealer. Any doubts or questions, please contact KBS Coatings at sales@kbs-coatings.com.au or 1800 80 90 36.

Plastic Tanks - Gold Standard Fuel Tank Sealer is not recommended for plastic tanks.

Tanks that contained diesel or similar oil-based fuels: Do not leave more than 125ml (half a cup) of fuel in the bottom of the tank prior to cleaning with AquaKlean as these fuels may render the AquaKlean ineffective if too much fuel is left remaining in the tank. If your tank is shaped such that removing the last remaining fuel is difficult or impossible and/or a Diesel sludge remains in the tank after draining use a non-volatile cleaner like kerosene to remove/rinse excess fuel and contamination from the tank. Then proceed as normal with the AquaKlean process.

Information contained herein is to our knowledge true and accurate, but all recommendations or suggestions are made without guarantee. Since product application lies outside the control of the manufacturer the manufacturer cannot accept any liability for the results. User shall determine the suitability of the product for its intended use, and user assumes all risk and liability whatsoever in connection therewith.