






Chapter 12 Bodywork

For modifications, and information applicable to later models, see Supplement at end of manual

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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 
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Specifications

For dimensions, weights etc. refer to the Introductory Section of this Manual.

1 General description

The Uno is an all steel, welded Hatchback of unitary construction available in three- or five-door versions.

Various levels of trim and equipment are available depending upon model.

Factory fitted options include a sunroof, central door locking and electrically-operated front windows.

2 Maintenance - bodywork and underframe



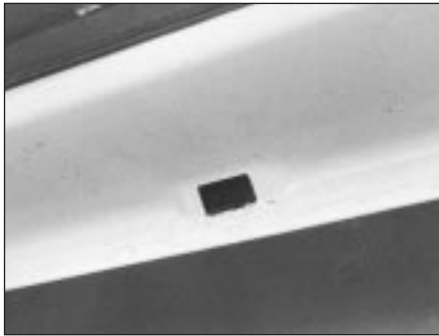
The general condition of a vehicle's bodywork is the one thing that significantly affects its value. Maintenance is easy, but needs to be regular. Neglect, particularly after minor damage, can lead quickly to further deterioration and costly repair bills. It is important also to keep watch on those parts 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



2.4A Door drain hole



2.4B Sill drain with non-return valve

can be drained out (photos). 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.



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.



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



6.2 Grille screw

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.

5 Major body damage - repair



- 1 Major repair to the body should be left to your Fiat dealer or specialist body repairer.
- 2 Special jigs and alignment gauges are required without which steering and suspension characteristics may be incorrect after the repairs are completed.

6 Radiator grille - removal and refitting



- 1 Open the bonnet.
- 2 Extract the single fixing screw from the centre of the grille slats (photo).
- 3 Release the retaining clips and withdraw the grille upwards from its lower spigot holes (photo).
- 4 Refitting is a reversal of removal.

7 Bonnet - removal and refitting



- 1 Open the bonnet and support it on its stay.
- 2 Pencil around the hinges on the underside



6.3 Grille clip



7.2 Bonnet hinge



8.1 Bonnet release lever



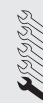
8.2 Bonnet lock

of the bonnet or stick strips of masking tape around them as a guide to refitting (photo).

3 With the help of an assistant, support the weight of the bonnet, unbolt the hinges and lift the bonnet from the car.

4 Refitting is a reversal of removal, but do not fully tighten the hinge bolts until the bonnet has been gently closed and its alignment checked. If the gap between the bonnet and the front wings is not equal on both sides, release the hinge bolts and move the bonnet within the elongation provided at the bolt holes.

8 Bonnet lock and release



1 The bonnet lock is operated by a remote control lever inside the car through a cable (photo).

2 When closing the bonnet, the spring-loaded striker should enter the lock centrally. If it does not, release the lock bolts and slide the lock as necessary (photo).

3 Engagement of the striker in the lock should be adjusted for depth in order that the surface of the bonnet is level with the front wings. To do this, release the striker locknut and turn the striker in or out by inserting a screwdriver in its slot.

4 In conjunction with the striker adjustment, screw the bonnet rubber buffers in or out as necessary to provide secure rattle-free closure of the bonnet (photo).

5 If the lock must be removed, first withdraw the radiator grille as described in Section 6.

6 To renew the release cable, unclip and lower the release lever under the fascia panel.

7 Disconnect the cable from the lever and then slip it from the lock operating arm. Withdraw the cable.

8 Refit the new cable by reversing the removal operations.

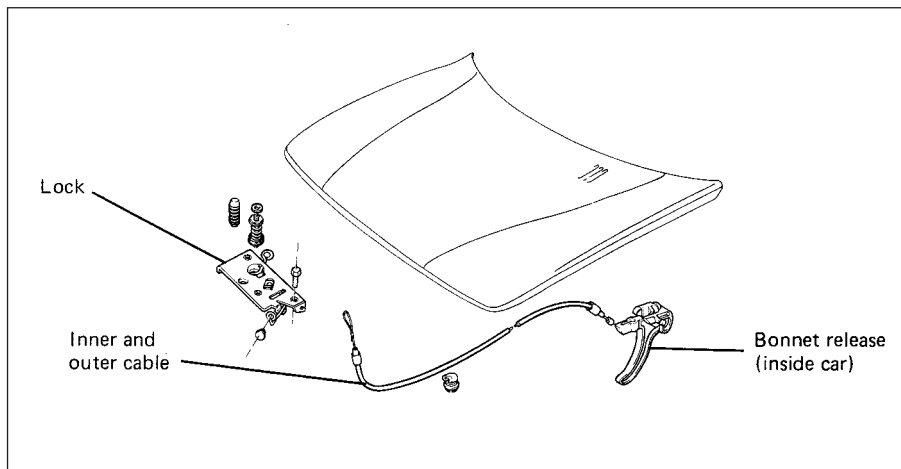


Fig. 12.1 Bonnet lock and release cable (Sec 8)

9 Front bumpers - removal and refitting



1 Remove the radiator grille as described in Section 6 to expose the two upper bumper fixing screws. Remove them (photos).

2 Working inside at the lower edge of the bumper remove the three fixing bolts.

3 Finally, unscrew the side bracket fixing bolts and lift the bumper away.

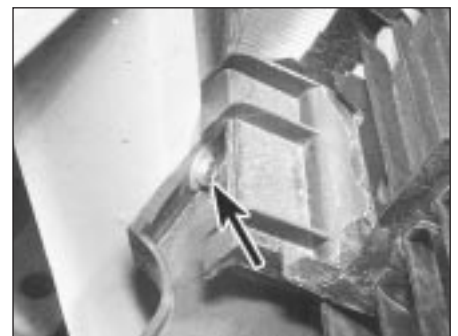
4 Refitting is a reversal of removal.



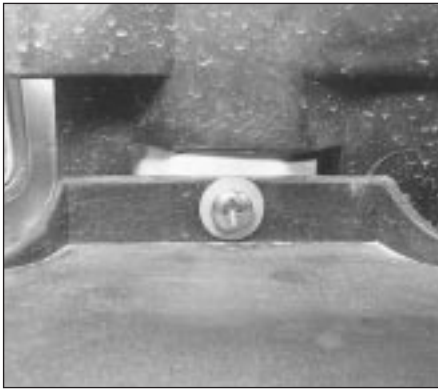
8.4 Bonnet buffer



Fig. 12.2 Adjusting bonnet lock striker (Sec 8)



9.1A Front bumper upper fixing screw



9.1B Front bumper upper fixing screw

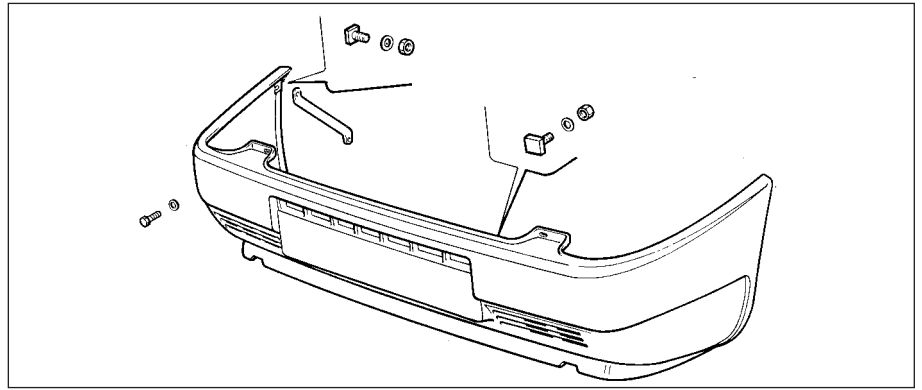


Fig. 12.3 Front bumper (Sec 9)

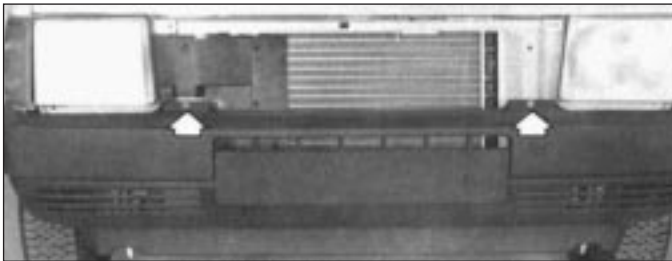


Fig. 12.4 Front bumper upper screws (Sec 9)

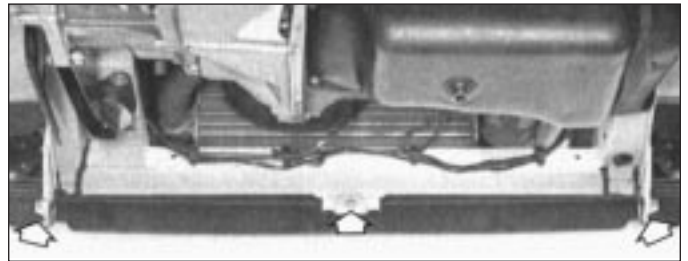


Fig. 12.5 Front bumper lower screws (Sec 9)

10 Front wing - removal and refitting



1 Remove the headlamp and front parking lamp as described in Chapter 9.



10.4A Unscrewing wing shield screw



10.4B Removing wing shield

- 2 Withdraw the side repeater lamp and disconnect the leads.
- 3 Remove the front roadwheel.
- 4 Working under the wing, remove the fixing screw and withdraw the plastic protective shield (photos).
- 5 Unscrew the wing lower fixing screws at the front and rear ends.
- 6 Open the bonnet and support it. Then unscrew and remove the row of fixing screws from the inner top edge of the wing.
- 7 The wing joints will have to be cut round with a sharp knife to release the mastic seal before the wing can be lifted away.
- 8 Clean the body mating flanges in readiness for fitting the new wing.
- 9 Apply a bead of mastic to the body flanges and offer the new wing into position.
- 10 Refit the fixing screws.
- 11 Apply protective coating to the underside of the wing and refinish the outer surface to match the bodywork.



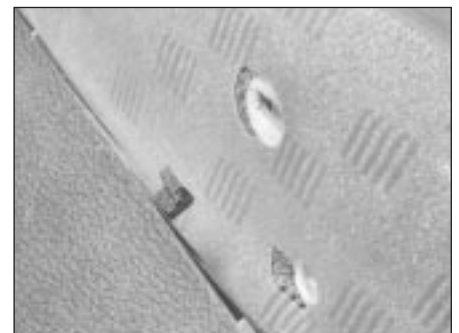
11.1A Removing an armrest screw

- 12 Refit the headlamp, parking lamp and repeater lamp.
- 13 Fit the under wing shield and the roadwheel, close the bonnet.

11 Door trim panel - removal and refitting



- 1 Open the door and extract the three armrest fixing screws. Remove the armrest in a downward direction (photos).
- 2 Remove the screws from the door tidy bin (photo).
- 3 Push the door remote control escutcheon rearwards towards the door lock and remove it (photos).
- 4 Remove the window regulator handle spring clip. Do this by inserting a length of wire with a hooked end or by pulling a strip of



11.1B Removing armrest downward



11.2 Door tidy bin screw



11.3A Removing remote control handle escutcheon



11.3B Remote control handle withdrawn



11.4 Window regulator handle removed



11.6 Removing door trim panel



11.7 Window regulator handle ready for fitting

rag between the handle and the door trim panel at its lower gap (photo).

5 Insert the fingers or a broad blade between the trim panel and the door and release the panel.

6 Remove the trim panel and the waterproof sheet (photo).

7 Refitting is a reversal of removal, but when refitting the window regulator handle locate its retaining spring clip fully and then simply locate the handle on its splined shaft and strike it sharply with the hand. Make sure that with the window fully closed, the angle of the regulator handle matches the one on the opposite door (photo).



Fig. 12.6 Door glass mounting screw (Sec 12)



Fig. 12.7 Removing door weatherseal (Sec 12)

12 Door - dismantling



1 Remove the trim panel as described in the preceding Section.

Lock remote control handle

2 Slide the handle rearwards to disengage the tabs from the cut-outs.

3 Rotate the lock handle and disconnect it from the link rod.

Door glass

4 Extract the screws from the glass mounting.

5 With the glass fully lowered, remove the weatherseal strips from the glass slot in the door.



Fig. 12.8 Removing door glass (Sec 12)

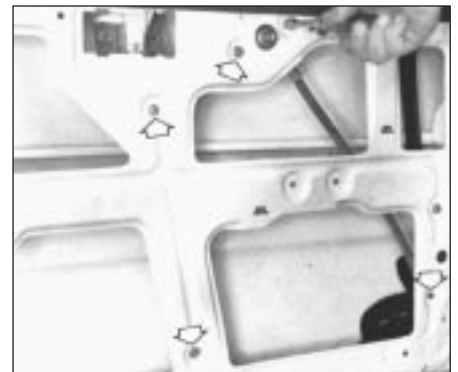


Fig. 12.9 Door window regulator fixing screws (Sec 12)



12.7 Door glass mounting

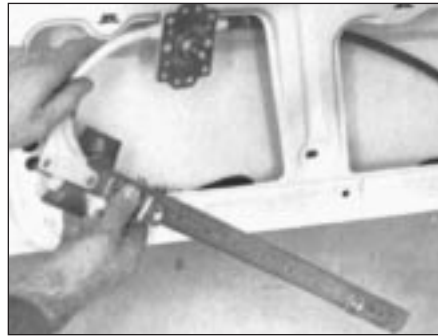


Fig. 12.10 Removing door window regulator (Sec 12)



Fig. 12.11 Removing door handle fixing screw (three-door model) (Sec 12)

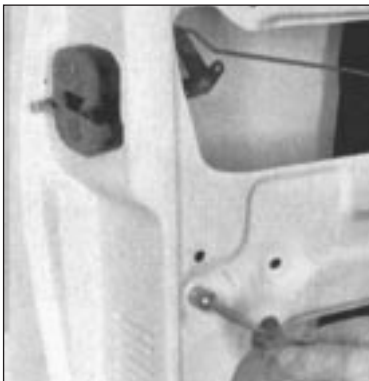


Fig. 12.12 Extracting glass guide channel screw (Sec 12)



Fig. 12.13 Removing glass guide channel (Sec 12)

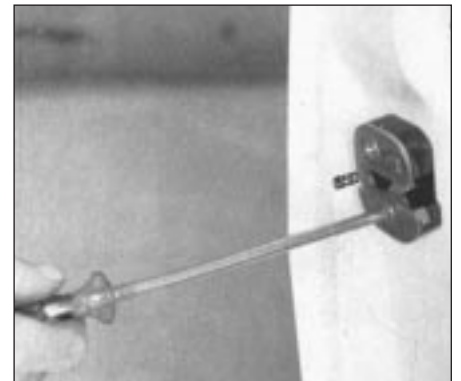


Fig. 12.14 Removing door lock fixing screw (Sec 12)

6 Turn the glass very carefully and withdraw it from the door. A new glass is supplied complete with lower mounting.

Window regulator

7 Extract the fixing screws (arrowed) (Fig. 12.9) and withdraw the regulator from the door through one of the larger lower apertures (photo).

Door lock (three-door)

8 Extract the screw and remove the handle from the edge of the door.

9 Remove the glass guide channel fixing bolts and withdraw the channel from the door.

10 Extract the screws which hold the lock to the edge of the door and remove it.

Door lock (five-door)

11 Extract the screws which hold the lock to the door edge. Withdraw the lock and disconnect the lock plunger link rod (photo).

12 The exterior handle with cylinder lock can be removed by reaching into the door cavity and unscrewing the two fixing nuts.

Refitting

13 This is a reversal of the removal operations. Oil and grease the lock and window regulator mechanism.

13 Door - removal and refitting



1 Open the door fully and support it under its lower edge on jacks or blocks covered with an insulating pad.

2 The door hinges are fixed to the doors with hexagonal headed bolts and to the body pillar with socket-headed bolts.

3 The door check is incorporated in the lower hinge (photo).

4 On cars equipped with door mounted

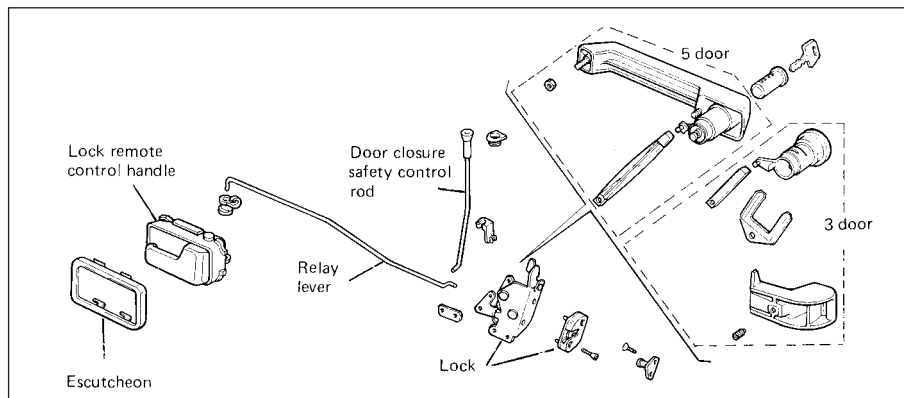


Fig. 12.15 Door lock components (Sec 12)



12.11 Door lock plunger rod



13.3 Door lower hinge



13.9 Door lock striker



14.2 Tailgate strut ball cup

speakers, central door locking or power operated windows, the electrical leads must be disconnected and withdrawn through the flexible duct before the door hinges are unbolted. Disconnection will require removal of the door trim panel as described in Section 11.

5 It is recommended that the door is unbolted from the hinge, leaving the hinge attached to the body pillar.

6 Refitting is a reversal of removal, but leave the bolts finger tight until the door has been gently closed and its alignment checked.

7 The door can be moved up and down or sideways using the travel provided by the elongated bolt holes.

8 If the door is not flush with the adjacent body panels then shims should be inserted under the hinges.

9 Adjust the striker to provide smooth positive closure (photo).

14 Tailgate - removal and refitting



1 Open the tailgate and have an assistant support it.

2 From the upper ends of the struts, prise out the locking wedges from the ball cups and disconnect the struts (photo).

3 Disconnect the washer tube.

4 Unscrew the hinge mounting bolts from the tailgate and lift the tailgate from the car (photo).

5 Refitting is a reversal of removal, but if

re-alignment is required, then the rear section of the roof lining will have to be removed and the hinge to body bolts released.

6 Adjust the position of the lock striker to provide smooth positive closure. The rubber buffers should be screwed in or out in conjunction with the adjustment of the striker (photos).

7 On some models, a remote control tailgate opening release lever is fitted. Removal and refitting of the cable is similar to that described in Section 8 (photo).

15 Windscreen glass - removal and refitting



1 Remove the interior rear view mirror, the tax disc and the wiper blade and arm.

2 If the glass is intact, go inside the car and pull the lip of the weatherseal downwards off the body metal all along the top edge.

3 Push the glass outwards while an assistant stands outside ready to catch it.

4 Clean the body flange and fit the weatherstrip to the glass.

5 Insert a length of strong cord in the body flange groove of the weatherseal so that the ends of the cord cross over at the centre of the bottom run and hang out a few inches.

6 Brush soapy water onto the edge of the body flange and then offer the glass to the



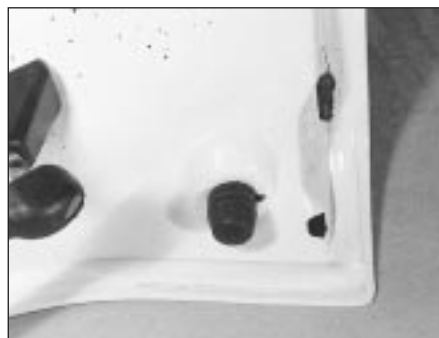
14.4 Tailgate hinge



14.6A Tailgate lock



14.6B Tailgate striker



14.6C Tailgate rubber buffer



14.7 Tailgate remote control release lever

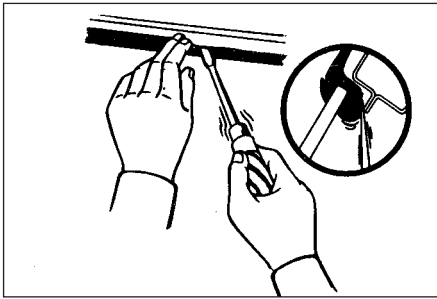


Fig. 12.16 Peeling back lip of windscreen glass weatherseal (Sec 15)

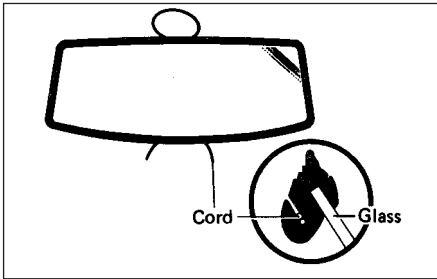


Fig. 12.17 Position of cord for fitting windscreen weatherseal (Sec 15)

body so that the bottom edge of the rubber seal engages over the metal flange.

7 With an assistant pressing on the outside of the glass, go inside and pull the cords evenly. This will draw the lip of the weatherseal over the body flange and seat the glass.

8 Tap the glass with the palm of the hand to settle it.

9 If the weatherseal is in good condition then it should prove waterproof, but if there is any doubt, apply sealant with a gun between the rubber and the glass and the rubber and the body flange.

10 Refit the mirror, tax disc and wiper.

16 Tailgate glass - removal and refitting



1 The operations are very similar to those described for the windscreen, but disconnect the leads from the heater element terminals.



19.1 Front seat mounting clamp

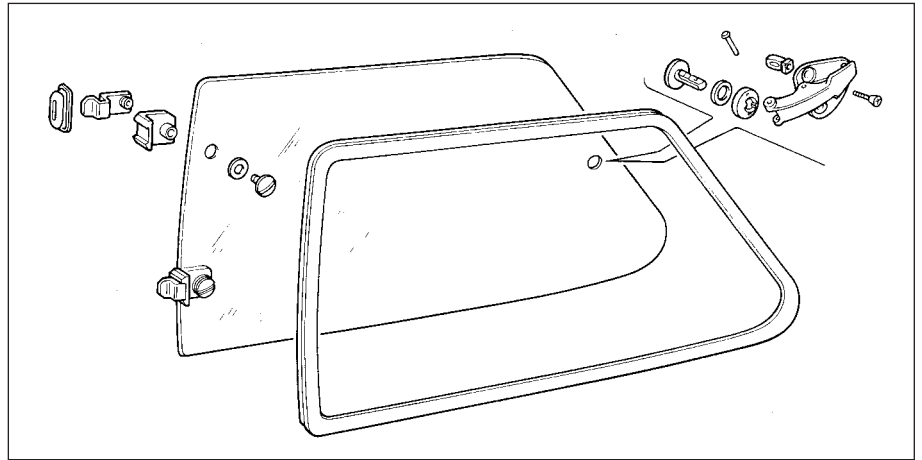


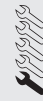
Fig. 12.18 Components of opening side window (Sec 18)

17 Fixed side window (five-door) - removal and refitting



1 The operations are similar to those described for the windscreen in Section 15.

18 Opening side window (three-door) - removal and refitting

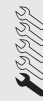


1 Have an assistant support the glass and then extract the screws from the hinges and the toggle type fastener.

2 Swivel the glass outwards and downwards to remove it.

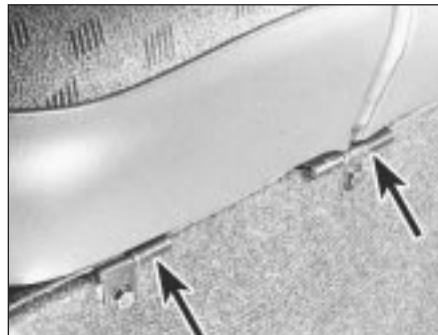
3 Refitting is a reversal of removal.

19 Front seat - removal and refitting



1 Unbolt the seat front anchorage clamps (photo).

2 Slide the seat fully rearwards out of its guide rails, but bend the end of the seat



20.2 Rear seat mounting hinges

adjustment lever so that it passes over its stop.

20 Rear seat - removal and refitting



1 The rear seat may be of one piece design or split (60/40) depending upon the model.

2 Either type of seat is easily removable once the hinge bolts have been unscrewed and removed (photo).

21 Centre console - removal and refitting



1 Pull the small black knobs from the heater control levers.

2 Extract the screws from both sides of the heater control panel, remove the panel. As the panel is withdrawn, disconnect the leads from the cigar lighter and take care not to damage the fibre optics.

3 From inside the glove box, prise out the lid stop block. Insert a screwdriver in the hole left by its removal and unscrew the console fixing screw (photo).



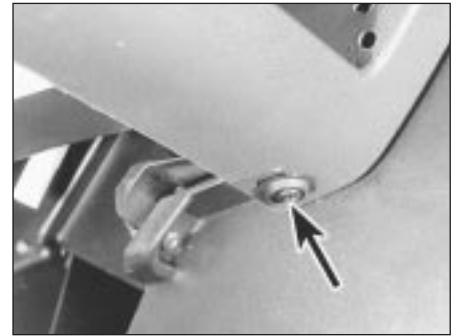
21.3 Removing screw (glovebox side) from centre console



Fig. 12.19 Fascia panel fixing screws (Sec 22)



22.5A Fascia fixing screw inside glovebox



22.5B Fascia panel lower mounting screw at centre console



22.5C Fascia panel lower mounting screw (left-hand side)



Fig. 12.20 Rear view of fascia panel showing fixing screw locations (Sec 22)

1 and 5 Clips

2, 3 and 4 Screws

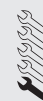


23.3 Front seat belt lower mounting

- 4 Reach up behind the fascia panel on the side opposite to the glove box and unscrew the remaining console fixing screw.
- 5 Withdraw the console downwards and disconnect the fibre optics from their source.
- 6 Refitting is a reversal of removal.

- 3 Disconnect the choke control lever and cable from the fascia panel as described in Chapter 3.
- 4 Remove the screws arrowed in Fig. 12.19.
- 5 Remove the fascia fixing screws, their locations on the fascia are shown in Fig. 12.20. Screw (3) is inside the glove box (photos).
- 6 Release the fascia from the upper clips and withdraw it.
- 7 Refitting is a reversal of removal.

22 Fascia panel - removal and refitting



- 1 Remove the instrument panel as described in Chapter 9.
- 2 Remove the steering wheel (Chapter 10).

23 Seat belts



23.4 Rear seat belt reel



23.5 Front seat belt upper mounting

- 1 Seat belts are fitted as standard equipment to both the front and rear seats.
- 2 Regularly inspect the belts for fraying and if evident, renew the belt.
- 3 The front belt reel may be unbolted if the seat is pushed fully forward and the reel cover panel removed (photo).
- 4 The rear belt reels are located at each side of the luggage area (photo).
- 5 When removing or refitting a belt from its anchorage point, it is essential to maintain the original fitted sequence of spacer, washer and wave washer otherwise the belt anchor plate will not swivel (photo).



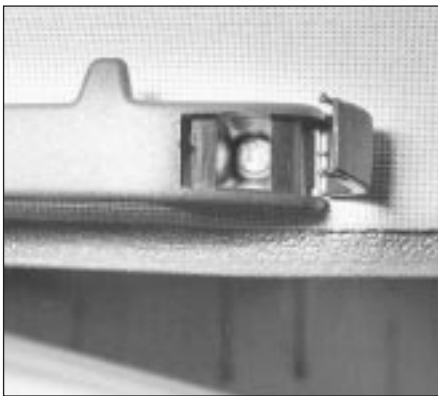
24.2 Exterior mirror control knob



24.3 Mirror ring nut and C-spanner



24.4 Withdrawing exterior mirror and trim plate



25.1 Grab handle screw

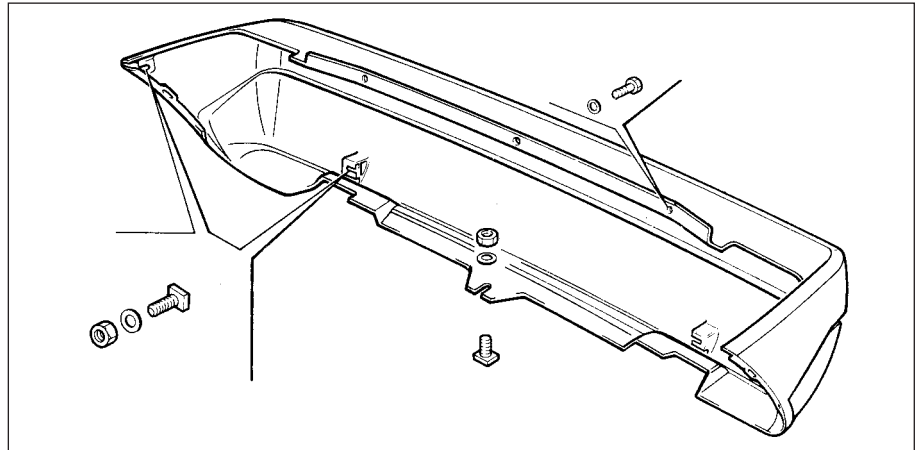


Fig. 12.21 Rear bumper (Sec 26)

24 Rear view mirrors



Interior

1 The mirror may be removed after extracting the fixing screws. The mirror is designed to break off if struck.

Exterior

- 2 The mirror is remotely controlled. To remove the mirror, peel back the rubber cover from the control knob (photo).
- 3 Unscrew the ring nut using a C-spanner or similar (photo).
- 4 Withdraw the mirror from its mounting hole, the triangular trim plate will come with it. Refitting is a reversal of removal (photo).

25 Grab handles



1 These are located above the door openings and can be removed if the end covers are prised back on their hinges to expose the fixing screws (photo).

26 Rear bumpers - removal and refitting



- 1 Refer to Chapter 9 and withdraw the number plate lamp. Disconnect the leads.
- 2 Open the tailgate and three bumper fixing bolts from the top edge.
- 3 Working under the car, remove the two side and the three lower edge fixing bolts.
- 4 Remove the bumper from the car.
- 5 Refitting is a reversal of removal.

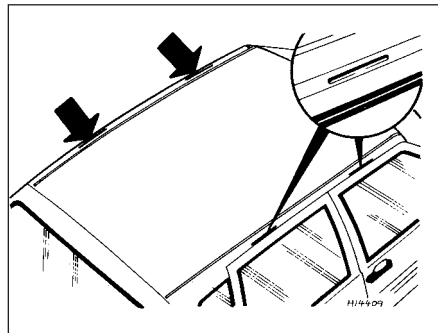


Fig. 12.22 Roof rack clamp locations (Sec 27)

27 Roof rack



- 1 As the car is not fitted with conventional type rain water gutters, the Fiat roof rack should be used which incorporates clamps which engage under the door arches. The doors are then closed on them.
- 2 On three-door models, the rear clamps fit into recesses provided just above the rear side window weatherseals.

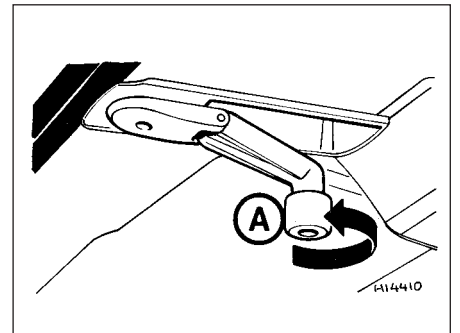


Fig. 12.23 Sunroof control handle (A) (Sec 28)

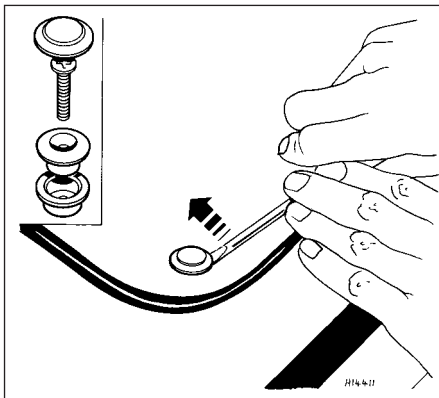


Fig. 12.24 Prising out sunroof glass panel screw caps (Sec 28)



Fig. 12.25 Extracting sunroof panel screw (Sec 28)

28 Sunroof - operation and maintenance



- 1 To unlock the sunroof, bring the control lever down and turn it anti-clockwise. The glass sunroof will partially rise and then slide rearwards.
- 2 A sliding louvre is provided to decrease noise and airflow.
- 3 On cars fitted with a sunroof, the interior lamps are of pillar-mounted type.
- 4 If the sunroof must be removed, prise out the screw caps using a thin blade.
- 5 Extract the screws which hold the glass panel to the rails.
- 6 The sunroof channel water drain hoses should be kept clear. If the hoses are to be cleared of obstruction remove the trim panels at the sides of the front footwells and insert a length of curtain spring in the bottom ends of the hoses.
- 7 The rear drain hoses are accessible once the parcels shelf supports are removed and the trim panels unclipped.

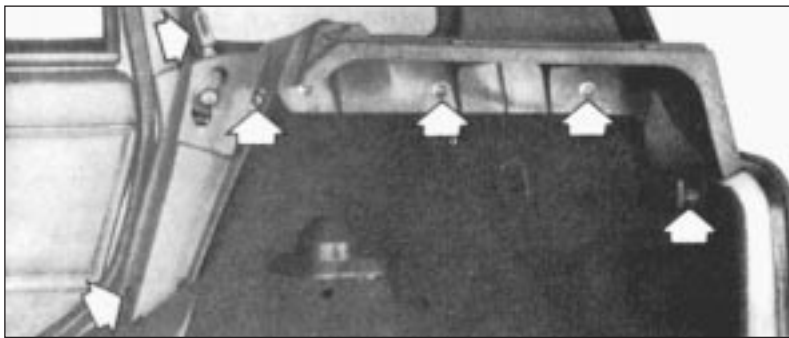


Fig. 12.26 Rear parcels shelf supports (Sec 28)

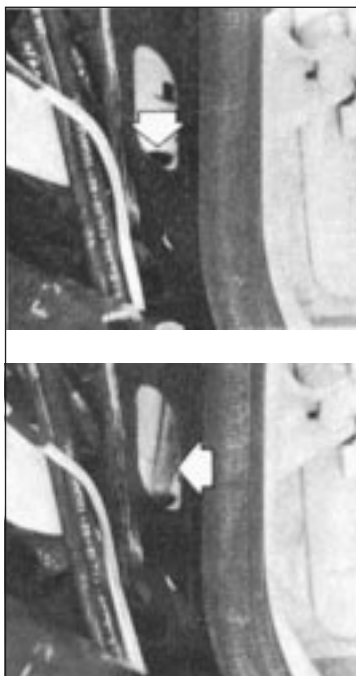


Fig. 12.27 Sunroof front drainhose routing at body pillar (Sec 28)

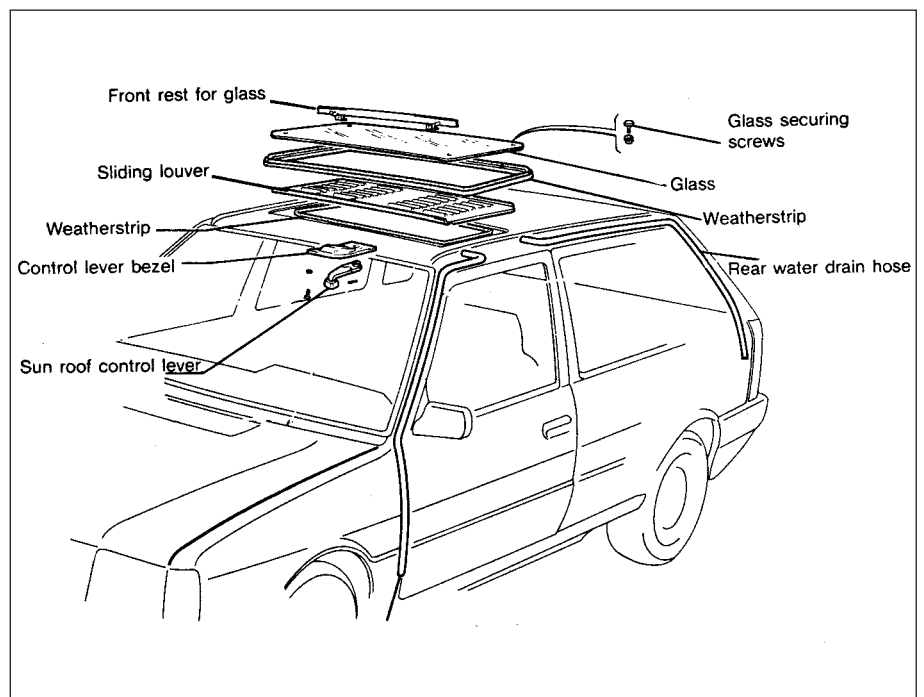


Fig. 12.28 Sunroof components (Sec 28)