

Rusty tanks: not nice!

Do the Slosh!

Well, it's nowt to do with a Scottish dance and more to do with sealing your steel or aluminium tank. If you're still game, of course...

Slosh is designed for the sealing of steel and aluminium petrol and diesel tanks, so let's get going.

Tests with dilutions of up to 85 per cent corn ethanol show no breakdown of the coating, so it is more than capable of protection against the ethanol content of modern fuel.

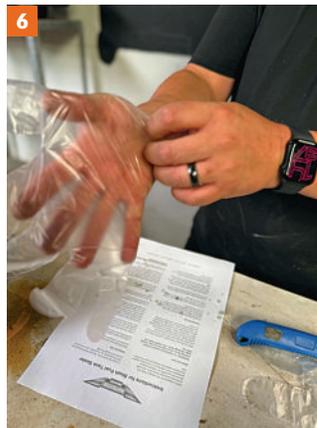
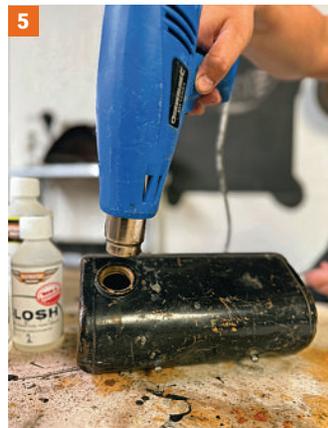
Before you start, this is the important bit! It is vital that you remove or protect anything that you do not want Slosh to

seal, including plugs, fuel gauge sender units, breather pipes and filters.

With the tank off the bike (or out of the vehicle, if it's got more than two wheels) check for holes and any sealer that may have been used. Any previously applied sealer will need to be removed with Rustbuster AS-10. Slosh will seal pin holes up to 500um in diameter (about 0.5mm) and seal weeping seams – which is nice. I'd suggest repairing larger holes



WORDS: GERAN VAN MANN PICS: SLOSH, MORTONS ARCHIVE



externally by welding or PC-7 Epoxy Repair Paste. Here was our procedure for cleaning and sealing your tank:

1. Insert temporary bungs into drainholes/ sender holes, etc. Then put a few nuts, washers or small sharp stones in the tank.
2. Wearing protective gloves, pour 500ml of Tank Kleen into the tank and seal the fuel filler opening.
3. Shake the tank from side to side to scrub away loose surface contamination. Then empty the Tank Kleen and nuts/washers or stones. Repeat for as long as it takes to clean the tank. You can reuse Tank Kleen, filtering out dirt removed from the tank each time.
4. Rinse thoroughly with fresh water until all deposits and traces of Tank-Kleen are removed. Use a power wash (but not a high-pressure wash) or shake the tank.
5. Leave the tank to dry. The tank must be

bone-dry before using Slosh, so, if possible, use a compressor to pass air through the tank. You can force this but simply leaving it to dry is the best solution.

6. Time to seal the tank. With the tank clean and bone-dry, here is the procedure for sealing the tank: Wearing protective gloves, pour all the Slosh marked 'bottle 1' into the tank.
7. Move the tank from side to side and upside-down to fully coat the interior of the tank. When you have coated the tank, put it down for 20 minutes and then repeat this process two more times.
8. Drain the excess sealer via the drainplug hole back into the empty tin. (Do not drain SLOSH from the fuel filler opening as this often has an extended edge inside the tank which will prevent the sealer from draining completely.) Draining excess sealer is necessary as if deposits pool in one area this may set off

a bubbling reaction while curing. The waste sealer will fully cure in the tin and can be disposed of as dry waste.

9. After two hours have passed and the first coats is still tacky, pour all the SLOSH marked 'bottle 2' into the tank.
10. Move the tank from side to side and upside-down to fully coat the interior of the tank. When you have coated the tank, put it down for 20 minutes and then repeat this process twice more. Drain the excess sealer via the drainplug hole back into the empty tin. (Again, do not drain SLOSH from the fuel filler opening as this often has an extended edge inside the tank which will prevent the sealer from draining completely.) Draining excess sealer is necessary because if deposits pool in one area this may set off a bubbling reaction while curing.
11. The tank can be used after 24 hours, although SLOSH states a period of five days is recommended. **cmm**

