



## Getting a Quality Paint Job

A typical job starts with assessing the paint/condition of the parts. If the paint is original and in good condition, that can be sanded thoroughly, providing there is no cracking/checking, etc, it will be used. The original cured/aged finish actually makes for an excellent substrate and provides excellent adhesion for the new topcoats.

If the parts have been re-painted and there is evidence of peeling, general lack of adhesion or poor quality, the parts are then chemically stripped to bare metal, then cleaned to neutralize the metal. Next, the metal is sanded with 80 grit sandpaper and a metal etch is sprayed on to give the bare metal the "bite" or adhesion properties it will need to accept a topcoat. At this point any needed bodywork would be performed using a combination of metal straightening tools and a minimum of high-grade plastic filler.

Once bodywork is completed, a two-part catalyzed high build primer-surfacer is applied. After proper drying, the primer is then block sanded using 180 grit sandpaper. Then final sanding is done by hand with 320 grit sandpaper. Now the parts are cleaned with a pre-cleaner to prepare the surface and remove any contaminants remaining on the surface. Next a two-part epoxy primer-sealer is sprayed on the entire surface to be painted. This product does a couple of things. It provides an excellent barrier between substrates and topcoats. Also creates a uniform single color surface. And lastly it provides a last opportunity to really look at the surface before paint is applied.

Once the sealer has dried sufficiently, the basecoat color or colors are applied, typically 2 - 3 coats to achieve hiding and give a uniform appearance. Insides of fenders, side covers etc, are sprayed at this point as well. If subsequent colors or stripes/decals/stencils are being used, they would be applied during this process time as well, allowing proper dry times before proceeding to next color. The striping/decals process can be done by using original type decals and tape stripes, or using original type stencils and color sprayed on. Lastly, a high-solids urethane clear coat is sprayed, typically 2 - 3 coats over the entire outside surface. The inside surfaces are left in a semi-gloss basecoat. After proper curing, the surfaces are then wetsanded with 1500 grit wet-n-dry sandpaper, then machine/hand buffed to a deep, smooth luster.

Color matching can be done using paint formulas supplied by Don Hutchinson for Triumphs. On other bikes where original colors have not been formulated, the colors can be matched to original samples. If samples are not available, colors can be eye-matched to customer's satisfaction. All work will be guaranteed against peeling, cracking and other defects related to the refinishing process. All paint products are high quality PPG Global coatings or Dupont Basemaker for Don Hutchinson's formulations



## Other Finishing Services

Tanks, side covers and fenders are the eye candy of most bikes, but there are many other components that need attention to surfaces and finishes. Classic Bike Experience offers services in the following specialties:

- Glass Bead Blasting
- Powder Coating
- Frame Stripping & Powder Coating
- Polishing & Buffing
- Chrome Plating (if cost effective)
- Gas Tank Interior Refinishing/Coating
- Cad Plating of Nuts & Bolts



## Pricing

Good paint jobs ain't cheap, but they are the jewel of your restoration effort. We have tied up with our local friend Brent to keep shipping costs low and providing him enough volume to provide attractive pricing for your project. His work speaks for itself.

The prices below do not include decals/stencils, repair to your tank (dents, etc) or tank interior coatings. Those are priced on a case by case basis.

Basic Rates		1 Color	2 Color	PS
Tank	Each	\$ 325	\$ 350	\$ 30
Side/Oil	Pair	\$ 175	\$ 200	\$ 30
Fenders	Pair	\$ 285	\$ 320	\$ 30

	1 Color	2 Color	PS	1975 Commando in Black
Tank	325	350	30	355
Side/Oil	175	200	30	205
Fender	285	320	30	
				<b>560</b>

	1 Color	2 Color	PS	1974 Trident in Black/Gold
Tank	325	350	30	380
Side/Oil	175	200	30	175
Fender	285	320	30	
				<b>555</b>

	1 Color	2 Color	PS	1967 Daytona in Green/White
Tank	325	350	30	350
Side/Oil	175	200	30	175
Fender	285	320	30	350
				<b>875</b>

	1 Color	2 Color	PS	1969 BSA 441 in Yellow
Tank	325	350	30	355
Side/Oil	175	200	30	175
Fender	285	320	30	
				<b>530</b>



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## About Classic Bike's Paint Guy.....

We met Brent prior to opening our shop and instantly liked him and his work. He is a local Vermont guy now, but learned much of his trade in LA-LA Land in California. He has returned from the Dark Side of doing Harley flame jobs and is now focused on classic bikes of all makes. He is our exclusive tank, fender and side cover painter.



PO Box 8141  
Essex Junction, VT 05452  
802-878-5383