

Chip Repair Instructions

This DIY is intended as a guide to be for repairing small paint chips. This method can basically be used on just about any size, although, the larger the chip the more obvious it will be.

Locate a nearby automotive paint supply store for the materials that you will need. Some NAPA stores will also carry paint supplies. The paint should be MIXED there for you and seriously avoid the little touch up bottles of paint or rather finger nail polish...

There are two methods for this repair. The main method is using touch-up paint without a clear coat. This works well but should be used for chips no larger than ~ three millimeters. You can still use this method on larger chips, but keep in mind there will be no clear and the touchup paint will not gloss up as the surrounding paint causing the repair to be more visible.

The second method is the same as the first EXCEPT you only bring enough paint into the chip to provide color and fill the remaining area with clear. The clear is a 2K product (Clear+Hardener). This method is also more expensive for materials since you typically can't buy anything smaller than a QT of each which can get a little costly. Also, when it's time to wet sand the repair, the clear is harder and you can also risk cutting too much of the surrounding paint. This method should only be done by someone who has some previous experience.

MATERIALS:

Wet/dry sandpaper Grit – 1500, 2000, 2500 & 3000. Use the highest possible, it's easier in the end.

Sanding pen (optional) – can be used to remove any rust inside the chip, or you can use a small razor blade.

Spray bottle for water.

Primer – best if from the paint store but in this case I would consider using a small amount from a touch up bottle.

Paint mixed to your car code (base coat) – ½ or one pint will be plenty to last you forever.

Paint thinner for cleaning your brushes etc.

Soft rags for buffing and polishing.

Compound – 3M Clear coat safe. Check label and should say removes 1200 grit sanding marks.

Glaze or swirl remover.

Your favorite polish.

EQUIPMENT:

Rubber block (small) – A tool to help with sanding the area so that it remains flat and reduces the amount of unneeded sanding on surrounding paint. (You don't want to use your hand or fingers, this can cause dips).

Pneumatic Sander.

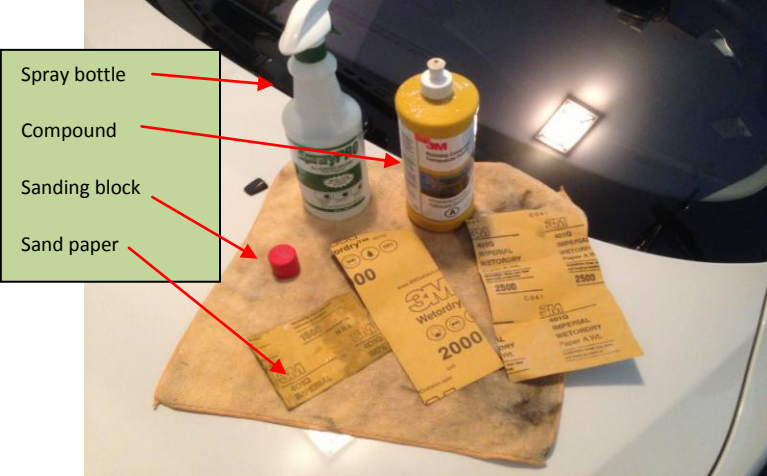
Pneumatic polisher.

Electric polisher.

Touch-up Brush(s)

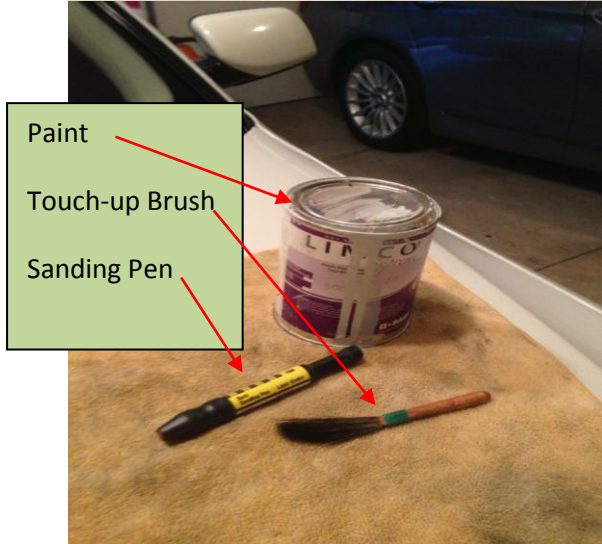
Keep in mind, all of these items purchased at once will put a dent in your wallet, but its well worth the investment. This is something that will last a very long time and all of it can be used on other cars with the exception of the paint, well unless it's the same color.

Materials:



- Spray bottle
- Compound
- Sanding block
- Sand paper

3M compound comes as shown. Sometimes the bottle is a different color so always make sure it's safe for clear coat and can remove 1200 or higher sanding marks.

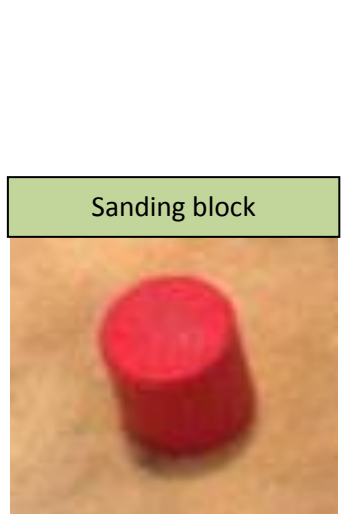


- Paint
- Touch-up Brush
- Sanding Pen

Glaze
Total
Compound –this works well and probably won't need glaze.
Compound



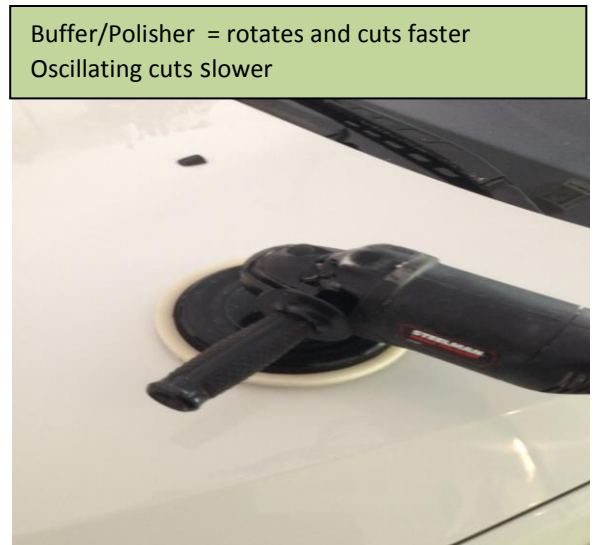
Equipment:



Sanding block



Wet sanding paper



Buffer/Polisher = rotates and cuts faster
Oscillating cuts slower

Buffing pad - you will need two kind.
One for compound and one for glaze

These are incredible! A Chicago Pneumatic sander CP7205 and polisher CP7201. Well worth it. They run about \$100 each if you search on Google.



PREPPING:

Begin with a **clean** surface. Inspect for any rust etc and remove with the sanding pen ONLY if you can keep the work inside the chip, otherwise, a razor blade works well to scrape away the area. If there is no rust and or bare metal then primer will not be needed.

Using the paint touch up brush tap this into the paint thinner and then dab it in the chip. Wipe it away immediately and this will clean the area nicely.

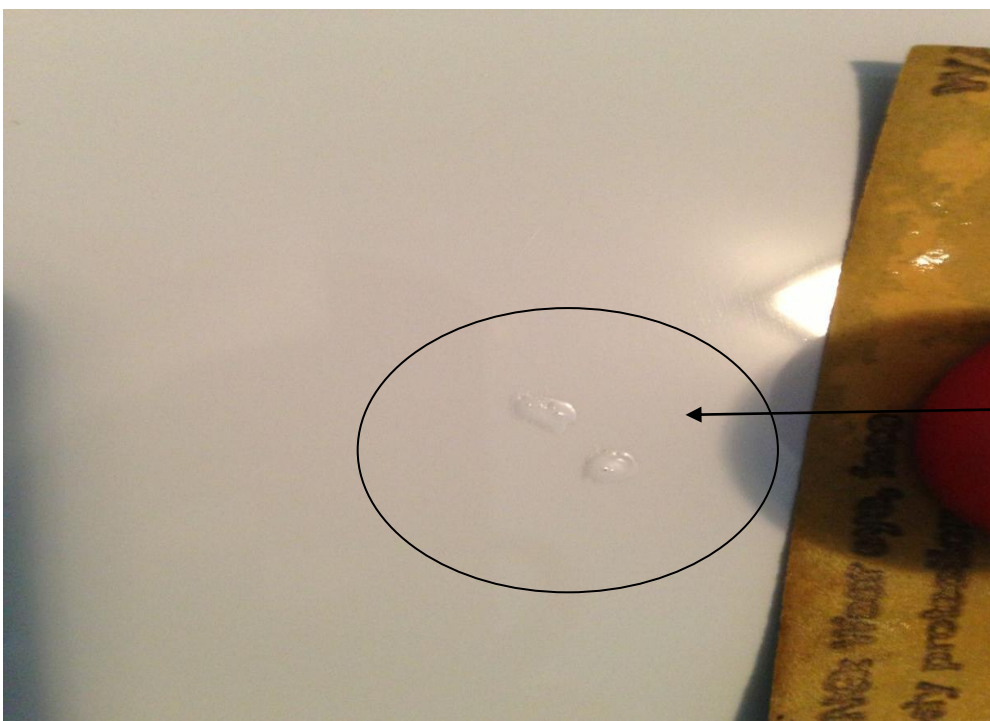
REPAIRING:

Shake and stir the paint well

Without Clear: - Using the same brush, tap the tip into the paint and rotate on the edge of the can or a piece of paper so that the tip of the brush forms a small point. Touch the tip into the chip to begin the filing process. Apply small amounts and let setup a little then continue to fill the chip too slightly about flush. If you have a metallic color you may have to go a little slower since metallic colors will darken if too wet as the flake falls over on its side.

With Clear:

1. Same as above but in this case you only need to apply a small amount of paint into the chip to achieve coverage, the rest will be filled with clear.
2. After cured for a couple hours, use the spray bottle filled with H₂O and spray the area along with the 2500 grit sandpaper. Get out the small rubber sanding block and place on top of paper and then lightly sand the surrounding area. Here you are only sanding just enough to level any paint that you may have got on the top surrounding surface.
3. Mix your clear according to instructions (normally 2:1) and apply the clear to the chip until the area is filled and slightly above the surface. At this point let cure for a couple hours and then you can final sand and polish like in the remaining steps.



Touch up paint is positive to the surface. Keep this to a minimum since you will be removing it later.

CURING:

This is really like watching paint dry... So go take a break for a couple hours or even the next day works better. If you have some nice sun let the car sit out in it for the day. You can rush it, but it's really better if you wait until the next day. If you used the 2K clear, it's normally cured enough because of the hardener in a couple of hours.

FINISHING 1:

If you do not have access to a machine polisher and you can also polish by hand, but it's more time consuming. If doing it by hand I recommend that you use the highest grit sand paper since this will eliminate some work in the end. I would only use 2500 and 3000 with the block.

If you will be using a machine, then you can break out the 1500 and it will cut much faster. Get out the sanding block and the bottle of H₂O. Spray everything down with the water and make sure there is no dirt or particles that feel like sand, this could give you a deeper scratch. Using the block as you did earlier to keep the paper flat, begin sanding the area. Try to keep the area you are sanding as close as possible to the repair. Sand the repair in a circular light motion and keep it wet. When the repair appears to be almost level, repeat the process using the 2000 or 2500. Then finish out with the 3000 if available.

Wipe it dry and check to see if the repair looks solid. If not, guess what? You might need to add a little more paint and repeat the process. Hopefully, you will get enough paint in the first time. This might take a little practice though but after you've done a couple you will get the feel for it.

Machine Finishing: If you have access to one, then apply water to the area and the 1500 g sanding pad. Start out with low rpm and sand the area. Finish by hand using 2500.

FINISHING 2:

Apply compound to a soft cloth or repair area and rub the surface back and forth. This will take quite a few applications until glossy and you can no longer see the dull spot. If you can get the car in a garage and using the overhead lights this works well to make the area stand out.

After the area is completely without dullness or sanding marks, apply the glaze in the same fashion and then your standard polish and you are finished!

Machine Polishing: Same as above but just a lot faster and better. There are basically two kinds. One that rotates and one that oscillates. The rotating machines tend to cut much faster than the oscillating ones. Stay away from edges because they cut 2-3 times faster and before you know it, you will have burned through!



Rubber sanding block on top of paper. Always use the block to keep it level and prevent dipping or cutting too much of the old paint away.



This area has been sanded and should look dull



Identified with the arrows are the sanded areas ready to be polished.



Finished with polishing and washed car



Finished with polishing and have washed car

