

SECTION S

THE BODY

- Section No. S.1 Removing a door lock.
- Section No. S.2 Removing the windshield.
- Section No. S.3 Removing the front bumper.
- Section No. S.4 Removing the rear bumper.
- Section No. S.5 Removing the hood.
- Section No. S.6 Removing a rear wing.
- Section No. S.7 Removing a front wing.
- Section No. S.8 Removing the body.
- Section No. S.9 Fitting the optional heating and demisting equipment.
- Section No. S.10 Cold air ventilation equipment.
- Section No. S.11 Maintenance of bodywork and upholstery.
- Section No. S.12 Reglazing the windshield.
- Section No. S.13 Removing the windshield (Coupé).
- Section No. S.14 Removing and replacing the rear light (Coupé).
- Section No. S.15 Removing a door lock or window regulator (Coupé).
- Section No. S.16 Removing the head liner (Coupé).

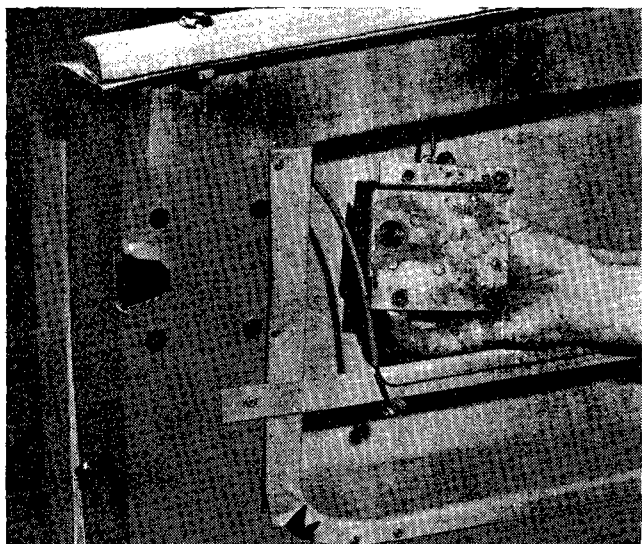


Fig. S.1

Withdrawing a door lock

Section S.1

REMOVING A DOOR LOCK

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

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

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

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

Reassembly is a reversal of the dismantling procedure.

Section S.2

REMOVING THE WINDSHIELD

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

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

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

S.2

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

Section S.3

REMOVING THE FRONT BUMPER

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

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

The bumper may now be withdrawn forward from the brackets.

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

Section S.4

REMOVING THE REAR BUMPER

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

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

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

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

Section S.5

REMOVING THE HOOD

Place the hood in the folded position.

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

The hood may now be lifted away.

Section S.6

REMOVING A REAR WING

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

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

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

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

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

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

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

Reassembly is a reversal of the dismantling procedure.

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

Section S.7

REMOVING A FRONT WING

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

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

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

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

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

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

Reassembly is a reversal of the dismantling procedure.

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

Section S.8

REMOVING THE BODY

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

Wiring

Disconnect the positive lead from the battery.

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

Pipes, controls, etc.

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

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

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

Unscrew the gland nut and remove the thermal transmitter from the thermostat housing. Remove the header tank as detailed in Section A.7.

Release the mixture control cable from the carburetters.

Unscrew the bolts and remove both the air cleaners.

Remove the carburetters as detailed in Section A.5.

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

Remove the front and rear bumpers (see Sections S.3 and S.4). The rear bumper support brackets must be removed by undoing the two nuts and bolts securing them to the chassis at either side. Three nuts and bolts secure each outer front bumper support bracket to the front extension, and these bolts and brackets must be removed.

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

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

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

Body mounting points

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

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

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

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

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

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

The body may now be lifted from the chassis. As the body is lifted it must be manoeuvred slightly forward

to disengage it from the two remaining front bumper mounting brackets which protrude through the body.

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

Section S.9

FITTING THE OPTIONAL HEATING AND DEMISTING EQUIPMENT

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

Disconnect the battery lead from the positive terminal.

Remove the brass blanking plug from the water pump inlet pipe and fit the heater return pipe union. Fit the rubber hose and secure with a clip to the copper heater return pipe.

Remove the blanking plug from the thermostat housing and fit the copper intake pipe. Fit the rubber hose and secure with a clip.

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

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

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

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

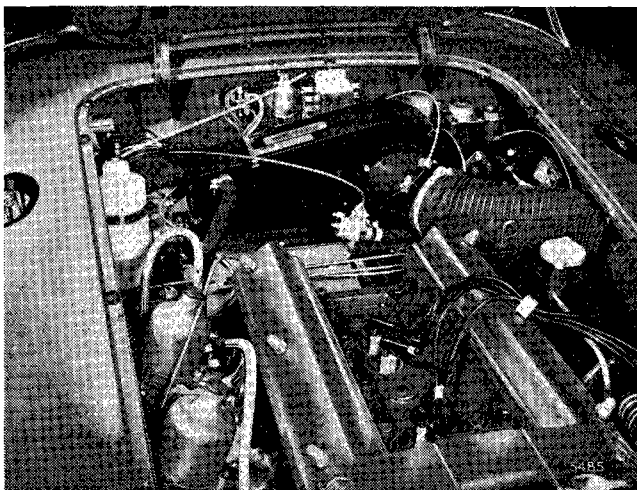


Fig. S.2

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

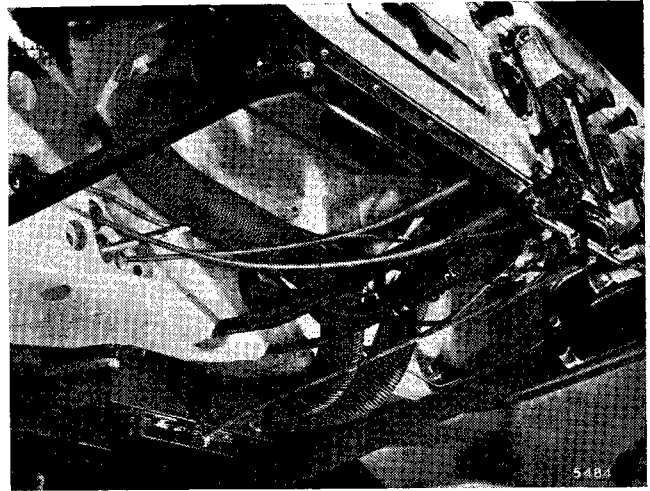


Fig. S.3

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

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

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

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

Fit the water inlet hose to the water control valve and secure with a clip.

Fit the water outlet hose to the connector on the heater body and secure with a second clip.

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

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

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

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

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

Special sealing grommets are fitted in the scuttle which may easily be pierced to allow the entry of the control

cables. Pass the temperature control cable through the grommet on the right-hand side of the scuttle.

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

Pass the air control cable through the special grommet on the left-hand side of the scuttle and, with the air knob pulled fully out, connect the inner cable to the air control flap lever with the trunnion. When connecting the cable the control flap must be held fully closed with the flap lever close to the outer cable clamp. Secure the outer cable under the clamp. Strap the air control cable to the water inlet pipe, using the rubber clip.

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

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

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

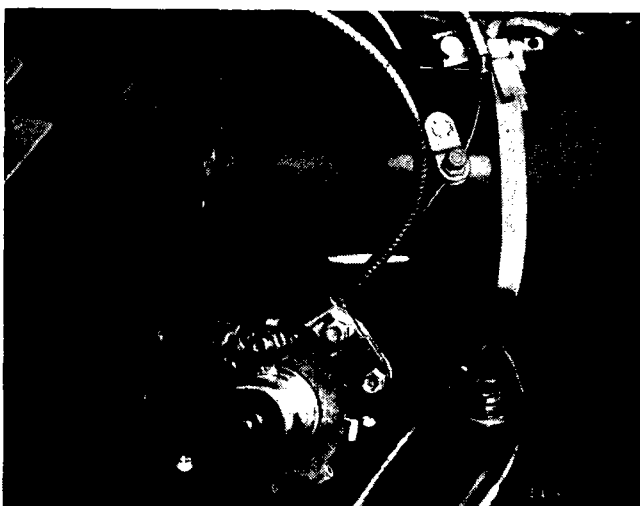


Fig. S.4

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

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

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

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

Move the temperature lever to the 'MAX.' position.

After the engine has been run for a few minutes, both the rubber pipes leading to the heater should become warm, indicating that the system is working satisfactorily.

If one or both of the pipes do not warm up this indicates an air-lock in the heater circuit which can be cleared by disconnecting the flexible rubber hose connected to the rear of the copper return pipe on the engine while the engine is ticking over.

After a few moments water should flow from the hose, which should be reconnected quickly and the hose clip tightened. If necessary, replenish the radiator with water.

Section S.10

COLD AIR VENTILATION EQUIPMENT

A cold air ventilation kit is available which merely provides fresh cold air to the car interior.

The fittings for this installation are similar to those of the heater kit, bearing in mind the fact that there are no water or demister fittings or connections. The control switch for the blower motor is mounted on the fascia panel by the air control (pull/push) switch.

Section S.11

MAINTENANCE OF BODYWORK AND UPHOLSTERY

It is advisable to wash the coachwork of the car with an abundant quantity of water to remove all traces of dust, mud, and traffic film. Polish the paintwork frequently with a good-quality car polish which is free from abrasive.

Wash the chromium parts frequently with soap and warm water, and when the dirt has been removed polish the surface with a clean dry cloth, or a chamois-leather, until bright. Neither metal polishes nor abrasives of any sort must be used on chromium, but a good-quality metal polish may be used on stainless-steel window frames, windshield surrounds, and radiator grilles.

When cleaning windshields it is advisable to use methylated spirits (denatured alcohol) to remove tar spots and other stains. It has been found that the use of

some silicon- and wax-based polishes for this purpose can be detrimental to the windshield wiper blades.

The upholstery of the car should be cleaned periodically by wiping over with a damp cloth. Accumulations of dirt, if left too long, eventually work into the pores of the leather, giving a soiled appearance. A little neutral soap may be used, but detergents, caustic soaps, or spirits of any kind must **not** be used.

When necessary, the hood cloth may be cleaned with water applied with a brush. Soaps and detergents must not be used.

Section S.12

REGLAZING THE WINDSHIELD

To detach the frame from the body

Remove the three cap nuts and screws attaching each grab handle to the windshield frame flange. Remove the four screws and lift the frame forward and upward away from the body. Note that of these four screws on each side the three top screws are $\frac{5}{8}$ in. (15.9 mm.) long and the bottom screw $\frac{3}{4}$ in. (19.1 mm.) long.

To remove the glass from the frame

Remove the two screws at the top and bottom corners of the frame side rails which screw into the angle bracket in the frame channel at the mitred corners. The frame may now be pulled apart and the glazing rubber removed.

To reglaze

Check the frame top and bottom rails with the curvature of the glass and set where necessary to suit any variation. A tolerance of $\frac{1}{8}$ in. (3.2 mm.) is permitted.

The rails can be set by placing the rear face over a soft wood block. Grip the rails with the hands on each side of the block, about 12 in. (305 mm.) apart, and gently slide from side to side over the block, exerting sufficient graduated pressure to shape the rail to the desired curvature.

When the curvature of the rails is correct reassemble the windshield by reversing the order for extracting the glass, taking care that the mitred corners are correctly aligned and all the screws are tight. Replace the frame on the body, using the correct screws as detailed above.

Section S.13

REMOVING THE WINDSHIELD (COUPÉ)

Extract the two screws securing the driving mirror and remove the mirror.

Remove the windshield wiper arms.

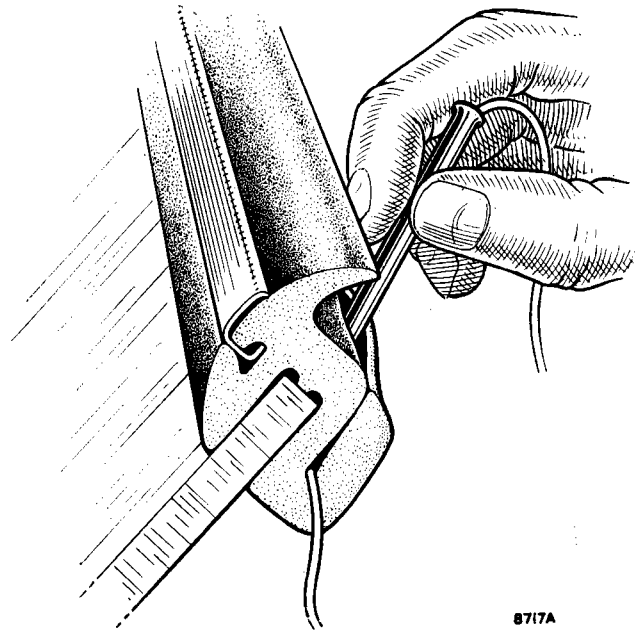


Fig. S.5

Inserting the cord in the outside lip of the rubber channel after fitting the plated finisher

Unscrew the seven screws at each side securing the R/H and L/H side fillets. Remove the fillets.

Withdraw the five screws retaining the front windshield fillet and remove the fillet.

Press the glass from the inside of the car, commencing at one corner, and carefully ease the sealing rubber from the metal edge of the windshield housing.

Before attempting to refit the windshield glass to the body it should be assembled into the rubber channel. Make sure that the glass is right home in the channel.

To facilitate the assembly of the windshield to the car body and the outside finisher to the glass lengths of cord each about 15 feet (4.6 m.) long should be threaded around the rubber channel. Insert one length of cord into the channel to be fitted over the metal edge of the windshield housing and the other into the finisher channel on the outer side. It is convenient to have the ends of the inner cord at the bottom of the windshield and the ends of the outer cord at the top.

Threading the cords is easily carried out if one end of a cord is threaded through approximately 6 in. (15 cm.) of small-diameter tubing—brake pipe is ideal (see Fig. S.5). Radius one end of the tube inside and out and bell out the opposite end. Allow 6 in. (15 cm.) of the cord to protrude from the plain end of the tube and then press that end of the tube into the channel to which the cord is to be fitted. Run the tube around the channel, allowing the cord to flow freely through it until it surrounds the windshield and the free ends overlap and

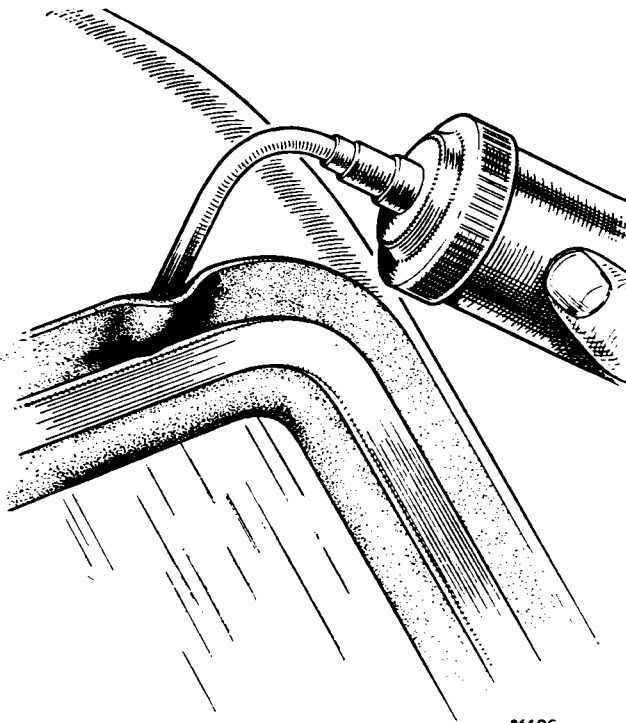


Fig. S.6

8660C

Showing the use of a pressure gun to apply Seelastik

hang from the channel. The ends should be long enough to allow a good pull when the windshield is fitted.

Insert one edge of an external finisher into the channel in the rubber, press in position, and finally position by withdrawing the string. Insert the second finisher in the same manner and fit the upper and lower cappings.

To fit the windshield to the body it must be offered to the windshield aperture from outside the car. With the assembly pressed into position from the outside the inner cord must be pulled away progressively round the aperture to draw the inside lip of the rubber channel over the flange.

Use a rubber mallet round the outside edge of the windshield to ensure complete seating of the assembly.

Seelastik sealing compound should be injected between the outer lip of the rubber seal and the body and between the seal and the glass. The application must be evenly distributed round the windshield. To ensure this the outside lip should be firmly pressed down, with the fingers or a wooden roller, to spread the sealing compound under the rubber seal.

Fig. S.6 shows the method of applying Seelastik sealing compound between the channel lip and body flange, using an Expandite pressure applicator gun, if possible, fitted with a special $\frac{3}{16}$ in. (4.5 mm.) bore brass tube nozzle.

Refit the driving mirror.

Section S.14

REMOVING AND REPLACING THE REAR LIGHT (COUPÉ)

Push the glass, and rubber seal, towards the outside of the car until it is free.

To replace, fit the rubber seal round the glass. Thread a length of cord along the inner flange of the rubber seal with the ends protruding.

With the aid of a second operator to apply hand pressure to the outside of the glass draw the string from the rubber seal so that the flange is lifted over the metal edge of the window opening.

Seelastik sealing compound should be injected between the outer lip of the rubber channel and the body flange. The application must be evenly distributed right round the glass. To ensure this the outside lip should be firmly pressed down with the fingers or a wooden roller to spread the sealing compound under the rubber seal.

Section S.15

REMOVING A DOOR LOCK OR WINDOW REGULATOR (COUPÉ)

Extract the three securing screws and remove the top finisher pane. Remove the three retaining screws from the door-pull and plate.

Push the inner escutcheons clear of the shanks of the door lock handle and the window regulator handle and push out the exposed retaining pins to release the handles.

Remove the eight recessed-headed screws securing the trim panel to the door. Remove the door aperture sealing material.

Extract the two recessed-headed screws securing the window channel top brackets, one either side, to the top of the door. Lift the felt from the bottom of the channel and remove the screws from the bottom brackets.

With the glass fully raised, remove the self-locking nut and tension spring from the ventilator window through the aperture in the door. Lift out the ventilator window.

Unscrew the two barrel nuts securing the window frame to the door.

Withdraw the three screws securing the waist rail finisher to the outside of the door and prise the finisher up and out away from the door.

Extract the screw securing the wooden glass stop to the top rear inner face of the door. Raise the glass and withdraw the quadrant arm from the window lift channel and remove the glass.

Lift out the window frame assembly.

To remove the door lock

Take out the three screws securing the remote control to the door and the four screws in the shut face of the door securing the lock. The lock, remote control, and remote control link can then be withdrawn from the door.

To remove the window regulator

Extract the six screws securing the regulator to the inner door panel and lift out the regulator.

Reassembly is a reversal of the dismantling procedure.

Replace the piece of sealing material with rubber cement.

Section S.16

REMOVING THE HEAD LINER (COUPÉ)

Unscrew the seven screws at each side securing the R/H and L/H side fillets and the five screws securing the front fillet and remove the fillets.

Remove the rear light as detailed in Section S.14.

Carefully ease the head liner away from the roof above the windshield, rear light, and above the doors; the head liner is attached to the roof with rubber cement.

Extract the two screws from each side of the three head liner lists and remove the head liner with lists.

Reassembly is a reversal of the dismantling procedure.

When resticking the liner to the roof work from the rear to the front and from the centre to the sides.