



# Packard SERVICE TECHNICAL Bulletin

51T-25

June 19, 1951

TO: ZONES

SUBJECT: PAINT CHECKING ON CERTAIN PANELS OF THE BODY IN COLOR SCHEMES  
S AND X

Paint checking on certain panels of the body has been determined to be caused by the expansion and contraction of the panels due to change of temperature. Extreme cases will cause the paint to check and crack. These conditions have been most prevalent on color schemes S and X, and to a lesser degree on other color schemes.

Before any corrective repairs are made, each car must be personally inspected by the Zone Parts & Service Manager, the Assistant Zone Parts & Service Manager, or the Zone Service Representative, and the R.F.A.A. for such corrective work must be so indicated on the reverse side of the R.F.A.A. Form, No. V489, and approved before the work is performed.

When checking has been noticed and it is known to be a checking condition, the entire panel should be refinished as outlined below. For example:

If the trunk compartment lid is checking in one area, refinish the entire lid. Do not try to "spot in" an area that has checked.

The procedure for refinishing a panel is outlined as follows:

- (1) Mask off around the area to be refinished.
- (2) Remove the old paint from the panel to be refinished, using a good grade of paint remover.
- (3) Be sure to remove all traces of the paint remover and rust, using a neutralizer and cleaning the bare metal with a metal cleaner such as "Metal Prep" or "Howard's Reco Bond," etc.
- (4) Sand the bare metal, using 120 C sandpaper (use dry).
- (5) Clean the metal with a metal cleaner and wipe with a clean, dry cloth.
- (6) Apply two or three wet coats of Packard Combination Primer-Surfacer, which has been thinned with one and one-half parts of Packard lacquer thinner,
- (7) Allow primer-surfacer to dry for 30 to 60 minutes and water sand, using no. 320 sandpaper, and wipe dry. (It is a good practice to wipe the area with a clean cloth moistened with

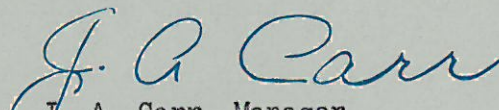
lacquer thinner, to remove all traces of the loose, primer surfaces powder which appears after sanding). Every job should be tack-ragged before spraying, and all cracks blown out with compressed air to remove all dirt and lint.

- (8) Apply three coats of Packard Lacquer (of the correct color and batch number), thinned with two parts of Packard no. 10 thinner, allowing a few minutes drying time between the coats. (Do not apply the lacquer too heavily as this will cause sags. The total thickness of the lacquer and primer surfacer should not exceed .006 inch, to prevent future checking).
- (9) After the refinished panel has been allowed to dry 4 to 6 hours, it can be rubbed to luster with Packard rubbing compound.
- (10) Remove the masking tape and paper.

The balance of the car which shows no signs of checking is not likely to check in the future.

The attached photograph shows a typical checking condition. This correction of the paint condition is not a campaign and corrective repairs should be determined and made only on actual need.

Very truly yours,

  
J. A. Carr, Manager  
Parts and Service Department

JAC/hs  
Attachment

ENCLOSURE NOT AVAILABLE