



IMAC 204 S. Koren Rd. Suite 900 Spokane Valley, WA 99212 509-747-3607
www.i-mac.com reorder: langka1@gmail.com

1. Directions
 2. Suggestions
 3. Adjusting Colors for Color Match
 4. Pearls- A Two (2) Step Process
 5. Airbrush (not included)
-

Note: Arrange the colors in your tool boxes in any sequence you prefer, based on how your eyes see the colors. All bottles have our paint code on them (R-110, S-455, etc). R=Red, B=Blue, G=Green, S=Silver, W=White, E=Earth tones, Y=Yellow, P=Pearl "top-coats". P1050 is a white pearl, P1070 is a gold pearl and P1090 is a red pearl. See Section 4 below for how to do Pearl colors and tri-coats. color (see "Adding your own colors" further down if you want to add colors to your system)

1. DIRECTIONS

A. PREPARE THE PAINT SURFACE

The vehicle must be clean and dry. Apply EPR-7 (**SHAKE WELL**) to a clean paper cloth towel and lightly wipe over the areas to be touch-up. Flip the cloth over to the dry side and wipe off the excess. Allow to dry (15 sec. or so) thoroughly before applying paint (temperature dependent). NOTE: IF there are old blobs of touch up paint on the vehicle you are working on, try using The Blob Eliminator (in your kit) and rub aggressively. Often it will remove old dried blobs of touch up paint.

B: Choosing the Correct Color:

Pick two or three paints that visually closely matches the vehicle paint color, and then choose which one best matches. NOTE: You can blend our colors to make thousands of colors and we'll describe this in more detail later in this manual. Likewise, you can order color to add to your system as well. More on this later in this manual. NOTE: In the video, we show the caps of the paints as being painted. We have improved this by now having the paints in a clear plastic bottle for better viewing of the color (i.e., our new caps are not painted...no need to because you can view the color in the bottle itself).



IMAC 204 S. Koren Rd. Suite 900 Spokane Valley, WA 99212 509-747-3607

C. APPLY THE PAINT

After choosing the best color to match the vehicle apply a small amount of paint to the chip or scratch using one of four (4) methods. All of these tools are supplied in your system.

1. Bottle direct: Squeeze out the paint from the plastic bottle directly to the chip or vehicle surface.
2. Microbrushes. Just dip the microbrush (thru the hole in the cap) into the paint and dab the paint onto the chip or scratch.
3. Sponge: you can moisten a sponge, squeeze out the water from the sponge and apply the paint to the now slightly moistened sponge and then smear paint from the sponge to the areas where chips and scratches are on the vehicle, and let it dry.
4. Fine Tip Brush: For surgical application, usually used when repairing door or hood edges primarily

Once the paint is applied, you have two METHODS on how to proceed; You can either let the paint dry or do the repair while the paint is still wet.

Method 1: i.e., the “Dry” Method

With Method 1, you are going to **allow the paint to dry** thoroughly (15seconds to 5 minutes, depending on temperature of metal). Apply 2nd and 3rd etc. coats to further fill deeply damaged area, if necessary. (see suggestion #6). Sometimes you need to “fill” a deep chip with more paint, so using the paint brush or microbrush is more applicable. This is ultimately the technicians call as to how to apply the paint.

NOTE: **DRYING TIME** These paints are specifically formulated to dry rapidly on their own. Depending on temperature and humidity, this can take 10 seconds in hot temps or up to 4-5 minutes in cold climates. You can use a normal hair dryer if you want to speed-up the drying time but this is NOT normal necessary. Either way, just touch the applied paint after waiting for a while. If it is still wet or tacky, you may want to let the paint dry longer. Once it is dry, you're ready to remove the excess paint.

Method 2: The “Wet” or “Squeegee” Method

Rather than let the paint dry as in Method 1, you'll do this process **immediately** after you apply the paint (**before the paint dries, i.e., The Wet Method**). This method is extremely good for **Metallic** paints **OR** **paints** that seem to **dull** **OR** for those chips (or scratch) that you keep pulling the paint out when trying to remove the excess paint. This process is very simple to do.

Shake the paint well and simply apply the paint. **While the paint is still “wet”**, lightly “rest” the Black 3M black rubber Squeegee device (or you can use the plastic cards) on the vehicle surface and then draw the paint along the vehicle surface... “squeeging” or drawing the WET paint across the vehicle surface. (It is similar to spreading butter on toast). For Scratches, apply a drop of paint at the end of the scratch, and just draw the drop of paint down the scratch as far as it will go. The paint acts as a “filler” and fills the damaged area with paint. In this process, the excess paint is “smeared” on the vehicle surface. **Not to worry** as you will clean this mess up. Using this Squeegee Method you can clean up the smeared paint **while** the paint is still “wet” (OR you can just let it dry). So, once the area is filled with paint, very surgically using a cloth wrapped around your index finger and soaked with EPR-7, surgically wipe off the “smeared” paint as best as possible WHILE it is not fully dried. Get as close to the



IMAC 204 S. Koren Rd. Suite 900 Spokane Valley, WA 99212 509-747-3607

edge of the chip or scratch, but don't wipe over the filled area. Now, just let the paint residing in the chip or scratch dry.
OR, as

mentioned, after squeegeeing the paint, let it dry, and then come back using EPR7... wipe over the area and "shave" off the excess smeared paint.

D. REMOVING THE EXCESS PAINT

Note: if you used the Squeegee/Wet Method above, you may not need to remove any additional paint, depending on how well you removed the "wet" paint from around the chip or scratch.

There are two (2) methods for removing the excess paint from the vehicles surface.

1. **Shaving Method** - After the paint has dried or is even slightly "tacky", apply EPR-7 (Excess Paint Remover) on a cloth and then begin "stroking" over or lightly "wiping" over the area. With the cloth in one hand and the plastic card in the other hand, work back and forth with the cloth and then card (held at a 45degree angle) until you can easily "slice" off the excess paint with the long edge of the card. All you are doing is wiping or rubbing EPR-7 over the area a few time and EPR-7 will begin to resoften the dried touch up paint, so give the EPR-7 a few seconds to penetrate and soften the paint...Don't rush or force the process. At the right amount of time/wiping the area with EPR, the excess paint will begin to either wipe off and you can then shave off the paint from the surface of the vehicle easily and cleanly, again, when the paint has softened properly. There is a fine line between shaving too firmly and pulling the paint out of the chip...and shaving with the right amount of pressure to "shave" the paint off and leaving the paint in the chip. Again, this is the "finesse" area of the repair but in no time you'll get the feel of this. Once the paint begins to come off, continue to gently slice and wipe it off until all the residue is gone, leaving only the paint in the chip and not on the surface of the car. Worse case scenario is you pull the paint out, so just reapply the paint and start over. No big deal. With a little practice, you'll get the technique down (like so many others through the world)--just don't rush it or force it. In rare cases paint will not reside in the chip no matter what you do. In this case, use the fine tip brush and lightly apply paint...and leave it alone.

Many operators like this method because the card edge keeps you on the surface and won't let you "dip" inside the chip, thereby removing the touch up paint....

2. **Wiping Method**

The 2nd method you can use to remove the excess paint is the Wiping method whereby you will NOT use the plastic card but rather simply rub the EPR7 soaked cloth over the dried touch up paint. More skilled operators will use this method. Based on the amount of pressure you apply, you'll be able to rub the excess paint down with each stroke. IF you dip inside the chip, the paint will partially be removed...like we said, this is a contact sport... Wipe too long and you'll begin to pull paint out of the chip.

This is why many operators use the card so they don't dip inside the chip or they will use the SQUEEGIE method for applying the paint and removing the excess immediately. Using this Wipe-off method, again, if the paint pulls from the chip, just start over and be a bit more gentle next time. It's a touchy/feely thing.



IMAC 204 S. Koren Rd. Suite 900 Spokane Valley, WA 99212 509-747-3607

Other Considerations

Buffing the Area

When you are finally completed with the repair process, lightly hand buff off any EPR-7 residue or haze using a soft cloth such as a Micro Fiber towel. Note: You may notice, depending on the quality of the detail work done prior to your repairing chips and scratches that the area you worked on “shines” more than the rest of the vehicle. This is due to the superior qualities of EPR-7... it shines painted surfaces and makes it feel incredibly smooth. To quickly restore the shine to the rest of the vehicle, simply wipe down the vehicle with an EPR-7 soaked cloth. Allow to dry, then buff off any EPR-7 residue with a microfiber towel. The car will shine and feel exceptionally smooth.

Doing Edges (doors, hoods, etc)

The simplest way to touch up edges is to simply use a fine tip brush and apply paint to the damaged area. Do this surgically so you don't have to remove any excess paint... just paint within the lines like you did when you were a kid.

Blending Colors

Blending colors requires a basic understanding of color. Depending on the number of colors purchased will determine the amount of blending you will need to do. Obviously, the more colors you have in your “rainbow” of colors the less blending. However, even with the full rainbow of colors, blending sometimes is necessary. (See: Adding your OWN Colors).

We have included a plastic mixing stand to hold the mixing cups. Insert the cup into the hole to secure the cup. Once you have determined the colors to mix, it is important to follow a specific procedure to quantify your process. In other words, you are going to count drops. Using the stir stick, stir the closest color matching paint (we'll call this color A), then drop 5 drops of paint into the cup. Next, stir the blending color (we'll call this color B)...the color you want to use to shift

the color of the original paint (A). Add one drop of B to A, and stir the two. Test this new color by applying a bit of paint from the stir stick to the vehicle. If the color requires further blending, add a 2nd drop, or 3rd drop of color B to color A.

Once you have the color you desire, the ratio of blended colors is important to remember or write down in a book for future use. In the above case, if you use 5 drops of color A, and 3 drops of color B, the ratio is 5:3

Adding your OWN Colors

If you want to add a color, just be sure to get us the make, year, model, paint code and a general description of the color (blue, green, red, silver, etc). We will then make the color and send it to you to add to your kit. You can reorder this color anytime as we will inventory it for you.



IMAC 204 S. Koren Rd. Suite 900 Spokane Valley, WA 99212 509-747-3607

Paint Surface Scuff or Bumper Scuffs

Scuff marks on the bumper need to be cleaned to determine the true extent of the damage. Often there is paint that has been transferred from the object the bumper scraped against. Use LANGKA...The Blob Eliminator to remove any paint

transferred to the vehicle. Apply LANGKA to a cloth, and rub aggressively to remove this residue. Once completed, use a microfibre towel to buff down the area and now you can view the extent of the damage caused by the bumper scrape with some object. Now you can deal with the situation, usually deep scratches, as discussed previously i.e., prep the area with EPR7, apply paint, let dry, and remove excess paint...

Maintenance of the paints

It is important that you shake the paint periodically to assure there consistency. IF you do not hear the ball bearings rattling inside the bottle then open it and stir the paint using a stir stick, included in your kit. If the paint is getting very thick, redilute them with **a paint thinner**. It only takes a few drops to re-thin the paints.

2. SUGGESTIONS

1. **COLOR CORRECTNESS:** We use the 3 foot rule, a standard in the industry. IF you can see the chips when standing 3 to 5 feet from the repaired surface, you probably put the wrong color on. Test the color correctness AND ease of removal in a small area before painting all areas. In otherwords, don't get too far ahead of yourself painting before your remove the excess paint.
2. **WASHING the Vehicle:** We inform the dealership NOT to have the vehicles power washed by their crew for at least 24-48 hours..
3. **PRICING YOUR SERVICE:** Most operators charge between \$80 to \$100/hour. Likewise most operators will not repair any car for less than \$30.(even 1 chip!). Average cost of a repair is \$60 with an average repair time of 25 minutes.

3. ADJUSTING COLORS FOR COLOR MATCH

The IMAC Paint Chip Repair System comes with pre-formulated colors that will paint most cars (up to 80 to 90%) as formulated. If color discrepancy is noticeable from 3' to 5', a different IMAC color is recommended OR you may need to (A) adjust the color or (B) create your own color. (See below). The IMAC system was specifically designed to meet this need as all paints are compatible with each other, so **MIXING THEM TOGETHER IS NO PROBLEM**. The following procedures are exactly what every technician in the field does to modify an existing color, whether it is to darken or lighten an existing color or to create a new color. Remember, **DO NOT CONTAMINATE THE ORIGINAL IMAC**



IMAC 204 S. Koren Rd. Suite 900 Spokane Valley, WA 99212 509-747-3607

COLORS. All tinting or color adjusting must be done in a separate, clean container (mixing stand, cups provided, etc.). Also, remember that IMAC will mix colors specifically for you if needed.

1. Choose the nearest color match from IMAC's existing colors and put a small amount into your clean container.
2. Add an adjusting color in small amounts as follows: (Remember, you can always add more of an adjusting color, but you can't take it away!). Wood stirrers dipped into the paint is a simple method to transfer paint (drop by drop).

a. TO LIGHTEN: Best to add a lighter shade in the same color range. Otherwise:

- 1) For Metallics: add adjusting color S-453 (silver metallic) or color S-433 (silver metallic).
- 2) Non Metallic: Add adjusting color W-549.

b. TO DARKEN:

1. ANY color (metallic or non metallic). The first and best choice is to add a darker shade in the same color range. Otherwise, add adjusting color BK 800 (black).

4. PEARL COLORS:

P-1050(white) P-1070(gold) P-1090 (red)

This is a Two (2) Step Process

Many auto manufacturers are now painting cars with a final pearl coat. The colors seem to have more "depth". To achieve this look, the repair is quite simple, but it requires an additional step. Here's what to do (relax, it's simple enough, as the repair requires normal procedures with one more step). **Step 1:** Prepare the area as normal, then using the fine tip brush, apply a very light coat (called the base coat) of your color choice that closely matches the color on the vehicle. You are NOT trying to "fill" the chip/scratch with the basecoat layer. You are just providing a thin amount of color to the chip/scratch. Remove any excess paint if necessary. **Step 2:** Use the Squeegie Method to apply the next coat using a Pearl color and then remove the excess from around the area while wet as described above. **Step 3:** Let the Pearl coat dry and view the repair. If necessary, finish smoothing with EPR-7. It may be reasonable to just leave the Pearl Coat (don't smooth it down). It's your call. **NOTE:** Single Step Method: In some instances you can try mixing the

pearl with the base color, then apply this "mixture" to the chip/scratch. (Except white colors/white diamond, etc). Just remember, doing this mixture method, the Pearl may lighten the base color you have chosen, so you may want to choose a darker basecolor to start with and add the Pearl color sparingly. Experiment with this yourself to see what we mean.

5. AIR BRUSH (not included in equipment)

NOTE: Be Aware: Airbrushing may be in violation of city/state EPA codes. We do NOT recommend using these paints with an airbrush. Be SURE to CHECK WITH LOCAL AUTHORITIES FIRST. THIS IS YOUR



IMAC 204 S. Koren Rd. Suite 900 Spokane Valley, WA 99212 509-747-3607

RESPONSIBILITY. ALSO, FOR YOUR SAFETY, we recommend you use a paint respirator when using airbrush equipment (not included by IMAC). Paint is considered to be a Hazardous Material. Read material safety data sheets (MSDS sheets included) in case of emergency. Read the directions on proper use of the airbrush equipment. This entire system was developed from our airbrush system we sold nationally and internationally back in the early 90's. We use to supply a Badger 350 with a medium tip to be used with our pre-formulated colors. **HOWEVER**, you must further dilute our colors with a paint thinner. Be sure to protect areas you do not want painted by over spray (the plastic card included works well for this purpose or taping). Note: this airbrushing is considered "old-school".