



# MUSTANGSTEVE

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## MustangSteve Door Hinge Rebuild For stamped steel 67-73 Mustang & Cougar door hinges

### 1. Hinge disassembly

- Disassemble hinge by driving old pins out. Some require grinding off swaged end.
- Remove all old bushings

### 2. Hinge pin subassembly

- Pre-assemble the pins. Place zerk through the washer and thread into the hinge pin.
- Using soft vise jaws, grip the hinge pin and tighten the zerk

### 3. Inner hinge body subassembly (this is the part of hinge that bolts to car body)

- Drill 1/2" holes (actually enlarging the smaller holes) where old bushings were removed.
- Place tube between two 1/2" holes and temporarily place a 1/2" bolt through it to hold in place.  
1968 hinges may require grinding a shallow notch in the middle of one side of the hinge tube to clear the raised bead in the hinge body. Other years do not require this notch. The ends of the tubes may need to be ground to fit your particular hinges.
- Weld tubes between the two holes.
- Remove the 1/2" bolt
- Drill 1/2" bit (or run a reamer) through the tube to make sure perfectly aligned after welding. (optional).
- Press bushings into the tube.
- Run a 3/8" drill or (preferably) 3/8" reamer through both bushings to remove any distortion from pressing into tube. This will help make assembly a lot easier.

### 4. Outer hinge body subassembly (this is the part of hinge that bolts to door)

- Drill the two holes to larger 3/8" size
- File to remove any burrs

### 5. Final assembly

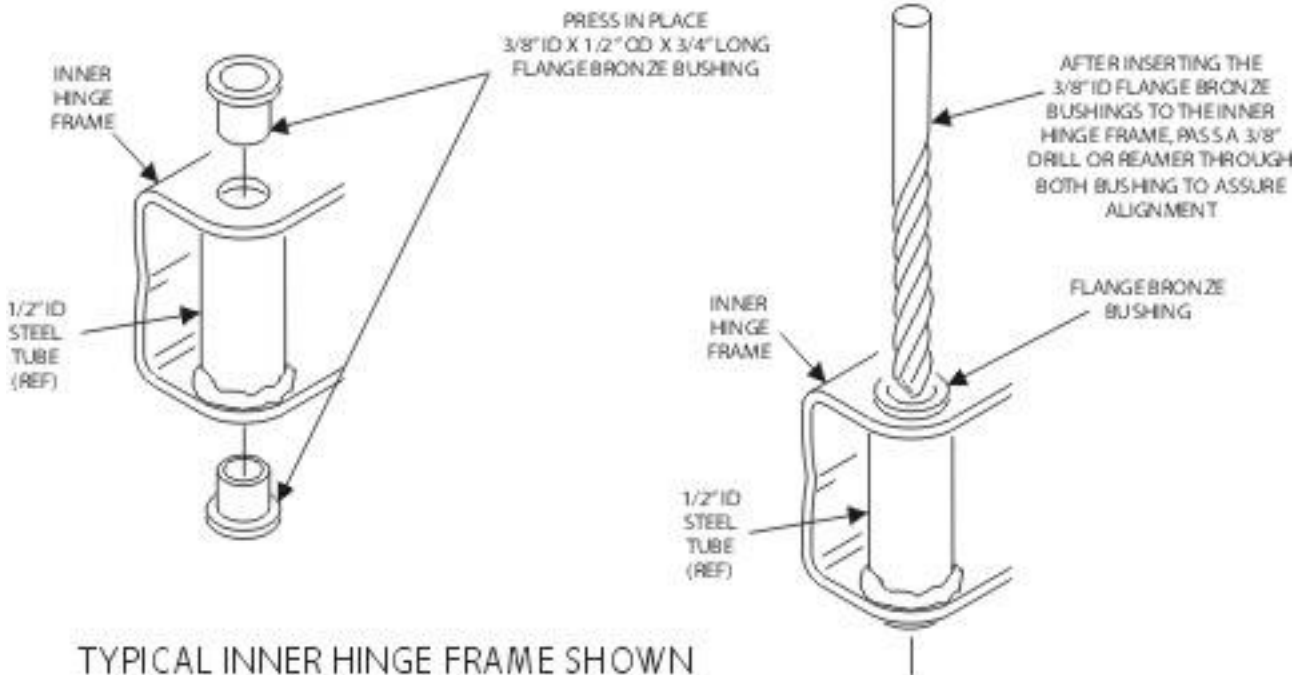
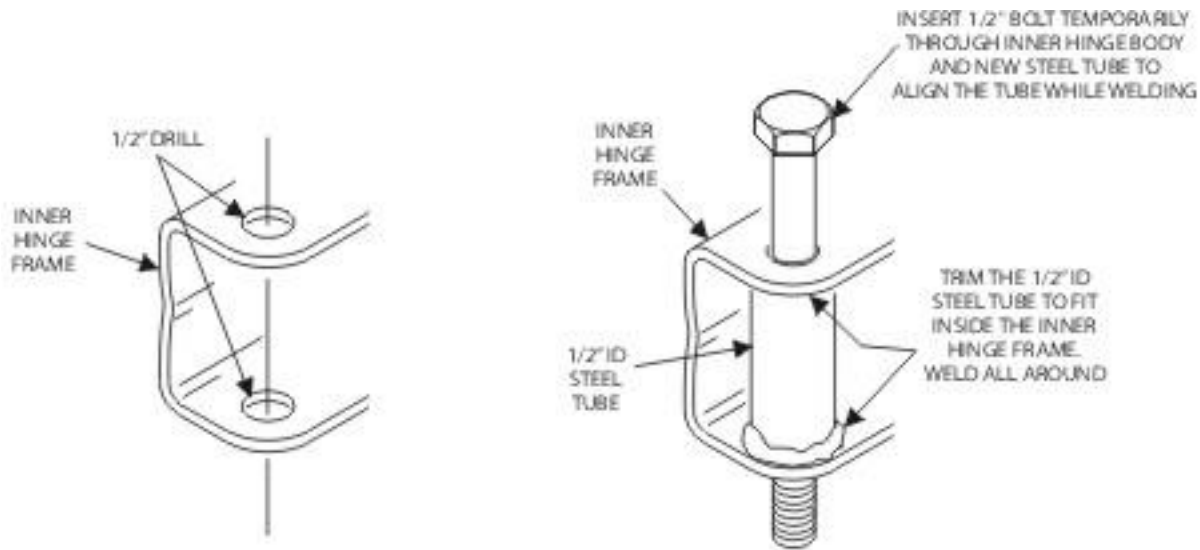
- Reassemble the two hinge halves so holes line up. Be sure parts are facing correct direction.
- Insert the hinge pins until washer is flat against the hinge body.
- This will require light hammering on the zerk, but is best to put a wrench on the washer and hit the wrench. Normally excessive force is not required and hinge goes together by tapping the pin in place.
- Zerk goes on top of lower hinges, and on bottom of upper hinges.
- Rotate the hinge pin with a wrench on the zerk (as if to tighten the threaded zerk)
- Rotate until the zerk is pointing in direction where it will clear the head of the bolt that attaches the door to the hinge, and is pointing to the inside of the car where it can be reached with a grease gun when the door is open. Allow room to get the bolt into the hole of the hinge, and point it for best grease gun access.
- Weld the opposite end of the hinge pin to the hinge body. Be sure zerk and washer are pressed tight against hinge body before welding opposite end of the pin. It is normal to see some oil bleeding out of the oil-impregnated bushings during the welding of the end of the hinge pin.

Clean thoroughly and paint the hinge.

Hinge will usually be very tight, and may feel like it will not move. Rest assured it will be smooth as glass once it is on the car and lubricated. **Be sure to lubricate the two star detent wheels with some grease and the spring where it interfaces with the detent wheels or you will hear a loud POP when opening or closing the door.**

. Do not pump full of grease until after the hinge is painted.

Refer to pictures on [www.mustangsteve.com/hinge](http://www.mustangsteve.com/hinge) or contact page on [www.mustangsteve.com](http://www.mustangsteve.com) web site.

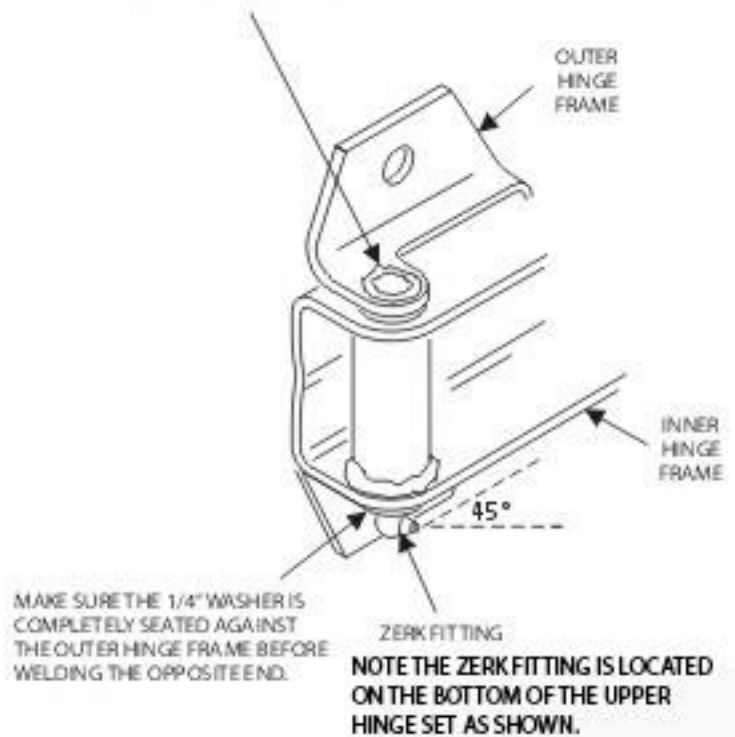
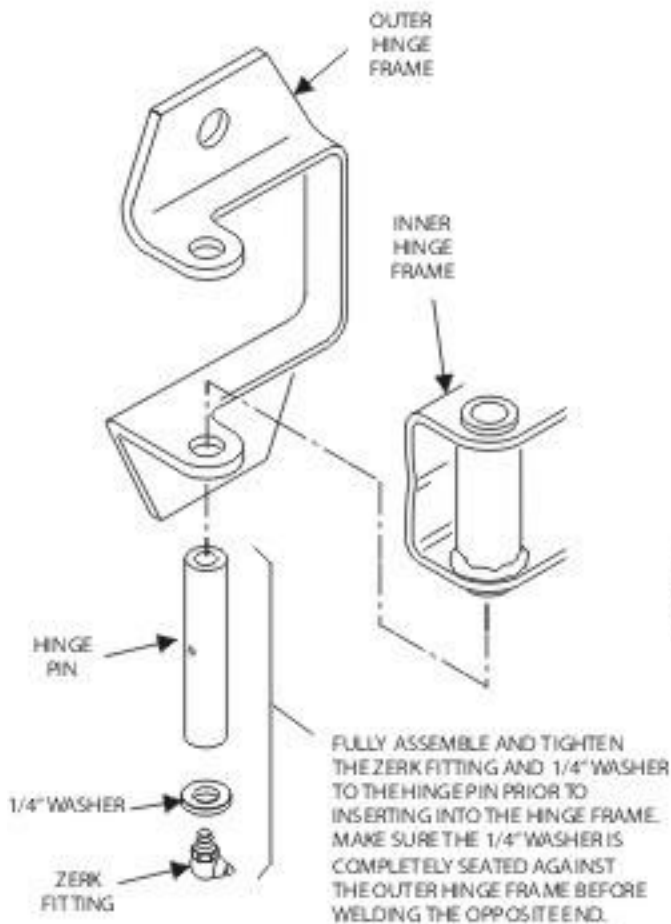


TYPICAL INNER HINGE FRAME SHOWN

**IMPORTANT!**

MARK EACH HINGE AS TO HOW IT FITS TOGETHER.  
 IT IS VERY EASY TO GET THEM PUT TOGETHER BACKWARDS  
 OR TO GET THE PIECES MISMATCHED!  
 ITS RECOMMENDED TO DISASSEMBLE AND REBUILD ONE  
 HINGE AT A TIME.

WELD THE  
END OF 3/8" HINGE PIN  
OPPOSITE OF THE ZERK FITTING  
TO THE OUTER HINGE FRAME



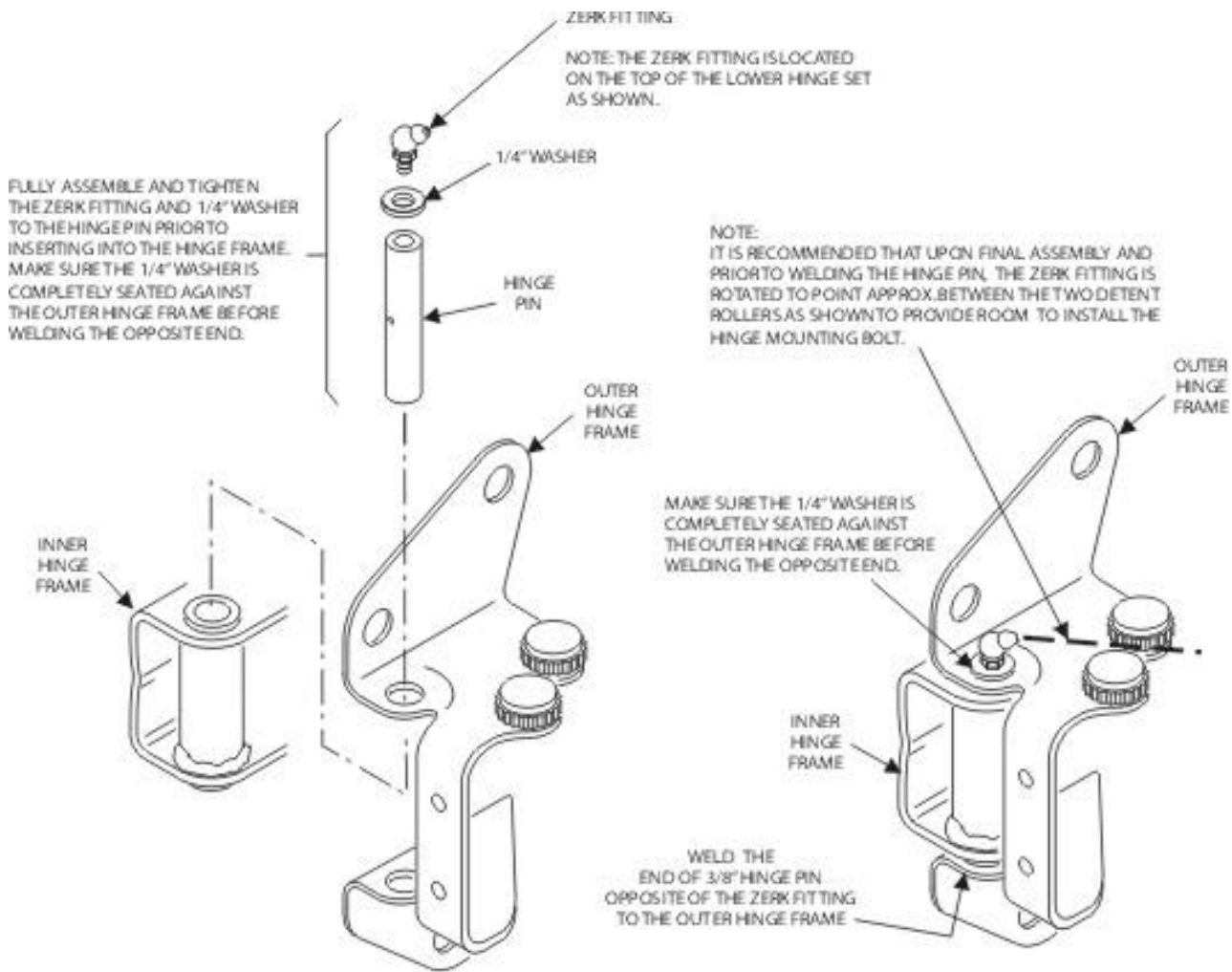
NOTE:  
PRIOR TO WELDING THE HINGE PIN TO THE OUTER HINGE FRAME, POSITION THE ZERK FITTING AT APPROX. 45° TO THE HINGE AS SHOWN. NOTE THAT THE POSITION MAY REQUIRE SOME ADJUSTMENT SO THE LOWER HINGE MOUNTING BOLT CAN BE INSTALLED.

AFTER WELDING THE HINGE PIN, THE ZERK FITTING WILL ROTATE WITH THE OUTER HINGE FRAME. WHEN THE DOOR IS FULLY OPENED, THE ZERK FITTING WILL POSITION ITSELF IN THE DOOR JAMB OPENING FOR EASY ACCESS.

## TYPICAL UPPER HINGE SHOWN

### IMPORTANT!

MARK EACH HINGE AS TO HOW IT FITS TOGETHER.  
IT IS VERY EASY TO GET THEM PUT TOGETHER BACKWARDS  
OR TO GET THE PIECES MISMATCHED!  
IT'S RECOMMENDED TO DISASSEMBLE AND REBUILD ONE  
HINGE AT A TIME.



TYPICAL LOWER HINGE SHOWN

**IMPORTANT!**

MARK EACH HINGE AS TO HOW IT FITS TOGETHER.  
 IT IS VERY EASY TO GET THEM PUT TOGETHER BACKWARDS  
 OR TO GET THE PIECES MISMATCHED!  
 ITS RECOMMENDED TO DISASSEMBLE AND REBUILD ONE  
 HINGE AT A TIME.



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## Use this form when returning parts for core refund.

While some rust is expected parts that are HEAVILY rusted and pitted are not acceptable.  
If in question, email a picture to [info@mustangsteve.com](mailto:info@mustangsteve.com)

### The following parts are being returned as cores:

- Pedal assembly from car with automatic trans \$40.00**    qty \_\_\_\_\_    \$ \_\_\_\_\_  
Includes pedal support and brake pedal for 64-1/2 to 66 Mustang/Cougar
- Pedal support from 67- 68 Mustang and Cougar \$40.00**    qty \_\_\_\_\_    \$ \_\_\_\_\_
- Pedal assembly from car with manual trans \$65.00**    qty \_\_\_\_\_    \$ \_\_\_\_\_  
Includes pedal support, clutch pedal, pedal stop and brake pedal for 64-1/2 to 70 Mustang/Cougar
- Door Hinges 1968-1973 (per hinge) \$35.00**    qty \_\_\_\_\_    \$ \_\_\_\_\_  
Hinges must include all detent wheels and torsion springs

**TOTAL REFUND**    \$ \_\_\_\_\_

### Refund Payment should be made to:

- Check, mailed to:**    NAME \_\_\_\_\_    STREET \_\_\_\_\_  
  
CITY \_\_\_\_\_    STATE \_\_\_\_\_    ZIP \_\_\_\_\_

**Or**

- Paypal to:**    EMAIL \_\_\_\_\_

**Refund will be sent within one week of receipt of returned parts.**

**Ship the parts, postage paid to:  
MustangSteve**

**1701 Melissa Ln.  
Cleburne TX 76031**