

SHOWTIME SERIES

No hidden secrets...just results you can see!

Before HVLP



Not much to look at, but full of potential. TP Tools & Equipment provided the HVLP Turbine Paint Spray System for this trophy-winning, 1957 Chevrolet Station Wagon restoration.

After HVLP



The most critical part of any restoration is the "final finish". After months (or years) working on a vehicle you want a deep, rich, stunning, high-gloss finish. TP Showtime Turbines put these results at your fingertips.

Bob Darney, hobbyist and proud owner of the 1957 Chevy shown left, comes from northeastern Ohio, where many of the finest restorations in the country seem to show up. His experience with our HVLP equipment has helped produce this and other amazing restorations. *Here is his story.*

According to Darney, a successful paint job depends on using the right equipment. TP Showtime Turbines use low pressure (4-5 psi), yet deliver a high volume of air (60-80 cfm). This High Volume Low Pressure combination reduces overspray up to 80%, eliminates moisture, and makes runs and sags a thing of the past.

Bob chose Tropical Turquoise and India Ivory paint for his car. Four coats of PPG Deltron/Acrylic Enamel with hardener were applied using the standard setup of 1.0 mm nozzle and .5 mm air cap. The same setup was used previously to spray the Kondar/PPG Primer. Paint was mixed in the usual manner.

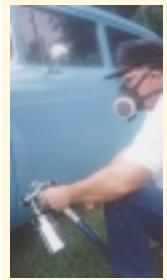
A higher-temperature reducer seems to work best with the turbine (as compared to conventional systems). Paint mixture was 2 parts paint, 1-1/5 parts reducer, with reducer temperature between 75-90 degrees. Bob says he likes to experiment with mixtures; and humidity and air temperature are always factors to consider.

Four hours were spent painting the Chevy. Afterwards, the car was wet-sanded 3 times with 1000, 1500, and 2000 grit paper and buffed with fill-in glaze. Paint consumption was at least 40% less than a regular paint gun, & this was reflected in the cleanliness of the painting area. Darney's shop is spotless; and he points out, "...if I had been using a conventional gun, I would have painted the shop each time along with the cars". He claims he doesn't even close his tool boxes - that's how clean the turbine operates!

Tricks & Techniques: Darney says the main difference when painting with a TP Turbine is that you slow down a bit while applying the paint and hold the paint gun 4-8" from the surface (closer than usual). When using heavy metallic enamels, tiger striping is virtually eliminated with the HVLP.

Orange Peel: Darney claims that since the HVLP applies the material smoother & more evenly he does not have a problem with orange peel. He states, "That's the reason for using the higher-temperature (75-90°) reducer".

Paint Consumption: The 1957 Chevy required 3 quarts of Tropical Turquoise and 1 quart of India Ivory and that included the interior, under-the-hood, and the trunk. **This car won Best Paint at Grove City Car Show.**



Respiratory Protection is required when painting. See your safety supplier for the proper protection required.

SHOWTIME HVLP Paint Systems...

Manufactured and designed to produce the best possible finish on autos, show cars, street rods, trucks, tractors, **and WOOD FINISHES!**

HVLP Turbine Success Story - Bob Darney in his own words ...

"In the past, I have used the TP Turbine, as I am a car enthusiast and paint my own restored vehicles." (See above.) **However, in installing a new hardwood stairway in my home, I have found yet another use for my TP Turbine!**



The day I decided to spray, I simply brought my HVLP paint spray system into the house and plugged it into an everyday, household 110 outlet. To prepare, I did a small amount of masking, but I didn't have to worry about covering walls or surrounding areas because the amount of overspray is next to none. I had first sanded my woodwork with 100 or 120 grit sandpaper. I then used my shop vac to remove all the dust. I applied the stain with the standard 1.0 mm nozzle set and .5 mm air cap that comes with the gun then wiped it off with ordinary blue shop paper towels. Next, I applied two nice coats of sealer with the same nozzle set. After it completely dried, I filled all the nail holes with colored filler and lightly sanded the sealer with 320 grit paper. I used the shop vac again to clean up all the final sanding dust. For my last step, I sprayed my final topcoat (clear lacquer) on, using the same nozzle set.

It was an easy, painless process and was a great one-day project for me. My TP Turbine saved me a lot of time and materials. I am convinced that contractors and other people involved in construction or home improvement projects will find that this method has a professional outcome and is certainly cost effective for the users."

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