



Painters Guide for Non-Isocyanate 2K Paint

NON-ISOCYANATE 2K PAINT – 2 K CLEAR LACQUERS AND PRIMER

2K Acrylic paint is one of the most versatile and durable automotive paints available it is petrol and oil resistant when fully cured and can be applied over most pre painted surfaces without the need for a sealer. It is also suitable for use on metal, fibre glass, wood and many other surfaces.

We can supply in three different finishes: gloss, satin and matt.

Non-isocyanate hardeners convert conventional 2k force dry paint and materials into air dry materials without losing any of the benefits above. I have listed below a few tips on application and also the advantages and disadvantages of using non-isocyanate paint and materials.

Advantages:

When using 2K Acrylic non-isocyanate paint / hardener.

It was introduced for customers who require the benefits of the conventional 2k Acrylic paint and materials without the health concerns associated with materials containing isocyanates.

Disadvantages:

The time it takes to fully cure, it is normally dust free within 30-40 minutes but can take a few days before it is fully cured, depending on the weather and workshop temperatures. If you try and force dry any air dry paint or materials you will cause a sandwich effect and the painted surface will skin over very quickly trapping the paint and solvents slowing down the overall drying/curing time.

2K NON-ISOCYANATE PRODUCTS:

2K ACRYLIC PAINT - 2K PRIMER - 2K CLEAR LACQUER

2K Air Dry Paint:

(1) Carry out any repairs, making sure you do not overlap the body filler over the existing paintwork. Treat any rust spots with Ferrozinc rust cure, spot primer and bare metal with Jawel self-etch primer. Mixing ratio: 1 part etch primer, 1 part etch solution or for a small area use the Pro-XL aerosol of etch primer.

(2) Flat the car with 600 grit wet/dry paper or 400 grit DA Discs, remove any dust with an air blow gun, then use a tack cloth before you wipe with Jawel panel wipe wax and grease remover.

(3) 2K Jawel Primer Filler: Mixing ratio: 4 parts primer 1 part 2K hardener then add 10 - 15% 2K thinners to total volume mix, this can vary depending on the spray gun set up.

STIR WELL and only mix the amount of material you intend to use in one application.

Apply a cover coat and leave for 10 - 15 minutes depending on weather conditions, then apply a second coat, you may need to apply a third coat depending on your spray gun set up. When dry de nib primer with fine wet/dry paper 600 or 800 grit. Remove any dust then tack cloth the surface.

Avoid leaving the primer overnight in a damp workshop if possible as primers are porous so it could absorb moisture resulting in poor top coat adhesion. It is important that the primer is dry though before you apply the top coat of paint, failure to do so could cause a reaction.

(4) Prepare the workshop for spraying the top coat. Dampen the floor and if possible earth the car. 2K Paint and clear coats build up static and will draw bits from your hair and clothes. I strongly recommend you wear painter's hooded overalls. It is a must that you use the correct protection: Face Mask, Painters overalls and gloves and only use in a well ventilated workshop. **(See manufacturer's health and safety instructions on our website)**

(5) 2K Paint: STIR WELL AND CHECK COLOUR.

Most colour problems are caused because the paint has not been stirred thoroughly. Mix the paint: 2 parts paint, 1 part 2K non-Isocyanate Hardener then add 15% - 20% 2K Thinner to volume, this may vary depending on spray gun setup and air supply.

Apply a cover coat of 2K paint, leave for 20 -30 minutes, depending on conditions. I normally touch the masking tape and when the paint is like the back of a postage stamp, not sticky just a little tacky, it is ready for the next coat. 2K paint is direct high gloss paint, if applied correctly, you should not require any 2K clear lacquer.

(6) 2K Paint and Clear Coats are direct high gloss materials and when applied correctly, you should have no need to cut and polish. If you do, I would recommend you leave a few days and then use the new AG3 Advanced liquid compound.

Runs in the paint or lacquer: if you happen to get a run in the paintwork, this, in most cases can be flatted out. I have found the best way is if you use 1500 or 2000 grit wet/dry paper rub on a bar of soap and lightly flat the run.

Do not try and flat out in one application, lightly flat then leave for 3-4 hours or longer and do the same again taking it away in stages.

This is only my basic guide, if you require more information please have a look on our website for the manufacturers Data sheets.

IMPORTANT NOTICE REGARDING SOLVENT BASED PAINTS. Please note it is against the law to use non-compliant solvent based paint and materials for refinishing/restoration of motor vehicles , unless the vehicle is classified as vintage (over 30 years old) or classic exceptions: 1) Non-compliant vehicle paint/materials manufactured before 1 January 2007 can still be sold and purchased until stocks have depleted 2) To avoid the environmental consequences of disposing of non-compliant materials DEFRA and the Welsh assembly granted permission (August 2007) for Auto body repair/refinishing garages to use non-compliant materials they have in stock. We can supply a full range of compliant materials to suit all of our customers.

Requirements including Water Based paint. Non-compliant solvent based paint will still be available for customers spraying industrial plant and machinery.

MATERIALS ARE FOR PROFESSIONAL USE ONLY.