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INSTRUCTIONS FOR SEALING LEAKING FUEL TANKS USING AEROTRIM'S

AERO-SEAL LIQUID SEALANT

A WORD OF CAUTION BEFORE STARTING:

PLEASE READ INSTRUCTIONS CAREFULLY AND IN THEIR ENTIRETY BEFORE STARTING!!!

Aeroseal works well and has successfully sealed hundreds of tanks but it is not for everyone: It is designed to seal "weeps and seeps" only. It will not seal any gap over .005 inch. If your tanks have heavy dripping or pouring, Aeroseal is not for you. Your only answer is then a complete scrape out costing around \$6,000 or O&N fuel bladders at \$6,700.

DO NOT WASTE TIME AND MONEY PATCHING NEW PRC OVER OLD PRC. IT WILL NOT LAST.

1. Drain tank(s) of all fuel.
2. Clean away all dirt and grime around fuel tank. Remove inspection plates for complete access around tank and to see stained areas that are fuel leaks.
3. Seal fuel caps and overflow pipe with tape. On the overflow pipe, tape around the outer tube, leaving the lower end for the vacuum pump hose attachment. Place fuel selector valve to "OFF".
4. Connect vacuum pump and pull a vacuum inside the tank of 1 to 2 inches of mercury. You are evacuating the tank thru the overflow pipe. Repair shops that do a large number of planes usually seal off everything and have a special fuel cap fitted with a hose fitting.
5. Pour the **Aerosolv** degreaser into the spray bottle, adjust the spray nozzle for spray or stream and apply to all leak points. The idea is to clean all interfaces from grease and petroleum residues.
6. Allow the vacuum to pull the **Aerosolv** into the tank. Let the pump dry the areas for 15 minutes. Pour back unused **Aerosolv**. Screw another spray head onto **Aeroseal** bottle. Do not use the same spray head.
7. With vacuum pump still running, apply **Aeroseal** sealant to all leak points. Adjust for spray or stream. It is imperative that all aread be treated. You don't want to miss a leak. Application can also be by brush. **NOTE:** Surface temperatures must be between +60 and 180 degrees F. **Aeroseal** cures only in the absence of oxygen and is also a powerful adhesive that will bond to your existing PRC to the tank surfaces preventing future separation.
8. Shut off vacuum after application to the last area. Then apply a second "backup" coat of sealant with **NO VACUUM**.
9. Wipe off excess **Aeroseal** immediately. Remove vacuum pump.
10. Wait 24 hours for **Aeroseal** to cure.
11. Clean off any **Aeroseal** still liquid, remove quickdrains and rinse out tanks with gasoline.
12. Remove all sealing tapes, replace quickdrains and refuel.
13. Check closely for successful sealing. Reapply **Aeroseal** if necessary.

14. For leaky screws: Back out screw 1/8 inch and drip some **Aeroseal** into the cavity. Retighten screw immediately. Let cure 24 hours before refueling.
15. For leaking rivets: Apply a film of **Aeroseal** over the rivet head and using a rubber mallet, hammer the **Aeroseal** hard enough so it will penetrate around the periphery of the rivet head. If the rivets are on the underside of the wing, apply some duct tape over the rivet to help retain the liquid. Allow 24 hours to cure.
16. It is well to remember that wet wings are leaks waiting to happen. Inside each tank there lives a "leak fairy", who is very anxious to escape. Sooner or later she will get out... SOMEWHERE ELSE! There is enough **Aeroseal** in this kit to do a complete airplane if used judiciously. If more is needed, it's \$93.00/oz. Plus \$5 shipping.
17. Shelf life should be about a year when stored between 50 & 70 degrees F. Airspace in container keeps **Aeroseal** in a liquid state. Rinse out spray head with **Aerosolv** after use.

Excessive skin contact may cause dermatitis in sensitive persons. In case of contact with sensitive skin, remove by washing. If reaction persists, see a physician. Use protective gloves to prevent skin contact.

*Lognote: Applied **Aeroseal** tank sealant per AeroTrim STC SA3145S0. No Wgt & Bal required.

*Application hint: The warmer temperatures open pores, reducing viscosity and hastening cure.

WARNING: Take proper precautions as **Aeroseal** may attack old original paint. You are OK if it's a Poly paint like Imron. Heed step 9 anyway. Best technique is to do most of the application from inside the wheelwell. Use the stuff sparingly. Only a little is required. Eyedropper or brush is an excellent method. Call Phil at (305) 681-1278, for more hints.

As **Aeroseal** is an STC/PMA product, the FAA will not allow the resale of returned goods because we have no means of testing and recertifying the product against possible contamination. Therefore all sales must be final without refund.