






Chapter 11 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 |  |
|--|---|---|---|---|---|--|---|---|---|

1 General information

The bodyshell is made of pressed-steel sections, and is available in both three- and five-door Hatchback versions. Most components are welded together, but some use is made of structural adhesives; the front wings are bolted on.

The bonnet, door, and some other vulnerable panels are made of zinc-coated metal, and are further protected by being coated with an anti-chip primer prior to being sprayed.

Extensive use is made of plastic materials, mainly in the interior, but also in exterior components. The front and rear bumpers, front grille and tailgate assembly are injection-moulded from a synthetic material which is very strong and yet light. Plastic components such as wheel arch 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.

HAYNES **HINT** *If the inside of the vehicle gets wet accidentally, it is worthwhile taking some trouble to dry it out properly, particularly where carpets are involved. Do not leave oil or electric heaters inside the vehicle for this purpose.*

4 Minor body damage - repair



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

Repairs of minor scratches in bodywork

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

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

Where the scratch has penetrated right through to the metal of the bodywork, causing

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

Repairs of dents in bodywork

When deep denting of the vehicle's bodywork has taken place, the first task is to pull the dent out, until the affected bodywork almost attains its original shape. There is little point in trying to restore the original shape completely, as the metal in the damaged area will have stretched on impact, and cannot be reshaped fully to its original contour. It is better to bring the level of the dent up to a point which is about 3 mm below the level of the surrounding bodywork. In cases where the dent is very shallow anyway, it is not worth trying to pull it out at all. If the underside of the dent is accessible, it can be hammered out gently from behind, using a mallet with a wooden or plastic head. Whilst doing this, hold a suitable block of wood firmly against the outside of the panel, to absorb the impact from the hammer blows and thus prevent a large area of the bodywork from being "belled-out".

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

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

To complete the repair, see the Section on filling and respraying.

Repairs of rust holes or gashes in bodywork

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

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

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

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

Aluminium or plastic mesh, or glass-fibre matting, is probably the best material to use for a large hole. Cut a piece to the approximate size and shape of the hole to be filled, then position it in the hole so that its edges are below the level of the surrounding bodywork. It can be retained in position by several blobs of filler paste around its periphery.

Aluminium tape should be used for small or very narrow holes. Pull a piece off the roll, 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 Sections on dent, deep scratch, rust holes and gash repairs.

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

Mix up a little filler on a clean piece of card or board - measure the hardener carefully (follow the maker's instructions on the pack), otherwise the filler will set too rapidly or too slowly. Using the applicator, apply the filler paste to the prepared area; draw the applicator across the surface of the filler to achieve the correct contour and to level the surface. As soon as a contour that approximates to the correct one is achieved, stop working the paste - if you carry on too long, the paste will become sticky and begin to "pick-up" on the applicator. Continue to add thin layers of filler paste at 20-minute intervals, until the level of the filler is just proud of the surrounding bodywork.

Once the filler has hardened, the 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-and-dry paper. Always wrap the abrasive paper around a flat rubber, cork, or wooden block - otherwise the surface of the filler will not be completely flat. During the smoothing of the filler surface, the wet-and-dry paper should be periodically rinsed in water. This will ensure that a very smooth finish is imparted to the filler at the final stage.

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

Spray the whole area with a light coat of primer - this will show up any imperfections in the surface of the filler. Repair these imperfections with fresh filler paste or bodystopper, and once more smooth the surface with abrasive paper. Repeat this spray-and-repair procedure until you are satisfied that the surface of the filler, and the feathered edge of the paintwork, are perfect. Clean the repair area with clean water, and allow to dry fully.

HAYNES
HINT *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 final spraying. Paint spraying must be carried out in a warm, dry, windless and dust-free atmosphere. This condition can be created artificially if you have access to a large indoor working area, but if you are forced to work in the open, you will have to pick your day very carefully. If you are working indoors, dousing the floor in the work area with water will help to settle the dust which would otherwise be in the atmosphere. If the repair area is confined to one body panel, mask off the surrounding panels; this will help to minimise the effects of a slight mis-match in paint colours. Bodywork

fittings (eg chrome strips, door handles etc) will also need to be masked off. Use genuine masking tape, and several thicknesses of newspaper, for the masking operations.

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

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

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

Plastic components

With the use of more and more plastic body components by the vehicle manufacturers (eg bumpers, spoilers, and in some cases major body panels), rectification of more serious damage to such items has become a matter of either entrusting repair work to a specialist in this field, or renewing complete components. Repair of such damage by the DIY owner is not really feasible, owing to the cost of the equipment and materials required for effecting such repairs. The basic technique involves making a groove along the line of the crack in the plastic, using a rotary burr in a power drill. The damaged part is then welded back together, using a hot-air gun to heat up and fuse a plastic filler rod into the groove. Any excess plastic is then removed, and the area rubbed down to a smooth finish. It is important that a filler rod of the correct plastic is used, as body components can be made of a variety of different types (eg polycarbonate, ABS, polypropylene).

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

If the owner is renewing a complete component himself, or if he has repaired it with epoxy filler, he will be left with the problem of finding a suitable paint for finishing which is compatible with the type of plastic

used. At one time, the use of a universal paint was not possible, owing to the complex range of plastics encountered in body component applications. Standard paints, generally speaking, will not bond to plastic or rubber satisfactorily. 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 Citroen dealer using special jigs. If the body is left misaligned, it is primarily dangerous, as the car will not handle properly, and 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.

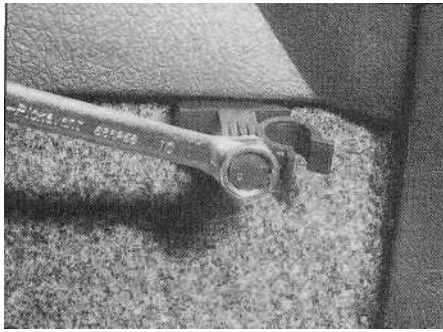
6 Front bumper - removal and refitting

Removal

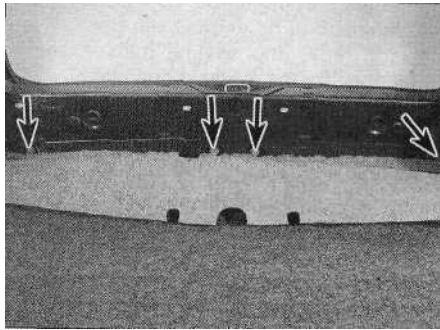
- 1 Apply the handbrake, then jack up the front of the vehicle and support it on axle stands.
- 2 Remove both the right- and left-hand headlights as described in Chapter 12.
- 3 Working through the headlamp apertures, slacken and remove the four bolts (two on either side) securing the upper ends of the bumper to the vehicle.
- 4 Slacken and remove the five bolts securing the bottom edge of the bumper to the vehicle.
- 5 Working from underneath the vehicle, undo the two bolts (one on either end) securing the lower ends of the bumper to the vehicle. Where necessary, disconnect the wiring connectors from the front foglamps.
- 6 Release both the left- and right-hand ends of the bumper, and pull the bumper away from the vehicle in a forwards direction.

Refitting

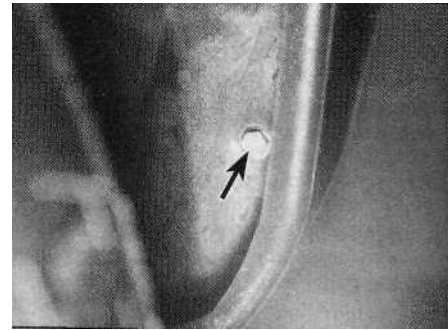
- 7 Refitting is a reverse of the removal procedure, ensuring that the bumper mounting bolts are securely tightened.



7.2 Unscrew the wheel brace retaining clip from its mounting stud in the luggage compartment



7.3 Peel back the carpet to gain access to the rear bumper retaining bolts (arrowed)



7.5 Slacken and remove the bolts securing the rear bumper to the wheel arch liners (arrowed)...

7 Rear bumper - removal and refitting



Removal

- 1 Remove the luggage compartment rear trim panels (where fitted) as described in Section 26.
- 2 On five-door models, remove the wheel brace, and unscrew the wheel brace clip from the rear right-hand corner of the luggage compartment (see illustration). Remove the retaining nut and clip from the same position on the left-hand side.
- 3 Release the retaining clips and peel back

the luggage compartment carpet, then slacken and remove the four bumper retaining bolts (see illustration).

- 4 Chock the front wheels, then jack up the rear of the vehicle and support it on axle stands.
- 5 Working from underneath the vehicle, undo the two bolts (one either side) securing the ends of the bumper to the wheel arch liner (see illustration).
- 6 Undo the two bolts securing the bumper to the underside of the vehicle, then release the left- and right-hand ends of the bumpers from their mountings, and pull the bumper away from the vehicle in a rearwards direction (see illustrations).

Refitting

7 Refitting is a reverse of the removal procedure, ensuring that all disturbed fasteners are securely tightened.

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 of each bonnet hinge relative to the bonnet, to use as a guide on refitting.
- 2 Disconnect the windscreen washer supply

pipe from its non-return valve on the right-hand side. Undo the bonnet retaining bolts and, with the help of an assistant, carefully lift the bonnet clear. Store the bonnet out of the way in a safe place (see illustrations).

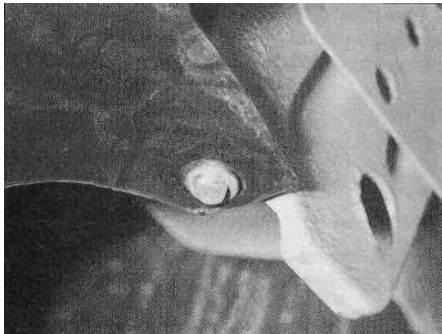
3 Inspect the bonnet hinges for signs of wear and free play at the pivots, and if necessary renew. Each hinge is secured to the body by two pivot bolts. On refitting, apply a smear of multi-purpose grease to the shanks of the hinge pivot bolts, and tighten them securely.

Refitting and adjustment

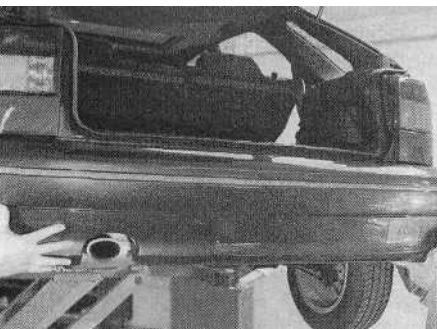
4 With the aid of an assistant, offer up the bonnet and loosely fit the retaining bolts. Align the hinges with the marks made on removal, then tighten the retaining bolts securely, and reconnect the windscreen washer supply pipe.

5 Close the bonnet, and check for alignment with the adjacent panels. If necessary, slacken the hinge bolts and re-align the bonnet to suit. Once the bonnet is correctly aligned, tighten the hinge bolts to the specified torque.

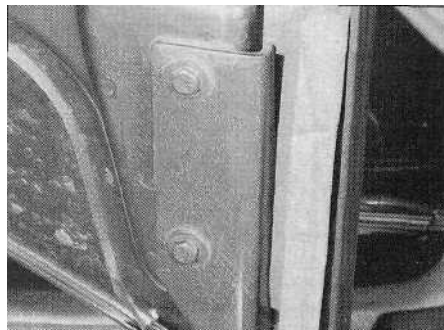
6 Once the bonnet is correctly aligned, check that the bonnet fastens and releases in a satisfactory manner. If adjustment is necessary, slacken the bonnet lock retaining bolts, and adjust the position of the lock to suit. Once the lock is operating correctly, securely tighten its retaining bolts.



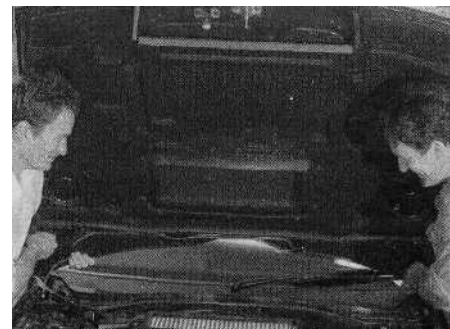
7.6a ... and to the vehicle body ...



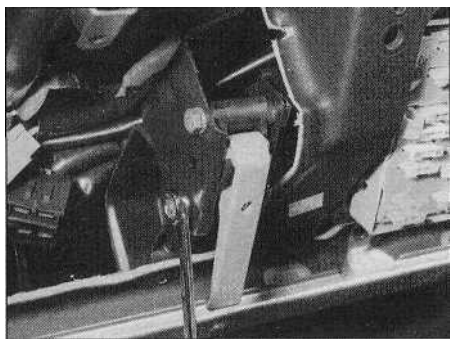
7.6b ... then remove the bumper from the rear of the vehicle



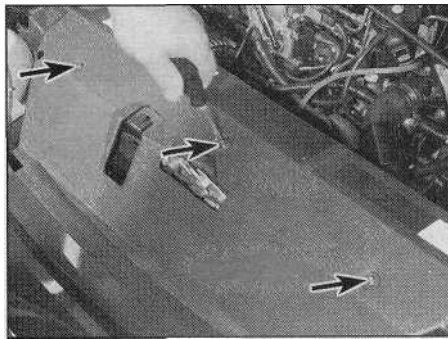
8.2a Slacken and remove the bonnet-to-hinge retaining bolts ...



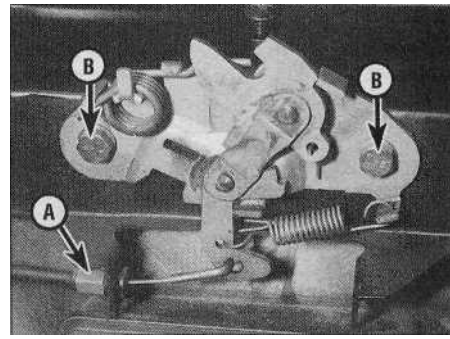
8.2b ... then, with the aid of an assistant, lift off the bonnet



9.5 Removing the bonnet release lever retaining bolts



10.1 Undo the three retaining screws, and remove the plastic cover to gain access to the bonnet lock



10.2 Unclip the release cable (A), then undo the retaining bolts (B) and remove the bonnet lock

9 Bonnet release cable - removal and refitting



Removal

1 Open the bonnet. Undo the three retaining screws and remove the plastic cover to gain full access to the bonnet lock.

2 Unclip the bonnet release outer cable from the lock bracket, then release the inner cable from the lock lever.

3 Work back along the length of the cable, noting its correct routing, and free it from the retaining clips and ties. Tie a length of string to the end of the cable.

4 From inside the vehicle, release the panel fasteners by rotating them through a quarter of a turn, and remove the driver's side lower fascia panel.

5 Slacken and remove the two retaining bolts, then free the bonnet release lever from its retaining bracket, and withdraw the cable (**see illustration**). Once the cable is free, 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

6 Tie the inner end of the string to the end of the cable, then use the string to draw the bonnet release cable through into the engine compartment. Once the cable is through, untie the string.

7 Manoeuvre the bonnet release lever back into position, and securely tighten its retaining bolts.

8 Ensure the cable is correctly routed, and secured to all the relevant retaining clips. Connect the end of the inner cable to the lock lever, then clip the outer cable into position in the lock bracket.

9 Operate the bonnet release lever, and check that the lock operates smoothly, without any sign of undue resistance. Check that the bonnet fastens and releases in a satisfactory manner. If adjustment is necessary, slacken the bonnet lock retaining bolts, and adjust the position of the lock to suit. Once the lock is operating correctly,

securely tighten its retaining bolts and refit the lock cover.

10 Refit the lower fascia panel, and secure it in position by rotating its fasteners through a quarter of a turn.

10 Bonnet lock - removal and refitting



Removal

1 Open the bonnet. Undo the three retaining screws and remove the plastic cover to gain full access to the bonnet lock (**see illustration**). Mark the outline of the bonnet lock on the body, to use as a guide on refitting.

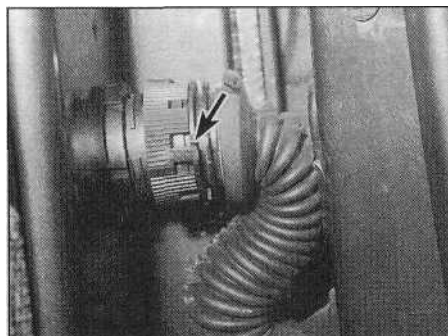
2 Unclip the bonnet release outer cable from the lock bracket, then release the inner cable from the lock lever (**see illustration**).

3 Undo the two retaining bolts, and remove the lock assembly from the vehicle.

Refitting

4 Refit the lock to the vehicle, aligning it with the marks made on removal, and securely tighten its retaining bolts.

5 Connect the end of the inner cable to the lock lever, then clip the outer cable into position in the lock bracket.



11.2 On circular wiring connectors, unscrew the locking ring until its tab is located between the connector lugs (arrowed), then pull it away from the door

6 Check that the bonnet fastens and releases in a satisfactory manner. If adjustment is necessary, slacken the bonnet lock retaining bolts, and adjust the position of the lock to suit. Once the lock is operating correctly, securely tighten its retaining bolts and refit the lock cover.

11 Door - removal, refitting and adjustment



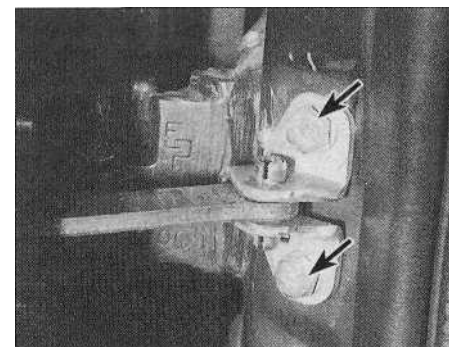
Removal

1 Open the door, to gain access to the wiring connector which is fitted to the front edge of the door.

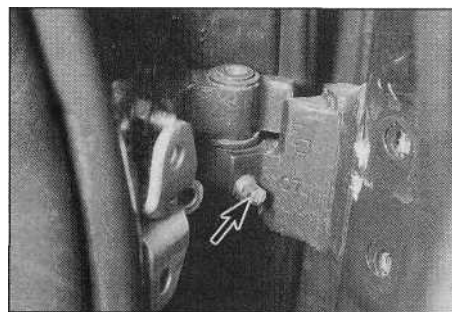
2 Where a circular wiring connector is used, unscrew the connector locking ring until its tab is located between the lugs on the connector, then disconnect the wiring connector from the door (**see illustration**). Where a rectangular connector is used, pull out the locking clip to release it, then disconnect the connector from the door.

3 Undo the two bolts securing the check link to the pillar (**see illustration**). On models where the bolts are not accessible, drive out the check link roll pin using a hammer and punch.

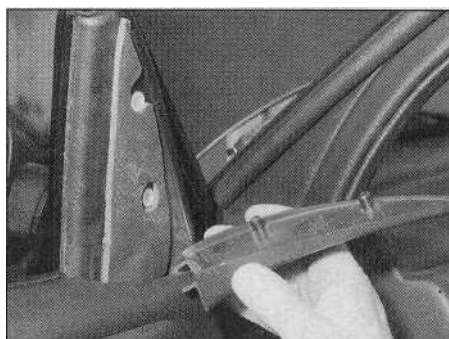
4 Loosen the two hinge pin grub bolts. With the aid of an assistant, lift the door to release



11.3 Undo the check link retaining bolts...



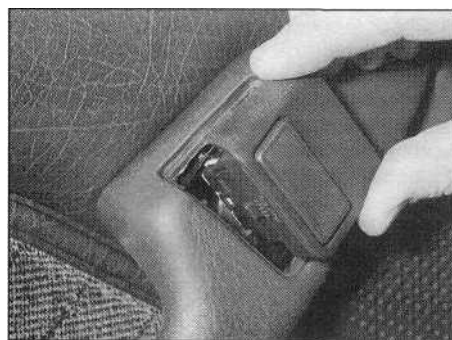
11.4 ... slacken the hinge pin grub bolts (arrowed), and lift the door upwards and away from the vehicle



12.1 Unclip the exterior mirror inner trim panel from the door



12.2 Lift the door inner handle, and remove the escutcheon from the door



12.4 On models with electric windows, remove the switch from the armrest

it from the hinge pins, and remove it from the vehicle (see illustration).

5 Examine the hinges for signs of wear or damage. The hinges are welded to the door and pillar; if renewal is necessary, the task should be entrusted to a Citroen dealer.

Refitting

6 Apply a smear of multi-purpose grease to the hinge pins, then, with the aid of an assistant, refit the door to the vehicle. Once the door is correctly positioned, securely tighten the grub bolts.

7 Align the check link with the door pillar, and securely tighten its retaining bolts. Where the check link roll pin was removed, align the link

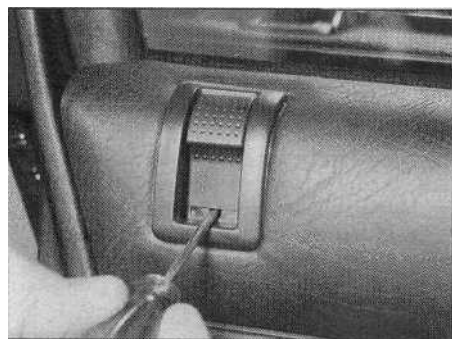
with its retaining bracket, and secure it in position by tapping in the roll pin.

8 Reconnect the wiring connector, and secure it in position by tightening its retaining ring, or by pressing in its retaining clip (as applicable).

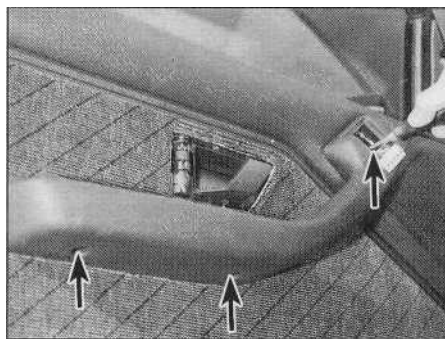
Adjustment

9 Adjustment of the door position is not possible for the home mechanic. However, small adjustments can be made by bending the hinge pin slightly using a special Citroen service tool. This task should be entrusted to a Citroen dealer.

12 Door inner trim panel - removal and refitting



12.5 Depress the retaining tab, and slide the inner lock button off its link rod



12.6 Undo the retaining screws (arrowed), and remove the armrest from the door

Removal

Front door

1 Open the door. Carefully prise out and remove the exterior mirror inner trim panel (see illustration).

2 Lift the door inner handle, then carefully prise the escutcheon out from the door panel and remove it (see illustration).

3 On models with manual windows, pull the handle off the spindle, and remove the regulator escutcheon.

4 On models with electric windows, carefully prise the window switch out of the armrest, taking care not to mark the switch or armrest. Disconnect the wiring connector and remove the switch (see illustration).

5 Lift up the inner door lock operating button, then, using a small flat-bladed screwdriver, depress the retaining tab, and slide off the button (see illustration).

6 Slacken and remove the armrest retaining screws, and remove the armrest from the door (see illustration).

7 Remove the speaker as described in Chapter 12.

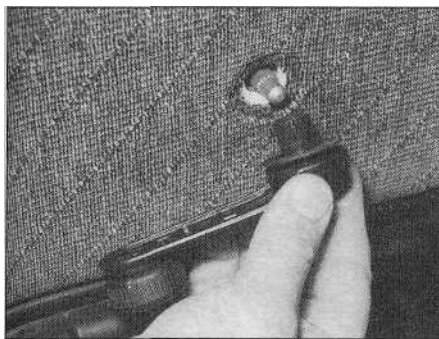
8 Release the door trim panel studs, carefully levering between the panel and door with a flat-bladed screwdriver. Work around the outside of the panel, and when all the studs are released, slide the panel upwards and away from the door (see illustration).



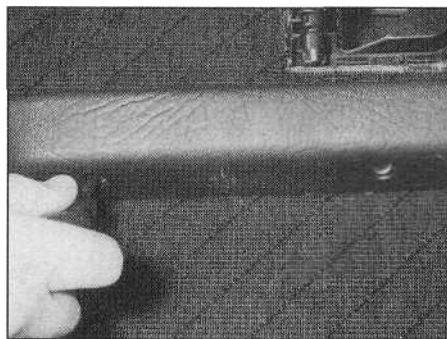
12.8 Removing the inner trim panel from the front door



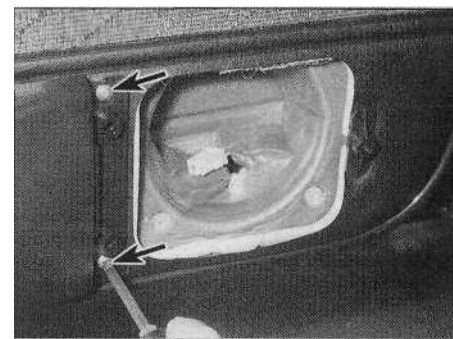
12.10 Removing the small inner trim panel from the rear door



12.11 Pull the window winder handle and trim collar off the regulator spindle



12.13 Undo the two retaining screws, and remove the armrest from the rear door



12.14 Undo the two retaining screws (arrowed) located behind the speaker grille

Rear door

9 Lift the door inner handle, then carefully prise the escutcheon out from the door panel and remove it.

10 Carefully prise off the small inner trim panel from the rear of the door (see illustration).

11 Pull the window winder handle off the spindle, and remove it, along with its trim collar (see illustration).

12 Lift up the inner door lock operating button, then, using a small flat-bladed screwdriver, depress the retaining tab, and slide off the button (see illustration 12.5).

13 Slacken and remove the armrest retaining screws, and remove the armrest from the door (see illustration).

14 Prise off the speaker grille, and slacken and remove the two retaining screws securing the trim panel to the door (see illustration).

15 Release the door trim panel studs, carefully levering between the panel and door with a flat-bladed screwdriver. Work around the outside of the panel, and when all the studs are released, lift the panel upwards and away from the door (see illustration).

Refitting

16 Refitting of the trim panel is the reverse sequence of removal, noting the following points:

(a) Before refitting, check whether any of the trim panel retaining studs were broken on

removal, and renew them as necessary,
(b) To refit the inner door lock operating button, first lock the door, to ensure that the link rod is in its lowest position. Position the button locating tab in the lower of the its two holes, then firmly push the button onto the rod, until it clips into position and the retaining tab appears in the upper hole (see illustration).

13 Door handle and lock components - removal and refitting



Removal

1 Remove the door inner trim panel as described in Section 12, then proceed as described under the relevant sub-heading.

Interior door handle

2 Unclip the interior handle from the door, and disconnect it from the link rod.

Exterior door handle

3 Carefully cut the rubber insulating panel away from the rear of the door, to gain access to the rear of the handle.

4 Undo the three screws securing the lock assembly to the door, then drop the lock assembly slightly to disengage it from the handle.

5 On five-door models, working through the

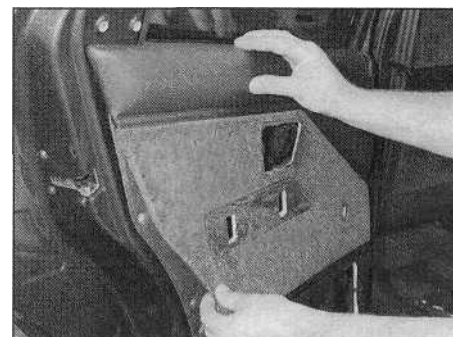
door aperture, slacken and remove the retaining nut, then free the handle from the lock assembly, and withdraw it from the door (see illustrations).

6 On three-door models, slacken and remove the two bolts securing the handle to the outside of the door, then free the handle from the lock assembly and remove it from the door.

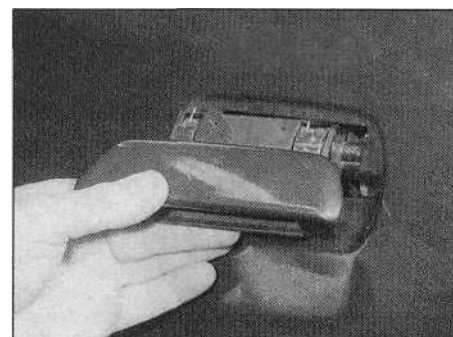
Front door lock cylinder

7 Carefully cut the rubber insulating panel away from the rear of the door, to gain access to the rear of the lock cylinder.

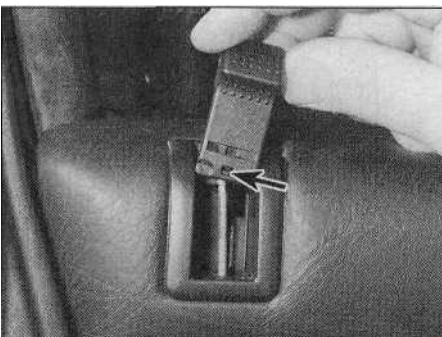
8 Undo the three screws securing the lock assembly to the door, and drop the lock assembly slightly to improve access to the lock cylinder.



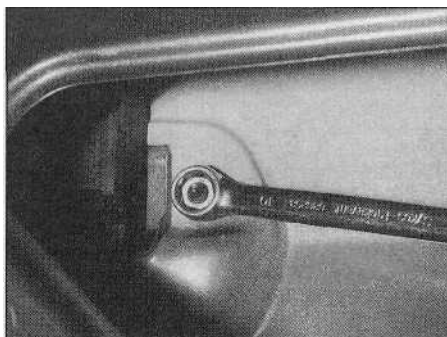
12.15 Unclip the inner trim panel, and remove it from the rear door



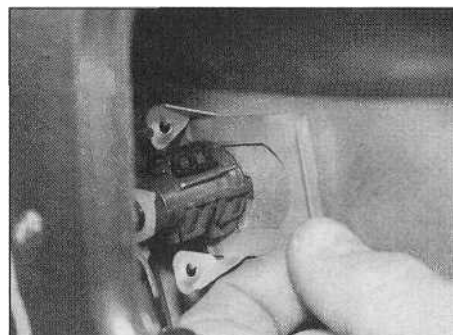
13.5b ... then remove the exterior handle



12.16 Refitting a door lock operating button. Note the locating tab (arrowed) engaged in the lower of the two button holes



13.5a On five-door models, undo the retaining nut from the inside of the door...



13.9a Slide out the retaining clip ...

9 Using a pair of pliers, slide out the lock cylinder retaining clip, then withdraw the lock cylinder from the outside of the door, and free it from its link rod (see illustrations).

Front door lock

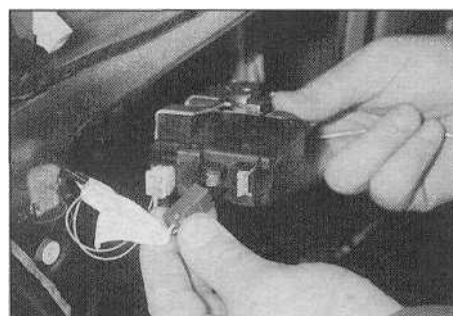
10 Remove the interior lock handle as described in paragraph 2.

11 Remove the lock cylinder as described in paragraphs 7 to 9.

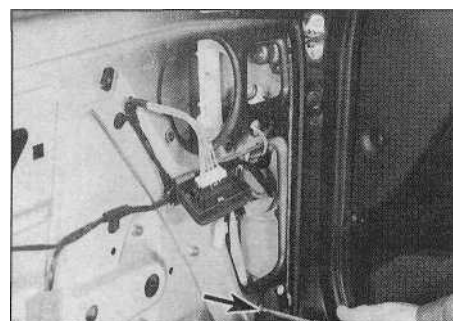
12 Manoeuvre the lock and link rod assembly out through the door aperture. On models with central locking, it will be necessary to disconnect the wiring connector from the servo motor as the lock is removed.

Rear door lock

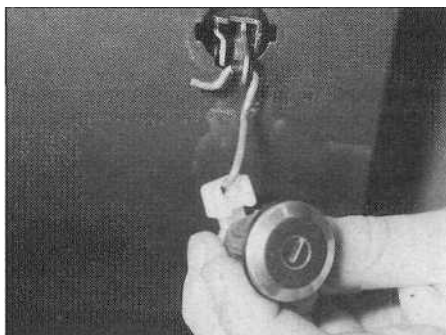
13 Remove the interior door handle as described in paragraphs 1 and 2.



13.15b ... manoeuvre the lock assembly out of the door, and (where necessary) disconnect the wiring connector from the servo unit



14.3a Undo the two retaining bolts (arrowed)...



13.9b ... then withdraw the lock cylinder, and disconnect it from its link rod

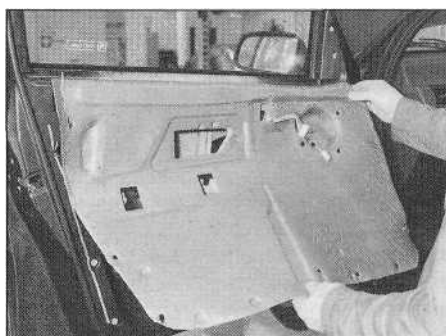
14 Carefully cut the rubber insulating panel away from the rear of the door, to gain access to the rear of the lock assembly.

15 Slacken and remove the three lock retaining screws, then manoeuvre the lock and link rod assembly out through the door aperture. On models with central locking, it will be necessary to disconnect the wiring connector from the servo motor as the lock is removed (see illustrations).

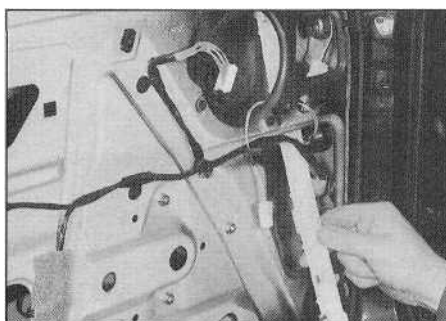
Refitting

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

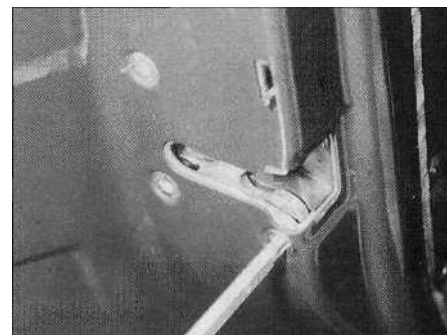
- (a) Ensure that all link rods are securely held in position by their retaining clips.
- (b) Apply grease to all lock and link rod pivot points.
- (c) Before installing the inner trim panel,



14.2 Removing the rubber insulating panel from the front door



14.3b ... and remove the window guide from the door



13.15a Undo the three retaining screws...

thoroughly check the operation of all the door lock handles and, where applicable, the central locking system, and ensure that the rubber insulating panel is correctly positioned.

14 Door window glass and regulator - removal and refitting

Removal

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

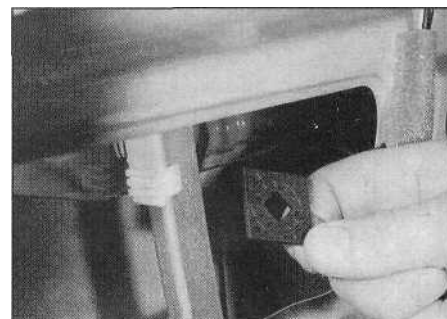
2 Carefully cut the rubber insulating panel away from the edge of the door, remove the panel, then proceed as described under the relevant sub-heading (see illustration).

Front door window glass

3 With the window in the fully-raised position, slacken and remove the upper and lower window guide retaining bolts, and remove the guide from the front of the door (see illustrations).

4 Temporarily refit the handle (or reconnect the switch, as applicable), and lower the window glass approximately halfway.

5 Working from inside the door, release the clip securing the window glass to the regulator peg by rotating it through 45°, then slide off the clip, and free the glass from the regulator mechanism (see illustration).



14.5 Remove the retaining clip as described in the text, and free the window glass from the regulator peg



14.6 Removing the window glass from the front door

6 Fully lower the glass, and free the upper window guide from the rear of the sealing strip, then carefully manoeuvre the window glass out through the top of the door (**see illustration**).

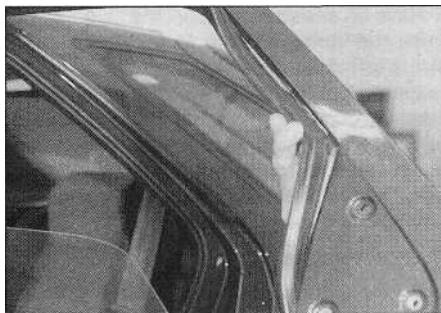
Rear door window glass

7 Undo the retaining screw from the inside, then remove the small outer trim panel from the door (**see illustrations**).

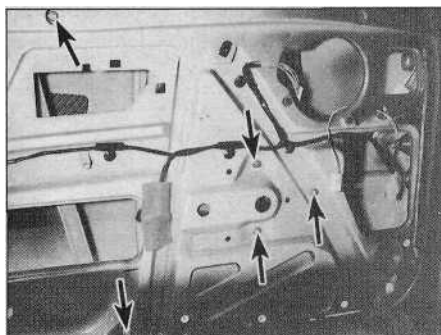
8 Temporarily refit the handle, and lower the window glass.

9 Working around the edge of the strip, carefully ease the sealing strip out from the door, and remove it from the vehicle (**see illustration**).

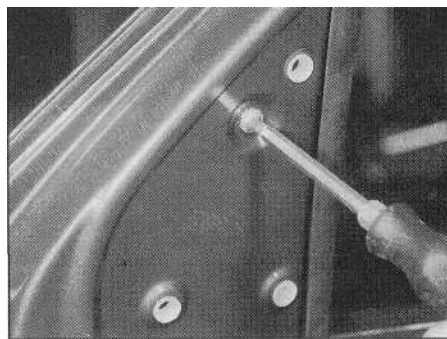
10 Release the window glass from the regulator mechanism as described above in



14.9 Work around the edge of the sealing strip, freeing it from the door, and remove the strip



14.12a Undo the five regulator retaining nuts (arrowed)...



14.7a Undo the retaining screw ...

paragraph 5, then carefully manoeuvre the glass out through the top of the door (**see illustrations**).

Window regulator

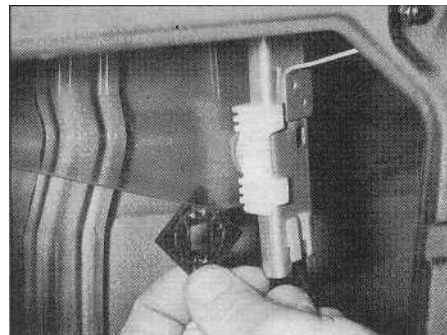
11 Remove the window glass as described above.

12 Slacken and remove the five regulator retaining nuts, then carefully manoeuvre the regulator assembly out through the largest door panel aperture. On models with electric windows, it will be necessary to disconnect the wiring connector from the regulator motor as it becomes accessible (**see illustrations**).

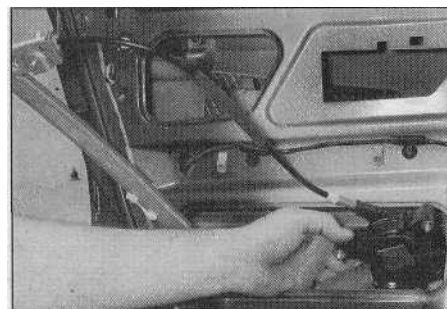
Refitting

Front door window glass

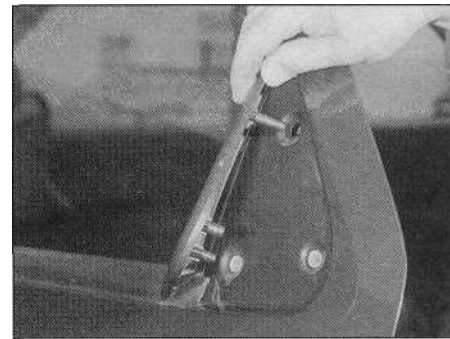
13 Manoeuvre the window glass back into



14.10a Remove the retaining clip, then free the window glass from the regulator ...



14.12b ... and withdraw the regulator assembly through the largest door panel aperture



14.7b ... and remove the trim panel from the outside of the rear door

position through the top of the door.

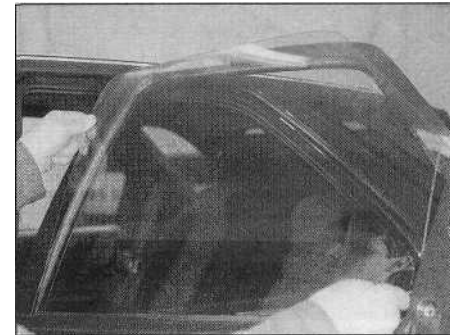
14 Lower the window glass to the base of the door, and engage the upper guide with the rear of the sealing strip.

15 Raise the glass, and locate it on the regulator mechanism peg. Slide the retaining clip onto the regulator peg, and secure it in position by rotating it through 45°.

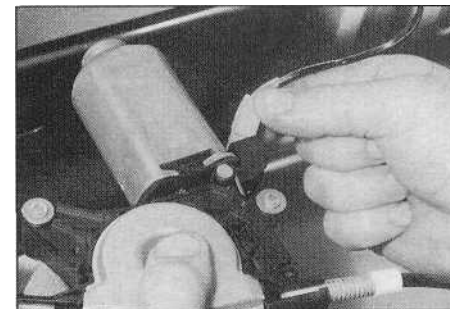
16 Fully raise the window glass, then refit the front window guide, tightening its retaining screws securely.

17 Check that the window glass can be raised and lowered smoothly, then refit the rubber insulating panel to the door.

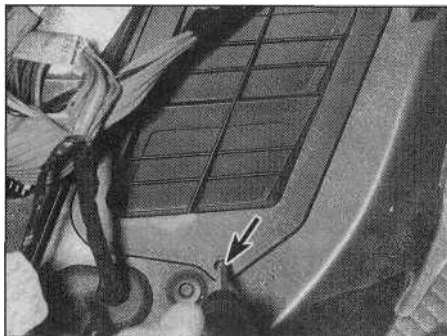
18 Ensure the insulating panel is securely stuck to the door, and refit the inner trim panel as described in Section 12.



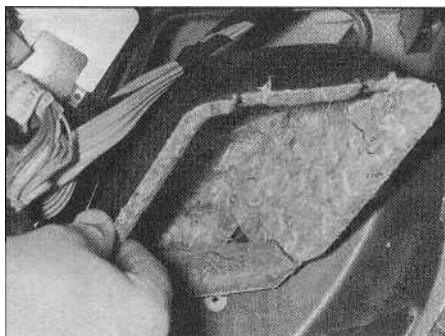
14.10b ... and remove it from the top edge of the door



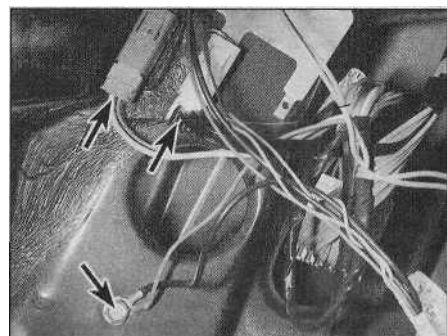
14.12c On models with electric windows, disconnect the wiring connector from the motor as the regulator is removed



15.2a Undo the retaining screw (arrowed) and remove the vent grille ...



15.2b ... and duct from each side of the luggage compartment



15.3a Disconnect the tailgate wiring connectors and earth lead connection (arrowed) - left-hand side shown ...

Rear door window glass

19 Manoeuvre the window glass back into position through the top of the door, and locate it on the regulator mechanism peg. Slide the retaining clip onto the regulator peg, and secure it in position by rotating it through 45°.

20 Engage the front edge of the sealing strip with the upper window glass guide, then work around the edge of the strip, and seat it back into position in the door. Refit the outer trim panel, and securely tighten its retaining screw.

21 Check that the window glass can be raised and lowered smoothly, then refit the rubber insulating panel to the door.

22 Ensure the insulating panel is securely stuck to the door, and refit the inner trim panel as described in Section 12.

Window regulator

23 Reconnect the wiring connector (where applicable), and manoeuvre the regulator assembly back into position in the door. Refit the five retaining nuts, and tighten them securely.

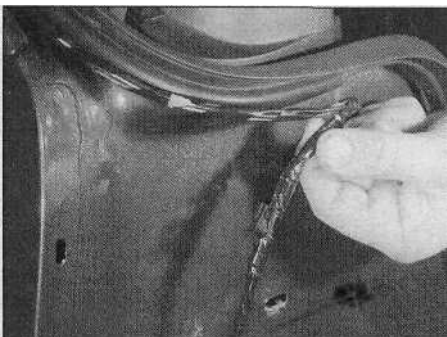
24 Refit the window glass as described above.

15 Tailgate and support struts - removal and refitting

Removal

Tailgate

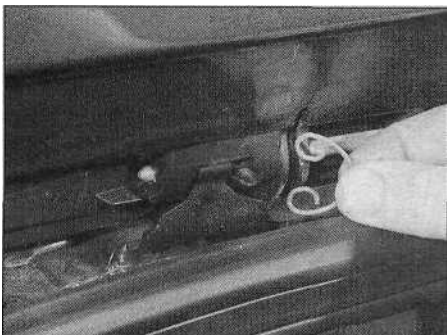
1 Remove both the left- and right-hand rear light units as described in Chapter 12.



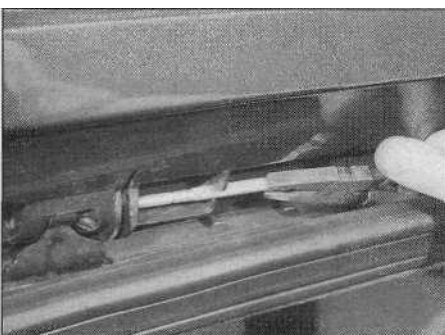
15.3b ... withdraw the wiring looms from the rear of the vehicle, and free them from underneath the tailgate sealing strip



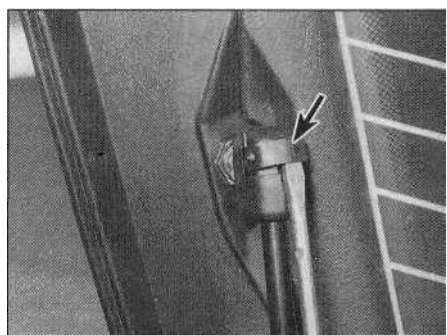
15.4 Release the tailgate washer pipe from underneath the sealing strip, and disconnect it at its non-return valve



15.5a Remove the retaining clips ...



15.5b ... and withdraw the tailgate hinge pins



15.8a Lift the spring clip (arrowed), and free the support strut from the tailgate ...

2 Undo the retaining screw, and remove the vent grilles and ducts which are situated on the left- and right-hand sides of the luggage compartment (see illustrations).

3 Disconnect the tailgate wiring connectors, situated on the left- and right-hand sides, from the main wiring loom, and unscrew the bolt securing the earth lead to the vehicle body. Withdraw the wiring connectors from the rear of the body, then work back along the length of each loom, and release them from underneath the outside of the tailgate sealing strip, and from any relevant retaining clips (see illustrations).

4 Release the rear screen washer supply pipe from underneath the top of the tailgate sealing strip, and disconnect it at its non-return valve (see illustration).

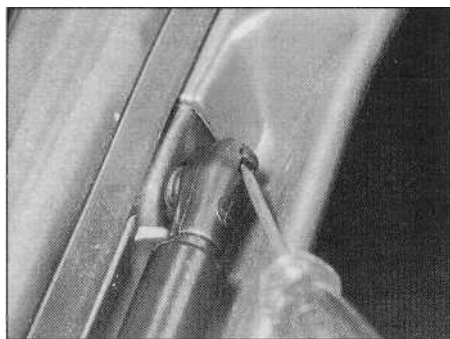
5 Have an assistant support the tailgate, then raise the spring clips and pull the support struts off their balljoint mountings on the tailgate. Carefully prise out the hinge pin retaining clips, then tap both hinge pins out of position, and remove the tailgate from the vehicle (see illustrations).

6 Examine the hinge pins for signs of wear or damage, and renew if necessary.

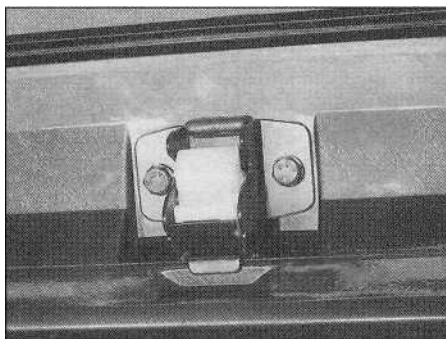
Support struts

7 Support the tailgate in the open position, using a stout piece of wood, or with the help of an assistant.

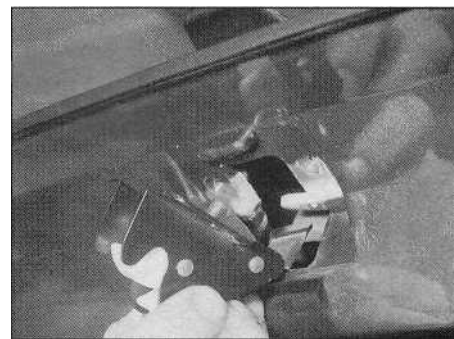
8 Raise the spring clip, and pull the support strut off its balljoint mounting on the tailgate.



15.8b ... then prise out the retaining clip, and free the strut from the body



16.1a Undo the two retaining bolts ...



16.1b ... and remove the lock from the base of the tailgate

Using a flat-bladed screwdriver, prise out the retaining clip, then carefully lever the strut off its balljoint, and remove it from the vehicle (see illustrations).

Refitting

Tailgate

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

- (a) Before refitting, apply a smear of multi-purpose grease to the hinge pins.
- (b) Ensure that the hinge pins are securely retained by their retaining clips, and that the support struts are securely held in position by their spring clips.
- (c) Ensure that the washer jet pipe and wiring looms are correctly located behind the tailgate sealing strip.

Support struts

10 Refitting is a reverse of the removal procedure, ensuring that the strut is securely retained by its spring clip and retaining clip.

16 Tailgate lock components - removal and refitting



Removal

Tailgate lock

1 Open up the tailgate, then undo the two retaining bolts and remove the lock (see illustrations).



16.3b ... then withdraw the lock cylinder and handle assembly from the tailgate

Tailgate lock cylinder

2 Remove the tailgate wiper motor as described in Chapter 12.

3 Using a pair of pliers, slide out the lock retaining clip, and withdraw the lock cylinder and handle from the tailgate (see illustrations).

Refitting

4 Refitting is a reversal of the removal procedure.

17 Central locking components - removal and refitting



Electronic control unit

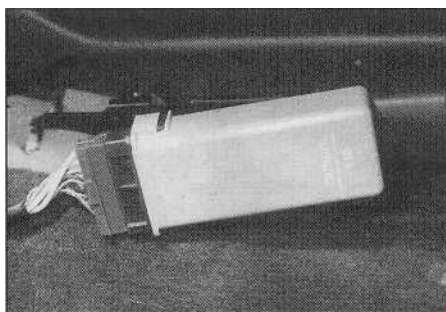
1 Open the rear ashtray, depress the retaining tang and remove the ashtray from the handbrake lever cover panel. Slacken and remove the rear retaining nut and the two front retaining screws, then manoeuvre the cover panel off the handbrake lever.

2 Undo the nut securing the control unit to the handbrake lever mounting stud. Disconnect the wiring connector and remove the unit from the vehicle (see illustration).

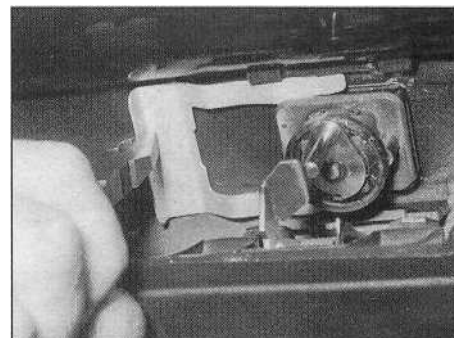
3 Refitting is the reverse of removal.

Door lock servo unit

4 Remove the relevant door lock as described in Section 13.



17.2 Central locking electronic control unit is mounted onto one of the handbrake lever studs



16.3a Slide out the retaining clip ...

5 The servo unit is a bayonet fit on the lock assembly. To remove it, twist it slightly to release it from the lock bracket, and disengage it from the lock peg (see illustration).

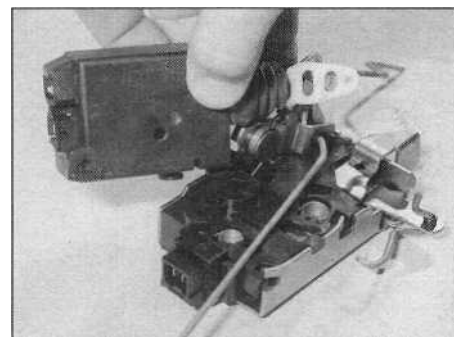
6 On refitting, ensure that the servo unit is securely clipped in position, and that it is correctly engaged with the lock peg.

Tailgate lock servo unit

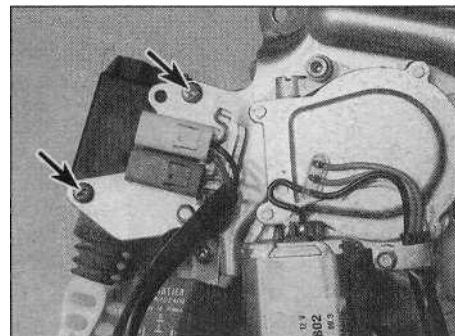
7 Remove the tailgate wiper motor as described in Chapter 12.

8 Undo the two retaining screws, and remove the servo unit from wiper motor bracket (see illustration).

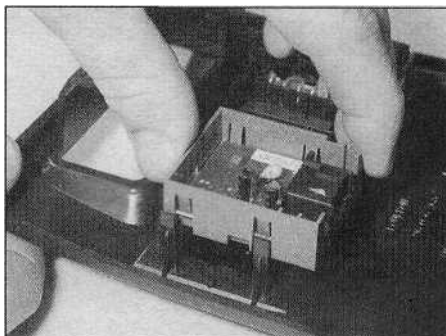
9 Refitting is the reverse of the removal procedure.



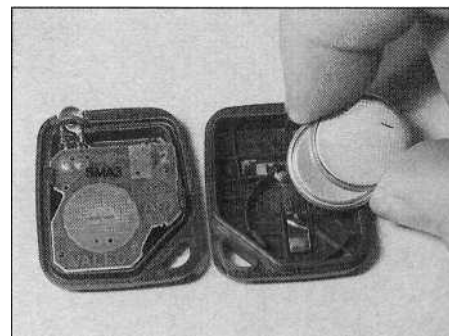
17.5 Removing a central locking servo unit from a lock assembly



17.8 Tailgate lock servo motor is retained by two screws



17.11 Removing the central locking receiver unit from the overhead console



17.13 Prise the two halves of the transmitter unit apart, and remove the batteries

Remote receiver unit

10 Carefully prise the courtesy light out from the overhead console, and disconnect it from its wiring connector. Remove the two console retaining screws, lower the console and disconnect it from its wiring connectors.

11 Release the retaining clips, and remove the receiver unit from the top of the console (see illustration).

12 Refitting is the reverse of removal.

Transmitter batteries

13 Using a small screwdriver, carefully prise the two halves of the transmitter apart, and remove the two batteries, noting which way around they are fitted (see illustration).

14 Fit the two batteries, ensuring that they

are fitted the correct way around; the battery and transmitter terminals are marked "+" and "-" to avoid confusion. Clip the transmitter back together.

18 Electric window components - general information

Window switches

1 Refer to Chapter 12.

Window winder motors

2 The window winder electric motor is an integral part of the regulator mechanism, and cannot be renewed separately. Refer to Section 14 for regulator removal and refitting details.

19 Exterior mirrors and associated components - removal and refitting

Removal

Manually-operated mirror

1 Carefully prise off the mirror interior trim panel (see illustration).

2 Unscrew the two retaining screws, then slacken and remove the adjusting lever grub screw, and slide the retaining plate off the mirror adjusting lever (see illustrations).

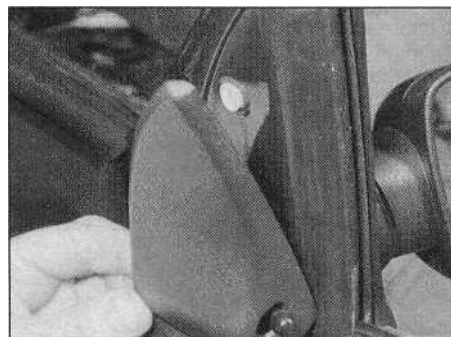
3 Remove the rubber insulating foam, then slacken and remove the three retaining screws, and remove the mirror assembly from the door (see illustration).

Electrically-operated mirror

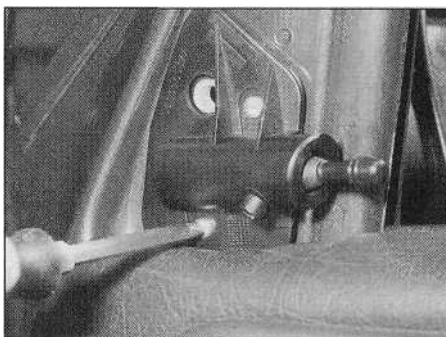
4 Remove the door inner trim panel as described in Section 12.

5 Carefully cut the rubber insulating panel away from the front edge of the door to gain access to the mirror wiring connector. Disconnect the connector from the main wiring loom (see illustration).

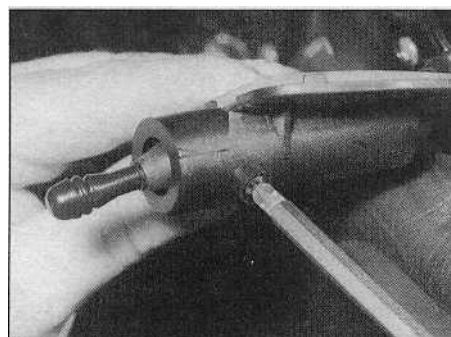
6 Remove the rubber insulating foam. Slacken and remove the three retaining screws and remove the mirror assembly from the door (see illustrations).



19.1 On manually-operated mirrors, prise off the inner trim panel...



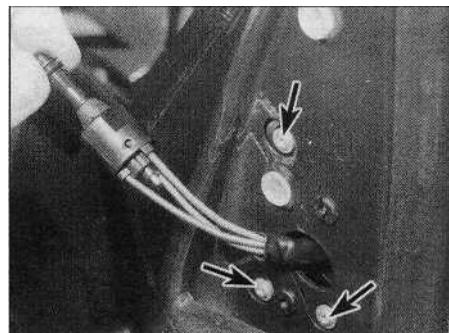
19.2a ... then slacken and remove the two retaining screws ...



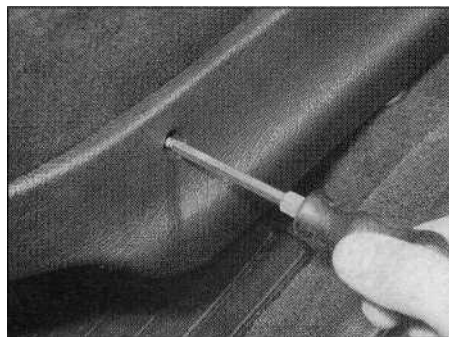
19.2b ... and the adjusting lever grub screw...



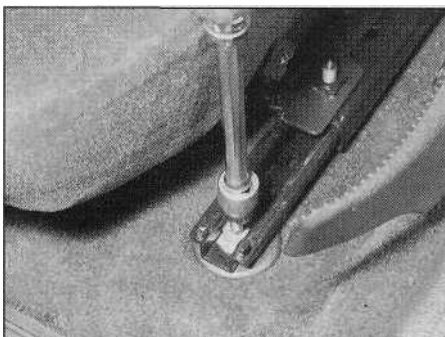
19.2c ... and remove the retaining plate from the adjusting lever



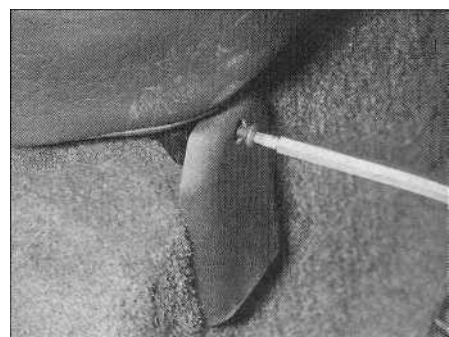
19.3 Undo the three retaining screws (arrowed), and remove the mirror assembly from the door



24.1a Undo the trim panel retaining screws...



24.1b ... and peel back the trim panel to improve access to the front seat mounting bolts



24.3a Undo the retaining screws ...

24 Seats - removal and refitting



**Removal
Front seat**

1 Slide the seat fully backwards, then undo the two Torx bolts securing the front of the seat slides to the floor. Where necessary, to improve access to the bolts, undo the retaining screws, and prise the trim covers back from the base of the seat (see illustrations).

2 Slide the seat fully forwards, then undo the two Torx bolts securing the rear of the seat slides to the floor, and remove the seat from the car.

Rear seat assembly

3 Undo the retaining screws, and remove the plastic trim covers from each of the three seat front mounting points. With the covers removed, slacken and remove the seat front retaining nuts (see illustrations).

4 On models with a sliding rear seat assembly, slide the seat fully forwards, and remove the rear parcel shelf; unclip the trim cover from the base of the seat, to gain access to the rear mounting bolts (see illustration). On models with a fixed rear seat assembly, remove the parcel shelf, then release the trim fasteners and peel back the

carpet from the rear of the seat, to gain access to the rear mounting bolts.

5 Slacken and remove the three rear mounting bolts, and recover the spacers which are positioned beneath the seat mounting brackets (see illustration).

6 Feed the rear seat belts back through the gap between the seat back and cushion, and manoeuvre the seat assembly out of the vehicle.

Refitting

7 Refitting is a reverse of the removal procedure, ensuring that the seat mounting bolts are securely tightened.

25 Seat belt components - removal and refitting



Removal

Front seat belt - five-door models

1 Prise off the trim cap from the lower belt anchorage bolt, then slacken and remove the bolt and washers, and free the seat belt from its lower anchorage.

2 Prise the trim cover off the upper seat belt mounting bolt, then undo the bolt and release the seat belt.

3 Undo the two retaining screws from the base of the lower door pillar trim panel, then

carefully prise the panel away from the pillar, and remove it from the vehicle.

4 Pull the knob off the seat belt upper mounting height adjuster lever. Slacken and remove the retaining screw, then unclip the upper trim panel from the door pillar, and remove it from the vehicle.

5 Slacken and remove the inertia reel retaining bolt(s), and remove the seat belt from the vehicle.

Front seat belt - three-door models

6 Remove the relevant rear seat side trim panel as described in Section 26.

7 Prise the trim cover off the upper seat belt mounting bolt, then slacken and remove the bolt and washer(s), and release the seat belt. Unhook the belt from its guide on the door pillar, or alternatively, drill out the rivet securing the seat belt guide to the door pillar.

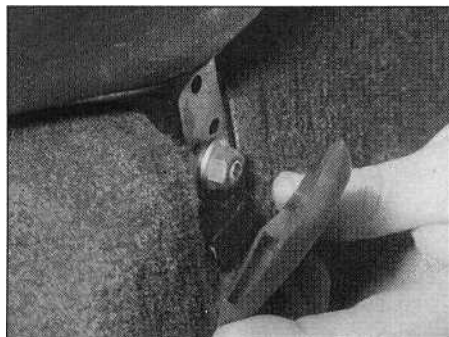
8 Slacken and remove the bolt and washers securing the lower seat belt mounting rail to the floor, and disengage the rail from the belt.

9 Slacken and remove the inertia reel retaining bolt(s), and remove the seat belt from the vehicle.

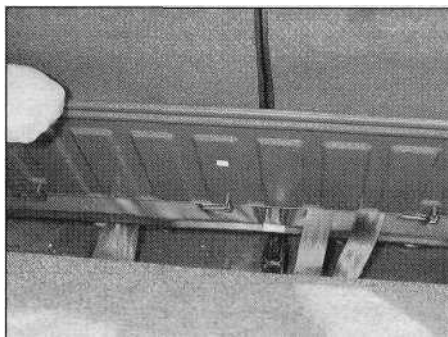
Front seat belt stalk - all models

10 Remove the seat as described in Section 24.

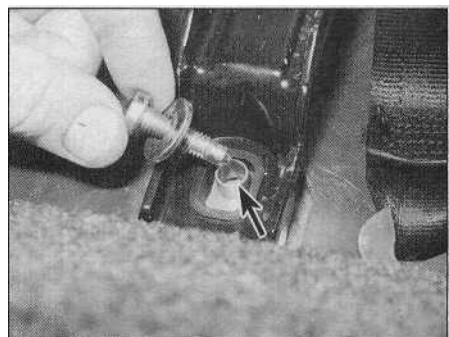
11 Slacken and remove the bolt securing the stalk to the seat, and remove the stalk.



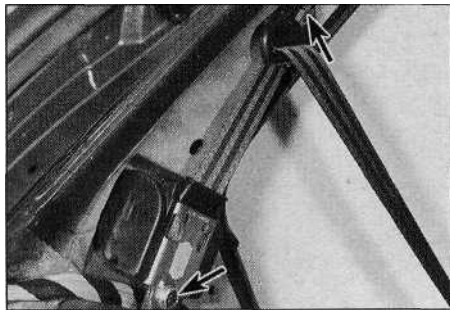
24.3b ... and remove the trim covers to gain access to the rear seat front retaining nuts



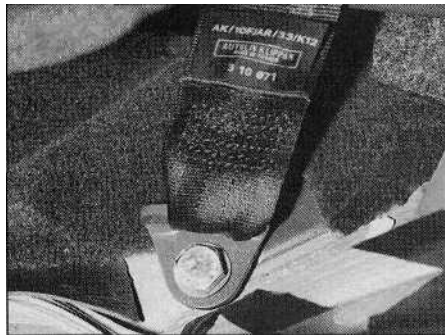
24.4 On models with a sliding rear seat assembly, unclip the trim panel from the base of the seat, to gain access to the rear seat rear mounting bolts



24.5 Slacken and remove the rear mounting bolts, and recover the spacers (arrowed) from underneath the seat mounting brackets



25.13a Rear seat side belt inertia reel bolt, and upper belt mounting bolt (arrowed) - five-door model shown



25.13b Rear seat side belt lower mounting bolt



25.15 Rear seat centre belt/buckle retaining bolt

Rear seat side belt

12 Remove the lower and upper luggage compartment side trim panels as described in Section 26.

13 Slacken and remove the upper and lower seat belt mounting bolts and washers, if not already having done so, then undo the inertia reel retaining bolt and remove the seat belt from the vehicle (see illustrations).

Rear seat centre belt and buckles

14 On models with a sliding rear seat assembly, slide the rear seat fully forwards, then unclip the trim panel from the base of the rear of the seat. On models with a fixed rear seat assembly, release the trim fasteners, and peel back the carpet from the rear of the seat.

15 Slacken and remove the bolt and washers securing the centre belt and/or buckle assembly to the floor, and remove it from the vehicle (see illustration).

Refitting

16 Refitting is a reversal of the removal procedure, ensuring that all the seat belt mounting bolts are securely tightened, and all disturbed trim panels are securely retained by all the relevant retaining clips.

26 Interior trim - removal and refitting



Interior trim panels

Door trim panels

1 Refer to Section 12.

Rear seat side trim panels - three-door models

2 Remove the rear seat assembly as described in Section 24.

3 Unclip the speaker grille from the panel then undo the screws securing the speaker (where fitted) and panel to the vehicle. Where a speaker is fitted disconnect the wiring connectors and remove the speaker.

4 Slacken and remove the three other retaining screws (two at the base of the panel and one underneath the armrest) securing the panel to the body (see illustration).

5 Peel the sealing strip away from the front edge of the trim panel, then release the panel

studs by carefully levering between the panel and body with a flat-bladed screwdriver. Work around the outside of the panel and when all the studs are released slide the panel upwards and away from the body.

6 Refitting is the reversal of the removal, renewing any broken retaining clips prior to refitting the panel.

Luggage compartment rear trim panels

7 Open the tailgate. Slacken and remove the bump-stop retaining screws, and remove both tailgate bump-stops (see illustration).

8 Undo the three retaining screws securing the right- or left-hand rear luggage compartment trim panel to the floor, noting the correct fitted positions of the luggage clips, and remove the

panel (see illustration). If necessary, repeat the procedure and remove the remaining trim panel.

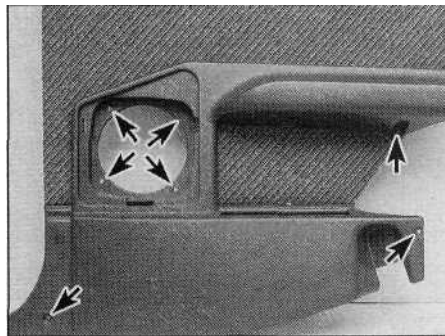
9 Refitting is a reversal of the removal procedure.

Luggage compartment lower side trim panel

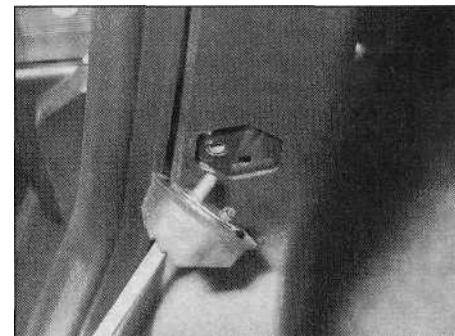
10 Slide the rear seat fully forwards (where possible), and fold down the rear seat backs.

11 Remove the appropriate half of the rear trim panel (where fitted) as described above. On three-door models, remove the rear seat side trim panel.

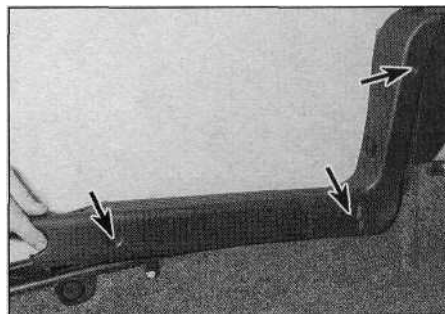
12 On five-door models, if the right-hand panel is being removed, remove the wheel brace, and unscrew the wheel brace clip from the rear right-hand corner of the luggage compartment (see illustration). If the left-



26.4 Three-door model rear seat side trim panel retaining screw locations (arrowed) - shown with panel removed



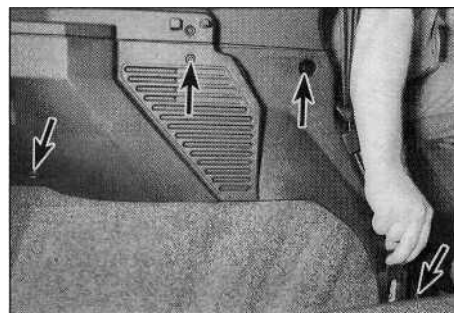
26.7 Removing a tailgate bump-stop from the rear of the vehicle



26.8 Removing a rear trim panel from the luggage compartment (retaining screw locations arrowed)



26.12 On five-door models, the wheel brace clip unscrews from the body



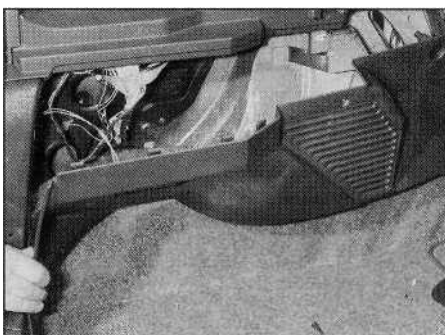
26.13 Removing the luggage compartment side trim panel retaining clip (retaining screw locations arrowed)

hand panel is being removed, remove the retaining nut and clip from the same position on the left-hand side.

13 Slide the retaining clip, located just behind the base of the rear seat cushion, out of the trim panel (**see illustration**).

14 Slacken and remove the four trim panel retaining screws. Carefully release the edges of the panel from its surrounding components, then remove it from the vehicle (**see illustration**). If the left-hand panel is being removed, it will be necessary to disconnect the wiring connector from the luggage compartment light as it becomes accessible.

15 Refitting is the reverse of removal, ensuring that all fasteners are securely tightened.



26.14 Removing a side trim panel from the luggage compartment

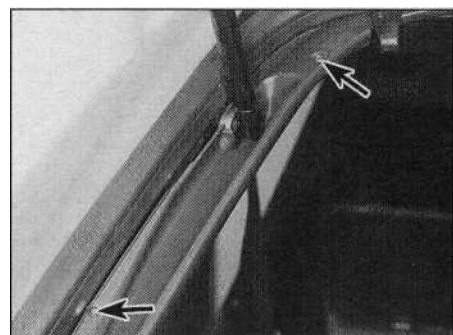
Luggage compartment upper side trim panel

16 Remove the lower side trim panel as described above.

17 On three-door models, prise the trim cover off the rear seat belt upper mounting point, then slacken and remove the mounting bolts and washer(s), and free the belt from the panel. Also remove the centre pillar upper trim panel as described later in this Section.

18 Undo the two upper side trim panel lower retaining screws.

19 Slacken and remove the four retaining screws and rubber bump-stop from the rear section of the upper panel. Peel back the tailgate sealing strip from the side of the panel

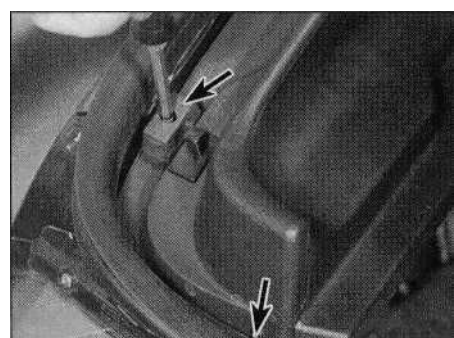


26.19a Slacken and remove the two upper retaining screws (arrowed)...

rear section, then remove the panel. Where necessary, disconnect the wiring connector from the luggage compartment light switch as it becomes accessible (**see illustrations**).

20 Undo the two retaining screws located behind the rear section of the trim panel, then free the panel from the side of the body (**see illustrations**). On five-door models, to remove the panel from the vehicle, slacken and remove the rear seat belt lower mounting bolt and washer, and feed the belt back through the slot in the panel.

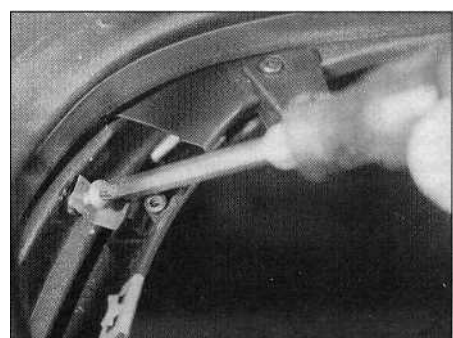
21 Refitting is a reversal of the removal procedure. Ensure that the tailgate wiring is correctly positioned beneath the sealing strip prior to pressing the sealing strip onto the vehicle.



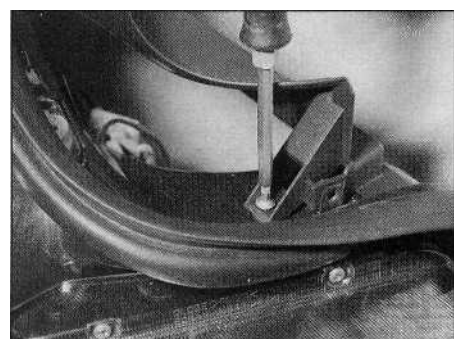
26.19b ... and the two lower retaining screws (arrowed)...



26.19c ... then remove the rear section of the upper trim panel



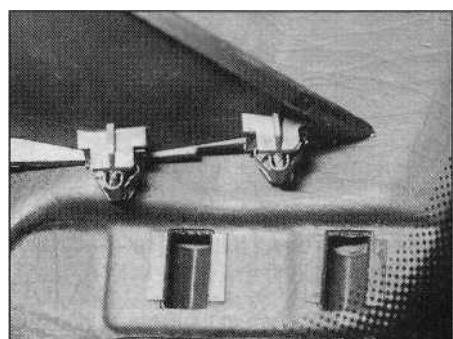
26.20a Undo the upper retaining screw ...



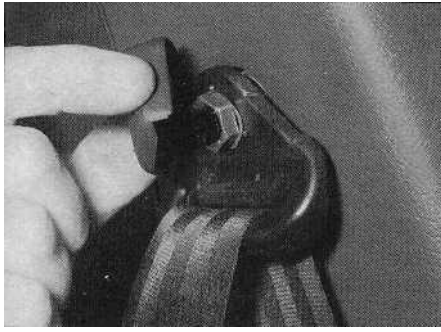
26.20b ... and the lower retaining screw...



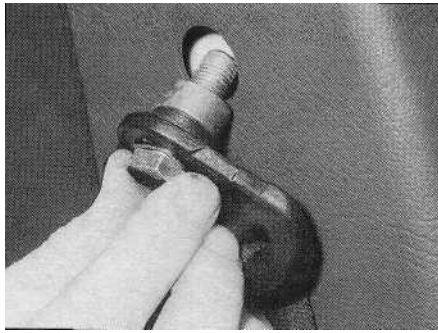
26.20c ... and free the upper trim panel from the luggage compartment - five-door model shown



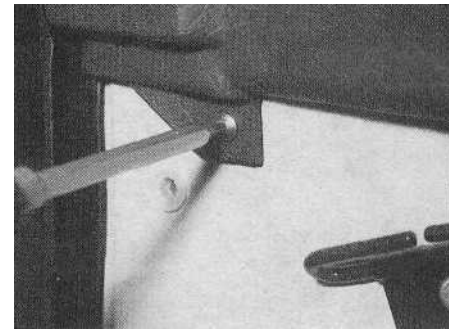
26.23 On refitting, ensure the windscreen trim pegs are correctly located in the fascia (viewed through the windscreen)



26.28a On three-door models, remove the trim cover ...



26.28b ... then undo the mounting bolt, and free the seat belt from the body



26.29 Slacken and remove the retaining screw...

Windscreen pillar trim panel

22 Unclip the trim panel from the windscreen pillar and, where necessary, release the alarm sensor from the clip on the top of the panel.

23 Prior to refitting, check the panel retaining clips, and renew any that are broken. Where necessary, ensure the alarm sensor wire is correctly routed, and refit the sensor to its retaining clip. Clip the panel back into position, ensuring that the pegs on the base of the panel are correctly located in the fascia panel (see illustration).

Front footwell side trim panel

24 Undo the two retaining screws, and remove the trim panel from the side of the footwell.

25 Refitting is a reverse of the removal procedure.

Centre door pillar trim panels - five-door models

26 Refer to the information given in paragraphs 1 to 4 of Section 25.

Centre door pillar upper trim panel - three-door models

27 Remove the rear seat side trim panel as described earlier in this Section.

28 Prise the trim cover off the upper seat belt mounting bolt, then slacken and remove the bolt and washer(s), and release the seat belt (see illustrations).

29 Undo the retaining screw from the base of

the upper trim panel (see illustration).

30 Peel back the sealing strip from the front edge of the panel, carefully prise the panel away from the pillar, and remove it from the vehicle (see illustration).

31 Refitting is a reversal of the removal procedure.

Glovebox

32 Remove the two retaining clips, and release the felt undercover from the underside of the glovebox.

33 Open the glovebox. Slacken and remove the four retaining screws situated along its upper edge, and the six retaining screws located along its lower edge, and slide the glovebox out of position.

34 Refitting is the reverse of the removal procedure, ensuring that the retaining screws are securely tightened.

Carpets

35 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.

36 Carpet removal and refitting is reasonably straightforward but 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

37 The headlining is clipped to the roof, and can be withdrawn only once all fittings such as the grab handles, sun visors, sunroof (if fitted), windscreen and rear quarter windows, and related trim panels, have been removed. The door, tailgate and sunroof aperture sealing strips will also have to be prised clear.

38 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

Low-specification models

1 Undo retaining the two retaining screws. Free the console from the gear lever gaiter and lift it over the lever.

High-specification models

2 Undo the left-hand front side panel retaining screw. Disengage the panel from the centre console and remove it from the vehicle (see illustration). Repeat the procedure and remove the right-hand panel.

3 On models with manual transmission, carefully prise the gear lever trim panel out from the centre console. Where a leather



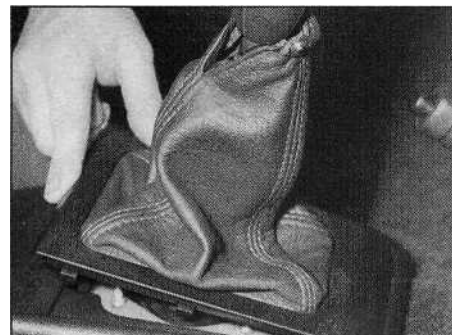
26.30 ... free the door pillar trim panel from the sealing strip, and remove it from the vehicle



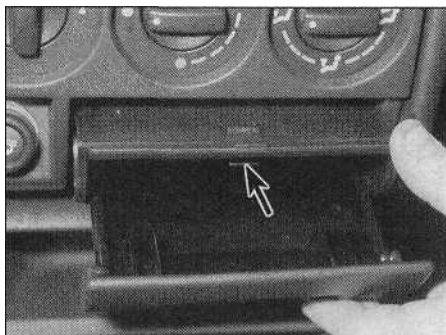
27.2 Removing the centre console left-hand front side panel - retaining screw location arrowed



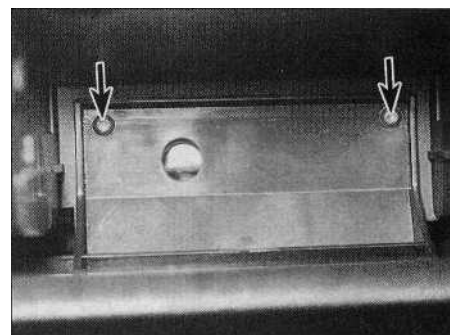
27.3a On models with a leather gear lever gaiter, release the pop fastener and velcro strip...



27.3b ... then unclip the trim panel from the centre console



27.5a Depress the retaining tang (arrowed), and slide out the ashtray ...



27.5b ... to gain access to the centre console front retaining screws (arrowed)

gaiter is fitted to the lever, release the pop fastener and velcro strip, and remove the gaiter (see illustrations). Where a rubber gaiter is fitted, unscrew the knob from the gear lever, and remove the knob and gaiter assembly.

4 On models with automatic transmission, carefully prise the selector lever trim panel out from the centre console, and fold the gaiter back over the selector lever. Slacken and remove the four screws securing the handle to the shaft of the selector lever. Depress the selector lever handle detent knob, then rotate the handle through 90° anti-clockwise, lift the assembly up and rotate it back 90° clockwise, to release the detent button from the selector lever pushrod. With the handle removed, withdraw the detent button and spring from the handle.

5 Depress the retaining tang, and slide the ashtray out from the centre fascia panel, then slacken and remove the two front centre console retaining screws, located behind the ashtray (see illustrations).

6 Slacken and remove the retaining nut from the rear of the centre console, then manoeuvre the console over the gear lever, and remove it from the vehicle (see illustrations).

Refitting

Low-specification models

7 Locate the gaiter back in the console base,

then refit the two retaining screws, tightening them securely.

High-specification models

8 Manoeuvre the centre console back into position over the gear lever, ensuring that the heater ducts fitted to either side of the console are correctly located with the heater unit outlets at the front of the console.

9 Refit the two front retaining screws and the rear retaining nut, and tighten them securely. Slide the ashtray back into the centre fascia panel.

10 On models with manual transmission, either screw the lever and gaiter back onto the gearchange lever, or locate the gaiter over the lever, and secure it in position with the velcro strip and pop fastener (as applicable). Clip the gaiter trim panel back into position in the centre console.

11 On models with automatic transmission, refit the spring and detent button to the selector lever handle, and press the button fully into the handle. Keeping the button depressed, slide the handle assembly onto the lever, then, exerting light downward pressure on the handle, rotate the handle through 90° clockwise, then back 90° anti-clockwise, to engage the detent button with the lever pushrod. Release the detent button, then refit the four handle retaining screws and tighten them securely. Check the operation of the selector lever detent button, then clip the

trim panel back into position in the centre console.

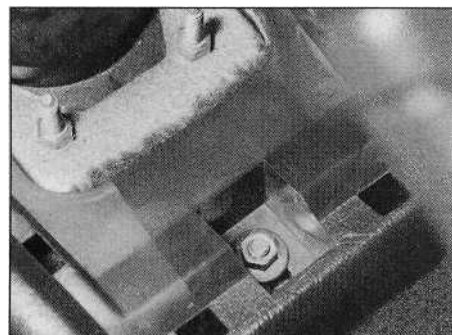
12 Refit the side panels to the front of the console, and secure them in position with their retaining screws.

28 Facia panel assembly - removal and refitting

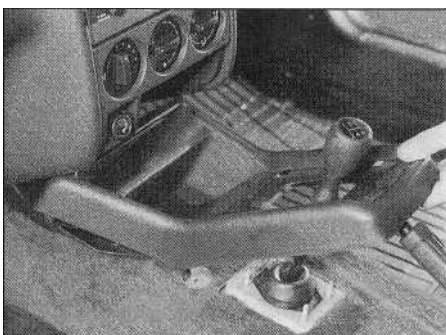
Note: Label each wiring connector as it is disconnected from its relevant component. The labels will prove useful on refitting, when routing the wiring and feeding the wiring through the facia apertures.

Removal

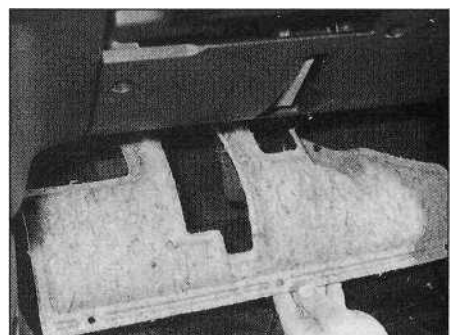
- 1** Disconnect the battery negative terminal.
- 2** Remove the instrument panel assembly and clock as described in Chapter 12.
- 3** Remove the steering column assembly as described in Chapter 10.
- 4** On high-specification models, remove the centre console as described in Section 27. On low-specification models where only a small centre console is fitted, undo the retaining screws and remove the heater duct cover (where fitted) from the centre of the facia assembly.
- 5** On carburettor models, remove the choke cable as described in Chapter 4A.
- 6** Unclip both the left- and right-hand felt undercovers from underneath the facia, and remove them from the vehicle (see illustration).



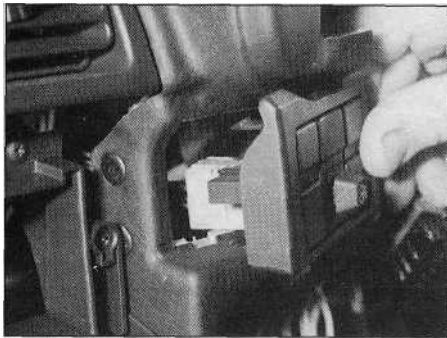
27.6a Undo the rear retaining nut...



27.6b ... then lift the centre console over the gear lever, and remove it from the vehicle



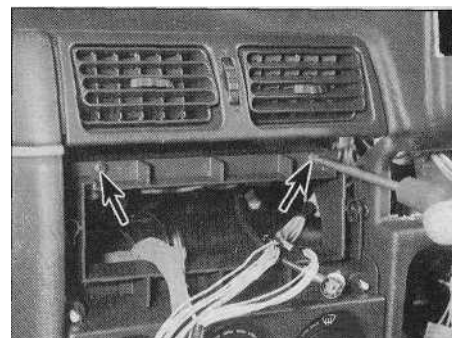
28.6 Removing the driver's side facia felt undercover



28.7a Unclip both the left-hand switch panel...



28.7b ... and right-hand switch panel, and remove them from the fascia (right-hand-drive model shown)



28.8a On models fitted with a radio/cassette player, undo the two retaining screws (arrowed)...

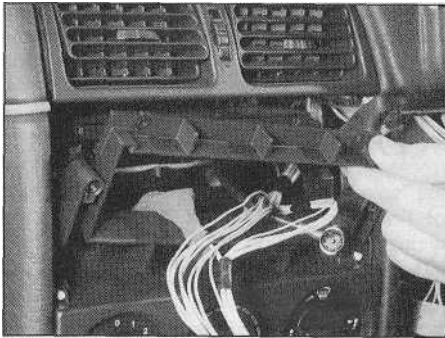
7 Carefully prise the switch panels, located on either side of the instrument panel, out of the fascia, taking care not to mark either the panel or fascia. Disconnect the wiring connectors, and remove the panels (see illustrations).

8 Where a radio/cassette player is fitted, remove it as described in Chapter 12, then undo the two retaining screws, and remove the mounting bracket from the radio aperture (see illustrations). Where no radio/cassette player is fitted, carefully prise out the storage box from the centre of the fascia panel.

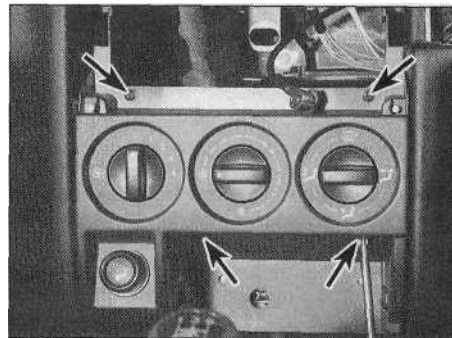
9 Undo the four centre vent panel retaining screws (two located above the heater controls, and two directly below), then unclip the panel and withdraw it from the fascia. Disconnect the wiring connectors from the cigarette lighter and ashtray illumination bulb, and remove the centre vent panel assembly from the vehicle (see illustrations).

10 Undo the two heater control panel retaining screws, then release the lower panel retaining clip, and manoeuvre the panel out from the centre of the fascia. Slacken and remove the fascia mounting bolt and retaining screw which are located behind the heater control panel (see illustrations).

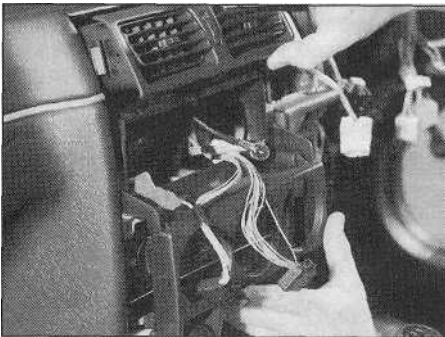
11 Slacken and remove the retaining screw from each end of the fascia panel (see illustration).



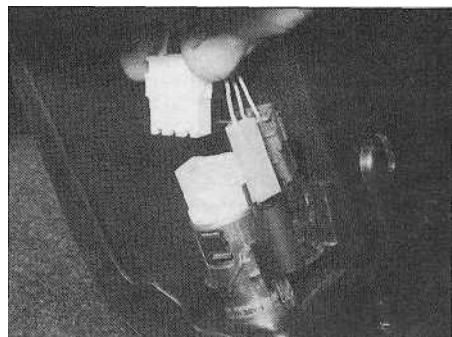
28.8b ... and remove the mounting bracket



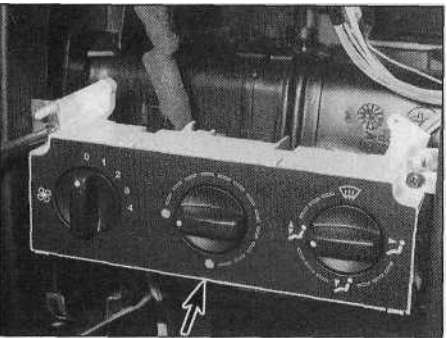
28.9a Undo the four retaining screws (arrowed)...



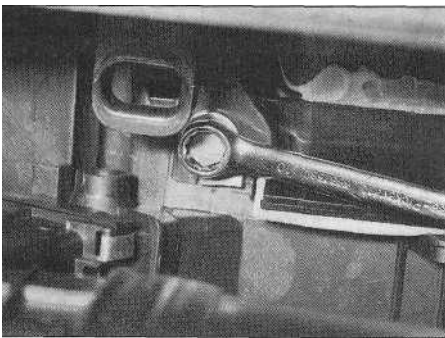
28.9b ... then unclip the centre vent panel from the fascia ...



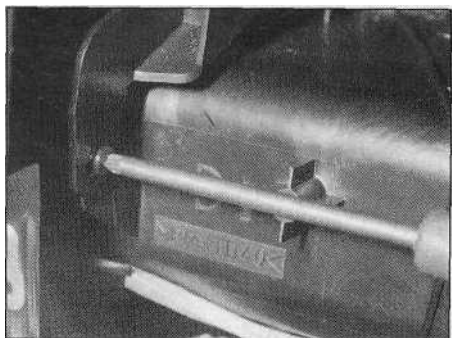
28.9c ... and disconnect the wiring connectors from the cigarette lighter and bulb



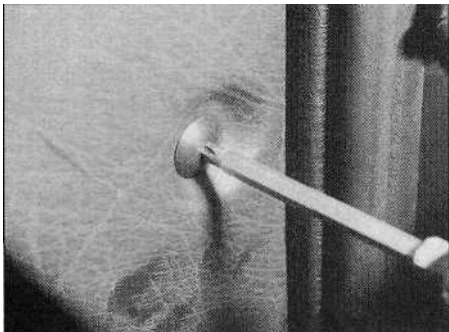
28.10a Undo the retaining screws, and release the heater control panel from the fascia (retaining clip location arrowed)...



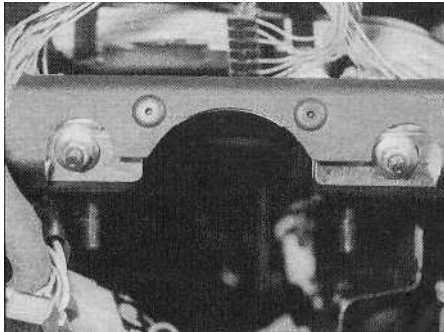
28.10b ... to gain access to the fascia mounting bolt...



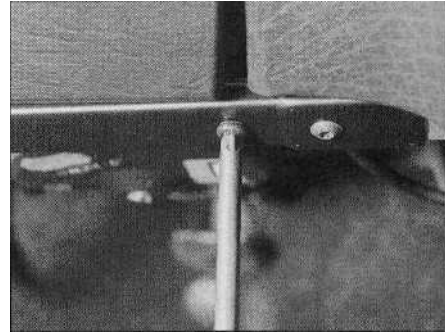
28.10c ... and retaining screw located behind the panel



28.11 Removing a fascia panel end retaining screw



28.12 Fascia retaining nuts located beneath instrument panel aperture



28.13 Removing the fascia retaining screw situated underneath the glovebox

12 Undo the two fascia retaining nuts located on the lower edge of the instrument panel aperture (see illustration).

13 Unscrew the retaining screw, located underneath the inner corner of the glovebox, securing the fascia in position (see illustration).

14 On right-hand-drive models, slacken and remove the retaining screw from the centre of the fascia - accessed from underneath (see illustration).

15 Where necessary, undo the nut and release the earth lead from the stud at the base of the centre of the fascia (see illustration).

16 Remove the windscreen wiper motor as described in Chapter 12.

17 With the wiper motor removed, slacken and remove the three retaining nuts and washers securing the fascia panel to the bulkhead (see illustration).

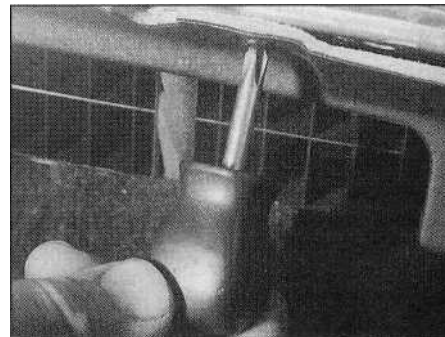
18 From inside the vehicle, unclip the trim panels from the front roof pillars. Where necessary, release the alarm sensors from the clips on the top of each trim panel, and remove the panels.

19 The fascia panel is now free to be removed. Pull the panel away from the bulkhead to release it from its retaining pins, then remove the fascia assembly, noting the correct routing of the wiring harnesses, and feeding the wiring back through the fascia apertures (see illustration).

Refitting

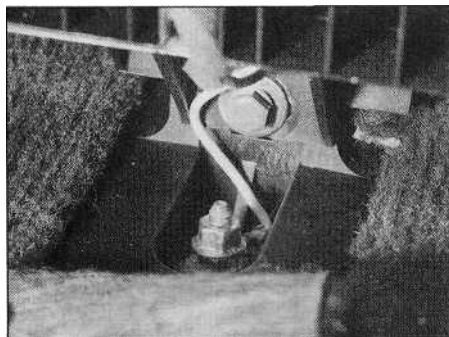
20 Refitting is a reversal of the removal procedure, noting the following points:

- (a) *Manoeuvre the fascia into position and, using the labels stuck on during removal, ensure the wiring is correctly routed and fed through the relevant fascia apertures.*
- (b) *Clip the fascia back into position, then refit all the fascia fasteners, and tighten them securely.*

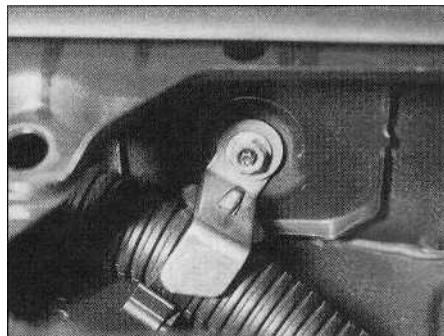


28.14 On right-hand-drive models, remove the retaining screw from beneath the centre of the fascia panel

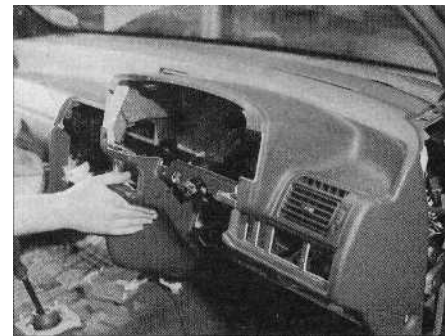
- (c) *On completion, reconnect the battery and check that all the electrical components and switches function correctly. On carburettor models, check that the choke control is operating correctly.*



28.15 Undo the retaining nut, and free the earth strap from the base of the centre of the fascia panel



28.17 Centre fascia-to-bulkhead retaining nut and wiring bracket



28.19 Removing the fascia assembly