

HOUSE OF KOLOR

TECHNICAL DATA INFORMATION

IMPORTANT NOTE: This document includes information on UC-1 and UFC-1. These products are for sale outside the United States only.

READ ALL INSTRUCTIONS THOROUGHLY BEFORE YOU BEGIN. Our products are for use by trained professional personnel using proper production automotive spray equipment suitable for the paint to be sprayed. Proper spray booth, air system, respirator and basic spray painting ability are required.

We do not recommend painting in temperatures below 70°F.

NOT INTENDED FOR USE BY THE GENERAL PUBLIC.

For controlled results, House of Kolor recommends products be used as a "total system". We do not recommend the intermixing of various manufacturers' products. This is only asking for trouble. No professional or amateur should run the risk of a job failure. Custom painting is complicated enough without gambling on untested product compatibility.

Apply only over House of Kolor primers/sealers and/or properly prepared OEM paint.

Do not apply House of Kolor products over alkyd or synthetic enamels, uncatalyzed acrylic enamel, primers, sealers or topcoats that may be coated with lacquer. You must control every step of the preparation including the products used for a successful paint job. Any unknowns such as existing primer, old paint, etc. can become the weak link in the custom painters' chain.

IMPORTANT: The data in this manual represent typical values obtained by the methods indicated. Since application variables are a major factor in product performance, this information should serve only as a general guide. Valspar assumes no obligation or liability for use of this information. Unless Valspar agrees otherwise in writing, VALSPAR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, AND DISCLAIMS ALL IMPLIED WARRANTIES INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR FREEDOM FROM PATENT INFRINGEMENT. VALSPAR WILL NOT BE LIABLE FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES. Unless Valspar agrees otherwise in writing, Valspar's only obligation for any defect in this product under any warranty that Valspar provides or under any other legal theory will be to replace the defective product, or to refund its purchase price, at Valspar's option.

CAUTIONS

Read Cautions and Warnings on all product can labels!

TECHNICAL DATA

Material Safety Data sheets available upon request.

TECHNICAL ASSISTANCE

(601) 798-4229

PREPARATION

BEFORE YOU BEGIN

READ ALL INSTRUCTIONS THOROUGHLY.

We do not recommend painting in temperatures below 70°F.

GENERAL INFORMATION

Poor preparation can cause future topcoat problems. Sand the original finish well. Use our KP-2CF, or KP-21 catalyzed primers over body work and for build at deep sanded areas.

1. BODY WORK

Prepare vehicle using normal custom painting methods.

- A. Before any sanding, use KC-10 Wax & Grease remover to remove any tar, wax, or grease.
- B. Grind away paint and primer in areas requiring body work.
- C. Always be aware that your hands can transfer body oil, so keep a rag between you and the surface to be primed or painted and avoid touching the vehicle with your bare hand.
- D. Use power tools to get close when sanding filler. Then block sand. Keep the block front to rear, but crossing to prevent flat spots.
- E. Always prime with our KP-2CF, or KP-21 Primers. Allow proper cure time to prevent shrinkage.
- F. Guide coat your primer with Tempo 827 so when you block sand, your sand scratches or low spots are revealed. Final sand the primer with 320- 400 grit sandpaper.

2. PRIMERS

Many bases are susceptible to staining or bleeding from plastic fillers, putties, fiberglass resins and some primers. To prevent staining, strip bare (or to OEM primer) and prime with our KP-2CF Chromate Free Kwikure Epoxy Primer or KP-21 Low VOC Epoxy Primer. ***See tech sheets for more information on KP Primers.***

NOTE: OEM (Original Equipment Manufacturer) coatings work well as a base for your paint job.

3. FOR EXISTING FINISHES

Surface should be free of wax, grease and foreign materials. Use KC-10 Wax & Grease Remover prior to any sanding. For post-sanding, use our KC-20 to remove any sanding residue for final wash.

Sand the surface with 320-400 grit wet or 240-320 grit dry with a D.A. Sander (wet is best), and apply 1-2 coats of KO-Seal II (sealer). Let dry for 1 hour before top coating.

NOTE: Do not re-coat existing paint finishes in excess of 8 mils, as paint failure can result from excessive film build.

C-1 & SC-1 KUSTOM KOLOR® ACRYLIC LACQUER CLEARS

GENERAL INFORMATION

Kustom Kolor® C-1 and SC-1 Clear may be used to topcoat any of our acrylic lacquer finishes or any of our SHIMRIN® Base Coats. C-1 may also be used over the SHIMRIN® Base Coats to protect them from artwork tape outs, when the vehicle is to be top coated with acrylic lacquers.

C-1 Clear

Kustom Kolor® C-1 Clear was designed to live in the thick paint films common to custom painting. Only the best raw materials are used, with special ingredients to resist sun fade, cold-cracking, gas spills and bird droppings. C-1 Clear is one of the most chip-resistant acrylic lacquer clears on the market and is also a high-solids lacquer clear.

C-1 Clear has proven itself since 1965, both in the upper Midwest (with 40° below zero conditions) and in southern Florida (100° plus temperatures). C-1 features high gloss, even before rubbing, and UV protection. C-1 will not turn yellow with age, which makes it the best lacquer clear for white pearl or light colors.

SC-1 Sunscreen Clear

Kustom Kolor® SC-1 Sunscreen Clear features the same qualities as C-1 Clear, with additional sun fade protection. SC-1 Sunscreen Clear contains the maximum allowable amounts of UV absorber to protect your paint job from the most damaging rays of the sun. A must for acrylic lacquer finishes. We have seen lacquer Kandy finishes 12 to 14 years old and still looking great when SC-1 is used as a topcoat clear. SC-1 is excellent for colored pearls, too.

CAUTION: Do not use SC-1 over whites or very light colors as a slight yellowing is possible due to the ingredients used for UV protection.

1. MIXING C-1 OR SC-1 CLEAR

Thin C-1 or SC-1 Clear 150% (1 part clear to 1 1/2 parts Kustom Thinner). THIN ONLY WITH OUR KUSTOM THINNERS (101 or 202). Use a thinner best suited to your shop temperature. 101 and 202 may be intermixed for varying drying times. **See tech sheet for more information on thinners.**

2. APPLYING C-1 OR SC-1 CLEAR

Apply 5 to 7 wet coats with 50% pattern overlap. Gun distance while spraying should be 6 to 8 inches. Air pressure at gun 35-45 psi (may vary with equipment used). Allow flash time between coats (see "LACQUER FLASH TEST" below).

LACQUER FLASH TEST -- PAINT SHOULD BE DRY TO THE TOUCH AT THE WETTEST POINT BEFORE THE NEXT COAT IS APPLIED.

NOTE: Flash time is important for proper solvent release, as entrapment of solvents may result in a rubbery final finish.

NOTE: Acrylic lacquer has a critical re-coat time. Too long a dry time (over 48 hours) on re-coats may cause crazing. To extend the critical dry time an additional 48 hours, apply 1 to 2 additional coats of clear. When thoroughly dry, crazing is still possible if slow-dry thinners are used or if not enough dry time was allowed between coats.

3. COLOR SANDING

IF NOT FLOW COATING, GO TO STEP 5 POLISHING.

After clear coats have cured overnight (12 to 24 hours), color sand with 500 grit wet sandpaper. Add a small amount of mild liquid detergent to the water and soak the sandpaper for 15 to 20 minutes. This prevents sandpaper loading. Sand the entire vehicle flat, leaving no glossy spots. Dry as you go, so soap residue does not bite the fresh paint. After sanding, wipe the vehicle with a clean rag and water. Wipe dry. Use a tack cloth to remove lint before re-coating. (Chemical washes at this stage are not recommended.)

NOTE: Avoid touching the vehicle with your bare hands, as the oil from your skin may impair flow coats.

CAUTION: Do not sand through the clear and ruin all that you have done.

NOTE: Re-taping the vehicle after color sanding will give you a cleaner finish when flow coats are applied.

C-1 & SC-1 KUSTOM KOLOR® ACRYLIC LACQUER CLEARS

(continued)

4. FLOW COATS

Apply two more coats of clear thinned 200 to 300%. (In hot, humid conditions, add 10 to 20% retarder to prevent blushing.)

-OR-

Perfectionist method (Reflow)

Apply one medium to light coat of clear thinned 200%, using a slow-dry thinner, then apply one wet coat.

The medium coat tacks the surface, giving the wet coat that follows something to adhere to. A wet first coat may cause problems.

After the wet coat has flashed, thin the clear 200 to 300% and apply 1 wet coat. Check gun pattern as this much thinner usually means narrowing the gun pattern. A spray booth with good air movement is necessary for this method.

NOTE: If the shop temperature is below 75°F (or if you are not in a spray booth), DO NOT USE SLOW-DRY THINNER. Air movement is critical to remove the thinner during flow coats. Use a fast-dry thinner and allow plenty of time between coats to prevent crazing. (Use retarder only in a spray booth with shop temperatures over 75°F.)

5. POLISHING

Wait 10 to 14 days before polishing.

See tech sheet for more information on Polishing & Finishing.