EvErything you might NEEd from a singlE sourcE soldEring materials for car rEpair and rEstoration Classic, veteran and vintage automobiles

Electronics & industrial soldering solutions
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Body soldering, also known as ‘lead loading’ and ‘lead wiping’, is the traditional method of repairing car bodies. It involves the deposition of solder (not pure lead) onto body panels to fill dents and bridge holes, before final finishing.

Although plastic fillers are now commonplace in body shops, for classic, vintage and veteran vehicles, body soldering remains the preferred option. Why?

1. Solder has much better ductility and strength characteristics than plastic fillers.
2. Solder is waterproof; plastic fillers are not.
3. Solder will not delaminate on further impact whereas plastic fillers can.
4. Body soldering is in the purist tradition.

The Solder Connection has been providing soldering solutions for over 20 years and has unparalleled experience and expertise.

There are several different methods of applying body solder but all agree that it is an art to be learned through practice although the fundamental steps are:

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Soldering Flux

Soldering flux assists the deposition of body solder and ensures that both solder and substrate are in prime condition to form an outstanding bond and remove the possibilities of blow holes and surface imperfections.

Fluxite Paste

Fluxite is a traditional grease paste flux. It can be brushed onto the sub-strate surface and will adhere to the solder stick prior to applying the heat. Fluxite is also Zinc Chloride activated and residues require removal when the soldering process is complete.

Available in 100g and 450g containers

Frylux Solder Paste T1333 40/60

Used for tinning the area to be solder filled and has a very useful "plastic" range when compared with traditional 60/40 paints which may be too fluid. It will solder most materials; copper and brasses used in lights, right up to freshly cleaned mild steel body panels. (Not Stainless, Aluminium or Zinc.)

Frylux Solder Paste T1333 40/60 is Zinc Chloride activated and should be post cleaned completely with water after the soldering process is complete, to avoid potential long term corrosion.

Available in 125gm and 500gm bottles

Bakers No. 3 Soldering Fluid

This water based liquid flux is highly effective and many consider it easier to apply than grease-like alternatives. It can be used successfully to solder all yellow metals and cleaned mild steel but should not be used on Stainless Steel, Zinc or Aluminium. After the soldering process is complete, to avoid potential long term corrosion.

Available in 125ml and 250ml bottles

Aluflux

Formulated for aluminium soldering, Aluflux is a paste type flux that gives outstanding results because of its ability to overcome the rapid formation of the aluminium oxide layer. It is designed to be used along with Fryal, a 'rubbing alloy' (sometimes referred to as an 'abrasive alloy') based on Tin/Zinc.

A bodyshop essential for those working on aluminium or aluminium /alloys body vehicles.

Available in 150g pots

Aluflux 150gm

60/40 Tinman's Sticks

Solder that is made of 60% tin and 40% lead with a small plastic range of 5ºC (18ºF to 18ºC) Because of this narrow plastic range, this solder works best on horizontal surfaces.

4 sticks weigh approx 1kg

27/73 Body Solder

27/73 Body Solder is a high lead alloy that works well on both horizontal and vertical surfaces. This solder’s spreadable (plastic) range is 183°C to 260°C making it much more ‘workable’ on vertical surfaces and less likely to liquefy quickly.

Bar weight approx 500 g

Fryal

A ‘rubbing alloy’ (sometimes referred to as an ‘abrasive alloy’) based on Tin /Zinc. A bodyshop essential for those working on aluminium and aluminium /alloy body vehicles.

Stick weight approx 250 g