

Linda Moran

From: Ron Barranco <ron.barranco@solidconversion.com>
Sent: Friday, July 20, 2012 1:53 PM
To: 'Rich Moran'
Cc: 'Linda Moran'
Subject: RE: Want to buy severl products

Rich and Linda

You guys are awesome. I will read these emails like they are the bible of corrosion resistance cuz it kinda is. I will no doubt be in touch and maybe have more question although it appears every question is answered in these existing communications. I will go to Wailuku and tell Jay Saito Corrosion Cops sent me.

Thanks again Ron Barranco

From: Rich Moran [mailto:ricmoran@hawaii.rr.com]
Sent: Wednesday, July 18, 2012 11:38 AM
To: Ron Barranco
Cc: Linda Moran
Subject: Re: Want to buy severl products

Ron,

Your MC's are something of amazement to behold and to understand how they are constructed.

Being in Hawaii for so many years, I've been left behind in the trends of new design, and on Oahu I've seen few bikes with something some what similar in design but not at the level of your baggers. I can see a lot of care and money has been invested and understand the concern for abating and controlling corrosion.

That being said the patience required to maintain has got to be a challenge, with road debris that can ding finishes being one of high concern as well as corrosion.

Regarding the CPAC (corrosion prevention and control) remember the main focus and key factor is on mechanically assembled points and raw exposed metals.

Even those that are plated or powder coated will have surface plated/treated with interruption of those surfaces with holidays due to torque during assembly. These spots are the hot spots of concern, and secondary to these would be the points on each MC where water can accumulate and rest for an extended period of time.

Using the high powered blower that is designed for this duty is an excellent way to go to remove water from collection points as you are already aware.

Where excessive water may pond, I have found that straddling the bike, tip to each side to allow the water to escape before commencing the powered drying procedure helps as well. I always finish with a wipe down with a micro towel as this allows me to inspect the work and efficacy of what was just prior done.

Treatment with thin film rust inhibitors such as CarWell Rust COP/CP-90 will further aid in lifting and eliminating water accumulation in threaded assemblies, weldment, crack, crevice, seam, fold and joint areas where water may have worked it's way into tight areas and where the blower cannot remove the water.

For the engine, should this be coated black, I strongly recommend to test a small area to see what the results are and do not take anyone's word for what will happen. When in doubt, this small test of an area will net a huge reward in the end, by not having to spend more dollars to remediate what was done prior if the finish does not met YOUR expectation.

In regard to the body work on the bike, I would recommend having access to a lift, to get the bike up where ease of evaluation and access to the enclosed/shrouded areas will allow you to inspect and then treat these areas with inhibitors. The surfaces that are produced from carbon fiber, fiber glass or other non-metallic materials will not benefit from CPAC treatment. However, waxing these surfaces will prevent coating fatigue due to the high UV we get in Hawaii.

I would also recommend frequent leather treatment as well so as to stave weather & UV fatigue.

In application of the CPAC thin film inhibitors, targeting the areas that are most prone to corrosion, the front end and mechanical assemblies that are struck by a higher degree of issues due to the wind speed and road debris, will experience the first signs of corrosion issues. These areas you may wish to test a heavier film that can be removed after use or riding the bike, as this will insure that minimal issues occur. Bull Frog Lubricant and Rust Blocker may be a choice, but be aware that the color of these heavier films is a caramel color, remain tacky and can attract dirt.

keep in mind that billet will be stained easily just by the ambient humidity in our environment, and the polished look will slowly fatigue. While thin film inhibitors will stave white oxide buildup, graying of these surfaces will occur from exposure unless the billet is protected with a clear coat of some type.

If you do not mind polishing these areas back to their original glory, BOMBS Away will help with this chore - seen here http://www.captainrichardsbest.com/products?page=shop.product_details&category_id=6&flypage=flypage.tpl&product_id=20 as I do the same procedure on my V Rod with the billet found on the front end and controls.

It is a chore, but I have found no other way at this point other than clear coat with CORTEC VpCI 373 and finish coat of CORTEC VpCI 386. We do sell these by the gallon, these can be used but be aware if Gunk gets on these coatings, the coatings will emulsify, revert back to their original milk-white appearance and can be removed with water and scotch bright.

I use the blue scotch bright as this is a fine wool type material and does not scratch the billet as the green or red pads do. if the billet does scratch, this can be cut back with the use of 1000 grit wet sand paper and then polished out with DuPont white polishing compound <http://www.amazon.com/No-07610-White-Polishing-Compound/dp/B000BPTU14> (at that price you should be able to find 2 to 3 cans of compound at any automotive supply store -call first to see before traveling!) diluted with some water and use of a soft cloth, and then finished with Bombs Away and a soft cloth.

The area can then be sprayed with a refreshed coating of 373 and 386 clear which is highly glossy. I've been advised by clients who have purchased and used this on equipment that the 386 when tinted with black is of the highest gloss seen for a water based coating and can compete with the highest quality coatings on the market today of its gloss and finish appearance. The 386 coating is one of the best products CORTEC produces.

Bullfrog rust blocker in 16 oz is the same product, but does not contain a binder, thus remains somewhat waxy in it's appearance, remains soft and pliable and provides up to 2 years of performance with protection. Because this is considered a temporary coating, the firm gloss finish will not occur. The coating over months will dry to the touch, but does not provide a show quality finish. One area to use this product would be the bottom of the floor boards as these are highly conducive to corrosion if left untreated.

I've tried both CarWell and BF Rust Blocker and both provide excellent results.

The battery connections and battery box area would be another area of concern as would be any air lines connections, where metal to metal fittings (be careful on poly tubing as over time CarWell may make the tubing brittle) used for suspension lift/lowering, brake line banjo fittings and as discussed, the rotors and calipers. For brake assemblies, use great care when operating the bikes for the first 30 to 50 miles, the brakes will be mushy, will require a longer distance to haul the bike down but should return to the brakes original performance within a short time.

Please be aware that on the matte or flat finished paint, CarWell as would any other film type inhibitors darken the finish. Over time this would revert back to the original finish where CarWell is use, but I would believe you would not want to see that happen to the finish. With that, care would have to be exercised in process of application.

Focus on the assembled points and other locations as described as this procedure net you the highest % of excellent results. For the billet, fatigue over time will occur, but CarWell will slow this down as the aluminum has to oxidize to have this occur. By isolating the anode/cathode, the corrosion rate is greatly lowered resulting in longer protection of the

surface finish. Again, testing a piece of polished billet (treat, wipe off 24 hours later, spray with sea water and hang outside and check back over a 6 week period to discover results) would be the wisest route to go as real world exposure with a treatment of sea water will show you in a short time what to expect. If you can get a sample of polished aluminum (I use flat bar stock purchased from Home Depot or Ace, polish it up in a 6" area, drill a hole and treat, spray with chloride rich water and hang somewhere outside so sunlight and wind can hit this test bar) this will show you what you can expect from performance of any and all inhibitors. It is no factory BS or salesman talk, it is what it is.

Finally, always inspect what you expect, and with the use of digital imagery, you'll slowly gain the background of how often renewed application of ours or anyone else's product should be used.

As advised I do recommend washing with Salt Away (500 parts water to 1 part Salt Away, and of course I over dose so I see suds in the pail I use with a soft wash mitt) as removing chlorides from the surfaces will aid in good CPAC procedure. Salt Away advise not to rinse the surface, as the material should dry streak free, but hey, I am anal, I don't want left behind soap, so I rinse and then blow away. Rinsing will remove any residual VpCl from the metal that Salt Away is fortified with. With the bikes I own being treated, I am not worried about removing that 30 day or till the first rain or water exposure within the 30 day period flash rust suppression.

Hope the info helps.

Shiny side up!

Rich Moran
Office 808-676-1963
Cell 371-3365
www.corrosioncops.com

----- Original Message -----

From: [Ron Barranco](#)
To: '[Rich Moran](#)'
Cc: '[John Wiermaa](#)' ; '[Linda Moran](#)'
Sent: Tuesday, July 17, 2012 12:59 PM
Subject: RE: Want to buy several products

Rich

Here are my 3 bikes.. Please look closely and advise, Ron B
808-250-6002

http://www.camtechcustom.com/bike/bike_171.html

http://www.camtechcustom.com/bike/bike_251.html

http://www.camtechcustom.com/bike/bike_491.html

From: Rich Moran [mailto:ricmoran@hawaii.rr.com]
Sent: Tuesday, July 17, 2012 11:13 AM
To: ron.barranco@solidconversion.com
Cc: John Wiermaa ; Linda Moran
Subject: Re: Want to buy several products

Hello Ron,

Corrosion COPS is the distributor of CORTEC/Bullfrog corrosion control products in the Hawaii market.

With that, I use the products for my Harley Davidson's to clean and protect the bikes from the vog, acid rain and salt rich atmosphere of Hawaii.

I tried to call your number, but did not get an answer or voice mail.

My cell number is toll free from Maui as we are located on Oahu.

Look forward to hearing from you.

John, thank you for sending the info over.

Best Regards,

Rich Moran
Office 808-676-1963
Cell 371-3365
www.corrosioncops.com

----- Original Message -----

From: jwiermaa@cortecvci.com
To: Rich Moran
Sent: Tuesday, July 17, 2012 10:53 AM
Subject: Fw: Want to buy severl products

Hi Rich,
Lead for you

Thank you !

John Wiermaa
Regional Sales Manager
Cortec Corporation
4119 White Bear Parkway St. Paul, MN 55110651-341-7040 |
651-429-1122 fax |
jwiermaa@cortecvci.com,
Sent from my Verizon Wireless BlackBerry

From: "Ron Barranco" <ron.barranco@solidconversion.com>
Date: Tue, 17 Jul 2012 10:48:24 -0700
To: <jwiermaa@cortecvci.com>
Subject: Want to buy severl products

I live in Hawaii on the Island of Maui. I need to order several different products to protect my Harley Show Bikes. Can I order online? If so please point me in the right direction.

Ron Barranco
808-891-1235