

SPRAY CAN WATERPROOFER- AND IT REALLY WORKS

Magic Potion that Really Works

by Mike Capalite

At the recent Motorcycle Trade and Accessory Show at the Long Beach Arena in Long Beach, California, I came upon a very interesting product. While walking through the many rows of motorcycle goodies, my attention was drawn to an exhibit of the AUSTIN & GRAYDON Company of South Gate, California. They are the local distributors of LPS (derived from a description of their product, Lubricates, Penetrates, Stops rust).

They had an electric relay box uncovered and plugged into a 110 outlet; from this it went to a bulb socket and each time the relay would trip and reset, the bulb would flash on and off. The only different thing about this was that it was submerged in an aquarium of water. Being a natural sceptic, I figured there was some kind of gimmick, but I didn't know what it was. So, I inquired further. He then proceeded to take an electric drill and spray it thoroughly with LPS, sink it beneath the water in another aquarium and turn it on and it ran just fine. Next he took an open light socket plugged into a wall outlet and sprayed it with LPS, submerged it (holding it beneath the water with his hands, I figured he was some kind of nut), and then proceeded to screw a light bulb into the socket. When the bulb was bottomed, it lit. He then unscrewed it under water and brought them both out separately.

Of course, the first thing that flashed through my mind was how to adapt this for waterproofing ignition systems on motorcycles. By questioning him further, he explained just how his product was able to perform these feats. When I told him that I was interested in waterproofing ignition systems such as motorcycle magnetos, he explained that they have three different types of LPS, numbered 1, 2 & 3, and that No. 1 would be the best. Number 1 is a di-electric, however, contacts cleaned with LPS No. 1 leaves a soft, dry film on the contacts but will not impede transmission of signals, even of micro-wave strength. When the contacts engage,

the film separates, allowing 100% conductivity. When the contacts separate, the polar molecular action of the film recovers the surface of the contacts.

While this sounded impressive and I wasn't about to show my ignorance by saying, Huh? I was still a little sceptical, so I flat asked him, "If I were to spray the internal components of a flywheel magneto with this stuff, could I direct a stream of water at it while it was running and would it keep on running?" Much to my surprise, he answered yes. My retort was, "I don't believe it." He offered me a sample (I never turn down anything that's free) if I would try it. He did make one stipulation: he said that I would have better results if I would spray it on and let it set overnight to dry thoroughly. I learned one thing about modern science: "Don't knock it till you try it." The subject for my experiment was a 175cc Yamaha CT-1 Enduro model, and the accompanying photos tell the story of what happened.

PHOTO #1

This is the can of the magic potion that is going to do all sorts of fantastic things. It comes with the long tube for reaching into the hard-to-get-at areas. I wanted to give it every opportunity to do its thing, so I decided to strip out the electrics to give them a good dousing.

PHOTO #2

Remove the shift lever and take out the four screws (arrows) holding the side cover. The other two screws merely hold the inspection cover and may be left in place when the side cover is removed.

PHOTO #3

Remove the 19mm flywheel nut, lock washer and plain washer and install the special flywheel puller as shown. Do not attempt to remove the flywheel without this special tool or you will damage the flywheel.

PHOTO #4

Clean the contact area of all grease and dirt; make sure the contact points are in good shape; if not, replace them. Next, remove the two screws

(arrows), securing the backing plate to the engine and pull it away so you will be able to get at both sides.

PHOTO #5

With the plate away from the engine you can thoroughly spray the electrics. Saturate them well with the spray and open the points and spray them with a generous coating.

PHOTO #6

As it is also a rust preventive, clean the inside of the flywheel and coat it also. Now it must be set aside to dry overnight—the distributor said this is not really necessary, but it is recommended.

PHOTO #7

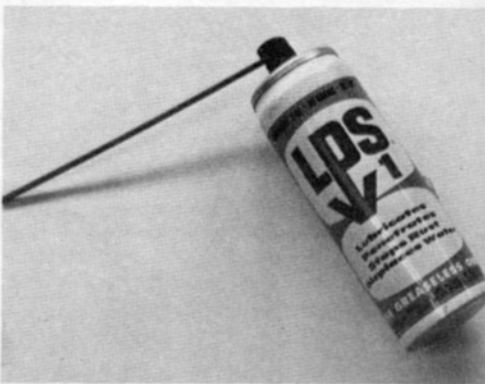
After allowing it to dry overnight, replace the backing plate and the flywheel. Adjust the ignition timing so that the contacts just break as the mark on the flywheel and the pointer line up as shown.

PHOTO #8

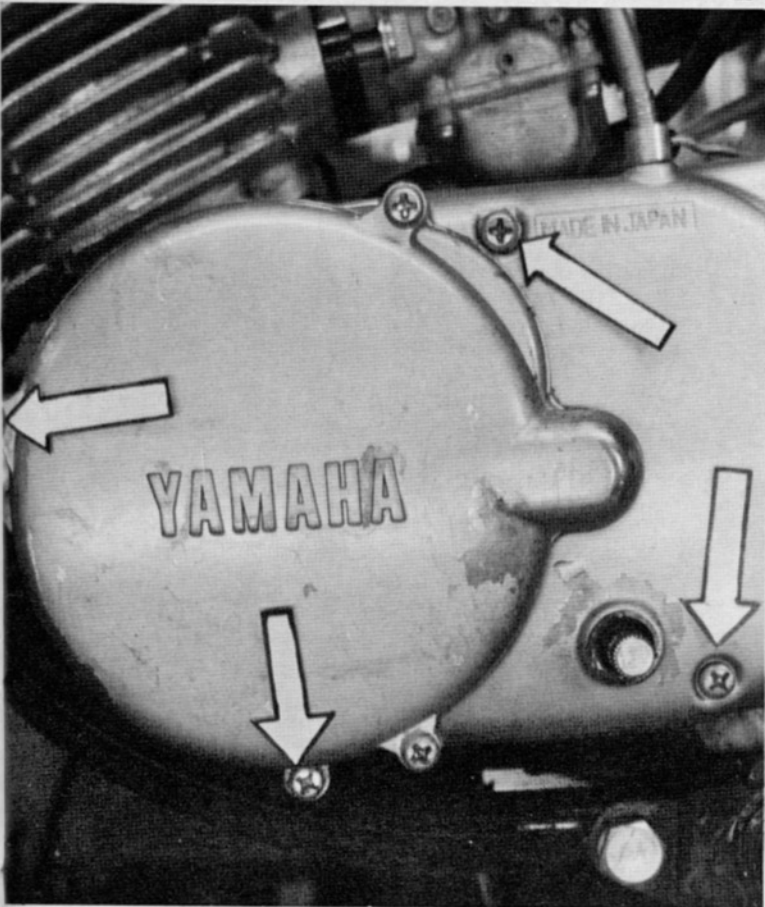
I took it out to the water hose and ran water over and into the magneto assembly for about a minute. The distributor claims that the only way to wash it off is with detergent.

PHOTO #9

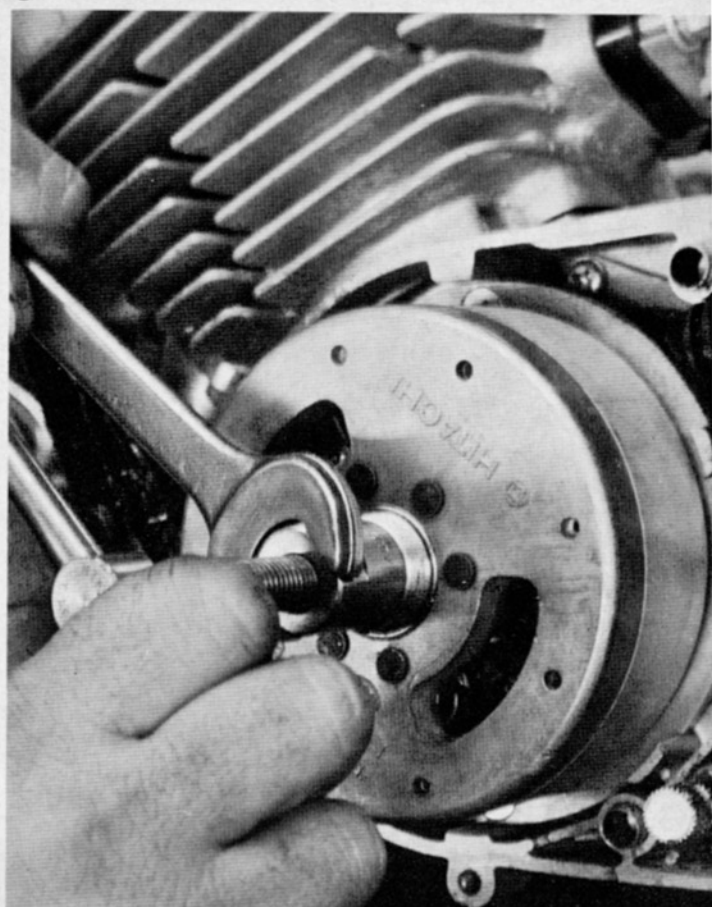
Here's the proof of the pudding that made a believer out of me. It started on the first kick and kept right on running as I directed the stream of water on it for about a minute. I shut it off and, after letting it sit for a few minutes, it again fired off on the first kick. The distributors for this product are Austin and Graydon, 13705 Paramount Blvd., South Gate, California. 1



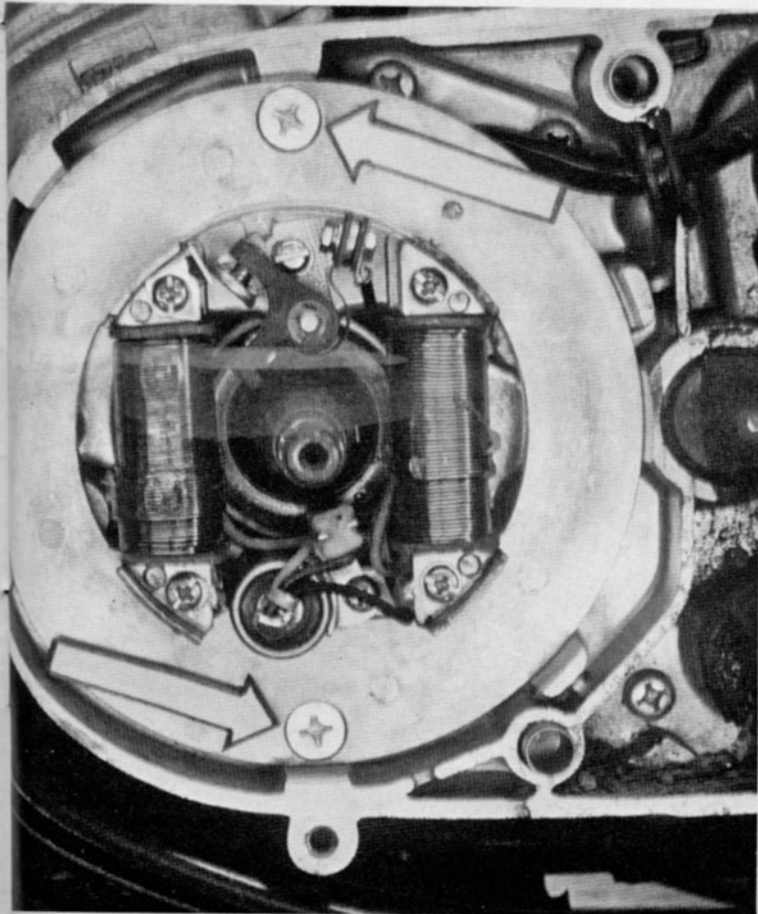
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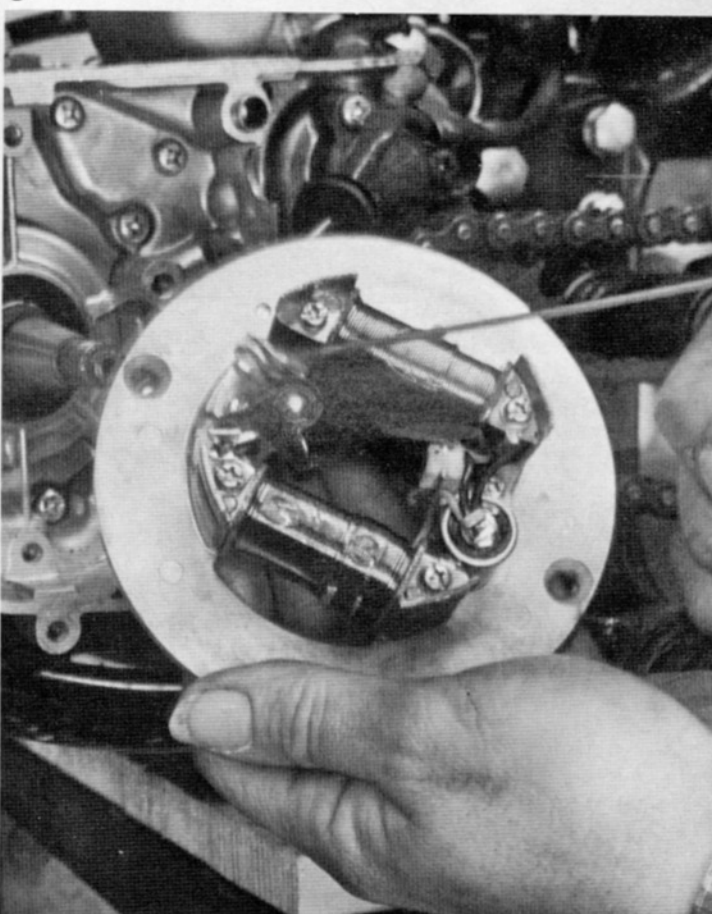
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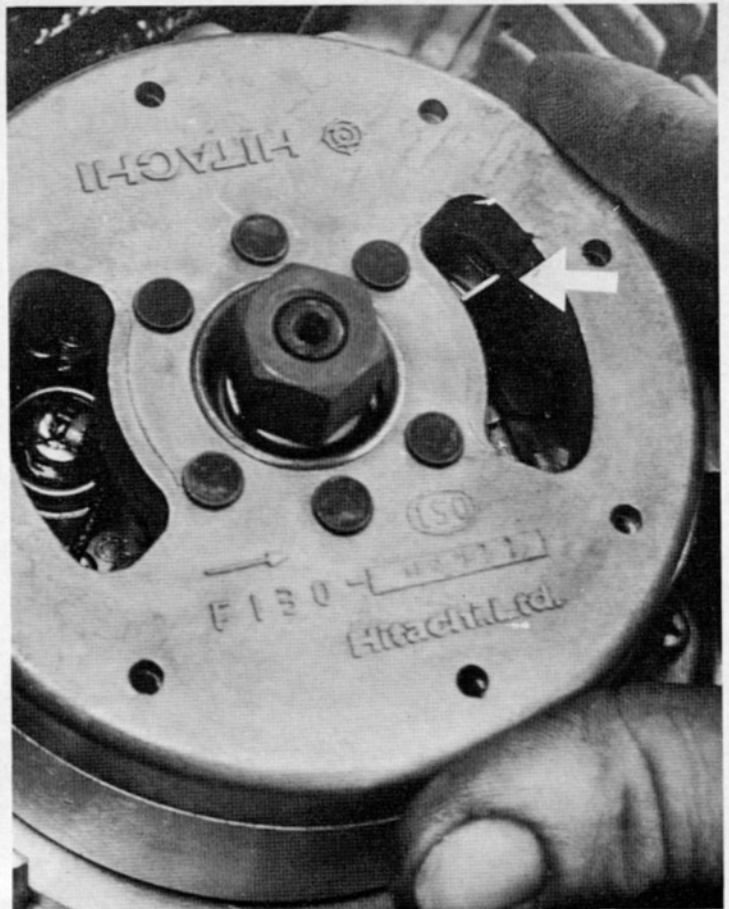
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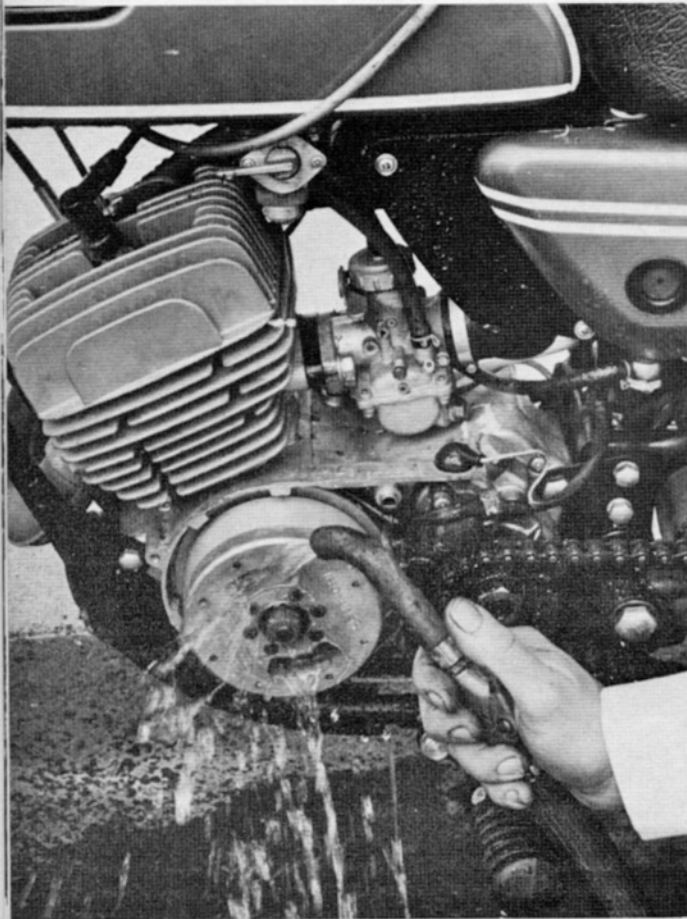
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