



## Instructions for Slosh Fuel Tank Sealer

Slosh is designed for the sealing of steel and aluminium petrol and diesel tanks. Tests with dilutions of up to 85% 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

**IMPORTANT:** 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 etc.

With the tank out of the vehicle, 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. Repair larger holes externally by welding or PC-7 Epoxy Repair Paste. We strongly recommend the following procedure for cleaning and sealing your tank.

### Cleaning the tank

Thorough cleaning with Rustbuster Tank-Kleen caustic detergent to remove grease, dirt and fuel deposits is recommended. (If there are signs of rust in the tank, use a suitable rust remover. Please contact us for details.)

1. Insert temporary bungs into drain holes / 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 re-use 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.

### Sealing the tank

With the tank clean and bone dry, here is the procedure for sealing the tank:

1. Wearing protective gloves, pour all the Slosh marked bottle 1 into the tank.
2. 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 twenty minutes and then repeat this process 2 more times.
3. Drain the excess sealer via the drain plug 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.
4. The waste sealer will fully cure in the tin and can be disposed of as dry waste.
5. After 2 hour have passed and the first coats is still tacky pour all the Slosh marked bottle 2 into the tank.
6. 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 twenty minutes and then repeat this process 2 more times.
7. Drain the excess sealer via the drain plug 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.
8. The waste sealer will fully cure in the tin and can be disposed of as dry waste.

**The tank can be used after 24hours though a period of 5 days is recommended.**