



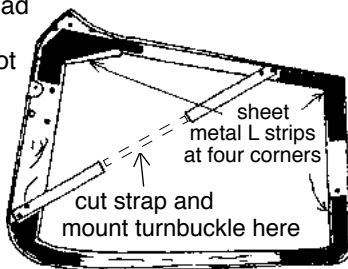
TCLinic

DAMN THOSE DOORS by M. Leland, TCMG

Do you lift, push or need two men to close your doors, and a Saint Christopher medallion to make sure they stay closed? Try this—it really works.

DOR FRAMES

Start here. They have to be right before anything else works. Assuming wood to be good, sheet metal L strips fitted to the wood frame corners will be where you start: 22 gauge, 3" long with #4 flat head wood screws will do the job. Do all four corners drilling pilot holes in wood.

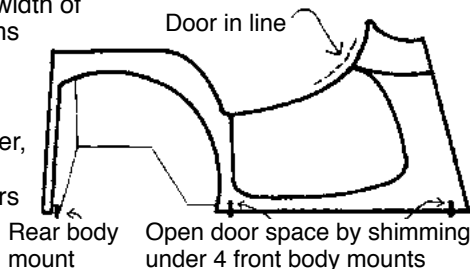


Next, cut the existing metal diagonal strap and weld in a turn buckle (flat sided turn buckles are available which will prevent upholstery from pressing against turnbuckle. By rotating turnbuckle you can align front edge of door to body.

Fiberglass stuffed in the door cavity will give it that Detroit iron sound.

If you want to go all the way, a hose or tubing from side curtain hole through the bottom of door will prevent rain water from standing inside of door (rain on a TC? Heaven forbid!)

If your opening front to back is not wide enough to accommodate the width of the door, body shims placed between bucket and frame mount will increase the opening. Further, holding tongue, crossing your fingers and other sundry four-letter words will help.



HINGES

New pilot balls and bolts are available.

Top Hinge - At body pocket in bucket insert a piece of 1/8" steel strap bored for 1/4" clearance. If you are using new SAE bolts, the counter sink on face of hinge will have to be redone to conform with SAE flat head bolts. Use lockwashers, double nuts or elastic nuts. You can't get back in because of upholstery. If you can afford stainless strap and bolts its nicer for the next time. Third hole in top hinge to body will get wood screw. A longer wood screw will give you more bite.

Lower Hinge - Bore wood beam and fender - 1/4" x 20 bolts through fender with large washer and acorn nut will secure bottom hinge.

Hinge, top and bottom on door side - use 1/4" x 20 with nuts and washers.

To further align up and down position of door, metal shims behind hinge will accomplish this. More four-letter words will help at this time.

Door stop should be refitted with pin so if you must remove door at a later date you can disassemble stop and remove door.

If you need new bolts inside curtain mount or door latch plate and are going SAE, tap out before upholstery is refitted.

If your thresholds are not fitted when you align door, be sure you have proper clearance for same. New kits come with oval screws which need more clearance.

Aligning latch is obvious. Sometimes elongating holes or letting in door strike into wood beam at bucket are necessary. Best you get latch into second hole of strike or at 160 MPH doors come open. Don't forget upholstery can change this so do this last or doors become fender ornament. Some have provided a leather strap with ring secured under dash. With door closed, drop ring over latch handle as a safety catch.

The above suggestions are only one idea and others could be as practical. It worked for me. These suggestions and ideas are not my own, but an accumulation of facts that Mike Goodman, Goodman Motors, generously passed onto me.

Remember, good closing doors make a happy TC. After all when a prospective buyer looks at a TC what does he do first? You got it. Open and close the doors. Even Edsel drivers know about TC doors.

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2002 Update

Also see TCLinic #42 - TC Door Repair

22 gauge sheet metal L strips equates to .030" thickness. Don't go any heavier as you have to nail through them to attach upholstery.

The use of Tee nuts when mounting the hinges will allow you to remove and replace hinges with upholstery in place. Flat allen head screws will allow you to apply more torque than a slotted head. Also rather than drilling through to rear fender to mount lower hinge you can use threaded inserts found at most hardware stores and thread in 1/4" x 20 machine screws giving you a very strong blind hole fastening.