

The purpose of this document is to outline the finish needed to detail a 65-66 Full Size Chevrolet back to original condition. Paint codes from back in the day are outlined on the second page of the Ditzler paint chips found in the ChevyTalk Reference Materials area. This document addresses vehicles built in the U.S. Some plants may have deviated from this scheme despite efforts to keep it repeatable.

All 1965 and 1966 Chevrolet automobile exteriors were painted using acrylic lacquer and were not clear-coated. Due to recent limited availability of lacquer paints in the U.S., conversion to more modern single or double stage urethane based finishes may be more practical. As of 2012, lacquer is still available in Missouri and from a few internet sites. However, most local auto paint retailers do not carry it. I know of only one in the St. Louis regional area who does.

### ***Exterior Finish***

Door hinges: Painted 100% gloss (same as body paint)

Door jambs: Painted 100% gloss (same as body paint)

### ***Dashboard and Interior Finish***

Top dash surface: 0% gloss (flat finish)

Dash surround: 0% gloss (flat finish)

Dash face: 60% gloss (semi-flat finish)

Upper Steering column and hardware (showing): 60% gloss (semi-flat finish)

Lower steering column (not showing): 60% black (semi-flat finish)

VIN Rivets (after Jan. 65): Six sided rosette

Top of SS console: 0% black (flat finish)

Lower SS console: Carpeted with same material as floor

Lower SS console rear vent: 0% top dashboard color (flat finish)

SS console interior: Carpeted with same material as floor

### ***Underhood Finish***

Alternator: Natural aluminum finish (uncoated)

Alternator fan and pulley: 60% black (semi-flat finish)

Alternator pulley nut: Dull silver CAD plating

Alternator tensioner bracket: 60% black (semi-flat finish)

Brake booster: 80% black (almost gloss)

Clutch fork: Natural unplated steel

Clutch Z-bar: Dull silver cad finish

Clutch push rods: Natural black-oxide finish (dull black)

Cowl tag: Natural aluminum (do not overpaint) and aluminum rivets w/filler

Cowl seams: 3M 08656 Brushable Seam Sealer

Dipstick: Natural steel finish

Fan clutch: Natural pot-metal with yellow CAD plated front cover

Fender bolts: Natural black-oxide finish (dull black)  
Firewall: 60% black (semi-flat finish)  
Fuel & brake lines: Natural unplated steel  
Grounding straps: Bare copper with tin-plated crimp-on terminals  
Heater box: 60% black (semi-flat finish)  
Heater hose retainer on right inner fender: Natural black-oxide finish (dull black)  
Hood (underneath): 60% black (semi-flat finish)  
Hood latch: Natural gray-oxide finish (dull dark gray)  
Hood hinges: Natural gray-oxide finish (dull dark gray)  
Hood springs: 60% black (semi-flat finish)  
Ignition coil (stock): Gloss black (remember the case has to ground to clamp)  
Inner fenders: 60% black (semi-flat finish)  
Master cylinder: Natural cast iron (will rust – some will clearcoat it)  
Oil filler tube and cap: 60% black (semi-flat finish)  
Power steering pump: 80% black (almost gloss)  
Power steering pump bracket: 80% black (almost gloss)  
Radiator: 100% gloss  
Radiator Support: 60% black (semi-flat finish)  
Voltage Regulator Cover: 100% gloss

### ***Undercar and Miscellaneous:***

***"A" Frames*** - 60% black (semi-flat finish)

***Ball Joints*** – Natural steel finish

***Bellhousing*** – Natural cast aluminum

***Bumper Brackets (all)*** - 60% black (semi-flat finish)

***Bushing Washers for "A" Frames*** – Natural steel (can be flat clear-coated to prevent rust)

***Center Link*** – Natural steel finish

***Coil springs*** - Natural black-oxide finish (dull black)

***Cowl US*** - 60% black (semi-flat finish)

***Cowl Canadian*** – Body color

***Driveshaft*** – Unplated steel

***Engine Bolts*** – Chevrolet Orange

***Engine Bolts for Accessories*** – Natural steel (can be flat clear-coated to prevent rust)

***Frame*** - 60% black (semi-flat finish)

***Gas Tank & Straps*** – Galvanized steel

***Intake Manifold & Bolts*** – Chevrolet orange engine color

***Jack Base & Bumper Lift*** - 60% black (semi-flat finish)

***Lower Front Valance*** - 60% gloss Argent Silver

***Pulleys*** – 80% black (almost gloss)

***Radiator & Fan Blades*** – 80% black (almost gloss)

***Radiator Spacer and Shroud*** - 60% black (semi-flat finish)

**Rear Axle Housing** – Natural steel with inspection paint  
**Rear Axle F41 Swaybar & Panhard Bar** - Natural steel  
**Rear Control Arms** – Natural steel  
**Shocks** - Gloss light gray  
**Spare Tire Hold Down Hook and Spinner Nut** – Dull silver CAD plating  
**Starter Motor** - 60% black (semi-flat finish)  
**Steering Box** – Natural cast iron  
**Steering Suspension Parts** - Natural iron  
**Tie Rod Adjuster** - 60% black (semi-flat finish)  
**Tie Rod Ends** – Natural steel finish  
**Transmission** – Natural cast aluminum  
**Transmission Crossmember** – Natural steel  
**Trunk** -

Inside trunk lid: 100% gloss (same as body paint)  
Floor and wheel housing: 60% grey and white spatter paint

**Wheels** - 60% black (semi-flat finish) unless car color is Code A

**This document is a work in progress. Any additions, changes or deletions should be submitted to 427SS65. Thanks!**

**Tom Goetz – 427SS65**

**Updated 02/03/2018**