

GENERAL INFORMATION ABOUT YOUR NEW REPLACEMENT PARTS

Metal Finishing

All parts produced by Plymouth Doctor Restoration Parts are hand-formed and as such will commonly have marks remaining from the grinding process used to finish off welds or remove excess material from a cosmetic area.

While our fabricators make a concerted effort to minimize grind marks, they do occur but are easily remedied. Minor ridges can be sanded smooth but pits and grooves must be filled with a light coat of body filler to smooth out the panel.

Paint Preparation

It is important to note that since all parts are stored in raw metal form, a liberal coat of rust prohibiter is applied and must be removed before priming and finish paint work begins to assure the painter of proper adhesion.

Soap and water will work as will mineral spirits or lacquer thinner.

Repair Part Installation

Repair parts are designed to replace areas that are susceptible to damage by rust and are made as a 'part' of a part, such as the lower front section of the body side panel (that area from the lock pillar to the wheel opening). As such, it will have material sufficient to complete most rust damaged areas and may require trimming of excess material to conform to the repair area.

Extra care is taken to assure that the features unique to that area of the car are formed so the new part integrates well into the original part. There may be minor differences in contour but they will not be something that cannot be metal finished after welding to blend the old and new pieces together for an acceptable appearance.

Replacement Part Installation

Replacement parts are exactly that; Replacement Parts. As such, they are designed to be used to replace a damaged part at the original factory weld seams.

Lower Outer Rear Body Panels, Inner and Outer Rocker Panels, Sill Plates, all bolt – in Front Floor Pans and complete Trunk Floors are examples of replacement parts. With the exception of the perimeter of the trunk floor, there should not be a reason to trim any material from a replacement part.

Custom parts such as roof inserts will always require some trimming as they are designed and intended for multiple applications.

NOTE: Remember to store all roof inserts flat to keep the contour in form.

Return of Damaged or Defective Parts

While every reasonable effort is made to produce and deliver a high quality part, damage in shipping or minor production flaws may occur. Should you receive a part damaged in shipping you must report it to PDRP within 5 business days. If you receive a part that bears a production flaw, you must report it and return it to PDRP within 30 days of delivery to you or your restoration shop. It is the policy of PDRP to replace the part within 14 days of receipt of the damaged or defective part or refund the cost of the part. Parts damaged due to improper installation do not qualify for direct replacement or refund. To report an incident of damaged or defective parts, please contact PDRP at: 517-625-PLYM (7596) and leave a message. You will receive a response within 2 business days.

Other Returns

Effective 1/1/2010:

Due to a high frequency of project abandonment as well as those using PDRP parts for patterns and then returning them for credit, PDRP will no longer accept the return of a part for full credit after two weeks from date of delivery to the customer.

Parts returned for reasons other than defect or damage as stated in the Return of Damaged or Defective Parts policy above will be subject to a restocking charge of 25%.

Neither initial or return shipping costs will be reimbursed.

We regret having to make this policy and trust our customers will understand that it is necessary if we are to continue to make restoration parts available for years to come.

