

HOW TO PROPERLY PAINT AN ORIGINAL S4 REAR WING (SPOILER)

By Andy J.Evangelidis

In order to help other 928 owners avoid obstacles that I had encountered during my quest in finding the proper procedure in painting the factory stock rear wing, I have compiled all information in one neat paper. Many who have had their rear wings painted have encountered paint problems such as delaminating, cracking and texture surfacing; chiefly due to improper surface preparation.

The factory spoiler consists of a hard foam polyurethane core which has been "skinned" with a molded rubber-like plastic covering. Ask any painter about painting plastics and he will cringe. The reason for this is due to the many different types of plastics that manufacturers use in today's vehicles. As these various plastics react differently with today's modern primers and additives, it is no wonder how a body shop's painter must practically possess a degree in chemical engineering in order to be able to mix a cocktail of ingredients that will work well on these plastics.

My painter was no different. Cautioning him of the price of a factory new replacement spoiler didn't help the situation one bit. I had looked into using a fiberglass S4 replica wing but I had heard negative comments about how the uneven fiberglass surface was unforgiving to high-gloss paints. My body shop contacted the local Sikkens representative here in Montreal for help. After his own inspection of the spoiler, we were told to drill a 1/4" hole in an inconspicuous area on the underside of the spoiler with a hollow drill bit and send the sample off to the Sikkens northeast division laboratory in Pennsylvania for material analysis and a recommendation. With Sikkens' technical info and specifications, my body shop concocted the right formula using their products to perform the surface preparation and painting of the spoiler.

This procedure was performed using Sikkens products exclusively due to my body shop swearing by the quality of their products. As I'm sure that other paint manufacturers' products may work equally well, inform yourself of equivalent products to Sikkens.

This procedure applies only to S4 rear wings manufactured on M.Y.1987 and later. Earlier "S" type rear spoilers are of another material and require a different preparation other than what is mentioned within this procedure.

Here's the procedure:

- 1) Remove spoiler from vehicle via acorn nuts and washers under rear deck
- 2) Use a commercial body shop degreaser to remove all traces of dirt, grime and rubber protectants from spoiler
- 3) Remove texture from spoiler starting with #320 grit paper working to #600 grit paper. Do not sand hard ! Remember, the plastic coating is very thin and heavy sanding will result in penetration into the foam core. The whole idea in sanding the spoiler is simply to remove as much of the texture as possible. The primer will handle the rest.
- 4) Apply 2-coats of Sikkens "Plasto-Flex" primer with normal drying time between coats. (Do not sand between or after coats)
- 5) Apply 3-coats of Sikkens "Color-build" primer and hardener-sealer with an extended drying time of at least 5 – 7 hours between coats. (Again, do not sand between coats)
- 6) Now the important part.let the spoiler bake to fully cure the primer. If needed, lock the spoiler into the interior of a car and leave it out in the sun so that the heat can properly cure and bond the primer to the spoiler. Colder outdoor temperatures may require another method but the idea is to allow full curing of these chemicals to the plastic surface. We left mine out for about five days during the spring season.
- 7) Once cured, lightly sand the primed surface using #320 grit working to #600 grit and finally #800 grit.
- 8) Paint with 3-coats of base color coat in order to cover primer adequately with normal drying time between coats
- 9) Paint with 2-coats of clear coat using "high-build clear" mixture.
- 10) Within 24-hours of painting, wet sand using 1500-2000 grit paper to remove any blemishes and imperfections such as duct particles, etc. . .
- 11) Buff lightly and polish to a shine
- 12) Using a metric nut or tap, carefully re-thread mounting studs on underside of spoiler to remove built-up primer and paint
- 13) Apply electrical tape temporarily to both sides of mounting holes on both rear quarter panels to protect the surface during re-mounting of spoiler
- 14) With a friend helping out, re-mount spoiler to rear deck and hand-tighten acorn nuts and washers using thread-locker (Loctite or equivalent). Torque nuts snugly using a small ¼"-drive ratchet. Do not over-torque nuts as they may separate from spoiler !
- 15) Remove temporary electrical tape from rear quarter panels, wipe down messy fingerprints, sit back and enjoy the beautiful and long-lasting paint job on your spoiler.