



98-3, *Publication Date: FEBRUARY 16, 1998*

<b>Paint - Surface Defect Removal Without Repainting - Service Tip</b>	<b>Article No. 98-3-3</b>
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**FORD:**

1997 ASPIRE, PROBE, THUNDERBIRD  
1997-98 CONTOUR  
1998 CROWN VICTORIA, ESCORT, MUSTANG, TAURUS

**LINCOLN-MERCURY:**

1997 COUGAR  
1997-98 MYSTIQUE  
1998 CONTINENTAL, GRAND MARQUIS, MARK VIII, SABLE, TOWN CAR, TRACER

**LIGHT TRUCK:**

1997 AEROSTAR  
1997-98 EXPEDITION, EXPLORER, F-150, F-250 LD, F-250 LD, MOUNTAINEER, RANGER, VILLAGER, WINDSTAR  
1998 ECONOLINE, NAVIGATOR  
1999 SUPER DUTY F SERIES

**MEDIUM/HEAVY TRUCK:**

1997 AEROMAX, CARGO SERIES, F & B SERIES, L SERIES, LOUISVILLE

**ISSUE:**

Exterior paint surface maintenance or damage repair where the basecoat does not show through should be restored without repainting. The restoration of gloss and luster may be enhanced with new techniques and three new Ford approved materials.

**ACTION:**

The following procedure is applicable to repair surface conditions such as dirt particles, "orange peel," runs, sags, industrial fallout stains, swirl marks, and scratches.

**PREPARATION**

The affected surface must be clean and dry to be repaired. Mask off adjacent panels, mouldings, stripe, and character lines as required.

**CAUTION:**

**EYE PROTECTION SHOULD BE WORN. JEWELRY, WATCHES, AND BELT BUCKLES MUST BE REMOVED OR COVERED TO PREVENT ACCIDENTAL DAMAGE TO PAINT FINISH.**

**NOTE:**

CHECK PAINT FILM THICKNESS BEFORE AND AFTER PERFORMANCE OF REPAIRS. MAXIMUM PAINT FILM REMOVAL IS 0.3 OF A MIL.

**NOTE:**

PERFORM A TRIAL REPAIR ON A SMALL AREA. FIRST, TRY A POLISH; IF THIS IS NOT SUCCESSFUL, TRY BUFFING WITH FORD MEDIUM DUTY BODY SHOP PAINT CLEANER

(F6AZ-19530-BA) OR FORD HEAVY DUTY BODY SHOP PAINT CLEANER (F6AZ-19530-CA) AND, FINALLY, USE WET SANDING TO REMOVE THE CONDITION. USE THE MOST EFFECTIVE TECHNIQUE ON THE REMAINING AREAS. AN OUTLINE OF THE COMPLETE PROCEDURE AND REQUIRED MATERIALS FOLLOWS.

### **SERVICE NOTES**

1. Remove sanding marks with Ford Medium or Heavy Duty Body Shop Paint Cleaner.
2. Swirl marks, evident after buffing, may be removed by polishing with Ford Light Duty Body Shop Polish (F6AZ-19530-AA).
3. Remove light scratches and small dirt particles with a power buffer and Ford Medium Duty Body Shop Paint Cleaner followed by polishing with Ford Light Duty Body Shop Polish.
4. Remove deep scratches and heavy dirt particles or "orange peel" by wet sanding.

### **REMOVING LIGHT SCRATCHES OR SWIRL MARKS AND/OR RESTORING A DULL FINISH**

The Black and Decker Buffmaster® 5950 is the tool of choice. Variable speed buffers are available in a variety of buffing speeds. The recommended speed range is (1200-1750 rpm).

1. Apply a small amount of Ford Light Duty Body Shop Polish to the pad.
  - Always keep the face of the buffing pad completely flat to the surface, reducing the risk of buffer swirl marks. Watch your pad, especially on angled surfaces, to be certain that it stays flat
  - When "buffing out" oxidation or other paint defects with a cleaning material, use a liberal amount of material, slower buffing motion and added downward pressure to increase cutting action
2. When polishing, keep the pad flat against the surface. Do not bear down. The weight of the buffer is sufficient.

#### **CAUTION:**

**DO NOT MIX PRODUCTS. USE A SEPARATE, DEDICATED BUFFING PAD FOR EACH PRODUCT TO ACHIEVE DESIRED RESULTS.**

### **MEDIUM SCRATCHES, SMALL DIRT PARTICLES, GRIND MARKS AND SANDING MARKS**

1. Apply Ford Medium Duty Body Shop Paint Cleaner to the panel with a clean compound pad on the wheel.
2. Spread the product evenly and continue buffing until the condition is removed.
3. Keep the wheel flat to the surface and use light to moderate pressure and long strokes.
4. Periodically check the finish and add product as required.
5. When buffing is complete, polish the panel as described previously.

Untreated wool cutting pads are the most effective cutting pads to use with Ford Heavy Duty Body Shop Paint Cleaner for removing paint defects and heavy oxidation. Following the use of a wool cutting pad, it may be necessary to polish the finish with a foam pad to remove the deep swirl marks.

**NOTE:**

ALWAYS KEEP THE PAD MOVING AND LIMIT YOUR STROKES OVER THE BLEMISH TO PREVENT EXCESSIVE HEAT BUILDUP AND POSSIBLE BURN-THROUGH. STOP IMMEDIATELY IF THE SURFACE BECOMES TOO HOT TO LAY THE PALM OF YOUR HAND ON IT. KEEP SURFACE TEMPERATURE BELOW 38°C (100°F).

**NOTE:**

**HEAT BUILDUP:** WHEN BUFFING CREATES EXCESSIVE HEAT, HAZING MAY APPEAR ACROSS THE SURFACE BEING BUFFED AND THE PRODUCT MAY DRY LIKE A FILM AND REFUSE TO BUFF OUT. TO REMEDY, WIPE THE AREA DOWN WITH COOL WATER, DRY THE SURFACE AND RESUME BUFFING, AT A LOWER RPM IF POSSIBLE.

**NOTE:**

**STATIC:** STATIC ELECTRICITY MAY BE PRESENT ON A PAINTED FIBERGLASS/PLASTIC SURFACE BEING BUFFED. THE MATERIAL MAY DRY LIKE A FILM OR TURN "GUMMY" AND BEGIN TO BALL UP. TO REMEDY, ATTACH A GROUNDING CLAMP TO THE SURFACE BEING BUFFED TO ELIMINATE THE STATIC CHARGE.

**RUN AND SAG REMOVAL**

This procedure consists of shaving the run(s) or sag(s) flush with a commercial single edge razor blade, shaving file or sanding.

**NOTE:**

IF IT IS NECESSARY TO SHAVE RUNS AND SAGS WITH A RAZOR BLADE, FIRST DULL THE CORNERS WITH SANDPAPER TO AVOID SCRATCHING THE ADJACENT AREA FINISH.

1. Lightly scrape the defect until the defect is level with the surface.
2. Wet sand or compound the surface to remove any small scratches.
3. Polish to complete the repair.

**WET SANDING FOR DEFECT REMOVAL**

- Typical paint defects that are repaired with this system include: dirt in paint, solvent "pop," cratering, "orange peel," drips, scratches, water spots, and acid rain
- Always use the least abrasive (highest grit) sanding products possible to do this job

The following wet sanding procedure utilizes light grit sandpaper or sanding blocks for removal of surface damage. These materials cut quickly, leaving a uniform finish requiring a minimum of buffing to restore gloss.

1. Mist or apply water on the area to be sanded. Continue to flush water on the surface during sanding for maximum lubrication.
2. Use sanding blocks or paper. Keep abrasion to the immediate area of the defect. Keep blocks in water when not in use.
3. If the cutting is too slow, switch to a lower grade block or paper and resume sanding. When 90% of the defect is removed, switch to a 2000 grade sand paper or sanding block to finish smoothing and prepare the surface for buffing.
4. Sanding blocks can be shaped to work on any angle. When the block is wet, rub it against a dry sanding block for shaping.

5. When using sanding papers, wrap the paper tightly around a backing pad. This pad evenly distributes pressure over the entire surface of the sanding paper. This creates a uniform sanding pattern.
6. Plan your strokes to limit the abrasion to the smallest area possible.
7. Always finish sanding with 2000 Grit Sanding Paper. 2000 grit paper will reduce the need for heavy compound, however, the area should be finished by using a cleaner that will remove the sanding scratches left by these papers.

**NOTE:**

IF MULTIPLE GRIT PAPERS ARE USED, IT IS A GOOD IDEA TO CHANGE THE DIRECTION OF SANDING STROKE TO ALLOW YOU TO SEE THAT THE PREVIOUS GRIT SCRATCH IS REMOVED.

8. Buff out sanding marks by applying Ford Medium Duty Body Shop Paint Cleaner with a "Foam" Cutting Pad (W7000). Follow with Ford Light Duty Body Shop Polish for a swirl-free gloss.

**GENERAL TECHNIQUES AND HINTS**

- "Foam" buffing pads yield maximum gloss and depth of color on all types of paint finishes without creating buffer swirl marks
- Always apply product directly to pad, not to oxidized paint surface. Dry paint absorbs material into pores upon contact
- Avoid short rapid strokes. Move the buffer slowly across the surface using long straight motions and overlap by 50% the buffing pattern left by the previous pass. This insures uniform coverage and allows both material and buffer to perform at maximum efficiency
- Avoid buffing directly on raised character lines. The reduced paint film on these surfaces increases the risk of paint burn-through. It is best to buff up to them from each side
- If a paint blemish remains after buffing, reapply a small amount of material over the blemish. Confine your buffing strokes to the immediate area of the blemish while applying additional downward pressure and keeping the pad flat

PART NUMBER	PART NAME
F6AZ-19530-AA	Light Duty Body Shop Polish (Swirl Free)
F6AZ-19530-BA	Medium Duty Body Shop Paint Cleaner (Dual Action Cleaner/Polish)
F6AZ-19530-CA	Heavy Duty Body Shop Paint Cleaner (Compound Power Cleaner)
	Locally Purchase The Following:
	Sanding Block
	Mirror Glaze Foam Cutting Pad
	Untreated Wool Pad
	Foam Polishing Pad
	2000 Grade Finesse Sanding Paper
	Backing Pad

**OTHER APPLICABLE ARTICLES: NONE**

**WARRANTY STATUS:** INFORMATION ONLY

**OASIS CODES:** 106000

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