

Automobiles

Rustproofing new vehicles—CarWell CP90/Rust Cop

Rust proofing your vehicle is an easy do it yourself project that takes about one to two hours to perform.

1. Buy 2 -3 cans of CarWell Rust COP. (compact to medium car-Larger vehicles may require more)
2. I always recommend personal protection equipment (PPE) when spraying any chemical. See Note at end.
3. Locate a creeper to be able to lay on your back to go under your vehicle.
4. Look closely at how vehicle is assembled in order to do best possible job.



Application procedure

1. Looking at the vehicle from the outside, look closely at how the chrome strips lay where the front and rear windshield glass is located. In these areas, apply a small amount of Rust COP along the area where the rubber gasket meets the painted sheet metal of both the front and rear windshields.
2. Do not wipe away any excess as best results come by allowing the excess to remain in contact with the painted surface for at least 24 hours.
3. At the base of the front windshield note the grill like panel, typically where the windshield wiper drive axles can be seen. Along the back section of this panel, inject Rust COP along any seam that is seen, even if this seam is plastic to plastic as just below the seam, the body panel is resting against a painted metal body panel.
4. At the rear windshield area, if there are any seams that join the sheet metal, apply a small amount of Rust Cop. along the joint seam and do not wipe away any excess.
5. At the front of the vehicle, open the hood and then go back to where the front windshield meets below where the plastic panel stops. This area is where you'll see the windshield wiper blades drive motor axles and the windshield wipers attach to these drive axles. The seam area around this black plastic trim and cover should also be sprayed with Rust COP, where the black plastic meets any sheet metal.

Note: If you own a Ford truck, be sure to lift the black plastic panel up and look between where the plastic panel lays flat against the painted sheet metal. Time and again, we have seen where vibration from driving the vehicle has caused the plastic panel to rub through the coating and through the galvanized sheet metal to bare steel. If you live along a beach environment, such as Hawaii's north shore area, in a matter of a short 2 to 3 years, rust will set into these areas causing the panel to be eaten away which can lead to a host of problems including water entering the vehicle cab, electrical short and if left unattended a short which will completely stop the vehicle from running. Insure that you spray this area and frequently check this area for onset of rust and corrosion as this typically is the first place with Ford trucks where corrosion will start.

6. If you can see to the painted sheet metal inside the grilled plastic panel, be sure to spray any painted metal surface that you can see as this area acts like a rain gutter and allows water to exit the area down through the assembled panels and to the ground. Because water flows through this area, water may enter the seam area of the body panels that lay together and the result if left without spray treatment may be rust and corrosion over the years of ownership of the vehicle.
7. While the hood is open, look at where the fenders are connected to the cab of the vehicle and the metal wall that runs across the width of the car at the cab front. This is called the firewall and will have numerous parts attached to the fire wall, some with electrical connections and some without electrical connections. Where the firewall is located, which is usually painted the same color as the vehicle, has the parts mounted with the use of fasteners, spray the mount area as best as possible.
8. Direct the Rust Cop spray where the part is attached and be sure to spray all parts at either side of the firewall that you see attached. The object of spraying these attached areas is to insure that water is not resting in these areas as these areas can be prone to corrosion if water is trapped at these locations.

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9. Next, look at how the fender is attached to the black paint coated wheel well panel. This is the area where the painted body panel, the fender, meets the black fender well. You will see several fasteners that are attached through the fender and some may have what look like extra washers or shims.
10. Spray this area from the top & side of the fender attachment, insuring that Rust Cop is applied to all fasteners, and to the black fender well. The Rust COP will creep in between the attached sheet metal areas lifting any water away from the panels seam areas of both the fender and fender well.
11. As you work toward the front cross member that supports the radiator assembly, you may find the battery and the cables attached to the battery. Spray the wire cable connections, the tie down bracket where the bolts/screws are located and then look at the bottom of the battery. The battery rests in what is called the battery tray. Spray along the base of the battery, include spraying the battery hold down hardware.
12. The battery area with it's battery tray is the first most important location to be sure treatment is applied correctly. With acid being used in the battery to generate the electrical needs to start and keep the car running, leaked acid will cause wire connection problems as well as eating up any metal parts that come in contact with the battery including the battery tray. There is no need to remove the battery, but be sure to apply enough Rust COP to the battery tray to insure complete treatment. If possible, try to spray the bottom of the battery tray and then any sheet metal that is attached or located in close proximity to the battery.
13. Once the battery area is treated, look at the cross members that supports the radiator assembly. Include the top and side support brackets, where the fasteners are located and spry Rust COP to these areas.
14. You can spray the complete radiator as treating the radiator will help avoid loss of the radiator to corrosion. Be sure to do front and rear of the radiator for best corrosion prevention and control.
15. Look up at the hood, where the front of the hood may be sporting a chrome strip across the front of the hood. If your vehicle does not have this feature, and either with our without, look behind or inside the hood to where the inner hood shell is attached to the outer painted hood. The seam area is where you will be targeting the Rust COP spray. Be sure to spray the complete peripheral area of where the attachment of the outer hood is mated to the inner hood shell.
16. Next, is to spray treat the hood hinges, where mating areas are seen, the bolt down areas as well as the hood springs. Move to the front of the vehicle and look at the hood hold down latch usually mounted on the radiator cross member. Treat all mated parts **BUT DO NOT TREAT THE SURFACE WHERE YOUR HAND RELEASES THE SECONDARY HOOD LATCH!!** The object here is not to get your hands dirty when checking business under the hood!
17. Typically later model vehicles have headlights that are built into the body, but some do not. If your headlights have mechanical assemblies for attachment and adjustment, be sure to spray these areas as well as some may be found under the hood to each side of the front end or some have mountings that are accessible from the front of the vehicle.
18. Open the vehicle doors and look under or at the bottom of the door. The doors are assembled with the outer door seen when the door is closed, and also an interior door which makes the door assembly 2 parts. Look closely at the bottom of the door as typically you will find 2 openings where the outer door is wrapped around the inner door. The 2 openings are about ½ to 1 ½" long and some may have a rubber strip attached at each end of the opening. If the rubber strip is present, carefully push the strip to one side and insert the red spray tube that comes with the Rust COP can into the opening. Inserting the red tube into the rear most opening, spray the Rust COP in a short time interval counting to 3. Point the red tube towards the center of the door, spray the Rust COP towards the center of the door counting to 4. Repeat this process at both openings at the bottom of each door. If you spray too long, Rust COP may drip from the hole. Too much product and the dripping will continue for some time. What you are looking for with these openings is that within a 24 hour period a wet or glossy finish will appear meaning that the right amount was sprayed into the interior door panel area.

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19. Look for and locate any other access holes midway up each end of the door panel assemblies. If there are access holes, spray the Rust COP pointing towards the center of the door with a count to 3.
20. Next spray the door outer and inner mating areas seen inside the interior doors edges insuring not to over spray Rust COP—a little bit of Rust COP goes a long way with this process. Any excess drips, you can use the Scott Rags in a Box to absorb the drips from the ground.
21. Open the trunk if the vehicle being treated has one. If you are working on a pick-up truck, open the tail gate. With either the trunk or the tail gate once opened, find and locate any openings where the interior trunk or tail gate panels mate to the exterior of the trunk or tail gate. Spray the Rust COP into the openings with the red spray tube. Be sure to spray the very back area of the trunk, the part where you rest your hands when closing the trunk and where the trunk exterior sheet metal is wrapped around the inner trunk sheet metal. Direct the spray tube in between the 2 interior and exterior panels, where holes are found in the interior panel which these will allow the Rust COP to be sprayed onto the outer sheet metal panel, but on the inside of the trunk lid.
22. Inside the trunk of the car, at each side there may be a well where the fender goes down towards the bottom of the car. Be sure to point the spray tube to the bottom of this area, depress the spray button and move the can towards the front of the car. If the well continues forward beyond the wheel well, be sure to tilt the can towards the front of the car slowly and continue spraying. The object here is to get as much Rust Cop product forward and to the bottom of the well. Look for any fasteners that may protrude through the trunk deck. A light spray around any fastener protrusion is recommended.
23. At the very back of the trunk, and inside the trunk itself, where you'll find the taillights installed on the body panel that goes from one side of the car to the other, insure all openings and areas where fasteners are seen are sprayed.
24. Now we will start here to do the bottom of the vehicle. Starting with the bumper, any fastener assemblies to the bumper including the trailer hitch ball mounting point should be sprayed. Look to where the bumper mounts are connected to your vehicle and spray the mounting points insuring any through the chassis points are sprayed on both sides. Some chassis/mounting rails will have holes seen from the bottom and you may see the fastener protruding through this mount system. Insure that these areas are sprayed. With most trucks, the rear and front bumpers have mounting bolts and as well, some have a hole in the rear bumper for mounting a trailer hitch. Be sure to spray the area where the ball is fastened to the bumper if a ball is on the vehicle treating both the top and bottom bumper contact area for the ball mount. If there is no ball, be sure to treat the edges of the mounting hole as some bumpers are two part assemblies and it is the area where the assemblies meet, the crevice that runs the diameter of the hitch mount hole is where corrosion will begin, so be sure not to miss this area.
25. At the gas tank mounting straps, note where these are secured to the vehicle and spray all mount points.
26. Note where the shock absorbers are mounted, spray both mount points and inside the upper shock cover.
27. Locate the drive shaft of the vehicle (rear wheel drive) and spray the universal joints.
28. Move to either the right or left side of the bottom of the vehicle as both sides will be handled the same way when spraying the bottom of the vehicle. Start at the very rear of the vehicle. Note where the fender meets the inner sheet metal panel. Be sure to spray any seam that is seen. Look inside the fender well area and look for any seams, mounting devices, crack and crevice area where water may hide and be sure to spray all areas.
29. Move to the front of the rear wheel. Where the vehicle doors open, just below this area where the body panel wraps towards the bottom of the vehicle, this is called the rocker panel area. Go under the vehicle and look towards the inside of the rocker panel, as this area protrudes below the vehicle body bottom pan. The bottom pan is where the seats are mounted, and the floor of your vehicle. Insure that any fasteners that you see that are in contact with the bottom pan of the vehicle is treated. Note that the rocker panel that extends below the bottom pan may have openings at the very bottom. The openings may be round, egg shaped or square. In most cases these may be sealed and in other cases these are open. Insure spraying into any rocker panel opening is performed.

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At the very bottom of the rocker panel and is usually the case, there are openings, as few as 2 or as many as 4 or more depending on the vehicle type, insert the spray tube and spray towards the front and rear. Count to 2 or 3 while depressing the spray can top. You may find that there are small caps over openings that are made of plastic or nylon. These can and should be removed for best spray treatment procedure. These should be carefully removed with a screw driver. Be careful not to push these into the rocker panel. If that happens these are sold at many auto parts stores. After this area is sprayed, reinsert the covers.

30. As you move to the front of the car, insure that the inside wheel well is sprayed, where you see any fastened assemblies, shock absorber mount features as well as control arm mounting points. The control arms are typically round metal bars that are located just behind the front wheel assembly area and that run under the vehicle. The mounting points should be treated with Rust COP.
31. At the very front of the vehicle, treat all fastener assemblies, body mount and mating areas and the bottom of the radiator assembly insuring that you do not spray the fan belt so not to cause slippage.
32. At the bottom center of the vehicle and at the bottom pan, insure all through the pan fastener assemblies are sprayed. Locate the emergency brake cable and spray the exterior housing as the Rust COP works to lubricate the cable and should aid in not having to replace the cable. At the bottom of the vehicle, seam, folds, welds and fastened assemblies are the target for spraying.
33. The final part of this is that the top area of your vehicle gets the harsh exposure to rain and sun. Where ever water can be trapped is the place you want to spray Rust COP. Spot spraying your vehicle annually will insure that you get many rust free years from your vehicle.

To aid in further staving of corrosion, we recommend at least once a month to wash your vehicle with Salt Away and then to wax your vehicle with Bullfrog Fast Wax with rust inhibitors.

The day you pay your vehicle off, is a liberating day for some financial freedom. When that day comes and your vehicle remains rust free from your efforts at preventative maintenance (PM) continue with your PM you will get many, many years of service from your vehicle without the issues and problems of corrosion. Happy Motoring!!

Note: Personal Protection Equipment (PPE) I've found it is best to use Scott Rags in a Box, those tough and soft paper towels for these projects as these are disposable. An old T shirt can be used, but be sure there is nothing snagged into the material that can scratch a painted surface.

Inhalation of the mist in small quantity normally is not harmful but be aware your taking a chance spraying any chemical without personal protection equipment or PPE (i.e. PAM used for spraying frying pans or Rust COP used for rustproofing, a fine oil mist is created.) If exposed to this mist for a long period of time you'll notice a dry throat condition, one than can cause a persistent cough. Drinking water will not eliminate the dry feeling in your throat as usually this condition will pass in 24 hours. Some of us that are more sensitive to chemicals than others and it is never a good thing to expose yourself to any chemical when that chemical is sprayed and your doing so without respirator protection.

I strongly recommend that you locate from either Safety Systems, GasPro or any other outlet that sells personal protection equipment to purchase a disposable blue elastic strap valve in mask respirator. Always ask before purchase "will this respirator prevent inhalation of a petroleum hydrocarbon oil when it is atomized in spray"?

I also recommend wearing gloves, as we use the blue powder free nitrile gloves covered by inexpensive woven cotton gloves. This helps you to be able to hold onto the can when spraying as the Rust COP is an oil, so it can be slippery. But also aids in protecting your hands from striking sharp objects, thus minimizing scrapes and cuts but more so, helps protect your skin from chemical exposure. Again, Rust COP employs CarWell CP-90 as the active corrosion prevention compound or CPC, and CarWell CP-90 has been signed off by the Surgeon General to be free of toxicity.



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