

REFINISHING PROCEDURES

INDEX

	Page		Page
ACRYLIC FINISHES	91	REFINISHING	92
DEFINITIONS—TECHNICAL TERMS	91	RUST PROTECTION	92
GALVANIZED METALS	92	SPOT REPAIR	93
POLISHING AND BUFFING	92		

ACRYLIC FINISHES

The vehicles are finished in an acrylic enamel. To determine the correct color and part number of the enamel used on the car, refer to the code on the body number plate and then locate the corresponding code on the paint chart.

DEFINITIONS OF TECHNICAL TERMS**Coat—Single**

This means one coat overlapping to give complete coverage.

Coat—Double

A double coat means to first spray a single coat with vertical strokes and then across with horizontal strokes, or vice versa.

Drying

The drying or hardening of a film goes through several stages. The first is known as “dust-free” and is the time required for a film to reach the condition where, if any dust settles on it, the dust will not become imbedded, but may be wiped off after the film has hardened. The second stage is known as “tack-free” and is the time required for a film to reach the condition where it may be touched with light pressure of the finger. The third is “hard-dry” and is the time required for the film to become thoroughly hard so that it may be rubbed and polished.

Feather-Edging

This is the tapering of the edges of a finish so that when the finger is passed over it no break will be felt. Feather-edging is usually done with water and sandpaper on a sanding block.

Ferrous and Non-Ferrous Metals

Ferrous metals are those which are made from iron (steel). Non-ferrous metals are those which are not made from iron or do not present an iron (steel) surface, such as aluminum, aluminum alloys, brass, copper and magnesium.

Flash

This is the term applied to a coat of a product when enough of the solvent has passed off for recoating.

Mist Coat

This is a coat of thinner to which may be added a small amount of retarder and applied as a final coat to increase flow and lustre of lacquer-type finishes.

Priming

The function of a primer is to form a bond between the surface and the succeeding product.

Puttying

A glazing putty is used for filling in small imperfections which are too deep to be taken care of by surfacer coats. It may be applied either before or after the last coat of surfacer.

Reducers

Reducers are mixtures of volatile liquids used to reduce alkyd, synthetic and orthodox materials to the proper consistency for application.

Sanding Block

As a rule a sanding block is a flexible rubber block, so arranged sandpaper may be fastened to it securely. It affords a good grip for the operator.

Wherever possible sanding should be done with a block as it distributes the pressures and gives a more uniform surface.

Surfacing

The function of a surfacer is to prepare a smooth surface for the color coats.

Tack Rag

This is a piece of cheesecloth that has been dipped in thin, non-drying varnish and then wrung out. It is kept in a container so that the varnish will not harden but will remain tacky. The tack rag is used to wipe off a surface or remove dust.

Thinners

Thinners are mixtures of volatile liquids used to thin lacquer-type finishing materials to the proper consistency for application.

Undercoats

All products used to prepare the surface to receive

the color coats are classified as undercoats, such as primers, surfacers, putties, primer-surfacer and sealers.

PAINT REPAIRS ON GALVANIZED METALS

To perform paint repairs on galvanized rocker panels or any other galvanized steel surfaces, care must be exercised when preparing the bare galvanized surface to properly accept the prime-surfacer and finish paint. Do not use short cut methods nor inter-mixing of materials.

Metal Preparation

(1) Thoroughly sand the affected area to remove all corrosion products from the exposed metal surface while carefully feathering all paint edges.

(2) Wire brush or steel wool the entire metal surface and remove all grease or oil by wiping with a clean solvent.

(3) Treat the bare metal panel with Galvaprep (Ditzler or DuPont) or R-M (Rinshed-Mason) 802 Galvanize and Zinc Conditioner or equivalent according to label directions.

(4) Rinse with clean water and blow off with compressed air.

Refinishing

(1) Apply one light coat of Ditzco Zinc Dust Primer DPE 659 (Ditzler) and as soon as thinner flashes off and within 30 minutes, apply a coat of Duracryl Sealer (Ditzler) or equivalent.

(2) Apply Ditzler A-L-E Primer Surfacer (DZL-3200 Light Gray, DZL-3400 Dark Gray, DZL-7200 Red Oxide) or Ditzco Speed-Sand Synthetic primer Surfacer (DPS-70 Red Oxide, or DPS-30 Gray) DuPont Hi-Speed Primer-Surfacer, or Rinshed-Mason APS-403 Primer Surfacer Sealer, or equivalent.

(3) Sand when dry and proceed with application of finish coats according to the paint manufacturers recommendations.

RUST PROTECTION

Prior to applying any paint to the sheet metal, clean the entire area to be repainted with a good wax and grease remover. **Eliminate all fingerprints.** Chemically treat all bare metal using a good metal conditioner. This conditions the exposed metal to resist rust.

BUFFING AND POLISHING

Minor imperfection in the paint finish normally can be removed by sanding, buffing and polishing. The

following procedure should be used when working on these minor conditioners:

(1) Oil sand by hand the affected area using #600 paper which has been soaked in mineral spirits. Caution should be used not to rub too hard over any of the affected areas or on ridges.

(2) Tack off the area with a clean soft cloth.

(3) Buff the entire area using a fine buffing compound.

(4) Polish the area with a good wax polish.

REFINISHING

Preparation Acrylic System Over Old Acrylic

(1) Remove outside accessories, mouldings and bumper face bars (if necessary).

(2) Remove silicone polish, wax, or any other surface contamination with wax and grease remover. A chemically clean surface allows for effective sanding and assures adhesion of the undercoats and finish color.

(3) Sand the old finish. This operation removes surface deterioration, feathers out scratches, nicks, stone bruises, or any other minor imperfections. Water sand with #360 grit paper or its equivalent.

(4) Blow off entire car, using high pressure air to eliminate dirt or dust from blowing out on to the surface as the paint is applied.

(5) Mask off the areas not to be painted. If a complete color change is being made, mask off interior parts adjacent to door openings to prevent paint spray from soiling interior trim and upholstery.

(6) Reclean entire area to be painted with wax and grease remover, eliminating workman's fingerprints.

(7) Chemically treat bare metal. This conditions exposed metal to inhibit rust. Use a good metal conditioner.

Priming the Surface

This operation is the backbone or foundation for the finish color. It primes the metal to insure adhesion and fills minor surface imperfections. Use one of the recommended lacquer primer surfacers.

(8) Apply Undercoats.

(9) To expedite repairs of the other surface imperfections, use spot putty, glazing putty or all-purpose putty.

(10) Sand undercoats. Water sand with 400 or finer paper (or its equivalent if other sanding methods or systems are employed). This is the key operation in refinishing. The final finish will be as good as the foundation over which it is applied.

(11) Respray with primer surfacer any area that may have been sanded through to bare metal in step 10.

- (12) Resand undercoat with 400 or finer paper.
- (13) When the color is being changed, wash the door jambs and door opening areas. Spray interior.
- (14) Remove overspray from exterior and reclean entire surface with wax and grease remover. This ensures positive adhesion.
- (15) Tack rag the entire surface to remove lint and dust.
- (16) Apply acrylic color. (Four to six double coats.) Refinishing in the field must be done with acrylic lacquer. The acrylic lacquer can then be polished to match original finish gloss. Care must be exercised when selecting paint for refinishing Acrylic Metallics, to select the proper paint code. Acrylic metallics carry a different code than non-acrylics.
- (17) When the color has dried hard, compound and polish.

SPOT REPAIRS

The procedures for making spot repairs with acrylic lacquer are the same as for complete panel refinishing with the following exceptions:

Sealer Coats

The use of a sealer is not practical where a spot repair is demanded, as it is difficult to spray sealer without leaving an edge. If care is taken in preparation of the surface, a satisfactory repair is possible by sanding the original finish about 2 or 3 inches be-

yond the area where the acrylic lacquer will be applied. Apply the lacquer directly on the sanded original finish, being careful not to overlap the color on the unsanded enamel.

Application of Color Coats

Metallic color can appear to vary in richness. The variation can be described as:

A closed pattern that appears lighter with fine metallic dispersion.

An open pattern that appears richer with the metallic flakes less noticeable.

A closed pattern is best matched by reducing the DDL color 150% with DTL-135 Acrylic Thinner, or equivalent, adjusting the air pressure at the gun to 35 lbs. and applying medium wet coats.

An open pattern is achieved by lowering the air pressure to 20-30 lbs. **at the gun**, reducing the DDL color 100% with a blend of DTL-135 and DTX-1140 Retarder, or equivalent, and applying even wet coats. The blending of thinner and retarder can be varied in percentage as necessary depending on the room temperature.

Compounding Color Coats

Compound the sanded area that extends around the refinish lacquer and then compound the lacquer, blending it into the enamel. **The hard surface of the acrylic enamel will permit compounding without leaving scratches.**

PAINT CHART

EXTERIOR COLORS

DART—CORONET—CHARGER

Paint Code	Ditzler Code	Chrysler Code Number	Color Name
AA-1	*32398	AAY2A4	Silver (Metallic)
BB-1	*9300, 9000	TAY1X9	Black
CC-1	13159	CAY2B7	Medium Blue (Metallic)
DD-1	*13043	BAY2B4	Light Blue (Metallic)
EE-1	*13040	BAY2B9	Dark Blue (Metallic)
FF-1	43547	CAY2F4	Light Green (Metallic)
GG-1	43540	CAY2F9	Dark Green (Metallic)
HH-1	22659	CAY2K8	Cark Copper (Metallic)
JJ-1	22704	CAY2T8	Chestnut (Metallic)
KK-1	13195	CAY2Q4	Medium Turquoise (Metallic)
LL-1	13214	CAY2Q8	Dark Turquoise (Metallic)
MM-1	*60492	BAY2K6	Bronze (Metallic)
PP-1	*71483	BAY1H6	Bright Red (Metallic)
QQ-1	71552	CAY2R7	Dark Red (Metallic)
RR-1	50731	CAY2M4	Mauve (Metallic)
SS-1	81539	CAY1Y1	Yellow
TT-1	22706	CAY2K4	Medium Copper (Metallic)
WW-1	*8362	VAY1W1	White
XX-1	22701	CAY1T1	Light Tan
YY-1	22700	CAY2T4	Medium Tan (Metallic)
ZZ-1	22715	CAY2Y4	Gold (Metallic)
88-1	13336	CAY2B6	Bright Blue (Metallic)

STRIPING COLORS

Paint Code	Ditzler Code	Chrysler Code Number	Color Name
-W	*8293	VAS1W1	White
-B	*9000	TAS1X9	Black
-C	*13074	BAS1B2	Blue
-H	*71498	BAS1R5	Red

Single Tone

AA-1, BB-1
etc. 88-1

Two Tones

BW-2
W8-2First Number or Letter—Roof Color
Second Number or Letter—Body Color

Coronet 500 models have a paint-filled rocker panel moulding using black paint fill with all exterior colors except Dark Blue (Metallic) 13040 and Black 9300; and Argent DX-8555 paint fill with Dark Blue (Metallic) 13040 and Black 9300.

* Carry Over Colors

INTERIOR COLORS

GLOSS FINISH COLORS

Color Name	Chrysler Code Number	Ditzler Code DL or DIA	Remarks
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Coronet & Charger

Used on: Quarter Window Garnish Mouldings. Coronet Series Door and Quarter Trim Retainer Mouldings. Convertible Rear Seat Shrouds and the following Station Wagon Parts: Seat and Floor Panel Components, Quarter Window Mouldings, "C" Pillar, Headlining Retainers and Tail Gate Opening Lower Moulding.

Aspen White	VAB1W1	8362	Station Wagon Bow Clips Coronet 440, 500 and Charger only
Raven Black	TAB1X9	9000	
Academy Blue (Metallic)	BAB2B9	13040	Hardtop, Convertible only Sedan and Station Wagon only Coronet, Deluxe and 440 Sedans and Station Wagon Visor Arm Bracket and Rear View Mirror
Copper Dust (Metallic)	CAB2K4	22710	
Desert Tan (Metallic)	CAB2T4	22712	
Sparkle Silver (Metallic)	TAB2S1	31603	
Cardinal Red (Metallic)	CAB2R7	71545	

Used on: Door and Quarter Upper Inner Frames. Integral Garnish Mouldings, "B" Pillar. Station Wagon Tail Gate Garnish Moulding.

Black (Metallic)	TAY1X9	9000
Dark Blue (Metallic)	BAY2B9	13040
Dark Turquoise (Metallic)	CAY2Q8	13213
Pale Copper (Metallic)	CAY2K4	22710
Pale Tan (Metallic)	CAY2T4	22712
Medium Red (Metallic)	CAY2R7	71545

Dart

Used on: Two-Door Hardtop Roof Rails and Quarter Panel Upper Garnish, Backlite Mouldings. Two-Door Sedan Quarter Garnish Extension.

Raven Black	TAB1X9	9000	Two-Door Hardtop only and Dart Two-Door Sedan Front Seat Hinge
Academy Blue (Metallic)	BAB2B9	13040	Two-Door Sedan only Two-Door Hardtop only Two-Door Sedan only
Indian Turquoise (Metallic)	CAB2Q8	13213	
Copper Dust (Metallic)	CAB2K4	22710	
Desert Tan (Metallic)	CAB2T4	22712	
Cardinal Red (Metallic)	CAB2R7	71545	

Used on: Inside Rear View Mirror Back and Bracket; Visor Arm and Bracket.

Sparkle Silver (Metallic)	TAB2S1	31603
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Used on: Door and Quarter Panel Upper Inner Frame and Upper and Lower Garnish, Quarter Panel Lower Garnish, "A" Pillars and "B" Pillars.

Black	TAY1X9	9000
Dark Blue (Metallic)	BAY2B9	13040
Dark Turquoise (Metallic)	CAY2Q8	13214
Pale Tan (Metallic)	CAY2T4	22700
Pale Copper (Metallic)	CAY2K4	22706
Medium Red (Metallic)	CAY2R7	71552

INTERIOR COLORS

LOW GLOSS FINISH COLORS

Color Name	Chrysler Code Number	Ditzler Code DL or DIA	Remarks
Coronet & Charger			
Used on: Optional For Front Bench Seat Manual Adjuster			
Jewel Black	TAB3X9	9028	
Used on: As noted.			
Dove White	AAB5W3	8389	Charger Roof Rails and Backlite Mouldings.
Jewel Black	TAB5X9	9028	Convertible Top Mechanism. Console, Charger Roof Rails and Backlite Mouldings. Assembly Front Seat Manual Adjuster Bench and Bucket.
Academy Blue (Metallic)	BAB6B9	13060	Console. Charger Roof Rails and Backlite Mouldings.
Copper Dust (Metallic)	CAB6K4	22729	Charger Roof Rails and Backlite Mouldings.
Doric Gold (Metallic)	CAB6Y4	22732	Charger Roof Rails and Backlite Mouldings.
Copper Brown (Metallic)	CAB6K8	22735	Console.
Medium Red (Metallic)	BAB6R7	71495	Console. Charger Roof Rails and Backlite Mouldings.
Dart			
Used on: As Noted.			
Jewel Black	TAB5X9	9028	Console. Convertible Top Mechanism. Bucket Seat Tracks.
Academy Blue (Metallic)	BAB6B9	13060	Console.
Copper Brown (Metallic)	CAB6K8	22735	Console.
Medium Red (Metallic)	BAB6R7	71495	Console.

SUEDE FINISH COLORS

Color Name	Chrysler Code Number	Ditzler Code	Remarks
Coronet & Charger			
Used on: Instrument Panel, Ash Receiver Face Plate, Glove Box Door Face and Back (Coronet and Deluxe), Glove Box Door Inner and Hinge, Side and Upper Windshield Garnish Mouldings, Steering Column, Column opening covers and Automatic Gear Selector Quadrant.			

23-96 BODY AND FRAME

Satin Black	VAC38X9	9324
Ensign Blue (Metallic)	BAC39B8	13157
Indian Turquoise (Metallic)	CAC39Q8	13279
Chestnut (Metallic)	CAC39T8	22754
Copper Brown (Metallic)	CAC39K8	22755
Derby Red	VAC38R9	71390

Dart

Used on: Steering Column. Instrument Panel. Instrument Panel Ash Receiver Face Plate. Glove Box Door Face, Back and Hinge. Glove Box Door Back, 270 and GT (Black only).

Satin Black	VAC38X9	9324
Ensign Blue (Metallic)	BAC39B8	13157
Indian Turquoise (Metallic)	CAC39Q8	13279
Chestnut (Metallic)	CAC39T8	22754
Copper Brown (Metallic)	CAC39K8	22755
Derby Red	VAC38R9	71390

SPATTER FINISH

Color Name	Chrysler Code Number	Ditzler Code	Remarks
Used on: Luggage Compartment			
Black and White	CAC48AA	DX1768	On Coronet—Two Seat Station Wagon Cargo Plywood (Inner Side)



ENGINE ENAMEL SPRAY PAINT

Mopar Performance's engine paint matches the factory original color so you can keep your engine compartment the original color. 16 ounces of quick drying enamel included in each can for painting engine block, parts or for fast touch up. See description below for proper application.

- P4120751** Race Hemi Orange - A bright orange color used on cars equipped with Max Wedge engines (413 and 426 Cross Ram) during 1962-64. Also used on 426 race Hemis built in 1964-65.
- P4349216** Street Hemi Orange - A red-orange color used on 426 Street Hemis built in 1966-71. Commonly referred to as "Hemi-Orange". During 1969-71, the high performance 383 and 440 engines and in 1970-71, the 340 engines were also painted this color.
- P4120753** Black-All 2.2 engines since 1981, and 318 and 360 engines since 1983 have been painted black from the factory.
- P4120752** Turquoise - This medium blue-green color was used on all B/RB big block engines during 1962-71 with the exception of the high performance 383/440 engines, which were painted Street Hemi Orange.
- P4349218** Red - This is the bright red color used on all 273 engines from 1964-69. Also, the 1968-69 340 engines and most mid-1960's 318 engines were finished in this color.
- P4349217** Blue - This medium blue color was used on all production engines from 1972-83 with exception of the 2.2 engine. Most 318 engines built from the late 1960's through 1972 were painted this color.
- P4529144** Yellow - Used on many early 1960's slant six engines including trucks.
- P4529148** Aluminum Silver - This color was used as far back as the 1940's and as late as the early 1960's. Most of the early Hemi's and 1950's engines were painted this color.
- P4529149** Gold Metallic - The "Golden Lion" engines of the late 1950's and early 1960's as well as the "Golden Commando" and DeSoto "Adventurer" engines used the color.