

Technical Data Sheet

Restoration System Data Sheet

This system data sheet specifies the paint system recommended by Spies Hecker and describes the steps to be taken in the refinishing of Classic or Antique Cars.

This product is for professional painting of vehicles only.



Technical Data Sheet No. 901.5. Mar. 2014

Substrate

Pretreatment:

When refinishing antiques or classic cars, the old paintwork must be removed down to the bare metal. Rust spots are then sanded out, and if possible the entire vehicle should be sandblasted. Any metalwork repairs are carried out, and the surface to be painted is washed down with Silicone Remover. If the vehicle is left to stand before work is continued, the sanding and cleaning should be repeated prior to painting, as new rust spots can form very quickly on untreated surfaces, in particular at high humidity.

Note:

Before puttying, a primer and surfacer must always be applied to the vehicle. This is the only way that the corrosion protection of the paint system, which is so important with such a vehicle, can be guaranteed.

Paint System

1. Prime the entire surface with Priomat[®] Wash Primer 4075 Gray (with Priomat[®] Activator 4076) or when necessary use Permasolid[®] EP Primer Surfacer 4500 Light Gray (with Permasolid[®] EP Hardener 4501). When using Permasolid[®] EP Primer Surfacer 4500 Light Gray the bare metal substrate must be free of any oxidation and must be primed within 30 minutes of sanding and/or sandblasting. See specific product TDS for further instructions.
2. Apply Permasolid[®] Vario Surfacer 8590 to the entire area. Allow to fully cure. Then, sand with 180 grit sandpaper. 2.0 mils must remain after sanding.
3. Any sanded through spots must be primed and surfaced once more as described in previous points.
4. The puttied, sanded areas and any uneven spots are surfaced with Raderal[®] Spray Polyester 3508.
5. After drying, the area is sanded with a random orbital sander and P 240, and by hand on corners and edges.
6. The surface is then blown clean with compressed air and washed down with Permaloid[®] Silicone Removers 7087 or 7010 Slow, Permahyd[®] Silicone Remover 7085, or Permahyd[®] Silicone Remover 7096. Sanded through bare metal spots must be primed with Priomat[®] Wash Primer 4075 Gray.
7. After this pretreatment, the area is coated again with Permasolid[®] Vario Surfacer 8590. After drying, the surfacer is sanded with a random orbital sander and P 500-800, and by hand on corners and edges.
8. The surface is then blown clean with compressed air, washed down with Permaloid[®] Silicone Remover 7010 Slow, Permahyd[®] Silicone Remover 7085, or Permahyd[®] Silicone Remover 7096 and wiped with a tack cloth.
9. The topcoats to be utilized are: Permacron[®] Series 293/295 or Permahyd[®] Hi-TEC 480 followed with Permacron[®]/Permasolid[®] 2K Clear Coat.
10. To achieve the best finish, the clear coat can be sanded with P 800 when it has hardened well after air drying or low baking, and the paintwork completed with a second application of Permacron[®]/Permasolid[®] 2K Clear Coat.

The finished vehicle should be allowed to stand in a well-heated and ventilated place for a few days, especially in the autumn and winter months, before being handed over to the customer.

Important Regulatory Information

- **For industrial use only by professional, trained painters. Not for sale to or use by the general public. Before using, read and follow all label and MSDS precautions. If mixed with other components, mixture will have hazards of all components. Do not sand, flame cut, braze or weld dry coating without a NIOSH approved air purifying respirator with particulate filters or appropriate ventilation, and gloves.**
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SPIES HECKER, INC.
47818 West Anchor Court
Plymouth, MI 48170
Tel. 800-447-7437 (800-44-SPIES)
Fax 734-354-3405
www.SpiesHeckerUSA.com

