

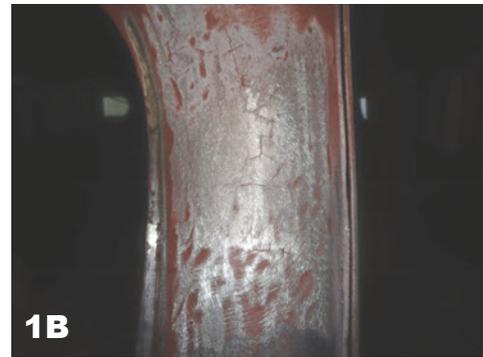
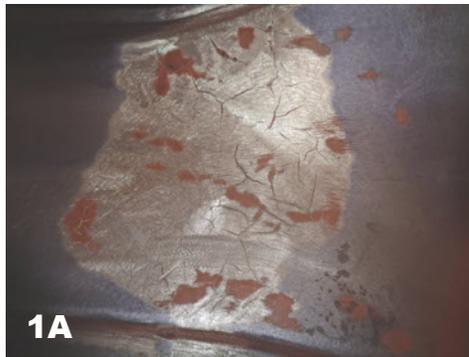


Replacing the LEAD on a 1940 Packard 2-Door Sedan-

by Ron Carpenter

Part One:

I am continuing to work my way around the car and I am back to removing lead. The front windshield posts have the lead failing just like the rest of the car. I was surprised to see how much they "butchered" the metal and then just covered it up with lead. The top of the car is welded on the sides of the windshield posts and in the middle of the windshield glass area to the cowl. These are the areas that I am working on now.



1A This is the Driver's side of the windshield and you can see the failure of the lead and that means that the metal under is exposed for corrosion....Rust.

1B This is the passenger side of the car and it has the same problem and I need to remove the lead



2. This is the post next to the door opening after I have removed the lead. They originally welded the metal together and then just beat it down and leaded it over.

3. This is the Passenger side after I took the lead out....Now you know where the expression "get the lead out" comes from.



4A I still have the original lead at the window opening and I have played with the lead on the post.

4B This is the driver's side from the windshield to the cowl after I have taken the lead out

5. This is the passenger side from the windshield to cowl



6A I have leaded in the seams and will now file the excess off.

6B I have made my first pass on filing the lead as much as I could so will finish with the DA.

6C I have now finished the metal and is ready for the plastic filler to finish it off.



7A I have leaded in the passenger side at both the window opening and the side

7B I have filed the lead to get the shape and it is ready now for the final DA-ing

7C I have sanded the metal with the DA and it looks good now. I can't say enough be sure to wear the mask when using the power tools.



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Part Two

I have been moving around the car doing the back, the top, and front cowl. I was not satisfied with what I had done for the left quarter panel. I kept looking at it and I learned that the inside was worse than I thought it was. I went back to the quarter panel and "dug" into it further and started removing the bondo that I had put in previously. I enlarged the hole that was just a little one in the area and then started cleaning under the the door jamb and saw a lot of rust in that area also.



1. Picture shows how I have cleaned up the area with my grinding disks and removed some bondo.

2A & 2B. these pictures show what the underbody area looked like when I removed the metal outside skin. You can see that it is rusted and I have cleaned it up.

3. Another picture of the area and you can see that I have removed part of the metal that is originally welded to the door jamb in 1940 when Packard body men worked on it.

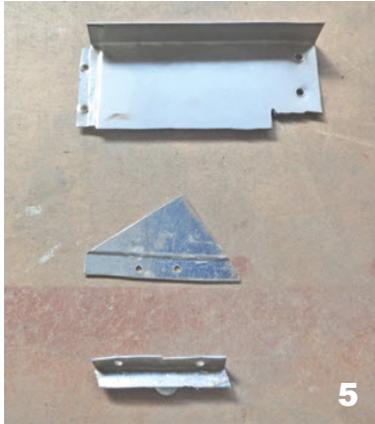


4A. I have coated the area with the rust converter in preparation to repair the area.

4B. Another picture of the area under the door jamb

4C. I have exposed more area and put the rust converter in the area. I should say that using the rust converter is also a problem to weld so I have to clean off some of the converter where I am welding.



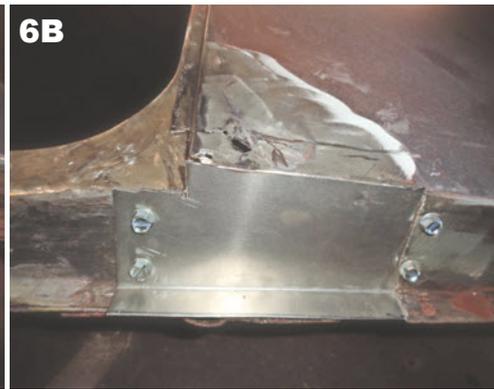


5. These are the parts that I have made to weld in to the area. As you can see I have divided it into three individual pieces as no way could I have made these in one piece.

6A. I have started with the bottom piece fitting it in place.

6B. You can see I have flanged the metal so that it could go under the other panel and secured it with two screws in the back and two in the front.

7. I have the piece in place checking to see that it fits before I fit the next piece.

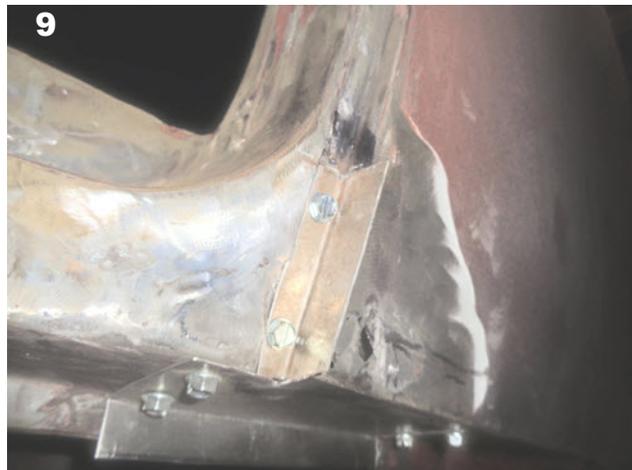


8. I have gotten the door jam piece in place checking to see that it all fits. Filling the pieces to get a nice tight fit.

9. Another picture of the pieces fitted together and I have not started to weld them as I want to be sure that it is tight and

not interfere with the door opening and closing as the door is still to be done and I must keep a straight line in the jam.

10. This is what it looks like now with the pieces fitted in. Nothing welded again as I am not ready.



CONTINUED

11. I have drawn a line where I want to cut the metal out and fit the third piece of metal.

I have now finished welding the metal in to door jamb and cleaned it up. I spot welded all the screw holes and welded under the car. On the pinch weld under the car I drilled holes and spot welded there also.

12. I have leaded the entire area, but elected not to crawl under the car and lead upside down as I am not flexible enough to do that anymore. I have done that when I did a Darrin years ago but I have not had enough practice any more.

13. I have filed the lead off before I finished it with the



DA and remember to always use your mask for that job. I have used the plastic filler to



finish off the area. One reason I used the lead was that in this area you could chip the plastic getting in and out of the car. It is ready for the primer and finish blocking of that area.