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**200 Series Articles** How to's and Guides for the 200 series.

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**How to replace a door hinge**

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May 2nd, 2011, 22:59 #1

**Mike Brace**  
Former contributor

Last Online: Jan 20th, 2014 20:18  
Join Date: Dec 2004  
Location: Rhosgoch, Anglesey

**How to replace a door hinge**

A common problem with our cars is wear on especially the driver's door where it will not stay open or there is wear in the hinge causing the door to drop. It is easy to obtain a good hinge as the rear door hinges fit the front but are handed. i.e driver's side rear door will fit the driver's door but noit the passenger door.

First essential is obviously to obtain a good hinge or hinges depending on what has worn. I will illustrate the method I use to do it single handed although a second person is very useful when making final adjustments. This is the hardest part of the job.

The first step is to remove the plastic step trim which just pulls upwards starting at one end:



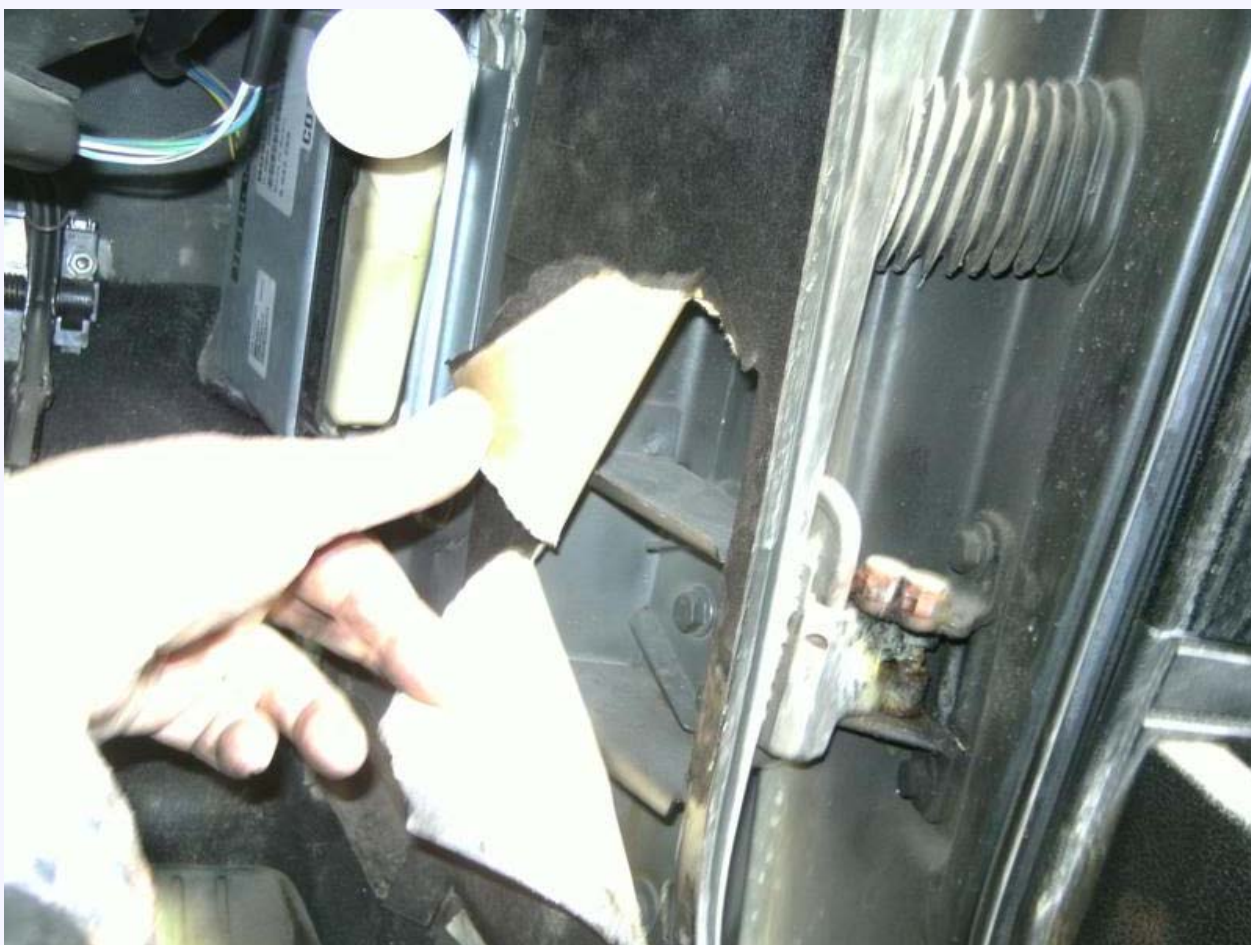
Next the trim round the frame needs removing on the hinge side - just pull away from the hinge side:



This releases the plastic cover trim. On cars with the foot vent the lever for the flap has a rubber handle with a metal pin going down through it. Push the pin out and the rubber handle will be removable. With this removed the trim can be removed.

If the lhs hinge is being replaced it is necessary to remove the fuse box by unscrewing it and lifting to one side. As a precaution it might be sensible to disconnect the battery.

The hinge area is covered by a bitumous material glued to the vehicle. It is difficult to remove without breaking it. The area will need resealing to prevent ingress of water.

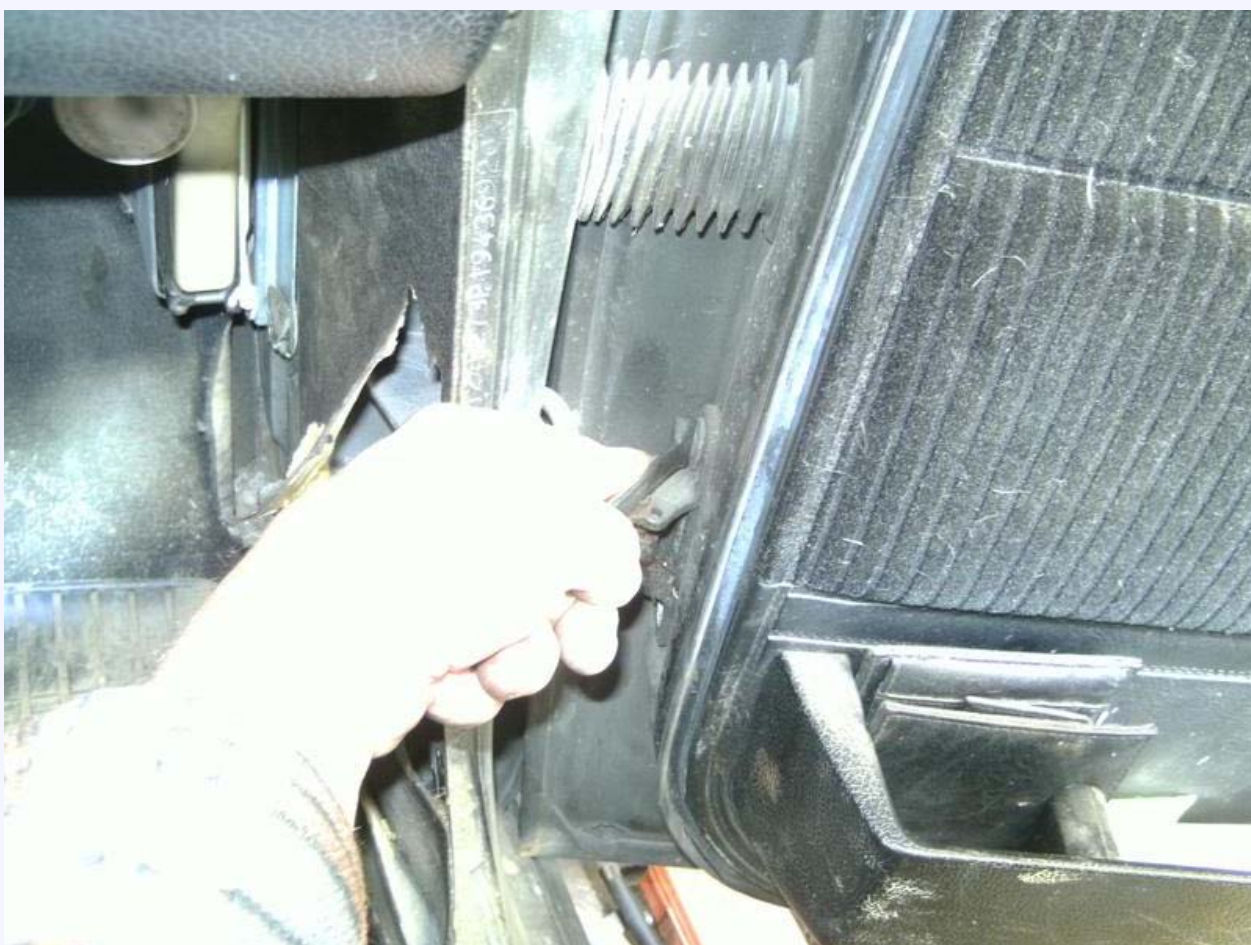


The top hinge is even harder to get at!

At this stage before undoing anything it is a good idea to support the door with a jack (make sure it is cushioned so as not to damage the paint).



The two 12mm bolts holding the hinge onto the door can now be undone with a spanner:



The three bolts holding the hinge to the pillar can be undone using a socket and extension on a ratchet:



The hinge can now be removed. It will be necessary to jack the door up slightly to allow clearance.

In this case the replacement hinge was in the closed position so needed opening which was done by holding it in a vice and using an adjustable spanner to move it:



This is where we say re-assembly is the reverse order. Not quite true! Put the hinge in place and just start the two bolts into the door and then the three into the pillar. Carefully lower the door a little and tighten the bolts.

If the top hinge was being replaced as well this would be done at this stage by a similar process.

The jack can now be removed and this is where the fun starts!. Carefully close the door watching that it does not catch anywhere particularly on the front wing. You will probably find it is too low initially so slacken the pillar bolts slightly and nearly shutting the door lift it and re-tighten by entering car from the other side. This is where a second person is useful. but a jack can be used. However entering the car is going to affect the height!

You may be lucky and find that it will align without many problems. In my case we had to loosen the top hinge as well to get adequate movement. This process can be frustrating and time consuming. If both hinges are loose shutting the door and tightening from inside MAY result in a fairly good alignment and can be a good starting point if adjusting the one hinge is not enough. Do be careful at all times of the risk of damaging paintwork when adjusting the door.

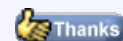
Good luck!

[Link to Original thread.](#)

A Volvo is for life not just for Christmas!



*Last edited by cumbrianmale; May 3rd, 2011 at 02:03. Reason: link to original thread*



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[Paul240480](#), [rusty244](#), [vlv240](#)

May 2nd, 2011, 23:33

#2

[minesa240x3](#)

loyalty



Last Online: Today 01:38  
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Well done Mike. Another well written and easy to follow "HOW TO"  
Thankyou Sir Mike Lol.  
Regards Brian.



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