

I've done this with the door on and off. There is no particular reason to remove the door for this operation. I removed the door in these pictures to take it home and work in my garage.



Remove your door handles. From 48 to 53 they were Chevy handles with the U clip you can get out with a pick or the door removal tool for 50-60 era GM cars. 54 and later handles are Ford Mercury and have the same clip and the same tool should work to remove it.



Remove the inside door panel. There may be screws or originally there where just spring clips that you can pry out. Think 50s auto interior.



Once you get the front, bottom and aft side detached, if your panel is attached as the original was, you slide the panel down to get it off these brackets.



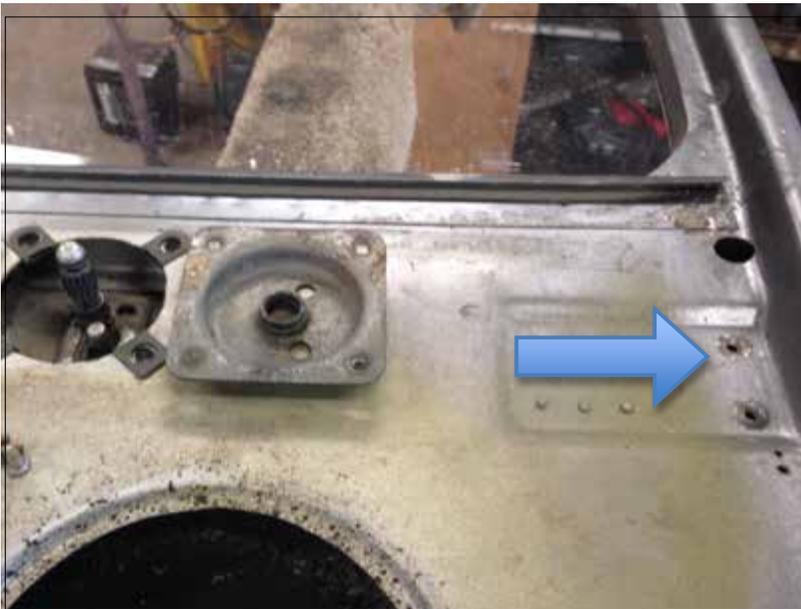
Take the door handle spindle plate off.



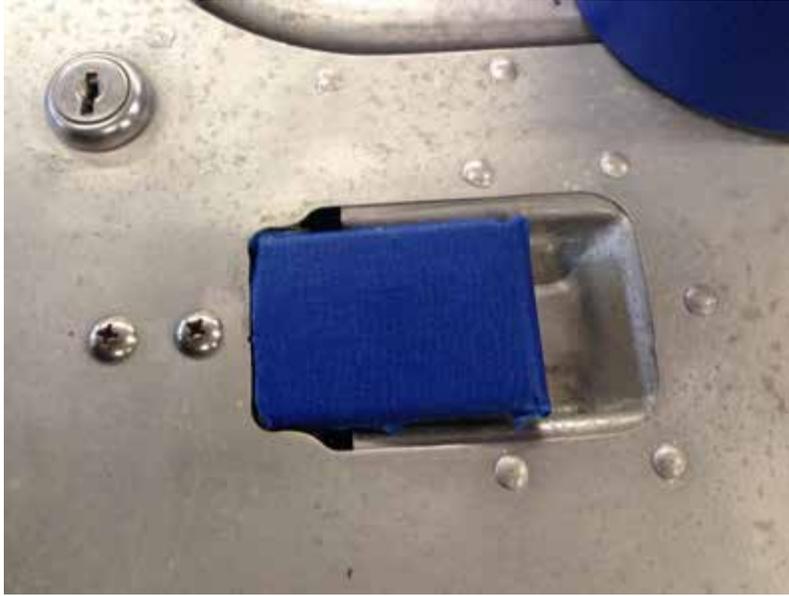
Look inside at the handle shaft and you will see the control arm end that is pinned to the shaft arm with a cotter. In the picture, this is a '48 shaft. Later shafts look different and you may not be able to see the cotter you must remove from the pin to disengage the control arm.



Here is what your trying to do.



Remove the two screws or rivets if you find them shown at the arrow.



Use some painter tape to mask off your handle or the paint WILL be scraped off of it removing the latch. Remove the two screws to the left of the handle. These screws may be rivets if your mechanism was never removed and if so the rivets will need to be removed. If you have rivets, I'd replace them with screws.



Go to the door jam. Move any weather stripping away to open up an area to remove the latch. Remove the 6 screws you see. If yours is still the original rivets, those will have to be removed and you will want to replace those with screws.

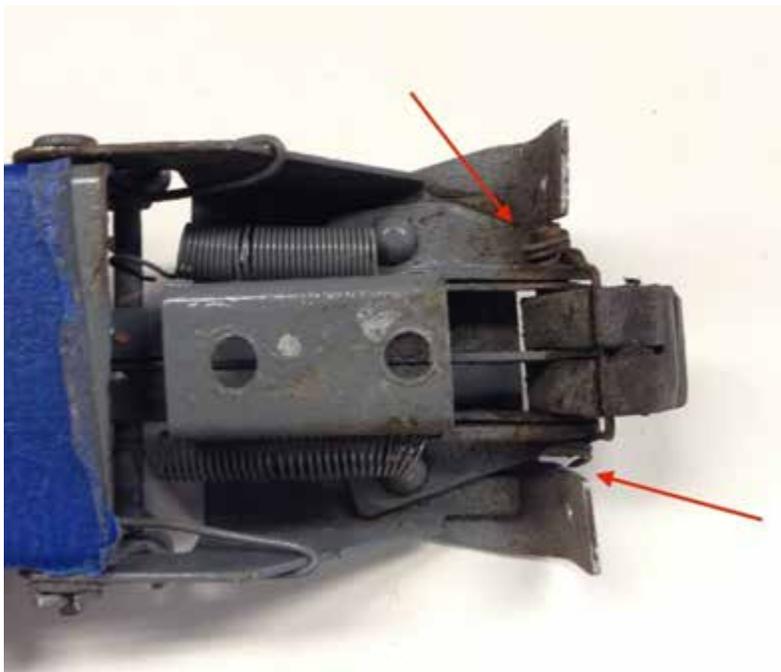




Grab the latch mech., with a pick or needle nose and pull the latch out. Pushing the outside handle helps with this. It will be tight.



Now that you have the latch out it's a good time to take several pictures of it. This thing, should you take it apart more than I describe, can be a puzzle to figure out how it goes back together.



See the old spring at the arrows. It rides on a bar. You must remove the bar to remove the old spring and replace it with new. Carefully bend those tabs that hold the jam plate on, just out of the way. You will note my latch mechanism had some home brew coil springs cobbled into it. This is common. I just left them in mine.



Slide out the pin



I found it easiest to put the pin back in and get one side of the spring on then push the bar to the other side and get the other side on. The spring rides in the groove of the catch. Needle nose pliers, a pick and patience are your friend here.



Bend the tabs back whe you have it in



Reverse the steps to reinstall. But before you start, look in the door and you will see a slot that the control rod must go through going back in.

I don't know what you will find, screws or rivets holding this all together on your airplane. I replace all rivets that must be removed with screws some with tinermans and others without if the hole is the right size and the screw tightens up.