

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.

UC-35 KOSMIC KOLOR POLYURETHANE ENAMEL KLEAR

GENERAL INFORMATION

Kosmic Kolor UC-35 Klear is a 3.5 VOC, National Rule and SCAQMD Rule 1151 compliant version of UC-1. UC-35 may be used to topcoat any urethane enamel finish, including all SHIMRIN® Base Coats. UC-35 is medium solids, 30% solids as applied, and has the same application properties of conventional clear coats. UC-35 features excellent gloss and D.O.I. (Distinctness Of Image). It has good chemical and water resistance and excellent weathering and ultraviolet resistance. UC-35 dries fast and hard and may be colored sanded and buffed the next day.

1. MIXING KOSMIC KLEAR (UC-35) **MIX ONLY WHEN READY TO SPRAY.**

For National Rule Compliance:

For a 3.5 VOC National Rule compliant Klear mix 2 parts UC-35 Klear to 1 part KU-150 Exempt Catalyst to 1 part Kosmic Reducer. Mix well. **REDUCE ONLY WITH KOSMIC REDUCERS.** Use a reducer best suited to your shop temperature. **See tech sheet for more information on reducers.**

For SCAQMD Rule 1151 Compliance:

For a 0.50 VOC SCAQMD Rule 1151 compliant Klear mix 2 parts UC-35 Klear to 1 part KU-150 Exempt Catalyst to 1 part RU-300 Exempt Reducer. Mix well. **MUST REDUCE WITH RU-300 TO REMAIN AT 0.52 VOC.** **See tech sheet for more information on reducers.**

For a 1.90 VOC SCAQMD Rule 1151 Compliant Klear follow directions above except in place of RU-300 use a 70% by volume RU-300 / 30% by volume Kosmic Reducer blend. **See tech sheet for more information on reducers.**

NOTE: UC-35 has a pot life of approximately 2 hours at 70°F.

NOTE: For extra flow out, add up to 10% of RU-300 VOC Exempt Reducer per mixed quart of clear.

NOTE: We have designed specific Catalysts to work with each of our clears. These Catalysts are NOT interchangeable. Use only the Catalyst specified for the specific clear you are using.

NOTE: KU-150 VOC Exempt Catalyst is moisture sensitive and will not keep for long periods once open. When doing many small jobs, buy smaller containers to prevent spoilage. Keep container tightly sealed. Clean the catalyst container pour spout by wiping the threads with reducer for easy reopening.

2. APPLYING KOSMIC KLEAR (UC-35)

Apply 2-3 medium wet coats with 50% pattern overlap. Gun distance while spraying should be approximately 6 inches. Air pressure at gun 50-60 psi, 10 psi at nozzle of HVLP (may vary with equipment used). Allow flash time between coats.

URETHANE FLASH TEST - PAINT SHOULD BE STICKY AND NOT STRING WHEN TOUCHED AT THE WETTEST POINT BEFORE NEXT COAT IS APPLIED. *(When using the flash test, always touch a new spot.) Monitor religiously for maximum merging of coats.*

NOTE: Waiting too long between coats can cause re-coat problems. If excessive dry time has elapsed and clear coat feels dry to the touch, allow 12 hours before sanding and re-coating to avoid lifting problems.

NOTE: Over spray from any catalyzed topcoat material (such as our UB-4, UB-5, UK Kandys, UC-35 Klear or UFC-19 Komply Klear II may lift when base coats are applied. Mask carefully to prevent this over spray when painting door jambs, etc.

UC-35 KOSMIC KOLOR POLYURETHANE ENAMEL KLEAR (continued)

3. COLOR SANDING

IF NOT FLOW COATING, GO TO STEP 5 POLISHING

After clear coats have been cured overnight (12-24 hours), color sand with 400 - 600 grit wet sandpaper. Add a small amount of mild liquid detergent to the water and soak the sandpaper for 15-20 minutes. This prevents sandpaper loading. Sand the entire vehicle flat, leaving no glossy spots. Dry as you go, so soap residue doesn't bite the fresh paint. After sanding, wipe the vehicle with a clean rag and water. Wipe dry. Use a tack rag to remove lint before re-coating. (Chemical washes at this stage are not recommended.) Use clean rags and warm water.

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 YOU'VE DONE.

4. FLOW COATS (Optional)

RE-MASKING THE VEHICLE AFTER COLOR SANDING WILL GIVE YOU A CLEANER FINISH WHEN FLOW COATS ARE APPLIED.

After color sanding, re-clear using 6-8 ounces of extra RU-300 VOC Exempt reducer per mixed quart of clear. The additional reducer will give you extra flow out. Begin with a medium coat, allow flash time, and then follow with 1-2 wet coats. Allow flash time between coats. (For improved hardness the next day, add 1 extra ounce of KU-150 VOC Exempt Catalyst to this mixture.)

NOTE: With this method, polishing is not required unless you desire a show quality finish, or to remove minor dirt particles. Do not wait too long to polish, as hardness develops fast. UC-35 should be polished within 24 hours.

5. POLISHING

In a 70°F shop, allow 12 hours for dry time before polishing.

See tech sheet for more information on Polishing & Finishing.

ADDITIONAL INFORMATION

When clear coating UB-4 Jet Set Black mix equal amounts of UB-4 and UC-35 Clear, then catalyze and reduce as usual for improved gloss and jetness.