**Caution:** Wear the proper safety protection when sanding, cleaning, mixing and spraying all materials included within this process.

PD-1510

PRIMER FILLER PROCESS

**Primer Filler, such as finishing putty or polyester primer, levels and fills minor imperfections, pinholes and P80 grit sand scratches. Spraying Polyester Primer (VP2100) will provide a more consistent sanding surface than spreading putty. However, care must be taken to NOT over-apply the polyester primer.**

Check for the following:

* Body filler work is completed and car is straight.
* Body filler is finished with P120 grit and blown clean.
* All bare metal areas are covered with epoxy primer. VP2100 Polyester Primer should not be applied over bare metal, only over epoxy primer, fiberglass, or body fillers.
* Epoxy primer has dried overnight.

1 **Clean**

the area thoroughly with the appropriate PPG cleaner, using clean towels. Dry completely.

2 **a. Mix and apply**

finishing putty over the filler and ENTIRE REPAIR AREA—paint-edge to paint-edge or entire panel.

**OR**

**b. Apply 3 coats**

of **VP2100** Polyester Primer to a maximum of 6 mils. Avoid reverse body lines, belt lines or any tight areas that the filler can bridge and over-build. These areas should be sanded down thoroughly or reverse-taped to avoid excessive build of polyester.

3 **Apply dry Guide Coat**

over putty or polyester primer. Block sand with P100 grit or finer sandpaper (P120-180 grit is a good start). Use a long block in a crossing pattern until guide coat is removed from all low spots, sand scratches and pinholes. If more fill is needed, reapply and re-block. The goal is to have a level panel without large sand-throughs.

4 **Finish sand**

with P220-240 grit if next step is Primer Surfacer.Finish sand with P320-400 grit if next step is Primer Sealer.

5 **Ready**

for Primer Surfacer **PD-1520** or Primer Sealer **PD-1701**.