

De-Rusting A Motorcycle Tank With Evapo-Rust

by BassCliff

After my crash I had to replace the mangled tank on my 1980 Suzuki GS850G. Here's what it looked like.

So I found a tank on ebay that looked almost new. I was jazzed. It was the 1981 color but would fit my bike.



I had the tank repainted along with the rest of the body parts. As I was reassembling my bike I took a shot of a "mock up" with the new parts.

It looks pretty good, don't you think? I thought so too, until I took a look inside the tank...



This is what I found when I took a look inside.

Ewww! Yucky! I've seen worse but I didn't want to use the tank without cleaning it up. But how to clean it up without damaging the new paint?



One of my friends from the GS Resources Forums, Mr. Nessism, had mentioned using [Evapo-Rust](#) for his projects. This product is non-toxic and environmentally safe. I was hoping it wouldn't harm my paint. It didn't.



I would recommend buying a gallon or two directly from the manufacturer's website unless you can find it in bulk locally. I purchased four quart bottles at about \$8 each. It's much cheaper by the gallon from the website.

We must remove the hardware from the tank, the petcock and the fuel gauge sending unit. You may want to order ahead and get new gaskets for both. There's just two bolts for the petcock and four screws for the fuel gauge overflow.



Once you remove the fuel gauge send unit overflow plate you will see the the send unit connectors.



Remove the five bolts holding the send unit. I reused my gaskets and petcock O-ring but next time I am definitely getting new ones.

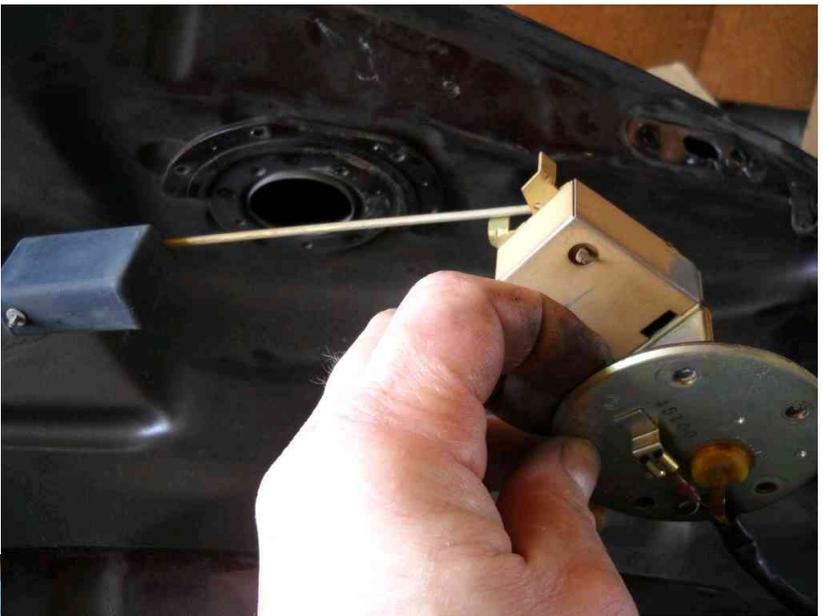


The send unit is not hard to get out, but it is "fiddly". You'll have to wiggle it about, to and fro, back and forth, spin and twist.

Here is the send unit containing the pickup coil and pickup arm. If you are reusing the gasket, be very careful not to damage it as you are removing the send unit and float arm.



This is the entire unit. Set it aside with your petcock and let's figure out how to plug all those holes in the tank.

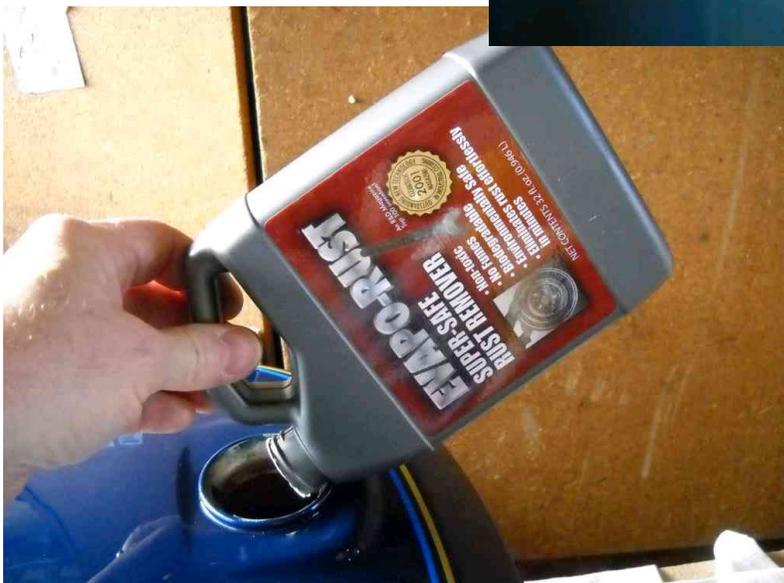
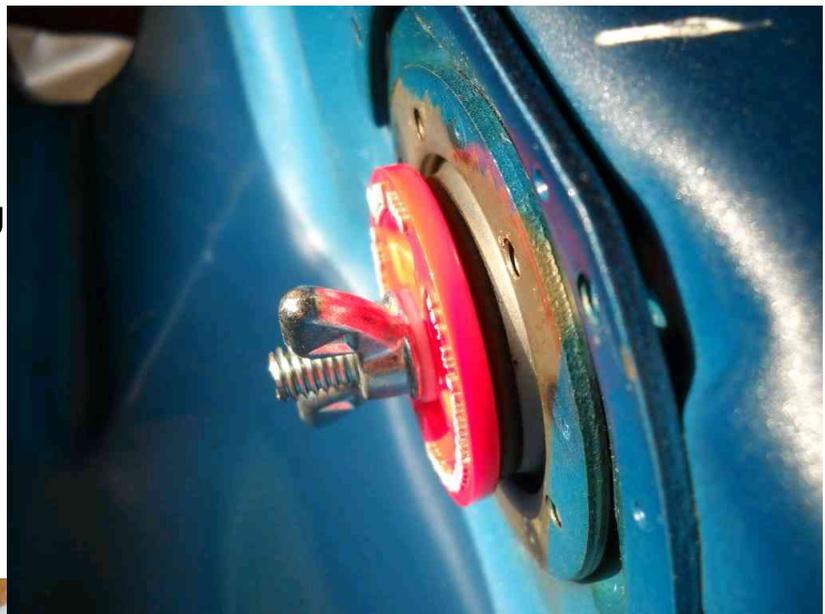


I used a regular rubber stopper for the petcock hole and put the bolts back in the bolt holes. I couldn't find rubber stoppers big enough for the other holes. But here's what I did find...

I found these pipe plugs at the local big box hardware store. They are nylon and rubber and expand when you tighten them. I used a 2 inch unit for the gas fill hole and a 1 ½ inch unit for the send unit hole.



The plug for the send unit hole went right in and fit nicely. Tightening the wing nut squeezed the rubber ring and made a good seal around the hole.



Next I poured in a gallon of Evapo-Rust. You can either fill the tank with Evapo-Rust or just use a gallon or two, turning the tank periodically for coverage.

In order to remove any crusty stuff on the inside, I also added a couple of handfuls of 1 inch roofing nails. You can also use bolts, nuts, ball bearings, whatever you have available. Just make sure you can get them all out fairly easily.



Then I found I had a little dilemma. The 2 inch pipe plug would not fit into the fill hole. So I disassembled it, put the bottom of the plug in, then the rubber ring, then the top nylon piece, and finally the wing nut. If you use this device be very careful NOT to drop it into the tank. That would be very inconvenient.



I used a flat screwdriver to hold the bolt while I spun on the wing nut.



Here we are, with our Evapo-Rust and nails inside the sealed tank.



Now I get to shake, turn, and shake some more every couple of hours. I let the Evapo-Rust stay in the tank for a little over 24 hours, turning every hour or two except when I was sleeping.



Below is a shot of the finished product. I think Evapo-Rust did a great job.

The plugs did leak a little so take care to catch the leaks so you can put the solution back in the tank or at least not make too big of a mess.



Now that your tank is clean you may wish to seal the inside with POR-15, KREEM, or other tank sealer. The rust wasn't that bad in my case and since I ride all year long and keep fresh gas in it all the time, I decided not to coat the inside. It has been more than a month now since I de-rusted my tank and there is no sign of rust.

And since I have room on this page, this is what my GS850GT looks like since restoring it after my crash.



I am very impressed with the way Evapo-Rust worked. Plus it is non-toxic and environmentally safe. If you have a classic Suzuki GS motorcycle, please join us in the forums at <http://www.thegsresources.com/>.

Thank you for your indulgence,

BassCliff