

were not only deeply scratched but had gritty pock marks. I found that for some areas using a 400 grit wet and dry type sandpaper and then a 600 grit, worked wery well. Although I would not recommend it in general, I did resort to using a 260 grit paper and in some instances, I even used a metal file on some very deep scratches. Keep in mind, the heavier sandpaper and file make scratches of their own but they are smaller than the heavier scratches and marks that they have removed. With each pass you are taking away scratches and leaving smaller ones. By the time you are through with the 600 grit you will be amazed at how good the piece can look from only using sandpaper.

Next, apply the stainless buffing compound directly to the rotating cotton wheel on one side of the grinder. Keep in mind there are two compounds and each has a different cutting grit. The coarse, cutting down compounds will scratch your final finish so a separate buffing wheel must be used for each type of compound. The buffing is a better place to start for the smaller and less severely scratched pieces than going directly to the sandpaper. Work the part back and forth under the wheel, keeping the work constantly moving. Remove the part away from the wheel with a slanting downward movement. You'll have to experiment to find the ideal spot to hold the part, but generally you will want to keep the work below the center of the wheel. If you're too high on the wheel the work can hop and vibrate, if you hold it too low, the part could pull out of your hand. This is where you have to be very careful. You could damage the part as it flies across the room, not to mention the very sharp edges and your fingers.

After this cursory buffing, you will be able to see the deepest scratches. These may not readily come out. This is where the sandpaper and the appropriate grit come in. With the sandpaper, work the general area of the scratch, then begin buffing again. Keep this up until the scratch is gone or until you can't sand it any more or don't care. You see, there really isn't a definitive stopping point, you could go on forever.

Wipe the part off with a rag to get all the stainless compound off. Make sure the piece is wiped clean so you do not contaminate the next and final buffing. The next step is buffing with the jewelers rouge compound. Apply it to the clean buffing wheel the same way you did for the stainless compound wheel. Work the part back and forth across the face of the wheel.

It does take a lot of time and practice to develop your own technique. Your parts will come out like they were new. I have had several people ask me where I bought the new door sill plates.

STARTER SOLINODS '53 - '56

All original solinods will have the part number stamped into the base area. Figure A is '53-'54 6V second design. It also uses a rubber dust boot on the rear to protect the plunger from oil. Figure B is '53-'54 6V original design and doesn't use a rubber boot. Number 1118135.

Figure C is '55-'56 12V original design and has one small post marked "S" where the key wire goes. Number 1119789. Figure D is '58 and up car and second design replacement for 1119789 and now has two small posts, "S" for key starting side and "R" for key assery side but this solinod also has the same part number, 1119789, stamped into the base area.

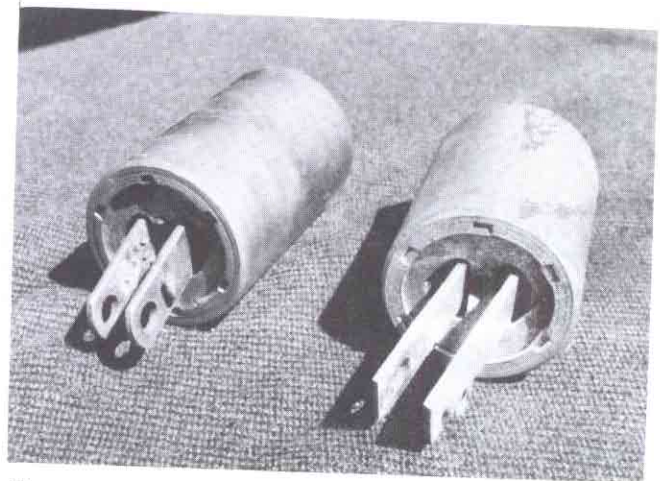
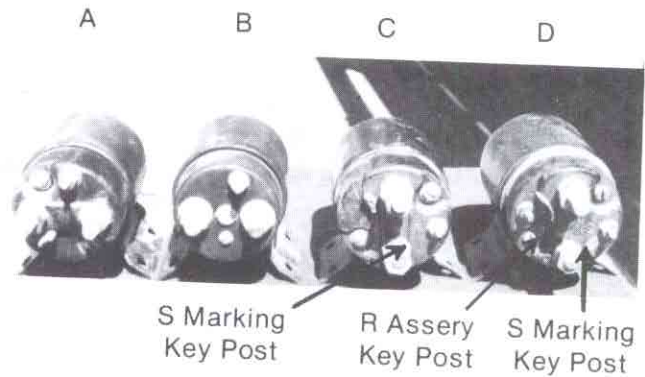


Figure 2 shows the plunger used. Left one is a 6V plunger and is connected to the starter using a pin and cotter pin arrangement. Right one is a 12V plunger and is connected to the starter using a bolt arrangement.