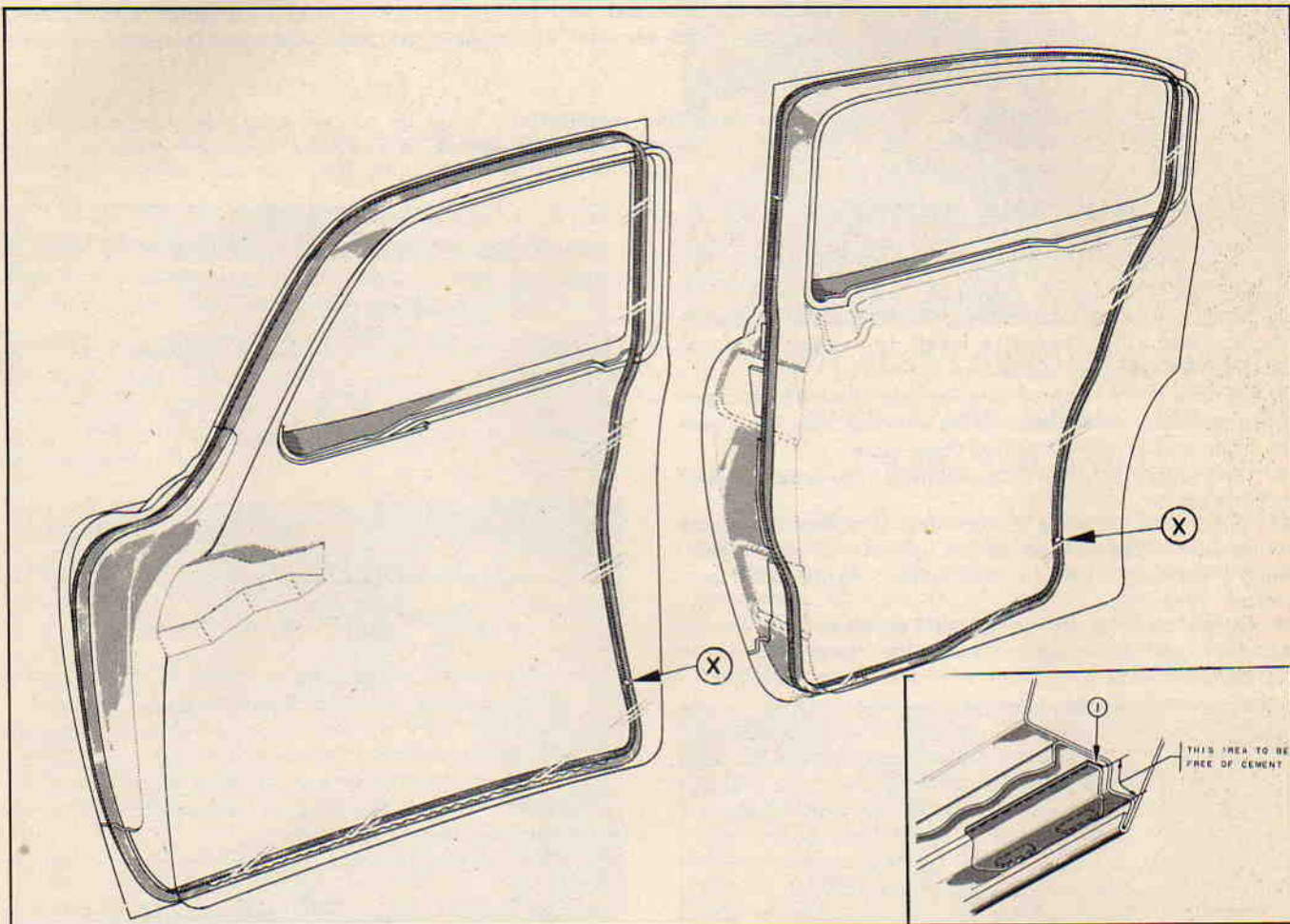


DOOR WEATHERSTRIPS

1953 door weatherstrips have been redesigned to provide a better sealing action and to allow doors to close with less effort. Door weatherstrips have only one cementing surface and a constant weatherstrip section is being used around the perimeter of the door. On sedan rear doors no retaining strip is used for securing the weatherstrip to the rear door facing at the hinge pillar. In addition, a sealing strip is cemented to the bottom of the door over the drain holes to act as a dust sealer. The drawings below show the installation of door weatherstrips on both front and rear doors on 1953 closed bodies. The small drawing illustrates the installation of the short dust sealing weatherstrips over the door drain holes at door bottom which act as a flap or valve to allow water to drain out and prevent dust from entering the door inner construction.



WEATHERSTRIP REMOVAL

1. With door open, bend back the tabs of weatherstrip retainer along the bottom of door.
2. With a suitable tool, carefully disengage and remove the weatherstrip from its cemented base around the entire perimeter of the door.
3. Remove the door bottom drain hole sealing strips after first noting their exact location for reinstallation.

WEATHERSTRIP INSTALLATION

1. Clean off all old adhesive from the flange of the door to provide a smooth clean surface for weatherstrip installation.
2. With a suitable brush, apply a coating (1/64" thick)

to both the flange of the door and to the attaching base of the weatherstrip. Allow adhesive to become "tacky" before installing.

3. Reinstall the door drain hole weatherstrips to their original locations. Small drawing above shows at (1) where cement is used.

4. Install the long continuous weatherstrip to the flange of the door pressing it firmly and evenly to place. The junction or ends of weatherstrip indicated at "X" must be cemented together with 3-M Weatherstrip Adhesive. **DO NOT STRETCH WEATHERSTRIP AROUND CORNERS.**

5. After installation, bend up tabs of retainer along door bottom to further secure weatherstrip at this point. **NOTE:** Time permitting, car door should be left slightly open for at least one (1) hour so as to assure a firm weatherstrip bond.

DOOR OUTSIDE MOLDINGS

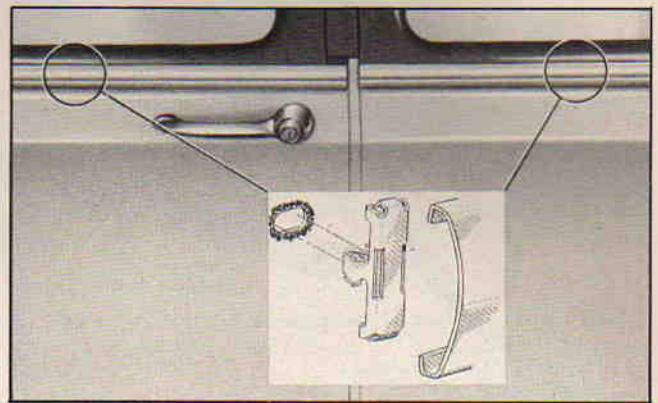
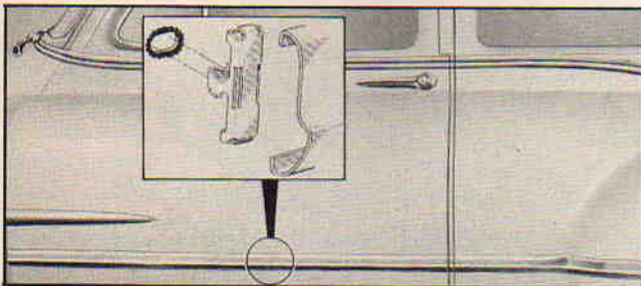
Basically there are three (3) methods of retaining outside moldings on body panels on 1953 closed bodies.

1. Snap-on clips - which are either installed into holes in the body panel and the molding snapped over the clips; or the clips are positioned into the molding and then snapped into the holes.
2. Screw-on clips - which are screwed on to the body panel and the molding snapped over the clips, or at the hemming flanges of body panels, the clips are positioned to the molding, then screws attached through the hemming flange with the molding in position.
3. Bolts, nuts and rubber washers - Bolts are inserted into flange of molding, then the bolts with molding attached are inserted through holes in body panel and secured with rubber washers and nuts from the opposite side of the panel.

NOTE: The area around each clip hole, before molding installation, must be sealed with 3-M Autobody Sealer or its equivalent. Molding clips damaged during removal should be replaced with new clips to insure proper retention of molding.

DOOR BELT MOLDING REMOVAL AND INSTALLATION

1. Apply a strip of masking tape above and beneath the molding along its entire length to protect the finish during removal operations.
2. With a putty knife or similar thin-bladed tool, carefully snap the lower flange of the molding from the snap-on clips and remove molding from door.
3. With pliers, remove the snap-on clips from the door outer panel.
4. To install, apply a ribbon of 3-M Autobody Sealer or its equivalent around each clip hole in door panel. Insert molding clips in each hole. Apply additional sealer over clips.
5. Align molding fore and aft on door and engage upper flange of molding over clips then snap lower flange of molding over clips with the heel of the hand.

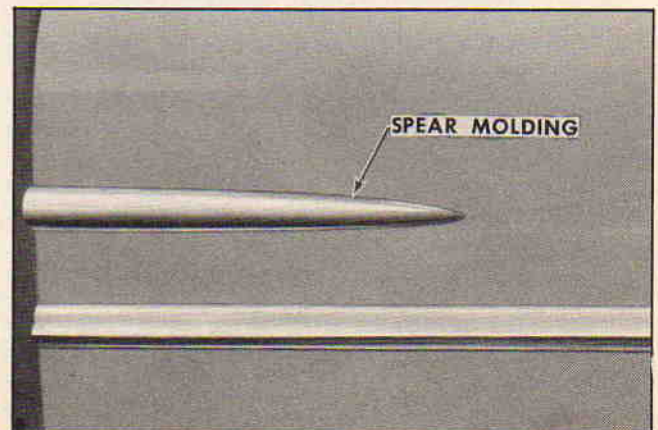


DOOR LOWER MOLDING

1. Apply a strip of masking tape to the body metal below the molding along its entire length to protect the finish.
2. Remove the two (2) screws, one (1) at each end of the molding from the inner flange of the door.
3. With a putty knife or similar thin-bladed tool, carefully snap the lower flange of the molding from the snap-on clips and remove molding.
4. With pliers, remove the snap-on clips from door panel.
5. To install, reverse this procedure using the same sealing instructions as outlined in step 4 above for belt molding removal.

FRONT DOOR SPEAR MOLDING

1. Apply masking tape to the body panel directly above and below molding to protect the paint finish.
2. Open door and remove one (1) screw attaching front end of molding at inner flange of door.
3. With a putty knife or similar flat-bladed tool, carefully pry the molding loose from its attachment. Molding is attached with three (3) clips which come off with the molding.
4. To install, use the same sealing procedure as outlined for belt moldings above. Insert clips in molding, equally space these clips to correspond with clipholes, apply molding to door and snap to place with the heel of the hand. Reinstall retaining screw at front end of molding.



1953 FRONT SEATS

Considerable change has taken place in the front seat construction on 1953 body styles. The seats which are trimmed in two-tone trim colors are designed with flat seat back tops and square corners. On two door styles the split-back type front seat backs are designed with a "tilt-in" feature which permits the seat back to tilt away from the door entrance to allow easy access to the rear seat area of the car. Zig-zag type spring construction is also used both in the seat cushions and seat backs. The trim on the back of the seats is a "plain stretched" trim assembly which takes the place of the "boarded trim" assembly formerly used. The following procedures outline the removal of the seat, seat back and the seat back trim assemblies.

FRONT SEAT

REMOVAL AND INSTALLATION

(ALL STYLES)

1. With seat in a full forward position turn back floor carpet to expose the rear seat adjuster to floor pan bolts.
2. Remove two (2) seat adjuster to floor pan rear bolts "A" from each side of seat.
3. With a helper, pull entire seat assembly rearward to disengage the front adjuster legs from the brackets "B".
4. Remove seat assembly from the body.
5. To install the front seat assembly, reverse the above procedure. NOTE: In the illustration opposite, the seat side trim panel has been removed to show location of seat attaching bolts.

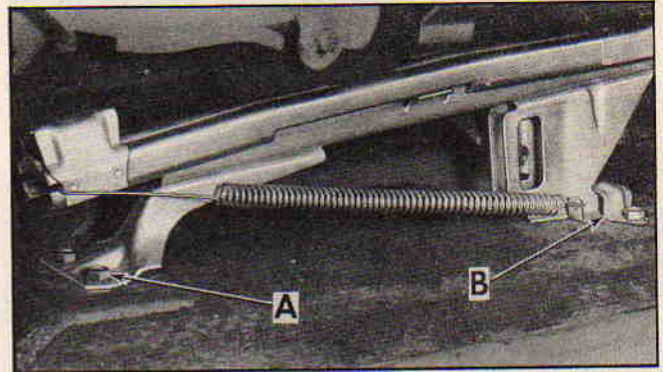


FRONT SEAT UPPER SIDE PANEL

REMOVAL AND INSTALLATION

(TILTING SEAT BACK)

1. Remove one (1) short screw "A" at top of upper side panel.
2. Remove one (1) long screw "B" at bottom of upper side panel.
3. Rotate upper side panel out of position and remove from seat back.
4. To install the front seat upper side panel reverse this procedure.

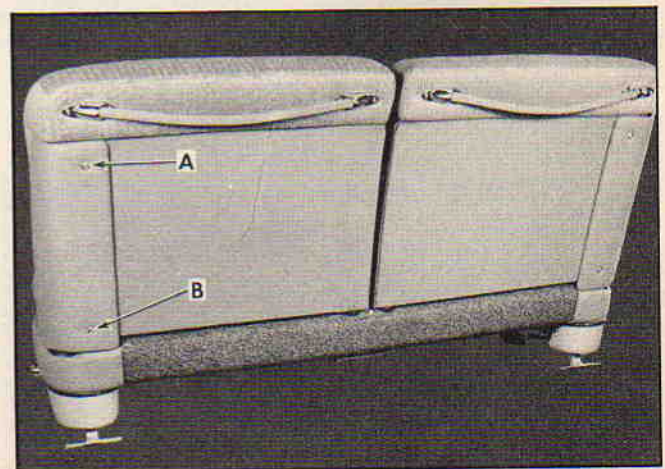


FRONT SEAT LOWER SIDE PANEL

REMOVAL AND INSTALLATION

(TILTING SEAT BACK)


1. From the underside of seat adjuster knob, loosen the set screw and remove seat adjuster knob.
 2. Remove two (2) screws "A" at front of seat lower side panel. (See inset).
 3. Tilt seat back forward and remove one screw and rubber bumper "B" also the single retaining screw indicated at "C".
 4. Pull side trim panel outward at the front to clear brackets and remove from the seat assembly.
 5. To install reverse this procedure.
- NOTE: If necessary to remove the lower side panel chrome molding on deluxe styles, remove the molding rear screw, bend up the four nails and remove the molding. On standard styles, bend up the nail on each end and remove the nail spring nuts. Also bend up the remaining eight (8) nails and remove the molding.



FRONT SEAT BACK OF BACK TRIM

REMOVAL AND INSTALLATION

(TILTING SEAT BACK)


1. Remove the front seat upper side panels.
2. Along the inner side edge of the seat back remove the attaching screws and inside finish trim strip indicated at "A" 
3. Remove one screw and metal stop "B" and one screw and washer "C" retaining seat back trim stick and trim at bottom of seat back.
4. Along each side of seat back indicated at "D" remove hog-rings attaching seat back trim material to the retainers on the seat back frame.



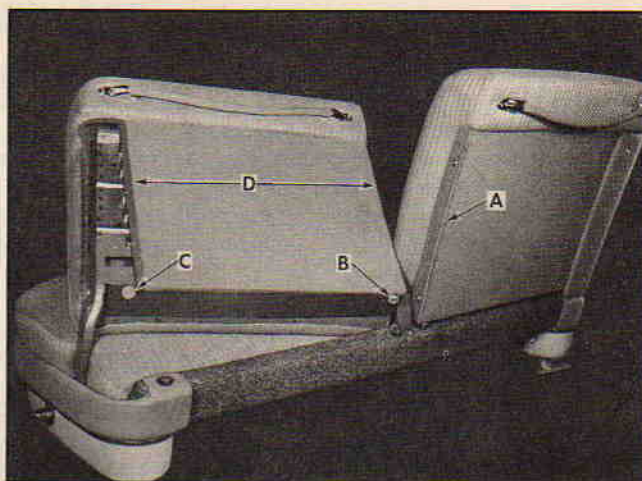
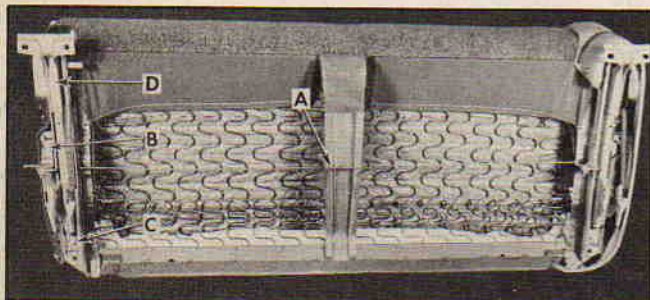
FRONT SEAT BACK

REMOVAL AND INSTALLATION

(TILTING SEAT BACK)

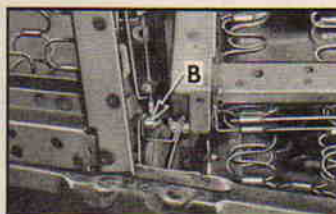
1. Remove the front seat lower side panels.
2. Remove the center hinge post cover plate which is retained by one screw and washer as shown in illustration above. 
3. Remove cotter pins and washers from outside hinge pins indicated at "A".
4. Tilt the opposite seat back forward.
5. Pull the seat back being removed, towards outside of car sufficiently to disengage outside support arm from the hinge pin indicated at "A".
6. Rotate or swing the seat back forward sufficiently to disengage hooked end of center hinge pin from its retainer as indicated at "B". Remove seat back.
7. To install, reverse this procedure.

NOTE: The hooked center hinge pin is not used on first run Pontiac divided seat backs.




5. In order to have access to the seat back spring construction, the trim material covering the back of the seat back can be raised as shown in the opposite illustration.

NOTE: The raised section of the seat back trim material as shown is sewed to the bolster along the top of the seat back and is not entirely removable without removing the front portion of the seat back trim.



FRONT SEAT ADJUSTER REMOVAL AND INSTALLATION (ALL STYLES)

1. Remove the front seat assembly from body and place upside down on a covered bench.
 2. Remove the seat lower side panels.
 3. Detach locking rod from clip on center frame bar indicated at "A".
 4. Remove seat adjuster to seat frame center bolt "B". Move sliding mechanism rearward and remove attaching bolt "C". Move sliding mechanism forward and remove attaching bolt "D". 
 5. With seat adjuster detached, the locking rod can be disengaged and the adjusters removed.
 6. To install, reverse this procedure.
- NOTE: When bolting seat adjusters to seat frame make sure the left and right adjusting mechanism is in the same relative position.

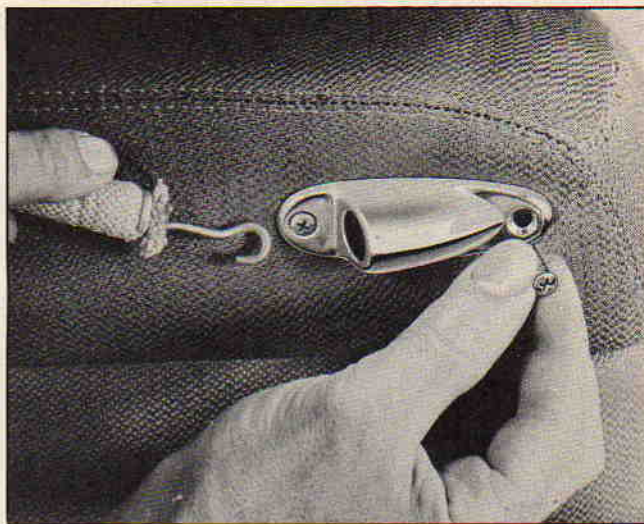
ROBE CORD REMOVAL AND INSTALLATION (ALL STYLES)

1. Remove robe cord escutcheon attaching screw "A" at each end of cord as shown in opposite illustration and remove cord.

2. To install, insert end of cord into escutcheon and install retaining screw through loop of hook.

NOTE: On some early production 4-door sedan front seats a "spring loaded" robe cord is used. The right end of the cord is removed and installed as explained above. The left end however, is removed and installed as follows: To remove: Push in on end of cord and turn counter clockwise one-half turn.

To install: Insert hook (with open side up) into left escutcheon and turn clock-wise one half turn.



SEDAN SOLID TYPE SEAT BACK

FRONT SEAT SIDE PANELS REMOVAL AND INSTALLATION (SOLID TYPE SEAT BACK)



1. Loosen seat adjuster knob set screw and remove adjuster knob.
2. Remove two (2) screws "A" at front of panel (see inset).
3. Remove one (1) screw "B" at lower rear inside of panel.
4. Remove one (1) screw "C" at top rear of panel.
5. Pull panel outward at front to clear brackets and remove from seat assembly.
6. To install the front seat side panels, reverse this procedure.

NOTE: If necessary to remove the side panel molding on deluxe styles, remove the remaining rear screw, bend up the four tabs and remove molding. On standard styles, bend up the tab on each end and remove the tab spring nuts. Bend up the remaining eight (8) tabs and remove the molding.

FRONT SEAT BACK REMOVAL AND INSTALLATION (SOLID TYPE SEAT BACK)

1. Remove the front seat side panels.
2. Remove four (4) bolts "A" at each lower corner of seat back.
3. Remove seat back by lifting up so that seat back becomes disengaged from the cushion frame.
4. To install, reverse this procedure.

NOTE: To remove the seat back it is not necessary to take the seat out of the car.

