



Thank you for your interest in our products. Following is an article written specifically (adapted from an aviation article) for Airstream owners. I think it will answer all of your questions. I hope you will find it helpful. If you have any questions, or require any further info, please do not hesitate in contacting me at your convenience. Please let me know how you make out.

The restoration of an Airstream trailer is not terribly difficult if done properly, using the right products and the right techniques, but it can be rather messy. Unless you are experienced in polishing large aluminium surfaces and or, are very patient and adventurous, you may consider getting a professional to accomplish the initial restoration. The proper person, or outfit, will accomplish in a few hours what may take you several days or weeks to do. I have a number of my customers, here in Canada, that are equipped to efficiently accomplish such a task. They use the specially designed, (and fairly expensive) "barrell or drum" type polishers for polishing large surfaces, especially large aluminium surfaces. They do contract work for airlines, tank trucks and such. Maintaining the finish, once done, is really no more than an annual, (depending on the condition you wish to keep your trailer in) rub down. That being said, following, is some information on doing it yourself. To accomplish this task properly, you will require a VARIABLE speed (1500 - 3000 RPM) CIRCULAR polisher. ie: Black & Decker Mod 6138 approx \$275. \$U.S. (NOT a grinder/polisher, they usually have only 2 speeds, both of which are too high and can cause surface damage from overheating.) (Those with, or wishing to use a "CYCLO" dual head polisher - read on - we'll get to you.) Work at a steady speed, and work a section at a time, (usually no larger than 3-4sq ft.) Use the BEST quality pads available, (Wool is good for initial polishing, and heavy oxidation removal but, wool, in itself will cause scratch marks on polished aluminium. Use a "high COTTON fibre content pad", for finishing. (The AERO-BUFF™ blended fibre pads are perfect for both initial polishing and finishing). The 99747 AERO BUFFpads are 7 inch pads and fit any standard circular polisher. These are extremely high quality pads and as such, will outlast just about any other pad I've seen. More importantly, they are capable of absorbing a tremendous amount of oxidation and keep that oxidation away from the surface, before requiring a cleaning. The biggest cause of "swirl" marks, is using a dirty or clogged pad, which simply "grinds" the oxide right back into the surface you are trying to polish to a brilliant finish. Clean pads work better and faster, plus your results will be, far more to your satisfaction. How does one keep the pad clean, you ask? There are 2 ways. 1) A welders, stainless steel brush, (be extremely careful as you can do a fair amount of damage to yourself or to surrounding equipment and

innocent bystanders if the polishing pad happens to grab the brush out of your hands and sends it flying, (believe me I know, the golf ball size dent in the side of my wife's AUDI Quattro is an ever constant reminder. (she believes it was "a big thing that fell off the truck in front of me", the day I had the car, so don't say anything) This method is initially, the least expensive but the drawbacks are: It really decreases the life of the pad, as it pulls the fibers out when cleaning, doesn't clean the pad all that well and it's rather dangerous, as I have alluded to. The other method is really the most efficient. It is called the SNAPPY CLEAN™ pad cleaner (refer to my web pages for pictures and info) This little machine REALLY WORKS. I know it's expensive (compared to a welders brush) but it pays for itself in time saved cleaning, the manner in which it extends pad life, it does not rip the fibers out of the pad when cleaning, (and bodywork repair bills on your wife's car, (that alone is worth it!!) The SNAPPY CLEAN™ unit sells for around \$225.00 U.S. (\$345.00 cdn), (It's made and designed by LAKE Country Mfg., the same people who make the AEROBUFF pads) There is also another unit from the same people called the PADWASHER 2000. It is a down - scaled version of the SNAPPY CLEAN™, it works just as well but you have to change the cleaning solution really often compared to the bigger unit. It sells for around \$175.00. (\$299.00 cdn.) (Between you and me the SNAPPY CLEAN™ is a MUCH better dollar value. For the extra \$50.00 or so, you get a unit designed for industrial use and it will last for many, many, years.) For more info on the SNAPPY CLEAN™ and the AERO BUFF™ pads

see:<http://www.aircraftpolish.com/AERO%20BUFF%20%26%20SNAPPY.html>.

By the way, many AIRSTREAM owners ask about using a "CYCLO" Dual head polisher. As good as a "CYCLO" polisher is, it is really not terribly efficient for the initial restoration. The pads available are not really thick enough to absorb the amount of oxidation that has to be removed, before they simply start to "grind" said oxidation right back into the surface, (thus producing "swirl" marks). The pads must be cleaned very frequently, severely shortening their useable life. That being said, once the desired finish has been obtained, the "CYCLO" is indeed excellent for routine maintenance.

Depending on the condition of the surface condition of your trailer, you may want to consider using the SPEC VL417W medium cut paste for the initial restoration if the surface is heavily oxidized. For heavier and more rapid oxidation removal then the SPEC AV-20 (CAB 98) "cutting" compound is highly recommended. If there is pitting or calcium deposits, (heavy corrosion) you may have to resort to sanding (800 - 1000 - 1500 grit consecutively) then the Pre-Polish or AV-20. You can then finish and maintain the surface with the ROLITE™ AP 300 or the ROLITE™ AEROSLICK™. The ROLITE AP 300 and the AEROSLICK™ are VERY fine aluminium polishing and preservation compounds. They are only strong enough for light oxidation removal. They will not remove heavy scratches like the regular compounds. The good news is, once you have obtained a fine enough finish to use the AP 300 or AEROSLICK™ you will find the surface, maintained with these products, becomes a simple "wipe on - wipe off" procedure usually using just the ROLITE Premium Polish Sealant.

Incidentally, depending on the year and model of your trailer, your biggest job will, in all probability, be in removing the clear coat and the (probable) etch lines on your trailer. A good gel type paint stripper will do. Be very careful although, around the rubber window seals and plastic or Plexiglas™. The AP300 is really for finishing and annual maintenance. The ROLITE™ Polish Sealant is great for quick touchup's with a simple rub on wipe off. The best way to maintain the finish over a long period, i.e.: "years", is to polish or buff up as needed. This is not as bad as it sounds. "Maintaining" the finish is infinitely easier than "restoring" the finish. Once you have acquired the finish you want, maintaining said finish should be no more than a quick buff down, almost a "wipe on wipe off". The longer you wait between "buffings" the harder the job becomes. On bare metals, trying to apply a "clear coat" is not really recommended for a number of reasons: A) A considerable amount of the "clarity" of the finish will be lost in "prepping" the surface to accept the clear coat. B) Unless done by a professional & experienced outfit, a clear coat will cause huge problems in as little as 1 year, (chipping, uneven wear, leading to uneven erosion and corrosion, plus you now have to remove whatever is left to repair or rematch the surface.). On bare metals, a factory clear coat is vastly different from what is available aftermarket. A factory process involves the use of proprietary products, methods and techniques using some fairly toxic materials, at extremely high temperatures. In short, it is easier and safer to simply maintain the surface as regularly as possible. (This method will also vastly extend the surface life of the material by preventing erosion and corrosion.)

I hope I have been of some help. If I can be of any service or should you have any questions, please contact me at your convenience. You may want to also contact Mr. Glen Link (glenerd@ix.netcom.com) or Mr. Doug Rowbottom (shacksman@yahoo.com) or Noreen Stevens (noreen.stevens@shaw.ca), as they have all restored their AIRSTREAMS and similar, with our techniques and products. They may be able to help you with some valuable hints. If you wish to talk to a real person, (me), please feel free to call (Collect if you wish) at anytime (Eastern Standard Time). Paul Embury (450) 458-2304

Please let me know how you make out.

Best Regards

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WEB SITE: <http://www.aircraftpolish.com>