

Hot Auto Restoration Product

6 Time WINNER of #1 Reader Service Card Responses in 2002 from 2 major industry trade magazines in both farming and trucking reaching totals of over 1.8 million qualified buyers

THE CHOICE OF PROFESSIONALS

Paint Directly Over Rust!

CHASSIS SAVER™

Rust Preventive Truck & Auto Underbody Coating

STOPS RUST PERMANENTLY!

No Primers or Top Coats Required!



All colors now available in 5 package sizes

As Seen In: Rods & Performance
Mustang Monthly, Classic Trucks
Car Collector, Mopar Muscle Monsters
Military Vehicles, Fleet Maintenance
Chevy High Performance, HOT ROD
Bodyshop Business, Street Rodder
American Towman, School Bus Fleet
Boating World, Mustang & Ford
Modern Bulk Transporter, RV News
Dune Buggies & Hot VW's, Motor Age
+ Two Hundred Other Magazines!

Advantages:

- Single component high build urethane
- No hardeners or catalysts required
- Requires minimal surface preparation
- Apply directly over tightly adhered rust or sandblasted metal surfaces
- Penetrates rust and bonds to surface
- No primers or topcoats required
- Isolates metal from oxygen and moisture
- Will not crack, chip, flake or peel
- Unaffected by road salt, acids, gasoline, diesel fuel, corrosives or chemicals
- Field tested & proven over 10 years on heavy trucks and commercial vehicles

CHASSIS SAVER™ is a high solids, VOC compliant, single component chassis paint and underbody coating specially formulated to permanently stop automotive and truck corrosion without the use of primers or topcoats. Chassis Saver's unique "RUST STOPPING" properties permit its application directly over tightly adhered rust after only marginal surface preparation using a wire brush and/or hand scraper to remove loose scale and rust particulate. Optimum results can be achieved by sandblasting a medium blast profile to surfaces. Chassis Saver bonds to blasted and rusty metal to form a rock hard yet flexible, glaze-like, non-porous finish that won't crack, chip, flake or peel. It works by isolating metal from oxygen and moisture, and without these factors present... RUST STOPS – Dead in its tracks! Chassis Saver cures by reacting with atmospheric moisture and its cured film resembles that of a catalyzed finish yet no hardeners or activators are used. Chassis Saver is completely unaffected by road salt, gasoline, diesel fuel, oils, battery acids, hydraulic fluids, solvents, chemicals, or corrosives.

Automotive • Fleet • Industrial • Marine

Suggested Uses: Vintage truck and auto underbody (chassis, frames, floorboards, under fenders, engine compartments, trunk areas, fire walls, rocker panels, behind bumpers, etc.), commercial fleet and public works vehicles, ships, barges and commercial fishing vessels, bridges, offshore platforms, oil field equipment, refineries and pipelines, water treatment and food processing plants, oil and gas processing equipment, mining and smelting facilities, heavy equipment, liquid waste handling equipment, salt spreaders, plow trucks, off-road equipment, concrete trucks, boat trailers, antique tractors and other farm machinery, buses, military vehicles, landscaping trucks, dumpsters, roll offs, fork lifts, dump truck bodies, tanks, piping, structural steel, iron works, fence posts, chain link, steel truck rims, metal buildings and roofing and even concrete floors.

Choose from 4 Available Finishes



Paint Directly Over Rust!
No Primers Needed

What's correct for your application?

UCP99 Gloss Black – As a primer or finish coat, Chassis Saver has become the industry standard for high performance protection on all underbody surfaces including frames, floor boards, engine compartments, trunk areas and under fenders. The #1 choice for fleet maintenance at hundreds of public works facilities, DOT shops, truck maintenance and fleet refinishing shops nationwide. Extensively used on snow and ice removal equipment saving thousands of dollars in costly repairs.

UCP970 Antique-Satin Black – For factory original restorations on all underbody and engine compartment surfaces. Cures to a silky smooth sheen. Use silver-aluminum as a base coat/primer.

UCP934 Silver-Aluminum – As a pre-primer under gloss or antique-satin black. Heavily filled with over two pounds per gallon of flake aluminum to help smooth and fill pits and deeper rust damage. Incredibly dense yet extremely flexible. Commonly used for marine barge and oil field maintenance. Great for metal roofs, steel truck rims and to rejuvenate tired, rusting chain link fence.

Clear – Used as a pre-primer on smoother tightly rusted surfaces. Penetrates rust and displaces oxygen to stop further rusting. Topcoat with Chassis Saver gloss or antique-satin black, aluminum or any industrial or automotive finish. Makes an unbelievable concrete sealer!

Application Note: Chassis Saver is not intended as a "cosmetic" coating for finishing applications. It has a sensitivity to UV (sunlight) and its initial appearance will change over time. Its "RUST STOPPING" properties and corrosion resistance will never degrade but its color will shift from black to charcoal gray. Silver-aluminum remains very close to it's original appearance. If aesthetics are important, Chassis Saver can and should be top coated with a quality industrial or automotive finish. Any opaque finish is effective. Clear coating is not recommended as protection. All MAGNET topcoats are suitable. Call customer service or ask your local PBE jobber for more information.

Established 1915 - We manufacture what we sell and provide the best technical support in the business. Call Monday thru Friday, 8:30 AM to 4:00 PM for assistance with your application — 1.800.922.9981 or Email: info@magnetpaints.com



CHASSIS SAVER™ has proven itself over 10 years under the harshest conditions – More than 350 townships, public works departments and local DOT fleet maintenance facilities use CHASSIS SAVER™ for protection of snow and ice removal equipment, highway, off road and general vehicle maintenance.



THE CHOICE OF 10-11-YEARSELTERS

Here's how it's done...

This Ford 9-Inch rearend gets a new suit of armor

Use CHASSIS SAVER now and you'll never have to deal with RUST again!

Easy surface preparation and application – No special tools or equipment required – Product label contains complete information and detailed instructions.



1 Remove grease, oils and surface contaminants using a good commercial water-base degreaser. Flush all surfaces well with clean water. Allow to dry thoroughly then scrape and wire brush any loose scale or powdery rust material.



2 To your cleaned rusty surface, brush or spray CHASSIS SAVER™ in 2 or 3 thin, even coats and you're done! Silver was used here followed by two coats of gloss black. Top coat if desired with a high quality industrial or automotive finish.



3 By allowing 3 to 6 hours between coats, layers fuse together forming a single, rock hard barrier against oxygen and moisture permeation. CHASSIS SAVER resists road salts, gasoline, diesel, brake fluid, acid, solvents and chemicals.

The surface cleaning process is by far the most important step. If a heavy buildup of grease is present, you may need to scrape or wire brush prior to degreasing. Once all contaminants are removed and surfaces have dried, use a clean scraper and wire brush to remove any remaining loose rust. Be sure to allow all surfaces to dry thoroughly before beginning the painting process. The presence of moisture on the metal will ruin your finish. Remember to apply CHASSIS SAVER™ in thin, even coats. The concept of more is better DOES NOT apply here – Thin coats are a must! Note: Sandblasting is optional and is not required for CHASSIS SAVER to effectively stop rust. If blasting is to be done, be sure to leave a medium blast profile as required for optimum adhesion. Apply coatings as soon as possible after blasting.

An Explanation Of Rust & The Methods Used For Prevention

Many materials react with oxygen to form chemical compounds that are a combination of that material and oxygen. Rust is a chemical compound formed by the combination of iron and oxygen. When iron combines with oxygen, it forms iron oxide or rust. When steel starts to rust, it will of ten puff up like a reddish brown crust and even flake because iron oxide is a larger molecule than iron and the larger molecule requires more physical space than the original iron. The puffing causes cracks and voids, which exposes more bare metal to the environment. With more exposed metal, the rusting of iron will progress more rapidly and is only limited by destruction of all solid iron present. Some things cause steel or iron to rust faster than others. Water will cause iron and steel to rust. Dissimilar metals rust faster than single metals because of electrochemical reactions which is why steel rusts faster than iron, and joints between dissimilar metals rust very quickly. Salt water will cause rust faster than plain water because salt water is a better electrical conductor. Like most chemical reactions, heat also speeds rust.

Other metals oxidize, but the oxides of some other metals are no larger than the metal themselves, so they don't puff up or flake. For example, aluminum doesn't puff up when it oxidizes. This helps make aluminum oxide a good protective coating, rather than the start of rapid degeneration.

Three methods may be used to prevent the rusting of iron: (1) alloying the iron (compounding with other metals) so that it will be chemically resistant to corrosion; (2) coating it with a material that will react with the corroding substances more readily than the iron does and thus, while being consumed, protect the iron; and (3) covering it with an impermeable surface coating so that air and water cannot reach it.

The alloying method is the most satisfactory but the most expensive. A good example is stainless steel, in which chromium or chromium and nickel are alloyed with the iron; this alloy is not only absolutely rustproof but will even resist the action of such corrosive chemicals as hot, concentrated nitric acid.

The second method, protection with an active metal, is also

satisfactory, but expensive. The most common example of this method is galvanizing, in which iron is covered with zinc. In the presence of corrosive solutions, an electric potential is set up between the iron and the zinc, causing the zinc to dissolve but protecting the iron as long as any zinc remains.

The third method, protection by coating the surface with an impermeable layer, is the least expensive and therefore the most common. It is satisfactory as long as no crack appears in the coating. Once the coating cracks, however, rusting proceeds at least as fast as it would have with no protection. The most satisfactory coatings are powder coatings and baked enamels; the least expensive are paints such as red lead.

Is Rust Alive?

Many people say that rust lives and that you have to kill it to stop metal from continuing to rust. The truth is that if you cut off the supply of oxygen and moisture to rust it's like pulling the plug on a lamp and it stops. CHASSIS SAVER™ penetrates rust, encapsulates it and prevents further exposure to oxygen and water thus halting the rusting process permanently.

Our famous demo panel shows the incredible combination of flexibility and hardness in CHASSIS SAVER™. With properties similar to a baked on enamel or a powder coating, CHASSIS SAVER™ will resist cracking and chipping like no other single component or air dry coating. On the underside of a vehicle, a metal farm house roof or an off-shore oil platform, this careful balance of physical properties is crucial to stopping the passage of water and oxygen.



The final results will amaze you!



A very happy customer sent in these photos. A backyard sandblasting and a \$49 spray gun yields fantastic results.

CHASSIS SAVER™ Technical Information

Color Gloss black, antique-satin black, silver-aluminum, clear
Vehicle Type Moisture cure urethane
Solvent Type Aromatic naphtha, PM acetate
Pigment Type Varies by color: Carbon black, aluminum, zinc compounds
Viscosity 75 - 85 KU (750 to 1000 Centipoise)
VOC Maximum 2.09 LPG / 250 GPL
Flash Point 108°F (42°C) T.C.C. (Ships UPS Ground NON-Hazmat)
Weight Solids 77%
Volume Solids 71%
Application Brush or any type of conventional or HVLP spray equipment
Coverage 350 to 400 sq ft/gallon, 88 to 100 sq ft/qt, 22 sq ft/½ pint

Rec. Dry Film 4 to 6 mils (Two coats of Chassis Saver brushed or sprayed)
Dry Time @75°F Air dry to touch: 2 to 3 hours – Tack free: 3 to 5 hours – Mar free: 6 to 8 hours – Full cure: 48 to 72 hours
Recoat Time 3 hrs minimum / 24 hrs maximum. For films cured over 24 hours, scuff sanding is required using 400 grit sandpaper to dull gloss.
Reduction *Spray:* Depending on spray equipment, thin 10 to 15% using MAGNET S8 Multi-Temp Reducer — *Brush:* If brush drag is present, thin 5% with MAGNET S8 Multi-Temp Reducer
Pot Life Once opened, material will react with atmospheric moisture
Shelf Life Minimum 24 months in unopened containers
Packaging ½ Pint (8 oz), 1 quart, 1 gallon, 5 gallon, 55 gallon drum

For complete and detailed preparation and application instructions, please refer to Product Technical Bulletin UCP99-1002 available online - You'll also find a comprehensive Frequently Asked Questions section at www.magnetpaints.com

Toll Free Hotline 1.800.922.9981