
RESTORATION AND TECHNICAL TIPS

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- Got a rough running TI car? Or maybe, does not run at all. Make sure you have a very good ground to the amplifier. This includes the core support to frame surfaces. Powder coating the core support can cause all kinds of issues; both where the amplifier ground connects and where the core support mounts to the frame horns. By the way this applies to anything connected electrically to the core support.
 - A good way to clean and remove paint on aluminum parts such as intake manifolds, bell housings, and valve covers without effecting the natural, as cast, aluminum finish. Put ground walnut shells in the blast cabinet (thoroughly remove the glass beads first). Experiment with the air pressure for best results, 60 to 80 psi worked fine for me. I've also found that this is an excellent way to clean up chromed interior parts (e.g., the top latches). Corrosion and minor rust on these parts is hard to completely clean off but the blaster makes quick work of getting into all those nooks and crannies. Works great on the chrome plated interior screws too! After walnut shelling just go over the parts with 0000 steel wool. You'll be surprised.
 - From what we can tell, midyear big block fan shrouds have a rivet on the left side of the fan blade guard at the glue joint. The rivet is the same large aluminum one used in various body areas. This may not be 100% so any of you that have original BB cars, please let us know what you have.
 - If you are detailing an engine compartment and have not removed all of the wires, cables, tubes, etc. you know how tough it is to mask them all. Try tin foil (some of my best restoration supplies come out of Jo Ann's kitchen). Just cut or tear thin strips (2 – 3 inches wide) and wrap everything. After painting, removal is a breeze. Works great to mask brake and fuel lines when blacking out the under body. A larger piece of foil works well on the bigger and awkwardly shaped items like the wiper motor if you left that in place.
 - For general clean up I use "BERKLEBILE 2+2 Instant Gum Cutter." It comes in an aerosol can for about \$3 and is available at NAPA stores. I've picked it up by the case at Carlisle.
 - Here's one I picked up from John Carpenter: for those small paint jobs, when you really do not want to fire up the compressor and spray gun. Try a "PreVal". It is a small aerosol "power" unit that screws to a glass bottle. I've sprayed primer, vinyl dye, lacquer, acrylic enamel and urethanes with it. Not for big jobs but works great for smaller parts; e.g., up to say valve cover size.
 - As a follow up to the above, take for example those hard to get interior paints, and brother have I had trouble getting those correct colors many times. I take a sample of the color from an area that has not been exposed to sunlight. Then I take it to my local paint store. If I give them the time to do the match using their "camera" they usually do a pretty good match. Then I use the "PreVal" to spray the parts. And I can usually specify what type of paint system I need. Sometimes I've even ended up using just a "Base" coat to get the color and texture I need.
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RESTORATION AND TECHNICAL TIPS (Cont.)

- Here's a "Tech Tip" on a problem I recently faced. Carpet was previously "installed" using "liquid nails". Ever dealt with that stuff? Not the recommended carpet adhesive. I managed to rip the carpet out piece by torn piece. Then what? Started with a hammer and gasket scraper which worked, but was a slow process. Turned the compressor pressure down and went after it with the air chisel. Worked great and took about 90 minutes. Caution; the stuff flew out. Did not wear my safety goggles but should have – as we always should. Also, I had to be a little careful to not damage the fiberglass.
 - Had trouble installing those new plug wires on a midyear small block, through the front motor mount and in the boomerang at the side of the motor? Hook and wrap the distributor end of the plug wire to a straightened coat hanger with tape (e.g. good old "Duct" tape), spray with silicone and have your friend/spouse/son/daughter/whoever feed the coat hanger from the top (or plug) side through the motor mount to you under the car. Just pull. Putting the wire in the boomerang shield then is not a real problem. Just be careful to not pinch the wire or it will ground and cause a solid miss.
 - Ever striped paint? Not an easy job, but a BIG messy one at that. How about the underbody? Ugly! Next time try soda blasting. I did on a '66 I'm doing. The underbody was fully painted black (enamel) and was going to be a mess to get right. A bit costly but took only 1 ½ days and no garage floor mess. And no effect to glass I left in the body. But the big benefit is that all deteriorated fiberglass resin was removed. And prior poorly repair damage exposed. The UV rays of the sun actually pass through the old lacquer and deteriorate the some of the resin. If you chemically strip the paint the stripper will often soak into these soft areas. If not repaired, the new paint will cause imperfections to appear in the paint down the road since the paint is stronger than the underlying weakened resin; like the first or second time you have it in the sun. Soda blasting gets all that bad stuff out. Yes, you do have to repair the damage but better to do it before applying the paint. Then it is too late.
 - Here's an oldie but perhaps one you relative "newbies" have not heard before. Lazy midyear head light bucket. Disassemble the motor; clean it up getting the hardened grease out. Is that spur (or driven) gear worn a bit (as I am after all the years I've got on me) or just plain worn out? Just turn it over 180 degrees and put it back in. The gear works over less than half its circumference. No need to buy a new one. Oh yes, before you take the motor all a part mark the gear and case so you know where it should be – assuming you know where the bucket was when you started; e.g., fully closed or open.
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