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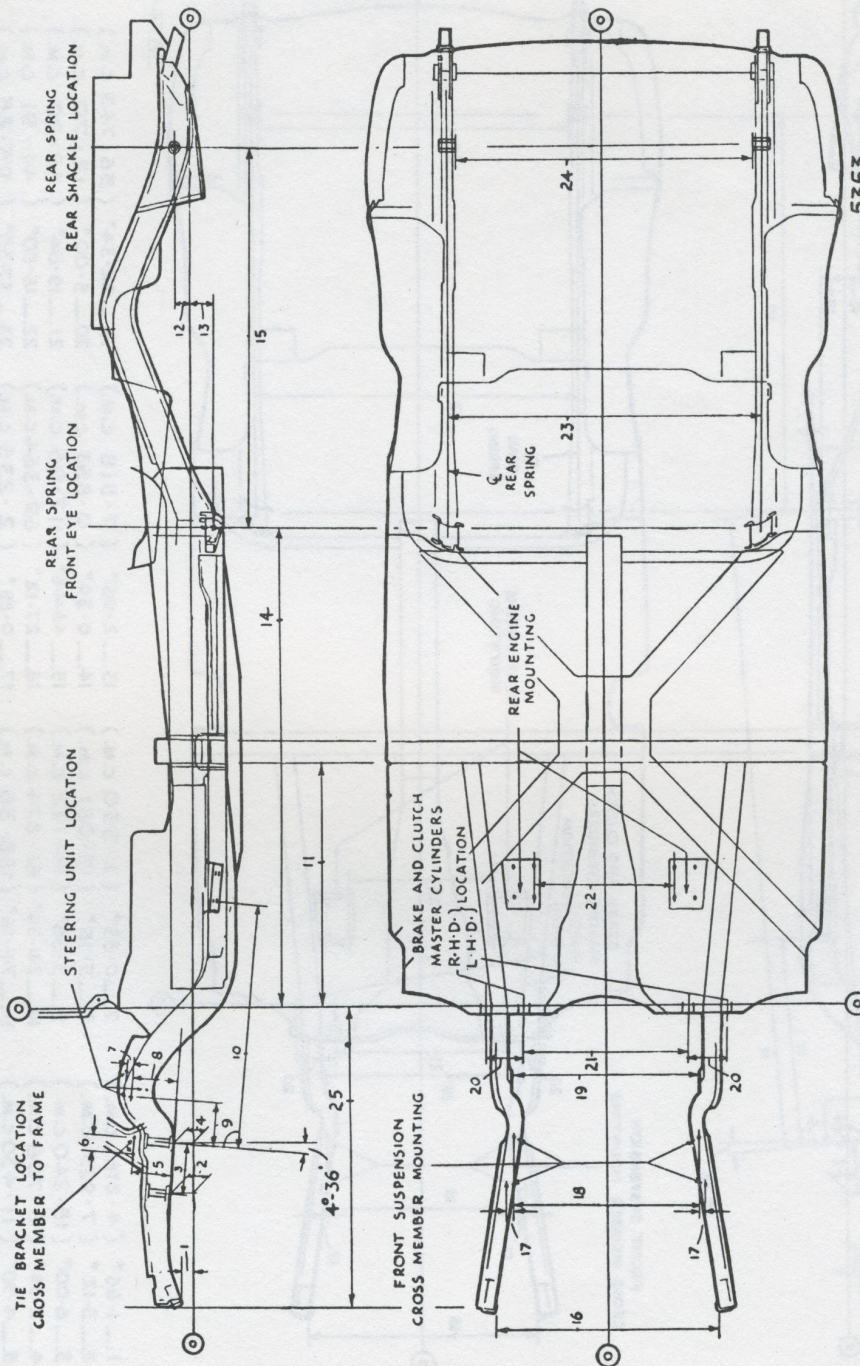
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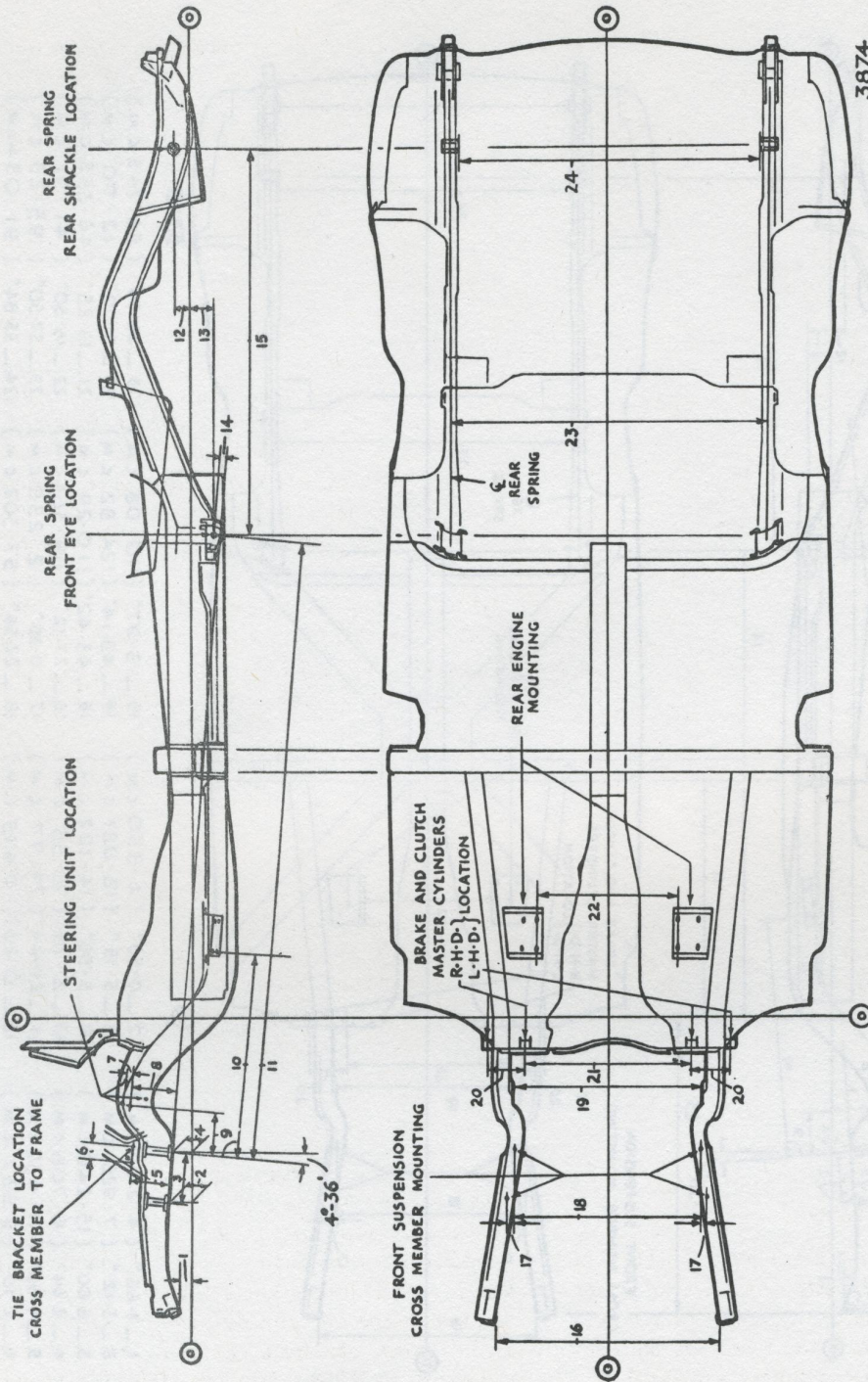
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PRINCIPAL UNDERFRAME DIMENSIONS — ALPINE Series I & II



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.)

PRINCIPAL UNDERFRAME DIMENSIONS — RAPIER



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.)

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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 and mica-dust are removed.

- (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 reapplied, remove all traces of the old adhesive.

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

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 vary 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 the windscreen and backlight. Its use is recommended also for crack-sealing joints between body panels, to prevent the entry of dust and/or water. "Seelastik" is obtainable from:- Expandite Products Ltd., Cunard Road Works, London, N.W.10. England.

WINDSCREEN—To remove and refit

Rapier

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

To remove

Remove wiper arms.

Remove interior rear view driving mirror and sun visors where fitted.

Remove chromium-plated beading. The beading is retained in position by lips formed in the rubber. To release the glazing rubber from the inner and outer contacting surfaces of the body, the "Seelastik" seal formed during the original assembly must be broken. The use of a small screwdriver from which all the sharp edges have been removed is recommended. Care should be taken when drawing this tool around and under the rubber to keep the tip firmly under the lip, otherwise damage to paintwork may result.

Apply hand pressure to one of the lower corners and force the windscreen outwards. The second operator (outside the car) can then support the glass as it is released.

Remove the glazing rubber from the glass.

To refit

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

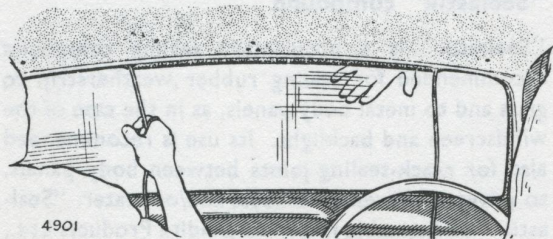


Fig. 1. Windscreen refitting (Rapier)

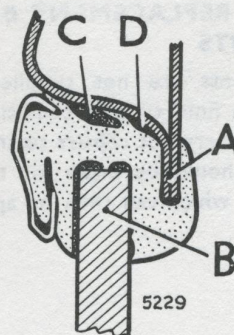


Fig. 2. Cross-section of weatherstrip (Rapier)

Apply a coating of "Seelastik" to the face of the rubber 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, who also supply full instructions for operating the gun. 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 lubrication gun which has a screw-type plunger.

Fit the rubber to the glass (Item B, Fig. 2).

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 rubber (Fig. 5) with the aid of a piece of small diameter pipe through which the cord passes, so that loose ends are near to the centre of the upper edge.

Ensure that the flange of the aperture in the body is clean and free from grease.

Apply a coating of "Seelastik" to the outer channel of the glazing rubber which is to be in contact with the flange of the aperture in the body. Press the windscreen assembly into the aperture from the outside of the car after passing the ends of the cord from the inner channel into the inside of the car. Work the lip of the rubber over the

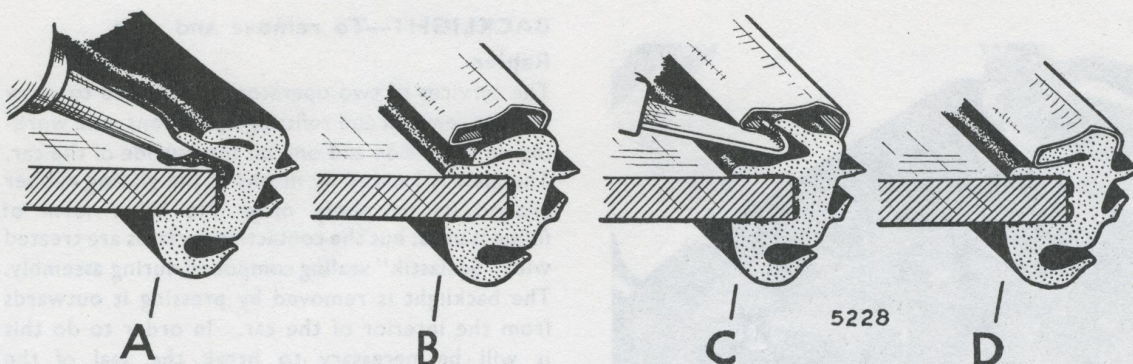


Fig. 3. Method of fitting the chrome beading (Rapier)

flange by pulling the ends of the cord. Pull out this cord completely.

If the outer lip of the glazing rubber becomes folded under itself, work it free with a small screwdriver. Fit the chromium-plated beading.

It may be found easier to fit the beading to the rubber by making up a special tool, as illustrated in Fig. 4, before fitting the windscreen assembly. Smear the rubber with a soap solution before fitting the beading.

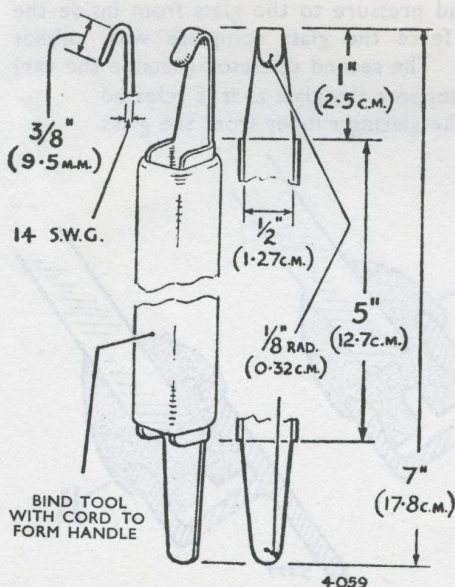


Fig. 4. Dimensions of special tool

Carefully remove any surplus sealing compound with a rag slightly dampened with petrol or white spirit.

WINDSCREEN—To remove and refit Alpine

It is recommended that if the windscreen has to be removed for any reason, the complete assembly is taken off the car, and the windscreen removed from its frame on a bench.



Fig. 5. Inserting cord into weatherstrip (All models)

To remove

If a hardtop is fitted, this must be removed. Remove wiper arms.

From below the scuttle, take off the nuts and washers which retain the assembly in position. (Fig. 6). These are located, two at each side, and three across the front. With the assembly removed from the car, take off the top and bottom channels and the side pillars by removing the retaining screws. Remove the glazing rubber from the glass.

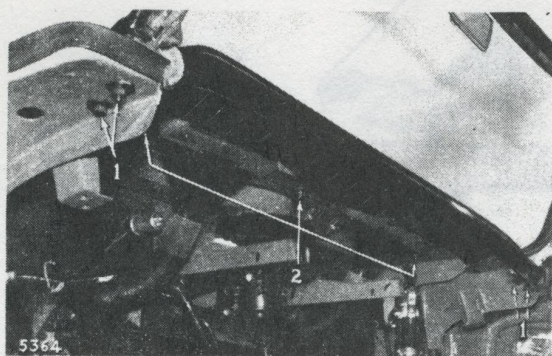


Fig. 6. Location of Alpine windscreen assembly retaining nuts. (Facia removed for clarity).

To refit

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

Reference should now be made to Fig. 7 which shows the correct way to fit the glazing rubber to the glass. (A and B shows early and later cars respectively.) It should be noted at this juncture, that the wide notches in the rubber are at the top. Apply a coating of "Seelastik" to the area of the rubber which is in contact with the outside face of the glass, and refit rubber to glass.

Replace top and bottom channels and the side pillars and refit the retaining screws. Before fitting the screen assembly to the car, apply "Seelastik" to the inner forward edge of the screen to scuttle weatherstrip.

It should be noted, when fitting the screen assembly to the car, that the mounting holes are elongated to enable a perfect mating contact to be made between the body and the windscreen assembly.

Refit the hardtop (if fitted) and test for water leaks. Finally, replace the wiper arms in their correct positions.

BACKLIGHT—To remove and refit Rapier

The services of two operators are needed to carry out the removal and refitting operations, one working on the inside and one on the outside of the car. The glass is located by means of the glazing rubber around its periphery only. No other form of fixing is used, but the contacting surfaces are treated with "Seelastik" sealing compound during assembly. The backlight is removed by pressing it outwards from the interior of the car. In order to do this it will be necessary to break the seal of the "Seelastik" compound between the rubber weatherstrip and the backlight aperture.

To remove

Remove the rear seat cushion and squab.

Remove rear parcel tray.

Release lower ends of headlining at the rear quarters to gain access to the nuts retaining the beading corner pieces. Remove the corner pieces after taking off the nuts.

To release the lip of the rubber from the surface of the rear panel, the "Seelastik" seal formed during original assembly must be broken. This is done by inserting the point of a wedge, and drawing it all round the outer edge of the backlight. Apply hand pressure to the glass from inside the car, and force the glass complete with rubber outwards. The second operator (outside the car) can then support the glass as it is released. Remove the glazing rubber from the glass.

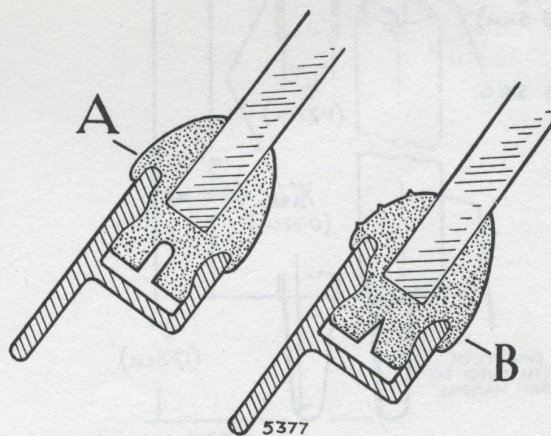


Fig. 7. Correct fitting of glazing rubber (Alpine)

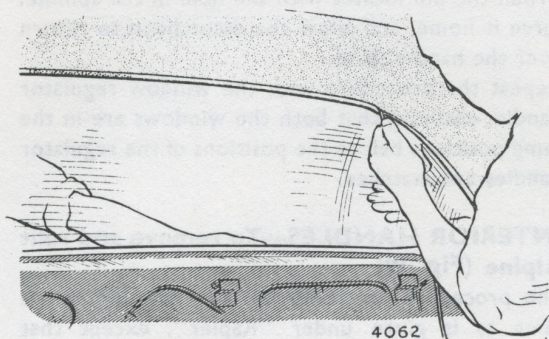


Fig. 8 Backlight refitting (All models)

To refit Fig. 8

Remove all traces of old sealing compound from the glass and glazing rubber. Fit the rubber to the glass, followed by the upper and lower beading. Apply a coating of "Seelastik" to the face of the rubber which is in contact with the outside face of the glass.

Cut a piece of strong cord of 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 glazing rubber (Fig. 5) so that the loose ends are near to the middle of the upper edge.

Ensure that the aperture in the body is clean and free from grease.

Apply a coating of "Seelastik" to the outer channel of the glazing rubber which is to be 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 aperture from outside the car, after first making sure that the two retaining clips are in position at the upper edge of the aperture. Work the inner lip of the rubber over the flange of the aperture by pulling the ends of the cord.

Pull out cord completely.

If the outer lip of the rubber becomes folded under itself, work it free with a small screwdriver.

Replace the corner piece beadings and their retaining nuts.

Re-attach the lower ends of the headlining, and replace the parcel tray followed by the rear seat squab and cushion.

BACKLIGHT—To remove and refit Alpine

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 hardtop aperture.

To refit

When refitting the backlight, the refitting procedure is not a complete reversal from the removal, due to the fact that the light is made from perspex, and is, therefore, more flexible than if made of glass. Apply a coating of "Seelastik" to the contacting surfaces of the rubber. Fit the rubber to the glass, followed by the upper, lower, and corner mouldings.

Cut a piece of strong cord of 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. 5, so that the loose ends are near to the middle upper edge.

Press the assembly into the car from the 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 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 a rag slightly dampened with petrol or white spirit.

Note

Care should be taken not to scratch the surface of the light.

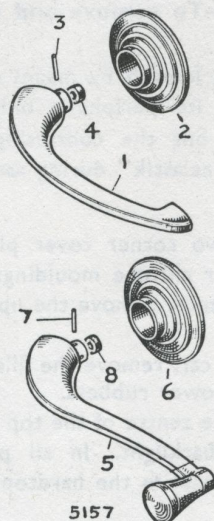


Fig. 9. Interior door handles (Rapier)

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

INTERIOR HANDLES—To remove and refit Rapier (Fig. 9)

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 also expose the retaining pin.

With an awl, tap out the pin securing the handle to its spindle. Remove the handle and its escutcheon from the spindle.

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

Repeat this procedure with the window regulator handle.

To refit

Slide the remote control handle escutcheon on to its spindle.

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

Insert the pin into the hole in the handle shank, line up with the pin the groove on 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.

Repeat the procedure with the window regulator handle, ensuring that both the windows are in the same positions before the positions of the regulator handles are matched.

INTERIOR HANDLES—To remove and refit Alpine (Fig. 10)

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

To remove

Push the cup towards the trim pad, turning while still pushed 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.

To refit

Reverse the above procedure.

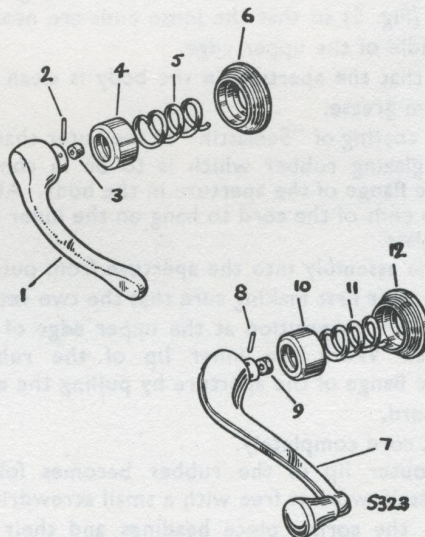


Fig. 10. Interior door handles (Alpine)

- | | |
|----------------------|-----------------------------|
| 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 PULL—To remove

All models

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

TRIM PAD—To remove and refit

All models

Remove interior door handles.

The trim pads are attached to the door panel by spring-in clips which are concealed.

Insert a broad-bladed knife or screwdriver under the edges of the trim pad at any convenient point around its edges. Ease the trim pad away from the door panel, working progressively around the edges, and keeping the tool close to each clip as it is prised out.

Pull the trim pad downwards until the upper edge is clear of the retaining flange on the door at its upper edge.

The pad is now free.

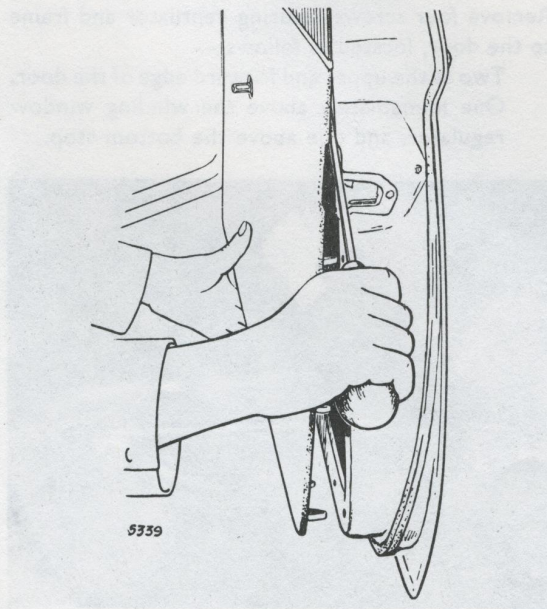


Fig. 11. Removing a trim pad (Rapier illustrated)

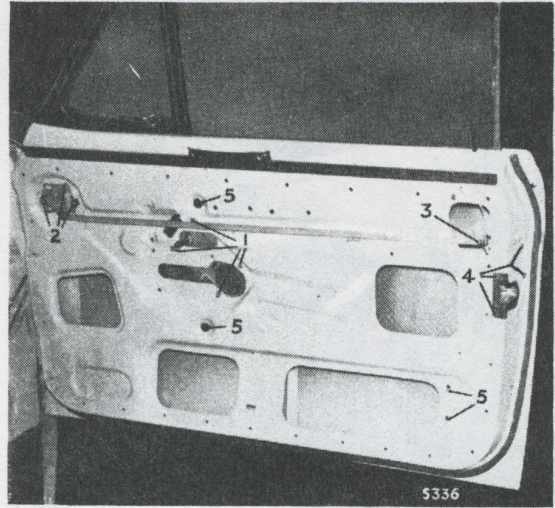


Fig. 12. General view of door with trim pad removed (Rapier)

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 holes around the door panel. Press the trim pad firmly home and refit interior handles.

WINDING WINDOW, DOOR—To remove and refit

Rapier

Remove interior handles and trim pad.

Remove bottom stop.

Replace window winding handle temporarily and lower window to the bottom of the door and clear of its operating arms.

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

Remove top stop.

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

Replacement is a reversal of the above procedure.

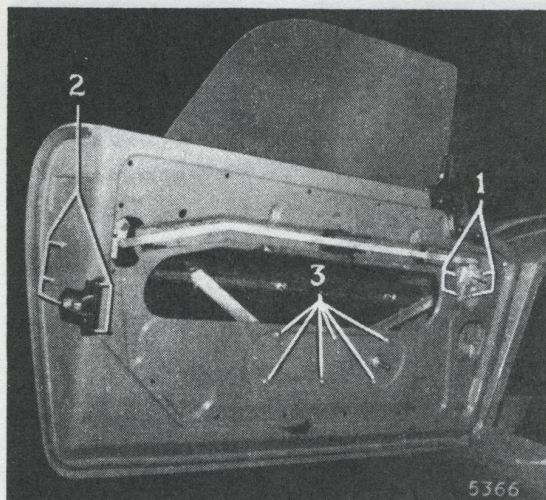


Fig. 13. General view of door with trim pad removed
(Alpine)

WINDING WINDOW, DOOR—To remove and refit

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 furflex anti-rattle strips by easing them down with a screwdriver.

Release the front and rear glass channels.

Turn the window (Fig. 14) and lift up and out through the aperture in the door.

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

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

QUARTER-LIGHT GLASS—To remove and refit

Rapier (Fig. 15)

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 and large nut from the quarter-light pivot.

Temporarily replace window winding handle and lower window to approximately the half-way position.

Release operating arm from its guide channel.

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

NOTE: When removing the left hand light it is advisable to remove the interior lamp. In which case refer to Section N.

NO DRAUGHT VENTILATOR—To remove and refit

Rapier

Remove winding window.

Remove four screws securing ventilator and frame to the door, located as follows:—

Two at the upper and forward edge of the door.

One immediately above the winding window regulator, and one above the bottom stop.



Fig. 14. Refitting winding glass (Alpine)



Fig. 15. Quarter-light removal (Rapier)

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

To dismantle the ventilator from its frame, carefully ease the weatherstrip from the outer frame and with a steady hand pressure, push the inner frame complete with glass out.

After easing the weatherstrip from the inner frame, the glass may be freed by pulling straight out.

To assemble the ventilator to its frame, commence by applying a coat of "Seelastik" to the inner channel of the inner weatherstrip which is in contact with the glass.

Assemble the glass and weatherstrip to the inner frame, not forgetting to apply "Seelastik" to the channel of the inner frame which the glass weatherstrip fits into.

For the remainder of the refitting instructions, reverse the removal procedure.

FRONT SEAT—To remove Rapier

Upon removal of the seat runner bolts (each corner of the seat), the assembly is free and can be removed from the car.

Slide the seat forwards and rearwards on its runners to gain access to the bolts.

To refit

Reverse the above instructions.

FRONT SEAT—To remove

Alpine

Slide the seat backwards to expose the forward retaining screws, and forwards for the rear screws. Upon removal of these, the seat assembly is free to be removed from the car.

Refitting is a reversal of the above instructions.

FRONT SEAT—Removal of trim

All models

The trim, which is secured to the seat spring case with ring clips, is retained in position on the seat frame with bifurcated rivets. The rivets, at each side, are concealed by the lower ends of the side panels of the seat squab.

Before the trim can be removed from the seat spring case, it is necessary to remove the cushion assembly from the seat frame as a complete unit. First remove the pivot arms by extracting the pin from below the seat frame, then turn the seat upside down and release the lower end of the side panels of the squab trimming. Each side is secured to the underside of the seat frame and conceals the bifurcated rivets retaining the seat cushion in position. Remove the rivets from each side and lift the complete cushion assembly from the seat frame.

Lay the cushion down with the underside uppermost and release the ring clips securing the trim to the spring case. The trimming of the seat cushion is now free to take away.

To refit, reverse the above instructions.

NOTE: Pivot arms are only fitted to the "Rapier" models.

FRONT SEAT SQUAB (Removal of trim)

All models

Remove seat cushion.

Release the ring clips securing the lower end at the front of the squab trim to the seat frame.

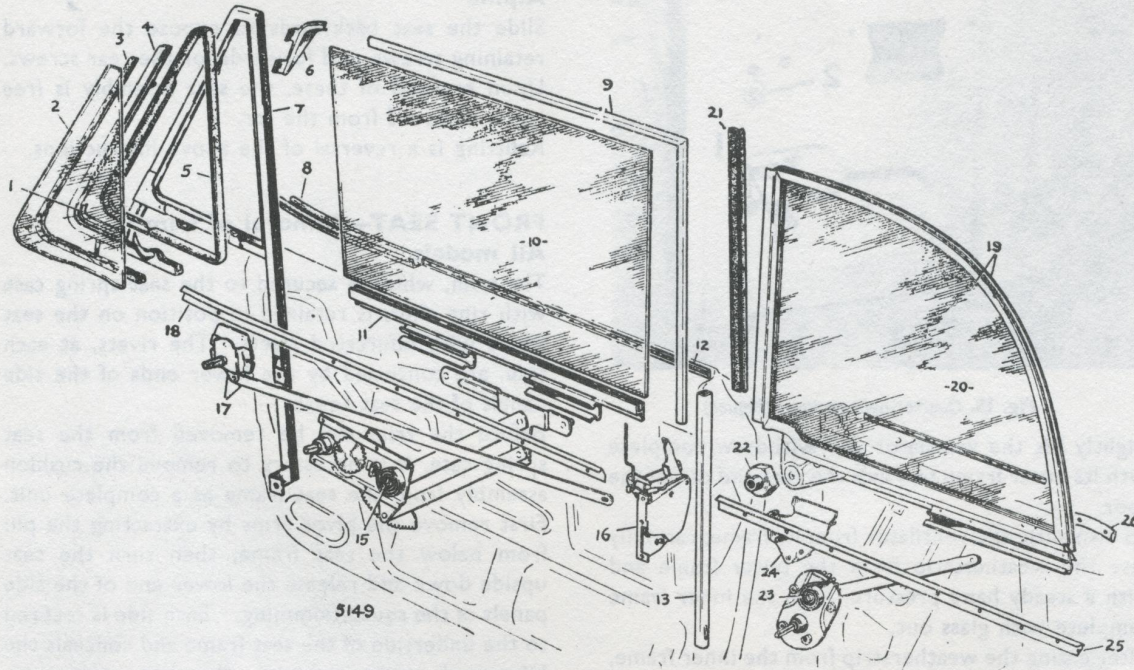


Fig. 16. Door glasses and mechanism (Rapier Coupe)

- | | | |
|-------------------|--------------------------------|-------------------------|
| 1. DRAIN CHANNEL | 9. WINDING WINDOW FRAME | 19. QUARTER LIGHT FRAME |
| 2. GLASS | 10. WINDING WINDOW | 20. GLASS |
| 3. GLAZING RUBBER | 11. GLASS CHANNEL AND CAMPLATE | 21. WEATHERSTRIP |
| 4. INNER FRAME | 12. SEAL | 22. SPECIAL NUT |
| 5. WEATHERSTRIP | 13. GLASS RUN CHANNEL | 24. MOUNTING BRACKET |
| 6. RAIN DEFLECTOR | | 25. RETAINER (TRIM PAD) |
| | | 26. GUIDE BUFFER |

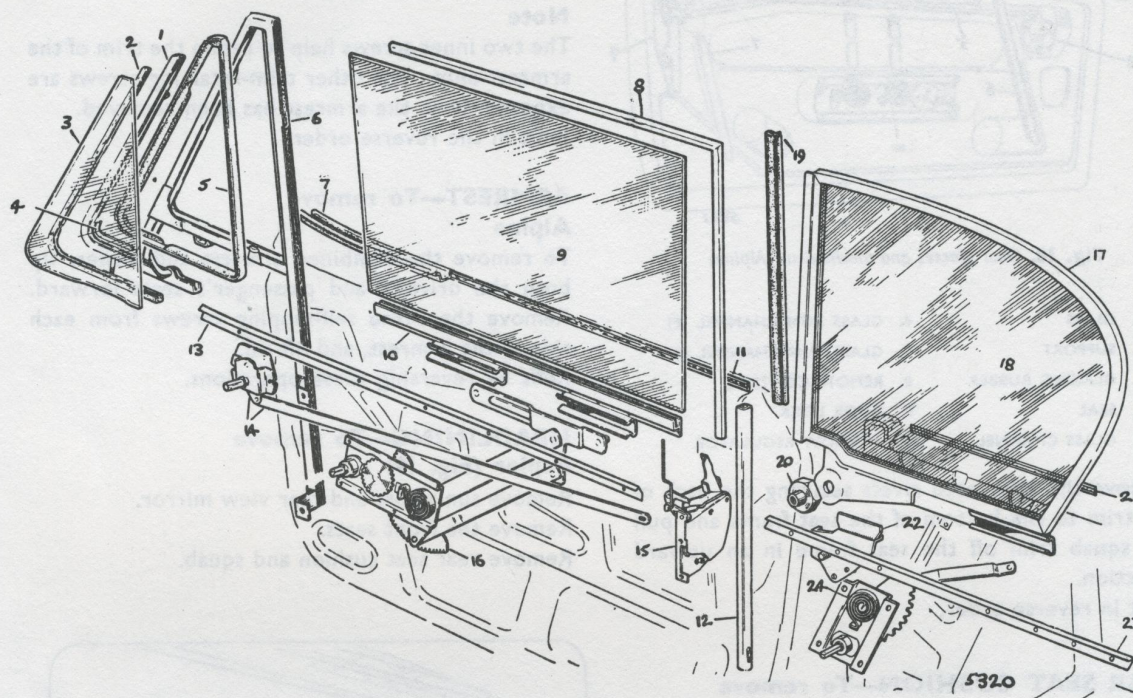


Fig. 17. Door glasses and mechanism (Rapier Hardtop)

- | | | |
|------------------------|--------------------------------|----------------------------|
| 1. INNER FRAME | 9. LIFTING GLASS | 17. QUARTERLIGHT FRAME |
| 2. GLAZING RUBBER | 10. GLASS CHANNEL AND CAMPLATE | 18. GLASS |
| 3. GLASS | 11. SEAL | 19. WEATHERSTRIP |
| 4. DRAIN CHANNEL | 12. GLASS RUN CHANNEL | 20. NUT |
| 5. WEATHERSTRIP | 13. RETAINER (DOOR TRIM PAD) | 21. SEAL |
| 6. OUTER FRAME | 14. REMOTE CONTROL | 22. MOUNTING BRACKET |
| 7. WEATHERSTRIP | 15. DOOR LOCK | 23. RETAINER (TRIM PAD) |
| 8. LIFTING GLASS FRAME | 16. WINDOW REGULATOR | 24. QUARTERLIGHT REGULATOR |

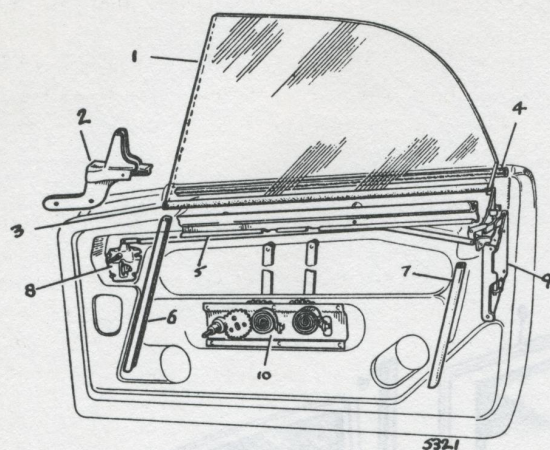


Fig. 18. Door glasses and mechanism (Alpine)

- | | |
|-------------------|--------------------------|
| 1. GLASS | 6. GLASS RUN CHANNEL (F) |
| 2. SUPPORT | 7. GLASS RUN CHANNEL (R) |
| 3. GLAZING RUBBER | 8. REMOTE CONTROL |
| 4. SEAL | 9. DOOR LOCK |
| 5. GLASS CHANNEL | 10. WINDOW REGULATOR |

Remove the bifurcated rivets securing the back of the trim to the bottom of the seat frame and pull the squab trim off the seat frame in an upward direction.

Refit in reverse order.

REAR SEAT CUSHION—To remove Rapier

Simply lift up the forward edge of the cushion from its front retaining valance, whereupon the cushion can be removed.

Refit by reversing this operation.

REAR SEAT—To remove Alpine

Release the press fasteners and remove seat pad.

REAR SQUAB—To remove Rapier

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

To refit

Enter the clips at the top edge of the squab and push the lower edge of the squab into position.

ARMREST—To remove Rapier

From below the armrest remove the outer screws and take off the armrest.

Note

The two inner screws help to retain the trim of the armrest only. The other trim-retaining screws are exposed when the armrest has been removed. Refit in the reverse order.

ARMREST—To remove Alpine

To remove the combined armrest and locker, tip both the driver's and passenger's seats forward. Remove the three self-tapping screws from each side of the armrest, and lift off.

Refit by reversing these operations.

HEADLINING—To remove Rapier (Fig. 19)

Remove sun visors and rear view mirror.

Remove the front seats.

Remove rear seat cushion and squab.

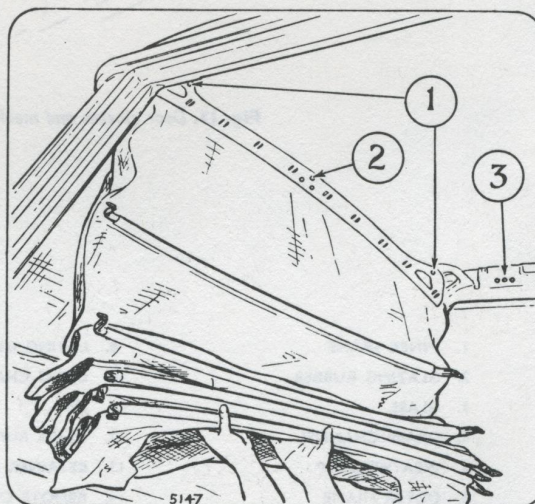


Fig. 19. Headlining refitting showing retention of header pad (Rapier)

Release the draught welt from above the doors, and down as far as the striker.

Remove the rear quarter trim panels.

Remove backlight glass.

Remove the clips securing the edges of the roof lining to the flanges of the door and backlight, and release the roof lining. All edges are secured to the flanges in production with adhesive solution.

The lining is now supported by the listing rails and the header pad only. Remove the rearmost listing rail first.

Continue to release the remaining rails in turn by springing the lower edges inwards to release from the locating holes in the cantrails.

Remove the screws securing the header pad to the top of the screen and remove pad.

To refit

The services of two people are required to refit the lining. In order that the lining will conform to the shape of the inside of the roof, listing rails of different contours are used, the ends of which are coloured to aid identification, the position of which MUST be observed when removing the lining.

It will be noted that there are three alternative locating holes (3) in the cantrail for the ends of each listing rail. These holes accommodate any variations which may occur during the original making up of the lining.

Clean off all traces of old adhesive from the flanges of the doors and backlight aperture. Before fitting the new headlining, apply a suitable adhesive to the

door flanges and backlight aperture and allow it to become nearly dry.

To refit the lining, reverse the removal procedure. The lining when fitted must be free from creases with no sagging occurring anywhere.

Note

After fitting the header pad, and BEFORE fitting the remainder of the lining, secure the header pad by temporarily replacing the sun visor (1) and rear view mirror (2) retaining screws, otherwise, when pulling on the lining to remove the creases which occur while fitting, the header pad will be pulled out of position, necessitating starting again.

HEADLINING—To remove Alpine (Fig. 20)

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 rods, and remove the lining.

To refit

Unlike the Rapier, the headlining listing rails on the Alpine can only be fitted in one position. Secondly, attach the lining at the rear corners, taking the tension before sticking down to remove wrinkles.

Stick down the front edges working from 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.

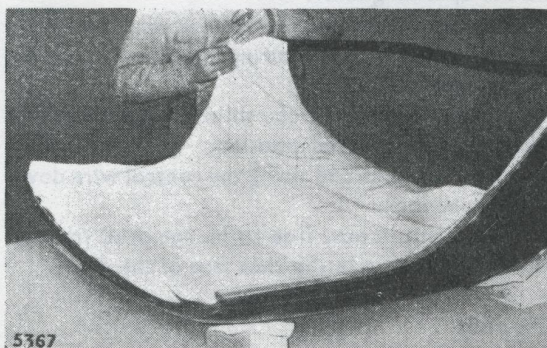


Fig. 20. Fitting headlining (Alpine)

DOORS All models**Lubrication**

It is essential that the hinge pins and door locks are lubricated at regular intervals.

On Rapier cars an oil hole is provided in the shut face of the door approximately on a line with the operating push-button of the exterior handle. When not in use, the oil hole is sealed by a polythene grommet.

When oiling the door locking mechanism the windows should be fully wound up, and after oiling, the doors should be left open for as long as possible, otherwise, since some oil is bound to be wasted, it may flow out of the drain holes and possibly into the interior of the car.

The wards of the lock should be lubricated by applying oil to the key, which is then inserted into the lock in the normal manner.

The push-button of the exterior handle is lubricated from the outside.

To adjust hang of doors

Remove hinge cover plates where fitted. Free the door weatherstrip around the vicinity of the door hinges.

Note: If hinges are adjusted, then the door lock striker plates must also be adjusted.

Adjustment of the doors is carried out by loosening off the bolts securing the hinges to the body, and moving the doors in the required direction, after which the securing bolts must be re-tightened.

In order to raise or lower the door diagonally, packing pieces of the required thickness may be fitted between the hinges and their respective attachment points.

Refit weatherstrip and hinge cover plates.

If damage to the locks, the door components, and trim is to be avoided, the following dismantling instructions should be adhered to.

DOOR LOCKS—To remove**All models**

Remove the interior trim.

Remove the securing screws which hold the remote control to the door and swing the unit and connecting link vertically downwards (Fig. 21). In this

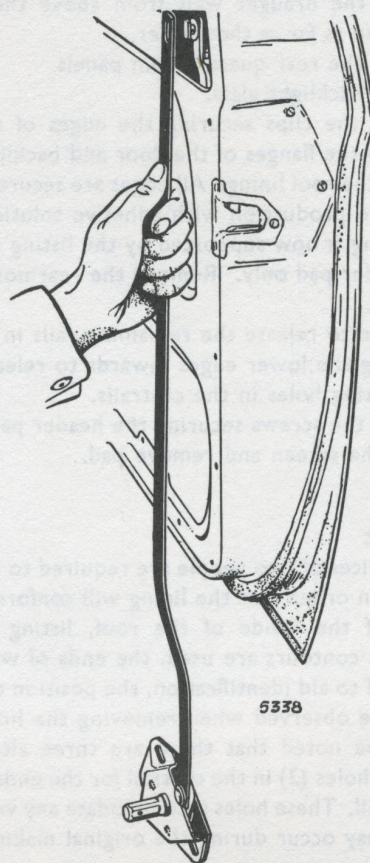


Fig. 21 Removing lock remote control (Rapier)

position, the unit can be detached from its dowel on the operating lever.

Remove the securing screws in the shut face of the door and the screws securing the dovetail on the inner door panel.

On Rapier doors, press the sill control 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 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

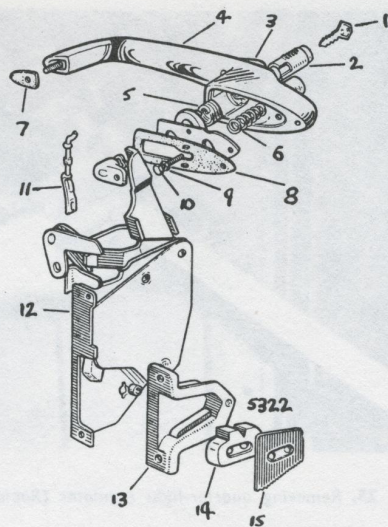


Fig. 22. Components of the lock mechanism

- | | |
|-------------------------|-------------------|
| 1. KEY | 9. NUT |
| 2. LOCK | 10. CONTACT SCREW |
| 3. WEATHERSHIELD | 11. LINK |
| 4. OUTSIDE HANDLE | 12. DOOR LOCK |
| 5. SPRING | 13. DOVETAIL |
| 6. SPRING (PUSH-BUTTON) | 14. STRIKER |
| 7. WASHER | 15. BACKPLATE |
| 8. WASHER | |

away from the lock until approximately $\frac{1}{32}$ " (.8 mm.) free movement is obtained. A small working clearance is essential for the correct functioning of the lock mechanism.

After successfully refitting the door locks and remote control, the safety catch controls (Rapier only) should also be adjusted, the procedure of which is as follows.

Check that the catch wires do not foul their respective apertures, bending them if necessary. Press the control knob downwards into the locked position, screw the knob home, leaving a small clearance between the knob head and the door sill to ensure that the full travel of the control is not restricted.

EXTERIOR DOOR HANDLE—To remove All models

Remove door trim.

From inside the door casing remove nut at front and screw at rear. Both are fitted with plain and shakeproof washers.

To adjust

On the reverse side of the push-button is a plunger held by a locknut. The correct clearance between the plunger head and the lock contactor should be $\frac{1}{32}$ " (.8 mm.) and must be checked when the handle is attached to the door, through the large aperture in the inner door.

When adjusting, simply release the locknut and rotate the plunger bolt in or out as required, finally tightening the locknut.

To refit

Reverse the removal instructions, not forgetting the seating washers between the handle and the door panel.

STRIKER UNIT—To remove All models (Fig. 23)

It is not necessary to disturb this component other than to fit a replacement or to make adjustments. In this case, remove the securing screws (B). Screws (A) retain the lock in the shut face of the door.

To refit

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

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

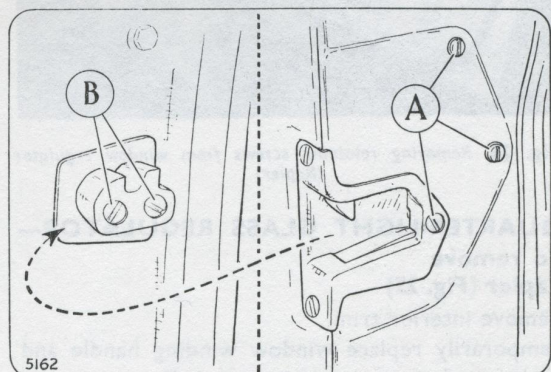


Fig. 23. Striker and dovetail

WINDOW REGULATOR—To remove
All models

Remove interior trim.

Temporarily replace window winding handle and lower window to approximately halfway down 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 the location in the guide channel (camplate) of the glass and remove regulator from the door.

Reference can be made to Figs. 12 and 13 for the location of the various items.

To refit

Reverse the above procedure.

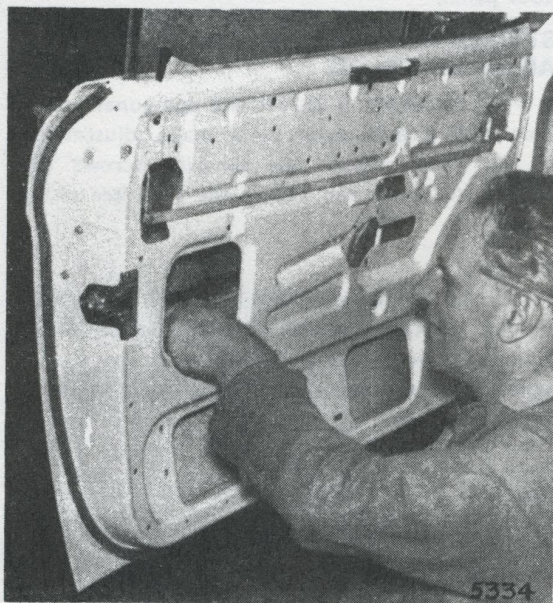


Fig. 24. Removing retaining screws from window regulator (Rapier)

QUARTER-LIGHT GLASS REGULATOR—To remove
Rapier (Fig. 25)

Remove interior trim.

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

Release the operating arm from its location and

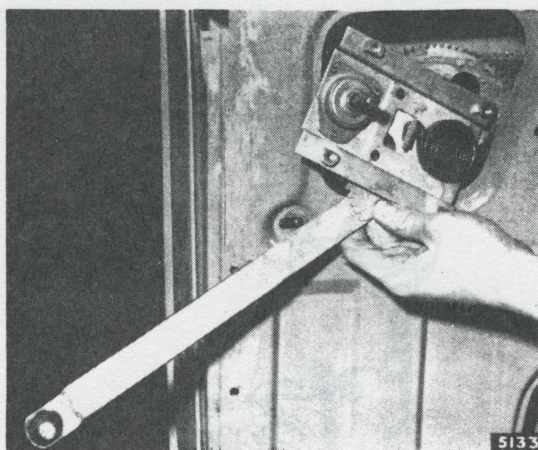


Fig. 25. Removing quarter-light regulator (Rapier)

the screws securing the regulator to the inner body panel.

To refit, reverse the above instructions.

BONNET—To remove
Rapier (Fig. 26)

Support the bonnet lid with a suitable sling in the open position.

Remove the two setscrews with their respective washers (2) from each bonnet hinge, whereupon the bonnet is free to be removed.

Replacement is a reversal of the above instructions.

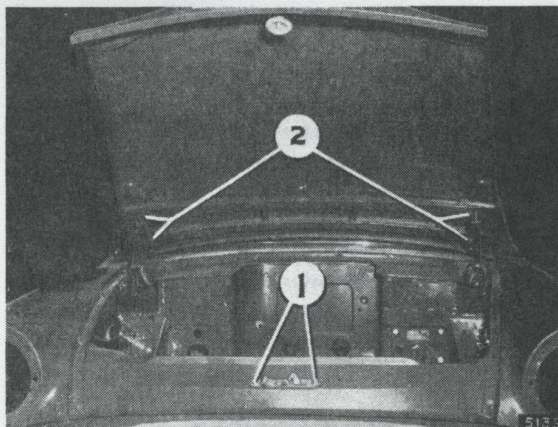


Fig. 26. Bonnet and lock attachment points (Rapier)

**BONNET—To remove
Alpine (Fig. 27)**

Support the bonnet lid with a suitable sling in the open position.

Remove the four setscrews with their washers from each hinge. (1)

The bonnet lid is now free to be removed.

To refit, reverse the above instructions.

**BONNET LOCK—To remove (Fig. 28)
Rapier**

Take out the two bolts with their spring and flat washers (1), (Fig. 26).

Gently ease the lock out of its aperture and release the operating cable.

With the cable released from (A) pull slightly up on the lock to gain access to (7). Remove this to free lever (8) and take out lock.

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

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

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

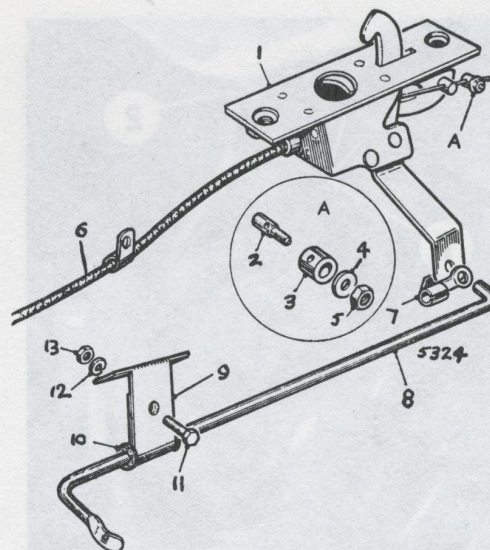


Fig. 28. Components of the bonnet lock (Rapier)

- | | |
|------------------|------------|
| 1. CATCH | 8. LEVER |
| 2. PIN | 9. BRACKET |
| 3. BUSH | 10. BUSH |
| 4. WASHER | 11. BOLT |
| 5. NUT | 12. WASHER |
| 6. CONTROL CABLE | 13. NUT |
| 7. CLIP | |

When correctly adjusted, a slight movement is perceptible in the bonnet top when it is in the closed position.

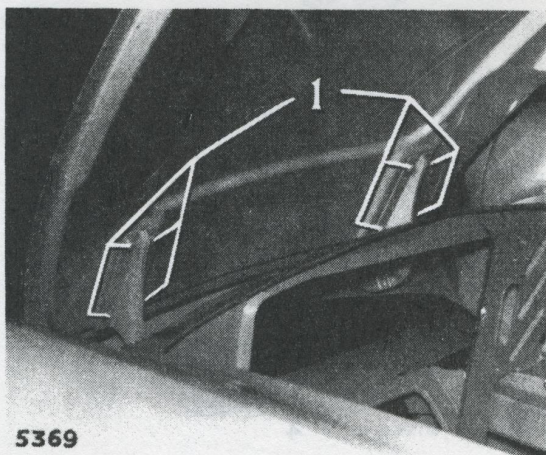


Fig. 27 Bonnet and lock attachment points (Alpine)

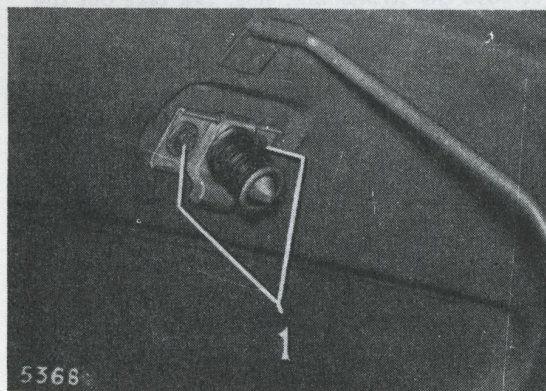


Fig. 29. Bonnet lock striker (Alpine)

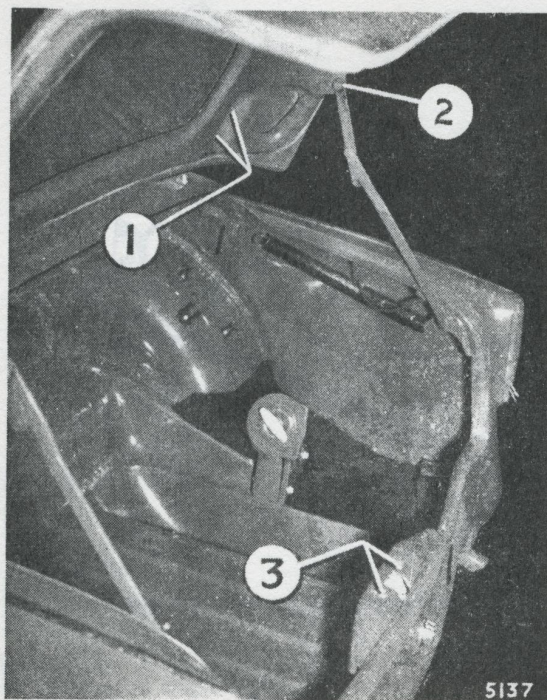


Fig. 30. Boot lid and lock attachment points (Rapier)

BONNET LOCK—To remove Alpine

Remove the cotter pin and flat washer retaining the control rod slide and lift off slide. Take out the three setscrews with their washers and lift off lock.

To remove the striker unit (Fig. 29), take out the two setscrews (1) with their flat and spring washers.

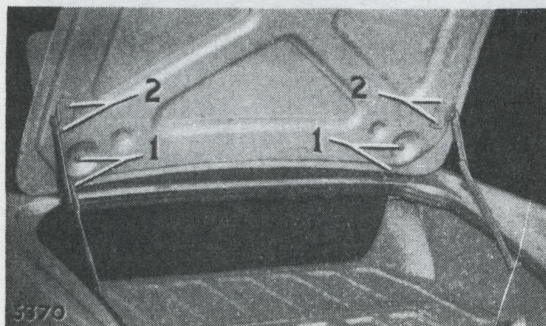


Fig. 31. Boot lid attachment points (Alpine)

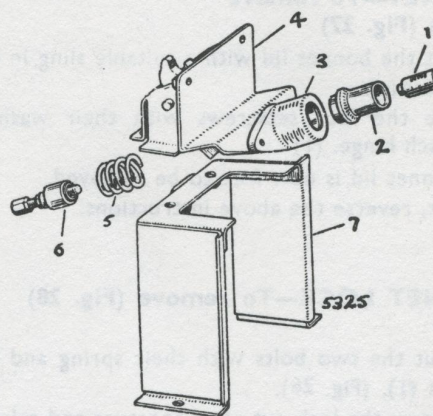


Fig. 32. Components of the boot lid lock (Rapier)

- | | |
|-------------------|-------------------------|
| 1. LOCKING BARREL | 5. SPRING |
| 2. PUSH-BUTTON | 6. PUSH-BUTTON ASSEMBLY |
| 3. HOUSING | 7. BRACKET |
| 4. LOCK | |

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

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

BOOT LID—To remove Rapier (Fig. 30)

Disconnect the battery from the positive terminal

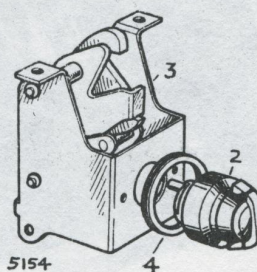
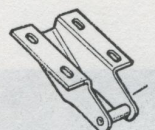


Fig. 33. Components of the boot lid lock (Alpine)

- | | |
|-------------------|---------|
| 1. STRIKER PLATE | 3. LOCK |
| 2. OPERATING KNOB | 4. SEAL |

Open the boot lid, and from the underside pull out the number plate lamp wire from its snap connector.

Support the lid with a suitable sling and remove the retaining bolts from the prop at each side (2).

Finally, remove two nuts and washers (1) from each hinge and take off the boot lid.

Reverse these instructions when refitting.

BOOT LID—To remove Alpine (Fig. 31)

Support the boot lid with a suitable sling in the open position.

Remove both the nuts, screws and washers from each hinge (1), and the setscrews with their washers (2) from each support prop.

Reverse these instructions when refitting.

BOOT LID LOCK—To remove Rapier

Remove two screws with their washers (3), (Fig. 30). The lock can now be removed by pulling out from the inside of the boot.

The striker plate is removed by taking out the four securing screws with their washers. The mounting holes in the plate are elongated to provide a means of adjustment.

To refit

Reverse the above procedure.

BOOT LID LOCK—To remove Alpine

From below the outer edge of the boot weather-strip remove the two self-tapping screws.

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

The striker plate is removed by taking out the four securing screws with their washers.

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

To refit

Reverse the above procedure.

FRONT GRILLE ASSEMBLY—To remove Rapier

Disconnect the battery.

Pull out snap connectors for side lamps and dismantle the lamps. (See Section N.)

Remove three self-tapping screws (each side) retaining the lamp body to the side grilles.

Remove the self-tapping screws securing the grille and take off grille.

Remove nuts from the reverse side of each side grille and remove grille.

To refit

Reverse the above instructions, but when refitting the side grilles, ensure that the seals are correctly positioned, otherwise damage may well ensue with the final tightening of the retaining nuts.

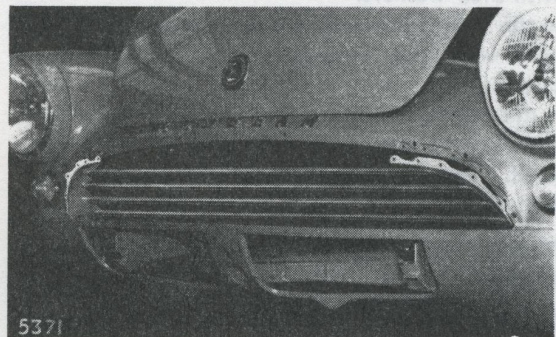


Fig. 34. Front grille assembly (Alpine) I, II, III.

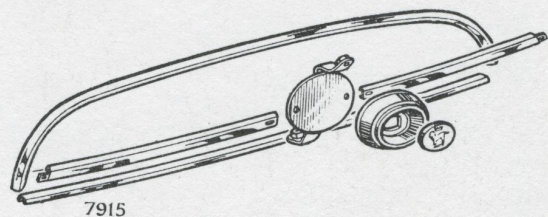


Fig. 34a. Front grille assembly (Alpine IV)

**FRONT GRILLE ASSEMBLY—To remove
Alpine I, II and III (Fig. 34)**

From the reverse side of the grille, take off the clips which retain the finisher to the body.

Pull off the finisher, starting at one end.

Remove the retaining screws now exposed at each end of the grille.

On some models there are three retaining nuts along the bottom edge of the grille, access to which is gained from below the front apron.

Alpine IV (Fig. 34a)

Remove retaining screws from behind the grille. Reverse the above instructions when refitting.

**FRONT AND REAR BUMPERS—To remove
Rapier**

The bumpers can either be removed complete with their mounting back bars, or without.

In the first case, remove four nuts (two each side) with their washers.

In the latter case, remove two (one each side) large bolts with their respective washers and distance pieces.

If overriders are fitted, they are retained by nuts and washers screwed onto a bolt in the overrider itself. This bolt passes through the bumper back bar.

**FRONT AND REAR BUMPERS—To remove
Alpine**

The bumpers can either be removed complete with their mounting brackets, or without.

In the first case, remove two bolts (one each side) with their washers for both the front and rear bumpers.

In the latter case, remove the nuts and washers from the outer sides, and the bolts and washers (which also retain the overriders) from the inner mountings on both the front and rear bumpers.

**BODY MOULDINGS—To remove
Rapier**

The mouldings are retained in position by screws or nuts at their ends, and clips along their length.

After the removal of the screws or nuts, the mouldings should be eased up from their lower edges with a piece of sharpened wood, and then pulled away from their clips.

The upper tonneau moulding has nuts along its entire length; so, too, has the bead below the rear lamps.

The end capping above the rear lamps is retained by screws.

The names "Sunbeam" and "Rapier" use for their retention either spire nuts or friction bushes.

When refitting enter the top edges of the mouldings first, pushing down the lower edges until the clips are fully engaged.

**NAME BADGES—To remove
Alpine**

Friction bushes are used in the retention of the badge on the bonnet, the name "Sunbeam" on the bonnet surround, and the "Alpine" plaque on the rear end of the front wings.

The name "Sunbeam" on the boot lid is retained by spire nuts.

If it is necessary to remove the name plates for any reason, simply pull off their respective retainers. When refitting, new friction bushes or spire nuts should be used.

