

HOUSE OF KOLOR

TECHNICAL DATA INFORMATION

IMPORTANT NOTE: This document includes information on UC-1 and UFC-1. These products are for sale outside the United States only.

READ ALL INSTRUCTIONS THOROUGHLY BEFORE YOU BEGIN. Our products are for use by trained professional personnel using proper production automotive spray equipment suitable for the paint to be sprayed. Proper spray booth, air system, respirator and basic spray painting ability are required.

We do not recommend painting in temperatures below 70°F.

NOT INTENDED FOR USE BY THE GENERAL PUBLIC.

For controlled results, House of Kolor recommends products be used as a "total system". We do not recommend the intermixing of various manufacturers' products. This is only asking for trouble. No professional or amateur should run the risk of a job failure. Custom painting is complicated enough without gambling on untested product compatibility.

Apply only over House of Kolor primers/sealers and/or properly prepared OEM paint.

Do not apply House of Kolor products over alkyd or synthetic enamels, uncatalyzed acrylic enamel, primers, sealers or topcoats that may be coated with lacquer. You must control every step of the preparation including the products used for a successful paint job. Any unknowns such as existing primer, old paint, etc. can become the weak link in the custom painters' chain.

IMPORTANT: The data in this manual represent typical values obtained by the methods indicated. Since application variables are a major factor in product performance, this information should serve only as a general guide. Valspar assumes no obligation or liability for use of this information. Unless Valspar agrees otherwise in writing, VALSPAR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, AND DISCLAIMS ALL IMPLIED WARRANTIES INCLUDING WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR FREEDOM FROM PATENT INFRINGEMENT. VALSPAR WILL NOT BE LIABLE FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES. Unless Valspar agrees otherwise in writing, Valspar's only obligation for any defect in this product under any warranty that Valspar provides or under any other legal theory will be to replace the defective product, or to refund its purchase price, at Valspar's option.

CAUTIONS

Read Cautions and Warnings on all product can labels!

TECHNICAL DATA

Material Safety Data sheets available upon request.

TECHNICAL ASSISTANCE

(601) 798-4229

PREPARATION

BEFORE YOU BEGIN

READ ALL INSTRUCTIONS THOROUGHLY.

We do not recommend painting in temperatures below 70°F.

GENERAL INFORMATION

Poor preparation can cause future topcoat problems. Sand the original finish well. Use our KP-2CF, or KP-21 catalyzed primers over body work and for build at deep sanded areas.

1. BODY WORK

Prepare vehicle using normal custom painting methods.

- A. Before any sanding, use KC-10 Wax & Grease remover to remove any tar, wax, or grease.
- B. Grind away paint and primer in areas requiring body work.
- C. Always be aware that your hands can transfer body oil, so keep a rag between you and the surface to be primed or painted and avoid touching the vehicle with your bare hand.
- D. Use power tools to get close when sanding filler. Then block sand. Keep the block front to rear, but crossing to prevent flat spots.
- E. Always prime with our KP-2CF, or KP-21 Primers. Allow proper cure time to prevent shrinkage.
- F. Guide coat your primer with Tempo 827 so when you block sand, your sand scratches or low spots are revealed. Final sand the primer with 320- 400 grit sandpaper.

2. PRIMERS

Many bases are susceptible to staining or bleeding from plastic fillers, putties, fiberglass resins and some primers. To prevent staining, strip bare (or to OEM primer) and prime with our KP-2CF Chromate Free Kwikure Epoxy Primer or KP-21 Low VOC Epoxy Primer. ***See tech sheets for more information on KP Primers.***

NOTE: OEM (Original Equipment Manufacturer) coatings work well as a base for your paint job.

3. FOR EXISTING FINISHES

Surface should be free of wax, grease and foreign materials. Use KC-10 Wax & Grease Remover prior to any sanding. For post-sanding, use our KC-20 to remove any sanding residue for final wash.

Sand the surface with 320-400 grit wet or 240-320 grit dry with a D.A. Sander (wet is best), and apply 1-2 coats of KO-Seal II (sealer). Let dry for 1 hour before top coating.

NOTE: Do not re-coat existing paint finishes in excess of 8 mils, as paint failure can result from excessive film build.

HH HI-HEAT BLACK™

GENERAL INFORMATION

Hi-Heat Black is a superior, high temperature coating. It is a great coating for engine parts or exhaust systems on cars, trucks, motorcycles, small engines, etc. where high temperature is a concern. It features fast coverage and cures to a beautiful semi-gloss jet black finish that will endure 1400°F with no flaking or discoloration. Hi-Heat Black comes ready to spray and no reduction is required. Parts are dry enough to handle in one hour. No baking is required.

1. PREPARATION

For new steel surfaces make sure metal is bare and clean with no traces of water, oil, wax, or surface rust. Wiping parts with a quality, mid temperature lacquer thinner (such as House of Kolor 202 Lacquer Thinner) works well as a final wash. Allow to dry, then start application.

For previously coated or rusted surfaces, sand or bead blasting is the only method of preparation recommended. After blasting, prepare surface the same as described above for new steel surfaces.

NOTE: Sand or bead blasting is the ideal surface preparation for all surfaces including new steel surfaces.

2. APPLYING HI-HEAT BLACK (HH-04)

Hi-Heat Black is ready to spray as packaged. Do not add any extra reducer. Apply one medium wet coat. Allow 10-20 minutes dry time or until paint has flashed, then apply one more medium wet coat. Apply just enough paint to achieve coverage, but never more than two medium coats of HH-04.

WARNING: Proper film thickness is critical for good heat resistance properties. Dry film thickness should not exceed .6 mils. Excessive film thickness will cause coating failure such as blistering and flaking. More is not better.

Parts are ready to handle in one hour. Allow parts to cure for 24 hours after last coat is applied to ensure that solvent is no longer present in the coating. Final cure will be accomplished by the inherent heat of operation. This will cause the parts to emit smoke and odor upon first use. This is a chemical reaction that final cures the paint. After this, the parts will be a beautiful semi-gloss black finish.

3. CLEAN UP

Clean equipment thoroughly with thinner.