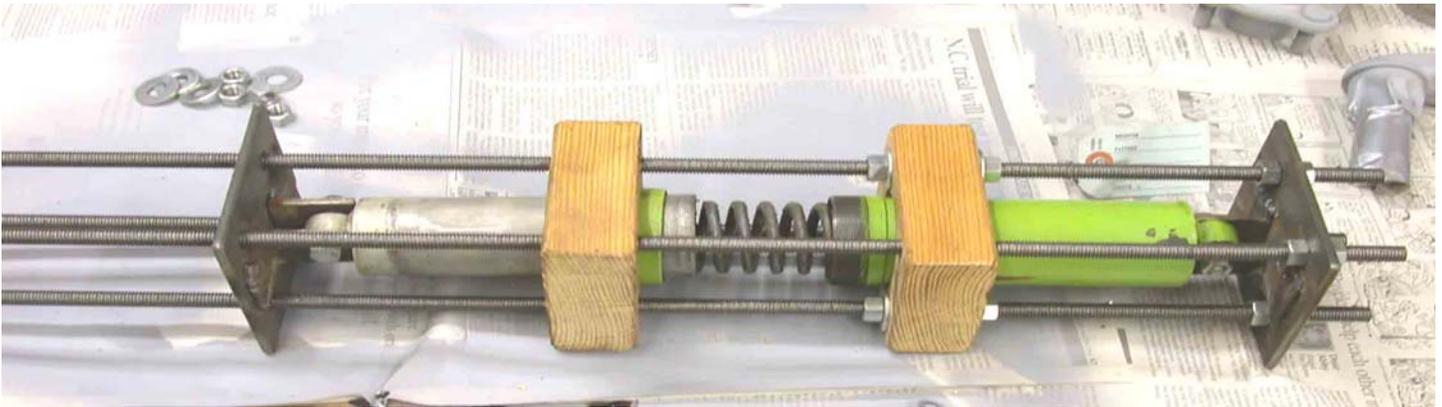


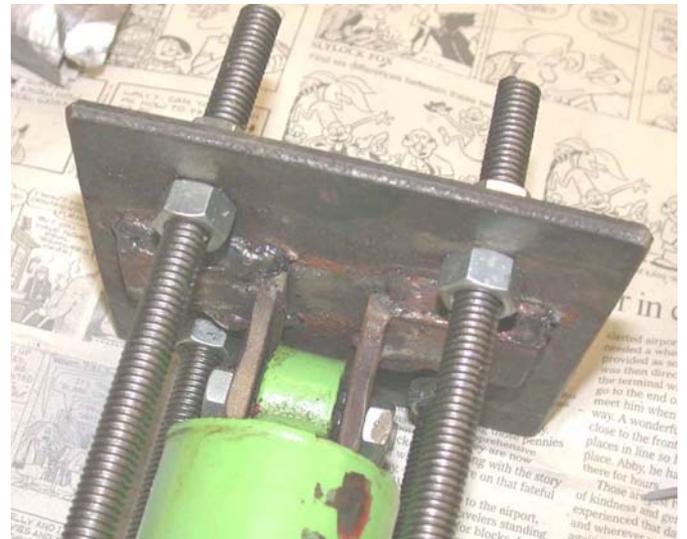
## DOOR SPRING COMPRESSION TOOL

Bill Rogers

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This tool is used to disassemble and reassemble the large door spring for either the Isetta 300 or BMW 600. The picture above shows an Isetta 300 spring in the tool with the spring in the un-compressed state. If a 600 spring was installed the full length of the threaded rods would be used.



The tool consists of (4) 3/8" threaded rods 32" long, (2) steel plates with (2) 1-1/2" angle iron brackets welded on to each plate. The (2) angle irons have a 5/16" hole drilled in such a manner to allow the ends of the spring housing to be secured to each steel plate.

The plates measure 4" x 4" x 1/8" thick. It has (4) 13/32" holes drilled on 2-1/4" centers. The threaded rods are secured through these holes on the stationary plate, while the opposite plate is used to compress the spring.



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Between the (2) steel end plates are (2) wooden block made from 2" x 4" lumber. The blocks measure 4" long. Each has a 2-1/8" hole drilled in the center of the block. Also, there are (4) 25/64" holes on 2-1/4" centers.



When using the tool, (1) steel plate is secured at one end, (1) wooden block is secured near the top of the painted end of the spring housing. The other wooden block and steel plate slide towards the stationary block / plate as the nuts on the threaded rod are tighten. The wooden block that is not secured must be moved by hand as the spring is compressed.

**When working on BMW 600 door springs, it is recommended that (3) wooden blocks be used.**

To the right is a photo of the BMW 600 door spring (top) and the Isetta 300 door spring (bottom) shown disassembled. Between the two springs are gas struts that can be fitted inside the spring housing to provide sufficient boost to keep the heaviest door open.



If you are having trouble with your door staying open, you might consider installing one of these gas struts. On the Isetta 300 you can purchase one made to fit into the spring housing directly from Werner Schwark at

[isettas@bellsouth.net](mailto:isettas@bellsouth.net)

or you can make an off the shelf one fit by following the instructions below.

The following information on the source and application was provided by Carl Smith:

## DOOR SPRING COMPRESSION TOOL

I originally pursued this idea after reading John Jensen's discussion in his book. John indicated the strut for the Isetta cylinder needed to be 10 1/2 inches long and compress a minimum of 3 1/2 inches for the door to close. I found the Mightylift F95014 (Application - '80 - '85 Seville trunks) to be very close. The stroke was fine, but I had to cut a little from one end to reduce the overall length. This can be seen in the photo. I had access to the dimensions of all the Mightylift struts at the time and picked this as the closest.

The 600 strut is Mightylift D95004 (Application - '86-'94 Dodge Shadow/Plymouth Sundance rear hatch w/o spoiler). It fits with no modifications.

**Be extremely careful in opening and re-compressing these spring cylinders. They are under a LOT of pressure and can easily come flying out!**