



TClinic

PAINT YOUR WAGON — PART II by Barney (Doc) Jackson

“Take it off — take it all off” — (I really need music for this) The best way to start that new paint job is to remove all the old finish — yep, right down to the bare metal. There are several ways to do this — sandblasting, chemical paint remover or hand sanding. Sand blasting is widely used in automotive restoration, due mainly to the heavy grease and rust usually encountered, the thorough cleaning of the metal and the absence of really hard work on the part of the owner. However, there are some hazards in sandblasting. Plastic body filler will be removed, thin body panels may be distorted and there is some surface hardening. In my opinion, sandblasting should be reserved for heavy pieces such as the frame, front axle, brake drums, etc. Chemical paint removing is done one of two ways. The first is of course, the standard liquid remover used at home. Use the strongest you can find — the more it works, the less you will have to scrape and sand. The second method is the “hot tank.” It takes all the old paint and primer off right down to bare metal, but it stops right there — it won’t remove rust. Large body pieces up to and including the front fenders may be hot tanked. If it is too thin to sandblast, too big to hot tank — you guessed it, get in there and hand sand. Actually, you will probably use a combination of these methods. If you should find heavy rust, treat it with some kind of inhibitor — “Rustoleum” works quite well. Sand a panel or section at a time — if you wish, you may apply a light coat of primer (spray can type) to the panel to prevent surface rusting. After the old finish has been removed, make the necessary repairs — dents, etc. Then apply a good primer. Dupont “Red Oxide” is quite good — it makes an excellent bond to bare metal.

If you have had any sandblasting done, be sure and prime it as soon as possible as it will immediately start to rust. The main item to remember is — be a “Mr. Clean” — sand it, scratch it, pour chemicals on it, blast it, wire brush it or whatever — but get it clean. (Nobody likes a lumpy paint job).

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Blasting can be done with other media than sand. Glass beads, aluminum oxide, plastic and ceramic beads are just a few blasting mediums that will remove paint and rust but is not abusive to the metal. In fact aluminum bodied cars have been shot with glass beads with nice results. It is of course more expensive.

Bare primer left on your finished parts is fine for short periods but primer is porous and will absorb moisture. Don’t expect bare primer to prevent rust.