

Lambretta

LIFETIME FUEL TANK



PREP FOR PAINTING

It is extremely important to use the proper materials and follow prep procedures on all types of plastic substrate to assure maximum adhesion, failure to follow correct procedure will result in paint failure or poor adhesion results. Please read the following carefully and consult a professional on where to purchase proper products or proper prep procedure if you do not understand the instructions. If having a Lifetime plastic gas tank painted by a professional, ask if they are proficient in painting plastic automotive bumpers as this is a similar material makeup and will use similar procedure when prepping and painting.

Plastic parts are formed in a mold process, during this process a release agent is used to safely remove the part without damage. This release agent is impregnated within the pores and surface of the plastic and will cause any paint products to lift and peel if it is not correctly removed 100 % from the plastic part before prepping and painting. To remove the release agent you will need to use a scuff pad and a cleaner specially made for plastic parts. I suggest you wear protective gloves and a face mask as these chemicals can be hazardous to your health.



SCRUB

First mask off any areas you do not want to paint such as the filler bung and fuel tap threads on the bottom.

Now soak the red scotch brite pad with the plastics cleaner and vigorously scrub the gas tank completely making sure not to let the areas you are cleaning dry out. You will notice the plastic start to swell and the scratches become more pronounced. This is normal and helps the release agent come out of the plastic. Once you have completely scrubbed the tank, wipe it off using a clean rag and set it outside in the sun to warm up for about 1 hour time, or if you have access to a paint booth bake the tank on a dry cycle for 1 hour at 160 degrees. Repeat this process three times using a new red scotch brite pad each time, it is important to let the tank "bake" or heat up for an hour each time before repeating the cleaning process as this allows the release agents to evaporate out of the plastic with the cleaner. You should notice the plastic drying out and turning a white chalky or grey color each time after cleaning.



SAND

After repeating the cleaning and baking process three times, you can now sand the pronounced seam made by the two halves of the mold using 150 or similar grit dry sandpaper and either a dual action or DA sander or a sanding block.



Sand the seams flush with the plastic tank sides, being careful to keep the block or DA sander flat. You will need several discs or pieces of sandpaper for this as it will get dull or clog with plastic.

After sanding the entire tank and leveling the seams, take a piece of sandpaper and hand sand the entire tank making sure you did not miss any areas with the block or DA. Make sure to sand over the rolled edges as well as around the filler and fuel tap areas.

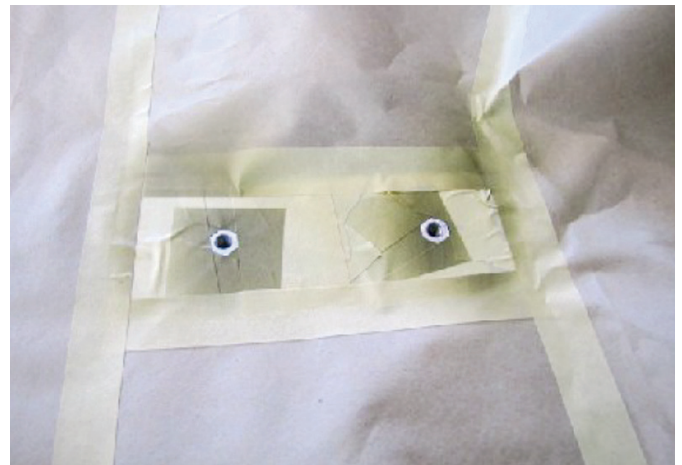
PRIMER

Now you will want to use compressed air to blow over the tank and remove any loose sanding dust and plastic, then clean the entire tank with a good degreaser and or an alcohol wiper sheet, this will ensure to remove any oils from your hands if you were not wearing gloves or remaining release agents still on the surface of the plastic.

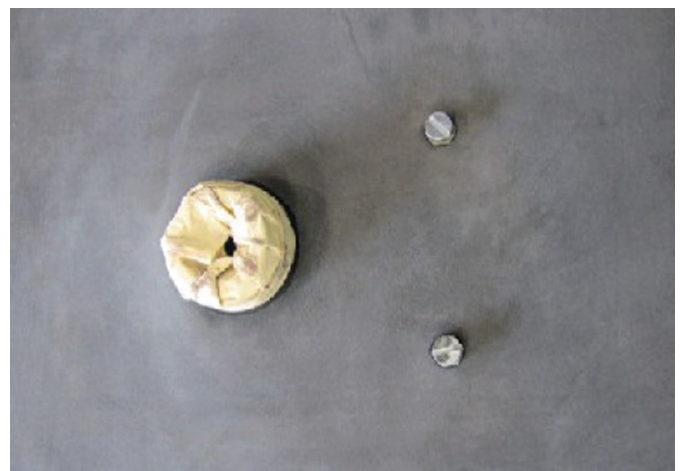
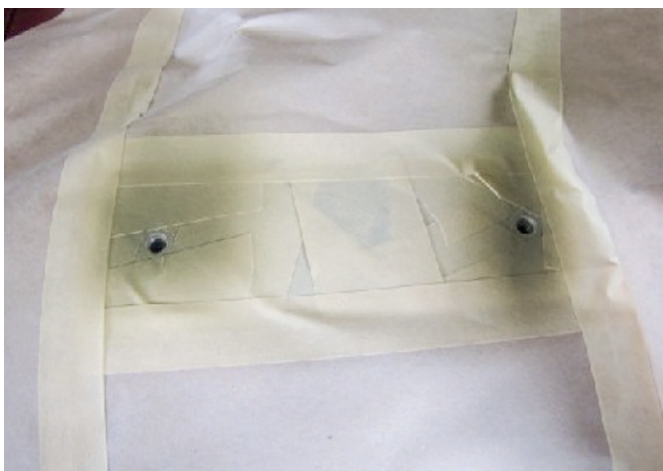
Once you have the tank cleaned you will want to mask out the metal mounting bolts that are cast flush into the plastic tank. Paint and primer will not stick to bare metal, even if sanded so you will need to use an acid etching primer on these areas.



Since the acid etch primer does not work on plastics, only metal substrates, you will want to mask around these areas first before applying.



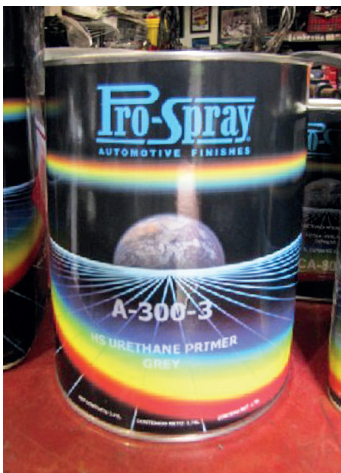
Now you can spray a light coat of the acid etching primer onto the mounting bolt areas. Unmask and use bolts or screws to protect the threaded areas from excess buildup from primer and paint.



Next you will hang the tank in a spray booth or well-ventilated area and spray with a single light coat of plastic adhesion promoter such as a bumper primer, I DO NOT suggest using an aerosol product in a spray can as those products are not meant for large areas and will not allow for a complete adhesion to take effect when painting. This is a clear product and will easily run if applied to heavily.



Once the bumper primer has flashed off or dried, usually by the time you have cleaned your spray gun, you can now begin to apply a high solids sanding and filling primer. Consult your local products supplier for the correct speed reducers and hardeners you will need for the time of year, temperature, and humidity of the conditions you plan to spray in.



You will want to apply 3-5 medium wet coats, one every 15 minutes or so depending on temperature and humidity, this will allow you to fill the sanding grooves you cut with the sand paper and sand the tank to a smooth finish for painting once dry. After the second or third coat look closely for small pinholes in the plastic, typically found around the rolled edges. You can dab these with your finger and some primer from the cup of the gun. After the final coat of primer has been applied and had ample time to flash off, you can coat with a light spray of guide coat sanding spray.



This is how the finished primered tank should look once dry. Now we are ready to wet sand and paint the tank.



Wet sand with 400 grit wet/dry sandpaper and a semi hard sanding block or foam pad for best paint prep results.



Once you have wet sanded the tank thoroughly, you can dry and clean the tank for painting with either base coat – clear coat or single stage paint.

