

SECTION S

BODY

- Section No. S.1 Removing a door lock.
- Section No. S.2 Removing the windshield.
- Section No. S.3 Removing the front bumper.
- Section No. S.4 Removing the rear bumper.
- Section No. S.5 Removing the hood.
- Section No. S.6 Removing a rear wing.
- Section No. S.7 Removing a front wing.
- Section No. S.8 Removing the body.
- Section No. S.9 Fitting the optional heating and demisting equipment.
- Section No. S.10 Cold air ventilation equipment.
- Section No. S.11 Maintenance of bodywork and upholstery.
- Section No. S.12 Reglazing the windshield.
- Section No. S.13 Removing the windshield (Coupé).
- Section No. S.14 Removing and replacing the rear light (Coupé).
- Section No. S.15 Removing a door lock or window regulator (Coupé).
- Section No. S.16 Removing the head liner (Coupé).
- Section No. S.17 Sealing hood seams.
- Section No. S.18 Sliding sidescreeens.
- Section No. S.19 Use of adhesives.
- Section No. S.20 Paint refinishing instructions.
- Section No. S.21 Seat belt anchorage fitting instructions.

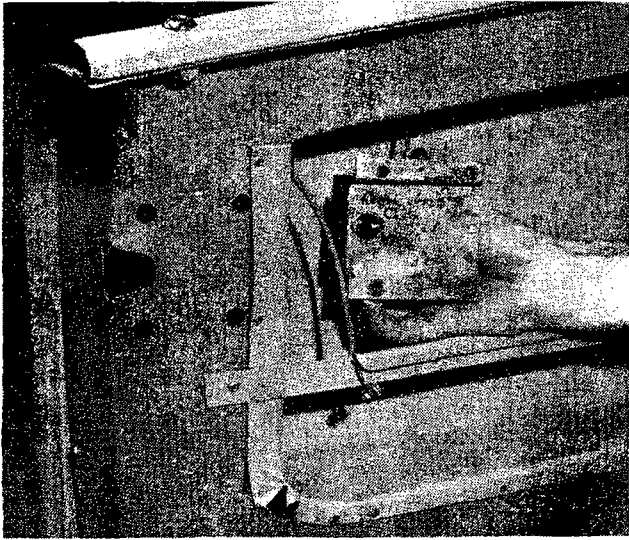


Fig. S.1

Withdrawing a door lock

Section S.1

REMOVING A DOOR LOCK

Take out the three securing screws and remove the sidescreen clamp plate.

Unscrew the 10 recessed-headed screws securing the trim panel to the door. Lower the trim panel downwards to free it from the lipped rail along the bottom edge of the pocket.

Remove the nut and bolt securing the door lock cable to the bracket in the top forward corner of the pocket. Note which one of the four holes is used in the bracket to secure the cable.

Take out the four screws securing the lock to the door panel and withdraw the lock through the opening at the top of the door pocket, at the same time feeding the cable through the grommet.

Reassembly is a reversal of the dismantling procedure.

Section S.2

REMOVING THE WINDSHIELD

Unscrew the six recessed-headed screws securing the interior trim panel on either side of the car, forward of the doors.

Remove the two pieces of sealing material which cover the windshield securing bolt holes and unscrew the bolts, taking care not to drop the plain and spring washers between the two body panels.

Take out the three screws securing the windshield frame to the hand-grip on each side and lift away the windshield.

S.2

Reassembly is a reversal of the dismantling procedure. Replace the pieces of sealing material with Bostik.

Section S.3

REMOVING THE FRONT BUMPER

The front bumper is secured to four mounting brackets attached to the front frame extension assembly. Remove the four nuts and spring and plain washers.

If necessary, release one of the outer bumper mounting brackets from the frame extension by unscrewing the three nuts and bolts.

The bumper may now be withdrawn forward from the brackets.

One bolt secures each over-rider to the bumper. Unscrew the bolt and the over-rider will become detached.

Section S.4

REMOVING THE REAR BUMPER

The rear bumper is secured to two mounting brackets attached to the rear of the frame.

Remove the two bumper securing nuts and spring and plain washers.

Disconnect the wiring to the rear number-plate light. Withdraw the bumper from the mounting brackets.

Each over-rider is secured to the bumper by one bolt.

Section S.5

REMOVING THE HOOD

Place the hood in the folded position.

Remove from one side the three recessed-headed screws securing the hood frame to the body. With an assistant holding the free end, remove the three screws securing the hood on the opposite side.

The hood may now be lifted away.

Section S.6

REMOVING A REAR WING

Disconnect the wiring to the rear lamps (see Section N).

Remove from inside of the rear wing the five bolts and spring and plain washers securing the wing to the body. Five more bolts are situated behind the baffle panel inside the rear of the wing.

Remove the bolt securing the baffle panel to the wing flange.

Gently ease away the rear portion of the trim panel situated behind the seats and remove the bolt securing the upper corner of the wing.

Remove the two nuts and bolts from the forward end of the wing on the underside.

Remove the three recessed-headed screws securing the wing to the door striker panel.

Remove the wing rearwards to disengage it from the flange of the door striker panel.

Reassembly is a reversal of the dismantling procedure.

When refitting the wing ensure that the piping is correctly and neatly positioned before finally tightening the wing bolts.

Section S.7

REMOVING A FRONT WING

Disconnect the wiring to the lamps (see Section N).

Remove the four nuts and bolts from the rear underside of the front wing, also the six bolts, spring and plain washers securing the baffle panel to the body. Remove the panel.

Take out the three bolts situated just above and to the outside rear of the front bumper.

Remove from inside of the wing the nine bolts, spring and plain washers securing the wing to the body and also two more situated under the bonnet in the rear corner.

Remove the trim panel from inside the car forward of the doors (see Section S.2) and take out the two bolts situated at the top. Remove the four remaining bolts running down the side of the body panel and the wing may be lifted away.

Have an assistant to bear the weight of the wing while the securing bolts are being removed.

Reassembly is a reversal of the dismantling procedure.

When refitting the wing ensure that the piping is correctly and neatly positioned before finally tightening the wing bolts.

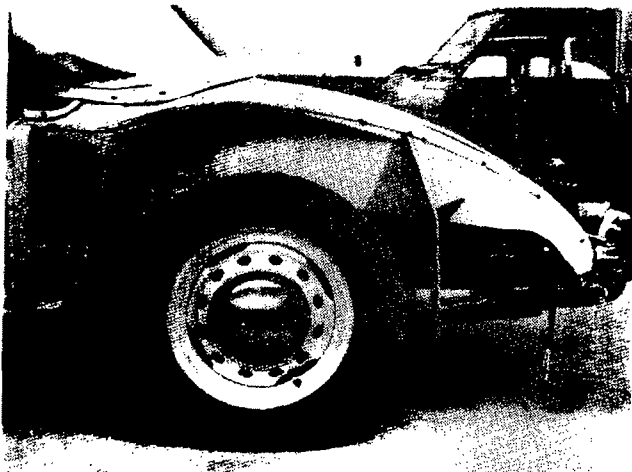


Fig. S.2.

Showing the rear wing attachment points.

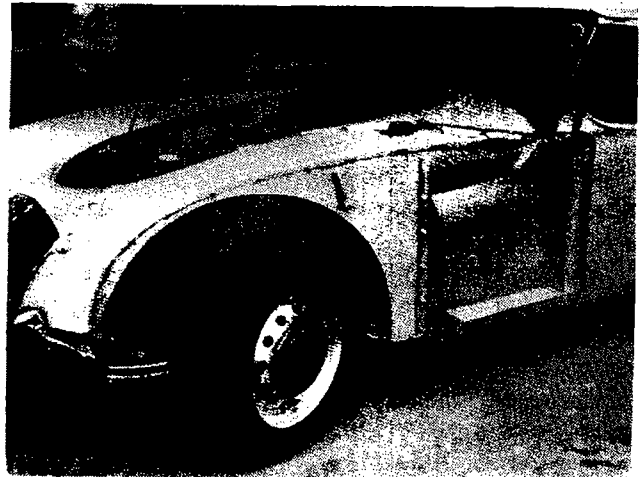


Fig. S.3.

The front wing attachment points.

Section S.8

REMOVING THE BODY

The following items must be disconnected or dismantled when removing the body.

Wiring

Disconnect the positive lead from the battery.

Disconnect the horn wires and the wires from the dynamo and "SW" connection on the coil. Disconnect the low-tension lead from the starter solenoid and finally the snap-connectors situated at the rear of the front wheel arch.

Pipes, Controls, etc.

Unscrew the oil-gauge pipe union nut from the flexible hose adaptor.

Disconnect the hydraulic clutch pipe from the flexible hose union, and detach the brake pipe from the three-way connector on the frame.

Disconnect the speedometer cable from the gearbox, the cable clip on the engine bulkhead, and the tachometer drive cable from the engine.

Unscrew the gland-nut and remove the thermal transmitter from the engine. Release the clip securing the thermo-coupling to the right-hand side of the cylinder head.

Release the mixture control cable from the carburetters.

Unscrew the bolts and remove both the air-cleaners.

Drain and remove the radiator (see Section C.4).

Remove the front and rear bumpers (see Sections S.3 and S.4). The rear bumper support brackets must be removed by undoing the two nuts and bolts securing

them to the chassis at either side. Three nuts and bolts secure each outer front bumper support bracket to the front extension, and these bolts and brackets must be removed.

Remove the fuel tank (see Section D.1).

Remove the nut and bolt securing the top steering column clamp to the body bracket and release the clamp.

Unscrew the nine bolts situated along the top forward edge of the engine bulkhead, and also the four bolts securing the brake and clutch pedal assembly bracket to the bulkhead cross-member. These four bolts are situated inside the car, two on either side of the pedals.

Body Mounting Points

Remove the front small nut and bolt securing the baffle plate to the bottom flange of the wing and the seven bolts securing each baffle plate inside the front wings.

Take out the four bolts each side securing the body valances to the frame goalpost on the chassis frame.

Undo the two nuts and bolts on each side at the front, gaining access between the radiator and the grille.

Remove the trim panels from inside of the car forward of each door, and lift off the loose trimming covers which envelop the body mounting bracket at this point. Take out the bolt each side, which secures the body bracket to the chassis frame.

Gaining access from underneath the car, remove the bolt from each side just forward of the rear wheel arch.

Working from inside the boot, remove from each rear corner the two bolts which secure the rear of the body to the chassis.

The body may now be lifted from the chassis. As the body is lifted it must be manoeuvred slightly forward to disengage it from the two remaining front bumper mounting brackets which protrude through the body.

Before replacing the body by reversing the dismantling procedure, ensure that the laminated cork on each body mounting point is in good condition and squarely mounted, also check the rubber strips along the chassis longitudinal members, the engine bulkhead cross-member and the cross-member forward of the battery boxes.

Section S.9

FITTING THE OPTIONAL HEATING AND DEMISTING EQUIPMENT

Drain the water from the radiator and engine (see Section C.2).

Disconnect the battery lead from the positive terminal.

Remove the brass blanking plug from the bottom

radiator hose elbow and fit the water union and washer. Fit the hose and secure with a clip to the water union.

Slide the two cleats onto the water return pipe. Remove the two nuts and spring washers securing the accelerator cable abutment bracket to the inlet manifold and fit the water return pipe to the two studs. Slide a second hose clip over the hose on the water union, insert the water return pipe in the hose and tighten the clip. Refit the nuts and spring washers to the studs on the manifold and tighten up to secure the water return pipe.

Remove the blanking plate from the right-hand side of the cylinder block. Fit the water control valve assembly, with the hose connection pointing to the rear of the car, using the new gasket. Refit the thermocouple clip to the lower bolt.

Remove the blanking plate from the air hose connector on the right-hand side of the radiator.

Insert the air hose between the radiator and the grille and fit the chamfered end onto the connector.

Secure the front end of the air hose to the valance tie-plate behind the grille with the cleat, screw, spring washer and nut, through the hole provided.

Fit one end of the air hose to the connector and secure it in position with the clip.

Secure the hose to the valance, using the second cleat and bolt through the hole in the valance which is blanked off with a nut and bolt.

Remove the blanking plate, secured by eight screws, on the engine bulkhead shelf, and fit the heater assembly, using the rubber seal fitted under the blanking plate. Secure with the screws removed from the blanking plate.

Fit the air intake to the connector on the heater assembly.

Fit one end of the water inlet hose to the water control valve connector and secure with one of the clips. Fit the other end of the water hose to the connector on the heater assembly which is adjacent to the air intake hose and secure with a second clip.

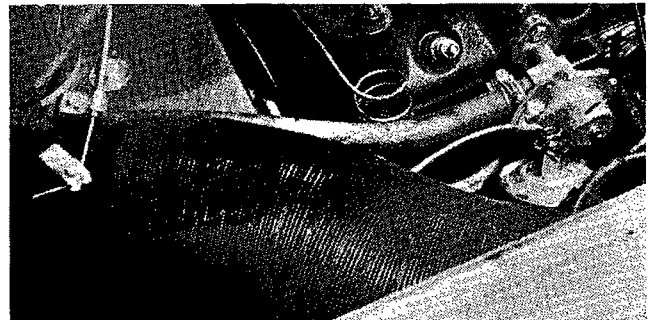


Fig. S.4.

The position of the water valve lever with the control pulled out to the "Min." position. The air flap lever may also be seen with the flap fully open.

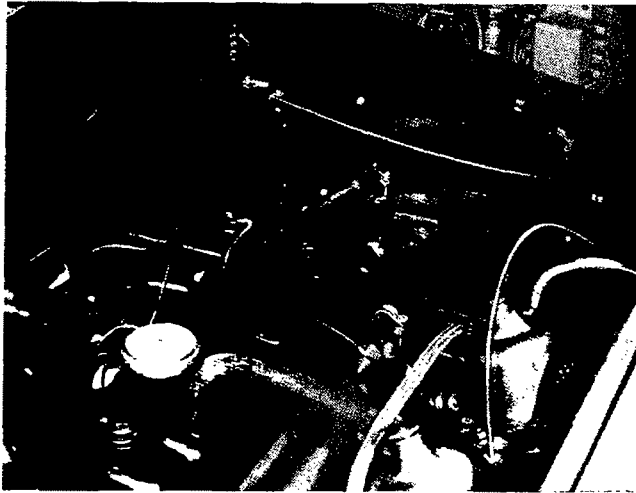


Fig. S.5.

A general view of the under-bonnet installation showing the arrangement of the components.

Fit one end of the water outlet hose to the return pipe on the engine and the other end to the second hose connection on the heater assembly. Secure the hose with the clips.

Fit onto the rear of the heater assembly, from inside the car, the two demister flanged tubes, securing with the six screws provided. Slide the rubber adaptors onto each of the ducts below the facia panel.

On the left-hand duct and over the adaptor fit the 14 in. (355.6 mm.) air hose. Connect the other end to the left-hand demister tube on the heater.

On the right-hand duct and over the adaptor fit the 25 in. (635.4 mm.) air hose. Connect the other end to the right-hand demister tube on the heater.

Fit one end of the temperature control cable to the quadrant on the lever control assembly, securing the outer cable under the clamp plate and using the trunnion to secure the inner cable.

Remove from the underside of the facia the two screws which secure the radio mounting rails. Having removed the fibre bolt retainers from the lever control assembly fit the assembly underneath the facia, screwing the bolts into the radio mounting rails.

Special sealing grommets are fitted in the scuttle which may easily be pierced to allow the entry of the control cables. Pass the temperature control cable through the grommet on the right-hand side of the scuttle (Fig. S.6).

With the control knob in the "Min." position, connect the inner cable to the water valve lever with the trunnion supplied and with the water valve lever right back (close to outer clamp). Secure the outer cable under the clamp.

Pass the air control cable through the special grommet on the left-hand side of the scuttle and, with the air knob

pulled fully out, connect the inner cable to the air control flap lever with the trunnion. When connecting the cable, the control flap must be held fully closed with the flap lever close to the outer cable clamp. Secure the outer cable under the clamp. Strap the air control cable to the water inlet pipe, using the rubber clip.

Connect the demister control cable to the demister flap on the heater box, passing the inner cable through the hole in the flap box (close to outer cable clamp) and also through the slot in the flap. Tighten the trunnion screw with the control knob pulled fully out and with the flap tightly shut.

Under the facia panel and behind the speaker fret, two wires (green and green with red) will be found to be connected together by a snap connector. Disconnect these two wires and reconnect them to the black wires from the switch on the lever control assembly, using the existing snap-connector and the one fitted to one of the switch wires.

Connect the black wires from the blower motor to the two wires (black and green with red) situated in the centre of the scuttle under the bonnet. Snap connectors are fitted to these two wires.

Reconnect the battery lead and switch on the blower motor (with the ignition switched on) and check that it is working.

See that both drain taps are closed (handles in line with the taps) and fill the cooling system with water.

Switch on the ignition and start the engine, letting it run at a fast idling speed.

Move the temperature lever to the "Max." position. After the engine has been run for a few minutes, both



Fig. S.6.

Showing the general layout of the heater controls and demister tubes inside the car.