

Driver (& Pass) Door Handle Hinge Replacement

By Alan Moore

Before Christmas my driver's door handle hinge broke - resulting in an inability to open the door from outside, still locks & unlocks fine and opens from inside - but its a bit embarassing having to open the passenger door - open the drivers window and then walk around and reach through the window to get in... (glad I have the ROW window config...).

BTW the door handle feels almost normal (just a little bit less spring **tension**) - if your handle is really loose feeling or floppy on one end this is a different issue - likely either loose handle screws - or a broken handle part.

Changing this hinge out is a real PITA (& back..) - here are some follow-along notes with photos to help if you have to go down this path. If you have good tools and all the equipment you need allow about 3-4 hours.

There are good descriptions elsewhere of how to get the door inner cover off - so follow those, if you've never done it before don't wing it - it isn't that obvious, you could break something.

Do stock up on panel fasteners: 433 867 299A - White 823 867 299 - Black. But it doesn't really matter which you get. These are generic parts lookf for them at good Ace hardware or local upholstery stores - pretty widely available (and much cheaper if you buy generic in bulk).

Some will break for sure, get some before you start - also get a small upholstery pry **tool** - its the best way to get them out - behind the panel pry on the fastener skirt not the panel... easy enough.

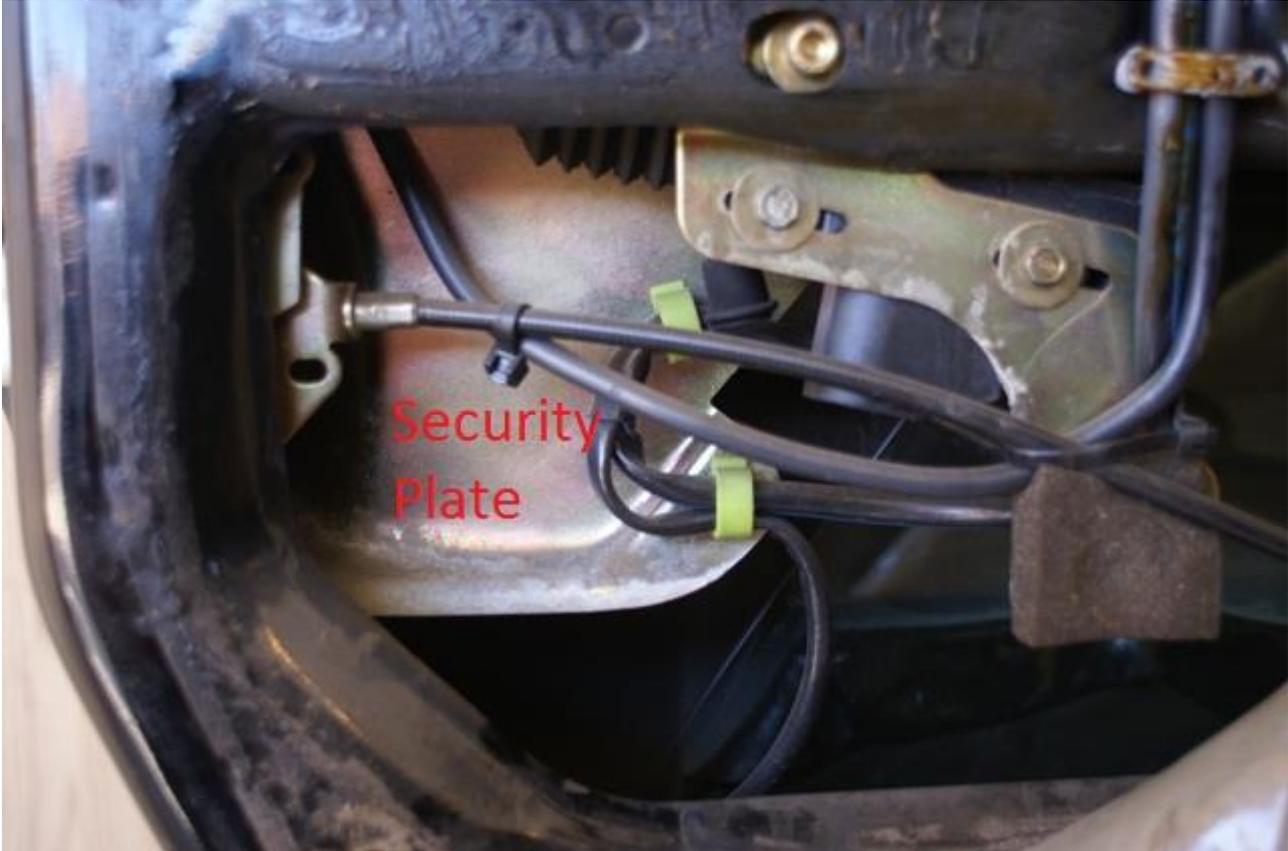
Of course you also need the handle hinge :
Driver side (LHD): 928.537.063.04
Passenger side (LHD) 928.537.064.04

This project is basically the same either side, but the pictures are drivers side.

With the inner door exposed peel back the plastic skin panel at the rear top to expose the lock area:



Security Plate - must be removed:

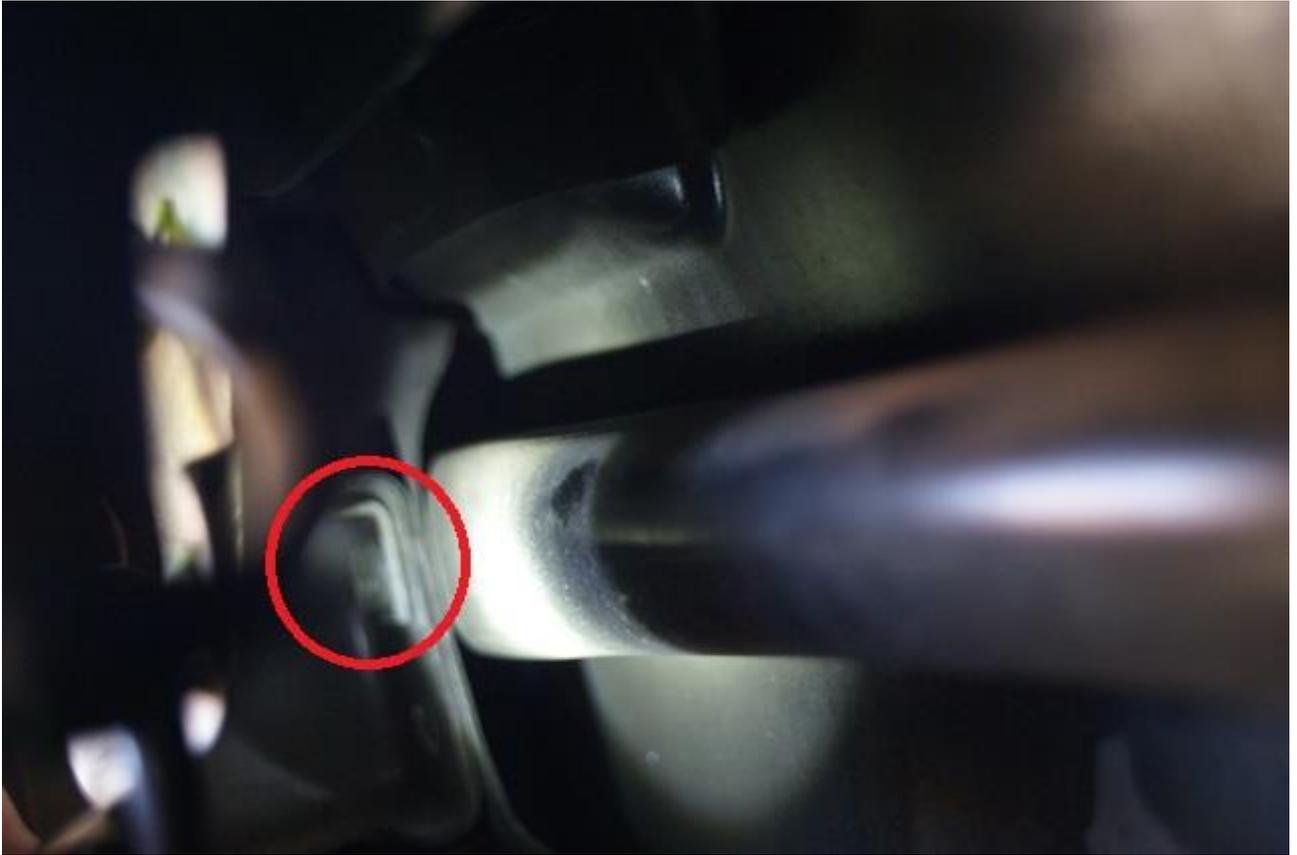


Remove two easy access screws:





With the window up - loosen (do not remove) the bolt behind the bottom left of the security plate - Look underneath. The plate can rotate forward from under the bolt... This one was extremely awkward...took me 15 minutes to figure out what size it was (here's 15 minutes back... its a 13mm head). Looking at it via a mirror - the head looked bigger than it was... and I only had one 13mm open ended wrench.. the one in the 928 **tool** kit (...first time for everything)



Remove the cable clips - use regular pliers to pinch the plastic behind the panel to release.



Here is the plate out of the car: (you can remove it with the window up - just). Be careful moving the window when the plate is loose

The front in the installed orientation:



From the Rear:

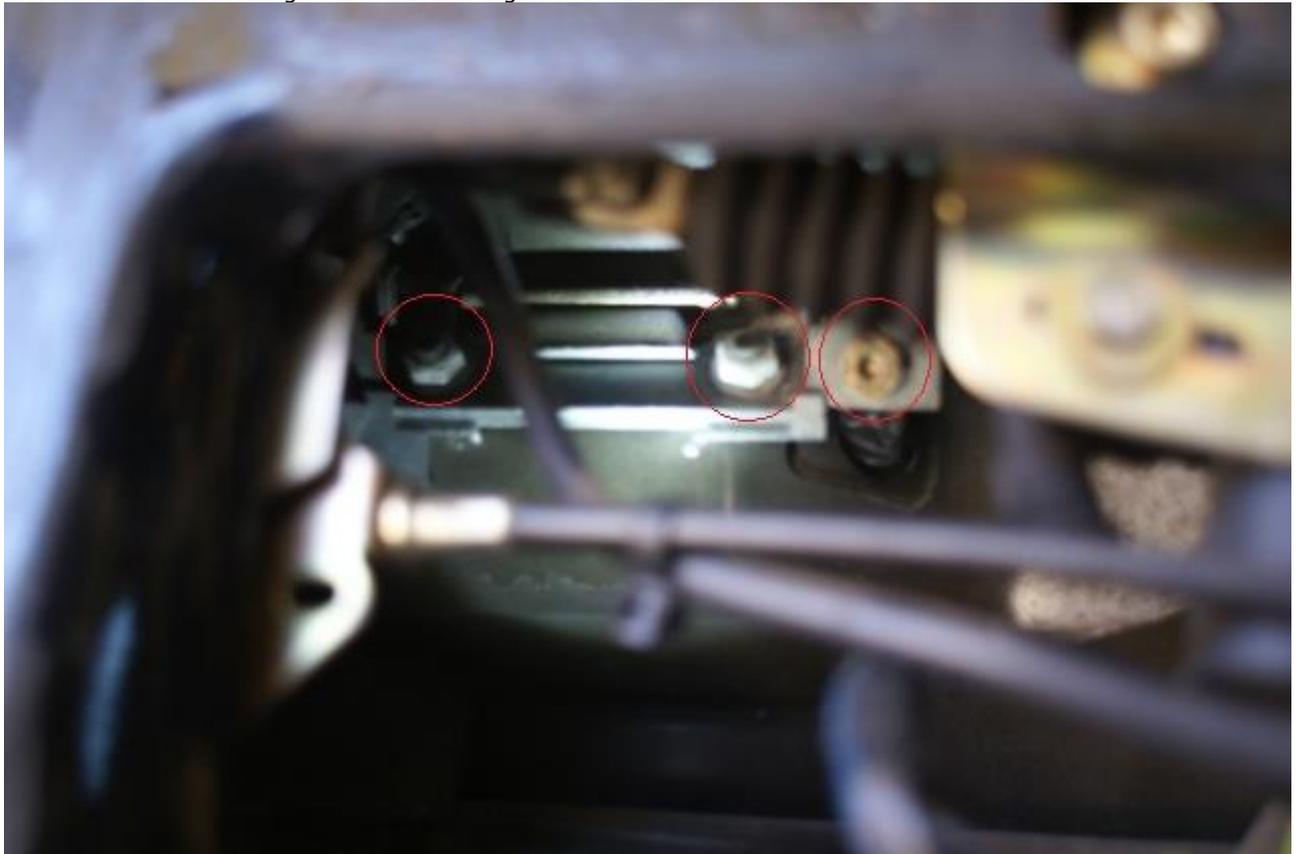


Showing the rear hook that goes on the bolt head:



Wind the window down

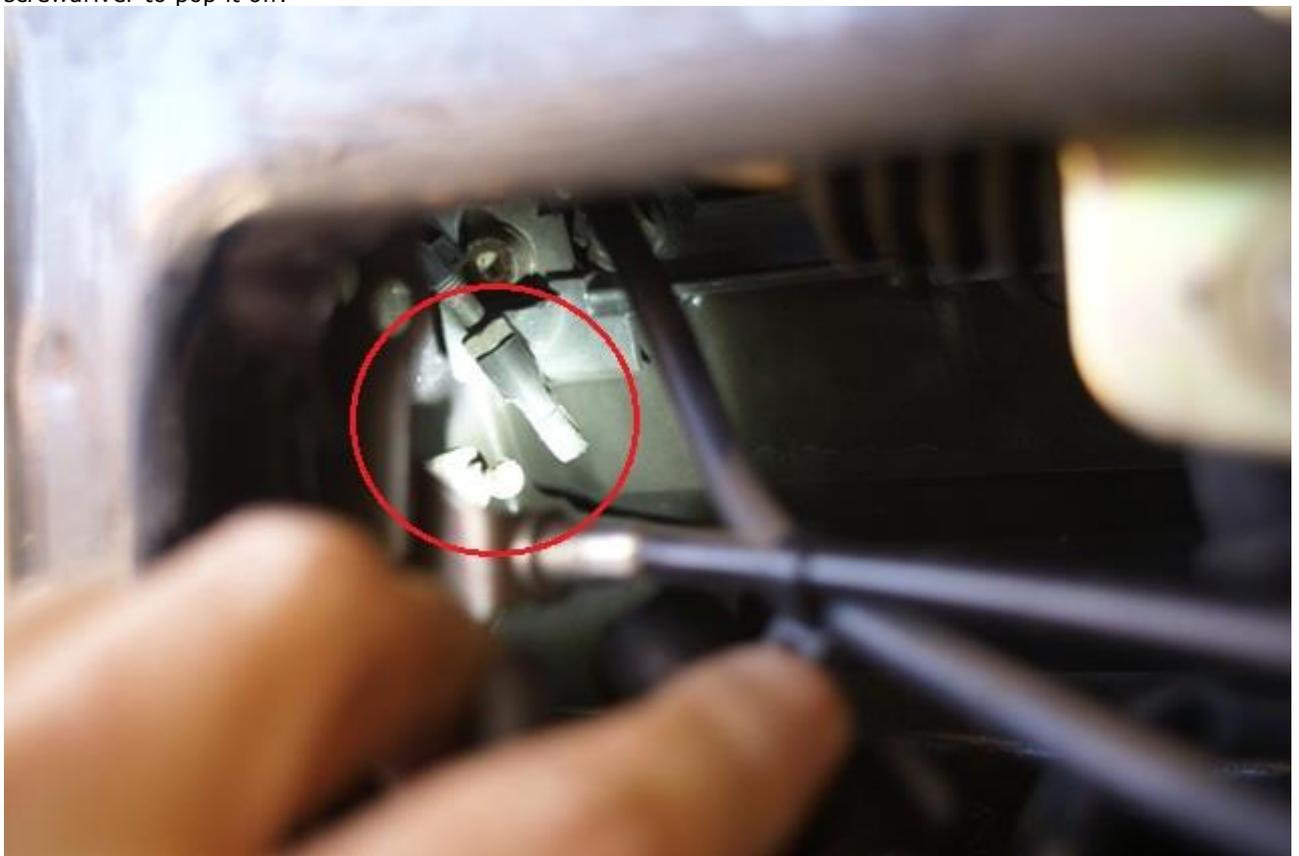
You can now see the hinge - here are the rightmost 3 of the 4 fasteners:



The outside pair are allen head machine bolts that connect to the handle part, the inside 2 are 10mm nuts that fasten the hinge to the door via captive bolts on the door. Here are the left most 2 of 4:



Remove the swivel adjustable link - the bottom is easiest to remove - use a medium flat blade screwdriver to pop it off:



Tape the handle to the car so it cant fall off:

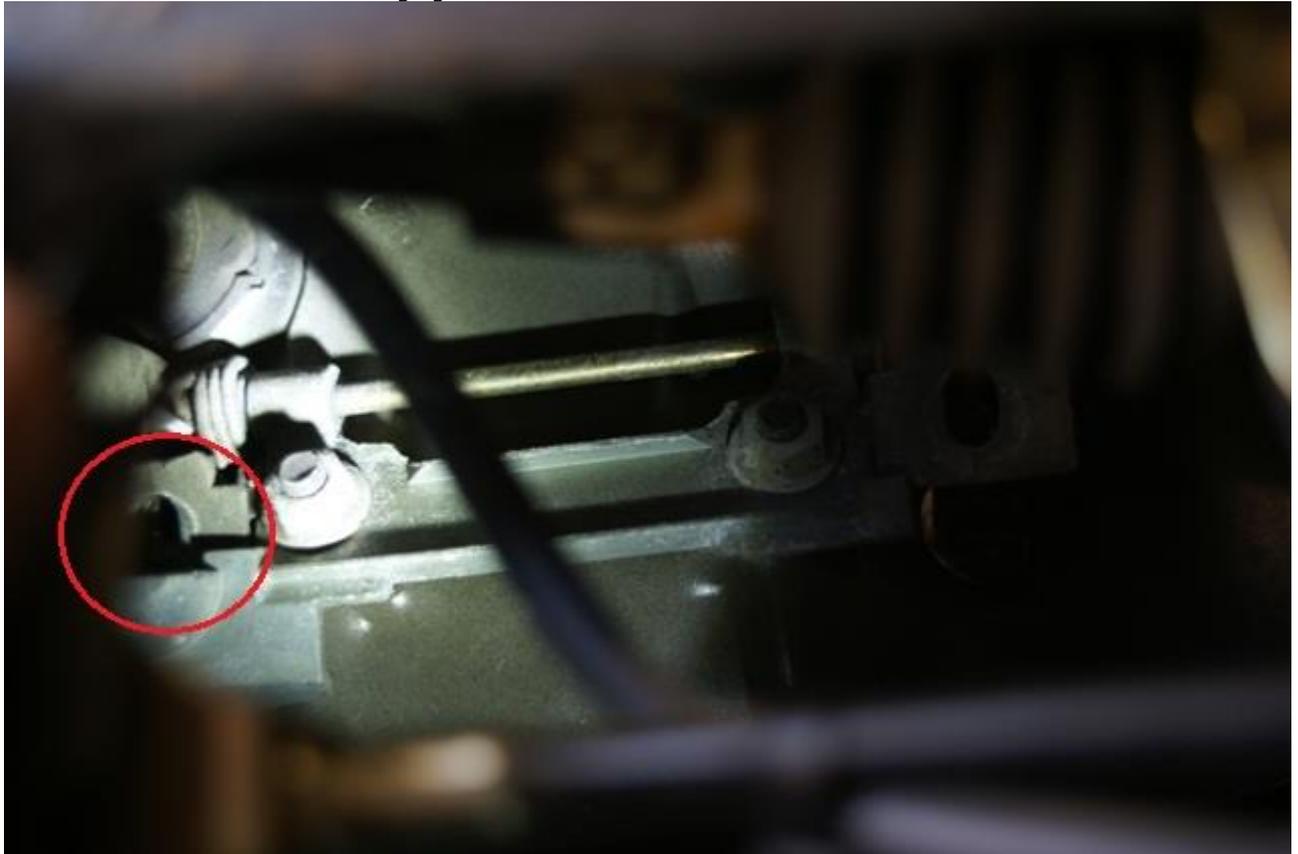


Remove the handle (outer) connections first (the right side is easy - straight shot):



Its easiest if you lubricate all these just after you break them free - that way you can do more work with your fingers - room for tools is very tight...

The left side is much more challenging:



Then remove the hinge - the 10mm nuts are easier (still fiddly). This hinge is broken in the typical - weak spot - position:



Here are the handle ends in situ:



Replacement parts:



Heres the handle removed from its natural habitat:



Reassembly is the opposite flow - Generally I found reassembly to be quicker (everything was clean and lubed and moved much more easily)

The only part harder than disassembly was getting the security plate back in. It barely fits so its awkward anyway - and the bolt behind the plate has a washer under it - this is a horrible choice - getting the plate back under it is very difficult...



Porsche should have just used a bolt with a flanged head...

Anyway as a solution I taped the washer to the head (slightly) with masking tape and used the tape as a "ramp" to get the plate's flange under the bolt/washer - helped a lot.

Many have left the security plate out - I can see why now... 🤔



Great to be able to just open the door again 🙏

Alan

1994 928 GTS Black(741)/Black Manual "AZ Desert Sharks"