



The only source for PROFESSIONAL grade  
Spray-on Truck Bed Lining and Coatings via  
DIY systems

[www.spray-lining.com](http://www.spray-lining.com)  
1-855-545-4900  
Info4@spray-lining.com

**\*\* Call for Professional Facts on Installation Questions \*\***

### **Historical facts about protection film:**

1- As a Spray on Paint Protection Film (PPF) it's 2-3 times thicker than adhesive-backed PPF. It has higher tensile & compression strength, adhesion & is not removable. It can be repaired indefinitely if collision, fire or extreme strike punctures it with surface beneath. Therefore, Clear Protective Shields were proven with Aeronautical its use as the PPF alternative is.

2- Clear Spray On Shield™ takes into account any & all forms of this formula:

A- Clear-A with B or BF where F denotes the Flexible version of part B.

B- Minimal flex on sprayed parts require parts A & B only where BF is required on items that must endure high impacts, friction &/or serious atmospheric changes.

3- These formulas evolved from Lufthansa Airlines Aero clear coating via S-L, see link:

<http://www.flightglobal.com/news/articles/aircraft-paint-suppliers-explore-sharkskin-coating-381646>

Aeronautical applications moved into Clear industrial lettering, sign & anti-graffiti protective sprays. With or without flex additive on the B side this was used prior to DuPont 3M, Venture Shield, "Clear Bra" & all forms of hard thermoplastic urethane films made from aliphatic resins with adhesive backings now known as "Paint Protection Film" or PPF.

**SPRAY-LINING CLEAR SPRAY ON SHIELD™ INSTRUCTIONS:**

1- Mix 2 parts A clear with 1 part B or BF, using slowest speed for airless mixture. All colors except pure white, extremely light or metallic colors coated cure to the clear shield, bra or film @ 20+ mils;

2-3 times thicker than any Paint Protection Film (PPF = 8 mils maximum). To spray over whites, extremely light or metallic colors, a slight % added of the color's base Coat (1 stage only) allows clear image through it.

2- Fresh painted surfaces must be cured.

3- Imperfections in substrate's color, old paints & wax must be removed. Wax & grease removers must be alcohol or non-petroleum ingredients only (no naphtha). Any cleaning compound or solvents must leave no residue. High-end rubbing compounds work on automotive, marine, aero grade paints & are the suggested method to removing imperfections prior to spraying this formula.

4- Bond Breakers: These are mostly unknown but include all forms of contaminants that are airborne; especially silicone. The best time to spray this formula is immediately after preparation. Minimize chance of airborne particles or excess dust before application. Heated paint booths are best but unnecessary. Spraying immediate after prep & careful protection from winds or particles suffice.

5- Error: If any solid or liquid particle is noticed, remove it without disturbing consistency of the finish. Proper method to remove is with tweezers or stop application, allow layer to dry, remove particle, sand lightly, wet sand, compound down to gloss & re-spray at over 18 inch distance very lightly. Allow this layer to tack up then recoat with 2-4 similar layers.

6- Repair or Damages: After Cure: Similar to an error any powerful strike or seriously damaged parts under this formula are sanded lightly, wet sanded, compounded down to gloss & re-sprayed at over 18 inch distance very lightly. Allow this layer to tack up then recoat with 2-4 similar layers.



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## NOTES

A) Formula is self etching & since its clear, no primer or adhesion promoters are required or can be used in any case.

B) Thickness- Minimal mil height is 15 mils, 15/1,000 of an inch (mils are not millimeters). More height is advised for more protection but over 25 mils is excessive & can become undesirable over contours in the substrate.

C) Gel, Dry-to-Touch, Dry, Cure, Final Cure Times: All curing is accelerated with heat, stagnant heat is best as is solar UV rays. Excessive heat creates solvent popping; remain under 160° F (71° C) & heat slowly. The following are general specs are at 70° F (21° C):

1- Gel = 25-35 minutes

2- Dry-to-Touch = 45-65 minutes

3- Dry = over 90 minutes \_ Able to be outside in elements

4- Cure = over 120 minutes

5- Final Cure = over 48 hours

**SPRAY GUNS-** 1.8- 2.3 TIP HVHP TYPE GRAVITY OR PRESSURIZED GUNS WITH OVER 3/8 INCH DIAMETER RESERVOIR FUNCTION WELL

[Call support for further questions](#)

→ **GUNS, EQUIP & ROLLERS:** OUR HOPPER GUN PROVIDES 15 SETTINGS FOR CONTROL- MORE CONTROL IS WITH OUR HVHP OR PRESSURIZED TYPES- FOR MORE JOBS OR LARGER AREAS, HIGH PRESSURE OR PUMP—DRIVEN EQUIPMENT DELIVER MORE GPM WITH EXTREME CONTROL (SEE WEBSITE)... THESE & ALL EQUIPMENT CAN BE NO COST (LOANERS) WITH ENOUGH MATERIAL ORDERED. EACH GUN HAS DIRECTIONS THAT INCLUDE AIR PRESSURE OR AIRLESS PUMP SPEED, SPRAY DISTANCE & GENERAL TECHNIQUES... SPECIALIZED YOKE BRACKET ROLLERS & SQUEEGEES ARE USED ON JOBS WHERE SPRAYING ISN'T REQUIRED. PRESSURIZED & STANDARD ROLLER SYSTEMS ARE FOR SPECIALIZED REQUIREMENTS.

**WARNING- WHEN NOT TO USE TRUCK BED LINER MATERIALS:** TRUE BED LINING FORMULAS CONSIST OF POLYUREAS OR POLY HYBRIDS; AS S-L BASIC IS. IN GENERAL THESE FORMULAS ARE DESIGNED TO BE VERY THICK, ALLOWING LONG-TERM WEAR, SHOCK OR IMPACT RESISTANCE, VIBRATION-TO-LEAKAGE CONTROL (AS IN ICF WATERPROOFING, POND LINING OR TRAIN CARS), SUBTERRANIAN UNDERLAYS INCLUDING FOUNDATION CRACK PREVENTION, DUMP TRUCK ANTI-STICK & SIMILAR HIGH STRESS APPLICATIONS. **EXAMPLE – FLOOR COATINGS OR FIREPROOF COATINGS:** UNLIKE STANDARD URETHANES, POLYURETHANES, EPOXIES & ACRYLICS WHICH WERE DESIGNED TO PROTECT AT UNDER 8-20 MILS (UNDER 20/1000 INCH THICK), TRUE "BEDLINER-GRADE" MATERIAL SHOULD NOT BE APPLIED THIN AS A STANDARD PAINT OR COATING. FOR STANDARD FLOORING, A POLYUREA OR HYBRID MAY NOT LAST AS LONG AS HARD EPOXY OR POLYURETHANE AT UNDER 20 MILS. FLOOR COATING FORMULAS WERE DESIGNED TO WITHSTAND LESS SHOCK BUT MORE SPREAD OUT FRICTION THAN A BEDLINER-LIKE APPLICATION MIGHT ENDURE WITH ADHESIVE & STRENGTH CHARACTERISTICS CREATED SPECIFICALLY FOR FLOORING NEEDS. NON-STANDARD APPLICATIONS WHERE S-L POLYUREAS OR HYBRIDS ARE JUSTIFIED ARE EXCESSIVE ABUSIVE CONDITIONS INCLUDING CHEMICAL, ATMOSPHERIC, HIGH PRESSURES, EXTREME FRICTION, CORROSIVE CONDITIONS THAT'LL WEAR A STANDARD COATING HEIGHT TOO RAPIDLY TO JUSTIFY CONSISTANT REPAINTING WITHIN SHORT PERIODS.

**LASTLY: SL&C IS NOT A DISTRIBUTOR OR DIVISION OF A LARGER CORPORATION.** USING GREEN™ TECHNOLOGIES WHEN POSSIBLE, WE MANUFACTURE & CUSTOM BLEND MANY CHEMICALS THAT DON'T END WITH BEDLINERS, FLOORING, ROOFING OR FIREPROOFING. MANY VENDORS COMPETING CHEMICALS IN AUTO/TRUCK, AGRICULTURE, AREOSPACE & CONSTRUCTION USE GREEN TECH RAW MATERIALS; SOLUTIONS MADE BY OUR TEAMS. GREEN SOLUTIONS™ WAS STARTED IN 1960 BY THE UPOWI FAMILY.