This bulletin provides information about the different types of paint film and recommended repair procedures. The actual number of refinish paint coat applications will vary depending upon the pigment, metallic and mica flakes or the use of a clear coat which can be determined by the paint code on the vehicle. In order to properly make these repairs, the technician must:

**Step 1.**  Locate the paint code on the vehicle.

**Step 2.**  Reference the paint guide for paint code, model and paint type on page 2.

**Step 3.**  Verify paint type on page 4.

**Step 4.**  Reference the recommended repair procedure according to the type of paint on pages 5–8.
<table>
<thead>
<tr>
<th>COLOR CODE</th>
<th>MODEL APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TER</td>
</tr>
<tr>
<td>040</td>
<td></td>
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<tr>
<td>041</td>
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<tr>
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<tr>
<td>046</td>
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<tr>
<td>3H7</td>
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<tr>
<td>3H8</td>
<td></td>
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<tr>
<td>3J7</td>
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<tr>
<td>3K2</td>
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<td>4M4</td>
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<td>567</td>
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<tr>
<td>751</td>
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</table>
### 1993 TOYOTA PAINT CODES AND APPLICATIONS

#### COLOR CODE

<table>
<thead>
<tr>
<th>COLOR CODE</th>
<th>MODEL APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>8D8</td>
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<tr>
<td>8E3</td>
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</tr>
<tr>
<td>8G2</td>
<td></td>
</tr>
<tr>
<td>8G6</td>
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</tr>
<tr>
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<tr>
<td>8J2</td>
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<td>8J4</td>
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<td>8J6</td>
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<td>923</td>
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<td>924</td>
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</table>

#### TWO TONE – MODEL APPLICATION

<table>
<thead>
<tr>
<th>IDENTIFIER</th>
<th>COLOR CODE</th>
<th>MODEL APPLICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>20R</td>
<td>181&amp;3H4</td>
<td></td>
</tr>
<tr>
<td>25T</td>
<td>3J8&amp;179</td>
<td></td>
</tr>
<tr>
<td>26P</td>
<td>181&amp;183</td>
<td></td>
</tr>
<tr>
<td>27U</td>
<td>751&amp;4M4</td>
<td></td>
</tr>
</tbody>
</table>

**Example:**

If the vehicle is painted completely in one color, the PAINT CODE is shown here.

If the vehicle is two tone, the COLOR IDENTIFIER is shown here.

COLOR IDENTIFIERS are decoded using the chart above.

For example:

- Identifier 20R = paint codes 181 & 3H4
- 1st paint code (181) is upper body color
- 2nd paint code (3H4) is accent body color

Paint Code or Color Identifier is located on the certification label in the "B" pillar or on left front door shell.
PAINT FILM CROSS SECTIONS

PAINT TYPE #1
Solid Color – Non Clear Coat
Codes: 040, 041, 043, 045, 050, 202, 3H7, 567.

COLOR COAT
COLOR SEALER
PRIMER SURFACER
ELECTRODEPOSITON
SUBSTRATE

PAINT TYPE #2A
Metallic or Mica Color – Clear Coat
Codes: 147, 176, 179, 181, 182, 183, 187, 192, 196, 205, 3H4, 3J7, 3J8, 3K2, 3K3, 3K4, 3K5, 3K9, 4J1, 4K1, 4K9, 4M4, 6J7, 6L3, 6M1, 6M9, 6N1, 746, 747, 749, 751, 8D8, 8E3, 8G2, 8G6, 8H4, 8H5, 8H8, 8J1, 8J2, 8J4, 8J6, 8J7, 923, 924.

CLEAR
COLOR COAT
PRIMER SURFACER
ELECTRODEPOSITON
SUBSTRATE

PAINT TYPE #2B
Pearl Mica Color – Clear Coat
Codes: 3H8, 3J7

CLEAR
COLOR COAT
COLOR SEALER
PRIMER SURFACER
ELECTRODEPOSITON
SUBSTRATE

PAINT TYPE #3
Pearl Mica Color – Clear Coat
Codes: 046

CLEAR
PEARL MICA BASE
COLOR COAT
PRIMER SURFACER
ELECTRODEPOSITON
SUBSTRATE
<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>PROCESS</th>
<th>SEQUENTIAL OPERATION PROCEDURE</th>
<th>IMPORTANT POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRIMER SURFACER</td>
<td>Application of UNDERCOAT</td>
<td>Apply primer–surfacer following manufacturer’s recommendations. Hand sand after recommended dry time, using 600 grit sandpaper (wet) or power sand using 500 grit sandpaper (dry).</td>
<td>Use a high quality 2 component primer–surfacer. Use of a tintable primer sealer may increase top coat hiding.</td>
</tr>
<tr>
<td>COLOR SEALER</td>
<td>Application of UNDERCOAT</td>
<td>Follow manufacturer’s recommendations.</td>
<td>Sanding not necessary. Follow manufacturer’s recommended dry time.</td>
</tr>
<tr>
<td>COLOR COAT</td>
<td>Application of COLOR TOP COAT</td>
<td>Use a spray–out panel to verify color match. Match texture to surrounding panels. Apply according to paint manufacturer’s recommendation.</td>
<td>Apply only urethane color coats. To reduce orange peel, use the following steps: • Use slower evaporating solvent. • Use higher air pressure for better atomization. • Decrease spray gun travel speed. • Decrease spray gun distance to the panel.</td>
</tr>
<tr>
<td>DRYING</td>
<td></td>
<td>Allow proper flash time before forcing drying.</td>
<td>Allow panels to cool down naturally to room temperature before sanding or polishing.</td>
</tr>
<tr>
<td>SANDING</td>
<td></td>
<td>Color sanding of the top coat can be performed, if necessary, with 1500/2000 grit sandpaper (wet).</td>
<td>Use clean water with a mild detergent for abrasion resistance. Periodically check sanding progress with a squeegee.</td>
</tr>
<tr>
<td>POLISHING</td>
<td></td>
<td>If necessary, finish the paint film so the adjacent panels have matching texture and luster.</td>
<td>Allow 24 hours dry time. Use a non–aggressive polishing system that eliminates any imperfections.</td>
</tr>
<tr>
<td>EVALUATING</td>
<td></td>
<td>Evaluate your repair with the unrepai red portions of the vehicle.</td>
<td>Customer Satisfaction: If you can see a difference, so will the customer.</td>
</tr>
</tbody>
</table>
## APPLICATION PROCESS FOR PAINT TYPE #2A
(Two Stage Paint)

<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>PROCESS</th>
<th>SEQUENTIAL OPERATION PROCEDURE</th>
<th>IMPORTANT POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRIMER SURFACER</td>
<td>Application of UNDERCOAT</td>
<td>Follow paint manufacturer’s recommendations. Hand sand after recommended dry time, using 600 grit sandpaper (wet) or power sand using 500 grit sandpaper (dry).</td>
<td>Use a high quality 2 component primer–surfacer. Use of a tintable primer sealer may increase top coat hiding.</td>
</tr>
</tbody>
</table>

| COLOR COAT        | Application of COLOR TOP COAT  | Use a spray–out panel to verify color match. Spray two full wet coats according to instructions. Use air pressure appropriate to conditions. | Do not over reduce with solvent. Use slowest dry solvent shop conditions will allow. |

| CLEAR COAT        | Application of CLEAR TOP COAT  | Match texture to surrounding panels using paint manufacturer’s recommendations.                   | To reduce orange peel, use the four following steps:  
  - Use slower evaporating solvent.  
  - Use higher air pressure for better atomization.  
  - Decrease spray gun travel speed.  
  - Decrease spray gun distance to the panel. |

| DRYING            |                                | Allow proper flash time before forced drying.                                                    | Allow panels to cool down naturally to room temperature before polishing procedures are started (normally 24 hours). |

| SANDING           |                                | Color sanding of the top coat can be performed, if necessary, with 1500/2000 grit sandpaper (wet). | Use clean water with a mild detergent for abrasion resistance. Periodically check sanding progress with a squeegee. |

| POLISHING         |                                | If necessary, finish the paint film so the adjacent panels have matching texture and luster.     | Use a non–aggressive polishing system that eliminates any imperfections. |

| EVALUATING        |                                | Evaluate your repair with the unrepaired portions of the vehicle.                               | Customer Satisfaction: If you can see a difference, so will the customer. |
### APPLICATION PROCESS FOR PAINT TYPE #2B
(Two Stage Paint)

<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>PROCESS</th>
<th>SEQUENTIAL OPERATION PROCEDURE</th>
<th>IMPORTANT POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRIMER SURFACER</td>
<td>Application of UNDERCOAT</td>
<td>Follow paint manufacturer’s recommendations.</td>
<td>Use a high quality 2 component primer–surfacer.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hand sand after recommended dry time, using 600 grit sandpaper (wet) or power sand using 500 grit sandpaper (dry).</td>
<td>Use of a tintable primer sealer may increase top coat hiding.</td>
</tr>
<tr>
<td>COLOR SEALER</td>
<td>Application of UNDERCOAT</td>
<td>Follow manufacturer’s recommendations.</td>
<td>Sanding not necessary after recommended dry time.</td>
</tr>
<tr>
<td>COLOR COAT</td>
<td>Application of COLOR TOP COAT</td>
<td>Use a spray–out panel with clear to verify color match.</td>
<td><strong>Do not over reduce with solvent.</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Spray two full wet coats according to instructions.</td>
<td>Use slowest dry solvent shop conditions will allow.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Use air pressure appropriate to conditions.</td>
<td></td>
</tr>
<tr>
<td>CLEAR COAT</td>
<td>Application of CLEAR TOP COAT</td>
<td>Match texture to surrounding panels using paint manufacturers recommendations.</td>
<td>To reduce orange peel, use the following steps:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Use slower evaporating solvent.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Use higher air pressure for better atomization.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Decrease spray gun travel speed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- Decrease spray gun distance to the panel.</td>
</tr>
<tr>
<td>DRYING</td>
<td></td>
<td>Allow proper flash time <strong>before</strong> forcing drying.</td>
<td>Allow panels to cool down naturally to room temperature before polishing procedures are started (normally 24 hours <strong>BEFORE</strong> polishing).</td>
</tr>
<tr>
<td>SANDING</td>
<td></td>
<td>Color sanding of the top coat can be performed, if necessary, with 1500/2000 grit sandpaper (wet).</td>
<td>Use clean water with a mild detergent for abrasion resistance.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Periodically check sanding progress with a squeegee.</td>
</tr>
<tr>
<td>POLISHING</td>
<td></td>
<td>If necessary, finish the paint film so the adjacent panels have matching texture and luster.</td>
<td>Use a non–aggressive polishing system that eliminates any imperfections.</td>
</tr>
<tr>
<td>EVALUATING</td>
<td></td>
<td>Evaluate your repair with the unrepaired portions of the vehicle.</td>
<td><strong>Customer Satisfaction:</strong> If you can see a difference, so will the customer.</td>
</tr>
</tbody>
</table>
### APPLICATION PROCESS FOR PAINT TYPE #4
(Base Color/Pearl Mica Coat/Clear Coat)

<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>PROCESS</th>
<th>SEQUENTIAL OPERATION PROCEDURE</th>
<th>IMPORTANT POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRIMER</td>
<td>Application of UNDERCOAT</td>
<td>Follow paint manufacturer’s recommendations. Hand sand after recommended dry time, using 600 grit sandpaper (wet) or power sand using 500 grit sandpaper (dry).</td>
<td>Use a high quality 2 component primer–surfacer. Use of a tintable primer sealer may increase top coat hiding.</td>
</tr>
<tr>
<td>SURFACER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COLOR COAT</td>
<td>Application of COLOR TOP COAT</td>
<td>Apply urethane top coats only. Follow paint manufacturer’s recommendation. Manually sand with 600 grit sandpaper (wet).</td>
<td>Do not over reduce with solvent.</td>
</tr>
<tr>
<td>PEARL/MICA</td>
<td>Application of PEARL/MICA TOP COAT</td>
<td>Follow paint manufacturer’s recommendations.</td>
<td>Use spray out panel before applying pearl to vehicle.</td>
</tr>
</tbody>
</table>
| COLOR COAT   | Application of CLEAR TOP COAT  | Apply ONLY urethane clear coats. Apply according to paint manufacturer’s recommendation.     | Paint viscosity should follow paint supplier recommendations. To reduce orange peel, use the four following steps:  
  • Use slower evaporating solvent.  
  • Use higher air pressure for better atomization.  
  • Decrease spray gun travel speed.  
  • Decrease spray gun distance to the panel. |
| DRYING       |                    | Allow proper flash time before forced drying.                                                   | Allow panels to cool down naturally to room temperature before polishing procedures are started. |
| SANDING      |                    | If necessary, use 1500 grit Wet Sand to smooth out orange peel.                                | Sand with extreme caution so as not to expose base color coat on body character lines. |
| POLISHING    |                    | If necessary, finish the paint film so the adjacent panels have matching texture and luster.  | Use a non–aggressive polishing system that eliminates any imperfections.         |
| EVALUATING   |                    | Evaluate your repair with the unrepaired portions of the vehicle.                             | Customer Satisfaction: If you can see a difference, so will the customer.       |