

C A R C L E A N I N G M E T H O D
P A R T 7



METALWORK

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Metalwork

Shiny

There is nothing worse than having a lot of metalwork on your car looking pitted, stained and tarnished. Today's cars tend to have quite a bit of metalwork in and around the car, even before you look at the extra items you can add to engine bays and exteriors !! However the lovely inclement weather we have in this country does no favour to all this shiny metal and in no time at all, your once gleaming Exhaust/Manifold/Wing Mirrors/grille etc is all tarnished and marked once again.

Heavy Marks

If your metalwork is heavily pitted and stained, then you may need to break out the “ big guns” to restore the original finish. Heavily marked is normally associated with pitting, corrosive and rust signs. If you have these signs then you will need a combination of the following products.



Fine grade 0000 steel wool



Autosol Metal Polish



Dremel



Scouring Pad



Blackfire Heavy Cut

Using some or all of these products, you will need to work in the metal polish, using water as well, to literally scrub and clean the metalwork of all signs of corrosion and marks. Even though using a product like the Dremel with its various attachments will speed up the process, there is no substitute for a lot of ‘elbow grease’ and hard work. You should find that you will need quite a few attempts at really badly pitted metalwork, with the metal polish turning black as you work. Just wipe off with an old rag or Microfibre to check the progress.

Light Marks

If you are lucky enough to have only slight tarnishing and mild marks on the metalwork, then a less aggressive approach and range of products can be used. What you use depends on budget. The only similarity between heavy and light marks is the fact you still have to use the same amount of effort to clean up the metalwork. Note: some metalwork, be it Exhausts tips/Strutbraces/Engine Parts may have a satin or brushed finish and so will never polish up to a mirror finish. Knowing which parts on your car are like that, will save you a lot of time and grief !!



Britemax Metal Cleaner



Blackfire Fine cut compound



Autoglym Metal Polish



Meguiars NXT Metal Polish

Working the products

Regardless of the state of the metalwork, the principle remains the same. Wash and clean the metalwork first to get rid of any normal muck. Then apply the product of your choice using either the pad or wool for heavy marks and a applicator pad or rag for light marks. Then using a decent amount of pressure, work in the product all over the item in question. As mentioned before, most products will turn black (a by product of the cleaning process on the oxidization). Every now and then wipe off the product to check your progress and reapply if necessary. Once you get to a level to which you are happy with the finish, simply wipe off once again in preparation for a polish or sealant stage.

This is the kind of effect you can get with some good products and a LOT of hard work !!

(all pictures attributed to a DW member)



These pictures show what a satin finish will look like.

(all pictures attributed to a DW member)



Finish

Some people advocate sealing the metalwork after the clean and polish stages. Obviously this is worthwhile for various metalwork as it protects and prolongs the time between repeat cleaning, as well as staying off the effects of oxidization and corrosion. However some components, such as the exhausts, will have constant abuse from extreme temperatures , salt and the elements. In this case, I believe it is fairly pointless to attempt to seal these, though I am sure people will argue the point !!

Here are a sample of products that I have used with great success on all metalwork. Pick and choose the products that suit your budget .



Britemax Metal Polish



Blackfire Metal Polish



Collinite Metal Wax