POINTS TO REMEMBER
WHEN RE-ASSEMBLING YOUR BIKE

1. Put masking tape on the areas of tubing which are likely to get damaged. It can be peeled off when everything is assembled.
2. If the frame does get scratched for any reason, rub the marked area down with 1200 grade rubbing down paper, then t-cut, and polish it to restore the shiny surface.
3. Give the frame a good wax polish, which will help protect the glossy finish.
4. Brush waxoyl or some other protective compound into corners and recesses of the frame. This is where moisture becomes trapped causing rust to start.

Parts can be sent by carrier if you cannot visit in person.
You should ensure that all parts are securely wrapped and send a covering letter detailing the items sent. We will send you an invoice on receipt of the parts.
The parts will be returned by Parcel Courier within 7 - 10 days.
The cost of return transport varies, but a frame and swinging arm usually costs about £25.00.

OPENING HOURS:
Monday – Thursday 7.30am – 5.00pm, Friday 7.30am – 1.00pm

SPONSORS OF
The
Royal
Signals
White Helmets

POWDER COATINGS
SPECIALIST METAL FINISHERS

TEL:0121 250 2145  FAX:0121 250 2154
MOTOR CYCLE FINISHING

EARLY DAYS
In the beginning, motor cycle frame finishing was much the same as for car bodies. A coach enamel type paint was brushed and later sprayed on. The paint was a mixture of linseed oil, pigments and turpentine.

DEVELOPMENT
Modern science then developed synthetic resins, pigments and curing agents, which enabled the wet paints to dry off to a harder finish by placing the painted parts into a hot oven, and drying the thinners off. This type of finish was quite acceptable, but very laborious, because it was difficult to apply a very thick coat without causing runs. Therefore, the article was sprayed once, dried off, and then sprayed again. This process was repeated until the desired thickness was reached. It was also very wasteful because all the thinners in the paint just evaporated up the chimney of the oven.

HIGH TECHNOLOGY ARRIVES
In the late 1960s, a process was developed whereby all the ingredients of paint, e.g. resins, curing agents, pigments, flowing agents, etc., were ground together into a very fine powder. The powder was then sprayed through a gun which charged each grain with an electrostatic charge, and directed at an earthed workpiece. This covered the article in a layer of powder paint, which was then baked in an oven so it melted and formed a smooth flowed-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 stove enamelling.

ABOUT POWDER COATINGS
Powder Coatings Limited have been powder coating manufacturers metal goods for the past twenty years, and provide a service to the many small firms in the Birmingham area. Alongside this has developed a small department which specialises in re-finishining motor cycle frames and parts to a very high standard.

THE PROCESS
All motor cycle frames and parts are shotblasted to remove all the old paint finish and any rust or other foreign matter. Immediately after shotblasting, 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 and 40 minutes dependent on the thickness of the metal.

COLOURS
Our standard colours available are: Gloss Black, Satin Black, Gloss White, Satin White, Post Office Red, Poppy Red, Maroon Red, Bright Green, Bright Blue, Bright Yellow, Silver and Gold. A wide range of other colours is available, but a visit is necessary to view them.

SELF PREPARATION NEEDED PRIOR TO COATING
Remove any surplus grease or oil from the frame or inside the headstock or swinging arm. Any bearing surfaces such as the headstock area, swinging arm bushes or wheel bearings need to be masked to prevent the shotblasting process roughening them. This can be achieved with two large discs of metal or washers and a length of allthread. Mask all external threads with 6 turns of masking tape. Blank off internal threads using old bolts. Ensure that the swinging arm, centre stand, side frame and headstock are detached from the frame.

COSTS OF COATING
PLEASE SEE SEPARATE PRICE LIST
VISA / MASTERCARD / SWITCH ACCEPTED

Any other items can be coated and the prices are in line with the enclosed price list. N.B. Trade Discount 5%. All Prices + VAT. Silver and gold have a clear lacquer applied as a second coat and therefore carry a 30% increase.