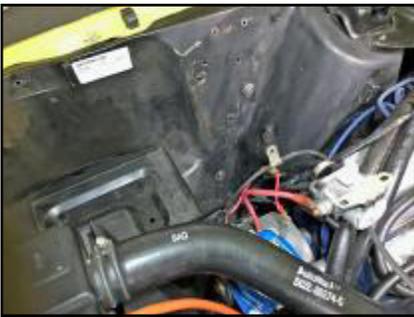


A Classic Car Winter Project

Submitted by "Chicken Hawk" Dennis McBee

This past year, I noticed that my engine bay was not looking fresh or in mint condition for a show car. Some of my club members had mentioned it to me as well, in a kind way. So, my project was to repaint the engine bay with a classic Satin Black finish as it would have come from the factory.

This January, 2020, I thought I would remove everything that I could from the inner fenders/engine



bay area, firewall and the structure in front of the radiator of my 1970 Ford Mustang Tribute Boss car.

Things that I was able to remove on my car were; the wiring harness on both sides, the starter solenoid and voltage regulator, the battery, the windshield washer tank and hose, some ground wires for the lights, the vacuum tree and vacuum lines and hooked

them on or over different engine parts to hold out of their normal position and away from the inner fenders and firewall for sanding and painting.

I had some 220-grit fine sand paper, some 0000-steel wool, and some scotch brite pads, soap (Dawn dishwashing soap) and water and some engine degreaser in a spray can. I used the sand paper to sand down rough areas and then steel wool to help smooth them out. Areas that were smooth, I used a combination of scotch brite pad and steel wool as needed. I worked on cleaning up the engine bay about 3 hours in the morning and a couple hours in the afternoon or as much as my back could stand leaning over for three and half days. I honestly spent about 14 hours sanding and cleaning the engine bay.

I went to Lowes and bought a quart of Krylon, Colormax Acrylic Latex, Indoor/Outdoor, Satin Black paint to use on my engine bay (A tip from another car guy in the "Little Car Club" who owns expensive classics). This paint is water soluble

and cleans up with soap and water. I also bought an inexpensive 3" foam roller with handle (comes with a clear plastic paint tray) and a 1" tapered foam touch-up brush/pad for areas you can't roll (the foam roller and brush also a tip from the same person).

I was absolutely amazed how easy it was to paint the engine bay with the foam roller. Additionally, the paint dries as smooth as if you spray painted it. Surprisingly, I was able to put pressure on the roller and squeezed it down to get under things like brake lines or other tubing that was away from the inner fenders or firewall. Those hard to get at places, I used the foam tapered pad/brush on things like rolled up lips on stamped parts, small areas, 90-degree corners, etc. I think it only took me about 2 to 3 hours to paint the engine bay completely. The paint goes a long way with that foam roller on previously painted surface. I didn't need anywhere near a quart of paint, but I could not find it in pint size.

It took another 3 or 4 hours to reconstruct my engine bay and put everything back in place. While doing that, I also purchased some 1/8", 1/4", and 1/2" cloth braided wire looms to install over the wiring. I think the engine bay looks great! Now I'll see if the judges think so!

