

Chapter 12

Bodywork and fittings

Contents

Bonnet - removal and refitting	6	Headlining - removal and refitting	46
Bonnet lock - removal and refitting	8	Inner gutter weatherstrip (Saloon, Hatchback and Estate models)- removal and refitting	38
Bonnet lock release cable - removal and refitting	7	Interior pillar trim panels - removal and refitting	41
Boot lid (Saloon models) - removal and refitting	9	Interior trim panels - general information	40
Boot lid lock (Saloon models) - removal and refitting	10	Maintenance - bodywork, underside and fittings	2
Bumper - removal and refitting	30	Maintenance - upholstery and carpets	3
Bumper trim moulding - renewal	31	Major body damage - repair	5
Cab air vent panel (P100 models) - removal and refitting	35	Minor body damage - repair	4
Cab interior trim panels (P100 models) - removal and refitting	42	Overhead console - removal and refitting	45
Cargo area (P100 models) - removal and refitting	23	Opening rear quarter window - removal and refitting	26
Centre console - removal and refitting	44	Radiator grille panel - removal and refitting	32
Door - removal and refitting	16	Rear seat catch - removal and refitting	48
Door check arm - removal and refitting	22	Seats - removal and refitting	47
Door exterior handle - removal and refitting	19	Seat belts - removal and refitting	50
Door inner trim panel - removal and refitting	17	Sunroof - removal, refitting and adjustment	39
Door interior handle - removal and refitting	18	Tailboard (P100 models) - removal and refitting	24
Door lock - removal and refitting	21	Tailgate/boot lid/fuel filler flap release cable - removal and refitting	14
Door lock barrel - removal and refitting	20	Tailgate/boot lid spoiler - removal and refitting	15
Door mirror - removal and refitting	29	Tailgate (Hatchback and Estate models) - removal and refitting	11
Door window - removal and refitting	27	Tailgate lock (Hatchback and Estate models) - removal and refitting	12
Door window regulator - removal and refitting	28	Tailgate strut (Hatchback and Estate models) - removal and refitting	13
Exterior rear pillar trim panel (Saloon models) - removal and refitting	34	Wheel arch liners - removal and refitting	36
Facia panels - removal and refitting	43	Windscreen cowl panel - removal and refitting	33
Front seat air cushion assembly - removal and refitting	49	Windscreen, rear window and fixed rear quarter windows - removal and refitting	25
Fuel filler flap - removal and refitting	37		
General information	1		

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 belt stalk-to-seat bolts	24 to 28	18 to 22
Seat belt anchor bolts	29 to 41	22 to 30
Seat belt inertia reel securing bolts	29 to 41	22 to 30
Seat mounting bolts	25 to 32	18 to 24
Cab safety grille securing bolts (P100 models)	20 to 27	15 to 20
Rear bump stop securing nuts (P100 models)	8 to 11	6 to 8
Cargo area-to-chassis bolts (P100 models)	40 to 50	29 to 37
Tailboard hinge securing screws (P100 models)	20 to 25	15 to 18

1 General information

The model range includes 4-door Saloon, 3 and 5-door Hatchback, 5-door Estate, and 2-door Pick-up body styles.

Each body is of all-steel welded energy-absorbing monocoque construction, with a separate load-bearing rear chassis frame on P100 Pick-up models. Corrosion protection is applied to all new vehicles, and includes zinc phosphate dipping of the body panels, and wax injection of box sections and doors.

All models have flush direct-glazed fixed glass panels, and integrated polycarbonate bumpers.

All body panels are welded, including the front wings, so it is recommended that major body damage repairs are entrusted to a dealer.

A wide range of interior equipment and trim options are available depending on model. The procedures given in this Chapter apply to original equipment fitments, and do not cover after-market products.

2 Maintenance - bodywork, underside and fittings

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 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 one or two 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 using a proprietary brand undershield. 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. Bright work should be treated in the same way as paint work. Windscreens and windows can be kept clear of the smeary film which often appears by the use of a proprietary glass cleaner. Never use any form of wax or other body or chromium polish on glass.

At the specified intervals, check the operation of the door locks and check straps and lubricate the hinges with a little oil. Also lubricate the hinges of the bonnet and boot lid or tailgate, as applicable, and the bonnet release mechanism.

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 and a proprietary wax polish. 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

Repair 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 a good 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 then quickly sweep it across the surface of the stopper-paste in the scratch; this will ensure that the surface of the stopper-paste is slightly hollowed. The scratch can now be painted over as described earlier in this Section.

Repair 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 1/8 in (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 re-spraying.

Repair 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 just as effectively. With the paint removed you will be able to gauge 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 headlamp 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 and trim it to the approximate size and shape required, then pull off the backing paper (if used) and stick the tape over the hole; it can be overlapped if the thickness of one piece is insufficient. Burnish down the edges of the tape with the handle of a screwdriver or similar, to ensure that the tape is securely attached to the metal underneath.

Bodywork repairs - filling and re-spraying

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. Alternatively, a no-mix filler can be used straight from the tube without mixing, but daylight is required to cure it. Using the applicator apply the filler paste to the prepared area; draw the applicator across the surface of the filler to achieve the correct contour and to level the filler 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 twenty-minute intervals until the level of the filler is just proud of the surrounding bodywork.

Once the filler has hardened, excess can be removed using a metal plane or file. From then on, progressively finer grades of abrasive paper should be used, starting with a 40 grade production paper and finishing with 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 repair 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. If bodystopper is used, it can be mixed with cellulose thinners to form a really thin paste which is ideal for filling small holes.

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.

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 in the centre of the repair area and then work outwards, with a side-to-side motion, 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 by 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

12•4 Bodywork and fittings

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 certainly that completely new sections or 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 completely check the alignment of the bodyshell structure. Due to the principle of construction, the strength and shape of the whole car can be affected by damage to one part. In such instances the services of a Ford agent with specialist checking jigs are essential. If a body is left misaligned, it is first of all dangerous as the car will not handle properly, and secondly uneven stresses will be imposed on the steering, engine and transmission, causing abnormal wear or complete failure. Tyre wear may also be excessive.

6 Bonnet - removal and refitting

Removal

- 1 Support the bonnet in its open position, and place protective covers (old rags or cardboard) beneath the corners of the bonnet, and over the front wings to prevent damage to the paintwork.
- 2 Remove the screw and disconnect the earth strap from the rear left-hand edge of the bonnet (see illustration). Where applicable, disconnect the wiring from the underbonnet lamp.
- 3 Mark the location of the hinges on the sides of the bonnet with a soft pencil or masking tape, then loosen the four hinge bolts.
- 4 With the help of an assistant, remove the bolts and lift the bonnet from the vehicle (see illustration).
- 5 If required, the underbonnet insulation can be removed by prising out the two-piece plastic securing clips.

Refitting

- 6 Refitting is a reversal of removal, bearing in mind the following points.



6.2 Remove the screw and disconnect the bonnet earth cable

- 7 Adjust the hinges to their original marked positions before tightening the bolts.
- 8 On completion, check that the bonnet is central within its aperture and aligned with the surrounding bodywork. Re-adjust the hinges to give satisfactory alignment if necessary.
- 9 Check that the bonnet lock striker engages fully in the lock, and if necessary adjust the position of the lock striker and/or the height of the bonnet rubber bump stops (see illustration).

7 Bonnet lock release cable - removal and refitting

Removal

- 1 Working inside the vehicle, remove the three retaining screws, and withdraw the lower steering column shroud.
- 2 Remove the retaining screw, and withdraw the release cable bracket from the steering column.
- 3 Working in the engine compartment, pull the cable sheath end fitting from its bracket, and release the cable end fitting from the lock lever (see illustration).
- 4 Release the cable from the clips in the engine compartment.
- 5 Pull the cable through the bulkhead into the passenger compartment, taking care not to lose the bulkhead grommet.

Refitting

- 6 Refitting is a reversal of removal, but ensure that the grommet is correctly located in the



7.3 Bonnet lock release cable end fittings - models up to 1987



6.4 Lifting the bonnet from the vehicle



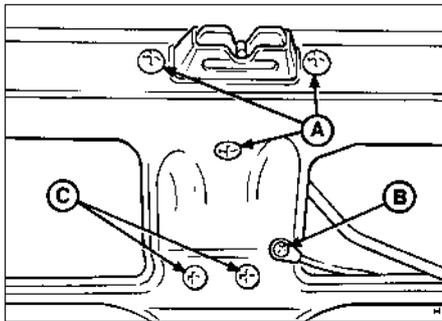
6.9 Adjustable bonnet rubber bump stop

bulkhead, and that the cable is free from sharp bends and kinks. There should be a small amount of free play at the lock end of the cable if necessary re-route the cable to achieve this condition.

- 7 Note that should the release cable snap while the bonnet is shut, the bonnet may be opened as follows.
- 8 Apply the handbrake, jack up the front of the vehicle and support on axle stands (see "Jacking and Vehicle Support").
- 9 Using an inspection lamp or torch, look up between the radiator and the radiator grille panel and locate the circular hole below the bonnet lock (see illustration).
- 10 Insert a screwdriver through the hole so that it passes to the right of the lock striker. Twist or lever the lock sliding plate to the right until the striker is released. The bonnet can now be opened.



7.9 Access hole (arrowed) below bonnet lock



10.3 Boot lid lock - Saloon models

- A Lock retaining screws
- B Earth lead
- C Reinforcing plate screws

8 Bonnet lock - removal and refitting

Models up to 1987

- 1 Working in the engine compartment, disconnect the cable from the bonnet lock by pulling the cable sheath end fitting from its bracket, then releasing the end fitting from the lock lever.
- 2 Remove the three securing screws and withdraw the lock from the front panel.
- 3 Refitting is a reversal of removal.

Models from 1987

- 4 Remove the radiator grille panel.
- 5 Disconnect the cable from the bonnet lock by pulling the cable sheath end fitting from its bracket, then releasing the end fitting from the lock lever.
- 6 Detach the bracing strut from the lock by removing the screw, then remove the two securing screws and withdraw the lock from the front panel.
- 7 Refitting is a reversal of removal.

9 Boot lid (Saloon models) - removal and refitting

Removal

- 1 Open the boot lid, and place protective covers (old rags or cardboard) beneath the corners of the lid, and over the rear wings to prevent damage to the paintwork.
- 2 Where applicable, disconnect the wiring from the lock solenoid and "boot lid ajar" sensor, after disconnecting the battery negative lead.
- 3 Release the wiring loom grommets, taking care not to lose them, then tie string to the wiring loom(s), and pull the loom(s) through the boot lid. Leave the string(s) in position in the boot lid to aid refitting of the loom(s).
- 4 Mark the location of the hinges on the underside of the lid using a soft pencil or masking type, then loosen the four hinge bolts.



11.5 Prising out a tailgate strut retaining clip

- 5 With the help of an assistant, remove the bolts and lift the boot lid from the vehicle.

Refitting

- 6 Refitting is a reversal of removal, bearing in mind the following points.
- 7 Adjust the hinges to their original marked positions before tightening the bolts.
- 8 On completion, check that the boot lid is central within its aperture and aligned with the surrounding bodywork. Re-adjust the hinges to give satisfactory alignment if necessary.
- 9 Check that the lock striker engages fully in the lock, and if necessary adjust the position of the lock striker.

10 Boot lid lock (Saloon models) - removal and refitting

Removal

- 1 With the boot lid raised, remove the lock barrel retaining clip.
- 2 Where applicable, disconnect the operating lever from the central locking solenoid/motor, then withdraw the lock barrel.
- 3 Remove the three retaining screws from the lock assembly, if necessary loosening the reinforcing plate (see illustration).
- 4 Where applicable, disconnect the battery negative lead, the earth lead from the bootlid and the "boot lid ajar" sensor wiring plug. Unclip the luggage compartment light switch from the lock assembly, where applicable.
- 5 Withdraw the lock assembly from the boot lid.

Refitting

- 6 Commence refitting by inserting the lock assembly and loosely refitting the retaining screws.
- 7 Insert the lock barrel, where applicable reconnecting the operating lever to the solenoid, and refit the retaining clip.
- 8 Tighten the lock assembly retaining screws, and where applicable reconnect the earth lead and "boot lid ajar" sensor wiring plug, and the battery negative lead.
- 9 If the reinforcing plate was loosened during removal, tighten the retaining screws.

11 Tailgate (Hatchback and Estate models) - removal and refitting

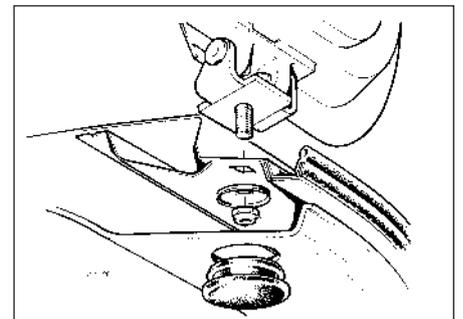
Note: On Hatchback models made before 1990 with an integral heated rear window/radio aerial, note that the radio aerial lead is routed through different openings to that of other models in the rear bodywork and the tailgate. If a new, later-specification tailgate is to be fitted to an earlier vehicle, a new opening must be made in the bodywork for the aerial lead. Ideally, this work should be carried out by a Ford dealer, who will have the necessary template available to ensure that the opening is positioned accurately.

Removal

- 1 Disconnect the battery negative lead.
- 2 Open the tailgate and prise out the trim panel using a wide-bladed screwdriver.
- 3 Disconnect the wiring from the heated rear window, rear wash/wipe, interior light, lock solenoid and "tailgate ajar" sensor, as applicable. Disconnect the washer fluid hose where applicable; be prepared for fluid spillage.
- 4 Release the wiring loom/hose grommet(s) taking care not to lose it/them, then tie string to the wiring loom(s)/hose, and pull the loom(s)/hose through the tailgate. Leave the string(s) in position in the tailgate to aid refitting of the loom(s)/hose.
- 5 Have an assistant support the tailgate, then disconnect the support struts by prising out the retaining clips. Do not remove the clips completely, just raise them by a maximum of 4.0 mm (0.16 in) and then pull the struts off their mountings (see illustration).
- 6 Prise out the hinge fixing covers from the headlining, unscrew the hinge nuts and washers, and with the aid of the assistant, withdraw the tailgate from the vehicle (see illustration).

Refitting

- 7 Refitting is a reversal of removal, but do not fully tighten the hinge nuts until the tailgate is positioned centrally in its aperture. If necessary, adjust the position of the lock striker so that it engages fully in the lock.



11.6 Tailgate hinge assembly - Hatchback and Estate models

12 Tailgate lock (Hatchback and Estate models) - removal and refitting

Removal

- 1 Open the tailgate and prise out the trim panel using a wide-bladed screwdriver (see illustration).
- 2 Remove the lock barrel retaining clip, and where applicable disconnect the operating lever from the central locking solenoid/motor, then withdraw the lock barrel (see illustration). Central locking solenoid/motor removal and refitting is covered in Chapter 13.
- 3 Remove the two securing screws and detach the lock barrel support bracket from the tailgate.
- 4 Where applicable, disconnect the battery negative lead, the earth lead from the tailgate and the "tailgate ajar" sensor wiring plug. Unclip the luggage compartment light switch from the lock assembly, where applicable.
- 5 Remove the securing screws and withdraw the lock assembly.

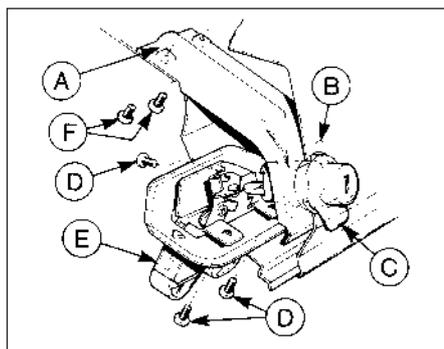
Refitting

- 6 Refitting is a reversal of removal, but do not tighten the lock barrel support bracket screws until the lock barrel has been fitted.

13 Tailgate strut (Hatchback and Estate models) - removal and refitting

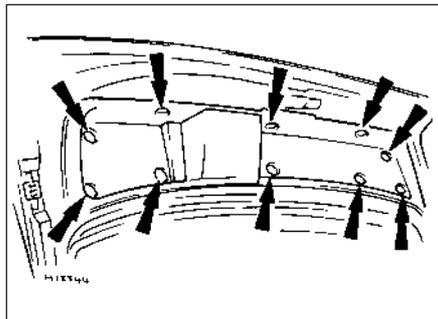
Removal

- 1 Support the tailgate in the open position using a prop, or with the aid of an assistant.
- 2 Disconnect the strut from the tailgate by prising out the retaining clip. Do not remove the clip completely, just raise it by a maximum of 4.0 mm (0.16 in) and then pull the strut off its mounting.
- 3 Pull the strut from the pivot stud on the body.



12.2 Tailgate lock assembly - Hatchback and Estate models

- | | |
|-------------------------------|---------------|
| A Lock barrel support bracket | C Lock barrel |
| B Lock barrel retaining clip | D Torx screw |
| E Lock assembly | F Screws |



12.1 Tailgate trim panel fixings - Hatchback and Estate models

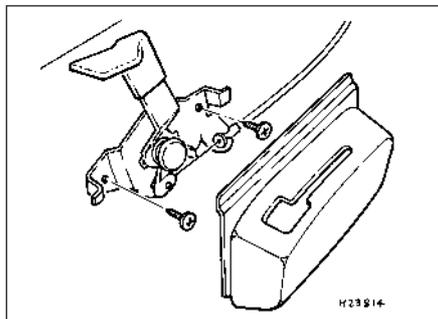
Refitting

- 4 Refitting is a reversal of removal.

14 Tailgate/boot lid/fuel filler flap release cable - removal and refitting

Removal

- 1 Operate the control lever to open the tailgate/boot lid and the fuel filler flap (see illustration).
- 2 Remove the driver's side centre pillar lower trim panel and the sill trim panel.
- 3 Withdraw the cover from the control lever.
- 4 Unscrew the two securing bolts, and detach the control lever assembly from the body panel. Detach the cable from the control assembly.
- 5 Fold the rear seat cushion forwards or remove it, as applicable, and remove the rear seat side cushion for access to the wheel arch trim panel.
- 6 Detach the trim panel from the wheel arch by removing the two securing screws from the parcel shelf bracket. Free the cable up to the wheel arch.
- 7 Working inside the luggage compartment, remove the trim panels for access to the petrol flap lock and tailgate/boot lid lock.
- 8 Disengage the petrol flap catch from the housing by twisting and pulling out (see illustration). Carefully pull the cable through into the luggage compartment, noting its routing.
- 9 Remove the securing screws, and withdraw the tailgate/boot lid lock striker from the body



14.1 Tailgate/boot lid/fuel filler flap control lever assembly

panel. Withdraw the striker and cable assembly.

Refitting

- 10 Commence refitting by installing the tailgate/boot lid striker and cable assembly. Secure the cable to the body with tape.
- 11 Route the cable back to the petrol flap housing, and refit the petrol flap catch.
- 12 Route the cable into the interior of the vehicle, and refit the luggage compartment trim panels.
- 13 Route the cable to the control lever, securing the cable with tape to the body, then refit the wheel arch trim panel, and refit the seat cushions.
- 14 Reconnect the cable to the control lever assembly, then refit the assembly.
- 15 Refit the control lever cover and the trim panels.

15 Tailgate/boot lid spoiler - removal and refitting

Models up to 1990

- 1 Open the tailgate/boot lid.
- 2 Prise the four screw covers from the spoiler, then remove the screws, and withdraw the spoiler.
- 3 Refitting is a reversal of removal.

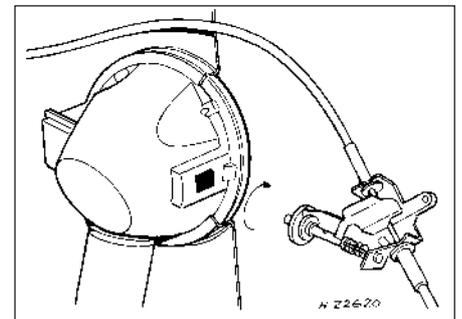
Models from 1990

- 4 Open the tailgate/boot lid.
- 5 Remove the inner tailgate/boot lid trim panel for access to the spoiler securing nuts.
- 6 Unscrew the central spoiler securing nut, then unscrew the four outer securing nuts (two on each side), and withdraw the spoiler.
- 7 Refitting is a reversal of removal.

16 Door - removal and refitting

Front door

- 1 On models with electric mirrors, electric windows, central-locking, door-mounted speakers, or "door ajar" sensors, remove the trim panel and disconnect the wiring inside the door. Withdraw the wiring loom(s) through the grommet(s) in the front edge of the door.



14.8 Disengaging the petrol flap catch from the housing

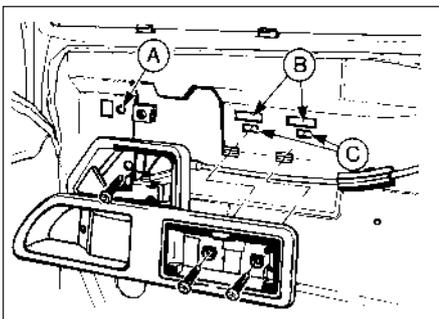


16.2 Remove the door check arm-to-body pillar bolt (arrowed)

- 2 Unscrew and remove the bolt securing the check arm to the body pillar (see illustration).
- 3 Remove the two securing screws, and withdraw the side trim panel from the footwell.
- 4 If working on the driver's side, remove the lower fascia panels and disconnect the face level vent hose.
- 5 If working on the passenger side, remove the face level vent cover.
- 6 Support the door on blocks of wood.
- 7 Working through the body pillar aperture, unscrew the two securing nuts and remove the reinforcing plate from the lower hinge (see illustration).
- 8 Withdraw the door from the vehicle.
- 9 Refitting is a reversal of removal, but do not fully tighten the hinge bolts until the door is positioned centrally in the body aperture and aligned with the surrounding bodywork. If necessary, remove the lock striker from the body centre pillar before adjusting the door, then refit it and adjust its position so that the lock operates correctly.

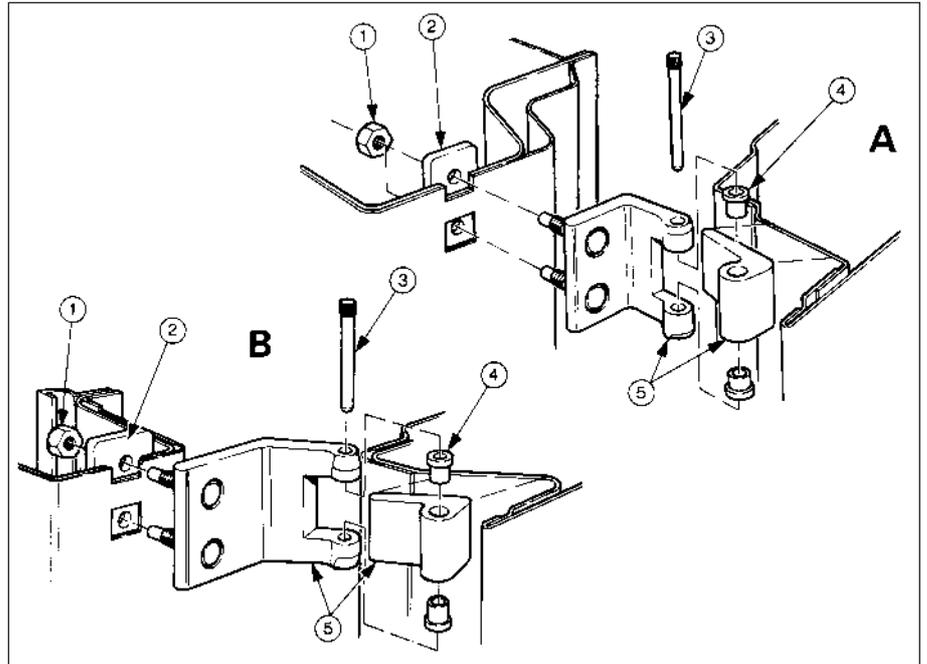
Rear door

10 On models equipped with electric windows, central-locking, or "door ajar" sensors, remove the trim panel and disconnect the wiring inside the door. Withdraw the wiring loom(s) through the grommet(s) in the front edge of the door.



16.16 Later-type rear door - Estate models

- A Internal handle mounting hole
- B Early-type ashtray/handle mounting holes
- C Revised mounting holes



16.7 Exploded view of the front door hinge (A) and rear door hinge (B)

- 1 Nut
- 2 Reinforcing plate
- 3 Hinge pin
- 4 Bush
- 5 Hinge assembly

- 11 Unscrew and remove the bolt securing the check arm to the body centre pillar.
- 12 Remove the centre pillar trim panel.
- 13 Proceed as described in paragraphs 6 to 9 inclusive.

Rear door (late model Estate)

- 14 The door internal components have been modified on later Estate models. If a new, later-specification rear door is to be fitted to an earlier vehicle, the door panels must be modified as follows to enable refitting of the original components.
- 15 Remove all the serviceable components and fasteners from the original door.
- 16 Working on the new door, use a small round file to elongate the door interior handle mounting hole "A" (see illustration) vertically downwards so that it will align with the mounting hole in the handle/ashtray bezel. Refit the original retaining clip.

17 The earlier type of trim fasteners (located at "B") are no longer used, and must be replaced with the latest type of fasteners, available from a Ford dealer.

17 Door inner trim panel - removal and refitting

Front door

Models up to 1987

- 1 On models with manually-operated windows, prise the cover from the window regulator handle, note the position of the handle with the window fully shut, then remove the securing screw and withdraw the handle and bezel (see illustrations).
- 2 Remove the securing screw and withdraw the trim panel from behind the door grip (see illustration).



17.1a Prise the cover from the window handle, remove the securing screw ...



17.1b ... then withdraw the window handle and bezel (arrowed)



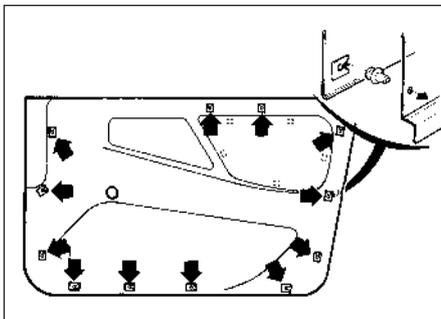
17.2 Withdraw the trim panel from behind the door grip

3 Remove the securing screw from the interior door handle surround, lift the handle, and withdraw the surround and grip (see illustrations).

4 Remove the two securing screws and withdraw the door pocket (see illustration).

5 If working on the driver's side of models fitted with electric mirrors, first disconnect the battery negative lead, then prise the mirror switch assembly from the door trim panel and disconnect the wiring plug.

6 The trim panel can now be prised from the door. To prevent damage to the panel, only prise under the retaining clips (see illustration). It is advisable to use a forked tool similar to that shown (see illustration) to prise around the retaining clips, but failing this, use a wide-bladed screwdriver. If a clip will not release, sever it with a chisel or sharp knife, taking care not to damage the trim panel, and renew the clip on reassembly.



17.6a Door inner trim panel retaining clip locations (arrowed)



17.3a Remove the securing screw . . .



17.3b . . . and withdraw the handle surround and door grip

7 Refitting is a reversal of removal, but ensure that all the retaining clips are correctly aligned before pressing them into the door, and make sure that the upper lip of the trim panel locates under the mirror trim panel.

Models from 1987

8 Proceed as described in paragraph 1.

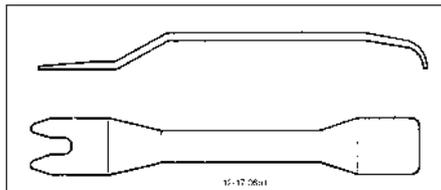
9 Remove the securing screw from the interior door handle surround, lift the handle, and withdraw the surround (see illustration).

10 Prise out the armrest trim panel, remove the three securing screws, and withdraw the armrest (see illustrations).

11 On models with manually-operated mirrors, unscrew the bezel from the adjuster knob, then prise off the mirror trim panel.

12 When working on the driver's side of models with electric mirrors, prise the securing screw cover from the mirror control panel, then remove the screw and withdraw the control panel. Disconnect the wiring plug after disconnecting the battery negative lead (see illustrations).

13 When working on the passenger side of models with electric mirrors, the mirror trim panel can simply be prised off.



17.6b Trim panel retaining clip removal tool



17.4 Withdraw the door pocket

14 Remove the now exposed door trim panel securing screw.

15 Remove the two trim panel securing screws from each side of the door, and the four securing screws from the door pocket,



17.9 Remove the interior door handle surround securing screws



17.10a Prise out the armrest trim panel . . .



17.10b . . . and remove the armrest securing screws



17.12a Prise the securing screw cover from the mirror control panel . . .



17.12b . . . and withdraw the mirror control panel

then lift the trim panel to disengage it from the top retaining clips, and withdraw the panel from the door (see illustrations).

16 Refitting is a reversal of removal.

Rear door

Models up to 1987

- 17 Proceed as shown in paragraphs 1 to 3.
- 18 On models fitted with electric windows, disconnect the battery negative lead, then prise the switch from the armrest and disconnect the wiring plug.
- 19 Proceed as described in paragraph 6.
- 20 Refitting is a reversal of removal, but ensure that all the retaining clips are correctly aligned before pressing them into the door.

Models from 1987

- 21 Proceed as described in paragraph 1.
- 22 Remove the securing screw from the interior door handle, then pull out the ashtray, and remove the two now exposed screws.



18.3a Remove the securing screws . . .



18.3b . . . and slide the handle assembly from the door aperture



17.15a Trim panel securing screw at bottom rear edge of door

23 Lift the interior door handle, and withdraw the handle/ashtray surround.

24 Prise out the armrest trim panel, remove the three securing screws and withdraw the armrest.

25 Remove the two trim panel securing screws from each side of the door, then lift the trim panel to disengage it from the top retaining clips, and withdraw the panel from the door.

26 Refitting is a reversal of removal.

18 Door interior handle - removal and refitting

Removal

- 1 Remove the door inner trim panel.
- 2 Where necessary for improved access, peel back the waterproof plastic sheet from the door.
- 3 Remove the two securing screws in the case of models up to 1987, or the single securing screw on models from 1987, and slide the handle assembly from the door aperture, if necessary unclipping the remote control rods from their guides (see illustrations).

4 Disconnect the remote control rods from the handle assembly, and withdraw the handle assembly.

Refitting

5 Refitting is a reversal of removal, but check that the remote control rods are correctly located in their guides (see illustration).



18.5 Remote control rods correctly located in their guides



17.15b Trim panel securing screw at top edge of door pocket

19 Door exterior handle - removal and refitting

Removal

- 1 Remove the door inner trim panel.
- 2 Where necessary for improved access, peel back the waterproof plastic sheet from the door.
- 3 If working on a front door, remove the window channel extension screw from the bottom rear corner of the door, and withdraw the channel through the lower door aperture (see illustration).

4 Disconnect the handle operating rod at the lock.

5 Remove the two handle securing screws and withdraw the handle and operating rod from the door.

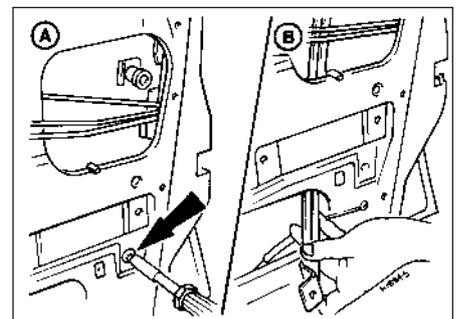
Refitting

6 Refitting is a reversal of removal, but if working on a front door, ensure that the window channel extension is correctly located.

20 Door lock barrel - removal and refitting

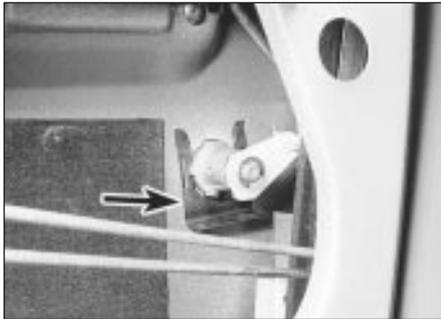
Removal

- 1 Remove the door inner trim panel.
- 2 Where necessary for access, peel back the waterproof plastic sheet from the door.



19.3 Front door window channel extension

- A Remove the retaining screw (arrowed)
- B Withdraw the channel through the lower door aperture



20.4 Door lock barrel location. Retaining clip arrowed

3 Remove the window channel extension screw from the bottom rear corner of the door, and withdraw the channel through the lower door aperture.

4 Working inside the door aperture, pull out the lock barrel retaining clip using pliers, then unhook the lock operating rod from the barrel, and withdraw the barrel from outside the door (see illustration).

Refitting

5 Refitting is a reversal of removal.

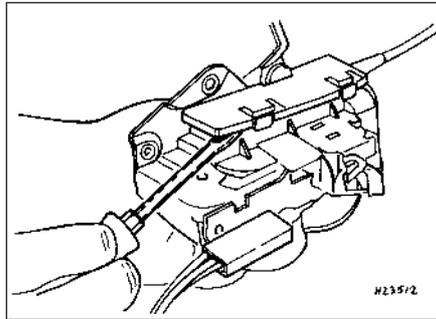
21 Door lock - removal and refitting

Models up to 1990

- 1 Remove the door inner trim panel.
- 2 Where necessary for improved access, peel back the waterproof plastic sheet from the door.
- 3 Withdraw the window channel extension through the lower rear door aperture after removing the single securing screw if working on a front door or the two securing screws if working on a rear door.
- 4 Remove the three securing screws from the rear edge of the door, then reach inside the door and turn the lock to disconnect it from the control rods.
- 5 Where applicable, disconnect the "door ajar" sensor wiring plug and the central locking component wiring plug(s). Central locking component removal and refitting is covered in Chapter 13.
- 6 Withdraw the lock from inside the door.
- 7 Refitting is a reversal of removal, but ensure that the window channel extension is correctly located.

Models from 1990

- 8 From 1990, cable-operated door locks have been fitted to all Sierra models. To remove the later type of lock, proceed as follows. *Do not bend or stretch the cable during removal and refitting, as the operation of the lock will be impaired.*
- 9 Remove the door inner trim panel.
- 10 Where necessary for improved access, peel back the waterproof plastic sheet from the door.



21.17 Prising the cover plate from a cable-operated door lock

11 Remove the securing screw, and withdraw the window channel extension through the door's lower aperture.

12 Disconnect the door outer handle and the lock barrel (front doors) operating rods at the lock assembly.

13 Disconnect the battery negative lead, and disconnect the door lock motor and the alarm system wiring plugs (where applicable).

14 Remove the screw securing the door interior handle to the door panel.

15 Remove the three lock securing screws from the rear edge of the door, then withdraw the lock assembly complete with the operating cable and the door interior handle.

16 To disconnect the cable from the lock, proceed as follows.

17 Carefully prise the cover plate from the lock, using a screwdriver (see illustration).

18 Using a suitable pair of pliers, carefully remove the outer cable from the groove in the lock assembly casing.

19 Extend the inner cable until the flats on the plastic end piece align with the guide, then withdraw the cable (see illustration).

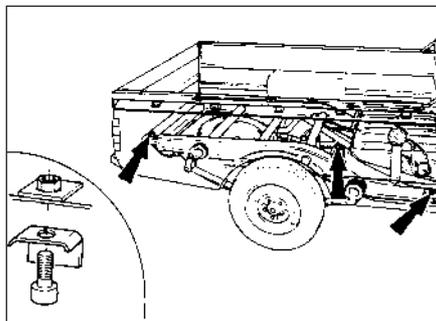
20 Commence reassembly and refitting as follows.

21 Align the flats on the inner cable end piece with the cable guide, and refit the inner cable.

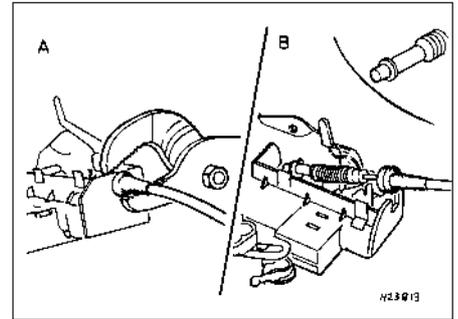
22 Using a suitable pair of pliers, carefully refit the outer cable to the groove in the lock assembly casing.

23 Refit the lock cover plate.

24 Insert the lock, cable and interior handle into the door, and refit the three lock securing screws.



23.6 Cargo area-to-chassis Torx bolt locations (arrowed) - one side shown for clarity



21.19 Disconnecting the operating cable from a cable-operated door lock

- A Removing outer cable
- B Disconnecting inner cable

25 Push the interior handle assembly towards the lock to adjust the cable, and when adjustment is correct, refit and tighten the interior handle securing screw.

26 Further refitting is a reversal of removal, ensuring that the window channel extension is correctly located.

22 Door check arm - removal and refitting

Removal

- 1 Remove the door inner trim panel.
- 2 Unscrew and remove the bolt securing the check arm to the body pillar.
- 3 Unscrew and remove the two bolts securing the check arm to the door, and withdraw the check arm from inside the door. Peel back the waterproof plastic sheet where necessary for improved access.

Refitting

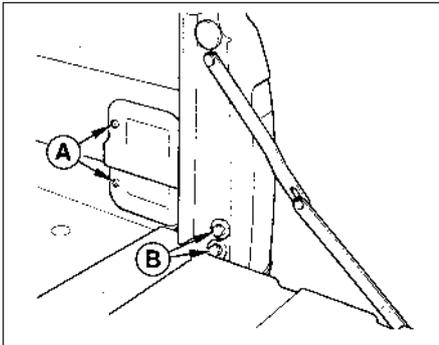
4 Refitting is a reversal of removal.

23 Cargo area (P100 models) - removal and refitting

Note: A suitable lifting crane and tackle will be required for this operation.

Removal

- 1 Disconnect the battery negative lead.
- 2 Remove the fuel filler cap, then drain the fuel tank.
- 3 Remove the two securing screws and detach the fuel filler pipe from the cargo area.
- 4 Disconnect the number plate lamp and the rear lamp wiring plugs, and release the wiring from the cargo area.
- 5 Disconnect the earth lead from the right-hand front cargo area mounting bracket underneath the vehicle.
- 6 Working underneath the vehicle, remove the three Torx bolts on each side securing the cargo area to the chassis (see illustration).
- 7 Make up a cradle to lift the cargo area from the chassis, using suitable ropes or chains attached to the tonneau tie-down points.



24.2 Rear lamp wiring cover screws (A) and tailboard hinge screws (B)

8 Position the crane with the lifting arm diagonally over the centre of the cargo area, and attach the cradle. Carefully lift the cargo area from the chassis. Note that the lip of the cargo area rear panel fits over the rear chassis crossmember, therefore the cargo area must be pulled rearwards as it is removed to disengage it from the crossmember.

Refitting

9 Refitting is a reversal of removal, but ensure that the insulators are in place between the cargo area and the chassis. Before finally tightening the securing bolts, adjust the position of the cargo area to give an equal clearance on both sides of the vehicle between the cab rear panel and the cargo area front panel.

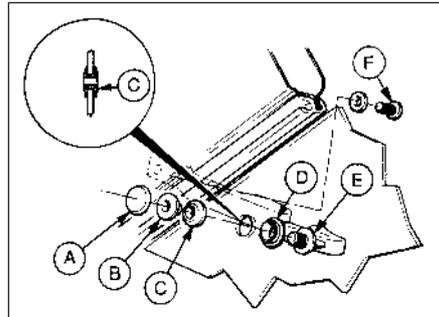
24 Tailboard (P100 models) - removal and refitting

Removal

- 1 Lower the tailboard to the open position.
- 2 Detach the rear lamp wiring cover on one side of the vehicle by removing the two securing screws (see illustration).
- 3 Remove the four rear lamp securing nuts, and withdraw the rear lamp assembly. Disconnect the wiring plug.
- 4 Raise the tailboard by approximately 20°, lift the centre pivot of one of the support arms, and when the bolt head on the tailboard is aligned with the slot in the support arm, pull the support arm clear. Repeat this procedure for the remaining support arm, and lower the tailboard to the vertical position.
- 5 On the side of the vehicle from which the rear lamp has been removed, remove the two screws securing the tailboard hinge to the cargo area.
- 6 Close the tailboard and lever out the hinge.
- 7 Pull the free end of the tailboard away from the cargo area, and carefully prise the remaining end from its hinge. Withdraw the tailboard from the vehicle.
- 8 If required, the pivot bushes can be removed from the tailboard for renewal.

Refitting

- 9 Refitting is a reversal of removal.



26.2 Opening the rear quarter window catch

- | | |
|------------|----------------------|
| A Cap | D Spacer |
| B Retainer | E Catch |
| C Grommet | F Screw (one of two) |

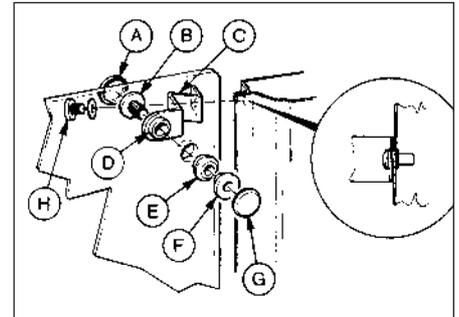
25 Windscreen, rear window and fixed rear quarter windows - removal and refitting

Removal

- 1 With the exception of the cab rear window on P100 models, all fixed glass panels are direct glazed to the body using a special adhesive. Special tools are required to remove the old glass and to fit the new glass, therefore the work is best entrusted to a dealer or replacement glass specialist.
- 2 The cab rear window on P100 models can be removed as follows, although it is advisable to entrust the work to a specialist.
- 3 Remove the six Torx bolts and nut/washer assemblies, and withdraw the safety grille from the rear of the cab.
- 4 Prise out one end of the trim insert from the window rubber, then pull out the remainder of the trim.
- 5 With the aid of an assistant, carefully push the glass and rubber into the passenger compartment.
- 6 Remove all traces of old sealer from the glass, rubber and cab aperture.

Refitting

- 7 Commence refitting by pushing the window rubber into the aperture, ensuring that the trim panel and body panel engage in their respective grooves in the rubber.
- 8 Working from outside the cab, enter the bottom edge of the glass into the rubber, and hold the glass against the rubber while an assistant working from inside the passenger compartment pushes the rubber over the glass.
- 9 The trim insert must now be refitted to the rubber, preferably using a suitable windscreen trim insert tool. If no special tool is available, the trim can be refitted by prising open the rubber lips and pressing the trim into its groove, although this is likely to prove difficult and time consuming.
- 10 Refit the safety grille to the rear of the cab on completion.



26.3 Opening the rear quarter window hinge

- | | |
|----------|------------|
| A Cap | E Grommet |
| B Screw | F Retainer |
| C Hinge | G Cap |
| D Spacer | H Screw |

26 Opening rear quarter window - removal and refitting

Removal

- 1 Remove the rear pillar interior trim panel.
- 2 Remove the two screws securing the window catch to the body (see illustration).
- 3 Prise the two screw covers from the hinges. Support the glass, and remove the two hinge screws, then lift out the glass (see illustration).
- 4 If a new window is to be fitted, transfer the catch to it.

Refitting

- 5 Refitting is a reversal of removal.

27 Door window - removal and refitting

Front door

- 1 Remove the door inner trim panel.
- 2 Where necessary for access, peel back the waterproof plastic sheet from the door.
- 3 Remove the door mirror.
- 4 Remove the window channel extension screw from the bottom rear corner of the door, and withdraw the channel through the lower door aperture.
- 5 Lower the window until the lower support channel is visible through the lower door aperture. Prise the regulator arms from the sockets in the support channel, then lower the window to the bottom of the door.
- 6 Carefully prise the weatherstrip from the rear edge of the window aperture, then tilt the window forwards and lift it outwards through the aperture.
- 7 Refitting is a reversal of removal, but position the rear window channel extension screw to allow approximately 5.0 mm (0.2 in) fore and aft movement of the window. Check to ensure that the window does not tip as it is raised, and that the regulator effort is acceptable (check that the motor is not being



28.3 Front door window lower support channel and regulator arms

overloaded on models with electric windows). Adjust the channel extension screw if necessary.

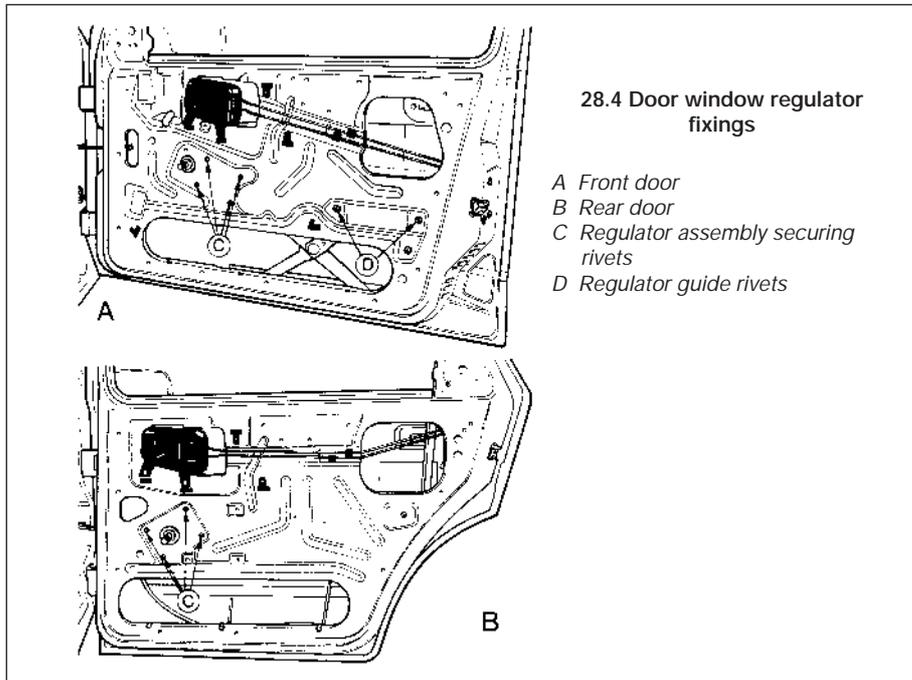
Rear door

- 8 Proceed as shown in paragraphs 1 and 2.
- 9 On Saloon and Hatchback models, prise the interior quarter trim panel from the rear of the door, then remove the now exposed screw and withdraw the exterior trim panel.
- 10 Remove the three window channel extension screws from the rear of the door, and withdraw the channel through the lower door aperture.
- 11 Lower the window until the lower support channel is visible through the lower door aperture. Prise the regulator arms from the sockets in the support channel, then lower the window to the bottom of the door.
- 12 Carefully prise the weatherstrip from the front edge of the window aperture, then tilt the window rearwards and lift it outwards through the aperture.
- 13 Refitting is as described in paragraph 7.

28 Door window regulator - removal and refitting

Removal

- 1 Remove the door inner trim panel.
- 2 Where necessary for improved access, peel back the waterproof plastic sheet from the door.
- 3 Lower the window until the lower support channel is visible through the lower door aperture. Prise the regulator arms from the sockets in the support channel, then lower the window to the bottom of the door (see illustration).
- 4 Drill out the four rivets securing the regulator assembly to the inner door skin, and if working on a front door, drill out the two rivets securing the regulator guide (see illustration).
- 5 On models with electric windows, disconnect the motor wiring plug after disconnecting the battery negative lead. Removal and refitting of the motor is described in Chapter 13.
- 6 Withdraw the regulator assembly through the lower door aperture.



28.4 Door window regulator fixings

- A Front door
- B Rear door
- C Regulator assembly securing rivets
- D Regulator guide rivets

Refitting

7 Refitting is a reversal of removal, but fit new rivets, using a hand riveter.

29 Door mirror - removal and refitting

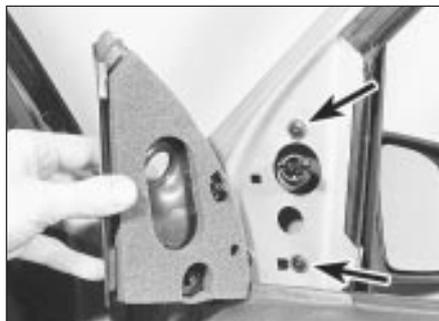
Manually-operated mirror

- 1 On remote-control type mirrors, unscrew the bezel from the adjuster knob (see illustration).
- 2 Prise the mirror trim panel from the door (see illustration).
- 3 Remove the three mirror securing screws, and withdraw the mirror by tilting its rear edge outwards and disengaging its front edge from under the window surround. Where applicable, withdraw the mirror control cable through the door.
- 4 To remove the mirror glass, proceed as follows according to model.

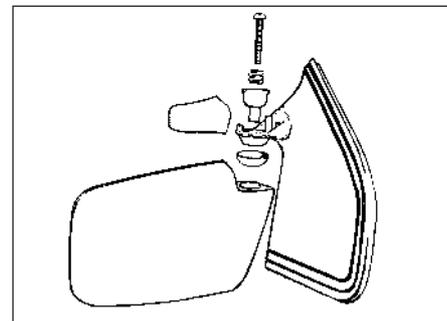
- 5 On "high specification" models with fixed (ie not remote control) mirrors, lever the glass assembly outwards to disengage it from the balljoint on the mirror glass mounting.
- 6 On "low specification" models with fixed (ie not remote control) mirrors, unclip the cover, then remove the securing screw and withdraw the glass assembly (see illustration).



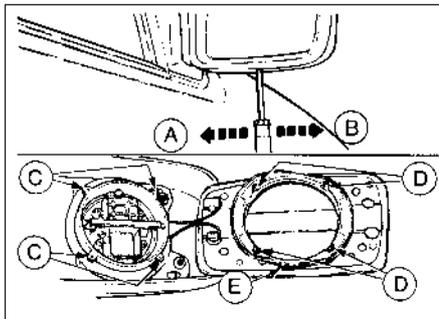
29.1 Unscrew the bezel from the adjuster knob . . .



29.2 . . . and prise the mirror trim panel from the door to reveal the 3 mirror securing screws (2 arrowed)



29.6 Fixed door mirror assembly



29.7 Manual remote control and electric door mirror glass removal

- A Locking operation
- B Unlocking operation
- C Locating pegs
- D Locking slots
- E Locking ring

7 On models with remote control mirrors, insert a thin screwdriver through the hole in the bottom of the mirror assembly, and whilst supporting the glass, release the locking ring (see illustration).

8 Refitting is a reversal of removal, but ensure that the front edge of the mirror is correctly located under the window surround.

Electric mirror

9 Disconnect the battery negative lead.

10 If working on the driver's side of models up to 1987, prise the mirror switch assembly from the door trim panel and disconnect the wiring plug.

11 If working on the driver's side of models from 1987, prise the securing screw cover from the mirror control panel, then remove the screw and withdraw the control panel. Disconnect the wiring plug.

12 On models up to 1987, and when working on the passenger side of models from 1987, prise out the mirror trim panel.

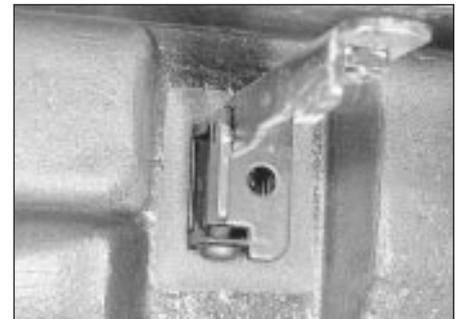
13 Remove the three mirror securing screws, and withdraw the mirror by tilting its rear edge outwards and disengaging its front edge from under the window surround. Withdraw the wiring through the door.

14 To remove the mirror glass proceed as described in paragraph 7.

15 Refitting is a reversal of removal, but ensure that the front edge of the mirror is correctly located under the window surround.



30.12a Adjusting the height of a front bumper - models from 1987



30.12b Front bumper height adjusting screw - models from 1987

30 Bumper - removal and refitting

Front bumper

Models up to 1987

- 1 Remove the radiator grille panel.
- 2 Disconnect the battery negative lead, then disconnect the wiring plugs from the indicators, and where applicable the foglamps.
- 3 Working under the front wing, release the single bumper fastener from each side of the vehicle by turning the plastic clip through 90° (quarter of a turn).
- 4 On Ghia models, unclip the support strap between each front wing and the bumper.
- 5 Unscrew the single bolt securing each bumper fixing bracket to the body front panel, then pull the bumper forwards away from the body, disengaging the retaining pegs from the clips in each wing.
- 6 Refitting is a reversal of removal; ensure that all fixings are correctly located and secure.

Models from 1987

- 7 If foglamps are fitted, disconnect the battery negative lead, then disconnect the wiring plugs from the foglamps.
- 8 Working under the front wings, unscrew the single bolt from each side of the bumper.
- 9 Release the plastic retaining screws and pull the wheel arch liners away from the ends of the bumper.
- 10 Pull the bumper forwards away from the body, releasing the front mounting spigots from their sockets.

11 Refitting is a reversal of removal, but ensure that the reinforcing plate and O-ring are located on the right-hand mounting spigot.

12 The bumper height can be adjusted by turning the adjusters located on the front mounting spigots using a suitable Torx screwdriver with a length of at least 150.0 mm (6.0 in) (see illustrations).

Rear bumper - Saloon, Hatchback and Estate models

- 13 Disconnect the battery negative lead, then prise the number plate lamps from the bumper, and disconnect the wiring plugs. Withdraw the wiring through the bumper assembly.
- 14 Working inside the luggage compartment, unscrew the two bumper securing bolts.
- 15 Working under the rear wings, release the single bumper fastener from each side of the vehicle by turning the plastic clip through 90° (quarter of a turn) (see illustration).
- 16 Pull the bumper rearwards away from the body, disengaging the retaining pegs from the clips in each wing.
- 17 Refitting is a reversal of removal, but ensure that all fixings are correctly located and secure.
- 18 On some later models, the bumper height can be adjusted by means of the adjusters located on the mounting brackets - see paragraph 12 (see illustration).

Rear bump stop - P100 models

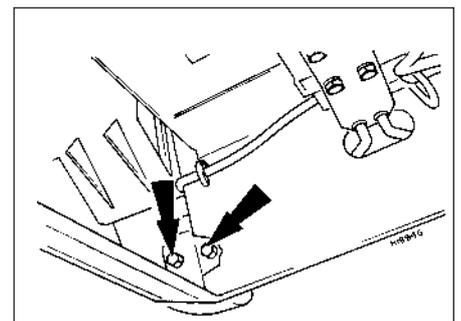
- 19 Working underneath the vehicle, unscrew the two securing nuts and washers from the bump stop studs, and withdraw the bump stop (see illustration).
- 20 Refitting is a reversal of removal.



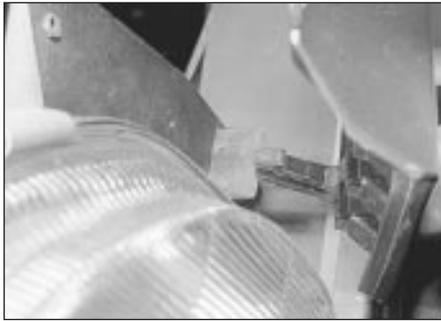
30.15 Rear bumper plastic fastener



30.18 Adjusting the height of a rear bumper



30.19 Rear bump stop securing nut locations (arrowed) - P100 models



32.5a Radiator grille panel upper retaining clip - models from 1987

31 Bumper trim moulding - renewal

New bumpers are supplied without the trim moulding fitted. Special primer and adhesive tape are specified by the manufacturer to retain the moulding: it is suggested that a Ford dealer is consulted for further details.

A damaged moulding can be removed by prising it from the bumper using a screwdriver.

32 Radiator grille panel - removal and refitting

Models up to 1987

1 With the bonnet raised, remove the four grille panel securing screws from the top of the front panel.

2 Lift the grille panel from its lower mounting bushes, and withdraw it from the vehicle.

3 Refitting is a reversal of removal, but ensure that the lower mounting lugs are correctly located in their bushes.

Models from 1987

4 With the bonnet raised, remove the two grille panel securing screws from the front face of the panel.

5 Release the upper and lower grille retaining clips, and withdraw the grille panel from the vehicle (see illustrations).

6 Refitting is a reversal of removal, but align the grille panel carefully before tightening the securing screws.



32.8 Removing the later type front grille panel



32.5b Radiator grille panel lower retaining clip - models from 1987

Models from 1990

7 With the bonnet raised, remove the two securing screws from the top of the grille panel.

8 Slide the panel towards the driver's side of the vehicle, then pull the panel forwards to release the retaining clips (see illustration).

9 Refitting is a reversal of removal.

33 Windscreen cowl panel - removal and refitting

Removal

1 Open the bonnet and disconnect the windscreen washer hose at the T-piece connector.

2 Remove both windscreen wiper arm assemblies.

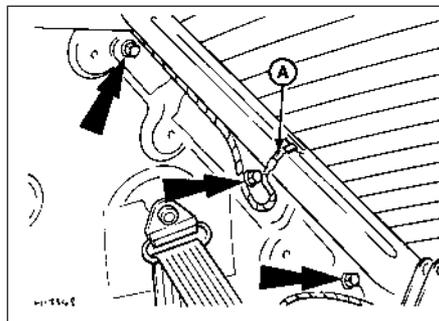
3 Remove the single securing screw from each end of the cowl panel.

4 On models up to 1987, prise out the screw covers and remove the eight plastic screws securing the cowl panel to the body. Withdraw the panel.

5 On models from 1987, prise out the screw covers and remove the plastic securing screws. Pull the front edge of the cowl panel upwards to disengage the front fixing clips, then move the panel to the left and then to the right to disengage the hooks on the panel underside. Withdraw the panel.

Refitting

6 Refitting is a reversal of removal.



34.2 Exterior rear pillar trim panel securing nut locations (arrowed) - Saloon models
A Heated rear window wiring plug

34 Exterior rear pillar trim panel (Saloon models) - renewal

1 Remove the interior rear pillar trim panel.
2 Unscrew the three now exposed securing nuts and withdraw the exterior trim panel (see illustration).

3 Refitting is a reversal of removal, but do not overtighten the securing nuts, as this may result in damage to the rubber seals.

35 Cab air vent panel (P100 models) - renewal

1 Remove the cab interior side trim panel.
2 Working inside the cab, remove the two rubber grommets from the rear pillar, then unscrew the two now exposed nuts, and withdraw the air vent panel.

3 Refitting is a reversal of removal.

36 Wheel arch liners - renewal

1 Where fitted, the wheel arch liners may be retained by self-tapping screws, plastic clips, or a combination of both.

2 To remove a liner, simply unscrew the retaining screws, or where plastic clips are fitted, release them by turning with a screwdriver (see illustration).

3 Refitting is a reversal of removal.

37 Fuel filler flap - removal and refitting

Removal

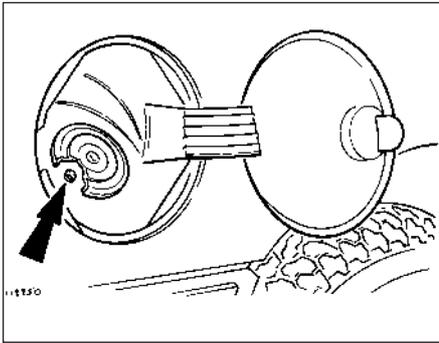
1 Open the filler flap and the tailgate or boot lid, as applicable.

2 Remove the fuel filler cap and then remove the screw securing the filler housing to the fuel tank neck (see illustration).

3 Working inside the luggage compartment, depress the filler housing retaining tangs, and push the assembly out through the body panel. Recover the gasket.



36.2 Releasing a wheel arch liner plastic clip



37.2 Fuel filler housing securing screw (arrowed)

4 Immerse the housing assembly in a container of hot water for approximately ten minutes, then prise the hinge cover from the housing, and using a screwdriver, prise the filler flap hinge legs out of the sockets in the housing.

Refitting

5 Commence refitting by warming the filler flap and housing, as during removal, then push the flap hinge legs into the housing.

6 Further refitting is a reversal of removal, ensuring that the housing gasket and retaining tangs are correctly located.

38 Inner gutter weatherstrip (Saloon, Hatchback and Estate models) - removal and refitting

Removal

1 Open both the front and rear doors to expose the relevant weatherstrip.

2 Carefully pull the weatherstrip from the base of the front pillar, taking care to release the flap which is stuck to the pillar with adhesive.

3 Pull the remainder of the weatherstrip from its flange.

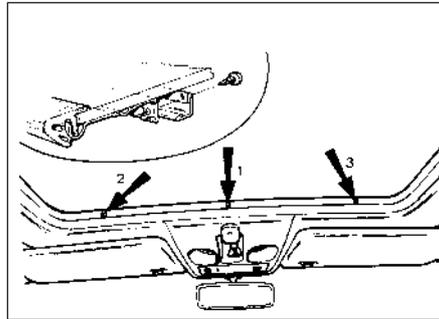
4 Carefully clean the old adhesive from the base of the front pillar using methylated spirits.

Refitting

5 Commence refitting by pushing the weatherstrip onto its flange at the top corner of the rear pillar, running it for approximately 200 mm (8.0 in) along the horizontal flange.

6 Align the flap on the front pillar, and apply a thin bead of rubber-based adhesive to the flap. Refit the flap to the front pillar, ensuring that it lies naturally. Should the flap not lie naturally, or start to lift, temporarily secure it in position with adhesive tape.

7 Refit the remainder of the weatherstrip, starting at the front pillar and working rearwards, then close the doors and allow the adhesive to dry for at least an hour.



39.1 Sunroof lower frame-to-glass panel securing screws and clips (arrowed)
Tighten screws in the order shown when refitting

39 Sunroof - removal, refitting and adjustment

Glass panel - removal and refitting

1 Open the sunblind and remove the three screws and clips shown (see illustration) then slide the lower frame rearwards into the roof.

2 Remove the six screws securing the glass panel to the sliding gear (see illustration) then push the glass panel upwards and remove it from outside of the vehicle, taking care not to damage the paintwork.

3 Commence refitting by securing the glass panel to the sliding gear with the six screws.

4 Adjust the sunroof as described in paragraphs 10 and 12 to 14 inclusive, but note that there is no need to open and close the roof before checking adjustment.

5 Refit the three clips to the glass panel, then pull the lower frame forwards and secure it to the glass panel with the three screws. Tighten the screws in the order shown.

Complete assembly - removal and refitting

6 Fully open the sliding roof panel, then remove the screw securing the roof operating handle and detach the handle.

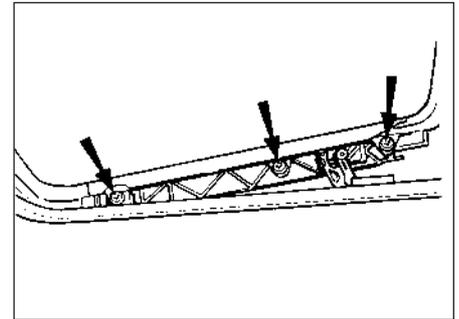
7 Remove the four screws on each side and the two screws at the front securing the sliding roof assembly to the roof tray.

8 Lift the front rail and carefully withdraw the assembly forwards from the roof tray, taking care not to damage the paintwork.

9 Refitting is a reversal of removal, but on completion, adjust the sunroof as described in paragraph 10 onwards, and if necessary adjust the position of the roof operating handle so that with the roof in its closed position, the handle can fold into its recess.

Adjustment

10 Fully open and close the sliding roof, then check that the front edge of the glass panel is flush with, or a maximum of 2.0 mm (0.08 in) below the adjacent roof panel. The rear edge of the glass panel should be flush with, or a



39.2 Sunroof glass panel-to-sliding gear securing screws (one side shown for clarity)

maximum of 2.0 mm (0.08 in) above the adjacent roof panel.

11 If adjustment is necessary, remove the three screws securing the glass panel to the lower frame, then slide the lower frame rearwards into the roof.

12 To adjust the front edge of the glass panel, loosen the front and centre screws securing the glass panel to the sliding gear.

13 To adjust the rear edge of the glass panel, loosen the rear and centre screws securing the glass panel to the sliding gear (see illustration 39.1).

14 On completion of adjustment, tighten the glass panel-to-sliding gear securing screws.

15 Pull the lower frame forwards and secure it to the glass panel with the three screws. Tighten the screws in the order shown.

40 Interior trim panels - general information

1 The method of removal and refitting for most interior trim panels is self-explanatory. The panels are fixed in place either by screws, which may be concealed by plastic blanking plugs in some cases, or by clips on the rear of the panel.

2 When removing a panel secured by clips, prise the panel as close as possible to each clip, using a forked tool similar to that shown (see illustration, 17.6b) or a wide-bladed screwdriver to prevent damage to the panel.

3 Refer to the relevant Sections of this Chapter for removal and refitting details of the major trim panels.

41 Interior pillar trim panels - removal and refitting

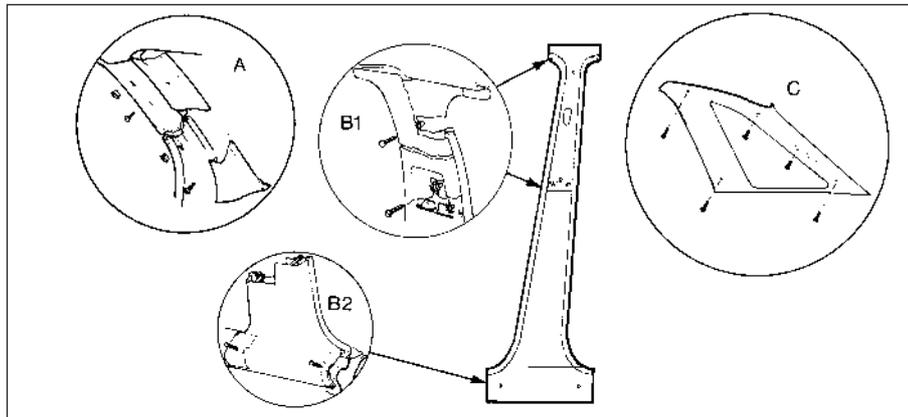
Front pillar

1 Remove the two trim panel securing screws and withdraw the panel (see illustration)..

2 Refitting is a reversal of removal.

Centre pillar

3 Where applicable, lever the seat belt height adjuster button downwards and detach the button by removing the two securing screws.



41.1 Interior pillar trim panel fixings - Hatchback models

A Front pillar trim panel
B1 Centre pillar upper trim panel

B2 Centre pillar lower trim panel
C Rear pillar trim panel

- 4 Unscrew the upper seat belt anchor nut, noting the fitted positions of any washers and spacers so that they can be refitted in their original positions.
- 5 Remove the two securing screws, and withdraw the upper trim panel.
- 6 Remove the two or three securing screws as applicable, and withdraw the lower trim panel, passing the seat belt webbing through the panel as it is removed.
- 7 Refitting is a reversal of removal.

Rear pillar

Saloon models

- 8 Remove the rear seat cushion.
- 9 Unbolt the lower seat belt anchor.
- 10 On models with fixed rear seats, remove the backrest.
- 11 On models with folding rear seats, remove the side cushion.
- 12 Remove the two securing screws from the base of the pillar trim panel, then pull the trim panel from the pillar, passing the seat belt webbing through the panel as it is removed.
- 13 Refitting is a reversal of removal.

Hatchback models

- 14 Remove the rear seat side cushion.
- 15 Remove the rear parcel shelf, and where applicable unbolt the rear seat belt upper anchor and spacer.
- 16 On "high specification" models, lift the seat catch release lever, push out the pin securing the link rod to the lever and disconnect the link rod.
- 17 Remove the securing screws from the rear parcel shelf support (nine screws on models up to 1987, eight screws from 1987 onwards) and on "high specification" models remove the two bolts securing the rear seat catch assembly to the wheel arch, then withdraw the catch assembly. Remove the rear parcel shelf support.
- 18 Remove the five securing screws and detach the rear pillar trim panel.
- 19 Refitting is a reversal of removal, but where applicable check the operation of the rear seat catch on completion.

P100 models

- 20 Remove the cover from the seat belt upper anchor, then unscrew the anchor, noting the fitted positions of any washers and spacers so that they can be refitted in their original positions.
- 21 Remove the three securing screws from the upper trim panel, and withdraw the panel (see illustration).
- 22 Remove the three securing screws from the lower trim panel, then pull the panel away from the pillar and pass the seat belt webbing through the slot.
- 23 Withdraw the trim panel by disengaging it from the seat belt inertia reel mounting bracket.
- 24 Refitting is a reversal of removal.

42 Cab interior trim panels (P100 models) - removal and refitting

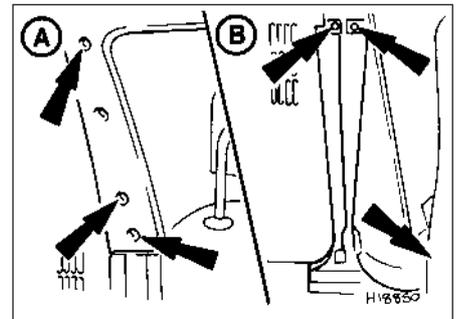


Side trim panel

- 1 Remove the rear pillar trim panel.
- 2 Remove the side trim panel by prising out the four expander pins from the clips, then pulling out the clips and withdrawing the panel.
- 3 Refitting is a reversal of removal.

Upper rear trim panel

- 4 Remove the side trim panels from both sides of the cab as previously described in this Section.
- 5 Remove the cab rear window.
- 6 Prise out the four expander pins from the trim panel clips beneath the rear window aperture, then pull out the clips (see illustration).
- 7 Remove the blanking covers, then remove the three securing screws from the rear of the headlining.
- 8 Lower the rear of the headlining and remove the trim panel.
- 9 Refitting is a reversal of removal.



41.21 Interior rear pillar trim panel fixings (arrowed) - P100 models

A Upper trim panel B Lower trim panel

Lower rear trim panel

- 10 Remove the side trim panels from both sides of the cab as previously described in this Section.
- 11 Prise out the four expander pins from the trim panel clips beneath the rear window aperture, then pull out the clips.
- 12 Pull the jack handle from its two retaining clips, then remove the clips.
- 13 Prise out the two expander pins from the trim panel lower clips, then pull out the clips.
- 14 Pull the bottom edge of the trim panel away from the rear of the cab, and slide the panel out from under the upper trim panel.
- 15 Refitting is a reversal of removal.

43 Facia panels - removal and refitting

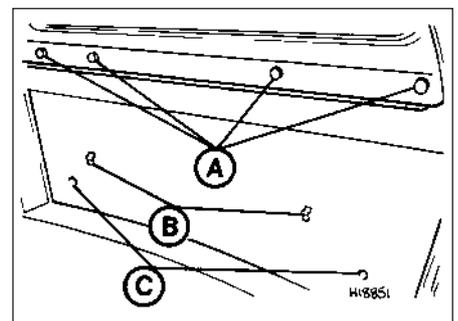


Models up to 1992

- 1 Note the locations of the facia panel securing screws (see illustration). Disconnect the battery negative lead.

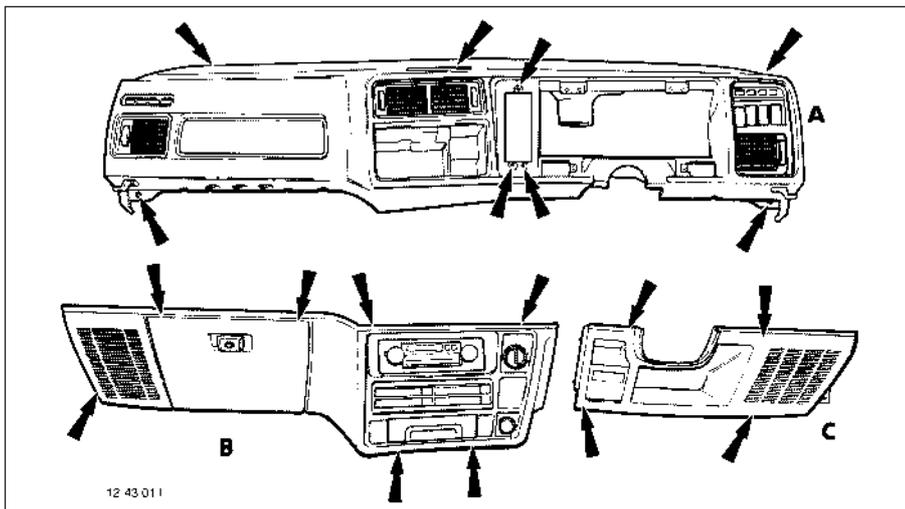
Driver's side lower facia panel

- 2 Remove the two securing screws and withdraw the side trim panel from the right-hand side of the footwell (see illustration).
- 3 Remove the securing screws and unclip the lower and upper steering column shrouds.



42.6 Cab interior rear panel fixings - P100 models

A Upper and lower trim panel fixings
B Jack handle retaining clips
C Lower trim panel fixings



43.1 Fascia panel securing screw locations (arrowed)

A Upper fascia panel

B Passenger side lower fascia panel

C Driver's side lower fascia panel

4 Unclip the trim panel from the lower edge of the lower fascia panel.

5 Remove the four securing screws and withdraw the lower fascia panel. Where applicable, disconnect the loudspeaker wiring.

6 Refitting is a reversal of removal.

Passenger side lower fascia panel

7 Remove the two securing screws and withdraw the side trim panel from the left-hand side of the footwell.

8 Remove the centre console to gain access to the lower fascia panel securing screws.

9 Unclip the trim panel from the lower edge of the lower fascia panel.

10 Unscrew the seven securing screws and withdraw the lower fascia panel. Disconnect the wiring from the loudspeaker, glovebox lamp, ashtray lamp, heater switch, cigarette lighter, radio/cassette player, and loudspeaker balance control, as applicable. It is advisable to label the wiring plugs to assist refitting in the correct positions.

11 Refitting is a reversal of removal.

Upper fascia panel

12 Remove the lower fascia panels as described previously in this Section.

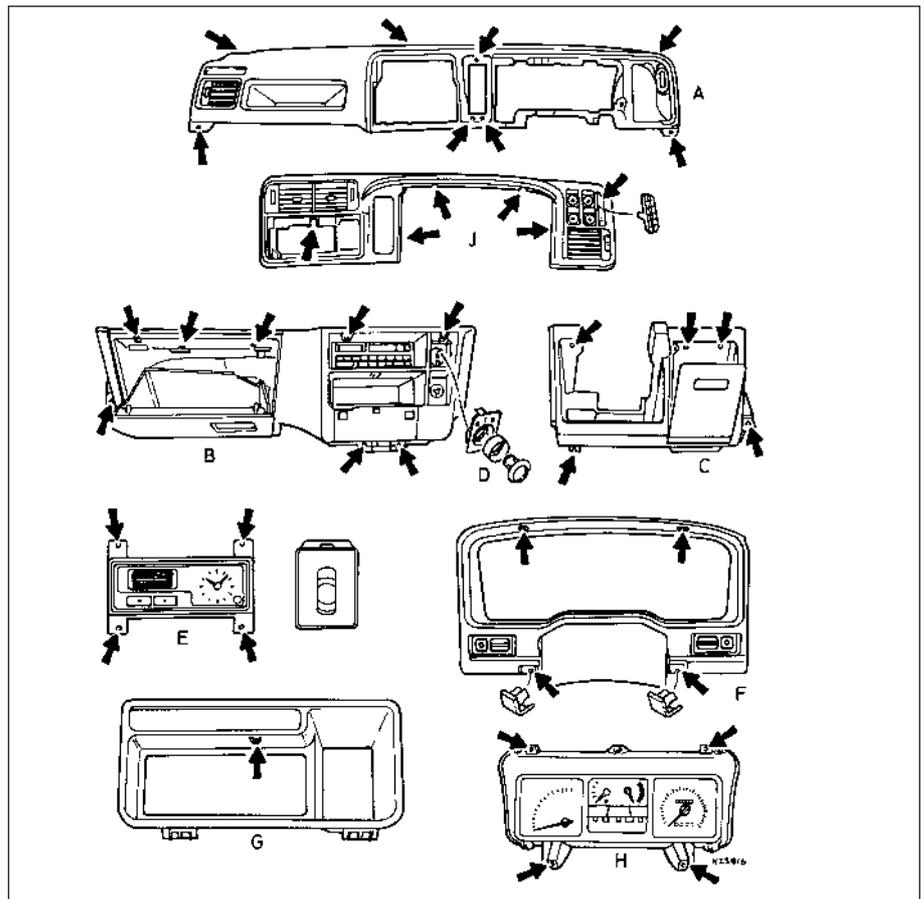


43.2 Withdraw the side trim panel from the footwell

- 13 Remove the instrument panel (Chapter 13).
- 14 Where applicable, remove the trip computer and "door ajar" monitor.
- 15 Remove the heater control panel.
- 16 Prise out the front and rear foglamp, heated rear window and heated windscreen switches and the instrument light and intermittent wiper rheostats, as applicable, from the upper fascia panel, and disconnect their wiring plugs. It is advisable to label the wiring plugs to assist refitting in the correct positions.
- 17 Remove the five securing screws and withdraw the upper fascia panel through the passenger door aperture. Disconnect the heater vent hoses, and ensure that any remaining wiring is disconnected and where applicable unclipped from the fascia panel.
- 18 Refitting is a reversal of removal.

Models from 1992

19 A restyled fascia is fitted from 1992. The procedures for removal and refitting of the various panels are essentially as described above, noting the following points (see illustration).



43.19 Fascia components and securing screw locations (arrowed) - models from 1992

A Upper fascia panel

B Passenger's side lower fascia panel

C Driver's side lower fascia panel

D Heater fan control cover and bezel

E Clock/auxiliary warning system display

F Instrument panel surround and screw covers

G Clock/auxiliary warning system display surround

H Instrument cluster

J Instrument cluster surround



44.3a Removing a rear upper console panel front retaining screw - "high specification" model



44.3b Rear upper console panel rear retaining screws (arrowed)



44.6a Removing a lower console panel front securing screw . . .

20 On models with an adjustable steering column, fully extend and lower the steering column before attempting to remove any of the panels on the driver's side.

21 The steering column shrouds are secured by six screws - five through the lower shroud, and one through the upper shroud.

22 If necessary, remove the centre console.

23 The driver's side lower fascia panel is secured by five screws.

24 The passenger's side lower fascia panel is secured by eight screws.

25 On models with an alarm, the alarm warning light must be disconnected and removed before removing the upper fascia panel.



44.6b . . . centre securing screw . . .



44.6c . . . and rear securing screw

44 Centre console - removal and refitting



Models up to 1990

Full length console

1 Where applicable, prise the electric window switches from the front upper console panel and disconnect the wiring.

2 Remove the three securing screws from the front upper console panel, then withdraw the panel over the gear selector lever, at the same time releasing the rubber gaiter where applicable.

3 On "high specification" models, where applicable prise the electric window switches from the rear upper console panel and disconnect the wiring. Remove the five securing screws and withdraw the rear upper console panel (see illustrations).

4 On "low specification" models, remove the two securing screws and release the single rear clip, then withdraw the rear upper console panel.

5 Where applicable, remove the two screws securing the lower console centre bracket to the transmission tunnel, and remove the bracket.

6 Remove the six screws securing the lower console panel, and withdraw the panel (see illustrations).

7 Refitting is a reversal of removal.

Short console

8 Prise out the blanking plug, and remove the rear console securing screw.

9 On automatic transmission models, lift out the console tray mat and remove the front two console securing screws.

10 On manual gearbox models, prise out the blanking plugs and remove the front two console securing screws.

11 Withdraw the console over the gear selector lever, at the same time releasing the rubber gaiter where applicable.

Models from 1990

12 Remove the switch assembly (after disconnecting the battery negative lead), or remove the blanking plate from the gear lever surround, as applicable.

13 Remove the securing screw from the gear

lever surround, and withdraw the gear lever surround from the console by releasing the two securing clips.

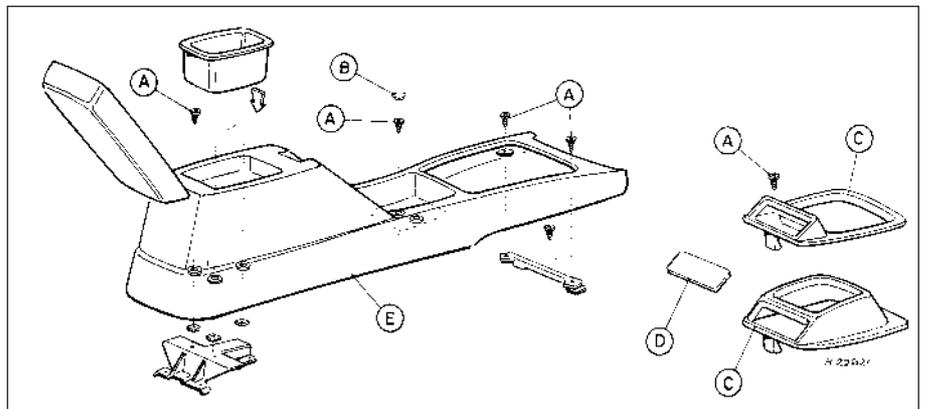
14 Remove the seven console securing screws (see illustration).

15 Chock the rear wheels, then release the handbrake lever.

16 Jack up the vehicle and support it on axle stands (see "Jacking and Vehicle Support"). Disconnect the handbrake equaliser from the linkage on the underbody.

17 Raise the handbrake lever fully, and lift the console over the handbrake lever.

18 Refitting is a reversal of removal, but on completion, check the handbrake/cable adjustment.



44.14 Centre console components - models from 1990

A Screw
B Screw cover

C Gear lever surround
D Blanking plate

E Centre console

45 Overhead console - removal and refitting



Removal

- 1 Disconnect the battery negative lead.
- 2 Open the sunroof.
- 3 On models with a manually-operated sunroof, remove the sunroof handle securing screw, then withdraw the handle and trim plate.
- 4 On models with an electric sunroof, remove the operating switch.
- 5 Remove the courtesy lamp, if necessary, then remove the two screws from the front of the console (see illustration).
- 6 Remove the two screws securing the rear of the console to the sunroof flange, and withdraw the console.

Refitting

- 7 Refitting is a reversal of removal.

46 Headlining - removal and refitting

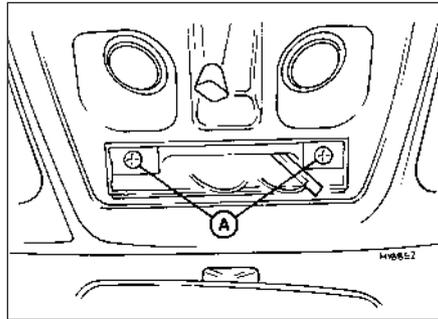


Saloon, Hatchback and Estate models

- 1 On Saloons, remove the rear seat back.
- 2 Loosen the upper screws of all the pillar trim panels touching the headlining.
- 3 Prise off the covers and remove the screws from the passenger grab handles. Withdraw the grab handles. Similarly, prise off the blanking covers and remove the headlining securing screws from the driver's position.
- 4 Disconnect the battery negative lead, then prise the courtesy light(s) from the headlining or overhead console. Disconnect the wiring and remove the courtesy light(s).
- 5 Where applicable, remove the two securing screws and withdraw the overhead console.
- 6 Remove the sunroof (where fitted). The headlining is folded around the sunroof aperture flange and is held in place with adhesive tape and a moulding which must be removed.
- 7 Support the headlining, then remove the screws and withdraw the sun visors and clips. Where applicable, disconnect the wiring from the vanity mirror lamp.
- 8 On Estate models, remove the two plastic fasteners from the headlining between the rear door and tailgate pillars.
- 9 Remove the two plastic fasteners from the rear of the headlining, and withdraw the headlining through the luggage compartment.
- 10 Refitting is a reversal of removal.

P100 models

- 11 Loosen the front pillar trim panel upper securing screws.
- 12 Prise off the covers and remove the screws from the passenger grab handle. Withdraw the grab handle.



45.5 Overhead console securing screws (A)

- 13 Prise off the blanking cover and remove the headlining securing screw from the driver's side.
- 14 Disconnect the battery negative lead, then prise the courtesy light from the headlining. Disconnect the wiring and remove the courtesy light.
- 15 Support the headlining, then remove the screws and withdraw the sun visors and clips.
- 16 Remove the blanking covers, and the three securing screws from the rear of the headlining, then withdraw the headlining through one of the door apertures.
- 17 Refitting is a reversal of removal.

47 Seats - removal and refitting



Front seat

- 1 Slide the seat fully forwards, and on seats with height adjustment unhook the tension spring from the rear crosstube. Where applicable, disconnect the wiring from the seat heating pad(s).
- 2 Unscrew and remove the two bolts from the inner rear seat mounting bracket and the single bolt from the outer rear seat mounting bracket (see illustration).
- 3 Slide the seat fully rearwards, then unscrew and remove the single bolt from each front seat mounting bracket. Withdraw the seat from the vehicle.
- 4 Refitting is a reversal of removal, but when fitting the front and rear mounting bolts,



47.2 Front seat inner rear mounting

tighten the inner bolts first in each case. Where applicable locate the height adjustment tension spring between the weld pips on the crosstube.

Rear seat cushion

- 5 Remove the single screw from each side, securing the cushion to the heel kick panel.
- 6 Pull the cushion forwards and remove it from the vehicle.
- 7 Refitting is a reversal of removal.

Rear seat backrest

Fixed rear seats

- 8 Remove the seat cushion as described in paragraphs 5 to 7.
- 9 Remove the three now exposed Torx screws from the base of the backrest.
- 10 Working inside the luggage compartment, remove the three nuts securing the backrest to the body.
- 11 Pull the backrest forwards into the passenger compartment and remove it from the vehicle. Where applicable, feed the rear seat belt straps and buckles around the edges of the backrest.
- 12 Refitting is a reversal of removal.

Folding rear seats

- 13 Release the catch and fold the seat backrest forwards.
- 14 Remove the two Torx screws from each backrest hinge.
- 15 Pull the backrest forwards into the passenger compartment and remove it from the vehicle. Where applicable, feed the rear seat belt straps and buckles around the edges of the backrest.
- 16 Refitting is a reversal of removal, but where necessary adjust the position of the seat catch striker to achieve correct operation of the catch.

Rear seat side cushion

Saloon models

- 17 Working in the luggage compartment, remove the nut from the side cushion stud.
- 18 Working in the passenger compartment, remove the rear seat cushion as described in paragraphs 5 and 6.
- 19 Expose the seat backrest hinge bolt by removing the cover, then remove the bolt.
- 20 Pull the top of the side cushion forwards to disengage the stud from the body.
- 21 Straighten the metal retaining tangs at the base of the side cushion, then withdraw the cushion.
- 22 Refitting is a reversal of removal.

Hatchback and Estate models

- 23 Fold down the rear seat backrest.
- 24 Carefully bend back the side cushion lower retaining tangs, then unhook the cushion from the upper fixing on the rear parcel shelf support (see illustration).
- 25 Refitting is a reversal of removal.



47.24 Rear seat side cushion removed exposing upper fixing hook

Rear seat armrest

- 26 Fold the rear seat backrest forwards, and remove the three armrest securing screws.
- 27 Remove the armrest by prising out the trim clips securing the cover material to the trim backrest.
- 28 Refitting is a reversal of removal.

48 Rear seat catch - removal and refitting

Saloon models

- 1 Working in the luggage compartment, release the seat catch by pulling the release knob, or if the cable is broken, use a screwdriver to release the catch itself.
- 2 Fold the backrest forwards into the passenger compartment and remove the two screws shown (see illustration).
- 3 Detach the cover and then remove the catch from the body.
- 4 Disconnect the release cable and sheath from the catch.
- 5 Refitting is a reversal of removal, but on completion check the catch for correct operation, and if necessary adjust the position of the striker on the seat backrest to achieve satisfactory engagement with the catch.

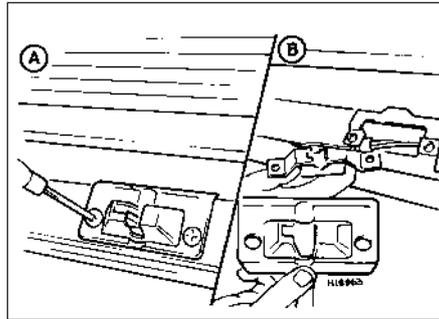
Hatchback and Estate models

Low specification

- 6 Release the seat catch by pulling the release knob, and fold the backrest forwards into the passenger compartment.



48.13 Rear seat catch assembly - "high specification" Hatchback model



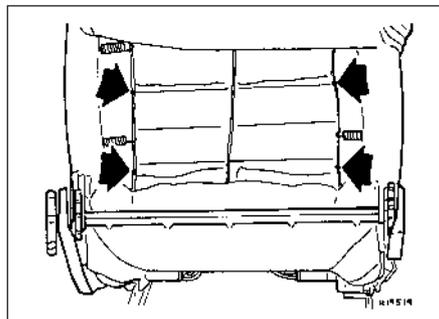
48.2 Rear seat catch fixings - Saloon models

- A Remove the securing screws
- B Withdraw the cover and catch

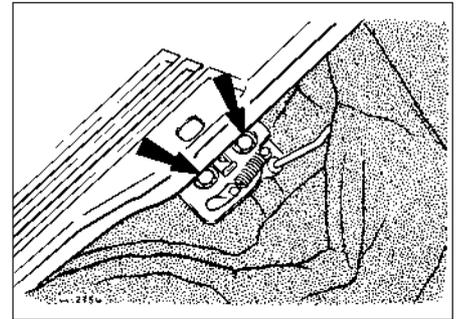
- 7 Unscrew the release knob from the top of the seat backrest.
- 8 Carefully pull the edge of the seat cover from the flange on the seat backrest, then pull the backrest cushion away from the seat panel to gain access to the catch (see illustration).
- 9 Remove the catch assembly by unscrewing the two securing bolts.
- 10 Refitting is a reversal of removal, but on completion check the catch for correct operation, and if necessary adjust the position of the striker to achieve satisfactory engagement with the catch.

High specification

- 11 Release the seat catch and fold the backrest forwards into the passenger compartment.
- 12 Remove the rear parcel shelf for improved access, then remove the screws and withdraw the cover for access to the catch.
- 13 Unscrew the two bolts securing the catch to the bracket on the rear wheel arch (see illustration).
- 14 Using a small screwdriver, push out the pin securing the link rod to the catch, then withdraw the catch.
- 15 If required, lift the release lever, push out the securing pin and remove the link rod. The lever can be removed by drilling out the two securing rivets from the parcel shelf support.
- 16 Refitting is a reversal of removal, but where applicable fit new rivets using a hand riveter to secure the release lever. On



49.3 Front seat air cushion securing rings (arrowed)



48.8 Pull back the seat cover to expose the rear seat catch securing bolts - "low spec." Hatchback and Estate models

completion check the operation of the catch and if necessary adjust the position of the striker to achieve satisfactory engagement with the catch.

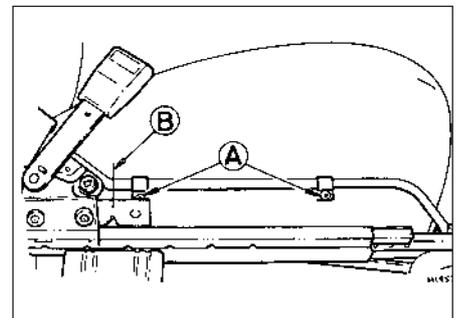
49 Front seat air cushion assembly - removal and refitting

Complete assembly - removal and refitting

- 1 Remove the seat.
- 2 Straighten the seat back cover retaining tangs, and pull the cover upwards to expose the air cushion.
- 3 Cut through the four securing rings (see illustration) and remove the two screws securing the metal air tube to the side of the seat, then withdraw the assembly from the seat frame.
- 4 Refitting is a reversal of removal, using new cushion securing rings.

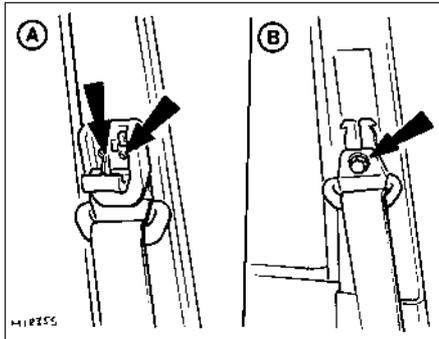
Air inflator ball - renewal

- 5 Remove the seat.
- 6 Remove the two screws securing the metal air tube to the side of the seat (see illustration), then cut through the plastic hose as close to the end of the metal tube as possible. Discard the old tube and the inflator ball.



49.6 Front seat air cushion tube and inflator ball

- A Air tube securing screws
- B Hose cutting point



50.4 Front seat belt upper anchor fixings

- A Adjuster securing screws
- B Anchor nut

- 7 Fit a new hose clamp over the plastic hose, and warm the end of the hose in hot water until it is pliable. Push the metal tube into the plastic hose, ensuring an overlap of at least 20.0 mm (0.8 in).
- 8 Crimp the new clamp onto the hose to ensure an airtight seal.
- 9 Refit the two screws securing the tube to the side of the seat.
- 10 Refit the seat.

50 Seat belts - removal and refitting

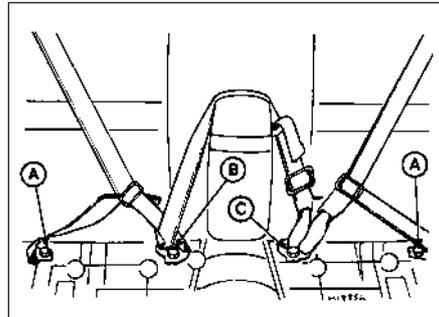


Front seat belt stalk

- 1 Remove the front seat.
- 2 Detach the seat belt stalk from the seat by removing the two Torx screws.
- 3 Refitting is a reversal of removal.

Front seat belt assembly

- 4 Where applicable, prise out the cover from the height adjuster using a small coin or similar implement, and detach the adjuster by removing the two screws (see illustration).
- 5 Unscrew the seat belt upper anchor nut, noting the fitted positions of any washers and spacers so that they can be refitted in their original positions.
- 6 Remove the centre pillar trim panels.
- 7 On 3-door models, remove the waist-level seat belt webbing guide, and remove the bolt securing the belt slider bar to the body. Disengage the slider bar from the heel kick panel, and slide off the belt webbing loop.
- 8 Unscrew the bolt securing the inertia reel unit to the centre pillar, noting the fitted positions of any washers and spacers so that they can be refitted in their original positions.



50.11 Rear seat belt lower anchors

- A Inertia reel belt lower anchors
- B Static belt and buckle
- C Twin buckle assembly

- 9 Refitting is a reversal of removal, taking care to install the belt without twists in the webbing, and refitting any washers and spacers in their original positions.

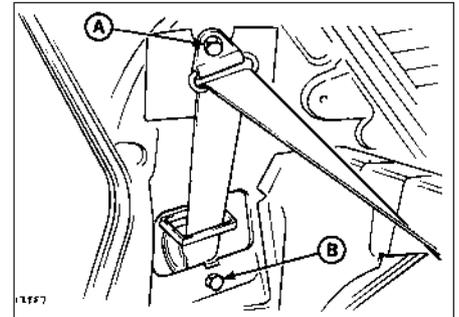
Rear seat belt assembly

Saloon models

- 10 Remove the rear seat cushion.
- 11 Unbolt the relevant belt anchor(s) from the floor (see illustration), noting the fitted positions of any washers and spacers so that they can be refitted in their original positions. The central lap strap and buckle assemblies can be withdrawn after unbolting the anchors.
- 12 To remove a side belt and inertia reel assembly, proceed as follows.
- 13 Remove the rear pillar trim panel.
- 14 Unscrew the upper belt anchor (see illustration), noting the fitted positions of any washers and spacers so that they can be refitted in their original positions.
- 15 Unscrew the bolt securing the inertia reel unit to the rear pillar, again noting the positions of any washers and spacers.
- 16 Refitting is a reversal of removal, taking care to install the belt(s) without twists in the webbing, and refitting any washers and spacers in their original positions.

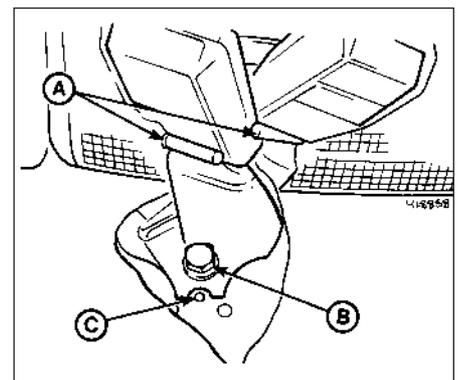
Hatchback and Estate models

- 17 Remove the rear seat cushion.
- 18 Unbolt the relevant belt anchor(s) from the floor (see illustration), noting the fitted positions of any washers and spacers so that they can be refitted in their original positions.
- 19 To remove the central lapstrap and buckle assemblies, disconnect the buckle(s) from the elasticated straps by withdrawing the retaining dowel(s). To prevent the strap(s) from moving into the interior of the seat, insert



50.14 Rear seat belt upper anchor (A) and inertia reel securing bolt (B) - Saloon models

- a length of wire through the strap loop(s).
- 20 To remove a side belt and inertia reel assembly, proceed as follows.
 - 21 Unbolt the upper left anchor, noting the position of any washers and spacers, and allow the webbing to pass into the inertia reel unit.
 - 22 On Hatchback models, pull back the inertia reel cover in the luggage compartment, and unbolt the inertia reel from the body, noting the position of any washers and spacers. Prise out the belt guide from the rear parcel shelf support, and push the guide, upper and lower anchors, and buckle plate through the aperture.
 - 23 On Estate models, remove the luggage compartment side trim panel then unbolt the inertia reel unit, noting the position of any washers and spacers, and withdraw the belt assembly.
 - 24 Refitting is a reversal of removal, taking care to install the belt(s) without twists in the webbing, and refitting any washers and spacers in their original positions. Ensure that the cut-outs in the lower anchor brackets are correctly located around the raised dimples in the floor.



50.18 Rear seat belt twin buckle assembly lower anchor bracket - Hatchback and Estate models

- A Elasticated strap retaining dowels
- B Anchor belt
- C Floor dimple

