Door Hinge Replacement

The purpose of this guide is to show the process under which the original door hinges were replaced with new ones. I will demonstrate the replacement process for each door by beginning from the front-left door.

Each door showed signs of wear and excessive play when the door and car frame were under tension. You could easily lift the door up and down and sense this play; this was translated in knocks and rattles mostly on bumpy roads and under braking.

What you need to:

- Hinges
- Primer and paint preferably in aerosol form
- Seam sealer
- Loads of patience and an assistant to help you (very important!)

You may Optionally replace the rubber weather strip protection at the lower part of the door. These usually wear out due to dirt and careless entry /exit of the passengers usually hitting the lower of the door with the shoes!

Product Codes	
front left door	**60503897**
front right door	**60503896**
rear doors	**60503895**

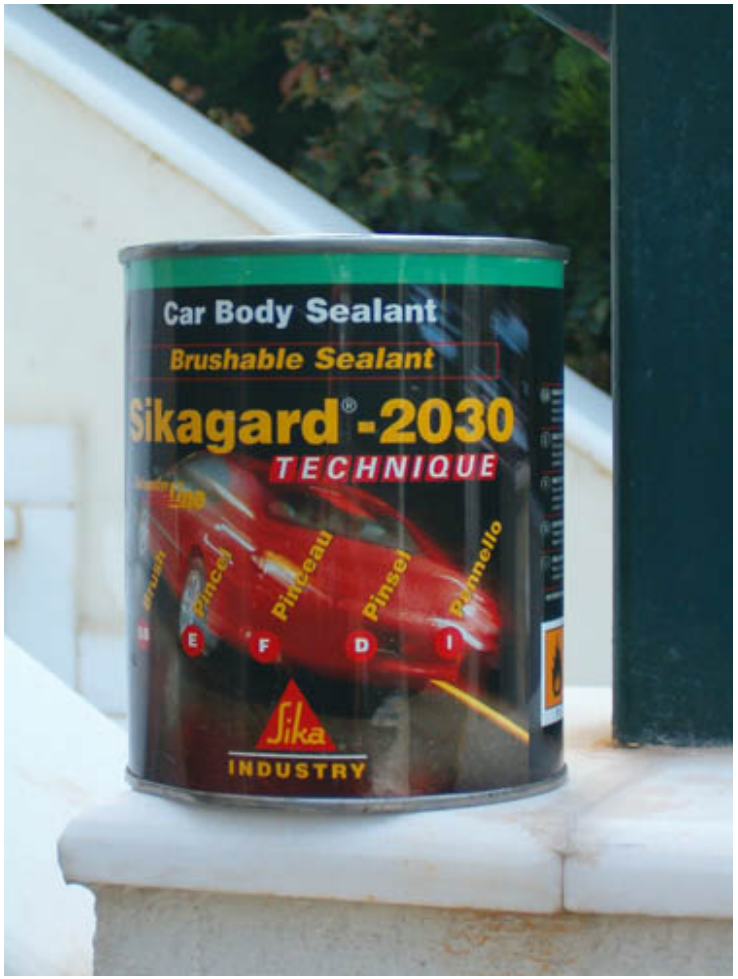
Here is a table that shows the correct product codes for each hinge. Note that ePer DVD Rel. 16 / Software Release 16 has errors in hinges codes description that unfortunately I fell in and got hold of wrong hinge.

Product Codes		
front left side door	**upper hinge**	**60595123**
	lower hinge	**60595124**
front right side door	**upper hinge**	**60595124**
	lower hinge	**60595123**
rear left side door	**upper hinge**	**60595125**
	lower hinge	**60595124**
rear right side door	**upper hinge**	**60595126**
	lower hinge	**60595123**

This is the primer in aerosol form special for car body galvanized panels; read its specifications here.

...and Alfa Rosso 130 paint in aerosol form - you can easily order it in aerosol can at every car paint store.

White lithium grease special for door hinges and metal to metal applications.



In order to be safe than sorry of the rust nightmare, use this material to cover the area between the hinge and pillar. It is not THAT difficult for water get inside the pillar from the hinge mounts and rust then is inevitable; it will emerge from the inside with no way to stop it. So use this material with no hesitation; it dries very quickly and when dry there is no chance for water to get inside the "blind" areas of the car's body.

Left Front Door

Let's get down to business and replacing the front left door hinges.

Here are the hinges after the first coat of primer. Another layer will be added after 24 hours...

...and two coats of red paint are sprayed with 24 hours difference

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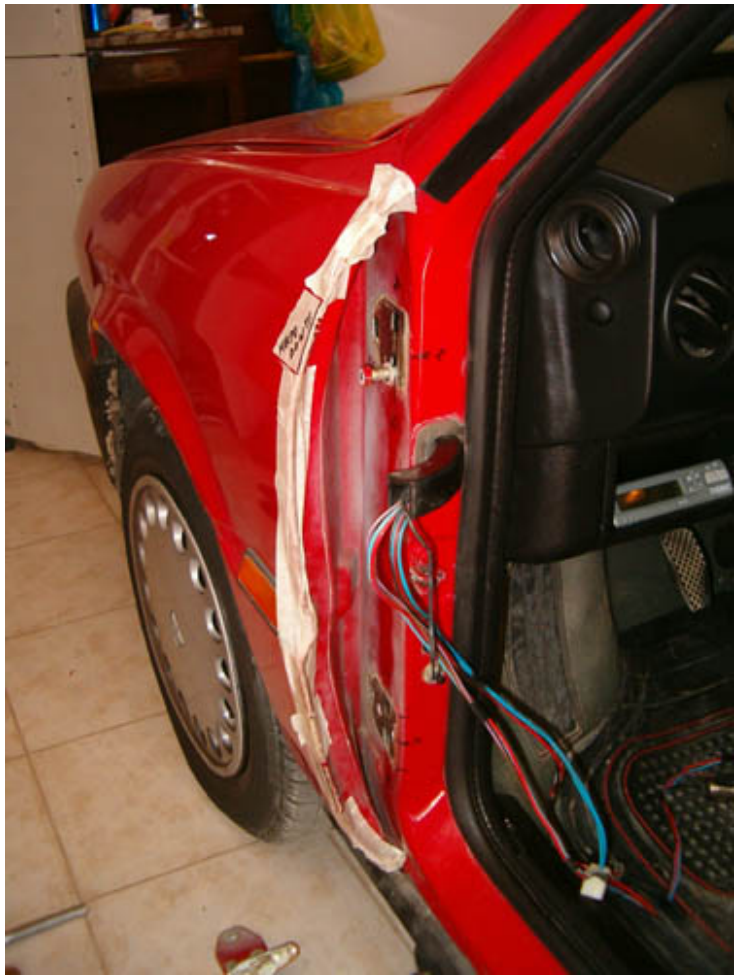
The pictures above show the original hinges (upper and lower). Sign marks have been written on them in order to know the exact position of the old when the new ones are installed.

Here is a wider shoot showing the door stripped and left hung by the hinges. The door tie rod has been removed along with the door upholstery cards.

This photo shows an overall view of the door with every cable harness disconnected and getting ready to proceed removing the door.



Here is the car without a door. You can see the differences in paint of the A-pillar. Obviously the factory painted only areas seen by the eye ...

This is the lower hinge been removed and the markings show the screws numbered from P1 to P3

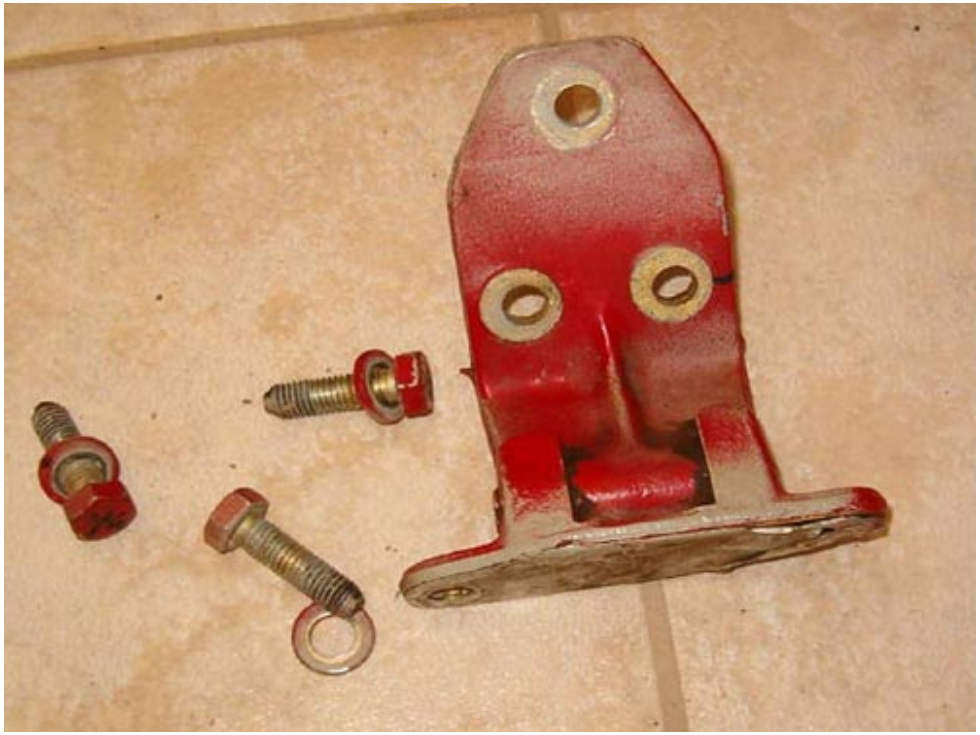
(P stands for Pillar). This would help me identify the screws on installation.

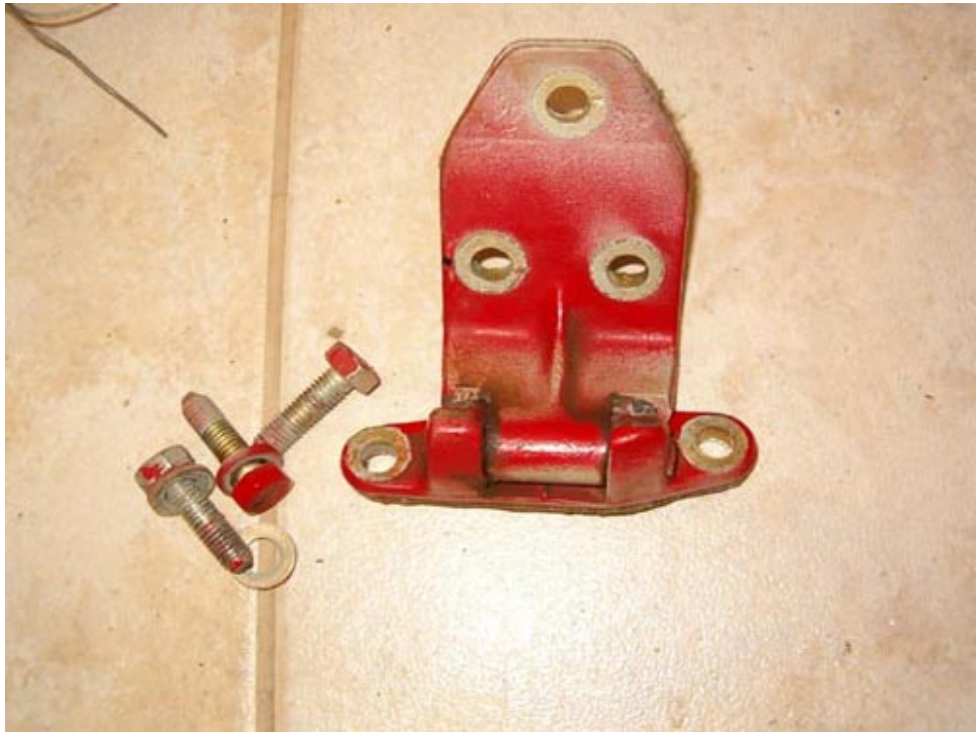
This is the upper hinge been removed and the markings show the screws numbered from P4 to P6. One can see the white adhesive paper tape covering the lips of the wing. This was essential in order to avoid paint damage to the surface upon the use of the tools etc.

As one may notice there is something written on the tape. If this looks Greek to you it's so !!! This describes the status of the door before disassembly. The upper hinge was creating a small level difference between the wing and the door. The wing was slightly projected outwards compared to the door which was 1 or 2 mm indented.

The marking in the picture showing the lower hinge indicates that the wing-door surface was level.

All these notes would help alignment of the door, in order to see if any differences would be acceptable compared to the factory installations.

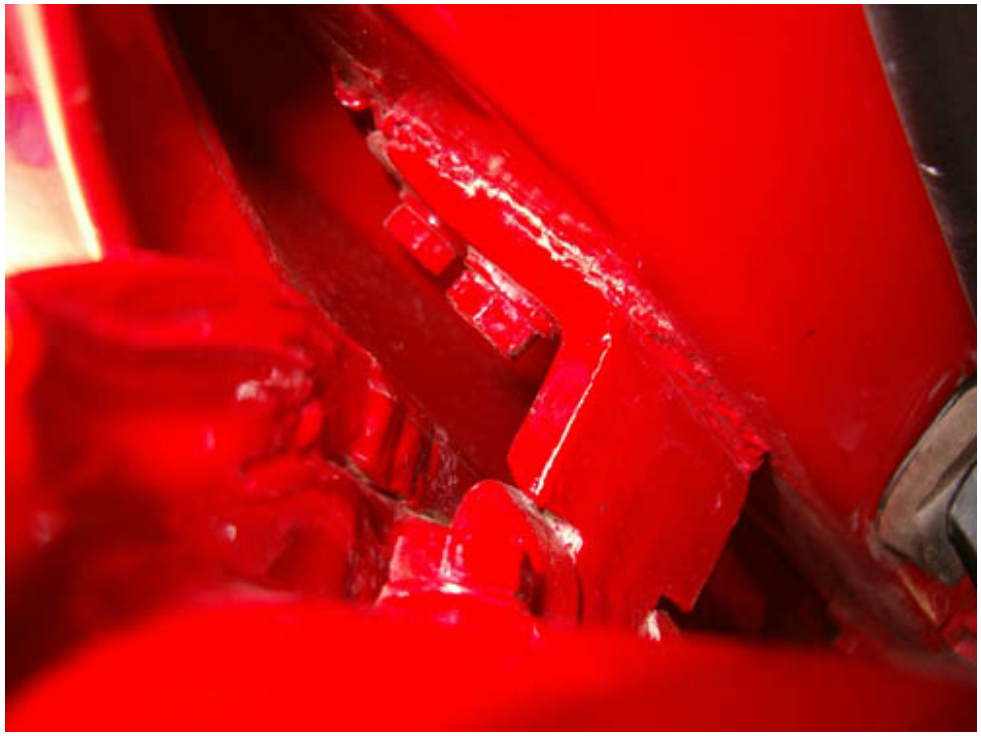




These are the two hinges removed along with their screws and washers. Actually screws are equally shaped in length so there was no reason for me to mark them as I explained before. However it is better to be safe than sorry.

Note the aluminum foil in the door part of the hinge. Actually a spacer from thin tin is wrapped with this aluminum foil which gives the capability to adjust the amount of door indentation between wing and door itself (3 screw area) or how front or back will the door be placed in the pillar (2 screw area). Be sure to clean this spacer and foil out as glue is everywhere; you can use petrol as it dissolves the remains of the glue at the spot.

This is how the door looks after installation of the new hinges, alignment and covering the area with newspaper sheets. The primed area was painted using Red 130 color on top.



The above pictures show close-ups of the hinges installed and sprayed in red for the final layer, including the areas of contact with the door. This job involves masking the door and the pillar where you wouldn't want paint to go.

Notice the area between the pillar and the hinge. Sealant has been expelled from the pressure of the bolts, it is now been dry and painted; there is now way that water gets inside.

This is the final view after painting and lubricating the hinges with white lithium grease and putting everything together (cable harness, door cards & trims). Note the alignment after installation; door is parallel to the wing, so seems I have done a nice job even if I haven't ever dealt with body panels; it wasn't too bad for the first time.

1991 Alfa 33 1.4 IE

Athens - Greece