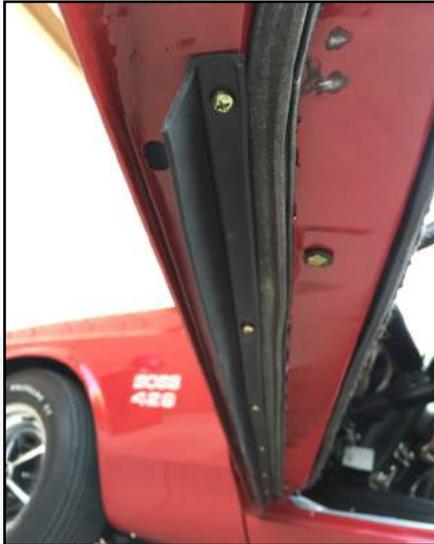


1969 and 1970 Lower Door Seals



Restoration Detail

MARCUS ANGHEL



One of the most common missing parts on a 1969 Mustang or Cougar today is the lower weatherstrip seals on the doors. These seals were added to cars to keep dirt and moisture from entering but usually are missing or damaged even on original low mileage cars today. And because most people do not realize they are missing they are usually not put back on during the restoration process. This quick guide here will show some examples and the correct installation and mounting hardware for the seals.

The lower weatherstrip seal itself was listed under the Ford part number of C9ZZ-6520272-A. This same part was used to service Mustang, Boss, Shelby, and Cougar applications. The seal was supposed to be installed on all cars with the exception of those cars with rocker panel mouldings where it was not installed. It seems Ford was worried the seal would catch on the rocker moulding area so left them off on those cars equipped with the mouldings. However all other cars should have had them installed. The easiest way to determine if the seal should be installed on your car is to look for the 7 drilled holes in the bottom of the door where the seal would have been attached. If the holes are there, then you should install a seal.

1970 Mach 1 shown here (courtesy of Scott Hollenbeck) with the rocker moulding trim and the rare rocker moulding filler strip. When ever there was any rocker moulding installed on a 1969 or a 1970 the weatherstrip seal would have been deleted.



Original Door seals



This shows what's typically what's left on a car if it still has any of the door seal and the mounting hardware in place. The channel of the seal is still in place but the sweep is long been torn off or fell off.

Original Pilot Holes

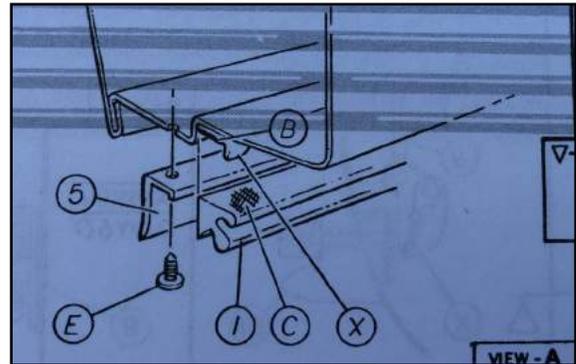


Many original doors still have the pilot holes visible where the seal would have been installed. Shown here is Bob Perkins original 1969 50 mile Mach 1 on the left and a 1970 door on the right. Note how small the pilot holes are.



Original Mounting Hardware: The original mounting hardware that should have been used was specified as a 383379-S100 screw and washer in the assembly manual. Although this should have been used, other type screws were used as well as shown here. Typical finish seems to have been a zinc dichromate as pictured here on this original low mileage Boss429 on the left.

Installation



As shown in the pictures here make sure to remember to have the sweep of the seal on the outside. The seal can easily be installed backwards if not paying attention to this detail.

Reproduction Seals:

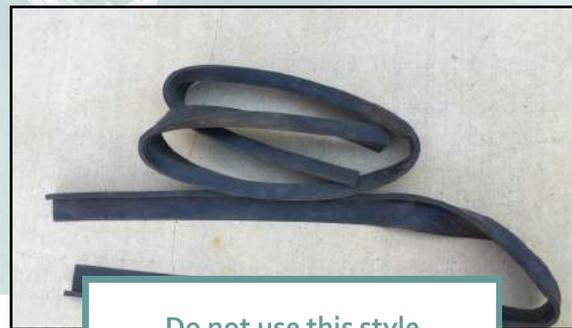
Side by side comparisons show the original NOS weatherstrip and the reproduction mentioned here. Reproduction has the rigid channel like the originals, pre-drilled holes and the grooves in the rubber like originals.



NOS

Correct
Reproduction

Note: The best and most accurate reproduction I have been able to find is made and sold by Chris Brown, cbrownmustangs@hotmail.com or at 573-754-6940 or 573-754-2680. These are molded exactly like the originals and fit perfect and a great addition to any car that needs these.



Do not use this style

ANGHEL RESTORATIONS

Marcus Anghel
Scottsdale Arizona

Phone: 602 628 2522

Website: www.anghelrestorations.com

E-mail: marcus@anghelrestorations.com

Shown here is reproductions that have been for sale the last few years that you do not want to use. Notice how soft and flexible the rubber is has no pre-drilled holes. When installed on a car it does not fit or look correct because of this.