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# 43 Steps To Paint A Car

Dent Repair and Paint From Start  
To Finish

## 43 Steps To Repair and Paint A Car

You can use this as a quick memory jogger when repairing and painting your car. For additional and more in-depth training, please subscribe at [www.CollisionBlast.com](http://www.CollisionBlast.com) Once subscribed you will receive FREE access to hours of training.

### **Step 1 - Clean The Dirt and Silicone Off The Area That Is Going To Be Repaired**

This is an important, but often overlooked step. Contamination on the paint surface can lead to a number of problems including: fisheyes, adhesion failure, trash in paint, etc. You may think that this step is not necessary until time to top paint, but sanding without removing the contamination will smear the contaminants into the substrate, which may become harder to remove later.

### **Step 2 - Analyze Damage - Determine Direct Damage and Indirect Damage**

Keep It Simple. Direct damage is the most obvious, as it is the point of impact. However, you will also have indirect damage, which is damage that is caused by the direct damage. The indirect is less obvious, but is very important to determine, as this damage must be repaired first. So Analyzing your damage first will save you time in the end. It is like the old saying goes, measure twice and cut once. Well, in this case, plan first, and then repair. Auto Body Boot Camp 43 Step Process

### **Step 3 - Determine Repair Method Pull Out On The Lows While Pushing In On The Highs**

It does not really matter which repair method (hammer and dolly, stud welder gun, etc.) you use, the same technique should be followed. That is with multiple forces, pulling lows out and tapping highs down (at the same time).

### **Step 4 - Reverse The Damage - "First In Last Out"**

Another thing to keep in mind is to start the repairs with the indirect damage and work towards the direct damage. DO NOT go straight the center of a dent and start pulling. This will only stretch the metal, while still having low areas as well.

### **Step 5 - Protect Adjacent Panels If Needed**

Before grinding or sanding be sure to protect adjacent panels and glass. Just a few sparks from the grinder can leave some nasty pits in the glass. And just one sand scratch made into an adjacent panel may require you to repaint the panel.

### **Step 6 - Use A Body File or Block With 36 Grit To Mark Highs and Lows...**

This is a quick way to identify your highs and lows. Areas that sand to metal quickly are highs and areas with unsanded paint or lows. Body files are effective, but remove metal. On newer cars with thin metal and block with 36 grit is probably going to be your safest method.

### **Step 7 - Use The Dolly To Push Out On Lows, While Tapping The Highs Down With a Body Hammer**

In the video, I removed the majority of the damage out with my hand. Now we can finish straightening the metal with a hammer and dolly.

### **Step 8 - Using The Flat of Your Hand, Feel The Area To Determine If Repair Is Straight You Can Also Repeat the Block Sanding To Help Identify Highs and Lows**

It is important to use the flat of your hand. Your finger tips will not feel lows and highs. Some prefer to place a rag on the surface and feel the damage by moving the rag around. Try it both ways and see which way you can feel the damage better.

### **Step 9 - Continue To Hammer and Dolly Area Until Straight Careful Not To Overwork The Metal**

You must know when to say good enough. With today's thin metals you can over work the metal and it will become brittle and break. So get the metal within 1/4 inch to 1/8 inch and let body filler do the rest of the work.

### **Step 10 - Remove Coatings**

Body filler must be applied directly to metal. Remove all paint coatings using a DA sander or grinder a grinder works much faster, but care must be taken not to over heat the metal or to remove too much metal.

### **Step 11 - Eliminate Body Filler From Overlapping Onto Paint Surface**

Remove coating about 4 inches past damage area to eliminate body filler from overlapping onto the paint surface. Body filler is not designed to be apply over the paint.

### **Step 12 - Use a 3 Inch Grinder If Needed To Remove Small Hard To Reach Areas On The Repair Area**

It may also be necessary to use a small die grinder to remove the coating in severely damaged areas.

### **Step 13 - Clean Repair Area**

Blow the repair area with compressed air to clean and prepare the surface for body filler.

### **Step 14 - Mix Body Filler**

After the surface is clean, mix body filler the traditional way or use a 3M gun to apply filler to the surface.

### **Step 15 - Apply Tight Coat**

First apply a tight coat by pushing the spreader hard against the panel. This will provide adequate adhesion by forcing the filler into the scratches

### **Step 16 Apply Fill Coat**

One you've applied a tight coat, apply a fill coat to provide filler to sand. However, remember that several thin coats are better than one thick coat

### **Step 17 - Remove Excessive Filler**

Use a spreader to feather the edges of filler and to remove any filler that may have been applied over paint surface. This will also reduce the amount of sanding.

### **Step 18 - Sand In Green State**

Using a block and 36 grit sandpaper, sand the filler while in the green state (before fully hardened)

## **Step 19 - Shape Body Filler**

Once the filler is fully cured, finish shaping your body filler by block sanding with 36 grit sandpaper.

## **Step 20 - Complete The Blocking Process By Switching To 80 Grit Sandpaper. Be Sure Cross Sand To Help Level and Feather The Edges of The Filler.**

You may also want to use guide coat to help you determine if you have sanded all the 36 grit scratches out.

## **Step 21 - Feather Edge Paint**

Using A DA Sander with 180 - 220 Sandpaper, Feather Edge The Paint Edge. (This Is The Process Of Layering The Paint Layers To Eliminate Hard Edges.)

## **Step 22 - Apply Glaze Putty From Paint Edge To Paint Edge.**

First a tight coat followed by a fill coat. This should be a thin coat. Just enough to help level the repair surface and fill pin holes or scratches.

## **Step 23 - Block Sand Glaze Putty**

Allow to fully dry then start leveling glaze with 80 grit sandpaper on a block.

## **Step 24 - Apply Guide Coat To Help Identify Highs and Lows**

Before switching to 150 grit, apply guide coat on body filler to help identify highs and lows during the process.

## **Step 25 - Smooth Glaze Putty**

Switch to 150 grit sandpaper and finish block sanding and feathering the filler edges

### **Step 26 - Remember To Always Sand In Different Directions (Cross Sand)**

**Step 27 - Protect Adjacent Panels with Masking Tape to Prevent Scuffing or Scratching When Prepping.**

### **Step 28 - Final Sand Area To Be Painted with 500 Grit Sandpaper**

This is a method to help eliminate primer from ever being sprayed on a un-sanded surface.

### **Step 29 - Final Sand Area To Be Clear Coated with 800 Grits Sand Paper**

This is for areas that are going to be only clear coated. Anything courser than 800 may leave scratches that can be seen through the clear coat applied.

### **Step 30 - Scuff Entire Panel to be Painted and Clear Coated with a Gray Scuff Pad**

Again, the red scuff pad is too course for areas only being clear coated. If the surface is going to be painted and clear coated, then a red scuff pad will work fine.

### **Step 31 - Mask Adjacent Panels to Protect from Primer Overspray**

It may be necessary to drop a piece of plastic over entire car. This only takes a few minutes, but can save hours of cleanup time of over spray gets on the car.

### **Step 32 - Mix and Apply 1-2 Coats of Epoxy Primer for Corrosion Protection**

This primer is not designed for filling. It is for adhesion and corrosion protection. Self etch primer or direct to metal primer can be used as well.

### **Step 33 - Mix and Apply 2-3 Coats of Primer Surfacer as a Filler to Block Sand**

This primer is not designed for filling. It is for adhesion and corrosion protection.

### **Step 34 - Apply Guide Coat and Block Sand Primer Surfacer with 320 Grit Sandpaper. Then Final Sand with 500 Grit Sandpaper**

### **Step 35 - Wash Surface**

Once the car Part has been final sanded with 400 or 500 grit sandpaper, wash the part to be painted with soap and water

### **Step 36 - Mask Adjacent Panels to Protect From Paint Overspray**

### **Step 37 - Wipe area to be painted with wax and grease remover and tack with tack cloth**

### **Step 38 - If There Were Areas that were Sanded to Metal, Spray the Metal with Self Etching Primer.**

### **Step 39 - Mix and Apply 1 to 2 Coats of Primer Sealer to the Surface That is Going to be Painted.**

Primer sealer is used for adhesion and color hiding. If you use a 2k primer surfacer that is tinted or close to the shade of the color

that you are spraying, then sealer is not necessary. For example, if the primer surfacer is a medium gray and the color of the car is medium silver, then sealer is not needed.

**Step 40 - Mix and apply 2 coats ( or until achieve hiding) on the Surface Being painted.**

Use a sealer that is a close shade of the color of the car will reduce the amounts of paint coats needed to achieve full hiding.

**Step 41 - If Applying a Tri-coat or Candy, Mix and Apply the Mid-Coat to the Desired Effect. Each Coat Will Alter the Color.**

**Step 42 - Mix and Apply 2-3 Coats of Clear Coat to the Surface Being Sprayed**

Step 43 - Allow to Dry, Unmask and Detail.

**Now You Have Completed a Paint Job Process From Start to Finish. Be sure to subscribe to [www.CollisionBlast.com](http://www.CollisionBlast.com) for hours of FREE training and new training added weekly.**