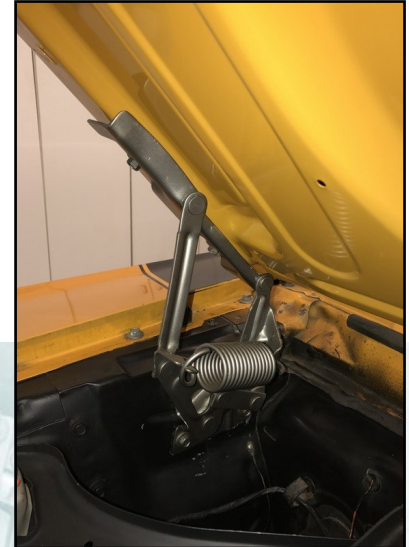


1965 to 1970 Hood Hinges and Springs

MARCUS ANGHEL



The original style hood hinges that were used on Mustangs, Shelby's, and Cougars between 1964 1/2 and 1970 are similar, and in some cases interchangeable. This guide will help identify the differences and show the details to look for on factory original hinges and springs. The hood hinges came in three basic designs during those years as listed below. The hood hinge springs came in four different styles also listed below.

Hood Hinges

Years	Left Side	Right Side
1965 to 1966	C3OZ-16797-A	C3OZ-16796-A
1967 to 1968	C7ZZ-16797-A (Replaced by C9ZZ version in mid to late 1968 model year)	C7ZZ-16796-A (Replaced by C9ZZ version in mid to late 1968 model year)
1969 to 1970	C9ZZ-16797-A	C9ZZ-16796-A

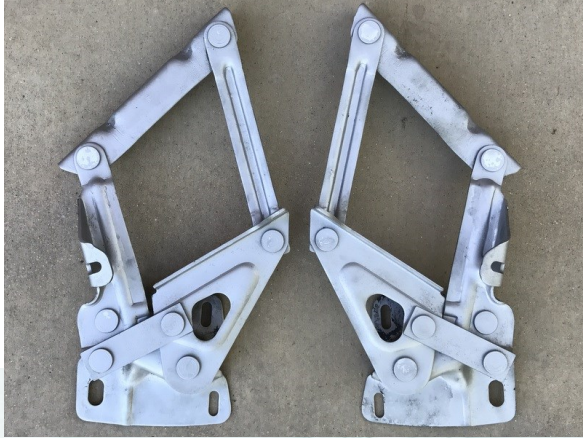
Hood Hinge Springs**

1965 to 1970 Mustang	C3OZ-16789-A
1965 and 1966 Shelby	S1MS-16789-A
1967 and 1968 Shelby	S7MS-16789-B
1970 Cougar	DOWY-16789-A

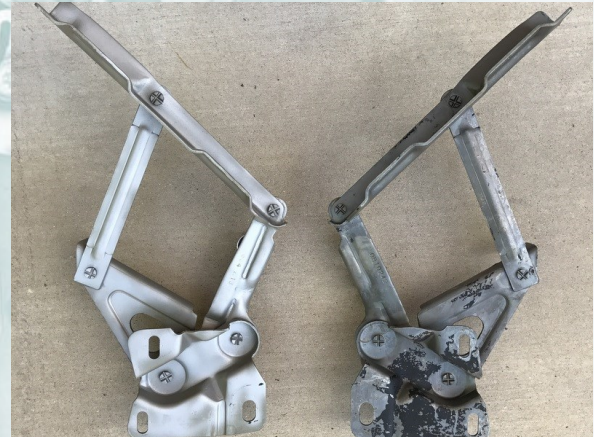
**See full description on following pages

Hood Hinges

1965-1966: Easiest of the three groups of hood hinges to identify the hood hinges for 1965 and 1966 are not interchangeable with any other years. Early hood hinges on 1964 1/2 car may have been painted black before they were installed with phosphate finish being used after that. Originals have X rivets and most have date codes.



1967-1968: Second generation of hood hinges, the 1967/1968 version was used until 1968. Change over date from the C7 version to the C9 version started around March of 1968. During that time you can find some cars with both version hood hinges on the same car. After that, eventually all service parts were the C9ZZ version (below) as they are interchangeable. Originals have X rivets and most have date codes.



1969-1970: The third generation of hood hinges, the C9ZZ version has a completely different arm for extra hood to hinge clearance that was needed. The X rivet design was used until early 1970 production when the dished version rivet started to appear and was used for all service replacements after that. Most originals have date codes.



Date codes

Most original hood hinges will have date codes stamped on them that will precede the build date of the car in the same range as other stamped sheetmetal parts. Although this is typical, not all original hood hinges have date codes. When present they would be stamped on one of the arms (especially 65/66 versions), or the hood support piece, or both. If they are stamped in two locations the date codes would be within a few days or weeks of each other and not common to be exactly the same date. Stampings are a month/day format and do not include the year. Many of the arms will be stamped with an OB which is manufacturer stamping and not part of the date code. See examples below.



OB10242 = OB (manufacturer stamp), October 24, second shift.



10 20 3 = October 20, third shift



1 12 D3 = January 12, third shift



OB1 6D3 = January 6, third shift



11 4 D2 = November 4, second shift



6 9 2 = June 9 second shift

6 28 2 = June 28 second shift



OB4 213 = OB (manufacturer stamp), April 21, third shift



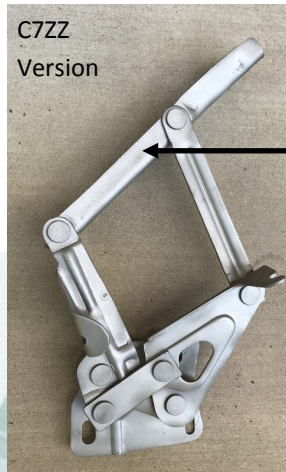
OB11153 = November 15, third shift



OB10242 = October 24, second shift

C7ZZ vs C9ZZ Hood Hinges

The two versions of hood hinges that are most commonly mistaken for each other are the C7ZZ version that originally came on cars in 1967/1968 and the C9ZZ version that was made for 69/70 cars but also served as a replacement for the C7ZZ version. The two versions are identical—with one key difference. The top arm was cut differently for clearance that was needed for the 69/70 hoods. Side by side photos below show the difference to make it easy to spot these.



C7ZZ
Version

Difference is in
these two
arms



C9ZZ
Version



Installed C9ZZ hood hinge on
1970 Mustang shows why
extra clearance is needed

Rivets

There is two different rivet styles that are referred to on the hood hinges. These are commonly called the “X-rivet” and the “Dished rivet” style. But to be technically correct, the rivets themselves are exactly the same only the method in which the rivets were punched on installation changed. Original hood hinges manufactured until early 1970 model year had a X pattern stamped on the tail end of the rivet. The change did not occur with the actual model year but some time in early 1970 production year. Then after that the dished rivet style was used and on all service replacements there after. The pictures below show the difference between the two.



Finish

The correct finish on hood hinges is a phosphate and oil finish as shown. Exception would be some early 1964 1/2 hinges that may have been painted black. On some unrestored original hinges you can sometimes actually see a different finish on the rivets themselves such as a zinc or zinc dichromate finish.

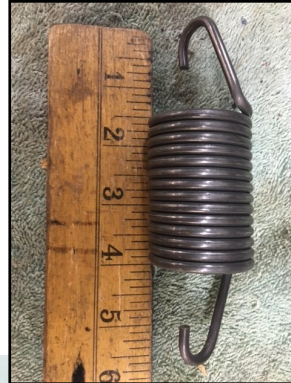


Hood Hinge Springs

There is a few different versions of hood hinge springs that were used during the years covered here. As a default all Mustangs, Shelby's and Cougars used a C3OZ-16796-A spring with the exceptions listed below. The only cars that did not have any hood springs at all were some very early Shelby's.



Standard C3OZ-16796-A spring. Used on all regular Mustangs including 66 Shelby's with steel hoods, and early 67 Shelby with steel frame hoods.



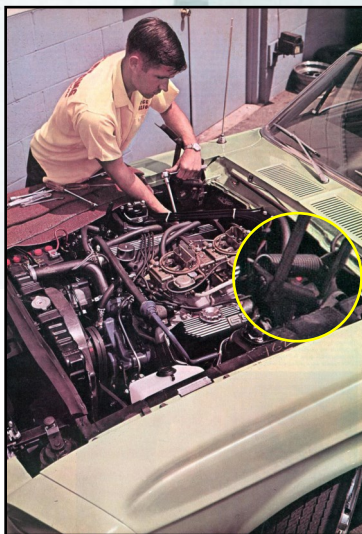
Special Shelby spring S1MS-16796-A was commonly used on cars that had fiberglass hoods (both sides) or cars that had steel frame with fiberglass hoods (on one side only). Overall length is about 5 1/2 inches.



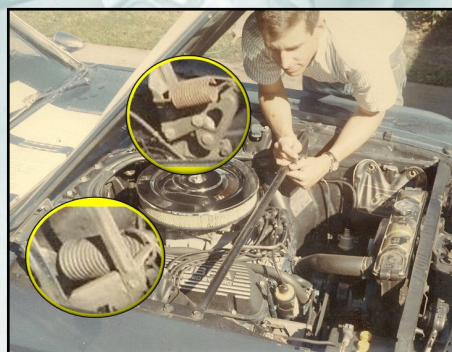
Special Shelby spring S7MS-16796-B was commonly used on 1967 Shelby (all fiberglass hood cars). Overall length is about 6 inches



Special one year only 1970 Cougar spring DOWY-16796-A measures 4 55/64 inches long



Vintage 1967 GT500 engine bay. Note springs in photo.



Vintage December 1966 photo—note one small spring drivers side and one large on passenger side.

Special Thanks to those who helped here with their expertise and time:

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