

# Chapter 11 Bodywork and fittings

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## Degrees of difficulty

<b>Easy</b> , suitable for novice with little experience 	<b>Fairly easy</b> , suitable for beginner with some experience 	<b>Fairly difficult</b> , suitable for competent DIY mechanic 	<b>Difficult</b> , suitable for experienced DIY mechanic 	<b>Very difficult</b> , suitable for expert DIY or professional 
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## Specifications

Torque wrench settings	Nm	lbf ft
Bonnet and tailgate hinges	24	18
Boot lid	10	7
Front seat mounting bolts	38	28
Seat belt mounting nuts and bolts	38	28
Bumper mounting nuts	10	7

### 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 bulkhead behind the engine compartment incorporates crash grooves which determine its energy-absorption characteristics, and special beams to prevent the intrusion of the front wheels into the passenger compartment during a serious accident. All passenger doors incorporate side impact bars.

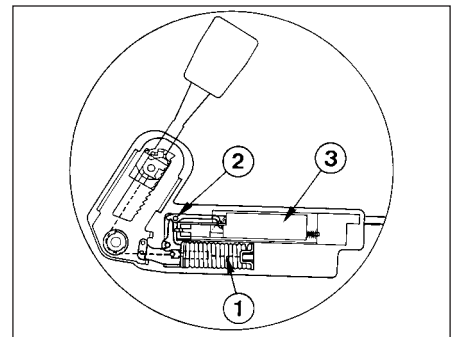
All sheet metal surfaces which are prone to

corrosion are galvanized. The painting process includes a base colour which closely matches the final topcoat, so that any stone damage is not noticeable.

Hatchback, Saloon and Estate versions are available. The front section of the vehicle up to the "B" pillar is identical on all models.

Automatic seat belts are fitted to all models, and the front seat belt stalks are mounted on automatic tensioners (also known as "grabbers") (see illustration). 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.

In the UK, central locking is standard on all



1.4 Automatic seat belt tensioner

- 1 Coil spring
- 2 Lever system
- 3 Spring mass sensor

## 11•2 Bodywork and fittings

models (see illustration). In other countries, it is available on certain models only. Where double-locking is 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/bootlid from inside the vehicle. This means that, even if a thief should break a side window, he will not be able to open the door using the interior handle. Models with the double-locking system are fitted with a control module located beneath the fascia on the right-hand side. In the event of a serious accident, a crash sensor unlocks all doors if they were previously locked.

Many of the procedures in this Chapter require the battery to be disconnected. Refer to Chapter 5, Section 1 first.

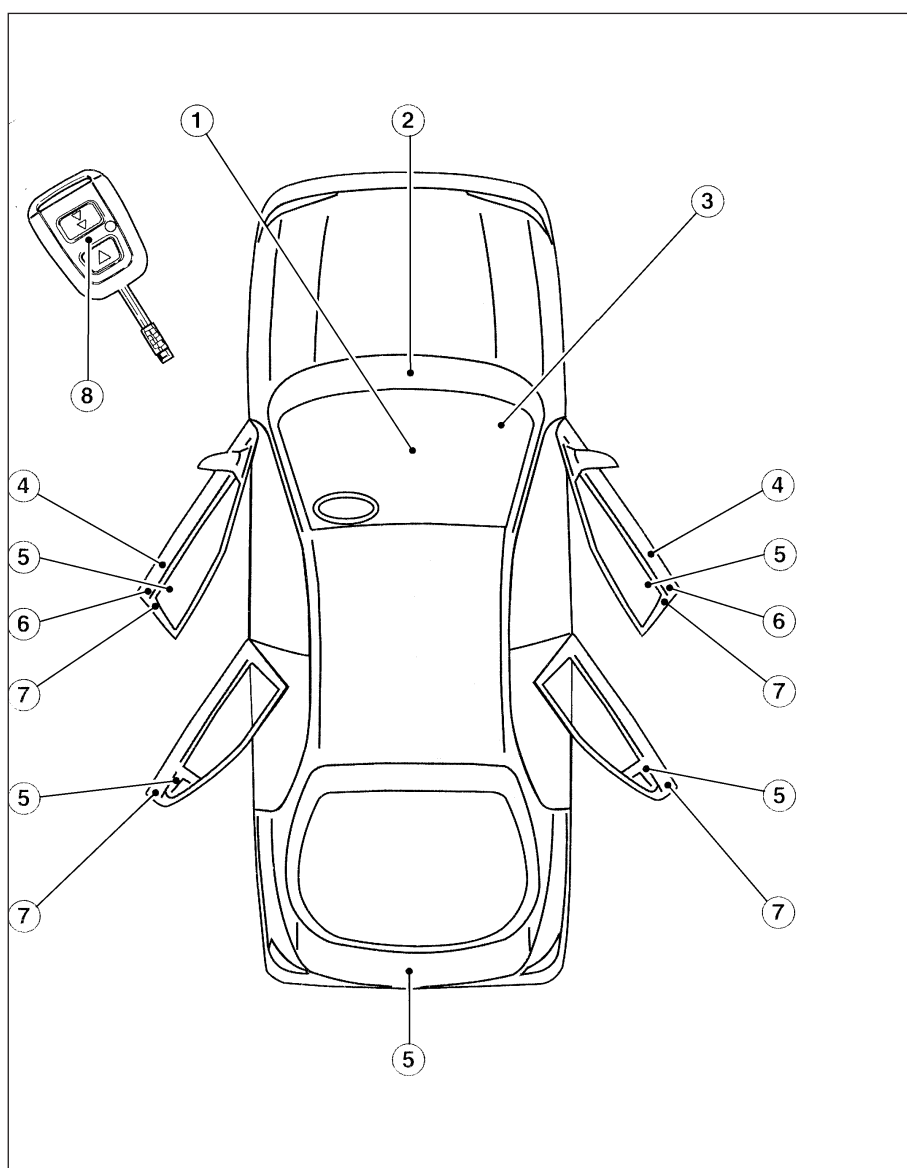
### 2 Maintenance - bodywork and underframe



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

The basic maintenance routine for the bodywork is washing - preferably with a lot of water, from a hose. This will remove all the loose solids which may have stuck to the vehicle. It is important to flush these off in such a way as to prevent grit from scratching the finish. The wheel arches and underframe need washing in the same way, to remove any accumulated mud, which will retain moisture and tend to encourage rust. Paradoxically enough, the best time to clean the underframe and wheel arches is in wet weather, when the mud is thoroughly wet and soft. In very wet weather, the underframe is usually cleaned of large accumulations automatically, and this is a good time for inspection.

Periodically, except on vehicles with a wax-based underbody protective coating, it is a good idea to have the whole of the underframe of the vehicle steam-cleaned, engine compartment included, so that a thorough inspection can be carried out to see what minor repairs and renovations are necessary. Steam-cleaning is available at many garages, and is necessary for the removal of the accumulation of oily grime, which sometimes is allowed to become thick in certain areas. If steam-cleaning facilities are not available, there are some excellent grease solvents available which can be brush-applied; the dirt can then be simply hosed off. Note that these methods should not be used on vehicles with wax-based underbody



1.5 Central locking component locations

- |                          |                      |                         |
|--------------------------|----------------------|-------------------------|
| 1 Indicator light        | 4 Infra-red receiver | 7 Ajar switch           |
| 2 Buzzer                 | 5 Lock motor         | 8 Infra-red transmitter |
| 3 Central locking module | 6 Set/reset switch   |                         |

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.



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

### 4 Minor body damage - repair



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

#### Repairs of minor scratches in bodywork

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

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

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

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

#### Repairs of dents in bodywork

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

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

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

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

#### Repairs of rust holes or gashes in bodywork

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

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

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

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

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

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

#### Bodywork repairs - filling and respraying

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

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

## 11•4 Bodywork and fittings

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

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

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

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



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

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

a slight mis-match in paint colours. Bodywork fittings (eg chrome strips, door handles etc) will also need to be masked off. Use genuine masking tape, and several thicknesses of newspaper, for the masking operations.

Before commencing to spray, agitate the aerosol can thoroughly, then spray a test area (an old tin, or similar) until the technique is mastered. Cover the repair area with a thick coat of primer; the thickness should be built up using several thin layers of paint, rather than one thick one. Using 400-grade wet-and-dry paper, rub down the surface of the primer until it is really smooth. While doing this, the work area should be thoroughly doused with 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; 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; 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, and secondly, uneven stresses will be imposed on the steering, suspension and possibly transmission, causing abnormal wear or complete failure, particularly to items such as the tyres.

## 6 Bumpers - removal and refitting

### Removal

#### Front bumper

- 1 Apply the handbrake, jack up the front of the vehicle and support it on axle stands.
- 2 Where applicable, remove the foglights from the front bumper (Chapter 12).
- 3 Where applicable, disconnect the tubing from the headlight washer jets.
- 4 Unscrew the screws securing the wheel arch liners to the front bumper (see illustration).
- 5 Unscrew the bumper mounting nuts, and withdraw the bumper forwards from the vehicle, at the same time disconnecting the guides from the side pins (see illustrations).

#### Rear bumper

- 6 Chock the front wheels, jack up the rear of the vehicle and support it on axle stands.



6.4 Screw (arrowed) securing the wheel arch liner to the front bumper



6.5A Front bumper mounting bolt (arrowed)



6.5B Disconnecting the front bumper from the side guides



6.9 Rear bumper mounting nuts



7.2 Removing a radiator grille mounting screw



7.3 Unclipping the radiator grille from the front panel

7 Disconnect the rear exhaust mounting rubber, and support the exhaust system on an axle stand.

8 Remove the screws securing the wheel arch liners to the rear bumper.

9 Unscrew the bumper mounting nuts, and withdraw the bumper rearwards from the vehicle, at the same time disconnecting the guides from the side pins (see illustration).

### Refitting

#### Front and rear bumpers

10 Refitting is a reversal of the removal procedure. Make sure that the guides locate correctly on the side pins.

### 7 Radiator grille - removal and refitting

#### Removal

- 1 Support the bonnet in the open position.
- 2 Using a Torx key, unscrew the radiator grille mounting screws (see illustration).
- 3 Unclip the radiator grille from the front panel (see illustration).

#### Refitting

4 Refitting is a reversal of the removal procedure.

### 8 Bonnet - removal, refitting and adjustment

#### Removal

- 1 Open the bonnet, and support it in the open position using the stay.
- 2 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 3 Prise out the clips from the insulator on the underside of the bonnet, for access to the windscreen washer hoses and engine compartment light. It is not necessary to completely remove the insulator.
- 4 Disconnect the wiring from the engine compartment light, and unclip the wiring from the bonnet.



8.5 Earth lead and washer hoses on the underside of the bonnet

5 Unbolt the earth lead from the bonnet (see illustration).

6 Disconnect the windscreen washer hoses from the bottom of the jets, and unclip the hose from the bonnet.

7 To assist in correctly realigning the bonnet when refitting it, mark the outline of the hinges with a soft pencil. Loosen the two hinge retaining bolts on each side (see illustration).

8 With the help of an assistant, unscrew the four bolts, release the stay, and lift the bonnet from the vehicle (see illustration).

#### Refitting

9 Refitting is a reversal of the removal procedure. Position the bonnet hinges within the outline marks made during removal, but if necessary alter its position to provide a



8.7 Mark around the bonnet hinges with a soft pencil before removal



8.8 Removing the bonnet



8.9 Buffer for adjustment of the bonnet front height



9.3 Bonnet release lever

uniform gap all round. Adjust the rear height of the bonnet by repositioning it on the hinges. Adjust the front height by repositioning the lock (see Section 10) and turning the rubber buffers on the engine compartment front cross panel up or down to support the bonnet (see illustration).

### 9 Bonnet release cable and lever - removal and refitting



#### Removal

- 1 With the bonnet open, disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 2 Working inside the vehicle, remove the trim from the "B" pillar, and pull off the door

weatherstrips from the bottom of the door apertures.

- 3 Remove the clips and screws, and withdraw the lower side trim, to give access to the bonnet release lever (see illustration).
- 4 Release the outer cable from the lever bracket.
- 5 Unscrew and remove the lever mounting screws, and turn the lever clockwise through a quarter-turn to disconnect it from the cable.
- 6 Remove the radiator grille (Section 7). Also remove the backing panel from the engine compartment front crossmember.
- 7 Release the inner and outer cables from the lock.
- 8 Withdraw the cable from the engine compartment, feeding it through the front crossmember, and removing the grommet from the bulkhead.

#### Refitting

9 Refitting is a reversal of the removal procedure.

### 10 Bonnet lock - removal, refitting and adjustment



#### Removal

- 1 Remove the radiator grille (Section 7).
- 2 Release the inner and outer cables from the bonnet lock.
- 3 Mark the position of the lock on the crossmember, then unscrew the mounting nuts and withdraw the lock.

#### Refitting and adjustment

- 4 Refitting is a reversal of the removal procedure, starting by positioning the lock as noted before removal.
- 5 If the front of the bonnet is not level with the front wings, the lock may be moved up or down within the mounting holes. After making an adjustment, raise or lower the rubber buffers to support the bonnet correctly.

### 11 Door inner trim panel - removal and refitting



#### Removal

- 1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 2 Carefully prise out the plastic cover with a small screwdriver. Remove the screw, and



11.2A Prise out the plastic cover . . .



11.2B . . . remove the screw . . .



11.2C . . . and withdraw the bezel from the inner door handle



11.3A Remove the window operating switch . . .



11.3B . . . and disconnect the multi-plug



11.4A Remove the cover . . .



11.4B . . . then remove the screws and withdraw the door pull handle



11.5A Remove the plastic cap and the screw . . .

ease the bezel off the inner door handle (see illustrations).

3 Where applicable, remove the window operating switch and disconnect the multi-plug (see illustrations).

**Front door**

4 Carefully prise out the cover, remove the screws and withdraw the door pull handle (see illustrations).

5 Prise off the plastic cap, remove the screw, and withdraw the quarter bezel from the front of the window opening (see illustrations).

**Rear door**

6 Prise off the cap, then remove the screw and withdraw the door pull handle (see illustrations).

**Front and rear doors**

7 On models fitted with manual (ie non-electric) windows, fully shut the window, and note the position of the regulator handle. Release the spring clip by inserting a clean cloth between the handle and the door trim. Pull the cloth against the open ends of the clip to release it, at the same time pulling the handle from the regulator shaft splines. Withdraw the handle (and where fitted, the spacer) and recover the clip (see illustrations).

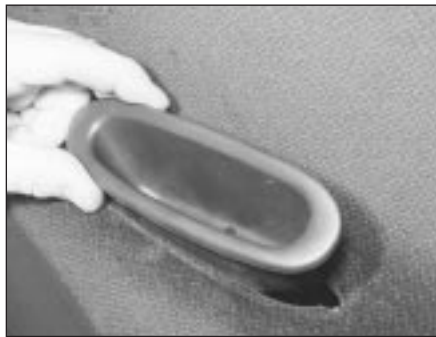
8 Prise the caps from the trim panel retaining screws, then remove the screws and lift off the panel. Where a speaker is attached to the trim panel, disconnect the multi-plug (see illustrations).



11.5B . . . then withdraw the quarter bezel



11.6A Remove the screw . . .



11.6B . . . and withdraw the rear door pull handle



11.7A Using a clean cloth to release the spring clip from the window regulator handle



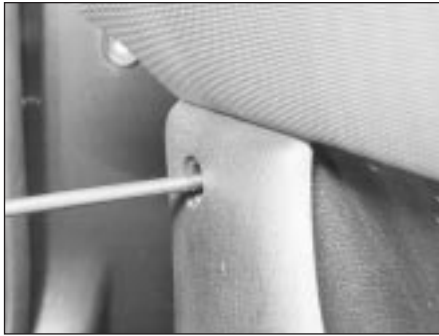
11.7B Withdrawing the window regulator handle



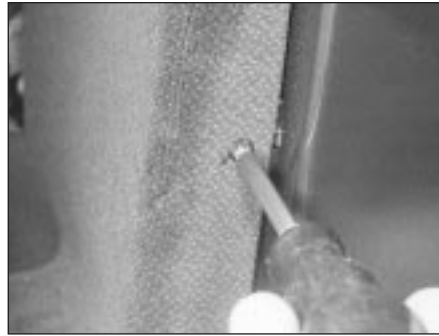
11.7C Recover the spring clip from the window regulator handle



11.8A Prise out the caps . . .



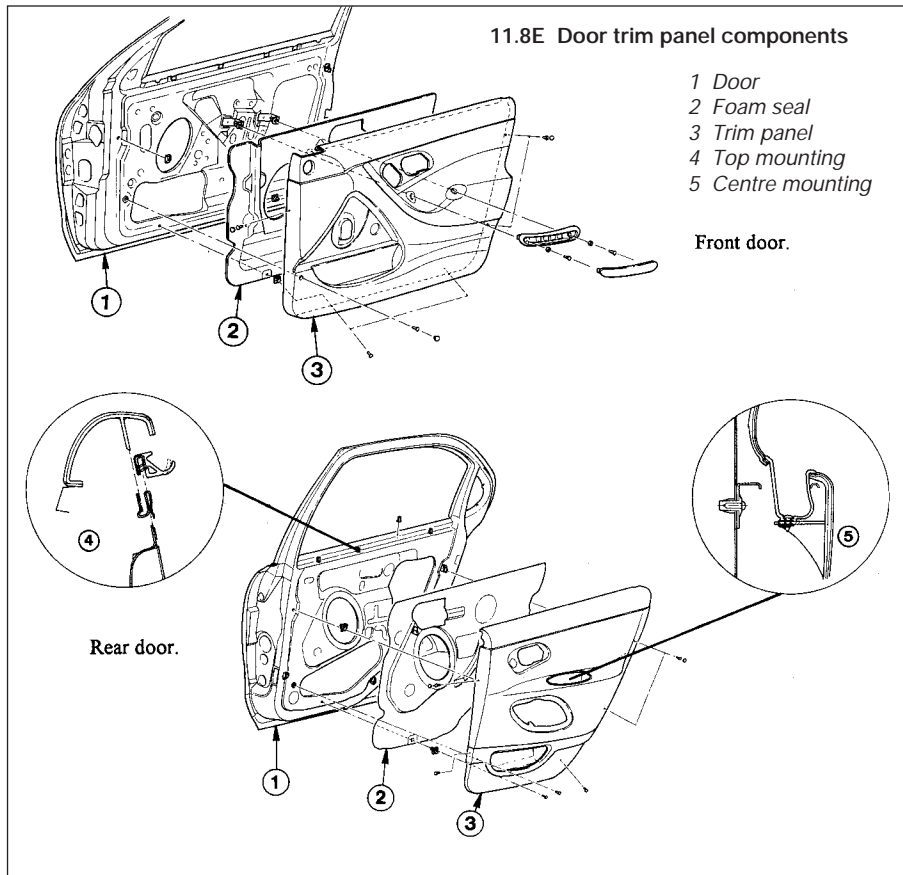
11.8B ... remove the inner-facing screws ...



11.8C ... and the side screws ...



11.8D ... then lift off the trim panel



9 If necessary, the foam insulation may be removed from the door. First remove the speaker as described in Chapter 12.

10 On models with manual windows, remove the foam spacer from the regulator spindle (see illustration).

11 On the rear door, unscrew the screws and remove the door pull bracket (see illustration).

12 Carefully cut the adhesive with a knife, and remove the foam insulation (see illustration).

**Refitting**

13 Refitting is a reversal of the removal procedure.

**12 Door window glass - removal and refitting**



**Removal**

**Front (manual/non-electric)**

1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

2 Remove the door inner trim panel (Section 11).

3 Remove the door exterior mirror (Section 16).

4 Temporarily refit the regulator handle on its splines.

5 Lower the window until the glass support bracket is visible through the holes in the door inner panel. Remove the regulator handle.



11.10 Removing the foam spacer

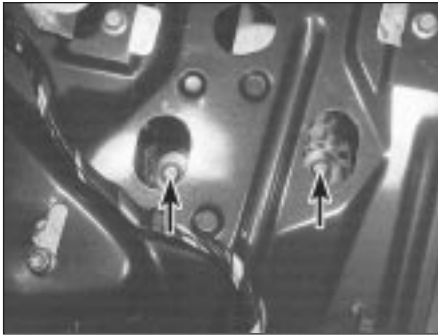


11.11 Removing the door pull bracket from a rear door



11.12 Removing the foam insulation





**12.12 Window support bracket bolts (arrowed) viewed through the holes in the door inner panel**

**6** Carefully prise off the weatherstrip from the outside of the door.

**7** Support the glass, then unscrew the bolts from the support bracket.

**8** Lift the glass from the door while tilting it at the rear, and withdraw it from the outside.

**Front (electric)**

**9** Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

**10** Remove the door inner trim panel (Section 11).

**11** Remove the door exterior mirror (Section 16).

**12** Temporarily reconnect the battery and the window operating switch. Lower the window until the support bracket and bolts are visible through the holes in the door inner panel (see illustration). Disconnect the battery lead and the operating switch again.

**13** Carefully prise off the weatherstrip from the outside of the door (see illustration).

**14** Support the glass, then unscrew the bolts from the support bracket.

**15** Lift the glass from the door while tilting it at the rear, and withdraw it from the outside (see illustration).

**Rear (manual/non-electric)**

**16** Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

**17** Remove the door inner trim panel (Section 11).

**18** Temporarily refit the regulator handle on its splines.



**12.13 Removing the weatherstrip from the outside of the door**

**19** Lower the window until the glass support bracket and bolts are visible through the holes in the door inner panel. Remove the regulator handle.

**20** Support the glass, then unscrew the bolts from the support bracket.

**21** Unscrew the screws, and remove the air vent grilles from the rear of the rear door (see illustrations).

**22** Carefully prise off the weatherstrip from the outside of the door.

**23** Have an assistant raise the glass from the outside, and hold it near its shut position.

**24** Loosen (but do not remove) the three regulator mounting bolts, then slide the top bolts to the right, and push them out. Slide the bottom bolt upwards, and push it out. Lower the regulator assembly inside the door.

**25** Working inside the door, lower the glass until it is below the regulator position, and move the glass to the outer side of its channels.

**26** With the help of an assistant, lift the glass out of the door, and withdraw it from the outside (see illustration).

**Rear (electric)**

**27** The procedure is as just described for manual windows, making allowances for the difference in the regulator mechanism.

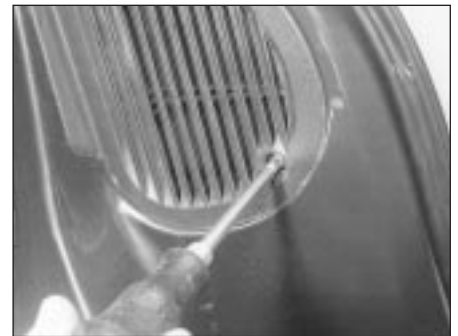
**Refitting**

**All doors**

**28** Refitting is a reversal of the removal



**12.15 Lifting the glass from the front door**



**12.21A Unscrew the screws . . .**

procedure, making sure that the glass is correctly located in the support bracket.

**13 Door window regulator - removal and refitting**



**Removal**

**1** Remove the window glass (Section 12).

**2** Loosen (but do not remove) the regulator and manual winder/electric motor mounting bolts (see illustrations).

**3** Twist the winder or motor (as applicable) in the bolt slots, and push it inwards.

**4** Slide the top bolts to the right, and push them out. Slide the bottom bolt upwards, and push it out.



**12.21B . . . and remove the air vent grilles from the rear door**



**12.26 Lifting the glass from the rear door**



**13.2A Window regulator upper mounting bolts (front door)**



13.2B Electric window motor mounting bolts (front door)



13.2C Window regulator mounting bolts - arrowed (rear door)



13.2D Manual winder mounting bolts (rear door)



13.5 Disconnecting the wiring multi-plug from an electrically-operated window



13.6A Removing the window regulator mechanism from the front door

5 On electric windows, disconnect the wiring multi-plug from the motor (see illustration).  
6 Withdraw the window regulator mechanism from inside the door, through the hole in the inner panel (see illustrations).

### Refitting

7 Refitting is a reversal of the removal procedure.

## 14 Door handle and lock components - removal and refitting



### Removal

#### Front door exterior handle

1 Remove the door inner trim panel (Section 11).  
2 Use a knife to cut through the adhesive strip, so that the foam insulator can be peeled back locally for access to the lock. *Do not* peel back the foam insulator without first cutting through the adhesive strip, otherwise the insulator will be damaged. To ensure a good seal when the insulator is pressed back, do not touch the adhesive strip.  
3 Unscrew and remove the two bolts for the exterior handle outer bezel, and remove the bezel (see illustrations).



13.6B Front door window regulator removed from the vehicle



13.6C Removing the window regulator mechanism from the rear door



13.6D Rear door window regulator removed from the vehicle



14.3A Remove the two bolts (arrowed) . . .



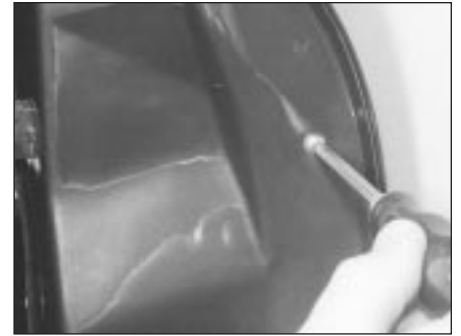
14.3B . . . followed by the exterior handle bezel



14.4A Unscrew the lock mounting bolts . . .



14.4B . . . and remove the plate



14.4C Removing the additional support screw

4 Unscrew and remove the lock mounting bolts on the inner rear edge of the door, and remove the plate. Also remove the additional support screw (see illustrations).

5 Unclip and disconnect the wiring multi-plugs for the central locking and alarm systems (see illustration).

6 Disconnect the wiring multi-plug from the door lock.

7 Disconnect the inner handle illumination light. Undo the screws and remove the inner handle. Disconnect the operating cable from the inner handle, as described later in this Section (see illustrations).

8 Manipulate the lock and handle assembly as necessary, and disconnect the wiring multi-plugs for the alarm sensor and central locking. Withdraw the complete assembly from inside the door (see illustrations).

9 To disconnect the handle assembly from the lock bracket, slide the rubber posts inwards, and push out the assembly (see illustration).

10 To remove the handle itself, twist the door handle through a quarter-turn, and pull out the connecting rods (see illustration).

11 Remove the alarm sensor and the central locking "Set-reset" sensor (see illustration).

#### Rear door exterior handle

12 Remove the door inner trim panel (Section 11).

13 Use a knife to cut through the adhesive



14.5 Disconnecting the central locking and alarm system wiring multi-plugs



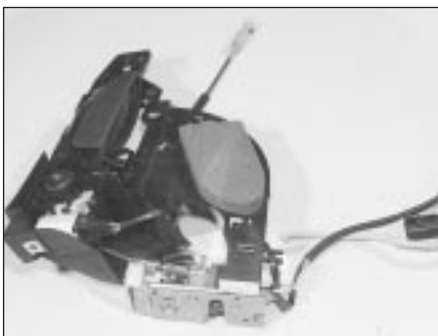
14.7A Removing the inner handle



14.7B Disconnecting the operating cable from the inner handle



14.8A Removing the lock and exterior handle assembly from inside the door



14.8B Front door lock and exterior handle assembly removed from the vehicle



14.9 Disconnecting the handle assembly from the lock bracket



14.10 Pulling out the handle connecting rods



14.11 Removing the central locking "Set-reset" sensor



14.14A Prise out the plug . . .



14.14B . . . and unscrew the handle mounting nuts

strip, so that the foam insulator can be peeled back for access to the lock. *Do not* peel back the foam insulator without first cutting through the adhesive strip. To ensure a good seal when the insulator is pressed back, do not touch the adhesive strip.

14 Prise out the plug from the rear edge of the door, then unscrew the handle mounting nuts (see illustrations).

15 Prise up the clip, and disconnect the operating rod from the lock (see illustration).

16 Withdraw the handle from the outside of the door (see illustration).

#### Interior handle

17 Remove the door inner trim panel (Section 11).

18 Use a knife to cut through the adhesive strip, so that the foam insulator can be peeled

back for access to the lock. *Do not* peel back the foam insulator without first cutting through the adhesive strip. To ensure a good seal when the insulator is pressed back, do not touch the adhesive strip.

19 Disconnect the interior handle illumination light.

20 Undo the screws and remove the interior handle.

21 To remove the cable, first pull back the plastic outer cable end and blanking piece. Apply light inward pressure to the control lever, with the lever in the locked position, until the inner cable is aligned with the release slot in the bottom of the cable holder.

22 Push down on the cable ferrule, and disconnect the inner cable. Remove the handle assembly.

#### Lock barrel

23 Remove the exterior handle as described earlier in this Section.

24 Prise out the barrel retaining tab from the handle body, using a small screwdriver (see illustration).

25 Insert the key, turn it so that it engages the barrel, then pull out the barrel (see illustration).

#### Lock motor - front door

26 Remove the exterior handle as described earlier in this Section.

27 Extract the clip, and pull out the operating rod.

28 Remove the operating rod from the plastic bush, by turning it through a quarter-turn.

29 Release the sensor wiring loom from the clip.



14.15 Disconnect the operating rod from the lock



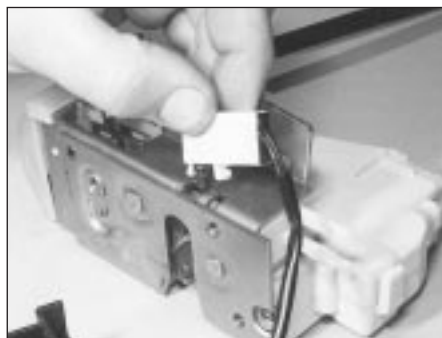
14.16 Removing the rear door exterior handle



14.24 Prise out the barrel retaining tab . . .



14.25 . . . and pull out the lock barrel



14.31 Unclipping the door-ajar sensor



14.32 Removing the plastic shield from the locating post



14.33 Slide the outer cable from the lock bracket



14.34 Removing a lock motor



15.2A Front door check strap mounting screw removal

- 30 Detach the mounting plate from the lock.
- 31 Release the door-ajar sensor from the clip (see illustration).
- 32 Prise the plastic shield from the locating post (see illustration).
- 33 Slide the outer cable from the lock bracket (see illustration), then turn the inner cable through a quarter-turn to remove it from the bell crank.
- 34 Unscrew the mounting screws and remove the lock motor (see illustration).

**Lock motor - rear door**

- 35 Remove the exterior handle as described earlier in this Section.
- 36 Unscrew and remove the three lock mounting screws.
- 37 Release the sensor wiring loom from the clip on the door.
- 38 Disconnect the wiring multi-plug from the door lock.
- 39 Disconnect the interior handle illumination light.
- 40 Remove the screws, and remove the interior handle.
- 41 Remove the lock assembly.
- 42 Release the door-ajar sensor from the clip.
- 43 Prise the plastic shield from the locating post.
- 44 Slide the outer cable from the lock bracket, then turn the inner cable through a quarter-turn to remove it from the bell crank.
- 45 Unscrew the mounting screws and

remove the lock motor.

**Striker**

- 46 Using a pencil, mark the position of the striker.
- 47 Undo the mounting screws using a Torx key, and remove the striker.

**Check strap**

- 48 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 49 Using a Torx key, unscrew and remove the check strap mounting screw(s). On the front door, there are two screws; on the rear door, there is only one.
- 50 Prise the rubber grommet from the door aperture, then unscrew the mounting nuts and withdraw the check strap from the door.

**Refitting**

**Handles (exterior and interior)**

- 51 Refitting is a reversal of the removal procedure.

**Lock barrel**

- 52 Check that the retaining clip is fitted correctly.
- 53 Align the grooves on the barrel with the grooves on the body and operating lever, then carefully push the barrel into the handle until it engages the clip.
- 54 The remaining refitting procedure is a reversal of removal.

**Lock motor**

- 55 Refitting is a reversal of the removal procedure.

**Striker**

- 56 Refitting is a reversal of the removal procedure, but check that the door lock passes over the striker centrally. If necessary, re-position the striker before fully tightening the mounting screws.

**Check strap**

- 59 Refitting is a reversal of the removal procedure.

**15 Door - removal and refitting**



**Removal**

- 1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 2 Using a Torx key, unscrew and remove the check strap mounting screw(s). On the front door, there are two screws; on the rear door, there is only one (see illustrations).
- 3 Disconnect the wiring connector(s) by twisting them anti-clockwise. On the front door, there are two connectors; on the rear door, there is only one (see illustration).
- 4 Extract the small circlips from the top of the upper and lower hinge pins (see illustration).
- 5 Have an assistant support the weight of the



15.2B Front door check strap removed



15.3 Disconnecting a door wiring connector



15.4 Extract the small circlips . . .



15.5A . . . then drive out the hinge pins . . .



15.5B . . . and remove them



16.4 Disconnecting the wiring multi-plug from an electric exterior mirror

door, then drive the hinge pins down through the hinges using a small drift (see illustrations).

6 Carefully withdraw the door from the hinges.

### Refitting

7 Refitting is a reversal of the removal procedure, but check that the door lock passes over the striker centrally. If necessary, re-position the striker.

## 16 Exterior mirror and glass - removal and refitting



### Removal

1 Where electric mirrors are fitted, disconnect the battery negative (earth) lead (Chapter 5, Section 1).

2 Prise off the cap, unscrew the screw, and remove the quarter bezel from the front of the window opening.

3 On manual mirrors, detach the adjustment lever.

4 On electric mirrors, disconnect the wiring multi-plug (see illustration).

5 On both types of mirror, use a Torx key to unscrew the mirror mounting screws, then withdraw the mirror from the outside of the door (see illustrations). Recover the gasket.

### Refitting

6 Refitting is a reversal of the removal procedure.



16.5A Unscrew the screws . . .



16.5B . . . and withdraw the mirror

## 17 Interior mirror - removal and refitting



### Removal

1 Using a length of strong thin cord or fishing line, break the adhesive bond between the base of the mirror and the glass. Have an assistant support and remove the mirror as it is released.

2 If the original mirror is to be refitted, thoroughly clean its base with methylated spirit and a lint-free cloth. Allow a period of one minute for the spirit to evaporate. Clean the windscreen black patch in a similar manner.

### Refitting

3 During the installation of the mirror, it is important that the mirror base, windscreen black patch and the adhesive patch are not touched or contaminated in any way, otherwise poor adhesion will result.

4 Prior to fitting the mirror, the vehicle should have been at an ambient temperature of at least 20°C.

5 With the contact surfaces thoroughly cleaned, remove the protective tape from one side of the adhesive patch, and press it firmly into contact with the mirror base.

6 If fitting the mirror to a new windscreen, the protective tape must also be removed from the windscreen black patch.

7 Using a hairdryer or a hot air gun, warm the

mirror base and the adhesive patch for about 30 seconds to a temperature of 50 to 70°C. Peel back the protective tape from the other side of the adhesive patch on the mirror base. Align the mirror base and the windscreen patch, and press the mirror firmly into position. Hold the base of the mirror firmly against the windscreen for a minimum period of two minutes, to ensure full adhesion.

8 Wait at least thirty minutes before adjusting the mirror position.

## 18 Boot lid - removal and refitting



### Removal

1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1), and open the boot lid.

2 Where applicable, pull off the trim covering, and release the wiring on the hinge arm.

3 Where fitted, remove the trim from inside the boot lid.

4 Disconnect the wiring at the connectors visible through the boot lid inner skin aperture.

5 Attach a length of strong cord to the end of the wires in the aperture, to act as an aid to guiding the wiring through the lid when it is refitted.

6 Release the cable guide rubber grommet, and withdraw the wiring loom through it. Untie the cord, and leave it in the boot lid.

7 Mark the position of the hinge arms with a pencil.

8 Place rags beneath each corner of the boot lid, to prevent damage to the paintwork.

9 With the help of an assistant, unscrew the mounting bolts and lift the boot lid from the car.

### Refitting

10 Refitting is a reversal of the removal procedure. Check that the boot lid is correctly aligned with the surrounding bodywork, with an equal clearance around its edge. Adjustment is made by loosening the hinge bolts, and moving the boot lid within the elongated mounting holes. Check that the lock enters the striker centrally when the boot lid is closed.



20.6A Unclipping the upper trim panel from the tailgate



20.6B Shelf cord post removal



20.7 Removing the wiring loom rubber grommet

**19 Boot lid lock components - removal and refitting**



**Removal**

**Lock barrel**

- 1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 2 With the boot lid open, remove the luggage space trim from the right-hand rear corner.
- 3 Remove the screws, and prise out the rear light trim cover from the guides.
- 4 Release the door-ajar sensor from the clip near the lock.
- 5 Slide the outer cable from the lock bracket. Raise the inner cable until it is aligned with the slot in the barrel lever, and disconnect it.
- 6 Pull out the lock locating spring clip.
- 7 Detach the cable mounting bracket from the barrel, and remove the barrel.

**Lock**

- 8 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 9 With the boot lid open, prise out the clips and remove the trim from inside the boot lid.
- 10 Release the door-ajar sensor from the clip near the lock.
- 11 Using a Torx key, unscrew the lock mounting screws, and withdraw the lock for access to the cables.
- 12 Disconnect both the inner and outer cables from the lock bracket.



20.12 Unscrewing the bolts securing the tailgate to the hinges

- 13 Prise open the plastic lip, and remove the central locking control rod.
- 14 Withdraw the lock assembly.

**Refitting**

**Lock barrel and lock**

- 15 Refitting is a reversal of the removal procedure.

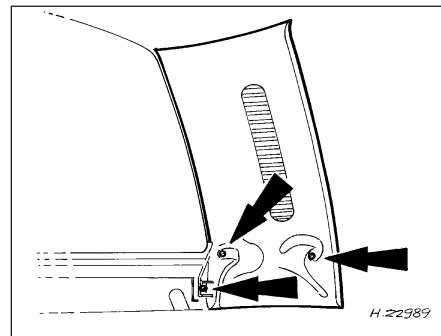
**20 Tailgate - removal and refitting**



**Removal**

**Hatchback**

- 1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1). Open the tailgate.
- 2 The tailgate may be unbolted from the hinges and the hinges left in position, or the hinges may be detached from the roof panel by unscrewing the mounting nuts. In the latter case, carefully pull down the rear edge of the headlining for access to the nuts. Take care not to damage the headlining.
- 3 Remove the parcel shelf left-hand support bracket as follows. Fold the rear seat forwards, and disconnect the left-hand seat pull cable from the bracket and clips. Unscrew the screws and remove the bracket.
- 4 Pull up the rear seat side bolster, then carefully remove the side trim from the left-hand side of the luggage area. On low-series models, the bolster is retained with a screw.



20.16 "D" pillar trim panel retaining screws (arrowed) - Estate models

- 5 Separate the tailgate wiring loom multi-plugs, located on the left-hand side of the luggage compartment, on top of the wheel arch.

- 6 Unclip and remove the upper trim panel from the inside of the tailgate. Also remove the rear shelf cord plastic post (see illustrations).

- 7 Prise out the rubber grommet from the top of the tailgate aperture, and pull the wiring loom out through the hole in the body (see illustration).

- 8 Disconnect the rear window washer tube from the jet.

- 9 Prise out the rubber grommet from the right-hand side of the tailgate aperture, and pull out the washer tube.

- 10 Have an assistant support the tailgate in its open position.

- 11 Using a small screwdriver, prise off the clips securing the struts to the tailgate. Pull the sockets from the ball-studs, and move the struts downwards.

- 12 If the headlining has been pulled back, unscrew and remove the hinge nuts from the roof panel. Otherwise, unscrew the bolts securing the tailgate to the hinges (see illustration).

- 13 Withdraw the tailgate from the body aperture, taking care not to damage the paintwork.

**Estate**

- 14 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

- 15 The tailgate may be unbolted from the hinges and the hinges left in position, or the hinges may be detached from the rear roof panel by unscrewing the mounting nuts. In the latter case, carefully pull down the rear edge of the headlining for access to the nuts. Take care not to damage the headlining.

- 16 Unscrew the retaining screws, then unclip the "D" pillar trim panels from both sides (see illustration).

- 17 Unclip and remove the upper trim panel from inside the tailgate.

- 18 Carefully remove the side trim from the left-hand side of the luggage area, and separate the tailgate wiring loom multi-plugs in the rear light cluster housing.



20.24 Tailgate hinge and bolts - Estate models



21.3 Prising the spring clip from the lower end of the strut

19 Attach a strong fine cord to the end of the wiring loom, to act as an aid to guiding the wiring through the tailgate when it is refitted.

20 Prise the rubber grommet from the top left-hand side of the tailgate aperture, and pull out the wiring loom. Untie the cord, leaving it in position in the "D" pillar.

21 Disconnect the rear window washer tube from the jet. Pull out the rubber grommet, and remove the tube.

22 Have an assistant support the tailgate in its open position.

23 Using a small screwdriver, prise off the clip securing the struts to the tailgate. Pull the sockets from the ball-studs, and move the struts downwards.

24 Unscrew and remove the hinge nuts from the roof panel, or the hinge bolts from the



22.6 Tailgate lock barrel and bracket



21.2 Prising the spring clip from the upper end of the strut

hinge, as desired (see illustration). Withdraw the tailgate from the body aperture, taking care not to damage the paintwork.

### Refitting

#### Hatchback and Estate

25 Refitting is a reversal of the removal procedure, but check that the tailgate is located centrally in the body aperture, and that the striker enters the lock centrally. If necessary, loosen the mounting nuts and reposition the tailgate as required.

### 21 Tailgate support strut - removal and refitting

#### Removal

1 Support the tailgate in its open position.

2 Prise off the upper spring clip securing the strut to the tailgate, then pull the socket from the ball-stud (see illustration).

3 Similarly prise off the bottom clip (see illustration), and pull the socket from the ball-stud. Withdraw the strut.

#### Refitting

4 Refitting is a reversal of the removal procedure, but make sure that the piston end of the strut is fitted on the body (ie downwards).



22.8A Removing the lock barrel . . .

### 22 Tailgate lock components - removal and refitting



#### Removal

##### Lock barrel (Hatchback)

1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

2 With the tailgate open, pull up the weatherstrip for access to the lock. Remove the screws and clips, and remove the trim panel from the rear of the luggage compartment.

3 Unhook the parcel net, then remove the screws and clips, and remove the rear crossmember trim.

4 Remove the screws, and prise out the rear light trim cover from the guides.

5 Release the door-ajar sensor from the clip near the lock.

6 Slide the outer cable from the lock bracket. Raise the inner cable until it is aligned with the slot in the barrel lever, and disconnect it (see illustration).

7 Pull out the lock barrel locating spring clip.

8 Detach the cable mounting bracket from the barrel, and remove the barrel and cylinder (see illustrations).

##### Lock barrel (Estate)

9 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

10 Unclip and remove the tailgate trim panel. Undo the three screws and remove the lock shield, then unclip the door-ajar sensor.

11 Working through the aperture in the tailgate inner panel, pull out the lock barrel locating spring clip. Unhook the operating rod and withdraw the lock barrel.

##### Lock (Hatchback)

12 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

13 With the tailgate open, pull up the weatherstrip for access to the lock. Remove the screws and clips, and remove the trim panel from the rear of the luggage compartment.



22.8B . . . and cylinder





22.14 Removing the door-ajar sensor from the lock



22.15 Removing a lock mounting screw



22.16 Disconnecting the cables from the lock

- 14 Release the door-ajar sensor from the clip near the lock (see illustration).
- 15 Using a Torx key, unscrew the lock mounting screws, and withdraw the lock for access to the cables (see illustration).
- 16 Disconnect both the inner and outer cables from the lock bracket (see illustration).
- 17 Prise open the plastic clip, and remove the central locking control rod.
- 18 Withdraw the lock assembly.

**Lock (Estate)**

- 19 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 20 Open the tailgate. Undo the screws and remove the inner trim.
- 21 Using a Torx key, unscrew the lock mounting screws, and carefully withdraw the lock (see illustration).
- 22 Release the door-ajar sensor from the clip near the lock.
- 23 Disconnect the barrel operating rod, and remove the lock.
- 24 If necessary, the lock striker assembly may be removed by disconnecting the release cable and unscrewing the mounting bolts (see illustration).

**Refitting**

**Lock barrel and lock - all models**

- 25 Refitting is a reversal of the removal procedure.



22.21 Tailgate lock - Estate models

**23 Central locking system components - testing, removal and refitting**

**Testing**

- 1 The central locking module incorporates a service-test mode, which is activated by operating one of the lock position switches 8 times within 10 seconds. A buzzer will sound, to indicate that the service-test mode is operating, and to indicate that no faults have been found in the system. If a fault has been found, the system should be checked by a Ford dealer or electrical specialist. The central locking module also incorporates the alarm system module.

**Removal**

**Central locking/alarm module**

- 2 To remove the module, first remove the lower right-hand facia panel (right-hand-drive models) or the glovebox (left-hand-drive models).
- 3 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 4 Unscrew the mounting bolts, and remove the module from the bracket beneath the facia.
- 5 Disconnect the wiring multi-plug, and withdraw the module from inside the vehicle.



22.24 Lock striker assembly - Estate models

- 6 Note that a different module is used for models without an anti-theft alarm.

**Central locking set/reset switch**

- 7 This procedure is covered in Section 14, under front door handle removal.

**Central locking door-ajar switch**

- 8 This procedure is covered in Section 14, under front door lock motor removal.

**Refitting**

**Central locking/alarm module**

- 9 Refitting is a reversal of the removal procedure.

**Central locking set/reset switch**

- 10 Refitting is a reversal of the removal procedure.

**Central locking door-ajar switch**

- 11 Refitting is a reversal of the removal procedure.

**24 Windscreen and fixed windows - removal and refitting**

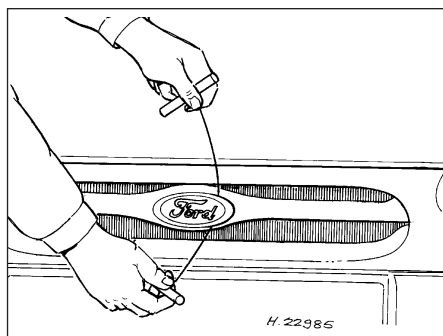
- 1 The windscreen and rear window on all models are bonded in place with special mastic, as are the rear side windows on Estate models. Special tools are required to cut free the old units and fit replacements; special cleaning solutions and primer are also required. It is therefore recommended that this work is entrusted to a Ford dealer or windscreen replacement specialist.

- 2 Note that the windscreen contributes towards the structural strength of the vehicle as a whole, so it is important that it is fitted correctly.

**25 Body side-trim mouldings and adhesive emblems - removal and refitting**

**Removal**

- 1 Insert a length of strong cord (fishing line is ideal) behind the moulding or emblem concerned. With a sawing action, break the



25.1 Using a length of cord to remove the emblem from the radiator grille

adhesive bond between the moulding or emblem and the panel (see illustration).

2 Thoroughly clean all traces of adhesive from the panel using methylated spirit, and allow the location to dry.

### Refitting

3 Peel back the protective paper from the rear face of the new moulding or emblem. Carefully fit it into position on the panel concerned, but take care not to touch the adhesive. When in position, apply hand pressure to the moulding/emblem for a short period, to ensure maximum adhesion to the panel.



27.4 Disconnecting an electric seat multi-plug



27.5 Front seat front mounting bolt



27.2A Unscrew the Torx-headed screws . . .



27.2B . . . and remove the mounting trims for access to the front seat rear mounting bolts

## 26 Sunroof - general information and adjustment

1 The sunroof should operate freely, without sticking or binding, as it is opened and closed. When in the closed position, check that the panel is flush with the surrounding roof panel.

2 If adjustment is required, open the sun blind, but leave the glass panel shut. Unscrew and remove the three lower frame-to-glass panel retaining screws. Slide the lower frame back into the roof.

3 Loosen the central and front securing screws. Adjust the glass roof panel so that it is flush at its front edge with the roof panel, then retighten the securing screws.

4 Pull the lower frame forwards, and insert and tighten its retaining screws to complete.

## 27 Seats - removal and refitting

### Removal

#### Front seat

1 Release the seat belt, and slide the seat fully forwards.

2 Using a Torx key, undo the screws and remove the rear mounting trims, then unscrew the rear mounting bolts (see illustrations).

3 Slide the seat fully rearwards.

4 Where electric seats are fitted, disconnect

the battery negative (earth) lead (Chapter 5, Section 1). Disconnect the seat wiring multi-plugs (see illustration).

5 Unscrew the front mounting bolts, and remove the seat from the vehicle (see illustration).

#### Rear seat cushion

6 Fold the rear seat cushion forwards. (Note that, on some models, the seat cushion is held in place by screws which must be removed first.) Using a Torx key, unscrew and remove the mounting bolts from the hinges on each side (see illustration).

7 Withdraw the seat cushion from the vehicle.

#### Rear seat backrest

8 Fold the rear seat cushion and both backrests forwards.

9 Unclip the backrest rear trims, where fitted, and raise them.

10 Using a Torx key, unscrew the mounting bolts (see illustration).

11 Withdraw the backrest from inside the vehicle.

#### Rear seat side bolster

12 Fold the rear seat backrest forwards.

13 On low-series models, remove the screw and pull the bolster forwards to disengage the clips. On high-series models, simply pull the bolster upwards to disengage the clips.

### Refitting

14 Refitting is a reversal of the removal procedure, but tighten the mounting bolts to the specified torque.



27.6 Rear seat cushion hinge bolt



27.10 Rear seat backrest mounting bolts



28.2 Front seat belt reel unit lower mounting bolt



28.3A Front seat belt guide and mounting bolt



28.3B Front seat belt shackle and mounting nut

## 28 Seat belts - removal and refitting



**Warning:** Be careful when handling the seat belt tensioning device ("grabber"). It contains a powerful spring, which could cause injury if released in an uncontrolled fashion. Once fired, the grabber cannot be reset, and must be renewed. Note also that seat belts and associated components which have been subject to impact loads must be renewed.

### Removal

#### Front seat belt

- 1 Remove the trim from the "B" pillar and the scuttle.
- 2 Unscrew the mounting bolts and remove the seat belt reel unit (see illustration).
- 3 Unscrew the bolt securing the seat belt guide to the "B" pillar, then unscrew the nut securing the seat belt shackle (see illustrations).
- 4 Detach the stalk cable, then undo the mounting nut, and remove the stalk and grabber assembly from the front seat (see illustrations).



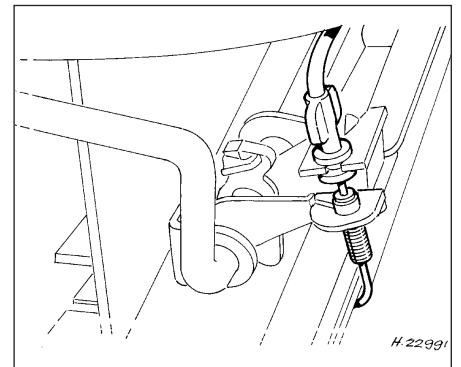
**Warning:** There is a potential risk of the grabber firing during removal, so it should be handled carefully. As an extra precaution,

a spacer may be fitted on the cable before removal. Hold the adjustment lever in the "adjust" position while inserting the spacer.

- 5 Remove the recline adjustment knob and trim from the outer side of the front seat, then unscrew the bolt and remove the seat belt end from the seat (see illustrations).

#### Rear side seat belt

- 6 Unscrew the screws and remove the trim from the "C" pillar. It will be necessary to detach the rear seat release cable, and remove the plastic cover from the rear seat lock (see illustrations).
- 7 Fold the rear seat cushions forward. Unscrew the mounting bolts from the seat belt shackle and reel (see illustrations).



28.4A Front seat belt stalk cable



28.4B Front seat stalk mounting nut



28.5A Remove the recline adjustment knob ...



28.5B ... unscrew the trim retaining screws ...



28.5C ... and unscrew the seat belt end retaining bolt



28.6A Detach the rear seat release cable



28.6B Removing the plastic cover from the rear seat lock



28.7A Rear seat belt shackle mounting bolt



28.7B Rear seat belt reel mounting bolt

8 Unscrew the mounting bolt securing the seat belt stalk, and withdraw the stalk. Also unscrew the mounting bolt from the lower anchorage, where applicable (see illustration).

#### Rear centre seat belt

9 Unscrew the mounting bolts securing the seat belt and stalks to the floor. Note that the stalks are handed, and are marked Left or Right.

#### Refitting

10 Refitting is a reversal of the removal procedure. Tighten the mounting nuts and bolts to the specified torque.



28.8 Rear seat belt lower anchorage

## 29 Interior trim panels - removal and refitting



### Removal

#### Sun visor

- 1 Disconnect the wiring for the vanity mirror light, where fitted.
- 2 Unscrew the mounting screws and remove the visor.
- 3 Prise up the cover, unscrew the inner bracket mounting screws, and remove the bracket.



29.10A Removing a middle screw from the lower trim

### Passenger grab handle

4 Prise up the covers, then unscrew the mounting screws and remove the grab handle.

#### "A" pillar trim

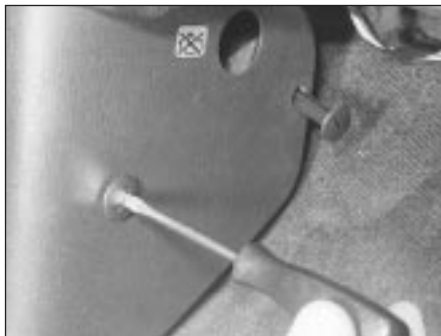
- 5 Pull away the door weatherstrip in the area of the trim.
- 6 Release the alarm and aerial wiring from the upper and middle clips.
- 7 Carefully press the trim away from the upper and middle clips, and pull the trim upwards. Recover the lower sealing strip.
- 8 Remove the upper and middle clips from the pillar.

#### "B" pillar and cowl side trim

- 9 Pull away the door weatherstrip in the area of the trim.
- 10 Undo the screws, release the fasteners and remove the lower trim (see illustrations).
- 11 Carefully separate the lower trim from the upper trim, using a screwdriver if necessary (see illustration).
- 12 Unscrew the seat belt mounting bolt from under the front seat, remove the remaining trim from the "B" pillar, and feed the belt through the trim.

#### "C" pillar trim (Saloon and Hatchback)

- 13 Pull away the door weatherstrip in the area of the trim.
- 14 Fold the rear seat cushion forwards.
- 15 Pull up the rear seat bolster, and release



29.10B Releasing the fasteners from the cowl side trim



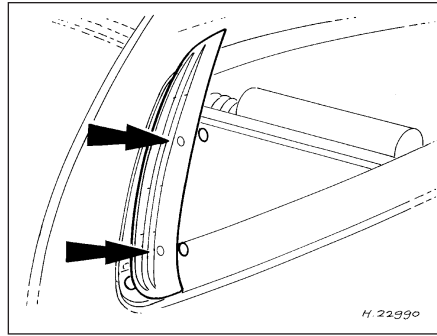
29.11 Separating the "B" pillar lower and upper trim



29.15A Pull up the rear seat bolster . . .



29.15B . . . and release the upper hook



29.18 Screw locations (arrowed) for the "C" pillar upper trim - Estate models



29.23A Unscrew the mounting screws from the upper corners . . .

the upper hook. Note that, on low-series models, the bolster is retained with a screw (see illustrations).

16 Undo the screw, release the clips, and detach the upper trim.

17 Remove the rear seat belt lower mounting bolt, then remove the trim, and pass the seat belt through it.

**"C" pillar trim (Estate)**

18 Prise off the caps, unscrew the screws, and remove the upper trim from the "C" pillar (see illustration).

19 Unscrew the mounting bolt securing the rear seat belt upper shackle to the "C" pillar.

20 Unclip and remove the trim.

**"D" pillar trim (Estate)**

21 Remove the three mounting screws, then unclip the trim from the "D" pillar.

**Lower fascia panel**

22 Remove the steering column top and bottom shrouds.

23 Unscrew the mounting screws from the upper corners and above the coin tray position, and withdraw the lower fascia panel from the fascia (see illustrations).

**Refitting**

24 Refitting is a reversal of the removal procedure. Where seat belt fastenings have been disturbed, make sure that they are tightened to the specified torque.

**30 Centre console - removal and refitting**



**Removal**

1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

2 Pull the ashtray from the fascia.

3 Pull off the gear lever (or selector lever) knob (see illustration).

4 Using a screwdriver, carefully prise out the gear lever gaiter/switch panel or selector lever panel, as applicable. When necessary, disconnect the wiring multi-plugs (see illustration).

5 Remove the adaptive damping switch, when fitted (Chapter 12).



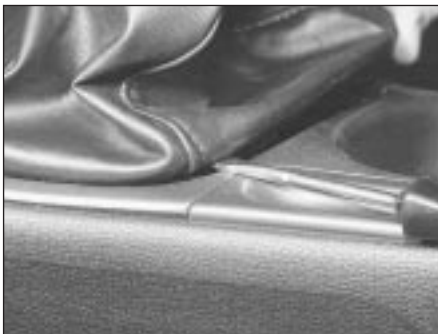
29.23B . . . and above the coin tray position . . .



29.23C . . . and withdraw the lower fascia panel



30.3 Gear lever knob removal



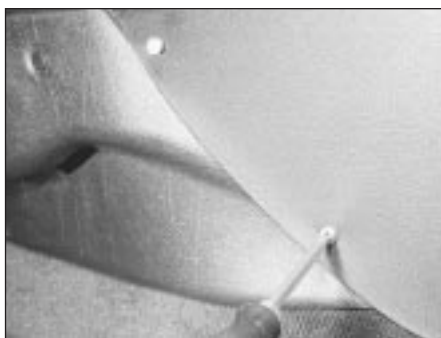
30.4 Prising out the gear lever gaiter



30.6A Prise off the plastic caps . . .



30.6B . . . and unscrew the mounting screws at the front top . . .



30.6C ... at the sides ...



30.6D ... and inside the cassette storage box



30.7A Withdrawing the front of the console from the fascia



30.7B Passing the gaiter over the handbrake lever

6 Prise off the plastic caps, then unscrew the centre console mounting screws. These are located on each side, on the front top, and inside the cassette storage box. The screws with the washers go on the side of the console; the front screws are smaller than the others, and black in colour (see illustrations).

7 Fully apply the handbrake lever. Withdraw the centre console, at the same time passing the gaiter over the handbrake lever (see illustrations).

8 Disconnect the cigar lighter wiring (see illustration).

### Refitting

9 Refitting is a reversal of the removal procedure.



30.8 Disconnecting the cigar lighter wiring

### 31 Overhead console - removal and refitting



#### Removal

1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).

2 When applicable, remove the sunroof switch (Chapter 12).

3 When applicable, remove the sunroof handle, after undoing the securing screw (see illustration).

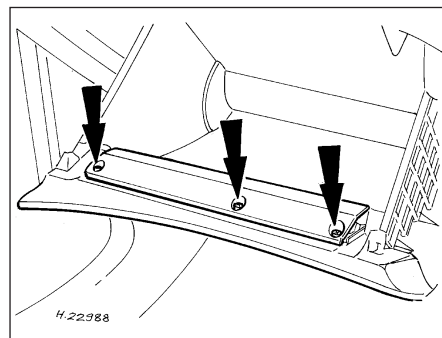
3 Push the console towards the windscreen, to disengage it from the clips.



31.3 Removing the sunroof handle securing screw



32.1 Glovebox removal



32.3 Glovebox lock mounting screws (arrowed)

### Refitting

4 Refitting is a reversal of the removal procedure.

### 32 Glovebox - removal and refitting



#### Removal

1 Open the glovebox. Using a screwdriver, carefully press in one side of the glovebox near the hinge, to release it from the plastic clip (see illustration).

2 Withdraw the glovebox and, where necessary, disconnect the wiring multi-plug for the light.

3 If necessary, the lock may be removed by unscrewing the mounting screws and removing the lock plate and spring (see illustration).

4 To remove the lock barrel, depress the spring tabs.

#### Refitting

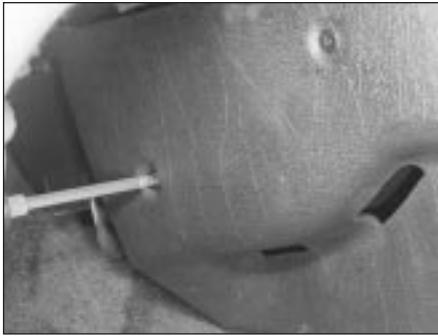
5 Locate the barrel in the lock plate, making sure that the clips are fully engaged.

6 Hold the latch pins together, and engage the right-hand pin of the lock plate.

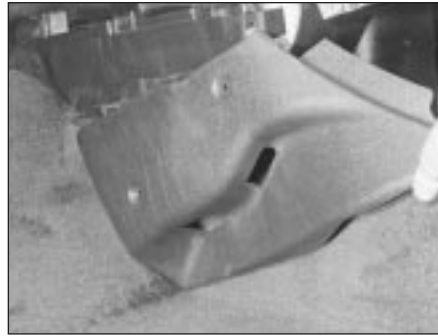
7 Refit the spring, and engage the left-hand pin of the lock plate.

8 Refit the lock plate, and tighten the screws.

9 Reconnect the wiring multi-plug and refit the glovebox, making sure that it is fully inserted in the plastic clips.



33.3A Unscrew the screws . . .



33.3B . . . and remove the heater side covers



33.18A Prise off the covers . . .

**33 Facia - removal and refitting**

**Removal**

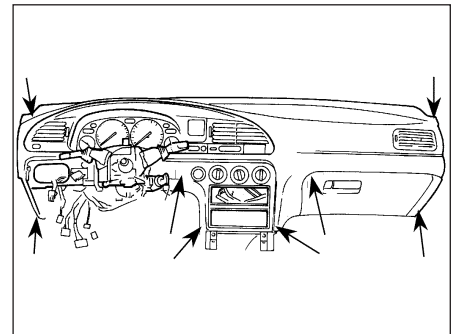
- 1 Disconnect the battery negative (earth) lead (Chapter 5, Section 1).
- 2 Remove the windscreen wiper arms (Chapter 12), then remove the cowl from just in front of the windscreen. The cowl is in two sections, with retaining screws located along its front edge. With the cowl removed, disconnect the speedometer cable by pulling it from the intermediate inner cable extension.
- 3 Remove the centre console (Section 30), then unscrew the screws and remove the heater side covers (see illustrations).
- 4 Remove the steering column (Chapter 10).
- 5 Remove the instrument panel (Chapter 12).
- 6 Where fitted, unscrew the screws and remove the automatic warning system display.
- 7 Remove the radio and (if fitted) the CD player (Chapter 12).
- 8 Remove the heater control panel (Chapter 3).
- 9 Using a screwdriver, carefully prise out the headlight switch panel, and disconnect the wiring multi-plugs.
- 10 Remove the glovebox (Section 32).
- 11 Remove the small piece of carpet from under the passenger side of the facia.
- 12 Remove the side trim panels from the "A"

and "B" pillars on each side of the vehicle (Section 29). The upper panels on the "B" pillars can be left in position.

- 13 At the base of the right-hand "A" pillar, disconnect the wiring multi-plugs, earth leads and aerial, noting their fitted positions.
- 14 Identify the position of the wiring multi-plugs on the fusebox, then disconnect them.
- 15 Disconnect the wiring from the footwell lights, where fitted.
- 16 Prise out the speedometer cable rubber grommet at the bulkhead near the pedal bracket, then release the cable from the clips.
- 17 Remove the screws and withdraw the the glovebox side trim, for access to the side facia mounting screw.
- 18 Open the front doors. Prise off the trim covers, then pull away the door weatherstrip by the side mounting bolt positions on each side (see illustrations).
- 19 Unscrew the facia side mounting bolts.
- 20 Unscrew the facia centre mounting bolts (see illustrations).
- 21 Withdraw the facia from the bulkhead, far enough to be able to reach in behind it.
- 22 Disconnect the remaining multi-plugs and connections, noting their locations on the various components for correct refitting. It will also be necessary to release some wiring loom holders, clips and plastic ties, and the fresh air vent hoses (see illustration).
- 23 Withdraw the hoses from one side of the vehicle.



33.18B . . . and pull away the weatherstrip to reveal the facia mounting bolts



33.20A Facia mounting bolt positions (left-hand-drive shown, right-hand-drive similar)



33.20B Facia mounting bolt next to the glovebox



33.20C Facia centre mounting bolt next to the heater panel



33.20D Facia mounting bolt near the heater



33.22 Disconnecting the fresh air hoses



34.3 Removing a wheel arch liner retaining screw



34.4 Removing a front wheel arch liner

### Refitting

24 Refitting is a reversal of the removal procedure. On completion, check the operation of all electrical components.

### 34 Wheel arch liner - removal and refitting



#### Removal

##### Front

1 Apply the handbrake, jack up the front of the vehicle and support it on axle stands. If

wished, remove the wheel to improve access.

2 Prise out the stud clip on the front lower edge of the liner.

3 Using a Torx key, unscrew the screws securing the liner to the inner wheel arch panel (see illustration).

4 Remove the screws and clips securing the liner to the outer edge of the wheel arch and bumper. Withdraw the liner from under the vehicle (see illustration).

##### Rear

5 Chock the front wheels, jack up the rear of the vehicle and support it on axle stands. If wished, remove the wheel to improve access.

6 Unscrew and remove the nuts, located on either side of the coil spring, securing the central section of the liner.

7 Using a Torx key, unscrew the screws securing the liner to the centre of the inner wheel arch panel.

8 Remove the clips securing the liner to the outer edge of the wheel arch, and withdraw the liner from under the vehicle.

### Refitting

9 Refitting is a reversal of the removal procedure. If the wheels were removed, tighten the wheel nuts to the specified torque.