Chapter 12
Bodywork and fittings

Contents

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

1 General information

The bodyshell is of five-door Hatchback or Estate configuration, and is made of pressed steel sections. Most components are welded together, but some use is made of structural adhesives. The front wings are bolted on.

The bonnet, doors and some other vulnerable panels are made of zinc-coated metal, and are further protected by being coated with an anti-chip primer prior to being sprayed.

Extensive use is made of plastic materials, mainly in the interior, but also in exterior components. The front and rear bumpers and the front grille are injection-moulded from a synthetic material which is very strong, and yet light. Plastic components such as wheel arch liners are fitted to the underside of the vehicle, to improve the body's resistance to corrosion.

2 Maintenance – bodywork and underframe

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

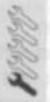
The basic maintenance routine for the bodywork is washing - preferably with a lot of water, from a hose. This will remove all the loose solids which may have stuck to the vehicle. It is important to flush these off in such a way as to prevent grit from scratching the finish. The wheel arches and underframe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

Periodically, except on vehicles with a wax-based underbody protective coating, it is a good idea to have the whole of the underframe of the vehicle steam-cleaned, engine compartment included, so that a thorough inspection can be carried out to see what minor repairs and renovations are necessary. Steam-cleaning is available at many garages, and is necessary for the removal of the accumulation of oily grime, which sometimes is allowed to become thick in certain areas. If steam-cleaning facilities are not available, there are 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. Ideally, a completely fresh coat should be applied. It would also be worth considering the use of such wax-based protection for injection into door panels, sills, box sections, etc, as an additional safeguard against rust damage, where such protection is not provided by the vehicle manufacturer.

After washing paintwork, wipe off with a chamois leather to give an unspotted clear finish. A coat of clear protective wax polish will give added protection against chemical pollutants in the air. If the paintwork sheen has dulled or oxidised, use a cleaner/polisher combination to restore the brilliance of the shine. This requires a little effort, but such dulling is usually caused because regular washing has been neglected. Care needs to be taken with metallic paintwork, as special non-abrasive cleaner/polisher is required to

avoid damage to the finish. Always check that the door and ventilator opening drain holes and pipes are completely clear, so that water can be drained out. Brightwork should be treated in the same way as paintwork. Windscreens and windows can be kept clear of the smeary film which often appears, by the use of proprietary glass cleaner. Never use any form of wax or other body or chromium polish on glass.

3 Maintenance – upholstery and carpets



Mats and carpets should be brushed or vacuum-cleaned regularly, to keep them free of grit. If they are badly stained, remove them from the vehicle for scrubbing or sponging, and make quite sure they are dry before refitting. Seats and interior trim panels can be kept clean by wiping with a damp cloth. If they do become stained (which can be more apparent on light-coloured upholstery), use a little liquid detergent and a soft nail brush to scour the grime out of the grain of the material. Do not forget to keep the headlining clean in the same way as the upholstery. When using liquid cleaners inside the vehicle, do not over-wet the surfaces being cleaned. Excessive damp could get into the seams and padded interior, causing stains, offensive odours or even rot. If the inside of the vehicle gets wet accidentally, it is worthwhile taking some trouble to dry it out properly, particularly where carpets are involved. *Do not leave oil or electric heaters inside the vehicle for this purpose.*

4 Minor body damage – repair

Repairs of minor scratches in bodywork

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

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

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

Repairs of dents in bodywork

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

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

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

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

Repairs of rust holes or gashes in bodywork

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

Remove all fittings from the affected area, except those which will act as a guide to the original shape of the damaged bodywork (eg 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, trim it to the approximate size and shape required, then pull off the backing paper (if used) and stick the tape over the hole; it can be overlapped if the thickness of one piece is insufficient. Burnish down the edges of the tape with the handle of a screwdriver or similar, to ensure that the tape is securely attached to the metal underneath.

Bodywork repairs - filling and respraying

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

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

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

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

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

Spray the whole area with a light coat of - 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, using a circular motion, work outwards until the whole repair area and about 2 inches of the surrounding original paintwork is covered. Remove all masking material 10 to 15 minutes after spraying on the final coat of paint.

Allow the new paint at least two weeks to harden, then, using a paintwork renovator or a very fine cutting paste, blend the edges of the paint into the existing paintwork. Finally, apply wax polish.

Plastic components

With the use of more and more plastic body components by the vehicle manufacturers (eg bumpers. spoilers, and in some cases major body panels), rectification of more serious damage to such items has become a matter of either entrusting repair work to a specialist in this field, or renewing complete components. Repair of such damage by the DIY owner is not really feasible, owing to the cost of the equipment and materials required for effecting such repairs. The basic technique involves making a groove along the line of the crack in the plastic, using a rotary burr in a power drill. The damaged part is then welded back together, using a hot air gun to heat up and fuse a plastic filler rod into the groove. Any excess plastic is then removed, and the area rubbed down to a smooth finish. It is important that a filler rod of the correct plastic is used, as body components can be made of a variety of different types (eg polycarbonate, ABS, polypropylene).

Damage of a less serious nature (abrasions, minor cracks etc) can be repaired by the DIY owner using a two-part epoxy filler repair. Once mixed in equal, this is used in similar fashion to the bodywork filler used on metal panels. The filler is usually cured in twenty to thirty minutes, ready for sanding and painting.

If the owner is renewing a complete component himself, or if he has repaired it with epoxy filler, he will be left with the problem of finding a suitable paint for finishing which is compatible with the type of plastic used. At one time, the use of a universal paint was not possible, owing to the complex range of plastics encountered in body component applications. Standard paints, generally speaking, will not bond to plastic or rubber satisfactorily, but suitable paints to match any plastic or rubber finish, can be obtained from dealers. However, it is now possible to obtain a plastic body parts finishing kit which consists of a pre-primer treatment, a primer and coloured top coat. Full instructions are normally supplied with a kit, but basically, the method of use is to first apply the pre-primer to the component concerned, and allow it to dry for up to 30 minutes. Then the primer is applied, and left to dry for about an hour before finally applying the special-coloured top coat. The result is a correctly-coloured component, where the paint will flex with the plastic or rubber, a property that standard paint does not normally possess.

5 Major body damage – repair

Where serious damage has occurred, or large areas need renewal due to neglect, it means that complete new panels will need welding-in, and this is best left to professionals. If the damage is due to impact, it will also be necessary to check completely the alignment of the bodyshell, and this can only be carried out accurately by a Citroën dealer using special jigs. If the body is left misaligned, it is primarily dangerous, as the car will not handle properly, and secondly, uneven stresses will be imposed on the steering, suspension and possibly transmission, causing abnormal wear, or complete failure, particularly to such items as the tyres.

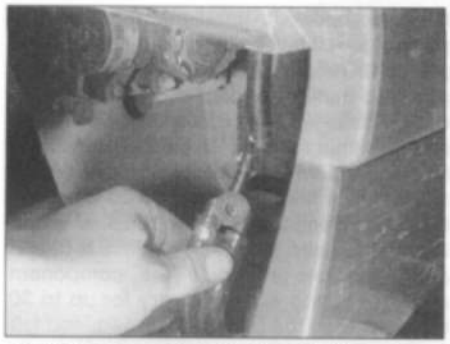
6 Bumpers – removal and refitting

Front bumper

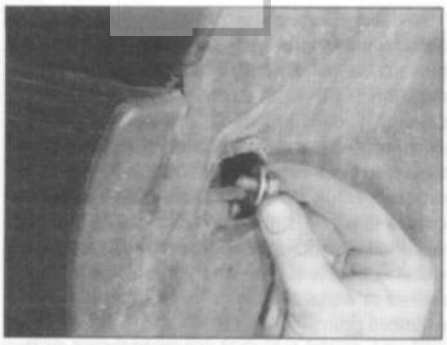
Removal

1 To improve access, chock the rear wheels, then jack up the front of the car and support it securely on axle stands (see *Jacking and Vehicle Support*). Remove the front roadwheels.

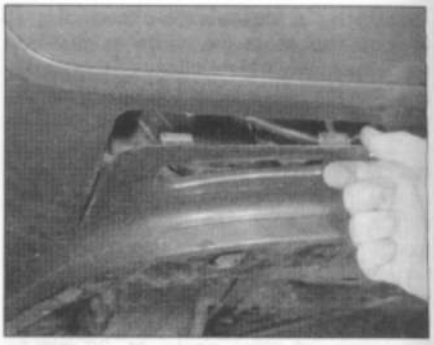
2 Where applicable, unclip the access panels from the front of the wheel arch liners to allow access to the bumper side securing bolts. If no access panels are provided, detach the wheel arch liners as described in Section 20. On models fitted with headlight washers, the right-hand wheel arch liner must be pulled back to allow the headlight washer fluid hose to be disconnected.



6.3 Disconnecting the headlight washer fluid hose from the T-piece

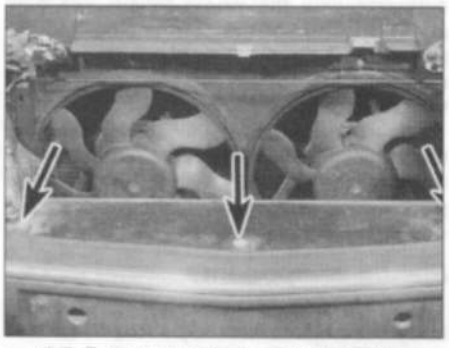


6.4 Removing a bumper side securing bolt, working through the access hole in the wheel arch liner

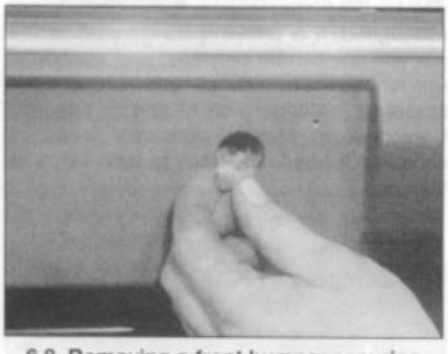


6.5a Pull off the access cover . . .

6.5b . . . and disconnect the foglight wiring connector

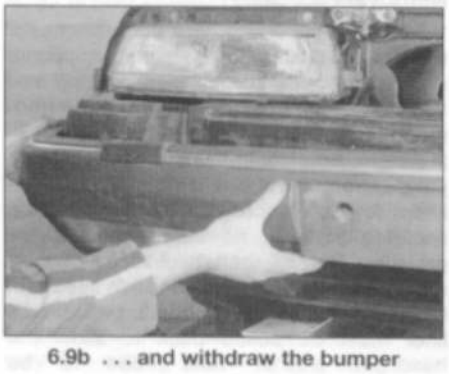


6.7 Bumper upper securing screws (arrowed)

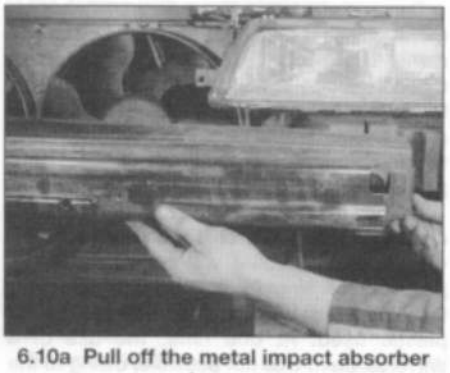


6.8 Removing a front bumper securing screw

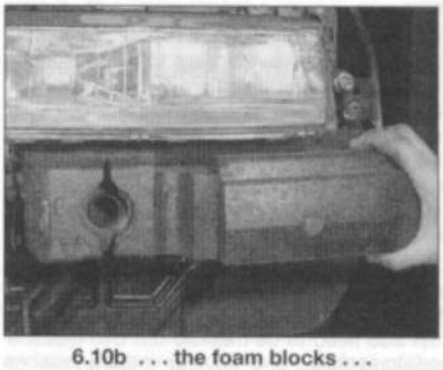
6.9a Unscrew the lower bumper securing screws . . .



6.9b . . . and withdraw the bumper



6.10a Pull off the metal impact absorber bar . . .



6.10b . . . the foam blocks . . .

3 Where applicable, working behind the right-hand side of the bumper, disconnect the headlight washer fluid hose from the T-piece **(see illustration)**.

4 Unscrew the bumper side securing bolts, one on each side of the vehicle **(see illustration)**.

5 Working underneath the front bumper, pull off the access covers, then separate the two halves of each foglight wiring connector, and disconnect the wiring plugs from the direction indicator light bulbholders **(see illustrations)**.

6 Remove the front grille panel as described in Section 20.

7 Working at the top of the bumper, unscrew the three upper securing screws (exposed by removal of the front grille panel) **(see illustration)**.

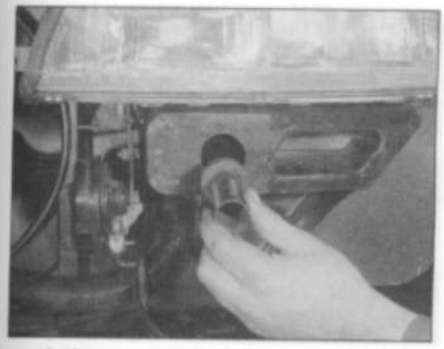
8 Remove the number plate, and unscrew the two front bumper securing screws **(see illustration)**.

9 Working under the front of the bumper, unscrew the two lower bumper securing screws, then withdraw the bumper from the vehicle **(see illustrations)**.

10 If desired, the bumper impact absorber components can now be pulled from their locations at the front of the vehicle **(see illustrations)**.

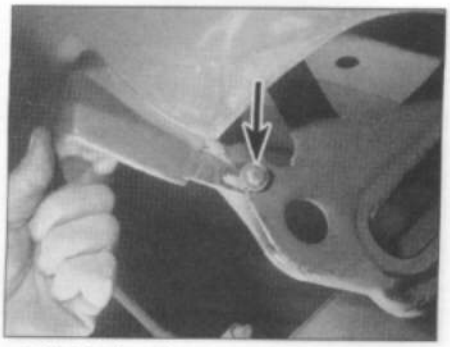
Refitting

11 Refitting is a reversal of removal.



6.10c . . . and the mounting tubes

6.14 Unscrew the two upper bumper securing screws (one each side) – Hatchback model



6.15 Slacken the nut and bolt (arrowed) securing the lower end of the bumper – Hatchback model

Rear bumper – Hatchback models

Removal

12 To improve access, apply the parking brake, then jack up the rear of the vehicle and support securely on axle stands (see *Jacking and Vehicle Support*).

13 Remove the rear light assemblies as described in Chapter 13, section 7.

14 Unscrew the two upper bumper securing screws, exposed by removal of the light units **(see illustration)**.

15 Working on each side of the bumper in turn, slacken the nut and bolt securing the lower end of the bumper to the rear towing brackets **(see illustration)**.

16 Again working on each side of the bumper in turn, reach up under the rear corners of the bumper and remove the air vent covers, then unscrew the bumper side securing bolts **(see illustrations)**.

17 Withdraw the bumper from the rear of the vehicle **(see illustration)**.

18 If desired, the bumper impact absorbers can be removed by unscrewing the two nuts securing each impact absorber to the body panel **(see illustration)**.

Refitting

19 Refitting is a reversal of removal.

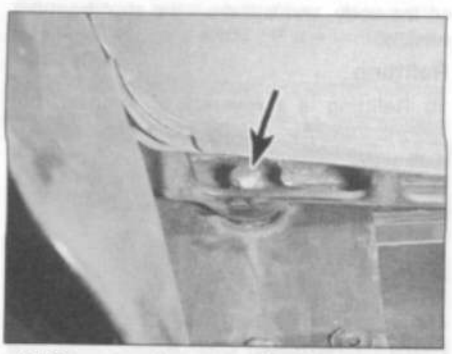
Rear bumper – Estate models

Removal

20 Proceed as described in paragraphs 12 to 14.

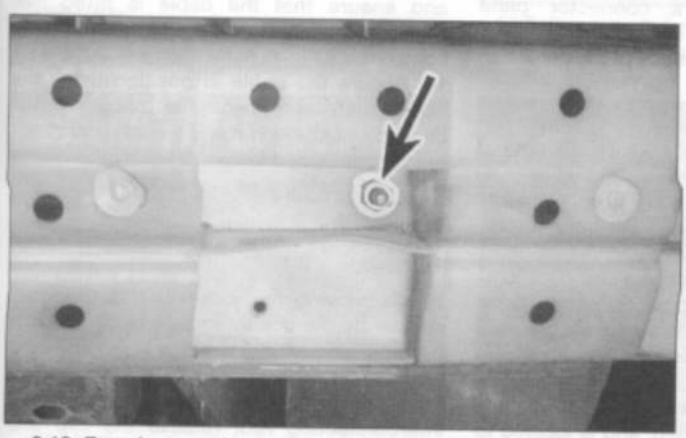
21 Unscrew the remaining two upper securing screws from the top surface of the bumper **(see illustration)**.

6.16a Remove the air vent covers . . .

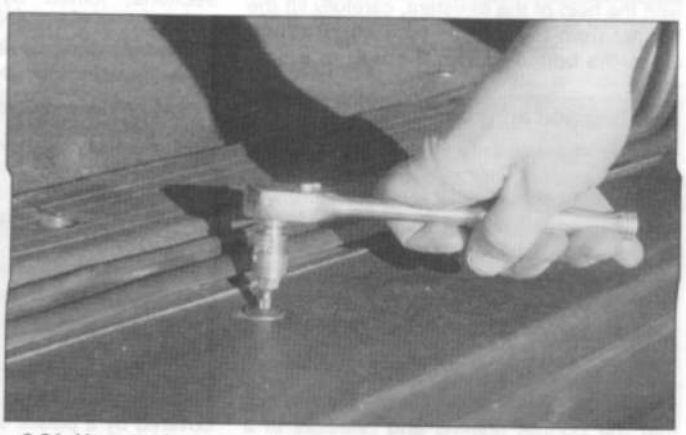


6.16b . . . and unscrew the bumper side securing bolts (arrowed) – Hatchback model

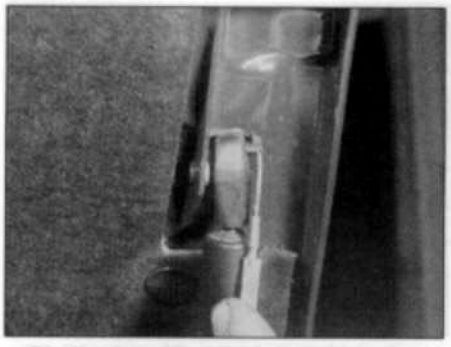
6.17 Withdrawing the rear bumper – Hatchback model



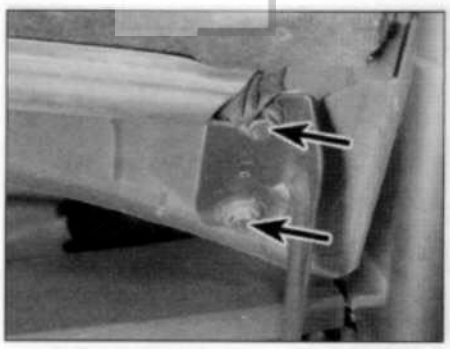
6.18 Rear bumper impact absorber securing nut (arrowed) – Hatchback model



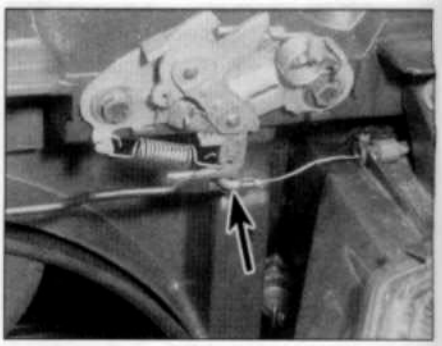
6.21 Unscrewing a rear bumper upper securing screw – Estate model



7.2 Prising out a bonnet support strut locking clip



7.3 Bonnet retaining bolts (arrowed)



8.4 Unhook the bonnet release cable (arrowed) from the bonnet lock

22 Working underneath the bumper, unscrew the four lower bumper securing screws.
23 Working under the rear of the vehicle, reach up behind the wing panels, and unscrew the bumper side securing bolts (one on each side of the bumper), accessible through the cut-outs in the body panels.
24 Pull the bumper rearwards from the vehicle.

Refitting

25 Refitting is a reversal of removal.

7 Bonnet and support struts – removal, refitting and adjustment

Bonnet

Removal

1 Open the bonnet and have an assistant support it, then, using a pencil or felt tip pen, mark the outline position of each bonnet hinge relative to the bonnet, to use as a guide on refitting.
2 Using a screwdriver, carefully prise out the locking clips, and pull the bonnet support struts from the studs on the bonnet **(see illustration)**.
3 Unscrew the bonnet retaining bolts and, with the help of the assistant, carefully lift the bonnet from the vehicle **(see illustration)**. Store the bonnet out of the way in a safe place.

Refitting and adjustment

4 With the aid of an assistant, offer up the bonnet and loosely fit the retaining bolts. Align the hinges with the marks made on removal, then tighten the retaining bolts securely, and reconnect the bonnet support struts.
5 Close the bonnet, and check for alignment with the adjacent panels. If necessary, slacken the hinge bolts and re-align the bonnet to suit. Once the bonnet is correctly aligned, tighten the hinge bolts.
6 Once the bonnet is correctly aligned, check that the bonnet fastens and releases in a satisfactory manner. If adjustment is necessary, slacken the bonnet lock retaining bolts, and adjust the position of the lock(s) to suit. Once the lock operation is satisfactory, securely tighten the retaining bolts.

Support struts

Removal

7 Support the bonnet in the open position, with the help of an assistant or using a suitable wooden prop.
8 Using a flat-bladed screwdriver, prise out the locking clip, then pull the support strut from its balljoint on the bonnet.
9 Similarly, release the strut from the balljoint on the body, and withdraw the strut from the vehicle.

Refitting

10 Refitting is a reversal of removal, but ensure that the locking clips are securely engaged.

8 Bonnet release cable and lock components – removal and refitting

Bonnet release cable

General

1 The bonnet release cable consists of two sections, joined by a connector plate positioned in the engine compartment.
2 The front and rear sections of the cable can be renewed individually.

Front cable section

3 During this procedure, take careful note of the routing of the cable to aid refitting.
4 Working in the engine compartment, unhook the cable end from the bonnet lock **(see illustration)**.
5 Again working in the engine compartment, unbolt and move to one side any items necessary to allow access to the release cable securing clips. Release the cable from the securing clips.
6 Locate the cable connector plate, which is covered by a plastic shield, and is located to the side of the left-hand suspension turret, in the engine compartment.
7 Where applicable, release the cable connector plate shield from the securing clip, then withdraw the shield, and disconnect the front section of the cable from the connector plate.
8 Withdraw the front section of the cable, noting its routing.
9 Fit the new cable section using a reversal of the removal procedure. Ensure that the cable is routed as noted before removal.

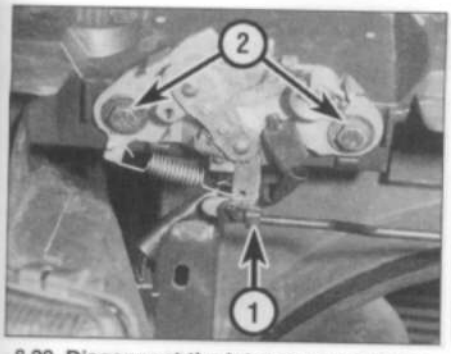
Rear cable section

10 Working inside the vehicle, remove the sill trim panel as described in Section 23.
11 Unhook the end of the release cable from the release lever, then free the cable from the clips inside the vehicle.
12 To aid routing on refitting, tie a length of string to the end of the cable inside the vehicle.
13 Proceed as described in paragraphs 5 to 7, but disconnect the rear section of the cable from the connector plate.
14 Pull the cable through the bulkhead, into the engine compartment. Untie the string from the end of the cable, and leave it in place to aid refitting. Withdraw the rear cable section from the vehicle.
15 Fit the new cable section by using the string to pull it into position. Make sure that the cable is routed as noted during removal, and ensure that the cable is fitted free from kinks, and clear of surrounding components.
16 Secure the cable in position using the clips, then reconnect the cable to the connector plate and release lever, and check the lock operation.
17 Finally, refit the sill trim panel.

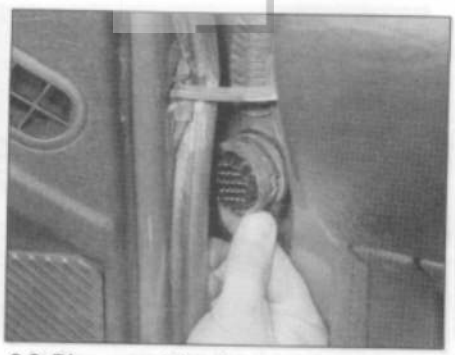
Bonnet lock

Removal

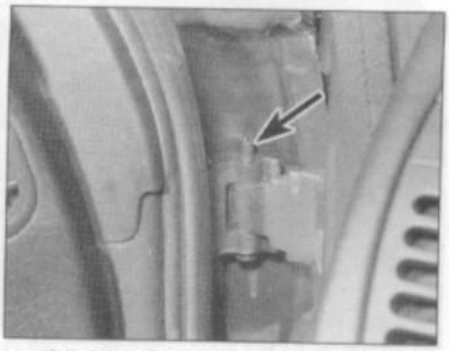
18 If removing the lock which is operated directly by the bonnet release cable, unhook the cable and release the lock interconnecting rod from the lock.
19 If removing the lock operated by the interconnecting rod, release the clip and disconnect the interconnecting rod from the lock.



8.20 Disconnect the interconnecting rod (1), then unscrew the securing bolts (2) and withdraw the lock



9.2 Disconnect the door wiring connector



9.5 Front door hinge pin (arrowed)

20 Unscrew the two securing bolts, and withdraw the lock **(see illustration)**.

Refitting

21 Refitting is a reversal of removal, but if necessary adjust the position of the lock to achieve satisfactory operation.

9 Door – removal and refitting

Removal

1 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.
2 Open the door and, working at the front edge of the door, twist the locking ring anti-clockwise, and disconnect the door wiring connector **(see illustration)**.
3 Unbolt the door check strap from the body pillar.
4 Have an assistant support the door or, alternatively, support the lower edge of the door using wooden blocks, with pads to protect the paintwork.
5 Using a slide hammer and a suitable adapter, or a hammer and punch, tap out the door hinge pins **(see illustration)**.
6 Carefully lift the door from the vehicle.

Refitting

7 Refitting is a reversal of removal, but check the condition of the hinge pins, and renew if necessary.

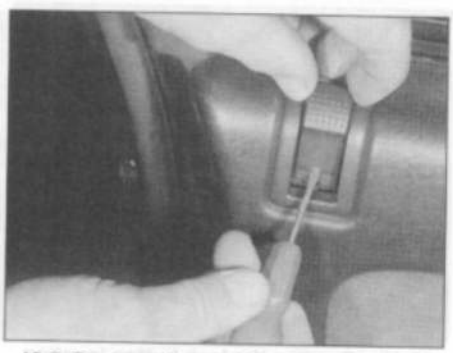
10 Door inner trim panel – removal and refitting

Front door

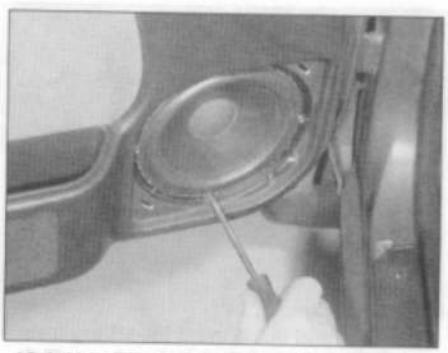
Removal

1 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.
2 Lift up the inner door lock operating button then, using a small screwdriver, depress the retaining tab, and slide off the button **(see illustration)**.
3 On models with manually-operated window regulators, pull the winder handle off the spindle, then remove the spindle trim plate.
4 Unclip the cover panel from the door-mounted loudspeaker, then remove the securing screws, withdraw the loudspeaker, and disconnect the wiring plugs **(see illustration)**.
5 Where applicable, carefully prise the electric window control switch from the armrest, and disconnect the wiring plug **(see illustration)**. Alternatively, where applicable, prise out the blanking plate from the armrest.
6 Unclip the surround from the door interior handle **(see illustration)**.
7 Unscrew the following trim panel securing screws **(see illustrations)**.

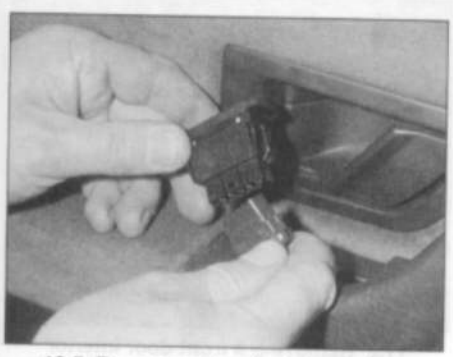
a) Unscrew the single screw from the electric window control switch (or blanking plate) aperture.



10.2 Depress the retaining tab and slide off the lock operating button

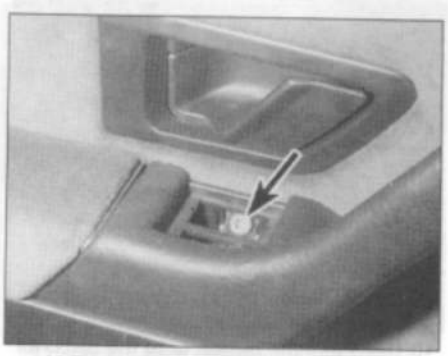


10.4 Unscrewing a loudspeaker securing screw – front door



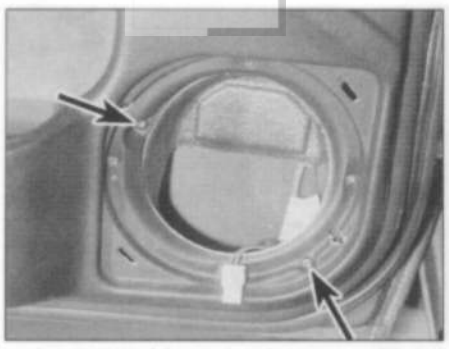
10.5 Removing the electric window control switch – front door

10.6 Unclip the surround from the door interior handle – front door

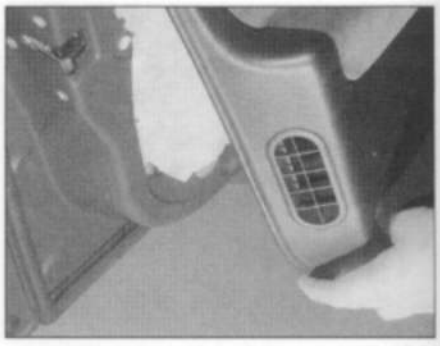


10.7a Unscrew the screws from the electric window control switch aperture . . .

10.7b . . . the top edge of the armrest . . .



10.7c . . . and the loudspeaker aperture (arrowed) – front door



10.8a Withdraw the trim panel . . .

b) Unscrew the single screw from the top edge of the armrest.
c) Unscrew the two screws from the loudspeaker aperture.

8 Work around the edge of the panel using a suitable forked tool, and release the securing clips, then carefully withdraw the trim panel from the door. Disconnect the wiring from the kerb light switch mounted in the trim panel and, where applicable, disconnect the wiring plug from the electronic control unit mounted on the rear of the trim panel. Where applicable, feed the window switch wiring through the aperture in the door as the panel is removed **(see illustrations)**.

9 If work is to be carried out on the components inside the door, the sealing sheet must be removed as follows.

a) Where applicable, carefully prise the wiring connector clips from the door.
b) Unclip the door interior handle, and disconnect the lock operating rod from the handle.
c) Carefully peel the sealing sheet from the door – it should be possible to remove the sheet in one piece if the adhesive is carefully cut using a sharp knife.

Refitting

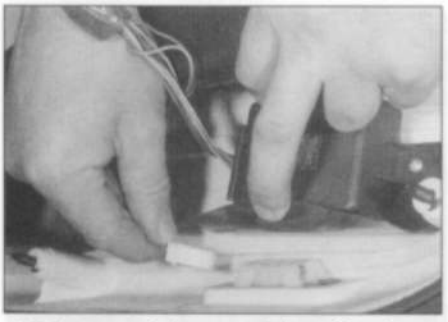
10 Refitting is a reversal of removal, bearing in mind the following points.

a) Before refitting, check whether any of the trim panel retaining clips were broken on removal, and renew them as necessary.
b) Ensure that all wiring is correctly routed.
c) To refit the inner door lock operating button, first lock the door, to ensure that the link rod is in its lowest position. Position the button locating tab in the lower of its two holes, then firmly push the button onto the rod, until it clips into position and the retaining tab appears in the upper hole ***(see illustrations)****.*

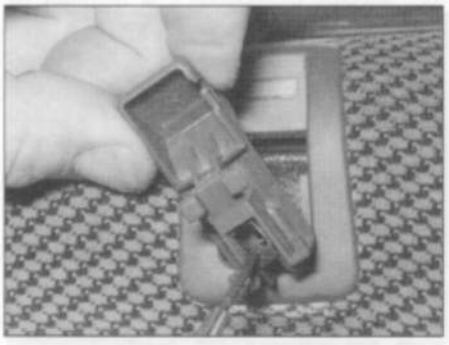
Rear door

11 Proceed as described previously in this Section for the front door, noting the following differences **(see illustration)**.

a) Ignore the references to removing the loudspeaker and the two screws from the loudspeaker aperture.
b) Ignore the reference to disconnecting the wiring plug from the electronic control unit mounted on the trim panel.



10.8b . . . and disconnect the wiring from the kerb light and the electronic control unit – front door



10.10a Position the lock button locating tab in the lower position

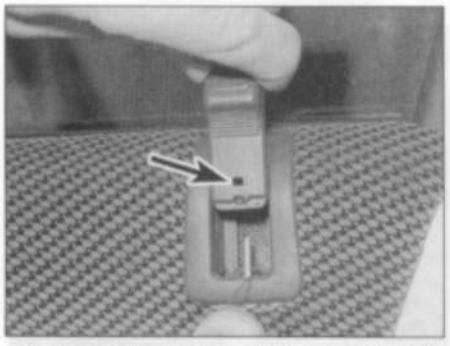
11 Door handle and lock components – removal and refitting

Door interior handle

Removal

1 Remove the door inner trim panel as described in Section 10.

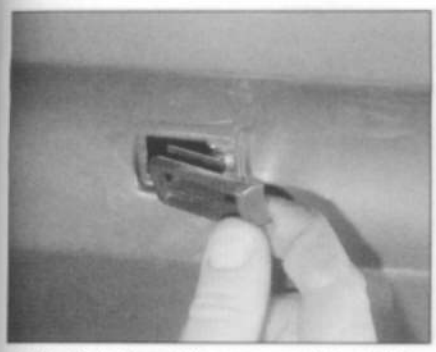
2 Slide the interior handle forwards, and unclip the door interior handle, and disconnect the lock operating rod from the handle **(see illustration)**.



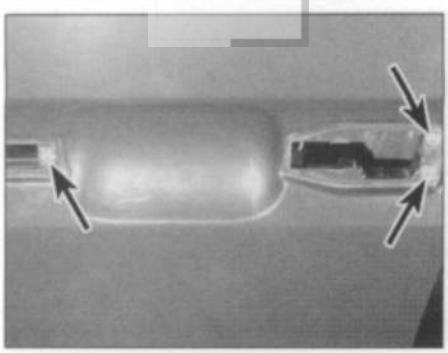
10.10b Push the button onto the rod until the retaining tab appears in the upper hole (arrowed)

10.11 Unscrewing the door trim panel securing screw from the electric window switch aperture – rear door

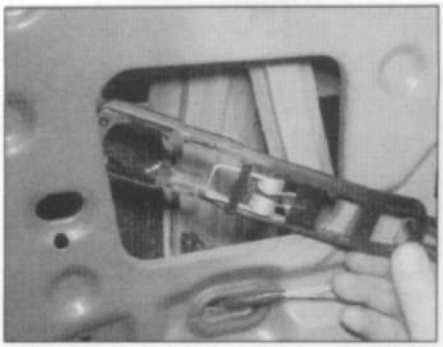
11.2 Removing a front door interior handle



11.6a Pull the rubber grommet from the outside of the door . . .



11.6b . . . slacken the three screws (arrowed) . . .



11.6c . . . and withdraw the inner part of the handle

Refitting

3 Refitting is a reversal of removal.

Front door exterior handle

Removal

4 Remove the door lock cylinder as described later in this Section.

5 Slide the exterior part of the handle assembly towards the rear of the car and remove it from the door.

6 Once the exterior part of the handle assembly has been removed, if desired, the inner part of handle assembly can be removed as follows **(see illustrations)**.

a) *Remove the door inner trim panel and the plastic sealing sheet, as described in Section 10.*
b) *Pull the handle rubber grommet from the outside of the door.*
c) *Working outside the door, slacken the three screws securing the inner part of the handle, then withdraw the inner part of the handle from inside door.*

Refitting

7 Refitting is a reversal of removal, noting the following points **(see illustrations)**.

a) *When refitting the exterior part of the handle, ensure that the lever on the exterior part of the handle engages with the spring and the lever on the inner part of the handle - pull the spring forwards using a length of hooked wire to allow it to engage with the lever.*
b) *Where applicable, refit the plastic sealing sheet and the door inner trim panel as described in Section 10.*
c) *Refit the door lock cylinder as described later in this Section.*

Rear door exterior handle

8 Proceed as described previously in this Section for the front door, noting that a plastic block is fitted to the handle assembly in place of the lock cylinder. The screw securing the plastic block can be accessed through the hole in the rear edge of the door (remove the grommet) using a long-reach Allen key **(see illustration)**.

Front door lock cylinder

Removal

9 Working at the rear edge of the door, prise out the grommet for access to the lock cylinder securing screw.

10 Unscrew the securing screw using a suitable Allen key or hexagon bit, then pull the lock cylinder assembly from the exterior handle **(see illustrations)**.

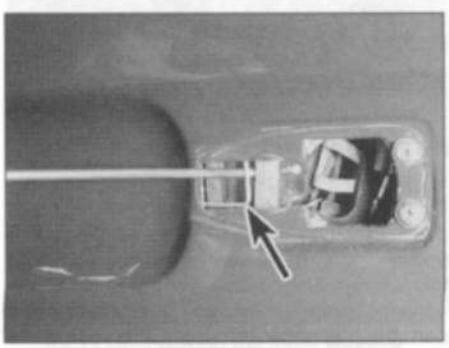
Refitting

11 Refitting is a reversal of removal.

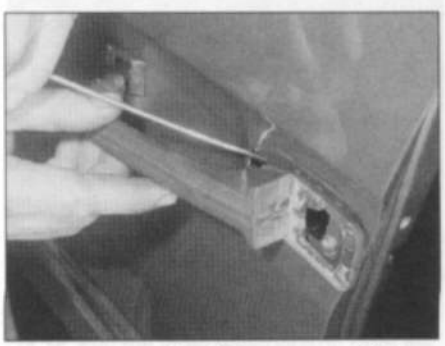
Front door lock

Removal

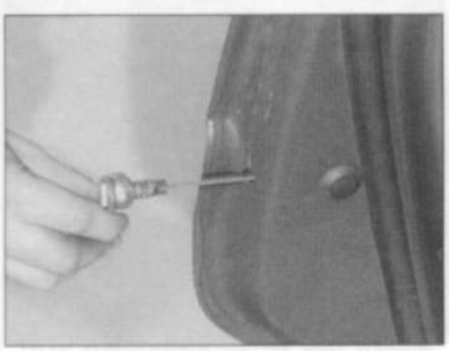
12 Remove the door inner trim panel and the plastic sealing sheet, as described in Section 10.



11.7a Pull the spring (arrowed) forwards . . .



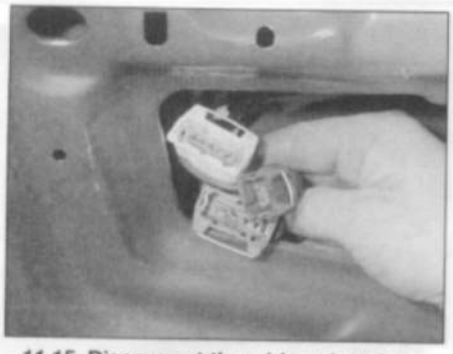
11.7b . . . to allow it to engage with the lever on the exterior part of the handle



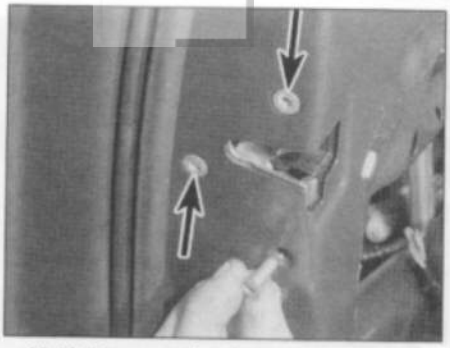
11.8 Unscrewing the rear door handle plastic block securing screw

11.10a Unscrew the securing screw . . .

11.10b . . . then pull the lock cylinder assembly from the exterior handle



11.15 Disconnect the wiring plugs from the door lock assembly



11.16 Unscrew the three lock securing screws (arrowed) . . .

11.17a . . . then disconnect the operating rods . . .

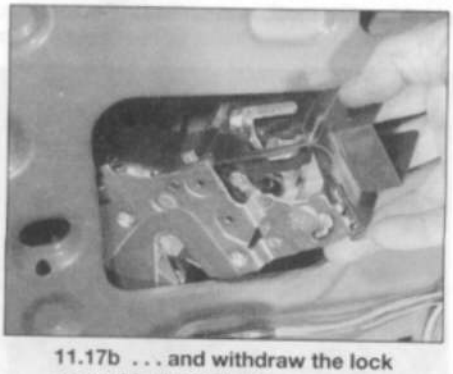
13 Remove the door interior handle, as described previously in this Section.

14 Remove the exterior section of the door exterior handle, as described previously in this Section.

15 Reach in through door aperture, and disconnect wiring plugs from lock assembly. Unclip the lock assembly wiring harnesses from the door **(see illustration)**.

16 Working at the rear edge of the door, remove the three door lock securing screws **(see illustration)**.

17 Manipulate the lock assembly from the rear of the door, and disconnect the lock button operating rod and the interior handle operating rod from lock, then withdraw the lock assembly through the upper door aperture **(see illustrations)**.



11.17b . . . and withdraw the lock assembly through the upper door aperture

Refitting

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

a) Make sure that the lock button and interior handle operating rods are reconnected to the lock before the lock assembly is manoeuvred into its final position.

b) Refit the exterior section of the door exterior handle, and the door interior handle as described previously in this Section.

c) Refit the plastic sealing sheet and the door inner trim panel as described in Section 10.

Rear door lock

19 Proceed as described previously in this Section for the front door lock, but note that there is no need to remove the exterior section of the door exterior handle, and note the interior handle operating rod must be unclipped from the inside of the door before it can be disconnected from the lock **(see illustration)**.

12 Door window glass and regulator – removal and refitting

Fixed door window glass

1 These areas of glass are bonded in position with a special adhesive. Renewal of such fixed glass is a difficult, messy and time-consuming task, which is considered beyond the scope of the home mechanic. The task carries a high risk of breakage. In view of this, owners are strongly advised to have this sort of work carried out by one of the many specialist windscreen fitters.

Front door sliding window glass

Removal

2 Fully lower the window, then remove the door inner trim panel and the plastic sealing sheet as described in Section 10.

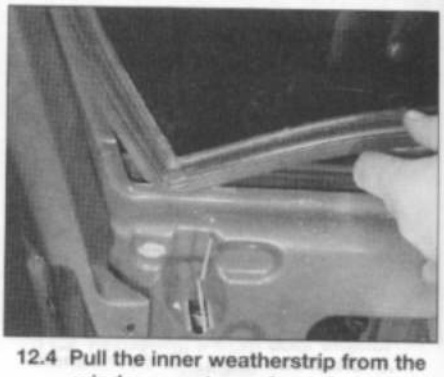
3 Working at the rear edge of the window aperture, unscrew the nut securing the inner window aperture plastic trim panel **(see illustration)**. Pull the panel from the door to release the securing clips – there is no need to release the panel from the front edge of the door.

4 Pull the lower edge of the inner weatherstrip from the window aperture **(see illustration)**.

5 Working inside the door, pull off the plastic

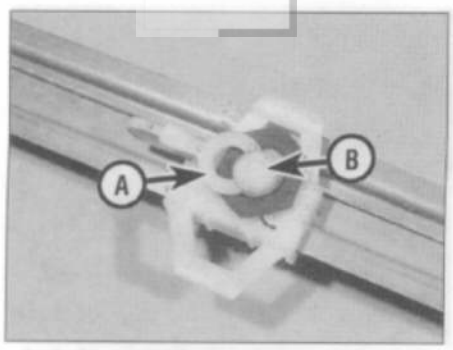
11.19 Removing a rear door lock

12.3 Unscrewing the inner window aperture trim panel securing nut – front door

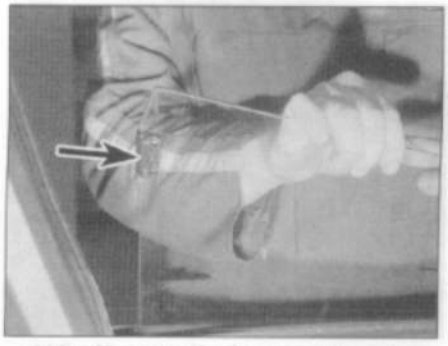


12.4 Pull the inner weatherstrip from the window aperture – front door

12.5a Pull off the plastic clip securing the window glass to the regulator – front door



12.5b View of window glass plastic clip in position with regulator mechanism removed from door. Clip (A) engages with peg (B)



12.7 Withdraw the glass from the front door – note the peg (arrowed) which must slide out from the window guide rail as the glass is lowered

clip securing the window glass to the regulator mechanism **(see illustrations)**.

6 Lower the glass down to the bottom of the door, until the peg attached to the rear of the glass slides out from the bottom of the window guide rail.

7 Lift the glass up, and withdraw it through the outside of the window aperture **(see illustration)**.

Refitting

8 Refitting is a reversal of removal, but ensure that the peg attached to the rear of the glass engages with the window guide rail. Check the operation of the window mechanism before refitting the plastic sealing sheet and the door inner trim panel with reference to Section 10.

Rear door sliding window glass

Removal

9 Fully lower the window, then remove the door inner trim panel and the plastic sealing sheet as described in Section 10.

10 Remove the door lock as described in Section 11.

11 Working at the front edge of the window aperture, unscrew the nut securing the inner window aperture plastic trim panel **(see illustration)**. Pull the panel from the door to release the securing clips – there is no need to release the panel from the rear edge of the door.

12 Pull the lower and front edges of the inner weatherstrip from the window aperture **(see illustration)**.

13 Working inside the door, pull off the plastic clip securing the window glass to the regulator mechanism (see paragraph 5).

14 Tilt the front edge of the glass down until the peg attached to the front of the glass slides out from the bottom of the window guide rail.

15 Lift the glass up, and withdraw it through the inside of the window aperture **(see illustration)**.

Refitting

16 Refitting is a reversal of removal, but ensure that the peg attached to the front of the glass engages with the window guide rail. Check the operation of the window mechanism before refitting the plastic sealing sheet and the door inner trim panel with reference to Section 10.

Window regulator assembly

Removal

17 Remove the door sliding window glass as described previously in this Section.

18 Where applicable, reach in through the door aperture, and disconnect the wiring plug from the regulator motor **(see illustration)**.

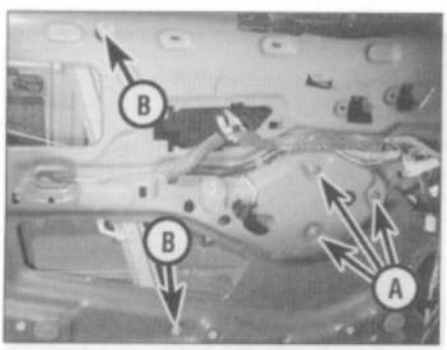
19 Unscrew the three nuts securing the regulator motor assembly to the door, and the two nuts securing the regulator rail **(see illustration)**.

12.11 Unscrewing the inner window aperture trim panel securing nut – rear door

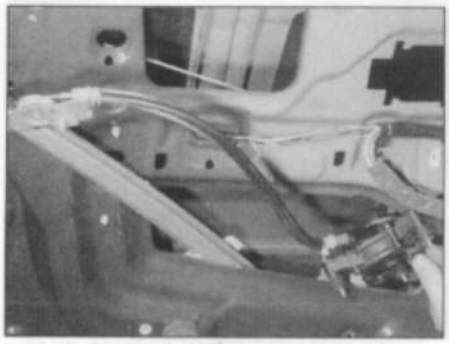
12.12 Pull the inner weatherstrip from the window aperture – rear door

12.15 Withdrawing the rear door window glass

12.18 Disconnecting the front door window regulator motor wiring plug



12.19 Unscrew the three nuts (A) securing the motor, and the two nuts (B) securing the regulator rail – front door



12.20 Manipulate the front door window regulator assembly out through the lower door aperture

20 Manipulate the assembly out through lower door aperture **(see illustration)**.

Refitting

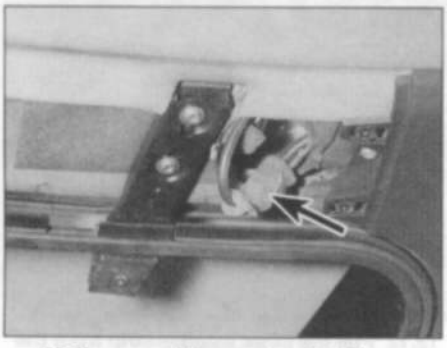
21 Refitting is a reversal of removal, but refit the door sliding window glass as described previously in this Section.

13 Tailgate and support struts – removal, refitting and adjustment

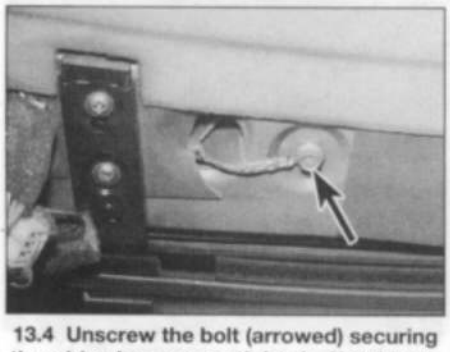
Tailgate - Hatchback models

Removal

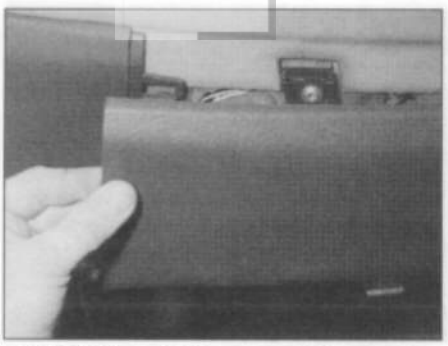
1 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.



13.3b . . . and the washer fluid hose connector (arrowed) – Hatchback model



13.4 Unscrew the bolt (arrowed) securing the wiring harness earth lead – Hatchback model



13.2 Prising off the rear roof trim panel – Hatchback model

2 Open the tailgate, then working inside the vehicle, carefully prise off the rear roof trim panel **(see illustration)**.

3 Working through the holes in each side of the upper rear body panel, disconnect the tailgate wiring harness connectors, and the washer fluid connector **(see illustrations)**. If necessary, prise the foam insulation from the connectors.

4 Unscrew the bolt securing the tailgate wiring harness earth lead to the upper rear body panel **(see illustration)**.

5 Pull the tailgate wiring harness grommets from the holes in the body panel, then withdraw the wiring harnesses through the body panels, noting the harness routing.

6 Support the tailgate in the open position using a wooden prop or similar tool.

7 Prise out the securing clips, then carefully prise the upper ends of the tailgate support struts from the studs on the tailgate.

8 Working at the top edges of the tailgate, unscrew the bolts securing the tailgate to the hinges **(see illustration)**.

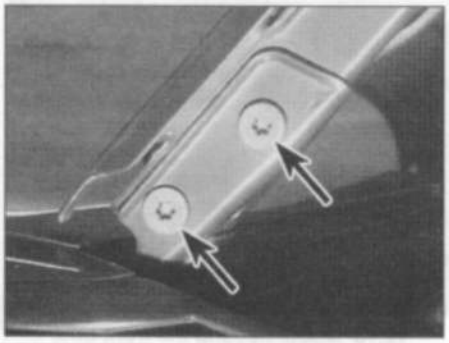
9 With the aid of an assistant, carefully lift the tailgate from the vehicle.

Refitting

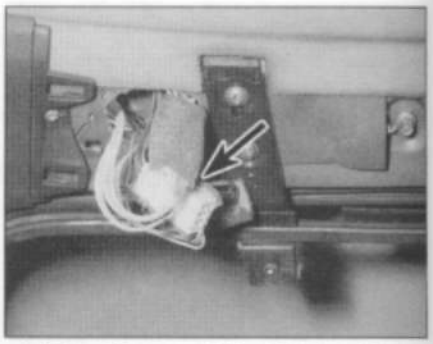
10 Refitting is a reversal of removal, bearing in mind the following points.

a) *Ensure that the wiring harnesses are routed as noted before removal.*

b) *Before fully tightening the tailgate hinge nuts, temporarily close the tailgate and check the alignment with surrounding body panels.*



13.8 Tailgate-to-hinge securing bolts (arrowed) – Hatchback model



13.3a Disconnect the tailgate wiring harness connectors (arrowed) . . .

Tailgate - Estate models

Removal

11 Proceed as described in paragraphs 1 to 7.

12 Working at the top of the tailgate, carefully prise the locking clips from the tailgate hinge pins **(see illustration)**.

13 Ensure that the tailgate is adequately supported, then tap out the hinge pins and, with the aid of an assistant, lift the tailgate from the vehicle.

Refitting

14 Refitting is a reversal of removal, but ensure that the wiring harnesses are routed as noted before removal.

Support struts

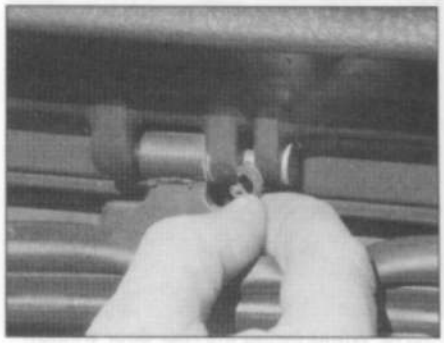
15 Support the tailgate in the open position, with the help of an assistant or using a suitable wooden prop.

16 Using a flat-bladed screwdriver, prise out the locking clip, then pull the support strut from its balljoint on the tailgate.

17 Similarly, release the strut from the balljoint on the body, and withdraw the strut from the vehicle.

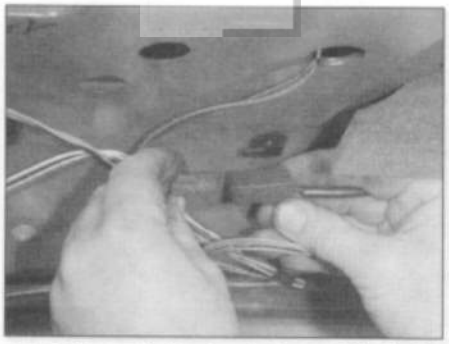
Refitting

18 Refitting is a reversal of removal, but ensure that the locking clips are securely engaged.

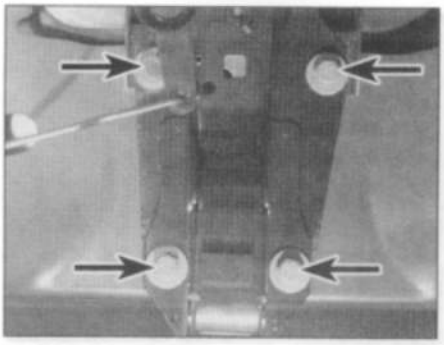


13.12 Prising the locking clip from a tailgate hinge pin – Estate model

14.3 Removing a tailgate trim panel securing screw – Hatchback model



14.6 Separate the two halves of the lock wiring connector – Hatchback model



14.7a Unscrew the four securing bolts (arrowed) . . .

14 Tailgate lock components – removal and refitting

Lock assembly – Hatchback models

Removal

1 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

2 Open the tailgate, and unclip the tailgate-mounted rear light covers.

3 Remove the securing screws, and withdraw the tailgate inner trim panel **(see illustration)**.

4 Reach in through the tailgate aperture, and disconnect the lock operating rods from the lock assembly.

5 Where applicable, pull the foam pad from the top of the lock assembly.

6 Trace the wiring back from the lock assembly, and separate the two halves of the wiring connector **(see illustration)**.

7 Unscrew the four lock securing bolts, and withdraw the lock assembly from the tailgate **(see illustrations)**.

Refitting

8 Refitting is a reversal of removal.

Lock cylinder – Hatchback models

Removal

9 Proceed as described in paragraphs 1 to 3.

10 Where applicable, trace the wiring back from the switch on the lock, then separate the two halves of the switch wiring connector.

11 Unscrew the two lock cylinder securing screws, then disconnect the lock operating rod, and withdraw the lock cylinder from the tailgate **(see illustrations)**.

12 If desired, the switch can be removed from the lock cylinder after unscrewing the two securing screws.

Refitting

13 Refitting is a reversal of removal.

Lock striker – Hatchback models

Removal

14 Working at the rear of the luggage compartment, prise out the cover plugs, then unscrew the four screws securing the luggage compartment rear trim panel. Lift off the panel, and disconnect the wiring from the luggage compartment light switch.

15 Unscrew the securing bolt, and remove the lock striker.

Refitting

16 Refitting is a reversal of removal but, if necessary, adjust the position of the striker to achieve satisfactory lock operation.

Lock assembly - Estate models

Removal

17 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

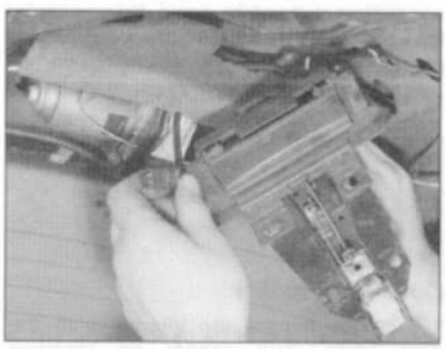
18 Remove the securing screws, and withdraw the handle from the tailgate trim panel. Work around the trim panel and remove the securing screws, then withdraw the trim panel.

19 Trace the wiring back from the lock, then unclip the wiring connector from the tailgate, and separate the two halves of the connector **(see illustration)**.

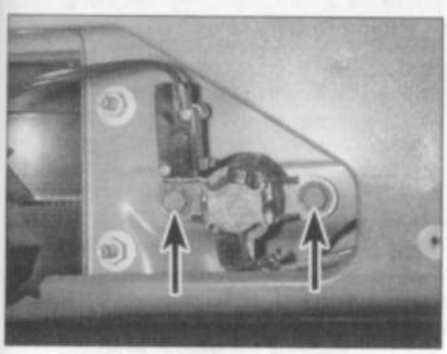
20 Unscrew the two lock securing bolts, then withdraw the lock from the tailgate and disconnect the lock operating rod.

Refitting

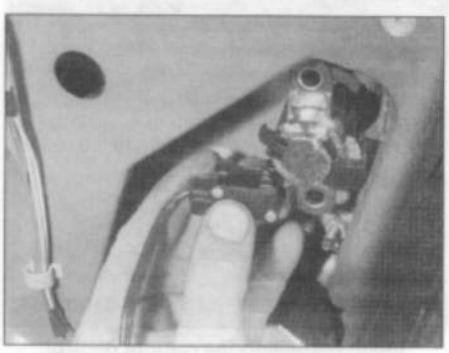
21 Refitting is a reversal of removal, but before refitting the tailgate trim panel, close the tailgate and check the operation of the lock. If necessary, move the lock within its elongated bolt holes to achieve satisfactory lock operation.



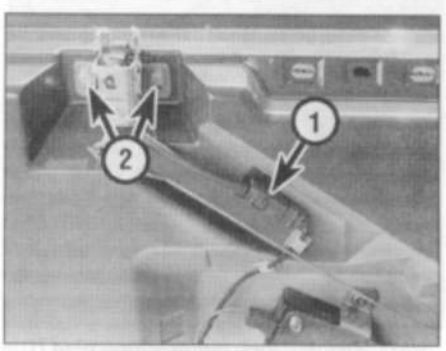
14.7b . . . and withdraw the lock assembly – Hatchback model



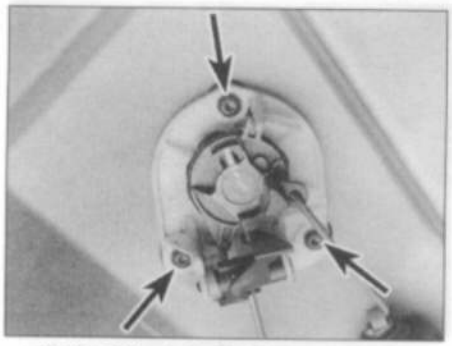
14.11a Unscrew the two lock cylinder securing screws (arrowed) . . .



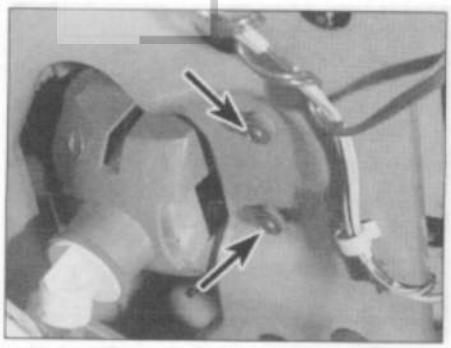
14.11b . . . and withdraw the lock cylinder – Hatchback model



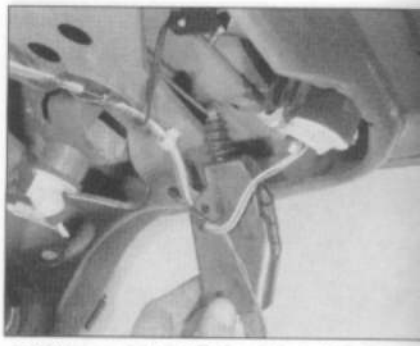
14.19 Tailgate lock wiring connector (1) and lock securing bolts (2) – Estate models



14.23 Tailgate lock cylinder securing screws (arrowed) – Estate models



15.5a Unscrew the two securing screws (arrowed) . . .



15.5b . . . and withdraw the tailgate lock motor – Hatchback model

Lock cylinder – Estate models

Removal

22 Proceed as described in paragraphs 17 and 18.

23 Working inside the tailgate, unscrew the three securing screws, then lift the lock cylinder assembly away from the tailgate, and disconnect the lock operating rods **(see illustration)**.

Refitting

24 Refitting is a reversal of removal, but check the operation of the lock mechanism before refitting the tailgate trim panel.

Lock striker – Estate models

Removal

25 Unclip the striker cover from the luggage compartment rear trim panel, then unscrew the securing bolts and withdraw the striker.

Refitting

26 Refitting is a reversal of removal.

15 Central locking components – removal and refitting

Door lock motor

1 The lock motors are integral with the door locks, and cannot be renewed separately.

Tailgate lock motor – Hatchback models

Removal

2 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

3 Open the tailgate, and unclip the tailgate-mounted rear light covers.

4 Remove the securing screws, and withdraw the tailgate inner trim panel.

5 Unscrew the two securing screws, then lower the motor from the tailgate. Disconnect the lock operating rod, and the wiring plug, and withdraw the motor **(see illustrations)**.

Refitting

6 Refitting is a reversal of removal.

Tailgate lock motor – Estate models

Removal

7 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

8 Remove the securing screws, and withdraw the handle from the tailgate trim panel.

9 Work around the trim panel and remove the securing screws, then withdraw the trim panel.

10 Working inside the tailgate, disconnect the wiring plug from the lock motor.

11 Remove the two screws securing the lock motor mounting bracket to the tailgate, then withdraw the lock motor assembly, and disconnect the lock operating rod **(see illustration)**. If desired, the lock motor can be unbolted from the mounting bracket.

Refitting

12 Refitting is a reversal of removal, but check the operation of the lock mechanism before refitting the tailgate trim panel.

Remote control receiver unit

Removal

13 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

14 Carefully prise the lens from the front courtesy light in the roof console.

15 Unscrew the now-exposed securing screws, and lower the roof console.

16 Unclip the receiver unit from the console, then disconnect the wiring plug, and remove the receiver unit **(see illustration)**.

Refitting

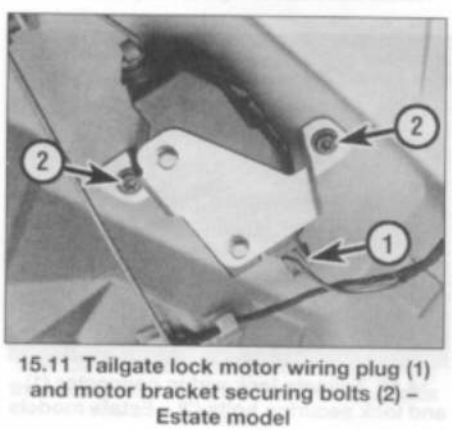
17 Refitting is a reversal of removal.

Remote control transmitter batteries - renewal

18 Remove the securing screw, and withdraw the end cover from the key assembly.

19 Withdraw the old batteries, noting their orientation.

20 Fit the new batteries, ensuring that they are fitted the correct way round, as noted before removal, then refit the cover and tighten the securing screw.



15.11 Tailgate lock motor wiring plug (1) and motor bracket securing bolts (2) – Estate model

15.16 Removing the remote control receiver unit from the roof console

16 Electric window components – removal and refitting

Electric window motors

1 The motors are integral with the regulator assemblies, and cannot be removed separately. Removal and refitting of the regulator assemblies is described in Section 12.

Electric window switches

2 Refer to Chapter 13.

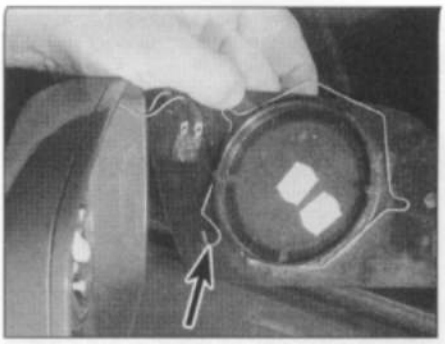
17 Exterior mirrors and associated components – removal and refitting

Door mirror glass - renewal

1 Using a small flat-bladed screwdriver, working at the lower edge of the glass, locate the hook in the glass retaining clip, and lever the clip down to release the glass **(see illustrations)**.

2 To fit the glass, ensure that the clip is fully engaged with the lugs on the rear of the mirror glass, then push the glass firmly into position. The clip should click into position as it engages with the mirror.

17.1a Release the door mirror glass retaining clip . . .



17.1b . . . and remove the glass – engage the screwdriver with the hook (arrowed) in the clip to release the glass

Manually-operated door mirror

Removal

3 Pull the mirror adjuster trim plate from the door, then unclip the trim plate from the end of the adjuster.

4 Working at the front edge of the door, unscrew the two mirror securing screws, then carefully withdraw the mirror from the door, and feed the adjuster mechanism through the grommet in the door.

Refitting

5 Refitting is a reversal of removal.

Electrically-operated door mirrors

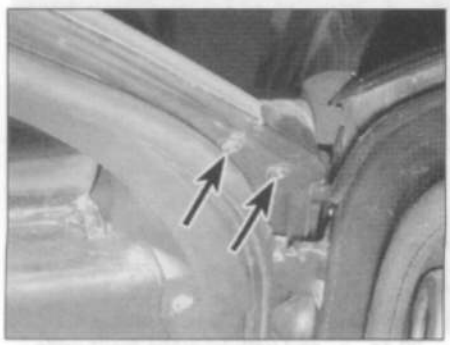
Removal

6 On models with electric mirrors, using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

7 Remove the door inner trim panel as described in Section 10.

8 Working inside the door, locate the mirror wiring connectors, then separate the two halves of each connector. Note the routing of the wiring harnesses.

9 Working at the front edge of the door, unscrew the two mirror securing screws, then carefully withdraw the mirror from the door, and feed the wiring harnesses through the grommet inside the door **(see illustrations)**.



17.9a Unscrew the two securing screws . . .

17.9b . . . and withdraw the mirror from the door

10 Pull the wiring grommet from the outside of the door, and withdraw the mirror/wiring harness assembly.

Refitting

11 Refitting is a reversal of removal, but ensure that the wiring harnesses are routed as noted before removal.

18 Windscreen, tailgate and fixed window glass – general information

These areas of glass are bonded in position with a special adhesive. Renewal of such fixed glass is a difficult, messy and time-consuming task, which is considered beyond the scope of the home mechanic. It is difficult, unless one has plenty of practice, to obtain a secure, waterproof fit. Furthermore, the task carries a high risk of breakage; this applies especially to the laminated glass windscreen. In view of this, owners are strongly advised to have this sort of work carried out by one of the many specialist windscreen fitters.

19 Sunroof – general information

1 The factory-fitted sunroof is of the electric tilt/slide type.

2 Due to the complexity of the sunroof mechanism, considerable expertise is required to repair, replace or adjust the sunroof components successfully. Removal of the sunroof first requires the headlining to be removed, which is a tedious operation, and not a task to be undertaken lightly. Therefore, any problems with this type of sunroof should be referred to a Citroën dealer.

3 Refer to Chapter 13 for details of sunroof switch removal.

4 If the sunroof motor fails, and the roof panel is stuck in the open or closed position, the panel can be moved manually as follows **(see illustrations)**.

a) Open the fusebox cover, and unclip the sunroof crank handle from its securing bracket.

19.4a Unclip the sunroof crank handle . . .

19.4b . . . move the release lever (arrowed), then use the crank handle to move the sunroof panel

b) *Carefully prise the lens from the courtesy light assembly in the roof console.*
c) *Using the cross-head end of the crank handle, unscrew the four roof console securing screws, then lower the console, taking care not to strain the wiring.*
d) *Engage the hexagon end of the crank handle with the motor spindle.*
e) *Move the crank mechanism release lever in the direction shown by the arrow on the motor, then use the crank handle to turn the mechanism and move the sunroof panel.*

20 Body exterior fittings – removal and refitting

Front grille panel

Removal

1 Open the bonnet.
2 On early models, where applicable, unscrew the securing screws, or prise out the clips, as applicable, and remove the grille centre panel.
3 Remove the front sidelights as described in Chapter 13.
4 Unscrew the three upper securing bolts, and the single bolt accessible through each front sidelight aperture, then withdraw the front grille panel **(see illustrations)**.

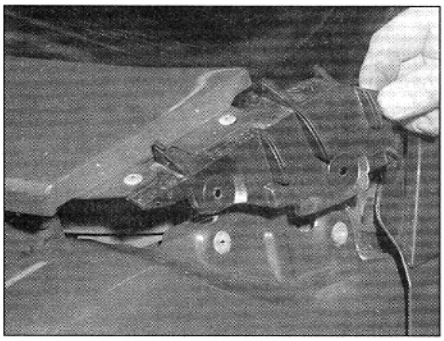
Refitting

5 Refitting is a reversal of removal.

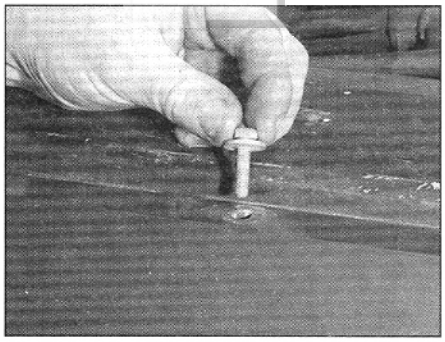
Front scuttle trim panel

Removal

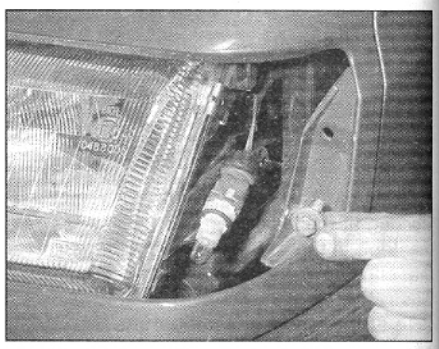
6 Working on each side of the vehicle in turn, carefully prise off the side trim panel from the scuttle. The panel should be pushed downwards to release the locating hooks, then pulled up from the scuttle – take care as the clips are easily broken **(see illustration)**.
7 Unscrew the two now-exposed scuttle trim panel securing screws on each side of the vehicle, then lift the scuttle panel to disengage the lugs from the cut-outs in the body panel, and withdraw the scuttle panel **(see illustration)**.



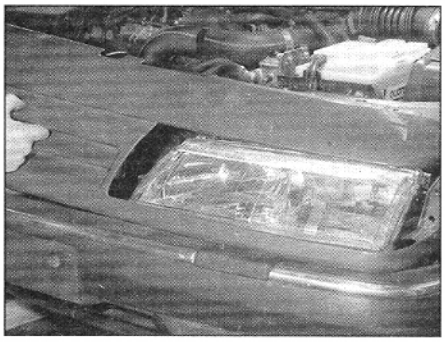
20.7 Withdrawing the scuttle trim panel



20.4a Removing a front grille panel upper securing bolt



20.4b Remove the single bolt from each sidelight aperture . . .



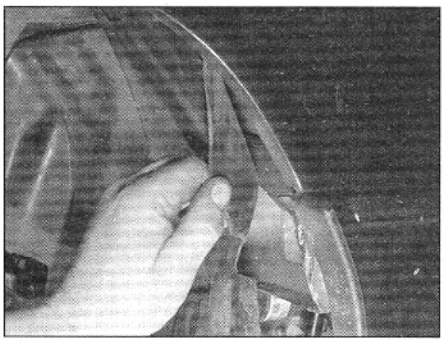
20.4c . . . and withdraw the front grille panel

Refitting

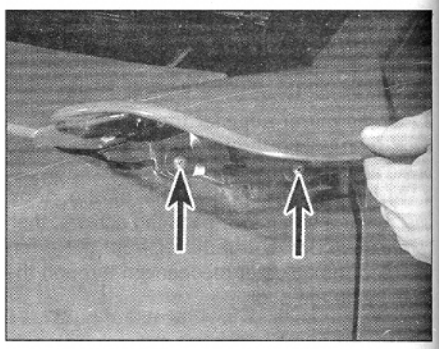
8 Refitting is a reversal of removal, but take care not to damage the clips when refitting the scuttle side trim panels.

Wheel arch liners

9 The various plastic covers fitted to the underside of the vehicle are secured in position by a mixture of screws and retaining clips, and the method of removal will be obvious on inspection. Work methodically around the panel, removing its retaining screws and releasing the retaining clips until the panel is free **(see illustration)**. Some of the plastic clips may consist of two parts – where this is the case, the centre pin should be pushed out to free the main part of the clip. Note that on some models, panels may be secured by pop-rivets, which must be drilled out.



20.9 Removing a front wheel arch liner



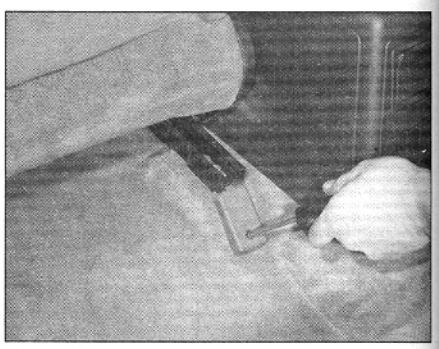
20.6 Prise the side trim panel from the scuttle to expose the two scuttle trim panel securing screws

21 Seats – removal and refitting

Front seats

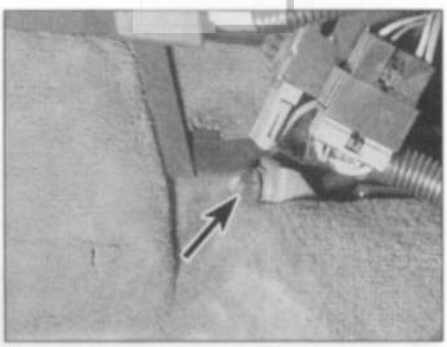
Removal

1 Slide the seat fully forwards then, working at the rear of the seat rails, remove the securing screws, and withdraw the trim plates from the rear of the seat rails **(see illustration)**.

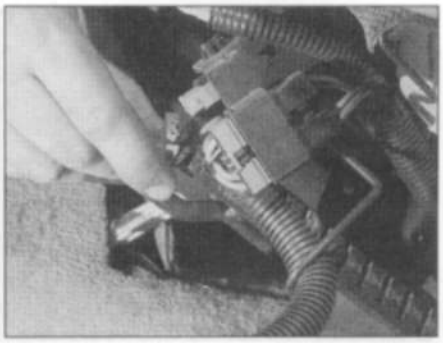


21.1 Unscrew the securing screws, and remove the trim plate from the rear of the front seat rails . . .

21.2 . . . then unscrew the bolts securing the rear of the seat rails to the floor



21.4 Front seat rail securing nut (arrowed)

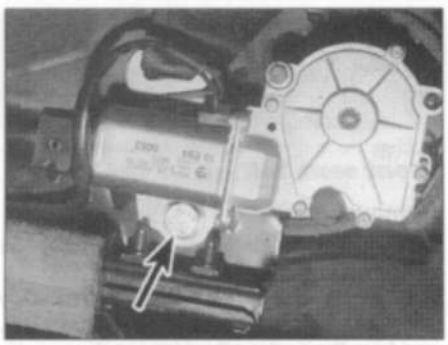


21.6 Disconnect the seat wiring plugs

2 Unscrew the bolts (one on each side) securing the rear of the seat rails to the floor **(see illustration)**.
3 Slide the seat fully rearwards.
4 Working at the front of the seat, unscrew the nuts (one on each side) securing the front of the seat rails to the floor **(see illustration)**.
5 On models fitted with front seat belt tensioners, electrically adjustable seats and/or heated front seats, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

Warning: On models with front seat belt tensioners and/or an airbag, wait for ten minutes before proceeding further – this will ensure that the seat belt tensioners and the airbag are de-activated.

6 Where applicable, reach under the seat, and disconnect the seat wiring plug(s) **(see illustration)**. Similarly, where applicable, reach up under the seat side trim panel and disconnect the wiring from the outboard seat adjustment switch.
7 Lift the seat from the floor, and tilt it to one side, for access to the outboard side trim panel securing screws. There are three securing screws, one at the back, one at the side, and one underneath at the front.
8 Remove the securing screws, and withdraw the seat side trim panel, then unscrew the bolt securing the seat belt to the seat **(see illustration)**.



21.8 Unscrew the bolt (arrowed) securing the seat belt to the seat

9 Withdraw the seat from the vehicle.

Refitting

10 Refitting is a reversal of removal, but tighten the seat mounting bolts, and the seat belt mounting bolt securely.

Rear seat back

Removal

11 Tilt the rear seat cushion forwards, then unscrew the now-exposed hinge bolts **(see illustration)**.
12 Fold the rear seat back down, then lift up the carpet trim panel for access to the remaining seat back hinge bolts **(see illustration)**.
13 Unscrew the remaining seat back hinge bolts, and remove the seat back.

21.11 Rear seat back hinge bolt (arrowed) – Hatchback model

Refitting

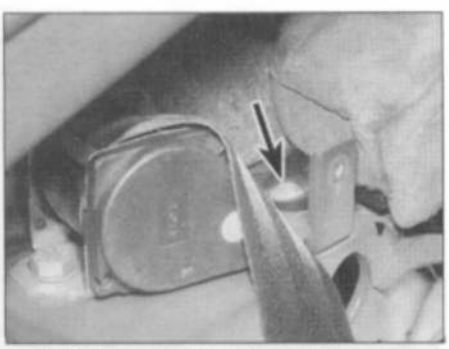
14 Refitting is a reversal of removal, but ensure that the hinge bolts are securely tightened.

Rear seat back side bolster

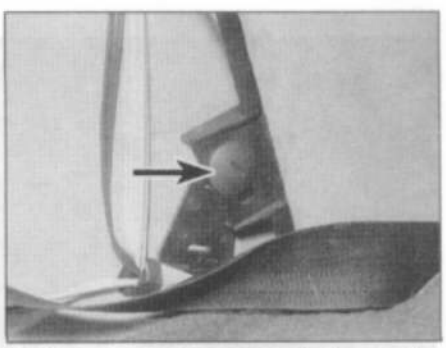
Removal

15 Remove the parcel shelf side support panel as described in Section 23.
16 Unscrew the side bolster upper securing nut **(see illustration)**.
17 Fold the seat back down, then unscrew the now-exposed side bolster securing clip **(see illustration)**.
18 Pull the side bolster up, and withdraw it from the locating lugs.

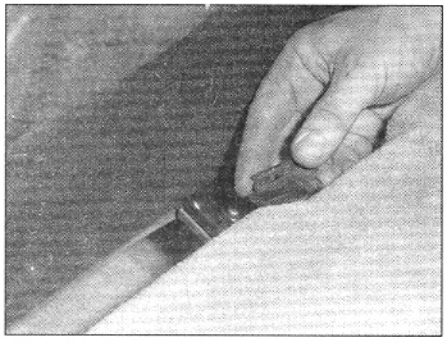
21.12 Fold the seat back down for access to the remaining seat back hinge bolts (arrowed) – Hatchback model



21.16 Unscrew the side bolster upper securing nut (arrowed) . . .



21.17 . . . and the securing clip (arrowed) – Hatchback model



21.20 Removing a rubber retaining block from a rear seat cushion hinge – Hatchback model

Refitting

19 Refitting is a reversal of removal.

Rear seat cushion

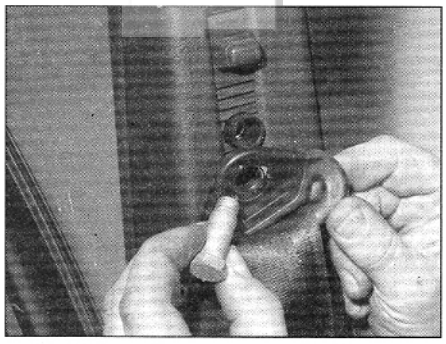
Removal

20 Tilt the seat cushion forwards, then reach down behind each hinge, and pull the rubber retaining block from the rear of the hinge **(see illustration)**.

21 Once the rubber blocks have been removed, the seat cushion can be lifted from the vehicle.

Refitting

22 Refitting is a reversal of removal, but make sure that the rubber blocks are correctly located in the hinge assemblies.



22.4 Removing a front seat belt upper anchor bolt

22 Seat belt components – removal and refitting

Front seat belt

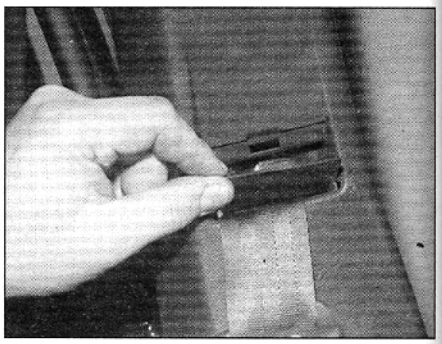
Removal

1 Remove the relevant front seat, as described in Section 21.

2 Open the front and rear doors, and carefully prise the weatherstrips from the sill trim panel, and from the centre pillar trim panel.

3 Remove the relevant sill trim panel as described in Section 23.

4 Pull off the trim plate, and unbolt the seat belt upper anchor bolt **(see illustration)**.



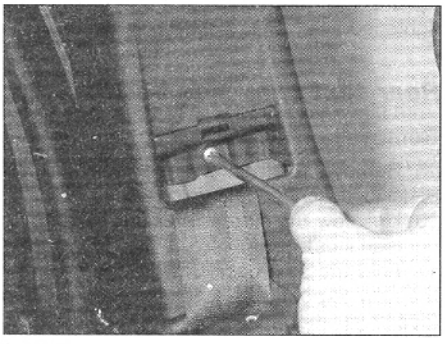
22.5a Prise out the trim plate . . .

5 Prise out the trim plate from the centre of the centre pillar trim panel, and unscrew the now-exposed trim panel securing screw **(see illustrations)**.

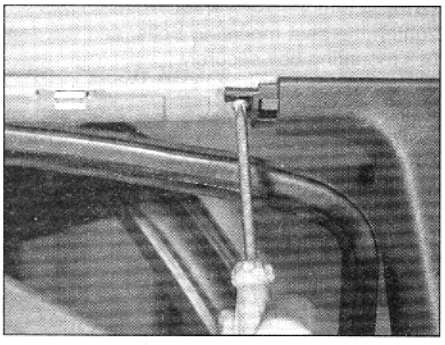
6 Carefully prise away the roof side trim panels from the top of the centre pillar trim panel to expose the two centre pillar trim panel upper securing screws **(see illustration)**. Remove the upper securing screws.

7 Using a small flat-bladed screwdriver, prise out the centre pin, and remove the seat belt height adjuster knob, then withdraw the centre pillar trim panel **(see illustrations)**.

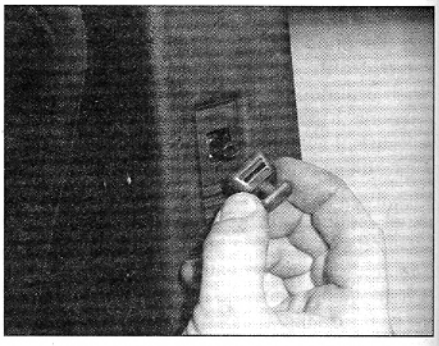
8 Feed the seat belt webbing through the slot in the bracket attached to the centre pillar, the unbolt the inertia reel, and withdraw the seat belt assembly **(see illustrations)**.



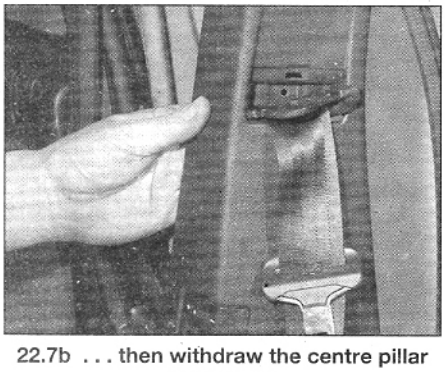
22.5b . . . and unscrew the centre pillar trim panel securing screw



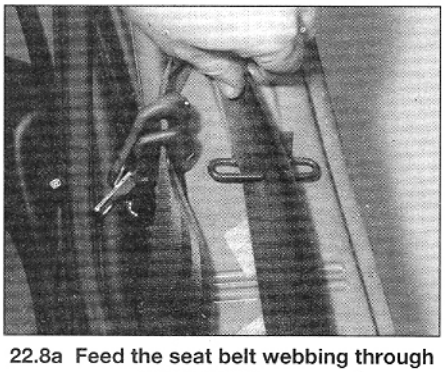
22.6 Unscrew the centre pillar trim panel upper securing screws



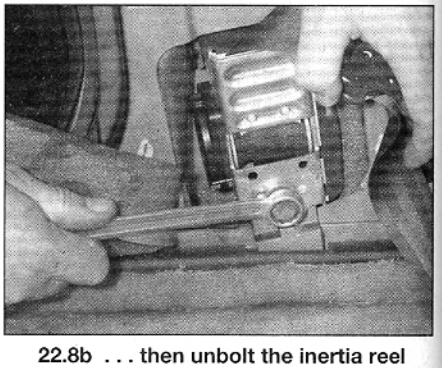
22.7a Remove the seat belt height adjuster knob . . .



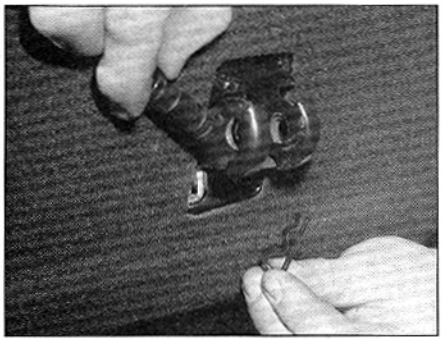
22.7b . . . then withdraw the centre pillar trim panel



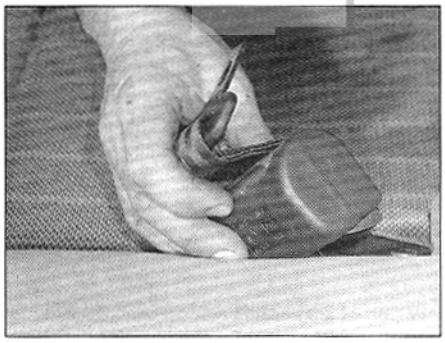
22.8a Feed the seat belt webbing through the bracket . . .



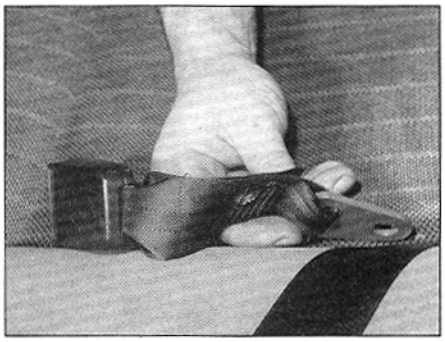
22.8b . . . then unbolt the inertia reel assembly



22.11 Pull off the circlip, and pull out the seat belt pivot pin . . .



22.12a . . . then pull out the inertia reel . . .



22.12b . . . or the buckle

Refitting

9 Refitting is a reversal of removal, but make sure that the seat belt anchor bolts are tightened securely, and refit the front seat with reference to Section 21.

Rear seat belt buckles and centre inertia reel

Removal

10 The rear seat belt buckles and centre inertia reel are attached to the rear seat cushion.

11 Fold the rear seat cushion forwards then, working under the seat cushion, pull off the large circlip, and pull out the seat belt pivot pin **(see illustration)**.

12 Pull the inertia reel, or buckle, as applicable, out through the top of the seat cushion, noting its orientation **(see illustrations)**.

Refitting

13 Refitting is a reversal of removal, but make sure that the components are correctly refitted to the seat cushion as noted before removal, and ensure that the circlip is securely refitted.

Rear side seat belt assembly – Hatchback models

Removal

14 Fold the rear seat cushion forwards, then pull the carpet trim panel away from the seat belt lower anchor bolt, and unscrew the anchor bolt **(see illustration)**.

15 Remove the parcel shelf side support panel as described in Section 23.

16 Unscrew the inertia reel securing bolt, then withdraw the seat belt assembly **(see illustration)**.

Refitting

17 Refitting is a reversal of removal, but tighten the seat belt anchor bolt securely.

Rear side seat belt assembly – Estate models

Removal

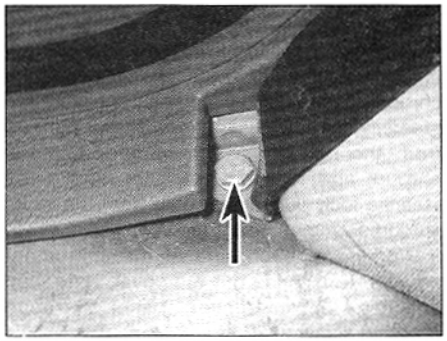
18 Fold the rear seat cushion forwards, then pull the carpet trim panel away from the seat belt lower anchor bolt, and unscrew the anchor bolt.

19 Unclip the luggage compartment cover and the rear parcel shelf, and remove them from the vehicle.

20 Remove the screws securing the relevant parcel shelf support panel to the side of the luggage compartment.

21 Pull the parcel shelf support panel upwards to release the securing clips, then withdraw the panel and disconnect the loudspeaker wiring plug **(see illustration)**.

22 Unscrew the inertia reel securing bolt, then withdraw the seat belt assembly **(see illustration)**.



22.14 Unscrew the lower rear side seat belt lower anchor bolt (arrowed)

Refitting

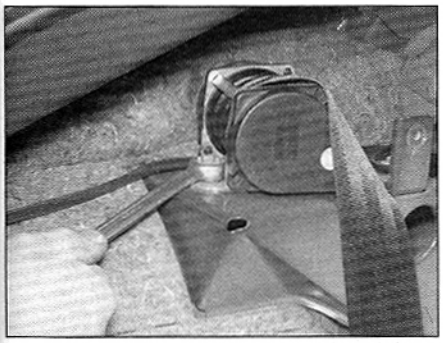
23 Refitting is a reversal of removal, but tighten the seat belt anchor bolt securely.

23 Interior trim – removal and refitting

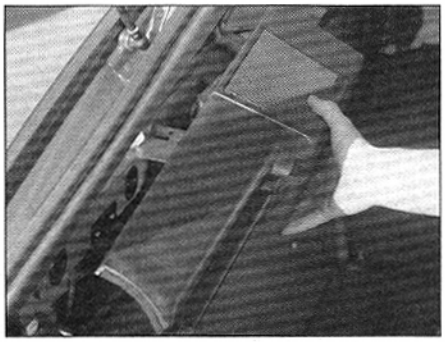
Steering column shrouds – models up to 1994

Removal

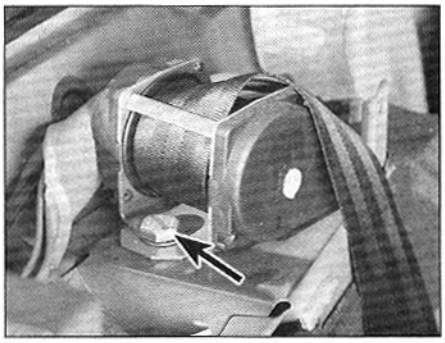
1 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.



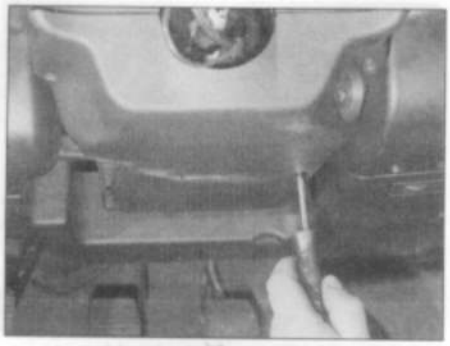
22.16 Unscrewing a rear side seat belt inertia reel securing bolt – Hatchback model



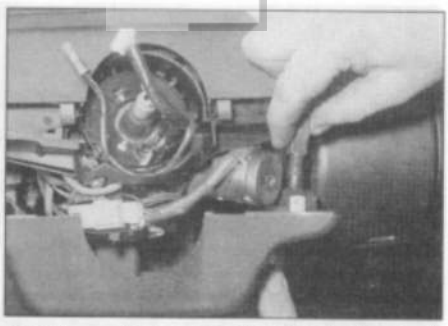
22.21 Removing the parcel shelf support panel – Estate model



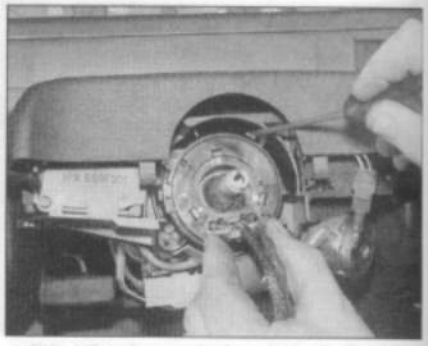
22.22 Rear side seat belt inertia reel securing bolt (arrowed) – Estate model



23.14a Unscrew the five securing screws . . .



23.14b . . . then unclip the illumination bulb and remove the lower steering column shroud (viewed with steering wheel removed for clarity)



23.17 Depress the securing tabs and remove the rotary switch assembly – models from 1995

2 Working under the lower steering column shroud, unscrew the five screws securing the shroud, then lower the lower shroud from the steering column. Disconnect the wiring plug from the lighting switch (mounted in the shroud) and, where applicable, unclip the steering lock illumination bulb from the lower shroud. Remove the shroud.

3 Working at each side of the instrument panel in turn, prise out the cover plate, and unscrew the instrument panel surround securing screw.

4 Withdraw the instrument panel surround from the facia.

5 Carefully pull the knobs from the heater/ventilation controls.

6 Unscrew the two securing screws (located in the blower motor and air temperature control apertures), and remove the heater/ventilation control unit trim panel.

7 Unscrew the four screws securing the heater/ventilation control unit to the facia.

8 Move the adjuster to fully lower the steering column.

9 Working underneath the facia, on either side of the steering column, unscrew the two lower switch/heater control/display trim panel securing screws.

10 Working at the front of the instrument panel aperture, unscrew the two upper switch/heater control/display trim panel securing screws.

11 Pull the top of the switch/heater control/display trim panel forwards from the facia to release the securing clips then, working at the rear of the panel, disconnect the wiring plugs from the panel-mounted components, noting the locations of the plugs, and withdraw the panel.

12 Carefully manipulate the upper steering column shroud out and withdraw it from the steering column.

Refitting

13 Refitting is a reversal of removal.

Steering column shrouds – models from 1985-on

Removal

Note: *During this procedure, take note of the routing of all wiring to aid correct refitting.*

14 Working under the lower steering column shroud, unscrew the five screws securing the shroud, then lower the lower shroud from the steering column. Where applicable, unclip the steering lock illumination bulb from the lower shroud, and remove shroud **(see illustrations)**.

15 Remove the steering wheel as described in Chapter 11.

16 Move the steering column height adjuster to fully lower the steering column.

17 Where applicable, depress the three securing tabs, then pull the rotary switch assembly from the centre of the steering column – take care not to strain the wiring **(see illustration)**.

18 Unscrew the three screws securing the stalk switch assembly to the steering column, then lift up the upper column shroud as far as possible **(see illustration)**.

19 Remove the screw securing the wiring connector block to the bottom of the stalk switch assembly **(see illustration)**.

20 Release the securing clips and disconnect the wiring plugs from the rear of the stalk switches.

21 Pull the stalk switch assembly forwards, complete with the steering wheel position sensor, where applicable, then disconnect wiring connector halves at the block under the column (which was secured by the previously removed screw – see paragraph 19).

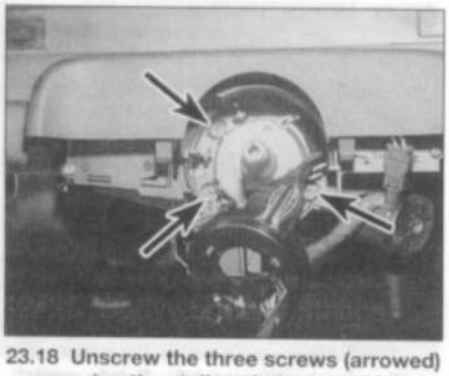
22 Reach up under the upper steering column shroud, and cut the cable-ties securing the wiring harnesses to the upper column shroud.

23 Carefully manipulate the upper steering column shroud out and withdraw it from the steering column **(see illustration)**.

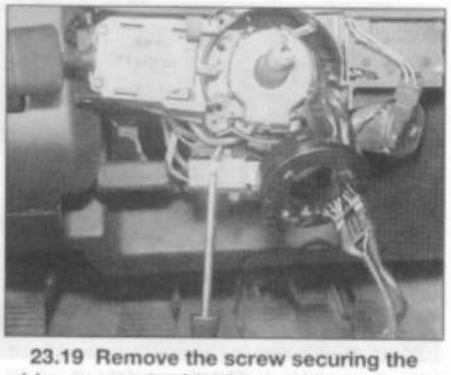
Refitting

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

a) Ensure that all wiring is correctly reconnected and routed, as noted before removal.

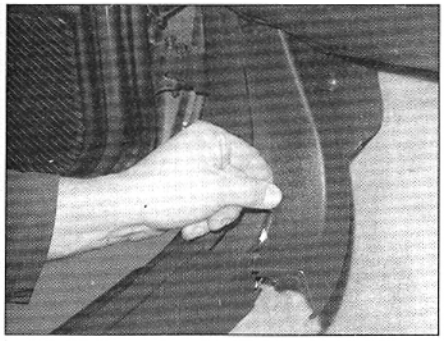


23.18 Unscrew the three screws (arrowed) securing the stalk switch assembly – models from 1995

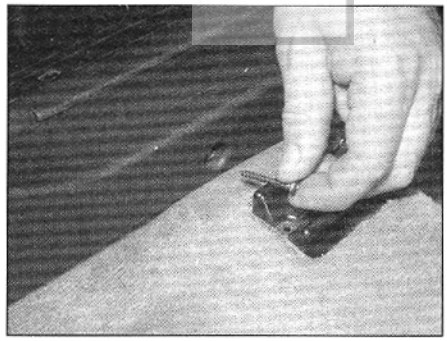


23.19 Remove the screw securing the wiring connector block – models from 1995

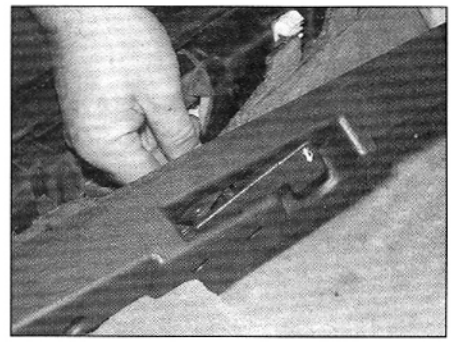
23.23 Removing the upper steering column shroud – models from 1995



23.27 Removing the footwell side trim panel



23.28a Unscrew the securing screws . . .



23.28b . . . and remove the sill trim panel

b) Refit the steering wheel as described in Chapter 11.

Sill trim panel

Removal

25 Remove the relevant front seat, as described in Section 21.

26 Open the front and rear doors, and carefully prise the weatherstrips from the sill trim panel.

27 Remove the securing screw, and withdraw the relevant footwell side trim panel **(see illustration).**

28 Unscrew the sill trim panel securing screws and, where applicable, unbolt the bonnet release lever from the sill, then withdraw the sill trim panel **(see illustrations).**

Refitting

29 Refitting is a reversal of removal, but refit the front seat with reference to Section 21.

Rear parcel shelf side support panel – Hatchback models

Removal

30 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

31 Fold the rear seat cushion forwards.

32 Working in the luggage compartment, pull the carpet trim panel away from the relevant side of the luggage compartment.

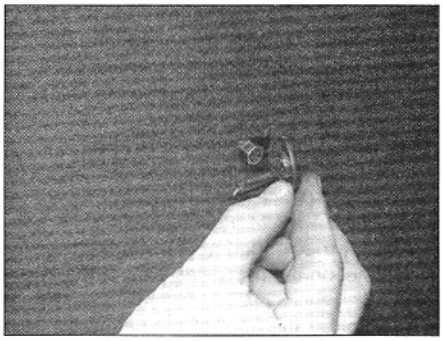
33 Pull off the trim covers, and unscrew the two tie-down brackets from the side of the luggage compartment **(see illustration).**

34 Pull out the cover plate, then unbolt the seat back catch striker from the side of the luggage compartment **(see illustrations).**

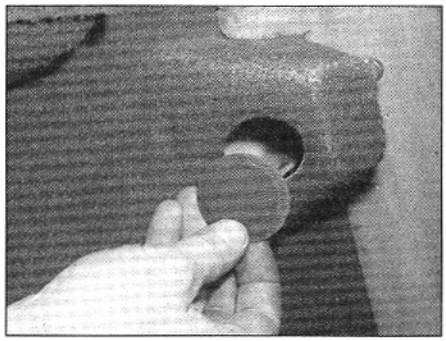
35 Unscrew the securing screw, and remove the air vent from the side of the luggage compartment side trim panel **(see illustration).**

36 Release the upper clip, and remove the luggage compartment side trim panel **(see illustration).** Where applicable, disconnect the wiring from the luggage compartment light as the panel is withdrawn.

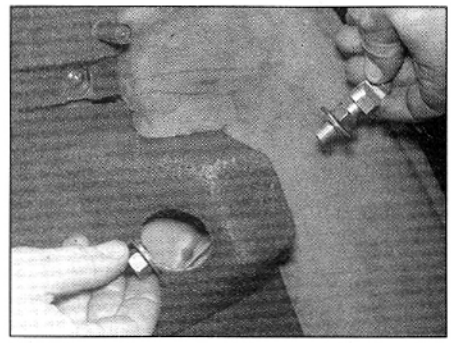
37 Carefully unclip the loudspeaker cover from the parcel shelf side support panel **(see illustration).**



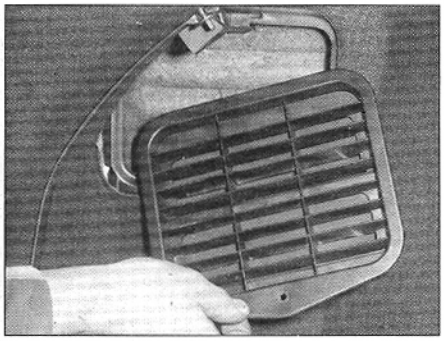
23.33 Pull off the covers to expose the tie-down bracket securing bolts



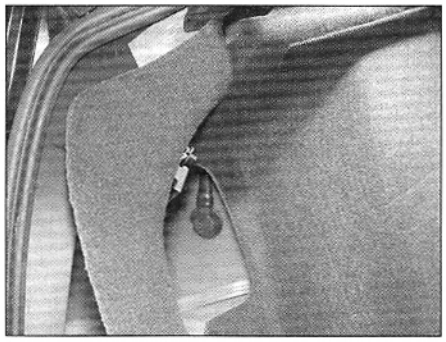
23.34a Pull out the cover plate . . .



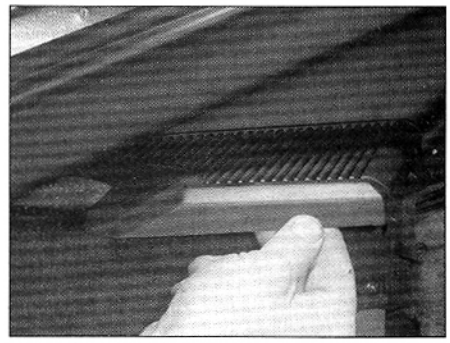
23.34b . . . then unbolt the seat back catch striker



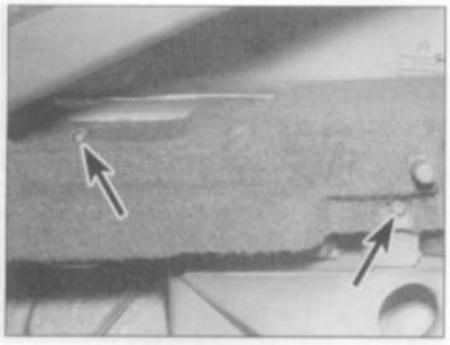
23.35 Unscrew the securing screw and remove the air vent



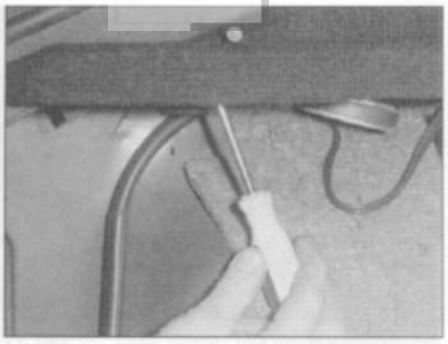
23.36 Remove the luggage compartment side trim panel



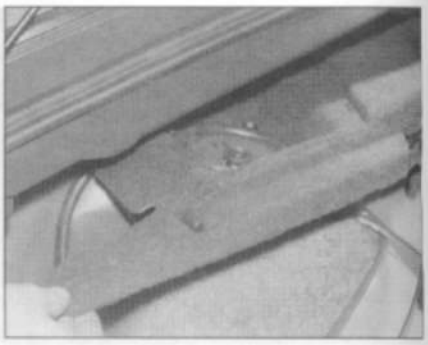
23.37 Unclip the loudspeaker cover



23.38a Remove the two screws (arrowed) . . .



23.38b . . . and the securing clip . . .



23.38c . . . and lift out the parcel shelf side support panel

38 Remove the two screws and the securing clip, and lift out the parcel shelf side support panel **(see illustrations)**. Disconnect the wiring from the loudspeaker as the panel is withdrawn.

Refitting

39 Refitting is a reversal of removal.

Rear parcel shelf side support panel – Estate models

Removal

40 Unclip the luggage compartment cover and the rear parcel shelf, and remove them from the vehicle.

41 Remove the screws securing the relevant parcel shelf support panel to the side of the luggage compartment.

42 Pull the parcel shelf support panel upwards to release the securing clips, then withdraw the panel and disconnect the loudspeaker wiring plug.

Refitting

43 Refitting is a reversal of removal.

Rear passenger compartment glass shield

Removal

44 Open the tailgate, then hold the glass panel in the raised position.

45 Carefully tap out the panel hinge pins using a suitable punch, then unhook the panel support cord, and lift out the panel.

Refitting

46 Refitting is a reversal of removal, but ensure that the hinge pins are tapped securely into position.

24 Centre console – removal and refitting

Removal

1 Using a screwdriver, release the securing clip, and remove the cover from the battery, then disconnect the battery negative lead.

2 Working on one side of the centre console, remove the side trim panel as follows **(see illustrations)**.

a) Unscrew the two screws securing the front air vent, and pull out the air vent.

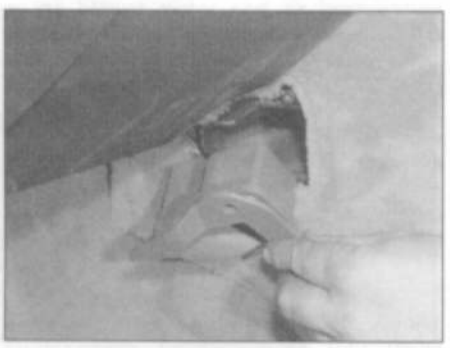
b) Unscrew the screw securing the rear air vent, and withdraw the vent.

c) Working through the slit in the carpet trim, unscrew the side trim panel rear securing nut.

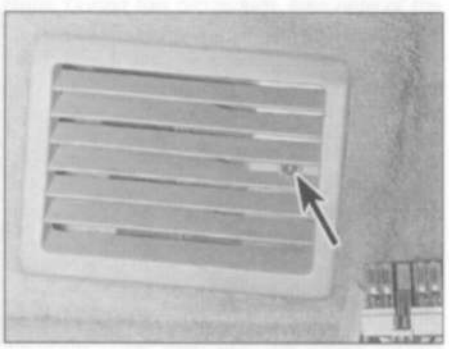
d) Withdraw the trim panel.

3 Repeat the procedure to remove the side trim panel on the remaining side of the centre console.

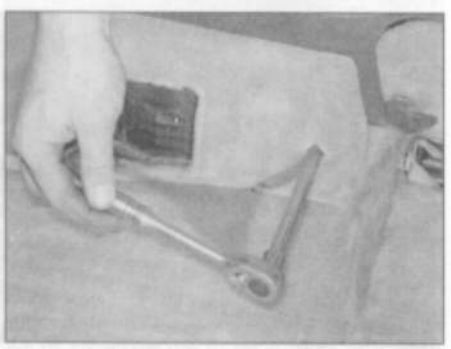
4 Working at the front of the centre console, unscrew the screw on each side securing the heater ducts to the console **(see illustration)**.



24.2a Remove the front air vent . . .

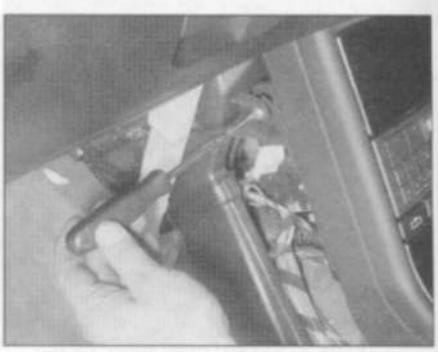


24.2b . . . unscrew the screw (arrowed) and remove the rear air vent . . .



24.2c . . . then unscrew the side trim panel rear securing nut . . .

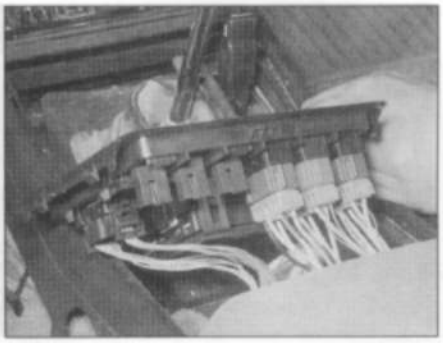
24.2d . . . and withdraw the trim panel



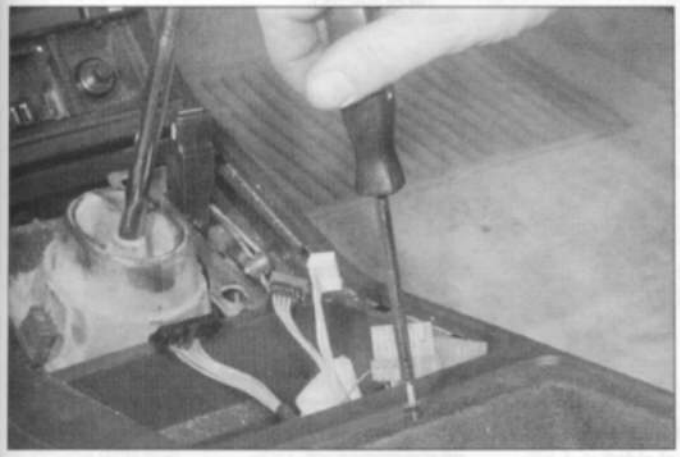
24.4 Unscrewing a heater duct securing screw

24.5 Pulling off the gear lever selector knob

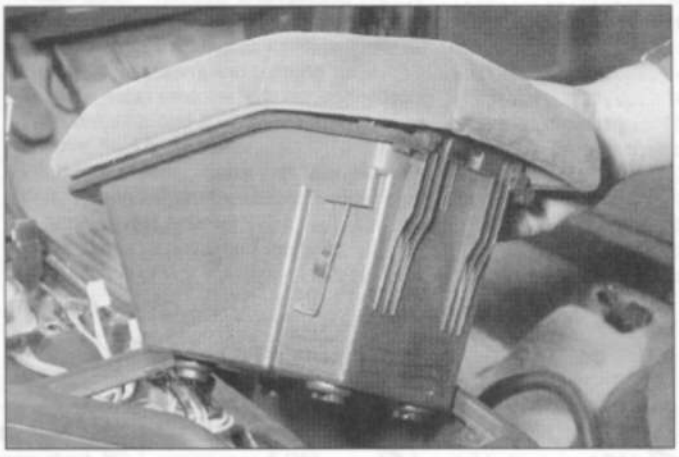
24.7 Unclip the selector lever surround from the console



24.9 Prise the anti-theft alarm key pad from the console and disconnect the wiring plugs



24.10a Unscrew the securing screws . . .



24.10b . . . and withdraw the armrest/storage tray assembly

5 On models with manual transmission, pull off the gear selector lever knob **(see illustration)**.

6 On models with automatic transmission, proceed as follows.

a) Unclip the top of the gear selector lever gaiter from the lever, and push the gaiter down to expose the gear selector lever knob securing screws.

b) Unscrew the two gear lever knob securing screws.

c) Lift the selector lever knob by approximately 10 mm, then rotate the knob through a quarter-turn anti-clockwise, and lift by approximately 7 mm.

d) Press the button on the side of the selector lever knob, then rotate the knob back through a quarter-turn clockwise, and lift off the knob.

7 Unclip the selector lever surround from the console, complete with the suspension control switch(es). Where applicable, disconnect the wiring plug from the Normal/Sport switch **(see illustration)**.

8 Slide the surround (complete with the rubber gaiter) up the gear selector lever, and withdraw the assembly.

9 Where applicable, carefully prise the trip computer or anti-theft alarm key pad/mirror switch/electric window switch panel from the centre console, and disconnect the wiring plugs from the components in the panel **(see illustration)**. Alternatively, prise the blanking plate from the centre console.

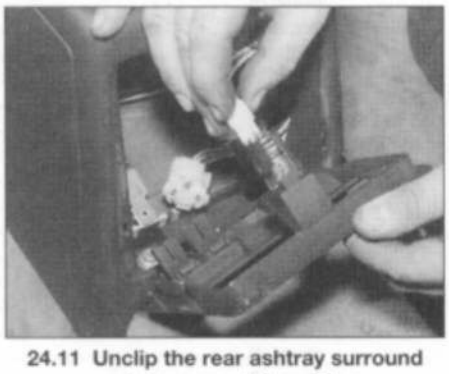
10 Open the lid of the armrest/storage tray assembly, then unscrew the three securing screws, and withdraw the assembly from the centre console **(see illustrations)**.

11 Working at the rear of the centre console, pull out the ashtray, then unclip the ashtray surround. Disconnect the wiring from the cigarette lighter, the ashtray illumination bulb and, where applicable, the switches mounted in the ashtray surround, then withdraw the surround **(see illustration)**.

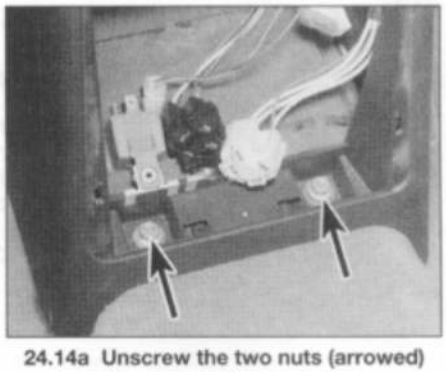
12 Where applicable, disconnect the wiring plug from the relay attached to the rear of the centre console.

13 Disconnect the two earth connectors located at the bottom of the ashtray aperture.

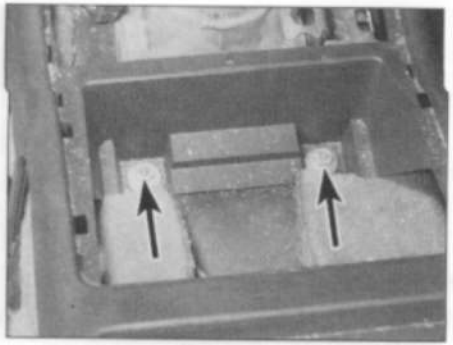
14 Unscrew the four securing nuts, two accessible through the ashtray aperture, and two through the trip computer or anti-theft alarm key pad/mirror switch/electric window switch panel aperture (or blanking plate aperture) **(see illustrations)**.



24.11 Unclip the rear ashtray surround and disconnect the wiring



24.14a Unscrew the two nuts (arrowed) from the rear ashtray aperture . . .



24.14b . . . and the two nuts (arrowed) from the anti-theft alarm key pad aperture

24.18 Withdrawing the centre console

15 Unclip the heater ducts from the front of the console.

16 Carefully pull the console assembly rearwards, and lift the assembly up over the suspension height control lever.

17 Working at the front of the console, disconnect the wiring plugs and the aerial lead from the rear of the radio/cassette player, and disconnect the wiring plugs from the switch illumination bulbs, ashtray and cigarette lighter, as applicable.

18 Withdraw the centre console from the vehicle **(see illustration)**.

Refitting

19 Refitting is a reversal of removal, but ensure that all wiring plugs are correctly reconnected.