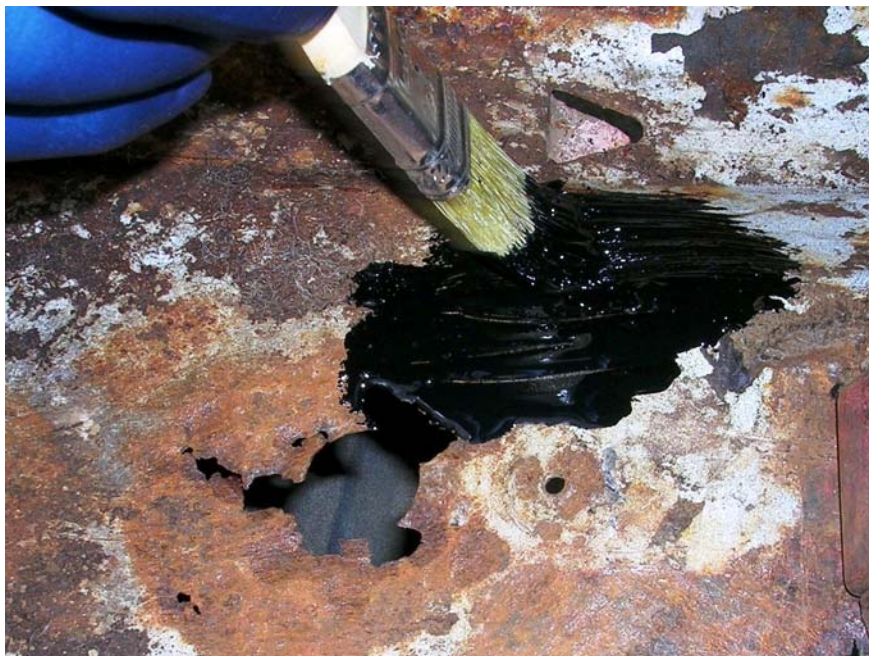


Simple, Durable Rust Treatment and Repair

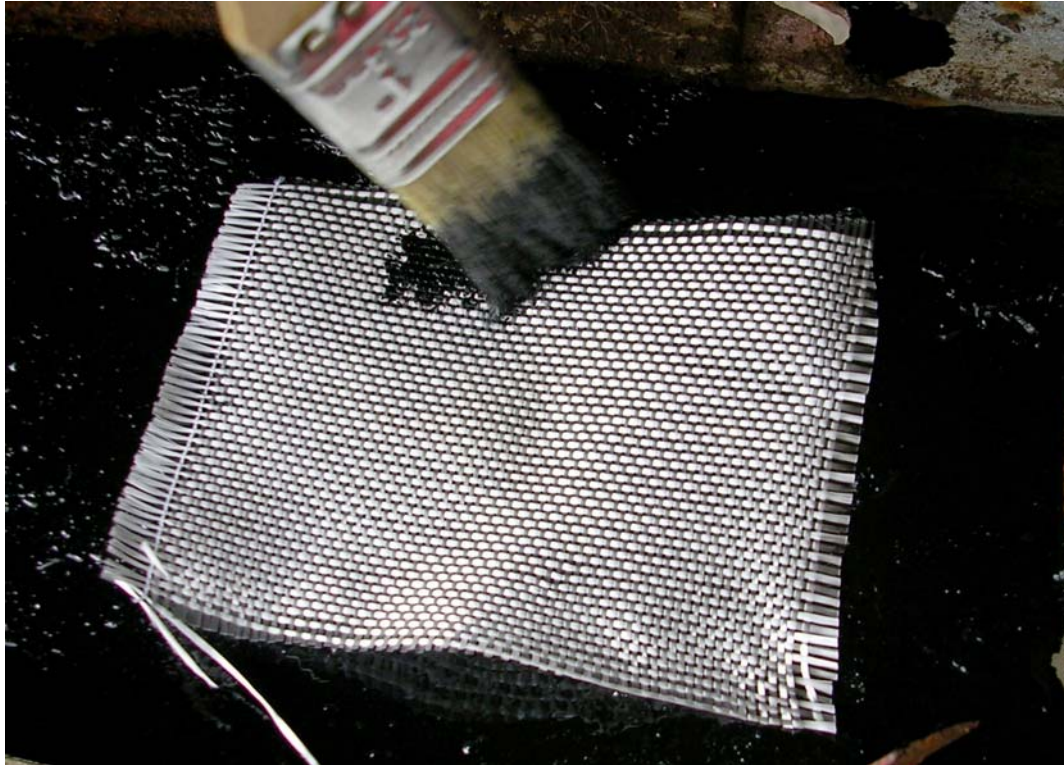
Fiats and Lancias (and most other imported cars from the 70's) suffered from surface rust and body rust. It's likely that our 35 year old cars have at least some under carpets, behind seats and underneath batteries, as a minimum. If allowed to continue, surface rust erodes door sills, rear fender arches and floors including the seat rails. In a unibody car, the ultimate erosion will require metal replacement, often expensive, and out of the reach of the average enthusiast. This article outlines simple procedures to benefit the owner interested in maintaining sheetmetal integrity in non structural areas and preventing further corrosion without resorting to welded metal replacement, riveted sheet metal or difficult repairs in inaccessible areas.

One answer is laminated rust repair using POR-15, a non-porous, extremely durable coating that adheres to rust where other coatings (e.g. fibreglas resin) allow the rusting process to continue. POR-15's viscosity permits you to imbed fibreglas cloth over small holes and rust-pitted areas. At the same time, you can coat larger areas that have slight surface rust with the POR-15, thus giving protection and stability to the panels/parts that you coat. POR-15 is UV sensitive so surface repair exposed to sunlight should be top coated with a primer or other paint.

(Note:) Once POR-15 dries, it is impossible to remove with any solvents. Always wear nitrile or latex gloves, do not get it on your clothing, and spread newspapers under your work area. Once a can of POR-15 has been opened, transfer it to one or two Mason-jars, taking care not to get paint on the rim or lids, and seal the cap with a small sheet of plastic. Do not return to the container any un-used POR-15 that has been in contact with rust. Use of throw-away paint brush facilitates cleanup.



Here is a floor pan section that has a rusted-through area and more surface rust around a carpet retaining stud. We've merely scuffed the area with a wire brush to remove scale and expose a clean surface. It should not be ground shiny with a grinding wheel—wire brush is sufficient. Scraping the adjoining area will also remove any loose sound-deadening material, which also has harbored rust below it. A coat of POR-15 is applied to the rusty area, not only over the holes, but on the scraped and slightly rusted floorpan where there is no original paint.



Let this painted area dry for about 30 minutes until it is slightly tacky to the touch (of a latex glove!). Cut a piece of fiberglass cloth to the size of the repair and dab it into place with the paint brush, taking care to force the cloth into the POR-15. Use the soft, flexible fiberglass fabric sold in small packages at hardware stores, auto supply stores or marine shops. Don't use stiff fiberglass mat



Apply another wet coat of the POR-15, and then place alternating strips or pieces of fiberglass cloth over the paint. These strips can be applied without waiting for the POR-15 to tack. This repair uses three applied layers of cloth to gain the requisite strength. Ensure that enough POR-15 and fiberglass covers the work area so there are no pinholes or light holes. Throw away your paint brush, mixing cup and your gloves and let it dry.



POR-15 rust repair paint is available from www.por15.com in pints and quarts—It is not generally available in auto parts stores. Of the many rust treatment products on the market, POR-15 is unique in its adherence to rusty surfaces and its viscosity which permits using it as a 'glue' for fiberglass cloth over holes and moderate 'swiss cheese' metal repairs. You can be assured that this type of repair will strengthen and maintain slightly rusted surfaces and keep them dry for many years.