

Preparing Your Mustang:  
From Bare Metal to Paint Ready

## CONDITIONING THE METAL

by Paul Wasser

In the August, 1985 *Mustang Times* article, we detailed the various methods for stripping the painted surfaces of your Mustang. After you have removed the old paint and primer from the car it should be rinsed thoroughly with clear, clean water and dried. Only then are you ready to begin conditioning the metal for priming. The products I prefer using are DuPont products, since they have provided us with the best looking and longest lasting finishes for our Mustangs. At the present time, we are completing our seventh restoration. In this article we are using my son Dave's 1966 coupe to photograph and show the various steps in proceeding from bare metal after stripping and continuing through the final conditioning before priming.

Our first step is to treat the bare metal with DuPont 5717S to remove undesirable oil and grease. This procedure is simple to do, but very important since if you leave oil or grease on the surface your painted finish will not adhere to the metal.

I strongly suggest that you wear rubber gloves for protection of your hands as well as safety glasses or goggles for eye protection when conditioning metal.

The conditioning and conversion coating are very important to the life and beauty of your paint job. Poor work at this point can cause paint to blister and peel immediately or even months later.

The conditioner should be applied liberally with a Scotch Brite pad by 3M using a scrubbing motion. It should be emphasized that you should take time and pay special attention to be sure that you have scrubbed the entire surface. The metal is now ready for either drying with a clean, absorbant towel (an old soft bath towel works very well for this step) or an optional rinsing with clean clear water before drying.



*Bare metal being conditioned with 3812 (3832S an alternative) from DuPont using a Scotch Brite pad by 3M.*

*An optional step is to rinse and wipe the conditioner off with clean, clear water and a clean "terry" towel.*





**The metal surfaces are wiped dry with a clean absorbant towel.**



**Surfaces are now ready for treatment with a conversion coating. I prefer DuPont 224S for steel. The manufacturers suggestion for this procedure is to apply with a Scotch Brite pad or nylon bristled brush.**

Whether you rinse or not is not as important as making sure you DO NOT allow the conditioner to dry on the metal. If it is allowed to dry, it will leave some of the impurities on the surface — even with rinsing — and cause subsequent problems with the surface to be painted.

The next step is to apply DuPont 224S conversion coating to the surface using the same safety precautions that were followed when applying the metal conditioner.

Apply the conversion coating liberally with a clean Scotch Brite pad and with the same scrubbing action used on the metal conditioner. The conversion coating *must* be allowed to remain on the surface from two to five minutes, BUT again DO NOT allow the conversion coating to dry on the surface. It is to be rinsed thoroughly with clear, clean, cold water before drying the surface with a clean, dry cloth.

After proper conditioning of the bare metal, the surface is finally ready to spray your first coat of finish. In the next article we will cover the procedure of priming and sanding the Mustang.

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**Allow solution to remain on the surface two to five minutes, but remember not to let it get dry, then rinse with clear, clean water. Dry the surface using the same procedure as in the conditioning process.**

