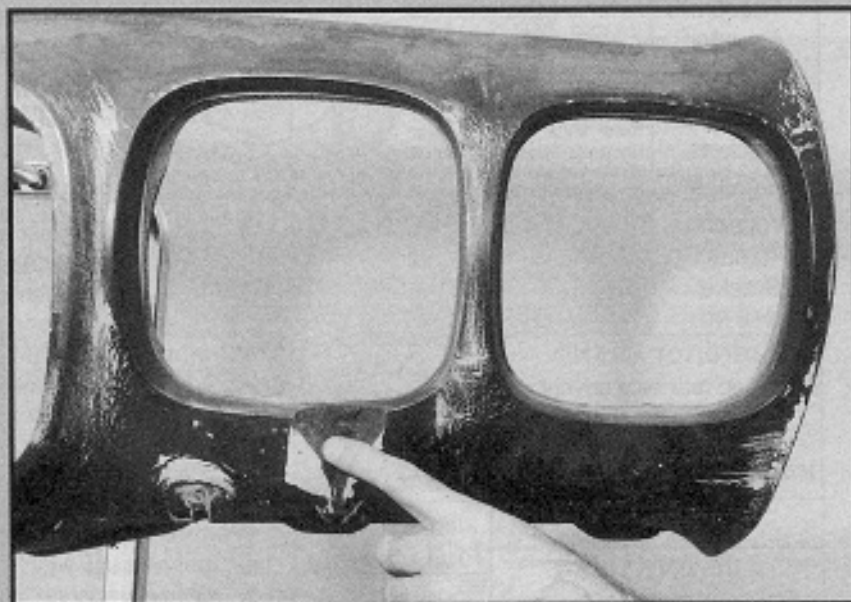


Rubber-Nose Resto



Repairing your car's Endura bumpers

Except for being harder to pronounce, Endura bumpers are not so much different from metal ones. Once the paint or chrome is gone, the rubber or metal starts to deteriorate from exposure to the sun, rain and temperature changes. In the case of Endura

bumpers, the bare surface becomes hard and peels off. Craters develop and damage, typically, is centered around the opening for the jacking locations.

To date, Endura bumpers, such as were stock on '68-'72 GTOs and Seventies

Jeff started with a fairly rough 1970 GTO Endura bumper. Notice the chunk missing, the peeling paint and deteriorated rubber. The surface was hard and pocked with craters that have to be prepared, filled and block-sanded. Rumor has it this bumper went up against the likes of a '59 Cadillac tail fin... and lost. Enough said about the missing flesh.

Camaros and Firebirds — as well as being available on cars like '69 Camaros and various E-body Mopars — have not been reproduced and tooling costs make the idea cost prohibitive. So, we must fix our old bumpers, which is entirely possible to do at home in your own garage.

Repairing an Endura bumper is similar to body work: You strip off old paint; sand the old rubber; grind and clean up damaged areas; then repetitively add filler and sand the surface until it's smooth and prepared to perfection. Finally, you prime and paint the area.

Jeff has been in the restoration business for more than 20 years — following in his father's footsteps — and has learned through experience how to restore Endura bumpers.

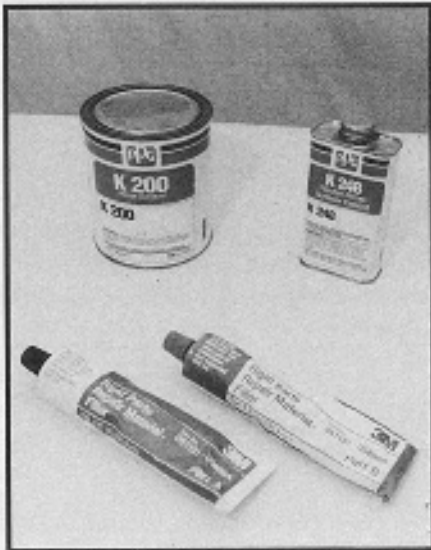
Although composition varies from one make to the other, the materials, tools and repair techniques will work for any rubber bumper, regardless of the car's maker.

Tools And Materials Needed

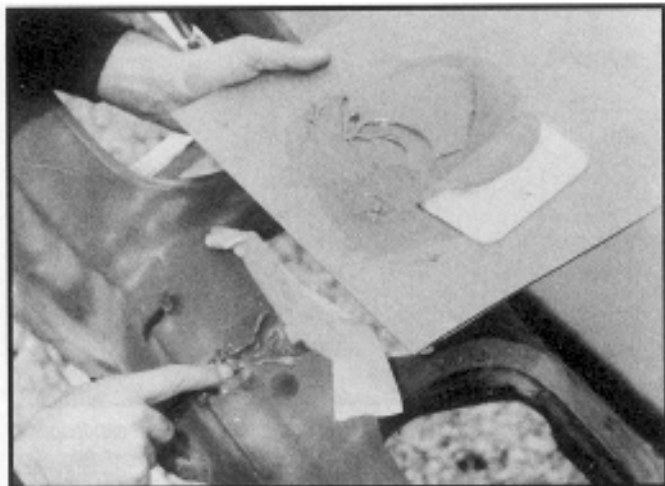


You'll need these special tools (above) for the job. From left to right are a DA (orbital) sander, a grinder with a cutoff wheel, a Spotblaster (a regular sandblaster will substitute), and a drill

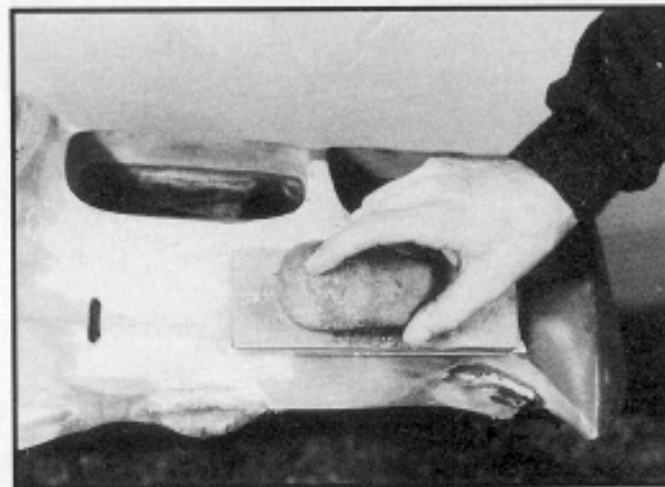
with a burr tool. In addition, you'll need these products (right) available from PPG. We used Rigid Parts Material Fillers A and B, plus K 200 Primer Surfacer and K 248 Flexible Primer Sur-



face Catalyst. Other sources have similar products, but be sure to stick with one brand, as not all products "mix" in the same way.



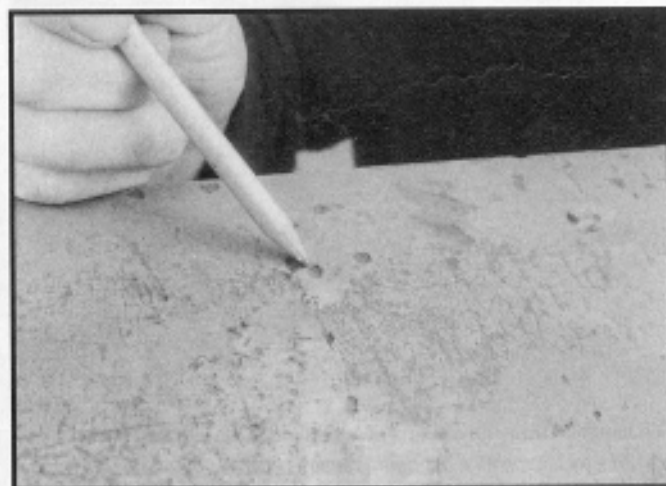
7 Lilly used a sophisticated tool to apply the filler to the cavity — his finger. Make sure you fill the entire cavity, including the anchor holes you drilled, and be careful not to leave any air pockets. A plastic squeegee was used to finish applying the filler.



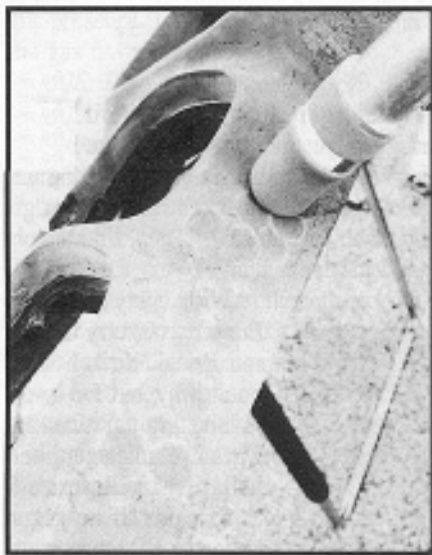
9 After hand-sanding with 80-grit paper, we noticed pinholes, which we daubed with more of the mixture, resulting in yet more hand-sanding.



8 Chances are, after you knock down any initial high spots with the 80-grit DA sander, you'll need a second application of filler. We told you this was similar to smoothing a panel with bondo.



10 In addition to the divot taken out by the Cadillac, our Endura snout had these craters in it, caused by rubber decay and the sandblasting effect that sand and rocks have after being kicked up from cars ahead of you. Fill the holes with Rigid Parts Repair Material Filler, then sand to a smooth finish with your sander and cutoff tool.



11 Jeff uses a Spotblaster to clean the surface because it makes no mess, but a sandblaster can be used (using sugar sand), too. Notice the Spotblaster makes small, round, circular marks. If you can scrape up any rubber with your fingernail, you aren't done prepping. Make sure the surface feels rubbery and remember: The cleaner the surface, the better the adhesion of the filler material. Only clean rags should be used on the surface.

12 Use your plastic putty spreader to smooth on a layer of the Rigid Parts Repair Material to fill the low areas. When it's dry, sand with 80-grit and check for pinholes. Reapply filler and sand as necessary until the surface is completely smooth.



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