

Once I had all the necessary supplies, I began the process..

First I used a citrus based degreaser to clean the wheels of any dirt, brake dust or grease. For each rim (already pretty clean) I went through 3-4 clean & dry cycles to ensure no dirt or dust remained.

Next I sanded down any areas that had chipped or scratched paint. In some cases it was simply the upper silver coat but in

I know there are other cleaning solutions you can use but this worked for me.

other cases it went down through the color coats, primer coats all the way into the aluminum. I simply saided down a reasonable amount in areas I knew I could repair. For other areas that were too deeply gouged, I left them be.

I had decided early on, that I didn't want to paint "everything", just the areas that were easily seen. Also since I was painting silver rims silver it wasn't as critical. These factors helped me determine where to tape off areas and what areas didn't need taping off.

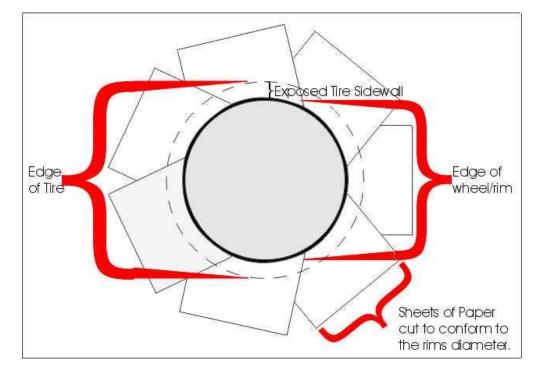




In my case there were natural areas where I could paint to w/out it looking like crap.

This did mean taping off each spoked section (7 total/rim) I did it slowly using small sections of masking tape.

Once each section is taped off, I taped off the tire area right next to the rim. I then took the paper and cut out semi-circular sections from one side and positioned them around the tires. Since this was a 7 spoke rim, I used that to orient 7 sheets around he perimeter.



I then placed the tire on a section of the plastic drop cloth & painted it first with primer. I made numerous sweeps using the spray can paint with the Rustoleun Spray Grip.



Note: I highly recommend using something like the Spray Grip (I'm sure there are other brands).



I made several complete passes rather than try to put the primer on too heavy and waited 10-20 minutes between passes to allow the primer to completely dry.



Once the final coat of primer is completely dry (doesn't take too long... follow the directions on the can) I then start painting it. Again, I use multiple thin coats allowing dry time between each coat.

This part is tricky and you'll have to figure it out carefully... After about the 3rd or 4th thin coat of paint, I applied a thick enough coat of paint to get a smooth glossy finish.

After this step, I waited 2-3 hours to allow the paint to dry well enough that I can handle the rims without damaging the finish. Follow the directions for your paint. Rust-oleum says 1-2 hours but I went a little longer to be safe.

Once dry, I used a paper towel to buff out the area where the new paint meets with the old paint. Here you can barely see the line between the new paint & the old paint. You can also see a slight chip where I didn't sand/paint.







Now question I have is should I also clear coat them? My guess is yes so I'll buy some clearcoat and apply that next.

As soon as I can find a good source for tuner lug bolts (ie least expensive source) I'll have some pics with these rims mounted on my Golf.

Ahh, almost time for a 🔛

What do you all think?

Modified by Rays_Golf_III at 1:26 AM 5-24-2005

1995 VW Golf GL - 2 point slow WTB Black passenger front fender if you have one to ship to Cali. "Nothing is fool-proof... the fools are too darned clever"

Re: Sanded & Repainted Rims this weekend... (Rays_Golf_III) »

GolfMedic Member



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Member Since 5-20-2001 177 posts

Peter

Conroe TX 2000 Volkswagen Golf GLS

Re: Sanded & Repainted Rims this weekend... (Rays_Golf_III) »

VOLKSWAGEN

Maddave10

Member



Member Since 2-19-2002 2752 posts Playing??? With a reef blower???

Definitely clear coat em 💭

Nice Work! 🞯 ঌ Now get you a 🔛

Firefighter/Paramedic 🕮 2000 Satin Silver Golf GLS 4 dr <u>« »</u> 8:47 AM 5-18-2005

<u>« »</u> 11:11 AM 5-18-2005

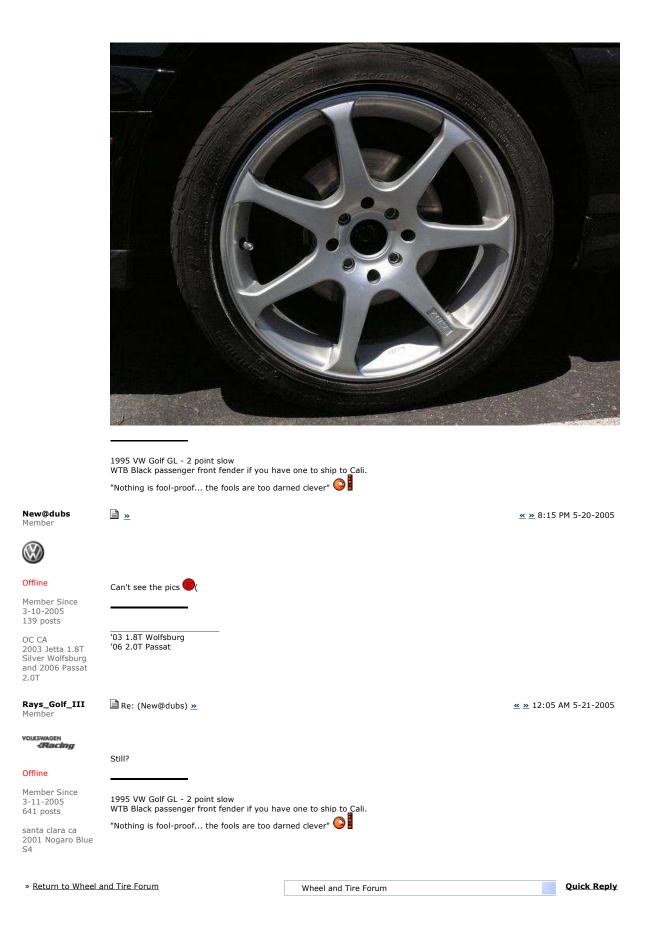


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santa clara ca 2001 Nogaro Blue S4







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