


# Technical Information

S 1a







03/2017

## Classic Car – Repair process for solvent-sensitive old paintwork

Description: Refinishing process for panel repairs of classic cars

Solvent resistance test	352-91 Glasurit® Reducer	 1x	Finish swells, becomes sticky, softens?	no = solvent-resistant	yes = solvent-sensitive

Solvent-resistant	- See System CC S 1 "Repair process for old paintwork"
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Solvent-sensitive	700-10 Glasurit® Degreasing and cleansing agent	 1x	 Wipe dry	Remove all rust from damaged areas	 P80 - P150 or blasting	Scuff sand old paintwork with P240 / P320	 P80 - P150 or blasting	700-1 Glasurit® Cleaner	 1x	 Wipe dry

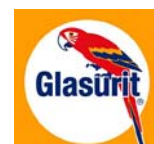
Remarks:

<ul style="list-style-type: none"> <li>- Solvent-sensitive old paintwork can be divided into two different categories: <ul style="list-style-type: none"> <li>o Thermoplastic acrylics (TPA) <ul style="list-style-type: none"> <li>- TPA finishes are very solvent-sensitive factory finishes which will deform when exposed to warmth</li> <li>- TPA must not directly be recoated with polyester, wash primer or synthetic resin products</li> <li>- IR drying must not be used in the complete process because it would cause the TPA finish to deform</li> <li>- There are three ways to identify a TPA finish <ol style="list-style-type: none"> <li>1. The letter "A" precedes the colour code.</li> <li>2. It is a Bentley, a Fiat, a Ferrari, a Rolls Royce, a Jaguar or an American car produced between the 40ies and 80ies</li> <li>3. Research in the car's past</li> </ol> </li> </ul> </li> <li>o Solvent-sensitive old paintwork such as NC paints, synthetic paints, etc. The filler should be force-dried in order to remove solvents rapidly. IR drying is the most convenient drying method because the finish is warmed starting from the substrate up to its surface. This is the quickest method to get the solvents away from the delicate surface.</li> </ul> </li> <li>- When painting solvent-sensitive old paintwork, you should always follow the general rules below: <ul style="list-style-type: none"> <li>o Use sanding paper which is 1 or 2 grit sizes finer than the paper recommended in the standard process</li> <li>o Sand transition areas adjacent to old paintwork with particular care and intensity</li> </ul> </li> </ul>
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






### Classic Car – Repair process for solvent-sensitive old paintwork

- Apply flexible body filler only to bare metal areas, avoiding overlaps with the old paintwork

<b>Body filler</b>	839-20 / -20K Glasurit® Multi-Purpose Body Filler	948-36 Glasurit® Hardener Paste, red	 + 2-3%	 20-30 min at 20°C	 P80/P150 coarse sanding	581-90 Glasurit® Guide Coat	 P240/P320 fine sanding	 541-5 1x	 Wipe dry

- Apply primer only to entire parts, no Spot Repair  
- Apply the filler in several spray coats with long intermediate flash-offs, the recommended film thickness must be regarded

Clean the surface with 700-10 Glasurit® Degreasing and cleansing agent before applying 285-270

<b>Primer filler</b>	285-270 Glasurit® Primer Filler PRO	929-58 Glasurit® Hardener	352-91, -216 Glasurit® Reducer	 5 : 1 : 1	 HVLP 1.7-1.9 mm 2.0-3.0 bar	 ½+1 50 – 70 µm	 60°C 35 min.	 10 min.	 P 400 - P 500	 P 800

Further paint system according to CC T S – Repair process for standard topcoats or  
CC T P – Repair process for premium topcoats

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