

This first post is a copy of a write-up I did back in 04- I think it was one of my first bodywork write-ups ever, and the beginning of what got me thinking about an online body manual. The descriptions and info in the first post are kind of rudimentary, but still good info.

Got some pesky warps or tears in your plastic bumper? Check this out. This is not a quest this is my buddies 97 Pontiac Grand Prix GT. The processes are still the same.

What he had was a "dent". Basically it was a collision that caused the front bumper to be pushed in. Also had a spot on the back bumper that was damaged too.

First I assessed the situation.

The back bumper:



The front:



For the front bumper I used a torch to "soften" the plastic and bring it out close to where it was stock:



The back was a spot where the factory filler on the bumper was destroyed and chipped out. I used an epoxy type system for bumper repair made by 3M.



After preliminary sanding to get the paint feather-edged I applied the special two-part bumper filler.



I applied the same stuff to fill in the void of the back bumpers. When fixing cracks, its best to kinda "groove" out the crack before applying the bumper filler.

After application and sanding I applied a "putty" filler (red stuff). These are used to fill in any minor scratches and to finish out the area.



Once that is all sanded (with 120-320grit) it is time for primer.



After all is done its time to move to paint. If you are not having it professionally painted, at least paint over the primer as it is porous and will allow water in under the repair.

Used it to mold this bumper and airdam together- with fiberglass matting on the backside for added support and fiberglass and plastic filler in areas where flexibility wasn't an issue.





It also got a lot of use in the smoothed back bumper and custom taillight, and also once again, lots of proof that it works well with many kinds of plastic and all sorts of fillers.





I also used it to eliminate the factory antenna location from the spoiler. Unfortunately I don't have many pictures, but it was easy to do. Use a dremel to scuff the inside of the antenna hole and fill it mostly with fiberglass filler. Taper the top edge of the hole and scuff the surrounding areas slightly with a grinder- also using the grinder to remove the hump on the side and take it down to slightly below surface. Use the Automix stuff like a body filler and fill in the top of the hole and the spot where the hump was. Sand it down to contour like body filler, putty the imperfections, prime, seal and paint.





Of course, it works splendidly on those pesky broken airdams.









A little fiberglass matting and resin to fill in the big voids- this was then top-coated with the automix and sanded to contour, then primed.







### **SOME TIPS AND INFO I'VE FOUND ALONG THE WAY**

Grind the repair areas you use it on well. this stuff likes to have some nice sanding scratches to bite into. I'll grind the area with a smaller angle grinder with 60 grit well enough to remove the paint and dig into the surrounding plastic, but don't dig in too much- you just want enough for the PPR (plastic parts repair) to bite. If you are using it to fix cracks you will want to kind of "V" out the crack a little so there's plenty of area for the PPR to bite. Also, if you can get to the back of the panel it's a good idea to "V" and fill that side too for extra strength- no need to sand this as it won't be seen. I will also sometimes scuff up the back side and use a FG (fiberglass) matting and resin for added support if that area is not prone to major flexing.

This stuff sands way different than regular fillers, and spreads different too. Once you use the stuff some you kind of learn the properties and the best ways to use and sand it. I have found that the grinder is your friend with this stuff. I'll put it on heavy and then take my 60 grit grinder to the stuff to take it down closer to where you want it to be then sand it out like any other filler. Of course, this takes some practice to be able to do without cutting past the surface you want to achieve. Not a big deal for minor stuff as you can use putties to fix the little imperfections before paint.

This PPR works really good with a lot of different media. I've used it both on top of and under FG

matting and resin, FG filler, body fillers, finish putties, and primers. As long as you scuff the area you're spreading it and scuff up the PPR itself if you put something over it, it will stick great and not crack. The only stuff I haven't used it on is metals. However, I'm sure if everything was scuffed enough it would stick great.

If you are using it to fill a void and want to try and get it as close to the contour as possible you can use blue masking tape. While the PPR is still wet, stretch the tape across the repair area and stick it to the surrounding area. Once the PPR hardens the tape will peel right off- only the blue or green painters tape though, the regular tan masking tape will become one with the repair. Don't ask me how I know.

Overlapping is key. While the PPR is flexible, it is of a different malleability than most plastic parts out there. If you fill a crack, and sand it down to where all you see is the sliver of PPR in the crack, there is a greater chance if that part gets shocked later it will crack there as it is a hard edge. If the PPR is spread out onto the surrounding area it will cover that hard edge and spread the stress out over a larger surface area. For instance, if I were to fix a straight crack, by the time it was sanded and ready for paint, there'd be a good 3/4" strip of PPR- a good 3/8" overlap on each side of the crack. Another idea to use when possible, is to drill small holes in the adjacent areas to the repair. Might also be a good idea to do to an aftermarket panel like a scoop you may be molding to the car.