

SERVICE BULLETIN

CHRYSLER CORPORATION

PLYMOUTH DIVISION

DETROIT



Jan. 14, 1935

No. 27

methods
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polish
enamel
car

TO ALL CHRYSLER, DODGE AND DE SOTO DISTRIBUTORS, DIRECT DEALERS, DEALERS AND ASSOCIATE DEALERS:

Some Model PJ Plymouth cars will be finished in Glyptal Synthetic Enamel instead of lacquer. Cars finished in synthetic enamel can be identified by the letter "S" prefixing the body number, (for example, "S-651-3600"). At the beginning of production, no letter was used to identify synthetic enamel finish. Cars bearing body numbers 651-2000 to 651-3599 inclusive, were finished in synthetic enamel and were built prior to the addition of the prefix "S" to the body number.

Synthetic enamel cannot be compared to lacquer, not only in physical properties, but in method of application. In production, there is no polishing or rubbing of synthetic enamel finish; it is merely sprayed on and baked for one hour at from 225° to 240° Fahrenheit. This process of baking is about twice as long as with lacquer. Due to no rubbing or polishing, the resultant enamel finish has a greater depth and a longer life. Also, as a result of no rubbing or polishing, upon close inspection synthetic enamel finish may appear to be rather rough as compared to a polished and rubbed lacquer job. However, if viewed at a distance of a few feet, the synthetic enamel finish will appear more uniform in luster and greater in depth than a lacquer finish.

Due to the nature of synthetic enamel and the method of its application there may be complaints of excessive orange peel, roughness, or file marks. However, to more than compensate for these objections, rub through spots and thin finish complaints will be eliminated and synthetic enamel finish will improve with age. Due to washing operations, which will be necessary, the surface of the synthetic enamel finish will improve, and any so-called orange peel, which is noticeable at first, if not entirely eliminated through these operations, will show much improvement in that respect, and in time, will not be noticeable.

REPAIRS

IN NO CASE, SHOULD LACQUER BE USED IN TOUCHING UP OR REPAIRING SYNTHETIC ENAMEL FINISH.

Glyptal synthetic enamels may be divided into two general classes - air dry and baking type. In production, the baking type is used. For repairs in the field, the air dry type enamel is recommended. In the event the baking type is used for repairs, it will be necessary that heat lamps be used to apply heat to the surface being repaired, and the same length of time for baking and the same degree of heat should be applied for repairs as we use in production.

BODY

FINISH

SYNTHETIC

ENAMEL

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It is possible to spot repair synthetic enamel, using the same methods as with lacquer, that is, fanning out the edges and then, after an overnight drying, polish the spot into the panel to blind the spray ring and then apply Chrysler Motors liquid polish to remove the paste polish marks. It is important in making spot repairs that the air dry enamel being used be a perfect color match with the original color on the car.

Cleanliness is much more important in using synthetic enamel for repairs than lacquer, and the utmost care must be taken in "blowing off and tack ragging" the job, as well as cleaning and "wetting down" the booth - (all of this must be done in advance of any actual spraying).

BODY

FINISH

Small scratches can be touched-up by the use of a pencil brush.

Glyptal synthetic enamel for repairing enamel finish can be secured from the following concerns, but it is necessary, in ordering, that you specify the color and also whether or not air dry or baking type is desired:

SYNTHETIC

ENAMEL

Ditzler Color Corp.,
8000 West Chicago Blvd.,
Detroit, Michigan

Jones Dabney Company,
8747 Brandt,
Dearborn, Michigan.

PLYMOUTH PJ

E. I. DuPont-Denemours & Co.,
5-238 General Motors Bldg.,
Detroit, Michigan.

Cook Paint & Varnish Co.,
3301 Bourke,
Detroit, Michigan.

IMPORTANT: When corresponding with the factory relative to finish, it will be absolutely necessary that we receive the following information:

- | | |
|-----------------------------|---|
| 1. Car Serial Number | 6. Color of body and sheet metal. |
| 2. Body Number | 7. Nature of Difficulty |
| 3. Owner's name and address | 8. Estimate of the cost necessary to correct. |
| 4. Date of purchase | |
| 5. Mileage | |

(If this information is not supplied, it will not be possible for us to give you any suggestions or recommendations in connection with the particular case involved.)

Enter this bulletin number and subject in your **PLYMOUTH MAINTENANCE MANUAL**.

Group 14 - BODY

Director of Service

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