

1955 AMC-Hudson

Body Section

I N D E X

- HZ - HD 55-4 - Electrically Operated Windows
- HZ - HD 55-5 - Interior Paint Colors - 5500 Series
- HZ - HD 55-7 - Cross Country Travel Rack Hold Down Strap
- HZ - HD 55-8 - Water Leaks 1955 40-60-80 Series
- HZ - HD 55-9 - Door Arm Rest Pads
- HZ - HD 55-10 - Door Armrest Pads - 1955 Series
- HZ 55-12 - HD 55-11 1955 Prelim. Flat Rate Ops - Acc., Fenders,
Horn, Instrument Panel, Seats, Speedometer, Trunk Cover
- HZ 55-16 - HD 55-15 - 1955 Prelim. Series Flat Rate Ops. - Engine,
Front Suspension, Steering Gear
- USHZ 55-1 - USHD 55-1 - Air Dry Repair Enamel - 5500 Series



AMERICAN MOTORS CORPORATION

AUTOMOTIVE TECHNICAL SERVICE

3280 SOUTH CLEMENT AVENUE

MILWAUKEE 7 WISCONSIN

HUDSON AUTOMOBILES
NASH AUTOMOBILES
SPECIAL PRODUCTS

KELVINATOR
AND LEONARD
APPLIANCES

HZ 55-4

HD 55-4

File Under: BODY SECTION

April 28, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

ELECTRICALLY OPERATED WINDOWS

A new electric window regulator and cross arm assembly has been incorporated in production in the front doors of the four door models and the doors of the two door models.

The rear door and rear quarter regulators remain the same as first production units. However, two separate electrical circuits are employed. Therefore, a redesigned relay and wiring harnesses are used.

The above changes have been incorporated in production effective with the following model and body numbers:

Model	Body	Model	Body
35545-1 & 2	1228	35547-2	1354
35565-1 & 2	1690	35567-2	1237
35585-1 & 2	2248	35587-2	1549

American Motors Technical Service Att. #55-12 outlines the removal and installation procedures and illustrates the electrical circuits.

Yours very truly,

F. H. Brodek
Technical Service Manager

F.H. Brodek
ctp
Attach.

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HZ 55-5
HD 55-5

File Under: BODY SECTION

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

June 23, 1955

INTERIOR PAINT COLORS 5500 SERIES

On some models, the instrument panel is painted in the same colors as the body exterior which is the same as the rear window shelf panel. On other models, different paint colors are used on the various interior panels to harmonize with the upholstery colors.

The paint names and numbers together with the location used are as follows:

INSTRUMENT PANELS AND FINISH MOULDINGS

DL-31283	Charcoal Metallic
DL-41765	Green Metallic
DL-11354	Blue Metallic
DL-21171	Brown Metallic
DL-9038	Satin Black

SEAT SIDE WINGS

DL-31304	Charcoal	DL-8041	White
DL-11378	Blue	DL-9039	Black
DL-70606	Red	DL-21188	Light Brown
DL-31305	Silver Gray	DL-21186	Dark Brown
DL-41799	Green	DL-21187	Medium Brown
DL-80773	Ivory	DL-50420	Mahogany

MISCELLANEOUS

DL-31303	Blue Grey Metallic (Instrument Cluster)
DL-8047	White (Trunk Compartment)

Service Repair Lacquer may be obtained under the above numbers from Distributors and Dealers of the Ditzler Color Division of the Pittsburgh Plate Glass Company.

Very truly yours,

F.H. Brodek
Technical Service Manager

F. H. Brodek
ctp



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KELVINATOR
AND LEONARD
APPLIANCES

HZ 55-8
HD 55-8

File Under: BODY SECTION

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

July 8, 1955

WATER LEAKS - 1955 - 40-60
AND 80 SERIES

FRONT DOOR FINISH MOULDING END PANEL

In some cases, it has been found that water enters the front door finish moulding end panel and drains down the door trim panel.

The door rubber sealer must be securely fastened especially along the area above the front door upper hinge to the ventilator. Use regular weatherstrip cement to seal any possible openings between the metal and the rubber.

Also, place a ribbon of auto caulk under the upper flange of the front door finish moulding end panel to prevent any water from entering behind the panel should water fall onto the door ledge above the end panel.

DRIP RAIL

Water that may accumulate in the channel formed by the side sill panel to floor flange under the rubber sill mats enters at the back end of the drip rail.

Seal all crevasses under the drip rail at the back end with auto caulk.

REAR QUARTER BELT MOULDING BOLT HOLES

Water may enter the trunk compartment by following the rear quarter belt moulding bolts.

Remove the moulding and apply windshield sealer between the rubber channel and the body metal.

Seal around each bolt before reinstalling as outlined in the Windshield Rear Window and Windshield Wiper Section of the 1955 Technical Service Manual.

Very truly yours,

F. H. Brodek
Technical Service Manager

F. H. Brodek
ctp



AMERICAN MOTORS CORPORATION

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3280 SOUTH CLEMENT AVENUE

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HUDSON AUTOMOBILES
NASH AUTOMOBILES
SPECIAL PRODUCTS

KELVINATOR
AND LEONARD
APPLIANCES

HZ 55-9

HD 55-9

File Under: BODY SECTION

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

July 8, 1955

DOOR ARMREST PADS

To prevent the door armrest pad coming loose from the steel support, a production change has been made in the method of their assembly.

The blown vinyl composition pads are now applied to the steel support with an additional amount of this composition being applied to the bottom edge of the pad to over lap it to the edge of the steel support. Then by vulcanizing, complete adhesion of the pad to the steel support is obtained and the edges of the steel support are encased in the pad.

On cars prior to this change where the pads have become loose, recementing with 3M Cement has been satisfactory when applied in accordance with the following procedure.

Remove armrest from door. Then remove the plastic frame from the steel support.

Apply a complete cover coating of cement to the bottom surface of the pad, also a complete cover coating of cement to the steel support.

Allow the cemented surfaces of each part to become to a very tacky state, almost dry. The pad and steel support may then be pressed together to obtain good adhesion.

Reassemble to plastic frame and install on the door.

In cases where the pad has been damaged and cannot be recemented, a complete assembly, including pad vulcanized to the support plate, should be installed. These parts are listed in the Parts Catalog in various colors for different trim combinations in Group 29.075 under the heading PAD-DOOR ARMREST (INCLUDING SUPPORT).

Very truly yours,

F. H. Brodek
Technical Service Manager

F. H. Brodek
ctp

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AMERICAN MOTORS CORPORATION
AUTOMOTIVE TECHNICAL SERVICE
3280 SOUTH CLEMENT AVENUE
MILWAUKEE 7 WISCONSIN

HUDSON AUTOMOBILES
NASH AUTOMOBILES
SPECIAL PRODUCTS

KELVINATOR
AND LEONARD
APPLIANCES

HZ 55-10
HD 55-10

File Under: BODY SECTION

August 4, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

DOOR ARMREST PADS - 1955 SERIES

Please refer to Service Letter HZ 55-9 and HD 55-9 dated July 8, 1955, filed under Body Section, relative to recementing the door armrest pads to the steel support plate.

Inspection of some cars where this operation has been performed indicates the repair is not satisfactory. Therefore, it is recommended that any attempt to recement the pad to the steel support be discontinued. A new pad, vulcanized to the steel support, should be installed.

These parts are listed in the Parts Catalog in various colors for different trim combinations in Group 29,075 under the heading, "PAD - DOOR ARMREST (INCLUDING SUPPORT)",

Complete armrests including the plastic frame should not be ordered or used as a replacement for this condition because the plastic frames on the car are in no way affected and can be reused.

Very truly yours,

F. H. Brodek
Technical Service Manager

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HUDSON SPECIAL PRODUCTS

KELVINATOR
AND LEONARD
APPLIANCES

HZ 55-11
HD 55-11

File Under: BODY SECTION

August 19, 1955

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

WINDSHIELD WIPER SLOW OPERATION -
1955 40-60-80 SERIES

A new wiper arm, Part Number 4476041, Left and, Part Number 4476042, Right and blade assembly, Part Number 4476043, is available for service installation. The elimination of the actuating wire design increases the cycling action of the wiper assembly.

in cases where slow wiper action is encountered, the installation of the new wiper arm and blade assembly is recommended.

in all cases, the control cable must be adjusted to allow the valve to fully open and close. The control cable conduit should protrude 1/4" beyond its mounting bracket to allow for full travel of the valve both ways. It is not necessary to remove the wiper motor for this operation.

The following procedure will provide accessibility for adjustment of the control cable:

Remove the wiper arms, blades, and cowl vent air intake panel.

Scribe on the section of the panel above the wiper motor a mark 1-1/4" back from the base of the screen and then measure 2-3/4" from the left edge of the panel section over the motor and draw a line to intersect the first mark.

Center punch and drill a 1/2" hole.

In the event control cable adjustment and wiper arm blade and assembly installation does not improve wiper action, replacement of the wiper motor may be necessary.

A secondary valve breather cover, Part Number 4476044, incorporating a combination water shroud and muffler is available for installation on the "Rambler" Series where an air suction noise may be encountered.

An -improved wiper motor, incorporating Part Number 4476044, is also available for service installation on the 40, 60, and 80 Series under the original Part Number 4386166.

Very truly yours,

A handwritten signature in blue ink that reads "F. H. Brodek". The signature is written in a cursive style with a large initial "F" and "B".

F. H. Brodek
Technical Service Manager

F.H.Brodek
ctp

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HUDSON AUTOMOBILES
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HUDSON SPECIAL PRODUCTS

KELVINATOR
AND LEONARD
APPLIANCES

HZ 55-12

HD 55-12

File Under: BODY SECTION

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS

August 25, 1955

LOADING HOOK HOLES IN SIDE SILLS

All cars are provided with holes and spacers in the side sills opposite the front or rear edge of the front wheels (determined by model) and the rear edge of the front wheels.

These holes are used to fasten loading hooks for new cars that are shipped from the factory by rail. On new cars shipped by truck or drive-away, these holes are not used and were left open.

To prevent dust and water from entering the side sills at these holes on cars not shipped by rail, production is now closing them with corks, size $17/32$ " diameter tapered to $11/16$ " diameter and $7/8$ " long, Part Number 3141046.

To prevent corrosion in the side sills, it is recommended that dealers obtain a supply of corks and close these holes when servicing new or used cars.

This operation should be performed on all cars prior to winter driving when the use of salt on the streets is employed by most cities.

Very truly yours,

F. H. Brodek
Technical Service Manager

F. H. Brodek
ctp



HUDSON MOTORS

DIVISION OF AMERICAN MOTORS CORPORATION
3280 SOUTH CLEMENT AVENUE
MILWAUKEE 7, WISCONSIN

USHZ 55-1
USHD 55-1

TECHNICAL SERVICE

File Under: :BODY SECTION

November 18, 1954

ALL HUDSON DEALERS, ZONES AND DISTRIBUTORS:

AIR DRY REPAIR ENAMEL -
5500 SERIES

It is important that all Zones and Dealers servicing cars be in a position to take care of any damage to the paint caused in shipment, handling, collisions, etc.; also have available the proper repair material for such cases, whether it be major or minor, and make the repairs in such a manner s to replace the original finish as near as possible.

American Motors Technical Service Att, #55-1 contains information as to the sources of supply and lists paints with American Motors code number, paint name, and number for both Ditzler and DuPont in both Air Dry Repair Enamel and Repair Lacquers. Complete instructions are outlined for both Ditzler and DuPont, emphasizing the importance of proper application and the proper uses of all other materials used in this connection.

We request that these instructions be followed in detail and in the event further information is desired, it can be obtained from either the local Ditzler or DuPont factory representative through the Zone Service Manager.

Yours very truly,

F. H. Brodek
American Motors Corporation
Technical Service Manager

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Attach.

AIR DRY REPAIR ENAMEL - 5500 SERIES

It is important that all Dealers servicing cars be in a position to take care of any damage to the paint caused in shipment, handling, collisions, etc.; also have available the proper repair material for such cases, whether it be major or minor (AND MAKE THE REPAIRS IN SUCH A MANNER TO REPLACE THE ORIGINAL FINISH AS NEAR AS POSSIBLE).

The original finish is of a BAKE TYPE ENAMEL, being applied on the body and all sheet metal parts that have been bonderized. Bonderizing retards corrosion, provides a positive base for paint adhesion, and prevents the spread of rust under paint where the metal has been exposed from damage. The application of this enamel in special conditioned air spray booths, then baked on in ovens, produces a glass-like finish which is more durable than any other finish known to the industry. All repairs to the BAKE TYPE ENAMEL finish must be made with Air Dry Enamel. The only time Repair Lacquer should be used is in case of touching up a small scratch.

AIR DRY REPAIR ENAMELS are to be used where the finish has been damaged and must be built up, which may be referred to as "Spot-In". In these cases we recommend the building up of the damaged area and re-finishing the complete panel. This operation requires more time for the job (BUT IT INSURES A FINISH COMPARABLE TO THE ORIGINAL IN APPEARANCE AND DURABILITY). It also eliminates the possibility of colors not matching or showing repaired spots, etc., that so often have resulted in paint complaints, otherwise Repair Lacquer (Touch Up) may be used.

All personnel should understand when damage occurs and repairs are to be made to the original finish, they must be classified as either TOUCH UP OR REPAIR and the proper materials that have been made available by our paint manufacturers are used in accordance with their application instructions to cover each type of material for the job it is expected to do.

The paint code number for each car is stamped in the body number plate, This plate is located on the dash panel in the engine compartment visible when the hood is raised.

When obtaining paint from local DuPont or Ditzler Paint Dealers, furnish them with the paint number and name of the paint required. This is important to obtain the paint desired on cars painted in two-tone,

For example:

Paint No. 1

This would indicate the complete car was painted in one color.

Paint No. 64-69

This would indicate the lower color was 64, and the upper color was 69.

To assist you in obtaining the proper colors of paint, we have the following chart which shows:

1. The American Motors Color Code Number
2. Name of Paint Color
3. Paint Manufacturer's Name and Their Color Number for Each Type of Repair Material

AIR DRY REPAIR ENAMEL

or

TOUCH UP LACQUER

These paints can be obtained from two sources of supply:

DITZLER COLOR DIVISION - PITTSBURGH PLATE GLASS CO.

AND

E. I. DUPONT DE NEMOURS AND CO. - AUTOMOTIVE FINISHES DIVISION

Each of these companies have their own distributors in all key cities and dealers in all principal cities,

AIR DRY REPAIR ENAMEL

<u>BER</u>	<u>MANUFACTURER'S COLOR NUMBER</u>		
<u>CODE</u>	<u>PAINT NAME</u>	<u>DITZLER</u>	<u>DUPONT</u>
<u>NUMBER</u>		<u>DOE DITZCO ENAMEL</u>	<u>DULUX ENAMEL</u> (Color Blend File No.)
1	Black	DQE-9000	93-005
44	Caribbean Blue	DQE-41161	1376-H
61	Midshipman Blue	DQE-11277	2100-H
62	Island Green	DQE-41695	2101
64	Rio Red	DQE-70533	2108-H
65	Coral Red	DQE-60178	2109
66	Sunburst Yellow	DQE-80725	2105-H
67	Bermuda Green	DQE-41696	2103
68	Mist Blue	DQE-11282	2104
69	Snowberry White	DQE-8017	2106
71	Palomino Brown	DQE-21139	2107

TOUCH UP LACQUER

<u>CODE</u>	<u>MANUFACTURER'S COLOR NUMBER</u>		
<u>NUMBER</u>	<u>PAINT NAME</u>	<u>DITZLER</u>	<u>DUPONT</u>
		<u>DAL DITZ-LAC LACQUER</u>	<u>DUCO LACQUER</u> (Stock No.)
1	Black	DAL-9000	246-2048
44	Caribbean Blue	DAL-41161	1376-H
61	Midshipman Blue	DAL-11277	2100-H
62	Island Green	DAL-41695	2101
64	Rio Red	DAL-70533	2108-H
65	Coral Red	DAL-60178	2109
66	Sunburst Yellow	DAL-80725	2105-H
67	Bermuda Green	DAL-41696	2103
68	Mist Blue	DAL-11282	2104
69	Snowberry White	DAL-8017	2106
71	Palomino Brown	DAL-21139	2107

Instructions on the proper application of each manufacturer's Air Dry Repair Enamels follow along with the part numbers of their primer-surfacer, sealer coats, thinners and other materials used for the complete repair operation. These application instructions have been proven and we know if they are followed, satisfactory results will be obtained.

The use of quality thinners is good assurance of a satisfactory repair. Quality thinners are available for various types of paints, repairs, and climatic conditions. There are different thinners for medium speed, high gloss, non-penetrating, or as a retarder for enamels, metallic, and lacquers. Use only the proper thinner for each of these conditions.

We wish to discourage the practice of using one manufacturer's primer-surfacer and another manufacturer's color paints or thinners. The best results are always obtained by using one manufacturer's complete line of materials as recommended in the instructions.

It is important that the application instructions for each manufacturer's materials be thoroughly understood to prevent any type of failure through improper application. Do your part to properly prepare the surface to be painted. It must be smooth and chemically clean. That is your responsibility. The materials mentioned in the following application instructions are the finest finishing materials available, but unless they are applied over a properly prepared surface, the results will not be satisfactory.

APPLICATION INSTRUCTIONS
DITZLER COLOR DIVISION,-PITTSBURGH PLATE GLASS CO.

DQE AIR DRY REPAIR ENAMEL
DAL LACQUER

No. 1- Preparing the Surface. Before applying DQE Enamel or Touch-Up Lacquer, be positive that the surface to be painted, and also a considerable area outside of the spot, is thoroughly cleaned with Ditzler's DX-440 Wax and Grease Remover. Bare metal areas should be treated with DX-453 Rust Remover and Metal Cleaner.

No. 2 - Filling or Priming. If the surface has been dinged out and an area of bare metal is showing, it is advisable to apply two or three wet coats of Ditz-Lac Combination Primer-Surfacer DZL-7950 Oxide Red, DZL-3925 Neutral Grey, DZL-3475 Dark Grey, or DZL-3355 Light Grey for use under pastel colors. These Combination Primer-Surfacers should be thinned one and one-half times with Ditz-Lac Thinner DTL-50 and allowed to dry 30 to 60 minutes, then water sand with No. 320 sandpaper and wipe dry, or dry sand with No. 300 paper,

No. 3 - Spray entire panel or just the primer surfaced area with Two Star Sealer Gloss of the desired color, DL-900 Green, DL-1082 Red, or DL-1084 Light Grey. Sealer Gloss is reduced with one part of DTL-109 Non-Penetrating Thinner. Spray one wet coat and allow to dry 30 minutes before proceeding with the finish enamel.

THE USE OF THE DL SEALER GLOSS WILL HELP ELIMINATE SAND SCRATCHES, GIVE IMPROVED ADHESION, AND GIVE THE TOP COAT COLOR BETTER HOLD-OUT AND HIGHER GLOSS,

No. 4 - Spotting with DAL Touch-Up Lacquer. Small repair spots, preferably in inconspicuous areas, may be repainted with DAL Two Star Lacquer. Damaged area should be sanded and the spot feather edged. Bare metal should be primed with one of the DZL Primer Surfacer mentioned in paragraph #2. DAL lacquers should be thinned by adding three parts DTL-113 to two parts of DAL lacquer. The air adjuster on the spray gun can be adjusted to effect a rounded spray pattern. Spray the lacquer in a circular motion, starting in the center of the spot and working out two or three inches past the damaged area. Mist coat the edges with DTL-113 Thinner and polish using DRX-25 Two Star Rubbing Compound.

No. 5 Spotting with DQE Enamel. Unless the area to be spotted is very small, it is advisable to refinish the entire panel or fender to avoid "fringes" or "spray rings". Small areas are, however, more common and the procedure is to first adjust the spray gun so that the fluid feed is about one-third of that ordinarily used on large surfaces and the "fan" or pattern of the gun is reduced to a small cone. Spray a mist coat, wait about fifteen minutes and follow with a second and heavier coat. Avoiding spray rings is practically impossible and while compounding with DRX-4 Two Star Polish will help, the ring will always show. Therefore, even though the spot is small, it will be found expedient in most cases to spray-in the entire panel or fender. Reduce DQE Enamel twenty-five per cent with Ditzco DTE-99 Reducer,

No. 6 - Spraying larger areas with DQE Enamel. DQE Enamels reduce twenty-five per cent with DTE-99 Thinner. Follow the same method as in spotting except that the pattern of the gun should not be reduced and only the fluid feed is kept down for the preliminary "tack" or "mist" coat. For the second coat, the gun may be opened up to full capacity, and providing there is 60 to 70 pounds of air available, the entire area can be sprayed by moving over it quite rapidly so as to avoid all sags. With DQE Enamel do not try to pile on too much material or sags and wrinkling will result. DQE Enamel is dust-free in 20 to 30 minutes, tack free in four to six hours, and hard overnight, when kept at a minimum of 70°F.

To avoid wrinkling in hot or humid weather, always give Ditzco Enamel the full twenty-five per cent reduction as indicated in the directions on the can. In addition, the use of 1 ounce DX-1400 Enamel Equalizer per quart of enamel will increase the flow and gloss and give a further safeguard against wrinkling.

No. 7 - Spraying metallic colors. DQE Polychromatic Enamels reduce twenty-five per cent with DTE-99 Reducer. First spray a full wet coat. Wait about ten or fifteen minutes and follow with a light coat to keep the metallic particles near the surface. THE SHADE OF THE SECOND COAT MAY BE VARIED TO BLEND IN WITH THE FINISH ON THE CAR BY SPRAYING WETTER TO DARKEN IT AND DRYER TO LIGHTEN. A DRIER COAT MAY BE ACCOMPLISHED BY HOLDING THE SPRAY GUN FARTHER FROM THE SURFACE AND A WETTER COAT BY HOLDING IT CLOSER,

DAL Polychromatic lacquers should be thinned by adding three parts DTL-50 Thinner to two parts of DAL Polychromatic lacquer. THE SAME SPRAYING TECHNIQUE SHOULD BE USED AS WITH SOLID COLOR DAL LACQUER EXCEPT THAT NO FINAL MIST COAT SHOULD BE USED. TOO MUCH FLOW CAN CAUSE THE METALLIC PARTICLES TO RUN TOGETHER AND SHOW A MOTTLED APPEARANCE.

No. 8 - Baking DQE Enamels. DQE Enamels may be force dried up to 1101 using air dry application methods providing the enamel has not been applied in excessively heavy coats. The enamel should be reduced twenty-five per cent with the regular Ditzco (DTE) reducer whichever worke best under the shop conditions and add one ounce DX-1400 per quart of enamel for baking. The spraying technique is the same as for air dry.

Do not bake with hot air at temperatures exceeding 180° as the glass, battery, upholstery, etc., in a finished car may be damaged beyond repair. Heat from infra-red lights will not usually cause damage because it is localized on the finish. Temperatures exceeding 180° have a tendency to darken or yellow enamels. This is not noticeable in dark colors but the lighter the color, the more objectionable it will be.

No. 9 - Cleanliness. Applying DQE calls for absolute cleanliness in the spray booth and on the job. Every job should be "tack-ragged" before spraying and all cracks thoroughly blown out to remove all dirt and lint.

The six essentials for good re-finishing work - namely:

1. Thorough cleanliness in every phase of the operations.
2. Use of proper sandpaper grits.
3. Careful selection of materials.
4. Adequate volume and pressure of air supply.
5. Regard for the instructions on the container, especially the amount of reduction with thinner and the prescribed drying periods.
6. Experienced operators.

APPLICATION INSTRUCTIONS
E. I. DUPONT DE NEMOURS AND CO., AUTOMOTIVE FINISHES DIV.
AIR DRY REPAIR ENAMEL

OPERATION NO. 1 - Wipe with "PREPSOL" all areas to be painted. Wipe dry with a clean cloth immediately. Feather the edges of broken or repaired areas with #120C sandpaper (use dry) and finish off with #400 paper for best results. Remove traces of soldering acid and/or rust with a special metal conditioner, such as METALPREP, DEOXIDINE, ETC. Wash with water and make sure the surface is thoroughly dry before proceeding with the next operation.

OPERATION NO. 2 - Spot spray bare and feathered areas with Duco Primer-Surfacer, allowing each coat to flash (become dull). Allow to dry at least 1/2 hour and sand smooth with #320 paper and clean water. At the same time sand the entire panel so as to break the glaze of the old finish. Make sure the entire surface is thoroughly dry before continuing with the next operation.

OPERATION NO. 3 - Spray over the entire panel (including Primer-Surfacer on the repaired area) with one medium coat of "MAKE READY" PRIMER SEALER of the desired shade of color. This is a fast drying product and need not be sanded although it may be lightly scuffed in order to remove nibs. THE PURPOSE OF USING THIS MATERIAL IS TO ASSURE GOOD ADHESION, HOLD DOWN SANDPAPER SCRATCHES AND HOLD OUT THE TOP COLOR COATS UNIFORMLY. ALLOW TO DRY AT LEAST 1/2 HOUR TO SECURE MAXIMUM SEALING.

OPERATION NO. 4 - Dust off panel and tack wipe.

OPERATION NO. 5 - Apply "DULUX" color thinned with "DULUX" Reducer up to approximately 1/4 part. The first coat should be a medium one, The second coat may be applied as soon as the first coat has set up sufficiently so that the combined coats will not run and sag. This should be in from 1/4 to 1-1/2 hours after the application of the first coat, depending on amount of reduction, film thickness, drying conditions, etc. In hot, humid weather or on cold, damp days, more thinner than usual should be added and lighter coats should be applied to avoid wrinkling, slow drying, etc. The use of T-3864 VARI-TEMP Thinner is recommended under these difficult drying conditions.

"DUCO"
APPLICATION OF TOUCH-UP LACQUER
REPAIRING BAKED TYPE SYNTHETIC ENAMEL

OPERATION NO. 1 - Wipe with "PREPSOL" all areas to be patched. Wipe dry with clean cloth immediately. Feather the edges of broken spots with #120C sandpaper (use dry) and finish off with #400 paper for best results. Treat any rusty metal with a special metal conditioner, such as METALPREP, DEOXIDINE, etc. Wash with water and make sure surface is thoroughly dry before proceeding with the next operation.

OPERATION NO. 2 - Spot spray bare and feathered areas with "DUCO" PrimerSurfacer, allowing each coat to flash (become dull). Allow to dry at least 1/2 hour and sand smooth with #320 paper and clean water. If any imperfections still show, knife out with PX Putty and allow to dry 1 to 2 hours. Sand same as "DUCO" Primer-Surfacer. Be sure surface is thoroughly dry before continuing with the next operation.

OPERATION NO. 3 Rub around patches with "DUCO" Rubbing Compound to remove scratches in original finish and overspray. WIPE CLEAN WITH CLOTH DAMPENED WITH "DULUX" REDUCER.

OPERATION NO. 4 - SPRAY OVER AREA TO BE PATCHED ONE MEDIUM COAT OF "MAKE READY" PRIMER SEALER OF THE DESIRED SHADE OF COLOR. ALLOW TO DRY AT LEAST 1/2 HOUR TO SECURE MAXIMUM SEALING. IF NECESSARY, SCUFF LIGHTLY TO REMOVE NIBS.

OPERATION NO. 5 - Dust off patches and tack wipe.

OPERATION NO. 6 - If "DUCO" Non-Metallic colors, spray three or four wet, double coats reduced 1 part "DUCO" Color with 1-1/2 parts "DUCO" Thinner (reduce and rub "DUCO" Black in accordance with label directions). Allow each coat to flash before applying succeeding coats.

If "DUCO" Metalli-Chrome or "DUCO" Metallic Colors, secure hiding with two double coats reduced 1 part "DUCO" Color with 1-1/2 parts "DUCO" Thinner. Follow with three or four light single coats reduced 1 part "DUCO" Color with 3 parts "DUCO" Thinner. Allow each coat to flash before applying succeeding coats.

Extend each color coat a little beyond previous coat so as to blend into surrounding finish. A final mist coat of rich thinner with a little "DUCO" Color added, will tend to level off the patch and further blend it with the original finish.

OPERATION NO. 7 - Allow to dry at least four hours, preferably overnight, then process the patched area by hand rubbing with "DUCO" Rubbing Compound No. 2 or by machine rubbing with "DUCO" Machine compound No. 14. Be careful not to compound too far out -- stay within the area of the fresh color coat. Polish the entire patched and surrounding area, including the misted outer-edge of the patch, by hand or machine with "DUCO" Liquid Polish or dry buff with "Amcor" Disc No. 5 or lambs wool bonnet.

Summary of items used in these systems.

#3980 PREPSOL, for cleaning the old painted surface; METALPREP, DEOXIDINE, Etc., for cleaning bare metal; #120C (dry) sandpaper; #320 and #400 (wet or dry) sandpaper; "DUCO" Primer-Surfacer - 233-1912 Light Grey, 233-1913 Dark Grey, 233-1914 Oxide; "MAKE READY" Primer Sealers - 233-9608 Light Grey or 233-9609 Oxide PX Putty; #3661 "DUCO" Thinner for use with "DUCO" Primer-Surfacer and "MAKE READY" Primer Sealer; Tack rag; "DULUX" Color or Black; T-3804 VAIR-TEMP Thinner; T-3612 "DULUX" Thinner; "DUCO" Color or Black; 3717 "DUCO" Thinner; VZ-1090 "DUCO" Rubbing Compound No. 45 for use with "DULUX"; VZ-2006 "DUCO" Rubbing Compound No. 2 or VA-1196 "DUCO" Machine Compound No. 14 and "DUCO" Liquid Polish for use with "DUCO"; "Amcor" Disc No. 5 or lambs' wool bonnet.

DON'T USE PREPSOL on bare metal - use for cleaning old painted surfaces only.

DO USE proper metal conditioner for cleaning bare metal.

DO wipe dry immediately both PREPSOL and metal conditioner.

DO use a sanding block for feathering and finish off with a fine grit paper for best results.

DON'T touch repaired area with bare hands.

DO spray medium coats of Primer-Surfacer - DON'T spray heavy ones.

DON'T force dry Primer-Surfacer unless an Infra-Red Ray drying unit is used.

DON'T use gasoline for sanding - use clean water instead.

DO use #233-1914 Oxide Primer-Surfacer underneath Maroons for a good ground color.

DO use the Tack Rag freely between all finishing operations.

DO apply "MAKE READY" Primer Sealer to entire panel on enamel repair and to patched area on lacquer touch-up to insure good adhesion and uniformity of top color coats.

DON'T apply heavy coats of "MAKE READY" Primer Sealer - one medium coat is all that is necessary.

DO use T-3864 VARI-TEMP Thinner for all "DULUX" Colors whenever spraying conditions are questionable.

DO make preliminary trial spray-outs of metallic colors to determine if final application to panel or area to be patched should be dry or wet spray. DRY SPRAY OF A METALLIC COLOR USUALLY TURNS OUT A LIGHTER SHADE, whereas, WET SPRAY USUALLY IS DARKER.

DO use "DUCO" 3717 Thinner with "DUCO" Colors to repair or patch metallic and non-metallic synthetic enamels.

DO reduce "DULUX" Colors with four ounces of RAC-7007 Force Dry Reducer to one gallon of "DULUX" to avoid wrinkling when force drying with Infra-Red Ray units or other force drying ovens.

DON'T expose "DULUX" Colors to TIMES AND TEMPERATURES IN EXCESS OF THE FOLLOWING: Light shades two hours at 150° F.; Dark shades 1-1/2 hours at 165 °F. BAKING AT HIGHER TEMPERATURES OR FOR LONGER PERIODS MAY CAUSE DISCOLORATION.

DON'T use regular heating units for this purpose.

DO spray "DULUX" in well ventilated room at 70° temperature.

DON'T expose finished "DULUX" panel to direct sun rays for 24 hours unless the Infra-Red Ray heating unit has been used.

DO use #VZ-1090 Extra Fine Polishing Compound #45 if polishing of "DULUX" Colors is necessary.

DO allow about 30 days for both "DUCO" and "DULUX" to harden before waxing.