



## ***SOUND CONTROL***

### ***UNDERCARRIAGE APPLICATION***

#### **CLEANING & DEGREASING**

This is the most important step of the application process. Failure to properly clean the surfaces to be coated will result in the poor adhesion of the product.

Place the vehicle on a car lift. Carefully wash the underside of the vehicle with a high pressure water hose. The jet of the hose should be as close to the surface as possible to ensure the complete removal of all dirt. A stiff bristled hand brush may be useful at this stage for hard to reach areas.

Keep in mind that a common low pressure hose will not be sufficient, since even in low mileage or new cars underbody dirt tends to have high adhesion.

In addition, you should pay special attention to critical areas such as mudguards and the internal edges of fenders that are usually not cleaned in a typical car wash. As a result, these areas accumulate dirt and are prone to corrosion.

After thoroughly cleaning the surface, degreasing is the next essential step.

Use a citrus based, waterborne degreaser (such as Citrikleen or Orange Blast) or Dupont Final Klean (#3909S) . Do not use any other degreasers as adhesion may be adversely affected.

Apply the degreaser by means of a sprayer, air pump or air gun. The Total Coat gun used for the soundproofing is also suitable.

Be sure the degreaser reaches all areas and let it work for at least 5 minutes.

Rinse with plenty of water and repeat if necessary. Blow the excess water off with an air gun.

## APPLICATION

The Total Coat should be applied in a uniform pattern on all desired areas until a smooth orange peel texture appears.

**Apply at ambient temperature of minimum 72°F.  
Do not apply when Relative Humidity is lower than 40%.**

The recommended application thickness is 0.5 to 1.20 mm (20 to 50 mils). You can gauge the thickness of the coat visually by observing when the wet coating gets a textured “orange peel” look.

The recommended air pressure is between 20 to 40 psi. A higher pressure causes the spray drops to “back splash” and could also make small craters in the coating. If you cannot adjust your air pressure you can try to move the spray gun farther away from the surface to lessen the effect of back splash.

For those areas that are difficult to reach with the guns normal spray pattern we recommend the use of a flexible plastic extension wand no longer than 15 centimeters. These wands can be bent to over 90° for application in difficult to reach places like the internal edges of fenders.

## CURING

SC should not be exposed to temp below 72°F / 40% RH during the application and curing process.

The drying process actually exists of two different steps: “dry to the touch” and “fully cured”.

SC will be dry to the touch after:

90 min in ambient air of 72°F and RH 40%

30 min in a heated booth at 130°F

30 min (10 min flash off at 30” and 20 min full bake at 30”) under Infra Red lamps.

SC will be fully cured after:

24 hours at ambient air of 72°F and RH 40%

60 min in a heated booth at 130°F and a cool down period of 1 hr at 72°F

40 min (10 min flash off at 30” and 30 min full bake at 30”) under the Infra Red Lamps and a 1 hr cool down at 72°F

Curing times can be considerably improved by adding air movement (fan) to the drying method. Do not force dry at temps higher than 160F.

For OEM high bake oven applications call 800 261 7976.

When the coating is “dry to the touch” the sprayed items can be moved, worked on, packaged etc. However they cannot be exposed to water and cold temperatures as this will cause thermal shock. Thermal shock will cause cracking of the coating and the SC will be easily removable, like black dust. Allow the coating to fully cure before exposing to water and cold weather. If not sure that the coating is fully cured, check the hardness (should be Shore A: 93-95).

## CHECK OUT & CLEANING

Once you have finished the application process, visually check the results (a good flash light is recommended).

Check the films appearance. Look for areas of poor coverage. If the coating is too thin it will not exhibit the “orange peel” look and will not have the same sound dampening qualities as a correctly coated surface. If you discover thin spots you can simply reapply the coating (the film can be wet or dry) until the desired thickness is achieved.

It is important to check the vehicles external painted surfaces for overspray. This is not always easy to detect with a visual inspection. It is recommended that you run your hand over the paint surface and feel for overspray. If you detect some, simply wipe the area with a wet cloth to clean it.

The product will appear dark grey while it is still wet and will turn black when it is totally dry. Avoid water contact until the product is completely dry. Do not drive the car in rainy conditions while the product is still wet.

The gun is easily cleaned by passing plenty of water through it until the water comes out clear. Never allow the product to dry inside the gun.

## MORE RECOMMENDATIONS AND TIPS

- Some air pressure systems contaminate the out flowing air stream with compressor oil. Be sure the system you are using is free of oil mist, because even a minimal oil presence can affect the adherence of the Sound Control. A filter or oil trap is a must.
- Keep a wet cloth at hand, in order to quickly wipe away any over spray or splashes.
- Do not rely on a visual inspection of the underbody. Frequently, old graphite coats and oil residues are not visible and the degreasing process should always be carried out.
- Do not attempt to mix the product with any other liquid or solvent, including water.
- If you observe the product dripping there are two probable causes: Drops of water remaining from the washing process, or too thick an application (3 millimeters or more).
- If any of the product gets on your clothing, wet it immediately and remove the spot. Once dry it will be impossible to remove it from the fabric.
- Avoid applying the product on the exhaust system. If this happens the product is resistant to 365°F / 185°C and there will be a temporary plastic odor.
- The product bottles must be kept closed and kept in the shade. Avoid heat.
- If you do some masking during an application, remove the tape quickly while the film is still wet.
- Thicker applications (more than 2 millimeters) are not advisable. Thicker applications will not result in better sound deadening qualities.
- Small touch ups can be applied using a hand brush. Stippling the brush against the surface will produce a similar texture to the original.

# **SOUND CONTROL**

## **CAR INTERIOR APPLICATION**

1. Clean the surface to be coated with a waterborne citrus based degreaser (such as Citrikleen or Orange Blast), by wiping the surfaces with a cloth soaked in the diluted solution. You can also use Dupont Final Klean (# 3909S) . Once you are sure that all the dirt and grease has been removed, rinse off the surface using a water soaked cloth. Be careful not to use an excess of liquid in either of these steps because of the electrical parts in the doors etc.
2. Mask all the areas that you do not wish to coat, paying particular attention to moving parts and electrical items.
3. Screw the RA-88 spray gun onto the Total Coat Sound Control bottle and adjust the air pressure as necessary (20-30 psi)
4. Apply the Sound Control in the same way as indicated in the Undercarriage Application Instructions.
5. Remove any masking before the coating dries.
6. Let the product fully dry before reassembling the interior components.
7. Small touch ups or re-applications can be done by means of a hand brush.