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 70ºF.

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 70ºF.

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.

FA-01 FLATTENING AGENT™

GENERAL INFORMATION

Flattening Agent is designed to reduce the gloss of our acrylic lacquer and polyurethane enamel topcoats and clears. Flattening Agent will not effect adhesion or hardness. It is great for under carriages, frames and engine parts where high gloss is not desired, but a tough, durable finish is.

1. MIXING FLATTENING AGENT (FA-01)

Shake or stir FA-01 to ensure a uniform blend. Add while stirring to your mixed topcoat or clear. *A drill and a paint stirring attachment ensure a uniform blend.*

2 oz. of FA-01 added to a quart of ready to spray topcoat or clear = 10% gloss reduction; (4 oz. = 25%, 6 oz. = 60%, 8 oz. = 90%, 12 oz. = 95%, 16 oz. = 99%).

NOTE: Each product will react differently to FA-01 based on the solid content of product used.

Add additional reducer for proper sprayability. Amount of reducer is based on amount of FA-01 added. Guide 25% extra reducer based on amount of FA-01 added (example: 4 oz. of FA-01 - add 1 oz. of extra reducer).

NOTE: Large amounts of FA-01 (8 oz. or more per "ready to spray" mixed quart) can cause reduction of flexibility, which should be considered before applying to flexible substrates. Do not exceed 16 oz. of FA-01 per mixed quart. Adding more Flattening Agent beyond this point will have no effect on further gloss reduction.

2. APPLYING FLATTENING AGENT (FA-01)

Strain the paint into your paint gun. Use normal application methods based on the product you are spraying. Gloss reduction will begin as the paint dries. Dry overnight to show the true final level of gloss flattening.

NOTE: We recommend painting a test panel and allowing it to dry for 12 hours to determine the true final gloss flattening.