



RUST BULLET®

Automotive PRO GUIDE

The following Pro Guide for Rust Bullet Automotive provides the most appropriate information to obtain the optimum results for you automotive project or restoration. For more equipment cleanup procedures, safety information and application details, please visit www.rustbullet.com.

Surfaces to be treated must be clean, dry, and free of any contaminants, dirt, debris, embedded impurities, loose rust or paint. Surface rust does not need to be removed, as it can be coated over.

For pre-treatment of contaminations use Rust Bullet Metal Blast. For information regarding the benefits of using Rust Bullet Metal Blast as a pre-treatment, click on the following link; <http://is.gd/QAhMT1>.

For comparison purposes, Rust Bullet Automotive has the consistency of about 50 weight motor oil. Rust Bullet Automotive is best applied through HVLP (high volume, low pressure) spray equipment using a 1.7 to 2.0 tip, with 40 - 60 psi and will achieve a dft of approximately 2-3 mils per coat. A minimum of two coats to achieve a minimum 6 mil dry film thickness (dft) of Rust Bullet Automotive is recommended.

Rust Bullet Automotive is ready to use, right from the can. Thinning is not necessary. Stir for approximately three minutes by hand. Mechanical stirring may be done, however, do not create a vortex or whip air into the coating. If after three minutes the product is not fully homogenized and does not have the consistency of about 50 weight motor oil, add 1 – 1½ ounces of Rust Bullet Solvent per quart and repeat the stir process. Thinned product will require additional coats to achieve the proper dft. If Rust Bullet Solvent is unavailable in your area, Xylene, Toluene or MEK may be substituted. Acetone is not recommended for thinning, but may be used for cleanup. Do not, under any circumstances, use lacquer thinner, for thinning or clean up.

The best way to determine if the surface is ready for its next coat, is to touch the coated surface with a gloved finger. If there is no transfer, you can proceed with a second or subsequent coats; approximately 2 - 6 hours. If 6 or more hours have lapsed, wait for Rust Bullet to harden for at least 24 hours then lightly scuff with 150 grit; enough to break the glaze to create a surface profile. For optimum performance, apply thin even coats. Too thick of a coat may result in bubbles, orange peel, fish-eye effect, or a coating failure.

Rust Bullet Automotive may be top coated with Rust Bullet Top Coat's for a gloss finish or an automotive top coat color of your choice. Any other brand topcoat paints, primers, fillers, fiberglass, etc. must be compatible with a moisture-cured urethane and aluminum. Please note, Rust Bullet Products will not provide a finish that is comparable to a premium automotive finishing paint. Rust Bullet coatings do provide a smooth finish, however not at the quality needed for show cars. For high end show car quality finish, a high build sandable primer, or wet sanding, may be required for these types of finishes. Do not wet sand until Rust Bullet is fully cured. Full cure is 72 hours.

It is important to keep the equipment and sprayer clean. Run Rust Bullet Solvent through the spray equipment prior to spraying the first coat of Rust Bullet Automotive to remove any moisture that may be trapped. After the application of each coat, flush the gun and submerge the tip in Rust Bullet Solvent. Rust Bullet Coatings remaining in the equipment will solidify and cannot be removed once cured. If the spray gun has a filter, it must also be cleaned. If Rust Bullet Solvent is unavailable in your area, Xylene, Toluene, MEK or Acetone may be substituted for cleanup. Do not, under any circumstances, use lacquer thinner, for thinning or clean up.

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Rust Bullet LLC | 300 Brinkby Avenue, Suite 200 | Reno, NV 89509 USA | 800-245-1600 | 775-829-5606

www.RustBullet.com