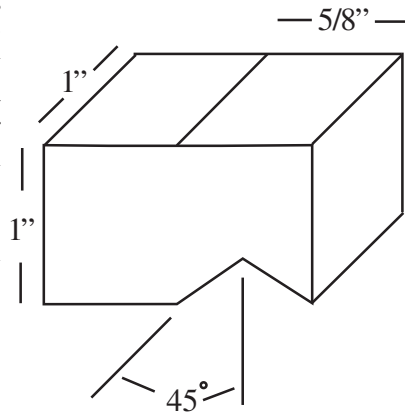


TOP MOLDING NOTES

- The original top molding was finished by being dipped in gloss black enamel and then allowed to dry before being installed on a car.
- After the top material has been installed and just prior to top molding installation, a bead of petroleum based sealant should be applied to the top material at the areas to be covered by the top molding. After the molding is installed, any excess sealant that extrudes out from under the molding can be removed with a soft cloth containing mineral spirits.
- The original nails generally used to attach the molding to the roof were bare steel with an .080 in diameter shank serrated on 4 sides, and they were 1" long with a 5/32 in diameter old style finished head (old style finished heads have a head shape like an 82° flat head screw).
- On straight runs, nails were placed in about every 5th hole, and on corners, nails were frequently used in every hole.
- After the molding was nailed to the roof and the nails set, the original molding was closed with an air-hammer deliver very light extremely rapid blows perpendicular to the surface to which the molding was applied.
- A hard plastic or wood block made to the following configuration and a mallet may be used as an alternate tool to close the molding.
- In using the block, position the "V" of the block over the molding and strike the opposite end of the block with the mallet. Work back and forth along the length of the molding, striking the block with the mallet and make several passes to gradually close the molding about half way. Continue by using the sides of the block to completely close the molding.
- On a car using this style molding at the front, sides, and rear of the roof, the front molding should be installed first by starting at the center of the car and working towards both sides. Excess molding should be cut off even with the top of the rain gutters with a fine tooth hacksaw. The rear molding should be starting at the center of the rear and worked to the rear corners, around the corners with a repetitive process of nailing and bending, and then along the sides to the front molding. At the junction of the front and side moldings, the ends of the side moldings should be cut and contoured to rest against the front moldings. The cut ends of all moldings should have their paint touched up with a fine brush and gloss black enamel.



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