Undercoating your vehicle

We have been asked several times, how do we protect the undercarriage of our vehicles? So we decided to put together these instructions, there are several ways to do this so lets go over our two preferred methods, although there are other ways to do this work these are the two we recommend, only do the work in a manner that is safe and will not cause injury by falling, DO NOT use cinder blocks or unsafe unstable platforms to perform the work, ***your*** safety is ***your*** responsibility:

Safety:

- Put your vehicle on a car lift so that you may easily get access to the underside if this is not available to you then…
- Park your vehicle in a flat area to ensure maximum safety prior to lifting the vehicle, use a good floor jack and jack stands or quality car ramps rated for the weight of your vehicle
- Remove the tires and secure the vehicle properly (this option is not available if driving the vehicle onto ramps) as to have a safe working area and your vehicle will not fall, properly securing the vehicle with jack stands.
- Wear safety gear per instructions on the product container and use tools that are in good working condition
- We are working under the assumption that your undercarriage is in good condition without tons of rust, do not treat and re-install faulty equipment, if your frame has excessive rust please make sure that is in good condition and safe prior to treatment, our products will only add a cosmetically good look, remove rust and prevent rust, they will not make any parts work better or restore metal loss from deep rust, our products can only provide protection from rust and provide a beautiful finish coat. **DO NOT APPLY CLEAR COAT TO THE ROTOR SURFACES**.

If you have rust

1- Once you have removed the wheels and tires and have access to the whole undercarriage, remove any big lose rust, you may scrape it with a brush or pressure wash, YOU MUST remove all grease, dirt and grime then apply Action gel to all areas of concern to remove and treat the rust. We normally place a drip pan under the working area to catch any extra Gel that drips in order to re-use it, **if you are de-rusting near the composite plastic (glass reinforced nylon) radiators**, like we have done in lots of rusty engine compartments, **please avoid the area or cover the plastic on the radiator, the gel will not hurt the plastic but the Phosphoric acid in the Action gel will leave a white stain on the black plastic radiators**.

2- Follow the product application instructions of letting it set for 30 minutes, give it a scrub, let it sit a bit longer (another 20 to 40 minutes) then rinse with high pressure water per instructions and make sure all surfaces are dry of water before you continue then move on to step 3

If there is no rust and it's clean

3- Skip steps 1 and 2 then **clean all surfaces with General purpose thinner** (if you have already degreased and pressure washed you are fine**)**, this removes the oils, and impurities from the area to be treated, tape off brake rotors or parts you don't want to treat and make sure not to get any paint on the brake rotor or exposed shock shaft. You cannot apply ***Action RUSTPROOF*** clear to any braking surface, this will cause damage to your pads and

brake failure **DO NOT APPLY COATINGS TO BRAKING SURFACE,** avoid getting the product on Headers and exhaust manifolds, it will burn off but it will leave residue and create a bad smell and smoke until it burns off.

4- Apply Action Rustproof clear with an HVLP gun or in aerosol, we recommend using the HVLP application for the frame and undercarriage, then the aerosol for a more detailed finish on engines, bumpers, running boards and plastics. A guide for required quantities is at the end of these instructions. You may use aerosol for the entire application but you will have to purchase a larger amount of aerosol cans.
5- Follow the product instructions on the container and apply ***Action RUSTPROOF*** clear to any parts like the A arms, frame and other areas where rust is a concern, once the product has dried, remove all your tape clean up and give the clear coat a good 30 minutes to an hour to dry before you re-assemble your vehicle. Then drive normally, remember you want to achieve a 4 to 6 mils (55 to 75 microns) coat for maximum rust protection on the undercarriage
6- If you feel like doing the best possible job and you are mechanically confident to do so you can do your calipers too so add steps 6 and 7
7- Remove the rotors and make a solution of ***Action Rust Bucket*** and allow the rotors to be completely submerged for 24 hours or at minimum overnight, remove them from the solution and rinse with water, you will be pleasantly surprised with the results, if you find that your rotors are grooved or damaged, resurface or replace as needed.
8- We have applied ***Action RUSTPROOF*** clear to the center of our rotors but always protect the brake contact area from any overspray, **NEVER APPLY ANY COATINGS TO THE BRAKING SURFACE**

Vehicle properly mounted on Jack stands designed for the appropriate weight of the vehicle, we did these calipers and undercarriage without rotor removal since the rotors only had about 4000 miles on them and did not need replacement.

We cleaned the calipers and rusty spots on the frame with Action rust removal Gel and completely degreased and pressure washed the undercarriage

Taped off the rotor surface and applied ceramic rotor paint with a brush per the manufacturer's instructions and allowed it to dry.

We then applied 2 coats of **Action RUSTPROOF** clear and removed all the paper and tape, notice that the caliper is only half red? That's because we only wanted to paint the outer surface, the inner side of the caliper is simply how the stock black paint on the caliper looks once our clear coat had been applied.

(before) After giving the truck a good pressure wash and degrease, we could not help ourselves so we applied two coats of **Action RUSTPROOF** clear to the undercarriage of the truck using an HVLP gun, we set our HVLP gun to the maximum opening setting with

a 2.0 tip, make sure to test yours out and ensure you will get the desired finish, NOTE: some HVLP paint guns have an inline paint filter in the pot, REMOVE this filter because IT WILL CLOG.

(After) No paint has been applied, this is the result of **Action RUSTPROOF** clear only, applied directly to the existing factory black painted parts.

Bumper plastic before treatment

Bumper plastic clear coated with ***Rustproof*** clear

Tailgate Handle before

Tailgate handle clear coated with ***Rustproof*** clear

Bumper end Before

Bumper end Clear coated with ***Rustproof*** clear

Rustproof clear can be applied to the engine compartment giving you that just detailed look all the time, here are some different engines we have done, this shine will remain for 6 to 12 months with no oily residue form conventional engine shine products that just make a mess and wear off. Add to that the rust protection and you have a winning combination.

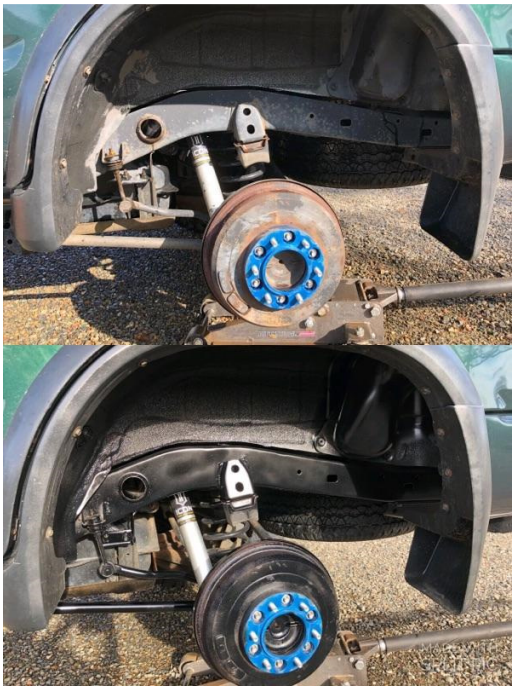
Rustproof Treated 2000 GMC with over 300,000 miles

Engine and valance shined and restored with ***Rustproof*** clear

1999 Toyota 4 Runner with 426,000 miles, Engine shinned up and paint restored and treated with ***Rustproof*** clear

2002 Corvette, only the covers were done at first

Entire engine shined up with ***Rustproof*** clear



Toyota 4runner rear suspension treated with Aerosol

Toyota 4runner front suspension treated with Aerosol

Quantity guide: This guide is just a curtesy and not meant to be the exact measure for your needs just an approximation, application styles, equipment and desired finish will all affect how much product you use.

Using an HVLP gun with a 2.0 nozzle 1 quart of liquid will cover approximately 215 square feet (20 square meters) of area with a single coat, we recommend using a combination of liquid and aerosol for total vehicle protection and cover all the plastics and undercarriage.

Vehicle size	**Liquid on Chassis and Aerosol for plastics**	Aerosol only
Sub-compact	1 + 1	3
Compact	1-2 + 1	4
Mid-size	2 + 1	5
Full size and Small trucks	2-3 + 2	6-7
Mid-size **SUV's**	2-3 + 2	8
Full size trucks up to ½ ton	3-4 + 2	10
Large (F350) ¾ and 1 ton	5 + 3	12

When applying Gel to de-rust a vehicle the average is 1 to 2 bottles of gel, please ensure not to get the gel on the composite plastic (glass reinforced nylon) radiators, please avoid the area or cover the plastic on the radiator, the gel will not hurt the plastic but the Phosphoric acid in the gel will leave a white stain on the black plastic radiators.

It is the factory's finding that by applying Rustproof clear to your frame, undercarriage and floor the desired thickness needs to be between 4 and 6 mils (55 to 75 microns) to give you maximum corrosion protection this is best achieved with the HVLP gun and liquid, however we know not everyone has access to a lift and all the required equipment, so the aerosol is a good way for the DIY customer to achieve similar results, we also find that the aerosol leaves a smother finish due to the special nozzle where the HVLP gun, on occasion will leave a small bit of orange peel when applied too thick. If you are clear coating an off-road truck frame, the HVLP spray will work fine, if you want a show car finish on the under side of your vehicle and are not familiar with the HVLP application please use the aerosol, you will be pleasantly surprised. (most exotic cars, Corvette's, Shelby's, Porsche's fall in the mid-size to full size range)

When applying Rustproof to the plastics, engine, bumpers, exhaust tips, running boards etc., we strongly advice the use of the aerosol, the specially designed nozzle will leave a smooth finish, apply 2 coats following the instructions, these coats do not need to be as thick as the undercarriage, specially if your plastics have a texture like Jeep fenders.

Although this is a specialty coating you need to prep like any other paint, properly tape off for overspray, properly clean and prep surfaces, wear protective gear and properly clean your equipment after use.

YOUR SAFETY IS YOUR RESPONSIBILITY, WE ARE NOT LIABLE FOR MIS-USE OR UNSAFE PRACTICES UNDERTAKEN BY END USERS, FOLLOW ALL APPLICATION INSTRUCTIONS AND SAFETY RECOMMENDATIONS.