



Touch It Up

AUTOMOTIVE TOUCHUP'S DIY PAINT REPAIR SOLUTIONS

Life can be hazardous for a pristine truck when you consider parking lot dings, carelessly executed parking jobs, neighborhood kids with bicycles and baseball bats, and the thoughtless Saturday golfer next door with a nine iron. Of course we've all had our moments with stray tools and paint damage. We have an Oxford White '98 Ford F-150 4.6L Super Cab with 260,000 miles on the odometer that has been exposed to a harsh Southwestern desert environment and fierce freeway activity all of its life. The factory two-stage waterborne paint job carefully applied at Ford's Kansas City assembly plant in February 1998 has lost adhesion in places and is beginning to flake off.

The original game plan was to take it to a body shop and have all of the scratches, dings and flaking paint fixed. Then, we

discovered Automotive Touchup and decided to see what all of the commotion was about. Automotive Touchup is a simple do-it-yourself solution for paint damage repair when you're on a tight budget and a body shop visit is out of the question. We're talking 100,000 production colors and 300,000 custom-fix colors for your truck project. Most astonishing is the exact color match we experienced with Automotive Touchup on the F-150. What's more, if you have a problem, Automotive Touchup technical assistance is only a phone call away.

As with any bodywork and paint project, preparation is everything to a quality finished product. If you're going to go at it with your hair on fire, you're not going to get the result you'd hoped for. Follow instructions to the letter and take your time doing so. Automotive Touchup provides you with everything

you're going to need to get the job done. Keep in mind temperatures must be 70-80°F with low humidity. If it's too hot or too cold or extremely humid, you're not going to get the desired result. For best results, do not carry this out in a dusty or windy environment. It's always a good idea to wet down your garage floor and keep it wet to keep dust to a minimum. Mask off anything you don't want damaged by overspray.

Automotive Touchup takes the guesswork out of do-it-yourself bodywork. Because this is two-stage paint repair at its finest, you really can do it yourself. The key to success is reading and following instructions carefully. If you get stumped, make the call to Automotive Touchup and get help before making a mistake. These

SOURCE

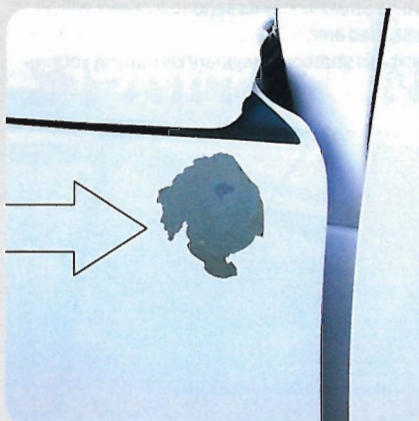
• Automotive Touchup
888.710.5192
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▶ THE PRODUCTS

01 Here's everything you're doing to need to repair damaged paint: primer, basecoat color and clearcoat in 19-ounce aerosol cans; sandpaper; prep surface wipes; aerosol can spray handle/trigger; sanding block and pre-taped mask. These items are available à la carte where you can tailor the order to meet your needs. Automotive Touchup provides detailed instructions and telephone tech support to help you through the process. If you follow instructions to the letter and do this properly, you'll be amazed by the result. Touch up paint pens are also available for pesky little nicks and scratches.



▶ PREPPING THE DAMAGED AREA



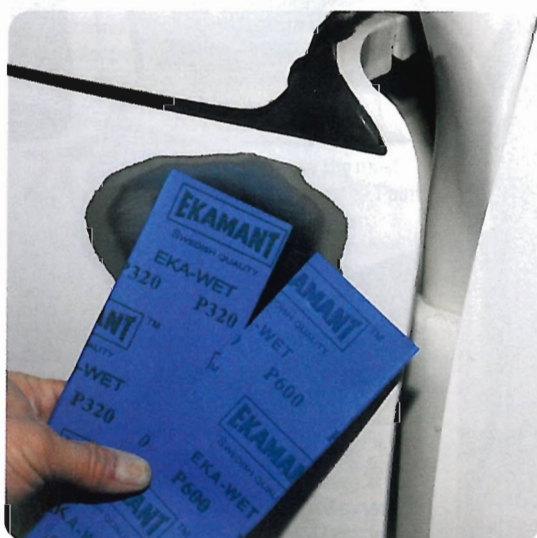
03 Begin with a hospital-clean surface using paint prep cleaner or lacquer thinner. All wax and surface debris must be removed before paint prep begins.



02 Paint and clearcoat flake is a common problem with late-model vehicles with waterborne two- and three-stage factory paints. As we understand it from seasoned body shop professionals, the problem is paint adhesion and the sun's harmful UV rays. When waterborne paint entered factory production in the late '80s and early '90s, paint flake immediately ensued. Paint technology has improved considerably in the years since.

04 Automotive Touchup suggests beginning preparation with 180-320-grit sandpaper to remove rust, scratches and damaged paint. Where it gets challenging with damaged and flaking paint is wondering where

the flaking ends. Our damaged two-stage factory paint was sanded as shown with 180-grit sandpaper and there was no end to the flaking, and we ended up with a larger repair area than originally anticipated. When basic paint/rust removal is complete, the area is wet-sanded with 320, then 600-grit paper where existing paint is feather-edged and smooth to the touch. If you can feel the surface differences, you still have work to do.

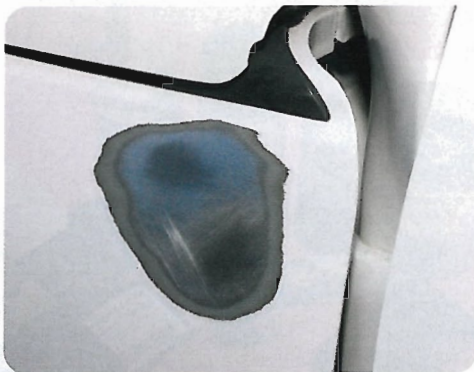


05 Automotive Touchup provides you with high quality 180, 320, 600, 1000 and 1500-grit abrasives. Depending upon the area you have to work with, this should be plenty of paper. Initial cutting needs to be performed with 180-grit paper. When you transition to 320- and 600-grit paper, it should be done wet using water as a lubricant. For best results, sand surfaces diagonally in all directions to achieve a smooth, feathered edge.



06 Once wet sanding is complete, wash down surfaces with soapy water then lacquer thinner to completely dry surfaces. Finish with a tack cloth to capture all dust and debris.

07 This is our sanded hot spot. The problem here is flaking edges after all of that sanding. Like it or don't, you must sand until you achieve a feathered edge devoid of flaking; otherwise, the fresh Automotive Touchup primer and paint will flake off with the flaking paint.



08 Surfaces are wiped with the provided tack cloth to eliminate any dust. Don't touch surfaces. Skin oil will attract dust and adversely affect paint adhesion.



➤ ADDING THE PRIMER



09 Using broad and even passes, apply Automotive Touchup sandable primer. It's suggested you use an acid-etch primer over bare steel first before laying down the sandable primer. We will get different opinions on this one, but self-etching primer-sealer etches and protects raw steel before the application of sandable primer. Sandable primer is the working primer you wet sand to perfection before the adding the basecoat.

10 This is our first coat of sandable primer, apply it lightly allowing 15-20 minutes between coats. Automotive Touchup tells *Street Trucks* its sandable primer will fill 320-grit scratches. Apply the primer until the sanded area is filled. The beauty of Automotive Touchup's sandable primer is its filling quality; it fills stubborn irregularities making your work much easier.



11 This is our completely primed repair area ready for wet sanding and the first layer of basecoat.

➤ GETTING PAINT BACK ON

12 Surfaces have been wiped down with a tack cloth. Laying down the basecoat calls for consistent passes back and forth, terminating spraying at each end. Coats must be light, with 15-20 minutes between each coat. Apply as much basecoat as needed to completely cover the primer. Automotive Touchup provides test cards to use for test painting. Spray a test panel before trying this on your truck.



13 By this time, we have applied five coats of basecoat Ford YZ color code Oxford White. We admit we were skeptical before we started this project, but seeing is believing. Automotive Touchup's Oxford White was a perfect match for our aging F-150 finish. The difference between fresh clearcoat and bleached Oxford White could not be detected.

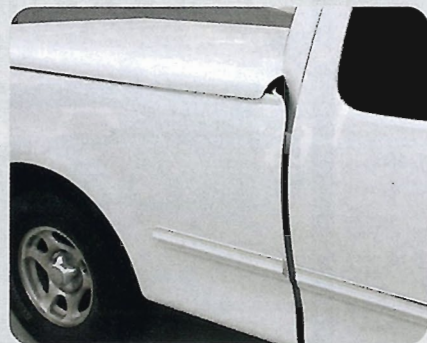


14 Basecoat laydown was complete and we were ready for clearcoat. Can you see the difference between Automotive Touchup and the factory Oxford White? Neither can we.

15 Basecoat surfaces are wiped down with a tack cloth to capture any stray dust and debris. It's a good idea at this juncture to wet down your garage floor or driveway to reduce dust risk.



16 Clearcoat is applied without any sanding before application. Apply clearcoat right over the basecoat 30 minutes after laying down the last layer of basecoat. Again, use straight horizontal passes from side to side terminating your spraying between passes. Automotive Touchup suggests light coats with 15-20 minutes between applications. You want wet coats, but not so wet they run. Allow 24 hours dry/cure time before wet-sanding with 1500-grit sandpaper; this is known as color-sanding.



17 You can imagine our amazement when the job was finished, body shop quality with body basics from Automotive Touchup. Once the clearcoat was wet-sanded with 1500, it was time for a rubout with rubbing compound of the appropriate grit. Rubbing compound is available from Automotive Touchup.

▶ PAINT PENS FOR QUICK TOUCHUPS

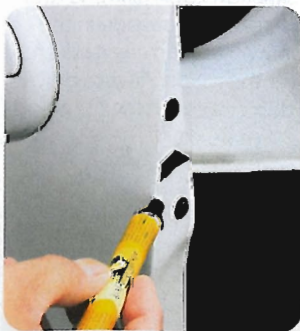


18 For as long as there have been cars and trucks there has been touch-up paint. Automotive Touchup enables you to perform paint touch-ups that are virtually undetectable, which is what separates the product from the rest. Once you have cleaned surfaces with dishwashing detergent and lacquer thinner, you're ready for Paint Pen. Paint Pen is excellent for use on pesky nicks and scratches. What's more, you can rub it out so that it blends perfectly.



19 Paint Pen is a three-step process including primer, basecoat and clearcoat. Gently sand the scratch/nick, carefully apply primer to the damage, lay down basecoat, and seal the deal with clearcoat. Think of Paint Pen as a paint job for tiny damage.

20 Door edge nicks are easily the most common form of paint damage. Paint Pen enables you to make the blemishes vanish before your eyes. Follow instructions carefully.



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