

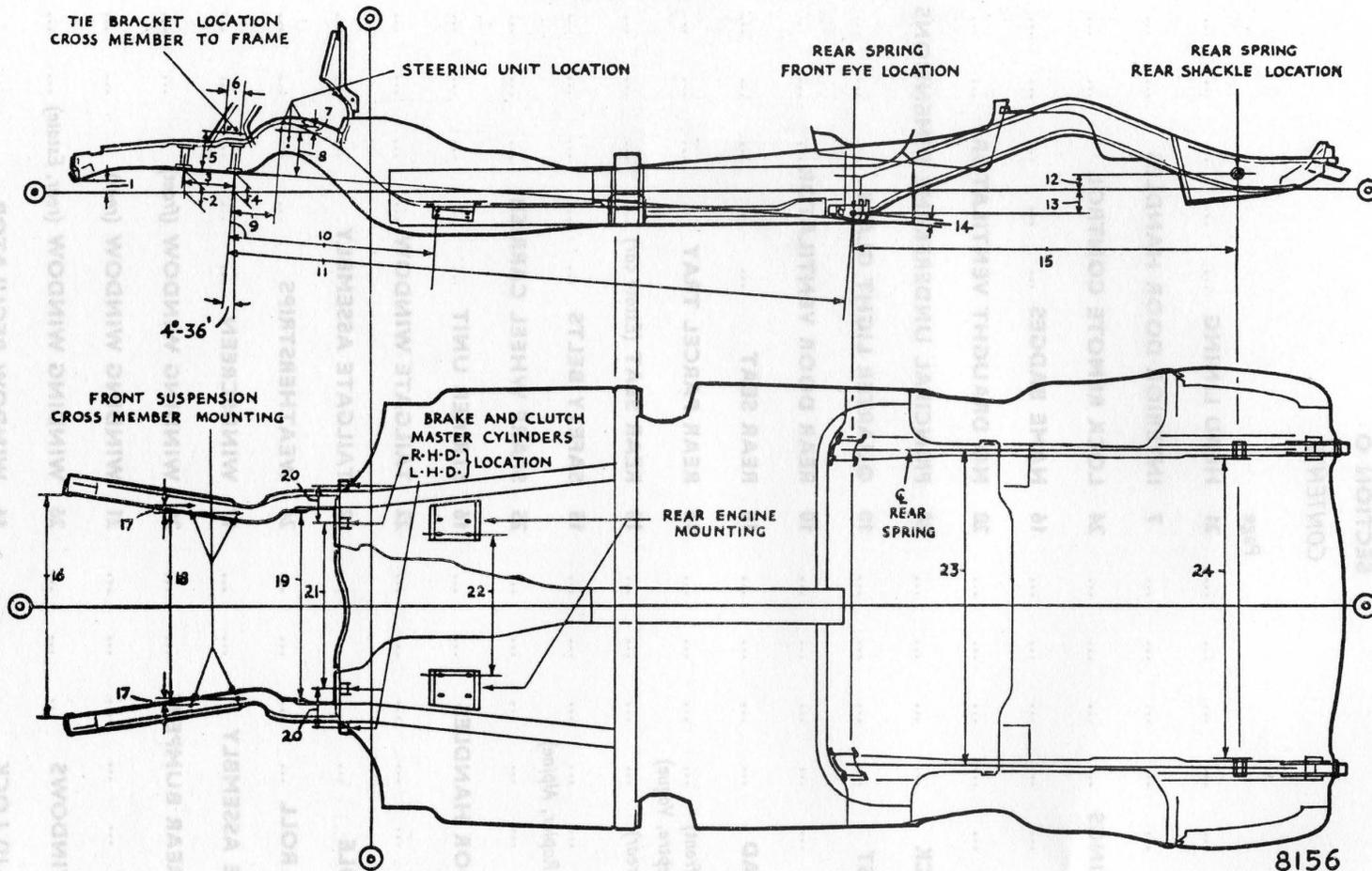
**BODY**

**SECTION O**

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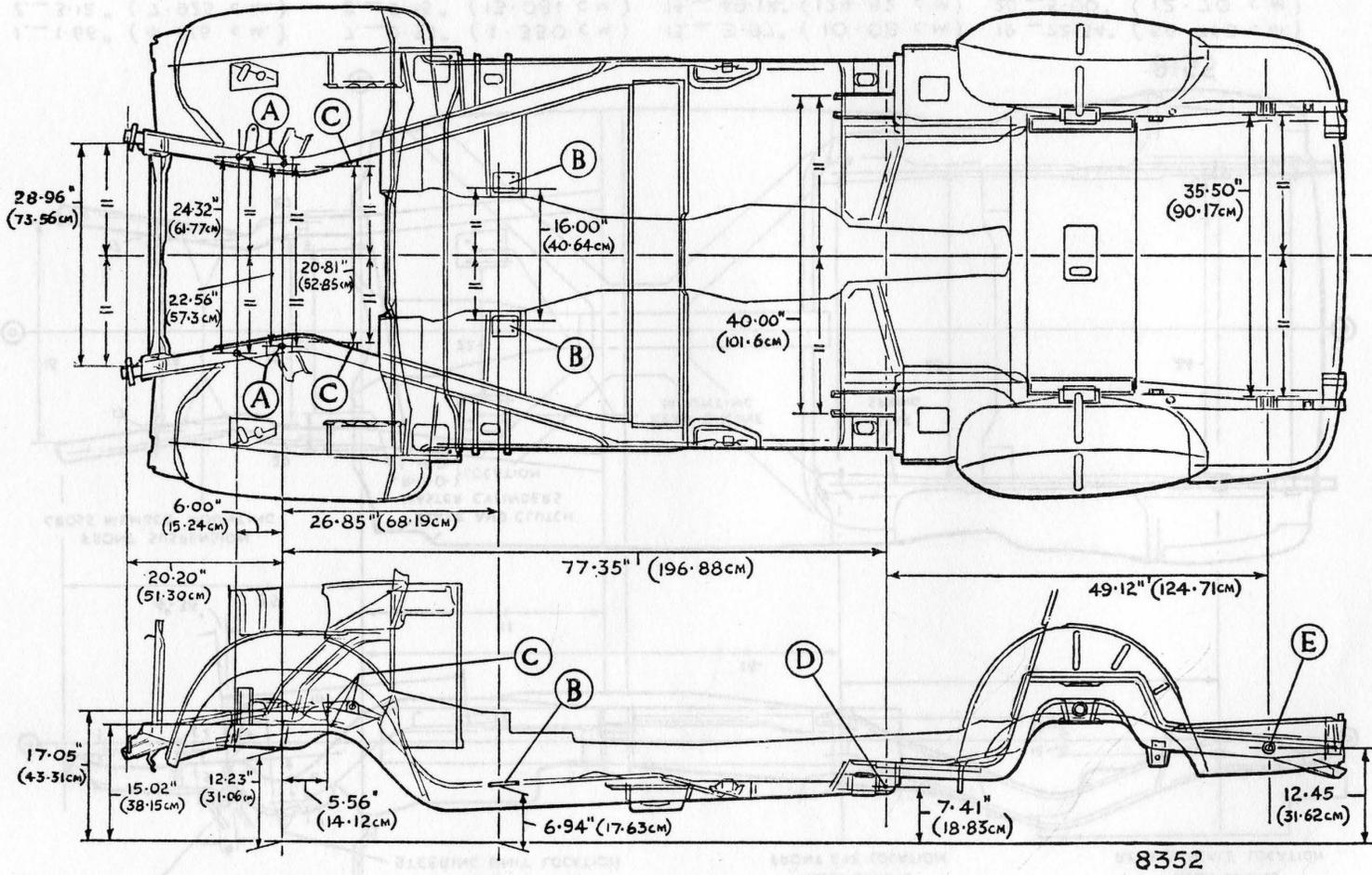
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**PRINCIPAL UNDERFRAME DIMENSIONS**  
MINX RAPIER GAZELLE



1. — 1.66" (4.216 c.m.)	7. — 0.53" (1.350 c.m.)	13. — 2.96" (7.518 c.m.)	19. — 22.34" (56.743 c.m.)
2. — 3.12" (7.925 c.m.)	8. — 5.15" (13.081 c.m.)	14. — 0.34" (0.863 c.m.)	20. — 5.00" (12.70 c.m.)
3. — 6.00" (15.240 c.m.)	9. — 5.56" (14.122 c.m.)	15. — 46.44" (117.96 c.m.)	21. — 19.64" (49.90 c.m.)
4. — 2.64" (6.706 c.m.)	10. — 24.36" (61.874 c.m.)	16. — 27.12" (69.364 c.m.)	22. — 16.50" (41.91 c.m.)
5. — 4.50" (11.430 c.m.)	11. — 74.16" (188.36 c.m.)	17. — 0.88" (2.235 c.m.)	23. — 37.50" (95.25 c.m.)
6. — 2.18" (5.537 c.m.)	12. — 1.38" (3.505 c.m.)	18. — 22.56" (57.302 c.m.)	24. — 35.84" (91.034 c.m.)

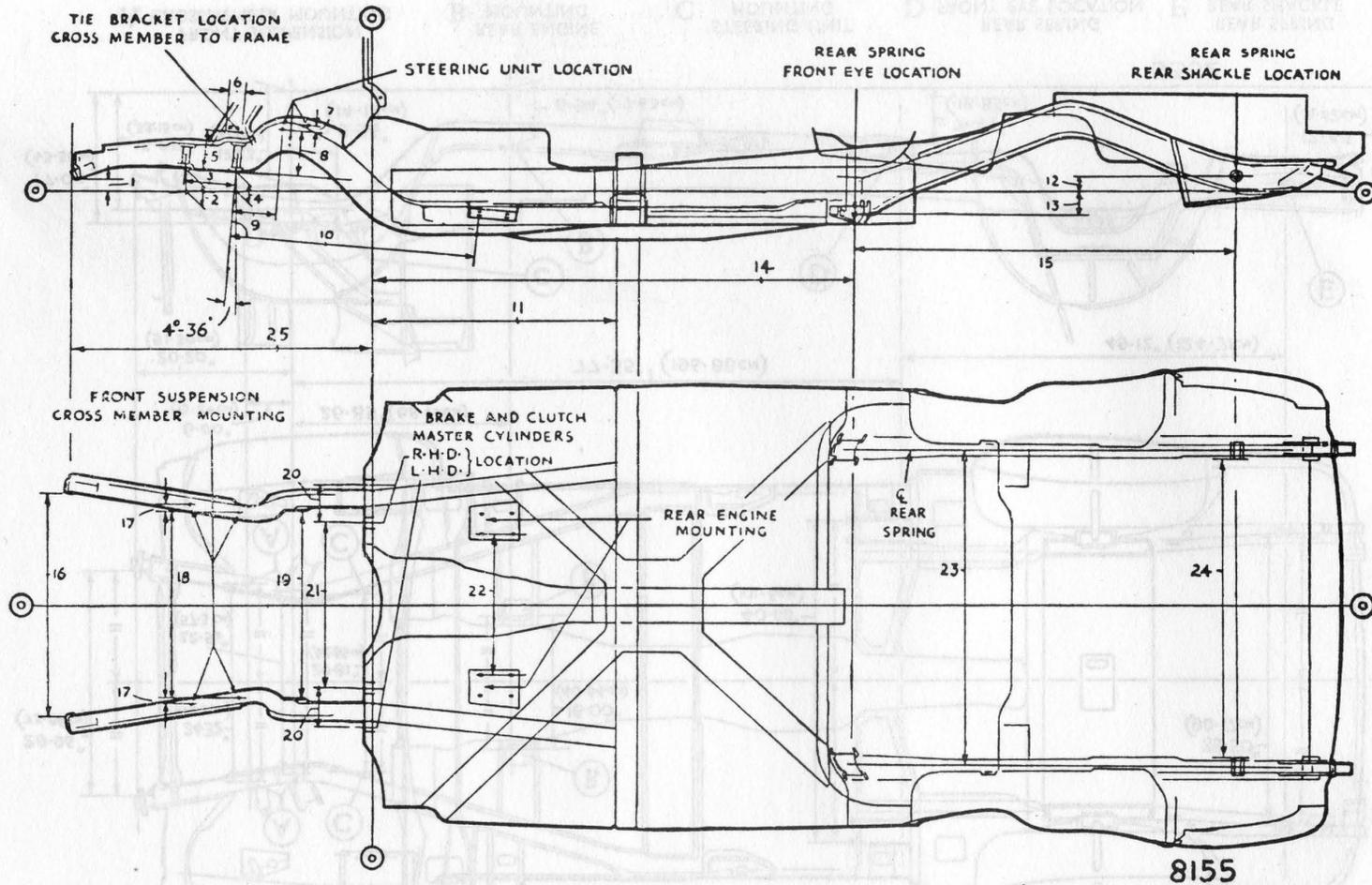
**PRINCIPAL UNDERFRAME DIMENSIONS**  
SCEPTRE VOGUE SUPER-MINX



- A** FRONT SUSPENSION CROSSMEMBER MOUNTING
- B** REAR ENGINE MOUNTING
- C** STEERING UNIT MOUNTING
- D** REAR SPRING FRONT EYE LOCATION
- E** REAR SPRING REAR SHACKLE LOCATION

PRINCIPAL UNDERFRAME DIMENSIONS

ALPINE



1. — 1.66" (4.216 c.m.)	7. — 0.53" (1.350 c.m.)	13. — 3.97" (10.08 c.m.)	19. — 22.34" (56.743 c.m.)
2. — 3.12" (7.925 c.m.)	8. — 5.15" (13.081 c.m.)	14. — 49.14" (124.82 c.m.)	20. — 5.00" (12.70 c.m.)
3. — 6.00" (15.240 c.m.)	9. — 5.56" (14.122 c.m.)	15. — 43.42" (110.29 c.m.)	21. — 18.25" (46.355 c.m.)
4. — 2.64" (6.706 c.m.)	10. — 27.78" (70.55 c.m.)	16. — 27.12" (69.364 c.m.)	22. — 16.50" (41.91 c.m.)
5. — 4.50" (11.430 c.m.)	11. — 29.44" (74.77 c.m.)	17. — 0.88" (2.235 c.m.)	23. — 37.50" (95.25 c.m.)
6. — 2.18" (5.537 c.m.)	12. — 0.25" (0.635 c.m.)	18. — 22.56" (57.302 c.m.)	24. — 35.84" (91.034 c.m.)
			25. — 37.12" (94.28 c.m.)

**WINDSCREEN**

The services of two operators are required to carry out the removal and refitting of the windscreen, one working inside the car and one outside. The windscreen is retained in position by means of a rubber weatherstrip around the periphery. No other form of fixing is used, but the contacting surfaces are treated with "Seelastik" sealing compound during assembly.

**To remove**

(Minx, Gazelle, Rapier)

Remove wiper arms, interior rear view mirror and sun visors.

Remove bright beading. This is retained by lips formed in the weatherstrip. To release the weather strip from the inner and outer contact surfaces of the assembly, the "Seelastik" seal must be broken. The use of a small screwdriver, from which the sharp edges have been removed is recommended. Care should be taken when drawing this tool around and under the weatherstrip to keep the tip firmly under the lip of the rubber, otherwise damage to the paintwork may result.

When the seal is broken, the glass is removed by applying hand pressure to one of the lower corners, and forcing the windscreen outwards. The second operator (outside the car), can then support the windscreen as it is released.

Remove the weatherstrip from the glass.

(Super Minx, Vogue)

Carry out the instructions as for Minx, but the bright beading is removed on the bench, after the windscreen assembly is detached from the car. In order to remove the beading, release the four cover plates, then free the beading from the retaining lips in the weatherstrip.

(Sceptre)

Carry out the instructions as for Minx, but when the sun visors are removed, release the two windscreen cappings with their clips from the inner lower front edge of the facia crash roll.

Remove the beading from the weatherstrip by first releasing the top and corner cover plates and then releasing the beading from the clips. Before freeing the beading clips, it is advisable to mark the screw positions (with tape) for ease of reassembly. Proceed as for Minx.

(Alpine)

It must be noted that, in order to remove the glass, the complete windscreen assembly must be removed from the car. If a hard top is fitted, this must first be removed. Remove wiper arms.

From below the scuttle, take off the nuts and washers which retain the assembly in position.

These are located, two at each side and three across the scuttle. Certain models incorporate an extra two fixing bolts making a total of seven. With the assembly removed, take off the two side draught rubbers by removing the screws. The two side drip channels are retained by pop-rivets which must be drilled out, and the drip channel removed, in order to gain access to the screws which retain the windscreen assembly. If no pop-rivets are available when replacing the drip channels, suitable self-tapping screws may be used instead.



Fig. 1. Fitting windscreen (typical)

**WINDSCREEN****To refit**

(Minx, Gazelle, Rapier, Vogue, Sceptre, Super Minx)

In most instances, refitting is a reversal of the removal procedure. Obviously, such items as corner pieces for weather strip beading, interior mirrors and sun visors will be replaced in the reverse order of removal, but the following method of refitting the windscreen assembly is recommended:—

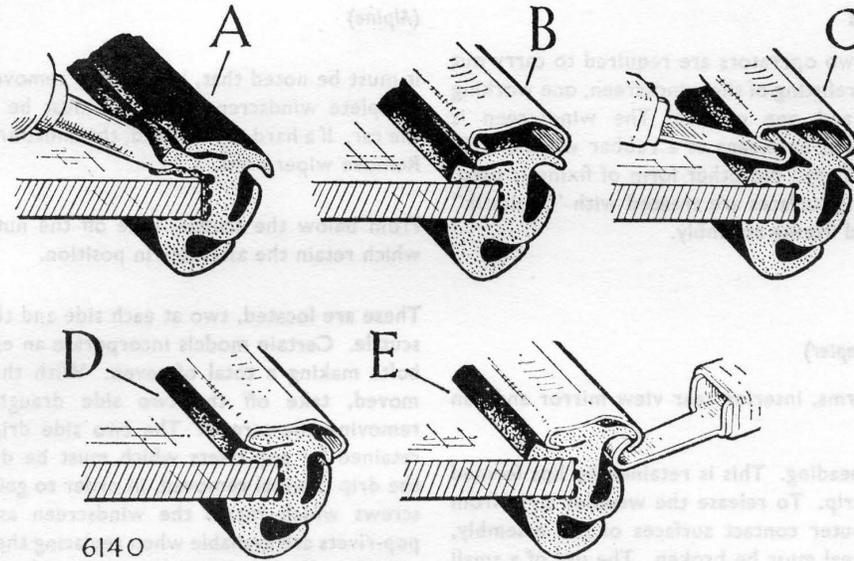


Fig. 2. Fitting beading to weatherstrip

Remove all traces of old sealing compound from the glass and weatherstrip. If the screen has been broken, it is imperative that all pieces of glass are removed from the weatherstrip.

Fit the weatherstrip to the glass (see Fig. 2).

Place either the top or bottom beading on the weatherstrip (Fig. 2, B) and, commencing at one end, use the special tool (Fig. 3) to lift the weatherstrip into the turned over section of the beading. Fit the remaining beadings in a similar manner (Fig. 2, C, D and E).

Fit the cover plates to the beading by simply snapping them into position.

Apply a coating of "Seelastik" to the face of the weatherstrip which is in contact with the outside face of the glass.

For this operation, a special gun is available from Messrs. Expandite Ltd., Cunard Road Works, London, N.W.10, England.

In the absence of such a gun, it is suggested that an adaptor in the form of a piece of piping with a flattened end could be fitted to a lubricating gun, which has a screw type plunger.

Cut a piece of strong cord of a length considerably greater than the periphery of the glass. The use of thin string should be avoided as this will cut the rubber. Insert the cord into the inner channel of the weatherstrip with the aid of a small diameter piece of pipe, through which the cord passes.

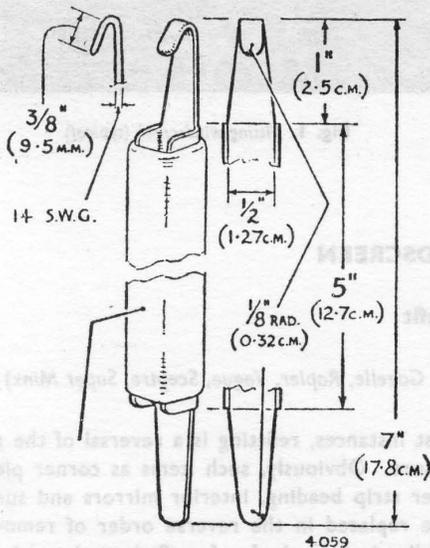


Fig. 3. Dimensions of special tool

Make sure the loose ends are near the centre of the upper edge of the screen. Apply a coating of "Seelastik" to the outer channel of the weatherstrip which will be in contact with the body flange.

As the windscreen assembly is offered up to the body aperture, pass the ends of the cord into the car.

Press the windscreen into place and work the lip of the rubber over the flange by pulling the ends of the cord. Pull the cord out completely. If the outer lip of the weatherstrip becomes folded under itself, work it free with a small screwdriver.

Fitting the beading to the weatherstrip will be facilitated by making up a special tool (Fig. 3).

Smear the weatherstrip with a soap solution to assist assembly.

Remove excess sealer with white spirit.

**BACKLIGHT**

*All models except Alpine*

The services of two operators are required to carry out the removal and refitting operations, one inside and one outside the car.

The glass is located by means of the weatherstrip only, and no other form of fixing is used. The contacting surfaces are treated with "Seelastik" compound during assembly.

The backlight is removed by pressing outwards from inside the car.

**To remove**

*For Rapier cars*, release the nuts retaining the beading corner pieces, and remove beading.

To release the lip of the weatherstrip from the body panel, the "Seelastik" seal formed during assembly must be broken. This is done by the same method as given under "Windscreen—To remove".

Apply hand pressure to the inside of the glass and force outwards, complete with weatherstrip. The second operator outside the car, can then support the glass as it is released.

Remove the beading from the retaining lip of the weatherstrip and remove the weatherstrip.

**To refit**

Remove all traces of sealing compound from the glass and weatherstrip before refitting.

Apply a coat of "Seelastik" to the face of the weatherstrip which is in contact with the outside face of the glass.

Fit the weatherstrip to the glass, and fit any bright beading, using the method and tool shown in Figs. 2 and 3.

Proceed as for the instructions given for fitting windscreen to Minx, using the cord method given there.

*For Rapier*, replace the corner pieces and tighten the nuts.

Remove any surplus sealer with white spirit.

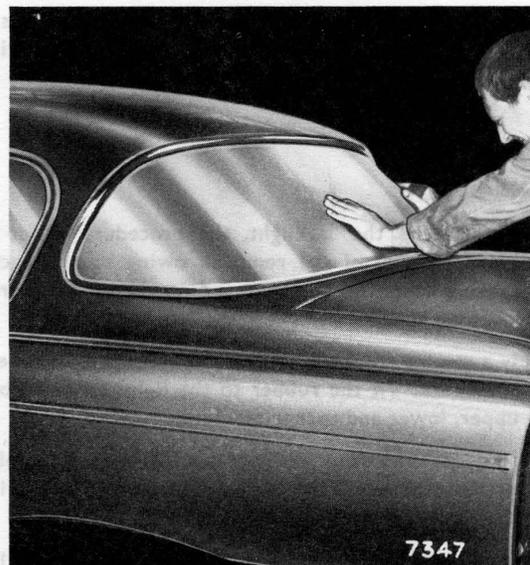


Fig. 4. Fitting backlight (typical)

*(Estate cars)* (See also page 25)

Instructions for removing and refitting the tailgate windows are basically the same as those given for removing and refitting the windscreen.

**Fixed side windows**

All fixed side windows on Estate cars can be removed and refitted using the same method as given for removing and refitting the windscreen.

**BACKLIGHT**

(Alpine Hardtop only)

The backlight is located by means of the glazing rubber around its periphery only. No other fixing is used, but the contacting surfaces are treated with "Seelastik" during assembly.

**To remove**

Take off the two corner cover plates from the upper and lower chrome mouldings.

Starting at the ends, remove the upper and lower mouldings.

From inside the car, remove the filler strips from the upper and lower rubbers.

Starting from the centre of the top rubber, gently push out the backlight. In all probability the rubbers will remain in the hard top aperture.

**To refit**

When refitting the backlight, the procedure is not a complete reversal of the removal, owing to the backlight being made of Perspex, and is therefore, more flexible than glass.

Apply a coating of "Seelastik" to the contacting surfaces of the rubber. Fit the rubber to the light, followed by the upper, lower and corner mouldings.

Cut a piece of strong cord of a length considerably longer than the periphery of the light. Thin string will cut the rubber.

Insert the cord into the inner channel of the weatherstrip in a similar manner to that shown in Fig. 1, but make sure the loose ends are near to the middle upper edge.

Press the assembly into the car from outside, with the two ends of the cord on the inner side of the light.

Work the lip of the rubber over the flange in the aperture by pulling on the ends of the cord. Pull out the cord completely.

Finally, refit the filler strips into the glazing rubbers, starting at the ends and pushing into place with the thumbs.

Remove any surplus sealing compound with petrol or white spirit. Care must be taken not to scratch the surface of the light.

**INTERIOR DOOR HANDLES**

**To remove**

**Window regulator** (See Fig. 5)

(Super Minx, Vogue, Sceptre)

Turn the escutcheon (8) so that the radial groove in its face is parallel with the dowel hole in the handle (5).

With an awl, tap out the pin (7) securing the handle to the shank of the window regulator and remove the handle from the escutcheon.

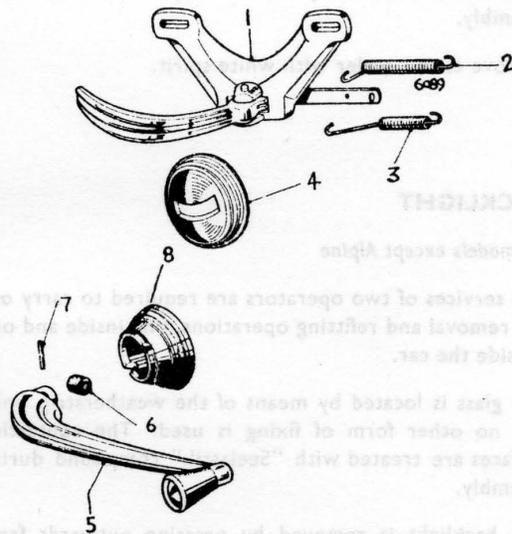


Fig. 5. Interior door handles

- |                        |                  |
|------------------------|------------------|
| 1. LOCK HANDLE         | 5. WINDOW HANDLE |
| 2. SPRING (FRONT DOOR) | 6. RUBBER PAD    |
| 3. SPRING (REAR DOOR)  | 7. PIN           |
| 4. ESCUTCHEON          | 8. ESCUTCHEON    |

**Door lock remote control** (See Fig. 5)

Remove the escutcheon (4) by a sharp pull (if stiff, ease with a screwdriver), turn through 90° and take off the escutcheon from handle. Unless the handle is damaged, nothing will be gained by further stripping.

Refit by reversing these instructions.

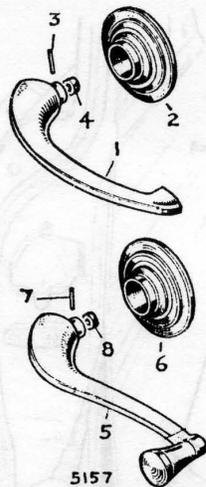


Fig. 6. Interior door handles

- |                      |                             |
|----------------------|-----------------------------|
| 1. HANDLE, DOOR LOCK | 5. HANDLE, WINDOW REGULATOR |
| 2. ESCUTCHEON        | 6. ESCUTCHEON               |
| 3. PIN               | 7. PIN                      |
| 4. RUBBER PAD        | 8. RUBBER PAD               |

**INTERIOR DOOR HANDLES**

**To remove** (See Fig. 6)

**Window regulator and remote control**

(Rapier, Gazelle, Minx)

Turn the escutcheon so that the radial groove in its face is parallel with the dowel hole in the handle.

Press the escutcheon against the trim panel, this will expose the retaining pin.

With an awl, tap out the pin securing the handle to the spindle.

Remove the handle and escutcheon from the spindle.

This operation is facilitated by the use of a forked wedge inserted between the handle and the escutcheon from the underside.

Repeat this procedure with the door lock handle.

**To refit**

Slide the window regulator handle escutcheon on to its spindle.

Slip the handle into position on the spindle, matching its position with the handle on the opposite door.

Insert the pin into the hole in the handle shank, line up the groove in the escutcheon and push the handle in towards the trim pad.

When the pin locates with the hole in the spindle, force it home, and allow the escutcheon to return over the handle shank.

Make sure that both windows are in the same position before the positions of the regulator handles are matched.

Repeat the refitting procedure with the door lock remote control handles.

**INTERIOR DOOR HANDLES**

**To remove and refit** (See Fig. 7)

(Alpine)

The procedure for removing and refitting is the same as that given for "Rapier" except that between the handle and the escutcheon is a cup and a spring.

Push the cup inwards towards the trim pad, turning while still pressed in until the end of the handle retaining pin is exposed.

Tap out the pin, and take off the handle cup and spring, followed by the escutcheon.

Refitting is a reversal of the above procedure.

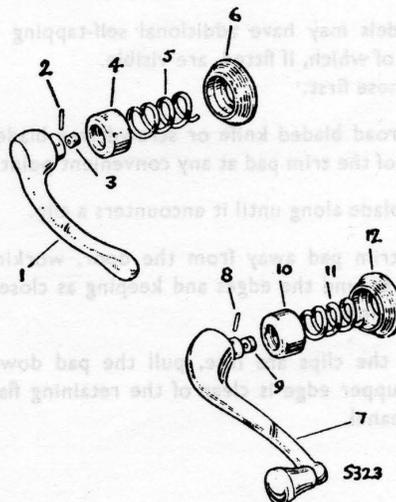


Fig. 7. Interior door handles (Alpine)

- |                      |                             |
|----------------------|-----------------------------|
| 1. HANDLE, DOOR LOCK | 7. HANDLE, WINDOW REGULATOR |
| 2. PIN               | 8. PIN                      |
| 3. RUBBER PAD        | 9. RUBBER PAD               |
| 4. CROWN (CUP)       | 10. CROWN (CUP)             |
| 5. SPRING            | 11. SPRING                  |
| 6. ESCUTCHEON        | 12. ESCUTCHEON              |

**DOOR ARMREST**

**To remove and refit**

(Vogue, Sceptre)

From below the armrest, remove the two special slotted nuts.

When pulling away the armrest from the door, take care not to lose the washer.

**DOOR PULL**

**To remove and refit**

(Rapier, Alpine)

These are retained by two self-tapping screws, the removal of which frees them from their location on the door.

**DOOR TRIM PAD**

**To remove**

(All models)

Remove the window regulator and door lock remote control handles and escutcheons.

The trim pad is attached to the inner panel of the door by spring clips which are concealed.

Some models may have additional self-tapping screws, the heads of which, if fitted, are visible. Remove these first.

Insert a broad bladed knife or screwdriver blade under the edges of the trim pad at any convenient point.

Slide the blade along until it encounters a clip.

Ease the trim pad away from the door, working progressively around the edges and keeping as close to the clips as possible.

When all the clips are free, pull the pad downwards until the upper edge is clear of the retaining flange on the door panel.

**To refit**

Enter the upper edge of the trim pad into the retaining flange and fit the spring clips on the trim pad into the corresponding holes in the door panel.

Press the trim pad firmly home and refit interior handles.

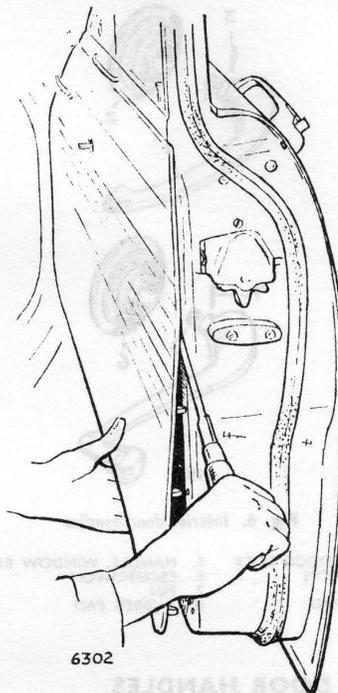


Fig. 8. Remove trim pad (typical)

**NO-DRAUGHT VENTILATOR**

**Self-locking catch (where fitted)**

To release the self-locking catch on the ventilator press the button (A), and lift the lever.

The spring mechanism automatically locks the catch when the lever is pressed home into the locking position.

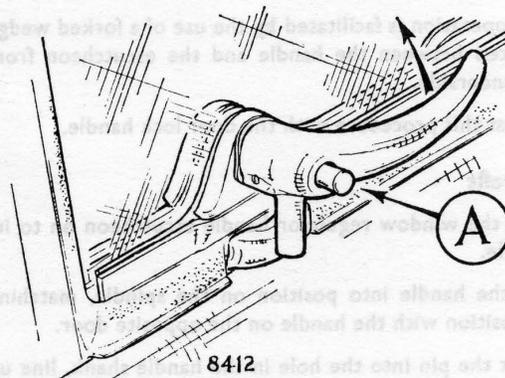


Fig. 9. Self-locking catch

**NO-DRAUGHT VENTILATOR**

**To remove and refit**

(Sceptre, Vogue, Rapier)

Remove the locating screw securing the ventilator and frame to the forward edge of the door. The screw is accessible under the rubber door seal.

Slightly lift the ventilator and withdraw, complete with outer frame, towards the rear and out of the door.

To dismantle the ventilator from the frame, remove the two nuts and shakeproof washers from the lower pivot assembly and remove the clamp plate.

Remove the retaining split pin, washer and stop plate.

Take note which way round the stop plate is fitted.

By pressing downwards, on the ventilator, the rubber weatherstrip will compress sufficiently to allow the ventilator to be withdrawn from the top pivot pin.

Reassembly is the reversal of these instructions, but take care not to overtighten the two nuts on the clamp plate.

**NO-DRAUGHT VENTILATOR**

**To remove and refit** (See Fig. 10)

(Minx, Gazelle, Super Minx)

Remove the interior handles and trim pad, and carefully remove the covering now exposed.

Withdraw the screw (5) and remove bottom stop bracket.

Remove both the felt anti-rattle and rubber weatherstrip from the lower edge of the window aperture.

Temporarily, replace the window regulator handle and lower the window to approximately the halfway position, support the window and free the regulator operating arm from its location in the glass channel (camplate).

Lower the window to the bottom of the door.

Remove the screw (4) from the lower end of the front glass run channel and pull out both this and the top channel from their retaining clips in the window frame.

The ventilator is now held by one screw at its upper hinge, access to which is gained from beneath the rubber door seal.

Remove the screw, and the ventilator can be removed from the door by pulling the rear top edge towards the window aperture and freeing the lower swivel bracket from its location.

Reassembly is a reversal of these instructions.

The use of a piece of flat sheet steel:  $\frac{1}{8}$  in. (1.5 mm.)  $\times$   $\frac{1}{2}$  in. (12.7 mm.)  $\times$  4 in. (10 cm.), turned up at one end to form a hook will greatly facilitate the replacement of the small clips which retain both the felt anti-rattle and the rubber weatherstrip.

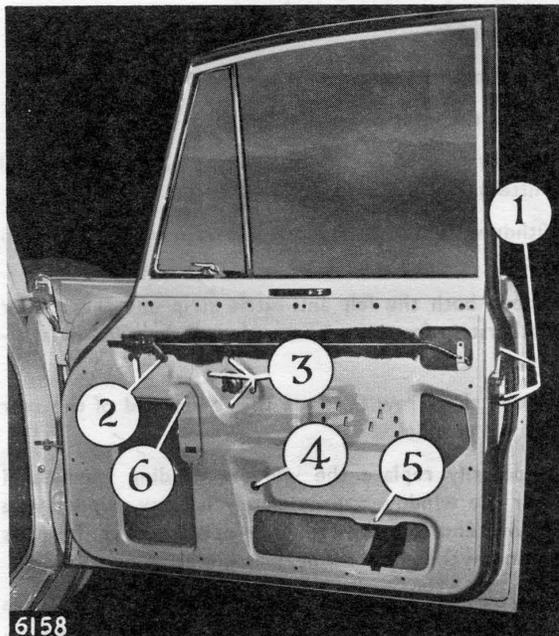


Fig. 10. View of front door (typical)

- |                          |                              |
|--------------------------|------------------------------|
| 1. LOCK ASSEMBLY         | GLASS CHANNEL SCREW          |
| 2. REMOTE CONTROL SCREWS | 5. BOTTOM STOP BRACKET SCREW |
| 3. REGULATOR SCREWS      | 6. ANTI-RATTLE BRACKET SCREW |

**WINDING WINDOW (Front door)**

**To remove**

(Minx, Gazelle, Rapier)

Remove interior handles and trim pad. If the door panel has an inside covering, carefully peel this away.

Remove the bottom stop screw.

Temporarily replace the window winding handle, lower the window to the bottom of the door and clear of the operating arms.

Remove screw, nut and washer from the rear end of the guide channel (camplate) in which the arms operate.

Remove the top stop.

Lift the glass up the channel in which it normally operates and out of the top of the door.

**To refit**

Replacement is a reversal of the removal procedure.

**WINDING WINDOW (Front door)**

**To remove**

(Sceptre, Vogue, Super Minx)

Remove the no-draught ventilator, and pull the window up and out of the door.

**To refit**

Reassembly is a reversal of these instructions, except that the felt anti-rattle and the rubber weatherstrip should be fitted after the window has been replaced in the door, but before the window regulator arm is fitted to its location.



Fig. 11. Remove/refit door glass (Alpine)

**WINDING WINDOW (Front door)**

**To remove**

(Alpine)

Remove interior handles and trim pad.

Replace window winding handle temporarily and lower window until the regulator guide channel (camplate) is visible through the aperture in the inner door panel.

Spring out the regulator operating arms from their locations.

Remove the furlflex anti-rattle strips by easing them down with a screwdriver.

Release the front and rear glass channels.

Turn the window (Fig. 11) and lift the glass up and out through the door aperture.

When refitting, replace the anti-rattle strips first, but leave the back ends free.

After replacing the window, fit the rear ends of the anti-rattle strips.

**WINDING WINDOW (Rear)**

**To remove**

(Minx, Gazelle, Super Minx, Vogue, Sceptre)

Remove the interior handles and trim pad.

Carefully peel off the inner covering on the door panel (if fitted).

Withdraw screw (5, Fig. 10) and remove bottom stop bracket.

Remove both the felt anti-rattle strip and the rubber weatherstrip from the lower edge of the window aperture.

Remove the screw (4) from the lower end of the rear glass run channel.

Temporarily replace the window winding handle and lower the window approximately halfway, support the window, and free the regulator operating arm from its location in the glass channel (camplate).

Release the rear glass run channel from its clips. There is no necessity to disturb the front channel when removing the window.

Lower the window to the bottom of the door, turn through 90° so that the upper edge becomes the forward edge, and pull the window up and out of the door.

**To refit**

Refitting is a reversal of the removal instructions, but attention is drawn to the tool for refitting the retaining clips of the anti-rattle felt and rubber weatherstrips.

Dimensions for making the tool are given under "No-draught ventilator".

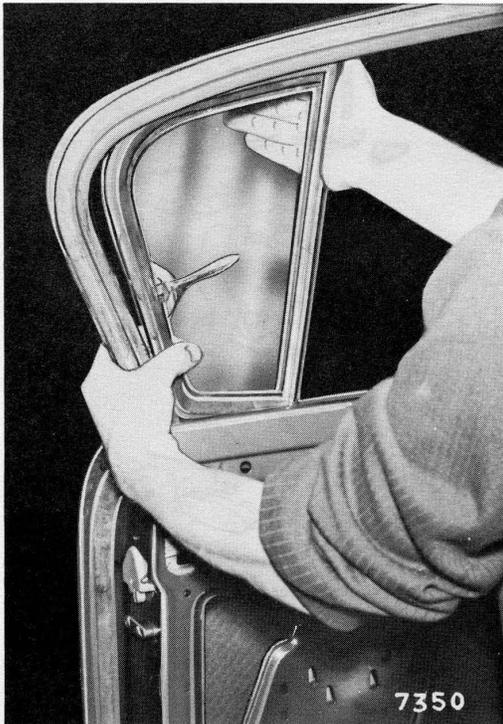


Fig. 12. Refitting rear door ventilator

**REAR DOOR VENTILATOR**

**To remove and refit**

(Sceptre, Vogue)

Remove winding window.

Grasp the ventilator firmly at the rear top edge and pull down towards the window aperture.

When refitting, reverse these instructions.

**QUARTER LIGHT GLASS**

**To remove and refit**

(Rapier)

Remove window winding handle.

Remove rear seat cushion and squab. The retaining screws for the squab are accessible from inside the boot.

Remove the trim panel from below the window aperture.

Remove the cotter pin (if fitted) and large nut from below the window aperture.

Temporarily replace window winding handle and lower window to approximately the halfway position.

Release the operating arm from its guide channel.

Pull the glass assembly up and out of the body side by grasping the upper forward edge and lifting off its pivot.

**Note**

When removing the left-hand light it is advisable to remove the interior lamp, in which case refer to Section N.

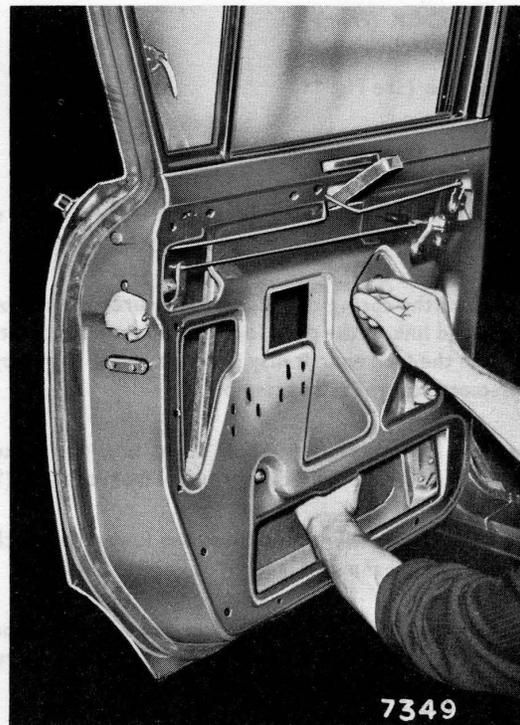


Fig. 13. Removing regulator screws (typical)

**WINDOW REGULATOR**

**To remove and refit**

(All models)

Remove interior trim pad and handles.

Temporarily replace window winding handle and lower the glass to approximately the halfway position and support the glass.

Release the lower ends of the glass run channels.

Remove the screws securing the regulator to the inner door panel.

Spring the operating arms from their location in the guide channel (camplate) of the glass, and remove the regulator from the door.

**DOOR LOCK (Front)**

**To remove (See Fig. 14)**

(Super Minx, Sceptre, Vogue)

Remove interior handle, door trim pad and cloth or paper covering from the inner door panel.

Disconnect the spring clip (2) which secures the remote control and link to the door lock and remove the control link from the lock end. It may be found easier to remove the remote control as an assembly.

Press the locking plunger knob down into the locked position and remove the locking control from the lock (1).

Take out the screw which secures the lower end of the rear glass run channel.

This channel passes over the lock, therefore the lock cannot be removed until the lower end of the glass run channel has been freed from its location.

Disconnect the inter-connecting lever between the lock and the exterior handle (4).

Finally, remove the lock securing screws from the shut face of the door, noting that two of them also retain the lock dovetail.

Mark the position of the dovetail before removal. Check also that the child safety lever (3) is not binding in the operating slot, especially at the top.

Replacement is a reversal of these instructions.

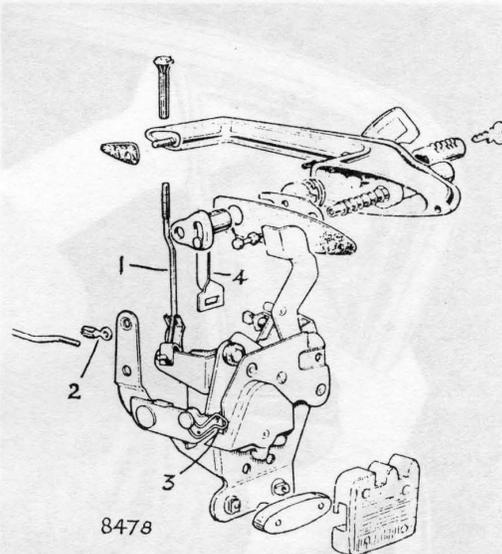


Fig. 14. Front door lock and exterior handle

- |                           |                       |
|---------------------------|-----------------------|
| 1. LOCKING CONTROL        | 3. CHILD SAFETY LEVER |
| 2. REMOTE CONTROL LINKAGE | 4. CONNECTING LEVER   |

**DOOR LOCK (Rear)**

**To remove and refit**

(Super Minx, Sceptre, Vogue)

The procedure for removing the rear door lock is exactly the same as for the front door lock, except that there is no necessity to disturb the glass run channels; neither is there any inter-connecting link between the lock and exterior handle.

**LOCK REMOTE CONTROL**

**To remove and refit**

(*Super Minx, Sceptre, Vogue*)

Remove interior handle, door trim pad and inner covering.

Remove the two screws which retain the operating handle to the inner door panel.

Disconnect return spring from the inner door panel.

Disconnect the spring clip which secures the remote control link to the operating lever of the door lock and remove the assembly from the door.

To refit, reverse the above instructions but fit new spring clips.

**DOOR LOCKS**

**To remove** (See Figs. 15 and 16)

(*Minx, Gazelle, Rapier, Alpine*)

Remove the interior trim.

Remove the three securing screws which hold the remote control to the door and swing the unit and connecting link vertically downwards. In this position the unit can be detached from its dowel on the operating lever.

Remove the securing screws in the shut face of the door.

On front doors (where fitted), press the safety catch knob downwards into the locked position.

Unscrew the knob and swing the control wire down against the lock. The lock unit is now free to be removed.

If it is necessary to remove the rear safety catch assembly, press the knob downwards into the locked position so that the clip which holds the control wire to the actuating lever can be detached.

The assembly can now be withdrawn through the lock aperture in the shut face of the door.

**To refit**

Reverse the above instructions except that when the remote control unit is fitted, slide the unit away from the lock until approximately  $\frac{1}{8}$  in. (1 mm.) free movement is obtained.

A small working clearance is essential for the correct functioning of the lock mechanism.

After refitting the door locks and remote controls, the safety catch controls must be adjusted as follows:—

Check that the catch wires do not foul their respective apertures, bend them if necessary.

Press the control knob downwards into the locked position, screw the knob home, leaving a small clearance between the head and the door sill to ensure that the full travel of the control is not restricted.

On rear doors, reconnect the catch control wire, fitting the spring clip to the lock actuating lever.

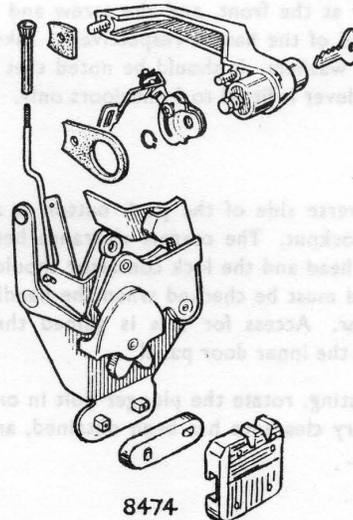


Fig. 15 Front door lock and exterior handle

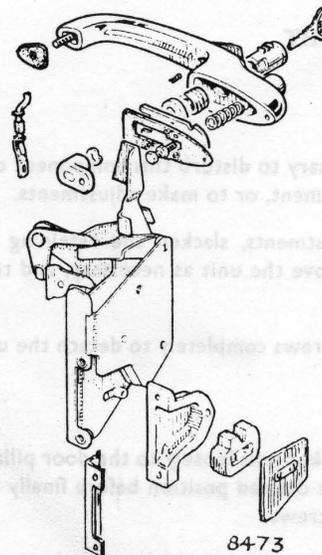


Fig. 16. Door lock and exterior handle (Alpine)

**EXTERIOR DOOR HANDLES**

**To remove**

(All models)

Remove the door trim pad.

From inside the door casing, disconnect the inter-connecting lever between the lock and the exterior handle, following with the removal of the retaining nut and washer at the front, and the screw and washer at the rear end of the handle respectively. Take care not to lose the washers. It should be noted that the inter-connecting lever is fitted to front doors only.

**To adjust**

On the reverse side of the push button is a plunger, held by a locknut. The correct clearance between the plunger or head and the lock contactor should be  $\frac{1}{8}$  in. (1 mm.) and must be checked when the handle is fitted to the door. Access for this is gained through the aperture in the inner door panel.

When adjusting, rotate the plunger bolt in or out until the necessary clearance has been obtained, and tighten the locknut.

**To refit**

Reverse the removal instructions, not forgetting the two sealing washers between the handle and the outer door panel.

**STRIKER UNIT**

**To remove**

(All models)

It is not necessary to disturb this component other than to fit a replacement, or to make adjustments.

To make adjustments, slacken the retaining screws in the striker, move the unit as necessary, and tighten the screws.

Remove the screws completely to detach the unit.

**To refit**

Attach the striker unit loosely to the door pillar, moving the unit to the desired position before finally tightening the securing screws.

When fitted, the unit should be at right-angles to the door hinges.

**GLOVE BOX LID LOCK**

(All models)

If this lock has been removed and dismantled for any purpose, the following assembly sequence is recommended:—

Before fitting the bolt (A) the loop of the spring (B) and the leg of the bell-crank lever (C) must both be located in the slot in the bolt. The bridge piece (D) must now be pushed downwards and retained against the spring so that the bolt is in position over it. The outer cover can now be secured over the bolt by its fixing screws.

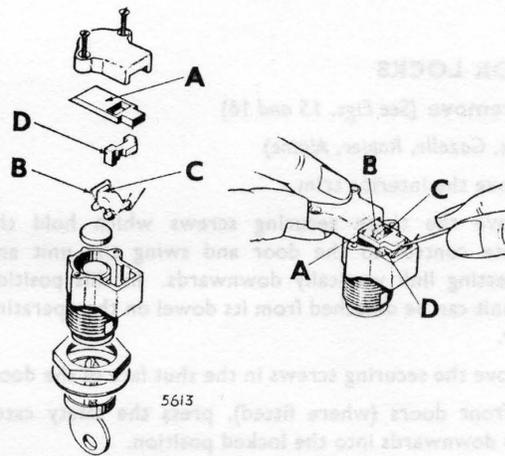


Fig. 17. Glove box lock assembly

**BONNET**

**To remove**

(All models)

Support the bonnet in the open position with suitable slings.

Remove the securing screws retaining the bonnet hinges to the bonnet panel and lift off the bonnet.

If it is desired to remove the hinges, remove the set-screws securing the hinges to the car.

The number of screws and the type of attachment varies slightly according to model, but the basis of these instructions remains the same.

Refit by reversing the removal procedure.

**BONNET LOCK**

**To remove**

(Minx, Super Minx, Vogue, Sceptre)

Disconnect return spring and the inner cable nipple from the catch.

Take out the setscrews and washers from the cover plate and remove the lock assembly.

The bonnet lock striker is retained by setscrews and washers in the striker plate. When correctly adjusted, the bonnet should have at least  $\frac{1}{32}$  in. (1 mm.) up and down movement in the locked position.

The bonnet lock handle is removed after freeing the operating cable from the clip in the wing valance, following with the removal of the setscrews and washers which retain the assembly, below the parcel tray in the interior of the car.

When refitting, do not adjust the inner cable too tightly, so that it is under constant tension.

**BONNET LOCK**

**To remove**

(Rapier)

To obtain better access, it is advisable to remove the radiator. (See Section A).

Take out the setscrews securing the lock assembly.

Drop the lock assembly out underneath the lock platform.

Release the operating cable and safety catch linkage, and remove the lock assembly.

Reassembly is reversal of the removal procedure.

To remove the striker, undo the locknut from the baffle into which the unit fits, and turn in an anti-clockwise direction by means of the screwdriver slot provided.

Replace the striker unit by reversing this procedure.

Adjustment of the striker is carried out by screwing the striker pin in or out according to requirements, finally locking up with the locknut.

When correctly adjusted, the bonnet should have at least  $\frac{1}{32}$  in. (1 mm.) up and down movement in the locked position.

**BONNET LOCK**

**To remove**

(Alpine)

Remove the cotter pin and flat washer retaining the control rod slide and lift off slide.

Take out the setscrews with their washers and lift off the lock.

To remove the striker unit, take out the setscrews and the flat and spring washers.

Replace both striker unit and lock assembly by reversing the above procedure.

Adjustment of the striker is carried out by screwing the striker pin in or out, finally locking up with the locknut.

**FRONT GRILLE ASSEMBLY**

**To remove**

(Sceptre)

The outer grille can be detached by removing the retaining screws, lifting the outer end of the grille gently, to clear the headlamp assembly, and sliding the grille outwards away from the centre grille.

This method of removal applies to both outer grilles.

The centre grille may be removed as a separate unit, by removing the holding screws.

Reassembly is a reversal of the removal procedure.

**FRONT GRILLE ASSEMBLY**

**To remove**

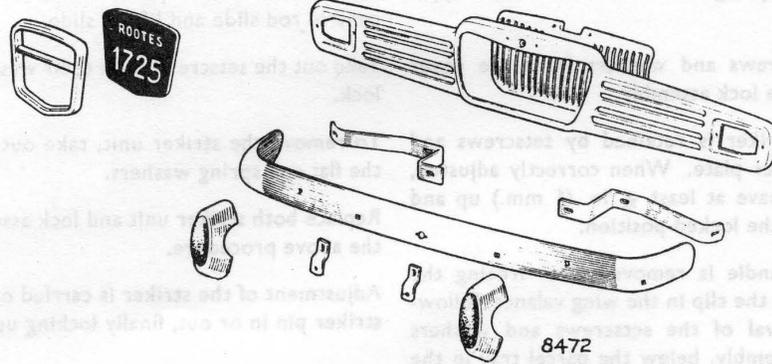
(Rapier, Vogue)

From the reverse side of the centre grille, remove the retaining screws.

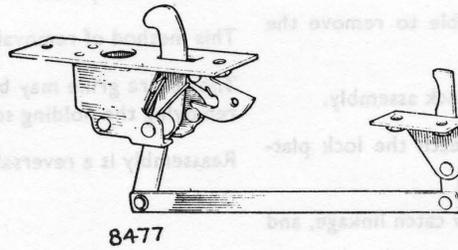
Before the side grilles can be removed, refer to Section N for the removal of the side lamp assemblies.

With the side lamps removed, simply take out the grille retaining screws.

Reassembly is a reversal of the removal instructions.

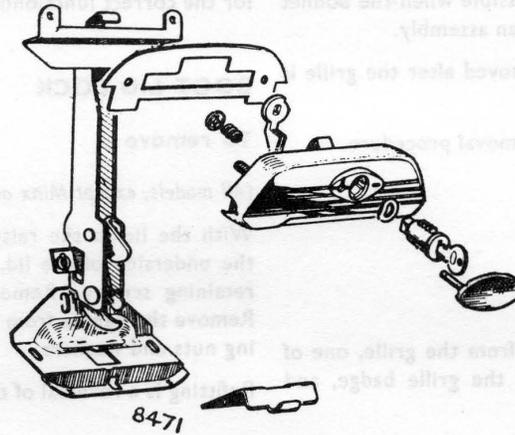


Wing badge (all models). Bumper assembly (typical). Radiator grille assembly (Gazelle only)

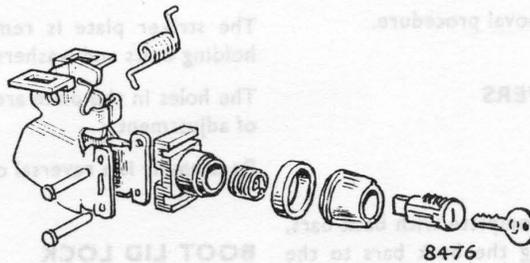


Bonnet lock assembly (Gazelle only)

Fig. 17



8471  
Boot lock assembly (except Minx)



8476  
Boot lock assembly (Minx)

Fig. 18

**FRONT GRILLE ASSEMBLY****To remove**

(*Minx, Super Minx*)

Remove the retaining screws from the front of the grille, and the centre screw, accessible when the bonnet is open, and remove the grille as an assembly.

The grille badge can only be removed after the grille is removed.

Reassembly is a reversal of the removal procedure.

**FRONT GRILLE ASSEMBLY****To remove**

(*Gazelle*)

Remove all the retaining screws from the grille, one of which is accessible by removing the grille badge, and take off the grille.

Reassembly is a reversal of the removal procedure.

**FRONT GRILLE ASSEMBLY****To remove**

(*Alpine*)

Simply remove the retaining screws from behind the grille and remove the grille.

Refitting is a reversal of the removal procedure.

**FRONT AND REAR BUMPERS****To remove**

(*All models*)

The bumpers can be removed, complete with back bars, by removing the bolts retaining the back bars to the body.

Alternatively, the blades only may be removed by releasing the nuts from the special dome-headed bolts attaching the blade to the back bars.

**BOOT LID****To remove**

(*All models*)

Support the lid with a suitable sling in the fully open position, and remove the setscrews from the hinge attachment points.

If it is necessary to remove the spring balance and hinges, take out the setscrews retaining the hinge assembly to the body.

Refitting is a reversal of the removal procedure, but the boot lid must be adjusted to fit the body aperture, also for the correct functioning of the lock.

**BOOT LID LOCK****To remove**

(*All models, except Minx and Alpine*)

With the lid in the raised position, and working from the underside of the lid, take out the four cover plate retaining screws. Remove the lock retaining screws. Remove the handle from the lid by removing the retaining nuts and washers.

Refitting is a reversal of the removal procedure.

**BOOT LID LOCK****To remove**

(*Minx*)

Remove the two retaining screws and washers.

The lock can now be removed by pulling out from inside the boot.

The striker plate is removed by taking out the four holding bolts and washers.

The holes in the plate are elongated to provide a means of adjustment.

Reassembly is a reversal of the above procedure.

**BOOT LID LOCK****To remove**

(*Alpine*)

From below the outer edge of the boot weatherstrip, remove the two self-tapping screws.

Remove the two screws from the rear of the top face of the lock, and remove the lock from inside the boot.

The striker plate is removed by taking out the four holding bolts.

The holes in the plate are elongated to provide a means of adjustment.

**SPARE WHEEL CARRIER**

**To remove**

(All models except Alpine)

From below the car take off the rubber dust cover from the lower end of the spare wheel release screw, and remove the retainer. (Either a dowel pin or a circlip).

Lower the carrier to its fully open position and remove the spare wheel.

Continue lowering the carrier until it hangs free of the release screw.

From the front end of the carrier remove the pins from the two attachments to the underframe, and pull to one side to release.

Refitting is a reversal of these instructions.

**AIR INTAKE**

**To remove**

(Sceptre, Vogue, Super Minx)

Although it is possible to remove the air intake without removing the windscreen wiper arms and blades, it will be found much easier when replacing the intake if these items have been removed.

For the removal procedure refer to Section N.

With the bonnet in the raised position remove the air intake retaining screws.

For the dismantling procedure for the heater and fan units refer to Section R.

**FRONT SEAT**

**To remove**

(All models)

In each case, all that is required is the removal of the retaining bolts from the seat frame.

On models with bench seats, it may be necessary to slide the seat forward to gain access to the rear bolts, and rearwards to remove the front bolts.

**To refit**

If the seat slides and/or adjustment control wires are removed for any reason, the wires must not be too tight when the seat is reassembled. A small amount of slack is preferable, in order to allow the spring-loaded locks to snap fully home into the locked position.

**FRONT SEAT**

**To remove trim**

(All models)

Remove the seat from the car.

Turn the seat over and remove the retaining clips, taking care not to damage the trim. The seat padding is now free to be removed from the seat.

**REAR SEAT**

**To remove (cushion)**

(Sceptre, Vogue, Super Minx, Gazelle, Rapier)

Lift the forward edge of the cushion clear of the front retaining valance and remove the cushion.

**To remove (squab)—not Rapier**

From below the front lower edge of the squab, approximately halfway between the transmission tunnel and the inner wheel arch panel, prise up the clips around the seat frame and ease the frame away from the clips by careful use of a screwdriver.

Remove the squab by lifting up from the lower edge and pushing in at the top front to free the retaining hooks from the rear of the squab.

The refitting of both cushion and squab is a direct reversal of the removal procedure.

**To remove (squab)—Rapier**

Pull the lower edge of the squab forward, lift upwards to release the retaining clips and remove.

To refit, locate the squab into the retaining clips and press down into place.

**REAR SEAT**

**To remove**

(Alpine)

Release the press fasteners and remove the rear seat.

**REAR PARCEL TRAY**

**To remove**

(All models except Alpine)

Remove the complete rear seat assembly.

Gently release the forward edge of the parcel tray top trimming from its position on the front of the rear squab panel.

With the tip of a screwdriver ease the trim clips from their locations.

When replacing the tray, the edge of the top trimming can be re-fixed with rubber solution.

**FACIA CONSOLE**

**To remove**

(Sceptre, Rapier)

Unscrew the gear lever knob. Remove the screw securing the console top panel at its rear end and lift the panel, disengaging the two locating pegs at the front end.

Disconnect the cables from their connections, noting their colours and positions.

Remove the nuts, washers and screws securing the console body, and pull off the two heater hoses. Remove the console body.

Refitting is the reversal of the removal procedure.

**FACIA PANEL**

**To remove**

(All models)

Reference should be made to Section N for the removal of the instruments, and to Section R for the removal of the heater controls.

Both the instrument panel and the end facia panels are retained by rubber buffers along their upper edges, and by screws along their lower edges.

With the removal of the screws from the lower edges, simply pull down the panels. If the rubber buffers come adrift during the removal process, they should be attached to their respective panels by a suitable adhesive.

To remove the "A" post finisher mouldings, remove the clips from the rear of the mouldings.

Reverse these instructions when re fitting.

**HEAD LINING**

**To remove**

(All models except Alpine)

Disconnect the battery.

Remove wiper arms, sun visors, and rear view interior driving mirror.

Remove roof lamp assembly.

Remove rear seat cushion and squab.

If desired, the front seat assembly can be removed. This in no way affects the removal of the head lining, it only gives more room in which to operate.

Remove both windscreen and backlight assemblies.

Release the furlflex piping from above all doors, and down as far as the striker.

Remove the rear quarter trim panels and the upper half of the "BC" post trim

Remove the clips securing the edges of the lining to the flanges of the doors, windscreen and backlight apertures (if they are fitted), and release the lining. All edges are secured to the flanges, in production, by an adhesive.

The lining is supported by the listing rails only.

Remove the front listing rail from its location above the windscreen aperture.

Continue to release the remaining rails in turn, by springing the lower edges inwards to release them from the locating holes in the cantrails. Take note of the position of the rails, identified by the colours on the ends, as the rails MUST be fitted in their original positions.



Fig. 20. Fitting head lining (typical)  
(Sceptre, Vogue, Super Minx)

**To refit**

The services of two operators are necessary to fit the head lining.

In order that the lining will conform to the shape of the roof, listing rails of different contours are used, the ends of which are coloured for identification, and the positions of which **MUST** be observed when removing the lining, so as to assure correct reassembly.

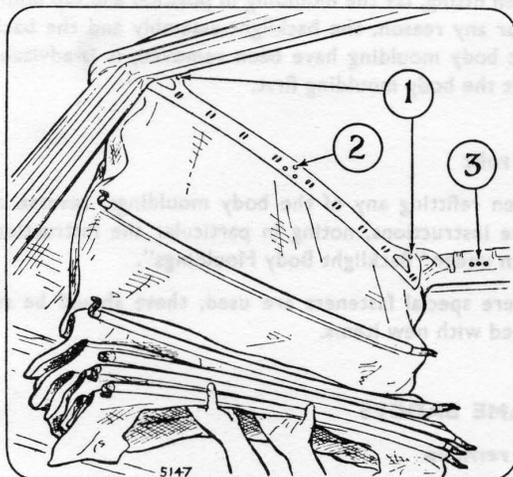
Clean off all traces of adhesive from the flanges of the doors, windscreen, and backlight apertures.

Before refitting the new head lining, apply a suitable adhesive to the flanges and allow it to become nearly dry.

*Sceptre, Super Minx, Vogue*

Reverse the removal procedure by commencing with the fitting of the listing rail over the backlight aperture first, and working towards the front of the vehicle.

If the lining is fitted to the front first, it may prove difficult to fit the lining to the hooks above the backlight aperture.



**Fig. 21. Fitting head lining (typical)**  
(Minx, Gazelle, Rapier)

- |                          |                          |
|--------------------------|--------------------------|
| 1. SUN VISOR SCREWS      | 3. ALTERNATIVE HOLES FOR |
| 2. DRIVING MIRROR SCREWS | FRONT LISTING RAIL       |

*Minx, Gazelle, Rapier*

Reverse the removal procedure, by starting at the front above the windscreen aperture. After fitting the header pad, and **BEFORE** fitting the remainder of the lining, secure the header pad by temporarily replacing the sun visor and rear view mirror retaining screws, otherwise, when pulling on the lining to remove the creases the header pad will be pulled out of position necessitating starting again. The lining when fitted must be free from creases, with no sagging anywhere.



**Fig. 22. Fitting head lining (Alpine hardtop)**

**HEAD LINING**

**To remove**

(Alpine)

Remove the hardtop.

Remove the backlight.

Remove the finishing strips from the forward, side and rear flanges.

Remove the clips securing the edges of the headlining to the flanges of the hardtop, and release the lining.

All edges are secured to the flanges in production with an adhesive solution.

Remove the self-tapping screws securing the listing rails and remove the lining.

**To refit**

Unlike the other models, the headlining listing rails on the Alpine can only be fitted in one position.

Attach the lining at the rear corners, taking the tension before sticking down to remove wrinkles.

Stick down the front edges, working from the centre outwards, following with the side edges last.

**Note**

Before sticking the edges down, all wrinkles and creases must be eliminated, and no sagging should occur when finally fitted.

Replace the clips securing the edges of the lining to the flanges of the hardtop, following with the finishing strips at forward, rear and side flanges.

Replace the backlight.

Refit the hardtop.

**FACIA CRASH ROLL****To remove**

(Sceptre, Vogue, Super Minx)

Before the crash roll can be removed, the windscreen must first be taken out.

Remove the complete facia panel.

Remove the lower crash roll retainers by drilling out the pop-rivets.

From below the windscreen aperture panel, straighten the tags on the underside of the demister slot bezels and remove bezels.

The crash roll is now released by an upwards and rearwards action.

When refitting, new pop-rivets will have to be used for the retention of the lower retainers.

**BODY MOULDINGS****To remove (side mouldings)**

(All models)

The side mouldings on the front wing, front and rear doors, and rear quarter panels are retained by clips along their entire length.

Ease up the lower flange of the moulding from its clips with a piece of wood, sharpened at one end, and pull the moulding away from the body.

**(Upper side moulding)**

Before these mouldings can be removed, the door trim pad will have to be released to gain access to the special fasteners fitted at both ends of the moulding.

After removal of the special fasteners, ease up the lower edge of the mouldings, and pull away from the body.

**FIN MOULDINGS**

The rear quarter fin moulding is retained in a similar manner to the side mouldings, but in addition, nuts and fasteners are used.

These nuts and fasteners **MUST** be removed first and are accessible from inside the boot.

**BOOT LID MOULDINGS**

For the removal of the boot lid mouldings, loosen the nuts inside the boot lid.

From the outside, ease the moulding away from under the large heads of the retaining studs and pull away.

**BACKLIGHT BODY MOULDING**

When removing, simply knock off with a piece of wood.

After removal, it will be noticed that clips similar to the clips on the door anti-rattle strips are used for the retention of the moulding.

When fitting, lay the moulding in position and tap home. If, for any reason, the backlight assembly and the backlight body moulding have been removed, it is advisable to fit the body moulding first.

**To refit**

When refitting any of the body mouldings, reverse all these instructions, noting in particular the instructions given under "Backlight Body Mouldings".

Where special fasteners are used, these should be replaced with new items.

**NAME BADGES****To remove**

Simply pull off the retaining clips from the reverse side of the badge or bonnet motif.

In the case of door badges, the door trim will have to be removed to gain access to the retaining clips.

**To refit**

When replacing any of the name badges or bonnet motifs, it is advisable to use new retaining clips.

**ESTATE CARS**

*(Vogue and Super Minx)*

In most instances the body parts of the estate cars are identical with the saloon models. Only where differences occur will they be mentioned individually.

**TAILGATE WINDOW****To remove**

Commencing at the top edge of the glass and working from the inside, lever the weatherstrip over the flange of the window aperture, while at the same time applying hand pressure to the glass.

Pieces of wedge-shaped wood are the best tools for this purpose.

**To refit**

Remove all traces of old sealing compound from the glass and weatherstrip.

Apply a coating of "Seelastik" to the face of the weatherstrip in contact with the glass.

Fit the weatherstrip to the glass.

Cut a piece of strong cord, of a length considerably greater than the periphery of the glass. The use of thin string must be avoided as this will cut the rubber.

Insert the cord into the inner channel of the weatherstrip, so that the loose ends are near to the centre of the upper edge. Ensure that the body aperture is clean and free from grease.

Apply a coating of "Seelastik" to the outer channel of the weatherstrip which is in contact with the flange of the aperture in the body.

Allow the two ends of the cord to hang on the inner side of the glass.

Press the assembly into the body aperture from outside the car.

Work the inner lip of the weatherstrip over the flange of the aperture by pulling on the ends of the cord (see Fig. 1), and pull the cord out completely.

If the outer lip of the weatherstrip becomes folded under itself, work it free with a small screwdriver or similar tool, taking care not to damage the paintwork.

Using a Clatonrite tool, B5406 or B5446, insert the finisher strip into the weatherstrip. A section of the weatherstrip and finisher strip is shown in Fig. 2.

It is essential that one or the other of these tools is used for this operation to avoid damage to the weatherstrip and finisher strip.

The Clatonrite tools, B5406 and B5446, are manufactured by Messrs. Clayton Wright, Wellesbourne, Warwickshire, England.

Finally, remove excess sealing compound with a rag moistened in petrol or white spirit.

**WINDING WINDOW, REAR DOOR****To remove**

Before the window can be removed the door must be completely stripped of all its fittings.

Remove the interior door handle and trim pad. Carefully remove the covering on the inner door panel.

Remove screw and withdraw the bottom stop bracket.

Temporarily replace the window regulator handle and lower the window to approximately the halfway position, support the window and free the regulator operating arm from its location in the glass channel.

Lower the window to the bottom of the door.

Remove the window regulator retaining screws and withdraw the regulator.

Remove the screw from the lower end of the front glass run channel, and remove this channel, together with the top channel, and rear channel.

Both the top and rear channels are retained in position in the window frame by clips.

Remove the door lock with its remote control rod, and lock interior handle.

From just below the window waist, remove the eight screws which retain the small filler panel in the inner door panel.

The window is removed through this panel aperture.

**To refit**

When refitting the window **MUST** be installed in the door casing first.

For the remainder of the refitting operations, simply reverse the removal procedure.

**FIXED SIDE WINDOWS****To remove and refit**

The instructions for the removal and refitting of the side windows are basically similar to those given for the backlight, except that there is no finisher strip.

**REAR SEAT****To remove (cushion)**

Pull the seat cushion up and forward, using the loop provided in the centre of the rear cushion edge.

Take out the screws from the underside of the seat pan which retain the cushion hinges. The cushion is now free to be removed.

To refit. Reverse this procedure.

**To remove (squabs)**

Fold the squab assembly forward and from the rear take out the two large setscrews (one at each side) with their compression (wavy) washers which retain the assembly to the inner rear wheel arches.

The squab is freed by springing in the pegs in the guide slots at the bottom rear edge of the squab.

**TAIL GATE ASSEMBLY****To remove (backlight frame)**

With the top half of the tail gate assembly in the raised position, and supported by a suitable sling, remove the two screws from each side, which secure the backlight stays to the backlight frame.

Finally, from the top inside edge of the backlight frame, remove the two large setscrews with their washers from each hinge.

**(Tailboard)**

Support the tailboard with a stand.

Remove the screws from each cable mounting to the tailboard, then remove the screws retaining the hinges to the body.

Refitting is a direct reversal to the foregoing instructions.

**TAIL GATE ASSEMBLY WATER DRAINING**

To prevent water collecting inside the backlight frame, natural drain holes in the form of open joints are provided at each lower corner of the backlight frame inner panel, adjacent to where the weatherstrip seats on the inner face of the outer panel.

These drain holes must be cleared of any excess sealing compound or any other obstruction to ensure absolute water drainage from the backlight frame.

If these drain holes are non-existent a  $\frac{3}{16}$  in. (4.7 mm.) dia. hole should be drilled into each lower corner of the inner panel.

**TAIL GATE LOCK****To remove**

Lower the tailboard and remove the tool access panel.

Remove the dome nut and washer which retains the handle to the support.

Remove the three screws securing the recess panel (handle guard) to the support.

Remove the six screws retaining the tool tray.

The cylinder lock is removed by taking out the two screws from its mounting face, lifting and turning through 45° in an anti-clockwise direction, so that the mounting face of the lock can be eased past the striker plate of the lock striker assembly.

The tail gate lock striker assembly is retained by four screws in the top shut face of the tailboard.

When refitting, reverse these instructions.

**SUPPLY OF REPLACEMENT BODY COMPONENTS**

Body components are not supplied as service replacements in finished trim condition.

When it is necessary to carry out repairs to trimmed parts, arrangements should be made for the supply of trim materials, which can then be applied locally.

**WEATHERSTRIPS****"Bostik" adhesive No. 1261**

"Bostik" 1261 adhesive is obtainable from most Factors or from the B.B. Chemical Co., Ulverscroft Road, Leicester, England.

It is absolutely imperative that the tin containing the adhesive should be thoroughly stirred before use, and stirred again at intervals until the operation concerned has been completed. If this is not done, certain constituents will sink to the bottom of the tin and unsatisfactory results may be obtained.

"Bostik" 1261 is recommended for attaching all rubber components to metal panels, door flanges, etc.

#### Preparation of surfaces

- (a) The porous unskinned surface of the weatherstrip should be cleaned with a wire brush or file carding. Care must be taken to ensure that any deposits of chalk or mica dust are removed.

Should the weatherstrip have been removed to replace a broken glass, and is being re-used, be sure to remove all traces of the glass, splinters or granules from the weatherstrip.

- (b) Clean the surface of the panel to which the rubber is to be fixed. Petrol or white spirit may be used for this purpose.

If old seals are being re-applied, remove all traces of the old adhesive.

- (c) Apply the adhesive to the porous surface of the rubber, and to the metal panel.

It is important that sufficient adhesive is applied to ensure a continuous film over the whole of the contacting surfaces of the rubber and metal.

#### Bonding

A period of 15 minutes should be allowed for the adhesive to become tacky before the rubbers are mounted in position. The actual time to be allowed for drying may be between 10 and 20 minutes according to temperature and humidity, but in no instance must the maximum period of 20 minutes be exceeded.

#### Important

Great care must be taken to ensure that the rubbers are placed in the correct positions on the panels as the surfaces are brought together. On no account must rubbers be stretched during the operation, particularly where panel contours change abruptly. In all cases the rubbers must lie naturally and free from tension.

When bringing the surfaces together the rubbers must be pressed firmly on to the panel surfaces.

The greatest possible amount of time should be allowed to elapse before the vehicle is used.

#### Cleaning off

When the bonding is completed, any surplus adhesive must be cleaned off the surface of the panels. This is best effected by means of a rag treated with a small quantity of petrol or white spirit. Do not saturate the rag, otherwise any excess of liquid may seep into and destroy the bond.

#### "Seelastik" Compound

"Seelastik" is a proprietary sealing compound recommended for sealing rubber weatherstrip to glass and to metal body panels, as in the case of windscreen and backlight. Its use is recommended also for crack-sealing joints between body panels to prevent the entry of dust and water.

"Seelastik" is obtainable from:— Expandite Products Ltd., Cunard Road Works, London, N.W.10, England.

## ROOTES SAFETY BELTS

### ALPINE

#### DESCRIPTION

The lap-diagonal safety belts, fitted in production on home market Alpines, are of two types:—

- (a) Magnetic buckle, and
- (b) Latch type buckle.

Anchorage points are built-in and the attachment fittings are similar for each type of belt—see Fig. 1. Each belt may be easily and quickly detached for cleaning or replacement.

#### INSTRUCTIONS FOR USE

The upper and lower ends of the outer belt pass over the outside shoulder and hip of the user. Position the connector at the inside hip. The inner belt carries the buckle and will provide adjustment after fastening.

##### To fasten the belt

Take the inner belt in one hand and slide the buckle "A" or "D" towards the free end. Unhook the connector "B" or "C" of the outer belt from the stowage, slip the arm through the belt and bring the connector across the body towards the hip. Couple the buckle and connector together.

##### To adjust the belt after fastening

Pull the free end of the inner belt until it is comfortably tight. Correct tension should allow a flat hand to be inserted between the belt and the body. The buckle will settle approximately on the hip of the occupant of the seat.

Ensure that the plastic sleeve is positioned where the inner belt passes round the seat.

##### To release the belt

Apply body pressure to the belt, depress the release plate on the "Latch" type buckle "D" in the direction of the arrow "E", or lift the tongue in the direction of the arrow on the "Magnetic" type buckle "A", when each half of the belt will separate.

##### Stowage (where provided)

When not in use, stow the outer belt by means of stowage hook at the upper attachment.

### CARE OF SAFETY BELTS

#### Cleaning the belt

The most suitable cleaning agent for the belt is a mild soap and warm water solution. Since nylon does not absorb water to any great extent, it will therefore, dry quickly. Do not saturate.

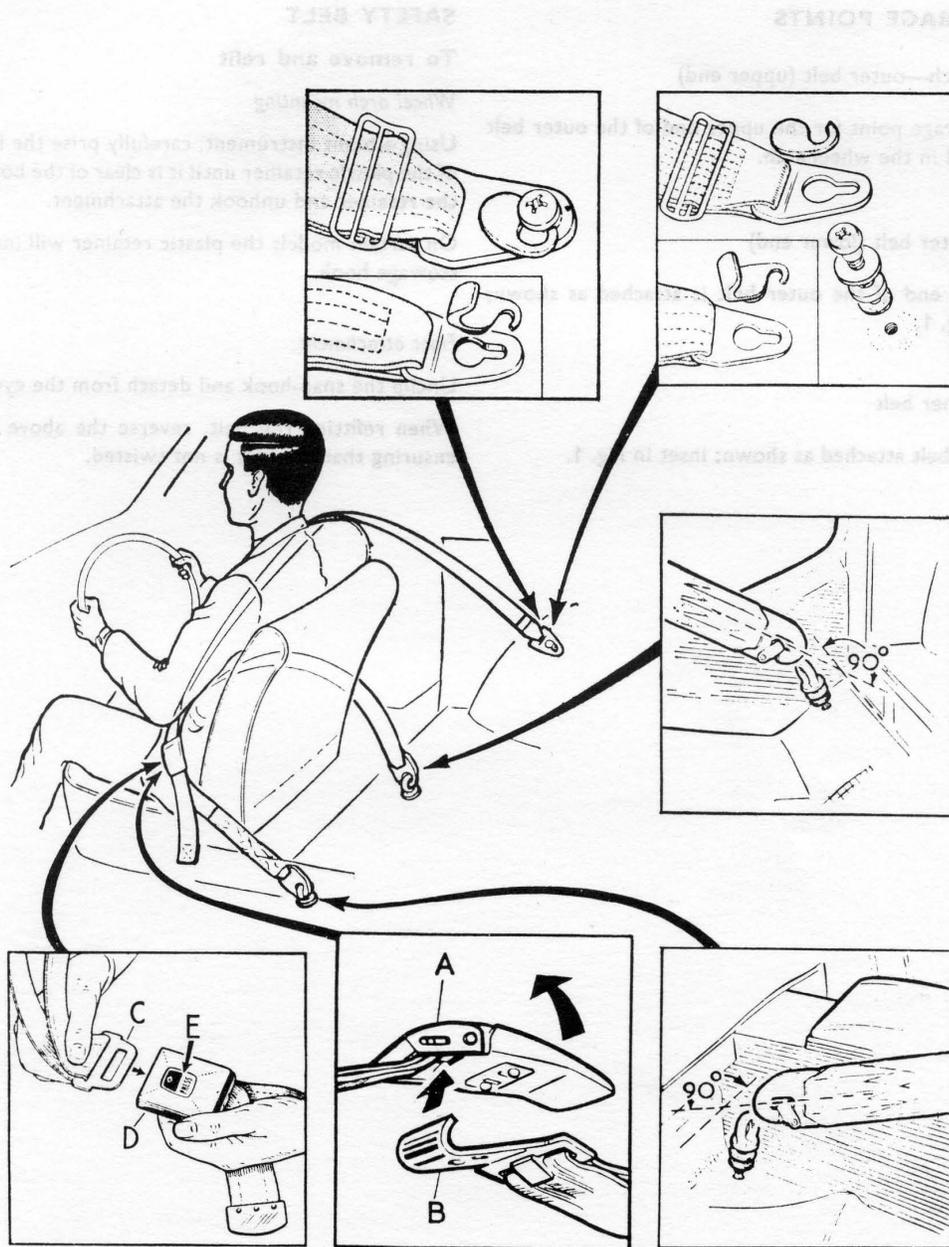
Fluids which are harmful to nylon are those containing mineral acids. **THESE MUST NOT BE USED.**

#### Accident damage

In the event of an accident any safety belt which has been subjected to a shock load should, in the interests of further safety, be renewed.

#### Regular safety checks

It is important that the safety belt is inspected at regular intervals for chafing and twisting. These safety belts have been scientifically designed and tested and conform to B.S.3254. No alterations or additions must be made.



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- A. MAGNETIC BUCKLE
- B. CONNECTOR (MAGNETIC BUCKLE)
- C. CONNECTOR (LATCH BUCKLE)
- D. LATCH BUCKLE
- E. RELEASE BUTTON (LATCH BUCKLE)

Fig. 1. Safety belt details (Alpine)

**ANCHORAGE POINTS**

**Wheel arch—outer belt (upper end)**

The anchorage point for the upper end of the outer belt is provided in the wheel arch.

**Floor—outer belt (lower end)**

The lower end of the outer belt is attached as shown; inset in Fig. 1.

**Floor—inner belt**

The inner belt attached as shown; inset in Fig. 1.

**SAFETY BELT**

**To remove and refit**

*Wheel arch mounting*

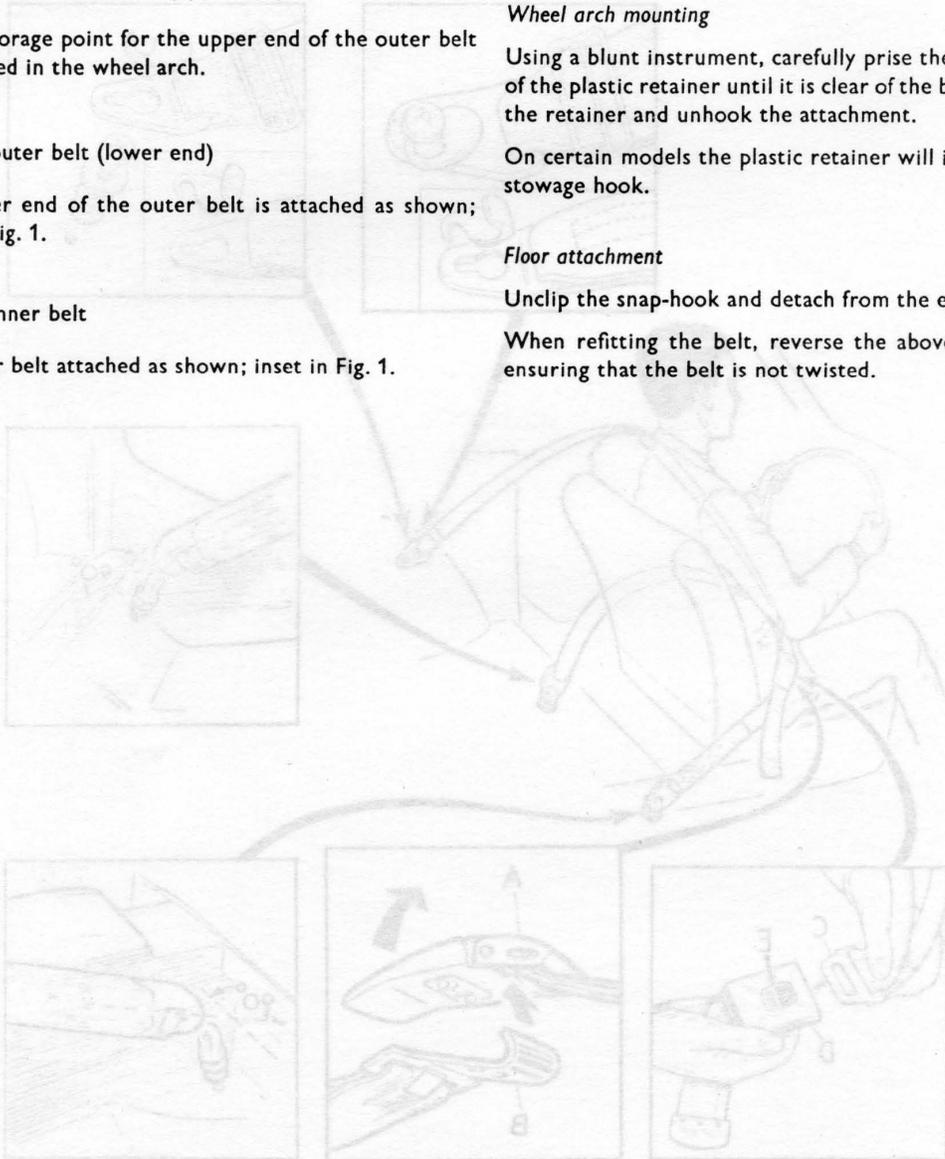
Using a blunt instrument, carefully prise the hooked end of the plastic retainer until it is clear of the bolt. Remove the retainer and unhook the attachment.

On certain models the plastic retainer will incorporate a stowage hook.

*Floor attachment*

Unclip the snap-hook and detach from the eyebolt.

When refitting the belt, reverse the above procedure, ensuring that the belt is not twisted.



A. MAGNETIC BUCKLE  
 B. CONNECTOR (MAGNETIC BUCKLE)  
 C. CONNECTOR (LATCH BUCKLE)  
 D. LATCH BUCKLE  
 E. RELEASE BUTTON (LATCH BUCKLE)

Fig. 1. Safety belt details (Alpha)