WA Technology

Nylon Bra; *ITEM BRA*

Car Bras don't look particularly good, however with the bugs we have in the South, at certain times of the year a long trip can make it a real messy job to clean. Recently tried to use an idea suggested on my wives car - use PAM spray oil on the front of the car before you leave and the bugs won't stick and it comes off in the next wash! As with most anecdotes this one was useless. Have to send it in to the "Myth Busters!" Not only did some of the bugs stick, they were stuck to hardened oil which was very difficult to remove. Took lots of Bug and Tar Removal Spray!

So it was decided a Bra was needed for the Corvette to be used on longer trips. Having heard of other myths about abrasion and difficulty in standard Vinyl Bra installation (which I do believe are at least partly accurate.) The Nylon Bra appeared to be the answer.

The following are pictures of the Bra and matching Mirror cover installation:

First, you'll need to jack up the corvette and remove the front wheels. Low Ramps are needed to get a jack under the "GM Preferred Lifting Points." You make your own by ordering "Making Ramps and Cross Brace," ITEM RMP from our web site, see footer. It includes a design for a Cross Brace you'll need to place on the jack to properly locate on the front Corvette cross member.	
First you need to install male metal snaps in place of the 4 black plastic fasteners that hold the inner and outer fender pieces together. It is best to have the wheels off. Remove the center pin in the fasteners with a small blade, long handled screw driver. Once started the pin can be removed with pliers.	

Although not part of the inner fender, suggest you remove the same plastic fastener from the bottom spoiler, it helps with the next step, separating the inner fender. Then separate the fender parts wedging something at the bottom end. Place the supplied clips onto the fender as shown below.	
Move the spacer from top to bottom until clips are on the fender. (You may wish to put each clip in a vice prior to installing and screw the male snap into it keeping the # 2 Phillips screw drive perpendicular as you do. It may take some force to get it threaded.) After all the clips are in place, screw the 4 snaps in on each side of the car.	
This is what the inside of the fender will look like. Attach to the small piece of Velcro supplied under the bumper. **Now install the Bra. One internet site said their 13 year old did it! Actually when the wheels are on someone with small hands may be better at the task! It worked for me but large hands make it more difficult to get between the snaps and the tire!** **Once the sides are snapped (you'll have to pull hard on the second side) place the Bra under the car an attach to the Velcro.**	

Raise the hood. Somewhat hard to see, but the 2 outer plastic clips that are attached to the Bra, mount to a tab under the hood. It's not a tight fit; they simply keep the bra from slipping down.	
The two center plastic clips (one shown here in center of photo, black on yellow) slip under the lip on the front body member.	
Finished Bra looks great. Yes it does cover the grill opening but enough air does get through to cool the car (or at least that is what the instructions say!)	

The Bra fits in this tinny bag when stored and easily fits in one of the rear compartments.	
The Mirror Covers fit in an even smaller Bag and are easy to install. Just take your time stretching the small opening over the Mirror.	 

Have a MIG (Wire) Welder?

A Friend with a MIG Welder? Know Someone with a Fabrication Shop?

Do Them a Big Favor and Have Them Review the Shielding Gas Saving Information on Our Web Site:

www.NetWelding.com

If You Have a Home Shop - Have You Run Out of Shielding Gas on a Saturday or Sunday? We Have a Solution:

How Much Gas Can Be Saved??

The best way to show the savings is with an example from one of our industrial customers who tested the system then bought them for all 35 of his MIG welders.

A Texas Truck Box manufacturer evaluated the system on a repetitive job, welding doors. With their standard gas delivery hose they welded ***236 doors*** with a full cylinder of shielding gas. Just substituting their gas hose with our patented ***GSS*** maintaining the same flow settings they welded ***632 doors***! That's a 63% reduction in shielding gas use.

Weld Performance Improvement

A small shop owner provided this feedback after he purchased a 3 foot ***GSS*** for his small MIG welder. Al Hackethal reported these findings:

"Well, I can't believe it. I never thought a hose could make that much of a difference. I had a small job that's been waiting for a while. The weld quality, and even penetration is considerable better. Almost no spatter! The weld seemed to be hotter and I turned my MIG down a notch.

Initially thought that my imagination had kicked in, but then realized that the gas I'm buying is actually working the way it's supposed to. Glad I found your website. This is one of the few things that really works better than any info could suggest. I understood the theory, though in practice I understood much better after the first couple of welds. Now I have better looking welds and almost no spatter, which means less grinding and finish work! In addition, the tip was cleaner after the job I just did.

This will provide savings in time, labor and maybe even consumables too. As a one man shop there's never enough time for anything.

Al also has a TIG welder with 300 amp water cooled torch and bought one of our Leather Cable Covers. His email said this about it!

Oh, the leather wrap for my TIG hoses worked very well and fits perfectly. I'd just replaced the hoses and was looking for something to protect them that was better than the nylon wrap that's available around here. Now I'm "TIGing" again too, and much safer. It's good to know the coolant hoses are well protected. Much better than using a 300 amp TIG and then realizing that I was standing in a puddle of coolant, which is what recently happened. Can't pay the bills if I electrocute myself!

Thanks for making products affordable".

Another Home Shop Writes About GSS System

Perry Thomasson has a very well equipped home shop. He uses a 175 amp MIG welder. However the small welder cart only held a medium size shielding gas cylinder and Perry wanted to reduce the number of times he had to have it filled.

He purchased the largest cylinder his distributor offered for sale and chained it to a wall in his shop. He needed a much longer gas delivery hose so he added a 50 foot conventional 1/4 inch ID hose. He found he was using a lot of gas.

He purchased a 50 foot long ***GSS*** and saved a significant amount of shielding gas while improving his weld starts by reducing the starting gas surge. Since his regulator/flowgauge had a hose barb on the output, we supplied Perry with a splice connection on the supply end of the ***GSS***. He simply cut the existing gas delivery hose close to the regulator and spliced in the ***GSS*** hose. The welder end uses a standard CGA fitting that is supplied with the system.

Perry emailed a picture and said;

" The system works great. Thanks for the professional service and a great product."

A Professional Street Rod Builder Had This to Say About the GSS*:*

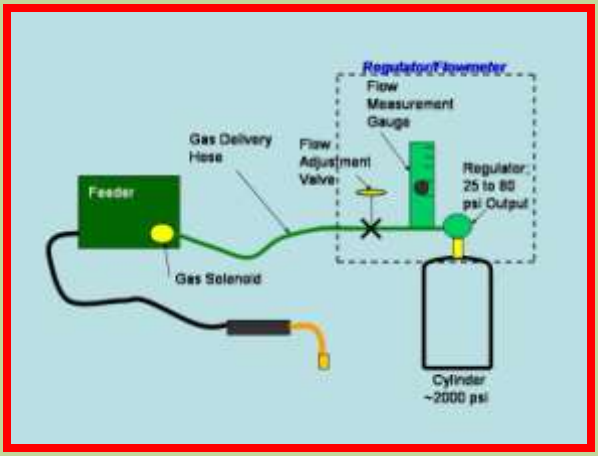
They use a 250 amp MIG welder with built in feeder and a 6 foot gas delivery hose. With their standard gas delivery hose the peak shielding flow at weld start was measured at 150 CFH, far more than needed and enough to pull air into the shielding stream. Air is then sucked into the gas stream causing poor weld starts and possibly weld porosity.

With the ***GSS*** replacing their existing hose, the peak flow surge at the weld start was about 50 CFH and it quickly reduced to the 25 CFH setting. With the many short welds made and frequent inching of the wire, they used less than half the gas and had better starts.

Kyle Bond, President, indicated a big benefit is the reduced time and effort changing cylinders since it's required less frequently. He quickly saw the improvement achieved in weld start quality as a significant advantage! Kyle, an excellent automotive painter, was well aware of the effects of gas surge caused by pressure buildup in the delivery hose when stopped. He has to deal with the visible effects in the air hose lines on the spray gun in his paint booth! It's too bad we can't see the shielding gas waste as Kyle can the effects of excess pressure when he triggers his spray gun! The paint surge is visible and creates defects unless the gun is triggered off the part being painted! Kyle can manage the surge by triggering the paint gun off the part; unfortunately we can't start our weld with the MIG gun off the part ! The ***GSS*** has a built in surge flow limiting orifice that keeps the peak flow from becoming excessive. So you not only save gas you improve your weld starts!

How Does The GSS Work?

Gas waste occurs every time you pull the MIG torch trigger even if it's only to inch the wire to cut off the end.



To keep flow at the preset level the gas pressure in the cylinder regulator will be between 25 and 80 psi. Flowgauge regulators (those with a flow calibrated pressure gauge) operate in this pressure range as well.) However to flow shielding gas though the welder and torch typically requires 3 to 5 psi depending on restrictions. Therefore every time welding stops the pressure in the gas hose raises to the regulator pressure of 25 to 80 psi. That stores up to 7 times the hose volume of gas in the hose. This is similar to your shielding gas cylinder which holds about 150 times the volume of gas as the physical volume of the cylinder due to the high pressure!

The patented ***GSS*** stores over 80% less gas then typical shielding gas hoses. In addition to the wasted gas (which you can hear when you pull the torch trigger) the high flow also causes air to be pulled into the turbulent shielding gas stream! This is like starting with the gas cylinder shut off! You have probably experienced that before when you forgot to open the valve!

It takes a short time for the shielding gas flow to return to a smooth less turbulent (laminar) flow even when the start gas surge flow reduces. That can take several seconds so when making short welds or tack welds you're not getting all the benefits of the shielding gas you're purchasing!

SUMMARY:

The ***GSS*** can cut your gas use in half or more. It also has a surge restriction orifice built into the fitting at the welder- wire feeder end. That limits peak flow (*but not your set flow*) to a level that avoids excess turbulence for better starts. It allows a controlled amount of shielding gas to quickly purge the weld start area.

All you need to do is replace the exiting gas hose from cylinder regulator to welder with our patented *GSS*. *It is available in various lengths at* www.NetWelding.com .

There are more testimonials at:

http://www.netwelding.com/production_test_results.htm

Have more questions? See:

http://www.netwelding.com/Overview_GSS.htm

Or email us at:
TechSupport@NetWelding.com