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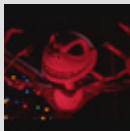

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[The Awful Forums](#) > [Discussion](#) > [Automotive Insanity](#) > einTier's guide to automotive detailing excellence

(2): [1](#) [2](#) »

Author	Thread	Post	Reply
<p>einTier Joined: Sep 25, 2003</p>  <p>I am the one they call when things go wrong</p>	<p>People always ask me how I get my cars to shine up like this:</p>  <p>And lately, I've had several requests for a write up from people on this forum. So here it is. Some stuff is probably missing, some stuff is definately incomplete, and I've probably bugged something up in there as well. Feel free to critique, and I'll be editing and adding extra stuff in this post and the thread as the week goes on.</p> <p>Here's how I do it. And no, it's not as hard as it looks. Please keep in mind, my cars are daily drivers and I'm quite lazy. The products I list are the products I use, but you can achieve similar results with other products. The difference? I've used many, many different brands of products over the years, and these are the ones I find give you the maximum results for minimum effort.</p> <p>How much time does it take? Not as much as you'd think, but probably more than you care to deal with. That's been my experience. I've taught probably a dozen people how to do this in person, and not one, not ONE, has kept it up after I've brought their car back to tip-top condition. Basically, the first application will take you all day. The more time you spend now, the better it is going to look, and the easier it will be to maintain. I find it takes me about six full hours to bring an average five year old car with average paint damage (ie, rarely washed, never waxed) back to full luster, and it takes about an hour a week to keep up. If you use the products I recommend, you can go as long as six months without maintaining and still not risk damaging the finish.</p> <p>Can I really do this? Probably. However, I can't see your car, and some damage is irreversable. No way to tell until you actually get in there and do it. Basically, if the paint is worn down to the bare metal or if the clear coat (if there is one) is compromised, then there's not much you can do. But usually, you can at the very least, make the car look better than it did.</p> <p>Do I need a buffer? It could help, but I have one, and unless I'm working on a car I've done before, I prefer not to use it. Why? Because using the buffer takes a bit of skill, and because you can really do some damage to a paint job before you realize it, especially if the paint is thin or otherwise suspect. Ask me some time about the 300ZX bumper I ruined a few years ago with rubbing compound and a buffer. Had I been doing it by hand, I would have realized it about ten seconds after touching it, but since I used the buffer, I managed to wreck the whole bumper, and in no more than about fifteen seconds.</p> <p>What do I need? These are the products I recommend:</p>		

Polishing Towels : 100% cotton towels from wherever -- but cut off the edges, and don't wash them with fabric softener, ever.

Drying Towels : I like the California Water Blade, and I use an artificial chamois (the Absorber) as a final drying step.

Car Wash Soap : Meguiar's Deep Crystal Car Wash (Dawn dishwashing soap for first step)

Claybar : I prefer Zaino's clay bar, but almost any clay bar will do.

Rubbing Compound : 3M's Perfect-It II fine cut (this is also good for fixing scratched CDs)

Swirl Mark Remover : 3M's Swirl Mark Remover (light or dark, depending on paint color)

Hand Glaze : 3M's Imperial Hand Glaze

"Wax" : Zaino Z1/Z2(Z3)/z6 ONLY

Mag wheel cleaner : Undiluted Simple Green

Tire Shine : Eagle One Tire Wet

Leather cleaner/conditioners : Lexol

Plastic / Vinyl cleaner : Meguiar's #40

Aluminum polish : Mother's Aluminum polish

Chrome polish (no, polished aluminum and polished chrome are not the same) : Mother's Chrome polish

So where do we start?

Right here. Start by filling a good sized bucket with warm water and Dawn dishwashing soap. Yes, that's right. We're washing the car with Dawn dishwashing soap. The reason being that we must get all the old wax and other crap off the car, and the high pH of the Dawn will help strip all that stuff off. Give the car a good scrubbing but don't worry too much about getting all the soap off, we'll be washing the car a lot today. Pro tip: the Dawn also works well for getting brake dust off, so go ahead and wash the rims while you're at it.

Usually at this point, I recommend cracking out the clay bar. Pro tip: keep the bar in the refrigerator until you're ready to use it -- peeling the cellophane off of it is much easier when it is cold. However, if you have a much older car that's in serious need of paint care, and it really looks like the paint may be unrecoverable, you may wish to delay this step until after you do the rubbing compound and assess the paint. No sense getting a perfectly clean finish if you can't polish it up. I find that if the car will shine up with water on it, you're probably good to go. If it won't shine up wet, then it probably won't shine up at all. Let's assume the car appears fine, as most cars under five or six years old will. Crack out the clay bar. This step isn't hard, but is time consuming and requires a bit of technique that you will learn quickly. First, any portion of the paint must remain wet while you are working it. Many clay bar kits will come with a lubrication bottle filled with fluid, and if you want to use this, feel free, but I find that running a hose over the clay bar while you are working it works just fine and is cheaper. Second, the bar can **never, ever** touch the ground. If it does, it's ruined. To make this even more tragic, the lubrication will make the bar fairly slippery. For this reason, I like to break the bar into

smaller pieces and work with one piece at a time. I also find that putting down newspaper is cheap insurance, even though it gets a little messy.

When you crack out your clay bar, you'll find it's a block of soft putty. Make sure the bar is warm before you start. Hold the bar in your hand, and pretend you're erasing some pencil marks on a piece of paper. The pressure and feel is surprisingly similar. Make sure you're keeping the surface wet. Work small sections, maybe six inches by six inches. When you first start working, you'll feel (and almost hear) a strange scratchy texture, almost like rubbing two pieces of paper together. This means the paint is dirty. As you work it, the feeling will go away, replaced by a glassy smoothness. This means the paint is clean. Every so often, you'll find the bar looks a little dirty, stretch it, fold it in half, and keep working. One bar should clean one car, provided you don't drop it. If you're using pieces, switch them out as they start to remain dirty after you fold them.

What does the clay bar do? It removes all bonded contaminants from the paint. There's nothing else that will do this, and the clay bar makes a huge difference -- but not one you'll see at this point, sadly. It's one of those things that you'll definitely notice at the end of the day that you did or did not do. It's impossible to get that show car finish without using one. Yes, you do need to do it to brand-new cars, they pick up plenty of crap during transport and sitting on dealer lots. Yes, I know they are expensive. Just be happy that you should only have to do this once. The clay bar leaves a bit of residue, so wash it one more time. Be sure to get all the soap off of it this time. I also recommend opening the doors, hood, and trunk, and cleaning all these inner edges. It's these little details that make all the difference. Make sure the wheels are clean, and clean the wheel wells with Simple Green while you're in there. If I'm feeling really ambitious, I'll jack the car up, remove the wheels, and really scrub the inner wheel wells, but this is slightly overkill. Now that you've done all this, the paint should be cleaner than it has been since it left the factory.

Move the car under shade for the next steps. It is very important that the paint is cool while you're working with it.

Except that it probably still has swirl marks and scratches in the finish. The clay bar is slightly abrasive, but it's probably not abrasive enough, unless the car has under 1000 miles on it. This is the part that's going to require some assessment on your part. You'll be using two or three products here, Rubbing Compound, Swirl Mark Remover, and (maybe) Hand Glaze. I'm not a fan of hand glaze, but it does have its place. Think of the three like sandpaper. Rubbing compound is like 40 grit on wood. It's good for removing really bad imperfections, like heavy scratches or badly marred paint. I do not recommend using it on a whole panel unless the paint is damaged to the point that reflections are hard to see when dry. Rubbing compound does scratch, so you'll have to go behind it with something else when you are done. To use, work a small portion of a panel, and work the compound until it is dry. I use a small 100% cotton wax applicator to do this. This will not take long. Once dry, buff it off using a clean 100% cotton towel. Also, be sure that you are using a compound designed for hand application if you are doing it by hand -- the action of rubbing breaks down the compound and allows for the polishing action. If you are using machine compound by hand, you can't really get enough pressure, heat, and friction to properly break it down.

Swirl Mark Remover is like 80 grit sandpaper for wood. It will remove most oxidation, and light to moderate swirls. Use it in exactly the same way as the rubbing compound, except don't be afraid to use it over an entire panel. After a good application of SMR, the paint should be nice and smooth. If it's not, try another application of SMR if the remaining scratches are small, or try an application of rubbing compound followed by SMR on the really bad parts.

There are some who like to apply hand glaze after this step. I find the paint is usually perfectly smooth after the application of SMR, but if you feel there are still scratches, an application of hand glaze may be all you need. This stuff is only slightly abrasive, like 160 grit on wood. It will remove light oxidation and microfine scratches. An interesting tid bit, many show cars use an application of hand glaze as a final step and nothing more.

Keep in mind, all of these substances are abrasive, and it is possible to burn right through the paint with them. Not very likely if you're doing it by hand, or if the paint is good, but something you need to be aware of. Mainly, just be careful where it looks like the paint may be thin. Work these areas slowly, and keep an eye open for any apparent changes in

the paint. This is generally only an issue on older cars that have been exposed to the elements and never cleaned. This is another reason you might use a lighter polish than you would ordinarily use (hand glaze instead of SMR, SMR instead of RC).

***Digression ***

You'll see Zaino Z5 offered as a "scratch remover" on Zaino's website, and many Zaino people swear by it. I do not. I find it doesn't work well, and works on an optical illusion principle. It is not abrasive at all. The scratches are still there, you're just attempting to cover them up. I find it's a lot better and much more successful to simply address and remove the scratches now than it is to attempt to cover them later.

Now, if you are prepping a show car, there's no need to go any further with the paint. If you've followed all the steps properly so far, the paint should now be as nice as it will ever look. However, this is not good for a car that you put on the road, as the paint is completely unprotected. You'll need a coat of wax. Now, please understand that all caranuba waxes are slightly opaque and will decrease the shine of your car. They also tend to attract dust. That's why I use Zaino, which is supposedly optically perfect, does not attract dust, and in my opinion, seems to actually increase the shine of the car.

To apply the Zaino, you'll originally need to start with the Z1 or ZFX additive. I personally do not like the ZFX. It's too expensive, too messy, and I don't find the Zaino drying times to be a problem. I also live in a hot, dry climate, so that helps. Zaino takes longer to dry the colder it is and the more humid it is. To start, put on a coat of Z1. If you are doing the ZFX, you can skip this step. You don't need much, just enough to put a slight haze on the car. When you are done, go back and apply a coat of Z2 or Z3, depending on if your car is clearcoated or not. No, you do not need to wait for the Z1 to dry, and no, you do not take off the Z1 before you apply the Z2 or Z3. Apply it just the same way you applied the Z1. It will be a bit difficult this time, as it's somewhat hard to tell where you've been with the Z1 already on the car. Next time, you'll only apply the Z2(Z3), so it will be easier.

Now you need to wait for the Zaino to dry. How long? Depends. Usually in the summertime, the Zaino dries before I finish with my car. On a cold, wet day in the winter, it can take a couple of hours. The thicker the application, the longer it takes to dry as well. So how do you know when it's done? Use your finger to try to wipe some of the Zaino off. If it flakes off easily and doesn't leave a greasy smudge, it's dry. If you see a greasy mark, or you have to "buff" the Zaino off, it's not dry. Go back inside and wait, or do the interior. When it's time to take the Zaino off, use one of your cotton towels, and just use a light rubbing action to 'dust' the Zaino off the car. If it takes any kind of effort at all, or any kind of buffing, remember, it's not dry. This stuff is very easy to put on and very easy to take off.

Pro tip: Go ahead and use the Zaino or wax on the wheels as well. It will help keep the rims clean and will make it easier to remove brake dust, dirt, and road grime the next time you wash the car. If you have polished aluminum wheels, make sure you polish them *before* you apply the wax.

Once the coat of Z2(Z3) is done, I like to apply a coat of Z6. This comes in a spray bottle. Just spray a very light coat on the panel you're working and immediately wipe it off with a clean towel. I like to use old 100% cotton t-shirts for this duty. It is recommended that you wipe in straight lines (not circles like every other wax and polish), and from top to bottom on side panels and back to front on upper panels. I also use the Z6 on all interior painted pieces, be it door jambs or dashboards. Cleaning these areas makes a very subtle but noticeable difference. It's one of those things that will make you notice the car is dirty, but you won't be able to put your finger on exactly why.

Now that you've done the paint, go ahead and clean the windows, though they probably won't need it. I like Windex, but if you have tinted windows, you can't use this stuff on the inside. My windows don't typically get dirty on the inside, but it is something you need to be aware of. If your windows do get dirty inside, you'll need an ammonia-free window cleaner. Pretty much any of them will do, but I like 3M's premium glass cleaner if I can find it.

Clean the plastics and vinyl with Meguiar's #40. This is somewhat difficult to find, as it is the "professional line" that

comes in the tan bottles. However, there is nothing like it. It will breathe new life into your old plastics, and it doesn't leave behind a shiny, greasy finish like many other products.

To shine up the tires (the simple green seems to do a number on tire rubber), use any of the foaming tire shine products. I like Eagle One's, but they are all pretty much interchangeable. However, if you are going to be racing the car anytime in the near future, DO NOT use tire wet. That stuff is unbelievably greasy, and will lead to very unpredictable and sudden sliding at the limits of traction.

I don't have a big experience cleaning interiors, mainly because I don't smoke, and I don't eat or drink in my vehicles. You'd be surprised how big a difference this makes. I have a five year old car whose interior looks the same as it did when we bought it five years ago. The only thing we've replaced is the floor mats. However, if you need to clean interiors, I find that cleaning the carpet is just like cleaning the carpet in your house, and you can use the same products. I use a standard household vacuum with attachments, and I use a brush attachment to clean all the dust and dirt out of the dash, console, and door panels. Again, use Meguiar's #40 on the interior plastics.

Cleaning cloth seats is a bit like cleaning the carpets, but since all my cars have leather interiors, this is not an area of expertise for me. Mainly I can advise on leather seats. Leather is a great surface in that you have to really try to harm it. However, if you don't do standard maintenance on it, you can watch it deteriorate in a rapid fashion. I use the Lexol brand of leather cleaners and conditioners. Yes, you need both, as cleaners don't moisturize the leather, and conditioners won't clean. Most consumer-level modern cars today have plasticized leather rather than the soft leather you might get in something like a Maybach. If the leather is firm to the touch, and has a slightly slick feel, then you've got plasticized leather. Unfortunately, conditioner isn't going to do much for you. The plastic coating will keep the leather from being ruined by water, spills, and many other hazards, but it will also keep the moisturizer from penetrating. Still, you should probably use it at least once a month. This is because over time the leather will develop fine cracks in the protective surface. You'll need to get moisturizer in those cracks, or the seat will deteriorate in short order.

Pro tip: Want to know how to differentiate between leather and vinyl? Poke it firmly, almost like you were poking someone in the ribs. Leather will pucker and fold in a random pattern that follows the grain of the leather, and will do so with little force. Vinyl will simply dimple, with no folds until you push really hard. You can test this on most cars with leather interiors, as it's usually "leather seating surfaces", meaning that any part your body touches while sitting in the seat is leather, but the backs and often the headrests are simply vinyl.

I'm sure I've forgotten a few things, and didn't clarify some things very well, but this document is getting over long, so I'm going to close it with maintaining.

How often do I need to do this? I like to wash my cars weekly. I find most people won't do that. Wax tends to last about two weeks, then your paint is essentially unprotected. Zaino lasts about three to six months before your paint is unprotected. If you let the paint get to this point, then you have to start back over at step one. If you don't you should be able to just do a simple wash, a light touch up where the elements have penetrated the protective shell, and an extra coat of wax, and you should be done. I personally like to bring the whole car down to zero once a year, but I know this is overkill. My Mustang is now five years old and is just now needing its second clay bar treatment, which I plan to tackle at the start of summer.


Feb 24, 2004: **22:54**

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<p>JimmyJARS Joined: Jan 10, 2003</p> <p>I SPAMMED THE MOD REPORTS FORUM AND ALL I GOT WAS THIS LOUSY CUSTOM TITLE!</p> <p>IF I REPORT ONE MORE FUCKING POST I WILL BE PERMABANNED.</p>	<p>Where do you get clay bars, zaino and 3M scratch/swirl mark remover? Autozone doesnt have them.</p>
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<p>velocityJE Joined: Jul 11, 2001</p> <p>oops</p>	<p>Took ya long enough! Thanks, this info will come in handy.</p>
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<p>Merkin Joined: Aug 15, 2002</p> 	<p>Excellent.</p> <p>How much would all this cost to do?</p>
<p>Feb 24, 2004: 23:10</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p> <p style="text-align: right;"> <input type="button" value="Edit"/> <input type="button" value="Quote"/> <input type="button" value="Report this post to the Admins"/> </p>
<p>n8r Joined: Jul 03, 2003</p> <p>I went to the fellacio barn and all I got was this lousy tshirt.</p>	<p>Any good places to buy this stuff online?</p> <p>Also any recommendations for 20 year old oxidized paint?</p>
<p>Feb 24, 2004: 23:23</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p> <p style="text-align: right;"> <input type="button" value="Edit"/> <input type="button" value="Quote"/> <input type="button" value="Report this post to the Admins"/> </p>

JimmyJARS

Joined: Jan 10, 2003

I SPAMMED THE MOD REPORTS FORUM AND ALL I GOT WAS THIS LOUSY CUSTOM TITLE!

IF I REPORT ONE MORE FUCKING POST I WILL BE PERMABANNED.

quote:

n8r came out of the closet to say:

Any good places to buy this stuff online?

Also any recommendations for 20 year old oxidized paint?

<http://www.autopia-carcare.com/>

Microfiber for polishing > Cloth

Feb 24, 2004: **23:35**

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Scott808

Joined: Jul 11, 2001



<http://www.zainostore.com/> for Zaino stuff.

<http://www.properautocare.com/>

<http://www.griotsgarage.com/index.jsp>

My local Daiei has Meguair's and Mother's brand clay bars, and a whole bunch of other products, including Lexol and Vinylex, and 303 stuff. I've had good luck using Klasse sealants, but will probably eventually switch over to Zaino if I ever get my car repainted.

Feb 24, 2004: **23:38**

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Sarkazein v2.0

Joined: Feb 19, 2001



All aboard the fiery inferno of *Death!*

What do you use to apply the Z1/Z2/Z3?

Is the "cotton wax applicator" a specific product or just your fancy talk for a an old cotton shirt.

Feb 24, 2004: **23:41**

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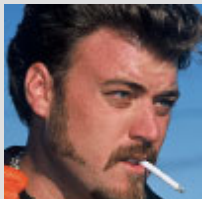
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[ALA]Jet

Joined: Sep 26, 2000



what what what what what
what what what what what

Sure, you post this *after* I spent all day detailing my car. It looks really nice though, especially considering it's the first time I've ever waxed a car. The polish I used really made the color deep and wet looking again, night and day difference in my old Scirocco.

Feb 24, 2004: 23:47

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doctormidnight

Joined: Sep 06, 2003



Observation and Deduction
Motherfucker, DO YOU SPEAK
IT?

I ordered all my stuff from www.autobodydepot.net and it all arrived today. I got the following:

1. Qty: 1 @ \$10.86 PT PERFECT-IT II COMPND
2. Qty: 1 @ \$12.82 PT PERFECT-IT LIGHT
3. Qty: 1 @ \$5.01 HG DEEP CRYSTAL WASH
4. Qty: 1 @ \$9.72 PT SHOW CAR GLAZE
5. Qty: 1 @ \$7.35 EA CARNUBA WAX

I chose the Deep Crystal wash because Dawn reacts poorly with our local water, which is extremely hard and acidic enough as it is. The SMR (item 2) is designed for light cars, there is also one for dark. And the Meguires Glaze is simply because it was more cost effective. My paint isn't worth spending upwards of \$100 trying to buy shit from all over the internet.

I got this stuff shipped by UPS ground, shipping cost to 99163 was \$8.00, and if you order from this place DO NOT ask for any other shipping method, as you will incur a haz mat fee of like \$40 because it's on a plane.

Other stuff I already have. Thanks to einTier for taking the time to do this writeup. I'm going to try and post some before and after pics if I can get a camera on Friday/Saturday.

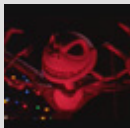
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einTier

Joined: Sep 25, 2003



I am the one they call when
things go wrong

quote:

Sarkazein v2.0 came out of the closet to say:
What do you use to apply the Z1/Z2/Z3?

Is the "cotton wax applicator" a specific product or just your fancy talk for a an old cotton shirt.

More or less. I get simple applicators from where ever I can find them. The operative thing is that it needs to be 100% cotton, and if there are any hems, edges, etc, they should be cut off. And never, ever wash them with fabric softener.

Forgot to add, you can use the "tire wet" stuff under the fender wells and on the plastic parts of the engine for a nice, clean, dark finish without a whole lot of work.

einTier fucked around with this message at Feb 25, 2004 around 00:44

Feb 25, 2004: 00:36

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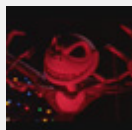
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Quote

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einTier

Joined: Sep 25, 2003



I am the one they call when things go wrong

quote:

JimmyJARS came out of the closet to say:
Where do you get clay bars, zaino and 3M scratch/swirl mark remover? Autozone doesnt have them.

I get the clay bar and the Zaino from www.zainobros.com (actually, I get it from a local distributor, call and ask if there's one in your area). The 3M products I get at Pep Boys.

Most of the other stuff can be found at Pep Boys, Autozone, O'Reilly or other auto parts stores.

Feb 25, 2004: 00:46

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TheReverend6Pak

Joined: Jan 17, 2004



Great guide EinTier. This is something too little car enthusiasts know much too little about!

Feb 25, 2004: 00:59

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Woz

Joined: May 08, 2003

WOZINATOR

thank you, article saved!

Feb 25, 2004: 01:36

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Woz

Joined: May 08, 2003

WOZINATOR

Can we also have more pics of your Mustang?

Feb 25, 2004: 01:43

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Quote

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<p>n8r Joined: Jul 03, 2003</p> <p>I went to the fellacio barn and all I got was this lousy tshirt.</p>	<p>Hey would it be okay if I mirrored this article and had it put in the FAQ?</p>
<p>Feb 25, 2004: 07:18</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p> <p style="text-align: right;"> <input type="button" value="Edit"/> <input type="button" value="Quote"/> <input type="button" value="Report this post to the Admins"/> </p>
<p>PBCrunch Joined: Jun 17, 2002</p> <p>You know what I'd like to be? I mean if I had my goddam choice, I'd just be the catcher in the rye and all.</p>	<p>You left out the most important part about cleaning windows: Use neswpaper instead of towels. The abrasiveness of the newspaper will remove all scum from your windows.</p> <p>Carpets around here take a beating from all the rocks and salt that accumulate on shoes in the winter. Vacuuming your carpets once a week is the best way to keep them looking nice.</p> <p>Always be very careful when cleaning the instrument cluster. The plastic covers on instrument clusters seem to universally be made of clear plastic that scratches very easily.</p>
<p>Feb 25, 2004: 07:58</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p> <p style="text-align: right;"> <input type="button" value="Edit"/> <input type="button" value="Quote"/> <input type="button" value="Report this post to the Admins"/> </p>
<p>bull3964 Joined: Nov 17, 2000</p> <div data-bbox="100 732 254 889" style="border: 1px solid black; padding: 5px; text-align: center;"> <p>I GOT A WRX YAY I GOT A WRX YAY YAY!!!!!!!</p> </div> <p>DO YOU HEAR THAT? THAT'S THE SOUND OF ME PATTING MYSELF ON THE BACK.</p>	<p>quote:</p> <hr/> <p><i>einTier came out of the closet to say:</i> That's why I use Zaino, which is supposedly optically perfect, does not attract dust</p> <hr/> <p>I wish I could find the 3rd party review that pitted Zaino against several other brands of car care stuff. They took a Mercedes and did half in carnuba wax and half in Zaino and then took it on a dusty offroad trail.</p> <p>After they came back, it looked like someone drew a line straight down the middle of the car, half was horribly dusty, half was not.</p> <p>Zaino was not the clean side.</p> <p>Ah, found it.</p> <p>http://www.deckowski.com/DV3/lowres/product%20shots%20440.jpg</p>
<p>Feb 25, 2004: 08:31</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p> <p style="text-align: right;"> <input type="button" value="Edit"/> <input type="button" value="Quote"/> <input type="button" value="Report this post to the Admins"/> </p>

Busdriver

Joined: Jun 27, 2000

MY BUS!

If you want an easier method, on a dark car, I've always had great results with simply washing the car well with Meguiers Crystal, using 'glaze', and then a Meguiers cleaner-wax. The combination of the glaze and wax produces a mirror like finish on black, and I find it lasts a lot longer, and is easier to clean the next time then straightup wash\wax. The glaze also removes all waterspots and gets the finish perfectly prepared for the wax. Most glazes also have a very gentle 'polishing' effect that can remove minor surface stuff. They claim to be clearcoat safe, and I beleive them, I've never had a problem. I can do this entire process, including tire clean, in 1/2 a day on my Focus. It avoids analy drying the car, and in my experience, it is much more efficient. I do the glaze and wax twice a year, two more times just wax, and the rest of the time just wash as needed - every time in between I just wash the car, it looks like I just got done waxing it; the glaze method works that well.

Also, for interior cleaning, never use armorall, always use 303 Areospace Protectant. You can get it at any good canoe \kayak dealership, boat supply place, etc. I think a lot of automotive places carry it now too. Best. Shit. Ever. It also works on exterior trim because it takes MUCH more to wash it away than armorall (Think tire treatments.) Yes, it is just a sillicone based product, but it works so incredibly well. It also genuinely has UV inhibitors in it; I can show you the effects of not using it at work on both polyethelene and kevlar. The other thing is that it doesn't create the RIDICULOUS (note that it is spelled correctly)ly shinny\greasy look that armorall does. The bad part is that you have to be careful how you apply it, because it really does soak into the plastics. If the plastics are really 'dry' you can create swirl marks, or uneven shine distribution. I like to spray it onto a cheap papertowel, and push\pull the 303 instead of swirling it. This usually yeilds better results. Everything should be cleaned out with windex or water first, and then 303ed. Another bouns is getting 303 on glass is not as deadly as getting armorall on glass.

Busdriver fucked around with this message at Feb 25, 2004 around 09:02

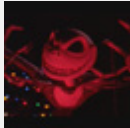
Feb 25, 2004: **08:51**

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einTier

Joined: Sep 25, 2003



I am the one they call when things go wrong

quote:

n8r came out of the closet to say:

Hey would it be okay if I mirrored this article and had it put in the FAQ?

Absolutely. Can you give me a week to get it tweaked and get information in that has been accidently left out or is erroneous?

Feb 25, 2004: **09:03**

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n8r

Joined: Jul 03, 2003

I went to the fellacio barn and all I got was this lousy tshirt.

quote:

einTier came out of the closet to say:

Absolutely. Can you give me a week to get it tweaked and get information in that has been accidentally left out or is erroneous?

Sure - I can host it - or if you have hosting, put it online, problem is these threads get pruned so quickly some of this info can get lost very easily.

Feb 25, 2004: **09:06**

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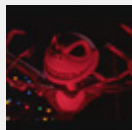
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Quote

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einTier

Joined: Sep 25, 2003



I am the one they call when things go wrong

quote:

bull3964 came out of the closet to say:

Zaino was not the clean side.

Ah, found it.

Wow. I'm trying to find the article to read it, as that's almost the exact opposite of my experience. My waxes always attracted tons of dust within one or two days. After using Zaino, I almost threw out my California Duster, as the car maybe needed a dusting once a week, and that just happened to coincide with the washing. Not saying it isn't true, but it hasn't been my experience -- or my other dozen or so friends who use Zaino.

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If you want an easier method, on a dark car, I've always had great results with simply washing the car well with Meguiers Crystal, using 'glaze', and then a Meguiers cleaner-wax. The combination of the glaze and wax produces a mirror like finish on black, and I find it lasts a lot longer, and is easier to clean the next time then straightup wash\wax. The glaze also removes all waterspots and gets the finish perfectly prepared for the wax. Most glazes also have a very gentle 'polishing' effect that can remove minor surface stuff. They claim to be clearcoat safe, and I beleive them, I've never had a problem.

Not a bad method, but won't get you that glassy smooth finish, and if you have swirls, it won't help.

I mentioned glaze above. You'll see that I'm not a big fan. I keep a bottle around, but seldom use it. It's good for it's purpose. And it is very, very slightly abrasive. The reason it's "clear coat safe" is because you'd have to apply it by hand to a few thousand times to a perfectly good clear coat to burn through it. But you could, if you were determined enough. The same goes for rubbing compound and swirl mark remover. I used to be terrified of using rubbing compound, but as

long as your paint hasn't been worn thin, it's quite safe to use by hand. SMR is even safer. I've used rubbing compound aggressively probably ten times on various areas of the hood of the Mustang, and SMR probably twice that. The clear coat is still nice and thick.

Why don't I like hand glaze? Because I find SMR works better. I was amazed by hand glaze the first time I tried it. Then I had some heavy scratches and some acid rain etching that took literally dozens of applications of hand glaze to remove. Then someone turned me on to SMR. Amazing, amazing stuff. It's a little more aggressive, but leaves the same mirror finish that glaze does. It will get rid of very deep swirls, and many surface scratches. In fact, I find it's only for heavily damaged paint that I have to whip out the rubbing compound. SMR will also get rid of all those water marks and any soap you might have left on the car. On top of all that, it requires less buffing to remove.

Glaze has its place, but I think you should try some SMR. SMR also works well for pulling scratches out of plastic and fixing scratched CD/DVDs.

quote:

Also, for interior cleaning, never use armorall, always use 303 Areospace Protectant. You can get it at any good canoe\kayak dealership, boat supply place, etc. I think a lot of automotive places carry it now too. Best. Shit. Ever. It also works on exterior trim because it takes MUCH more to wash it away than armorall (Think tire treatments.) Yes, it is just a silicone based product, but it works so incredibly well.

I do like 303. Depending on when you catch me, you may find me using 303 or Meguiar's #40. I think Meguiars does a better job of reviving old, dull plastics, and I think its finish looks better. However, the 303 does a better job of protecting. For what it's worth, I find myself typically using #40 on the inside and 303 on the vinyl top (the only vinyl exterior part of my car).

I absolutely hate Armour All.

einTier fucked around with this message at Feb 25, 2004 around 09:28

Feb 25, 2004: 09:25

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Busdriver

Joined: Jun 27, 2000

Yeah, I guess it makes a difference how old the car is, both inside and out. Driving a newer car, with no oxidation or other problems, I don't feel comfortable using anything more abrasive than glaze on the entire car.

MY BUS!

Feb 25, 2004: 09:35

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bull3964

Joined: Nov 17, 2000



DO YOU HEAR THAT? THAT'S THE SOUND OF ME PATTING MYSELF ON THE BACK.

quote:

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Zaino does do well in the overall scheme of things, but I always like to trot that pic out to deflate some of their marketing hype.

I use all Meguiars stuff myself for the paint (except for the clay bar). I use the Show Car Glaze and #7 yellow wax. As far as it lasting, I'm still getting good beading on places like my hood and roof after two months of heavy salt and snow. It's just the sides of the car and in the rear that aren't beading anymore.

The #7 yellow wax is so silly easy to apply that I don't mind doing it more often. It probably only takes me 15 minutes to apply the actual wax to the car. It goes on and off VERY easy. It's the surface prep that takes time.

I find that the key to keeping dust off the car is doing a detailing step after the wax. I use Meguiar's Quick Detailer spray to wipe down the entire car after I get done waxing. It seems to eliminate the static electricity or something as it doesn't really attract dust.

I like Lexol's Vinylex for the interior. Nice combination of shine and protection.

Feb 25, 2004: **10:12**

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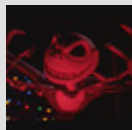
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Quote

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einTier

Joined: Sep 25, 2003



I am the one they call when things go wrong

quote:

Busdriver came out of the closet to say:

Yeah, I guess it makes a difference how old the car is, both inside and out. Driving a newer car, with no oxidation or other problems, I don't feel comfortable using anything more abrasive than glaze on the entire car.

Well, the guide is written from the standpoint that I have no idea how bad off the paint is. If your car is new, and doesn't have any serious scratches or blemishes, you can move right on to SMR or glaze. Notice I mentioned that deciding what to use would take some assessment.

I'm not entirely comfortable using rubbing compound over entire body panels unless the paint is seriously damaged, meaning that I'll have to apply more than two or three coats of SMR. Note, this is the *fine cut* rubbing compound. I still don't trust myself using any of the machine applied rubbing compounds.

SMR is gentle enough to be pretty much goof-proof unless there's serious existing paint damage, and you should notice

this long before you ever touch it.

Last, new cars can benefit from an application of a clay bar. Almost every car when it hits the dealer lot has some minor paint damage and bonded chemical elements from transportation and shipping. Those that go by rail (most) get tons of rail dust. Also, don't think the dealer does anything special with the car while it sits on the lot. I've watched dealers use Windex as a detailing spray, and most of those cars spend their time on the lot completely exposed to the elements. These contaminants form a chemical bond with your paint, and the only way to effectively remove them is with a clay bar.

If you rub your hand on the roof of your clean car and feel *any* roughness, your car will benefit from a clay bar application.

Feb 25, 2004: 10:14

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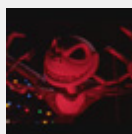
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Quote

Report this post to the Admins

einTier

Joined: Sep 25, 2003



I am the one they call when things go wrong

quote:

bull3964 came out of the closet to say:

Zaino does do well in the overall scheme of things, but I always like to trot that pic out to deflate some of their marketing hype.

And there is a lot of hype. I am the biggest fan and biggest hater of Zaino. I love the basic products, the Z1, Z2, Z3, and Z6. I also like their clay bar, but mainly because it comes pre-wrapped and cut into two pieces and I can generally do one car with one piece, saving the other for later.

Everything else is pretty much crap. For all their other products, there are better and cheaper alternative available at other places. I especially hate the Z5. Yeah, it *sorta* works, in that after about five or six applications, minor swirls will start to disappear. I still don't like it, because it takes just one application of SMR to do the same thing -- and it's actually fixed and fixed forever. If you have anything other than the lightest of swirls, Z5 will not cover it. It's a lot of hype and almost no substance.

I honestly believe that no one company does it all well. Each has certain products that are better than the competition and others that are not so good.

quote:

I use all Meguiars stuff myself for the paint (except for the clay bar). I use the Show Car Glaze and #7 yellow wax. As far as it lasting, I'm still getting good beading on places like my hood and roof after two months of heavy salt and snow. It's just the sides of the car and in the rear that aren't beading anymore.

I'm not bigot when it comes to products. These are the products that work well *for me*, and I find easy to use. I have seen many great caranuba wax jobs. Almost any of the premium lines of waxes or polishes will give extremely good results. There's no need to spend \$150 on a jar of Zymol's NSX Glaze, and don't expect the \$2.00 tub of Rain Dance to

work well, but premium waxes [all perform quite well](#).

quote:

I find that the key to keeping dust off the car is doing a detailing step after the wax. I use Meguiar's Quick Detailer spray to wipe down the entire car after I get done waxing. It seems to eliminate the static electricity or something as it doesn't really attract dust.

I'm a fan of Meguiar's Quick Detailer. It's basically their answer to Zaino's Z6. It works well, but it doesn't work quite as well as Z6 on Zaino's polish. To it's credit though, it works better on waxes than Z6.

Now that I think about it, the Z2 does have a bit of static cling to it that the Z6 knocks off. I *always* use the Z6 after the Z2, so I don't really notice it.

Feb 25, 2004: **10:29**

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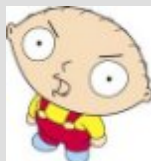
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Quote

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Chupa

Joined: Apr 16, 2001



Victory is Mine!

Great guide, einTier.

Any recommendations on where to do all this when living in an apartment?

Random quasierail: Anyone remember which goon it was who posted the pic of their balck car in the garage, and the finish was so shiny it was almost impossible to tell the real shelves vs. the reflections?

Feb 25, 2004: **11:00**

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Quote

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bull3964

Joined: Nov 17, 2000

A text graphic with a black background and white text. The text reads: "I GOT A WRX YAY I GOT A WRX YAY YAY!!!!!!1".

DO YOU HEAR THAT? THAT'S THE SOUND OF ME PATTING MYSELF ON THE BACK.

Here's the kind of results I get with Meguiars. Too bad my camera isn't higher resolution. This is also a week after I washed it last and it just rained that morning.



Feb 25, 2004: 11:07

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<p>einTier Joined: Sep 25, 2003</p>  <p>I am the one they call when things go wrong</p>	<p>quote:</p> <hr/> <p><i>Chupa came out of the closet to say:</i> Great guide, einTier.</p> <p>Any recommendations on where to do all this when living in an apartment?</p> <hr/> <p>I used to do it in the parking lot. I would run a hose from the spigot on my hot water heater and out into the parking lot. Bonus was that I got to wash the car with nice warm water.</p> <p>But I was lucky in that I had a lot of extra hose and the parking lot was not far from my doorstep. Alternately, you could use the local car wash. I use it from time to time myself for the pressure. Just be sure not to use the brush, and make sure it's cool to do handwashing. If you don't handwash, and you don't use the brush, you can't get the car clean.</p>
<p>Feb 25, 2004: 11:11</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p> <p><input type="button" value="Edit"/> <input type="button" value="Quote"/> <input type="button" value="Report this post to the Admins"/></p>
<p>Woz Joined: May 08, 2003</p> <p>WOZINATOR</p>	<p>I was considering mentioning 303 protectant, but I didn't at the risk of sounding dumb. I only insist on using it on my interior.</p> <p>Quick question, what's everyones opinion on NuFinish car polish? I dislike the car wash and I definitely dislike the vinyl polish, but I have had experience using the polish for about 10 years and always enjoyed the deep shine (not as deep as the ones pictured here but close), toughness, slipperiness, and endurance (I usually apply 4 coats within 2 weeks, and it lasts all year). It does attract dust a bit, but other than that I like it.</p> <p>I will however try einTier's guide on a car that really really needs it.</p>
<p>Feb 25, 2004: 14:10</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p> <p><input type="button" value="Edit"/> <input type="button" value="Quote"/> <input type="button" value="Report this post to the Admins"/></p>
<p>TroutShorty Joined: Aug 08, 2003</p> <p>Pdurph was here</p>	<p>Wow, that's a great guide, thanks for the effort. I'll need advice like this once I wrap up my project, not that I ever will.</p>
<p>Feb 25, 2004: 14:18</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p> <p><input type="button" value="Edit"/> <input type="button" value="Quote"/> <input type="button" value="Report this post to the Admins"/></p>

N2DeeP

Joined: Sep 27, 2003



(HP = (6.2831853 × RPM × Torque) ÷ 33,000) == (HP = (rpm × Torque) ÷ 5252)

Ein: Awesome write up dude. I promised to do one a long time ago, and never have. I suck. =(

Let me add a few pointers to your writeup though, mostly pertaining to the interior.

Carpets: Go get some of the "spray on foam up" type interior cleaner stuff. I think 3m makes a few different kinds and maybe Armor All too? They usually have a cheesy little scrub brush on the cap. You won't be using that. =) Also get a "carpet brush". It usually is a coarse bristle brush with a plastic backing and a handle directly on top of it. Sorta looks like this.

code:

```

_____
|         |   <- Handle
-----
| | | | |   <- Bristles
_____

```

Step 1. Vacuum the HELL out of your interior. Don't be a pussy about it either, if it's a hard spot to get to, that just means you need to get that spot even more. I'll go on about this a bit more in a second.

Step 2: Spray on a light coating of that "carpet cleaner" stuff and let it foam up for a sec. If the carpet that you're doing is pretty clean (no spots/stains), then do like 2 foot chunks at a time. Spray it, let it set until the foam starts to go away, then grab the carpet brush and SCRUB MOTHERFUCKER. A LOT. Yes, your arm will be tired when you're done doing this, consider it your workout fatty. Now vacuum that area you just did, you're going to pickup a ton of gravel and other crap that's been shoved into the base of your carpets. (Yeah, even you Ein. 😊). If you've got a stain or something, work over it a few times and it'll come out. When you're done, Vacuum the car as a whole again. Cloth upholstery stuff is about the same, you just don't have to scrub it anywhere near as hard as you do carpets. With capets, you're shoving all the fibers around to get at the shit that's trapped in the base, obviously not the same with seats. Also, keep a bucket of water around and swish the carpet brush through there every so often. That gravel and stuff well get caught up in the bristles and you're trying to get rid of it, not move it around.

Step 3: Da Smell. Right now, your carpets are going to go into "super suck up anything that has an odor and trap it for a long time" mode, If I'm detailing a car from someone, I'll use something with a more neutral smell as I don't know wtf type of air freshner they'll want, something like http://www.meguiars.com/store_megui...product_g23.gif. But you could use whatever spray on air fresher you want. Dont' be too damned liberal with it, cause it'll hold that smell for quite awhile.

That works for about any sort of carpeted area, trunks/hatches, whatever.

Windows: Don't use Windex, it's a pain in the ass. =) Go to the auto supply store and get any of the glass cleaners that come in an aerosol type can. They spray on, then foam up and are tint safe as well (they don't contain ammonia). If you used a chamois to dry your car with, and you got most of the water off of your windows, then you can just put a fist sized dot of this stuff in the middle and go to town on the window. No streaks, nothing. For windshields/back hatch glass, I use two fist sized dots, one on the left, one on the right. This stuff is truly awesome. Use a terry cloth based shop towel or blue disposable shop towel. Newspapers are just a hassle IMHO, besides, if you're serious about keeping your car clean, go spend the damned 3 dollars on a bag of terry shop towels. You'll NEVER EVER EVER EVER EVER see a pro detailing shop, or ANY detail shop using newspapers. If it truly was the better way to clean your windows, don't you

think the people that do this stuff for a living would use newspaper? In theory, if you've cleaned the outside of the car good and proper, all you have to do is wipe off waterspots.

Overall: Keep in mind what you're doing. You're **DETAILING** your car, not cleaning it. Those are two **VERY VERY** different things. Detailing implies that you get all the little details that no one ever gets. Dust on the louvers of the air vents? Check. Scuff marks on the kicks? Check, Inside edge of the glovebox door? Yeah, you get the idea. It's the sum total of all of those little things that sets a detailed car apart from one that's been "cleaned". That's why people can get in my Jeep and it looks better than the day I bought it (the lot had a shitty detailer. =P).

Also, I don't think you addressed scuff marks. Here's a quick and easy way to deal with 'em.

PROTIP: Get a spray bottle, like what you'd use to mist plants or something, and dump in one bottle of rubbing alcohol, and fill the rest with water. Spray this concoction on anything that has scuff marks like doorsills, kick panels, seatbacks, hatch sides, etc etc, let it sit for a sec and begin scrubbing. Do this before your armor all stage, obviously. =)

Oh yeah, QTips and a bottle cap filled with armor all are your friend for making those really hard to get to areas shine. =)

Tires: The steps and orders in which you clean and apply protectant to your tires can mean the difference between them looking dull in 3 days or dull in 2 weeks. When you're washing your car, get a scrub brush (identicle to the carpet brush above) and work over the rubber really well. This gets all the old shit off and preps the surface for a new coating of whatever. scrub and leave the soap on there while you wash the rest of your car. When you're done rinsing the car, **IMMEDIATLY** apply your protectant of choice (non silicone based please 😊) and let it sit while you dry off your car, the tires will soak this shit up and that's good. Now that you're done drying your car, go ahead and wipe off what's left of the armor all. If it's soaked it all up and the tire is already dry 1, learn how to dry faster, and 2, apply a bit to a towel and go over the tire again. This will get rid of any marks from the armor all drying and sort of "top it off". If you use silicone based protectants **MAKE GODDAMNED SURE YOU SCRUB THE SHIT OUT OF YOUR TIRES BEFORE REAPPLYING THIS STUFF**. I can't stress that enough. You'll get dirt/dust trapped between the layers and after awhile, that's bad. Also, don't plan on moving the car for a while until everything dries, otherise the bit of water that gets trapped between the tire and rim will spin outwards leaving watermarks. That's just not cool. =(

If I think of anything else, I'll add it in if it's okay. =)

Edit: Why is there a 13 on the door of your Miata? Also, am I still a troll? 😊

N2DeeP fucked around with this message at Feb 25, 2004 around 15:35

Feb 25, 2004: **14:47**

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Quote

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TomR

Joined: Mar 31, 2003

I both own and operate a pirate ship.

Here is my dirty saturn.



As everyone knows the body is made of plastic panels. What I'm not sure of is if the plastic is the colour of the car, or if it's painted. And like a lot of cars, the bumpers are plastic that clearly has no paint on it. Does anyone know a good way to clean plastic body panels, bumpers and skirts? They seem to pick up a lot of fine scratches that make them look really dull even when clean, or will the normal steps for normal paint work fine?

edit: I work tags good.

Feb 25, 2004: 15:46

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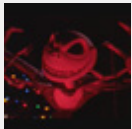
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Quote

Report this post to the Admins

einTier

Joined: Sep 25, 2003



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quote:

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Let me add a few pointers to your writeup though, mostly pertaining to the interior.If I think of anything else, I'll add it in if it's okay. =)

Edit: Why is there a 13 on the door of your Miata? Also, am I still a troll? 😊

Thanks for the interior tips. That's kind of where I fall down, mainly because my interior doesn't get that dirty. Like I said, I don't drink or eat in the car, I don't smoke, I'm typically around mud, dirty and rocky areas. Overall, I do a pretty good job of not getting stuff in the car that gets it dirty in the first place. Of course that means that I'm not very good at getting it clean again because I lack the experience.

The Miata has a 13 on it, because it was at the track the day before and I didn't feel like pulling the numbers off.

No, not a troll. I think we've just had our differences, as anyone passionate about cars is bound to do.

Feb 25, 2004: 15:56

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Quote

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Fijimunkii

Joined: Sep 11, 2001



Both of these guides are fucking gems. Thank you.

Also, for those looking for rubbing compound you can find it at hardware stores, but be careful; this shit eats through paint like nobodies business.

Feb 25, 2004: 16:07

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deafmute

Joined: Jun 23, 2003



Thanks for the guides, are there any special tips for soft top detailing or general advice for maintaining them?

Feb 26, 2004: 01:25

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Paradoxish

Joined: Dec 19, 2003



Great write-ups, but I guess I'll pose a question since I didn't see it addressed here. I know einTier said he wasn't all that great with interior work, so this is just a general request to anyone who has an idea.


Okay: I'm driving an e38 BMW 740iL right now. The interior has *a lot* of wood trim in it. This stuff basically dominates the inside of the car, including a massive trim piece around the shifter. It's not particularly overdone and it looks good, but it's also really noticeable. So when it's not clean, the whole interior looks kind of 'blah'. It doesn't help that I have a tan interior that tends to look dirty all the time as it is.

Right now, I'm just using water and hand glaze to clean it. It works good to shine it up, but I've never been able to get it as clean and shiny as the day I bought it. Since I'm selling the car (540 here I come), I'd like to get it looking as perfect as possible, especially the interior. Any ideas?

Bonus question: One part of this trim has a very, very small crack/scratch in it. After a quick hand glazing it goes away, but it's noticeable again within a few days. Any way to eliminate this all-together or at least hide it better?

Edit- I've also got something small to contribute. Anyone who's looking to touch-up very small paint chips on their car should look at the [Autosharp pen](#). Works great. I haven't used it on my car since I don't really have any serious paint chips, but I've used it on my mom's Maxima to pretty good effect.

Anyone curious about real before and after results might want to look at [this thread](#) over at bimmerforums. I can't imagine using it on an area that badly damaged, but the result isn't too bad. (pics all the way at the bottom of the

	thread) <i>Paradoxish fucked around with this message at Feb 26, 2004 around 03:08</i>	
Feb 26, 2004: 02:01	User's Profile / Image Send a Private Message Search For More Posts	Edit Quote Report this post to the Admins
einTier Joined: Sep 25, 2003  I am the one they call when things go wrong	For those looking to fix scratches, you really need the langka kit . Easy to use and works well. As far as wood trim goes, you might try the Swirl Mark Remover on the wood. I find that SMR is really good at removing scratches from any moderately soft surface. It's not really good for bare wood, but there's a thick polyurethane coat on top of the wood, so it should work well at glossing that up. I've often heard that (no joke) Extra Virgin Olive Oil is really good for wood surfaces. I use it in my car with no problems (wood steering wheel, shifter, brake handle). However, since the wood has a fairly thick protective coat, I wonder how it's actually getting down into the wood to do anything.	
Feb 26, 2004: 06:33	User's Profile / Image Send a Private Message Search For More Posts	Edit Quote Report this post to the Admins
Pagan Joined: Jun 03, 2003	What about chips in the paint? My civic has a couple of chips on the hood from gravel and such. Any advice there?	
Feb 26, 2004: 08:24	User's Profile / Image Send a Private Message Search For More Posts	Edit Quote Report this post to the Admins
N2DeeP Joined: Sep 27, 2003  (HP = (6.2831853 × RPM × Torque) ÷ 33,000) == (HP = (rpm × Torque) ÷ 5252)	When I used to detail for dealerships, there was really only one way to do the paint chip stuff that I was taught. Go to a dealership for your type of car (i.e., a Honda Dealership) and get one of the little cans of touch up paint that have the brush in the cap. Make sure you take your VIN number in with you as they can give you the exact match for the paint code of your car then. Go clean the area around the chip and the chip itself. You might use an alcohol based rub (sorta like what I mentioned above for doing the scuff marked stuff in an interior), and clean the area some more. You're trying to make sure all the wax/other BS is out of the chip, so the paint has a good clean surface to adhere to. Then take a LITTLE BIT on the tip of the brush, and drop it into the chip, sorta like as if you were using an eyedropper. Remember, A LITTLE BIT. Use the brush to sorta move the paint around to fill in the chip, add a bit if necessary. DO NOT BRUSH IT ON, it'll never look right and you'll have these uglyass brush strokes in the middle of a blob of paint on your otherwise pristine hood. Let it sit for an hour or so in a nice dry place, then continue on. =) Remember, you can always add paint to it, but you can't necessarily take it away without making it fugly. Edit: That langa kit looks cool, never used one. Does it really work or is it a gimmick?	
Feb 26, 2004: 09:18	User's Profile / Image Send a Private Message Search For More Posts	Edit Quote Report this post to the Admins

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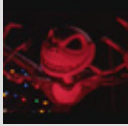


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Author	Thread	Post	Reply
<p>einTier Joined: Sep 25, 2003</p>  <p>I am the one they call when things go wrong</p>	<p>quote:</p> <hr/> <p><i>Pagan came out of the closet to say:</i> What about chips in the paint? My civic has a couple of chips on the hood from gravel and such. Any advice there?</p> <hr/> <p>You need the Langka kit I referenced above. It'll make short work of all those chips.</p> <p>Alternately, you could do it by hand, but this is not an easy task.</p>		
<p>Feb 26, 2004: 09:19</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p>	<p>Edit Quote</p>	<p>Report this post to the Admins</p>
<p>bull3964 Joined: Nov 17, 2000</p>  <p>DO YOU HEAR THAT? THAT'S THE SOUND OF ME PATTING MYSELF ON THE BACK.</p>	<p>I'm trying to figure out how that Langka kit works. How is what it does different from buffing? Does the stuff have some chemical to break down touchup paint or something?</p>		
<p>Feb 26, 2004: 09:29</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p>	<p>Edit Quote</p>	<p>Report this post to the Admins</p>
<p>N2DeeP Joined: Sep 27, 2003</p>  <p>(HP = (6.2831853 × RPM × Torque) ÷ 33,000) == (HP = (rpm × Torque) ÷ 5252)</p>	<p>quote:</p> <hr/> <p><i>bull3964 came out of the closet to say:</i> I'm trying to figure out how that Langka kit works. How is what it does different from buffing? Does the stuff have some chemical to break down touchup paint or something?</p> <hr/> <p>It couldn't work that way, it'd eat the touchup paint in the chip itself... :shrug:</p>		

<p>Feb 26, 2004: 09:37</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p>	<p>Edit Quote Report this post to the Admins</p>
<p>PrOkjayhawk Joined: Nov 29, 2002</p> 	<p>Thanks for the guide. My Miata sorely needs the attention.</p>	
<p>Feb 26, 2004: 14:36</p>	<p>User's Profile / Image Send a Private Message User's Homepage Search For More Posts</p>	<p>Edit Quote Report this post to the Admins</p>
<p>bull3964 Joined: Nov 17, 2000</p> 	<p>quote:</p> <hr/> <p><i>N2DeeP came out of the closet to say:</i></p> <p>It couldn't work that way, it'd eat the touchup paint in the chip itself... : shrug:</p> <hr/> <p>Not if it only ate away a little at a time. A clearcoated finish would be protected from it and you would normally stop and wipe it off once the blob is gone. From what I've been able to dig up on the internet, it seems to be some sort of combination wax, lacquer thinner, and rubbing compound.</p> <p>I'm going to touch up a lot of my chips this weekend as I'm getting my shipment from paintscratch.com tomorrow (I need to also fix a minor scuffle I had with a wooden pole when backing out of a parking space). I think I'll order some of this stuff to go over the patched chips whenever I get it to get rid of blobs.</p> <p>I probably have near 100 - 200 chips to patch. PA roads suck.</p>	<p>Edit Quote Report this post to the Admins</p>
<p>Feb 26, 2004: 14:51</p>	<p>User's Profile / Image Send a Private Message Search For More Posts</p>	<p>Edit Quote Report this post to the Admins</p>
<p>Dr. Ninja Joined: Jun 19, 2002</p> <p>I have french fries in my pants. This is funny because sometimes when I go to the alphabet soup, the touchlamp yes.</p>	<p>apologies for the hijack, as this is completely off topic</p> <p>einTier, I need to get in contact with you about getting a traffic lawyer for a friend of mine (posted a thread a couple weeks ago about it), but your profile doesn't say your email and I couldn't PM you. if you could drop me a line at capn_amazeo@hotmail.com that would be totally fucking rad</p> <p>or msg me on aim (name capnamazeo)</p> <p><i>Dr. Ninja fucked around with this message at Feb 26, 2004 around 16:12</i></p>	
<p>Feb 26, 2004: 16:03</p>	<p>User's Profile / Image Send a Private Message User's Homepage Search For More Posts</p>	<p>Edit Quote Report this post to the Admins</p>

n8r
 Joined: Jul 03, 2003

I went to the fellacio barn and all I got was this lousy tshirt.

I have mirrored the first page of this thread:
<http://strongbad.surrealistic.net/entierguide.html>

Feb 27, 2004: 10:12

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Jared592
 Joined: Jan 22, 2003

FYAD
 I NEED TO KEEP MY FAGGOT ASS HUB SHIT OUT OF FYAD

quote:

n8r came out of the closet to say:
Any good places to buy this stuff online?

Also any recommendations for 20 year old oxidized paint?


You WILL be posting pictures of that RX-7. 😊

Feb 27, 2004: 10:29

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doctormidnight
 Joined: Sep 06, 2003



Observation and Deduction
 Motherfucker, DO YOU SPEAK IT?

I just spent 12 hours getting using einTier's guide, and I gotta say my impala is looking real nice right now. I decided to go ahead and use the clay bar, but it didn't seem to do all that much, which is OK, because it actually didn't take long at all. The worst was the rubbing compound, just because I was going through so many freaking towels. To give you an idea, ONE towel was turned almost completely black by just the room.

After that, I decided to skip the SMR and went right to the glaze. The RC actually brought out a shine that was never there before, and the glaze made it even better. Two coats of wax later, and she's looking awesome. I'm getting the film developed on Monday, I'll post sexy pics then.

Feb 28, 2004: 20:31

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nem
 Joined: Jan 04, 2003

I NEVER FOLLOW THROUGH ON THREATS. PS HAY GUYZ!
 ~ ~ ~

quote:

einTier came out of the closet to say:

You need the Langka kit I referenced above. It'll make short work of all those chips.

Alternately, you could do it by hand, but this is not an easy task.

How well does the Langka kit work with metallic paints?

I've had a long time problem with attempting to repair a chip on the hood ([linky](#)) that's left me distraught... well not really, just not too keen on getting a complete repaint of the hood. I ordered paint from paintscratch.com, the exact paint color and clearcoat to be exact, but never managed to successfully blend it in. Not to mention, I read that fixing chips with metallic paints is next to impossible due to the granules, feedback?

Feb 28, 2004: 22:04

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Katto
 Joined: Aug 06, 2001



This is slightly offtopic, but I've got a problem and I'm getting fairly desperate at this point.

I've spent the last like, two weeks paint my dashboard (looks just like [this](#), except the outside parts are dark green and the inside parts are canvas white now). After SHITLOADS of sanding and priming and sanding and spraying and so on, I've determined that the best I can get out of rattle cans in a dusty 65 degree basement is either a slightly rough, unshiny surface or a slightly shiny, orange-peely surface. In retrospect this would have been way easier with lacquer, but I don't have access to that, so cheap enamel spraypaint is what I used.

As you can see from the pic, the dash is insanely curvy, which makes spraying and sanding really hard. But I've basically got the parts good enough, except for the aforementioned surface problems. I need some kind of liquid equivalent to 500-1000 and 2000 grit sandpaper that can be applied by hand, or with a Dremel. Otherwise I'm just going to give up and stick it back on as is, and only have it be slightly better than it was before. Which I don't wanna do 😞

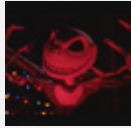
Mar 01, 2004: 03:01

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einTier
 Joined: Sep 25, 2003



I am the one they call when things go wrong

doctormidnight, glad (really glad, actually) that the impala showed significant improvement following my guide. I was going to feel awful if you did all the work and it didn't help. I was worried with the condition of the paint being as bad as it was. I hope you took good before and after photos.

Katto, here's what I'd try. Make sure the surface is as smooth as you can get it before you apply the paint. The prep work in painting is extremely important. Next, apply thin coats of primer until you get a uniform gray color. Then, do thin coats of paint until you get the coverage you want. Thin coats are key, everyone always wants to get it done quick and puts the coats on too thick.

Rubbing compound and Swirl Mark Remover is probably what you need to get the finish "perfect", I've seen many body shops do this as a finish to the final product. However, your orange peel is probably due to either improper prep work or dust in the paint. You may not be able to help the latter, and rubbing compound won't help, as the orange peel is below the surface of the paint.

Mar 01, 2004: 12:36

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Ripoff
 Joined: Apr 20, 2003



words

EinTier, i could use your superb knowledge now.



Everything that's aforementioned in this thread, should it be done to this car? Is this considered a "good" finish, and should I just go with a claybaring, polish, wax, and be done with it? Or should I go through the whole process including the rubbing compounds, etc? Its 11 years old, and I dunno if its ever been repainted, but this is what it looks like. I don't want the rubbing compounds killing the old paint.

Thanks in advance.

Mar 01, 2004: 15:58

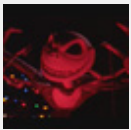
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einTier

Joined: Sep 25, 2003



I am the one they call when things go wrong

quote:

Ripoff came out of the closet to say:
EinTier, i could use your superb knowledge now.



Everything that's aforementioned in this thread, should it be done to this car? Is this considered a "good" finish, and should I just go with a claybaring, polish, wax, and be done with it? Or should I go through the whole process including the rubbing compounds, etc? Its 11 years old, and I dunno if its ever been repainted, but this is what it looks like. I don't want the rubbing compounds killing the old paint.

Thanks in advance.

Looks pretty good, actually. However, with it being 11 years old, you'll at least need the SMR. Rubbing Compound probably wouldn't hurt, but as with any old car, you will need to be cautious in certain areas. My experience with a 13 year old z-car is that the top area of the back bumper and the upper edges of the front bumper are the most at risk for severe paint damage. Luckily, Z-cars have a clear coat, so you can usually tell if the clear coat is damaged or not. If it's not, then you have nothing to worry about. If it is (the paint will look dull and off-color), then the paint is damaged anyway, and there's nothing you can do to fix it -- but a lot you can do to make it worse.

Mar 01, 2004: 16:15

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SirMrManGuy

Joined: Aug 31, 2001

4Wheeling accident waiting to happen.

Ok, I figure I may as well ask this here instead of starting a new thread. Anyone have any experience painting your own car? I beat the hell out of my truck, so I am not looking for anything professional and I am trying to spend under \$300 and do an ok job. Probably looking for black or blue. I have an HPLV gravity feed sprayer that came with my air compressor that I think would work for this application. I've seen gallon jugs of automotive paint at the store, what brands are good? Anything to look for?

Any idea how to dust proof my garadge in some way, like hanging sheets of plastic around the room, and having fans box fans with airconditioner filters on them?

Or should I just prep the hell out of it and take it to Macco?

edit-I'll probably end up cutting the body off in 4 or 5 years and going full tube. I'm doing this because I am using some junkyard pannels to fix some dents and need to match the colors.

SirMrManGuy fucked around with this message at Mar 01, 2004 around 17:09

Mar 01, 2004: 16:54

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Willy Loman

Joined: Nov 19, 2002

What's the procedure for a car thats freshly painted?



You can't eat the orange and throw the peel away—a man is not a piece of fruit!

Mar 01, 2004: 17:29

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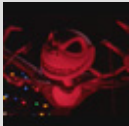
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einTier

Joined: Sep 25, 2003

quote:

SirMrManGuy came out of the closet to say:
Ok, I figure I may as well ask this here instead of starting a new thread. Anyone have any experience painting your own car?



I am the one they call when things go wrong

I don't, but there's a guy on www.miataforum.com named El Fez who painted his Miata in his garage and got a more than acceptable result. He used to have a webpage detailing the procedure, but I can't find it. If you are serious about it, I'd look him up at miataforum and ask him some questions. He's a nice guy and really cool about helping others.

Detailing for freshly painted cars isn't any different other than clay baring, rubbing compound and SMR aren't required. Just wash well and apply the wax.

Mar 01, 2004: 20:33

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sharkytm

Joined: Oct 09, 2003

anyone else here use motor oil (a miniscule amount) on the tires? It works better for me than Eagle one, and its cheap. After you do it a couple of times, you dont even have to add more, just scrub the tire dirt off, and wipe with a sponge.



Gimme Gimme Swedish Fish...

Mar 18, 2004: 14:34

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bull3964

Joined: Nov 17, 2000



DO YOU HEAR THAT? THAT'S THE SOUND OF ME PATTING MYSELF ON THE BACK.

I am bumping this thread for a very specific reason. In fact, I almost made a new thread about it.

Whatever you are using to wash the car, I don't care if you just bought a fresh bottle; if it's not Meguiars NXT Car Wash, go throw it out.

I am dead serious.

This stuff knocked me on my ass. My car hasn't been waxed for a few months because of winter. It's been washed semi frequently though. Before I was using Meguiars Deep Crystal Car Wash. The car was showing it's non-waxed state pretty good. You could see fine scratches all over the finish when the car was freshly cleaned. The paint wasn't looking very shiny because of it. There were also a few places that were gritty, like the back, because they attract dirt.

Well, I was almost out of Deep Crystal so I decided to give NXT a try.

1st, any place that was gritty is now smooth like I just clayed it. Even my not so clean wheels got the brake dust stripped right off them fairly easily with just a soft brush.

After I dried, I was amazed to see that most of the scratches were no longer visible or greatly diminished. Not only that, but the paint itself was much deeper. The car seriously looked almost as good as if I spent 4 hours pouring over the finish with cleaner, glaze, and wax. I can not wait until I have a chance to really go at the car with will clay, glaze, and wax to see what it looks like afterwards.

I really got to burn though the #26 yellow wax that I have right now because if the NXT car was is just this good, I can't imagine what the NXT wax is like.

Mar 19, 2004: 20:10

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Thauros

Joined: Jan 28, 2003



I'm too fucking lazy to go through all of that, but I have a friend who'll find this useful.

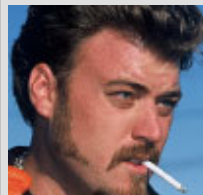
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[ALA]Jet

Joined: Sep 26, 2000



what what what what what
 what what what what what

Bump for great thread, and voted 5.

Mar 21, 2004: 04:21

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io_burn-v2.0b

Joined: Jul 08, 2001



Hmm... I live out in the country with no garage, and all the construction in my area makes for a constant booger-producing level of dust in the air, so taking all day with various steps to clean my car is rather impractical. (At least right now, anyway. 😞)

I'm looking to sell my car though, and I buy in to the whole value skyrocketing on your car if you sell it after it has been detailed. (Well, not skyrocketing, but increasing enough to make it very worthwhile to get done.) Where do you go to get a car clay bared, glazed, zainoed, and all the other steps? A paint shop? I know the shit-ass car washes around here like Turtle Wax don't even know what Zaino is.

How much does a full service detailing that restores your car back to how it looked in the show room usually cost?

Mar 21, 2004: 07:30

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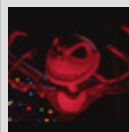
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einTier

Joined: Sep 25, 2003



I am the one they call when things go wrong

quote:

io_burn-v2.0b came out of the closet to say:

How much does a full service detailing that restores your car back to how it looked in the show room usually cost?

About \$300-500.

Mar 21, 2004: 11:02

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