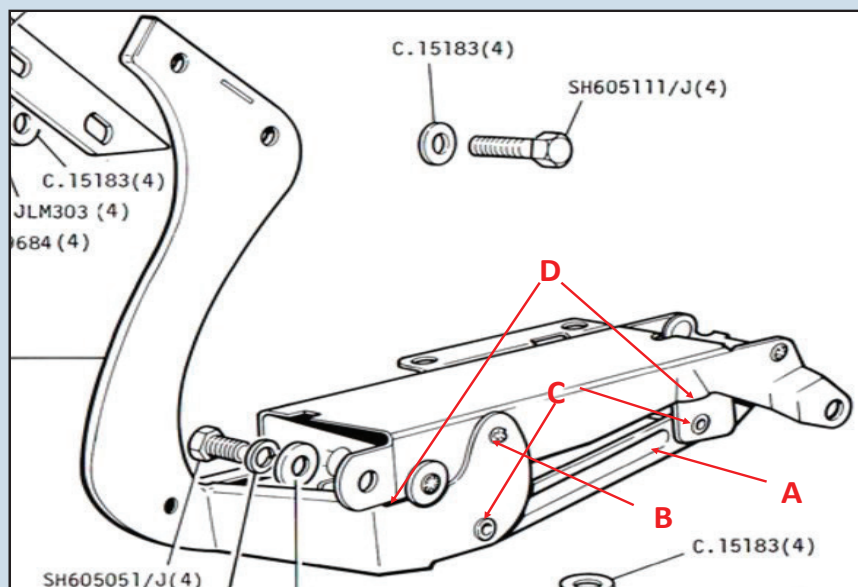


Rebuilding XJ Boot Hinges



NOTES:

Observations

Most of the wear that causes the boot to sag will be found in the elongation/wear of the holes at either end of the "Push/Pull" arms (A). The rivet holes at point (C) and (B) in the main body of the hinge seem to show little or no wear at all. But need to be checked.

Preparation

1. This is the most CRITICAL STEP in the whole process. With the hinge sitting square on the bench, fully extend the hinge in what is the open boot position and the stop points (D) have been reached.
2. Carefully and accurately measure the distance between the centres of the external rivets on the push/pull arm (C)

NOTE: This distance determines the final upward travel of the boot lid by the tension which is maintained by the spring. If this distance is too short, you may end up with less spring tension and loose upward travel of the boot lid. **The best advice is to measure this distance and then add approx. 3mm.** Experience says this distance will be 250 mm.

Disassembly

1. With the body of the hinge held in a bench vice carefully remove the spring.
2. Drill out the rivets on both sides (C) with a 3/8 bit and remove the push/pull arms.
3. You will immediately note the elongation of the holes at each end of the push/pull arms. This reduces spring tension and allows the boot to sag. So lets fix it!

Repair Option 1 (Replacing the push/pull arms)

Simply replace the push/pull arms with a piece of flat iron 2.5mm X 25mm. Cut to the same length as the original arms. Drill two holes (3/8 or 7/16) at each end. **Be sure you use the original measurements taken at step (2), plus 3mm.** Drill out the original rivet holes in the main body to 3/8 or 7/16 to match. (these holes will already be approximately 3/8 but have a hexagon profile. This is why I suggest a 7/16 hole here will give the best result

Repair Option 2 (Repairing the holes in the push/pull arms)

Using a heavy duty washer or manufactured alternative (drilled to 3/8 or 7/16), weld them to the inside of the original push/pull arm. **Be sure to use the distances previously recorded in step (2.) plus 3 mm.**

Reassemble (Attend to General Repairs below before Assembly)

Re-fit the push/pull arms using 3/8 or 7/16 bolts and nuts (or make new rivets if you prefer) Tack weld the head of the nuts to ensure they cannot come loose.

If using bolts, on the side where the hinge bolts to the inside of the boot be sure the head of the new bolt used is not too large/high, trim down to clear if necessary to ensure a flush fit against the boot inside wall when re-fitted to the car.

Other General Repairs

Some repairs to the body of the hinge will also be needed. (See photo)

1. **The spring housing point/hole**, on the rear end of the assembly will be well worn and should be repaired/reinforced.
2. The spring effectiveness can be increased by welding a piece on the outside of the bar on the other end.
3. **Some damage caused** by the worn action may be also evident and needs repairing/welding for best results.
4. If using nuts and bolts to replace the original rivets then some **adjustment/cutting** will also be need to be made to clear the new nuts.

