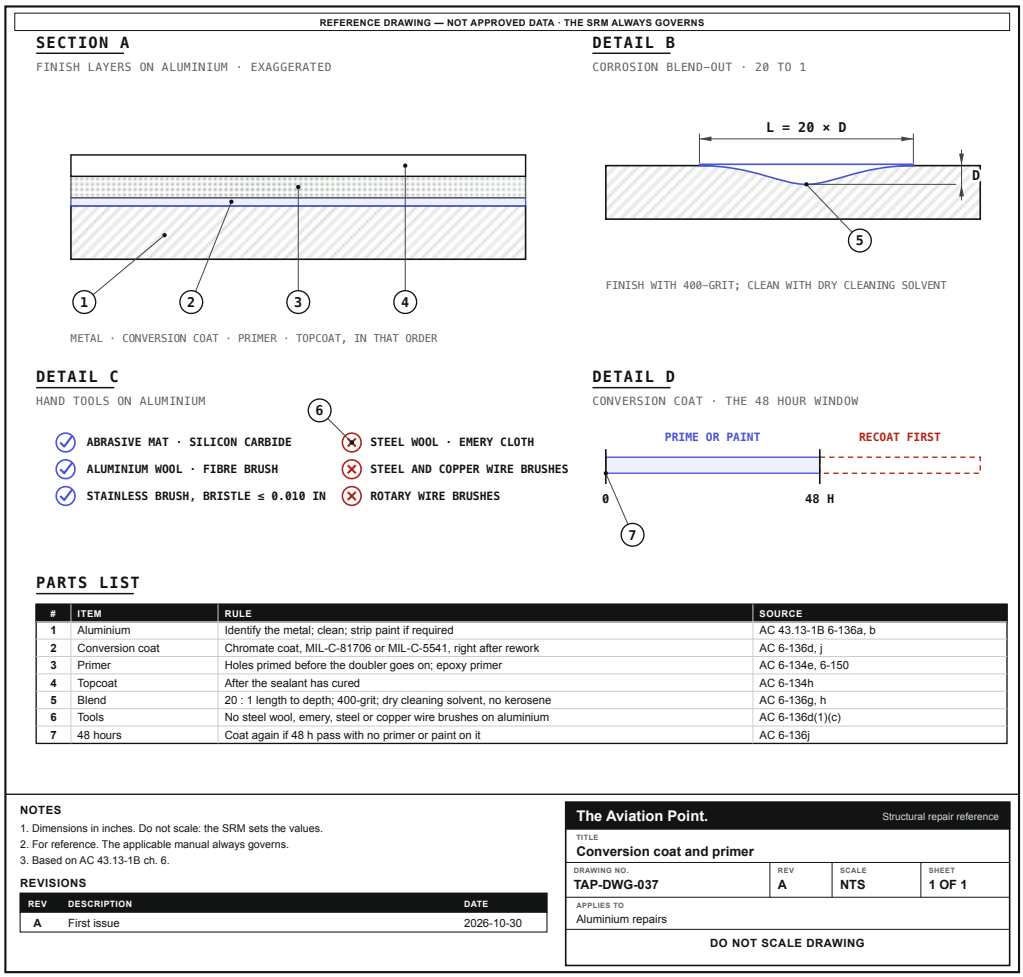
THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM

Protecting a Repair: Cleaning, Conversion Coat and Primer

Clean · conversion coat · primer · paint



After AC 43.13-1B pars. 6-133 to 6-136. Typical only: the SRM and the paint system's data sheet give the products, thicknesses and times.

The order in one table

Step	What	Source
1	Identify the metal; clean; strip paint	AC 6-136a, b
2	Remove corrosion; blend 20 : 1; 400-grit	AC 6-136d to g
3	Clean with dry cleaning solvent	AC 6-136h
4	Conversion coat at once; recoat after 48 h	AC 6-136j
5	Prime holes and faces; fit with sealant, fasteners wet	AC 6-134e to g
6	Fillet bead; cure; paint	AC 6-134h

Key points

- **Conversion coat** at once after rework; recoat if 48 h pass without primer.
- **Blend 20 : 1**, 400-grit, dry cleaning solvent, no kerosene.
- **No steel wool or steel wire brush** on aluminium.
- **Prime the holes** before the doubler; fasteners wet.
- **Paint** after the fillet sealant cures.

Step by step

1. Identify the metal; strip and clean.
2. Remove corrosion; blend; clean.
3. Conversion coat; prime.
4. Seal and fit; install wet.
5. Cure; paint.

SOURCES · FAA AC 43.13-1B CHG 1, Chapter 6

SCAN · OPEN THIS GUIDE
theaviationpoint.com/sheet-metal/finish/

Educational reference only, not approved data. Always consult the applicable SRM, AMM, or AC 43.13-1B and your certifying authority.

THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM · THE AVIATION POINT · THEAVIATIONPOINT.COM