

Poor door alignment is one of the most aggravating problems to overcome when properly restoring your Classic Chevy. In addition to body shimming, door adjustment and glass fit, the condition of the door hinge is very critical in determining proper door adjustment. On high mileage or well-used Classics, the door hinges will wear out-particularly on the driver's side. Once these hinges wear out and begin to sag, it is very difficult to properly adjust the door. Classic Chevy now has Door Hinge Rebuild Kits available so that you can properly rebuild your door hinges, thus giving you the best chance for proper door fit. The number for this kit is **P/N 35-83** (Photo #1A). This kit will work on all door hinges except for 4-door hardtop rear doors. If you are working on a 4-door hardtop rear door you will need to order one **P/N 35-82** hinge pin and two **P/N 35-81** hinge pin bushings per hinge. The arrow in Photo #1B shows a typical Sedan door that has begun to sag because of worn out door hinges. When attempting to shut the door on this car the door actually collides with the striker plate. You will notice in Photo #2 that some paint has begun to chip off of the edge of the door because of poor door fit.

In order to remove the upper and lower hinges on the front doors, the doors must first be removed from the car. Begin door removal by removing the internal garnish moldings, window and door cranks, arm rests, and the door panel itself. Once the door panel is removed you must remove the six upper (Photo #3) and six lower (Photo #4) door to hinge bolts and slide the door off the car. This process is much easier with an extra person.



Photo #2

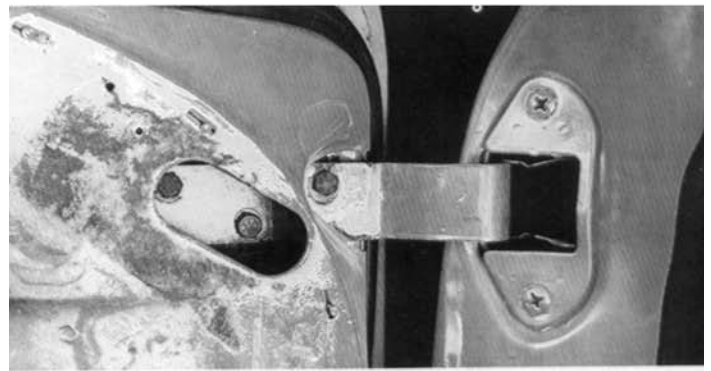


Photo #3

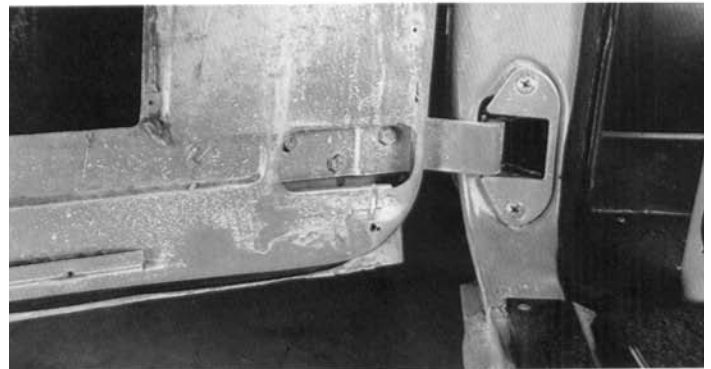


Photo #4

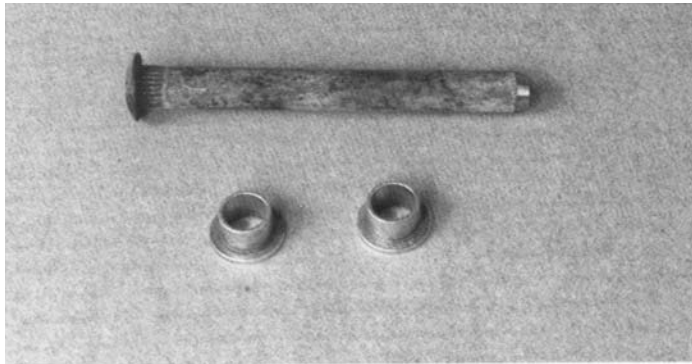


Photo #1A

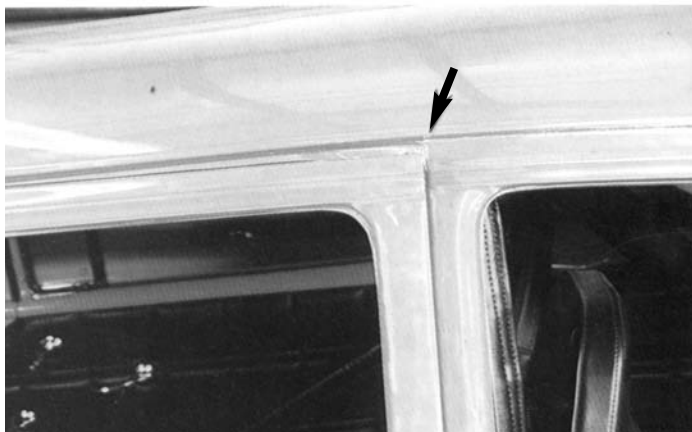


Photo #1B



Photo #5

Once the door is removed the hinges may be removed from the car. Remove the door hinges by breaking loose the two phillips head screws that attach the cover plate to the body and also the two 9/16" head bolts down inside the hinge pocket (Photo #5). Very often on rusty cars the two 9/16" head bolts that attach the hinge to the body will be rusted into their cage nuts. Be sure to use a liberal amount of WD-40 on the bolts so that they come loose. If the bolts spin the cage nuts loose on the other side of the cowl, or if one of the bolts breaks off, the chances are the fender will have to be removed from the car. Work these bolts back and forth gradually to break them loose. Note: 4-door rear doors attach with large phillips head screws instead of 9/16" head bolts.

Once the hinges are off the car secure them in a vice one at a time and drive the hinge pins out (Photo #6). Drive the pins out with a straight punch and a large hammer, using quick, firm blows. Pay attention to the way the pin, the bushings, and the way the hinge itself comes out of the hinge cage as you are disassembling the hinge.

If you are going to completely restore your hinges, now is a good time to bead blast the pieces, prime and paint them. If the door hinge covers are damaged or rusty, remove the old ones with a chisel and spot weld new ones in place. New door hinge covers are available as **P/N 54-27 *** (Photo #7). If you are merely replacing the bushings and pins and are completely restoring the hinges, the hinge arm itself does not have to be removed completely from the cage.

Drive the two brass bushings out of the hinge arm using a small pin punch (Photo #8). Drive the new brass bushings into the hinge arm (Photo #9). Line the hinge arm up and drive the new hinge pin in from the same direction the old one was removed (Photo #10). Cut the excess off the hinge pin with a hand or power hack saw (Photo #11). If you wish, the hinge pins can be shortened prior to installation if you want to cut them and chamfer the end before driving the pin in. Lubricate the hinge with a liberal amount of white grease and install them in the car. With the hinges installed the door may be hung and adjusted. Reassemble the door panel and garnish moldings. ✓

** This part has been suspended and is no longer available.*

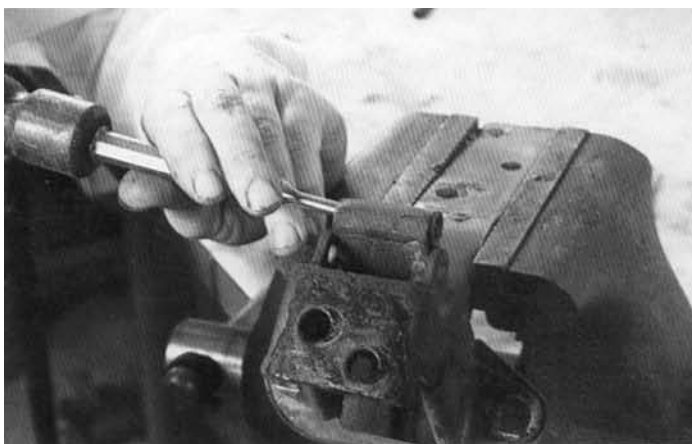


Photo #8



Photo #9



Photo #10



Photo #6

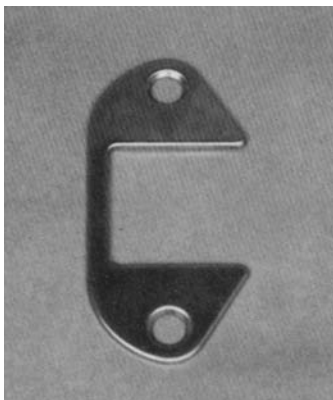


Photo #7



Photo #11