



Faux Galvanizing - What Worked For Me

Approx Time Needed For Completion: Single Part 5-10 mins

Supplies/Equipment Needed:

- 1 Spray Can "Stainless Steel" Paint or Other Light Silver Product
- 1 Spray Can "Grey Phosphate" Paint or Other Light Silver Product
- 1 Spray Can of Satin Clear (optional)
- Semi-stiff Plastic Sheets approx 6" x 6" (Freezer or Hardware Bags)
- Bright/Clear Zinc Plated Parts to be "Galvanized"
- Appropriate Cleaners for Clean-up

There are a small number of items (more depending on the model or year your working on) on each of our cars that were originally galvanized. With age and wear many of these parts need redoing or freshened up during a restoration. Some of these parts only need a small area of the surface repair while others need complete refinishing but some can not be disassembled and reassembled with any assurance that they will operated correctly once again. One such example might be the trunk or door latch mechanism.

Galvanizing has an distinct look, one that is difficult to describe but instantly identified. It's a combination of an irregular surface and a mixture of different grays and silvers in, what might be described as geometric shapes. Basically, the processes explained in this article are designed to replicate those colors, that surface and the shapes in paint. The great thing about this method is that if you

don't like the results you simply wipe off that attempt with thinner and try again.

In addition, galvanizing is not done by alot of plating shops and when it is, it often does not resemble the original process of forty years ago. Also, like most plating, the cost associated with replating is fairly expensive if you can find a shop to do it.



What follows is a fairly simple method I found while restoring a 1969 Shelby recently. Surely there are other methods, but this is what worked to me and the finished parts replicated the original finish to the point where no judge determined differently when the car was shown.

Hope you find this article useful in your restoration efforts



Right Click to Print Entire Article

Step #1 - For Individual Items With No Moving Parts

First, disassemble the item paying close attention to finishes and details, removing any mounting clips and such. Often different finishes were used on different parts that make up the finished piece. The heat process will damage any parts like springs. These individual items will be plated (they can go in with

all those other items your already plating) bright or clear zinc.

This plating will form a base for the faux process. As we will see, this zinc finish will be what is visible, in small sections, as we remove all other layers (in this case paint) during the process.



Step #2



After the part(s) have returned from the platters' you need to clean the surface to make sure it is free of oils or anything else it might have picked up during handling or transportation.

then the back on small items. This is important since you don't want the surface to dry between coats or before you daub the surface so you have to work quickly or wait for a better day if it's too hot.

How much area you work at one time depends on the shape and size of the items. On larger items, I often worked one section at a time or the front and

In a safe, well ventilated area, apply a quick light coat of the darker of the two spray paints.

Step #3

Quickly apply a coat of the lighter of the two spray paints. A silver works well for this step.



Step #4

Now, quickly before the surface dries, clump up a section of heavy plastic bag and daub the surface over and over, rotating your hand each time to vary the pattern. Any compound edges or curves will make it difficult to get the plastic into the corner and you may have to change the shape or angle to achieve the desired effect.

If you have difficulty in an area or two you can spray some of the lighter color on another surface, daub your wadded up

plastic in that paint and then daub it in the problem area.. Sometimes this trick dissolves the base colors enough to work. If all else fails simply clean off the surface and try again. Sometimes it takes a number of times to get the timing and pattern you need.

The process should, by daubing, remove different amounts and levels of paint in a random pattern, replicating the galvanized "look". If you remove all the paint during the daubing the



bright base zinc will show through providing another level. The finished look should have about 40% of the bright zinc showing through (partially or fully in places) while the other two shades make up the balance.

It's a good idea to have an original galvanized piece with some nice plating for you to use as a guide and compare to your efforts. Trunk or door latches often have area where they were protected from the elements and those area work will as an example.



Step #5

Depending on the finished surface you produced, you can now choose to finish the part by applying a single coat of a satin clear or leave it as it is. This additional layer of paint can lock all the levels together and provide a slightly smoother

surface finish (original galvanizing has an irregular surface).



Conclusion

If your successful, you now have some original looking parts ready to be put back on your beautiful car. Here are a few examples of parts refinished using the process described in this article



The Extra Mile

If you want add an additional detail to your finished work you might consider reproducing the following. The sheet metal that these galvanized pieces were stamped and formed from, (mufflers also) was supplied by ARMCO and the sheets were ink stamped with their logo, name and additional information. We can't tell for sure if this was the only provider or which years they were used as a supplier (we've found the usage on 1969 models so far).

As the individual parts were cut and stamped from these sheets these markings would randomly be found on the surface of the finished pieces.

In most examples you will be the only person that knows they are there and not every galvanized part would have a whole or part of a logo due to the location of the logos on the sheet of metal, the size of the part stamped and/or where on the sheet it was stamped from. So please don't go overboard if you choose to reproduce this little detail.

