

# Ask Ronny

by Ronny Shaver @ Ronny's Garage

Answering Your Questions About Classic Car Care Service And Restoration

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## How Do I Get The Side Moldings Off My Silver Cloud?

by Ronny Shaver

Removing the side moldings from a Silver Cloud can be a little tricky, but with patience, anyone can do it. Begin by removing the door handles and window cranks if fitted. They can be removed by unscrewing the ring closest to the door panel. It has two holes on the edges to help. I use an awl and hammer to knock them loose gently. Be careful not to slip and damage the leather. Then remove the armrest and attaching plate. Gently pry the door panel along the lower and side edges with a flat wide putty knife. Once it is loose, pull it downward to clear the lower edge of the door capping wood. If the car has electric windows, the first roll all the windows down, then remove the fuses to prevent arcing. The fuses are in the engine compartment on the left side of the firewall. When you can pull the panel off a bit, mark and remove all the window switch wires. Be sure not to lose any of the tiny machine screws holding the wires on, they have a hard to find thread pitch.

On the rear door, look for the two bolts holding the outside door handle on, one is at the rear behind a rubber plug near the edge of the door. The other is inside and can be accessed with a socket and extension. Once the handle is off, the molding just pops off. Gently use a putty knife to or better yet plastic putty knife to pry the molding off.

The front door is much more difficult. First, remove grab handle (passenger door) by using a thin 1/4 BS (or worn 7/16") wrench and loosen the nuts behind the wood. They are hidden between the wood and the metal panel it attaches to. Once the handle is off, remove the screws holding the wood on. The panel behind the wood will also have to be removed. Now comes the tricky part, the window has to be lowered below normal level to access the outside door handle bolts. Start by removing both stops. The stops are the brackets bolted to the left and right side of the regulator with big rubber loops. Then remove the four motor assembly mounting bolts and lift the motor slightly to remove the chain from the sprocket. Once the motor is removed place it to the side and lower the window to gain access to the door handle bolts. Remove the door handle and molding.

The small molding pieces on the A,B and C posts can be removed also. The front (A post) piece can be accessed by removing the small side trim piece just below the dash top rail. There is a hole in the body to get to the nut. Be careful not to lose the special bell shaped spacer behind the nut when removing the molding. It is aluminum so no magnet will ever retrieve it. I use a small thin screwdriver or coat hanger to push the back side of the stud while prying the molding off. As the molding comes off, push the screwdriver or coat hanger through the spacer so it will not fall down.

The B post molding is between the doors. Both B post trim pieces can be removed by prying with the putty knife. Be careful with the upper one since it may be attached to the headliner side panel. Just gently let it hang off to the side. Remove the screws holding the wood trim piece and lay it safely to the side. Now you can access the molding nut to remove it. Once again, be careful not to lose the aluminum spacer.

The C post molding can be accessed by gently prying the small side panel just below the wood rail trim at the back seat. This panel is stapled on so be very careful, once it is pried loose, push it rearward to access the molding nut. Don't forget about that pesky aluminum spacer.

Now the plating process can begin. Remember to disassemble all parts to be plated completely. Do not send a complete door handle or lock to a plating facility. They will plate it complete and ruin it.

Thank you for the questions and keep them coming. Please send your questions to Ronny at [ronnyshaver@ronnysgarage.com](mailto:ronnyshaver@ronnysgarage.com).

Happy Motoring!  
Ronny