



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

Spray Lining Support
1-855-545-4900 (option 3)
service@spray-lining.com

**** Call for Professional Support with Any Installation Question ****

Applying an Interior Jeep or Other Vehicle Bedliner Kit

**** WARNING: Mix only the amount you can apply within 15 minutes (use small quantities until you are familiar with our product to avoid premature curing) ****

For a corrosion resistant, water proof coating to protect your vehicle, you will need to be very thorough about removal and installation of interior components. Follow manufacturer instructions for removal of inside components. Ensure bolt areas are taped off to avoid coating the threads where bolts will need to be reinstalled.

NOTE: Most of our interior vehicle kits vary somewhat from our truck bedliner and vehicle exterior kits. The interior kits will usually consist of A-R color resin, and B activators to provide additional flexibility. They also usually include lp80 Poly Powder instead of the standard 2/3 lp80 + 1/3 lp40. When following the basic product instructions, simply replace references to the products not included with the appropriate product included. Always call at least 24 hours in advance with any questions BEFORE scheduling your project as we may be busy assisting other customers and do not outsource support to an answering service.

Step 1 – Remove seats and covers

Remove ALL inside chairs, floor board mats, and protective coverings from jeep floor (process varies for different models of Jeep).

Step 2 – Prepping Floors and Walls

New Vehicles

Since new vehicles do not have rust, mildew, buildup, oxidation or any other bond breaker imperfections, a simple cleaning process is generally all that's necessary to prep a new Jeep surface for Spray-Lining and Coatings. Our vehicle interior kits adhere well with little prep on new paint, but light scuffing is always advised for best results.

- **Cleaning:** All wax, dirt and build up must be removed: Sweep/vacuum entire inside of your Jeep. Wipe out remaining dirt/sand etc. Then remove waxes, small dirt and other build up with a non-naphtha, alcohol-based wax and grease remover. Acetone is frequently used as a wiping agent and available at your local paint supply when specific wax removers are not available.
- **Be thorough:** It is important to make sure that all small crevices, bumps, edges, etc. are thoroughly cleaned. Failing to do so can result in an imperfect application. **** Wear proper respiratory and eye protective equipment ****

Testing surface - The ultimate test is to spray non-naphtha wax remover and clean an area you know was treated. If there is any color left behind on the rag, additional cleaning is recommended.



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Used Vehicles

- **Cleaning:** All wax, dirt and build up must be removed: Sweep/vacuum entire inside of your Jeep. Wipe out remaining dirt/sand etc. Then remove waxes, small dirt and other build up with a non-naphtha alcohol-based wax and grease remover / polish. As with new vehicles, acetone is frequently used as a wiping agent and available at your local paint supply when specific wax removers are not available.
- **Rust removal:**
 - o **The best rust prep process** - This is for customers who plan on having their vehicle around for a long time and care a lot about the finish and long term durability of their coating:
 - Use a wire brush or wire wheel brush attachment to remove major rust from surfaces. Finish rust preparation with heavy and medium grit sand paper until surface is smooth.
 - o **An easier method** – You have very little rust OR you have an older vehicle and are not extremely concerned about a high level of perfection due to length of prep time:
 - Use a rust remover for chemical stripping of rusty surfaces.
 - o **For small amounts of rust** - Anything less than 1cm square don't require much except to sand off lightly with a medium grit sandpaper.
 - o **If you have an older vehicle with lots of rust and just want to coat the surfaces with minimal prep** – Use a rust conversion paint to prime the surfaces prior to spraying. Products are readily available at your local automotive parts store.
- **Treating bare metal:** Any 1:1 epoxy primer or automotive paint primer (high grade auto/marine/aero only) are advised to be applied to the de-rusted spots where bare metal is visible. While our coatings will adhere to bare metal, using a quality automotive primer is always advised. Quality spray primer can be used when a 1:1 epoxy primer is not available.

Taping

Once the above steps are complete, you are ready to tape off the areas you need to protect from the overspray during the coating process. We suggest automotive wire tape available online or from your local automotive finishes supplier if clean edge lines are required. Applying several layers of solvent resistant masking tape can often be used, but may require using a razor along the edges to cut through the bedliner material after curing.

- Tape a few inches above the bend of the floor board into the vertical wall for best results (3-6")
- Mask off the entire dash and ceiling with paper to avoid any overspray getting onto non-coated surfaces.

Spraying

Use the manual hopper instructions and bedliner instructions to understand the spray process. You need to make sure you test a small batch (< 6 ounces) to get a good handle on the texture and viscosity of the product. With the interior of a Jeep you don't want to the texture too aggressive or too smooth. So, this will require creating an extremely fine orange peel so it's more easily cleaned.