



THE SPARE PARTS ADVISER



LE MAGASINIER-CONSEIL



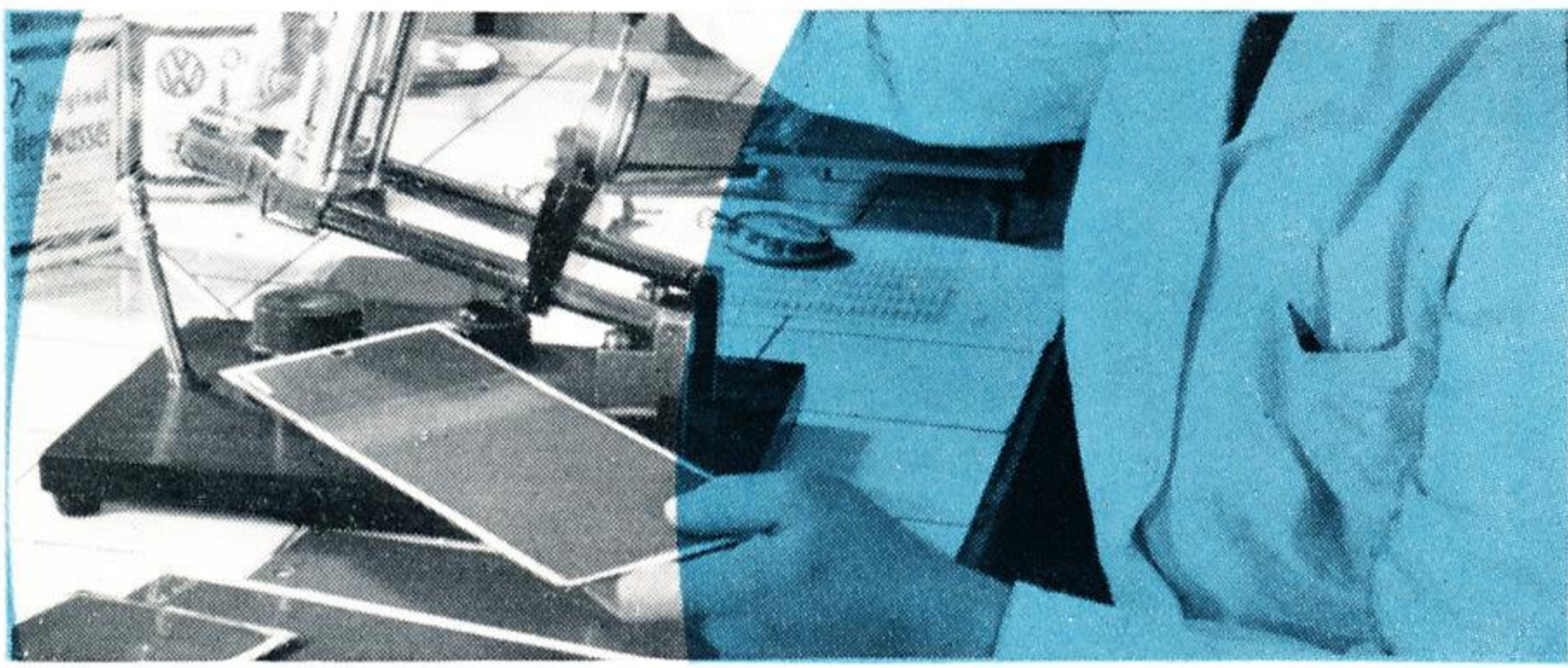
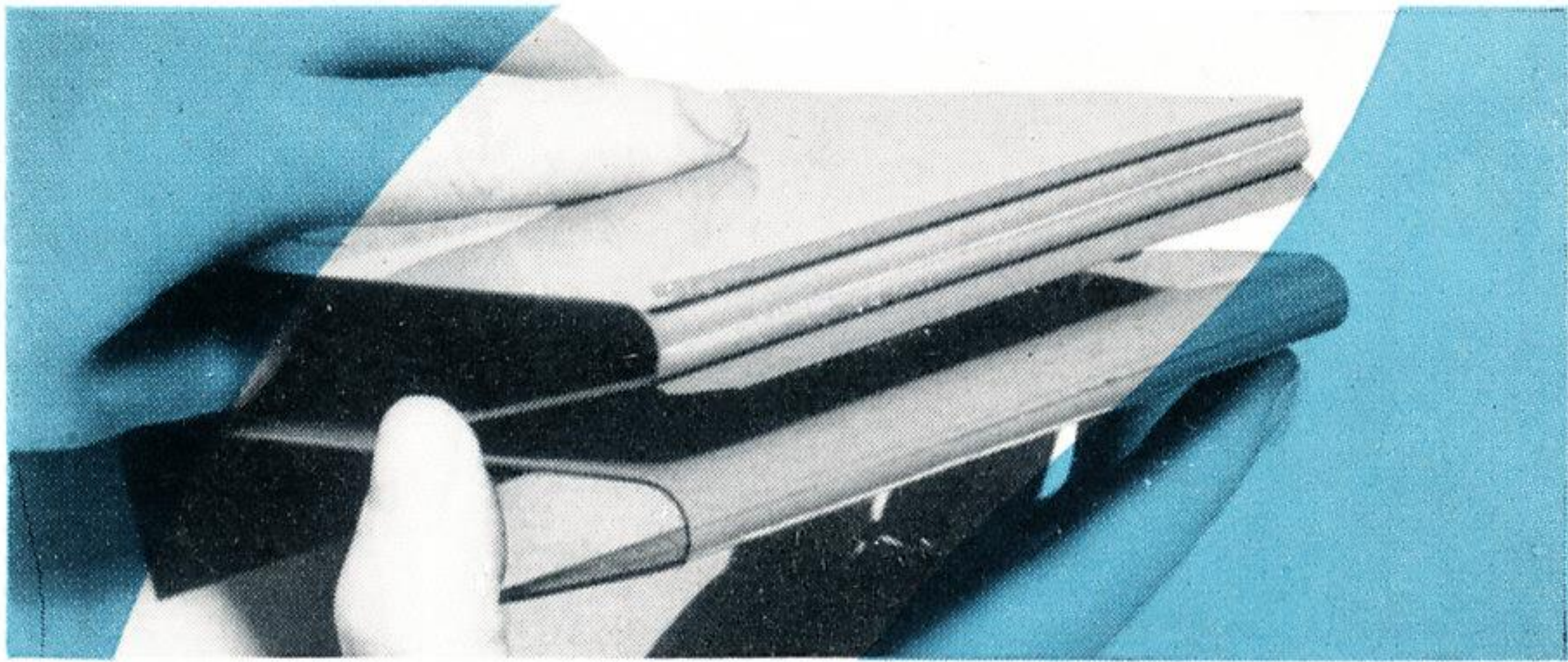
EL CONSULTOR DE REPUESTOS



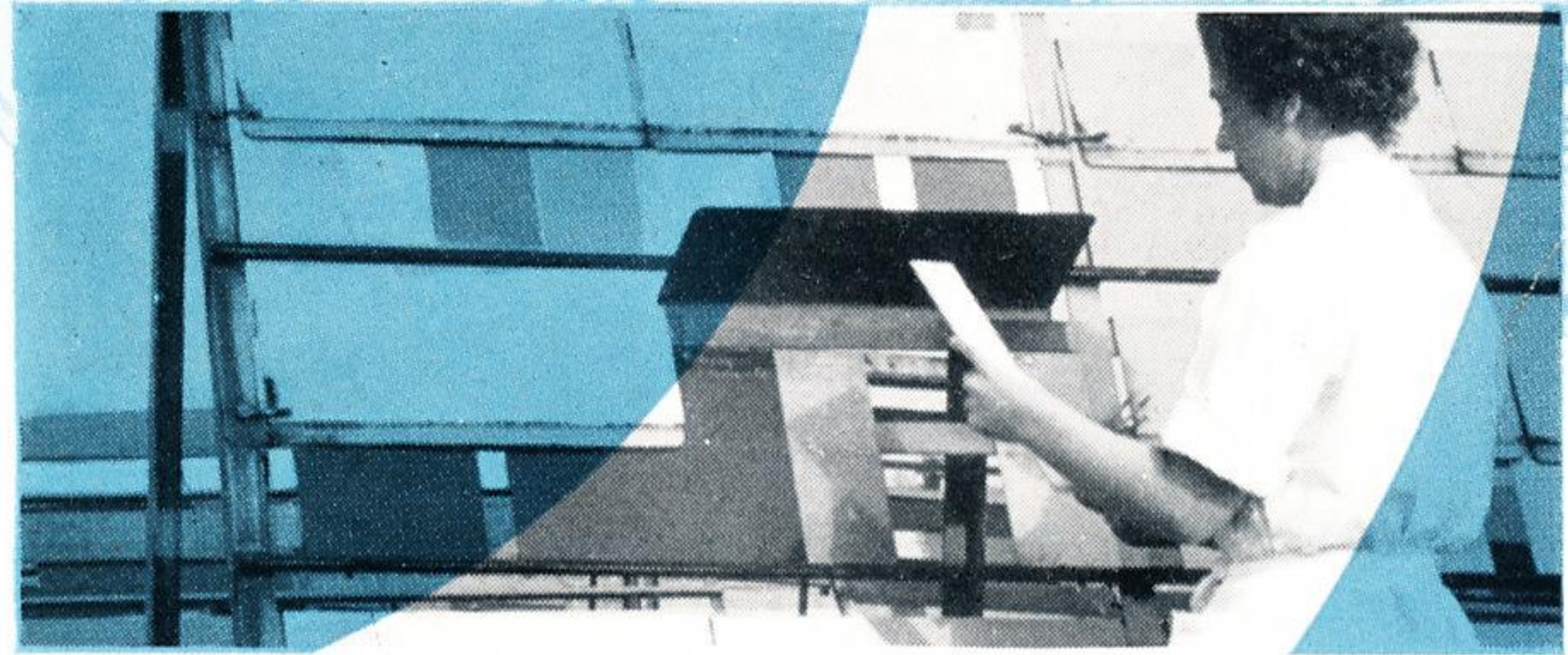
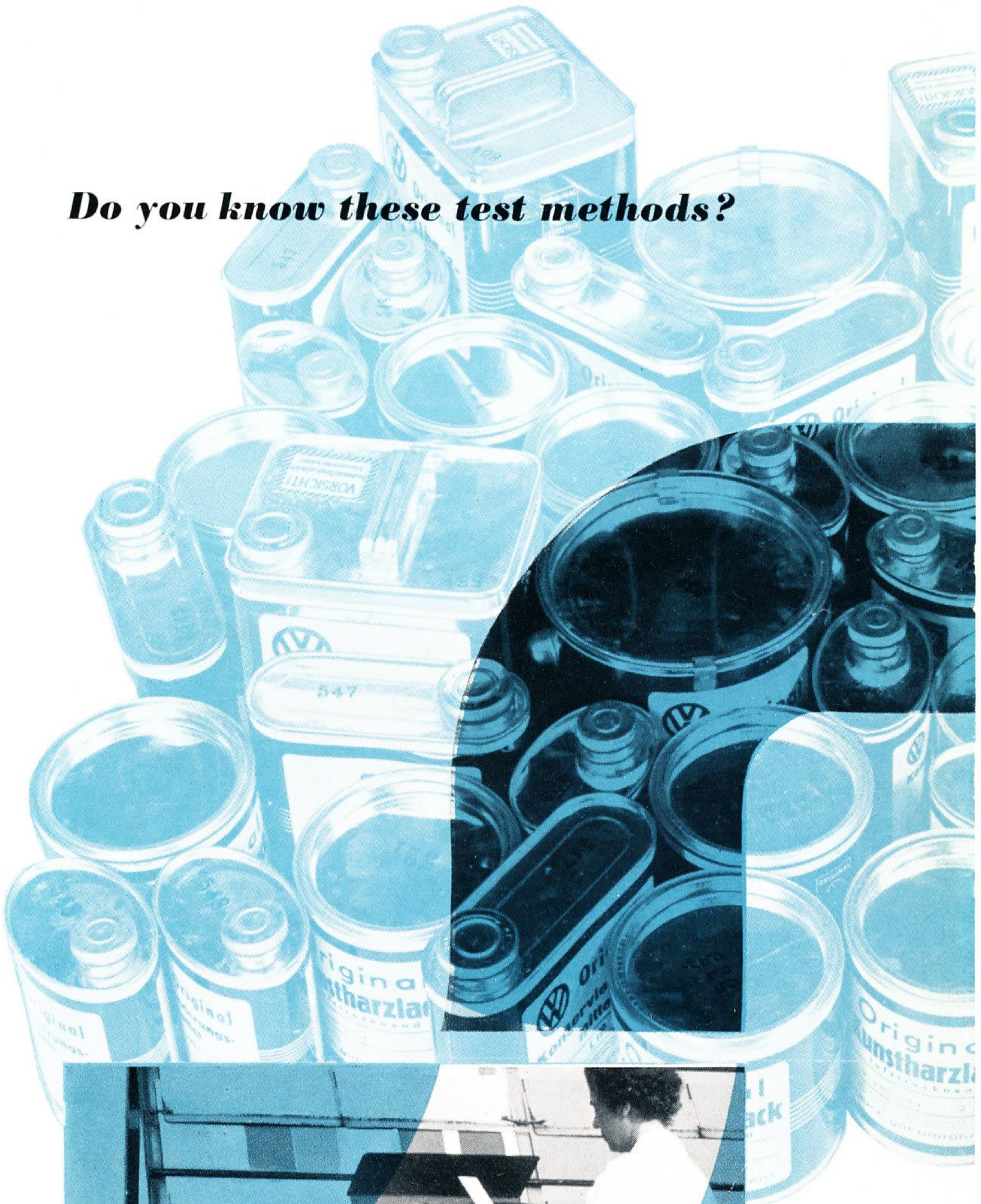
DER BERATER

INFORMATION FOR THE VW PARTS SERVICE · NO. 12. JUNE 1956

Genuine VW Paints, Preservatives and Polishes Colour Combinations



Do you know these test methods?



Never before has the colour styling of cars played such a prominent part in the automotive field of engineering as today.

Harmony and practicality must combine to fall into line with public favour without neglecting the

quality of paint and trim. This calls for a close coöperation of stylists and engineers. Their common aim is to obtain the best possible synthesis of harmony and quality of the materials to be used. It can be said that the Volkswagen reflects a logical solution to this all-important problem.



The finish has the glowing beauty that adds the final touch of quality to a car. It has high resistance to heat and cold and is extremely light fast. That's why the Volkswagen can be left in the open with safety, no matter what the climate is like — its shelter are the three durable paint coats.

To retain these properties, it has been one of our foremost considerations to provide factory-matched paints for repair jobs and finish preserving materials that are up to the high VW quality standards. These genuine VW paints, polishes and preservatives, are continually tested to guarantee that quality.

The tests applied are named below, followed by a brief outline of the procedures involved:

1. Spreading rate — Economy
 - a - Viscosity
 - b - Specific gravity
 - c - Hiding power
2. Physical characteristics — Visual inspection
 - a - Colour, gloss, uniformity, consistency
fineness of grind (pigment)
 - b - Hardness, abrasion resistance
3. Durability — Accelerated laboratory test
 - a - Weathering resistance
 - b - Adhesion, flexibility, impact resistance
 - c - Light fastness
4. Durability — Outdoor exposure test



Outline of Test Methods and Procedures

1. Spreading rate — Economy

Low-priced paints do not necessarily lead up to savings in the finishing costs. The amount of paint required for applying a coat depends on

the viscosity of the paint on delivery,
its specific gravity,
and its hiding power.

Utmost care is exercised in checking these properties.

a - Viscosity

The specifications set for viscosity or consistency of the paint are checked by means of an efflux viscosity cup and a stop-watch. The efflux time of a predetermined quantity of paint at + 20° C is an indication as to the paint reduction necessary for spraying. The paint reduction ratio is one of the values that keep finishing costs at a minimum. In general, the amount of thinner required for a unit volume of paint material varies between 25 and 30 per cent.

b - Specific Gravity

The specific gravity is determined by calibrated apparatuses, the reference standard being 1 liter of paint = 1 kg. The addition of unpermissible weighting materials can be detected by this method. A good spreading rate (the area covered by a unit volume of paint material) is only obtained with unweighted paint material.

Departures from the specific weight are only permissible with spraying fillers having a high pigment volume.



c - Hiding Power

The greater the hiding power of a paint, the lesser will be the quantity required to cover up a surface. The paint to be tested is uniformly spread on a glass panel after it has been reduced to the standard viscosity. After drying for a given period at prescribed temperatures, the sample paint is tested for light penetration against the standard paint.

2. Physical Characteristics — Visual Inspection

In connection with the evaluation of the spreading rate, the paint material is tested for the following properties:

a - Colour, Gloss, Uniformity, Consistency, Fineness of Grind

The paint materials are sprayed on test panels to duplicate certain standard body finishes, while paying special attention to their workability. By applying different sanding methods, trying different film thick-

nesses, etc., the consistency of the dried finish is determined (blistering, nicks, floating of pigments). In addition to that, the general appearance is compared with that of the original standard (colour, gloss, surface structure, fineness of grind).

b - Hardness, Abrasion Resistance

The hardness of the paint and the related abrasion resistance are determined after the prescribed drying time (air or oven drying) and additional 24 hours of outdoor exposure. The paint is applied to a glass panel to obtain a film of uniform thickness on a uniformly



smooth and hard surface. The apparatus used is a rocker. As the rocker is very sensitive to drafts, a hood of transparent plastic is placed over it as soon as it starts to swing in order to ensure top accuracy of the measurement. The number of swings, which varies between 10 and 100, is determined with a stop-watch. The result of the rocker test is a true reflection of the paint quality in terms of hardness.

3 - Durability — Accelerated Laboratory Test

These tests are to make sure whether the quality of all paints used for the coats of a film conforms to the specifications that ensure a long paint life under all climatic conditions encountered on the globe, ranging from arctic cold to tropical heat and including the

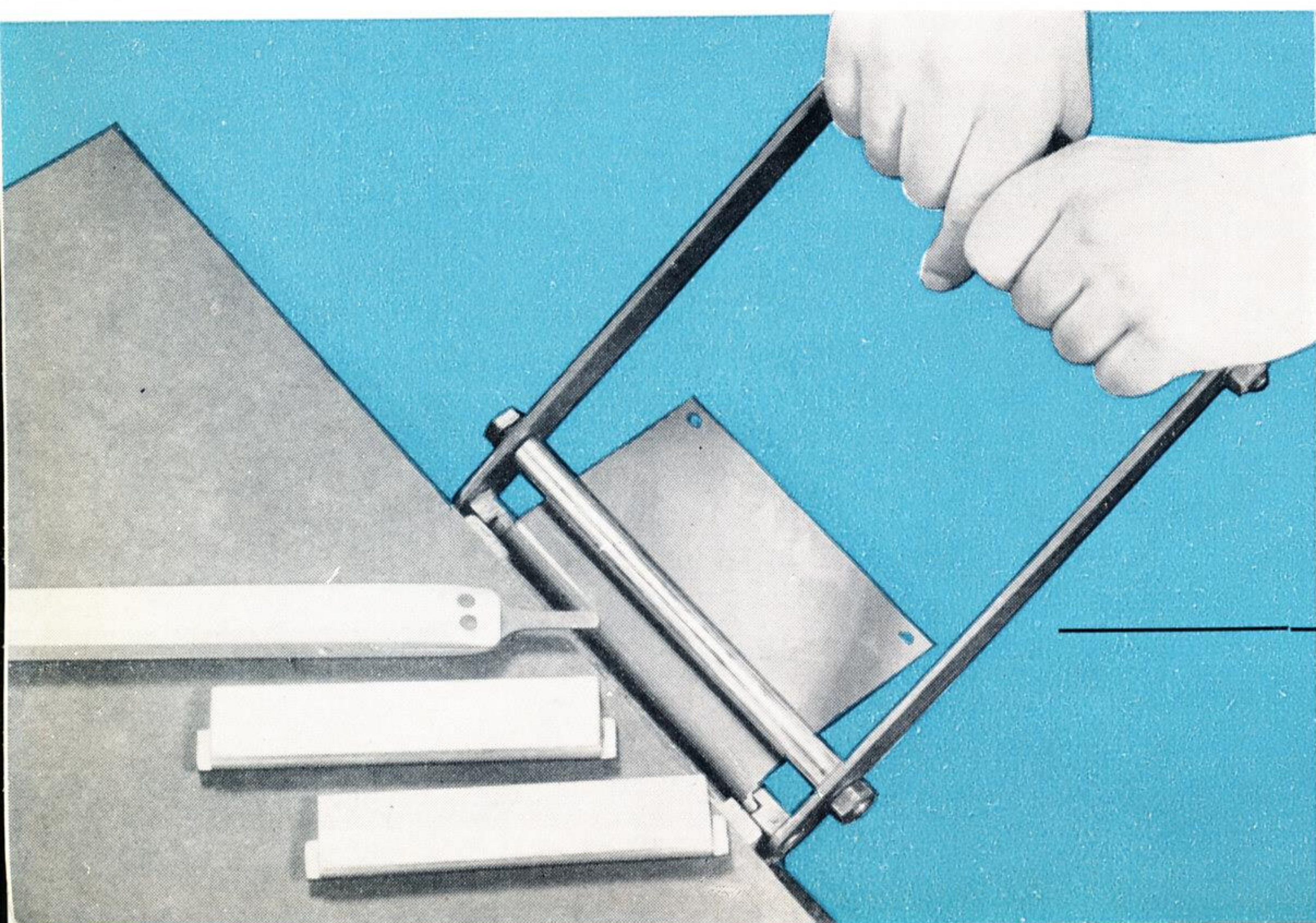
atmosphere in industrial territories. The standards adopted comprise specifications that are based on the experience gained in many years of tests and trials. Accelerated laboratory test procedures have been established for the purpose of continually checking the paint materials used and supplied by the factory.



a - Weathering Resistance

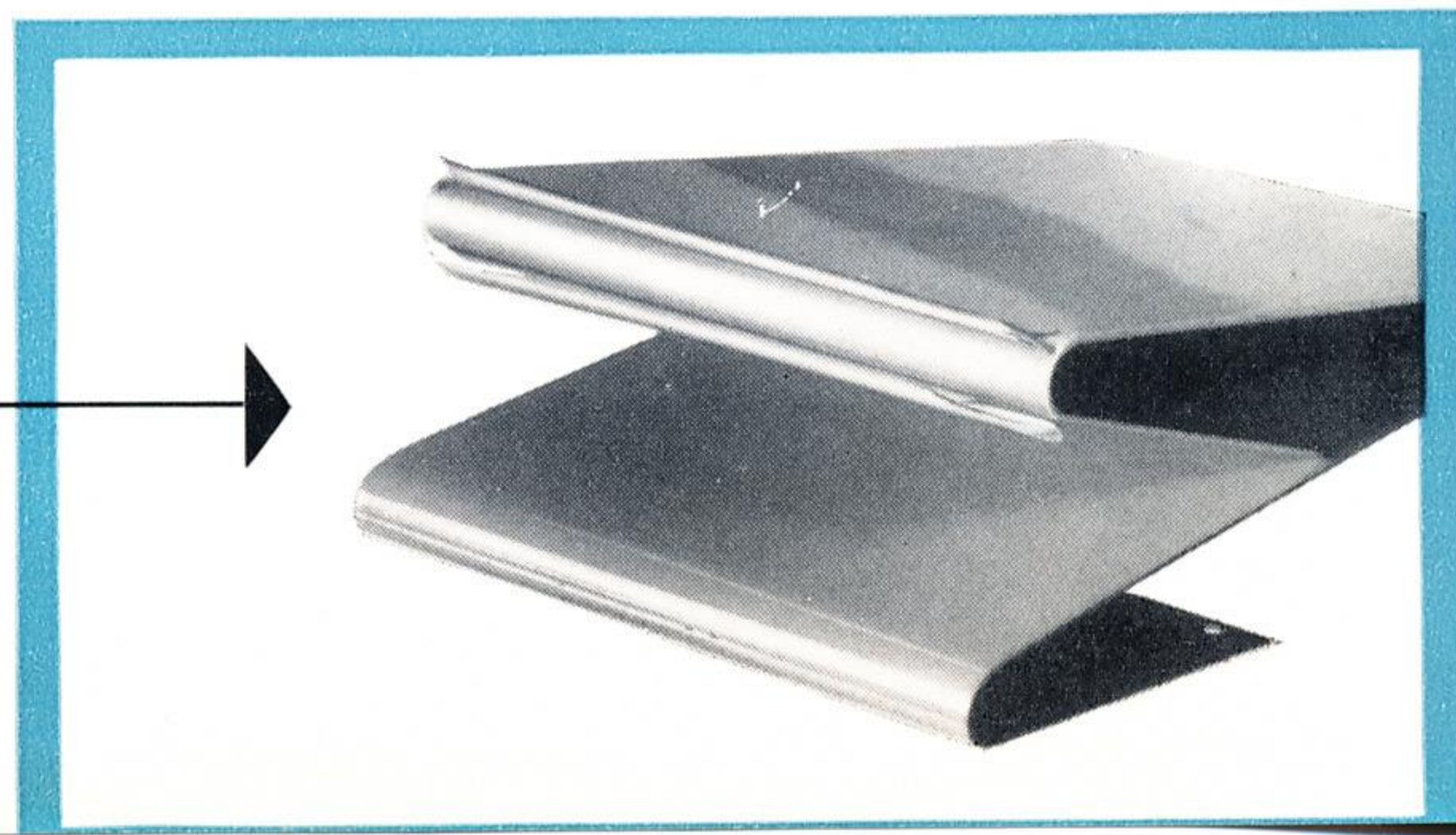
Some test panels, prepared and painted as the body of the car, are subjected to artificial weathering. An apparatus (Testor Method) is used for this purpose. After 8 hours in the closed apparatus at a temperature of 50—55°C and 100% relative humidity, the test panels are exposed for 16 hours in the open apparatus at room temperature and normal atmosphere. This 24-hour exposure is repeated ten times in succession and completed by two additional 24-hour procedures when the apparatus is filled with concentrated "industry atmosphere".

Experience has proved that all flaws in the paints or in the application procedures will be revealed by this test already after a short time of exposure. In addition, the accelerated laboratory test constitutes an extremely intensified aging of the paint coating.

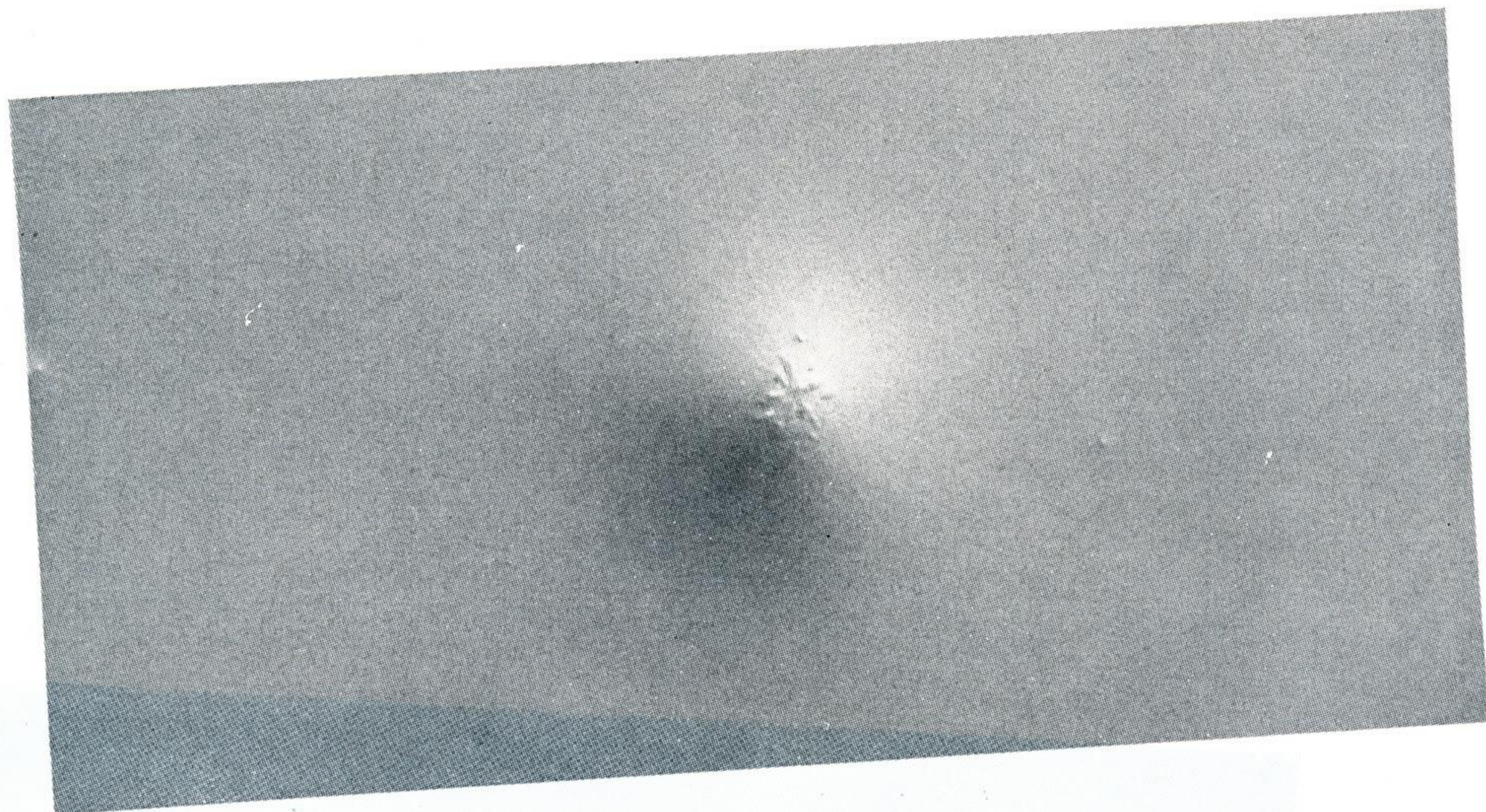
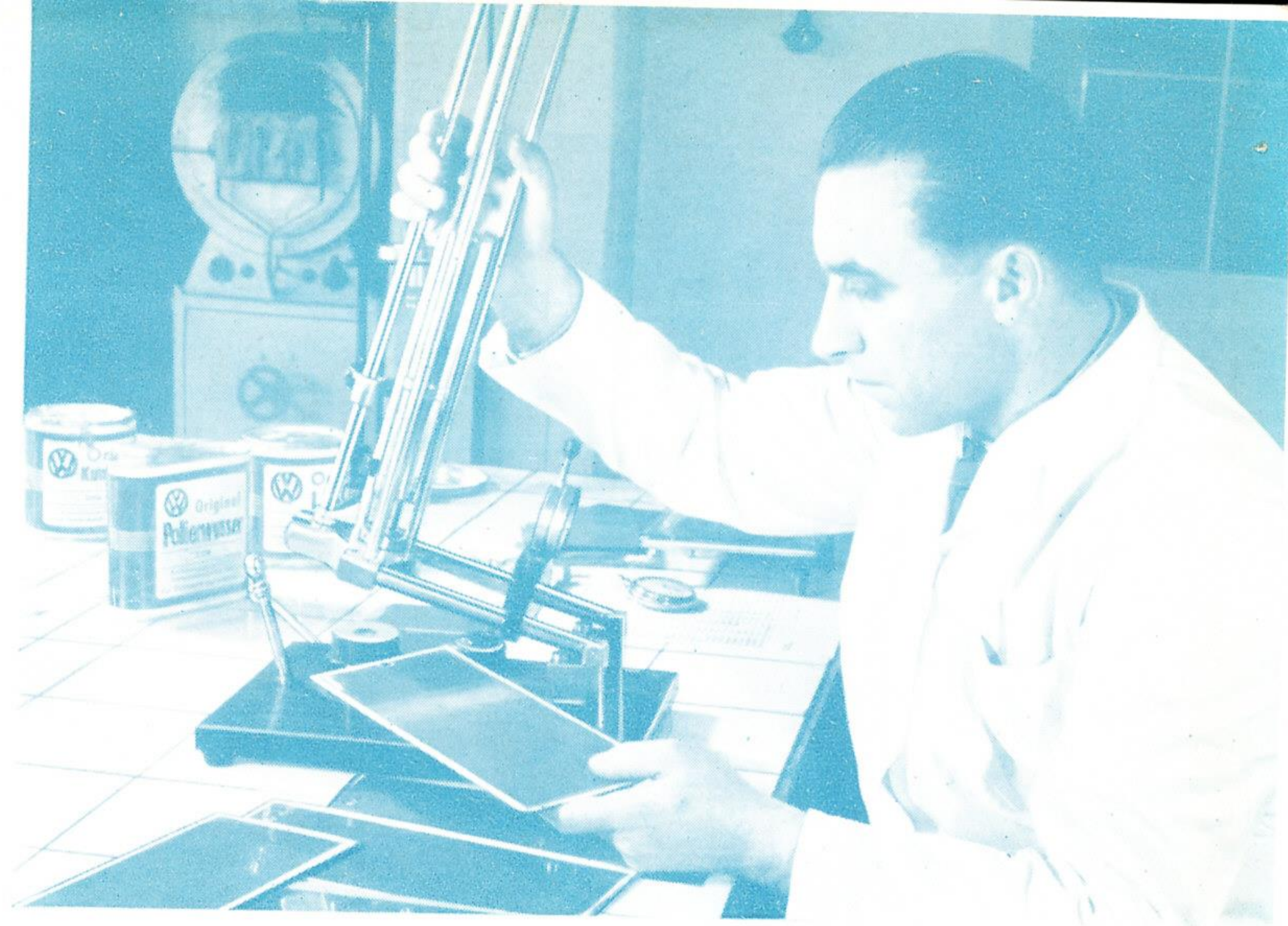


b - Adhesion, Flexibility, Impact Resistance

After the artificially aged paint samples have been conditioned in air for 24 hours, the coating is cut through to the surface of the test panel, which is then bent through an arc of 180 deg. over a 20 mm (.2") mandrel. There must be no loss of adhesion. The flexibility, which is identical with the impact resistance



(also partly with adhesion), is determined with an apparatus that makes use of a weight dropped onto the painted side of the test panel to produce a dent similar to that caused by a flying stone. There must be no cracking or flaking of the finish. Heaviness and shape of the weight, as well as the height from which it is dropped vary with the requirements.



c - Light Fastness

The light fastness is tested with a "Hanauer quartz-lamp". The distance of the test panel from the light source and the radiant heat comply with standards. The test panel is partially covered to allow a comparison after completion of the exposure. During the test, the cover is shifted to obtain areas that have been exposed to the light for 24, 48 and 72 hours. 24 hours after completion of the exposure, no change in brightness or discoloration should be perceptible. A 24-hour exposure is equal to the sunlight of one year.

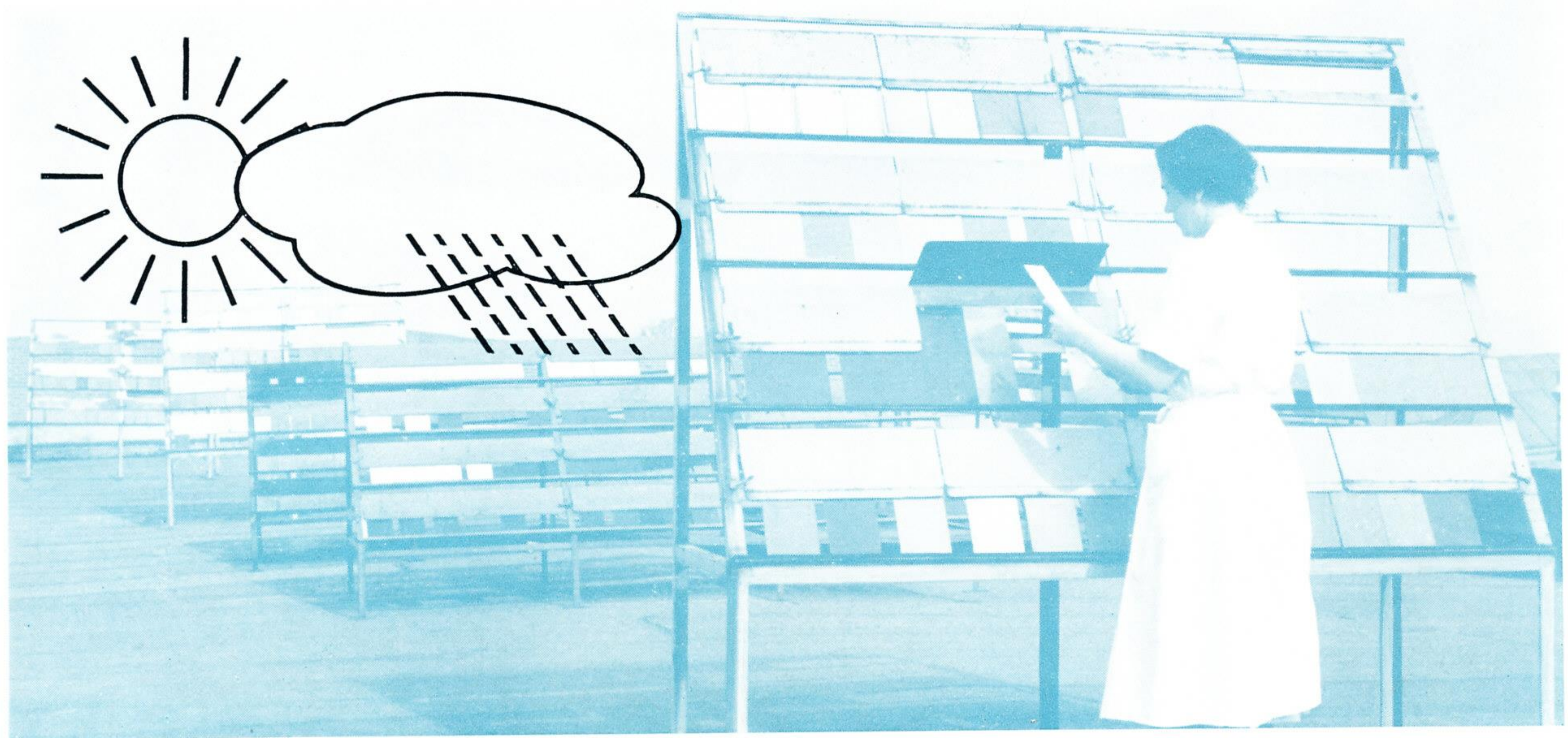


4 - Durability — Outdoor Exposure Test

The aforementioned accelerated laboratory tests, which precede the release of each paint charge, are supplemented by natural weathering at our test stations. To obtain conclusions that are valid for all parts of the world, the exposure sites were selected to cover a wide range of climatic conditions. At intervals of 6 weeks the test paint films are inspected for change in

brightness, discoloration, chalking, checking, cracking, flaking, blistering and the effect of polish application. The exposures extend to a period of 24 months, at the end of which no damage of any nature should be perceptible.

The size of the test program and the scope of the individual tests indicates the high standard of quality which the Volkswagenwerk requires of Genuine VW Paints.



Some General Information on Genuine VW Paints

Up to the middle of 1949, the Volkswagen finish was of nitrocellulose lacquer. Since that time synthetic resin enamels have been used.

These two types of paint consist basically of

- a - binders
- b - pigments
- c - volatile thinners.

Genuine VW Primers and Surfacer guarantee a good union between the metal and the finish coat. After painting, the thinner evaporates, while binder and pig-

ments form the protective film, giving the exterior of the car a deep-glowing, jewel-like beauty. To match the exact shade of colors, mixing (tinting) paints are available in tins of 100 grams. These important materials have the same designations as the corresponding enamels, except for a ".1" added for easy identification.

To lighten metallic lustre paints, Genuine VW Metallic Effect Pastes L 92.1 or LKL 92.1 are used.

For a proper care of the VW finish, preservatives and polishes are obtainable that perfectly suit the requirements of the paint films. They maintain the original lustre of the finish and protect it against the weather.

The Volkswagenwerk keeps the following materials ready for immediate delivery:



Primer

LKL 157 Synthetic resin primer, dark grey, 1-kg tin

This paint material anchors the complete coating securely to the metal. It is universally applicable as air and oven drying primer under finish coats of synthetic resin enamel. Sprayed over LKL 157, the finish coat will give a uniformly smooth surface of high gloss.

LKL 157 is to be used as primer on the bare metal when carrying out major repair jobs.

Surfacer

L 150, surfacer, reddish-brown, 2.5-kg tin

LKL 150, synthetic resin surfacer, dark grey, 2.5-kg tin

For complete refinishing, the surfacers L 150 or LKL 150 are applied over the primers. Both are highly pigmented, solidly covering materials carefully adapted to the physical characteristics of primers and finish coats. They provide a good union between the individual paint coats and give the finish enamel a smooth uniform surface.

Their use depends on the prevailing requirements regarding drying time or drying temperature. Surfacer L 150 can be used as both primer and surfacer at the same time, if the complete finish is of nitro-cellulose lacquer.

L 153, filler (putty), reddish-brown, 1-kg tin

This pigmented nitro-cellulose composition is solidly covering, easy to apply and sandpapered. It is used for filling greater irregularities to obtain a smooth uniform surface preparatory to applying surfacer and finish coat.

Nitro-Cellulose Laquer

The part numbers of nitro-cellulose lacquers are prefixed by the letter "L" for ready identification. Delivery is made in batches of 24 1-kg tins packed in a box. Contrary to synthetic resin paints, nitro-cellulose finish will completely dry in a short time. Its quality insures an absolute protection against rust and corrosion, excellent weather resistance, and a long lasting gloss, if receiving adequate care. The nitro content

makes the lacquer readily inflamed. Special care should, therefore, be exercised when dealing with nitro-cellulose laquers. For its reduction, only the factory recommended thinner L 160 should be used.

To determine whether the finish is of nitro-cellulose or of synthetic resin, soak a white rag with thinner and rub a small spot of the finish. If the color is reproduced on the rag, the finish is of nitro-cellulose lacquer. No color will be transferred to the rag, if the finish is of synthetic resin.



Air-Dry Synthetic Resin Enamel

Synthetic resin enamels are identified by the letters "LKL" prefixed to the part numbers.

Synthetic resin enamel is characterized by the ability to form an especially smooth film and a high gloss as it dries. Hence, it requires no subsequent polishing when dry. Synthetic resin enamel is unexcelled in its weather resistance, light fastness and impact resistance.

The use of synthetic resin enamel requires, however, an air drying time of 12 hours and an oven drying time of 1 hour at a temperature of 70—80°C.

The paint department at the VW Factory includes a long drying oven through which the sprayed cars pass to give the finish all the qualities of a hardbaked enamel.

Synthetic resin paints are less readily inflamed than nitro-cellulose materials.

Thinner

L 160, thinner for nitro-cellulose lacquer, 2,5-kg tin
LKL 160, thinner for synthetic resin enamel, 2,5-kg tin
10 tins packed in a box

Genuine VW Paints are delivered in a viscous state which prevents a separation of pigments and binders even when the paints are stored for a prolonged period. This necessitates a reduction of the paint to the proper viscosity preparatory to spraying.

The thinners are compositions of various light solvents that suit the ingredients of VW Genuine Paints. Even the best paint is liable to be spoiled when added with an unsuitable thinner. It is, therefore, of utmost importance not to use other thinners than L 160 for nitro-cellulose lacquer and LKL 160 for synthetic resin enamel. Thinners are flammable materials. As the flash point of thinners is below 21°C, flammable gases will form even at lower temperatures, which will be ignited if coming into contact with a flame. Attention should be paid to the local safety codes issued for the handling of highly volatile spraying paints.



Paste Polish

L 180, paste polish, 1-kg tin *)

The paste polish L 180 is specially produced for application to finishes of Genuine VW Nitro-Cellulose Lacquers and must, on account of its slightly abrasive ingredients, not be used on synthetic resin finishes.

Liquid Polish

L 175, liquid polish, 1-kg tin *)

L 175.5, liquid polish, 1/2-kg tin **)

This polish is only suitable for nitro-cellulose lacquers. It removes the road film from the finish and leaves a gleaming surface.

L 170, liquid polish, 1-kg tin *)

L 170.5, liquid polish, 1/2-kg tin **)

This polish for synthetic resin finishes as well as that for nitro-cellulose lacquers should be applied only if the appearance of the car has been strongly affected by road dust, sunlight and rain as a consequence of insufficient care. The two polishes have a different

composition. Great care should be taken to use them only on the finish material for which they are intended. Polishes of other origin are not always suitable for Genuine VW Paints. They may destroy the "skin" of the finish, thereby considerably shortening its life.

Preservatives

L 190, preservative, 1-kg tin *)

L 190.5, preservative, 1/2-kg tin **)

This Genuine VW Preservative has been developed for providing the finish with a protective film that has a high resistance to sun, rain, salt, air, and sleet, while retaining the deep gloss of the paint. It is a wax emulsion that has been adapted to the requirements of the finish. A regular application of the preservative will keep the finish looking smart and new for a long time.

*) 20 tins packed in a box

***) 50 tins packed in a box

Colour Combinations

For Type 2 — VW Transporter, from March 1955, from Chassis No. 20—117902 onward

Model	Micro Bus	Micro Bus De Luxe
Colour above waistline	palm green	chestnut brown
Colour below waistline	sand green	seal red

Above waistline of vehicle:

Nitro-cellulose finish	L 312 palm green	L 73 chestnut brown
Nitro mixing enamel	L 312.1 palm green	L 73.1 chestnut brown
Synthetic resin finish, air drying	LKL 312 palm green	LKL 73 chestnut brown
Synthetic resin mixing enamel, air drying	LKL 312.1 palm green	LKL 73.1 chestnut brown

Below waistline of vehicle:

Nitro-cellulose finish	L 311 sand green	L 53 seal red
Nitro mixing enamel	L 311.1 sand green	L 53.1 seal red
Synthetic resin finish, air drying	LKL 311 sand green	LKL 53 seal red
Synthetic resin mixing enamel, air drying	LKL 311.1 sand green	LKL 53.1 seal red
Wheels	L 311 sand green	L 73 chestnut brown
Upholstery, imitation leather	K 147 soft green	K 146 light brown
Seat beading	Kö 7 dark green	Kö 8 dark brown
Headlining	H 108 beige	H 110 brownish-beige
Sliding roof lining	U 110 beige	U 117 brownish-beige
Sliding roof cover	V 33 palm green	V 4 dark brown
Trim, upper and lower	K 147 B soft green	K 146 B light brown
Trim, center	K 148 light green	K 149 light beige
Armrest	Ks 14 soft green	Ks 15 light brown

For Type 1 — VW Sedan De Luxe, from August 1955 to April 1st, 1956,
from Chassis No. 1—929746 up to Chassis No. 1 147 999

Colour of vehicle	black	strato silver	nile beige	polar silver	reed green	jungle green
Nitro-cellulose finish	L 41 black	L 227 strato silver	L 370 nile beige	L 324 polar silver	L 313 reed green	L 315 jungle green
Nitro mixing enamel	—	L 227.1 strato silver	L 370.1 nile beige	L 324.1 polar silver	L 313.1 reed green	L 315.1 jungle green
Synthetic resin finish, air drying	LKL 41 black	LKL 227 strato silver	LKL 370 nile beige	LKL 324 polar silver	LKL 313 reed green	LKL 315 jungle green
Synthetic resin mixing enamel, air drying	—	LKL 227.1 strato silver	LKL 370.1 nile beige	LKL 324.1 polar silver	LKL 313.1 reed green	LKL 315.1 jungle green
Wheels	L 328 steel grey	L 82 silver white	L 277 silver beige	L 87 perlon white	L 87 perlon white	L 83 white green
Carpets	T 107 bluish-grey	T 107 bluish-grey	T 106 greyish-beige	T 108 greyish-green	T 108 greyish-green	T 108 greyish-green
Upholstery cloth	P 126 grey	P 125 blue	P 127 rusty red	P 128 green	P 128 green	P 128 green
Seat beading	Kö 11 grey	Kö 9 blue	Kö 10 rusty brown	Kö 12 green	Kö 12 green	Kö 12 green
Kick protection leather	K 152 grey	K 150 blue	K 151 rusty brown	K 153 green	K 153 green	K 153 green
Head lining	H 108 greyish-beige	H 109 grey	H 110 brownish-beige	H 108 greyish-beige	H 108 greyish-beige	H 108 greyish-beige
Sliding roof lining	U 110 greyish-beige	U 111 grey	U 117 brownish-beige	U 110 greyish-beige	U 110 greyish-beige	U 110 greyish-beige
Sliding roof cover	V 1 black	V 24 strato silver	V 34 nile beige	V 35 polar silver	V 36 reed green	V 37 jungle green
Armrest	Ks 5 grey	Ks 3 blue	Ks 4 rusty red	Ks 6 green	Ks 6 green	Ks 6 green
Assist strap	Ks 8 greyish-beige	Ks 9 grey	Ks 7 brownish-beige	Ks 8 greyish-beige	Ks 8 greyish-beige	Ks 8 greyish-beige
Upholstery, imitation leather (special equipment)	K 171 light beige	K 171 light beige	K 171 light beige	K 171 light beige	K 171 light beige	K 171 light beige
or	K 168 red	K 150 blue	K 168 red	K 153 green	K 153 green	K 153 green

For Type 1 — VW Sedan De Luxe, from April 1st, 1956, from Chassis No. 1—148 000 onward

colour of vehicle	black	polar silver	horizon blue	coral red	diamond green	prairie beige
Nitro-cellulose finish	L 41 black	L 324 polar silver	L 331 horizon blue	L 351 coral red	L 412 diamond green	L 378 prairie beige
Nitro mixing enamel		L 324.1 polar silver	L 331.1 horizon blue	L 351.1 coral red	L 412.1 diamond green	L 378.1 prairie beige
Synthetic resin finish, air drying	LKL 41 black	LKL 324 polar silver	LKL 331 horizon blue	LKL 351 coral red	LKL 412 diamond green	LKL 378 prairie beige
Synthetic resin mixing enamel, air drying		LKL 324.1 polar silver	LKL 331.1 horizon blue	LKL 351.1 coral red	LKL 412.1 diamond green	LKL 378.1 prairie beige
Wheels	L 81 parchment white	L 87 perlon white	L 82 silver white	L 277 silver beige	L 277 silver beige	L 277 silver beige
Wheel rims	L 41 black	L 328 steel grey	L 33 greyish-blue	L 74 rusty brown	L 211 bluish-green	L 77 dark beige
Carpets	T 107 bluish-grey	T 107 bluish-grey	T 107 bluish-grey	T 106 greyish-beige	T 106 greyish-beige	T 106 greyish-beige
Upholstery cloth	P 129 light grey	P 129 light grey	P 125 blue	P 131 light beige	P 131 light beige	P 130 copper red
Seat beading	Kö 27 light grey	Kö 27 light grey	Kö 26 light blue	Kö 25 light beige	Kö 25 light beige	Kö 28 light brown
Kick protection leather	K 175 B greyish green	K 153 B green	K 177 B blue	K 176 B brown	K 176 B brown	K 176 B brown
Headlining	H 121 light green	H 121 light green	H 122 light grey	H 120 light beige	H 120 light beige	H 120 light beige
Sliding roof lining	U 131 light green	U 131 light green	U 132 light grey	U 130 light beige	U 130 light beige	U 130 light beige
Sliding roof cover	V 1 black	V 35 polar silver	V 44 horizon blue	V 43 coral red	V 42 diamond green	V 41 prairie beige
Armrest	Ks 16 greyish-green	Ks 6 green	Ks 18 blue	Ks 17 brown	Ks 17 brown	Ks 17 brown
Assist strap	Ks 20 light green	Ks 20 light green	Ks 21 light grey	Ks 19 light beige	Ks 19 light beige	Ks 19 light beige

When placing orders for trim panels or linings in the colour P 129, also quote the colour of the kick protection leather.

Colour combinations of imitation leather (Special equipment)

Upholstery, imitation leather	K 171 light beige	K 171 light beige	K 150 blue	K 179 light grey	K 178 green	K 168 red
Seat beading	Kö 25 light beige	Kö 25 light beige	Kö 26 light blue	Kö 27 light grey	Kö 25 light beige	Kö 28 light brown
Armrest	Ks 11 light beige	Ks 11 light beige	Ks 10 blue	Ks 24 light grey	Ks 23 green	Ks 12 red
or imitation leather	K 168 red	K 168 red	K 171 light beige	K 171 light beige	K 171 light beige	K 171 light beige
Seat beading	Kö 28 light brown	Kö 28 light brown	Kö 25 light beige	Kö 25 light beige	Kö 25 light beige	Kö 25 light beige
Armrest	Ks 12 red	Ks 12 red	Ks 11 light beige	Ks 11 light beige	Ks 11 light beige	Ks 11 light beige

For Type 1 — VW Convertible, from August 4th, 1955, from Body No. 24 511 onward

colour of vehicle	almond green	sepia silver	Shetland grey	black	inca red	iris blue
Nitro-cellulose finish	L 316 almond green	L 374 sepia silver	L 329 Shetland grey	L 41 black	L 258 inca red	L 232 iris blue
Nitro mixing enamel	L 316.1 almond green	L 374.1 sepia silver	L 329.1 Shetland grey	—	L 258.1 inca red	L 232.1 iris blue
Synthetic resin finish, air drying	LKL 316 almond green	LKL 374 sepia silver	LKL 329 Shetland grey	LKL 41 black	LKL 258 inca red	LKL 232 iris blue
Synthetic resin mixing enamel, air drying	LKL 316.1 almond green	LKL 374.1 sepia silver	LKL 329.1 Shetland grey	—	LKL 258.1 inca red	LKL 232.1 iris blue
Wheels	L 87 perlon white	L 81 parchment white	L 87 perlon white	L 328 steel grey	L 81 parchment white	L 233 dark blue
Top cover	V 17 Sahara beige	V 16 Texas brown	V 31 light grey	V 1 or V 2 black grey	V 17 Sahara beige	V 29 dark blue

Cloth combinations:

Carpet	T 106 greyish beige	T 106 greyish-beige	T 108 greyish-green	T 107 bluish-grey	T 106 greyish-beige	T 107 bluish-grey
Upholstery	P 127 rusty red	P 127 rusty red	P 128 green	P 126 grey	P 127 rusty red	P 125 blue
Seat beading	Kö 10 rusty brown	Kö 10 rusty brown	Kö 12 green	Kö 11 grey	Kö 10 rusty brown	Kö 9 blue
Kick protection leather	K 151 rusty brown	K 151 rusty brown	K 153 green	K 152 grey	K 151 rusty brown	K 150 blue
Top lining	U 118 light brown	U 118 light brown	U 119 greyish-beige	U 119 greyish-beige	U 118 light brown	U 111 grey

Imitation leather combinations:

Carpet	T 108 greyish-green	T 106 greyish-beige	T 106 greyish-beige	T 106 greyish-beige	T 106 greyish-beige	T 107 bluish-grey
Upholstery	K 157 yellowish-beige	K 158 light beige	K 159 tomato red	K 159 tomato red	K 155 redish-beige	K 134 blue
Seat beading	Kö 13 metal beige	Kö 14 dark beige	Kö 15 black	Kö 15 black	Kö 13 metal beige	K 133 metal blue
Top lining	U 118 light brown	U 118 light brown	U 119 greyish-beige	U 118 light brown	U 118 light brown	U 114 blue

For car model 143 — Karmann-Ghia Coupé, from January 1956, from Body No. 1665 onward

Note. — The cars manufactured up to January 1956 have a different interior trim. Spare parts for the interior trim of these cars should be ordered by quoting the colour of the car and the Body Number.

Colour of vehicle	black	gazelle beige	trout blue	lizard green	pelican red	antelope brown
Nitro-cellulose finish	L 41 black	L 376 gazelle beige	L 330 trout blue	L 317 lizard green	L 259 pelican red	L 375 antelope brown
Nitro mixing enamel	—	L 376.1 gazelle beige	L 330.1 trout blue	L 317.1 lizard green	L 259.1 pelican red	L 375.1 antelope brown
Synthetic resin finish, air drying	LKL 41 black	LKL 376 gazelle beige	LKL 330 trout blue	LKL 317 lizard green	LKL 259 pelican red	LKL 375 antelope brown
Synthetic resin mixing enamel, air drying	—	LKL 376.1 gazelle beige	LKL 330.1 trout blue	LKL 317.1 lizard green	LKL 259.1 pelican red	LKL 375.1 antelope brown

Roof:

Nitro-cellulose finish	—	—	—	L 318 dark green	L 41 black	L 377 dark brown
Nitro mixing finish	—	—	—	L 318.1 dark green	—	L 377.1 dark brown
Synthetic resin finish, air drying	—	—	—	LKL 318 dark green	LKL 41 black	LKL 377 dark brown
Synthetic resin mixing enamel, air drying	—	—	—	LKL 318.1 dark green	—	LKL 377.1 dark brown
Wheels	L 328 steel grey	L 379 brown	L 82 silver white	L 87 perlon white	L 277 silver beige	L 277 silver beige
Wheel rims	L 41 black	L 41 black	L 41 black	L 41 black	L 41 black	L 41 black
Carpet	T 107 greyish-blue	T 106 greyish-beige	T 107 greyish-blue	T 108 greyish-green	T 106 greyish-beige	T 106 greyish-beige
	K 200 light grey	K 201 copper red	K 202 dark blue	K 203 light yellow	K 200 light grey	K 205 khaki beige
Upholstery cloth	P 200 dark grey	P 205 brown	P 202 grey	P 203 dark green	P 204 black	P 205 brown
Headlining	H 150 light grey	H 151 beige	H 152 greyish-blue	H 153 light green	H 151 beige	H 151 beige

When ordering seats and trim panels, quote K-number (for imitation leather) and P-number (for cord fabric).

Application of paints, surfacers, primers, polishes and preservatives

	Nitro-cellulose lacquer	Air-dry synthetic resin enamel	Colour	Qty (tins)	Remarks
Surfacer	L 150	—	reddish-brown	2.5 kg	
Filler (putty)	L 153	—	reddish-brown	1 kg	
Synthetic resin surfacer	—	LKL 150	dark grey	2.5 kg	
Synthetic resin filler (putty)	—	LKL 152	dark grey	1 kg	
Synthetic resin primer	LKL 157	LKL 157	dark grey	1 kg	
Lacquer and enamel	L	LKL	according to colour schedule	1 kg	LKL enamels can be oven-dried at 70° C (158° F).
Mixing (tinting) paint or	L .1	LKL .1	according to colour schedule	100 g	
Metallic effect paste	L 92.1	LKL 92.1	—	100 g	Added to metallic lacquer or enamel to obtain correct shade.
Thinner	L 160	LKL 160	—	2.5 kg	
Paste polish	L 180	—	—	1 kg	
Liquid polish	L 175	L 170	—	1 kg	
	L 175.5	L 170.5	—	0.5 kg	
Preservative	L 190	L 190	—	1 kg	
	L 190.5	L 190.5	—	0.5 kg	



Lacquers, thinners and polishes are flammable. The paint storage room is, therefore, to be separated from the parts stockroom to comply with the safety codes relevant to flammable liquids. The sign "No Smoking" reminds of the safety rules and should be displayed at a prominent place where it is readily seen (see German equivalent "Das Rauchen ist verboten").



Paint Storage

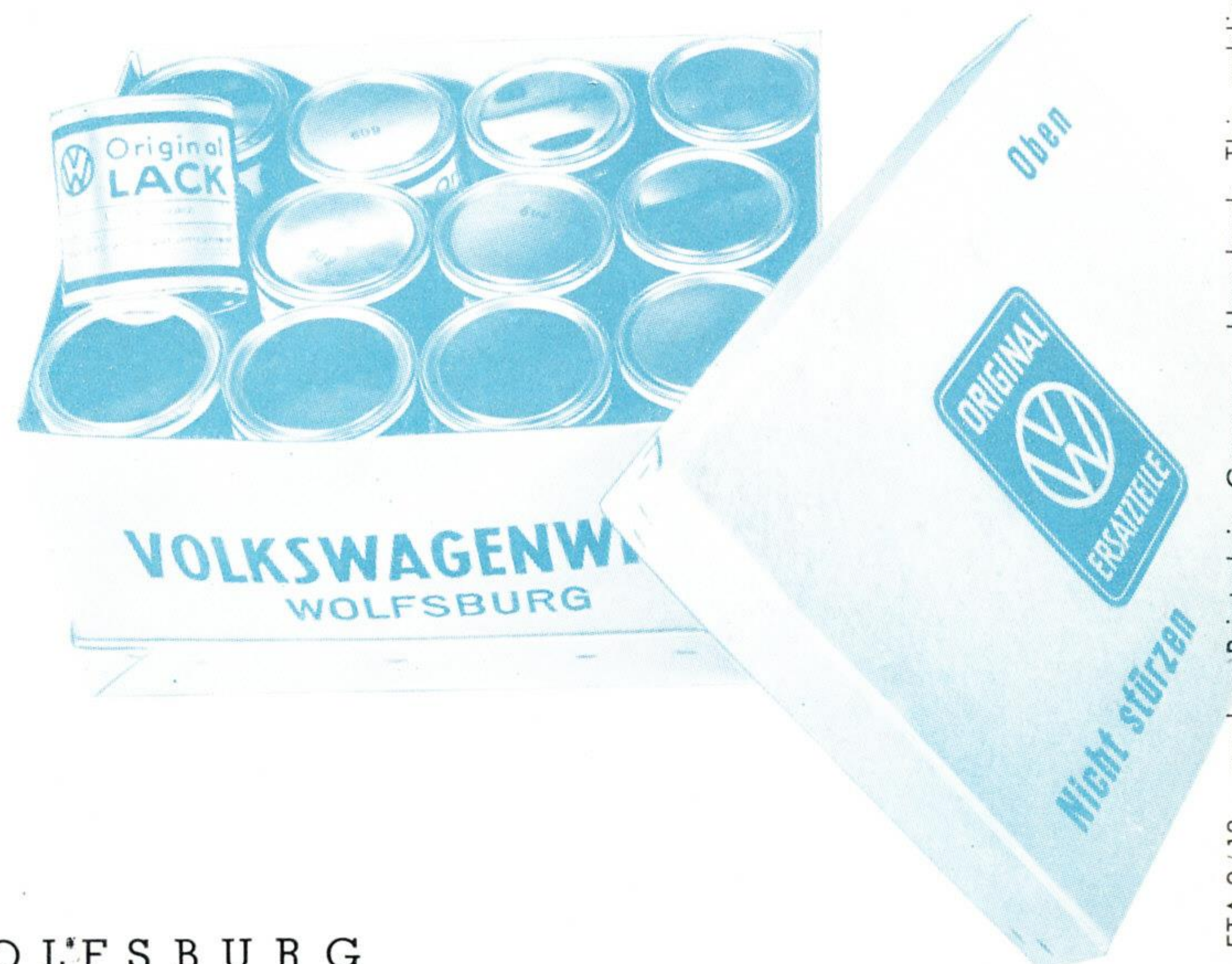
(Paint store in Parts Department of Volkswagenwerk)

To make use of the available vertical space, a second floor is provided by galvanized steel gratings on which the materials can be transported by means of hand-operated hydraulic lift trucks. One pallet with 20 boxes weighs not less than 500 kg.



Cleanliness and orderliness are the dominating features of the store for Genuine VW Paints, Preservatives, and Polishes. The clear outlay makes handling the materials a pleasure. The operators are well prepared for attending to your monthly orders without delay.

24 1-kg tins are packed and shipped in strong cardboard boxes. The tins stand upright and cannot suffer damage during transit.



VOLKSWAGENWERK GMBH WOLFSBURG