



# SHAFER'S CLASSIC REPRODUCTIONS

## INSTALLATION INSTRUCTIONS FOR

## MUSTANG DOOR HINGE REPAIR KIT

### **LIST OF PARTS INCLUDED:**

Upper and Lower Hinge Pins and Bushings (4 bushings and 2 pins)  
1 Long Drive Pin  
1 Roller  
1 Short Drive Pin  
1 Spring  
1 Door Stop Cam

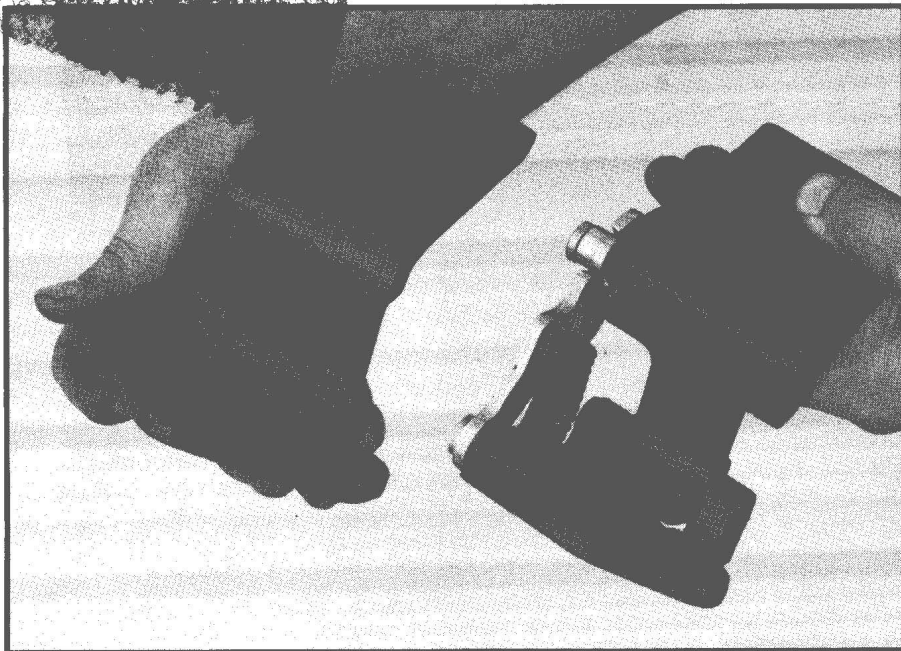
### **TOOLS REQUIRED:**

Hammer  
Sharp Chisel  
Long Punch with Square Flat End  
3/8" or 1/2" Ratchet with Extension  
3/8" or 1/2" Socket Set  
Vise  
Light Grease

THIS KIT CONTAINS ALL THE PARTS REQUIRED TO REBUILD THE  
UPPER AND LOWER DOOR HINGES FOR LEFT OR RIGHT DOOR.  
(ONE DOOR PER HINGE KIT)

# How to:

## Rebuild a '65-'66 Door Hinge

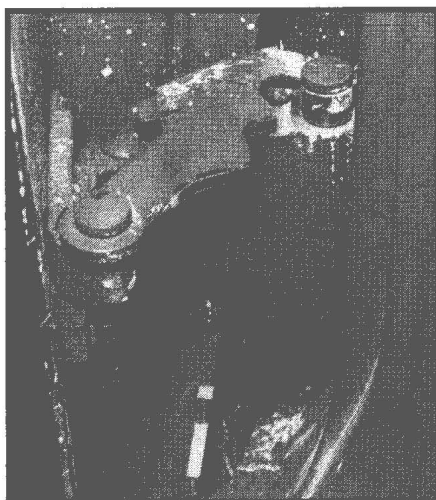


*Drooping and misaligned doors can benefit from a quick fix.*

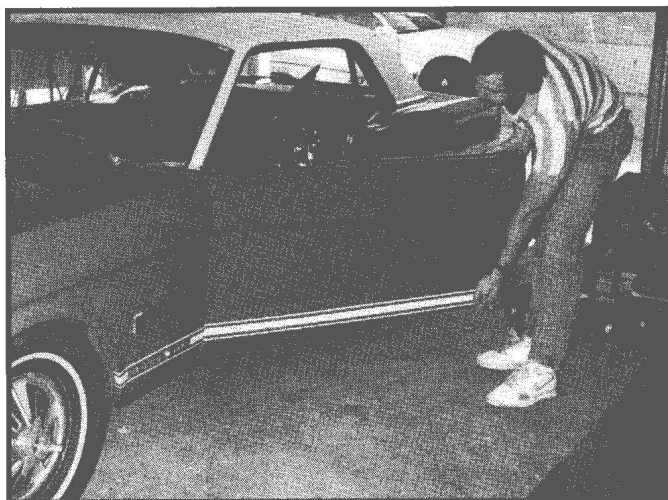
*article by Bert Dull and Rob Reaser  
photographs by Rob Reaser*

When our vintage Mustangs were new, their doors functioned smoothly and quietly. But years of use, rust, accidents, and gravity have worked their dark magic on door hinge components. Like so many others, the door spring in our '66 hardtop had broken and disappeared. We noted play in the hinges due to worn bushings, and were bothered by the lack of stop detents.

Pulling a door and replacing worn hinge components is a fairly simple task which usually can be done in less than a day. Inexpensive reproduction door hinge kits like the one offered by Shafer's Classic Reproductions, Inc., can provide your Mustang's doors with many more years of faithful service.

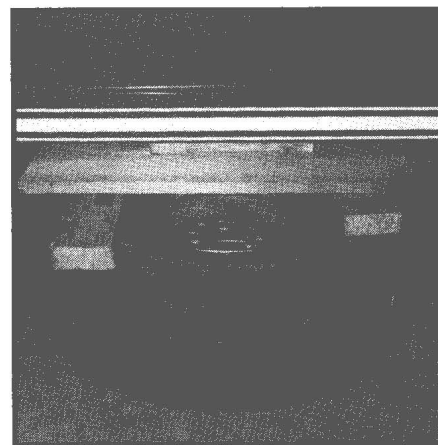


1. Our door suffered from a broken hinge spring and worn bushings. It swung open too freely, rocked when we jiggled it, and creaked ferociously.

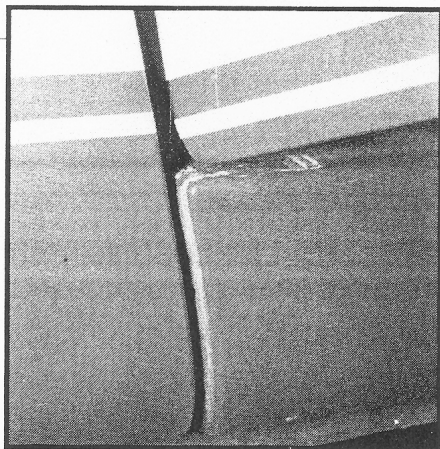


2. Years of opening and closing the heavy door, with infrequent lubrication, will cause the bronze bushings to wear.

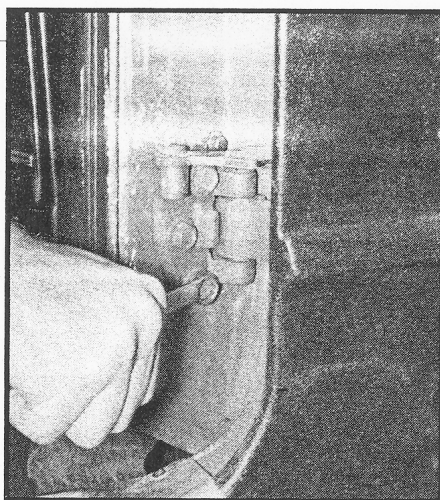
3. The most difficult aspect of this operation is repositioning the door after it is removed. To guide your reinstallation alignment, mark the hinges, door, and body while they are still in their original locations. A permanent ink marker, etching scribe, or masking tape will work well. Because the new parts may affect the hinge tolerances, final fit still may require some adjustments.



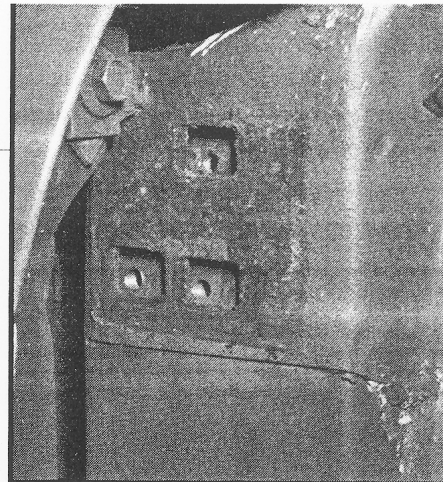
4. Before removal, position a level, non-marring surface to support the door as it comes loose. This keeps hinge bolts from binding, and prevents the door from falling. Keep your window rolled down throughout this procedure.



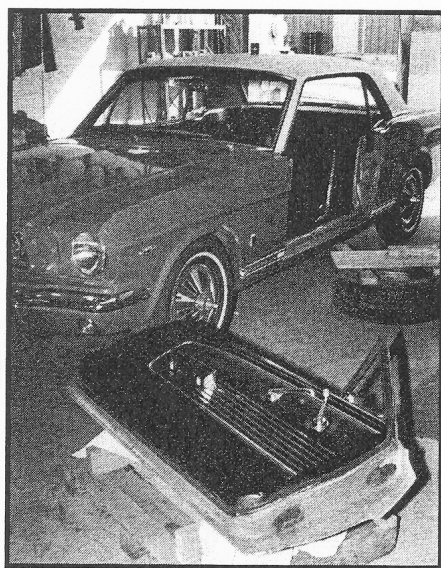
5. Check the space between the bottom of the door and the rocker panel before removal. You may need to place a towel or cardboard between the two to prevent damaging the finish.



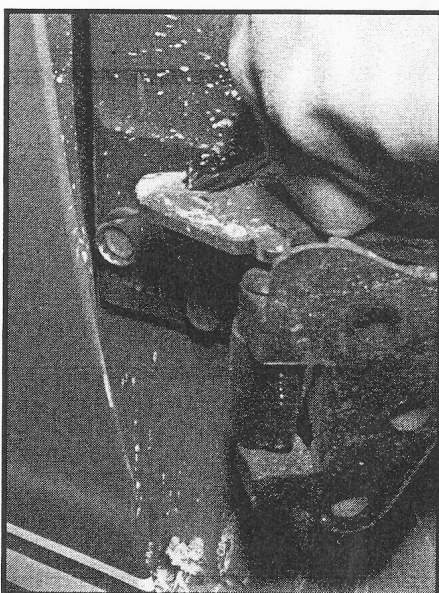
6. Remove the bolts which hold the door to the hinge brackets.



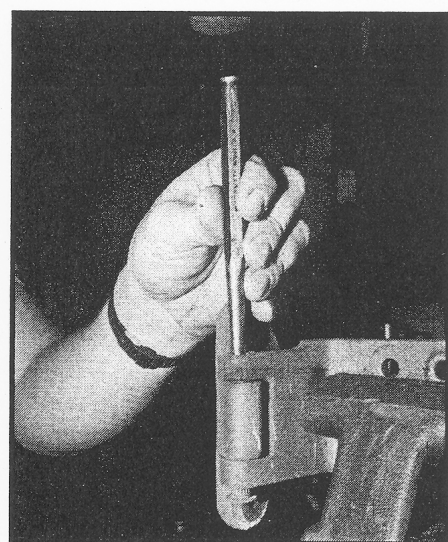
7. A set of retainers holds the floating tapping plates inside the door and door pillar. If either of these should drop after removing the hinge plate, retrieve them by removing the door panel or kick panel. You may want to screw a hinge bolt into the tapping plates to keep them from falling. Fortunately, ours stayed in place.



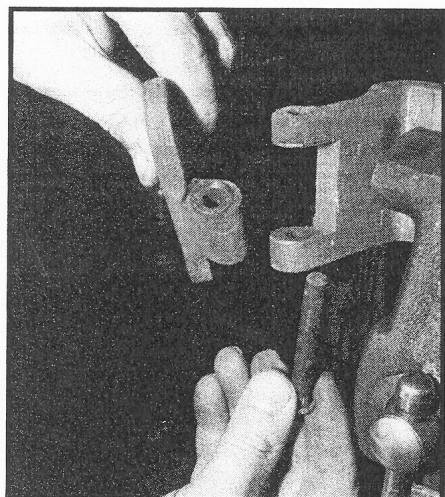
8. After removing the door hinge bolts, the door will rest on the non-marring support. With help, move the door to a safe location. Always protect the painted surfaces.



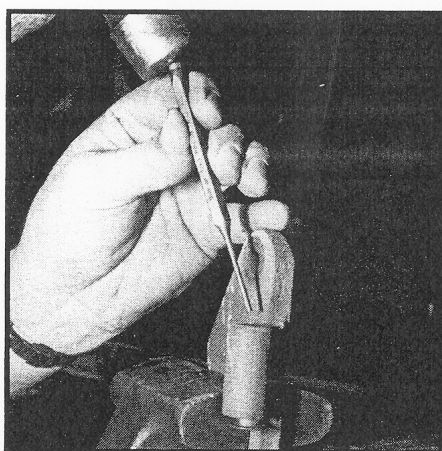
9. Remove the door pillar hinges. Some work areas are restricted, so a long narrow wrench may be required.



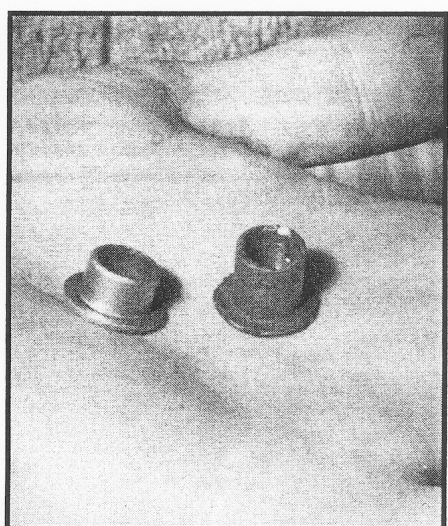
10. Disassemble the upper and lower hinges to replace your worn bushings. Use a sturdy vise to hold the hinges while pounding out the hinge pins and bushings. Begin by using a hammer and tapered punch to remove the upper hinge pin.



11. Note how your hinge pieces fit together so they are not reassembled backward. With the pin removed, separate the hinge.

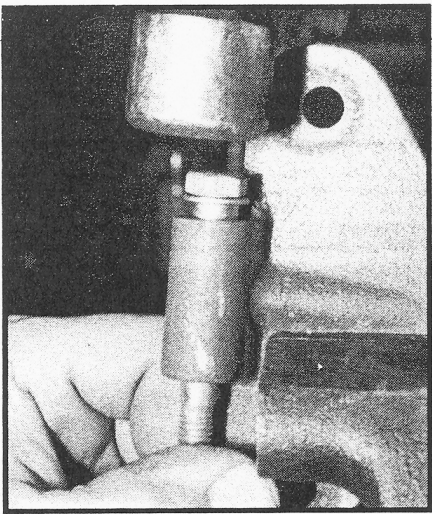


12. Remove the two bronze bushings from the hinge with a small punch and hammer. Clean the hinge to remove old grease and grime and to prevent dirt from getting into the new bushings. Remember to wipe out the hinge pin hole.

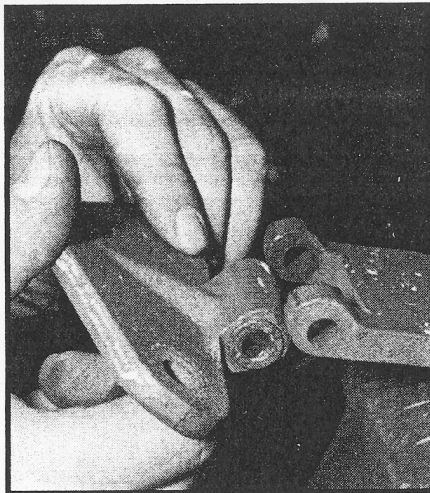


13. The replacement bushing (left) was shorter than our original, but fit just as well.

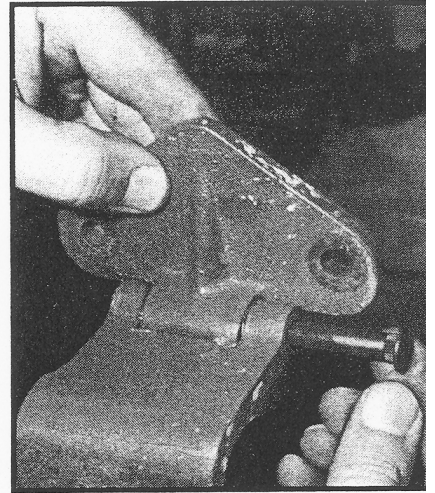




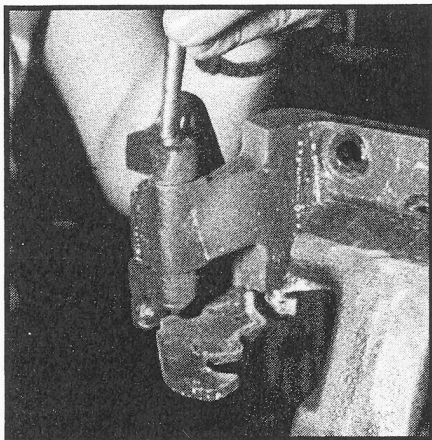
14. Install the new bushings by fitting a 5/16-inch bolt through the bushing and hinge pin hole and tapping them in place. The bolt ensures proper alignment of the bushing in the pin hole, and it prevents damaging the bushing lip with the hammer.



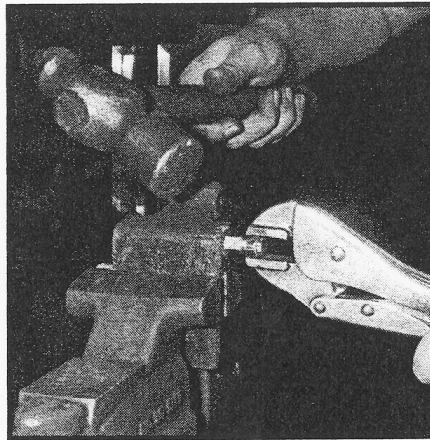
15. With the bushings seated, apply a small amount of lubricant to each bushing lip and reassemble the hinge. It is normal for the hinges to fit tightly with new bushings.



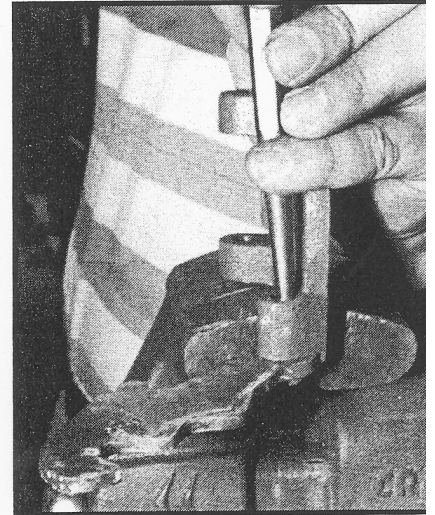
16. Slide the new pin through the top of the pin hole and secure it by tapping until the pin head is seated against the hinge. Take care not to insert the new pin upside down.



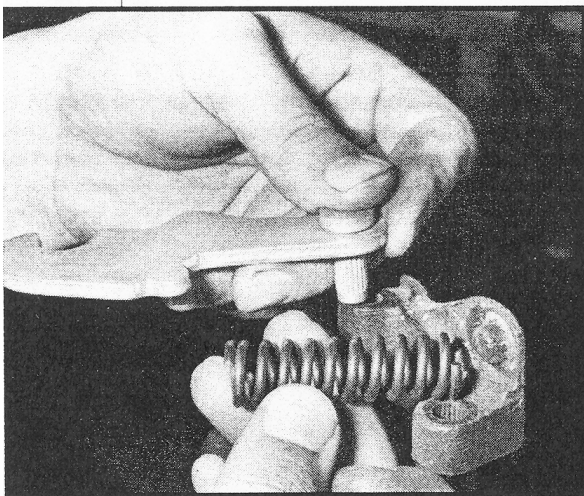
17. If your spring is still in the hinge (and ours was not), remove it by carefully pulling the hinge check roller and pin to relieve spring tension. Our next step was to remove the lower hinge pin and bushings.



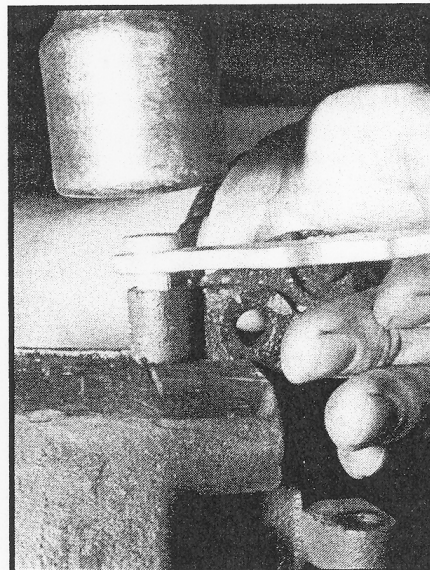
18. The hinge kit instructions suggest using a chisel to remove the hinge check roller pin from the pin hole. Our pin needed more persuasion. A vice grip and hammer released the frozen roller pin.



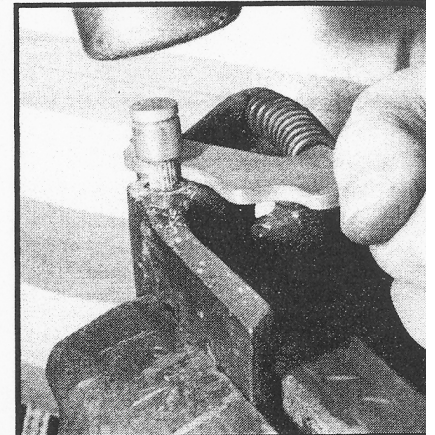
19. Remove the hinge check with a punch and hammer to complete disassembly.



20. Note how the hinge check was originally attached to the hinge, as it too can be mistakenly installed upside down. Be sure to clean the lower hinge, then tap in the new bushings.



21. Reattach the hinge check by tapping the short splined pin into the hinge.



22. Place the spring on the hinge check pin and hinge positioning pin. Slip the roller on the roller pin and squeeze the hinge check until it clears the roller pin hole. Push the roller pin into the hole and, while still holding the hinge check, tap the roller pin into position.

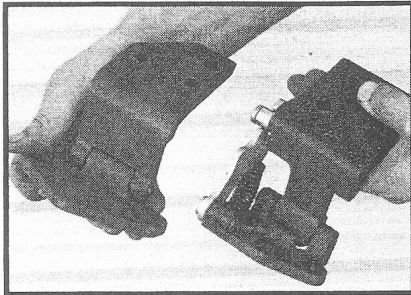
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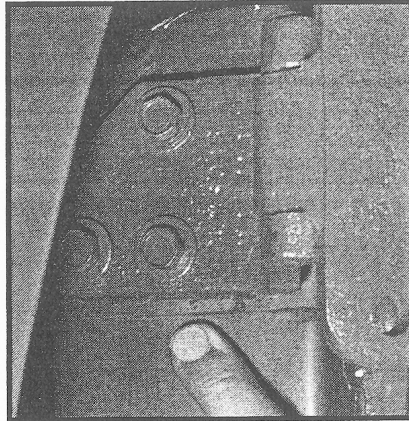
# How To:

## Rebuild A '65-'66 Door Hinge

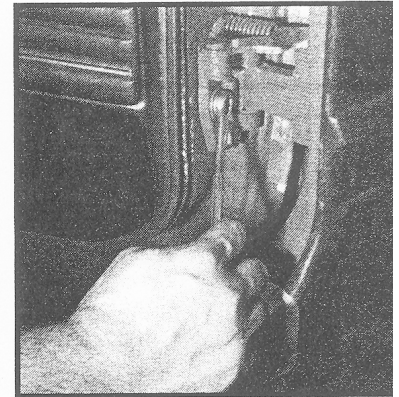
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23. You may wish to paint your hinge assemblies before reinstalling them. Ensure that your positioning marks are not lost.



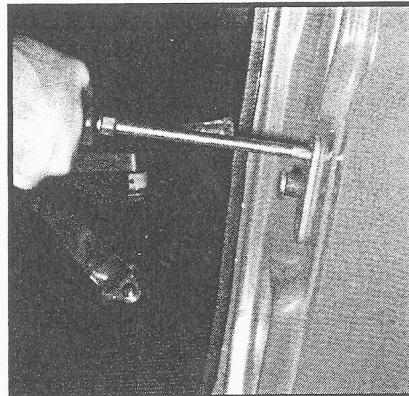
24. Reinstall your hinges by starting all bolts, then aligning positioning marks, then tightening all bolts. Keep in mind that further adjustments may be necessary.



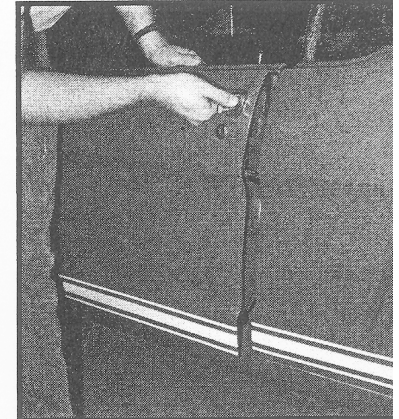
25. Move the door back onto the non-marring vertical support, align your positioning marks, and bolt the door to the hinges. Be sure your support is stable so the door will not drop or fall during installation.



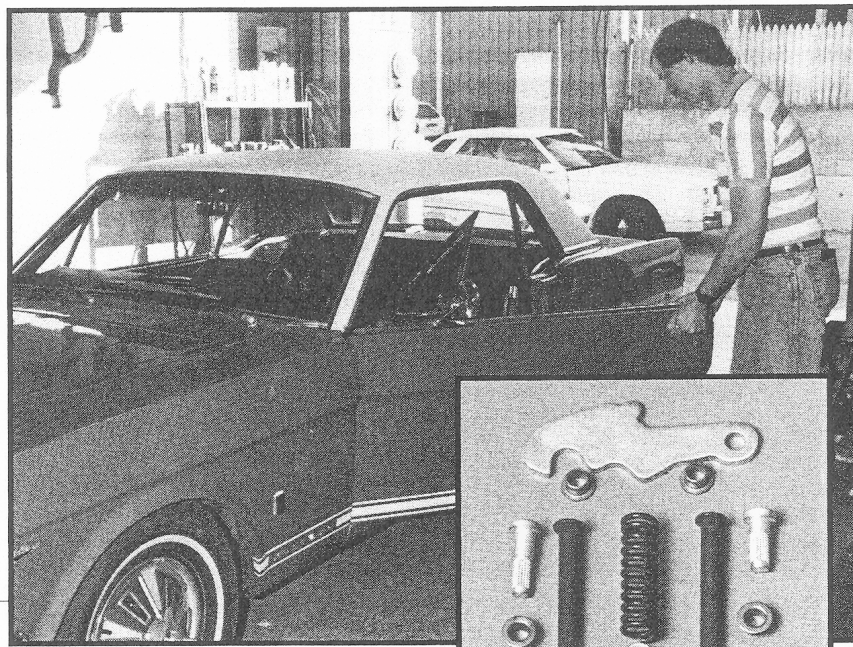
26. After attaching the door, check for rocker panel clearance. Slowly close the door and look for trouble while not allowing contact. Do not completely close the door. Also ensure fender clearance. If interference is found, loosen and adjust the bolts which secure the door to the upper and lower hinges. If adjustment cannot be made at the door, try shifting the hinges at the pillar. Remember to not loosen hinge bolts too much, as that may cause the door to drop further out of alignment.



27. Remove the door striker plate prior to aligning the door. Slowly push the door shut while checking for clearance between the door and quarter panel. While adjustment should not be required (unless there was interference prior to this installation), the pillar hinges will enable the door to move back and forth and to change pitch. After checking the rear door alignment with the quarter panel, double check clearance at the front of the door.



28. With the door aligned, tighten all bolts. Close the door and reinstall the striker plate and adjust for smooth latch action. Like the door hinges, the striker has a floating tappet plate to allow for adjustments in and out, up and down. If the door does not close properly, adjust the striker so that it mates correctly with the latch. A shim can be added to move the striker forward.



29. With the new spring, bushings, pins, and hinge check installed, our worn door hinge work like they did 25 years ago.

### Source:

For information on your nearest Shafer's Classic Reproductions Inc. parts retailer, contact:  
Shafer's Classic Reproductions, Inc.  
P.O. Box 2649  
Riverview, FL 33569-2649  
(813) 628-0092