

Chapter S

BODY

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BODY

Section S1

DOORS

FRONT DOORS

Door—To remove

1. Disconnect the battery leads.
- 2.(a) **4-Door Saloon and Long Wheelbase cars.**
Using a suitable wedge-shaped tool (*see Door trim - To remove, Operation 10(a)*), lift and remove the side scuttle trim pad to gain access to the wiring loom plug and socket; disconnect the plug from the socket.
For guidance refer to Figure S1, which shows the position of the wiring loom plug and socket for a right-hand door; the position of the plug and socket for a left-hand door is symmetrically opposite.
- (b) **Coachbuilt cars.** Remove the screw securing the side scuttle trim pad to the side scuttle wall; this screw is situated towards the rear and bottom of the trim pad. Carefully ease the pad away from the ram air outlet duct (if fitted) and remove the trim pad. The trim pad is located in a channel at its upper edge.

Disconnect the door plugs and sockets. For guidance refer to Figure S2, which shows the position of the plugs and socket for a left-hand door; the position of the plugs and socket for a right-hand door are symmetrically opposite.

Although the arrangement of the door wiring loom plugs and sockets vary slightly on

later cars when compared with early cars, and on right-hand drive cars when compared with left-hand drive cars, they are all located behind the side scuttle panels and should be easily identified.

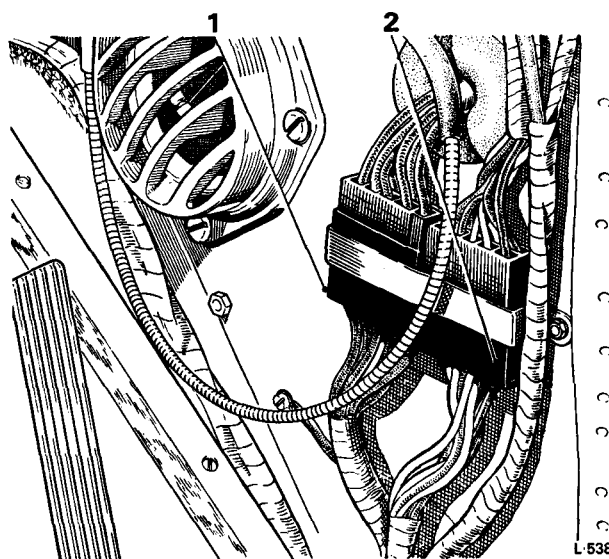


FIG. S1 POSITION OF WIRING PLUG LOOM AND SOCKET FOR R.H. FRONT DOOR
(Early 4-Door Saloon Illustrated)

- 1 Door loom plug and socket
- 2 Body loom plug and socket

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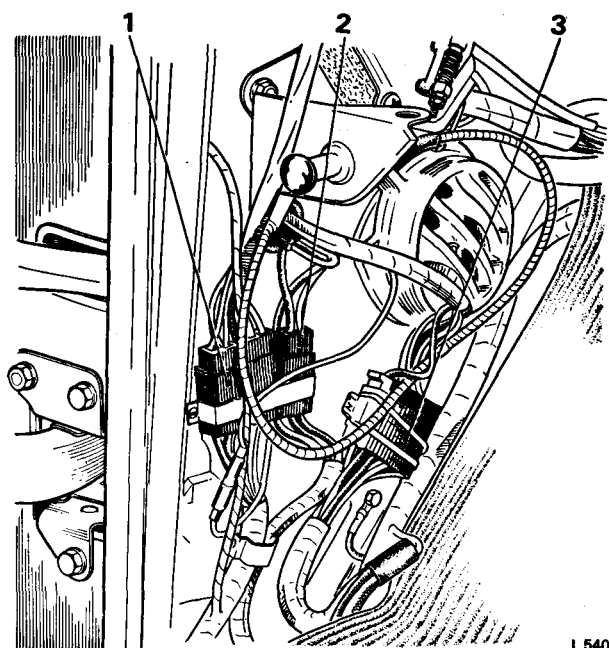


FIG. S2 POSITION OF WIRING LOOM PLUG AND SOCKET FOR L.H. DOOR (Early 2-Door Saloon Illustrated)

- 1 Body loom plug and socket
- 2 Window lift loom plug and socket
- 3 Seat loom plug and socket

3. Support the door and remove the setscrews securing the upper and lower hinges to the front pillar.

4. Remove the door together with its hinges, carefully manoeuvring the wiring loom through the aperture in the door pillar.

Door—To fit

To fit the door reverse the procedure given for a removal, noting the following points.

1. The position of the door in relation to its aperture should be as illustrated in either Figure S3, which is for 4-Door Saloon and Long Wheelbase cars, or Figure S4, which is for Coachbuilt cars.

To obtain this position, the door should be moved on its hinges whilst the hinge securing screws are just a little more than finger tight.

If the door is only partly assembled when carrying out this operation, the remaining parts comprising the door should be weighed and the corresponding weight added to the bottom of the door. This is necessary to allow for the possibility of the door dropping slightly when parts are added after the door position has been set.

The body waist lines should also be taken into account when positioning the door to ensure that they align satisfactorily with each other.

2. Adjust the door striker plate so that the following conditions are complied with.

- (i) The door is not raised by the striker plate when closed.
- (ii) The rear edge of the door is level with the rear door on four-door cars or level with the car body on two-door (coachbuilt) cars.

If difficulty is encountered in obtaining the precise setting due to the pitch of the door striker plate serrations, adjust the striker plate so that the door does not drop by more than $\frac{1}{8}$ in. (1.59 mm.) when closed and the rear edge of the door protrudes the minimum amount.

Use the minimum thickness of shim under the striker plate consistent with not pulling the door.

Important When positioning the striker plate it is necessary to feel that the serrations on the striker plate, shim (if fitted) and door post are properly engaged with each other.

On Car Serial Number 5001 and onwards the screws securing the striker plate must be torque tightened to 18 lb. ft. (2.49 kg.m.).

3. Check and if necessary, adjust the door exterior handle push button (see *Front door lock mechanism – To fit*, on Page S18).

4. Check the position of the window frame and adjust if necessary (see *Window Frame – To fit*).

Door trim—To remove

4-Door Saloon and Long Wheelbase cars

1. Disconnect the battery.
2. Remove the arm rest by lifting the release lever and sliding the rest upward.
3. Remove the screws securing the arm rest slide and remove the slide from the door; retain the screws with the slide.
4. To facilitate removal of the chromed cover from a window lift switch escutcheon, a tool similar in design to the one shown in Figure S5 should be produced from a strip of spring steel.
5. Remove the window lift escutcheon cover as follows bearing in mind that the driver's door on some cars is fitted with a master switch in addition to the multi-switch.

Using the tool referred to in Operation 4, insert the feet behind the chromed cover then with a sharp pull at the looped end of the tool remove the cover.

When removing the chromed cover from the escutcheon on a driver's multi-switch, remove the cover by inserting the feet of the tool under each end of the cover alternately at the outer switch levers and remove the cover progressively.

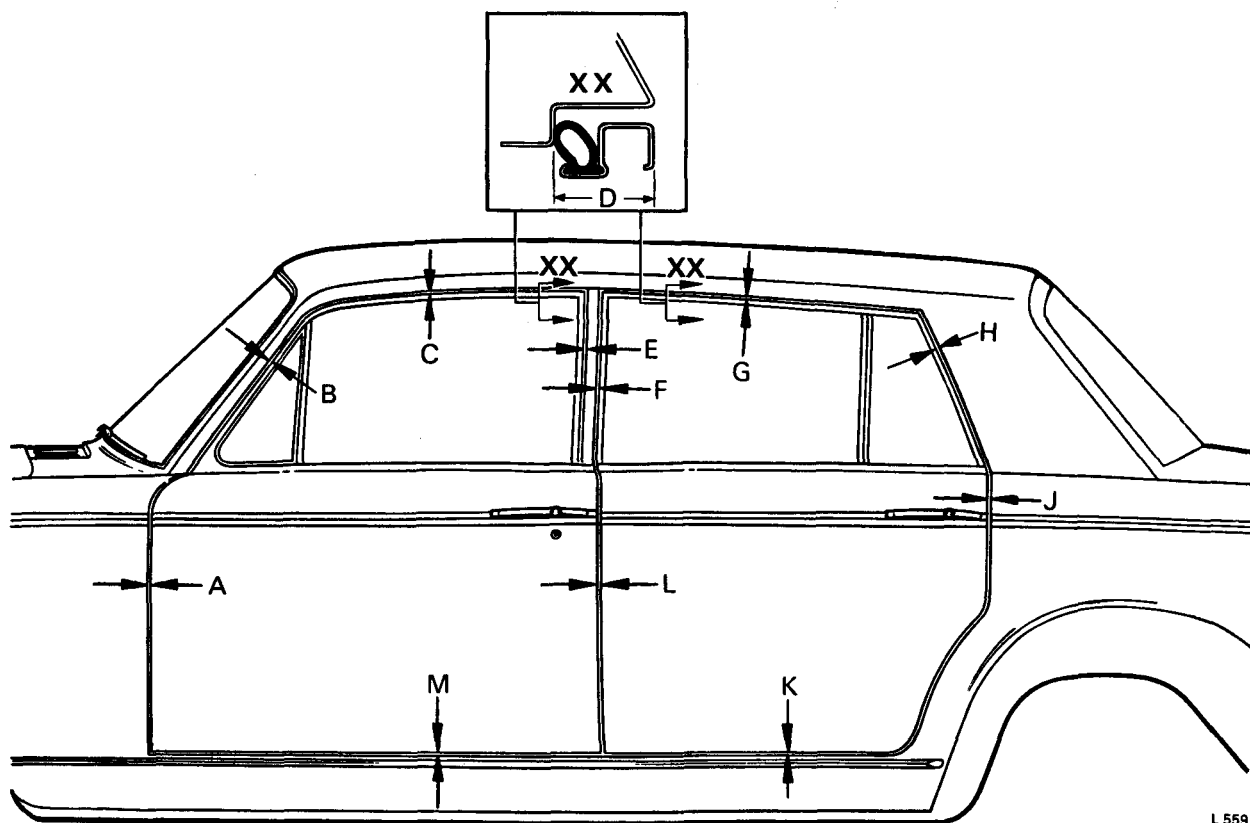
6. Remove the screws securing the escutcheon to the switch; remove the escutcheon.

- 7.(a) **Cars prior to Car Serial Number 5001.** Remove the special screws securing the grab handle and interior door handle in position; remove the handle noting the angular position of the door handle to ensure correct assembly.
- (b) **Cars after Car Serial Number 5000.** Remove the chromed cover from the interior door handle escutcheon then remove the two screws securing the escutcheon to the handle base; remove the escutcheon.

A tool similar to the one shown in Figure S5, but having only one leg, will be required to remove the escutcheon cover. Use the tool in a similar manner to that described in Operation 5 for removing the chromed cover from a window lift switch escutcheon.

8. Carefully remove the trim pad from the door (see Fig. S6); take care to avoid damage to the paintwork.

The trim pad is secured to the door by upholstery clips and a wedge-shaped tool will be required



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FIG. S3 POSITION OF DOORS IN THE BODY APERTURE (4-Door Saloon and Long Wheelbase Cars)

- A** $\frac{3}{16}$ in. to $\frac{3}{32}$ in. (4,762 mm. to 2,381 mm.)
B $\frac{3}{16}$ in. to $\frac{1}{16}$ in. (4,862 mm. to 1,587 mm.)
C $\frac{1}{4}$ in. to $\frac{3}{16}$ in. (6,350 mm. to 4,762 mm.)
D $1\frac{3}{16}$ in. to $1\frac{3}{32}$ in. (30,162 mm. to 26,987 mm.)
 —measured 3 in. (7,620 cm.) from each end of the frame
***E** $\frac{1}{4}$ in. to $\frac{7}{32}$ in. (6,350 mm. to 5,556 mm.)
F $\frac{1}{4}$ in. to $\frac{7}{32}$ in. (6,350 mm. to 5,556 mm.)
G $\frac{1}{4}$ in. to $\frac{3}{16}$ in. (6,350 mm. to 4,762 mm.)

- *H** $\frac{1}{4}$ in. to $\frac{3}{16}$ in. (6,350 mm. to 4,762 mm.)—
 measured $1\frac{1}{2}$ in. (3,810 cm.) from top of frame
 with top of frame flush with body
J $\frac{1}{8}$ in. to $\frac{1}{16}$ in. (3,175 mm. to 1,587 mm.)
K $\frac{1}{4}$ in. to $\frac{1}{8}$ in. (6,350 mm. to 3,175 mm.)
L $\frac{7}{32}$ in. to $\frac{5}{32}$ in. (5,556 mm. to 3,968 mm.)—
 between front and rear door
M $\frac{1}{4}$ in. to $\frac{1}{8}$ in. (6,350 mm. to 3,175 mm.)

Note All gaps to be parallel to within $\frac{1}{32}$ in. (0,793 mm.).

Doors to be flush with body to within $\frac{1}{32}$ in. (0,793 mm.) in or out.

*The clearances given at these points are critical in order to avoid seal fouls; when setting these clearances prior to fitting the door seal, set to the first dimension given as these clearances tend to reduce slightly after the seal, door trim, etc., is fitted.

Inset shows dimension from the seal face on the body to outer face of window frame

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for inserting behind the clips to prise the trim from the door (see Fig. S6). The tool should have a $\frac{3}{8}$ in. (9,52 mm.) wide slot cut into the wedge to accommodate the neck of the clips.

9. Remove the screws securing the pocket to the door; remove the pocket.

10. On cars after Car Serial Number 5000, remove the two 2 B.A. setscrews securing the trim covered grab handle to the door; remove the grab handle.

11. Remove the black waterproof dust cover from the door.

12. Slacken the lock-nut on the sill button adjuster and unscrew the button and rod; remove the button from the door.

13. Remove the setscrews securing the wood finisher to the door; remove the wood finisher.

Door trim—To remove

Coachbuilt cars

1. Carry out the door trim removal procedure described in Operations 1, 2 and 3 for 4-Door Saloon and Long Wheelbase cars then proceed as follows.

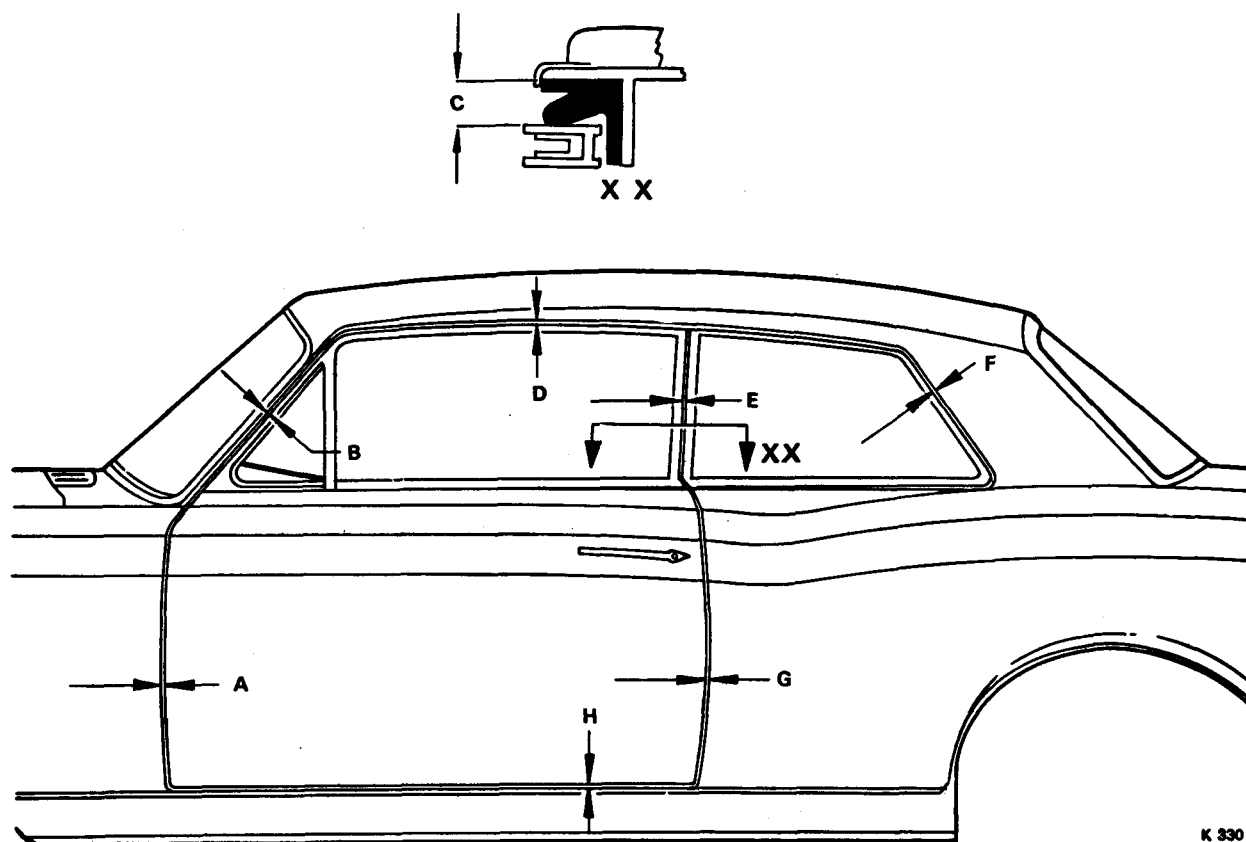
2.(a) Cars prior to Car Serial Number 5001. Remove the interior door handle by depressing the spring-loaded pin collar into the escutcheon and pressing out the pin; note the position of the handle to ensure correct assembly.

Remove the window lift switch escutcheon(s) by following the removal procedure previously described for 4-Door Saloon and Long Wheelbase cars (see *Door trim – To remove, Operations 4, 5 and 6*).

(b) Cars after Car Serial Number 5000. The interior door handle and window lift switch escutcheons are fitted to a small trim pad separate from the door trim panel.

On these cars therefore the door trim panel can be removed without disturbing the handle and switch(es).

3. On cars fitted with opening quarter windows only (see Fig. S7), slacken the grub screw securing the quarter window knob; unscrew the knob from the shaft and remove the washer fitted between the knob and trim pad.



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FIG. S4 POSITION OF DOOR IN THE BODY APERTURE (2-Door Saloon and Convertible Cars)

A $\frac{3}{32}$ in. (2,381 mm.)
 B $\frac{3}{16}$ in. (4,762 mm.)
 C $\frac{7}{16}$ in. (11,112 mm.)—seal gap
 D $\frac{3}{32}$ in. (2,381 mm.)

E $\frac{3}{32}$ in. (2,381 mm.)
 F $\frac{1}{16}$ in. (1,587 mm.)
 G $\frac{3}{32}$ in. (2,381 mm.)
 H $\frac{3}{32}$ in. (2,381 mm.)

4. Remove the two screws securing the emergency window winder cover to the lower trim pad.

5. Remove the screws securing the wood finisher to the door; remove the finisher.

6. Remove the screws securing the trim pad at the bottom edge of the door; remove the door trim pad.

As the front and rear edge of the trim pad are each located in a channel, it will be necessary to bow the pad outwards slightly during removal.

7. **Cars after Car Serial Number 5001.** To remove the interior door handle and window lift switch escutcheons from these cars follow the same procedure described in Operations 4, 5 and 7(b), Door trim—to remove, on 4-Door Saloon and Long Wheelbase cars.

Door trim—To fit

All cars

To fit the door trim reverse the procedure given for removal noting the following points.

1. Ensure that any particles of metal, fragments of glass, etc., are removed from the bottom of the door before the trim pad is fitted, otherwise they are likely to rattle when the car is mobile and cause annoyance to the occupants.

2. Check that the interior door handle operates the door lock satisfactorily and adjust if necessary (*refer to Door lock—To fit, Operations 2 and 3*).

If the mechanism has to be altered, ensure as a final check that when the interior door handle is moved to its fully open position, the lock bolt will move up and down quite easily by hand.

3. **4-Door Saloon and Long Wheelbase cars.** When fitting the sill lock button, screw the button in the sill rod adjuster then set the button as follows.

(a) **Cars prior to Car Serial Number 9001** (*see Fig. S8*). With the button in its unlocked position (i.e. fully raised), screw the adjuster up or down as required until the head of the button measures $1\frac{1}{8}$ in. (2,85 cm.) from the top of the polished wood sill finisher (*see Fig. S8*); then tighten the lock-nut.

(b) **Cars after Car Serial Number 9000** (i.e. cars fitted with the centralised door locking system). With the button in its locked position (i.e. fully lowered), screw the adjuster up or down as required until the head of the button measures $\frac{1}{2}$ in. (12,7 mm.) from the top of the polished wood sill finisher; then tighten the lock-nut.

4. **Coachbuilt cars with opening front quarter windows.** When fitting the front quarter window knob, note that the grub screw locates in a small drilling in the threaded portion of the control shaft. If a new quarter light mechanism has been fitted, drill a location in the control shaft as follows.

Fit the door trim pad, then fit the washer and handle onto the control shaft. Remove the grub screw then screw the handle along the shaft until it just makes contact with the washer.

Unscrew the handle a quarter of a turn, then drill a location in the shaft; fit the grub screw and tighten into its location in the shaft.

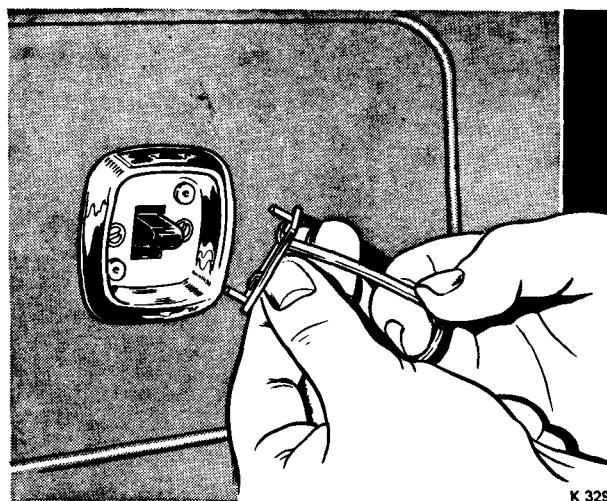


FIG. S5 REMOVING THE ESCUTCHEON COVER FROM AN ELECTRIC WINDOW LIFT SWITCH

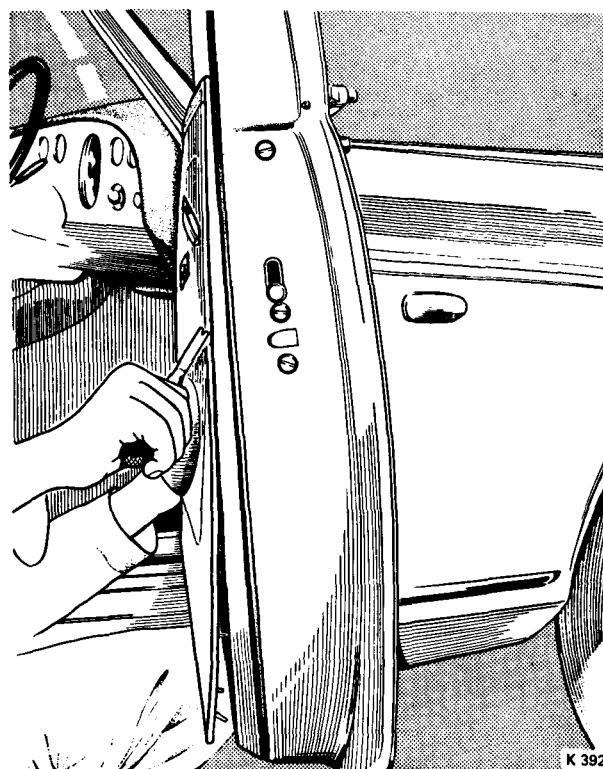
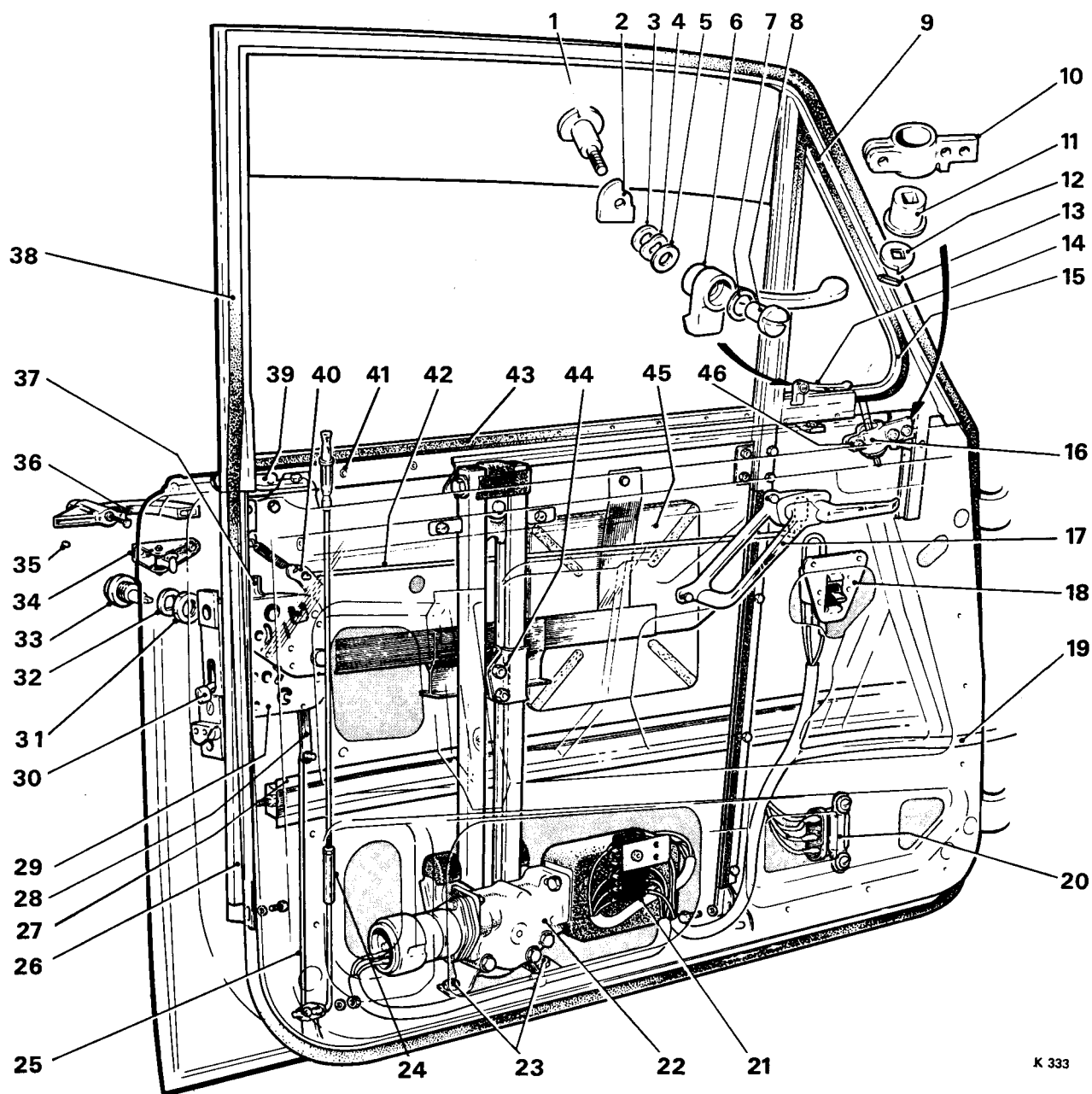


FIG. S6 REMOVING A DOOR TRIM PAD (4-Door Saloon and Long Wheelbase Cars)

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FIG. S7 TYPICAL CONSTRUCTION OF A FRONT DOOR (4-Door Saloon and Long Wheelbase Cars prior to Car Serial Number 5001)

- | | | |
|--|--|---|
| 1 Spindle | 17 Combined grab handle/interior door handle | 33 Private lock |
| 2 Stop plate | 18 Electric window lift switch | 34 Lever assembly—push button to lock contactor lever |
| 3 Shim washer | 19 Wiring loom | 35 Dome nut—exterior door handle |
| 4 Waved washer | 20 Relay | 36 Exterior door handle |
| 5 Shim washer | 21 Electrical junction block | 37 Contactor lever—door lock |
| 6 Quarter window catch | 22 Electric window lift assembly | 38 Door seal |
| 7 Shim | 23 Window lift securing screws | 39 Bracket |
| 8 Sleeve screw | 24 Sill lock button adjuster | 40 Remote control lever—door lock |
| 9 Quarter window seal | 25 Control rod | 41 Pop rivet |
| 10 Clamp bracket | 26 Window frame | 42 Control rod—lock to interior handle |
| 11 Friction bush | 27 Anti-drum plate | 43 Window channel felt |
| 12 Limit stop plate | 28 Sill lock lever | 44 Bolt |
| 13 Roll pin | 29 Door lock | 45 Anti-drum pad |
| 14 Quarter window handle | 30 Bolt—door lock | 46 Clamp bolt |
| 15 Quarter window frame | 31 Nut—private lock | |
| 16 Quarter window friction swivel assembly | 32 Collar—private lock | |

Door hinges—To remove

1. Remove the door (see *Door – To remove*, on Page S1).
2. Remove the door trim pad (see *Door trim – To remove*, on Page S2).
3. Detach the hinge seals from the door.

On early 4-Door Saloon cars and all Coachbuilt cars, the seal is secured with adhesive; on later 4-Door Saloon and Long Wheelbase cars the seal is retained by press fasteners.

4. Detach the black water-proof covering from the door sufficiently to gain access to the hinge securing screws.

5. Remove the three $\frac{1}{2}$ in. A/F setscrews securing each hinge to the door; note the number of shims (if fitted) between the hinge faces and the door, to facilitate correct assembly.

Remove the hinges from the door.

Door hinges—To fit

To fit the hinges reverse the procedure given for removal noting the following points.

1. On early 4-Door Saloon cars and Coachbuilt cars secure the hinge seals to the door following the procedure described in Operation 2, Door seals – To fit, on Page S22.
2. When fitting the door, note the points mentioned in the door fitting procedure (see *Door – To fit*, on Page S2).

Electric window lift mechanism—To remove
(see Figs. S7 and S9)

1. Remove the door trim pad (see *Door trim – To remove*, on Page S2).
- 2.(a) **4-Door Saloon and Long Wheelbase cars.** Remove one of the two screws securing the chain channel steady strap to the upper part of the window lift channel.
- (b) **Coachbuilt cars.** Remove the two bolts securing the chain channel to the top of the door (see Fig. S9).
3. Disconnect the electrical leads at the connector block noting their colour code to ensure correct assembly.
- 4.(a) **4-Door Saloon and Long Wheelbase cars.** Remove the setscrew securing the window support bracket to the chain channel noting the number and position of any spacing washers to ensure correct assembly.
- (b) **Coachbuilt cars.** Remove the two bolts securing the window support bracket to the window lift pick-up plate.

Note If the original window and window lift motor are to be refitted, scribe correlation marks around the pick-up plate to ensure correct assembly.

Whilst carrying out Operations (a) or (b) the window glass should be supported and then upon detachment from the support bracket, moved to the closed position. It should then be held in this position by sticking a piece of masking tape to the glass and window frame; on Convertible cars however, it will be necessary to prop up the window.

5. Scribe correlation marks around the washers which are fitted underneath the heads of the two setscrews securing the window lift to the bottom of the door; these marks are to assist alignment of the window lift, should the same lift and glass be refitted to the door. Remove the two setscrews and washers.

6. Remove the window lift motor by manoeuvring it through the bottom door aperture.

7. The procedure for dismantling the electrical window lift is explained in Chapter M, Electrical System.

Electric window lift mechanism—To fit

To fit the window lift reverse the procedure given for removal noting the following points.

Note To avoid confusion the points applicable to 4-Door Saloon and Long Wheelbase cars and to Coachbuilt cars are separated.

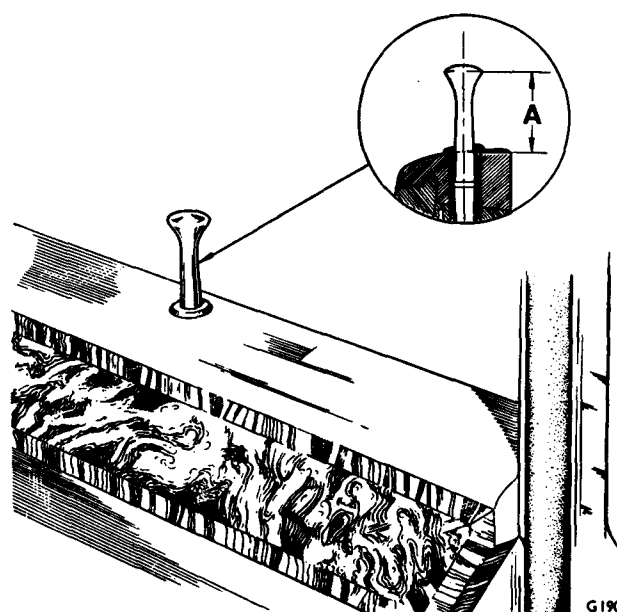


FIG. S8 SILL LOCK BUTTON SETTING (4-Door Saloon Cars prior to Car Serial Number 9000)

A $1\frac{1}{8}$ in. (2.86 cm.) with button in fully raised (unlocked) position

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4-Door Saloon and Long Wheelbase cars

1. Before tightening the setscrews which secure the window lift to the base of the door, the lift should be moved bodily outboard on its elongated holes as far as it will go; the setscrews should then be tightened.
2. Ensure that the space between the window support plate and the lift pick-up plate is taken up by the

correct amount of washers; the space may vary slightly from car to car, three washers are usually required but occasionally two washers are sufficient.

3. The window lift should be energised before the trim pad is fitted to ensure that the window glass moves smoothly up and down its channel and the window lift is operating satisfactorily.

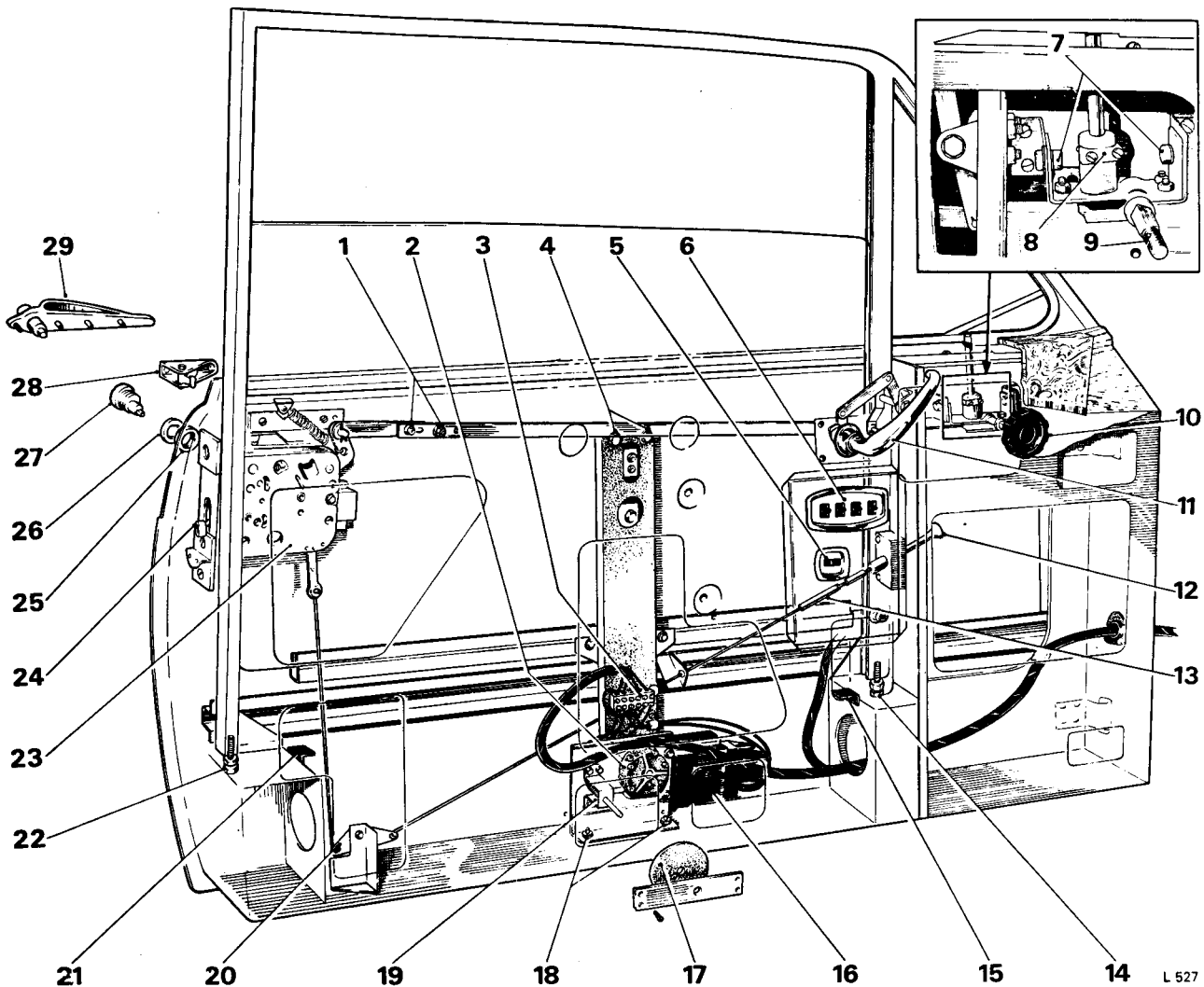


FIG. S9 TYPICAL CONSTRUCTION OF A DOOR (2-Door Saloon Cars prior to Car Serial Number 5001)

- | | | |
|--|--|--|
| 1 Tie-rod adjusting nuts | 9 Location for grub screw | 20 Fulcrum lever |
| 2 Electric window lift gearbox | 10 Quarter window handle | 21 Window stop |
| 3 Electrical junction box | 11 Interior door handle | 22 Window frame securing nuts |
| 4 Window channel securing screws | 12 Cubby box lock button | 23 Door lock |
| 5 Master switch—electric windows (Driver's door) | 13 Lock control rod adjuster | 24 Bolt—door lock |
| 6 Electric window lift switches (Driver's door) | 14 Window frame | 25 Nut—private lock |
| 7 Quarter window mechanism securing screws | 15 Window stop | 26 Collar—private lock |
| 8 Cross-plate | 16 Electric window lift assembly | 27 Private lock |
| | 17 Anti-drum pad | 28 Lever assembly—push button to lock contactor assembly |
| | 18 Electric window lift mounting bolts | 29 Exterior door handle |
| | 19 Manual control—electric window lift | |

Coachbuilt cars

4. If the original window lift and window are to be refitted, align the correlation marks scribed during removal; if a new window or window lift has been fitted, it will be necessary to reset the window on its pick-up plate. In both cases check in accordance with the following instructions.

5. Adjust the window by means of the elongated holes of the pick-up plate so that when it reaches its maximum upward travel it pinches the seal in the door frame tightly but does not strike it too hard.

6. When the window closing action has been set satisfactorily, set the window opening action as follows.

7. When the window is fully open, adjust the stops so that they bear the load of the window but do not cause a bump when the window is opened fully.

8. Repeat Operation 3.

Electrically operated window glass —To remove

4-Door Saloon and Long Wheelbase cars

1. Disconnect the battery leads.

2. Remove the door trim pad (*see Door trim – To remove, on Page S2*).

3. Remove the electric window lift assembly as described earlier in this Section (*see Page S7*).

4. Remove the screws securing the black painted waist channel which fits underneath the wood finisher (*see Fig. S7*); remove the waist channel.

On cars fitted with an adjustable rear view mirror to the driver's door, it will also be necessary to remove the screws securing the control unit mounting bracket to the door before the channel can be removed.

5. Remove the black enamelled plate fitted to the window frame.

6. Slide the window glass down through the frame channel until it is free of the channel then up through the space between the window frame and the inboard side of the door.

2-Door Saloon cars

1. Disconnect the battery leads.

2. Remove the door trim panel (*see Door trim – To remove, on Page S4*).

3. Remove the electric window lift assembly as described earlier in this Section (*see Page S7*).

4. Remove the self-tapping screws located under the quarter window.

5. Remove the two chrome screws on the leading face of the frame.

6. Remove the two nuts located at the window feet (*see Fig. S9, item 22*).

7. Remove the window and window frame.

8. Slide the glass out of the frame.

Convertible cars

1. Disconnect the battery leads.

2. Remove the door trim pad (*see Door trim – To remove, on Page S4*).

3. Detach the upper end of the sealing felt from the front window channel and remove the screw from inside the top of the channel securing the stop plate; remove the stop plate from the channel.

4. Disconnect the tension strap of the spring balance unit from the runner plate in the rear window channel.

5. Scribe correlation marks around the washers which fit under the heads of the setscrews securing the window frame slide bracket to the runner plate in the rear window channel; these marks are to assist alignment of the window frame should the same frame be refitted. Remove the two setscrews.

6. Support the window frame, then remove the two setscrews securing the cam plate on the window electrical lift mechanism to the window frame pick-up bracket.

7. Slide the window and frame upwards out of the channels.

Electrically operated window glass—To fit

To fit the window glass reverse the procedure given for removal noting the following points.

1. Before fitting a new window, ensure that any fragments of glass, dirt, etc., are removed from the door as debris which is allowed to remain in the bottom of the door will rattle. Also, fragments of glass and dirt could become embedded in the felt adjacent to the window glass causing damage to the glass.

2. Ensure that the seals and window frame felt are in good condition and renew if necessary (*see Door seals – To remove, on Page S21*).

3. **Coachbuilt 2-Door Saloon cars.** As the frame and glass are removed together on these cars, it will be necessary to reset the frame position (*see Window frame – To fit, on Page S11*).

4. Cars are fitted with either tinted or plain glass, therefore before fitting a new glass it should be compared with the original glass, or with the corresponding window on the other side of the car, to ensure that it is of the correct type.

5. Fit the window lift motor and adjust the window as described earlier in this Section (*see Page S7*).

6. Fit the door trim (*see Page S5*).

Opening quarter window—To remove**4-Door Saloon and Long Wheelbase cars (*see Fig. S7*).**

1. Remove the front door trim including the wood finisher from the top of the door (*see Front door trim – To remove, on Page S2*).

2. Remove the roll pin together with the limit stop

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plate from the window friction swivel then release the 2 B.A. clamp bolt.

3. Remove the 2 B.A. bolts securing the clamp bracket to the window frame; remove the bracket together with the friction bush.

4. Lift the quarter window from its upper swivel and remove it from its aperture.

5. Remove the sleeve screw securing the catch to the quarter window then remove the shim, handle, shim, wave washer and shim.

Coachbuilt cars (see Fig. S9)

1. Remove the door trim as described on Page S4.

2. Remove the two setscrews securing the cross-plate to the quarter window drive-shaft (see Fig. S9 item 8).

3. Remove the recessed screw located in the underside of the exterior swivel hinge; remove the quarter window by easing the top outward (to clear the hinge) and lifting upward.

4. Remove the two bolts securing the quarter window mechanism to its mounting brackets (see Fig. S9, item 7); remove the mechanism.

Opening quarter window—To fit

To fit the opening quarter window reverse the procedure given for removal noting the following points.

4-Door Saloon and Long Wheelbase cars (see Fig. S7)

1. Smear the quarter window spindle with Palm-olive grease or its equivalent before fitting to the clamp assembly.

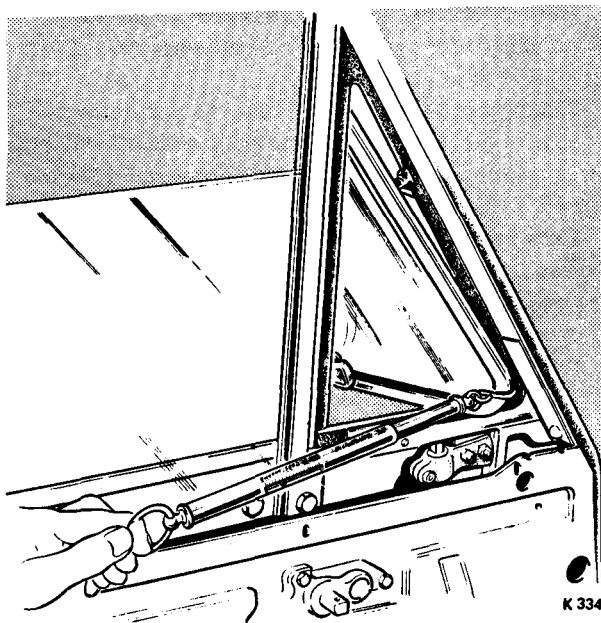


FIG. S10 CHECKING THE QUARTER WINDOW POUNDAGE (4-Door Saloon and Long Wheelbase Cars with opening quarter windows)

2. Ensure that the split in the friction bush and the split in the clamp are opposite to each other.

3/ Fit the limit stop plate so that when the quarter window is opened to 90°, the straight edge of the stop plate is towards the inside of the door.

4. Before tightening the clamp bolt, position the window correctly in its frame and ensure that the limit stop plate and the clamp/friction bush assembly are down to the roll pin.

Tighten the clamp bolt so that 12 lb. (5.44 kg.) actual pull on a spring balance is required to move the quarter window on its spindle (see Fig. S10).

5. Smear the locking catch swivel bolt with Palm-olive grease or its equivalent before fitting the handle.

6. Ensure that the locking catch shims are central on the sleeve nut and are not trapped between the sleeve and the stop plate.

Coachbuilt cars

1. Refer to the points mentioned regarding the fitting of the quarter window in Front door trim – To fit, on Page S5.

Fixed quarter window—To remove

4-Door Saloon and Long Wheelbase cars

1. Remove the window frame (see *Window frame – To remove, Operations 1 to 6 inclusive*).

2. Remove the three countersunk headed screws securing the support plate under the quarter window; remove the support plate and the lower seal.

3. Withdraw the quarter window from the frame.

Coachbuilt cars

1. Lower the electrically operated door window (if raised).

2. Remove the seal from the front window channel sufficiently to gain access to the two screws located in the channel; remove the two screws.

3. Remove the chromed countersunk headed screw from the leading face of the quarter window frame.

4. Remove the quarter window together with its glazing surround by applying pressure on the exterior edges of the window; at the same time support the window on the inboard side as it may leave the frame suddenly at the final moment of separation.

Take great care to avoid damage to the window frame and also the polished wood sill finisher during this operation.

Fixed quarter window—To fit

To fit a quarter window reverse the procedure given for removal noting the following points.

4-Door Saloon and Long Wheelbase cars

1. If a new quarter window seal is to be fitted, the side of the seal having the four continuous 'pips' moulded into it should face inboard.

Coachbuilt cars

1. Before fitting the quarter window ensure that its recess in the frame is clean, then apply a continuous strip of Seelastik around the sides of the recess.
2. After fitting the quarter window, remove any surplus sealant from the frame using Bostik cleaner 6001; take great care to avoid damage to the frame.

Window frame—To remove**4-Door Saloon and Long Wheelbase cars**

1. Disconnect the battery leads.
2. Remove the door trim, as described on Page S2.
3. Remove the window glass (*see Electrically operated window glass – To remove, on Page S9*).
4. Remove the seal from the perimeter of the door.
5. Using a $\frac{3}{8}$ in. (4,76 mm.) diameter drill, remove the pop rivets securing the window frame cross-plate to the door; remove the cross-plate.
6. Remove the seven setscrews securing the window frame to the door; remove the frame.

Coachbuilt cars

1. Refer to Electrically operated window glass – To remove, on Page S9, as the glass and frame are removed together on these cars.
2. On **Convertible cars**, to remove the separate window frame channels from the doors proceed as follows.
3. Disconnect the battery leads.
4. Remove the door trim panel (*see Door trim – To remove, on Page S4*).
5. To remove the combined front channel/quarter window frame remove the following.

The two screws in the leading edge of the frame, the four screws under the quarter window and the nut securing the foot of the channel to the door; remove the channel from the door.

6. To remove the rear window frame channel, remove the two screws from the bracket on the upper end of the channel and the nut securing the lower end; remove the channel from the door.

Window frame—To fit
(*see Figs. S7 and S9*)

To fit the window frame reverse the procedure given for removal noting the following points.

1. Before securing the frame to the door it will be necessary to set the window frame to body clearances. Refer to Figure S3 which shows the frame setting clearances for 4-Door Saloons or to Figure S4 which shows the clearances for 2-Door Saloons and Convertibles.

To enable these distances to be set correctly, the door seal should first be removed and the frame set as follows.

2. Check the position of the door in the body aper-

ture (*see Figs. S3 and S4*); adjust if necessary as described earlier (*see Door – To fit*).

3. **Coachbuilt cars.** Acquire three wooden blocks measuring $\frac{7}{8}$ in. (11,11 mm.) square and 2 in. (5,08 cm.) long. Temporarily attach the blocks to the seal face of the frame; the blocks should be equally spaced, one on each side member and one on the upper cross-member.

4. Fit the window frame to the door and finger tighten the securing screws and nuts; on **4-Door Saloon cars**, do not fit the pop rivets at this stage.

5. Close the door, then adjust the position of the frame until the clearances of the frame in the body aperture correspond with the clearances given in Figures S3 and S4; on Coachbuilt cars the wooden blocks should be in contact with the seal face on the body.

6. Tighten the frame securing screws and nuts; on Coachbuilt cars remove the wooden blocks from the frame.

7. **4-Door Saloon and Long Wheelbase cars.** Secure the window frame cross-piece with pop rivets.

If a new window glass channel seal is fitted the four continuous 'pips' on the outside of the seal should face inboard.

8. Fit the door seal (*see Door seals – To fit, later in this Section*).

9. Fit the remainder of the door components and trim.

Door lock mechanism—To remove**4-Door Saloon and Long Wheelbase cars** (*see Figs. S7 and S11*)

1. Remove the window glass (*see Electrically operated window glass – To remove, on Page S9*).
2. Detach the return spring from the lock remote control lever.
3. Disconnect the lock control rods by pulling the ends of the rods out of their nylon bushes.
4. Remove the $\frac{1}{2}$ in. A/F setscrew situated at the forward end of the lock.
5. Remove the three external countersunk headed screws securing the lock to the door; remove the lock.

On later cars, where the lock bolt roller is retained either by a circlip or a split pin, it is necessary to remove the roller before the lock can be removed from the door. To remove the roller proceed as follows.

- (a) **Roller retained by circlip.** Using circlip pliers, (RH 7674), remove the circlip securing the washer and roller to the lock bolt; remove the washer and roller.
- (b) **Roller retained by split pin.** Straighten out the legs of the split pin, rotate the roller until the slot in the outer lip of the roller is aligned with the head of the split pin then remove the split pin; remove the washer and roller.

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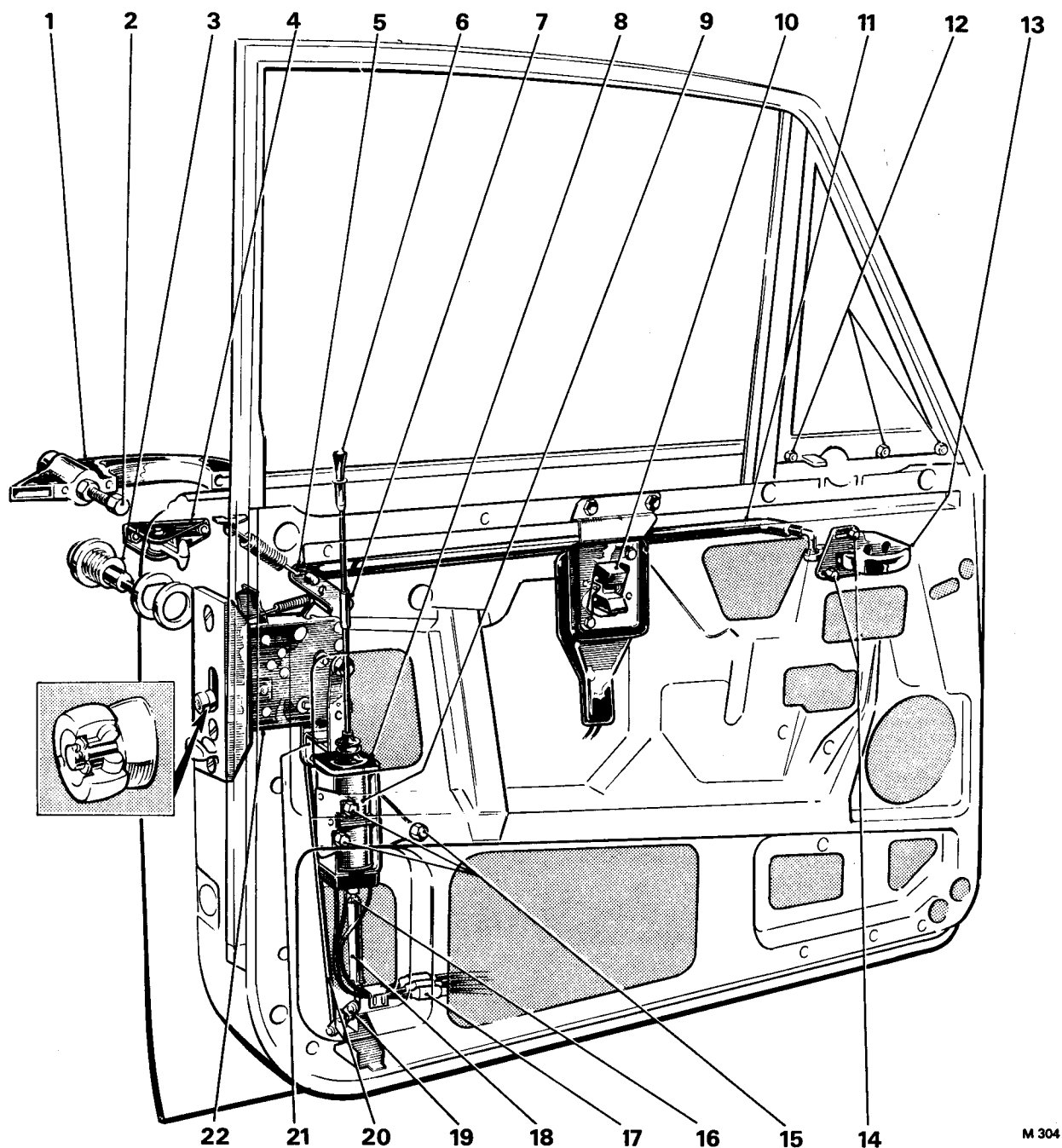


FIG. S11 FRONT DOOR LOCKING MECHANISM (4-Door Saloon and Long Wheelbase Cars after Car Serial Number 9000)

- | | | |
|--|--|---------------------------------------|
| 1 Exterior door handle | 8 Dust seal—solenoid | 16 Lock-nut—spring link adjustment |
| 2 Screw and lock-nut—push button adjustment | 9 Solenoid | 17 Lucar connectors to solenoid leads |
| 3 Private lock | 10 Centralised door locking switch | 18 Spring link assembly |
| 4 Lever assembly—push button to lock contactor lever | 11 Remote control rod | 19 Pivot lever assembly |
| 5 Remote control lever—door lock | 12 Fixed type quarter window securing screws | 20 Lock-to-lever control rod |
| 6 Sill lock button | 13 Interior door handle | 21 Sill lock lever—door lock |
| 7 Lock-nut—sill lock button adjuster | 14 Handle securing screws (3 off) | 22 Door lock |
| | 15 Solenoid securing screws (3 off) | |

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Refer to Front door lock mechanism – To check, on Page S15, for further information regarding the lock bolt roller.

6. Remove the two socket headed cap screws and the dome nut securing the exterior handle to the door; remove the handle.

7. Remove the nut securing the private lock to the door; remove the lock together with the collar which fits between the nut and the door (and also the weather shield on later cars).

8. Remove the two special 2 B.A. bolts securing the push button to lock actuator lever assembly to the door; remove the lever.

9. Remove the control rods from the pivot bracket in the bottom of the door by pulling the ends of the rods out of their nylon bushes.

10. Disconnect the remote control rod from the interior door handle by pulling the rod out of its nylon bush.

On later cars, the interior door handle mechanism is sealed by a polythene bag to repel moisture. To disconnect the remote control rod on these cars it will first be necessary to remove the three screws securing the handle to the door. Then detach the open end of the polythene bag from the door and disconnect the rod from the lever on the handle.

11. Remove the two screws securing the lock striker plate to the door pillar; **on cars prior to Car Serial Number 5001**, socket headed screws are fitted; **on**

cars after Car Serial Number 5000, special counter-sunk headed screws are fitted. Retain the shim (if fitted) and the hardened washers (socket headed screws only).

Cars after Car Serial Number 9000 (i.e. cars fitted with the centralised door locking system).

12. To remove the solenoid and mounting bracket proceed as follows (*see Fig. S11*).

Disconnect the electrical leads to the solenoid at the Lucar connectors. Remove the three 2 B.A. screws securing the solenoid to the door panel; the two front screws are retained by nuts and washers while the rear screw locates in a threaded bush attached to the solenoid bracket. Disconnect the spring link from the nylon bush in the pivot lever then remove the solenoid and spring link assembly.

Note that on earlier cars, the solenoid is protected by a polythene tube with the ends taped together; on later cars a rubber dust cover is fitted to the solenoid (*see Fig. S11, item 8*).

13. To remove the pivot lever assembly from the door proceed as follows (*see Fig. S12*).

Press the pivot lever assembly towards the rear edge of the door until the lever boss abuts the rear nylon bush. Remove the nylon bush at the forward end of the lever spindle then push the freed end of the lever spindle into the hole vacated by the bush until the other end of the spindle is also free from its bush; remove the pivot lever assembly from the door.

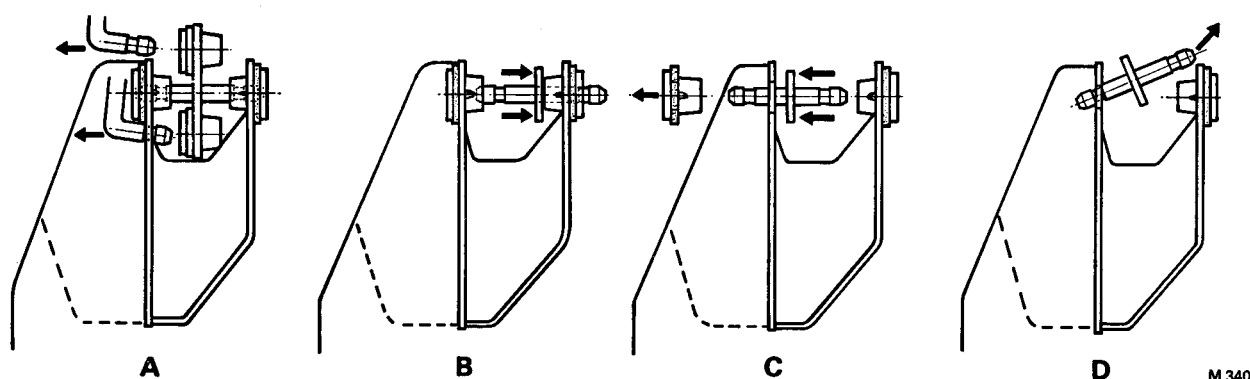


FIG. S12 REMOVING A PIVOT LEVER ASSEMBLY FROM THE FRONT DOOR BRACKET
(4-Door Saloon and Long Wheelbase Cars after Car Serial Number 9000)

- A** Control rods disconnected from pivot lever
- B** Pivot lever spindle pressed into rear bush until lever abuts rear bush
- C** Front bush removed from door bracket and pivot lever spindle pressed out of rear bush into hole vacated by front bush
- D** Pivot lever assembly tilted for removal from door bracket

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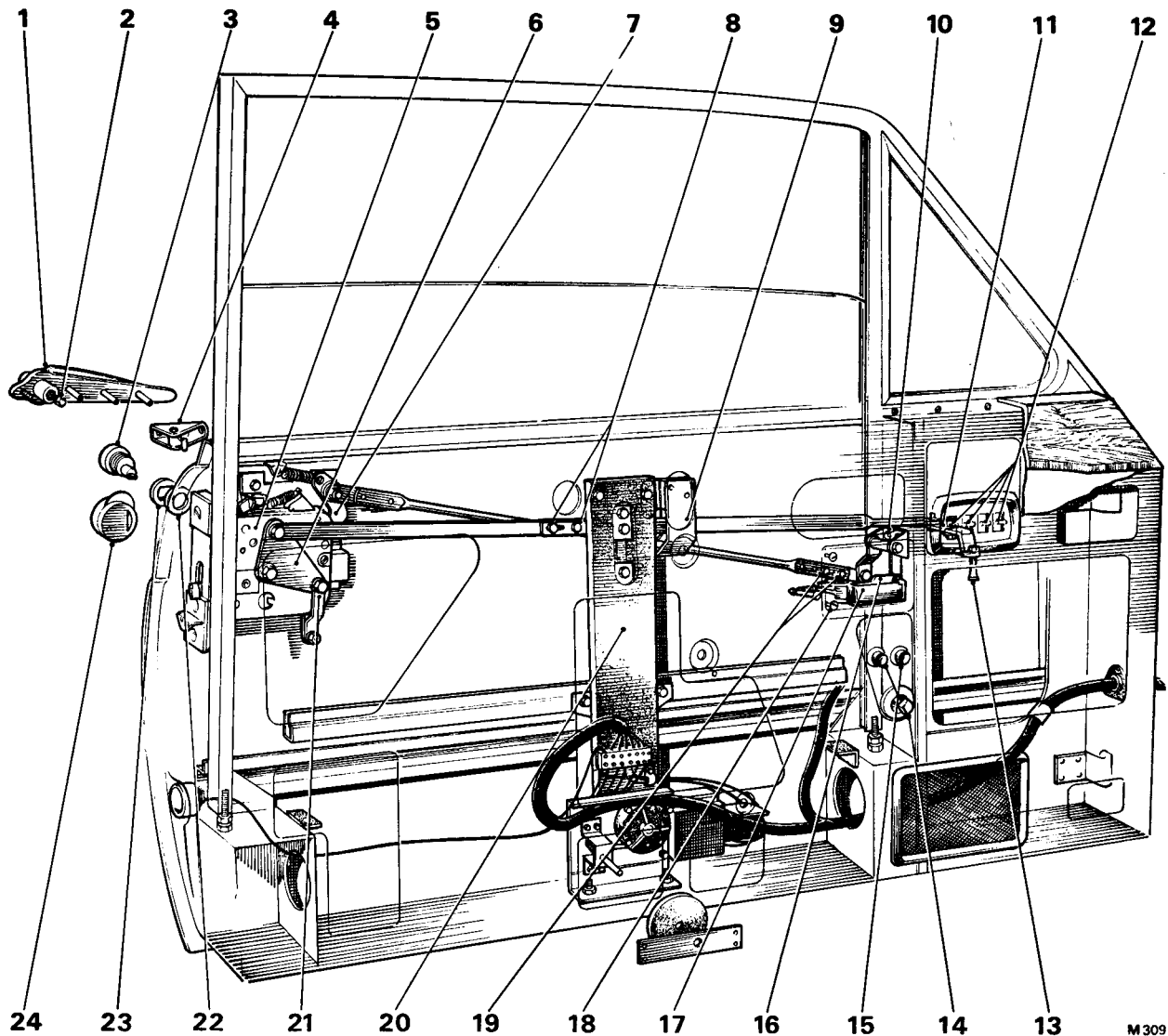


FIG. S13 DOOR LOCKING MECHANISM (2-Door Saloon and Convertible Cars from Car Serial Number 5001 to Car Serial Number 9000)

- | | | |
|--|---|---|
| 1 Exterior door handle | 10 Pivot lever assembly—remote control links | 17 Interior door handle |
| 2 Adjuster—door handle push button | 11 Pivot bracket—cubby box locking lever | 18 Screws securing the interior handle recess panel (4 off) |
| 3 Private lock | 12 Electric window lift switches (Driver's door) | 19 Lock-nuts—remote control link adjustment |
| 4 Lever assembly—push button to lock contactor lever | 13 Knob—cubby box locking lever | 20 Electric window lift assembly |
| 5 Door lock | 14 Front seat adjustment switch | 21 Link—locking lever to lock pivot plate |
| 6 Door lock pivot plate | 15 Final travel switches—electric windows | 22 Nut—private lock |
| 7 Remote control lever | 16 Link—remote control pivot lever to interior handle | 23 Collar—private lock |
| 8 Lock-nuts—lock lever linkage adjustment | | 24 Weather shield—private lock |
| 9 Support bracket | | |

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Door lock mechanism—To remove

Coachbuilt cars (see Figs. S9, S13 and S14).

1. Detach the return spring from the door lock remote control lever.

2. Detach the remote control linkage from the lock lever; on early cars the link is secured to the lock lever by a clevis pin, washer and split pin while on late cars it is secured by a shouldered bolt, washer and nut.

3.(a) **Cars prior to Car Serial Number 5001** (see Fig. S9). Detach the control rod which fits between the lock and the fulcrum lever by pushing the ends out of the nylon bushes.

(b) **Cars from Car Serial Number 5000 to Car Serial Number 9000** (see Fig. S13). Remove the shouldered setscrew securing the cubby lever lock linkage to the triangular shaped plate on the door lock.

(c) **Cars after Car Serial Number 9000** (see Fig. S14). Remove the 3 B.A. nut and bolt securing the cable conduit to the lock. Slacken the $\frac{7}{8}$ in. A/F nut locking the cable to the pivot bolt in the lock lever; withdraw the cable from the lock lever bolt.

4. Remove the screw situated at the forward end of the door lock and the three external countersunk headed screws securing the lock to the rear face of the door; remove the door lock.

On later cars, where the lock bolt roller is retained either by a circlip or a split pin, it will be necessary to remove the roller before the lock can be removed from the door (see *Door lock mechanism—To remove, 4-Door Saloon and Long Wheelbase cars, Operation 5*).

5. Remove the two self-tapping screws and the two bolts securing the lock actuator lever assembly to the door; remove the actuator lever assembly.

6. Remove the four screws securing the exterior handle to the door, noting the position of the respective distance pieces.

7. Remove the nut securing the private lock to the door; remove the lock together with the weather shield (if fitted) and the collar which fits between the nut and the door.

8. Detach the remote control rod from the pivot lever by removing the split pin, washer(s) and clevis pin; remove the remote control rod.

9. Detach the interior door handle from the remote control link; on cars prior to Car Serial Number 5001 the link is secured by a split pin, washer and clevis pin while on late cars it is secured by a shouldered bolt.

10. Remove the screws securing the interior door handle to the door; remove the handle.

11. Remove the four bolts securing the remote control linkage pivot bracket to the door; remove the bracket together with its pivot lever assembly.

12. Remove the door locking button linkage as follows.

(a) **Cars prior to Car Serial Number 5001** (see Fig. S9). Release the lock-nut on the cubby box knob adjuster (see Fig. S9, item 13); unscrew the control knob and withdraw it from the cubby box. Push the other end of the adjuster rod out of the nylon bush in the fulcrum lever (see Fig. S9, item 20) and remove the control rod. The fulcrum lever assembly is secured to the door with a nut and washer.

(b) **Cars from Car Serial Number 5000 to Car Serial Number 9000** (see Fig. S13). Remove the split pin, washer and clevis pin securing the locking lever linkage to the pivot lever; remove the linkage. Remove the four bolts securing the pivot lever bracket to the door; remove the bracket together with the pivot lever and the locking lever knob.

13. Remove the door striker plate by following the procedure described previously for 4-Door Saloon and Long Wheelbase cars (see *Door lock mechanism—To remove, Operation 11*).

Cars after Car Serial Number 9000 (i.e. cars fitted with the centralised door locking system).

14. To remove the solenoid proceed as follows (see Fig. S14).

Detach the electrical leads of the solenoid at their Lucar connections. Remove the four screws securing the solenoid to the door; detach the spring link rod from the nylon bush in the cable connector then remove the solenoid together with its mounting bracket and spring link.

15. To remove the cable and conduit, first remove the two screws securing the nylon block on the forward end of the cable to the door; remove the block together with the cable and conduit.

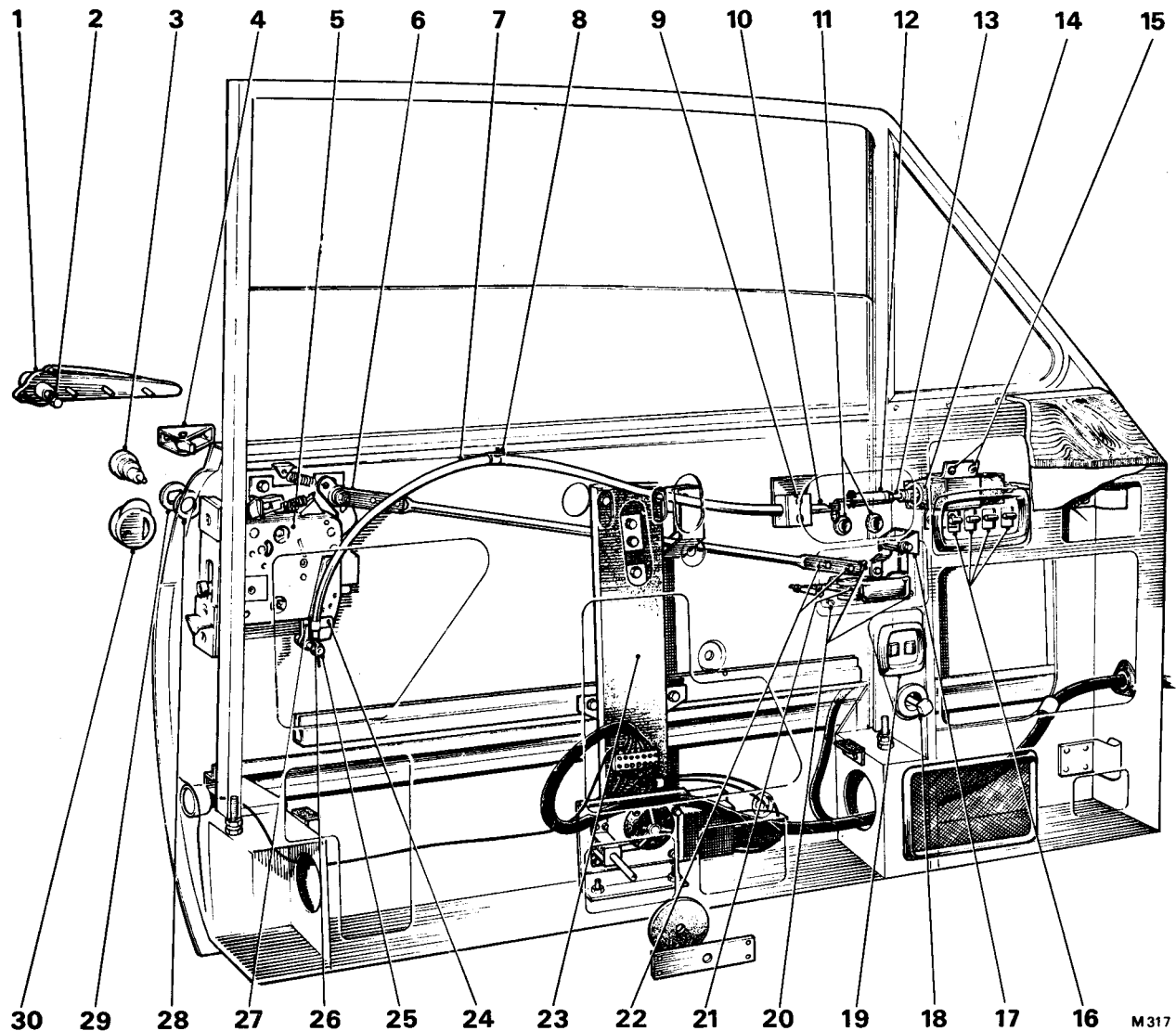
16. Remove the door striker plate by following the procedure described in *Door lock mechanism—To remove, Operation 10*, for 4-Door Saloon and Long Wheelbase cars.

Door lock mechanism—To check

When carrying out Operations 22 to 27 inclusive note that Coachbuilt (2-door) cars after Car Serial Number 9000 are not fitted with a door locking lever in the cubby box as were earlier Coachbuilt cars; door locking on these later cars is accomplished by the key operated private lock or by the centralised door locking switch.

1. Check the condition of the lock bolt roller (see Fig. S7, item 30). If necessary renew the roller as described in the following Operations 2 to 19 inclusive; note that on **early cars** the roller is retained by swaging the end of the bolt, while on **later cars** the roller is retained either by a circlip or a split pin.

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**FIG. S14 DOOR LOCKING MECHANISM (2-Door Saloon and Convertible Cars
after Car Serial Number 9000)**

- | | | |
|-------------------------------|--------------------------------------|----------------------------------|
| 1 Exterior door handle | 11 Final travel buttons—electrically | 21 Interior door handle |
| 2 Adjusting screw—handle | operated windows | 22 Lock-nuts—remote control |
| 3 Private lock | 12 Spring link assembly | link adjustment |
| 4 Actuator lever assembly | 13 Lock-nut | 23 Electric window lift assembly |
| 5 Door lock | 14 Solenoid assembly | 24 Screw securing conduit clip |
| 6 Remote control linkage to | 15 Solenoid securing screws | to lock |
| interior handle | (4 off) | 25 Cable lock-nut |
| 7 Cable conduit | 16 Electric window lift switches | 26 Cable—lock to solenoid |
| 8 Conduit support clip | 17 Pivot lever assembly | spring link |
| 9 Screws securing nylon block | 18 Front seat adjustment | 27 Door lock lever |
| on conduit to the door | control switch | 28 Nut—private lock |
| 10 Cable connector | 19 Centralised door locking | 29 Collar—private lock |
| | switch | 30 Weathershield—private lock |
| | 20 Handle securing screws (3 off) | |

Early cars – roller swaged onto the lock bolt (Operations 2 to 7 inclusive)

2. Using a file, remove the rising bolt swaging, retaining the roller and washer to the end of the bolt; remove the roller (*see Fig. S7, item 30*).

3. Fit a new roller, chamfered end leading, onto the rising bolt.

4. Fit the washer.

5. Using a centre punch, punch three equally spaced 'pops' onto the end of the rising bolt to retain the washer and roller on the rising bolt.

6. Spin the roller about the bolt to ensure that it rotates satisfactorily.

7. Carefully paint the filed end of the rising bolt with silver coloured paint to prevent rust and to provide a satisfactory finish.

Late cars – roller retained by a circlip (Operations 8 to 14 inclusive)

8. Using circlip pliers (RH 7674), remove the circlip securing the roller to the lock bolt; remove the washer and roller.

9. Discard the circlip if there is any possibility that it has been inadvertently expanded beyond its yield point thereby rendering it useless as a retainer.

10. Fit a roller, chamfered end leading, to the lock bolt.

11. Fit the washer.

12. Using circlip pliers (RH 7674), fit the circlip into its groove so that the sharp edge of the circlip is facing outwards; take care not to overstress the circlip. Ensure that the circlip is located in the groove by checking that the circlip will rotate freely after assembly. Check that the circlip has not been overstressed by observing the gap between the legs of the circlip; the legs should be reasonably parallel.

13. Check the security of the roller by applying a load of 25 lb. (11,34 kg.) to the roller. If the circlip fails to hold, repeat the test after fitting a new circlip. If the circlip fails this second test, drill the lock bolt and fit the later type roller and washer as follows.

14. Carefully drill a 0.0625 in. (1,587 mm.) diameter hole in the end of the lock bolt. The centre of this hole must be 0.0625 in. (1,587 mm.) from the end of the lock bolt.

Fit the new roller which has a section of the outer spigot removed (*see Fig. S11 inset*) and the new washer (*part number UB19027*) as described in the following Operations 16 to 19 inclusive.

Later cars – roller retained by a split pin (Operations 15 to 19 inclusive)

15. Straighten the legs of the split pin, rotate the roller until the slot in the outer lip of the roller is aligned with the head of the split pin then remove and discard the split pin; remove the washer and roller.

16. Fit a new roller to the lock bolt so that the slot in the outer lip of the roller is facing outwards.

17. Fit the washer.

18. Rotate the roller until the slot in the outer lip is aligned with the hole in the lock bolt, then fit a new split pin as shown in Figure S11 inset.

Note Always use a new split pin when fitting the lock bolt roller.

19. Check that the roller will rotate freely on the lock bolt and does not bind on the 'T' shaped head of the split pin.

20. Check the door lock operating mechanism as follows.

21. Check that the contact lever spring fully returns the lever from the full on position to the full off position; this check can only be carried out with the lock removed from the door.

22. Check that the rivets are secure; this check can only be carried out with the lock removed from the door.

23. Check the exterior door handle operation as follows.

(a) Fully raise the lock bolt, move the lock control button up (i.e. the control button on the sill on cars other than coachbuilt; the control lever in the door cubby box on coachbuilt cars) then press the door handle push button; the bolt should move down.

If the door lock is removed from the door, the lock control lever should be moved down and the lock contactor lever pressed, to carry out this check.

(b) Fully raise the lock bolt; move the sill lock button (or cubby box lever) to the locked position then press the door handle push button; the bolt should not move down.

If the door lock is removed from the door, the lock control lever should be moved up and the lock contactor lever pressed, to carry out this check.

24. Check the interior door handle operation as follows.

(a) Fully raise the lock bolt; move the lock control button (i.e. the lock control button on the sill on cars other than coachbuilt; the control lever in the door cubby box on coachbuilt cars) to the unlocked position, then operate the interior door handle; the bolt should move down.

If the door lock is removed from the door, the lock control lever should be moved down and the lock remote control lever pressed to carry out this check.

(b) Fully raise the lock bolt; move the sill lock button (or cubby box lever) to the locked position then operate the interior door handle. On cars prior to Car Serial Number 5000 (except those cars fitted with child-proof locks), the bolt should move down; on later cars fitted with child-proof locks,

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the bolt should not move down.

If the door lock is removed from the door, the lock control lever should be moved up and the lock remote control lever pressed.

25. Check the operation of the self-cancelling mechanism as follows.

Move the sill lock button (or cubby box lever) to the locked position then fully raise the lock bolt; the lock control button (lever) should move to the fully unlocked position.

If the lock is removed from the door, the lock control lever should be fully raised to carry out this check.

26. Check the keyless locking mechanism as follows.

Move the lock control button (lever) to the locked position, press the door handle push button and hold then raise the lock bolt; the lock control lever should stay down.

If the lock is removed from the door, the lock control lever should be raised and the contactor lever pressed to carry out this check.

27. Check the operation of the key mechanism as follows.

Fit the door key into the lock, then turn the key alternately in opposite directions and check that the lock control button moves to the locked and unlocked positions in sequence with the key movement.

If the door lock is removed, the operating cam should be turned instead of the key and the lock operating lever checked to ensure that it moves up and down in sequence with the cam movement.

28. Raise the lock bolt to the half-way position, then repeat Operations 23 to 27 inclusive.

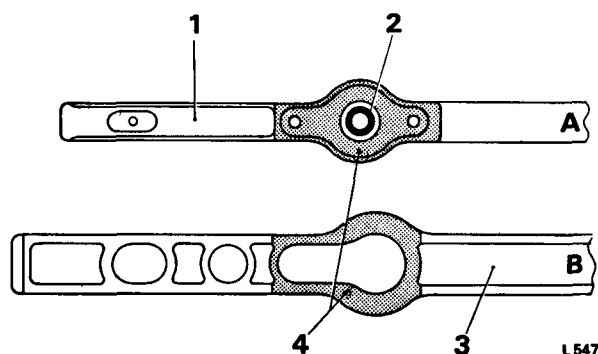


FIG. S15 LOCATION OF SEALANT ON EXTERIOR DOOR HANDLE AND MOULDING (4-Door Saloon and Long Wheelbase Cars)

- A Door handle
- B Moulding
- 1 Inboard face of handle
- 2 Push button stem
- 3 Inboard face of slipper moulding
- 4 Sealant—shaded areas

Door lock mechanism—To fit

To fit the door lock mechanism reverse the procedure given for removal noting the following points.

1. During assembly lubricate the following points with Molytone 265 grease or its equivalent.

- (i) The spade end of the private door locks.
- (ii) Pivot points and contact faces of the exterior door handle and the contactor lever assembly.
- (iii) Pivot points on all lock linkages.

2. When fitting the door lock striker plate, refer to Door - To fit, Operation 2 on Page S2.

3. Before fitting the exterior door handle, apply sealant as follows.

(a) **4-Door Saloon and Long Wheelbase cars.** Apply Bostik cement 1311 or its equivalent to the mating face of the handle to seal it to the moulding and to the moulding to seal it to the door (see Fig. S15); take care to keep the sealant away from the push button stem.

(b) **Coachbuilt cars.** Apply Glasticon sealer or its equivalent to the mating face of the handle to seal it to the door.

4. Set the exterior door handle push button as follows.

(a) **All cars except Coachbuilt cars prior to Car Serial Number 5001.** The exterior door handle adjusting screw should be set so that a clearance of $\frac{1}{32}$ in. (0.791 mm.) exists between the head of the screw and the contractor lever before the push button is pressed. Check that when the button is pressed, the lock bolt is triggered off from its fully raised position whilst the outer face of the button is still $\frac{1}{16}$ in. (1.587 mm.) or more from the handle surround (see Fig. S16). At this point it should be possible to move the lock bolt up and down by hand without feeling any interference from the lock mechanism. If the lock bolt will not operate without interference, difficulty will be experienced opening and closing the car door.

(b) **Coachbuilt cars prior to Car Serial Number 5001.** The external door push button should be adjusted so that there is approximately $\frac{1}{32}$ in. (0.79 mm.) free movement before the head of the actuator is felt to make any perceptible contact with the push button.

If there is no free movement, the handle should be removed from the door and the required amount ground off the plunger.

5. When fitting the private door locks, ensure that the key slot is vertical before finally tightening the lock to the door; rotating the lock unit after it has been tightened will result in binding when the key is operated.

6. Adjust the position of the interior door handle remote control linkage as follows.

4-Door Saloon and Long Wheelbase cars.

- (a) **Cars prior to Car Serial Number 5001.** With the lock and remote control rods fitted, adjust the position of the interior door handle on its elongated holes so that the lock bolt is triggered off from its fully raised position at approximately $\frac{1}{8}$ in. (3.17 mm.) before the contactor lever reaches the end of its travel.

This travel can be checked by looking through the door pressing aperture and checking the travel of the lock remote control lever which is controlled by, and travels exactly the same distance as, the contactor lever (see Fig. S17, Inset).

This travel represents approximately 2° of handle travel.

At the point when the lock bolt is triggered off, it should be possible to move the lock bolt up and down by hand without any sign of interference. If interference is felt, opening and closing the door will not be satisfactory.

- (b) **Cars after Car Serial Number 5000.** Fit the door lock and control rods noting that there are two bushes fitted into the interior door handle mounting bracket (see Fig. S17); fit the remote control rod to the rearmost bush. Take up all free play in the handle-to-lock linkage by adjusting the position of the interior door handle on its elongated holes.

If all free play in the linkage cannot be taken up in these slots, fit the remote control rod to the forward bush in the interior handle bracket.

Coachbuilt cars

- (c) **Cars prior to Car Serial Number 5001.** Fit the lock, interior door handle and linkage then adjust the link connecting the interior door handle to the lock as follows.

Slacken the two bolts on the link so that it is possible to adjust it by means of the elongated holes (see Fig. S9, item 1).

Take up any free play from the lock actuating lever by pulling it gently forward against spring tension until a slight resistance is felt; at the same time, the interior door handle should be held in its fully closed position. Retain the mechanism in this position, then tighten the two bolts on the remote control link.

- (d) **Cars after Car Serial Number 5000** (see Figs. S13 and S14). Adjust the links connecting the interior door handle to the lock by following a similar procedure to that given for cars prior to Car Serial Number 5001.

7. **On cars after Car Serial Number 9000** (i.e. cars fitted with the centralised door locking system), fit and adjust the solenoid and linkage as follows.

- (a) **4-Door Saloon and Long Wheelbase cars** (see Fig. S11). Fit the private lock (see Operation 5).

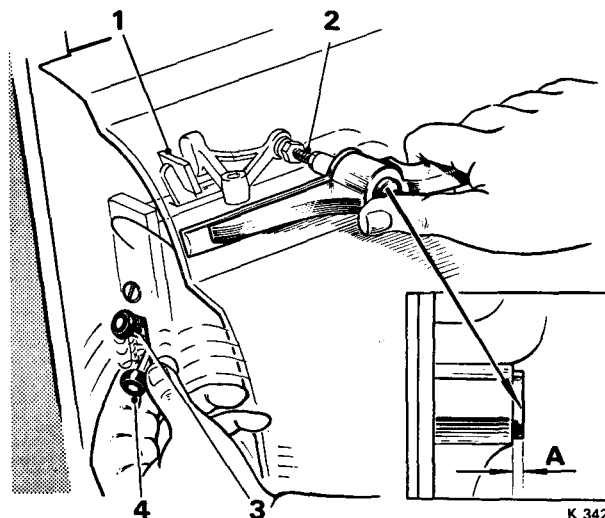


FIG. S16 EXTERIOR DOOR HANDLE ADJUSTMENT
(4-Door Saloon and Long Wheelbase Cars)

A = $\frac{1}{8}$ in. (1.587 mm.) — Between end of push button and handle surround

1 Contactor lever—door lock

2 Adjusting screw

3 Lock bolt (position after being 'triggered off' i.e. fully down)

4 Lock bolt (position before being 'triggered off' i.e. fully raised)

Lubricate the external rubber stop on the door lock unit with Molytone 265 grease, then fit the lock. Fit the pivot lever assembly to the nylon bushes in the door bracket by reversing the removal procedure (see *Door lock mechanism - To remove, Operation 13*). Fit the control rod from the lock to the pivot lever, into the nylon bushes. Secure the solenoid unit complete with upper rod, spring link and water proofed bag to the door panel. Move the door lock lever to the locked position and the solenoid link to the down position. Slacken the lock-nut on the spring link then adjust the spring link length until the lower rod is aligned with the nylon bush in the pivot lever (see Fig. S11); tighten the lock-nut on the spring link then connect the link to the lever.

Check that the forces required to lock and unlock the door are the same. If they are not, the spring link is not correctly adjusted. Re-adjust the link and check again.

- (b) **Coachbuilt cars** (see Fig. S14). Fit the private lock (see Operation 5). Lubricate the external rubber stop on the door lock unit with Molytone 265 grease, then fit the lock. Smear the solenoid-to-lock operating cable with Molytone 265 grease, then fit the conduit, cable and nylon block to the

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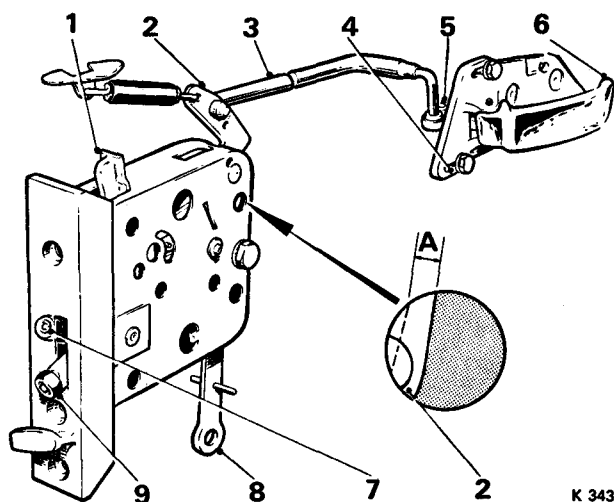


FIG. S17 INTERIOR DOOR HANDLE ADJUSTMENT (4-Door Saloon and Long Wheelbase Cars after Car Serial Number 5000)

Note Dotted line in inset indicates position of lock remote control lever when door handle has reached full extent of travel

A = $\frac{1}{8}$ in. (3,175 mm.)

- 1 Lock contactor lever
- 2 Lock remote control lever
- 3 Control rod
- 4 Elongated hole
- 5 Bush
- 6 Interior door handle
- 7 Lock bolt (raised position)
- 8 Sill lock lever—door lock
- 9 Lock bolt (position after being 'triggered off')

door panel. Secure the conduit bracket to the lock with the 3 B.A. screw and nut. Fit the solenoid unit complete with its waterproofed polythene bag and spring link assembly to the door, then connect the cable to the spring link rod. Slacken the lock nut on the spring link to move the lower link of the door lock down to the open (unlock) position and move the solenoid link to the open position, i.e. towards the rear of the car. Secure the cable to the lower link of the door lock with the lock-nut and also tighten the spring link lock-nut.

Check that the forces required to lock and unlock the door are the same. If they are not, the spring link is not correctly adjusted. Re-adjust the spring link and check again.

Connect the solenoid electrical leads at their Lucar connections, then close the ends of the polythene tube with adhesive tape sealing the solenoid inside; ensure that movement of the solenoid spring link is not restricted by the polythene tube.

- 8. On later cars on which the interior door handle

mechanism is protected by a polythene bag, fit a new bag as follows.

(a) **4-Door Saloon and Long Wheelbase cars.** Cut off a corner of the polythene bag as small as possible. Push the remote control rod through the hole so that the interior handle end of the rod is inside the bag. Using the rubber sleeve, secure the polythene bag to the rod; position the sleeve up to the 90° bend in the rod, leaving approximately 1-00 in. (25,4 mm.) of the rod inside the bag. Fit the remote control rod to the lock. Pull the open end of the polythene bag through the door handle aperture in the inner panel. Using Dunlop adhesive S81, secure the open end of the polythene bag around the lip of the aperture with approximately 0-375 in. (9,525 mm.) overlap. Fit the interior door handle to the remote control rod. Secure the handle to the door with the three setscrews, trapping the open end of the polythene bag between the handle and the door. Adjust the handle and remote control linkage as described in Operation 6(b). Check that the handle operates without straining the polythene bag unduly.

(b) **Coachbuilt cars.** Fit the polythene bag to the door handle mechanism following a similar procedure as that given for 4-Door Saloon and Long Wheelbase cars.

9. After fitting the door lock and before fitting the trim pad, etc., check that the door can be locked as follows.

(a) **Cars prior to Car Serial Number 5001** (except those cars fitted with child-proof locks). Check that the door can be locked from outside the car and that when locked the exterior door handle is inoperative.

(b) **Cars after Car Serial Number 5000** (also earlier cars fitted with child-proof locks). Check that the door can be locked from inside and outside the car and that when locked both the interior and exterior door handles are inoperative.

(c) **4-Door Saloon and Long Wheelbase cars after Car Serial Number 9000.** Carry out the same checks listed in (b) but note that these cars are also fitted with the centralised door locking system.

This system comprises an electrically operated solenoid connected to each door lock mechanism and is controlled by two switches mounted one on each front door trim panel. Operation of either of these two switches will energise the solenoids causing the lock mechanism on each door to move either to the locked or unlocked position as required.

Check that the doors can be locked and unlocked by operation of either switch and that when locked both the interior and exterior door handles are inoperative.

(d) Coachbuilt cars after Car Serial Number 9000.

Check that the door can be locked from inside and outside the car and that when locked the exterior door handle is inoperative; note that the interior door handle should be operative at all times (i.e. the interior door handle should open the door irrespective of whether it is locked or unlocked).

Check also that the doors can be locked and unlocked by operating the centralised door locking switch on each door panel; refer to item (c).

Door seals—To remove**4-Door Saloon and Long Wheelbase cars**

1. To remove the door to body seal proceed as follows.

- (i) Carefully insert a screwdriver under the lip of the door seal at a point adjacent to the door frame vertical strip; take care not to damage the window frame.
- (ii) Lift the door seal using the screwdriver, until finger grip can be established under the seal. Run the finger underneath and along the seal until the seal is removed from the door.

2. To remove the door frame to window glass frame seal proceed as follows.

- (i) Remove the electrically operated window glass frame (see *Window frame – To remove, on Page S11*).
- (ii) Using a sharp scraper or knife, remove the seal from the door frame; take care to avoid damage to the surrounding paintwork.

3. To remove the seal from the window glass channels proceed as follows.

- (i) Remove the window glass (see *Electrically operated window glass – To remove, on Page S9*).
- (ii) Insert a screwdriver under one end of the seal then remove the seal from the channel.

4. To remove the opening quarter window seal proceed as follows.

- (i) Remove the quarter window (see *Opening quarter window – To remove, on Page S9*).
- (ii) Remove the seal from the window frame.

5. To remove the fixed quarter window seal proceed as follows.

- (i) Remove the quarter window (see *Fixed quarter window – To remove, on Page S10*).
- (ii) Remove the two remaining sections of the seal from the frame.

6. To remove the seal from the lower cross-rail of the window frame proceed as follows.

- (i) Remove the window glass (see *Electrically operated window glass – To remove, on Page S9*).
- (ii) Using a sharp scraper or knife, remove the seal from the frame; take care to avoid damage to the window frame.

Door seals—To remove**Coachbuilt cars**

1. To remove the door to body seal proceed as follows.

- (i) Using a scraper or similar tool, carefully remove the seal from the channel around the door aperture.

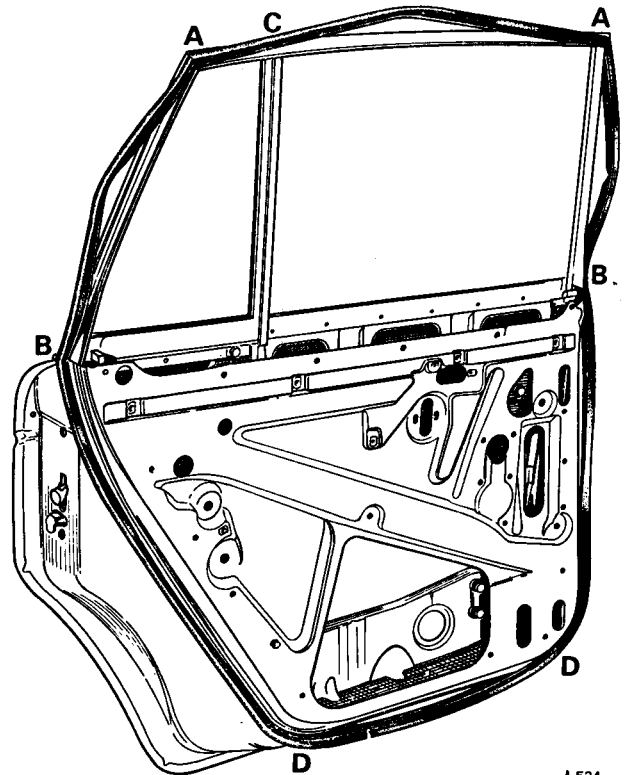
On Convertible cars, it will be necessary to remove the polished wood finisher under the rear quarter window to enable the rear section of the seal to be removed.

- (ii) Remove the seal from the front door pillar by first removing the screw securing the upper end of the seal then detaching the seal from the pillar.

2. To remove the seals from the window channels proceed as follows.

(a) 2-Door Saloon cars

- (i) Remove the window glass and frame (see *Electrically operated window glass – To remove, on Page S9*).



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**FIG. S18 REGISTERING THE DOOR SEAL
(4-Door Saloon and Long Wheelbase Cars)**

- A At the upper mitred corners
- B Steps on the seal at door waist line
- C Notch on seal with the window frame centre vertical leg
- D At the lower corners

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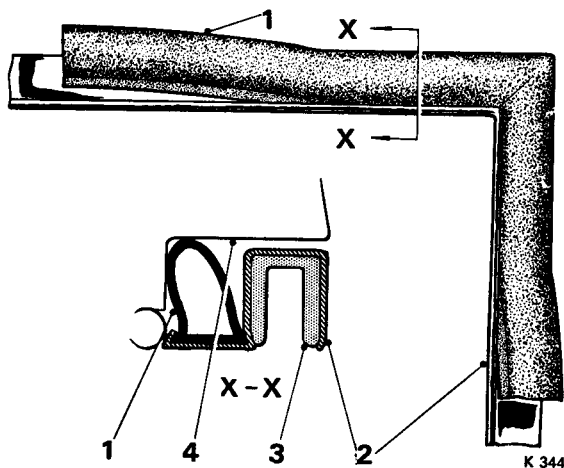


FIG. S19 FITTING THE DOOR SEAL INTO THE CHANNEL (4-Door Saloon and Long Wheelbase Cars)

- 1 Rubber seal
- 2 Door frame
- 3 Window frame felt
- 4 Car body

- (ii) Remove the glass from the frame.
- (iii) Remove the seal from the frame channel.
- (b) **Convertible cars**
 - (i) Remove the window glass (*see Electrically operated window glass – To remove, on Page S9*).
 - (ii) Remove the seal from each window channel.
- 3. To remove the seal from the metal finisher on the door outer sill proceed as follows.
 - (i) Remove the window glass (*see Electrically operated window glass – To remove, on Page S9*).
 - (ii) Using a sharp knife or scraper, carefully remove the seal from the finisher.
- 4. To remove the opening quarter window seal proceed as follows.
 - (i) Remove the quarter window (*see Opening quarter window – To remove, on Page S9*).
 - (ii) Remove the seal from the window frame.

Door seals—To fit

4-Door Saloon and Long Wheelbase cars

1. To fit the door to body seal proceed as follows.
 - (i) Ensure that the seal channel is clean and free from obstructions.
 - (ii) Register the door seal at the points indicated in Figure S18 and manipulate the seal into the channel.

Once the seal has entered satisfactorily at these points the seal between these points should be manoeuvred evenly into the channel. The seal should be located on the inner part of the metal

frame channel and in the outer part of the door channel then tamped in, a short length at a time. A wooden, wedge-shaped tool with no sharp edges will assist the seal entry into the channel (*see Fig. S19*).

Note Do not lubricate the seal to assist the entry of the seal into the seal channel.

- (iii) Lubricate the seal with a minimum amount of seal lubricant (Marston's EXPO. 59 or a similar lubricant) at the short length where the seal rubs against the car body, rather than presses onto it.
- 2. To fit the seal between the window glass frame and the door frame proceed as follows.
 - (i) Clean the bonding surfaces of the seal and the door using Bostik cleaner 6001; allow the cleaner to dry for at least one hour.
 - (ii) Apply Boscolite primer 9252 or its equivalent to the door surface to which the seal is to be fitted; allow at least one hour to dry.
 - (iii) Apply Boscoprene cement 2402 parts 1 and 2, or its equivalent to the bonding surfaces of the door and the seal; allow 10 to 15 minutes for the cement to partially dry.
 - (iv) Fit the seal to the door, using the edge of a steel rule, or a similar tool, to raise the seal lip over the door edge.
 - (v) Fit the remaining parts comprising the door by reversing the procedure given for removal (*see Window frame – To fit, on Page S11*).
- 3. To fit the window channel seal reverse the procedure given for removal noting the following points.
 - (i) Ensure that the edge of the seal having the four continuous 'pips' moulded into it is positioned inboard.
- 4. To fit the opening quarter window seal reverse the procedure given for removal.
- 5. To fit the fixed quarter window seal reverse the procedure given for removal.
- 6. To fit the sealing strip to the lower cross rail on the window frame proceed as follows.
 - (i) Fix the seal to the frame following the same basic procedure described in Operation 2 for fitting the window frame to door seal.
 - (ii) Fit the window (*see Electrically operated window glass – To fit, on Page S9*).

Door seals—To fit

Coachbuilt cars

1. To fit the door to body seal proceed as follows.
 - (i) Check the seal channel retaining screws for tightness; tighten or replace screws as necessary.
 - (ii) Cut the sealing strip to the required length noting the following.

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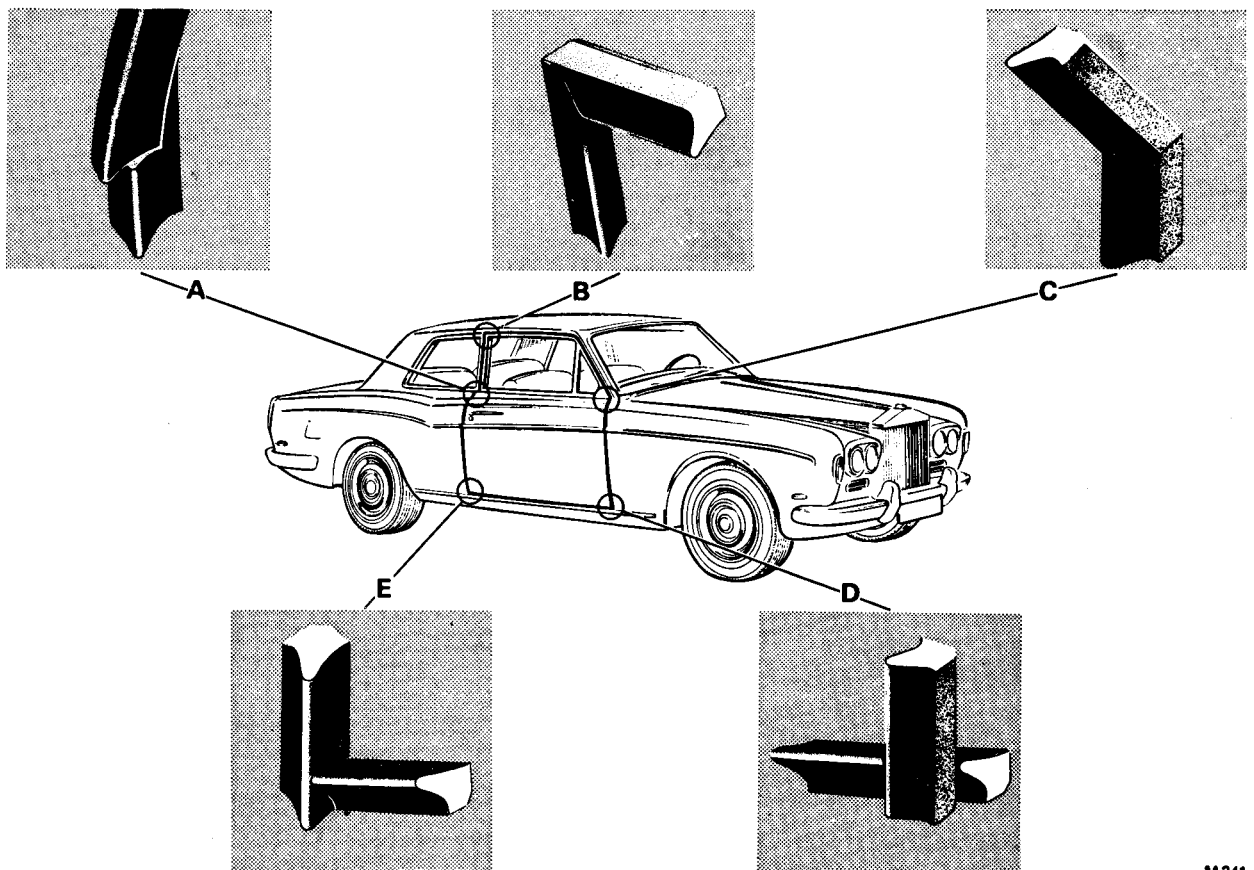
On 2-Door Saloon cars, five pieces of seal required; refer to Figure S20 which shows the position and type of seal abutment joints required.

On Convertible cars, four pieces of seal required; the seal abutment joints to be as shown in Figure S20, except for the centre and upper joint on the rear post which are applicable only to 2-Door Saloon cars.

- (iii) Apply Bostik adhesive 1261 to the seal channels in the door aperture.
- (iv) Fit the sections of the seal into the channel noting the points in Operation (ii); apply Bostik adhesive 1261 where one section of the seal abuts another.
- (v) Remove surplus adhesive using Bostik cleaner 6001. The seal on the leading face of the rear

quarter window (2-Door Saloon and Convertible cars) and the cantrail to window frame seal (Convertible cars only) can be replaced by following a similar procedure.

2. To fit the window channel seal reverse the procedure given for removal noting the following point.
 - (i) Ensure that the widest section of the seal is positioned inboard.
3. To fit the seal to the metal finisher on the door outer sill reverse the procedure given for removal noting the following point.
 - (i) Fix the seal to the chromed finisher using Bostik adhesive 1261 or its equivalent.
4. To fit the seal to quarter window, opening and fixed type, reverse the procedure given for removal.



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FIG. S20 DOOR TO BODY SEAL (2-Door Saloon Cars)

- A** Stepped joint—door waist line
- B** Mitred joint
- C** Mitred joint
- D** The horizontal and vertical sections of the seal are in separate channels at this point
- E** Rear vertical section of the seal extends to bottom of channel, lower horizontal section abuts to rear vertical section

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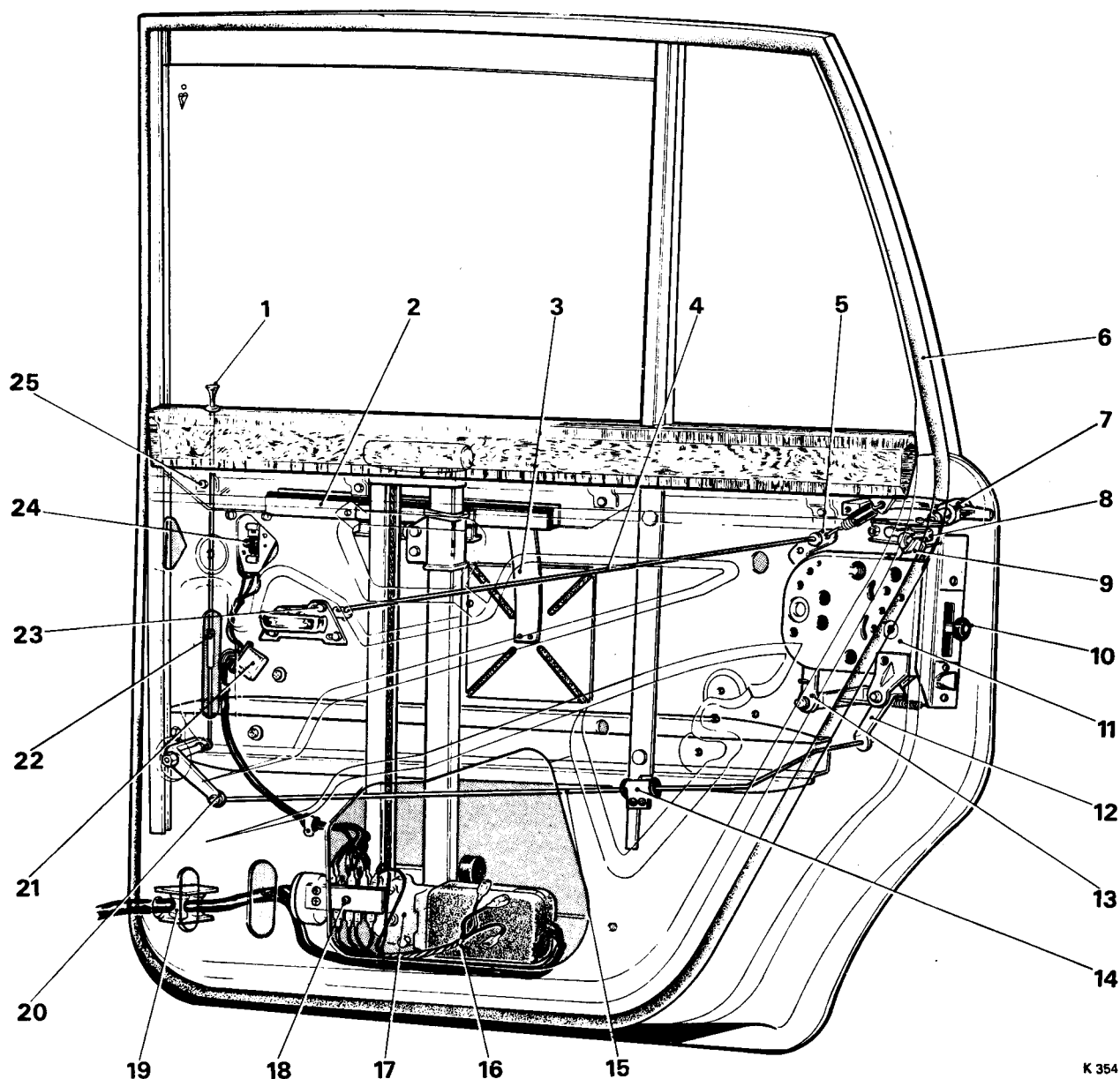


FIG. S21 TYPICAL CONSTRUCTION OF A REAR DOOR (4-Door Saloon and Long Wheelbase Cars prior to Car Serial Number 9000 with rod operated sill lock button)

- | | | |
|---|---|--|
| 1 Sill lock button | 8 Actuator lever assembly—
push button to lever lock | 18 Electrical junction block
securing nut |
| 2 Window glass channel | 9 Contactor lever—door lock | 19 Door loom guide assembly |
| 3 Anti-drum pad steady strap | 10 Bolt—door lock | 20 Pivot lever |
| 4 Remote control rod—lock to
interior handle | 11 Door lock | 21 Window lift relay |
| 5 Door lock remote control
lever | 12 Pivot lever | 22 Sill lock button adjuster |
| 6 Door seal | 13 Sill control lever—door lock | 23 Screws securing the interior
door handle (3 off) |
| 7 Exterior door handle and
push button | 14 Control rod support bracket | 24 Electric window lift switch |
| | 15 Sill lock control rod | 25 Screw—waist rail |
| | 16 Electrical leads to the arm rest | |
| | 17 Electric window lift assembly | |

REAR DOORS

Door overhaul procedure

To remove and fit the rear door components, carefully follow a procedure similar to the one already described for the front door, noting any variations of procedure which are described under the following headings.

Door—To remove

1. Disconnect the battery.
2. Remove the door trim pad (*see Rear door trim – To remove*).
3. Disconnect sufficient electrical connections to enable the rear door to be removed; note their colour codes to ensure correct assembly.
4. Using circlip pliers (RH 7674), remove the circlip securing the check strap pin to the door linkage (*see Fig. S22*).
5. Using a hammer and drift, tap the pin downward until it clears the hinge.
6. Support the door then remove the four setscrews securing each hinge to the door; note the position of the check springs on the lower hinge setscrews to ensure correct assembly. Retain any packing pieces which may be fitted between the door and hinge to ensure correct assembly.
7. Remove the door simultaneously manoeuvring the wiring loom through the loom aperture.

Door—To fit

To fit the rear door reverse the procedure given for removal noting the following points.

1. The door should be fitted in a manner similar to that described for the fitting of a front door (*see Front door – To fit, on Page S2*); when setting the striker plate ensure that the rear edge of the door is level with the car body.
2. Apply Shell Retinax A grease or its equivalent to the check spring on the lower door hinge.
3. Ensure that the rubber seals are fitted to the hinges before securing the hinges to the door; renew the seals if damaged (*see Door hinges – To remove*).

Door hinges—To remove from the body

1. Remove the rear door (*see Rear door – To remove*).
2. Lift back the carpet to expose the self-tapping screws securing the metal finisher to the lower edge of the door aperture; remove the screws and the finisher.

3. Remove the front seat belt anchorage bolt (if fitted) from the body centre pillar (*refer to Section S9, Front seat belts – To remove*).

4.(a) **4-Door Saloon cars and Long Wheelbase non-division cars.** Using a wedge shaped tool as previously described for removing the front door trim pad (*see Page S2*), carefully remove the trim pad from the centre pillar.

(b) **Long Wheelbase cars with centre division.** Remove the centre division assembly (*see Section S6, Centre division – To remove*).

Remove the three $\frac{7}{16}$ in. A/F setscrews securing the centre division wooden mounting assembly to the body centre pillar; remove the mounting assembly.

5. Remove the socket headed screw securing the lower hinge to the body bracket (*see Fig. S22, item 3*).

6. Using an extension bar on the socket spanner, remove the two socket headed screws securing each hinge to the body; remove the hinges.

An extension bar is required as the screws are situated at the end of two recesses in the pillar pressing. Figure S22, item 4, shows the location of the access hole to the lower hinge screws.

Door hinges—To fit

To fit the rear door hinges reverse the procedure given for removal noting the following point.

1. Fix the upper hinge seal to the door by following the procedure described in Operation 2 under Door seals – To fit, on Page S22.

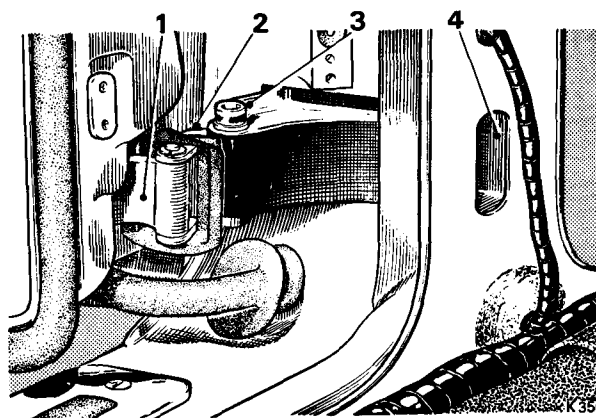
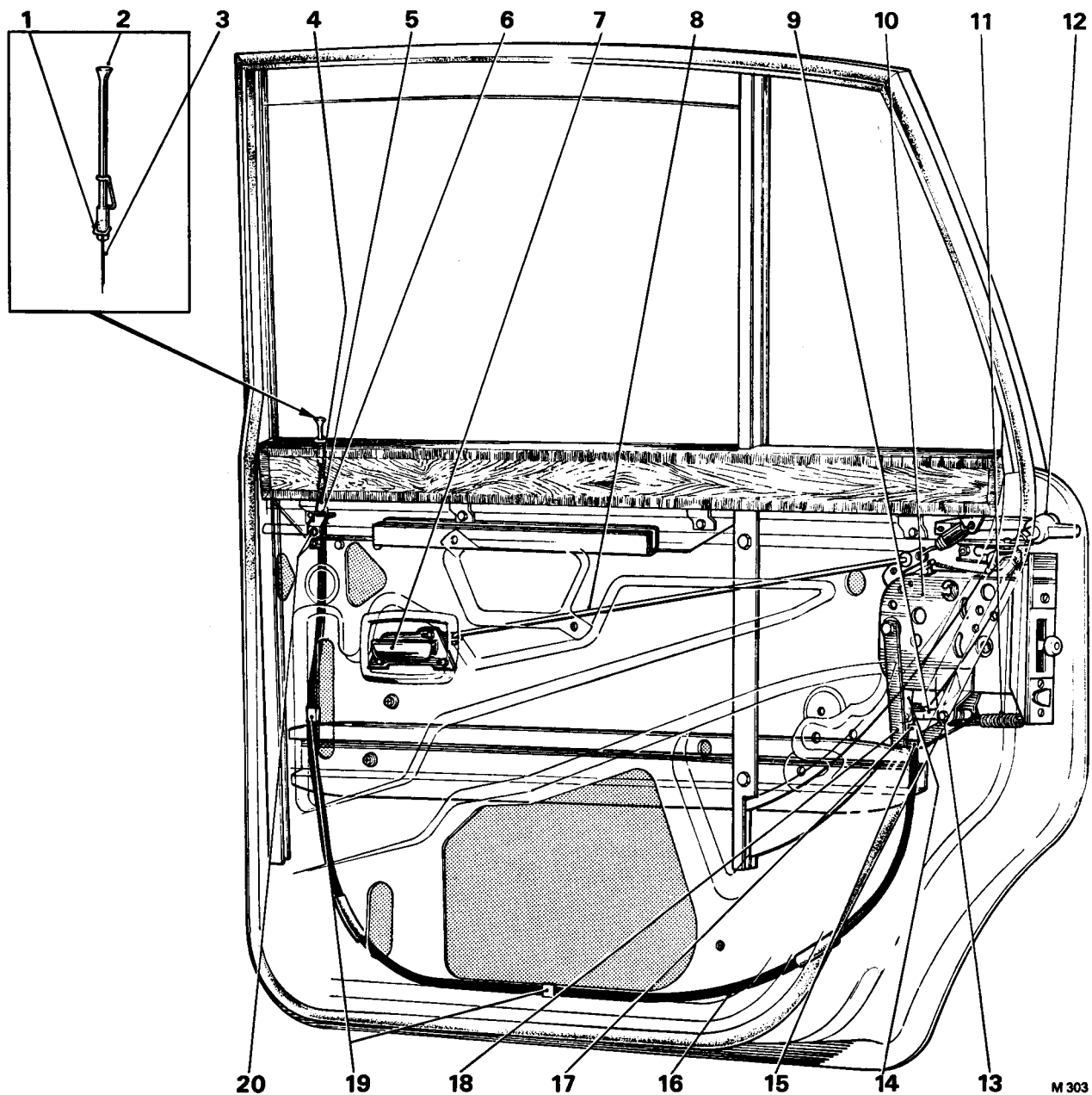


FIG. S22 REAR DOOR BOTTOM HINGE
(4-Door Saloon car illustrated)

- 1 Check strap
- 2 Hinge
- 3 Socket headed cap screw
- 4 Access hole to setscrews securing the hinge to the body

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FIG. S23 REAR DOOR LOCKING MECHANISM (4-Door Saloon and Long Wheelbase Cars with cable operated sill lock button)

- | | | |
|--------------------------|---------------------------------------|--|
| 1 Spring clip | 9 Pivot lever | 16 Cable and sheath |
| 2 Button—detachable type | 10 Door lock | 17 Guide |
| 3 Cable | 11 Spring—pivot lever return | 18 Nipple and locking screw |
| 4 Cable bracket | 12 Exterior handle and push button | 18 Cable bracket |
| 5 Sleeve | 13 Pivot bolt | 19 Cable securing clips |
| 6 Lock-nuts (2 off) | 14 Sill control lever—door lock | 20 Screws (2 off) securing cable bracket to door |
| 7 Interior door handle | 15 Lock-nuts (2 off)—cable to bracket | |
| 8 Remote control rod | | |

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Door trim—To remove
(see Fig. S21)

1. Cars prior to Car Serial Number 6001. Detach the cover of the step lamp in the arm rest out of its spring clip.

2. Slacken the two setscrews securing the arm rest to the door; access to the screws is gained through the opening in the bottom of the arm rest and a fairly long 2 B.A. flat spanner will be required to reach them.

Slide the arm rest upward until it is felt to be free of the setscrews; remove the setscrews.

3. Lift back the trim pad until the electrical leads to the step lamp and cigar lighter can be disconnected; note the colour codes of the leads to ensure correct assembly.

4. The sill mounted door locking buttons on some later cars are operated by a cable (see Fig. S23) and not by rods and links used on earlier cars.

Two types of these cables can be encountered.

(a) The earlier type of cable on which the button is fixed to the cable.

(b) The later type of cable on which the button is secured to the cable by a spring clip, enabling the button and cable to be separated.

The later type cable can be identified by the spring clip visible on the lower end of the button shank when the door panel and dust cover are removed.

5. To remove a cable operated button proceed as follows.

(a) **Earlier type cable.** Remove the $\frac{7}{16}$ in. A/F bolt and nut securing the link on the lock end of the cable to the lock; slacken the nipple locking screw and remove the nipple and link.

Lift the button out of the polished wood finisher, withdrawing the cable from its sheath; remove the finisher.

(b) **Later type cable** (see Fig. S23). Remove the two 2 B.A. screws and nuts securing the mounting bracket on the button end of the cable sheath, to the door. Remove the screws securing the polished wood finisher and lift the finisher to gain access to the lower end of the button.

Hold the button to prevent it turning then rotate the spring clip on the button shank through 90° until the lower leg of the spring clip disengages from the slot in the button shank; remove the button from the cable.

Remove the polished wood finisher.

Door trim—To fit

To fit the door trim reverse the procedure given for removal noting the following points.

Cars fitted with cable operated sill lock buttons (see Fig. S23).

1. On cars fitted with the later type cable, ensure that when fitting the button to the cable the leg of the spring clip engages the slot in the button shank (see Fig. S23, inset).

2. Before fitting the dust cover and trim pad, set the sill lock button (see REAR DOORS, Door lock mechanism – To fit, Operation 1).

Cars fitted with rod operated sill lock buttons (see Figs. S21 and S24).

3. Before fitting the dust cover and trim pad, set the sill lock button (see FRONT DOORS, Door trim – To fit, Operation 3).

Electric window lift mechanism—To remove

Cars after Car Serial Number 9000 (i.e. cars fitted with the centralised door locking system).

1. Remove the door trim pad following a procedure similar to that described for removing the front door trim and also noting any variation of procedure described under REAR DOORS, Door trim – To remove.

2. Remove the centralised door locking solenoid and mounting bracket (see REAR DOORS, Door lock mechanism – To remove, Operation 4).

3. Remove the window lift mechanism by following the same procedure described for removing the window lift mechanism from a front door and by reference to Figure S21.

Electric window lift mechanism—To fit

Cars after Car Serial Number 9000 (i.e. cars fitted with the centralised door locking system).

To fit the window lift mechanism reverse the procedure given for removal noting the following points.

1. Refer to FRONT DOORS, Electric window lift mechanism – To fit, Operations 1, 2 and 3.

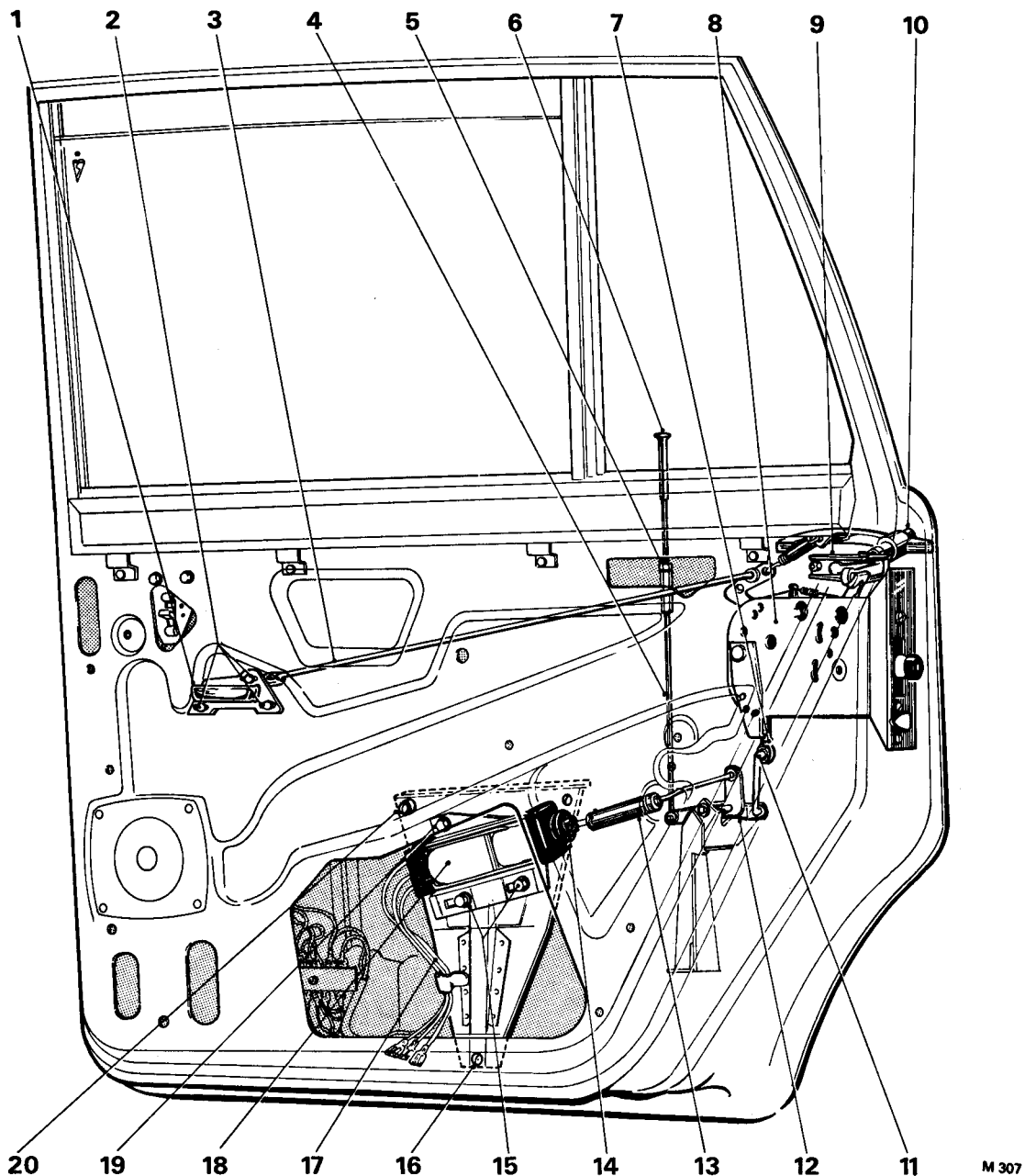
2. Fit and set the solenoid as described later in this Section (see REAR DOORS, Door lock mechanism – To fit, Operation 3).

Electrically operated window glass
—To remove

Cars after Car Serial Number 9000 (i.e. cars fitted with the centralised door locking system).

1. Remove the door trim and pad following a procedure similar to that described for removing the front door trim and also noting any variation of procedure described under REAR DOORS, Door trim – To remove.

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**FIG. S24 REAR DOOR LOCKING MECHANISM (4-Door Saloon and Long Wheelbase Cars
after Car Serial Number 9000)**

- | | | |
|--|--|--|
| 1 Interior door handle | 8 Door lock | 16 Screws securing solenoid mounting bracket to door |
| 2 Handle securing screws (3 off) | 9 Contactor lever assembly | 17 Solenoid electrical leads (3 off) |
| 3 Remote control rod | 10 Exterior door handle | 18 Solenoid assembly |
| 4 Control rod—pivot lever to lock button | 11 Control rod—lock to pivot lever | 19 2 B.A. bolt—solenoid to bracket |
| 5 Lock-nut—sill button adjuster | 12 Pivot lever assembly | 20 Distance piece |
| 6 Sill lock button | 13 Spring link | |
| 7 Sill locking lever—door lock | 14 Dust cover—solenoid | |
| | 15 Setscrews (2 off)—solenoid to bracket | |

2. Remove the centralised door locking solenoid and mounting bracket from the door (*see REAR DOORS, Door lock mechanism - To remove, Operation 4*).

3. Remove the electric window lift assembly, frame and glass by following a procedure similar to that described for removing these components from the front door.

Electrically operated window glass—To fit

To fit the electrically operated window glass reverse the procedure given for removal noting the following point.

Cars after Car Serial Number 9000

1. When fitting the centralised door locking solenoid and its mounting bracket it will be necessary to adjust the solenoid as described under REAR DOORS, Door lock mechanism - To fit, Operation 3.

Fixed quarter window—To remove

Cars after Car Serial Number 9000

1. Before the window frame can be removed it will first be necessary to remove the solenoid and mounting bracket of the centralised door locking system (*see REAR DOORS, Door lock mechanism - To remove, Operation 3*).

All cars

2. Remove the 2 B.A. nut and screws securing the support plate situated beneath the quarter window (the support plate is retained by three screws on the front door fixed quarter window).

Fixed quarter window—To fit

Cars after Car Serial Number 9000

1. When fitting the centralised door locking solenoid it will be necessary to adjust the solenoid (*see REAR DOORS, Door lock mechanism - To fit, Operation 3*).

All cars

2. Fit the 2 B.A. nut and screw securing the support plate situated beneath the quarter window.

Window frame—To remove

Cars after Car Serial Number 9000

1. Before the window frame can be removed it will first be necessary to remove the solenoid and mounting bracket of the centralised door locking system (*see REAR DOORS, Electrically operated window glass - To remove, Operations 1, 2 and 3*).

All cars

2. Remove the six setscrews securing the window frame to the door (the frame is secured by seven setscrews on the front door).

Window frame—To fit

Cars after Car Serial Number 9000

1. Fit the centralised door locking solenoid and mounting bracket by reversing the procedure given for removal then adjust the solenoid (*see REAR DOORS, Door lock mechanism - To fit, Operation 3*).

All cars

2. Fit the six setscrews securing the window frame to the door.

Door lock mechanism—To remove

1. In addition to the black water proof cover attached to the outer face of the inner door panel, a similar cover attached to the inner face protects the interior door handle and door switch mechanisms; this inner cover is secured by four spring clips and adhesive. Note the position of these spring clips during removal to ensure correct assembly.

2. On cars fitted with cable operated sill locking buttons (*see Fig. S23*), remove the cable as follows.

Remove the two screws and nuts securing the button end of the cable sheath to the door. Slacken the nipple locking screw at the lock end of the cable; disconnect the cable from the lock and retain the nipple. Slacken the two lock-nuts on the lock end of the cable sheath then detach the sheath from its mounting bracket. Detach the spring clip securing the sheath to the base of the door then remove the cable and sheath.

3. Long Wheelbase division cars prior to Car Serial Number 9000. Private door locks are fitted to these cars.

Cars after Car Serial Number 9000 (*see Fig. S24*).

4. To remove the solenoid and mounting bracket of the centralised door locking system proceed as follows.

With the trim panel and dust cover removed, disconnect the three electrical leads to the solenoid at their Lucar connections.

Using a screwdriver, remove the three screws and nuts securing the solenoid mounting bracket to the doors; note the position of the spacing washer. Disconnect the solenoid remote control rod from its bush in the pivot lever assembly then remove the solenoid and mounting bracket assembly from the door.

5. To remove the pivot lever assembly from the door proceed as follows, noting that the removal procedure is basically the same as that shown in Figure S12.

Disconnect the control rods from their nylon bushes then remove the rods.

Press the pivot lever assembly towards the inner door panel until the outboard end of the lever spindle is free from its nylon bush; remove this nylon

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bush from the door. Push the freed end of the pivot lever spindle into the hole vacated by the nylon bush until the other end of the spindle is also freed from its bush; remove the pivot lever assembly from the door.

Door lock mechanism—To fit

1. **On cars fitted with cable operated locking buttons**, fit the cable by reversing the procedure given for removal then adjust as follows.

Take up any slackness in the cable by adjusting the position of the two lock-nuts at the lock end of the cable sheath (see Fig. S23).

Set the height of the button above the top of the sill by adjusting the position of the bracket, attached to the button end of the cable sheath, in its slot in the door panel; set the button so that when it is in its unlocked position (i.e. fully raised), the head of the button measures $1\frac{1}{8}$ in. (2.85 cm.) from the top of the polished wood sill finisher.

2. Set the exterior and interior door handles and remote control linkage as described for the front door (see *FRONT DOORS, Door lock mechanism—To fit*).

If private locks are fitted, refer to the points noted when fitting a private lock to the front door (see *FRONT DOORS, Door lock mechanism—To fit, Operation 5*).

3. **On cars after Car Serial Number 9000** (i.e. cars fitted with the centralised door locking system), fit and adjust the solenoid and linkage as follows.

Fit the door lock, if removed. Fit the pivot lever assembly by reversing the procedure given for removal (see *Door lock mechanism—To remove, Operation 4*). Fit the lock-to-lever control rod and the sill control rod into their nylon bushes; ensure that the angled end of the sill control rod is pointing inboard and that the other end is pointing upward.

If the solenoid has been removed from its mounting bracket (when renewing the solenoid for example), secure the solenoid and spring link assembly to the bracket with the 2 B.A. nut and bolt and the two $\frac{1}{2}$ in. A/F setscrews. Position the bracket and solenoid assembly inside the door, connect the link of the solenoid to the pivot lever then secure the assembly to the door with the three screws, washers and nuts; ensure that the spacing washer is fitted to the upper forward screw, between the bracket and the door inner panel.

Adjust the solenoid by slackening the 2 B.A. nut and bolt and the two $\frac{1}{2}$ in. A/F setscrews securing the solenoid to the bracket (see Fig. S24), then sliding the solenoid along the slots until the spring link is balanced (i.e. until any free play is removed, but tension is not applied to the spring link); adjustment should **not** be made at the spring link.

Fit the polished wood finisher to the door sill then fit the sill lock button and lock-nut to the sill control rod. Move the sill lock button to the locked position (i.e. fully lowered) then screw the knob up or down as required until the head of the knob is $\frac{1}{2}$ in. (12.7 mm.) above the wood finisher; tighten the lock-nut.

Check that the force required to raise or lower the sill lock button is the same in both directions; if not, slacken the 2 B.A. bolt and the two $\frac{1}{2}$ in. A/F setscrews and adjust the solenoid in the slots until this condition is obtained.

Connect the three electrical leads of the solenoid to their Lucar connectors.

4. After fitting the door locking mechanism, and before fitting the trim pad, etc., check that the door can be locked as follows.

(a) **Cars prior to Car Serial Number 9001.** Check that the door can be locked from the inside (and from the outside also if private door locks are fitted as they are on some earlier Long Wheelbase division cars) and that when locked, both the interior and exterior door handles are inoperative.

(b) **Cars after Car Serial Number 9000.** Carry out the same checks listed in (a) but note that these cars are also fitted with the centralised door locking system (see *FRONT DOORS, Door lock mechanism—To fit, Operation 9(c)*).

Check that the doors can be locked and unlocked by operating either of the switch controls on the front doors.

Door seals—To remove and fit

To remove and fit the rear door seals, follow the same procedure described for the front door seals (see *FRONT DOORS, Door seals—To remove and fit*) noting the following point.

1. The fixed quarter window glass seal is in four sections (the front door fixed quarter window seal is in three sections).

Section S2

SEATS

FRONT SEATS

Seat—To remove

1. 4-Door Saloon and Long Wheelbase cars. Remove the seat cushion by gripping and lifting the front of the cushion until it is clear of the seat well.

2. Operate the seat mechanism as necessary to expose the two rear socket-headed screws securing the fore and aft slide mechanism to the floor; remove these screws.

3. Operate the seat mechanism to expose the two front socket-headed screws securing the fore and aft slide mechanism to the floor.

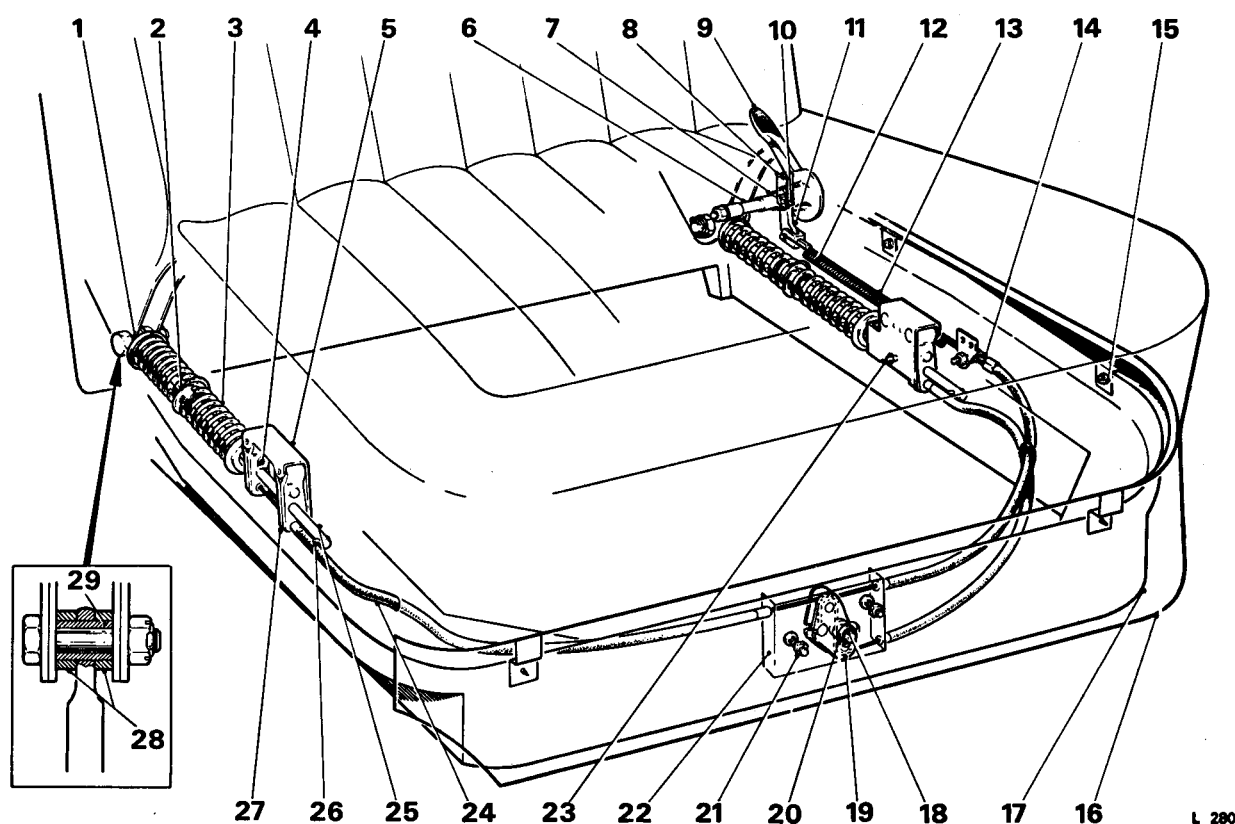


FIG. S25 FRONT SEAT RAKE MECHANISM (Early 4-Door Saloon Cars)

- | | | | |
|------------------|-------------------------|--------------------------|-----------------------|
| 1 Cup washer | 9 Handle | 16 Valance | 23 Pivot pin and clip |
| 2 Stabiliser | 10 Stop pin | 17 Seat frame | 24 Secondary cable |
| 3 Helical spring | 11 Remote control lever | 18 Plasti-ring | 25 Bar |
| 4 Leaf spring | 12 Return spring | 19 Rocking lever | 26 Roll pin |
| 5 Back plate | 13 Primary cable | 20 Washer | 27 Flap |
| 6 Spindle | 14 Threaded adjuster | 21 Special screw (2 off) | 28 Distance piece |
| 7 Brass washer | 15 Self-tapping screw | 22 Bracket | 29 Distance tube |
| 8 Stop bracket | | | |

Chapter S

4. Disconnect the battery.
5. Disconnect the electrical connections to the seat mechanism.
6. Remove the two front socket-headed screws.
7. Cars after Car Serial Number 9617 (see Fig. S33). Remove the four $\frac{7}{16}$ in. A/F setscrews securing the fulcrum bracket of the seat mechanism rear clutch to the car floor.

8. **Long Wheelbase cars with centre division.** Disconnect the trim flap on the rear of the backrest from the channel in the division. Detach the inner seat belt strap (if fitted) from the retaining bracket fitted to the seat base adjacent to the stowage bin as follows.

Lift the leather trim from the inboard edge of the seat valance to expose the two split rivets securing the seat belt retaining bracket to the valance (see Fig. S29); remove one of these split rivets then detach the belt from the seat base.

9. Remove the seat assembly.

For information regarding the electrical seat mechanism, refer to Chapter M – Electrical System.

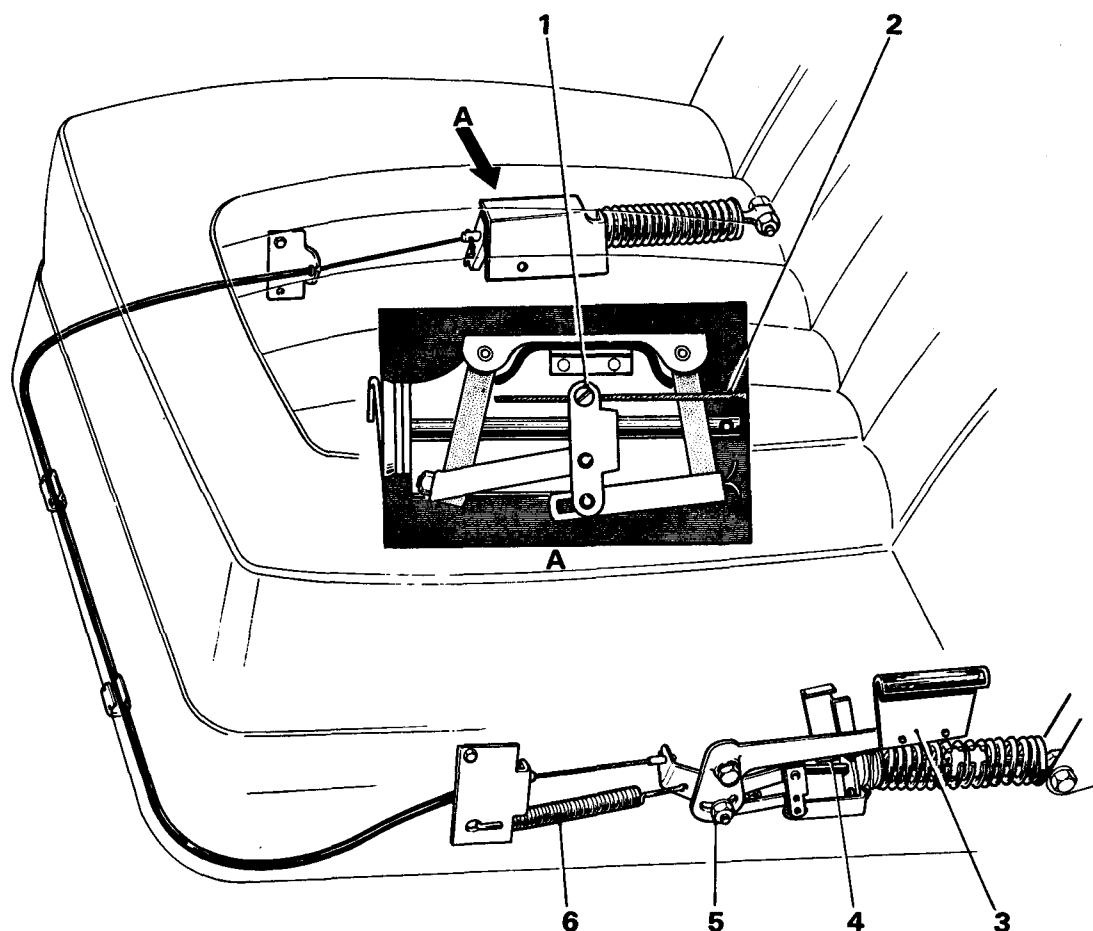
Seat—To fit

To fit the seat reverse the procedure given for removal.

Rake mechanism—To adjust

4-Door Saloon and Long Wheelbase non-division cars

1. Remove the seat (see *Front seat – To remove*).
2. Remove the self-tapping screws securing the seat valance to the seat frame; remove the valance.
- 3.(a) **Early cars** (see Fig. S25). Using the primary cable adjuster (item 14) adjust the length of the cable so that any slackness is just removed.



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FIG. S26 FRONT SEAT RAKE MECHANISM (Later 4-Door Saloon and Long Wheelbase Non-division Cars)

Note Annotations depict adjustment points only. Refer to similar illustration Figure S25 for description of other components comprising the seat rake mechanism.

A Inset shows view in direction of arrow

1 Solderless nipple
2 Cable

3 Handle
4 Handle off-stop

5 Handle adjuster
6 Handle return spring

(b) **Late cars** (see Fig. S26). Ensure that the retaining pin in the forward end of the 0.375 in. (9.525 mm.) diameter rod is clear of the forward flap.

Slacken the handle adjuster.

Remove the handle return spring (item 6).

On the handle side of the adjuster, take up all free play in the linkage by pushing the handle adjuster rearward; ensure that the handle is on its down stop then tighten the handle adjuster.

Fit the handle return spring.

On the side opposite to the handle, remove the free play in the linkage by slackening the solderless nipple and moving the nipple along the cable; ensure that the cable abutments are located correctly then tighten the solderless nipple.

4. After adjusting the seat rake mechanism and fitting the seat into the car, check that the rake mechanism is able to hold the weight of a seat occupant when the backrest is at varying degrees of recline; also ensure that the rake mechanism operates smoothly.

Coachbuilt cars

1. No adjustment is provided on the Reutter hinged rake adjusters fitted to Coachbuilt cars.

Slackness in the rake mechanism is an indication of wear and will necessitate one or both hinge units being renewed (see *Hinged rake adjuster—To remove, in this Section*).

Rake mechanism cable(s)—To remove

4-Door Saloon and Long Wheelbase non-division cars

1. Remove the seat as previously described.
2. Remove the screws securing the valance to the seat frame; remove the valance.

Early cars (see Fig. S25)

3. Slacken the primary cable at its threaded adjuster.
4. Remove the return spring from the pin securing the fork end of the primary cable to the remote control handle, also detach the spring from its primary cable adjuster anchorage.
5. Remove the clevis pin securing the fork end of the primary cable to the operating lever.
6. Unscrew the nut and detach the threaded adjuster from the seat frame.
7. Detach and remove the cable from the rocking lever.

8. Slacken the grub screws and remove the solderless nipples from the flap connections; withdraw the secondary cable.

Late cars (see Fig. S26)

9. Slacken the solderless nipple locking screw; withdraw the cable from the nipple and retain the nipple.

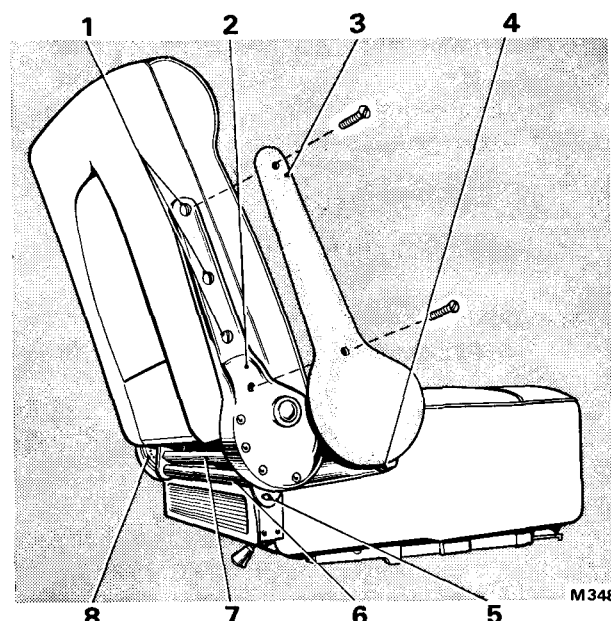


FIG. S27 FRONT SEAT RAKE ADJUSTER (2-Door Saloon and Convertible Cars)

- 1 Screw securing adjuster to backrest
- 2 Hinged rake adjuster—outer
- 3 Trim cover (if fitted)
- 4 Pivot bolt—adjuster to seat base
- 5 Backrest locking catch
- 6 Locking bar
- 7 Square sectioned tie-bar
- 8 Hinged rake adjuster—inner

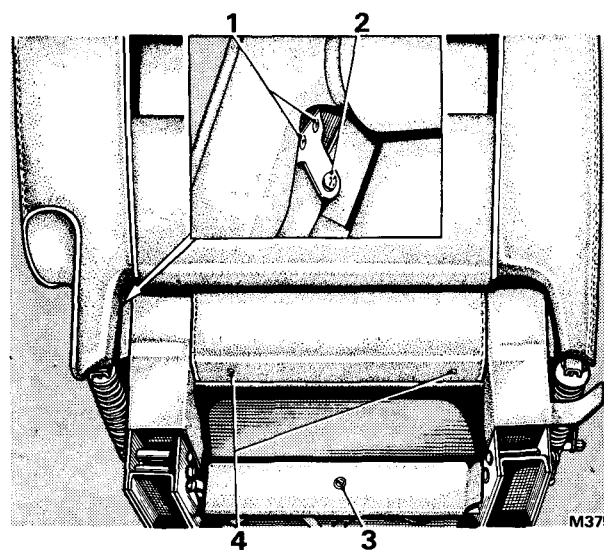


FIG. S28 FRONT SEAT BACKREST (4-Door Saloon and Long Wheelbase Non-division Cars after Car Serial Number 6000)

- 1 Pop rivets securing bracket to rear frame
- 2 Screw securing bracket to squab
- 3 Screw securing the lower trim pad
- 4 Screws securing the upper trim pad (2 off)

Chapter S

10. Detach the other end of the cable from the bracket.
11. Detach the cable from the clips at the front of the seat frame; remove the cable.

Rake mechanism cable(s)—To fit

4-Door Saloon and Long Wheelbase non-division cars
To fit the cable(s) reverse the procedure given for removal noting the following points.

1. The cables are lubricated with graphite wax on initial assembly and no further attention should be required.

Early cars (see Fig. S25)

2. Of the two cables, the secondary one should be fitted first. The solderless nipple at each end of the cable should be fitted approximately 0.125 in. (3.17 mm.) from the end of the cable.

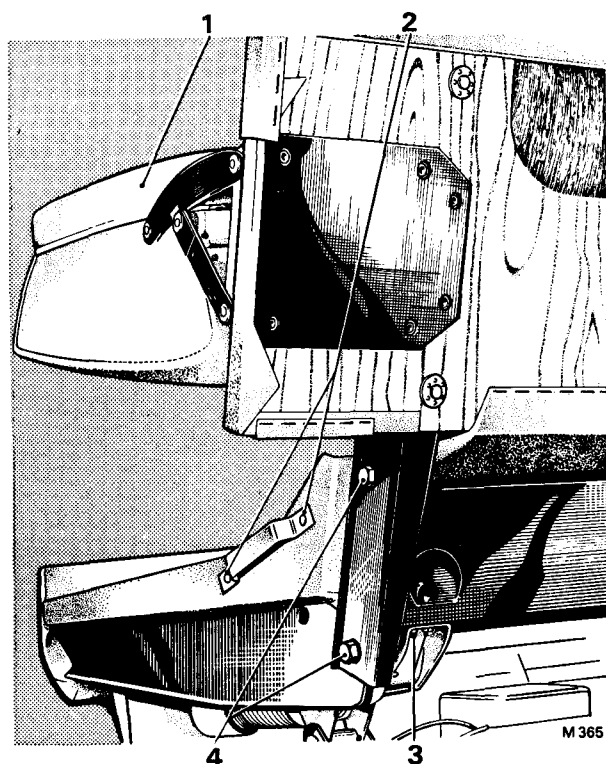


FIG. S29 POSITION OF THE INBOARD SCREWS SECURING THE FRONT SEAT BACKREST TO THE BASE (Long Wheelbase Cars with Centre Division)

- 1 Armrest
- 2 Rivets securing the seat belt retaining bracket
- 3 2 B.A. screws securing rear of seat mechanism to base
- 4 Inboard bolts securing the backrest to the seat base

3. After fitting the primary cable, it should be adjusted by its threaded adjuster so that any slackness is just removed (see *Rake mechanism – To adjust*).

Late cars (see Fig. S26)

4. Set the cable as described earlier (see *Rake mechanism – To adjust, Operation 3(b)*).
5. Ensure that after the cable has been adjusted, the lever is just clear of its stop bracket.

Rake mechanism—To remove and fit

4-Door Saloon and Long Wheelbase non-division cars

Removing and fitting the mechanism is straightforward once the seat has been removed (see *Front seat – To remove*) if reference is made to Figure S25 for early cars or to Figure S26 for late cars; however, the following points should be observed.

1. Ensure that the stabiliser is in good condition and that it is fitted midway between the ends of the spring.
2. The backplate should be free to move on its mounting pin or pivot bolt whichever is applicable.
3. When fitting the rake mechanism, adjust as described previously (see *Rake mechanism – To adjust, on Page S32*).
4. With the exception of the cables and the tie bar which passes through the control flaps, all working parts should be lubricated sparingly with Rocol MTS 1000 grease. As mentioned previously, the cable(s) is lubricated with graphite wax on initial assembly and no further attention should be required.

Hinged rake adjusters—To remove

Coachbuilt cars (see Fig. S27)

1. Operate the rake lever and let the backrest move to its most forward position.
2. Remove the backrest (see *Seat backrest – To remove, on Page S36*).
3. Remove the screws securing the trim covers (if fitted) over the hinged rake adjusters.
4. Remove the screw securing the backrest locking bar (if fitted) to one of the hinged adjusters; it is not necessary to detach the locking bar from both adjusters unless they are to be renewed.
5. Remove the screws securing the hinged rake adjusters to the backrest; remove the rake adjusters together with the locking bar (if fitted) and the square sectioned tie-bar.

Note that the square sectioned tie-bar only locates onto the squared boss on each adjuster and is not fixed to the adjusters.

Hinged rake adjuster—To fit**Coachbuilt cars**

To fit the hinged rake adjuster reverse the procedure given for removal noting the following points.

1. Before fitting the hinge rake adjusters ensure they are both in their most forward position.
2. After fitting, check that the rake mechanism is able to hold the seat and occupant at varying degrees of adjustment.
3. On cars fitted with the backrest locking device, check that the locking pins on the seat base securely engage the slots in the hinged rake adjusters (see Fig. S27, item 6).

Seat backrest—To remove**4-Door Saloon and Long Wheelbase non-division cars prior to Car Serial Number 6001**

1. Remove the front seat (see *Seat - To remove, on Page S31*).
2. Remove the self-tapping screws securing the valance to the seat base; remove the valance.
3. Operate the rake mechanism and move the backrest to its foremost position.
4. Remove the two $\frac{7}{16}$ in. A/F nuts and bolts securing the rake mechanism tie-bars to the backrest (see Fig. S25, inset); lever the tie-bars away from the backrest frame channels.

Remove the distance pieces and bushes from the tie-bars.

5. Ease the lower edge of the squab side trim upward sufficiently to expose the pivot bolt in each side of the backrest; remove the two pivot bolts.

6. Remove the backrest from the seat frame.

4-Door Saloon and Long Wheelbase non-division cars after Car Serial Number 6000

1. Remove the front seat (see *Seat - To remove, on Page S31*).
2. Lift the head restraint (if fitted) out of the backrest.
3. Remove the Phillips self-tapping screw securing the inboard side of the backrest to the squab frame; this screw is situated just below the armrest well.
4. Remove the Phillips self-tapping screw securing each of the two brackets on the frame to the rear of the backrest; these two brackets are situated inside the foot well at the rear of the seat and can be identified by the two pop rivets securing each bracket to the squab frame (see Fig. S28).
5. Firmly grip the top and bottom of the rear section of the backrest; ease the lower end away from the squab frame slightly then lift upward to disengage the two lugs securing the rear section of the backrest to the squab frame.

Remove the rear section of the backrest.

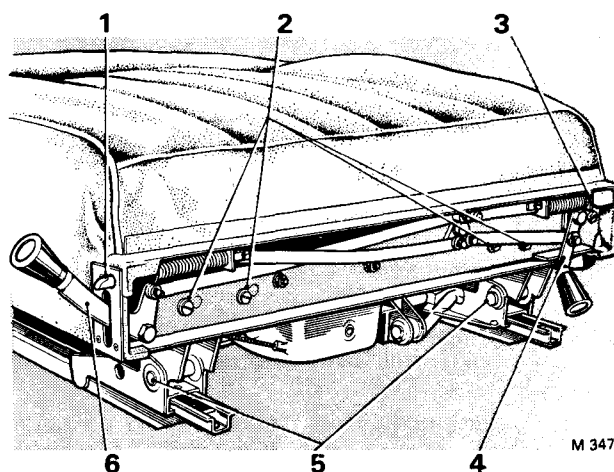


FIG. S30 TYPICAL FRONT SEAT BACKREST LOCKING MECHANISM (2-Door Saloon and Convertible Cars after Car Serial Number 5000)

- 1 Locking pin
- 2 Screws securing seat mechanism rear bracket to seat base
- 3 Locking pin
- 4 Release lever
- 5 Pins—seat mechanism to rear bracket
- 6 Release lever

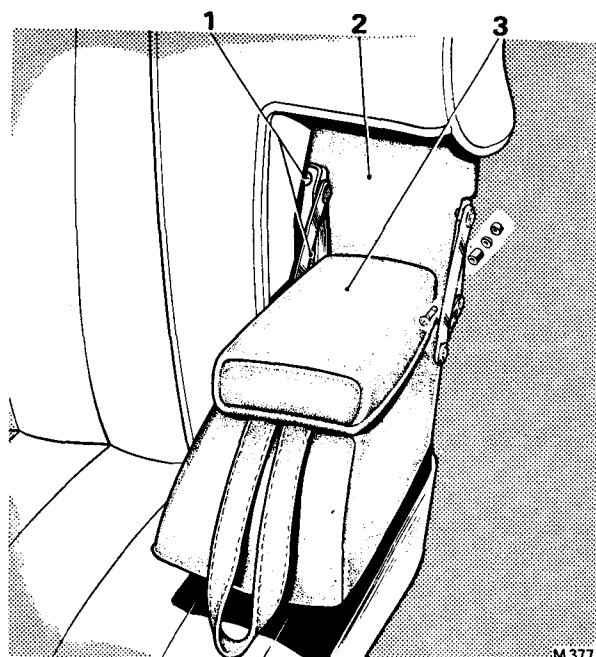


FIG. S31 FRONT SEAT ARMREST (4-Door Saloon and Long Wheelbase Cars after Car Serial Number 6000)

- 1 Inner screws (2 off) securing the armrest (the 2 outer screws are located under the trim pad)
- 2 Trim pad
- 3 Armrest

Chapter S

6. Remove the squab frame from the seat base by following the instructions on Page S35 for cars prior to Car Serial Number 6001, Operations 3 to 6 inclusive.

Seat backrest—To fit

4-Door Saloon and Long Wheelbase non-division cars
To fit the front seat backrest reverse the procedure given for removal noting the following points.

1. Ensure that the distance pieces and bushes are fitted correctly to the rake mechanism tie-bars (*see Fig. S25, inset*), and that the retaining bolts are fully tightened.

2. After fitting the backrest, check the operation of the rake mechanism (*see Rake mechanism - To adjust, Operation 4*).

Seat backrest—To remove

Long Wheelbase cars with centre division

1. Remove the seat (*see Front seat - To remove, on Page S31*).

2. Remove the two self-tapping screws securing the outer side trim of the backrest to the seat base; carefully detach the backrest side trim from the seat base.

3. Remove the four $\frac{1}{2}$ in. A/F bolts and nuts securing the backrest to the seat base; refer to Figure S29 which shows the position of the two inboard bolts. Remove the backrest.

Seat backrest—To fit

Long Wheelbase cars with a centre division

To fit the front seat backrest reverse the procedure given for removal noting the following point.

1. Use Dunlop adhesive S1127 or its equivalent to fix the backrest trim to the seat base.

Seat backrest—To remove

Coachbuilt cars (*see Fig. S27*)

1. Operate the backrest locking lever (if fitted) and disengage the locking mechanism.

2. Remove the two large chrome-headed pivot bolts securing the hinged rake adjusters to the seat base then carefully remove the backrest to avoid damage to the seat trim; retain the chromed washer and distance piece with its pivot bolt.

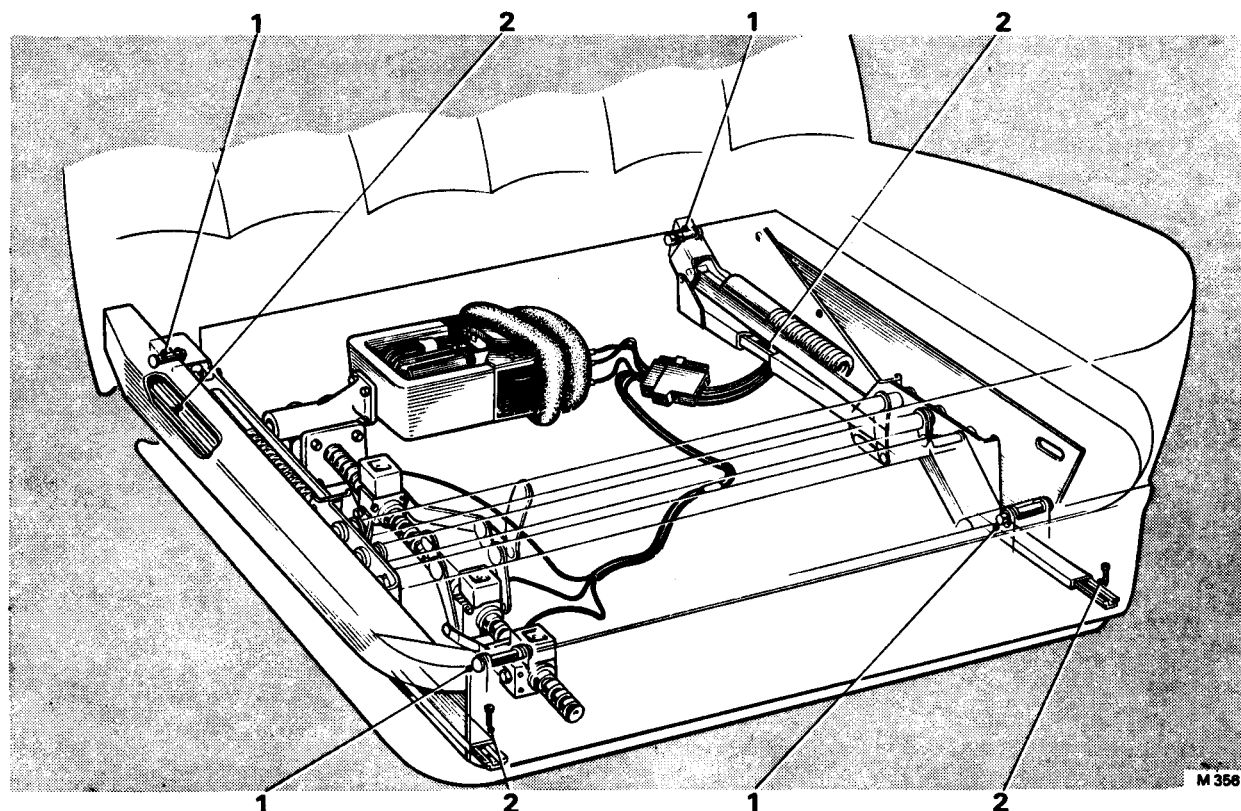


FIG. S32 FRONT SEAT MECHANISM (4-Door Saloon and Long Wheelbase Cars prior to Car Serial Number 6001)

- 1 Socket-headed screws securing seat runners to car floor (4 off)
- 2 Pins and clips securing the mechanism to the seat base (4 off)

Seat backrest—To fit**Coachbuilt cars**

To fit the backrest reverse the procedure given for removal noting the following point.

1. Ensure that the distance piece is fitted between the seat base and each rake adjuster.

Armrest—To remove**4-Door Saloon and Long Wheelbase cars prior to Car Serial Number 6001**

1. Lower the armrest.
2. Insert a $\frac{1}{2}$ in. A/F flat spanner between the armrest and the backrest and engage the hexagon boss on the armrest pivot stud.
3. Unscrew the stud and remove the armrest together with the pivot stud.

4-Door Saloon and Long Wheelbase cars after Car Serial Number 6000

1. Remove the front seat (see *Front seat—To remove*).

2. On 4-Door Saloon and Long Wheelbase non-division cars, remove the backrest from the squab frame (see *Backrest—To remove, Operations 2 to 6 inclusive*).

3. Lower the armrest to gain access to the small trim pad covering the armrest securing screws; remove this trim pad noting the following.

- (a) On 4-Door Saloon and Long Wheelbase non-division cars, the trim pad is secured by two spring type upholstery clips and wire rings; remove the rings then free the clips using a suitable wedge-shaped tool.

- (b) On Long Wheelbase cars fitted with a centre division, the trim pad is secured by clips, staples and adhesive; detach the trim, remove the staples then free the clips using a suitable wedge-shaped tool.

4. Remove the screws securing the armrest and mechanism to the squab frame; note the position of the distance pieces between the links and the frame to ensure correct assembly.

5. Remove the armrest and mechanism.

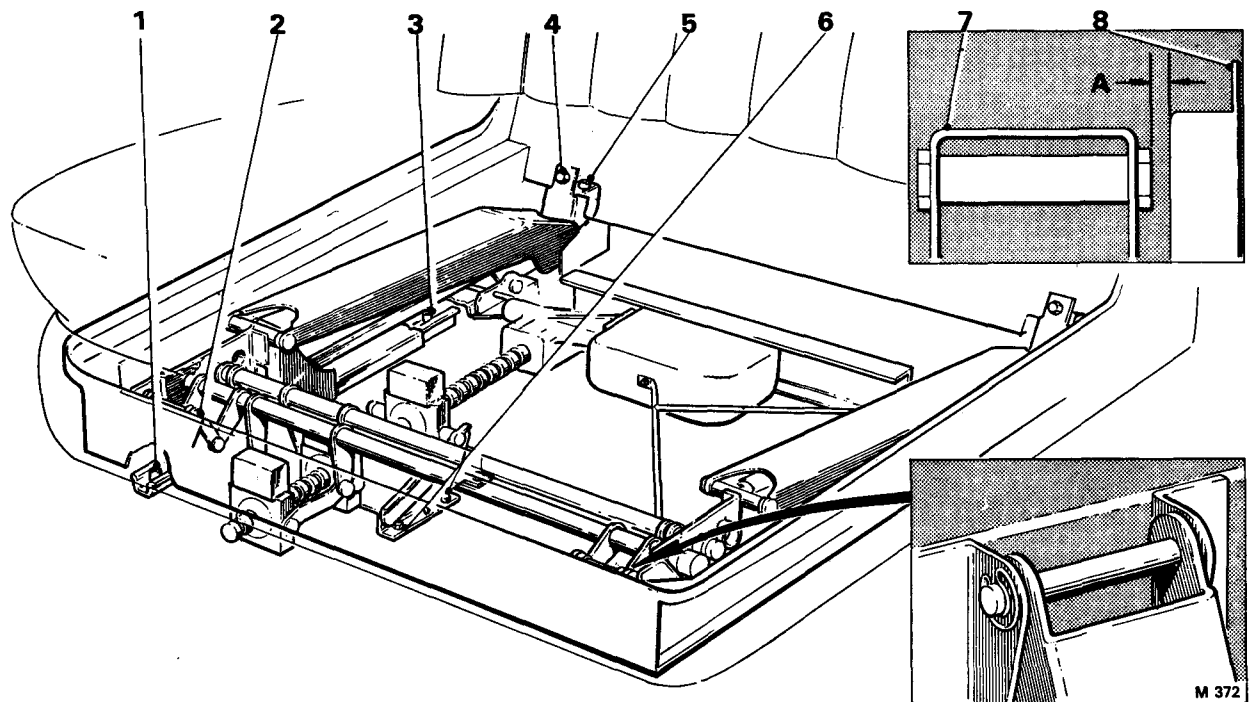


FIG. S33 FRONT SEAT MECHANISM (4-Door Saloon and Long Wheelbase Cars after Car Serial Number 9617)

- A** 0.015 in. (0.371 mm.) minimum clearance
1 Socket-headed screw
2 Pin and retaining clip (2 off)—front of seat mechanism to seat base
3 Socket-headed screw

- 4** $\frac{1}{2}$ in. A/F setscrew—rear bracket
5 2 B.A. screws—rear bracket
6 $\frac{7}{16}$ in. A/F setscrew (4 off)
7 Seat mechanism
8 Seat base

Chapter S

Coachbuilt cars

1. Lower the armrest.
2. Using a thin $\frac{3}{4}$ in. A/F flat spanner, unscrew the hexagon boss on the armrest pivot stud; the stud is situated between the armrest and the inboard side of the backrest.
3. Remove the armrest together with its pivot stud.

Armrest—To fit

To fit the armrest reverse the procedure given for removal noting the following points.

Long Wheelbase cars fitted with a centre division after Car Serial Number 6000

1. Use Dunlop adhesive S1127 or its equivalent to secure the loose trim when fitting the small trim pad over the armrest securing screws.

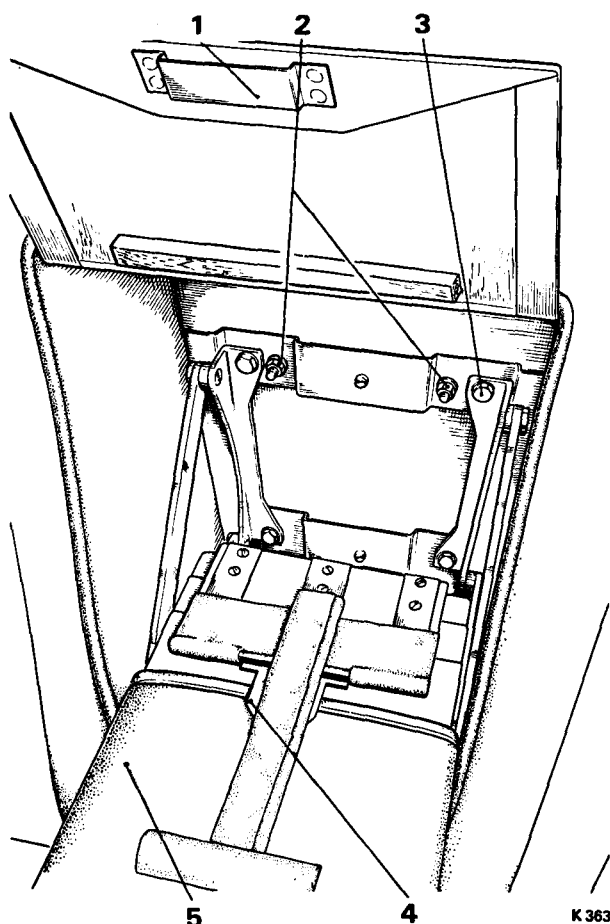


FIG. S34 CENTRE REAR ARMREST (4-Door Saloon and Long Wheelbase Non-division Cars)

- 1 Bracket attached to trim pad
- 2 Backrest securing bolts (2 off)
- 3 Armrest mechanism securing screws (4 off)
- 4 Armrest
- 5 Spring flap

Coachbuilt cars

2. When fitting the armrest, ensure that the stop pin on the armrest is below the stop plate attached to the backrest.

Electrically operated seat mechanism—To remove

1. Remove the front seat as described earlier in this Section.
2. Remove the screws securing the trim panel(s) at the rear of the seat base; two panels are fitted to 4-Door Saloon and Long Wheelbase cars, one panel to Coachbuilt cars.
- 3.(a) **Cars prior to Car Serial Number 6001** (see Fig. S32). Remove the retaining clips from the four pins securing the seat mechanism to the seat base; remove the four pins.
- (b) **Cars after Car Serial Number 6000** (see Fig. S33). Remove the screws securing the brackets on the rear of the mechanism to the seat base. Remove the clips from the two pins securing the front of the mechanism to the seat base; remove the pins.
4. Lift the seat away from the electrically operated seat mechanism.

Electrically operated seat mechanism—To fit

To fit the mechanism reverse the procedure given for removal noting the following point.

1. **Cars after Car Serial Number 6000.** When fitting the seat mechanism to the base, ensure that there is a minimum clearance of 0.015 in. (0.381 mm.) between the mechanism and the side of the seat base (see Fig. S33, inset).

For further information regarding the electrically operated seat mechanism refer to Chapter M—Electrical System.

REAR SEATS

Seat—To remove

4-Door Saloon and Long Wheelbase cars

1. Remove the rear seat cushion by gripping and lifting the front of the cushion until it is felt to clear the seat well. Finally, remove the cushion from the car.

2. Remove the screws securing the two brackets on the lower corners of the backrest to the car body.

Bend these two brackets slightly inboard to avoid damage to the cheek pads when the backrest is removed.

3. Lower the rear centre armrest then push the top of the trim pad inward as far as possible; manipulate the lower part of the trim pad until the armrest mechanism flap is felt to clear the bracket attached to the back of the trim pad.

Lift the trim pad upward to expose the armrest mechanism.

4.(a) **4-Door Saloon and Long Wheelbase non-division cars.** Remove the carpet from the front wall of the luggage compartment to expose the heads of the two bolts shown in Figure S34, item 2; remove the two bolts, nuts and washers.

Push the backrest upward until it is felt to clear the two lugs secured to the car body.

(b) **Long Wheelbase cars with centre division.** Remove the self-tapping screws securing the trim panel in the forward section of the luggage compartment; remove the panel.

Remove the two self-tapping screws, situated one each side of the rear refrigeration unit, securing the upper corners of the backrest (see Chapter C, Figure C37, item 1).

Remove the two $\frac{7}{16}$ in. A/F setscrews securing the backrest to the car body (see Fig. S35).

5. Remove the backrest from the car.

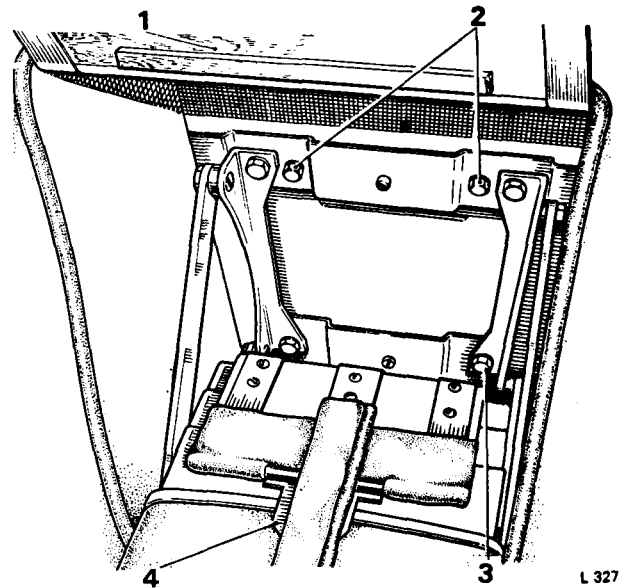


FIG. S35 CENTRE REAR ARMREST (Long Wheelbase Cars with Centre Division)

- 1 Trim pad
- 2 Backrest securing setscrews (2 off)
- 3 Armrest mechanism securing setscrews (4 off)
- 4 Spring flap

Seat—To remove

Coachbuilt cars

1. Remove the rear seat cushion.
2. Remove the screws securing the two brackets on the lower edge of the backrest to the seat pan.
- 3.(a) **2-Door Saloon.** Push the backrest upward until it is felt to be free of the lugs securing it to the car body.
- (b) **Convertible.** Remove the screws securing the backrest to the two brackets situated one at each end of the backrest (see Fig. S36).
4. Remove the backrest from the car noting that if a radio speaker is fitted to the rear of the backrest, it will first be necessary to disconnect the electrical leads from the speaker at the Lucar connections.

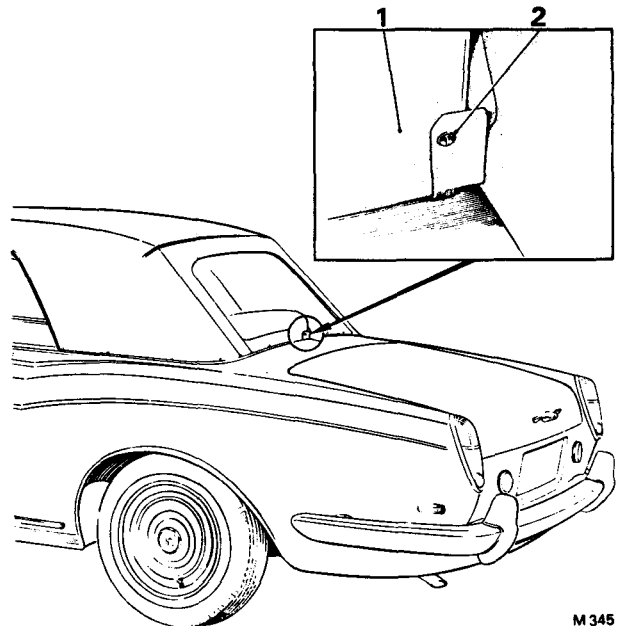


FIG. S36 POSITION OF THE REAR SEAT BACKREST BRACKETS (Convertible Cars)

- 1 Backrest
- 2 Screw securing backrest to bracket

Seat—To Fit

All cars

To fit the rear seat reverse the procedure given for removal.

Section S3

WINDSCREEN AND REAR WINDOW

Windscreen—To remove

4-Door Saloon and Long Wheelbase cars prior to Car Serial Number 6001

1. Before attempting to remove the windscreen, cover the paintwork in the vicinity of the windscreen with thick, clean felt; this is to prevent possible damage to the paintwork when removing the windscreen.

2. Remove the windscreen wiper blades and arms.

3. Remove the screws securing the interior driving mirror; remove the mirror.

4. Remove the screws securing the wood finishers surrounding the windscreen; remove the finishers.

5. Working inside the car, lift the lip of the rubber seal over the windscreen aperture using a steel rule

or similar tool; start at the top corners and work towards the centre, simultaneously applying pressure to the windscreen. An assistant will be required to support the windscreen as it is pushed out of its aperture. Do not force the windscreen out of the aperture by applying sharp blows as this may cause damage to the body and paintwork and may possibly break the glass.

Windscreen—To remove

4-Door Saloon and Long Wheelbase cars after Car Serial Number 6000 (see Fig. S37)

1. Carry out Operations 1 and 2 as described under Windscreen—To remove, for 4-Door Saloon and Long Wheelbase cars prior to Car Serial Number 6001, then proceed as follows.

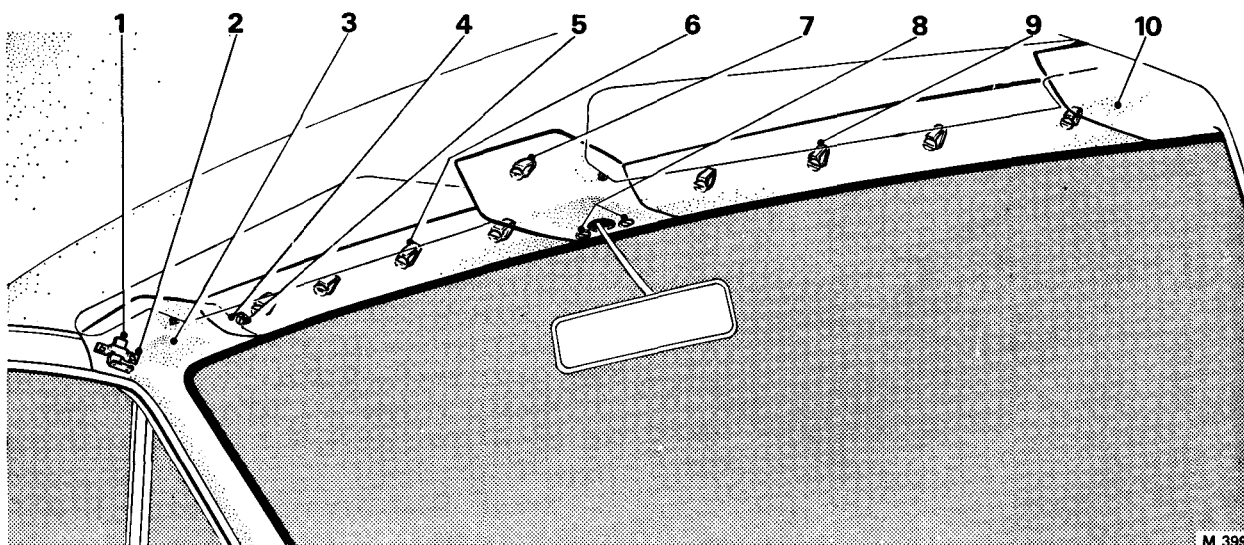


FIG. S37 TRIM PANELS SURROUNDING THE WINDSCREEN (4-Door Saloon and Long Wheelbase Cars after Car Serial Number 6000)

- 1 Clip (locating into cantrail bracket)
- 2 Bracket on cantrail
- 3 Left-hand side trim panel
- 4 Bracket—side trim panel

- 5 Screw—side trim panel to body
- 6 Left-hand upper trim panel securing clips (4 off)
- 7 Upholstery clip—centre cover
- 8 Screws—centre cover to body

- 9 Right-hand upper trim panel securing clips (4 off)
- 10 Right-hand side trim panel (for attachment points see left-hand side panel)

Chapter S

2. Remove the two self-tapping screws from the cover surrounding the interior driving mirror mounting bracket.

Grip the cover between the top of the cover and the head lining then, using light hand pressure, pull the cover downward until the upholstery clip which retains it into position is felt to free itself of its location; remove the cover.

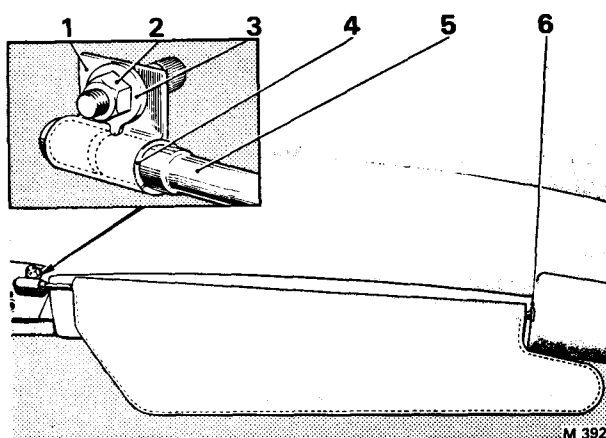


FIG. S38 SUN VISOR FRICTION BRACKET FITTED WITH TAB WASHER (Late Cars)

- 1 Friction bracket
- 2 Nut
- 3 Tab washer
- 4 Nylon bush
- 5 Sun visor spindle
- 6 Nylon bush

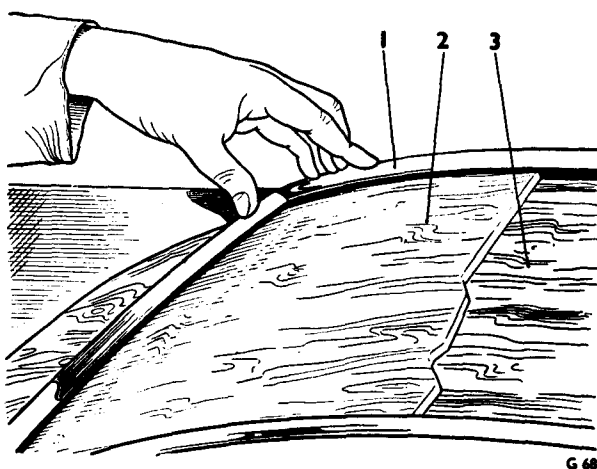


FIG. S39 CHECKING THAT THE EMBELLISHER CONFORMS TO THE SHAPE OF THE WINDSCREEN

- 1 Embellisher
- 2 Windscreen
- 3 Wooden block

3. Remove the three self-tapping screws securing the interior driving mirror to the car roof; remove the mirror.

4. Remove the nut and special socket-headed bolt securing each sun visor into position; the head of this screw is fitted toward the windscreen side of the visor. On later cars (see Fig. S38), a special tab washer is fitted to this screw; take care not to lose this washer.

Manoeuvre the stem of each sun visor out of its mounting bush then remove the visor; the assembly sun visors are handed therefore, to ensure that they are refitted correctly, they should be kept separate.

5. Insert a hand between the roof of the car and the left-hand upper trim panel. Grip the panel then carefully pull it downward until the upholstery clips holding it in position are felt to free themselves of their location holes; remove the panel.

Repeat this procedure for the right-hand panel.

Keep the two panels separate to ensure that they are refitted in their original positions.

6. Remove the self-tapping screw securing the top part of the left-hand side trim panel to the body.

Grip the trim panel then pull the panel downwards, and slightly rearward, to free the clip securing the panel to the cantrail; remove the panel by lifting upward.

Repeat this procedure for the right-hand panel.

Keep the two panels separate to ensure that they are refitted in their original positions.

7. Finally remove the windscreen by following the procedure described in Operation 5 under Windscreen – To remove, for 4-Door Saloon and Long Wheelbase cars prior to Car Serial Number 6001.

Windscreen—To remove

Coachbuilt cars prior to Car Serial Number 6001

1. Carry out Operations 1, 2 and 3 as described under Windscreen – To remove, for 4-Door Saloon and Long Wheelbase cars prior to Car Serial Number 6001, then proceed as follows.

2. Remove the front and rear sections of the top roll (see Section S10, Top roll – To remove, in this Chapter).

3. Remove the screw securing the wooden finishers to the screen posts; remove the finishers.

4. Remove the screws securing the windscreen upper trim panel; remove the trim panel.

5. Remove the screws securing the windscreen side trim panels; remove the panels.

6. Finally, remove the windscreen by following the procedure described in Operation 5 under Windscreen – To remove, for 4-Door Saloon and Long Wheelbase cars prior to Car Serial Number 6001.

Windscreen—To remove**Coachbuilt cars after Car Serial Number 6000**

To remove the windscreen follow the same basic procedure described in Operations 1 to 7 inclusive under Windscreen—To remove, for 4-Door Saloon and Long Wheelbase cars after Car Serial Number 6001, noting the following points of difference.

1. The cover surrounding the interior driving mirror is retained by screws only (*see Operation 2*).
2. Remove the screws securing the windscreen upper trim panel and the side trim panels before removing the panels (*see Operations 5 and 6*).

Windscreen—To fit
(*see Figs. S39 and S40*)**All cars**

1. Remove all traces of dirt, glass fragments and sealing compound from around the windscreen aperture; dirt and sealing compound should be removed with Bostik cleaner 6001.
2. Examine the existing rubber seal; if it shows signs of losing its resilience, perishing or damage such as cuts, it should be replaced by a new seal.
3. If the original seal is to be used, ensure that the channel in the seal which receives the windscreen is perfectly clean and free from particles of glass, sealing compound and dirt; use Bostik cleaner 6001 for removing the dirt and sealing compound.
4. Obtain a large block of wood suitably formed to provide a sound working base for the windscreen.
5. Lay the windscreen on the block so that its external surface is uppermost.

6. Examine the existing embellisher to ensure that it is still serviceable; if it is badly bent or split it should be renewed.

7. To ensure that the embellisher is a perfect fit when it is finally fitted, it should first be fitted to the windscreen without the rubber seal.

8. Fit the embellisher to the windscreen and check that the corners of the embellisher marry up to the windscreen for approximately 3 in. (7,62 cm.) of their length (*see Fig. S39*).

If the embellisher is not a good fit in the corners, it should be re-shaped by an experienced sheet metal worker until it conforms with these measurements.

9. Remove the embellisher.

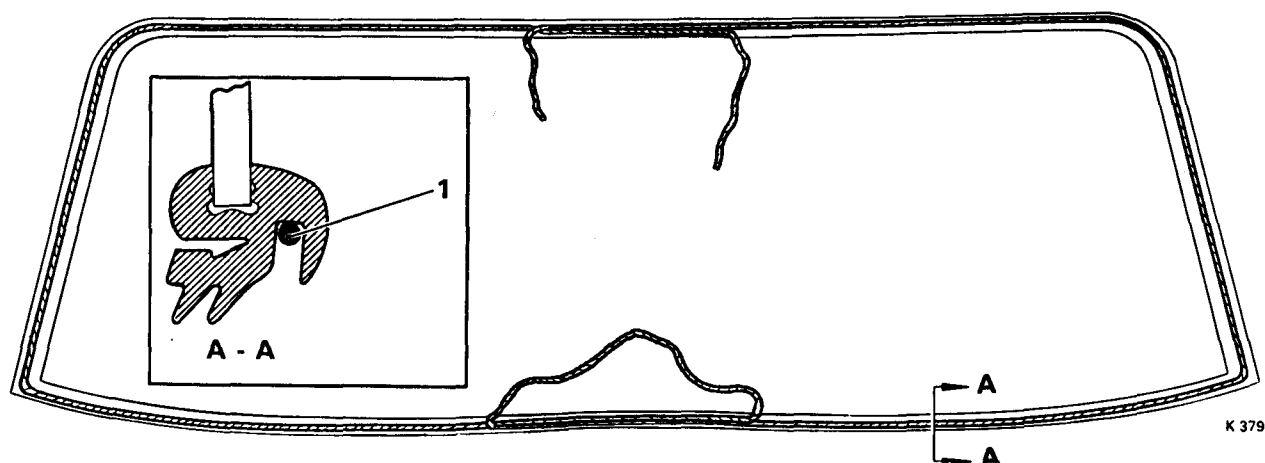
10. Apply a small quantity of Seelastik into the channel of the seal at the lower two corners. From the corner, spread the Seelastik approximately 3 in. (7,32 cm.) along the channel length and approximately 1 in. (2,54 cm.) along the height of the channel.

11. Under no circumstances should Bostik sealing compound be used as an alternative to Seelastik; from experience it has been found that when Bostik is used, air bubbles appear between the laminations of the glass.

12. Fit the rubber seal around the windscreen.

13. Fit the embellisher into the rubber seal; start in the centre and work outward. Use a steel rule to work the lip of the seal around the embellisher. Remove surplus Seelastik, using Bostik cleaner 6001.

14. Invert the windscreen so that the inner face is uppermost, then using a suitable tool (e.g. a screw-driver with a hole drilled into the blade and the blade corners ground off) fit a length of thin cord around

**FIG. S40 CORD FITTED TO THE RUBBER SEAL PRIOR TO FITTING THE WINDSCREEN**

Inset shows position of cord in rubber seal

1 Cord

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the inside edge of the rubber seal; leave a loop in the cord at the bottom of the windscreen and overlap the two free ends of the cord at the top of the windscreen as shown in Figure S40.

15. Offer the windscreen to the aperture in the car body. Position the windscreen into the aperture so that the bottom of the windscreen is entered and seated on the bottom ledge of the aperture.

16. Centralise the windscreen in the aperture.

17. To assist the entry of the upper part of the windscreen into the aperture, wipe a cloth soaked in Bostik cleaner 6001 along the top length of the seal then before the cleaner is allowed to dry, apply several sharp blows with a heavy rubber mallet (or with the palm of the hand) about the seal; with this the windscreen should enter the aperture.

18. When the windscreen is in position, carefully pull the loop so that the lip of the rubber seal is drawn into position halfway up the windscreen. Then in a similar manner, pull each end of the string (see Fig. S41) along the top of the windscreen and down its sides until the cord is free and the rubber seal is fully in position. Finally, ensure that the windscreen is firmly in position by applying a few sharp blows with a rubber mallet around the embellisher.

19. After fitting the windscreen, examine the finished job; if the lip of the seal is curled under, it should be corrected with the skilful use of a steel rule (or a similar tool) paying particular attention to the corners. If the seal is not flush with the body, further pressure should be applied to the windscreen. Obviously commonsense should be used when applying

extra pressure, as too much pressure would only result in damage to the windscreen. If, after the second attempt the seal will not remain flush, the windscreen should be removed and the fault determined, e.g. the car may have a distorted aperture, in which case experienced panel beaters will be required to rectify the fault.

Note Ensure that the lower lip of the seal does not obscure the screen demister outlets at the base of the windscreen.

20. After the windscreen has been fitted to the satisfaction of the operator, it should be tested for leaks; carry this out by applying water under pressure to the outside of the windscreen. The most likely parts of the seal to leak are the bottom corners.

21. If the windscreen is free from water leaks, the trim, etc., previously removed should be fitted by reversing the removal procedure.

22. When fitting the sun visors to cars after Car Serial Number 6000, ensure that the leg of the tab washer is located in its slot.

Solbit sealing strip—To fit

4-Door Saloon and Long Wheelbase cars

Since January 1970, windscreens fitted to 4-Door Saloon and Long Wheelbase cars destined for North America have been sealed with a special Solbit sealing strip along their lower edge. To fit the Solbit sealing strip when replacing the windscreen on one of these cars, proceed as follows.

1. Prepare the windscreen for fitting as described under Windscreen - To fit, Operations 1 to 14 inclusive.

2. Clean the rear channel in the seal (i.e. the part of the seal which will contact the body) and also the angled lower edge of the windscreen aperture using Genklene cleaner.

3. Apply Solbit primer 1058 to the lower edge of the rear channel in the rubber seal and also along the angle of the lower edge of the windscreen aperture on the body, approximately $\frac{1}{4}$ in. (6.35 mm.) outward from the base of the angle.

Important Care should be taken to keep the Solbit primer 1058 away from the finished paintwork.

4. Protect the scuttle at each end of the windscreen aperture with masking tape.

5. Connect the positive terminal of a 12 volt battery to one end of the wire core in the Solbit sealing strip and the negative terminal of the battery to the other end of the wire core; allow between 10 and 15 seconds only for the Solbit seal to soften slightly then disconnect the battery from the wire core.

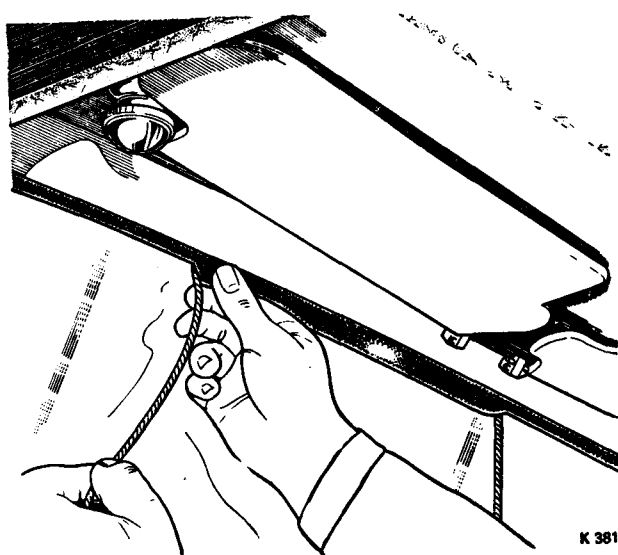


FIG. S41 VIEW OF THE WINDSCREEN WITH THE CORD IN POSITION FOR FITTING THE RUBBER SEAL

6. Fit the Solbit sealing strip along the lower length of the windscreen aperture in the car body so that an equal length of the strip, approximately 2 in. (6 cm.), extends outboard of the lower corners of the aperture; press the Solbit sealing strip firmly into the angle of the lower aperture.

7. Fit the windscreen into the aperture in the car body, following the procedure described under Windscreen - To fit, Operations 15 to 18 inclusive.

8. Attach the terminals of the 12 volt battery once again (*see Operation 5*) to the wire core of the sealing strip, the ends of which now protrude from each side of the windscreen rubber seal. Ensure that the protruding ends of the sealing strip and the battery connections to the wire core are resting on the masked-off area of the scuttle and **not** on the paintwork.

9. When the battery has been connected to the sealing strip for approximately one minute, then apply pressure to the sealing strip, especially along the lower edge, until the windscreen rubber seal is flush with the body (*see Windscreen - To fit, Operation 19*). Allow the battery to remain connected for a further ten minutes then disconnect the battery from the sealing strip.

10. Trim the ends of the Solbit sealing strip so that only $\frac{1}{8}$ in. (3,175 mm.) of the strip is left protruding from each side of the rubber seal then press the ends of the strip under the outer lip of the rubber seal; using finger pressure, smooth the lip of the seal to remove any lumps or irregularities.

11. Remove the masking tape from the sides of the scuttle.

12. Complete the windscreen fitting procedure as described under Windscreen - To fit, Operations 20 and 21.

Rear window—To remove

All 4-Door Saloon cars prior to Car Serial Number 6911 (excluding 6860 and 6901) and Long Wheelbase cars prior to Car Serial Number 6599

1. Disconnect the battery.
2. Cover the paintwork in the vicinity of the rear window to prevent possible damage.
3. Remove the rear seat cushion and backrest (*see Section S2, Rear seat - To remove, in this Chapter*).
4. Remove the two cheek pads (*see Section S10, MISCELLANEOUS TRIM. Cheek pad - To remove*).
5. Using a similar tool to the one shown for removing a door panel (*see Fig. S6*), lift the parcel shelf trim pad clear of its upholstery clips.
6. Remove the two vanity mirrors as follows.

Insert the removal tool (*see Fig. S42*) adjacent to the upholstery clip securing the vanity mirror in position then move the vanity mirror away from the

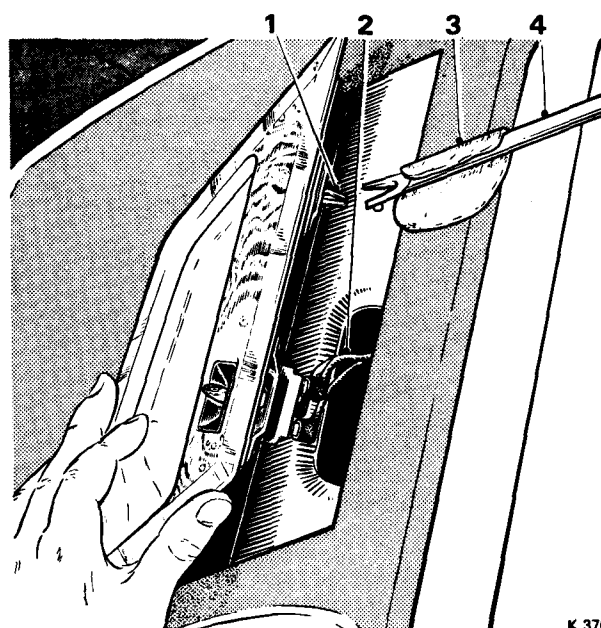


FIG. S42 REMOVING THE VANITY MIRROR (4-Door Saloon and Long Wheelbase Non-division Cars)

- 1 Upholstery spring clip
- 2 Electrical leads
- 3 Protective pad
- 4 Removal tool

quarter trim panel until the electrical leads can be disconnected; disconnect the leads then remove the vanity mirror (*see Fig. S42*).

7. Remove the two quarter/cantrail trim panels as follows (*see Fig. S43*).

Remove the tacks securing the draught welt to the body.

Remove the Phillips screw from the lower quarter panel, also remove the small tack adjacent to the Phillips screw.

Using a small screwdriver, carefully remove the clips securing the quarter panel/cantrail to the rear top corner of the car body.

Using the removal tool noted in Operation 5, detach the upholstery clips securing the quarter panel/cantrail to the car body noting that it is only necessary to detach the clips as far as the centre door pillar to facilitate removing the rear window.

8. Remove the small tacks and clips securing the head lining adjacent to the sides of the window.

9. Lift the trim covering the wooden fillet which is fitted immediately below the rear window then remove the seven self-tapping screws securing the fillet to the body; remove the fillet together with the trim and the lower polished wood finisher.

10. Peel the head lining inboard to reveal three screws in the wooden frame at each side of the window; remove these screws.

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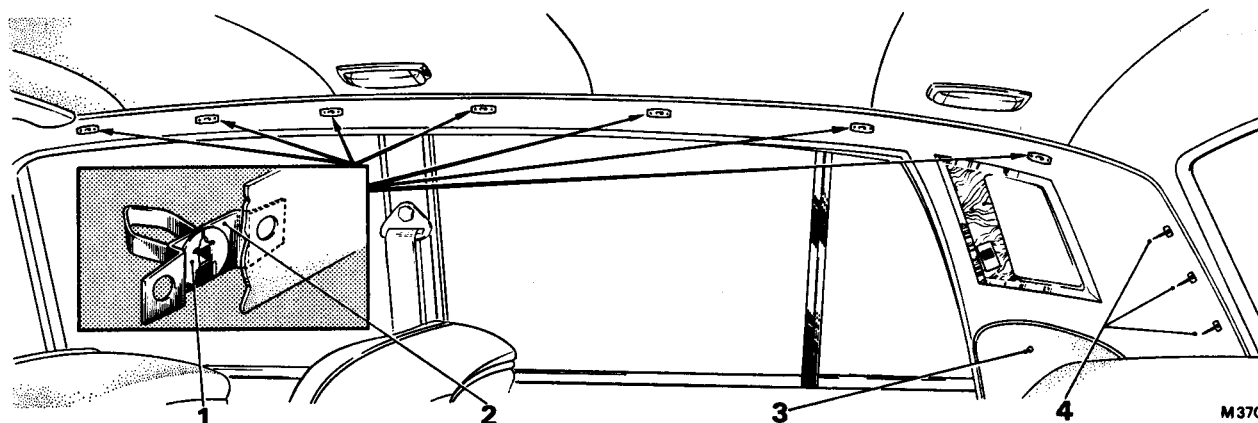


FIG. S43 POSITION OF THE QUARTER PANEL/CANTRAIL UPHOLSTERY CLIPS AND PINS (4-Door Saloon and Long Wheelbase Non-division Cars)

- | | |
|-----------------------------------|---|
| 1 Upholstery spring clip (7 off) | 3 Tack in quarter panel |
| 2 Bracket (clip to cantrail trim) | 4 Pins securing quarter panel to body (3 off) |

11. Using the removal tool (see Operation 5) detach the upholstery clips securing the head lining trim into position above the window (see Fig. S44); note the strip of leather shown in the illustration to protect the wooden finisher. Lift the head lining forward as far as the rearmost listing bar.

12. Remove the self-tapping screws securing the wooden frame surrounding the window; remove the frame together with the polished wood finisher.

13. Disconnect the two demister leads at their Lucar connections and draw them through the holes in the body into the rear compartment; both connections are accessible from within the luggage compartment, each lead being approximately 12 in. (30,48 cm.) from its respective bottom corner of the rear window (see Fig. S45).

14. From inside the car and using a steel rule, lift the lip of the rubber seal over the rear window aperture, simultaneously applying light pressure to the rear window; an assistant will be required outside the car to support the rear window as it is pushed out of its aperture. Under no circumstances should the rear window be forced out of its aperture by applying sharp blows as this method is likely to cause damage to the body and paintwork.

Rear window—To remove

4-Door Saloon cars after Car Serial Number 6910 (also including 6860 and 6901)

1. Carry out Operations 1 and 2 as described under Rear window – To remove, for 4-Door Saloon cars prior to Car Serial Number 6911 (excluding 6860 and 6901), then proceed as follows.

2. Remove the rear seat cushion.

3. Cover the rear parcel shelf trim pad to protect it against damage or staining.

4. Insert a bent piece of stiff wire (or similar tool) down one side of the trim directly under the lower wood finisher of the rear window. Carefully lift the corner of the trim until finger grip can be obtained, then lift the lower flap of the trim clear of the parcel shelf trim pad. Lift up the trim and remove the screws thus exposed securing the lower wood finisher and trim assembly in the window aperture; remove the finisher and trim assembly.

5. Remove the self-tapping screws from the two sections of the wood finisher around the window; remove the finisher.

6. Finally, disconnect the demister leads and remove the rear window following the procedure described in Operations 13 and 14 under Rear window – To remove, for 4-Door Saloon cars prior to Car Serial Number 6911 (excluding 6860 and 6901).

Rear window—To remove

Long Wheelbase cars after Car Serial Number 6599 (i.e. cars with smaller rear window)

1. Carry out Operations 1, 2 and 3 as described under Rear window – To remove, for Long Wheelbase cars prior to Car Serial Number 6599, then proceed as follows.

2. Cover the rear parcel shelf to protect the trim pad from damage or staining.

3. Remove the sixteen self-tapping screws securing the wood finisher round the rear window; remove the finisher. On later cars the finisher is in two sections.

4. On cars fitted with a centre division, remove the self-tapping screws securing the trim panel in the

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forward section of the luggage compartment; remove the panel.

5. Disconnect the demister leads (*see Operation 13 on early cars*).

6. Remove the self-tapping screws securing the fourteen angled brackets around the rear window aperture; remove the brackets.

7. From outside the car, insert the tip of a steel rule (or similar tool) between the seal and the glass then work the rule round the perimeter of the window to disturb the seal, simultaneously applying light pressure on the glass; an assistant will be required inside the car to support the glass as it is freed from the seal.

If the original glass is to be used again take great care not to break the glass when applying pressure to remove it.

Rear window—To remove

2-Door Saloon cars

1. Carry out Operations 1, 2 and 3 as described under Rear window – To remove, for 4-Door Saloon cars prior to Car Serial Number 6911, then proceed as follows.

2. Remove the screws, including those in the side member, securing the hinge cover to the top of the luggage compartment; lower the cover sufficiently for the electrical leads to the luggage compartment lamp to be disconnected then remove the cover.

3. Remove the screws securing the wood finisher around the rear window; remove the finisher.

4. Finally, disconnect the demister leads and remove the rear window by carrying out the procedure described in Operations 13 and 14 under Rear window – To remove, for 4-Door Saloon cars prior to Car Serial Number 6911.

Rear window—To fit

All Saloon cars except Long Wheelbase cars after Car Serial Number 6599

To fit the rear window follow the same basic procedure already described for fitting the windscreen (*see Windscreen – To fit, in this Section*) and by reversing the procedure described for removing the rear window, noting the following point.

1. When fitting the rubber seal to the window glass, thread the demister leads through the seal.

Rear window—To fit

Long Wheelbase cars after Car Serial Number 6599 (i.e. cars with smaller rear window)

1. Remove all traces of dirt and old sealing compound from the seal using Bostik cleaner 6001.

If the original glass is to be fitted also remove the old sealant from the glass.

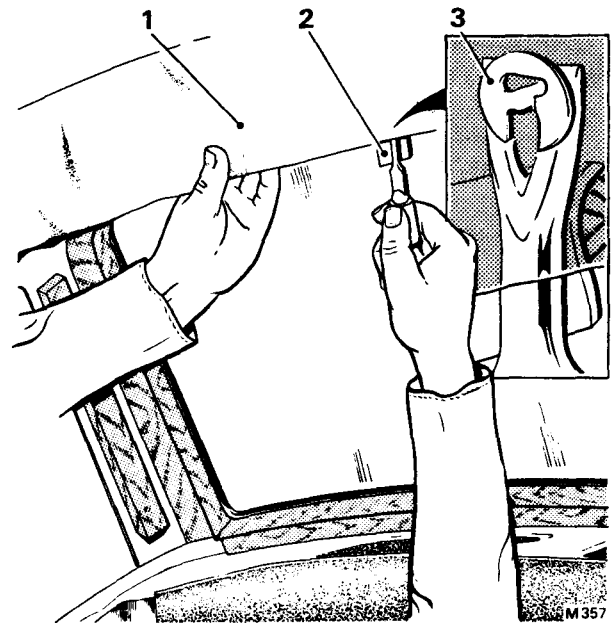


FIG. S44 DETACHING THE HEAD LINING ABOVE THE REAR WINDOW (Early 4-Door Saloon Cars)

- 1 Head lining
- 2 Protective strip
- 3 Upholstery spring clip

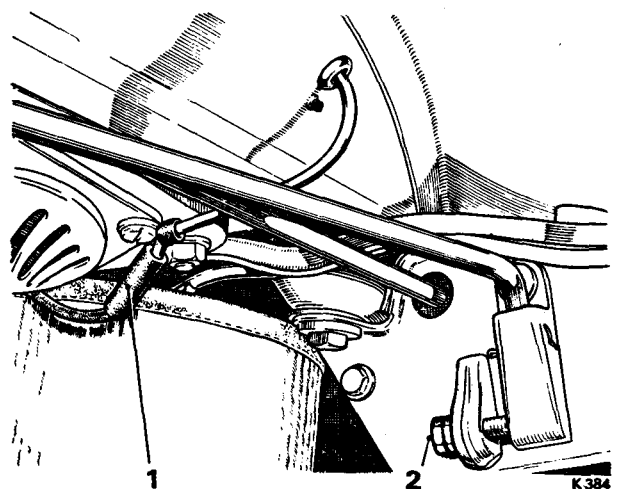


FIG. S45 POSITION OF THE REAR WINDOW DEMISTER LEAD CONNECTIONS (4-Door Saloon Cars)

- 1 Demister lead snap connectors
- 2 Adjuster—hinge torque rods

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2. Examine the condition of the seal after cleaning and if it is damaged or perished, renew the seal as follows.

Remove the old seal. Using Bostik cleaner 6001, remove the old sealant from the window aperture; take great care to avoid damage to the Everflex roof covering. Allow one hour for the cleaner to dry, then apply Bostik adhesive 8383 or its equivalent to the mating faces of the seal and the window aperture.

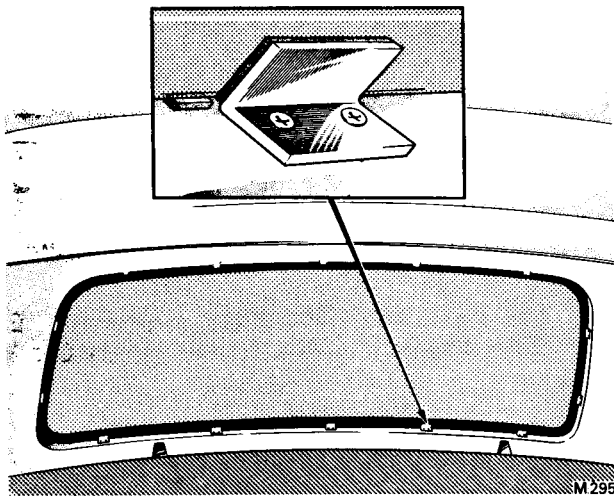


FIG. S46 REAR WINDOW RETAINING BRACKETS (Long Wheelbase Saloon Cars)

Inset shows the rubber pad fitted to each bracket

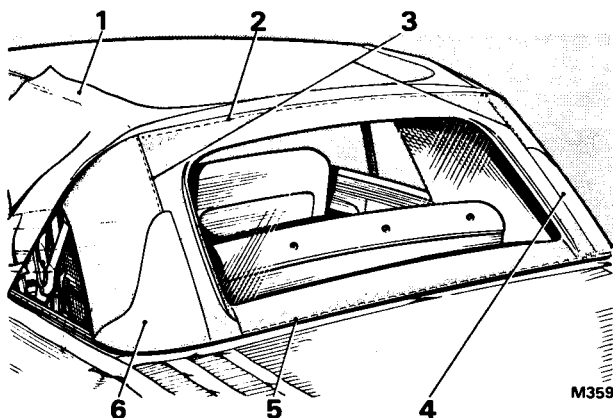


FIG. S47 BACKLIGHT AND TRIM (Convertible Cars)

- 1 Hood outer covering
- 2 Staples securing backlight trim to rear cross - stick assembly
- 3 Hand stitches securing backlight trim to 'wiggling'
- 4 Waterproof patch
- 5 Staples securing backlight trim to body
- 6 Waterproof patch

Allow 10 to 15 minutes for the adhesive to partly dry, then position the seal around the aperture so that the two ends of the seal meet in the centre of the upper edge of the aperture. Ensure that the outer lip of the seal seats evenly all round the aperture, then allow two to three hours for the adhesive to dry (longer if possible).

3. Apply a strip of $\frac{1}{4}$ in. (6,35 mm.) wide Prestik sealing strip around the outer edge of the glass mating face of the rubber seal.

4. Apply an even and continuous ribbon of Seelastik to the rubber seal in the window aperture; it will help in obtaining an even flow of sealant if the tube of Seelastik is warmed in hot water prior to application.

5. Ensure that the two rubber packing strips are in position on the bottom ledge of the window aperture; if not fit two new packing strips.

The purpose of the packing strips is to prevent the lower edge of the glass making contact with the car body.

6. From inside the car, fit the window into the aperture by locating the lower edge of the glass on top of the two packing pieces then pressing the window firmly into position in the centre of the aperture.

7. With the glass held firmly onto its seat (do not apply excessive pressure or the glass will break), fit the fourteen angled brackets to secure the glass in the aperture; ensure that each bracket is complete with its rubber buffer pad and that this pad is adjacent to the glass when fitted (see Fig. S46).

8. Examine the lip of the seal adjacent to the glass; if the lip is turned under at any point, correct this by the careful use of a steel rule or similar tool, paying particular attention to the corners, until the seal is flush with the glass.

9. Carefully ease the outer lip of the seal away from the Everflex covering and apply a thin strip of Seelastik between the seal and the Everflex (use white Seelastik on light coloured Everflex coverings); continue this all round the outer lip of the seal. Apply the Seelastik also to the stitched seams on the Everflex covering, adjacent to the window seal.

10. Allow at least 24 hours to dry then remove any surplus Seelastik using Bostik cleaner 6001.

11. Test for leaks by applying water under pressure to the outside of the rear window, paying particular attention to the lower corners.

12. If the window sealing is satisfactory, fit the wood finisher, demister leads, rear seat, etc., by reversing the procedure given for removal.

Backlight and trim—To remove (see Fig. S47)

Convertible cars

1. Remove the press-stud fastener screws from the rear edge of the hood outer covering; remove the finisher welt then detach the hood outer covering from the body rearward of the hood pillars (see *Hood outer covering—To remove, Operations 7, 8 and 9*).

2. Fold the hood outer covering forward to expose the backlight trim (see Fig. S47).

3. Carefully remove the two weather sealing strips situated one on each side of the backlight trim (see Fig. S47); these sealing strips are secured with adhesive.

4. Using a soft wax pencil, mark each side of the backlight trim midway down the length of vertical stitching securing each side of the backlight trim to the 'wiggings'; ensure that each mark extends across the stitching onto the canvas 'wiggings'.

Also mark midway along the lower edge of the backlight trim and extend the mark rearward onto the masking tape attached to the rear decking panel.

5. Remove the stitches (see Fig. S47, item 3), securing each side of the backlight outer trim to the 'wiggings'; detach the outer trim from the 'wiggings' noting that it is also secured with adhesive.

6. Remove the staples (or tacks) securing the lower edge of the backlight trim to the body; note the location and spacing of the staples to facilitate assembly.

7. Remove the tacks securing the upper corners of the backlight outer trim to the hood rear cross-stick.

8. Fold one side of the outer trim over the backlight to reveal the vertical line of hand stitches securing the backlight inner trim to the head lining (see Fig. S122); remove these stitches.

Repeat this operation on the other side of the hood trim.

9. Remove the staples securing the backlight inner trim to the body; note the position of the staples and the rexine sealing strip to facilitate assembly.

10. Remove the staples securing the backlight trim to the hood rear cross-stick noting their position and spacing to facilitate assembly; remove the backlight complete with its trim surround.

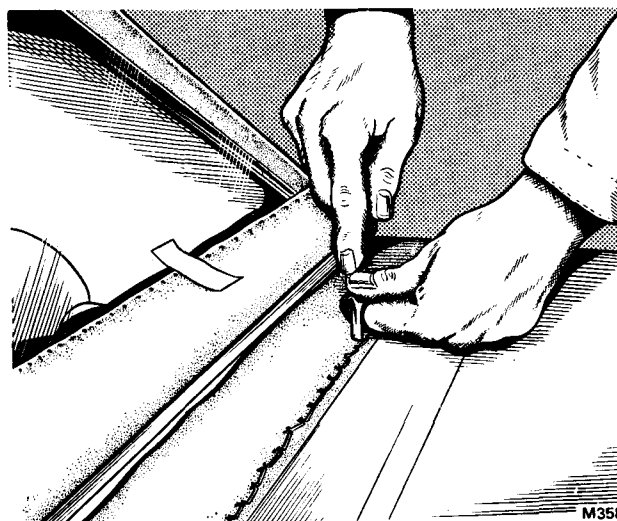


FIG. S48 REMOVING THE STAPLES FROM THE LOWER EDGE OF THE BACKLIGHT TRIM (Convertible Cars)

Backlight and trim—To fit

Convertible cars

To fit the backlight and trim reverse the procedure given for removal noting the following points.

1. If fitting a new backlight and trim surround, first transfer the reference marks, made during removal, onto the sides and lower edge of the new trim.

2. Before commencing to fit the backlight, ensure that the hood is raised and the catches secured.

3. When securing the upper and lower edges of the backlight trim ensure that the reference marks, made during removal, are aligned.

4. Use a water-proof thread, such as Terylene Thread 30/3, to secure the backlight trim to the headlining and 'wiggings'.

5. Use Dunlop L107 adhesive or its equivalent, to secure each side of the backlight outer trim to the 'wiggings' and to secure the weather sealing strips on each side of the trim; ensure that each strip overlaps the line of hand stitches (see Fig. S47).

Section S4

BONNET AND LUGGAGE COMPARTMENT LID

Bonnet—To remove

1. Release the bonnet catch by pulling the operating lever under the fascia; raise the bonnet to its fullest extent.
2. Disconnect the battery leads.
3. Disconnect the bonnet lamp leads at the snap connectors adjacent to the switch on the right-hand hinge bracket; on early cars it will also be necessary to disconnect the two leads from the termination block at the front of the engine compartment.

Note the position of the leads to ensure correct assembly.

4. Detach the clips securing the leads to the right-hand hinge bracket; on early cars it will also be necessary to remove the screws and detach the two clips securing the lead to the front of the engine compartment.

5. Detach the bonding strip situated at the front of the bonnet.

6. Using a soft pencil, scribe correlation marks round the washers of the setscrews securing the bonnet to the hinges.

7. With two assistants supporting the bonnet, remove the eight $\frac{1}{2}$ in. A/F setscrews securing the bonnet to the hinges; remove the bonnet.

Bonnet—To fit

To fit the bonnet reverse the procedure given for removal noting the following points.

1. The setscrews securing the bonnet to the hinges should not be fully tightened until the bonnet clearances have been set in relation to the body as shown in Figure S49.

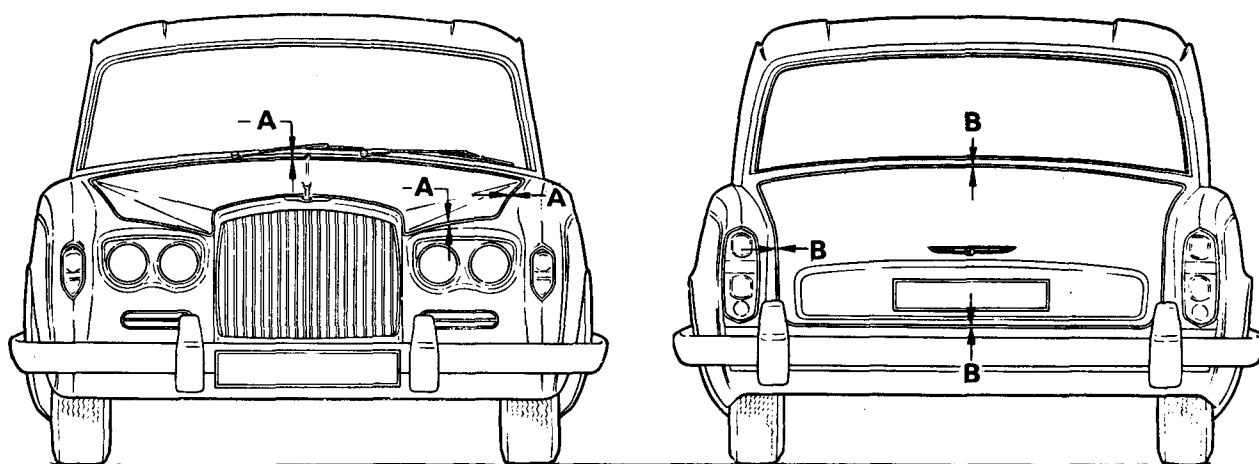


FIG. S49 BONNET AND LUGGAGE COMPARTMENT LID CLEARANCES

4-Door Saloon and Long Wheelbase Cars

A $\frac{9}{32}$ in. (3,571 mm.)
B $\frac{1}{4}$ in. (6,350 mm.)

2-Door Saloon and Convertible Cars

A $\frac{3}{32}$ in. (2,381 mm.)
B $\frac{3}{32}$ in. (2,381 mm.)

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2. Before fully tightening the setscrews securing the catch plates to the bonnet, the best position for the catch plates in relation to the catch should be found. This should be carried out by leaving the setscrews finger tight and adjusting the position of each catch plate so that the bonnet can be opened and closed without difficulty. When the catch plates have been set satisfactorily, fully tighten the setscrews.

Bonnet hinges—To remove

1. Remove the bonnet as described previously.
2. Remove the radiator matrix (*see Chapter L, Section L2*).
3. Using a hooked piece of strong wire, remove the large coil springs from the hinges.
4. Disconnect the remaining lead to the bonnet lamp switch secured to the right-hand hinge at the snap connection.
5. Remove the four $\frac{1}{2}$ in. A/F setscrews securing the hinges to the front wall of the engine compartment; remove the hinges.

Bonnet hinges—To fit

To fit the hinges reverse the procedure given for removal noting the following point.

1. Fit the bonnet as described earlier (*see Bonnet—To fit, on Page S51*) before fully tightening the setscrews securing the bonnet to the hinges.

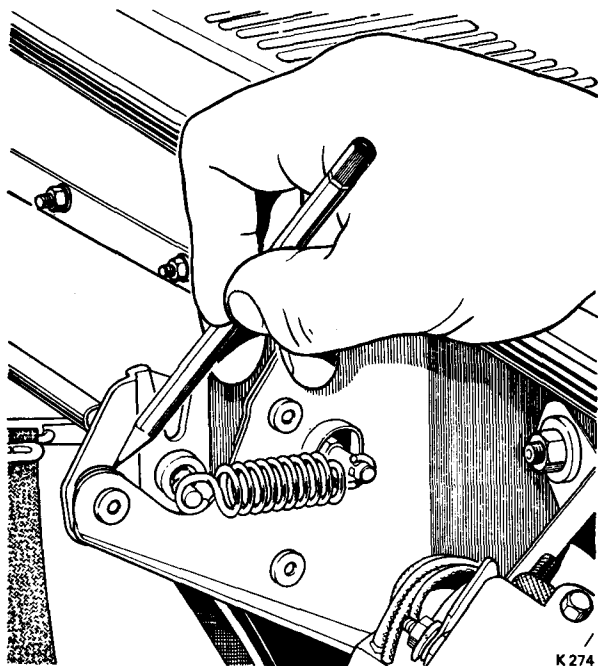


FIG. S50 MARKING THE BONNET CATCH MECHANISM TO FACILITATE ASSEMBLY

Bonnet seals—To remove

1. Remove the thin sectioned seal which surrounds the front and sides of the bonnet by simply pulling the seal off its seating flange.
2. Remove the other seal which provides the seal for the rear of the bonnet by carefully detaching it from the body.

If a knife or a similar tool is used for this operation take great care to avoid damaging the paintwork.

Bonnet seals—To fit

1. To fit the thin sectioned seal simply press into position over the body flange. Do not use an adhesive or a lubricant.
2. To fit the seal for the rear of the bonnet, first clean the seal seating surface on the body using Bostik cleaner 6001. Fix the new seal to the body with Dunlop adhesive S1127 or its equivalent.

Bonnet catch mechanism—To remove

1. Scribe the profile of the bonnet catch mounting brackets onto their adjacent guide plates (*see Fig. S50*).
2. Remove the toggle springs from each end of the countershaft.
3. Remove the six $\frac{7}{16}$ in. A/F setscrews securing the guide plates to the mounting brackets.
4. Remove the guide plates from the countershaft.

Unless it is necessary to remove the countershaft completely from the car, it is best left attached to the cable and moved onto one side. This is because disconnecting the cable will result in a new cable being required; also, if the bonnet is closed when fitting the catch mechanism prior to the cable being connected, it may be extremely difficult to open the bonnet again. However, if it is required to disconnect the cable proceed as follows.

Bonnet catch operating cable—To remove (*see Fig. S51*)

1. With the aid of a pair of pliers straighten out the protruding end of the cable (this is likely to result in the bent portion breaking off).
2. Remove the small socket-headed grub screw from the cable nipple (*see Fig. S51*) on the countershaft.
3. Draw the cable out of the nipple and remove the nipple and its washer from the countershaft.
4. Disconnect the battery leads.
5. From inside the car, unscrew the main fusebox retaining screw and fully open the fusebox.

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6. Slacken the two 2 B.A. screws securing the small trim panel surrounding the bonnet catch operating lever; remove the panel.

The two screws are situated behind the trim panel and to gain access to the inner screw it will be necessary to remove either the radio trim cover or the centre console side panel as follows.

Cars prior to Car Serial Number 6001. Remove the control knobs from the radio situated under the facia. Remove the two screws securing the bottom of the radio trim cover; remove the cover.

Cars after Car Serial Number 6001. Remove the centre console side panel adjacent to the bonnet catch operating lever using a wedge-shaped tool to free the spring type upholstery clips securing the panel.

7. Remove the cable from the operating lever by 'springing' the looped end of the cable over the collar of the retaining lug.

8. Withdraw the cable from its outer sheath.

If the straightened (or broken) end of the cable will not pass through the sheath, remove the screw securing the sheath clip and remove the cable, sheath and clip together.

Bonnet catch mechanism—To fit

To fit the bonnet catch mechanism reverse the procedure given for removal noting the following points.

1. If the operating cable is disconnected from the countershaft, **do not** attempt to close the bonnet until the cable has been fitted (see *Bonnet catch operating cable—To fit and set*).

Failure to observe this point may result in a locked bonnet and no obvious means of opening it. In this event, complicated manoeuvres underneath the car will be necessary in an effort to unlock the bonnet mechanism with the aid of a rod or length of stiff wire.

2. Ensure that the pegs on the bonnet catch plates are locating correctly in the rubber stops on the countershaft guide plates when the bonnet is closed; on later cars these pegs have been extended to provide a more positive location of the bonnet.

3. If necessary reset the bonnet catch plates so that the bonnet will open and close without difficulty (see *Bonnet—To fit, Operation 2*).

Bonnet catch operating cable—To fit and set (see Fig. S51)

1. Ensure that the bonnet catch operating lever under the facia pivots freely and is returned onto its stop by the return spring.

2. Fit the cable outer sheath (if removed); lightly smear the cable with Molytone 265 grease or its equivalent then thread the new cable through the sheath.

3. Fit the looped end of the cable to the retaining lug on the operating lever under the facia.

4. Move the countershaft to the bonnet locked position.

5. Position a $\frac{1}{4}$ in. (6,35 mm.) diameter bar in the guide plate and the countershaft locking cam adjacent to the cable.

Refer to Figure S51, which illustrates a right-hand drive car; on left-hand drive cars position the setting bar in the guide plate and cam at the opposite end of the countershaft.

6. Fit the cable nipple and washer to the countershaft then thread the free end of the cable through the nipple. Tighten the nipple so that, with the cam fully closed onto the setting bar, there is approximately $\frac{1}{8}$ in. (3,175 mm.) of free movement between the lever resting on its stop and starting to open the cam (see Fig. S51); bend down the free end of the cable protruding through the nipple.

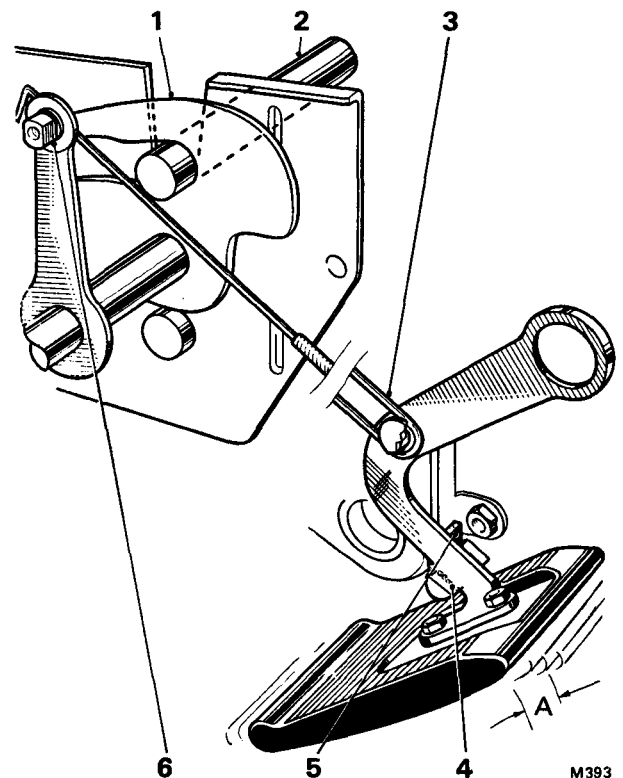


FIG. S51 SETTING THE BONNET CATCH OPERATING MECHANISM

A $\frac{1}{8}$ in. \pm $\frac{1}{16}$ in. (3,175 mm. \pm 1,587 mm.) — free movement

- 1 Cam
- 2 $\frac{1}{4}$ in. (6,350 mm.) diameter slave setting bar
- 3 Operating cable
- 4 Stop on lever
- 5 Stop on bracket
- 6 Cable nipple

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7. Remove the setting bar and pull the operating lever; check that the countershaft locking cams move to the unlocked position assisted by the toggle springs and that the operating lever returns onto its stop when released.

8. Close the bonnet and ensure that the bonnet catch plates are being engaged correctly by the countershaft locking cams.

If necessary reset the bonnet catch plates (*see Bonnet catch mechanism – To fit, Operations 2 and 3*).

Luggage compartment lid—To remove

4-Door Saloon and Long Wheelbase cars

1. Disconnect the battery leads.
2. Remove the two screws securing the luggage compartment lamp surround; remove the surround together with the lamp lens.
3. Remove the two screws from the luggage compartment lamp cap; remove the cap.
4. Remove the two screws securing the bulb holder and withdraw the holder sufficiently for the electrical leads to be disconnected; disconnect the leads and remove the holder.
5. Tie a piece of string (at least 4 feet (1,22 m.) long) to the leads; withdraw the leads from the lid frame until only the string remains in the frame then

disconnect the string from the leads. The string is left in the lid frame to provide an easy means of reconnecting the leads.

6. **Cars after Car Serial Number 5000.** Using a sharp wedge-shaped tool, carefully separate the carpet trim from the luggage compartment lid until access to the snap connectors of the reversing lamp leads is possible (*see Fig. S52*); disconnect the connectors.

Remove the self-tapping screw securing the bonding cable of the right-hand loom.

Tie a piece of string to each of the reversing lamp leads (*see Operation 5*), then withdraw the leads from the lid frame.

7. Remove the six $\frac{1}{2}$ in. A/F setscrews securing the hinges to the luggage compartment lid; two assistants will be required to support the lid as the setscrews are removed. To facilitate assembly note the number of shims (if fitted) between the hinge faces and the lid.

Remove the luggage compartment lid.

Luggage compartment lid—To remove

Coachbuilt cars

1. Remove the eight self-tapping screws securing the two small covers to the inside front face of the luggage compartment lid; remove the covers to expose the lid securing setscrews.
2. Remove the luggage compartment lid following the removal procedure described in Operation 7, Luggage compartment lid – To remove, 4-Door Saloon and Long Wheelbase cars.

Luggage compartment lid—To fit

All cars

To fit the luggage compartment lid reverse the procedure given for removal noting the following points.

1. Do not fully tighten the setscrews securing the luggage compartment lid to the hinges until after the lid clearances have been set in relation to the body (*see Fig. S49*).
2. After fitting, the contour of the lid should match perfectly with the contour of the body.
3. Check that the lid can be opened and closed without difficulty (*see Luggage compartment lock mechanism – To fit, Operation 7*).
4. Use Evo-stik adhesive 613 or its equivalent to stick the carpet trim to the lid.

Luggage compartment lid hinges—To remove

4-Door Saloon and Long Wheelbase cars

1. Remove the luggage compartment lid (*see Luggage compartment lid – To remove, on Page S54*).

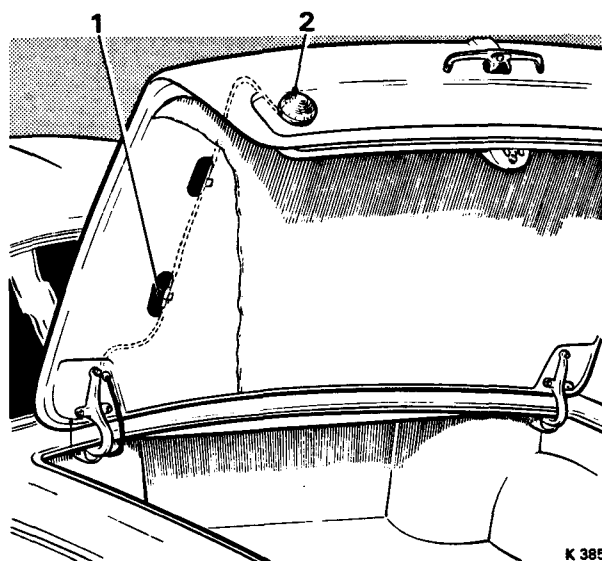


FIG. S52 REVERSING LAMP SNAP CONNECTORS
(4-Door Saloon and Long Wheelbase Cars with reversing lamps attached to luggage compartment lid)

- 1 Snap connector
2 Reversing lamp

2.(a) **4-Door Saloon and Long Wheelbase non-division cars.** Unfasten the press studs securing the carpet trim (if fitted) around the lid hinges and torque rods; remove the trim.

(b) **Long Wheelbase cars with centre division.** Remove the six self-tapping screws securing the trim panel in the forward section of the luggage compartment; remove the panel.

3. **On late cars,** remove the screws securing the clips for the lid electrical looms.

4. Disconnect the leads to the luggage compartment lamp switch at the snap connectors; the switch is secured to the right-hand hinge.

5. Remove the eight $\frac{1}{2}$ in. A/F setscrews securing the hinges to the car body; remove the hinges complete with the torque rods.

Luggage compartment lid hinges—To remove

Coachbuilt cars

1. Remove the luggage compartment lid (see *Luggage compartment lid—To remove, on Page S54*).

2. Remove the screws securing the cover of the luggage compartment lamp; remove the cover. Remove the screws securing the lamp unit, disconnect the leads and remove the lamp.

3.(a) **2-Door Saloon cars.** Remove the screws securing the hinge cover; remove the cover.

(b) **Convertible cars.** Remove the screws securing the three hinge cover panels; remove the panels.

4. **Convertible cars.** Remove the six 2 B.A. bolts securing the two inner triangular shaped hinge brackets to the body.

Disconnect the loom running through the two brackets at the terminal block and draw the loom clear of the brackets.

5. Complete the removal procedure by carrying out Operations 3, 4 and 5 as described for 4-Door Saloon and Long Wheelbase cars.

Luggage compartment lid hinges—To fit

All cars

To fit the hinges reverse the procedure given for removal noting the following points.

1. Before tightening the screws securing the lid to the hinges the lid must be set in relation to the body (see *Luggage compartment lid—To fit*).

2. Before fitting any trim or cover panels which cover the hinges, check that the torsion bar hinge adjusting screws (see *Fig. S45, item 2*) are set correctly.

They should be set so that an initial vertical downward effort of approximately 20 lb. (9.07 kg.) is required, at the luggage compartment lid handle, to move the lid from the fully open to the fully closed position.

Luggage compartment lock mechanism—To remove

4-Door Saloon and Long Wheelbase cars (see *Fig. S53*)

1. Remove the two screws securing the black painted cover plate fitted to the inside face of the luggage compartment lid.

2. Ease the carpet trim away from the lock catch mechanism and remove the four 2 B.A. setscrews securing the catch mechanism to the lid; remove the catch mechanism and withdraw the remote control rod.

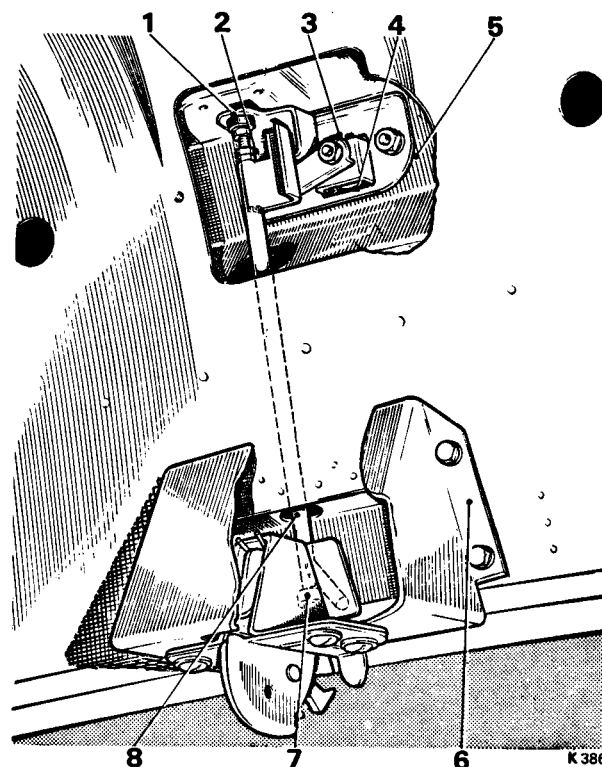


FIG. S53 LUGGAGE COMPARTMENT LID LOCK MECHANISM (4-Door Saloon and Long Wheelbase Cars)

- 1 Bearing—remote control rod
- 2 Adjuster lock-nut
- 3 Contactor
- 4 Push button—handle
- 5 Upper bracket
- 6 Cover—lower mechanism
- 7 Bearing—remote control rod
- 8 Remote control rod assembly

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3. Remove the two $\frac{7}{8}$ in. A/F nuts securing the upper bracket (see Fig. S53, item 5); remove the bracket.

4. Using a sharp wedge-shaped tool, carefully peel back the carpet trim sufficiently to enable the lid handle securing nuts to be removed.

Remove the two nuts and washers securing the handle to the lid taking care not to drop them in the lid pressing; remove the handle complete with the lock assembly.

5. To remove the push button lock from the handle proceed as follows.

Remove the nut securing the contactor and remove the contactor noting its position to ensure correct assembly. Remove the two circlips securing the bridge plate and remove the plate and the spring from the lock button. Remove the two brass countersunk headed screws securing the two halves of the lock button together; remove each half of the lock button from the handle.

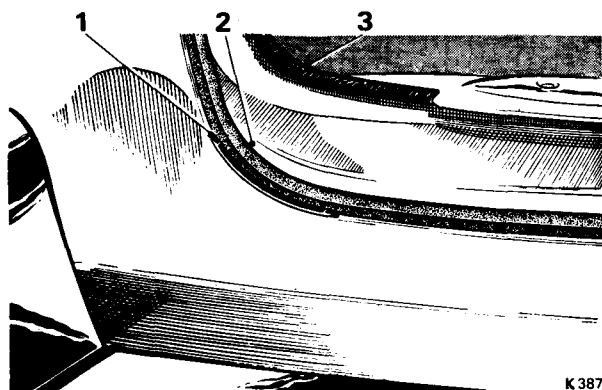
Luggage compartment lock mechanism— To remove

Coachbuilt cars

1. Remove the four $\frac{1}{4}$ in. UNF screws securing the lock catch mechanism to the luggage compartment lid; remove the catch mechanism.

2. Remove the four 2 B.A. screws securing the chromed plate surrounding the catch mechanism aperture; remove the plate.

3. Remove the two nuts and washer securing the handle to the lid; remove the handle.



**FIG. S54 LUGGAGE COMPARTMENT LID SEALS
(4-Door Saloon and Long Wheelbase Cars)**

- 1 Rubber strip
- 2 Luggage compartment lid seal
- 3 Sealing strip—inner flange

Luggage compartment lock mechanism— To fit

All cars

1. Fit and secure the handle to the luggage compartment lid ensuring that the rubber seal is in position between the handle and the lid.

2.(a) **4-Door Saloon and Long Wheelbase cars** (see Fig. S53). Fit the upper bracket, remote control rod and lower lock catch mechanism as follows.

Fit the upper bracket; slacken the remote control rod adjuster lock-nut then screw down the adjuster thereby reducing the length of the rod. Fit the remote control rod and the lower lock catch mechanism to the lid ensuring that each end of the rod locates correctly in the special bearings. Unscrew the remote control rod adjuster until any end float is just removed; tighten the adjuster lock-nut.

(b) **Coachbuilt cars.** Fit the chromed plate and the lock catch mechanism to the luggage compartment lid.

3. Press the handle push button and check that there is approximately $\frac{1}{4}$ in. (3,17 mm.) free movement before the contactor is felt to make contact with the bracket fixed to the remote control rod (on Coachbuilt cars before the contactor makes contact with the catch mechanism).

If there is insufficient free travel, the arm of the upper bracket (4-Door Saloon and Long Wheelbase cars) should be bent inboard or the contactor legs (Coachbuilt cars) should be reset, until the travel is correct; only a small amount of bending should be necessary.

4. Check that the cam wheel on the lock catch mechanism can be rotated freely when the handle push button is fully depressed.

5. Insert the key in the push button lock and turn to the locked position; press the handle push button and check that the contactor on the push button does not operate the catch mechanism.

Turn the key to the unlocked position and check that the catch mechanism is operated when the push button is pressed.

6. Fit the remaining parts by reversing the procedure given for removal.

7. Finally, check that the luggage compartment lid can be opened and closed without difficulty, and that all free movement is removed from the lid when closed.

If necessary, slacken the two $\frac{7}{8}$ in. A/F setscrews securing the lock catch plate to the floor of the luggage compartment and adjust the position of the catch plate until both these conditions are complied with; then tighten the setscrews.

Luggage compartment lid seal—To remove**4-Door Saloon and Long Wheelbase cars**

1. Remove the seal from the body (or from the lid on early cars) using a sharp knife or similar tool; take great care to avoid damage to the paintwork.

2. Remove the thin sectioned sealing strip attached to the inner rim of the lid aperture.

This sealing strip is not secured with adhesive except on very early cars where the lid seal itself was attached to the lid and not to the car body (see *Luggage compartment lid seal—To fit, on Page S57*).

Luggage compartment lid seal—To remove**Coachbuilt cars**

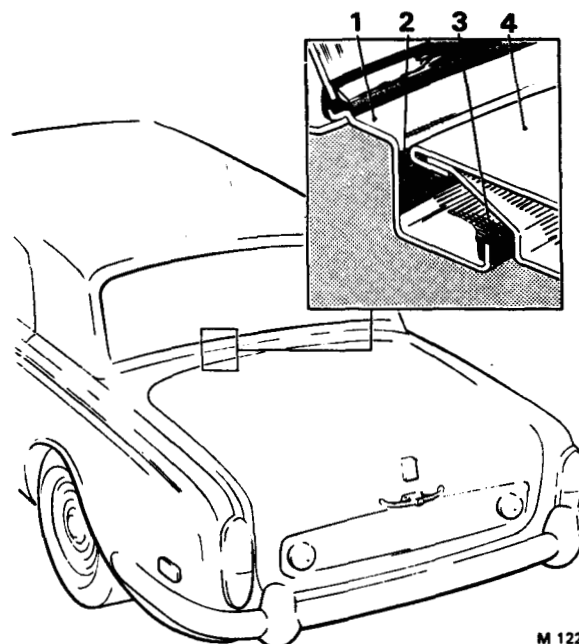
1. Remove the nine screws securing the chromed strip on the rear face of the luggage compartment; remove the chromed strip.

2. Using an old scraper or a similar tool remove the luggage compartment lid seal.

Luggage compartment lid seal—To fit

4-Door Saloon and Long Wheelbase cars (see Figs. S54 and S56)

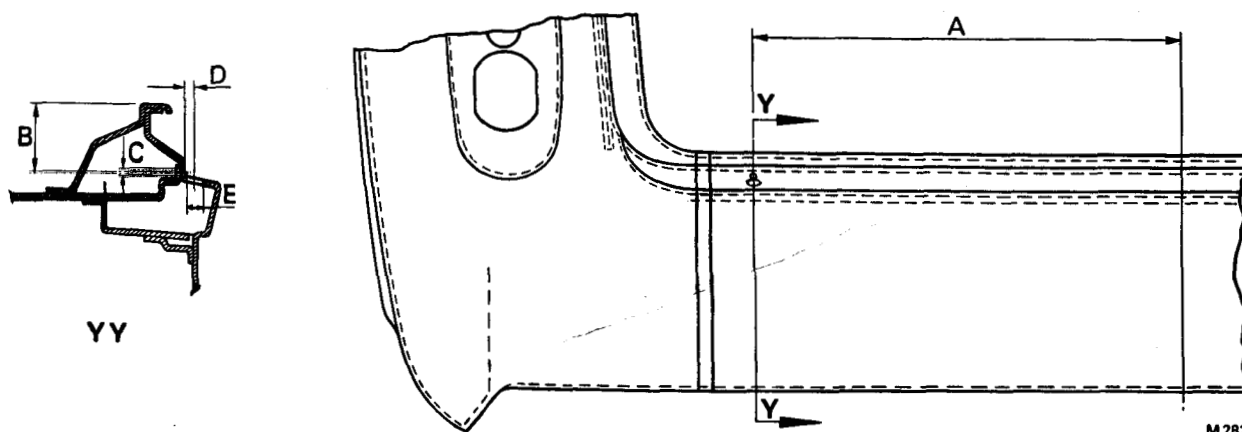
On early cars the luggage compartment lid seal was secured to the lid. When renewing the lid seal on these early cars, the later type seal should be used and fitted to the body as it is on all later cars (see Fig. S54).



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FIG. S56 POSITION OF THE LUGGAGE COMPARTMENT LID SEAL ON THE BODY (4-Door Saloon and Long Wheelbase Cars)

- 1 Rear decking panel
- 2 Luggage compartment lid seal
- 3 Thin sectioned sealing strip
- 4 Luggage compartment lid

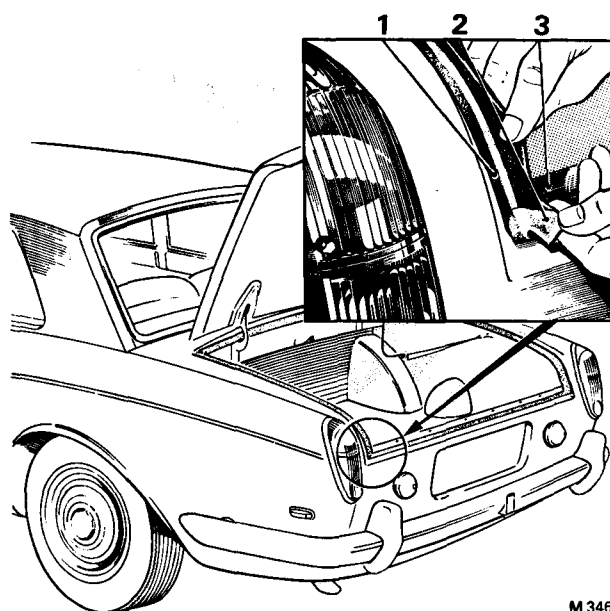


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FIG. S55 LUGGAGE COMPARTMENT LID SEAL DRAIN HOLES (Early 4-Door Saloon and Long Wheelbase Cars)

- A** 18.125 in. to 18.370 in. (46,037 cm. to 46,659 cm.)
- B** 1.297 in. to 1.327 in. (3,294 cm. to 3,370 cm.)
- C** 0.101 in. to 0.104 in. (2,565 mm. to 2,641 mm.) diameter
- D** 0.203 in. to 0.218 in. (5,156 mm. to 5,537 mm.)
- E** 0.375 in. to 0.390 in. (9,525 mm. to 9,906 mm.) diameter

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**FIG. S57 LUGGAGE COMPARTMENT LID SEAL
(2-Door Saloon and Convertible Cars)**

- 1 Luggage compartment lid seal
- 2 Rubber gusset fitted to rear mitred joint of seal
- 3 Chromed plate

Before fitting the later type seal to these early cars, drill two drain holes in the rear of the car as follows.

Drill two holes 0.375 in. (9.525 mm.) diameter in the rear of the cars, each hole to be approximately 18.125 in. (46 cm.) on either side of the body centre line (see Fig. S55). Fit a cover plate (part number UB.15696) over each hole and secure with a sheet metal screw (part number UA.7352/z). The two buffers on the luggage compartment lid will no longer be required.

Fit the luggage compartment lid seal as follows.

1. Using Bostik cleaner 6001, clean the bonding areas of the seal and the body lip; allow to dry for one hour.
2. Apply Boscolite primer 9252 to the bonding area on the body only and allow to stand for one hour.
3. Apply Boscoprene cement parts 1 and 2 to the bonding areas of the seal and the body; apply the cement also to the two small rubber strips which fit

into the radiused bottom corners of the seal channel (see Fig. S54, item 1). Care should be taken to keep the primer and cement away from the finished paintwork. Allow the cement to dry for between 5 and 15 minutes.

Note Although early cars were not fitted with these small rubber strips, they should be fitted to all cars whenever the luggage compartment lid seal is renewed.

4. Fit the two rubber strips to the lower corners of the seal channel.

5. Fit the luggage compartment lid rubber seal to the body; ensure that the edge of the seal is level with the start of the radius on the body (see Fig. S56) then press firmly into position.

The luggage compartment lid should remain open for a minimum period of 12 hours after fitting a new seal.

6. Fit the thin sectioned sealing strip to the lip of the body; do not use an adhesive.

7. When the seal adhesive is dry, close the lid and water test for leaks.

8. If necessary, reset the position of the luggage compartment lock catch plate (see *Luggage compartment lock mechanism - To fit, Operation 7*).

Luggage compartment lid seal—To fit

Coachbuilt cars (see Fig. S57)

1. Clean the seal channel using Bostik cleaner 6001; allow to dry for one hour.
2. Apply Bostik adhesive 1261 to the seal channel on the body.
3. Fit the four sections of the seal into position ensuring that the mitred corners of the seal match perfectly.
4. Apply Romac rubber solution 61-805 or its equivalent to the mating faces of the mitred joints. Allow the solution to become 'tacky' then press the faces firmly together.
5. Fix the small rubber strip to the underside of each mitred joint as shown in Figure S57 using Romac rubber solution 61-805 and following the same procedure described in Operation 4.
6. Fit the chromed plate to the rear edge of the seal.

Section S5

ELECTRICALLY OPERATED REAR QUARTER WINDOWS (Coachbuilt Cars)

Quarter window—To remove

2-Door Saloon cars (see Fig. S58)

1. Remove the screw securing the quarter window swivel link to the drive-shaft (see Fig. S58, item 5); disconnect the link from the drive-shaft and carefully retain the distance piece and nylon washer.
2. Fully open the quarter window by hand.
3. Remove the four screws securing the hinge on the front edge of the window to the body; remove the quarter window.
4. To remove the glass from the frame, first remove the countersunk-headed screw from the upper and lower frame channels then detach the front channel from the frame; remove the glass from the frame.

Quarter window—To fit

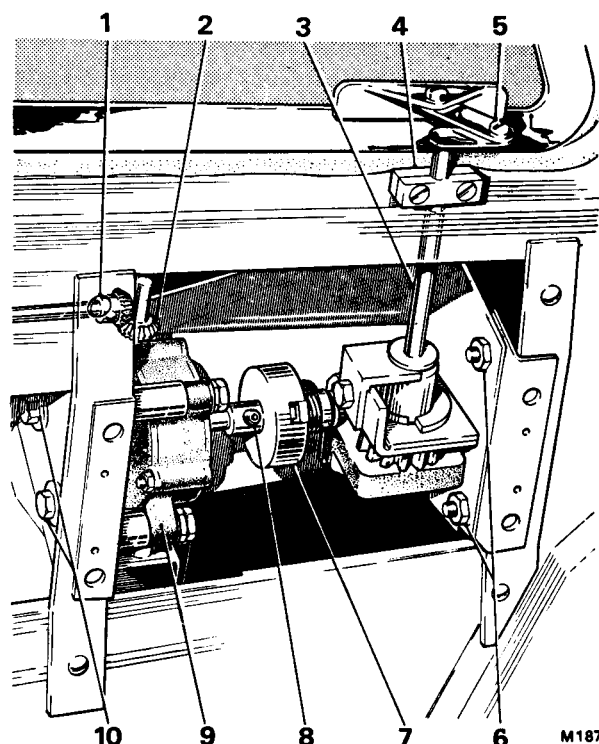
2-Door Saloon cars

To fit the quarter window reverse the procedure given for removal.

Quarter window—To remove

Convertible cars (see Fig. S60)

1. Fully lower the hood and ensure that the quarter window is fully raised.
2. Disconnect the battery leads.
3. Remove the rear seat cushion and backrest (see Section S2, *Rear seat—To remove*).
- 4.(a) **Early cars.** Remove the screws securing the polished wood finisher on the rear armrest; remove the finisher.
- (b) **Late cars.** Remove the ashtray from the rear armrest then remove the three screws securing the wood finisher; remove the wood finisher.



**FIG. S58 REAR QUARTER WINDOW MECHANISM
(2-Door Saloon Cars)**

- 1 Screw—mounting bracket to body panel (4 off)
- 2 Bevel gears—manual drive
- 3 Drive-shaft
- 4 Clamping block
- 5 Screw—swivel link to shaft
- 6 Setscrew—mounting bracket
- 7 Spring clutch
- 8 Clutch locking screw
- 9 Electrical motor assembly
- 10 Setscrews—mounting bracket

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5. Remove the screws securing the polished wood finisher under the quarter window; remove the finisher.

6. On cars fitted with seat belts remove the belt anchorage bolt from the quarter panel; on cars fitted with the hooked bolt, detach the belt lug and slacken the lock-nut before attempting to remove the hooked bolt.

7. Remove the screws securing the quarter trim panel to the body (*see Fig. S59*).

8. Lift the panel away sufficiently to enable the electrical leads to the panel to be disconnected; note the position of the leads to ensure correct assembly.

Remove the panel.

9. Scribe the profile of the window mounting brackets onto the lift mechanism bracket (*see Fig. S60*); ensure this is carried out accurately to facilitate assembly.

10. Remove the four 2 B.A. screws securing the quarter window to the lift mechanism (*see Fig. S60*); remove the window glass and frame.

11. To remove the glass from the quarter window frame, refer to Operation 4, Quarter window – To remove, 2-Door Saloon cars, in this Section.

Quarter window—To fit

Convertible cars

To fit the rear quarter window reverse the procedure given for removal noting the following point.

1. After fitting the quarter window, fully raise the hood and close the door adjacent to the quarter window; check that the window can be raised and lowered satisfactorily and that the window frame contacts the sealing rubber when closed.

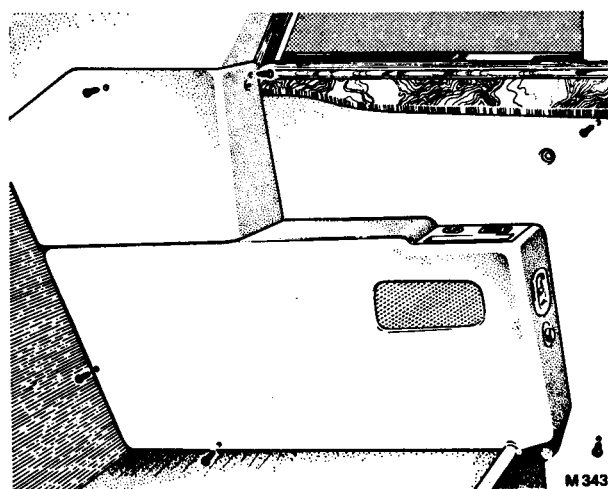


FIG. S59 REAR QUARTER PANEL/ARMREST SECURING SCREWS

To adjust the position of the quarter window, slacken the four 2 B.A. screws securing the window to the lift mechanism then move the quarter window to the required position.

Quarter window mechanism—To remove

2-Door Saloon cars (*see Fig. S58*)

1. Disconnect the battery leads.

2. Disconnect the quarter window swivel link from the drive-shaft (*see Quarter window – To remove, 2-Door Saloon cars, Operation 1*).

3. Remove the rear seat cushion and backrest (*see Section S2, Rear seat – To remove*).

4.(a) **Early cars.** Remove the four screws securing the polished wood finisher on the rear armrest; remove the finisher.

(b) **Late cars.** Remove the ashtray from the rear armrest then remove the three screws securing the finisher; remove the finisher.

5. Remove the screws securing the polished wood finisher around the quarter window; remove the finisher.

6. **On cars after Car Serial Number 5000,** remove the chromed cover from the quarter window switch situated on the quarter panel. Remove the two screws securing the switch to the panel and disconnect the electrical leads to the switch; remove the switch.

7. On cars fitted with front seat belts, remove the belt anchorage bolt from the quarter panel mounting point; if the anchorage bolt is the hooked type, first detach the belt lug and slacken the anchorage bolt lock-nut.

8. Remove the screws securing the quarter trim panel to the body (*see Fig. S59*); lift the panel away sufficiently to enable the electrical leads to the panel switches and cigar lighter to be disconnected.

9. Disconnect the panel leads noting their positions to ensure correct assembly; remove the quarter panel.

10. Remove the two screws securing the drive-shaft clamping block (*see Fig. S58*); separate the blocks and lift out the drive-shaft.

If the drive-shaft cannot easily be removed, rotate the bevelled gear on the motor assembly (*see Fig. S58, item 2*) by hand whilst lifting the drive-shaft.

11. Remove the two screws securing the flexible drive of the manual lift mechanism to the body quarter panel.

12. Disconnect the electrical leads to the motor assembly; note their positions to ensure correct assembly.

13. Remove the four screws securing the window mechanism and mounting brackets to the body panel (see Fig. S58); remove the window mechanism and mounting bracket assembly.

For information concerning the electrically operated window mechanism refer to Chapter M - Electrical System.

Quarter window mechanism—To fit

2-Door Saloon cars

To fit the rear quarter window mechanism reverse the procedure given for removal noting the following point.

1. After fitting the flexible drive of the manual lift mechanism, ensure that the two bevelled gears (see Fig. S58, item 2) are held out of mesh by the spring in the flexible drive cable, otherwise the electrical operation of the window will be noisy.

Quarter window mechanism—To remove

Convertible cars (see Fig. S60)

1. Remove the rear seat, backrest and quarter panel following the same procedure described earlier (see *Quarter window - To remove, Operations 1 to 8 inclusive*) then proceed as follows.

2. Slacken the Allen type grub screw locking the junction block onto the flexible mechanical drive (see Fig. S60, item 7); disconnect the flexible drive at the junction block.

3. Disconnect the electrical leads to the quarter window motor assembly at the terminal block; note their position to ensure correct assembly.

4. Remove the two 2 B.A. bolts and nuts securing the angled ends of the lower attachment brackets to the car body (see Fig. S60, item 8).

5. Remove the two 2 B.A. screws securing the waist attachment plate to the car body (see Fig. S60, items 1 and 4).

6. Remove the quarter window lift mechanism, together with the two attachment brackets and the quarter window, from the body.

For information regarding the electrical window lift assembly refer to Chapter M - Electrical System.

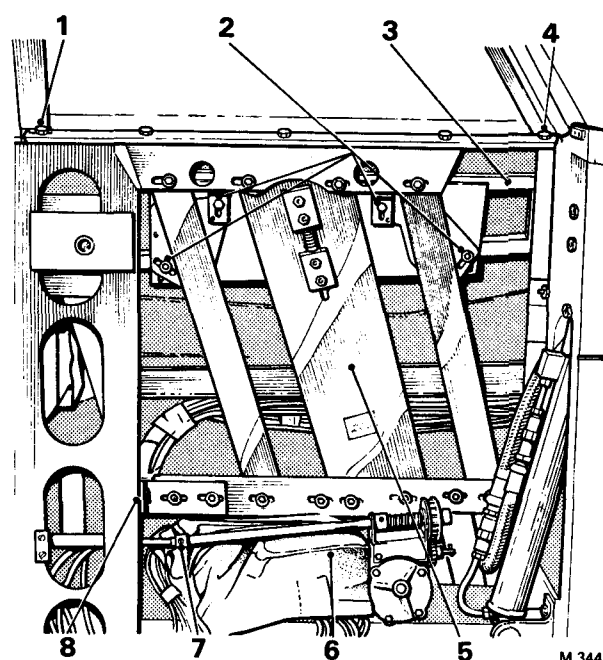


FIG. S60 REAR QUARTER WINDOW MECHANISM (Convertible Cars)

- 1 Screw—waist plate to body
- 2 Screw—quarter window to lift mechanism (4 off)
- 3 Quarter window frame
- 4 Screw—waist plate to body
- 5 Window lift channel
- 6 Electrical motor assembly
- 7 Locking screw—junction block on flexible manual drive-shaft
- 8 Bolt—lower attachment plate to body

Quarter window mechanism—To fit

Convertible cars

To fit the quarter window mechanism reverse the procedure given for removal noting the following point.

1. After fitting the mechanism and before fitting the quarter panel/armrest, check that the window opens and closes satisfactorily as described earlier (see *Quarter window - To fit, Operation 1*).