



Special Features of the 4x4

- 4** Sheet Metal Work
- 5** Mechanisms and Accessories
- 7** Trim and upholstery

JA0C - JA1F

For all parts not dealt with in this Technical Note refer to Workshop Repair Manual M.R. 312.

77 11 295 482

APRIL 2000

EDITION ANGLAISE

"The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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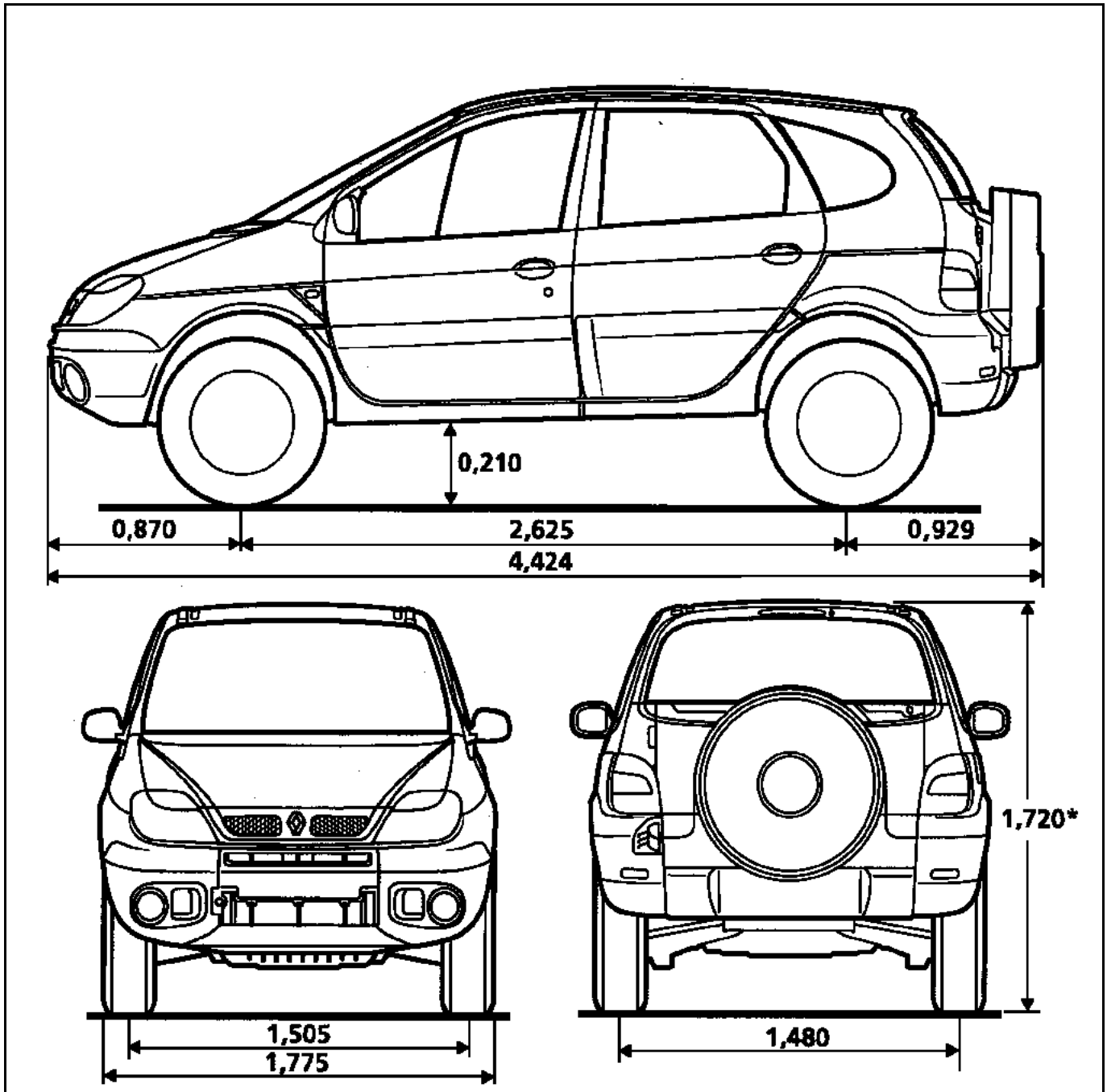
Trim and upholstery

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GENERAL INFORMATION

Dimensions

40



Dimensions in metres

Turning circle between walls: 11.20 m.

* Unladen. For vehicles with roof racks, add 7.5 cm.

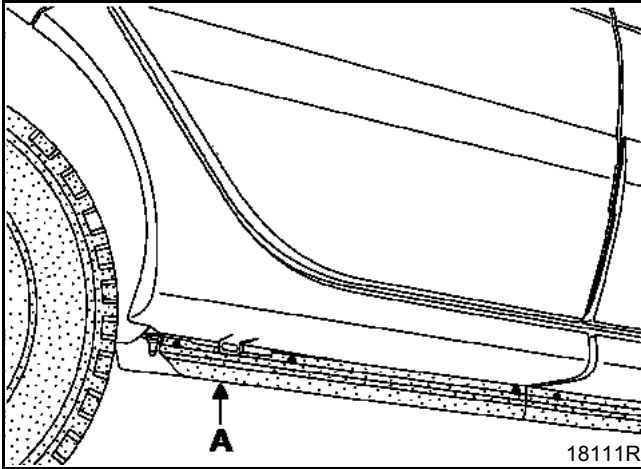
GENERAL INFORMATION

Means of lifting

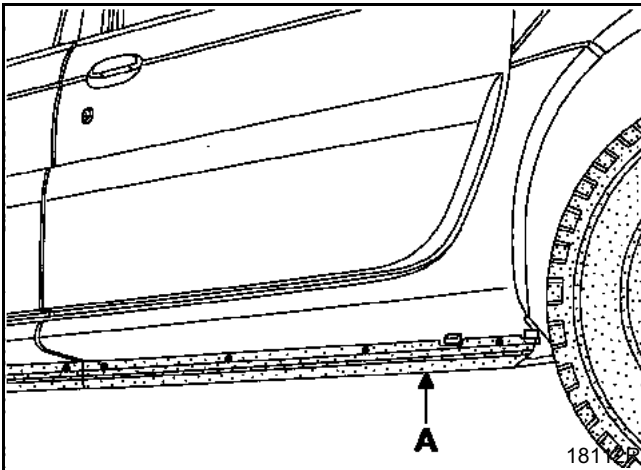
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IMPORTANT: before fitting the lifting pads under the body flange, you must fold the valance protector flaps (A) by unclipping them to the outside.

Rear protector

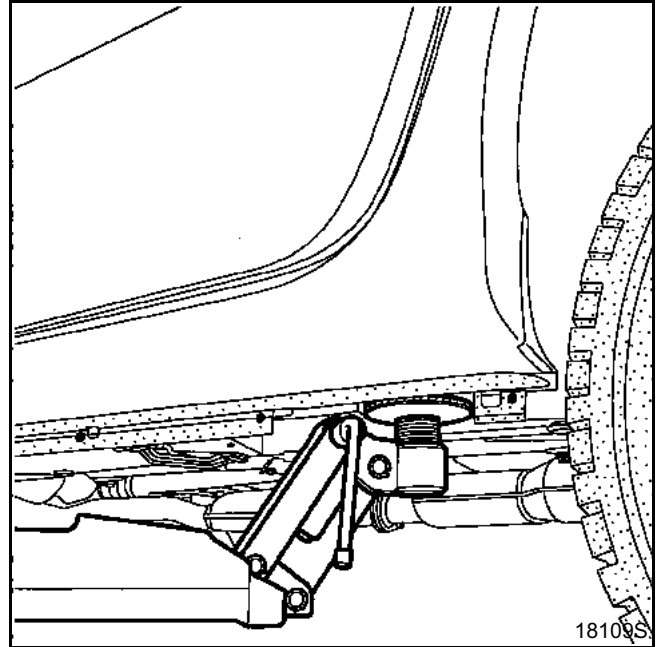


Front protector

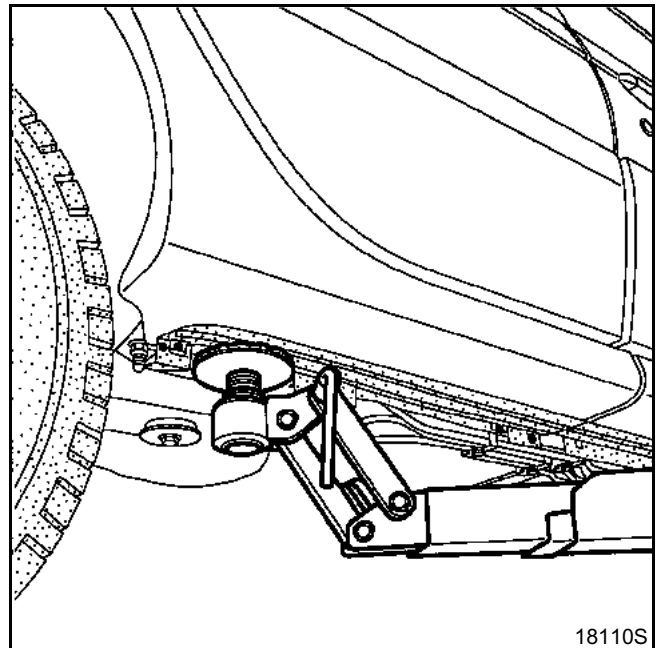


POSITION OF THE LIFTING PADS

Front



Rear



GENERAL INFORMATION

Towing

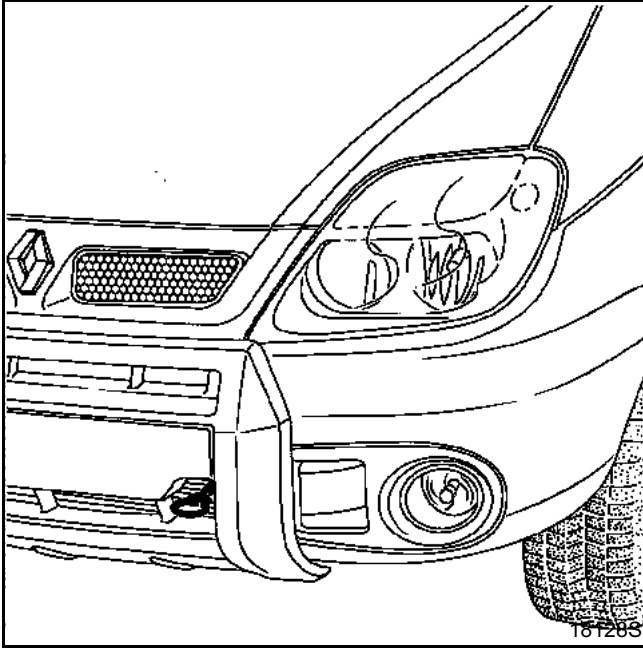
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OBSERVE THE TOWING REQUIREMENTS OF THE COUNTRY YOU ARE IN.

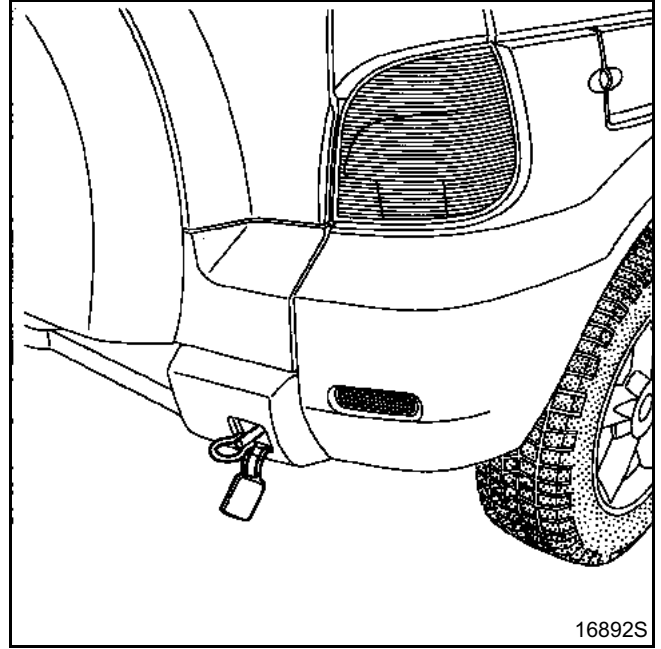
NEVER USE THE DRIVESHAFTS AS ATTACHMENT POINTS.

The towing points may only be used for towing the vehicle on the road. They should never be used for removing the vehicle from a ditch or for any other similar breakdown operation or to lift the vehicle, either directly or indirectly.

FRONT





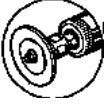



















REAR



GENERAL INFORMATION

Key to Symbols

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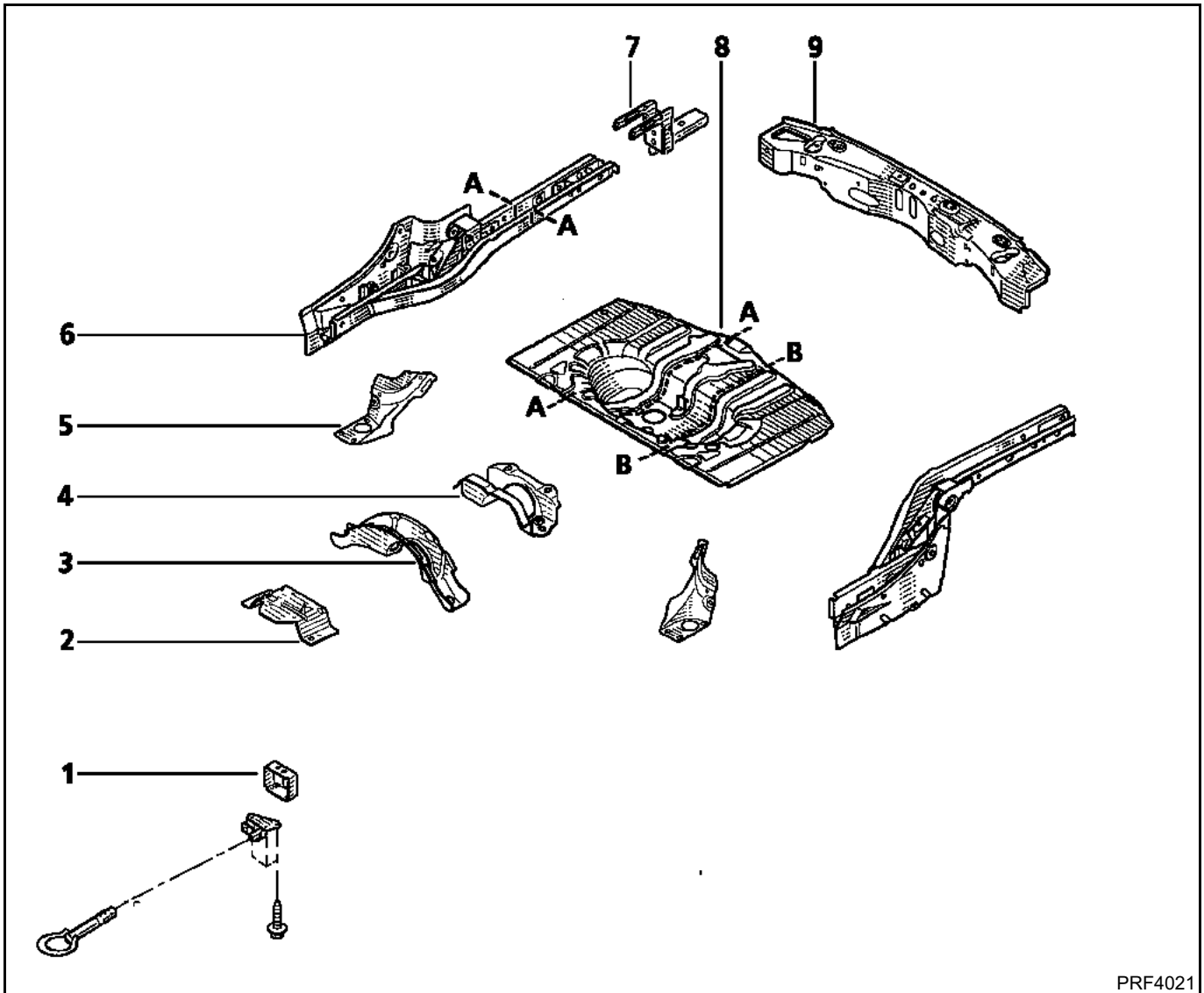
	Chiselling		Crimping of exterior door panels.
	Grind back beads or spot welds Straight grinding wheel with a 75 mm diameter Bakelite disc, 1.8 to 3.2 mm thickness.		Safety symbol. This means that the welding operation in question concerns one or more of the vehicle's vital safety components.
	Grind back spot welds. Straight grinding wheel 20 000 rpm fitted with a spherical burr Ø 10 or 16 mm.		Body solder - lead fill. Hot air torch. Nozzle output temperature min. 600° Handle + 33% tin solder + tallow Note: to a large extent, body solder filling compensates for the heat distortion caused by welding.
	Drill spot welds. Hardened steel bit. Speed of rotation 800 to 1 000 rpm.		
	Drill < Ø 8 mm Steel drill bit Speed of rotation 800 to 1000 rpm.		
	Drill > Ø 8 mm Tapered burr Speed of rotation 800 to 1000 rpm.		Application of weldable mastic. This mastic is a conductor, interposed between two spot welding sheets, it ensures the seal between the sheets and avoids corrosion of the spot weld
	Cleaning surfaces to be welded. Fibre disc Ø 100 mm		
	Cutting with a saw. Pneumatic power hacksaw.		Application of aluminium paint. This is to be applied to the joint faces of each of the parts to be plug welded. This paint is conductive and can withstand high temperatures; it gives anti-corrosion protection around welds
	Cut out part by grinding off flange or grinding back remaining traces of spot weld. Weld finish refining Angle grinder fitted with a rubber pad and a fibre disc Ø 120 to 180 mm grain P36		
	Unsoldering.		Apply a fillet of extruded mastic ● from a manual or pneumatic spray gun. ● one or two pot mastic for crimped and butt joints.
	MAG stitch weld Note: to ensure high quality welding, we recommend that you use gas composed of Argon + 15% CO ₂ which is considered an active gas (MAG)		Apply mastic by spraying ● spray gun. ● anti-chipping and anti-corrosion in two parts
	Resistance spot welding		Apply a bead of extruded adhesive mastic ● from a manual or pneumatic spray gun. ● adhesive mastic in one or two parts
	Plug welding. Under MAG gas protection.		Thermal cleaning of extruded or spray mastic

GENERAL INFORMATION

Description of parts (exploded view)

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LOWER STRUCTURE



PRF4021

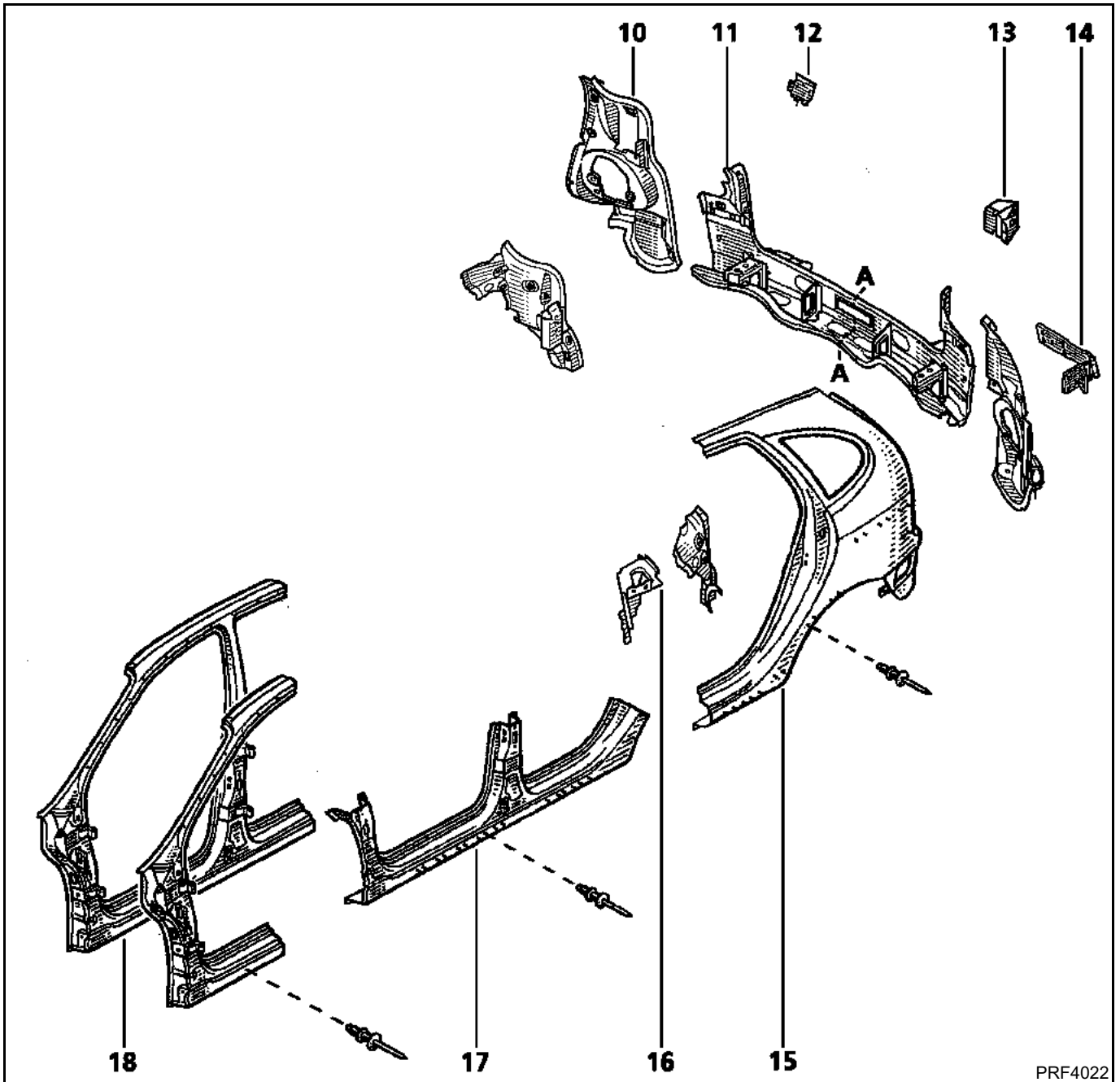
- 1 Front towing ring mounting reinforcement (41-V)
- 2 Acceleration sensor mounting (41-Z)
- 3 Front bearing mounting support (41-Y)
- 4 Rear bearing mounting support (41-X)
- 5 Central floor rear reinforcement (41-AA)
- 6 Rear side member (41-S)
- 7 Rear towing ring bracket (41-W)
- 8 Rear floor (41-P)
- 9 Rear end cross member (41-T)

GENERAL INFORMATION

Description of parts (exploded view)

40

UPPER STRUCTURE



PRF4022

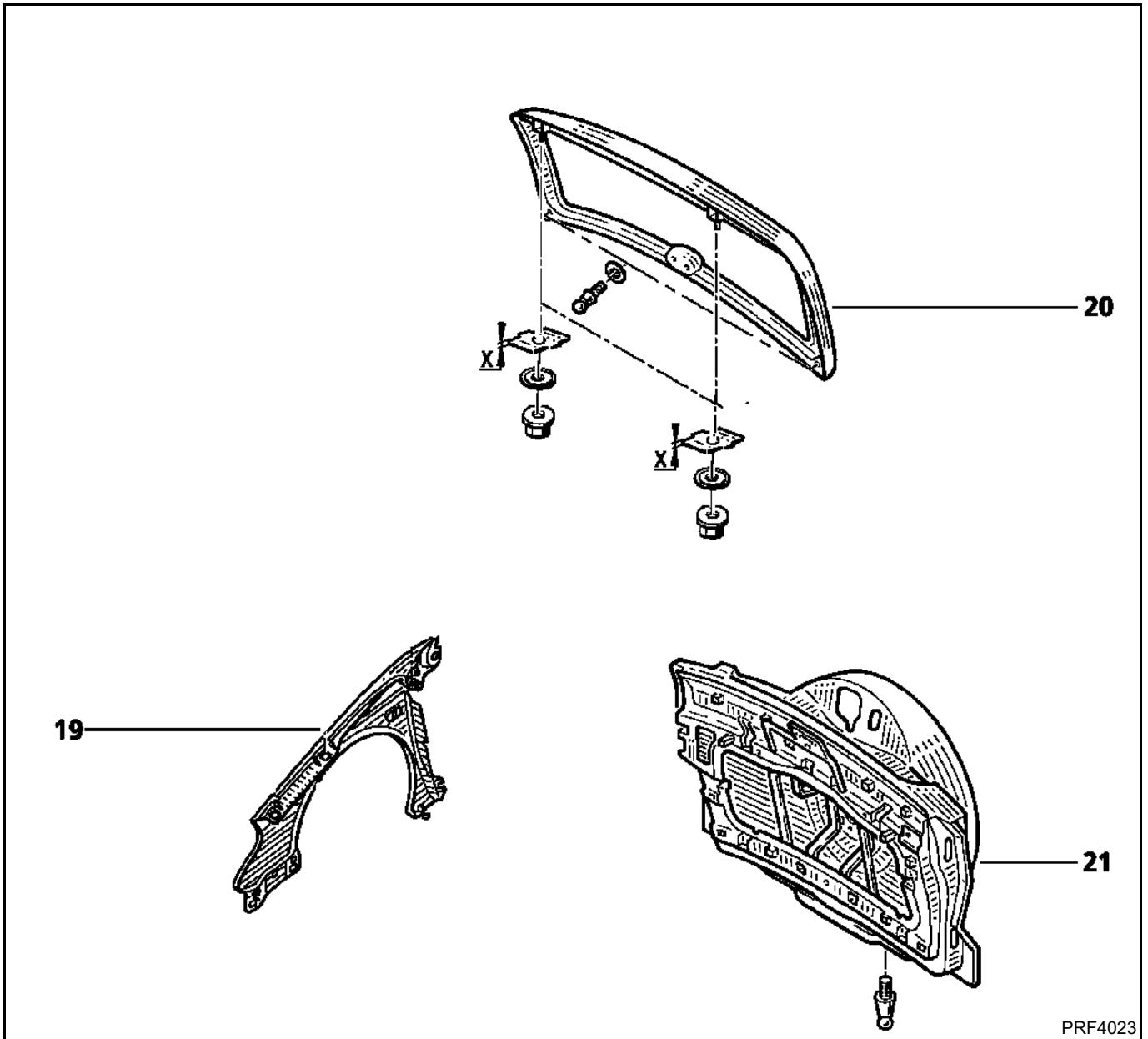
- 10 Light support (44-F)
- 11 End panel (44-J)
- 12 Luggage compartment lid stop mounting support (44-N)
- 13 Upper hinge mounting support (44-L)
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- 16 Lower hinge mounting reinforcement (44-K)
- 17 Complete sill panel (43-H)
- 18 Body side front section (43-F)

GENERAL INFORMATION

Description of parts (exploded view)

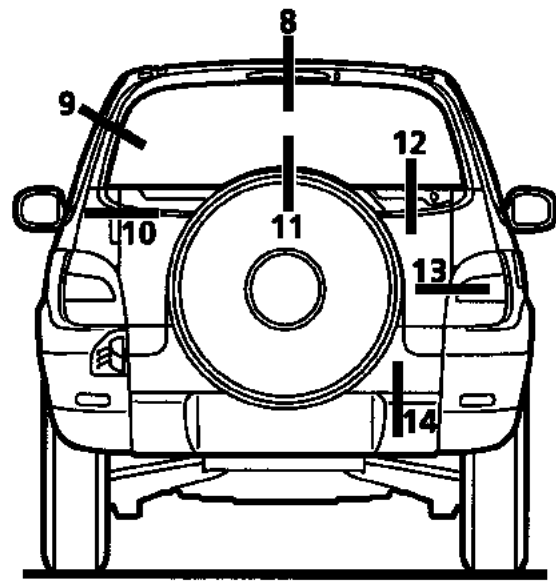
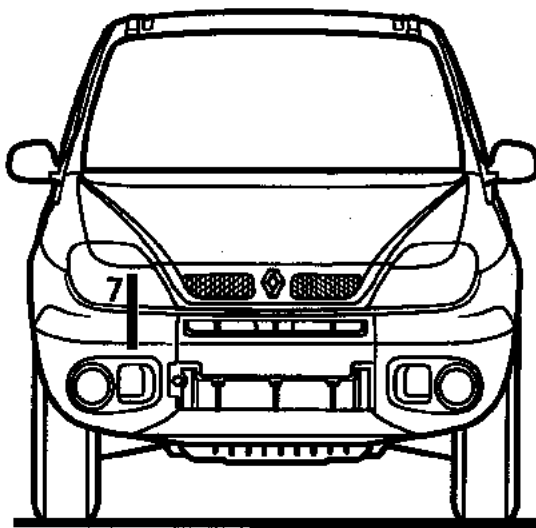
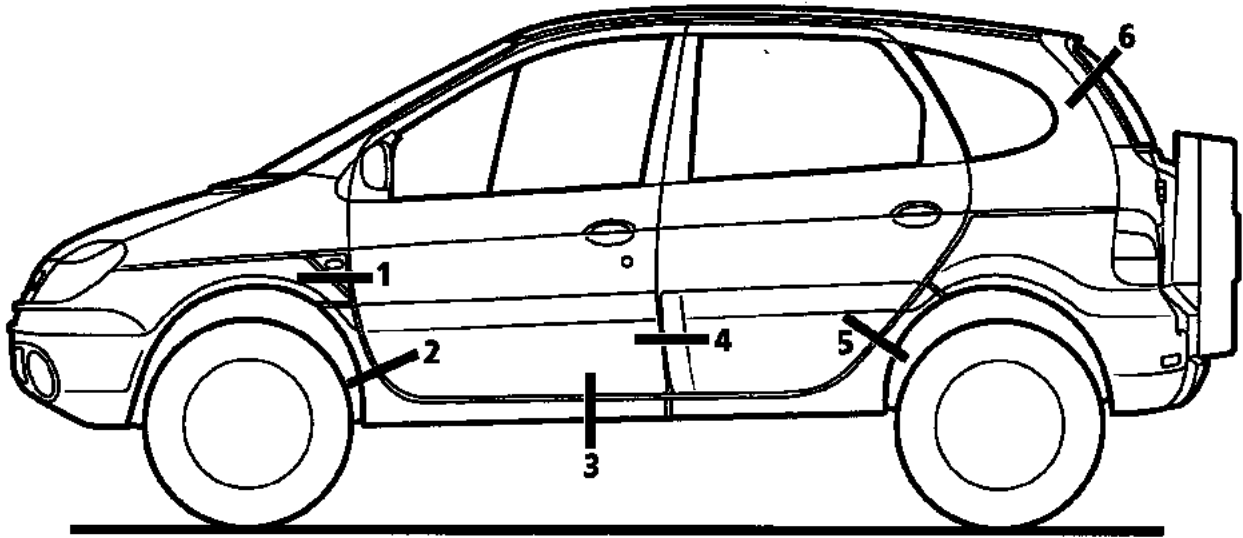
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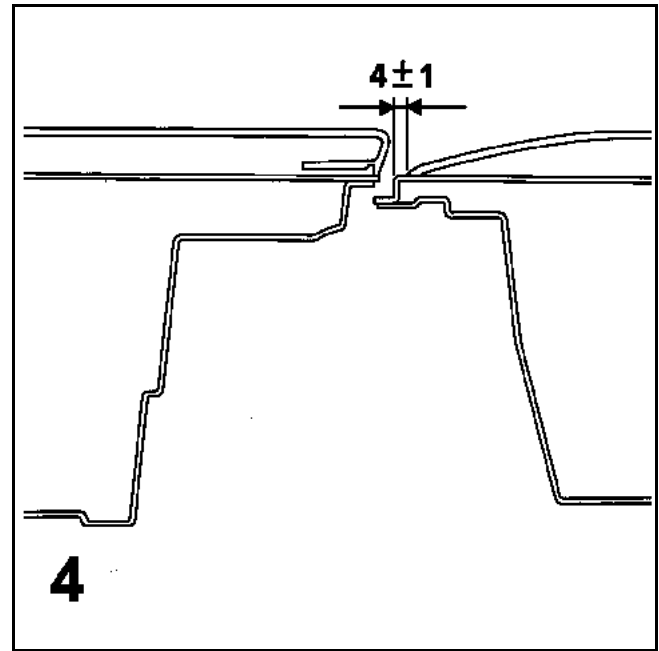
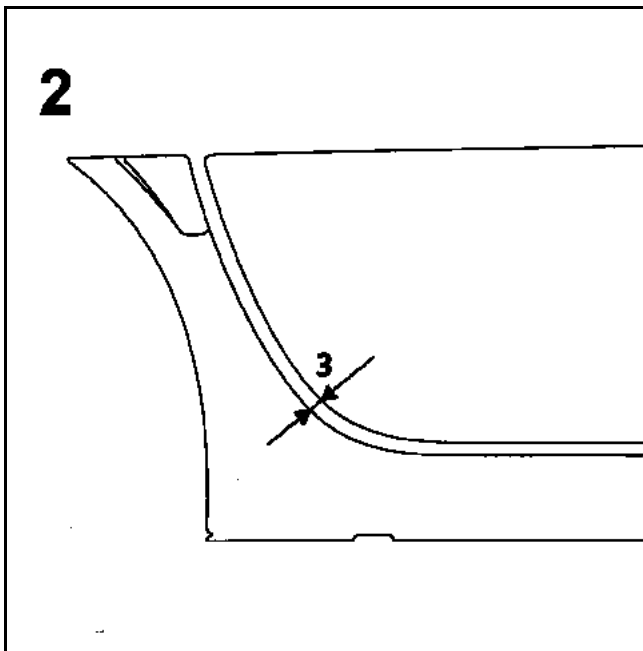
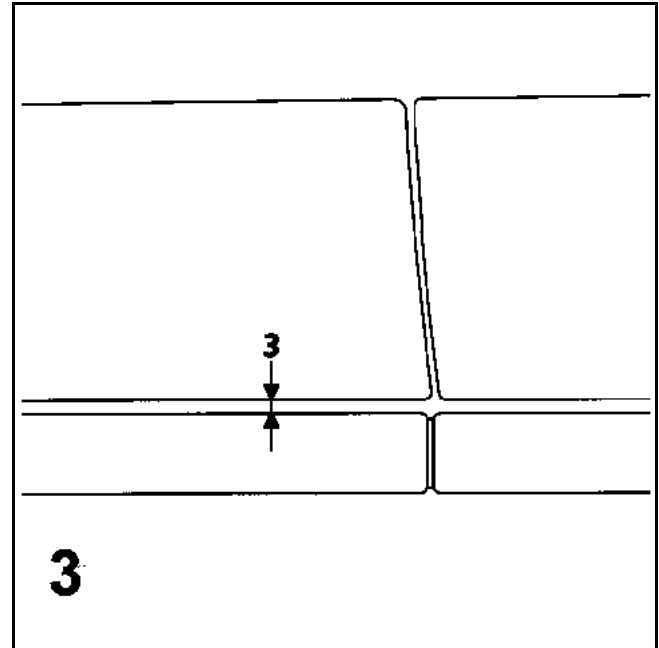
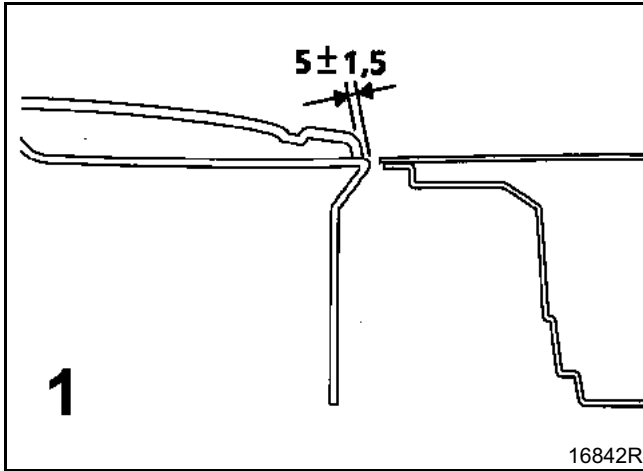
REMOVABLE COMPONENTS

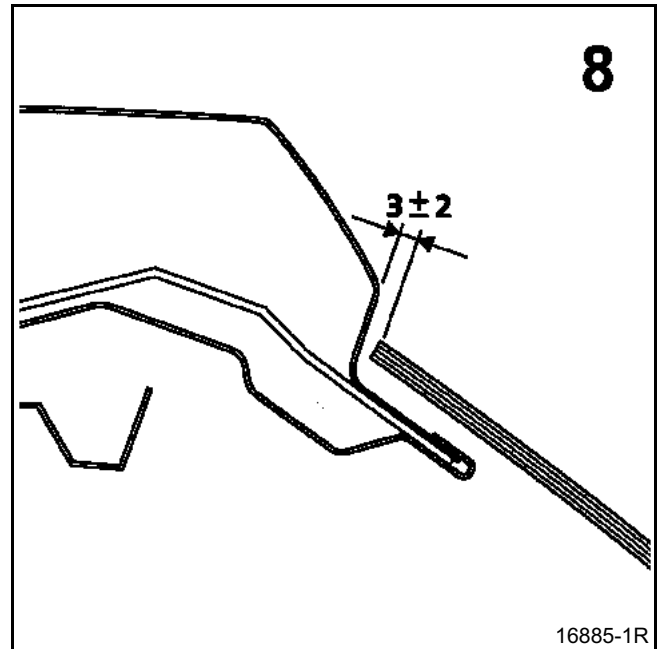
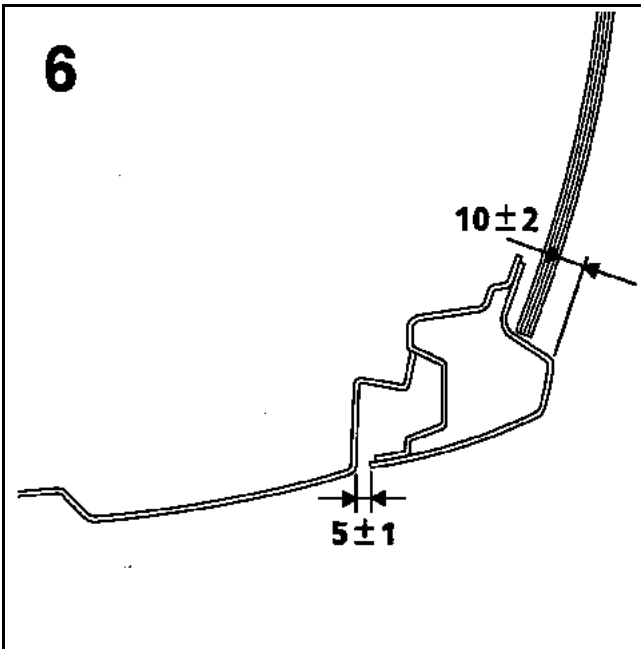
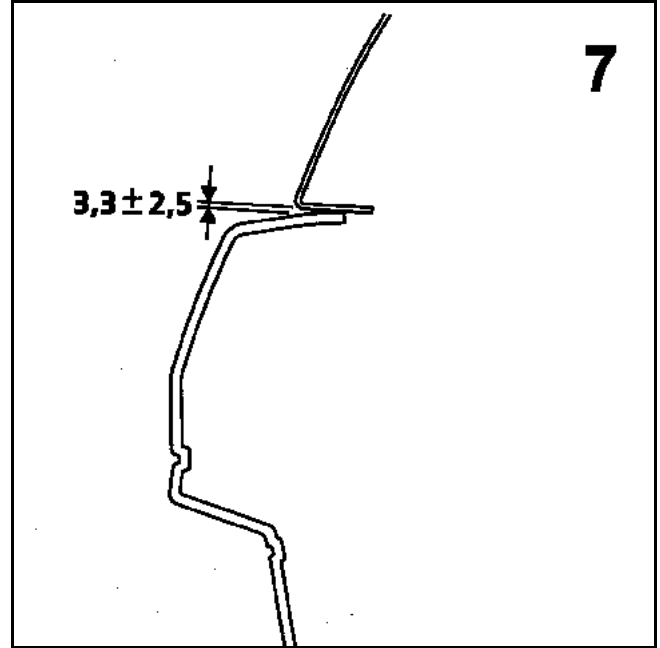
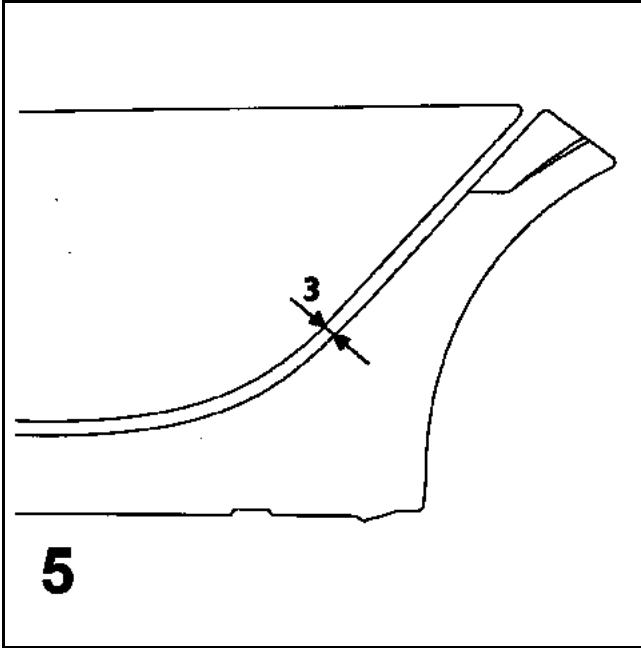


PRF4023

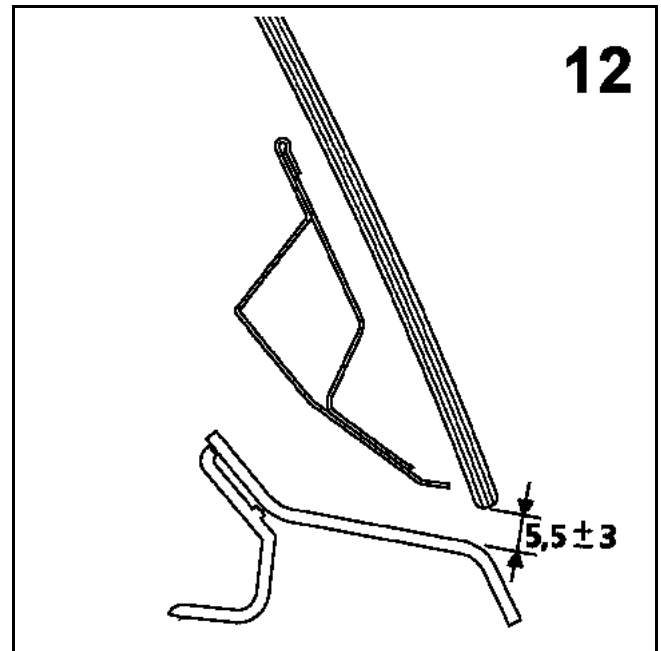
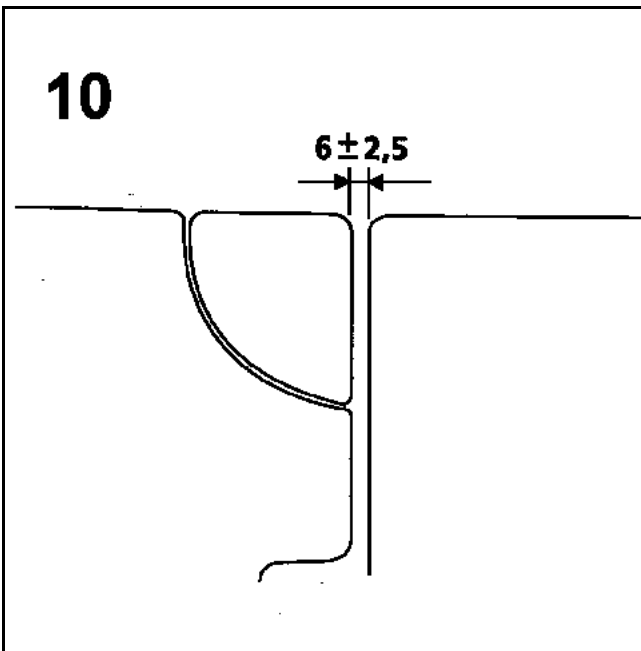
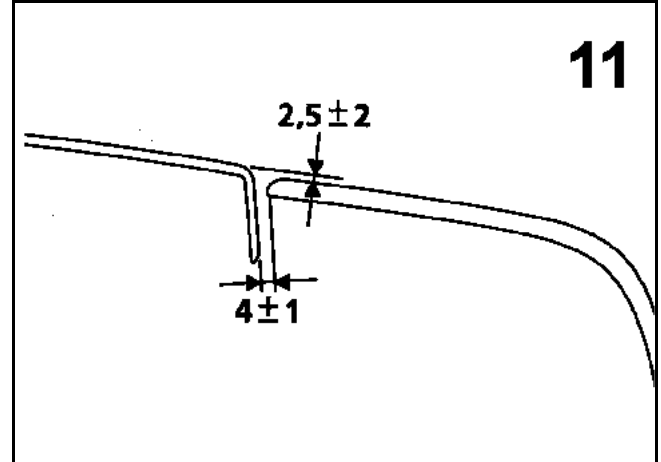
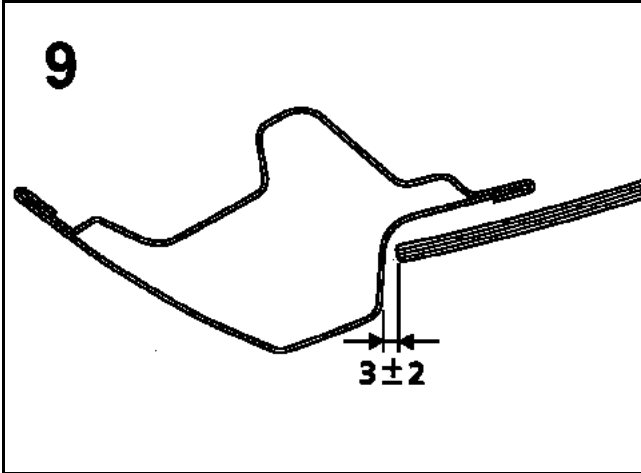
- 19 Front wing (42-A)
- 20 Tailgate (48-C)
- 21 Luggage compartment lid (48-D)

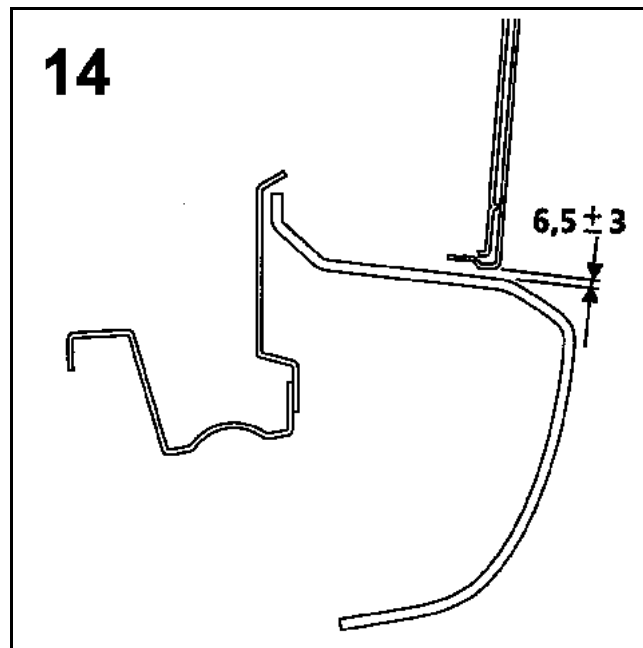
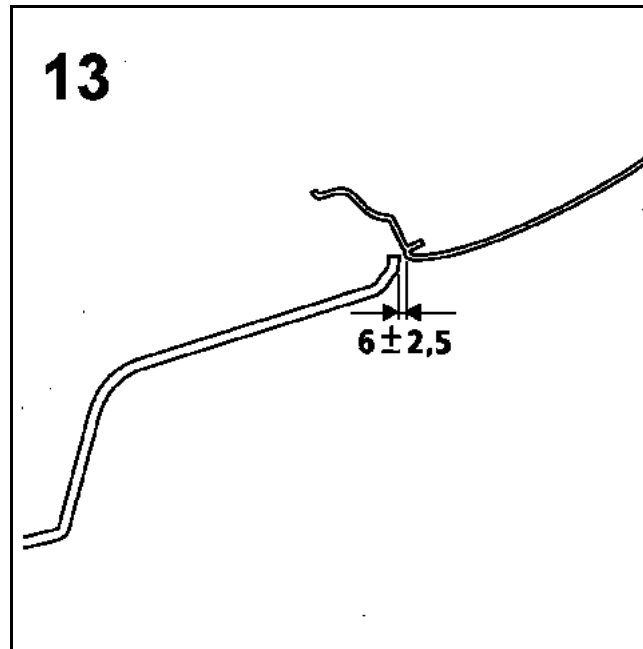






16885-1R





Before carrying out repairs to the bodywork of a car, even if the damage seems slight, it is necessary to carry out a series of tests:

● VISUAL INSPECTION

This inspection involves the examination of the sub-frame of the vehicle where mechanical components are mounted and in the crumple zones or vulnerable areas in order to detect folds where materials have been deformed.

● TRAMMEL GAUGE CHECK

The visual inspection may be completed using a trammel gauge which will allow measurement of certain deformations by symmetrical comparisons (for more detail on each point to check, see the repair bench paragraph below).

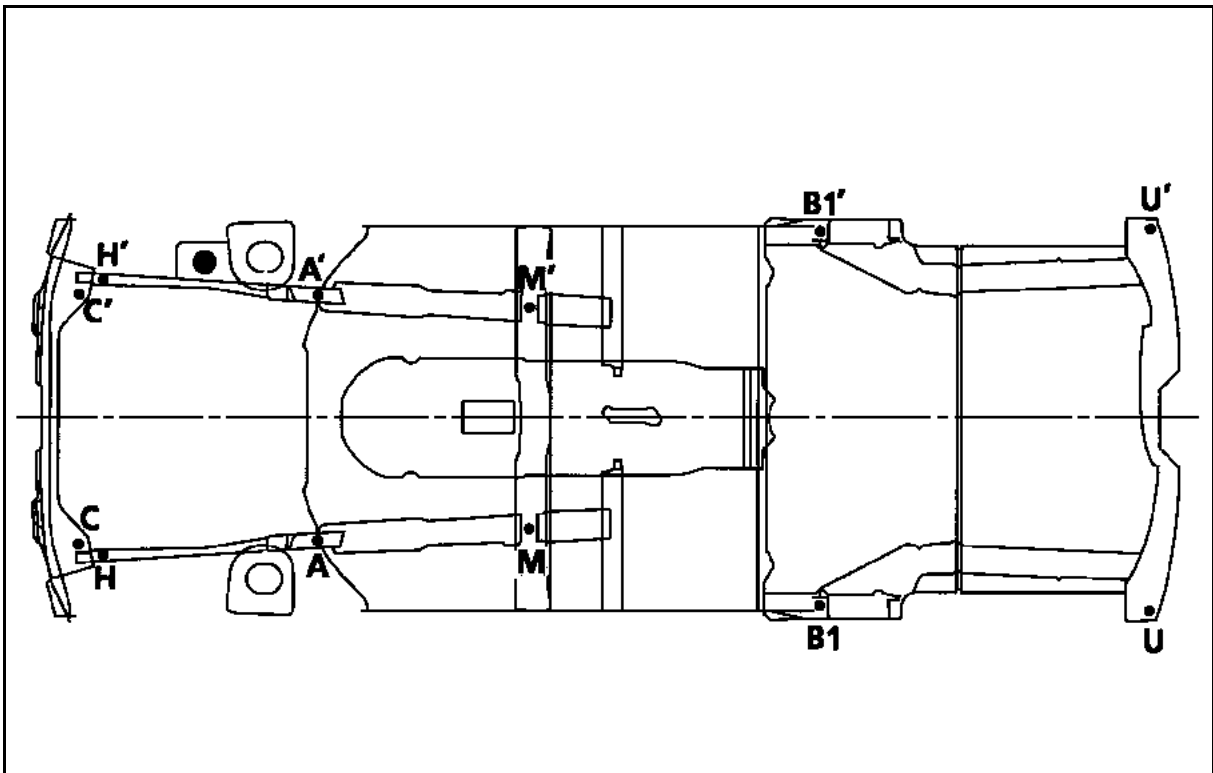
NOTE: to make the marking easier, the reference points located on the left of the vehicle are marked by a capital letter (e.g.: A) and the reference points opposite these with the same function are shown by the same letter with an additional index (e.g.: A')

● AXLE GEOMETRY CHECK

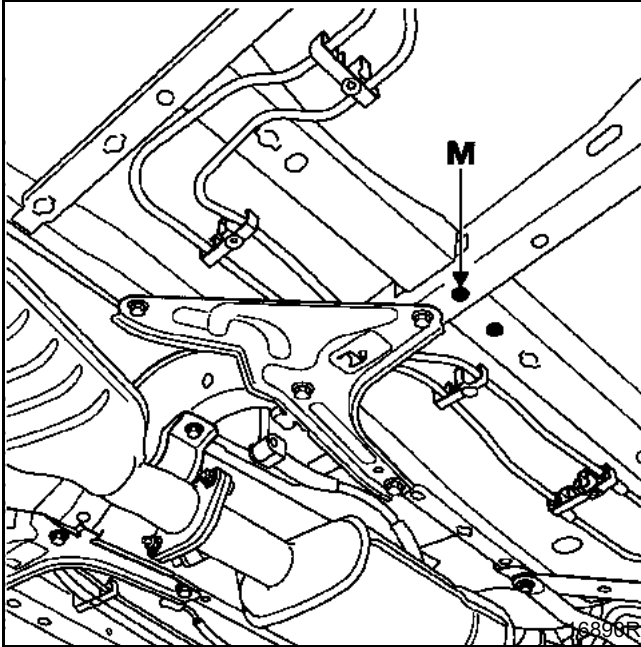
It is the only check which determines whether the impact suffered by the vehicle has or has not affected its road holding.

Important: in borderline cases, it is essential not to neglect checking the axle assembly components which may also have been damaged.

On principle, no welded component in the body shell may be replaced without ensuring that the subframe was not affected by the impact.

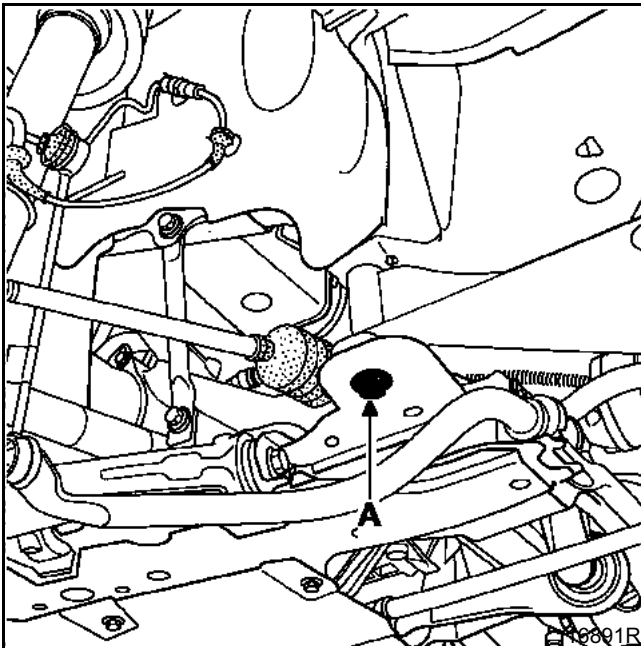


GAUGE POINTS



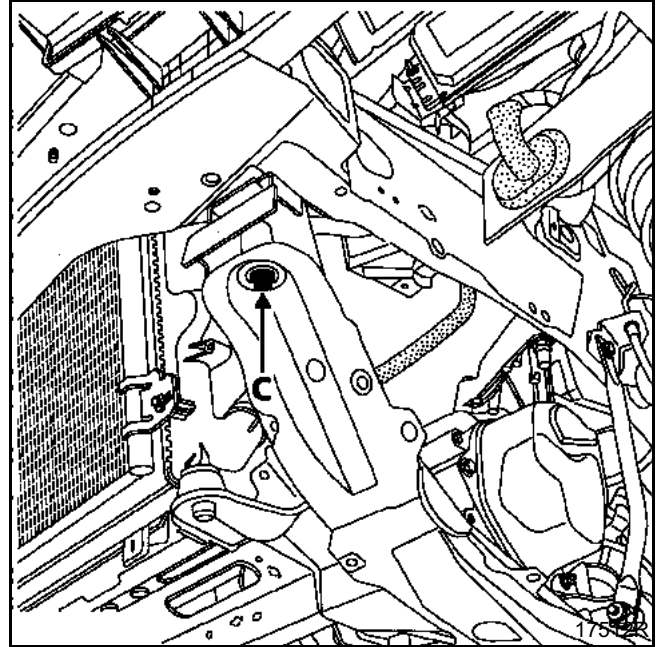
Point M

Start point for checking points (A) and (B).



Point A

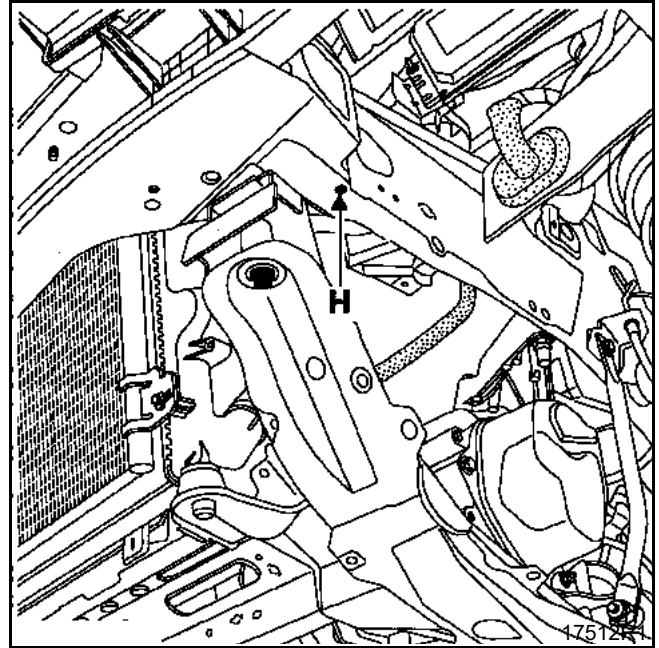
Sub-frame rear mounting.



Point C

Front sub-frame front mounting.

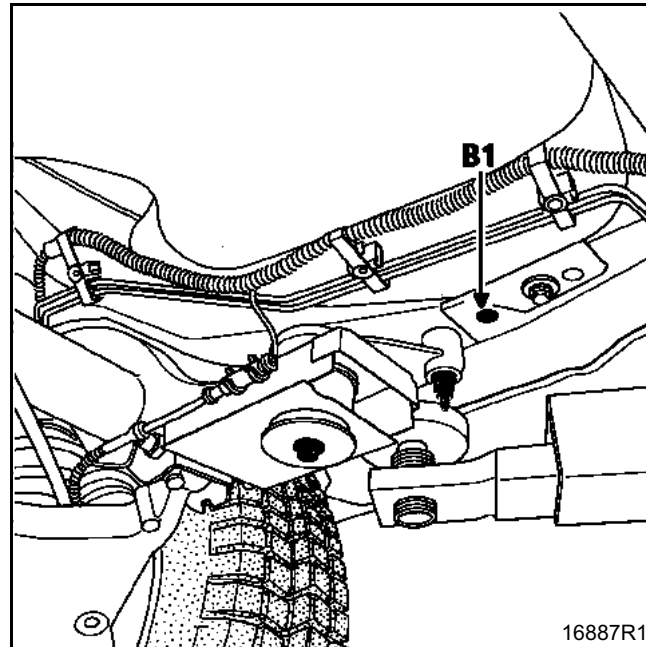
It is necessary to remove the front bumper rear protector and both horns to access this point.



Point H

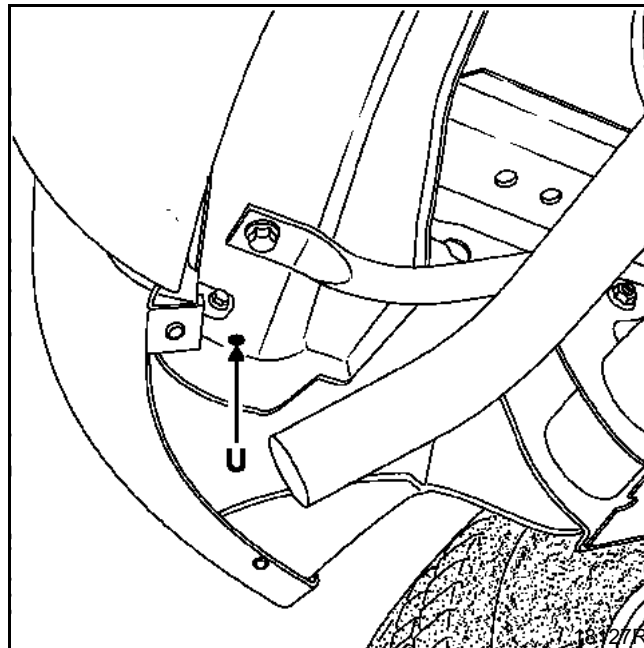
Front end of front side member.

It is necessary to remove the engine undertray to access this point.



Point B1

Rear axle assembly guide.



Point U

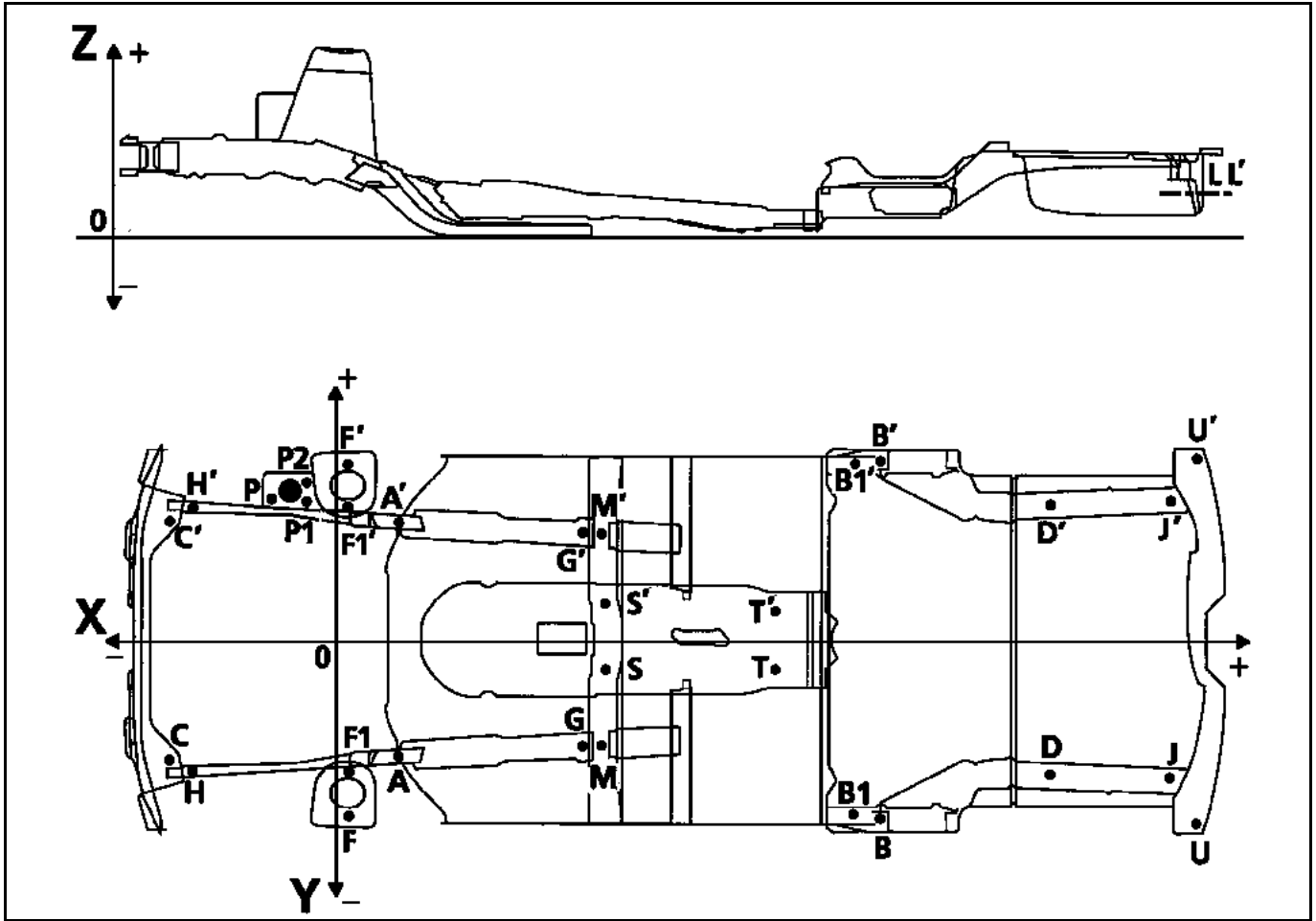
Rear end panel side end.

GENERAL INFORMATION

Sub-frame dimensions

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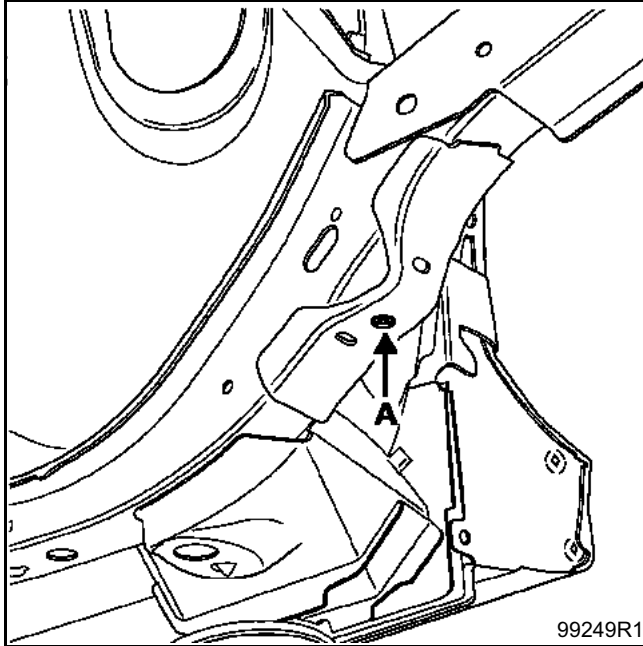
	DESCRIPTION	X	Y	Z	DIAMETER	ANGLE%
A	Front sub-frame left hand rear mounting	203	- 402.5	71	16.5	0
A'	Front sub-frame right hand rear mounting	203	402.5	71	16.5x18.5	0
B	Rear axle left hand front mounting	1966	- 634.12	70	M12	0
B	Rear axle right hand front mounting	1966	634.12	70	M12	0
B1	Rear axle assembly left hand guide	1916	- 634.1	70	18.5	0
B1'	Rear axle assembly right hand guide	1916	634.1	70	18.5	0
C	Front left sub-frame front mounting	- 593	- 412	237.5	M10	0
C'	Front sub-frame right hand front mounting	- 593	412	237.5	M10	0
D	Rear sub-frame left hand rear mounting	2710	- 470	227.5	M12	X: 1°30
D'	Rear sub-frame right hand rear mounting	2710	470	227.5	M12	X: 1°30
F	Left hand front shock absorber mounting support (external)	5.5	- 610.8	654.2	8.7	X: 3°45 Y: 7°12
F'	Right hand front shock absorber mounting support (external)	5.5	610.8	654.2	8.7	X: 3°45 Y: 7°12
F1	Left hand front shock absorber mounting support (interior)	15.7	- 477.8	636.7	8.7	X: 3°45 Y: 7°12
F1'	Right hand front shock absorber mounting support (interior)	15.7	477.8	636.7	8.7	X: 3°45 Y: 7°12
G	Left hand front side member rear end	880	- 369	7	18.5	X: 1°
G'	Right hand front side member rear end	880	369	7	18.5	X: 1°
H	Left hand front side member front end	- 547.5	- 467.4	236.5	10.2x 12.5	0
H'	Right hand front side member front end	- 547.5	467.4	236.5	10.2x 12.5	0
J	Left hand rear side member rear end	2938	- 485	231	16.5	0
J'	Right hand rear side member rear end	2900	483	231	16.5	0
L	Rear end panel cross member (left hand side)	3049	- 394.5	170	14.25	X: 90° Y: 10°15
L'	Rear end panel cross member (right hand side)	3028	397	170	14.25	X: 90° Y: 12°30
M	Cross member under centre floor (left hand side)	937	- 375	1.5	14.5	0
M'	Cross member under centre floor (right hand side)	937	375	1.5	14.5	0
P	Engine mounting	- 247	483.5	514	M10	0
P1	Engine mounting (interior side)	- 113	483.5	514	M10	0
P2	Engine mounting (exterior side)	- 150	552.5	514	M10	0
S	Left hand front driveshaft mounting	943	- 88.5	38	M8	X: 6°
S'	Right hand front driveshaft mounting	942.5	41.5	38	M8	X: 6°
T	Left hand rear driveshaft mounting	1697	- 72.5	1	M8	X: 3°
T'	Right hand rear driveshaft mounting	1699	57.5	1	M8	X: 3°
U	Rear end panel (left hand side)	3070	- 640	137.5	6.2	0
U'	Rear end panel (right hand side)	3070	640	137.5	6.2	0



I - PRINCIPLE REFERENCE POINTS FOR SETTING VEHICLE TRIM LEVEL

A - FRONT SUB-FRAME REAR MOUNTING

It is the main front reference point.

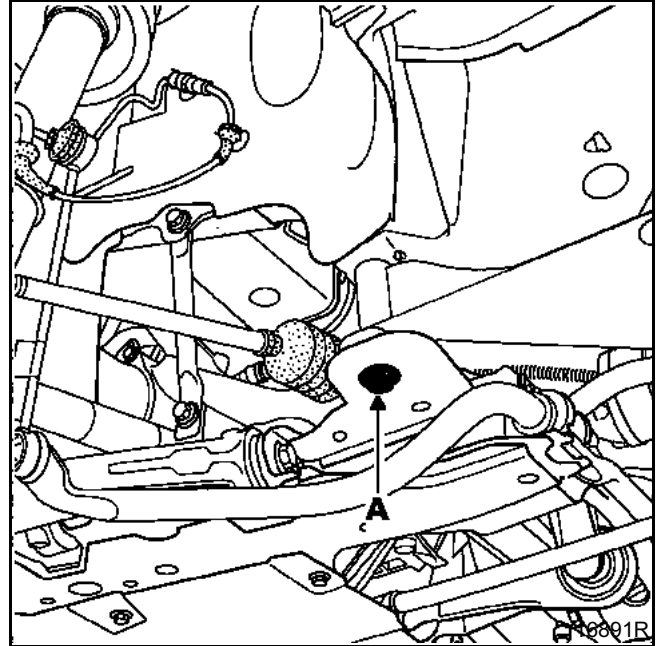


1 - Front mechanical units removed

NOTE:

on the left hand side the hole is round,
on the right hand side it is a slot.

When replacing the rear section of the side member,
this reference point is replaced provisionally by
point (M), located on the seat cross member, point (A)
being used to position the replaced component.



2 - Front mechanical units in place

The bracket covers the sub-frame mounting bolt.

NOTE: the two sides are not symmetrical, on the right
hand side the mounting is set on the rubber mounting.

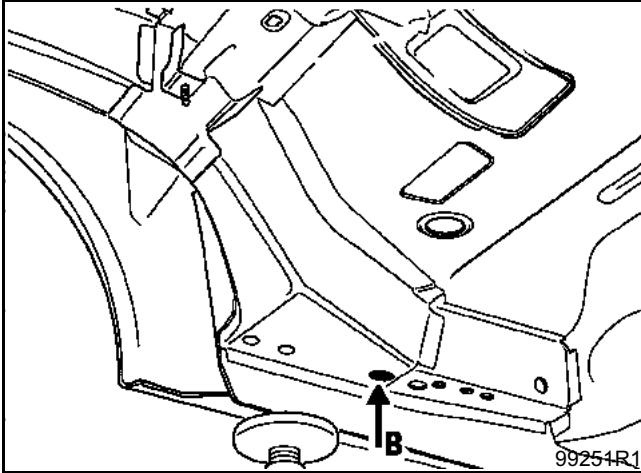
If the rear of the vehicle is being rebuilt, these two
points alone may be used to align and support the
front of the vehicle.

It may be used for a light rear impact without removing
the rear axle.

I - PRINCIPLE REFERENCE POINTS FOR SETTING VEHICLE TRIM LEVEL (cont.)

B - REAR SUB-FRAME FRONT MOUNTING

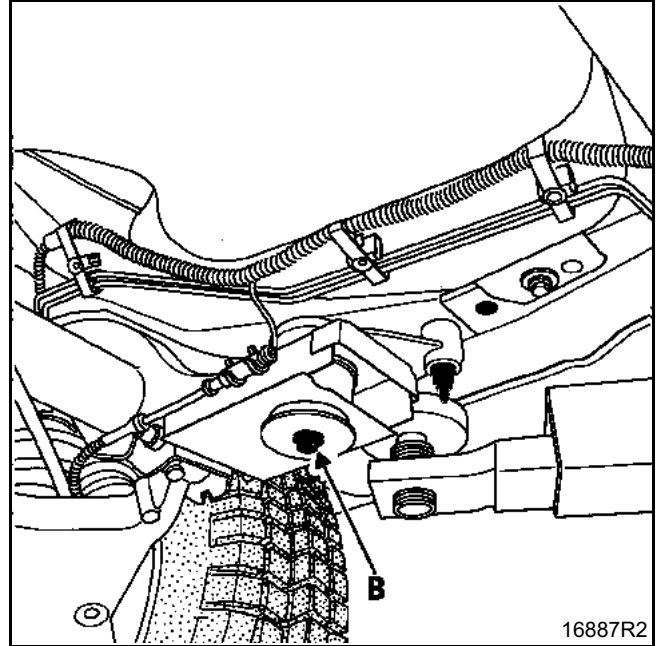
It is the main rear reference point.



1 - Front mechanical units removed

The bracket rests under the rear axle assembly mounting unit and is centred in the sub-frame mounting hole.

If replacing the complete rear side member or the rear floor unit, this reference point is replaced by point (M), located on the seat cross member, point (B) being used to position the replaced component.



2 - Front mechanical units in place

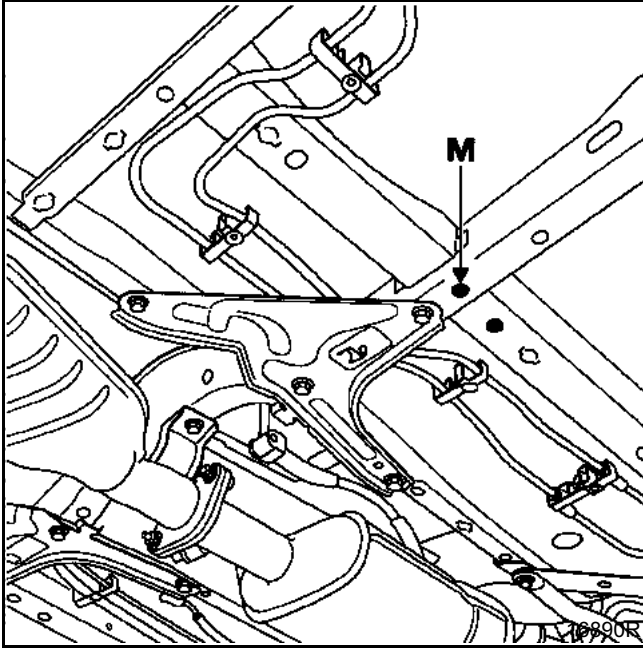
The bracket covers the sub-frame mounting bolt.

If the front section is being rebuilt, these two points alone can be used to align and support the rear of the vehicle.

II - ADDITIONAL REFERENCE POINTS FOR SETTING VEHICLE TRIM LEVEL

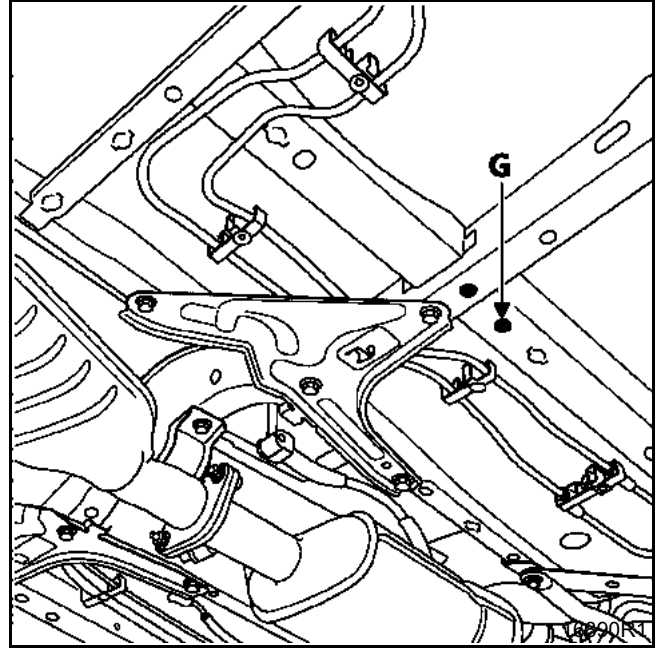
These are the provisional reference points which replace the main points, when they have been affected by the impact.

M - SUPPORT UNDER FRONT FLOOR (seat cross member)



Point M is also used to position the replaced part.

G - FRONT SIDE MEMBER REAR END



This point is also used as a positioning reference when replacing a rear section of the front side member.

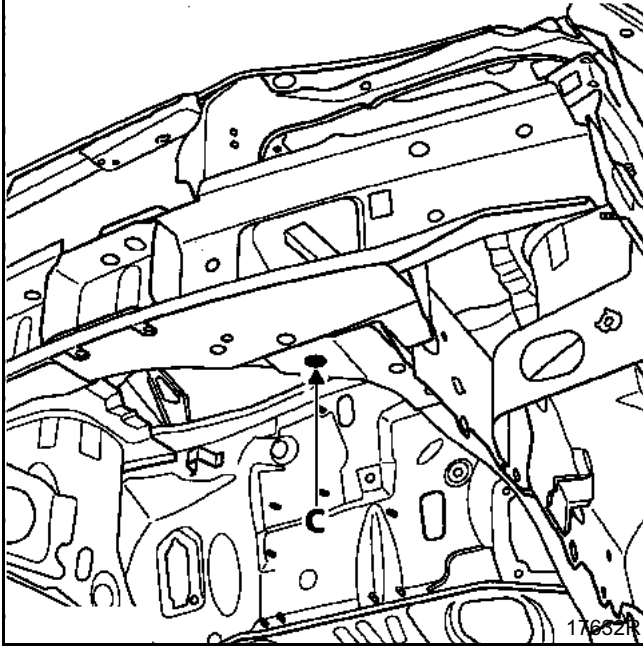
These points enable the vehicle to be supported in addition to the main reference point on the impact side and allow only relatively accurate alignment of the vehicle.

IMPORTANT NOTE: these reference points should only be used in the cases mentioned above. They are not required when both the main reference points (points A and B) are correct.

This additional reference function may also be filled by the front side member ends check points for a rear impact and vice versa.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS

C - FRONT SUB-FRAME FRONT MOUNTING

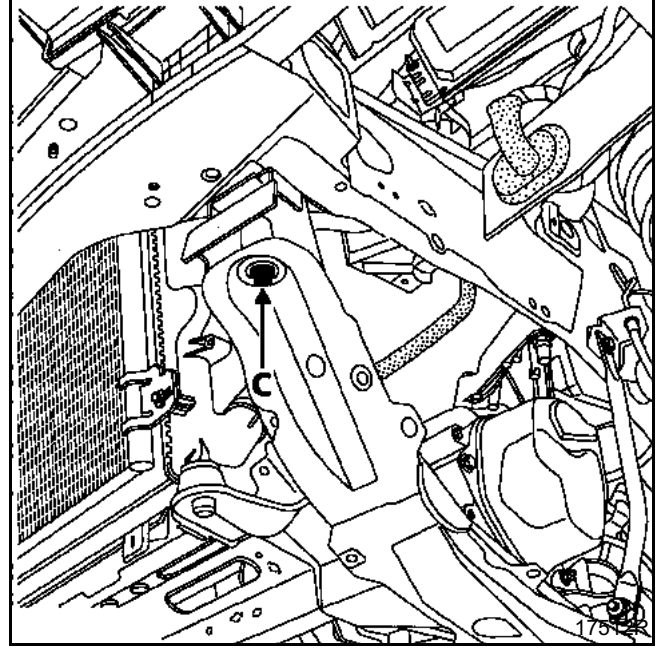


1 - Front mechanical units removed

The bracket rests under the front cross member and is centred in the sub-frame mounting hole.

It is used when replacing:

- the lower front cross member,
- the assembled front,
- a side member, part section,
- a half unit.



2 - Front mechanical units in place

The bracket covers the sub-frame mounting bolt.

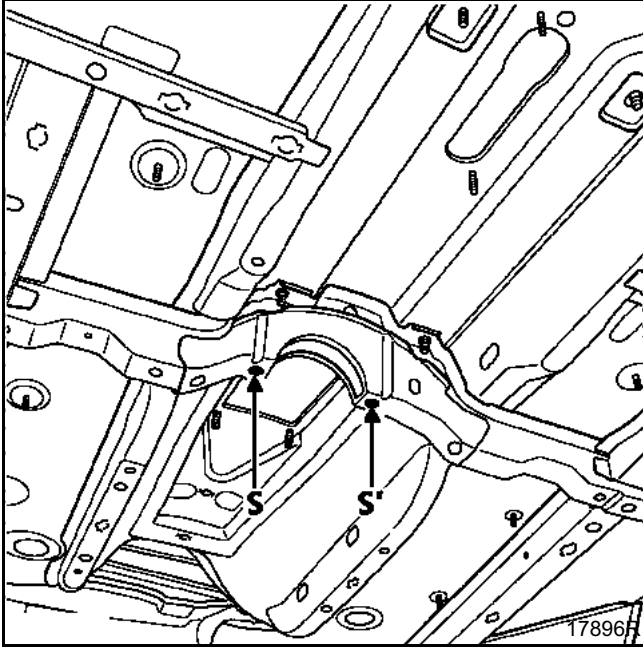
It is used:

- following a frontal collision for a slight impact,
- for fault finding for the jig inspection of the front section.

It is necessary to remove the bumper to access the reference point.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS (cont.)

S - DRIVESHAFT FRONT MOUNTING



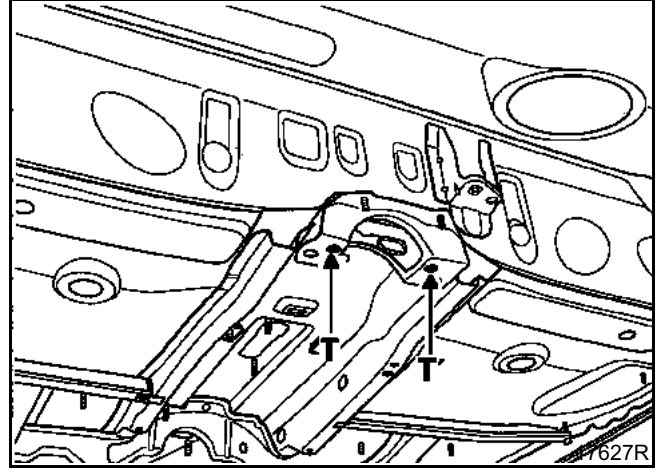
1 - Mechanical units removed only

The bracket rests against the front connecting arches and is centred in the driveshaft bracket mounting hole.

It is used when replacing:

- the complete centre floor,
- the partial centre floor.

T - DRIVESHAFT REAR MOUNTING



2 - Mechanical units removed only

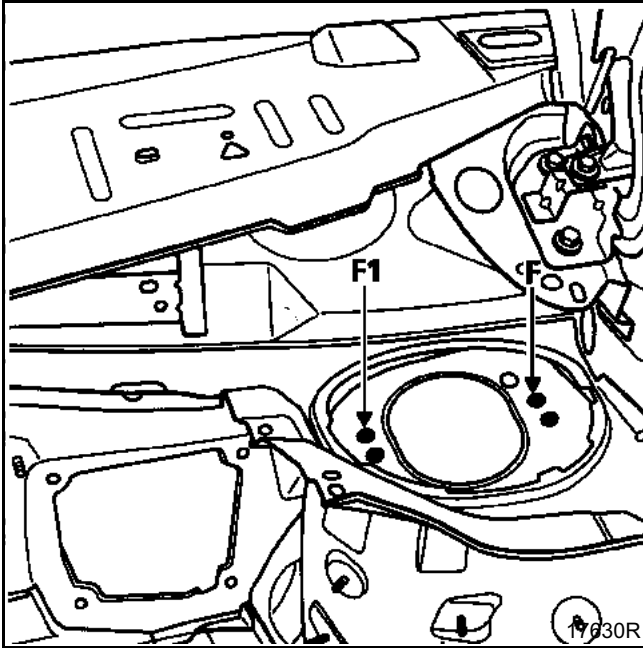
The bracket rests against the rear connecting arches and is centred in the driveshaft bracket mounting hole.

It is used when replacing:

- the complete centre floor,
- the partial centre floor.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS (cont.)

F - FRONT SHOCK ABSORBER UPPER MOUNTING



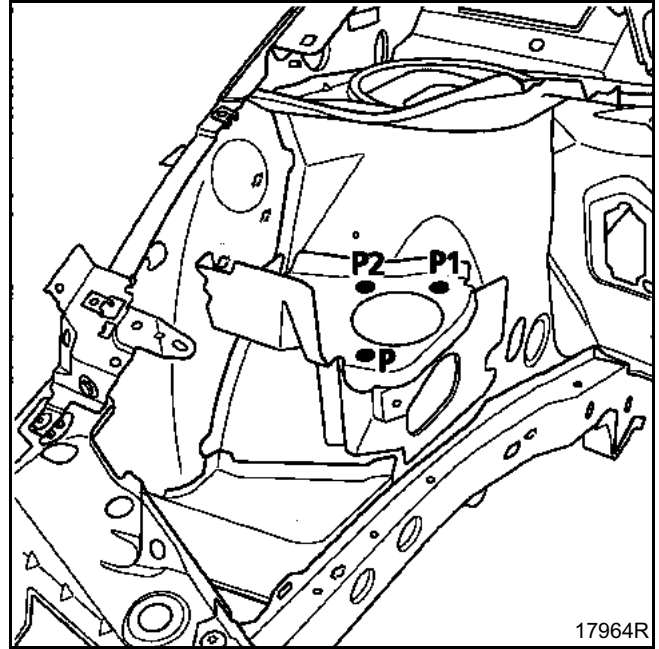
The bracket rests under the shock absorber cup and is centred in the shock absorber mounting holes.

It is used when replacing:

- a wheel arch,
- a front half unit.

It is also used when straightening.

P - ENGINE MOUNTING

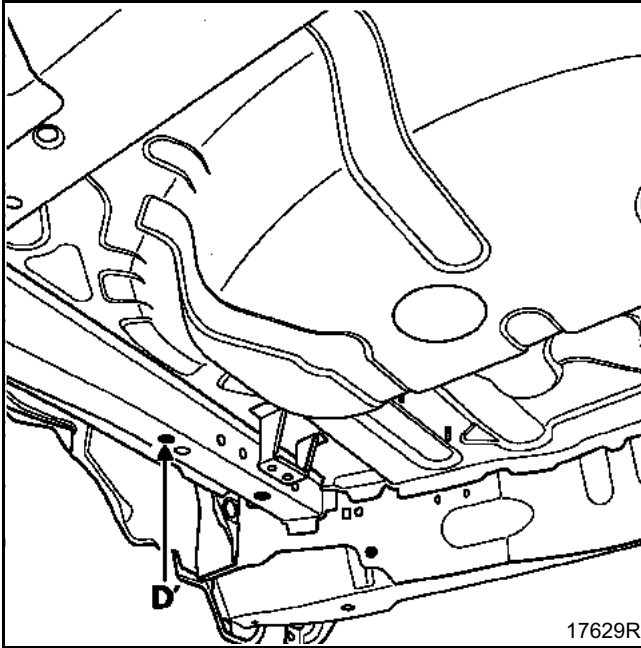


The bracket is positioned from above the engine mounting and is centred in the mounting holes of the pad.

It should be used with the mechanical units removed to replace a front half unit.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS (cont.)

D - REAR SUB-FRAME REAR MOUNTING

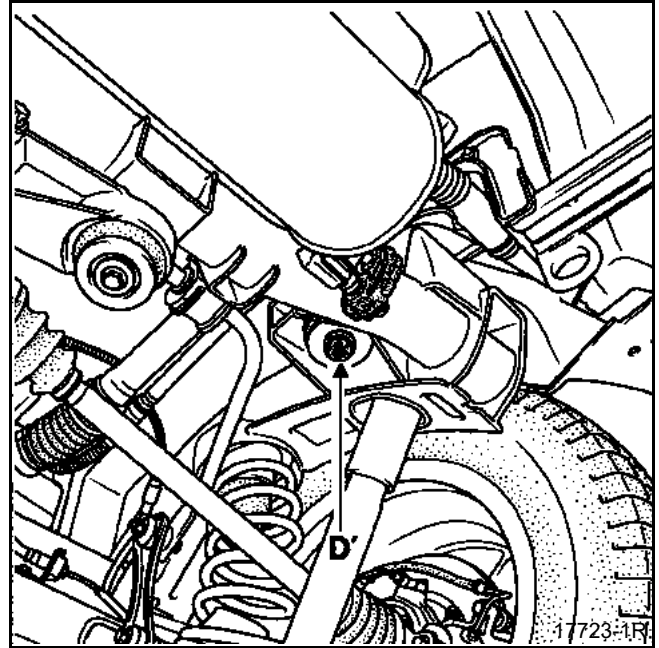


1 - Rear mechanical units removed

The bracket rests under the rear side member and is centred in the sub-frame mounting hole.

It is used when replacing:

- the side member, part section,
- a rear unit.



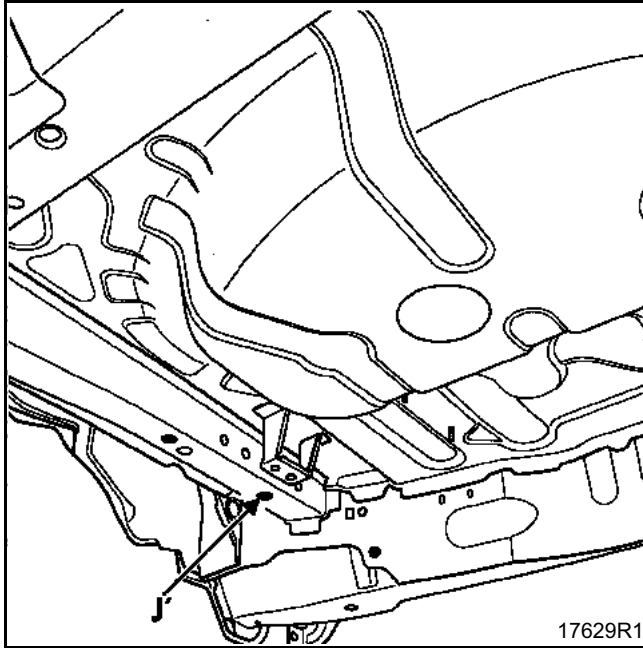
2 - Rear sub-frame in place

The bracket covers the sub-frame mounting bolt.

It should be used in the event of a rear collision for a small impact.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS (cont.)

J - REAR SIDE MEMBER END

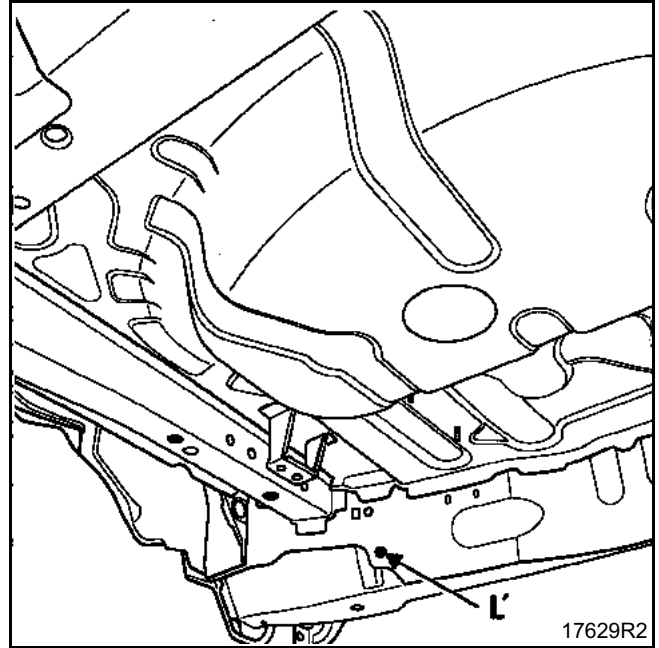


The bracket rests under the side member and is centred in the pilot hole.

It should be used with the sub-frame in place to realign a side member.

It should be used with the mechanical units removed, under the same conditions, to replace a side member.

L - END OF REAR END CROSS MEMBER



The bracket rests vertically against the rear end cross member, and is then centred in the punching hole.

It should be used when replacing the rear end panel assembly with or without the sub-frame.

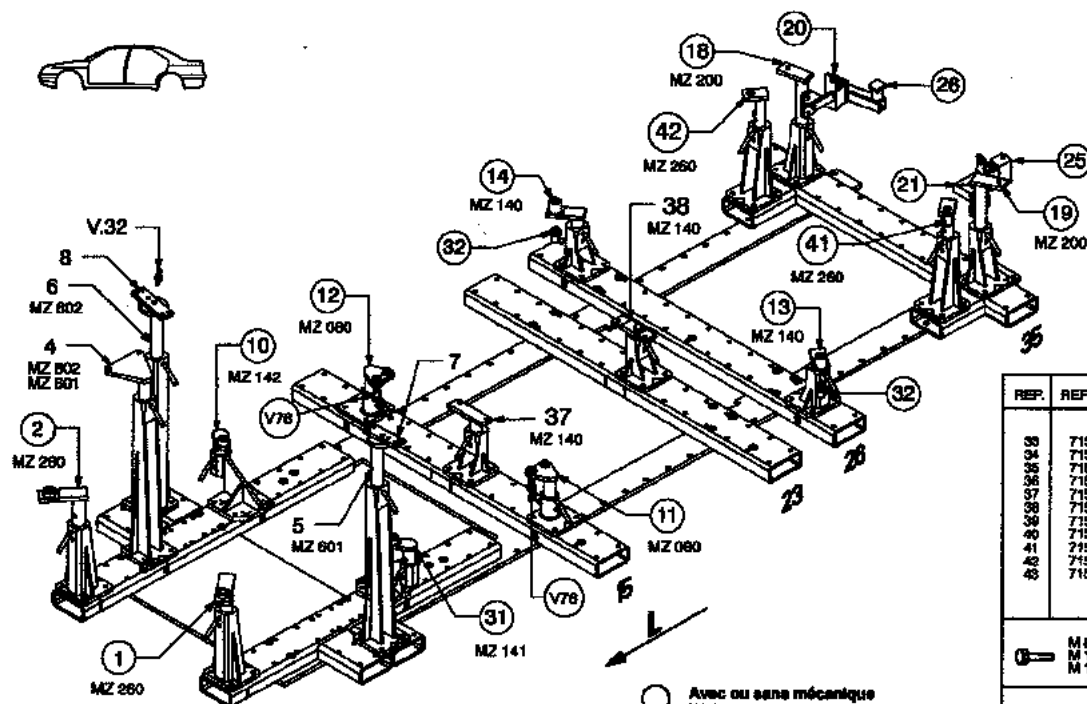
3B

GENERAL INFORMATION

Repair Bench

40

CELETTE



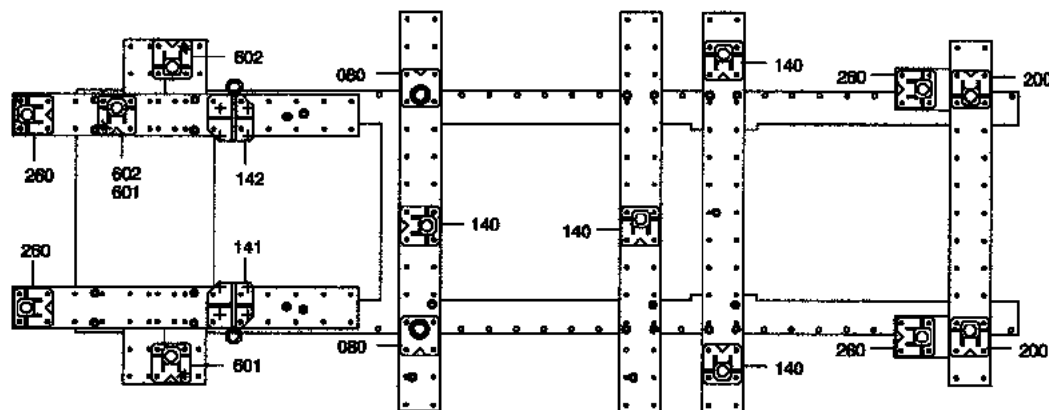
○ Avec ou sans mécanique
With or without mechanical elements
Con o senza parti meccaniche
Mit oder ohne Aggregate
Con ó sin mecánica desmontada

RENAULT

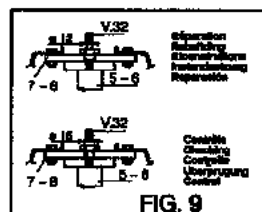
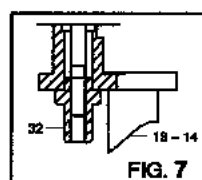
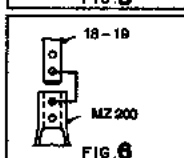
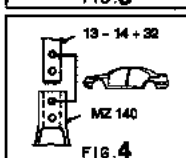
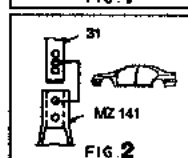
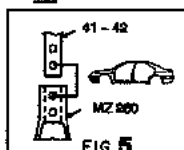
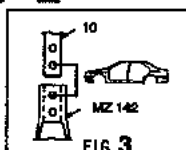
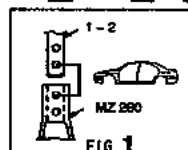
REF.	REFERENCE	PDS	NB	MZ
30	715.7033	2,8	1	080
34	715.7034	2,8	1	080
35	715.7035	1,2	1	080
36	715.7036	1,2	1	080
37	715.7037	2,0	1	140
38	715.7038	1,7	1	140
39	715.7039	2,0	1	080
40	715.7040	2,0	1	080
41	715.7041	2,0	1	260/140
42	715.7042	2,0	1	260/140
43	715.7043	0,6	2	

<p>○ M 9-35 M 12-35</p>	<p>4 2</p>
-----------------------------	----------------

complément au complementary set to complemento al zusatz zu	715.330
715.304	
21 Kg	05.01.2000 427-D-22U



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36



IV - SPECIAL TOOLING



BLACKHAWK

Special heads for **MS System**

Order from: BLACKHAWK S.A.
Centre Eurofret
Rue de Rheinfeld
67100 STRASBOURG

Supplier's Part No.: **REN 87 998**
additional to basic kit **REN 87 995**.

CELETTE

Special heads for **System MZ**

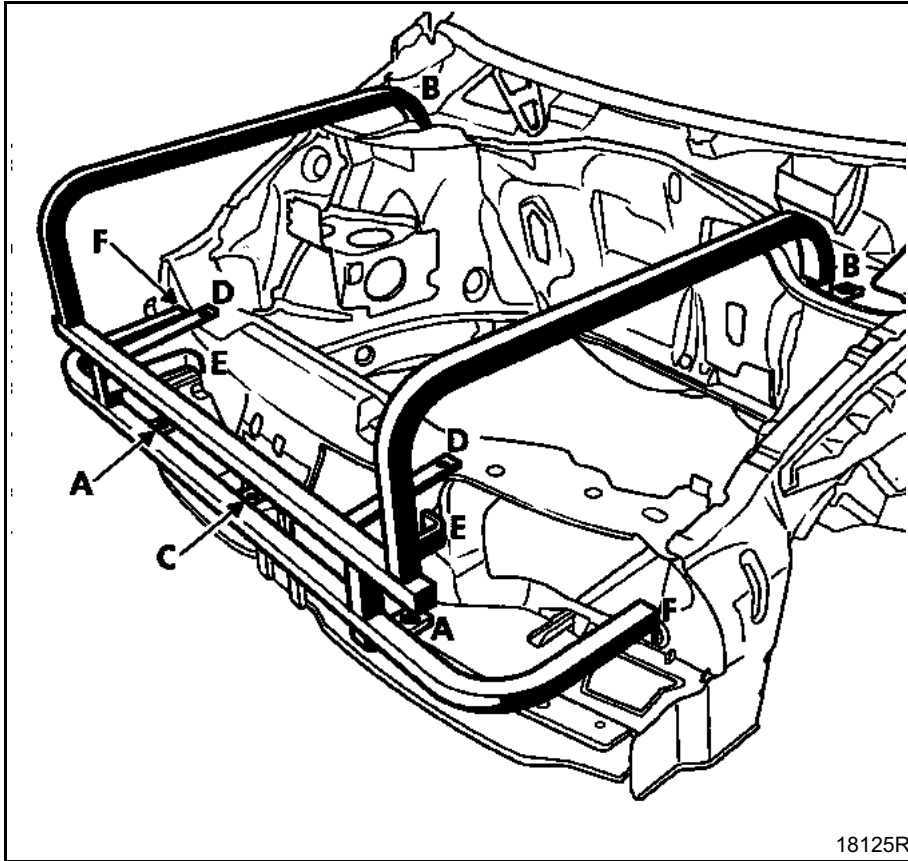
Order from: CELETTE S.A.
B.P. 9
38026 VIENNE

Supplier's Part No.: **715.304**
additional to kit **715.330**.

For "Sevenne" benches, it will be necessary to order belts with part number **715.SANGLE**. These are not delivered in the basic kit.

Please see the supplier's advice for fitting.

FRONT FACE JIG



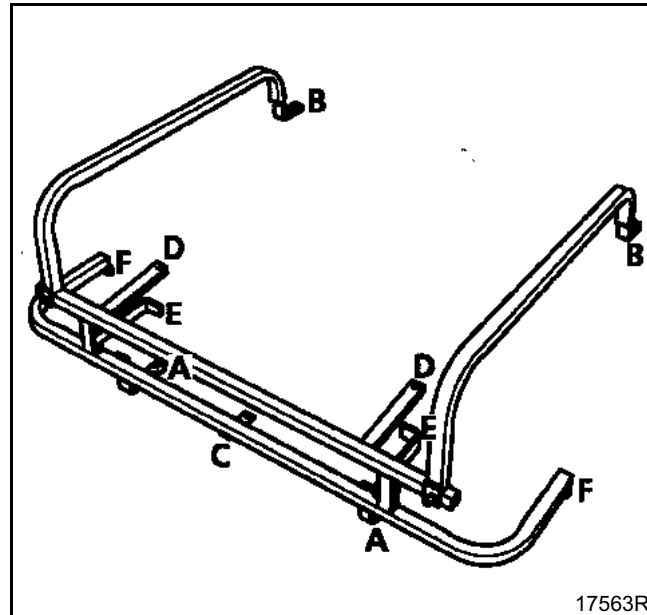
18125R

Points (A) and (B) are the reference points for positioning the jig on the vehicle.

The user must ensure that these points are correct when fault finding is carried out before fitting.

Points (C), (D), (E) and (F) help with the mounting and positioning of the replaced components.

If points (A) or (B) can no longer be used as a reference (detected during a fault finding inspection), the positioning points on the side opposite the impact fulfil this function.



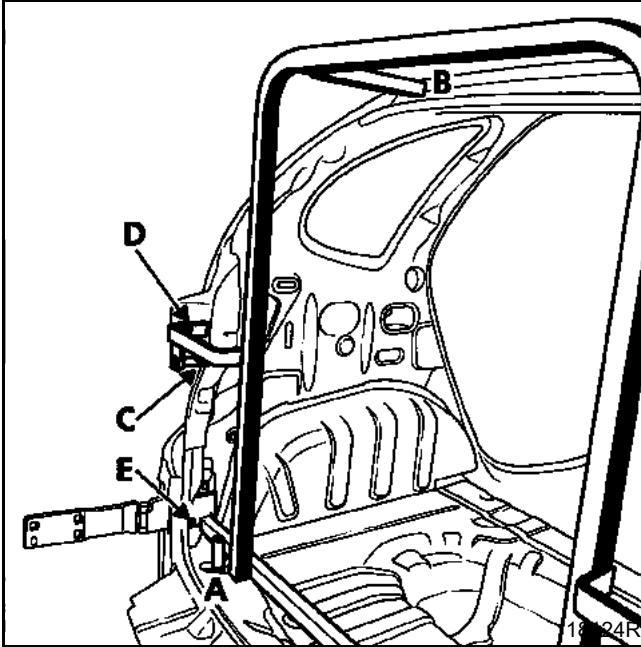
Car. 1546

Parts Stores reference:

00 00 154 600

IMPORTANT: the front face jig is not specific to the 4x4, it is also used for the new Scenic models.

REAR FACE JIG



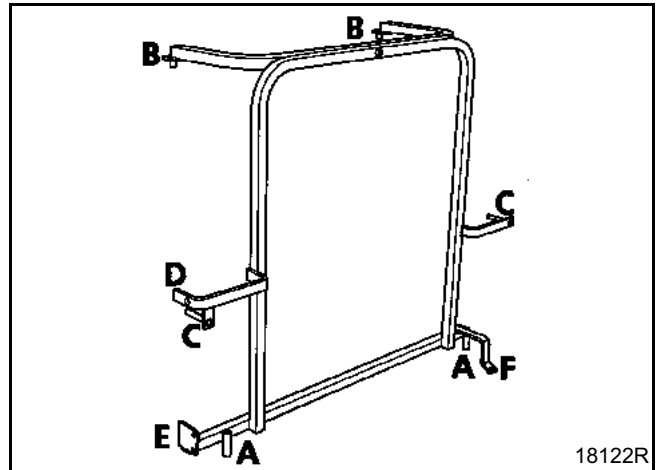
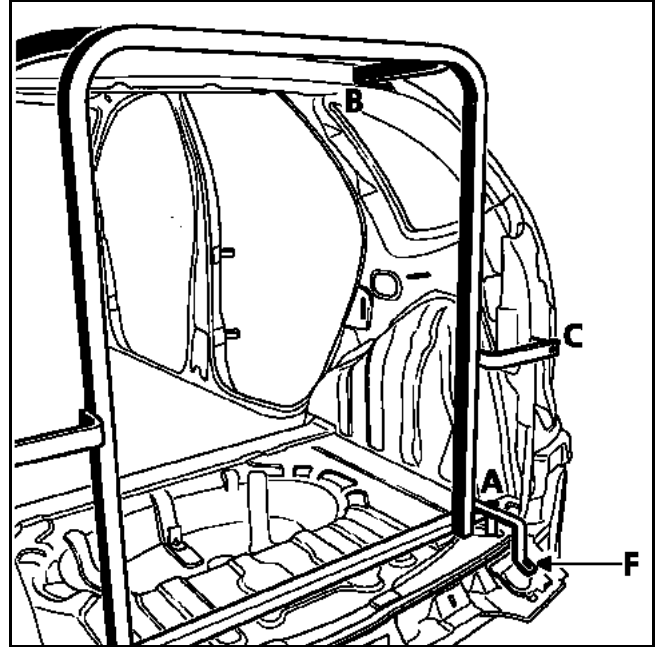
This tool is mainly intended for fitting the luggage compartment lid hinge mountings.

Points (A) and (B) are the reference points to position the jig on the vehicle.

The user must ensure that these points are correct when fault finding is carried out before fitting.

Points (C), (D), (E) and (F) help with the mounting and positioning of the replaced components.

NOTE: when fitting the jig to the vehicle, begin by inserting the left hand side.



Car. 1563

Parts Stores reference:

00 00 156 300

INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the rear end panel or a rear side member for a rear impact.

This operation is carried out partially (see procedure below):

- for the right rear section (according to cut A-A),
- for the left rear section (according to cut B-B).

The complete replacement method for this part is the same as for the basic vehicle.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

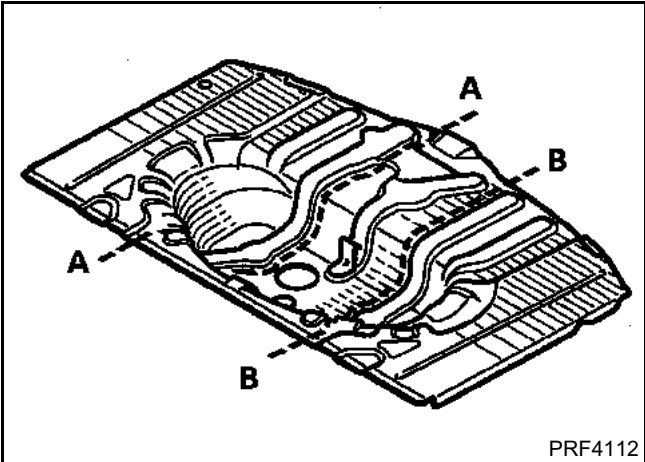
COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

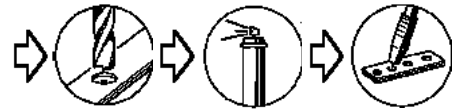
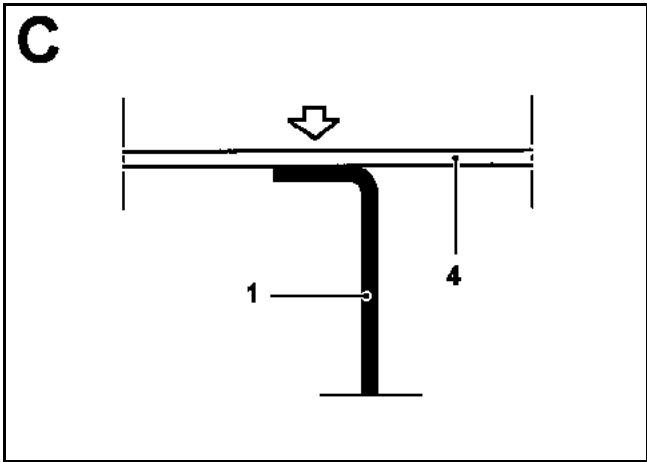
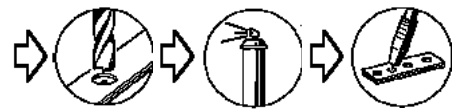
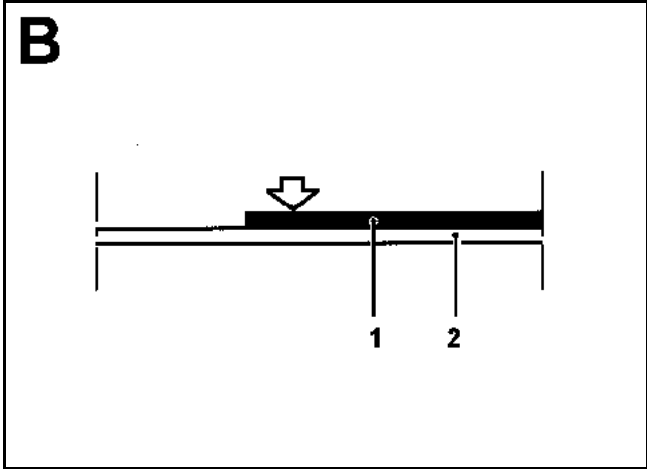
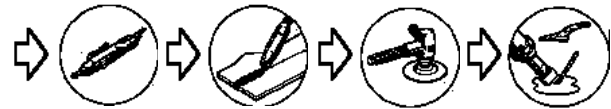
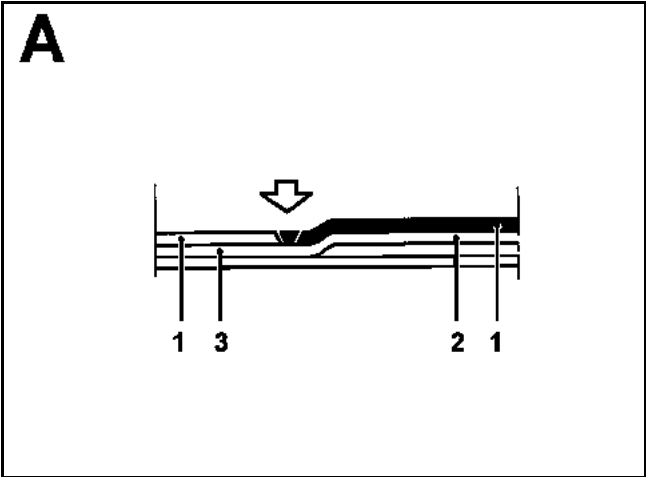
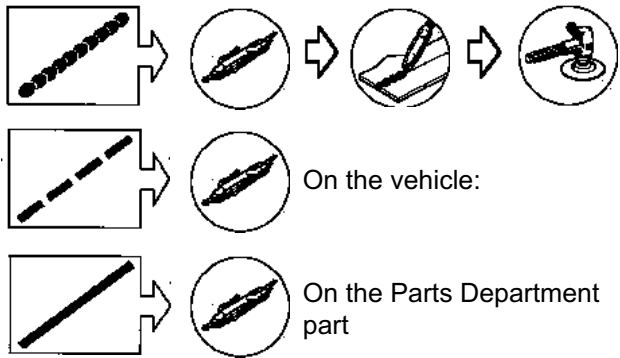
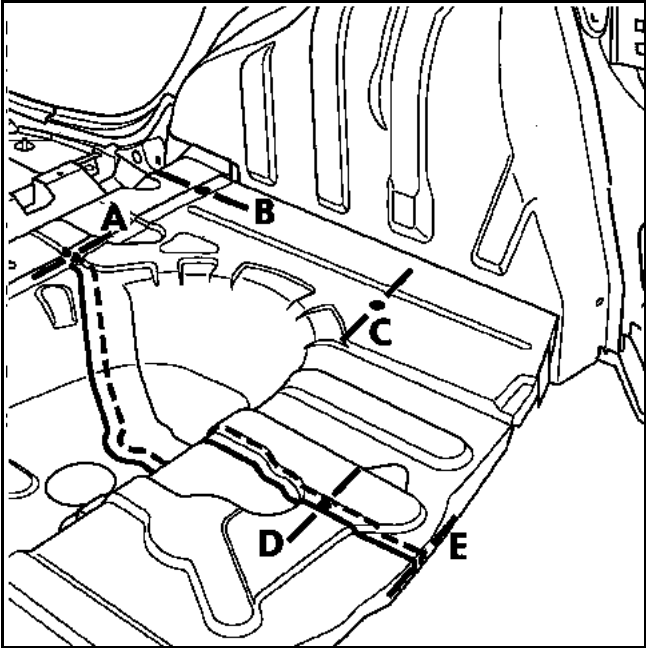
Part assembled with:

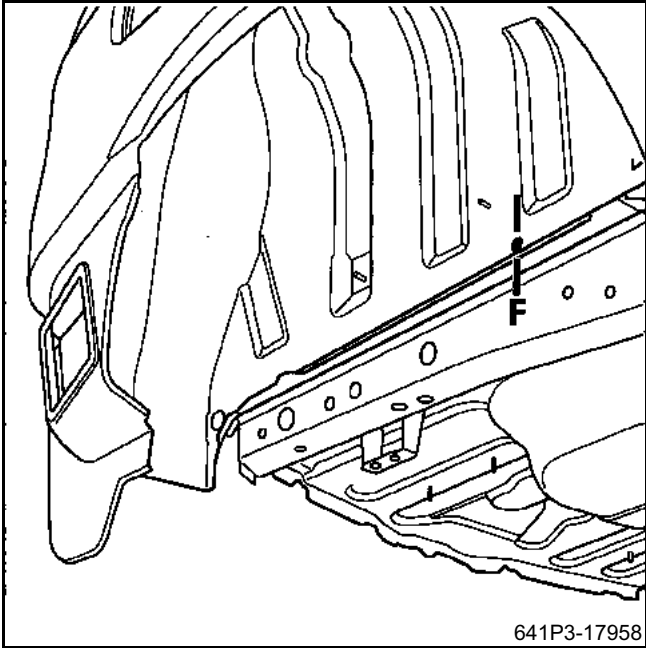
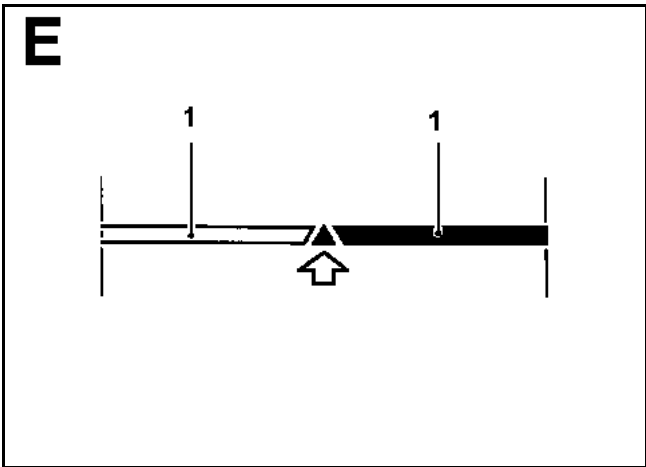
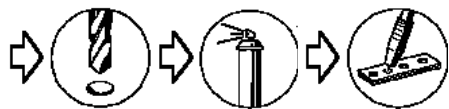
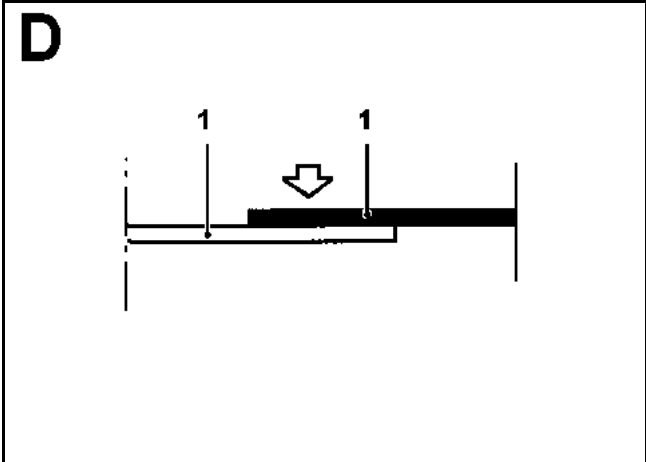
- floor,
- mounting connecting arch.

PARTS CONCERNED (thickness in mm):

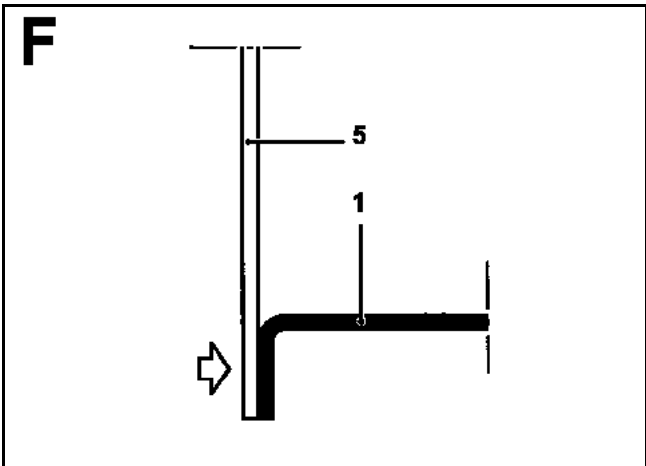
1	Rear floor	0.7
2	Rear floor rear section	0.7
3	Rear centre cross member	1
4	Rear side member	1.5
5	Rear inner wheel arch	0.7

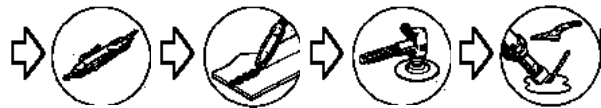
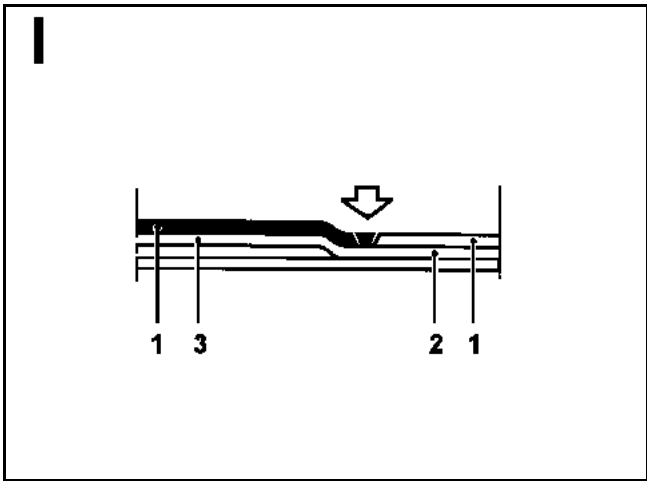
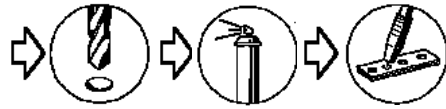
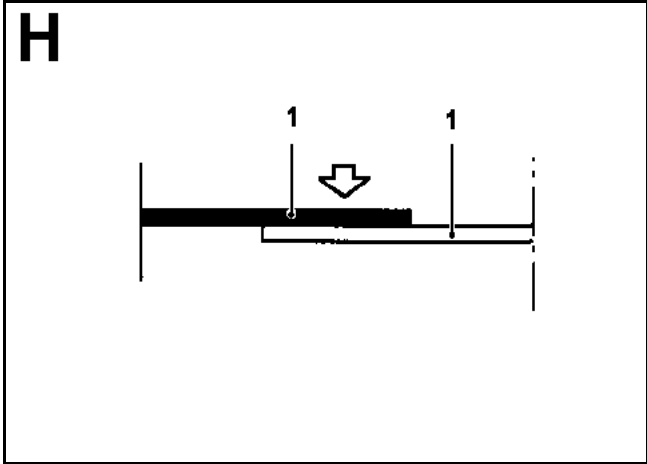
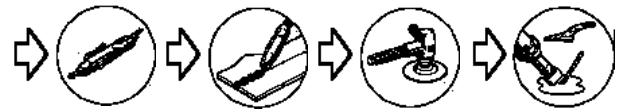
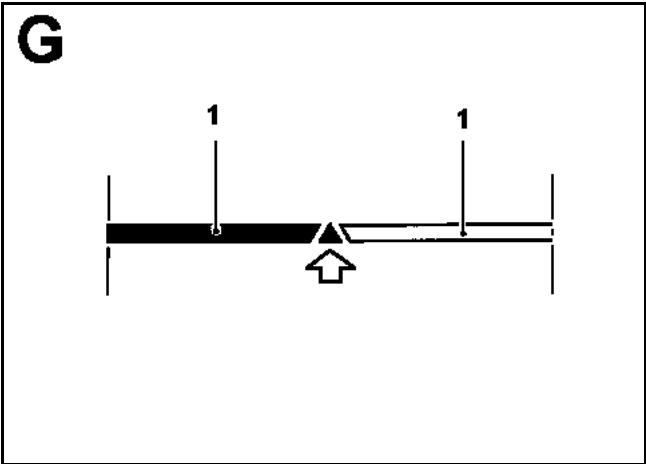
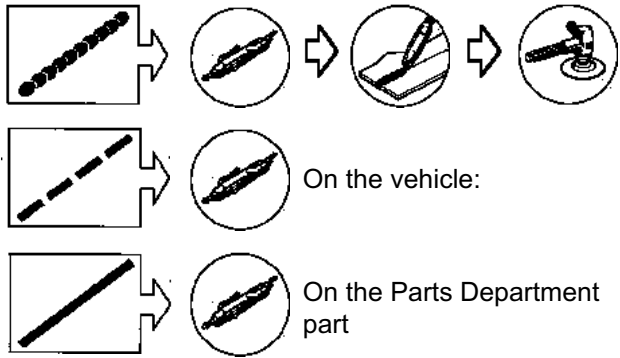
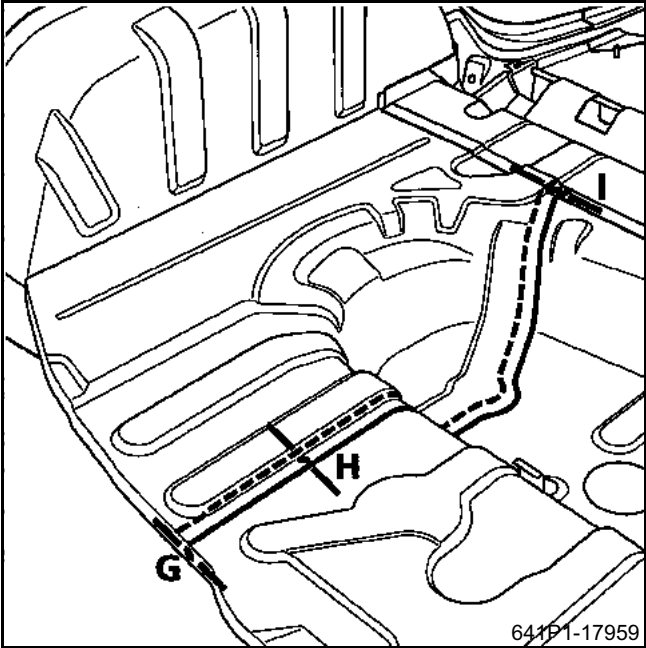






641P3-17958





INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the rear end panel.

This operation is carried out partially (see cut A-A and the method given below):

The complete replacement method for this part is the same as for the basic vehicle.

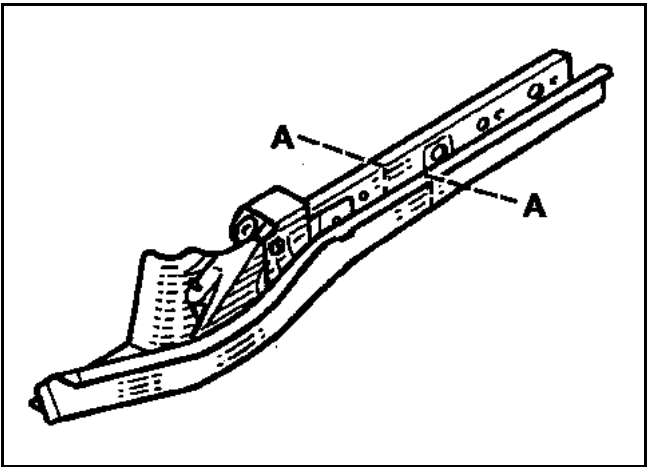
In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

The repair bench must be used.

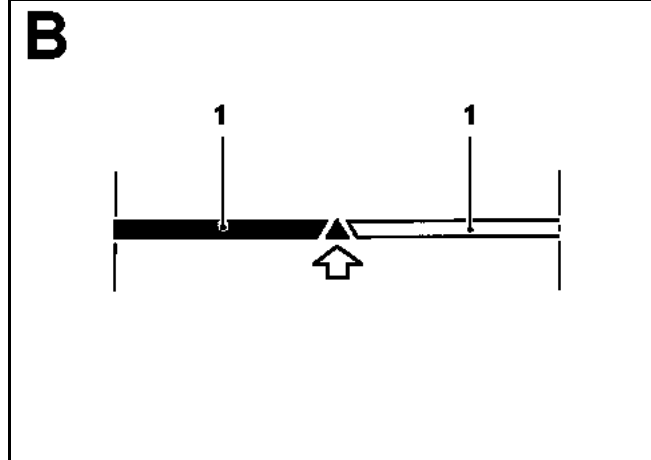
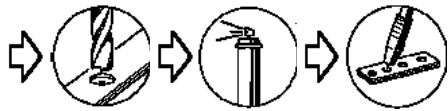
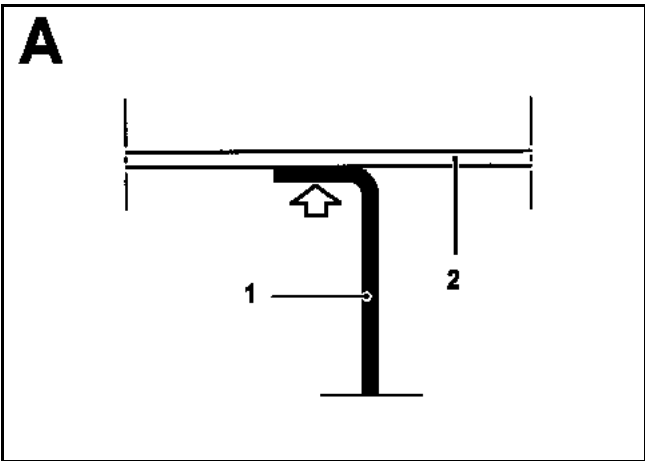
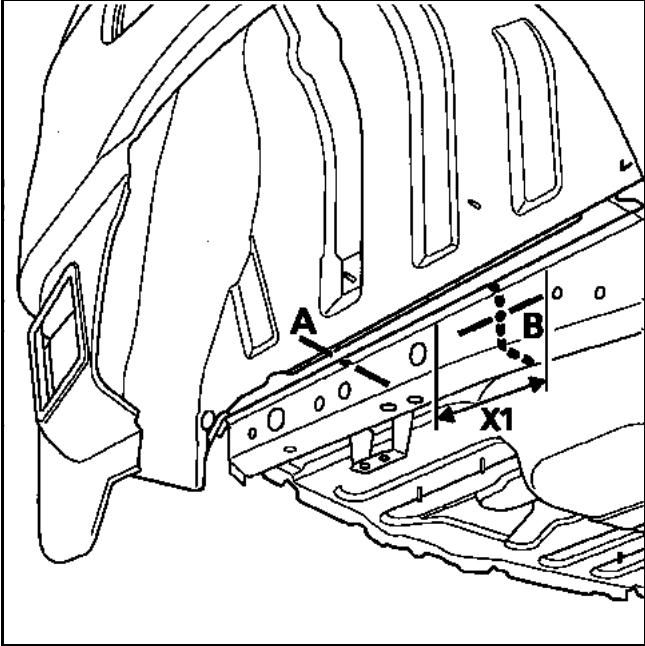
COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

- Part assembled with:
- indentation ring,
 - mounting reinforcement on the towing ring bracket (right hand side),
 - side member reinforcement, rear section,
 - side seatback mounting reinforcement,
 - bolt for welding.



PARTS CONCERNED (thickness in mm):

1	Rear side member	1.5
2	Rear floor	0.7



IMPORTANT: The side member must only be cut after the rear mounting reinforcement on the towing ring bracket, in zone X1.

INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the rear end panel.

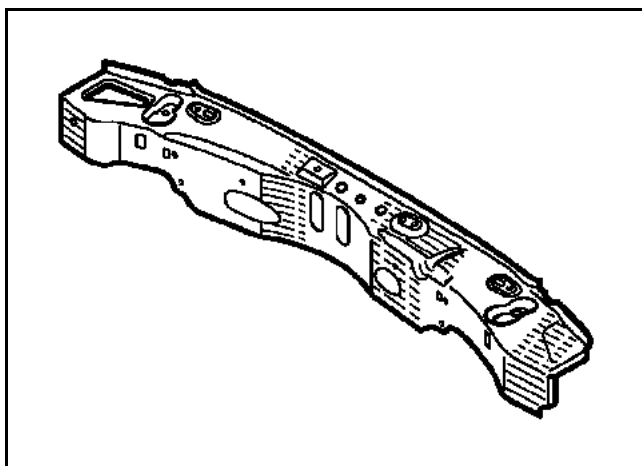
In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part assembled with:

- striker stiffener,
- welded nut reinforcements.

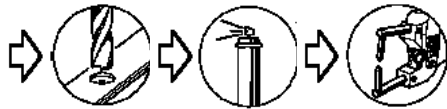
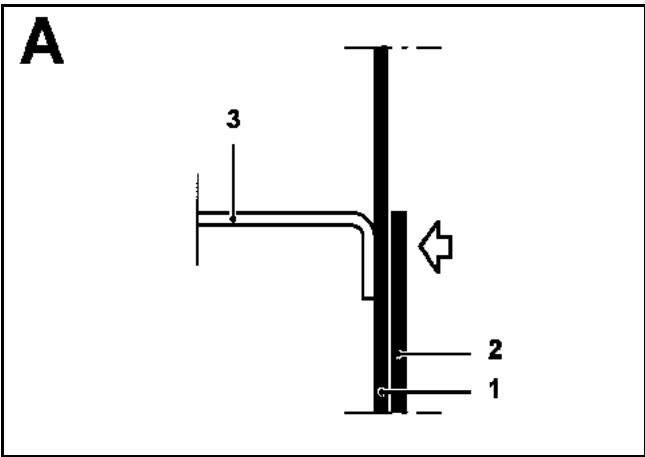
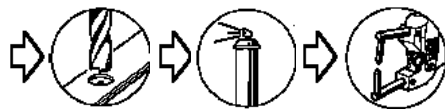
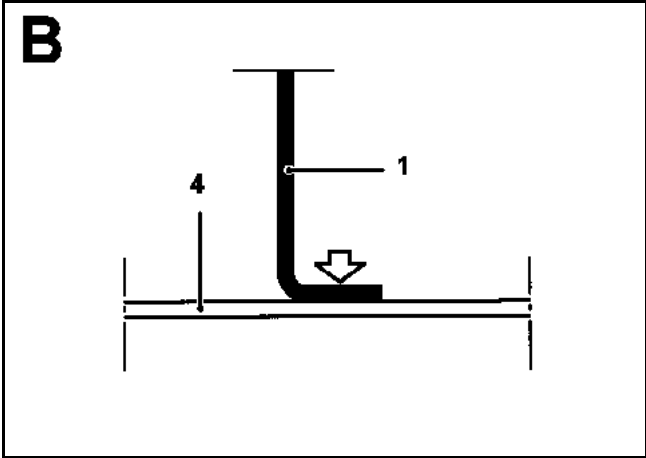
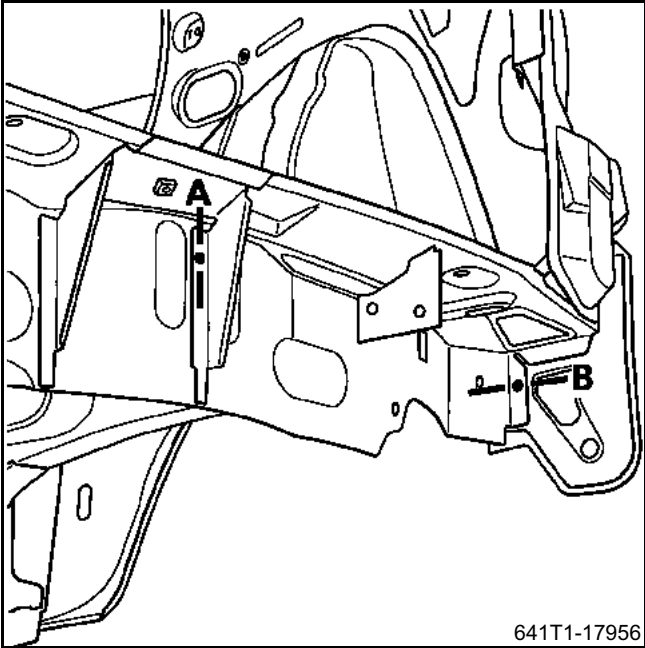


PARTS CONCERNED (thickness in mm):

1	Rear end cross member	0.8
2	Striker stiffener.	1.2
3	Rear floor	0.7
4	Tail wheel arch	1.2
5	Rear side member	1.5
6	Rear end cross member reinforcement	1.2

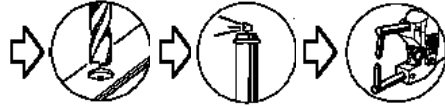
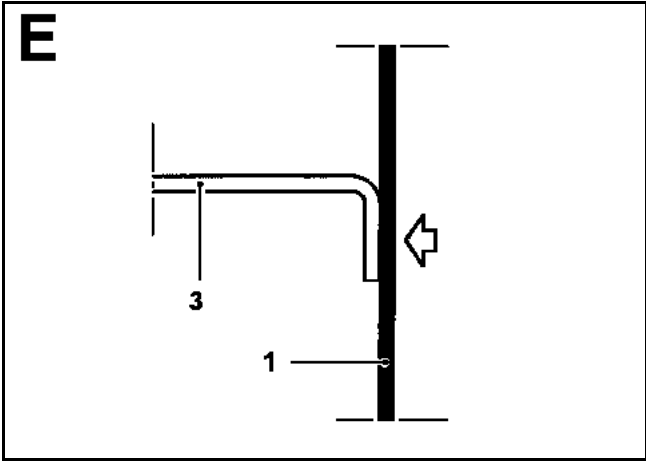
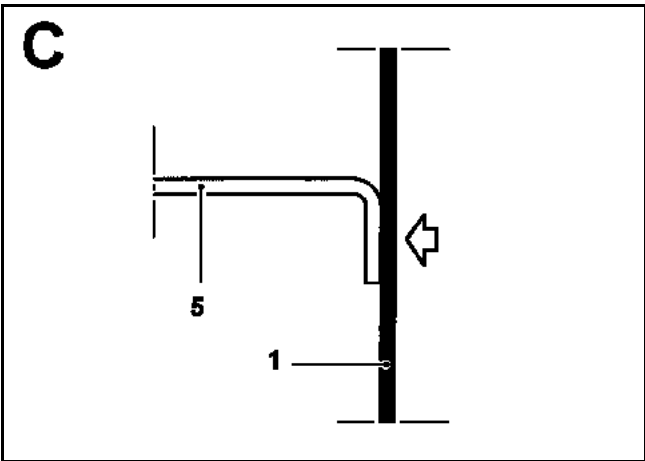
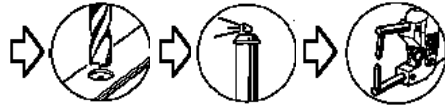
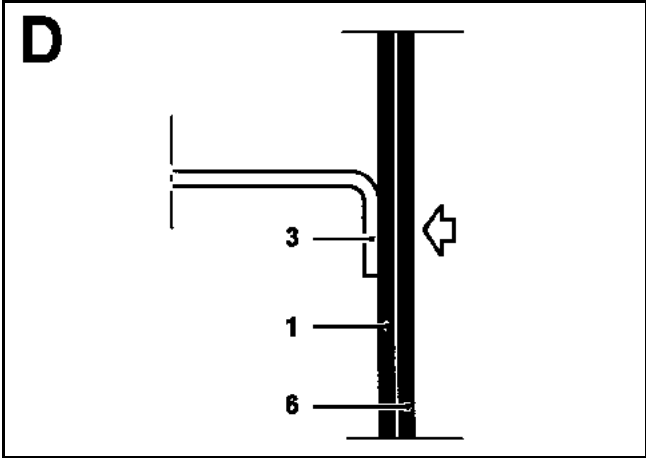
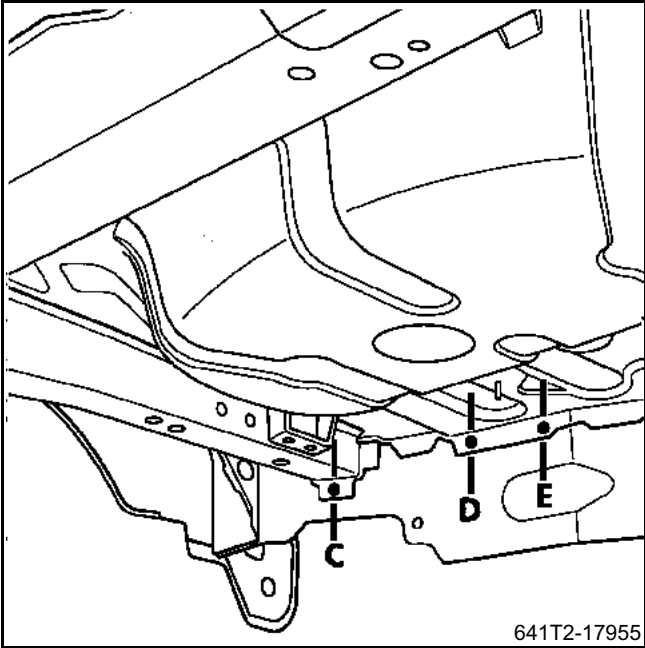
LOWER STRUCTURE
Rear end cross member

41T



LOWER STRUCTURE
Rear end cross member

41 **T**



INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the front end cross member.

For standardisation purposes, the cross member is delivered by the Parts Department without a reinforcement.

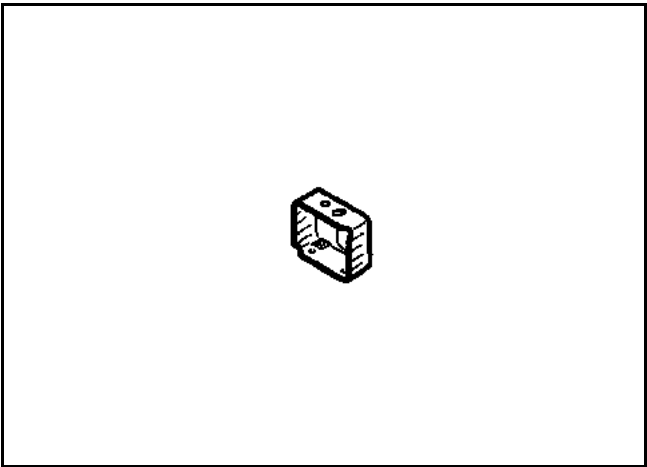
It will be necessary to screw the towing ring bracket to the cross member to position the reinforcement.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part delivered alone



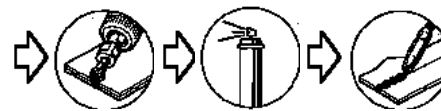
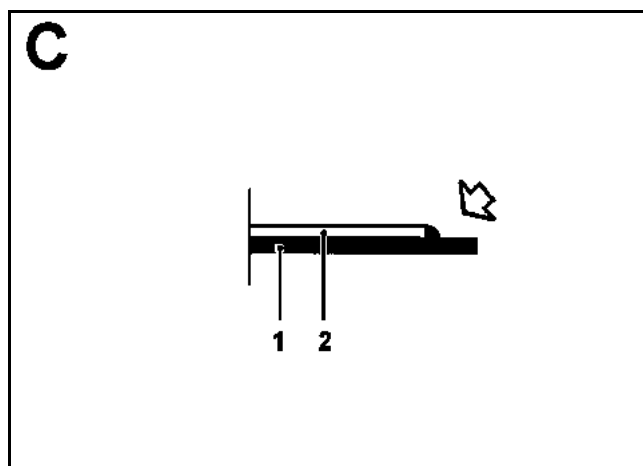
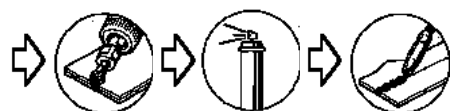
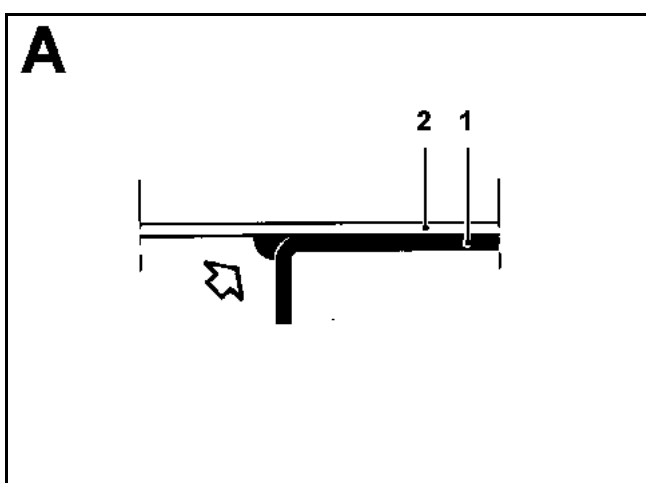
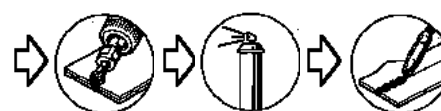
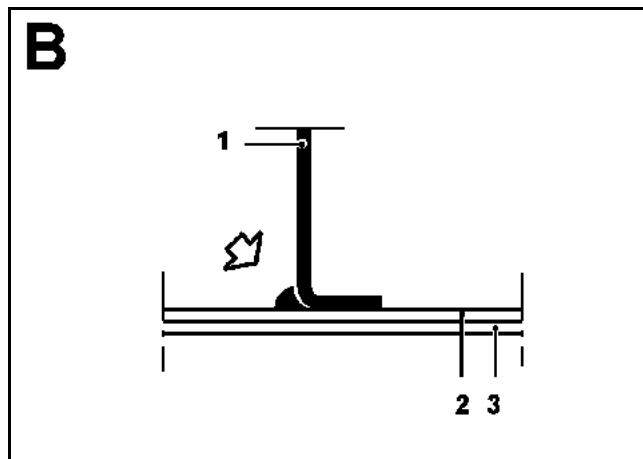
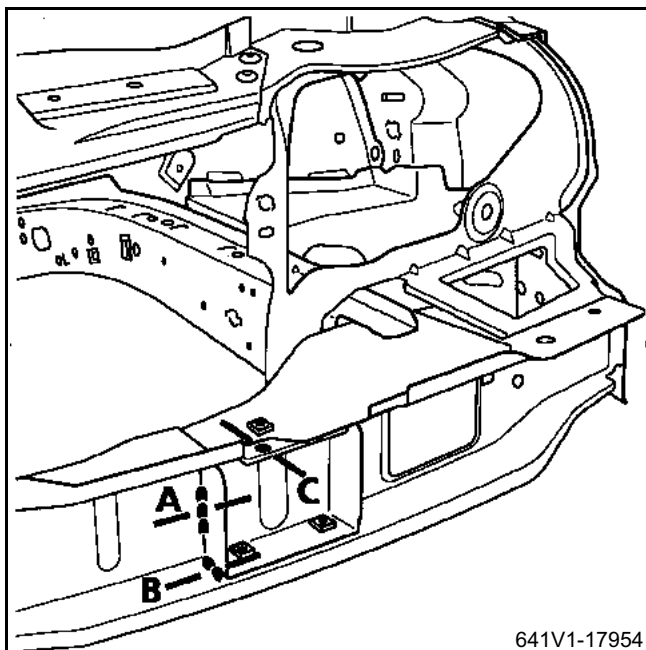
PARTS CONCERNED (thickness in mm):

- | | | |
|---|--------------------------------------|-----|
| 1 | Front end cross member reinforcement | 2.5 |
| 2 | Front end cross member | 1.5 |
| 3 | Front end cross member closure panel | 1.2 |

LOWER STRUCTURE

Front towing ring mounting reinforcement

41V



LOWER STRUCTURE

Rear towing ring bracket

41 W

INTRODUCTION

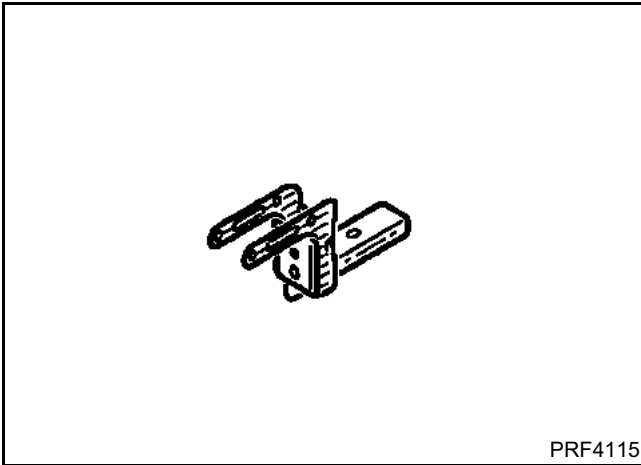
The replacement of this part is a basic operation for a right hand rear collision.

The rear towing ring bracket is bolted to the right hand rear side member and to the lower section of the end panel.

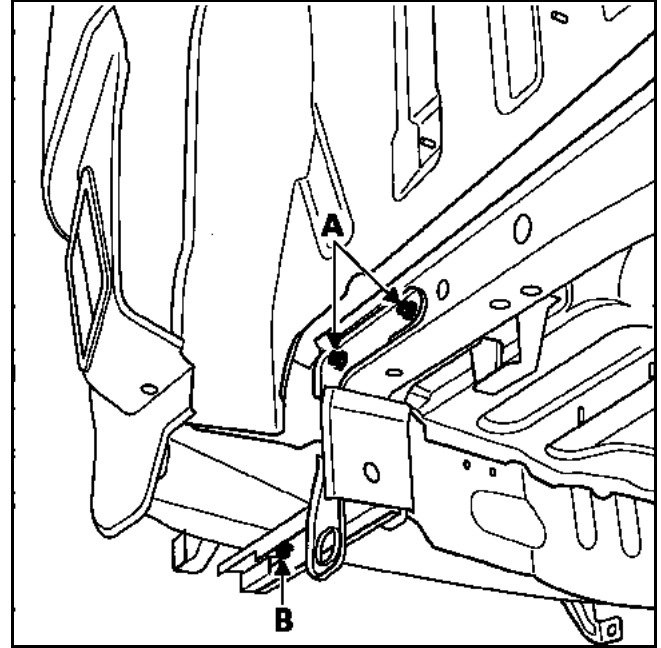
This may help with positioning when replacing the rear end panel.

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Assembled part with threaded roller.



REMOVAL OF THE REAR TOWING RING BRACKET



Remove:

- the two mounting bolts (A) passing through the side member and their reinforcement,
- the mounting bolt (B) on the lower section of the end panel.

INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the centre floor.

For standardisation purposes, the floor is delivered by the Parts Department without the bearing rear mounting support.

It will be necessary to fit the support after fitting the centre floor.

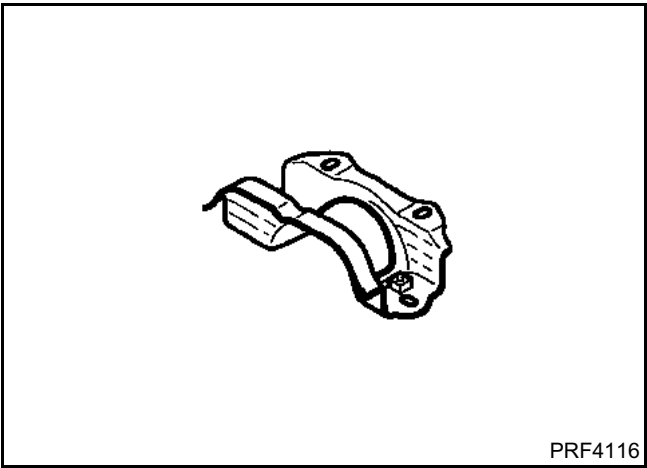
The repair bench must be used.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part delivered alone.



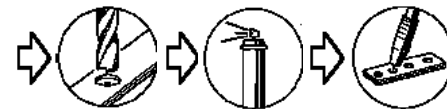
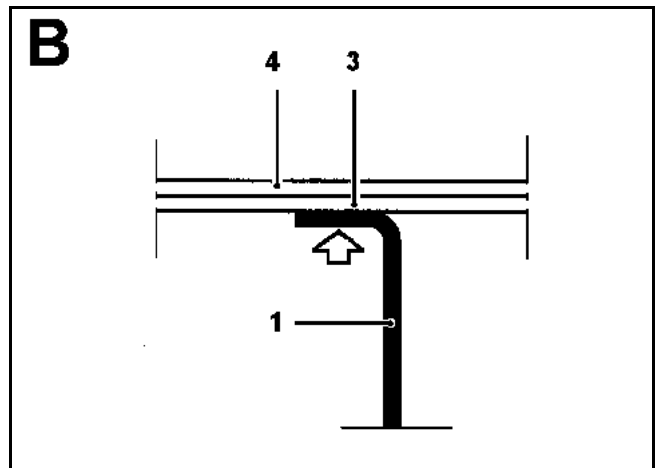
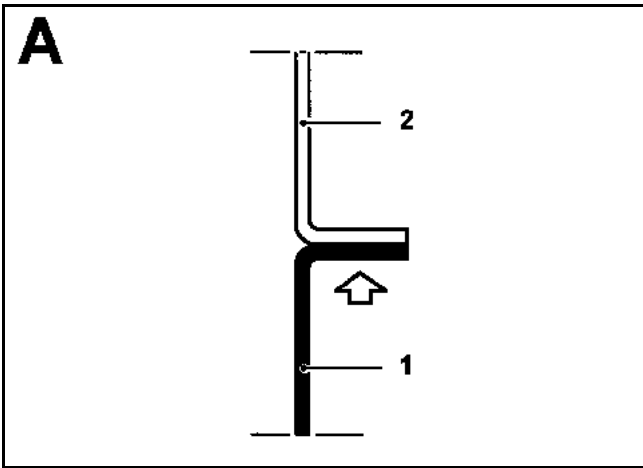
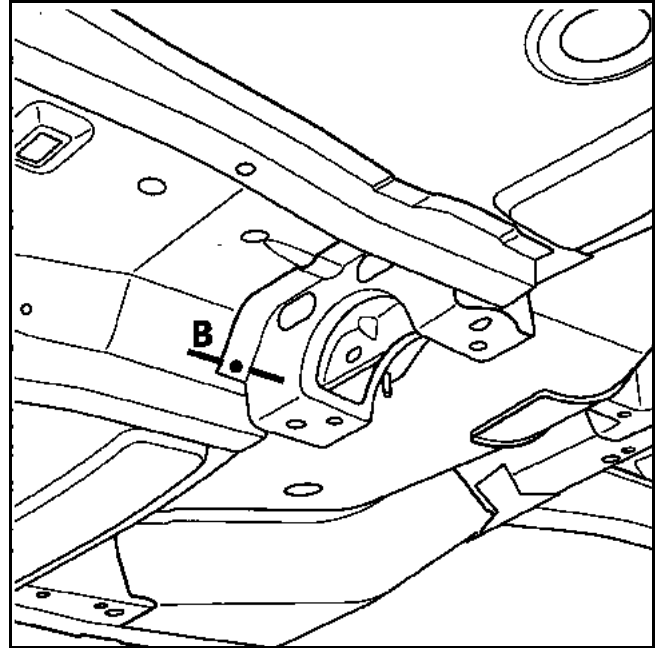
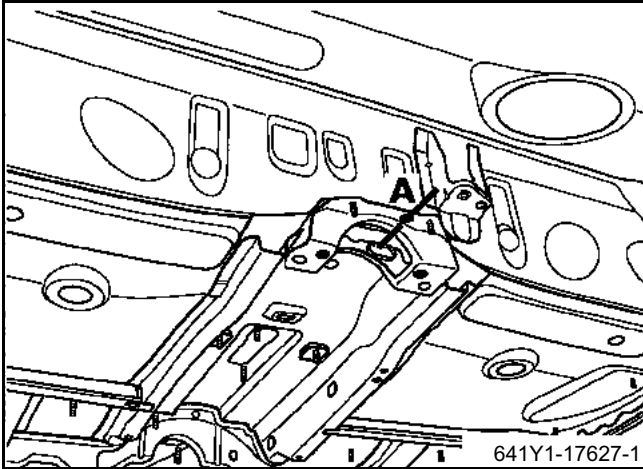
PARTS CONCERNED (thickness in mm):

1	Bearing rear mounting support	1
2	Sleeve stop	1.5
3	Tunnel stiffener	1
4	Centre floor	1

LOWER STRUCTURE

Bearing rear mounting support

41 **X**



INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the centre floor.

For standardisation purposes, the floor is delivered by the Parts Department without the bearing front mounting support.

It will be necessary to fit the support after fitting the centre floor.

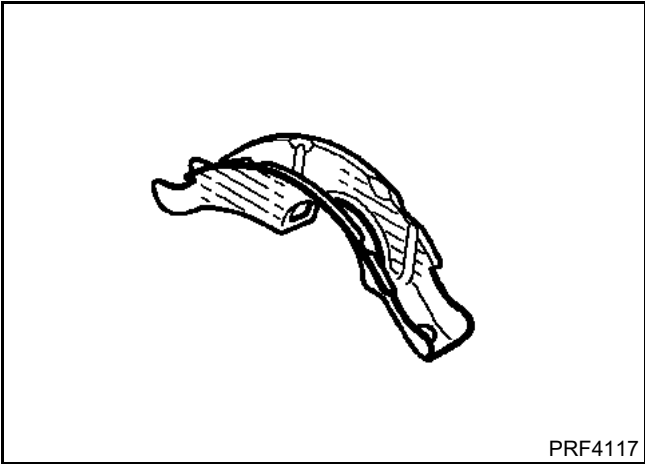
The repair bench must be used.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

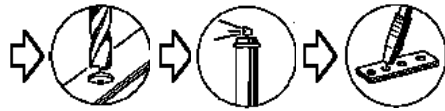
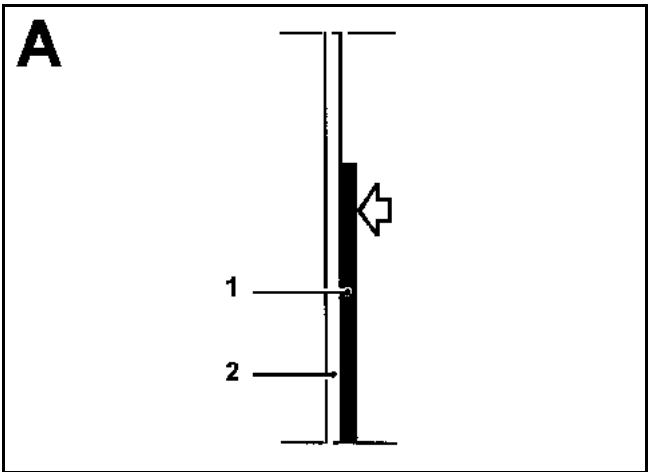
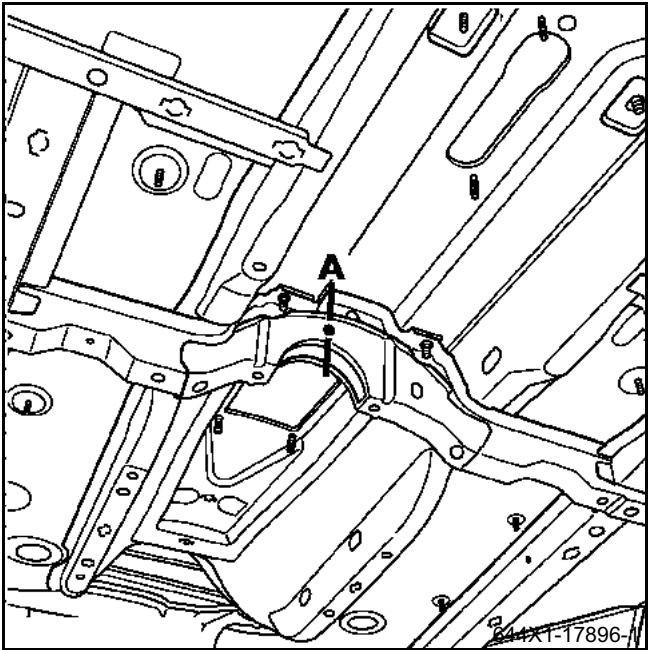
COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part delivered alone.



PARTS CONCERNED (thickness in mm):

- | | | |
|---|---|-----|
| 1 | Bearing front mounting support | 1 |
| 2 | Front cross member under the front seat | 1.5 |



INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the centre floor.

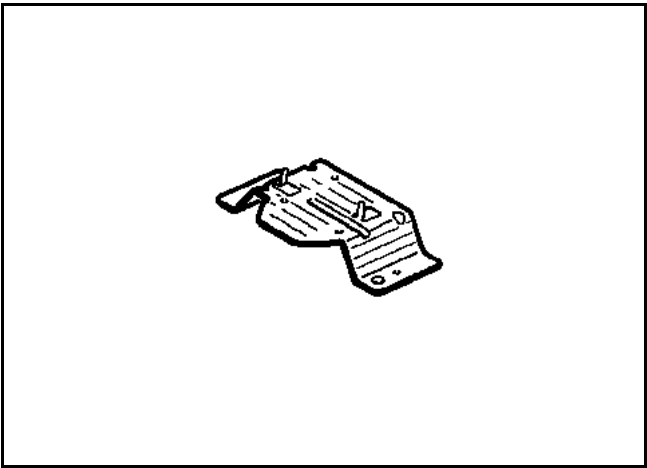
For standardisation purposes, the centre floor is delivered by the Parts Department without the acceleration sensor mounting.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

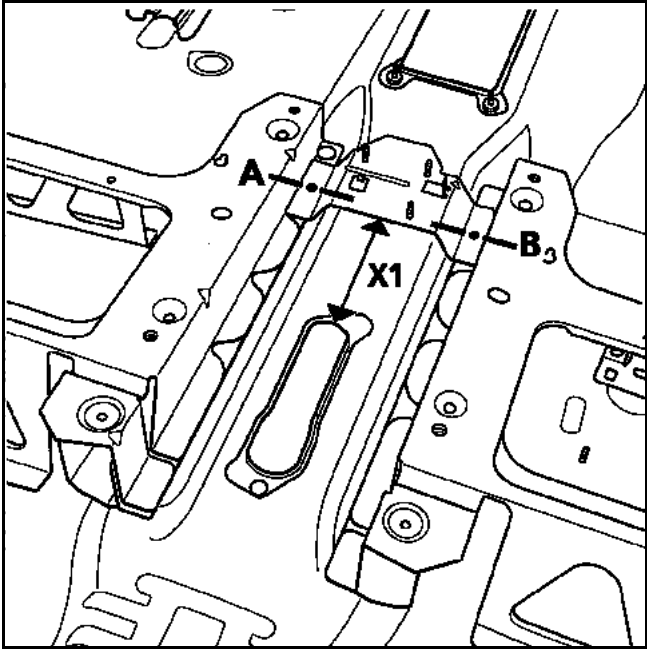
COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part delivered alone.

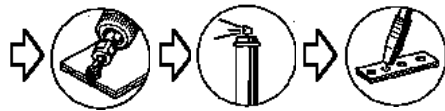
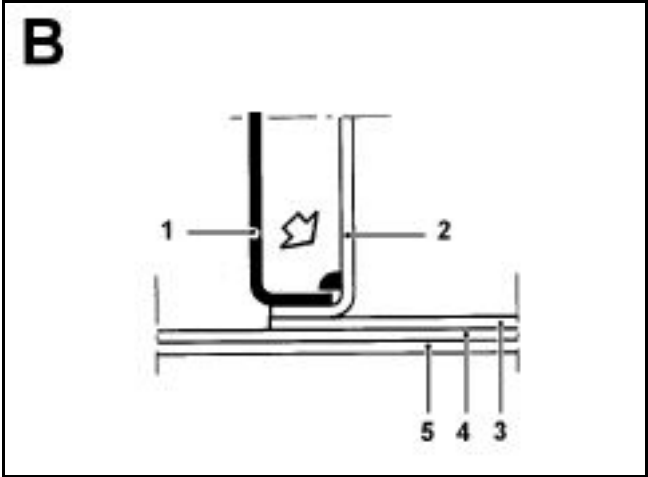
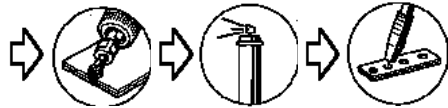
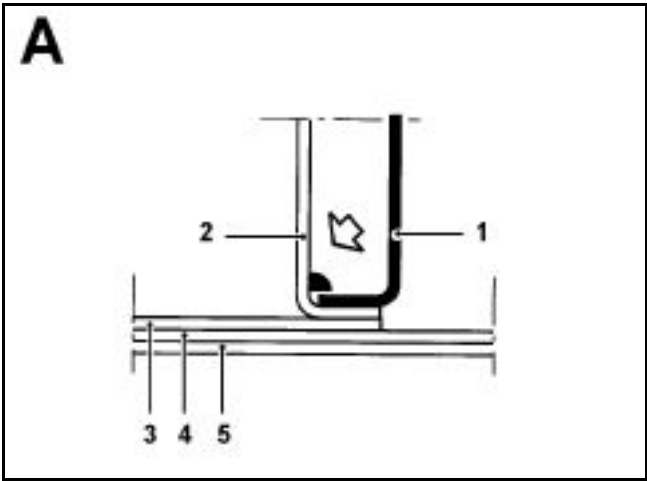


PARTS CONCERNED (thickness in mm):

1	Acceleration sensor mounting	1.2
2	Front seat height adjuster	1.5
3	Front seat height adjuster reinforcement	1.5
4	Centre floor	1
5	Tunnel stiffener	1



X1 = 122 mm



INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the centre floor or the cross member.

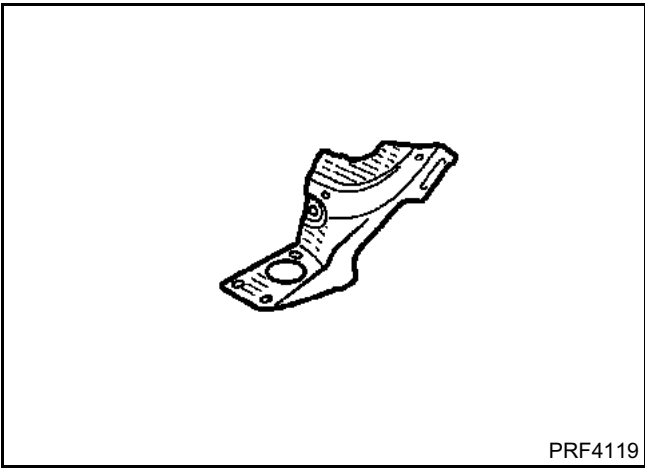
For standardisation purposes, these parts are delivered by the Parts Department without the rear floor reinforcement.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

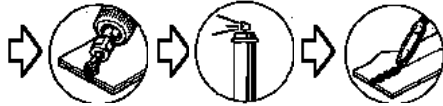
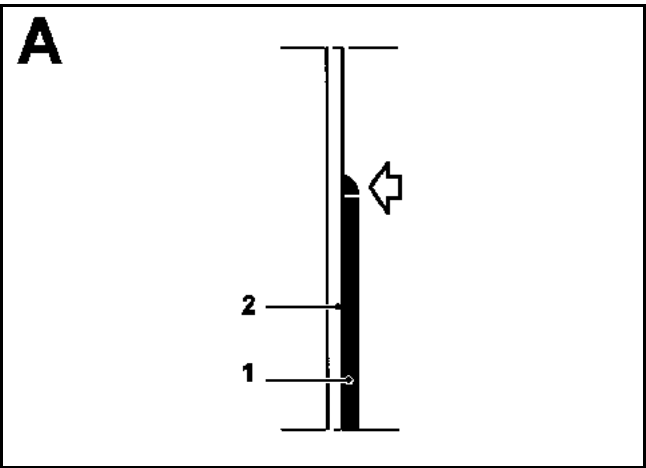
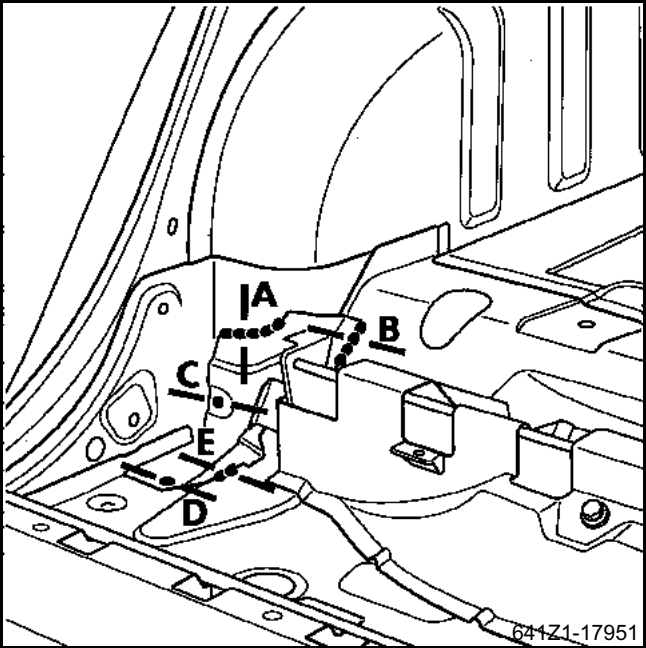
COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

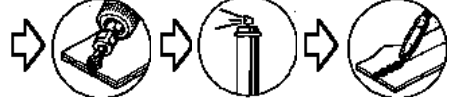
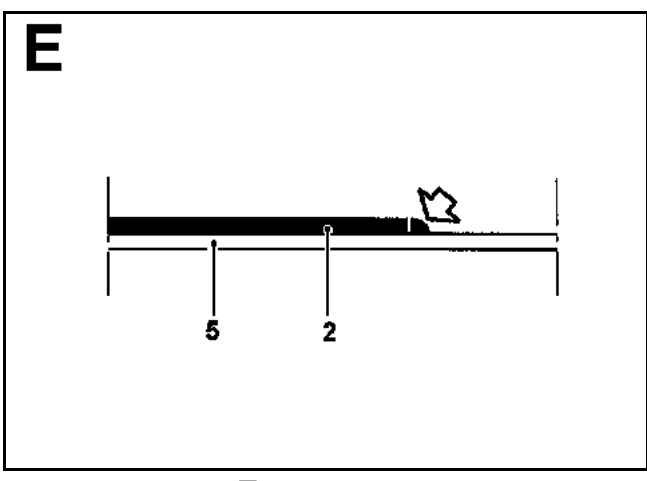
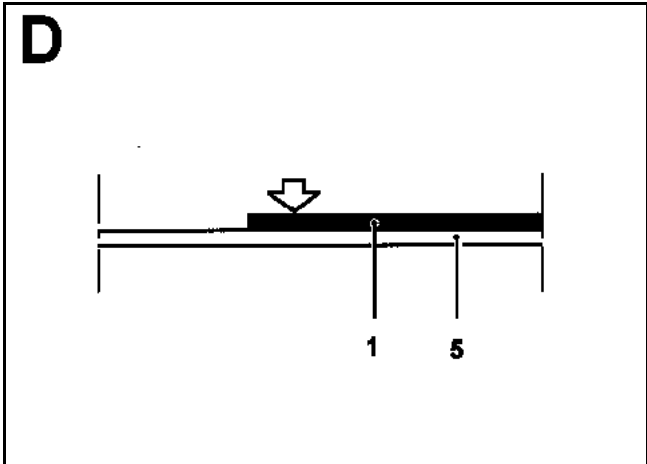
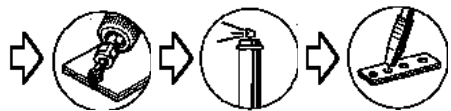
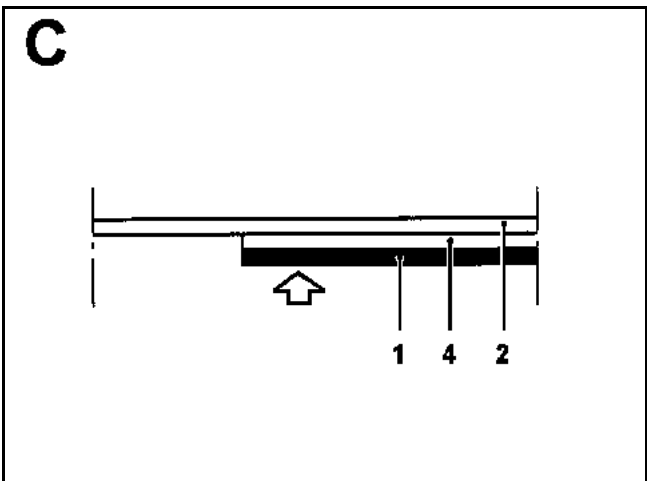
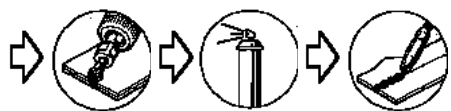
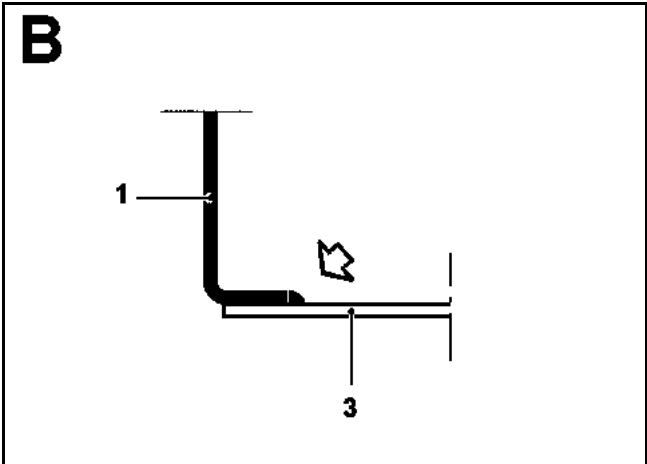
Part delivered alone.



PARTS CONCERNED (thickness in mm):

1	Central floor rear reinforcement	1.5
2	Sill panel closure panel component	1.8
3	Cross member	1.2
4	Rear side member	1.5
5	Centre floor	1

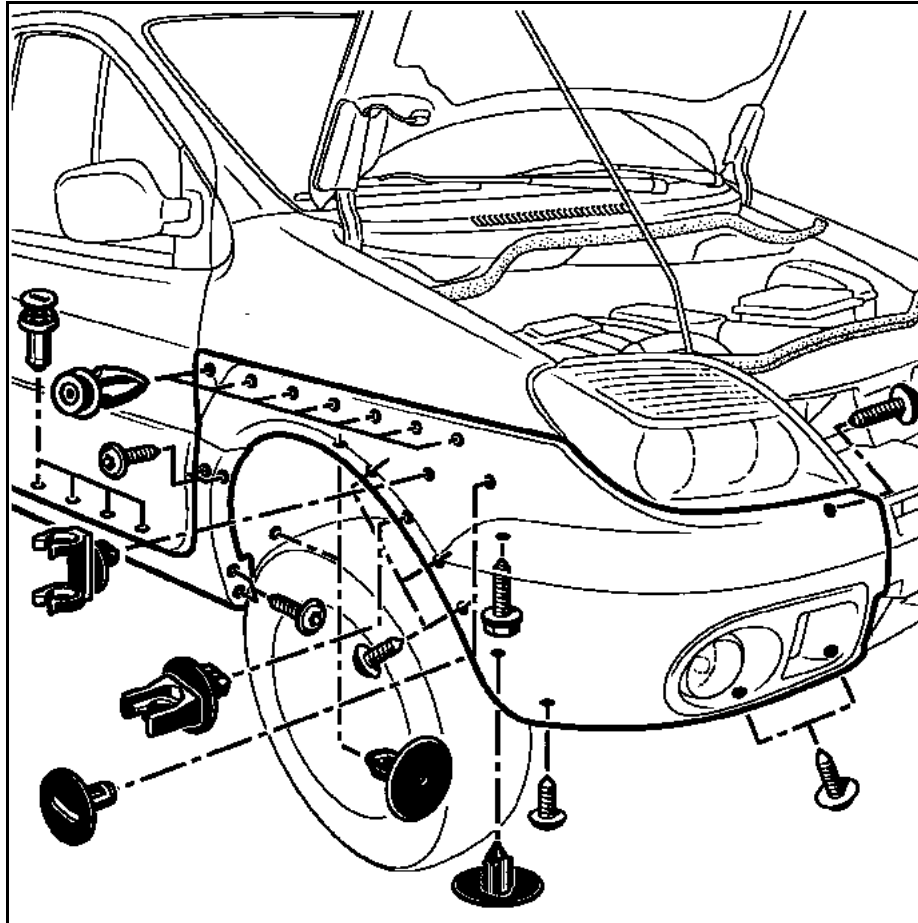




INTRODUCTION

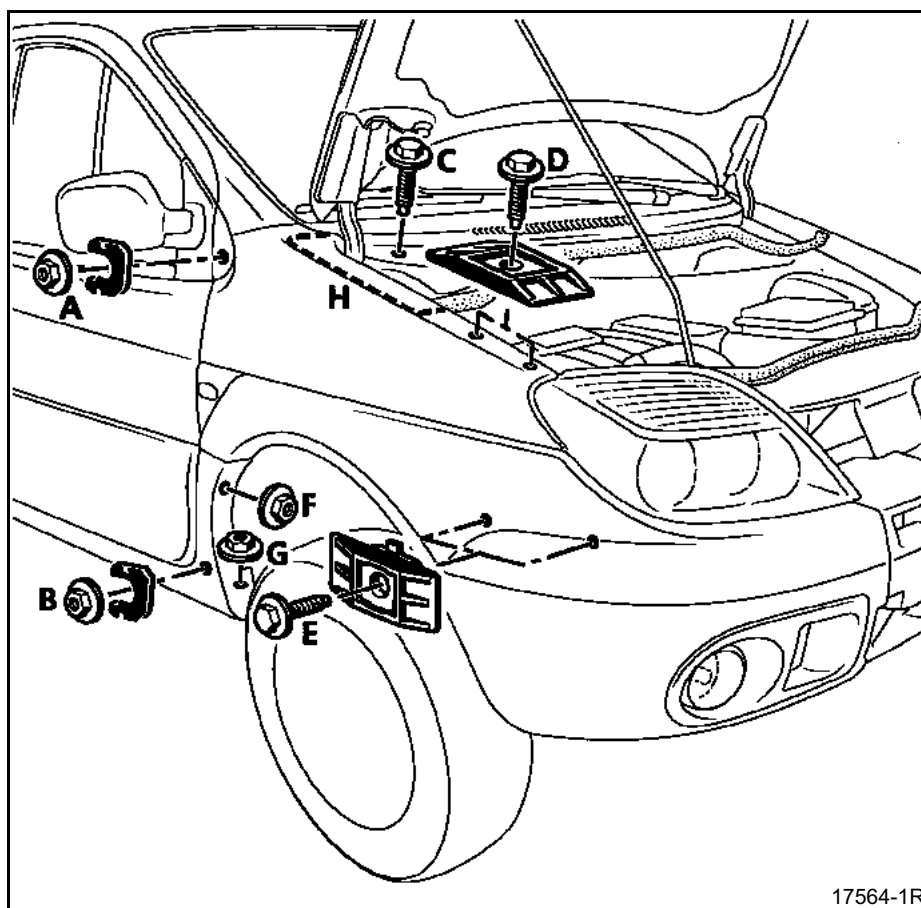
The replacement of this part is a basic operation for a frontal or side impact.

This is a detachable structure component.



It will first be necessary to remove:

- the side section of the scuttle panel grille (see **section 55-G** of the **basic Workshop Repair Manual**),
- the front section of the valance, partially (see **section 55-B**),
- the front wing extender (see **section 55-C**),
- both sections of the front mudguard (see **section 56-F** of the **basic Workshop Repair Manual**).



17564-1R

REMOVAL

Apply two strips of masking tape to the components around the wing, to prevent the paintwork from being scratched during refitting.

Remove:

- nuts (A) and (B) (open the door),
- bolts (C), (D), (E) and nuts (F) and (G).

Separate the wing from the soundproofing mastic at (H) (see **Technical Note 412A**).

REFITTING

NOTE: when refitting, re-apply sealant (detachable components sealing mastic) between the mounting pads on the wing and the front pillar.

ADJUSTMENT

Fit all the mountings without tightening before beginning to adjust the play and flush-fittings (see **section 40**).

REPAIR

REMINDER: see **Technical Notes 392A and 473A** for how to repair wings (Noryl).

INTRODUCTION

The replacement of this part is a basic operation following a front side collision.

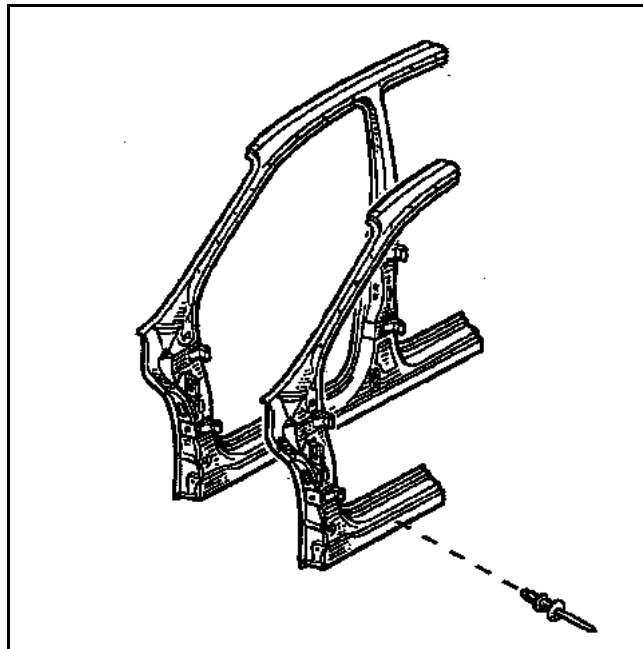
The method for replacing this part has not changed, see basic **Workshop Repair Manual**.

For standardisation purposes, the front section of the body side is delivered by the Parts Department without the welded pins on the bottom section for mounting the plastic fittings panels and without the drillings for mounting the longitudinal flaps.

It will be necessary to fit the riveted pins (pin rivets) and to make the drillings after the part has been replaced.

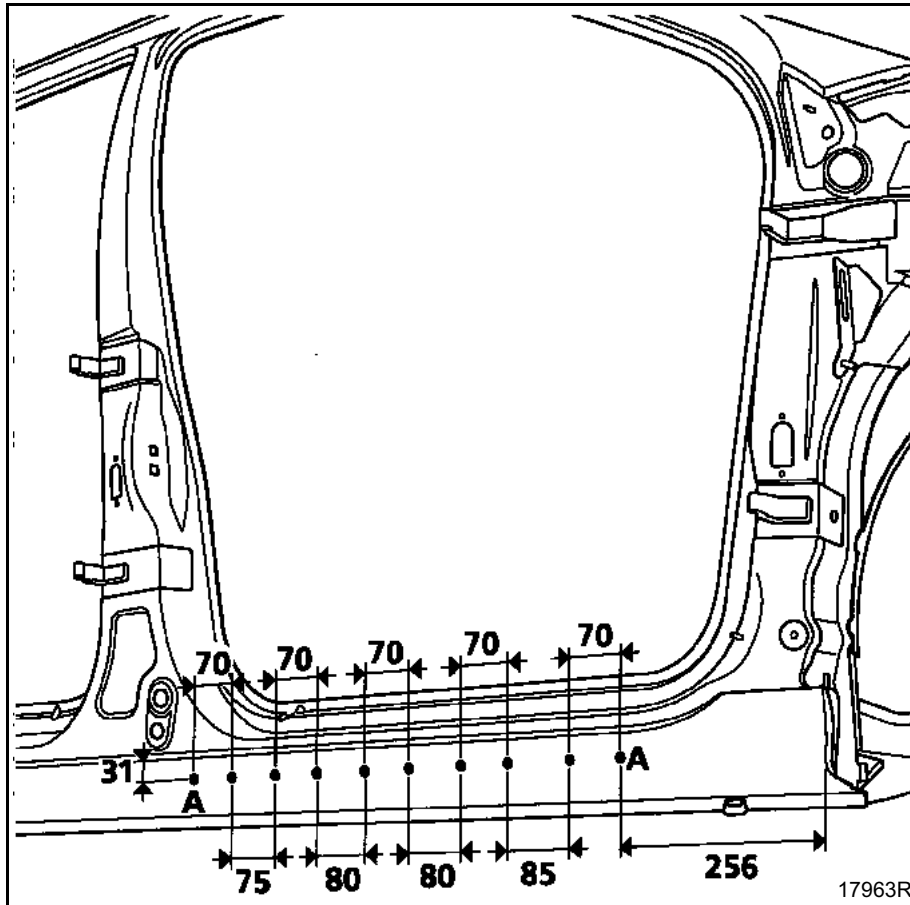
The number of rivets required will depend on the location of the cut on the sill panel.

The dimensions of the drillings to be carried out are listed below.

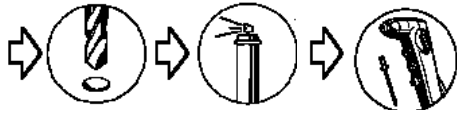


UPPER SIDE STRUCTURE

Body side front section

43**F**

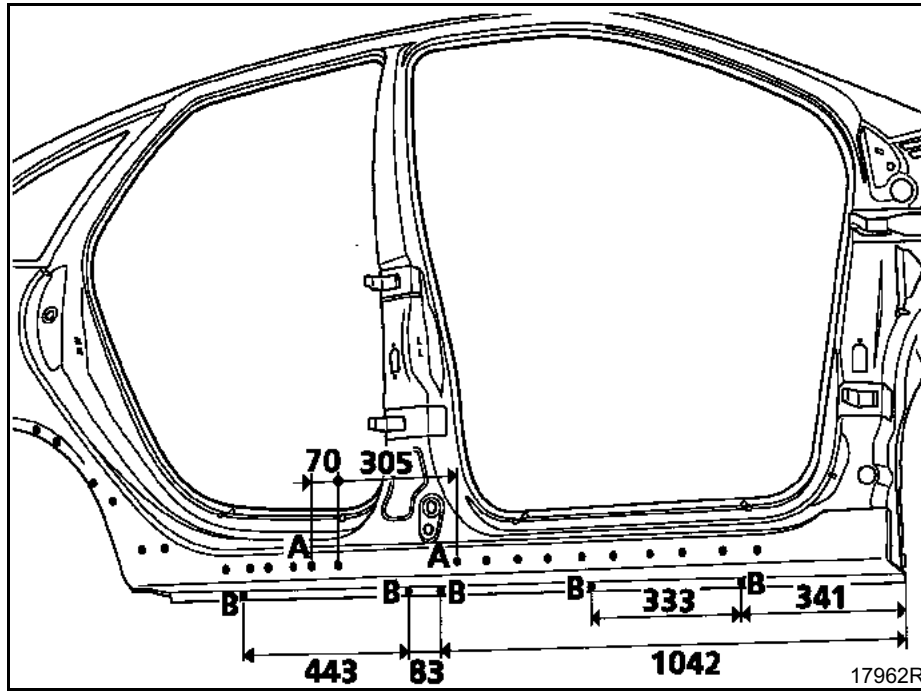
A = Ø 2.5 mm



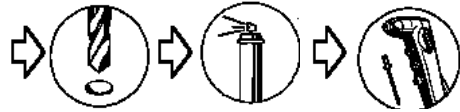
UPPER SIDE STRUCTURE

Body side front section

43 F



A = Ø 2.5 mm



B = Ø 5 mm



NOTE: the plastic valance may be used as a drilling jig for holes (B).

INTRODUCTION

The replacement of this part is a basic operation following a side collision.

For the method for replacing this part, see the basic **Workshop Repair Manual**.

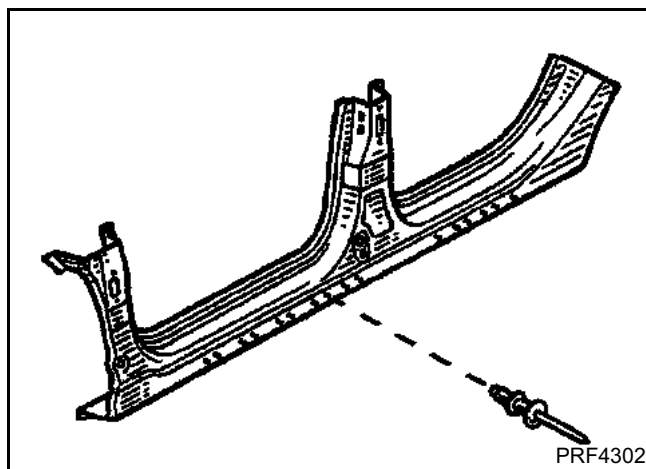
The sill panel is delivered by the Parts Department with the welded pins for mounting the plastic fittings panels.

The dimensions of the holes drilled are given for your information in **sections 43-F** and **44-A**.

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part assembled with:

- Front pillar hinge reinforcement,
- Centre pillar hinge reinforcement,
- Welded studs,
- welded pins.



INTRODUCTION

The replacement of this part is a basic operation for a rear side impact.

For the method for replacing this part, see the basic **Workshop Repair Manual**.

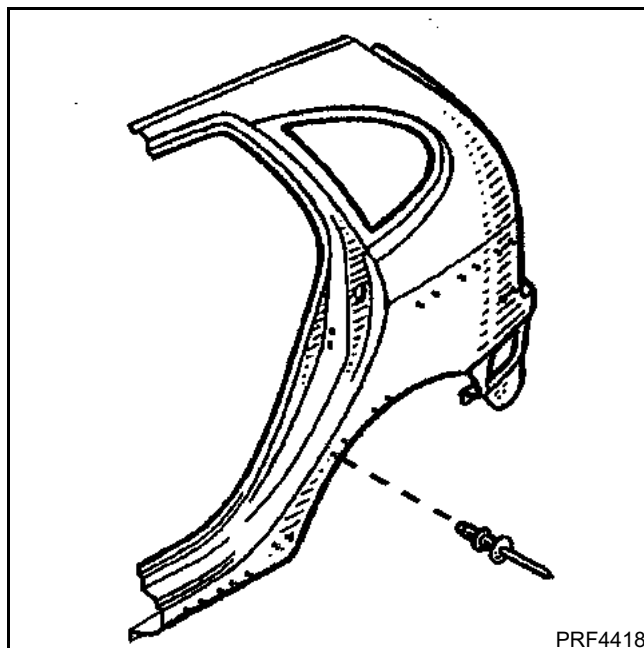
The rear wing panel is delivered by the Parts Department with the welded pins for mounting the plastic fittings panels.

The dimensions of the holes drilled and and the welded pins are given below for your information.

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part assembled with:

- bumper side mounting reinforcement,
- striker plate stiffener, rear door,
- plate cage,
- plate,
- sound-deadening material,
- fuel pipe unit (right side).
- welded nuts,
- lower blanking cover,
- welded pins.

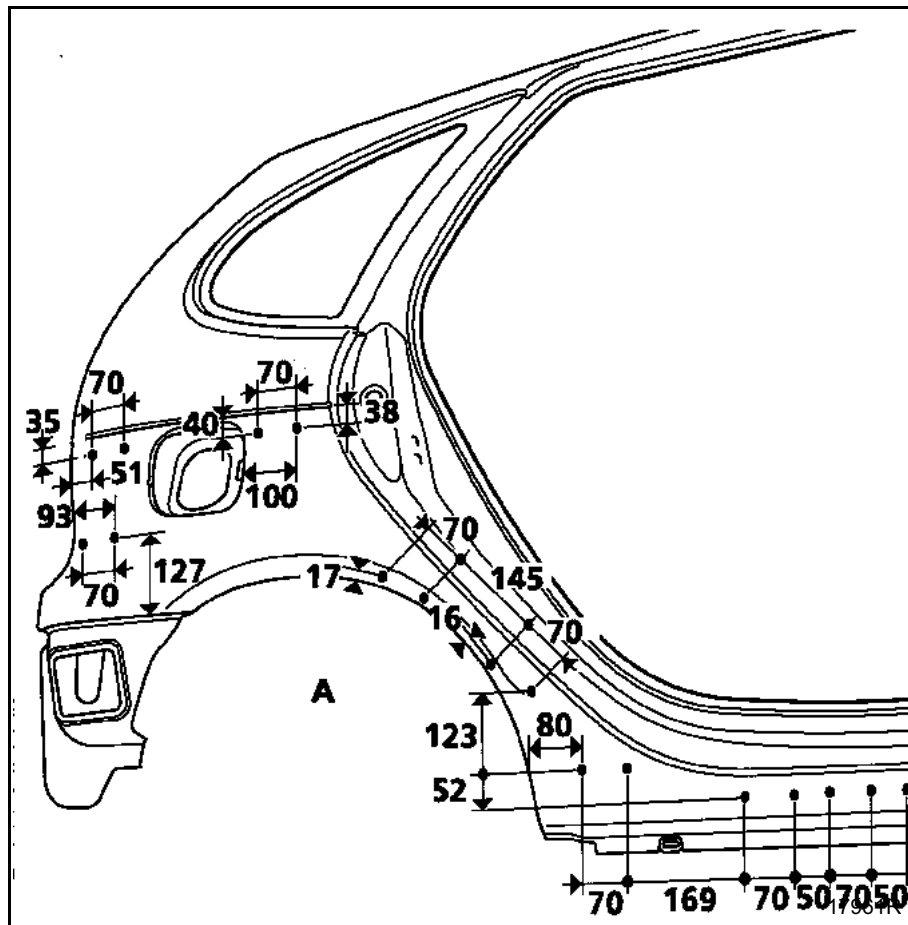


UPPER REAR STRUCTURE

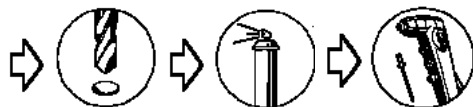
Rear wing panel

44

A



A = Ø 2,5 mm



INTRODUCTION

This part is replaced in addition to replacing:
– case n° 1: the rear end panel and the rear end pillar for a rear impact,
– case n° 2: the rear wing panel and the rear end pillar for a rear side impact.

This operation can only be carried out by partial cutting.

The rear face jig **Car. 1563** (part no. **00 00 156 300**) must be used.

The Parts Department supplies the light support (1) without the rear end pillar (2).

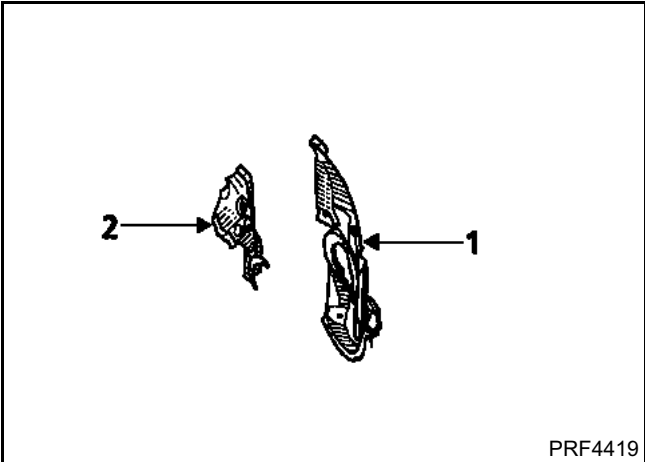
In both cases, it will be necessary to order the rear end pillar to carry out the operation.

In the operation described below, only descriptions of the connections specific to the rear end pillar and the part concerned according to cases 1 and 2 are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

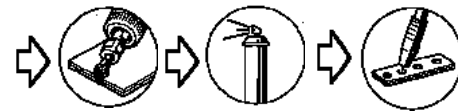
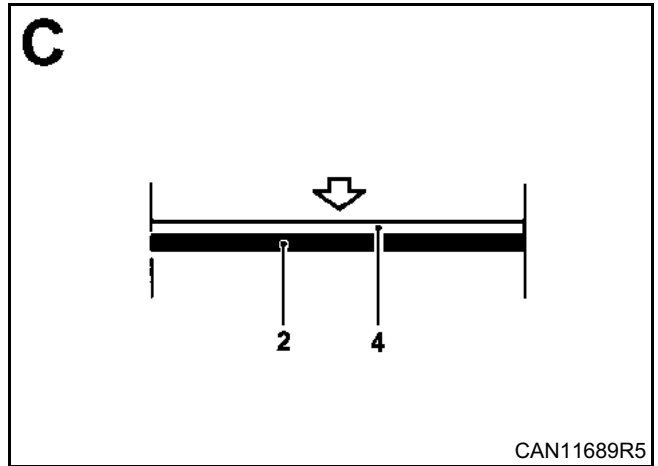
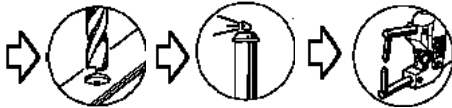
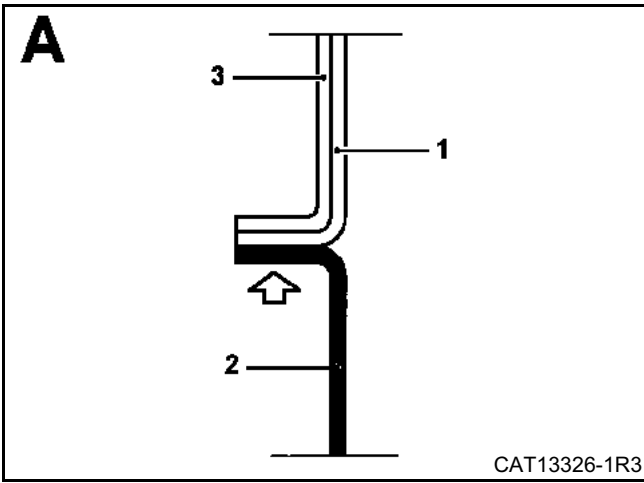
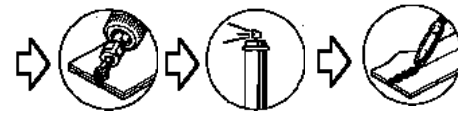
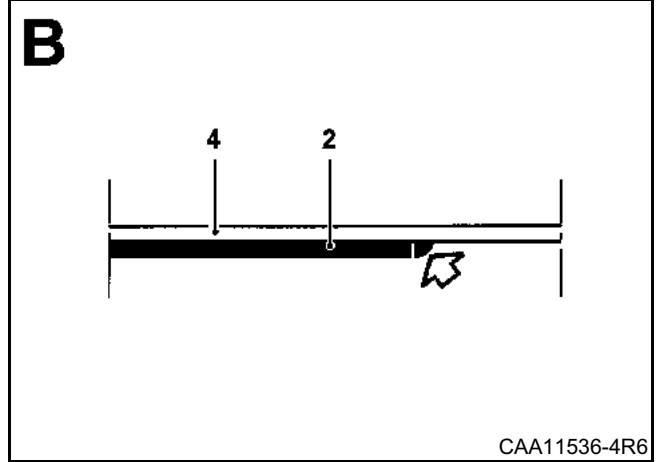
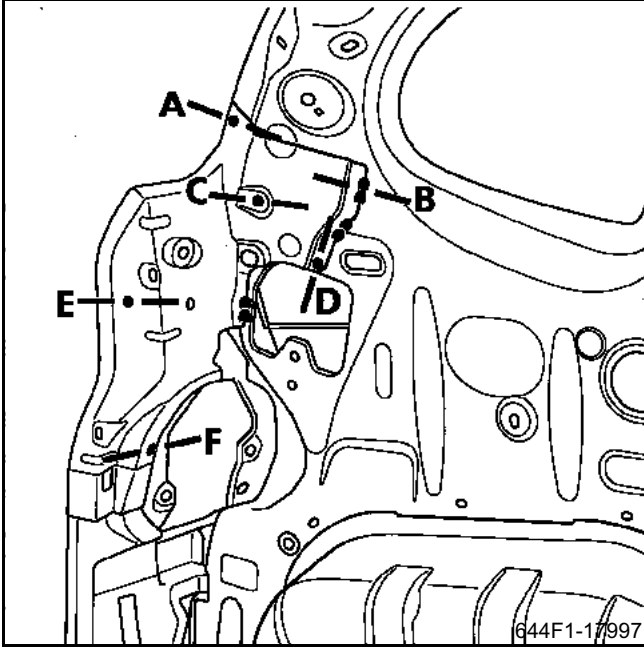
Assembled part with upper hinge mounting support reinforcement (left hand side).

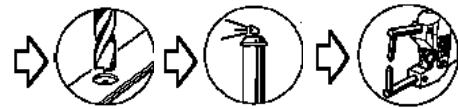
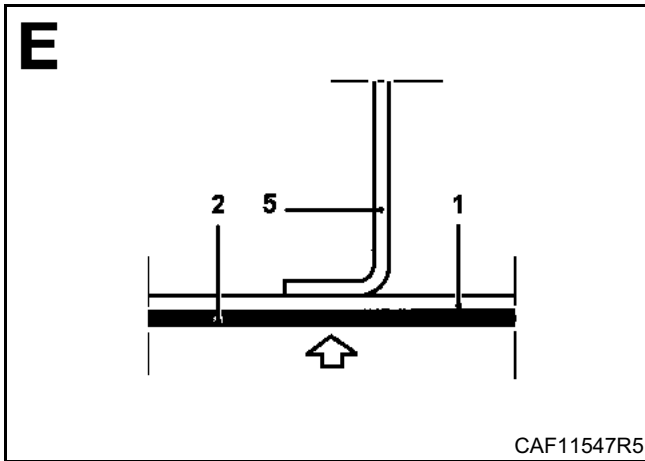
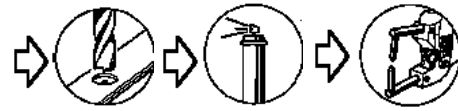
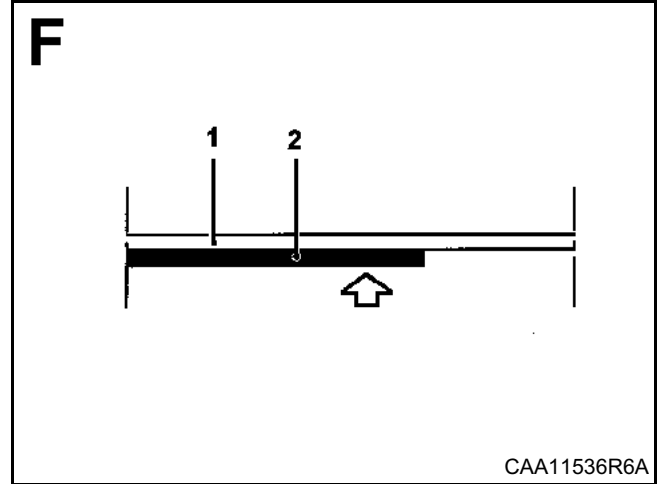
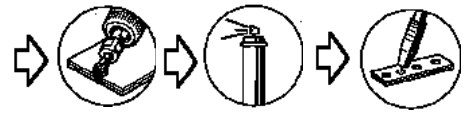
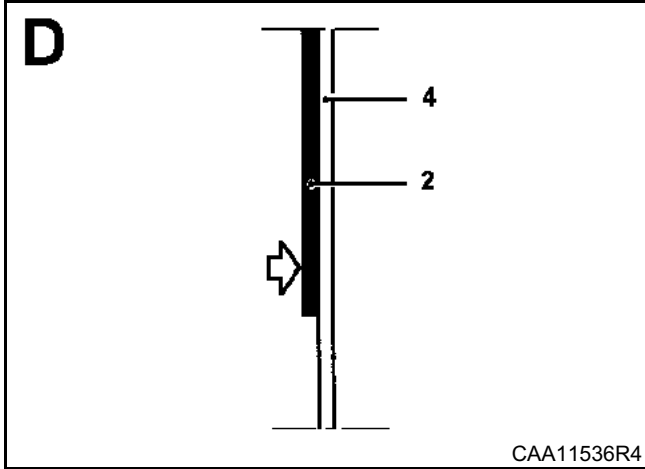


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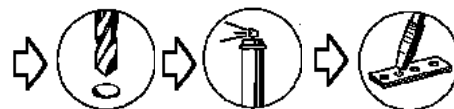
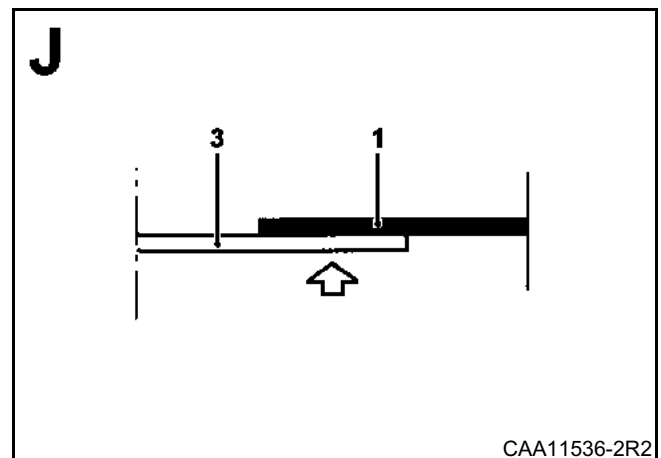
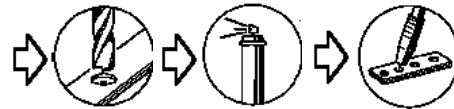
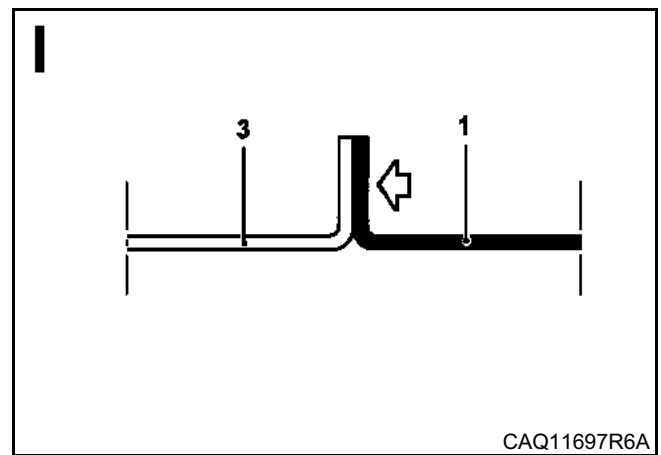
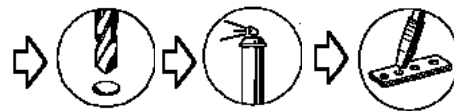
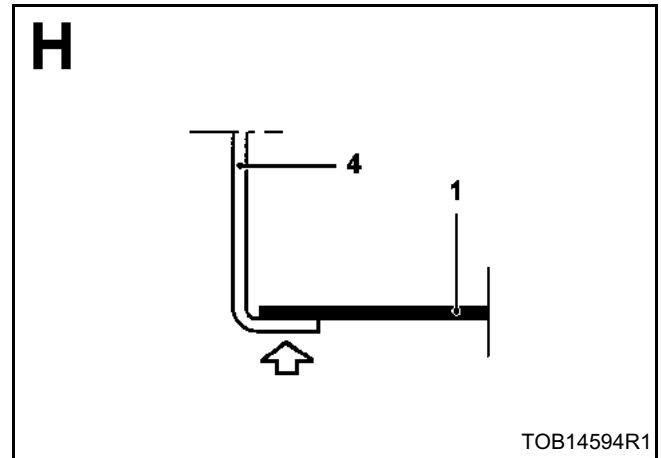
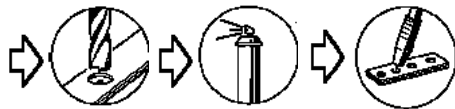
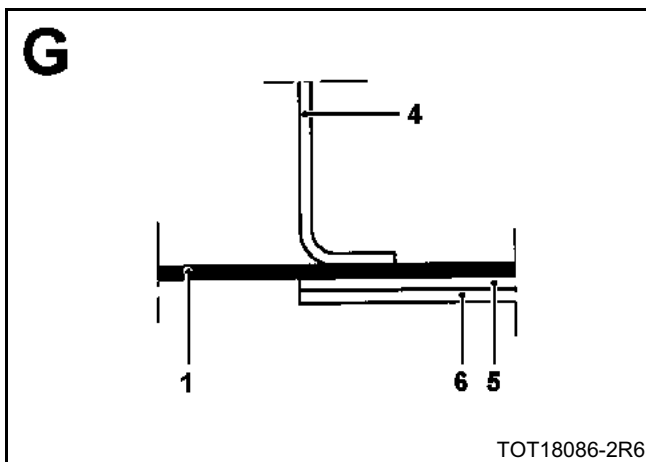
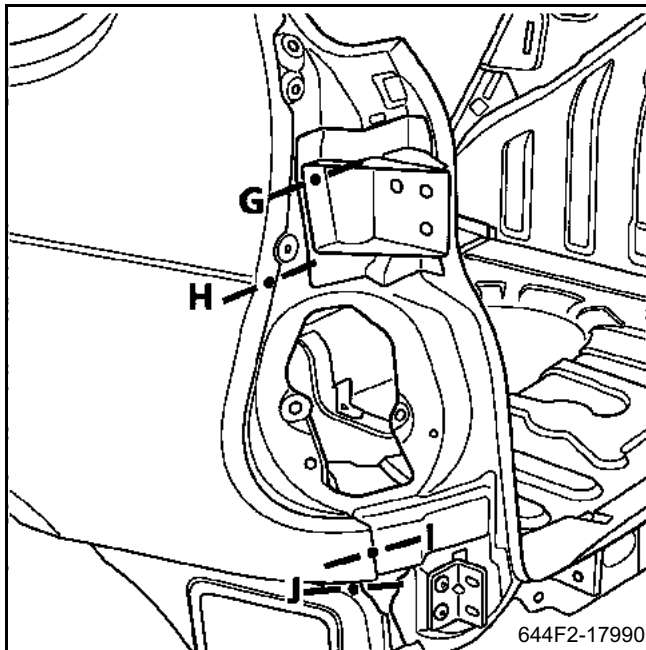
PARTS CONCERNED (thickness in mm):

1	Light support	1
2	Rear end pillar	1
3	Rear wing panel	0.8
4	Tail wheel arch	1.2
5	Upper hinge mounting support reinforcement	2
6	Upper hinge mounting support	3
7	Light support reinforcement	1
8	Rear end cross member	0.8
9	End panel upper cross member	1

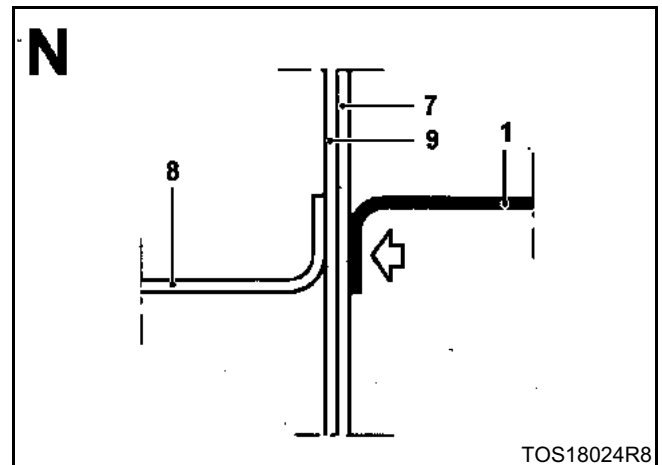
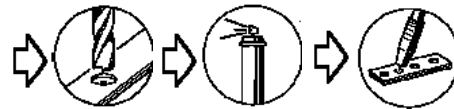
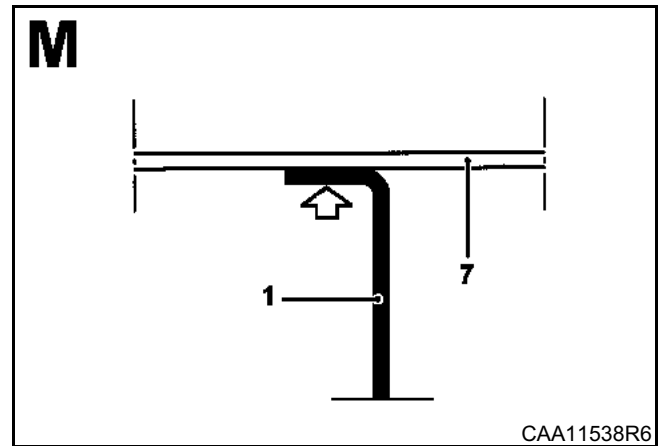
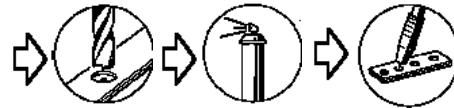
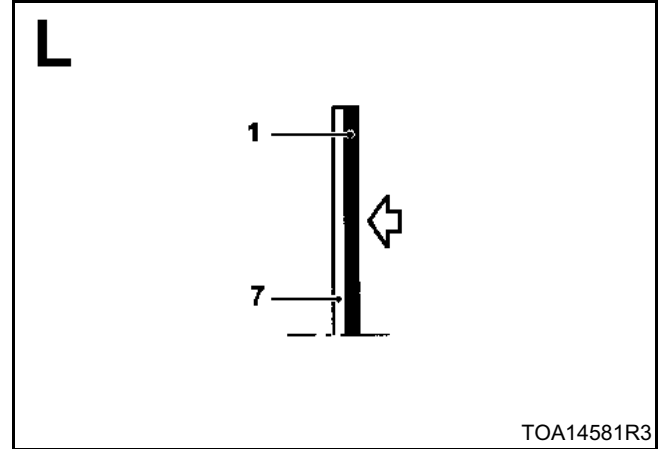
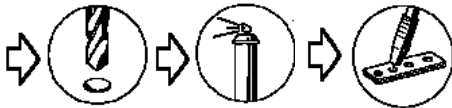
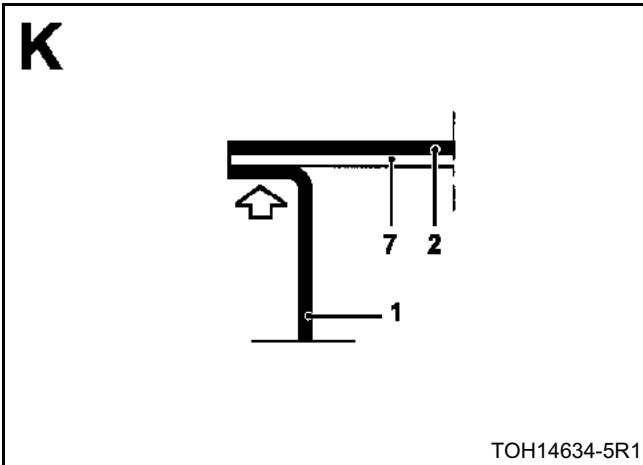
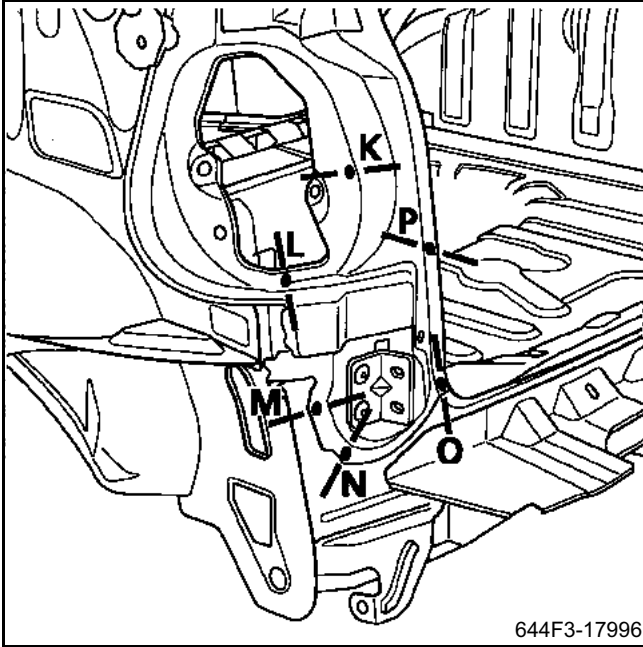


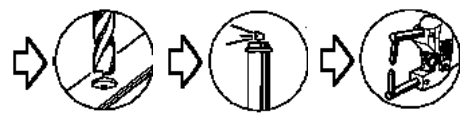
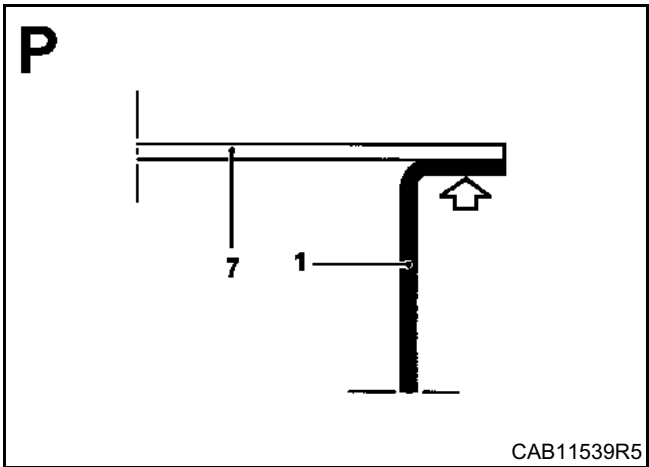
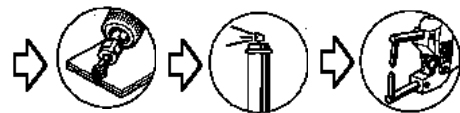
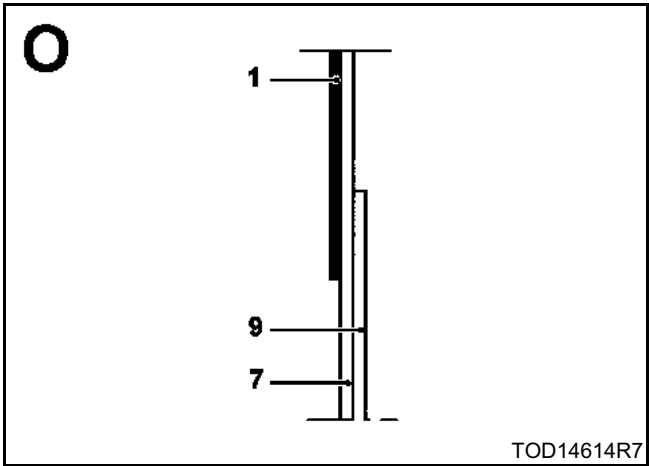


CASE N° 1 (with removal of the end panel)



CASE N° 2 (with removal of the wing panel)





INTRODUCTION

The replacement of this part is a basic operation following a rear collision.

The rear face jig **Car. 1563** (part no. **00 00 156 300**) must be used.

There are two methods of carrying out this operation:

1 - Partial

following cut A-A. For the left hand side, it will be necessary to remove the lower hinge reinforcement (see **section 44-K**).

2 - Complete

In this case it will be necessary to leave the light support reinforcement on the vehicle, opposite the impact and to remove on the unused Parts Department light support reinforcement (see **REMINDER 1** in the method below).

On the other hand, it will also be necessary to fold the metal panel of the upper section of the end panel and the rear end cross member, to ease insertion when fitting the part on the vehicle (see **REMINDER 2** in the method described below).

NOTE: in the event of complete replacement where the left hand light support reinforcement remains on the vehicle (for example, in case of a right hand side impact), it is not necessary to remove the lower hinge reinforcement completely. It is sufficient to grind the welding bead to the upper section of the end panel (see **REMINDER 3** in the method described below).

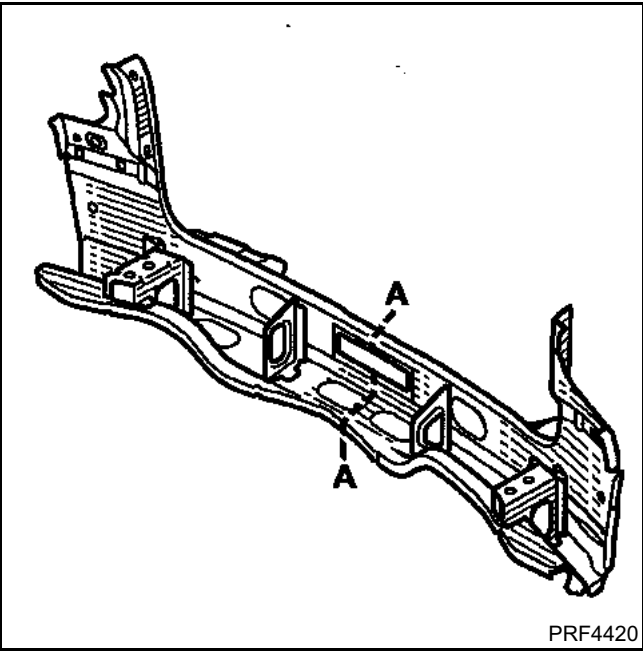
In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on parts to which this is additional, will be dealt with in their respective sections (see contents).

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part assembled with:

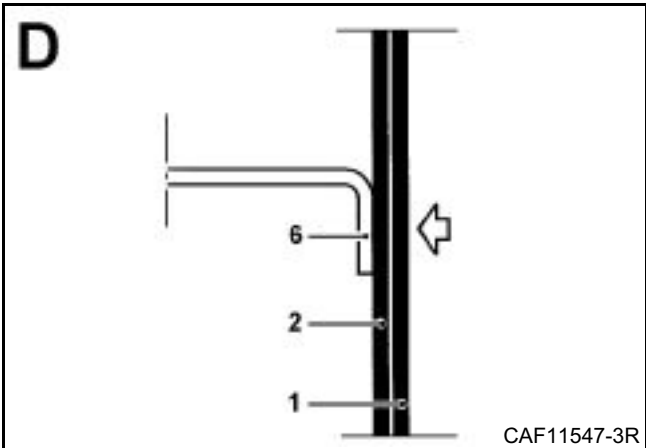
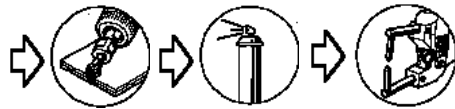
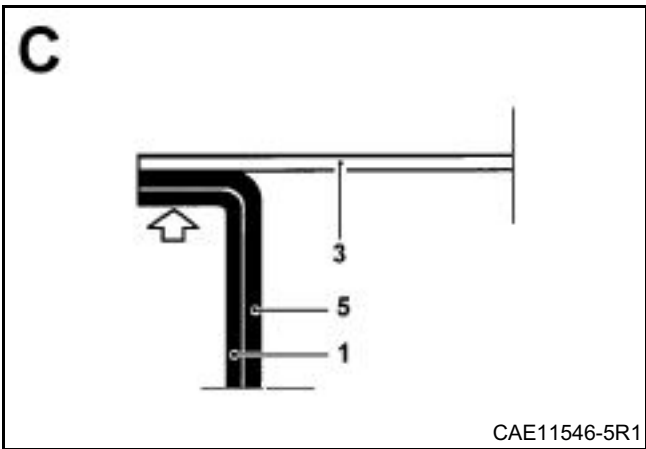
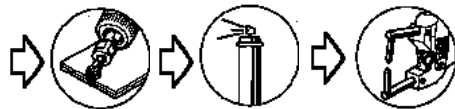
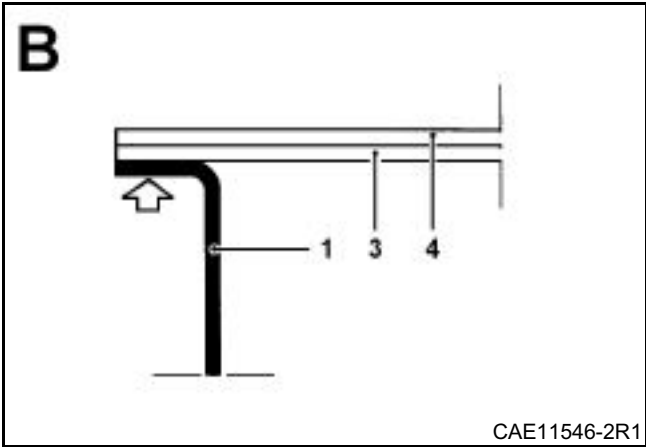
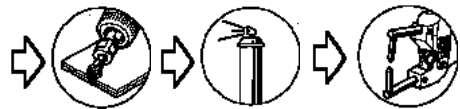
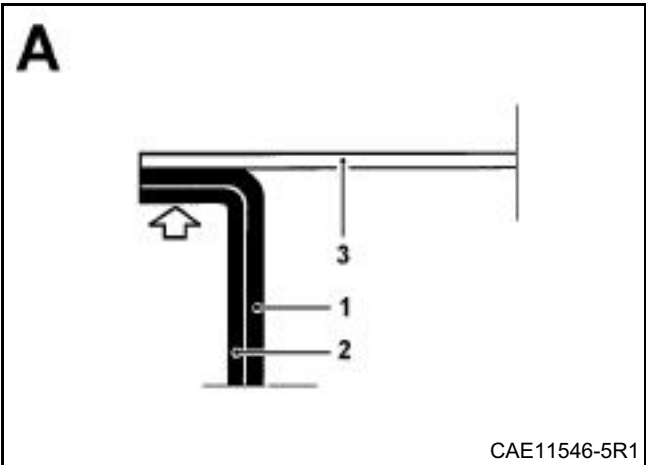
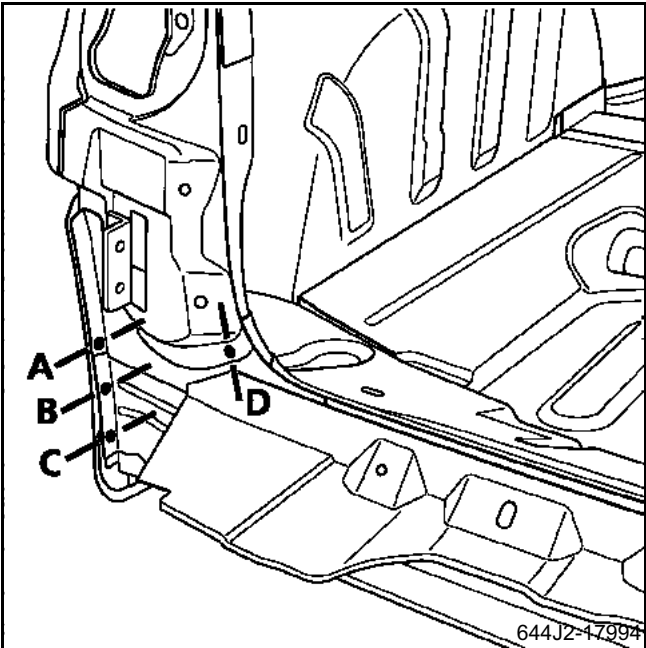
- end panel upper cross member,
- bumper mounting angle brackets,
- angle bracket supports,
- light support reinforcement,
- end panel lower cross member,
- side member contact reinforcement,
- end panel reinforcement,
- welded nuts.

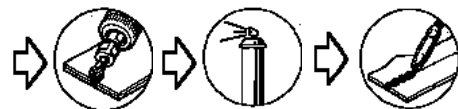
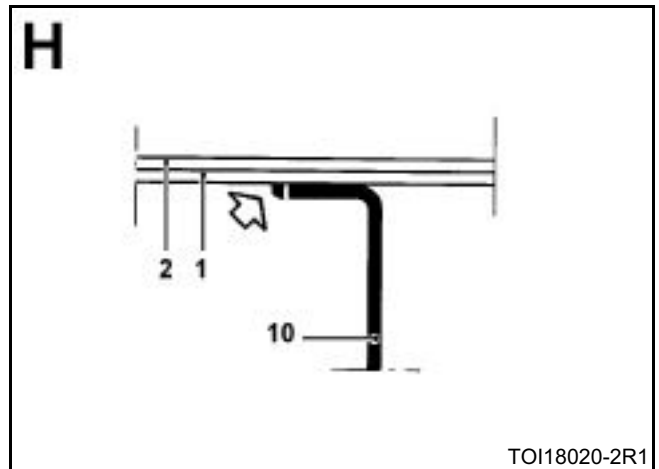
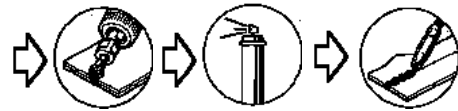
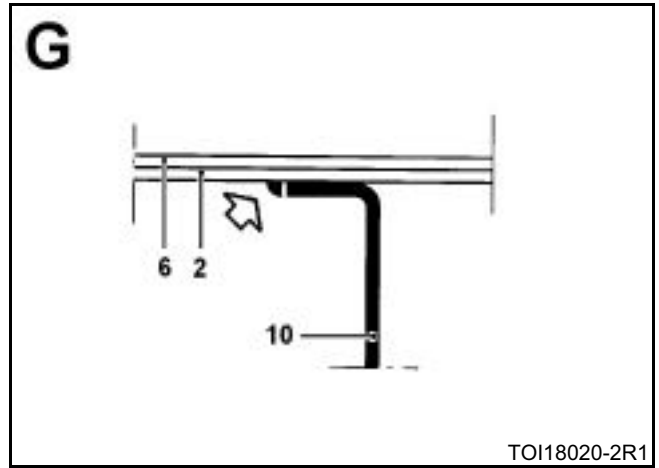
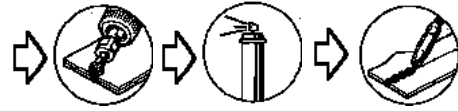
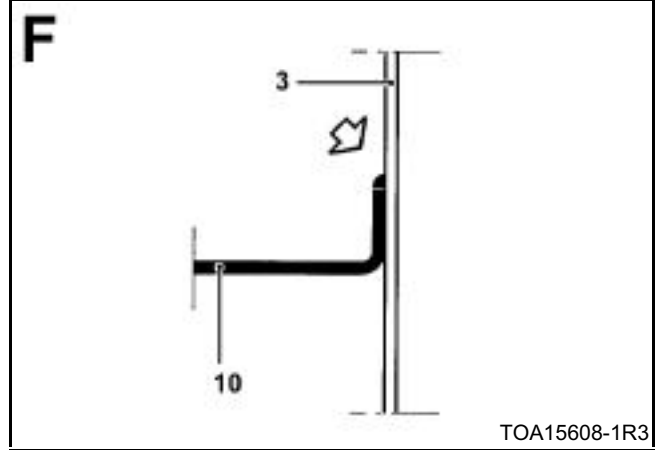
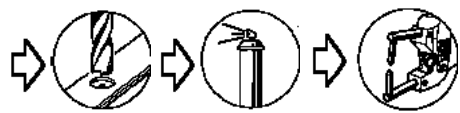
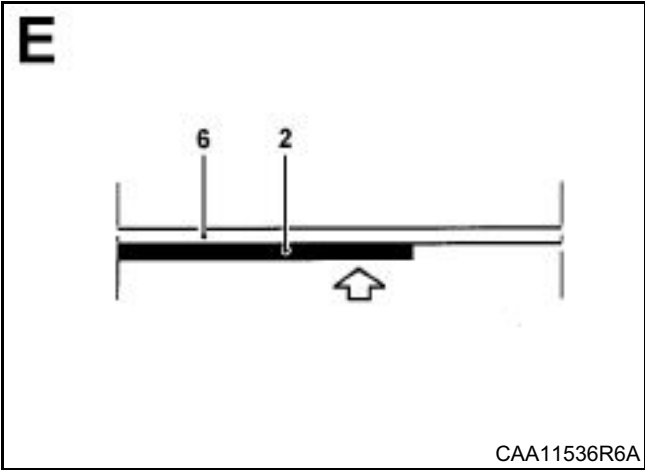
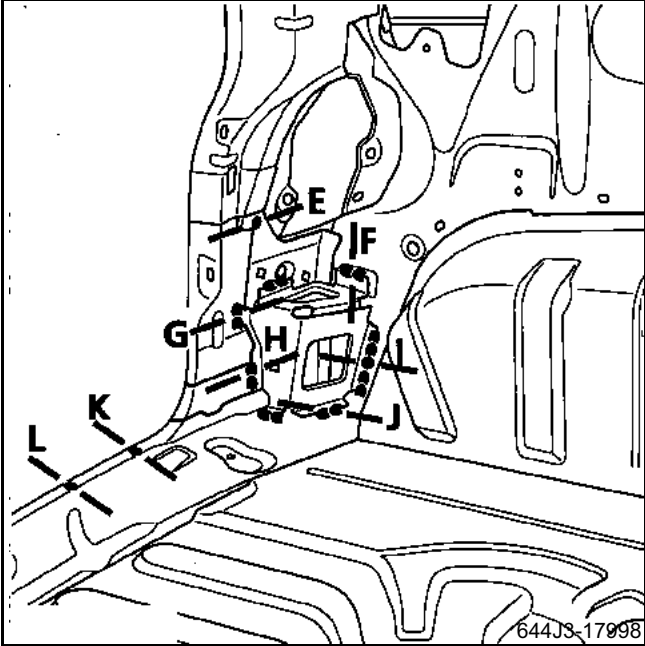


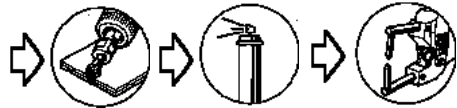
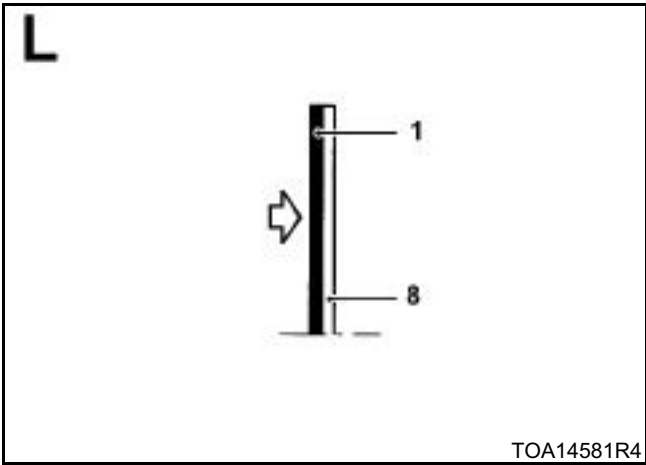
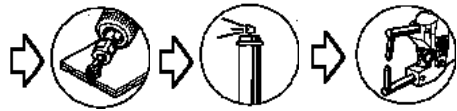
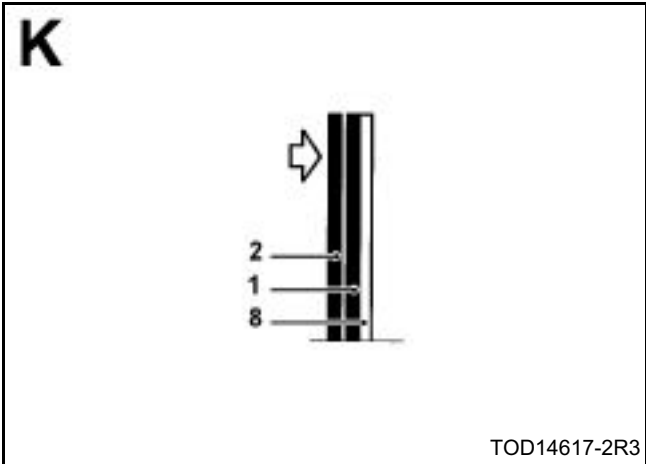
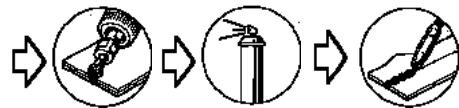
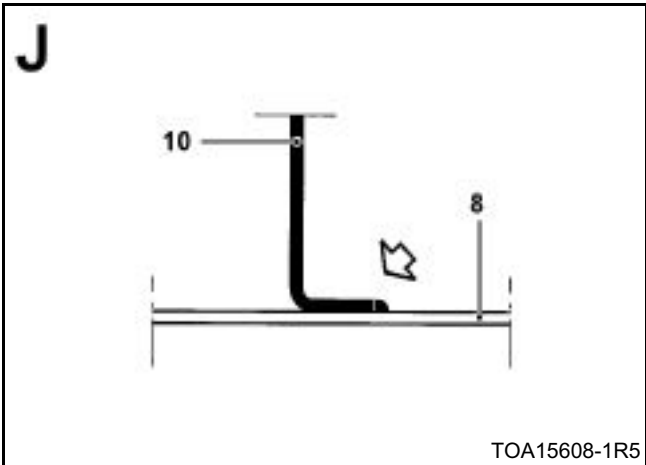
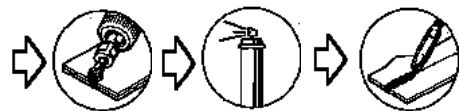
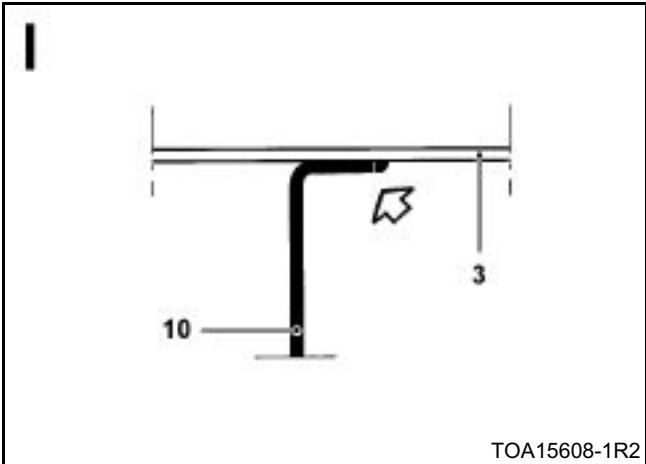
PARTS CONCERNED (thickness in mm):

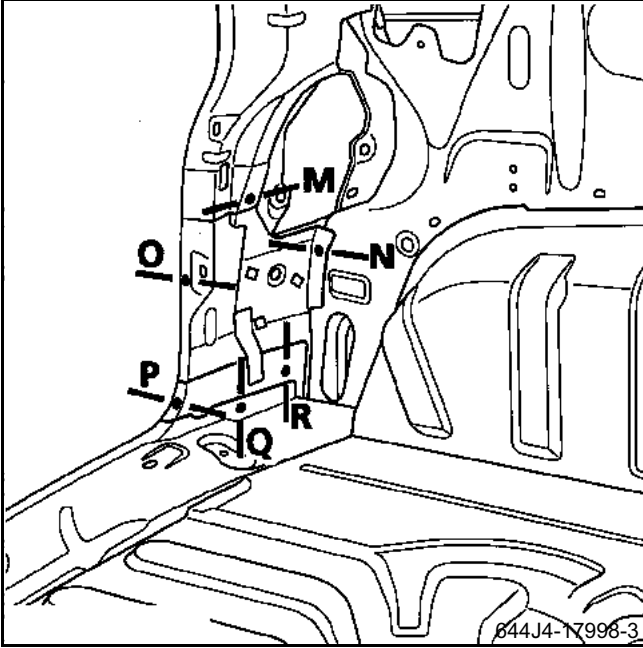
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2	Light support reinforcement,	1
3	Tail wheel arch	1.2
4	Rear wing panel	0.8
5	End panel lower cross member	1
6	Light support	1
7	Rear end pillar	1
8	Rear end cross member	0.8
9	Striker stiffener.	1.2
10	Lower hinge reinforcement	3
11	Bumper mounting angle brackets	1.8

1 - Partial (left hand side)



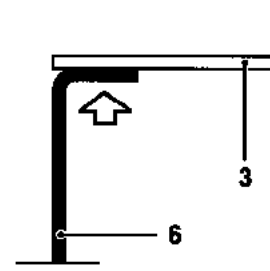




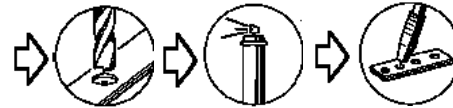


644J4-17998-3

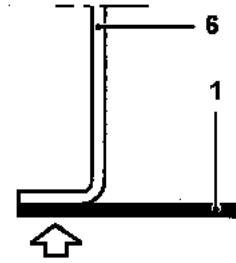
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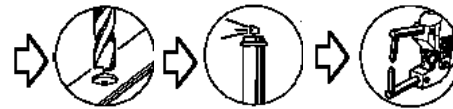
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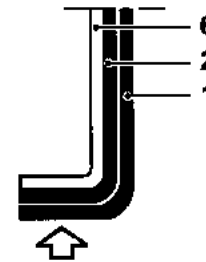
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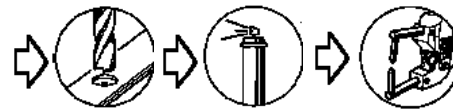
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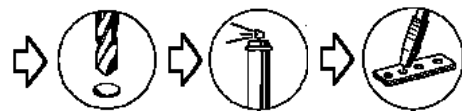
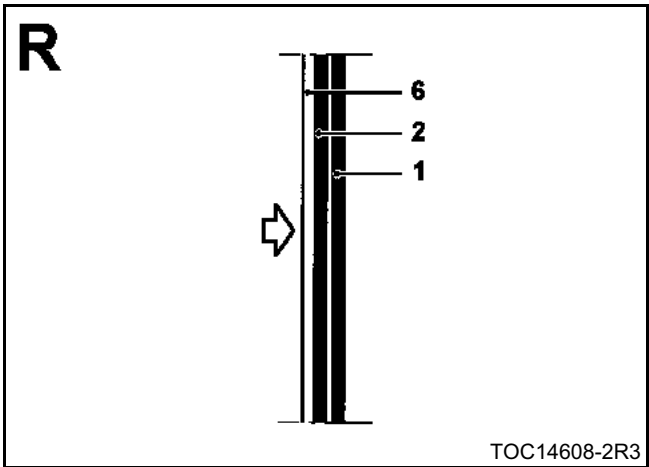
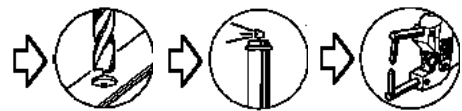
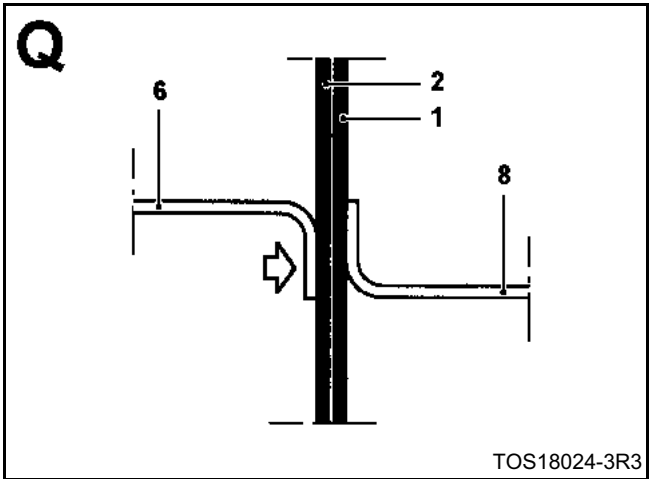


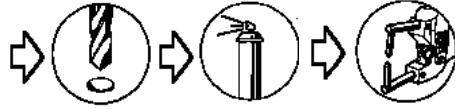
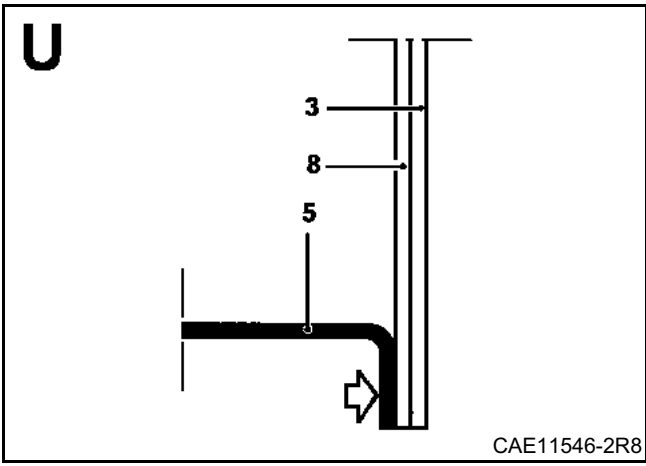
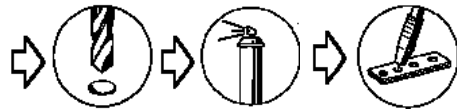
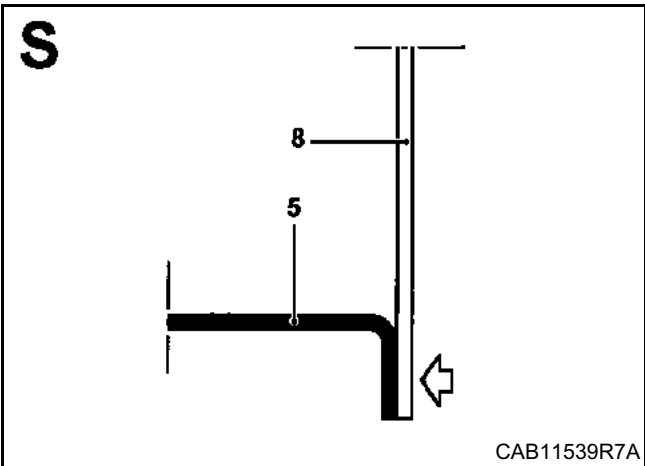
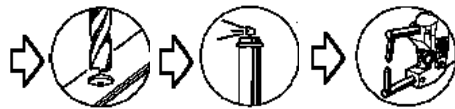
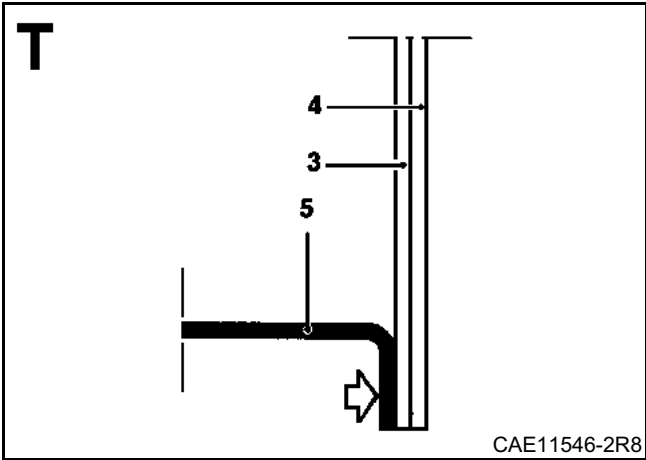
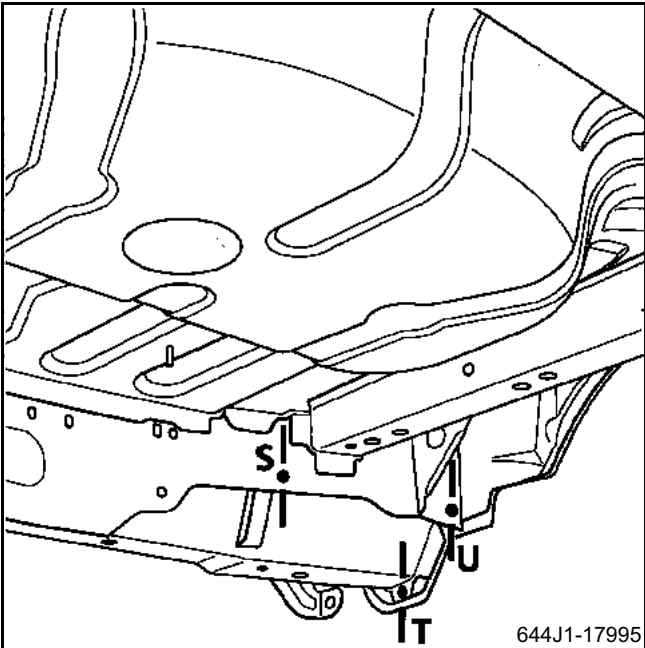
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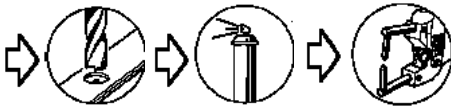
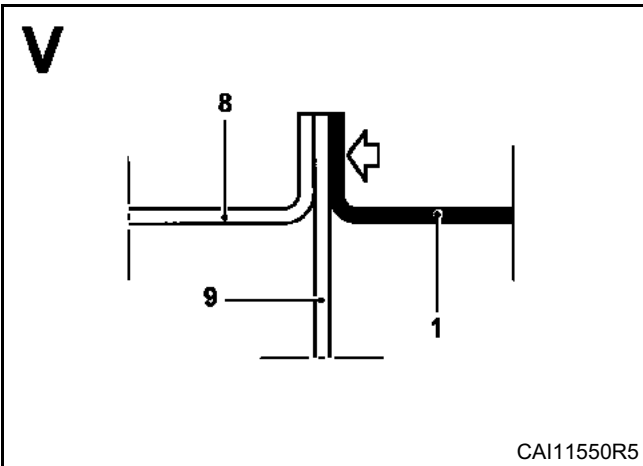
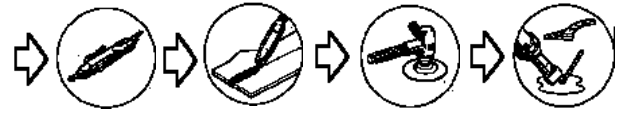
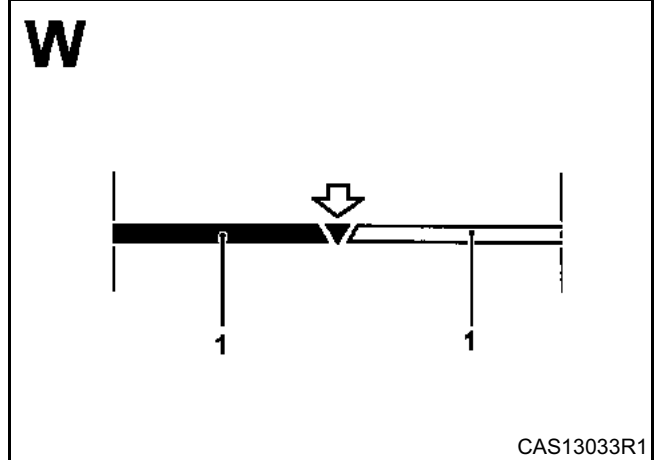
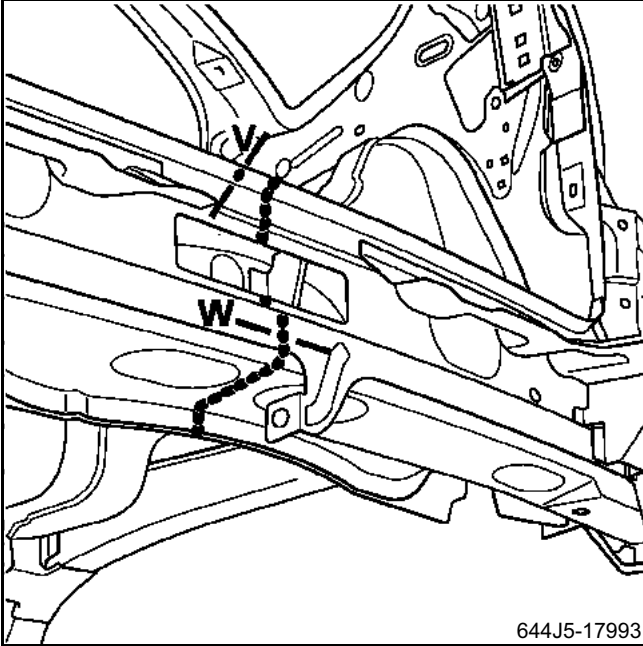


TOM14654-3R6



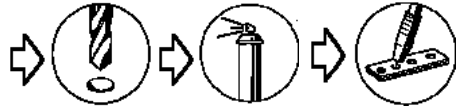
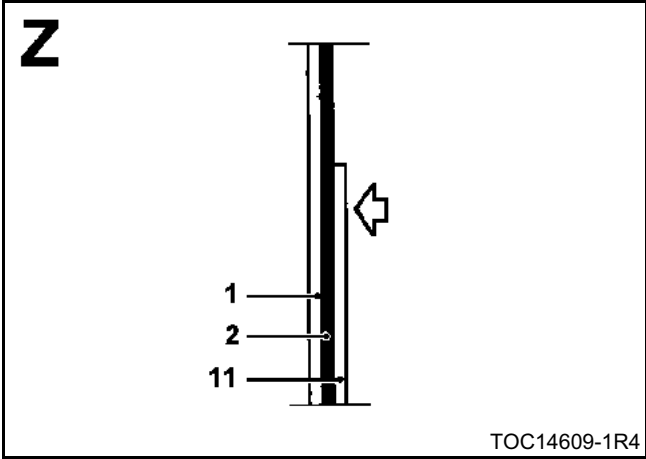
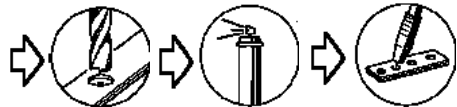
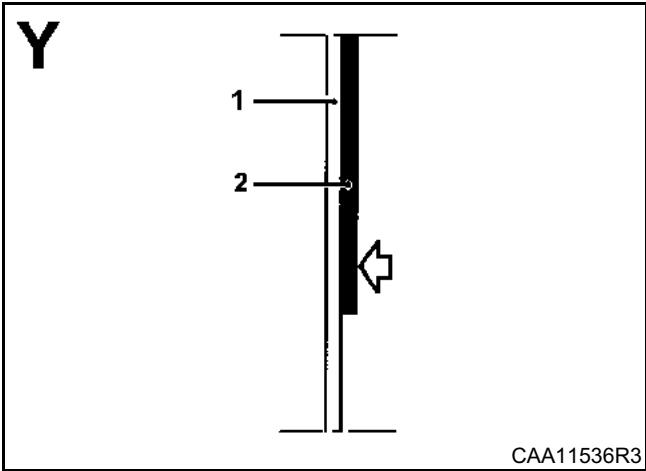
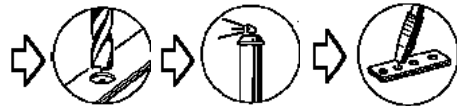
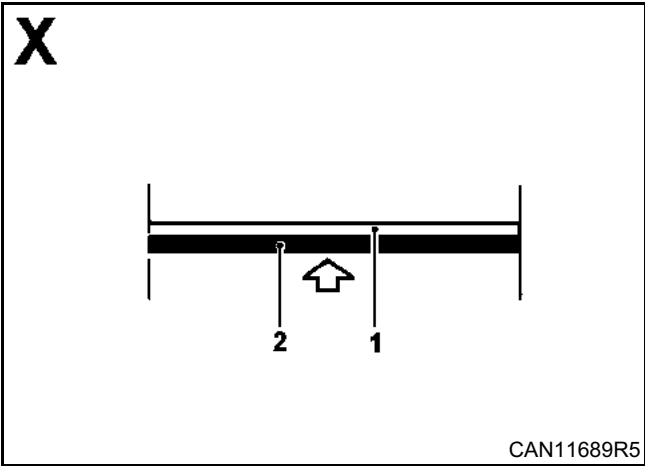
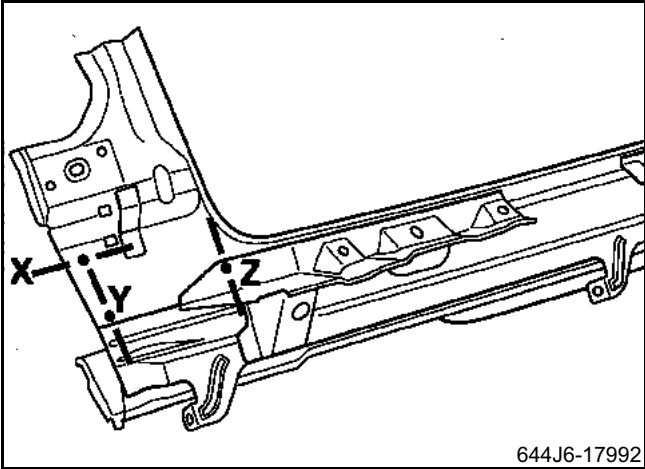




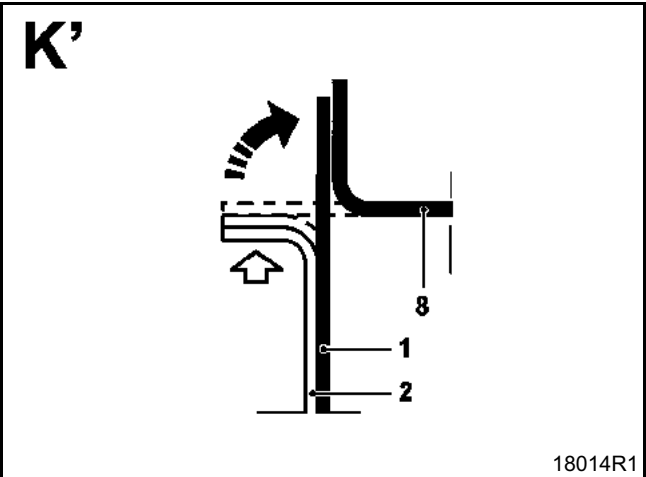
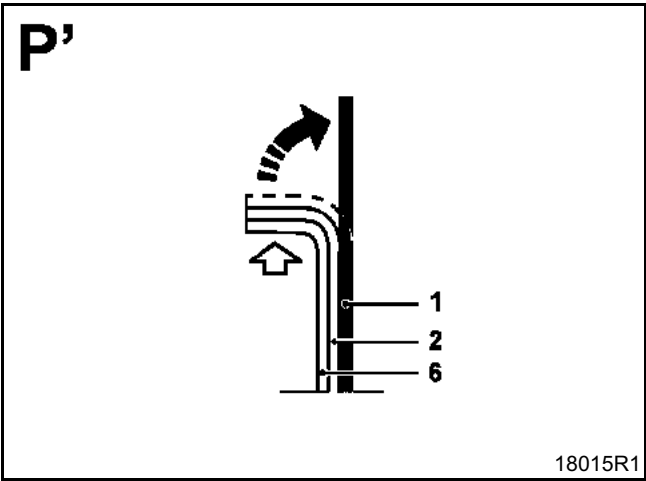
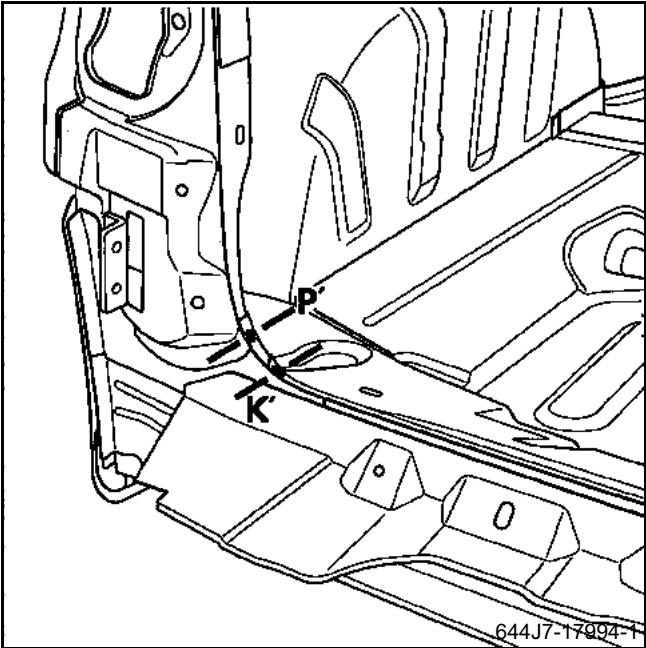


2 - Complete

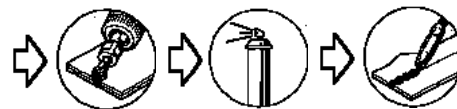
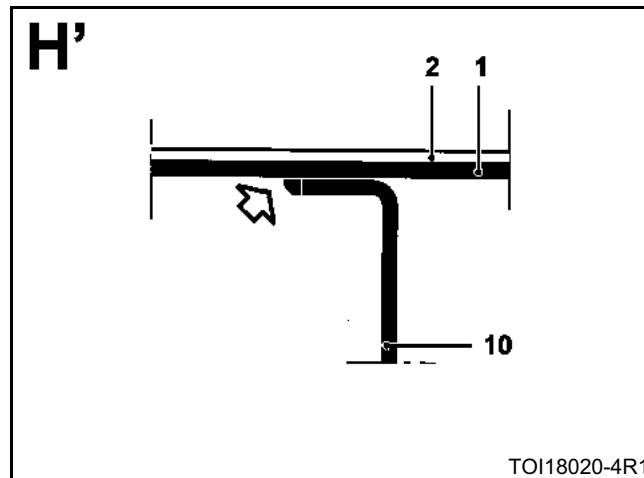
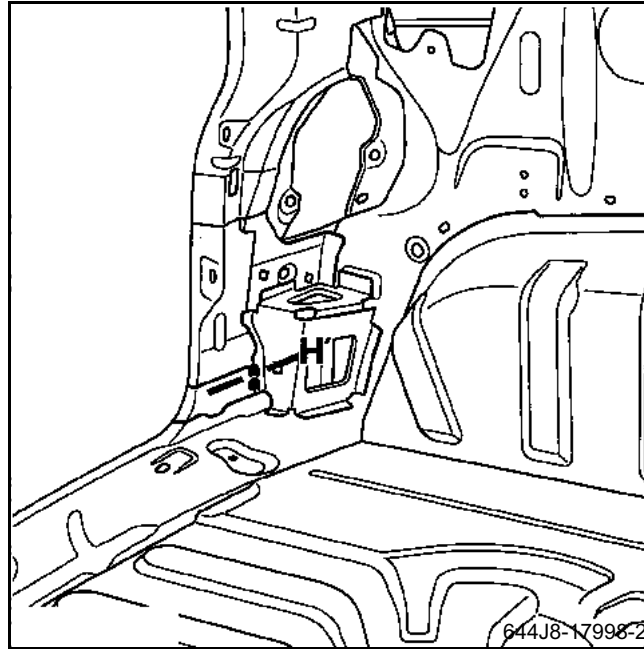
REMINDER 1: it is necessary to remove the light support reinforcement on the Parts Department part (side opposite impact).



REMINDER 2: it is necessary to fold the metal panel of the upper section of the end panel and the rear end cross member to ease insertion when fitting.



REMINDER 3: in the event of complete replacement where the left hand light support remains in place (for example, in case of a right hand side impact), it is not necessary to remove the lower hinge reinforcement completely. It is sufficient to grind the welding bead to the upper section of the end panel (see section H').



INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the left hand light support and the end panel for a rear impact.

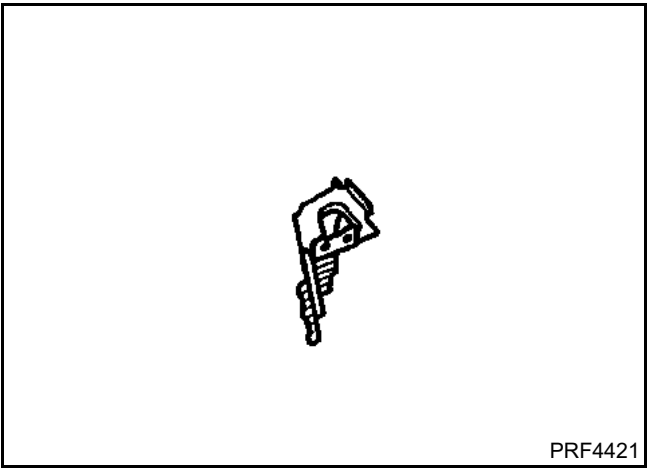
The rear face jig **Car. 1563** (Parts Department part no. **00 00 156 300**) must be used.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part delivered alone.



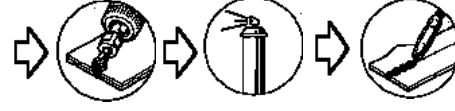
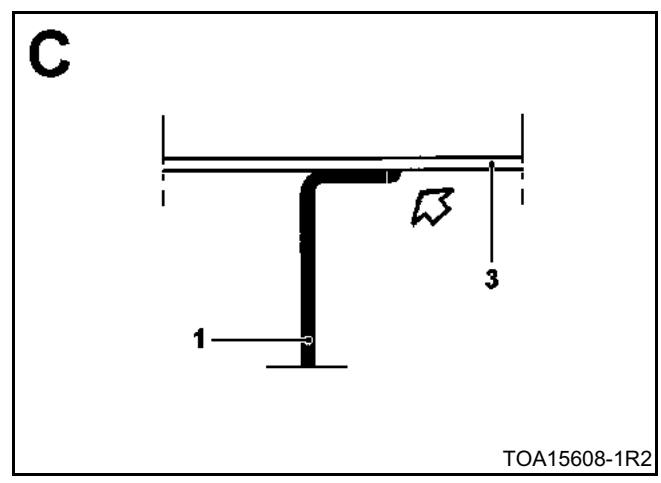
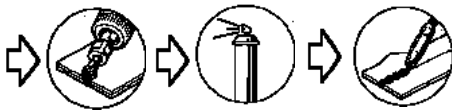
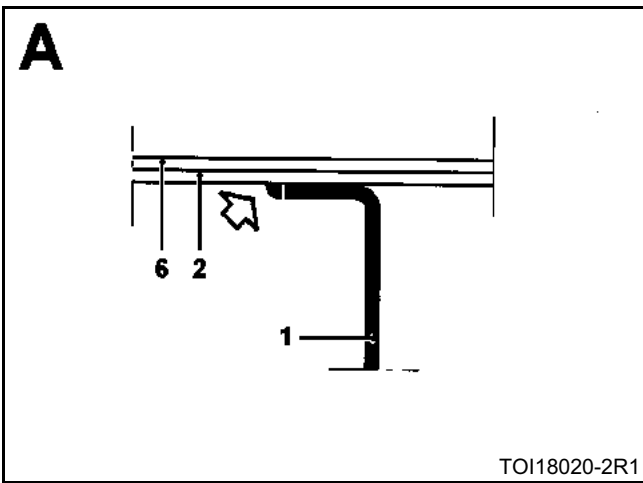
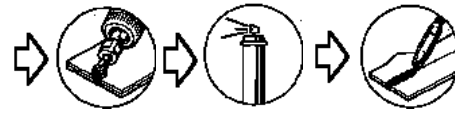
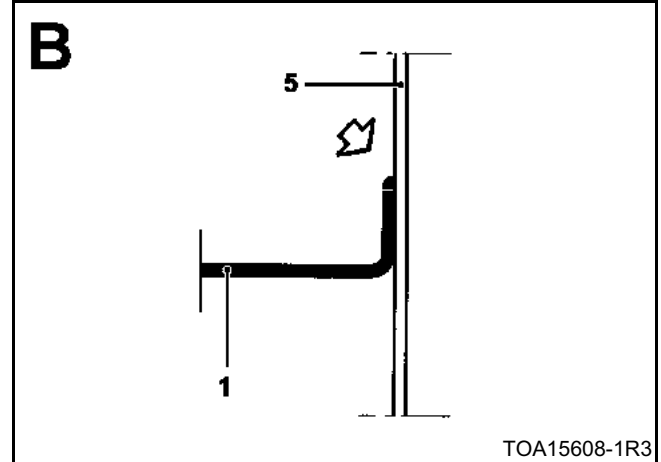
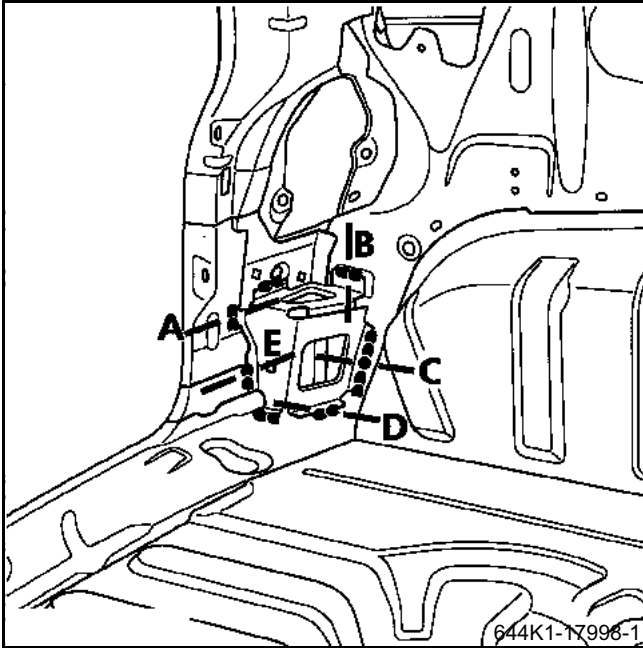
PARTS CONCERNED (thickness in mm):

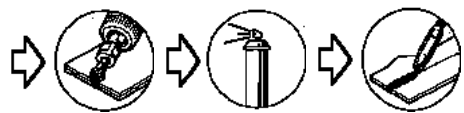
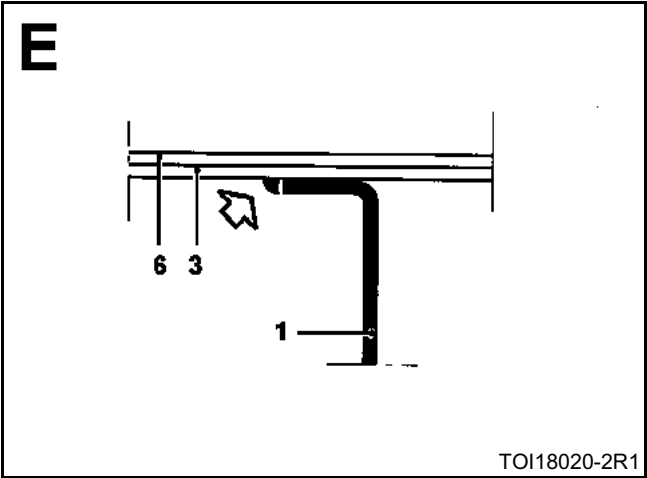
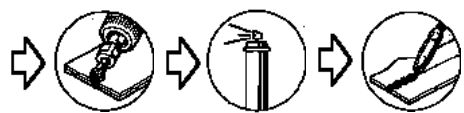
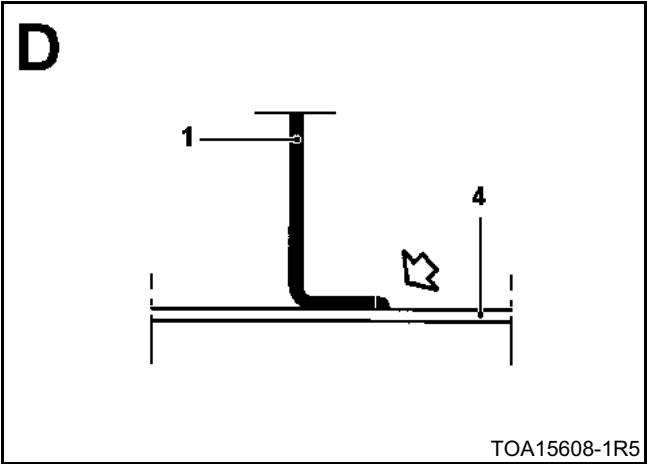
1	Lower hinge reinforcement	3
2	Light support reinforcement,	1
3	End panel upper cross member	1
4	Rear end cross member	0.8
5	Tail wheel arch	1.2
6	Light support	1

UPPER REAR STRUCTURE

Lower hinge mounting reinforcement

44 **K**





INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the complete left hand light support.

For standardisation purposes, the left hand light support is delivered by the Parts Department without the upper hinge mounting.

The rear face jig **Car. 1563** (Parts Department part no. **00 00 156 300**) must be used.

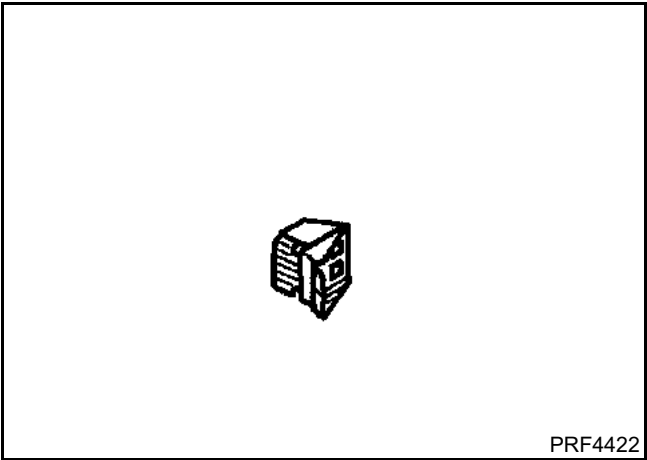
In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Part assembled with:

- upper hinge mounting angle bracket,
- upper hinge mounting angle bracket reinforcement.



PARTS CONCERNED (thickness in mm):

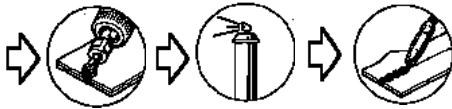
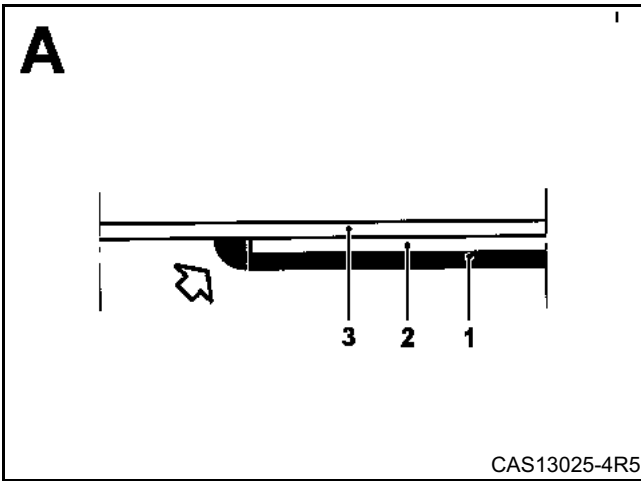
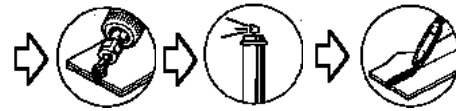
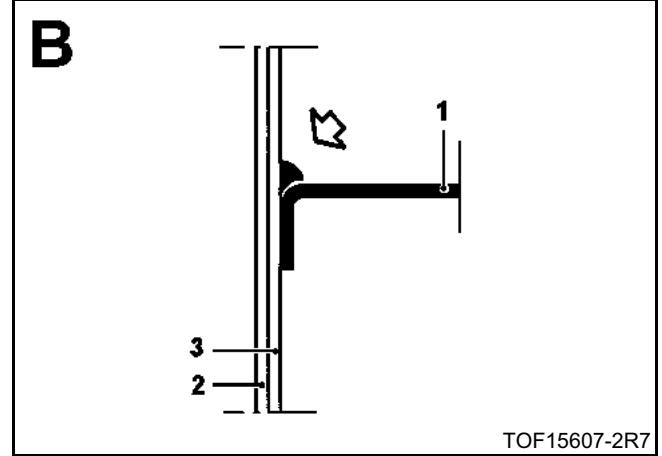
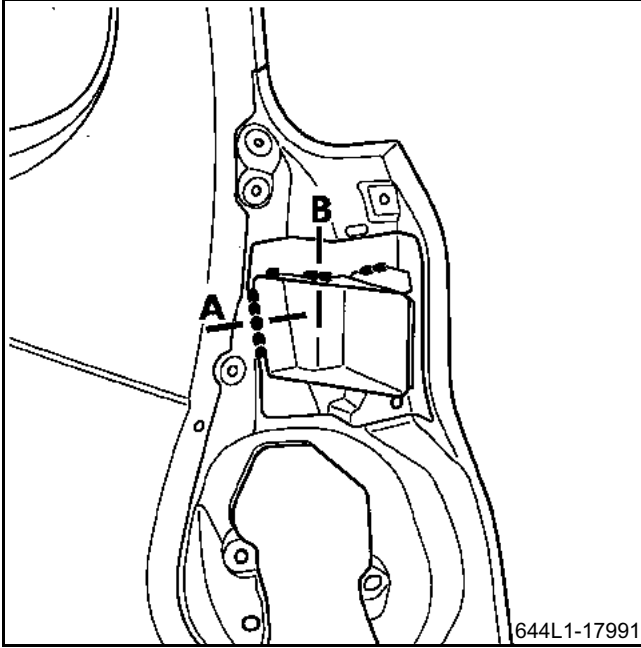
1	Upper hinge mounting	3
2	Upper hinge mounting reinforcement	2
3	Light support	1
4	Tail wheel arch	1.2

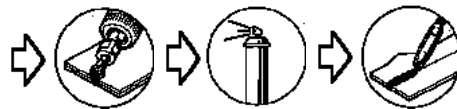
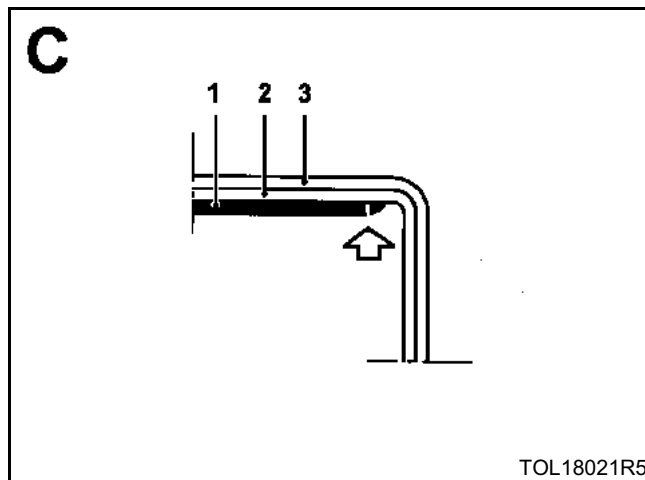
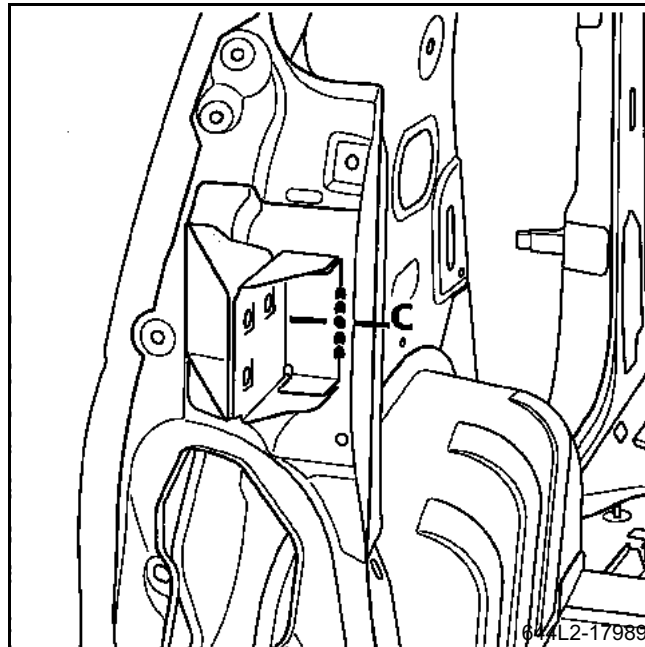
UPPER REAR STRUCTURE

Upper hinge mounting support

44

L





INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the left hand light support.

For standardisation purposes, the left hand light support is delivered by the Parts Department without the lower hinge mounting support.

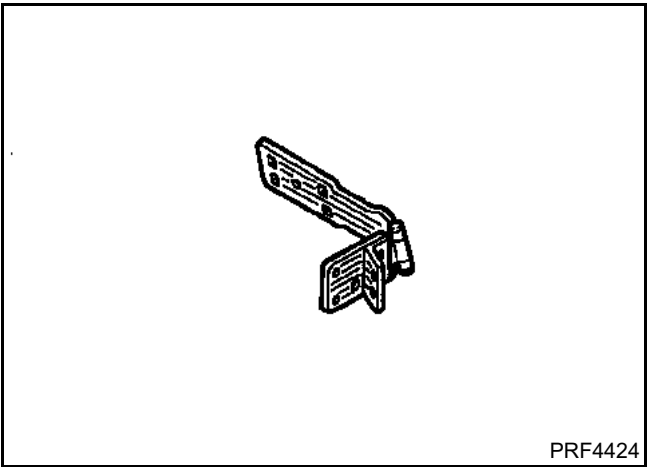
The rear face jig **Car. 1563** (Parts Department no. **00 00 156 300**) must be used.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

Assembled part with lower hinge (bolted).



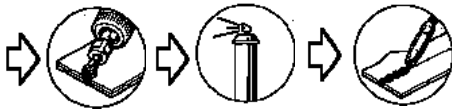
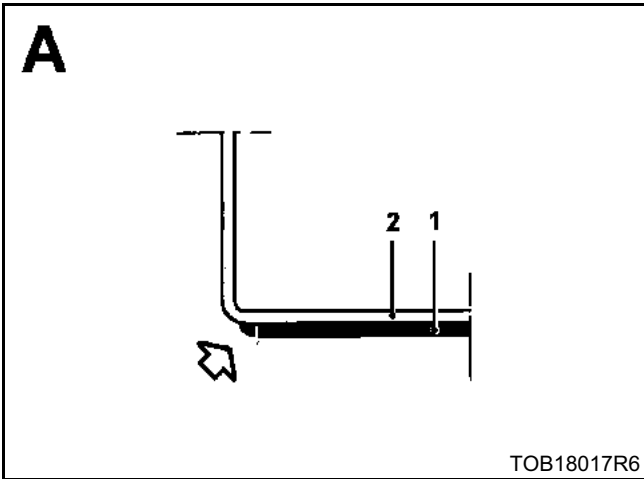
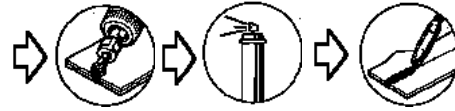
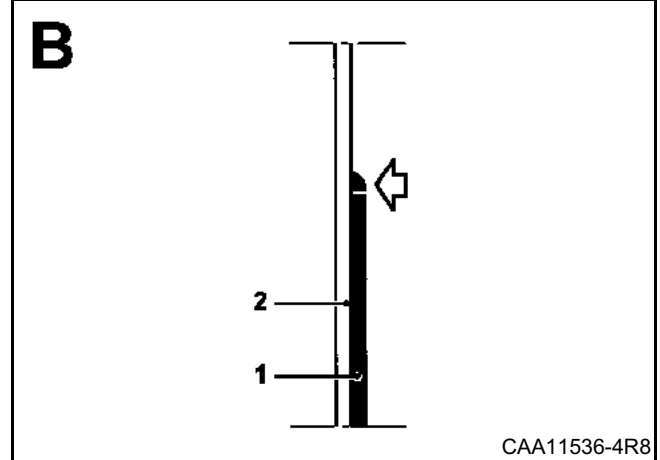
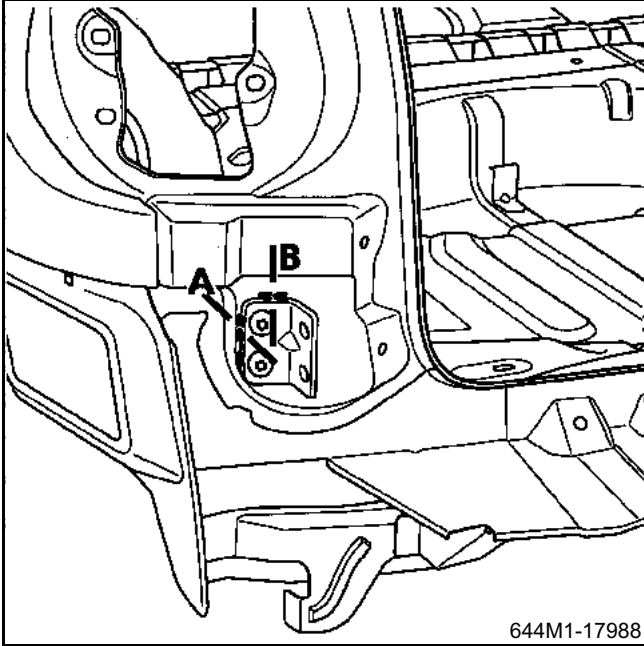
PARTS CONCERNED (thickness in mm):

1 Lower hinge mounting support	5
2 Light support	1

UPPER REAR STRUCTURE

Lower hinge mounting support

44 M



INTRODUCTION

The replacement of this part is a complementary operation to the replacement of the complete end panel or the right hand side end panel, part section.

For standardisation purposes, the end panel is delivered by the Parts Department without the luggage compartment lid stop mounting support.

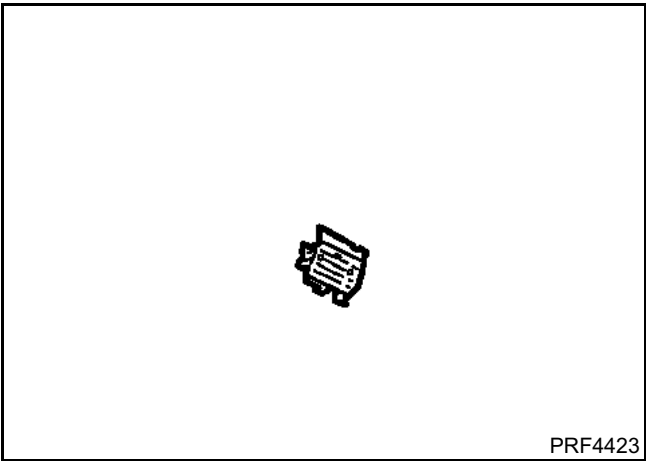
The rear face jig **Car. 1563** (Parts Department part no. **00 00 156 300**) must be used.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

The information on the additional parts will be dealt with in their appropriate chapters (see contents).

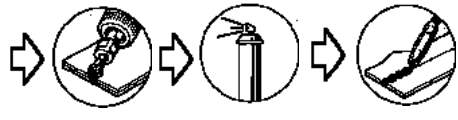
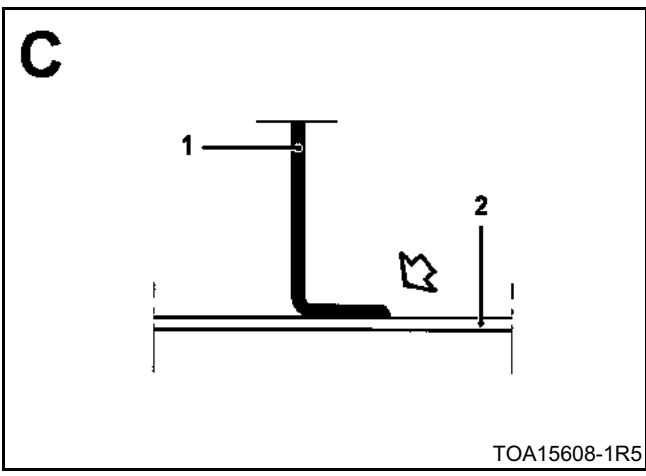
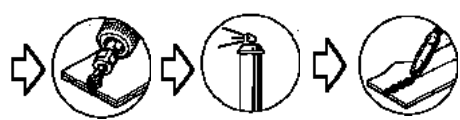
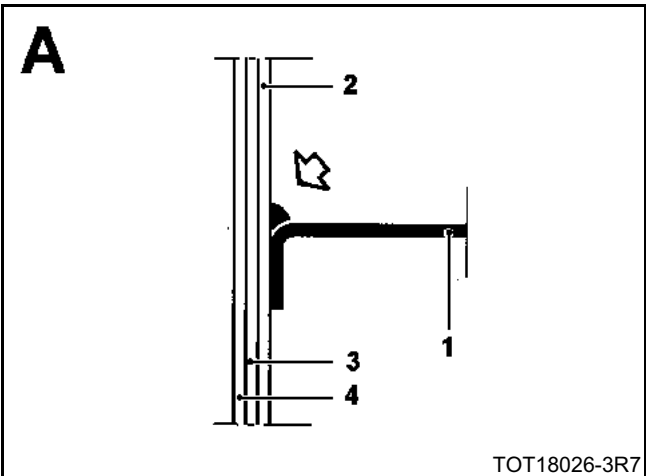
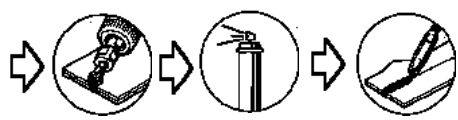
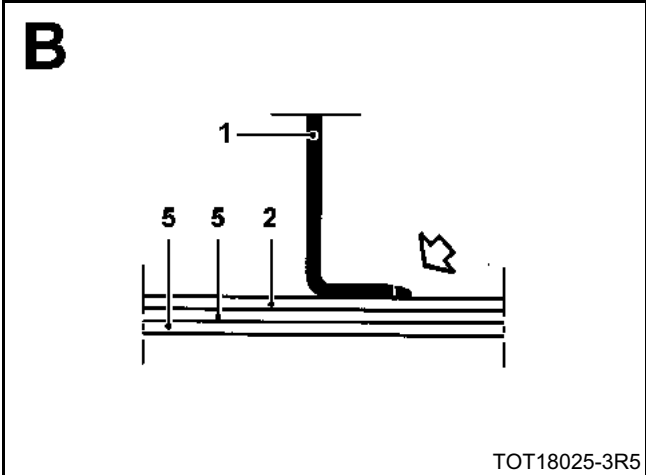
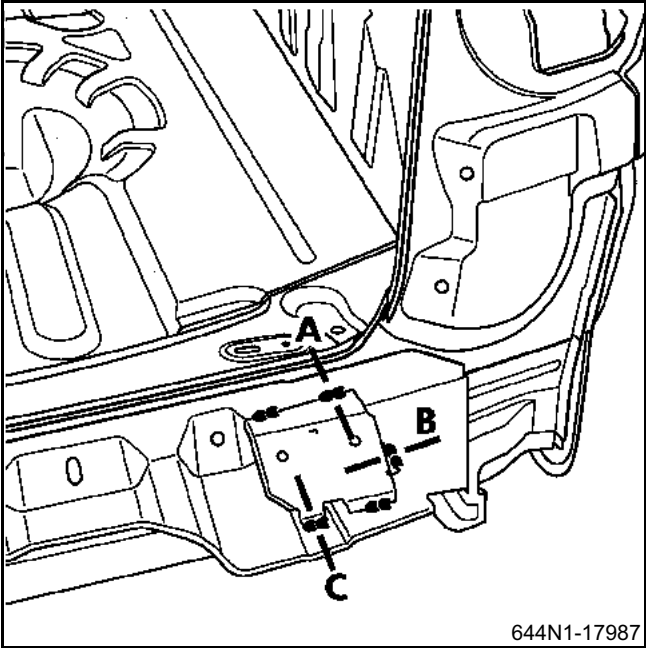
COMPOSITION OF THE PART FROM THE PARTS DEPARTMENT

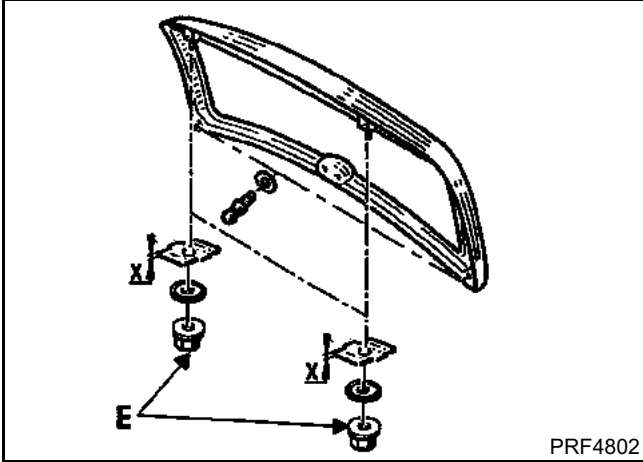
Part delivered alone.



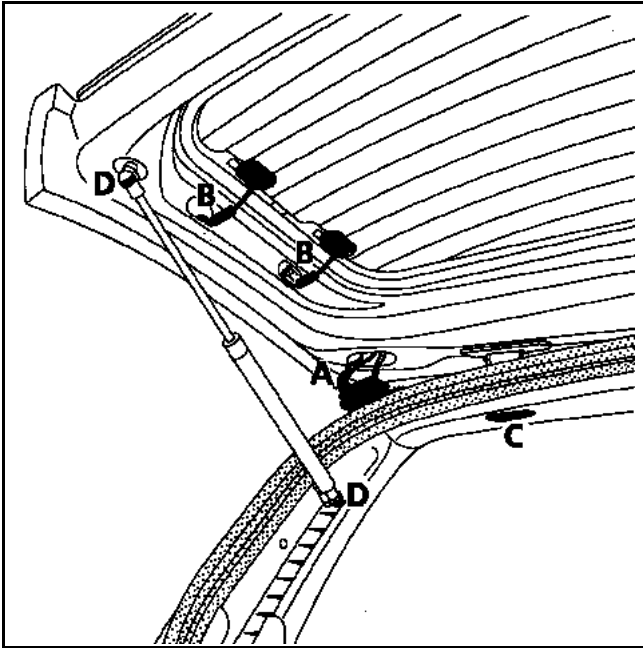
PARTS CONCERNED (thickness in mm):

- | | | |
|---|---------------------------------------|-----|
| 1 | Luggage compartment lid stop mounting | 1.5 |
| 2 | Bumper mounting angle brackets | 1.8 |
| 3 | Light support reinforcement, | 1 |
| 4 | End panel upper cross member | 1 |
| 5 | Bumper mounting angle bracket support | 1.8 |





REMOVAL



Remove:

- the third brake light,
- the de-icing connections (B),
- the washer jet and disconnect.

Release:

- wiring harness (A),
- the two upper mounting protectors (C),
- the two hinge nuts (E),
- the balancers by removing the locking clips (D),
- the tailgate (this operation should be carried out by two people for safety reasons).

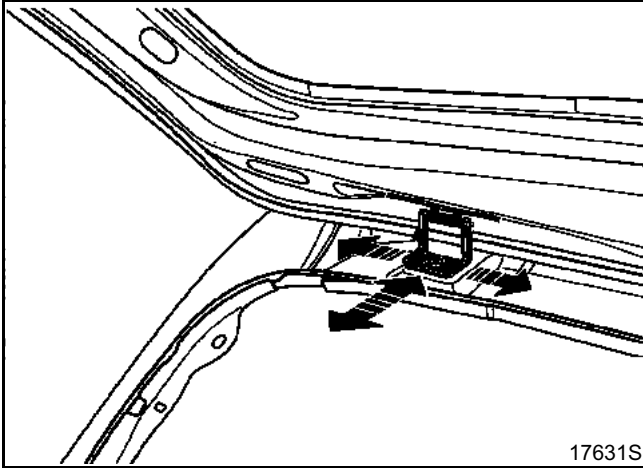
REFITTING

Before refitting it will be necessary to reseal between the roof rear cross member and the hinges using beading mastic.

Stick two strips of masking tape to the edge of the tailgate, to prevent the paintwork from being scratched during refitting.

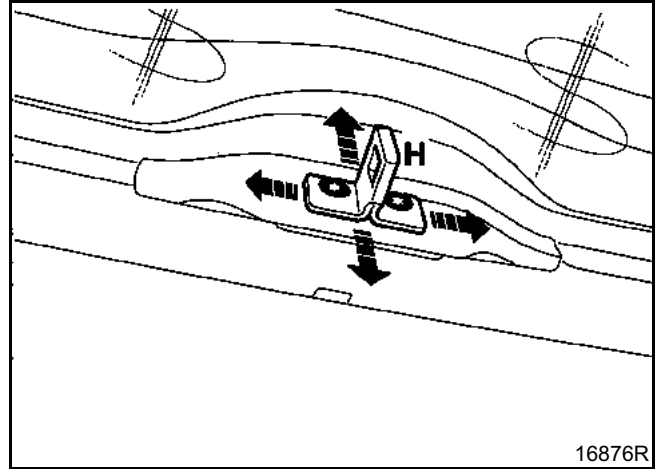
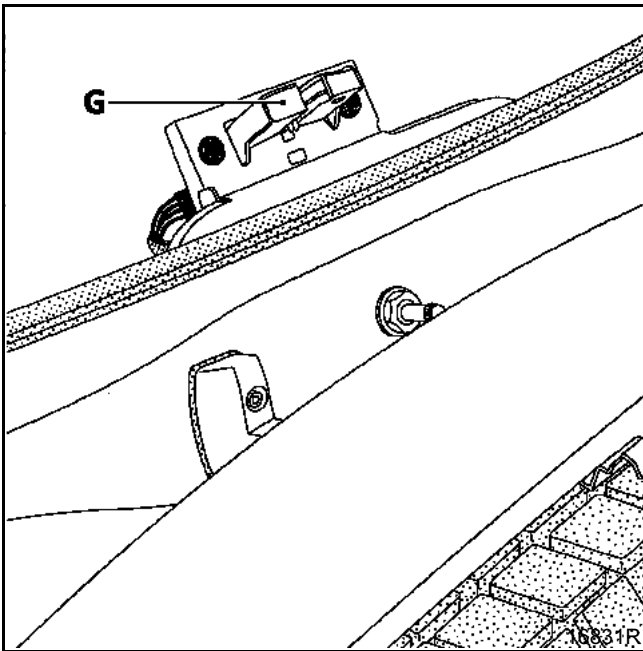
Refit in reverse order to removal.

SETTINGS



The peripheral play is adjusted via the upper mountings (A).

NOTE: before beginning the sequence of adjustments, it will be necessary to loosen the striker plate and lock mountings to prevent the tailgate becoming locked in the closed position, when checking the peripheral play.



Suppression of beading and adjustment of the stiffness of closure are carried out at lock (G) and closure striker plate (H).

These adjustments must not influence the peripheral play previously adjusted.

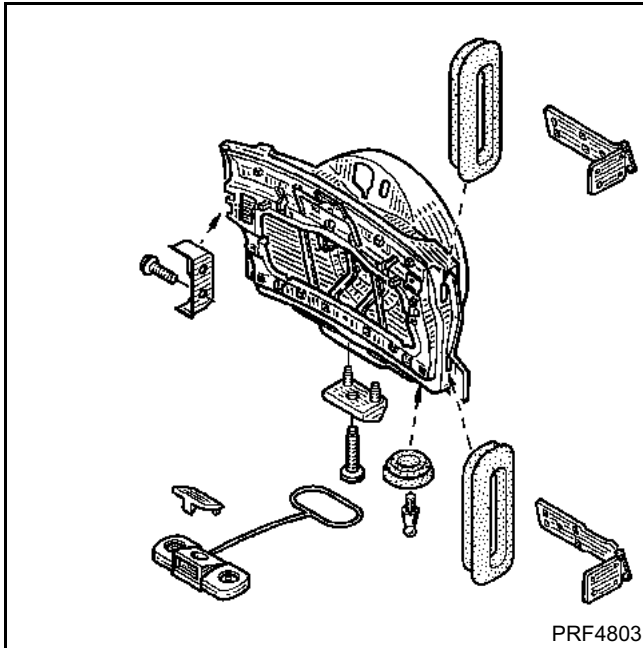
NOTE: in all cases, you should begin by adjusting the contact surfaces at the hinges. See **section 40** for peripheral play.

INTRODUCTION

The part is delivered by the Parts Department assembled with:

- the casing (polyester composite),
- the inner metal frame,
- the outer panel (Xénoy).

See **Workshop Repair Manual 502** for the repair methods for plastics.



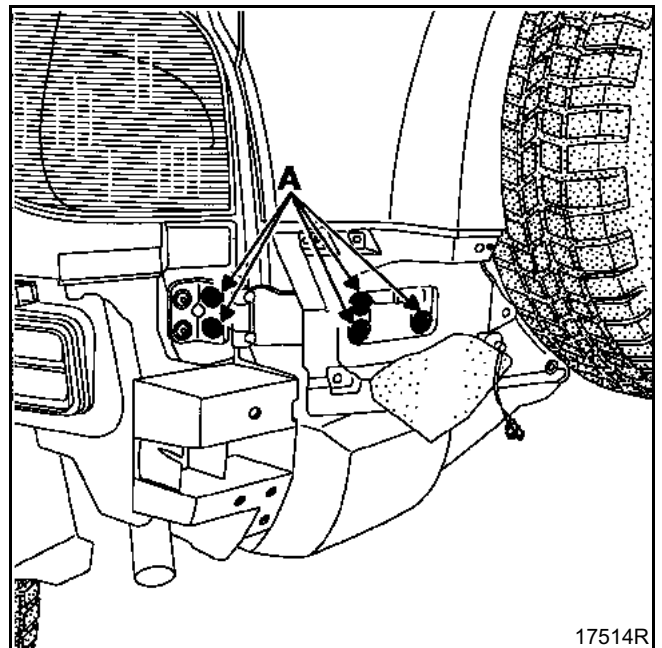
REMOVAL

- with hinges (detailed method below),
- without hinges, remove only bolts (A) and (B).

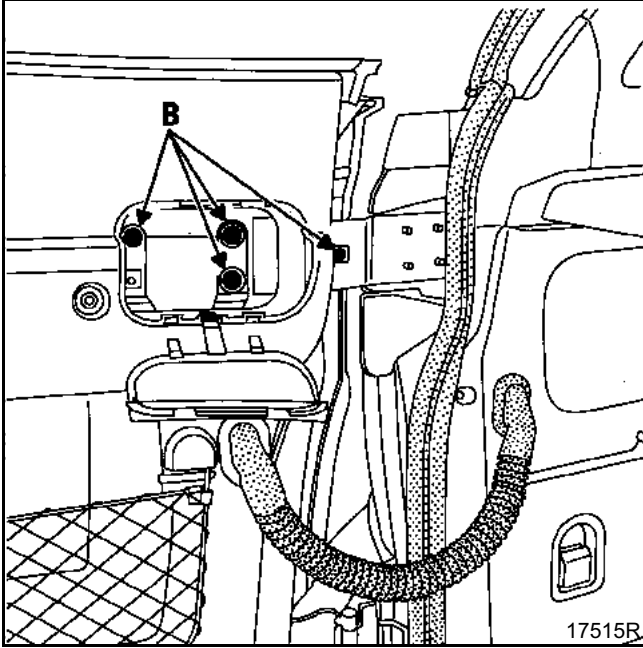
Disconnect the electric supply cable in the left hand rear wing lining.

Remove:

- the luggage compartment lid interior trim (see **section 73-A**),
- the emergency spare wheel protector,
- the emergency spare wheel,
- the upper extension on the left hand rear wing panel (see **section 56-A**),
- the left hand lower embellisher strip on the luggage compartment lid (see **section 55-H**),
- the left hand rear wing extender (see **section 55-D**),
- the right hand lower embellisher strip on the luggage compartment lid (see **section 55-H**),
- the electric supply cable (see **section 73-A**),
- the windscreen wiper arm (see **section 56-B**),
- the windscreen wiper stop,
- the wiper motor,
- the tailgate closure lock (see **section 52-A**),
- the lower tailgate seal,
- the luggage compartment lid handle and lock (see **section 52-A and B**),
- the lower balancer,
- the tailgate surround seal,
- the rear floor lining,
- the left hand rear wing interior trim,



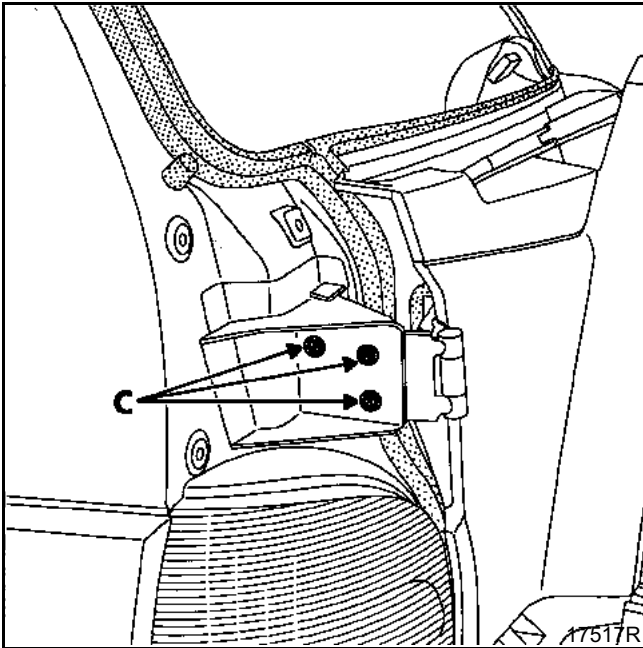
- the five mounting bolts (A) on the lower hinge.



17515R

Remove the four mounting bolts (B) from the upper hinge.

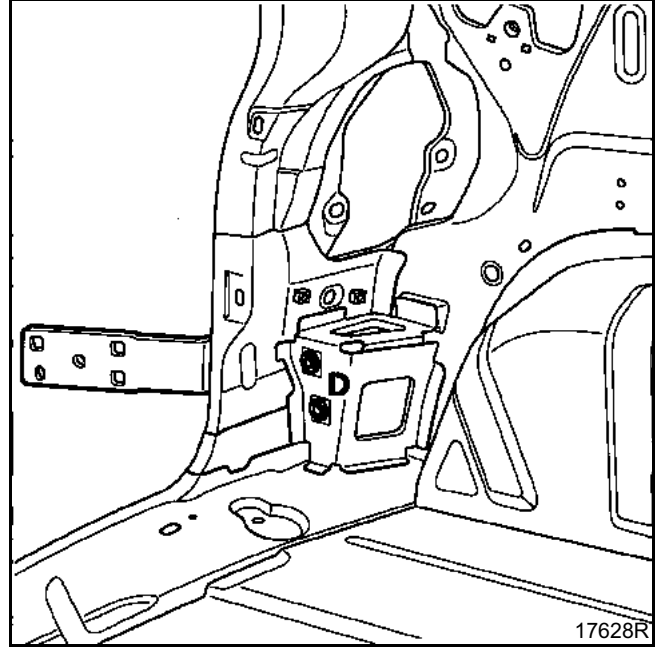
WARNING: at this moment, a second person is needed.



17517R

Remove:

- the three mounting bolts (C) from the upper hinge,



17628R

- the two mounting bolts (D) on the lower hinge body, if necessary.

REFITTING

Refit in reverse order to removal.

REMINDER: when refitting the hinges, ensure that the mating surfaces are sealed with beading mastic (see **Technical Note n° 396A**).

NON-SIDE OPENING ELEMENTS

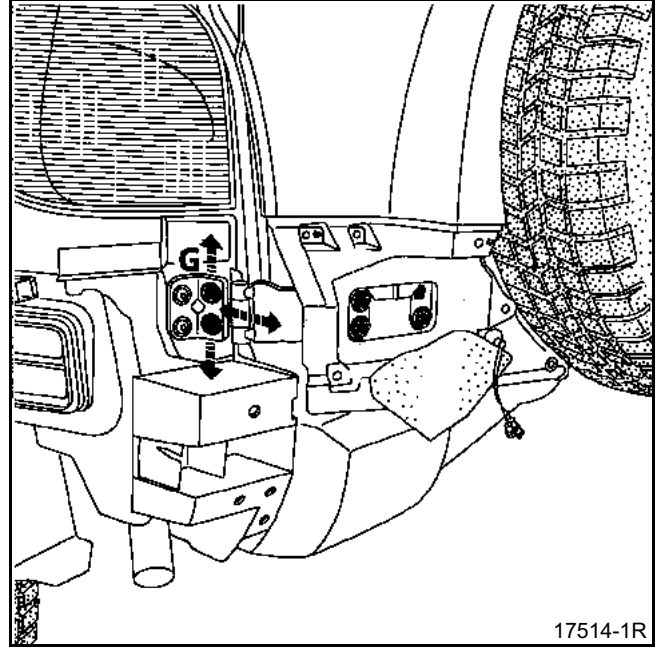
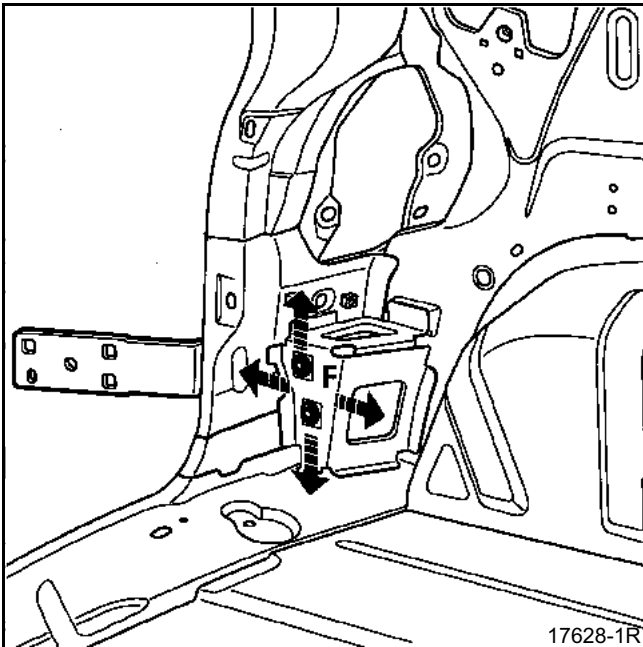
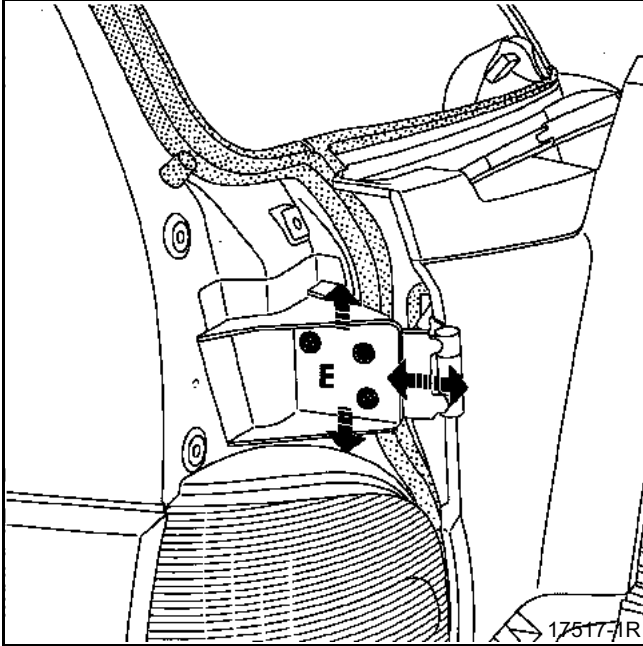
Luggage compartment lid

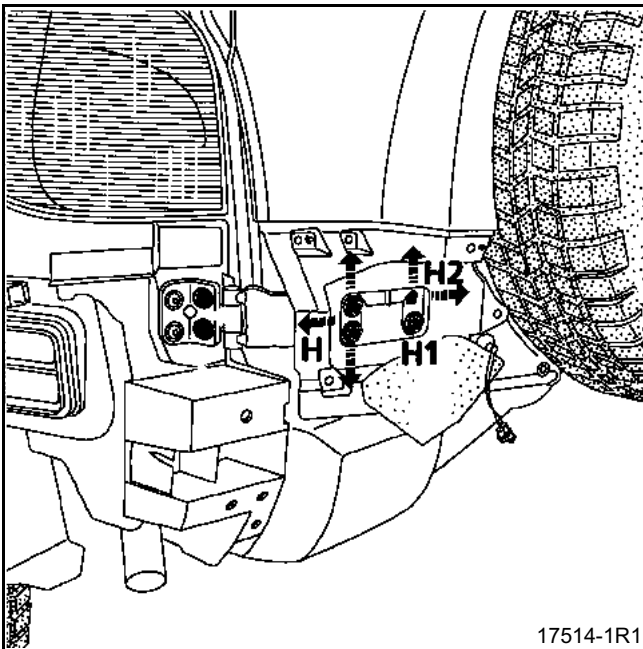
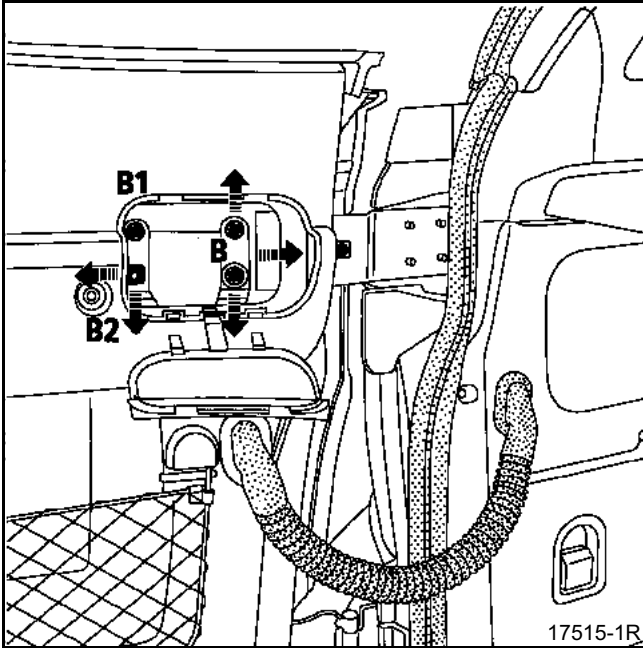
48 D

SETTINGS

In all cases, always begin by adjusting the hinges on the body at mounting points (E), (F) and (G).

IMPORTANT: it is necessary to fit the peripheral components and position the emergency spare wheel to check that the luggage compartment lid is flush.





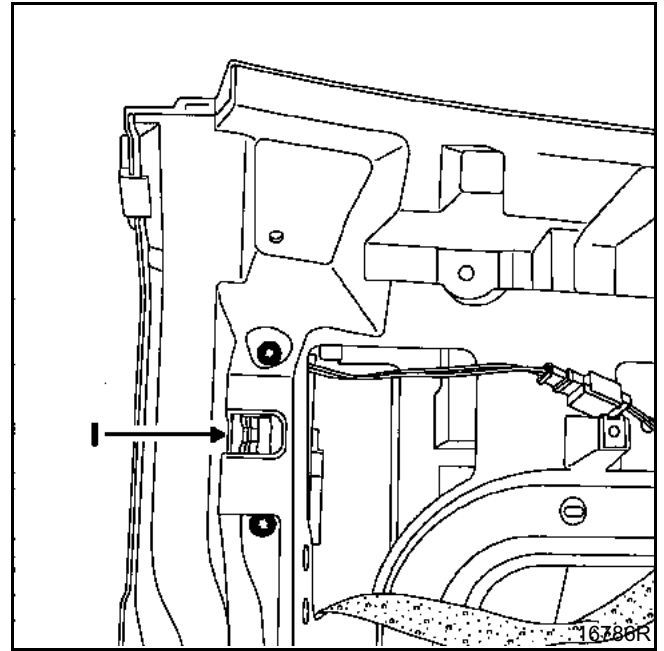
The peripheral play is adjusted via mountings (H) and (B). See **section 40** for the setting values.

IMPORTANT:

Mountings (B1) and (H1) are used as chain guides and only allow height adjustment.

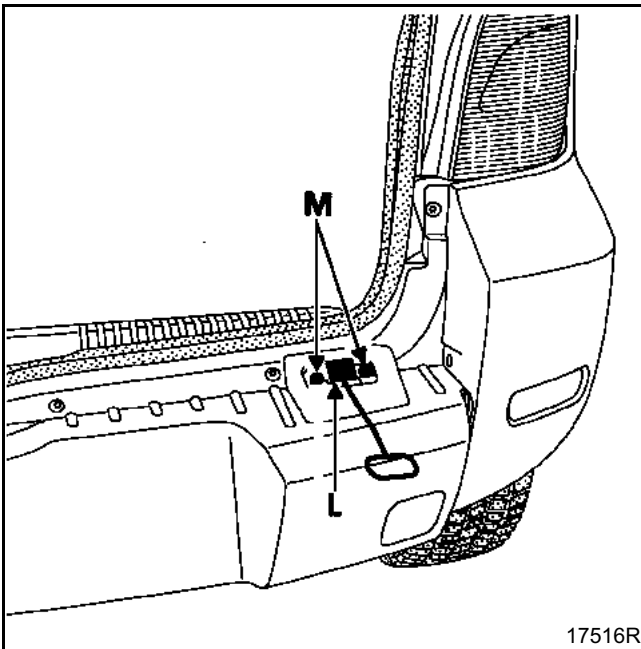
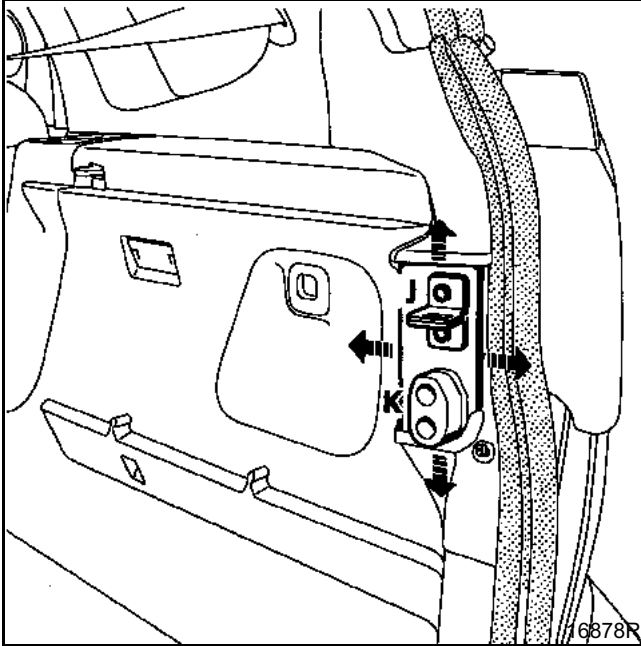
For additional adjustment settings, these mountings may be replaced by points (B2) and (H2) respectively.

The beading and the closure stiffness are adjusted at the lock (I) and the closure striker plate (J), as well as via the lower stops (K) and (L).



NON-SIDE OPENING ELEMENTS

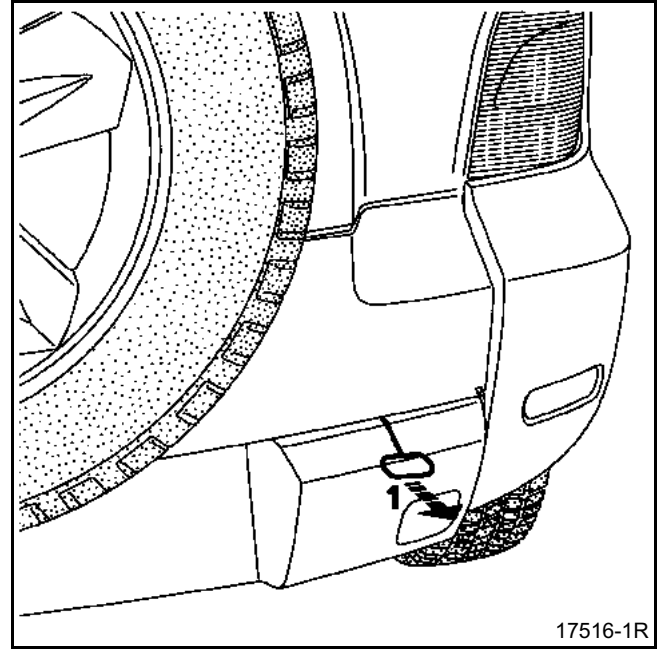
Luggage compartment lid

48**D**

SPECIAL FEATURE OF ADJUSTING THE LOWER STOP

Position the lower stop (L) and the two bolts (M).

Leave the central bolt loose.



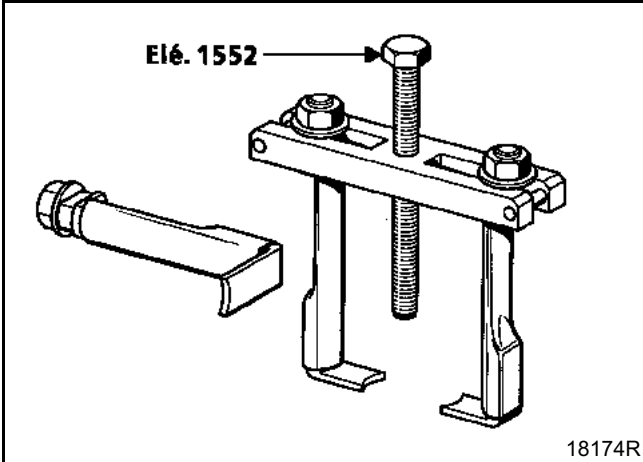
Close the cover.

Pull tab (1) to the exterior (the stop comes into contact with the lower beading of the casing and allows play to be eliminated).

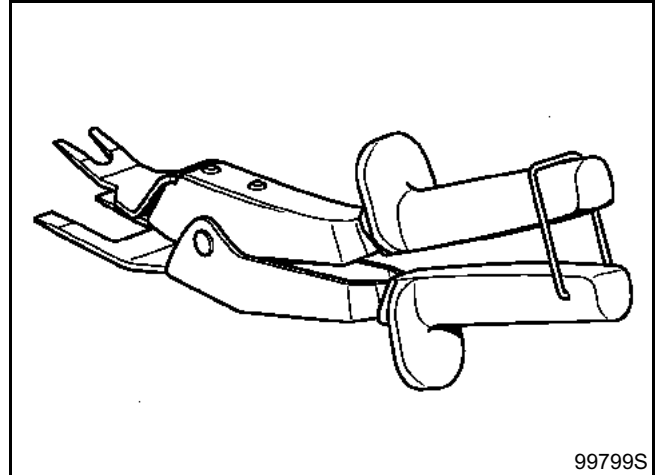
Open the luggage compartment lid.

Cut the tab and tighten the central bolt.

NOTE: it is recommended that you order a new lower stop (K) for this operation. However, it is possible to use the old stop (without tab), but adjustment of the lower section will be more difficult.



Special tool for removing the rear screen wiper arm.



Unclipping pliers.

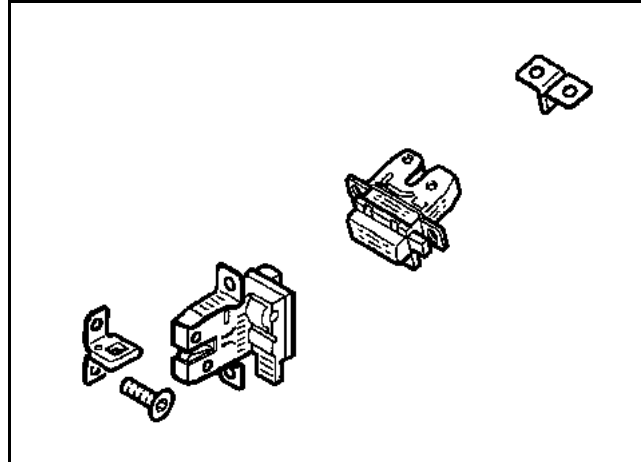
"Fir-tree" clips and interior trim clips such as on door panels, soundproofing mats and **mudguard mountings** can be removed easily using these pliers.

Door window winder handles can also be removed (first apply some pull-off tape to the main point with the door lining so that this is not damaged during removal).

The heads of the clips are not deformed and can therefore be reused after removal due to the flat and bevelled nose allowing easy access without damaging the clips.

NON-SIDE OPENING ELEMENT MECHANISMS

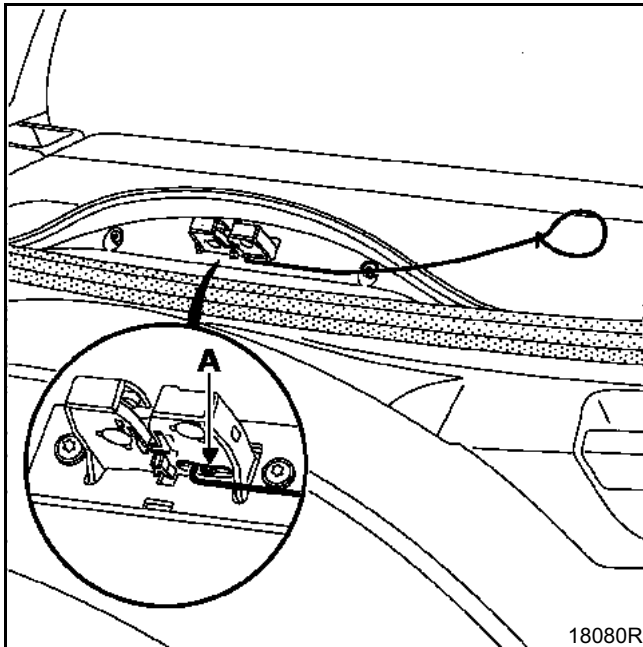
Rear screen and luggage compartment lid locks

52**A**

NOTE: it is possible to unlock the rear screen lock manually (without removing the trim) and the luggage compartment lid lock (after removing the trim).

REAR SCREEN LOCK

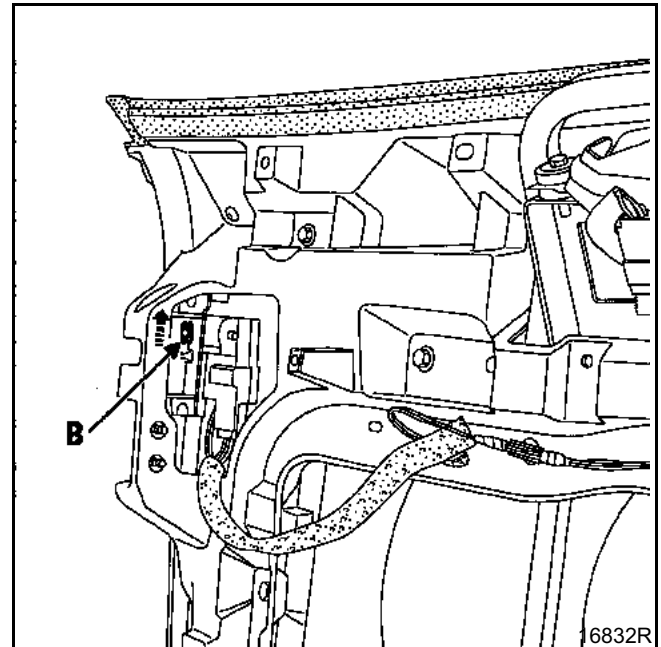
After folding the rear seats,



move the lug (A) using a locally manufactured tool (welding rod). This operation requires the help of a person outside the vehicle.

LUGGAGE COMPARTMENT LID LOCK

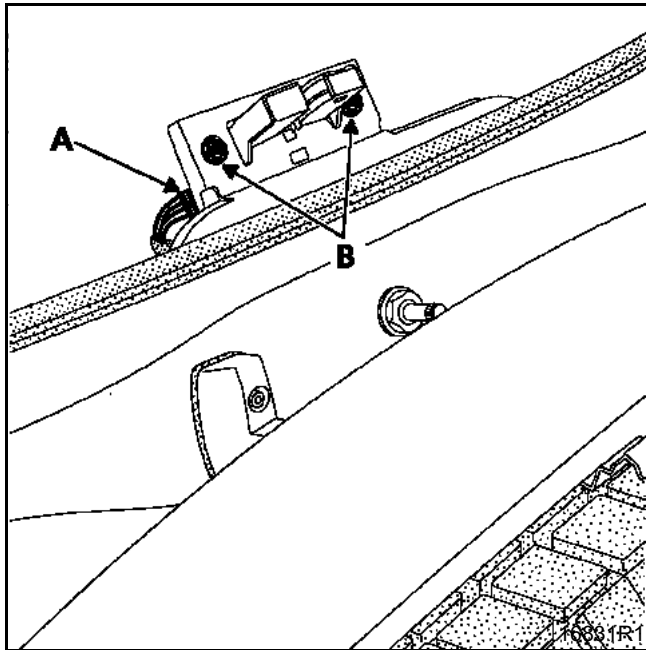
After removing the trim (**section 73-A**),



move lug (B) using a small screwdriver.

REMOVING THE REAR SCREEN LOCK

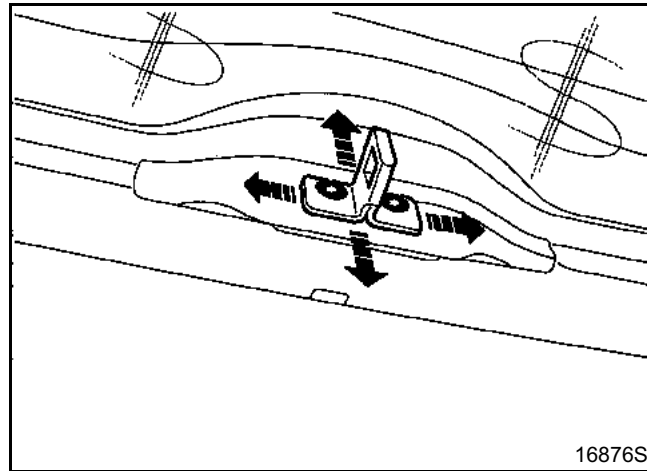
After removing the trim (**section 73-A**),



disconnect connector (A).

Remove the two mounting screws (B).

REMOVING THE REAR SCREEN STRIKER PLATE



Remove the two mounting screws.

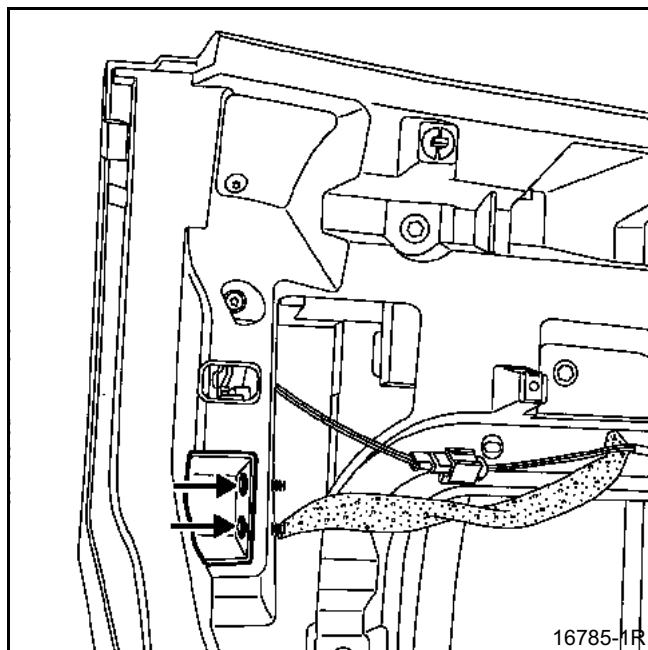
The arrows indicate the adjustment options.

REFITTING

To refit, proceed in the reverse order to removal.

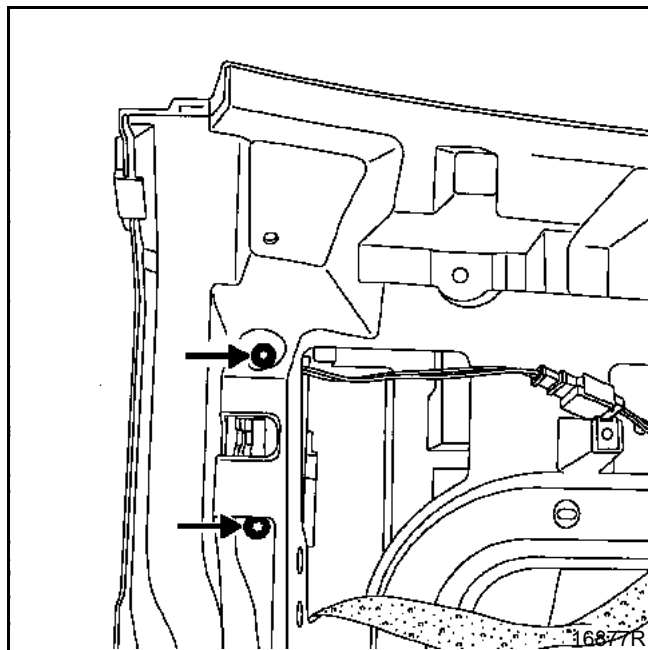
REMOVING THE LUGGAGE COMPARTMENT LID LOCK AND STOP

After removing the trim (**section 73**),

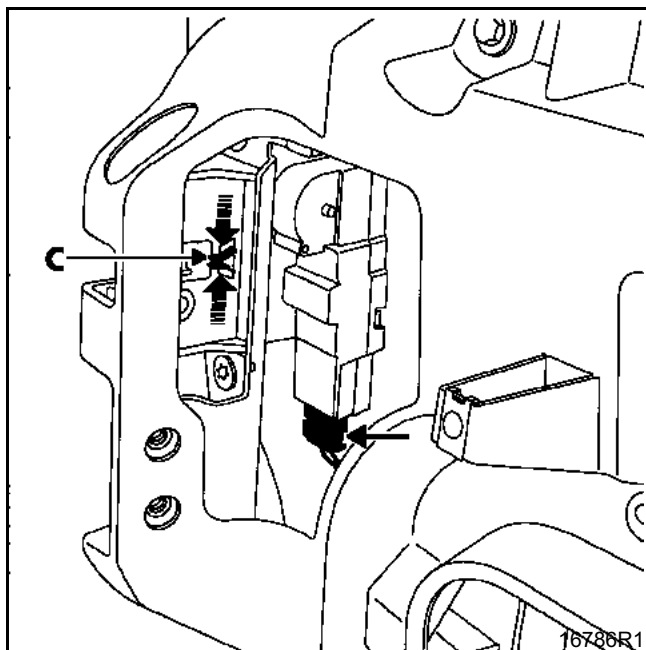


Remove:

- the two mounting bolts on the stop,



- the two mounting bolts on the lock.



Disconnect the connector from the lock.

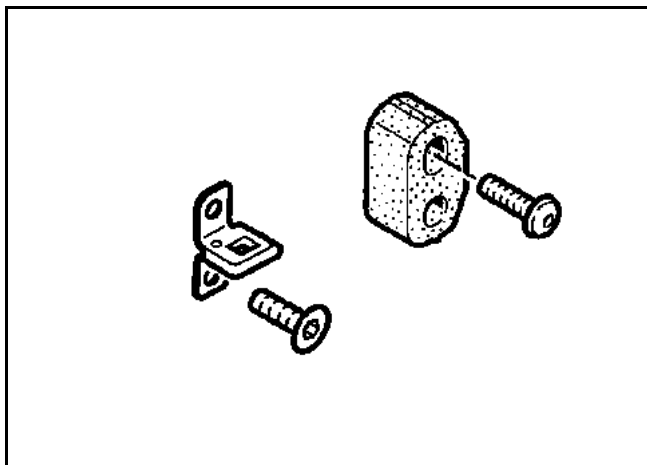
Using a flat-nosed pliers, apply light pressure to the stop (C) and remove the lock.

REFITTING

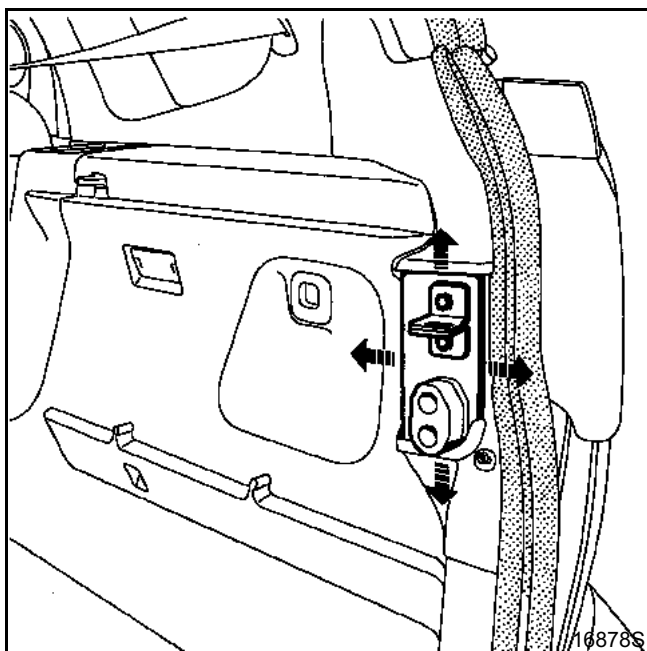
Check that the lock operates correctly.

To refit, proceed in the reverse order to removal.

REMOVING THE STRIKER PLATE AND THE PAD ON THE BODY



WARNING: If removing the striker plate and the pad at the same time, **the striker plate is no longer supported.**



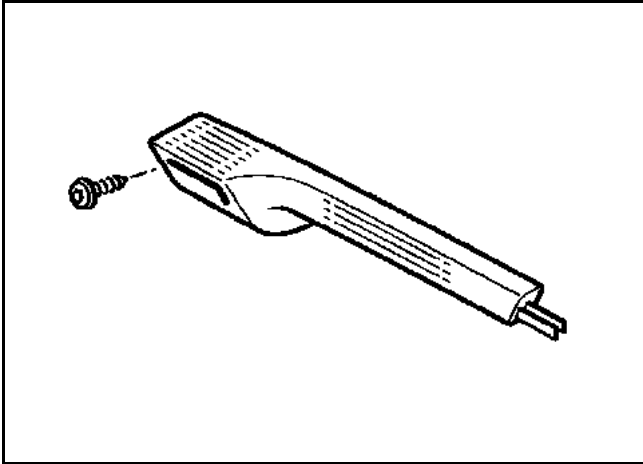
Remove:

- the two striker plate bolts,
- the two pad bolts.

NOTE: the movement arrows indicate the adjustment options.

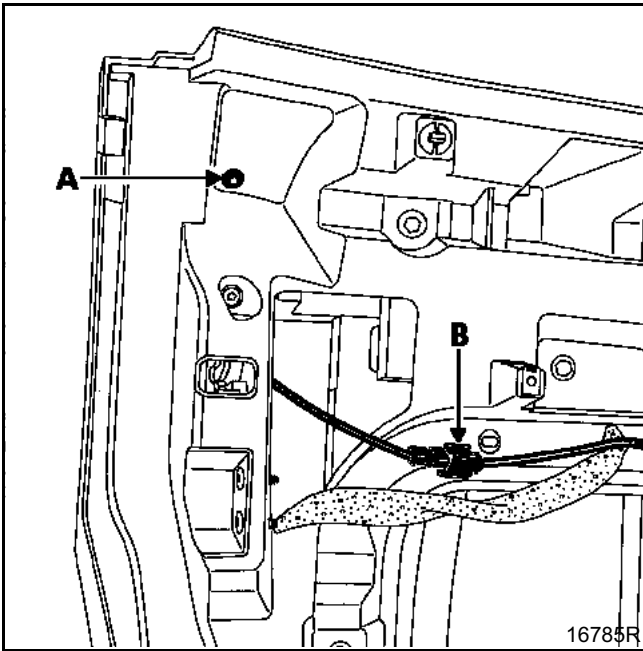
REFITTING

To refit, proceed in the reverse order to removal.



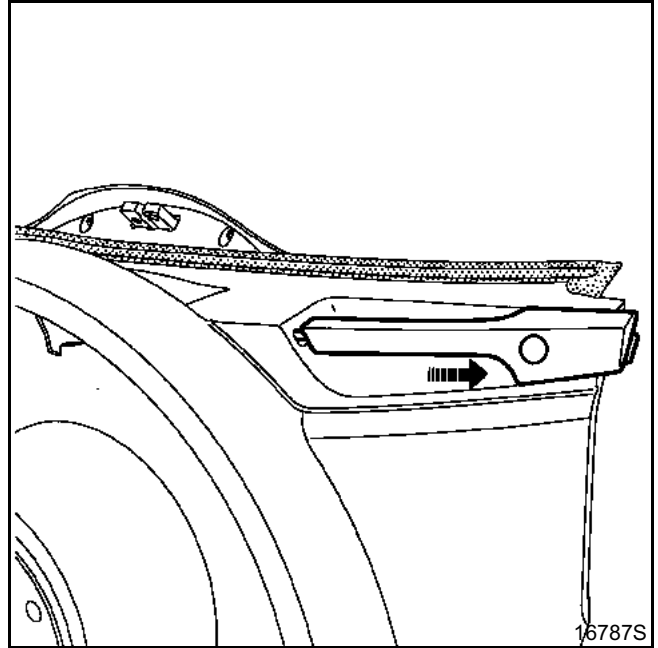
REMOVAL

After removing the luggage compartment lid trim (section 73-A),



remove the handle mounting bolt (A).

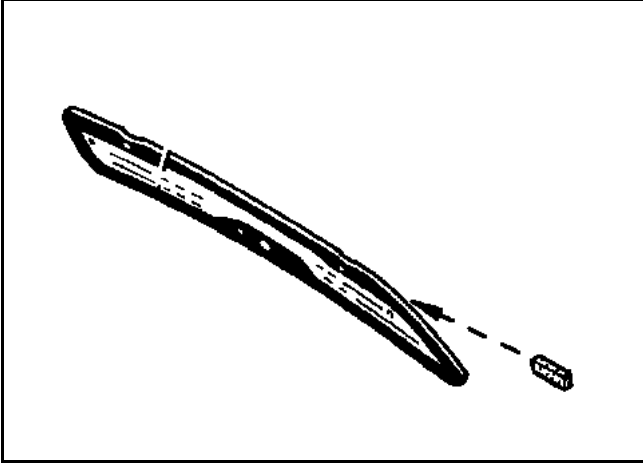
Disconnect the connector from handle (B).



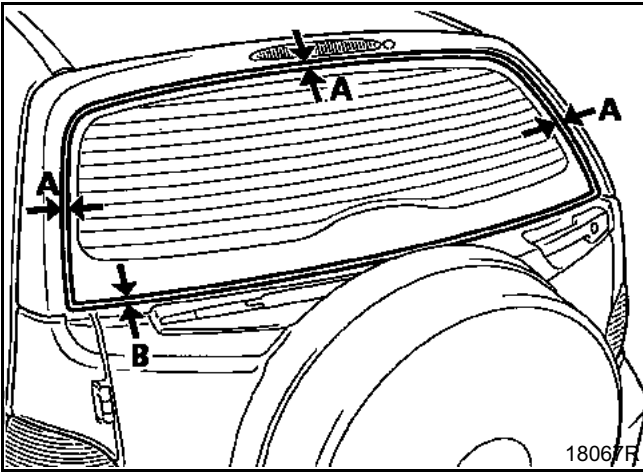
Remove the handle.

REFITTING

To refit, proceed in the reverse order to removal.

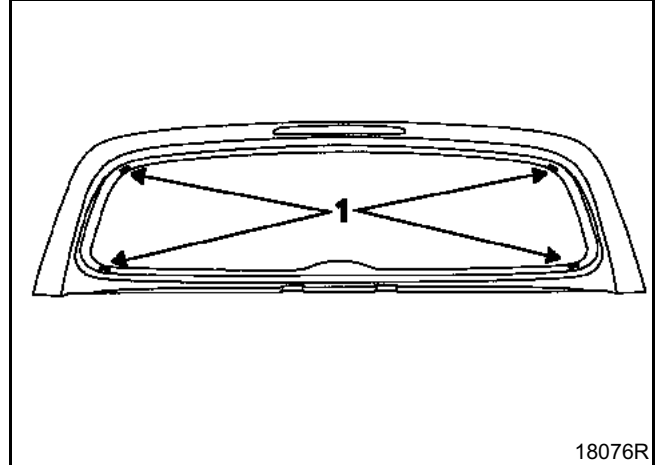


APPEARANCE AND OPENING CLEARANCES

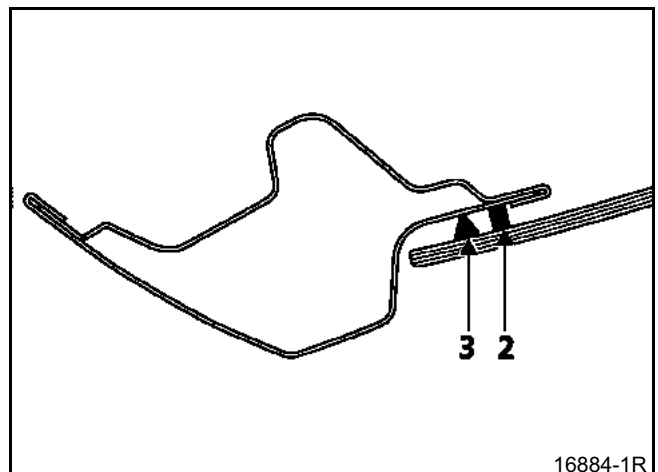


A = 3 ± 2 mm
B = 5.5 ± 3 mm

IMPORTANT: it is vital that you fit the four self-adhesive adjustment stops (part no. **82 00 048 913**) to the rear window surround, before bonding it.

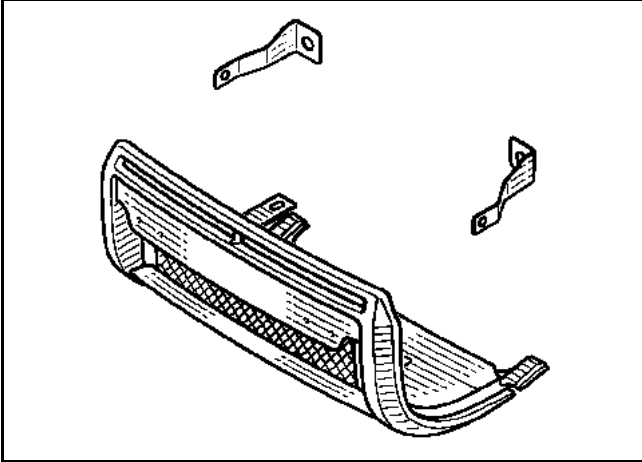


1 Location of the adjustment stops.

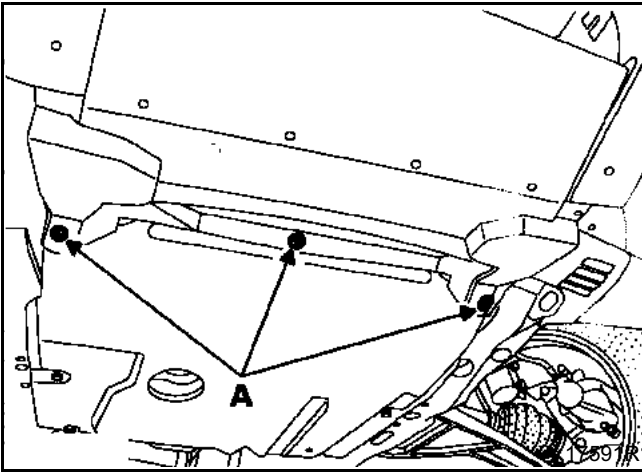


2 Adjustment stop
 3 Adhesive tape

Refer to **Technical Note 371A** for information on how to prepare and bond the windscreen.

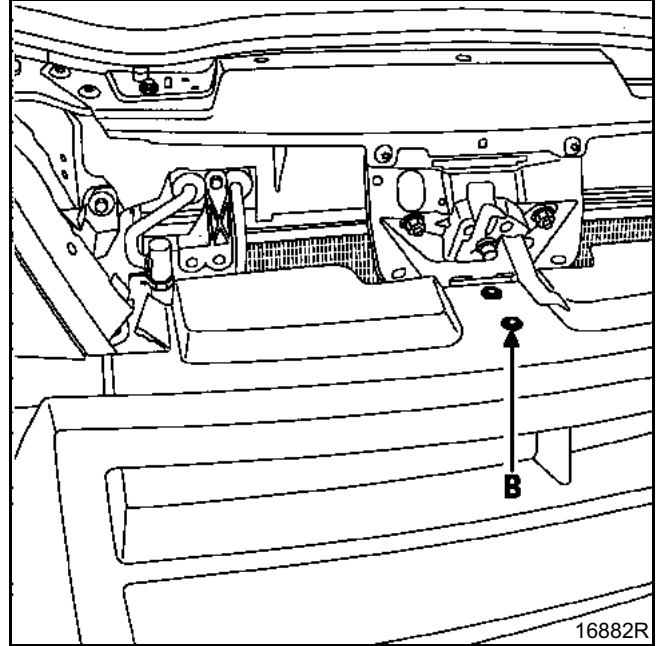


REMOVAL

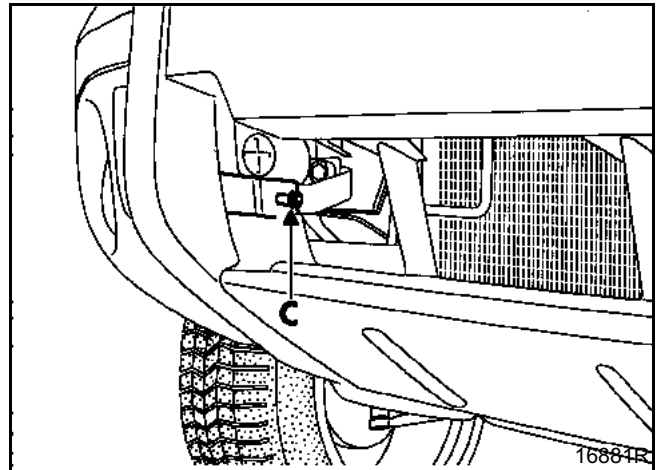


Remove:

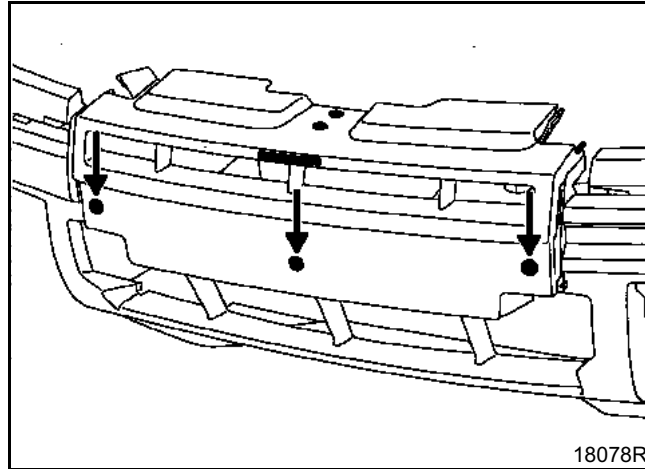
- the lower mounting bolts (A),



- the upper mounting bolts (B),



- the two bolts attached to the towing brackets (C).



Pull manually on the two ends of the protection to release the part.

REFITTING

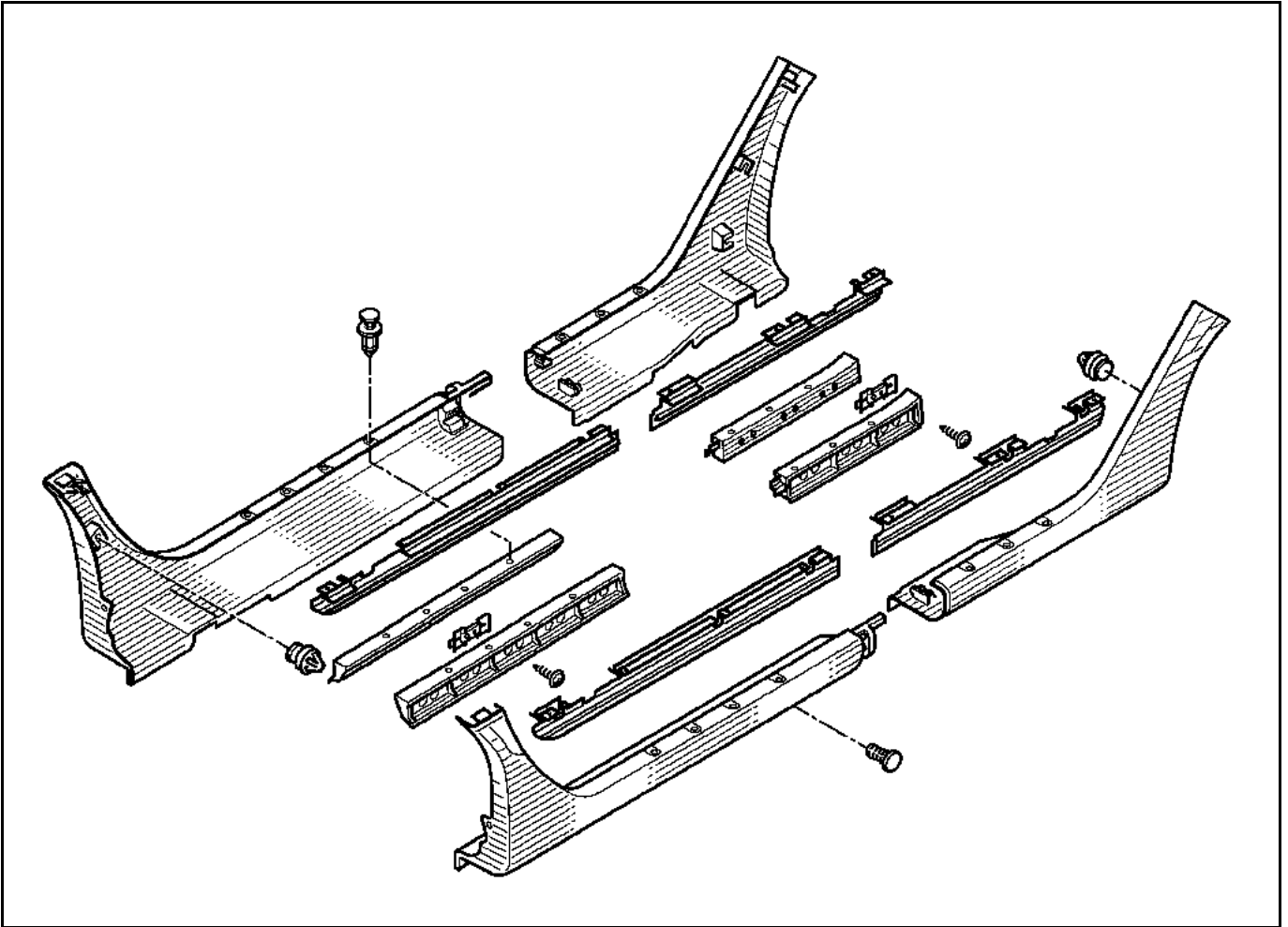
To refit, proceed in the reverse order to removal.

EXTERIOR PROTECTION

Front and rear valance protections

55

B



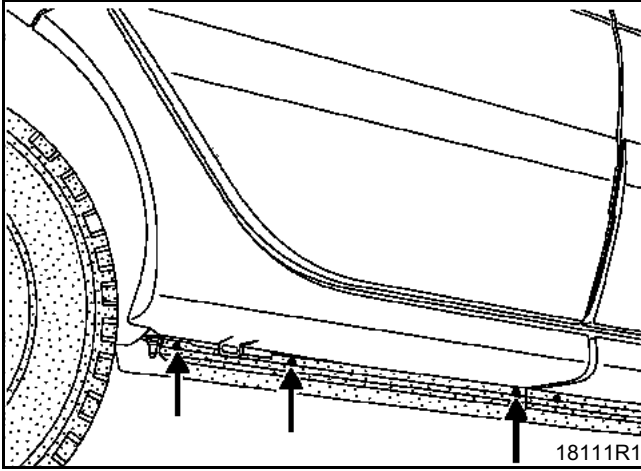
NOTE: it is not possible to remove the front protection section without first removing the rear protection section.

EXTERIOR PROTECTION

Front and rear valance protections

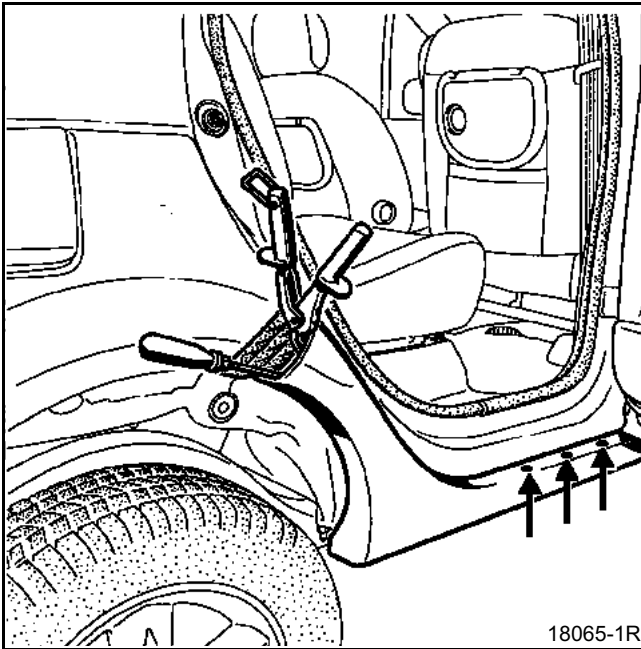
55 B

REMOVING THE REAR PROTECTION SECTION



Remove:

- the lower mounting clips,

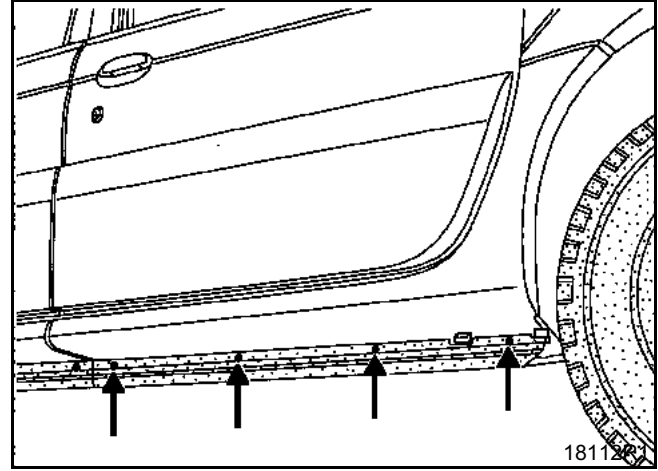


- the three upper mounting clips.

Protect the rear wing extender using masking tape.

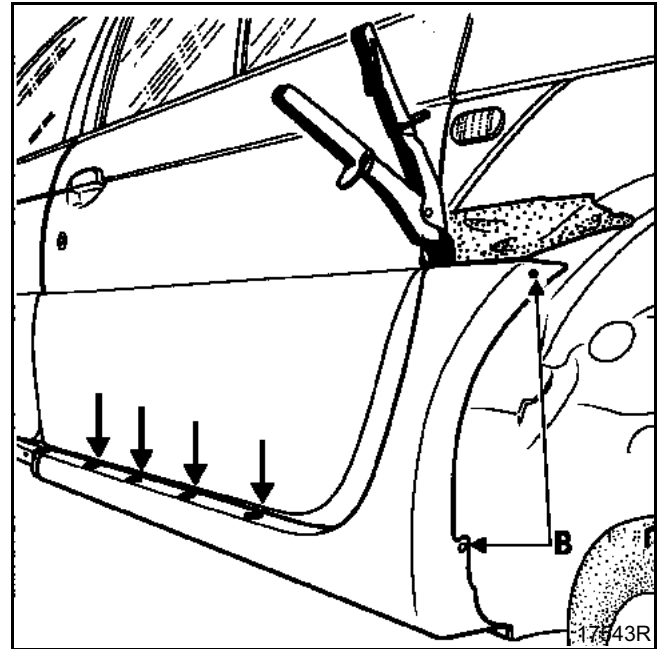
Using unclipping pliers and a flat screwdriver, release the valance protection.

REMOVE THE FRONT PROTECTION SECTION



Remove:

- the lower mounting clips,



- the upper mounting clips,
- the mountings (B).

Protect the front wing extender using masking tape.

Using unclipping pliers, remove the valance protection.

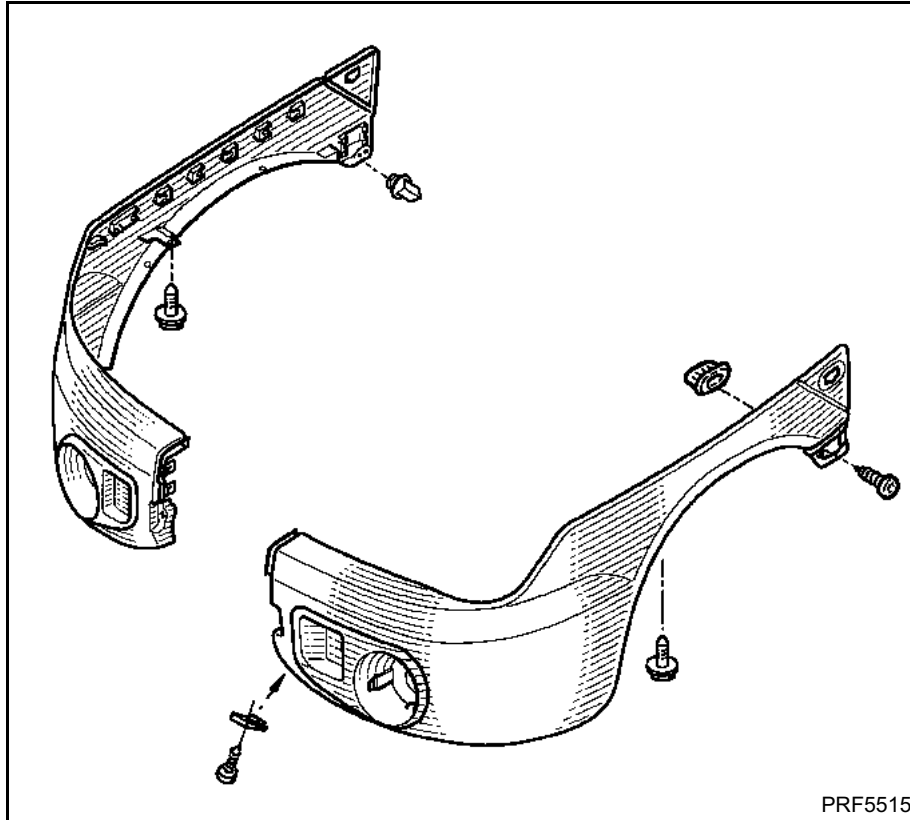
REFITTING

To refit, proceed in the reverse order to removal.

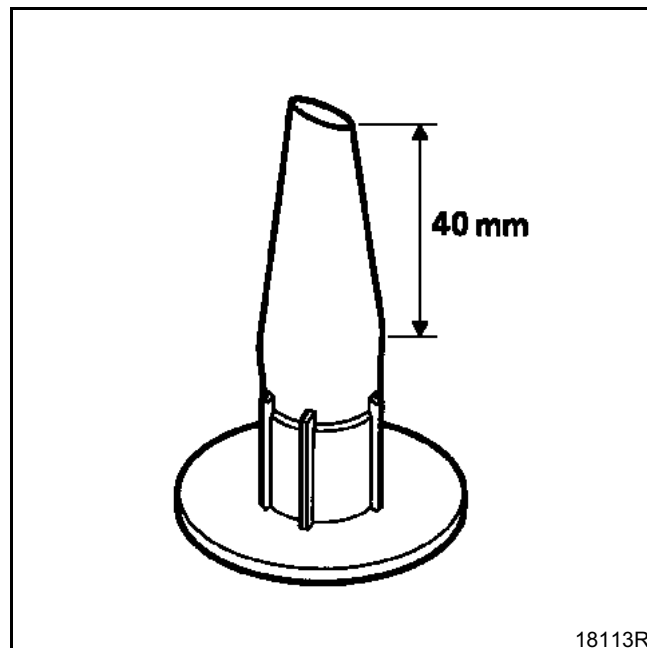
EXTERIOR PROTECTION

Front wing extender

55 C



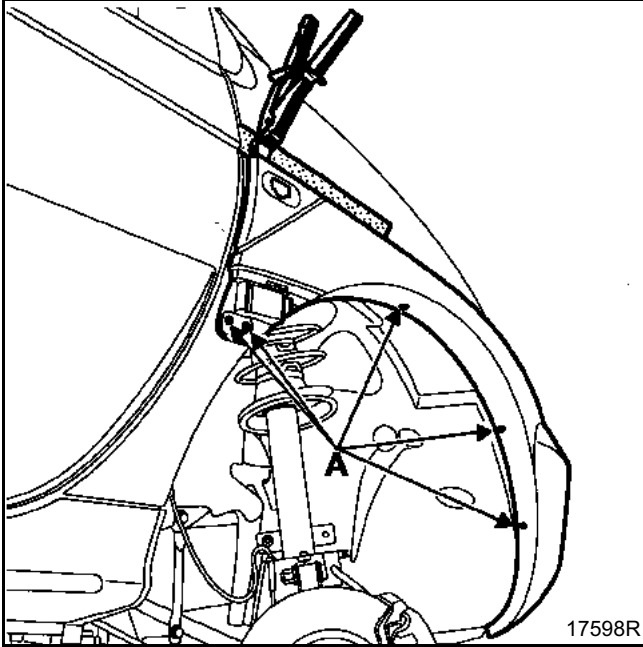
NOTE: it is necessary to prepare a tool to remove the wing extender retaining brackets.



Cut the end of an extrusion nozzle (≈ 15 mm), heat gently and flatten the end in a vice (≈ 40 mm).

REMOVAL

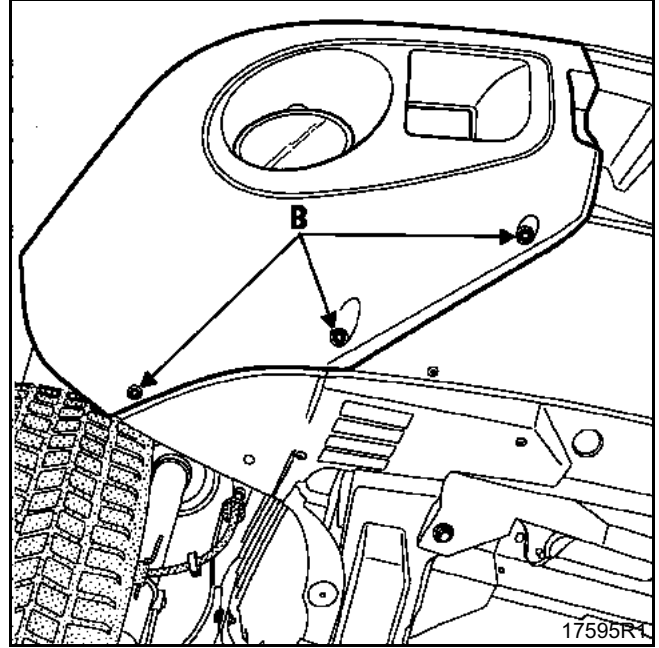
After removing the front valance protector (section 55-B),



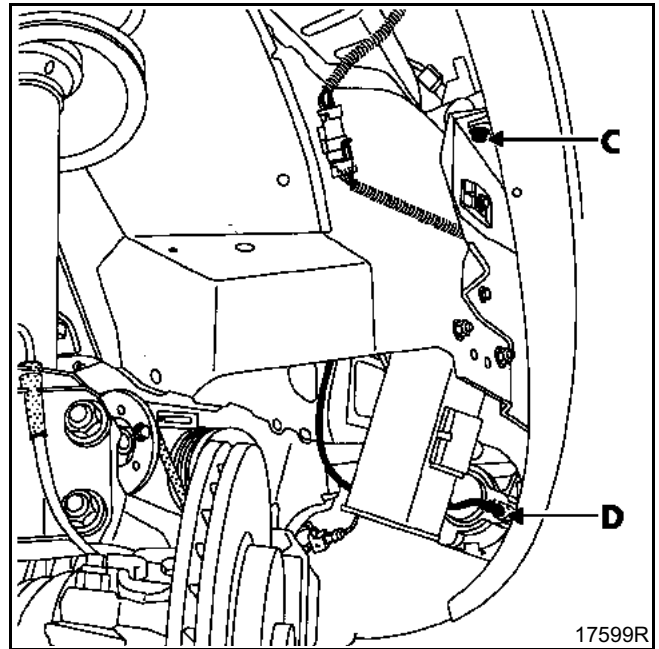
Remove mounting screws (A).

Protect the wing using masking tape and then release the extender using the special pliers.

Disconnect the side repeater.



Remove the mounting bolts (B).



Remove:

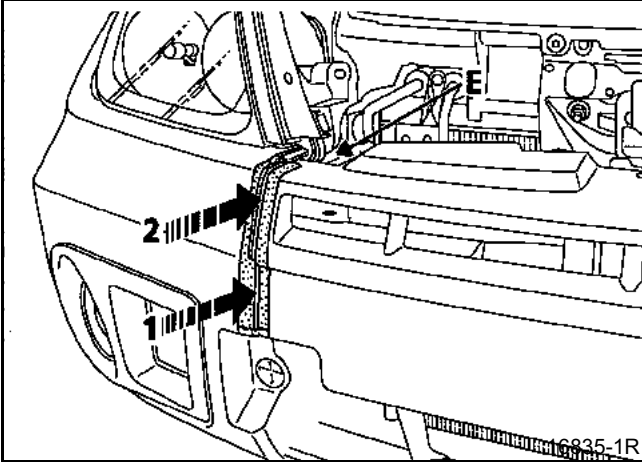
- the front section of the mudguard,
- the mounting bolt (C).

Disconnect the connector (D) from the fog light wiring harness.

EXTERIOR PROTECTION

Front wing extender

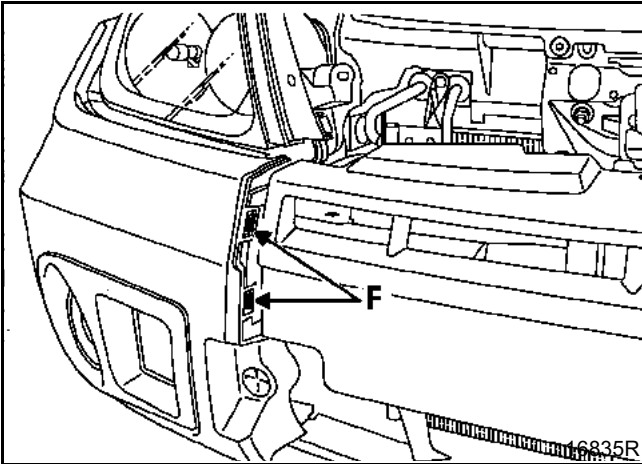
55 C



Unclip the detachable cover upwards, then remove the mounting bolt (E).

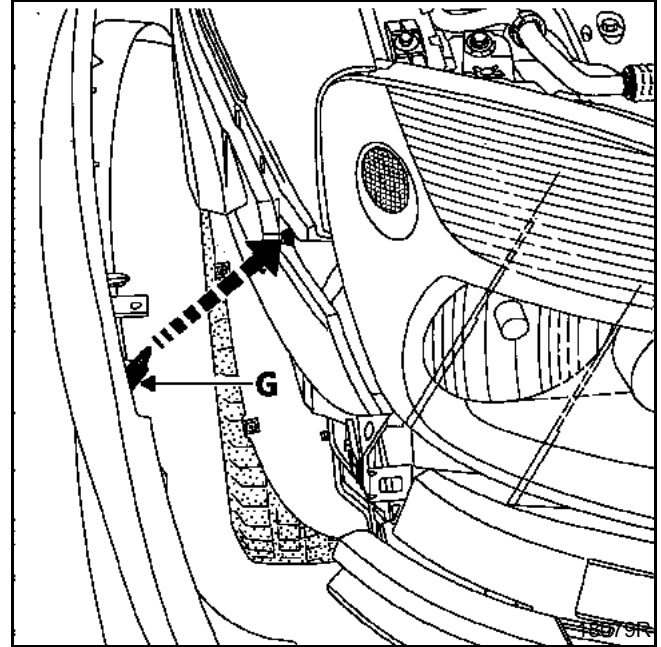
Protect the wing extender and the bumper using masking tape.

Insert the locally manufactured tool between the two sections at (1) then at (2), to unclip the retaining brackets (F) below.

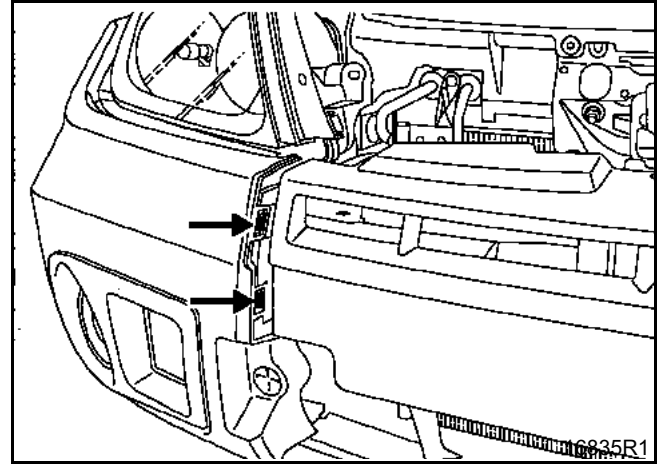


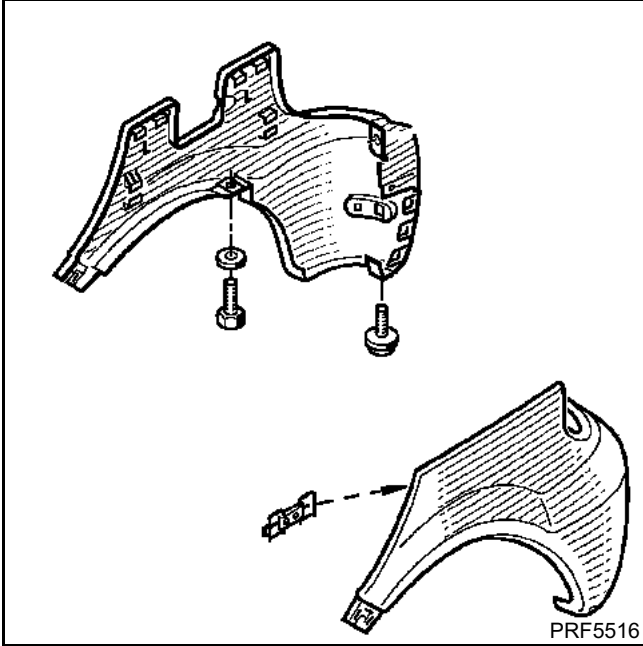
Pull on the extender to release it to the front.

REFITTING

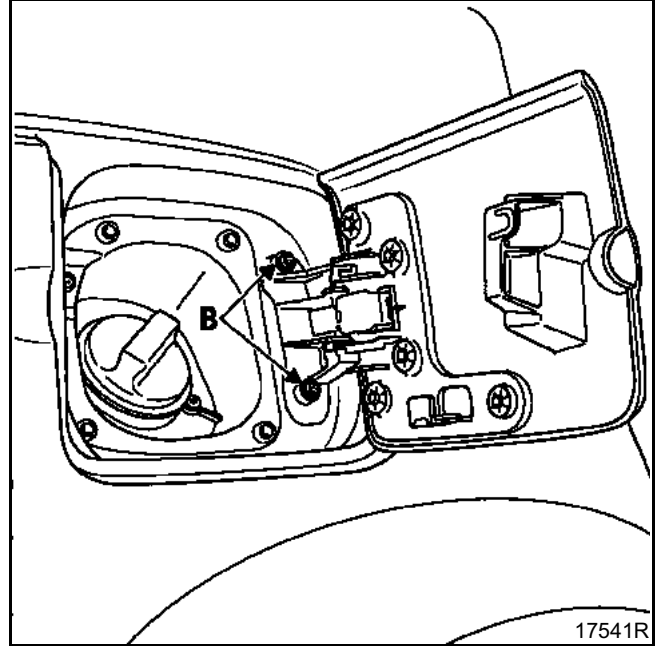


Offer up the extender ensuring that the wing guide (G) and retaining brackets are positioned correctly, then continue in the reverse order to removal.





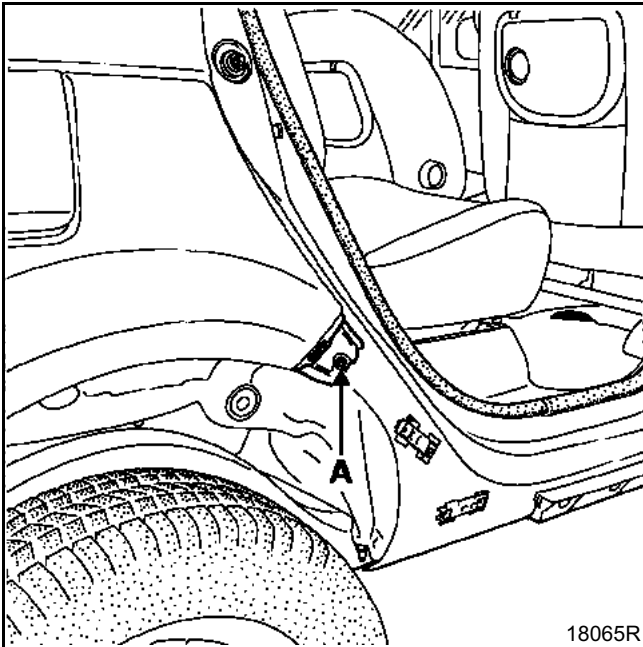
PRF5516



17541R

REMOVING THE RIGHT HAND EXTENDER

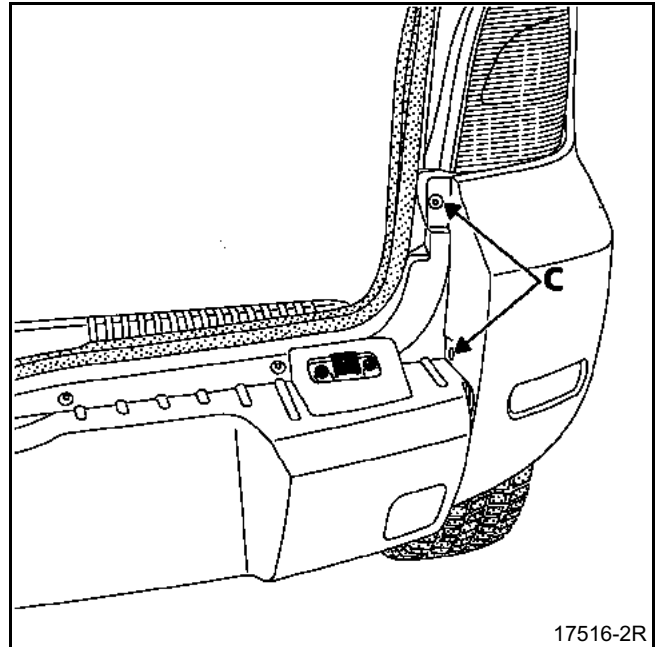
After removing the rear section of the valance protector (**section 55-B**),



18065R

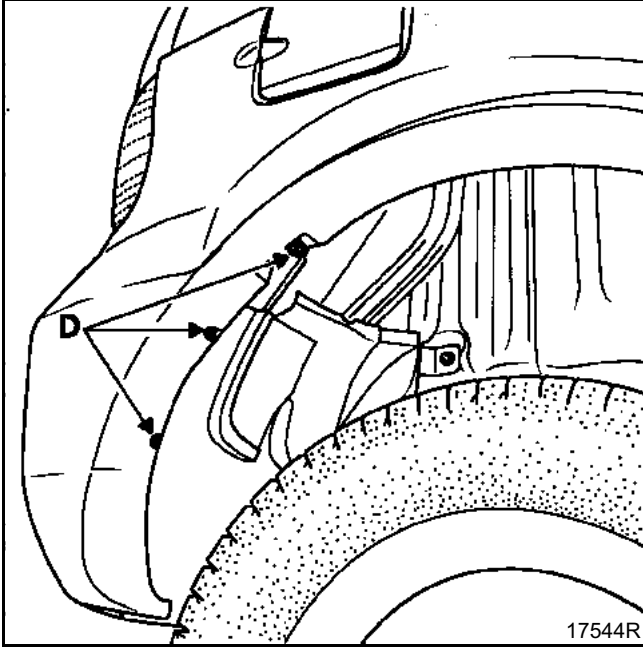
Remove:

- mounting bolt (A),

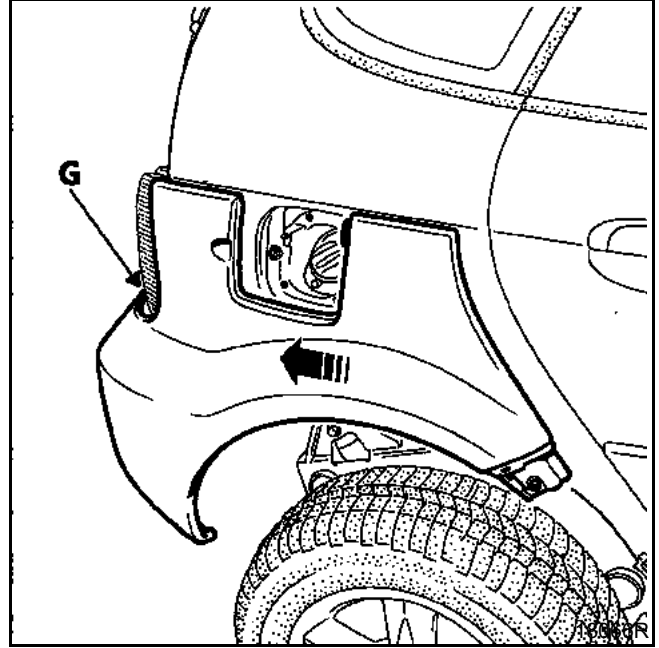


17516-2R

- two mounting bolts (C),



– mounting bolts (D),



At the same time pull backwards (G) to release the retaining brackets and the extender.

REMOVING THE LEFT HAND EXTENDER

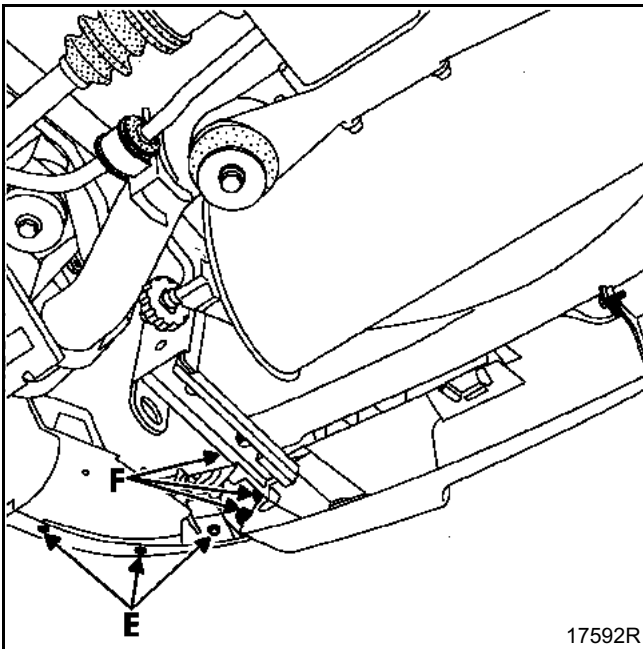
Special note

It will be necessary to remove the left hand cover lower embellisher strip (**section 55-H**).

The operations are continued in the same manner as for the right hand rear extender.

REFITTING

To refit, proceed in the reverse order to removal.



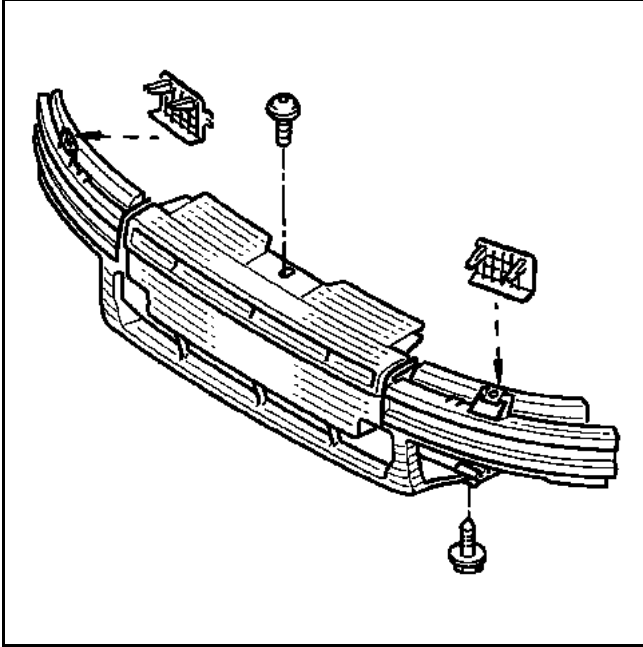
– three mounting bolts (E).

Unclip the three retaining brackets (F) using a locally manufactured tool (**section 55-C**).

INTRODUCTION

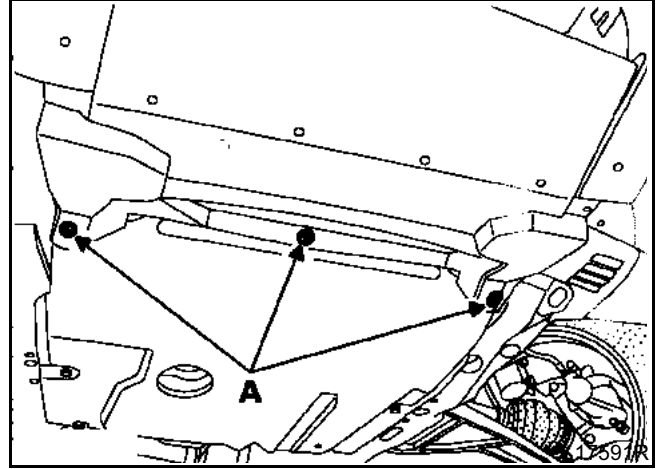
There are two methods for removing the bumper:

- complete removal of the part,
- partial removal allowing access to the lens unit mountings.



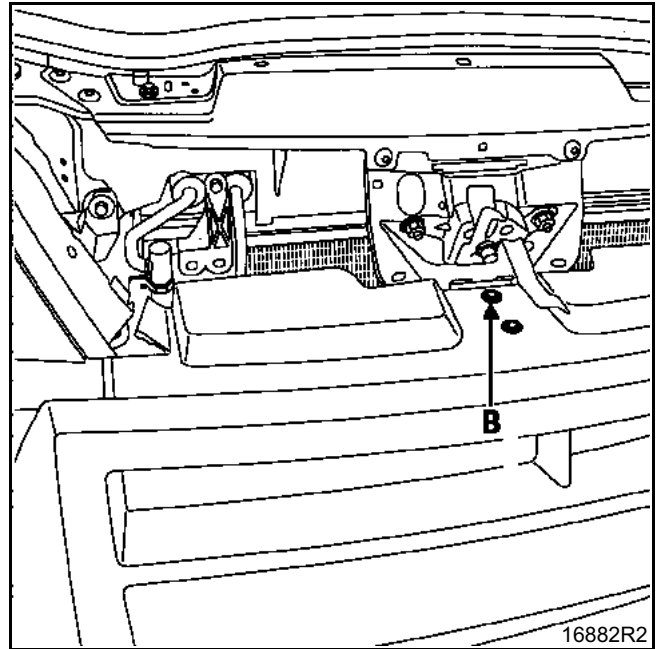
COMPLETE REMOVAL

After removing the bumper protector (**section 55-A**) and the front wing extenders (**section 55-D**),



Remove:

- the lower mounting bolts (A),



- the central mounting bolt (B).

Release the bumper.

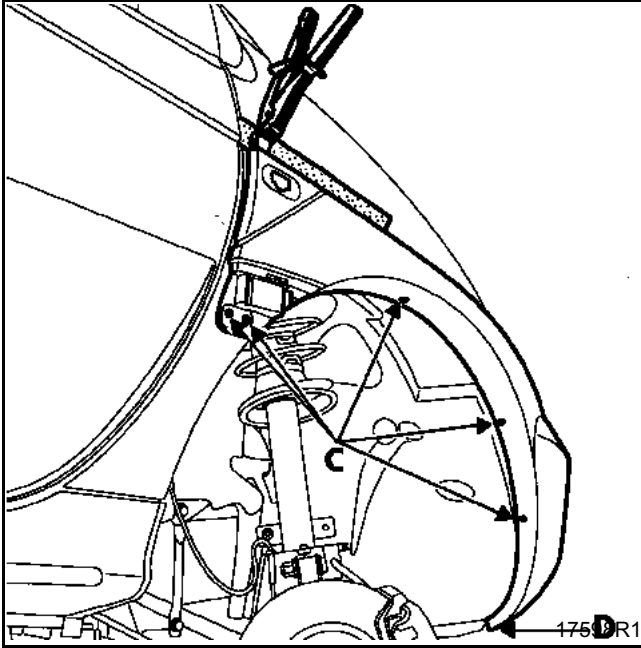
EXTERIOR PROTECTION

Front bumper (central section)

55 **E**

PARTIAL REMOVAL INCLUDING THE CENTRAL BUMPER AND THE EXTENDER

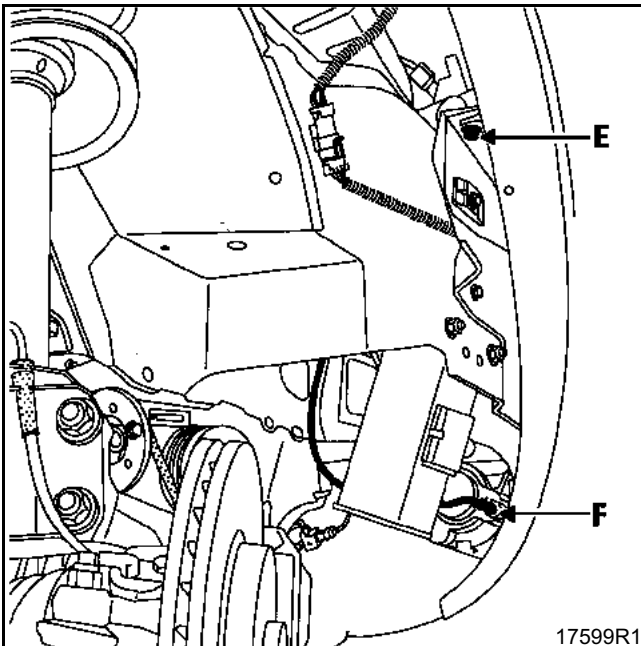
After removing the bumper protector (section 55-A),



remove mounting bolts (C) and (D).

Protect the wing using masking tape and then, release the extender using the unclipping pliers.

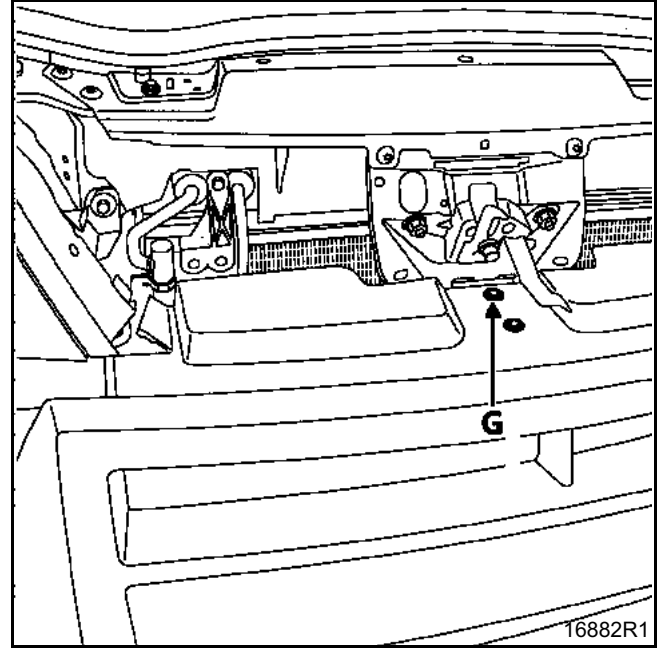
Disconnect the side repeater.



Remove:

- the front section of the mudguard,
- the mounting bolt (E),

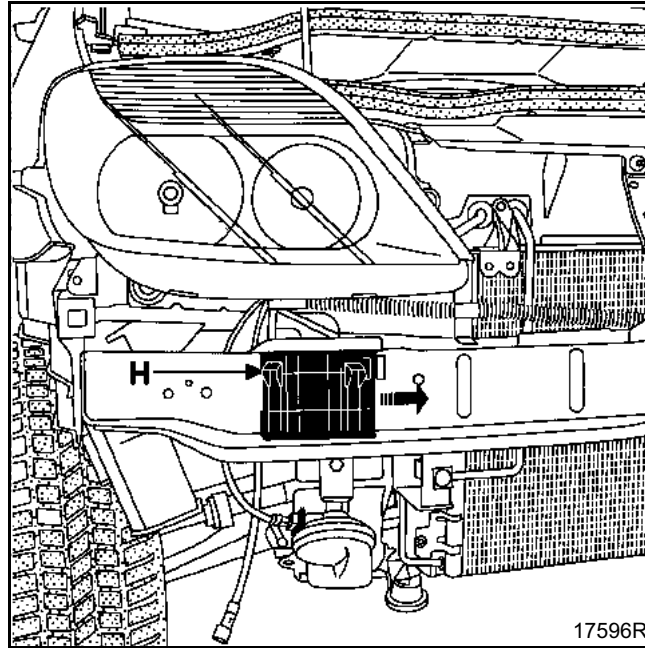
Disconnect the connector (F) from the fog light wiring harness.



Remove the central mounting bolts (G).

Partially release the wing extender unit with the bumper.

REFITTING

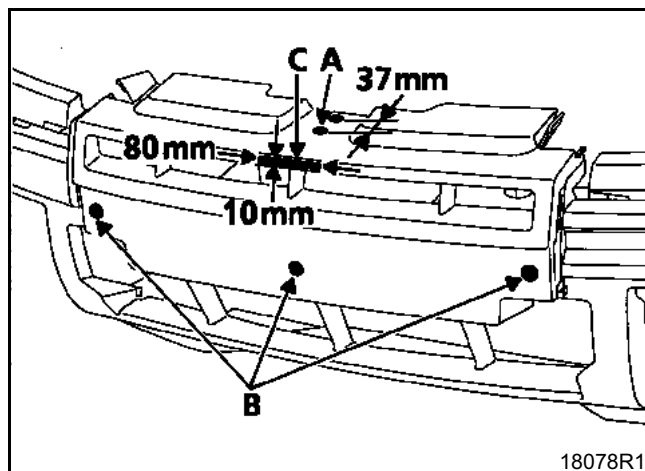


Offer up the upper section of the bumper impact absorber above the two guides (H).

To refit, proceed in the reverse order to removal.

ADAPTING THE PART FROM THE PARTS DEPARTMENT FOR FITTING THE FRONT BUMPER PROTECTOR (section 55-A)

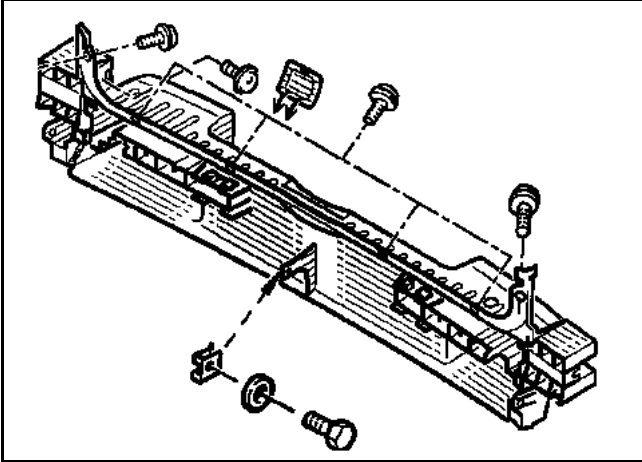
NOTE: it is necessary to drill the central bumper when this has a protector.



A Ø 10 mm

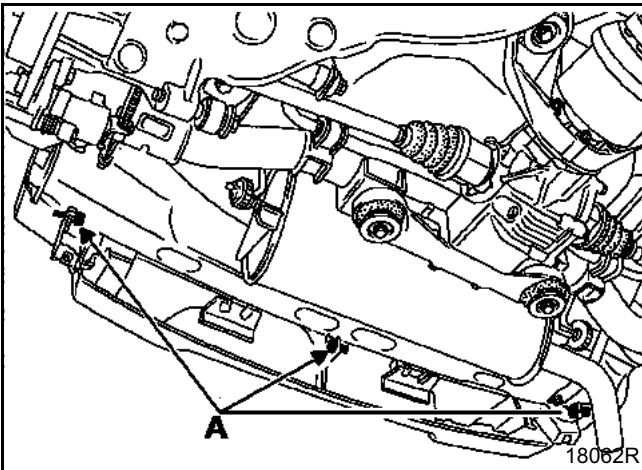
B Ø 17 mm

C Cut according to the markings



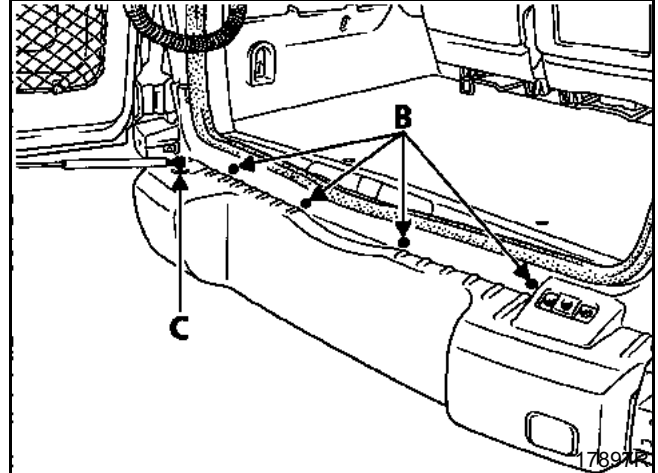
REMOVAL

After removing the rear wing extenders (section 55-D),



Remove:

- the three lower mounting bolts (A),



- the four upper mounting bolts (B),
- the luggage compartment lid balancers and its mounting ball joint (C).

WARNING: the balancer acts as a door check strap. It is necessary hold the cover using string.

Release the bumper.

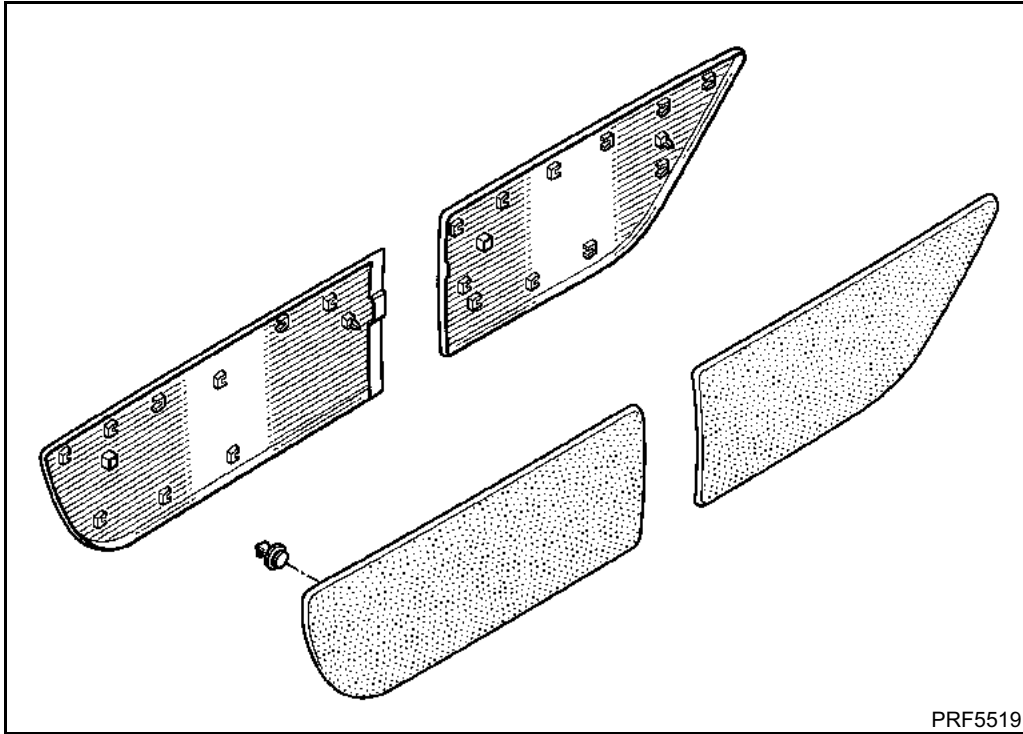
REFITTING

To refit, proceed in the reverse order to removal.

EXTERIOR PROTECTION

Front and rear door panels

55 G



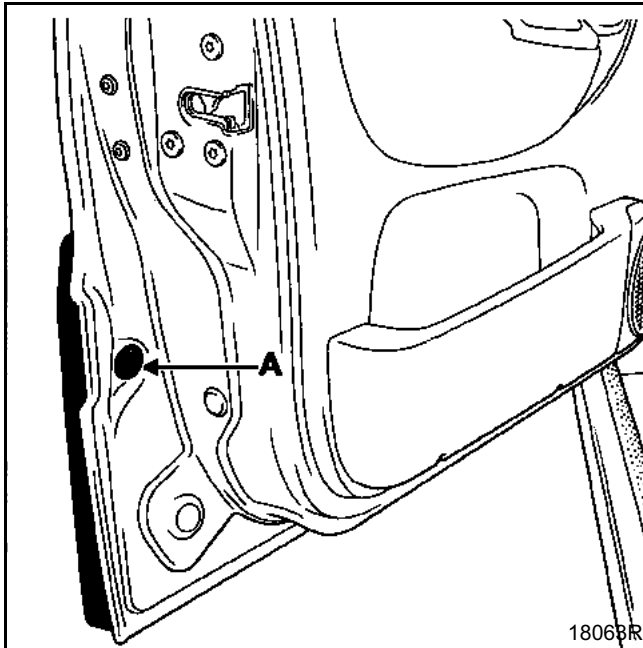
PRF5519

EXTERIOR PROTECTION

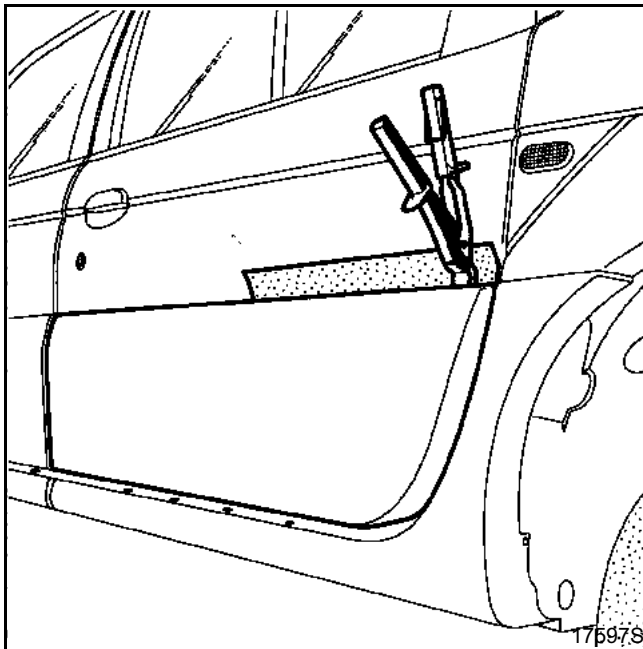
Front and rear door panels

55 G

REMOVING THE FRONT DOOR PANEL

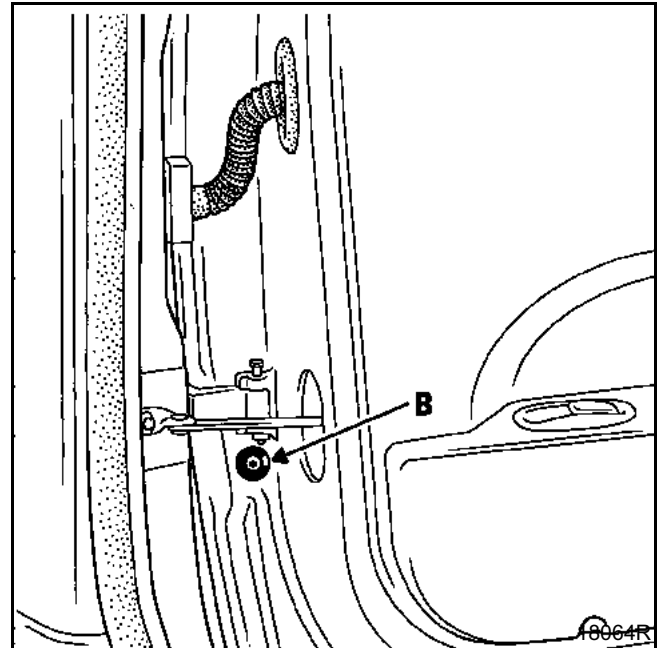


Remove the blanking cover (A), and the panel mounting bolt.

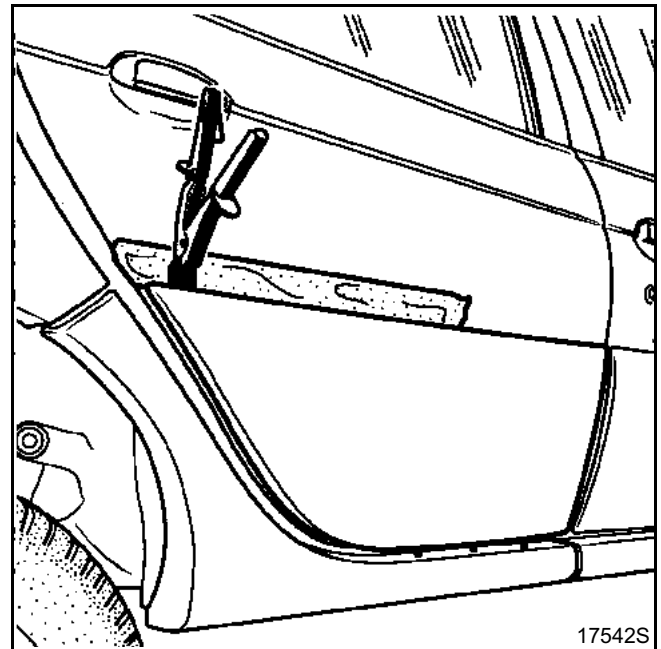


Protect the door using masking tape and then release the panel using the unclipping pliers.

REMOVING THE REAR DOOR PANEL



Remove the blanking cover (B), and the panel mounting bolt.

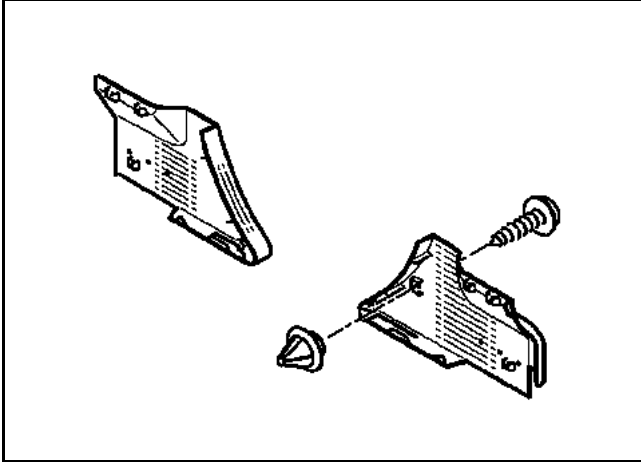


Protect the door using masking tape and then release the panel using the unclipping pliers.

EXTERIOR PROTECTION

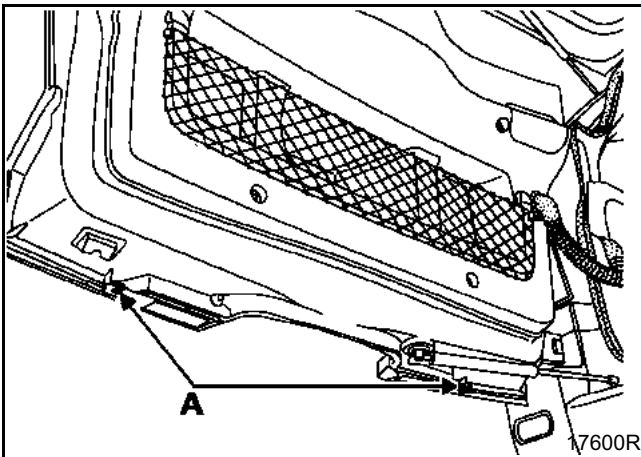
Luggage compartment lid embellishers.

55 H

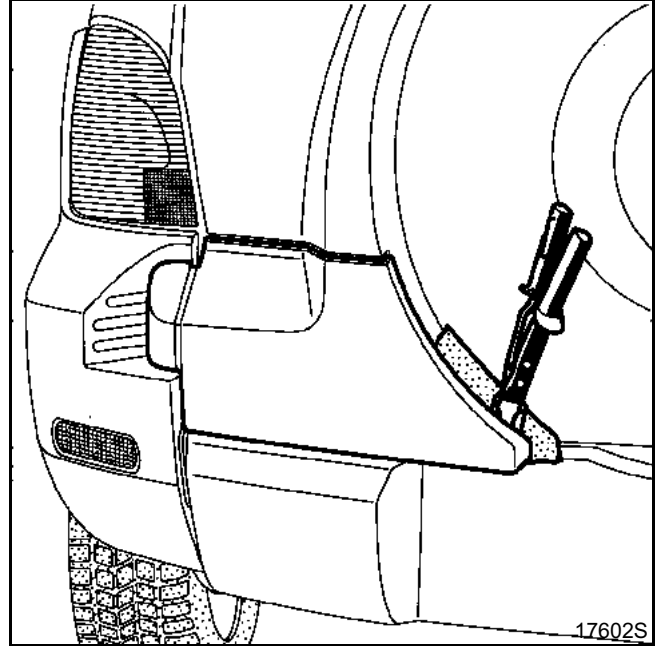


REMOVAL

After removing the emergency spare wheel,

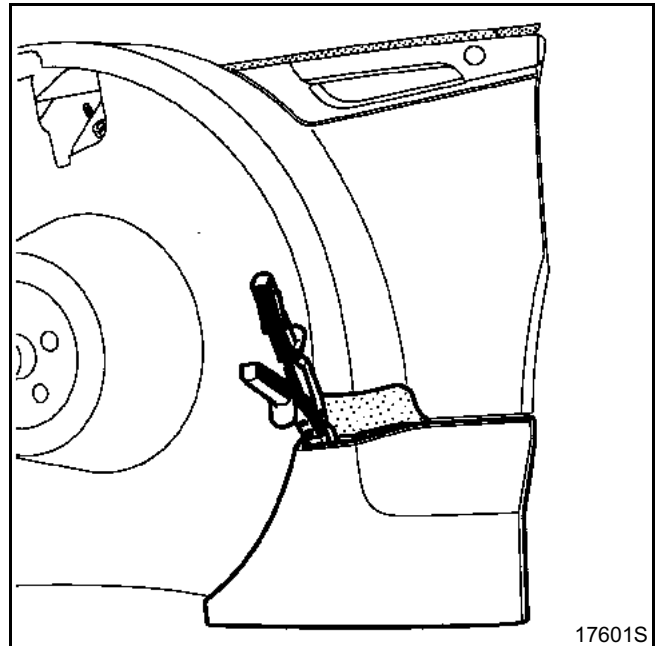


remove the lower mounting bolts (A).



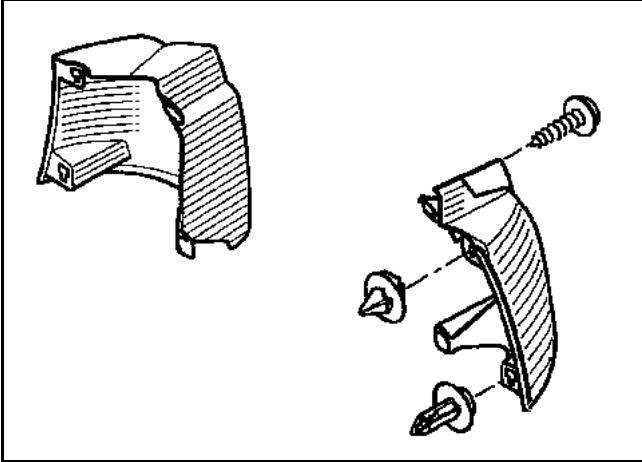
Protect the luggage compartment lid using masking tape and then release the embellisher using the unclipping pliers (**six clips**).

Disconnect the registration plate light connector.



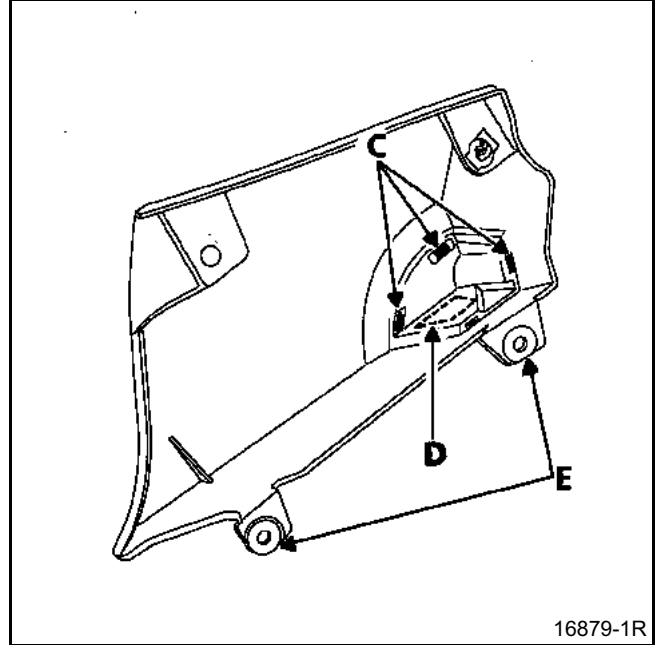
REFITTING

To refit, proceed in the reverse order to removal.

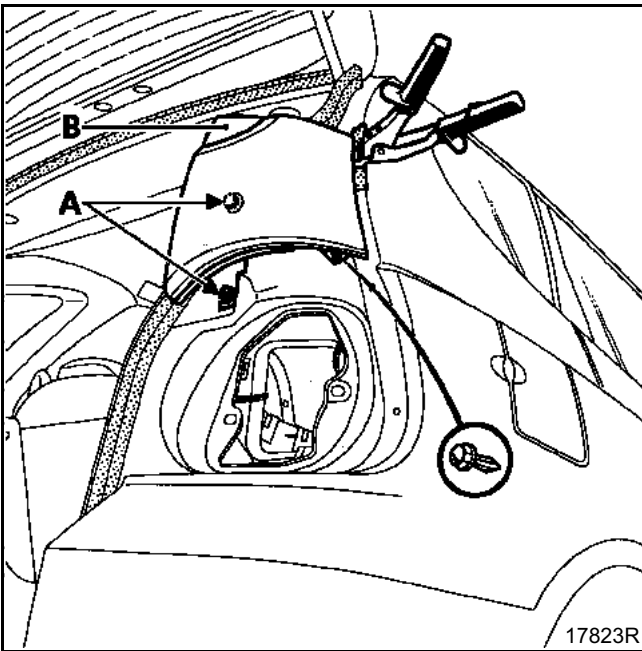


Extender embellisher (B)

It is possible to remove this part, which avoids masking before painting.



REMOVAL



Remove:

- the rear light,
- the two mounting bolts (A).
- the lower clip using a small flat screwdriver,
- the upper clip using the special clamp.

Apply pressure to the retaining brackets (C).

At the same time pull on the part which is held by the double sided adhesive tape (D).

REFITTING

Apply double sided adhesive tape to the front embellisher before reclipping it.

Check that the seals are positioned correctly (E).

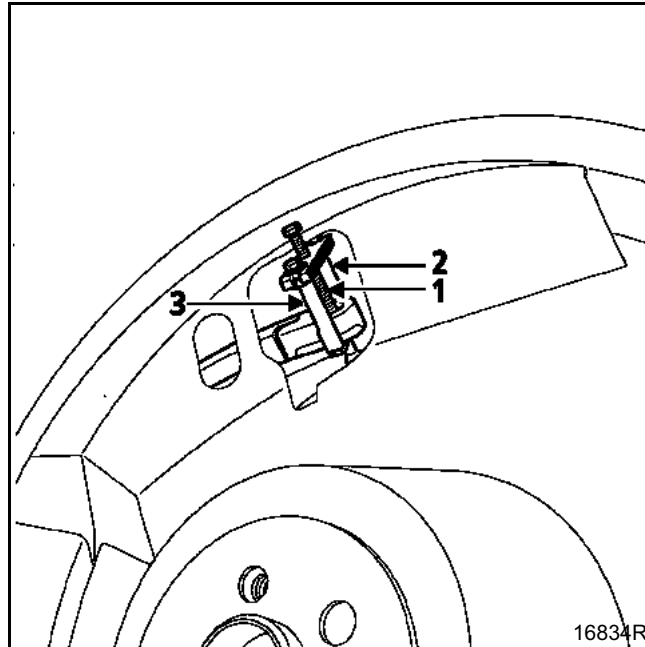
To refit, proceed in the reverse order to removal.



WARNING: Use the special tool **Elé. 1552** to remove the rear screen wiper arm.

REMOVAL

After removing the emergency spare wheel,



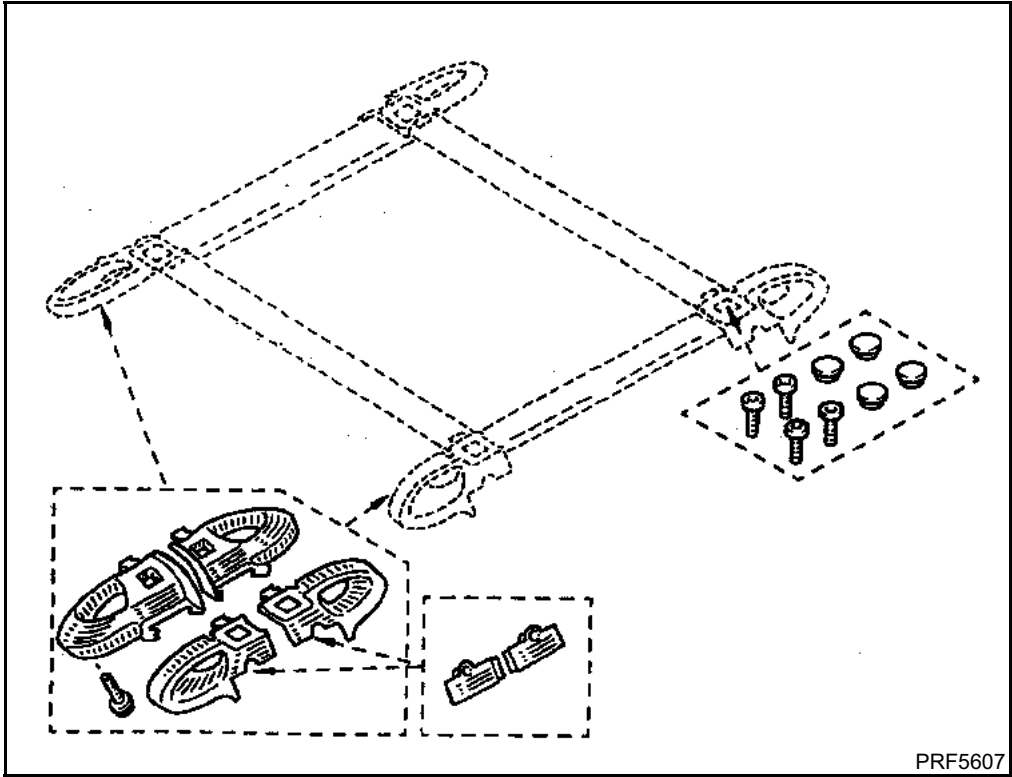
remove the nut cover, unscrew the mounting nut on the arm by one turn, insert the tool.

- 1 Extractor bolt (wedged on the loosened nut)
- 2 Short bend clip
- 3 Long bend clip

After unlocking the arm, remove the extractor then complete the operation manually.

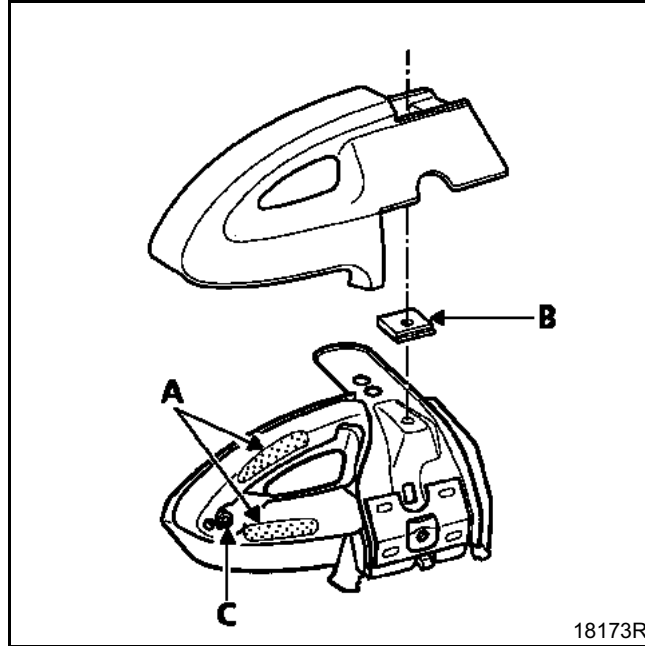
REFITTING

Tightening torque for the nut **11 ± 1 N.m**



REPLACEMENT

Use one of the window bonding kits to assemble this part.



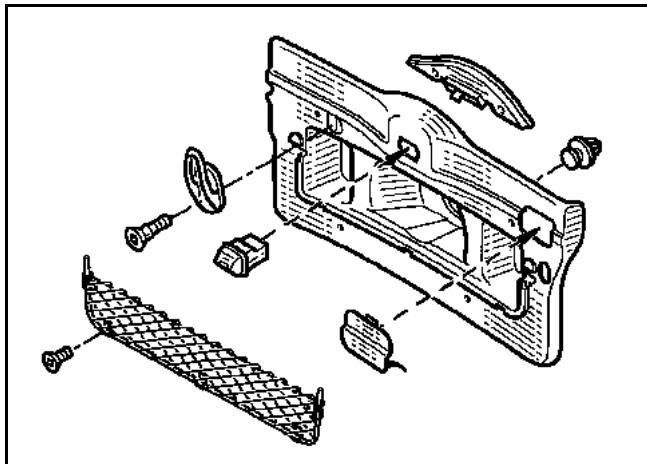
Level down the residual seals, degrease using heptane then apply red primer to both sections. Apply glue to (A).

Refit and insert the spacer (B), the embellisher and the mounting bolt (C). To pad the casing correcting use masking tape.

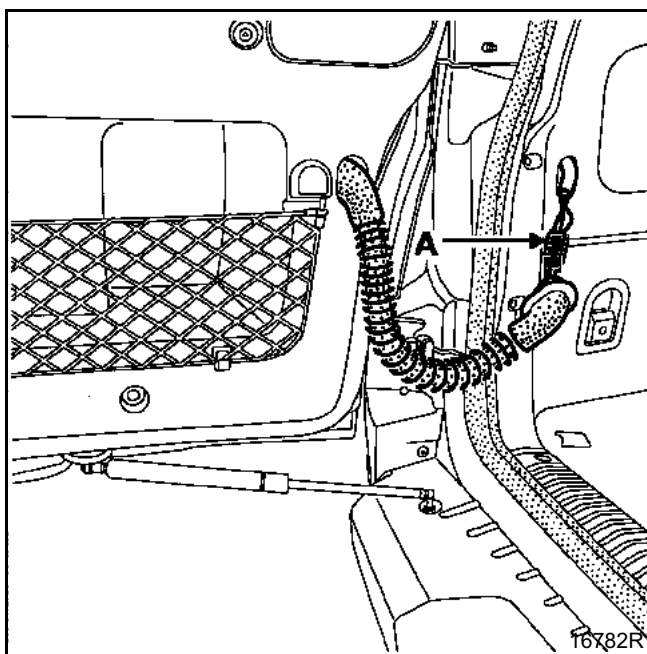
NON-SIDE OPENING ELEMENTS TRIM

Luggage compartment lid trim

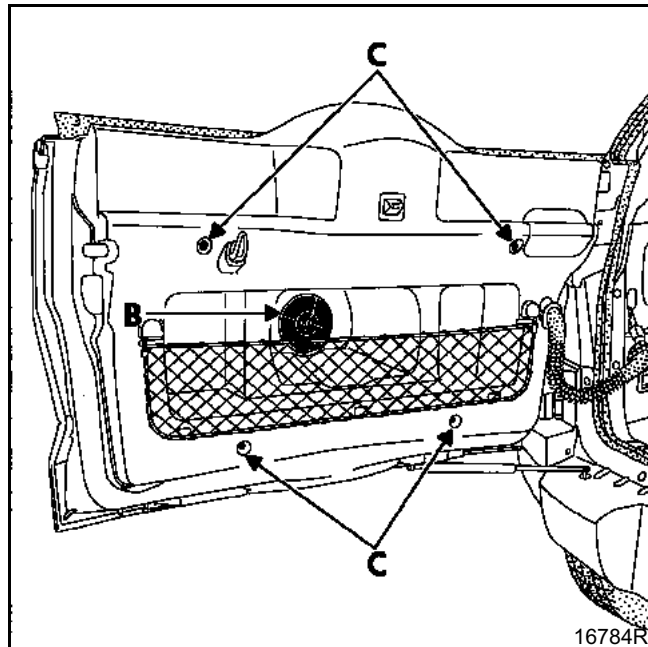
73 A



REMOVING THE CENTRAL TRIM



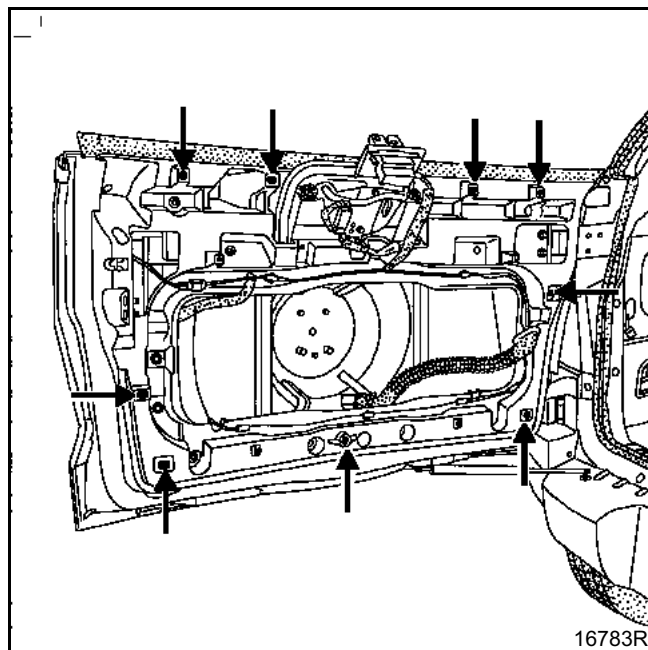
Remove the protective sheath and disconnect the connector (A).



Loosen the wing nut (B).

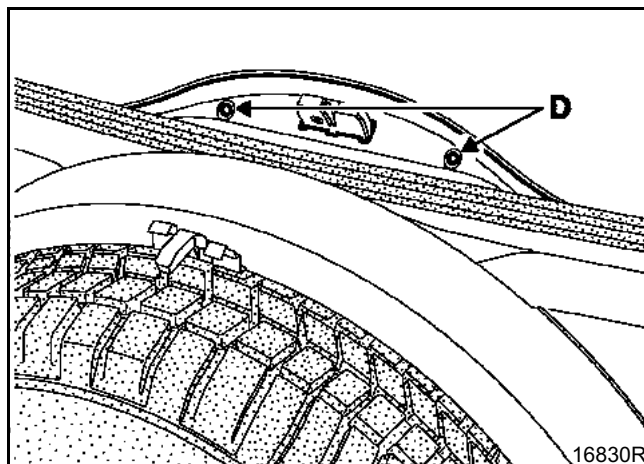
Remove:

- the emergency spare wheel protector,
- the mounting bolts (C).



Remove the trim using unclipping pliers (nine clips).

REMOVING THE LOCK COVER



Remove the two mounting bolts (D).

Release the cover.

REFITTING

After checking that the locks operate correctly, proceed in the reverse order to removal.