Introduction to Painting

Getting down to bare substrate should be your first goal as you begin the process of creating a new custom or restoration finish. Even if your project appears to have "nice paint," it shouldn't mean you can scuff over what's there, shoot some new paint on it and expect some top end work. Who knows what may be lurking underneath the existing finish or if there’s enough topcoat to work with? That’s why it’s always the best option to remove the finish entirely and start with a clean slate.

HIGH FILM BUILDS

Paint that is too thick can lead to failures such as peeling, splitting or cracking. A factory finish normally has a film thickness of about 4 to 5.5 mils. PPG does not recommend applying additional paint to surfaces exceeding 12 mils unless it is stripped or sanded down to an acceptable thickness of 4-5.5 mils.

Custom and restoration paint jobs typically create higher film thicknesses than are generated in traditional collision refinish repairs.

PRE-CLEANING

Many elements can contaminate the surface of a vehicle’s paint film, such as waxes, polishes, road film, tar and general dirt. Pre-cleaning to remove any existing contaminants is the first step in surface preparation.

**CONTAMINANTS**

**Solvent Soluble Water Soluble**

Wax Road dirt

Grease Bird droppings

Oils Tree sap

Road tar Cement dust

Polishes Acid/Alkali contamination

Other Other

Please check your local VOC laws on use of solvent