

Quick User Guide for RUST COP (CARWELL CP-90)

Motorcycles, Dirt Bikes & ATVs:

- Rust Cop can be used to treat the complete motorcycle for rust protection, with exception is the seat and handlebar grips.
- Treatment of the handlebar controls will extend life of powder coated handles and switch covers, as well as prevent corrosion build up on electrical connections within the switch covers.
- Treatment with Rust Cop will aid in the lubrication of the clutch and brake lever pivot points as well as their associated cables including the throttle cables.
- Front end assemblies benefit specifically where the triple tree clamps hold the fork tubes. All clamping and fastening points will experience moisture being lifted away and protected from corrosion.
- Brake rotors can be treated with Rust Cop to prevent rust build up on holes and surfaces on the
 edges of the rotors. When brake rotors are treated, allow the Rust Cop to sit on the surfaces
 overnight, wash rotors with soap and water, and for the first tankful, no emergency or panic
 stops should be performed, as the brakes will be slightly spongy. Over time, this feel will
 wear off.
- Spoke wheels benefit from treatment. When treated with Rust Cop, a high degree of migration occurs, tracks in between the spoke and rim to where moisture hides, lifts and eliminates
- moisture from the metals surfaces to prevent rust and corrosion from occurring.
- Engine components that are fastened to the motor will experience no corrosion once treated, as well as exhaust systems and clamp points.
- Battery connections will be protected with Rust Cop treatment.
- Radiators on water cooled motors should be treated to prevent potential corrosion build up of radiators.
- Pivot points for kickstand, rear brake and shift lever will benefit for long term lubricating.
- Chains can be treated for corrosion only, as Rust Cop is not designed as a chain lubricant on high RPM machines.

