

POR15 TANK SEALER – FUEL TANK REPAIR KIT INSTRUCTION

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's there. In English, we call this bad stuff "gum and varnish", and it's almost always invisible to the naked eye.



If you try to seal a tank without cleaning it first, the new coating will probably fail, because tank sealer won't stick to gum and varnish. Here's how to clean out a fuel tank:

1. **CLEANER DEGREASER** is a powerful cleaner that will remove gums, varnishes and sludge that may have accumulated in your tank. It is absolutely essential to remove all foreign matter from your tank before sealing it because no sealer will work properly if contamination is present.

Mix half of the quart bottle with same amount of hot water and pour it into the tank. **Gloves And Eye Protection Should Be Worn At All Times.**

Shake the tank, then place it in a different position every hour so the solution can cover all the inside of the tank. When all surfaces have been subjected to the cleaning solution, shake it again, then drain out the tank, rinse it with water, dump out the water and start all over again. The first time you drain the solution, it'll be very dirty; after the second solution has been discarded, the tank should be clean (just check that you are happy the tank is clean). Again rinse the tank out with fresh warm water and drain thoroughly, then **Force Dry** the tank as leaving it to dry out naturally may result in flash rusting inside tank, also it can take days for it to dry if left, a hair dryer or heat gun on low heat is ideal to dry out the tank.



2. **METAL PREP** when the tank is totally dry pour in the whole of the METAL PREP and keep swilling around the tank so the solution coats the whole of the inside for NO MORE than 20 MINUTES and then POUR then **METAL PREP BACK INTO** its bottle as the product is reusable so **DON'T** throw it away, then you **MUST** rinse out the tank thoroughly, the **METAL PREP** is an excellent pre-primer for the Tank Sealer, it also slightly dissolves fine surface rust BUT it is not a **RUST REMOVER**, it will leave a zinc phosphate coating on the inner walls of your fuel tank which will guarantee that the sealer will adhere. When you have rinsed out the tank with warm water **AGAIN FORCE DRY** the tank, the sealer will not adhere if there is any moisture in the tank. **The tank must be completely dry inside before pouring in sealer.**





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3. **FUEL TANK SEALER** is the finest state-of-the-art sealer available. It will leave a rock hard, non-porous flexible film on the walls of your tank and keep moisture away permanently. It is impervious to all fuels and additives, including alcohol and will seal pinholes and seam leaks easily.

Do not shake the can, take off the lid and **thoroughly stir** the product so that there is no pigment left in the bottom of the tin, pour the entire can of **Fuel Tank Sealer** into the tank and **"Roll"** the tank around so that the inside of the tank is completely coated. Then drain off any excess back into the can for at least 10 minutes to ensure that the sealer has not "puddled" in the bottom. After you have done this **DO NOT** put the lid back on the can as it is liable to **"Pop Off"** leave the can open and it will harden overnight, then dispose of it the following day.

Allow the tank 96 hours for the sealer to fully cure in the tank (**force drying does not speed up the process**) just allow the tank to air dry in a well ventilated area.



4. **FUEL PRESERVATIVE** (extra step if you buy our **Fuel Preservative Stabiliser** separately or **Deluxe Fuel Car Tank Repair Kit**) is the best maintenance tool for keeping your fuel tank and fuel in perfect running condition, even when the vehicle is used infrequently or is stored for months at a time. Use in petrol or diesel fuel.



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Treating your fuel with fuel preservative will keep it fresh for up to 12 months and stops the formation of gum and varnish deposits within the fuel system. It contains corrosion prevention additives to fight against the damaging effects of Ethanol in fuel and also cleans fuel system components such as fuel injectors and carburettors.

FUEL TANK MAINTENANCE:

The best way to avoid problems with your fuel system is to always keep the tank full when not in use and treated with fuel preservative. A full tank keeps moisture away, and the fuel preservative prevents gums and varnishes from forming in your tank, fuel lines, and carburettor. Properly treated and stored, your car can remain inactive for two years or more and then will start up instantly when you turn the key. If rust has formed in your tank, it should be removed because it will continue to flake off and find its way into your fuel lines, causing trouble. If gums and varnishes are present in your tank, they must be removed to prevent fuel contamination.

PATCHING

If you have small pinholes you would like to seal from the outside, you can use the [POR-Patch](#). This acts as a filler that is impervious to fuels etc.

The best time to add patches on the outside of the tank if there are larger holes to fill, is when you have finished drying the tank after using [POR15 Metal Prep](#), when the holes in the tank are too big to be sealed by the sealer alone.



Here's how you do this: Brush/Spray the Metal Prep on the surface and rinse off. Once completely dry, paint the area where the hole is with [POR15 Rust Preventive Paint](#), then place a piece of the [POR15 Power Mesh](#) reinforcing fabric into the paint. Now paint the mesh outward from the centre with more [POR15](#). The next day or 5 hours later, paint it again. You have now sealed the tank from both the inside and the outside.

And remember, whenever you want to seal a tank, you must use [POR15 Metal Prep](#) 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 \(POR Strip\)](#) first to remove that old sealer, and a gallon of stripper should do it properly.



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First, pour in about a quart of stripper and let it work on each inside surface. It may take 4 strippings 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 cleaned with Cleaner Degreaser. This is not easy work, but it's the only way to do the job right. People who follow our directions perfectly always get a perfect job.

Special care must be taken to make sure the sealer doesn't clog up feeder lines or other tubes inside the tank, and the tank must be propped before drying so the sealer doesn't "puddle" in places where it could cause problems.

FAQs

Q: Who Uses Fuel Tank Sealer?

A: 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.

Q: What Are Some Typical Problems Requiring Need Of Sealer?

A:

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

Q: Can My Tank Be Treated Without Having To Remove It From My Car?

A: 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.

Q: You Claim The POR15 Fuel Tank Sealer Is "The Best Fuel Tank Sealer Money Can Buy". Why Is It Better Than The Others?

A: 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. It is also ethanol resistant.



Q: Does Fuel Tank Sealer Contain “Rust Inhibitors” That Other Sealers Claim To Have?

A: 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 too. But the only real way to stop rust permanently is to keep moisture away from metal with a non-porous coating that will get stronger as it is exposed to moisture. Only POR15 Fuel Tank Sealer does this, and that’s why it’s the best product.

Q: How Many Types Of Fuel Tank Sealer Are There?

A: There are two types of tank sealer, and they are similar to each other in basic structure:

1. 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.
2. PVC-type non-curing sealer is yellow in colour and will dissolve in gasoline 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 scratched off with your fingernail. Contains highly hazardous ketone solvent M.E.K.

Q: Should I Always Use A Por15 Fuel Tank Sealer After Thoroughly Cleaning Out My Tank?

A: 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 gasoline, which prevents condensation and further rusting. If vehicles are not used frequently, fuel tanks should be treated with Fuel Preservative/Stabilizer, which will keep fuel fresh for more than two years and insure quick starts even after months of non-use.

Q: Can Por15 Fuel Tank Sealer Be Re-Used?

A: 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.

DANGER: Harmful Or Fatal If Swallowed Keep Out Of The Reach Of Children Contains Petroleum Distillate Combustible Use Only In Well Ventilated Areas.

Do Not Re-Use Sealer. Let drained sealer dry in open can, then discard in accordance with local regulations. Avoid breathing vapours directly from can. Avoid contact with eyes and skin. Use POR-15 Solvent or lacquer thinner to re-move sealer from skin, then wash with soap and water.

Stir Well Before Using. This Sealer Cannot Be Mixed With Any Fuels.