

# spautopia

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## TIPS ON USING WHEEL GUARD

Preparation is key. Clean and, if necessary, de-tar your wheels. If you use a PH neutral cleaner, no need to neutralize. If you use an acid-based cleaner (or are unsure what type of cleaner(s) have been used on your wheels), neutralize first using a solution of Bicarbonate of Soda and water.

Choose a mild, dry day if coating outdoors. If possible, coat in a garage/inside. Do not coat your wheels late in the day and/or if your wheels are likely to be exposed to cold temperatures overnight. Cold temperatures can cause blooming (milky white streaks will appear in the coating). If blooming occurs, the problem can easily be rectified –see troubleshooting, below.

Ideally, temperature should be above 4/5°C – and not baking hot either as the coating will dry too quickly as you apply it. As a rule of thumb, if the metal you are protecting is comfortable to the touch (not too cold or hot), it is a suitable temperature to coat.

Paint correction – use water based compounds and wipe over with alcohol afterwards. Bear in mind, what you see after cleaning and paint correction is the result you'll be left with under your coating.

Drying – ensure your wheel is **completely dry** – particularly take care around leads, valves and rivets. Hot air guns and warm air blowers can be used.

Wipe over with Adhere IPA cleaning wipes, Xylene or Isopropyl Alcohol.

When you've prepped the wheel, put your gloves on to prevent moisture from your hands contaminating the clean surface.

## Applicators

Put sponges in airtight tin to prolong lifespan. Large black applicator sponges can be cut to required shape and size.

## Coating application

Be methodical. Sponge applicators are easy to use and give a great end result. The sponge applicator can make the coating foam but it will self level. Try and keep the coating off the tyre.

Lint-free cloths result in a thinner coating.

Once applied, the coating will cure within 10 minutes. *If you think you've missed a bit, **let it dry and return to touch up it up later.***

The cured coating is more scratch resistant than the surface itself. Apply two coats for longevity. You'll feel if it starts to dry and drag. Apply second coat no sooner than two hours after – preferably 24 hours after. If the vehicle is used between the first and second coat, wash down with soapy water to clean, then dry and recoat.

**After care** – no solvents or wheel cleaners – just soapy water rinse.

Coating can remove tar.

### **Troubleshooting**

**Blooming** – if blooming occurs, wait until touch dry, apply coating to the damaged area, leave for 30 seconds, then blend in. The new coating will reactivate the damaged coating underneath, rectifying the problem and causing the milkiness to disappear.

**Bubbles and runs** – wait until touch dry, then wipe away with your sponge or lint-free cloth applicator.

**Repairing damage** – only repair the damaged section – it re-anneals (blends into itself) on reapplication.

Wheel Guard can be sprayed but better results are obtained with the lint-free cloths and sponge applicators, even on spoked wheels.

### **Dos and don'ts**

#### **Do...**

- prepare surfaces thoroughly prior to coating, using appropriate cleaners, neutralizer and solvent wipes.
- test a small area first on refurbished wheels that are not a manufacturer's finish.
- ensure that freshly painted wheels are fully cured prior to coating.
- the 'back of your hand' test, to establish if conditions are right to coat.

#### **Do Not...**

- use on wheels that have been refurbished using aerosol-type paints and lacquers.
- apply the coating in temperatures below 4-5°C or extremely high temperatures.
- coat in wet or damp conditions or when condensation could occur on the metal's surface.

**To order further supplies of coating, applicators or cleaning wipes, call Spautopia on 01780 721470 or visit [www.spautopia.co.uk](http://www.spautopia.co.uk)**