If you’re restoring a 1960 Chevrolet, a complete car is a great place to start. Owning a car with a complete set of side moldings is a real plus. In the ’60s, General Motors transitioned many of the Chevy moldings from stainless steel to aluminum. The 1960 model Chevys marked the beginning of the use of aluminum side trim, and by 1961, all side trim was aluminum. The 1960 side molding “arrows” were distinctive, and if they’re missing on your car, they will not be easy to find. And the special clips required to mount the “arrows” are even more difficult to locate. Fortunately, a supplier found available clips and hand modified them to work on the ’60 arrows. As an update – Eckler’s Chevy Classic is now stocking these intricate mounting clips.

This month’s tech will identify all the different 1960 arrows and the clips required to secure those moldings. There are two sets of arrows for Impalas; a set for the Bel Airs, and a third set for Biscaynes. The Impala arrows are made of stainless steel, but the Bel Air and Biscayne moldings are aluminum. You will have to disassemble the appropriate door panels to install them.

**Impala Two-Door - Convertible & Hardtop**
This arrow is the only one made of two pieces – one piece on the door and the other on the rear quarter. As mentioned above, both are stainless, so they can be restored and polished to whatever quality you desire. (See Photo #1.) The overall length of these two pieces is about 20 inches. The clips for these two stainless pieces are shown in Photo #2. Notice that the point of the arrow on the door is secured with one t-bolt clip and one clip with a screw. The rear part of this short molding cannot be secured with a t-bolt because the hole for this molding goes through the rear edge of the door. Most of the time, this clip is rusted beyond use and is not readily available. Now, the clips for the Impala arrows are available as P/N 40-10265 $29.99/kits. (See Photo #3.) The two pieces of the arrow can be installed with this kit. The clips can be placed into the two moldings as seen in Photo #4. As seen in the close up Photo #4a, the screw-style clip is oriented with the screw hole to the rear of the molding. You may want to put some 3M strip caulking behind the screw clip to keep it in position until the screw is installed. In photo #4b you can see how the special main clips and the t-bolt are oriented. When installing these moldings, you will use all the clips except the large t-bolt that is about 1.75-inches across. Position the moldings near the body to make slight adjustments to the clip locations. Make sure the moldings lay flush on the body, because if the moldings do not lay flush, over-tightening t-bolts can possibly crack the paint. A good rule of thumb is to tighten t-bolts with caution!

**Impala Four-Doors – Sedans, Hardtops & Nomad**
This arrow is a single molding and is located on the rear doors of the four-door Impalas. (Refer to Photo #1 again.) Because this molding is stainless steel, it can be restored and polished to a very high quality. Today’s stainless welders can repair even a tear in the molding and a stainless specialist can restore the finish to perfection. The original clips that secured this molding...
Bel Air Two-Door & Four-Door - Sedans & Hardtops
The arrow moldings for the Bel Airs are made of aluminum. (See Photo #7.) Since these arrows are aluminum, restoring them is more difficult and thus, expensive. Tears in aluminum cannot be repaired and only minor scratches or dents can be eliminated.

On the two-door models, the arrow is installed on the rear quarter, and on the four-door models the arrow is installed on the rear door. The Bel Air arrows are also used on the 1960 Parkwood and Kingswood Station Wagons. The original clips for the Bel Air may look like the Impala or Biscayne clips, but all three moldings require different main clips. (See Photo #8.) If you need the clips for the Bel Air arrow, you’re in luck. Ask for P/N 40-10266 $29.99/kit (See Photo #9.) Again, the clip set does only one arrow. See Photo #10 for the new clips installed into the Bel Air molding.

Biscayne Two-Door & Four-Door - Sedans
The arrow moldings for the Biscayne are made of aluminum. (See Photo #7.) As mentioned for the Bel Air arrows, restoring them is more difficult and expensive. Remember, tears in aluminum cannot be repaired and cannot be re-anodized. So if you’re restoring a Biscayne, start with a pair of arrows with no holes and only minor scratches or dents.

On the two-door models, the arrow is installed on the rear quarter, and on the four-door models, the arrow is installed on the rear door. The Biscayne arrows are also used on the 1960 Brookwood Station Wagons, both two-door and four-door. The original clips for the Biscayne are different than both the Impala and Bel Air, but new clips are now available. (See Photo #11.) If you need the clips for your Biscayne arrow, order them as P/N 40-10267 $29.99/kit (See Photo #12.) Again, this kit does only one arrow. See Photo #13 to view new clips installed into the Biscayne molding.