

Paint

General

The use of lacquers, synthetic enamels and combination finishes has made auto painting a highly developed specialized operation. Up to the spring of 1954, Porsche cars were finished in lacquer paints.

Through the development of synthetic enamels and their many advantages, a change over was made to these finishes.

In the springs of 1955 all colors, with the exception of the metallics, were synthetic enamels. Beginning 1956 all finishes were synthetic enamel. Laquer finishes are now available only on special order and of course at additional cost.

The type and color of the finish is found on a plate attached to the hinge post of each car. This plate shows the type of paint and identification code number.

The instructions contained in this section are primarily intended to assist in the spray painting of Porsche cars and are to be considered only as a guide. The instructions given by paint manufacturers for their product should be followed. The amount of thinner, nozzle size, air pressure, paint pressure and similar instructions should be in compliance with the manufacturer's specifications.

Shop Practice

The following are basic requirements for an auto paint shop:

- Spray paint chamber and dryer room must be kept dust free.
- The floor should be a grating under which a flow of water circulates to catch any falling dirt, dust, or overspray. In any case the floor must be wet.
- The paint sprayer must wear lint free overalls sprayed with tack spray so that dust will remain on the surface.
- Parts which must be masked should be covered with smooth non porous paper. Newspaper is not acceptable.
- Only masking tape which is heat resistant can be used when the paint is to be baked.
- Windows must not absolutely be covered with paper. Liquid masking material which can easily be peeled off can be used.
- Cars which have been on the road for some time must be cleaned so that no silicon or wax remain