

05917	Weld-Thru Coating
08891	Rust Fighter-I

The following product is available from *Transtar Autobody Technologies. Contact the company at 1-800-824-2843 or www.tat-co.com

Part Number	Description
4353	Weld-Through Primer

*We believe these sources and their products to be reliable. There may be additional manufacturers of such material. General Motors does not endorse, indicate any preference for, or assume any responsibility for the products from these firms, or for any such items which may be available from other sources.

These sealers are intended to prevent water and dust from entering the vehicle and also are anti-corrosion barriers. Sealers are applied to such areas as rear compartment lid hem flanges, wheelhouse, quarter outer, floor, cowl, roof, and various other panel to panel attaching points. The originally sealed joints are obvious and any damage to these sealed locations should be corrected by resealing. Attaching points of new replacement panels should be resealed. Replacement lids and doors will also require sealing in the hem flange areas.

Flanged joints, overlap joints, and seams should be sealed using a quality sealer of medium-bodied consistency. The sealer used must retain its flexible characteristics after curing and be paintable.

Open joints which require bridging of the sealer in order to close a gap should be sealed using a heavy-bodied caulking material. Follow the label directions for the material selected.

Color application may be required in order to restore repaired areas such as hood, fenders, doors, quarters, lid, roof, engine compartment, underbody, and inner panels to original appearance. When this is necessary, conventional refinishing preparation, undercoat buildup, and color application techniques should be followed.

Deadener materials, spray-on type, are used on various metal panels in order to provide corrosion resistance and joint sealing. They control the general noise level inside the passenger area of the vehicle. When deadeners are disturbed because of damage, are removed during repair operations, or a new replacement panel is installed, the deadener material must be replaced by a service equivalent material. The application pattern and location of deadener materials can be determined by observing the original production installation.

Cleaning of the interior and underbody panel surfaces is necessary when original galvanized or other anti-corrosion materials have been burned off during welding or heating operations. Removal of the residue from burning will require additional care in such areas as interior surfaces of box-type construction and when configurations of the metal panels limit access to interior surfaces.