

Chapter 11 Bodywork and fittings

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Degrees of difficulty

Easy , suitable for novice with little experience		Fairly easy , suitable for beginner with some experience		Fairly difficult , suitable for competent DIY mechanic		Difficult , suitable for experienced DIY mechanic		Very difficult , suitable for expert DIY or professional	
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Specifications

Torque wrench settings	Nm	lbf ft
Bonnet hinge bolts	10	7
Boot lid hinge bolts	10	7
Door hinge-to-body bolts	30	22
Door hinge-to-door bolts	22	16
Front seat retaining bolts	32	23
Seat belt retaining bolts	32	23
Bumper retaining bolts	22	16

1 General information

1 The bodyshell and underframe is of all-steel welded construction, and is of computer-originated design. The assembly and welding of the main body unit is completed entirely by computer-controlled robots, and the finished unit is checked for dimensional accuracy using computer and laser technology. In accordance with current practice, the bodyshell incorporates computer-calculated impact crumple zones at the front and rear, with a centre safety cell passenger compartment. During manufacture the body is dip-primed, fully sealed and undercoated, then painted with multi-layered base and top coats.

Interior equipment electronic control unit recalibration

2 Many of the vehicles covered by this manual are equipped with sophisticated interior electrical systems utilising electronic control units (ECU's) for their operation. Whenever the battery is disconnected and reconnected, some of these systems will not work properly until a recalibration procedure is carried out to restore the values lost from the ECU memories. The systems affected and the recalibration procedure is as follows.

Windows and sun roof

3 Operation of the windows and sun roof will be accompanied by a repetitive warning "bleep" and the "one-touch" function and "back-off" function will not operate.

4 To restore correct operation, fully open the driver's door window, in one continuous operation, using the controls on the driver's door. When the window is open fully, hold the switch in the "on" position until the warning bleep stops sounding.

5 Now shut the window, in one continuous operation, and holding the switch in the "on" position as before, until the warning bleep stops.

6 Repeat the above operations on all the other windows.

7 Fully open and then shut the sun roof, holding the switch in the "on" position at the end of each movement, until the warning bleep stops.

8 Full operation of the electric windows and sun roof should now be restored. If not, repeat the recalibration sequence.

Lazy locking

9 The lazy locking function will not operate and instead, a warning "bleep" will sound. Full operation will be restored by carrying out the procedures for the window and sun roof memories, as described above.

Seat and mirror positions

10 All the preset positions contained in the seat and mirror position memories will be lost.

Re-enter and save new positions using the same procedure as for the original positions.

Radio cassette and CD player

11 The words "CODE" or "ROVER-C" will appear on the digital display and the set will not operate. Re-enter the security code as described in the Rover in-car entertainment booklet.

2 Maintenance - bodywork and underframe



The general condition of a vehicle's bodywork is the one thing that significantly affects its value. Maintenance is easy, but needs to be regular. Neglect, particularly after minor damage, can lead quickly to further deterioration and costly repair bills. It is important also to keep watch on those parts of the vehicle not immediately visible, for instance the underside, inside all the wheel arches, and the lower part of the engine compartment.

The basic maintenance routine for the bodywork is washing - preferably with a lot of water, from a hose. This will remove all the loose solids which may have stuck to the vehicle. It is important to flush these off in such a way as to prevent grit from scratching the finish. The wheel arches and underframe need washing in the same way, to remove any accumulated mud, which will retain moisture and tend to encourage rust. Paradoxically enough, the best time to clean the underframe and wheel arches is in wet weather, when the mud is thoroughly wet and soft. In very wet weather, the underframe is usually cleaned of large accumulations automatically, and this is a good time for inspection.

Periodically, except on vehicles with a wax-based underbody protective coating, it is a good idea to have the whole of the underframe of the vehicle steam-cleaned, engine compartment included, so that a thorough inspection can be carried out to see what minor repairs and renovations are necessary. Steam-cleaning is available at many garages, and is necessary for the removal of the accumulation of oily grime, which sometimes is allowed to become thick in certain areas. If steam-cleaning facilities are not available, there are some excellent grease solvents available which can be brush-applied; the dirt can then be simply hosed off. Note that these methods should not be used on vehicles with wax-based underbody protective coating, or the coating will be removed. Such vehicles should be inspected annually, preferably just prior to Winter, when the underbody should be washed down, and any damage to the wax coating repaired. Ideally, a completely fresh coat should be applied. It would also be worth considering the use of such wax-based protection for injection into door panels, sills, box sections, etc, as an additional safeguard against rust

damage, where such protection is not provided by the vehicle manufacturer.

After washing paintwork, wipe off with a chamois leather to give an unspotted clear finish. A coat of clear protective wax polish will give added protection against chemical pollutants in the air. If the paintwork sheen has dulled or oxidised, use a cleaner/polisher combination to restore the brilliance of the shine. This requires a little effort, but such dulling is usually caused because regular washing has been neglected. Care needs to be taken with metallic paintwork, as special non-abrasive cleaner/polisher is required to avoid damage to the finish. Always check that the door and ventilator opening drain holes and pipes are completely clear, so that water can be drained out. Brightwork should be treated in the same way as paintwork. Windscreens and windows can be kept clear of the smeary film which often appears, by the use of proprietary glass cleaner. Never use any form of wax or other body or chromium polish on glass.

3 Maintenance - upholstery and carpets



Mats and carpets should be brushed or vacuum-cleaned regularly, to keep them free of grit. If they are badly stained, remove them from the vehicle for scrubbing or sponging, and make quite sure they are dry before refitting. Seats and interior trim panels can be kept clean by wiping with a damp cloth. If they do become stained (which can be more apparent on light-coloured upholstery), use a little liquid detergent and a soft nail brush to scour the grime out of the grain of the material. Do not forget to keep the headlining clean in the same way as the upholstery. When using liquid cleaners inside the vehicle, do not over-wet the surfaces being cleaned. Excessive damp could get into the seams and padded interior, causing stains, offensive odours or even rot.



If the inside of the vehicle gets wet accidentally, it is worthwhile taking some trouble to dry it out properly, particularly where carpets are involved. Do not leave oil or electric heaters inside the vehicle for this purpose.

4 Minor body damage - repair



Note: For more detailed information about bodywork repair, Haynes Publishing produce a book by Lindsay Porter called "The Car Bodywork Repair Manual". This incorporates information on such aspects as rust treatment, painting and glass-fibre repairs, as well as details on more ambitious repairs involving welding and panel beating.

Repairs of minor scratches in bodywork

If the scratch is very superficial, and does not penetrate to the metal of the bodywork, repair is very simple. Lightly rub the area of the scratch with a paintwork renovator, or a very fine cutting paste, to remove loose paint from the scratch, and to clear the surrounding bodywork of wax polish. Rinse the area with clean water.

Apply touch-up paint to the scratch using a fine paint brush; continue to apply fine layers of paint until the surface of the paint in the scratch is level with the surrounding paintwork. Allow the new paint at least two weeks to harden, then blend it into the surrounding paintwork by rubbing the scratch area with a paintwork renovator or a very fine cutting paste. Finally, apply wax polish.

Where the scratch has penetrated right through to the metal of the bodywork, causing the metal to rust, a different repair technique is required. Remove any loose rust from the bottom of the scratch with a penknife, then apply rust-inhibiting paint to prevent the formation of rust in the future. Using a rubber or nylon applicator, fill the scratch with bodystopper paste. If required, this paste can be mixed with cellulose thinners to provide a very thin paste which is ideal for filling narrow scratches. Before the stopper-paste in the scratch hardens, wrap a piece of smooth cotton rag around the top of a finger. Dip the finger in cellulose thinners, and quickly sweep it across the surface of the stopper-paste in the scratch; this will ensure that the surface of the stopper-paste is slightly hollowed. The scratch can now be painted over as described earlier in this Section.

Repairs of dents in bodywork

When deep denting of the vehicle's bodywork has taken place, the first task is to pull the dent out, until the affected bodywork almost attains its original shape. There is little point in trying to restore the original shape completely, as the metal in the damaged area will have stretched on impact, and cannot be reshaped fully to its original contour. It is better to bring the level of the dent up to a point which is about 3 mm below the level of the surrounding bodywork. In cases where the dent is very shallow anyway, it is not worth trying to pull it out at all. If the underside of the dent is accessible, it can be hammered out gently from behind, using a mallet with a wooden or plastic head. Whilst doing this, hold a suitable block of wood firmly against the outside of the panel, to absorb the impact from the hammer blows and thus prevent a large area of the bodywork from being "belled-out".

Should the dent be in a section of the bodywork which has a double skin, or some other factor making it inaccessible from behind, a different technique is called for. Drill several small holes through the metal inside

the area - particularly in the deeper section. Then screw long self-tapping screws into the holes, just sufficiently for them to gain a good purchase in the metal. Now the dent can be pulled out by pulling on the protruding heads of the screws with a pair of pliers.

The next stage of the repair is the removal of the paint from the damaged area, and from an inch or so of the surrounding "sound" bodywork. This is accomplished most easily by using a wire brush or abrasive pad on a power drill, although it can be done just as effectively by hand, using sheets of abrasive paper. To complete the preparation for filling, score the surface of the bare metal with a screwdriver or the tang of a file, or alternatively, drill small holes in the affected area. This will provide a really good "key" for the filler paste.

To complete the repair, see the Section on filling and respraying.

Repairs of rust holes or gashes in bodywork

Remove all paint from the affected area, and from an inch or so of the surrounding "sound" bodywork, using an abrasive pad or a wire brush on a power drill. If these are not available, a few sheets of abrasive paper will do the job most effectively. With the paint removed, you will be able to judge the severity of the corrosion, and therefore decide whether to renew the whole panel (if this is possible) or to repair the affected area. New body panels are not as expensive as most people think, and it is often quicker and more satisfactory to fit a new panel than to attempt to repair large areas of corrosion.

Remove all fittings from the affected area, except those which will act as a guide to the original shape of the damaged bodywork (eg headlight shells etc). Then, using tin snips or a hacksaw blade, remove all loose metal and any other metal badly affected by corrosion. Hammer the edges of the hole inwards, in order to create a slight depression for the filler paste.

Wire-brush the affected area to remove the powdery rust from the surface of the remaining metal. Paint the affected area with rust-inhibiting paint, if the back of the rusted area is accessible, treat this also.

Before filling can take place, it will be necessary to block the hole in some way. This can be achieved by the use of aluminium or plastic mesh, or aluminium tape.

Aluminium or plastic mesh, or glass-fibre matting, is probably the best material to use for a large hole. Cut a piece to the approximate size and shape of the hole to be filled, then position it in the hole so that its edges are below the level of the surrounding bodywork. It can be retained in position by several blobs of filler paste around its periphery.

Aluminium tape should be used for small or very narrow holes. Pull a piece off the roll, trim it to the approximate size and shape required,

then pull off the backing paper (if used) and stick the tape over the hole; it can be overlapped if the thickness of one piece is insufficient. Burnish down the edges of the tape with the handle of a screwdriver or similar, to ensure that the tape is securely attached to the metal underneath.

Bodywork repairs - filling and respraying

Before using this Section, see the Sections on dent, deep scratch, rust holes and gash repairs.

Many types of bodyfiller are available, but generally speaking, those proprietary kits which contain a tin of filler paste and a tube of resin hardener are best for this type of repair. A wide, flexible plastic or nylon applicator will be found invaluable for imparting a smooth and well-contoured finish to the surface of the filler.

Mix up a little filler on a clean piece of card or board - measure the hardener carefully (follow the maker's instructions on the pack), otherwise the filler will set too rapidly or too slowly. Using the applicator, apply the filler paste to the prepared area; draw the applicator across the surface of the filler to achieve the correct contour and to level the surface. As soon as a contour that approximates to the correct one is achieved, stop working the paste - if you carry on too long, the paste will become sticky and begin to "pick-up" on the applicator. Continue to add thin layers of filler paste at 20-minute intervals, until the level of the filler is just proud of the surrounding bodywork.

Once the filler has hardened, the excess can be removed using a metal plane or file. From then on, progressively-finer grades of abrasive paper should be used, starting with a 40-grade production paper, and finishing with a 400-grade wet-and-dry paper. Always wrap the abrasive paper around a flat rubber, cork, or wooden block - otherwise the surface of the filler will not be completely flat. During the smoothing of the filler surface, the wet-and-dry paper should be periodically rinsed in water. This will ensure that a very smooth finish is imparted to the filler at the final stage.

At this stage, the "dent" should be surrounded by a ring of bare metal, which in turn should be encircled by the finely "feathered" edge of the good paintwork. Rinse the repair area with clean water, until all of the dust produced by the rubbing-down operation has gone.

Spray the whole area with a light coat of primer - this will show up any imperfections in the surface of the filler. Repair these imperfections with fresh filler paste or bodystopper, and once more smooth the surface with abrasive paper. Repeat this spray-and-repair procedure until you are satisfied that the surface of the filler, and the feathered edge of the paintwork, are perfect. Clean the repair area with clean water, and allow to dry fully.



If bodystopper is used, it can be mixed with cellulose thinners to form a really thin paste which is ideal for filling small holes.

The repair area is now ready for final spraying. Paint spraying must be carried out in a warm, dry, windless and dust-free atmosphere. This condition can be created artificially if you have access to a large indoor working area, but if you are forced to work in the open, you will have to pick your day very carefully. If you are working indoors, dousing the floor in the work area with water will help to settle the dust which would otherwise be in the atmosphere. If the repair area is confined to one body panel, mask off the surrounding panels; this will help to minimise the effects of a slight mis-match in paint colours. Bodywork fittings (eg chrome strips, door handles etc) will also need to be masked off. Use genuine masking tape, and several thicknesses of newspaper, for the masking operations.

Before commencing to spray, agitate the aerosol can thoroughly, then spray a test area (an old tin, or similar) until the technique is mastered. Cover the repair area with a thick coat of primer; the thickness should be built up using several thin layers of paint, rather than one thick one. Using 400-grade wet-and-dry paper, rub down the surface of the primer until it is really smooth. While doing this, the work area should be thoroughly doused with water, and the wet-and-dry paper periodically rinsed in water. Allow to dry before spraying on more paint.

Spray on the top coat, again building up the thickness by using several thin layers of paint. Start spraying at one edge of the repair area, and then, using a side-to-side motion, work until the whole repair area and about 2 inches of the surrounding original paintwork is covered. Remove all masking material 10 to 15 minutes after spraying on the final coat of paint.

Allow the new paint at least two weeks to harden, then, using a paintwork renovator, or a very fine cutting paste, blend the edges of the paint into the existing paintwork. Finally, apply wax polish.

Plastic components

With the use of more and more plastic body components by the vehicle manufacturers (eg bumpers, spoilers, and in some cases major body panels), rectification of more serious damage to such items has become a matter of either entrusting repair work to a specialist in this field, or renewing complete components. Repair of such damage by the DIY owner is not really feasible, owing to the cost of the equipment and materials required for effecting such repairs. The basic technique involves making a groove along the line of the crack in the plastic, using a rotary burr in a power drill. The damaged part is then welded back together, using a hot-air gun to heat up and fuse a plastic filler rod into the groove. Any excess plastic is then removed, and the area rubbed down to a smooth finish. It is important that a filler rod of the correct plastic is used, as body components can be made of a variety of different types (eg polycarbonate, ABS, polypropylene).

Damage of a less serious nature (abrasions, minor cracks etc) can be repaired by the DIY owner using a two-part epoxy filler repair material. Once mixed in equal proportions, this is used in similar fashion to the bodywork filler used on metal panels. The filler is usually cured in twenty to thirty minutes, ready for sanding and painting.

If the owner is renewing a complete component himself, or if he has repaired it with epoxy filler, he will be left with the problem of finding a suitable paint for finishing which is compatible with the type of plastic used. At one time, the use of a universal paint was not possible, owing to the complex range of plastics encountered in body component applications. Standard paints, generally speaking, will not bond to plastic or rubber satisfactorily. However, it is now possible to obtain a plastic body parts finishing kit which consists of a pre-primer treatment, a primer and coloured top coat. Full instructions are normally supplied with a kit, but basically, the method of use is to first apply the pre-primer to the component concerned, and allow it to dry for up to 30 minutes. Then the primer is applied, and left to dry for about an hour before finally applying the special-coloured

top coat. The result is a correctly-coloured component, where the paint will flex with the plastic or rubber, a property that standard paint does not normally possess.

5 Major body damage - repair



Where serious damage has occurred, or large areas need renewal due to neglect, it means that complete new panels will need welding in; this is best left to professionals. If the damage is due to impact, it will also be necessary to check completely the alignment of the bodyshell; this can only be carried out accurately by a Rover dealer using special jigs. If the body is left misaligned, it is primarily dangerous as the car will not handle properly and secondly, uneven stresses will be imposed on the steering, suspension and possibly transmission, causing abnormal wear or complete failure, particularly to items such as the tyres.

6 Bonnet - removal, refitting and adjustment



Removal

- 1 Open the bonnet and remove the sound-deadening material on the left-hand side by releasing the clip retainers (see illustration).
- 2 Undo the two screws securing the illumination light to the bonnet, feed the lamp and wiring down behind the sound-deadening material and retrieve it from the bottom of the bonnet (see illustration). Place the light and wiring to one side.
- 3 Disconnect the windscreen washer fluid feed hose at the two-way connector (see illustration).
- 4 Place some rags beneath the bonnet corners, by the hinges.
- 5 Mark the position of the hinges by drawing around them with a soft pencil, then loosen the retaining bolts.
- 6 Engage the help of an assistant to support the bonnet.



6.1 Remove the sound-deadening material by releasing the clip retainers



6.2 Remove the under-bonnet illumination light



6.3 Disconnect the windscreen washer fluid feed hose (arrowed)



6.7 Prise out the support strut retaining clips

7 Using a small screwdriver, prise out the clips securing the support struts to the pegs on the bonnet (see illustration). Release both struts from their pegs.

8 Undo the retaining bolts and carefully lift away the bonnet.

Refitting

9 Refitting is a reversal of removal; adjust the bonnet on the hinges to its original position, then check the alignment as follows.

Adjustment

10 Close the bonnet and check the alignment with the adjacent body panels. The bonnet can be moved forward and backward by adjusting its position at each hinge. If the bonnet is too low with respect to the adjacent wing, fit small shims between the hinge and bonnet.

11 Check the bonnet closure and ease of opening. If the striker pins do not engage smoothly with the lock plates, slacken the striker plate retaining bolts and reposition the plates. If necessary, slacken the locknut and adjust the striker pin height by turning the slotted end with a screwdriver.

7 Bonnet lock and release cable - removal and refitting



Removal

1 From inside the car, undo the bolts and withdraw the release lever from the right-hand side of the footwell.

2 Disengage the cables from the lever.

3 Working in the engine compartment, undo the bolts securing the relevant bonnet lock to the front body panel.

4 Withdraw the lock from under the body panel and disengage the release cable.

5 Release the cable from the retaining clips and ties in the engine compartment, and from the bulkhead grommet.

6 Feed the cable through into the engine compartment and remove it from the car.

Refitting

7 Refitting is a reversal of removal. Adjust the bonnet lock as described in Section 6, if necessary.

8 Boot lid - removal, refitting and adjustment



Removal

1 Open the boot lid and remove the plastic cover over the lock.

2 Release the retaining clip and disconnect the link rod from the lock lever.

3 Disconnect the wiring at the connector adjacent to the lock.

4 Undo the two bolts and withdraw the lock from the boot lid.

5 Withdraw the lock release cable outer sheath from the lock bracket, and disconnect the inner cable from the lock lever.

6 Withdraw the grommet from the cable entry point above the boot lid hinge, and release the cable from the hinge cable clips and ties. Withdraw the release cable and wiring.

7 With an assistant supporting the boot lid, undo the four hinge bolts and lift the boot lid away.

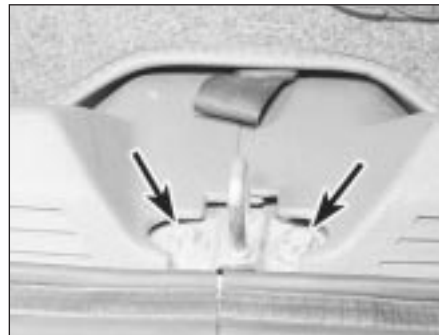
Refitting

8 Refitting is a reversal of removal. Engage the centre groove of the lock release cable sheath into the lock bracket slot initially, but use an alternative groove if the release lever action is unsatisfactory.

Adjustment

9 With the boot lid closed, check the relationship of the lid with the adjacent panels. If necessary, the boot can be repositioned by altering the position of the hinges at their body attachment. To do this, remove the rear seats as described in Section 43, and remove the parcel shelf. Slacken the hinge nuts and reposition the hinges as required. Tighten the nuts, then close the boot lid and check the operation of the lock. If necessary, slacken the striker plate bolts, reposition the striker plate and tighten the bolts (see illustration).

10 Refit the parcel shelf and rear seats on completion.



8.9 Boot lid striker plate retaining bolts (arrowed)

9 Boot lock - removal and refitting



Removal

1 On later models, remove the boot lid/tailgate lock solenoid as described in Section 18.

2 Remove the plastic cover over the lock (see illustration).

3 Where applicable, release the retaining clip and disconnect the link rod from the lock lever.

4 Disconnect the wiring at the connector adjacent to the lock.

5 Undo the two bolts and withdraw the lock from the boot lid.

6 Withdraw the lock release cable outer sheath from the lock bracket, disconnect the inner cable from the lock lever, and remove the lock.

Refitting

7 Refitting is a reversal of removal. Engage the centre groove of the lock release cable sheath into the lock bracket slot initially, but use an alternative groove if the release lever action is unsatisfactory.

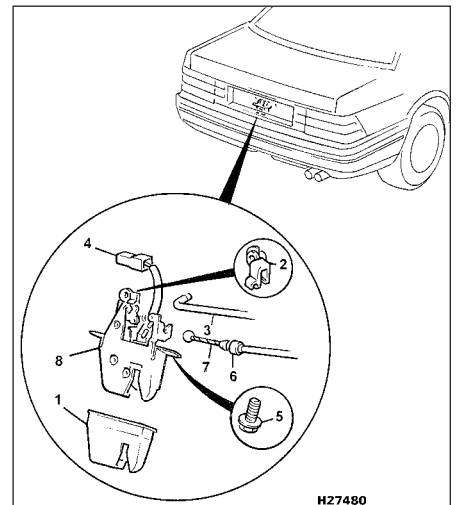
10 Boot lid private lock - removal and refitting



Pre-1992 model year

Removal

- 1 Remove the number plate from the boot lid.
- 2 From inside the boot lid, undo the screws



9.2 Boot lock attachments - early models shown, later models similar

- | | |
|---------------------------|------------------------------|
| 1 Plastic cover | 5 Lock retaining bolts |
| 2 Link rod retaining clip | 6 Release cable outer sheath |
| 3 Link rod | 7 Inner cable |
| 4 Wiring connector | 8 Boot lock |



10.2 Undo the centre lens and reflector retaining screw

and remove the centre lens and reflector assembly (see illustration).

3 Extract the retaining circlip from the private lock lever, and withdraw the link rod.

4 Drill out the three retaining rivets, and remove the private lock from the boot lid (see illustration).

Refitting

5 Refitting is a reversal of removal.

1992 model year onwards

Removal

6 Remove the boot lock as described in Section 9.

7 Disconnect the private lock wiring multiplug.

8 Extract the retaining clip and withdraw the private lock from the boot lid.

Refitting

9 Refitting is a reversal of removal.

11 Boot lid/tailgate and fuel filler flap release control - removal and refitting



Removal

1 Withdraw the knobs from the release levers inside the car (see illustration).

2 Undo the two screws securing the release control cover - one on the side face, and one under a flap at the rear (see illustration).

3 Withdraw the cover retaining stud on the



11.2 Undo the release lever control cover retaining screws



10.4 Boot lid private lock retaining rivets

inner face, then lift the cover off the release control (see illustrations).

4 Undo the screws securing the front sill tread plate, lift off the tread plate, and pull back the carpet around the release control.

5 Undo the three screws and withdraw the release control.

6 Disconnect the inner cable end(s) and outer cable sheath(s) and, if applicable, the wiring connectors. Remove the control from the car.

Refitting

7 Refitting is a reversal of removal. Note that on models with twin cables, the boot/tailgate release cable with the single groove in the outer cable sheath is fitted to the upper location, and the fuel filler flap release with the three grooves in the outer cable sheath is fitted to the lower location. Engage the centre groove with the bracket when fitting the filler flap cable, and check the release operation. If unsatisfactory, use an alternate groove.

12 Boot lid/tailgate release cable - removal and refitting



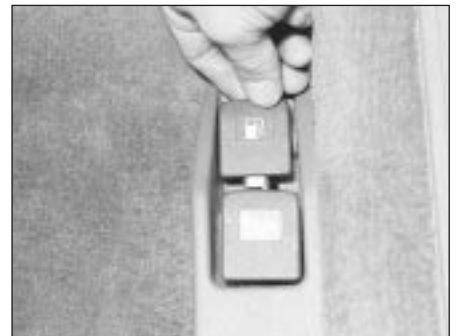
Removal

1 Remove the boot lid/tailgate and fuel filler flap release control as described in Section 11.

2 Undo the screws securing the rear sill tread plate, lift off the tread plate and move aside the carpet around the sill.



11.3a Withdraw the cover . . .



11.1 Withdraw the boot lid/tailgate and fuel filler flap release lever knobs

3 Remove the rear seat as described in Section 42.

4 On Saloon models, open the boot lid and remove the plastic cover over the lock. On Fastback models, open the tailgate, release the screw studs and remove the tailgate inner trim panel.

5 Release the retaining clip and disconnect the link rod from the lock lever.

6 Disconnect the wiring at the connector adjacent to the lock.

7 Undo the two bolts and withdraw the lock from the boot lid/tailgate.

8 Withdraw the lock release cable outer sheath from the lock bracket, and disconnect the inner cable from the lock lever.

9 Withdraw the grommet from the cable entry point and release the cable from the cable clips and ties.

10 Withdraw the release cable from the boot lid/tailgate.

11 Tie a drawstring to the release control end of the cable, and pull the cable into the luggage compartment. Untie the drawstring and remove the release cable from the car.

Refitting

12 Tie the drawstring to the new cable, and pull it through into the car interior.

13 Refit the cable to the release lever and lock, then reassemble the components using a reversal of removal. When refitting the cable to the lock, engage the centre groove of the cable sheath into the lock bracket slot initially, but use an alternative groove if the release lever action is unsatisfactory.



11.3b . . . for access to the release control assembly



15.2a Extract the support strut wire spring retainer . . .



15.2b . . . and release the strut from the stud



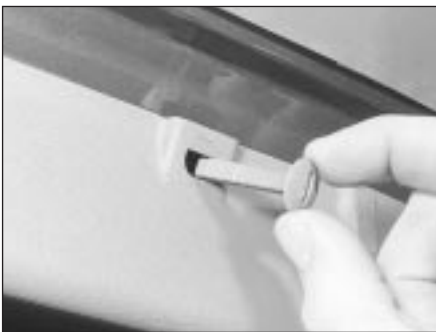
15.3 Release the strut lower end from its stud

13 Fuel filler flap release cable - removal and refitting



Removal

- 1 Open the fuel filler flap, then remove the boot lid/tailgate and fuel filler flap release control, as described in Section 11.
- 2 Undo the screws securing the rear sill tread plate, lift off the tread plate and move aside the carpet around the sill.
- 3 Remove the rear seat as described in Section 43.
- 4 Extract the retaining clip securing the cable end at the filler flap end, and push the cable through into the luggage compartment.
- 5 Release the cable from the retaining clips, and pull it into the car interior.



16.1 Release the screw studs and remove the tailgate inner trim panel



16.3 Remove the plastic cover from the lock

- 6 Where fitted, undo the screws and remove the cover strip over the cable beneath the rear seat location.
- 7 Release the cable from any further clips and ties, and remove it from the car.

Refitting

- 8 Refitting is a reversal of removal, with reference to Section 11 when refitting the cable to the release control.

14 Tailgate - removal and refitting

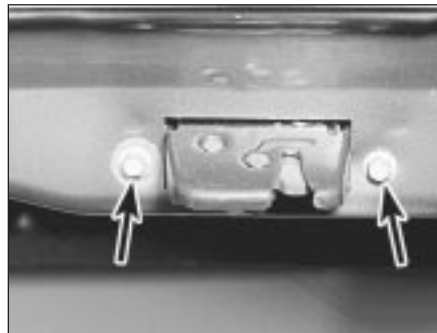


Removal

- 1 Open the tailgate and release the parcel shelf support strings.
- 2 From inside the car, remove the headliner rear finisher for access to the tailgate hinge retaining nuts.
- 3 Disconnect the screen washer hose, and the tailgate wiring harness connectors.
- 4 Support the tailgate with the help of an assistant, or using a prop.
- 5 Extract the wire spring retainer securing each support strut to its tailgate ball-stud, and release the struts.
- 6 Undo the tailgate hinge retaining nuts and remove the tailgate from the car.

Refitting

- 7 Refitting is a reversal of removal, in conjunction with the following adjustment procedure.



16.6 Undo the two lock retaining bolts (arrowed)

- 8 With the tailgate closed, check the relationship of the tailgate with the adjacent panels. If necessary, it can be repositioned by altering the position of the hinges at their body attachment. Slacken the hinge nuts, and reposition the hinges are required. Tighten the nuts, then close the tailgate and check the operation of the lock. If necessary, slacken the striker plate bolts, reposition the striker plate and tighten the bolts.

15 Tailgate support strut - removal and refitting



Removal

- 1 Open the tailgate and support it with the help of an assistant, or using a prop.
- 2 Extract the wire spring retainer securing the upper end of the support strut to its ball-stud, and release the strut (see illustrations).
- 3 Release the strut lower end clip, ease the strut from its stud and remove it from the car (see illustration).
- 4 Refitting is a reversal of removal.

16 Tailgate lock - removal and refitting



Removal

- 1 Open the tailgate, release the screw studs and remove the tailgate inner trim panel (see illustration).
- 2 On later models, remove the boot lid/tailgate lock solenoid as described in Section 18.
- 3 Remove the plastic cover from the lock (see illustration).
- 4 Where applicable, release the retaining clip and remove the link rod from the lock lever.
- 5 Disconnect the wiring multiplugs at the harness connectors, or the two wires at the lock as applicable.
- 6 Undo the two lock retaining bolts and withdraw the lock from the tailgate (see illustration).
- 7 Where applicable, withdraw the lock



17.4 Private lock lever retaining circlip (arrowed) on early models

release cable outer sheath from the lock bracket and disconnect the inner cable from the lock lever

Refitting

8 Refitting is a reversal of removal.

17 Tailgate private lock - removal and refitting



Pre-1992 model year

Removal

- 1 Open the tailgate, release the screw studs and remove the tailgate inner trim panel.
- 2 Remove the number plate from the tailgate.
- 3 From inside the tailgate, undo the screws and remove the centre lens and reflector assembly.
- 4 Extract the retaining circlip from the private lock lever, and withdraw the lever from the lock (see illustration).
- 5 Drill out the three retaining rivets and remove the private lock from the tailgate.

Refitting

6 Refitting is a reversal of removal.

1992 model year onwards

Removal

7 Remove the tailgate lock as described in Section 16.



19.2 ... and release the two lower retaining clips



17.9 Private lock component attachments on later models

8 Disconnect the private lock wiring multiplug.

9 Extract the retaining clip and withdraw the private lock from the tailgate (see illustration).

Refitting

10 Refitting is a reversal of removal.

18 Boot lid/tailgate lock solenoid - removal and refitting



Removal

- 1 Open the boot lid/tailgate, release the screw studs and remove the inner trim panel.
- 2 On early models, remove the number plate from the tailgate then undo the screws and remove the centre lens and reflector assembly.
- 3 Disconnect the solenoid wiring multiplug.
- 4 Undo the two screws and remove the solenoid.



19.1 On early models, undo the radiator grille upper retaining screws (arrowed) ...

Refitting

6 Refitting is a reversal of removal.

19 Radiator grille - removal and refitting



Pre-1992 model year

Removal

- 1 Undo the four grille upper retaining screws (see illustration).
- 2 Release the two lower retaining clips and withdraw the grille from the car (see illustration).

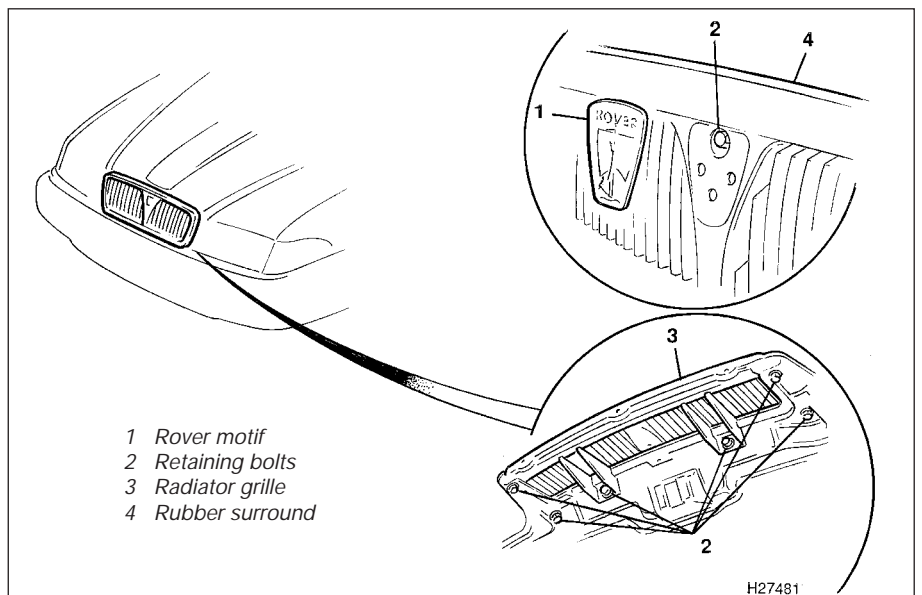
Refitting

3 Refitting is a reversal of removal.

1992 model year onwards

Removal

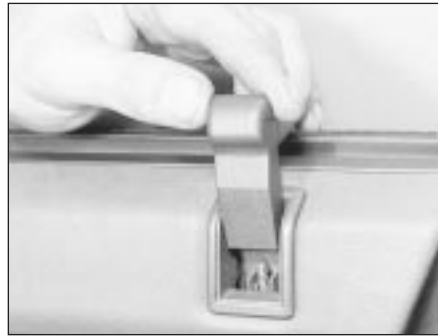
4 Carefully prise out the Rover motif from the centre of the grille (see illustration).



19.4 Radiator grille attachments on later models



21.1a Prise apart the interior lock button . . .



21.1b . . . and lift out the outer half . . .



21.1c . . . followed by the inner half

5 Open the bonnet and undo the seven bolts securing the grille panel.

6 Remove the grille from the bonnet and recover the rubber surround.

Refitting

7 Refitting is a reversal of removal.

20 Windscreen, rear window and tailgate glass - removal and refitting



The primary window glass on the Rover 800 Series is flush-glazed, and secured to the body shell by direct bonding. Due to this method of retention, special tools and equipment are required for removal and refitting, and this task is definitely beyond the

scope of the home mechanic. If it is necessary to have windscreen, rear window or tailgate window glass removed, this job should be left to a suitably-equipped specialist.

21 Front door inner trim panel - removal and refitting



Removal

1 Insert a small screwdriver into the slot at the rear of the interior locking button, and prise apart the outer moulded half of the locking button. Lift off the outer half, then remove the inner half from the locking rod (see illustrations).

2 On early models, carefully prise out the finisher trim from the inner handle, disconnect the tweeter speaker leads and remove the finisher (see illustrations).

3 On later models, prise out the door inner handle centre finisher trim, and undo the two screws securing the trim surround to the door. Pull the door handle outwards, and manipulate the trim surround off the handle and door panel (see illustrations). Disconnect the tweeter speaker leads from the rear of the trim surround, and remove the surround.

4 Prise out the blanking plate or interior light from the trim panel, and where applicable, disconnect the wiring and remove the light.

5 Undo the screw at the top of the door pull below the interior handle (see illustration).



21.2a On early models, prise out the inner handle finisher trim . . .



21.2b . . . and disconnect the tweeter speaker leads



21.3a On later models, prise out the inner handle centre finisher trim . . .



21.3b . . . and undo the trim surround screws



21.3c Manipulate the surround off the handle



21.5 Undo the screw at the top of the door pull



21.6a Undo the bottom screw behind the padded trim . . .



21.6b . . . or behind the plastic cap



21.7a Pull out the blanking plug . . .



21.7b . . . and undo the recessed rear side screw

6 Ease back the padded trim at the bottom of the panel, or lift off the plastic cap, to expose the retaining screw, then undo the screw (see illustrations).

7 Pull out the blanking plug on the rear side of the panel, and undo the recessed screw behind (see illustrations).

8 Undo the screw at the upper front corner of the panel (see illustration).

9 Undo the screw at each end of the storage bin (see illustrations).

10 Working through the blanking plate or interior light aperture, undo the screw in the recess (see illustration).

11 Where fitted, undo the screw from the

bottom of the door pull finger grip, and remove the finger grip from the panel.

12 If the panel incorporates a moulded door pull, prise out the blanking plug and undo the recessed screw behind (see illustrations).

13 Where applicable, release the rubber boot over the door mirror adjustment stalk, release the stalk retaining clips and push the stalk through to the inside of the panel (see illustrations).

14 Using a flat tool or your fingers, release the eight studs securing the panel to the door by prising the panel out, or sharply pulling it out, in the vicinity of each stud. Lift the panel



21.8 Undo the screw at the front corner



21.9a Undo the storage bin front screw . . .



21.9b . . . and rear screw



21.10 Undo the screw behind the blanking plate or interior light



21.12a If the panel has a moulded door pull, prise out the blanking plug . . .



21.12b . . . and undo the recessed screw behind



21.13a Release the rubber boot over the manual door mirror adjustment stalk . . .



21.13b . . . release the stalk retaining clips and push the stalk through the panel



21.14 Withdraw the panel from the door

upwards and withdraw it from the door (see illustration).

15 Disconnect the switch panel wiring multiplug from the rear of the panel and remove the panel.

Refitting

16 Refitting is a reversal of removal.

22 Front door - removal, refitting and adjustment



Removal

1 Remove the front door inner trim panel as described in Section 21.

2 Release the masking tape and carefully



22.4 Tap out the door check strap retaining roll pin (arrowed)



22.8 Door striker plate retaining screws (arrowed)

peel back the polythene condensation barrier for access to the internal wiring multiplugs.

3 Identify the multiplugs for refitting, then disconnect them from the door components. Withdraw the wiring harness from the door.

4 Using a drift, tap out the door check strap retaining roll pin (see illustration).

5 With the help of an assistant, support the door on a padded jack, undo the four hinge retaining bolts and withdraw the door from the car.

Refitting

6 Refitting is a reversal of removal.

Adjustment

7 Check the fit of the door against the surrounding panels, and if necessary slacken the hinge bolts and reposition the door.

8 When the door fit is correct, check the operation of the lock, and if necessary slacken

the striker plate screws and reposition the striker plate (see illustration). Tighten all the bolts and screws securely on completion.

23 Front door lock - removal and refitting



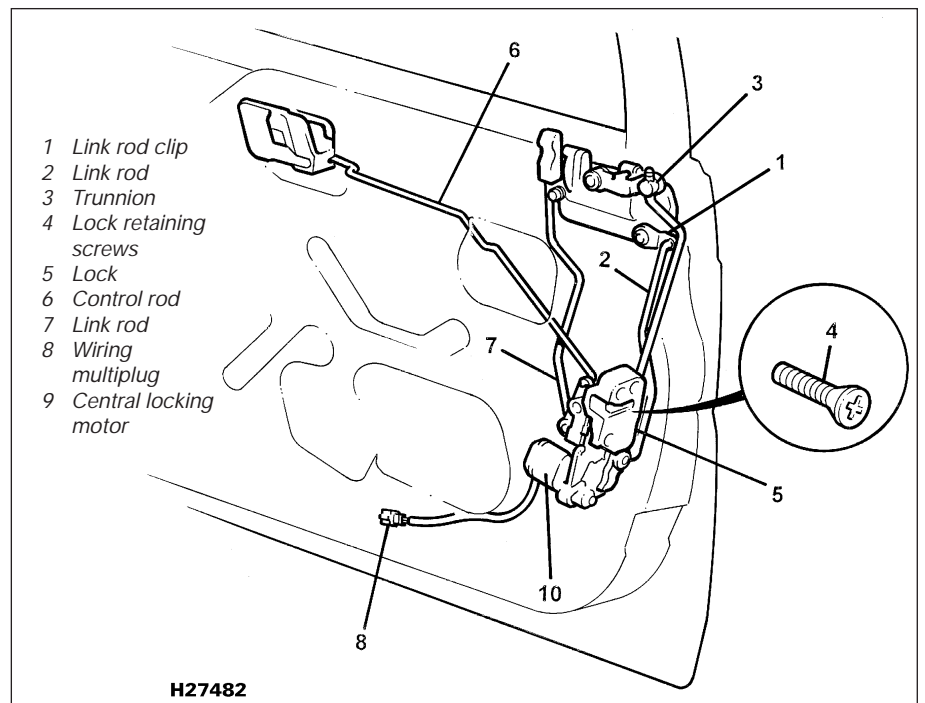
Saloon and Fastback models

Removal

1 Remove the front door inner trim panel as described in Section 21.

2 Release the masking tape and carefully peel back the polythene condensation barrier as necessary for access to the door lock area.

3 Carefully prise out the door lock link rod and control rod from their attachments at the private lock lever and exterior handle lever respectively (see illustration).



23.3 Front door lock attachments - Saloon and Fastback models shown, Coupe similar

4 Undo the three screws securing the lock assembly to the door.

5 Lower the lock assembly, and release the interior handle control rod and locking button rod from the lock levers.

6 Disconnect the central locking motor wiring multiplug, and manipulate the lock assembly from the door.

Refitting

7 Refitting is a reversal of removal.

Coupe models

Removal

8 Remove the front door cassette assembly as described in Section 29.

9 Carefully prise out the door lock link rod and control rod from their attachments at the private lock lever and exterior handle lever respectively.

10 Undo the screw securing the interior lock button control rod bellcrank.

11 Withdraw the bellcrank from the door, and disconnect the door lock control rod.

12 Release the cable tie from the central locking motor wiring harness and disconnect the harness multiplug.

13 Undo the three screws securing the lock assembly to the door.

14 Withdraw the lock assembly, and disconnect the interior handle control cable from the lock. Release the cable from the lock shield and remove the lock assembly.

Refitting

15 Refitting is a reversal of removal.

24 Front door private lock - removal and refitting



Saloon and Fastback models

Removal

1 Remove the front door inner trim panel as described in Section 21.

2 Release the masking tape and carefully peel back the polythene condensation barrier as necessary for access to the door lock area.

3 Extract the circlip from the end of the lock barrel, and remove the washer, plate and operating lever (see illustration).

4 Where applicable, release the wiring harness retaining clip and disconnect the harness multiplug.

5 Extract the private lock retaining wire clip, and withdraw the lock from the outside of the door.

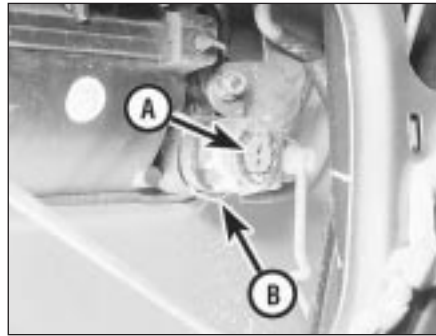
Refitting

6 Refitting is a reversal of removal.

Coupe models

Removal

7 Remove the front door cassette assembly as described in Section 29.



24.3 Lock barrel operating lever retaining circlip (A) and private lock retaining wire clip (B)

8 Carefully prise out the door lock link rod from the private lock lever.

9 Release the wiring harness from the clip at the bottom of the door, then disconnect the multiplug at the harness connector.

10 Extract the private lock retaining clip and remove the lock from the door handle.

Refitting

11 Refitting is a reversal of removal.

25 Front door exterior handle - removal and refitting



Saloon and Fastback models

Removal

1 Remove the front door private lock as described in Section 24.

2 Carefully prise out the door lock control rod from the exterior handle lever.

3 Undo the two retaining bolts and remove the handle from the outside of the door (see illustration).

Refitting

4 Refitting is a reversal of removal.

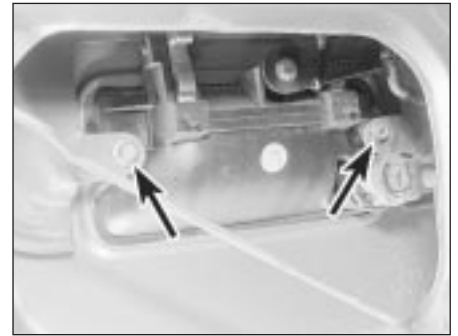
Coupe models

Removal

5 Remove the front door cassette assembly as described in Section 29.



26.2 Remove the foam pad from the interior handle



25.3 Front door exterior handle retaining bolts (arrowed)

6 Extract the private lock retaining clip and remove the lock from the door handle.

7 Carefully prise out the door lock control rod from the exterior handle lever.

8 Remove the blanking plug on the inside of the door for access to the outer retaining bolt.

9 Undo the two retaining bolts and remove the handle from outside of the door. Collect the two rubber washers as the handle is removed.

Refitting

10 Refitting is a reversal of removal.

26 Front door interior handle - removal and refitting



Pre-1992 model year

Removal

1 Remove the front door inner trim panel as described in Section 21.

2 Remove the foam pad from the handle (see illustration).

3 Where applicable, undo the screws securing the handle to the door panel.

4 Lift the locking tab at the front of the handle body, slide the handle rearwards and withdraw it from the door (see illustration).

5 Disconnect the operating rod and remove the handle.

Refitting

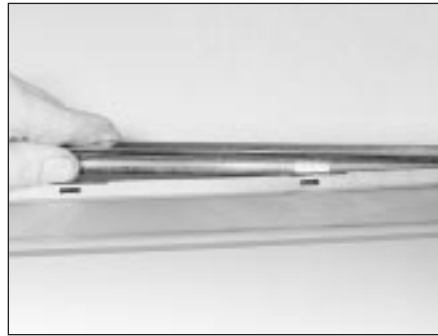
6 Refitting is a reversal of removal.



26.4 Withdraw the handle from the door



27.2a Prise up the door panel waist seal . . .



27.2b . . . and release the retaining clips



27.6a Release the wiring loom retaining clips . . .

1992 model year onwards

Removal

- 7 Remove the front door inner trim panel as described in Section 21.
- 8 Undo the four screws securing the handle to the door panel.
- 9 Slide the handle forward and withdraw it from the door.
- 10 Disconnect the interior handle control rod or cable and remove the handle.

Refitting

- 11 Refitting is a reversal of removal.

27 Front door window glass - removal and refitting



Saloon and Fastback models

Removal

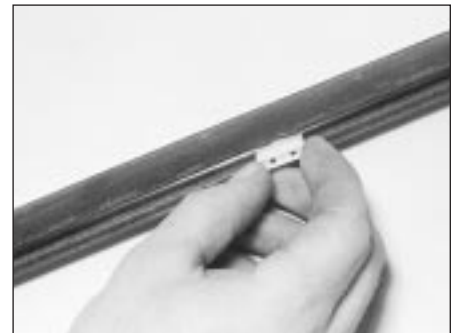
- 1 Remove the front door inner trim panel as described in Section 21.
- 2 Using a screwdriver and protective rag, carefully prise up the waist seal from the upper edge of the door panel to release the retaining clips (see illustrations).
- 3 Remove the front door main speaker, referring to Chapter 12 if necessary.
- 4 Where fitted, undo the three screws and



27.7 Undo the three screws and move the relay plate and relays aside



27.10 Lift the glass up and out of the door



27.11 Position the waist seal retaining clips in the waist seal before refitting the seal to the door

remove the trim panel support bracket.

- 5 Release the masking tape securing the wiring loom and loom connectors to the door panel.

- 6 Release the wiring loom retaining clips and ease the loom away from the door (see illustrations).

- 7 Undo the three screws securing the relay mounting plate, then move the plate and relays aside (see illustration).

- 8 Carefully peel back the condensation barrier, and pull it downwards to provide access inside the door.

- 9 Lower the window until the two glass-to-lifting member retaining bolts are accessible through one of the door apertures.

- 10 Undo the two bolts securing the door glass to the lifting member, and lift the glass up and out of the door (see illustration).

Refitting

- 11 Refitting is a reversal of removal. Ensure that the condensation barrier is refitted securely over the entire door panel face, and position the waist seal retaining clips in the waist seal before refitting the seal to the door (see illustration).

Coupe models

Removal

- 12 Open the window half way, then remove the front door cassette assembly as described in Section 29.



27.6b . . . and ease the loom away from the door

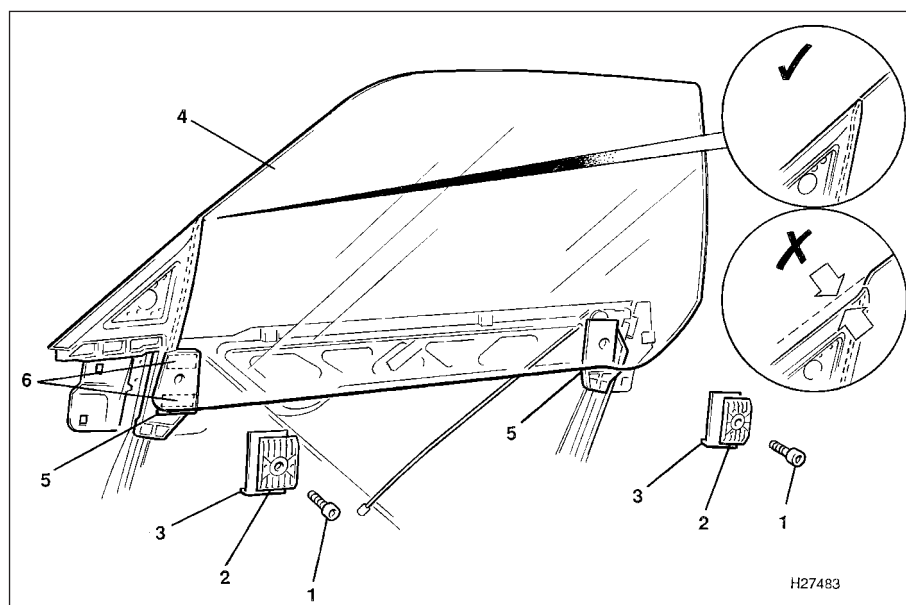
- 13 With the cassette assembly on the bench with the glass side upwards, undo the Torx screws and remove the two glass clamping plates (see illustration).

- 14 Remove the clamping plate plastic shims.
- 15 Carefully lift the window glass off the lifting plates and remove the plastic shims. If the plastic shims have metal spacers attached, ensure that the plastic shims and metal spacers remain together with their respective clamping plates.

Refitting

- 16 Refit the door glass to the cassette assembly using a reversal of removal.

- 17 With the help of an assistant, lift up the cassette assembly and hold it in a vertical position. Using a slave battery, fused switch



27.13 Front door glass attachment details on Coupe models

- | | | |
|-----------------------------------|---|--|
| 1 Clamping plate retaining screws | 4 Door glass | Inset shows correct and incorrect door glass-to-cheater panel adjustment |
| 2 Clamping plates | 5 Lifting plate plastic shims | |
| 3 Clamping plate plastic shims | 6 Lifting plate plastic shim metal spacers (where fitted) | |

and wiring, connect the window lift motor to the battery and close the window fully.

18 With the window closed, check that the front edge of the glass and the cheater panel are flush, forming a smooth curve (see illustration 27.13). If this is not the case, it will be necessary to obtain additional metal spacers and position these behind the top or bottom of the front lifting plate shims as necessary, on a trial and error basis.

19 Once the initial adjustment is correct, refit the cassette assembly as described in Section 29.

28 Front door window lift motor - removal and refitting



Removal

- 1 Remove the front door window glass as described in Section 27.
- 2 Disconnect the motor wiring multiplug.
- 3 Undo the two lower bolts and one upper bolt securing the lifting channel to the door.
- 4 Undo the three motor-to-door securing nuts, and manipulate the motor and lifting channel through the lower aperture (see illustrations).

Refitting

- 5 Refitting is a reversal of removal.

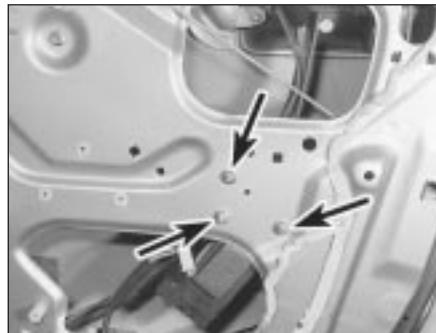
29 Front door cassette assembly (Coupe models) - removal and refitting



Note: Once the door cassette assembly is disturbed, it will be necessary to carry out an elaborate adjustment procedure after refitting, to ensure that a leak, noise and draught free seal is obtained when the window glass is closed. This adjustment entails the use of Rover special tools and gauges and can only be successfully carried out by a suitably equipped dealer.

Removal

- 1 Remove the door inner trim panel as described in Section 21.
- 2 Remove the door mirror as described in Section 31.



28.4a Undo the three window lift motor retaining nuts (arrowed) . . .

- 3 Remove the door speaker, referring to Chapter 12 if necessary.
- 4 Undo the three screws and remove the inner trim panel attachment bracket.
- 5 Carefully prise out the clips securing the wiring multiplugs to the door.
- 6 Release the two clips and remove the plastic condensation barrier.
- 7 Undo the three screws and release the interior handle from the door.
- 8 Release the window lift motor wiring multiplug from the door clip and disconnect it.
- 9 Undo the three nuts and release the window lift motor studs from the door.
- 10 Undo the two bolts securing the lower edge of the cassette assembly to the door.
- 11 At the top, undo the three bolts at the front, and two at the rear securing the cassette assembly to the door.
- 12 With the help of an assistant, carefully lift the cassette assembly out of the door. Take care not to lift or support the cassette assembly using the cheater panel in front of the window glass as this may cause the panel to move out of alignment.

Refitting

- 13 Refitting is a reversal of removal, but have the cassette assembly and door glass accurately adjusted by a Rover dealer on completion.

30 Front door window cable and drum assembly (Coupe models) - removal and refitting

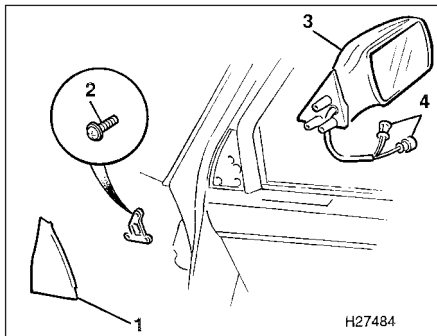


Removal

- 1 Remove the door window glass as described in Section 27.
- 2 At the bottom front corner of the cassette assembly, note the fitted position of the outer cable retainer in the support bracket. Turn the retainer through 90° to release it from the bracket.
- 3 Bend the guide tabs away from the lower front pulley and slip the cable off the pulley.
- 4 Release the lifting plate from the front runner.
- 5 Release the cable from the front upper pulley.



28.4b . . . and remove the motor from the door



31.6 Electrically controlled front door mirror attachments

- 1 Trim panel 3 Mirror
2 Retaining screws 4 Wiring multiplugs

6 At the top rear corner of the cassette assembly, note the fitted position of the outer cable retainer in the support bracket. Turn the retainer through 90° to release it from the bracket.

7 Bend the guide tab away from the lower rear pulley and slip the cable off both rear pulleys.

8 Release the outer cable from the clip.

9 Detach the cable ends from the glass rear lifting plate.

10 Mark the position of the cable exit points on the cable drum cover plate, then undo the screws and lift off the plate.

11 Taking care not to allow the cable to become detached from the drum, lift the cable and drum assembly out of the cassette assembly.

Refitting

12 Refitting is a reversal of removal bearing in mind the following points.

- Lubricate the pulleys with Molykote PG65 prior to refitting.
- Refit the outer cable retainers to the same positions in the support brackets as noted during removal.
- Ensure that the diagonal cable run is positioned over the outer cable and motor assembly, between the inner cable and the window glass.

31 Front door mirror - removal and refitting

Manually controlled mirror

Removal

1 Remove the front door inner trim panel as described in Section 21.

2 Carefully prise off the triangular trim panel from the upper corner of the door.

3 Undo the three mirror retaining screws, release the cables from their retaining strap inside the door, and remove the mirror and cables from the door.

Refitting

4 Refitting is a reversal of removal.

Electrically controlled mirror

Removal

5 Remove the front door inner trim panel as described in Section 21.

6 Carefully prise off the triangular trim panel from the upper corner of the door (see illustration).

7 Peel back the condensation barrier as necessary to gain access to the mirror wiring multiplugs, then disconnect them.

8 Undo the three mirror retaining screws and withdraw the mirror from the door.

Refitting

9 Refitting is a reversal of removal.

32 Rear door inner trim panel - removal and refitting

Note: Many of the attachment points and component fittings are similar to those of the front door inner trim panel. Refer to Section 21 for useful photographic details.

Models with electrically operated rear windows

Removal

1 Insert a small screwdriver or similar tool into the slot at the rear of the interior locking button, and prise apart the outer moulded half of the locking button. Lift off the outer half, then remove the inner half from the locking rod.

2 Prise out the door inner handle centre finisher trim, and undo the two screws securing the trim surround to the door.

3 Pull the door handle outwards, and manipulate the trim surround off the handle and door panel.

4 Carefully prise out the blanking plate or interior light from the bottom of the panel. If applicable, disconnect the wiring and remove the light.

5 Lift off the plastic caps and undo the two screws around the lower rear portion of the panel.

6 Working through the blanking plate or interior light aperture, undo the screw in the recess.

7 Undo the screw at the top of the door pull below the interior handle.

8 Using a flat tool or your fingers, release the studs securing the panel to the door by prising the panel out, or sharply pulling it out, in the vicinity of each stud. Lift the panel upwards and withdraw it from the door.

9 Disconnect the wiring multiplug at the rear of the window lift switch and remove the panel.

Refitting

10 Refitting is a reversal of removal.

Models with manually operated rear windows

Removal

11 Insert a small screwdriver into the slot at the rear of the interior locking button, and prise apart the outer moulded half of the locking button. Lift off the outer half, then remove the inner half from the locking rod.

12 Prise out the door inner handle centre finisher trim, and undo the two screws securing the trim surround to the door.

13 Pull the door handle outwards, and manipulate the trim surround off the handle and door panel.

14 Push in the escutcheon behind the window regulator handle, extract the handle retaining clip and withdraw the handle from the spindle.

15 Undo the screw from the bottom of the door pull finger grip, and remove the finger grip from the panel.

16 Lift off the plastic caps and undo the two screws around the lower rear portion of the panel.

17 Using a flat tool or your fingers, release the studs securing the panel to the door by prising the panel out, or sharply pulling it out, in the vicinity of each stud. Lift the panel upwards and withdraw it from the door.

Refitting

18 Refitting is a reversal of removal. Locate the regulator handle retaining clip in the handle groove before fitting the handle to the door.

33 Rear door - removal, refitting and adjustment

The procedure for the rear door is virtually identical to that for the front door, and reference should be made to Section 22.

34 Rear door exterior handle - removal and refitting

Removal

1 Remove the rear door inner trim panel as described in Section 32.

2 Release the masking tape and carefully peel back the polythene condensation barrier as necessary for access to the door lock area.

3 Remove the access plug from the rear of the door.

4 Undo the screw securing the interior lock button control rod bellcrank.

5 Withdraw the bellcrank from the door, and disconnect the door lock control rod.

6 Undo the bolt securing the rear glass channel to the door, and remove the glass channel.

7 Undo the three screws securing the door lock to the rear face of the door.

- 8 Release the door lock control rod from the plastic guide on the inner face of the door.
- 9 Move the door lock aside, and undo the bolts securing the exterior handle to the door.
- 10 Withdraw the exterior handle, release the collar and remove the control rod from the exterior handle lever.
- 11 Remove the exterior handle from the door.

Refitting

- 12 Refitting is a reversal of removal.

35 Rear door lock - removal and refitting



Removal

- 1 Remove the rear door exterior handle as described in Section 34.
- 2 Release the door inner handle control rod from its plastic guide on the inner face of the door (see illustration).
- 3 Carefully prise out the two control rods from their respective levers on the door lock.
- 4 Disconnect the central locking motor wiring multiplug, and manipulate the lock assembly from the door.

Refitting

- 5 Refitting is a reversal of removal.

36 Rear door interior handle - removal and refitting

The procedure for the rear door is virtually identical to that for the front door, and reference should be made to Section 26.

37 Rear door window glass - removal and refitting

The procedure for the rear door is virtually identical to that for the front door, and reference should be made to Section 27.

38 Rear door window lift motor - removal and refitting

The procedure for the rear door is virtually identical to that for the front door, and reference should be made to Section 28.

39 Rear door window lift manual regulator - removal and refitting

The procedure is virtually identical to that for the front door with electric lift motor, except that the regulator is secured to the

door with two bolts, and there are no wiring multiplugs to disconnect. The complete procedure is covered in Section 28.

40 Rear quarter light glass (Coupe models) - removal and refitting



Removal

- 1 Remove the rear seat cushion and squab as described in Section 43.
- 2 Carefully ease the door weatherstrip away from the door pillar in the vicinity of the lower trim panel.
- 3 Lift off the plastic caps and undo the lower trim panel retaining screw at the upper front edge of the panel. Repeat this procedure with the remaining three screws, two at the bottom and one at the upper rear of the panel.
- 4 Using a flat tool or your fingers, release the six studs securing the lower trim panel to the body by prising the panel out, or sharply pulling it out, in the vicinity of each stud. Lift away the panel.
- 5 Prise off the cap and undo the seat belt upper anchorage bolt.
- 6 Undo the three lower screws securing the upper trim panel to the body.
- 7 Using the same procedure as for the lower trim panel, release the ten panel retaining studs and remove the panel from the car.
- 8 Undo the eight nuts securing the quarter light glass in position and carefully ease the glass from the body aperture.

Refitting

- 9 Refitting is a reversal of removal, but clean the aperture and the glass thoroughly prior to refitting.

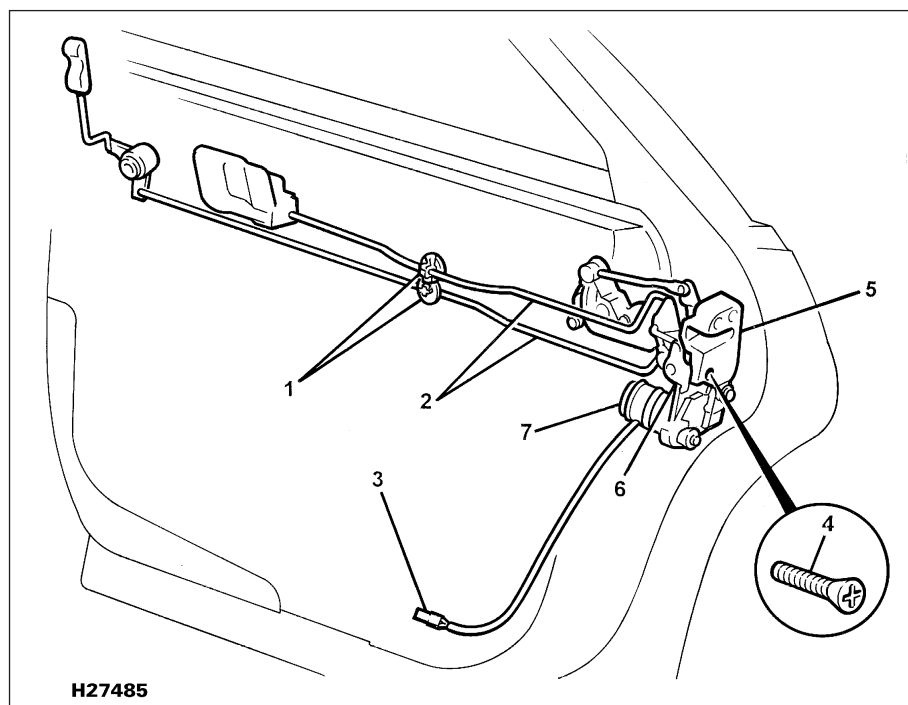
41 Bumpers - removal and refitting



Front bumper

Removal

- 1 Refer to Chapter 12 and remove the headlight lens units, and where fitted, the headlight washer jets.
- 2 On pre-1992 model year vehicles, remove the radiator grille as described in Section 19.
- 3 Undo the bolt and two screws securing the access panels below the front of each wheelarch. Remove both panels (see illustration).
- 4 Where fitted, disconnect the wiring multiplugs from the driving lights.
- 5 Where fitted, undo the retaining screw and move the ambient air temperature sensor to one side.
- 6 Undo the two nuts securing the bumper moulding to the frame at the front. Withdraw the washers and clamp plates.
- 7 Release the wheelarch liners from the



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35.2 Rear door lock attachments

- | | | |
|---------------------------|-------------------------|--|
| 1 Control rod and guide | 4 Lock retaining screws | 6 Central locking motor retaining screws |
| 2 Control rod attachments | 5 Door lock | 7 Central locking motor |
| 3 Wiring multiplug | | |

bumper moulding, and release the moulding from the side retaining clips.

8 Withdraw the moulding from the bumper.

9 Where fitted, release the washer pipe clips and studs, and disconnect the wiring multiplug.

10 On later models, prise out the two radiator baffle retaining studs.

11 Undo the bolt securing the dim-dip resistor bracket (where fitted).

12 Undo the two bolts securing the centre support member to the bumper.

13 Undo the two end bolts securing the bumper to the frame and remove the bumper.

Refitting

14 Refitting is a reversal of removal.

Rear bumper

Removal

15 Remove the trim from the rear of the luggage compartment.

16 Undo the screws and remove the two wheelarch liners (see illustration).

17 Withdraw the grommets from the rear face of the luggage compartment, and undo the two bumper moulding retaining nuts and washers.

18 Release the moulding from the side retaining clips, and withdraw the moulding from the bumper.

19 Where fitted, remove the plastic cover over the rear towing eye.

20 Withdraw the grommets, and undo the two bolts each side securing the bumper to the frame.

21 Remove the bumper from the car.

Refitting

22 Refitting is a reversal of removal.

42 Front seats - removal and refitting

Removal

1 Where a lumbar support switch panel is fitted to the side of the seat, carefully prise up the front of the switch panel, disconnect the wiring connectors and remove the panel.

2 On early models, prise off the trim caps, and undo the two screws securing the trim panel below the seat base. Remove the trim panel.

3 Undo the bolt securing the seat belt at the base of the seat.

4 Undo the four bolts securing the seat runners.

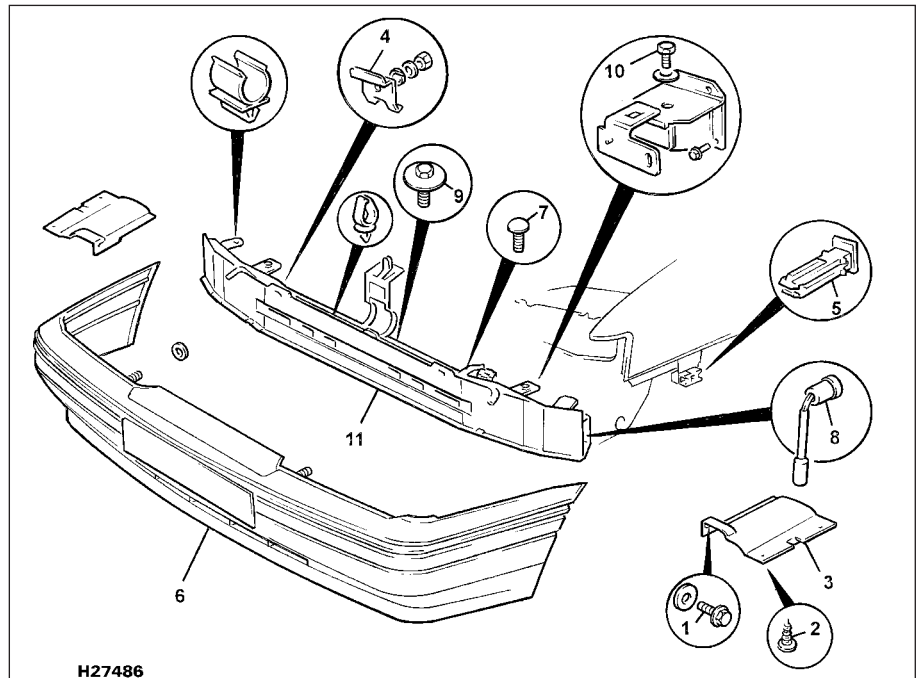
5 Undo the bolt securing the seat belt stalk, and remove the stalk.

6 Disconnect the seat control multipugs and release the wiring harness from the cable ties.

7 Withdraw the seat from the car.

Refitting

8 Refitting is a reversal of removal. Ensure that all wiring harnesses are secured with cable ties well clear of the seat control components and runners.

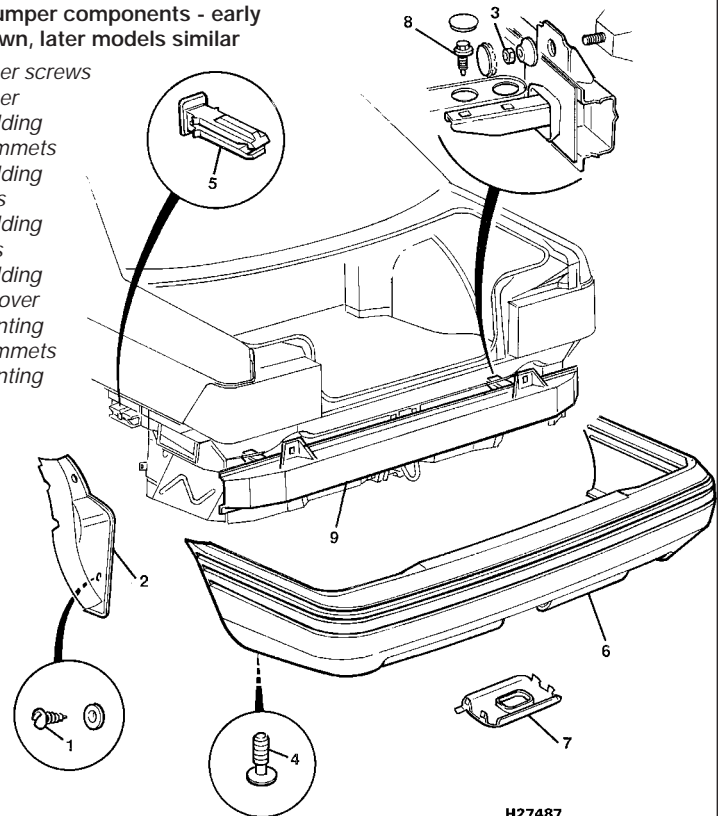


41.3 Front bumper components - early models shown, later models similar

- | | | |
|---------------------------------|------------------------------|-------------------------------|
| 1 Access panel retaining bolt | 5 Bumper moulding side clips | 9 Centre support member bolts |
| 2 Access panel retaining screws | 6 Bumper moulding | 10 Bumper retaining bolts |
| 3 Access panel | 7 Stud | 11 Bumper mounting |
| 4 Bumper moulding clamp | 8 Wiring multiplug | |

41.16 Rear bumper components - early models shown, later models similar

- 1 Wheelarch liner screws
- 2 Wheelarch liner
- 3 Bumper moulding nuts and grommets
- 4 Bumper moulding retaining bolts
- 5 Bumper moulding retaining clips
- 6 Bumper moulding
- 7 Towing eye cover
- 8 Bumper mounting nuts and grommets
- 9 Bumper mounting



43 Rear seats - removal and refitting



Saloon models

Removal - bench type seat (pre-1992 model year)

- 1 Push the seat base rearwards, and at the same time lift it up to release the two retainers. Remove the seat base from the car.
- 2 Undo the four bolts at the base of the seat squab.
- 3 Release the two seat belts from the retainers.
- 4 Slide the squab downwards and forwards to release the rear locating pegs, then remove the squab from the car.

Removal - bench type seat (1992 model year onwards)

- 5 Push the seat base rearwards, and at the same time lift it up to release the two retainers. Remove the seat base from the car.
- 6 Undo the bolt at the base of each side cushion extension, lift the cushion extensions upwards to release the rear wire retainers, and remove the side cushions.
- 7 Operate the release levers and tip the two seat squabs forward.
- 8 Undo the two bolts securing the hinge brackets at the ends of each squab.
- 9 Release the seat belt stalks and remove the squabs from the car.

Removal - individual type seat

- 10 Lift up the seat base to disengage the floor clips and remove the base.
- 11 Undo the four nuts securing the seat pan to the floor. Slide the pan sideways to disengage the squab guides and remove the pan.
- 12 Slide the seat squab downwards and forwards to disengage the rear upper retainers and remove the squab from the car.

Refitting - all seat types

- 13 Refitting is a reversal of removal.

Fastback models

- 14 Refer to the above procedure for the bench type seat (1992 model year onwards).

Coupe models

Removal

- 15 Push the seat base rearwards, and at the same time lift it up to release the two retainers. Remove the seat base from the car.
- 16 From inside the luggage compartment, undo the three seat squab upper retaining bolts.
- 17 Undo the four lower retaining bolts at the base of the squab.
- 18 Release the seat belt buckles from their location pockets and remove the seat squab from the car.

Refitting

- 19 Refitting is a reversal of removal.



44.2a Undo the release lever surround retaining screw . . .

44 Rear seat squab release lever and cable - removal and refitting



Removal

- 1 Remove the luggage compartment light from the release lever surround.
- 2 Undo the screw in the light aperture, move the release lever surround forwards and outwards, then disengage the two rear locating lugs (see illustrations).
- 3 Extract the outer cable retaining clip at the rear of the lever surround (see illustration).
- 4 Disengage the inner cable from the release lever, and remove the lever and surround assembly.
- 5 Extract the outer cable retaining clip at the squab locking mechanism (see illustration).
- 6 Disengage the inner cable from the lever, and remove the cable from the car.

Refitting

- 7 Refitting is a reversal of removal.

45 Seat belts - removal and refitting



Front seat belts - Saloon and Fastback models

Removal

- 1 Remove the front seat as described in Section 42.



44.3 Extract the outer cable retaining clip (arrowed) at the lever surround . . .



44.2b . . . and disengage the locating lugs

- 2 Remove the trim cap over the top anchorage, undo the retaining bolt and recover the spacer and fibre washer.
- 3 Ease the weatherstrip away from both sides of the centre door pillar.
- 4 Carefully prise off the upper trim from the centre door pillar.
- 5 Undo the two screws, nearest the centre door pillar, from the front and rear carpet retainer plates.
- 6 Lift the ends of the carpet retainer plates and carefully prise off the lower trim from the centre door pillar.
- 7 Undo the retaining screw from the seat belt guide and remove the guide.
- 8 Undo the bolt at the seat belt anchorage.
- 9 Undo the bolt at the base of the inertia reel, and remove the seat belt components.
- 10 Undo the bolt securing the seat belt stalk to the seat, and remove the stalk.

Refitting

- 11 Refitting is a reversal of removal.

Front seat belts - Coupe models

Removal

- 12 Remove the front seat as described in Section 42.
- 13 Remove the trim cap over the top anchorage, undo the retaining bolt and recover the spacer and fibre washer.
- 14 Carefully ease the door weatherstrip away from the door pillar in the vicinity of the lower trim panel.
- 15 Lift off the plastic caps and undo the lower trim panel retaining screw at the upper



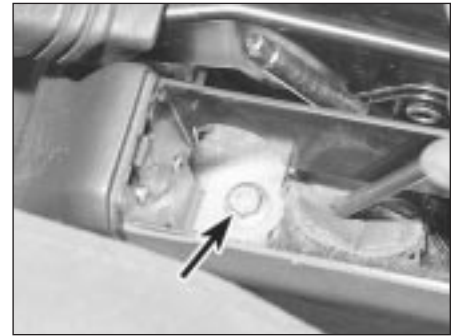
44.5 . . . and the clip at the locking mechanism (arrowed)



47.3 Prise up the coin trays



47.4 Prise up the handbrake lever cover trim



47.5 Console left-hand retaining bolt (arrowed)

front edge of the panel. Repeat this procedure with the remaining three screws, two at the bottom and one at the upper rear of the panel.

16 Using a flat tool or your fingers, release the six studs securing the lower trim panel to the body by prising the panel out, or sharply pulling it out, in the vicinity of each stud. Lift away the panel.

17 Lift off the plastic caps and undo the two bolts securing the seat belt lower anchorage bar to the body. Release the bar and slide out the seat belt.

18 Release the seat belt from the guide in the door pillar.

19 Undo the bolts at the base of the inertia reel, and remove the seat belt components.

20 Undo the bolt securing the seat belt stalk to the seat, and remove the stalk.

Refitting

21 Refitting is a reversal of removal.

Rear seat belts

Removal

22 Remove the rear seat base and squab as described in Section 43.

23 Undo the bolts at the seat belt lower anchorages.

24 Remove the belt guide from the rear parcel shelf.

25 Remove the trim cap over the top anchorage (early models), undo the retaining bolt and recover the spacer and fibre washer.

26 From within the luggage compartment, undo the bolt at the base of the inertia reel,

and remove the seat belt assembly from the luggage compartment. On later Saloon models it will be necessary to remove the rear parcel shelf for access to the inertia reel.

27 Undo the retaining bolts and remove the individual static belts as required.

Refitting

28 Refitting is a reversal of removal.

46 Sunroof - general information

A mechanically or electrically operated steel sunroof is available as standard or optional equipment according to model.

The sunroof is maintenance-free, but any adjustment or removal and refitting of the component parts should be entrusted to a dealer, due to the complexity of the unit and the need to remove much of the interior trim and headlining to gain access. The latter operation is involved, and requires care and specialist knowledge to avoid damage.

47 Centre console - removal and refitting

Removal

1 On manual transmission models, unscrew the gear lever knob and remove the gear lever boot.

2 On automatic transmission models, undo the retaining screw and lift off the selector lever. Carefully prise up the selector lever quadrant, disconnect the wiring multiplugs and remove the quadrant.

3 Prise up the coin trays or switch panels on each side of the handbrake lever (see illustration). Remove the coin trays, or disconnect the multiplugs and remove the switch panels.

4 Insert a screwdriver under the rear end of the cover trim over the handbrake lever. Prise up the cover rear end, then withdraw the cover from the handbrake lever (see illustration).

5 Lift back the edges of the carpet under the coin holder or switch panel locations, and undo the two console retaining bolts under the carpet (see illustration).

6 Remove the rear ashtray, followed by the ashtray insert (where fitted). Disconnect the ashtray wiring multiplugs and remove the ashtray (see illustration).

7 Undo the two screws securing the rear of the console, in the ashtray aperture (see illustration).

8 Where applicable, prise off the plastic caps and undo the two screws at the extreme forward sides of the console, beneath the fascia.

9 On models with a high console, open the cassette holder lid, and undo the two screws at the base of the cassette racks (see illustration).

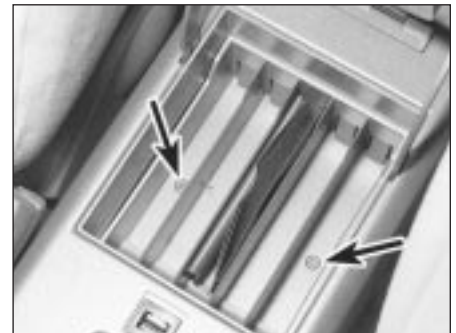
10 Where a switch panel or removable cover



47.6 Remove the rear ashtray and insert . . .



47.7 . . . and undo the two rear screws



47.9 Undo the two screws at the base of the cassette rack



47.11a Apply the handbrake fully . . .



47.11b . . . and lift the console over the handbrake lever



48.2 Remove the trim panel under the fascia

plate is fitted just forward of the handbrake lever, release the panel or cover plate, disconnect the wiring multiplugs (where applicable) and manipulate the panel or cover plate over the handbrake lever.

11 Apply the handbrake as hard as possible, then lift the rear of the console over the handbrake lever (**see illustrations**). Slide the forward end of the console out from under the fascia and remove the console from the car. On some models, there is barely sufficient clearance to allow the console to clear the handbrake under normal conditions, and if it proves impossible to do this, refer to Chapter 9 and slacken the handbrake adjuster to allow the lever to be pulled up further.

Refitting

12 Refitting is a reversal of removal. Adjust

the handbrake as described in Chapter 9, if the adjuster position was disturbed.

48 Facia - removal and refitting



Pre-1992 model year

Removal

- 1** Remove the instrument panel and the radio cassette player as described in Chapter 12.
- 2** Release the turnbuckles and remove the trim panel under the fascia on the driver's side. Remove the additional panel over the clutch, brake and accelerator pedals (**see illustration**).
- 3** Release the heater outer cable retaining

clips on the lower right-hand side of the heater, and slip the inner cable ends off the lever studs (**see illustration**).

4 Pull off the control knobs on the heater control switches (**see illustration**).

5 Undo the two nuts and two bolts securing the steering column clamp and mounting bracket under the fascia. Remove the clamp and lower the column.

6 Release the retaining button and withdraw the triangular-shaped trim panels at the base of the lower fascia (**see illustration**).

7 Undo the retaining screw now exposed on each side, securing the lower fascia side braces to the support bracket (**see illustration**).

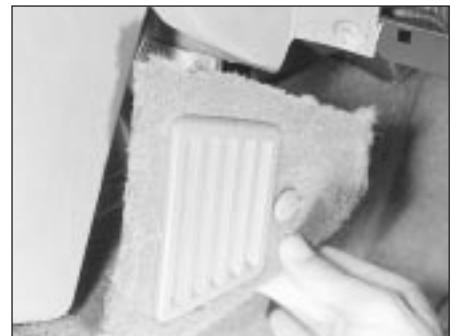
8 Using a screwdriver, release the radio mounting plate side retainers and remove the mounting plate (**see illustrations**).



48.3 Release the heater cables at the heater (arrowed)



48.4 Pull off the heater knobs



48.6 Withdraw the trim panel at the base of the lower fascia



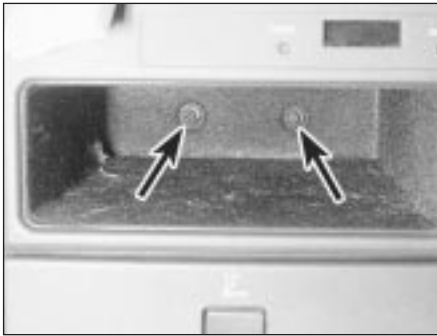
48.7 Undo the side brace retaining screws (arrowed)



48.8a Release the radio mounting plate retainers (arrowed) . . .



48.8b . . . and remove the mounting plate



48.9 Undo the screws in the oddments tray

9 Undo the two screws at the base of the oddments tray below the clock (see illustration).

10 Withdraw the clock and oddments tray housing from the lower facia, and disconnect the clock wiring multiplug.

11 Undo the two upper screws securing the lower facia, and withdraw the lower facia from its location (see illustrations).

12 Disconnect the wiring multiplug at the rear and remove the lower facia from the car.

13 Undo the screw at each end of the cross-brace under the facia on the driver's side (see illustration).

14 Undo the bolt at each lower end of the facia (see illustration).

15 Undo the two bolts on the front support plate at the base of the facia (see illustration).



48.13 Undo the cross-brace screws



48.11a Undo the lower facia upper screws . . .

16 Lift up the cover plate on the facia top, at the centre below the windscreen, and undo the bolt below the plate (see illustration).

17 Prise out the trim caps at each side of the facia, adjacent to the door apertures and undo the bolt behind (see illustrations).

18 With the help of an assistant, lift the facia from its location and withdraw it slightly forward.

19 Disconnect the wiring multiplug at the inertia switch, and at the fusebox, and disconnect the two main loom multiplugs.

20 With all the wiring disconnected, remove the facia from the car.

Refitting

21 Refitting is a reversal of removal. When connecting the heater cables, adjust the position of the outer cables in their retaining



48.11b . . . and remove the lower facia

clips so as to give full travel of the heater levers, consistent with full travel of the control levers.

1992 model year onwards



Warning: On vehicles fitted with a passenger's side air bag, seek the advice of a Rover dealer concerning safety implications before proceeding.

Removal

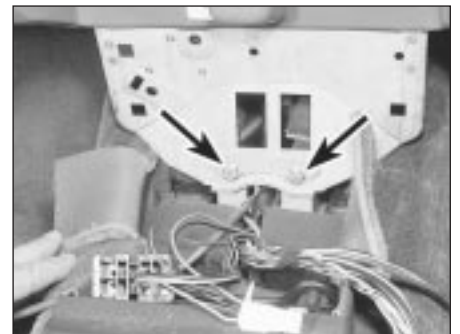
22 Where fitted, have the passenger side air-bag module removed by a Rover dealer, or seek his advice concerning the feasibility of the following operations before proceeding.

23 Remove the steering wheel and steering column as described in Chapter 10.

24 Remove the instrument panel, the radio



48.14 Undo the bolt at the facia lower end



48.15 Undo the front support plate bolts (arrowed)



48.16 Lift up the centre cover plate and undo the bolt below the plate



48.17a Prise out the trim caps . . .



48.17b . . . and undo the bolts in the door apertures

11•22 Bodywork and fittings

cassette player and the clock as described in Chapter 12.

25 Release the two turnbuckles and remove the lower trim panel under the fascia on the passenger's side.

26 Undo the two, or four bolts, as applicable below the glovebox and remove the glovebox from the fascia.

27 Pull off the weatherstrip from the front body pillars around the fascia and footwell.

28 Undo the two screws each side and single retaining stud on the left-hand side, and remove the two footwell trim panels.

29 Remove the radio cassette player mounting housing.

30 Remove the fusebox cover under the fascia on the driver's side if not already done.

31 From within the clock aperture, undo the ashtray securing screw, disconnect the wiring connectors and remove the ashtray.

32 Release the retaining button and withdraw

the triangular-shaped trim panels at the base of the lower fascia.

33 Undo the four upper screws and two inner screws securing the lower fascia to the upper fascia. Remove the lower fascia.

34 Prise out the trim caps at each side of the fascia, adjacent to the door apertures and undo the bolt behind.

35 Undo the two bolts on the front support plate at the base of the fascia.

36 Lift up the cover plate or light sensor panel on the fascia top, at the centre below the windscreen, and undo the bolt behind.

37 Undo the two bolts securing the fascia mounting brackets to the body.

38 Where fitted, undo the additional securing bolt behind the glovebox aperture.

39 Disconnect the wiring multiplugs at the fusebox, noting their locations.

40 Disconnect the two main wiring harness multiplugs.

41 Where fitted, disconnect the two air conditioning wiring harness multiplugs.

42 Detach the relay from the fascia rail above the pedals on the driver's side.

43 Disconnect any remaining wiring multiplugs, noting their locations.

44 Where applicable, release the heater outer cable retaining clips on the lower right-hand side of the heater, and slip the inner cable ends off the lever studs.

45 With all the wiring disconnected, remove the fascia from the car.

Refitting

46 Refitting is a reversal of removal. When connecting the heater cables, adjust the position of the outer cables in their retaining clips so as to give full travel of the heater levers, consistent with full travel of the control levers.