

No Lost Cause

BY STEVE LITA

The bane of motorcycle ownership has to be the fact that most old bikes have steel fuel tanks. And unless cared for and preserved, these tanks are susceptible to internal rust. It's become second nature to me to take a peek into the gas tank filler neck on any used bike I'm interested in buying. Rust in the tank is a sign of neglect, a negotiating point to lower the price on a used bike, and also the sign of high costs to repair or replace. Fortunately for the intrepid do-it-yourselfer, there's Kreem.

Kreem Fuel Tank Liner is a coating designed for use in metal and some fiberglass tanks. The fuel-resistant elastomer has a unique formula with extremely rapid set up time that arrests corrosion, and prevents leakage from hairline cracks, leaking seams, and pinholes by coating the tank's inner surface. Kreem Fuel Tank Liner dries white to aid in

visual inspection of the tank's interior during application, and it's safe to use with tanks that contain gasoline, gasohol, octane boosters, or diesel fuel.

First comes the preparation, then the actual coating. Everything is included in the kit. Kreem Tank Prep is a two-part system. The A wash removes rust and oil film, and etches the tank's inner surface to ensure maximum adhesion. The B wash aids in this, plus removes any water still remaining in the tank. The B wash also acts as a primer for the Kreem Fuel Tank Liner Coating.

With the tank off the bike, remove any valves and petcocks, and seal all openings securely so that liquid will not drain out. Small openings can be capped with rubber stoppers, threaded pipe plugs, or wooden dowels. Larger openings can be capped with a metal or wooden plate and a handmade gasket. If the tank is badly rusted or has rust flakes, add a handful of nuts and bolts to help loosen the rust. Shake the tank until all the loose rust has been dislodged and removed.

Pour Kreem Tank Prep A into the tank and add 2-1/2 gallons of warm water. Turn the tank to different positions, so that the solution has contact with all metal surfaces. Allow the tank to vent; do not allow pressure to build up. Leave the A wash in the tank until all the rust is dissolved and an etched gray finish remains. The time required will depend on the amount of rust in the tank; I let my tank sit overnight. If you have a bad case of rust, a second treatment may be required. Drain the A solution and rinse the tank with

Not for use in plastic containers and not compatible with all fiberglass tanks. Kreem Tank Prep solutions may damage paint.



SUBSCRIBE TODAY AND SAVE 60%

RoadBike is the premier magazine for "Motorcycle Cruising" riders of all levels and brands.

- Cruiser and touring motorcycles reviewed
- Improve your riding skills
- Read about exciting tours & great rides
- Find out about the latest products
- Real-world tech & how to articles



SUBSCRIBE TODAY! 12 issues for \$23.95
www.RoadBikeMag.com ■ 877/693-3577

RoadBike
Motorcycle Cruising

CAUTION: Read warning statements on all labels before using any of these products. Tank Prep A contains acid; handle with care using protective eyewear, rubber gloves, and adequate ventilation. Tank Prep B contains methyl ethyl ketone. Use in well-ventilated areas, preferably outdoors. Do not breathe vapors. Do not use near open flame: it's highly flammable.

clean water to remove all soap, oil, and loose rust particles.

In a well-ventilated area, immediately rinse the tank interior with full-strength Tank Prep B and agitate for thorough treatment. This final rinse should remove any residual water and will prime and condition the tank for Kreem Fuel Tank Liner. Carefully drain Tank Prep B back into its original container.

Now, it's time to seal the tank. When properly installed, Kreem Tank Liner seals the inside surfaces of metal tanks from moisture and oxygen. For most motorcycle tanks (1-5 gallons), 1 pint of Kreem Tank Liner should be sufficient. Pour Kreem Tank Liner into the tank, taking care not to get any on painted surfaces. Close the inlet and gently rotate the tank in all directions to coat the entire

inner surface. When all surfaces have been completely coated, let the tank stand eight to 10 minutes with the inlet open. Cap the inlet again and slowly rotate the tank to recoat surfaces again. Let the tank stand on a different side for another eight to 10 minutes. Repeat this process until the tank has the desired coating, and don't allow the coating to pool and dry.

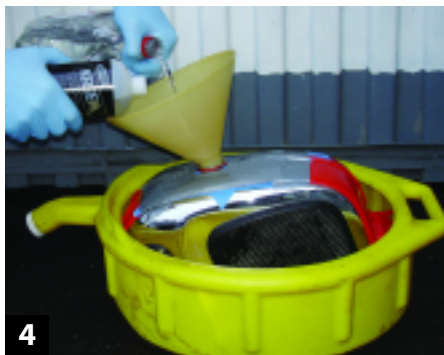
Drain off any excess coating, remove all plugs, and allow the tank to air dry in a well-ventilated area for at least 24 hours. Carefully trim off any excess Kreem around valves and petcocks, and you're ready to reassemble the tank and mount it.



1 Yes, from this little tank came all this red rust dust. But since there are no pinholes, we're going to try to save it. Shake out the loose rust first.



2 The next task is to plug the fuel valve hole and cap hose connections.



4 Carefully measure the correct amount of water to dilute the tank prep A solution and mix. Caution: wear gloves!



6 After draining, do not let the tank dry as rust will start to form. Immediately pour in the thick white Kreem Liner and spread around by slowly rotating the tank.



3 I tried to preserve the stock paint (with some success) by taping as much visible external surface as possible with high-quality body shop tape.



5 After the tank cleaning solution was left to sit overnight, this remaining rust was removed from the tank when drained. Immediately flush the tank with Prep B.



7 After drying time of about 24 hours, the cleaned, prepped, and coated tank is ready for a new life. **RB**

hard data

Kreem Tank Liner

Combo Pak

\$34.50

www.KreemProducts.net