

# CLEANING A CRUDED UP ENGINE

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‘Ol Charlie Reich came up with (the following) product that sounds as if it works similar to the Dawn Power Dissolver we mentioned earlier this year. We had a little trouble finding the Dawn product, but finally located it in good old Walmart. It worked well and was only about \$3.

**Here’s Charlie: mar-hyde s Tal-Strip II Aircraft Coating Remover** This product is available at our local Advance Auto Parts store. It’s located in their auto paint/body repair supply section. The product carries a Mar-hyde brand name and called Tal-Strip II Aircraft Coating Remover. The feature I like is it comes in a 15 oz. spray can, which makes it very convenient to use, secondly it only costs about \$5.00. I laid a cruddy old engine on a piece of cardboard out on my driveway, sprayed on a generous coat, let it soak for ten minutes and watched it foam up into a brown mess of dissolved gunk from the engine, then I washed it off with cold water and an old toothbrush. The results were a new looking engine. No muss, no fuss. Tal Strip II is now my product of choice because the spray can makes it convenient to apply, is always immediately ready for use and does have a long shelf life (so far after a year of storage it’s still good). Some model engine cleaners have a rapid deterioration of product after the can is once opened. One caution – be sure and wear rubber gloves when using this stuff as it will burn your skin, also remember, this is a paint remover used to remove epoxy type paints off of full scale aircraft and automobiles, It will also remove any anodized color coating off of a glow engine. The main component of Tal-Strip II is methylene chloride. As mentioned on the can the primary purpose was intended to strip the finish off of aluminum airplanes. I've used this product on many model engines and have never encountered the aluminum turning black. The aluminum components always comes out shiny and clean, looking like new. Of course I don't leave it on the engine long either. In only a few moments for the liquid spray to foam up into a brown gunky mess. When it quits the foaming process I wash it off under the tap in my shop sink (or a bucket of water) with an old toothbrush. On a very dirty engine I may need a second spot cleaning re-application on an exceptionally caked up area, but this is very seldom the case. ‘Ol Charlie Reich