SECTION R

THE BODY

Lubrication

An oilcan filled with oil to Ref. F, page P.2, should be used sparingly on the door locks, bonnet lock mechanism, seat catches and runners, boot hinges and spare wheel carrier every 1,000 miles (1600 km.).

Section R.1

ADJUSTMENTS

Driver's seat

The seats are locked in position by the lever protruding from beneath each cushion. The lever on bucket-type seats must be raised to release the seat catch, and on bench-type seats moved to the right. There are five alternative positions in each case.

The bonnet

There should be no need to adjust the bonnet position unless it has been removed or otherwise interfered with, and it is advisable when removing it to mark the position of each hinge so that it can be refitted in the same position.

To remove the bonnet : unscrew and remove the bolt from the upper end of the bonnet prop, and the two bolts securing each hinge to the dash.

The doors

When closed and correctly adjusted, the doors will be a tight fit on the draught and dust excluders.

To set the doors correctly, loosen the striker plates and re-position them to give the required closing.

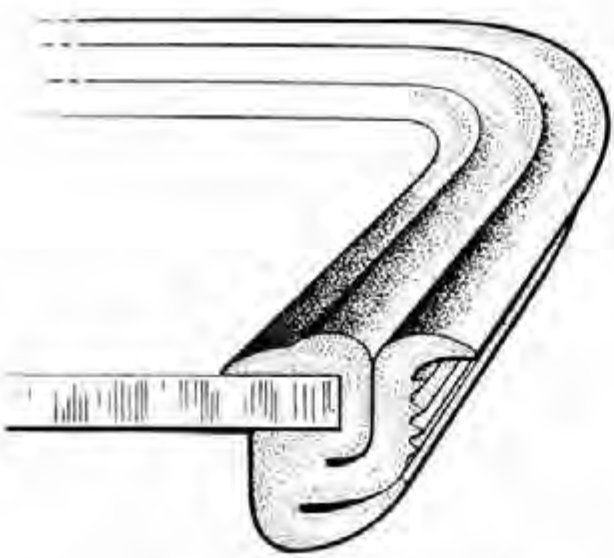


Fig. R.1.
A section showing the glass and rubber with the glass in position.

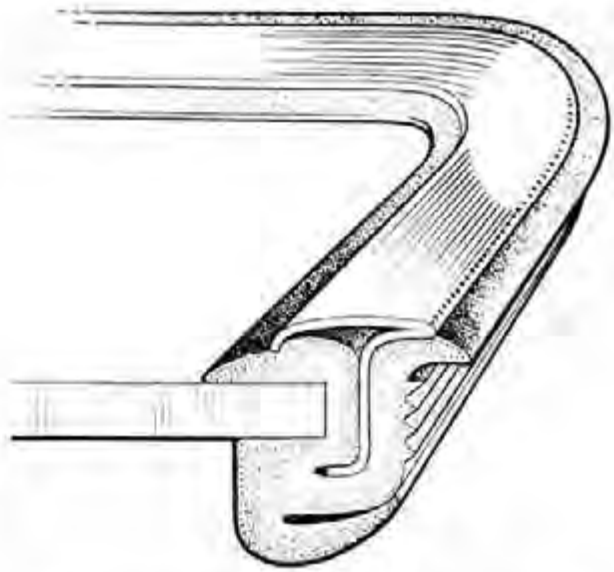


Fig. R.2.
The glass and finisher fitted to the rubber sealing channel

Section R.2

BODY MOUNTINGS

It is important when lifting the body from the frame to position the lifting tackle in such a way that the body is not distorted. Body mounting points are located as follows :—

Two at each side slightly forward of the pedals.

One at each side approximately in line with the brake servo unit.

One at each side in the angle formed by the rear cross-member and the side-members.

The body is mounted on rubber at each point.

Section R.3

REMOVING AND REPLACING THE WINDSHIELD

Depress the spring clips and withdraw the windshield wiper arms.

Remove the two screws at each end of the plated lower rail ; they are located below the rubber door seals.

Unscrew the nut on each wiper assembly and lift off the plated lower rail.

Withdraw the screws and remove the rear view mirror, and the upper and lower inside cappings.

Push the glass from the inside of the car and remove complete with the outside finisher.

Note that the finisher cannot be removed from the rubber while the glass is in the car owing to the section of the rubber sealing strip. See Fig. R.2.

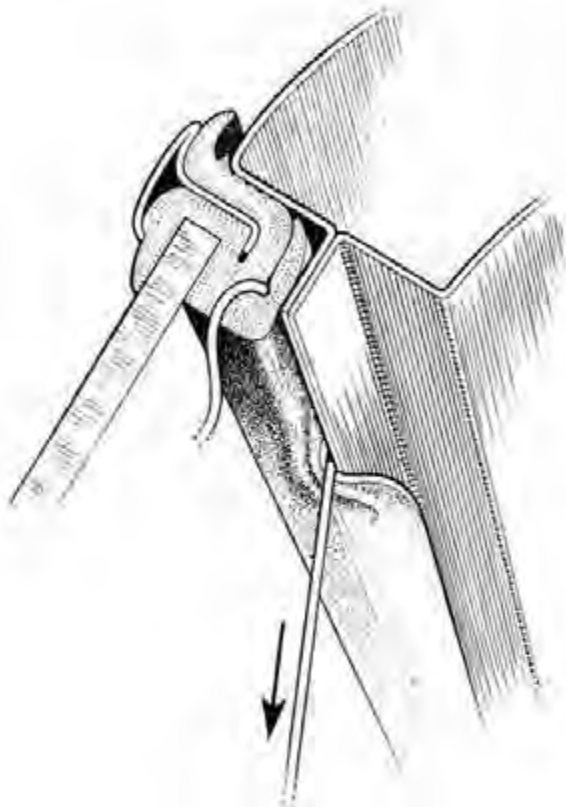


Fig. R.3.
Removing the cord to draw the rubber over the lip of the window opening.

To refit the windshield, first fit the rubber to the glass and then the finisher to the rubber.

The glass channel portion of the rubber seal must be brushed with gold size immediately before fitting the glass.

Insert a length of cord, long enough to extend completely around the windshield, into the channel to be fitted over the metal edge of the housing. This is easily done if one end of the cord is threaded through about six inches of small diameter tubing with one end radiused inside and out, and the other slightly belled. Allow six inches of cord to protrude from the plain end of the tube and then press that end into the channel. Run the tube around the channel, allowing the cord to flow freely through until it surrounds the shield and the free ends overlap sufficiently to give a firm hand grip. Finally, apply petroleum jelly to the rubber channel and over the outer finisher lip.

Offer up the windshield to the body from the outside of the car. With the assembly pressed into position, withdraw the cord progressively round the aperture to draw the inside lip over the edge of the flange.

When the glass is fitted, inject " Seelastik " sealing compound between the outer lip of the rubber and the body flange. This must be evenly distributed around the flange and the outside lip pressed down with a wooden roller to spread the sealing compound.

Replace the cappings, mirror, plated lower rail and screws, wiper nuts and wiper arms.

Section R.4

THE REAR LIGHT

Remove the inside capping screws and cappings and push the glass from the inside of the car complete with rubber and exterior plated finisher.

Replacement procedure is the same as that for the windshield.

Section R.5

INTERIOR DOOR HANDLES

To remove, push the escutcheon away from the handle to expose the handle retaining pin. Push out the pin and remove the handle, escutcheon and spring.

Section R.6

TRIM PANELS

Trim panels are secured to the doors with spring clips and are removed by prising carefully around their edges with a screwdriver.

Fig. R.4.
Rubber finisher and glass in position in the car.

In the case of a rear door, prise away the clips and then insert a spanner behind the panel and remove the nuts securing the arm-rest. Remove the arm-rest and the trim panel.

Section R.7

DOOR CAPPINGS

Removal of the trim panel exposes the metal clips securing the capping to the door. Remove the screws from the clips and push the capping upwards to remove.

Section R.8

WINDOW REGULATOR

Remove the set screw at the bottom of each glass run channel.

Wind up the window and remove the set screws securing the regulator to the door. Remove the pivot bolt, noting the order of assembly of the washers, and push the spindle of the regulator through the cut-out of the inner door panel. Extract the arm from the guide channel on the inside of the inner door panel and remove the regulator.

Section R.9

DOOR GLASSES

To remove a door glass, remove the trim panel and capping as previously described.

Disconnect the spring clips securing the regulator arms in the slot at the bottom of the glass. Note the leather washers.

Fig. R.5.
No.1 : Drive screws securing the front end of the inside finisher.
Nos. 2 and 3 : Outside handle securing screws.

Fig. R.6.
A front door glass partly removed.

Withdraw the two drive screws from each side of the window opening securing the lower ends of the inner finisher ; pull the finisher downwards to release it from the spring clips at the top, and remove it from the door.

Lift out the glass.

Replace by reversing the removal procedure.

Section R.10

OUTSIDE DOOR HANDLES

To remove an outside door handle, take off the trim panel and capping as already described.

Prise off the remaining contour strip to expose the handle securing screws located at the ends of the handle.

Section R.11

DOOR LOCKS

Removing

Remove the door glass as detailed in Section R.9.

Turn the outside latch to the fully locked position.

Remove the three screws, Fig. R.7, securing the lock and the three securing the remote control.

Slide the lock downwards to free the actuating lever, then raise the lock to its normal position, taking care not to allow re-engagement of the actuator.

Ease the outside latch through the door cut-out in the shut face so that the lock and remote control assembly is free inside the door.

Guide the assembly past the regulator and channel fixing points until it is possible to feed the remote control out through the panel cut-out. Pull the remote control far enough through the cut-out to bring the lock opposite the panel cut-out.

Refitting

Turn the outside latch to the fully locked position.

Thoroughly grease the mechanism. Insert the remote control into the cut-out and feed the link forward to the second cut-out. When the remote control reaches the cut-out, feed it through and at the same time feed the lock through the first cut-out. Lift the whole assembly to the upper part of the door and guide it past the window regulator mechanism.

Feed the outside latch through the hole in the shut face and locate the contact with the actuating lever. Insert, but do not tighten the lock screws.

Fit the remote control and tighten the screws of the lock and remote control.

Fig. R.7.
No. 1: The actuator securing screw.
No. 2: The door lock securing screws.

Fig. R.8.
Removal of lock and remote control.

Section R.12

ELIMINATING WATER LEAKS

Instances have occasionally been reported of water ingress into the interior of the car. On examination, it has been found that the main points of entry are as follow :—

(1) **Windshield glass and rubber channel assembly :**

At the outer lip of the windshield rubber and the windshield panel, which should be sealed with Seelastik. Water ingress can also occur at the sides and bottom radius of the windshield opening, allowing water to run into the facia board sealing angle, and to drip through the spot-welded joint, also from the brackets which are drive-screwed to this angle. The whole of the facia board sealing angle and all drive screws require sealing with Bostik.

(2) **Scuttle Ventilator Box.**

It is essential that this is sealed with Bostik sealer. In addition, as the drain hole (on the L.H. side of the box) is not at the base of the ventilator box, but on a radius, it allows a certain amount of water to collect at the bottom. This splashes out when the vehicle is cornering to the left. It is suggested that an additional drain hole, $\frac{1}{2}$" diameter, should be drilled on the R.H. side of the box, at a distance of approximately $2\frac{3}{8}$" from the corner. Great care should be exercised when drilling this hole, due to the proximity of the

heater. At the bottom of the ventilator box, and immediately below the ½" diameter hole, a length of piping some 2" in length should be sweated into position. It is suggested that this pipe should be flanged at the top (i.e. immediately below the hole) to eliminate the possibility of it being knocked off. To this pipe should be connected a length of rubber tube (⅝" O.Dia., ½" I.Dia.), the other end of which is connected to the original drainage tube by means of a suitable Y-shaped union.

The layout of this secondary drainage tube should be such that all unnecessary kinks are avoided, and it should also be ensured that the original drain tube has a free run.

(3) Scuttle Ventilator Lid—Outer.

It has been found in certain instances that the lid does not seal completely, allowing ingress of water when the operating handle is in the fully shut position. This can easily be corrected by adjustment of the yoke.

(4) Scuttle and Dash Panel.

When stormy conditions are encountered, the volume of water entering the joint of the rear end of the bonnet panel can flood over the scuttle panel and down the front of the dash panel, causing water to enter at the following points :—

(a) *The Under Bonnet Hinge Fixing* : This should be sealed with Seelastik.

(b) *The Welded Joints on the Scuttle Panel Top* : These should be sealed with Bostik applied by means of a brush.

(c) *The Battery Tray Assembly*. Water can enter past the securing bolts. The heads of these should be sealed with Bostik.

(d) *The Rubber Seal—Steering Column Assembly* (ACC. 5276). This should be sealed with Bostik.

(e) *The Cover—Heater Inlet Pipe* (ADC.544). Seal with Bostik.

(f) *The Connector—Blower to Heater* (ADC.546). The rubber flange should be sealed with Bostik.

(g) *The Electrical Harness Hole and Grommet*. This should be sealed with Bostik.

(5) Scuttle Panel—Sides.

The drainage holes provided to take away water from the scuttle and bonnet sides lead into two cavities, one on either side of the bulkhead structure. Water which may drain from the windscreen inner drain channel is also led into these cavities by means of rubber tubes. To allow water to drain away from these cavities a $\frac{7}{16}$ in. (11·11 mm.) hole is drilled in the base of each cavity on later cars. A Flintkote pad (Part No. ADB.2569) covers the pierced holes on the inner side of each cavity. Earlier cars which do not already have the drilled hole should be modified accordingly and the Flintkote pads must be fitted to avoid dust entry.

(6) Doors—Front and Rear.

The ingress of water may occur through the inner door panel, on to the back of the trim pads, and into the body from under the bottom of the trim pads.

Complaints of this nature have been overcome by making up sealing pads, and securing these with Multigrip L.S.E. to the flanged depression piercings on the inner door panels.

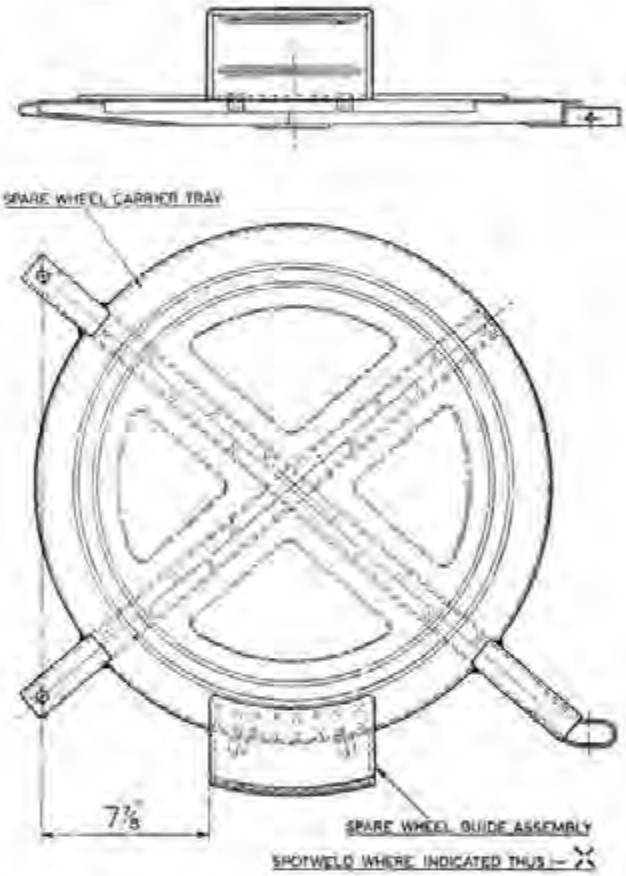


Fig. R.9.
Showing the assembly of the spare wheel guide.

Water has also been known to accumulate on the sill panels under the bottom of all doors, and it is suggested that a ¼" diameter hole should be drilled in the sill panels at the base of the centre pillar on both sides of the body. This has been found to be successful in draining away water which comes from inside the doors. Where owners complain of water leaks entering both front doors in the region of the top hinge, it would first be necessary to take out the door inner surround rubbers, to ensure that they make contact with the chromium beads on the doors. It will be noted that the rubbers are stuck into position.

Next, open the bonnet to obtain access to the bolts securing the front wings. Remove the three rear bolts on either side securing the wing to the scuttle, and prop up the wing with a small wedge. Apply Seelastik or some similar compound under the wing channel (where it is bolted to the scuttle) and then refit the bolts and clean off the surplus material.

When applying Seelastik under the wing channel it is essential to ensure that the drain hole on either side is unobstructed. At this stage it would be as well to mention that the drain hole, referred to in section (5), which is provided immediately in front of the rear bolt securing the wing, also effects water drainage from the scuttle, adjacent to the wing channel lip. An examination will reveal that around this hole is a slight depression, which allows water to find its way under the lip, and through the hole. If the water accumulation at this point is excessive, the depression should be tapped downwards by means of a hammer and drift, which should overcome the trouble.

(7) **Roof drip Moulding.**

Water ingress can occur along the cant rail, chiefly in the front door area and " A " post. This should be sealed with dum-dum on the inside of each drip moulding.

(8) **Back-light Assembly.**

If water ingress occurs at this point the inner and outer lips of the surround rubber should be sealed off with Seelastik.

(9) **Floorboard Pedal Plate.**

It has occasionally been reported that water finds its way past the floorboards on the N/S, in the case of a R.H. Drive car, and on the O/S on a L.H. Drive car. With a view to ensuring interchangeability of the body for both R.H. and L.H. steering, provision is made for the fitting of the foot pedals on either side of the body. On a R.H. Drive car, the pedal apertures on the near side are blanked off by means of a plate, and vice versa. Water can enter past the blanking plate in certain circumstances, and this necessitates removal of the plate, which should be sealed with brushed-on Bostik and carefully refitted.

In addition to the blanketing plate, two holes are provided for the accelerator cross-shaft bracket, and on the earlier models, these holes were not sealed with Bostick. As water can enter the front compartment via these holes, it is essential that the front of the car be jacked up and the road wheels removed, when easy access to the holes will be gained. They should then be sealed with brushed-on Bostick.

Water can also enter past the bonnet release cable grommet and the seams of the front wings to scuttle junction. These areas must also be thoroughly sealed with Bostick.

(10) **Luggage Boot.**

Water ingress can occur past the boot lid hinges, which should be sealed with brushed-on Bostik.

Dum-dum sealer should be forced between the chromium-plated finisher strip and the body, and the excess material should then be cleaned off. As a precautionary measure, dum-dum sealer should be applied to the spring clips securing the body finishers ; these clips are situated on either side of the luggage compartment.

Section R.13

FITTING A SPARE WHEEL GUIDE

To prevent the placing of the spare wheel in such a position that it becomes scorched by the silencer, a guide is being added to the spare wheel carrier correctly locating the wheel.

Fig. R.9 shows the assembly of the guide to the carrier.

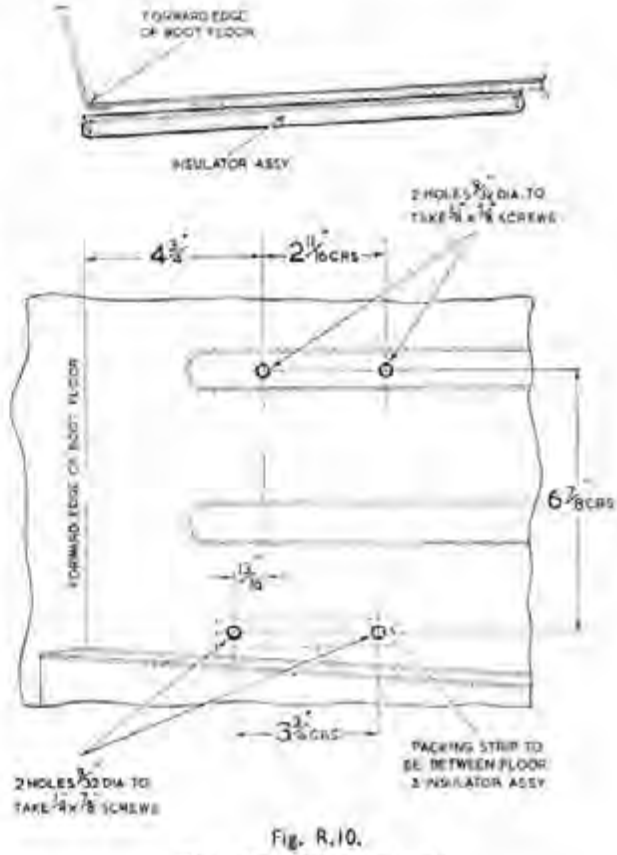
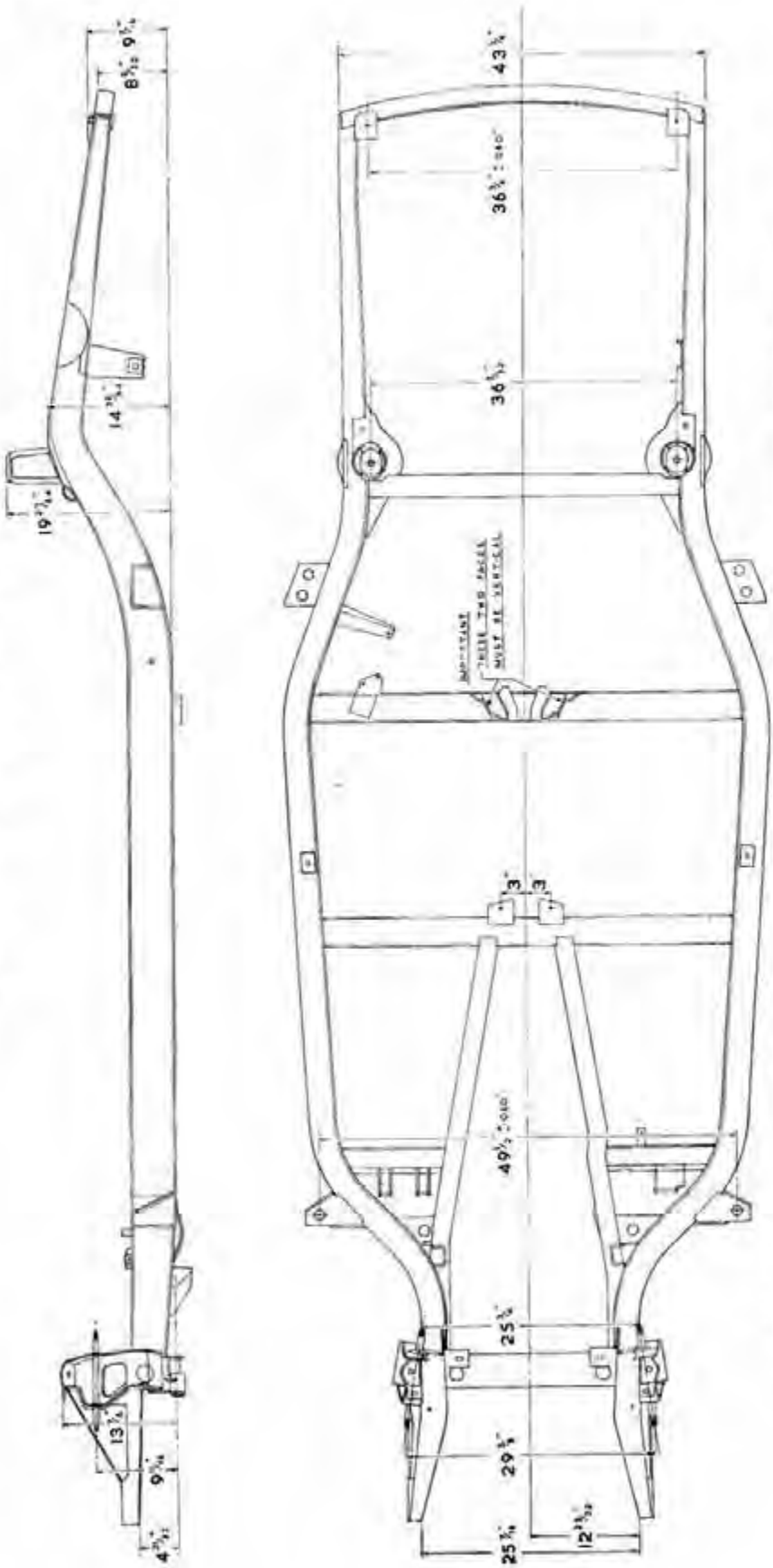


Fig. R.10.
The luggage boot heat shield.

CHASSIS ALIGNMENT



This diagram indicates the main dimensions required for checking chassis distortion in the vertical plane. It must be remembered that the important point is the relative positions of the vertical datum points to each other and not their actual heights from the ground.

Section R.14

FITTING A HEAT SHIELD UNDER LUGGAGE BOOT FLOOR

In cases where the luggage boot floor becomes overheated, a heat shield may be fitted to the underside.

Remove the carpet and Flintkote from the luggage boot floor above the silencer.

Locate the forward edge of the boot floor and mark off two hole centres along the line of the swage. See Fig. R.10. Mark off the remaining two centres and drill four holes of $\frac{3}{16}$ in. (7·14 mm.). Fit the insulator assembly, Part No. 185935.

Section R.15

DEMISTING IMPROVEMENT

1. Remove the revolution counter and speedometer.
2. Disconnect the wiring loom from the various instruments, etc.
3. Remove the glove box by releasing the self-tapping screws holding the black finished metal surround and the hinge fixing screws. The box can then be taken out, pushing forward and downwards.
4. Disconnect the heater control cables from the heater unit, taking great care to note the positions of the water valve operating lever. The centre line of this lever should be parallel to the face of the heater box when the quadrant knob is in the " Cold " position.
5. Remove the windshield side cappings.
6. Remove the demister duct panel by removal of the five self-tapping screws.
7. Remove the four self-tapping screws from the facia ends and cover panels.
8. Disconnect the ventilator control link.
9. Remove the two self-tapping screws from the glove box side brace.
10. Remove the three bolts from the ventilator operating bracket.
11. Remove the scuttle side trim pad.
12. Remove the self-tapping screw from the near-side support angle, which is located behind the scuttle trim pad.
13. Remove the bolt, round head No. 10 U.N.F., from the glove box end plate.
14. Remove the two nuts from the steering column clamp.
15. The facia panel can now be removed.
16. Remove the pipes from demister inlets.
17. Open out the demister slots in body, as shown in Section AA.
18. Remove the bolts holding the inlet castings; make sure that the demister boxes are not obstructed in any way, i.e. that the sides have not been forced together by the inlet casting bolts—rectify if necessary.
19. Cut a slot in lower portion of panel in accordance with Section AA
20. Apply the adaptor, Part No. SK.10328 (one R/H and one L/H required), first having effectively sealed with Bostik any gaps in the flanges through which air could escape. The nozzle should be inserted into the rail until the side fixing brackets contact the underside of the windshield rail. The large and small diameter holes in the forward surface of the rail will be automatically sealed off. Fix in position with self-tapping screws.
21. Modify slots in the finisher rail as shown on the drawing.
22. Reassemble by reversing sequences.

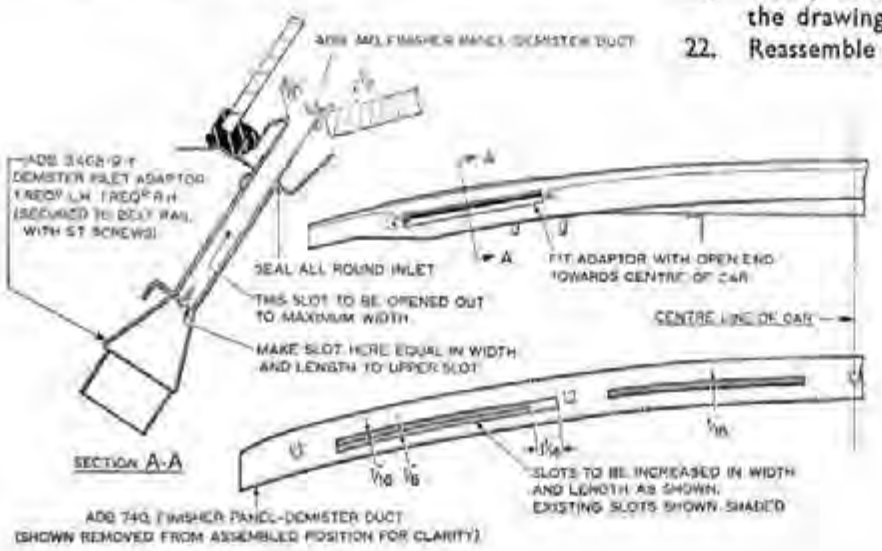


Fig. R.11
Illustrating the fitting of improved demister arrangements described in Section R.15.

Section R.16

FITTING A NEW DOOR CHECK LINK GUIDE CLIP

1. Remove the tubular rivet securing the check link to the body ; unscrew the hinges and remove the door.
2. Remove the rim pad and dust covers from the holes in the door inner panel near the check link.
3. Enlarge the $\frac{1}{2}$ in. $\times 1\frac{3}{4}$ in. slot to $1\frac{1}{32}$ in. $\times 2\frac{5}{32}$ in.
4. Drill out the two rivets with a $\frac{7}{32}$ in. drill.
5. Fit the new check link guide clip, Part No. 400565 to the outside of the support bracket with the stop plate on the inside and secure with distance-pieces and screws as shown in Fig. R.12.
6. Rehang the door.
7. Fit a rubber grommet and replace the check link riveting it to the body bracket.
8. Stick the inner panel dust covers in position with Bostik "C".

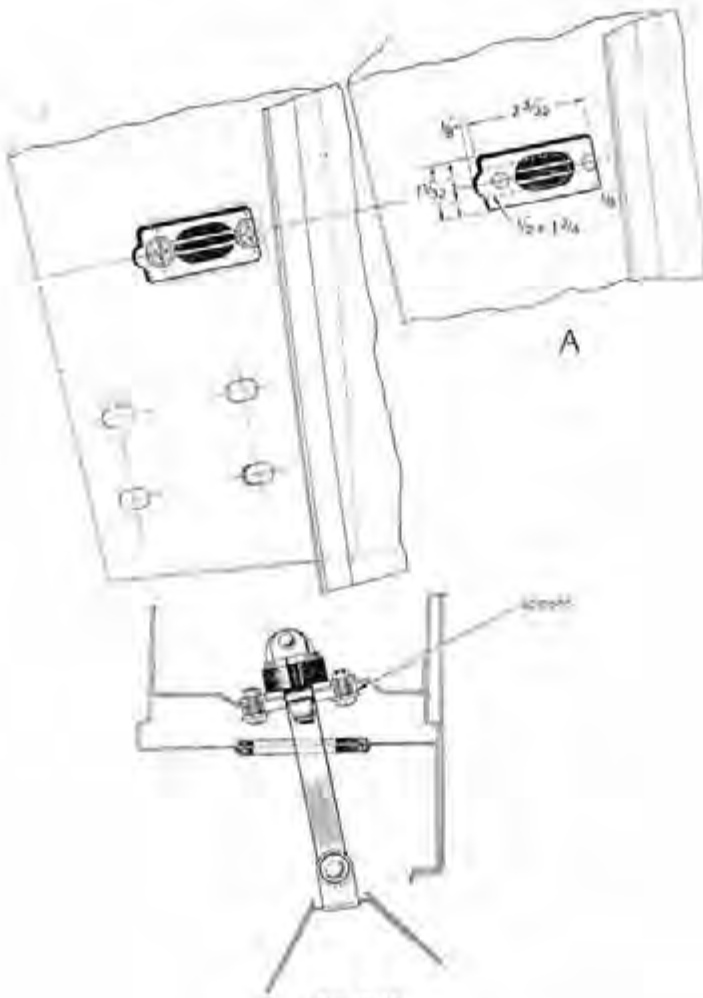


Fig. R.12
Illustrating Section R.16.

Section R.17

BODY FINISH

To facilitate the matching of colours for retouching and respraying minor body repairs, small tins of the correct shade of cellulose enamel are available from the Service Parts Department in ½-pint, pint and gallon sizes.

The Part No. of each colour is indicated to facilitate ordering.

CELLULOSE ENAMELS

Paint Colours	Paint Part Numbers			Thinners Part Numbers		
	½ pt.	1 pt.	½ gal.	½ pt.	1 pt.	½ gal.
Black	17H9545	17H9546	17H9547	17H9554	17H9555	17H9556
Metalised Blue	17H9515	17H9516	17H9517	301049	301050	301051
Metalised Grey	17H9530	17H9531	17H9532	17H9554	17H9555	17H9556
Green	17H9533	17H9534	17H9535	17H9512	17H9513	17H9514
Maroon	17H9548	17H9549	17H9550	17H9554	17H9555	17H9556
Connaught Green	AKG465	AKG466	AKG467	17H9512	17H9513	17H9514
Blue	7H9980	7H9981	7H9982	301049	301050	301051
Grey	17H9551	17H9552	17H9553	17H9554	17H9555	17H9556
Charcoal Grey	7H9989	7H9990	7H9991	17H9512	17H9513	17H9514
Rose Taupe	7H9983	7H9984	7H9985	17H9512	17H9513	17H9514
Kashmir Beige	7H9986	7H9987	7H9988	17H9512	17H9513	17H9514
Steel Blue	7H9992	7H9993	7H9994	17H9512	17H9513	17H9514
Cedar Green	7H9995	7H9996	7H9997	17H9512	17H9513	17H9514
Swiss Grey	17H9504	17H9505	17H9506	17H9501	17H9502	17H9503
M.G. Steel Grey	7H9507	7H9508	7H9509	17H9501	17H9502	17H9503
Maroon (later models)	97H501	97H502	97H503	17H9501	17H9502	17H9503

Section R.18

FRONT DOOR VENTILATORS

From car number 1501 ventilators are fitted to the front doors, together with modified window channels and door cappings to suit.

To remove the door glasses, adopt the following procedure.

Push out the pins and remove the handles.

Spring off the trim pad.

Unscrew the screws retaining the wooden finisher and push the finisher upwards to free it from the clips.

Take out the screws securing the window aperture inside metal finisher and remove the finisher.

Unscrew the nut and bolt, accessible through a hole in the inner door panel, securing the bottom of the ventilator assembly, and the screw through the top shut face of the door.

Take out the two bolts at the lower end of the centre window channel; fully lower the glass and tilt the centre channel at the top towards the rear.

Force out the ventilator assembly.

Remove the clips from the regulator arms in the lower glass lift channel; free the arms from the channel, noting the leather washers. Lift out the drop-glass.

Glasses—to replace

If the contour strip has been removed, replace.

Replace the drop-glass in the door. Enter the regulator arms and refit the leather washers and spring clips. Lower the glass and enter the front corner into the channel. Tilt the channel along the top of the glass. Lay the ventilator assembly on the back of the tilted channel and lift both together, forcing the ventilator rubber sealing strips into the front of the window aperture; lift the channel to the correct position. Refit the bolt and screw securing the ventilator.

Fit the bolts and secure the channel in position.

Check the action of the regulator and glass before finally tightening the channel.

Section R.19

ADDITIONAL SEALING TO THE REAR QUARTER

From Car No. RMH.3136 improved sealing of the rear " D " posts has been effected by the addition of a sealing plate (Part No. ADC.2703 R/H and ADC.2704 L/H). Fig. R.13 clarifies the location and fitting.

Fig. R.13.
The location of the "D" post of the sealing plate. A sealing strip fixed in position with Bostik covers the final joint.

The rear squab and door sealing trim must be removed should it be necessary to fit the plate to improve sealing on earlier vehicles.

Section R.20

ADDITION OF TIE-ROD TO TRANSVERSE ROD BRACKET

Commencing at Car No. RMH.3498 an additional tie-rod from the transverse rod bracket to the opposite frame member has been introduced to reinforce the transverse rod and brackets under excess load conditions. Should it be required to fit the additional tie-rod to existing vehicles the following procedure for assembly should be adopted.

Weld the tie-bar anchor bracket assembly (Part No. ACB.5797) to the frame in the position shown in Fig. R.14. Ensure that the reinforcing plate (Part No. ACB.5798) is in contact with the underside of the frame side-member.

Modify the transverse rod bracket by adding the lug (Part No. ACB.5800), referring to Fig. R.14 for the dimensions.

Should it be necessary to change the transverse rod bracket, ensure that a modified bracket (Part No. ACB.5799) is obtained.

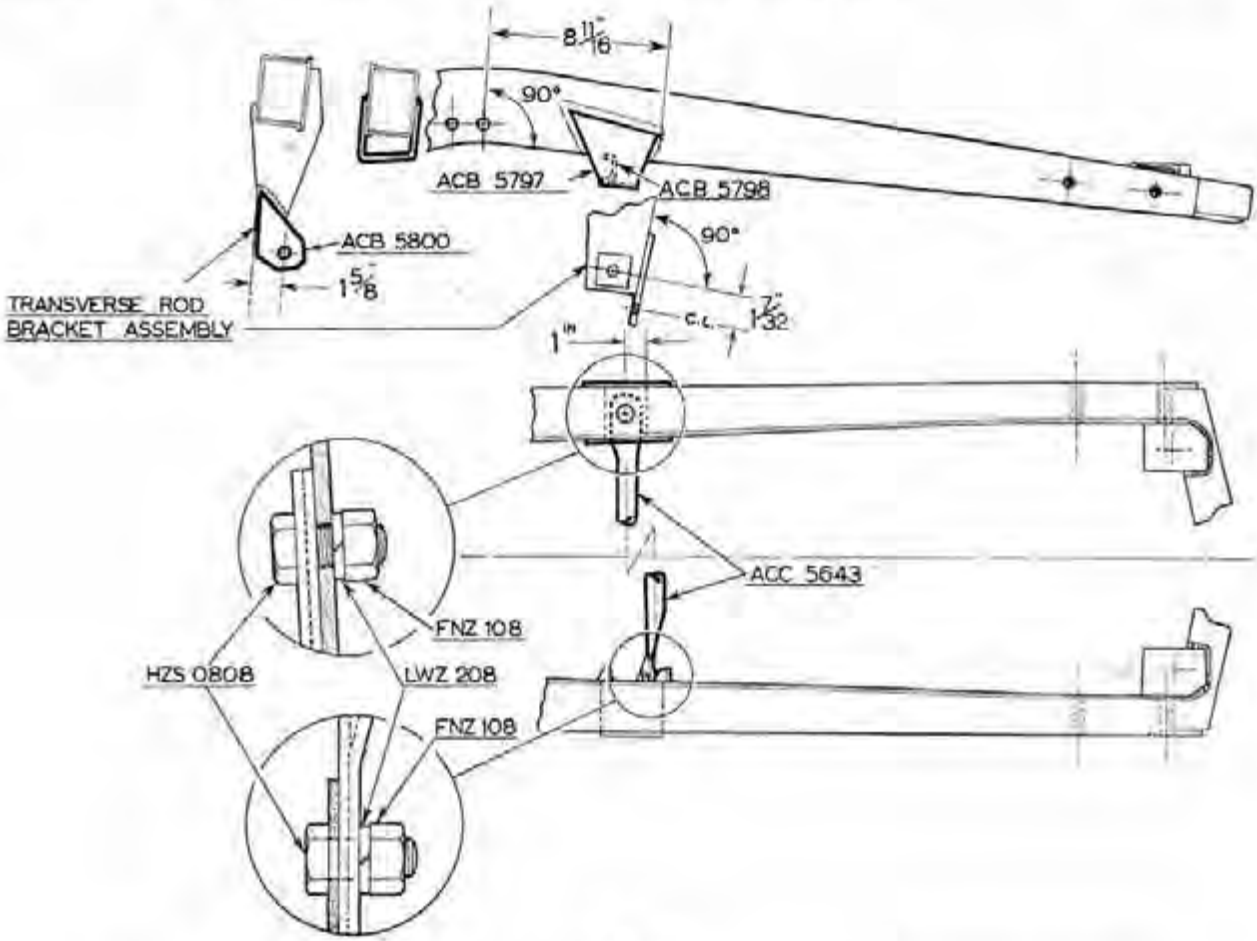


Fig. R.14.
Showing the dimensions and method of assembly for the additional tie-rod to the transverse rod bracket.

Attach the tie-rod to the lug.

Drill a $\frac{1}{8}$ in. (3·18 mm.) diameter pilot hole in the anchor bracket 1 in. (25·4 mm.) from rear bottom edge, using the tie-rod as a dimensional guide. Drill and ream through anchor bracket to ·500 in. (12·70 mm.).

Bolt the tie-rod to the anchor bracket (Fig. R.14).

Spare wheel carrier modification

With the addition of the tie-rod, a modification to the spare wheel carrier is necessary to enable the carrier to be lowered when gaining access to the spare wheel.

The forward hinge pin on the left-hand side (Fig. R.15) should be replaced by a new pin (Part No. ACB.5927) which has a set, as shown in the illustration, to clear the tie-rod.

Modifications to vehicles prior to Car No. 1169

On vehicles prior to and inclusive of Car No. 1169 which were fitted with 6·70—16 size tyres, the following modifications to the chassis frame rear cross-member are required when fitting the additional tie-rod.

Remove from the rear cross-member lower flange $\frac{5}{16}$ in. (7·94 mm.) of metal for a length of $11\frac{1}{2}$ in. (292·1 mm.) tapering out $2\frac{1}{2}$ in. (63·5 mm.) at each end. (See 1st operation Fig. R.16).

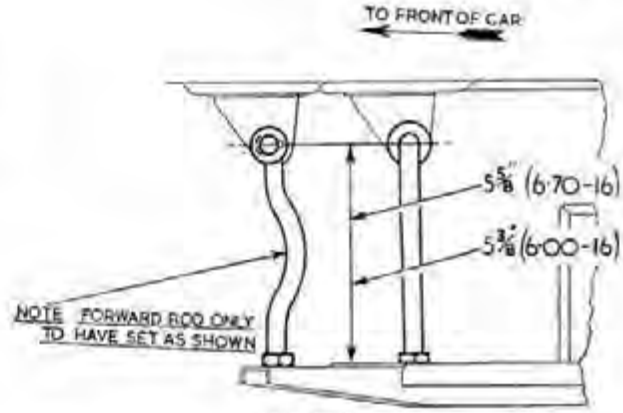


Fig. R.15.
The spare wheel carrier forward hinge pin which must be fitted when the additional tie-rod is added.

Bend the inner stiffener rearwards at the bottom edge only (2nd operation Fig. R.16) to the length of the dimensions given above. The stiffener should be bent rearwards for sufficient distance to allow a further $\frac{1}{2}$ in. (12·7 mm.) of metal to be removed from the lower flange.

Edge-weld the stiffener and flange.

Remove from the upper flange $\frac{5}{16}$ in. (7·94 mm.) of metal for a similar length as that given for the lower flange and edge-weld along this length.

Note.—*Great care must be taken when welding to prevent the heat from damaging the body paintwork.*

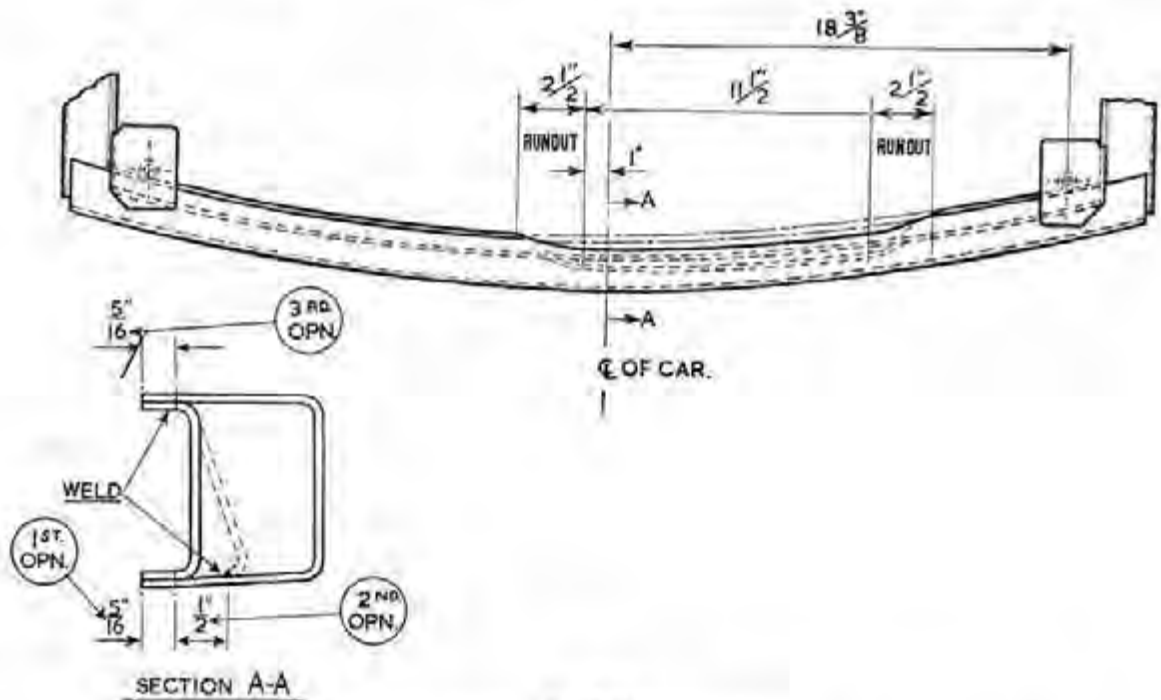


Fig. R.16.
The dimensions are given here for the modifications necessary when fitting the additional tie-rod to vehicles prior to Car No. 1169.

Section R.21

MODIFICATION TO TRUNK LID LOCK

All cars built prior to Chassis No. RMH1099 should have the old trunk lid lock replaced by the latest type of lock (Part No. ADB.2584), which provides greater mechanical efficiency.

If there is excessive free movement of the trunk lid when pulling on the handle in a horizontal direction, and the latest-type lock is fitted, the following modification should be carried out :—

Remove the lock from the trunk lid and examine it to make sure that the overload stop is able to operate freely and that the actual stop is not jammed under the flange of its casing. Provided the stop is kept in contact with the inner lock cam (A, Fig. R.17) by means of its spring, slack play of the outer cam is eliminated when in a locked position.

Check the position of the pivot lever "A" to ensure that the locking portion is squarely placed under the heel of the inner cam (B, Fig. R.17) by adjusting, if necessary, the abutment of the cables.

The lower finger of the outer cam plate is to be filled up by arc welding as shown in C (Fig. R.17), leaving a deposit as indicated. File the deposit down until the pin of the striker plate can pass freely between the two fingers of the cam **without vertical play. This is important.** Touch in the welded section of the cam with aluminium paint and lubricate all the moving parts with Duckham's LB.10 grease.

The striker plates should be examined to ensure that they are of the latest type, with a peg length of $\frac{1}{2}$ in. (12·70 mm.); if not, new striker plates (Part No. ADB.1520) must be fitted. Remove the strikers and file the holes in the support plates, which are welded to the body as shown in D (Fig. R.17). Reassemble the striker plates to the body, keeping them in the most forward and downward position consistent with good boot lid alignment and reasonable closing effort. It is important to tighten the striker plate fixing screws to their maximum so that the impact of the lock cam will not move them.

Section R.22

REMOVING A FRONT SEAT

Bench type

Slide the seat to its most rearward position and remove the recessed headed screw from the front of each slide.

Slide the seat forward and remove the recessed headed screw from the two rear seat brackets to support blocks and remove the seat.

Bucket type

Slide the seat to the rear and remove the recessed headed screw from the front of each seat slide.

Slide the seat forward and remove the carpet cover and recessed headed screw from the rear outer seat bracket and remove the nut, recessed headed screw, spring washer and two plain washers and remove the seat.

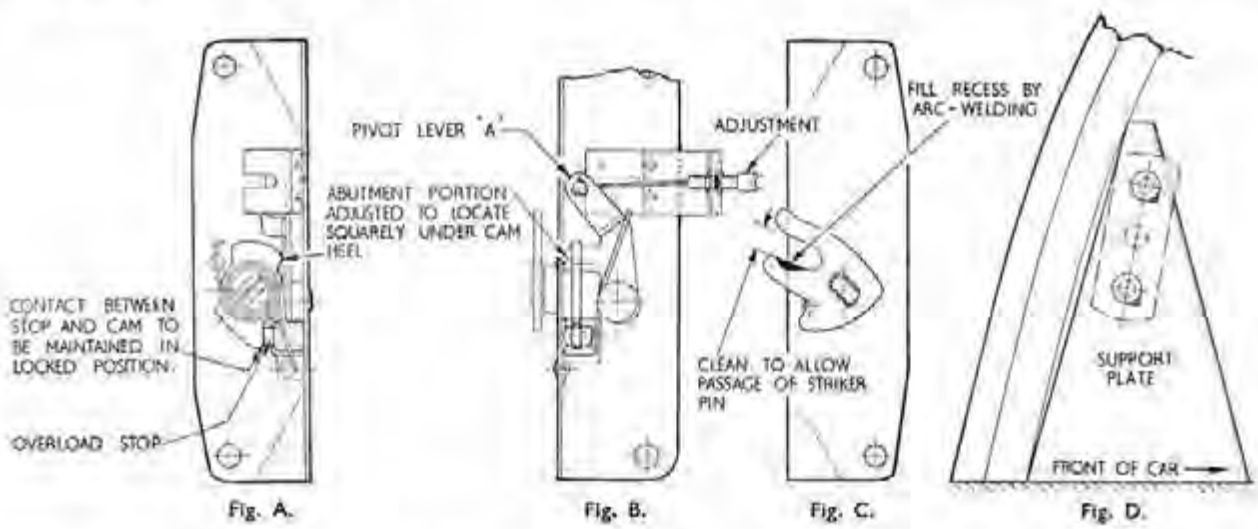


Fig. R.17
Modification to tighten up the trunk lid lock.