AUTOPLANE

TECHNOLOGIES

Precision Leveling Head

Long-block flat. DA speed.

UNIT No. _____ SERIAL AP- _____

THE METHOD

1. **Mount the head.** Center its loop side on your DA's 6-inch (150 mm) hook pad. Align extraction ports.
2. **Align the abrasive.** Lay abrasive face-down on the jig. Lower the head hook-side down. Check disc and hole alignment; press firmly.
3. **Use even pressure.** Apply adequate, even pressure across the whole supported face. Follow the intended contour without forcing or bottoming out the foam.
4. **Make overlapping passes.** Move evenly along the intended contour. Use a suitable hand tool where the head cannot stay supported.
5. **Inspect before continuing.** Check contour and scratches separately. Stop and assess persistent marks. On clear, inspect remaining film; no long-block check.

CARE & WATCH-OUTS

Clear dust from foam; do not soak in solvent. Store flat, off hot tools. Replace foam that no longer springs back. On aluminum, keep cycles short and extraction ports aligned. Stop if hot. Never run without abrasive.

AT BENCH / EXAMPLE GRIT + TOOL SEQUENCES

The grit sequences below are provided as exemplary.

Filler. P80 AutoPlane; guide coat, then light P180 long-block diagnosis: long vertical, horizontal and diagonal passes only where contact follows the intended contour. **STOP and assess persistent marks;** do not sand just to erase them. Refine scratches with P180 AutoPlane; P320 only if required.

Primer-surfacer. On cured surfacer, guide coat before P400 AutoPlane. Reapply guide coat; light P600 long-block diagnosis as above. **STOP and assess marks and thin areas.** P600 AutoPlane scratch refinement; P800 only if required.

Clear. Confirm cure and sufficient usable film; stop if removal limits are uncertain. Choose the least aggressive suitable AutoPlane start (P1500 is an example), then P2000 AutoPlane. Use **3000+ foam-backed refinement OFF AutoPlane.** Buff/polish per approved system. No long block.

Sealer route. After sanded surfacer: compatible basecoat direct, or compatible sealer, specified flash, then basecoat per TDS. Wet-on-wet sealer normally is not sanded within its window.

Confirm coating TDS (technical data sheet), cure, film limits and abrasive specifications before choosing grits, wet/dry use or sequence.

SEE EVERY STEP

Short videos for filler, primer, clear and blending.

autoplanetech.com/start

AUTOPLANE GUARANTEE

Use it for 30 days. If it doesn't save you time, we'll refund you.

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