

How To: Respray wing mirror covers

Colour coding the mirror backs is a popular modification that enhances the lines of the car, without detracting from the original design where the mirror frame blends in with the glass and A post.

Painting is quite straightforward, but as they are plastic, greater care must be taken in the preparation.

First step is to remove the covers: Quite simple this bit, fold mirrors in then pull them off! If they won't budge, try to lever them off with a plastic kitchen spatula whilst pulling from the bottom, nearest to the car



Now they are off the car, first job is to give them a good wash in hot soapy water. It is vital that all grease and suchlike be removed from the inside of the cover, as well as the outside.

Next job is to remove the top layer of paint and smooth out any stone chips etc. I use 1000 grade wet and dry paper, and lots of warm soapy water. RUB GENTLY and rinse constantly as you slowly remove all the surface coating. The plastic is very soft, so don't overdo the edges or curved areas or you will flatten the curves in no time. Rinse and dry with a clean tea towel or lint free cloth.



Bit blurred, but you can now see a flat, dull finish, ready to paint.

The white areas are where the cover was chipped. here, you need to 'feather' away the chip by gradually smoothing out the chip until it feels totally smooth and cannot be seen



Bad picture again, but you can see where I've gone through the white primer and into the actual black plastic, so had to 'spread' the feathering out along the edge to keep the curved profile.

Rinse well and dry, I warm it in the oven on the lowest setting,
Now its time to paint!

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I use my shed as a spray booth. Firstly I cover the bench with newspaper and then leave for 10 minutes for the dust to settle. You will need to raise the cover off the paper in order to paint all the edges. I use a large mug to balance the cover on. Now try and turn the cover full circle touching only the inside, making sure it doesn't fall off your 'turntable'! Now to apply the primer, I used grey Hycote Double Acrylic, as I've found it covers all types of paint without reacting and remains flexible enough for this type of plastic.

Shake the can thoroughly for a few minutes AFTER the rattle balls can be heard, good exercise this bit! If its cold, warm the can in hand hot water.

Now to paint. get in your spray booth and shut the door, no draughts wanted at this stage. Now to spray, use smooth sweeping to and fro motion, releasing the spray button at the end of each stroke. Continue to apply, turning the cover on your turntable so the bare plastic is always in front of you. Now, you should have a finish like this



Next job, flat down the primer, after about 2 hours or 1/2 hour of cooking in a warm oven, just enough to heat the plastic but still be able to pick it up.

Once again, be gentle! Very careful rubbing with 1000's again will reveal highspots or 'nibs' that cannot be seen, You



will be able to feel the smooth finish more than see it.



Next step is to repeat the priming process, until you have a complete layer of primer which will now be smoother than the factory finish!

NOTE: The light blue and yellow will need a coat of white primer, applied as above.

Top coat.

I used a Hycote Vauxhall red to make a coloured base coat, to save money, applied in the same way as primer, until I got to this stage.

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Now to apply the top coat! Use genuine Peugeot spray kits, which have a colour can and a laquer can.

Once again, follow the same technique to apply the coloured top coat.

If you can, use 1200 grade paper now, and VERY GENTLY flat off again, and continue spraying/flattening until you have completely covered the whole area with paint.

Now the final laquer! Pug say spray 1/2 hour after the last colour coat has gone on, but I don't think this is critical, but I do the same day: If the topcoat dries completely the laquer won't 'take' and just sit on top of the paint, which is why you see
Provided by 406 Coupe Club resprays with peeling laquer! <http://www.406coupeclub.org>

Spray on VERY light coats every 10 minutes, don't flat off, just build up about 3 layers. No need to flat off laquer as its

clear.

Last job!

I leave small parts on a radiator, or give a gentle oven bake, then leave overnight, longer if possible to allow the paint/laquer to dry. As the covers need to be pushed quite hard to refit, it is essential that the paint is totally cured, or you will mark the finish.

When refitting, place a soft cloth over the cover and push firmly, ensuring the fixing lugs are going right into the holes in the mirror body, a bit of 'juggling about' will locate the lugs and then it will click into place.

Now step back and admire your hard work!



After a week or so, you can 'T-cut' and polish the covers: 'Safe Cut' as it's a bit gentler, then polish using the same products as you do the car with...Job Done!

As with all paint, a great deal of preparation and patience are needed, along with a bit of experience with spray cans. More care is needed with plastic, hence the use of much smoother wet and dry than can be used on steel, and the gentle rubbing to ensure you don't ruin the edges and curves.

A lot of work for 2 bits of plastic, but the perfect glass like finish makes it all worthwhile !