Save Yourself Car Payments - Undercoat Your Own Car by Hiteshbhoi

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Undercoating stops and prevents rust and keeps your car looking great. Itâ€™s recommended for those planning on keeping their vehicle more than a couple of years It is a thrifty job in two ways.

You save the cost of having it done, and leave the body from rusting away.

Undercoating is an extra dollar that an auto dealership often tries to load onto you when you buy a new car. But you need not dig into your pocket for this extra. You can do the job yourself at a total cost that is a portion of what an auto repair shop will charge you.

Undercoating has two advantages. First and foremost, it will protect a card by preventing the rust that eats through a fender and through a car body. Secondly, sprayed or brushed into metal to metal cracks and crevices the black asphalt material will forestall many a squeak and rattle.

Most people think of undercoating in connection with strictly a new car. However it is usually a job that pays dividends on a vehicle of any age. In fact it offers a means of curbing automobile metal rust that may have gained considerable headway on any used car or vehicle.

If you decide to undercoat your car, do so before washing and polishing since some spillage may occur.

First: Remove the Rust. Whether the car is new or old, all rust must be removed and the metal cleaned off before the undercoating goes in. Rust left under the coating would go right ahead with its damaging work. Work on the metal until it shines.

Cleaning comes first. Getting the grime off can be the most difficult part of the procedure.

Steam cleaning is probably the best way to prepare the car. If you can have this done. It will save you much effort and heartache. If not TSP (Tri Sodium Phosphate) can be used to loosen up the grease. A wire brush can be utilized. TSP is an inexpensive crystalline salt available at most hardware stores such as Home Depot or Rona. Mix the TSP degreaser with hot water and daub it on grease areas with a sponge or cloth.

In doing this job it is important to know what to coat and what not to coat. Keep the material off moving parts, oil pan, brake lines, muffler, tail pipe, drive shaft etc etc. Apply it liberally, however under the fender and sills of the frame and under the floor. Under the fenders work it right out to the edge.

To get under the fenders you will have to remove the wheels. Unless the support is very stable, remove only one wheel at a time. It never hurts to play it safe.

Some undercoaters are inflammable, while wet. So work with good ventilation - and avoid smoking and open flames of course.

Remember an ounce of prevention is worth a pound of cure, or many tons of salt in this case.

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