GOLD STANDARD TANK SEALER

TDS / Directions & Application Information

Gold Standard Tank Sealer is a superior, single-component, ready-to-use sealer formulated for coating the inside of new or repairable steel, aluminum and fiberglass tanks. This single coat application cures into a tough, fuel impervious seal that prevents the return of rust, corrosion and clogged carburetors. The rock hard interior seal stays flexible enough to withstand vibration and the repeated expansion and contraction of the tank. Tank Sealer penetrates and bonds to the tank walls, forming a moisture proof barrier.

Use Tank Sealer with **KBS Klean** (a water-based, heavy-duty cleaner/degreaser) and **RustBlast** (a phosphoric acid metal etch and rust remover) for a permanently sealed, rust-free tank.

ALWAYS WEAR PROTECTIVE GLOVES AND SAFETY GLASSES. ALWAYS WORK IN A WELL-VENTILATED AREA.

Please heed all warning and caution notices on all KBS products.

To achieve expert results, please take the time to carefully read and understand the following directions before you begin your tank sealing project. Ideal Tank Sealer application temperatures are 55 to 82°F (13 to 28°C). Always let KBS products and the tank adjust to room temperature. Tank Sealer is a moisture-cured urethane, so use it only in moderate to dry conditions and avoid sealing in rainy or humid weather. If Tank Sealer cures too quickly, surface bubbling can occur from gas trapped beneath the top layer. Tank Sealer may be used to seal gas, diesel and bio-diesel fuel tanks, oil tanks and non-potable water tanks. For a fiberglass tank, see Fiberglass/Carbon Fiber Tanks below.

PLEASE BE PATIENT DURING EACH STEP.
DO NOT RUSH!

IMPORTANCE OF TANK PREPARATION

All tanks, old or new, have oils, gum and varnish residues or other contaminants that must be removed before sealing. The KBS 3-Step System ensures superior adhesion and long-term performance. Sealing a tank without proper prep will cause any new coating to fail. If a tank was previously sealed, remove the old coating first with KBS Strip (see Stripping Tanks below), then follow the KBS 3-Step System.

STEP #1: KBS KLEAN, CLEANING THE TANK

1. Drain the fuel. Proper tank sealing requires removing the tank from the vehicle. Remove fittings such as floats, sending units and filters.
2. Seal all openings with high quality duct tape, rubber pieces secured with duct tape, or cork-like stoppers secured with duct tape.
3. Mix KBS Klean **1 to 1 with hot water** (full strength for tank interiors) and pour it into the tank. Let the tank soak, rotating it at intervals so KBS Klean covers every surface. Heavy gum and varnish may need soaking up to 24 hours or more and/or a pressure washer. Nuts, bolts or a short chain inside the tank, with frequent shaking and rotating, help knock away loose rust and contaminants.
4. Empty the tank, capturing and straining the KBS Klean, and repeat as often as needed. The cleaner the tank, the stronger the adhesion. Inspect inside with a flashlight: all loose, flaky rust must be removed. If not, repeat.
5. Rinse generously with water until it runs clear. Drain the tank and let it dry.

TIP: Your tank cannot be too clean.
Invest the time this step needs.

STEP #2: RUSTBLAST, SURFACE ETCHING AND RUST REMOVAL

Pour the entire amount of **full strength** RustBlast into the dry tank. Do not dilute. Keep rolling the tank so all interior surfaces stay wet, rolling and tipping it every 5 minutes for a minimum of 30 minutes for light rust, 40 to 60 minutes for moderate rust, and 1 to 2 hours for heavy rust. RustBlast neutralizes existing rust and creates an anchor pattern ideal for Tank Sealer adhesion.

IMPORTANT: Do not let RustBlast dry on the surface. Drain and capture the RustBlast in a container, and repeat as needed. Once the tank is thoroughly etched, drain it and rinse with water. The rinse neutralizes the acid and prevents a heavy zinc phosphate buildup, which can hurt the seal. Do not over-rinse: a thin zinc phosphate layer should remain, because it helps Tank Sealer bond. *It is not necessary to remove every last bit of surface rust; Tank Sealer bonds to and permanently seals any remaining surface rust.*

IMPORTANT: Let the tank dry **completely** before sealing. Forced air works best: a shop vac, blow dryer, fan or heat gun. A white powdery residue and slight surface rust may appear after drying. This is the zinc phosphate coating that helps adhesion. If the tank is not completely dry, Tank Sealer will not adhere properly.

After a good cleaning and prep, existing pinholes may get larger or new holes may appear. If a hole is larger than the head of a pin, repair it now with NuMetal Epoxy Putty (see Exterior Patching below).

ALLOW THE TANK TO COOL TO ROOM TEMPERATURE BEFORE SEALING. NEVER SEAL IN DIRECT SUNLIGHT.

STEP #3: GOLD STANDARD TANK SEALER, SEALING THE TANK

Seal the tank within **10 days** of cleaning and prepping it. Stir the can thoroughly, touching the bottom and lifting to disperse the settled silver pigment. A drill mixer (like the KBS Hurricane Paint Mixer) at low speed is ideal. **DO NOT WHIP OR SHAKE** the can; air bubbles hurt the seal.

Pour the entire contents of the can into the tank and slowly rotate and roll the tank until every side is evenly coated. Work with it for **up to 30 minutes**. Tank Sealer is a single thin coat application, so take the time to coat the entire tank extremely well, paying attention to weld seams and pinholes.

IMPORTANT: DRAIN ALL EXCESS SEALER until the tank no longer drips. To avoid puddling and pooling, rotate the tank side to side every 5 minutes. If the tank design makes complete draining difficult, rotate it frequently into different positions. Foaming and bubbling are signs of excess sealer and trapped gas from poor drainage, which can cause the sealer to break loose; the fix is to strip the tank and repeat the process.

Immediately use any leftover Tank Sealer on the exterior to reinforce pinholes and weld seams (see Exterior Patching). Remove excess sealer from threads and fuel lines before it cures; cured Tank Sealer cannot be removed by any solvent. Drained Tank Sealer cannot be saved or reused, so let it harden in the can with the lid off. WARNING: Do not put the lid on before it has fully cured, as pressure can build and pop the lid. Dispose of hardened Tank Sealer according to federal, state and local regulations.

Let the tank air-dry naturally in a well-ventilated area with the openings left open. **DO NOT PLACE THE TANK IN DIRECT SUN OR NEAR HEAT.** Heat will not speed the cure and may hinder

adhesion. Allow **96 hours (4 days)** for maximum cure. Always test for leaks with water before refilling with fuel.

EXTERIOR PATCHING (IF NEEDED)

Pinholes and weld seams: use KBS BackBone Reinforcing Mesh. Prep the outside and inside of the tank with KBS Klean and RustBlast and let everything dry completely. Seal the inside first. Then immediately paint a thin layer of the remaining sealer over the exterior pinhole area, embed a piece of BackBone Mesh in the wet sealer, and apply another thin coat, painting outward from the center. Let cure.

Holes larger than a pinhole: use KBS NuMetal Epoxy Putty. Clean and prep inside and out with KBS Klean and RustBlast and let dry. Scuff the area with 320 grit sandpaper and follow the NuMetal directions. Allow NuMetal 12 hours to cure before sealing the inside. After sealing and draining the inside, paint a thin coat of the remaining Tank Sealer over the exterior patch.

CLEAN UP

Use **KBS #1 Thinner** for immediate clean up. **IMPORTANT:** *Tank Sealer must be cleaned up before it dries; it cannot be removed by any solvent once cured.* Wear protective gloves. If skin contact happens, remove immediately with KBS #1 Thinner or lacquer thinner, followed by soap and water. If Tank Sealer stains your skin, only time will remove it.

STRIPPING TANKS (IF NEEDED)

Use **KBS Strip** to remove an old, failed coating. KBS Strip works when the air and tank surface are between 60 and 85°F and is most effective above 70°F: the warmer, the better.

1. Pour some KBS Strip into the tank and carefully rotate it to contact all sides. It may take several applications. Prop the tank so the stripper collects on any area that needs extra attention. Old sealer may come loose in large chunks or small pieces; a long tweezers-type tool helps remove it.
2. Pour out the KBS Strip, capture and strain it into a metal container, and reuse it as many times as needed.
3. Rinse the tank thoroughly with water. If any old sealer remains, repeat.
4. When stripping is complete, rinse generously and proceed with the KBS 3-Step System.

NOTE: *On fiberglass tanks, keep stripper contact to a minimum so it does not weaken the resin. KBS Strip WILL remove exterior paint, so keep it off the outside of the tank.*

FIBERGLASS/CARBON FIBER TANKS

The procedure is the same except for Step #2. Wet the surface with RustBlast for roughly 2 minutes only, then drain and rinse well with water. Because it is not dissolving rust, the RustBlast can be saved and reused. It still treats the surface, leaving a zinc phosphate coating ideal for Tank Sealer adhesion.

Make sure the tank is completely dry inside before sealing, using forced air (shop vac, blow dryer or fan). Fiberglass tends to hold moisture, and if it is not completely dry, Tank Sealer may not adhere properly.

IMPORTANT: Coat the entire fiberglass tank completely and thoroughly. Any area left exposed is very susceptible to alcohol-blended fuels, so we highly recommend not using those fuels in fiberglass tanks, even after sealing. Drain well to avoid pooling.

QUESTIONS AND TIPS

Q. What is the best way to keep sealer off the screw threads?
A. Apply a small amount of oil (WD-40 or similar) to the threads. If sealer dries on them, it will peel right off.

Q. How do I remove sealer from the small “L” shaped tubes on the underside of the tank?
A. If you cannot reach them from inside, use pipe cleaners or cotton swabs to remove the sealer before it cures.

Q. Any other tips?
A. Make sure the tank is completely dry before sealing. Put a thin film of oil anywhere you do not want sealer to stick. Do not let the sealer puddle. If baffles or the tank design keep it from draining completely, keep rotating the tank every 5 minutes or so as it cures.

Sprayable VOCs (using KBS #1 Thinner): under 200 g/L

Please see the SDS and follow all warnings and cautions.

Made in the USA.

Information contained herein is to our knowledge true and accurate, but all recommendations or suggestions are made without guarantee. Since the application lies outside our control, we 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.

How-To’s and instructional videos at kbs-coatings.com

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