



ACF-50 Motorcycle Hints & Tips

What is it? ACF-50 (*Anti-Corrosion Formula*) is an aerospace product that is now available to motorcyclists. Its aviation approval is MIL-SPEC 81309 Type II and III, which means it is approved for ferrous and non-ferrous metals, electrical systems and electronic components.

It is a **VERY** sophisticated type of 'thin film' water displacement product designed as a corrosion prevention and inhibiting compound for the harsh environmental conditions associated with aircraft operation with the added advantage that it will stop existing corrosion and is slow to deteriorate (it has a 12 to 18 month active life). It is also a very efficient penetrant without loosening structural attachments (a bit disastrous on an aircraft or motorcycle) and an excellent lubricant without having any high-pressure (HP) lubricants, wax, silicon or Teflon additives (which actually seal in moisture thereby aggravating and perpetuating the corrosion process). It is 'pro-active', neither passive nor waxy, is compatible with plastics and paint and is **EXTREMELY ECONOMICAL IN USE - AND CONTAINS NO WATER.**

Its uses on motorcycles are very similar to those on aircraft. Sprayed into the structure, joints and welds i.e. under the tank and seat, frame and steering head area (where the corrosion works away un-noticed), under panels and on hidden parts of the engine, radiators, engine cases, forks, callipers, wheels, anywhere on the bike really because it will work hard to prevent corrosion and structural degeneration. Where corrosion is already evident it will help inhibit further progress by insulating and electrically 'switching off' the corrosion cell. It will also penetrate around bolts, screws and hardware protecting them and preventing seizure.

Exposed engine and gearbox cases, swinging arms, forks and other exposed parts will benefit from ACF-50's thin film technology by not corroding, will stay looking good and will clean up easily after a salt laden ride. It is also excellent on black plastic trim without leaving the residue of silicon.

It will protect electrical joints, plugs and components and prevent corrosion causing high resistance joints. This goes for PCB's and electronics as well, such as computerised ignition and fuel control units and their multi pin plugs, while switches, controls and levers will all be lubricated as well as protected from corrosion. Multi pin plugs and connectors benefit from having ACF-50 applied directly to the contacts.

What will it actually do? It will, with regular applications; make maintenance easier and save you money, make the bike easier to clean, look better, help prevent surface/structural/electrical corrosion related failure thereby increasing reliability and it will increase the bike's value. That's what it will actually do!

How to use it! Being designed for aircraft it has a non-flammable propellant so when cold it sprays like shaving foam. Keep the tin warm and shake it really well before use to activate the propellant. Give the area the lightest coating/spray you can, enough so that when it creeps it will cover all. It really does creep, so caution with callipers or it will creep on to the pads. Also use a rag and spread it over the areas sprayed. The rag gets impregnated and then spreads it further. Under the tank and hidden areas it will last up to a year, (at least a year in plugs and switches). Exposed areas such as forks, the front of the engine, wheels and callipers; I just re-treat as necessary. You can tell if it is still active because any water will 'bead' on contact. ACF-50 over spray will not harm any rubber components but saturation of "natural rubber" in door gaskets and window seals or harness gaiters of old cars or motorcycles (40+ years) should be avoided, as this may cause the rubber to elongate or swell.

A Brief Guide to WHY USE CORROSION BLOCK GREASE?

Corrosion Block Grease has the same corrosion protection properties as ACF-50 but in grease form. Can be used as an assembly grease (for example did you know that the copper in copper grease corrodes alloy?) so use this for such things as engine/transmission cases, calliper bolts, wheel bearings, wheel axle bolts (which always seem to corrode), battery terminals, side and centre stands, foot pegs, brake and clutch lever pivots, etc. etc.

Its uses are as unending as ACF-50!