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

Specifications

Torque wrench settings	Nm	lbf ft
Front seat slide mechanism-to-floor mounting bolts	25 to 32	18 to 24
Rear seat backrest hinge to backrest	3.7 to 4.6	2.7 to 3.4
Rear seat backrest hinge to body	21 to 25	15 to 18
Rear seat belt anchors and stalks to body	25 to 45	18 to 34
Rear seat belt retractor assembly to body	25 to 45	18 to 34
Front seat belt stalks to floorpan	25 to 45	18 to 34
Front seat belt lower anchor bolt to body	25 to 45	18 to 34
Front seat belt lower anchor slide bar bolt to body	25 to 45	18 to 34
Front seat belt retractor to B-pillar bolt	25 to 45	18 to 34
Front seat belt upper anchor bolt to B-pillar (non-adjustable type)	25 to 45	18 to 34
Front seat belt upper anchor adjuster plate-to-B-pillar bolts	19 to 28	14 to 22
Front seat belt upper anchor bolt to adjuster slide	25 to 45	18 to 34
Bonnet hinge-to-bonnet bolts	8.5 to 12	6.5 to 9
Bonnet latch retaining bolts	8 to 12	6 to 9
Tailgate hinge-to-tailgate bolts	8.5 to 12	6.5 to 9
Tailgate latch retaining bolts	8 to 12	6 to 9
Rear door lower hinge cap bolts	8.5 to 12	6.5 to 9
Rear door latch retaining bolts	8.5 to 12	6.5 to 9
Front and rear bumper retaining nuts	8 to 12	6 to 9

1 General information

The bodyshell and underframe on all models is of all-steel welded construction, incorporating progressive crumple zones at the front and rear, and a rigid centre safety cell. The body styles available include three-door, five-door, Van and Courier configurations.

A multi-stage anti-corrosion process is applied to all new vehicles. This includes zinc phosphating on some panels, the injection of wax into boxed sections, and a wax and PVC coating applied to the underbody for its protection.

Inertia reel seat belts are fitted to all models, and from the 1994 model year onwards, the front seat belt stalks are mounted on automatic mechanical tensioners (also known as “grabbers”). In the event of a serious front impact, a spring mass sensor releases a coil spring which pulls the stalk buckle downwards and tensions the seat belt. It is not possible to reset the tensioner once fired, and it must therefore be renewed.

Central locking is a standard or optional fitment on all models. Where double-locking is also fitted, the lock mechanism is disconnected (when the system is in use) from the interior door handles, making it impossible to open any of the doors or the tailgate from inside the vehicle. This means that, even if a thief should break a side window, it will not be possible to open the door using the interior handle.

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. Oddly 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.

Note: *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*.

Warning: Do not leave oil or electric heaters inside the vehicle for this purpose.

4 Minor body damage - repair

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.

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

The repair area is now ready for 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 Ford dealer, using special jigs. If the body is left misaligned, it is primarily dangerous, as the car will not handle properly; secondly, uneven stresses will be imposed on the steering, suspension and possibly transmission, causing abnormal wear, or complete failure, particularly to such items as the tyres.

6 Bonnet - removal, refitting and adjustment

Removal

1 Raise the bonnet and support it on its stay.

2 Using a felt tip marker pen or similar, mark around the hinge positions on the bonnet.

3 Cut the windscreen washer jet hose in the engine compartment, or release it from its one-way valve (if already fitted), then release the hose from the bonnet hinge clip **(see illustration)**.

4 With the aid of an assistant, support the bonnet assembly and remove the four bolts securing it to its hinges. Remove the bonnet assembly, taking care to disengage the stay before the bonnet is moved.

Refitting and adjustment

5 To refit, first align the marks made on the bonnet with the hinges, then refit and fully tighten the four securing bolts. Support the bonnet on its stay.

6 Refit the windscreen washer jet hose into the bonnet hinge clip, and join it up using a one-way (non-return) valve, having ensured correct routing. Ensure that the valve is installed the correct way round, allowing flow to the jets but resisting return flow back to the reservoir.

7 Close the bonnet and ensure that there is an equal gap at each side, between the bonnet and the wings, and that it sits flush in relation to its surrounding panels.

8 The bonnet should close smoothly and positively with no excessive pressure being applied. If this is not the case, adjustment will be necessary.

9 To adjust the bonnet closure, adjustable bump stops are fitted to the closure panel **(see illustration)**. These may be raised or lowered by screwing in or out, as necessary. The bonnet latch may also be adjusted, as required, and this is covered in Section 8 of this Chapter.

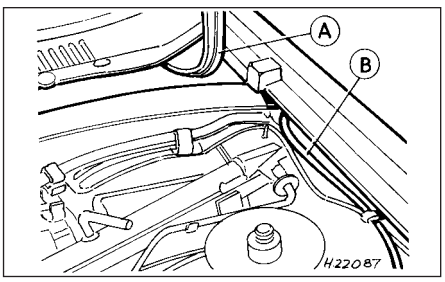
7 Bonnet release mechanism - removal and refitting

Removal

1 Remove the screws securing the lower steering column shroud to its location and, where applicable, detach the choke warning light switch/pull control assembly, from it.

2 Operate the bonnet release lever then raise and support the bonnet. If the release cable is broken, it will be necessary to detach the latch from its body location by undoing the three latch retaining screws through the gap between the leading edge of the bonnet and the radiator grille slot.

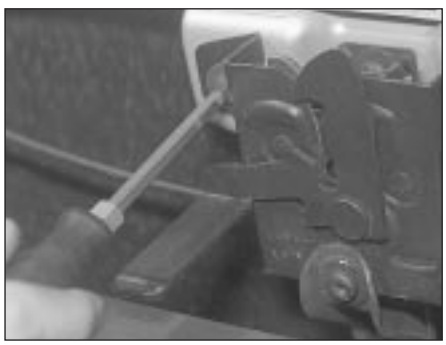
3 With the bonnet open, remove the three screws securing the latch to the body. Disengage the release cable from the latch **(see illustrations)**.



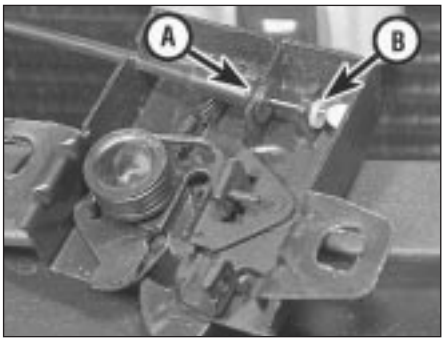
6.3 Windscreen washer jet hose in engine compartment

A Hose located to bonnet hinge clip
B Position of cut

6.9 Altering the setting of a bonnet closure bump stop



7.3a Removing the bonnet release latch



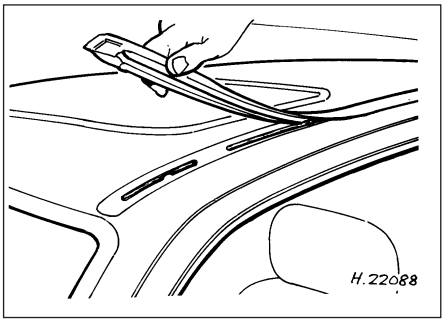
7.3b Bonnet release cable attachments at the latch

A Outer cable attachment
B Inner cable attachment

4 Pull the latch end of the cable into the engine compartment, noting cable routing and clips fitted. Remove the cable from its clips.
5 Detach the cable from its release lever on the steering column, by aligning the cable core with the slot on the release lever and withdrawing the end fixing. Detach the cable from its outer core abutment on the steering column lock housing.
6 Unclip the cable from its pedal box location, then detach the bulkhead grommet and pass the cable through into the engine compartment. Withdraw the cable from the vehicle.
7 The release lever on the steering column may be removed, if required, by unhooking the spring from its retaining arms, then disengaging its retaining arms from the steering column lock housing.

Refitting

8 Refit the release lever, if removed, by reversing the method of removal.
9 To install the release cable, first pass the latch end of the cable down the right-hand side of the steering column, through its bulkhead location, and out into the engine compartment.
10 Fit the cable to its clip on the pedal box assembly, then reconnect the cable to the release lever and the steering column lock housing abutment by reversing the method of removal.
11 Where applicable, refit the choke warning light switch/pull control assembly, to the lower steering column shroud, by reversing the method of removal. Refit the shroud.
12 Seat the release cable grommet into the bulkhead.
13 Route and secure the release cable in the engine compartment.
14 Reconnect the release cable to the latch, then refit the latch to the body, setting the latch at its maximum height position, and tightening only the bottom retaining screw.
15 Adjust the latch for flush bonnet closure in accordance with Section 8.

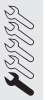


10.1 Removing a roof drip rail moulding

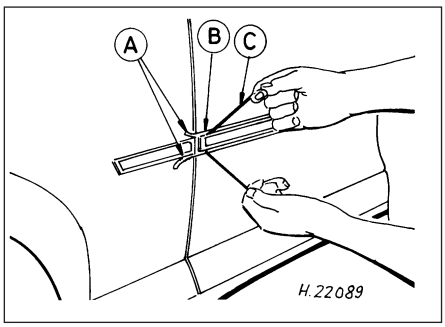
8 Bonnet latch - adjustment

1 To adjust the bonnet latch, remove the two upper latch retaining screws, then with the latch raised to its maximum height position and secured with the lower retaining screw, close the bonnet.
2 Slacken the lower latch retaining screw, through the gap between the leading edge of the bonnet and the radiator grille slot, then set the bonnet so it sits flush with its surrounding panels - it may be necessary to adjust the height of the bump stops (see Section 6) if they have been moved in any way, or if fitting a new bonnet.
3 With the desired bonnet closure obtained, fully tighten the lower latch retaining screw, then open the bonnet and refit the two upper latch retaining screws, tightening to the specified torque.

9 Body adhesive emblems - renewal



1 Using a length of strong thin diameter cord (fishing line is ideal), break the adhesive bond between the emblem and the panel.
2 Thoroughly clean all traces of the old adhesive from the emblem location, using methylated spirit, taking all normal safety precautions. Allow the emblem location to dry.
3 Gently heat the new emblem until it is warm to the touch.



10.7 Removing a door side moulding

A Masking tape
B Moulding
C Nylon cord (fishing line)

4 Peel the protective backing paper from the emblem then, taking care not to touch the adhesive, position the emblem on the panel. Maintain hand pressure evenly for at least thirty seconds to ensure a good bond.

10 Body trim mouldings - removal and refitting

Roof drip rail moulding (all models except Courier)

Removal

1 Remove the drip rail moulding by gently raising the forward end from its retaining flange, taking care not to bend or kink it, then carefully pull it off the retaining flange **(see illustration)**.

Refitting

2 To refit the drip rail moulding, first align the rear of the moulding to the roof panel edge by the tailgate, then, using the flat palm of the hand, gently tap the moulding down.
3 If fitting the Ford roof rack, the drip rail mouldings on both sides must be removed and replaced by a ten-piece moulding kit, available from Ford dealerships.

Roof drip rail moulding (Courier models)

Removal

4 These are released by lifting and gripping the moulding's inboard edge, then by rotating the whole length of the moulding towards the outside of the vehicle to release it from its outboard lip.

Refitting

5 Refitting is the reverse of the removal procedure; ensure that the moulding's outboard edge is seated securely in its lip before pressing the inboard edge firmly into place.

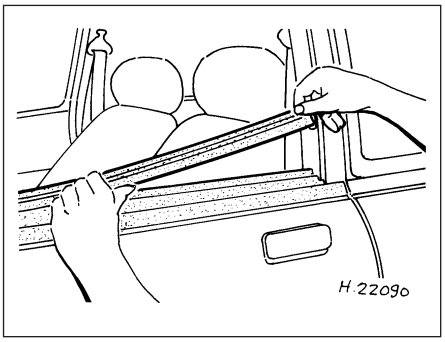
Door side moulding

Removal

6 Apply masking tape, as an alignment guide and to protect the paintwork, just above and just below the moulding to be renewed.
7 Using a length of strong thin diameter cord (fishing line is ideal), break the bond between the moulding and the panel, and remove the moulding **(see illustration)**.

Refitting

8 Thoroughly clean the moulding location of any trace of old adhesive, using methylated spirit, taking all normal safety precautions. Allow the moulding location to dry.
9 Continue to proceed using a similar technique to that described in Section 9 taking care to align the moulding correctly.
10 To improve the adhesive bond, apply pressure over the whole length of the moulding using a roller.
11 Remove the masking tape carefully.



10.12 Removing a door belt weatherseal moulding

Door belt weatherseal moulding

Removal

12 Remove the exterior mirror, as described in Section 18 then, using a screwdriver, carefully prise up the moulding and remove it **(see illustration)**. Do not bend or kink the moulding, as this will permanently deform it.

Refitting

13 To refit, align the moulding to its rearward location (latch end of the door), then carefully tap it into position by hand.

14 Refit the mirror as described in Section 18.

11 Door aperture weatherstrip - removal and refitting

Removal

1 To remove, pull the weatherstrip off the door aperture flange, starting with one end of the joint and working around to the other end.

Refitting

2 To refit, roughly align the weatherstrip joint so that it lies in the centre of the bottom (sill panel) flange.

3 Loop the weatherstrip into the corners of the door aperture **(see illustration)**.

4 With all the corners roughly in position, work around the aperture from one end of the weatherstrip, pressing the seal fully home. Ensure that it follows the contours of the corners without wrinkling, and that it sits over any interior trim edgings.

5 Seal the weatherstrip joint with a little caulking compound applied to the body flange, to prevent water entering by capillary action.

6 Check that the door closes properly, without excessive effort being required. If the door requires excessive effort to close, the door striker plate may be adjusted as necessary.

12 Sill extension moulding - removal and refitting

Removal

1 Open the door and prise out the four retaining studs from the upper surface of the moulding.

2 From underneath, drill out the five securing rivets then remove the moulding from the vehicle.

Refitting

3 To refit, first align the moulding to its location, centring it between the two wheelarch mouldings, then refit the four retaining studs to secure.

4 Insert the rivets to secure the moulding from underneath.

13 Wheelarch liners - removal and refitting

Removal

1 Chock the rear wheels then jack up the front of the car and support it on axle stands (see *"Jacking and vehicle support"*). Remove the relevant front roadwheel.

2 Release the fasteners securing the wheelarch liner in position **(see illustration)**, then remove the liner from the vehicle, manoeuvring it to clear obstructions as necessary.

Refitting

3 Refitting is a reversal of the removal procedure, tightening the roadwheel nuts to the specified torque (see Chapter 10).

14 Wheelarch mouldings - removal and refitting

Front

Removal

1 Remove the wheelarch liner, as described in Section 13.

2 From underneath the wheelarch, remove the four fixing nuts securing the upper part of the moulding.

3 Remove the plastic stud from the lower edge of the wheelarch flange.

4 Remove the forward jacking position cover from the sill extension moulding, by pulling the lower section of the cover, then using a suitably-sized drill, remove the rivet securing the rear edge of the wheelarch moulding.

5 Carefully detach the wheelarch moulding from the vehicle, sliding its rear out from under the sill extension moulding.

Refitting

6 Refitting is a reversal of the removal procedure, adjusting alignment as necessary before riveting the rear of the moulding.

Rear

Removal

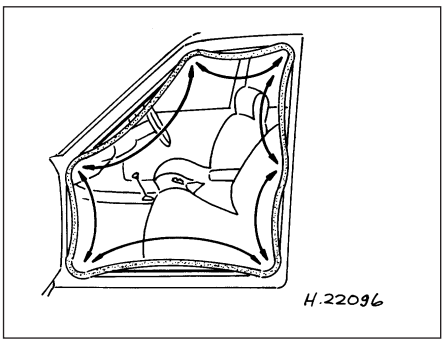
7 Remove the sill extension moulding, as described in Section 12.

8 Drill out the rivet securing the forward end of the wheelarch moulding **(see illustration)**.

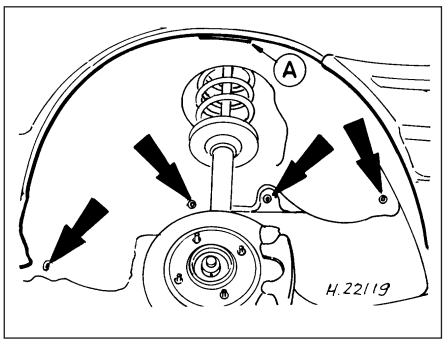
9 Remove the plastic stud from the lower edge of the wheelarch flange.

10 From underneath the wheelarch, remove the four fixing nuts securing the upper part of the moulding.

11 Carefully pull the wheelarch moulding away from the body, disengage it from the clamp, and remove.

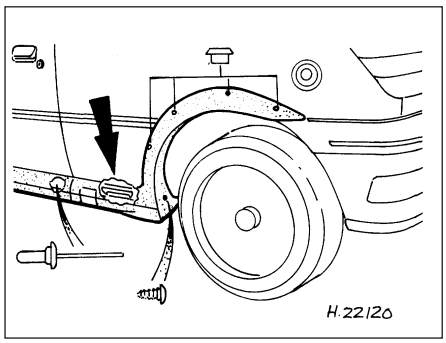


11.3 Loop the weatherstrip into the door aperture

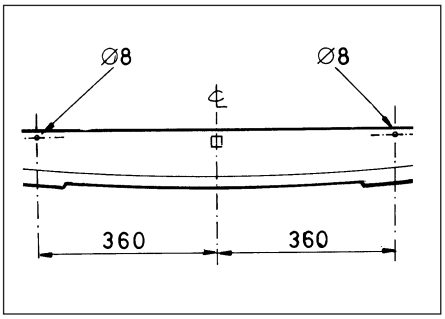


13.2 Front wheelarch liner fixings

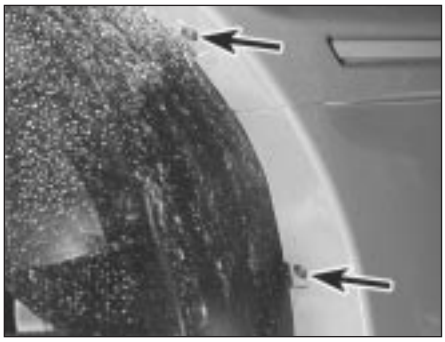
A Locating lug at top of wheelarch



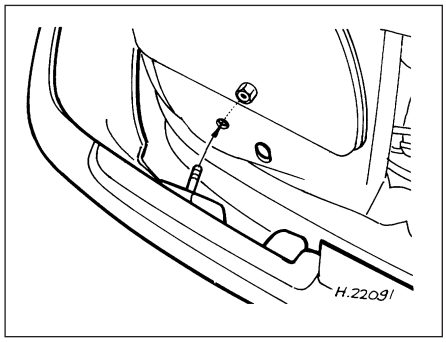
14.8 Rear wheelarch moulding fixings (clamp cutaway arrowed)



15.2 Radiator grille slot fixing holes required on service replacement bumpers (dimensions given in mm - see text)



16.2 Front bumper-to-wheelarch retaining screws (arrowed)



16.3 Front bumper retaining nut location

Refitting

12 To refit, engage the wheelarch moulding into the clamp, align the moulding studs with their wheelarch locations, then position the moulding onto the wheelarch. Refit the four fixing nuts to secure the upper part of the moulding, but do not fully tighten.
13 Refit the plastic stud, but do not fully tighten.
14 Offer the sill extension moulding to its location, centring it between the front and rear wheelarches to check the rear wheelarch moulding alignment. Adjust the alignment as necessary.
15 With the rear wheelarch moulding alignment correct, fully tighten the fixing nuts and the plastic stud.
16 Insert the rivet to secure the forward end of the moulding.
17 Refit the sill extension moulding, as described in Section 12.

15 Wind deflector/radiator grille slat - removal and refitting

Removal

1 The radiator grille slat is secured to the front bumper by three clips. To remove it, simply slide the clips rearwards to release them, then withdraw the grille slat from its bumper locating holes.
2 If fitting a radiator grille slat to a service replacement bumper, two 8.0 mm diameter holes will need to be drilled to accommodate the grille slat end fixings and, in addition, a 12.0 mm square central hole must also be made **(see illustration)**.

Refitting

3 Refitting is a reversal of the removal procedure.

16 Bumpers - removal and refitting

Front bumper

Removal

1 Open the bonnet and disconnect the auxiliary light multi-plugs, as applicable.
2 Remove the bumper retaining screws from the leading edge of the wheelarch flanges, then ease the bumper away from its wheelarch location **(see illustration)**.
3 Remove the bumper retaining nuts from the reverse side of the body panel beneath the headlights **(see illustration)** then, with the help of an assistant, remove the bumper assembly from the vehicle.

Refitting

4 To refit, (again with assistance) position the bumper onto its panel, ensuring that the retaining studs pass through their body locations, and that its ends align to the wheelarches.
5 Loosely refit the bumper retaining nuts and the bumper-to-wheelarch retaining screws.
6 Ensuring that the bumper is level, and that an even gap is maintained between it and surrounding body panels, tighten the retaining nuts to the specified torque.
7 Tighten the bumper to wheelarch retaining screws.
8 Refit the auxiliary light multi-plugs, as applicable.
9 The alignment of light units requires the use of optical beam setting equipment so, where applicable, entrust this task to a Ford dealer.

Rear bumper (all models except Courier)

Removal

10 Using a screwdriver or similar tool, prise up the number plate light unit from the rear bumper, being careful not to damage the bumper. Disconnect the bulbholder and remove from the bumper.
11 Remove the bumper-to-wheelarch retaining screws as necessary **(see illustration)**.
12 Open the tailgate then, using a suitably-sized socket, remove the bumper retaining nuts located inside the luggage compartment **(see illustration)**.
13 Carefully remove the bumper from its location.

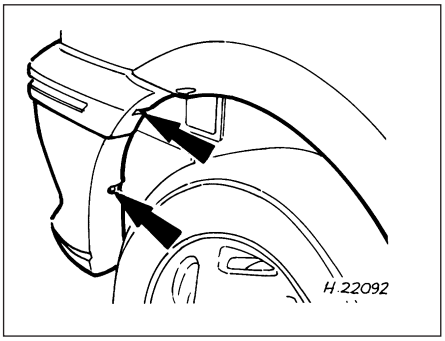
Refitting

14 To refit, first align the bumper to the vehicle body, ensuring that the ends engage correctly at the wheelarches and the securing studs enter through the body panel.
15 Refit the bumper-to-wheelarch inner rim retaining screws, as applicable.
16 Refit the bumper retaining nuts, tightening to the specified torque.
17 Reconnect the number plate light bulbholder, then refit the light unit to the bumper.

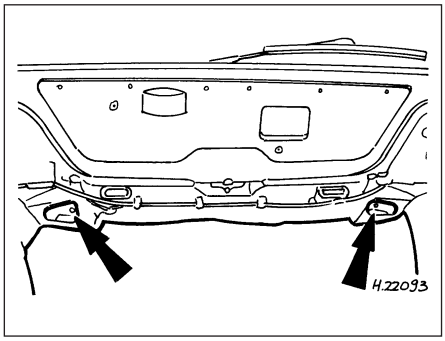
Rear bumper (Courier models)

Removal

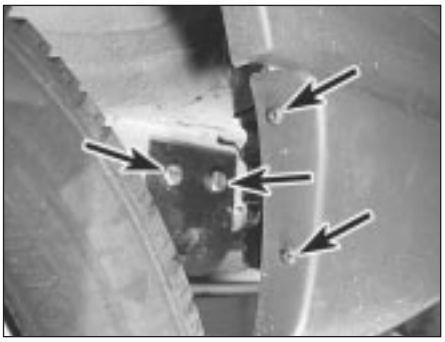
18 Unscrew the two screws securing each bumper end moulding to its respective wheel



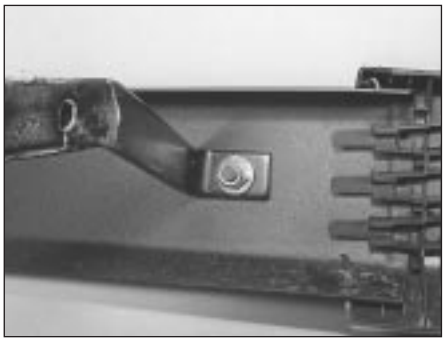
16.11 Rear bumper-to-wheelarch retaining screws (arrowed)



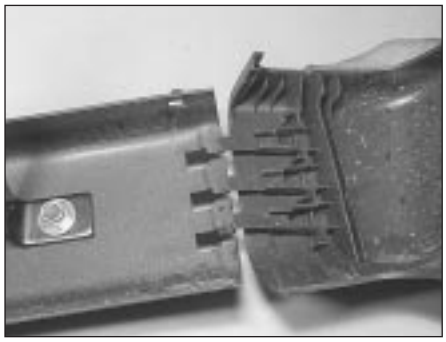
16.12 Rear bumper retaining nut locations (arrowed)



16.18 Courier rear bumper mounting screws (arrowed) at wheel arch - note also bumper mounting bracket bolts (arrowed) visible under rear of vehicle



16.19a Courier rear bumper removed, showing mounting bracket retaining nut and end moulding clips . . .



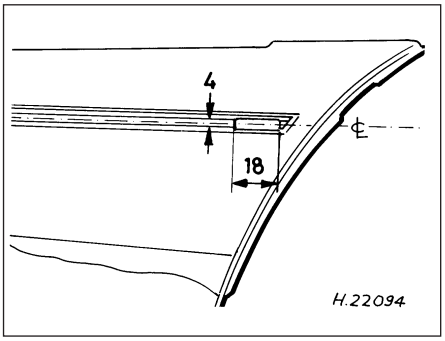
16.19b . . . Courier rear bumper end moulding unclipped

arch, then remove the two bolts securing each bumper mounting bracket to the rear underside of the vehicle **(see illustration)**. Withdraw the bumper.

19 The mounting brackets can be unbolted, if required, from the bumper. The end mouldings can be unclipped for renewal separately **(see illustrations)**.

Refitting

20 Refitting is the reverse of the removal procedure.



17.4 Bumper moulding slot required on service replacement bumpers (dimensions given in mm)

17 Bumper and rear quarter mouldings - renewal

Bumper mouldings

1 With the bumper removed as described in Section 16, place it on a clean flat surface, then remove the clips from the moulding ends.

2 Prise up and remove the old moulding from its bumper recess.

3 Remove all trace of old adhesive from the bumper recess, using methylated spirit, taking all normal safety precautions. Allow the recess to dry.

4 If fitting a new moulding to a service replacement bumper, slots must be cut into the bumper to accommodate the moulding end fixings **(see illustration)**.

5 Apply adhesive primer (available from Ford dealers) to the recess, and allow it to dry.

6 Gently heat the moulding until it is warm to the touch, then insert the first moulding end clip into the bumper and press the moulding to its recess, secured with its moulding end, peeling the protective backing paper off as it is applied.

7 Apply the moulding smoothly and carefully across the bumper, rolling into its recess using a plastic roller or similar tool, then, when the other end is reached, secure with the other moulding end and clip.

Rear quarter mouldings (Courier models)

8 Remove the rear bumper as described in Section 16.

9 Each moulding is secured by two screws at its forward edge, in the wheel arch, and by a single screw at the rear **(see illustrations)**. Remove the screws and withdraw the moulding, unclipping it at its front end.

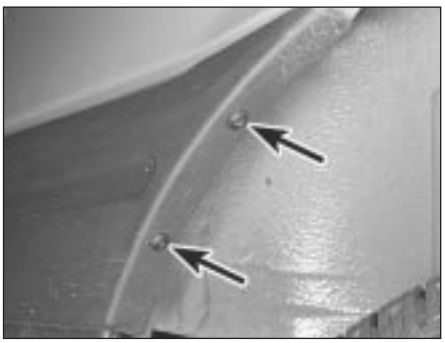
10 Refitting is the reverse of the removal procedure.

18 Exterior mirror and glass - removal and refitting

Mirror glass

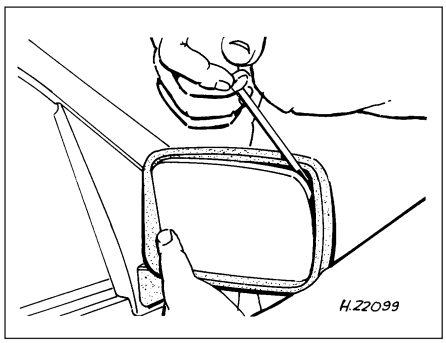
Removal

1 Insert a thin flat-headed screwdriver behind the mirror glass, at the upper outermost corner, then carefully lever the glass assembly forward to disconnect the outer pivot **(see illustration)**.

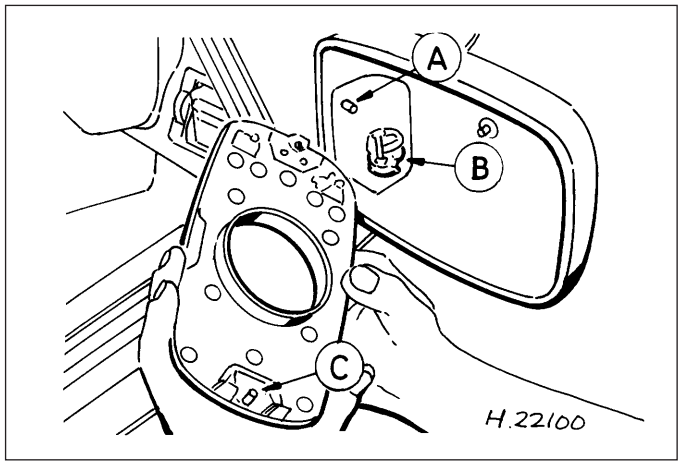


17.9a Courier rear quarter moulding mounting screws (arrowed) in wheel arch . . .

17.9b . . . and at rear of vehicle



18.1 Removing the door mirror glass from the mirror housing



18.2 Mirror glass connections within mirror housing
A Inner pivot B Operating link C Outer pivot

18.6 Lift the retaining clip, then pull the door mirror operating knob from its shaft

2 Disengage the inner pivot then, using a screwdriver, disconnect the operating link to allow the glass assembly to be withdrawn **(see illustration)**.

Refitting

3 To refit, first reconnect the operating link and engage the inner pivot.
4 Align the outer pivot in the mirror housing, then push the glass assembly carefully into position so that the outer pivot engages fully.

Mirror assembly

Removal

5 Remove the door inner trim panel as described in Section 21.
6 Remove the door mirror operating knob by lifting its retaining clip, using a small screwdriver, then pulling it from its shaft **(see illustration)**.
7 Remove the mirror trim retaining screw, then ease the mirror trim out from its forward lug location and slide it out towards the rear of the vehicle, to clear its rearward fixings **(see illustration)**.
8 Remove the three mirror retaining screws, and manoeuvre the mirror from the door **(see illustration)**.

18.7 Removing the mirror trim retaining screw

18.8 Removing the three mirror retaining screws (arrowed)

Refitting

9 Refitting is the reverse sequence to removal.

19 Interior mirror - removal and refitting

Removal

1 Using a length of strong thin cord or fishing line, break the adhesive bond between the mirror base and the windscreen, then remove the mirror from the vehicle.
2 During installation, it is important to note that the mirror base, windscreen black patch and the adhesive patch should not be touched, other than for cleaning, or the adhesive bond may be adversely affected.
3 Remove all traces of old adhesive from the mirror base, using a lint-free cloth and methylated spirit, taking all normal safety precautions. Allow the mirror base to dry.
4 Clean the windscreen black patch in a similar manner.

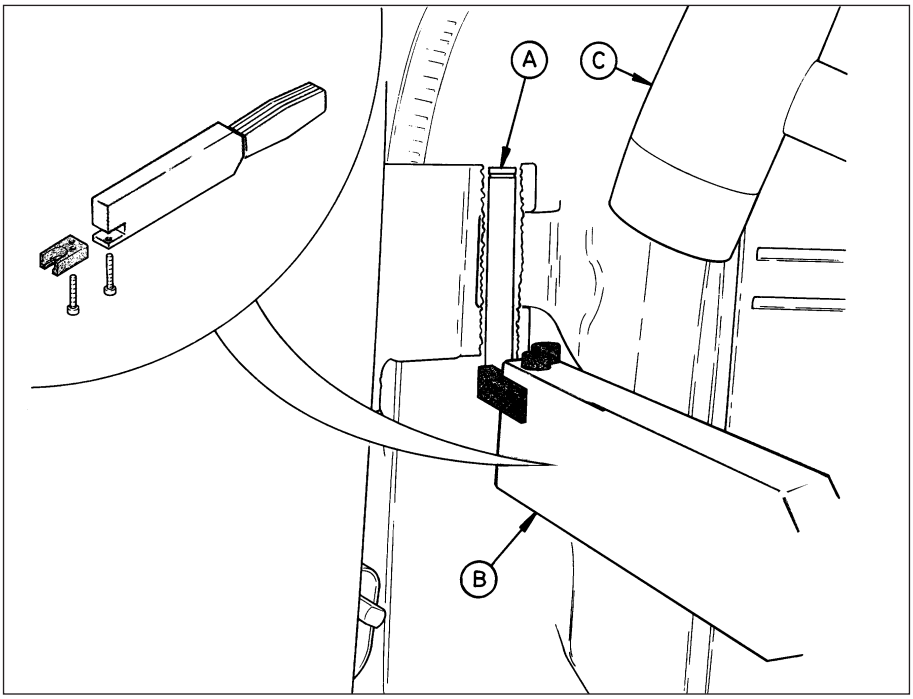
Refitting

5 Note that, before installing the mirror, the vehicle should have been in an ambient temperature of approximately 20ºC for at least an hour.
6 With the contact surfaces scrupulously clean, remove the protective tape from one side of the adhesive patch and press firmly into contact with the mirror base.
7 Note that when fitting a mirror to a new windscreen, the protective tape must be removed from the windscreen black patch.
8 Warm the mirror base and adhesive patch for about thirty seconds, to a temperature of 50 to 70ºC.
9 Remove the protective tape from the other side of the adhesive patch on the mirror base, then align the mirror base and windscreen black patch accurately, and firmly press the mirror base into position. Hold the mirror base firmly in position for at least two minutes.
10 Wait at least thirty minutes before adjusting the mirror.

20 Side doors - removal and refitting

Removal

1 Open the door and detach the door aperture weatherseal from around the hinge area.
2 Remove the screw securing the door check arm to the body.
3 Squeeze the ears together on the electrical multi-plug and withdraw it from its body location on the A-pillar, as applicable. Disconnect the multi-plug.
4 Using a screwdriver, remove the door hinge pin retaining clips from the top of both hinges, by levering them off.
5 Ford dealers use a special tool for removing door hinge pins. If this is not available, it is possible to fabricate an alternative. Engage



20.5 Door hinge pin removal using Ford special tools

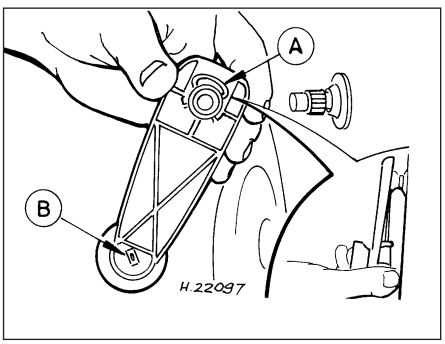
A Hinge pin B Removal tool C Soft-faced hammer

the special tool **(see illustration)**, then strike the main body of the tool with a soft-faced hammer to extract the lower hinge pin from its location.

6 With the help of an assistant to support the door, remove the upper hinge pin from its location, in a similar manner to that used for the lower hinge pin, and then remove the door assembly.

Refitting

7 To refit, align the door hinge sections to the hinge sections on the body, and insert both hinge pins as far as possible, by hand. Ensuring that the hinge pins have entered all three sections of hinge, tap them gently through, with a soft-faced hammer, until their retaining clips can be fitted. New retaining clips should be used.



21.3 Window regulator handle. Inset shows removal

A Spring clip
B Rotate the tag to remove the knob

8 Reconnect the multi-plug and insert it to its body location on the A- pillar, ensuring that it seats correctly.

9 Refit the door check arm to its body location. Press the door aperture weatherseal back into position on its flange.

10 There should be no need to adjust the door striker, or check door alignment.

21 Side door inner trim panel - removal and refitting

Removal

1 Using a screwdriver with a broad flat blade, carefully prise up and remove the interior weatherstrip from its location at the top of the door trim panel. Be careful not to kink or bend it as it is being removed. On front doors, pull the end of the weatherstrip out from under the door mirror trim.

21.2 Removing the door interior release handle bezel (armrest/doorpull shown removed)

2 Detach the door interior release handle bezel by removing its retaining screw **(see illustration)**.

3 Using a small thin screwdriver, release the window regulator handle (where fitted) by releasing its spring clip from behind and pulling it from the regulator shaft **(see illustration)**. Remove its bezel also. On models with electric front window switches in the door trim panel, disconnect the switch wiring multi-plugs as the trim panel is withdrawn.

4 Detach the armrest/doorpull assembly from the door. Some models are fitted with an armrest/doorpull secured by three screws, two of which are concealed behind a removable panel. Certain lower specification vehicles have the door pull secured with only two screws. **(see illustrations)**

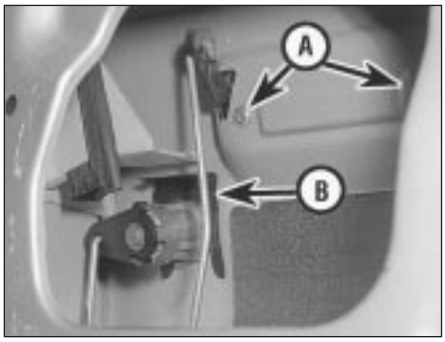
5 On front doors, remove the three screws securing the door stowage pocket/speaker grille moulding, then pull the moulding upper edge away from the door, and disengage the hook fixings on its base from their locations **(see illustration)**.

6 Using a trim clip tool, release the retaining clips around the base and the sides of the panel, then raise it to free it from the door. If a trim clip tool is unavailable, two thin flat-bladed screwdrivers carefully inserted between the trim panel and the door may suffice. Place the screwdrivers on each side of the clips and then apply gentle leverage.

21.4a Detaching armrest/doorpull removable panel

21.4b Undoing armrest/doorpull retaining screws

21.5 Disengaging the hook fixings on the base of the door stowage pocket/speaker grille moulding



22.4a Door exterior handle and lock barrel securing arrangements (front door)

A Handle screw locations
B Lock barrel retaining clip

22.4b Removing the door exterior handle, guiding its operating rod out through the door skin (front door)

Refitting

7 To refit, first align the trim panel to the door, secure its upper edge into its hook fastenings, then press into position to engage the trim clips. Where electric window switches are fitted, reconnect the switch wiring multi-plugs before fitting the panel.
8 If necessary, refit the clip to the window regulator handle, then refit the handle to the regulator shaft by pushing it on. The clip should engage positively, in the annular groove on the shaft.
9 Refit the door stowage pocket/speaker grille moulding, armrest/doorpull and door interior release handle bezel, as applicable, by reversing the method of removal.
10 Refit the interior weatherstrip to its location, tapping it down into position, being careful not to bend or kink it. On front doors, it will be necessary to slide its forward edge under the door mirror trim before tapping into position.

22 Side door lock, lock cylinder and handles - removal and refitting

Exterior handle

Removal

1 Remove the door inner trim panel, as described in Section 21.
2 Locally detach the PVC sheet from the door to allow access into the door cavity. Do not tear the sheet; cut closely around the clips, as required.
3 Disconnect the handle operating rod from the latch assembly, by twisting the clip and withdrawing the rod, as applicable.
4 Remove the two screws securing the handle then, from the outside, withdraw the handle and rod, guiding the rod out through the door skin as necessary **(see illustrations)**. The handle and rod may be disconnected as required.

Refitting

5 Refitting is a reversal of the removal procedure. On completion, re-secure the PVC sheet then refit the inner trim panel as described in Section 21.

Door lock barrel

Removal

6 Remove the door inner trim panel, as described in Section 21.
7 Locally detach the PVC sheet from the door to allow access into the door cavity. Do not tear the sheet; cut closely around the clips, as required.
8 Drill out the rivets securing the door glass guide above the lock barrel, and remove it.
9 Disconnect the lock barrel operating rod from the latch assembly, by twisting the clip and withdrawing the rod.
10 Release the lock barrel retaining clip by withdrawing it upwards, then from the outside, withdraw the lock barrel and rod, guiding the rod out through the door skin. The lock barrel and rod may be disconnected as required.

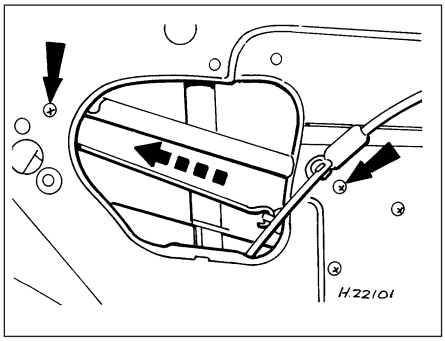
Refitting

11 Refitting is a reversal of the removal procedure. Ensure that the lock barrel gasket is located correctly between the lock barrel outer surround and the door skin, and that the door glass guide is riveted securely. Check that the window operates smoothly and correctly, by temporarily refitting the regulator handle or operating the electric window motor.
12 On completion, re-secure the PVC sheet then refit the inner trim panel as described in Section 21.

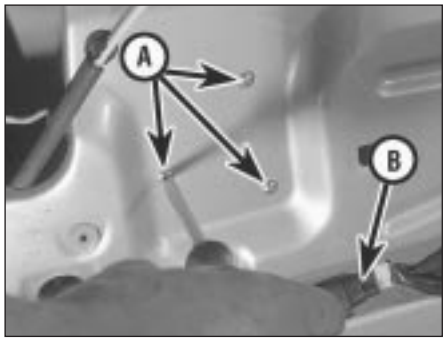
Door latch and interior release handle

Removal

13 Remove the door inner trim panel, as described in Section 21.
14 Locally detach the PVC sheet from the door to allow access into the door cavity. Do not tear the sheet; cut closely around the clips, as required.
15 On rear doors fitted with central locking, undo the two screws securing the rod guard and remove it **(see illustration)**.
16 Disconnect the operating rods from the latch assembly as necessary. On rear doors with central locking, disconnect and release the motor loom multi-plug assembly, and withdraw the motor side of the loom back into the door cavity. Undo the three screws securing the motor assembly, disengage its operating rod and remove it from the vehicle **(see illustration)**.

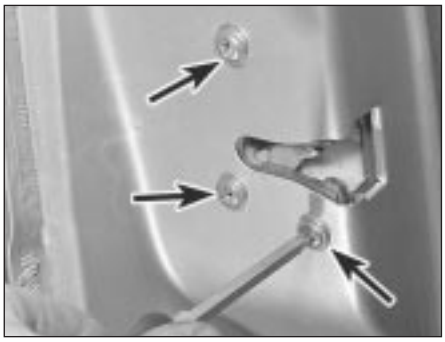


22.15 Rod guard securing screws (arrowed) on rear doors with central locking only



22.16 Central locking motor retaining screws (A), and loom multi-plug assembly (B) on rear door

22.18 Detaching the interior door release handle



22.20 Removing the latch securing screws (arrowed)

17 On front doors, vehicles fitted with central locking have a latch with an integral motor. If central locking is fitted, prise up and twist the rearward clips securing the motor loom to the door, to free the loom, disconnect the multi-plugs and withdraw the loom (motor side) back into the door cavity.
18 Remove the interior release handle surround, then prise up the forward end of the handle unit. Release the handle from its rearward location by sliding it forward to disengage the hooks **(see illustration)**.
19 Detach the door interior release cable from its retaining clips on the door panel.
20 Remove the latch securing screws from the upper rear edge of the door, and withdraw the latch and interior release mechanism from the vehicle **(see illustration)**.
21 Remove the cable cover from the latch assembly, then detach the cable from the latch.
22 Peel the sponge pad from the reverse side of the interior release handle, and remove the outer cable from its abutment in the body of the handle. Remove the inner cable core by aligning the core with the slot by its end fixing, then slide the end fixing out.

Refitting

23 Refitting is a reversal of the removal procedure. On completion, re-secure the PVC sheet then refit the inner trim panel as described in Section 21.

23 Tailgate support strut - removal and refitting

Removal

1 Open the tailgate and support it securely, using a length of timber, or have an assistant hold it open.
2 Detach the support strut by raising the retaining clip and pulling the strut away from its ball stud fixing on the tailgate. Do not raise the clip more than 4.0 mm, or the support strut will be damaged.
3 Repeat the operation on the other end of the support strut.

Refitting

4 To refit, align the thicker (cylinder) end of the support strut to the ball stud fixing on the tailgate, then push until it snaps into engagement.
5 Repeat the operation with the thinner (piston) end of the support strut to the ball stud fixing on the body.

24 Tailgate - removal and refitting

Removal

1 Open the tailgate and mark around the hinge positions on the tailgate panel itself.
2 Remove the central blanking plug from the upper portion of the tailgate to expose the washer jet, and disconnect the washer hose from the jet base, as applicable. Free the washer hose grommet and withdraw the hose from the tailgate.
3 Disconnect the support strut from the tailgate, as described in Section 23.
4 With the aid of an assistant, undo the four bolts securing the tailgate to the vehicle body and remove the tailgate.

Refitting

5 To refit, align the hinges on the body with the marks made on the tailgate panel, then refit and tighten the four bolts to secure. Refit the support strut as described in Section 23.
6 The remainder of the refitting operation is a reversal of the removal procedure.
7 Close the tailgate and check the alignment. Adjust as necessary to obtain an even gap between the tailgate and all adjacent panels.

25 Tailgate spoiler - removal and refitting

Removal

1 Drill out the rivets securing the outer edges of the spoiler to the tailgate.
2 Open the tailgate and remove the four blanking plugs covering the spoiler retaining nuts. Undo the nuts and remove the spoiler.

Refitting

3 To refit, first align the spoiler mounting studs to their tailgate fixing holes, then rivet the outer edges of the spoiler to the tailgate.
4 Refit the four retaining nuts and tighten to the specified torque.
5 Refit the blanking plugs.

26 Tailgate inner trim panel - removal and refitting

Removal

1 Open the tailgate then, using a screwdriver, remove the seven plastic retaining screws from the trim panel.
2 Remove the square plastic clip from the trim panel.
3 Disengage the clips from the panel edge nearest the window, and manoeuvre the panel to release the hooks on the other panel edge. Withdraw the trim panel from the vehicle.

Refitting

4 Refitting is a reversal of removal.

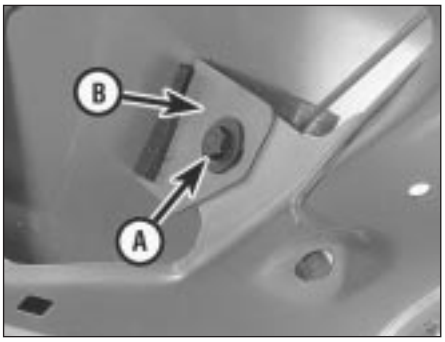
27 Tailgate lock components - removal and refitting

Note: *For vehicles equipped with remote tailgate release, removal and refitting procedures for the tailgate remote release motor are contained in Chapter 12.*

Removal

1 Remove the tailgate inner trim panel as described in Section 26.
2 Remove the two Torx screws securing the tailgate latch, then pull it down, disconnect its operating rod and remove the latch from the vehicle **(see illustration)**.
3 Remove the bolt securing the lock barrel

27.2 Tailgate latch and its Torx securing screws (arrowed)



27.3 Tailgate lock retention arrangement

A Lock barrel retainer securing bolt
B Lock barrel retainer

retainer to the tailgate, then withdraw the retainer **(see illustration)**.
4 Remove the lock assembly from the tailgate by partially withdrawing the lock, twisting it so that the lock rod can be removed, then fully withdrawing.

Refitting

5 To refit, first ensure that the lock gasket is in position, then partially insert the lock into the tailgate and reconnect the lock rod. Fully insert the lock and refit its retainer and securing bolt.
6 Using an electrician's thin screwdriver, prise up the lever on the latch and fit the lock rod to it, ensuring that it fully engages.
7 Align the latch with its location and refit its two securing screws.
8 Check for correct lock operation before refitting the tailgate interior trim panel as described in Section 26.

28 Rear doors (Courier models) - removal and refitting

Removal

1 Open the door and disconnect the wiring leading to it; all connectors are accessible from the openings inside the door frame.

28.2 Unscrewing the bottom hinge's cap securing bolt on Courier rear door

2 Unclip the door check arm, and unscrew the bottom hinge's cap securing bolt **(see illustration)**.
3 Lift the door off its hinges and withdraw it.

Refitting

4 Refitting is the reverse of the removal procedure; apply grease to the hinge pins, and tighten the cap bolt securely.
5 The door hinges can be unbolted from the door and frame; either remove the door first, or support it carefully and remove the hinge with it in place.

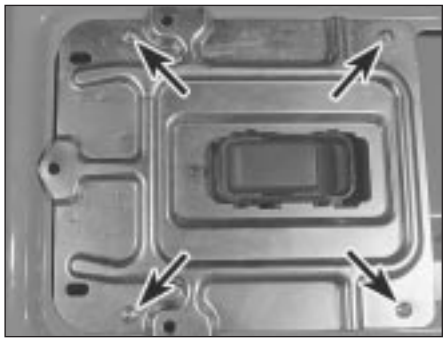
29 Rear door inner trim panels (Courier models) - removal and refitting

Removal

1 Remove the interior handle bezel by pushing it away from the door's hinges until it can be withdrawn.
2 Using either a trim clip releasing tool or a screwdriver with a broad flat blade, and protecting the paintwork and trim with a layer of rag, extract the clips securing the panel and withdraw it.

Refitting

3 Refitting is the reverse of the removal procedure.



30.2a Courier rear door latch assembly retaining screws (arrowed)

30 Rear door lock, catches and handles (Courier models) - removal and refitting

Interior handle

Removal

1 Remove the inner trim panel, as described in Section 29.
2 Remove its four retaining screws, and withdraw the complete latch assembly **(see illustrations)**.
3 Disconnect the link rod and remove the single retaining screw to withdraw the interior handle.

Refitting

4 Refitting is the reverse of the removal procedure.

Exterior handle and lock assembly

Removal

5 Remove the inner trim panel, as described in Section 29.
6 Remove its four retaining screws, and withdraw the complete latch assembly.
7 Using pliers, rotate the exterior handle locking ring anti-clockwise to release it, then withdraw the handle with the inner and outer gaskets **(see illustrations)**.
8 The lock assembly is secured by a circlip to the handle.

30.2b Latch assembly released - disconnect cables to withdraw

30.7a Release locking ring and withdraw gaskets . . .

30.7b . . . to release Courier rear door exterior handle

30.12 Courier rear door lower catch removal

Refitting

9 Refitting is the reverse of the removal procedure.

Upper and lower door catches

Removal

10 Remove the inner trim panel, as described in Section 29.

11 Remove its four retaining screws, and withdraw the complete latch assembly. Disconnect the upper and lower catch cables from the latch assembly operating mechanism.

12 Unbolt the catch and withdraw it from the door **(see illustration)**. If the cables are available separately (seek the advice of a Ford dealer) they can be disconnected from each catch by releasing the retaining clip.

Refitting

13 Refitting is the reverse of the removal procedure; check the adjustment of the catch before finally tightening the bolts.

14 The striker plates can be adjusted on their slotted mounting bolt locations, if required.

31 Door window regulator - removal and refitting

Manual front regulator

Removal

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

2 Locally detach the PVC sheet from the door to allow access into the door cavity. Do not tear the sheet; cut closely around the clips, as required.

3 Remove the door window glass, as described in Section 32.

4 Drill the heads off the regulator securing rivets and manoeuvre the regulator assembly from the door **(see illustration)**. Lay the regulator body in the bottom of the door, then withdraw the gear mechanism and cable followed by the rigid "pillar".

Refitting

5 Refit the regulator by reversing the method of removal, ensuring that it is securely riveted to the door.

6 Refit the door window glass, as described in Section 32.

7 Re-secure the PVC sheet then refit the door inner trim panel as described in Section 21.

Electric front regulator

Removal

Note*: For motor removal and refitting procedure, refer to Chapter 12.*

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

9 Locally detach the PVC sheet from the door to allow access into the door cavity. Do not tear the sheet; cut closely around the clips, as required.

10 Remove the door window glass, as described in Section 32.

11 Disconnect the multi-plug on the regulator motor body, and remove the three nuts securing the motor/winding mechanism section of the assembly to the door.

12 Drill the heads off the regulator securing rivets and manoeuvre the regulator assembly from the door. Lay the regulator body in the bottom of the door, then withdraw the gear mechanism and cable followed by the rigid "pillar".

Refitting

13 To refit, first position the regulator assembly in the door, and refit the three nuts securing the motor/winding mechanism section.

14 Re-rivet the pillar section of the regulator assembly securely to door.

15 Reconnect the multi-plug to the regulator motor body.

16 Refit the door window glass, as described in Section 32.

17 Re-secure the PVC sheet then refit the door inner trim panel as described in Section 21.

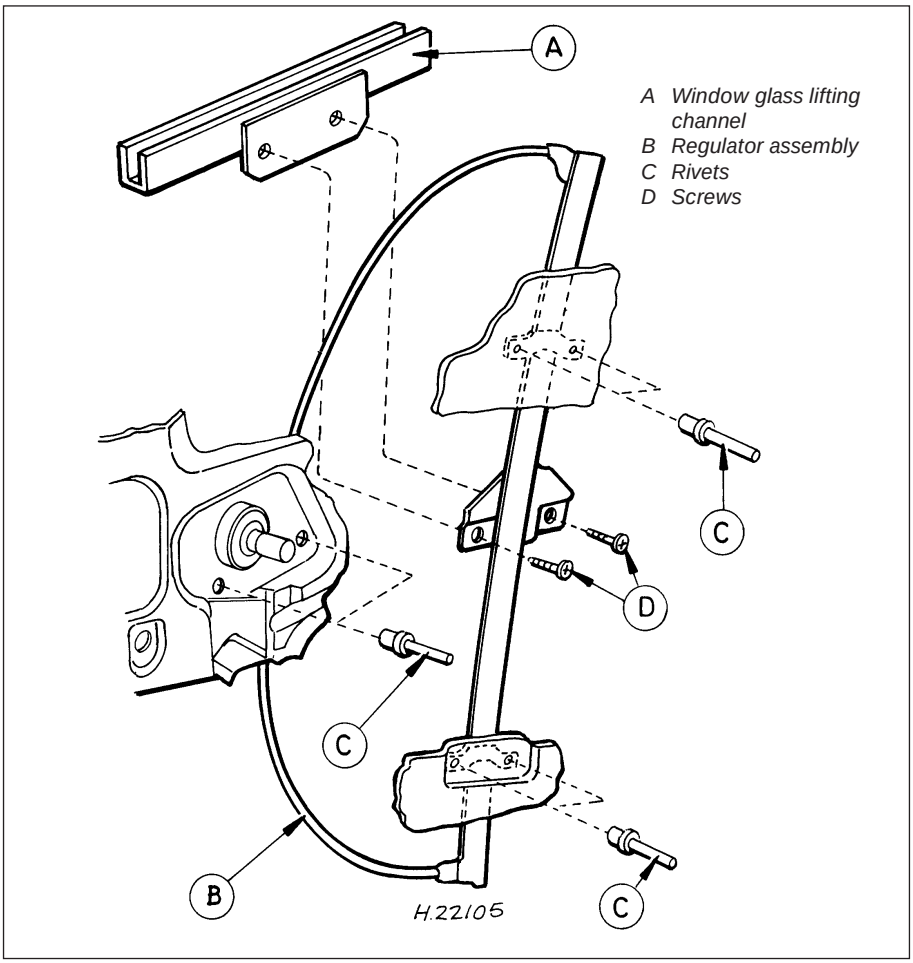
Rear regulator

Removal

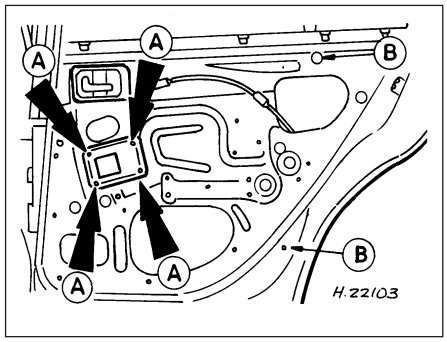
18 Remove the door inner trim panel, as described in Section 21.

19 Locally detach the PVC sheet from the door to allow access into the door cavity. Do not tear the sheet; cut closely around the clips, as required.

20 Drill the heads off the four regulator securing rivets, and remove the two lower



31.4 Window regulator assembly (manual, front)



31.20 Regulator retaining rivets (A) and lower window glass guide securing screws (B) on rear door

window glass guide securing screws **(see illustration)**.

21 Support the window glass then, having pushed the regulator into the door cavity, disconnect the regulator arm from it. Remove the regulator assembly.

Refitting

22 Refitting is a reversal of the removal procedure, ensuring that the window regulator is securely riveted to the door. Check the operation of the window regulator, by temporarily refitting the regulator handle and, if necessary, adjust the window glass guide to ensure that the window glass does not stick or judder.

23 Re-secure the PVC sheet then refit the door inner trim panel as described in Section 21.

32 Door window glass - removal and refitting

Front side door glass

Removal

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

2 Locally detach the PVC sheet from the door to allow access into the door cavity. Do not tear the sheet; cut closely around the clips, as required.

3 Remove the door belt weatherseal moulding as described in Section 10.

4 Remove the two screws securing the window glass lifting channel to the regulator assembly, through either their upper or lower access holes. Support the glass as the screws are removed.

5 Remove the window glass by tilting it forwards towards the hinge end of the door, then withdraw it towards the latch end.

Refitting

6 To refit, position the window glass into the door by reversing the method of removal.

7 Loosely refit the two screws to hold the window glass lifting channel to the regulator assembly, but do not tighten them at this stage.

8 Raise the window glass fully, then tighten the retaining screws through their upper access holes. This ensures correct positioning of the window glass in its aperture.

9 Refit the door belt weatherseal moulding as described in Section 10.

10 Re-secure the PVC sheet then refit the door inner trim panel as described in Section 21.

Rear side door sliding glass

Removal

11 Remove the door window regulator, as described in Section 31, then fully lower the window glass into the door.

12 Remove the door belt weatherseal mouldings in a similar manner to that described in Section 10.

13 Remove the remaining two window glass guide securing screws from their location at the top of the door, and disengage the top of the guide.

14 Manoeuvre the fixed rear quarter window glass forwards and out from its location, along with the window glass guide. Lift out the plastic strip.

15 Manoeuvre the door window glass up and out of the door, from the exterior side of the door.

Refitting

16 Refitting is a reversal of the removal procedure, ensuring that the fixed rear quarter window seats correctly in its location, and that the window glass guide holds the window glass correctly (refer to Section 31).

Rear side door fixed quarter glass

17 The fixed rear quarter window glass is removed and refitted in conjunction with the rear side door sliding glass described previously in this Section.

Rear door glass (Courier models)

18 The rear door window glass on Courier models is removed and refitted using the same technique as for the fixed side window glass described in Section 33.

33 Side window glass - removal and refitting

Fixed side window glass

Removal

1 The lip of the weatherseal surrounding the window glass must be released from the top and sides of the body aperture flange, using a suitable tool, before exerting pressure from the inside of the vehicle to remove the glass. Any surrounding interior trim should be removed. It is important that an assistant helps and holds the glass from the outside as it is pressed out from the inside.

2 With the assembly removed from the vehicle, detach the weatherseal from the window glass.

3 If the weatherseal is to be re-used it should be cleaned. Do not use petrol, white spirit or other similar substances, as they may cause rapid rubber deterioration. Ensure that the glass groove in the weatherseal is free from any sealant or glass fragments.

4 Ensure that the body aperture flange is free from any sealant also.

Refitting

5 Commence refitting by attaching the weatherseal to the window glass, ensuring that it is seated correctly.

6 Insert a length of nylon or terylene cord into the body aperture flange groove of the weatherseal, so that the cord ends emerge at the top centre of the window, and overlap by approximately 150.0 mm.

7 Offer the assembly to the body aperture, and engage the lower lips of the weatherseal over the body aperture flange. Ensure that the engagement of the weatherseal lips is not hampered in any way, and that the cord ends are protruding inside the vehicle.

8 With an assistant applying a gentle even pressure on the window glass from the outside, pull one end of the cord at right-angles to the glass. This will pull the inner lip of the weatherseal over the body aperture flange.

9 When the cord has been pulled halfway around the aperture, repeat the procedure with the other end of the cord. The cord should release when the window glass is fully fitted.

10 Refit any disturbed interior trim as necessary.

Hinged side window glass

Removal

11 With an assistant standing outside ready to take the window, unscrew the single screw securing each hinge, then open the window and unscrew the two screws securing the catch to the body. Withdraw the window.

12 The weatherstrip can now be removed and refitted, if required.

Refitting

13 To refit the window, have your assistant stand outside and offer up the window so that both hinge leaves enter their sockets, then loosely refit the catch securing screws. Refit the hinge securing screws, then adjust the catch position to ensure that the window is clamped evenly on to the weatherstrip over the whole mating surface when the catch is fastened. Tighten all screws securely.

Sliding side window and glass

Removal

14 To remove the complete sliding window assembly on Courier Kombi models requires special cutting equipment and supplies of

suitable adhesive; it is recommended that this task be left to a Ford dealer or similar expert.
15 To remove the window glass, remove their retaining screws and withdraw the lock assemblies, slide the front glass as far to the rear as possible, then prise up and withdraw the front glass guide; it will be necessary to pull the last part of the guide from under the glass.
16 Withdraw the vertical seal and two support blocks from between the two glasses, slide the seal to the front of the frame, and withdraw it. Slide each glass in turn to the front of the frame and withdraw it, then prise up and withdraw the rear glass guide.

Refitting

17 On refitting, check that the glass guides are undamaged; renew them if necessary. Ensure that the lock assemblies are removed from both glasses.
18 Press the rear glass guide into place. Refit first the rear glass, fitting it to the front of the frame and sliding it to the rear, then the front glass, in the same way.
19 To refit the vertical seal, sandwich it between two strips of thin sheet metal and install it, with its support blocks, first in the front part of the frame, then push it into place. This will require some effort as the glass is reached, due to the distortion caused by the location notch on the block. When the seal is fully in place, withdraw the metal strips, and check that the seal's lips have not folded back on themselves.
20 When refitting the front glass guide, locate it first around the frame's detent catch, then slide it under the glass using soapy water as a lubricant.
21 Refit the lock assemblies, clean the glasses, and check the operation of the windows and locks.

34 Windscreen and tailgate window glass - removal and refitting

Note*: The DIY mechanic is advised to leave windscreen/tailgate window glass removal and refitting to an expert. For those with the necessary tools and equipment, the following paragraphs are a guide to the procedure.*

Removal

1 Remove the windscreen/tailgate wiper arms as described in Chapter 12.
2 If removing the windscreen, remove both A-pillar trims, and release the front of the headlining by removing the sun visors and courtesy light. If a heated windscreen is fitted, disconnect its electrical contacts at the windscreen. If removing the tailgate window glass, disconnect the wiring to the heating element.
3 As a precautionary measure to prevent damage to the paintwork, cover the surrounding bodywork with an old blanket or similar.
4 Using a suitable tool, release the weatherseal from the top and sides of the body aperture flange before exerting pressure from the inside of the vehicle to remove the assembly. It is strongly advised that an assistant outside the vehicle is ready to receive the glass as it is pushed out.
5 With the assembly removed from the vehicle, detach the weatherseal from the windscreen/tailgate glass.

Refitting

6 With reference to the procedures described for the fixed side window glass in Section 33, clean the weatherseal, then refit in accordance with the rest of that Section.
7 Any trim and equipment removed during preparation should now be refitted.

35 Sunroof panel - removal and refitting

Removal

1 Open the sunroof fully using the handwheel.
2 Detach the sunroof from its rearward mounting point by pressing in the red locking bar on the handwheel, then raise it and remove.

Refitting

3 To refit, engage the hinges in their locations, in the forward edge of the sunroof opening, then lower the sunroof. Allow the handwheel to click into its safety lock.
4 Check that the safety lock mechanism retains the panel securely.
5 Close the sunroof fully using the handwheel.

36 Sunroof panel seal - renewal

1 Remove the sunroof panel, as described in Section 35, then lay the panel on a soft cloth.
2 Remove the two hinge plate assemblies from the panel by undoing the hinge plate retaining screws.
3 Pull the seal from the panel edge, noting the position of its join.
4 Starting from the position of the original join, press the seal into position, ensuring that it sits evenly right around. Adjust as necessary so that the ends butt tightly together.
5 Refit the two hinge plate assemblies to the panel.
6 Refit the sunroof panel, as described in Section 35.

37 Sunroof weatherseal - removal and refitting

Removal

1 Remove the sunroof panel, as described in Section 35.
2 Starting from the joint on the rearward opening edge, pull the seal up and remove.

Refitting

3 Refitting is a reversal of the removal procedure, ensuring that the weatherseal does not deform at the corners, or split at the joint.

38 Full-length sunroof - general information

1 The full-length sunroof is electrically-operated, the operating system consisting of the motor and the roof-mounted switch. The circuit is fed via fuses 18 and 28 from the ignition switch; switch illumination is via fuse 6.
2 All components are mounted in the roof of the passenger compartment, above the headlining at the front of the vehicle.
3 To open the sunroof, press the switch lightly on the upper side; to close it, check first that the opening is completely unobstructed, and press the switch on the lower side.
4 Maintenance is confined to checking for freedom of action and a snug fit when shut. Check that the seals are in good clean condition and not scratched or damaged.
5 Owners must note the following to ensure that the maximum trouble-free life from this feature:

a) It is normal for the motor to slow down as the sunroof approaches full opening.
b) If the sunroof stops before it is fully opened in cold weather, this may be due to the material being too hard to fold correctly; do not force the sunroof open if this is suspected.
c) If the material does not fold correctly on opening at any time, close the sunroof again, correct the folds by hand, and try again.
d) Never open or close the sunroof with the vehicle travelling at more than 70 mph (120 km/h), and never allow passengers to travel standing up or with any part of their bodies in the opening.
e) Ensure that any collected water, snow or ice is removed from the sunroof before opening it. Check that the deflector is clear of water, particularly after washing the vehicle; sponge it dry if necessary.
f) Never place heavy objects on the sunroof or its surrounds.
g) The sunroof should be cleaned frequently

to avoid the material being stained by dirt. Use a sponge, soft brush or soft cloth and a neutral detergent, rinsing with a gentle flow of clean water from directly above until all traces of dirt and detergent are removed. ***Never*** *use a high-pressure jet, pressure washer or similar, and do not aim the jet from a hose at the joints of the sunroof with the body (or water will enter the passenger compartment).* ***Never*** *use alcohol, petrol, thinners or similar products to clean the material.*

h) If the vehicle is parked in heavy rain, or if it is parked outside for long periods, a proprietary car cover or tarpaulin should be used to protect the roof and body. ***Do not*** *leave the sunroof open for long periods; the material will stiffen in its folds, with a consequent risk of tearing when the sunroof is eventually operated again.*

6 If the system fails with the sunroof open, it can be closed in emergency by switching off the ignition, prising out the access plug in front of the switch, and using the crank provided to rotate the motor shaft clockwise until the roof is closed.

7 If the switch is thought to be at fault, it can be removed after first disconnecting the battery negative (earth) lead (refer to Chapter 5, Section 1) ; the switch can then be eased from its housing until the wires can be disconnected. Refitting is the reverse of the removal procedure.

8 If any other failure or problem is encountered, the general inaccessibility of the system's components means that servicing and fault-finding is beyond the capabilities of most owners; the vehicle should be taken to a Ford dealer for attention.

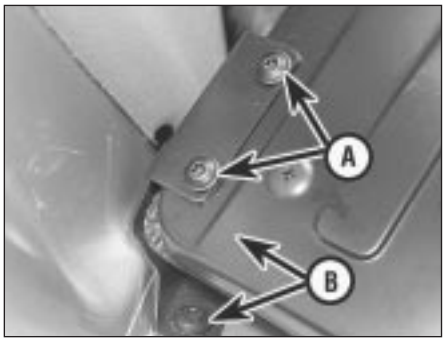
39 Front seat and slide assembly - removal and refitting

Removal

Warning: On vehicles fitted with mechanical seat belt pre-tensioning stalks, be careful when handling the seat, as the tensioning device ("grabber") contains a powerful spring, which could cause injury if released in an uncontrolled fashion. The tensioning mechanism should be immobilised by inserting a safety "transit clip" available from Ford parts stockists. You are strongly advised to seek the advice of a Ford dealer as to the correct use of the "transit clip" and the safety implications before proceeding.

1 On pre-1994 models, slide the seat fully rearwards to expose the two front slide assembly to floorpan bolts. Remove all four bolts securing the slides to the floorpan, and remove the seat from the vehicle.

2 On later models, pull off the trim cover from the outer slide.



40.2 Rear seat hinge arrangement

A Hinge-to-backrest screw locations
B Hinge-to-body screw locations (removed after backrest detached)

3 On vehicles fitted with mechanical seat belt pre-tensioning stalks, fit the safety "transit clip".

4 Slide the seat fully rearwards, remove the inner slide trim cover then unscrew and remove the front slide assembly to floorpan bolts.

5 Now slide the seat fully forward, and unscrew the rear slide securing bolts each side. Lift the seat and remove it from the vehicle.

Refitting

6 Position the seat in the vehicle, and align the slide assemblies with their mounting bolt locations in the floorpan. Refit the front securing bolts first, followed by the rear securing bolts, to ensure that the seat runs smoothly in its slide mechanism. Tighten the bolts to the specified torque. On later models, remove the "transit clip" (where applicable) and refit the trim covers.

40 Rear seat - removal and refitting

Backrest and catch

Removal

1 To remove the backrest, release the backrest catch/catches, then fold the backrest forwards.

2 Remove the hinge-to-backrest securing screws, then remove the backrest **(see illustration)**.

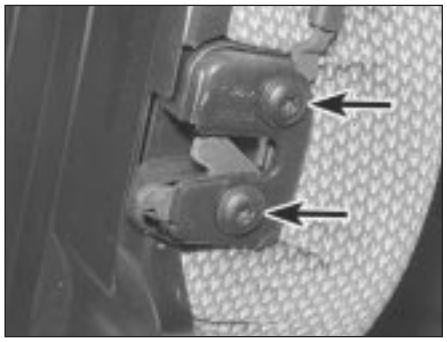
3 The hinges may be removed at this stage if required, by undoing the hinge-to-body securing screws.

4 If desired, the rear seat backrest catch may be removed by removing the catch retaining bolts **(see illustration)**.

Refitting

5 If removed, refit the backrest catch and secure with the retaining bolts.

6 To install the backrest, align the hinges to the body and backrest, then loosely refit the securing screws.



40.4 Rear seat backrest catch retaining bolts (arrowed)

7 Fold the backrest into its upright position and engage the backrest catch/catches. Adjust the alignment of the components then, when correct, tighten the securing screws to their specified torques.

8 Check for correct catch engagement.

Cushion

Removal

9 To remove the cushion, remove the three screws securing the forward edge of the seat cushion to the raised floorpan section.

10 Push down and back on the cushion, to disengage the hook and catch on the rear underside of the seat.

11 Remove the seat from the vehicle after guiding the seat belt clips through the slits in the seat cushion.

Refitting

12 Refitting the cushion is a reversal of the removal procedure.

Seat assembly (Courier Kombi models)

Removal

13 The seats are secured by two bolts at each forward hinge, visible once the seat has been folded forwards. Unbolt the hinges and withdraw the seat assembly.

Refitting

14 Refitting is the reverse of the removal procedure.

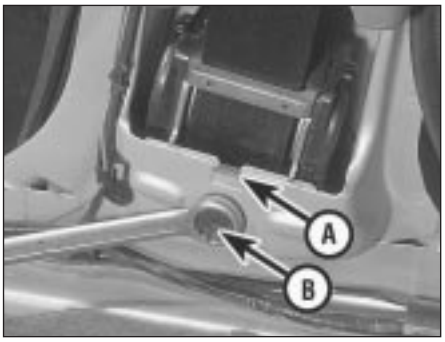
41 Seat belts - removal and refitting

Removal

Front seat belt (five-door models)

1 Remove the cover from the upper anchor position and remove the anchor bolt.

2 Remove the lower anchor bolt from its location on the floor by the base of the B-pillar. Prevent the retractor unit from reeling in too great a quantity of seat belt by attaching a clothes peg, or similar item, to the seat belt.



41.4 Seat belt retractor unit location in base of B-pillar (five-door models)

A Retractor unit locating tag
B Retractor unit securing bolt

3 Remove the B-pillar trim and sill scuff plate as described in Section 42.
4 Remove the bolt (two bolts on later models) securing the seat belt retractor unit to its location in the base of the B-pillar **(see illustration)**, then remove the retractor unit and the seat belt from the vehicle.

Front seat belt (three-door models)

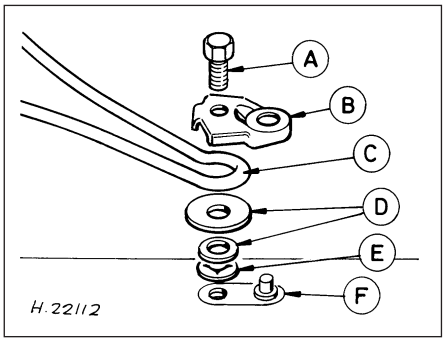
5 Remove the rear quarter trim panel, as described in Section 42.
6 Undo the bolt securing the seat belt retractor unit to its location, then remove the retractor unit and seat belt from the vehicle.

Front seat belt (Van models)

7 Remove the cover from the upper anchor position and remove the anchor bolt.
8 Undo the bolt securing the retractor unit and integral lower anchor position, then remove the retractor unit and seat belt from the vehicle.

Front seat belt stalk

Warning: On vehicles fitted with mechanical seat belt pre-tensioners, any work on the seat belt stalk should be entrusted to a Ford dealer. The following procedure is therefore only applicable to models with conventional seat belt stalks which DO NOT incorporate any form of pre-tensioning device.



41.9 Front seat belt stalk assembly

A Bolt
B Anti-rotation plate
C Stalk
D Metal washers
E Paper washer
F Floorpin

9 Remove the bolt securing the seat belt stalk assembly to the floor, between the two front seats, noting the arrangement of washers and spacers **(see illustration)**. Remove the stalk assembly from the vehicle.

Front seat belt height adjuster

Note: *If a height adjuster mechanism is not fitted, it is possible to lower the upper anchor position from its production setting, by removing the plug from the lower adjuster plate hole and bolting the anchor into this* ***(see illustration 41.13)****. The plug can then be fitted to the production setting hole.*
10 Remove the height adjuster knob by carefully inserting a small screwdriver into the aperture on the underside of the knob, and gently levering it off.
11 Remove the anchor cover, again using a screwdriver, then remove the anchor bolt and anchor **(see illustration)**.
12 Remove the door aperture weatherseal(s) around the B-pillar location, then remove the B-pillar trim, as described in Section 42.
13 Remove the bolts securing the adjuster plate to the B-pillar, noting washer fitment, then remove the adjuster plate from the vehicle **(see illustration)**.

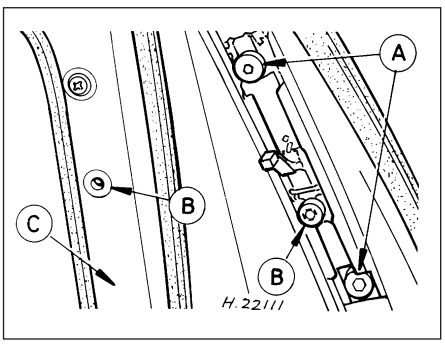
41.11 Removing a seat belt upper anchor cover

Rear seat belts

14 Remove the rear seat cushion, as described in Section 40, then also remove the parcel shelf.
15 Undo the bolt securing each seat belt buckle assembly to its body location **(see illustration)**, and remove the buckle assemblies from the vehicle, as required.
16 Prevent the retractor units from reeling in too much seat belt by attaching a clothes peg or similar item to the belt, close to the retractor unit.
17 Detach the seat belt lower anchor by removing its retaining bolt.
18 Remove the upper anchor bolt cover and undo the bolt securing the anchor to its location. Detach the anchor, noting any spacer fitment.
19 On vehicles fitted with a parcel shelf, remove the seat belt guide from the parcel shelf support/rear loudspeaker housing, then pass the seat belt through it.
20 On vehicles without a parcel shelf as standard, remove the trim panel covering the seat belt retractor unit, where fitted, by undoing its retaining screws. Remove the seat belt guide from the trim panel, then pass the seat belt through it.
21 Remove the bolt securing the seat belt retractor unit to its body location, then withdraw the retractor unit and the seat belt from the vehicle.

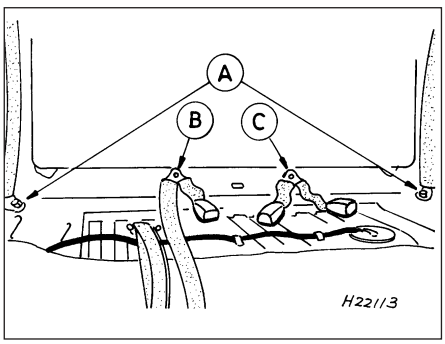
Refitting

22 Refitting is a reversal of the removal procedure, noting the following points. Ensure that the tag on the retractor unit engages in its body location and, in the case of the rear seat belts, that it does not trap the wiring loom between itself and the body. Having fitted the upper anchor to its location, ensure that it can rotate freely. The stalk assembly anchor(s) must engage to the anti-rotation floorpin(s) and, when refitting a rear centre lap belt/buckle assembly, the lap belt must be fitted to lie on the right-hand side of the vehicle. Tighten all bolts to their specified torque.



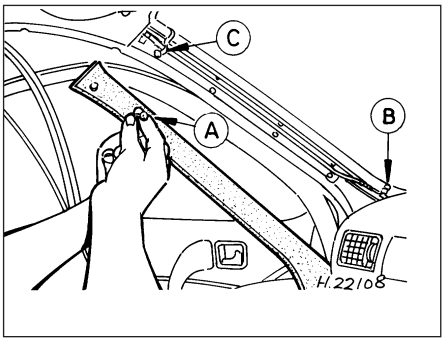
41.13 Seat belt upper anchor position (fixed and adjustable)

A Adjuster plate securing bolt
B Anchor bolt position (production setting)
C Lower setting for fixed type (if required)



41.15 Rear seat belt and buckle securing arrangements (rear seat cushion removed)

A Seat belt lower anchor retaining bolts
B Centre lap belt/single buckle assembly securing bolt
C Dual buckle assembly securing bolt



42.1 A-pillar trim retaining screw (A), heated windscreen live wire (B) and heated windscreen earth wire (C)

42 Interior trim panels - removal and refitting

A-pillar trim

Removal

1 Remove the securing screw from the trim panel, located near to the windscreen top corner **(see illustration)**.
2 Detach the door aperture weatherseal from around the trim panel, then pull the trim panel from the pillar.

Refitting

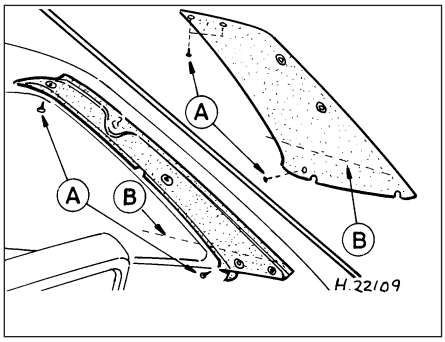
3 To refit, align the trim fixing lugs to the pillar and press into position. Refit the securing screw then push the door aperture weatherseal back onto its flange.

B-pillar trim

Removal

4 Remove the front seat belt height adjuster knob, as applicable, by inserting a small screwdriver into the aperture on the underside of the knob and levering it off.
5 Remove the upper seat belt anchor bolt cover, and remove the bolt, as required.
6 Open the doors and detach the door aperture weatherstrip from the area around the B-pillar trim.

42.23 B-pillar trim being removed to expose seat belt removal/refitting slot in sill scuff plate (arrowed)



42.11 C-pillar trim fixings

A Screw locations
B Parcel shelf support/rear loudspeaker housing location

7 Remove the securing screws and detach the trim.

Refitting

8 Refitting is the reverse sequence to removal, tightening the seat belt anchor bolt to the specified torque. Ensure that the anchor is free to rotate.

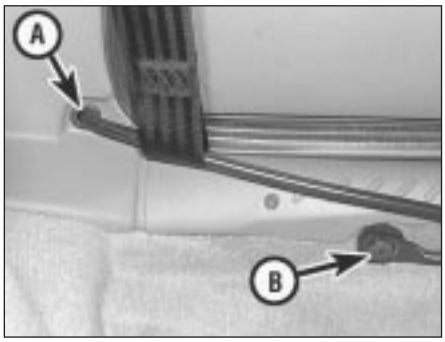
C-pillar trim

Removal

9 Open the tailgate, then detach the loudspeaker from its location by disconnecting its multi-plug connection, removing its two retaining screws and unhinging it.
10 Detach the tailgate weatherstrip from its flange, around the trim panel.
11 Remove the parcel shelf, then slacken the parcel shelf support/rear loudspeaker housing retaining screws, and remove the single screw from the base of the C-pillar trim **(see illustration)**.
12 Remove the upper seat belt anchor bolt cover, and remove the bolt and anchor, noting any spacer fitment.
13 Remove the screw(s) from the top of the C-pillar trim, then remove the trim from the vehicle.

Refitting

14 To refit, position the base of the trim behind the parcel shelf support/rear loudspeaker housing, then loosely refit the upper and lower securing screws.
15 Refit the seat belt anchor, bolt, and spacer, as applicable, tightening the bolt to the specified torque. Refit the anchor bolt cover, and ensure that the anchor is free to rotate.
16 Tighten the trim and parcel shelf support/rear loudspeaker housing screws, then refit the parcel shelf.
17 Refit the loudspeaker by reversing the method of removal, then press the tailgate weatherstrip back into place.



42.29 Seat belt lower slide bar anchor arrangement (three-door models)

A Bush location B Anchor bolt

Sill scuff plate

Removal

18 Remove the front seat adjacent to the scuff plate to be removed (see Section 39).
19 Detach the door aperture weatherstrip(s) from around the scuff plate location.
20 Remove the B-pillar trim, as applicable.
21 Remove the lower seat belt anchor bolt on five-door models, and detach the anchor from its location.
22 On three-door models, remove the bolt securing the forward end of the seat belt slide bar, then manoeuvre the slide bar to free it from its rear location.
23 Remove the plastic screws securing the sill scuff plate, then slip the seat belt through its slot on five-door models, and remove the sill scuff plate from the vehicle **(see illustration)**. Should the soft plastic screws round off during attempts to remove them, force an electrician's thin screwdriver into the body of the screw and try again, fitting a new screw upon reassembly.

Refitting

24 Refitting is a reversal of the removal procedure, tightening the seat belt anchor bolts to the specified torque.

Rear quarter trim panel

Removal

25 Detach the door aperture weatherstrip from around the trim location.
26 Remove the rear seat cushion, as described in Section 40.
27 Remove the screw from the upper rear corner of the trim panel.
28 Remove the plastic stud from the lower rear corner of the trim panel.
29 Detach the seat belt slide bar by removing the bolt from its forward end then manoeuvring it to free it from its rear location **(see illustration)**. Remove the seat belt from the slide bar.
30 Release the trim clips from the front and top edges of the panel using a trim clip tool. This may be achieved by carefully inserting two thin flat-bladed screwdrivers between the panel and the body - one each side of the clip being released, and applying gentle leverage, if a trim clip tool is not available.

31 Remove the seat belt upper anchor bolt cover and undo the bolt.
32 Carefully prise up the seat belt guide from its trim panel location, and remove it from the seat belt. Allow the seat belt to retract through the trim panel, clamping a clothes peg, or similar item, onto its end to prevent it being fully wound into the retractor.
33 Manoeuvre the trim panel out from under the scuff plate, slackening or removing the rearward scuff plate retaining screws if necessary.

Refitting

34 Engage the trim panel under the scuff plate, and refit and tighten the scuff plate retaining screws as necessary.
35 Pull the seat belt through the trim panel, refit the guide and press the panel onto the body to re-engage the trim clips.
36 Refit the upper seat belt anchor, tightening the bolt to the specified torque, and refit its cover. Ensure that the anchor is free to rotate.
37 Refit the plastic stud and the screw to the lower and upper rear corners of the trim, respectively.
38 Refit the seat belt to the slide bar, then refit the slide bar by reversing the method of removal. Ensure that the seat belt is not twisted as it is located on the slide bar, and that the bolt is tightened to the specified torque.
39 Refit the rear seat cushion by reversing the method of removal.
40 Press the door aperture weatherstrip back into position.

Load compartment trim panels (Courier models)

Removal

41 Using either a trim clip releasing tool or a screwdriver with a broad flat blade, and protecting the paintwork and trim with a layer of rag, extract the clips securing the panel and withdraw it.

Refitting

42 Refitting is the reverse of the removal procedure.

43 Parcel shelf support/ loudspeaker housing - removal and refitting

Removal

1 Remove the rear seat belt and retractor unit from the appropriate side of the vehicle, as described in Section 41.
2 Disconnect the luggage compartment (courtesy) light, where fitted, by prising the light assembly from its location using a thin flat-bladed screwdriver, then twist the bulbholder anti-clockwise to remove.
3 Detach the loudspeaker, where fitted, by removing its retaining screws, disengaging its locating tags and disconnecting its multi-plug.
4 Fold the seat backrest forward. Remove the parcel shelf support/rear loudspeaker housing retaining screws, then manoeuvre it out from under the quarter panel trim as necessary, to clear the seat backrest catch striker pin.

Refitting

5 Refitting is a reversal of the removal procedure.

44 Passenger grab handle - removal and refitting

Removal

1 Carefully prise up the trim flaps on either end of the handle to expose the two mounting screws.
2 Undo the mounting screws and remove the grab handle.

Refitting

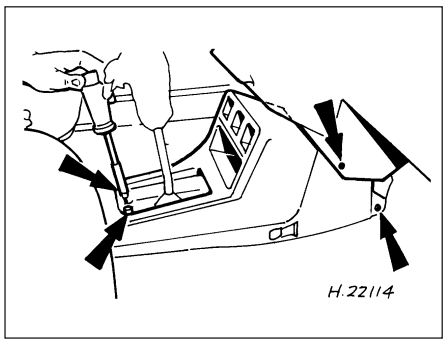
3 Refitting is the reverse procedure to removal.

45 Centre console - removal and refitting

Removal

1 Disconnect the battery negative (earth) lead (refer to Chapter 5A, Section 1).
2 Carefully prise up the console switches, as necessary, using a flat-bladed screwdriver, then disconnect their multi-plugs.
3 Unscrew the gear lever knob, then raise the gaiter from its location and lift it off over the gear lever **(see illustration)**. A similar method is also used to remove the selector cover on automatic transmission equipped vehicles.
4 Undo the four screws securing the centre console to the floor pan **(see illustration)**. On automatic transmission equipped models, ensure that the bulb assembly does not restrict centre console removal. Remove the centre console.

45.3 Removing the gear lever gaiter from the centre console



45.4 Centre console securing screws (arrowed)

Refitting

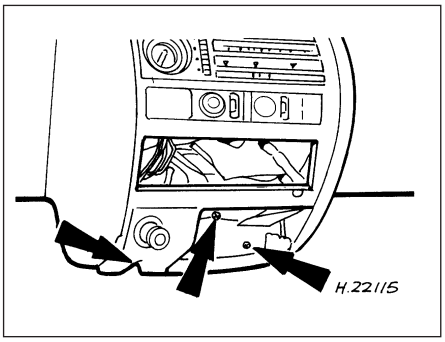
5 Refitting is a reversal of the removal procedure, ensuring that the gaiter (or selector cover) locates correctly to the centre console (as applicable).

46 Facia - removal and refitting

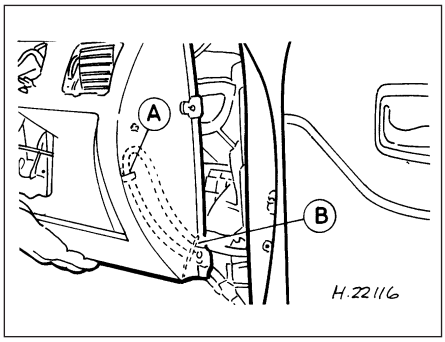
Removal

Warning: On vehicles fitted with a passenger's air bag, seek the advice of a Ford dealer concerning safety implications when removing the facia assembly.

1 Disconnect the battery negative (earth) lead (refer to Chapter 5A, Section 1).
2 Remove the upper and lower steering column shrouds, and the steering wheel as described in Chapter 10.
3 Remove the two screws securing the instrument cluster bezel from its underside, and carefully detach the bezel (see Chapter 12).
4 Disconnect the steering column multi-function switch assembly and remove its single retaining screw. Remove the assembly.
5 Disconnect the ignition loom multi-plug on the steering column.
6 Disconnect the brake pedal stop-light switch loom connection.
7 Disconnect the speedometer cable at the transmission casing, to allow easier removal of the instrument cluster.
8 Remove the four screws securing the instrument cluster to its location, then carefully pull it out to allow access to the speedometer cable and multi-plug connections. Disconnect the speedometer cable and multi-plug, then remove the instrument cluster from the vehicle (see Chapter 12).
9 Remove the radio assembly and loudspeaker balance control, where fitted (see Chapter 12).
10 Remove the centre console, where fitted, as described in Section 45.
11 Pull the heater fan motor control knob off,

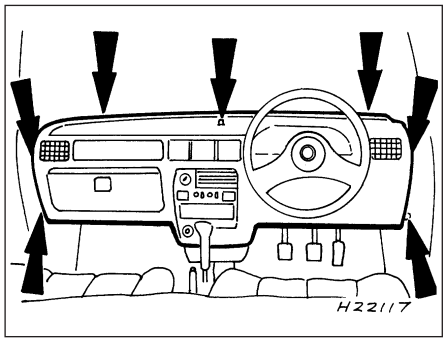


46.12 Facia centre panel retaining screws (arrowed)



46.23 Wiring loom loop securing arrangements on reverse side of facia

A Retaining clip B Cable tie



46.24 Facia retaining screw locations (arrowed)

then move the air distribution and temperature controls fully to the right. Unclip and remove the heater slide facia towards the left-hand side of the vehicle, removing the slide control knobs only as necessary, and disconnecting its bulbholder (bayonet type) as it is withdrawn.

12 Remove the ashtray, then undo the three screws from the base of the centre panel **(see illustration)**. Detach the centre panel, disconnecting the cigarette lighter connections as it is withdrawn.

13 Squeeze the two release tabs together on the heater fan motor control switch, and remove it, disconnecting its multi-plug as it is withdrawn. Remove the three heater control panel securing screws (see Chapter 3).

14 Remove the switches from the centre panel and disconnect their multi-plugs.

15 Using a thin flat-bladed screwdriver, prise the clock from its location and disconnect its multi-plug, as applicable.

16 Remove the fusebox lid, then remove the two retaining screws and detach the fusebox from the facia.

17 Disconnect the earth strap on the right-hand side of the steering column mounting bracket, by removing its securing bolt, and remove any cable-ties fitted.

18 Open both front doors and disconnect the multi-plugs in the A-pillars, where fitted, by squeezing their ears and withdrawing.

19 Detach the door aperture weatherstrips from the A-pillar and along the base of the door aperture, on both front doors.

20 Remove both front door courtesy light switches, disconnecting their loom connections as they are withdrawn.

21 Remove the sill scuff plate retaining screws on both sides of the vehicle.

22 Release the wiring loom from its securing clips, under the sill scuff plates.

23 Remove the right-hand adjustable side vent from the facia by carefully prising it out, using a thin flat-bladed screwdriver, then release the wiring loom loop from its facia retaining clip through the resultant opening **(see illustration)**.

24 Prise up the cover obscuring the central facia retaining screw, using a thin flat-bladed screwdriver then remove the seven facia retaining screws **(see illustration)**.

25 Gently ease the facia from its location, having ensured that all wires are clear to move, then remove the cable-ties securing the loom to the facia. Ensure that the loom is free, then remove the facia from the vehicle. The aid of an assistant, at this stage, is recommended.

Refitting

26 Refitting is a reversal of the removal procedure, noting the following points. Secure the wiring loom loop to its clip and cable-tie before refitting the facia retaining screws, tightening its cable-tie, along with the rest, when the viewing loom connections have been pulled out through their relevant facia openings. New cable-ties should be used. Ensure that the multi-plugs seat correctly in their A-pillar locations. When refitting the instrument cluster, ensure that the tape mark on the speedometer cable is positioned at the bulkhead grommet (as applicable).

Notes