



*Chr. Lechler & Figlio Succ.*



VINTAGE CARS  
and MOTORCYCLES;  
RESTORING  
and PAINTING





EREDITA' ITALIANA DI VERVIERI E BIAUTTI

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PONTE CHIASSO

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Until some years ago the most prestigious vehicles were considered as “ custom - built model” versions and they were distinguished from normal production vehicles.

This was due to their exclusive design, personalised internal colouring and also for their superb final paint finish.

Each vehicle was a real and authentic masterpiece, “unique” in both final result and colour.

The painting was completed by experienced body repairers with their precise and often fussy process of hand-crafted preparation along with accurate processing of panels and substrates.

Particular care was paid in the application of enamels in the working process in order to obtain a perfect final result.

In those days, the preparation of fillers was obtained with greasy anti-rust or greasy synthetic products containing toxically active pigments, technically valid, but no longer usable today, fortunately. A great number of coats were created with thin spatula putties (always greasy or greasy synthetic nature) and were applied with a patient rubbing procedure - done with pumice stone - which left the surfaces of the sheets absolutely clear of imperfection.

After the putty application by spatula, the next step involves the application of insulating/sealing products. This also demands precision and patient rubbing down. The vehicle at this point was ready to receive the finishing enamel with the task of protecting the surface from atmospheric agents and most of all to endow it with a fine finish. To satisfy this process nitro enamels were used for many years, with their special synthetic resin formulations, which allowed excellent technical and aesthetic characteristics.

The well known “LECHLEROID” and “EXTRALUCIDO”, enamels were historical products and they represented for many years the best products you could find in the market.





## THE WORKING PHASES

After all the works to repair, recover and straighten up all the sheets and other structural mechanical and internal body parts, we will talk about the painting phases which we will divide into 4 steps:

- **PREPARATION OF THE SUBSTRATE**
- **APPLICATION OF THE FILLERS**
- **APPLICATION OF THE ENAMEL**
- **FINISHING**

Two methods can be used: the “standard” cycle, longer and more precise, or the “modern” cycle which is more rapid and high performing.

## SUBSTRATE PREPARATION

The first step, as you can see in the chart here enclosed, is sandblasting; it is suggested to remove the pre-existing paint and rust residuals deep in the steel. The sandblasting should achieve the “white metal” effect. If the conditions of the substrate are excellent, accurate sanding is enough. Then it is possible to clean and degrease the substrate. For this step it is recommended to use the product:

**00695 SILICONE REMOVER SLOW**

## APPLICATION of the FILLERS

Once you have concluded the first step, then you have to immediately protect the substrate with anticorrosive paint to avoid polluting with dirty deposits, humidity or oxidation. The “standard” method, with the application of synthetic anti-rust paint and then putty with spatula and grease-synthetic putties, which take a longer period.

### 1. STANDARD METHOD

For the ones who want to follow the “original” standard repair, LECHLER offers an entire range of standard products. It is suggested to use **05302 SYNTEX ANTIRUGGINE GRIGIA** as anticorrosive paint with application in very thin coats with intervals between one coat and another, on the prepared substrate (as previously explained). Then leave the substrate to dry for some days. Putty can be applied directly onto the anti-rust, grease-synthetic paints. Then sand with thick abrasive paper (P150). The putty should be applied some days after the anti-rust application. For putty it is suggested to use **05333 SYNTEX SUPERMASTICE DENSO GRIGIO** which should be applied in 3-4 very thin coats in daily intervals.





*Coats should be applied in sequence till you have removed all the excess filler. Once you have obtained the required depth, then it is possible to find sand.*

*This putty should be removed wet, on large and smooth surfaces, it is suggested to use pumice stone.*

*On the other types of surfaces you should wet sand with P180 abrasive paper. Once the sanding is complete the hand of the repairer will determine whether or not the finish is free from imperfections. At the end of this phase it is inevitable that you will see some exposed metal areas. These parts should be covered and protected with the same anti-rust, you have already applied and leave the area to dry thoroughly .*

Then it is possible to apply the sealer.

**05548 MONOFILLER** is the suggested nitro-combined product. It is suggested to apply 2-3 coats. It is important to avoid over applying each coat. The sealer should follow a wet sanding cycle, with progression starting from coarse grain to the fine grain P500 or P600. When necessary, it is recommended to fill any small imperfections with Mono-component **05541 SPAT-O-PLAST** (or **05500 SPAT-O-RAPID** in a practical tube version), followed by appropriate sanding (P600 final).

At this point the surface, after thorough washing with water and buffing dry, is ready to receive the finishing enamel, as suggested below.

## **2. MODERN METHOD**

If you do not want a long wait, it is necessary to use the “modern” method which is still performs in terms of quality and final finish. We suggest painting on the substrate 2-3 coats of Primer Epoxy bi-component **04384 EPOFAN PRIMER R-EC**.

It is recommended to bake the epoxy Primer for at least 30' at 60°C and do not paint in temperature below 15°C. Sand with dry paper P220/240 to completely remove the orange peel effect of the Primer and also to allow the anchorage of the following products in the painting cycle. Where it is necessary, use polyester putty **04380 POLYDUR ZINC** in 200-300.

On some areas it may be necessary to apply more coats. It is also recommended to apply the spray polyester filler **04210 POLYFAN RUSH**. Both the products require dry sanding with P220 paper. It is very important to have a smooth surface by using progressive paper grades in order to achieve a quality finish.

If during the sanding process some parts of the substrate are exposed, it will be necessary to protect them with one anti-corrosive coat: It is suggested to use the Wash Primer **04318 FIX-O-DUR EC GREEN**

Then, after an thorough cleaning, and degreasing with **00695 SILICONE REMOVER SLOW**, it will be necessary to insulate the surfaces of the vehicle with one of the following products:

- a. Mono-component filler (3 coats)  
**05548 MONOFILLER**
- b. Bi-component filler (2 coats)  
**04004 GREEN-TI FILLER**
- c. Bi-component insulating product (2 coats)  
**04706-10 MACROFAN High Filler**  
(light grey or dark grey)

It is suggested to use the bi-component products because they guarantee adhesion and elasticity and they do not allow the nitro synthetic or nitro-acrylic enamels to dissolve them once applied as a finishing topcoat and thus giving a better aesthetic result. After the application of the filler, the mono-component fillers should be well dried at room temperature for at least 30', as for the bi-component fillers they should dry at 60 °C.

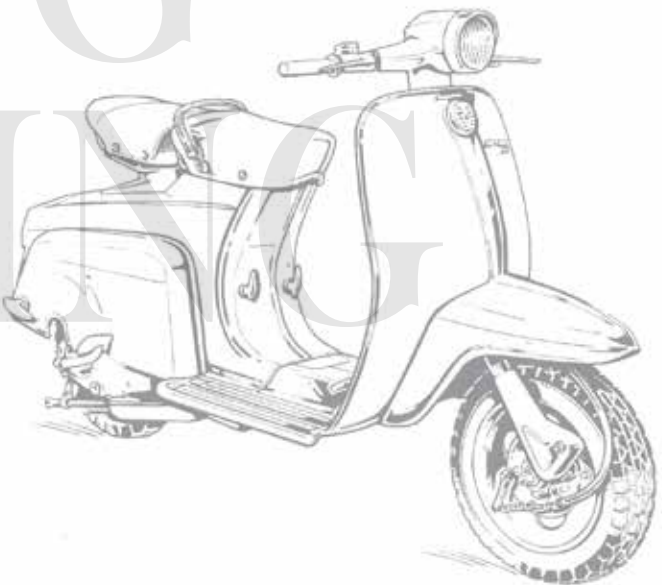
After that, check if the surface has any small defects and if so, fill with a nitro mono-component putty **05541 SPAT-O-PLAST** or the easy version in small tube, **05500 SPAT-O-RAPID**.

Then it is important to carefully wet sand with medium paper gradually reducing to P800, and after that carefully clean and degrease the whole surface.

After sanding, cleaning and degrease made with **00695 SILICONE REMOVER SLOW** or **00665 HYDROCLEANER SLOW**, check again for possible defects on the surface and fill by again using nitro putty **05541 SPAT-O-PLAST** (o 05500).

## THE COLOUR

Repainting a vintage car or vintage motorcycle also requires the identification and the reproduction of the original finishing colour. It is always difficult to identify the correct colour from documents which are sometimes no longer available or readable.





LECHLER have an historical archive rich in information, colour formulations and original paint cycles of many vintage cars and motorcycles. All information has been collated by an accurate research in some historical library sections of the main car producers through co-operation with ASI and internal archive restoration.

It is possible to get original information and request the suggested products and paint cycles for restoring from Lechler retailers.

Some colours which are called “fuoriserie”(out of production) have been given to specialised Body Shops (eg. the Italian: Castagna, Touring, Pininfarina, Viotti, etc.) who produce personalised formulations by request. In this case the corresponding colours can be reproduced only through an accurate instrumental analysis of the original paint.

## FINISHING APPLICATION

This is the most important phase to undertake.

If the surfaces have been accurately prepared, an excellent final result will be guaranteed.

### a. Standard method

For this type of process it is suggested to apply the glossy nitro-acrylic enamel **MACROFAN MAC5 1K TOP COAT**.

**MACROFAN MAC5** is specific for standard painting of vintage cars and motorcycles. In order to obtain an excellent result, read carefully the appropriate technical data sheet.

As you know, the nitro enamels give originality to a finish. For “physical drying” e solvent evaporation: the sprayed product becomes a solid living original with a strong glossy film.

As for “ Nitro” we produce some mixtures with nitro together with other synthetic, acrylic plastic additives and resins. The solvent evaporation and the film origination are influenced by all the components of the binder.

In order to obtain consistent paint finishes, it is necessary to consider many elements, among them dilution. The product MAC5, in order to obtain spray viscosity, should be diluted with correct quantities of thinner (normally about 80%).

The thinner should be the one specified in the technical data sheet.

The spray viscosity is normally around 18”CF 4 for the first coats, and 14-15” CF 4 for the final coat.

The quality and the viscosity are influenced, further, by the type of thinner and its percentage, also by the temperature and the painting environment.

**CAUTION:** the use of this type of product is not recommended on motorcycle tanks where it is possible to see petrol evaporation and where fuel stays in contact with the painted surface.





DRIVING  
STYLING





**b. Modern method with solid colour finish.**

For this type of restoring, you can use the bi-component enamels belonging to the line MACROFAN MAC1 HS TOPCOAT or the Ultra High Solid MAC4 (complying with 2004/42/CE Legislation). Also in this case it is very important to strictly follow the instructions you will find in the technical data sheet.

**c. Modern method with metallic finish.**

In order to obtain this effect the following matt basecoats in double coat should be used:

BSB (solvent) or HYDROFAN (water based) finish, with the bi-component clearcoats of the Lechler product range. Suggested products: **01722 MACROFAN HS** or **MC422 MACROFAN ELITE UHS**.

As for the application of all the finishes, it is recommended to use efficient booths with air re-cycling and to execute painting at room temperature between 15 and 30°C.

MAC5 enamel should be applied in different coats with the correct interval between one coat and another. It is necessary to spray so that the single coats have time to settle. Leave an interval of about 15-20' in order to allow complete solvent evaporation.

If you require a completely smooth surface, the last coat should be sanded with abrasive paper (P800-1000 wet).

It is preferable to do this some days after the last application.

After sanding then apply 2 coats with a dilution of 300% . Clearcoat bi-component application should immediately follow when using the matt base (according to the instruction you will find in the technical data sheet).

**CAUTION:**

If the vintage car or the motorcycle is in good condition, restoring should begin by starting from the pre-existing paint, carefully sanded and then starting off with one of the phases of the painting process we have already previously described.

In this situation it is recommended to determine the condition of the pre-existing paint by using a cotton wool bud soaked in Nitro solvent and applied to the substrate in order evaluate possible film sensitivity. In the case of paint wrinkling, rings or swelling, due to the chemical reaction with old pre-existing paint (thermo-plasticity) it is necessary to completely remove the pre-existing coats down to bare metal.

## **The FINAL POLISH**

The polish of the final coat may be needed to remove superficial imperfections caused during painting processes. This may include a little dirtiness on the surface (dust, etc.) or a light orange peel effect due to low quality application.

It is recommended to take this step only when the paint is completely dry. First of all it is necessary to clean the surfaces with clean cloths soaked with **00665 HYDROCLEANER** or **00695 SILICONE REMOVER SLOW**. Then polish with **PASTA LUCIDANTE** or **ABRASIVA 00917/ 00918**.

The final step is a light polish with wool cloths, soaked with **00908 POLISH SENZA SILICONI**.

## CHROME PLATING EFFECT

Sometimes cars and motorcycles have some chrome-plated parts. The restoring of this kind of manufactured product should be done via the sanding phase followed by a galvanic bath. After sanding it is possible to obtain a painting effect similar to chrome plating, by using a three coat finish, **66009 BSB SPARKLING GLASS**, according to the specific technical data sheet.

## ALUMINIUM

Aluminium was not as widely used as steel in car repair components. Substrates in aluminium should be always treated with fine sanding (being careful not to go against the grain and using light pressure only, so as not to deform the surface).

This has the aim of removing old paint and also all traces of corrosion in the metal. The restoring cycle is specific and in order to obtain the best result you should begin with the application of the epoxy primer **04384 EPOFAN PRIMER R-EC**.



# The PAINTING CYCLES

THE “STANDARD” SOLID  
MONO-COMPONENT CYCLE

THE “MODERN ”  
2K SOLID CYCLE

THE “MODERN”  
DOUBLE COATS  
METALLIC CYCLE

THE CHROME PLATING  
“IMITATION” CYCLE

THE “MODERN”  
2K CYCLE FOR ALUMINIUM





CARS  
MOTORCYCLING  
RACING



## THE “STANDARD” SOLID MONO-COMPONENT CYCLE

- N° PHASES**
- 1 **SANDING**  
SANDING MACHINE
  - 2 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00695 SILICONE REMOVER SLOW
  - 3 **APPLICATION OF ANTI RUST**  
5302 SYNTEX ANTIRUGGINE RAPIDA GRIGIA
  - 4 **COMPLETE AIR DRYING**  
AIR
  - 5 **LIGHT SANDING**  
WET SANDING WITH P150
  - 6 **SPATULA PUTTY WITH RIEMPITIVO  
GRASSO SINTETICO**  
05333 SYNTEX SUPERMASTICE DENSO GRIGIO
  - 7 **SANDING**  
WET SANDING WITH P180
  - 8 **CLEAN AND DEGRASE**  
CLEAN CLOTHS + 00695 SILICONE REMOVER SLOW
  - 9 **APPLICATION OF THE SEALER**  
05548 MONOFILLER
  - 10 **COMPLETE AIR DRYING**  
AIR
  - 11 **SMALL CORRECTIONS WTH PUTTIES**  
05541 SPAT-O-PLAST or 05500 SPAT-O-RAPID
  - 12 **PRECISE SANDING**  
ABRASIVE PAPER OR WET SANDING P500-800
  - 13 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW  
or 00695 SILICONE REMOVER SLOW
  - 14 **CORRECTIONS WITH PUTIES**  
05541 SPAT-O-PLAST or 05500 SPAT-O-RAPID
  - 15 **APPLICATION OF ENAMEL**  
MAC5 1K TOP COAT
  - 16 **COMPLETE AIR DRYING**  
AIR
  - 17 **PRECISE SANDING**  
THIN GRAIN ABRASIVE PAPER P800-1000
  - 18 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or  
00695 SILICONE REMOVER SLOW
  - 19 **APPLICATION OF NITRO ENAMEL AND ENAMEL**  
MAC 5 1K TOP COAT WITH EXTRA DILUTION
  - 20 **COMPLETE AIR DRYING**  
AIR
  - 21 **SANDING WITH VERY THIN ABRASIVE PAPER (if needed)**  
ABRASIVE PAPER P1200 (or P1000) + SOAP
  - 22 **CLEAN AND DEGREASE**  
STRACCI PULITI + 00665 HYDROCLEANER SLOW  
or 00695 SILICONE REMOVER SLOW
  - 23 **POLISH**  
00917 WATERBORNE POLISH PASTE + WOOL CLOTH  
+ 00908 POLISH SENZA SILICONE



## “MODERN” 2K SOLID CYCLE

### N° PHASES

- 1 **SANDING**  
SANDING MACHINE
- 2 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00695 SILICONE REMOVER SLOW
- 3 **APPLICATION OF EPOXY PRIMER**  
04384 EPOFAN PRIMER R-EC
- 4 **OVEN DRYING AT 60°C**  
BOX-STOVE
- 5 **PRIMER SANDING**  
DRY ABRASIVE PAPER P220-240
- 6 **SPATULA AND OR SPRAY PUTTY  
WITH POLYESTER PRODUCTS (if necessary)**  
04380 POLYDUR ZINC 04210 POLYFAN RUSH
- 7 **POLYESTER SANDING**  
DRY ABRASIVE PAPER P80-120-220
- 8 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW  
or 00695 SILICONE REMOVER SLOW
- 9 **APPLICATION OF SEALER**  
04004 GREEN TIFILLER 04706-04710 MACROFAN HIGH FILLER
- 10 **COMPLETE DRYING**  
AIR/STOVE
- 11 **CORRECTION WITH PUTTIES**  
05541 SPAT-O-PLAST or 05500 SPAT-O-RAPID
- 12 **PRECISE SANDING**  
WET ABRASIVE PAPER P500-800 DRY PAPER 320-400
- 13 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or  
00695 SILICONE REMOVER SLOW
- 14 **CORRECTION WITH PUTTIES**  
05541 SPAT-O-PLAST or 05500 SPAT-O-RAPID
- 15 **APPLICATION OF THE BASECOAT  
IN THE COLOUR OF THE CAR**  
ENAMEL MACROFAN 2K TOP COAT (MAC1 or MAC4)
- 16 **COMPLETE DRYING**  
30-40' A 60°C TEMPERTAURE IN OVEN
- 17 **CLEAN AND DEGREASE (if necessary)**  
WITH CLEAN CLOTHS + 00665 HYDROCLEANER SLOW  
or 00695 SILICONE REMOVER SLOW
- 18 **POLISH**  
00917 WATERBORNE POLISH PASTE + WOOL CLOTH  
+ 00908 SYLICON FREE POLISH

## “MODERN” METALLISED DOUBLE COAT CYCLE

- N° PHASES**
- 1 **SANDING**  
SANDING MACHINE
  - 2 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW  
or 00695 SILICONE REMOVER SLOW
  - 3 **APPLICATION OF EPOXY PRIMER**  
04384 EPOFAN PRIMER R-EC
  - 4 **OVEN DRYING AT 60°C**  
BOX-STOVE
  - 5 **PRIMER SANDING**  
DRY ABRASIVE PAPER P220-240
  - 6 **SPATOLA AND/O SPRAY PUTTY  
WITH POLYESTER PRODUCTS (if necessary)**  
04380 POLYDUR ZINC 04210 POLYFAN RUSH
  - 7 **POLYESTER SANDING**  
DRY ABRASIVE PAPER P80-120-220
  - 8 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or  
00695 SILICONE REMOVER SLOW
  - 9 **APPLICATION OF THE SEALER**  
04004 -04109 GREENTI FILLER  
04706-04710 MACROFAN HS HIGH FILLER
  - 10 **COMPLETE DRYING**  
AIR/OVEN
  - 11 **CORRECTION WITH PUTTIES**  
05541 SPAT-O-PLAST or 05500 SPAT-O-RAPID
  - 12 **PRECISE SANDING**  
WET ABRASIVE PAPER P500-800 or DRY 320-400
  - 13 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or  
00695 SILICONE REMOVER SLOW
  - 14 **APPLICATION OF THE BASECOAT  
IN THE COLOUR OF THE CAR**  
BSB (SOLVENT) - HYDROFAN (WATER)
  - 15 **OVEN DRYING**  
BOX-STOVE 30-40'
  - 16 **APPLICATION OF THE CLEARCOAT 2K**  
01722 MACROFAN HS - MC422 MACROFAN ELITE UHS
  - 17 **DRYING**  
40-60 AT 60°C TEMPERTAURE IN OVEN
  - 18 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW  
or 00695 SILICONE REMOVER SLOW
  - 19 **POLISH**  
00917 WATERBORNE POLISH PASTE + WOOL CLOTH  
+ 00908 SYLICON FREE POLISH





## CHROME PLATING “IMITATION” CYCLE

### N° PHASES

- 1 **SANDING**  
SANDING MACHINE
- 2 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or  
00695 SILICONE REMOVER SLOW
- 3 **APPLICATION OF EPOXY PRIMER**  
04384 EPOFAN PRIMER R-EC
- 4 **OVEN DRYING AT 60°C**  
BOX-STOVE
- 5 **PRIMER SANDING**  
DRY ABRASIVE PAPER P220-240
- 6 **APPLICATION OF SEALER**  
04706-04710 MACROFAN HS HIGH FILLER
- 7 **COMPLETE DRYING**  
AIR/OVEN
- 8 **PRECISE WET SANDING**  
ABRASIVE PAPER P500-800 OR DRY SANDING 320-400
- 9 **CLEAN AND DEGREASE**  
CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or  
00695 SILICONE REMOVER SLOW
- 10 **APPLICATION OF BLACK BASECOAT 2K**  
MAC1 deep black RAL9005
- 11 **DRYING**  
OVEN FOR 30-40' AT 20°C
- 12 **APPLICATION OF SILVER 1K BASECOAT**  
66009 BSB SPARKLING GLASS
- 13 **DRYING**  
OVEN FOR 30-40'
- 14 **APPLICATION OF THE 2K CLEARCOAT**  
01722 MACROFAN HS – MC422 MACROFAN ELITE UHS
- 15 **DRY**  
40-60' AT 60°C TEMPERATURE IN THE OVEN
- 16 **CLEAN AND DEGREASE**  
WITH CLEAN CLOTHS + 00665 HYDROCLEANER SLOW  
or 00695 SILICONE REMOVER SLOW
- 17 **POLISH**  
00917 WATERBORNE POLISH PASTE + WOOL CLOTH  
+ 00908 SYLICON FREE POLISH

## THE “MODERN” 2K CYCLE FOR ALUMINIUM

- | N° | PHASES   |
|----|--|
| 1  | <b>SANDING</b><br>SANDING MACHINE  |
| 2  | <b>CLEAN AND DEGREASE</b><br>CLEAN CLOTHS + 00695 SILICONE REMOVER SLOW  |
| 3  | <b>APPLICATION OF EPOXY PRIMER</b><br>04384 EPOFAN PRIMER R-EC   |
| 4  | <b>OVEN DRYING AT 60°C</b><br>BOX-STOVE  |
| 5  | <b>PRIMER SANDING</b><br>DRY ABRASIVE PAPER P220-240   |
| 6  | <b>SPATOLA AND/OR SPRAY PUTTY</b><br>04380 POLYDUR ZINC 04210 POLYFAN RUSH   |
| 7  | <b>SANDING</b><br>SANDING MACHINE or ABRASIVE PAPER P80-120-220  |
| 8  | <b>CLEAN AND DEGREASE</b><br>CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or<br>00695 SILICONE REMOVER SLOW  |
| 9  | <b>APPLICATION OF SEALER</b><br>04706-04710 MACROFAN HIGH FILLER   |
| 10 | <b>COMPLETE DRYING</b><br>AIR/OVEN   |
| 11 | <b>CORRECTION WITH PUTTIES</b><br>05541 SPAT-O-PLAST or 05500 SPAT-O-RAPID   |
| 12 | <b>PRECISE SANDING</b><br>WET ABRASIVE PAPER P500-800 or DRY 320-400   |
| 13 | <b>CLEAN AND DEGREASE</b><br>CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or<br>00695 SILICONE REMOVER SLOW  |
| 14 | <b>CORRECTION WITH PUTTIES</b><br>05541 SPAT-O-PLAST or 05500 SPAT-O-RAPID   |
| 15 | <b>APPLICATION OF THE FINISHING 2k<br/>OR MATT BASECOAT + 2K CLEARCOAT</b><br>ENAMEL MACROFAN 2K TOPCOAT (MAC1 or MAC4) or<br>BSB/HYDROFAN + MACROFAN HS/ELITE CLEARCOAT |
| 16 | <b>DRYING</b><br>40-60 AT 60°C IN OVEN   |
| 17 | <b>CLEAN AND DEGREASE</b><br>CLEAN CLOTHS + 00665 HYDROCLEANER SLOW or<br>00695 SILICONE REMOVER SLOW  |
| 18 | <b>POLISH</b><br>WATERBORNE POLISH PASTE + WOOL CLOTH +<br>00908 SYLICON FREE POLISH   |



## THE PRODUCTS

CODE	NAME	DATA SHEET NUMBER
00695	SILICONE REMOVER SLOW	695
00665	HYDROCLEANER SLOW	618
00917	WATERBORNE POLISH PASTE	317
00908	POLISH SENZA SILICONE	315
05333	SYNTEX SUPERMASTICE DENSO GRIGIO	846
05541	SPAT-O-PLAST	215
05500	SPAT-O-RAPID	313
04380	POLYDUR ZINC	335
05302	SYNTEX ANTIRUGGINE RAPIDA GRIGIA	68
04384	EPOFAN PRIMER R-EC	197
05548	MONOFILLER	225
04210	POLYFAN RUSH	292
04004	GREEN TI FILLER	318
04706	MACROFAN HIGH FILLER	547
04710	MACROFAN HIGH FILLER	547
MAC5	MACROFANIK TOP COAT	441-50
MAC1	MACROFAN MS TOP COAT	441-1
MAC4	MACROFAN ULTRA HS TOP COAT	441-40
	BSB BASECOAT	18
	HYDROFAN BASECOAT	400
66009	BSB SPARKLING GLASS	467
01722	MACROFAN HS CLEARCOAT	384
MC422	MACROFAN ELITE UHS CLEARCOAT	551

Technical data sheets downloadable from the internet site [www.lechler.eu](http://www.lechler.eu)

## THE COLOUR RANGES

MOTORCYCLE PRODUCERS	NR OF COLOURS
AERMACCHI	30
ANCILLOTTI	9
ARDEA	4
BENELLI	12
BIANCHI	12
BIMOTA	9
BMW	31
CAPRONI	7
DUCATI	37
FANTIC	9
FB-MONDIAL	19
FRERA	14
GARELLI	25
GILERA	9
HARLEY-DAVIDSON	35
HONDA (FOUR)	10
INDIAN	11
INNOCENTI-LAMBRETTA	47
ISOMOTO	8
LAVERDA	16
MILITARI	22
MI-VAL	7
MM MORINI-MAZZETTI	5
MORINI	34
MOTOBI	2
MOTO GUZZI	20
MOTOM	11
MV AGUSTA	11
NIMBUS	13
PARILLA	7
PIAGGIO (VESPA)	96
RUMI	16
ZUNDAPP	10
VARIOUS	
BETA, BMG, BSA, CIMATTI, DEMM, FOM-PERUGINA, GUAZZONI, HENDERSON, LEGNANO, MASERATI, MALANCA, MONTESA, MOTOSAOCHÉ, PAGLIANTI, SERTUM, STERZI, SWM.	31
<b>GENERAL TOTAL</b>	<b>624</b>



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