



Specialist suppliers to the Automotive Refinishing and Industrial markets

Guidance for using Cellulose Car Paint



Cellulose Car Paint

Cellulose a solvent based material used rarely now, apart from on classic / vintage car restoration and certain industrial applications. Decline in Cellulose paint due to the requirement to reduce VOC levels, advancement in paint technology and legislation. Cellulose has some advantages over current car paint refinishing materials . The main reasons are it's easier to apply, fast drying in the right conditions, errors can be repainted quickly. Does normally need to be cut and polished to obtain a high gloss finish. Needs to be applied by spray gun, not suitable for brush painting.

Health and Safety.

Cellulose paint and solvents are highly inflammable. Products should be used in a well ventilated area, preferably in a spray booth. Personal protection should be worn by the operator, suitable face mask, overalls, gloves etc. Always ask and follow the Paint Manufacturers data and technical sheets.

Preparation

Before applying any cellulose car paint it's best to test the existing substrate to ensure no reaction will take place. This can be carried out by abrading a small area and test with a cloth soaked in cellulose thinners. A reaction will happen if the vehicle has been painted in an oil based synthetic based paint. If this occurs a sealer / isolator will need to be applied to the vehicle before any cellulose materials can be applied.

Damaged areas on the vehicle panels.

Remove the existing paint by grinding the area with a fibre disc P36 grit. Treat any rust areas with a quality rust remover. Apply a body filler by mixing the hardener and paste in accordance with the manufacturers instructions. Apply the filler, allow to harden and then sand to required shape on the vehicles contours. Sanding the filler is best done using P80/ P120 grits, coarse grades are available but if used further filling might be required. If there are small imperfections in filler a knifing stopper should applied and sanded with P180 grit.

Any bare metal areas should have a self-etching primer applied. Mixing ratios are normally 1 part primer + 1 part solution (follow manufacturers instructions)

Once the repairs have been completed apply a cellulose primer, over the filled areas, commonly known as spot priming. If the substrate of the whole vehicle panel is poor you might decide to the primer the whole panel. In this situation make sure that the area to be painted has been cleaned and sanded prior to the primer being applied. In this case apply a wax and degreasing solution over the panel having sanded with P400/P600 grit.

Apply the cellulose primer :

Mixing ratio 50/50 with cellulose thinners. Thinning ratio's can change depending on the spray gun set up. Normally 2-3 coats of primer would be sufficient allow a flash off time between coats of approx 15-20mins.

Prior to Cellulose Colour:

Once the primer has dried wet sand with Grit P800 prior to applying the cellulose colour coat. It can help prior to sanding the Primer to apply a guide coat. This is light misty spray of black so that it is easier to see the sanding process. After sanding blow off any dust and use a tack cloth to remove any small residue or dust particles.

Applying Cellulose Colour

Stir the paint thoroughly, poorly stirred paint can change the colour.
Check the colour against the vehicle on a clean compounded area to ensure that colour is correct.

Mixing Ratio: 1 part cellulose colour : 1 part high quality cellulose thinners.

Normally 3-4 coats are applied, allowing 15-20mins between coats. If any imperfections appear between coats these can be de-nibbed using an abrasive paper Grit P1200 or finer.

Spray gun set up will depend on your equipment. Normally a high pressure spray gun is used at around 45psi.

In the right conditions the paint should be fully cured in about 12 hours, (leave overnight).
A cutting compound is then normally applied either in liquid or paste and machine polished.

Things to do:

Use a water trap between air compressor and spray gun.

Keep the workshop area warm.

Keep surface clean.

Things to avoid:

Do not leave a primer coat on the vehicle overnight as primers can absorb moisture.

Make sure your air lines are clear of water. Use a water trap, between the compressor and spray gun. Ignoring the above can result in something called micro-blistering.

Cold and draughty workshop can result in the colour drying with the appearance of white bloom (hazy and dull finish).

Check out our range of [Cellulose Products](#) available from our website.

Disclaimer

This information is given as a general guidance without any warrantee and it is advised that reading the manufacturers data and technical sheets is always advised.

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