

Chapter 12

Bodywork and fittings

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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 settings

Seat belt mounting nuts and bolts:

	Nm	lbf ft
Up to 1996	20	15
1996 onwards	32	24

1 General information

The bodyshell and panels are a mix of steel and aluminium panels; the aluminium being used to increase corrosion resistance properties. Both three- and 5-door versions are available. Most components are welded together, but some use is made of structural adhesives; the front wings are bolted on.

Extensive use is made of plastic materials, mainly on the interior but also in exterior components. The front and rear bumpers are injection-moulded from a synthetic material, which is very strong and yet light. Plastic components such as wheelarch liners are fitted to the underside of the vehicle, to improve the body's resistance to corrosion.

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 repairs and renovations are necessary. Steam-cleaning is available at

many garages, and is necessary for the 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 some 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 clear 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. Brightwork should be treated in the same way as paintwork. Windscreens and windows can be kept clear of the smeary film which often appears, by the use of 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. 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.

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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



Repair of minor scratches in the vehicle's 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.

In the case of metallic paint, the most commonly-found 'scratches' are not in the paint, but in the lacquer top coat, and appear white. If care is taken, these can sometimes be rendered less obvious by very careful use of paintwork renovator (which would otherwise not be used on metallic paintwork); otherwise, repair of these scratches can be achieved by applying lacquer with a fine brush.

Apply touch-up paint to the scratch using a thin paintbrush; continue to apply thin 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 paintwork in the scratch area with a paintwork renovator or a very fine cutting paste. Finally, apply wax polish.

Where the scratch has penetrated right through to the metal of the bodywork, a different repair technique is required. Remove any loose paint, etc from the bottom of the scratch with a penknife. 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 lightly hollowed. The scratch can now be painted over as described earlier in this Section.

Repair of dents in the vehicle's bodywork

The alloy body panels on the Land Rover are easier to work on than steel, and minor

dents or creases can be beaten out fairly easily. However, if the damaged area is quite large, prolonged hammering will cause the metal to harden; to avoid the possibility of cracking, it must be softened or 'annealed'. This can be done easily with a gas blowlamp, but great care is required to avoid actually melting the metal. The blowlamp must always be kept moving in a circular pattern, whilst being held a respectable distance from the metal.

One method of checking when the alloy is hot enough is to rub down the surface to be annealed, and then apply a thin film of oil over it. The blowlamp should be played over the rear side of the oiled surface, until the oil evaporates and the surface is dry. Turn off the blowlamp, and allow the metal to cool naturally; the treated areas will now be softened, and it will be possible to work it with a hammer or mallet. After panel-beating, the damaged section should be rubbed down and painted as described later in this Section.

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 to its original contour. It is better to bring the level of the dent up to a point which is about 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 the method described earlier.

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 dent area, particularly in the deeper sections. 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.

Note: *On no account should coarse abrasives be used on aluminium panels in order to remove paint. The use of a wire brush or abrasive on a power drill for example, will cause deep scoring of the metal and in extreme cases, penetrate the thickness of the relatively soft aluminium alloy.*

Removal of paint is best achieved by applying paint remover to the area, allowing it to act on the paintwork for the specified time, and then removing the softened paint with a wood or nylon scraper. This method may have to be repeated in order to remove all traces of paint. A

good method of removing small stubborn traces of paint is to rub the area with a nylon scouring pad soaked in thinners or paint remover. **Note:** *If it is necessary to use this method, always wear rubber gloves to protect the hands from burns from the paint remover. It is also advisable to wear eye protection, as any paint remover that gets into the eyes will cause severe inflammation, or worse.*

Finally, remove all traces of paint and remover by washing the area with plenty of clean fresh water.

To complete the preparations 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 respraying.

Repair of holes or gashes in the vehicle's bodywork

Remove all the paint from the affected area, and from an inch or so of the surrounding 'sound' bodywork, using the method described in the previous Section. With the paint removed, you will be able to gauge the severity of the damage, and therefore decide whether to replace the whole panel (if this is possible) or to repair the affected area. It is often quicker and more satisfactory to fit a new panel than to attempt to repair large areas of damage.

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

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

Zinc gauze 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 respraying

Before using this Section, see the Section on dent, deep scratch, hole 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. Use the hardener sparingly (follow the maker's instructions on the packet) otherwise the filler will set rapidly.

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 surfaces. As soon as a contour that approximates 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 a 400-grade wet-or-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-or-dry paper should be periodically rinsed in water. This will ensure that a very fine 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 with clean water, until all the dust produced by the rubbing-down operation is gone.

Spray the whole area with a light coat of grey primer, this will show up any imperfections in the surface of the filler. If at all possible, it is recommended that an etch-primer is used on untreated alloy surfaces, otherwise the primer may not be keyed sufficiently, and may subsequently flake off. Repair imperfections with fresh filler paste or bodystopper and once more, smooth the surface with abrasive paper. Repeat the spray-and-repair procedures until you are satisfied that the surface of the filler, and the feathered edge of the paintwork, is perfect. Clean the repair area with clean water, and allow it to dry fully.

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If bodystopper is used, it can be mixed with cellulose thinners, to form a really thin paste which is ideal for filling small holes.

The repair area is now ready for 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 'lay' the dust which would otherwise be in the atmosphere. If the repair 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 will also need to be masked off. Use genuine masking tape and several thickness of newspaper for the masking operation.

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-or-dry paper, rub down the surface of the primer until it is really smooth. Whilst doing this, the work area should be thoroughly doused with water, and the wet-or-dry paper periodically rinsed in water. Allow to dry before spraying on more paint.

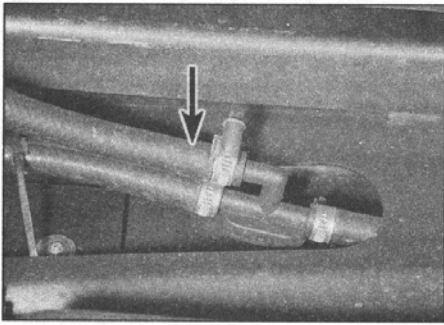
Spray on the top coat, again building up the thickness by using several thin layers of paint. Start spraying at the top of the repair area and then, using a side-to-side motion, work downwards until the whole repair area and about 50 mm of the surrounding original paintwork is covered. Remove all masking 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.

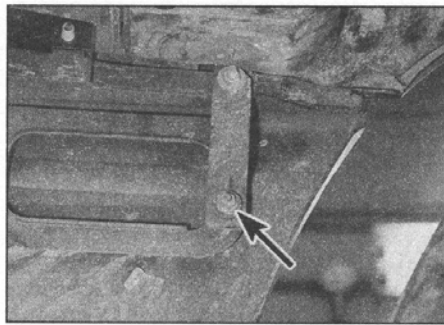
Plastic components

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, 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).

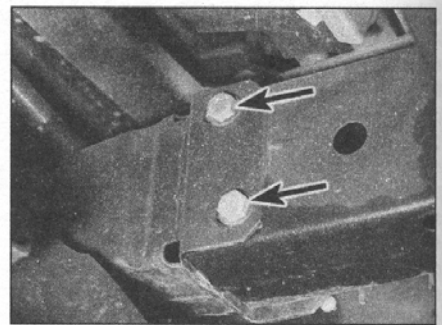
Damage of a less serious nature (abrasions, minor cracks etc) can be repaired by the DIY owner using a two-part epoxy filler repair material. Once mixed in equal proportions, or applied directly from the tube, this is used in



6.2 Slacken the retaining clip, and disconnect the washer hose (arrowed) from the T-piece



6.3 Undo the bumper end retaining nut (arrowed) . . .



6.4 . . . and the bumper-to-mounting bracket nuts and bolts (arrowed)

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. 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 complete new 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 check completely the alignment of the bodyshell, and this can only be carried out accurately by a Land Rover dealer using special jigs. If the body is left misaligned, it is primarily dangerous, as the car will not handle properly. Secondly, uneven stresses will be imposed on the steering, suspension and possibly transmission, causing abnormal wear, or complete failure, particularly to such items as the tyres.

6 Front bumper - removal and refitting

Removal

- 1 If necessary to improve access, firmly apply the handbrake, then jack up the front of the vehicle and support it on axle stands.
- 2 Where necessary, trace the headlight washer hose back to its T-piece, and disconnect the main supply hose (see illustration).
- 3 Slacken and remove the nut and washer securing each end of the bumper in position (see illustration).
- 4 With the aid of an assistant, support the bumper, then slacken and remove the four nuts and bolts securing bumper to its chassis mounting brackets (see illustration).
- 5 Manoeuvre the bumper away from the vehicle, and recover the front towing eye
- 6 If necessary, with the bumper removed, undo the retaining screws and bolts, and separate the various sections of bumper.

Refitting

- 7 Reassemble the bumper sections (where necessary), and securely tighten its retaining screws and bolts.
- 8 Manoeuvre the bumper into position, not forgetting the towing eye, and insert its four mounting bolts and nuts.
- 9 Refit the washers and nuts securing the bumper ends in position, then go around and securely tighten all the bumper mounting bolts and nuts.
- 10 Reconnect the headlight washer hose (where necessary), and lower the vehicle to the ground.

7 Rear bumper - removal and refitting

Removal

- 1 If necessary to improve access, chock the front wheels, then jack up the rear of the vehicle and support it on axle stands.

- 2 With the aid of an assistant, support the bumper, then slacken and remove the nuts and bolts securing bumper to its chassis mounting brackets. Manoeuvre the bumper assembly away from the vehicle.
- 3 If necessary, with the bumper removed, undo the retaining nuts and bolts, and separate the various sections of bumper.

Refitting

- 4 Refitting is the reverse of removal.

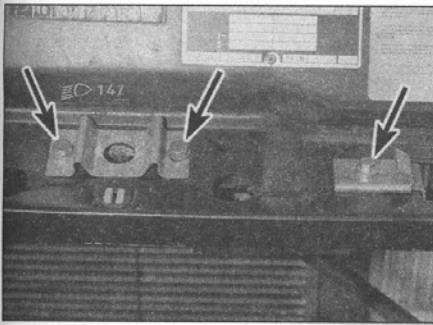
8 Bonnet - removal, refitting and adjustment

Removal

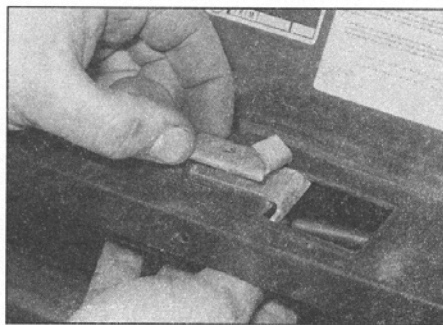
- 1 Open the bonnet, and have an assistant support it. Using a pencil or felt tip pen, mark the outline position of each bonnet hinge relative to the bonnet, to use as a guide on refitting.
- 2 Undo the bonnet retaining bolts and, with the help of an assistant, carefully lift the bonnet clear. Recover any shims which are fitted between the bonnet and hinges.
- 3 Inspect the bonnet hinges for signs of wear or damage; the hinges are bolted in position, and can easily be renewed.

Refitting and adjustment

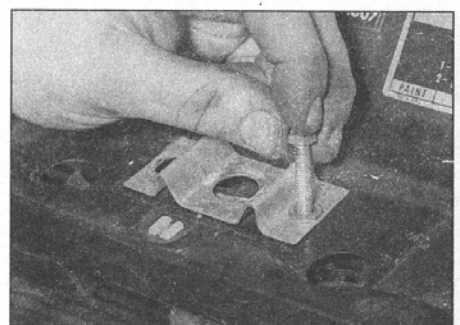
- 4 With the aid of an assistant, offer up the bonnet, not forgetting any shims which were fitted between the hinge and bonnet, and loosely fit the retaining bolts. Align the hinges with the marks made on removal, then tighten the retaining bolts securely.
- 5 Close the bonnet, and check for alignment with the adjacent panels. If necessary, slacken the bonnet bolts and realign the bonnet to suit. The bonnet height is adjusted by adding/removing the shims fitted between it and the hinge. Once the bonnet is correctly aligned, securely tighten the bolts.
- 6 Once the bonnet is correctly aligned, check that the bonnet fastens and releases in a satisfactory manner, and if necessary adjust the lock striker as described in Section 10.



10.5a Bonnet lock assembly retaining bolts (arrowed)



10.5b Undo the bolt, and remove the bonnet adjusting plates



10.6 Undo the two bolts and remove the bonnet lock top plate

9 Bonnet release cable - removal and refitting



Removal

- 1 Remove the bonnet lock assembly as described in Section 10.
- 2 Work back along the cable, releasing it from all the relevant retaining clips and ties, whilst noting its correct routing. Release the rubber sealing grommets from the body, and slide them off the end of the cable. Tie a piece of string to the cable end - this can then be used to draw the cable back into position.
- 3 From inside the vehicle, unscrew the retaining nut securing the bonnet release handle to its mounting bracket.
- 4 Withdraw the lever and cable assembly from inside the vehicle. Once the cable end appears, untie the string and leave it in position in the vehicle; the string can then be used to draw the new cable back into position.

Refitting

- 5 Tie the string to the end of the cable, and use the string to draw the bonnet release cable through from inside the vehicle into the engine compartment. Once the cable is through, untie the string and slide on both the rubber sealing grommets. Seat the handle in its mounting bracket, and securely tighten the retaining nut.
- 6 Ensure that the cable is correctly routed, and retained by all the relevant clips and ties, then seat the cable grommets in the vehicle body.

7 Refit the bonnet lock assembly as described in Section 10.

10 Bonnet lock - removal and refitting



Removal

- 1 Disconnect the battery negative terminal.
- 2 On later models (March 1994 onwards), remove the left-hand direction indicator light as described in Chapter 13, Section 7. Undo the retaining screw and nut, and remove the trim panel from underneath the headlight unit, freeing it from the radiator grille.
- 3 On all models, undo the retaining screws situated along the top edge of the grille, then free the grille lower locating pegs and remove it from the vehicle. On later models, also free the grille from the right-hand headlight trim panel as it is removed.
- 4 Using a suitable marker pen, draw around the outline of the bonnet lock top plate and adjusting plates. These marks can then be used as a guide on refitting.
- 5 Undo the single bolt and remove both the bonnet adjusting plates, noting their correct fitted locations (see illustrations).
- 6 Undo the two retaining bolts, and lift the top plate away from the bonnet crossmember (see illustration).
- 7 Free the lock assembly and mounting plate from the underside of the bonnet crossmember, and detach the lock assembly from its return spring (see illustration).

8 Slacken the release cable clamp, then detach the cable and remove the lock and mounting plate from the vehicle (see illustration).

Refitting

9 Refitting is the reverse of the removal procedure, using the alignment marks made prior to removal. Prior to refitting the radiator grille, check the operation of the release mechanism. Adjustment of the cable can be made by either slackening the clamp and adjusting the inner cable or, alternately, by releasing the outer cable retaining clip and repositioning the clip on the cable (as applicable).

11 Door - removal, refitting and adjustment



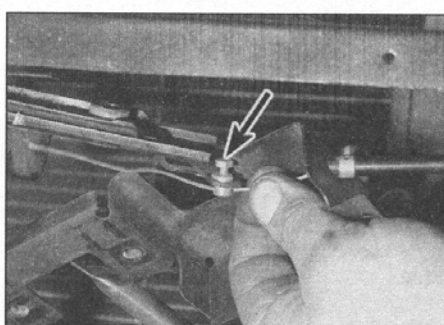
Removal

Front door

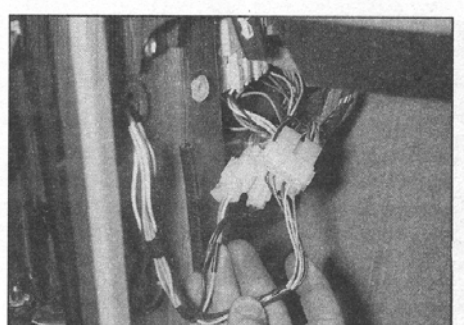
- 1 Disconnect the battery negative lead.
- 2 Release the rubber seal from the lower edge of the door pillar, then release the two fasteners securing the footwell side trim panel in position, and remove the panel from the vehicle.
- 3 Disconnect the wiring connectors, then release the rubber wiring harness grommet from the door pillar. Withdraw the wiring from the pillar, so that it is free to be removed with the door assembly (see illustration).



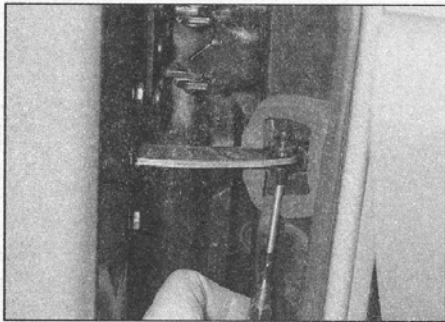
10.7 Free the lock assembly . . .



10.8 . . . then slacken the clamp (arrowed) and detach the operating cable



11.3 The front door wiring connectors are located behind the footwell side trim panel



11.4 Using a hammer and punch to tap out the check link roll pin

4 Using a hammer and suitable punch, carefully tap out the roll pin securing the check link to the door pillar (see illustration). Discard the roll pin - a new one should be used on refitting.

5 Prise off the C-clips from each of the hinge pins then, with the aid of an assistant, carefully lift the door upwards and away from the vehicle (see illustration). If the C-clips show signs of distortion, renew them.

6 Examine the hinges for signs of wear or damage. If renewal is necessary, mark the outline of the original hinge on the door/pillar, then slacken and remove the retaining bolts and remove the hinge brackets. Note the correct fitted location of the shim(s) and spacer plates which are positioned behind them. Fit the new brackets, making sure that the shim(s) and spacer plates are correctly arranged, and refit the retaining bolts. Align the brackets with the marks made prior to removal, and securely tighten the retaining bolts.

Rear door

7 Disconnect the battery negative lead.

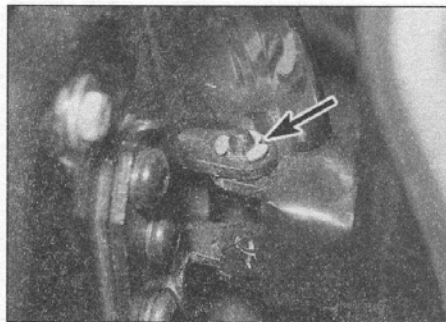
8 Release the wiring harness rubber grommet from the door pillar, then withdraw the wiring and disconnect its connectors (see illustrations).

9 Slacken and remove the bolts and washers securing the check link to the door pillar.

10 Prise off the C-clips from each of the hinge pins then, with the aid of an assistant, carefully lift the door upwards and away from the vehicle. If the C-clips show signs of distortion, renew them.



11.8b ... and withdraw the rear door wiring connectors from the pillar



11.5 Remove the C-clip (arrowed) from each hinge, and lift the door upwards and away from the vehicle

11 Inspect the hinges as described above in paragraph 6.

Refitting

Front door

12 Apply a smear of multi-purpose grease to the hinge pivots then, with the aid of an assistant, manoeuvre the door back into position. Secure the door in position by fitting a C-clip to each of the hinge pins.

13 Align the check link with its mounting bracket, and secure it in position with a new roll pin.

14 Feed the wiring back through the pillar, reconnect the wiring connectors, and seat the rubber grommet back in the door pillar.

15 Refit the footwell side panel, and secure it in position.

16 Reconnect the battery and, if necessary, adjust the door position as described below.

Rear door

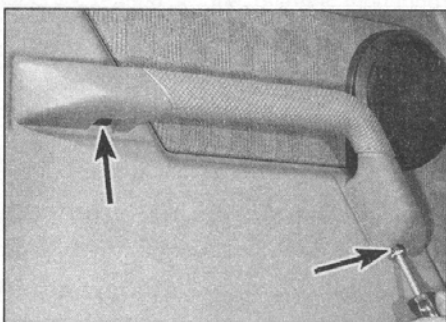
17 Apply a smear of multi-purpose grease to the hinge pivots then, with the aid of an assistant, manoeuvre the door back into position. Secure the door in position by fitting a C-clip to each of the hinge pins.

18 Reconnect the wiring connectors, feed the wiring back into the door pillar, and seat the wiring grommet in position.

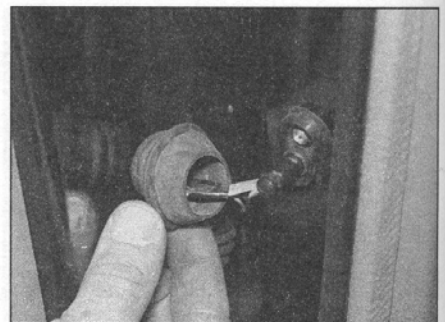
19 Reconnect the battery and, if necessary, adjust the door position as described below.

Adjustment

20 Some vertical adjustment of the doors can be achieved by slackening the hinge retaining bolts and repositioning the hinge/door.



12.2a Undo the two retaining screws (arrowed) ...



11.8a Release the rubber grommet from the door pillar ...

21 Some front-to-rear adjustment of the door position can be achieved by adding/removing shims between the door and hinge bracket. To do this, loosen (do not remove) the hinge retaining bolts, then add/remove the relevant number of shims; the shims are slotted to allow the thickness to be adjusted without removing the door. Once the door is correctly positioned, securely tighten the hinge retaining bolts.

22 Door closure may be adjusted by altering the position of the door lock striker on the body. Slacken the striker, reposition it as required, then securely retighten it. The striker can also be adjusted by adding/removing shims from behind it.

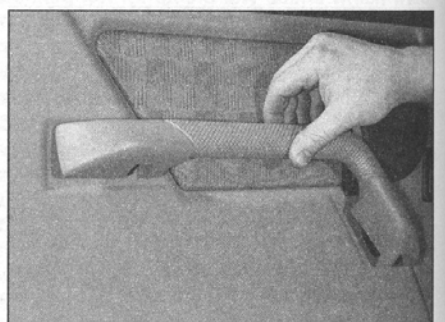
12 Door inner trim panel - removal and refitting

Note: It is a good idea to obtain a few trim panel retaining clips before starting, as they are often broken in the course of removal, or will be found to have broken during previous removal attempts.

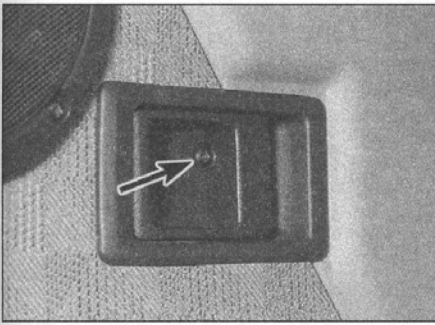
Removal

Front door

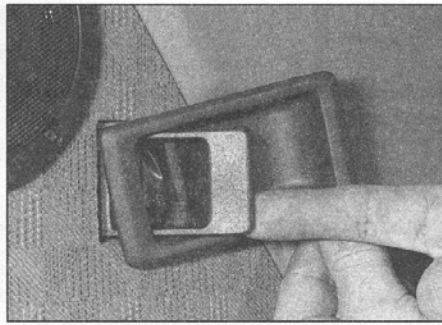
- 1 Disconnect the battery negative terminal.
- 2 Undo the retaining screws, and remove the armrest handle from the door (see illustrations).
- 3 Lift the inner door lock handle, and carefully



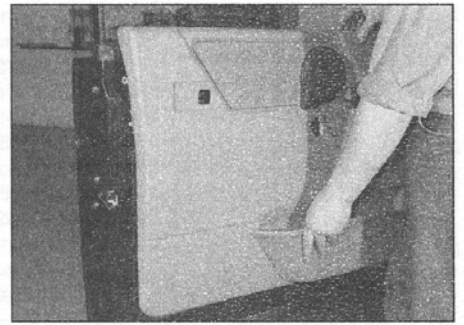
12.2b ... and remove the armrest handle from the door



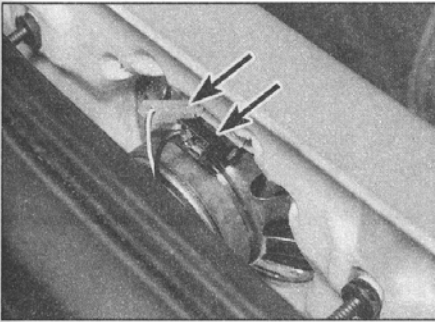
12.3a Undo the retaining screw (arrowed)...



12.3b ... and unclip the handle surround from the trim panel



12.5a Unclip the trim panel from the door...



12.5b ... disconnecting the speaker wiring as it becomes accessible

prise the trim cap out from the handle surround. Undo the retaining screw, and remove the handle surround from the door panel (see illustrations).

4 On models with manual windows, carefully prise the trim cap out from the centre of the regulator handle, then slacken and remove the retaining screw and washer. Remove the handle from the regulator, and recover the handle escutcheon.

5 Release the door trim panel studs, working around the outside of the panel, carefully levering between the panel and door with a suitable flat-bladed screwdriver. When all the studs are released, slide the panel upwards and away from the door, disconnecting the speaker wiring connectors as they become accessible (see illustrations).

Rear door

6 Remove the panel as described above in paragraphs 1 to 6, noting that there is no speaker in the rear door. On models with electric windows, it will be necessary to

disconnect the window switch wiring as the panel is removed (see illustration).

Refitting

7 Refitting is a reverse of the removal procedure. Prior to refitting, examine the panel retaining clips for signs of damage - renew any broken clips. On refitting, do not forget to align the inner lock button with its guide in the top of the trim panel.

13 Door handle and lock components - removal, refitting and adjustment

Removal

Front door interior handle

1 Remove the door inner trim panel as described in Section 12. Peel the polythene weathershield away from the door to gain access to the door lock components (see illustration).

2 Slacken and remove the screws securing the door handle to the door (see illustration).

3 Working through the cut-out in the door, prise off the metal retaining clip and release the handle link rod from the plastic connector (see illustration).

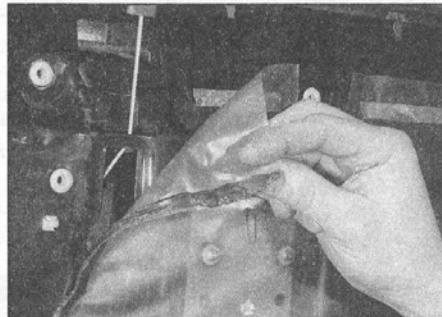
4 Withdraw the handle and link rod assembly from the door (see illustration).

Front door exterior handle

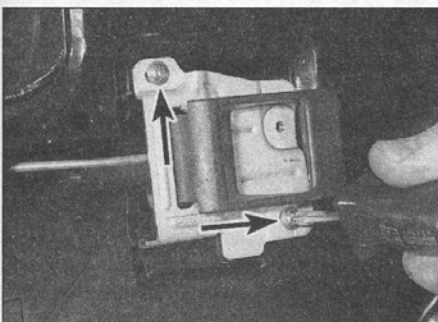
5 On models with central locking, remove the servo unit as described in Section 17.



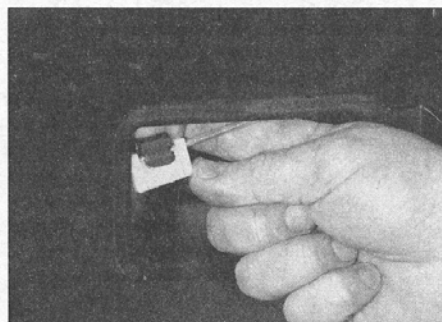
12.6 Disconnecting the rear door window switch wiring connector



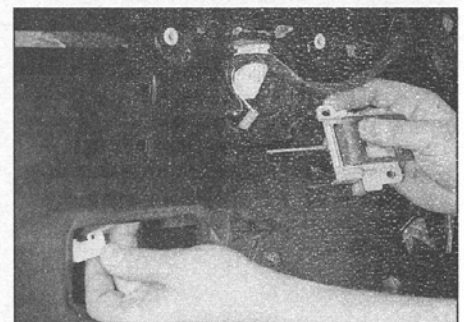
13.1 Peel the polythene weathershield away from the door to gain access to the lock components



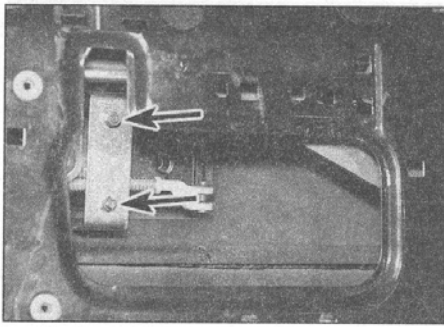
13.2 Undo the retaining screws...



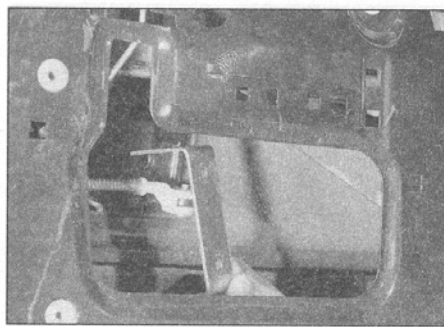
13.3 ... then detach the link rod from its plastic connector...



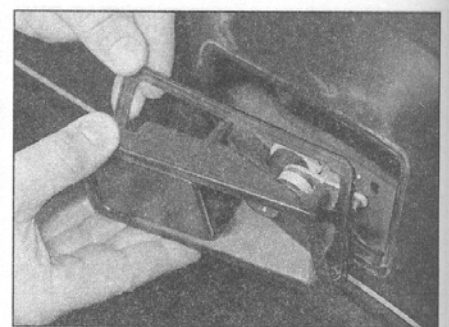
13.4 ... and remove the interior handle from the door



13.8a Undo the two retaining nuts (arrowed) . . .



13.8b . . . and remove the handle bracket from inside the door



13.8c Remove the exterior handle from the door, and recover the handle seal

6 Release the retaining clips by pivoting them away from the link rods, and free the link rods from the handle.

7 Where necessary, trace the wiring back from the central locking/alarm microswitch, and disconnect it at the wiring connector.

8 Unscrew and remove the two handle retaining nuts and washers, and remove the assembly from the outside of the door. Recover the bracket from inside of the door. Examine the handle seal for signs of damage or deterioration, and renew if necessary (see illustrations).

Front lock cylinder

9 Remove the exterior door handle as described above.

10 Insert the key into the lock cylinder, then

prise off the C-clip and washer from the rear of the mounting plate (see illustration). Lift off the link rod bracket and spring, noting their correct fitted locations, and withdraw the lock cylinder.

Front door lock

11 Remove the door inner trim panel as described in Section 12.

12 Remove the door window regulator and glass as described in Section 14.

13 On models with central locking, remove the servo unit as described in Section 17. Push out the pin and free the servo unit pivot, which is situated directly above the lock assembly, from the door (see illustration).

14 Release the retaining clip securing the interior lock button rod to the lock, and

withdraw the button from the top of the door (see illustration).

15 Release the retaining clips by pivoting them away from the rods, and detach both exterior handle link rods from the lock (see illustration).

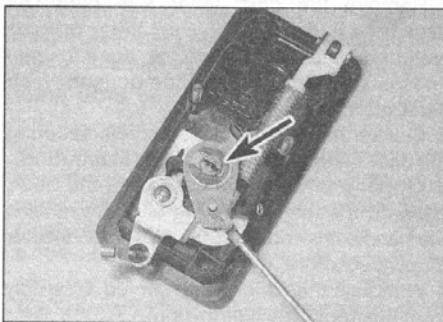
16 Working through the cut-out in the door, lift the metal retaining clip, and release the interior handle link rod from the plastic connector.

17 Undo the three retaining screws, and manoeuvre the lock assembly out of the door (see illustrations).

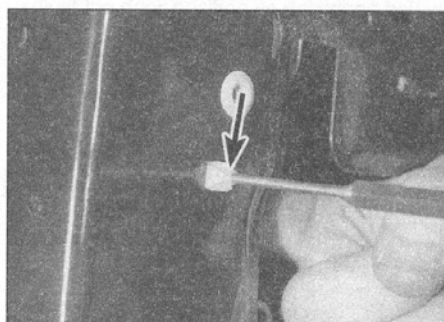
Rear interior door handle

18 Remove the door inner trim panel as described in Section 12.

19 Peel the polythene weathershield away



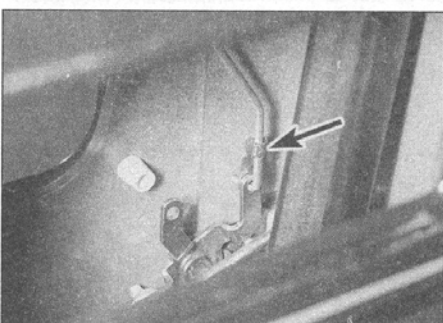
13.10 Lock cylinder is retained by a C-clip



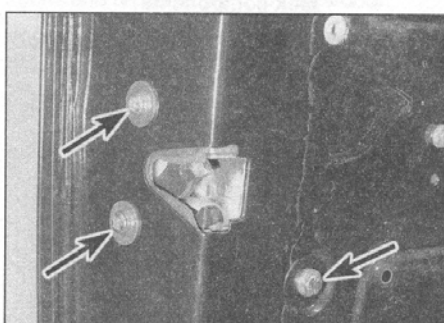
13.13 Push out the pivot pin, and free the servo unit pivot from the door



13.14 Release the retaining clip, and detach the lock button from the lock



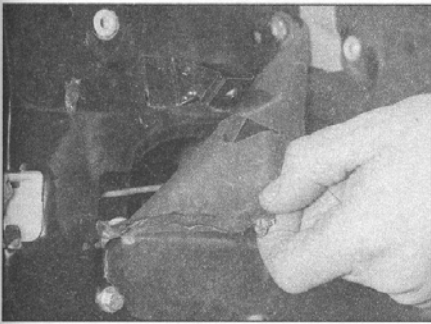
13.15 Release the retaining clip (arrowed) and detach the exterior handle link rod from the lock



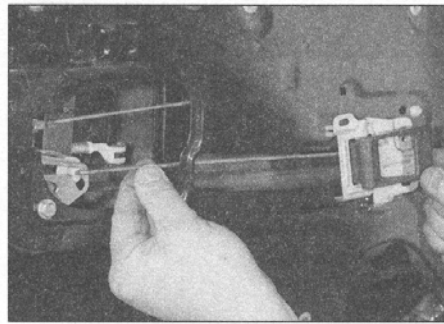
13.17a Undo the three retaining screws (arrowed) . . .



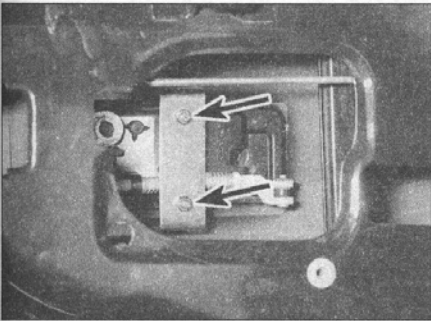
13.17b . . . and withdraw the lock assembly from the door



13.19 Peel the polythene weathershield away from the door, to gain access to the lock components



13.20 Detach the link rod from the lock, and remove the interior handle from the rear door



13.24a Undo the two retaining nuts (arrowed) and recover the bracket . . .

from the door, to gain access to the door lock components (see illustration).

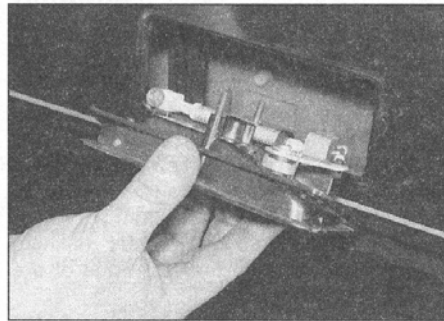
20 Detach the link rod from the lock assembly, then undo the retaining screws and withdraw the handle and rod from the door (see illustration).

Rear exterior door handle

21 Remove the door inner trim panel as described in Section 12.

22 Peel the polythene weathershield away from the door to gain access to the door lock components.

23 Release the retaining clip by pivoting it



13.24b . . . then remove the exterior handle from the door

away from the link rod, and detach the rod from the rear of the handle.

24 Unscrew the two handle retaining nuts and washers, and remove the assembly from the outside of the door. Recover the bracket from inside of the door. Examine the handle seal for signs of damage or deterioration, and renew if necessary (see illustrations).

Rear door lock

25 Remove the door inner trim panel as described in Section 12.

26 Peel the polythene weathershield away

from the door to gain access to the door lock components.

27 Release the retaining clip by pivoting it away from the link rod, and detach the rod from the rear of the exterior handle.

28 Release the retaining clip, and detach the interior button rod from the lock (see illustration).

29 Release the interior handle link rod from the lock, then undo the three retaining screws and remove the lock assembly from the door (see illustration).

Refitting

30 Refitting is the reverse of the removal sequence, noting the following points:

- a) If a lock cylinder has been removed, on refitting, ensure that the spring and link rod bracket are correctly positioned, and are securely held by the C-clip. Check the operation of the lock cylinder before refitting the handle to the door.
- b) Ensure that all link rods are securely held in position by their retaining clips.
- c) Apply grease to all lock and link rod pivot points.
- d) Before installing the relevant trim panel, thoroughly check the operation of all the door lock handles and, where necessary, the central locking system. If necessary, adjust as described below.

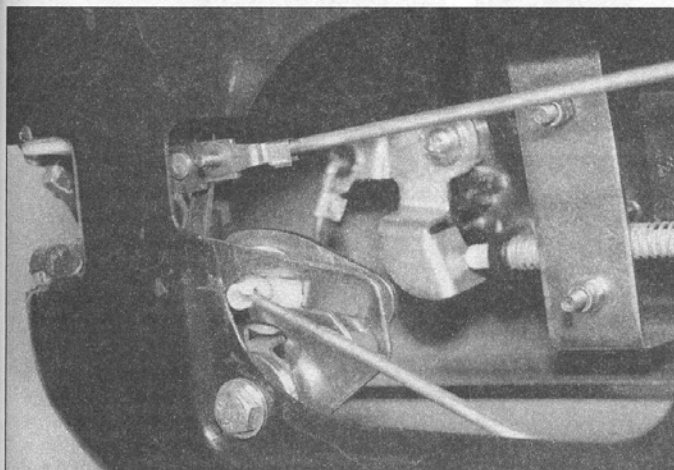
Adjustment

Front door lock

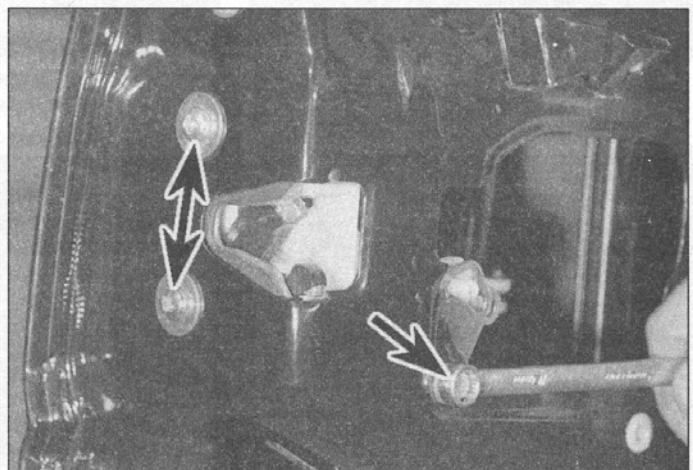
31 The length of the exterior handle-to-lock link rod can be adjusted by screwing/unscrewing it from the lock assembly. The length of the lock assembly interior handle link rod can be altered by rotating the spring-tensioned nyloc nut which is situated at the lock end of the rod.

Rear door lock

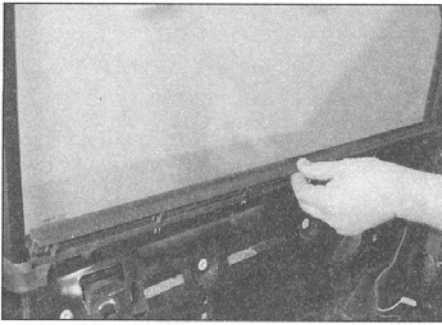
32 The length of the exterior handle-to-lock link rod can be adjusted by screwing/unscrewing it from the lock assembly.



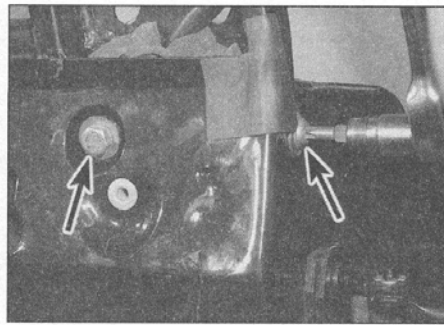
13.28 Detach the link rods . . .



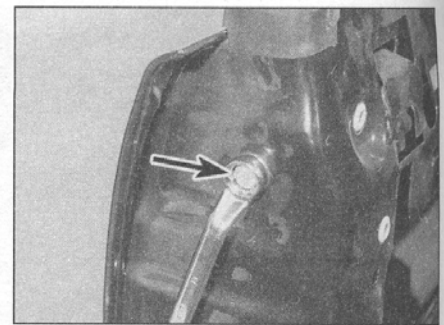
13.29 . . . then undo the three retaining bolts and remove the lock assembly from the door



14.5 Remove the inner and outer sealing strips from the top edge of the door



14.6 Undo the two front retaining bolts (arrowed) ...



14.7 ... and the rear upper frame retaining bolt

14 Door window glass and regulator - removal and refitting



Removal

- 1 Remove the door inner trim panel as described in Section 12.
- 2 Peel the polythene weathershield away from the door, to gain access to the door lock components. Proceed as described under the relevant sub-heading.

Front door window glass

- 3 Remove the exterior mirror as described in Section 19.

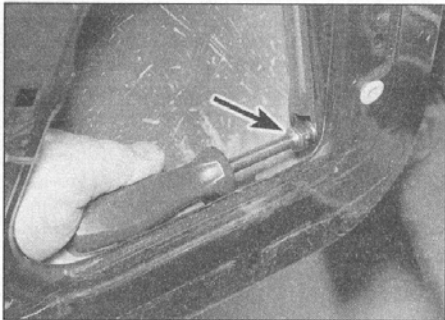
- 4 Remove the regulator assembly as described below. On models with central locking, also remove the servo unit as described in Section 17.
- 5 Remove the inner and outer sealing strips from the top of the door (see illustration).
- 6 Slacken and remove the window frame front retaining bolts from the front and inner edges of the door (see illustration).
- 7 Unscrew the window frame rear retaining bolt and washer from the rear edge of the door (see illustration).
- 8 Slacken and remove two window frame lower retaining screws and washers (one at the front, and one at the back edge of frame) (see illustration).
- 9 Carefully lift the window frame and glass

assembly upwards and away from the door (see illustration).

- 10 With the assembly on a bench, remove the tape, and separate the glass and frame.

Rear door window glass

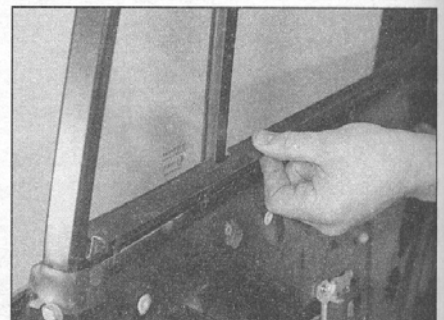
- 11 Remove the regulator assembly as described below.
- 12 Remove the inner and outer sealing strips from the top of the door (see illustrations).
- 13 Slacken and remove the bolt and washers securing the shorter side of the window guide to the door, and the two bolts and washers securing the frame to the front edge of the door (see illustration).
- 14 Undo the two bolts and washers securing the rear of the frame in position (see illustration).



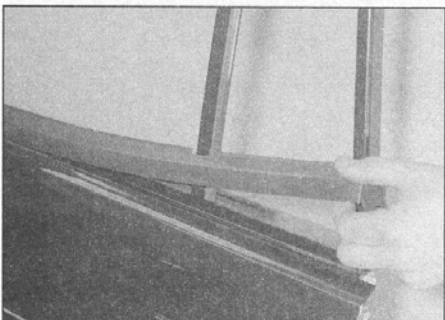
14.8 Undo the window frame lower retaining bolts ...



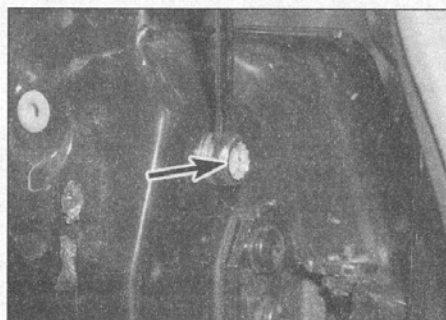
14.9 ... then lift the frame and window glass assembly out from the door



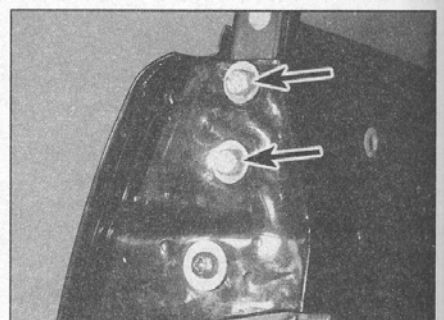
14.12a Remove the inner ...



14.12b ... and outer sealing strips from the top edge of the rear door



14.13 Undo the front retaining bolt ...



14.14 ... and the two rear window frame retaining bolts (arrowed) ...



14.15 ... then lift the window glass and frame out from the rear door

15 Carefully lift the window frame and glass assembly upwards and away from the door (see illustration).

16 With the assembly on a bench, remove the tape, and separate the glass and frame.

Front door window regulator

17 Ensure that the window is fully raised, then securely tape the window glass to its frame, to prevent the window dropping when the regulator is removed.

18 On models with electric windows, remove the window lift motor as described in Section 18.

19 Slacken and remove the four screws and washers securing the regulator assembly to the door panel (see illustration).

20 Disengage the regulator arms from the window glass guides, then manoeuvre the regulator out through the door aperture (see illustration).

Rear door window regulator

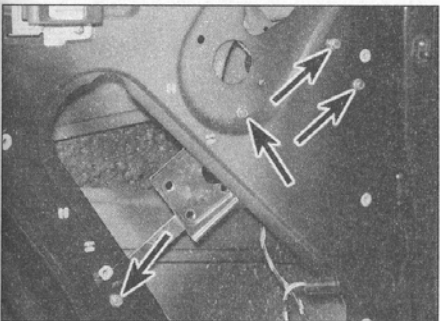
21 Ensure that the window is fully raised, then securely tape the window glass to its frame, to prevent the window dropping when the regulator is removed.

22 On models with electric windows, remove the window lift motor as described in Section 18.

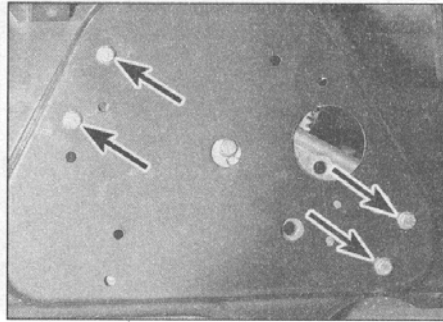
23 Slacken and remove the four screws and washers securing the regulator assembly to the door panel (see illustration).

24 Disengage the regulator arm from the window glass guides.

25 Manoeuvre the regulator out through the door aperture (see illustration).



14.23 Undo the four retaining bolts ...



14.19 Undo the four retaining bolts (arrowed) ...

Refitting

26 Refitting is the reverse of the removal procedure, noting the following points:

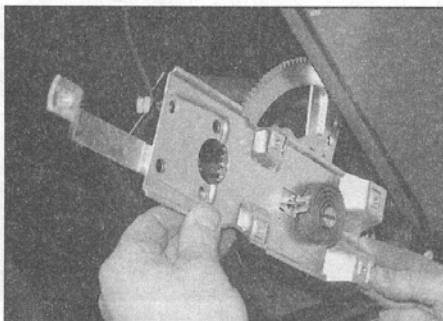
- a) Prior to tightening the window frame retaining bolts and screws, close the door, and check that the frame is correctly aligned with the surrounding body panels. Adjust as necessary, then securely tighten all bolts.
- b) Refit the weathershield, making sure it is securely stuck to the door, then install the trim panel as described in Section 12.

15 Tailgate - removal and refitting

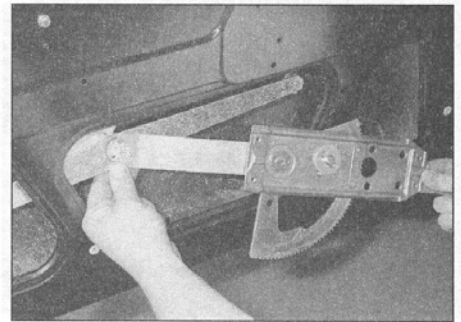
Note: It is a good idea to obtain a few trim panel retaining clips before starting, as they are often broken in the course of removal, or will be found to have broken during previous removal attempts.

Removal

- 1 Disconnect the battery negative terminal, then remove the spare wheel from the tailgate.
- 2 Undo the two retaining screws, and remove the handle from the inside of the tailgate.
- 3 Lift the tailgate lock interior handle, and carefully prise the trim cap out from the handle surround. Undo the retaining screw, and remove the handle surround from the trim panel.
- 4 On later models, remove the tailgate speaker assembly as described in Chapter 13.
- 5 Release the trim panel studs, working



14.25 ... and remove the regulator from the rear door



14.20 ... and remove the regulator from the front door

around the outside of the panel, carefully levering between the panel and tailgate with a suitable flat-bladed screwdriver. When all the studs are released, pull the panel away from the tailgate (see illustration).

6 Release the tailgate wiring harness rubber grommet from the pillar, then withdraw the wiring and disconnect its connectors.

7 Remove the circlip and washer securing the check link to the body, and free it from its bracket.

8 Using a suitable marker pen, make alignment marks between the tailgate and hinges.

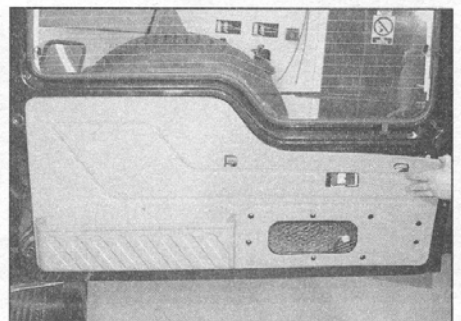
9 Have an assistant support the tailgate. Undo the four bolts and washers securing the tailgate to its hinges, and remove the tailgate assembly from the vehicle.

10 Examine the tailgate hinges for signs of wear or damage. If renewal is necessary, first mark the outline of the hinge on the pillar. Undo the retaining bolts and remove the hinge, along with any relevant shims which are fitted behind it. Fit the new hinges, along with all the necessary shims, then align them with the marks made prior to removal before securely tighten their retaining bolts.

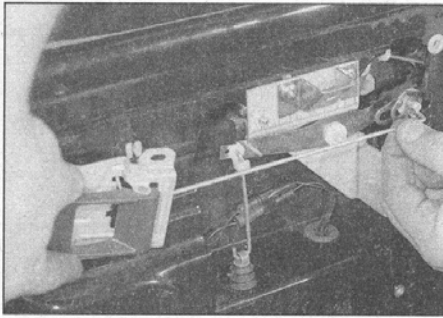
Refitting

11 Refitting is the reverse of removal, noting the following points:

- a) Locate the tailgate on its hinges, and refit the retaining bolts and washers, tightening them by hand only. Align the marks made prior to removal, then securely tighten the hinge retaining bolts. Reconnect the check link, then close the



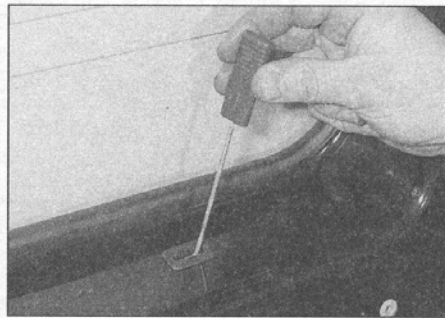
15.5 Removing the tailgate trim panel



16.5 Remove the tailgate interior lock handle

tailgate and check for alignment with the surrounding body panels. Slight adjustments can be made by loosening the hinge bolts and repositioning the tailgate.

b) Check the trim panel retaining clips for signs of damage - renew any broken ones before installing the panel.



16.7 Detach the retaining clip, and remove the interior lock button from the tailgate

to the lock components. Proceed as described under the relevant sub-heading.

Interior lock handle

4 Release the retaining clip, and free the handle link rod from the lock assembly.

5 Slacken and remove the retaining screws, and remove the handle and link rod assembly from the door (see illustration).

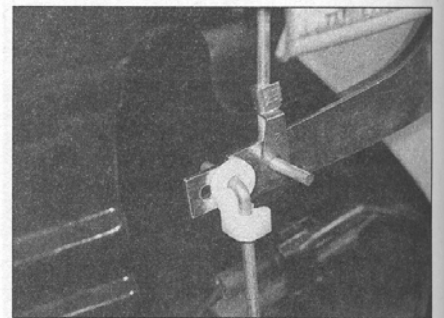
Lock assembly

Note: The tailgate lock assembly is complicated. Make a note of how all the link rods and pivots are arranged before disturbing them.

6 Remove the interior handle as described above.

7 Release the retaining clip by pivoting it away from the link rod, then detach the interior lock button from the lock and remove it from the tailgate (see illustration).

8 Release the retaining clips, and detach the



16.8 Release the retaining clips and detach the link rods . . .

central locking servo unit (where fitted), the exterior handle, and the lock link rods from the inner Y-shaped lock mechanism pivot lever (see illustration).

9 Slacken and remove the screws securing the inner Y-shaped pivot lever mounting bracket in position, then manoeuvre the assembly out from the tailgate. Recover the armrest bracket, noting its correct fitted location (see illustrations).

10 Undo the two retaining screws, and remove the childproof lock actuator from the tailgate (see illustration).

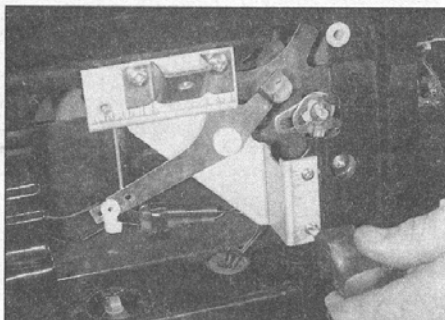
11 Release the retaining clip, and detach the exterior handle lock link rod from the outer Y-shaped pivot lever (see illustration).

12 Withdraw the pivot pin and bush from the outer Y-shaped pivot lever, undo the three retaining screws, then manoeuvre the lock and pivot lever assembly out from the tailgate (see illustrations).

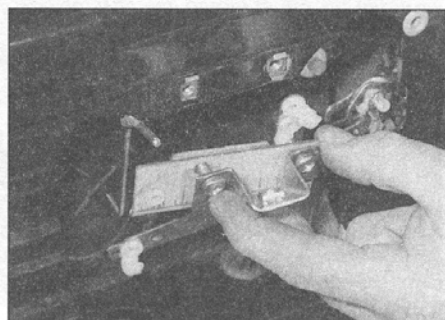
16 Tailgate lock components - removal and refitting

Removal

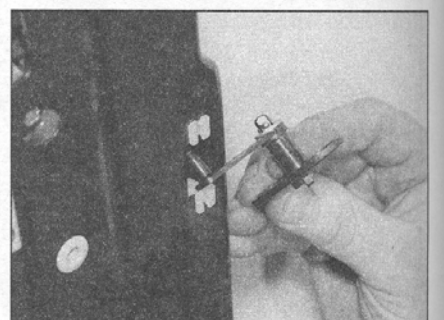
- 1 Disconnect the battery negative terminal.
- 2 Remove the tailgate trim panel as described in paragraphs 2 to 5 of Section 15.
- 3 Peel the polythene weathershield (where fitted) away from the tailgate, to gain access



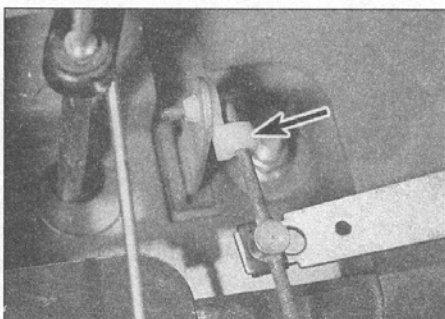
16.9a . . . then undo the retaining screws . . .



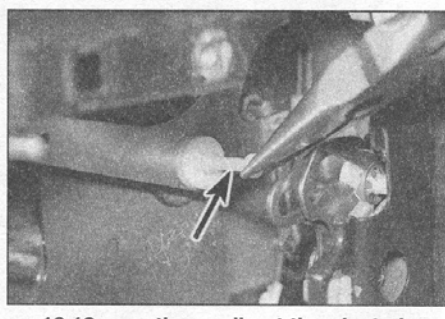
16.9b . . . and remove the inner Y-shaped pivot assembly from the door, complete with the armrest handle bracket



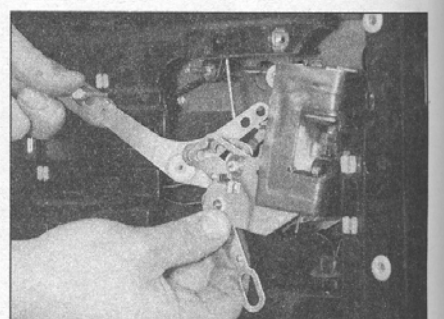
16.10 Undo the two screws, and remove the childproof lock actuator from the tailgate



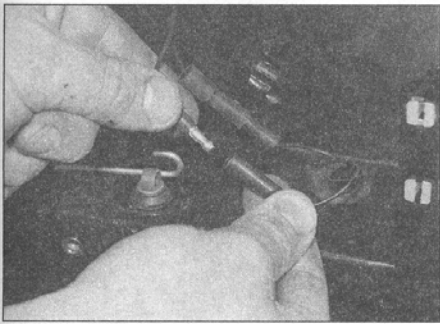
16.11 Release the retaining clip (arrowed) and detach the link rod . . .



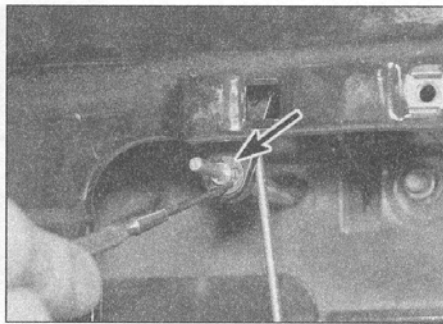
16.12a . . . then pull out the pivot pin securing the outer Y-shaped pivot assembly to the tailgate



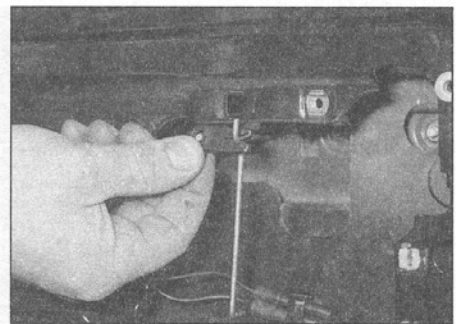
16.12b Undo the retaining bolts, and remove the lock and pivot as an assembly



16.14 Disconnecting the tailgate number plate wiring



16.15a Remove the circlip ...



16.15b ... and detach the link rod and bracket from the lock cylinder

Exterior lock handle

13 Remove the lock assembly as described above.

14 Disconnect the number plate light wiring from the tailgate harness (see illustration).

15 Carefully remove the circlip securing the link rod bracket to the rear of the lock cylinder, and remove the bracket and rod assembly (see illustrations).

16 From inside the tailgate, slacken and remove the nuts and washers securing the lock and number plate light housing in position.

17 From outside the tailgate, carefully prise the badge out from the centre of the number plate light housing, to gain access to the retaining bolt (see illustrations).

18 Remove the number plate light housing from the tailgate, freeing its wiring and sealing grommet from any retaining clips as necessary (see illustration). Inspect the housing seal for signs of wear or damage and renew if necessary.

19 Working inside the tailgate, disconnect the link rod from the exterior lock handle, then slacken and remove its two retaining nuts and washers (see illustrations).

20 Remove the handle from the outside of the tailgate, and recover its seal. Inspect the seal for signs of wear or damage, and renew if necessary.

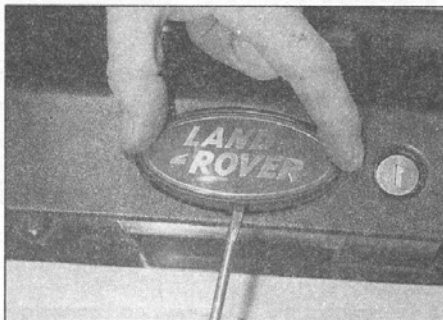
Lock cylinder

21 Remove the number plate light housing

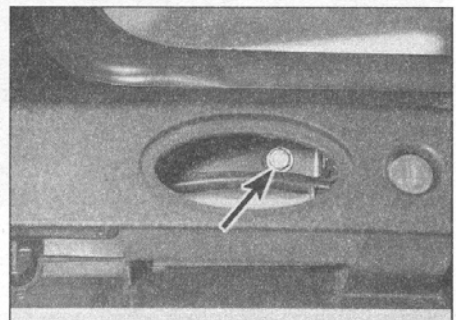
from the tailgate as described above in paragraphs 13 to 18.

22 With the housing on the bench, undo the

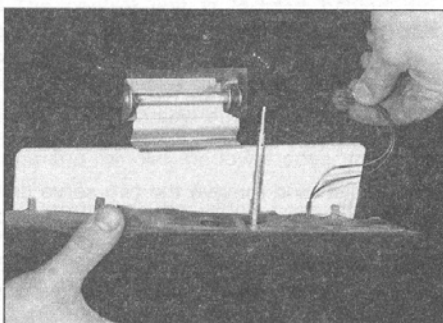
retaining bolt, and withdraw the cylinder and mounting bracket from the rear of the housing (see illustrations). Recover the O-ring seal.



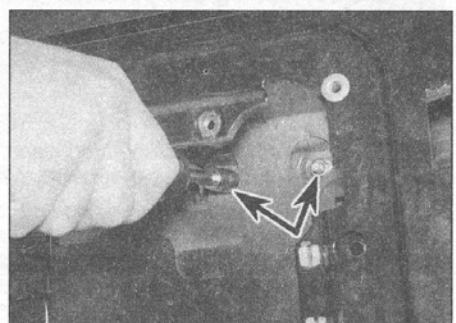
16.17a Prise out the badge from the housing ...



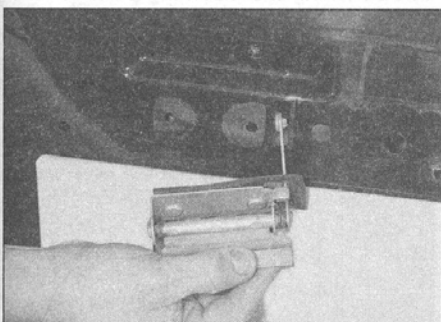
16.17b ... to gain access to the housing retaining bolt (arrowed)



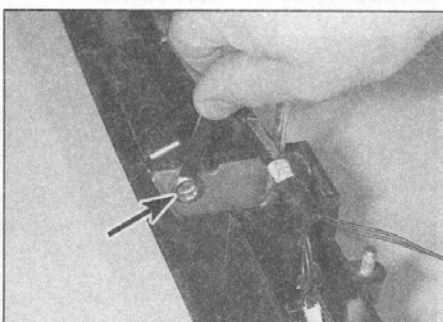
16.18 Removing the number plate light housing from the tailgate



16.19a Undo the two retaining nuts ...



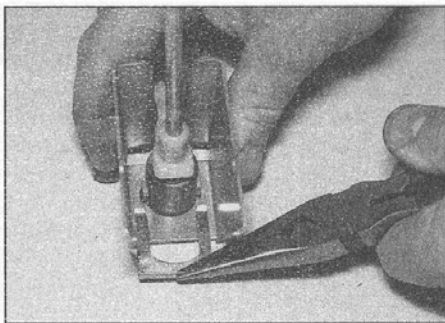
16.19b ... and remove the handle from the outside of the tailgate



16.22a Undo the retaining bolt, then remove the lock cylinder mounting bracket ...



16.22b ... and recover its O-ring from the number plate housing



16.23 Slide out the spring clip, and separate the cylinder from its mounting bracket

23 Slide out the spring clip, separate the lock cylinder from its mounting bracket, and recover the seal (see illustration).

24 Remove the spring clip, and separate the lock cylinder and its operating rod.

Refitting

25 Refitting is the reverse of the relevant removal procedure, noting the following:

- a) Ensure that all link rods are securely held in position by their retaining clips.
- b) Apply grease to all lock and link rod pivot points.
- c) Before installing the relevant trim panel, thoroughly check the operation of all the door lock handles and, where necessary, the central locking system.

17 Central locking components - removal and refitting



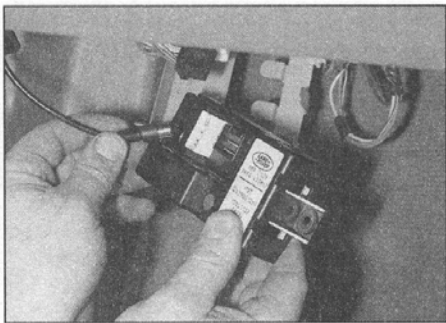
Electronic control unit

Note: On models with a factory-fitted alarm, the electronic control unit also controls the alarm system.

Early models (pre-March 1994)

1 The control unit is situated behind the driver's footwell side trim panel. Prior to removal, disconnect the battery negative terminal.

2 To gain access to the unit, release the rubber seal from the lower edge of the door pillar, then release the two fasteners securing



17.8 Removing the central locking control unit - later models

the footwell side trim panel in position, and remove the panel from the vehicle.

3 Disconnect the wiring connectors from the control unit, then undo the retaining nut and remove the unit from the vehicle.

4 Refitting is the reverse of removal.

Later models (March 1994 onwards)

5 The control unit is located beneath the passenger side of the fascia. Prior to removal, disconnect the battery negative terminal.

6 Release the fasteners and remove the lower cover from the passenger side of the fascia.

7 Undo the nut securing the relay bracket to the fascia, and lower the bracket down into the footwell.

8 Disconnect the various wiring connectors, then undo the retaining nuts and remove the control unit (see illustration).

9 Refitting is the reverse of removal.

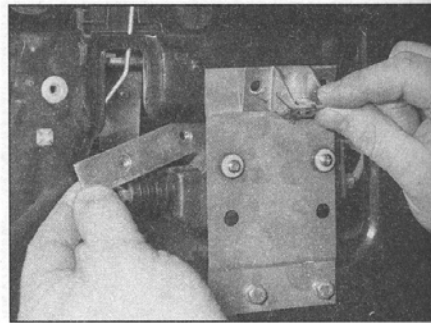
Front door servo unit

10 Remove the door trim panel as described in Section 12.

11 Peel the polythene weathershield away from the door, to gain access to the servo unit.

12 Slacken and remove the two servo unit mounting bracket upper retaining screws, and recover the door handle mounting bracket from the outside of the door (see illustration). Also recover the caged nut retaining plate from inside the door.

13 Slacken and remove the two lower retaining screws, and free the servo unit from its operating rod (see illustration).



17.12 Undo the upper retaining screws, and remove the armrest handle bracket and retaining plate from the door

14 Withdraw the servo unit and mounting plate from the door, disconnecting its wiring connector as it becomes accessible (see illustration).

15 If necessary, undo the retaining screws, and separate the servo unit from its mounting bracket.

16 Refitting is the reverse of removal. Prior to refitting the door trim panel, reconnect the battery and check the operation of the servo unit. If necessary, adjustments can be made by slackening the mounting plate retaining screws and repositioning the plate as required.

Rear door servo unit

17 Remove the door trim panel as described in Section 12.

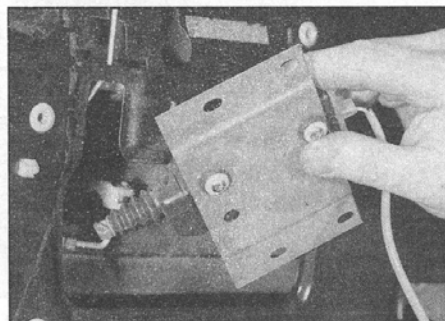
18 Peel the polythene weathershield away from the door, to gain access to the servo unit.

19 Slacken and remove the four servo unit mounting bracket retaining screws (see illustration).

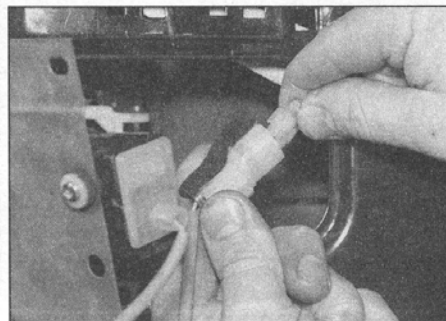
20 Free the servo unit from its link rod, then withdraw it from the door, disconnecting its wiring connector as it becomes accessible.

21 If necessary, undo the retaining screws and separate the servo unit from its mounting bracket.

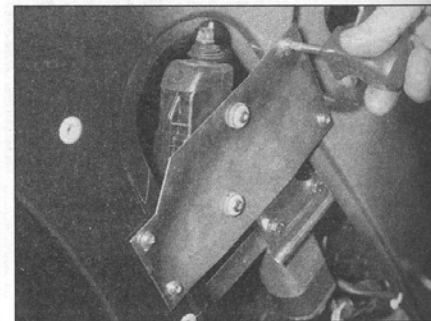
22 Refitting is the reverse of removal. Prior to refitting the door trim panel, reconnect the battery and check the operation of the servo unit. If necessary, adjustments can be made by slackening the mounting plate retaining



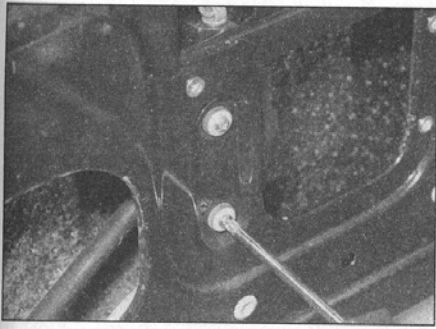
17.13 Detach the servo unit from its link rod ...



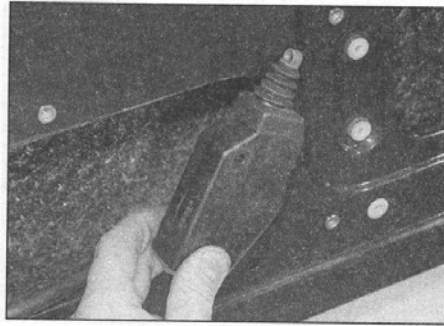
17.14 ... and disconnect its wiring connector



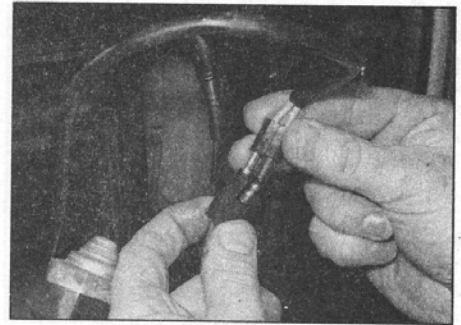
17.19 Removing a rear door servo unit



17.26a Undo the two retaining screws . . .



17.26b . . . then free the servo unit from its link rod, and withdraw it from the tailgate

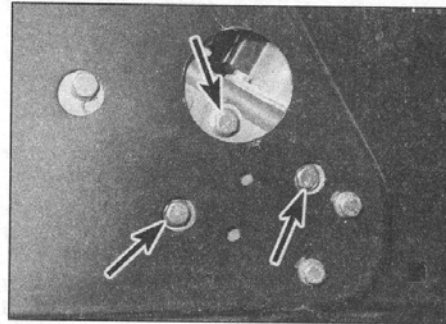


18.5 Disconnect the window lift motor wiring connector . . .

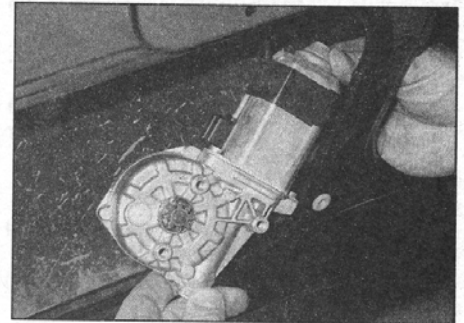
screws and repositioning the plate as required.

Tailgate servo unit

- 23 Remove the tailgate inner trim panel as described in paragraphs 2 to 5 of Section 15.
- 24 Peel the polythene weathershield away from the door, to gain access to the servo unit.
- 25 Trace the wiring back from the servo unit, and disconnect it at the connector.
- 26 Undo the two retaining screws, then free the servo unit from its link rod and remove it from the door (see illustrations).
- 27 Refitting is the reverse of removal. Prior to refitting the door trim panel, reconnect the battery and check the operation of the servo unit.



18.6a . . . then undo the three retaining bolts (arrowed) . . .



18.6b . . . and remove the motor from the door (front door shown)

18 Electric window components - removal and refitting



Window switches

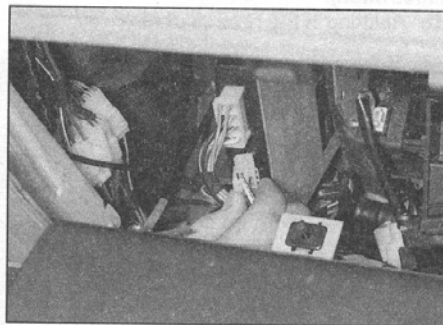
- 1 Refer to Chapter 13.

Window lift motor

- 2 Remove the door inner trim panel as described in Section 12.
- 3 Peel the polythene weathershield away from the door, to gain access to the motor. On the rear door, where necessary, remove the central locking servo unit as described in Section 17.
- 4 Ensure that the window glass is fully raised, and secure it in position by taping it to the window frame.
- 5 Trace the wiring back from the motor, and disconnect it at the wiring connectors (see illustration).
- 6 Support the motor, then slacken and remove its three retaining bolts and manoeuvre the motor assembly out from the door panel (see illustrations).
- 7 Refitting is the reverse of removal, ensuring that the motor gear is correctly engaged with the regulator mechanism. Check the operation of the motor before refitting the trim panel to the door.

Electronic control unit - later models (March 1994 onwards) only

- 8 The control unit is located behind the glovebox. Prior to removal, disconnect the battery negative terminal.
- 9 Open up the glovebox, and release its hinge springs to allow the box to be fully opened. To improve access, release the clips and remove the lower cover from the fascia.
- 10 Disconnect the wiring connectors and undo the two nuts securing the control unit mounting bracket to the bulkhead (see illustration).
- 11 Manoeuvre the bracket assembly out of position, then undo the three retaining nuts



18.10 Disconnect the wiring connectors, then undo the retaining bolts and remove the window lift control unit from underneath the fascia

and separate the control unit from the bracket (see illustration).

- 12 Refitting is the reverse of removal.

19 Exterior mirrors and associated components - removal and refitting

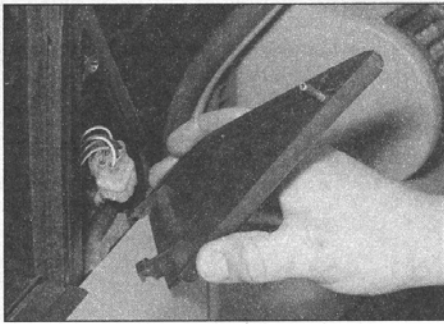


Manually-operated mirror

- 1 Pull off the knob from the mirror adjusting lever.
- 2 Carefully unclip the mirror inner trim panel from the door.
- 3 Support the mirror assembly, then undo the three retaining screws and washers. Remove



18.11 Window lift control unit is secured to its bracket by three nuts



19.6 Unclip the inner trim panel ...

the mounting plate from the inner edge of the door, and recover its retaining clips.

4 Remove the mirror assembly from the door, along with its sealing rubber.

5 Refitting is the reverse of removal. If the mirror seal shows signs of damage or deterioration, renew it.

Electrically-operated mirror

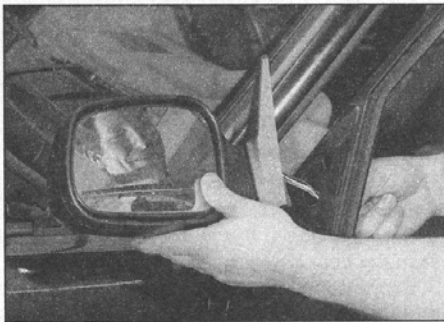
6 Carefully unclip the mirror inner trim panel from the door (see illustration).

7 Disconnect the mirror wiring connector(s) (see illustration).

8 Support the mirror assembly, then undo the three retaining screws and washers (see illustration). Remove the mounting plate from the inner edge of the door, and recover its retaining clips.

9 Remove the mirror assembly from the door, along with its sealing rubber (see illustration).

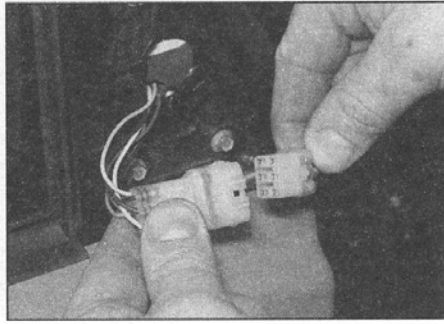
10 Refitting is the reverse of removal, using a



19.9 ... then remove the mirror from the door



19.11 Remove the mirror glass as described in text ...



19.7 ... and disconnect the mirror wiring connector

new mirror seal if the original shows signs of damage or deterioration. Take care to ensure that the wiring is not trapped as the interior trim panel is refitted.

Mirror glass

Caution: If the glass is broken, wear sturdy gloves. Even if the glass is not broken, wearing gloves is a sensible precaution, should the glass break as it is being removed or refitted.

11 Position the glass so its inner edge is fully in, then carefully ease your fingers in behind the outer edge of the glass, and gently pull the glass outwards until it is released from its retaining clips (see illustration). Take great care when removing the glass; do not use excessive force, as the glass is easily broken.

12 Remove the glass from the mirror. On models with electric mirrors, disconnect the wiring connectors from the mirror heating element as they become accessible (see illustration).

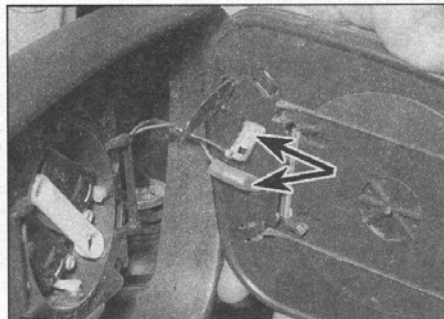
13 On refitting, reconnect the wiring connectors (where necessary). Carefully clip the glass back into position, ensuring that it is securely retained by each of the clips.

Mirror motor - electrically-operated mirror

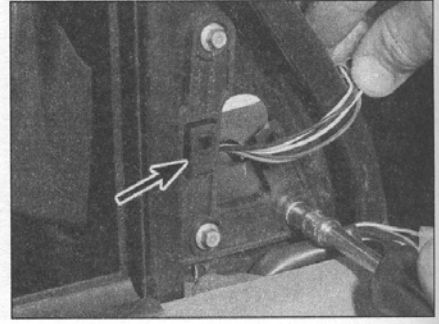
14 Remove the mirror glass as described above.

15 Undo the retaining screws and remove the motor assembly, disconnecting its wiring connectors as they become accessible (see illustration).

16 Refitting is the reverse of removal.



19.12 ... disconnecting its wiring connectors as they become accessible



19.8 Undo the retaining bolts, and recover the mounting plate (arrowed) ...

Mirror switch - electrically-operated mirror

17 Refer to Chapter 13.

20 Windscreen, tailgate and fixed windows - general information

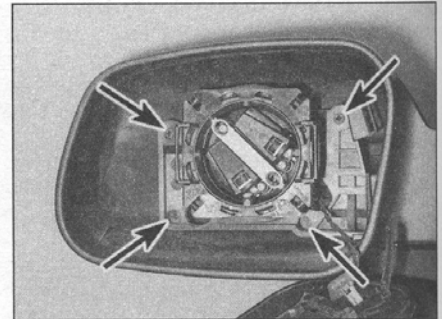
These areas of glass are secured by the tight fit of the weatherstrip in the body aperture, and are bonded in position with a special adhesive. The removal and refitting of these areas of fixed glass is difficult, messy and time-consuming task, which is considered beyond the scope of the home mechanic. It is difficult, unless one has plenty of practice, to obtain a secure, waterproof fit. Furthermore, the task carries a high risk of breakage; this applies especially to the laminated glass windscreen. In view of this, owners are strongly advised to have this sort of work carried out by one of the many specialist windscreen fitters.

21 Opening rear passenger windows (3-door models) - removal and refitting

Removal

Window glass

1 Slacken and remove the screws securing the window catch to the body, and detach the catch.



19.15 Electric mirror retaining screws (arrowed)

- Remove the trim caps from the hinges, then have an assistant support the window.
- Slacken and remove the window retaining screws and washers, noting each washer's correct fitted location, and remove the window glass from the vehicle.

Window hinge

- Remove the window glass as described above.
- Undo the two retaining screws, and remove the passenger grab handle from the door pillar.
- Unclip the trim cover from the seat belt upper mounting point, then unscrew the retaining nut/bolt (as applicable) and free the belt from its mounting. Recover the flanged spacer and washers which are fitted to the rear of the belt anchorage, noting their correct fitted locations.
- Ease the trim panel away from the pillar, then undo the hinge retaining screw, and withdraw the hinge and its washers.

Refitting

Window glass

- Refitting is the reverse of removal, making sure that the washers are correctly positioned on either side of the window glass. Do not overtighten the glass retaining screws, as there is a risk of cracking the glass.

Window hinge

- Refitting is the reverse of removal, tightening the seat belt retaining nut to the specified torque setting.

22 Sunroof - general information

On early models (pre-March 1994), a simple tilt-only sunroof was offered as an optional extra on most models, and fitted as standard equipment to some models.

On later models (March 1994 onwards), twin tilt/sliding sunroofs were fitted as standard to some models, and offered as an optional extra on others. The sunroof(s) is/are either manually or electrically-operated.

Due to the complexity of the tilt/slide sunroof mechanism, considerable expertise is needed to repair, replace or adjust the sunroof components successfully. Removal of the sunroof first requires the headlining to be removed, which is a complex and tedious operation in itself, and not a task to be undertaken lightly (see Section 26). Therefore, any problems with the sunroof should be referred to a Land Rover dealer.

On models with an electric sunroof, if the sunroof motor fails to operate, first check the relevant fuse. The motor incorporates an automatic cut-out facility, which cuts the motor if the sunroof encounters an obstruction - the motor may therefore cut-out

if the mechanism is partially seized (see the relevant part of Chapter 1). If the fault cannot be traced and rectified, the sunroof can be opened and closed manually using a suitable Allen key to turn the motor spindle. To gain access to the motor spindle, carefully prise out the trim cover situated at the rear of the sunroof. Insert the Allen key in the motor spindle, and rotate the key to move the sunroof to the required position. A suitable key was supplied with the vehicle, and should be found in the glovebox.

23 Body exterior fittings - removal and refitting

Wheel arch liners and body under-panels

- The various plastic covers fitted to the underside of the vehicle are secured in position by a mixture of screws, nuts and retaining clips. Removal will be fairly obvious on inspection. Work methodically around the panel, removing its retaining screws and releasing its retaining clips until the panel is free and can be removed from the underside of the vehicle. Most clips used on the vehicle, with the exception of the fasteners which are used to secure the sill finishers in position, are simply prised out of position. The sill finisher clips are release by pressing out their centre pins and then removing the outer section of the clip; new clips will be required on refitting if the centre pins are not recovered.

- On refitting, renew any retaining clips that may have been broken on removal, and ensure that the panel is securely retained by all the relevant clips, nuts and screws.

Body trim strips and badges

- Most of the various body trim strips and badges are held in position with a special adhesive tape. Removal requires the trim/badge to be heated, to soften the adhesive, and then cut away from the surface. Due to the high risk of damage to the vehicle's paintwork during this operation, it is recommended that this task should be entrusted to a Land Rover dealer.

24 Seats - removal and refitting

Removal

Front seat - 3-door models

- Slide the seat fully rearwards, then slacken and remove the rear bolts securing the seat to its base.
- Slide the seat fully forwards, then undo the front bolts securing the seat to its base, and remove the seat from the vehicle.



Warning: Whilst the seat is removed, take great care not to operate the seat tilting mechanism, as this could cause personal injury.

- To remove the seat base assembly, release the tilt mechanism, and carefully relieve the spring pressure. Undo the rear retaining bolts, then return the tilt mechanism to the upright position. Slacken and remove the front retaining bolts, and remove the seat base assembly from the vehicle, bearing in mind the warning above.

Front seat - 5-door models

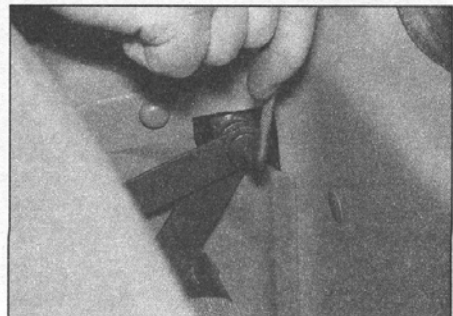
- Prise out the three retaining clips, then carefully unclip the trim panel from the side of the seat; remove the panel from the vehicle.
- Slide the seat fully rearwards, then slacken and remove the bolts securing the front of the seat base to the floor. Where necessary, recover the nut(s) from underneath the vehicle.
- Slide the seat fully forwards, then undo the nut and bolts (or the two Torx bolts) securing the rear of the seat base to the floor.
- On models with heated or electrically-operated seats, disconnect the battery negative lead. Locate and disconnect the wiring plugs from under the rear of the seat, noting their locations for refitting.
- On models from 1996 onwards, unscrew and remove the large Torx bolt securing the seat belt lower mounting to the seat.
- Lift the seat assembly out of the vehicle. Where necessary, recover the nut(s) from underneath the vehicle.

Rear seat

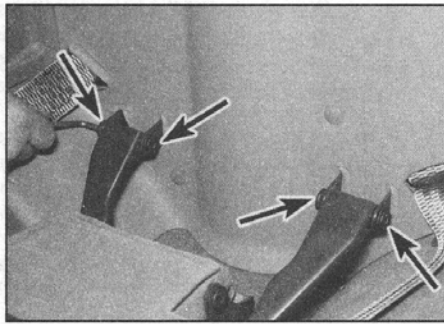
- Release the seat belt(s) from the seat, then slacken and remove the front retaining bolts securing the seat to the floor.
- Fold the seat forwards, then slacken and remove the seat rear retaining bolts and manoeuvre the rear seat out from the vehicle.
- If necessary, unscrew the retaining bolts securing the seat back to the cushion, and separate the two.

Luggage compartment seats

- Open the seat up, and release the seat belt from the seat. Slacken and remove the two seat upper retaining screws (see illustration).



24.13 Undo the upper retaining screws . . .



24.14 . . . then undo the four lower retaining screws and remove the seat from the luggage compartment

14 Fold the seat down, then unscrew the four lower retaining bolts and remove the seat assembly from the vehicle (see illustration).

Refitting

15 Refitting is a reversal of the relevant removal procedure. Make sure that all seat mountings are securely tightened.

25 Seat belt components - removal and refitting



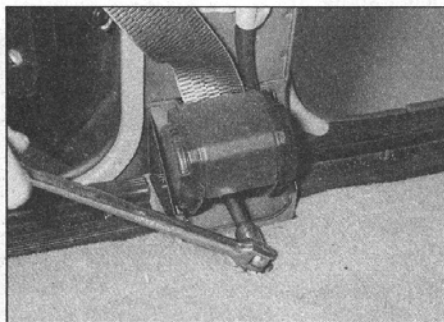
Removal

Front seat belt

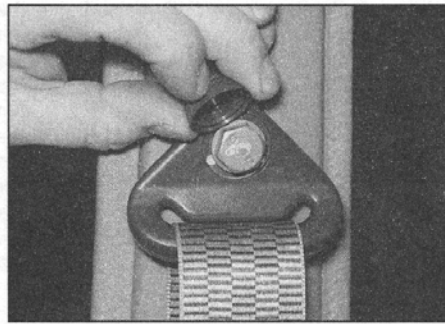
1 Unclip the trim cover from the seat belt upper mounting point, then unscrew the retaining nut/bolt (as applicable) and free the belt from its mounting. Recover the flanged spacer and washers which are fitted to the rear of the belt anchorage, noting their correct fitted locations (see illustrations).

2 On models up to 1996, prise off the trim cap from the seat belt lower mounting, then slacken and remove the lower mounting bolt. Recover the washers and spacer fitted between the seat belt anchorage and floor, noting their correct fitted locations (see illustration).

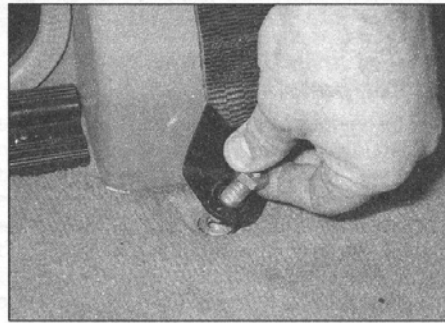
3 On models with electric front seats,



25.6 Undo the inertia reel retaining bolt, and remove the front seat belt from the vehicle



25.1a Remove the trim cover from the upper mounting . . .



25.2 Slacken and remove the lower mounting bolt, and recover the spacer fitted between the belt and floor

prise out the three plastic retaining studs and remove the side trim panel from the seat.

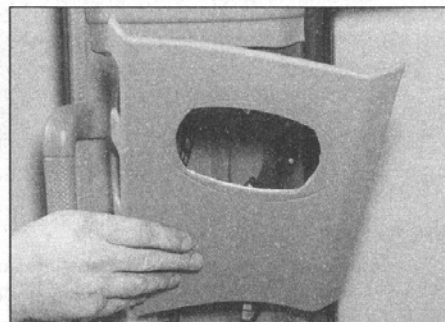
4 On models from 1996 onwards, remove the large Torx bolt securing the seat belt lower mounting to the seat.

5 Release the sealing strips from each side of the door pillar lower trim panel. Carefully unclip the panel, release it from the seat belt, and remove it from the vehicle (see illustration).

6 Unscrew the bolt securing the inertia reel to the door pillar, and remove the seat belt from the vehicle (see illustration).

Front seat belt stalk

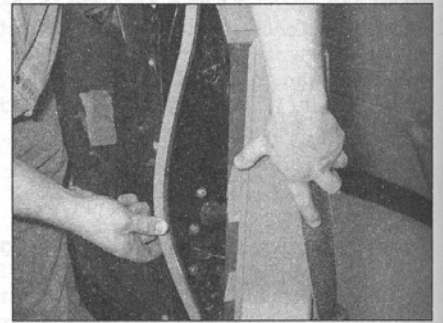
7 Prise off the trim cap, then slacken and remove the stalk mounting bolt. Remove the



25.9 Removing the speaker trim panel



25.1b . . . then undo the retaining bolt, and recover the spacer which is fitted between the seat belt and pillar



25.5 Release the sealing strips from either side of the door pillar, then unclip the lower trim panel

stalk and recover the washers and spacer, noting their correct fitted location.

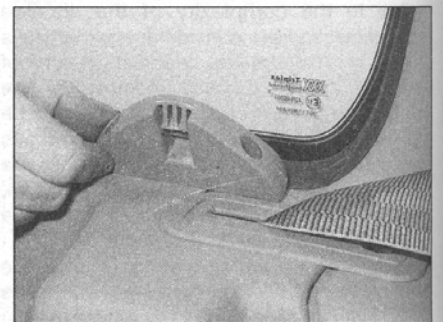
Rear seat side belt

8 Remove the rear side seat (where fitted) as described in Section 24.

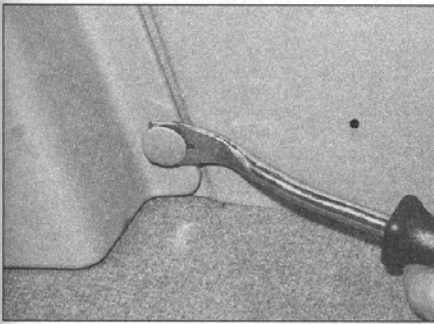
9 Undo the retaining screws, remove the speaker/speaker grille from the trim panel, then remove panel itself (see illustration).

10 Unclip the load space cover, then undo the two screws and remove the cover pivot from the top of the trim panel. Remove the rear light access cover, then prise out the relevant trim clips, undo the relevant screws, and remove the luggage compartment side trim cover from the vehicle (see illustrations).

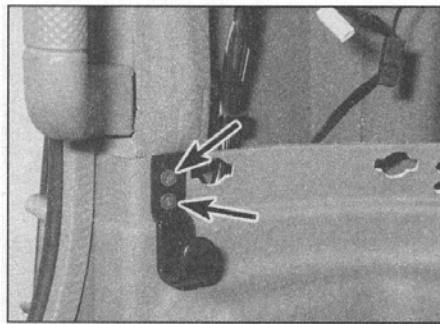
11 Unclip the trim cover from the seat belt upper mounting point, then unscrew the



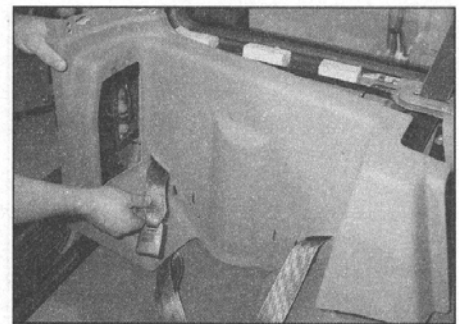
25.10a Remove the load space cover pivot from the top of the trim panel . . .



25.10b ... then prise out the retaining clips ...



25.10c ... and undo the relevant screws (arrowed) ...



25.10d ... and remove the trim panel from the luggage compartment

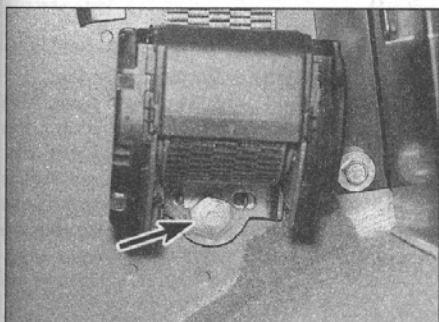
mounting bolt and free the belt from its mounting. Recover the washers and spacer fitted between the seat belt anchorage and body, noting their correct fitted locations.

12 Prise off the trim cap from the seat belt lower mounting, then slacken and remove the lower mounting bolt. Recover the washers and spacer fitted between the seat belt anchorage and floor, noting their correct fitted locations.

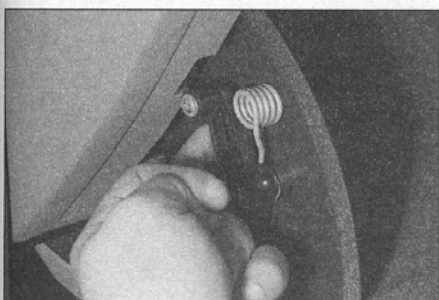
13 Unscrew the bolt securing the inertia reel to the body, and remove the seat belt from the vehicle (see illustration).

Rear seat belt centre belt and buckles

14 Free the seat belt/buckle (as applicable) from the rear seat, and unbolt it from its mounting point.



25.13 Rear seat side belt inertia reel retaining bolt



26.6 Lift the hinge springs, and release them from the fascia to allow the glovebox to the fully opened

Luggage compartment seat belt and buckle

15 Remove the rear side seat (where fitted) as described in Section 24.

16 Remove the trim panels as described above in paragraphs 9 and 10.

17 Slacken and remove the retaining bolt, then remove the belt/buckle and recover the washers which are fitted to either side of the belt anchorage.

Refitting

18 Refitting is a reversal of the removal procedure, ensuring that all the mounting bolts are tightened to the specified torque (where given) and all disturbed trim panels are securely retained by all the relevant retaining clips.

26 Interior trim - removal and refitting



Interior trim panels

1 The interior trim panels are secured using either screws or various types of trim fasteners, usually studs or clips.

2 Check that there are no other panels overlapping the one to be removed; usually there is a sequence to be followed that will become obvious on close inspection.

3 Remove all obvious fasteners, such as screws. If the panel will not come free, it is held by hidden clips or fasteners. These are

usually situated around the edge of the panel, and can be prised up to release them. Note, however, that they can break quite easily, so replacements should be available. The best way of releasing such clips in the absence of the correct type of tool, is to use a large flat-bladed screwdriver. Note in many cases that an adjacent sealing strip (such as the rubber door seal) must be prised back to release a panel.

4 When removing a panel, never use excessive force, or the panel may be damaged. Always check carefully that all fasteners have been removed or released before attempting to withdraw a panel.

5 Refitting is the reverse of the removal procedure; secure the fasteners by pressing them firmly into place, and ensure that all disturbed components are correctly secured, to prevent rattles.

Glovebox

6 Open up the glovebox, and release its hinge springs (see illustration).

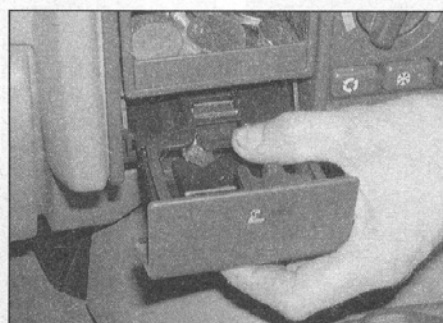
7 Slacken and remove the hinge retaining screws, and remove the glovebox from the fascia.

8 Refitting is the reverse of removal.

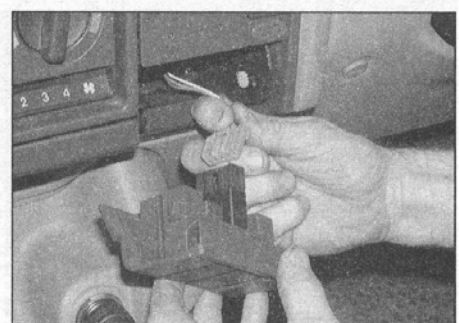
Cup holder (later models)

9 Remove the central fascia ashtray, and the switch panel from the left-and right-hand sides of the fascia centre section (see illustrations).

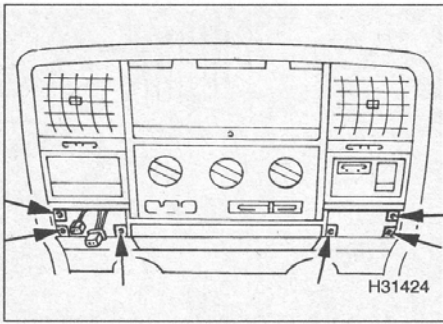
10 Working inside the apertures at each side,



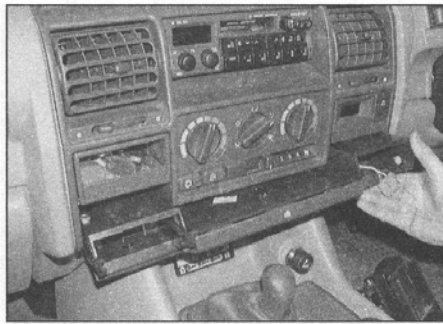
26.9a Remove the central ashtray ...



26.9b ... and the switch panel



26.10a Remove six screws (arrowed) . . .



26.10b . . . and withdraw the cup holder from the fascia



27.6 Unclip and remove the selector panel surround

remove a total of six screws (three each side) securing the cup holder. Carefully slide the holder out from its location (see illustrations).

11 Further dismantling the cup holder is not advisable. Refitting is a reversal of removal.

Carpets

12 The passenger compartment floor carpet is in one piece, and is secured at its edges by screws or clips, usually the same fasteners used to secure the various adjoining trim panels.

13 Carpet removal and refitting is reasonably straightforward, but very time-consuming, due to the fact that all adjoining trim panels must be removed first, as must components such as the seats, the centre console and seat belt lower anchorages.

Headlining

14 The headlining is clipped to the roof, and can only be withdrawn once all fittings such

as the grab handles, sunvisors, windscreen and rear quarter windows, and related trim panels have been removed, and the door, tailgate and sunroof aperture sealing strips have been prised clear.

15 Note that headlining removal requires considerable skill and experience if it is to be carried out without damage, and is therefore best entrusted to an expert.

27 Centre console - removal and refitting



Removal

Early models (pre-March 1994)

- 1 Disconnect the battery negative terminal.
- 2 Remove the radio/cassette player as described in Chapter 13.
- 3 Release the handbrake lever gaiter from the console, then carefully prise out the switch panel. Disconnect all the switch wiring connectors, and remove the panel from the console.
- 4 Unclip the transfer lever gaiter from the console, then unscrew the knob from the manual gearchange lever.
- 5 On manual transmission models, unclip the gearchange lever gaiter from the console. Slacken and remove the gearchange lever clamp screw, and remove the lever and gaiter assembly.
- 6 On automatic transmission models, either remove the selector lever trim panel retaining

screws, or carefully unclip the surround from the selector panel, starting at the rear edge (see illustration).

7 Chock the wheels to prevent the vehicle moving, then release the handbrake.

8 Remove the split-pin/spring clip (as applicable), then withdraw the clevis pin securing the handbrake inner cable to the lever (see illustrations). Fully raise the handbrake lever. Where a split-pin is used, discard it - a new one will be needed on refitting.

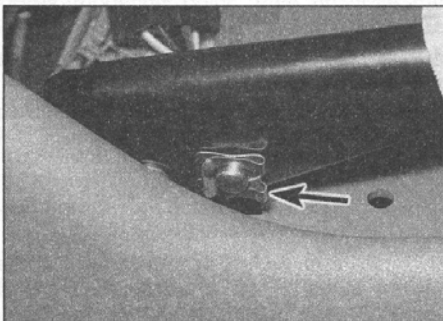
9 Lift the front of the rubber mat which is fitted to the front of the console, and unscrew the console front retaining screws. Also remove the retaining screw which is accessed through the handbrake lever aperture.

10 Remove the mat from the shelf at the rear of the console, then slacken and remove the four rear retaining screws.

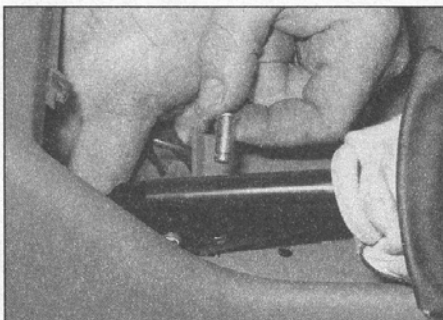
11 Lift the console upwards and out of the vehicle.

Later models (March 1994 onwards)

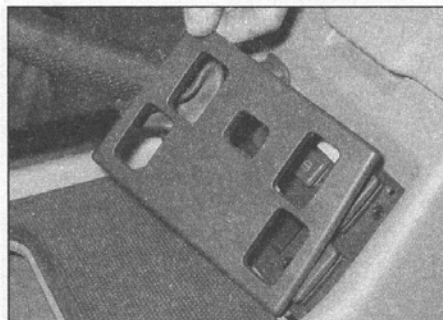
- 12 Disconnect the battery negative lead.
- 13 Release the handbrake lever gaiter from the console, and remove the switch panel cover plate. Undo the retaining screws, then withdraw the switch panel and disconnect its wiring connectors (see illustrations). On models with electric seats, disconnect the wiring from the seat switches in the console.
- 14 Carry out the operations described above in paragraphs 4 to 9.
- 15 Open the console storage box, then slacken and remove all the console retaining screws.



27.8a Remove the spring clip (arrowed) . . .



27.8b . . . and withdraw the clevis pin securing the cable to the handbrake lever



27.13a Lift off the cover plate . . .



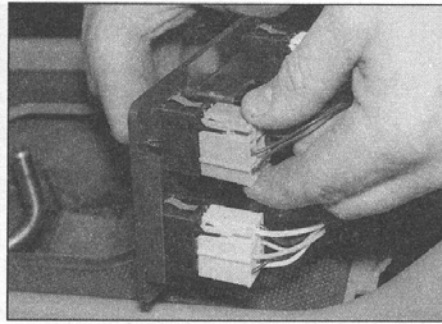
27.13b . . . then undo the retaining screws . . .

16 Release the retaining clips securing the front of the console to its retaining bracket, then lift the console out of position, disconnecting the wiring connectors from the cigarette lighter as they become accessible (see illustration).

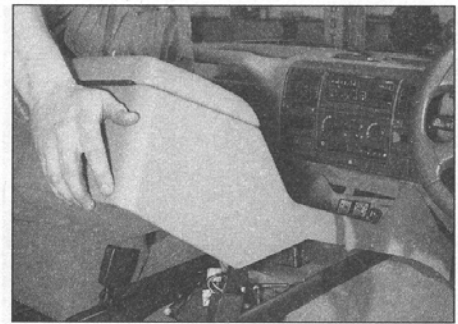
Refitting

17 Refitting is a reversal of the removal procedure, noting the following:

- a) Ensure that all the wiring is correctly routed, and does not become trapped as the console is refitted.
- b) Apply a smear of grease to the handbrake cable mechanism, and secure the cable in position with a new split-pin. Adjust the cable as described in the relevant part of Chapter 1.
- c) On completion, reconnect the battery, and check the operation of all the switches.



27.13c . . . and withdraw the switch panel from the console, disconnecting its wiring connectors



27.16 Removing the centre console

5 Pull the control knobs off the heater levers, then slacken and remove the retaining screws securing the centre panel to the fascia. Ease the panel away from the fascia, then disconnect each of the panel wiring connectors, noting their correct fitted locations, and remove the panel.

6 Unclip the instrument panel housing and remove it from the fascia panel.

7 Release the fasteners and remove driver's side lower panel from the fascia.

8 Lift up the rubber mat, then unscrew the passenger grab handle retaining screws. Remove the handle and mat from the fascia, and recover the spacers from the fascia mounting bracket.

9 Slacken and remove the two retaining bolts and washers securing the fascia central mounting bracket to the floor.

10 Release the retaining clips, and remove the driver's side footwell side trim panel, to gain access to the side fascia retaining bolts. Slacken and remove both the right-hand lower retaining bolts, and the screw securing the end of the fascia in position.

11 Repeat the operation described in paragraph 10 on the passenger side of the fascia, and remove the fascia left-hand lower retaining bolts and end screw.

12 Slacken and remove the two fascia retaining bolts and washers which are

situated where the instrument panel is mounted.

13 The fascia panel is now free to be removed. Pull the panel away from the bulkhead, and manoeuvre it out from inside the vehicle.

Later models (March 1994 onwards)

14 Disconnect the battery negative terminal.

15 Remove the steering wheel as described in Chapter 11.

16 Prise out the clips, and remove both the driver's and passenger side fascia lower covers (see illustrations). Remove the following components as described in Chapter 13.

- a) Instrument panel.
- b) Radio/cassette player.
- c) Steering column combination switches.
- d) Clock.
- e) Passenger airbag unit (where fitted).

17 Remove the centre console as described in Section 27.

18 Release the two fasteners and release the driver's side lower fascia panel; on later models, also undo the hinge retaining screws to remove the panel. Where necessary, undo the retaining screws and remove the support pad from the fascia

19 Using a suitable flat-bladed screwdriver, carefully prise the exterior mirror switch panel out from the fascia, taking care not to mark

28 Facia panel assembly - removal and refitting

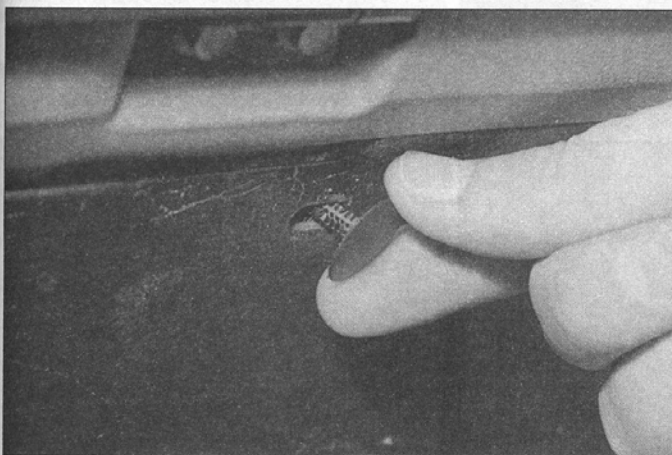


HAYNES HINT Label each wiring connector as it is disconnected from its relevant component. The labels will prove useful on refitting when routing the wiring and feeding the wiring through the fascia apertures.

Removal

Early models (pre-March 1994)

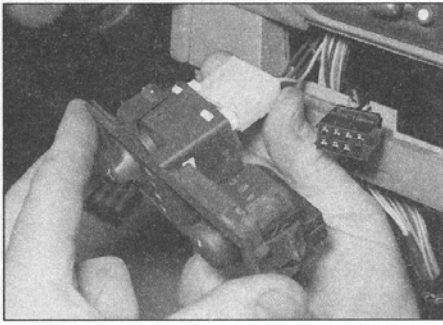
- 1 Disconnect the battery negative terminal.
- 2 Remove the steering wheel as described in Chapter 11.
- 3 Remove the instrument panel and steering column combination switches as described in Chapter 13.
- 4 Remove the centre console as described in Section 27.



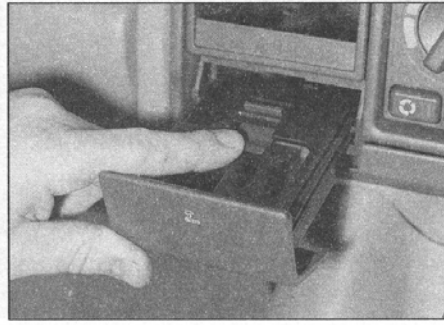
28.16a Prise out the retaining clips . . .



28.16b . . . and remove the lower covers from the fascia



28.19 Remove the mirror switch panel from the fascia, and disconnect its wiring connectors



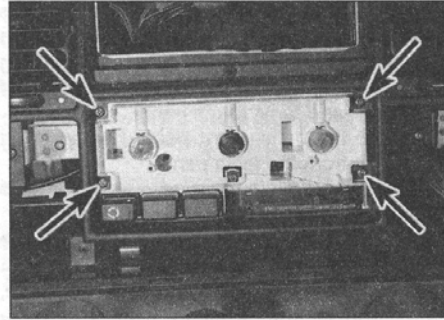
28.20a Remove the ashtray . . .



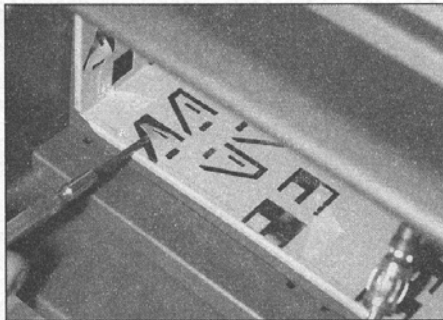
28.20b . . . then push out the coin box from the fascia centre panel



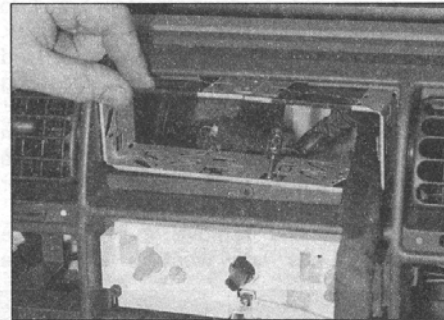
28.23 Pull the control knobs off the blower motor switch and heater controls, then undo the retaining screws and remove the front plate



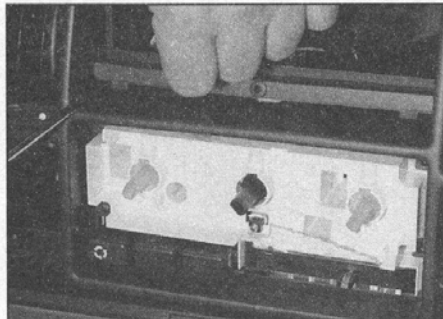
28.24 Heater control panel retaining screws (arrowed)



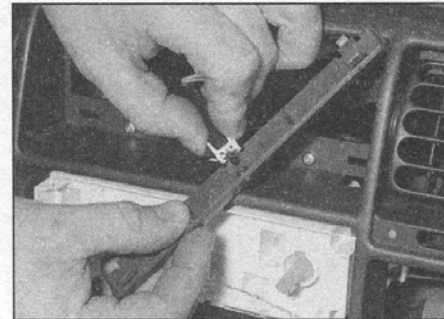
28.25a Bend up the retaining tangs . . .



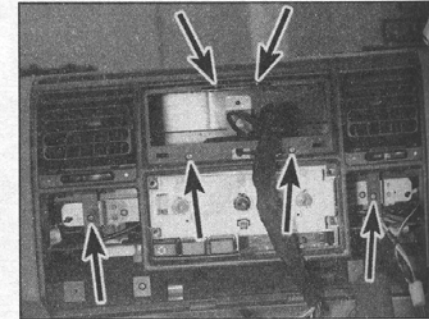
28.25b . . . and remove the radio/cassette player mounting cage



28.26a Prise out the alarm system LED panel . . .



28.26b . . . and free it from its bulbholder



28.27a Undo the retaining screws (arrowed) . . .

either. Disconnect the wiring connectors and remove the panel (see illustration).

20 Remove the ashtray, then release the retaining clips and carefully ease the coin box out from the centre vent panel (see illustrations).

21 Referring to Section 26, undo the retaining screws, and withdraw the cup holder assembly from the base of the fascia centre panel.

22 Pull off the control knobs from the three heater controls, and the knob from the blower motor switch.

23 Undo the two retaining screws, and remove the front plate from the heater control panel (see illustration).

24 Undo the four retaining screws securing the heater control unit to the fascia, and free the unit from the centre panel (see illustration).

25 Bend back the retaining tangs, and withdraw the radio/cassette player mounting cage from the centre vent panel (see illustrations).

26 Carefully prise the alarm system LED panel out from the centre vent panel, taking great care not to mark either component. Free the bulbholder, and remove the panel (see illustrations).

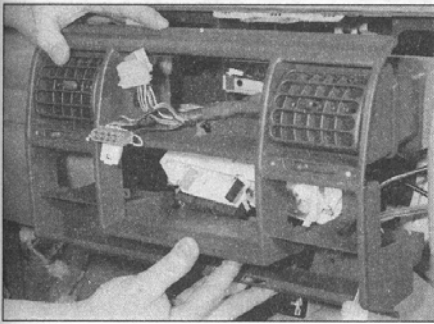
27 Slacken and remove the retaining screws, then unclip the centre vent panel and remove it from the fascia (see illustrations).

28 Open up the glovebox, and release its

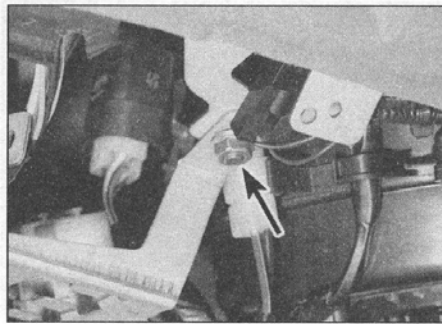
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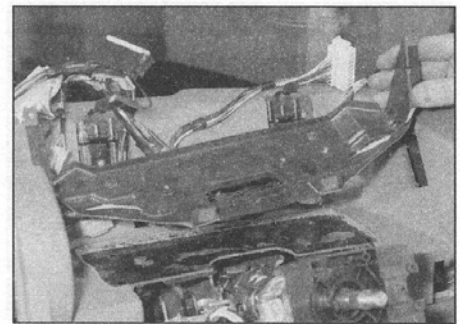
2



28.27b . . . and remove the centre vent panel from the facia



28.29 Undo the retaining nut (arrowed) and release the relay mounting bracket from the facia frame



28.30 Removing the instrument panel mounting bracket

hinge springs. Slacken and remove the hinge retaining screws, and remove the glovebox from the facia.

29 Slacken and remove the nut securing the passenger side relay mounting bracket to the base of the facia, and free the bracket assembly from the facia frame (see illustration).

30 Slacken and remove the retaining nuts and bolts, and remove the instrument panel mounting bracket from the facia aperture (see illustration).

31 Detach the operating cables and wiring connectors from the heater control unit, and remove the unit from the facia (see Chapter 3).

32 Slacken and remove the four bolts (two each side of the transmission tunnel) securing the centre mounting brackets to the base of the facia (see illustration).

33 Unscrew the four bolts (two each end of the facia) securing the base of the facia to its outer mounting brackets (see illustration).

34 Working through the glovebox aperture, slacken and remove the two bolts securing the facia to the bulkhead.

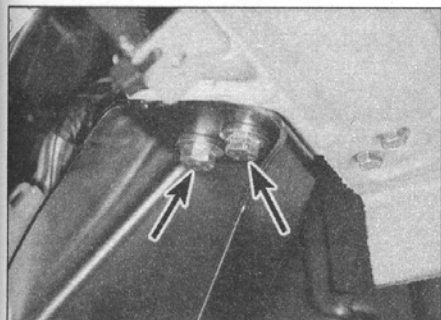
35 With the aid of an assistant, carefully ease the facia assembly partially away from the bulkhead. As they become accessible, disconnect the wiring connectors connecting the facia wiring harness to the main harness (situated on both the right- and left-hand side of the air distribution housing) and those connecting the harness to the fusebox assembly (see illustration).

36 The facia panel is now free to be removed. With the aid of an assistant, pull the panel away from the bulkhead, and manoeuvre it out from inside the vehicle.

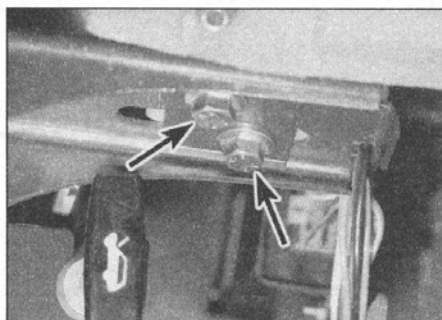
Refitting

37 Refitting is a reversal of the removal procedure, noting the following points:

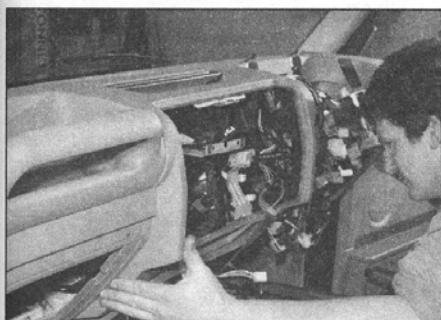
- a) *Manoeuvre the facia into position and, using the labels stuck on during removal, ensure that the wiring is correctly routed and fed through the relevant facia apertures. Take great care not to trap the wiring as the facia is installed.*
- b) *Clip the facia back into position, then refit all the facia fasteners and tighten them securely.*
- c) *On completion, reconnect the battery and check that all the electrical components and switches function correctly.*



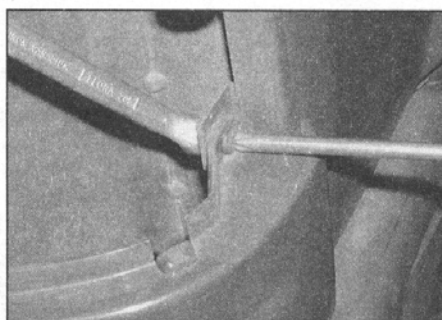
28.32 Slacken and remove the facia centre mounting bracket bolts (arrowed) . . .



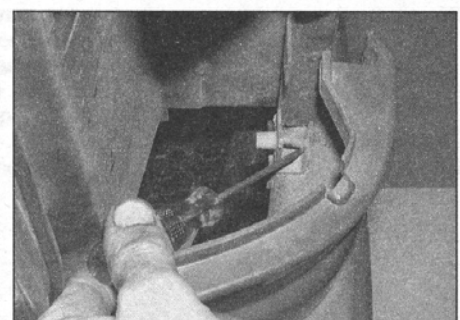
28.33 . . . and the side mounting bracket bolts (arrowed)



28.35 Remove the facia from the vehicle



29.4a With the indicator removed, undo the screw and nut . . .



29.4b . . . then release the locating pegs at either end . . .

29 Radiator grille - removal and refitting

Removal

Models up to March 1994

1 Open the bonnet, then undo the retaining screws situated along the top edge of the grille.

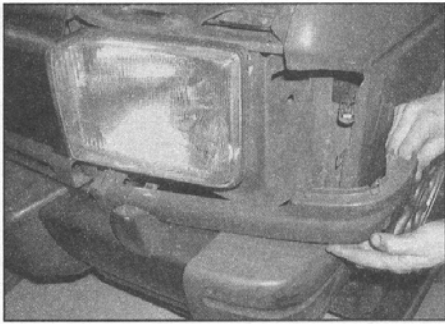
2 Free the grille lower locating pegs and remove the grille from the car.

Models from March 1994 onwards

3 Disconnect the battery negative terminal.

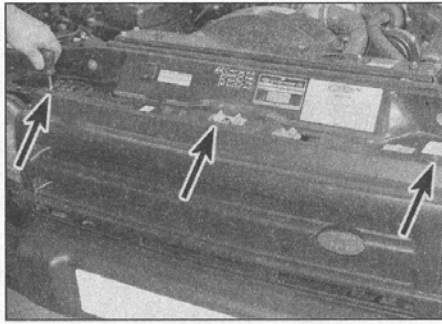
4 Remove the left-hand direction indicator light as described in Chapter 13, Section 7.





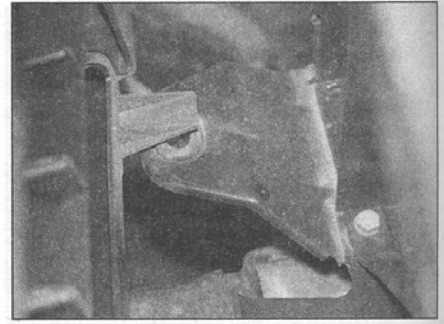
29.4c ... and remove the headlight trim panel

Undo the retaining screw and nut, then remove the trim panel from underneath the headlight unit, bending it carefully to free the locating pegs at either end. This operation carries a high risk of damaging the trim panel - work slowly and carefully (see illustrations).



29.6 Remove the grille retaining screws (arrowed)

5 Repeat the operations in paragraph 4 to remove the right-hand headlight trim panel.
6 Undo the retaining screws situated along the top edge of the grille (see illustration), then free the grille lower locating pegs and remove it from the car.



29.7 Engage the grille locating pegs correctly when refitting

Refitting

7 Refitting is the reverse of removal, ensuring that the grille locating pegs engage correctly with their mounting rubbers (see illustration).