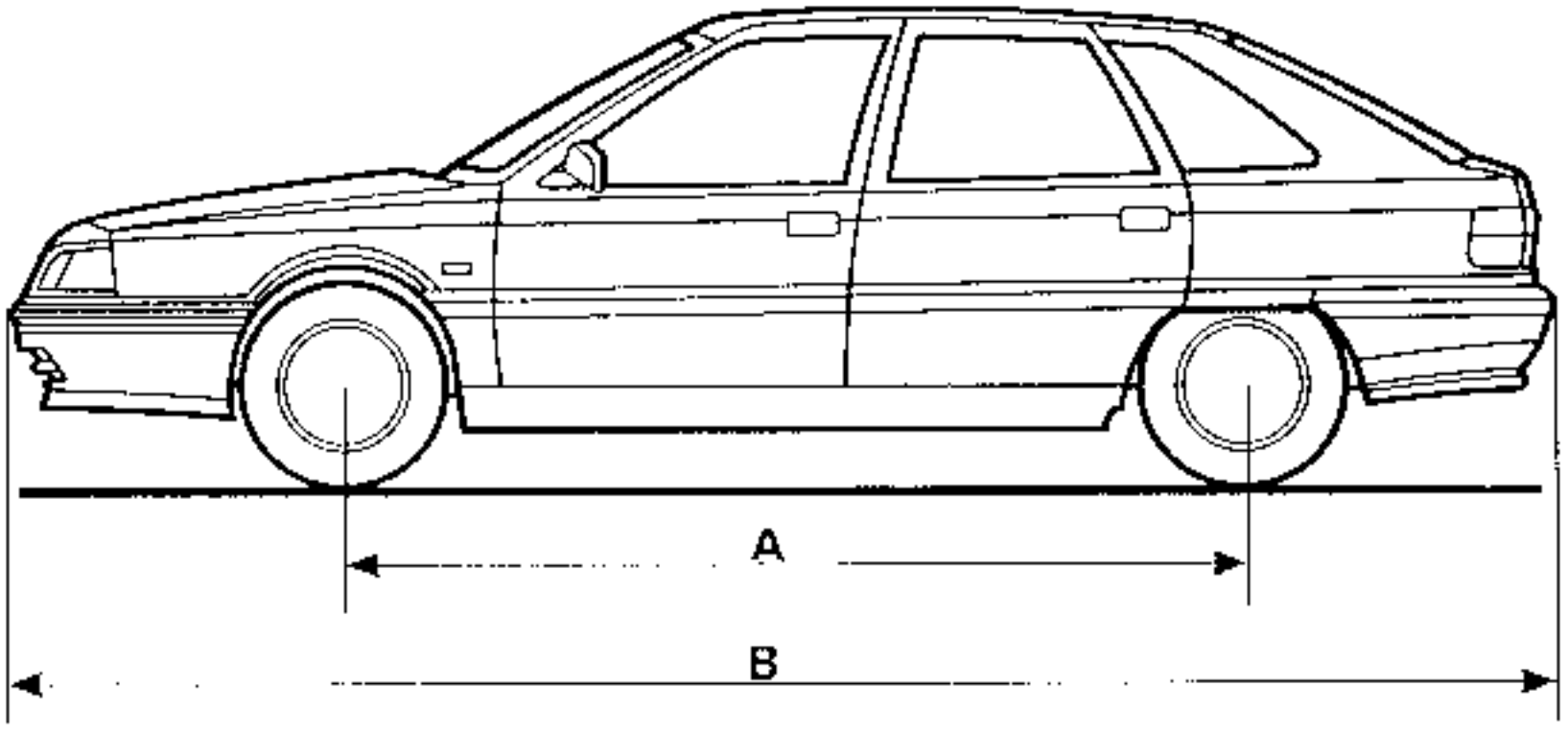
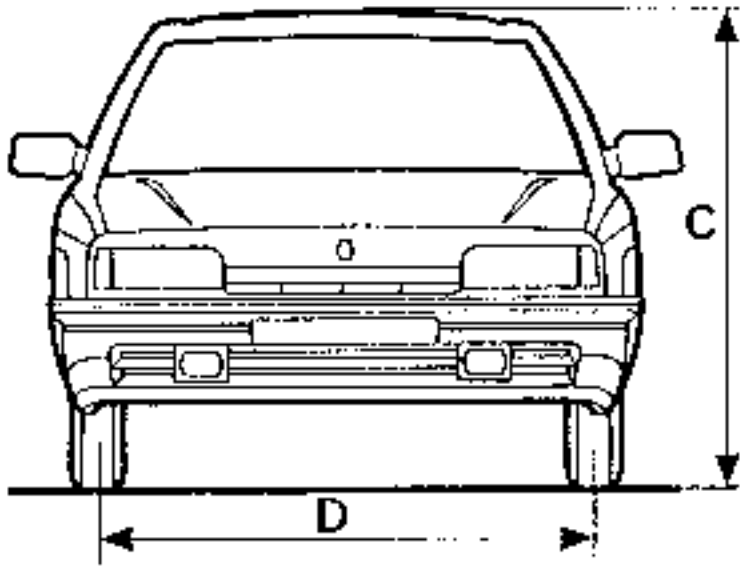
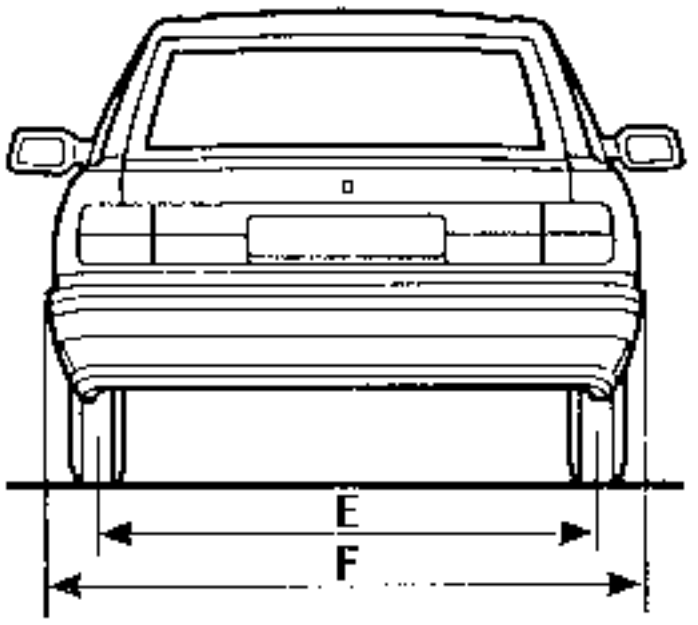
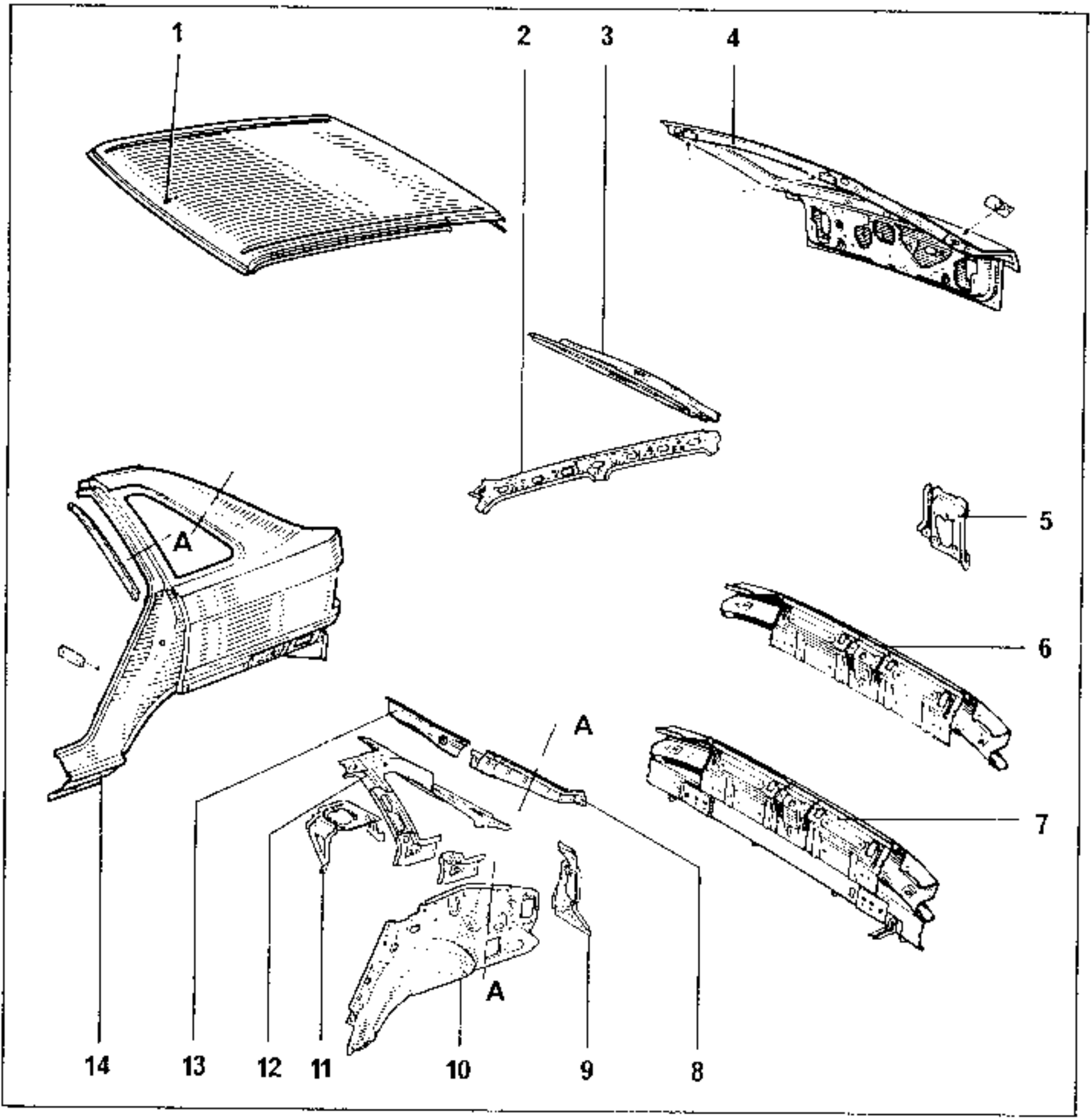




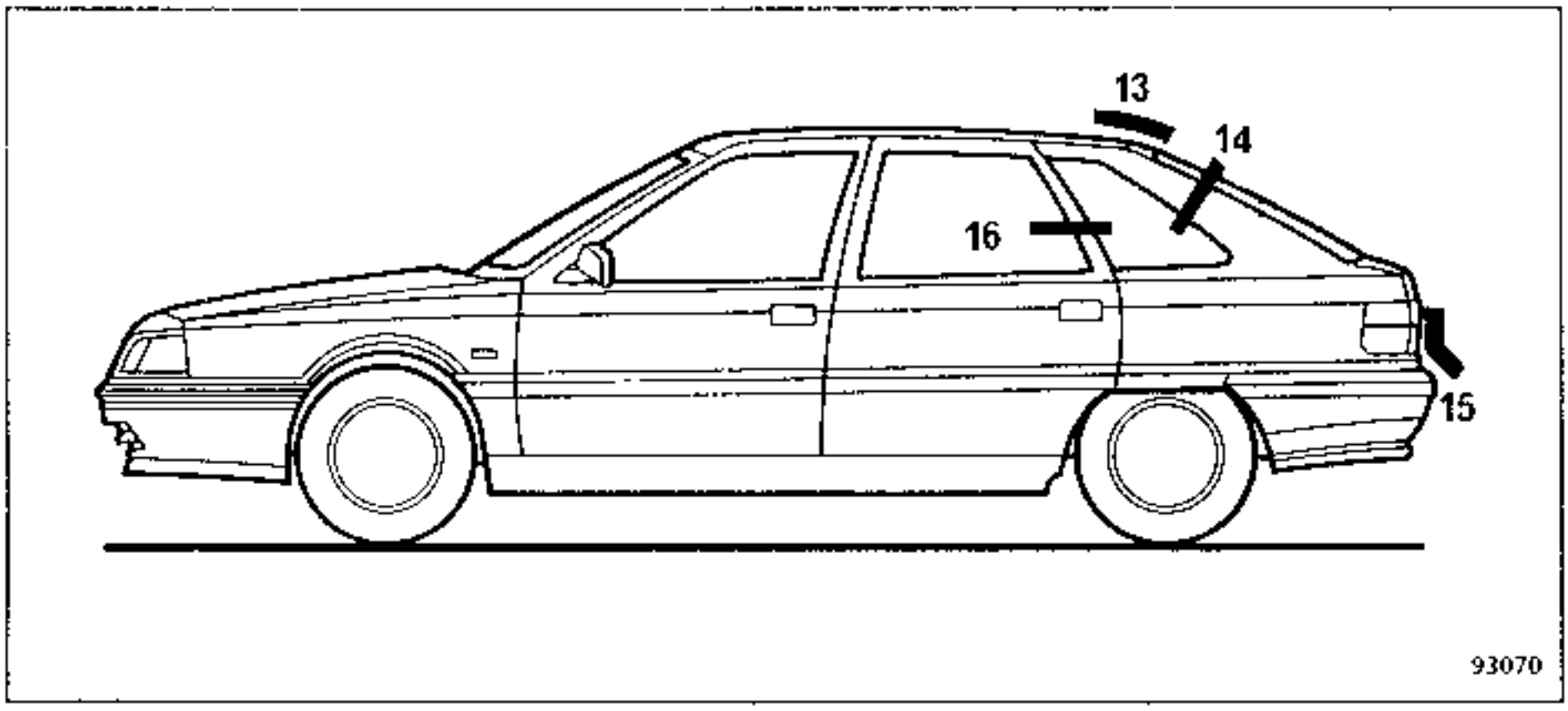


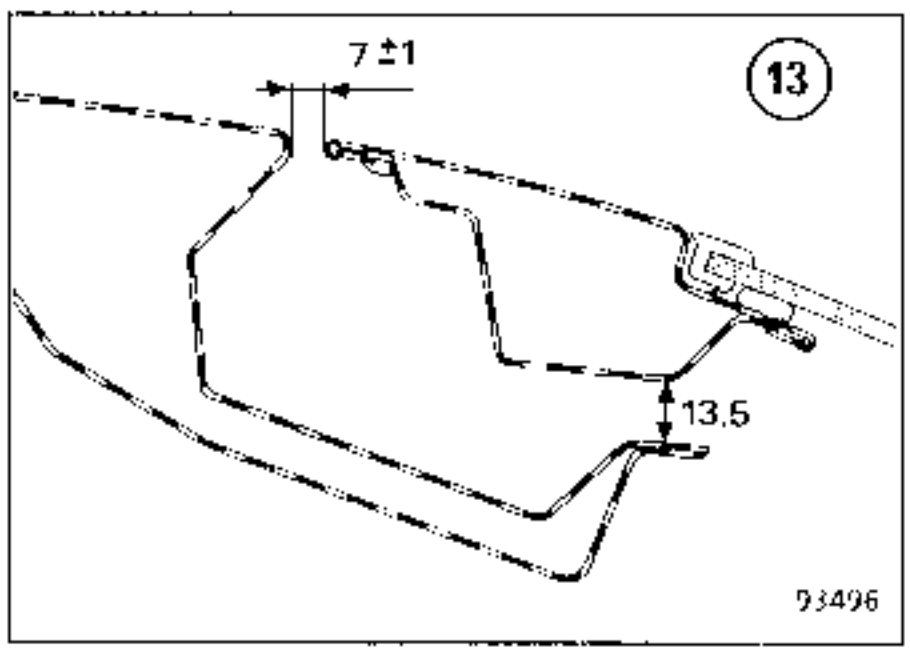
93070

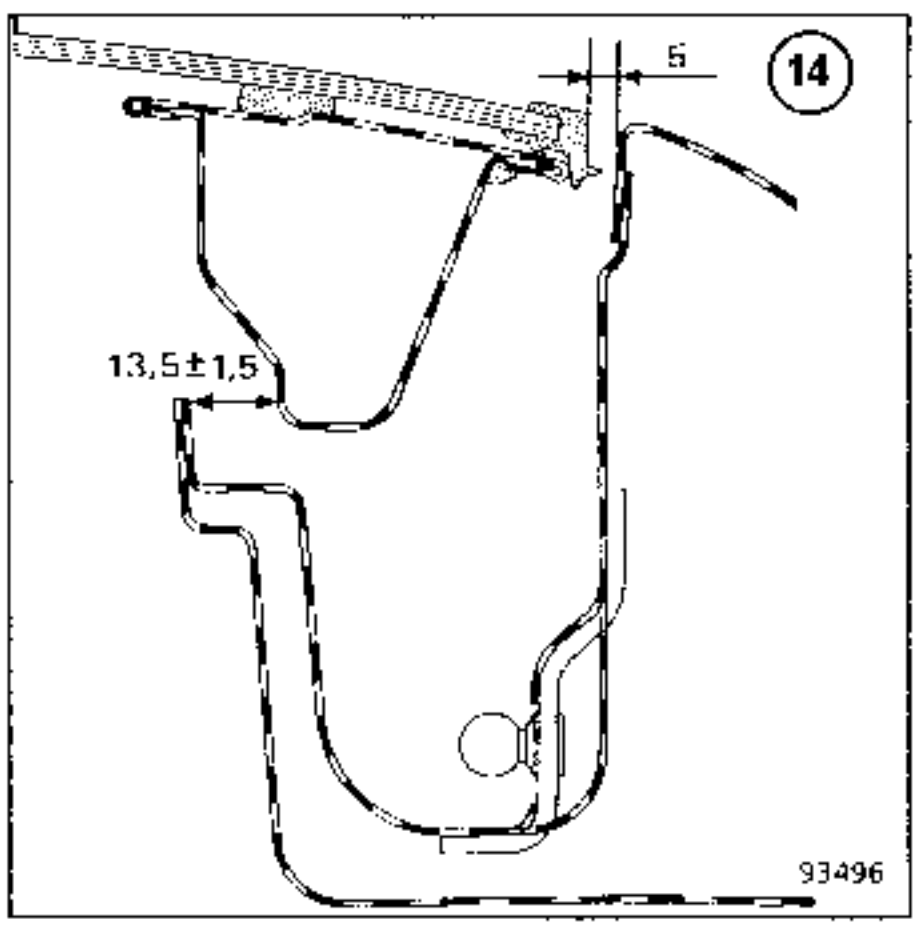
Item	Dimensions in meters			
	Transverse	Longitudinal		4 x 4
A	2659	2600		2594
B	4461			
C	1400	1390	TURBO D 1395	1425
D	1435	1454		
E	1400	1400	ABS 1408	ABS 1423
F	1726			

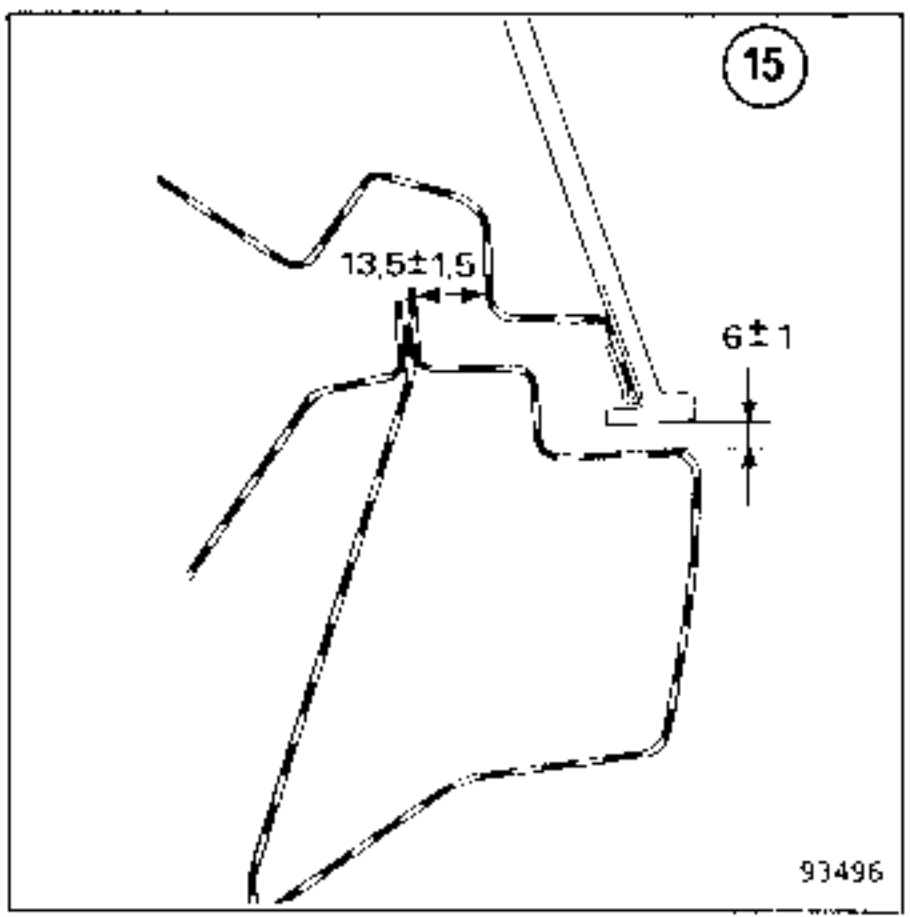


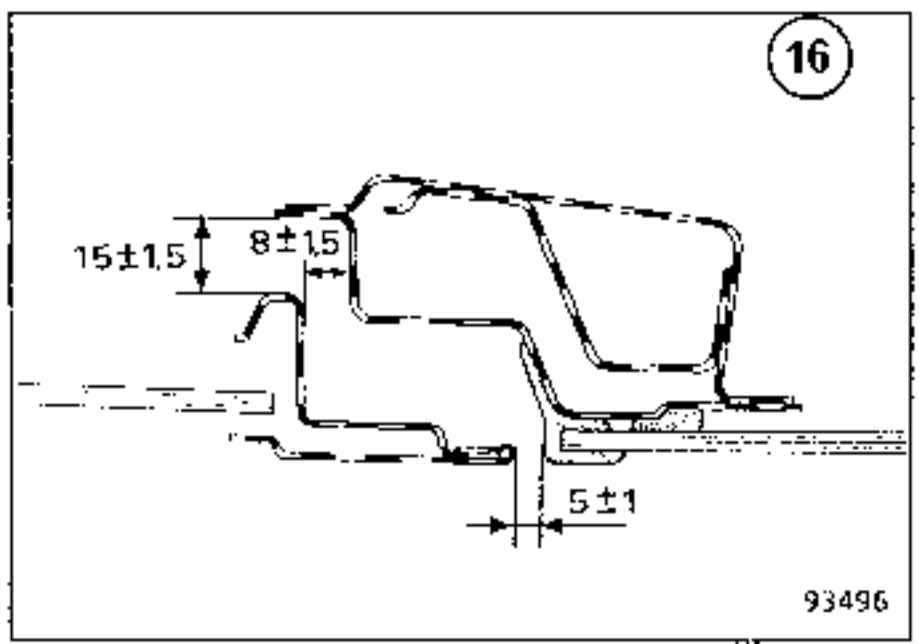
1 - Roof
2 - Contrail lining
3 - Roof rear cross member
4 - Tailgate
5 - Rear light support panel
6 - Rear end panel with lining
7 - Rear end panel assembly
8 - Side channel
8A - Part of side channel
9 - Rear end pillar lower lining
10 - Outer wheel arch
10A - Part of an outer wheel arch
11 - Rear cross panel support
12 - Quarter panel lining assembly
13 - Side channel upper gusset
14 - Complete wing panel
14A - Part of a wing panel


13
14
16
15
93070


7 ±1
13
13,5
93496


5
14
13,5±1,5
93496

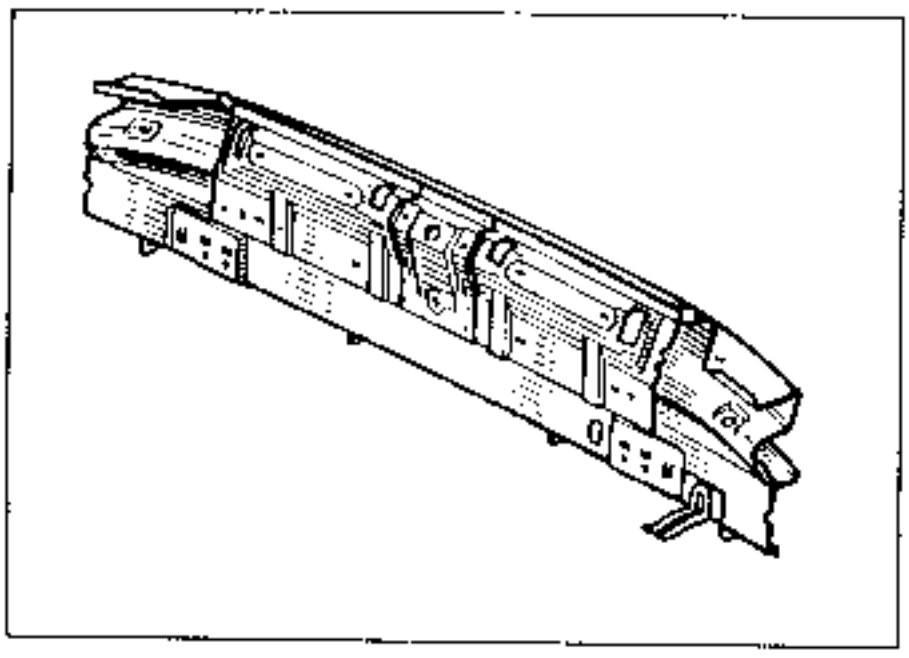

15
13,5±1,5
6±1
93496


16
15±1,5
8±1,5
5±1
93496

COMPOSITION OF PART AS SUPPLIED BY THE PARTS DEPARTMENT

Assembly comprising :

- The floor rear cross member
- The rear end panel
- The rear end panel lining
- The striker plate stiffener

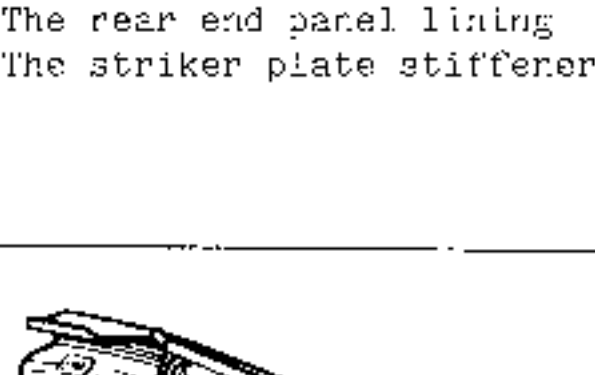


1 CONNECTION WITH REAR LIGHT SUPPORT PANEL

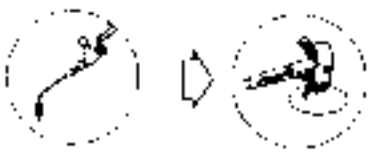
Thicknesses of panelling (in mm)

Rear end panel	: **0,67**
Rear light support panel	: **0,87**
Rear end pillar lower lining	: **0,77**

Unpicking

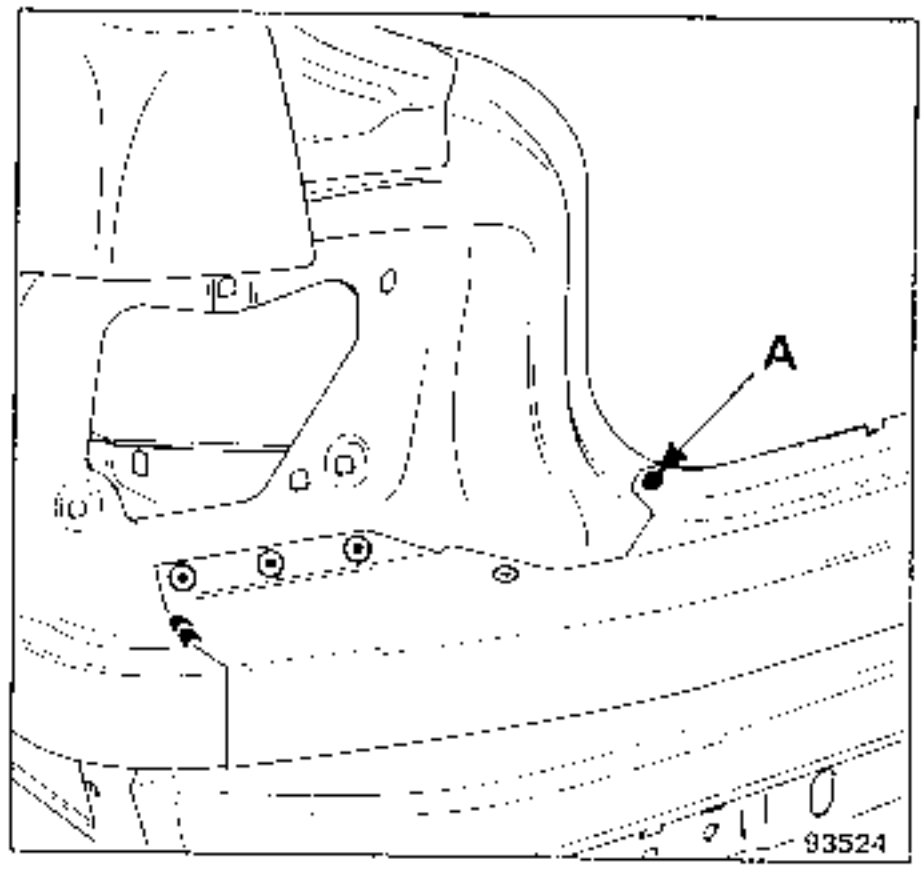


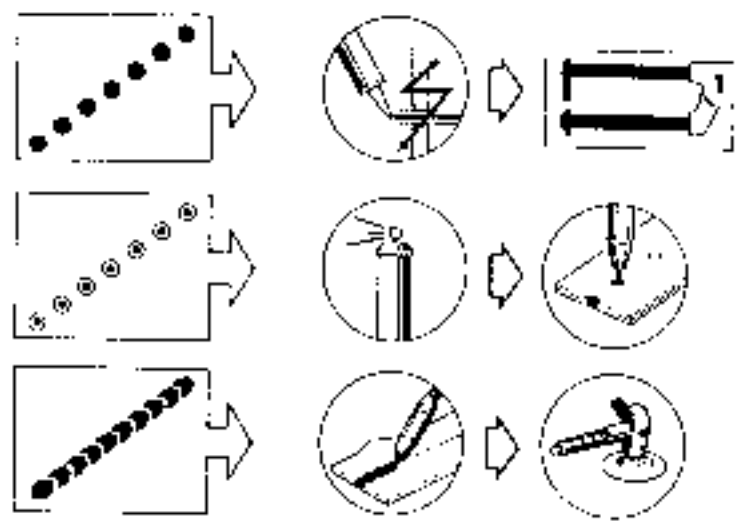
5 + 5 spot welds



1 + 1 brazed fillet 10 mm long

Welding





1 + 1 M.A.G. fillet 10 mm long

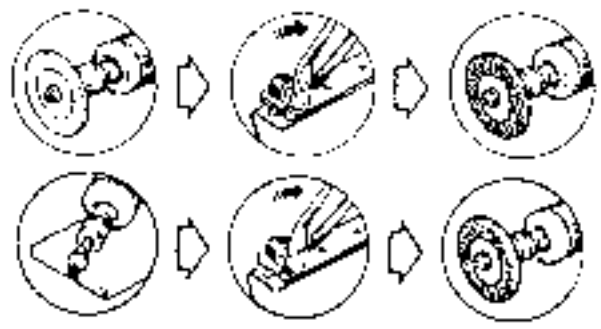
(A) 1 spot weld joining 3 thicknesses

2 JOINT WITH WING PANEL

Thicknesses of panelling (in mm)

Rear end panel	: **0,67**
Wing panel	: **0,77**
Lower rear cross member	: **1,20**

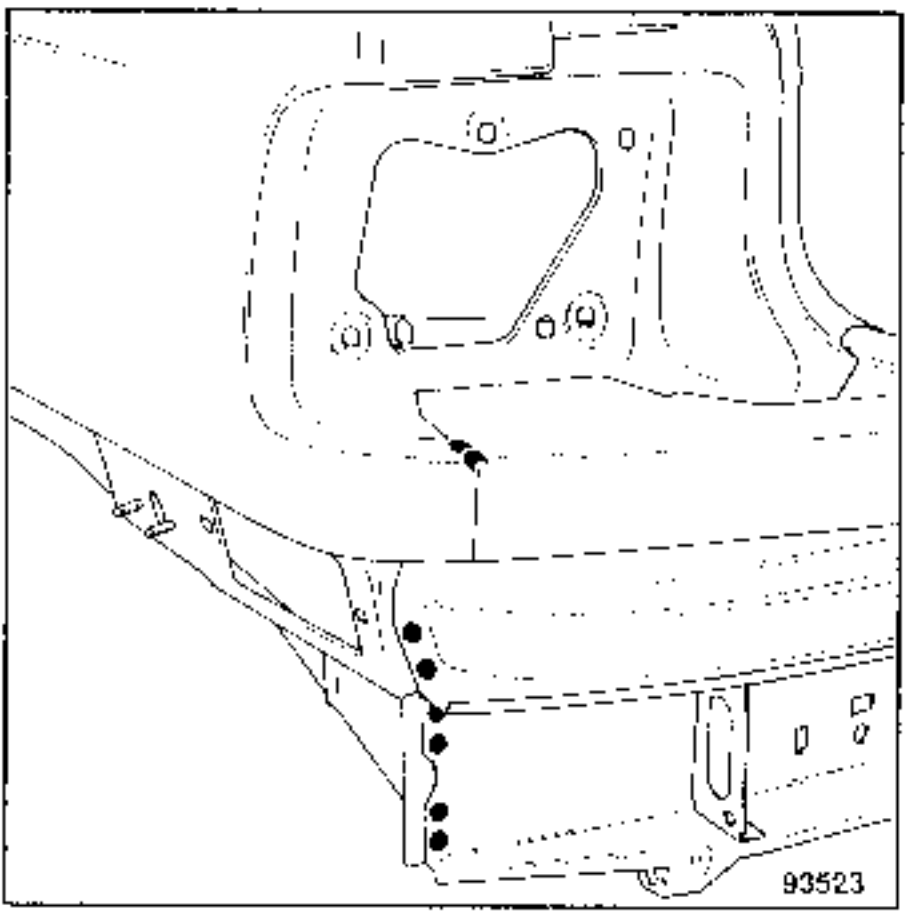
Unpicking

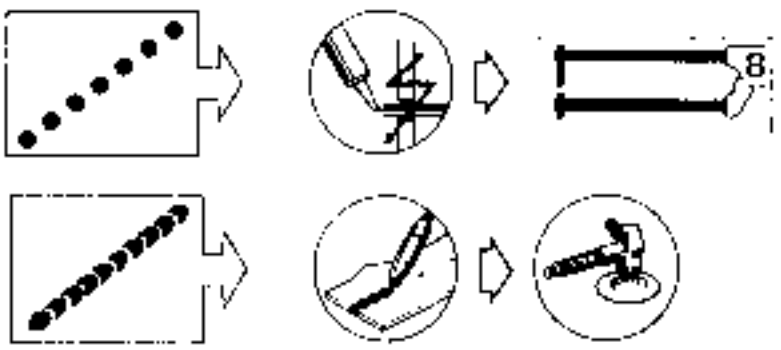


6 + 6 spot welds

1 + 1 brazed fillet 10 mm long

Welding





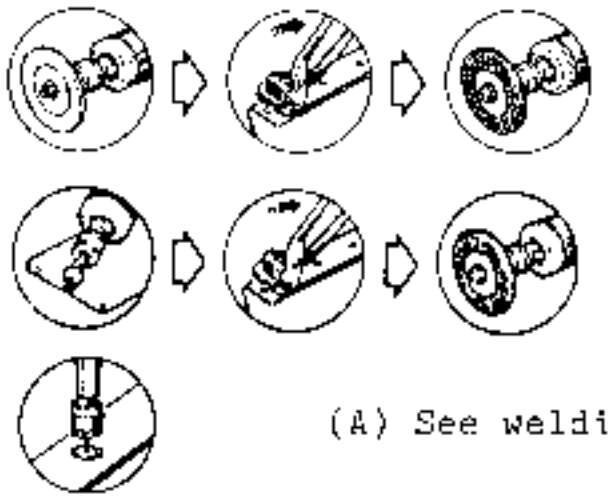
1 + 1 M.A.G. fillet 10 mm long

3 CONNECTION WITH REAR END PILLAR LOWER LINING

Thickness of panelling (in mm)

Rear end panel	:	**0,67**
Rear end panel lining	:	**0,67**
Rear end pillar lower lining	:	**0,77**
Lower rear cross member	:	**1,20**

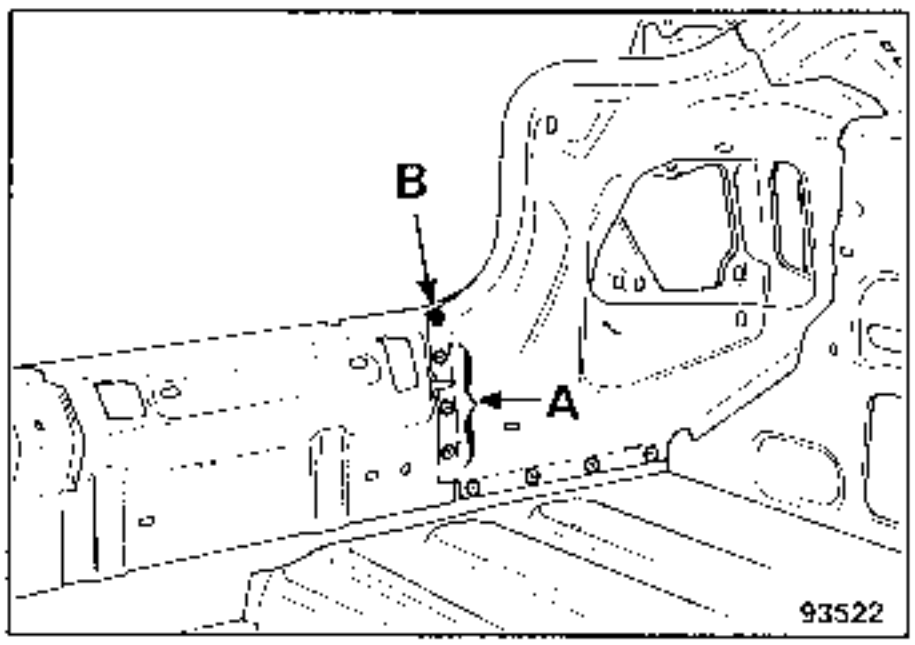
Unpicking



(A) See welding

8 + 8 spot welds

Welding



(B) 1 spot weld joining 3 thicknesses

4 CONNECTION WITH REAR SIDE MEMBER

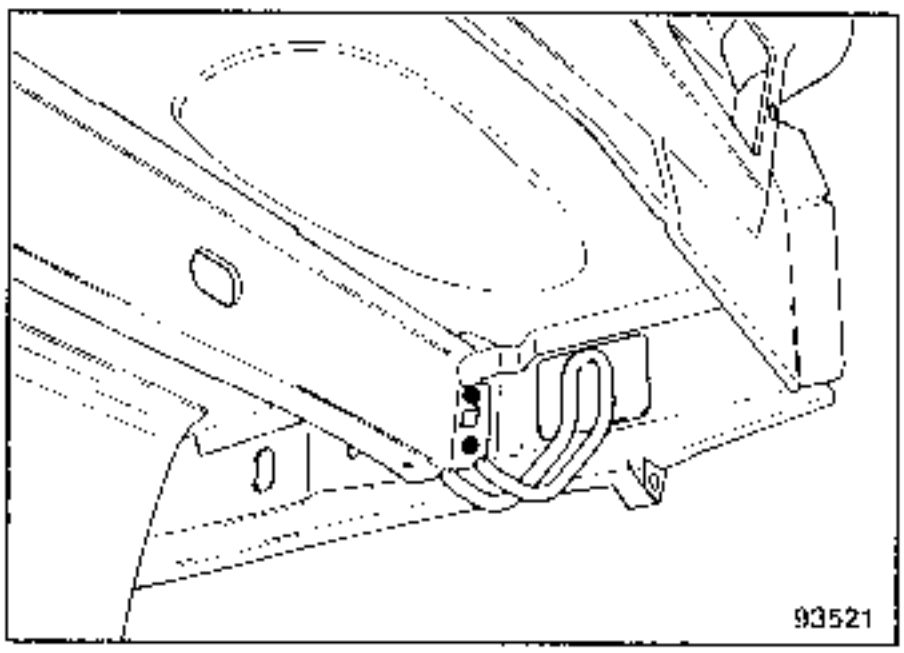
Thickness of panelling (in mm)

Lower rear cross member : **1,20**
Rear side member : **1,50**

Unpicking

2 + 2 spot welds

Welding



5 CONNECTION WITH REAR FLOOR PANEL, REAR SECTION

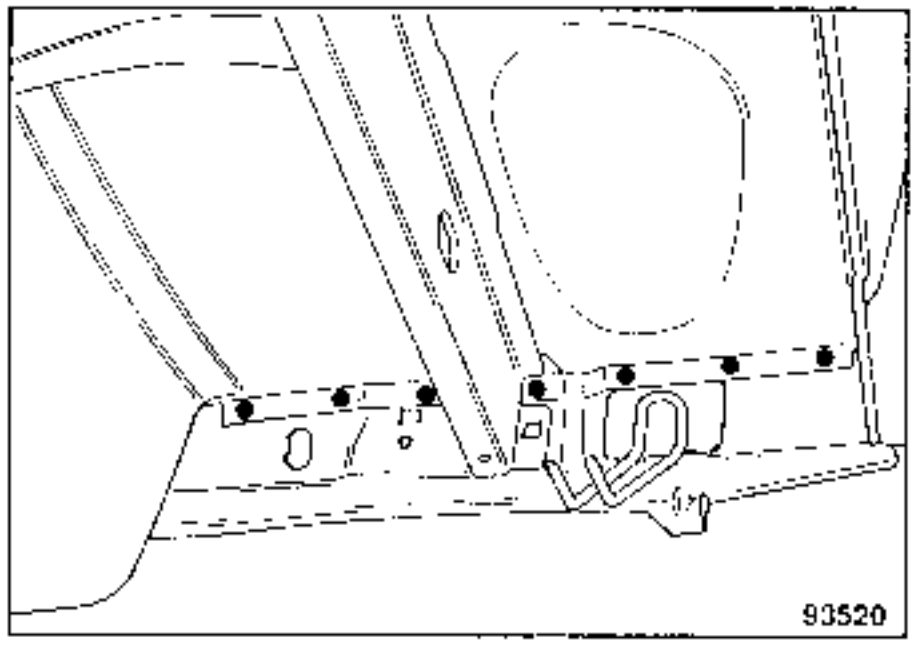
Thickness of panelling (in mm)

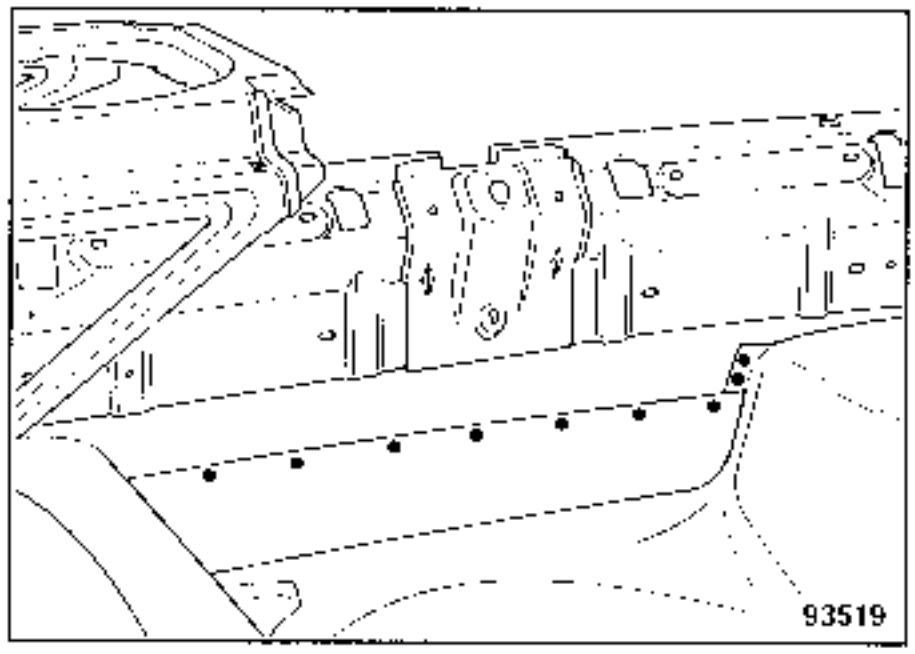
Lower rear cross member : **1,20**
Floor section closing panel : **0,62**
Rear floor,rear section : **0,60**

Unpicking

26 spot welds

Welding

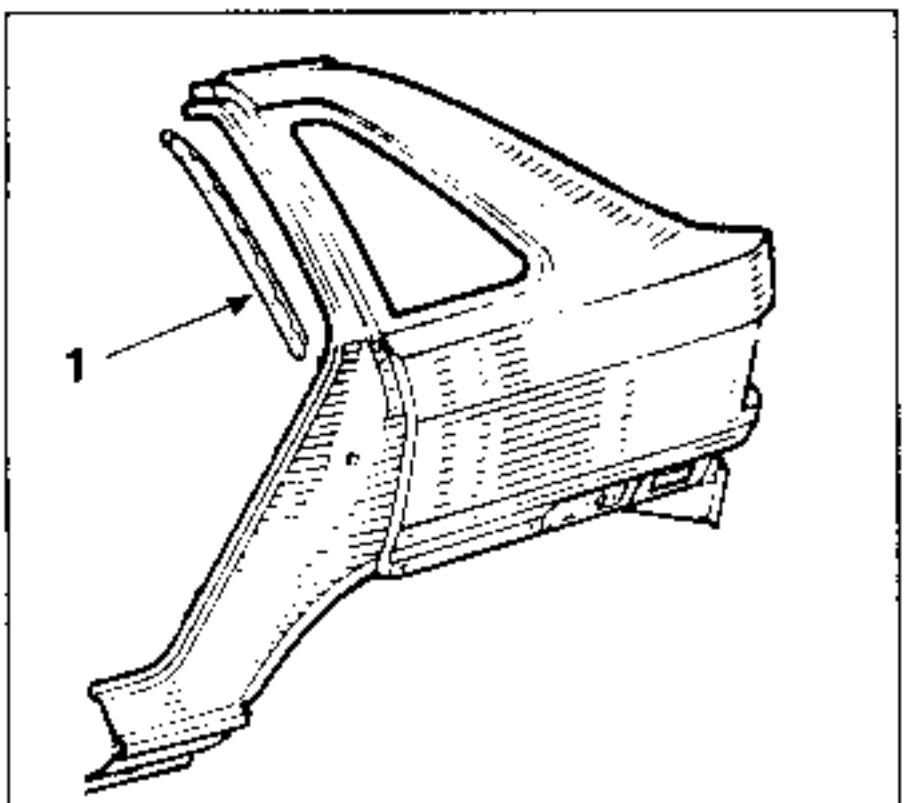




The roof must be removed before commencing this operation.

COMPOSITION OF PART AS SUPPLIED BY THE PARTS DEPARTMENT

One piece. The seal support (1) is to be ordered separately.

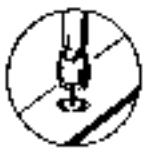


1 CONNECTION WITH THE UPPER BODY

Thickness of panelling (in mm)

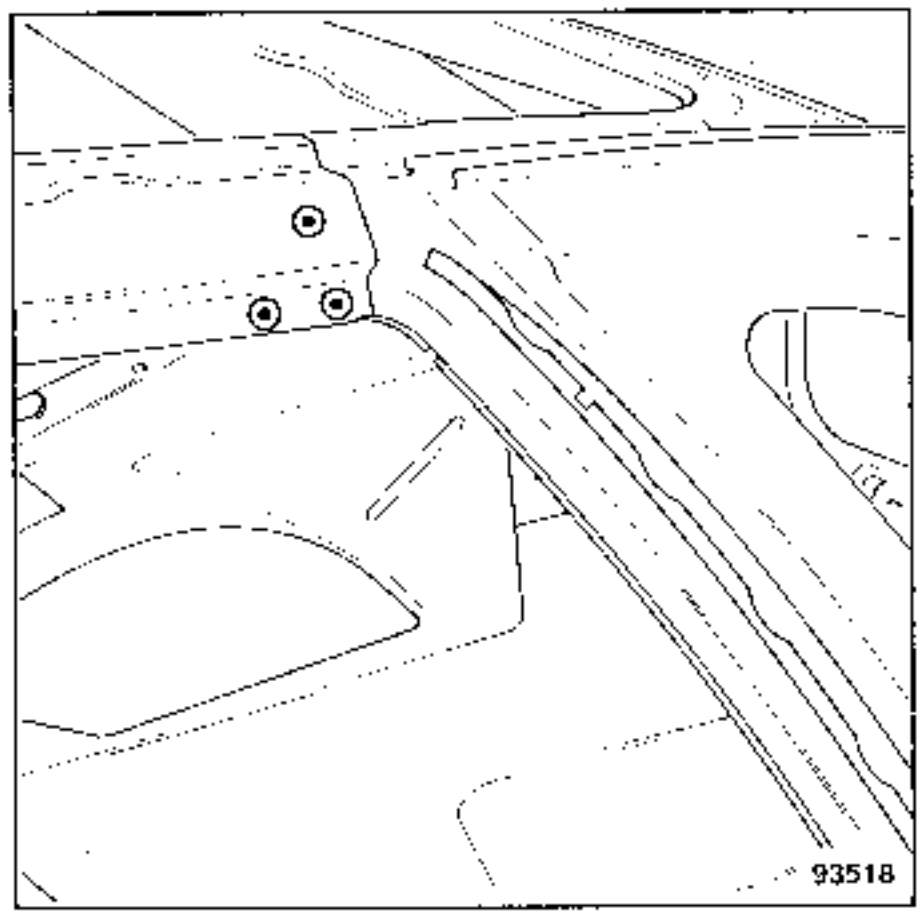
Wing panel	: **0,77**
Body side	: **0,77**
Cant rail lining	: **0,67**
Upper stiffener	: **0,97**

Unpicking



3 spot welds

Welding



2 CONNECTION WITH UPPER SIDE CHANNEL GUSSET

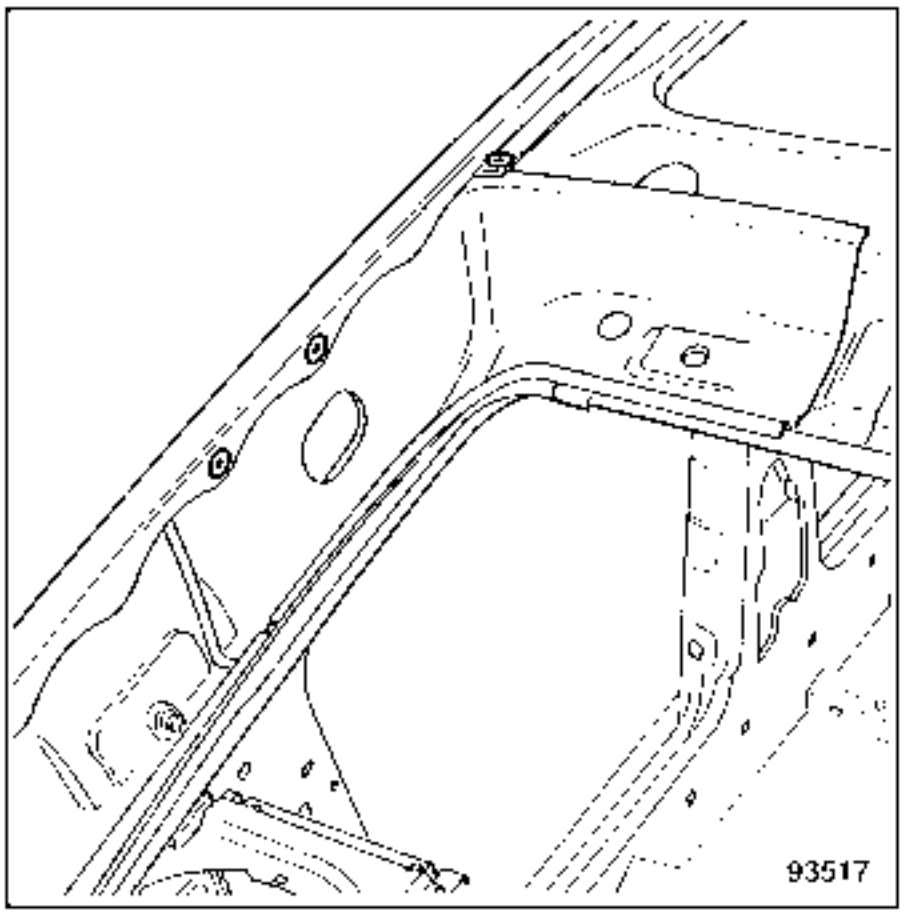
Thickness of panelling (in mm)

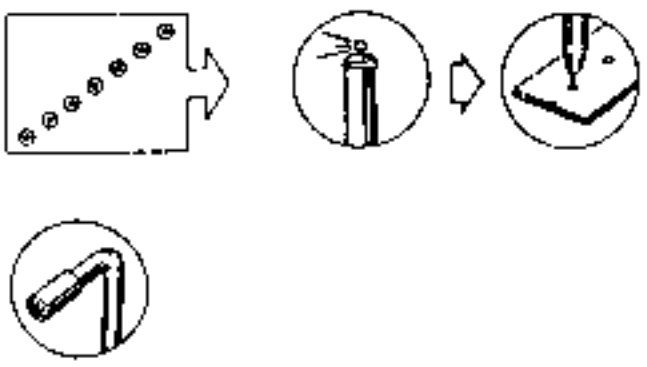
Wing panel	: **0,77**
Side channel upper gusset	: **1,50**

Unpicking

3 spot welds

Welding





3 CONNECTION WITH QUARTER PANEL LINING

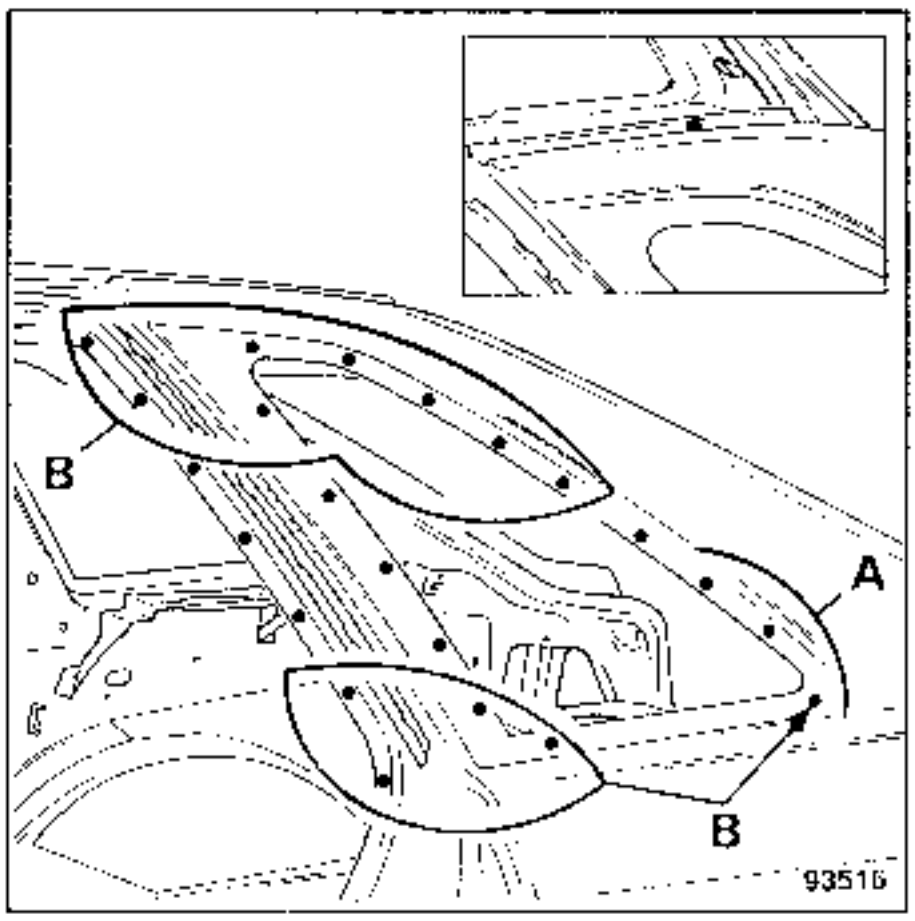
Thickness of panelling (in mm)

Wing panel	: **0,77**
Quarter panel lining	: **0,67**
Upper stiffener	: **0,97**
Rear end pillar upper lining	: **0,77**
Outer wheel arch	: **0,67**
Seat securing point stiffener	: **1,50**

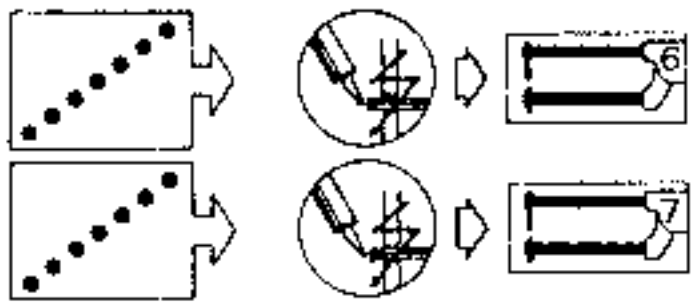
Unpicking

23 spot welds

Welding



(A)



(B) : 13 spot welds joining 3 thicknesses

4 CONNECTION WITH SIDE CHANNEL

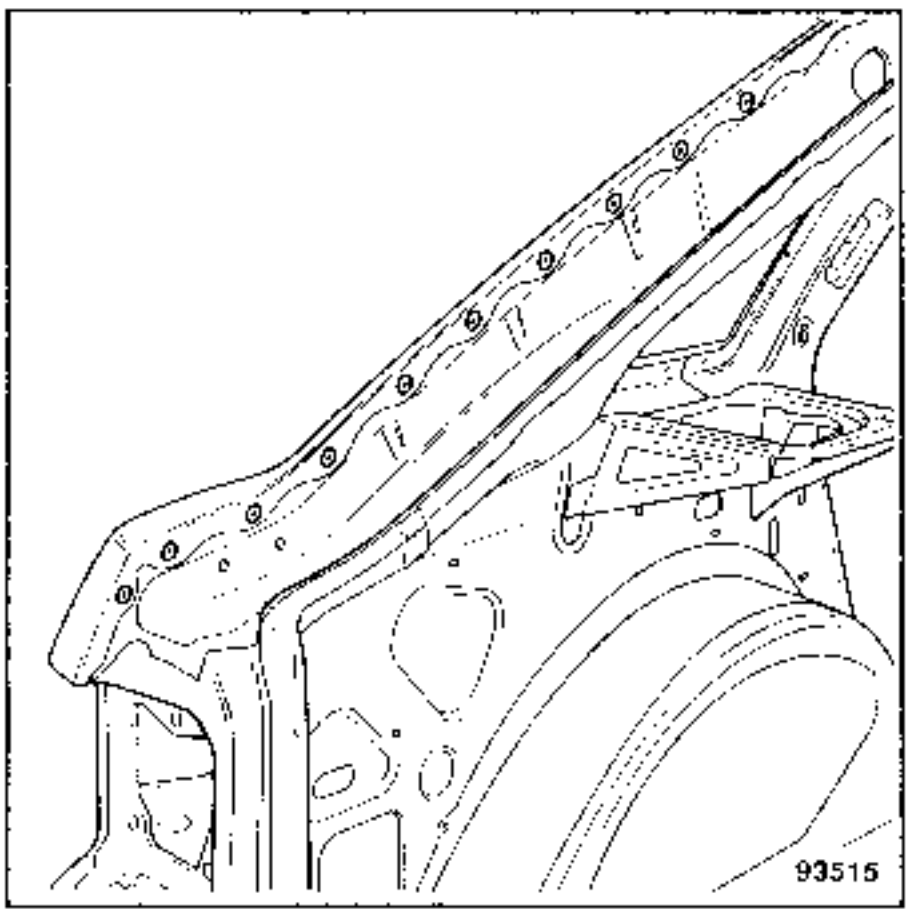
Thickness of panelling (in mm)

Wing panel : **0,77**
Side channel : **0,77**

Unpicking

10 spot welds

Welding



5 CONNECTION WITH REAR LIGHT SUPPORT PANEL

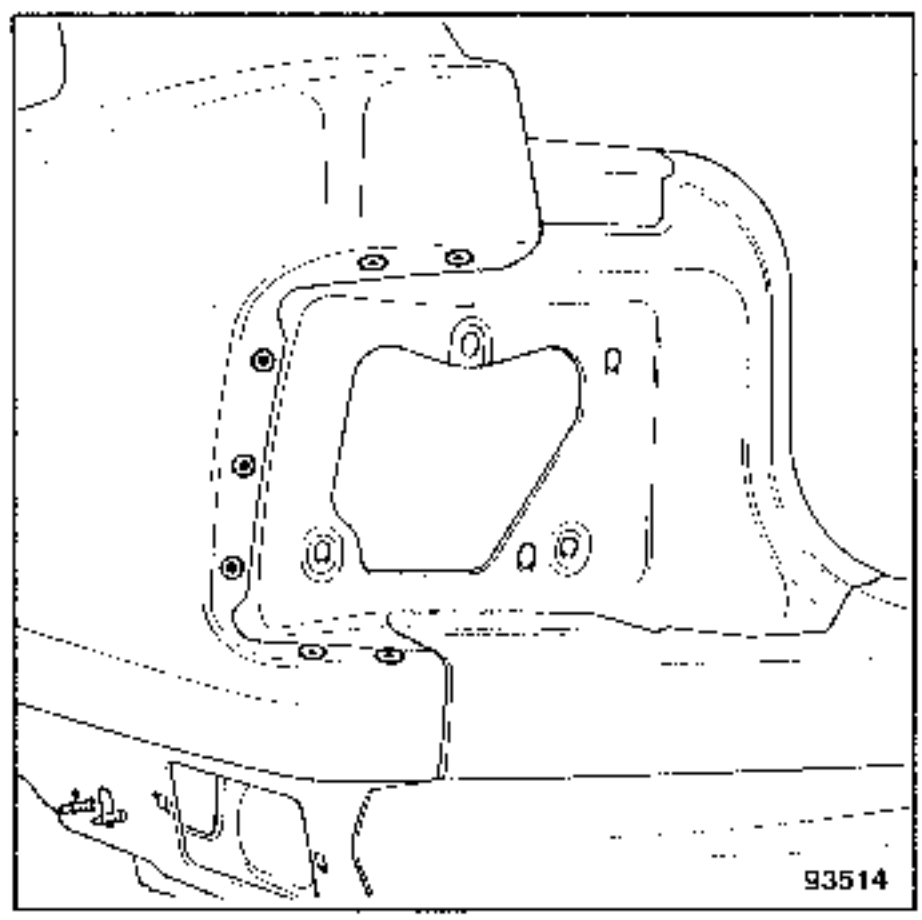
Thickness of panelling (in mm)

Wing panel : **0,77**
Rear light support panel : **0,87**

Unpicking

7 spot welds

Welding



6 CONNECTION WITH REAR END PANEL

Thickness of panelling (in mm)

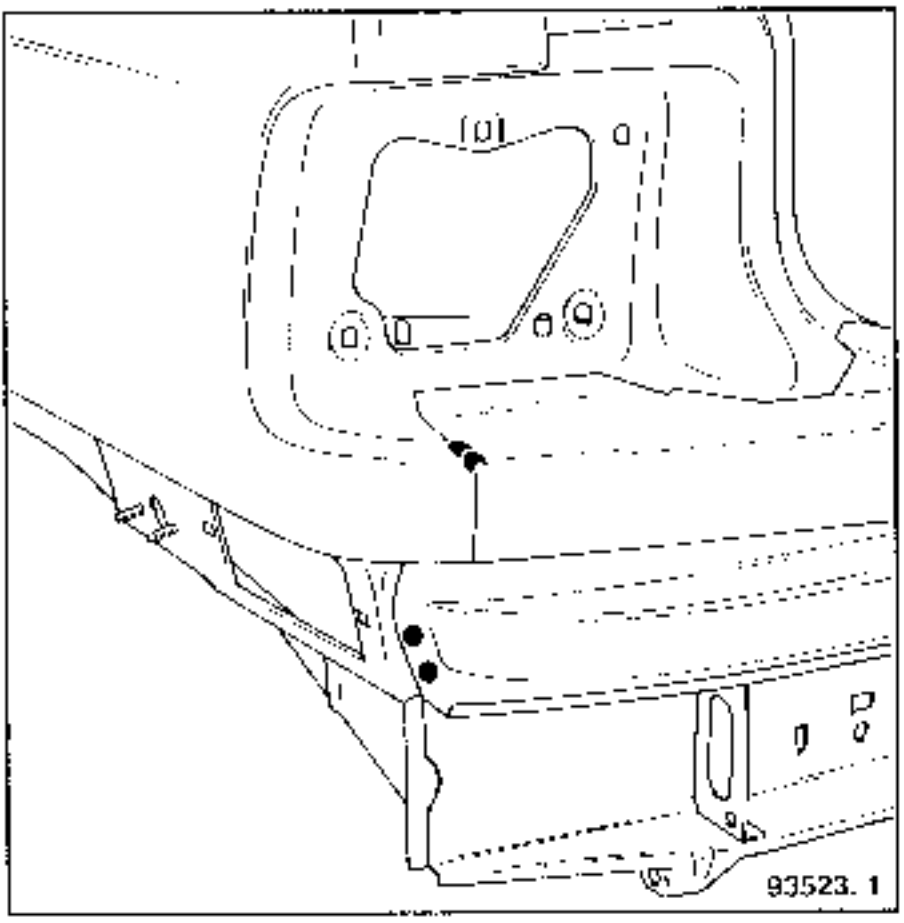
Wing panel	: **0,77**
Rear end panel	: **0,67**

Unpicking

2 spot welds

1 brazed fillet 10 mm long

Welding



1 M.A.G. fillet 10 mm long

7 CONNECTION WITH LOWER REAR CROSS MEMBER

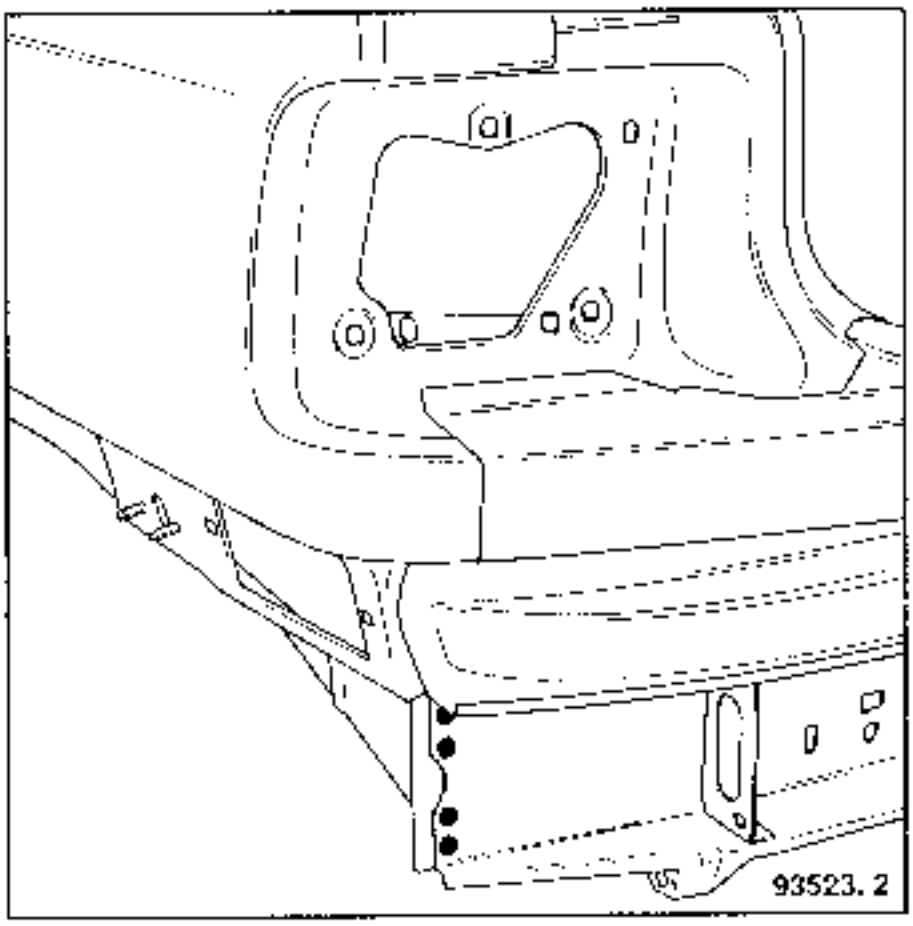
Thickness of panelling (in mm)

Wing panel	: **0,77**
Lower rear cross member	: **1,20**

Unpicking

4 spot welds

Welding



8 CONNECTION WITH REAR FLOOR, REAR SECTION

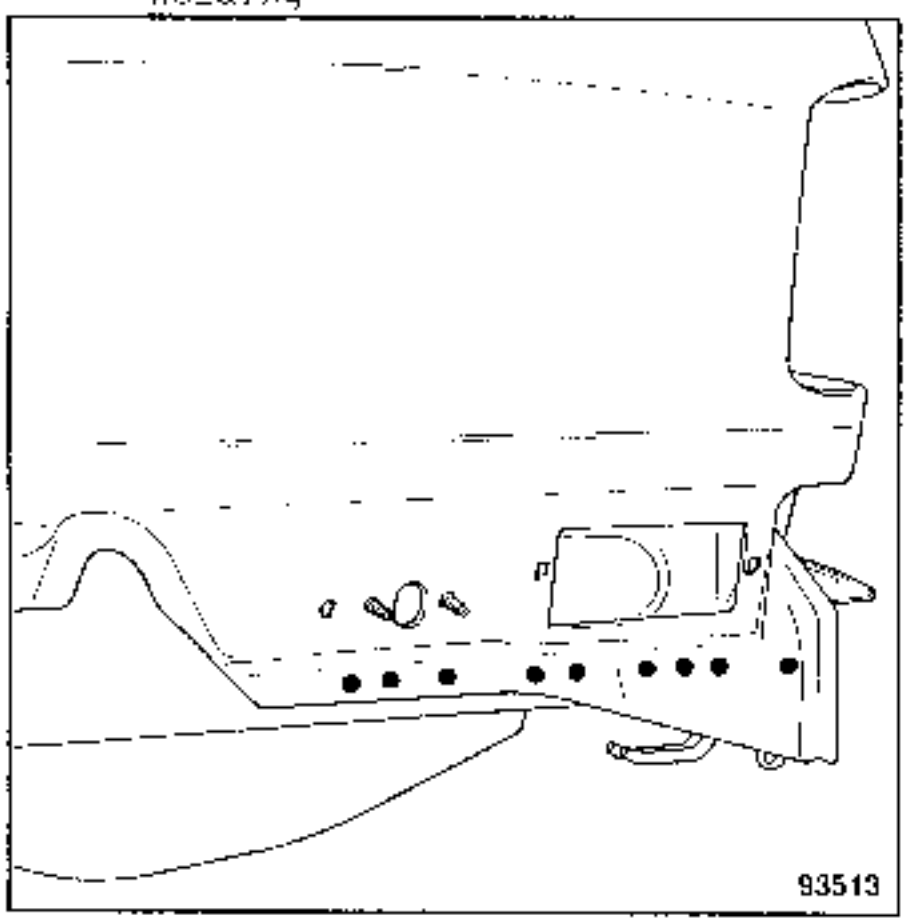
Thickness of panelling (in mm)

Wing panel	: **0,77**
Outer wheel arch	: **0,67**
Rear floor, rear section	: **0,60**

Unpicking

9 spot welds

Welding



9 spot welds

9 CONNECTION WITH OUTER WHEEL ARCH

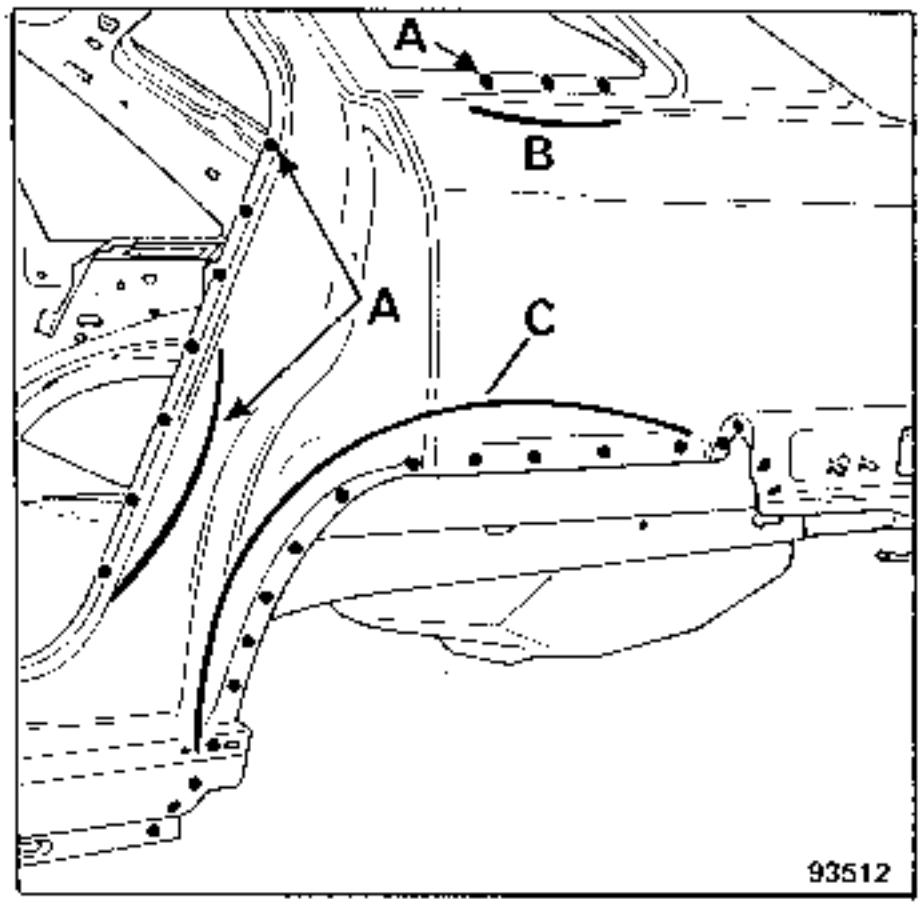
Thickness of panelling (in mm)

Wing panel	:	**0,77**
Outer wheel arch	:	**0,67**
Seat fastening stiffener	:	**1,50**
Rear door pillar stiffener	:	**0,97**

Unpicking

28 spot welds

Welding



(A) 

6 spot welds joining 3 thicknesses

(B) 

Electrode with ball joint for 11 visible spot welds

(C) 

10 CONNECTION WITH THE BODY SILL COVER PANEL

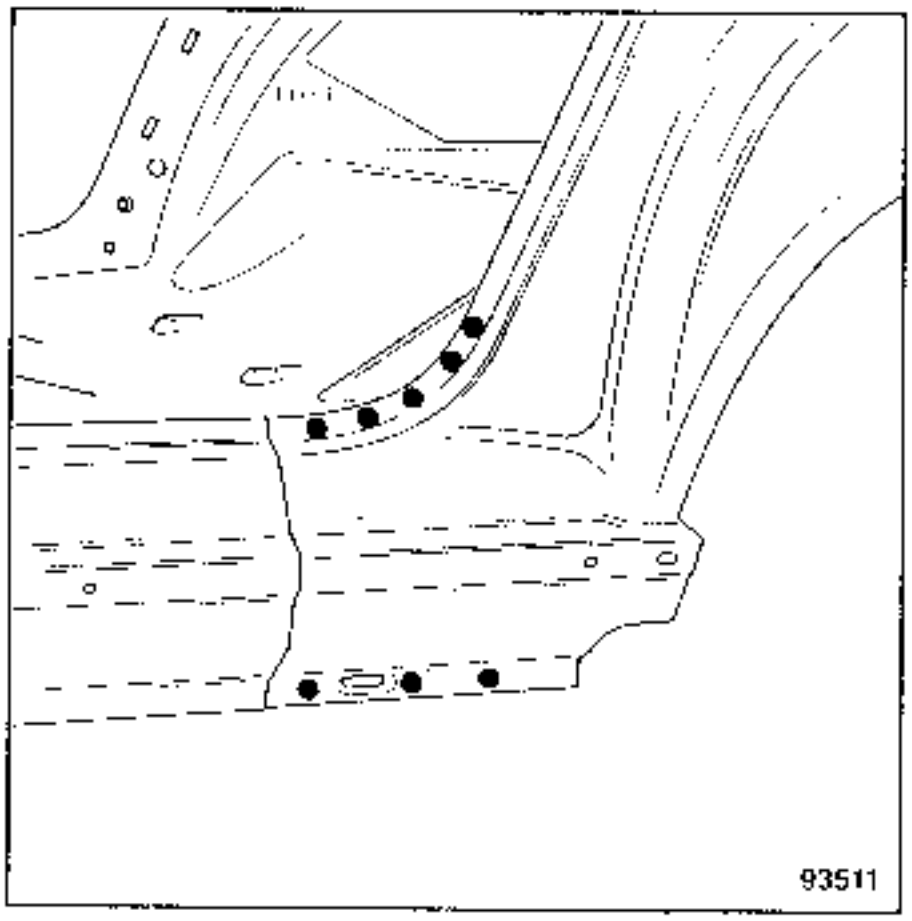
Thickness of panelling (in mm)

Body sill cover panel	:	**1,50**
Wing panel	:	**0,77**
Rear door pillar stiffener	:	**0,97**

Unpicking

8 spot welds

Welding



8 spots joining 3 thicknesses

11 CONNECTION WITH BODY SILL

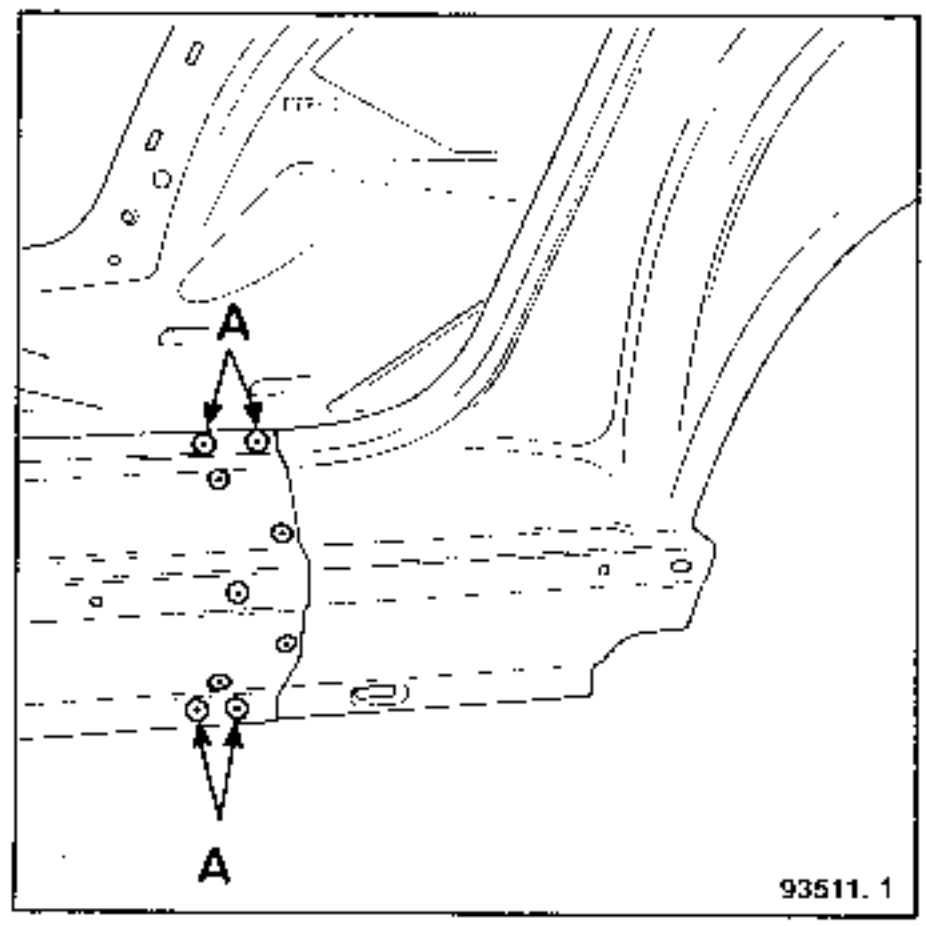
Thickness of panelling (in mm)

Wing panel	: **0,77**
Body sill	: **0,77**
Body sill cover panel	: **1,50**

Unpicking

9 spot welds

Welding



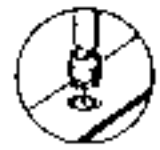
(A) 4 plug welds joining 3 thicknesses

12 CONNECTION WITH ROOF

Thickness of panelling (in mm)

Roof panel	: **0,77**
Wing panel	: **0,77**
Body side	: **0,77**

Unpicking

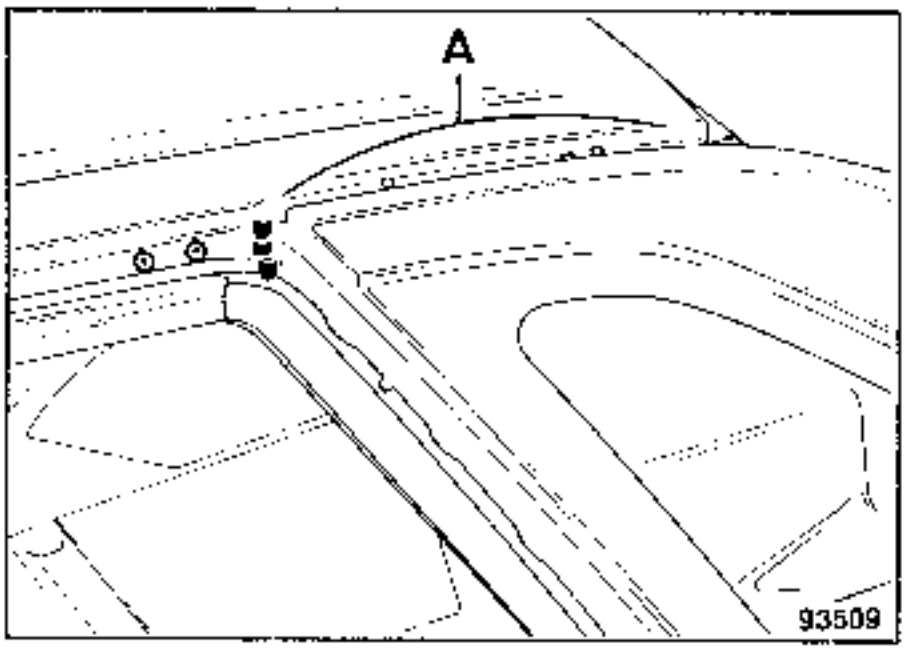


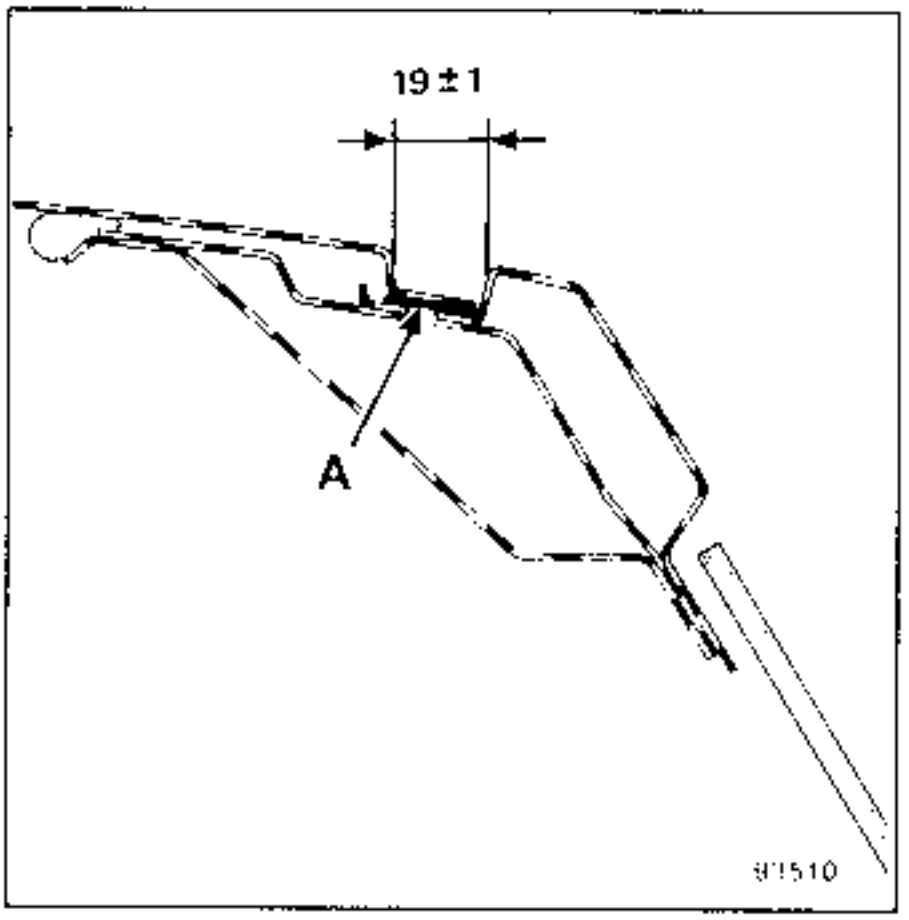
2 spot welds

1 brazed fillet 50 mm long

The roof panel is bonded to the wing panel at (A) (see welding). Separate these 2 parts with a hot air torch.

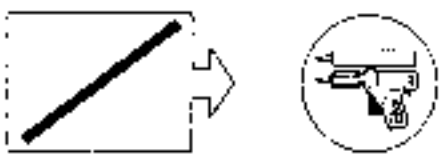
Welding





Plug welds joining 3 thicknesses

1 M.A.G. fillet 50 mm long



(A) 1 fillet of panel beater's adhesive mastic 250 mm long.

13 **CONNECTION WITH SEAL SUPPORT**

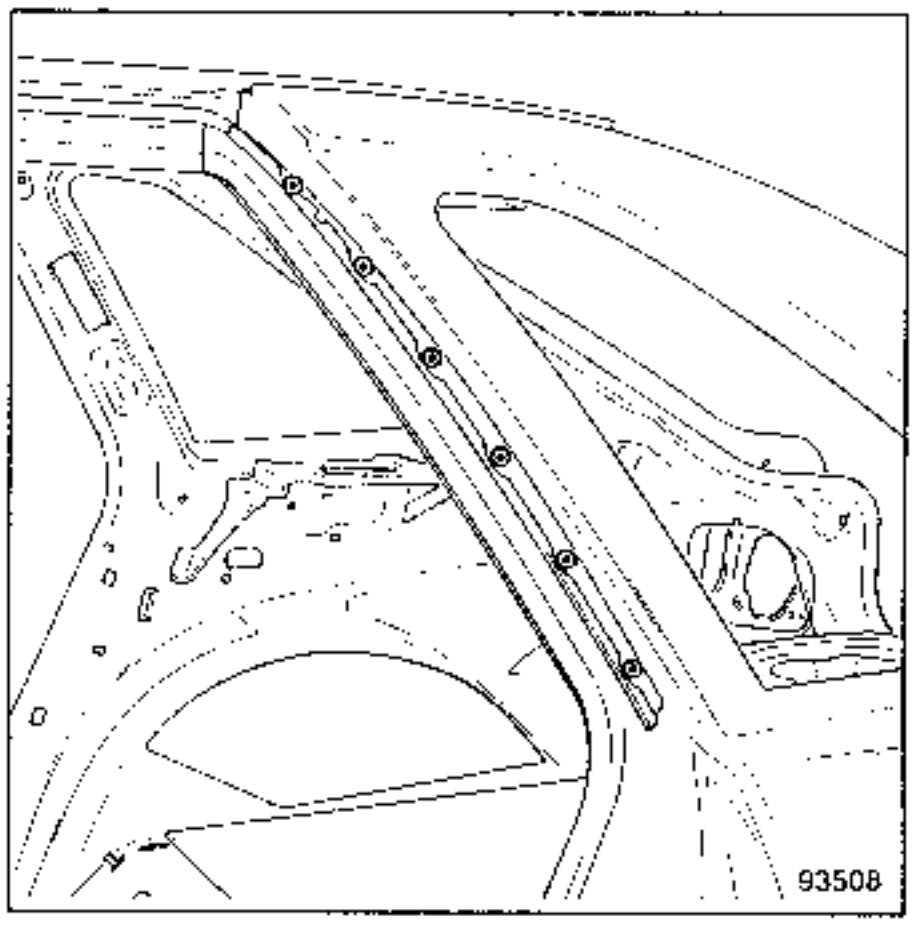
Thickness of panelling (in mm)

Wing panel	: **0,77**
Seal support	: **0,67**

Unpicking

Part that cannot be retrieved which is to be ordered with the wing panel.

Welding

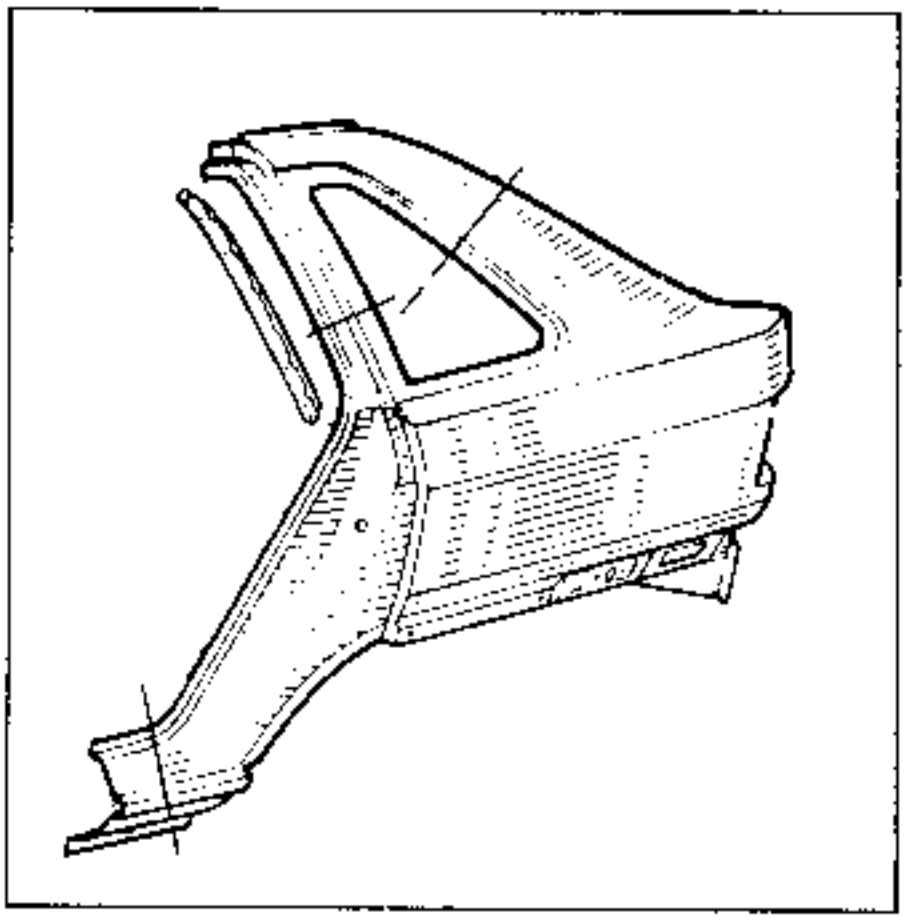


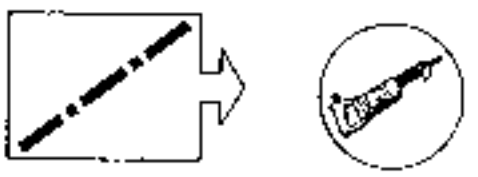
6 plug welds

This operation is simply a variation on the one just described. Only the special features will be described below.

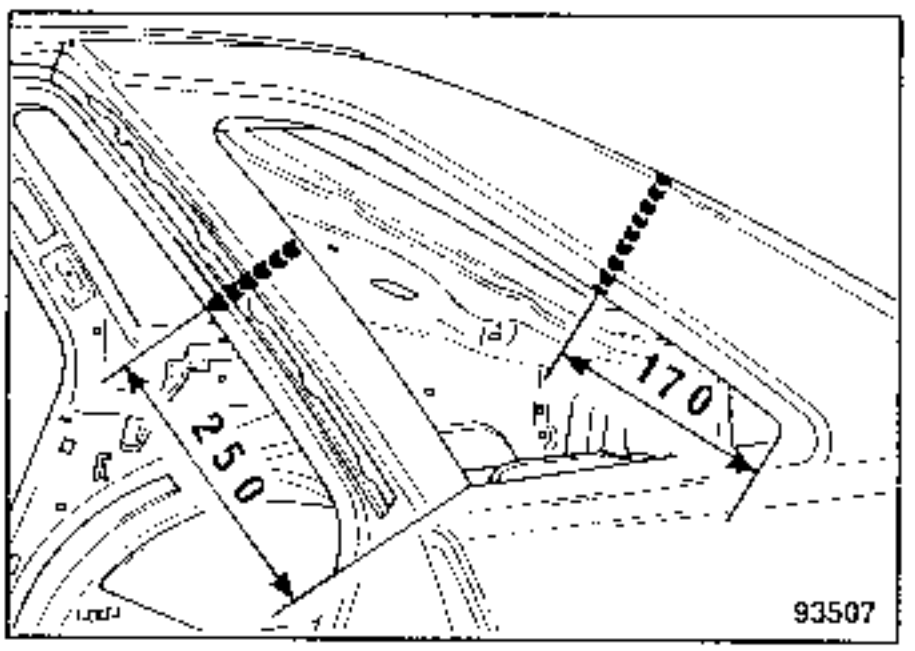
COMPOSITION OF PART AS SUPPLIED BY THE PARTS DEPARTMENT

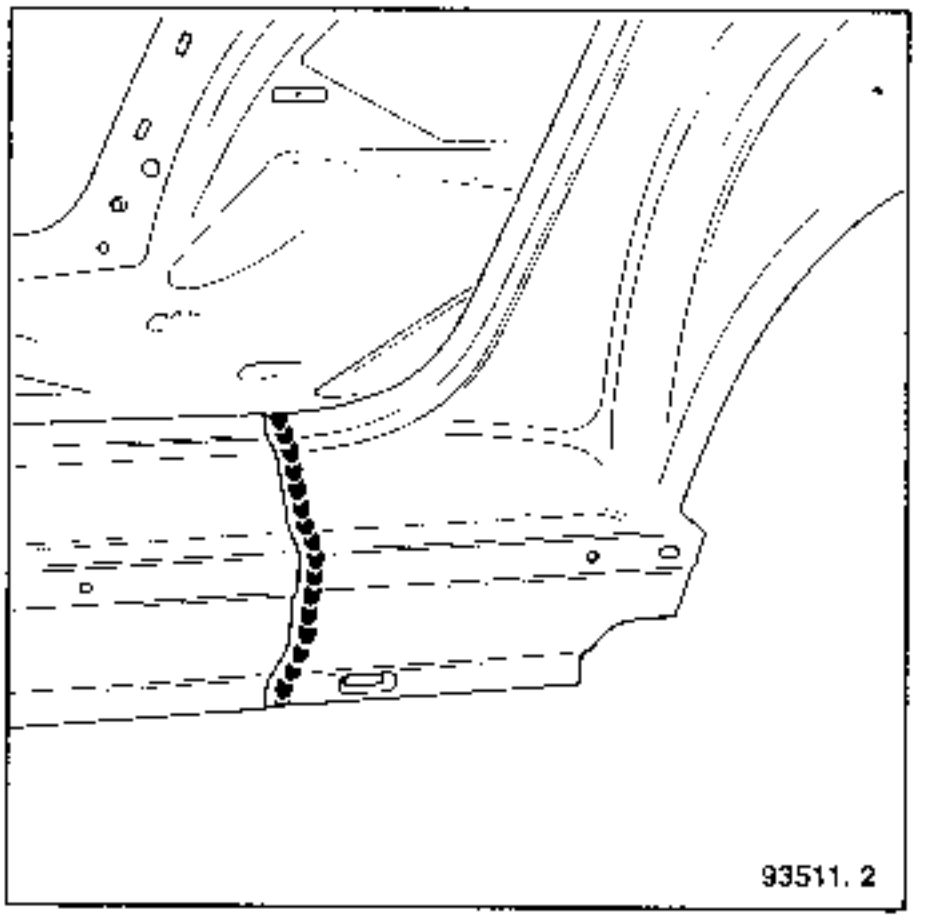
Identical to the previous operation.

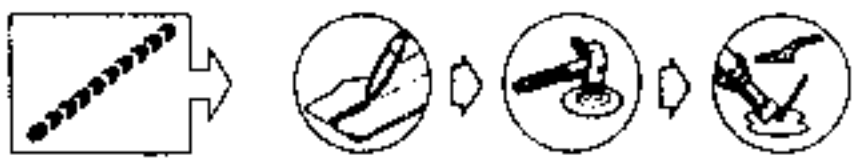




Welding



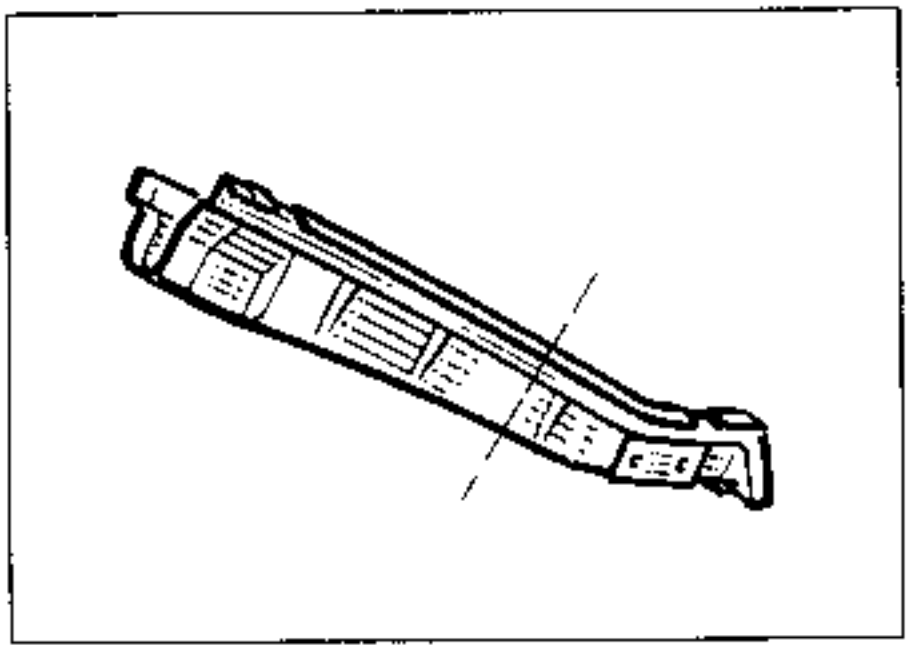


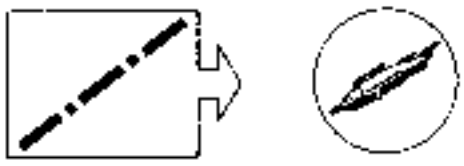


This operation can only be carried out after removal of he wing panel.

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

Single part.





1 **CONNECTION WITH REAR LIGHT SUPPORT PANEL**

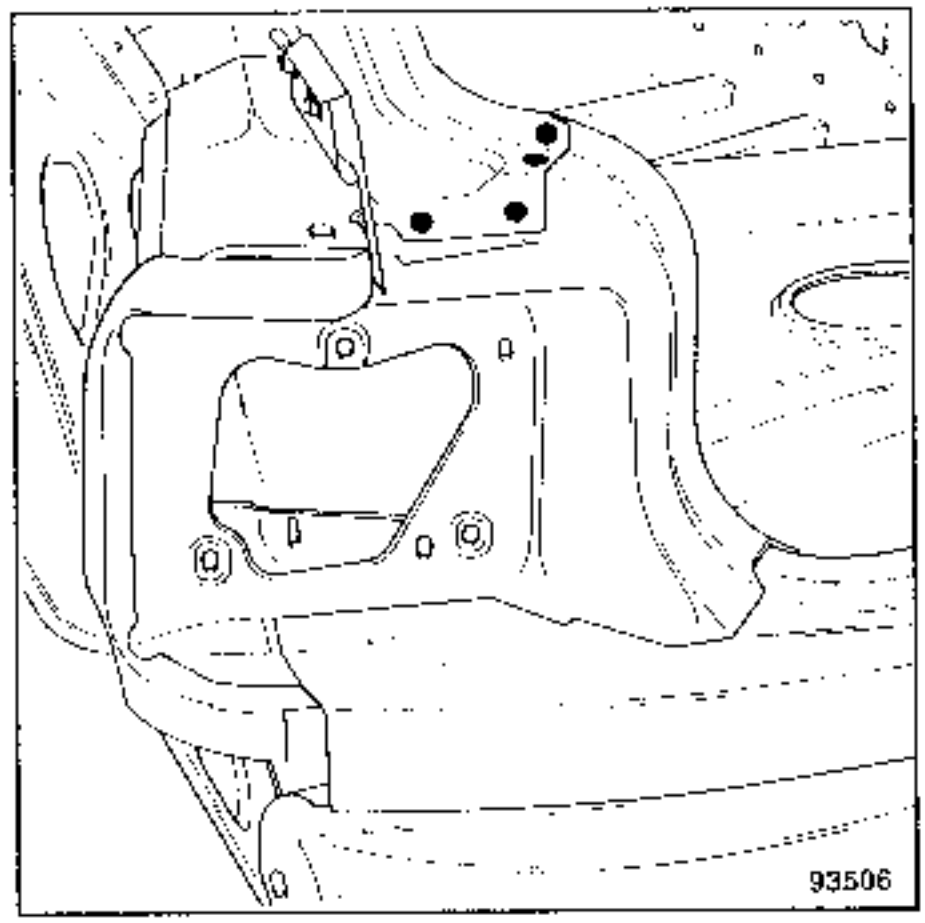
Thickness of panelling (in mm)

Side channel	: **0,67**
Light support panel	: **0,87**
Rear end pillar lower lining	: **0,77**

Unpicking

4 spot welds

Welding



(A) 1 spot weld joining 3 thicknesses

2 **CONNECTION WITH REAR END PILLAR LOWER LINING**

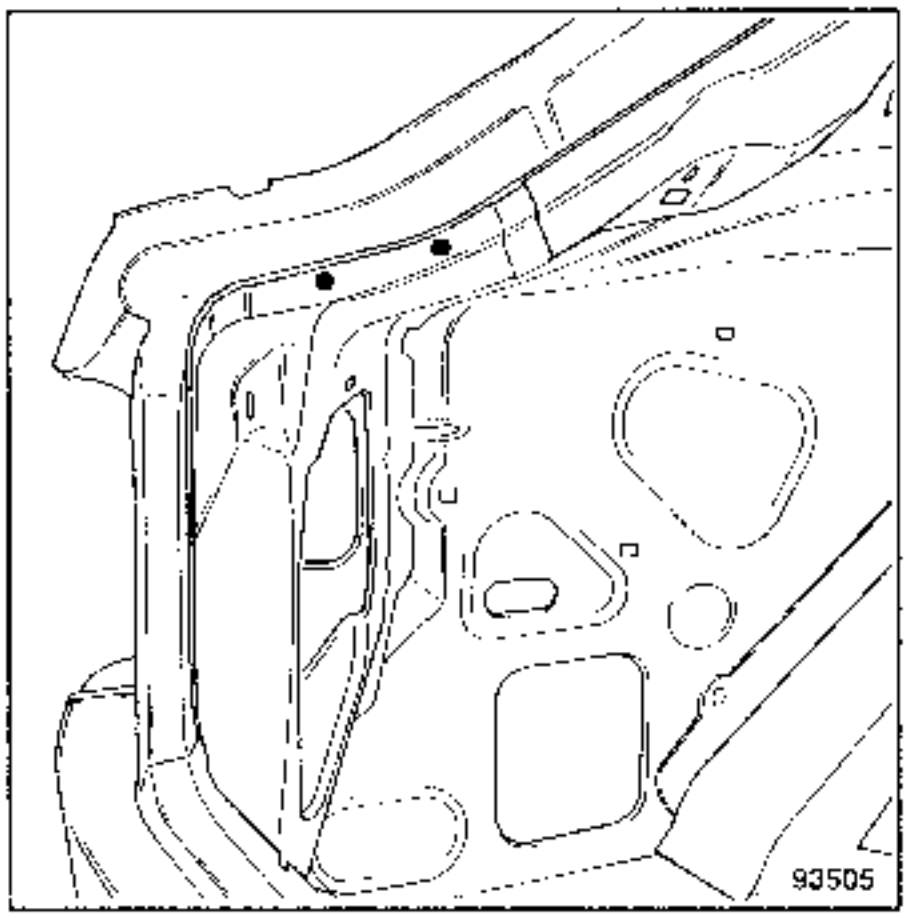
Thickness of panelling (in mm)

Side channel	: **0,67**
Rear end pillar lower lining	: **0,77**

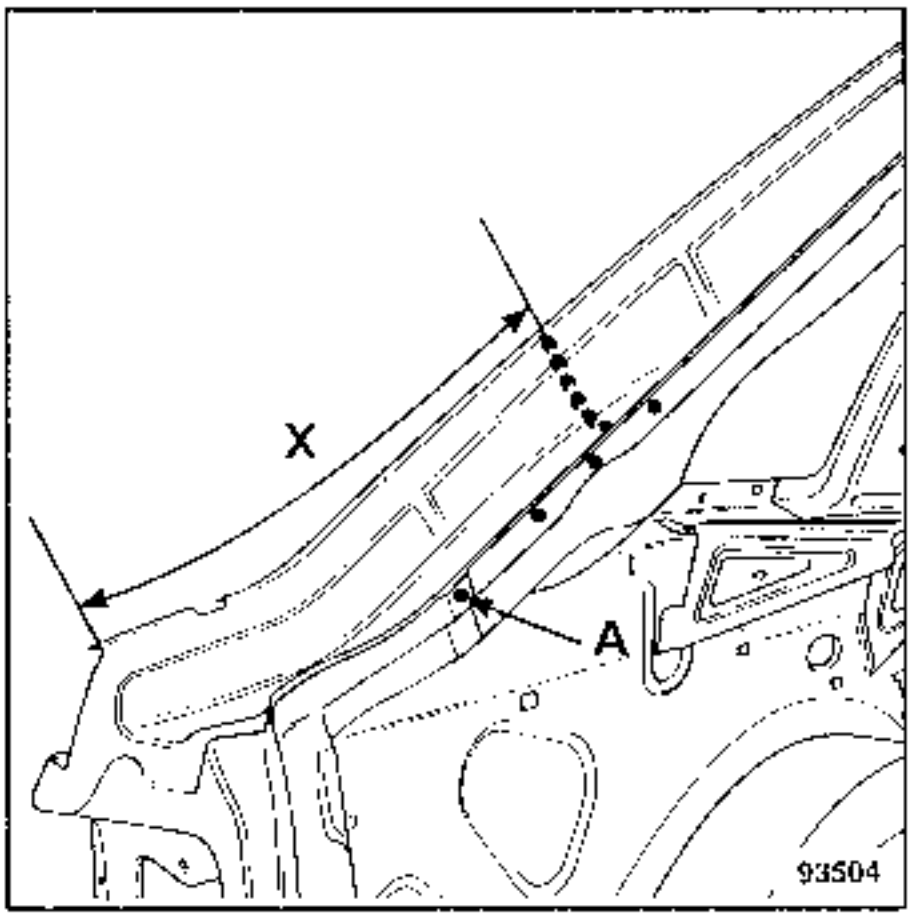
Unpicking

2 spot welds

Welding



Welding



(A) 1 spot weld joining 3 thicknesses
X = 370 mm

3 CONNECTION WITH QUARTER PANEL LINING AND CUT LINE

Thickness of panelling (in mm)

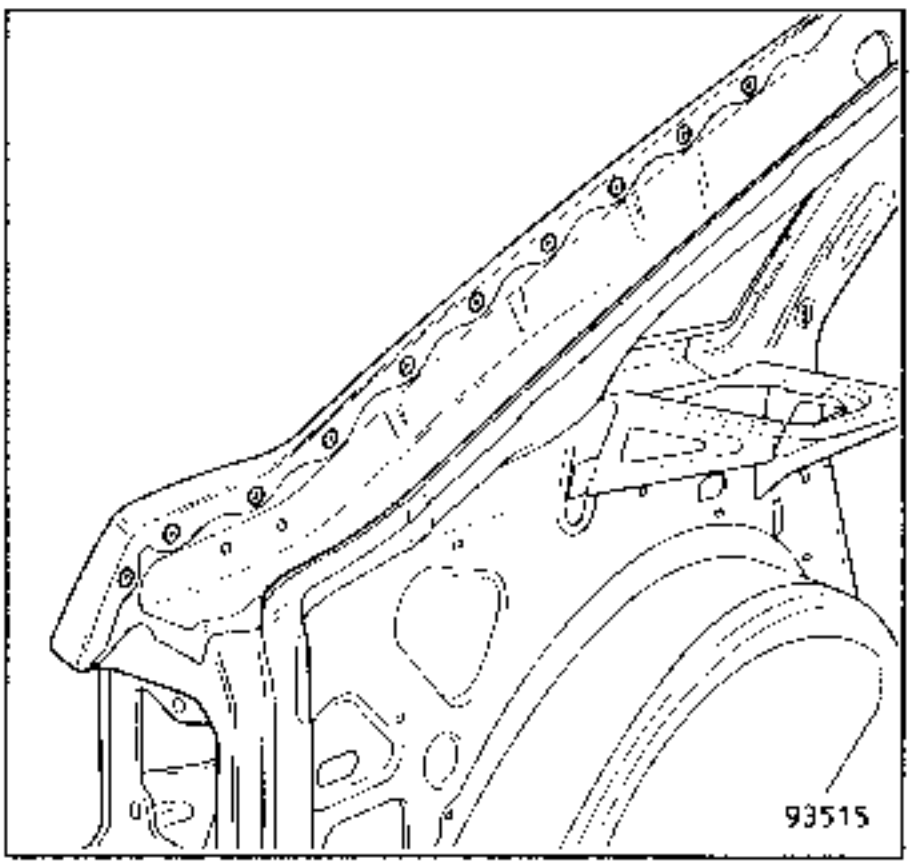
Rear end pillar upper lining	: **0,77**
Rear end pillar lower lining	: **0,77**
Side channel	: **0,67**

Unpicking

4 spot welds

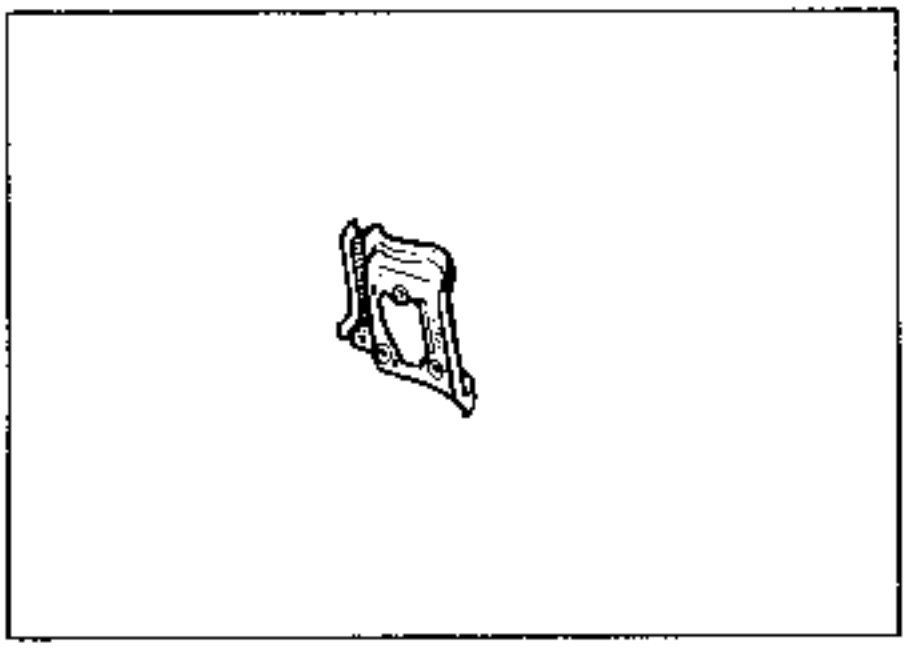
4 CONNECTION WITH WING PANEL

Cross reference : see **44-A-4**



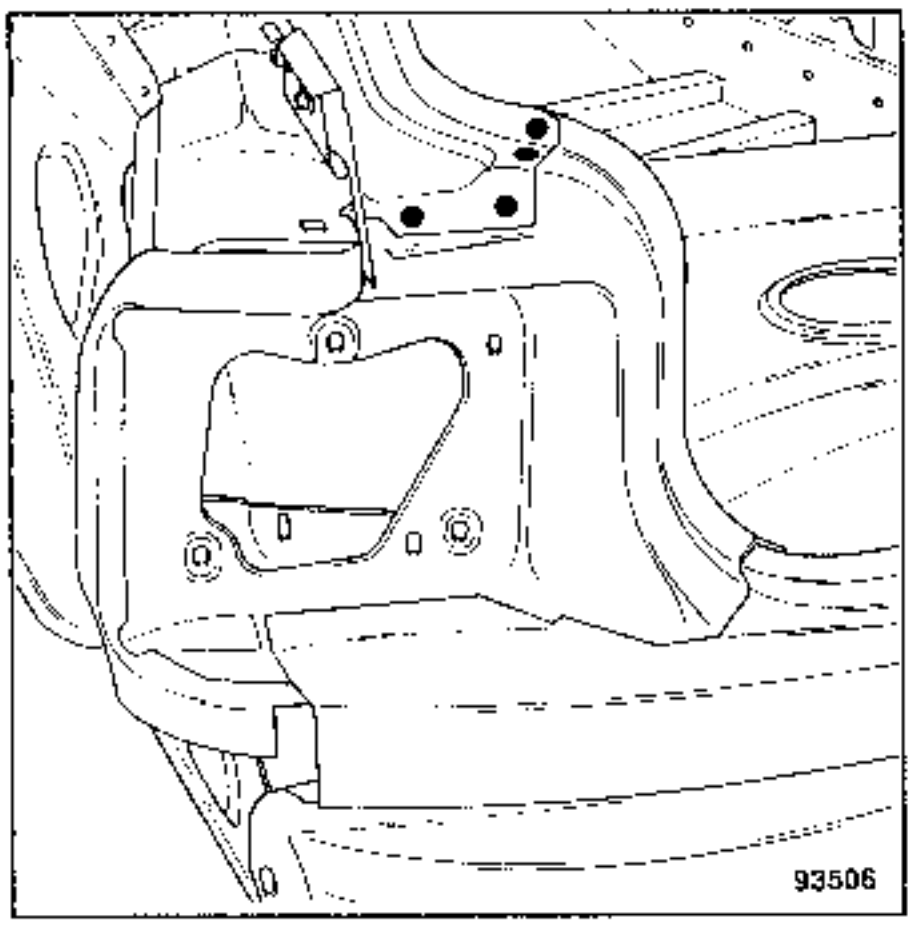
COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

Single part



1 CONNECTION WITH SIDE CHANNEL

Cross reference: see 44-C-1



2 CONNECTION WITH OUTER WHEEL ARCH

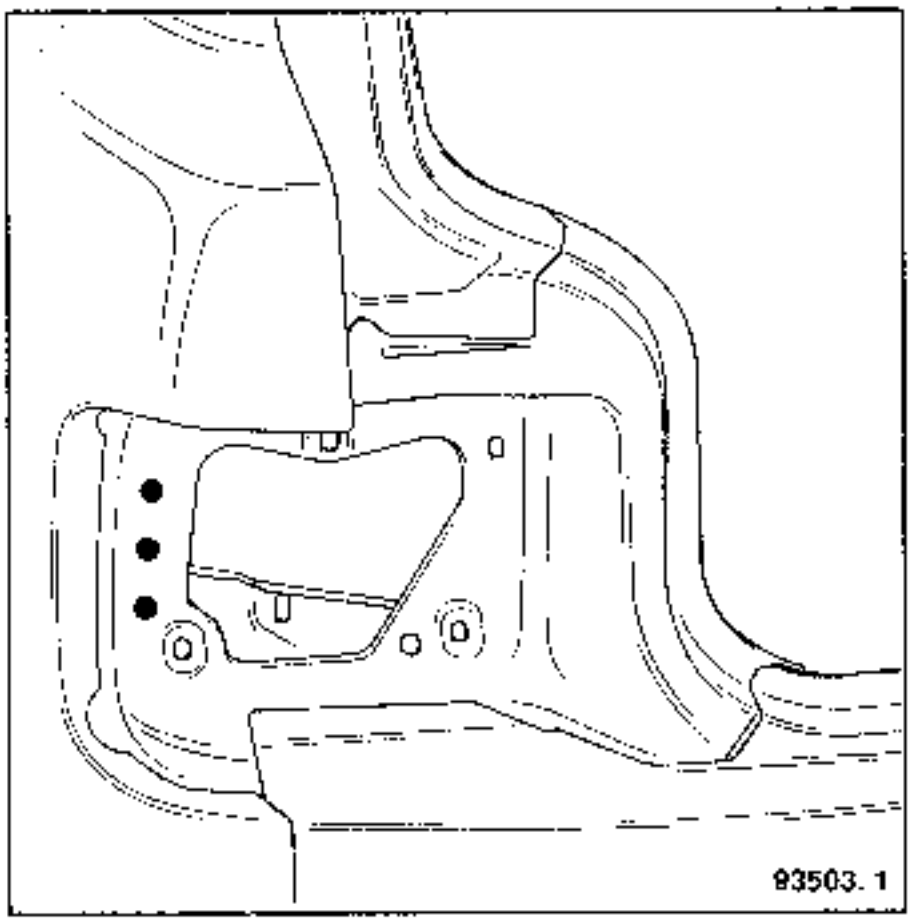
Thickness of panelling (in mm)

Outer wheel arch	: **0,67**
Rear light support panel	: **0,87**

Unpicking

3 spot welds

Welding



3 CONNECTION WITH REAR END PILLAR LOWER LINING

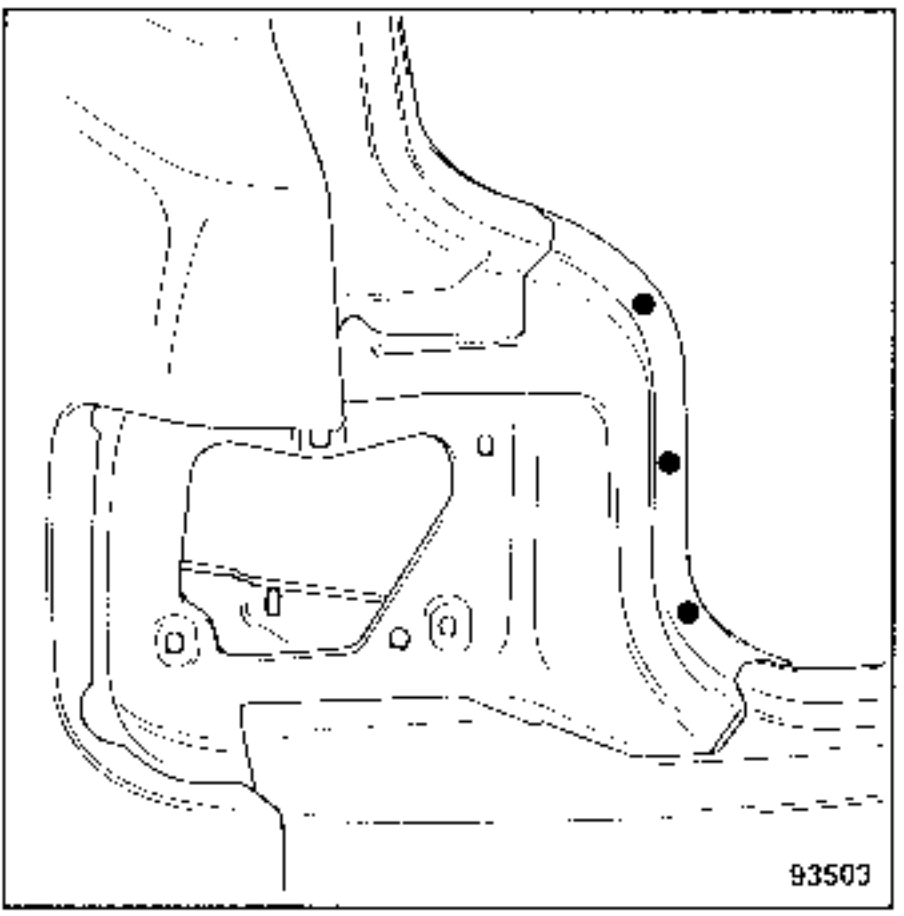
Thickness of panelling (in mm)

Rear light support panel : **0,87**
Rear door pillar lower lining : **0,77**

Unpicking

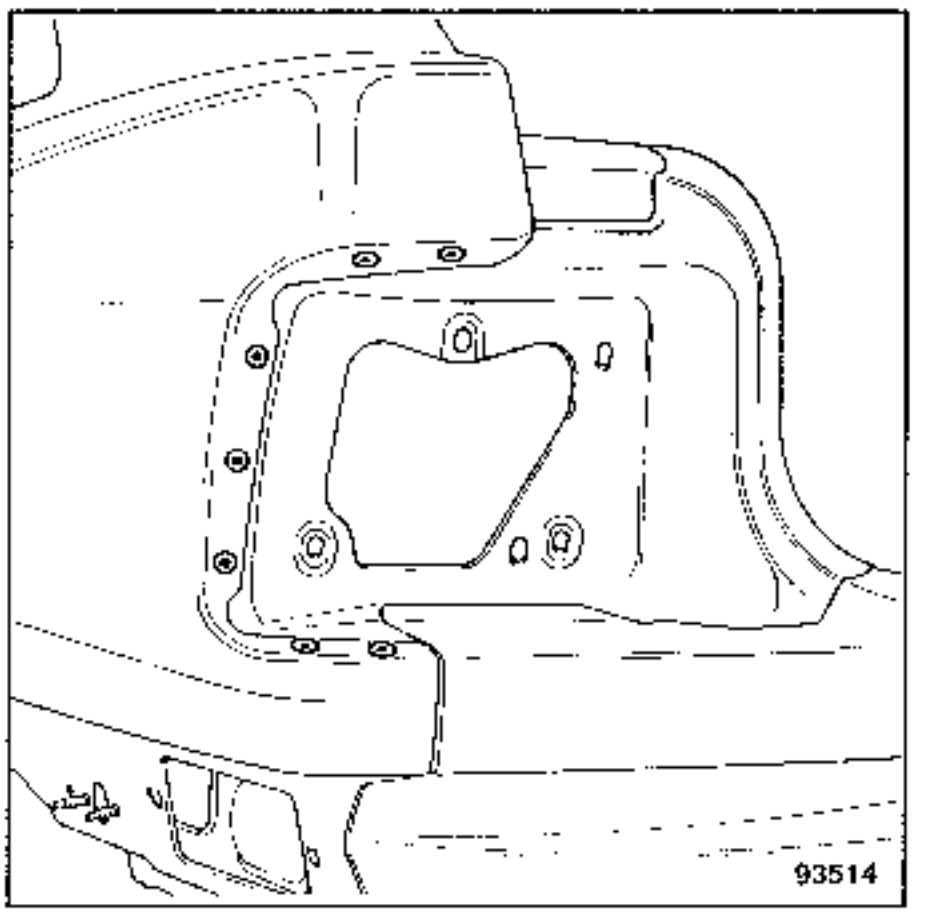
3 spot welds

Welding



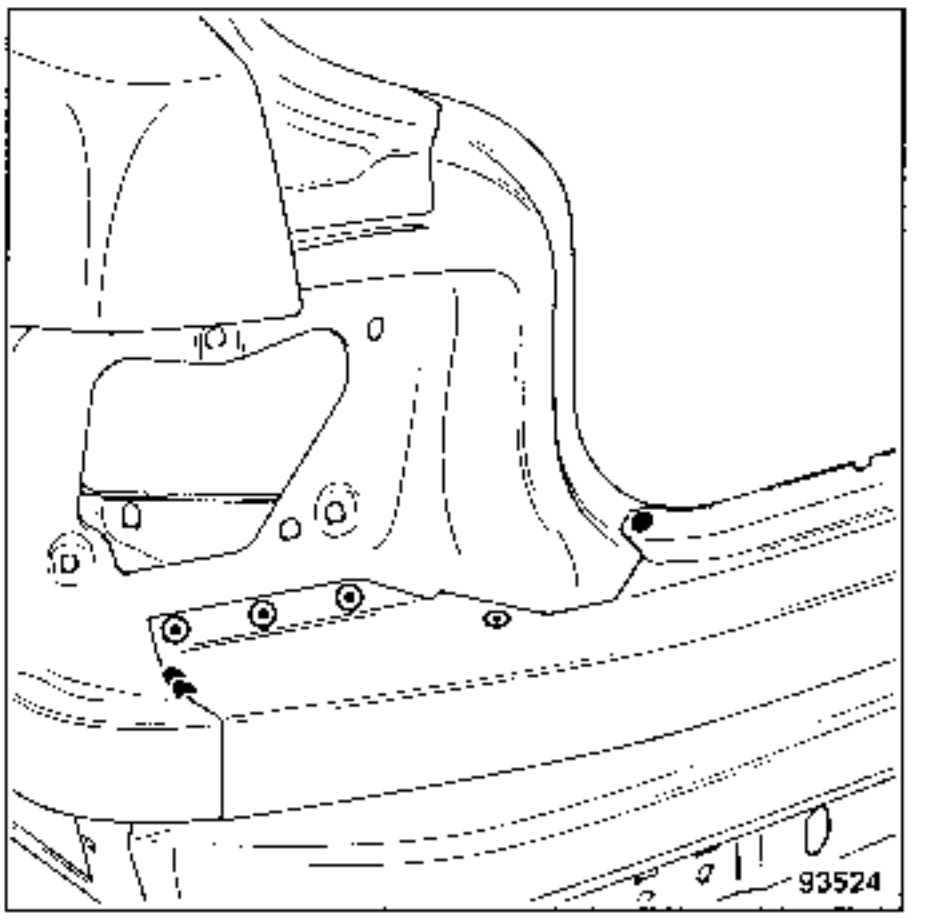
4 CONNECTION WITH WING PANEL

Cross reference: see 44-A-5



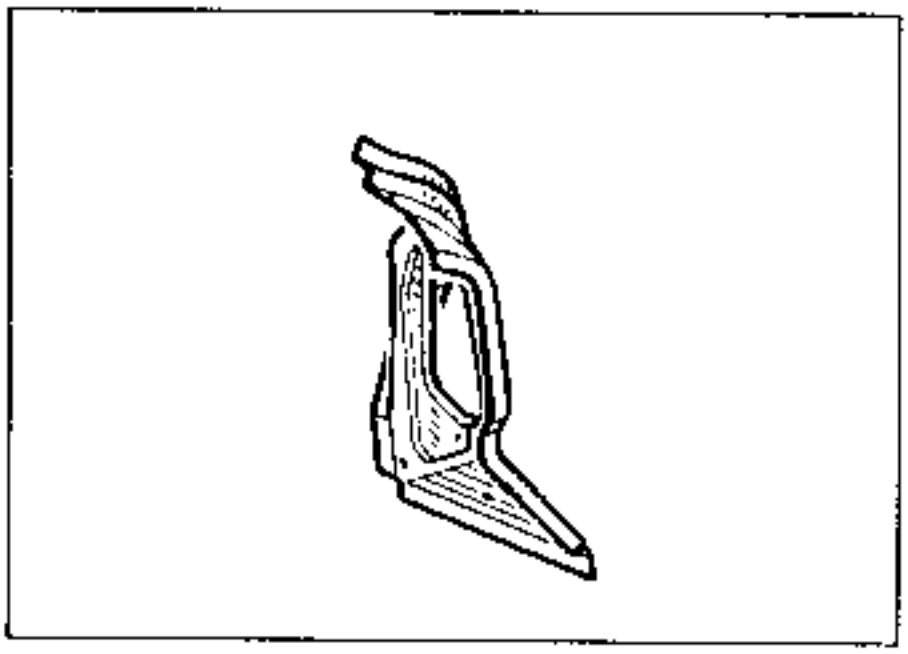
5 CONNECTION WITH REAR END PANEL

Cross reference: see 41-A-1



COMPOSITION OF PART AS SUPPLIED BY THE PARTS DEPARTMENT

Single part



1 CONNECTION WITH QUARTER PANEL LINING

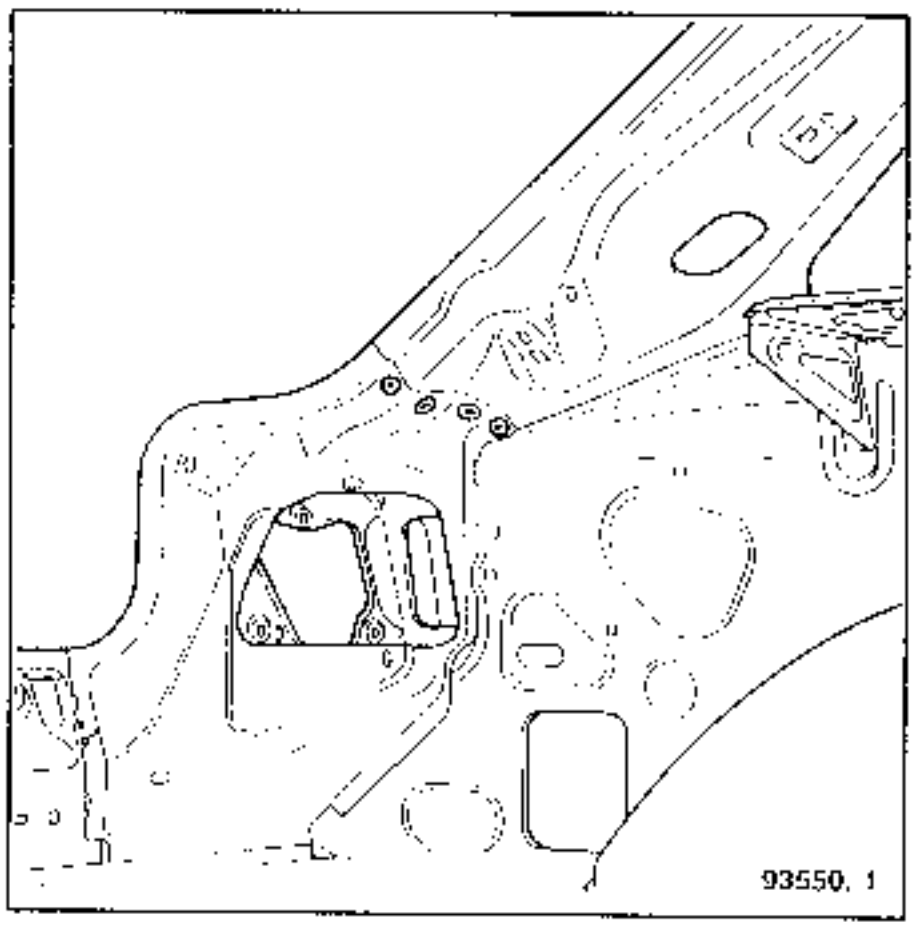
Thickness of panelling (in mm)

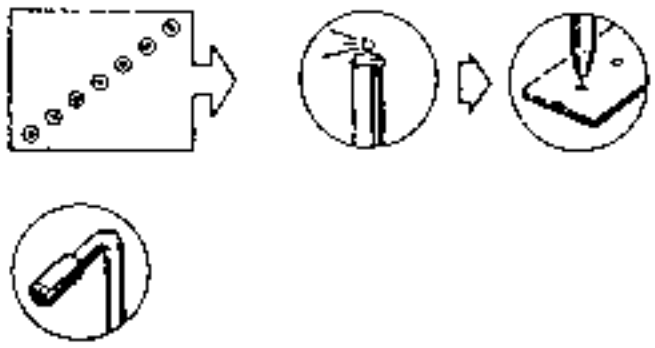
Rear end pillar lower lining	: **0,77**
Rear end pillar upper lining	: **0,77**

Unpicking

4 spot welds

Welding





2 CONNECTION WITH OUTER WHEEL ARCH

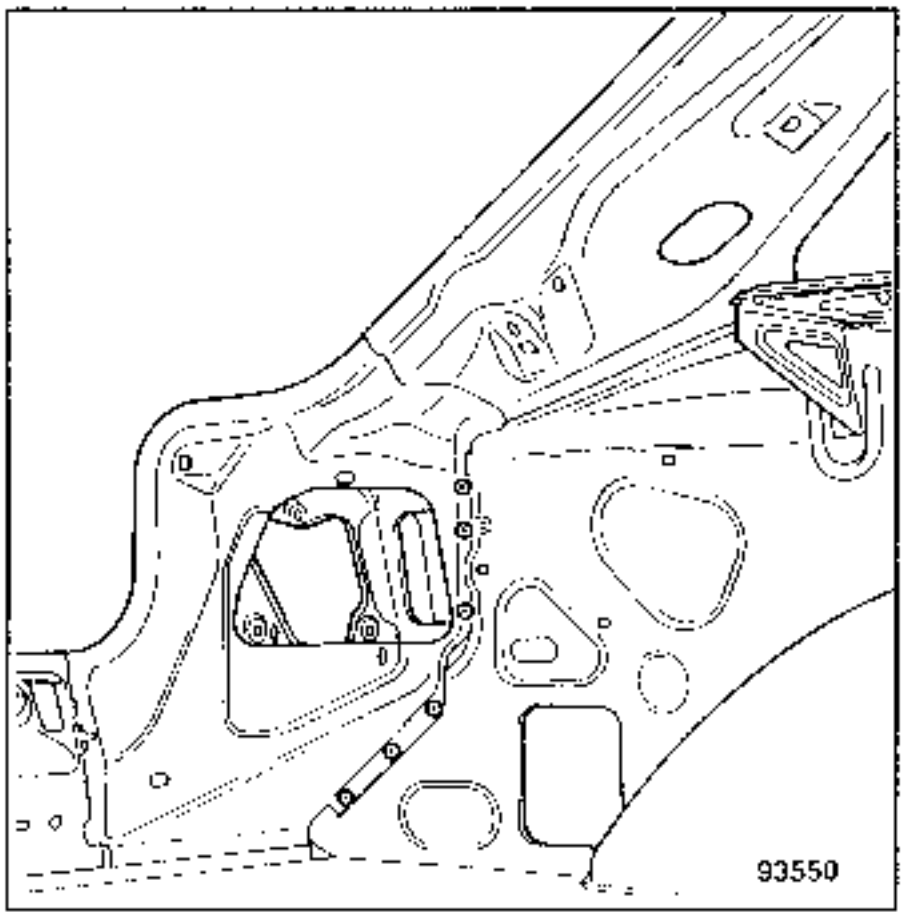
Thickness of panelling (in mm)

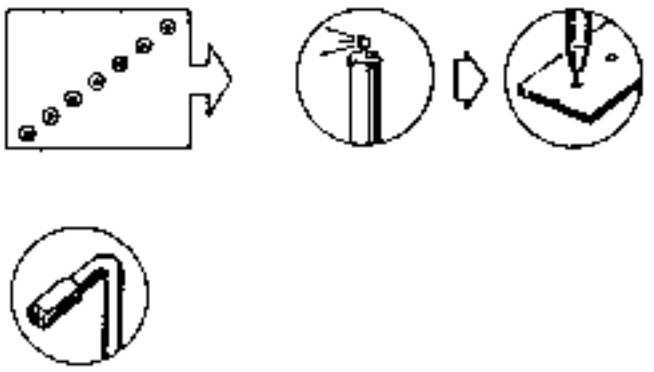
Rear end pillar lower lining	: **0,77**
Outer wheel arch	: **0,67**

Unpicking

6 spot welds

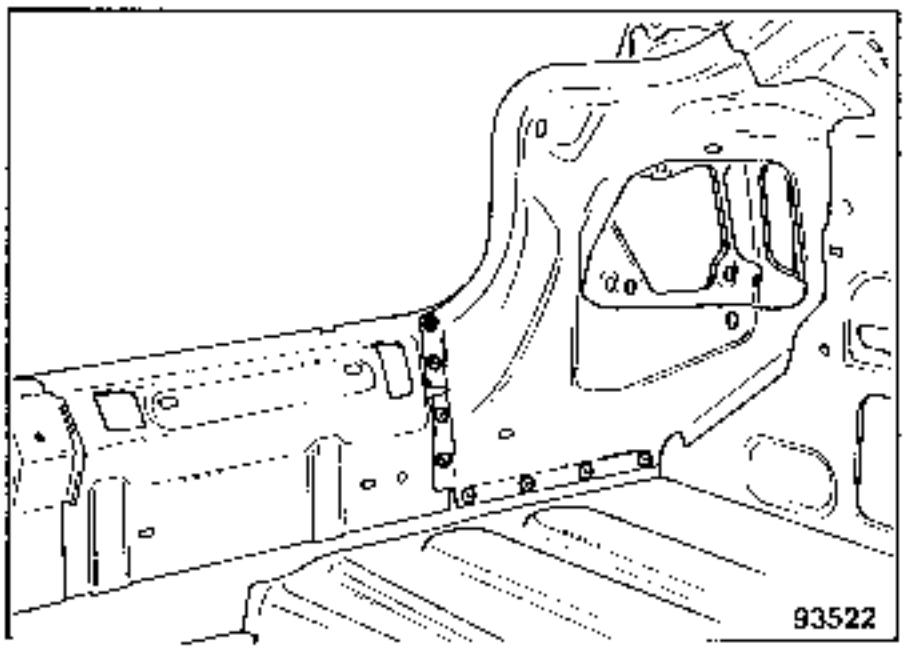
Welding





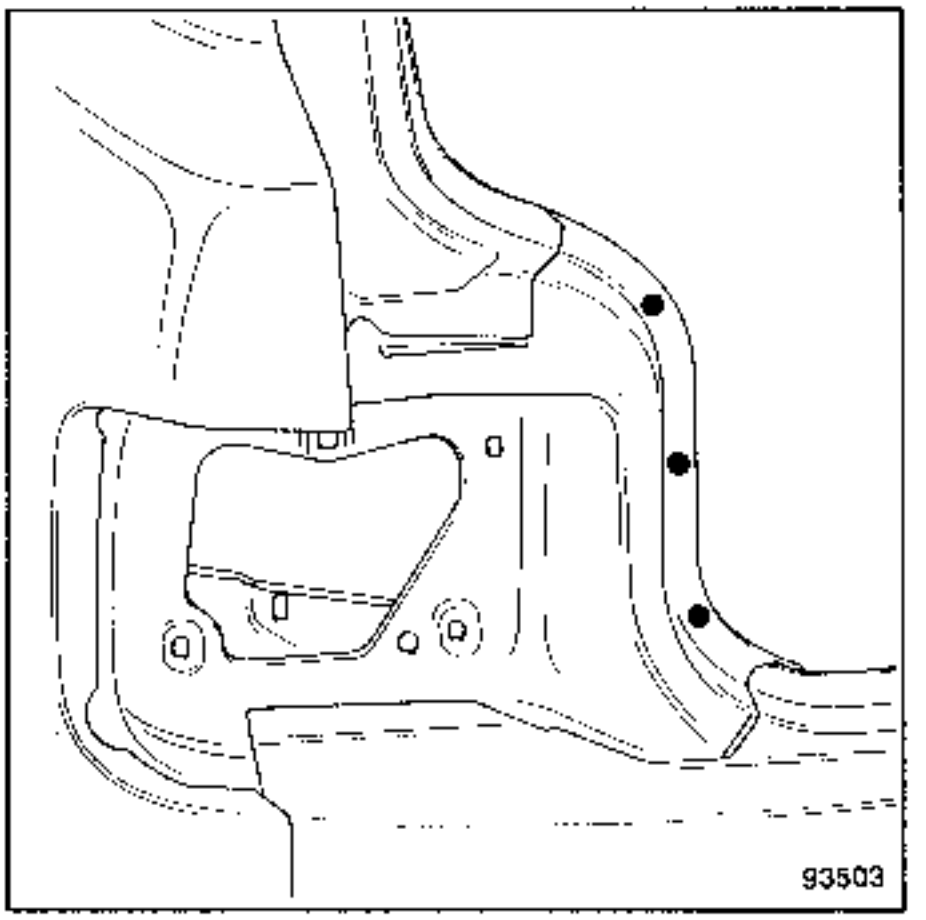
3 CONNECTION WITH REAR END PANEL ASSEMBLY

Cross reference: see 41-A-3



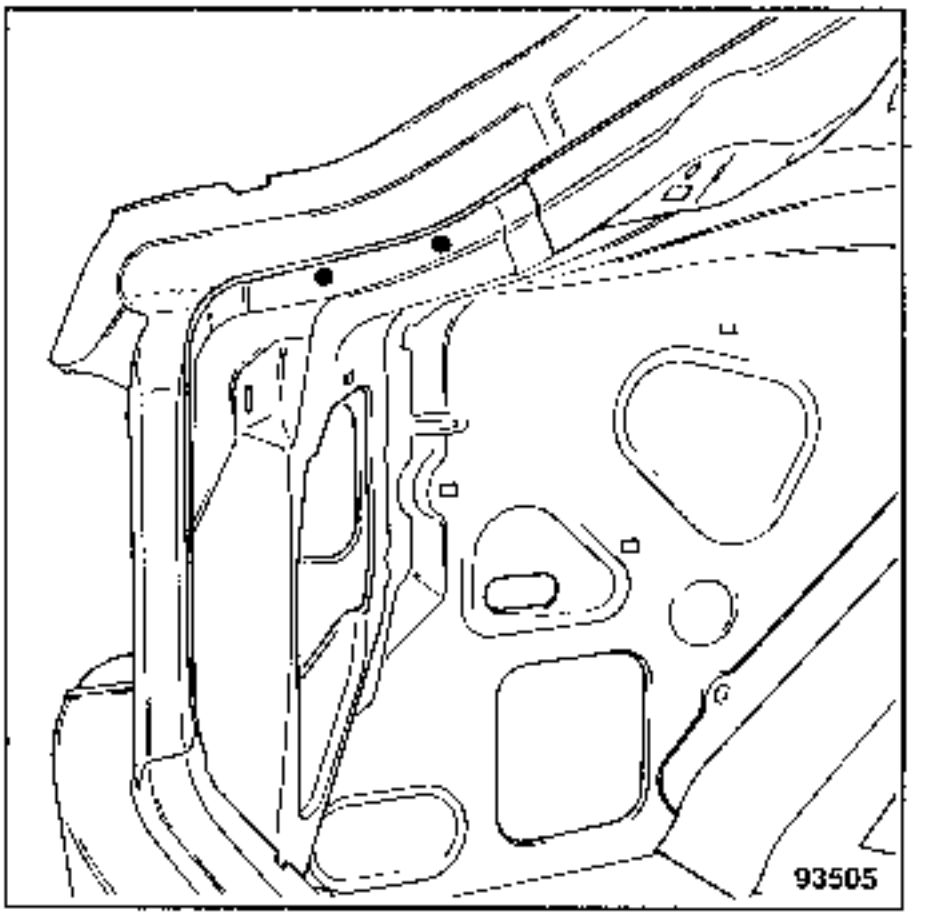
4 CONNECTION WITH REAR LIGHT SUPPORT PANEL

Cross reference: see 44-D-3



5 CONNECTION WITH SIDE CHANNEL

Cross reference: see 44-C-2



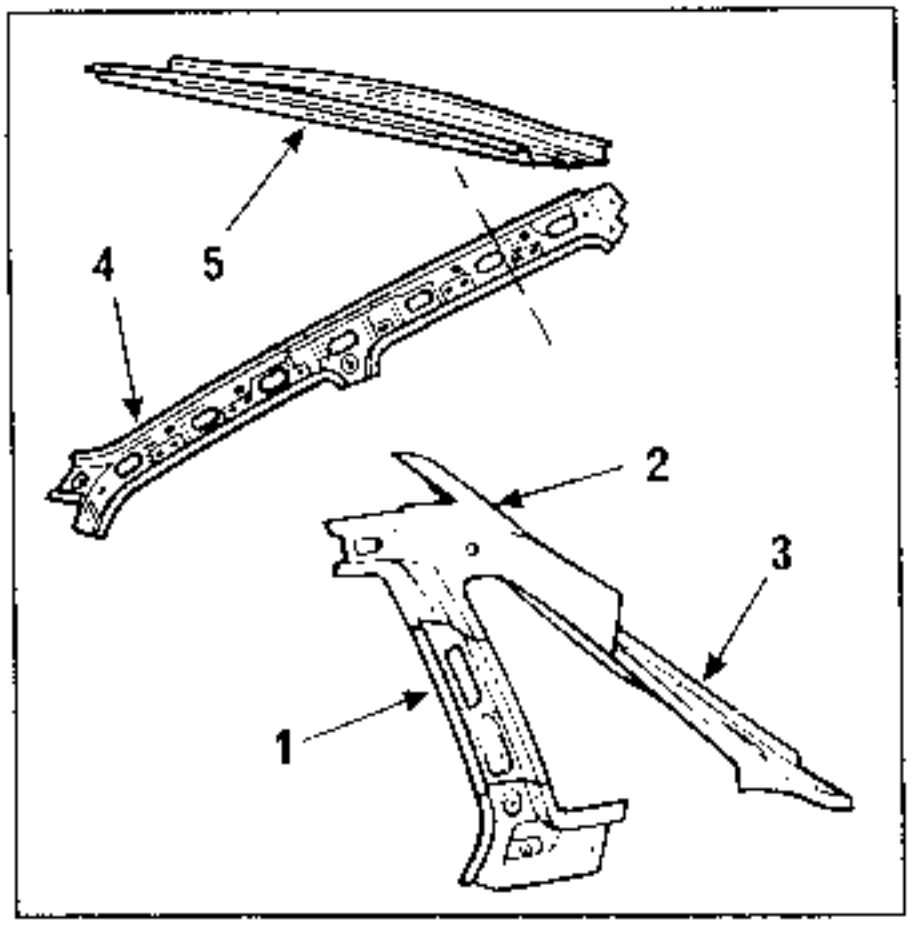
COMPOSITION OF PART AS SUPPLIED BY THE PARTS DEPARTMENT

Assembly comprising :

1 - Quarter panel lining
2 - Upper stiffener
3 - Rear end pillar upper lining

Additional parts to be ordered for this operation:

4 - Cant rail lining
5 - Roof rear cross member.



1 CONNECTION WITH UPPER BODY SECTION

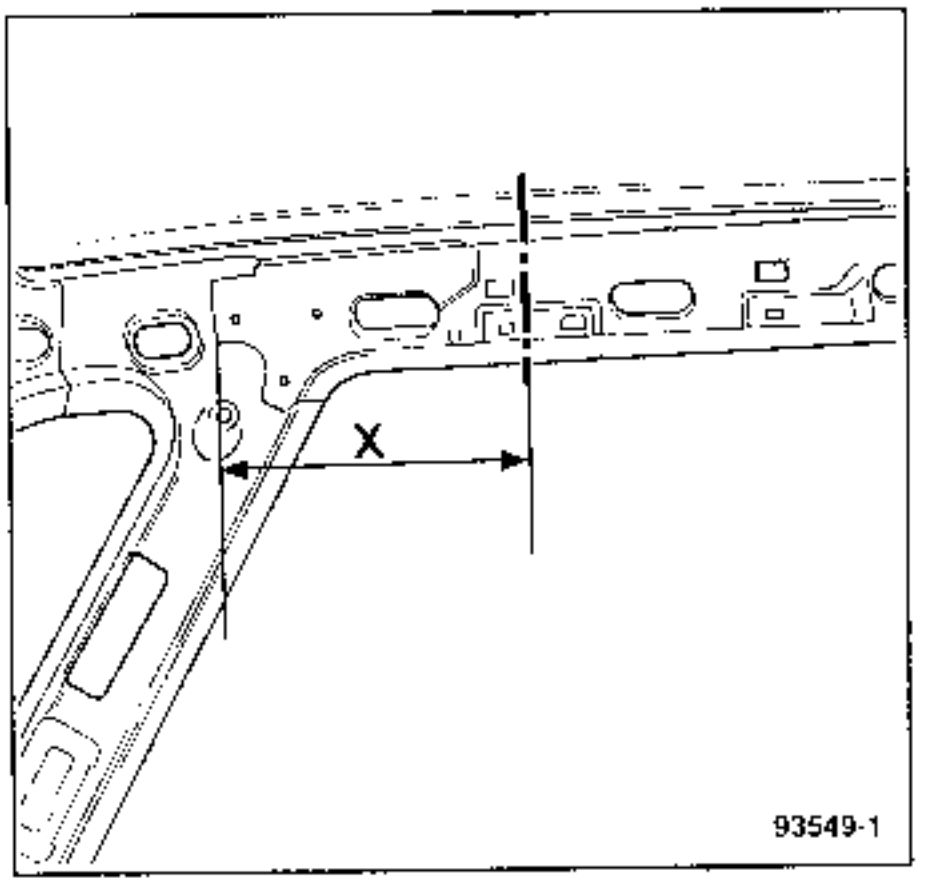
Thickness of panelling (in mm)

Quarter panel lining	: **0,67**
Cant rail lining	: **0,67**
Upper stiffener	: **0,97**
Body side	: **0,77**

Unpicking

10 spot welds

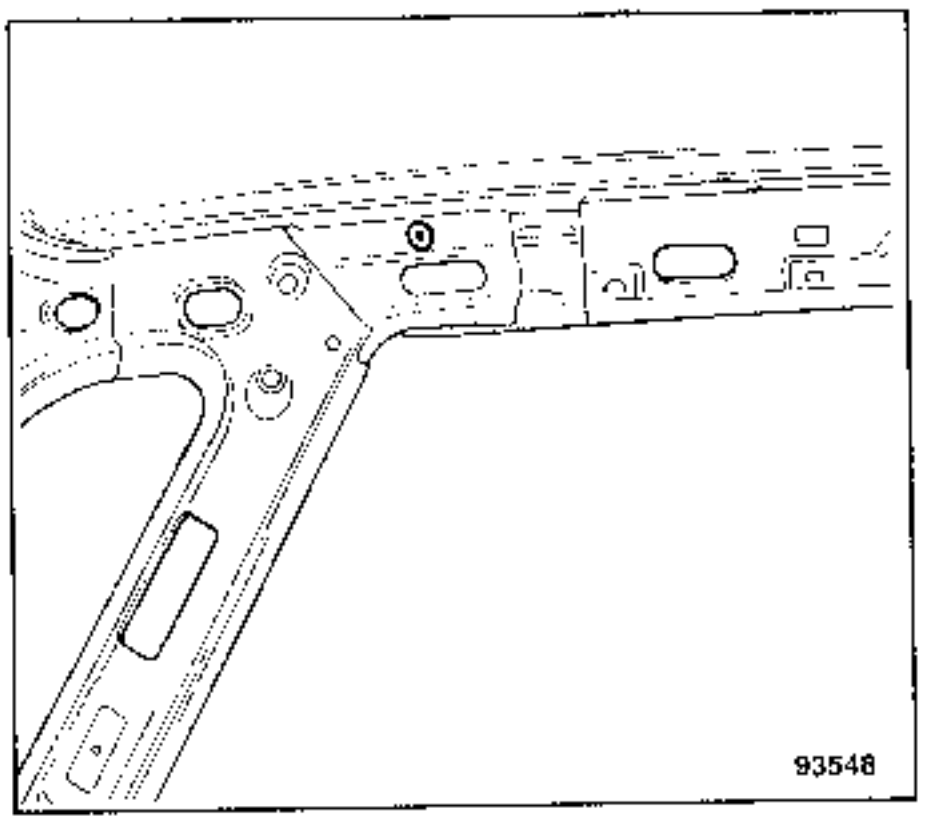
Special features of removing operations

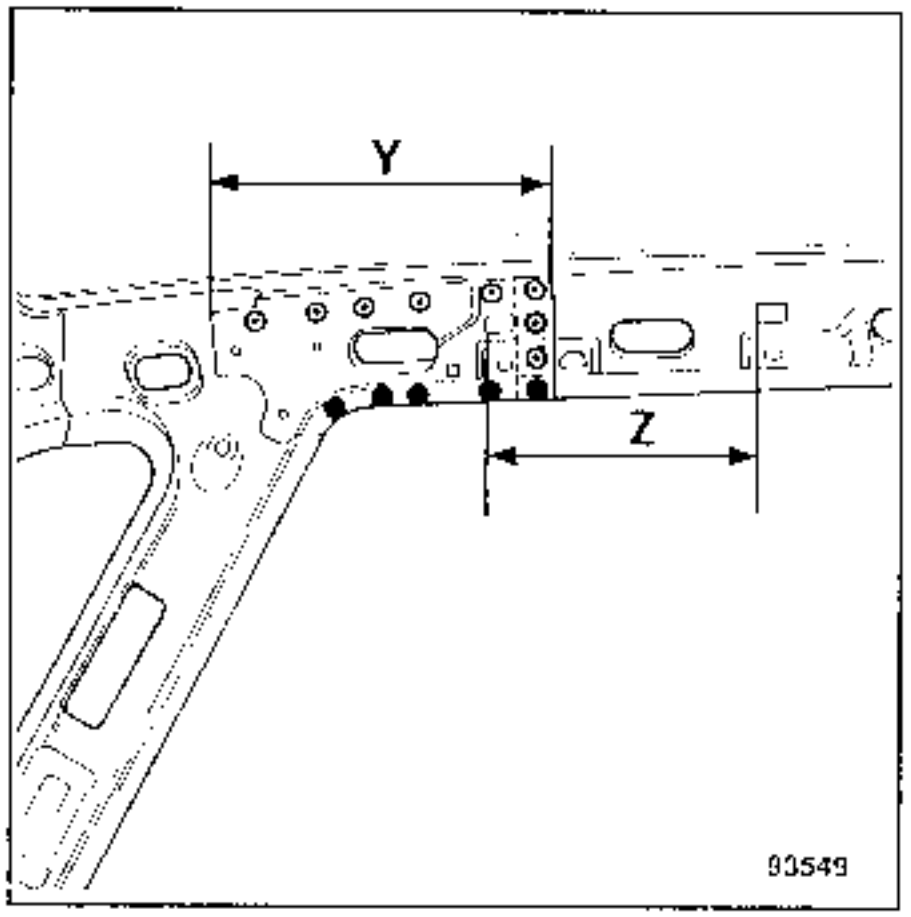


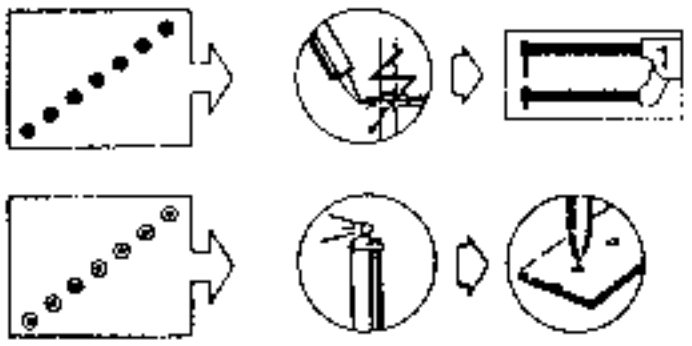
To gain access to the upper stiffener spot weld one must partially remove the cant rail lining.

x = 200 mm

Welding







The dotted line on the illustration above shows the line of the cut to be made on the vehicle when unpicking.
Dimension **y** shows the cut to be made on the new part. Dimension **z** will correctly position the new part.

y = 220 mm **z = 170 mm**

2 CONNECTION WITH THE ROOF REAR CROSS MEMBER

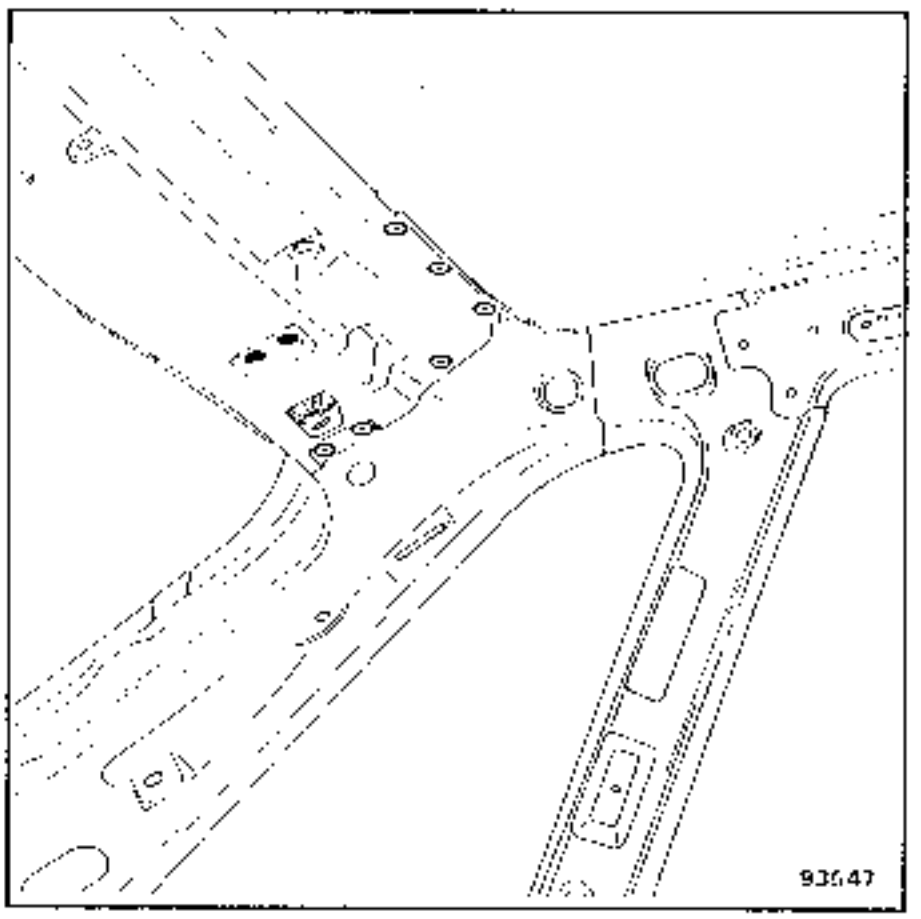
Thickness of panelling (in mm)

Rear end pillar upper lining	: **0,77**
Roof rear cross member	: **0,67**
Upper stiffener	: **0,97**
Roof panel	: **0,77**
Side channel upper gusset	: **1,50**

Unpicking

8 spot welds

Welding



3 CONNECTION WITH THE OUTER WHEEL ARCH

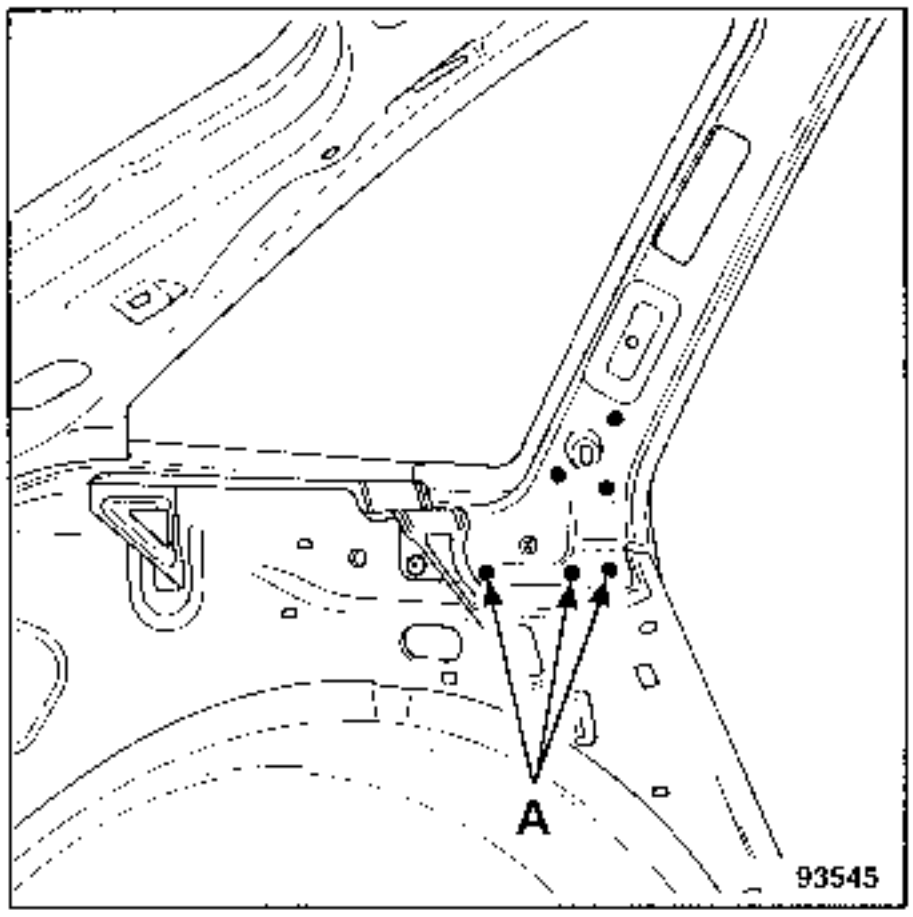
Thickness of panelling (in mm)

Quarter panel lining	:	**0,67**
Rear end pillar lower lining	:	**0,77**
Outer wheel arch	:	**0,67**
Seat mounting stiffener	:	**1,50**

Unpicking

11 spot welds

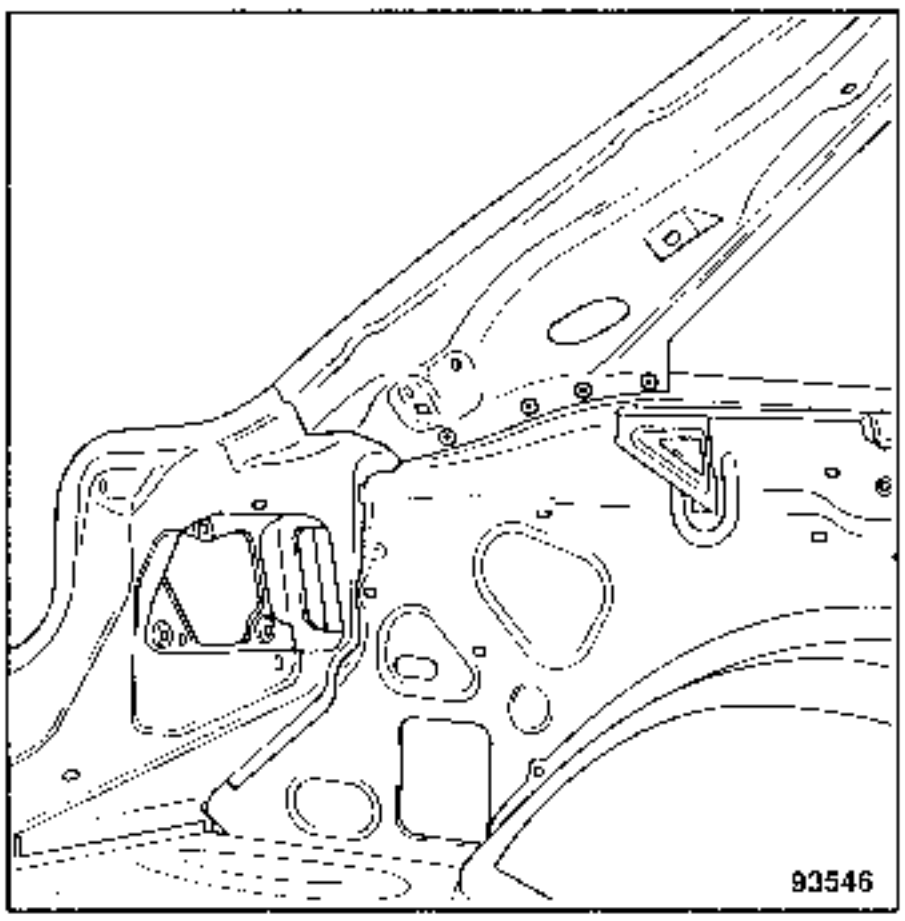
Welding

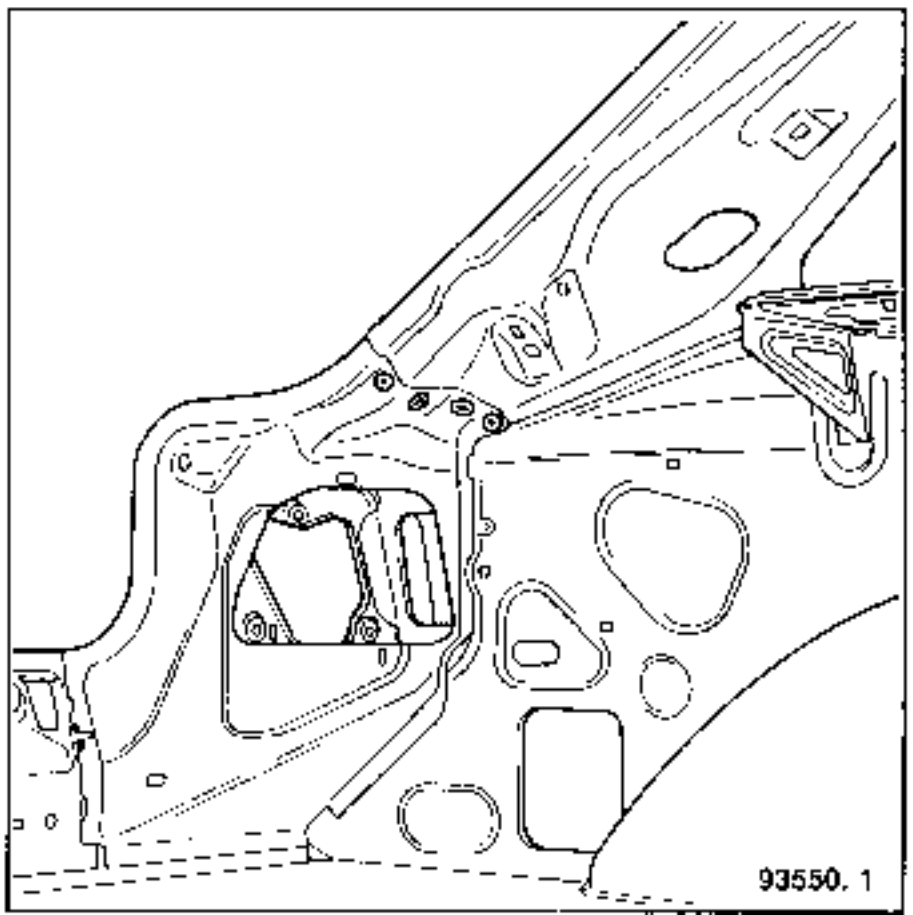


(A) 3 spot welds joining 3 thicknesses

4 CONNECTION WITH REAR END PILLAR LOWER LINING

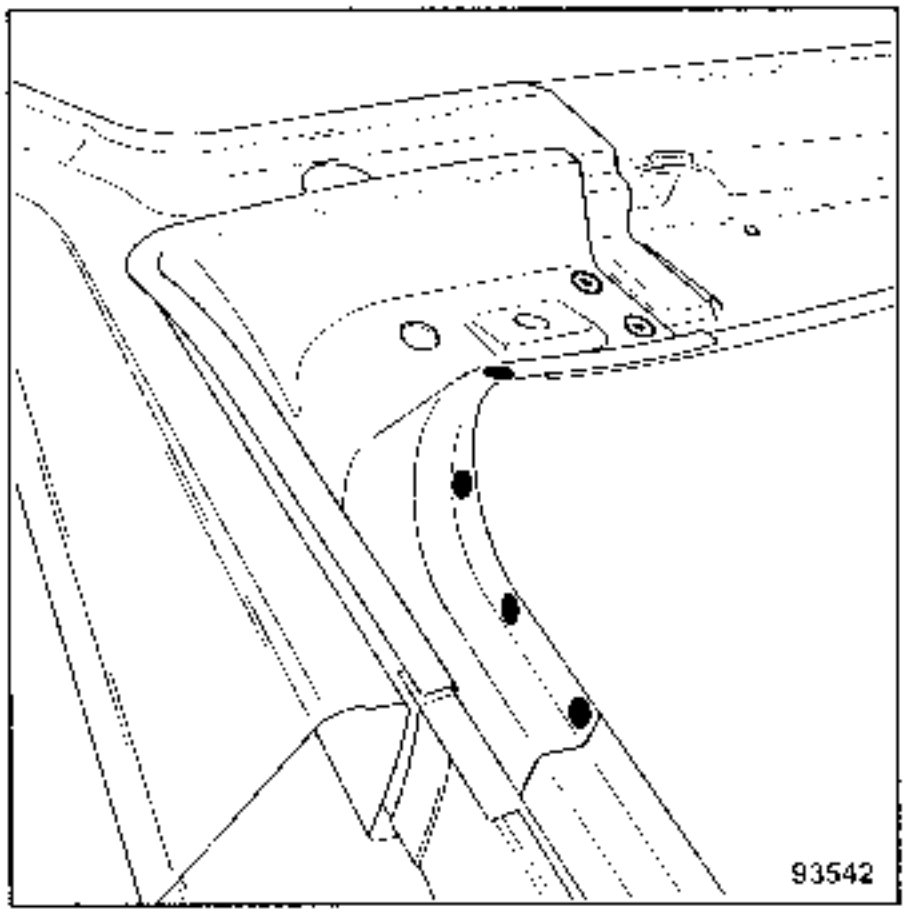
Cross reference: see **44-E-1**





5 CONNECTION WITH SIDE CHANNEL UPPER GUSSET

Cross reference: see **44-G-1**



6 CONNECTION WITH SIDE CHANNEL

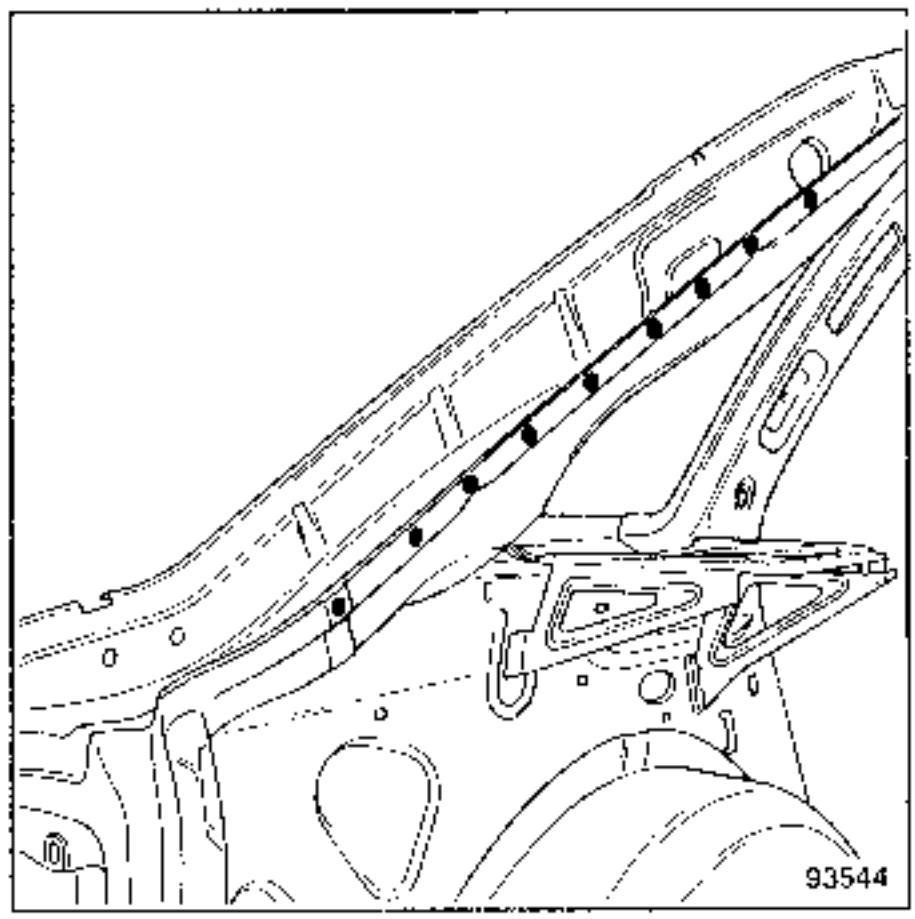
Thickness of panelling (in mm)

Rear end pillar upper lining	: **0,77**
Rear end pillar lower lining	: **0,77**
Side channel	: **0,67**

Unpicking

9 spot welds

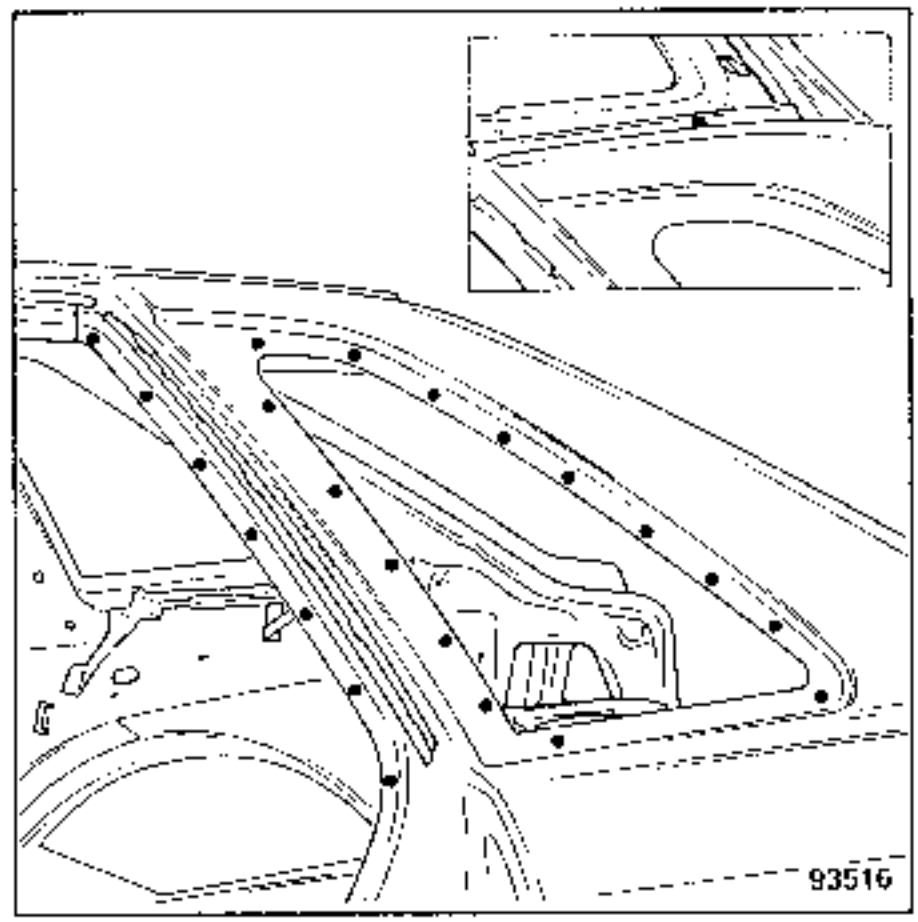
Welding



(A) 1 spot weld joining 3 thicknesses

7 CONNECTION WITH WING PANEL

Cross reference : see **44-A-3**



8 CONNECTION WITH ROOF

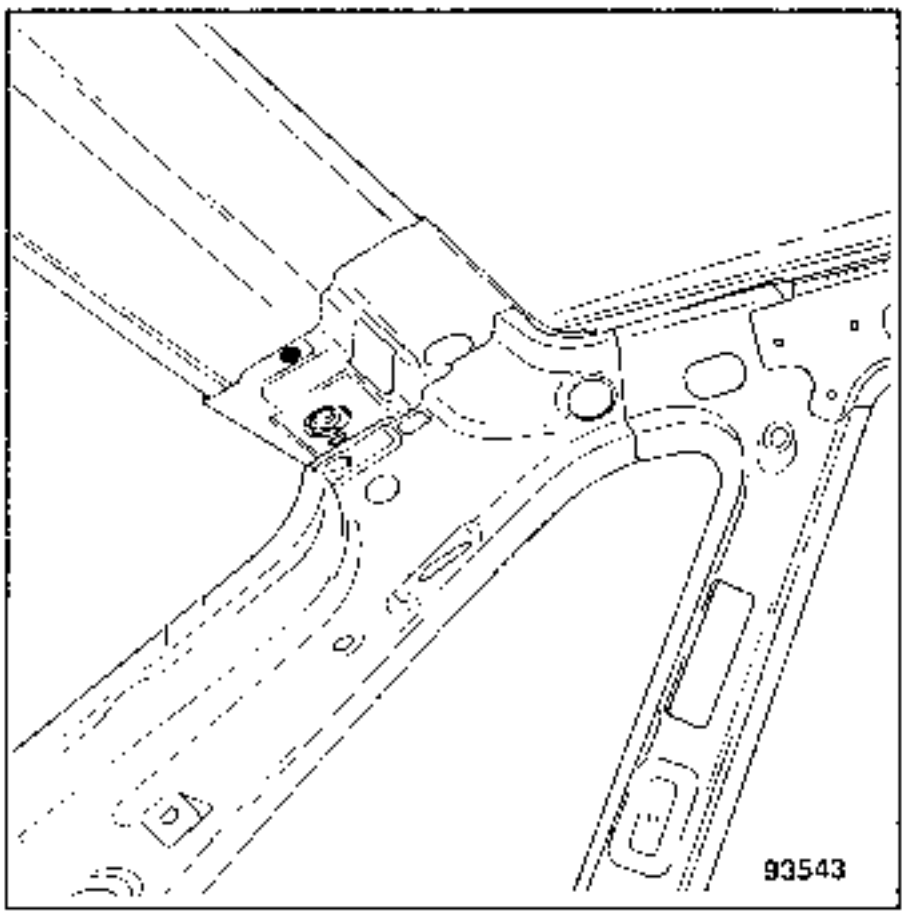
Thickness of panelling (in mm)

Upper stiffener : **0,97**
Roof panel : **0,77**

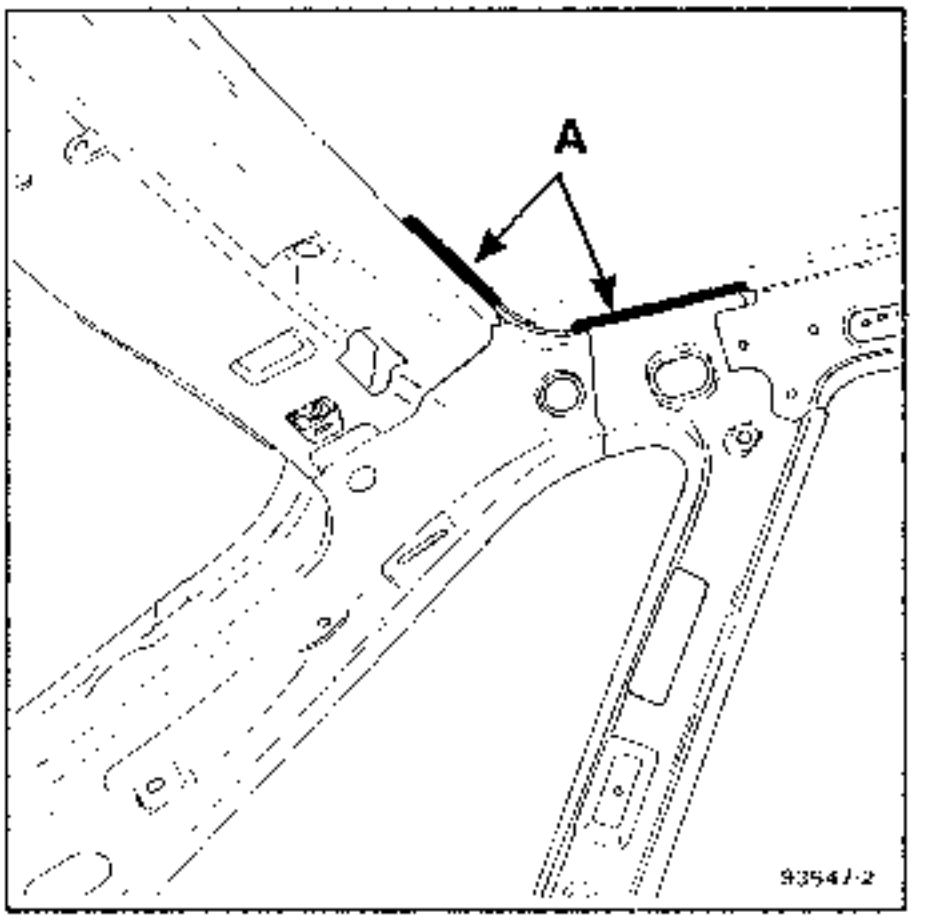
Unpicking

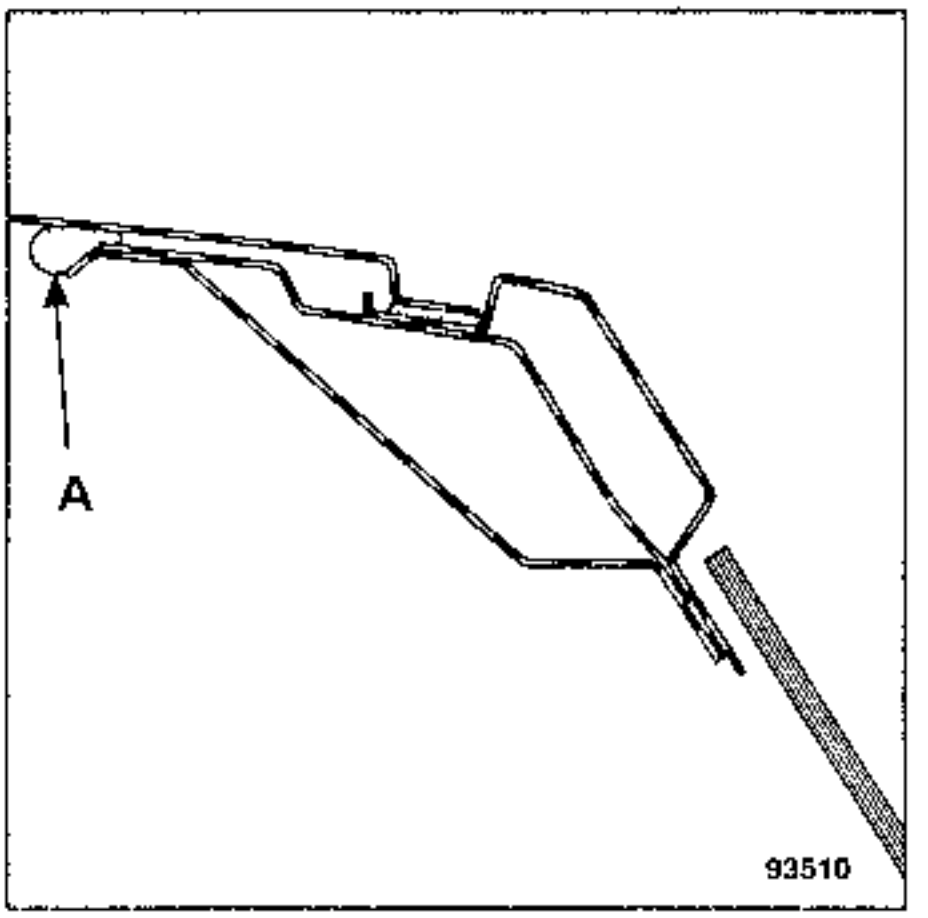
1 spot weld

Welding

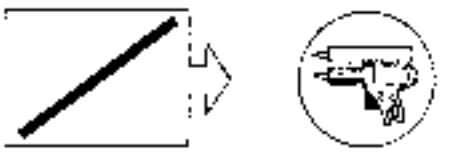


Bonding



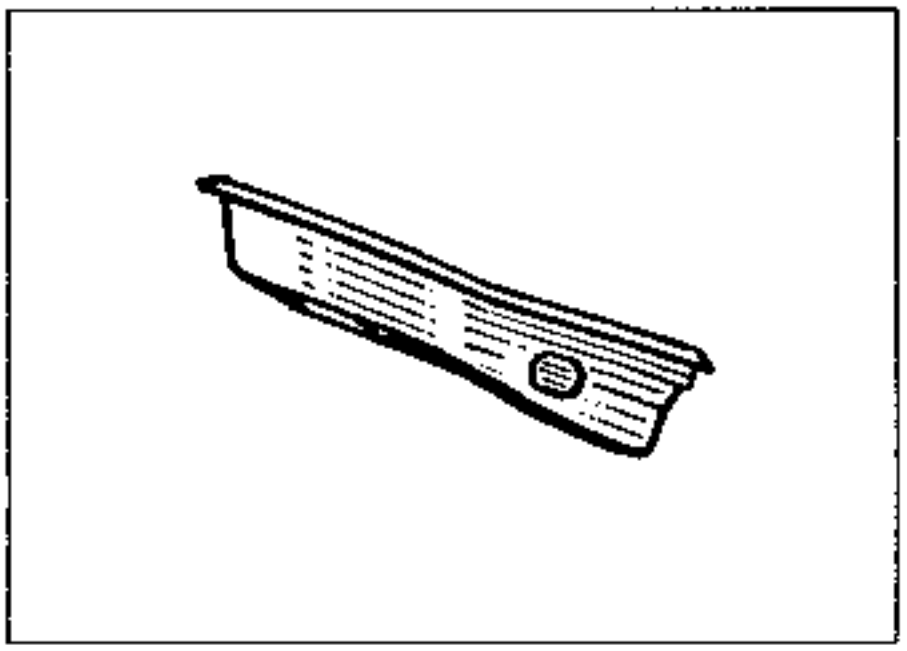


(A)



COMPOSITION OF PART AS SUPPLIED BY THE PARTS DEPARTMENT

Single part.



1 CONNECTION WITH THE QUARTER PANEL LINING

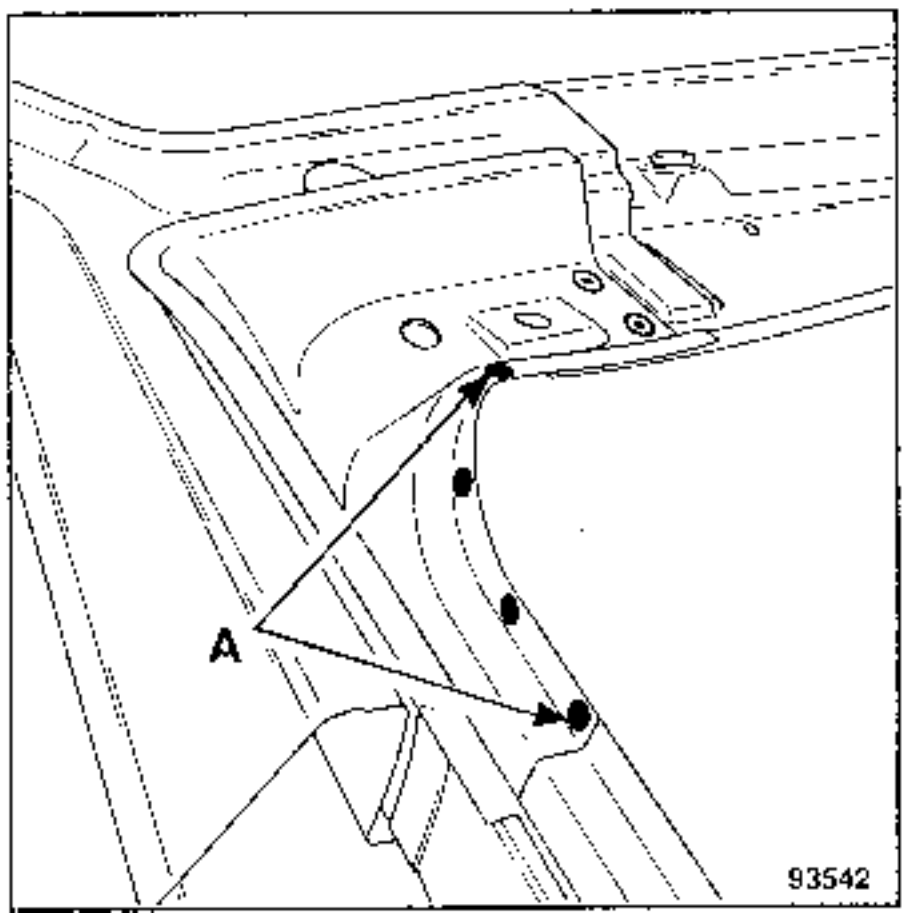
Thickness of panelling (in mm)

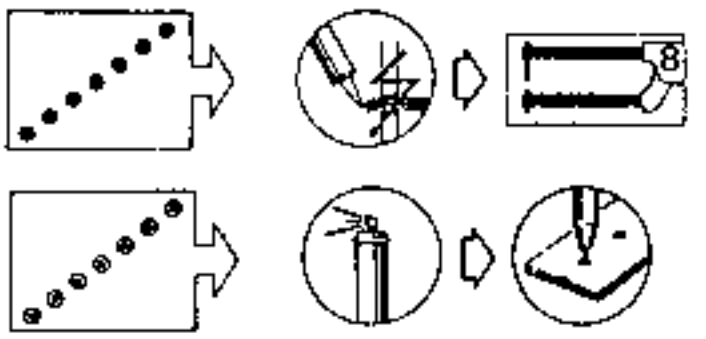
Side channel upper gusset	: **1,50**
Rear end pillar upper lining	: **0,77**
Upper stiffener	: **0,97**
Side channel	: **0,67**

Unpicking

6 spot welds

Welding





(A) 2 spot welds joining 3 thicknesses

2 CONNECTION WITH SIDE GUSSET

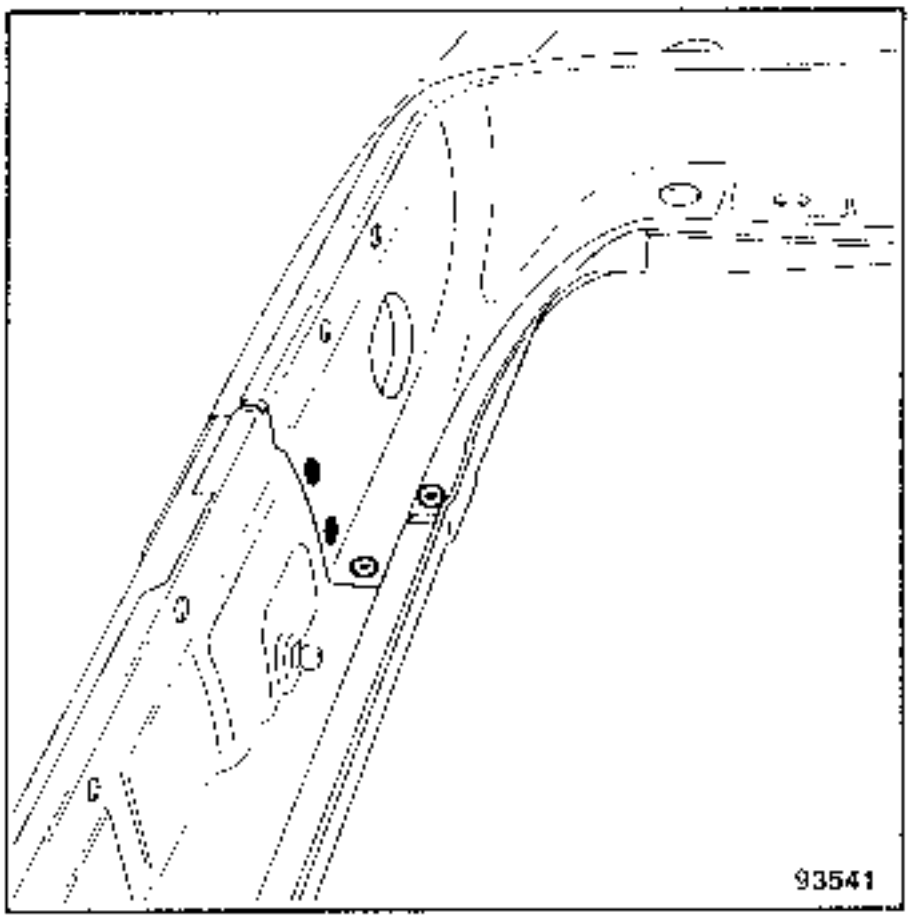
Thickness of panelling (in mm)

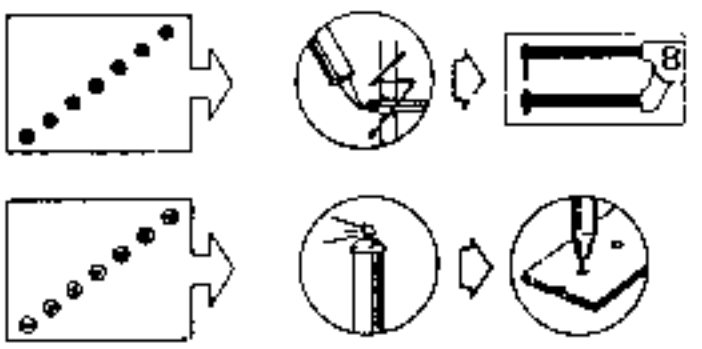
Channel upper gusset	: **1,50**
Side channel	: **0,67**

Unpicking

4 spot welds

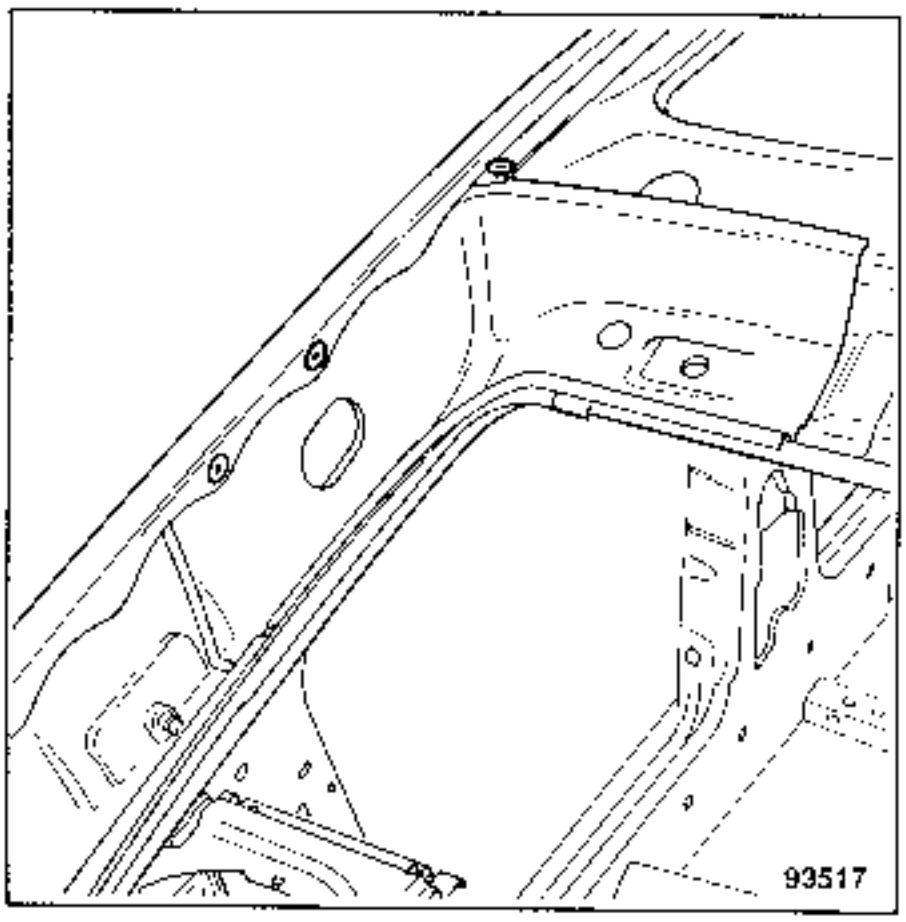
Welding





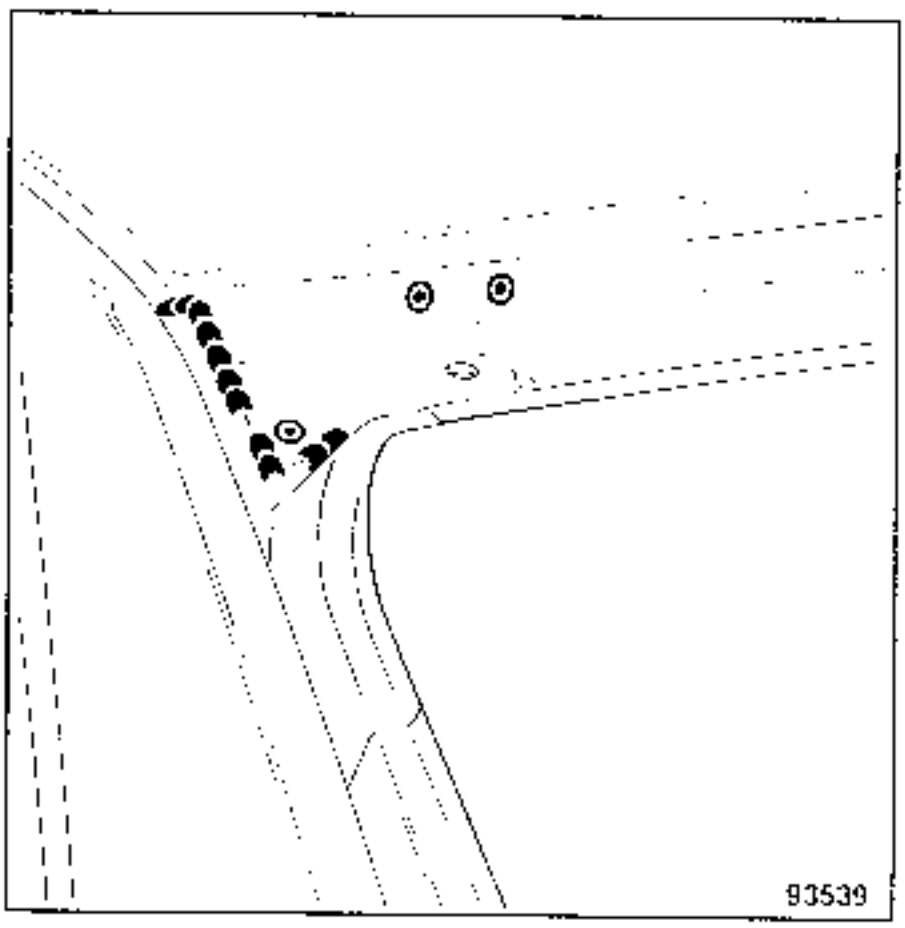
3 CONNECTION WITH WING PANEL.

Cross reference: see 44-A-2



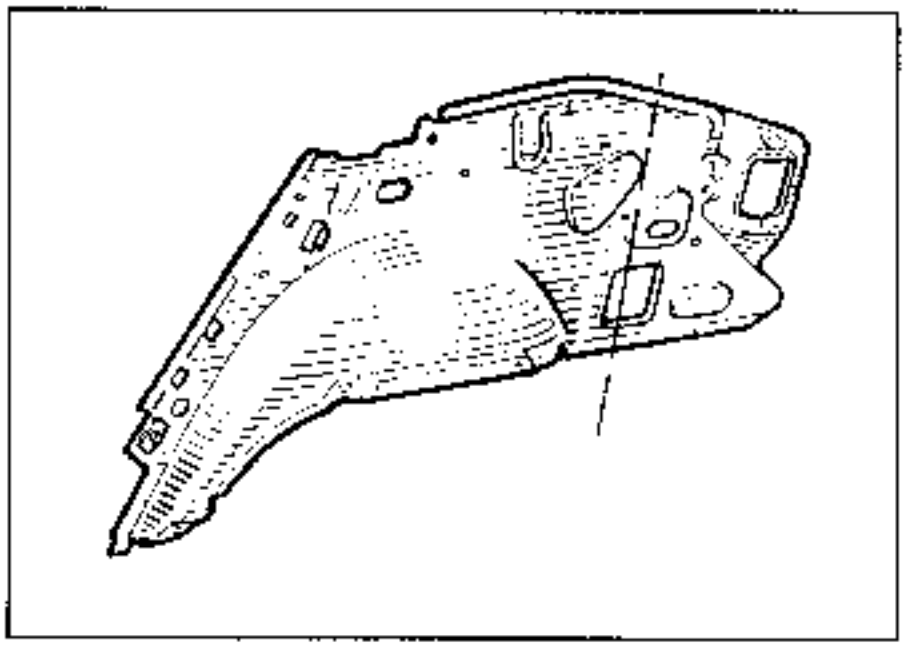
4 CONNECTION WITH ROOF PANEL

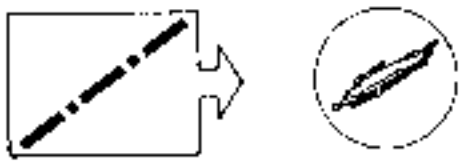
Cross reference: see 45-A-2



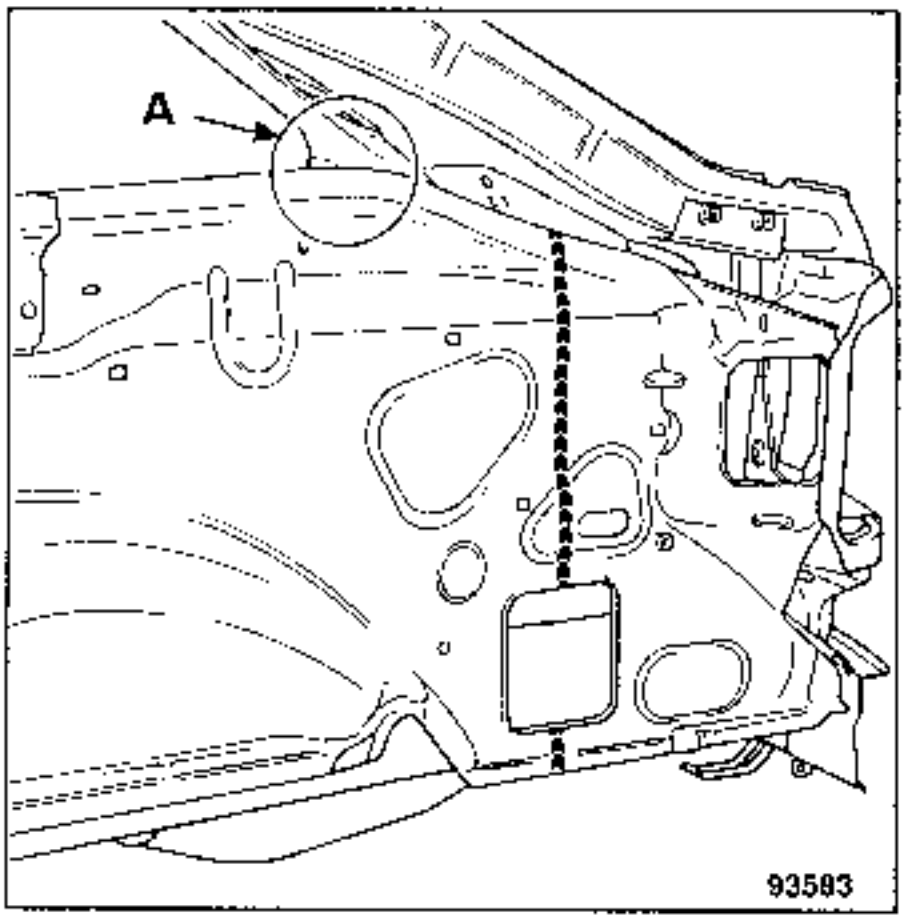
COMPOSITION OF PART AS SUPPLIED BY THE PARTS DEPARTMENT

Single part.





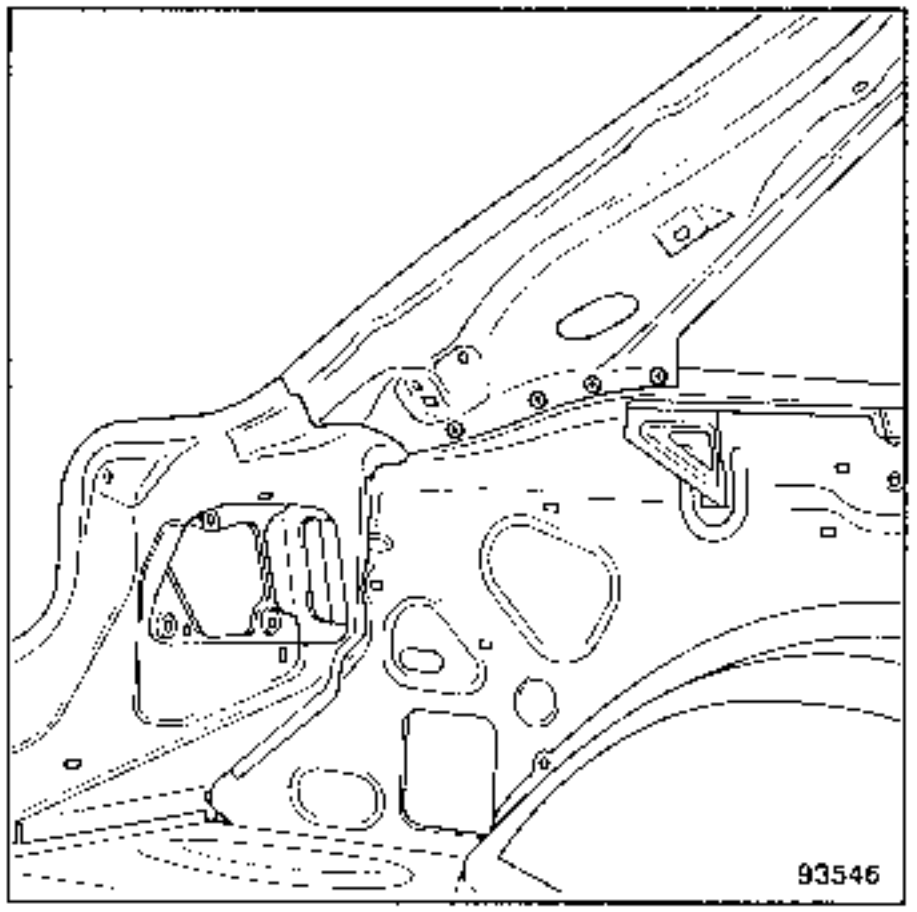
1 CUT LINE



This cut line is only an example. Its exact position will depend on the extent of the damage. What is important is to retain a connection (A) between the outer wheel arch and the rear end pillar upper lining after the part to be replaced has been cut out.

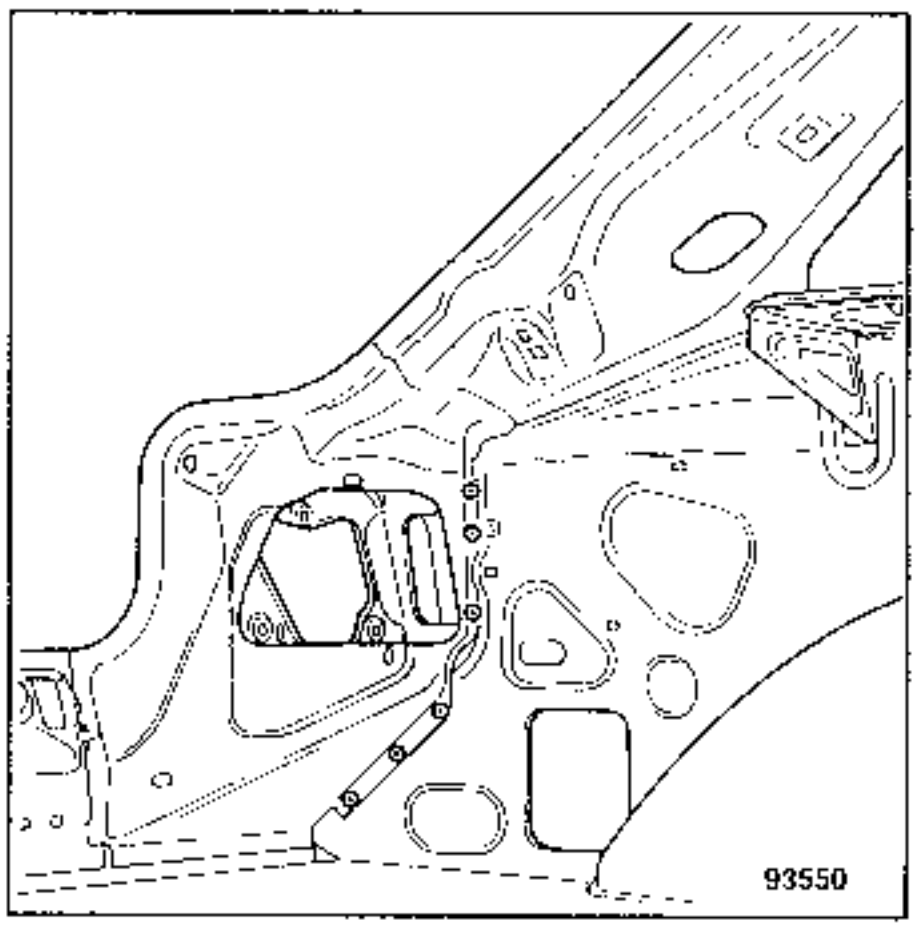
2 CONNECTION WITH QUARTER PANEL LINING

Cross reference: see 44-F-3



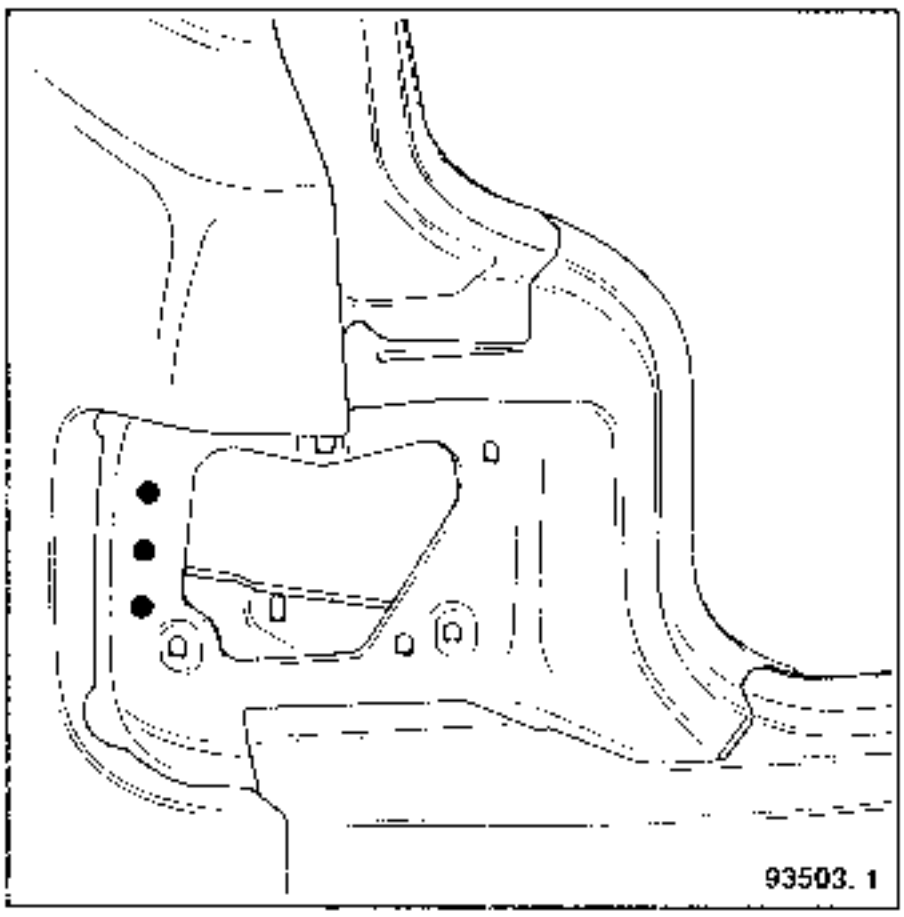
3 CONNECTION WITH REAR END PILLAR LOWER LINING

Cross reference: see 44-E-2



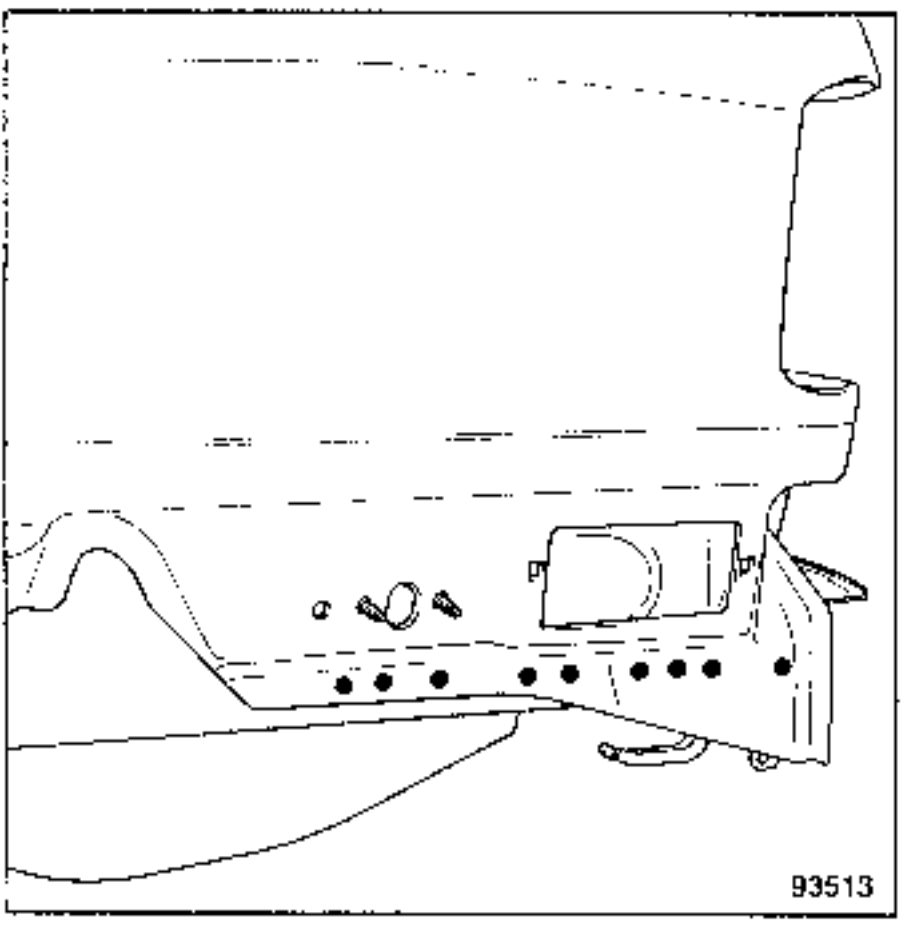
4 CONNECTION WITH REAR LIGHT SUPPORT PANEL

Cross reference: see 44-D-2



5 CONNECTION WITH REAR FLOOR, REAR SECTION

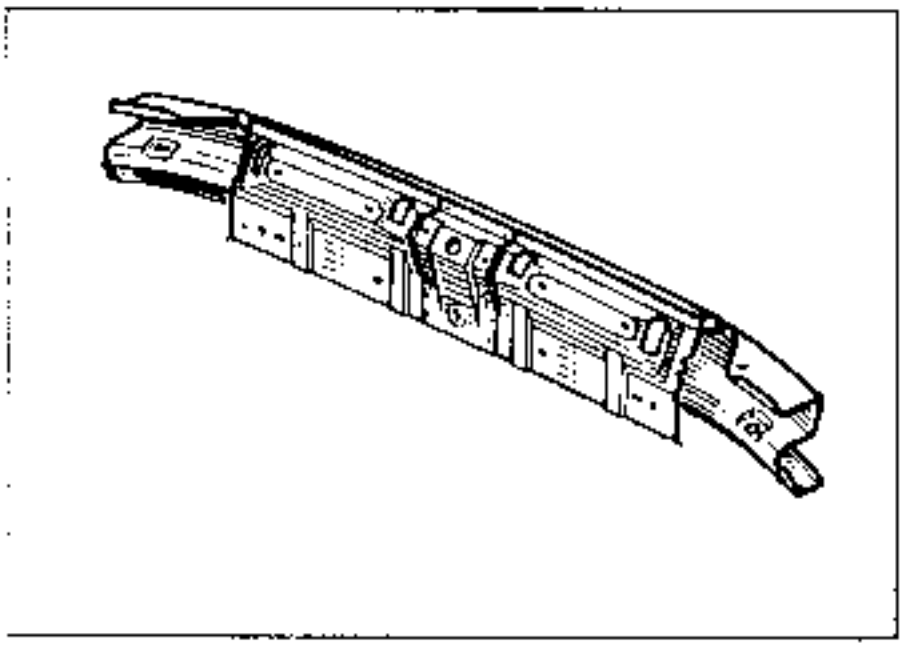
Cross reference: see 44-A-8



COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

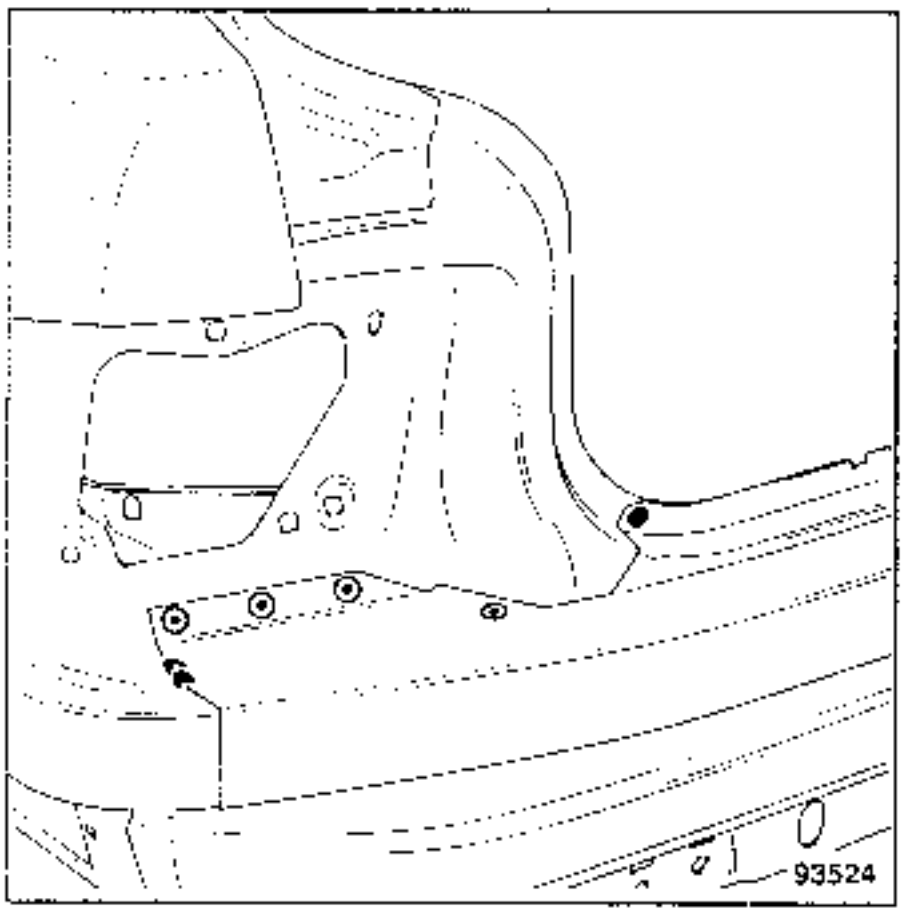
Assembly comprising :

- Rear end panel
- Rear end panel lining
- Striker plate stiffener



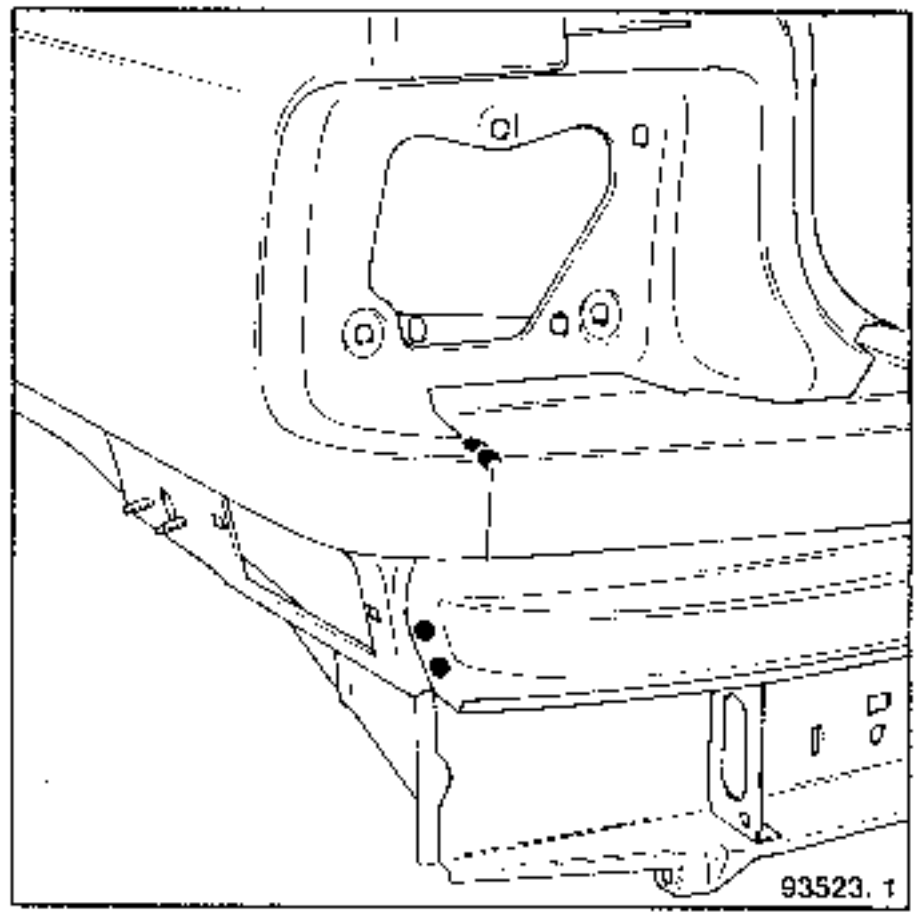
1 CONNECTION WITH REAR LIGHT SUPPORT PANEL

Cross reference: see **41-A-1**



2 CONNECTION WITH WING PANEL

Cross reference: see 44-A-6

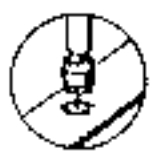


3 CONNECTION WITH REAR END PILLAR LOWER LINING

Thickness of panelling (in mm)

Rear end panel	: **0,67**
Rear end panel lining	: **0,67**
Rear end pillar lower lining	: **0,77**

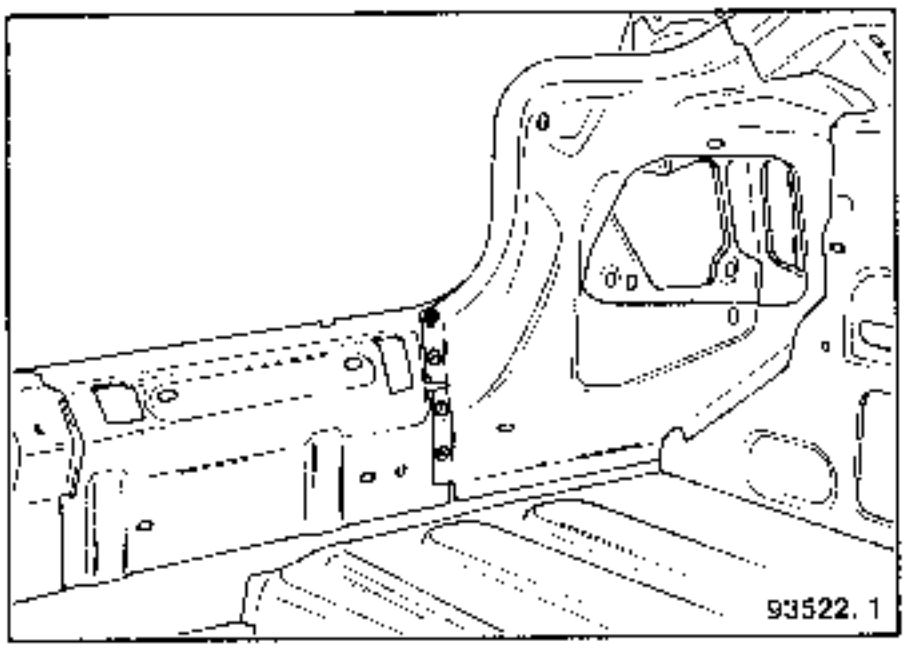
Unpicking

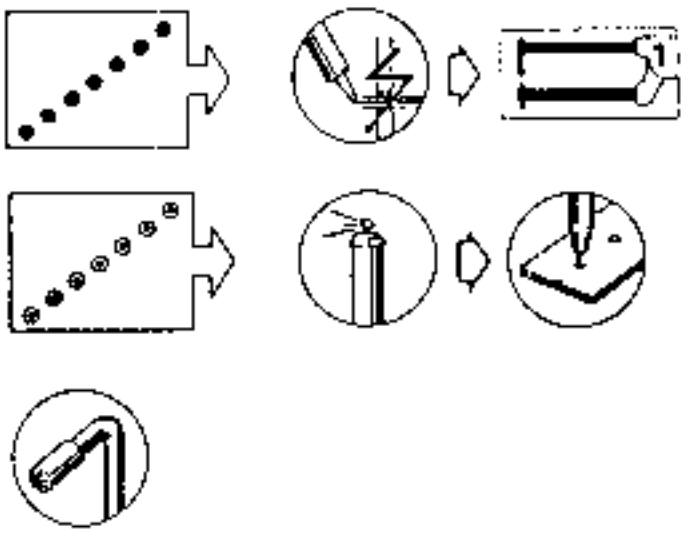


(A) see welding

4 + 4 spot welds

Welding





(2) 1 spot weld joining 3 thicknesses

4 CONNECTION WITH LOWER CROSS MEMBER

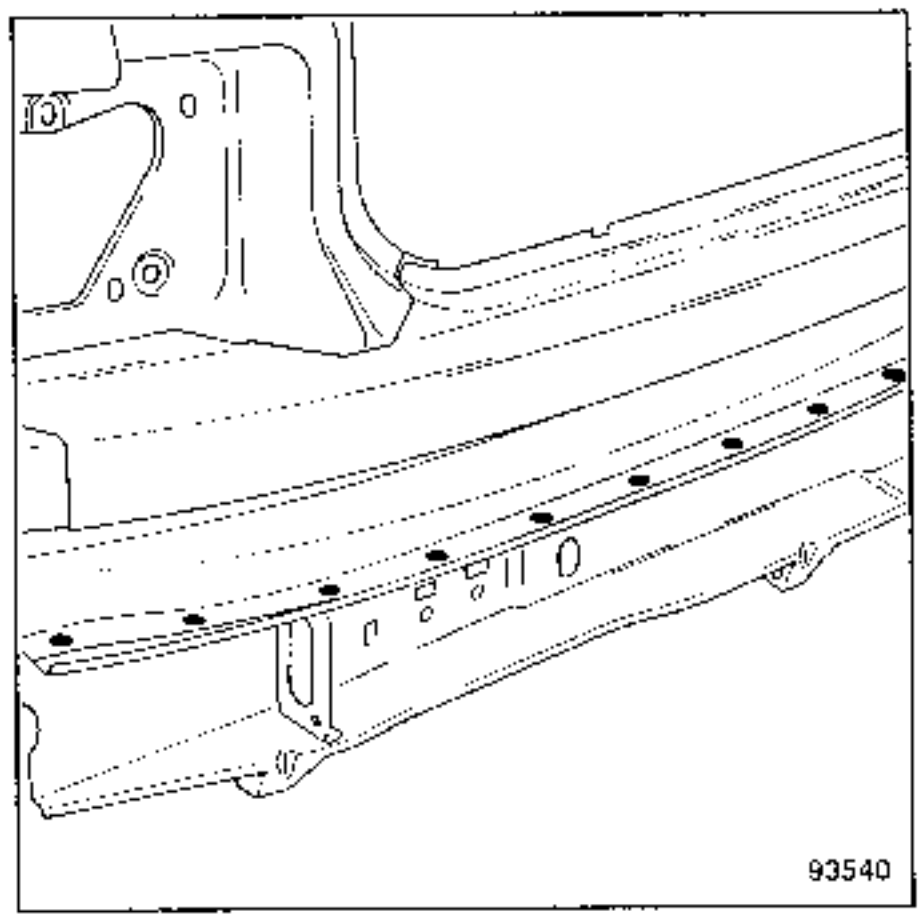
Thickness of panelling (in mm)

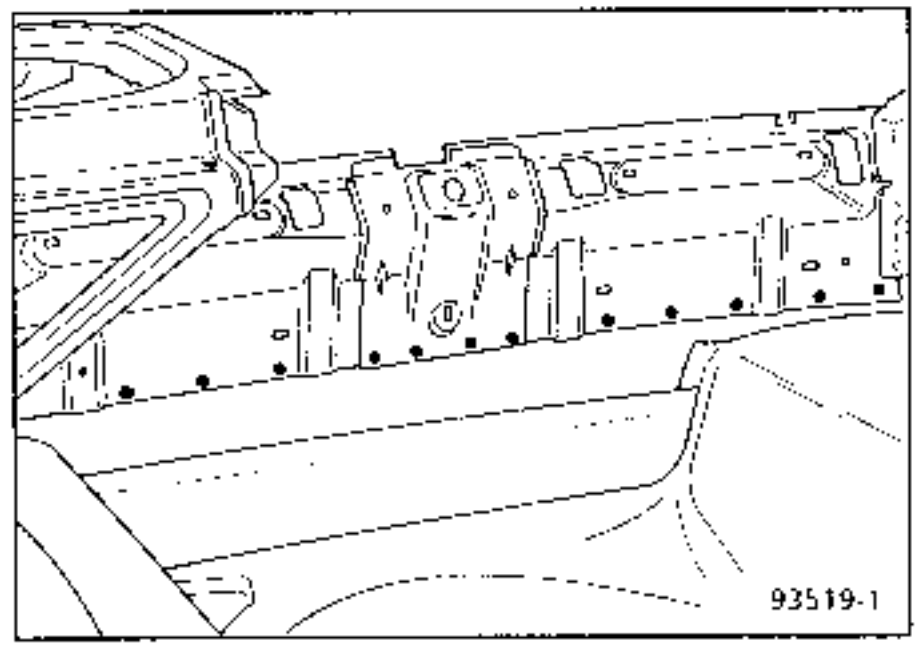
Rear end panel	:	**0,67**
Rear end panel lining	:	**0,67**
Striker plate stiffener	:	**1,20**
Lower rear cross member	:	**1,20**

Unpicking

34 spot welds

Welding

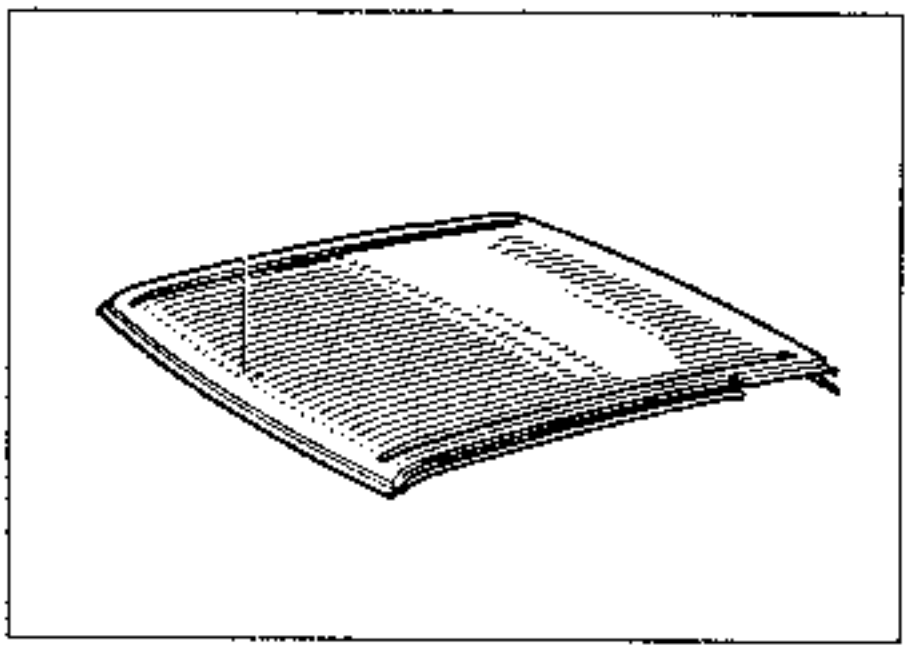


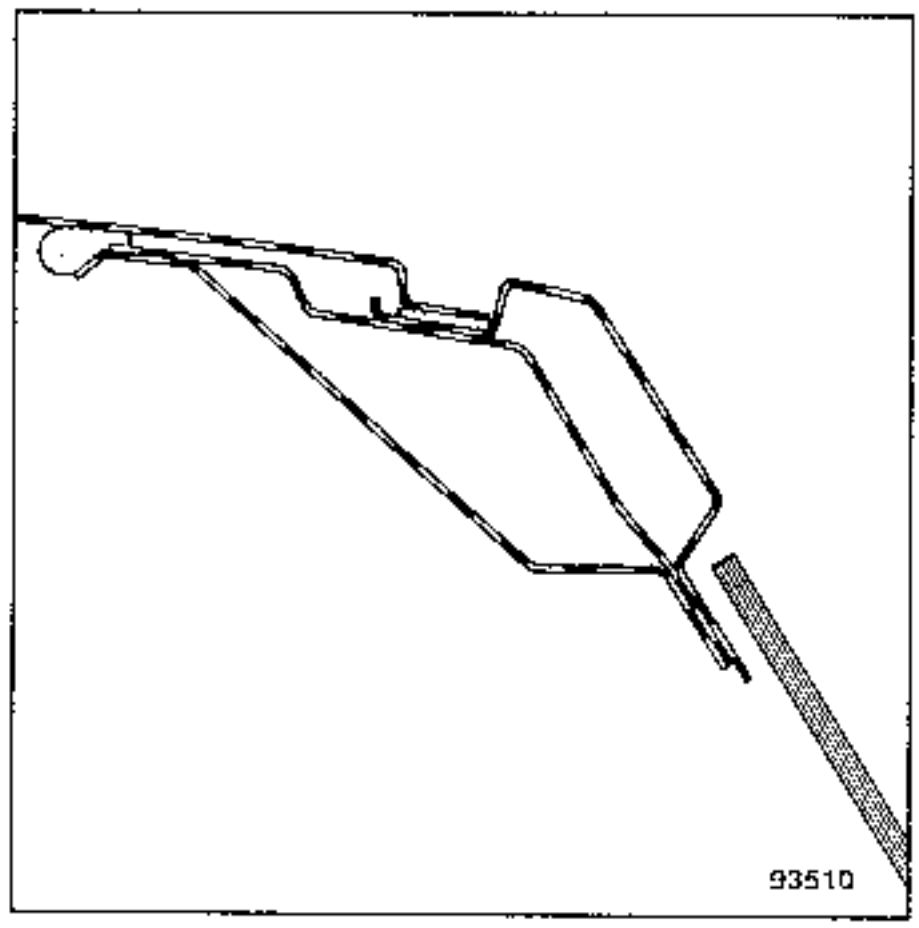


The only items dealt with in this operation are those that are special to the B 48. For all the other joints, see Mk 292.

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

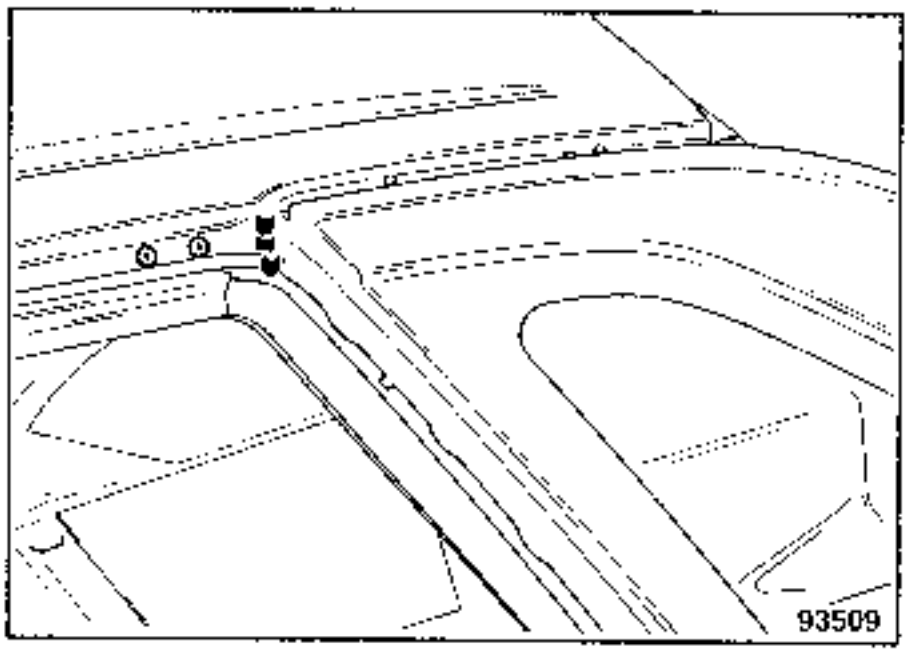
Single part.





1 CONNECTION WITH WING PANEL

Cross reference: see **44-A-12**



2 CONNECTION WITH SIDE CHANNEL UPPER GUSSET

Thickness of panelling (in mm)

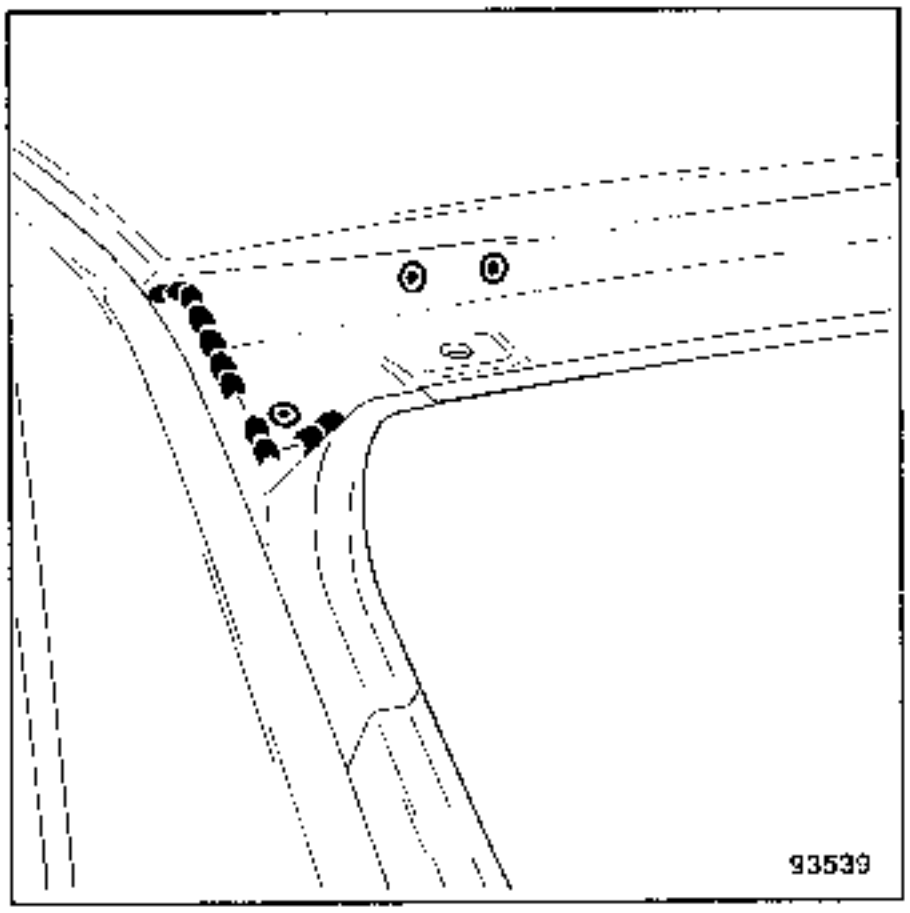
Roof panel	:	**0,77**
Side channel upper gusset	:	**1,50**

Unpicking

3 spot welds

1 brazed fillet 90 mm long
2 brazed fillets 15 mm long

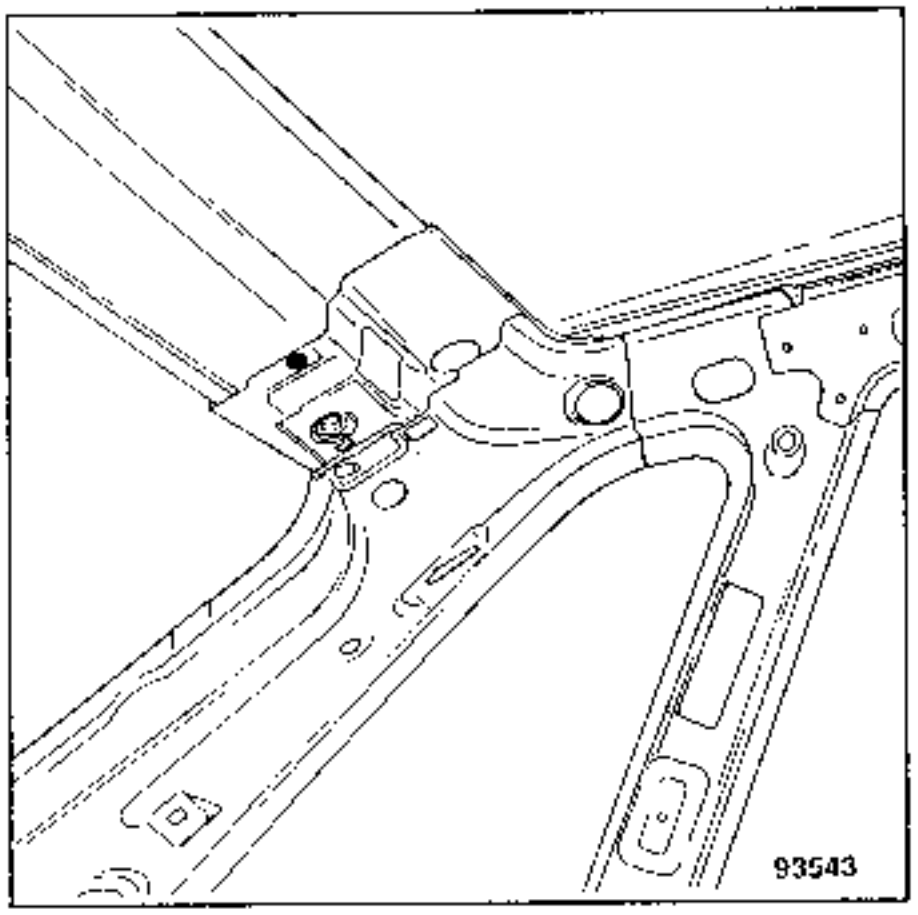
Welding

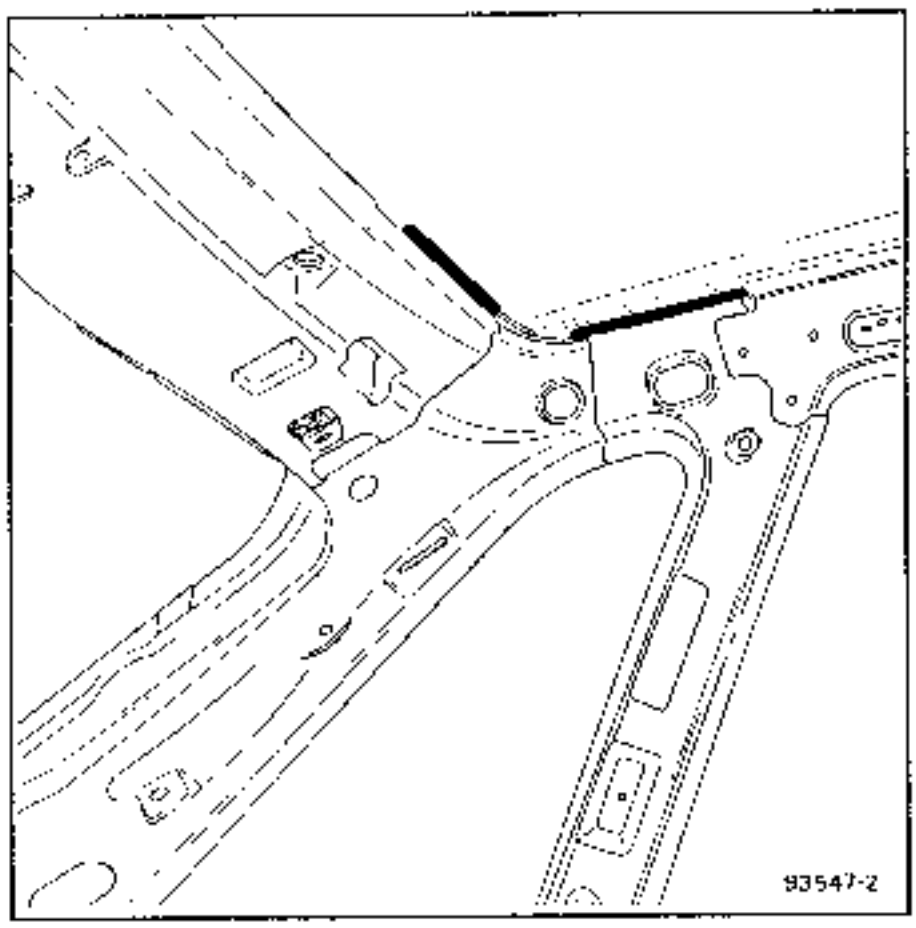


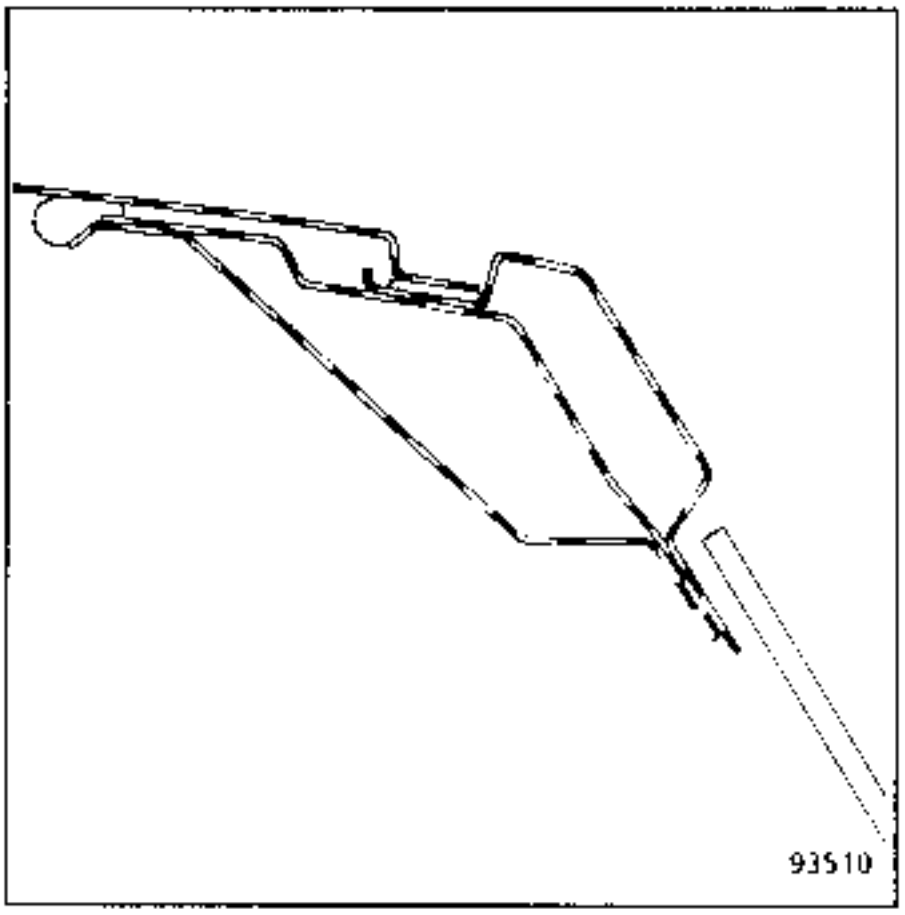
1 M.A.G. welding fillet 90 mm long
2 M.A.G. welding fillets 15 mm long

3 CONNECTION WITH QUARTER PANEL LINING ASSEMBLY

Cross reference : see 44-F-8







4 CONNECTION WITH REAR CROSS MEMBER

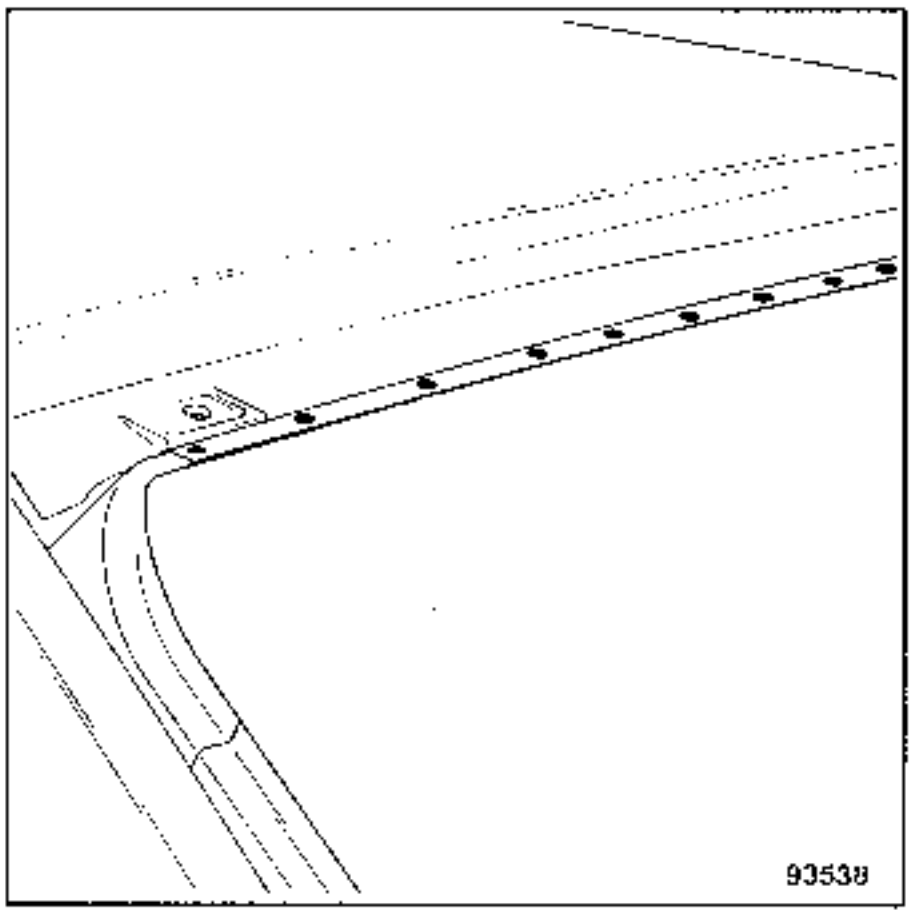
Thickness of panelling (in mm)

Roof panel	: 0,77
Side channel upper gusset	: 1,50
Roof cross member	: 0,67

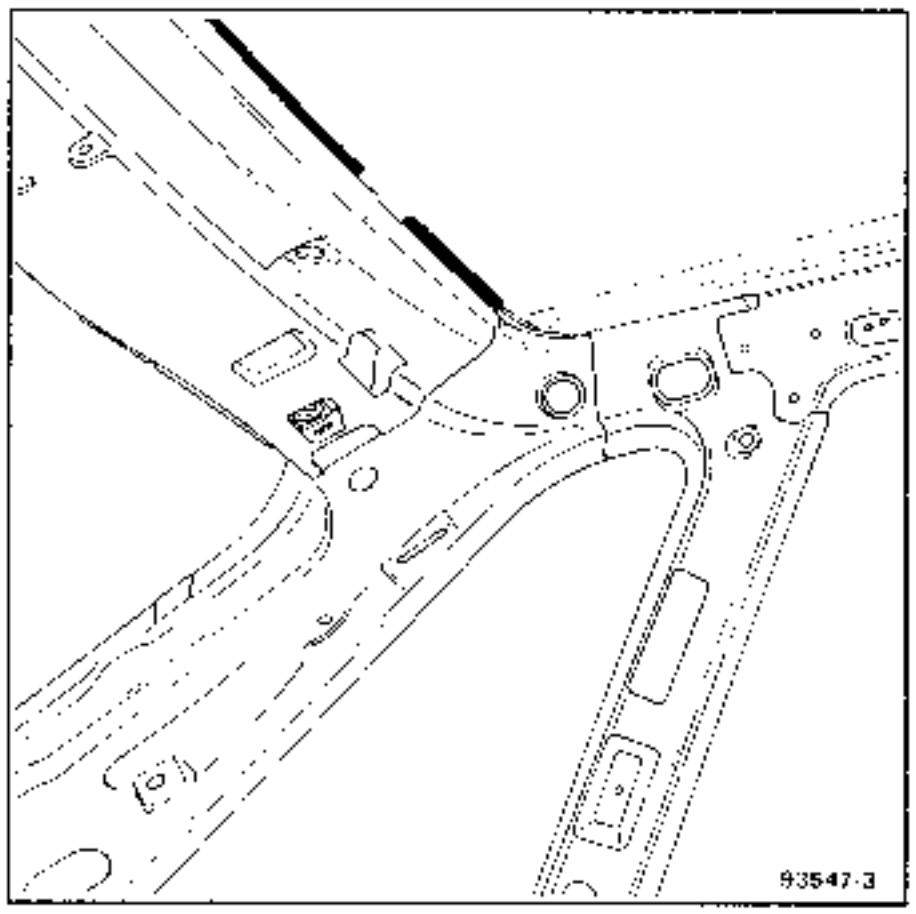
Unpicking

12 spot welds

Welding

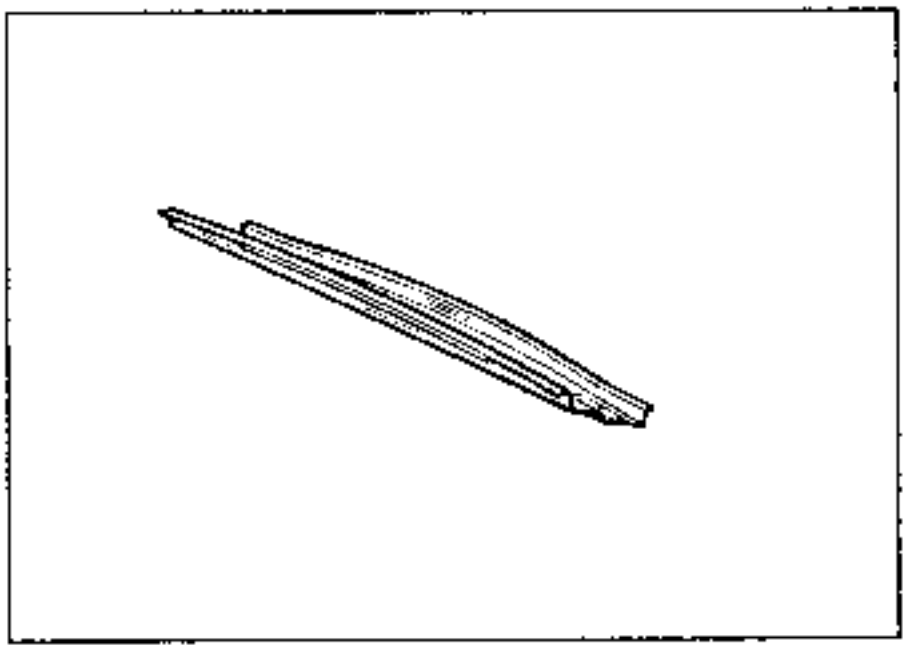


Bonding



COMPOSITION OF PART AS SUPPLIED BY THE PARTS DEPARTMENT

Single part.

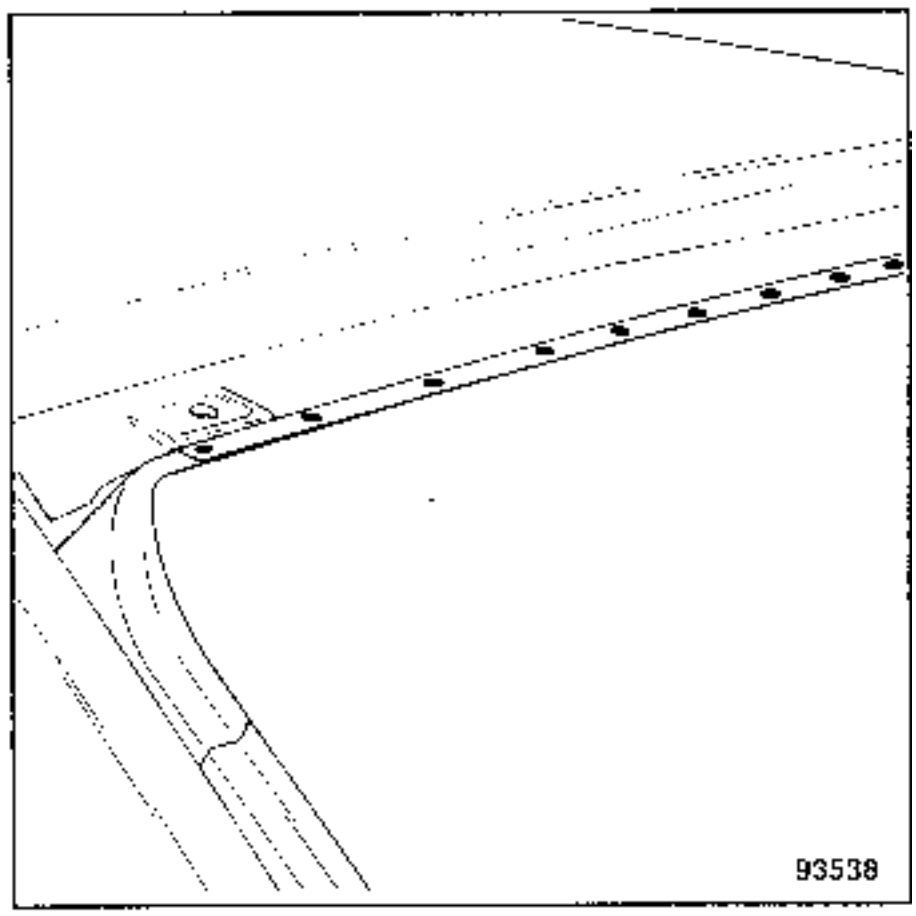


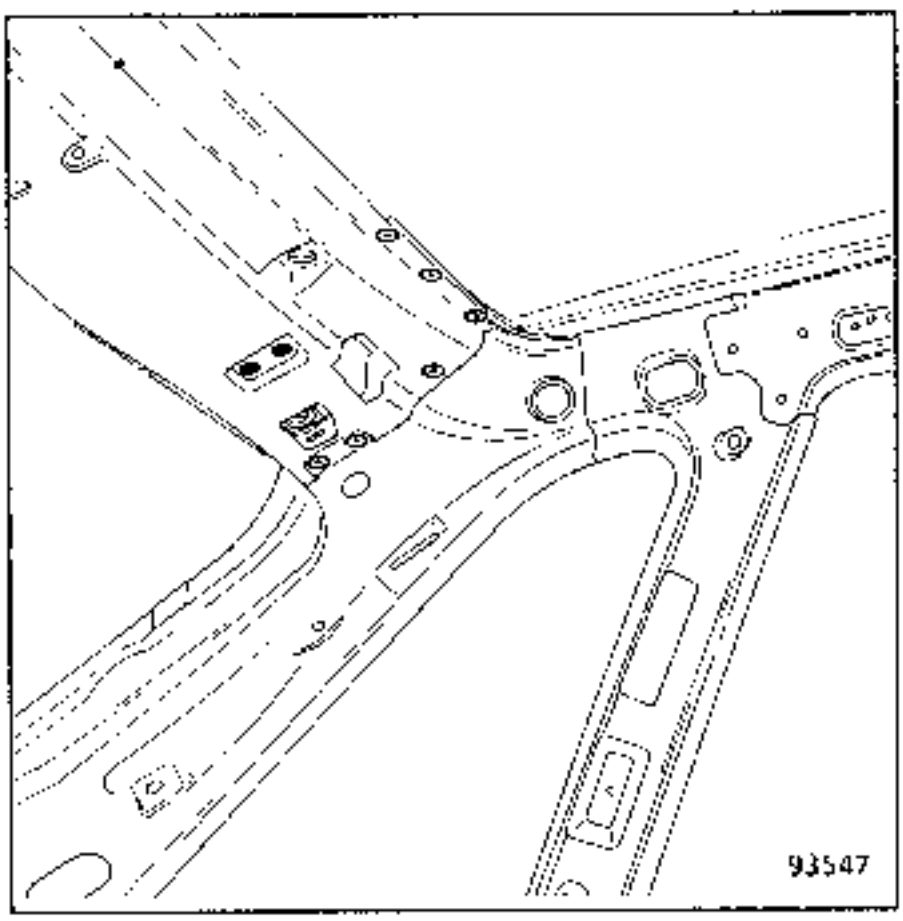
1 CONNECTION WITH QUARTER PANEL LINING

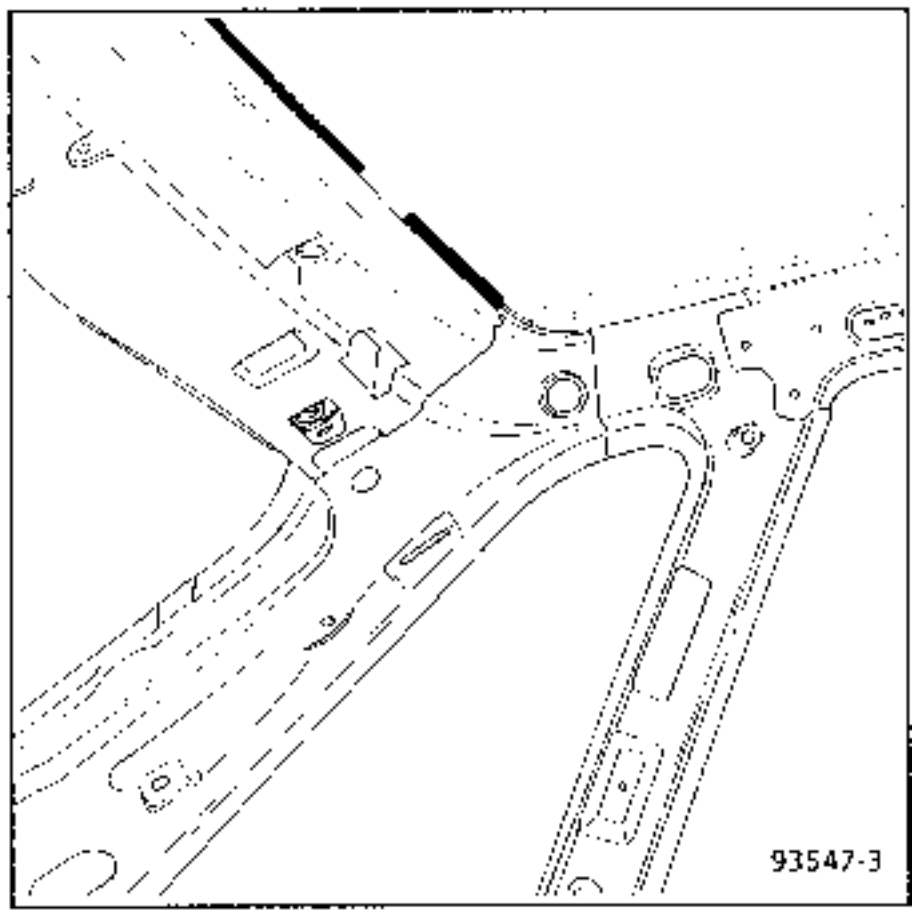
Cross reference: see 44-F-2

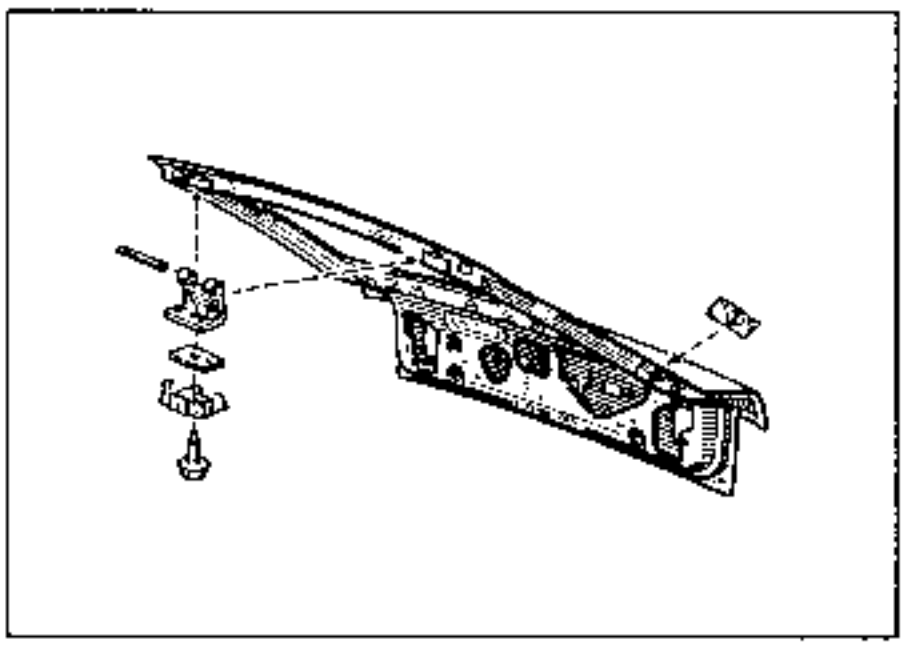
2 CONNECTION WITH ROOF

Cross reference: see 45-A-4



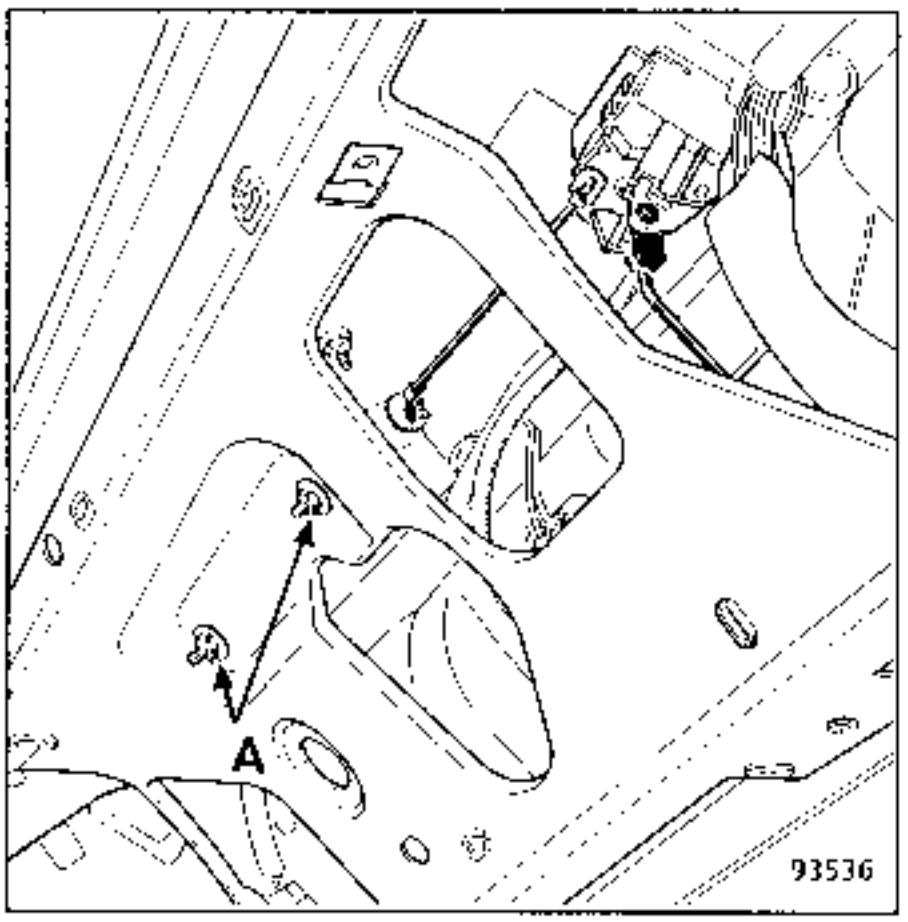






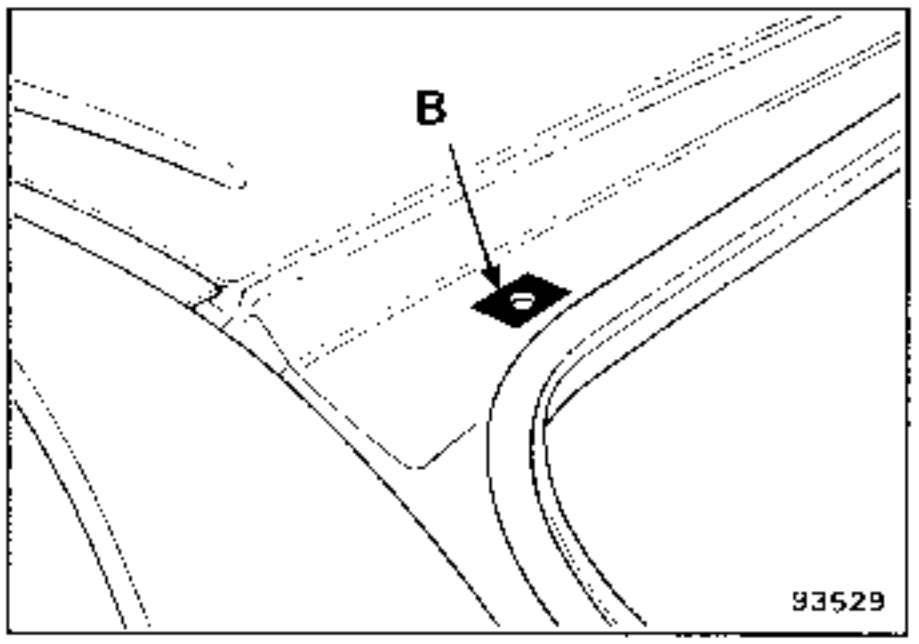
REMOVING

Strip the accessories from the tailgate in the following order.



- Remove the tailgate trim.
- Remove the rear screen wiper.
- Remove the tailgate lock motor (A) to be able to remove the wiring harness and the rear spoiler.
- Remove the wiring harness.

REFITTING

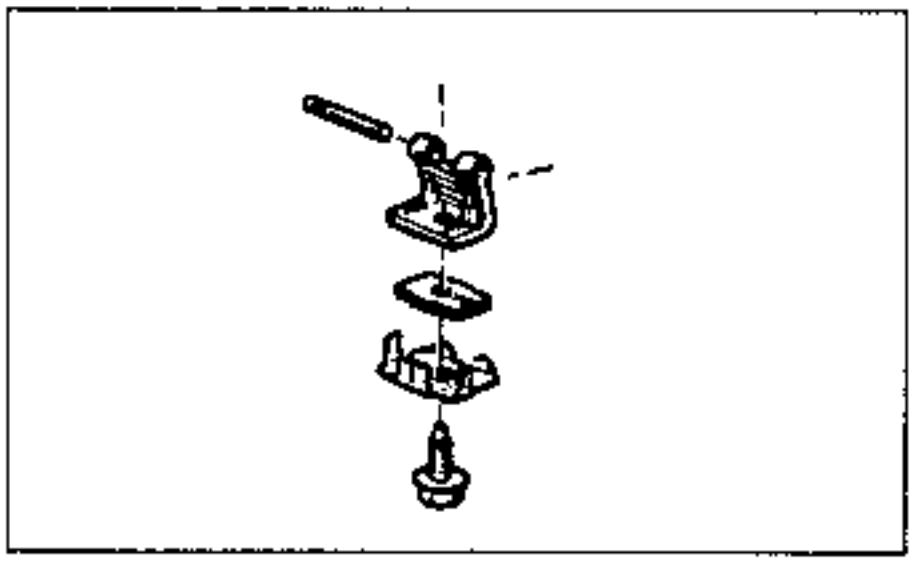


Before refitting the tailgate, apply sealing mastic to area (B) under the hinge.

After refitting, spray 2 pot anti-chipping mastic round the hinge.

When refitting the accessories it is preferable to refit the wiring harness first.

REPLACING

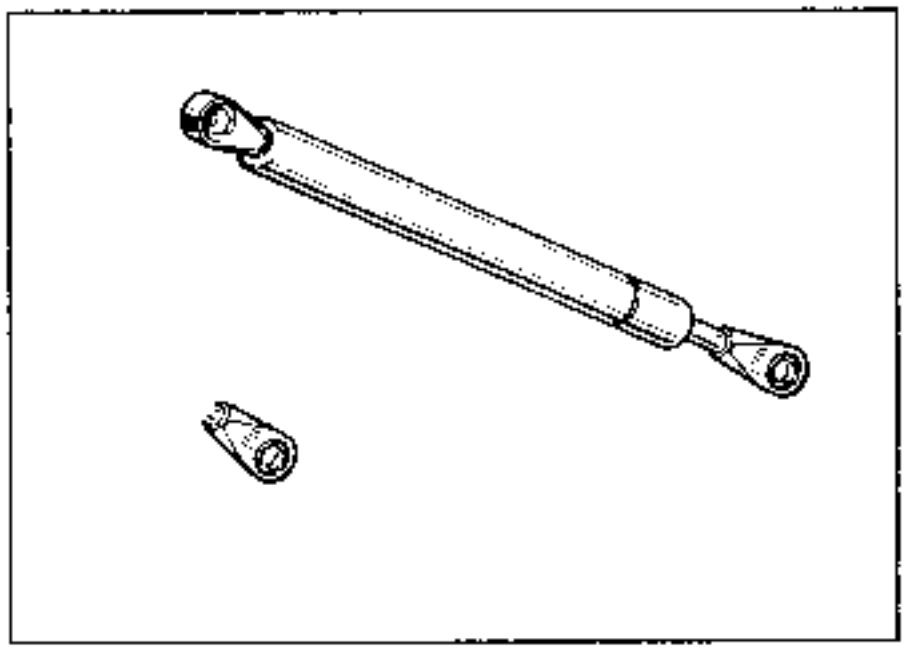


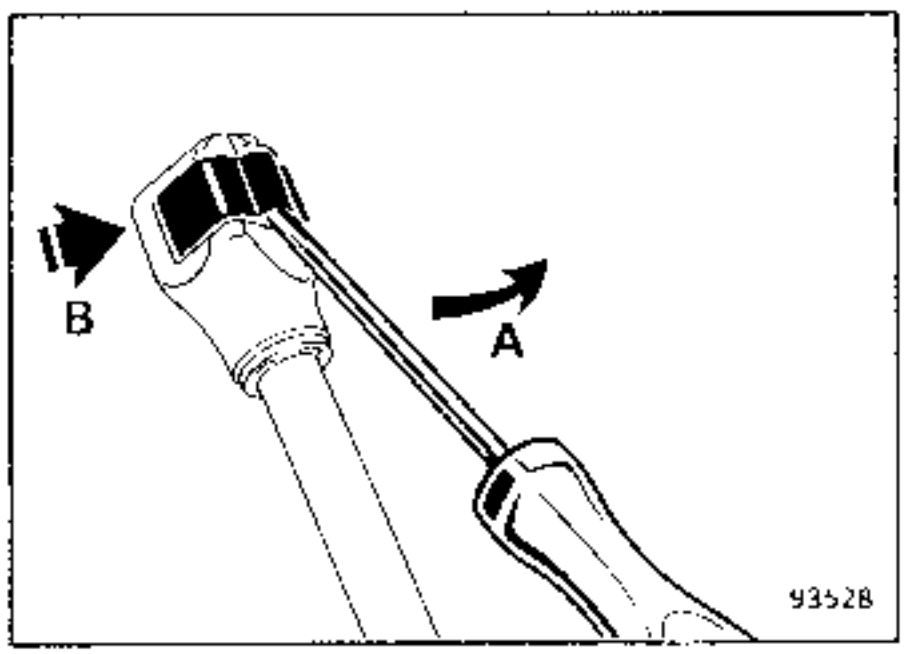
If the tailgate is to be replaced, the female hinge sections will either have to be retrieved from the old one or ordered separately as they are not supplied with the tailgate.

Note : To facilitate the adjustment of the tailgate, it is preferable to remove the hinge sections after removing the tailgate.

REMARK :

Before removing the hinge pins, mark which ends have the splines on them so that they can be removed in the correct direction.

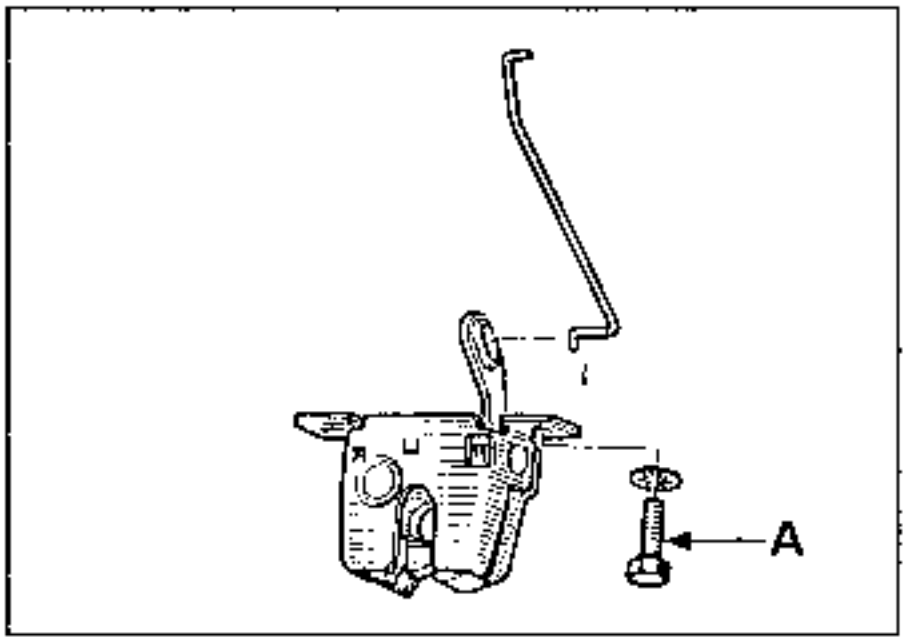




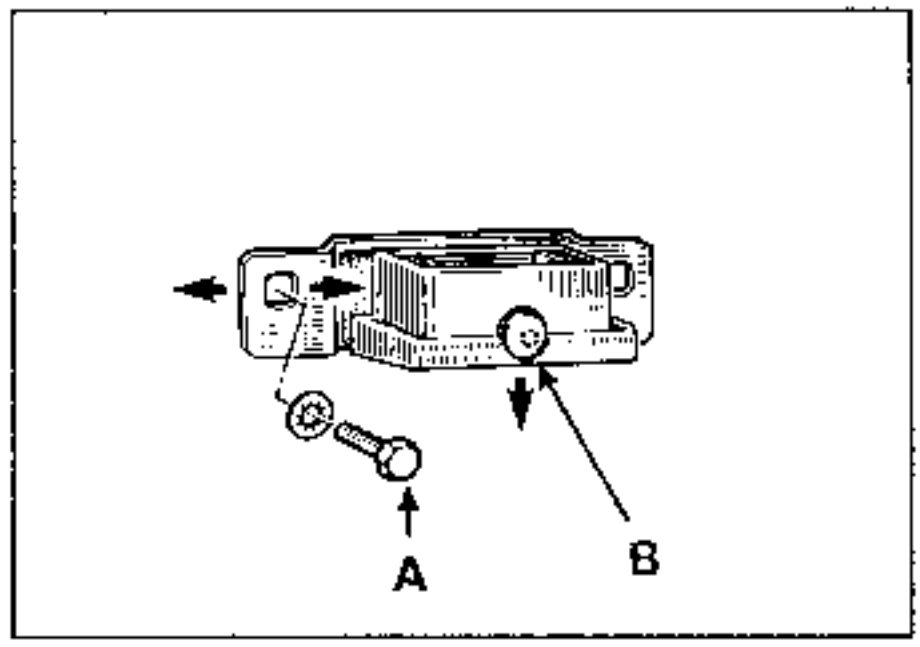
To remove the strut, lift up the metal clip (A), without removing it, using a screw-driver and lift the ball joint off its location.

If the clip breaks, the entire strut end fitting ref. 770 1024 613 will have to be replaced.

REMOVING

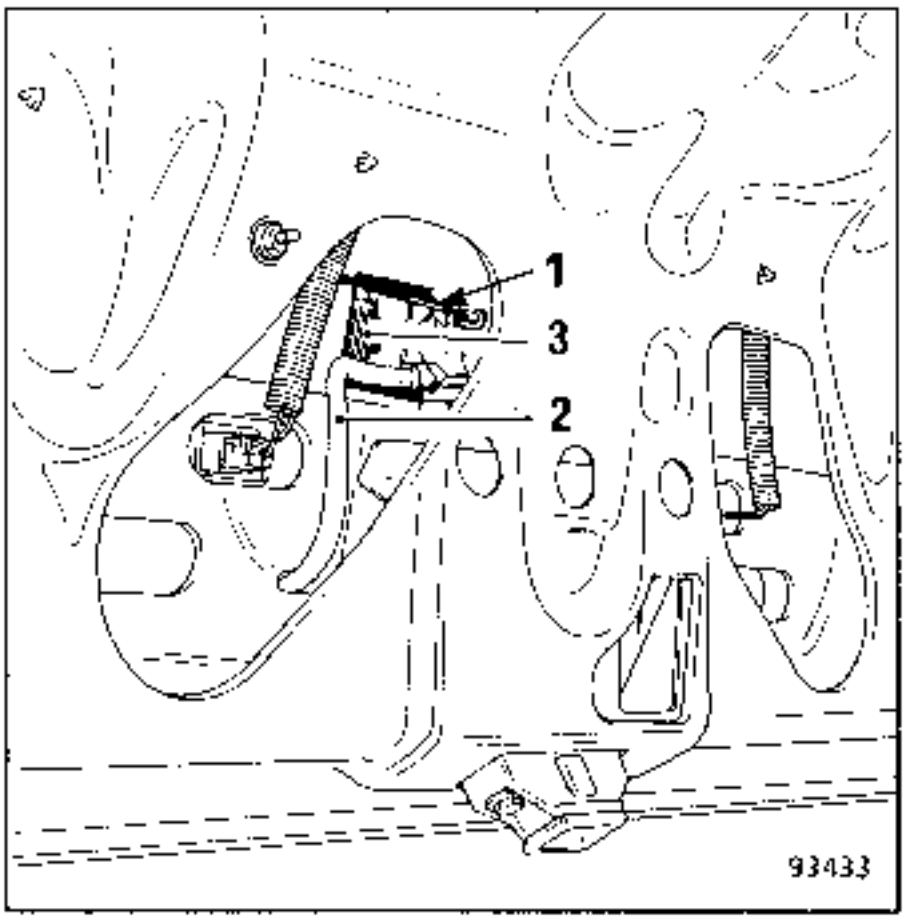


Remove the two bolts (A) and pull the lock, whilst swinging it, to release the control link.



Bolt A : sideways adjustment
Bolt B : height adjustment

Tailgate lock barrel



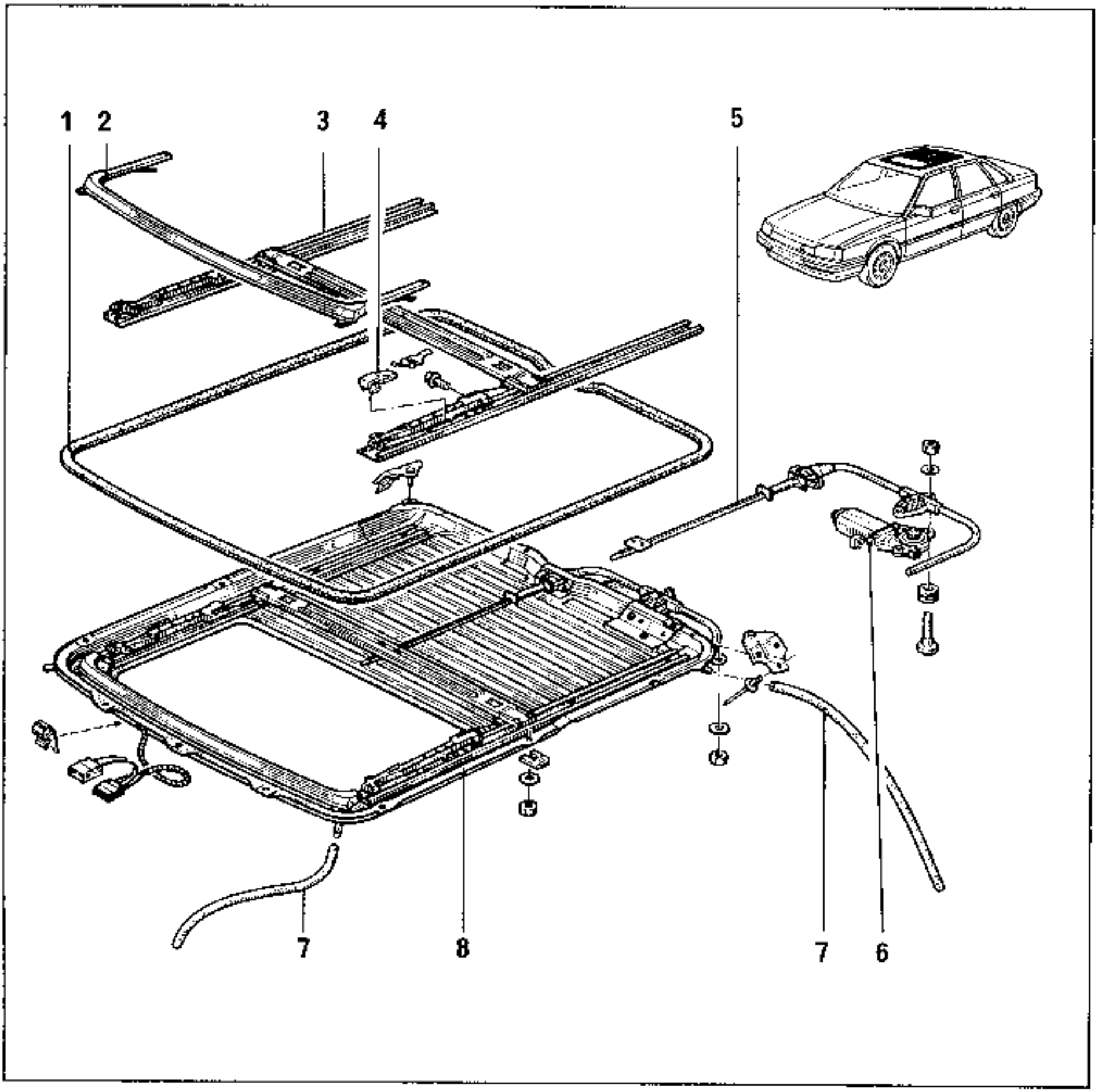
Unclip :

- The latch control link (1)
- The tailgate opening control link, which is connected to the lock..

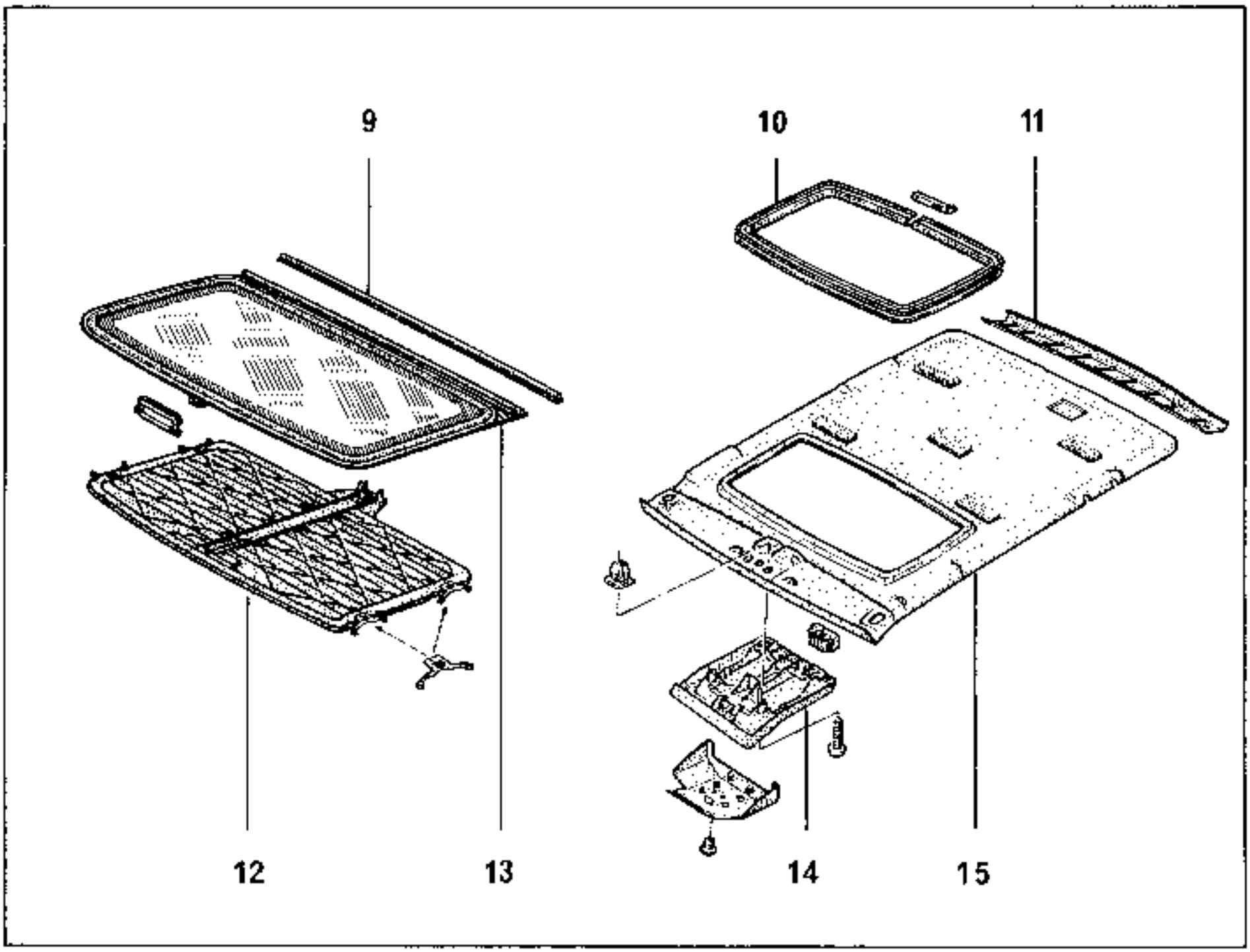
Disconnect the water drain pipe (2) and remove the clip (3) that secures the lock barrel in place.

Remove the lock barrel from outside the tailgate.

NAMES OF PARTS



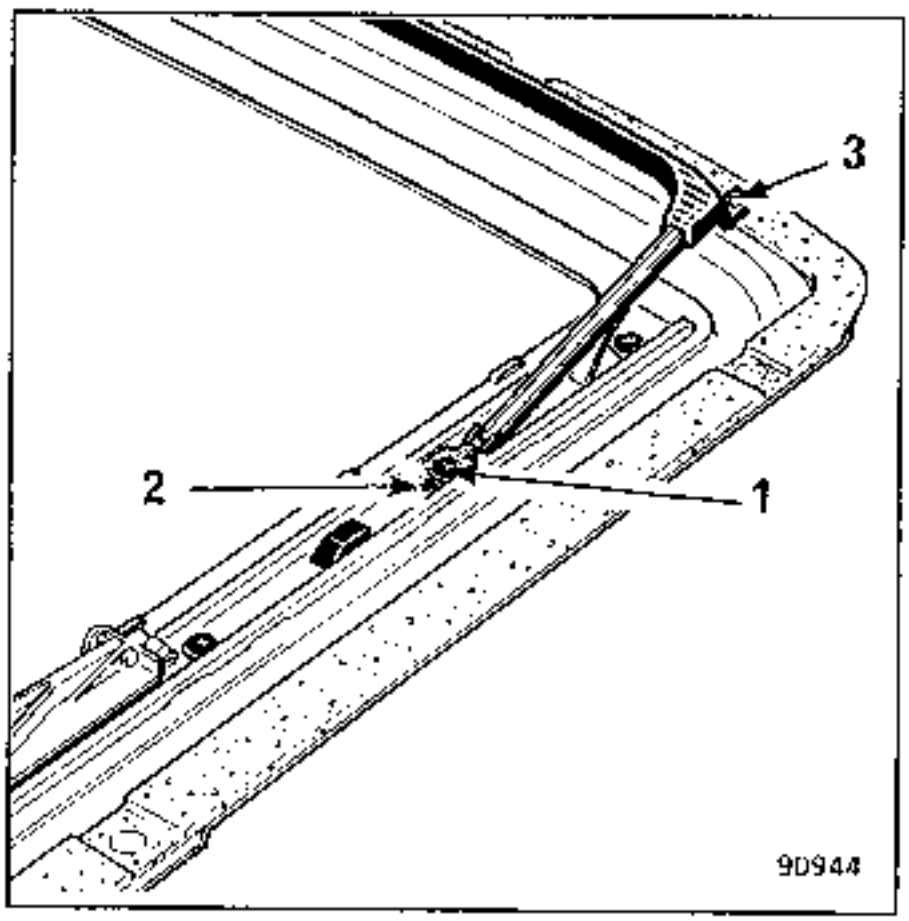
1 - Seal
2 - Deflector assembly
3 - Sun roof control
4 - Lifting ramp
5 - Control cable assembly
6 - Sun roof motor
7 - Water drain pipe
8 - Channel assembly



9 - Moving panel seal
10 - Finishing trim
11 - Roof rear crossmember trim
12 - Inner panel
13 - Moving panel glass assembly
14 - Roof console
15 - Headlining

AIR DEFLECTOR

REMOVING



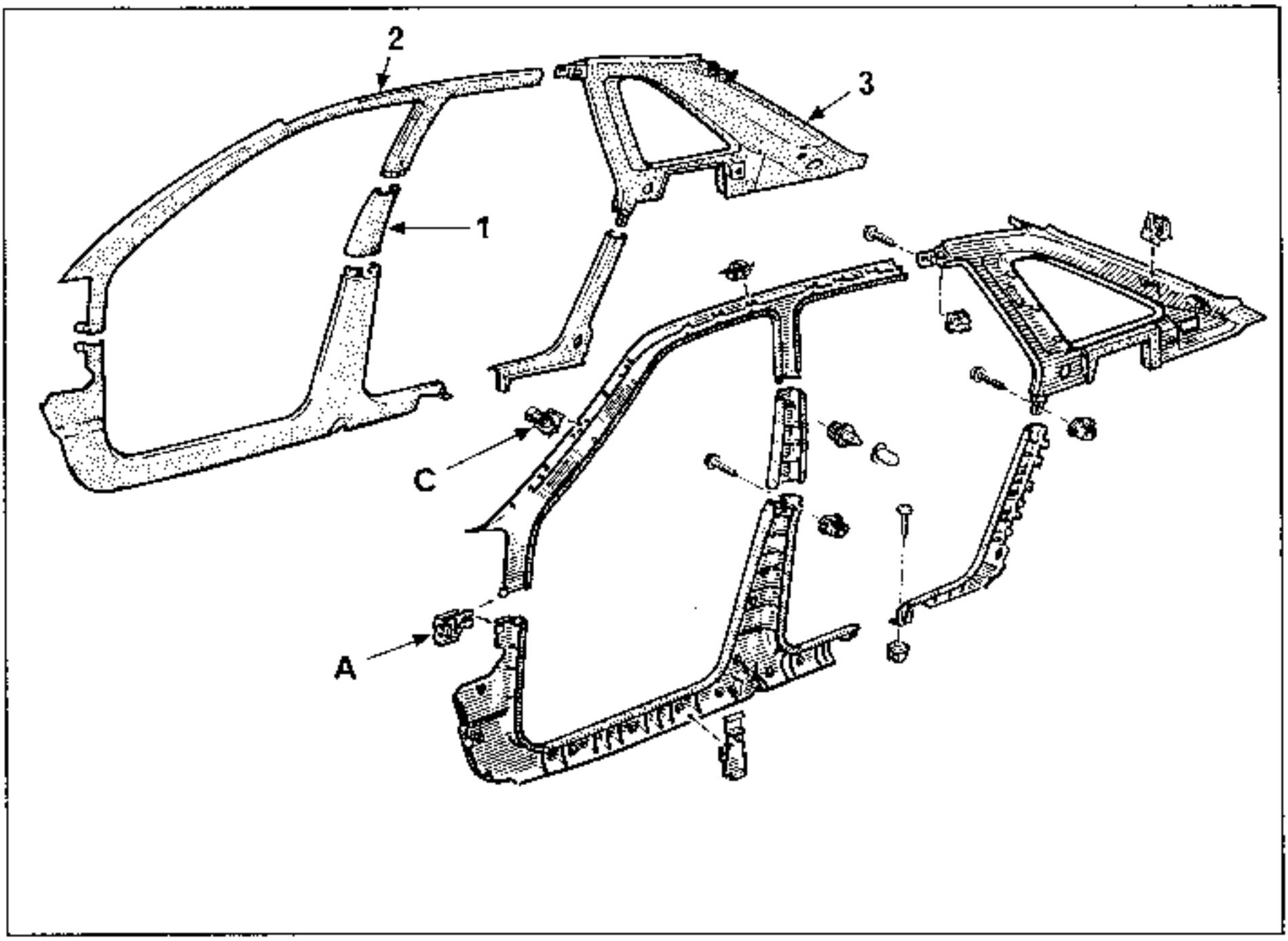
Place the moving panel in the "open" position.

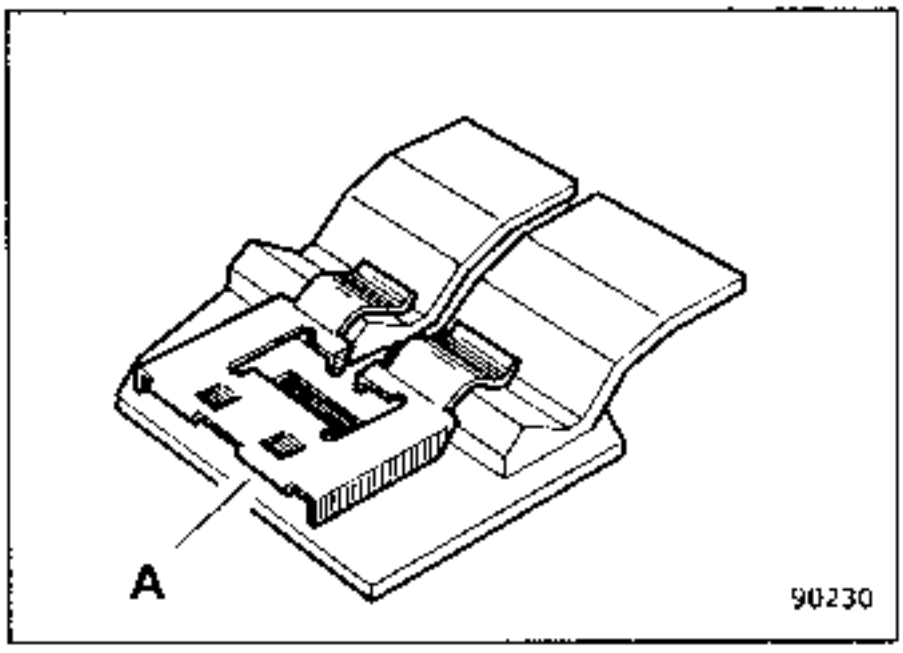
Remove the 2 screws (1) that secure the clips (2) in place.

Remove the deflector by freeing it from its stops (3).

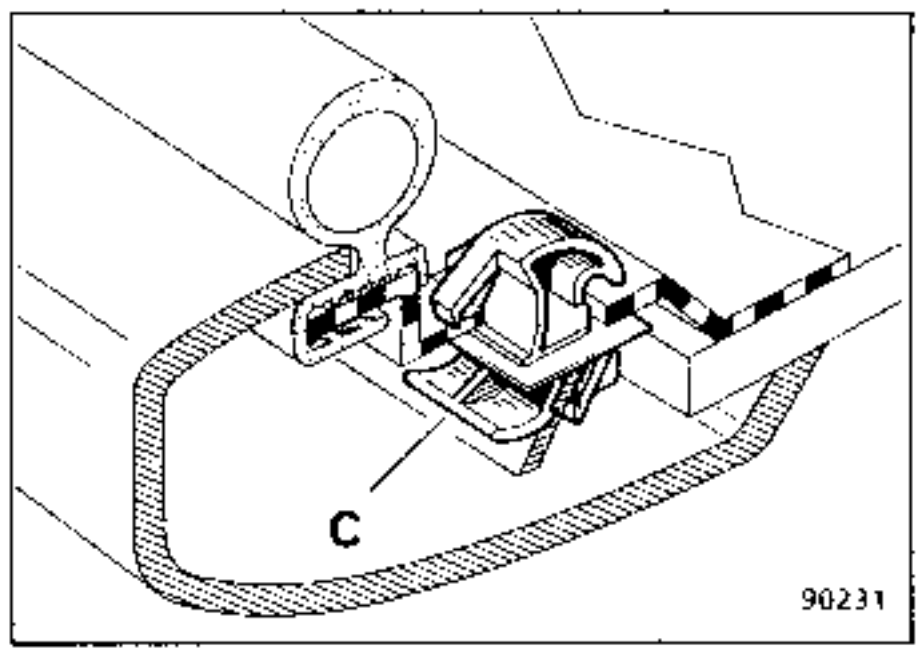
CHANNEL ASSEMBLY

REMOVING



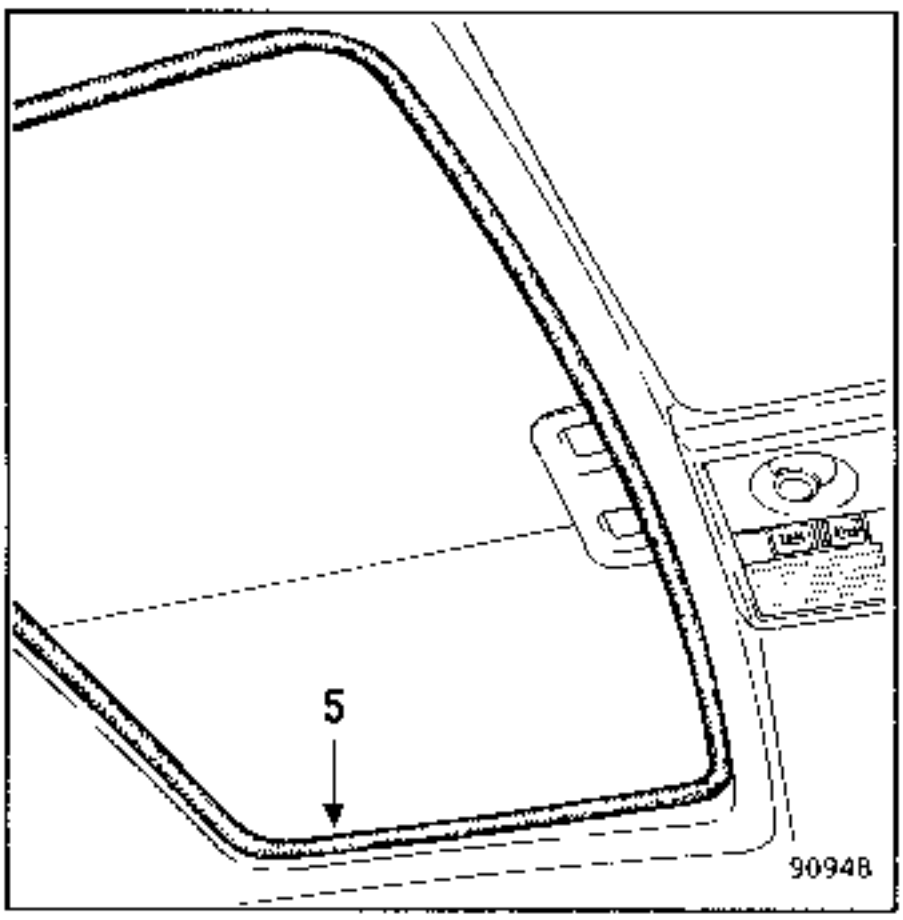


(A) Quick release fastening



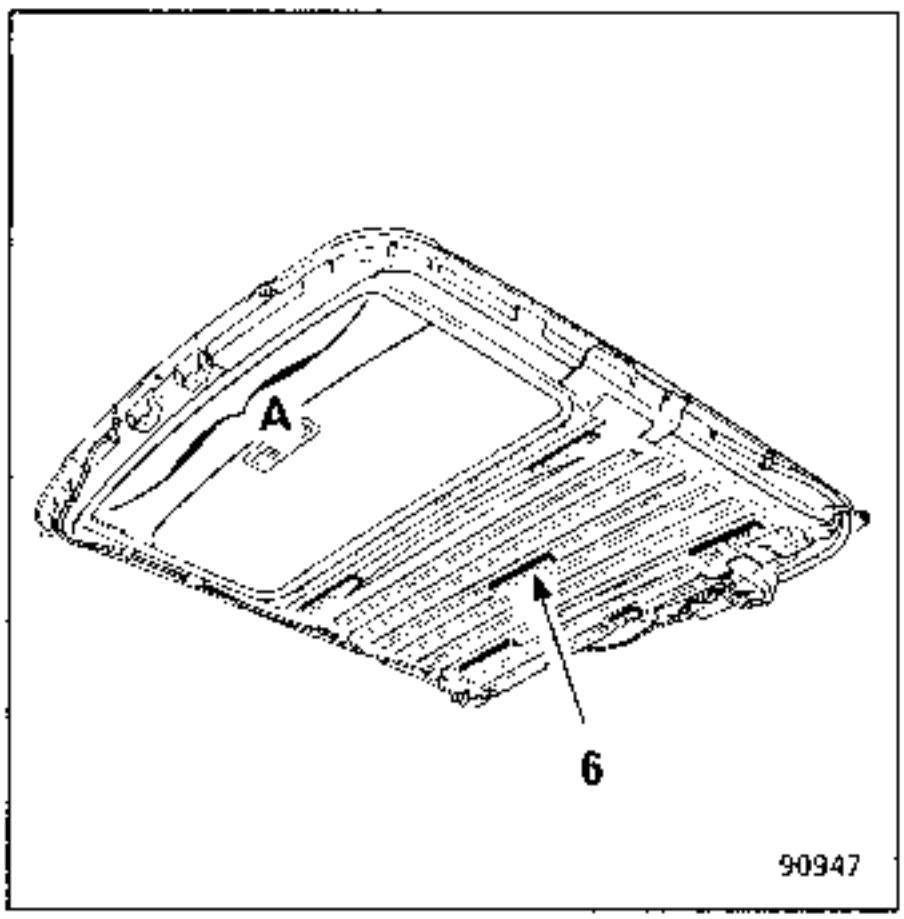
(C) Quick release fastening

Remove :
- The grab handles
- The body side interior trim pieces (1)(2)(3)
- The roof rear crossmember trim
- The roof console
- The sun vizors.



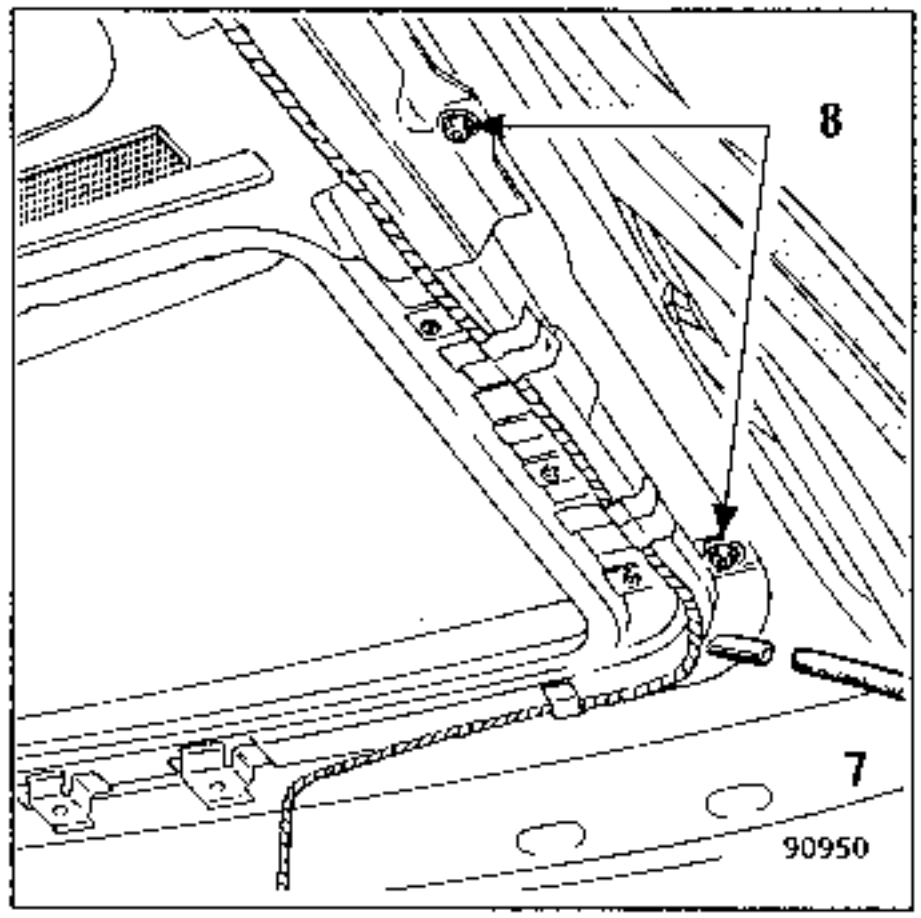
Open the inner panel and the glass.

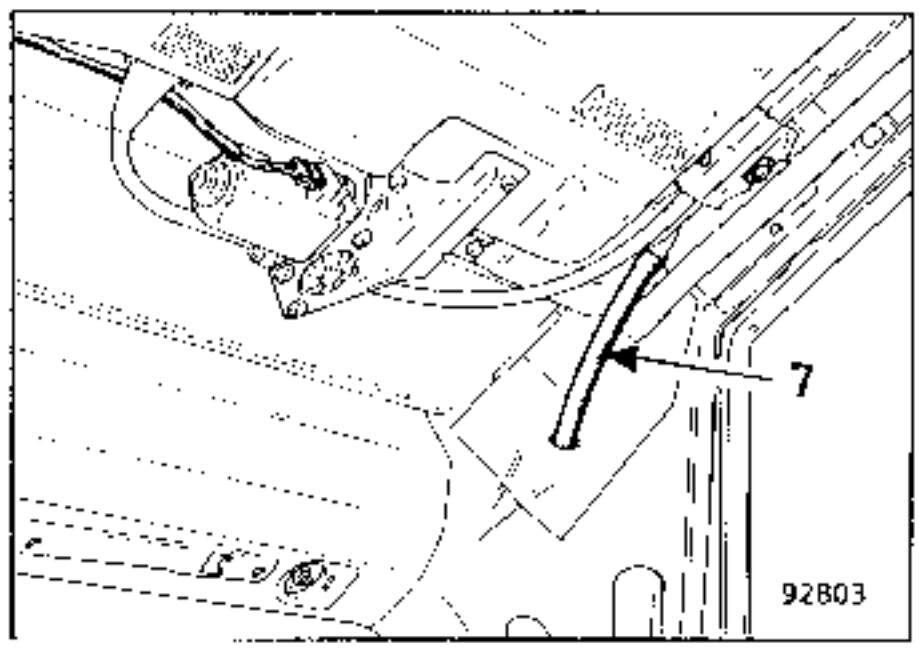
Remove the centre clip from the finishing trim (5).
Remove the trim with great care (it is a fragile component).



Remove the headlining. To do this, free the headlining with a cutter along section (A) and free the 6 "velcro" strips (6).

Take out the headlining through the tailgate frame.





Disconnect the motor supply connector.

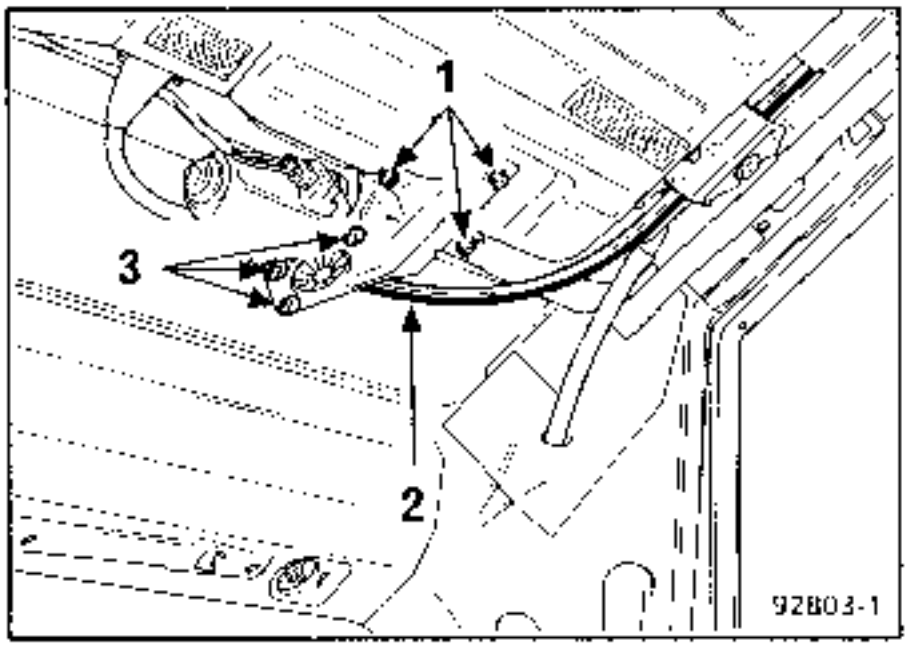
Disconnect the 4 water drain pipes (7).

Remove the 8 nuts (8) that secure the channel in place.

Take out the channel through the tailgate aperture.

MOTOR

REMOVING

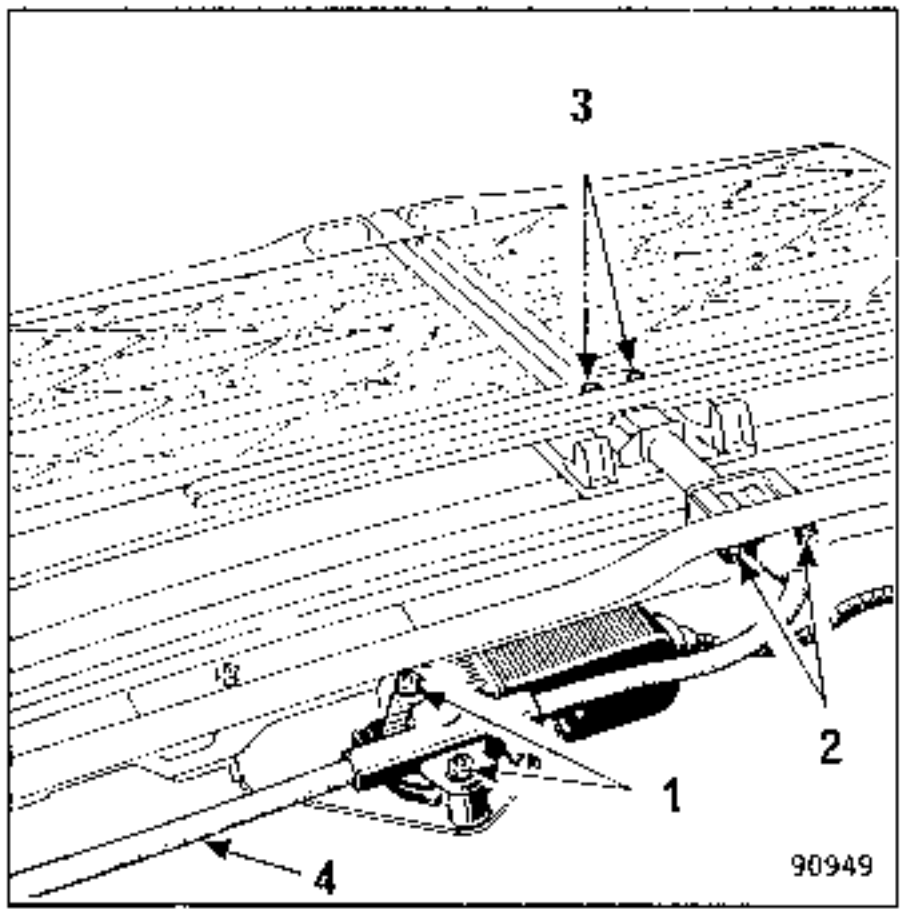


Disconnect the motor supply connector.
Remove the 3 screws (1) that secure the motor support plate.
Take out the drive cable (2) from its location.
Remove the 3 screws (3) that secure the motor to its plate.
Remove the motor by freeing it from the drive cable cover.

CONTROL CABLE ASSEMBLY

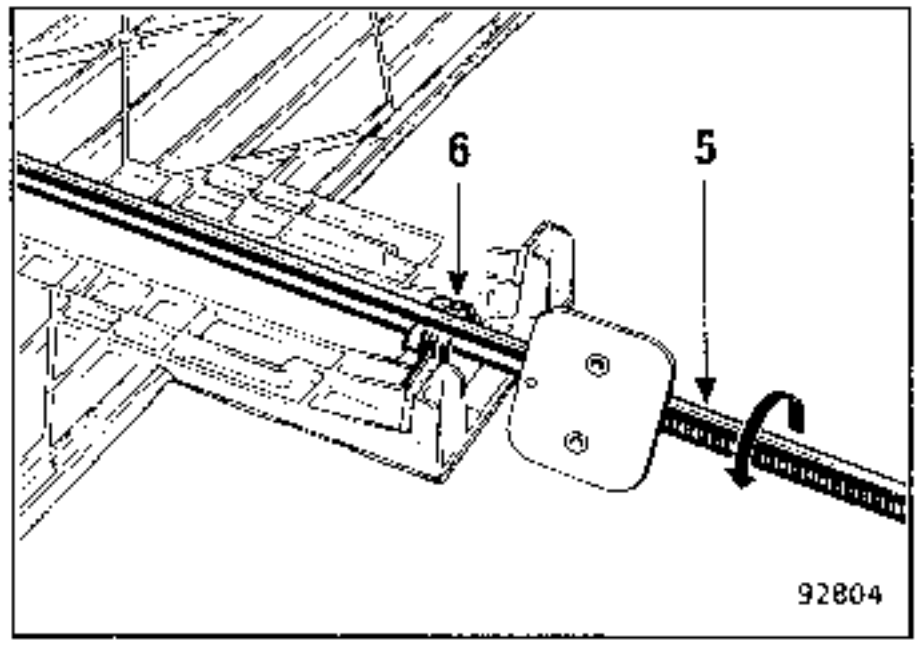
REMOVING

Note: To carry out this operation one must first remove the side channel.



Remove :

- the 2 nuts (1) that secure the cable to the motor.
- the 2 nuts (2) that secure its cover to the channel.
- the 2 screws (3) that secure the end of the cable to the centre crossmember.
- the cable cover (4) by freeing it from the control cable.

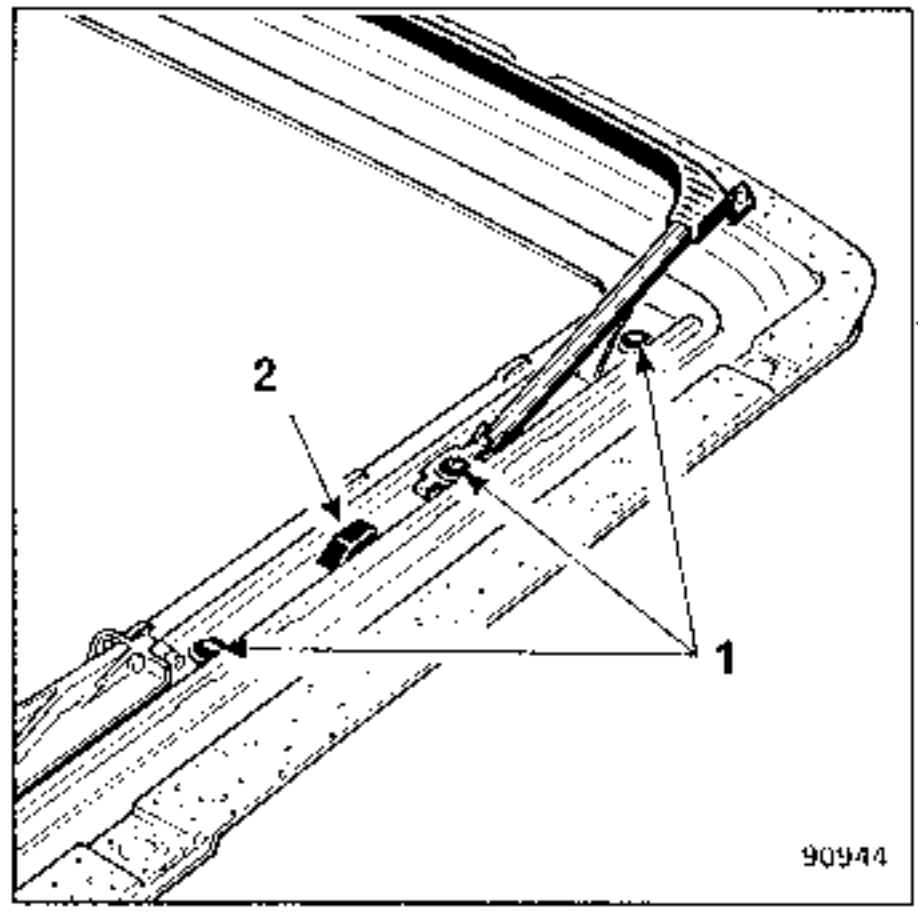


Swing the guide tube (5), on its centre line, round the hook (6) to separate it from the inside panel.

SUN ROOF CONTROL MECHANISM

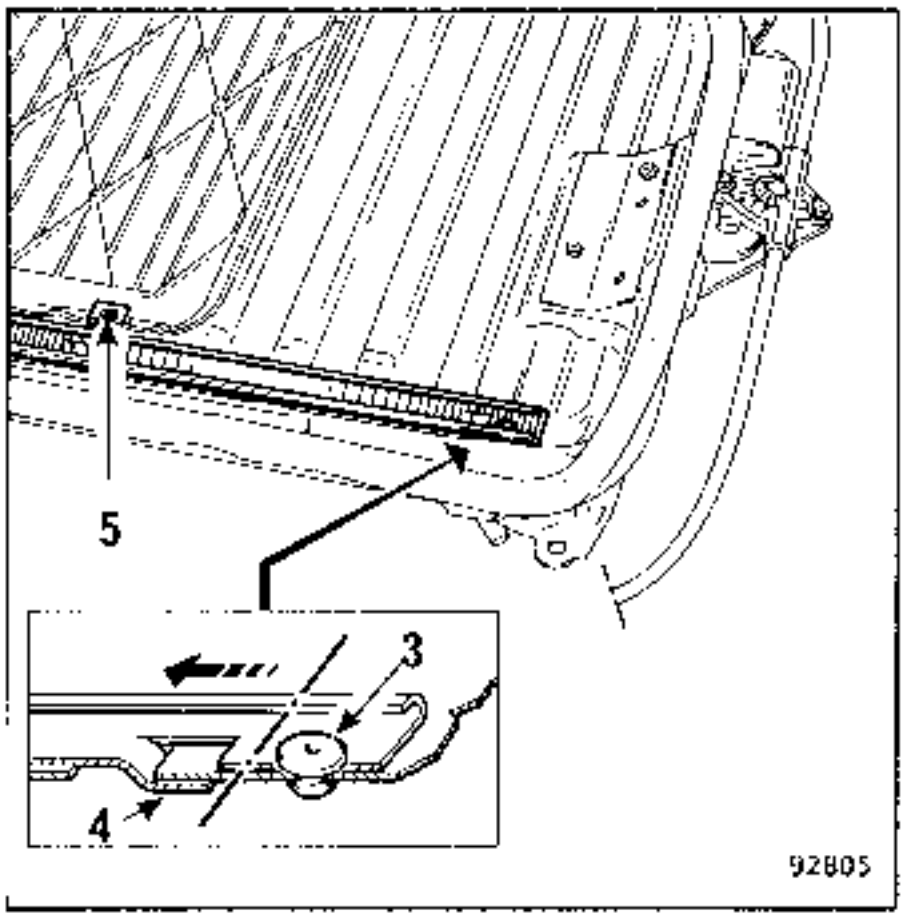
REMOVING

Note: To carry out this operation one must first remove the side channel



Bring the mechanism into the "open" position.
Remove the 6 screws (1) that secure the rails to the channel
Unclip the 2 lift ramps (2).

Remove the 2 screws that secure the control cable end to the mechanism centre crossmember.

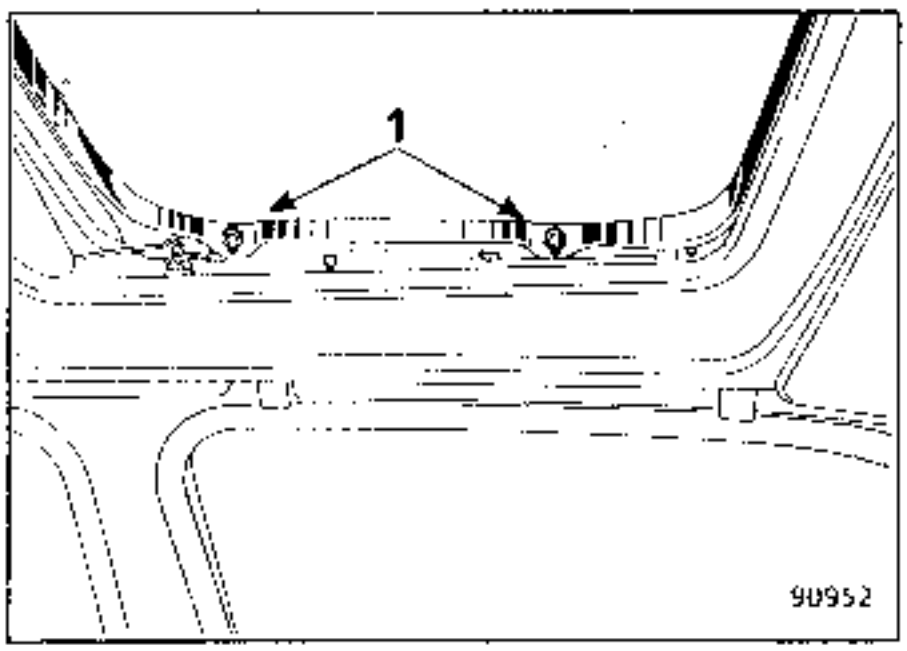


Drill out the 2 rivets (3) that secure the rear ends of the rails and remove the mechanism buy pulling the rails forwards to free the lugs (4).

Hold the inner panel as the mechanism is removed to release the guide springs (5).

MOVING PANEL GLASS ASSEMBLY

REMOVING



Close the glass.

Remove the 4 screws (1)(B.T.R. heads).
Move back the sun roof control system, electrically.
Tilt the glass slightly backwards and remove it from outside, in a forward direction.

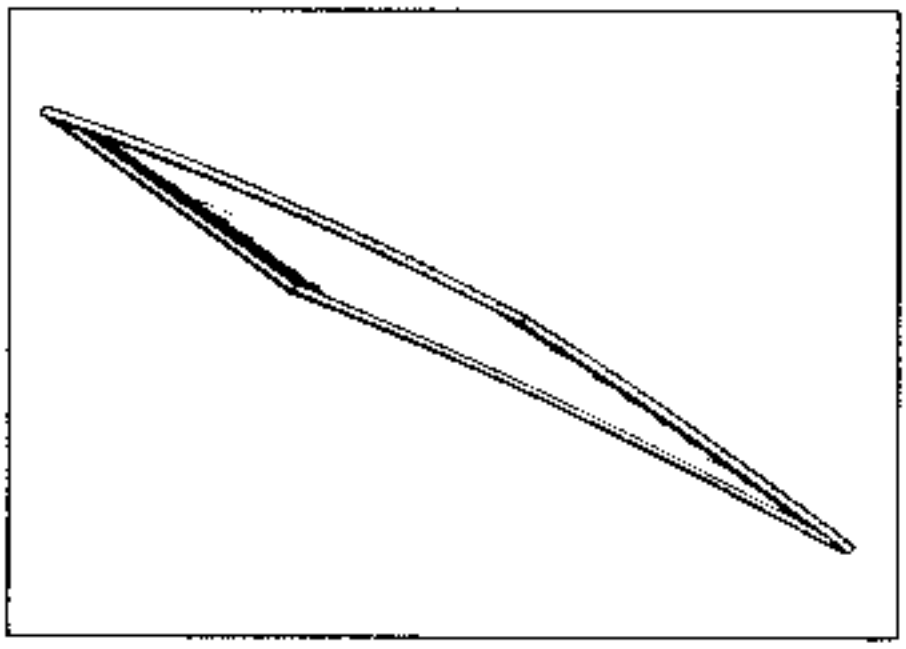
REFITTING and ADJUSTING

Place the glass assembly on the control mechanism and screw up the 4 screws (1) without tightening them.

Bring the control system into the closed position and adjust the moving panel to bring it flush with the roof.

Tighten the 4 screws.

Operate the sun roof a few times to check that it is still flush and readjust if necessary.



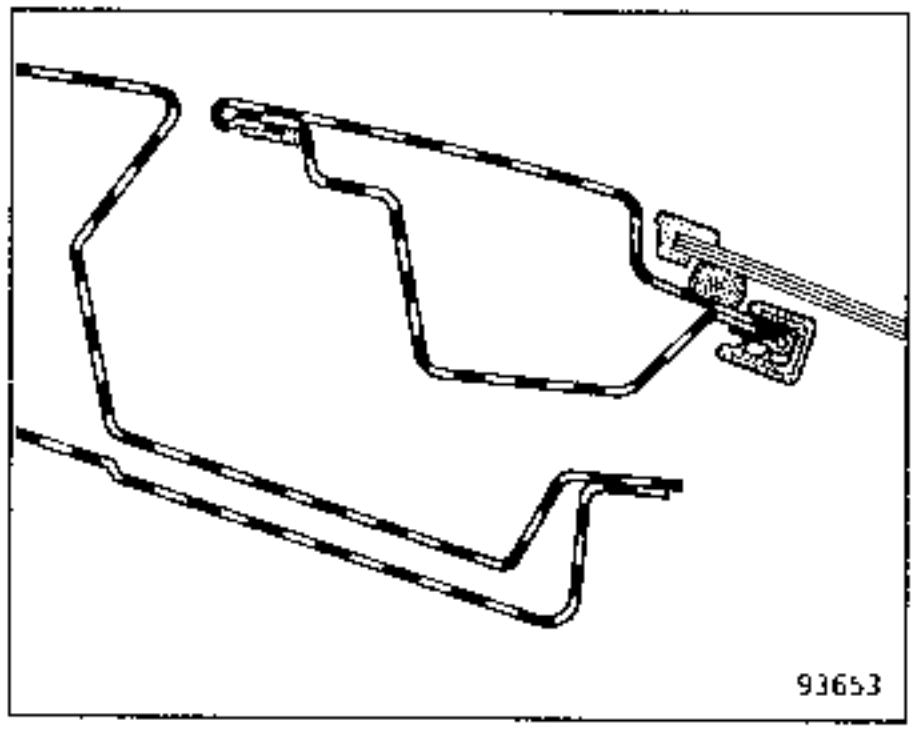
This screen is a moulded assembly, that is to say the trim is moulded into its periphery. It is impossible to separate the trim piece from the glass.

REMOVING

One of two methods can be used to cut the fillet of bonding mastic. In each case, carry out the operation very carefully to avoid damaging the moulding.

Method 1

Disconnect the wires that supply the heating element. Remove the overflow seal. The seal may have to be pulled very hard to remove it from the surround if it is embedded in th e bonding mastic. Apply adhesive tape to the edges (upper and lower) of the tailgate.

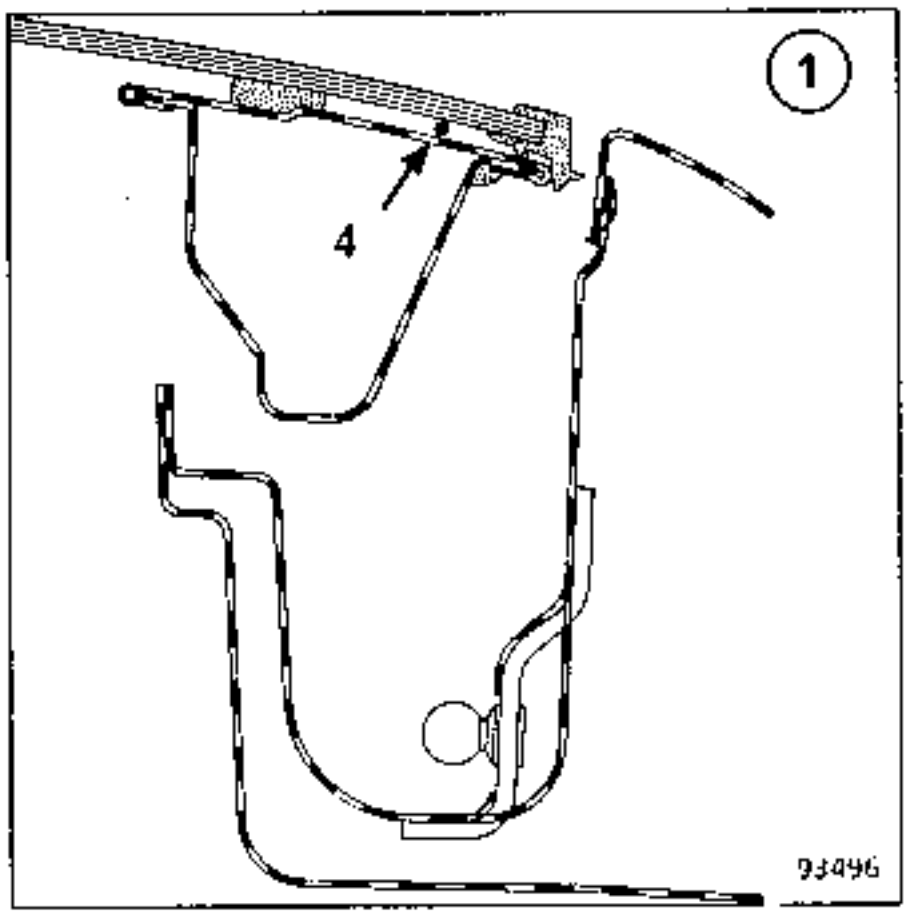


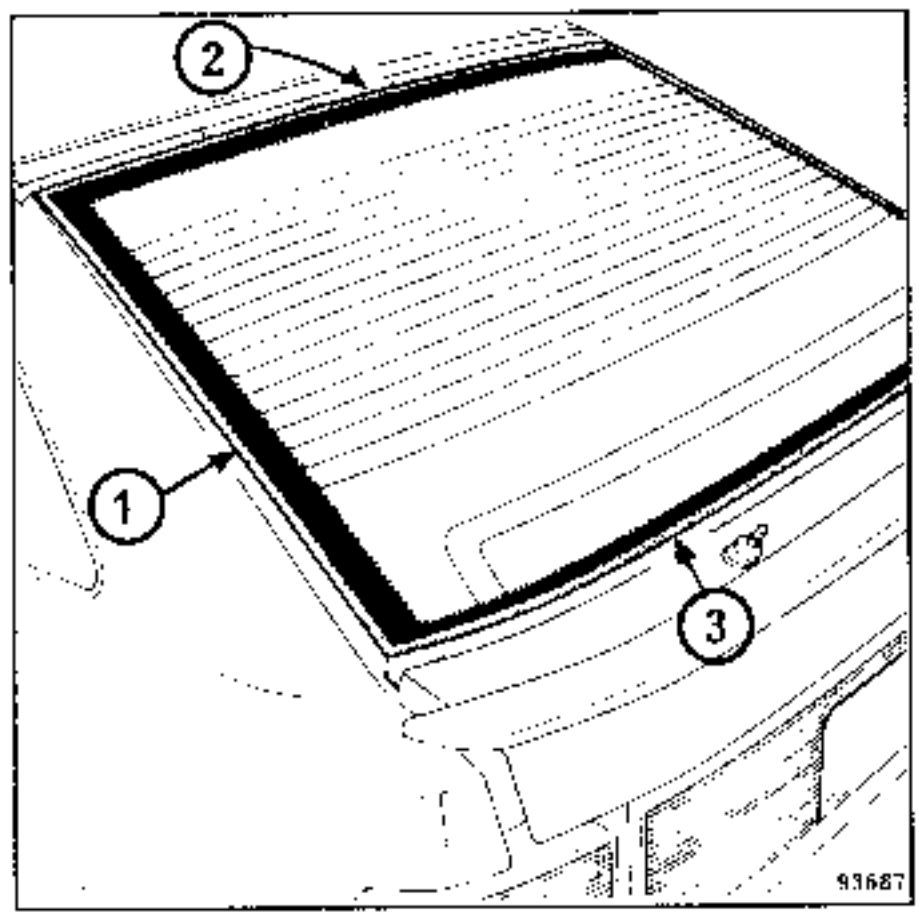
Check, along the edges (upper and lower) whether there is enough clearance between the moulding and the surround to pass a cutting wire between them. If there is not, use method 2.

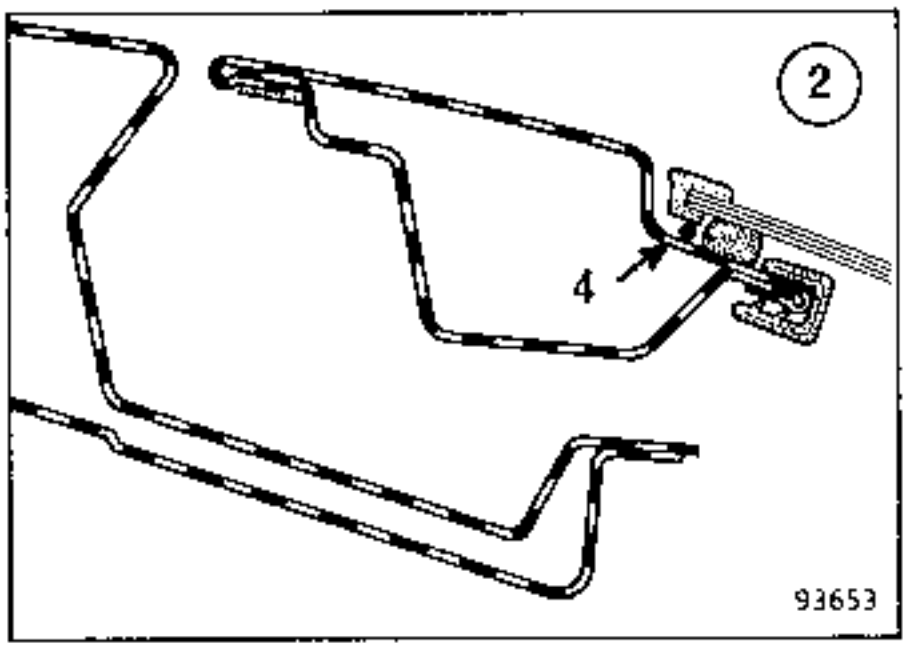
Pass a length of cutting wire through the mastic fillet, at one of the upper corners.

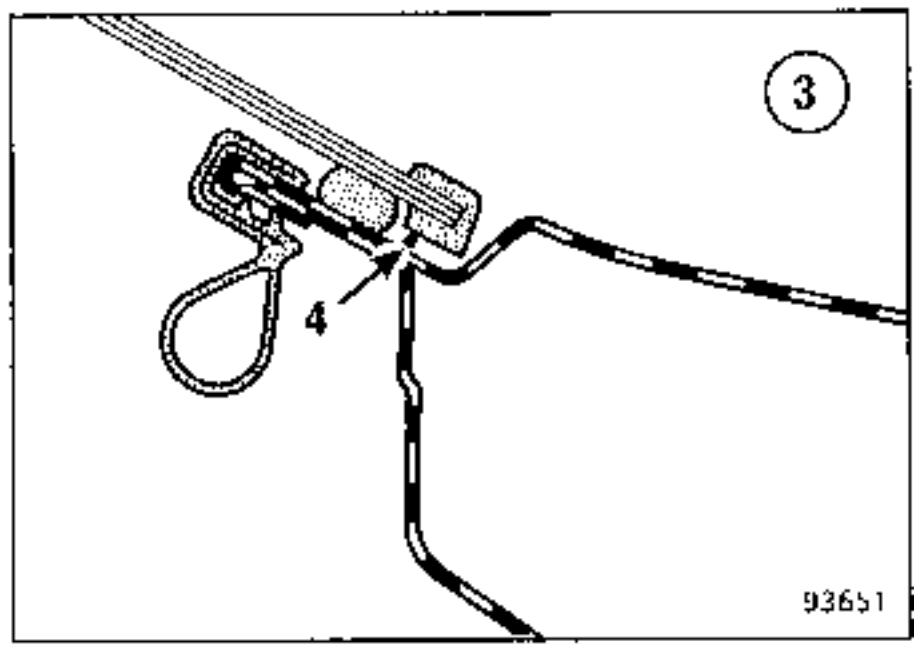
Cut the m astic fillet, finishing at the lower corner on the opposite side.

Method 2





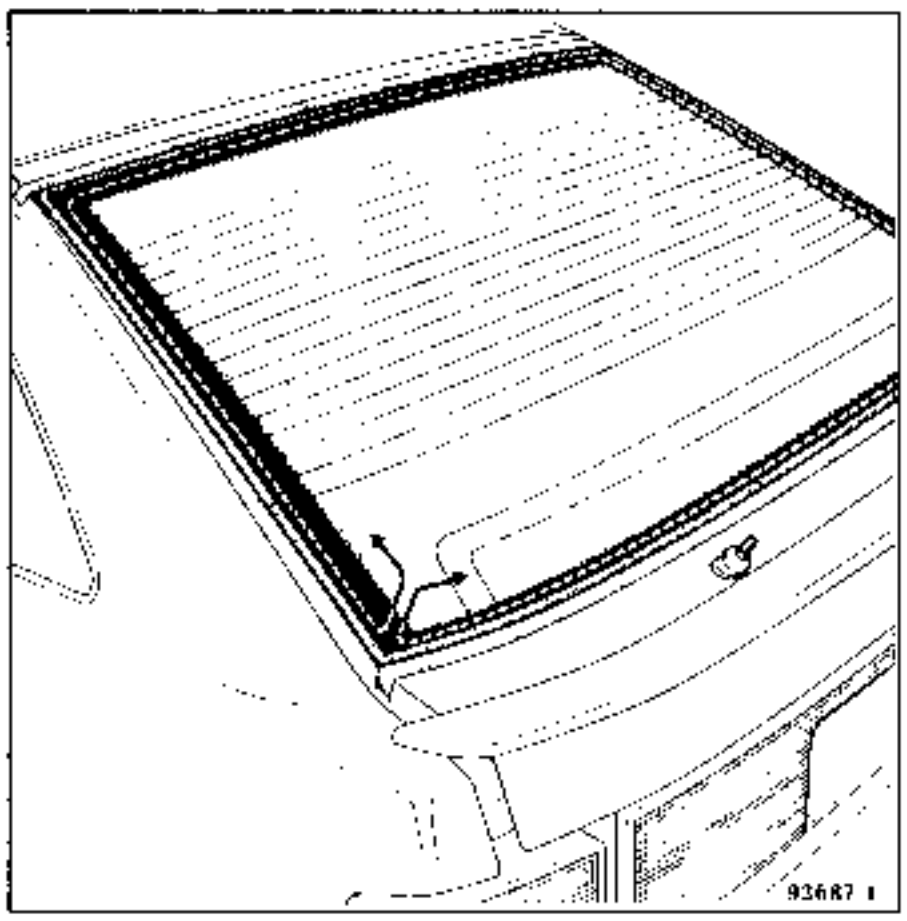




Take a length of cutting wire 5 m long.

At one of the lower corners, pass one end of the wire, approximately 15 to 20 cm long, through the mastic fillet, from the outside inwards.

From the outside, push the wire (4) under the moulded trim, around the entire periphery of the rear screen. Apply pieces of adhesive tape at regular intervals around the periphery to prevent it coming out.



After passing round the entire periphery of the screen, push the other end of the wire through the mastic fillet as shown in this illustration.

From inside the tailgate, fit the pulling handle and the wire retaining tool.

Cut through the mastic fillet without changing the position of the wire retaining tool.

Progressively, as the fillet is cut, reduce the length of the wire at the handle and ensure that the wire is passing correctly under the trim so as not to damage the moulding.

REFITTING

Cleaning the frame

Using a spatula approximately 20 to 25mm wide, sharpened to form a cutting edge, cut and smooth down the mastic to leave a thickness of between 0.5 and 1mm of mastic on the frame.

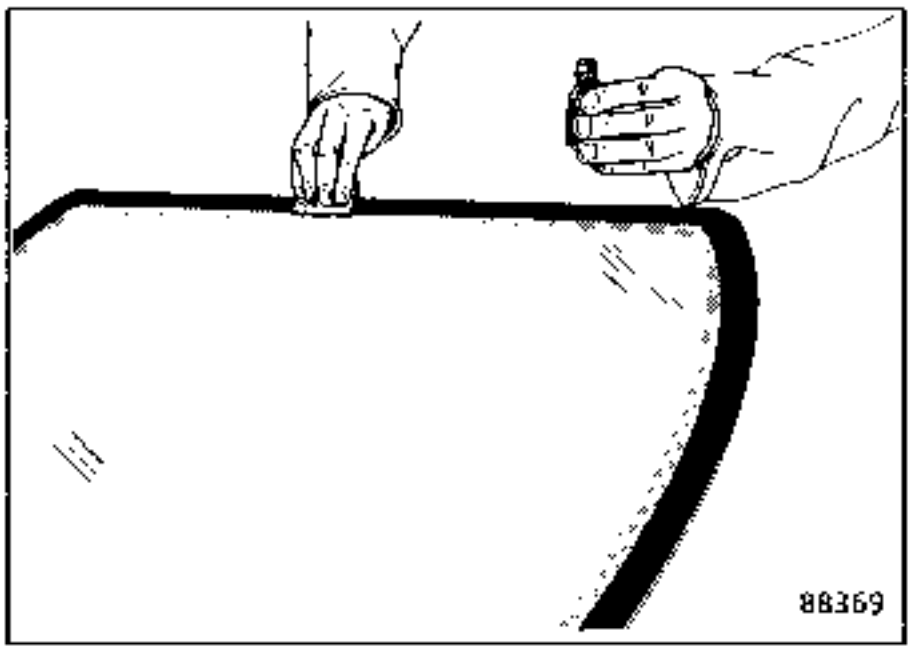
Note: It is essential to leave a film mastic on the frame to act as a support to the new fillet.

Remove all mastic residues and dust from the frame by blowing it off with compressed air.

Note: Use only dry air that is free from all traces of oil.

It is a general rule that no cleaning or degreasing product is to be applied to the mastic film.

Preparing the new glass



Carefully clean the enamelled surface around the entire periphery of the glass.

1-If possible, use demineralised water dry it with a clean dry cloth.

2-Then use the degreasing agent applied with the special cloth which forms part of the kit.

Apply the glass primer over the entire enamelled area along the upper and lower edges and over a 30mm strip in the centre of the enamelled area down the sides.

Preparing the frame

Apply the panelling primer to those areas where the film has been damaged back to the bare metal during the removing or cleaning operations.

Fit a new overflow seal to the frame, knocking it in place with a mallet.

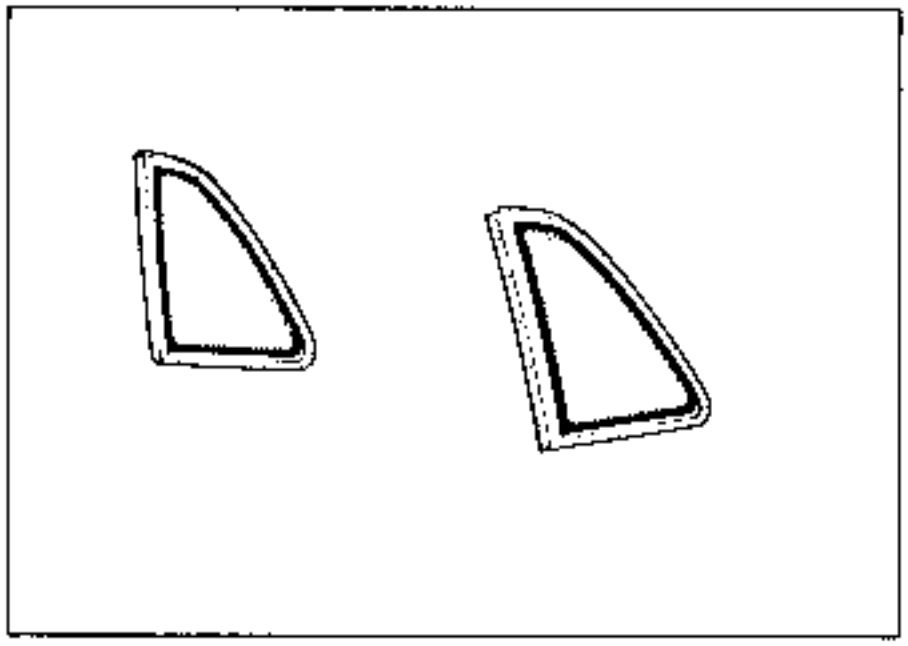
Fitting the glass

Apply a triangular section fillet of bonding mastic to the glass.

Apply the mastic along the centre of the primed strip. Smooth down the joint at the ends of the fillet with a spatula.

Holding it with suction pads, fit the rear screen, centralising it, laterally. Reconnect the heating element terminal tabs.

Note: The vehicle must not be moved for at least 3 hours. We strongly recommend you should use this time to run water over the periphery of the rear screen, on one hand to detect any leaks and on the other because water accelerates the polymerisation of the mastic.



These lights are moulded, that is to say the trim is moulded on to the periphery of the glass. It is impossible to separate the trim from the glass.

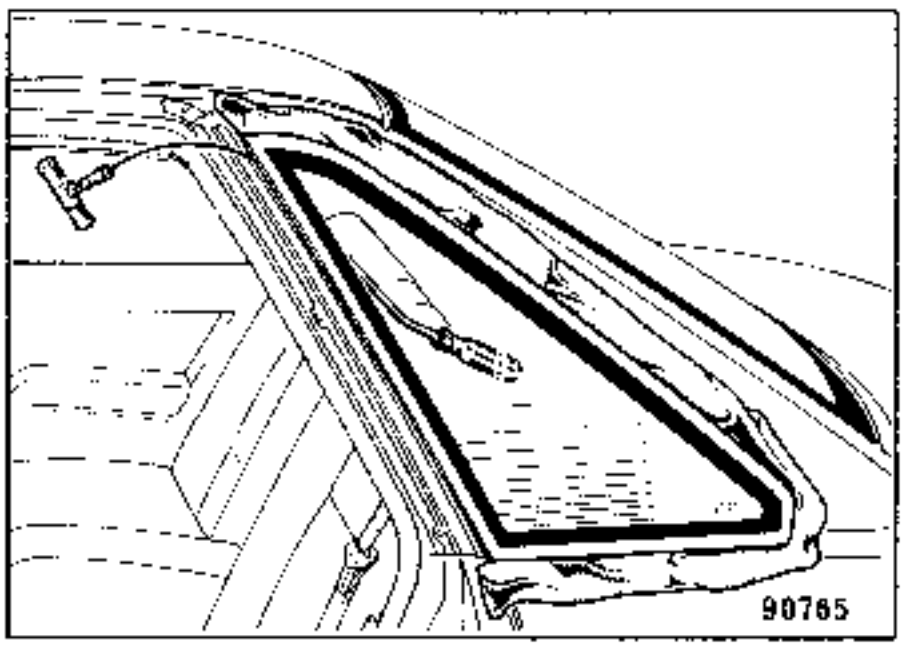
REMOVING

One of two methods can be used to cut the bonding mastic. In each case, take great care to avoid damaging the moulding.

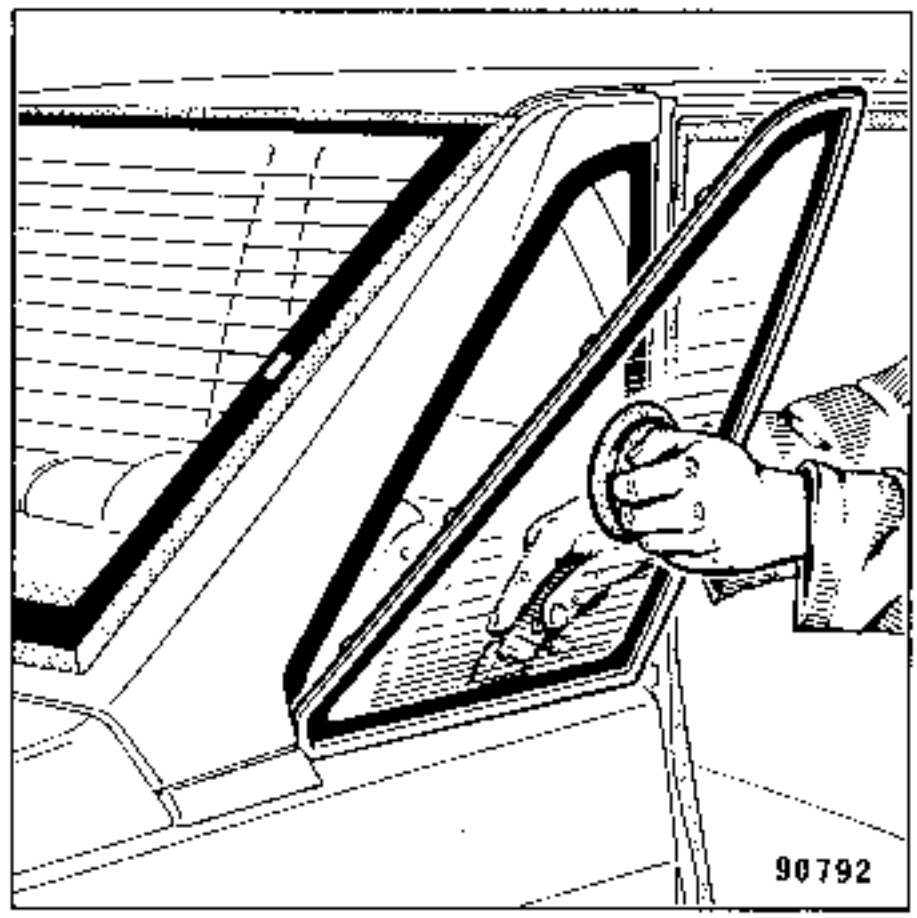
Method 1

Remove the quarter panel trim. Partially free the double seal.

Protect the bodywork round the entire periphery of the glass with wide adhesive tape.



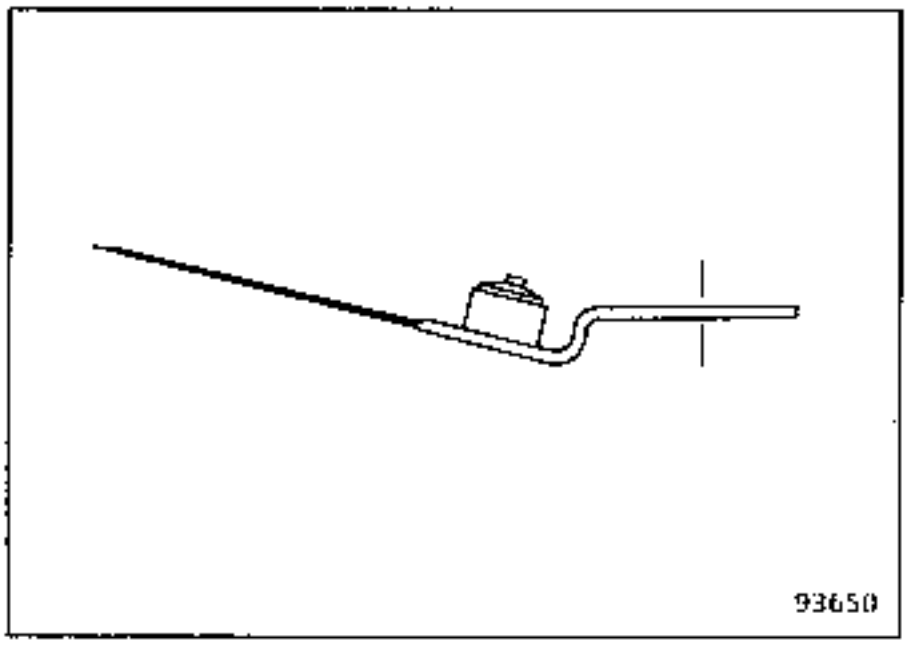
Pass a piece of steel wire approximately 30cm long through the mastic fillet in the upper corner. Fit the wire retaining tool and the pulling handle. Cut the mastic fillet in the direction shown on the illustration



After having cut down the 2 sides, swing out the glass and, with a sharp blade, cut through the remaining mastic.

Method 2

The quarter light can also be removed with the **FEIN** electric knife. In this case use blade
Suppliers reference : KM 4[illegible]05-09/ (see MR 500 for address)
Supplier : KENT MOORE UK LTD



Sharpen the blade whilst running the machine in position 2.

Remove the quarter panel lining. The light is cut out from inside the vehicle. Start the cut by inserting the blade through the mastic fillet (with the machine running in position 2).

Cut the mastic whilst varying the power of the machine to suit the load required to cut the mastic.

Note: It is very important for the blade to be sharp. Each blade must be sharpened before it is used.

REFITTING

Cleaning the frame

Using a spatula approximately 20 to 25mm wide, the edge of which has been sharpened, cut and smooth down the mastic fillet to leave a film of approximately 0.5 to 1mm thick round the frame.

Note :It is essential for a film of mastic to be left on the frame to act as a support for the new fillet.

Remove all residues of mastic and dust from the frame with a compressed air gun.

Note: Use only dry air free from all traces of oil.

The general rule is that no cleaning or degreasing product is to be applied to the mastic film.

Preparing the new glass

Carefully clean the enamelled area around the entire periphery of the glass.

1-If possible use demineralised water, wiping it with a clean dry cloth.

2-Then use the degreasing agent applied with the special cloth which forms part of the kit.

Apply glass primer to the enamelled surface with the special pad.

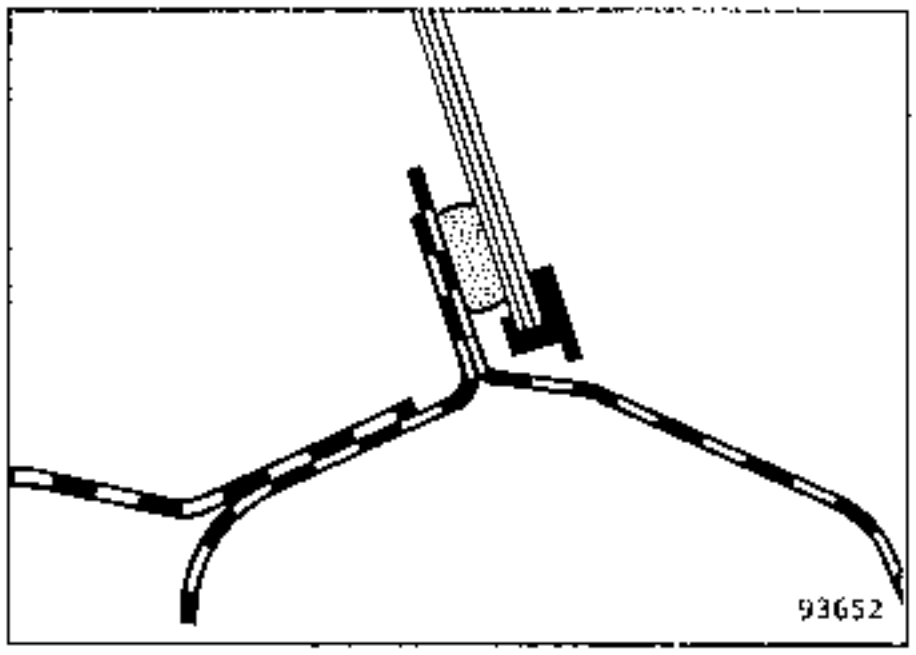
Preparimg the frame

Apply panelling primer to those points where the film has been damaged back to the bare metal during removing or cleaning.

Fitting the glass

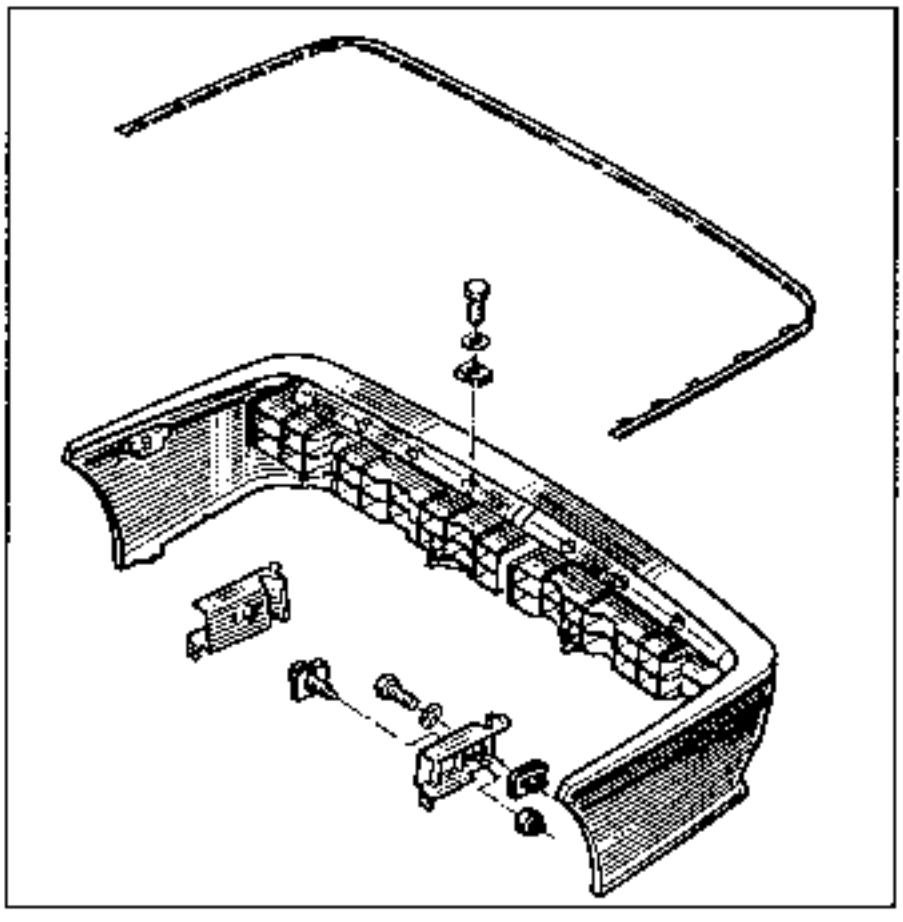
Apply a triangular section fillet of bonding mastic around the glass.

Use the edge of the moulding to guide the cartridge nozzle.
Smooth down the joint at the ends of the fillet.
Using a suction pad, fit the glass into its frame.

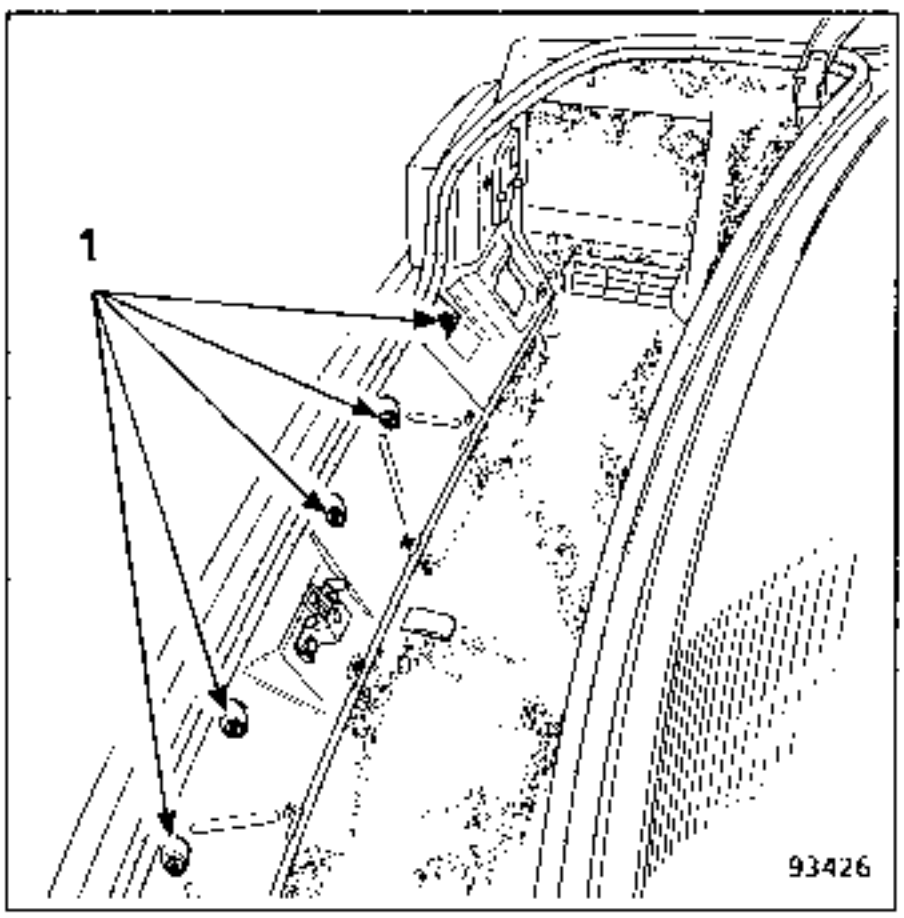


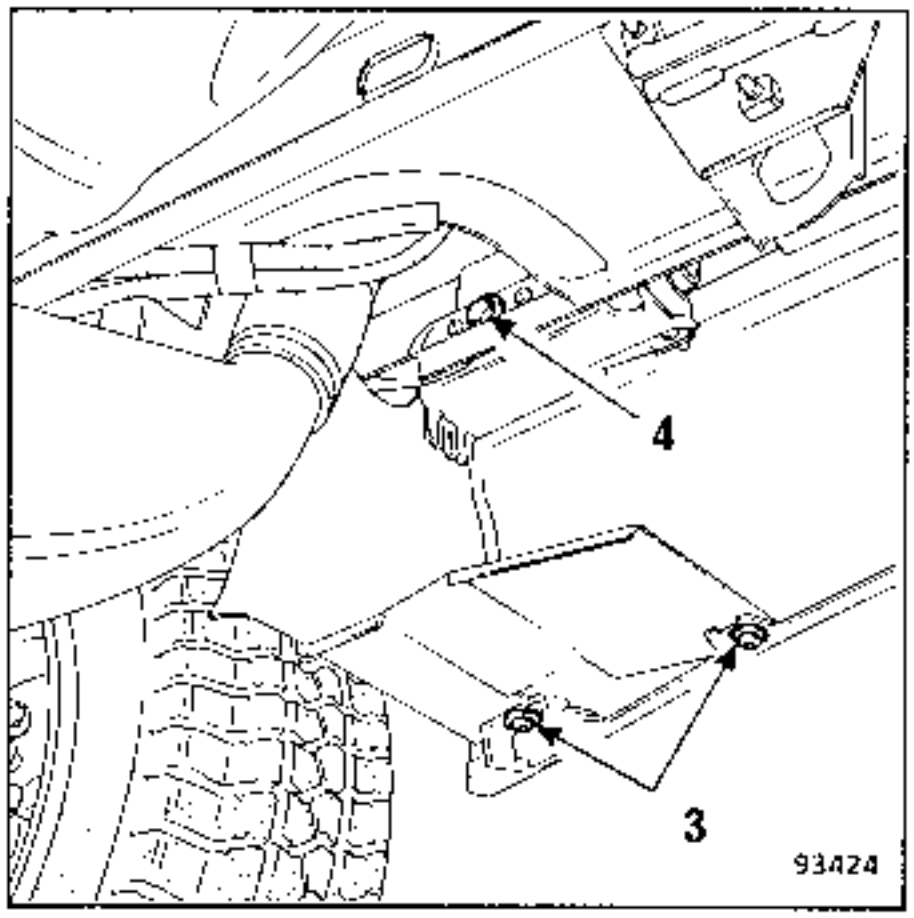
Centre-up the glass to obtain a clearance of 2mm between the edge of the moulding and the side panel.

Note: The vehicle is not to be moved for at least 3 hours. We strongly advise you to use this time to run water over the periphery of the quarter light on one hand to detect any leaks and on the other hand because water accelerates the polymerisation of the mastic.



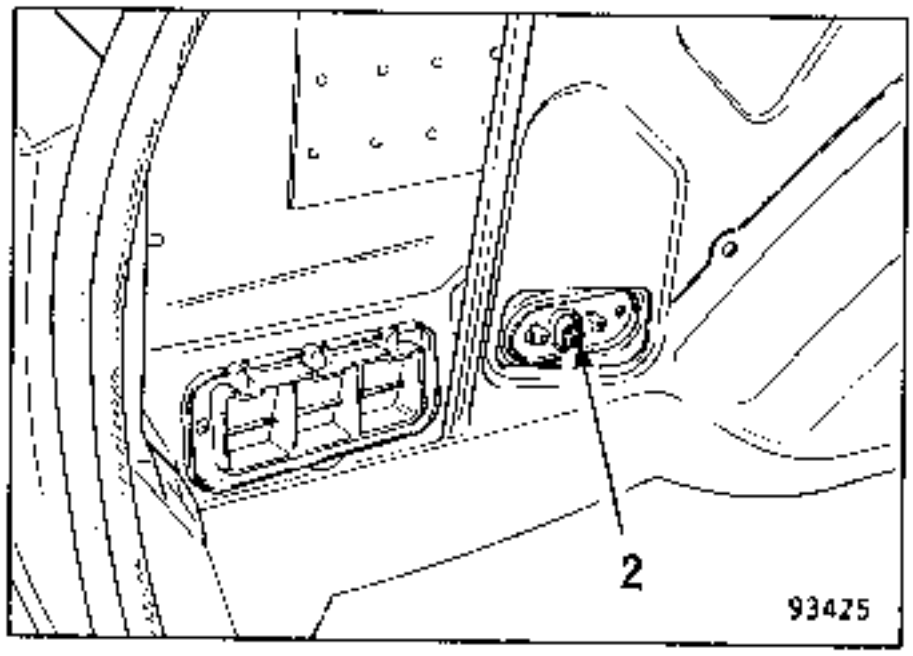
REMOVING



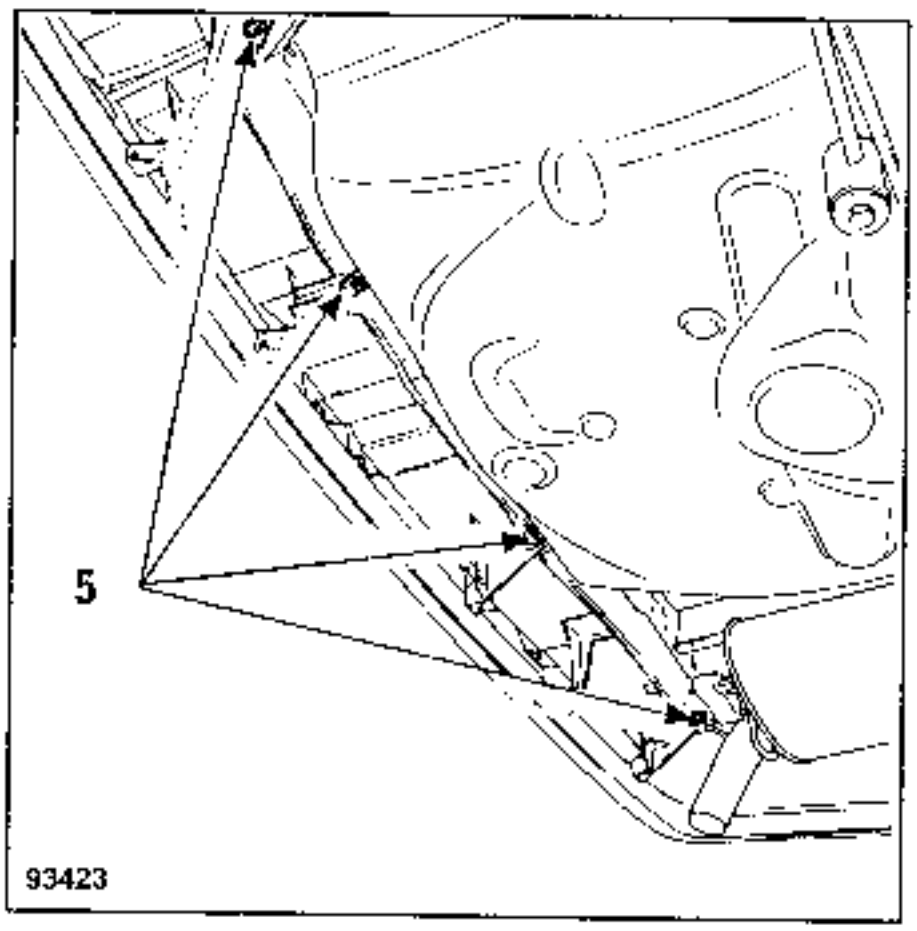


Remove :

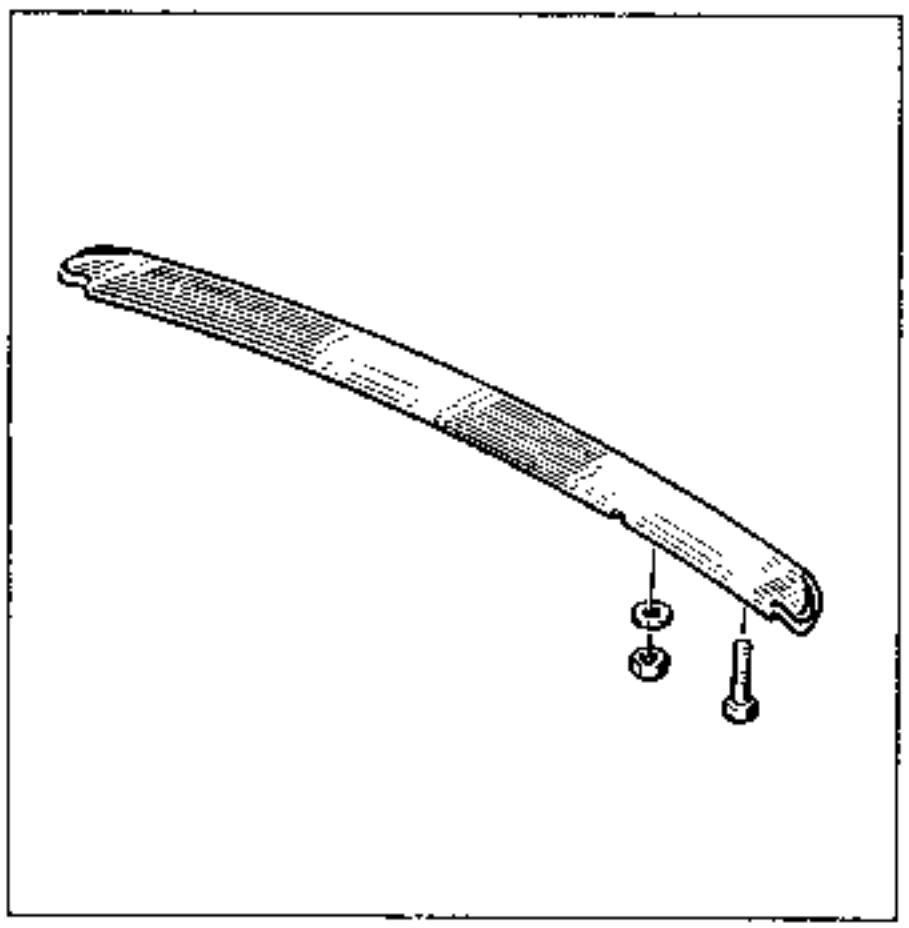
- the rear end panel interior trim which is secured nine Torx head screws.
- the six screws (1) that secure the upper edge of the bumper shield.
- the four screws (3) that secure the wheel arch protectors
- on the right-hand side, the side securing screw (4).



- the left-hand side securing screw (2) after pulling the wheel arch trim to one side.



- the four screws (5) that secure the bumper to the rear cross member.
- the bumper shield.

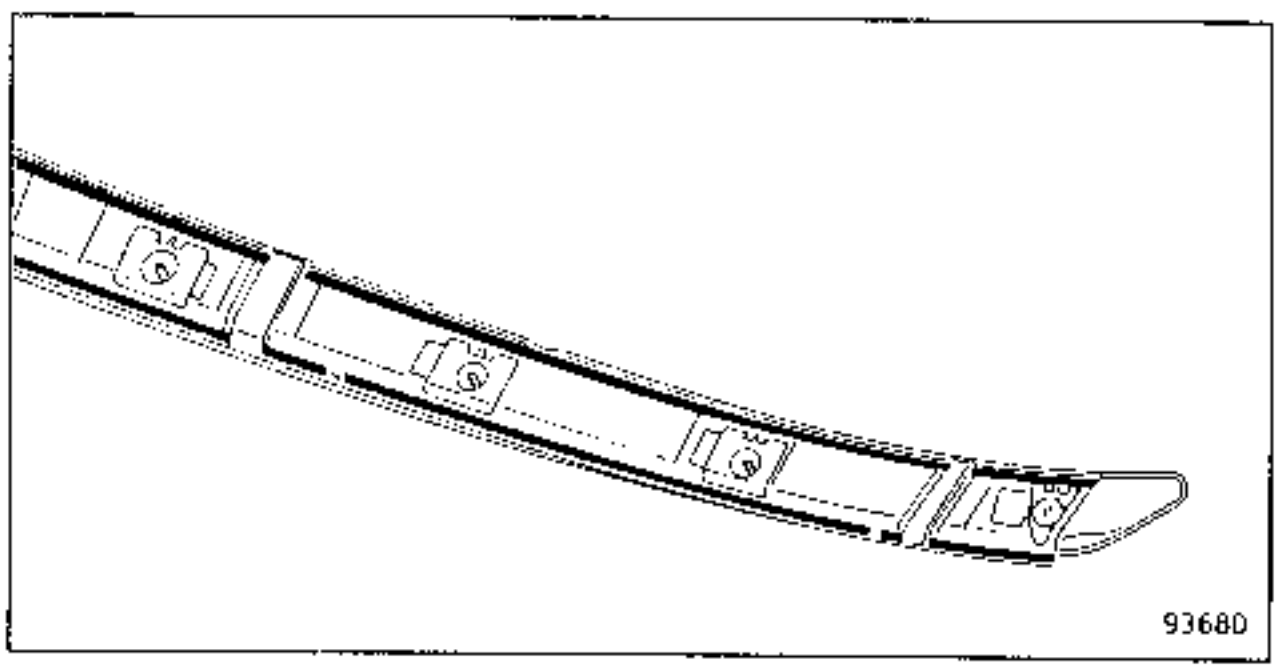


To remove the tailgate spoiler, one must first remove the rear screen wiper (motor) and the tailgate lock motor support.

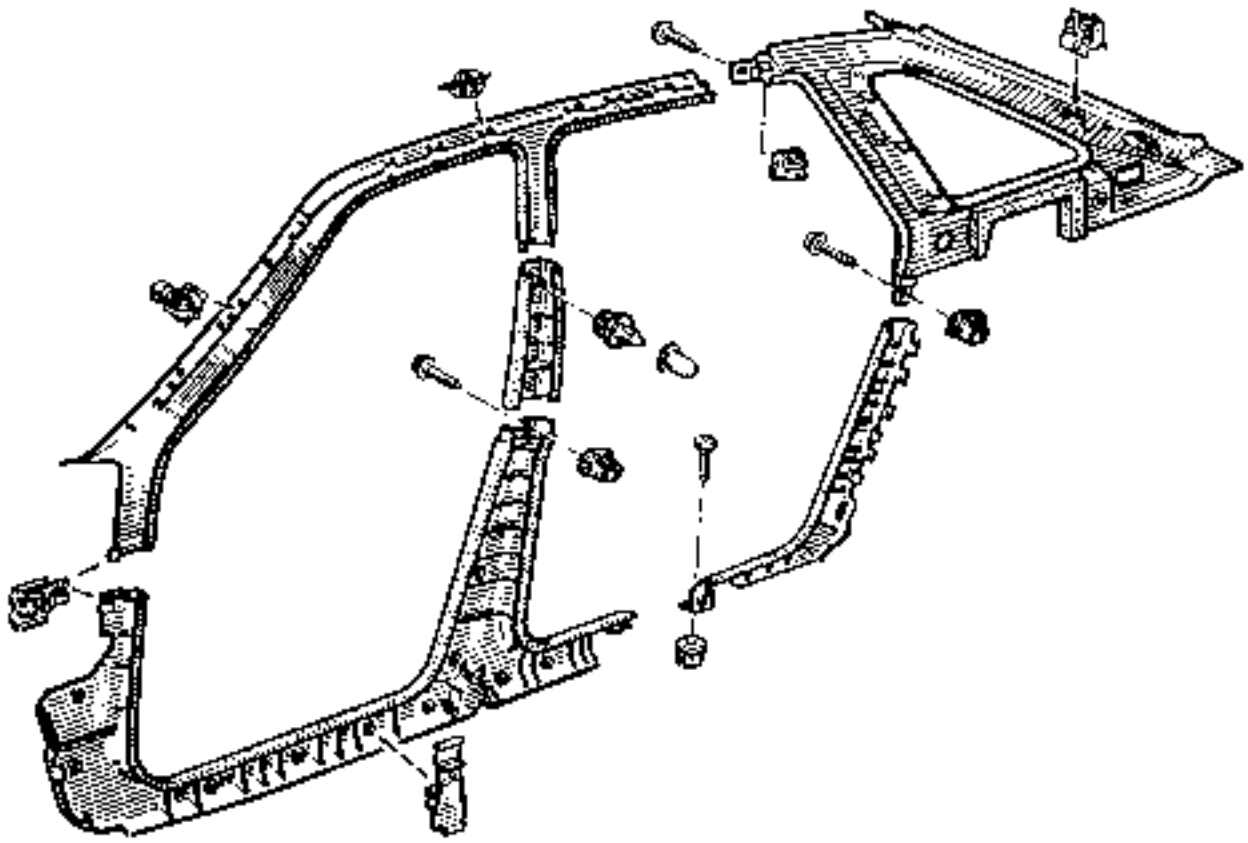
REMARK :

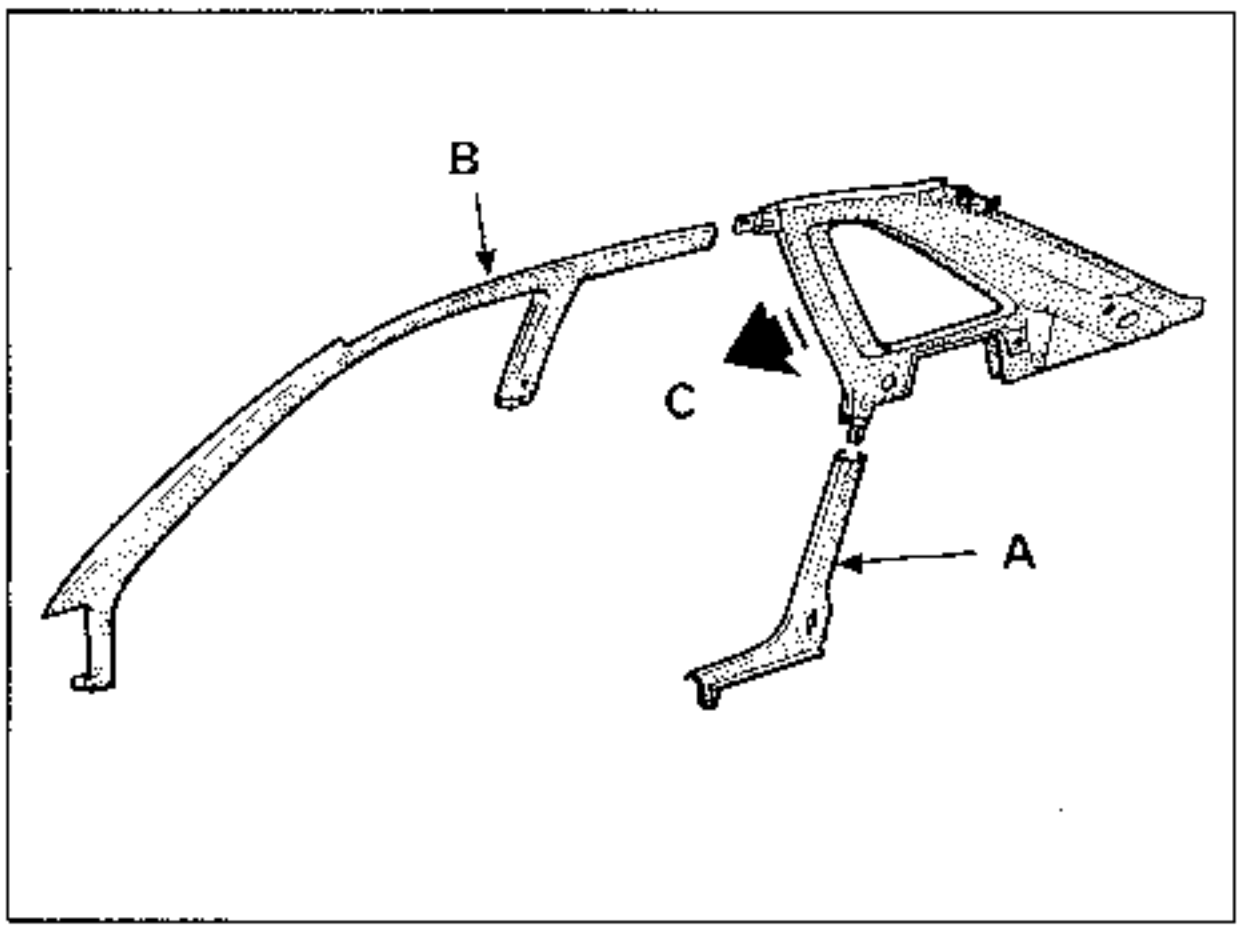
If the spoiler is to be removed and refitted, and not replaced by a new one, the entire adhesive strip on both spoiler and tailgate must be removed.

Carefully degrease the spoiler with a solvent of the acetone type.

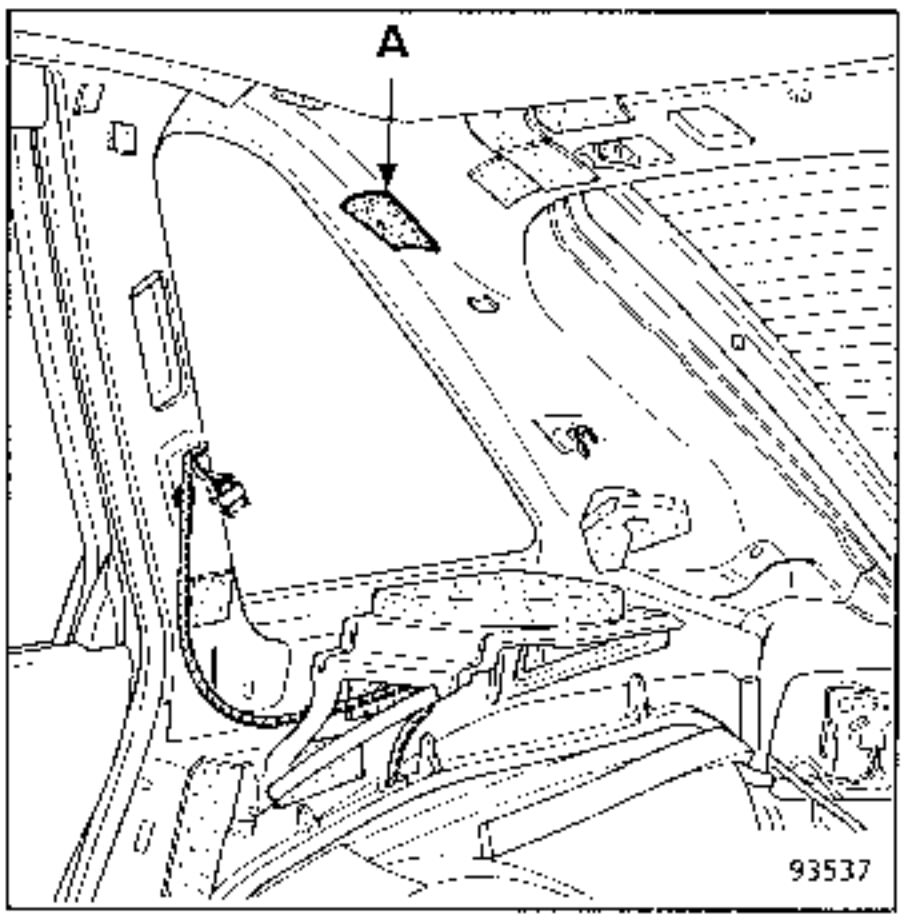


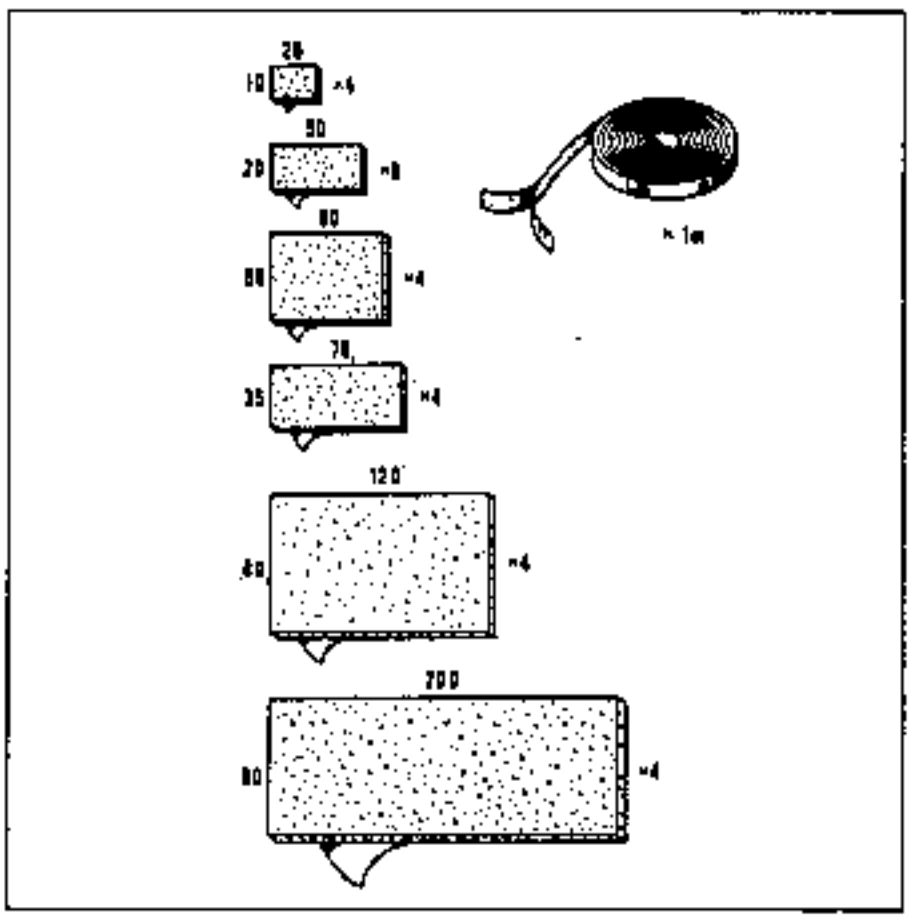
Apply, to the spoiler, two faced adhesive tape, carefully ensuring that the water drains are left uncovered.





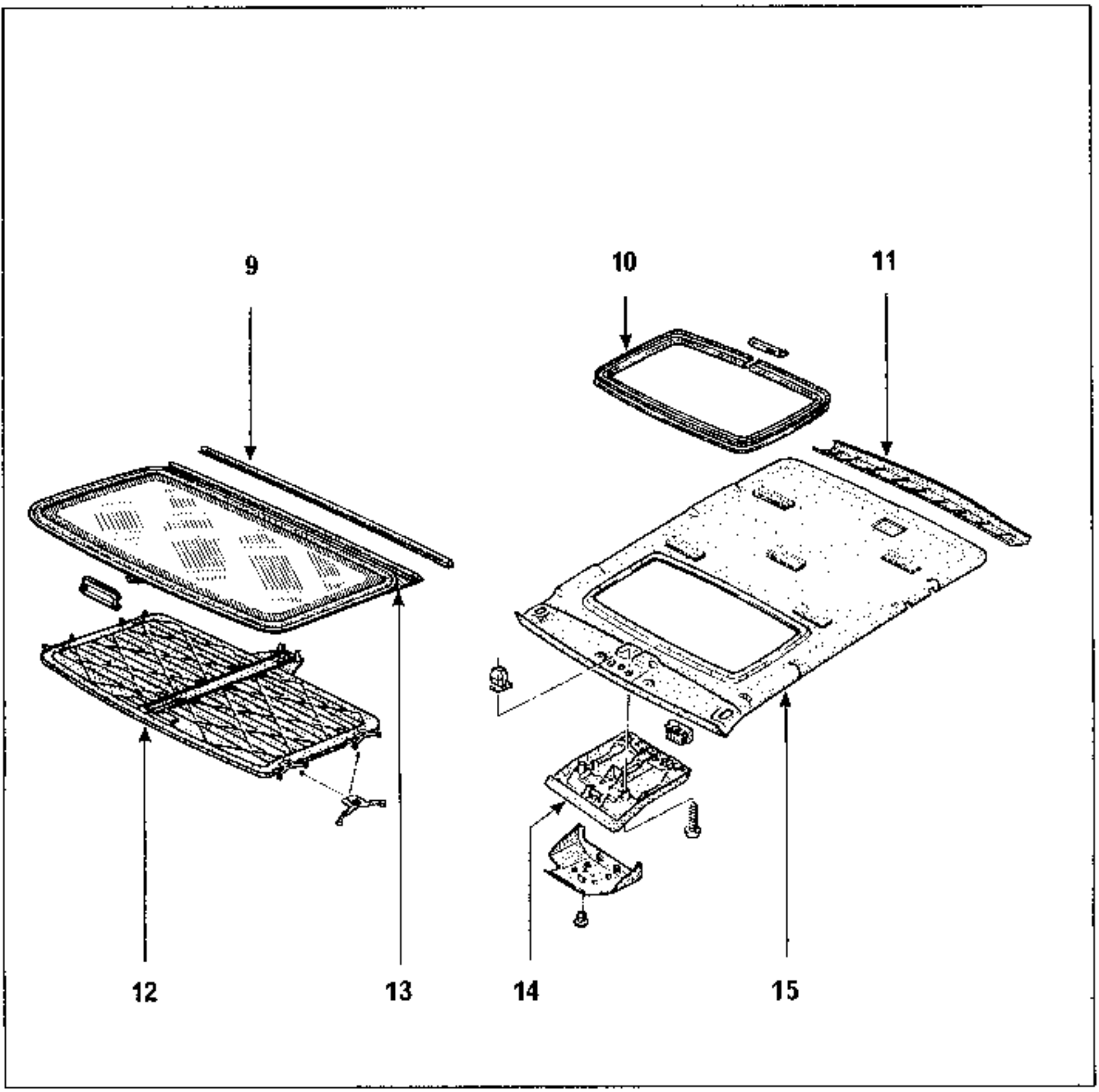
To remove the quarter panel trim, one must first remove the rear door pillar trim (A) and part of the upper body side trim (B).
After removing the securing screws, free the trim by pulling it towards the front of the vehicle (C).





A) kit of self-adhesive foam pads for all vehicles ref.: 7701 465 051

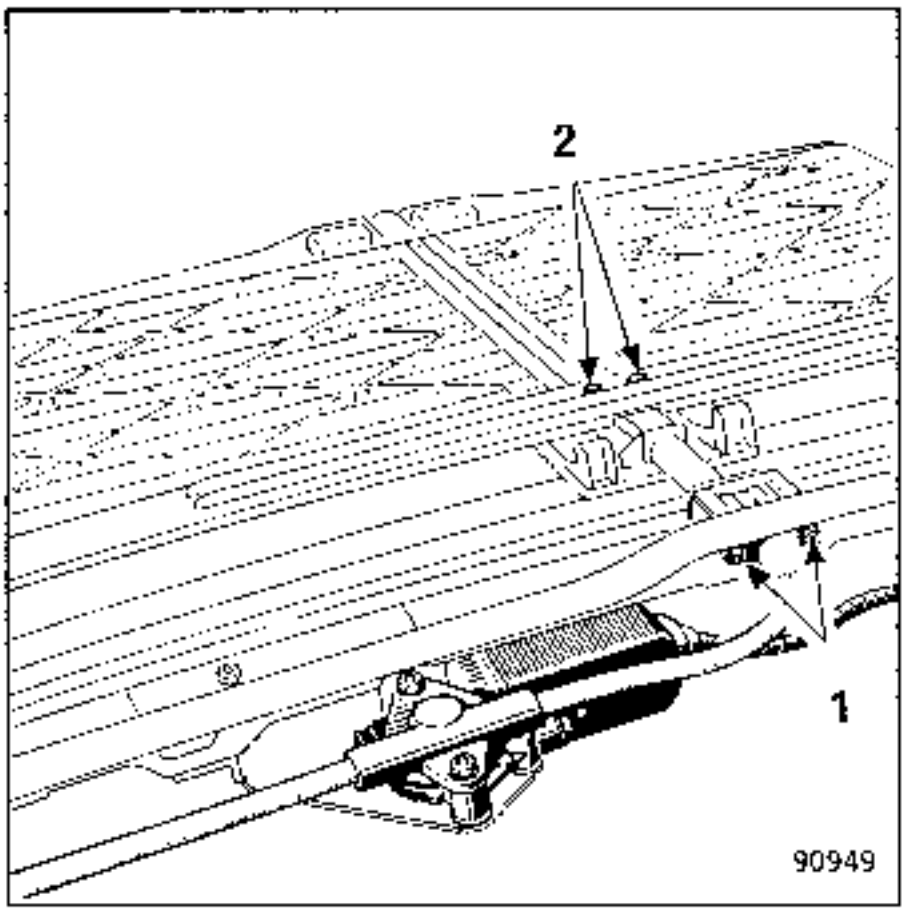
DESCRIPTION OF PARTS



9 - Moving panel seal
10 - Finishing trim
11 - Roof rear cross member trim
12 - Inner panel
13 - Moving panel glass assembly
14 - Roof console
15 - Head lining

REMOVING THE INNER PANEL

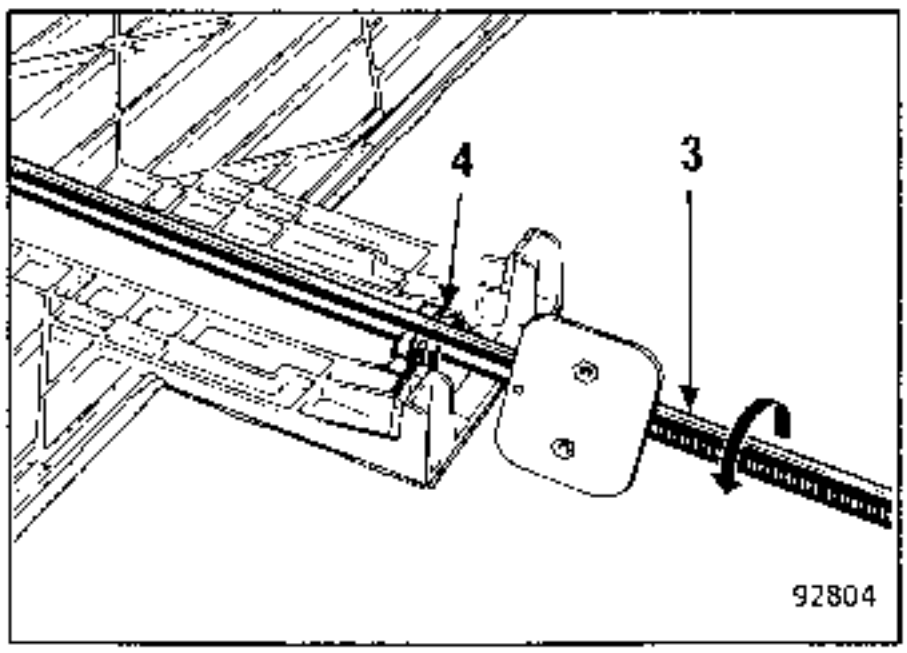
Note: To remove the panel one must first remove the side channel.



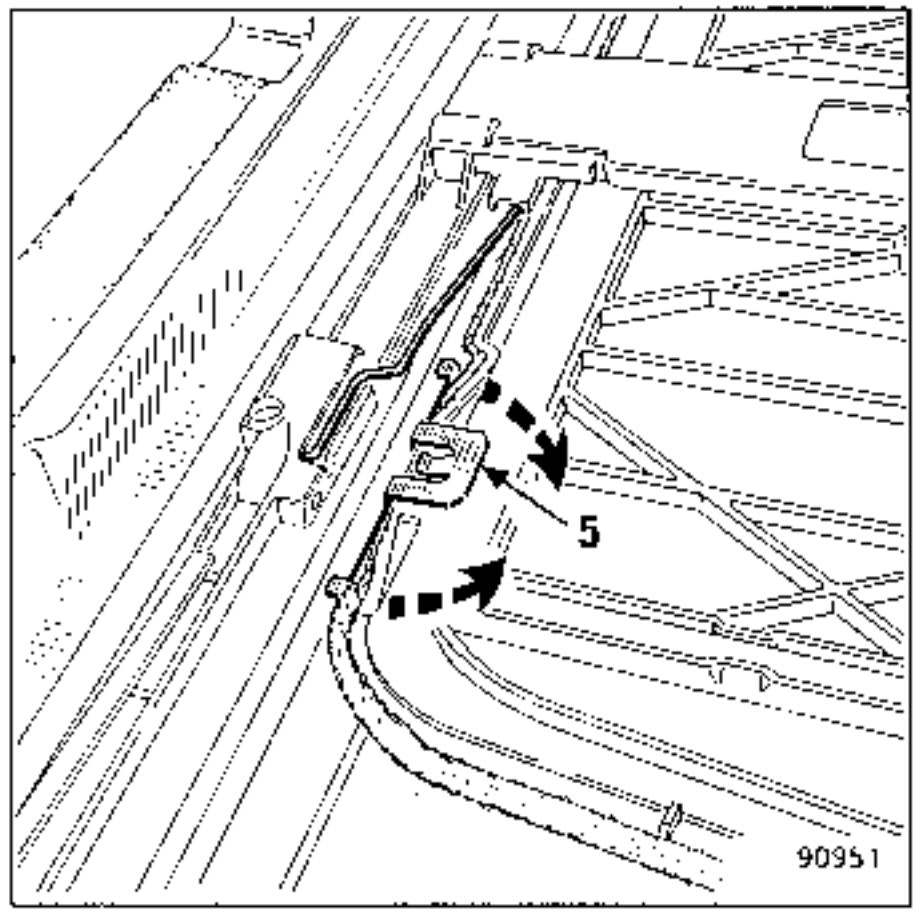
Remove the 2 nuts (1) that secure the control cable to the side channel.

Remove the 2 screws (2) that secure the control cable end fitting to the mechanism centre cross member.

Move the mechanism into the open position.

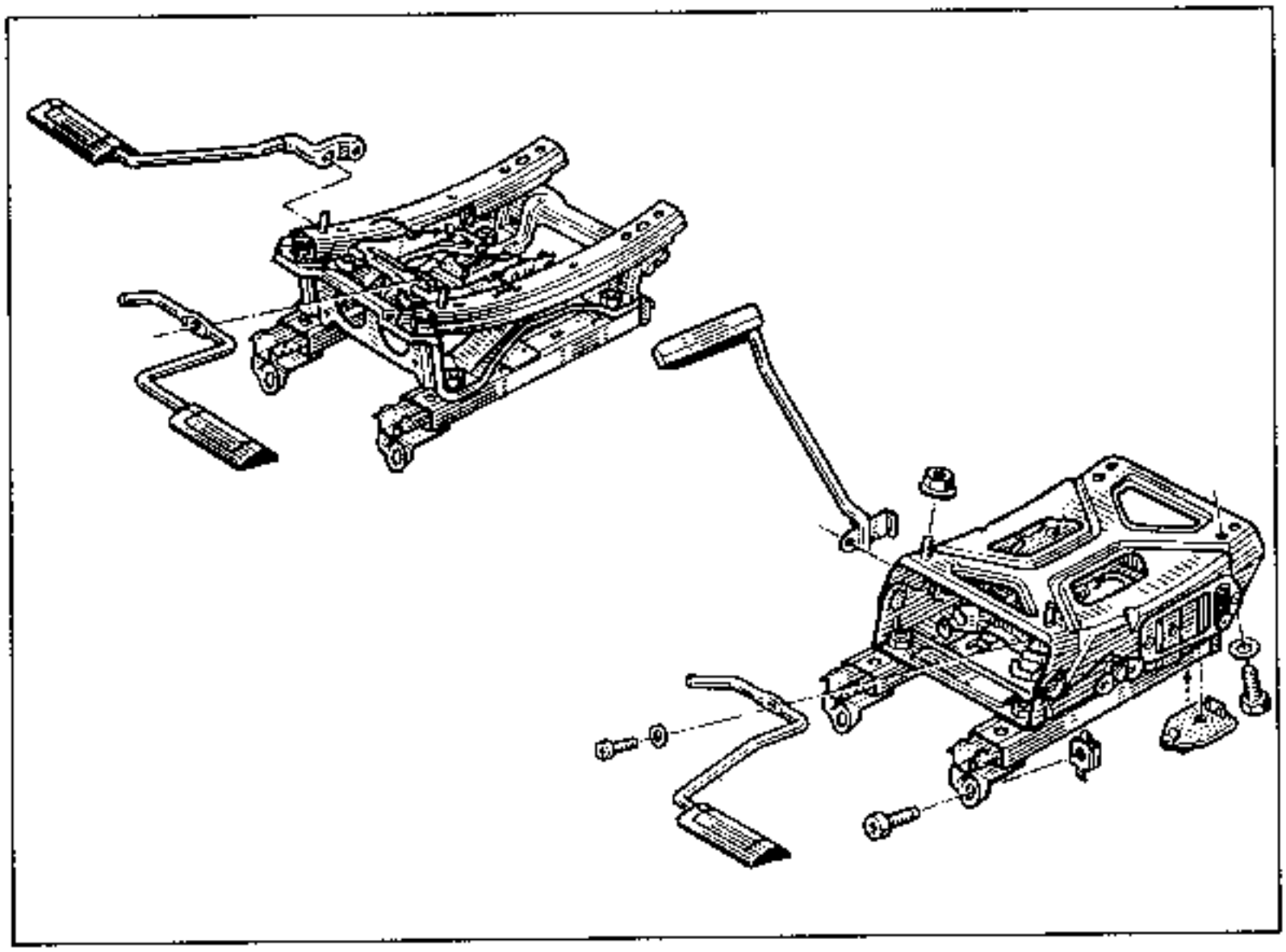


Swing the guide tube (3), on its centre line, around the hook (4) to free the inner panel.

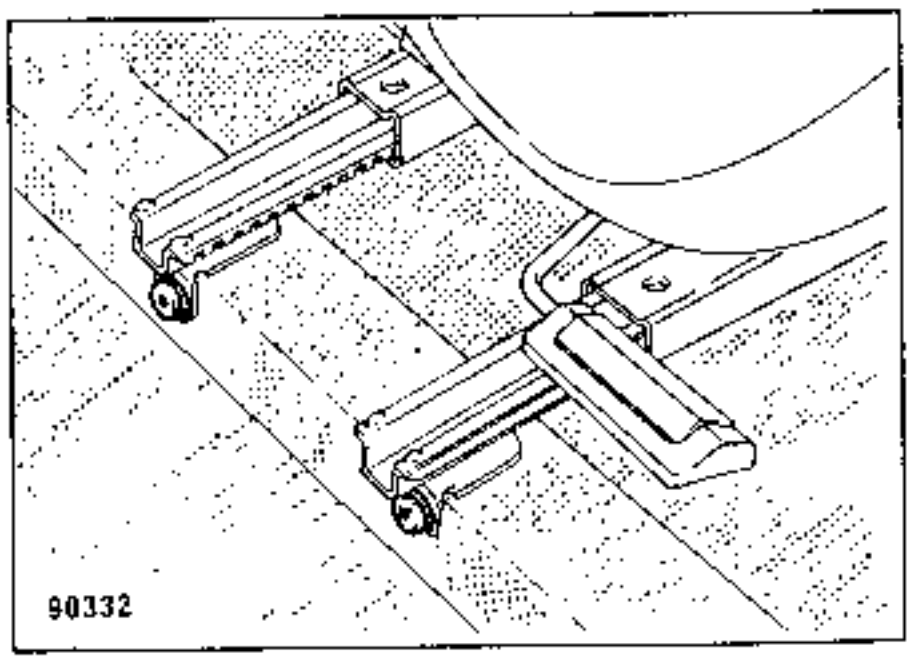


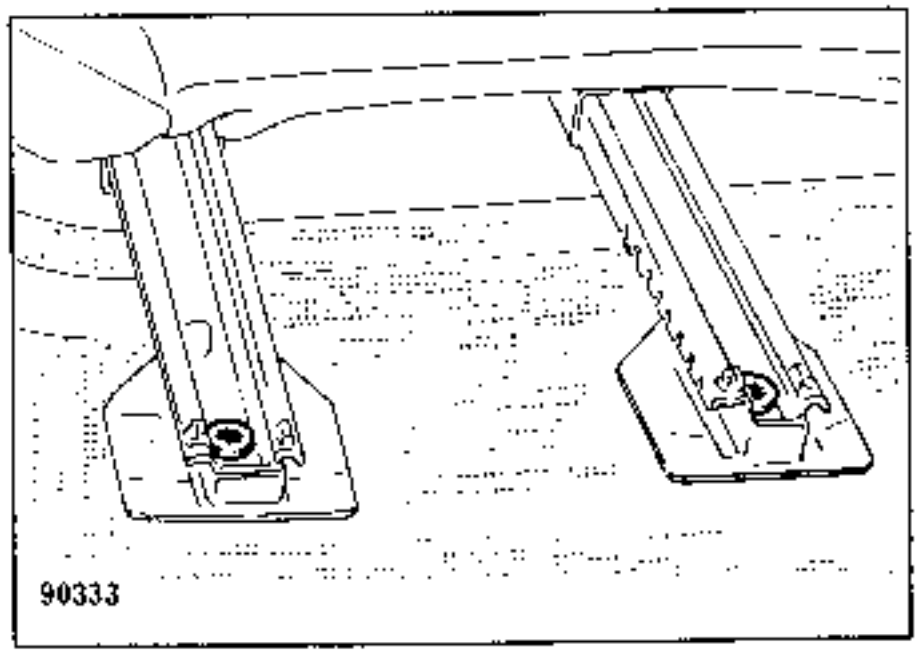
Using a screwdriver, free the guide springs (5) from the rails and remove the inner panel.

REMOVING - REFITTING

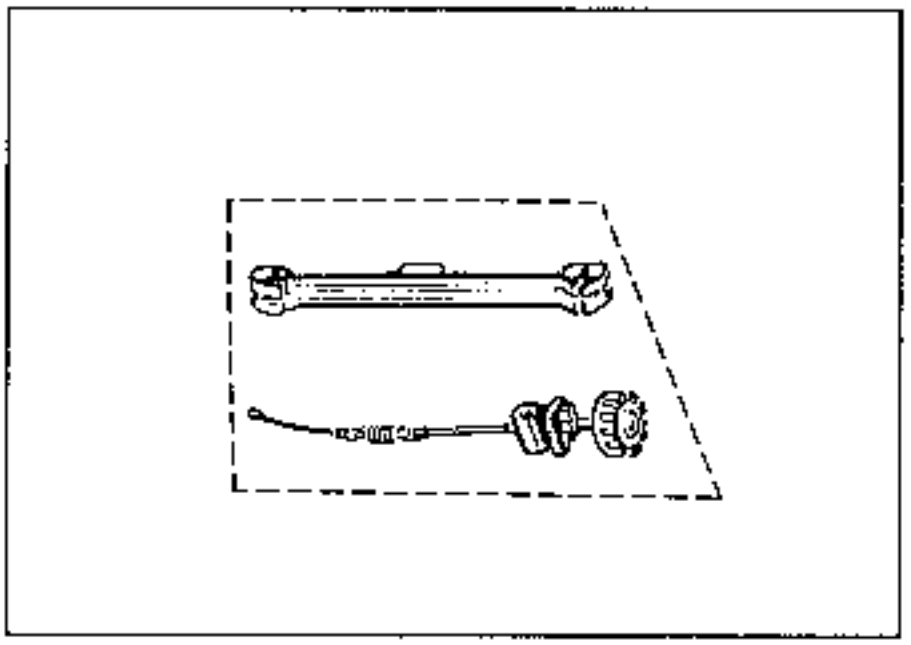


The slides are secured to the floor by 4 screws.



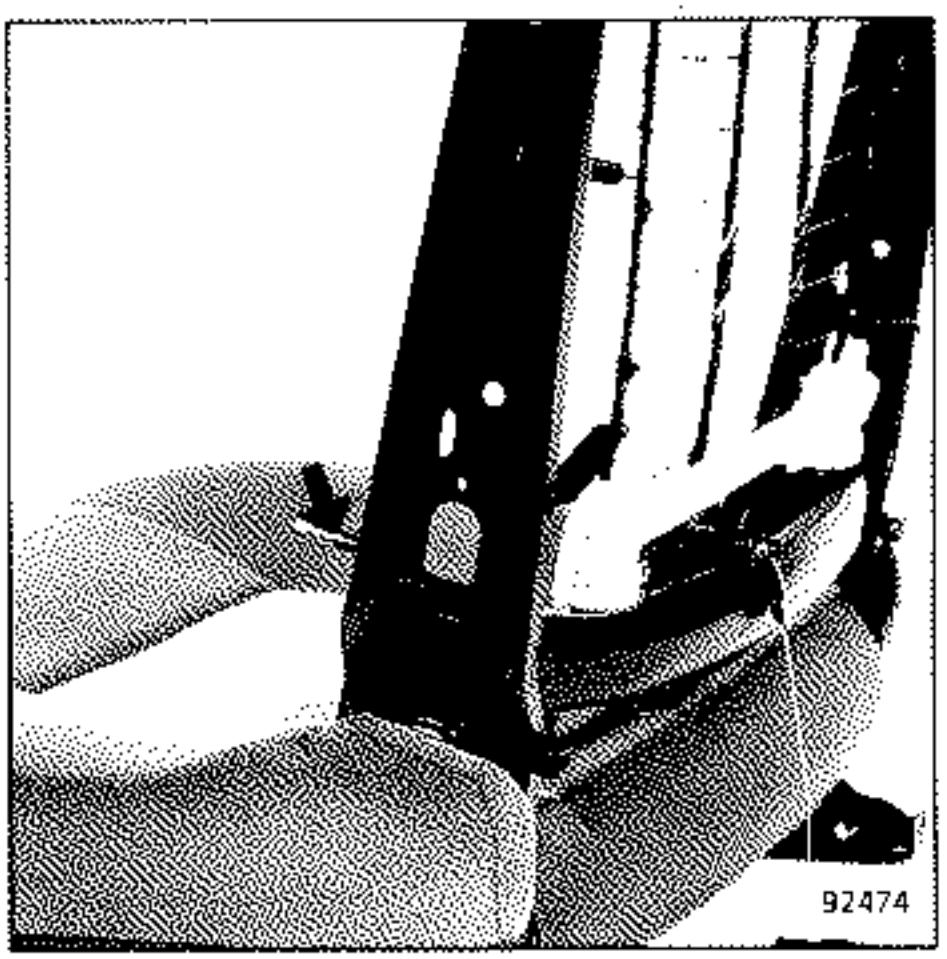


LOWER BACK ADJUSTMENT

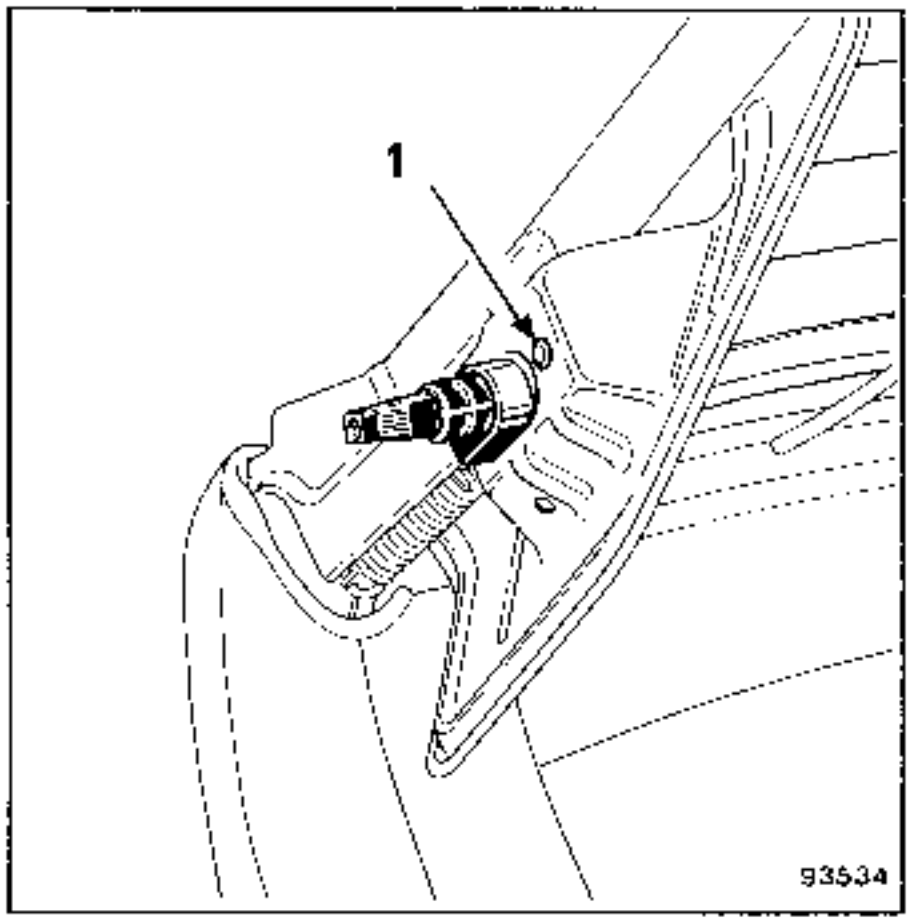


REMOVING

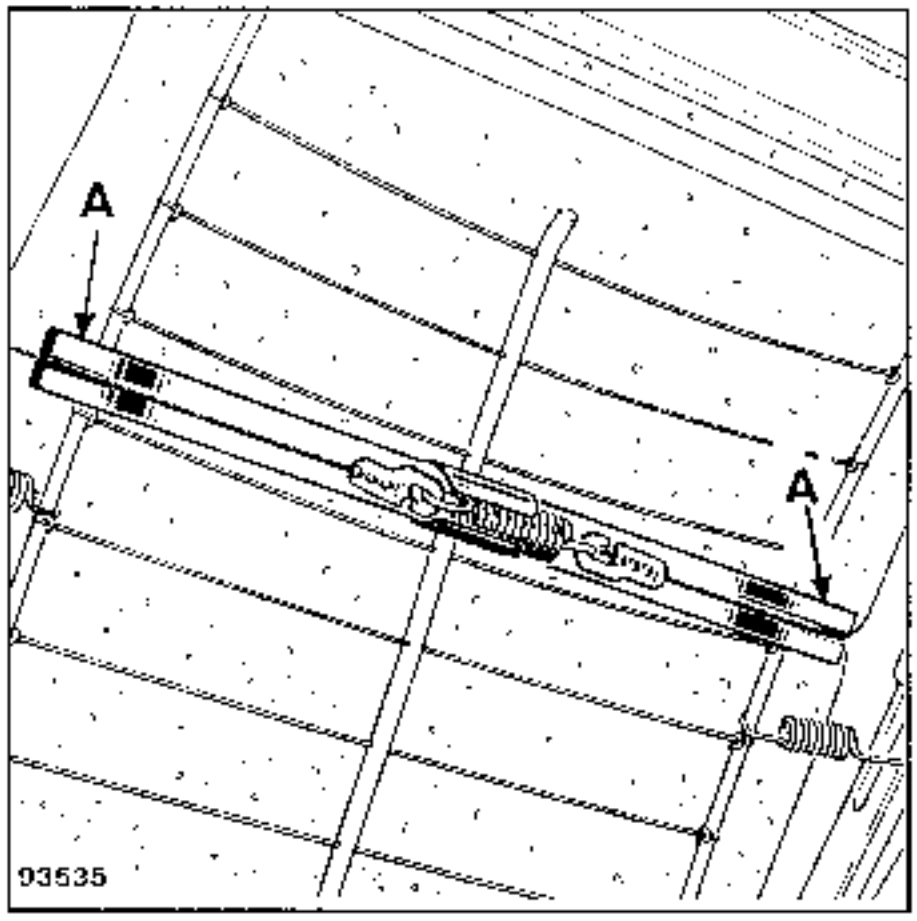
After removing the upholstery from the seat back, adjust the mechanism in the released position.



Using a pair of pliers, remove the cable retainer then pass the cable through the frame.

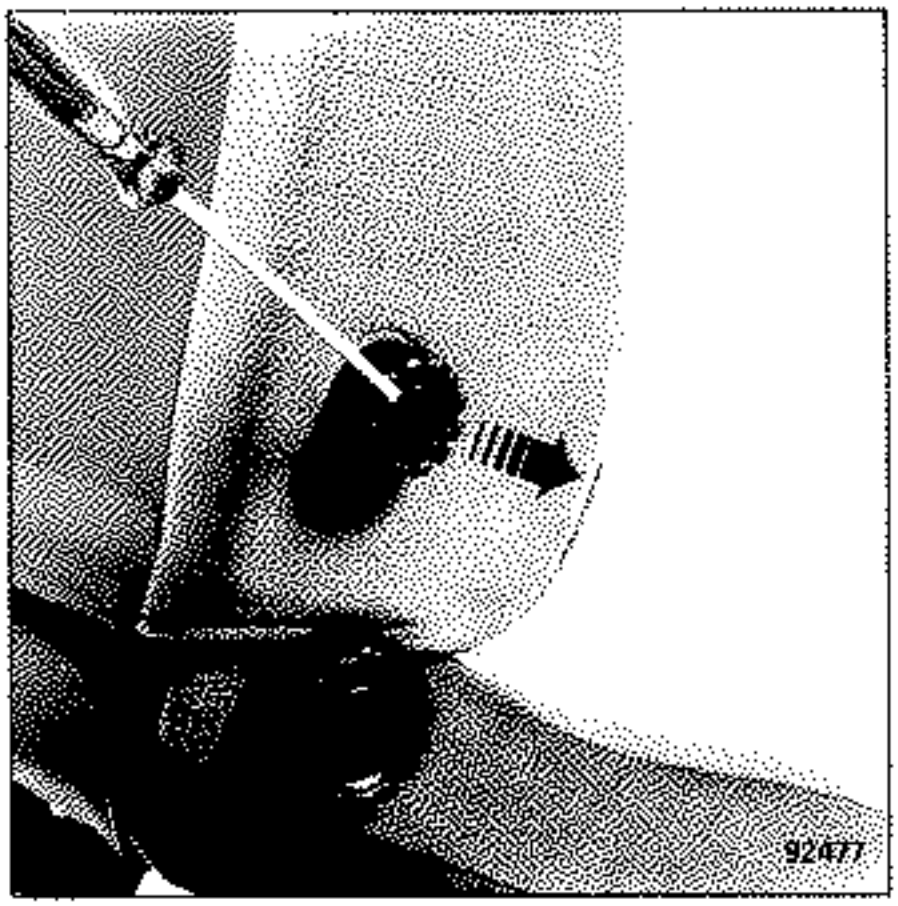


Remove the rivet that secures the control in place.



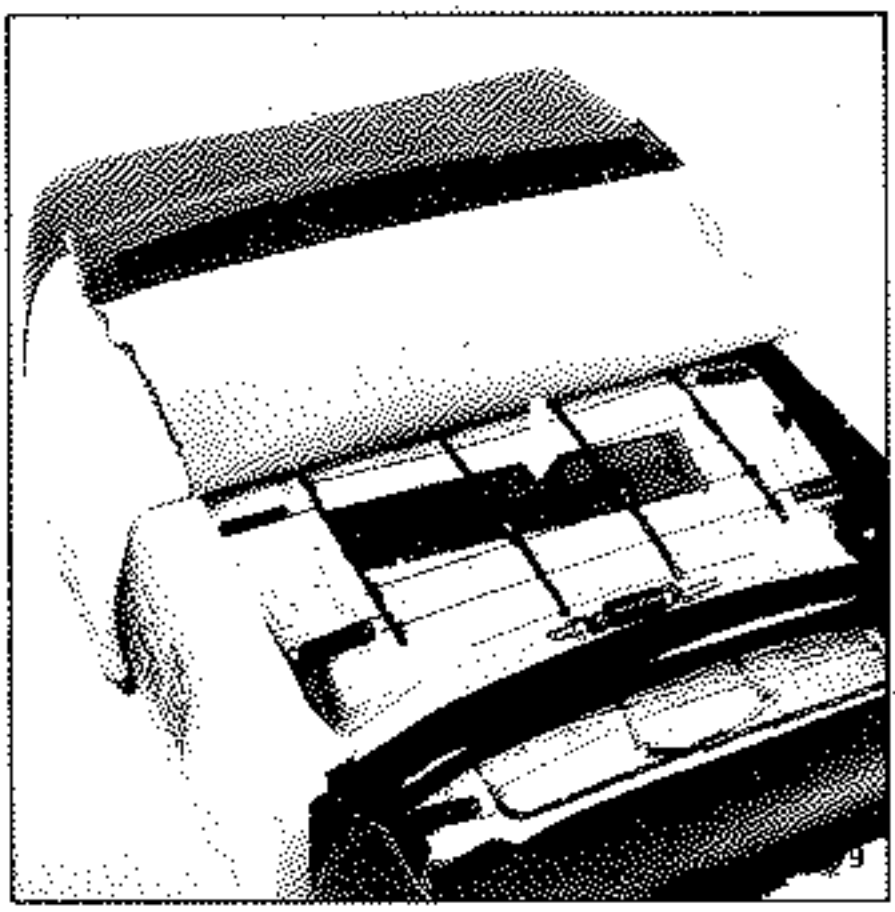
Unclip the plastic guide A.

When refitting, fit the 2 cables to the centre spring last.

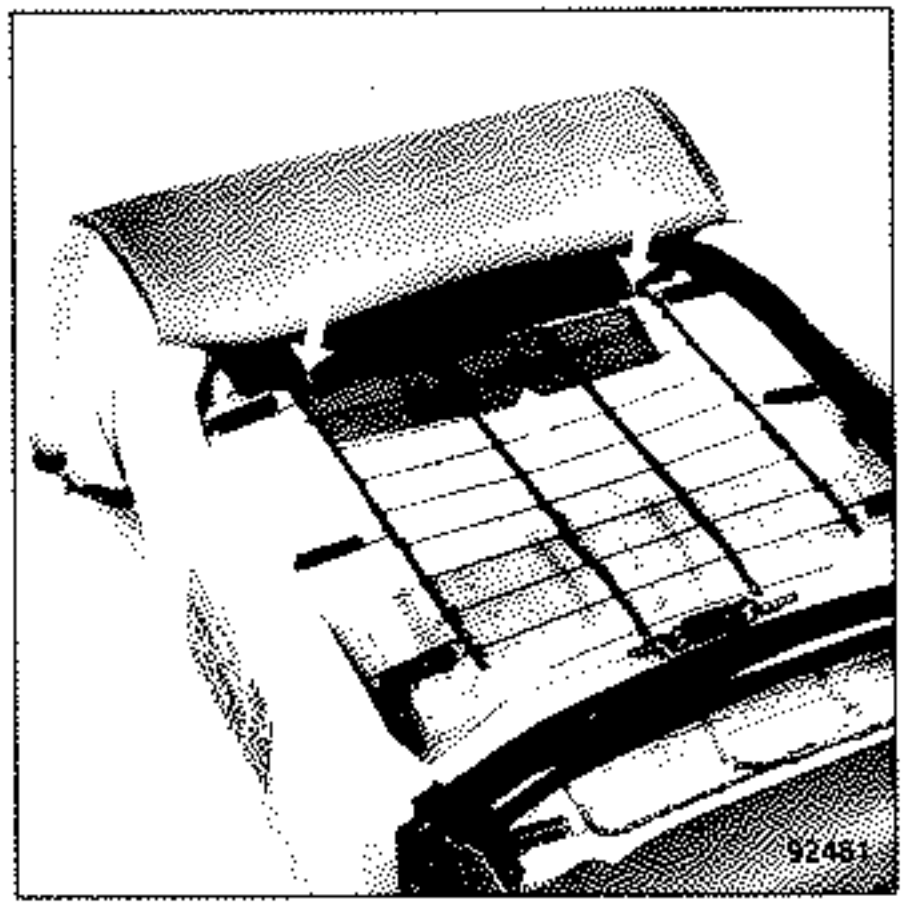


If the seat is equipped with this control, free the centre clip on the seat back adjusting knob with a screwdriver and pull off the knob.

At the back of the seat, remove the 2 hooks and unclip the 2 clips which retain the trim.

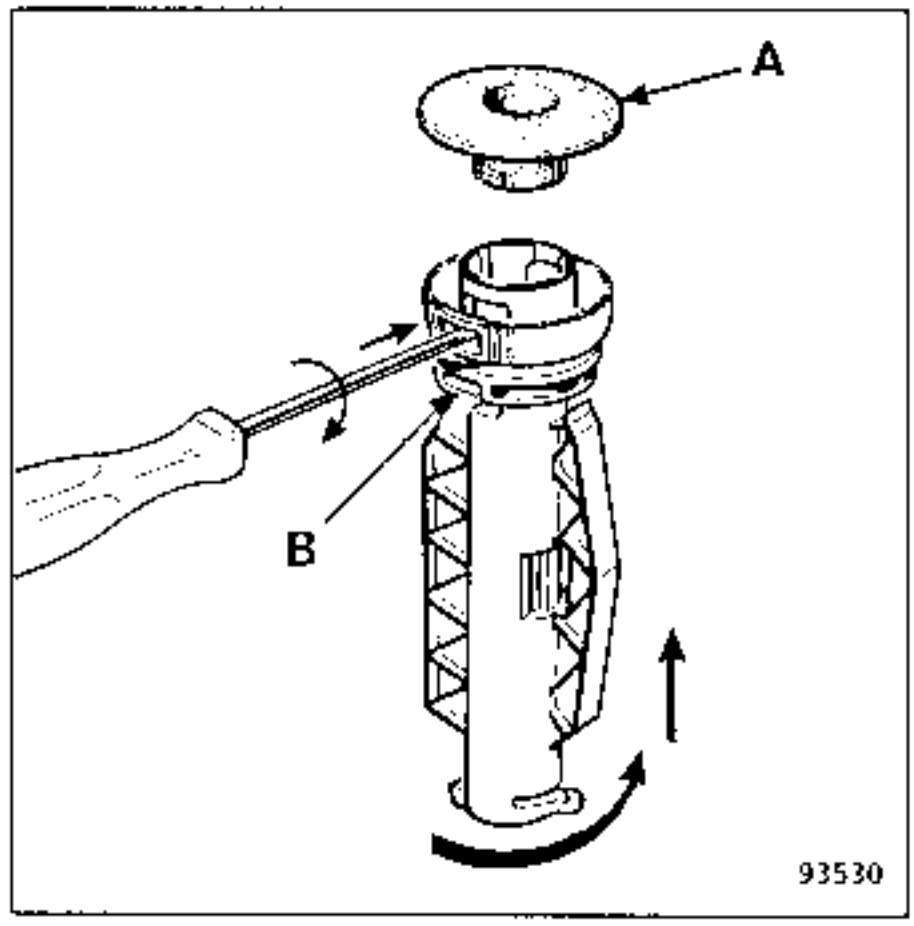


Lift the trim, pass the card that tensions the cloth through the foam.



Further lift the trim.

Cut the 2 clips that secure the upper link in place and pass the second card through the foam to separate it from the trim.



To remove the trim entirely, unclip the 2 covers (A) from under the trim.
To remove the head restraint guides, lift the tab (B) and swing them in the direction shown by the arrow.