

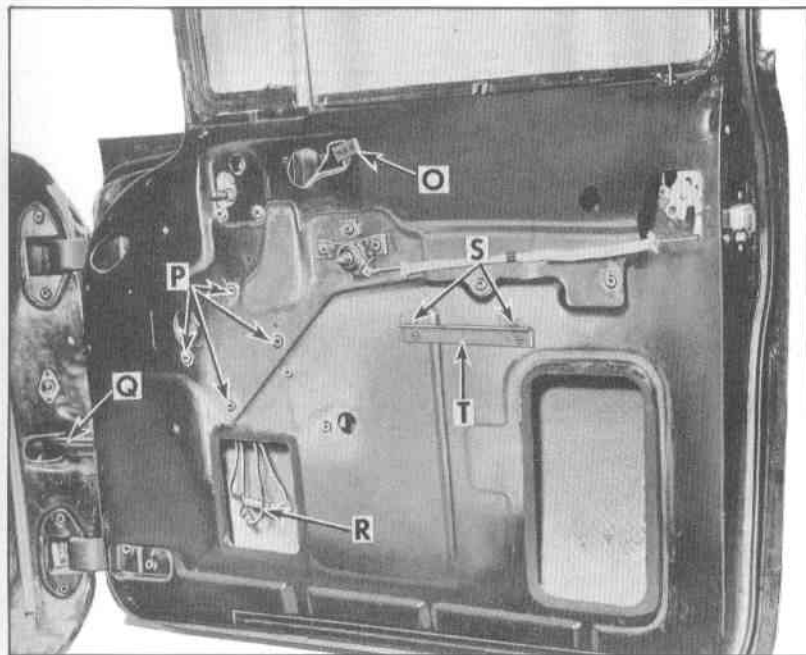
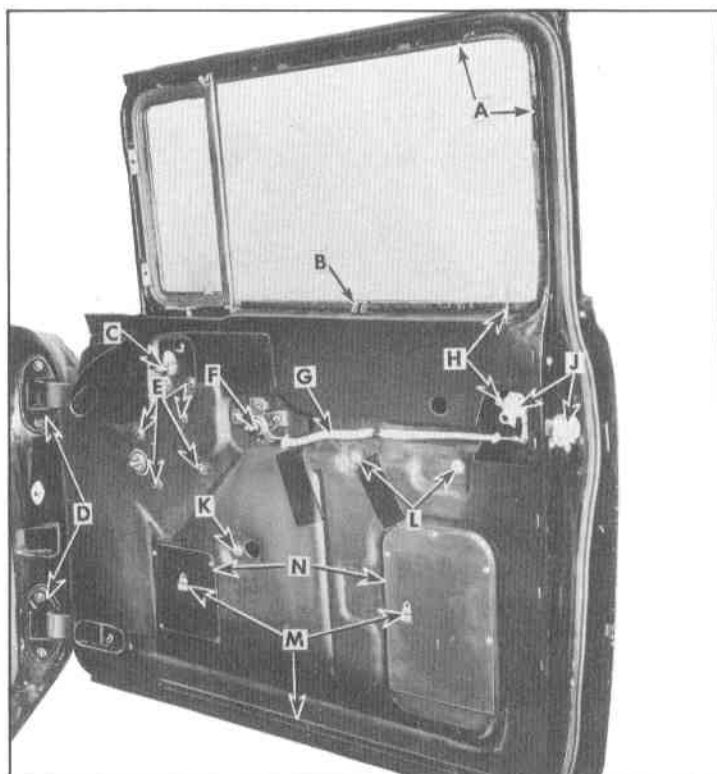
DOORS

FRONT DOOR ASSEMBLY

1955 PONTIAC SEDAN STYLES

Many new changes have been incorporated in the design of the front door and front door hardware parts on the 1955 styles. Some of these parts such as the door lock and door lock striker are entirely new and require new service methods. "Access Holes" are provided at the door inner panel through which the door inner hardware parts can be removed and installed. The illustrations below, which may be used for reference purposes, indicate the names and locations of the door hardware parts on the 1955 Sedan Styles.

- A. Door Glass Run Channel
- B. Door Window Garnish Molding Spacing Clip
- C. Door Ventilator Regulator
- D. Door Upper and Lower Hinge
- E. Door Window Manual Regulator Attaching Screws
- F. Door Lock Remote Control
- G. Door Lock Remote Control Connecting Rod
- H. Door Inside Lock Rod
- J. Door Lock
- K. Ventilator Division Channel Adjusting Stud
- L. Door Window Regulator Stationary Cam Attaching Screws
- M. Door Trim Pad Retainers
- N. Door Inner Panel Access Hole Covers



- O. Door Window Control Switch Terminal Block
- P. Door Window Electric Regulator Attaching Screws
- Q. Door Hinge Pillar Conduit
- R. Door Window Regulator Motor Electric Connectors
- S. Plastic Type Door Arm Rest Attaching Holes
- T. Hanger Plate for Built-In Door Arm Rest

DOOR INSIDE HARDWARE

INSIDE HANDLES

REMOVAL AND INSTALLATION

1. Depress trim pad at handle and with spring removing tool remove retaining ring, then remove handle and bearing plate.

2. To install reverse removal procedure.

NOTE: Install handle at same angle as handle on opposite door, except ventilator regulator handle which should point towards rear of car on left door and towards front of car on right door. Window or ventilator should be in closed position when checking angle of handle on opposite door.

DOOR WINDOW GARNISH MOLDINGS

REMOVAL AND INSTALLATION

1. Remove inside locking rod knob and screws securing garnish moldings.

2. Disengage garnish molding from window frame, lift upward to clear spacing clip, and remove from door.

3. To install, reverse removal procedure. Apply a small amount of weatherstrip cement into hole of locking rod knob before installing knob to rod.

DOOR ARM REST (PLASTIC TYPE)

2511-2511D-2519-2519D AND 2819D

REMOVAL AND INSTALLATION

1. From the under side of the arm rest remove two screws and remove arm rest from door trim pad.

2. To install reverse removal procedure.

DOOR TRIM PAD

REMOVAL AND INSTALLATION

1. Remove door window garnish molding and door inside handles. On doors equipped with built-in type arm rest remove two (2) screws from arm rest recess trim cup. On doors equipped with plastic type arm rest remove the arm rest.

2. Remove one screw at both lower corners of trim pad.

3. With a clean rubber mallet tap trim pad along the front and rear edge to free trim pad nails in slots.

4. With a suitable tool, pry front and rear edge of trim pad free of door inner panel.

5. On doors equipped with electrically-powered window regulators, disconnect switch terminal block from switch assembly by carefully pulling block to disengage it from switch studs.

6. Lift trim pad upward to disengage it from retaining tabs and long metal retainer at lower edge of door.

7. To install, reverse removal procedure. On door equipped with electrically operated window regulators, check operation of switch after connecting terminal block. When button is pushed up window should raise, and when button is pushed down, window should lower.

NOTE: Make sure that tension springs are reinstalled over door handle spindles, and that trim pad is engaged with tabs and long metal retainer at lower edge of door. Broken retaining nails can be replaced with repair tabs, which are available as service parts.

DOOR WINDOW CONTROL SWITCH

STYLES EQUIPPED WITH ELECTRICALLY POWERED WINDOW REGULATORS

REMOVAL AND INSTALLATION

1. Remove door window garnish molding and ventilator regulator handle.

2. Loosen trim pad sufficiently to allow access to the terminal block.

3. Disconnect terminal block from switch by carefully pulling block to disengage it from switch studs.

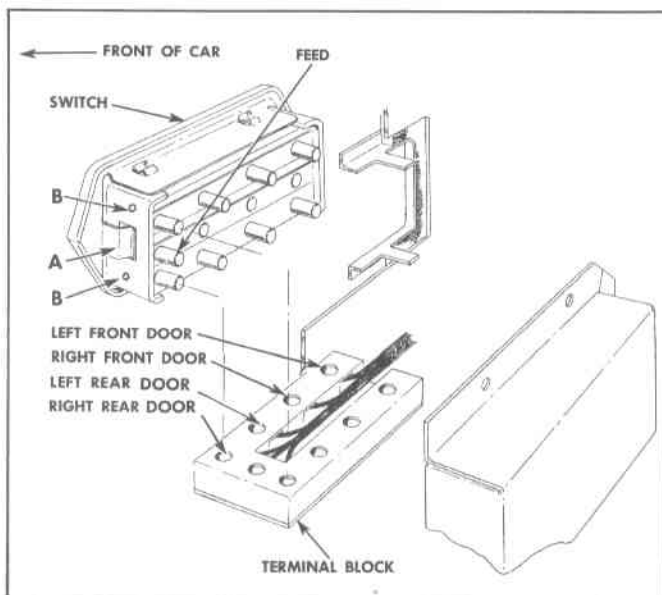
4. Carefully push switch assembly from trim pad to release switch from retainer.

NOTE: In some instances it may be necessary to pry open tabs of retainer which secure switch at "A".

5. To remove switch from escutcheon, depress clips at sides of switch with a pointed tool inserted through holes at "B" and remove clips.

6. To install, reverse removal procedure.

NOTE: The "feed" stud of the master control switch should point towards front of car when installed in trim pad. Check operation of switch before completing reinstallation of parts.



FRONT DOOR ASSEMBLY & HINGES

ALL 1955 PONTIAC SEDAN STYLES

The front door hinges are the swing-out type with an integral door check and hold open, similar to past models. The hinges are attached to the front body hinge pillar and to the door assembly with bolts, cage nuts and anchor plates. Either of two (2) methods may be used to remove the door from the body.

1. The door and hinges can be removed as an assembly from the body hinge pillar.
2. The door can be removed from the hinge straps.

REMOVAL

1. Place suitable protective covering over front fender at door opening to protect finish.
2. Remove door trim pad.

NOTE: The above step does not have to be performed if door and hinges are being removed, and body is not equipped with electrically powered window regulator.

3. Scribe hinge box locations on front body hinge pillar or hinge strap locations on door, depending on method of removal being used.

4. On bodies equipped with electrically-powered window regulators, proceed as follows:

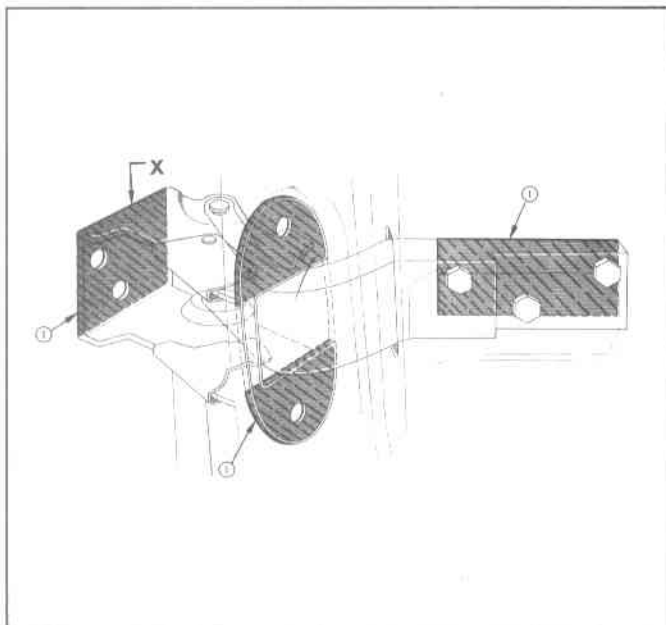
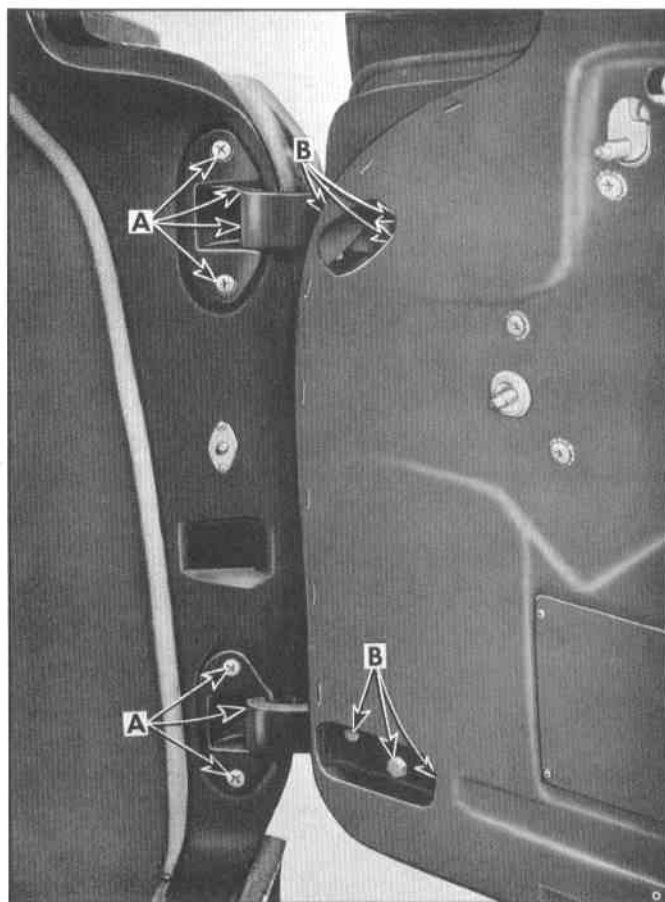
- a. Remove two (2) screws securing electric conduit to door hinge pillar. Bend out conduit tabs and remove from wire harness.

- b. Remove small loading hole cover. Loosen or detach wire harness clips as required and disconnect motor leads from harness. Remove wire harness from between door panels through opening in door hinge pillar.

5. With door properly supported, remove bolts "A", indicated in opposite drawing, securing upper and lower hinges to front body hinge pillar, or bolts "B" securing door to hinge straps, depending on method of removal being used.

NOTE: Two bolts at upper hinge and one bolt at lower hinge are located inside of hinge boxes at front body hinge pillar.

6. With aid of helper, remove door assembly from body.



INSTALLATION

1. As an anti-squeak precaution, before installation of door, coat all attaching surfaces of hinges with medium-bodied sealer, as indicated in shaded areas of opposite drawing at "1". In addition, apply extra sealer on surface indicated by "X", to obtain watertight seal.
2. With aid of a helper, reinstall door to body opening. Align hinges within scribe marks and tighten bolts. Check door for proper alignment.

3. On bodies equipped with electrically-powered window regulators, proceed as follows:

- a. Install wire harness in between door panels and connect motor leads. Tighten wire harness clips, making sure that spacers are installed at proper locations.

- b. Reinstall conduit to door hinge pillar.

4. Where required, seal door inner panel as specified in "Door Inner Panel Sealing" and reinstall previously removed parts.

5. For lubrication information, see "Body Lubrication", Section 8.

DOOR ADJUSTMENTS

Provisions for door adjustments are provided through the use of cage nuts and anchor plates in the door and adjacent hinge pillar. When checking the door for misalignment, remove the door lock striker from the body pillar to allow the door to hang free on its hinges. Then, check the spacing at the sides and top of the door. Procedure for adjusting the front doors is outlined below.

The door can be adjusted up or down and in or out at the front body hinge pillar as follows:

1. Scribe location of hinge boxes on pillar.
2. Loosen bolts indicated at "A" in illustration at top of previous page.
3. Shift door to desired position; then tighten bolts.

NOTE: The frictional areas of the door hinge "hold open" clips contacted by the hinge straps must be lubricated periodically for ease of operation and prevention of frictional noises. For lubrication instructions refer to "Body Lubrication", Section 8.

The door can be adjusted up or down and fore or aft at the door hinge straps as follows:

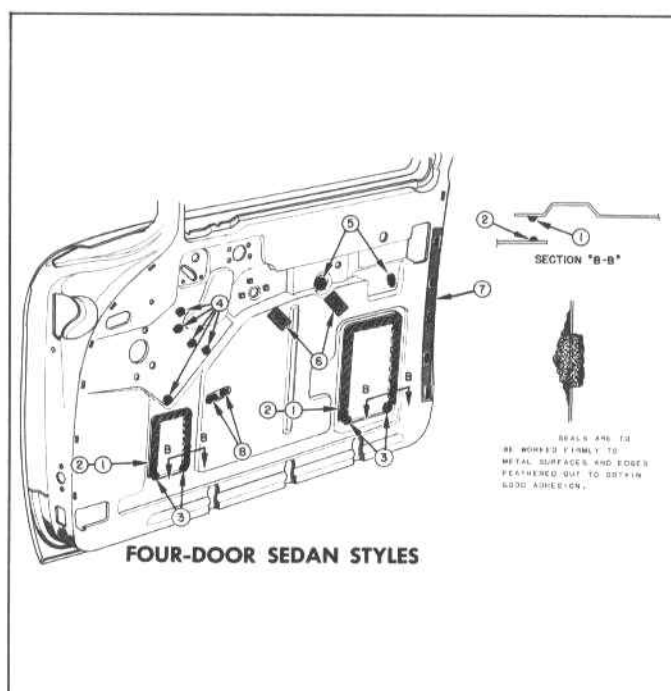
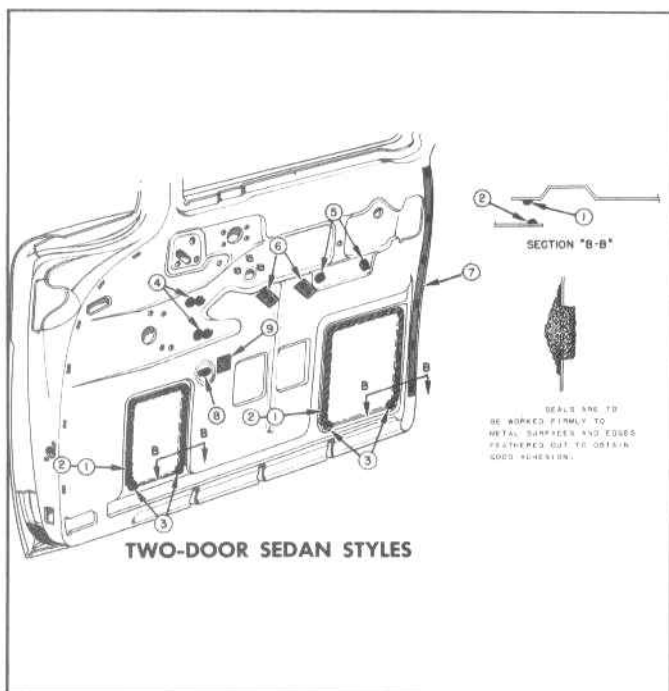
1. Remove door trim pad.
2. Scribe location of hinge strap on door.
3. Loosen bolts indicated at "B" in the illustration at top of previous page; then shift door to desired position.
4. Tighten bolts and reinstall door trim pad.

FRONT DOOR INNER PANEL SEALING

1955 PONTIAC SEDAN STYLES

Whenever work is performed on a door where any of the door inner panel weatherseals have been disturbed, the area must be resealed before the door trim pad is reinstalled.

The illustrations show the door inner panel openings which are sealed to prevent water leakage and possible damage to the door trim pad.



No. 1 At both access holes apply a ribbon of medium bodied sealer across the top and down the side flanges of the access hole opening to provide a seal between the cover plate and door inner panel.

No. 2 Apply a ribbon of sealer to the side flanges of both access hole cover plates before they are installed. This seal to extend approximately 3" upward from the bottom.

No. 3 After access hole cover plates are installed, seal the lower offset corners with sealer.

No. 4 and 5 Apply sufficient body caulking compound to the window regulator attaching holes and to the window cam attaching holes to effect a proper seal.

No. 6 and 7 Apply a waterproof body tape over arm rest attaching holes and over trim pad nail slots.

No. 8 Apply sufficient body caulking compound to seal the ventilator division channel lower attaching hole and also small access hole on four-door sedan styles.

No. 9 Apply a waterproof body tape over the small access hole on two-door sedan styles.

DOOR VENTILATOR 1955 PONTIAC SEDAN STYLES

The door ventilator is a regulator-type, with the division channel an integral part of the ventilator assembly.

DOOR VENTILATOR REGULATOR REMOVAL AND INSTALLATION

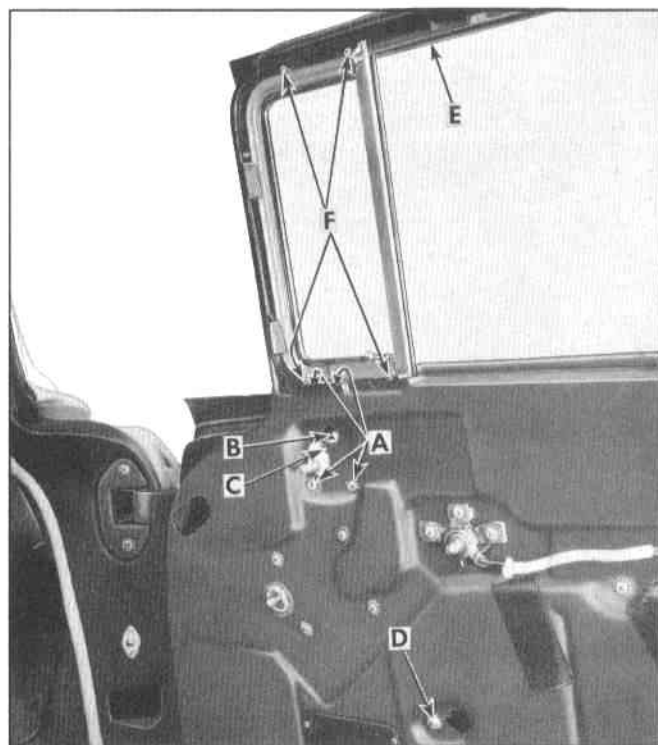
1. Remove door garnish molding and trim pad.
2. Remove small access hole cover.
3. Remove screws indicated at "A", securing regulator to ventilator assembly and door inner panel. Also remove screw "B" securing ventilator "T" shaft to regulator shaft.
4. Disengage regulator from ventilator "T" shaft and lower it between door panels and remove through access hole.
5. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".

ADJUSTMENTS

1. Excessive "play" (flutter) of the ventilator at the pivot shaft when the ventilator is in the open position can be corrected by tightening screw indicated at "B". NOTE: Screw should be tightened carefully to avoid stripping threads in spiral gear shaft.
2. The opening effort required to open or close the ventilator can be slightly increased or decreased by adjusting the friction clamp screw indicated at "C".

DOOR VENTILATOR REMOVAL AND INSTALLATION

1. Lower door glass and remove door trim pad.
2. Remove small access hole cover and ventilator division channel adjusting stud and nut "D".
3. Remove ventilator regulator.
4. Loosen upper section of glass run channel "E".
5. Remove ventilator frame attaching screws "F".
6. Tip ventilator inward, then lift upward and remove ventilator from door.
7. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".



VENTILATOR DIVISION CHANNEL ADJUSTMENT

The lower end of the ventilator division channel can be adjusted in or out, or fore or aft for alignment with door window glass. To adjust lower end of channel, proceed as follows:

- a. Loosen adjusting stud nut "D".
- b. Turn adjusting stud in or out and position channel fore or aft as required, then tighten nut.

FRONT DOOR WINDOW (MANUAL & ELECTRIC) 1955 PONTIAC SEDAN STYLES

The front door window glass is removed and installed in a similar manner for both the manual and electrically operated windows.

REMOVAL AND INSTALLATION

1. Lower door glass and remove door trim pad.
2. On bodies equipped with electrically powered window regulators, disconnect positive battery cable to prevent accidental operation of window regulator with master control switch.
3. Remove large access hole cover and tape covering small hole at "A" indicated in illustration on next page.
4. Remove front door ventilator assembly.
5. Remove two (2) screws, indicated at "A" in illustration on next page, from each end of the sash channel cam.
6. Disengage window from sash channel cam. Raise

glass to an almost closed position, then tilt glass inward and remove from door.

CAUTION: On bodies equipped with electrically powered window regulators DO NOT OPERATE REGULATOR MOTOR after the window assembly is disengaged from the regulator. Operation of the motor with the load removed may damage the unit or make it inoperative.

7. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".

FRONT DOOR WINDOW

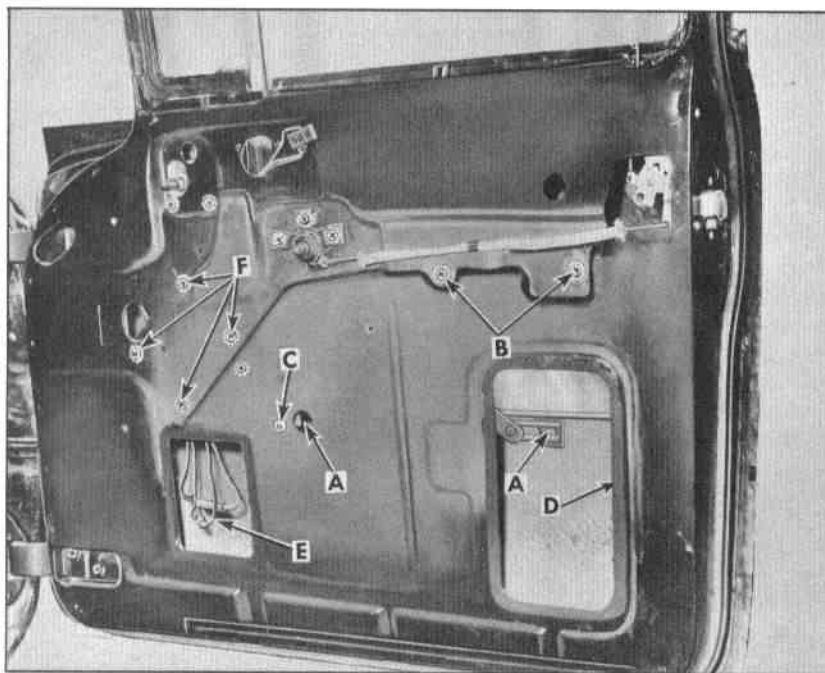
ADJUSTMENTS

To relieve a binding door glass caused by misalignment of the glass with the glass run channels, proceed as follows:

1. To correct a condition where the glass is "cocked" in the glass run channels, loosen the stationary cam rear attaching screw "B" and adjust rear of cam up or down as required, then tighten screw.

2. Loosen the ventilator division channel lower adjusting stud nut at "C", then turn stud in or out, or position lower end of division channel fore or aft, as required.

3. From between the inner and outer door panels, indicated at "D", loosen the glass run channel attaching nut at the lock pillar, and position channel in or out as required.



FRONT DOOR GLASS RUN CHANNEL REMOVAL AND INSTALLATION

(See illustration above.)

1. Lower door window and remove door trim pad.
2. Remove large access hole cover.
3. From between the inner and outer door panels, loosen nut securing the lower end of the glass run channel to the lock pillar.
4. Carefully disengage channel and retaining clips from door. At the reveal line disengage one (1) rosebud clip and remove glass run channel from door.

DOOR WINDOW REGULATOR MANUAL AND ELECTRIC

Both the manual and electric front door window regulators are attached to the front door inner panel by four (4) screws. The regulator lift arm and short balance arm rollers are attached to the window sash channel cam; the long balance arm roller is attached to the stationary cam.

REMOVAL AND INSTALLATION

1. Lower door glass and remove door trim pad.
2. Remove both access hole covers and tape covering access hole at "A", indicated above. On doors equipped with electrically operated regulators, disconnect motor leads "E".

3. Remove two (2) screws, indicated at "A", from each end of the sash channel cam, then disengage window assembly from cam and prop glass in "up" position.

NOTE: On doors equipped with electrically powered window regulators DO NOT OPERATE REGULATOR MOTOR after the window assembly is disengaged from the regulator, or after the regulator is removed from the door. Operation of the motor with the load removed may damage the unit or make it inoperative.

4. Remove ventilator division channel adjusting stud and nut "C".
5. Remove stationary cam attaching screws "B", then disengage cam from regulator arm and remove from door.
6. Disengage window sash channel cam from regulator arms and remove from door.

7. Remove regulator attaching screws "F" and carefully remove regulator through large access hole.

IMPORTANT: To remove the motor assembly from an electrically operated window regulator, carefully read and follow instructions outlined in Section 7 - Electrical under "Window Regulator Electric Motor Assembly".

8. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".

Lubricate window regulator and cam channels as specified in "Body Lubrication", Section 8.

DOOR OUTSIDE HANDLE ASSEMBLY

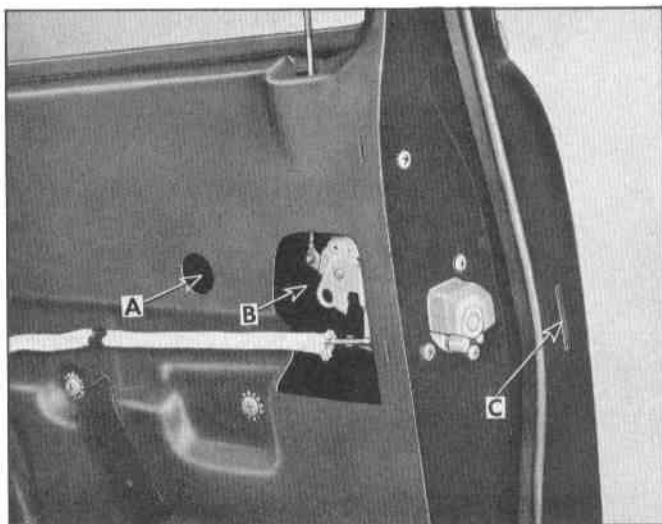
1955 PONTIAC SEDAN STYLES

The door outside handle is of a new design, however, the handle employs the push button principle of operation similar to past models. The handle is secured to the door outer panel with two screws which are accessible through the access holes in the door inner panel after the trim pad is removed. The door lock handle push button shaft, which is an integral part of the push button, and the spring, are secured in the door outside handle with a stop washer and retainer. The door lock cylinder located below the door handle is secured to the door panel by a retaining clip located at the door lock pillar.

DOOR OUTSIDE HANDLE ASSEMBLY

REMOVAL AND INSTALLATION

1. Operate door glass to "up" position and remove door trim pad.
2. With a magnetized screw driver, through access holes "A" and "B", remove two (2) screws securing handle to door outer panel.
3. Remove door lock handle and gaskets from outside of body.
4. To install, reverse removal procedure.



DOOR LOCK CYLINDER ASSEMBLY

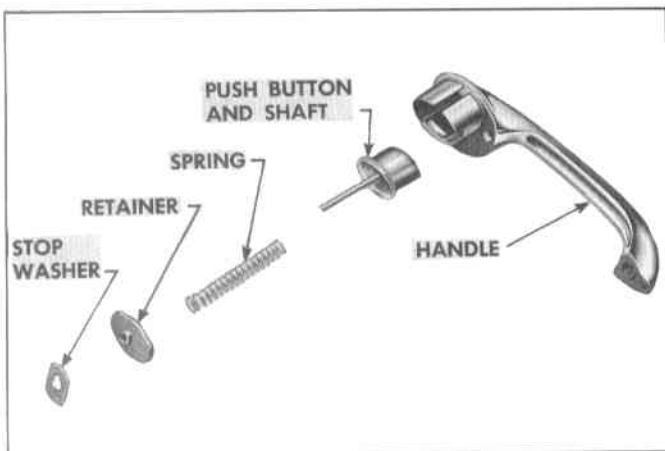
REMOVAL AND INSTALLATION

1. With a suitable tool, pry out retaining clip "C" sufficiently to allow removal of cylinder, then remove cylinder and gasket.
2. To install, insert cylinder with curved edge of pawl toward lock pillar and reverse removal procedure. Using key, check operation of lock cylinder.

DOOR LOCK HANDLE PUSH BUTTON

REMOVAL AND INSTALLATION

1. Remove door handle from door assembly.
2. Depress stop washer slightly, then with a suitable tool, turn stop washer retainer 1/4 turn. Remove stop washer, retainer, spring, push button and shaft from handle.
3. To install, reverse removal procedure.



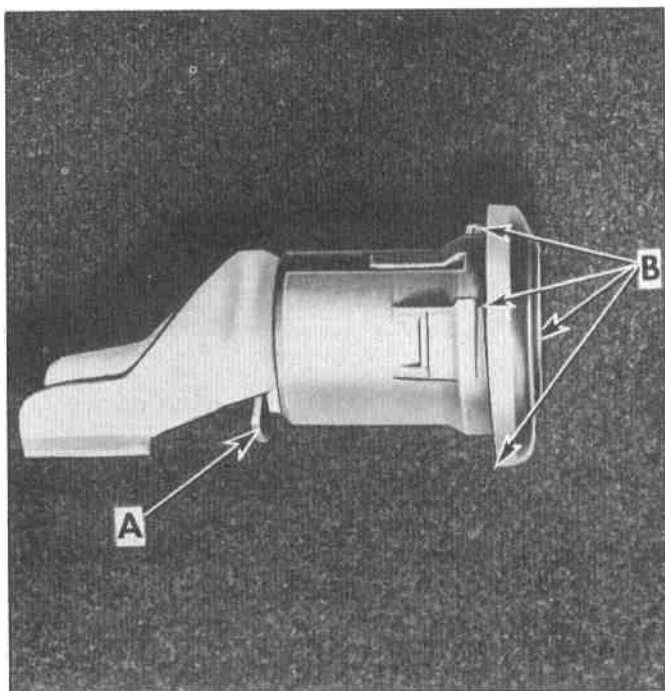
DOOR LOCK CYLINDER

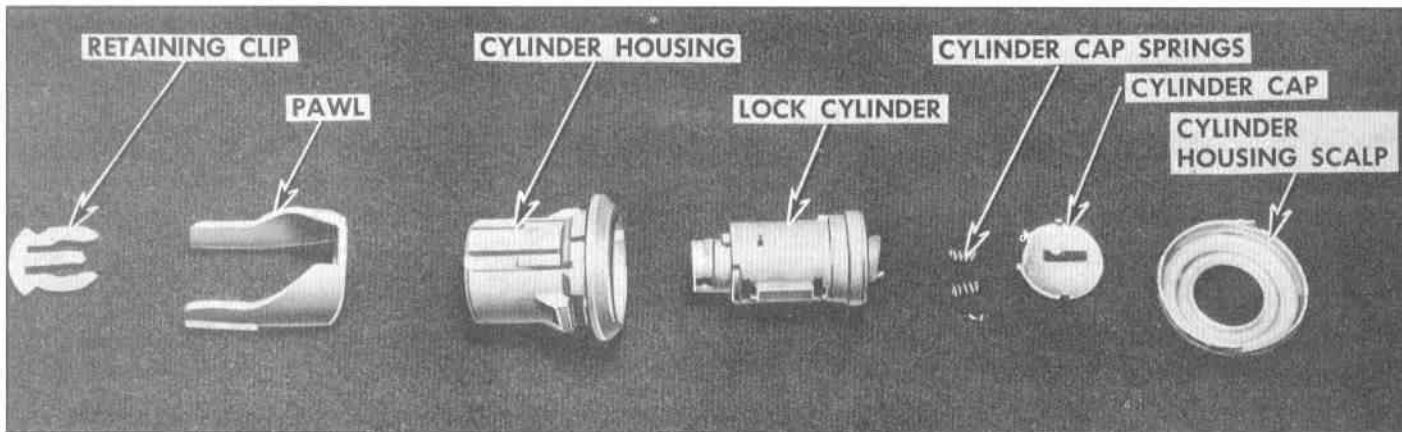
DISASSEMBLY AND ASSEMBLY

1. Remove cylinder assembly from door.
2. With suitable tool, remove retaining clip "A" and remove pawl.
3. Carefully bend open four cylinder housing scalp tabs "B" and remove scalp.

NOTE: While removing scalp, hold cylinder cap, which is under tension from cap springs, depressed with finger. After scalp is removed, observe position of springs and cap so that they can be reinstalled in same relative positions. See illustration at top of next page.

4. Remove cylinder from cylinder housing.
5. To install, reverse removal procedure.





THE ABOVE ILLUSTRATION SHOWS THE DOOR LOCK CYLINDER DISASSEMBLED.

FRONT DOOR LOCK OPERATION

Rotary bolt type door locks are used in 1955. So that servicemen can fully understand the construction and operation of the rotary bolt type door lock, the following illustrations and explanatory description should be studied in order to become familiar with the names of the lock parts, their relative positions and functions. The illustrations show the door lock and door lock striker with the names of their component parts.

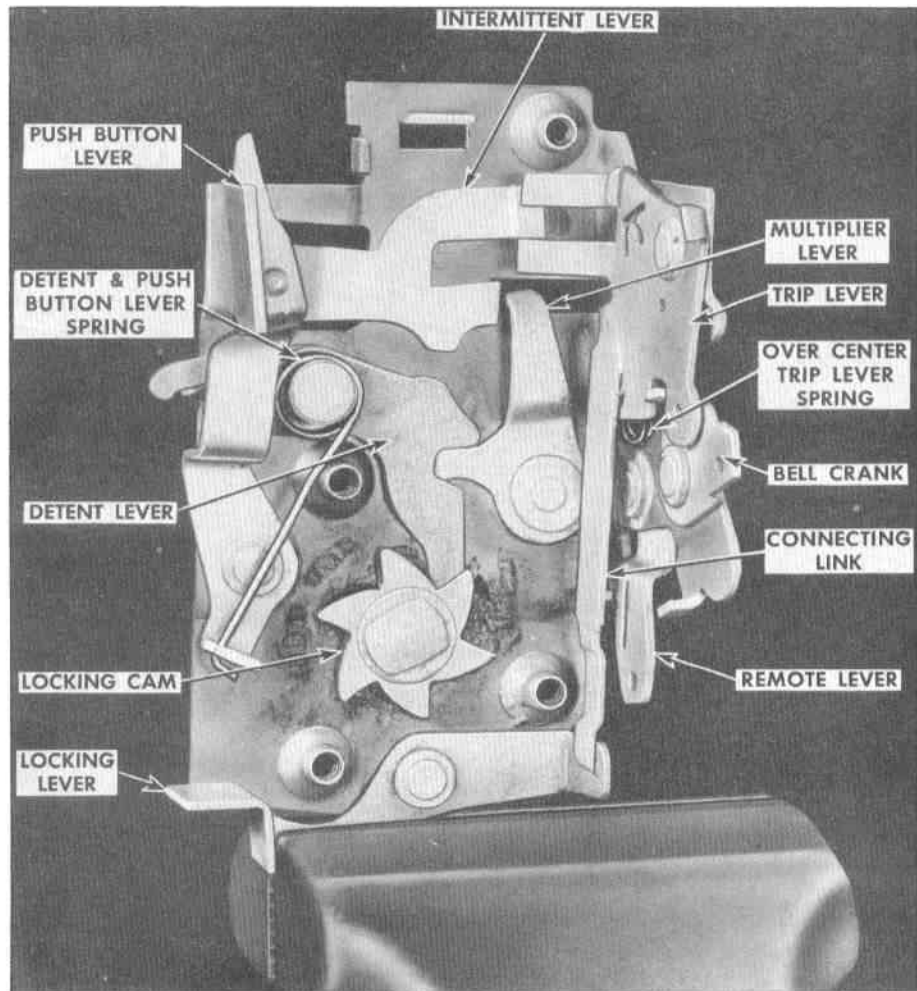
When the door is being closed, the lock bolt rotates as it comes in contact with the striker, until it becomes firmly engaged with the teeth at the lower end of the striker. When the door is completely closed, the locking cam, shown in the illustration, is firmly locked by the detent lever.

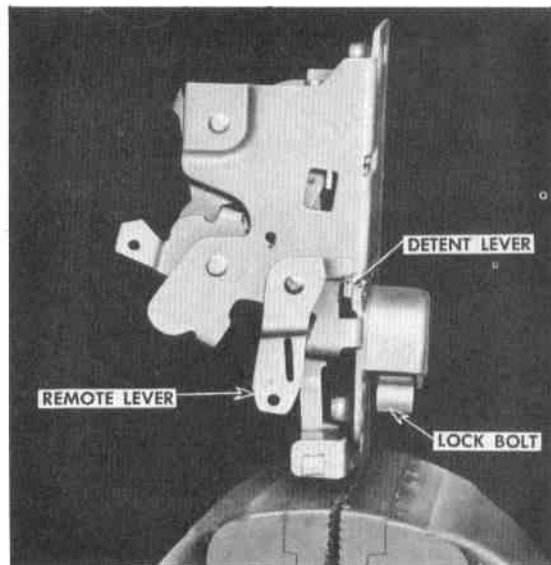
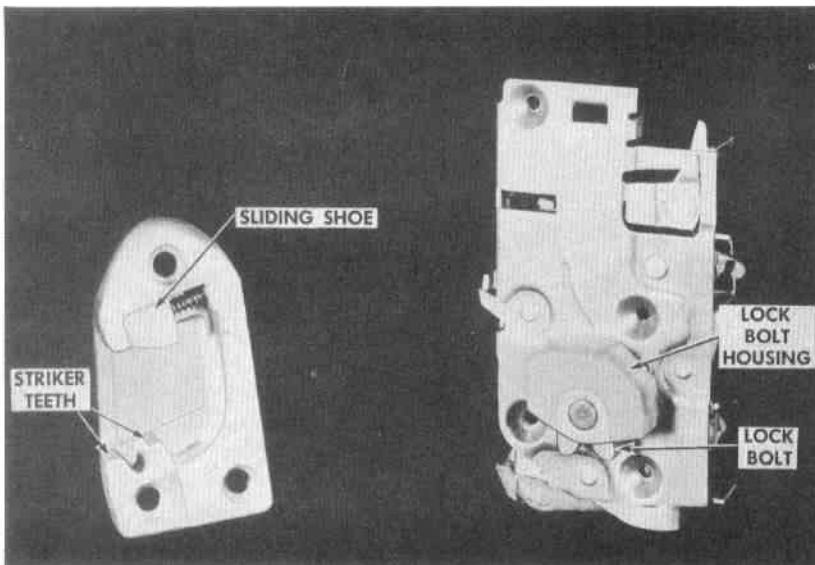
To open the door, the locking cam has to be released so that it can rotate. This action is obtained by the operation of the push button or remote control handle.

1. When the push button on the door outside handle is depressed, the following action takes place: the push button lever operates the intermittent lever which contacts the multiplier lever and which in turn lifts the detent lever free of the locking cam.

2. When the inside remote control handle is operated, the following action takes place: the connecting rod from the remote lever on the lock, which contacts the detent lever and lifts it free of the locking cam.

The doors can be locked by pushing the inside locking control knob to the down position. This can be done after the door is closed or just before the door is closed. If the rod is pushed down before closing the door, the push button on the door lock handle has to be depressed while closing the door. The doors can also be locked by the operation of the door lock cylinder with the key. The action taken by the lock parts when the door is locked is described on next page.





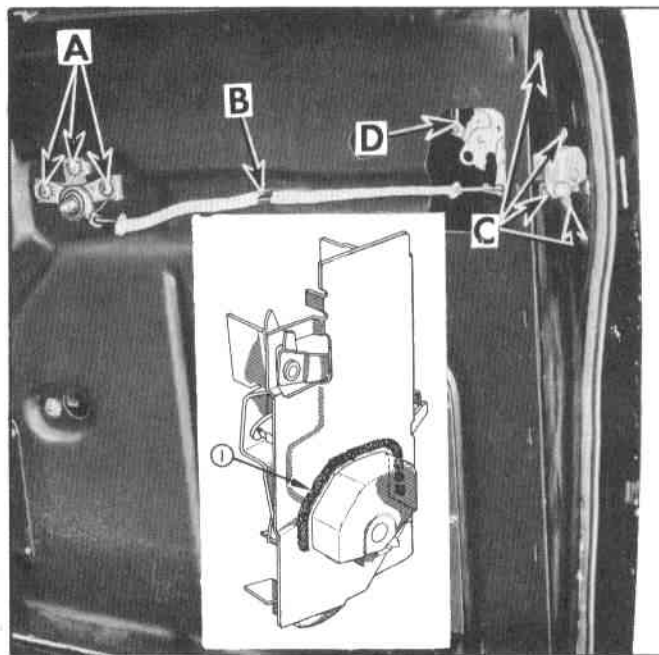
1. When the door is locked with the key, the action of the cylinder pawl on the locking lever operates the connecting link and trip lever downward. The trip lever contacts the intermittent lever and lowers it under the engaging lug of the multiplier lever.
2. When the door inside locking rod, which is connected to the bell crank is operated to a down position, the action of the bell crank operates the trip lever and the same action results as explained above in step 1.

DOOR LOCK REMOTE CONTROL REMOVAL AND INSTALLATION

1. Remove door trim pad.
2. Remove remote control attaching screws "A".
3. Detach connecting rod from clip "B".
4. Disengage remote control from connecting rod and remove from door.
5. To install, reverse removal procedure.

DOOR LOCK REMOVAL AND INSTALLATION

1. Raise door window and remove door trim pad and large access hole cover.
 2. Remove remote control attaching screws "A" and detach the connecting rod from clip "B". Disengage remote control and connecting rod from door lock.
 3. Remove nut securing lower end of glass run channel at lock pillar.
 4. Remove four (4) screws "C" securing lock assembly to lock pillar and remove lock through loading hole.
- NOTE: Observe the inside locking rod "D" when removing door lock as it will readily disengage from lock when lock is removed from door.
5. To install, reverse removal procedure.



- NOTE: Before installing door lock, apply a ribbon of caulking compound on the door lock facing at the top and side joints of the lock bolt cover as indicated at "1" in inset of illustration above. After installation of lock, clean off any excess caulking compound on lock facing or door lock pillar.
6. Check operation of door lock and remote control before installing trim pad. Seal inner panel as specified in "Door Inner Panel Sealing".

The door lock and striker should be lubricated periodically to obtain maximum operating efficiency. For lubrication instructions, refer to "Body Lubrication", Section 8.

DOOR LOCK STRIKER



The illustration above shows the position of the newly designed door lock striker which is secured to the body pillar with three screws. The serrations on the back surface of the striker plate and the upper and lower striker adjusting plates, which are installed between the striker and pillar, help secure the striker firmly in position.

DOOR LOCK STRIKER

REMOVAL AND INSTALLATION

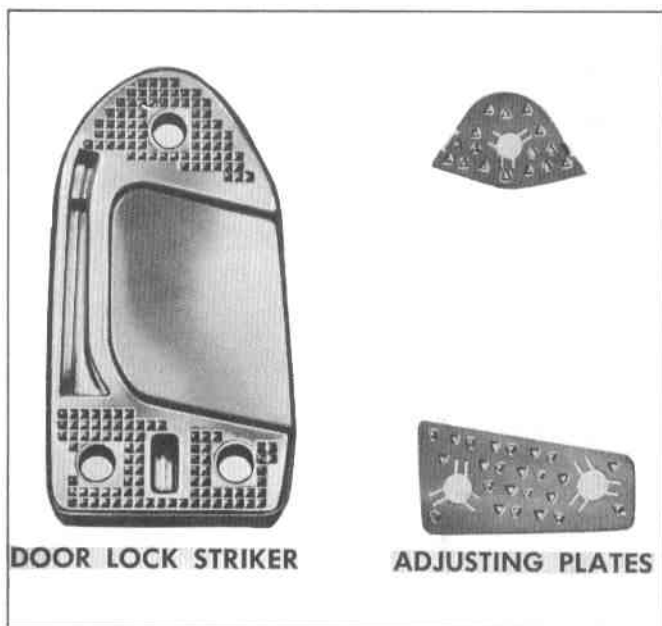
1. With pencil, scribe position of striker on body lock pillar.
2. Remove three (3) door lock striker attaching screws and remove striker and adjuster plates from body pillar.
3. To install, place striker and adjusting plates within scribe marks on pillar and tighten screws.

ADJUSTMENTS

1. To adjust striker up or down or in or out, loosen striker plate attaching screws and shift striker and adjusting plates to desired position; then, tighten attaching screws.
2. The door lock rotary bolt should overlap the striker a minimum of $\frac{1}{4}$ " to a maximum of $\frac{3}{8}$ " as indicated in the illustration. If the overlap is less than $\frac{1}{4}$ ", an emergency spacer should be installed between the striker and adjusting plates to obtain the required overlap.

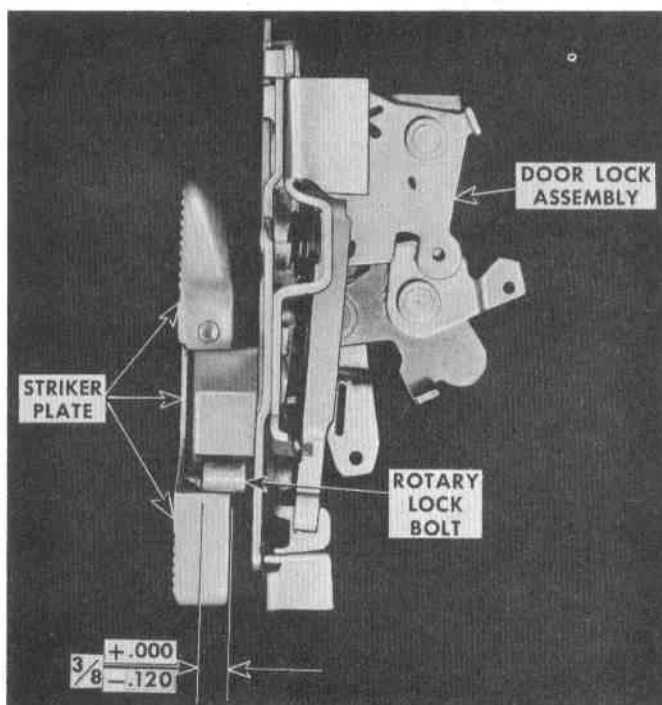
NOTE: The amount of lock bolt overlap on the striker can be determined by applying modeling clay or its equivalent on the striker teeth, then closing the door to form a measurable impression in the clay.

NOTE: The door lock and striker should be lubricated periodically to obtain maximum operating efficiency. For lubrication instructions, refer to "Body Lubrication", Section 8.



The sliding shoe at the upper end of the striker opening prevents excessive up and down movement of the lock bolt within the striker when the door is closed. The teeth at the lower end of the striker engage with the door lock rotary bolt. As the door closes, the teeth on the striker indicated at "A" cause the lock bolt to rotate until it becomes firmly engaged and the door is completely closed.

The illustration above shows the serrated back surface of the striker and both the upper and lower striker adjusting plates.



FRONT DOOR EXTERIOR MOLDINGS

1955 PONTIAC TWO AND FOUR-DOOR SEDAN STYLES

The front door exterior moldings are secured to the door by a combination of self-tapping metal screws, snap-on clips, tee bolt clips and clips retained by screws.

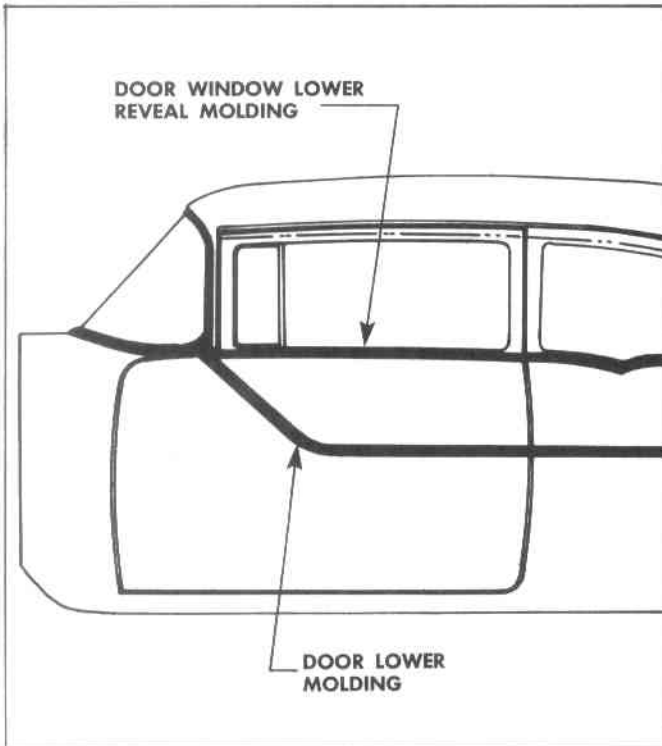
Before removing a molding which has to be pried from a body panel, apply a strip of masking tape to the painted surface adjacent to the molding to prevent possible damage to the paint finish.

When installing exterior moldings using retainers with self-tapping metal screws, snap-on clips, or bolt and clip assemblies, apply medium-bodied sealer around the attaching holes in the body panels to provide a water-tight seal where specified.

FRONT DOOR WINDOW UPPER REVEAL MOLDING

2819SD

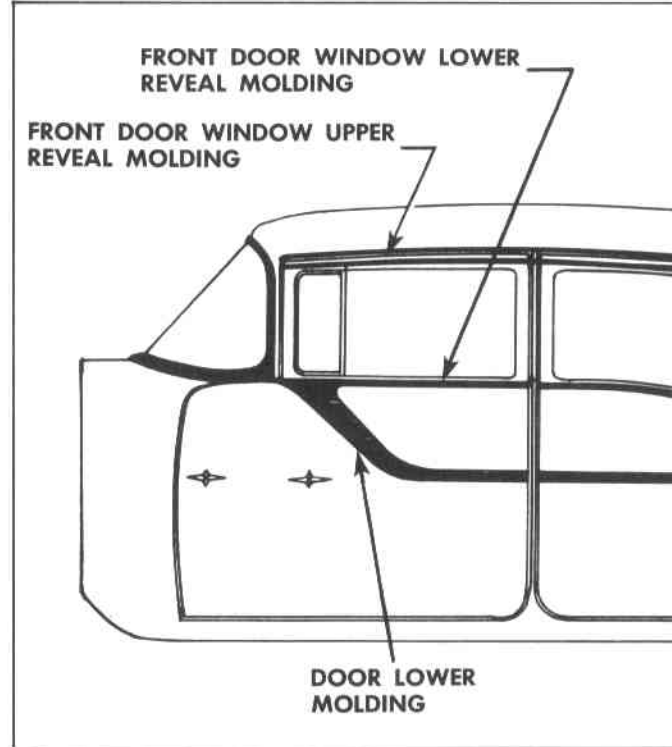
The molding is secured to the door header outer panel with snap-on clips and one (1) screw clip at each end of the molding. To remove molding, remove screw securing each end of molding at the door hemming flange then with a flat-bladed tool, pry molding, with attached clips from the door. To install, apply sealer around clip holes, replace clips where required and reverse removal procedure.



FRONT DOOR WINDOW LOWER REVEAL MOLDING

2511D, 2519D, 2819D & 2819SD

The molding is secured to the door outer panel with snap-on clips and one (1) screw clip at each end of the molding. To remove molding, remove screw securing each end of molding at the door hemming flange, then with a flat-bladed tool, pry molding, with attached clips from the door. To install, apply sealer around clip holes, replace clips where required and reverse removal procedure.



FRONT DOOR LOWER MOLDING

2511, 2511D, 2519 & 2519D

The molding is secured to the door outer panel with snap-on clips, one (1) screw clip at the rear end of the molding and a molding tab turned over the door hemming flange at the front of the molding. To remove molding, remove screw securing rear end of molding at the door hemming flange, then with a flat-bladed tool, pry molding, with attached clips from the door outer panel. Disengage tab at front of molding from door hemming flange and remove molding. To install, apply sealer around clip holes, replace clips where required and reverse removal procedure.

FRONT DOOR LOWER MOLDING

2819D & 2819SD

The molding is secured to the door outer panel with tee bolt clips with nuts and cup washers on the inside of the panel. The rear end of the molding is secured by a screw clip at the door hemming flange. To remove molding, remove door trim pad and both access hole covers. Remove screw securing rear end of molding at door hemming flange, then through access holes remove nuts and cup washers and remove molding. To install, reverse removal procedure.

FRONT DOOR WEATHERSTRIPS

1955 PONTIAC SEDAN STYLES

The door weatherstrip is a one-piece mechanically retained type. The weatherstrip is cemented across the bottom and up each side to a point just above the lower attaching clip holes to prevent any water in the door from entering into the body through the clip holes. A mechanically retained weatherstrip inserting tool may be used to install the weatherstrip clips into the holes around the perimeter of the door. A front door hinge pillar auxiliary weatherstrip is provided to direct any water in the off-set area of the hinge pillar into a drainage hole in the door pillar. The auxiliary weatherstrip is cemented to the door hinge pillar and has two (2) snap-on clips at the lower portion of the weatherstrip.

SPECIAL NOTE: In some instances a cemented-on-type door weatherstrip, comparable to the past model weatherstrip, may be used on 1955 styles. The cemented-on-type weatherstrip is retained along the bottom of the door by either a metal retainer or a series of snap-on stud fasteners.

REMOVAL

1. Using a mechanically retained weatherstrip inserting tool or some other suitable tool remove door weatherstrip by removing the weatherstrip clips from the holes around the perimeter of the door. This can be accomplished by inserting the tip of the tool under the weatherstrip next to each clip and carefully snapping the clip out of the hole.

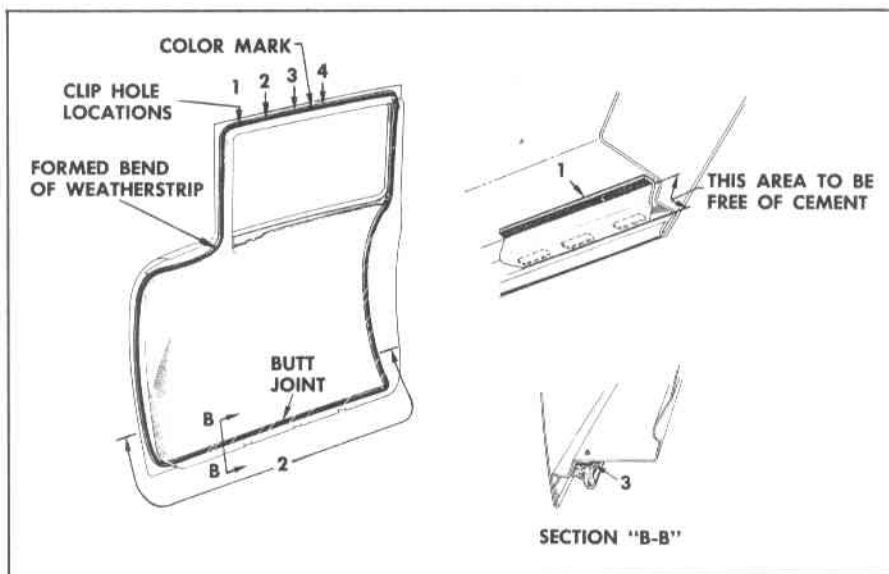
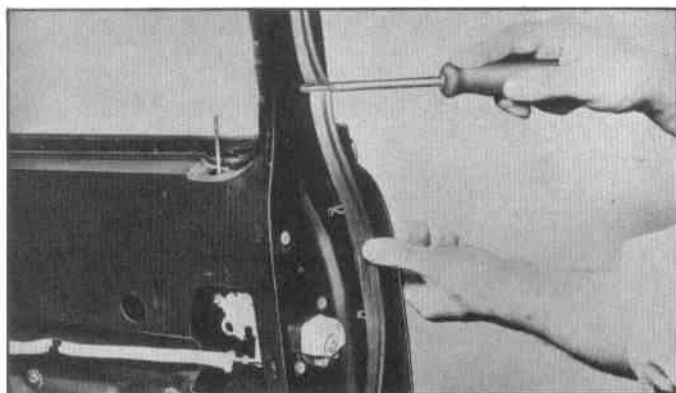
NOTE: The door bottom drain hole sealing strips can be removed at this time if desired.

INSTALLATION

1. If the door bottom drain hole sealing strips have been removed, reinstall by applying weatherstrip cement to sealing strip only on surface indicated at "1", then, cement strip over door drain holes as shown in the illustration.

2. **NOTE:** Service replacement weatherstrips are longer than required in order to assure a satisfactory butt joint. Do not cut weatherstrip to form a butt joint until after all clips are installed into the holes around the door.

Position and install weatherstrip clips into clip holes along sides and top of door so that the weatherstrip is aligned as follows:



- A. Formed bend in weatherstrip should be located in the cove area of the door as indicated in the illustration.
- B. Color mark on weatherstrip should be located between the 3rd. and 4th. clip holes from the hinge pillar corner of the door as indicated.
- C. The butt joint of the weatherstrip should be located at the bottom center of the door between the two (2) clip holes that are closest together. All clip holes are evenly spaced except these two (2) holes.

To install clips into holes, place "V-Shaped" tip of weatherstrip inserting tool on loop of clip, then push clip until it snaps into position in the hole.

NOTE: Do not use excessive force or strike the tool when pushing clip into holes as it may distort the shape of the clip resulting in improper weatherstrip retention.

3. Across the bottom of the door and up each side of the door to a point just above the lower clip hole, as indicated at "2", apply a full coat of weatherstrip cement to the surface of the door contacted by the weatherstrip, as shown in Section "B-B" at "3" above.

4. Install remainder of weatherstrip clips into clip holes making sure that a complete bond is made with the cemented area of the panel.

5. Trim and apply cement to butt ends of weatherstrip to form butt joint. Form butt joint with ends evenly matched to provide a continuous seal.

FRONT DOOR HINGE PILLAR AUXILIARY WEATHERSTRIP

REMOVAL

1. With a flat-bladed tool carefully remove two (2) snap-on fasteners located at the lower portion of the weatherstrip, then break weatherstrip seal and remove weatherstrip from door pillar.

INSTALLATION

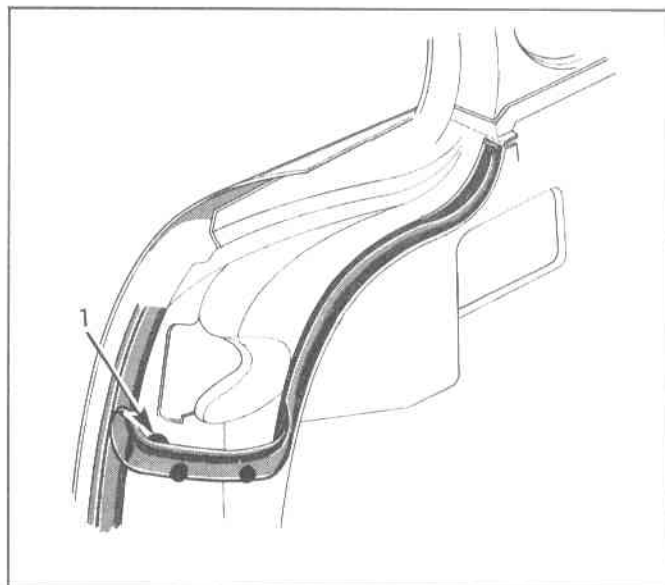
1. Apply weatherstrip cement to the surface of the front door hinge pillar contacted by the weatherstrip and to the weatherstrip attaching surface.

2. Install two (2) snap-on clips to weatherstrip, then install snap-on clips and lower portion of weatherstrip to pillar to align weatherstrip with drain hole. Install remainder of weatherstrip to pillar as shown in illustration.

NOTE: Weatherstrip must not cover any portion of drain hole indicated at "1".

3. Firmly press entire length of weatherstrip to hinge pillar to assure a complete cemented bond.

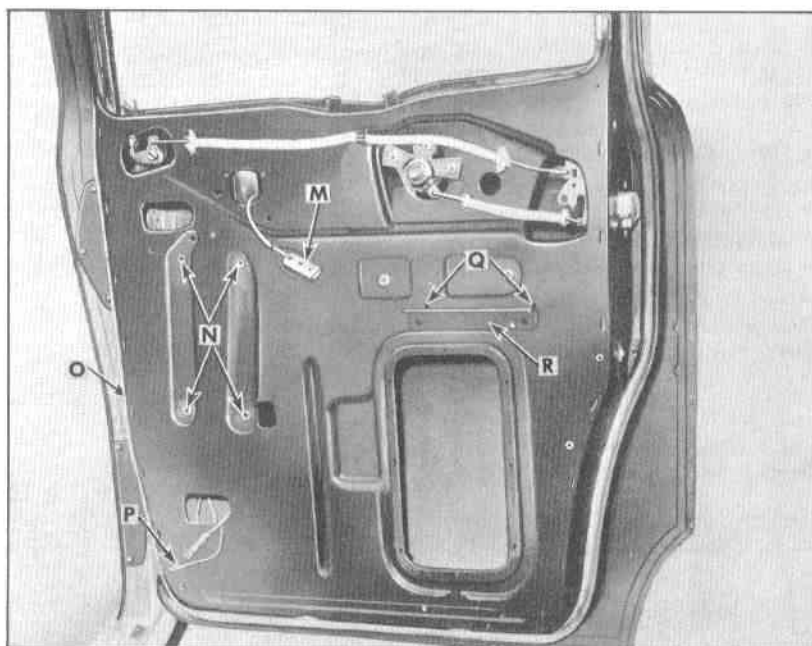
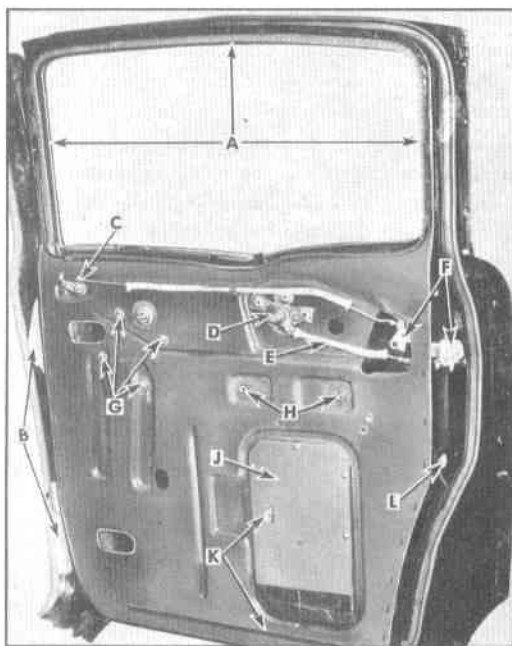
4. Clean off any excess cement.



REAR DOOR ASSEMBLY

1955 PONTIAC FOUR-DOOR SEDAN STYLES

Many new changes have been incorporated in the design of the rear door and rear door hardware parts on the 1955 styles. Some of these parts such as the electrically-operated door window regulator and the rotary bolt type door lock and door lock striker are entirely new and require new service methods. An "Access Hole" is provided at the door inner panel through which the door inner hardware parts can be removed and installed. The illustrations, which may be used for reference purposes, indicate the names and locations of the rear door hardware parts on the 1955 four-door styles.



- A. Door Glass Run Channel
- B. Door Upper and Lower Hinge Cover Plates and Hinges
- C. Door Locking Rod and Lever
- D. Door Lock Remote Control
- E. Door Lock Remote Control Connecting Rod
- F. Door Lock
- G. Door Window Manual Regulator Attaching Screws
- H. Door Window Regulator Stationary Cam Attaching Screws

- J. Door Access Hole Cover Plate
- K. Door Trim Pad Retainers
- L. Door Glass Run Channel Adjusting Screw
- M. Door Window Control Switch Terminal Block
- N. Door Window Electric Regulator Attaching Screws
- O. Hinge Pillar Electric Conduit
- P. Electric Connectors for Door Window Regulator Motor
- Q. Attaching Holes for Plastic Type Door Arm Rest
- R. Hanger Plate for Built-In Type Door Arm Rest

REAR DOOR INSIDE HARDWARE

The rear door inside hardware is removed and installed in the same manner as the front door inside hardware on the two and four-door sedan styles. For removal and in-

stallation procedures, refer to "Front Door Inside Hardware" - Two and Four-Door Sedan Styles.

REAR DOOR ASSEMBLY AND HINGES

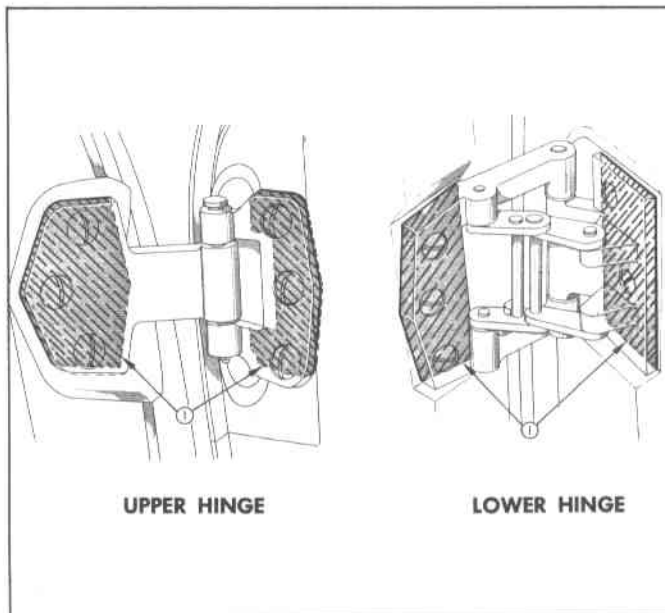
The rear door assembly is attached to the body with two (2) "butt" type hinges. Each hinge is secured with three (3) bolts to an anchor plate inside the door hinge pillar and the center hinge pillar. A "toggle" type door check and hold open is an integral part of the rear door lower hinge assembly.

Either of the following two (2) methods can be used to remove the door from the body:

1. The door and hinges can be removed as an assembly from the center hinge pillar.
2. The door can be removed from the hinge strap.

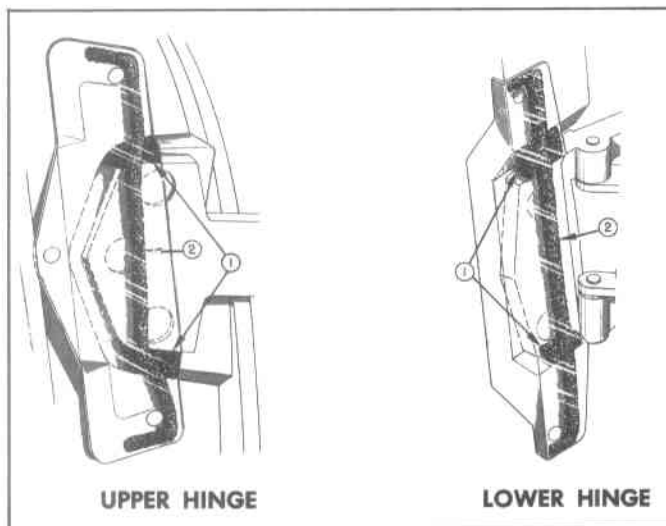
REMOVAL

1. If door is being removed from center hinge pillar remove hinge cover plates.
2. Clean off excess sealer from around hinge straps and scribe location of hinge straps on center pillar or door hinge pillar.
3. On bodies equipped with electrically powered window regulators, proceed as follows:
 - a. Remove door trim pad and access hole cover.
 - b. Remove two (2) screws securing electric conduit to center hinge pillar. Bend out conduit tabs and remove from wire harness.
 - c. Loosen or detach wire harness clips, as required, and disconnect motor leads from harness. Remove wire harness from between door panels through opening in door hinge pillar.
4. With the door properly supported, remove three (3) upper and lower hinge attaching bolts at center hinge pillar or at door hinge pillar, depending on the method of removal being used.
5. With aid of a helper, remove door from body opening.



INSTALLATION

1. With scraper and mineral spirits, clean off old sealing compound at hinge areas. This operation should be performed carefully to avoid possibility of soiling adjacent trim material.
2. Apply a coat of heavy-bodied sealer to attaching surface of hinge straps or to corresponding surfaces of door hinge pillar or center hinge pillar, as indicated at "1" in the drawing at right above.



NOTE: It is important that sealer be applied completely over shaded areas, as shown in the drawing above, to obtain proper weatherseal and effective anti-squeak.

3. With aid of helper, lift door assembly into body opening.
4. Install hinge bolts loosely, then align hinge straps within scribe marks on pillar and tighten bolts. Check door for alignment.
5. On bodies equipped with electrically-powered window regulators, proceed as follows:
 - a. Install wire harness in between door panels; tighten wire harness clips and connect motor leads.
 - b. Reinstall conduit to door hinge pillar.
6. If door and hinges were removed from center hinge pillar, hinges and cover plates must be weathersealed before cover plates are installed over hinge straps. Seal hinges and cover plates with medium-bodied sealer as outlined below.
 - a. At the top and bottom of hinge at "1" apply sufficient sealer to fill the hinge depressions at these points and provide a flush condition with the surface of the pillar. See opposite drawing.
 - b. Apply a continuous ribbon of medium-bodied sealer to underside of hinge cover plates across the top and bottom and along the outer edge as indicated at "2" in opposite drawing.
7. Install hinge cover plates and clean off excess sealer.

REAR DOOR HINGE ADJUSTMENTS

When checking the door for misalignment, remove the door lock striker from the body pillar to allow the door to hang free on its hinges. Then check the spacing at the sides and top of the door.

In and out adjustments can be made at the center pillar attaching bolts while up and down adjustments can be made at the door pillar attaching bolts. In addition, waterproof shims can be installed between the center pillar and hinge strap to adjust the door forward or rearward. To adjust rear door, proceed as follows:

1. For in and out adjustments, remove hinge cover plates and loosen hinge bolts at center pillar, then shift door to desired position and tighten bolts.

2. For up and down adjustments loosen hinge bolts at

door pillar; shift door to desired position and tighten bolts.

3. For rearward adjustment, prop door and proceed as follows:

- a. Remove either the upper hinge or lower hinge bolts at the center pillar. (It is easier to adjust one hinge at a time.)
- b. Cement a full waterproof shim to hinge strap and reinstall bolts.

4. For forward adjustment, loosen the hinge bolts at the center pillar and install a partial waterproof shim at inner edge of hinge straps, then tighten bolts.

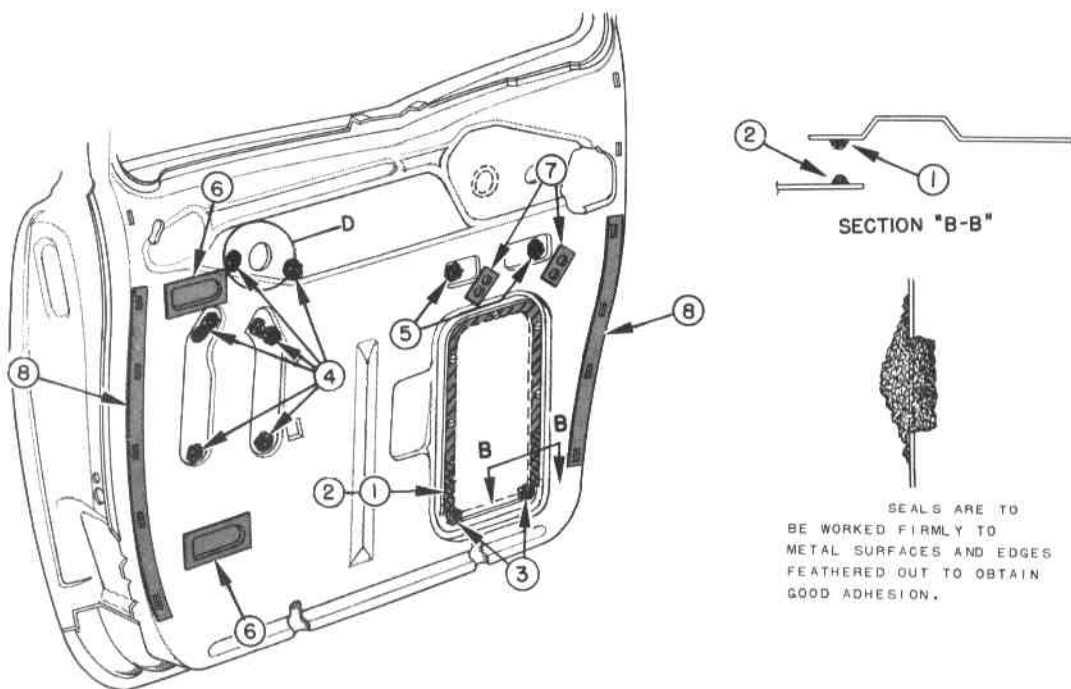
5. Seal hinges and hinge cover plates as specified and reinstall hinge cover plates.

REAR DOOR INNER PANEL SEALING

1955 PONTIAC FOUR-DOOR SEDAN STYLES

Whenever work is performed on a door where any of the door inner panel weatherseals have been disturbed, the area must be resealed before the door trim pad is reinstalled.

The illustration shows the door inner panel openings which are sealed to prevent water leakage and possible damage to the door trim pad.



No. 1 Apply a ribbon of medium-bodied sealer across the top and down the side flanges of the access hole opening to provide a seal between the cover plate and door inner panel.

No. 2 Apply a ribbon of sealer to the side flanges of the access hole cover plate before it is installed. This seal to start at the lower corners and extend upward approximately 3".

No. 3 After access hole cover plate is installed, seal the lower offset corners.

No. 4 and 5 Apply sufficient body caulking compound to the window regulator attaching holes and to the window cam attaching holes to effect a proper seal. No. 6, 7 and 8 Apply a waterproof body tape over welding access holes, over arm rest attaching holes and over trim pad nail slots.

REAR DOOR WINDOW (MANUAL & ELECTRIC)

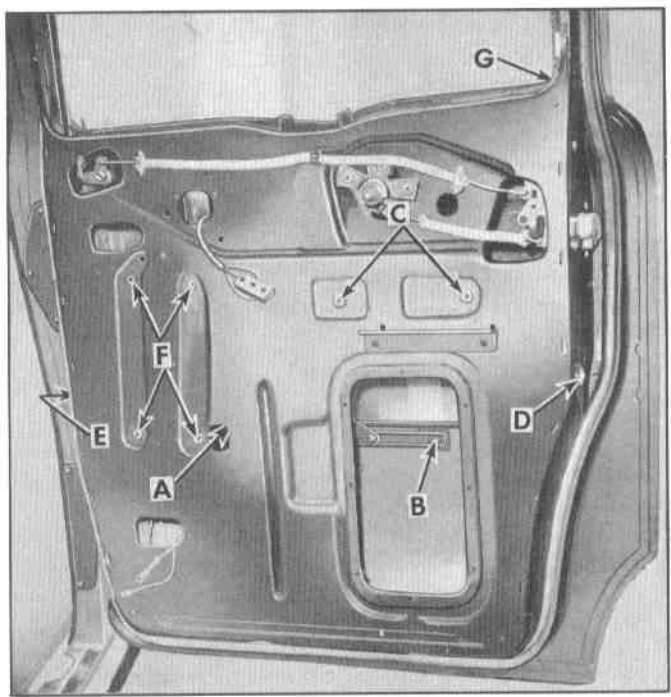
The rear door window is removed and installed in a similar manner for both the manual and electrically-operated window.

REAR DOOR WINDOW REMOVAL AND INSTALLATION

1. Lower door glass and remove door trim pad.
2. On bodies equipped with electric window regulators, disconnect positive battery cable to prevent accidental operation of window regulator with master control switch.
3. Remove access hole cover and the tape covering access hole "A".
4. Remove upper glass run channel. See "Door Glass Run Channel Upper", page 29.
5. Through access holes remove screws "A" and "B" securing window assembly to sash channel cam.
6. Disengage window assembly from sash channel cam; lift window to an almost closed position, then tilt glass inward and remove from door.

CAUTION: On doors equipped with electrically-powered window regulators, **DO NOT OPERATE REGULATOR MOTOR** after the window assembly is disengaged from the regulator. Operation of the motor with the load removed may damage the unit or make it inoperative.

7. To install, reverse removal procedure. Seal door inner panel as specified in "Rear Door Inner Panel Sealing".



ADJUSTMENTS

To relieve a binding door glass caused by misalignment of the glass with the run channels, proceed as follows:

1. To correct a condition where the door glass is "cocked" in the glass run channels, loosen rear screw "C" and adjust rear end of stationary cam up or down as required, then tighten screw.

2. To correct a condition where the door glass is "binding" because of improper glass run channel alignment, loosen the glass run channel attaching screws "D" and "E" at the door pillars and adjust the channel in or out as required, then tighten screws.

REAR DOOR WINDOW REGULATOR REMOVAL AND INSTALLATION

1. Lower door glass and remove door trim pad. (See illustration above.)
2. Remove access hole cover and tape covering access hole "A". On doors equipped with electrically-operated regulators, disconnect motor leads from wiring harness.
3. Through access holes, remove screws "A" and "B" securing window assembly to sash channel cam, then disengage window from cam and prop glass in "up" position.

CAUTION: On door equipped with electrically-operated window regulators, **DO NOT OPERATE REGULATOR MOTOR** after the window assembly is disengaged from the regulator or as a bench operation, after the regulator is removed from the door. Operation of the motor with the load removed may damage the unit and make it inoperative.

4. Remove stationary cam attaching screws "C" and remove cam.
5. Disengage sash channel cam from regulator and remove from door.
6. Remove regulator attaching screws "F" and carefully remove regulator from between door panels.

NOTE: On electrically-operated window regulators, to remove motor assembly from window regulator, carefully read and follow instructions outlined under "Window Regulator Electric Motor Assembly", Section 7-Electrical.

7. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".
- NOTE:** The regulator lift arm should be in the down position when installing regulator into door. Lubricate window regulator and cam channels as specified in "Body Lubrication", Section 8.

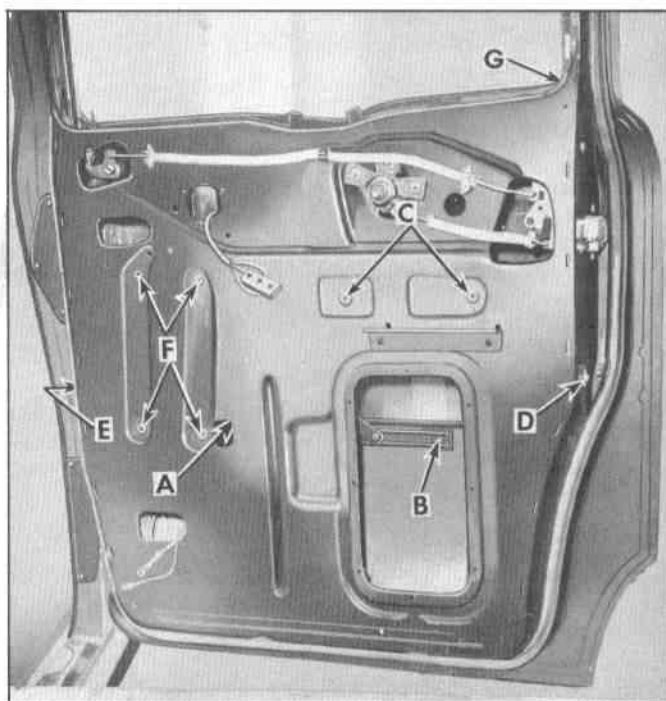
REAR DOOR GLASS RUN CHANNEL

The rear door glass run channel consists of a lower rear section extending up the door lock pillar to the door window opening; and an upper section extending around the window opening and down the door hinge pillar. Both sections of glass run channel are secured to the door by rose-bud fasteners around the window opening and a screw through the door pillar at both lower ends. See Rear Door Glass Run Channel Upper and Lower Rear, Removal, Installation and Adjustment on next page.

REAR DOOR GLASS RUN CHANNEL—UPPER

REMOVAL AND INSTALLATION

1. Lower door window and remove door trim pad and access hole cover.
2. Remove screw, indicated at "E", securing lower end of channel to door hinge pillar.
3. Carefully pry the glass run channel rose-bud fasteners from their attaching holes around the door header.
4. Carefully pull channel up through opening and remove from door.
5. To install, reverse removal procedure making certain the end of the upper channel fits properly into the end of the lower rear channel at "G". Align lower end of channel for free travel of door glass. Seal access hole cover as specified in "Door Inner Panel Sealing".



REAR DOOR GLASS RUN CHANNEL—LOWER REAR

REMOVAL AND INSTALLATION

1. Lower door window and remove door trim pad and access hole cover.
2. Remove screw "D" securing lower end of channel to door lock pillar.
3. At rear of window opening detach the upper channel from the door lock pillar header; also detach the one rose-bud fastener, indicated at "G", securing the upper end of the lower rear channel.
4. Carefully pull lower rear channel up through window opening and remove from door.
5. To install, reverse removal procedure making certain the end of the upper channel fits properly into the end of the lower rear channel at "G". Align lower end of channel for free travel of door glass. Seal access hole cover as specified in "Door Inner Panel Sealing".

ADJUSTMENTS

The lower ends of the glass run channel can be adjusted inward or outward to relieve a binding condition with the door glass.

To adjust the glass run channel, loosen the attaching screws "D" and "E" at the door pillars and adjust channel in or out as required, then tighten screws.

REAR DOOR OUTSIDE HANDLE ASSEMBLY

The rear door outside handle assembly is removed and installed, and disassembled in the same manner as the front door outside handle.

REAR DOOR LOCK

1955 PONTIAC FOUR-DOOR SEDAN STYLES

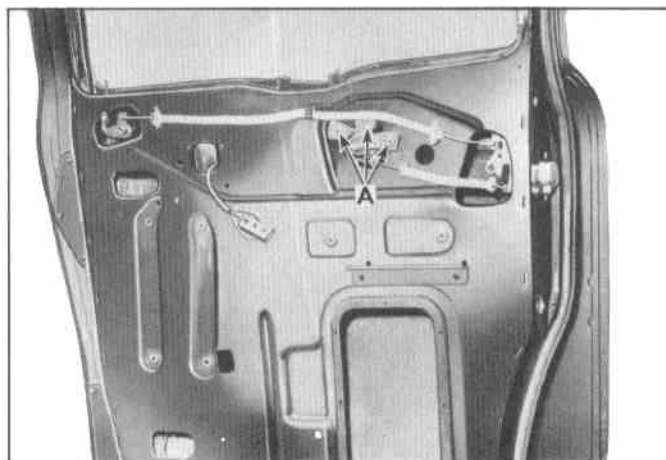
REAR DOOR LOCK OPERATION

The rear door lock operates in the same manner as the front door lock. For information on rear door lock operation, refer to "Front Door Lock Operation."

REAR DOOR LOCK REMOTE CONTROL

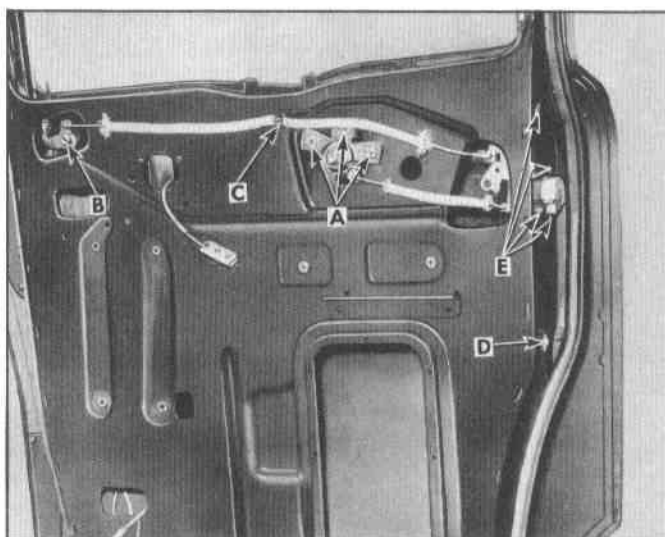
REMOVAL AND INSTALLATION

1. Remove door trim pad.
2. Remove remote control attaching screws "A".
3. Disengage remote control from connecting rod and remove from door.
4. To install, reverse removal procedure.



REAR DOOR LOCK REMOVAL AND INSTALLATION

1. Raise door window and remove door trim pad and access hole cover.
2. Remove remote control attaching screws "A", then disengage remote control connecting rod from door lock.
3. Remove inside locking rod lever attaching screw "B" and washers, then disengage the lever connecting rod from clip "C" and from door lock.
4. Remove screw "D" securing lower end of glass run channel.
5. Remove four (4) screws "E" securing lock assembly to lock pillar and remove lock from between door panels through access hole.
6. To install, reverse removal procedure. Check operation of door lock, remote control and inside locking rod before reinstalling trim pad. Seal inner panel as specified in "Rear Door Inner Panel Sealing."



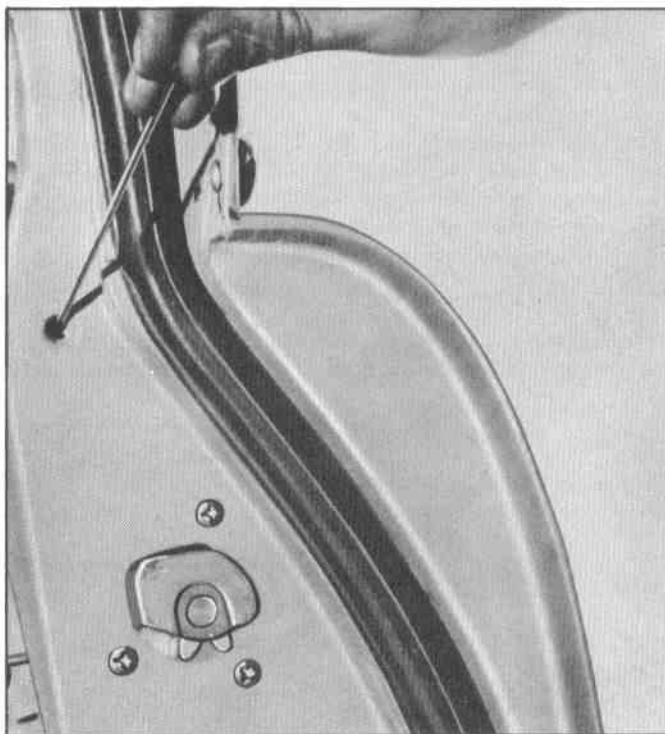
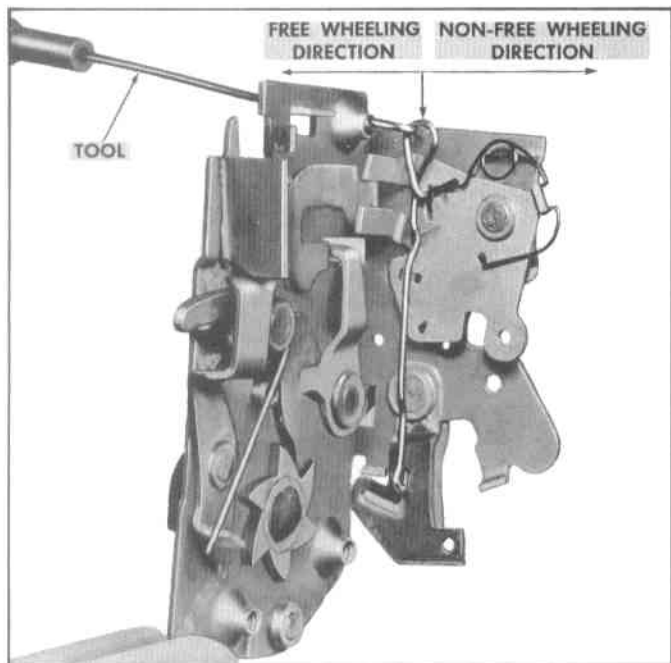
FREE WHEELING ADJUSTMENT

Free wheeling on rear door locks is a safety feature. When the inside locking rod knob is in the down position and the lock is set "in" free wheeling, it prevents the door from being opened by the operation of the remote control handle.

The tool required to perform the free wheeling adjustment can be made from a piece of rod approximately 1/8" in diameter. To make tool, cut rod to 7" length, then bend 3/8" of rod at one end to form right angle.

ADJUSTMENTS

1. Pull inside locking rod knob to the "up" position and remove rear door lock upper attaching screw.
2. Insert adjusting tool through screw hole as shown in illustration opposite.



3. Engage hooked end of rod in loop of remote control connecting link as shown in the illustration. Push rod forward to set lock "out" of free wheeling and pull rod rearward to set lock "in" free wheeling.

REAR DOOR LOCK STRIKER

The rear door lock striker is removed and installed and adjusted in the same manner as the front door lock striker.

REAR DOOR EXTERIOR MOLDINGS

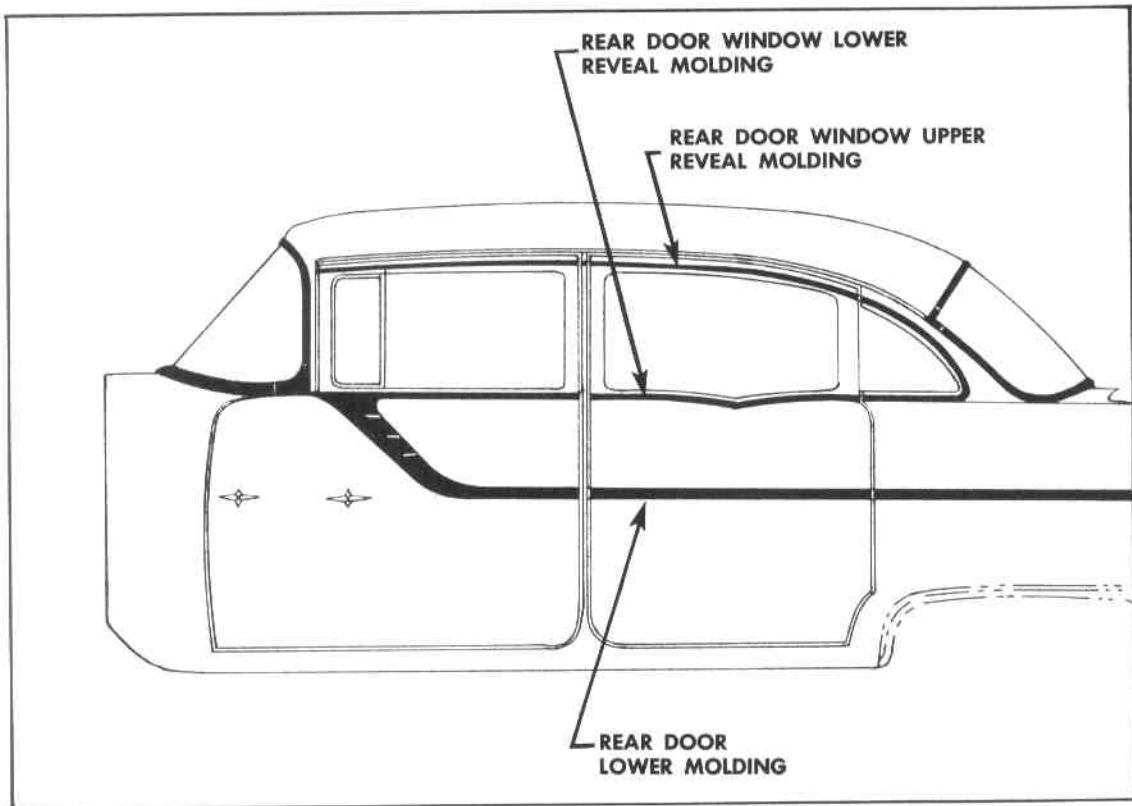
1955 PONTIAC FOUR-DOOR SEDAN STYLES

The rear door exterior moldings are secured to the door by a combination of self-tapping metal screws and snap-on clips.

Before removing a molding which has to be pried from a body panel, apply a strip of masking tape to the painted surface adjacent to the molding to prevent possible damage to the paint finish.

When installing exterior moldings using retainers with self-tapping metal screws, snap-on clips, or bolt and clip assemblies, apply medium-bodied sealer around the attaching holes in the body panels to provide a water-tight seal where specified.

REMOVAL AND INSTALLATION



REAR DOOR WINDOW UPPER REVEAL MOLDING

2819SD

The molding is secured to the door header outer panel with snap-on clips and one (1) screw clip at each end of the molding. To remove molding, remove screw securing each end of molding at the door hemming flange, then with a flat-bladed tool, pry molding, with attached clips from the door. To install, apply sealer around clip holes, replace clips where required and reverse removal procedure.

REAR DOOR WINDOW LOWER REVEAL MOLDING

2519D, 2819D & 2819SD

The molding is secured to the door outer panel with snap-on clips and one (1) screw clip at each end of the molding. To remove molding, remove screw securing each end of the molding at the door hemming flange, then with a flat-bladed tool, pry molding, with attached clips from the door. To install, apply sealer around clip holes, replace clips where required and reverse removal procedure.

REAR DOOR LOWER MOLDING

2519, 2519D, 2819D & 2819SD

The molding is secured and is removed and installed in same manner as the "Rear Door Window Lower Reveal Molding" described above.

REAR DOOR WEATHERSTRIP

1955 PONTIAC FOUR-DOOR SEDAN STYLES

The rear door weatherstrip is a one-piece mechanically retained type. The weatherstrip is cemented across the bottom and up each side to a point just above the lower attaching clip holes to prevent any water in the door from entering into the body through the clip holes. A mechanically retained weatherstrip inserting tool may be used to install the weatherstrip clips into the holes around the perimeter of the door.

REAR DOOR WEATHERSTRIP

REMOVAL

1. Using a mechanical retained weatherstrip inserting tool or some other suitable tool, remove weatherstrip by removing the weatherstrip clips from the holes around the perimeter of the door. This can be accomplished by inserting the tip of the tool under the weatherstrip next to each clip and carefully snapping the clip out of the hole.

NOTE: The door bottom drain hole sealing strips can be removed at this time if desired.

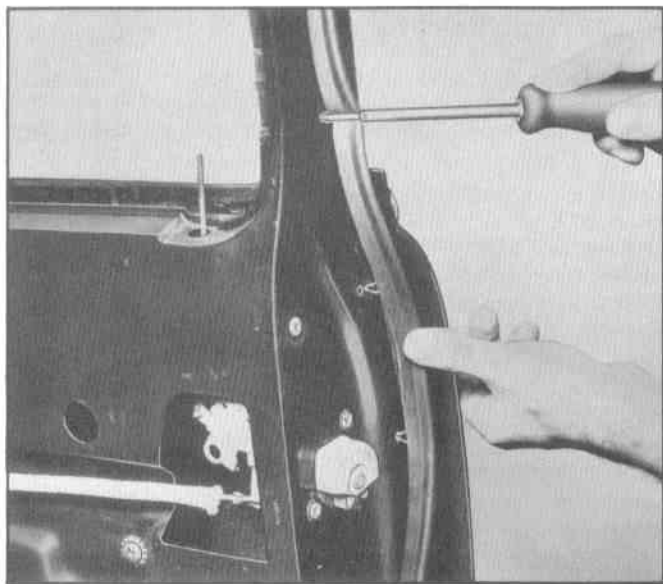
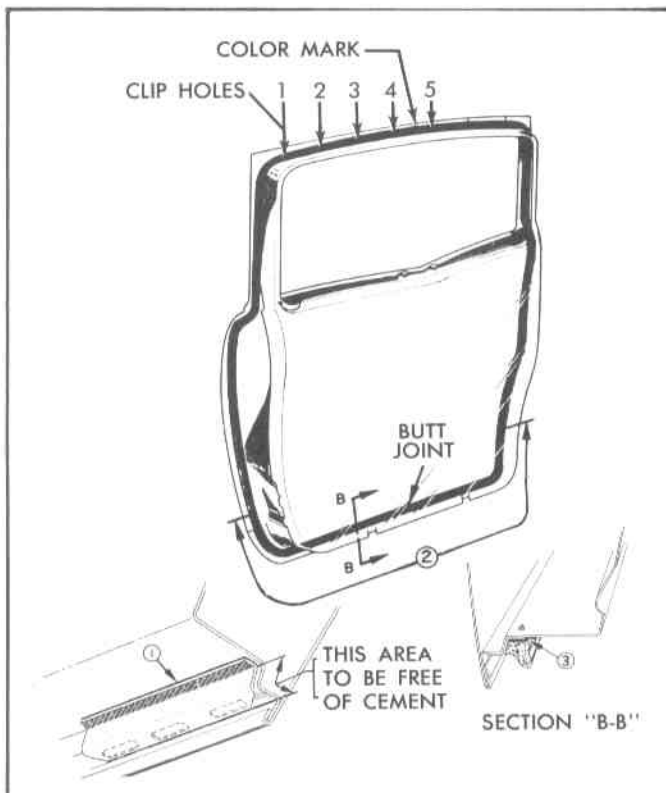
INSTALLATION

1. If the door bottom drain hole sealing strips have been removed, reinstall by applying weatherstrip cement only on surface indicated at "1", then cement strip over door drain holes as shown in the drawing opposite. 2. NOTE: Service replacement weatherstrips are slightly longer than required in order to assure a satisfactory butt joint. Do not cut weatherstrip to form butt joint until after all clips are installed into the holes around the door.

Position and install weatherstrip clips into clip holes so that the weatherstrip is aligned as follows:

- Color mark on weatherstrip should be located between the fourth and fifth clip holes from the hinge pillar corner of the door, as indicated in the drawing opposite.
- The butt joint of the weatherstrip should be located at the bottom center of the door between the two clip holes that are closest together. All clip holes are evenly spaced except these two holes.

SPECIAL NOTE: In some instances a cemented-on-type door weatherstrip, comparable to the past model weatherstrip, may be used on 1955 styles. The cemented-on-type weatherstrip is retained along the bottom of the door by either a metal retainer or a series of snap-on stud fasteners.



To install clips into holes, place "V-Shaped" tip of weatherstrip inserting tool on loop of clip, then push clip until it snaps into position in the hole.

NOTE: Do not use excessive force or strike the tool when pushing clip into hole as it may distort the shape of the clip, resulting in improper weatherstrip retention.

3. Across the bottom of the door and up each side of the door to a point just above the lower clip hole, as indicated at "2" in above drawing, apply a full coat of weatherstrip cement to the surface of the door contacted by the weatherstrip, as shown in section "B-B" at "3" above.

4. Install remainder of weatherstrip clips into clip holes, making sure that a complete bond is made with the cemented area of the panel.

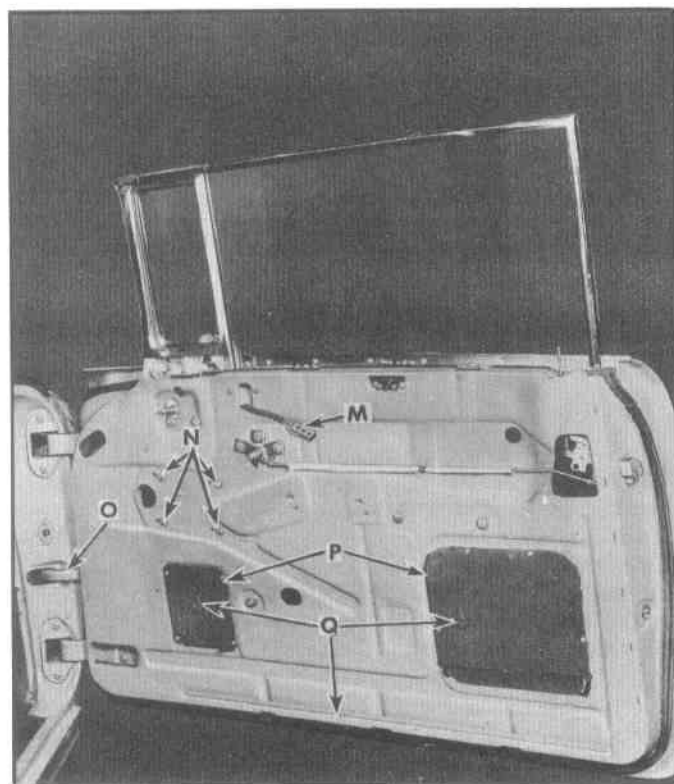
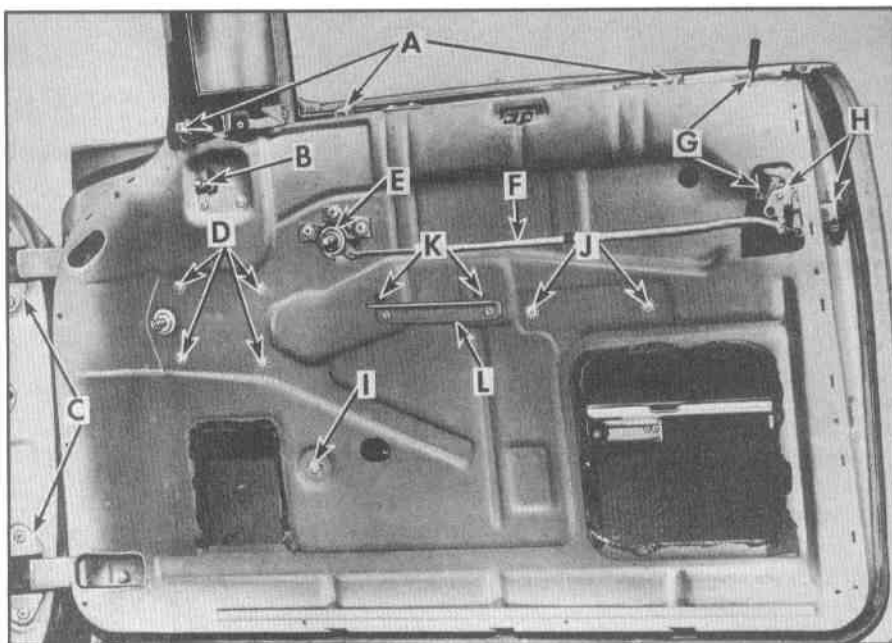
5. Trim and apply cement to butt ends of weatherstrip. Form butt joint with ends evenly matched to provide a continuous seal.

DOOR ASSEMBLY

1955 PONTIAC SPECIAL COUPE AND CONVERTIBLE COUPE STYLES

Many new changes have been incorporated in the design of the door and door hardware parts on the 1955 styles. Some of these parts such as the door lock and door lock striker are entirely new and require new service methods. "Access Holes" are provided in the door inner panel through which the door inner hardware parts can be removed and installed. The illustrations, which may be used for reference purposes, indicate the names and locations of the door hardware parts on the 1955 Special Coupe and Convertible Coupe Styles.

- A. Door Belt Finishing Molding Clips
- B. Door Ventilator Regulator
- C. Door Upper and Lower Hinge
- D. Door Window Manual Regulator Attaching Screws
- E. Door Lock Remote Control
- F. Door Lock Remote Control Connecting Rod
- G. Door Inside Locking Rod
- H. Door Lock
- I. Ventilator Division Channel Adjusting Stud
- J. Door Window Regulator Stationary Cam Attaching Screws
- K. Plastic Type Door Arm Rest Attaching Holes
- L. Built-In Type Door Arm Rest Hanger Plate
- M. Door Window Control Switch Terminal Block



- N. Door Window Electric Regulator Attaching Screws
- O. Door Hinge Pillar Electrical Conduit
- P. Door Inner Panel Access Hole Covers
- Q. Door Trim Pad Retainers

The following Special Coupe and Convertible Coupe door hardware items are removed and installed in the same manner as on the two and four-door sedan front doors:

1. Door inside handles, arm rest, trim pad and window control switch.
2. Door removal and installation, including hinge sealing and door adjustments.
3. Door outside handle and handle push button shaft. Door lock cylinder including disassembly and assembly.
4. Door lock remote control and door lock striker including door lock striker adjustments.

Special Coupe and Convertible Coupe door hardware items which are not removed and installed in the same manner as on sedan style front doors are covered on the next page.

DOOR BELT FINISHING MOLDING REMOVAL AND INSTALLATION

1. Remove inside locking rod knob.
2. Remove screw securing each end of molding, then disengage molding from clips and remove from door.
3. To install, reverse removal procedure.

DOOR INNER PANEL SEALING 1955 PONTIAC SPECIAL COUPE AND CONVERTIBLE COUPE STYLES

Whenever work is performed on a door where any of the door inner panel weatherseals have been disturbed, the area must be resealed before the door trim pad is reinstalled. The illustrations show the door inner panel openings which are sealed to prevent water leakage and possible damage to the door trim pad.

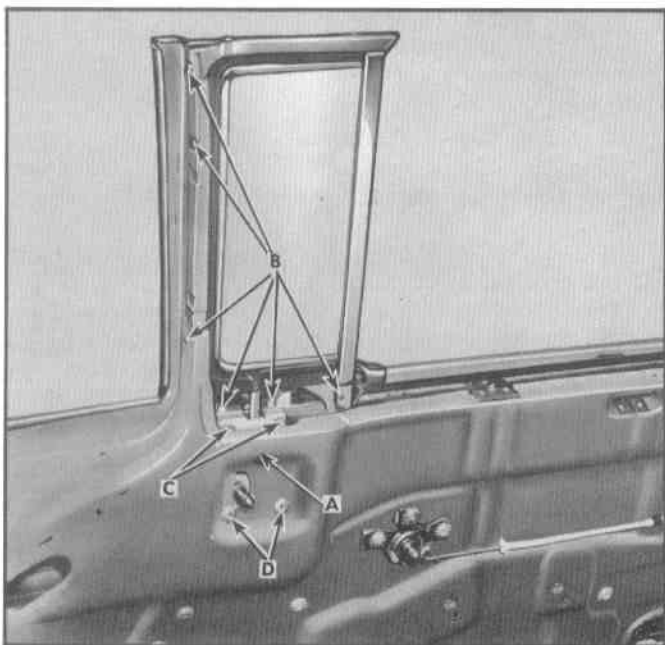
No. 1 At both access holes apply a ribbon of medium-bodied sealer across the top and down the side flanges of the access hole opening to provide a seal between the cover plate and door inner panel.

No. 2 Apply a ribbon of sealer to the side flanges of both access hole cover plates before they are installed. This seal to extend approximately 3" upward from the bottom.

No. 3 After access hole cover plates are installed, seal the lower offset corners with sealer.

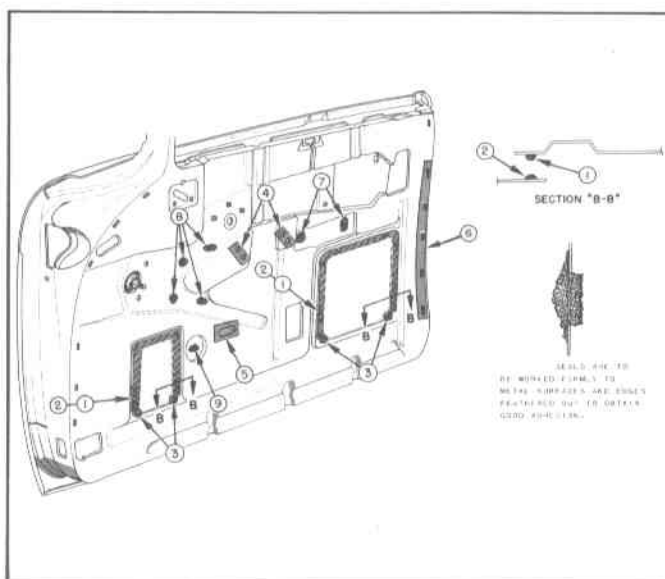
Nos. 4, 5, and 6. Apply a waterproof body tape over arm rest attaching holes, over access hole and over trim pad nail slots.

Nos. 7, 8, and 9. Apply sufficient body caulking compound to the window cam attaching holes, window regulator attaching holes and to the ventilator division channel lower attaching hole to effect a proper seal.



DOOR VENTILATOR GARNISH MOLDING REMOVAL AND INSTALLATION

1. Remove door belt finishing molding.
2. Remove door weatherstrip retainer at top of ventilator and remove screw securing weatherstrip tab at upper portion of hinge pillar.
3. Remove two (2) garnish molding attaching screws at face of pillar and one (1) attaching screw at top of ventilator.
4. Carefully pull molding inward and remove from door.
5. To install, reverse removal procedure.



DOOR VENTILATOR

The door ventilator is a regulator-type rectangular design, with the division channel an integral part of the ventilator assembly.

REMOVAL AND INSTALLATION

1. Lower door glass and remove door trim pad and ventilator garnish molding.
2. Remove small access hole cover and ventilator division channel adjusting stud and nut.
3. Remove screw, indicated at "A", securing ventilator tee shaft to regulator shaft.
4. Remove screws "B" securing ventilator to hinge pillar and door panel.
5. Remove screws "C" securing ventilator to regulator and loosen regulator attaching screws "D".
6. Disengage ventilator tee shaft from regulator and remove ventilator from door.
7. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".

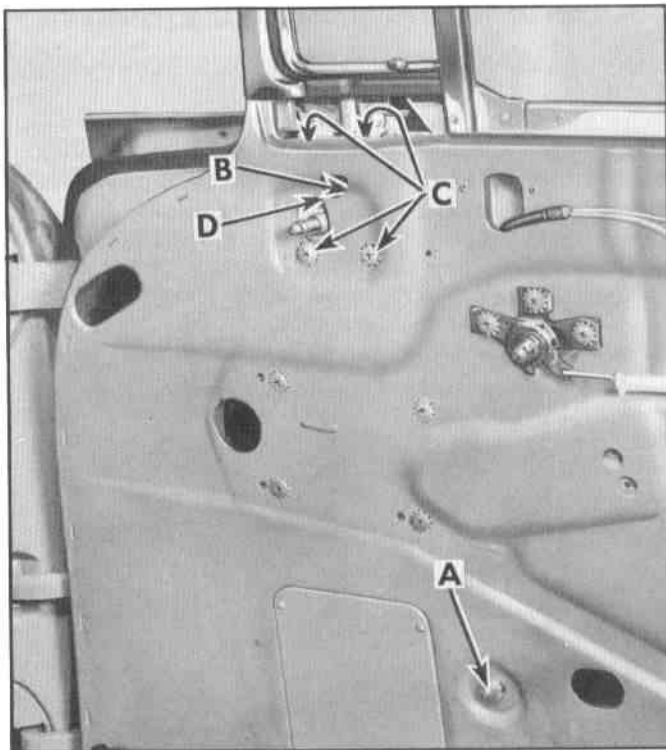
VENTILATOR DIVISION CHANNEL ADJUSTMENTS

The lower end of the ventilator division channel can be adjusted in or out, or fore or aft for alignment with the door window glass. To adjust lower end of channel, proceed as follows:

- a. Loosen adjusting stud nut "A" shown opposite.
- b. Turn adjusting stud in or out and position channel fore or aft as required, then tighten nut.

DOOR VENTILATOR REGULATOR REMOVAL AND INSTALLATION

1. Remove door trim pad and small access hole cover.
2. Remove screw, indicated at "B", securing ventilator tee shaft to regulator shaft.
3. Remove screws "C", attaching regulator to the ventilator and to the door inner panel.
4. Lower regulator sufficiently to disengage from ventilator tee shaft, then lower regulator between door panels and remove through access hole.
5. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".



ADJUSTMENTS

1. Excessive "play" (Flutter) of the ventilator at the pivot shaft when the ventilator is in the open position can be corrected by tightening screw "B" indicated in above right illustration.

2. The opening effort, required to open or close the ventilator, can be slightly increased or decreased by adjusting friction clamp screw indicated at "D" in the illustration above.

DOOR WINDOW (MANUAL & ELECTRIC)

1955 PONTIAC SPECIAL COUPE AND CONVERTIBLE COUPE STYLES

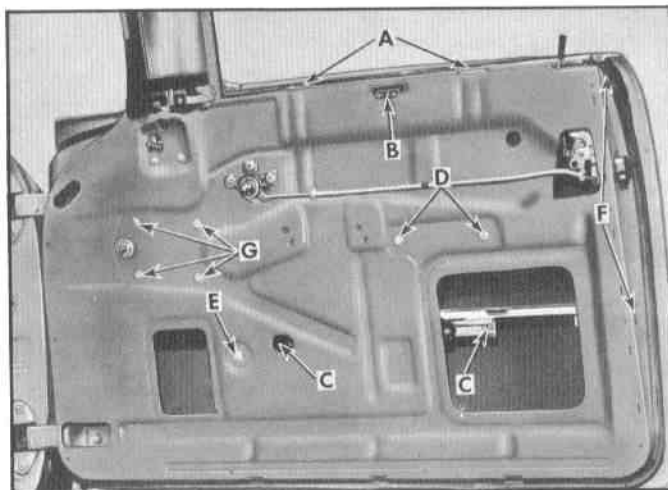
REMOVAL AND INSTALLATION

1. Lower door glass and remove door belt finishing molding and door trim pad.
2. On bodies equipped with electrically powered window regulators, disconnect positive battery cable to prevent accidental operation of window regulator with master control switch.
3. Remove belt finishing molding clips, door window stops "A" and bumper "B".
4. Remove large access hole cover and tape covering small access hole at "C".
5. Remove two (2) screws, indicated at "C", from each end of the sash channel cam.
6. Disengage window from sash channel cam. Lift glass upward, then tilt glass rearward to clear ventilator frame and remove from door.

CAUTION: On bodies equipped with electrically powered window regulators DO NOT OPERATE REGULATOR MOTOR after the window assembly is disengaged from the regulator. Operation of the motor with the load removed may damage the unit and make it inoperative.

7. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".

The door window is removed and installed in a similar manner for both the manual and electrically operated windows.



DOOR WINDOW (MANUAL & ELECTRIC) ADJUSTMENTS

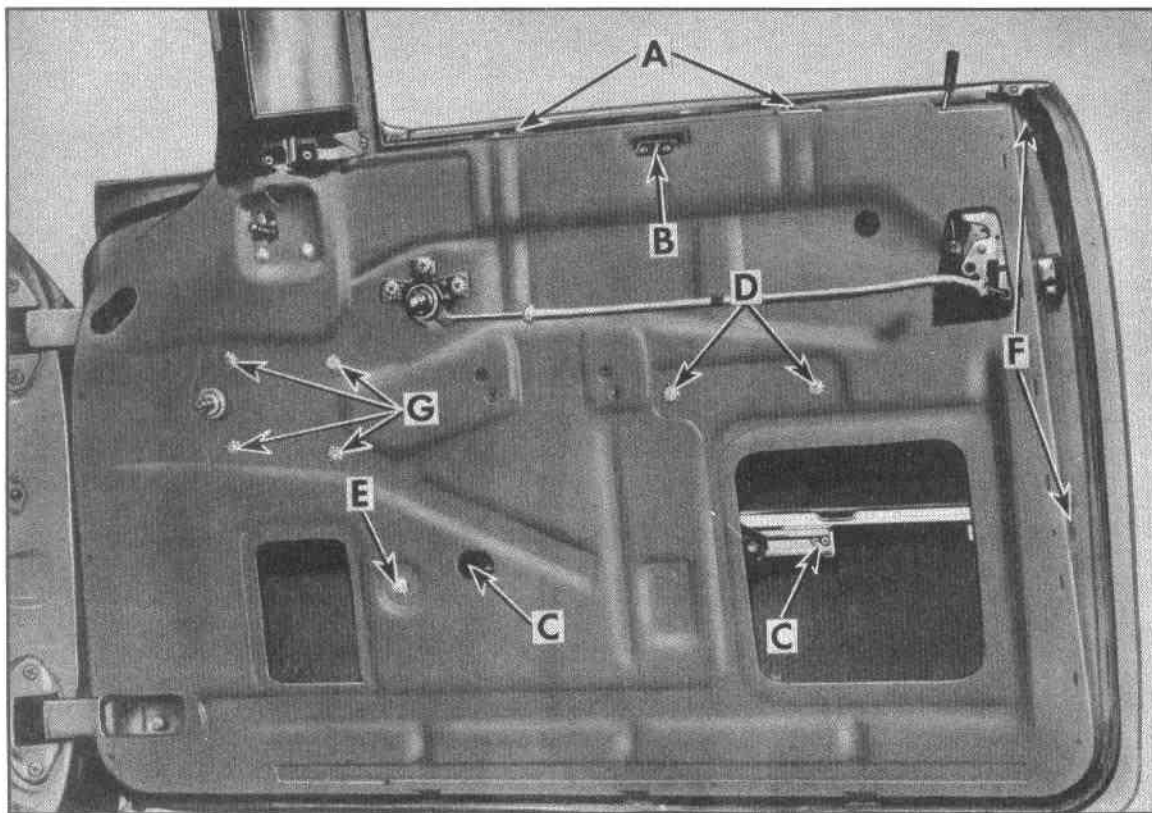
To relieve a bind door glass caused by the misalignment of the glass with the glass run channels, proceed as follows:

1. To correct a condition where the glass is "cocked" in the glass run channels, loosen the stationary cam rear attaching screw "D" shown below, and adjust rear of cam up or down as required, then tighten screw.
2. Loosen the ventilator division channel adjusting stud nut at "E", then turn stud in or out, or position lower end of division channel fore or aft as required.

3. Loosen the glass run channel lower attaching nut "F" at the lock pillar and position channel in or out as required.

DOOR GLASS RUN CHANNEL REMOVAL AND INSTALLATION

1. Remove door window glass as previously described.
2. Remove glass run channel attaching screws "F" and remove glass run channel from between door panels.
3. To install, reverse removal procedure.



DOOR WINDOW REGULATOR (MANUAL & ELECTRIC)

Both the manual and electrical front door window regulators are attached to the front door inner panel by four (4) screws. The regulator lift arm and short balance arm rollers are attached to the window sash channel cam; the long balance arm roller is attached to the stationary cam.

REMOVAL AND INSTALLATION

1. Remove door trim pad and both access hole covers.
2. Remove door window glass as previously described. **CAUTION:** On doors equipped with electrically powered window regulators **DO NOT OPERATE REGULATOR MOTOR** after the window assembly is disengaged from the regulator, or as a bench operation after the regulator is removed from the door. Operation of the motor with the load removed may damage the unit and make it inoperative.
3. On doors equipped with electrically powered window regulators, disconnect motor leads from wire harness.

4. Remove stationary cam attaching screws "D", then disengage cam from regulator arm and remove from door.
5. Disengage window sash channel cam from regulator arms and remove from door.
6. Remove ventilator division channel adjusting stud and nut "E" indicated in above illustration.
7. Remove four (4) regulator attaching screws "G" and carefully remove regulator through large access hole. **IMPORTANT:** To remove the motor assembly from an electrically operated window regulator, carefully read and follow instructions outlined in Section 7 Electrical under "Window Regulator Electric Motor Assembly".
8. To install, reverse removal procedure. Seal door inner panel as specified in "Door Inner Panel Sealing".

Lubricate window regulator and cam channels as specified in "Body Lubrication", Section 8.

DOOR LOCK

1955 PONTIAC SPECIAL COUPE AND CONVERTIBLE COUPE STYLES

The door lock operates and is attached to the door in the same manner as the front door lock on sedan styles. However, to remove and install the door lock on special coupe and convertible coupe styles it is necessary to first remove the door window and glass run channel. The removal and installation of the door lock remote control and door lock striker plus the door lock striker adjustments are performed in the same manner as on the sedan style front doors.

DOOR EXTERIOR MOLDINGS

1955 PONTIAC SPECIAL COUPE AND CONVERTIBLE COUPE STYLES

The door exterior moldings are secured to the door by a combination of self-tapping metal screws, snap-on clips, tee bolt clips.

Before removing a molding which has to be pried from a body panel, apply a strip of masking tape to the painted surface adjacent to the molding to prevent possible damage to the paint finish.

When installing exterior moldings using retainers with self-tapping metal screws, snap-on clips, or bolt and clip assemblies, apply medium-bodied sealer around the attaching holes in the body panels to provide a water-tight seal where specified.

REMOVAL AND INSTALLATION

DOOR WINDOW FRONT REVEAL MOLDING

The molding is located along the bottom of the door ventilator. The molding is secured at the front and rear by self-tapping metal screws. To remove molding, lower door glass, remove finishing panel and molding attaching screws. Remove screw extending through ventilator division channel and molding, and loosen ventilator bracket-to-door outer panel screws, then remove molding from door. To install, reverse removal procedure.

DOOR WINDOW REAR REVEAL MOLDING

The molding is secured to the return flange of the door outer panel with self-tapping metal screws. To remove molding, remove door trim pad and large access hole cover. Detach window sash cam from window, then lower glass sufficiently to remove reveal molding attaching screws. Loosen rear screw of front reveal molding and remove rear molding. To install, reverse removal procedure.

DOOR LOWER MOLDING

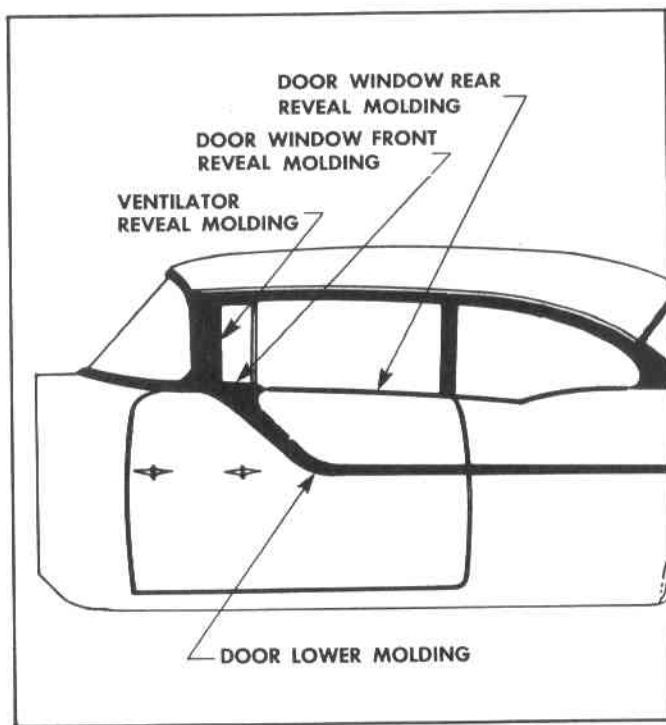
2537D

The molding is secured to the door outer panel with snap-on clips, one (1) screw clip at the rear end of the molding and a molding tab turned over the door hemming flange at the front of the molding. To remove molding, remove screw securing rear end of molding at the door hemming flange, then with a flat-bladed tool, pry molding, with attaching clips from the door outer panel. Disengage tab at front of molding from door hemming flange and remove molding. To install, apply sealer around clip holes, replace clips where required and reverse removal procedure.

DOOR LOWER MOLDING

2837SD AND 2867DTX

The molding is secured to the door outer panel with tee bolt clips with nuts and cup washers on the inside of the panel. The rear end of the molding is secured by a screw clip at the door hemming flange. To remove molding, remove door trim pad and both access hole covers. Remove screw securing rear end of molding at door hemming flange, then through access holes remove nuts and cup washers and remove molding. To install, reverse removal procedure.



DOOR VENTILATOR REVEAL MOLDING

The molding is secured to the door hinge pillar extension by self-tapping metal screws. To remove molding, remove door ventilator assembly and molding attaching

screws. Carefully bend out molding screw tabs sufficiently to detach molding from hinge pillar. To install, reverse removal procedure.

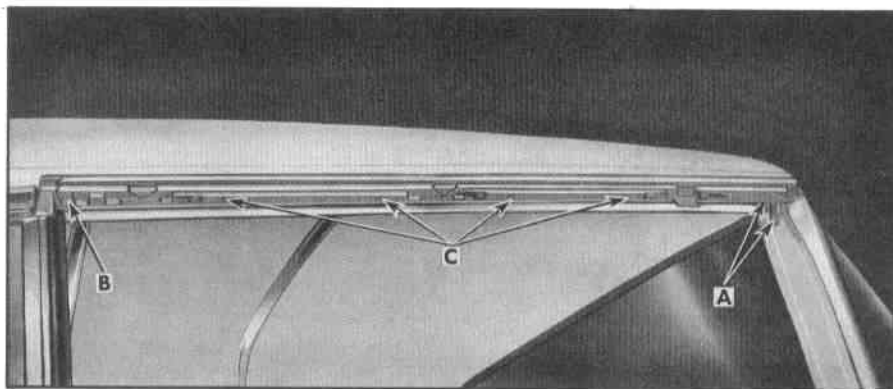
SIDE ROOF RAIL MECHANICAL SEALING STRIP

1955 PONTIAC SPECIAL COUPE STYLES

The sealing strip is secured with six screws to the side roof rail. Operation is as follows: when the door is closed, the top of the door ventilator frame contacts the striker which is hinged to the outer sealing strip. This action actuates the spring tensioned outer sealing strip downward over the door glass and ventilator frame. When the door is opened, the outer sealing strip, which is under tension from the springs, flips upward.

REMOVAL

1. Remove two screws "A" securing the front weatherstrip and one screw "B" securing the rear weatherstrip and remove the weatherstrips.
2. Remove the remaining sealing strip attaching screws "C" and remove strip with attached gasket from the body.
3. If necessary, remove the gasket from the sealing strip.



INSTALLATION

1. Clean old sealer from side roof rail and gasket. If the gasket was removed, remove the double coated adhesive tape from the sealing strip.

NOTE: The tape is used in the production installations of the gasket to the sealing strip.

2. Tape the sealing strip assembly so that the flipper is held in the closed position for installation of the rubber gasket.

3. Cement the gasket to the sealing strip using a good weatherstrip cement. Follow carefully the manufacturer's directions for cement application and observe the following precautions:

3a. Do not apply cement to lip (awning) of gasket.

3b. Do not apply cement so that it could enter the hinge portion or attaching holes of the sealing strip.

3c. Assemble gasket to sealing strip so that lip (awning) is over the outside radius of the hinge throughout its entire length.

3d. Cement gasket to sealing strip flat and without puckers.

4. Apply a 1/8" diameter ribbon of caulking compound along outside edge of gasket as shown at "1" in drawing below.

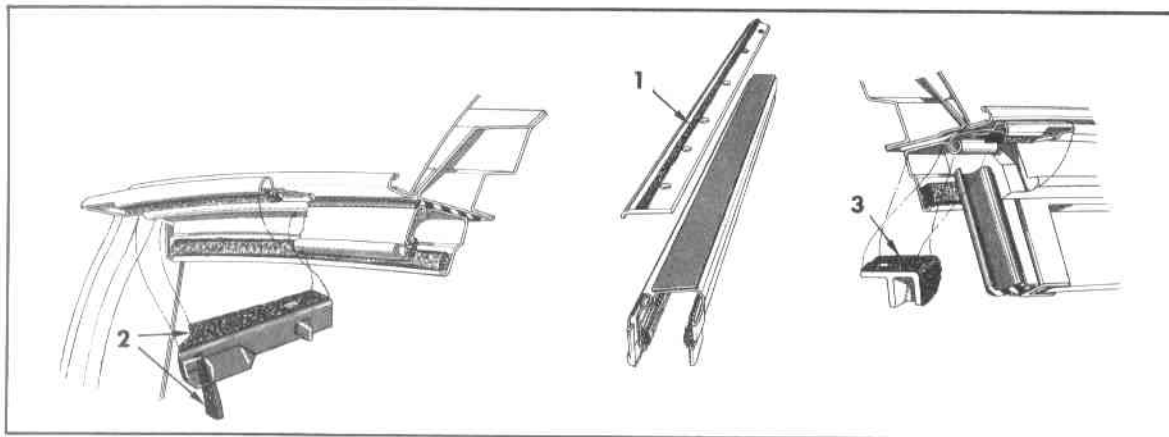
NOTE: Compound used should compress easily so as not to interfere with the installation and operation of the sealing strip.

5. Position sealing strip to side roof rail and install screws "C", bringing screws to snug fit.

6. Apply weatherstrip cement to the front and rear outer weatherstrips, as shown at "2" and "3" below, then position weatherstrips and install screws "A" and "B" bringing screws to a snug fit.

7. Align sealing strip with top of door window and ventilator, and tighten all attaching screws. Wipe off excessive sealer. NOTE: Sealing strip attaching screws must be drawn to uniform tightness.

The inner lip of the sealing strip gasket should be lubricated periodically to prevent friction with the outer sealing strip. For lubrication instructions, refer to "Body Lubrication", Section 8.



ADJUSTMENT

The attaching screw holes in the mechanical sealing strip are slotted laterally to provide an in and out adjustment with the top of the door window and door ventilator. To adjust sealing strip, proceed as follows:

1. Loosen sealing strip attaching screws.
2. Adjust strip in or out as required, then tighten screws uniformly.

DOOR WEATHERSTRIP

1955 PONTIAC SPECIAL COUPE AND CONVERTIBLE COUPE STYLES

The door weatherstrip is a one-piece mechanically retained type. The weatherstrip is cemented across the bottom and up each side to a point just above the lower attaching clip holes to prevent any water in the doors from entering into the body through the clip holes. A mechanically retained weatherstrip inserting tool may be used to install the weatherstrip clips into the holes around the perimeter of the door. A front door hinge pillar auxiliary weatherstrip is provided to direct any water in the off-set area of the hinge pillar into a drainage hole in the hinge pillar. The auxiliary weatherstrip is cemented to the door hinge pillar and has two (2) snap-on clips at the lower portion of the weatherstrip.

REMOVAL

1. Remove door ventilator garnish molding.
2. Remove two (2) screws securing upper portion of weatherstrip to ventilator frame and door hinge pillar extension.
3. Using a mechanically retained weatherstrip inserting tool or some other suitable tool, remove door weatherstrip by removing the weatherstrip clips from the holes around the perimeter of the door. This can be accomplished by inserting the tip of the tool under the weatherstrip next to each clip and carefully snapping the clip out of the hole.

NOTE: The door bottom drain hole sealing strips can be removed at this time if desired.

INSTALLATION

1. If the door bottom drain hole sealing strips have been removed, reinstall by applying weatherstrip cement to sealing strip only on surface indicated at "1", then cement strip over drain holes as shown in the illustration.

2. Install upper portion of weatherstrip to top of ventilator frame and hinge pillar extension with two (2) screws.

3. Install weatherstrip clips into clip holes along door hinge pillar and extension.

To install clips into holes, place "V-shaped" tip of weatherstrip inserting tool on loop of clip, then push clip into hole until it snaps into position. For illustration showing installation of weatherstrip clips into clip holes, refer to "FRONT DOOR WEATHERSTRIP" or "REAR DOOR WEATHERSTRIP" on sedan styles.

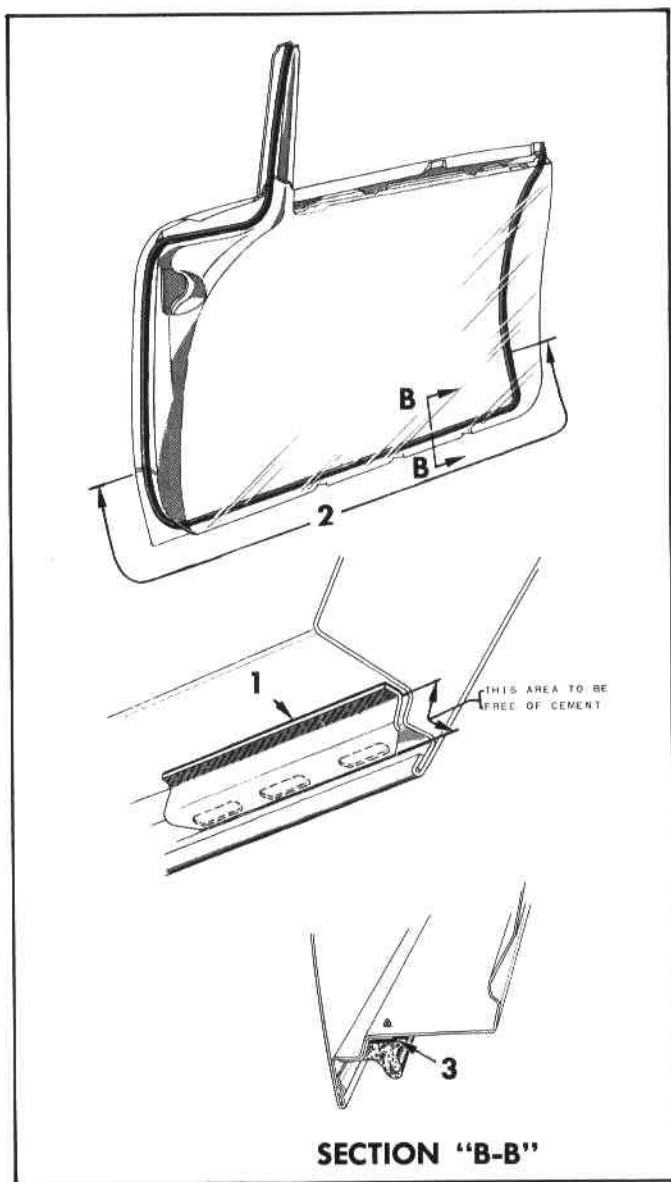
NOTE: Do not use excessive force or strike tool when pushing clips into holes as it may distort the shape of the clip, resulting in improper weatherstrip retention.

4. Across the bottom of the door and up each side of the door to a point just above the lower clip hole, as indicated at "2", apply a full coat of weatherstrip cement to the surface of the door contacted by the weatherstrip, as shown in Section "B-B" at "3" opposite.

5. Install remainder of weatherstrip clips into clip holes making sure that a complete bond is made with the cemented area along the bottom of the door.

6. Reinstall door ventilator garnish molding, and screw at rear end of belt finishing molding which also secures end of weatherstrip.

SPECIAL NOTE: In some instances a cemented-on-type door weatherstrip, comparable to the past model weatherstrip, may be used on 1955 styles. The cemented-on-type weatherstrip is retained along the bottom of the door by either a metal retainer or a series of snap-on stud fasteners.



DOOR HINGE PILLAR AUXILIARY WEATHERSTRIP

The hinge pillar auxiliary weatherstrip is removed and installed in the same manner as on the two and four-door sedan style front doors. See page 25.