

## Applying Candy Apple

Because Candy Apple requires the most care to paint and because it appeals to the majority of people more than other colours because of its depth and brilliance we find it necessary to detail how to paint Candy apple "ONLY." All our other products require only a basic knowledge of spray painting to achieve an excellent result The 'LABEL' instructions alone can guide you to achieve a great result with ease.

### **Spraying Candy Apple**

Candy apple is the deepest richest paint finish available and compared to standard colour it makes factory colour look lifeless.

Candy is different from standard paint in that candy is transparent. For example when stirring candy with a chromed stirrer you can see the chrome through the paint film. Most candy is sprayed over a bright metallic base (hence the candy effect) and it works in this way: the light (sunlight) actually travels through the candy and is reflected back by the metallic basecoat. This gives much the same effect as shining a light through a sheet of coloured glass. to our eye the candy car appears to 'glow' and depending on how much light is received by the vehicle will decide how bright the candy colour appears. If a candy car turns a corner the 'bright area' will shimmer down the whole side of the vehicle. At night the effect of street lighting gives the vehicle a 'shimmer and glow' in that the car changes colour from one street light to the next, i.e. bright candy red under the light and deep crimson in the dark

Whilst you're all fired up on candy let me make this completely clear. 'IT IS NOT THE EASIEST TO SPRAY' and should not be attempted by amateurs unless you are the type of guy who is fastidious and meticulous in your preparation to work - you don't spray candy with your mates watching you holding your stubby.

The basic problem most guys have with candy is patchiness and striping in the colour, and because candy is transparent the more coats you apply the darker the colour. The thickness of the paint film must be even over the entire vehicle. If you spray panel for panel you will get a dark stripe around the door edge as naturally this edge of the door will have nearly twice as much paint as the centre of the door.

Anyhow enough of the pitfalls, I will explain our way of applying candy apple.

1. Firstly ensure your primer is in top condition and thoroughly rubbed flat with 400 grit wet paper.

The colour of the primer doesn't matter much however grey primer is a good primer for the silver basecoat.

2. Next is the application of the silver or gold basecoat. The basecoat is what gives candy its sparkle crystal effect and either silver or gold can be used though silver is the more popular colour. The basecoat we use is quite bright and large in particle size, just a little bigger and brighter than most metallics.

The vehicle will require approximately 4 coats of silver to give an even coverage of metallic. Should the silver need wet rubbing anywhere due to foreign matter in the paint film these areas must be recoated with silver.

Nearly all candy jobs are sprayed both inside and outside of the vehicle (i.e. inside doors, under bonnet and boot lid) to ensure that the edges of these panels have a coating of silver.

3. What we recommend now is to spray candy on the inside of the doors, bonnet and boot lid This will give you a practise in seeing how much overlap is necessary for the fan of the gun. On the subject of guns the best gun for candy is one that gives a fine spray with a WIDE fan. As I mentioned earlier the more coats of candy you apply the darker the colour and a mistake some guys make is to expect the candy colour to come up, on the first coat - IT WON'T. The technique is to spray light coats and when doing this establish just how much fan overlap you need to obtain an even coverage of candy. the underneath of the bonnet is an excellent practise area. When you have found out how much fan overlap is needed to keep the coverage even stick to this, don't try experimenting on the outside of the vehicle. Generally it takes about 5-6 coats of candy to achieve the most popular effect and it's good practise to spray the first few coats lightly so NO WET COATS, just bring the colour up slowly.

Once the inside and edges of the doors and hang on panels are sprayed we recommend to put these panels back on the car.

This is not normal practice when spraying standard colours however with candy we recommend this for the following reasons.

- (a) Reduces the risk of chipping or scratching during the refitting of panels - if the candy is chipped (and it is very difficult to touch-up) it will be on the inside where it is less noticeable.
- (b) Secondly and most importantly - if the doors are sprayed ON the car the panels adjacent to the door will have the same coverage of paint, should the doors be sprayed off the vehicle they should not be laid down and sprayed flat unless you take the precaution of ensuring that the panel that is laid flat receives the same amount of paint as its adjacent panels (e.g. we have a tendency to spray 'wetter' when a panel is laying flat and obviously this will be unsatisfactory in regard to the doors as the 1/4 panel will be sprayed vertically). OK, so now the insides of the doors and hang on panels are done and these panels are bolted on the car. There will be some overspray on the edges of doors and around the gutter areas of boot and bonnet, try to keep this to a minimum by using lower pressure at the gun or masking If this overspray is too dark the inside of the door area will have to be masked and a light coat of silver sprayed over the candy overspray.

### **Spraying the body in Candy**

First and most importantly make sure the cup sealing washer of the gun doesn't leak, if it is the least bit suspect I would suggest running a layer of masking tape around the join of pot to gun lid. On the subject of guns DON'T fill the pot up the top when spraying the roof otherwise a drip from the breather hole could appear.

You should have established your amount of fan overlap by now so stick to this for the body.

Firstly commence with the roof and then spraying the entire vehicle with one fight coat in the normal fashion.

After spraying this first coat you will have worked out the best method of going around your particular vehicle. Generally most guys do all the flat areas first (roof; bonnet, boot) then following with the sides of the car. When doing the sides of the car the following procedure is important.

**DO NOT FOLLOW THE BODYLINE 'UP AND OVER' THE WHEEL ARCH**

Obviously if you do this you will concentrate the paint from, say the rear door (approximately 3' high) into a one foot high area. So, when you get to the wheel arch you go straight across in a direct line.

As I mentioned earlier the first few coats should be done lightly to gradually bring up the colour.

When spraying candy apple do not follow the bodyline up and over the wheel arches To prevent paint (and colour) build-up continue straight across as if the wheel arch wasn't there.

Check the job coat by coat and if any foreign matter has fallen into the paint it must be removed by gently and I mean gently, sanding with 1200 grit. If when you sand you tend to rub through and get a light patch in the paint try to gently touch this area up. After the first few light coats are applied heavier coats can follow but remember NO WET COATS as it's just too risky.

When all the candy has been applied pull the car out into natural light and check out the depth of colour, should the car be a little dull due to the application of light coats and overspray put a coat of clear over to give a little gloss and then see whether you want to apply more candy to darken the colour. If you're satisfied with the colour the vehicle can now be sprayed in clear (use only Spray Chief products in the normal fashion).

**Footnote:**

For some rods where the front guards have a deep valley between the guard and the bonnet side (e.g. '36 Ford) the guards are probably easier sprayed off the car.

Candy applied in the right way is a truly unbelievable finish and in my opinion is worth the extra care and work however if it is incorrectly applied it looks terrible - so it's only for experienced painters who are fussy and pride themselves in their work