



More For The Money

When sandblasting, get more shield for your money by leaving the plastic protective sleeve on the lens until it is pecked and scratched, then peel it off the lens.



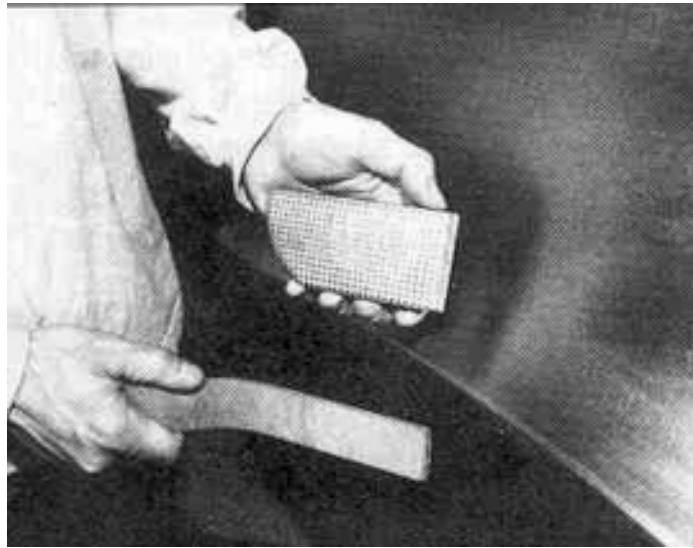
Marking Paint Coats

Mark successive paint coats so you won't lose count if you are suddenly pulled away from the job. The marks are also helpful for reminding you not to sand too much paint off when color sanding.



Panel Replacement

When replacing sheet metal, you want a great fit. Take the replacement panel and lay it down first, then place the old panel over it. Trace the old with a scribe marker. When you cut, slice 1/4" outside the scribe mark on the new panel. This will assure that you have plenty of extra material when fitting the car.

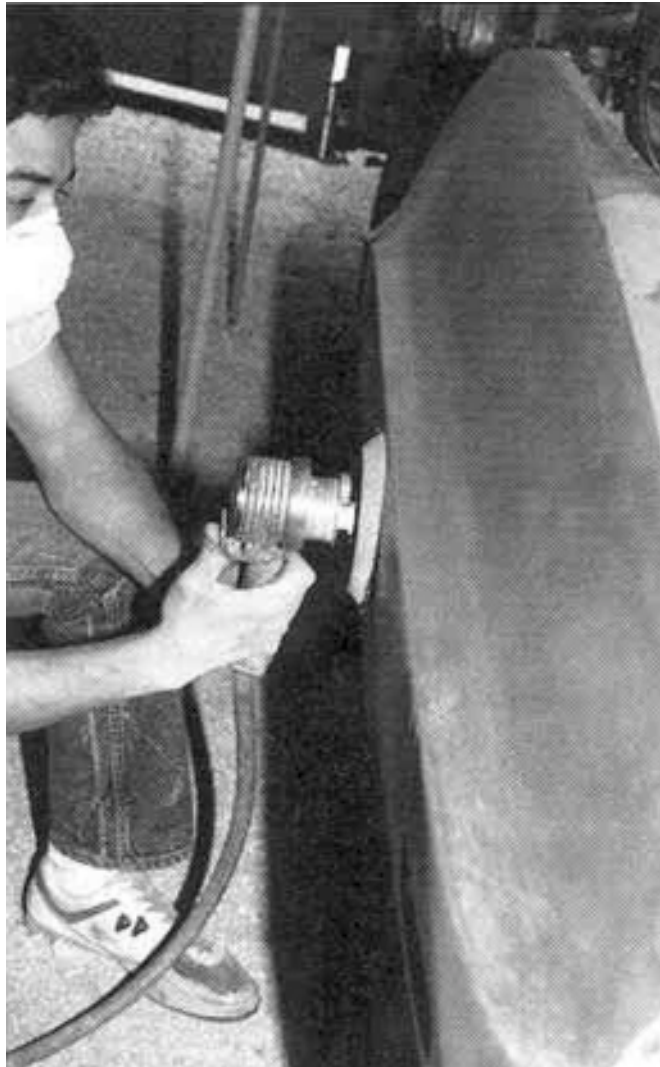


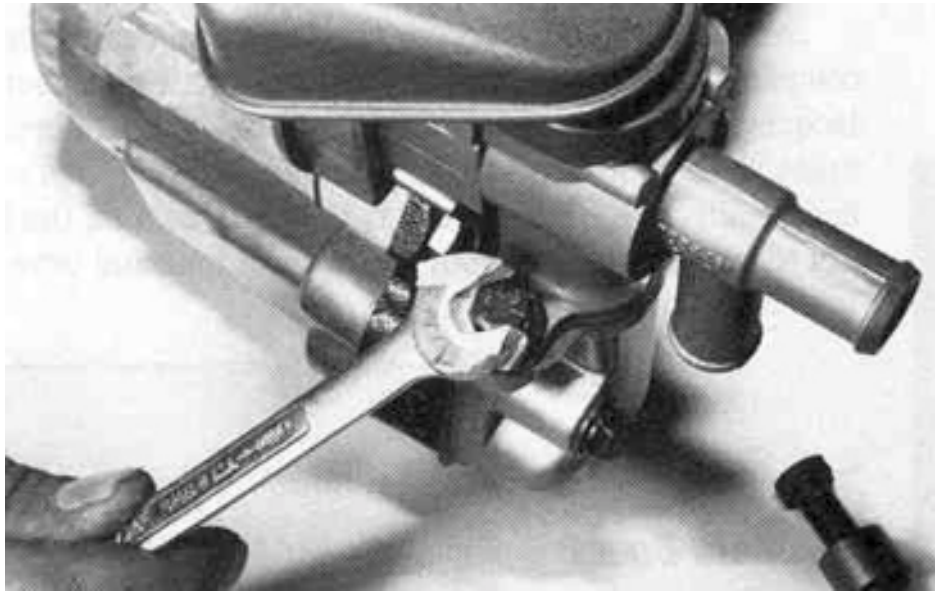
Slapping A Dent

To pull a dent, try holding a serrated dolly on the side of the dent that is raised. Slap with a slapping file on the dipped side. Although this may seem a backwards action, the serrated teeth; in conjunction with the serrated dolly, pulls the dent out through a kind of metal-shrinking process.

Sanding Tip

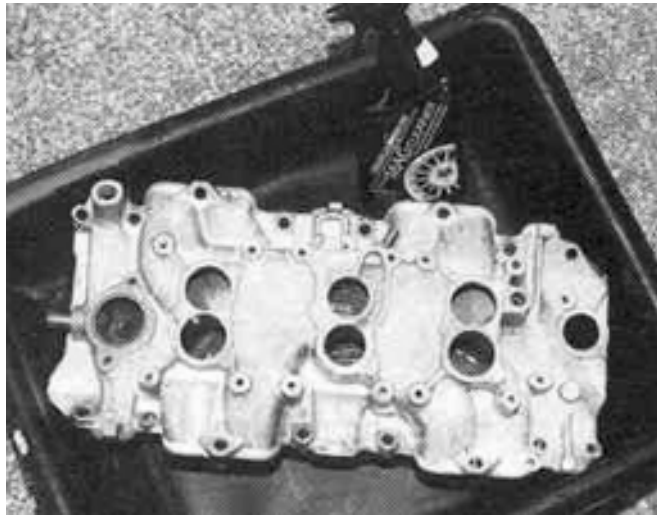
When sanding sheet metal sections (paint or bare metal); always keep the sander flat to the surface, without placing any weight other than the tool itself on the panel. This prevents warping of the metal, plus adds longevity to the sand paper (less friction).





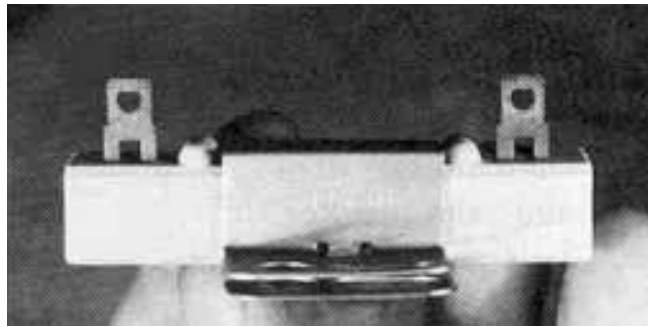
Wrench Wrapping

When you install newly-plated bolts to a car or component, wrap a strip of masking tape around the wrench. This will keep metal contact from occurring and avoid discoloring



Original Sheen

To obtain the original sheen of your aluminum intake, use Eagle One Aluminum Mag cleaner. Agitate it with a brush while on the intake, then hose it off with water.



How To Restore A Mopar Ballast Resistor
To make a ballast resistor look like new again,
lightly glass bead the ceramic and immerse it
in bleach.



Shoot 'Em

To achieve an even, smooth look with components that have many sides or angles, build a bracket to hang the pieces at eye level. That way, you can see around the pieces easier.



Metal Preparation

To assure a blue, clean metal after you have acid prepped any sheet metal, as well as neutralized it and washed it with water, take a clean towel within 30 seconds and use air to lightly blow the area as you wipe it dry. All the harmful residue will be removed and leave only true blue!

Not Silly Putty

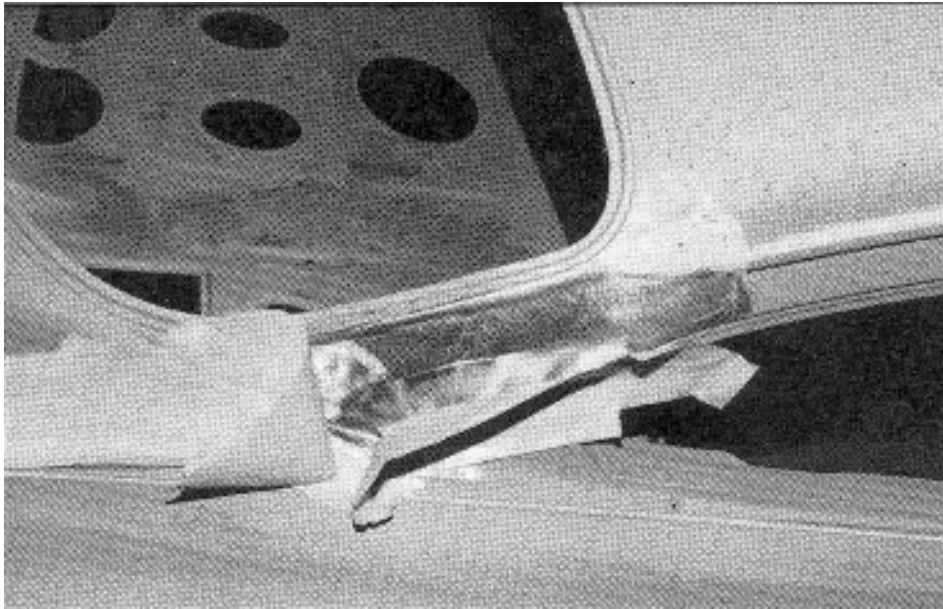
Stick "Heat Sink" putty near a weld area to soak up heat that would otherwise damage thin sheetmetal.

Two Gaskets In One

Use two, instead of one, gaskets beneath an external gas cap to protect a newly-painted rear taillight board on a car such as the Mustang.

Good Lighting

For the best lighting during stainless polishing, body work or' checking paint, use white fiberglass panels below lights. The diffused lighting offers accurate reading for your work.



Shape Your Buns

When re-upholstering bucket seats, there's no need to buy new seat buns. Instead, put them on an exercise program of reshaping. With a large pair of scissors, snip strips of foam from an old seat bun and glue them to the bun to build up the flattened contours.

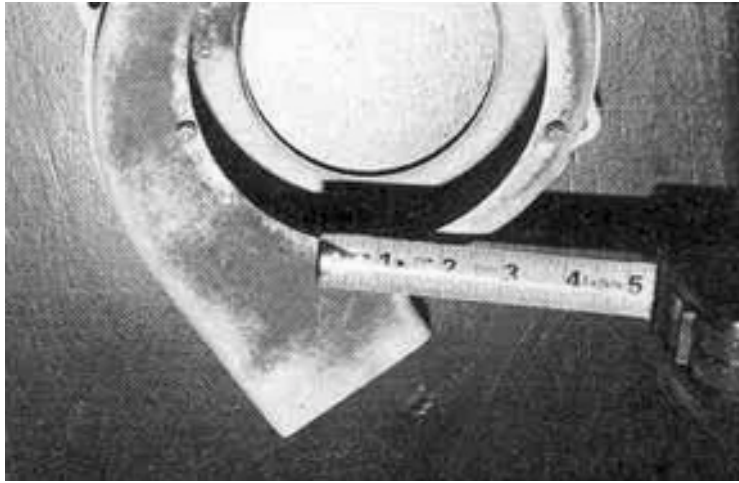


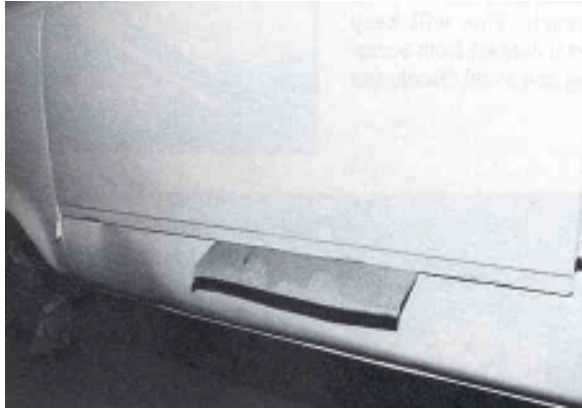
Photo time

When taking photos of factory inspection marks, hold a tape measure next to the marks. This makes reproducing stamps more correct, as well as eliminating much guessing when using a brush.



Keeping Rust Away

To keep rust from occurring in seams after sandblasting the inside of your doors, spray a good quality urethane primer into and down the seams where panels are joined. This will keep moisture from penetrating the seams.



Card Board Guards

When you are ready to assemble doors to the body, place a 12" x 12" card board section between the bottom edge of the door and the rocker. This will protect the the new finish from chips while providing the proper 3/16" gap necessary for alignment.



Rubber Prep

If you are replacing the rubber splash shields in the engine compartment and they are painted or undercoated, originally, always clean them with thinner to remove any silicone. That way, the paint or undercoating will adhere better and last longer.



Hang 'Em!

To keep your aluminum parts from tarnishing, hang them with wire and spray them with a light coat of urethane RV clear and catalyst by R-M with PPG flattener. 3 oz. clear, 1.5 oz. clear, 1.5 oz. catalyst and 1.5 oz. flattener is the recipe. This mixture will flash off and the component will not show any signs of being coated.

Plugged!

Make sure to install the rubber drain plugs in the bottoms of quarter panels. It's not enough to make sure the factory holes in the bottom of quarters are open. The rubber plugs keep out dirt, but let the water pass through. It's also a good idea to pull the plugs periodically and flush out the quarters.

Semi-gloss?

One of the most confusing terms is semi-gloss. How much gloss and how much flattening agent does it mean? Generally, semi-gloss means 25% to 33% flattening compound. For example, a Camaro subframe is painted with Ditzler DAR 9000 with 33% DX 265 flattener. Upper and lower A-arms on the same Camaro use about 25% flattener. DAR at 100%, of course, would be 100% gloss.

Avoiding Dry Spots

Even-looking paint on your car's engine compartment, frame and other chassis components is essential. Dry spots can occur using some "fast flash" paints, such as lacquer or urethane. Try using acrylic enamel with urethane hardener and flattener. It takes up to 25 minutes to flash off and set. This way, you can spray the more difficult and smaller areas first, then lay a smooth coat on the flat surfaces. The finishes will dry together and flatten out in the same tone and provide smooth film.

Glue Label

Reproduction trunk labels, such as for jacking instructions, are decals with a sticky back for easy application. However, the originals were simply sheets of paper, to which the assembly line worker applied glue and pasted it to the underside of the decklid. Therefore, to give your car a totally stock, unrestored look, buy the reproduction decal, then make a good copy of it on paper, and glue it in place.

Soap & Water

Soapy water on sheetmetal makes decal stripes easy to move into position and get right. But first, remove traces of oil and wax with a wax and grease remover. Any substance under the stripe will hamper adhesion, even oil from your fingers. Also, the best time to apply a stripe is after color sanding and buff out, when there are no little bumps in the paint to raise the decal.

Good Graffiti

Few restorers are wise to Mark all paint sticks; which are exactly the writing instruments used on the assembly line on undercarriages, rear axle housings, and engine compartments. Yellow, orange, white, blue and green, they are available from local distributors around the country.

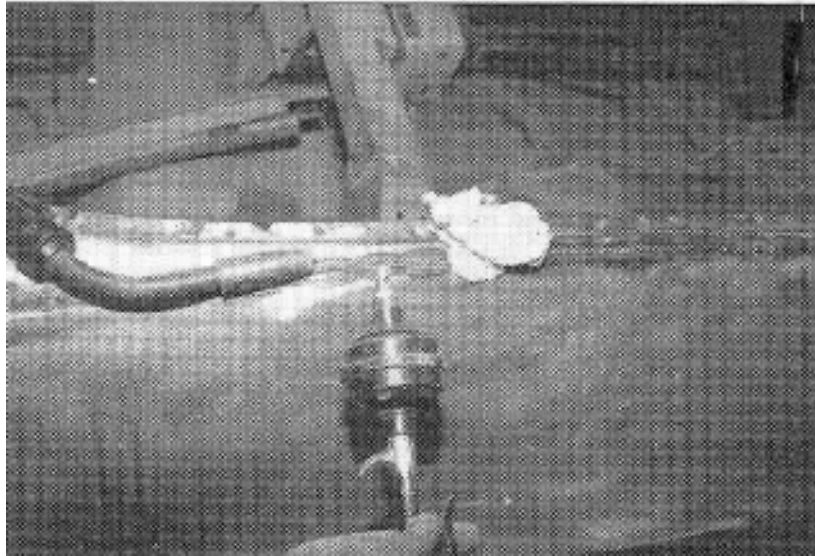
Finish Line

Restorers often paint over stock bolts. However, you can often figure out the correct finish by pulling it and flipping it over. A silver back side, for example, means it was probably originally cadmium plated. Even rusty bolts are often clean on the side that was flush to a washer. It is better to replat the original bolt than to use reproduction bolts that do not have the manufacturer's identification on them, which is going to become more and more important as the hobby gets increasingly sophisticated. If the old bolts can't be replated, then original bolts from a salvage yard are the next best choice.

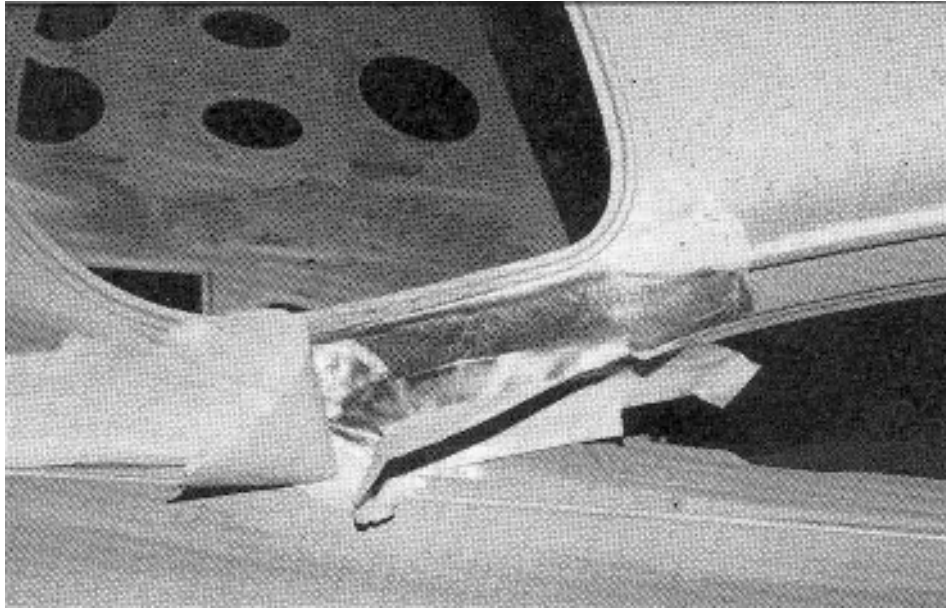


Shoot 'Em

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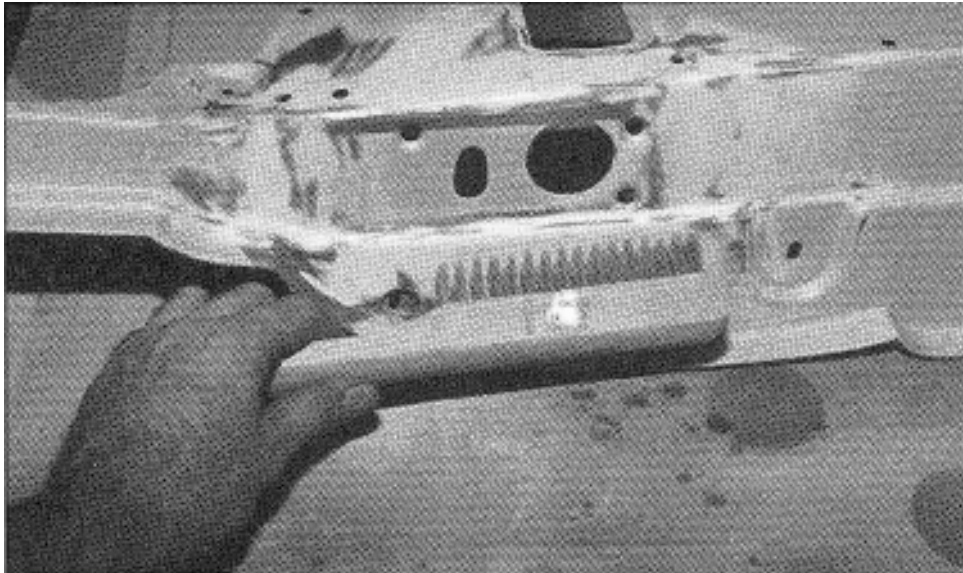


When welding panels it is best to cool them with an air-filtered blower or damp towel between every 1.5-inch-long bead no more than 2 to 3 seconds after welding.



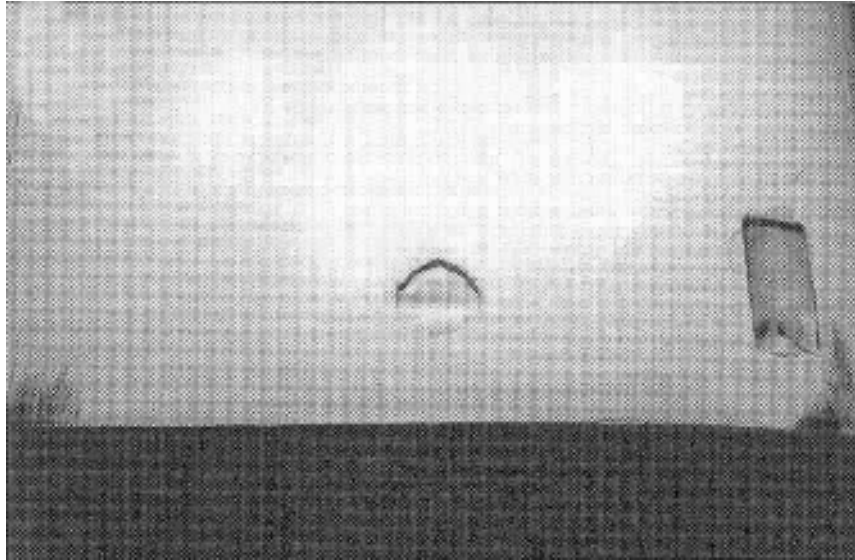
Shape Your Buns

When re-upholstering bucket seats, there's no need to buy new seat buns. Instead, put them on an exercise program of reshaping. With a large pair of scissors, snip strips of foam from an old seat bun and glue them to the bun to build up the flattened contours.



Brush After Each Filling

When your filler work is close to complete and ready to prime, take a clean hand wire brush and run it over the whole section. This will clean out any unnoticed pinholes and you can then touch them up.



For a clean job when working on doors, place 2-inch tape behind all holes including door locks and door handle holes. When you do body work, filler will not ooze into and stick on the back side, avoiding a mess. After the body work remove the tape and use a carbide burr tool to clean out the hole. Finish off with small hand files just barely touching the metal around the edges.

Mounting Screws In Sheetmetal

If for any reason you must make holes in a car body- maybe in the top of the door, for example, to mount a side view mirror do not make the mistake of drilling holes for the mounting screws. In order for the screws to tighten, the holes must be punched. This way, the threads will pull up and tighten against the forced metal punched below the surface of the body. You can use a drill bit much smaller than the hole needed- to make an opening in the sheet metal. Then, insert the punch in this small hole to open it a little wider, and try the screw to see how tight it is.

Grounded

Before painting a car, ground the body with a chain from the floor to the rear axle, to prevent a static charge differential.

Dippity Don't

Unless your car has major rust problems, including rocker panel erosion, do not dip it. When a body is dipped- and by dip, we mean such a process known as RediStrip- the factory sealer is completely removed, and every, square inch has to be prepped to be readied for paint. That means the inner structure and the outer structure. Essentially, you're starting over with a bare piece of metal and no factory sealer.

It is hard to remove the paint from the firewall with conventional strippers, but did you know that oven cleaner works great? Just spray it on and let it soak in. It'll work in any hard to get area, dissolving grease as well as paint, right down to the clean, bare steel.

How To Restore Brackets, Clips And Other Parts

A common mistake is to spray paint brackets and clips, but from the factory they were simply dipped in paint. This saves time and gives better coverage of the part. Concours judges look for drips and runs from dipping, which is factory correct. Many large parts were also dipped, such as Mopar torsion bars and Ford A-arms. It's easy to spot the drips and runs on original parts and determine the original finish.

Milk Washers

A chronic problem with restorers is paint scratches on re-painted door jambs when re-hanging the doors. A solution is to back up the door striker plates with plastic washers cut from one gallon milk jugs. Once the door is adjusted to close properly, it's easy to rip out the plastic washer, no scratches.



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