

Summary of Comments/Condition from Inspection Report on 1940 Plymouth

FINISH

Exterior body has been refinished in a basecoat/clearcoat metallic blue with bright blue pin striping. Vehicle was completely stripped to bare metal before being repainted. The car currently needs a good cleaning. No obvious major blemishes were noted, but some may present themselves once vehicle is cleaned up. Appears to have been very nice workmanship. No obvious color differentiation noted panel by panel. Paint in jambs appears aged. Surface rust present on door hinges, and under hood/trunk edges.

BODY

Body work appears to have been done to a high standard. Door lines are very good. Doors open, close, and latch with gentle effort. Hood and trunk lids opened, closed, and latched as they should. New running board covers have been installed. Steel body and fenders. Car had good magnetic adhesion throughout. One dent present on left rear fender.

FRAME/FLOORS

Vehicle appears to be an older frame-off restoration. Frame rails look solid and straight. No frame rust issues noted. Slight surface rust on floor pans (see photos). Some minor sheetmetal rust through on inner panels. Underside of car featured added trans cooler. No obvious physical damage noted.

BODY MOUNTS

Body mounts appear to have been replaced at the time of restoration, but look to have some cracking on the rubber mounts, probably 20+ years ago.

BUMPERS

Chrome bumpers appear to have been replaced at the time of restoration. The rear bumper needs to be cleaned in area where exhaust exits, but no obvious damage noted.

No pitting present.

BRIGHT WORK

Exterior chrome and trim appears to have all been replaced or replated/polished up at the time of restoration. Components are all in good to excellent condition, with no obvious or deep pitting, patina, or scratches noted.

GLASS

Exterior glass units all appear to have been replaced at the time of restoration. Newer rubber seals, belt moldings, etc. Good to excellent condition. Glass is not tinted or smoked. Side glass goes up and down as designed for that period.

INTERIOR

Gray cloth seats with black carpet. Some wear noted to soft components. Bench seat. Door panel trim and kick panels were all covered in material to match seats. Aftermarket steering wheel shows no cracks. Headliner is in good shape. Aftermarket gauges. Pioneer stereo installed. Overall, driver quality appearance.

WHEELS

Older style chrome polished 15-inch steel aftermarket wheels. No rust, pitting, or scuffing noted. Hubcaps are in good shape.

TIRES

Front tires: Cooper Lifeline Classic steel belted radials, size P205/70R15. Rear tires: Goodyear Regatta, size P225/75R15. No dry rot noted. Good tread depth remains.

FRONT SUSPENSION

Standard independent lower control arms, coils, and springs. All tie rods and rack arms appear to be in good condition. Bushings look to be in good condition. Power rack had some leaks/oil seepage present.

EXHAUST

Exhaust manifolds are stock Mopar cast iron. Exhaust system was regular galvanized tubing. Custom bent to fit chassis. Cherry bomb mufflers. No leaks noted.

REAR END

8 ¾ Chrysler rear end. Some seepage noted around pumpkin. Rear end had pinion snubber. Drum brakes with fins. Not a posi, likely a 3:23 gear ratio. System could use a cleaning. Springs are dropped below axle.

IGNITION/CHARGING

Vehicle has been upgraded to 12V electrical system with Chrysler electronic ignition and Chrysler alternator. Appears to charge as designed, according to gauge readings.

TRANSMISSION

Vehicle has 904 Torqueflite transmission. Mounts look to be in good shape. Under chassis oil-cooler in place. The oil pan had seepage around the gasket. Fluid was empty on the dipstick. System needs a good cleaning and should be leak serviced.

BRAKES

Later Chrysler front disc, rear drum brakes, with power assist. No grooves noted in rotors. Brake pedal was firm. No leaks noted.

HOSES/BELTS

Aftermarket hoses and belts were installed at the time of restoration. No obvious cracks or dry rot noted.

RUBBER COMP.

SEALS

Hood and trunk rubber replaced at time of restoration. Some wear noted on door rubbers. No dry rot noted.

ENGINE/ENGINE BAY

340 Chrysler V8 installed (numbers not completely verified but looks correct). Engine bay

needs a thorough cleaning. Smoothed firewall, inside bay, and under hood were painted, but not to the same quality as the exterior of the vehicle. Still presentable. Engine bay features upgraded brake components, aluminum radiator, electronic fan, A/C, and 4-barrel carburetor. Engine oil needs changing. Engine is leaking oil from rear main seal, and weeping through welded up drain plug repair that is still porous. Oil pan will likely need to come off to remedy correctly, which may require engine to be pulled out.

TRUNK COMP.

Trunk was fitted with interior carpet kit to match the interior. Surface rust present along trunk lid edges. Inner trunk lid is scratched up. When carpet was pulled up, surface rust