

HIGH TECHNOLOGY COATINGS

In the late 1960's a process was developed whereby all the ingredients of paint, e.g. resins, curing agents, pigments for colour, flowing agents etc, were ground together into a very fine powder. The powder was then sprayed through a gun, charged with an electrostatic charge, and directed at an earthed work piece. This covers the article in a layer of powder paint, which is then baked in an oven so it melts to form a smooth flow-out coat. This is called powder coating.



ADVANTAGES

2-3 thou of finish applied in one go, compared to 3/4 of a thou with one coat of paint. No thinners are present, so the flowed-out coat is less porous than stove enamel. Polyester resins are used in these powders, which are much harder and wear resistant than the alkyd resins used in the stove enameling.

THE PROCESS

All frames and parts are shot-blasted to remove all the old paint finish and any rust or foreign matter. Immediately after shot blasting, all parts are sprayed with a zinc chromate two pack etch primer. This provides an extra barrier against corrosion. The next process is the hand spraying of each part with an even layer of polyester powder of the desired colour. The parts are then placed in an oven and cured at 200 °C for between 25-40 minutes dependent on the thickness of the metal

DISSASSEMBLING YOUR BIKE PRIOR TO PAINTING

Remove all of the parts that will not be painted, such as the seat, the shifters, cables, etc. Take the whole bicycle apart, don't loose the screws or anything, this is where zip lock bags are handy and if you find something that is very intricate it always helps to take photos of it so you can use them as a reference when it comes time to put everything back together.

For the most part you are interested in the frame, the handlebars and gooseneck (the thing that connects the handlebars to the front fork), for painting

After you have removed all the accessories, it is best to take the frame apart. Take the handlebars off and remove the front fork and pull out the seat post.

After you have broken the frame down, remove all the old decals and decorations from the bicycle, like the head badge if it has one. A razor blade comes in handy for removing the decals, either use to peel up an edge or as a scraper.

Remove any bearings and seals, including the outside bearing race if it is the old type loose bearing.

Clean off any excess oil or grease e.g. Inside headstock, bottom bracket or steering tube of forks.

Take note of threads and unpainted areas for bearings and mask off accordingly. Any excess paint can be removed with a small wire wheel.

COLOURS

Our standard colours are:

GLOSS SATIN AND MATT BLACK.

GLOSS SATIN AND MATT WHITE, VARIOUS REDS. YELLOWS, BLUES, AND SILVER.

Over 70 other colours are available, but a visit is necessary to view them.

COSTS OF COATING

Frame	£30.00
Forks	£10.00
BMX Frame + Forks + Handlebars	£40.00

Minimum Invoice £30.00 + VAT