

Packard SERVICE TECHNICAL Bulletin

49T-30
November 15, 1949

To: ZONES

Subject: SERVICE REPAIR PROCEDURE FOR BLISTERED PAINT

The following method for refinishing those cars showing paint blisters to the degree where such action is necessary should be followed.

The paint blisters referred to are those which show many small "pimples" over large areas. Only the bonnet and front fenders will be affected. In some, where the condition has not progressed very far, the blisters may disappear as the car is exposed to warm, dry weather for a few days. In others, the blisters remain permanently and refinishing is required for satisfactory appearance. In practically all instances the blisters occur between the lacquer and primer coats so that rust of the metal underneath the paint is not involved.

When the necessity for refinishing has been established, it is important that the lacquer be completely removed from the affected areas. It is not necessary to remove the primer coats except as convenient for refinishing. Removal of the old lacquer can be accomplished by washing off with lacquer thinner or a solvent type stripper (such as DuPont 39012) which will remove only the lacquer. If preferred, a waxless type commercial paint stripper may be used such as "Strypeeze" or "Strip-Tec", which remove both lacquer and primer coats. It is important that the directions for using such strippers be closely followed. It is not necessary to remove the front fenders from the car to perform these operations if reasonable care is used.

After the lacquer (or lacquer and primer) has been removed, wash the surface thoroughly with clean lacquer thinner. Treatment with acid type cleaning preparations is unnecessary since the original bonderized surface should be in good condition. Spray two coats of Packard 5608 Red Oxide primer surfacer reduced with three parts of Packard #10 Lacquer Thinner to two parts of primer surfacer. Sufficient time should be allowed to "flash off" between coats. The surfacer should then be air dried at least one hour before dry sanding with #360 paper, or overnight before wet sanding with #320 paper and water.

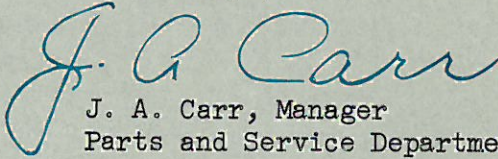
After sanding the surfacer, the lacquer should be sprayed, sanded, and polished in the regular manner.

Since those cars which may require refinishing for blisters will be 23rd Series, it is, of course, important that the lacquer supplied for the purpose

be from recent production lots of the same colors. If older service lacquer is used, particularly in those cases where the service material was made by a different vendor than the production lacquer, there may be color matching problems between the refinished areas and the balance of the car.

Where necessary, this information should be passed on by Zones to Dealers.

Very truly yours,

A handwritten signature in blue ink that reads "J. A. Carr". The signature is written in a cursive style with a large initial "J" and "C".

J. A. Carr, Manager
Parts and Service Department

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