






Chapter 11

Bodywork and fittings

Contents

Body exterior fittings - removal and refitting	25	Interior mirror - removal and refitting	28
Bonnet - removal and refitting	7	Interior trim panels - removal and refitting	32
Bonnet lock - removal and refitting	9	Maintenance - bodywork and underframe	2
Bonnet release cable - removal and refitting	8	Maintenance - upholstery and carpets	3
Boot lid (Cabriolet models) - removal and refitting	17	Major body damage - repair	5
Bumper components - removal and refitting	6	Minor body damage - repair	4
Central door locking system components - removal and refitting	18	Power-operated folding roof - fluid level checking and bleeding	23
Centre console - removal and refitting	30	Power-operated folding roof components - removal and refitting	24
Doors - removal and refitting	12	Radiator grille - removal and refitting	10
Door handle and lock components - removal and refitting	13	Rear parcel shelf - removal and refitting	29
Door trim panel - removal and refitting	11	Seats - removal and refitting	26
Door window glass and regulator - removal and refitting	14	Seat belts - removal and refitting	27
Exterior mirror - removal and refitting	19	Seat belt check	See Chapter 1
Facia - removal and refitting	33	Sunroof components - removal, refitting and adjustment	21
Folding roof (Cabriolet models) - removal and refitting	22	Tailgate - removal and refitting	15
General description	1	Tailgate/boot lid lock and cylinder - removal and refitting	16
Glove compartment - removal and refitting	31	Windscreen and fixed window glass - removal and refitting	20
Hinge and lock check and lubrication	See Chapter 1		

Degrees of difficulty

Easy, suitable for novice with little experience		Fairly easy, suitable for beginner with some experience		Fairly difficult, suitable for competent DIY mechanic		Difficult, suitable for experienced DIY mechanic		Very difficult, suitable for expert DIY or professional	
--	---	---	---	---	---	--	---	---	---

Specifications

Torque wrench setting	Nm	lbf ft
All seat belt anchor bolts	29 to 41	21 to 30

1 General description

The body is of welded steel construction available in 3 or 5-door Hatchback, 3 or 5-door Estate, soft-top Cabriolet, or Van configurations.

The body is of monocoque construction and is of energy-absorbing design.

Rust and corrosion protection is applied to all new vehicles and includes zinc phosphate dipping and wax injection of box sections and door interiors.

All body panels are welded, including the front wings, so it is recommended that major body damage repairs are left to your dealer.

2 Maintenance - bodywork and underframe

The general condition of a vehicle's bodywork is the one thing that significantly affects its value. Maintenance is easy but needs to be regular. Neglect, particularly after minor damage, can lead quickly to further deterioration and costly repair bills. It is important also to keep watch on those parts of the vehicle not immediately visible, for instance the underside, inside all the wheel arches and the lower part of the engine compartment.

The basic maintenance routine for the bodywork is washing preferably with a lot of water, from a hose. This will remove all the loose solids which may have stuck to the

vehicle. It is important to flush these off in such a way as to prevent grit from scratching the finish. The wheel arches and underframe need washing in the same way to remove any accumulated mud which will retain moisture and tend to encourage rust. Paradoxically enough, the best time to clean the underframe and wheel arches is in wet weather when the mud is thoroughly wet and soft. In very wet weather the underframe is usually cleaned of large accumulations automatically and this is a good time for inspection.

Periodically, except on vehicles with a wax-based underbody protective coating, it is a good idea to have the whole of the underframe of the vehicle steam cleaned, engine compartment included, so that a thorough inspection can be carried out to see what minor

11•2 Bodywork and fittings

repairs and renovations are necessary. Steam cleaning is available at many garages and is necessary for removal of the accumulation of oily grime which sometimes is allowed to become thick in certain areas. If steam cleaning facilities are not available, there are one or two excellent grease solvents available which can be brush applied. The dirt can then be simply hosed off. Note that these methods should not be used on vehicles with wax-based underbody protective coating or the coating will be removed. Such vehicles should be inspected annually, preferably just prior to winter, when the underbody should be washed down and any damage to the wax coating repaired. Ideally, a completely fresh coat should be applied. It would also be worth considering the use of such wax-based protection for injection into door panels, sills, box sections, etc., as an additional safeguard against rust damage where such protection is not provided by the vehicle manufacturer.

After washing paintwork, wipe off with a chamois leather to give an unspotted clear finish. A coat of protective wax polish will give added protection against chemical pollutants in the air. If the paintwork sheen has dulled or oxidised, use a cleaner/polisher combination to restore the brilliance of the shine. This requires a little effort, but such dulling is usually caused because regular washing has been neglected. Care needs to be taken with metallic paintwork, as special non-abrasive cleaner/polisher is required to avoid damage to the finish. Always check that the door and ventilator opening drain holes and pipes are completely clear so that water can be drained out. Bright work should be treated in the same way as paint work. Windscreens and windows can be kept clear of the smeary film which often appears, by the use of a proprietary glass cleaner. Never use any form of wax or other body or chromium polish on glass.

3 Maintenance - upholstery and carpets

Mats and carpets should be brushed or vacuum cleaned regularly to keep them free of grit. If they are badly stained remove them from the vehicle for scrubbing or sponging and make quite sure they are dry before refitting. Seats and interior trim panels can be kept clean by wiping with a damp cloth and upholstery cleaner. If they do become stained (which can be more apparent on light coloured upholstery) use a little liquid detergent and a soft nail brush to scour the grime out of the grain of the material. Do not forget to keep the headlining clean in the same way as the upholstery. When using liquid cleaners inside the vehicle do not over-wet the surfaces being cleaned. Excessive damp could get into the seams and padded interior causing stains, offensive odours or even rot. If the inside of the vehicle gets wet accidentally it is worthwhile taking some trouble to dry it out properly, particularly where carpets are involved. Do not leave oil or electric heaters inside the vehicle for this purpose.

4 Minor body damage - repair

Note: For more detailed information about bodywork repair, Haynes Publishing produce a book by Lindsay Porter called *"The Car Bodywork Repair Manual"*. This incorporates information on such aspects as rust treatment painting and glass fibre repairs, as well as details on more ambitious repairs involving welding and panel beating.

Repair of minor scratches in bodywork

If the scratch is very superficial, and does not penetrate to the metal of the bodywork, repair is very simple. Lightly rub the area of the scratch with a paintwork renovator, or a very fine cutting paste, to remove loose paint from the scratch and to clear the surrounding bodywork of wax polish. Rinse the area with clean water.

Apply touch-up paint to the scratch using a fine paint brush; continue to apply fine layers of paint until the surface of the paint in the scratch is level with the surrounding paintwork. Allow the new paint at least two weeks to harden: then blend it into the surrounding paintwork by rubbing the scratch area with a paintwork renovator or a very fine cutting paste. Finally, apply a coat of wax polish.

Where the scratch has penetrated right through to the metal of the bodywork, causing the metal to rust, a different repair technique is required. Remove any loose rust from the bottom of the scratch with a penknife, then apply rust inhibiting paint to prevent the formation of rust in the future. Using a rubber or nylon applicator, fill the scratch with bodystopper paste. If required, this paste can be mixed with cellulose thinners to provide a very thin paste which is ideal for filling narrow scratches. Before the stopper-paste in the scratch hardens, wrap a piece of smooth cotton rag around the top of a finger. Dip the finger in cellulose thinners, and then quickly sweep it across the surface of the stopper-paste in the scratch; this will ensure that the surface of the stopper-paste is slightly hollowed. The scratch can now be painted over as described earlier in this Section.

Repair of dents in bodywork

When deep denting of the vehicle's bodywork has taken place, the first task is to pull the dent out, until the affected bodywork almost attains its original shape. There is little point in trying to restore the original shape completely, as the metal in the damaged area will have stretched on impact and cannot be reshaped fully to its original contour. It is better to bring the level of the dent up to a point which is about 1/8 in (3 mm) below the level of the surrounding bodywork. In cases where the dent is very shallow anyway, it is not worth trying to pull it out at all. If the underside of the dent is accessible, it can be hammered out gently from behind, using a

mallet with a wooden or plastic head. Whilst doing this, hold a suitable block of wood firmly against the outside of the panel to absorb the impact from the hammer blows and thus prevent a large area of the bodywork from being "belled out".

Should the dent be in a section of the bodywork which has a double skin or some other factor making it inaccessible from behind, a different technique is called for. Drill several small holes through the metal inside the area - particularly in the deeper section. Then screw long self-tapping screws into the holes just sufficiently for them to gain a good purchase in the metal. Now the dent can be pulled out by pulling on the protruding heads of the screws with a pair of pliers.

The next stage of the repair is the removal of the paint from the damaged area, and from an inch or so of the surrounding "sound" bodywork. This is accomplished most easily by using a wire brush or abrasive pad on a power drill, although it can be done just as effectively by hand using sheets of abrasive paper. To complete the preparation for filling, score the surface of the bare metal with a screwdriver or the tang of a file, or alternatively, drill small holes in the affected area. This will provide a really good "key" for the filler paste.

To complete the repair see the Section on filling and re-spraying.

Repair of rust holes or gashes in bodywork

Remove all paint from the affected area and from an inch or so of the surrounding "sound" bodywork, using an abrasive pad or a wire brush on a power drill. If these are not available a few sheets of abrasive paper will do the job just as effectively. With the paint removed you will be able to gauge the severity of the corrosion and therefore decide whether to renew the whole panel (if this is possible) or to repair the affected area. New body panels are not as expensive as most people think and it is often quicker and more satisfactory to fit a new panel than to attempt to repair large areas of corrosion.

Remove all fittings from the affected area except those which will act as a guide to the original shape of the damaged bodywork (eg headlamp shells etc). Then, using tin snips or a hacksaw blade, remove all loose metal and any other metal badly affected by corrosion. Hammer the edges of the hole inwards in order to create a slight depression for the filler paste.

Wire brush the affected area to remove the powdery rust from the surface of the remaining metal. Paint the affected area with rust inhibiting paint; if the back of the rusted area is accessible treat this also.

Before filling can take place it will be necessary to block the hole in some way. This can be achieved by the use of aluminium or plastic mesh, or aluminium tape.

Aluminium or plastic mesh or glass fibre matting is probably the best material to use for a large hole. Cut a piece to the approximate size and shape of the hole to be

filled, then position it in the hole so that its edges are below the level of the surrounding bodywork. It can be retained in position by several blobs of filler paste around its periphery.

Aluminium tape should be used for small or very narrow holes. Pull a piece off the roll and trim it to the approximate size and shape required, then pull off the backing paper (if used) and stick the tape over the hole; it can be overlapped if the thickness of one piece is insufficient. Burnish down the edges of the tape with the handle of a screwdriver or similar, to ensure that the tape is securely attached to the metal underneath.

Bodywork repairs - filling and re-spraying

Before using this Section, see the Sections on dent, deep scratch, rust holes and gash repairs.

Many types of bodyfiller are available, but generally speaking those proprietary kits which contain a tin of filler paste and a tube of resin hardener are best for this type of repair. A wide, flexible plastic or nylon applicator will be found invaluable for imparting a smooth and well contoured finish to the surface of the filler.

Mix up a little filler on a clean piece of card or board - measure the hardener carefully (follow the maker's instructions on the pack) otherwise the filler will set too rapidly or too slowly. Using the applicator apply the filler paste to the prepared area; draw the applicator across the surface of the filler to achieve the correct contour and to level the filler surface. As soon as a contour that approximates to the correct one is achieved, stop working the paste - if you carry on too long the paste will become sticky and begin to "pick up" on the applicator. Continue to add thin layers of filler paste at twenty-minute intervals until the level of the filler is just proud of the surrounding bodywork.

Once the filler has hardened, excess can be removed using a metal plane or file. From then on, progressively finer grades of abrasive paper should be used, starting with a 40 grade production paper and finishing with 400 grade wet-and-dry paper. Always wrap the abrasive paper around a flat rubber, cork, or wooden block - otherwise the surface of the filler will not be completely flat. During the smoothing of the filler surface the wet-and-dry paper should be periodically rinsed in water. This will ensure that a very smooth finish is imparted to the filler at the final stage.

At this stage the "dent" should be surrounded by a ring of bare metal, which in turn should be encircled by the finely "feathered" edge of the good paintwork. Rinse the repair area with clean water, until all of the dust produced by the rubbing-down operation has gone.

Spray the whole repair area with a light coat of primer - this will show up any imperfections in the surface of the filler. Repair these imperfections with fresh filler paste or bodystopper, and once more smooth the surface with abrasive paper. If bodystopper is

used, it can be mixed with cellulose thinners to form a really thin paste which is ideal for filling small holes. Repeat this spray and repair procedure until you are satisfied that the surface of the filler, and the feathered edge of the paintwork are perfect. Clean the repair area with clean water and allow to dry fully.

The repair area is now ready for final spraying. Paint spraying must be carried out in a warm, dry, windless and dust free atmosphere. This condition can be created artificially if you have access to a large indoor working area, but if you are forced to work in the open, you will have to pick your day very carefully. If you are working indoors, dousing the floor in the work area with water will help to settle the dust which would otherwise be in the atmosphere. If the repair area is confined to one body panel, mask off the surrounding panels; this will help to minimise the effects of a slight mis-match in paint colours. Bodywork fittings (eg chrome strips, door handles etc) will also need to be masked off. Use genuine masking tape and several thicknesses of newspaper for the masking operations.

Before commencing to spray, agitate the aerosol can thoroughly, then spray a test area (an old tin, or similar) until the technique is mastered. Cover the repair area with a thick coat of primer; the thickness should be built up using several thin layers of paint rather than one thick one. Using 400 grade wet-and-dry paper, rub down the surface of the primer until it is really smooth. While doing this, the work area should be thoroughly doused with water, and the wet-and-dry paper periodically rinsed in water. Allow to dry before spraying on more paint.

Spray on the top coat, again building up the thickness by using several thin layers of paint. Start spraying in the centre of the repair area and then work outwards, with a side-to-side motion, until the whole repair area and about 2 inches of the surrounding original paintwork is covered. Remove all masking material 10 to 15 minutes after spraying on the final coat of paint.

Allow the new paint at least two weeks to harden, then, using a paintwork renovator or a very fine cutting paste, blend the edges of the paint into the existing paintwork. Finally, apply wax polish.

Plastic components

With the use of more and more plastic body components by the vehicle manufacturers (eg bumpers, spoilers, and in some cases major body panels), rectification of more serious damage to such items has become a matter of either entrusting repair work to a specialist in this field, or renewing complete components. Repair of such damage by the DIY owner is not really feasible owing to the cost of the equipment and materials required for effecting such repairs. The basic technique involves making a groove along the line of the crack in the plastic using a rotary burr in a

power drill. The damaged part is then welded back together by using a hot air gun to heat up and fuse a plastic filler rod into the groove. Any excess plastic is then removed and the area rubbed down to a smooth finish. It is important that a filler rod of the correct plastic is used, as body components can be made of a variety of different types (eg polycarbonate, ABS, polypropylene).

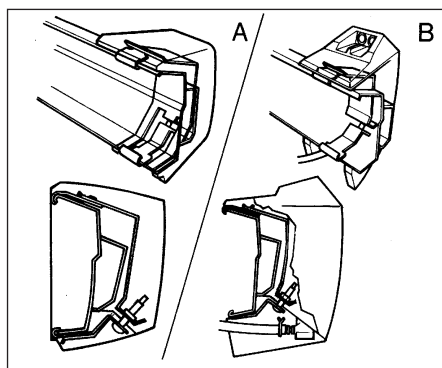
Damage of a less serious nature (abrasions, minor cracks etc) can be repaired by the DIY owner using a two-part epoxy filler repair material. Once mixed in equal proportions, this is used in similar fashion to the bodywork filler used on metal panels. The filler is usually cured in twenty to thirty minutes, ready for sanding and painting.

If the owner is renewing a complete component himself, or if he has repaired it with epoxy filler, he will be left with the problem of finding a suitable paint for finishing which is compatible with the type of plastic used. At one time the use of a universal paint was not possible owing to the complex range of plastics encountered in body component applications. Standard paints, generally speaking, will not bond to plastic or rubber satisfactorily, but paints to match any plastic or rubber finish can be obtained from dealers. However, it is now possible to obtain a plastic body parts finishing kit which consists of a pre-primer treatment, a primer and coloured top coat. Full instructions are normally supplied with a kit, but basically the method of use is to first apply the pre-primer to the component concerned and allow it to dry for up to 30 minutes. Then the primer is applied and left to dry for about an hour before finally applying the special coloured top coat. The result is a correctly coloured component where the paint will flex with the plastic or rubber, a property that standard paint does not normally possess.

5 Major body damage - repair



Where serious damage has occurred or large areas need renewal due to neglect, it means that completely new sections or panels will need welding in, and this is best left to professionals. If the damage is due to impact, it will also be necessary to completely check the alignment of the bodyshell structure. Due to the principle of construction, the strength and shape of the whole car can be affected by damage to one part. In such instances the service of a dealer with specialist checking jigs are essential. If a body is left misaligned, it is first of all dangerous, as the car will not handle properly, and secondly uneven stresses will be imposed on the steering, engine and transmission, causing abnormal wear or complete failure. Tyre wear may also be excessive.



6.1 Bumper override details - pre-1986 models

A Without headlamp washer
B With headlamp washer

6 Bumper components - removal and refitting

Bumper overrides

Removal

1 On pre-1986 models the override is held to the bumper by a clamp screw. Find this screw on the underside of the bumper and release it - the override can then be withdrawn (see illustration). If headlamp washers are fitted, disconnect the fluid hose as the override is withdrawn.

2 On models from 1986 onwards the bumper assembly must be removed for access. Once this is done undo the two nuts (or single screw on XR3i models) and remove the override.

Refitting

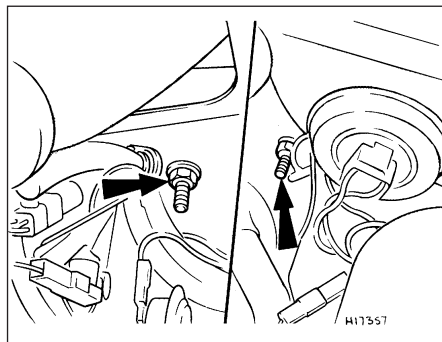
3 In all cases refitting is a reversal of removal.

Bumper moulding (pre-1986 models)

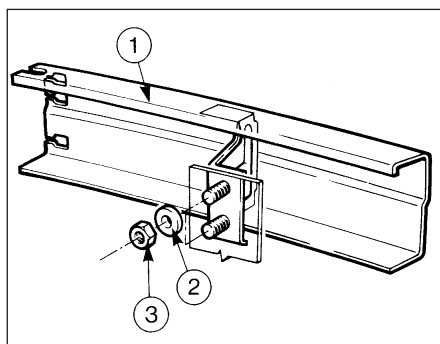
Removal

4 Where so equipped, remove the overrides as described previously in this Section.

5 Release the moulding from the bumper by compressing the jaws of the retaining clips inside the bumper.



6.14 Front bumper retaining nuts in engine compartment - 1986 models onwards



6.8 Front bumper attachments - pre-1986 models

1 Bumper bar
2 Washer
3 Retaining nut

6 Slide the moulding from the end retainers, noting that the front bumper moulding is in two parts.

Refitting

7 To refit, push the moulding into position and fully engage the clips.

Front bumper

Pre-1986 models

Removal

8 To remove the bumper complete, open the bonnet and unscrew the bumper securing nuts from each end of the bumper (see illustration).

9 Withdraw the bumper from the vehicle.

10 Release the locking tangs using pliers, and pull or tap the quarter section free using a piece of soft wood to prevent damage. If required the quarter section end retaining clips can be removed from the body by twisting through 90° and pulling free.

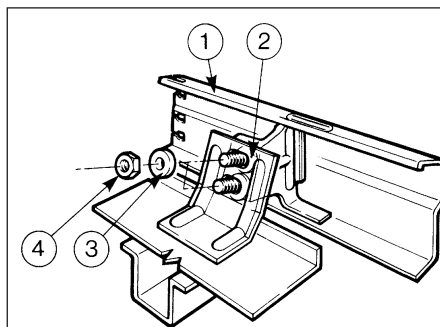
Refitting

11 Reassembly and refitting are reversals of removal and dismantling.

Models from 1986 onwards

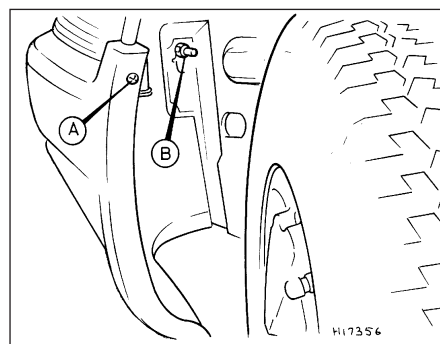
Removal

12 Undo the single screw each side securing the bumper to the edge of the wheel arch.



6.17 Rear bumper attachments - pre-1986 models

1 Bumper bar
2 Mounting bracket
3 Washer
4 Fixing nut



6.13 Front bumper-to-arch screw (A) and retaining nut (B) - 1986 models onwards

13 From under the wheel arch, undo the single bumper retaining nut on each side (see illustration). On models with wheel arch liners, to improve access to the securing nuts, if desired the wheel arch liners and/or the windscreen washer reservoir can be removed.

14 From within the engine compartment undo the single nut each side securing the bumper to the front body panel (see illustration).

15 Carefully withdraw the bumper from the front of the car.

Refitting

16 Refitting is the reversal of removal.

Rear bumper

Pre-1986 models except Van

Removal

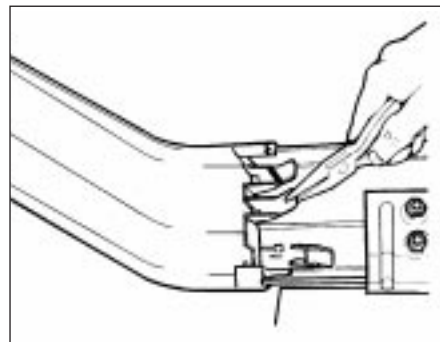
17 To remove the bumper complete, open the tailgate and unscrew the bumper securing nuts from each end of the bumper (see illustration).

18 Withdraw the bumper from the vehicle, and disconnect the number plate wiring plugs.

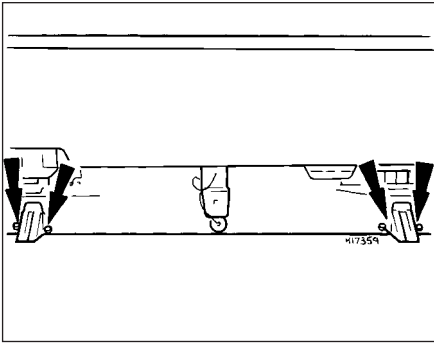
19 Release the locking tangs using pliers as shown, and pull or tap the quarter section free using a piece of soft wood to prevent damage (see illustration). If required the quarter section end retaining clips can be removed from the body by twisting through 90° and pulling free.

Refitting

20 Reassembly and refitting are reversals of removal and dismantling.



6.19 Removing rear quarter bumper retaining tangs - pre-1986 models



6.22 Rear bumper attachments in luggage compartment - 1986 models onwards

Models from 1986 onwards except Van

Removal

- 21 Undo the three screws each side securing the bumper to the edge of the wheel arch.
- 22 From inside the luggage compartment undo the two bumper retaining nuts each side (see illustration).
- 23 Disconnect the number plate lamp wiring, ease the sides of the bumper outward and withdraw it from the car.

Refitting

- 24 Refitting is a reversal of removal.

Van models

- 25 To remove either rear quarter bumper, prise out the number plate lamp, disconnect the bulbholder and extract the two Torx screws. Refitting is a reversal of removal.

7 Bonnet - removal and refitting

Removal

- 1 Open the bonnet and support it on its stay.
- 2 Disconnect the screen washer pipe on the underside of the bonnet lid (see illustration).
- 3 Where applicable, disconnect the earth lead from the bonnet.
- 4 Mark round the hinge plates on the underside of the bonnet lid as an aid to refitting.
- 5 With an assistant supporting one side of the



8.3 Bonnet cable attachment at latch and bracket (arrowed)



7.2 Disconnecting the windscreen washer fluid pipe

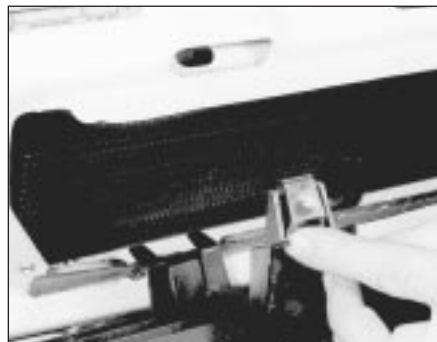
Refitting

- 6 Refit by reversing the removal operations. If a new bonnet is being installed, position it so that an equal gap is provided at each side when it is being closed.
- 7 The bonnet should close smoothly and positively without excessive pressure. If it does not, carry out the following adjustment.
- 8 Screw in the bump stops which are located on the front upper cross rail (see illustration). Close the bonnet and then readjust the bump stops until the bonnet is flush with the wing upper surfaces.
- 9 Adjust the striker centrally in relation to the latch. Release it by unscrewing its pressed steel locknut.
- 10 Screw the striker in or out until the bonnet fully closes under its own weight when allowed to drop from a point 300 mm (12 in) above its released position.

8 Bonnet release cable - removal and refitting

Removal

- 1 Working inside the vehicle, extract the three screws and remove the steering column shroud. Open the bonnet. If the cable is broken, the release latch must be operated using a suitably shaped bar through the grille aperture.



10.1 Radiator grille spring clip - pre-1988 models



7.8 Bonnet bump stop (arrowed)

- 2 Extract the single screw and remove the cable bracket from the steering column.
- 3 Working within the engine compartment, pull the cable grommet from the bonnet latch bracket and then disengage the cable end fitting from the latch (see illustration).
- 4 Unclip the cable from the side of the engine compartment.
- 5 Withdraw the cable through the engine compartment rear bulkhead into the vehicle interior.

Refitting

- 6 Refitting is a reversal of removal.

9 Bonnet lock - removal and refitting

Removal

- 1 Extract the three securing screws from the lock and lower it until the cable can be disconnected.
- 2 Withdraw the lock from below the top rail.

Refitting

- 3 Refit by reversing the removal operations.

10 Radiator grille - removal and refitting

Pre-1988 models

Removal

- 1 The grille is held in position by four spring clips (see illustration).
- 2 Once these clips are released, the grille can be removed from the body panel.

Refitting

- 3 Refit by reattaching the spring clips.

1988 models onwards

- 4 The radiator grille is integral with the bumper moulding, and is removed with the bumper.



11.2a Prise out the plastic insert . . .



11.2b . . . and unscrew the regulator handle



11.4 Unscrew the armrest

11 Door trim panel - removal and refitting



Pre-1986 models

Removal

- 1 On Ghia versions only, remove the panel capping by carefully prising out the retaining clips using a forked tool. This can easily be made from a piece of scrap metal.
- 2 Remove the door window regulator handle. Do this by prising out the plastic insert from the handle and extracting the screw which will now be exposed (see illustrations).
- 3 On vehicles fitted with electrically operated front windows, pull out the switches and

remove the door pocket finisher.

- 4 Remove the door pull/armrest. This is held by two screws (see illustration). On Base models with a door pull only, the end caps will have to be prised up to reveal the screws.

- 5 Push the door lock remote control handle bezel towards the rear of the vehicle to release it from its retaining lugs (see illustration).

- 6 Again using the forked tool, pass it round the edge of the panel between the panel and the door and release each of the panel clips in turn. Lift the panel from the door (see illustration).

Refitting

- 7 Refitting is a reversal of removal.

1986 models onwards

Removal

- 8 Remove the door window regulator handle. Do this by prising out the plastic insert from the handle and extracting the screw now exposed. Remove the washer from behind the handle.

- 9 Prise off the door pull handle capping, undo the three screws and remove the handle (see illustrations). On vehicles with electrically operated windows, pull out the switches and disconnect the wiring.

- 10 Undo the door lock remote control handle bezel retaining screw and remove the bezel (see illustrations).

- 11 Prise out the plastic trim cap and unscrew the lower front panel retaining screw. Unscrew the three remaining screws, one at the upper front and two at the rear of the panel (see illustrations).

- 12 Carefully release the retaining clips at the top of the panel and lift upwards to disengage the lower brackets.

- 13 From 1989, a new foam watershield is fitted under the door trim panel, secured in position by a strip of butyl.

- 14 To remove the watershield, the butyl strip must not be touched with the hands or subsequent adhesion will be impaired.

- 15 If the foam watershield is damaged beyond re-use on removal, all traces of it, and the butyl, must be removed from the door inner skin. The butyl can be removed by "rolling" it up on itself to form a ball.



11.5 Removing the remote control handle bezel



11.6 Removing the door trim panel



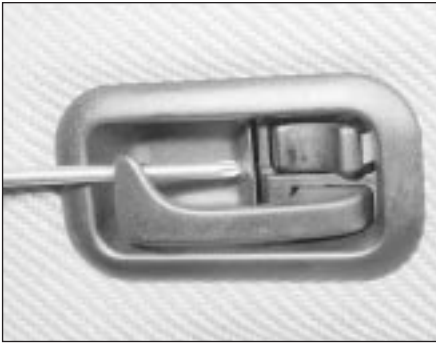
11.9a Prise out the door pull handle capping . . .



11.9b . . . undo the screws . . .



11.9c . . . and remove the handle



11.10a Undo the remote control handle bezel retaining screw . . .



11.10b . . . and remove the bezel



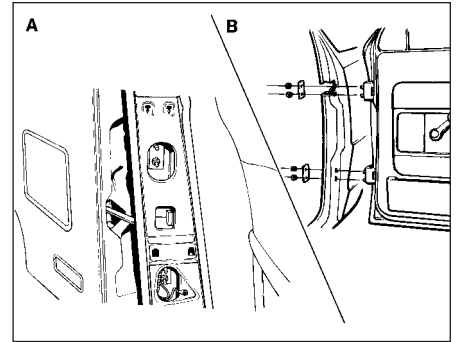
11.11a Release the trim cap and undo the screw . . .



11.11b . . . followed by the side screws



12.7a Front door lower hinge nuts (arrowed)



12.7b Door hinge assemblies - pre-1986 models

A Rear door

B Front door

16 New butyl strips can then be applied and a new watershield fitted. Use a roller to press the shield into contact with the butyl strip.

Refitting

17 Refitting is a reversal of removal.

12 Doors - removal and refitting



Front door

Pre-1986 models

Removal

- 1 Open the door fully and support its lower edge on a jack or blocks covered with a pad of cloth to prevent scratching.
- 2 Unscrew the two bolts which hold the check arm bracket to the body and disconnect the arm.
- 3 Remove the scuff plate from the sill at the bottom of the door aperture.
- 4 Unclip the lower cowl side trim panel, and where fitted remove the radio speaker (Chapter 12).
- 5 Remove the heater duct.
- 6 On cars with electrically operated windows, mirrors or central locking, disconnect the wiring multi-plug from inside the passenger compartment and feed the wires through the aperture in the pillar.
- 7 Unbolt the door lower hinge from the body pillar (see illustrations).
- 8 Unbolt the upper hinge from the body pillar, then lift the door from the vehicle.

Refitting

9 Refitting is a reversal of removal, but do not fully tighten the hinge bolts until the alignment of the door within the body aperture has been checked.

1986 models onwards

10 The procedure is as described previously in this Section for pre-1986 models, but it is necessary to extract the pin from the upper hinge rather than unbolting the hinge from the pillar. To do this, ideally special tool 41-018 is needed, but a suitable alternative can be made from a piece of metal with a U-shaped cut-out which will engage under the head of the pin (see illustrations). Strike the tool downward to remove the pin. When refitting, tap the pin upwards into place.



12.10a Front door upper hinge pin (arrowed) on 1986 models onwards

Rear door

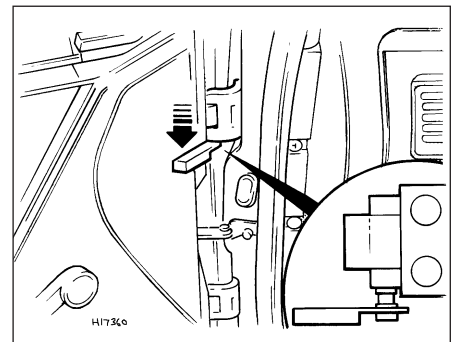
Saloon and Estate models

11 The operations are similar to those described for the front door on pre-1986 models, except that the centre pillar trim panels must be removed for access to the hinge bolts.

Van models

Removal

- 12 Begin by opening the door to its full extent and supporting it on a jack or blocks, with a pad of cloth used to prevent scratching.
- 13 Disconnect the check strap from its lower edge.



12.10b Front door upper hinge pin removal using special tool - 1986 models onwards



13.2 Peel back the waterproof sheet for access to the door handle

14 Unbolt the hinges from the door and remove the door from the vehicle.

Refitting

15 Refitting is a reversal of removal, but do not fully tighten the hinge bolts until the alignment of the door within the body aperture has been checked.

13 Door handle and lock components - removal and refitting



Door exterior handle

Removal

- 1 Remove the door trim panel (Section 11).
- 2 Peel back the waterproof sheet as necessary to gain access (see illustration).
- 3 Undo the two screws and withdraw the handle from the door (see illustration).
- 4 Disconnect the control rod and remove the handle.

Refitting

- 5 Refitting is a reversal of removal.

Door interior handle

Removal

- 6 Remove the door trim panel (Section 11).
- 7 Remove the interior handle securing screw, then manipulate the handle from the door and disconnect the lock operating rod (see illustration).



13.13 Door lock cylinder retaining clip (arrowed)



13.3 Door exterior handle retaining screws (arrowed)

Refitting

8 Refitting is a reversal of removal, but ensure that the lock operating rod is correctly reconnected. Refit the door trim panel with reference to Section 11.

Door lock and cylinder

All models except Cabriolet

Removal

- 9 Remove the door trim panel (Section 11).
- 10 Peel back the waterproof sheet as necessary to gain access.
- 11 On 1986 models onwards, remove the exterior handle as described previously in this Section.
- 12 Disconnect the control rods from the lock.
- 13 To remove the lock cylinder, pull out the retaining clip and seal, and withdraw the cylinder (see illustration).
- 14 Remove the lock by extracting the three securing screws and lowering the lock sufficiently to permit the cylinder lock rod to clear the lock housing (see illustration). Turn the latch around the door frame and withdraw the assembly through the rear cut-out in the door.

Refitting

- 15 Refitting is a reversal of removal.

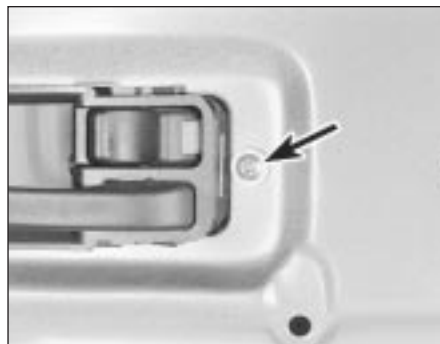
Cabriolet models

Removal

- 16 From late 1984, Cabriolet models were fitted with revised door locks. Due to it no longer being available, if an early type of lock



13.14 Door lock retaining screws (arrowed)



13.7 Remote control handle retaining screw (arrowed)

is to be renewed, the later type of lock must be fitted as follows.

17 On models with central locking, disconnect the battery negative lead.

18 Remove the door inner trim panel with reference to Section 11.

19 Peel back the waterproof sheet as necessary to gain access.

20 Disconnect the control rods from the lock.

21 To remove the lock cylinder, pull out the retaining clip and seal, and withdraw the cylinder.

22 On certain models, the lock is secured to the door with rivets. Drill out the rivets, or remove the securing screws, as applicable.

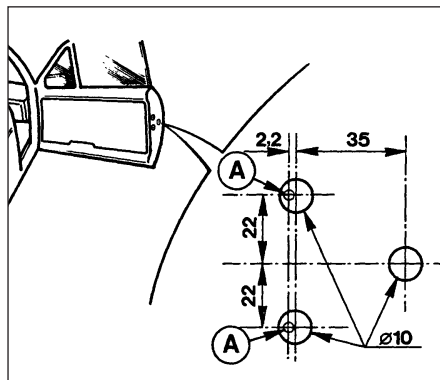
23 Withdraw the lock from the door, and where applicable remove the central locking solenoid from the lock.

24 Remove the plate from the inside edge of the door.

Refitting

25 If the lock was secured to the door with rivets, the door must be drilled as shown, in order to accept the securing screws for the new lock (see illustration). Apply suitable corrosion protection and repaint the area around the holes.

26 Remove the shaded area of the new threaded plate, as shown (see illustration).



13.25 Drill the door at the points indicated when fitting a new lock to early Cabriolet models

A Existing holes

Note: dimensions given in millimetres

27 Where applicable, fit the central locking solenoid to the new lock, then fit the threaded plate in the door, and fit the lock. Tighten the securing screws finger-tight only at this stage.

28 Reconnect the control rods to the lock.

29 If a later type lock is being fitted to a model which was previously fitted with an early type lock, a revised lock striker plate must also be fitted. Where applicable, fit the new striker plate and tighten the securing screws finger-tight.

30 Close the door once to achieve correct alignment between the lock and striker, then open the door and tighten the lock and striker securing screws securely.

31 Refit the waterproof sheet and the door inner trim panel with reference to Section 11.

32 Where applicable, reconnect the battery negative lead.

14 Door window glass and regulator - removal and refitting



Front door window glass - models with manual windows

Saloon, Estate and Van models

Removal

1 Remove the door trim panel, as described in Section 11.

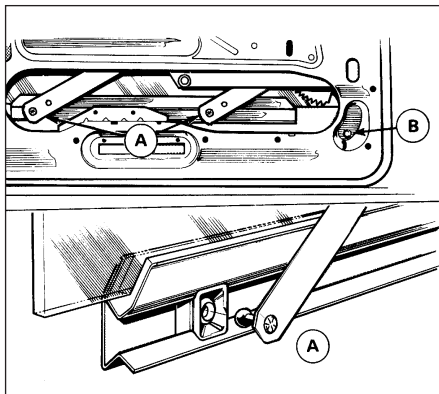
2 Carefully peel back the waterproof sheet from the door.

3 Prise off the inner and outer glass weatherstrips.

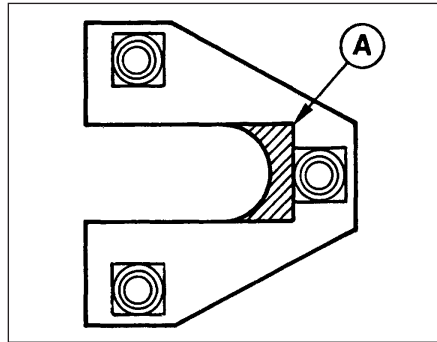
4 Lower the window so that the regulator connector is level with the door lower aperture.

5 Remove the single screw which retains the glass run extension (accessible through the small aperture at the lower corner of the door) (see illustration).

6 Detach the window channel from the regulator ball and socket joints then raise and remove the window from the exterior side of the door (see illustrations).



14.6a Window channel to regulator attachments (A) and glass run extension securing screw (B)



13.26 Remove the shaded area (A) when fitting a new door lock threaded plate to early Cabriolet models

Refitting

7 Refitting of the door glass is the reversal of the removal procedure. On completion check that the window operates freely before refitting the waterproof sheet and trim to the door.

Cabriolet models

Removal

8 Remove the door trim panel as described in Section 11.

9 Carefully peel back the waterproof sheet from the door.

10 Remove the door weatherstrip and rubber end block.

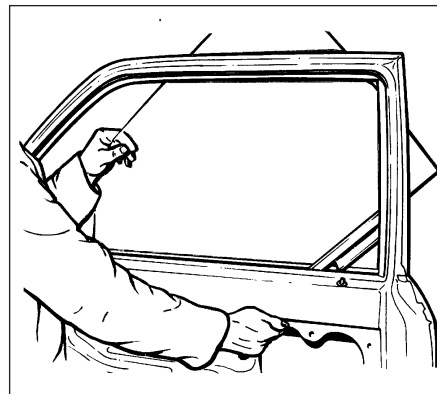
11 Lower the window and, working through the aperture, disconnect the linkage arms from the bottom rail.

12 Lift the glass upwards from the door.

Refitting

13 Refitting is a reversal of removal, but adjust the window stop as follows.

14 Loosen the adjustment bolt, then raise the window until the top edge of the glass touches the top guide seal (see illustration). Now position the stop on the regulator mechanism and tighten the bolt. Check that, with the door shut and the window fully raised, the top front corner of the glass is



14.6b Removing the door window glass



14.5 Glass run extension retaining screw (arrowed)

under the lip of the weatherstrip. Make any final adjustments as necessary.

Front door window glass - models with electric windows

Removal

15 Lower the window fully on the door that is being dismantled.

16 Disconnect the battery.

17 Remove the door trim panel as described in Section 11.

18 Disconnect the motor wiring multi-plugs and retaining clips.

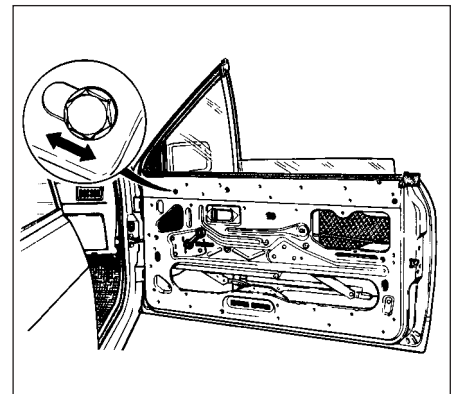
19 Remove the mounting screws from the motor and the regulator - three screws each.

20 Extract the retaining screw from the door glass channel. Detach the channel from the door.

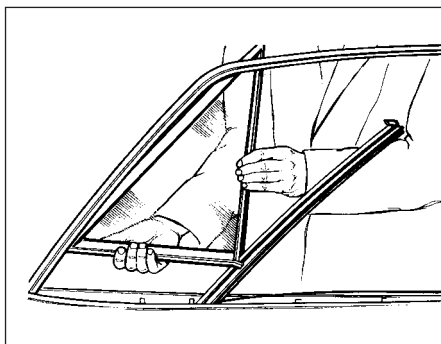
21 Remove the glass as described previously in this Section for models with manual windows.

Refitting

22 Refitting is a reversal of removal; ensure that the wiring is secured out of the way of the window regulating system, and check that the window operates freely before refitting the waterproof sheet and trim to the door.



14.14 Window stop adjustment bolt - Cabriolet models



14.35 Removing the rear door quarter window

Rear door sliding window glass - models with manual windows

Removal

23 Proceed as described in paragraphs 1 to 4.

24 Remove the upper and lower screws which secure the divisional channel and quarter window in position. Remove the door quarter window.

25 Detach the window channel from the regulator ball and socket joints then raise and remove the window from the interior side of the door.

Refitting

26 Refitting of the door glass is the reversal of the removal procedure. On completion check that the window operates freely before refitting the waterproof sheet and trim to the door.

Rear door sliding window glass - models with electric windows

Removal

27 Proceed as described in paragraphs 15 to 20.

28 Remove the glass as described previously in this Section for models with manual windows.

Refitting

29 Refitting of the door glass is the reversal of the removal procedure. On completion check that the window operates freely before refitting the waterproof sheet and trim to the door.



14.40a Removing the regulator retaining screws



14.38 Peeling back the door waterproof sheet

Rear door fixed window glass

Removal

30 Remove the door trim panel, as described in Section 11.

31 Carefully peel back the waterproof sheet from the door.

32 Prise off the inner and outer glass weatherstrips.

33 Lower the sliding window so that the regulator connector is level with the door lower aperture.

34 Remove the upper and lower screws which secure the divisional channel and quarter window in position.

35 Remove the door quarter window (see illustration).

Refitting

36 Refit in reverse order of removal. On completion check that the sliding window can be freely regulated before refitting the waterproof sheet and door trim.

Manual window regulator (all except Cabriolet rear quarter window regulator)

Note: Seven M6 x 10 mm screws will be required to secure the regulator on refitting.

Removal

37 Remove the door trim panel, as described in Section 11.

38 Carefully peel back the waterproof sheet from the door (see illustration).



14.40b Regulator retaining rivet location (arrowed)

39 Lower the glass so that the channel and regulator attachments are accessible through the door aperture. Detach the ball and socket joints (two for the front door, one for the rear door).

40 Lower the glass to the base of the door, then undo the seven screws, or drill out the seven rivets on later models, which secure the regulator in position. Note that on some models only five retaining rivets may be used (see illustrations).

41 With the screws or rivets removed, the regulator unit can be withdrawn from the aperture in the door (see illustration).

Refitting

42 Refitting is a reversal of the removal procedure. Align the regulator with the respective holes before screwing or pop riveting it to secure. The ball and socket joints are a push-fit to the glass channel, but support the channel when pushing on the joint.

43 Since the screw fixing regulator is no longer being manufactured, replacing the regulator necessitates drilling out the retaining holes to 7 mm (0.276 in). Special J-nuts must then be fitted to the regulator positioned in line with each of the seven securing holes. The regulator can then be attached to the door shell using seven M6 x 10 mm screws. Do not use any other screw type.

Electric window regulator

All models except Cabriolet

Removal

44 Lower the window fully.

45 Disconnect the battery.

46 Remove the door trim panel as described in Section 11.

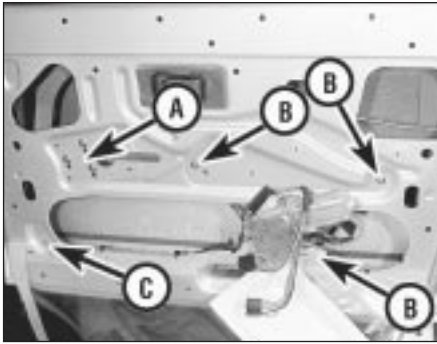
47 Disconnect the motor wiring multi-plugs and retaining clips.

48 Remove the mounting screws from the motor and the regulator - three screws each (see illustration).

49 Extract the retaining screw from the door glass channel. Detach the channel from the door and remove the door glass as described previously in this Section for models with manual windows.



14.41 Withdrawing the window regulator



14.48 Electric window regulator mechanism

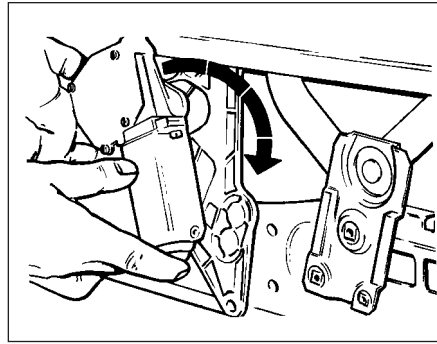
- A Regulator mounting screws
B Motor mounting screws
C Glass channel fixing screw*

50 Grip the motor mounting plate in one hand and the regulator in the other. Raise the regulator and at the same time pull the motor towards the hinge end of the door.

51 Slowly twist the motor in a clockwise direction and at the same time fold the regulator over the top of the motor so that it comes to rest on the lock side of the door (see illustration).

52 Rotate the motor mounting in an anti-clockwise direction until a corner of the mounting comes into view in the cut-out of the door.

53 Move the assembly so that this corner projects through the cut-out and then turn the



14.51 Twist the motor clockwise to clear the door aperture

whole assembly in a clockwise direction and guide it out of the cut-out (see illustration).

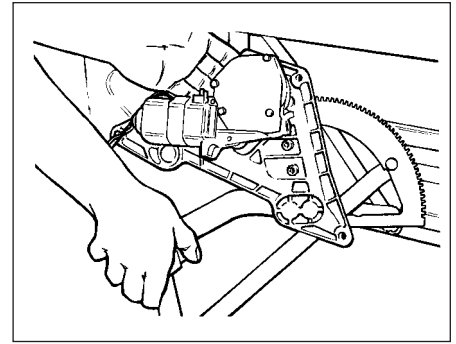
54 Remove the two Allen screws from the regulator travel stop, and the single screw from the regulator gear guide (see illustrations).

55 Extract the circlip from the motor driveshaft and remove the drivegear.

56 Move the regulator to expose the motor mounting bolts. Extract the bolts and separate the motor from the regulator (see illustration).

Refitting

57 Reassembly and refitting is a reversal of the dismantling and removal procedures. Before refitting the door trim check that the wiring is secured out of the way of the window regulating system.



14.53 Withdrawing the window motor and regulator from the door

Cabriolet models

Removal

58 Proceed as described in paragraphs 44 to 47, then lower the window so that the window securing channel can be seen through the lower opening in the door. It may be necessary to temporarily connect the wiring to do this.

59 Remove the regulator securing bolts and nuts (see illustration).

60 Release the regulator mechanism rollers from the window securing channels and remove the glass from the door (as described previously in this Section).

61 Release the wiring loom and remove the regulator mechanism from the door (refer to the previous sub-Section describing the procedure for non-Cabriolet models).

Refitting

62 Begin refitting by locating the regulator mechanism loosely in position in the door.

63 Refit the wiring loom.

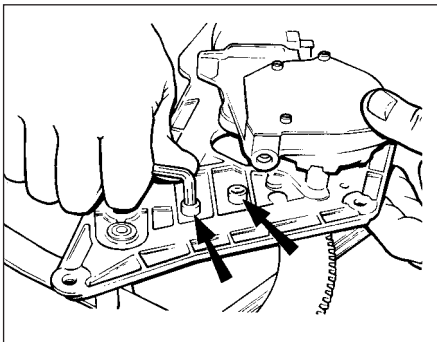
64 Refit the window glass and insert the rollers of the regulator mechanism into the window securing channel.

65 Fit and tighten the regulator securing bolts and nuts.

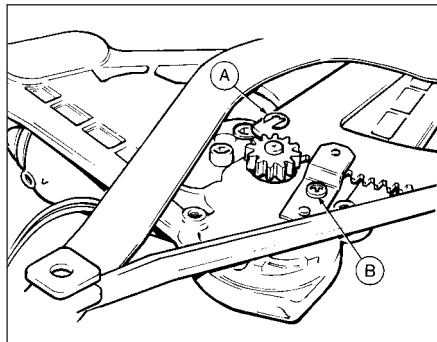
66 Fit the inner and outer door weatherstrips.

67 Raise the window fully and check that the edge of the glass is in alignment with the roof seal.

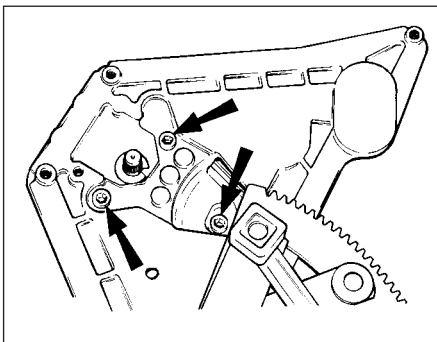
68 Adjust the height and alignment of the glass using the screws indicated (see illustration).



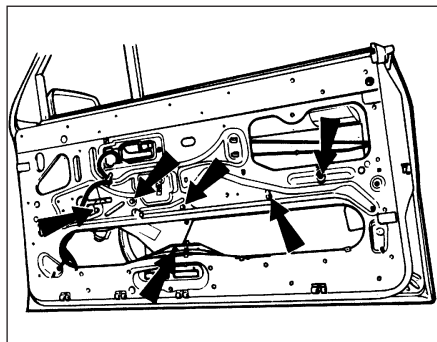
14.54a Removing the window motor regulator travel stop - Allen screws arrowed



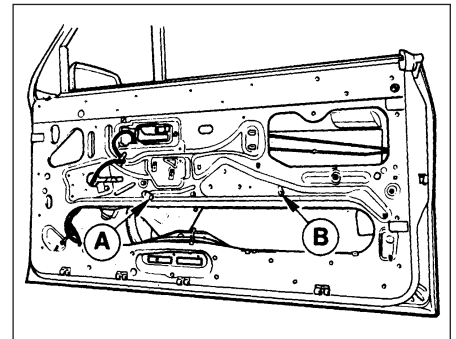
14.54b Window motor driveshaft circlip (A) and gear guide retaining screw (B)



14.56 Window motor mounting bolt locations (arrowed)

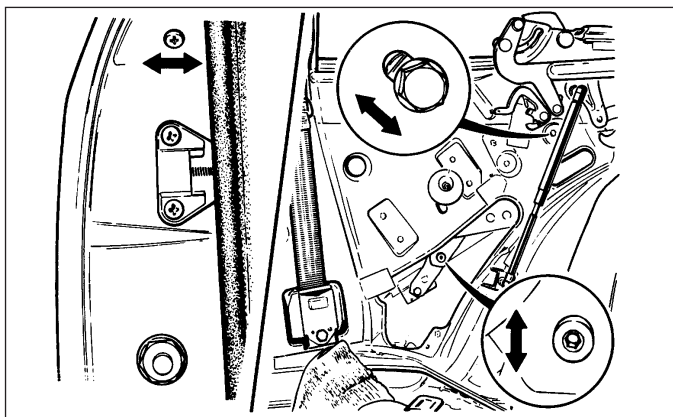


14.59 Electric window regulator securing bolts and nuts (arrowed) - Cabriolet models

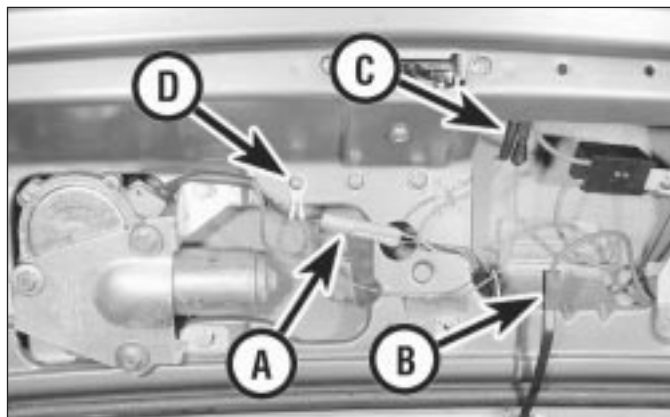


14.68 Adjusting screws (arrowed) for electric window glass on Cabriolet models

- A Glass height B Glass alignment*



14.80 Rear quarter window adjustments - Cabriolet models



15.2 Electrical connections at the tailgate (1986 model shown)

A Wiper motor
B Radio aerial connection

C Feed and relay connectors
D Earthing point

69 The remainder of the refitting procedure is a reversal of removal.

Rear quarter window glass and regulator - Cabriolet models

Removal

70 Fully lower the roof and remove the weatherstrip and window channel from the centre pillar.

71 Extract the clip and pull back the trim to expose the upper seat belt anchorage. Unscrew the bolt and place the seat belt to one side.

72 Lower the window and remove the regulator handle.

73 Fold the rear seat cushion forwards.

74 Remove the inner and outer window weatherstrips and the quarter panel rubber end block.

75 Remove the front quarter trim panel.

76 Remove the roof lever knob and bezel, then remove the trim panel (3 screws) with the lever in the locked position and disconnect the speaker wires.

77 Peel off the waterproof sheet then, working through the aperture, unbolt the window rail from the regulator.

78 Move the window rearwards from the regulator then lift it from the car.

79 To remove the regulator, extract the six screws and withdraw it through the aperture.

Refitting

80 Refitting is a reversal of removal, but adjust the glass so that the upper and rear edges touch the weatherstrip using the screws shown (see illustration).

15 Tailgate - removal and refitting

Removal

1 Remove the trim panel (Section 32).

2 Disconnect the wiring from the heated rear window element, radio aerial, wiper motor tailgate speakers and tailgate lock motor as applicable (see illustration).

3 Tie a strong cord to the end of each separate wiring loom. Pull out the flexible grommets and withdraw the wiring looms until the cords appear. Untie the looms, leaving the cords in the tailgate.

4 Repeat this procedure for the washer supply pipe.

5 With an assistant supporting the tailgate, prise off the stout clips or release the pegs and disconnect the support struts from the tailgate (see illustration).



15.5 Releasing tailgate strut retaining clip



16.3 Tailgate lock retaining screws (arrowed)

6 From the top edge of the tailgate aperture, remove the weatherstrip. Release the headlining clips from the flange.

7 Undo the screws and remove the pillar trim on each side, then pull the headlining down for access to the hinge bolts.

8 With the tailgate supported, undo the nuts from the hinge bolts and remove the tailgate.

Refitting

9 Refitting is a reversal of removal. Adjust the position of the tailgate in the aperture at the hinge bolts and the closing action at the striker plate.

16 Tailgate/boot lid lock and cylinder - removal and refitting

Removal

1 Remove the trim panel as described in Section 32.

2 Extract the lock cylinder retaining clip, disconnect the control rods and remove the cylinder.

3 Undo the three screws and detach the lock assembly (see illustration).

Refitting

4 Refitting is a reversal of removal

17 Boot lid (Cabriolet models) - removal and refitting

Removal

1 Open the boot and prop it open using a length of wood.

2 Pull out the clips securing the gas strut and remove the strut.

3 Working inside the boot, undo the nuts securing the hinge assemblies to the framework.

4 Ease the lid rearwards to disengage the studs, and lift the lid away.

5 The hinge assemblies can be removed from the lid by prising off the plastic covers and undoing the bolts securing the hinges to the lid. One is accessible from outside and one from inside.

Refitting

6 Refitting is a reversal of removal, but do not fully tighten the bolts until the lid has been lined up and closed properly.

18 Central door locking system components - removal and refitting

General

1 On pre-1986 models the locks, with the exception of the one on the driver's door, are actuated by solenoids (see illustration). On 1986 models onwards, the locks are actuated by electric motors.

Switch (driver's door lock)

Removal

- 2 Raise the driver's door lock fully.
- 3 Disconnect the battery.
- 4 Remove the door trim panel (Section 11).
- 5 Disconnect the wiring plugs inside the door cavity and release the wires from their clips.
- 6 Release the lock control rods and remove the lock fixing screws.
- 7 Remove the lock from the door interior by guiding it round the glass guide channel.
- 8 Extract the two screws and remove the switch from the lock.

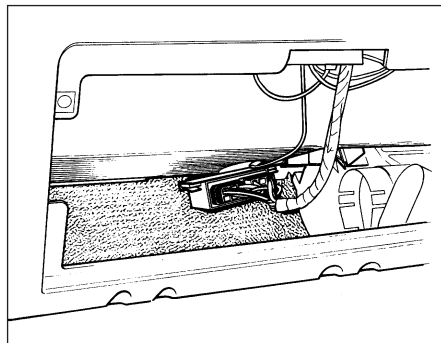
Refitting

9 Refitting is a reversal of removal, but before refitting the door trim panel check that the wires within the door cavity are out of the way of the window regulating mechanism and secured by strap clips.

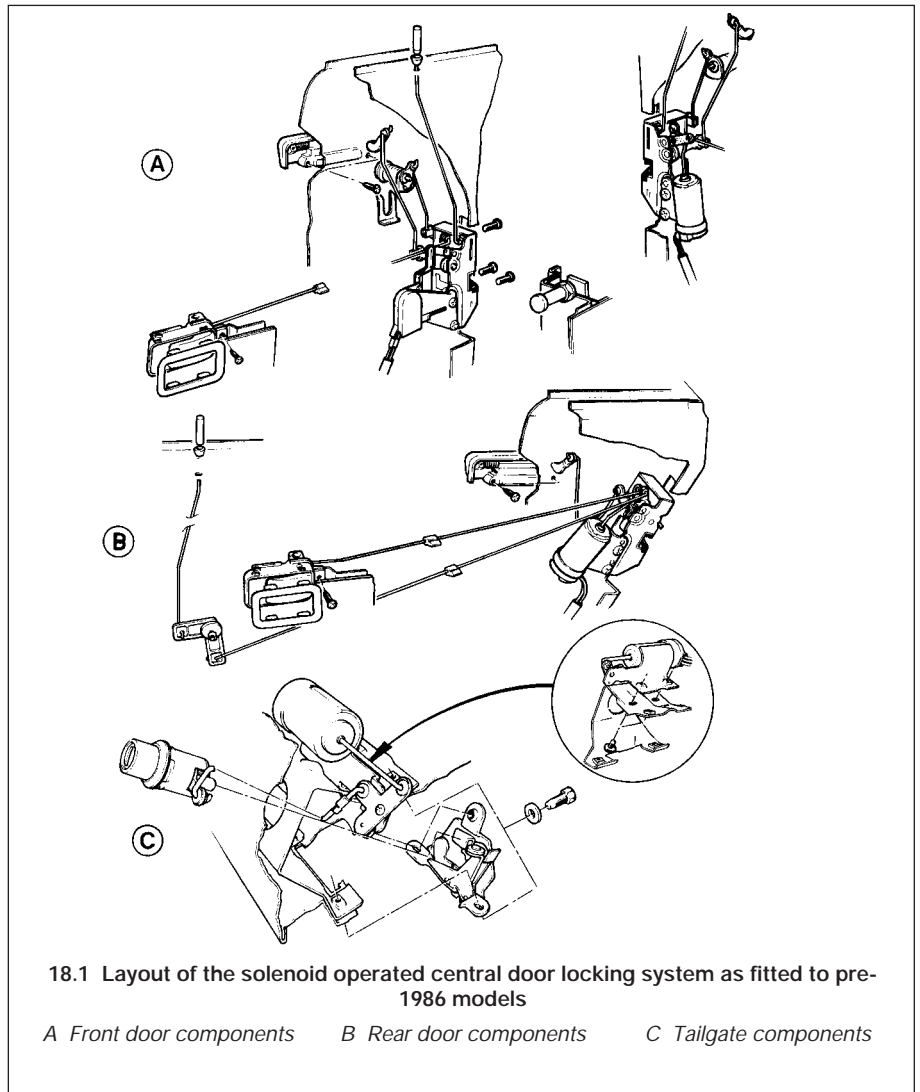
Control relay

Removal

- 10 Disconnect the battery.
- 11 Remove the under-facia trim panel from the passenger side.



18.12 Central locking solenoid relay location behind glovebox - pre-1986 models



18.1 Layout of the solenoid operated central door locking system as fitted to pre-1986 models

A Front door components

B Rear door components

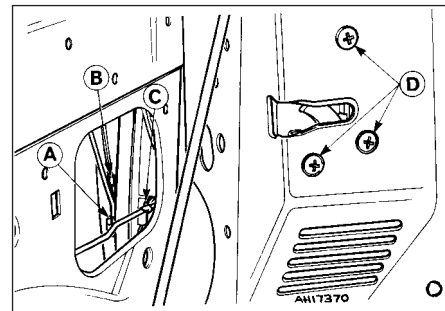
C Tailgate components

12 Pull the relay from its securing clips (see illustration).

13 Disconnect the multi-plug and remove the relay.

Refitting

14 Refitting is a reversal of removal.



18.17 Door locking rod attachments - pre-1986 models

A, B and C Control rods
D Lock retaining screws

Solenoids - pre-1986 models

Front door

Removal

- 15 Disconnect the battery.
- 16 Remove the door trim panel as described in Section 11.
- 17 Disconnect the lock operating rods and extract the three lock fixing screws (see illustration).

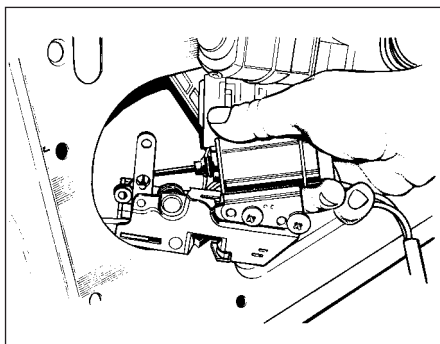
18 Release the wiring from the clips, manoeuvre the lock round the door glass guide channel and remove it through the cut-out in the door panel (see illustration).

19 Separate the solenoid from the lock after extracting the fixing screws.

Refitting

20 Refitting is a reversal of removal, bearing in mind the following points.

- a) When fitting the door lock solenoids, locate the guide lock assembly into position, but do not fully tighten the retaining screws until after the bellcrank and rubber operating rod guides, and the



18.18 Door lock solenoid removal - pre-1986 models

- internal lock operating lever are fitted.*
b) Check that, when the solenoid is in the unlocked position, the gaiter has an uncompressed length of 20 mm (0.78 in).
c) Before refitting the door trim panel check that the wires within the door cavity are out of the way of the window regulating mechanism and secured by strap clips.

Rear door

Removal

- 21 Disconnect the battery.
- 22 Remove the door trim panel as described in Section 11.
- 23 Remove the bellcrank and operating lever by extracting the securing screws.
- 24 Release the operating rod rubber insulators from the door and disconnect the wiring.
- 25 Extract the lock securing screws, push the lock into the door cavity and then withdraw the lock with the operating rods through the cut-out in the door panel.
- 26 Extract the screws and disconnect the solenoid from the lock.

Refitting

- 27 Refer to paragraph 20.

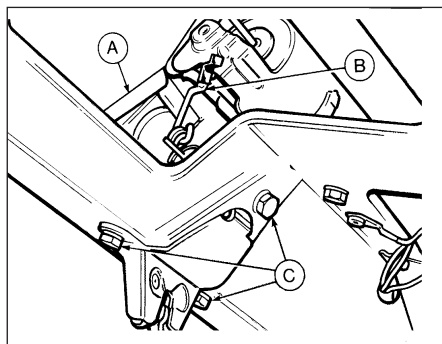
Tailgate

Removal

- 28 Disconnect the battery.
- 29 Open the tailgate and remove the trim panel (see Section 32).
- 30 Remove the lock rod clip and then prise out the clip which retains the lock cylinder.



19.5a Remote control mirror handle circlip



18.33 Tailgate lock and solenoid components - pre-1986 models

- A Lock barrel clip C Lock fixing bolts
B Lock rod clip

Remove the cylinder.

- 31 Slightly lower the tailgate and working through the lock cylinder hole, move the lock lever away from its spring until the lock engages.

- 32 Disconnect the solenoid wiring.

- 33 Extract the lock fixing bolts and remove the lock (see illustration).

- 34 Insert a screwdriver through the aperture left by removal of the lock and unscrew the two solenoid fixing screws. Withdraw the solenoid.

Refitting

- 35 Refitting is a reversal of removal.

Boot lid (Cabriolet)

Removal

- 36 Disconnect the battery.
- 37 Remove the boot lid lock unit, as described in Section 16, and disconnect the solenoid wiring.
- 38 Unscrew and remove the two solenoid retaining screws, unhook the operating shaft and withdraw the solenoid.

Refitting

- 39 Refitting is a reversal of removal.

Motors - 1986 models onwards

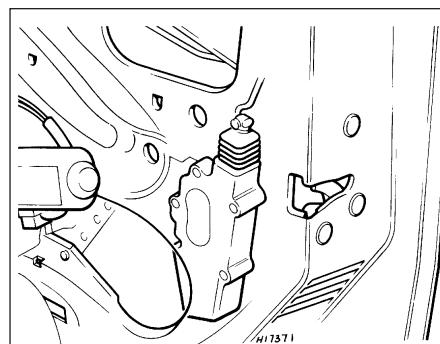
Front and rear doors

Removal

- 40 Disconnect the battery.



19.5b Removing the remote control handle



18.42 Door lock motor location - 1986 models onwards

- 41 Remove the door trim panel (Section 11).
- 42 Undo the two retaining screws, or drill out the bracket rivets, and withdraw the motor (see illustration).

- 43 Disconnect the motor from the operating rod, disconnect the wiring multi-plug and remove the motor.

Refitting

- 44 Refitting is a reversal of removal.

Tailgate and boot lid

Removal

- 45 Disconnect the battery.
- 46 Open the tailgate or boot lid and remove the trim panel where applicable (see Section 32).
- 47 Disconnect the motor wiring multi-plug.
- 48 Undo the motor retaining bolts, disconnect the operating rod and remove the motor.

Refitting

- 49 Refitting is a reversal of removal.

19 Exterior mirror - removal and refitting

Without remote control

Removal

- 1 Using a screwdriver, prise off the triangular trim panel from inside the mirror mounting position.
- 2 Unscrew the three screws and withdraw the mirror.

Refitting

- 3 Refitting is a reversal of removal.

With remote control

Removal

- 4 Two types of remote control mirror are used on Escort models. On the original version, a special wrench is needed to unscrew the mirror actuator bezel, although a C-spanner may serve as a substitute. Once the bezel is removed the mirror is removed as for the non-remote control type.
- 5 On later versions extract the retaining circlip and pull off the remote control handle (see illustrations).



19.6a Extract the trim cover and undo the screw . . .



19.6b . . . then remove the trim panel



19.7 Removing the door mirror retaining screws

6 Extract the trim cover, undo the screw and remove the triangular trim panel (see illustrations).

7 Undo the three screws and remove the mirror (see illustration).

Refitting

8 Refitting is a reversal of removal.

Electrically-operated mirrors

Removal

9 Initially disconnect the battery earth lead or remove the heated window fuse from the fusebox.

10 Remove the door trim panel as described in Section 11 and disconnect the wiring multi-plug. The mirror is then removed in the same way as the non-remote control type.

Refitting

11 Refitting is a reversal of removal, but check the operation of the mirror before finally refitting the door trim panel.

Mirror glass renewal

Removal

12 On "high specification" models with fixed (ie not remote control) mirrors, lever the glass assembly outwards to disengage it from the balljoint on the mirror glass mounting.

13 On "low specification" models with fixed (ie not remote control) mirrors, unclip the cover, then remove the securing screw and withdraw the glass assembly.

14 On models with remote control mirrors, insert a thin screwdriver through the hole in the bottom of the mirror assembly, and whilst supporting the glass, move the tang in the direction of the door to release the locking ring.

Refitting

15 On "high specification" models with fixed mirrors, carefully push the glass into position, ensuring that the balljoint engages securely.

16 On "low specification" models with fixed mirrors, secure the glass with the screw, and refit the cover.

17 On models with remote control mirrors, ensure that the locking ring is in place, then carefully push the glass into position.

20 Windscreen and fixed window glass - removal and refitting

Windscreen

Note: *The average DIY mechanic is advised to leave windscreen removal and refitting to an expert. For the owner who insists on doing it himself, the following paragraphs are given.*

Removal

1 All models are fitted with a laminated glass screen and in consequence even if cracked, it will probably be removed as one piece.

2 Cover the bonnet in front of the windscreen with an old blanket to protect against scratching.

3 Remove the wiper arms and blades (see Chapter 12).

4 Working inside the vehicle, push the lip of the screen weather seal under the top and the sides of the body aperture flange.

5 With an assistant standing outside the car to restrain the screen, push the glass with weather seal out of the bodyframe.

6 Where fitted, extract the bright moulding from the groove in the weatherstrip and then pull the weatherstrip off the glass.

7 Unless the weatherstrip is in good condition, it should be renewed.

8 Although sealant is not normally used with these screens, check that the glass groove in the weatherstrip is free from sealant or glass chippings.

Refitting

9 Commence refitting by fitting the weatherstrip to the glass. Locate a length of nylon or terylene cord in the body flange groove of the weatherstrip so that the ends of the cord emerge at the bottom centre and cross over by a length of about 150 mm.

10 Offer the screen to the body and engage the lower lip of the weatherstrip on its flange. With an assistant applying gentle, even pressure on the glass from the outside, pull the ends of the cord simultaneously at right-angles to the glass. This will pull the lip of the weatherstrip over the body flange. Continue until the cord is released from the centre top

and the screen is fully fitted.

11 If a bright moulding was removed, refit it now. This can be one of the most difficult jobs to do without a special tool. The moulding should be pressed into its groove just after the groove lips have been prised open to receive it. Take care not to cut the weatherstrip if improvising with a made-up tool.

Tailgate glass

12 The operations are very similar to those described for windscreen renewal in the preceding sub-Section.

13 Disconnect the leads from the heated rear window/radio aerial and the wiper motor (where fitted).

14 The tailgate glass is of toughened type, not laminated, so if it has shattered, remove all granular glass with a small vacuum cleaner.

Rear window glass - Cabriolet models

Removal

15 Disconnect the heated rear window wiring and pull the wiring from the weatherstrip.

16 Have an assistant support the window frame from outside then push out the glass from the inside.

17 Remove the weatherstrip from the glass and clean away all traces of sealant.

Refitting

18 Refit in reverse order to removal using the method described previously in this Section for the windscreen, and finally apply suitable sealant beneath the outer lip of the weatherstrip.

Fixed rear quarter window

Removal

19 The glass is removed complete with weatherstrip by pushing it out from inside the vehicle.

20 The lip of the weatherstrip must be released from the top and sides of the window aperture using a suitable tool before exerting pressure to remove the assembly.

Refitting

21 Refit using a cord as described previously in this Section for the windscreen.

21 Sunroof components - removal, refitting and adjustment



Sunroof panel

Removal

- 1 To remove this type of glass panel, pull the sun blind into the open position and have the sliding roof closed.
- 2 Wind the sliding roof handle in an anti-clockwise direction for one complete turn.
- 3 Remove the three screws and clips which connect the lower frame and glass.
- 4 Turn the handle to close the sliding roof and remove the three screws from each side which hold the glass to the sliding gear.
- 5 Remove the glass panel by lifting it from the outside of the vehicle.

Refitting

- 6 To refit the panel, have the roof closed, locate the glass and secure with the three screws on each side. Once the screws are secure give the handle one complete turn in a clockwise direction.
- 7 Set the glass to align with the roof panel and locate the lower frame to glass brackets. Insert the clips through the brackets.
- 8 Insert the retaining screws in the sequence shown (see illustration).

Adjustment

- 9 The sunroof panel can be adjusted within its aperture and for flush fitting with the roof panel in the following way.
- 10 To correct the panel-to-aperture gap, bend the weatherstrip flange as necessary.
- 11 To adjust the panel height at its front edge, release the corner screws, raise or lower the panel as necessary and retighten the screws.
- 12 To adjust the panel height at its rear edge, release the two screws at each side on the link assemblies and push the links up or down within the limits of the elongated screw holes. Retighten the screws when alignment is correct.

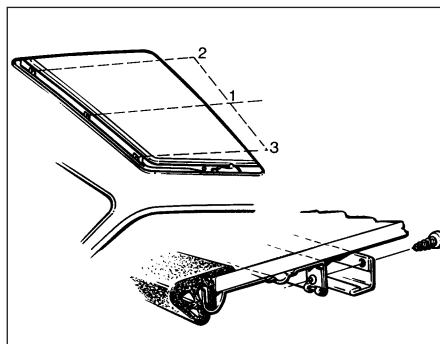
Sunroof sliding gear

Removal

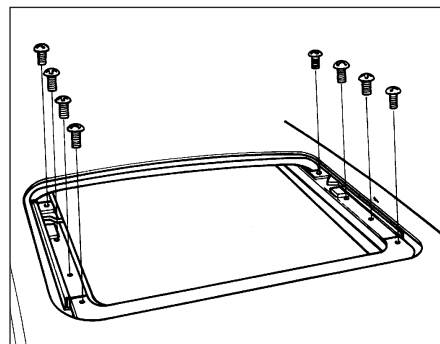
- 13 Remove the glass panel as described previously in this Section.
- 14 Turn the sliding roof regulator handle clockwise to the fully closed position. Extract the three screws and remove the regulator handle and the handle cup.
- 15 Extract the four screws from each side which hold the sliding gear to the roof (see illustration). Lift up the front of the gear and withdraw it from the front of the sliding roof aperture.

Refitting

- 16 Refitting is a reversal of removal, but if necessary adjust the sunroof panel as described previously in this Section.



21.8 Fixing sequence for sunroof panel retaining screws



21.15 Sunroof sliding gear to roof screws

22 Folding roof (Cabriolet models) - removal and refitting



Removal

- 1 Remove the rear side, wheel arch and roof stowage compartment trim panels.
- 2 Disconnect the heated rear window wiring and pull it from the weatherstrip.
- 3 Release the roof front locking catches.
- 4 Unscrew the nuts and remove the rear window frame guides.
- 5 Remove the protection cover screw and the tensioning screw from each side (see illustration).
- 6 Unscrew the nuts at both tensioning cable blocks.
- 7 Pull the roof and cable from the rail and release the cable.
- 8 With the roof frame upright, unbolt the strap retaining brackets.
- 9 Remove the headlining wire screw and unhook the wire.
- 10 Disconnect the gas struts.
- 11 Lower the front of the roof then unscrew the three mounting bolts on each side.
- 12 Lift the complete folding roof from the car.

Refitting

- 13 Refitting is a reversal of removal, but do not tighten the mounting bolts or tensioning block nuts until the front of the roof is locked and the rear beading is in the rail (see illustration). It may be necessary to use a

tamping tool to ensure that the tensioning cable is fully inserted in the rail. A little sealant should be applied at the points where the cable passes through the covering.

23 Power-operated folding roof - fluid level checking and bleeding



General

- 1 As from 1987, a power-operated folding roof is available as an option on Cabriolet models.
- 2 The roof is operated hydraulically from an electric pump located in the left-hand side of the boot. Hydraulic rams, mounted on each side of the vehicle by the rear wheel housings, actuate the roof folding mechanism. A control switch is mounted on the centre console. In the event of failure, the roof can be operated manually by opening a bypass valve on the side of the pump.
- 3 The system is sealed and requires no regular maintenance apart from periodic checking of the fluid level.

Fluid level checking

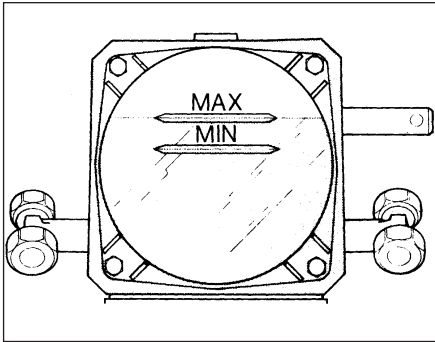
- 4 The level should be checked with the roof open. With the roof in the closed position, the level will be lower due to the displacement of the hydraulic rams.
- 5 Pull down the trim panel/pump cover on the left-hand side of the boot.



22.5 Protection cover screw (A) and tensioning screw (B) - Cabriolet models



22.13 Cable tensioning block nut (arrowed) - Cabriolet models



23.6 Fluid level sight glass for power-operated folding roof

6 Check that the fluid in the reservoir on the end of the pump is between the "MIN" and "MAX" marks on the sight glass (see illustration).

7 If the level requires topping-up, remove the filler plug from the top of the pump reservoir and fill the reservoir with the specified fluid until the level reaches the "MAX" mark (see illustration).

8 Refit the filler plug and trim panel.

Bleeding

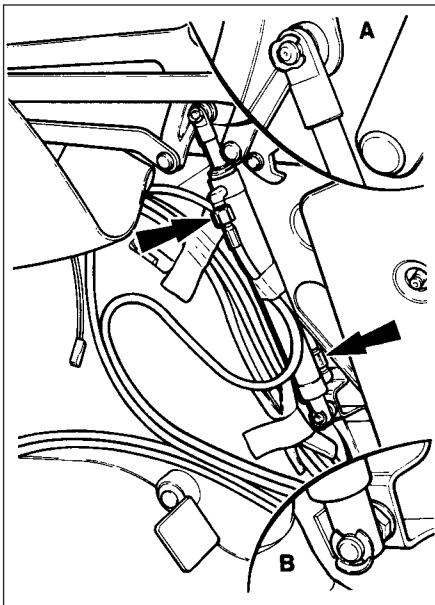
9 Open the bypass valve on the side of the pump body (see illustration).

10 Open, close and re-open the roof manually.

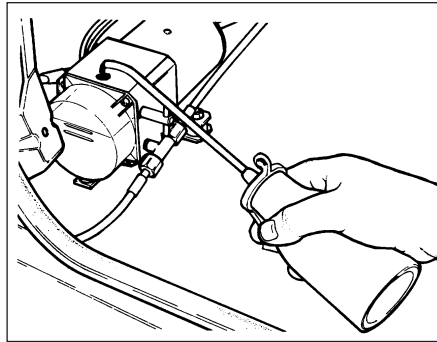
11 Fill the reservoir to the "MAX" mark, then fit the filler plug loosely and close the bypass valve on the side of the pump.

12 Open and close the roof several times using the power mode.

13 When all air has been bled from the system the roof will operate smoothly without



24.4 Power-operated folding roof hydraulic ram assembly - hydraulic unions (arrowed)
A and B Upper and lower clips



23.7 Filling the power-operated folding roof fluid pump reservoir

jerk, and the level of noise from the pump will be steady.

14 Top-up the system, tighten the filler plug and refit disturbed panels.

24 Power-operated folding roof components - removal and refitting

Hydraulic rams

Removal

1 Remove the rear wheelhouse covers with reference to Section 32.

2 Mark the two hoses connected to the ram as a guide to reassembly, then remove the circlips securing the ram to the two studs on the framework.

3 Release residual pressure in the system by opening the filler plug on the pump body.

4 Loosen the hydraulic unions on the ram, then remove the ram from the studs and lay it in a suitable container in the boot. Undo the unions and catch the hydraulic fluid in the container (see illustration).

5 If the unions are to remain disconnected for any length of time, cover the ends to prevent dirt entering the system.

Refitting

6 Refitting the ram is a reversal of removal, noting that the large circlip is fitted to the lower stud.

7 On completion, fill and bleed the system as described in Section 23.

Hydraulic ram upper pivot stud

Removal

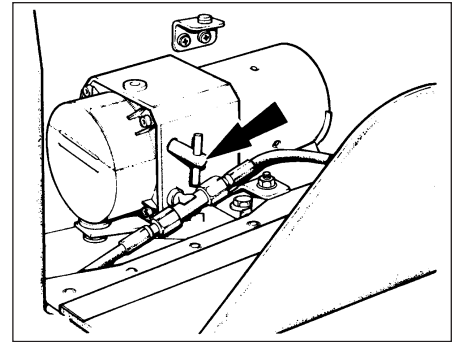
8 Should the hydraulic ram pivot stud break in service it can be renewed as follows.

9 Open the tap on the hydraulic pump, then manually open the roof halfway.

10 Using a mole wrench, remove the broken end of the pivot stud from the framework. If the remaining stud is too short it may be possible to remove it using a proprietary stud extractor kit.

Refitting

11 De-grease the threads on the new stud,



23.9 Bypass valve (arrowed) on side of power-operated folding roof fluid pump

apply locking compound to them, then fit the stud and tighten it securely.

12 Refit the hydraulic rams as described previously in this Section.

Pump

Removal

13 Disconnect the battery, then pull down the pump cover in the boot and open the bypass valve by 90 to 180 degrees. Do not open it any further.

14 Open the roof manually.

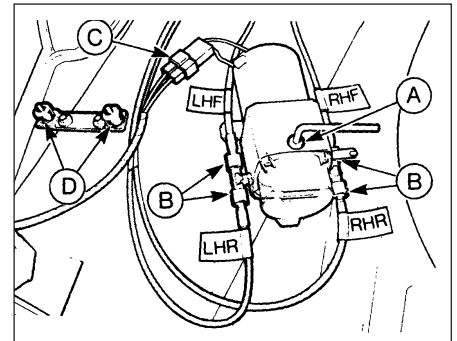
15 Remove the floor panel and left-hand wheelhouse panel from the boot. This involves propping open the boot lid and disconnecting the supporting gas strut from the lower balljoint.

16 Release residual pressure in the system by opening the filler plug on the pump. Tighten the plug when the pressure has been released.

17 Disconnect the electrical lead to the pump.

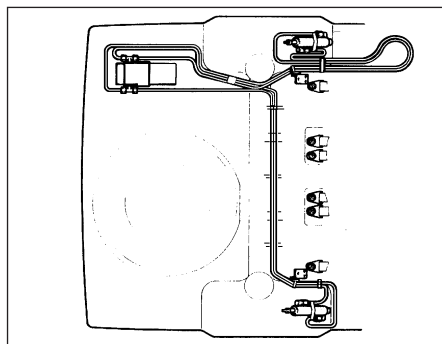
18 Remove the nuts securing the pump to the boot floor, and place the pump in a suitable container to catch the fluid which will be spilt when the pump hoses are disconnected.

19 Mark the hoses as a guide to reassembly, then undo their connections (see illustration). Cover the open ends if they are to remain disconnected for any length of time.



24.19 Power-operated folding roof fluid pump removed from mounting with hoses marked

A Filler plug
B Hydraulic unions
C Wiring plug
D Pump mountings



24.22 Routing of power-operated folding roof hydraulic hoses

Refitting

20 Refitting is a reversal of removal.

21 On completion, fill and bleed the system as described in Section 23.

Hydraulic hoses

Removal

22 Renewing the hydraulic hoses involves disconnecting the relevant hose connections from the pump or ram (see earlier paragraphs), noting its routing, and where it is clipped or taped to other components (see illustration).

Refitting

23 Refit in the reverse order to removal.

24 On completion, fill and bleed the system as described in Section 23.

25 Body exterior fittings - removal and refitting



Spoilers and wheel arch deflectors

Removal

1 The spoilers and wheel arch deflectors fitted to XR3, XR3i, Cabriolet and RS Turbo models are secured by screws, rivets and clips, or a combination of all three.

2 The screw and rivet fasteners are concealed under blanking plugs which are prised out to gain access to the screw or rivet as applicable (see illustrations). These can then be drilled out or unscrewed and the spoiler or wheel arch deflector withdrawn.

Refitting

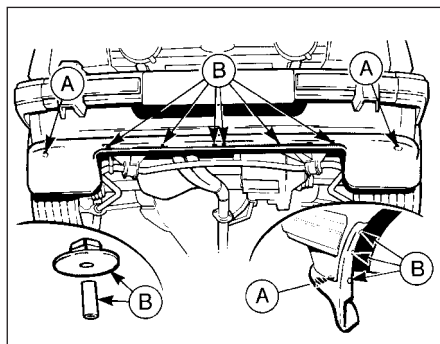
3 Refitting is a reversal of removal.

Body adhesive emblems and mouldings

Removal

4 The radiator grille emblem, the front wing motif, the tailgate emblems and the body side mouldings are all of the self-adhesive type.

5 To remove these devices, it is recommended that a length of nylon cord is



25.2a Front spoiler attachments - XR3 models

A Retaining screws B Retaining pegs

used to separate them from their mounting surfaces (see illustration).

Refitting

6 New emblems have adhesive already applied and a protective backing. Before sticking them into position, clean off all the old adhesive from the mounting surface of the vehicle.

26 Seats - removal and refitting



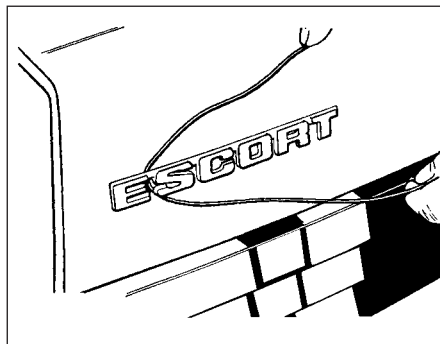
Front seat

Removal

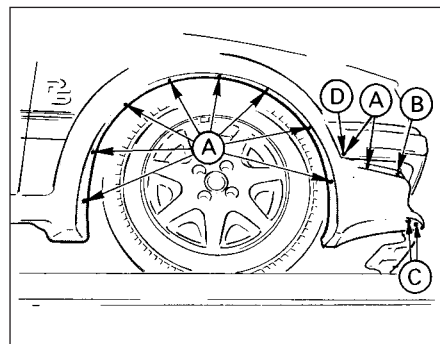
- 1** Slide the seat as far forward as it will go.
- 2** Unscrew and remove the bolts which retain the rear of the seat slides to the floor pan.
- 3** Slide the seat as far to the rear as it will go and remove the bolts which secure the front ends of the slides to the floor.
- 4** Remove the seat from the vehicle interior.
- 5** If the seat slides must be detached from the seat, invert the seat and remove the two bolts from each side. Detach the cross-rod and clips.

Refitting

6 Refitting is a reversal of removal. Tighten the front bolts before the rear ones to ensure that the seat is located evenly on the floorpan.



25.5 Removing tailgate adhesive badge



25.2b Front wheel arch extension attachments - RS Turbo models

*A and B Rivets D Screw cap
C Screws*

Rear seat cushion

Removal

7 Unscrew and remove the Torx (socket-headed) screws from the seat cushion hinges which are located on each side.

8 Lift the cushion from the floor and remove it from the vehicle.

Refitting

9 Refitting is a reversal of removal.

Rear seat backrest

Removal

10 Fold the seat cushion forward and then fold the seat back down to expose the hinges.

11 Extract the screws which hold the backrest to the hinges.

12 Remove the backrest from the vehicle.

Refitting

13 Refitting is a reversal of removal.

27 Seat belts - removal and refitting



Front belt - 3-door models

Note: Note the fitted sequence of any plates, washers and spacers when unbolting the seat belt anchors.

Removal

- 1** Slide the belt stalk cover upwards to expose the anchor bolt.
- 2** Unbolt the stalk.
- 3** Unbolt the lower anchor rail, pull the end of the rail away from the panel and slide the belt from it.
- 4** Prise the moulded cap from the centre pillar anchorage and remove the bolt.
- 5** Prise the belt guide runner from the rear quarter trim panel and slide the runner from the belt.
- 6** Remove the rear quarter trim panel (Section 32).
- 7** Unbolt the reel/belt assembly from the inner rear quarter body panel.

Refitting

8 Refitting is a reversal of removal, but ensure that any spacers, plates and washers are in correct sequence and tighten all bolts to the specified torque wrench settings.

Front belt - 5-door models

Note: Note the fitted sequence of any plates, washers and spacers when unbolting the seat belt anchors.

Removal

9 Proceed as described in paragraphs 1 and 2.

10 Prise the moulded cap from the centre pillar anchorage and remove the bolt.

11 Remove the pillar lower trim panel (see Section 32).

12 Unbolt the inertia reel and the anchor plate from the centre pillar.

Refitting

13 Refitting is a reversal of removal, but ensure that any spacers, plates and washers are in correct sequence and tighten all bolts to the specified torque wrench settings.

Front belt - Cabriolet

Note: Note the fitted sequence of any plates, washers and spacers when unbolting the seat belt anchors.

Removal

14 Unbolt the centre stalk.

15 Remove the clip and pull back the trim to expose the upper anchor. Unscrew the anchor bolt.

16 Unbolt and pull out the lower mounting rail. Slide the belt from the rail.

17 Remove the rear quarter trim panel then pull the belt through the slot in the panel and through the pillar guide.

18 Unbolt the inertia reel unit.

Refitting

19 Refitting is a reversal of removal, but ensure that any spacers, plates and washers are in correct sequence and tighten all bolts to the specified torque wrench settings.

Rear belt - Saloon models

Note: Note the fitted sequence of any plates, washers and spacers when unbolting the seat belt anchors.

Removal

20 Raise the rear seat cushion and remove the anchor bolt from the floor pan.

21 Unclip the elasticated strap from the lower belt buckle.

22 Unbolt the inertia reel anchor plate from the floor.

23 Unbolt the belt from the body pillar upper section.

24 Prise out the belt guide runner from the rear package tray support panel and slide the runner from the belt.

25 Raise the inertia reel cover, unscrew the reel mounting bolt and withdraw reel and spacer.

Refitting

26 Refitting is a reversal of removal, but ensure that any spacers, plates and washers are in correct sequence and tighten all bolts to the specified torque wrench settings.

Rear belt - Estate models

Note: Note the fitted sequence of any plates, washers and spacers when unbolting the seat belt anchors.

Removal

27 Proceed as described in paragraphs 20 to 22.

28 Raise the moulded cap from the support strap mounting, slide the mounting plate to one side until the large hole passes over the bolt head and the strap can be removed.

29 Unscrew the cap and bolt.

30 Raise the cover on the inertia reel to expose the bolt and unbolt the reel.

Refitting

31 Refitting is a reversal of removal, but ensure that any spacers, plates and washers are in correct sequence and tighten all bolts to the specified torque wrench settings.

Rear belt - Cabriolet

Note: Note the fitted sequence of any plates, washers and spacers when unbolting the seat belt anchors.

Removal

32 Raise the rear seat cushion.

33 Release the buckles from the elasticated straps.

34 Unbolt the seat belts from their floor mountings.

Refitting

35 Refitting is a reversal of removal, but ensure that any spacers, plates and washers are in correct sequence and tighten all bolts to the specified torque wrench settings.

28 Interior mirror - removal and refitting

Removal

1 The interior mirror is bonded to the windscreen glass. If it must be removed, grip the mirror firmly and push it forward to break the adhesive bond.

2 When refitting the mirror, the following preliminary work must first be carried out.

3 Remove existing adhesive from the windscreen glass using a suitable solvent. Allow the solvent to evaporate. The location of the mirror base is marked on the glass with a black patch, so that there should not be any chance of an error when fitting.

Refitting

4 If the original mirror is being refitted, clean all the old adhesive from the mirror mounting base, and apply a new adhesive patch to it.

5 If a new windscreen is being installed, peel off the protective layer from the black patch, which is pre-coated with adhesive.

6 Peel off the protective layer from the mirror adhesive patch and locate the mirror precisely onto the black patch on the screen. Hold it in position for at least two minutes.

7 For best results, the fitting of a bonded type mirror should be carried out in an ambient temperature of 70°C (158°F). The careful use of a blower heater on both the glass and mirror should achieve this temperature level.

29 Rear parcel shelf - removal and refitting

Removal

1 Open the tailgate fully and disengage the parcel shelf lifting strap loops from the tailgate retaining knobs.

2 Lift out the parcel shelf pivot pins from their notches in the support brackets and withdraw the shelf.

3 Pull each strap loop through its hole in the rear edge of the shelf by disengaging the upper and lower retaining collars.

4 The shelf brackets are secured with pop rivets which must be drilled out if the brackets are to be removed.

Refitting

5 Refitting is a reversal of removal.

30 Centre console - removal and refitting

Removal

1 Remove the gear lever knob.

2 Pull the rubber gaiter up the lever and remove it.

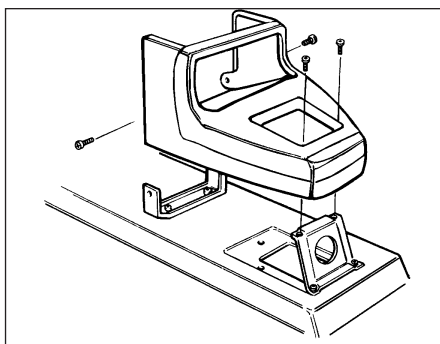
3 Undo the four screws and remove the console (see illustrations).

Refitting

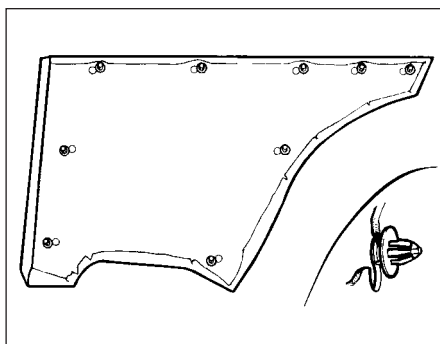
4 Refitting is a reversal of removal.



30.3a Centre console lower retaining screws (arrowed)



30.3b Centre console fixings



32.4 Rear quarter trim panel securing clip locations



32.7 Removing a sill scuff plate securing screw

31 Glove compartment - removal and refitting



Pre-1986 models

Removal

- 1 Open the glovebox lid and extract the screws which hold the glovebox to the fascia.
- 2 Remove the latch (two screws).
- 3 Remove the single screw inside the top of the glove compartment which holds it to the moulded bracket. Withdraw the glove compartment.

Refitting

- 4 Refitting is a reversal of removal.

1986 models onwards

Removal

- 5 Undo the two screws and remove the glove compartment lid.
- 6 Remove the latch (two screws) and disconnect the lamp wiring (where fitted).
- 7 Undo the three screws and remove the glove compartment.

Refitting

- 8 Refitting is a reversal of removal.

32 Interior trim panels - removal and refitting



Rear quarter trim panel

Removal

- 1 Unbolt the seat belt from its floor mounting.
- 2 Pass the belt buckle slide through the panel aperture.
- 3 Pull the seat cushion and backrest forward.
- 4 Extract the single screw from the quarter panel and then using a suitable forked tool, lever out the clips and remove the panel (see illustration).
- 5 The clips and ashtray are detachable after the panel has been withdrawn.

Refitting

- 6 Refitting is a reversal of removal; tighten the seat belt anchor bolt to the specified torque.

Cowl side trim panel

Removal

- 7 Extract the two screws from the scuff plate (see illustration).
- 8 Remove the two clips and detach the panel by pulling it from its two locating pegs (see illustration).

Refitting

- 9 Refitting is a reversal of removal.

Windscreen pillar trim panel

Removal

- 10 Remove the windscreen as described in Section 20.
- 11 Pull off the door aperture weatherstrip.
- 12 Peel back the edges of the trim panel and remove it.

Refitting

- 13 Refitting is a reversal of removal, but refit the windscreen as described in Section 20.

Centre pillar trim panels

Removal

- 14 Remove the two seat belt anchorages from the pillar.
- 15 Pull off the weatherstrips from the door apertures.
- 16 Remove the upper trim panel from the pillar.



32.8 Removing cowl side trim panel

- 17 On three-door models, the rear quarter window will first have to be removed before the pillar trim panel can be withdrawn.

- 18 The lower trim panel can be removed from the pillar after the four screws have been extracted.

Refitting

- 19 Refitting is a reversal of removal, but tighten the seat belt anchor bolts to the specified torque.

Rear pillar trim panel

Removal

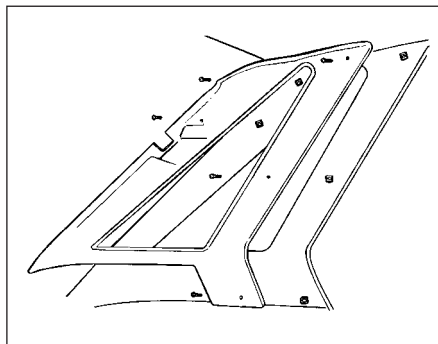
- 20 Remove the rear seat belt upper anchorage.
- 21 Fold down the rear seat back.
- 22 Extract the five securing screws and remove the trim panel (see illustration).

Refitting

- 23 Refitting is a reversal of removal, but tighten the seat belt anchor bolts to the specified torque.

Tailgate trim panel

- 24 This comprises a flat panel secured with push-in type clips. If a rear wiper is fitted, this will have a moulded cover over the wiper motor secured by quarter-turn fasteners.
- 25 To remove the moulded cover, turn the heads of the fasteners through 90° to release them (see illustration).



32.22 Rear pillar trim panel securing screw locations



32.25 Releasing a tailgate moulded cover fastener

Rear wheelhouse covers

26 These are fitted to certain Base and L models and are of moulded type. On Ghia versions the covers are cloth covered while on 5-door versions, the covers have an upper finisher held by two screws.

Load space trim panel

27 These take the form of moulded panels on "high series" trim models and flat panels on Base and L versions. The panels are held in position by external clips.

Door trim panels

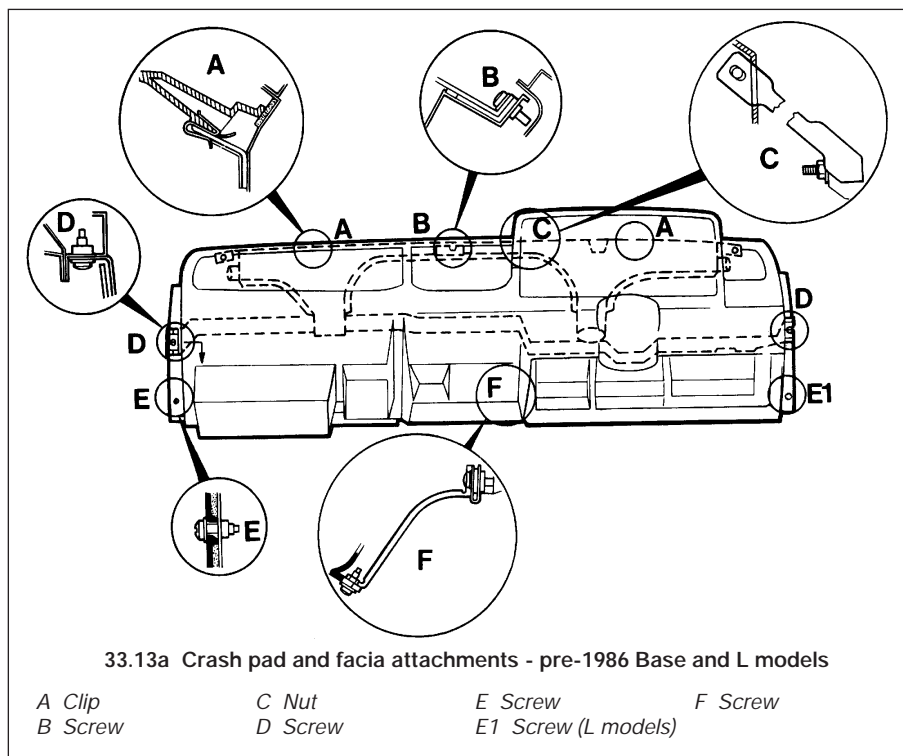
28 Refer to Section 11 of this Chapter.

33 Facia - removal and refitting

Pre-1986 models

Removal

- 1 Disconnect the battery negative lead.
- 2 Remove the under-dash cover panels.
- 3 Refer to Chapter 10 and remove the steering column assembly.
- 4 Refer to Chapter 12 and remove the instrument panel.
- 5 Where applicable, refer to Chapter 12 and remove the warning indicator control unit of the auxiliary warning system, and where fitted, the fuel computer.
- 6 Detach the heater controls, switches and wiring multi-plugs, with reference to Chapter 3.
- 7 Remove the ashtray and cigar lighter mounting panel.
- 8 Remove the radio and its mounting bracket (Chapter 12).
- 9 Disconnect the wire from the loudspeaker and remove the speaker (four screws).
- 10 Remove the glove compartment (Section 31).
- 11 Where fitted, remove the choke cable (Chapter 4).
- 12 Detach the vent ducts and demister hoses from the heater.
- 13 Extract the securing screws and clips and remove the facia panel complete with crash pad (see illustrations).



14 The crash padding can be detached by removing the glove compartment mounting bracket and lock bracket, withdrawing the side and centre face level vents and extracting all the securing clips.

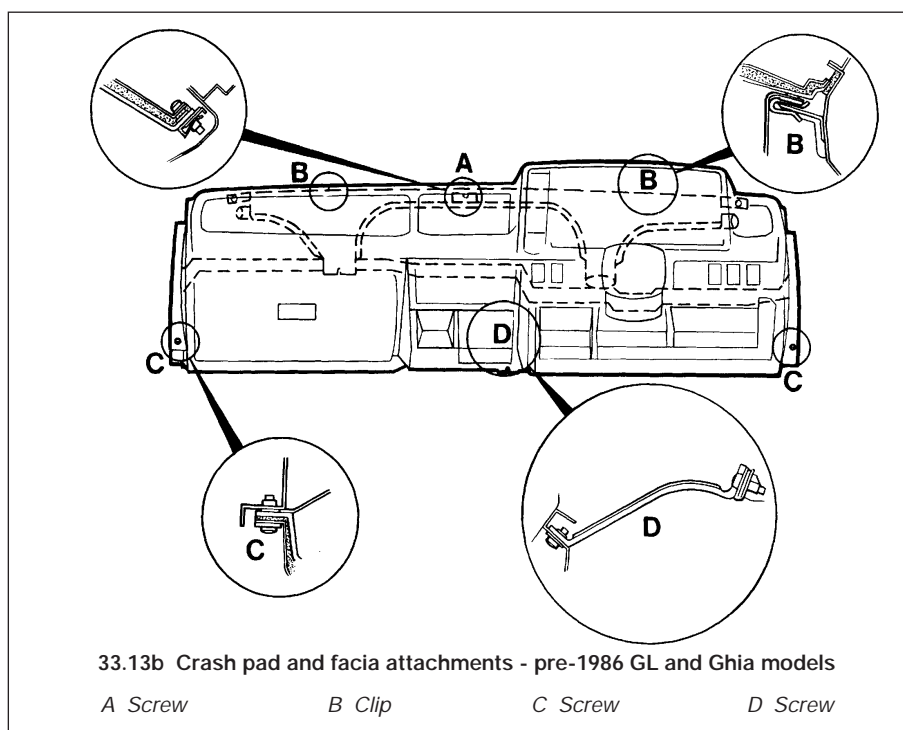
Refitting

15 Refitting is a reversal of removal.

1986 models onwards

Removal

- 16 Disconnect the battery negative lead.
- 17 Refer to Chapter 10 and remove the steering column assembly.
- 18 Refer to Chapter 12 and remove the instrument panel.



11•22 Bodywork and fittings

19 Where applicable, refer to Chapter 12 and remove the warning indicator control unit of the auxiliary warning system and where fitted, the fuel computer.

20 Remove the choke cable, where fitted, as described in Chapter 4.

21 Remove the heater control knobs.

22 Undo the two heater control fascia panel screws, pull the panel out and disconnect the wiring multi-plug. Remove the panel.

23 Remove the ashtray.

24 Refer to Chapter 12 and remove the radio or radio/cassette player.

25 Undo the radio/ashtray fascia panel screws, withdraw the panel and disconnect the cigar lighter wiring, if fitted. Remove the panel.

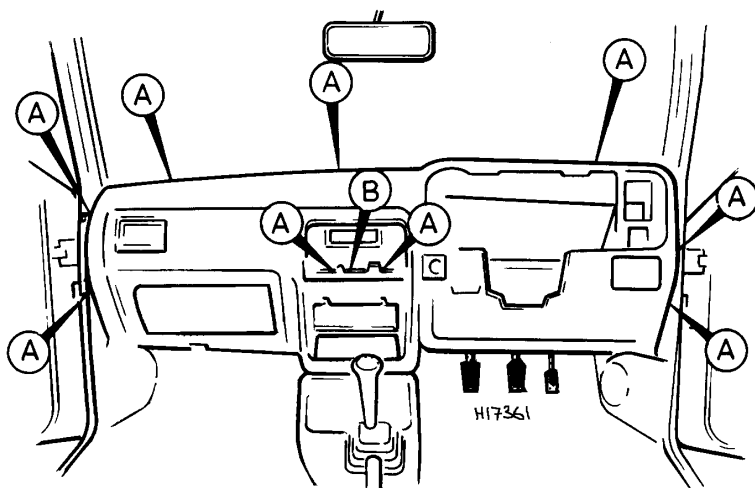
26 Remove the glove compartment as described in Section 31.

27 Undo the nine screws and one nut securing the fascia, then remove the unit from the car (**see illustration**).

28 The crash padding can be removed after undoing the screws from behind the fascia.

Refitting

29 Refitting is a reversal of removal.



33.27 Crash pad and fascia attachments - 1986 models onwards

A Retaining screws

B Retaining nuts