

# Clean And Detailed

## Valeting And Detailing

### Correction Detail

- The Vehicle is lightly pressure washed off to remove any loose dirt.
- Lower body panels are sprayed with a Traffic Film Remover (TFR).
- Fuel filler cap cleaned.
- Wheel arches are scrubbed with a degreaser, rinsed and dressed.
- Wheels are removed and cleaned.
- Bodywork and wheels are pressure washed.
- Entire vehicle is 'snow foamed' which is a pre wash.
- After 5-10 minutes the snow foam is pressure washed off.
- Tar and bug remover applied to entire front end and lower panels.
- Tar and bug remover is pressure washed off.
- Door and boot shuts cleaned with an all purpose cleaner (APC)
- The entire bodywork is shampooed using a 'two bucket' method.
- Paintwork is pressure washed off.
- A detailing spray is applied to the entire vehicle.
- Using large microfiber drying towels the vehicle is dried.
- A 'clay bar' is used all over the vehicle to remove bonded contaminants, which returns the paint to a smooth glass like surface.
- Using halogen lights the paint surface is inspected, to determine the severity of the imperfections.
- Using a paint thickness gauge the vehicles panels are measured for paint thickness and recorded.
- A finishing polish is applied to the bodywork via a rotary machine polisher, to remove light swirls and improve gloss.
- A pre-wax cleanser is applied to the bodywork.
- All the exterior plastics are dressed with a UV protective dressing.
- Wheels are sealed using three coats of wheel sealant to protect them.

- Tires are dressed to give them a 'like new' look to them.
- Windows and lights are polished to restore optimal clarity.
- Wiper blades are cleaned to remove grime.
- Metal work such as exhausts are polished.
- Door and boot rubbers are dressed.
- A glaze is applied which deepens and wettens the paintwork's finish.
- Dependant on your vehicles paint we select a sealant to use, either one to make the paintwork very glossy, or one to bring out the metallic flake in the paint while still giving the paint lots of gloss.
- Finally the paintwork is given a coat of one of six waxes to bring out the best in the previous stages.

Correction detailing: from £200.

Intensive correction: from £300.

Intensive correction involves a range of graded abrasive polishes and polishing pads to remove at least 85% of swirls, scratches, holograms and oxidization.

Before any correction detailing can be carried out, the vehicle must be visually inspected for defects. The results will be discussed and the customers desired level of correction taken into account, this will then give the customer a much more precise quote.

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