

10. Now the frame is going to be prepared for painting. You should try to work as many of the pitted areas as possible before priming. Primer sometimes shrinks in heavily pitted surfaces where the metal has not been properly prepared. The pitted areas that are flat, such as on the frame rails, can be worked with a sander using 80 grit paper. We used a (dual action) sander set on the single action.

11. If, after sanding, there are any areas left with major imperfections, such as heavy pits or grinding marks, some filler should be used. If you are using "All Metal" filler, finish as described.

12. Spray the entire frame with a heavy build-up primer, such as DuPont's Fill-n-Sand (131S). Wet sand the frame with 320 grit sandpaper. If you plan on painting with lacquer, you should finish sanding with 400 grit sandpaper.

13. When satisfied with the condition of the frame, spray the entire frame with a primer such as DuPont's Corlar (825S). (See photo #23).

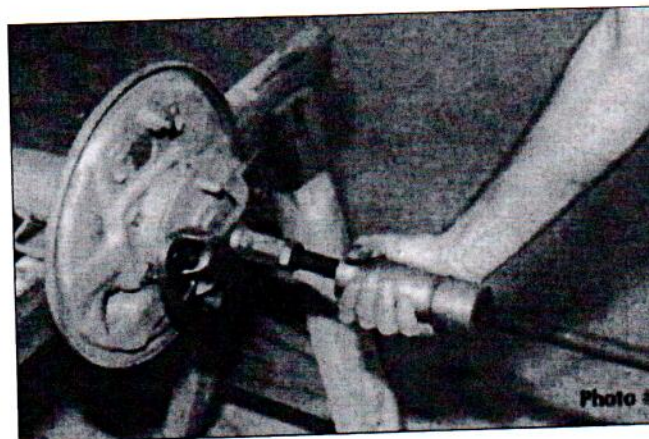
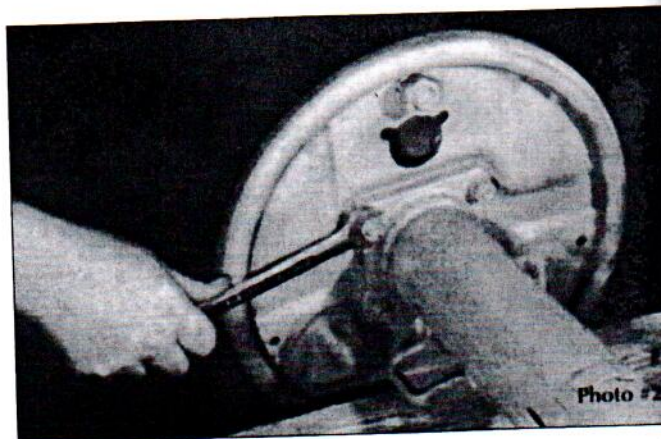
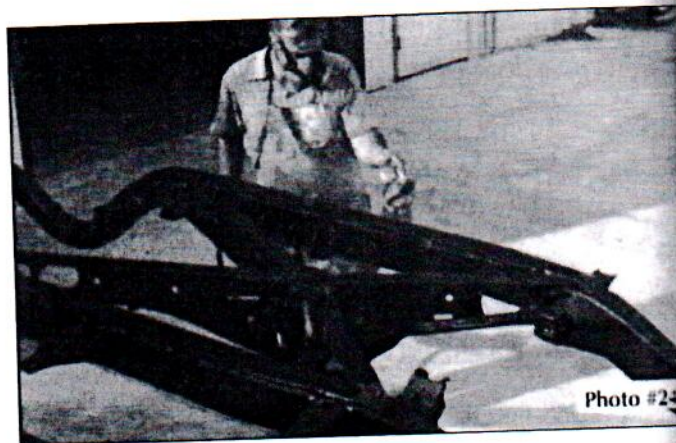
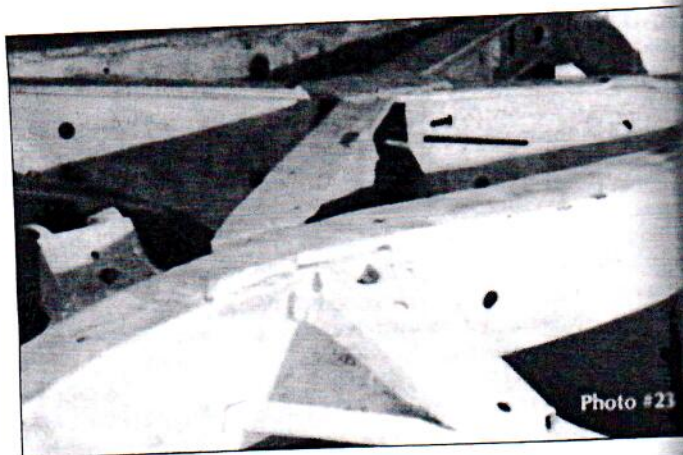
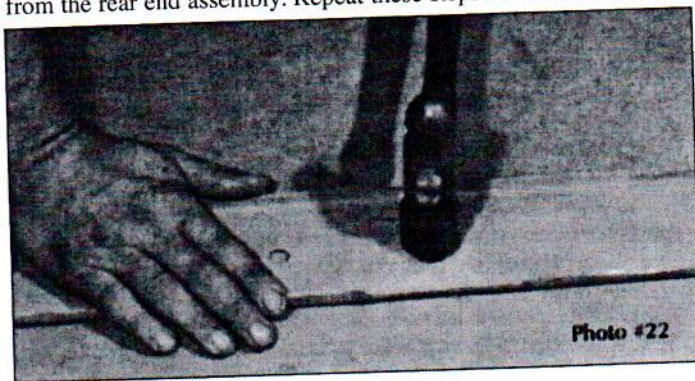
14. At this time, the frame is ready for paint. Originally, the black paint on the suspension parts and on the frame was between a semi-gloss black and a gloss black. We like DuPont's Imron for the frame because it is durable, easy to clean, and it helps fill minor imperfections in the metal. As a result, we have formulated a special semi-gloss black Imron paint which is used on the frame and any other part which originally had the semi-gloss black frame paint.

15. If you use Imron, shoot two or three coats. Don't let it dry between coats, but do allow it to set up a bit. Two-part paints, such as DuPont's Imron are toxic and precautions should be used when painting with these types of paint. Do not paint in an unventilated area. Paint outside when using Imron (see photo #24). If you use a lacquer semi-gloss, such as Ditzler Duracryl Lacquer, shoot four or five coats. Since it dries so fast, the coats can be added one right after the other. After the paint has dried for a couple of days (at room temperature) cover the frame.

## Rear End Restoration

1. Now you will leave the frame for some time and work on restoring the parts that are to be installed onto the frame. Part of the rear end assembly is still together and has been sandblasted. Some disassembly will therefore precede the restoration of the rear end assembly.

2. Using a 1/2" wrench or socket, remove the two bolts and external star washers which secure the wheel brake cylinder to the backing plate. Remove the wheel cylinder by driving it out of the backing plate. Using a 9/16" wrench or socket, remove the four nuts and lockwashers which secure the axle/housing assembly to the rear end housing and backing plates (see photo #25). Using an axle puller, move the axle and axle housing cover from the rear end assembly (see photo #26). Remove the rear wheel backing plate from the rear end assembly. Repeat these steps for the other side.



7. If you are using new ball joints which will be bolted to the a-arms, then you will simply paint the a-arms with the items to be painted the semi-gloss black and the ball joints will be painted with the cleared items. If you are going to use the original ball joints which are riveted to the a-arms, then the ball joints should be left natural and the a-arms will be painted semi-gloss black. The reason we are going through the trouble of restoring a-arms in the following manner is to duplicate the original look of the a-arms. The a-arms need to be prepared so they are ready to paint. Using masking tape and paper, mask each of the a-arms so the ball joint and rivets are the only thing that is visible to be cleared (see photos #34). Because the a-arm bushings and shafts are natural, the restoration of the a-arms is done before the bushings and shafts are installed.

8. At this point, all of the items to be left natural can be sprayed with either clear Imron, clear lacquer clear VHT. After the clear has dried, mask off the ball joints and rivets before painting the a-arms with the semi-gloss black.

9. The items in the next list should be painted black frame paint, which is between a semi-gloss and a gloss black. Each of the spindles, the backing plates, and the steering knuckles should be assembled as a unit before painting (see photo #35).

#### Black Frame Paint (Front/Rear Suspension) Parts

1. Front/rear backing plates
2. Rear end housing
3. Upper a-arms (except ball joints) (see photo #36)
4. Lower a-arms (except ball joints) (see photo #36)
5. Rear axle-rubber bumper brackets
6. Drums (outside only)
7. Rear shock plates (see photo #37)
8. Spindles (tape the machined bearing end)
9. Steering knuckles
10. Muffler brackets
11. Tailpipe brackets
12. Brake line bracket (PowerPack car) (see photo #38)
13. Wheels (backside only)
14. Parking brake idler lever (convertible only)

10. The basic procedure used in restoring the frame related parts which will be painted semi-gloss black is as follows:

A. Clean any excessive grease or grime which might be present.

B. Bead blast.

C. Fill any heavily pitted areas with "All Metal."

D. Spray with a heavy build-up primer such as DuPont's Fill-n-Sand (131S).

E. If you are going to paint with Imron, wet sand with 320 grit paper. If you are going to spray with lacquer sand with 400 grit paper.

F. Spray with a primer such as DuPont's Corlar Red Oxide Epoxy Primer (825S).

G. Paint with semi-gloss black paint. We have already mentioned that we recommend using the special formulated semi-gloss black Imron.

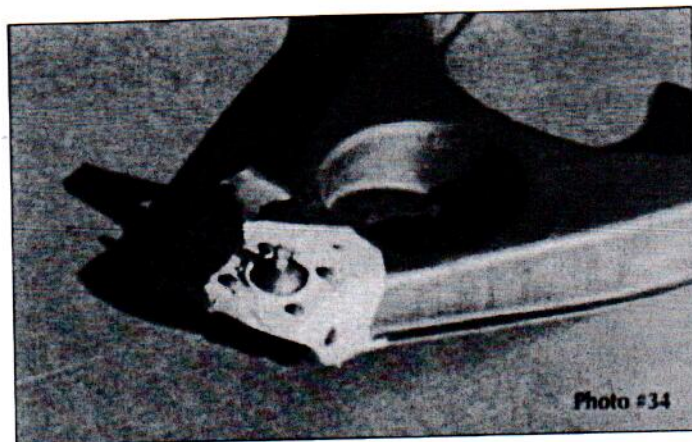


Photo #34

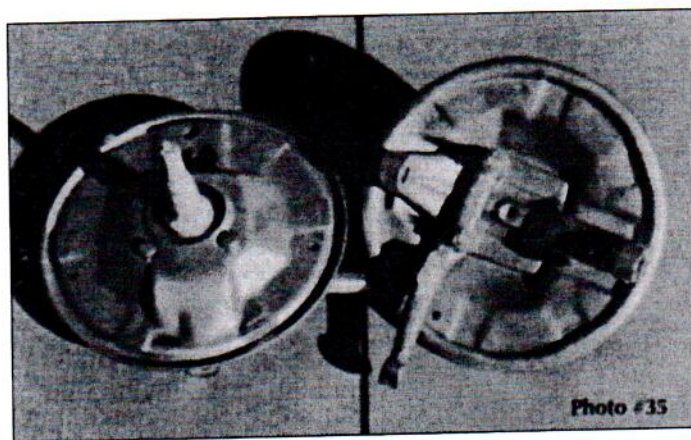


Photo #35

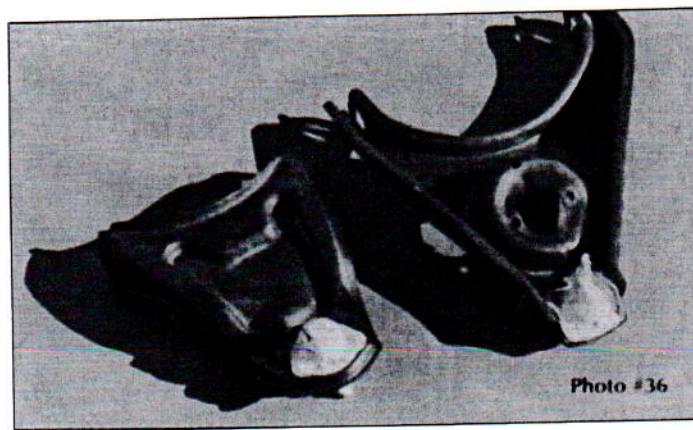


Photo #36

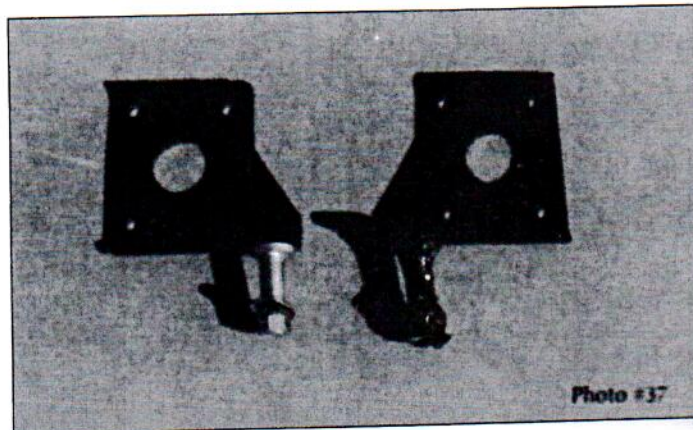


Photo #37

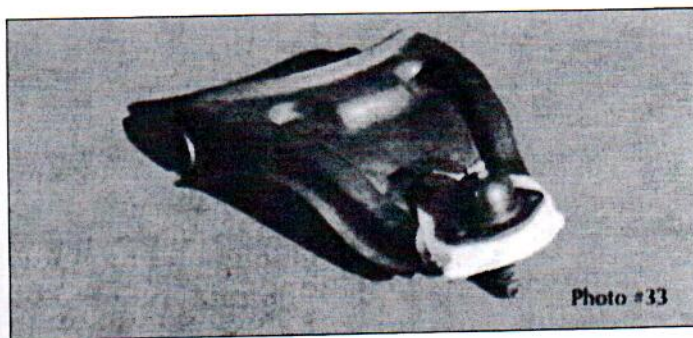


Photo #33