



PROFESSIONAL QUALITY

# Automotive Basecoat

INTERNATIONAL TECHNICAL DATA SHEET

## SPOT REPAIR PROCESS

**Description:** The term spot repair is understood to include all repairs to damaged areas resulting in the repaired area being blended invisibly into the still intact old finish. As a result, the car refinisher is not compelled to spray large panels in the case of minor damage. The spot repair technique also allows minor difference in color and effect between the original car finish and the refinish to be made invisible.

1. Repaired area.
2. Area in which blending will occur
3. Where clear coat will be applied
- A. First coat of Blending Additive (1056)
- B. Second coat of Blending Additive (1056)



Once panel has been sanded and degreased ready for topcoat:

- Reduce 1056 Blending Additive 2:1 with Metalux 2 basecoat thinners.
- One coat of 1056 Blending Additive is applied to the area marked (A) on the panel. Flash off five to ten minutes before next coats.
- Second coat is applied to the area marked (B) on the panel. Avoid applying too close to the edge (about 4 inches away) as it could change the color of the adjacent panel.
- Once 1056 Blending Additive is applied, it is advisable to overcoat the area with your ready mixed color as soon as possible.
- Apply two to three coats of your ready mixed base color by blending into area (2) making sure your primer patch is covered.
- Apply first coat of Clearcoat to the area marked (3) on the panel and the second coat on the entire panel. Due to the reduced mil thickness of a Clearcoat on a blended edge, it may become visible with time. Harsh weather conditions and aggressive polishing will accelerate this process. Subsequently, 'Chemspec will not guarantee blend edges of the Clearcoat. For the Metalux warranty, Clearcoat must be applied to the entire panel.