BODY OPERATIONS

Continued

BODY REPAIRS

—General information 76.00.00

Body panels

1. Land Rover body panels are manufactured from a special aluminium-alloy known as 'Birmabright'.
2. 'Birmabright' melts at a slightly lower temperature than pure aluminium and will not rust nor corrode under normal circumstances. It is work-hardening, but is easily annealed. Exposed to the atmosphere, a hard oxide skin forms on the surface.

Panel beating 'Birmabright'

3. 'Birmabright' panels and wings can be beaten out after accidental damage then must be annealed, by the application of heat, followed by slow air-cooling; as the melting point is low, heat must be applied slowly and carefully. A practical temperature control is to apply oil to the cleaned surface to be annealed. Play the welding torch on the underside of the cleaned surface and watch for the oil to clear, leaving the surface clean and unmarked; then allow to cool naturally in the air, when the area so treated will again be soft and workable. Do not quench with oil or water. Another method is to clean the surface to be annealed and then rub it with a piece of soap. Apply heat beneath the area, as described above, and watch for the soap stain to clear. Then allow to cool, as for the oil method. When applying the heat for annealing, always hold the torch some little distance from the metal, and move it about, so as to avoid any risk of melting it locally.

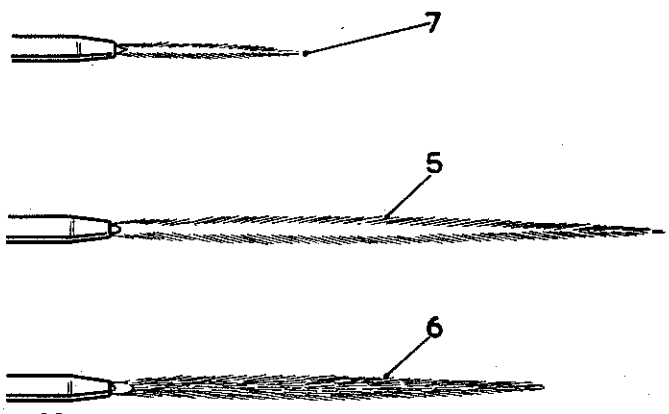
4. **Gas welding 'Birmabright'**

   A small jet must be used, one or two sizes smaller than would be used for welding sheet steel of comparable thickness. For instance, use a No. 2 nozzle for welding 18 swg (0.048 in.) sheet, and a No. 3 for 16 swg (0.064 in.) sheet.
5. The flame should be smooth, quiet and neutral and have a brilliant inner core with a well defined, rounded end. The hottest point of the flame is close to the jet, and the flame should have a blue to orange envelope becoming nearly colourless at the end.
6. A slightly reducing flame may also be used, that is, there may be a slight excess of acetylene. Such a flame will have a brilliant inner core with a feathery white flame and a blue to orange envelope.
7. Do not use an oxydising flame, which has a short pointed inner core bluish white with a bluish envelope.
8. Use only 5 per cent magnesium/aluminium welding rod (5 Mg/A). Sifalumin No. 27 (MG.5 Alloy) (Use Sifbronze Special flux with this rod) or a 'Birmabright' offcut sheet. Do not use too wide or thick an offcut or trouble may be experienced in making it melt before the material which is being welded.
9. Clean off all grease and paint, dry thoroughly then clean the edges to be welded, and an area at least half an inch on either side of the weld, with a stiff wire scratch-brush or wire wool. Cleanliness is essential. Also clean the welding rod or strip with wire wool.
10. A special acid flux must be used, and we recommend 'Hari-Kari' which is obtainable from:
    The Midland Welding Supply Co. Ltd.,
    105 Lakey Lane,
    Birmingham 28, England.

    or
    Sifbronze Special Flux, which is obtainable from:

    Suffolk Iron Foundry (1920) Ltd.,
    Sifbronze Works,
    Stowmarket, England.

11. A small quantity of 'Hari-Kari' may be made into a paste with water, following the directions on the tin, and the paste must be applied to both surfaces to be welded and also to the rod. In the case of Sifbronze Special Flux, use in powder form as directed. Remember that aluminium and its alloys do not show 'red-hot' before melting, and so there is nothing about the appearance of the metal to indicate that it has reached welding temperature. A little experience will enable the operator to guage this point, but a useful guide is to sprinkle a little sawdust over the work; this will sparkle and char when the right temperature is approached; a piece of dry wood rubbed over the hot metal will sparkle at the point of contact.
12. As the flux used is highly acid, it is essential to wash it off thoroughly immediately after a weld is completed. The hottest possible water should be used, with wire wool or a scratch-brush. Very hot soapy water is good, because of the alkaline nature of the soap, which will tend to 'kill' the acid.



N468

13. It is strongly recommended that a few welds are made on scrap metal before the actual repair is undertaken if the operator is not already experienced in welding aluminium and its alloys.
14. The heat of welding will have softened the metal in the area of the repair, and it may be hardened again by peening with a light hammer. Many light blows are preferable to fewer heavy ones. Use a 'dolly' or anvil behind the work to avoid denting and deformation, and to make the hammering more effective. Filing of surplus metal from the weld will also help to harden the work again.

Welding tears and patching

15. If a tear extends to the edge of a panel, start the weld from the end away from the edge and also at this point drill a small hole to prevent the crack spreading, then work towards the edge.
16. When welding a long tear, or making a long welded joint, tack the edges to be welded at intervals of from 50 to 100mm (2 in. to 4 in.) with spots. This is done by melting the metal at the starting end and fusing into it a small amount of the filler rod, repeating the process at the suggested intervals. After this, weld continuously along the joint from right to left, increasing the speed of the weld as the material heats up.
17. After the work has cooled, wash off all traces of flux as described previously, and file off any excess of build-up metal.
18. When patching, cut the patch to the correct shape for the hole to be filled, but of such size as to leave a gap of 0,8mm (0.030 in.) between it and the panel, and then weld as described above. Never apply an 'overlay' patch.

Electric welding

19. **CAUTION:** The battery earth lead must be disconnected before commencing electric welding, otherwise the alternator will be damaged.
20. At the Rover Factory the 'Argon-Arc' process is used, all atmospheric oxygen being excluded from the weld by the Argon gas shield. For all body repair work normally undertaken by a Distributor's or Dealer's service department, the gas welding method is sufficient and quite satisfactory.

Spot-welding

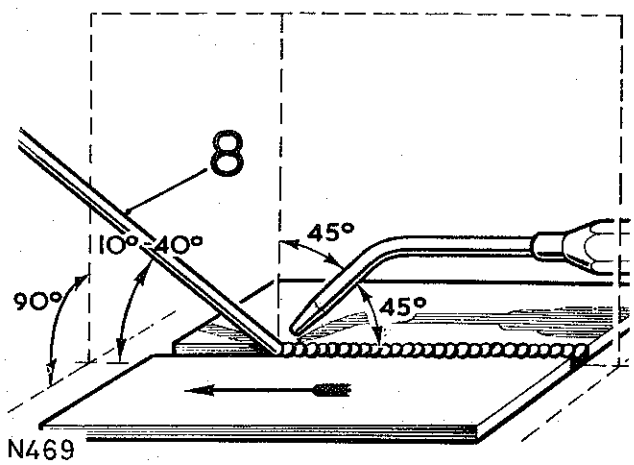
21. Spot-welding is largely used in the manufacture of Land-Rover bodies, but this is a process which can only be carried out satisfactorily by the use of the proper apparatus. Aluminium and its alloys are very good conductors of heat and electricity, and thus it is most important to maintain the right conditions for successful spot-welding. The correct current density must be maintained, and so must the 'dwell' of the electrodes. Special spot-welding machines have been developed, but they are expensive, and though the actual work can be carried out by comparitively unskilled labour, supervision and machine maintenance must be in the hands of properly qualified persons.

Riveting

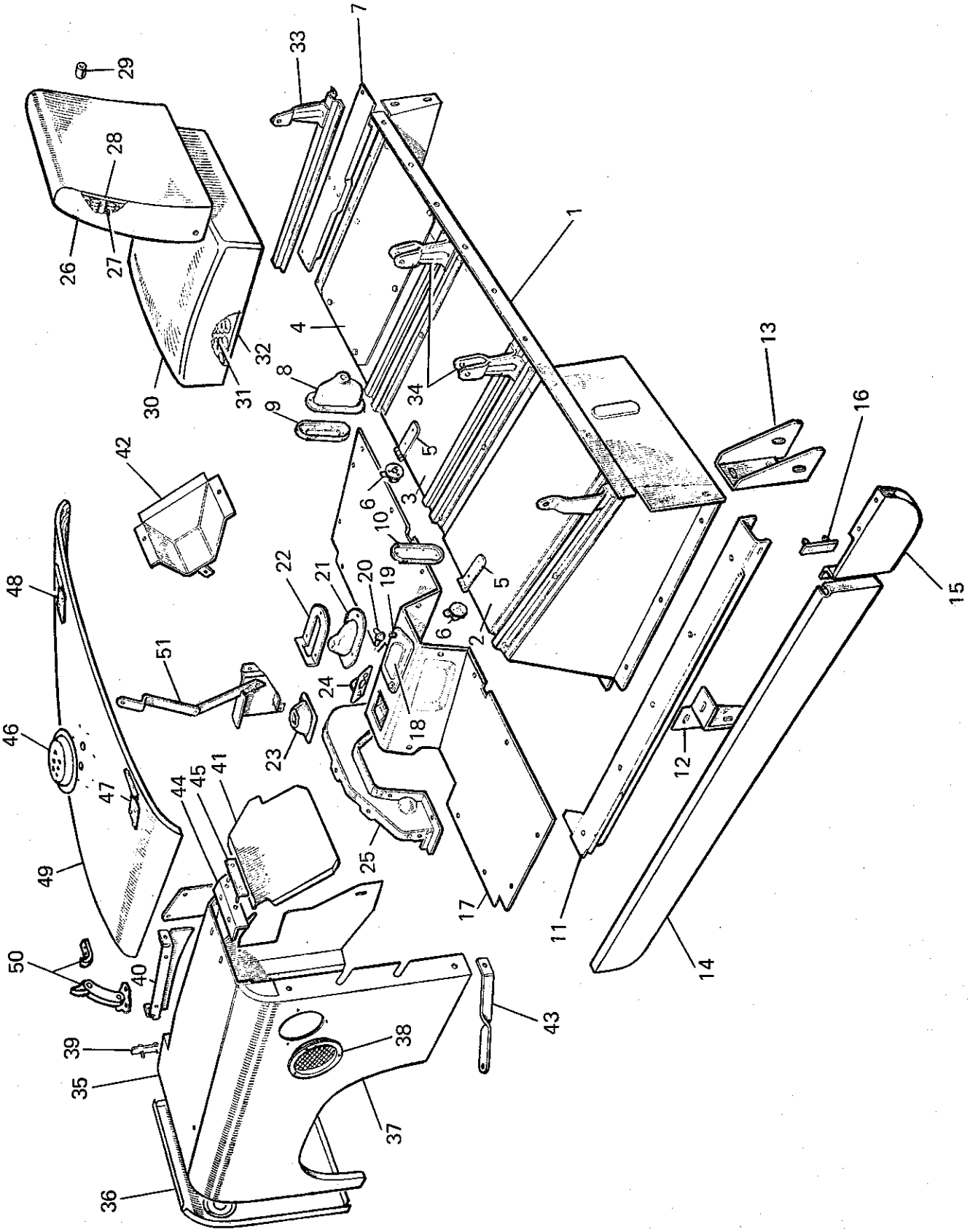
22. Where both sides of the metal are accessible and it is possible to use an anvil or 'dolly', solid aluminium rivets may be used, with a suitable punch or 'pop' to ensure clean, rounded heads on the work. For riveting blind holes, 'pop-rivets' must be used. These are inserted and closed by special 'Lazy-Tong' 'pop-rivet' pliers.

Painting 'Birmabright'

23. Refer to the procedure detailed in Division 78 (Paintwork) of this Manual.



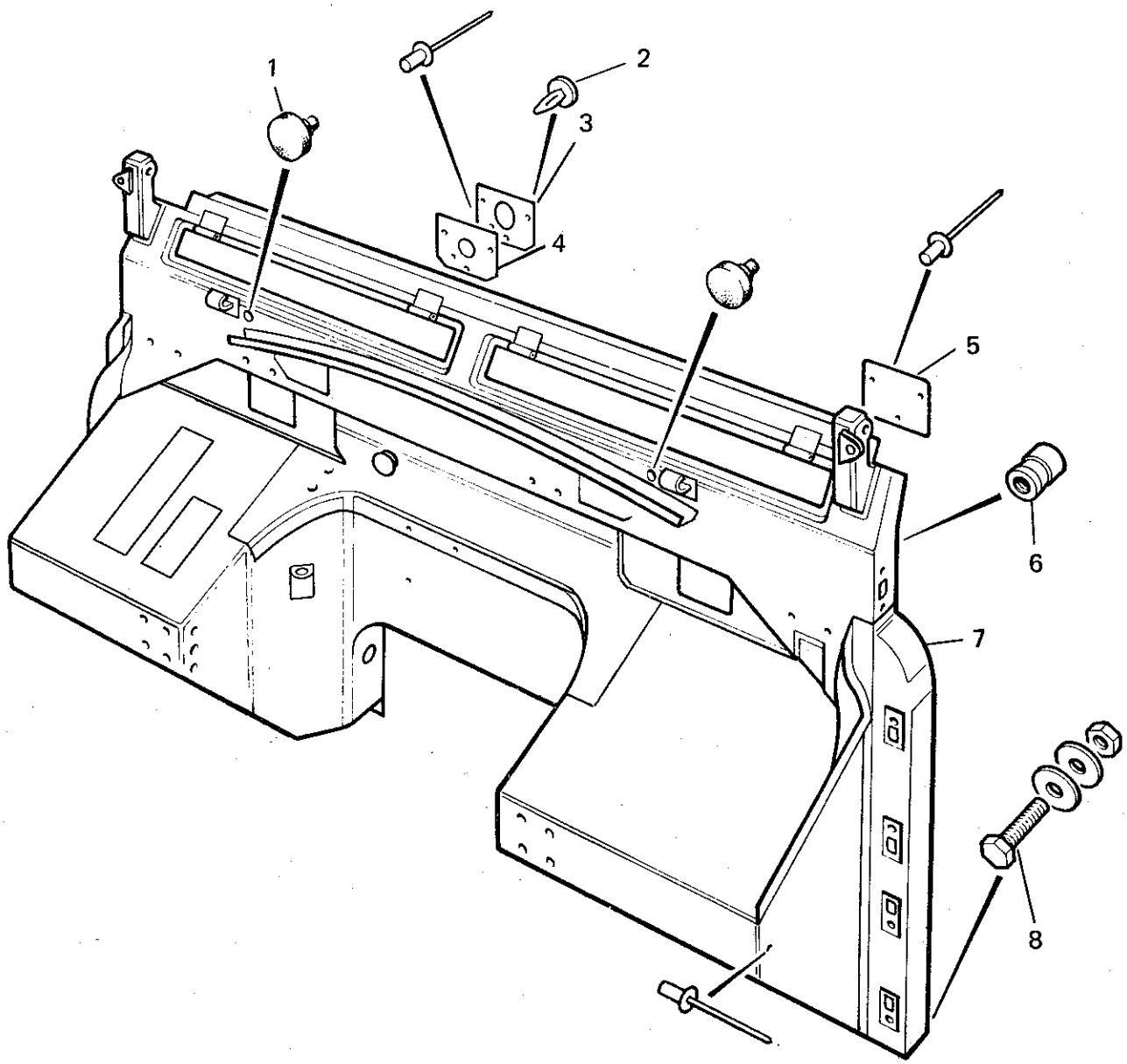
Layout of seat base, seats, front floor, wings and bonnet



Key to illustration of seat base, seats, front floor, wings and bonnet

1. Seat base and floor assembly
2. Tool locker lid
3. Centre cover panel
4. Fuel tank cover panel
5. Lid hasp
6. Lid turnbuckle
7. Extension panel, at seat base ends
8. Handbrake rubber cover
9. Retainer for rubber cover
10. Handbrake slot cover plate
11. Sill channel LH front
12. Sill channel securing bracket
13. Sill channel mounting bracket, to rear body
14. Front sill panel
15. Rear sill panel
16. Fixing plate for sill panels
17. Front floor complete
18. Inspection cover, for front floor
19. Stud plate for inspection cover wing nut
20. Wing nut, fixing inspection cover
21. Transfer gear lever seal
22. Transfer lever seal retainer
23. Gear lever rubber seal
24. Operating rod cover plate
25. Gearbox cover complete
26. Seat squab
27. Squab spring case
28. Squab frame
29. Buffer, for seat back rest on bracket
30. Seat cushion
31. Cushion spring case
32. Cushion frame
33. Cushion support, outer
34. Seat support, centre
35. Front wing
36. Front panel
37. Front wing outer panel
38. Vent, front wing heater
39. Fixing plate, wings to grille panel
40. Wing valance bottom panel
41. Mudshield, front wing
42. Steering unit cover box
43. Front wing stay
44. Bracket, for rear of wing
45. Fixing plate — brackets to dash
46. Support spare wheel
47-48. Bonnet hinges
49. Bonnet top panel
50. Bonnet catch
51. Bonnet prop rod

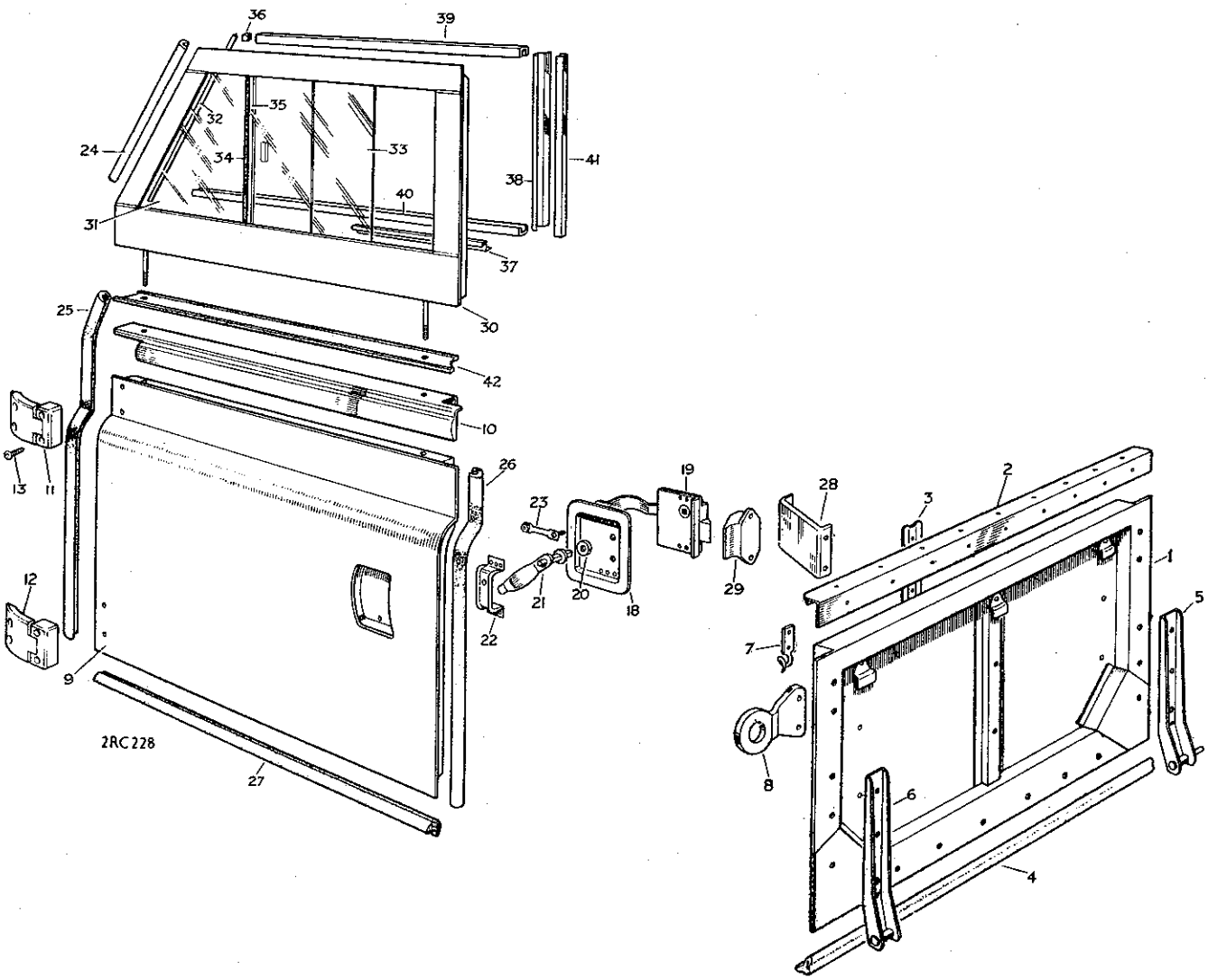
Layout of dash panel, windscreen and ventilators



Key to illustration of dash panel, windscreen and ventilators

1. Rubber buffer
2. Drive fasteners
3. Backing plate for seal
4. Seal
5. Blanking plate
6. Nutserts, 1/4 in. UNF
7. Firewall assembly
8. Tie bolts, dash to chassis.

Layout of tailgate, lower, side doors and side screen



Key to illustration of tailgate, lower, side doors and side screens

1. Tailboard assembly
2. Tailboard top capping
3. Tailboard tread plate
4. Tailboard sealing rubber, bottom
5. Tailboard hinge, RH
6. Tailboard hinge, LH
7. Tailboard chain hook
8. Tailboard locking plate
9. Front door assembly
10. Door top capping
11. Hinge complete, upper
12. Hinge complete, lower

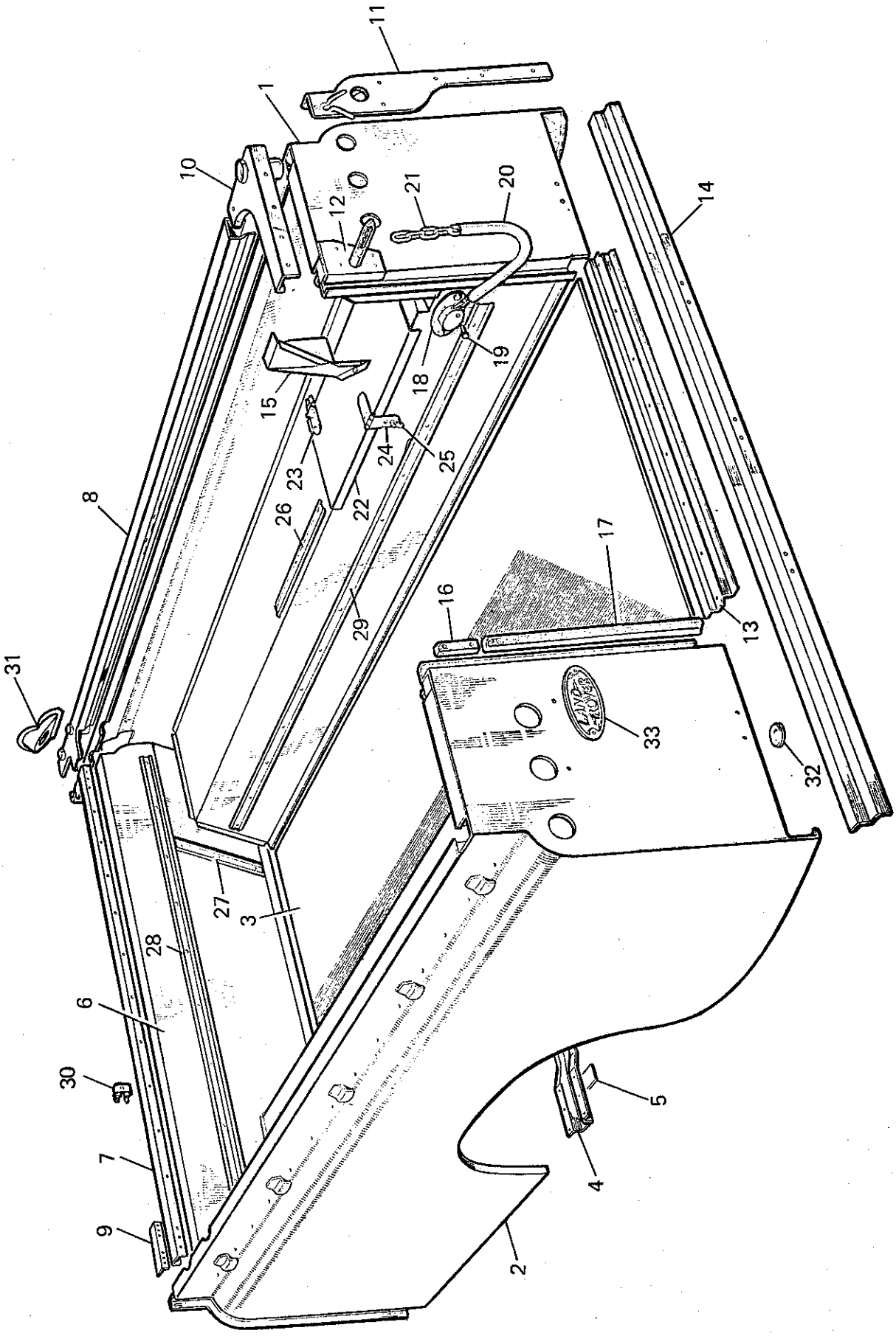
13-17. Fixings for door hinge

18. Door lock mounting plate
19. Door lock
20. Washer, handle to cover
21. Handle
22. Door handle bracket
23. Captive plate, door lock mounting to door
24. Seal for door, front upper
25. Seal for door, front lower, dash
26. Seal for door, rear lower
27. Seal for door, bottom, sill
28. Support bracket at door striker
29. Door lock striking plate
30. Side screen assembly
31. Front fixed window
32. Window retainer
33. Rear sliding window
34. Sealing rubber for front edge of sliding window
35. Sealing rubber channel
36. Buffer for sliding window, at top

37-38. Filler strip for windows

39. Top channel
40. Bottom channel
41. Rear channel
42. Sidescreen sealing strip

Layout of rear body unit



Key to illustration of rear body unit

1. Side and wheelarch complete RH
2. Side and wheelarch complete LH
3. Rear floor complete
4. Rear floor cross-member and pads
5. Rear floor cross-member mounting pad
6. Rear body front panel
7. Rear body front panel capping
8. Body top side capping
9. Corner strengthening angle
10. Hood socket complete, rear corner
11. Rear protection angle
12. Corner bracket and tailboard cotter
13. Protecting strip at rear of floor
14. Rear mounting angle
15. Rear lamp cover panel
16. Tailboard sealing rubber
17. Tailboard rubber buffer
18. Tailboard chain bracket
19. Tailboard chain
20. Clevis pin, fixing chain to bracket
21. Sleeve for chain
22. Wheelarch box locker lid
23. Locker lid hinge
24. Locker lid hasp
25. Locker lid turnbuckle
26. Tread plate, wheelarch box top
27. Tread plate, vertical, front panel
28. Tread plate, horizontal, front panel
29. Tread plate for rear floor and wheelarch box sides
30. Starting handle and jack handle clip
31. Fuel filler cover plate
32. Rubber grommet, wheelarch, locker access hole
33. 'Land-Rover' nameplate

CHASSIS FRAME

—Alignment check **76.10.02**

Procedure

With the vehicle assembled, a check for chassis 'squareness' can be made as follows, 1 to 7:

1. Place the vehicle on a level floor.
2. Hold a plumb line against one of the measuring points as illustrated. (The measuring points are the **fixed** spring shackle locations).
3. Mark the floor directly beneath the plumb-bob.
4. Repeat items 2 and 3 at the remaining measuring points.

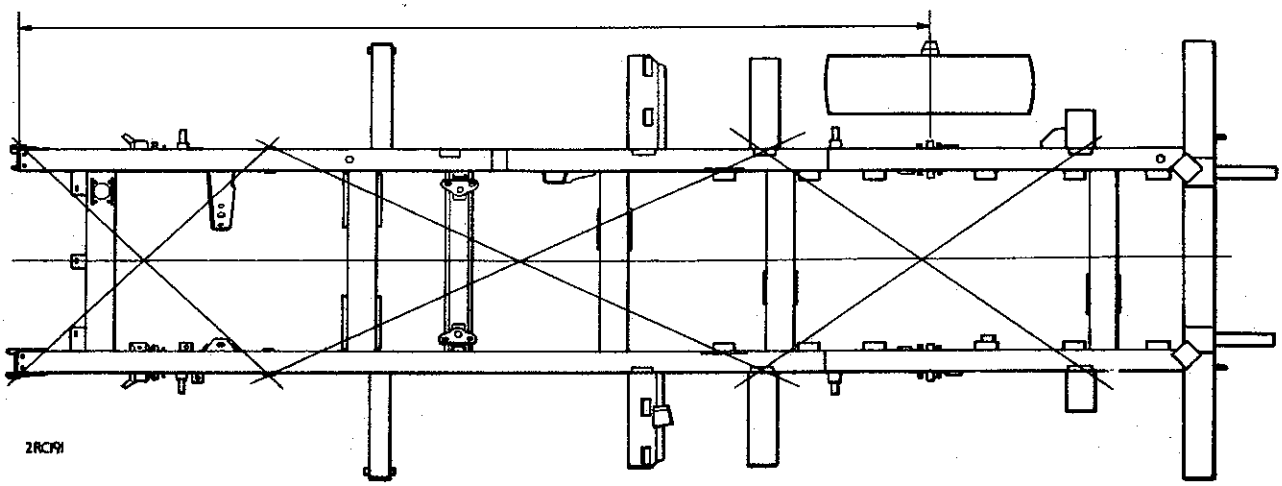
NOTE: When measuring diagonals, ensure that exactly corresponding points are used on each side of the chassis frame.

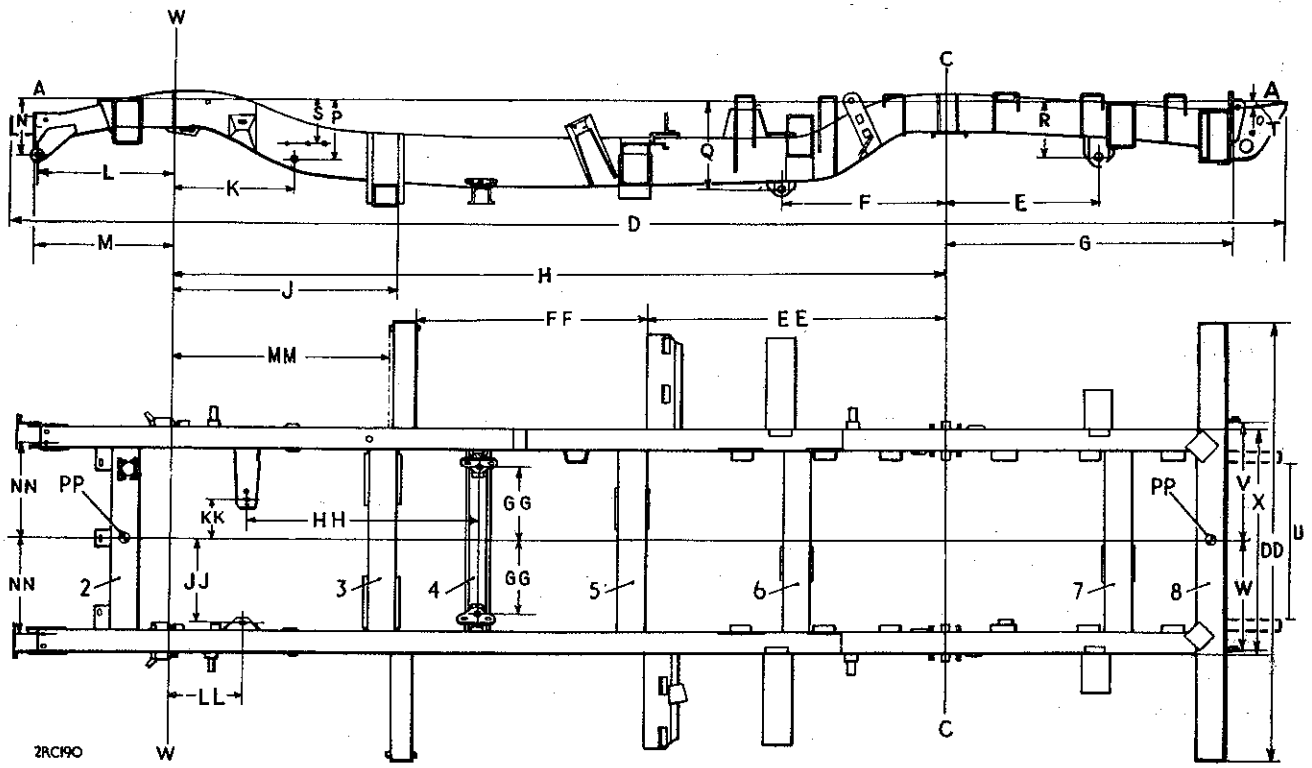
5. Move the vehicle and measure between the chalk marks.
6. The diagonals between the related measuring points should agree within 9,5mm (0.375 in.).
7. Using a suitable trammel, make comparative side-to-side checks between the front suspension front shackle pin and the rear wheel hub centre.
8. With the vehicle upper structure removed, comparative side-to-side checks for chassis frame malalignment can be made, using as datums the 9,5mm (0.375 in.) diameter holes provided in the No. 2 and also in the rearmost cross-member.

NOTE: The vehicle front bumper is regarded as the No. 1 cross-member.

9. Chassis frame dimensional checks can be made referring to the applicable illustration and key on the following pages.

Continued





Chassis frame dimensions

AA — Datum line
WW — Centre line of front axle
CC — Centre line of rear axle
D — 4540 mm (178.75 in.)
E — 539,7 mm (21.25 in.)
F — 610 mm (24.0 in.)
G — 1000 mm (39.375 in.)
H — 2770 mm (109 in.)
J — 793, 7 mm (31.25 in.)
K — 422,3 mm (16.625 in.)
L — 457 mm (18.0 in.)
M — 472,2 mm (18.58 in.)
N — 229 mm (9.0 in.)
P — 212,7 mm (8.37 in.)
Q — 296,8 mm (11.68 in.)
R — 204,7 mm (8.06 in.)
S — 120,6 mm (4.75 in.)
T — 29,3 mm (1.15 in.)

U — 568,3 mm (22.375 in.)
V — 432 mm (17.0 in.)
W — 387,3 mm (15.25 in.)
X — 787 mm (31.0 in.)
DD — 1536 mm (60.5 in.)
EE — 1070 mm (42.12 in.)
FF — 858.4 mm (33.875 in.)
GG — 257 ± 0,8 mm (10.125 ± 0.030 in.)
HH — 984 ± 0,8 mm (38.74 ± 0.030 in.)
JJ — 290,51 mm (11.437 in.)
KK — 166, 7 mm (6.56 in.)
LL — 193,7 mm (7.62 in.)
MM — 763 mm (30 in.)
NN — 331,8 ± 0,5 mm (13.06 ± 0.062 in.)
PP — 9,52 mm (0.375 in.) diameter holes

REAR BODY

—Remove and refit 76.10.11

Removing

1. Remove the hood and hood frame.
2. Tilt forward the squabs.
3. Disconnect the fuel filler and breather hoses.
4. Remove the bolts, washers and nuts securing the rear body to the seat base.
5. Remove the bolts securing the sill channel mounting bracket to the seat base and rear body.
6. Detach the nuts and bolts securing the rear sill panel to the body.
7. Remove the nuts and bolts securing the body to the rear cross-member mounting brackets.
8. Remove the rear body complete.
9. If necessary, remove all serviceable parts for fitment to new body.

Refitting

10. Reverse 1 to 9.

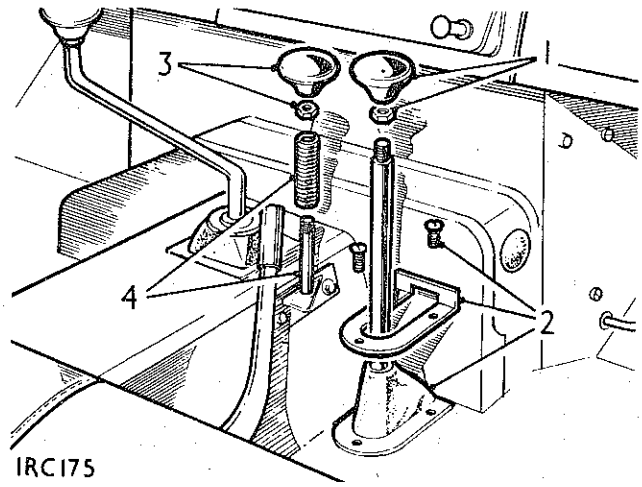
FRONT FLOOR

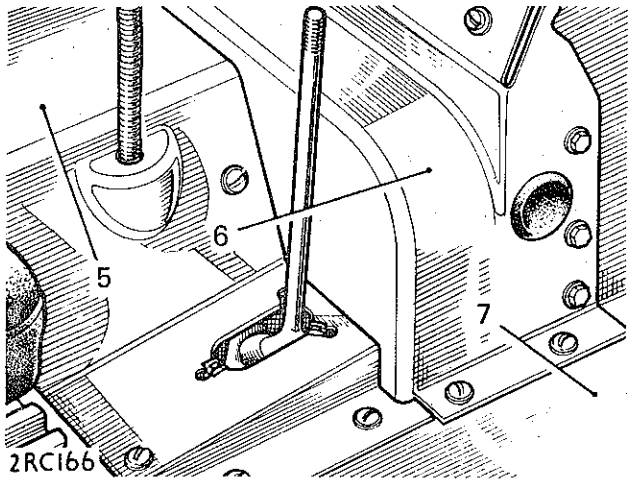
—Remove and refit 76.10.12

Removing

1. Unscrew the knob and locknut from the transfer gear lever.
2. Remove the fixings and withdraw the dust cover from the transfer gear lever.
3. Unscrew the knob and locknut from the four-wheel drive lever.
4. Withdraw the spring and ferrule.
5. Remove the gearbox tunnel cover.
6. Remove the gearbox tunnel front panel.
7. Remove both halves of the front floor.

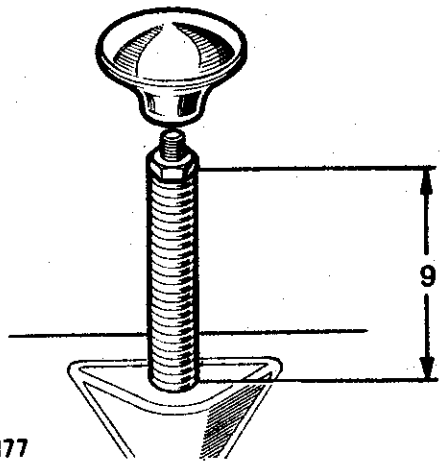
Continued





Refitting

8. Reverse 5 to 7.
   Use waterproof sealant between the joint flanges. A suitable sealant is 'Sealastrip', manufactured by Expandite Ltd., Chase Road London NW10, England.
9. Adjust the four-wheel drive lever during assembly, as follows: Fit the ferrule, spring and locknut to the lever, depress the lever and adjust the locknut until the compressed spring length is 58 mm (2.312 in.), then fit the knob and tighten the locknut.
10. Reverse 1 and 2.



IRC177

FRONT WING

–Remove and refit **76.10.26**

Removing

1. Remove the bonnet panel. 76.16.01.
2. Disconnect the side lamp flasher and blackout leads at the snap connectors adjacent to the radiator.
3. Remove the radiator grille.
4. Disconnect the headlamp leads at the snap connectors and earth terminal beneath the bonnet platform, forward of the radiator and withdraw the leads from the grille panel.
5. Drivers side: Remove the steering box mudshield.
6. Remove the securing bolts and lift the mudshield out from under the wing.
7. Remove the bolts securing the wing to the scuttle pillar.
8. Remove the bolts securing the wing stay and the wing to the sill panel.
9. Remove the bolts securing the wing to the rear wing upper mounting bracket.
10. Remove the bolt securing the wing to the steering column support plate.
11. Remove the bolts securing the wing to the grille panel (on RH wings, this action also releases the bonnet prop bracket) and withdraw the wing.
12. If required, remove the head, side and flasher lamps.

Refitting

13. Reverse 1 to 12.

DASH PANEL ASSEMBLY

–Remove and refit 76.10.36

Service tool 601763 Ball joint extractor

General

The following instructions are generally applicable to all models, but individual models may vary slightly, particularly with regard to equipment attached to the dash panel.

Removing

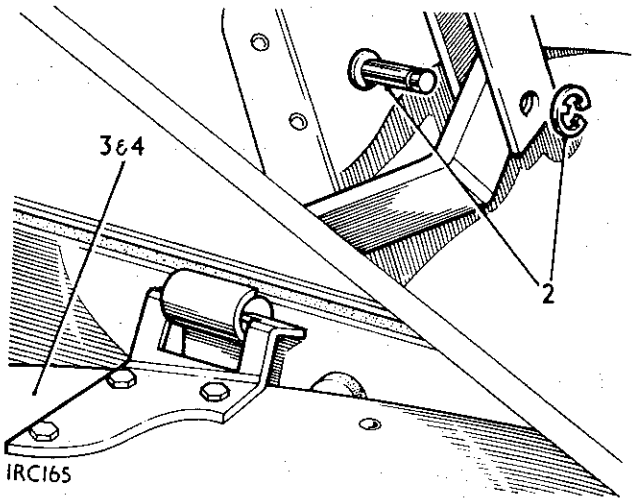
1. Disconnect the battery earth lead.
2. Remove the bonnet. 76.16.01.
3. Remove the front wings. 76.10.26.
4. Remove the windscreen. 76.81.02.
5. Remove the front doors. 76.28.01.
6. Remove the front floor. 76.10.12.
7. Remove the facia top rail. 76.46.04.
8. Remove the facia support panel. 76.46.06.
9. Disconnect the longitudinal steering arm at the steering box drop arm, using ball joint extractor 601763.
10. Remove or release, as applicable, all components fitted or attached to the dash panel assembly.
11. Remove the fixings, steering box support bracket to chassis.
12. Remove the tie bolts and fixings, dash assembly to chassis.
13. Remove the fixings, sill panel extremities to dash.
14. Withdraw the dash panel complete.

Refitting

15. Reverse 12 to 14, using a waterproof sealant between the joint faces.
16. Reverse 11, torque loading 2,0 kgf.m (15 lbf.ft.).
17. Reverse 10, referring to the appropriate Divisions of the Manual for linkage and control settings and wiring connections.
18. Reverse 9, torque loading 4,0 kgf.m (30 lbf.ft.).
19. Reverse 1 to 8.

BONNET

–Remove and refit 76.16.01



Removing

1. Remove the spare wheel.
2. Remove earth straps on either side and disconnect the prop rod.
3. Raise the bonnet to the vertical position.
4. Lift the bonnet clear from the hinges.

Refitting

5. Reverse 1 to 4.

DOORS

—Remove and refit

—Side door, front 76.28.01

Removing

1. Disconnect the door check strap.
2. Remove the fixings securing the hinges to the door.
3. Withdraw the door.

Refitting

4. Reverse 1 to 3 replacing weather seals as necessary.

TAILGATE, LOWER

–Remove and refit **76.28.30**

Removing

1. Withdraw the tailgate retaining keys.
2. Lower the tailgate.
3. Unhook the chains.
4. Remove the retaining fixings at the LH hinge pin.
5. Slide out the tailgate.
6. If required, remove the hinges and chain hooks.

Refitting

7. Reverse 1 to 6.

PINTLE HOOK

–Remove and refit **A76.28.34**

Removing

1. Remove fixing bolts and lift hook clear of vehicle.

Refitting

2. Reverse 1.

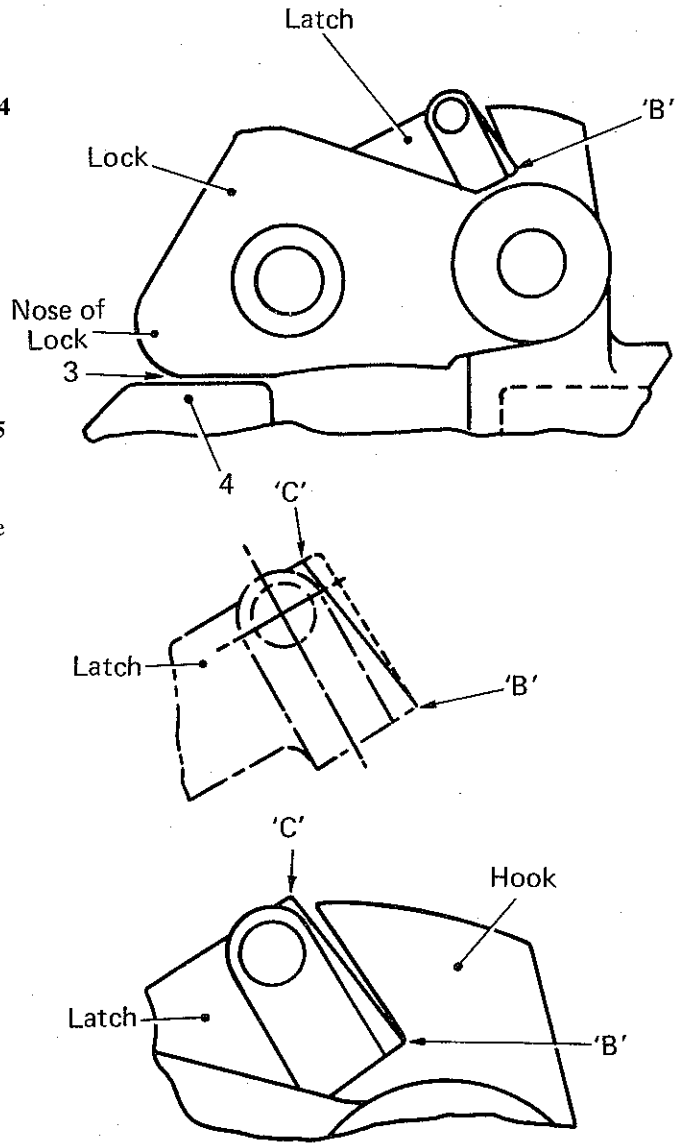
Overhaul **A76.28.35**

1. Clean and check lock operation.
2. Check bearing of latch face, if necessary, file surface 'B' — 'C'.

   NOTE: 'C' must be clear of hook as in diagram.

3. With the nose of the block lifted the clearance should not exceed 1.0 mm (0.040 in.)
4. If clearance should exceed this amount, the lock face must be built up by either arc or gas welding.

   NOTE: During welding the casting temperature should not exceed 100°C. It is suggested suspending the casting in a can of water. For arc welding use a 10 SWG cast iron rod depositing in narrow beads. For gas welding use a 5% silicon wire, keeping the casting temperature below 100°C.
5. File lock face to the correct clearance.
6. Check safety chain and lock pins for security, rectify as necessary.



DOOR HINGE

—Remove and refit

—Side door hinge **76.28.42**

Removing

1. Remove the applicable door 76.28.01
2. Remove the hinge from the body.

Refitting

3. Reverse 1 and 2.

SIDE DOOR GLASS

–Remove and refit

–Front door 76.31.01

Removing

Sliding glass

1. Move the sliding window to allow access to the screws securing glass run channel–top and bottom–then remove the screws from inside the channel.
2. Withdraw the top run channel and sliding window.
3. Renew the bottom run channel if necessary.

Fixed glass

4. Remove the sliding window.
5. Remove the screws securing front retainer and ease the fixed glass clear of frame.

Refitting, both glasses

6. Apply new Prestik sealing strip to window frame
7. Reverse 1 to 3 or 4 and 5 as applicable.

DOOR LOCKS

—Remove and refit

—Side door, front **76.37.12**

Removing

1. Remove the fixings and withdraw the door lock.
2. If required, remove the striker plate from its support bracket.

Refitting

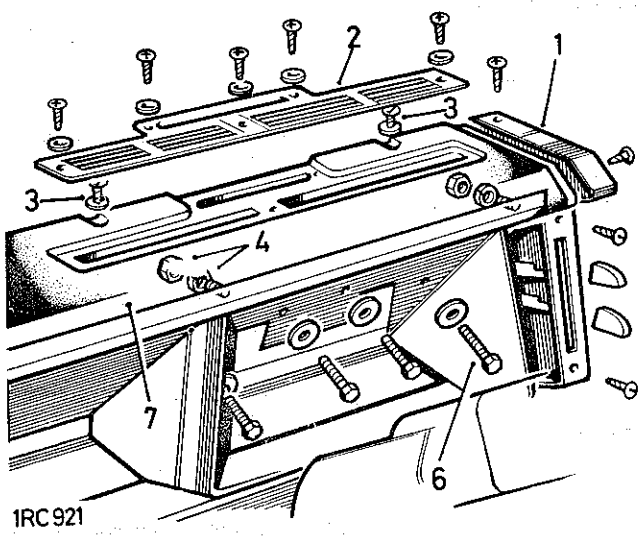
3. Reverse 1 and 2.
4. Adjust the striker plate position as necessary such that the door draught excluders are slightly compressed with the door closed.

FACIA TOP RAIL

–Remove and refit 76.46.04

Removing

1. Remove the cover from each end of the top rail.
2. Remove the fresh air grilles.
3. Remove the fixings from the front edge of the top rail.
4. Remove the fixings securing the top rail to the facia support panel.
5. Withdraw the instrument panel clear of the dash. 88.20.01 (items 1 to 5).
6. Slacken the four bolts securing the instrument housing to the facia support panel.
7. Withdraw the facia top rail.



Refitting

8. Reverse 1 to 7.

LOWER FACIA

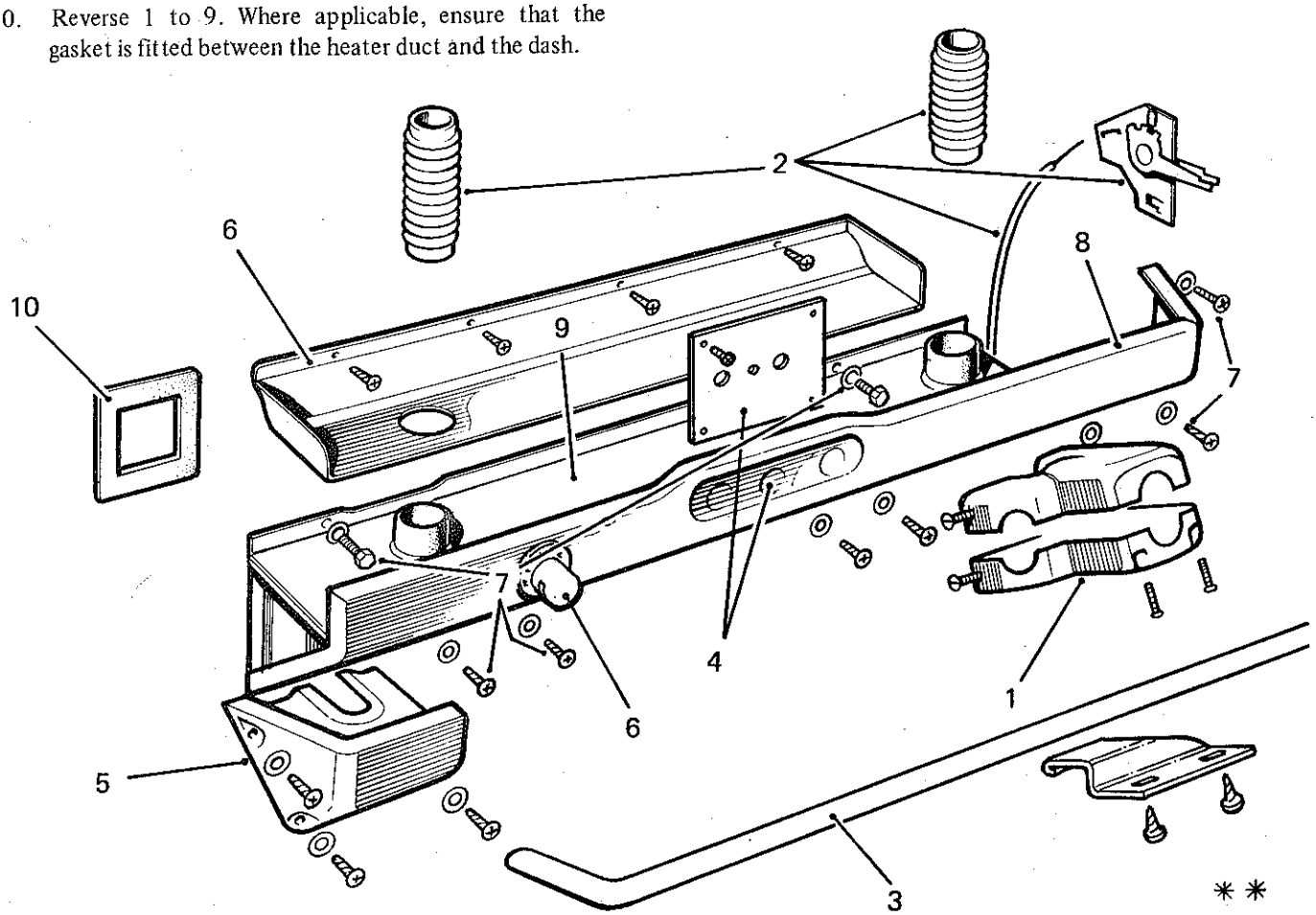
—Remove and refit 76.46.05

Removing

1. Release the switch shroud from the steering column and the lower facia.
2. To remove the heater, proceed as follows:
   a. Remove the heater control panel from the drivers end of the facia and disconnect the distribution control cable.
   b. Withdraw the instrument panel clear of the dash. 88.20.01 (items 1 to 5).
   c. Withdraw the demister hoses.
3. Withdraw the finisher strip from the top edge of the lower facia.
4. Remove auxiliary instrument panel at the centre of the lower facia and disconnect oil temperature gauge.
5. Remove the end cover from the lower facia.
6. Disconnect map light and remove parcel tray.
7. Remove the fixings securing the lower facia to the dash.
8. Withdraw the lower facia.
9. If required, remove the heater duct cover and the distribution flap valves, as applicable.

Refitting

10. Reverse 1 to 9. Where applicable, ensure that the gasket is fitted between the heater duct and the dash.



FACIA SUPPORT PANEL

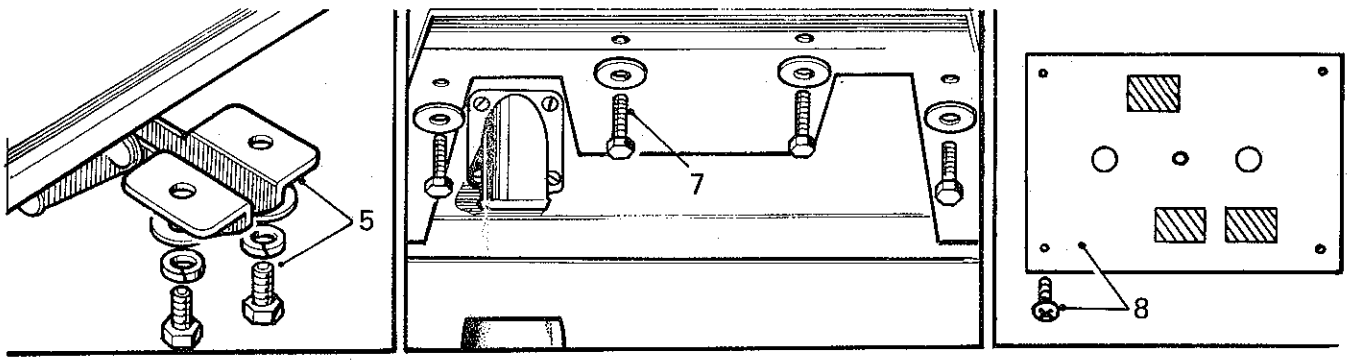
– Remove and refit 76.46.06

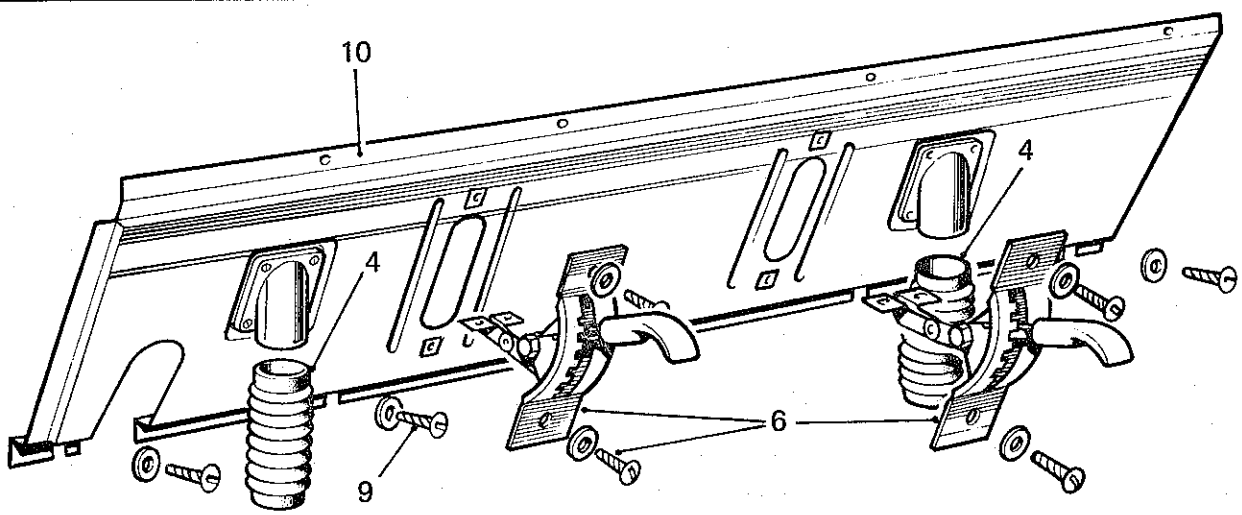
Removing

1. Disconnect the battery earth lead.
2. Remove the facia top rail. 76.46.04.
3. Remove the instrument panel. 88.20.01.
4. Disconnect the heater hoses from the demister nozzles.
5. Remove the instrument housing.
6. Remove the fixings securing the ventilator control levers to the lids.
7. Remove the ventilator controls complete.
8. Remove the fixings securing the auxiliary instrument panel to the facia support panel.
9. Remove the fixings securing the facia support panel to the dash.
10. Withdraw the facia support panel.
11. If applicable, remove the heater demister nozzles as required.

Refitting

12. Reverse 1 to 11.





RADIATOR GRILLE PANEL

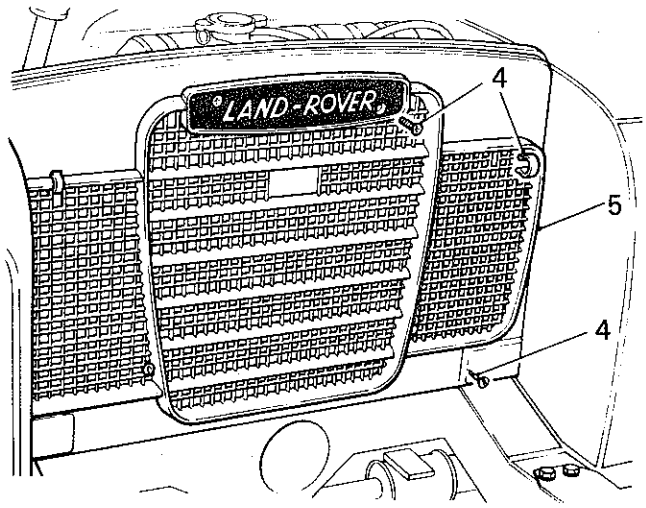
–Remove and refit 76.55.06

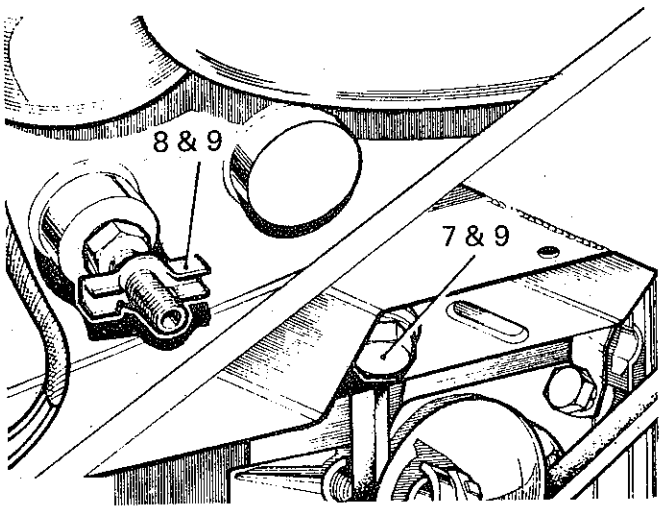
Removing

1. Remove the bonnet. 76.16.01.
2. Disconnect the battery earth lead.
3. Remove the air cleaner. 19.10.01.
4. Remove the name plate and holding screws. The two lower screws remove with offset screwdriver when winch fitted.
5. Withdraw the radiator grille.

   NOTE: If required, disconnect oil cooler lines, fixings, and remove oil cooler.

6. Remove the radiator cap.
7. Remove the radiator drain plug.
8. Open the drain tap at the right hand side of the cylinder block.
9. Allow all coolant to drain, then reverse 7 and 8.
10. Disconnect the top hose from the radiator.
11. Disconnect the bottom hose from the radiator.

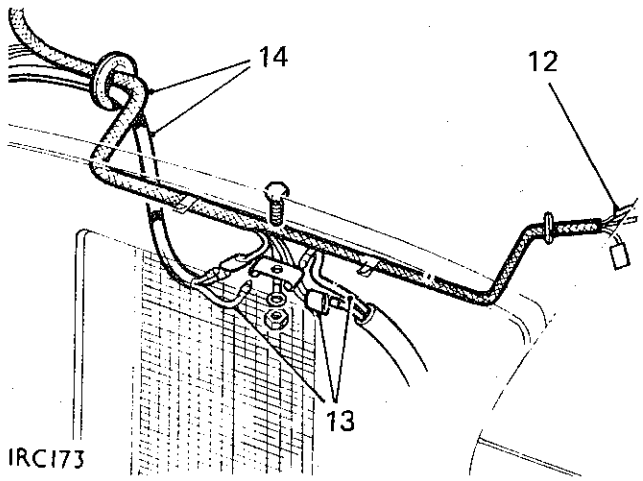


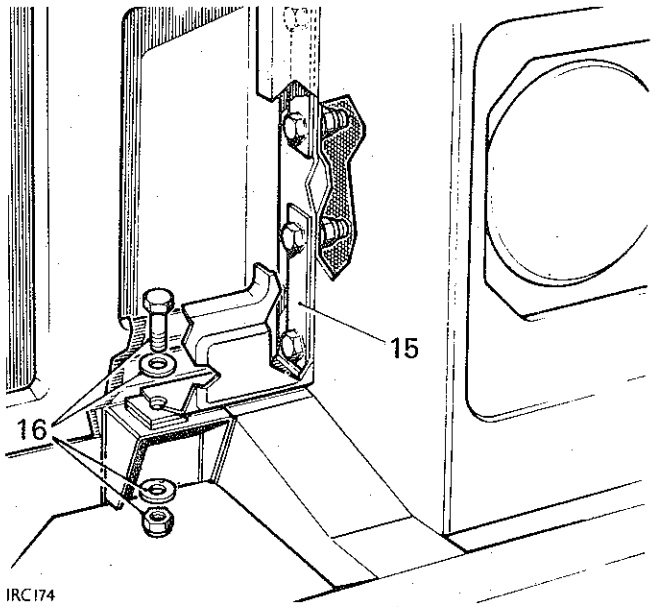


13. Disconnect the front lamps electrical leads at the snap connectors, LH side.
14. Disconnect the harness earth leads at the underside of the panel top cover.
15. Withdraw the headlamp harness from the grille panel.
16. Remove the grille panel to front wing fixings.
17. Remove the grille panel fixings at the chassis and withdraw the assembly complete.
18. Remove the radiator from the grille panel.

Refitting

19. Reverse 18.
20. Locate the radiator and grille panel assembly in position.
21. Reverse 1 to 17.





FRONT SEAT BASE

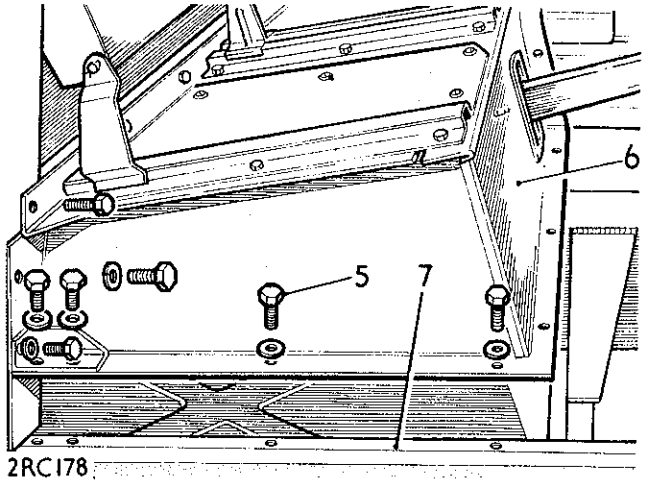
—Remove and refit **76.70.06**

Removing

1. Remove the front floor. 76.10.12.
2. Lift out the seat cushions.
3. Release the seat squab retaining straps from the support rail.
4. From under the vehicle, remove the handbrake mounting bracket to chassis fixings.

NOTE: Where fitted, disconnect Power Take-off lever.

5. Remove the seat base fixings.
6. Lift out the seat base complete, manoeuvring the handbrake lever through the aperture in the seat base front.



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Refitting

7. Reverse 1 to 6, using a suitable waterproof sealant between the seat base and body joint flanges.

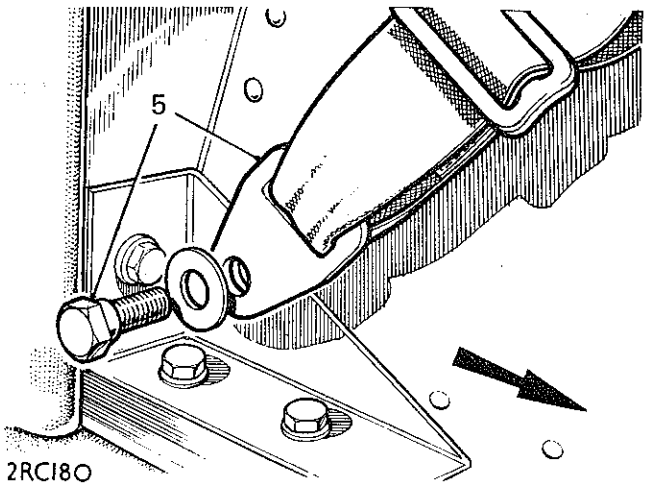
FRONT SEAT BELT

– Remove and refit 76.73.02

Removing

NOTE: Ensure hands are clean before handling seat belts.

1. Remove the bolt and washer securing the harness at the sill bracket.
2. Remove the bolts from the harness fixings located behind the centre seat squab.
3. Withdraw the safety harness from the vehicle.



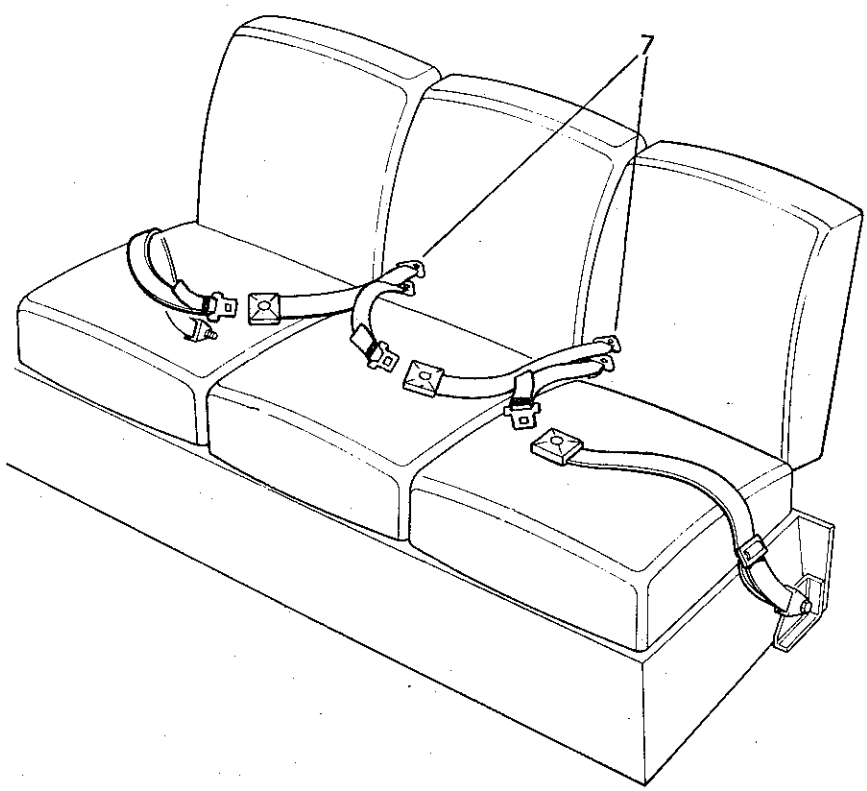
Refitting

Outer buckle

4. Release the two outer front seat squabs and pull forward for access to the harness fixing points.
5. Fit the outer buckle to the sill bracket. Do not overtighten the fixings. The arrow points toward the front of the vehicle.

Inner buckle

6. Release centre seat squab and swing forward for access to the harness fixing points.
7. Screw the anchor bolt into the tapped hole in the lower panel, using a rubber washer and plain washer.
8. Tighten the anchor bolt against the rubber washer. Do not overtighten the fixing.



WINDSCREEN AND FRAME

—Remove and refit **76.81.02**

Removing

1. Release the front straps from the support stays at the top of the windscreen and disconnect the top drain channels from the windscreens.
2. Disconnect earth lead from left hand inner lower edge.
3. Slacken the nuts at the bottom corners of the windscreen.
4. Remove the windscreen pivot bolts and remove the windscreen complete.

Refitting

5. Reverse the removal procedure, renewing the windscreen sealing strip as necessary.

WINDSCREEN GLASS

—Remove and refit **76.81.03**

Removing

1. Remove the windscreen wiper blade.
2. Remove the retainers drive screws.
3. Prise away the retainers.
4. Withdraw the windscreen glass.

Refitting

5. Apply sealing strip 12mm (0.500 in.) wide around the outsides on both faces of the replacement glass.
6. Reverse 1 to 4.