

THE RPJ GOLD
COURSE
Video Transcripts

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by Tony Bandalos

RPJ Tractor Project Paint Removal If Needed

Video 1

Here we have a mini tractor project. I'm calling it a mini tractor because it sounds cooler than a lawn mower. Anyway, what were going to do is completely paint this thing so it looks a lot nicer. You can see a lot of surface rust we have here with the paint just chipping off. Some of you guys may have this problem on your classic car.

We're going to show you how to tackle this, prep it, and paint it. That's the plastic shroud here. We may do a cool paint job; put some flames on it. And we show you exactly how we do it.

Alright so in this video series were going to show you a couple of ways to strip paint off of your project. If you're working on your classic car or on a tractor like this, it doesn't matter what you're working on. Now in some cases you're going to have to strip the paint. On this project, the rust is just so bad that we've decided to strip the paint. This is your grinding technique you want to get a 24 grit or 32 grit on a grinding disc like this. You don't want to use a stone grinder because you are going to damage the metal a lot.

You want to use a disc grinder like a 32 or 24 grit sandpaper on it. This is the best and fastest way in my opinion as it is a lot less messy than chemical style solution paint stripping like the aircraft remover that we will show to you. It's a little noisy so wear ear muffs. And just grind away. Take off all of the paint. For me, this is the fastest way. So I like this way but we're also going to show you the paint removal method.

It's sloppy and takes more time and I don't recommend it. You also have sand blasting if you have access to a sand blaster or media blasting, uh not media blasting I'm talking about soda blasting it's a different type of blasting for body work. If you Google soda blasting you will see that it is similar to sand blasting but they use a different material than sand blasting and it is even safe on fiber glass as it doesn't damage fiber glass. OK, but let's just finish up grinding then.

You're going to hear me talk about epoxy primer and base coat clear coats in this series here. This first video is because I was going to paint this with automotive paint but I decided to do a rustoleum job SO just disregard what I say about the automotive epoxy paints OK. We're just going to supplement that with our rustoleum primer that we use.

Ok I am going to show you the step by step process so, once when you hear me talk about that stuff doesn't go what I thought this was the rustoleum course how come he's not talking about rustoleum I will talk about it in the further videos you know, in the videos to come. So I just wanted to point that out to you right now. Just disregard what I say if you want to just listen to

what I have to say then it's good to keep in mind because it's what we do with professional automotive finishes. But this is going to be rustoleum but we're also going to put automotive clear to give it a pro look and to make it last a lot longer.

It doesn't matter how big the project is as long as you know the fundamentals and proper steps you can take what you learn from this tractor project and apply it to cars, trucks, anything. Right here you have the DA method is another way to take paint off just by sanding ok. Get probably like 60 grit or 80 grit and just sand away for hours and hours.

This right here is rust inhibitor by Jasco. We're just going to I am just showing you after you grind out and you have all this rust looking you want to put a rust inhibitor on it to kill the rust. Ok instead of buying rust inhibitors you can just go down to your local auto body shop or Google it. You could get all types of rust inhibitors out there.

They all work, just whatever fits your budget and whatever you feel like using, but if you really want to save some money what works just as good as this stuff is vinegar water. Get like maybe a cup of vinegar water for maybe two gallons of water. So maybe a half a cup per gallon. You could even put if you want to make it stronger put a cup of vinegar rice vinegar or any kind of vinegar in a gallon of water. Shake it up and just keep it on the side.

You could do the same thing as what you're doing here. It's going to turn brown and ugly. Then you go ahead and test some areas out with our paint remover. Ok. Just does this area right in here so just make sure you have a little disposable brush or a little pan to pour the solution in. We're going to go ahead and do some techniques on taking off and stripping your paint. So let's go ahead and do that. We're just going to pour a little bit in. It's really jelly looking. It's like snot.

I just put another coat on it. It says uh I just read the directions and it said to you know reapply it over and over so if it's stubborn paint and it's not peeling right away. But if you look around the edges it keeps doing its job. And make sure when you put this stuff on to usually just brush it one way because you want to try to leave it as thick as possible because if you go back and forth like I did earlier you may thin it out. That's why I had to kind of go over it again. But you know you could do a little by little. Go over once, peel it with a squeegee and go over it again on the areas that it didn't lift.

A couple of times you should have it all out. You can see the solution bubbling right here, working. That's basically all you want to do. It's been about five minutes or so let's give it another 10-15 minutes and see how it looks. Maybe about 12 minutes to be exact. I couldn't wait. But basically this is what it starting to look like. I did a little test area here. It's basically all you want to do is just start scraping away.

Just like that. That's about it. You want to do your whole area and be sure to keep it out of the hot, hot sun because if it's in direct sunlight, like this area here, you're going to notice that it evaporates and it really doesn't do much. It started to peel it up around here a little, but the chemical mostly just evaporates. That's what I've noticed right here and it also says that on the can. Now it helps to read the can sometimes. So do it in a cool area. It's best about 65-85 degrees and in a cool shaded area this way the chemical doesn't evaporate and it gives itself a chance to work.

So repeat the process as many times as necessary to get the paint off. Alright, so we got some of the paint off successfully. We got all around the circle here. This whole area we got paint off, but as you see it's a little work in progress. You have to keep applying this stuff, letting work, scraping it off. It's going to take a few hours to do this.

Now let's take a look at this panel here. You can see it's very, very pitted from the rust and just years of weather treatment. You can see all this pitting. What I would do here is after you are done with your paint remover, taking all the paint off of the metal and it's all down to bare metal and surface rust like this. What you want to do is for areas like this, these are really kind of deep gouges for glaze putty I personally think.

So what I would do is sand this all down, shiny. Alright with like 80 grit and then mix up some body filler, some bondo, and give it a nice skim coat. Skim coat the entire thing. See like in here looks like the surface of the moon or something.

Alright, the whole thing is really pitted bad from years of weather exposure and rust. So sand it all down right. Then you want to mix up some bondo body filler and what I would do is coat the entire panel. Then you sand over it with maybe 240 grit to a 280 grit on a DA. Take it down fast so make sure you keep your DA flat.

And if you're going over round surfaces to, let me show you, if you're going over round surfaces like this just move your DA like this.

I am just giving you a couple of tips. Alright, so after it's all done, you may still have a little bit of imperfection but don't worry about it as long as most of it is filled up and smooth feeling. Then you could go ahead put some epoxy primer over that. Epoxy primer over the body filler, then I would put about 2-3 heavy coats on it to make sure you fill. Then after that water sand it down with a block or something flat. Water sand it down, take all of the orange peel off of the paint. Not the paint, but the primer.

Take all the orange peel off of the primer. Then check for imperfections in glaze putty. The remaining imperfections, the pits and craters, I would use acryl green glaze putty that I recommend in the course. Go over that sand it down with 400 grit. Then actually hit it again. You could hit it again with your epoxy or a 2k primer. It doesn't matter whatever you want to do. I would just go over with epoxy again. Then actually you could sand that down with 400-600 grit

and you're ready for paint. You could basically paint right over epoxy or 2k primers because it acts as a sealer. If you want to go the extra step, spend the extra money, you could go ahead and actually put a sealer on it before you put your base coat or clear coat on it.

Base coat and clear coat. Alright, the sealer kind of prevents like rock chips and stuff if you don't want to get. They say it protects against rock chips but I haven't really noticed a huge difference with that because it gives it an undercoat that is a little softer and when a rock hits it won't just chip off. Like if you paint directly over fiber glass and you say a front bumper cover or body kit, if you paint right over a piece of fiber glass because the fiberglass is so hard when a rock hits it, it will chip right off. That's why it's best to put at least a 2k primer under it a couple of heavy coats.

This would give you a little cushion for rock chips. So just a little insight there. So let's go ahead and finish this up and I'm going to have my guy Danny boy finish putting the solution all over the paint here, sand it all down, and the next time we look at this it's going to be completely bare metal. And they got to do some body work on it. And show you how to get rid of this, this pitty look. If you have a fender or if you work on a rust bucket project that has this type of pitting on it, you see it. Pits, pretty bad. Alright thanks for watching I'll see you in the next clips.

Body Work & Prep for Rustoleum Primer **Video 2**

Basically what we have here is our tractor project. As you see we laid all of our bondo on it; on the low areas and all the pitting areas. Such as down in here which as you can see we started to fill some up already. But it was sitting you know it was a project that we started and never had time to complete and were going to be completing it now.

You can see all the surface rust we have here. A lot of surface rust no big deal were just going to sand all this down right now with some 80 grit. I got some carbo gold 80 grit 100 hundred rolls Sticky paper, I have my DA. We're going to go ahead and just shape all the bondo quick first where we can with the DA, all of the flat area. Then we're going to get into maybe a hand or round block for all these little sections here. We're basically going to do all that and then sand all of the surface rust off and get it ready for primer.

Basically the next step we will be using the rustoleum etching primer and seeing how that stuff lays on. I Am going to show you exactly how to do it, so let's get started. I know in the previous video I said we would be sanding with about 240 grit or so. Why I'm using 80 grit is because when I lay this on I made it a little thicker. I want to be able to take it down a little quicker. 80 grit is usually good for all around body work, shaping.

I am not going to cut it too quick like 36 grit or something and it's not going to take too much time like a 240 grit or a 150 grit. There is no right or wrong method usually you do what you have to do. A lot of body guys have different styles and what they want to use for shaping. I personally like 80 but you don't want to prime over 80.

You want to get it smoother like around 250; at least 240 to 280 grit before you prime. This way your scratches will be a lot finer and you'll have to depend on your primer filling up the deep 80 grit scratches. The reason why I am showing you this is so that you see how I use the DA just in case you're not too familiar with bodywork.

I am showing you these clips so you can learn how to use the DA. It's really good to watch people and see how they do it. You notice I move the DA around a lot. The pad just broke. When you watch me do bodywork you can see how I go with the flow of the body panel. You want to go up and down and feel the bodywork as you go. I just hope you appreciate this part of the video series where you can learn how to do bodywork. I know I did not show you how to apply filler here so the next clips I will show you how to apply filler if not on this then I will add in another section on doing body work on a car or something. I will add that clip so you can see how to lay bondo or body filler.

Right here I am showing you some techniques on hand sanding. You want to get your disc paper or whatever you have and just start sanding. We have a little bondo on that top corner that we're just going to take out. This is how you do some hand sanding. Basically there is no other way to get in there so you use your hand. Fold your paper up; get the corners, that's how you would do it. The same thing goes for all the other squares that we have. We're just going to clean it up with a screwdriver.

Right in here we're just finishing down with our hand. Still using 80 grit. Why we're using our hand? Because it is easier to get round surfaces and as long as you use your palm you're going to be ok. It (your palm) is like a block. Think of your palm as a block. I know it's not flat like a block but it works like a block. Especially if you sand criss-cross and you know how to sand with your palm. You do not want to use your fingers because you will indent the bondo with your fingers. As you can see I am using my palm, which is key. We are just hitting all the surface rust off and getting everything final prep down. Then we're going to hit everything quick with 240 grit. Then mix some of our primers up and paint this thing about 2 to three coats of rustoleum primer. We will get into that shortly.

We just used a little bit of mineral spirits to wipe down our panel before we start putting primer on it. Make sure you blow it off good. I did not get that on camera. You just want to get your air chuck and blow the panel off good, especially your bondo areas. Blow all those areas off good and then put a little bit of mineral spirits.

You can see I'm getting a lot of dust on here. We're just going to wipe it down really good. The mineral spirits will help take all the crap off. You can also use wax and grease remover if you

have it. I just wanted to show you we could also use mineral spirits to wipe everything down. We're not worried too much about the bodywork, how well it comes out. This is because you can see it still has little pits and stuff. I am not worried about that because it is all under the foot pedal and after we prime it what I may do is undercoat this area. Just mask it off and undercoat it. The plastic foot pedals will go right in there. It's not really a big issue but just showing you that we are just going to undercoat it, it doesn't matter.

If you want to go all perfectionist make sure you fill in all your spots. These areas I just got lazy sanding so I am just going to prime over those. Most of it, about 98% is all sanded down. We got bondo on it, and a couple spots have paint like I said. When working on your project, do it on how you feel you want to do it. Next step is to start mixing our primer. We're going to give it two nice coats of primer. Thanks.

Cleaning Your Gun & Getting Ready to Spray

Video 3

This quick video I am going to show you how to clean your spray gun. You really want to keep your spray guns nice and clean while storing them. Just before painting it's good to give them a double check.

We're just loosening our nozzle here. We take our nozzle off. You always want to be sure you do not dent your nozzle. You never want to pinch this or drop it on the ground because it will really mess up your gun. We're going to just put this in a lacquer thinner here. Let that soak for a bit. We're also going to take our needle out.

We're going to remove the o-ring. Then we will go ahead and pull our needle out. We could just get a little rag, soak our tip and just clean our tip off. Old toothbrushes are pretty cool since you can use them to clean. The purpose of this video is just to show and tell you that you must keep your guns clean. Every time you finish painting clean your gun so that next time your gun is ready to be used. This one I cleaned but I wanted to clean it one more time to show you how the process is done.

If you look at this sometimes you're going to get a little bit of corrosion and what you could do is get some 2000-grit sandpaper and just clean it up quickly. Just put it around your finger and just twist the tip. You see I have some 2000 grit here. Just go ahead and wet the area quick and sand the corrosion off. You do not want to do it too much. Basically clean your tip off pretty good like that. Now it looks nice as you can see.

You do not want to do it too much as you will be sanding down your needle, especially the tip. You just basically want to clean it. Now, let's go ahead and throw some fluid in the nozzle. Clean this area off. Put the o-ring back in. Let's take these parts out of the lacquer. I use the back of the needle to get them out of the lacquer. Put the needle back in slowly.

You can see our needle is in. Ok so the spring you see me putting in here is your trigger spring that actually moves the needle back and forth. It moves the needle back forward when you start painting. To set this you want to pull your trigger all the way and tighten the knob on the back until you feel them touch.

You want wide open trigger flow, fluid flow, when you set your gun. Make sure your trigger is all the way down. What works well to clean these little holes on here, your nozzle tip, is these little brass wires. If you can locate some it works well. They also have cleaners that come in small packs, I simply could not locate any right now. So when you go to your auto body supply store or look online they have these different size rods, like filing rods, in different thicknesses so you can clean the tip of your nozzle out with.

I couldn't find mine when making this video but they have them. They go in like this piece of ire that I'm putting in to scrape out old paint, if any. You just want to soak your tip and then clean out all the holes in the front of the gun because this is what makes your spray pattern. If you're getting a funny spray pattern, check those holes as you most likely need to clean the nozzle tip, soaking it in lacquer thinner. Buy that pack of rods that actually go in for the cleaner and clean your tip.

This goes in the cap, like so. So when you're looking at the nozzle tip here you want to make sure you have it set horizontally. The two parts that protrude out like that horizontally. This way your spray will come out vertically, up and down. Because if it's vertical, your spray will come out horizontally, I hope you know what I mean by that.

So just make sure those two parts that protrude out right there are horizontal to your panel when you're holding it. So that's it. All clean and ready to go. Obviously, if you have an aluminum style cup or different type of canister it will not look like that. I am using the devil bisk d-cup system, the disposable cup system. See you in the next videos.

Mixing and Shooting Rustoleum Primer

Video 4

We're going to mix up our primer. We're using the rustoleum clean metal primer. It's a white color. We're going to add 10% of mineral spirits just to reduce it because we're shooting it out of the high volume/low pressure spray gun. When you first open up your can, you want to

mix your paint, especially if it has been sitting around for a month or two. A lot of the paint material just starts to gravitate toward the bottom and you get lumps. Mix the paint really good and then we're going to go ahead and pour some in a little container or jar here. Then we're going to put about 10% and I like to do the 1-2-3 drip test to make sure. So it's a more accurate way, I think, if you just know the consistency. Watch this video: IMPORTANT STEPS!

We're going to start off with about 10% reducer which is mineral spirits. We're going to mix it up and then we're going to do the drip test as soon as the paint stops flowing off of the paint stick and starts to drip is when you count. 1-2-3 ok so that's the mix, 1-2-3.

About 10-12-15 % reducer is all you really need with this stuff for the primer. This is because you want it a little thick so you can fill scratches and imperfections. Let's do it again one more time really quickly. Wait until it stops and then count 1-2-3., that's perfect. We're going to roll with that. We're going to make sure we use a strainer and pour it into our gun.

Then we're going to give it a couple of coats with flash time. This means that after you lay your first coat on it, it actually just let it sit for 15 -25 minutes to give it a chance to tack up and dry a little bit. Right here we're using the d-cup system by devilbiss. I call it devilbiss, some other people say devilbiss, whatever you want to call it. It's pretty good because it's disposable, easier to clean up. The whole kit with about 20 containers is about 40-50 dollars.

You want to make sure you open up the tack rag all the way like I showed you in the dirt bike videos. We're going to tack the whole thing down. We pre washed this whole thing down with mineral spirits already. We have everything blown down, the bondo blown down. Pre washed with mineral spirits and let that dry, now we're going over it with a tack rag. We're going to set our spray gun, so with your spray nozzle air coming out holding it down; you want about 20 pounds of spray primer like this at the dial.

We're not going to read cat pressure because there is no way to read that pressure with something like this. We're going to be using the old school method, looking at the dial, 20-22 pounds spraying this stuff. We're not going to be shy; we're going to give it a nice heavy coat. Go around the whole panel one time and let that tack up then go over it one more time. Now if you're thinking about what kind of compressor I'm running, I'm just running a small 33 gallon air compressor, 220 volt 4 horsepower.

It's a pretty strong compressor that I have and it's just for my home use. I used to have a bigger tank but I really didn't need it because I wasn't painting huge things at home. If I have to spray a car I go to the shop and spray the car since we have a shop downtown and it's no big deal. I got rid of my huge compressor for home since I didn't need it and now I am running a small 33 gallon belt compressor.

Wait 15-25 minutes (flash time), then give it another coat...

Now when you're painting primer or paint you want to make sure you're seeing what you're painting. What I mean by that is use the lighting to see if the area that you just passed is shiny because you want it shiny. If it looks dull or orange peel appears, give it another pass because you don't want it like that. It's just going to dry like that, so you want it to have a shiny look. As long as it has the nice shiny look it will stay like that, especially if you're painting on enamel or automotive paints.

Primer is going to dull out, but if you look at the bottom corner of this, the left bottom corner where I am passing now. The whole area is glossy as you can see on it. So here is the finished product, just finished priming it.

We are going to let this dry for a couple of days and then do our glaze putty imperfection finding, glaze putty repairs, final sanding, and then ready for paint.

Right here I am just showing you a quick little video on how to clean your gun after we just painted our primer. So, immediately when you're done painting start cleaning your gun. The quicker you do it the easier it is going to be. You're not going to have dry paint everywhere, so take the whole gun apart. Usually, when you buy guns, it comes with instruction on how to take it apart and assemble it. Just take everything off, your needle, your nozzle, the springs, the knobs in the back, your cup on top or on the bottom if you have a gravity feed; if you have a siphon style. Use an old toothbrush and clean everything up in lacquer thinner. Soak it like this.

Just get it clean, that's the main thing. If you have a clean gun, then it will last for a long, long time no matter if it is a cheap gun or not. I want to show you how to clean the tip here. You always want to make sure to clean the tip. Do not drop it or anything because once the tip is damaged it's over. Here we're using that wire brass piece so we're cleaning the holes in the front of our nozzle tip. Those holes are where air comes out and makes your fan. They have to be clean all the time.

Sometimes there's two or three on the inside there but I only see one small one on this particular gun. Don't forget to put your o-rings in if there are any. You may lose them in your container. Put everything back together how it's supposed to be originally, and then tighten it up. That's basically it. It's good to use a box wrench because it won't slip off. You want to screw your cap on; making sure your front nozzle tip is horizontal. When holding it you can see it's horizontal like that. Then we're going to slide our tip in right now, our needle tip. If you drop this thing, its history as it won't spray right. You have to make sure to never drop your nozzle or needle.

You can see me pushing the tip in, it went right in. Here we're going to throw our spring in and then we're going to do some basic adjustments. When you see me adjust this thing, all I do is hold the trigger down all the way and then you want to tighten that back knob until it starts hitting or pushing your trigger out. This just limits your fluid flow. I like wide open fluid flow whenever I'm painting anything, so I'll just snug it up until I start feeling it at the trigger, then I know its full fluid flow. I am just going to put the bottom back on our gauge. You could use

plumbers tape if you want to seal it but this particular one I wasn't having any problems with leakage. We're going to throw our top back on. The only thing about this disposable d-cup system is you can't leave lacquer thinner in your container while you're going to store it. That's what I usually like to do. Just leave some thinner in the gun if you have an aluminum cup you can do it and just run it through the gun. Squeeze it when you're completely done so you have some clean lacquer thinner coming out. Just store it will stay good for a long time.

Checking out the dried primer, it gets flat as it dries.....

Primer is dried. So here is the finished product, you can see its dulling out now. It's not shiny anymore because it's drying. So when this thing fully dries we're going to give it a good day or two and see how it sets up by tomorrow.

We're going to lightly water sand it down using 400, get it ready, smoothing out all the little imperfect areas. We're going to shoot it with our green enamel paint, just like how we laid this on except it will be laid on a little thicker this time. We have our green enamel here. We're going to spray the whole piece, this top piece, our shroud, and our bottom metal piece with our green rustoleum. We're going to set up then we're going to do some flame graphics. I couldn't find the John Deere light color in rustoleum so were going with a hunter green.

I just hope it looks good, it should. Here we got the rustoleum yellow as I will be doing yellow flames on this thing. I will show you how to mask up flames if you want to do it, and then put our automotive clear coat on it. I do not recommend using rustoleum clear coat because it is not the strongest stuff on the market. It's up to you. If you want to go ahead and spray on the rustoleum clear coat you can do just the same thing that I'm doing with the automotive clear coat. Put two coats of rustoleum clear on it.

I'll let it dry and then go from there. If you want to sand and buff it out you can, but with the automotive clear coats it's a lot stronger, harder, and durable. Even when you do color sanding and buffing, you're really going to be able to buff that thing with the high gloss. You don't have to worry about burning it a lot quicker like the rustoleum clears. Almost there see you in the next videos.

Glaze Putty & Wet Sanding Before Paint...

Video 5

Basically if you're working on a new project and you have bondo work, body work, that you're doing, you're going to actually prime over your bodywork, just like we did here. On this project I kind of rushed the bodywork. There are still some imperfections that could've been covered with bondo bodyfiller instead of the glaze putty.

I just am in a rush to get this done and I'm taking a bit of a short cut by using some glaze putty. Usually this is in the final stages anyway and I want to show you some areas where we are going to put some glaze putty on. If you can see here we still have a little bit of ripples in the body where we didn't fill in all the rusted areas too well. We're just going to put some glaze putty on all these areas. Let it dry good. In here you will see some sand scratches but that's the purpose of primer is to fill in a lot of these 150 or 180 grit sand scratches.

We have a little crater here. The bondo could've been sanded out or filled and then sanded, we're just going to fill it with glaze putty and sand it with 400-grit wet sand paper.

If you look in here you're going to see a couple of more imperfections in these areas. This is what you want to do next. Put glaze putty on top of your primer. You don't put glaze putty directly over sanded bondo or imperfect raw areas, raw metal.

We're using the 3m acryl green spot putty. This is acrylic spot putty as you do not want to use lacquer spot putty because it shrinks over time. You're going to have shrink marks in your completed paint job a few weeks later. Say you're working on your project and you paint it a couple of weeks later you're going to notice a little bit of shrinking in your job. With this stuff it's not going to shrink, just let it dry well.

Here I did a couple of coats earlier. This is already dried as I did this yesterday. We're going to sand this down with 400 grit, and then we're going to lightly go over the glaze putty spots with filler primer spray can aerosol. We don't have to set up the gun again. Basically were going to put some more spot putty on this panel here and I'm going to show you how to do it quick. Let it dry for a good day or two, and continue sanding and getting ready for paint.

Basically here's what it looks like. We put a nice skim coat of glaze putty on all of the little imperfect areas, the low spots, the little specks. This is what we're looking at. We're going to let this dry, probably giving it a day. You can probably start sanding this in about six or seven hours. Those are basically the areas, the rest of it looks good. Just mostly the back and the right side of it.

This is what it looks like up close.

We're going to go ahead and get some 400 grit and sand all the stuff flat. Then we're going to go over it with some high build primer quickly because you do not want to paint over glaze putty. You should never painter glaze putty and it is a step that you must go over glaze putty with primer before painting anything. Let this dry then we'll get some high build primer and hit all these spots after sanding and also this piece.

We have to sand those down and finish off with some high build primer. I'll get it all sanded and ready to go and then finally we'll put our paint on it. We're almost done with this project.

We have a sheet of 400 grit paper. We're going to go ahead and cut this up into 4 pieces. Then were going to get a bucket of water and start water sanding. Let's go ahead and get that done.

Taking a closer look you can see what this looks like. We're just going to fold it in a quarter and then we will just use a block for our hand in some areas.

We're basically using a wet dry block. You can get these at any auto body supply store or even on amazon.com. It's just a hard foam type, little flexible, and they're really good blocks that I like a lot. They are simple to use as well. Here we have a bucket full of sandpaper. Some people like to put soap in it. You could do that and they say it prevents caking; I do not use it though. I have never noticed a huge difference with caking.

We basically just want to feather it out. On the edges here we could probably use our hands to get these areas quick.

We want to try not to go through to the metal. Basically just flat now. Just do something like this for the corners. If we do show some metal, no worries because we're actually going to primer over again and this is what you want it to look like. Nice and smooth, not being able to feel any imperfections.

As you can see we filled in all the imperfections that were missed with the bondo. When that's dry, after we finish the whole panel, were going to go ahead and coat that with quick can primer.

I'll probably use some of this stuff, rustoleum wet and dry primer. So let's finish up the whole panel and we will go from there. Basically pretty simple, you know what to do. I'll just video a little more of it and then we will fast forward.

Now this is a tractor. The metalwork, to begin with, isn't that great so you will see that it has high areas in the metal. We're not worried about it because it's a tractor. Of course if this was a bodywork job, like working on a car, it is a high spot and you will want to hammer it down with a pin hammer (The hammer with the points on the hand). Hammer it down, fill it with some bondo, scuff it with 80 or 150 grit, then prime it, then do this process with your glaze putty. Because this is a tractor, were not going to worry about little high spots like that. Basically you want to just seal it up so we could stop the rust and put a nice quick paint job on it with the rustoleum.

Rustoleum primer sands pretty good, better than I expected when I first started with these projects. It sands really nice and it gives you a nice foundation for your rustoleum paints on top of it. I am really surprised how well this stuff dries without some sort of hardener.

I just wanted you to notice the way I'm sanding using the edge of the sand paper here in the curved area. I'm using that corner edge because you can't lay it flat in this rounded area here of the panel. I'm using the corner and doing a criss-cross motion. As you can see, we have all the

glaze putty spots sanded down. You're going to see that yes it did fill all of the little imperfections.

Come down here and you can see we got into the metal in some areas, but no big deal because we're going to prime over everything with a spray aerosol can primer before we paint. You always want to make sure you prime your glaze putty and metal spots before you paint. After we prime this we're going to have to water sand it down again with 400-grit and make sure you don't cut through to the glaze putty or metal.

You want to paint over primer that looks just like this. We still have the rest of the panel to sand. Now that we got all the glaze putty done were going to go ahead and proceed to 400 for the rest of the panel (400grit).

Wash it all down, spray these spots with primer and let it dry for about 20 minutes. Hit it with some 400 again. Clean it, dry it, and prep it and we're ready for our rustoleum paint job. Were almost done with this lets go ahead and just finish up.

As you can see here is all of our glaze putty work. We went through the metal on some areas but no big deal.

This is the stage where you're going to do your final minor bodywork. If you see anymore pinholes, sometimes it will go through it. Sometimes you start sanding and notice pinholes or chips you've missed. That's when you would go ahead and do your glaze putty spots on top of this primer coat.

Then you'd let that dry; sand it out like we have here. As you can see we filled couple of areas in here. Then you want to finish as I explained in this video. Let's go ahead and finish sanding it down with 400 and get it ready, then go ahead and start our primer.

In this area, were just sanding down our shroud. This works on doing your motorcycle project or any kind of plastic that you're painting. You just want to scuff the whole thing down with 400-grit. If you have any imperfections, prime the area quickly like the scratched areas, prime it then fill it with glaze putty and then do you water sanding and then you want to finish up with priming on top of that again and then doing your water sanding again final. Like I said you don't want to paint over glaze putty.

These little spots here we're going to put primer on those spots. The whole bottom area we will re-prime because we do not want to paint over glaze putty. After that dries were going to hit it again with 400-grit which leaves us a nice primered texture to paint over.

Washing Parts, Final Priming, & Mixing the Paint

Video 6

Everything is sanded down with 400-grit. We have all of the glaze putty sanded and everything is all one. We're just washing it all off. You could use soap or just water. Wash everything nice and clean. You want to get all of that caking (the primer caked up). Just wash it all off until clean.

Here's is how it looks. As you can see it's pretty shiny. This is how it's basically going to look with paint on it. As long as you can see the shine like this it is ok.

Now we're going to use our rustoleum high build primer. If you want to, you could mix up another batch of the same primer that we had in the can and go ahead and spray it on with your high volume low pressure spray gun. That's going to take too much time as we have to clean the gun. You just want to get the shortcut and this works pretty well if you want to save time and shortcut it. Just get a can of this high build primer and we'll hit all of the glaze putty areas and the metal areas where the metal is showing.

Give it two or three thick coats, you don't want to make it run so be sure not to run it. We will go ahead and give it a couple of coats and let that dry. Then you could water sand it if you want or dry sand it. I like dry sanding because we don't have to wait for the whole panel to dry. Let this dry, scuff it down with some dry 400-grit and then wipe it off clean and then give it a nice tack rag.

We're going to get our front shroud also. Get down and in here, that whole area where our glaze putty was. You can see all of that and just cover it all up good. That's basically it.

Now we also tack ragged the whole thing down, let me show you. You know what a tack rag is as I explained it in the dirt bike lesson. We just opened it up and tack ragged everything down. If you didn't see that part just go back and watch the dirt bike videos before painting. You just open this rag up and it takes all of the dust off.

Now we are going to go ahead and mix our paint and then we can lay two nice coats of our rustoleum paint on it. We shook the can a little first. We got our rustoleum paint. This is the kind you want to get.

We are going to go ahead and give it a quick mix. Now we're going to use this jar to pour it in. Now when I mix this stuff, I usually mix it about 4 to 1. When doing bodywork and paint most of the time we mix it by consistency.

We check the drips of the dipstick when the paint stops flowing, like this. This is much too thick as you can see how long it takes to start dripping. When it stops, 1,2,3 then it's very slow. You want to make sure it has a nice consistency like this. Usually it is a 25% mixture, so 4 to 1. We're going to add in our mineral spirits.

I'm just going to take a basic stick and go to the bottom, then come up and you can see we're about this high. So 25% will make us come a little higher with reducer on the stick.

There's our paint stick. Let's go ahead and add some reducer in it. Not reducer but mineral spirits. Mix the added mineral spirits that you just poured in with the stick. Mix thoroughly and check drips as this is a 4/1 mixture ratios with mineral spirits and rustoleum.

So I mixed my paint here. Let me just show you the consistency you want. I am actually going to include the correct mixture in a PDF. It's basically about 4 or 5 to 1. It depends on the paint as sometimes the paint comes out a little thicker for these cans for some reason. I noticed this recently. I will give you the mixture, but I wanted to show you. A lot of people say 50/50 mixture with your mineral spirits.

That's just ridiculous as you're going to be putting 8 to 10 coats on your car. The way they do it is rolling it on or spraying it on; its way too thin and you will not get good coverage. You want to have it mixed like an automotive paint. I have it all mixed up here. As you can see it hardly close to 50% reduced. I just want to show you the consistency of this paint and how you want it to look when it's dripping out. Let me just get one stick.

You see how it drops, one, two, three. Again 1,2,3. That's a perfect mixture there. If it drips too fast, it's too thin, or it's too slow in dripping that means it's too thick. Basically just take a look at this paint stick here. It's pretty easy to mix it like this so you know when to add more paint or reducer. Check this out again as it is very important. It's too slow now, but right when it stops dripping, 1,2,3. That's a perfect mixture so really watch this part over and over because this is the automotive painter's secret.

Without using measuring cups you can tell just by consistency if you need to add more paint or more reducer. I had to add a little bit more paint in here to thicken it up as it was too thin. I am going to actually include a PDF on basic ratios for mixtures for this stuff so you know exactly how thick it should be. Now we could lay about 2 nice medium wet coats on this panel and it there will be plenty of paint on it.

So let's go ahead and fill our gun up. Now when you're spraying automotive base coat/clear coat you want to use a different mixture. That stuff is 50/50 when doing base coat. If you're doing enamel, or acrylics or synthetic enamels or rustoleum paints like we are now you want to do this type of mixture that I am looking at. About 25% reducer in about 4 cups; basically a 4 to 1 mixture. Sometimes a 5 to 1 ratio, depending on the paint. I will include that but you should go by this drip test I showed you. Do this and you will never have a problem with the thickness of

your paint. So we have our gun filled up now. Let's set everything up so we can start painting. Finally, let's start painting rustoleum next.

Painting 2 Medium Wet Coats of Rustoleum Paint

Video 7

So we're putting our first coat of rustoleum on here. I'm so used to painting base coat/ clear coat, I was going to say base coat. There is our first coat of paint. I am just checking it out and making sure I'm not getting any fish eye or chemical reactions. Sometimes when you first start a project you just want to give a few passes, making sure that you don't have any type of reaction.

If you do you can stop right away and let it dry, then solve the problem by re-sanding it down after it is completely dry and making sure it's clean before painting again. 90% of the time if you have some type of chemical reaction, it's because your panels are contaminated with some type of silicone or oil, or it just wasn't cleaned properly.

Alright so I am putting one coat on it. You will notice that it is dry looking once we come around and check it out. It's because this is the first coat. You may see some imperfections but that's ok because we're still going to have to sand some of it down and then put our clear coat on it. I don't sand this stuff a lot because there weren't many imperfections. If you want, if you see a lot of orange peel you could sand it down flat with 1500-grit then clear it.

It's looking pretty good. Here is our first coat so far. When spraying this stuff you want to set your PSI at about 22-24 pounds. Sometimes 26, it all depends. Just play with your gun and see which flow is best for you. I would say if you have no clue, start at around 24 pounds PSI.

You know you're ready for your second coat when your paint is tacky like this. Paper or something will stick to your finger and it won't be wet. You won't get a lot of goo on your finger. That's how you know you're ready for your second coat.

As you see I am going around this thing with our second coat. If you notice I'm going a little slower because I want to lay the paint on thicker. The slower you move, the thicker it will look. You will have higher gloss, but you want to make sure you're not going to run it. Proper hand speed and everything must be taken into account. The way I set up the gun was with full fluid flow, which I showed you how to do.

Now we're just going on our second heavy coat. The reason why two coats is enough is because we're not mixing it 50/50 like the other guys on the internet tell you. We're doing about a 20-25% mixture of mineral spirits to rustoleum. This makes it a lot thicker and it will cover very well. If you want to give it three coats, for your car or truck for example, after you're finished

with your coat give it about 20 minutes of flash time, meaning just let it sit and get a little tacky and then go over it with your following coats. If you want to go 3 or four coats, which I don't recommend when using this mixture. Three coats are more than enough here.

It's looking pretty good. This is about 30 minutes after my second coat. We just came back into the garage to check it out. If you can see the glossy areas, you notice that it looks kind of dusty or something. It's not dust; it's just the way the paint flowed out. No big deal that can be sanded and buffed out. It's very minor because when we put the clear on this thing, it will fill all of the imperfections. It will look good. Overall this thing came out really nice.

It covered really well, especially if you look on here. We have minimal orange peel, as seen on the side of the shroud. It flowed out really nice. It's very glossy and it will dull the more you thin it out as it dries. That's just another hint for you right there. We hardly thinned it out so it's going to stay pretty glossy when this thing dries. You're going to see it in a couple of days. We're just going to let this sit for about 3 or 4 days and then we're going to start doing our masking for our flame graphics. We're going to be using aerosol to paint.

The cool thing about rustoleum paints is, because we're not adding hardeners, it doesn't cure. It won't dry up. So we could just use our extra paint that we have that was mixed in the gun and just pour it back in. Look how much we have left over....

So you can just save that for another project and you're good to go. We only really used about a pint of mixed paint. The reason why I didn't buy a pint was because I haven't seen them. They only come in quart sizes as far as I know. You just seal this back up, seal it good. You can then keep that for another project.

The next step is you want to clean your gun good. This is all junk and can be thrown away. You want to clean your gun right after you spray.

We're going to get some thinner and pour it in our gun.

Shake it around well.

It's good to actually pull the trigger with thinner in it to basically clean it out. Then you could clean the tip a little bit like this.

Use some gloves, don't do it like I do without gloves. Shake it around more then of course you want to take the gun apart and clean it up.

If you do this immediately, it gives you time to clean the gun. If you don't want to clean it right away, at least you got the inside clean. You want to take your nozzle off quick.

Maybe soak this in a container of lacquer thinner. Get yourself a little container like this and you could just clean. Soak some of your parts like that. Get a rag and clean your tip up a little bit. This way most of the gunk is out of your gun and it will give you some time to clean.

You get an old toothbrush maybe and go ahead and start cleaning the tip. You can see how it cleaned the inside. Basically pull your tip off, clean your needle, clean everything and reassemble. What I usually do is, when I'm done cleaning, put the gun together and put a little bit of thinner inside. You can store it where it will be clean. You'll have a little thinner inside. I put tape around the cap because sometimes it leaks, I need a new cap, but that's why there's tape there. I can remove the tape now that I'm done using it.

Soak the cap and clean it up quick. Make sure your hole is clean here so your lid has breathing room. Pour a little more lacquer thinner in here. Go ahead and take your cap out of the thinner. Dry it out. The tip I will just leave soaking in here for now. That's basically it. The gun is cleaned, shake it up. The thinner is nice and clean coming out. You basically want to just pull this off, clean it. Clean your gun, as long as you keep them clean they will last for a long time. That's basically it. I will just throw some of this garbage out and that's it.

Masking and Prepping to Paint the Flames

Video 8

If you've never created flames before it can be a little bit difficult. What I would say is just look at pictures of flames on the internet and just start drawing them out on a piece of paper to get the hang of it. Once you do, go out and buy some fineline masking tape, like we have here, and then start drawing them out on your panels. If you make a mistake you just peel it off. Even pinstripe works well. You don't have to go spending seven or eight dollars on a roll, you can just get a pack of pinstripe, which is 10 bucks, but you get three or four times the length. You could practice with pinstripe. We're going to go ahead and just mask out some graphics and then tape everything up for paint.

So we got this side basically done with our flame job. It's pretty crazy looking flames. I am not the best in flames, but I think it's going to look pretty cool. Now we're going to mask all inside, but before we do that we're going to do the other side quick. You're going to do this side, as well as the top. Mask everything up and then do our yellow. Then after we're all done with this, let it dry for a couple of days. You want to make sure you let this rustoleum stuff dry good. Then we're going to shoot our automotive clear coat right on top of it and it will be durable. We could do color sanding and buffing just like cars because it's automotive clear coat. So let's get started.

Before you start taping you want to make sure you always tack the area down. We don't want to trap any dust.

Take a look at our other side. I would say it starts at about here. Then it comes up into the shroud. So on the hood here, on the top; we're just going to do something different as an example. I will try to do something different. When you're doing stripes and stuff you want to make things symmetrical. What I did when I first started with this design I just had a piece of this pinstripe go down the center and then I went from there, coming down. It's just a quick example. I have to do a little touch up here because some of it is a little too thick.

You could look at it like this. Let's go ahead and just play with it a little bit. If we look at it, this line looks a little too thick, so we're just going to take that out and try to thin it out a little bit. As you see, I put this line here so I know where to turn. Basically, a rough draft, I could come down more. The camera is in the way. It looks like it ends something like that.

Now we could take this symmetrical line that I made here so I know where to make my curves. Take that off and we'll take the centerpiece off. Basically it's all going to be taped up, masked up. The inside of here is going to be yellow.

In here, that and these two stripes going all the way down. We're just going to have a couple of yellow stripes going in. Not flames, just something different. On the sides, we have our flames masked out. We just came up like that. You just want to play with it. Maybe draw on a piece of paper first and see how you want to do your flames. See, I came down in here.

Came out, you know what I mean. Just play with it, you might waste a little tape but in the end you should have something pretty unique. They also have stencil kits that you can search for online, just Google flame stencil. It makes your job easier and they come with directions. You basically just lay it on and they give you powder to put on it. It's a packet of powder with little cut holes in the paper. You'll actually end up with your markings which you would actually draw and cut out when you're masking jobs.

That's basically it. We're going to go ahead and mask this whole thing up and then prep everything, clean it lightly. Then take all of the finger oils off with wax and grease remover, let that sit and then we'll go ahead and spray our yellow flame job and little design. Just something quick to give it a little difference. So after that's done then we'll go ahead and spray it and see how it looks.

This is basically what you want to do, just mask off everything you don't want painted. Be careful when cutting your tape as you do not want to cut through the pinstripe if you're going to be cutting around it. You see like what I did here. You just want to make sure you don't go through as you will ruin it. We're going to finish up covering the flames on the side and also the other side. Finish this all up. Takes about ten minutes, then right up here so maybe another half hour we will be done taping. Let's go ahead and finish that up and then we'll be able to spray our yellow graphic.

On a last note, make sure you push your tape down very well so you don't get any kind of overspray on your paint.

So after we made sure all of the seams were pushed down properly, we're going to go ahead and get some wax and grease remover and clean up all the green. Get a tack rag and wipe it all down and that's it we're ready for spray painting.

Painting Flames!

Video 9

So we're going to use a tack rag to make sure we have no dust on these parts and on the flames because we want it to be clean. We will then lay our rustoleum. We will give this thing about two medium wet coats. This is more like a tack coat. We're just dusting it, just to lay it on and get some color on it then we're going to go over it with two medium wet coats.

Use your eyes and double check to make sure you have no different color areas mixing because you don't want to go and mask everything you have to re-tape it up to start spraying again. Just a little tack coat here. We're going to give it about 15 minute flash time. We'll wait about 15 minutes to let it get tacky and then we'll go over it one more time.

Second Coat of Paint 15 minute flash time...

So this my second coat. You will notice I am moving a little slower with the can. This is because I am laying it on a little thicker, making sure it has a gloss. The first time I laid it on you noticed that I wasn't too concerned about a gloss. Now I am concerned about a gloss. I want to lay it on thick this way we get some paint on it.

It's been about one hour now. You don't want to take this off after the paint completely dries. You want to make sure it's a little moist; not wet but still touchable without leaving a finger mark in the paint. It's dry but not cured, like a week later. We're going to start taking our masking tape off. You want to do this slowly. This is because you do not want to peel anything. This is especially so for the corners. Be very careful because that's where it chips. We're going to take all of this masking paper off and just see how cool it looks when it's done. We're using the 3M painters tape here so it's really good. It's sticky but it's not that sticky as it comes off good without peeling your paint. This is what you want to use, the 3M painter's tape.

The original 3M blue painter's tape....

Just remember, like I said to take your time when you peel the tape off. You don't want to peel paint up as it will be a problem.

There is the finished product of one side. You can see its pretty cool looking. So you want to make sure you tape very well as you can see we got a little bit of overspray in this area.

We will have to clean that up with some lacquer thinner, lightly with a q-tip or something. You can see how fine these lines came out.

This is just some of the glue from the tape. That will lightly come off with some wax and grease remover. It will come off pretty easily. If you see in here we have a few speckles of paints that we will have to wipe off with a little q-tip. This thing is going to look wild when it's done. I did something different on the top.

Go ahead and do the other side. I just wanted to show you the whole step by step of what I'm doing. This tractor project's frame is here as well as other dirty parts.

We will just get some basic degreaser. You could use Fantastik, 409, but what I really like is Oil Eater. They still sell it at American Costco's or Sam's Clubs. Oil Eater is pretty good stuff. We will just clean everything up because everything will look good once it's clean. We will also clean these rims because we will spray them again with our yellow aerosol spray paint rustoleum.

Let's just clean everything up and then we'll move on to undercoating some parts.

Basically we have a couple of steps left. What we will do is undercoat all of these parts with rubberized undercoating, black. We will probably not do these two pieces here, but we will do the rest of the metal pieces in black rubberized undercoating as well as the tractor frame. We have everything washed now. The rims could use some paint as you can see the rust on the edges. We could probably just scuff those down and paint them with some spray paint. We will not use automotive clear but we still have to use automotive clear on the front shroud and this piece.

This is what we're looking at right now. It's looking pretty cool actually. We are going to do the rims. We will clear this and that piece.

We will also do our black undercoat. These two pieces we will scuff with maybe 150 grit and then we will spray rubberized undercoating. That should last for a pretty long time. These two pieces will just clean up as they are plastic pieces that go by the shifter. There is no sense in really repainting those as they look like they're in ok condition, aside from normal wear. These two fender guards we are going to do rubberized undercoating to make them look better.

This front piece we will just clean with basic degreaser or oil eater, whatever you have as a degreaser. We will go ahead and clean the parts, scuff everything down with a wire brush. In hard to get areas we will also use sandpaper. That's it. If you're concerned about rust, you could

mix some vinegar water. I would say about a half a cup of vinegar for every eight cups of water. Just mix it up and you could just wash it down with vinegar. You will see it change color and then go ahead and sand it after that. After it dries sand it down and then you could do your paint on top of it. It will prevent rust. It is a rust inhibitor. Acid from the vinegar works just as well as some of the other rust inhibitors out there. We're not worried about this because it's just a tractor. It's not a car show or anything. We will just sand it down and cover it without our rubberized undercoating which is also a rust inhibitor. We will get rid of all of this stuff then put the whole tractor back together.

Undercoating Parts for Heavy Duty Finish

Video 10

Basically all I am doing here on these parts is just scuffing it down with 100 grit paper. You want to scuff down your parts. It all depends on how meticulous and how picky you are. Obviously because this is a tractor project, I'm not getting too picky with the sanding process. I am just using my hand. If you were doing something personal that you were going to keep for a while, I'd have parts like this sand blasted down and clean with metal then maybe wash it down with vinegar water to eliminate the rust. Then go ahead and put some rubberized undercoating on it. I wasn't too worried about these metal pieces so we're just going to scuff everything up and lay our rustoleum bedliner undercoating.

We want to use the bedliner because it's thicker and has a rough texture at the end. It also looks a lot nicer. We're washing these plastic parts with lacquer thinner. We will just clean them real well and get all of the dirt off. You want to clean it really good so our paint sticks. We're just going to clean this and paint right over it. If you want you could give it a quick sand with 80 or 100 grit. I wouldn't do that; I would use 320 at your coarsest. You could go with a 400 wet sand or something like that. We're just going to clean these and prep it all up and then give all of our parts our rustoleum bedliner under coating, good stuff and very durable.

Wipe it down, get all the dirt off. That's the main problem with adhesion, the dirt not being clean enough. We just wiped it down pretty good with lacquer thinner. You don't have to prime it especially if you're using rubberized undercoating as that stuff really sticks to anything, it is also very tough. We don't have to prime these pieces. These pieces in my other hand I quickly scuffed with 100 grit paper. I just did it by hand and now I'm going to wash it off and then let it dry and then go ahead and rubberize undercoat these pieces.

You can see these are pretty rusted. Because I'm not too fussy about this project, so I'm just going to give you some alternatives here. I'm doing it the quick and easy way. You may want to get some chemical aircraft paint remover to remove everything and then treat it with a little

vinegar water and then go with your rubberized undercoating, but it's really not necessary. It all depends on you as it's your project. Another way is to get a DA pump sander and go down to the metal a little bit more than I did and then treat it and then do your undercoating. For me, all I'm going to do is scuff it up like this and then blow it off then put two coats of rubberized undercoating on it. That will be enough. This is a tractor and will get beat up again anyway. As you can see it's all dented anyway and will actually be a part that's underneath the tractor over here on top of the blade system.

We're just going to paint it up and put some undercoating on it and make it look nice. Same thing with this piece, were going to do some rubberized undercoat on it. It's all sanded and ready to go. If you want you can treat the rust with vinegar water, then let it dry and re-scuff and sand it then do your undercoating.

So these pieces are going to go right over it, no need for primer. Do these pieces right now and get them black and then on to the next step.

Here's a good way to cut around stickers if you have stickers on the bumper of your car and you don't want to take them off. You just mask over it, outline with your nail, push down good, then get a razor and cut around it slowly. Then just peel the excess tape off. It's pretty simple and we do it all the time. Another way is to put tape on it and get a razor blade and peel the sticker off with the tape. This is if you're doing a custom job and you want to take the sticker off. Right here were just masking up our seat, we pre masked it as your see.

It's already taped around the seams. That's called pre masking if you want to do a good job. Always go around the window moldings and the rubbers if you're not taking them out with some outlining of tape first, then you go over it with your paper and tape. So this is some pre-lining on the other side. This is what I mean. I just want to cover it and then we go over it with our masking paper with tape. So we're going to do this because we are going to hit the back of this seat with undercoating. It is a little rusted looking and ugly so well do that and then hit this with some undercoating also.

In the background in my garage you will notice a 48 inch deck, the mower deck. You can see how busted up and ugly that thing looks. We will also sand that whole thing down and undercoat it black quick so it looks good.

Right here I'm washing all the parts down, all of the plastic parts, with degreaser because why would you want to put this stuff back on with a new paint job. In the process you want to wash everything and clean it. We're not going to paint that control module area but we will scrub our floor pads with degreaser and clean the front grille and steering wheel will be painted flat black so it looks good. Sometimes flat black on projects looks really good and gives it a nice look.

All we're doing here is painting some flat black, it doesn't matter what brand rustoleum or otherwise. We're just going to hit these parts with flat black and then we're going to start mixing

our urethane clear coat. You could use any kind of automotive urethane or polyurethane clear coat to paint over your rustoleum paints. Rustoleum paints, which we just painted on our tractor in green and flames in aerosol yellow, must be allowed to dry for a good three to four days. Three days is good because you need that stuff to cure before you lock it in with your automotive clear coat. If not, you may end up with solvent pop, meaning your urethane or other paint underneath would be trapped with your clear coat and you'll have a little solvent pop chemical reaction, a little bubbling you see a week later in your paint. Make sure you have your flash time of your enamel paints to cure for at least three days, no longer than a week.

Mixing Urethane or Polyurethane Clear Coat to Spray over Rustoleum Paint

Video 11

What I am using here is some wax and grease remover. You can put this stuff in a small spray bottle if you want. I buy it by the gallon and it lasts a long time. It even comes in aerosol cans. This is good for wiping down your car right before you're ready to put your base coat on it. Usually, you do not put this stuff on top of base coat. To clean base coat all you do is use a tack rag, but because this is rustoleum enamel, it is more enamel that we are putting automotive clear coat over, so we can use this stuff. I will just use a little bit of it and wipe down our panels. This will take out some of the oil smudges from my fingers moving around.

We will just lightly clean some of the areas off before we lay our clear on it.

Now in your final step of the process, you will want to tack everything down. You will actually go and buy a tack rag. It's really good to have as you can use it for at least one whole paint job when painting cars, especially when using base coat clear coat. This is because after you lay your base on traditional base coat clear coat paint jobs (for car finishes), you tend to get overspray when you're doing base coat job.

You're in between layers of base coat take about 2 to 3 coats. For every coat, you will go ahead and tack the car down. When it dries, take off all off the overspray. It's a good way to remove your last minute lint prior to spraying. We will wipe all off the panels down lightly with the tack rag. It is a sticky cloth that takes off all of the lint and ensures there's no dust on it.

Now we can go ahead and mix our clear coat. We will be using the shipline brand urethane. Shipline brand polyurethane clear coat. You can use any type of urethane or polyurethane. It is a bit more flexible type of clear with a higher gloss. If you're going to get automotive clear coat, I would recommend buying polyurethane. A gallon setup like this with a quart of hardener is enough to do a car and still have some leftover.

Something like this goes for about a hundred and ten dollars. Very worth it if you want to make your rustoleum paint job over the top with professional automotive finishes on top of it. This is the way to go. If you're doing something small, just get a quart for around forty dollars or less with hardener. That will be enough for a complete touch up or a little bike or other small item. This is what I really recommend to put on top of your rustoleum paint jobs. It will make it last a lot longer and you could do professional automotive buffing with it. You could also add pearls and flakes, which I will show you. We're going to go ahead and add both later. Because this is a micro sequence flake, we don't have to lay a clear coat over it.

We could just mix everything in this clear, put two coats on everything, let it dry, and that's it. It will be glossy and you won't need a solid clear coat over it. If you want to you can, but in my experience I have painted close to a hundred cars with just pearl and flake or just one of each. Then you can color sand or buff if you want. This stuff is so fine it buries itself into the clear automatically. If you're doing big flake, you're going to have to give it another layer of clear just to clear it after it dries.

After it dries you would just water sand it all down flat then add some clear coat over it. Let's go ahead and mix up our clear. This is a 4 to 1 mixture so for every 4 parts of this I would put one part hardener. So 4 cups of that would need 1 cup of hardener. I just eyeball it since I have been doing this for a while. If you're starting out, get a clean yogurt cup or something else around 8 ounces for measuring, then get your measuring cup and for every 8 ounces of clear coat, you will need 2 ounces of hardener; a simple 4 to 1 mixture.

Sometimes we do two to one mixtures. So if you have 2 cups of clear coat you will need 1 cup of hardener. Just check it when you buy it, it will usually be 4 or 2 to 1. This happens to be a 4 to 1. We can see the mixture on the can here. I am just going to mix a little bit of clear up. This is a small project needing only 2 coats.

We are going to put in about a quarter of hardener. I will show you how we add pearls and flakes to this stuff too. After you mix your clear coat up like this, you want to let it sit for about 15 minutes after you stir it up to give it a chance to formulate on its own. The chemicals have to react with each other. Just let it sit for about 15 minutes then you're ready for spray painting. We are going to add a little bit of gold pearl in here and also maybe a little bit of silver flake. Let's go ahead and add a little bit of silver flake first.

This is what that looks like. We will just use a little bit since this is a small job. Mix the silver flake up. It is sparkling inside. There is our flake. Now we're going to go ahead and add a little bit of gold pearl in it. Remember, you don't need a lot of this stuff, just a little because every coat will double up the effect. Let's get something else as I don't want to mix flakes.

We will take a little bit of gold pearl and mix it. Watch how it changes the color of our clear. Now you can see the pearl.

Now we have our strainer, make sure to always use one of these. Pour it in... it will be more than enough clear. On to clear coating the project...

Spraying the Clear Coat...

Video 12

We're laying our first coat of clear on it. When applying clear coat, you don't want to be shy. Make sure that when you're laying it you see a gloss, even on the first coat. Some people like to do a tack coat. I like to do that sometimes, but in this case I wanted to put two medium wet coats on it. I knew that I wasn't going to have any chemical reactions because I waited three days at least before laying this urethane clear on it. I am giving it a pretty good coat here.

It's basically all in how your spray, which you want to do at about 24-26 Psi when painting this clear coat.

We are going to do the bottom shroud and then once this is done we will give it one more coat just like this perhaps a little heavier so it will gloss. The pearl is already in the paint as shown in previous lessons when we mixed pearl and glitter in. You can't see it now, but when the finished product is in the sun you will notice all of the pearl on it.

You have to be careful with pearl and flake because if you do run it with a high amount of pearl and flake you will notice that the pearl and flake will sag. This will not be fixable as it is in the paint. If you sand it out and try to buff it, you will get it flat but will still have sagging. This is why you must be careful not to run clear coats with pearl or flake in it like we have here. If you don't have anything in your clear coat and you run it, most of the time you will be ok, just color sand it flat and then buff it out.

This is our second coat here which we will lay on a little thicker. As soon as I am done we will let it sit for about 10 minutes and I will then come back and show you how it looks. Toward the end of the lesson we will discuss putting everything back together and in the next lesson we will finish our mower deck and undercoat it black. This is because I am not going crazy and sand blasting the whole thing down. We will just sand it rough and put some undercoating on it so it looks good and then reassemble the tractor. We will then do some color sanding and buffing so you can see how the steps are done, what compound, what sand paper and grits to be used for color sanding. It's pretty good information here.

So this is how she looks righter after painting. As you can see very glossy and I am very happy with the results. Sometimes you're going to get a little bit of dust or imperfections, or a bug in your paint. That's no problem as you can just color sand and buff it out. This is especially so if you're doing a clear coat like this as you simply have to sand it out and then buff it.

What I did over here with the flames is I actually cleared over the black pinstripe outlining on the flames. On this part here I did a black pinstripe outlining to test it out, but I then cleared over it.

This is the finished product. On this panel I did not do any pin striping, it's just yellow and green.

If we color sand and buff this thing, it will look even better than what we have now. All of the little imperfections will come out. You're always going to get some kind of imperfection in your paint. This is why a hundred percent of the custom jobs are color sanded and buffed out to perfection. That is what happens when you color sand and buff. It is just the rule and part of the game with professional auto body repair. I have a run on the other side here on the right side of the shroud.

I am going to address this run and show you how to properly color sand and buff out in the next lesson. We are just going to finish putting this tractor back together. Quickly, we will paint our rims, not going crazy just painting them quick. We will get the whole thing together then color sand and buff our shroud. We will then have our end product. I hope you have enjoyed these lessons so far. Let's finish up.

So working with old rusted bolts and stuff I usually use a wire brush or wire wheel and run them through quickly and then give them a coat of WD-40. This way when we assemble things they will be dry. We just got the seat on as you can see. It is looking pretty good and coming together nicely. I have all of these plastic pieces on and it looks beautiful with its new paint job. Now, we are going to put this piece on the front shroud and then try to bolt everything up to get it all back together.

Here is the finished product, looking pretty damn good in my opinion. We will now go ahead and finish up the rims and then color sand and buff that shroud in the area with a run that I spoke of earlier. I hope you enjoyed.

Frankly, I'm not doing a crazy job on these rims because the tractor is for sale. I am selling this thing and I am not going to put my heart and soul not prepping this stuff. If you can do this on your personal project and you want to do a good job, perhaps you should remove the tire and have the whole rim sandblasted. Take all of the paint off; put your primer on it and you're ready to paint it. Right here we will just touch it up. I sanded down the does quick here. I chipped off all of the chipping paint. We will then just hit this with rustoleum aerosol paint. Same thing in the back here; we will just cover up these rust marks with aerosol paint. Frankly, I did not even sand this back rim as I will just go ahead and paint it. Like I said it's for sale and we just want it to look good. Let's go ahead and paint these rims up.

Almost finished, pro color sanding and buffing plus mower deck undercoating next....

Finishing the Undercoating and Starting to Color Sand Video 13

Here's how to use a clay bar quick....

In this example I am going to show you a little bit about the clay bar. I got a little overspray on the body because of leaving it on here while I painted the rims. I got overspray from the rims on here. You can hear it and it has a rough feeling that doesn't look good. I will therefore get the clay bar and use this area. You want to make sure you have a soapy finish. I am going to get a clay bar and just keep rubbing until we don't hear anything anymore. Right in here we don't hear anything...

Look at all the yellow that came out. The clay bar is pretty cool as it takes off all of the overspray. Now there's no more overspray here.

Get a clay bar at the store where they are around thirty or forty dollars. It will take out overspray that has been on your car for over a year. Make sure you wash your car first, then go ahead and use the clay bar. Go over it while it has a soapy surface and it will remove all of your overspray. It is an amazing tool to use.

We will go ahead and do our tractor with this and then give it a quick wash to see how it takes off. That's basically what you want to do.....

I want to talk to you about ways to buff. You have by hand, using a block, and water sanding with some sandpaper. I also want to talk about using the DA and Velcro pad. Let's just talk about this quick. I have a DA here.

It just recently broke. The foam got all old and it fell off. We have a Velcro pad here which I use for cutting down my clear once in a while. I am going to go ahead and just replace this. This is the old pad....

We will throw this away because it is falling apart, as you can see. We will go ahead and put our new one on. It is a Velcro pad. They had sticky ones and Velcro ones. The Velcro ones are good for getting a little wet. You will not ruin the sticky paper. We will just put this on quick.

Just tighten it. Now we have our pad on. I think we have 1500 grit here....

Probably lasts a little bit so we will try to use some of it. This is garbage, as you can see it has gotten old. So we have a couple of runs, mostly sags. I will do a zoom up in a little bit. Right in here we have a little bit of run. This top one I will do by hand. This bottom one I will do with a DA. I will show you how quickly you can sand out a sag or a run with the DA. I never usually like to cut below 1200 grit. We are just going to start off with 1200 grit quick then we will move on to 2000 to get it flat.

Go ahead and use some 1200 grit quick and just take out this run. I will show you how it looks when you start sanding a run out. If you start seeing color you know you're in trouble. You don't want to go this far down. Just dry it off and you will be able to see what you're doing. So if we take a closer look, you're going to notice what we're cutting. You see that there is a little sag here with the clear among some more imperfections. What we want to do is get everything flat and matte looking. This means we cut out the texture of the paint, which is orange peel. We're going to a little bit more and then we will move down to 2000.

Dry it all the time to check it. So it's getting flat. A little bit more... We will just get up in here a little bit as well.

As you see, 1200 cuts pretty quickly. You want to make sure you buff over 2000. I like to buff over 2000 because it's easier. Less buffing and you get it down. Getting there.... A little more in here and underneath but it's all flat now and you can barely feel the flame...

Let's do a little bit more...

OK that's good for this example. Now we're going to go ahead and get some 2000 grit...

We're going to flatten it out, blend it up with 2000. As you can see this looks matte in here. That means its flat. When we buff it, it will look like glass. Let's just finish off with some 2000 now.

Ok, that's probably good as you can't even feel this flame at all now. That's what you want do to, blend your flame right into clear coat.

This is all cut with 2000. In here as you see we could do more cutting. If you see over here this is a little shiny, this means it could be cut down more. When we look on top here there is no shine, which means I don't feel anything.

Here in this section I don't feel a lip as I would in this area on the clear, the lip is even visible. The flame is popping out somewhat.

After we buff it, you will be able to see. I will sand this out some more with 2000. Let's just do down in here with our DA and I will show you how quickly we could cut this bottom section

with the DA. We will then finish this off with some 200 and then buff this section out so you can see what color sanding and buffing can do.

DA Sanding and Pro Buffing for High Gloss **Video 14**

So now what I am doing is using some 1500 grit and I'm using a DA with a Velcro pad. We are just dry sanding it down. The good thing about dry sanding is you can see what you're cutting pretty easily because it is not wet. When you wet sand, it is all glossy and you can't see what you're cutting unless you dry it off quickly. Right here I could use my hand or the towel and quickly see exactly what I am cutting.

If I can cut the orange peel out yet, or if I can't, will be visible. It does cut a lot quicker, but you use more paper and it will make it last longer. If you water sand, your paper will last; this way will eat up your paper. I would say two full discs could do an entire car hood, maybe 3. Three discs of paper at 1500 grit will do an entire car hood. To do a complete car, it will probably need about 20 to 25 discs. You should not need more than 30 if you have a large car. Now we will just wash it down quickly with 2000 grit by hand. You never want to stay in one section too long with your fingers sanding. This will create waves in your clear coat which is something you never want to do. Sand away...

If you're just using 2000, just wash it down. We will then dry it and then buff it out with our two step process. We will then go from there and see exactly how it flows.

We have two compounds that we use for a professional automotive buffing. These are the ones I like. There are many on the market like Mcguire's Auto Magic, 3M. It is basically a two step process. You have your foam pad and you have your variable speed buffer. Mine is a Hitachi. I love it and it is about eight years old. You also have your wool pad, which is right here. This is step one. You want to use your wool pad and our compound. We will use compound number one, a rubbing compound number 06085. We will also use the swirl mark remover 06064. You use the foam pad for the swirl mark remover. Let's go ahead and buff this out quick and we will be done in 5 minutes.

You want to make sure you have a clean buffing pad every time you start. I am just going to get a screwdriver here and take off all the cake and old compound; it's easy to clean. They have spur wheels just for cleaning discs, but why buy these when you can use a screwdriver. Here is the buffing process. You want to buff at about 1500 rpm. Slow rpm, nothing too high which could burn it. About 1300-1500 rpm is a good speed. Make sure you know how your buffer works because it spins in one direction and there is a proper way to hold it.

You want to keep the right side of the buffer edge moving down. You see how I can go to the edge of the panel here without getting caught up. If I was using the top of the buffer, the left side of the buffer, it would be getting caught and I would be wrapping the towel around the buffer which is a huge mess. Just learn how to use your buffer little by little so you don't get caught up or catch things. I have even caught wiper blades before and tore them off the car. You have to be careful.

So we're done with our compound buffing. You're going to get some areas with dry compound caked up. You could just wipe it off with a cloth or your hand before you start with your foam pad. You want to make sure it's completely clean before starting with your foam pad. I am just trying to focus on my finger here so you can see the panel. It looks so glossy it focuses on the car in the reflection....

This is our glaze. We're using a foam pad. You really don't need a lot. This is not like compound. With compound and buffing sometimes you need to go over the panel section two or three times to get a high gloss. Don't be afraid to use compound when you are buffing out your 2000 grit sanded out panels. This goes for your car, your hood, or your fender. Don't be afraid to go over two or three times.

If it's not shiny, it's because you didn't buff enough. You have to keep buffing until it becomes really glossy. You can then go with your foam pad. Sometimes it will stick so make sure you know how this thing goes. If it gets dry, it will start sticking sometimes so make sure you pull the buffer away from the panel. You don't want to burn it or anything. Get your grip back and then slowly get back into it. This is basically it, now we're just cleaning it off and then we're going to spray some liquid wax on it for our final gloss and shine. It looks really good. We will then take it out into the sun and show you how it looks.

There is the finished product with color sanding and buffing. You can see what the glaze did, it's like glass now. We even took that sag out. That was right over here.

We had a big sag underneath here. It is all out now. We did down here also...

It is just literally like glass now. You could just see it.

When you color sand and buff the whole thing, there is quite a difference. Right here we didn't color sand and buff...

You can see the rippling effect right in here...

If we go here, it is like looking at a mirror....

So that's it for color sanding and buffing. I hope you learned a lot. If you want to expand upon this you can. Go ahead and color sand the whole thing and make sure it is matte flat. You do the

two step process with your buffing and your foam pad and wool pad. Wool pad first, and then foam pad. Use the compound that I talked to you about and that's it. I am just going to get this thing cleaned up as we have some overspray all over the side here. Other than that it looks great.

Here is the finished product and I hope you learned a lot and enjoyed these lessons. Just remember, you could expand upon this course. Just because we painted a tractor doesn't mean you can't paint a car. If you take this panel by panel when working on a car, you prep part by part. You do your hood then your fender then your door then quarter panel, it's the same process. Take all of these strategies and apply them to your car or truck or bike or whatever you're working on. You will have glossy rustoleum finishes that will last a lifetime!

Thank you and I hope you enjoyed!

See you later!

Tony