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CB1A

AUGUST 2001

EDITION ANGLAISE

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

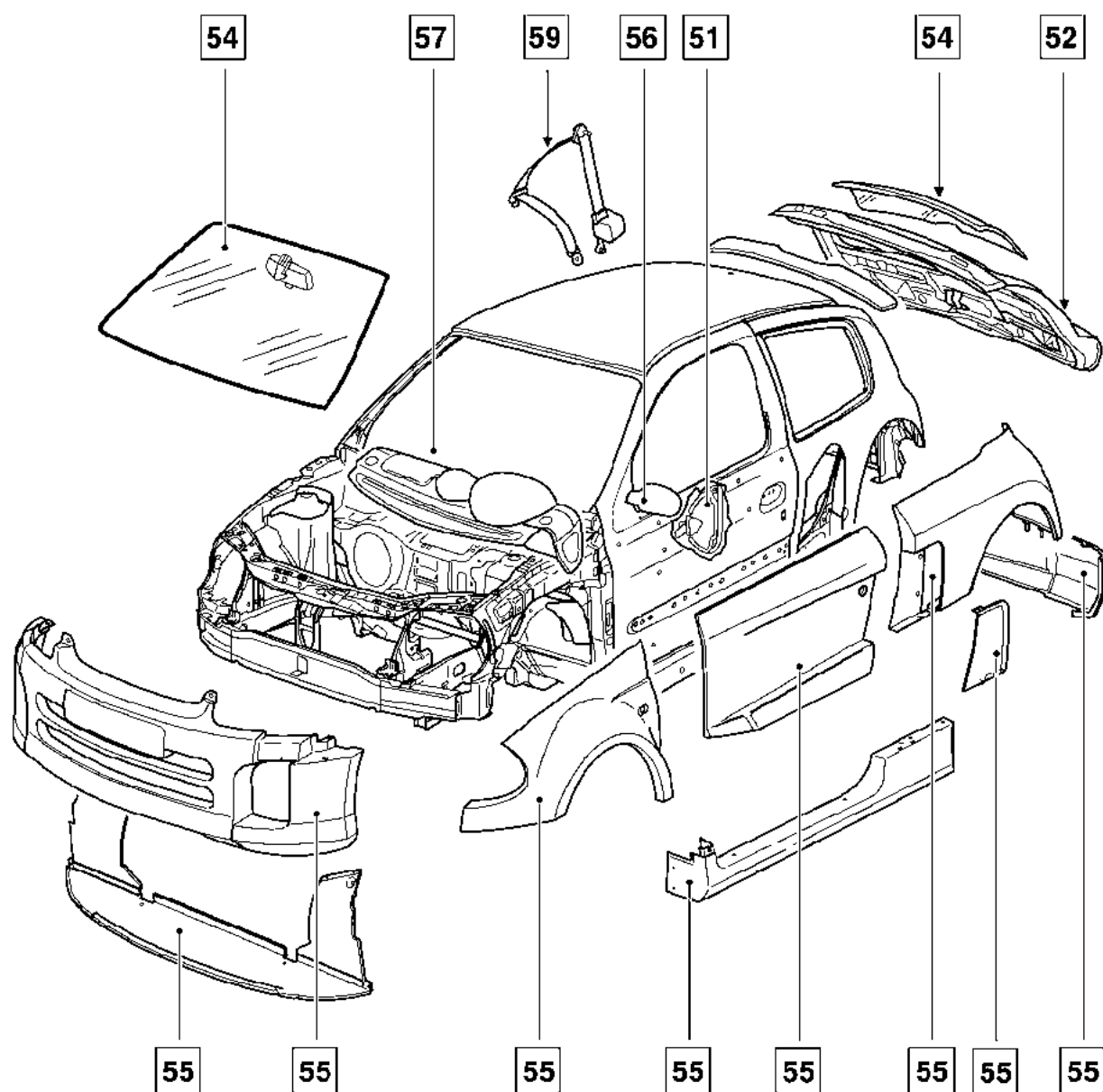
The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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EXPLODED VIEW

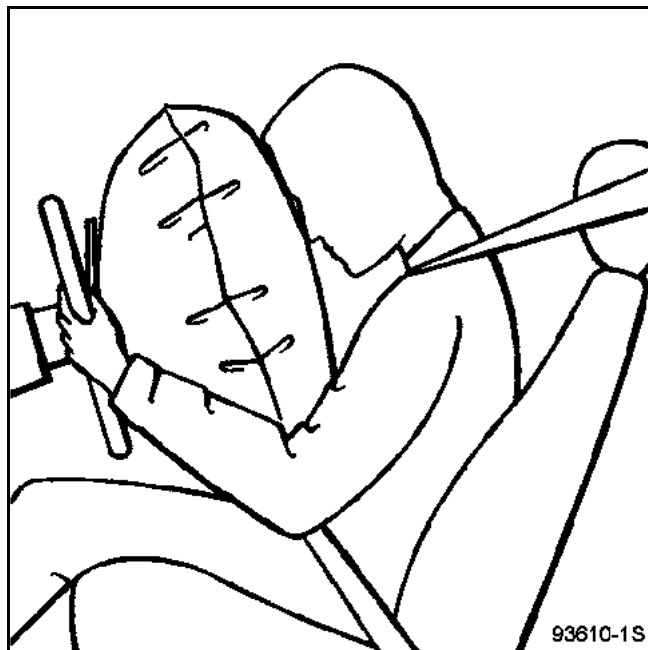


Mechanisms and accessories

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AIR BAG AND PRETENSIONERS



IMPORTANT: All operations on the **air bag and pretensioner systems** must be performed by trained and qualified personnel. The **Air bag Workshop Repair Manual, section 88** **MUST** be consulted.

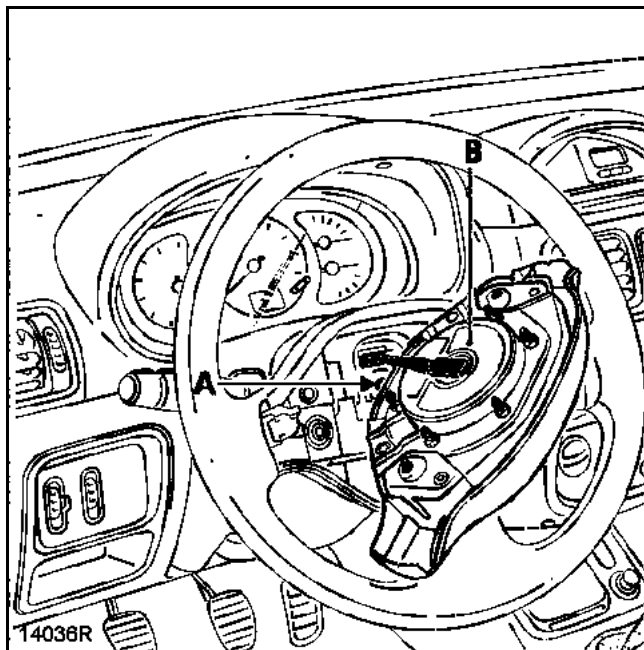
IMPORTANT: When working under the vehicle do not subject the underside of the floor to impacts without removing the pretensioner fuse and waiting 5 minutes for the reserve capacity to discharge. **Refer to the fuse allocation information in section 88.**

AIR BAG LABEL SET

When replacing the windscreen, it is essential to replace the sticky labels when an air bag is present.

If the vehicle is fitted with a passenger air bag, you must always replace the warning label on the side of the dashboard after it has been replaced.

These labels are available as a set from the Parts Store under part number **77 01 205 442**.



Each time the steering wheel is removed, the steering wheel bolt **MUST** be replaced. **Consult sections 88 and 57-D.**

IMPORTANT: whenever the steering wheel is removed, the air bag (B) connector must be disconnected. The air bag has a connector which short circuits when it is disconnected to prevent incorrect triggering.

HEAT SHIELDS

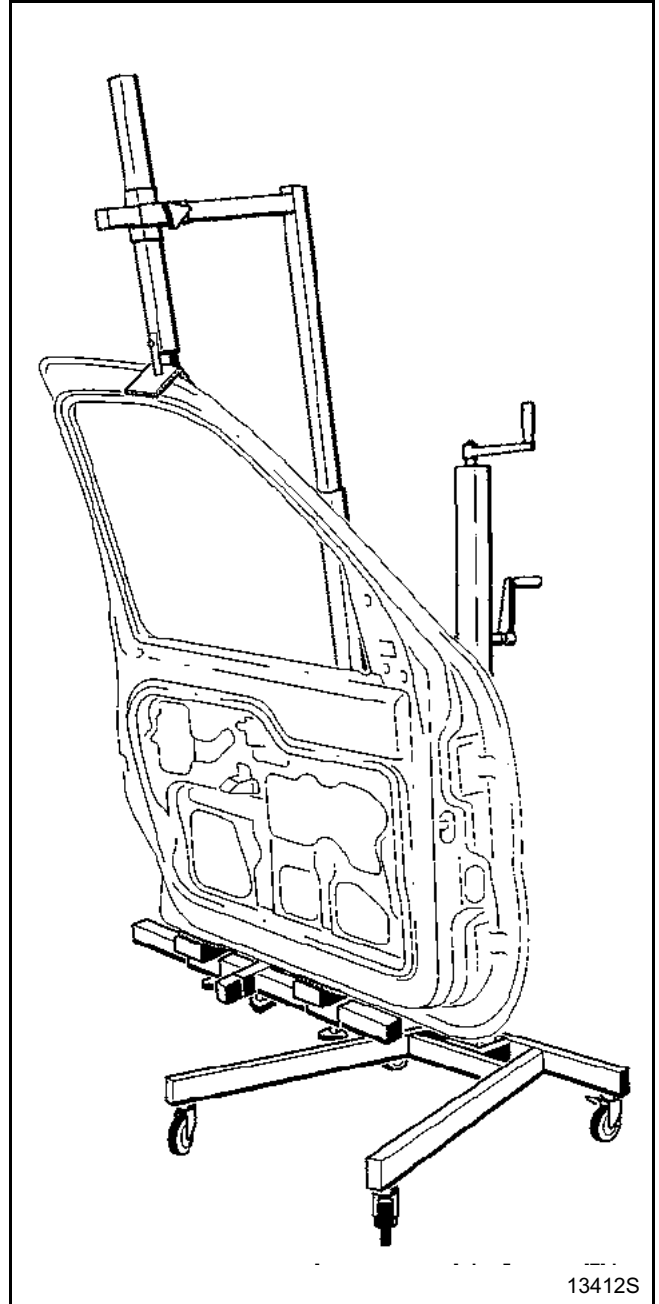
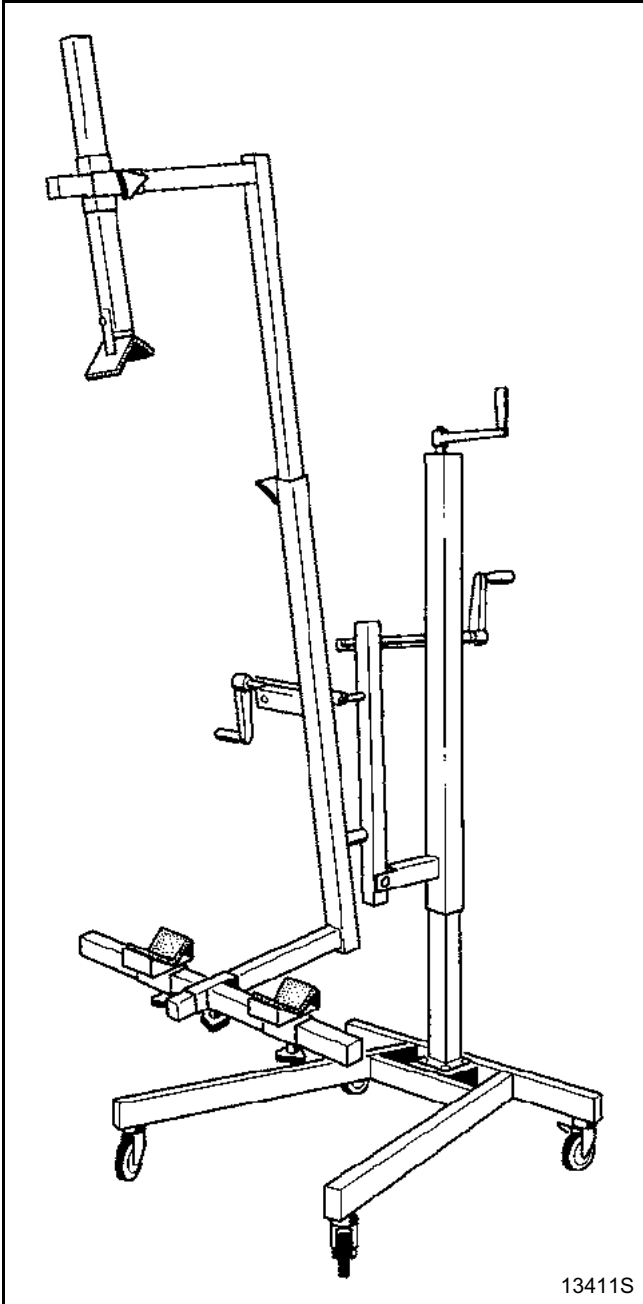
Heat shields must be refitted, whether they are for bodywork or mechanical components.

TIGHTENING TORQUES

The recommended tightening torques **MUST** be observed.

PRODUCTS

Read the precautions for use carefully and observe the safety instructions by using the appropriate protection (gloves, mask, etc.).



TOOL FOR SUPPORTING DOOR

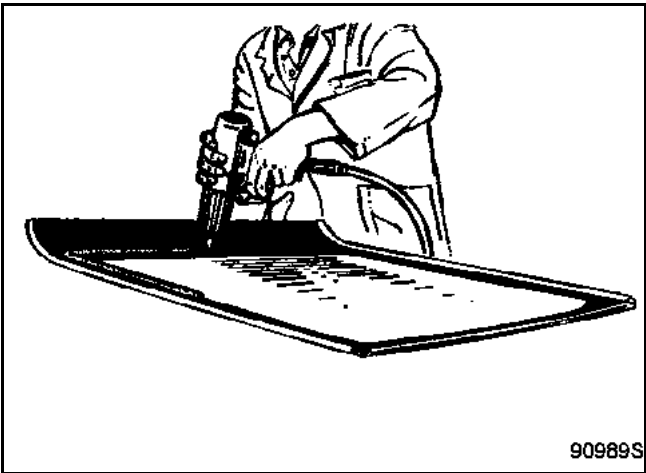
This frame assists the operator when removing or refitting swing-out or sliding doors.

Specially adapted for utility vehicles, it supports the weight of a door with all components fitted, thus preventing the need for a second person to assist.

Renault approval number: **661 000**.

MATERIAL FOR REMOVING/REFITTING BONDED
WINDOWS

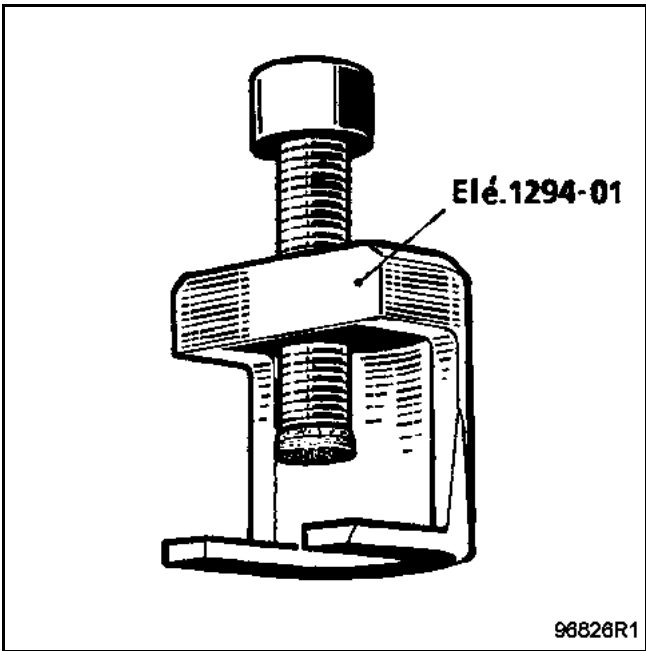
For information on recommended adhesives,
applicators and procedures, consult Technical Note
317A General window bonding method.



RAPID MONOCOMPONENT WINDOW BONDING SET



MULTI-PURPOSE GUN



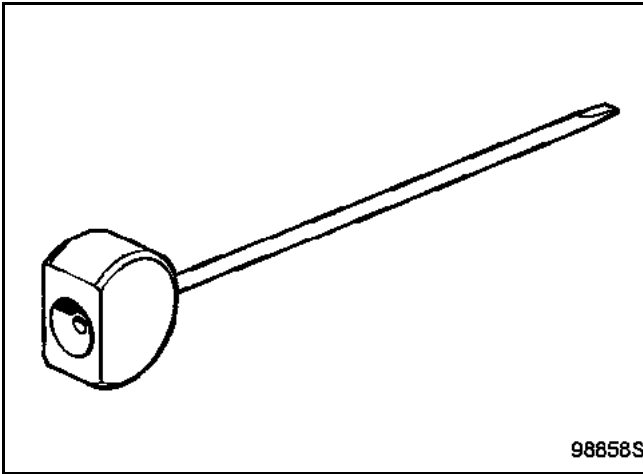
Removal

Put the windscreen wipers in their at-rest position.

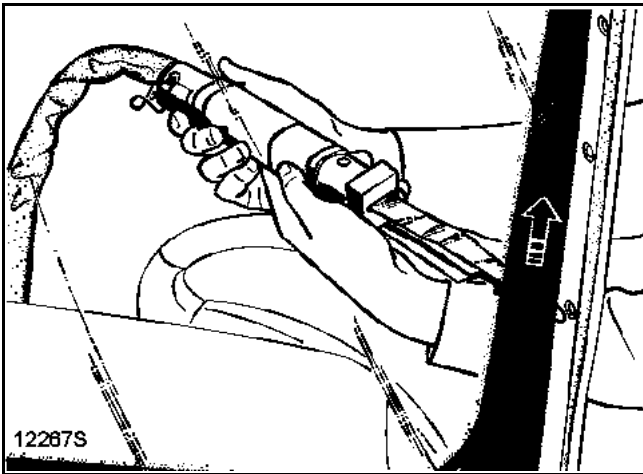
Open the bonnet.

To remove the caps on the wiper shaft nuts, insert a
blade between the caps and the arms and lever it up
so that the caps slip off.

WIRE INSERTION THREADER TOOL

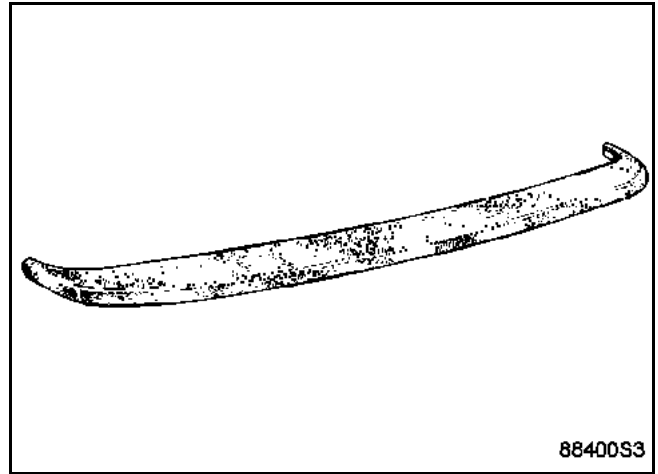


**"EASY-CUT" PNEUMATIC TOOL FOR REMOVING
BONDED WINDOWS (DCAV/SODICAM)**



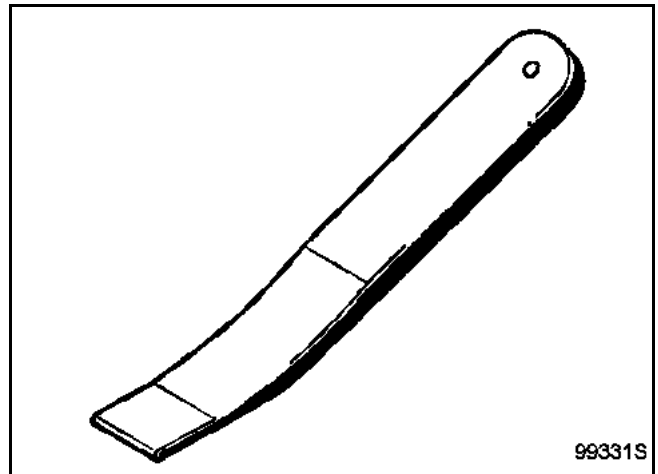
Consult the relevant Technical Note for information on the method and specifications for using this tool.

DASHBOARD PROTECTION



Car. 1482 - Part number: 00 00 148 200.

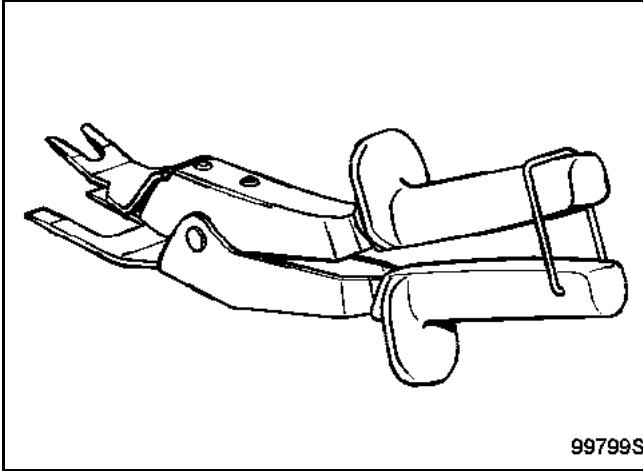
**EXTERNAL REAR-VIEW MIRROR GLASS
REMOVAL TOOL**



Car. 1363 - Part number: 00 00 136 300.

This tool may also be used for removing roof trim and exterior door weatherstrips.

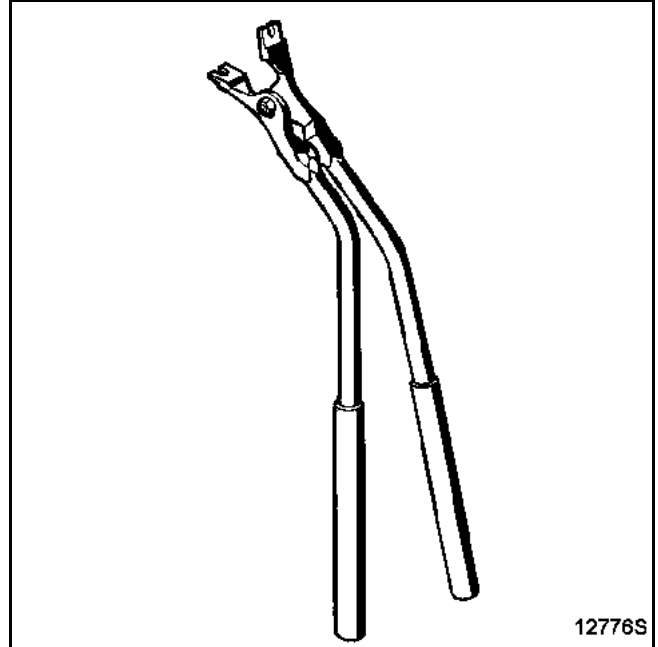
CLIP-REMOVING PLIERS



Using these pliers it is **easy to remove "fir-tree" clips** and interior trim clips such as on door panels, soundproofing mats and **mudguard mountings**.

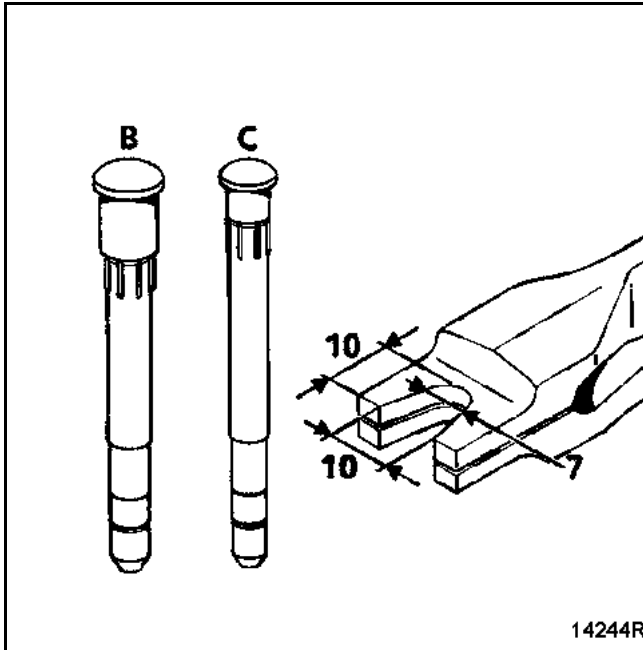
The tool has a flat, bevelled head which allows you to remove the clips easily and without causing damage to the clip heads. This means the clips can be reused for the refitting procedure (see the relevant Technical Note).

DOOR HINGE REMOVAL TOOL



Car. 1415 - Part number 00 00 141 500.

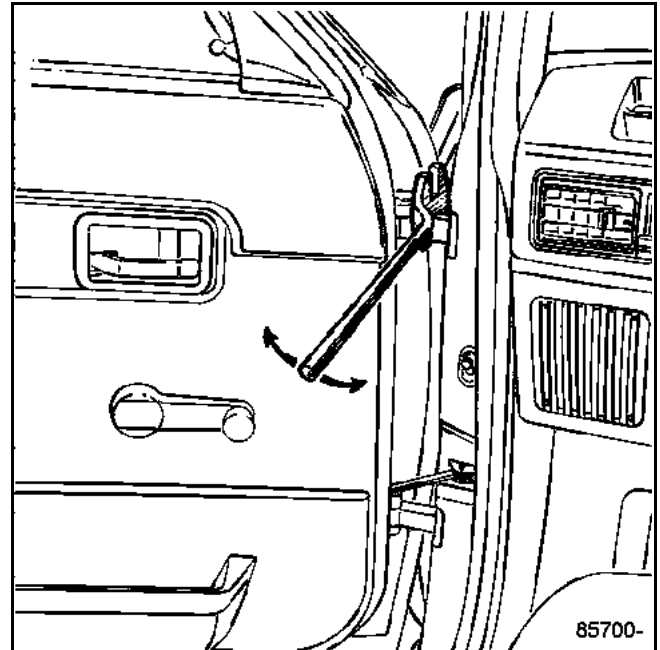
MODIFICATION TO DOOR HINGE REMOVAL TOOL



Following modification, this tool can now be used to remove MEGANE hinges (C) as well as X65 (B) hinges.

Use a flat file and a rat-tail file to file down the tip and neck of the tool to the dimensions indicated in the diagram below.

TOOL FOR TIP-ADJUSTING OPENING ELEMENTS

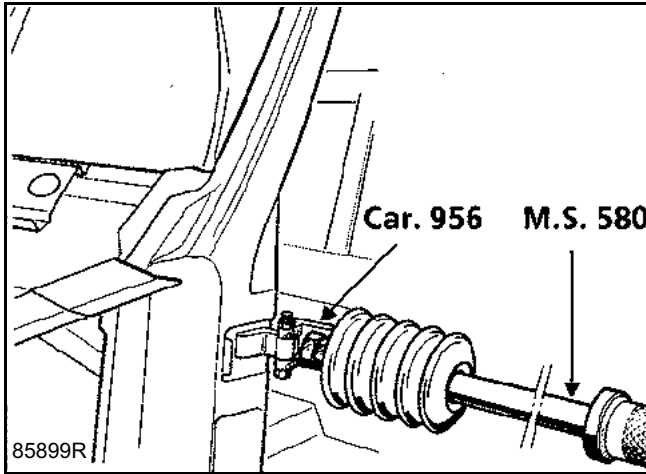


Use the WILMONDA special tool, part number BHA, to help you adjust the door by tipping it.

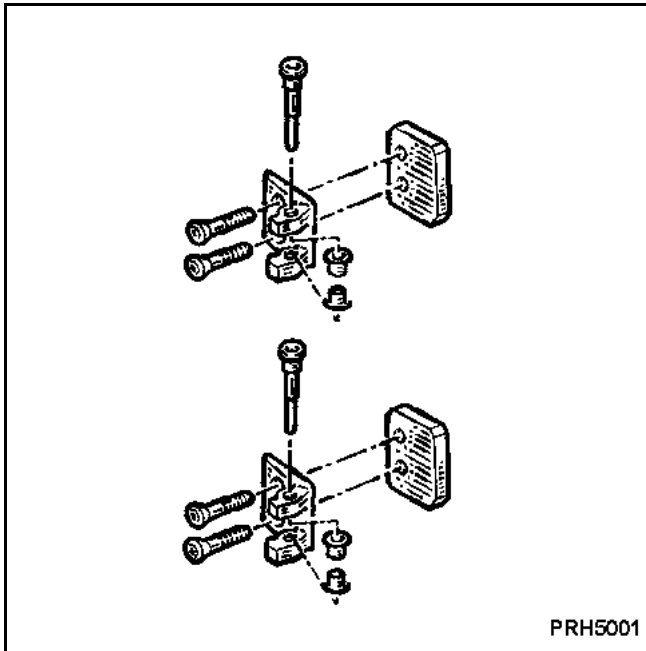
Supplier: Z. INTERNATIONAL

This tool allows you to put the hinge leave welded to the A or B-pillar of the body in an X position.

ADJUSTING DOORS FLUSH



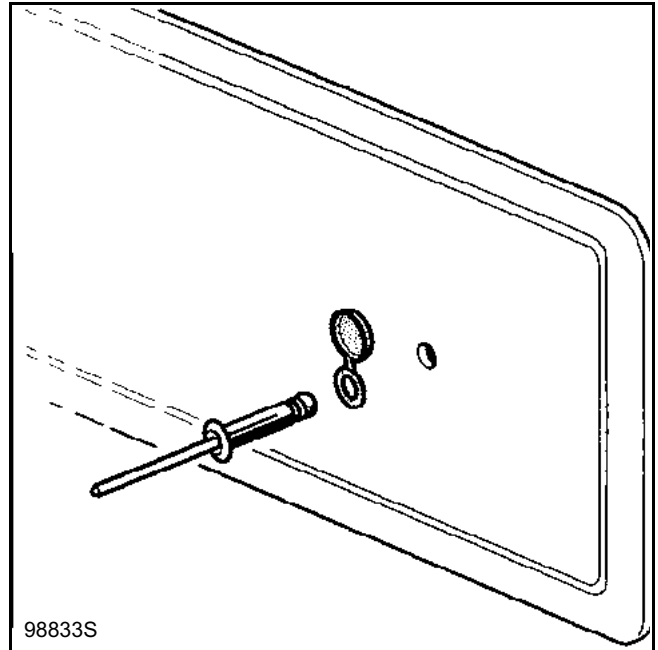
Adjusting limit: **3 mm**.



When replacing opening elements or body, we recommend using the special mounting sets available from After-Sales for the refitting procedures.

Consult Technical Note 384A for information on set components and part numbers.

NUMBER PLATE MOUNTING



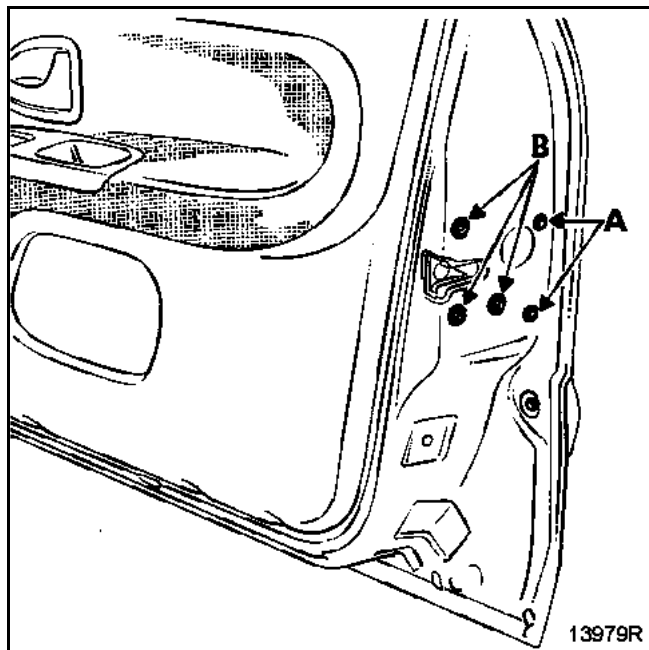
Consult Technical Note no. 418A for instructions on fitting number plate mounting rivets.



- the front door trim (see section 72-A)
- the shock absorber (see section 59-A)

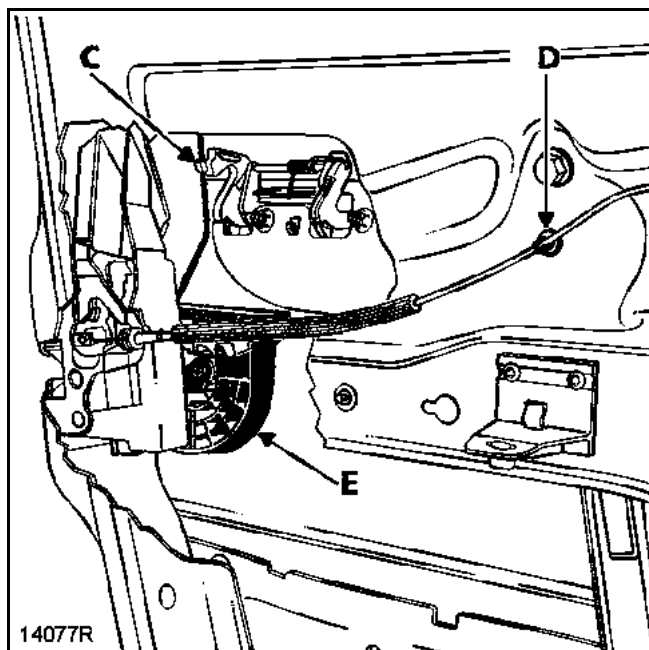
51-1

REMOVAL



Remove:

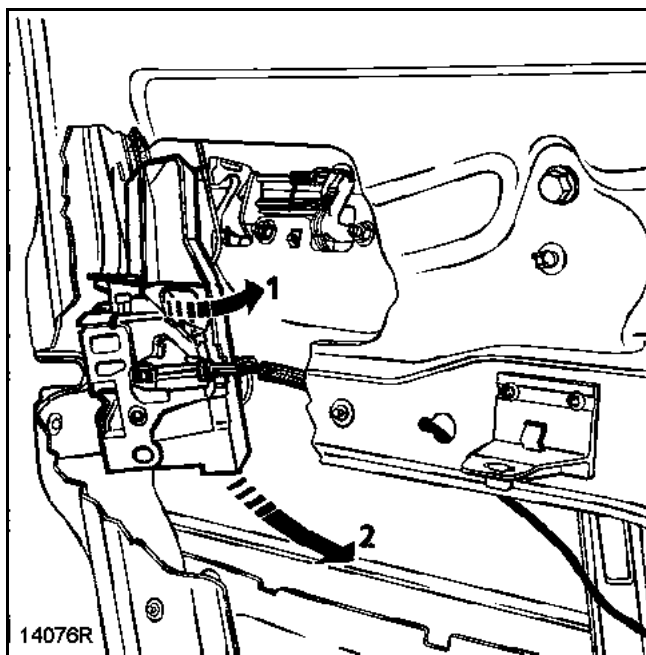
- the two anti-tamper lug mounting bolts (A),
- the three door box section lock mounting bolts (B).



Unclip the opening control linkage on the exterior door (C).

Remove the retaining clip inner control wire (D).

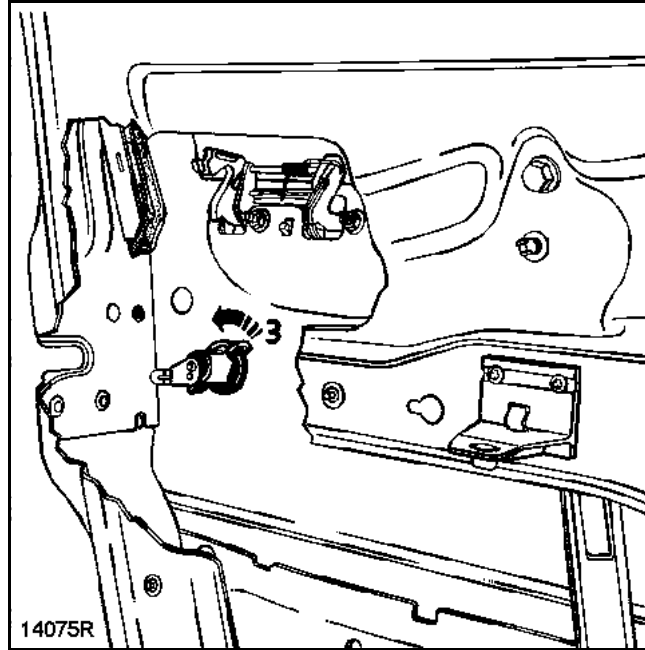
Remove the anti-tamper lug (E).



Remove the retaining clip from the motor supply connector and then remove the motor.

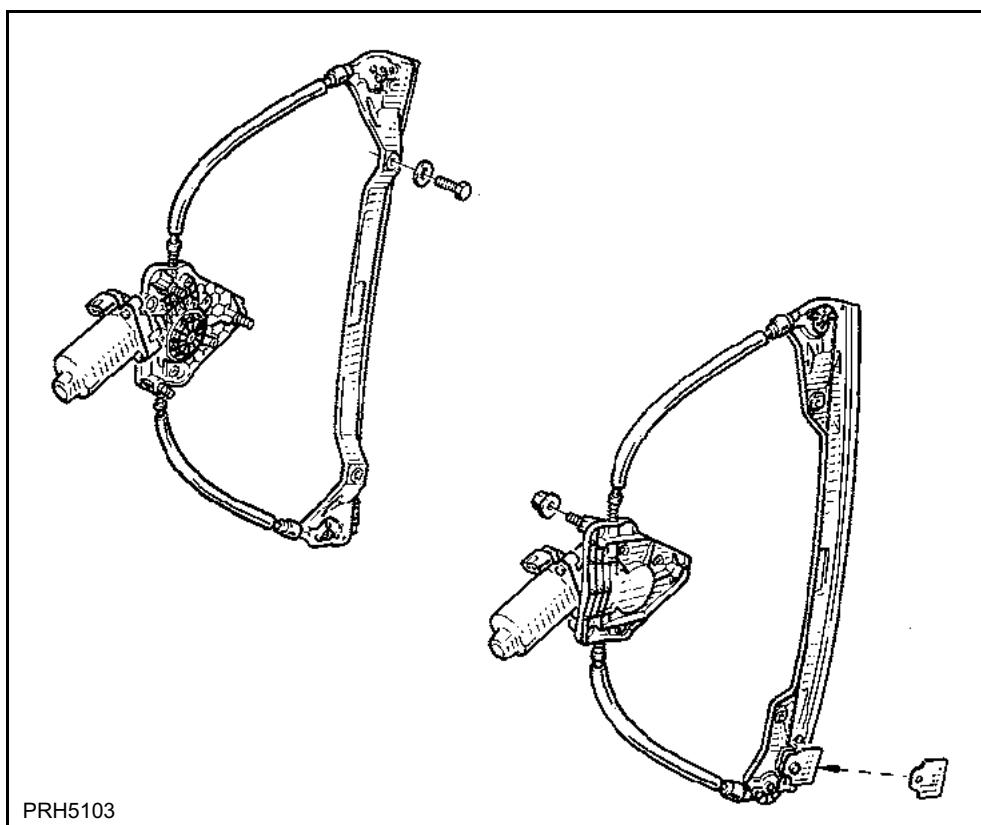
Push the lock (1) towards the door panel to disengage the lock barrel control finger (F) (see previous page).

Remove the (2) door box section lock.



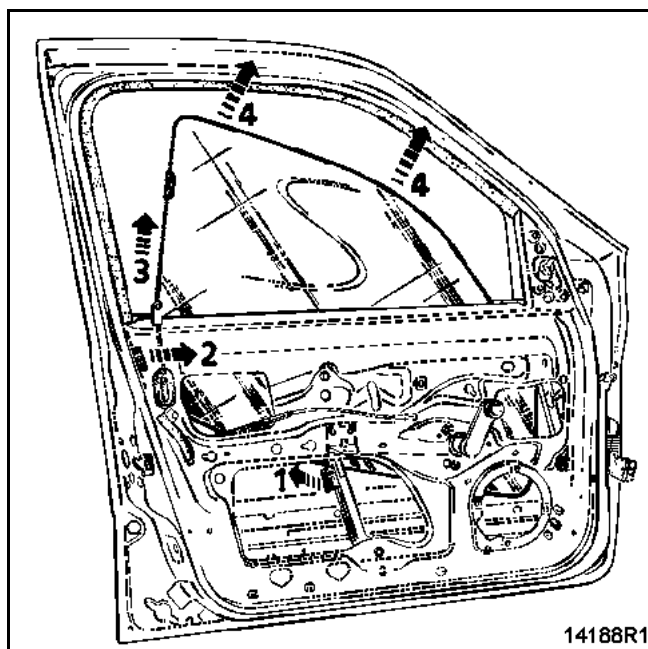
Turn the retaining clip (3) one quarter-turn and remove it from its housing on the lock barrel body.

Remove the lock barrel from the door panel.

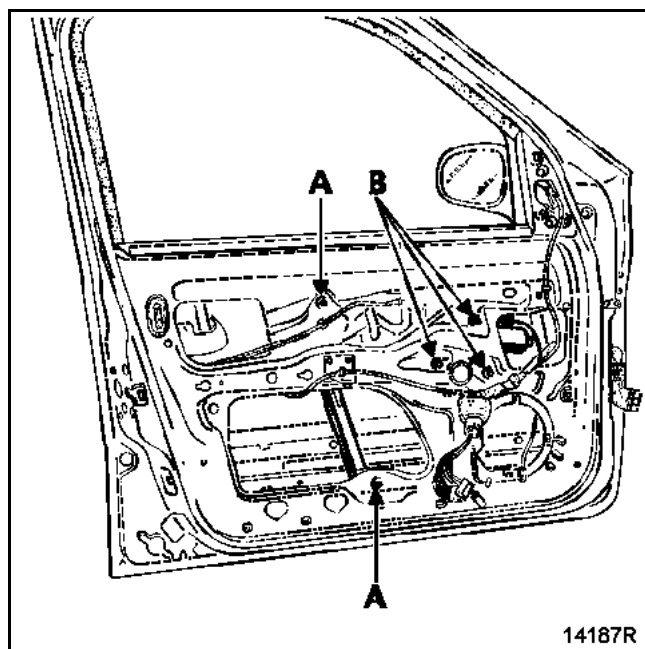


REMOVAL

Remove the front door trim (see section 72-A).

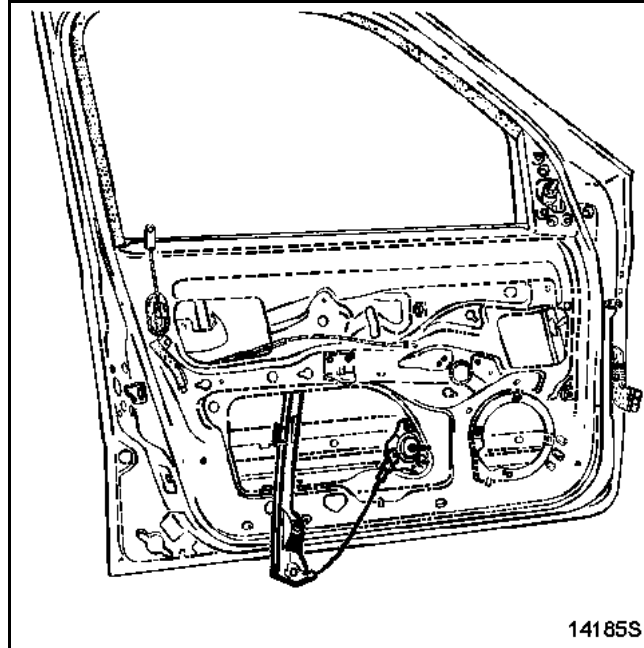


Remove the front door window and the interior weatherstrip from the glass (see section 54-C).



Remove:

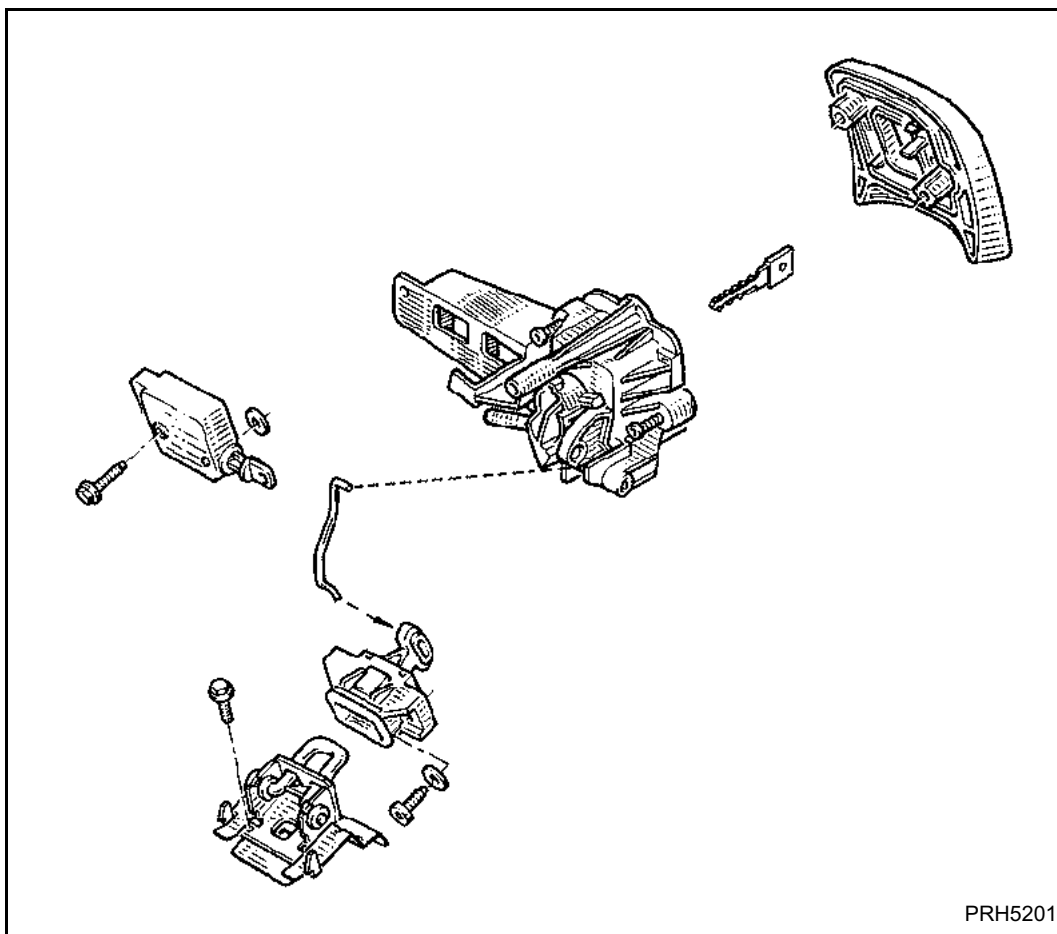
- the two guide rail mounting bolts (A),
- the three motor mounting bolts (B).



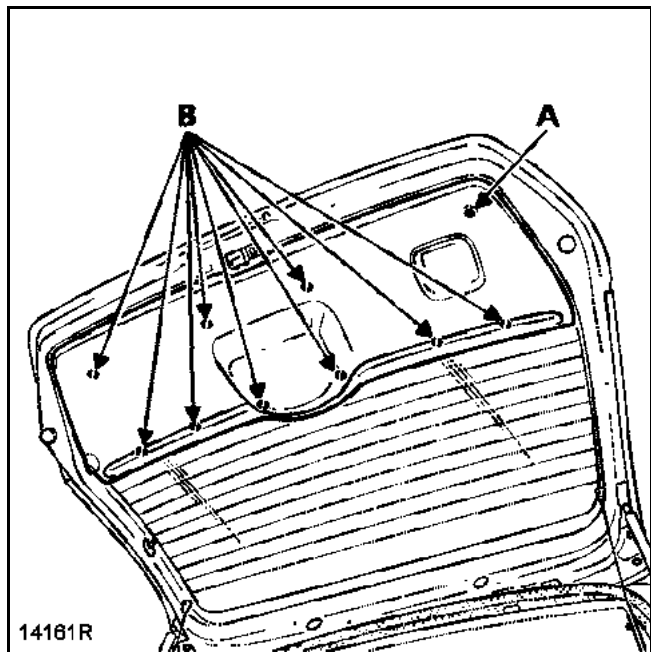
Remove the electric window motor supply connector if necessary.

Remove the window riser through the opening in the door box section.

Tailgate lock barrel and lock



REMOVAL



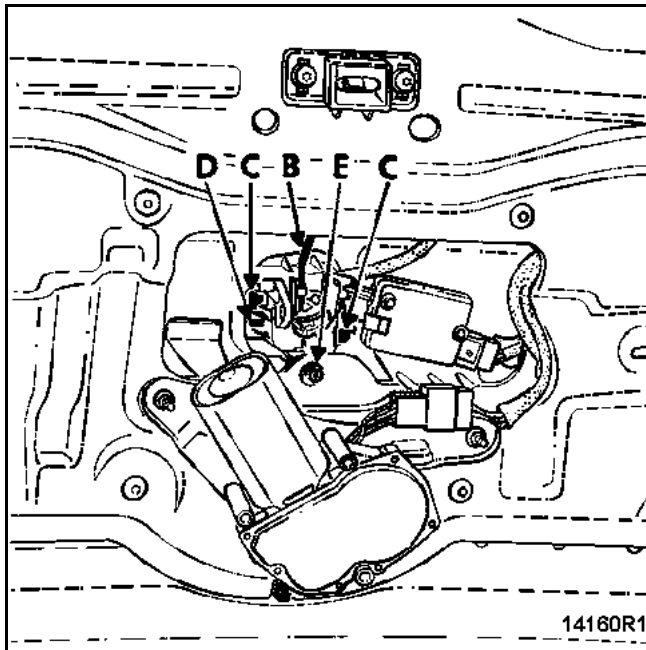
Remove:

- the tailgate trim,
- the mounting bolt (A).

Unclip the trim (B) using the clip-removing pliers.

Remove the trim.

Tailgate lock barrel and lock



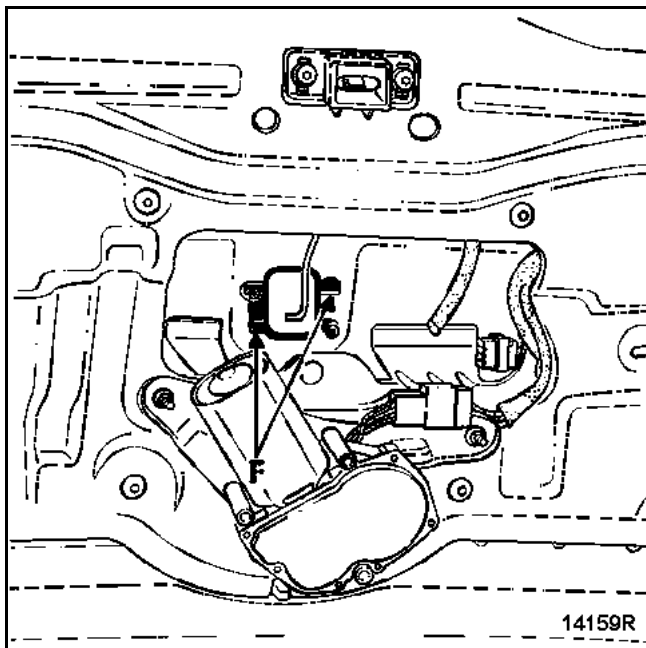
Remove:

- the lock control linkage (B),
- the two mounting bolts (C).

Unclip the lock barrel/motor assembly (D).

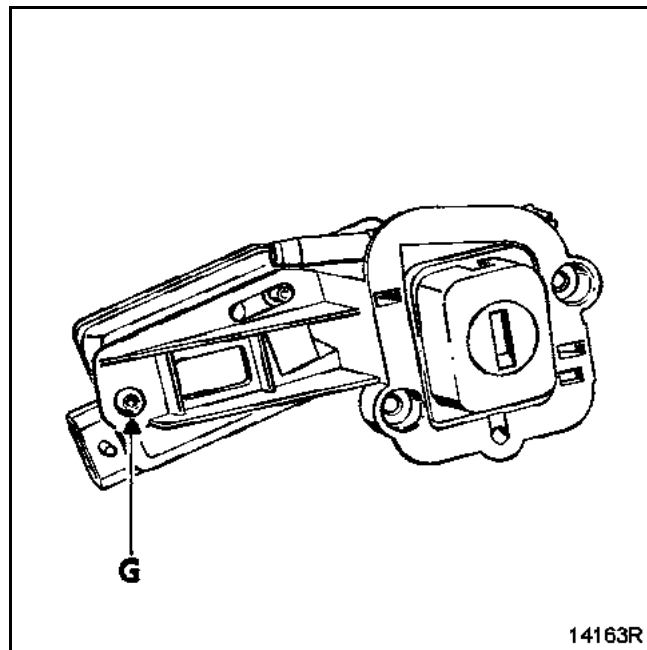
Disconnect the motor supply connector.

Push the lock barrel/motor assembly to disengage the tailgate lining pin (E).



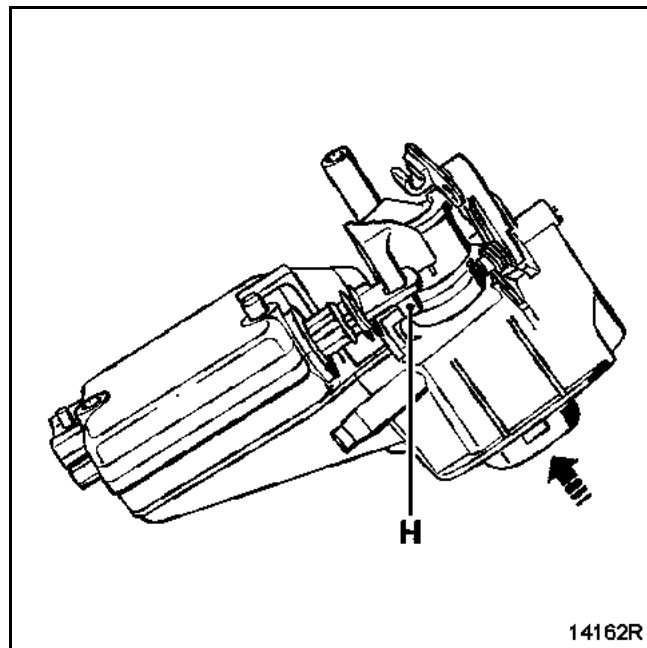
Unclip the opening handle (F) with a small, flat screwdriver.

REMOVING THE LOCKING MOTOR



Remove the mounting bolt (G).

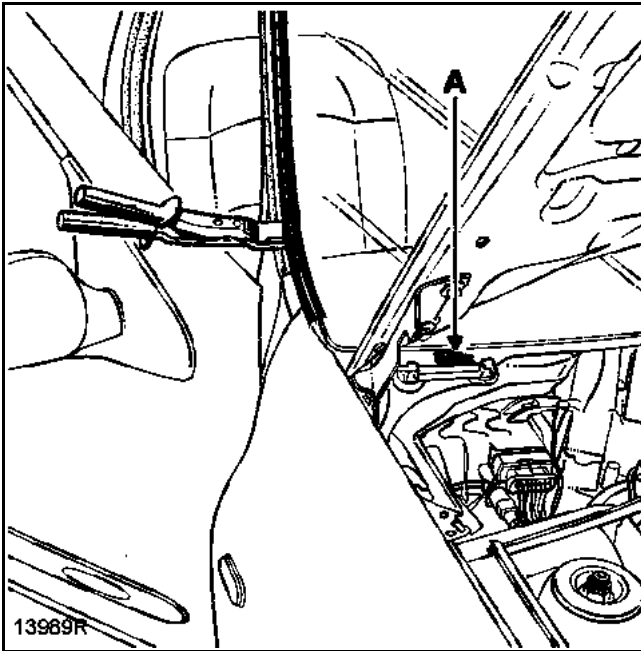
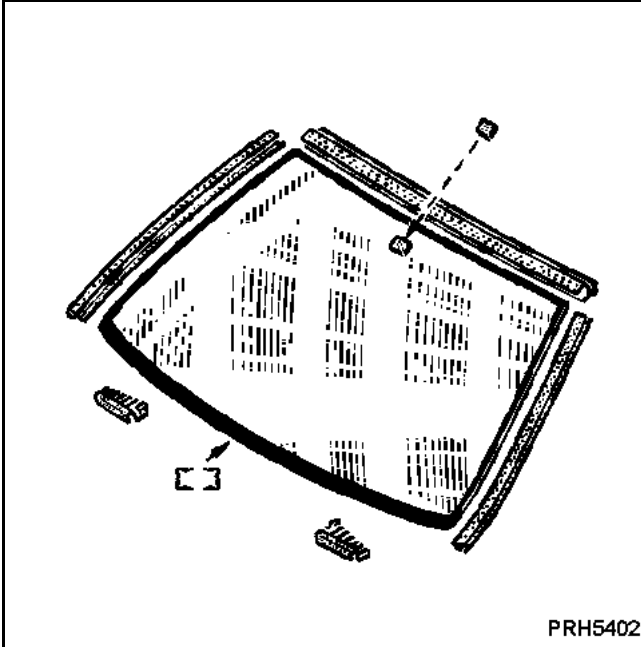
REFITTING



Push the lock barrel to disengage the motor shaft finger (H).

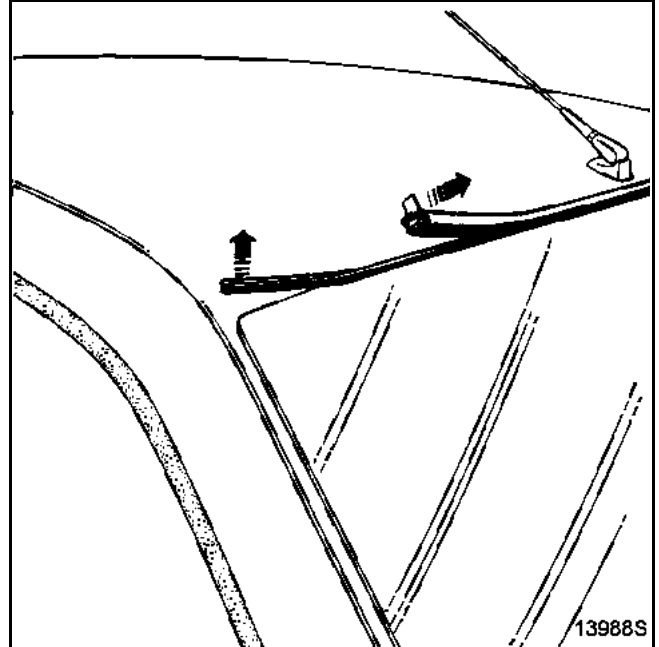
IMPORTANT: check that the seal gasket touching the tailgate paintwork is clean before refitting the opening handle.

REMOVAL



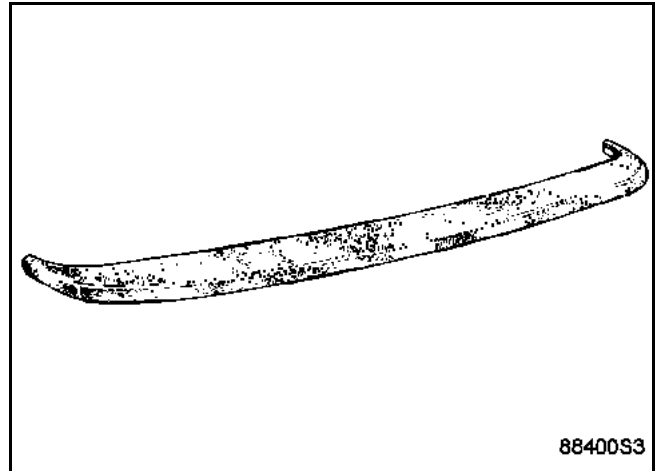
Remove:

- the windscreen wiper arms using tool **Elé. 1294-01**,
- the two cowl half-grilles (see section 55-D),
- the retaining blocks (A),
- the side trim strips (with the clip-removing pliers).



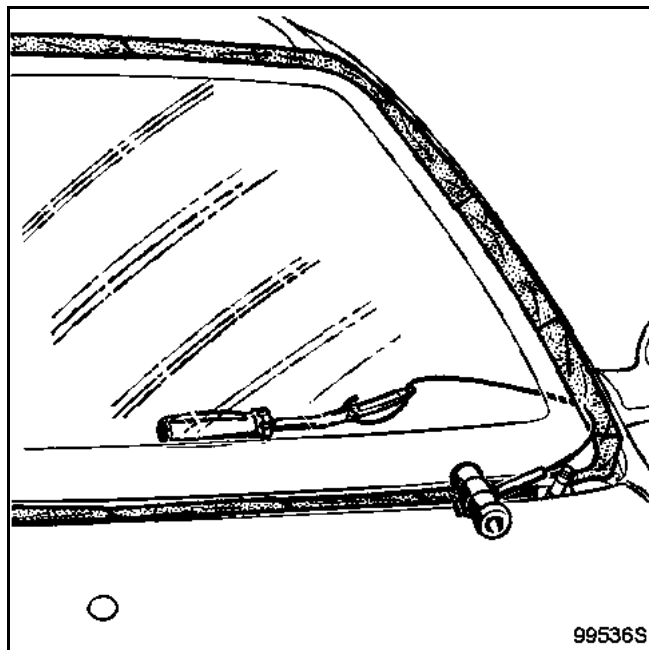
– the upper trim strip and its support.

Drive this out with a small, flat screwdriver.



Fit the dashboard protection, **Car. 1482**.

CUTTING THE ADHESIVE SEAL



Stick a strip of tape around the edge of the windscreen to protect the paintwork where the wires pass through.

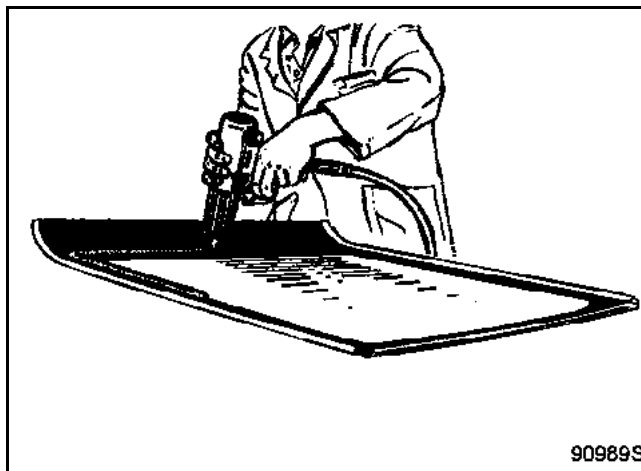
Insert the cut wire using the wire insertion threader tool (see section 50-B).

Fit the piercing tool and the pulling handle.

You can also use the pneumatic tool for removing bonded windows for the cutting procedure (see section 50-B).

Consult the relevant Technical Note for information on the method and specifications for using this tool.

BONDING AND FITTING THE WINDSCREEN



You will find information on preparing the bonding area under the general method for glass bonding in Technical Note 371A.

Fit:

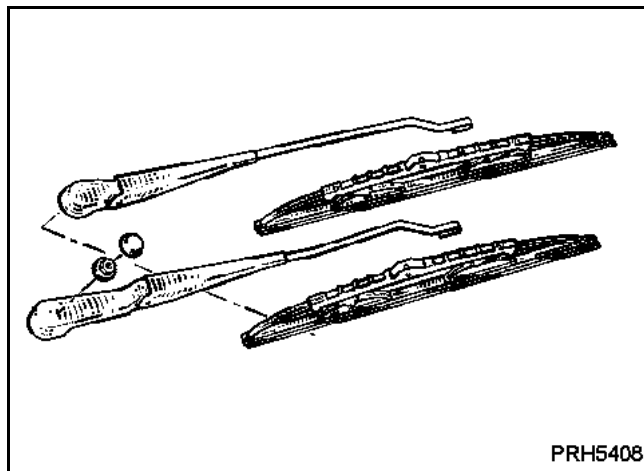
- the new upper trim and its support correctly inserted in the windscreen,
- the lower retaining blocks.

After applying the adhesive to the windscreen, offer it up above its housing on the opening and centre it by placing the exterior trim strip on the upper edge (at the level of the roof panel).

Settle the windscreen in its housing, making sure that the lower section touches the retaining shims.

Refit the side trims and the other parts removed previously.

REFITTING THE WIPER ARMS



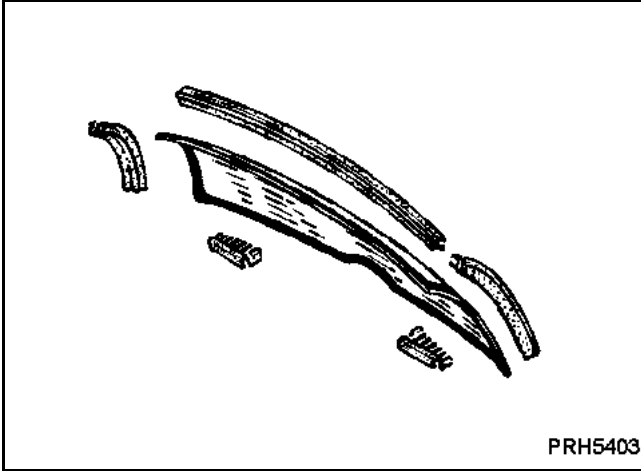
Check that the motor is in the park position before refitting the wiper arms.

Clean the wiper arm shaft splines with a wire brush.

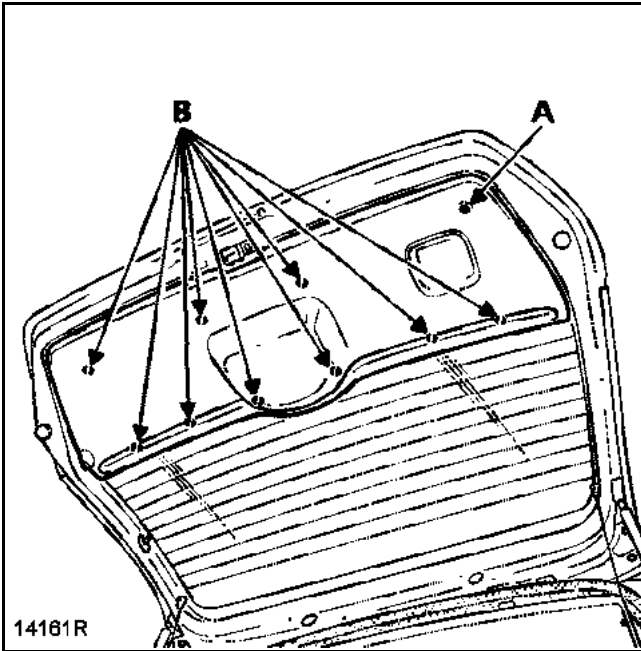
Refit the wiper arms and fit new nuts, tightening them to a torque of **18 Nm ($\pm 15\%$)** with a spanner.

The label set is available under part number **77 01 205 442**.

REMOVAL



PRH5403

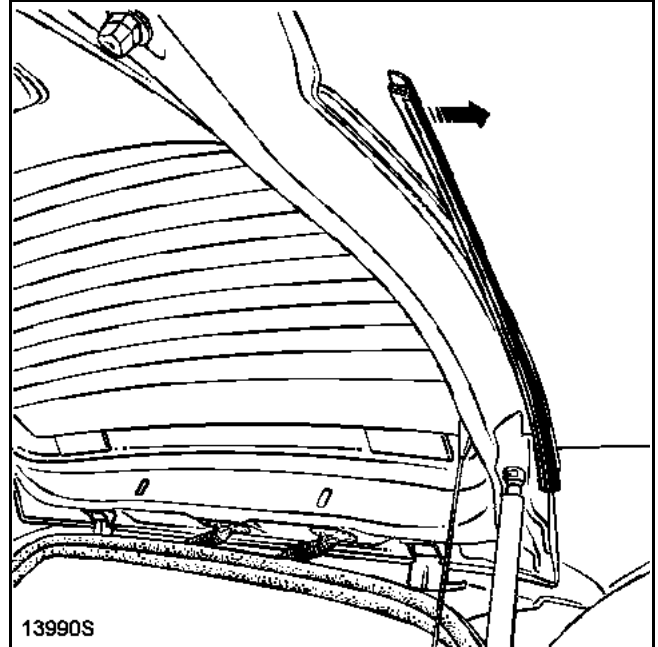


14181R

Remove the wiper arm with tool **Elé. 1294-01.**

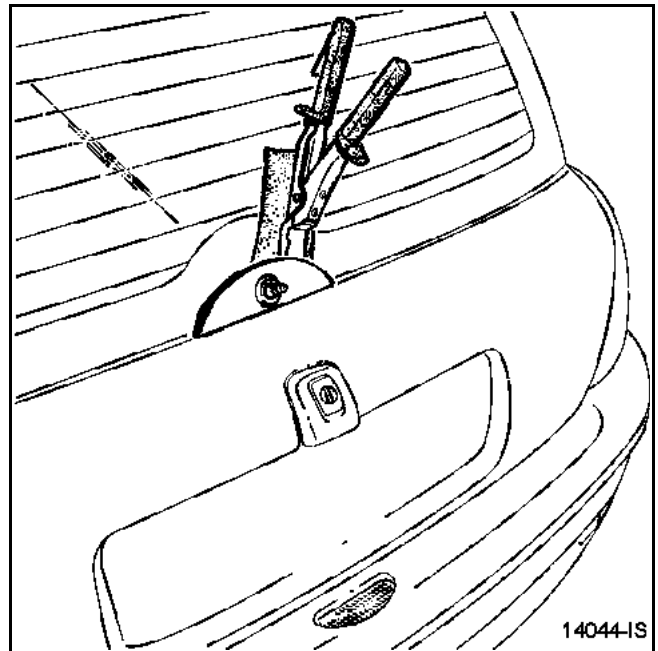
Tailgate lining:

- remove the mounting bolt (A),
- unclip the trim at (B) with the clip-removal pliers,
- remove the trim.



13990S

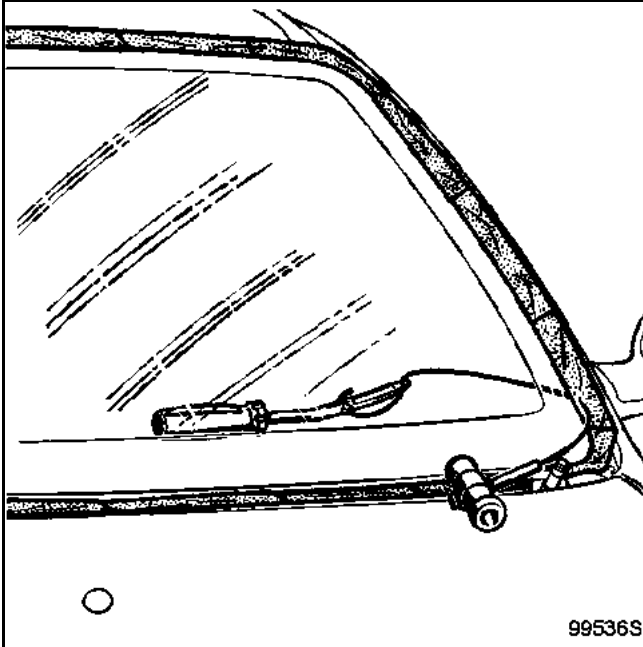
Remove the side trim strips



14044-IS

Using the clip-removal pliers, unclip the shaft mounting nut cover on the wiper motor. Remember to protect the glass by wedging a cloth between the screen and the base of the pliers.

CUTTING THE BONDED SEAL



Stick a strip of tape around the edge of the windscreen to protect the paintwork where the wires pass through.

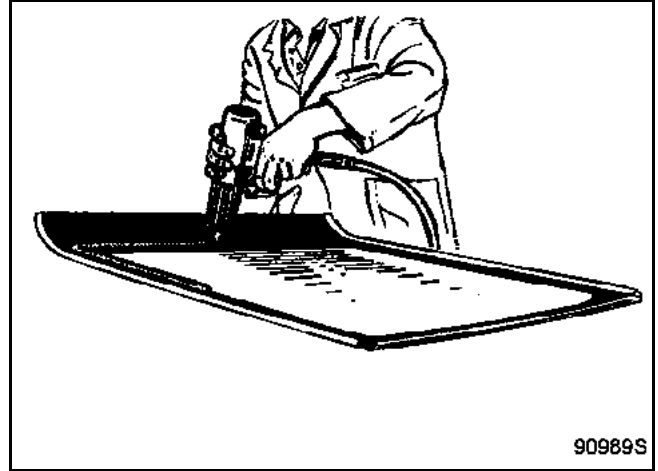
Insert the cut wire using the wire insertion threader tool (see section 50-B).

Fit the piercing tool and the pulling handle.

You could also use the pneumatic tool for removing bonded windows for the cutting procedure (see section 50-B).

Consult the relevant Technical Note for information on the method and specifications for using this tool.

BONDING AND FITTING THE REAR SCREEN

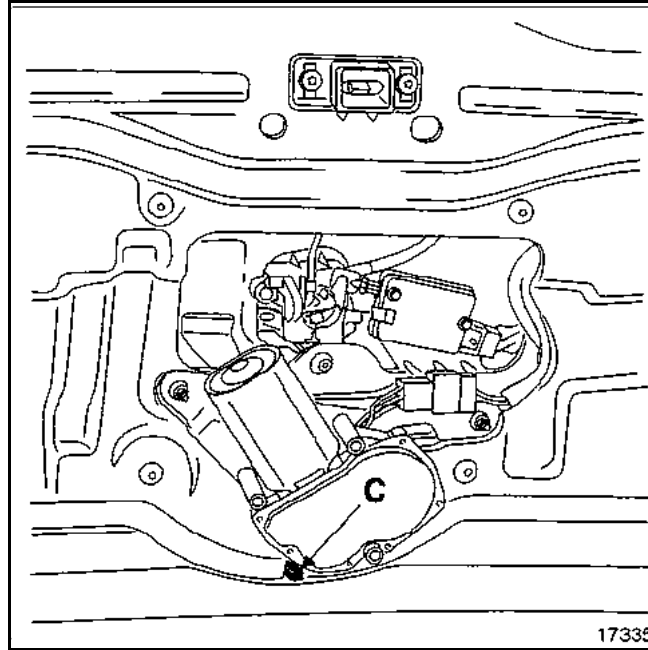


You will find information on preparing the bonding area under the general method for glass bonding in Technical Note 371A.

Fit the new side trim strips on the tailgate.

NOTE: these trims strips come with thickness shims to ensure that the window is fitted flush with the rear wing panels.

The blanking plates on the screen must be replaced as they will have been stressed during the cutting procedure (these plates are delivered in the Parts Replacement rear screen set).

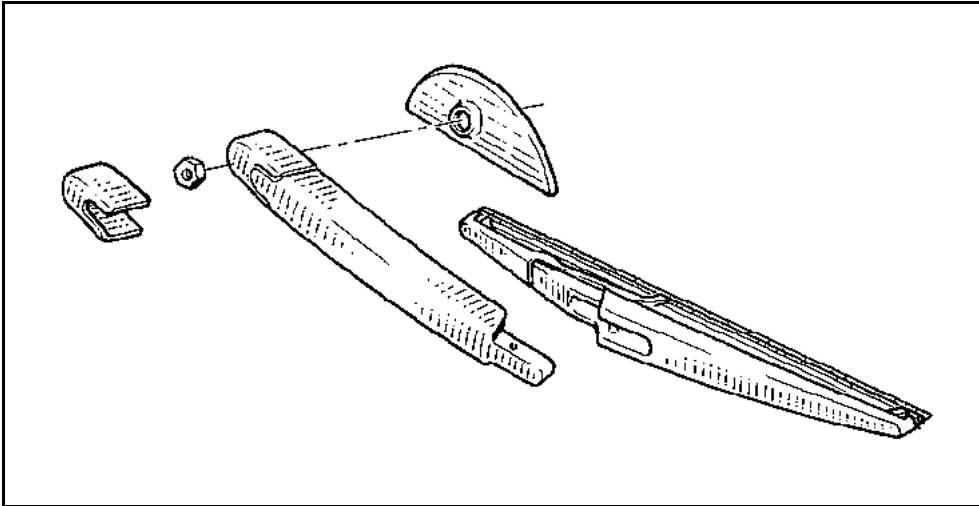


After applying the adhesive to the screen, offer it up above its housing in the tailgate and centre it by placing the pin (C) in its housing on the edge of the tailgate panel.

Settle the windscreen in its housing, making sure that the side sections rest correctly against the seal thickness shims.

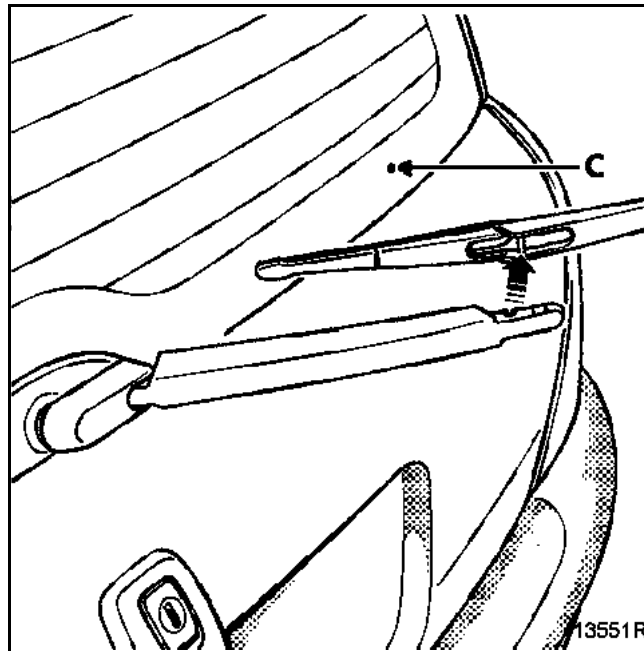
Refit the shaft mounting nut cover on the wiper motor and the other parts removed previously.

REFITTING THE WIPER ARM



Check that the motor is in the park position before refitting the wiper arms.

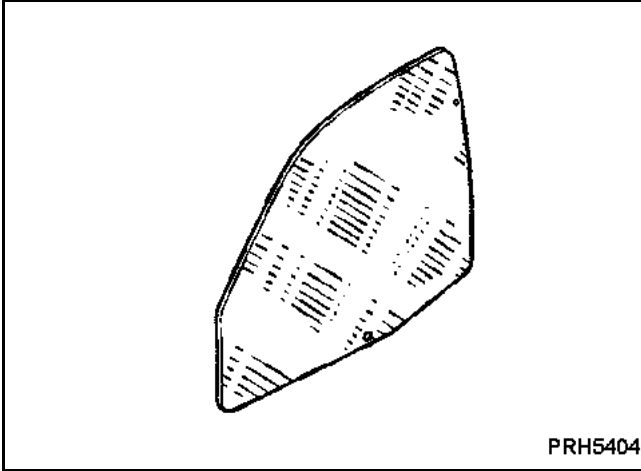
Clean the wiper arm shaft splines with a wire brush.



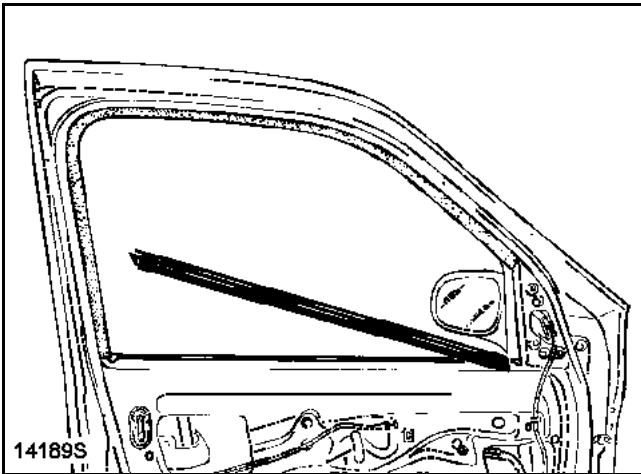
Refit the wiper arm, positioning it with the help of mark (C) on the screen aerial.

Refit the new nuts and tighten them to a torque of **10 Nm ($\pm 20\%$)** with a spanner.

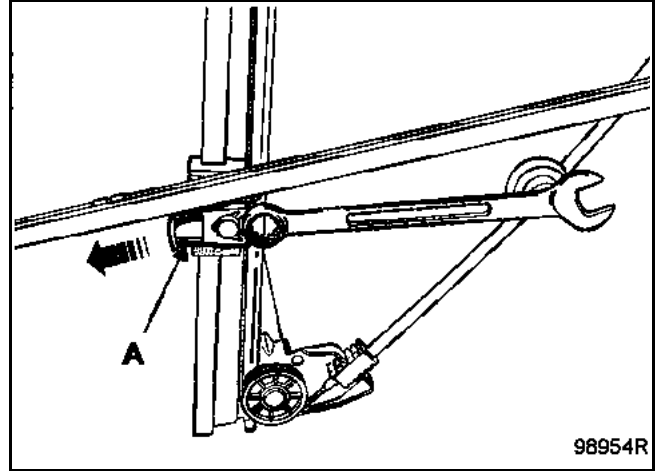
REMOVAL



Remove the front door trim (see section 72-A).

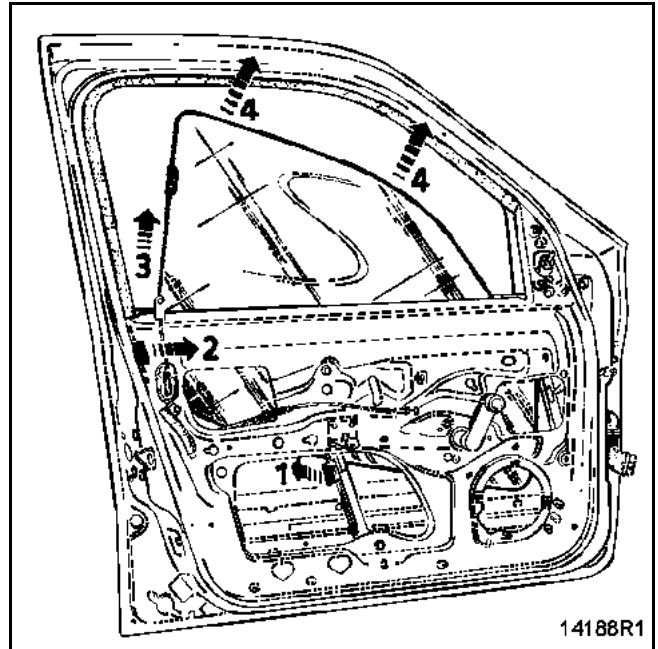


Remove the interior weatherstrip.



Lower the window to gain access to the window riser operating slide.

Remove the mounting fork (A) and disengage the window from the operating slide shaft (1) (see diagram below).



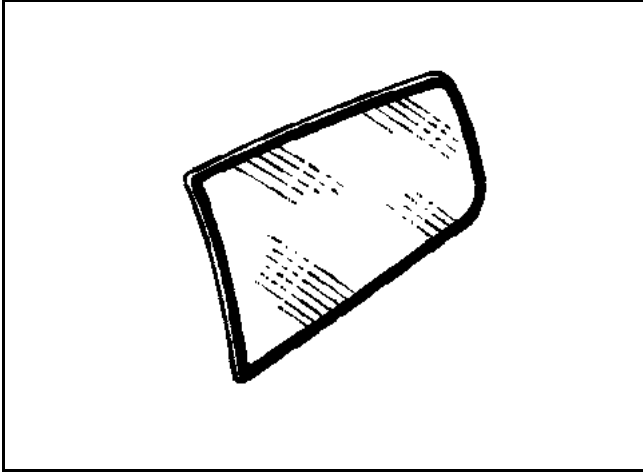
Settle the window at the bottom of the door box section and disengage the window pad from the channel.

You may only remove the window from the door box section (3) and (4) when in position (2).

REFITTING

To refit the window, perform the operations in the reverse order to removal.

REMOVAL

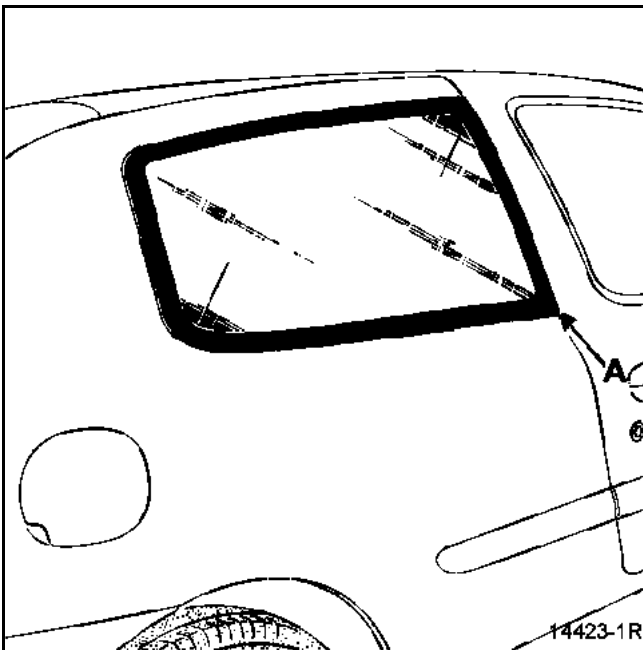


IMPORTANT: the quarter panel window is surrounded by a seal.
This seal is not sold by the Parts Department

If you are removing/refitting the glass, follow the method described on the following page so as not to stress the seal during removal.

Remove:

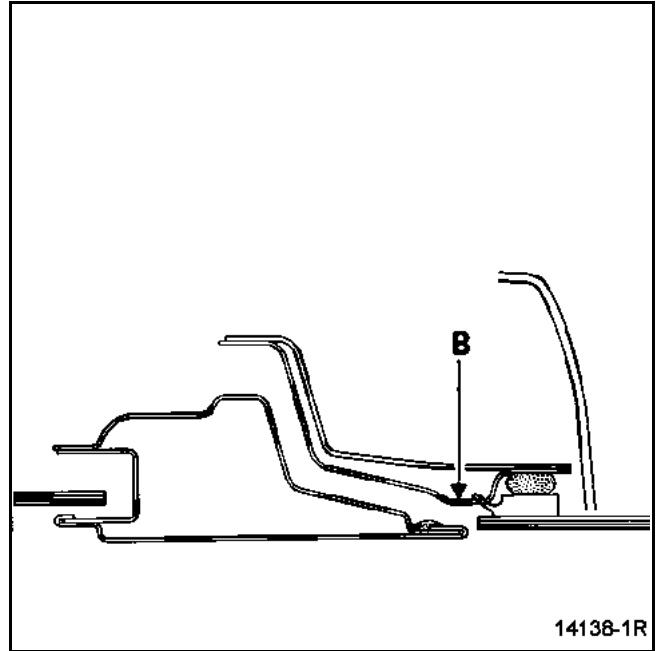
- the B-pillar lining (see section 71-E),
- the lower lining on the B-pillar and the quarter panel trim (see section 71-D),
- the rear shelf (see section 74-A).



REPLACING THE GLASS - CUTTING THE BONDED SEAL

Stick a strip of tape around the edge of the windscreen to protect the paintwork where the wires pass through.

Insert the cut wire using the wire insertion threader tool (see section 50-B).



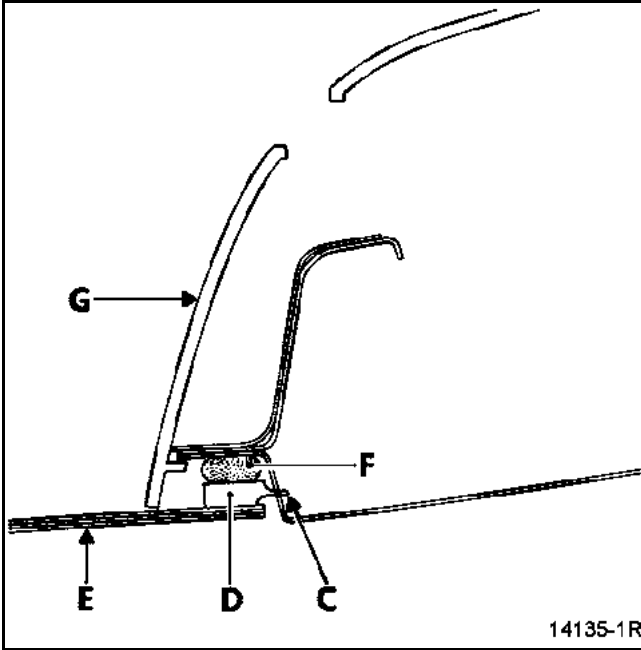
The wire can only be inserted through the corner (A) of the window. The B-pillar contains a collar (B) which makes it impossible to pass the wire through any other part of the window.

Fit the piercing tool and the pulling handle.

Cut through the bead of adhesive.

You could also use the pneumatic tool for removing bonded windows for the cutting procedure (see section 50-B).

Consult the Technical Note 414A for information on the method and specifications for using this tool.



REMOVING - REFITTING THE GLASS

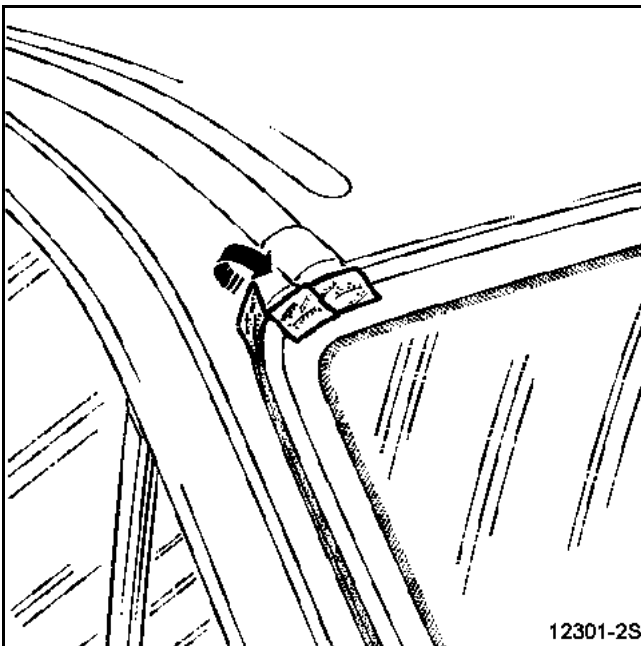
The glass has a trim strip (C) which is an integral part of the moulding (D) on the glass (E).

Bead of adhesive (F).

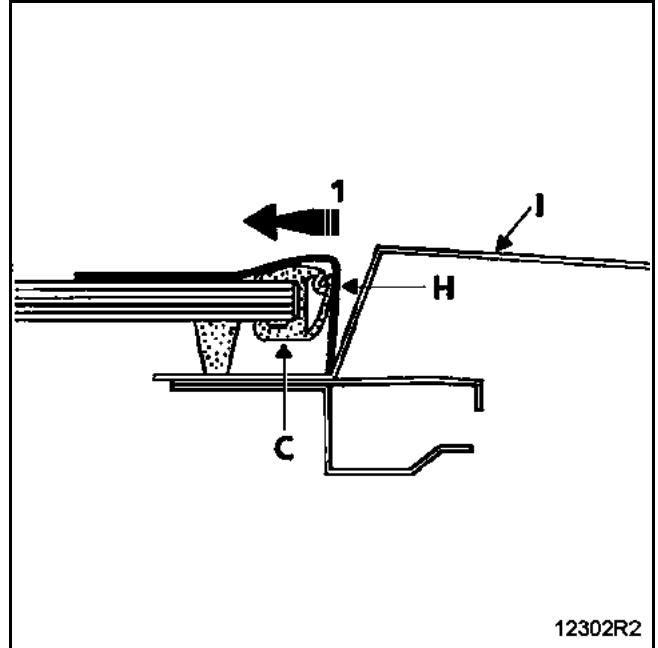
Interior trim (G).

This trim has a protruding lip (C) surrounding the glass.

To protect the trim when passing the cut wire through, take the following precautions:



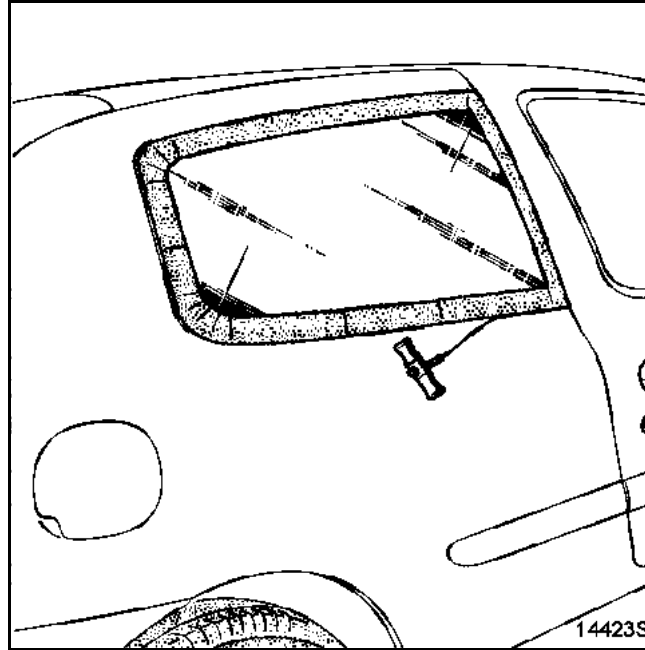
Using masking tape with a **10 mm** rigid slide, protect the flexible lip of the trim around the glass.



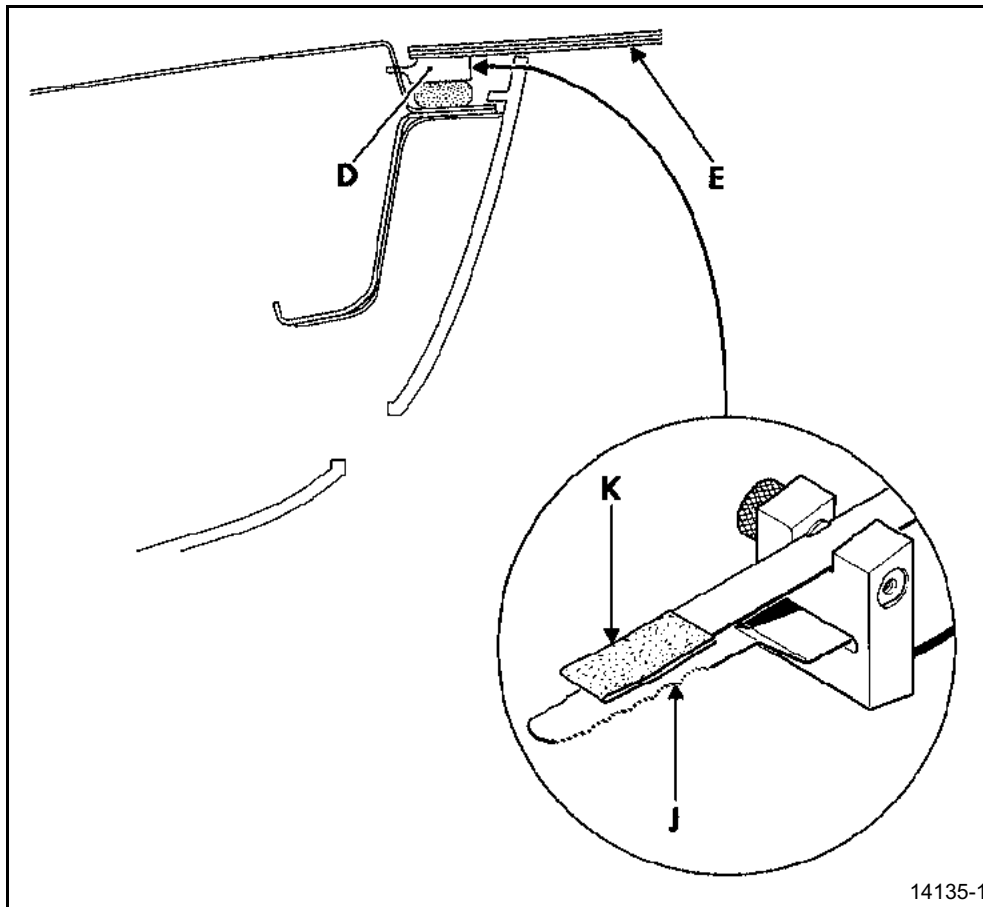
NOTE: insert the rigid plastic slide (H) holding the masking tape between the flexible lip (C) and the painted wing panel (I).

This procedure keeps the lip held back (1) when the wire is being threaded through.

Consult Technical Note No. 419A for information on how to fit this type of tape.



Perform the adhesive bead cutting while pulling the pulling handle (outer side) parallel to the edge of the glass to limit stress to the moulding.



14135-1

SPECIAL ADHESIVE BEAD CUTTING PROCEDURE WITH THE PNEUMATIC TOOL

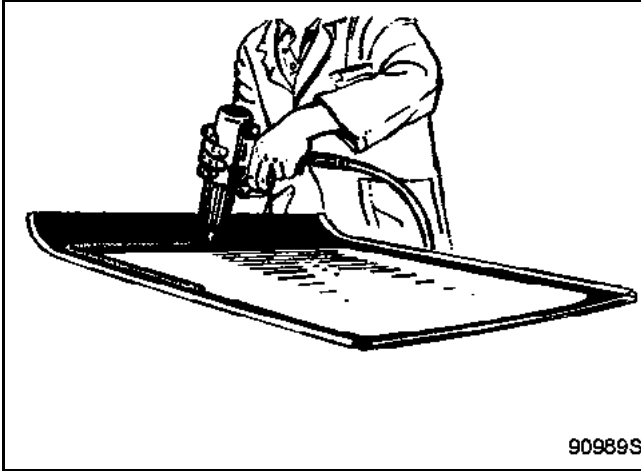
REMINDER: when removing moulded glass, such as this quarter panel window (E), **you must use a special WK24ZR blade (J)** which does not stress the glass moulding (D).

The serrated edge of the blade points towards the underbody flange while the other side is slightly rounded so as to limit any stress to the moulding.

The right-hand guide (K) to be fitted on the tool should rest against the glass so that the blade can be as close as possible to the underbody flange during the bead cutting procedure.

NOTE it is important to **cover both sides at the end of the guide (K) with three velcro discs** (delivered in the set) so that the blade can be placed in the optimum position.

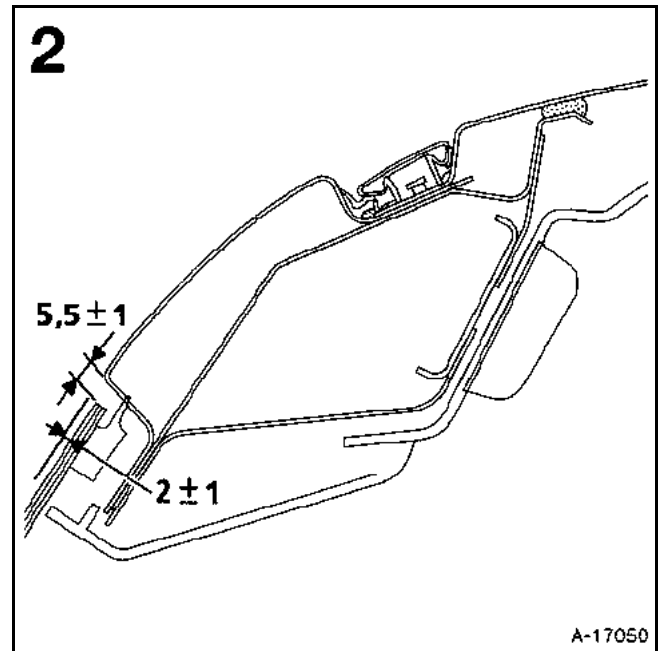
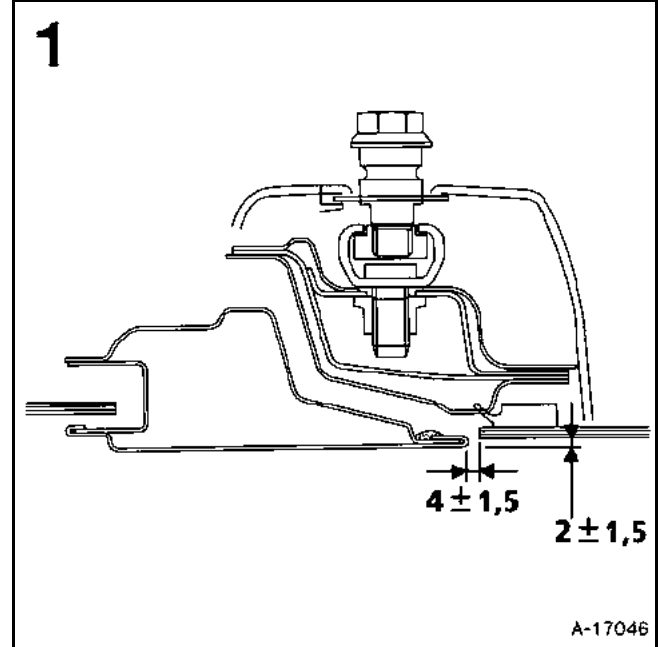
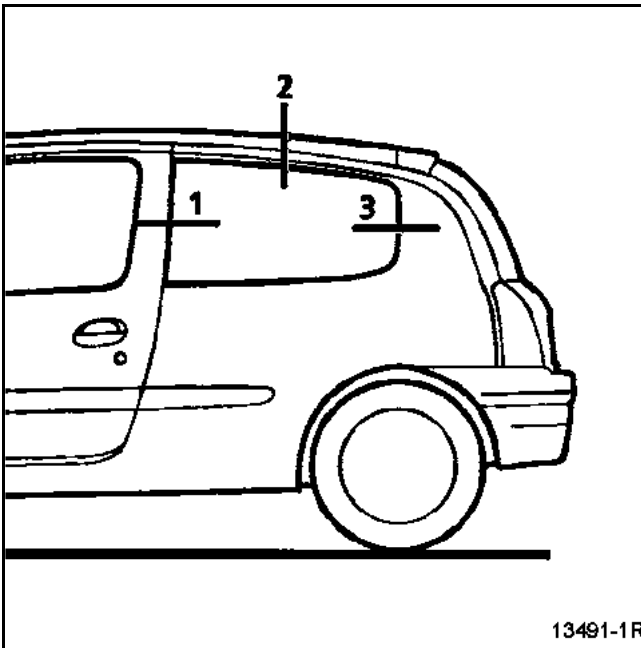
BONDING AND FITTING THE QUARTER PANEL

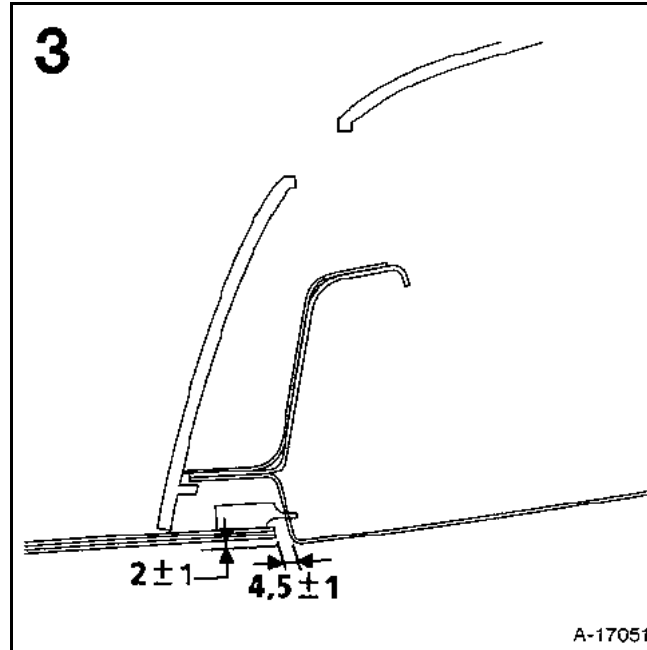


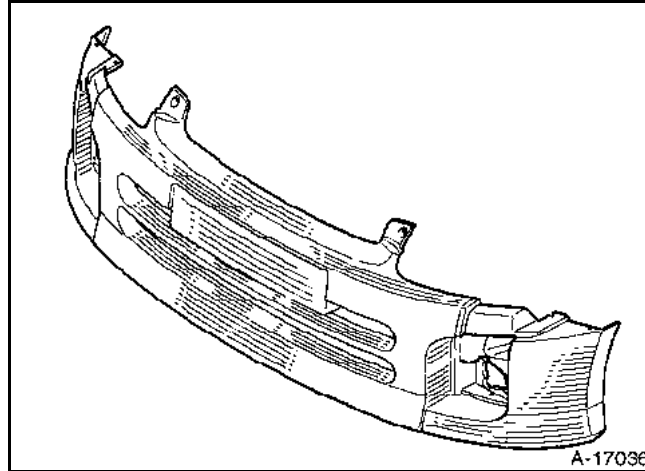
You will find information on preparing the bonding area under the general method for glass bonding in Technical Note 371A.

After applying the adhesive to the screen, offer it up above its housing on the wing panel and centre it, making sure you observe the seal clearances shown below.

SEAL CLEARANCES

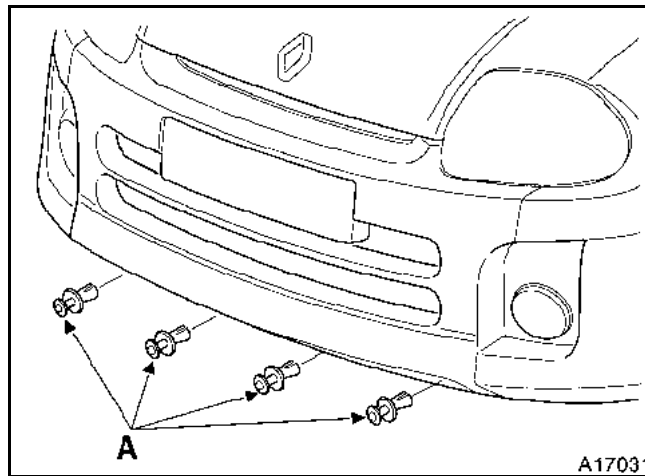






REMOVAL

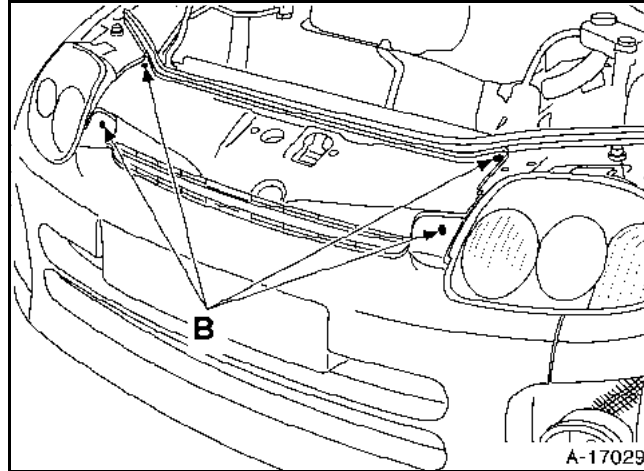
Raise the front of the vehicle and remove the front two wheels.



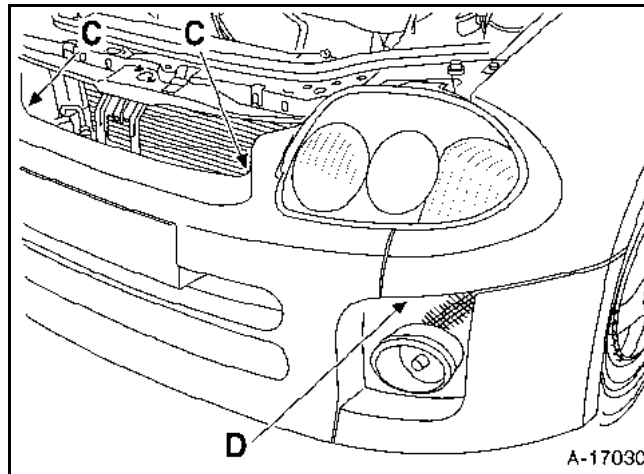
Remove the four plastic mounting bolts (A).

EXTERIOR PROTECTION

Front bumper

55**A**

Remove the radiator grille - 4 bolts (B).

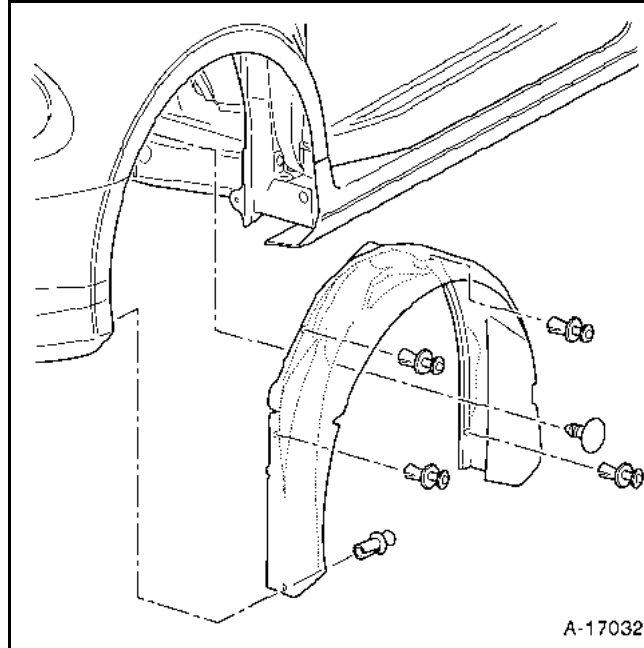


Remove:

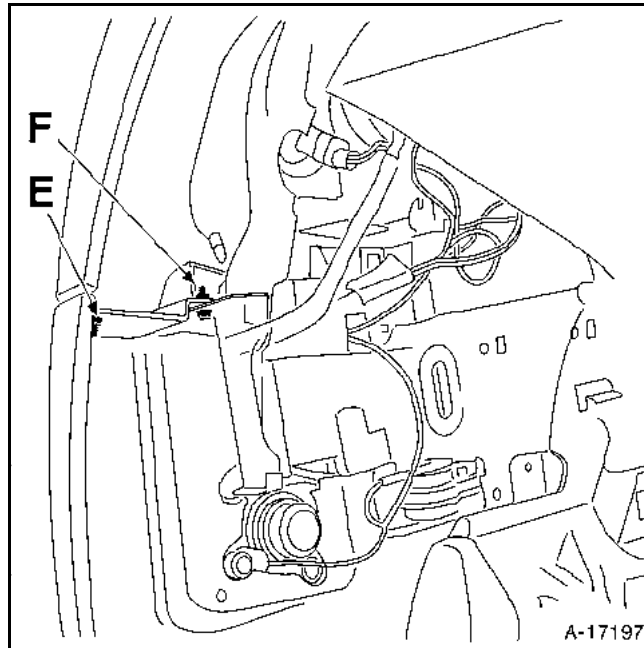
- the two hexagonal bolts (C) behind the bumper,
- the plastic rivets (D) on the fog light housings.

EXTERIOR PROTECTION

Front bumper

55**A**

Remove the wheel arch protectors (5 plastic rivets, 1 "fir-tree" clip).



Disconnect the fog light connectors.

Remove the mountings (E) and (F).

Remove the bumper (2 man job).

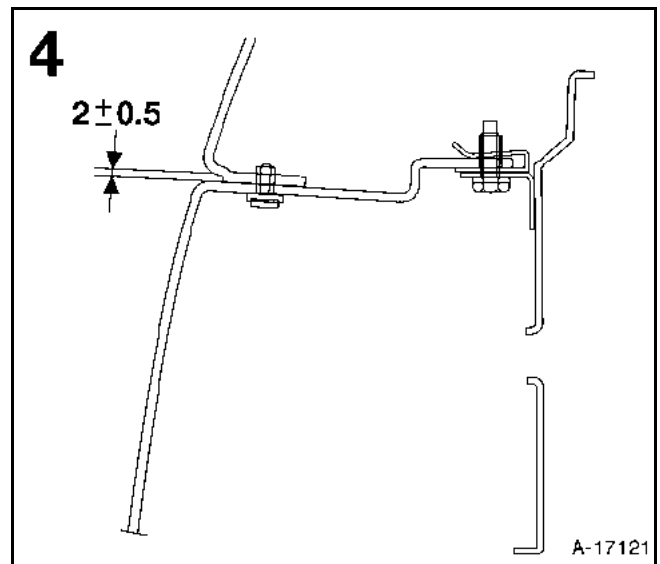
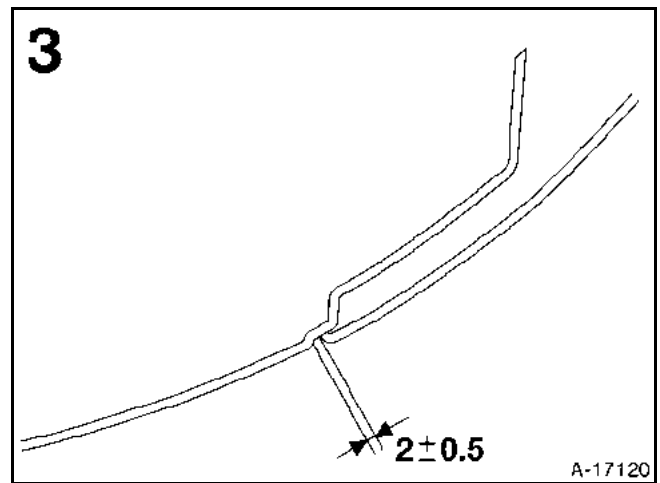
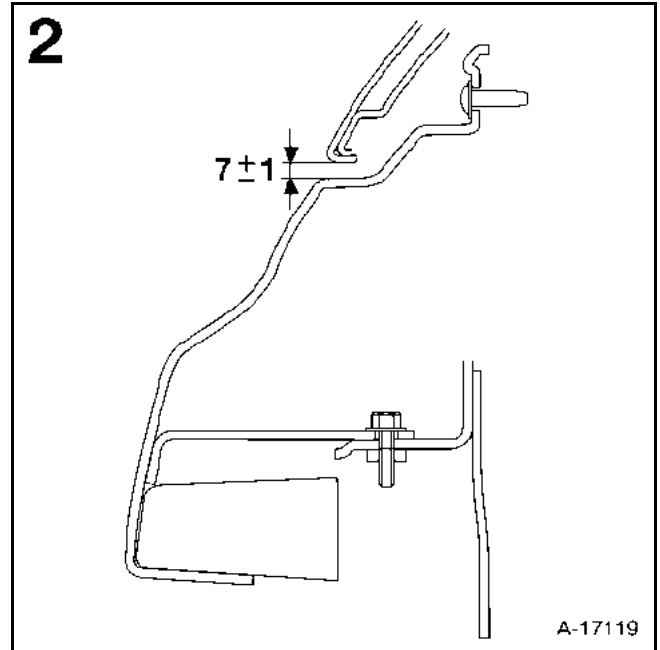
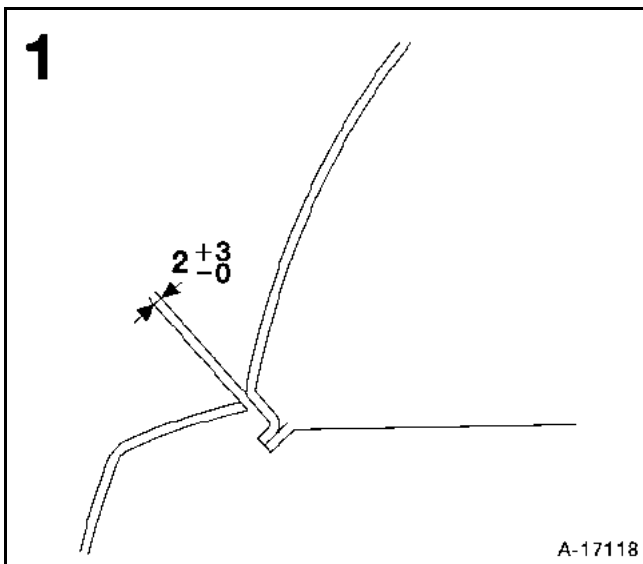
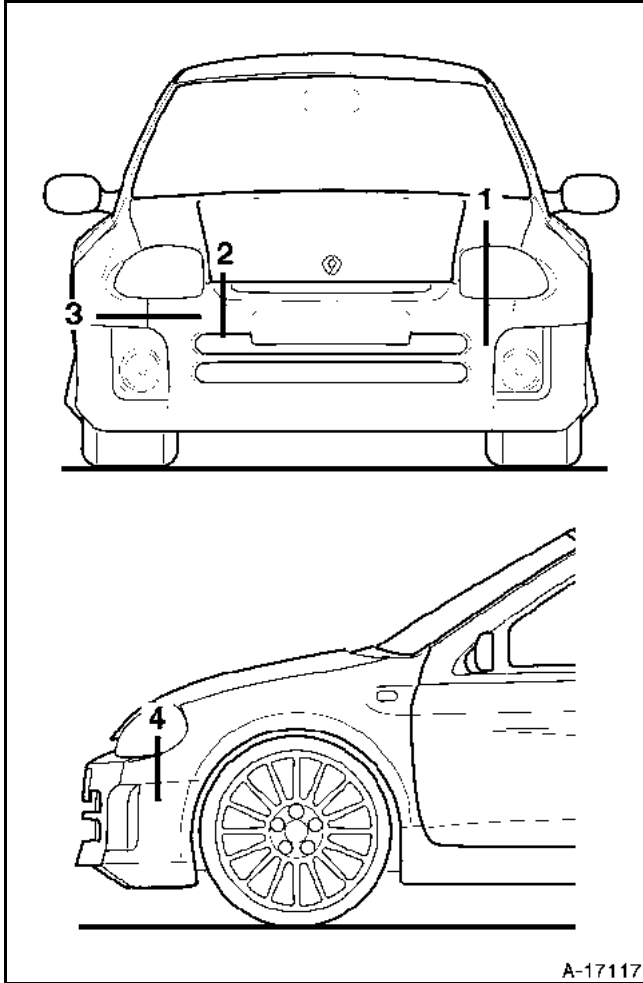
EXTERIOR PROTECTION

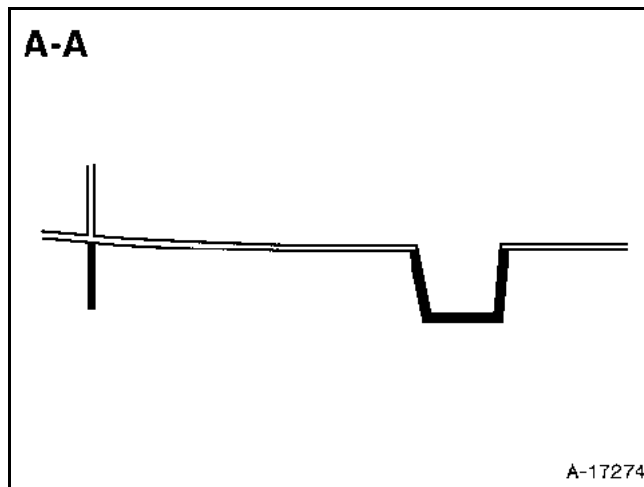
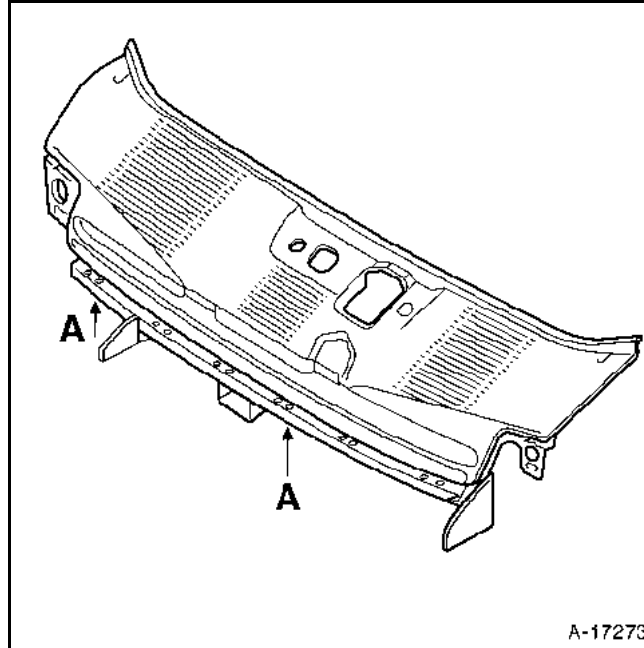
Front bumper

55 **A**

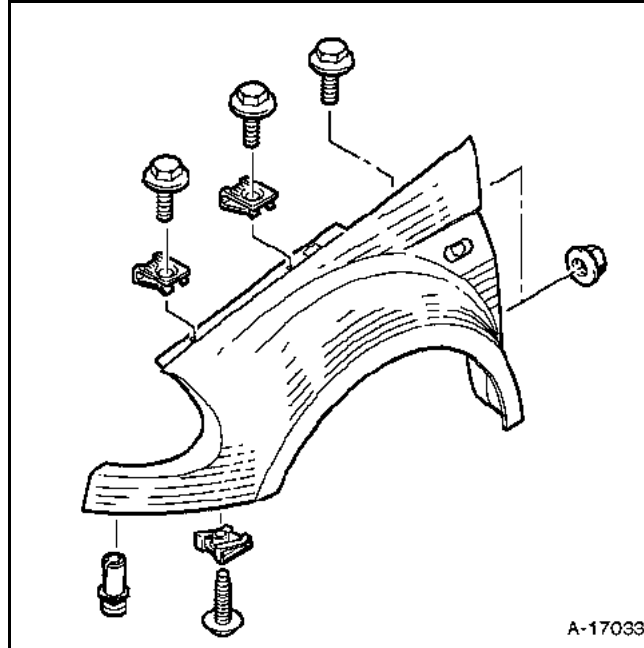
To refit the bumper, perform the operations in reverse order to removal.

CLEARANCES



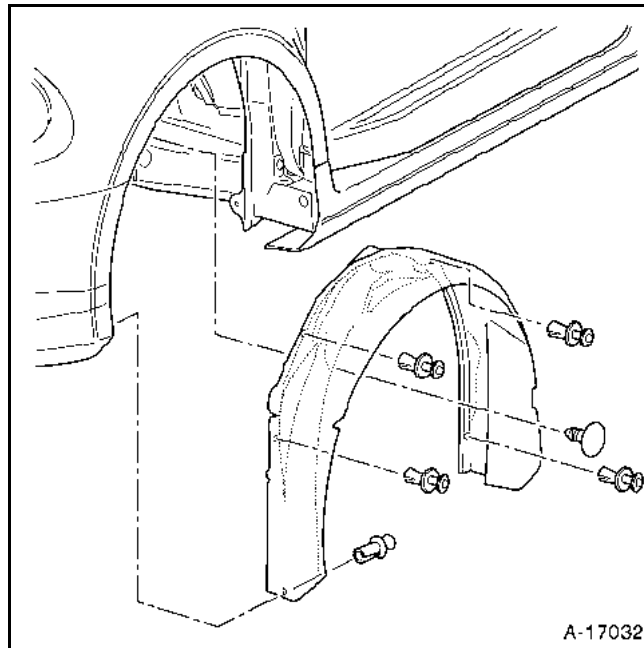


If you need to replace the radiator grille, adapt the replacement part by cutting the black sections. The cutting lines should be $1\text{ mm} \pm 1\text{ mm}$ from the edge of the part.



REMOVAL

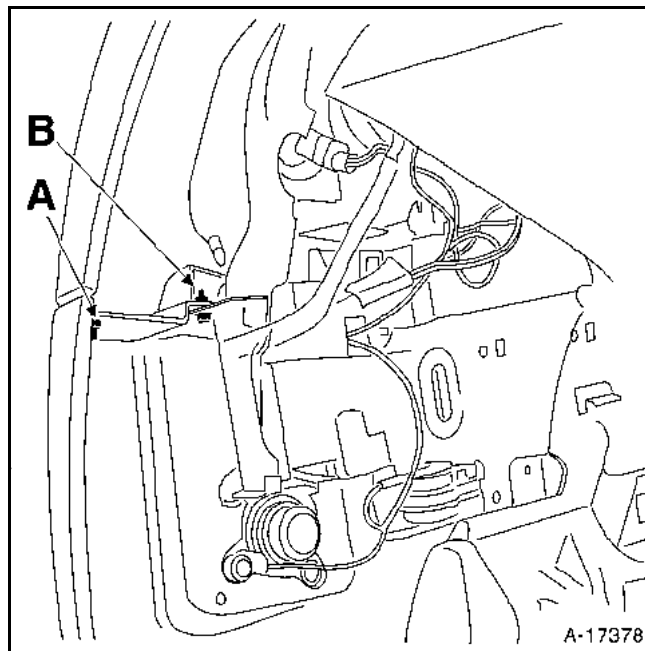
Raise the front of the vehicle and remove the front wheel.



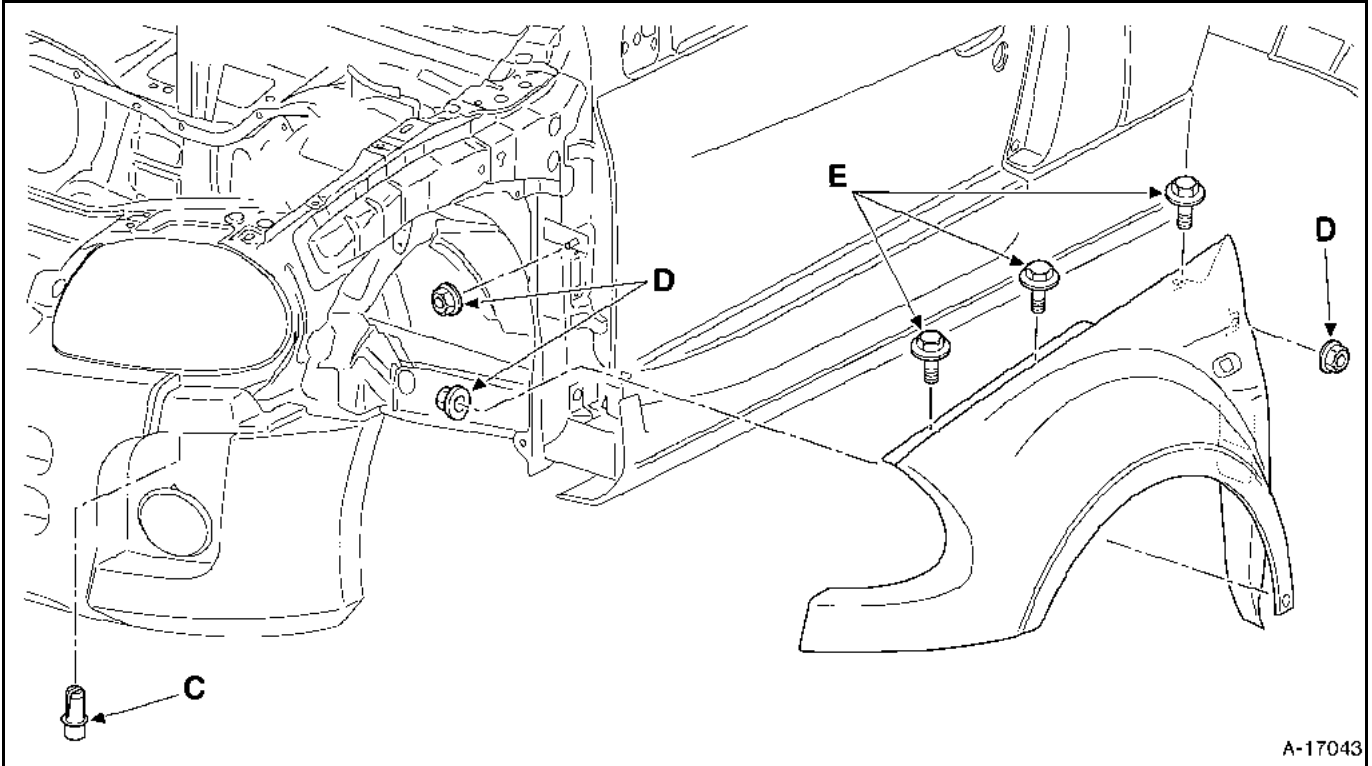
Remove: the wheel arch protectors (5 plastic rivets, 1 "fir-tree" clip),



- the flashing indicator,
- Disconnect the connector.



Remove the mountings (A) and (B).



Remove:

- the plastic rivet (C) on the fog light housing,
- the cowl grilles (see section 55H),
- the three nuts (D) and the three bolts (E),
- the wing.

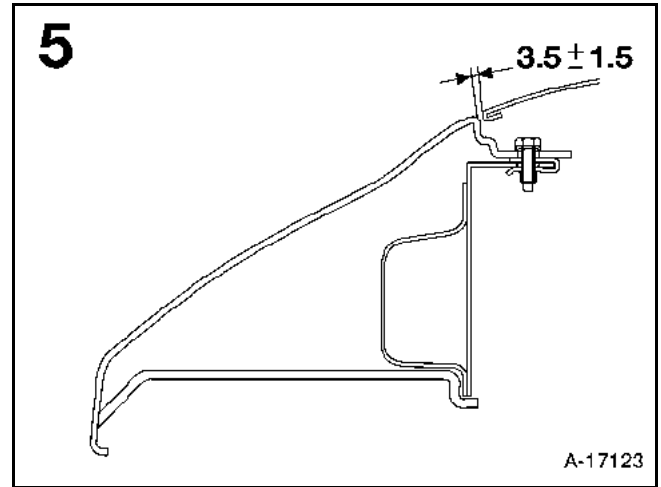
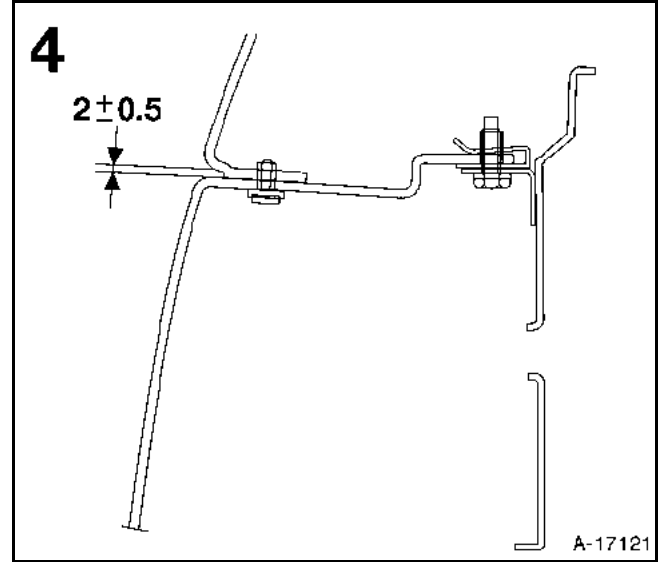
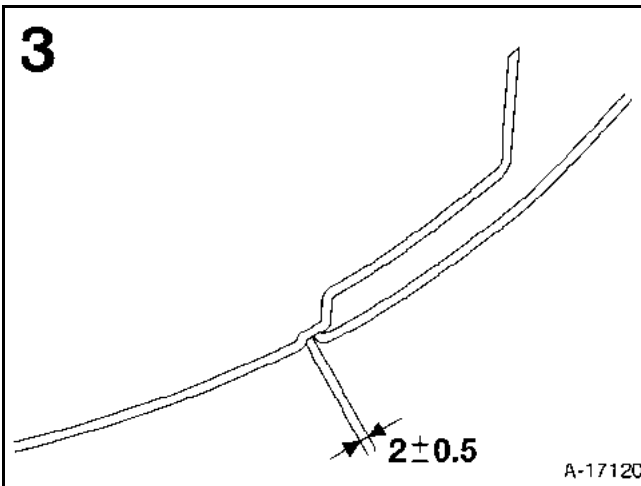
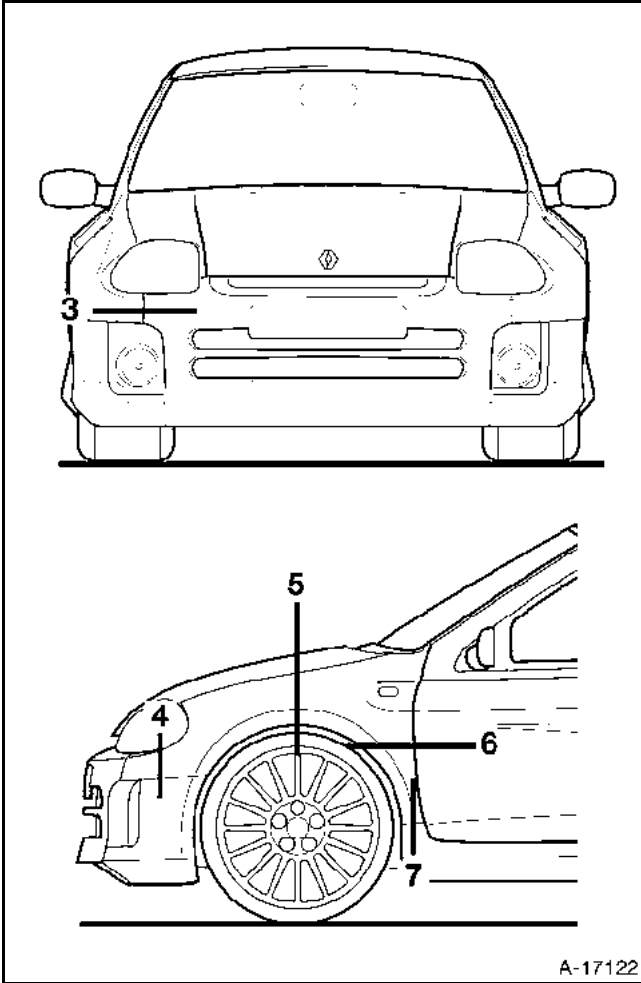
EXTERIOR PROTECTION

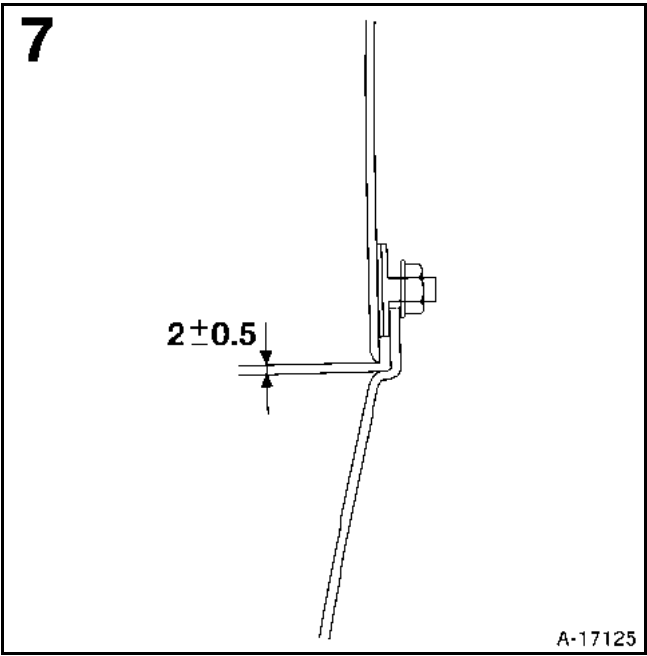
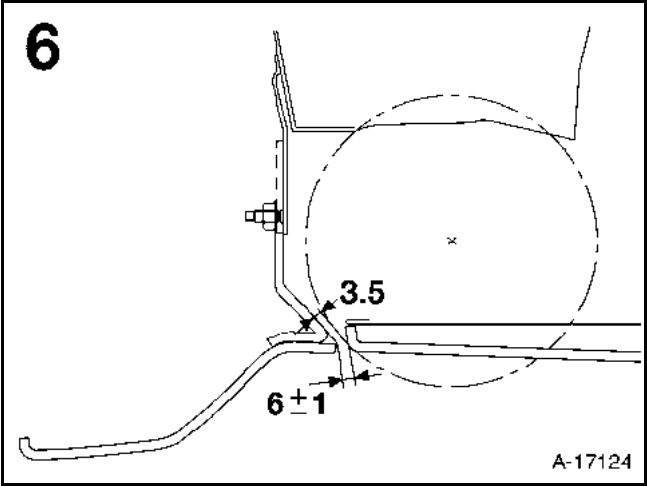
Front wing

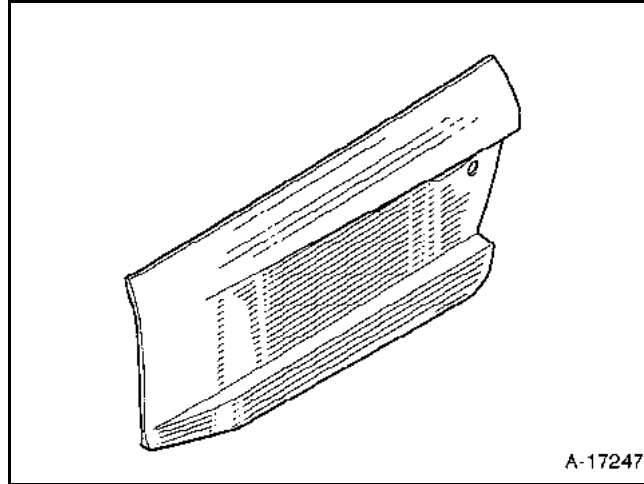
55 **C**

To refit the front wing, perform the operations in reverse order to removal.

CLEARANCES





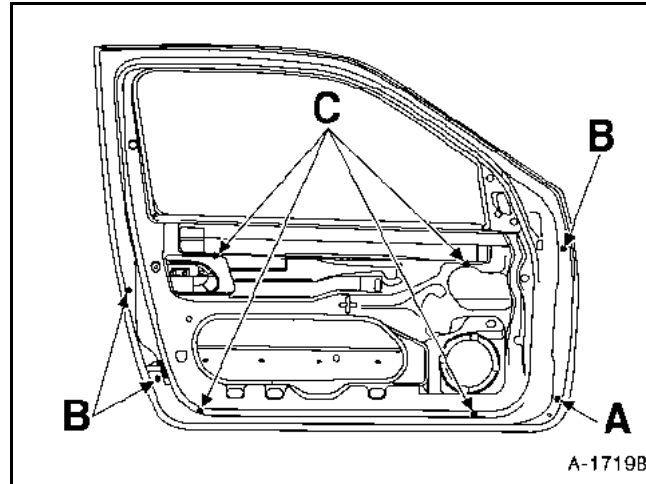


REMOVAL

Make sure that the window is completely closed.

Disconnect the battery.

Remove the interior door trim (see section 72A).



Remove:

- the rounded washer nut (A),
- the three bolts (B),
- the four base nuts (C).

Pull out the panel (adhesive on upper section).

EXTERIOR PROTECTION

Outer door panel

55 D

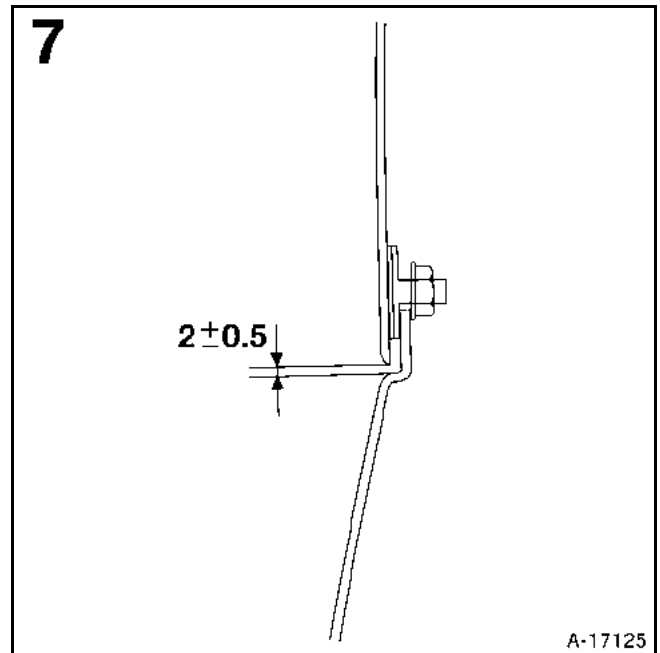
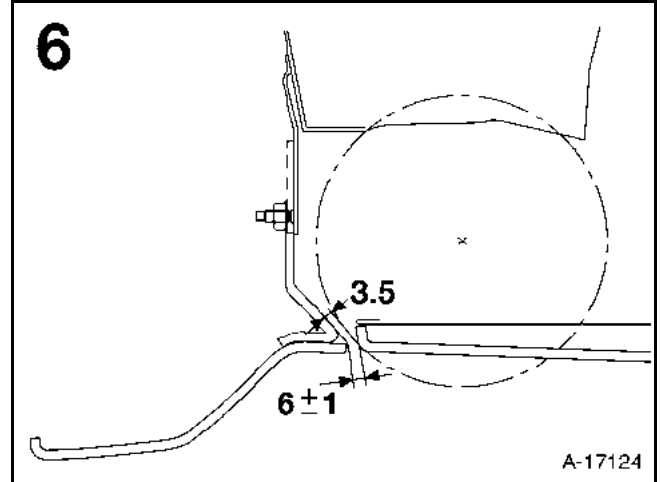
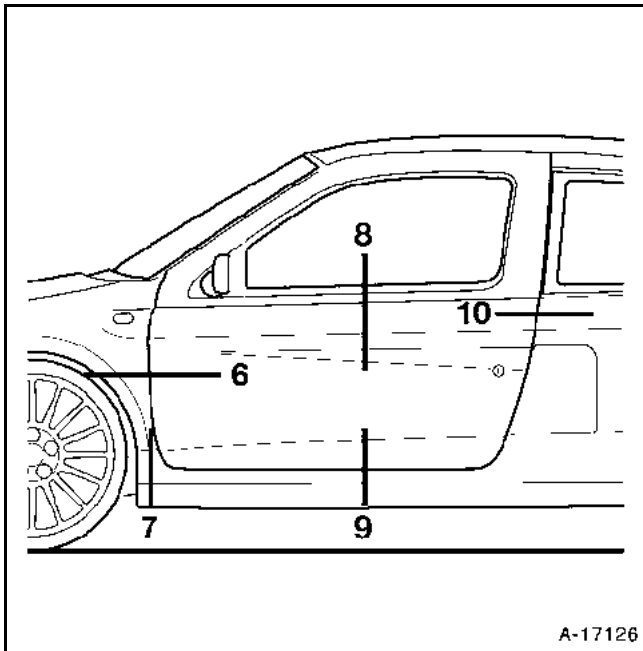
Apply braking resin to all the mountings.

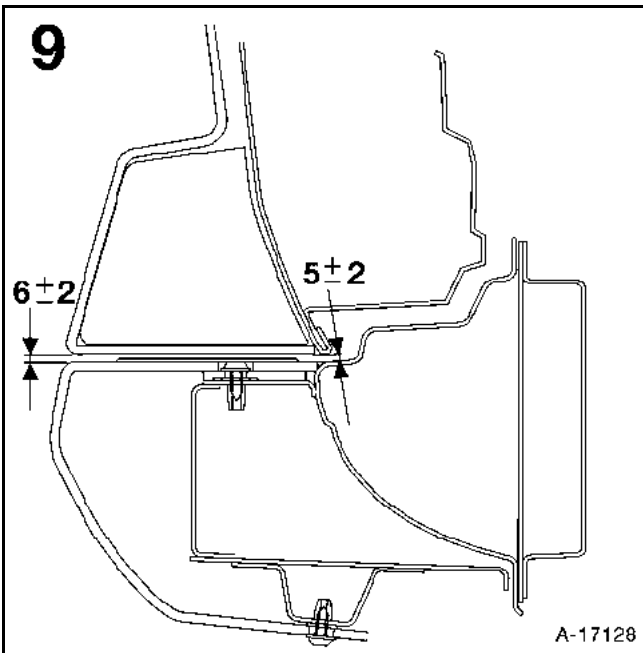
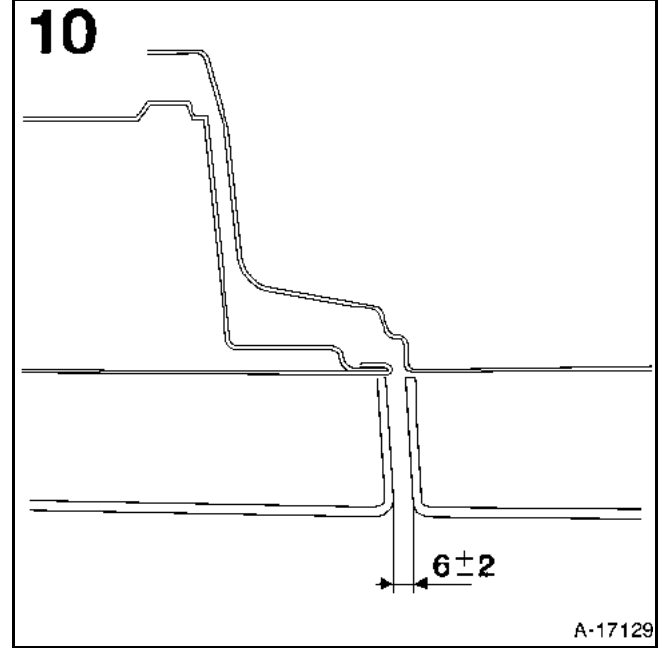
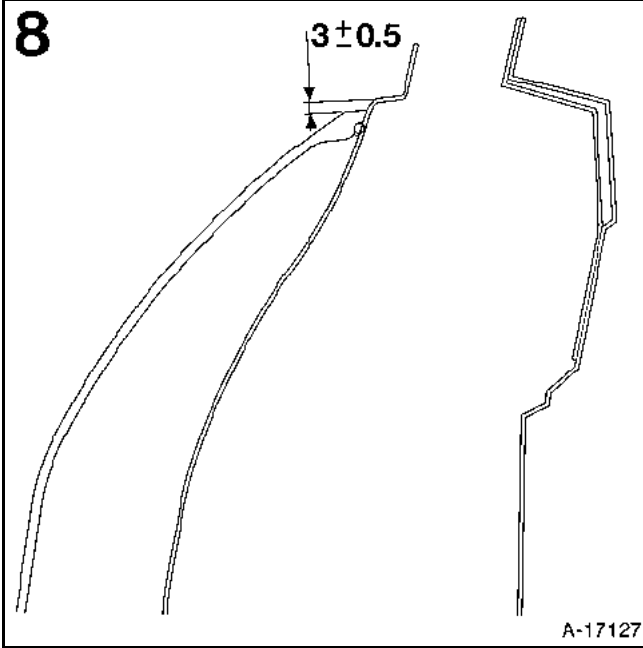
To refit the outer door panel, perform the operations in reverse order to removal.

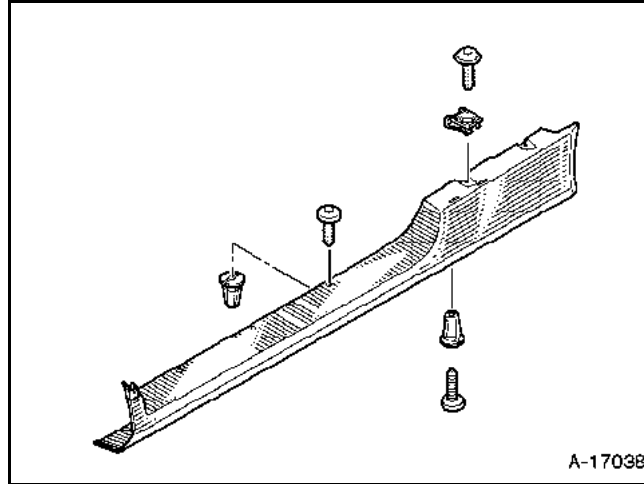
When removing and refitting the outer door panel, you must apply **PAINTWORK SEAL MASTIC** (3 mm diameter) all along the top edge between the door and the outer panel.

NOTE: if the door has to be replaced, you must drill the outer panel mounting holes into the replacement door (see section 47A).

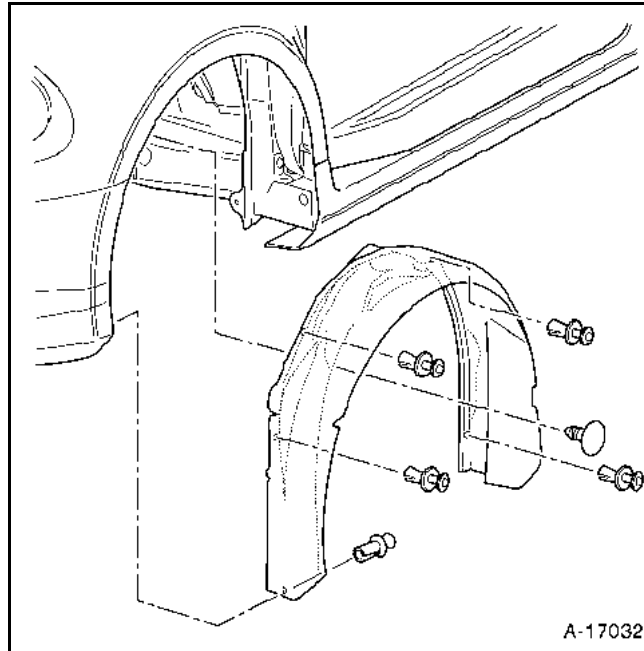
CLEARANCES





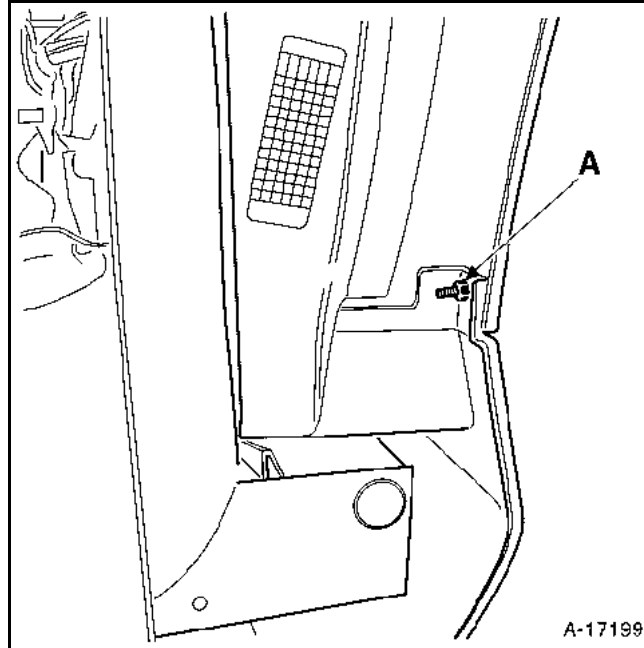


REMOVAL

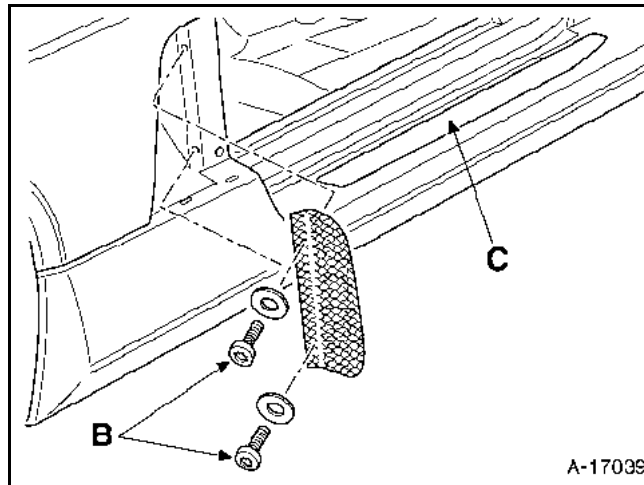


Raise the front of the vehicle and remove the front wheel.

Remove: the wheel arch protectors (5 plastic rivets, 1 "fir-tree" clip).

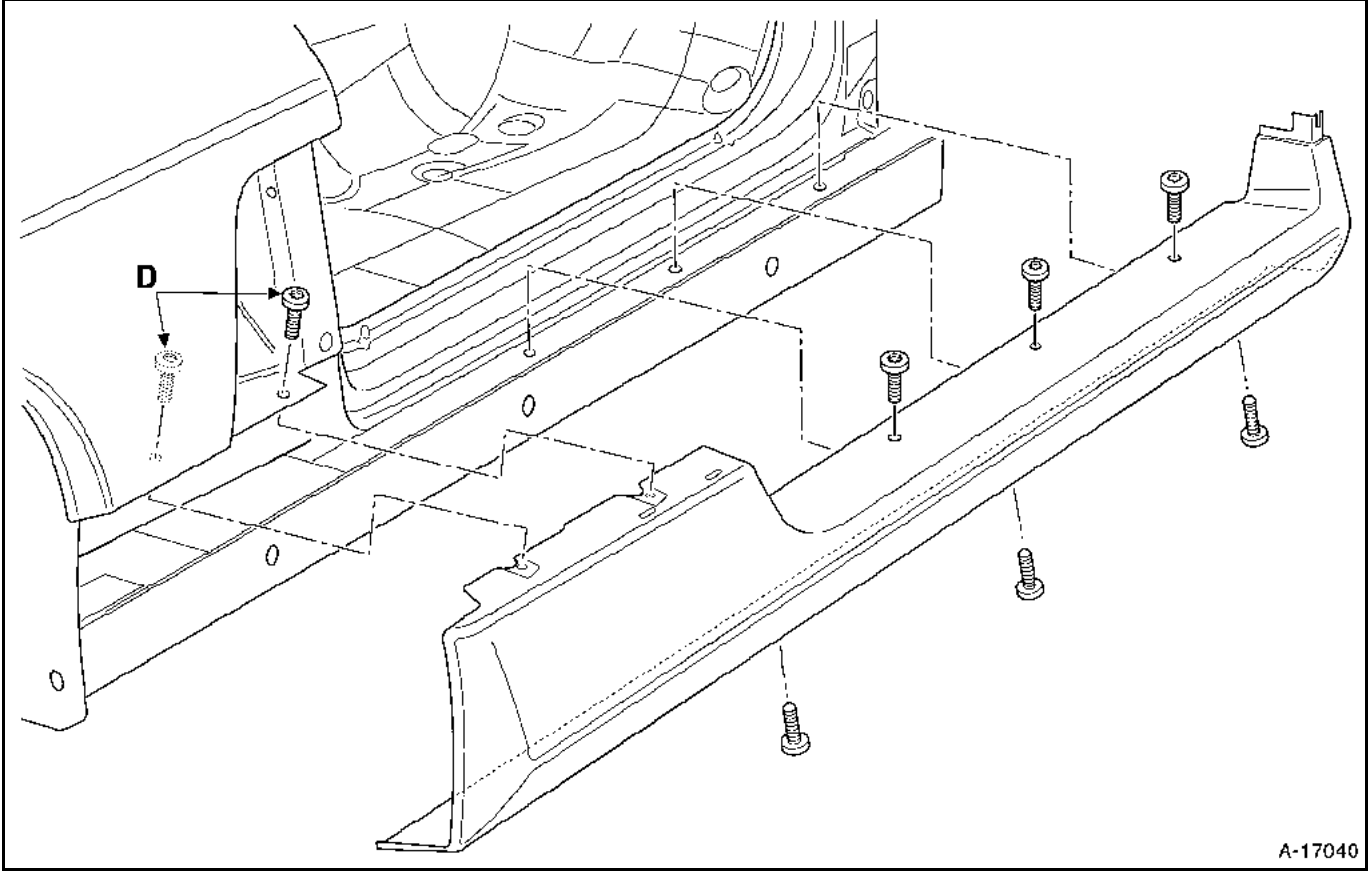


Unscrew the front wing nut (A).



Remove:

- the air intake panel (see section 55-E),
- the air intake grille - two bolts (B),
- the door sill panel lining (C) (adhesive strip).



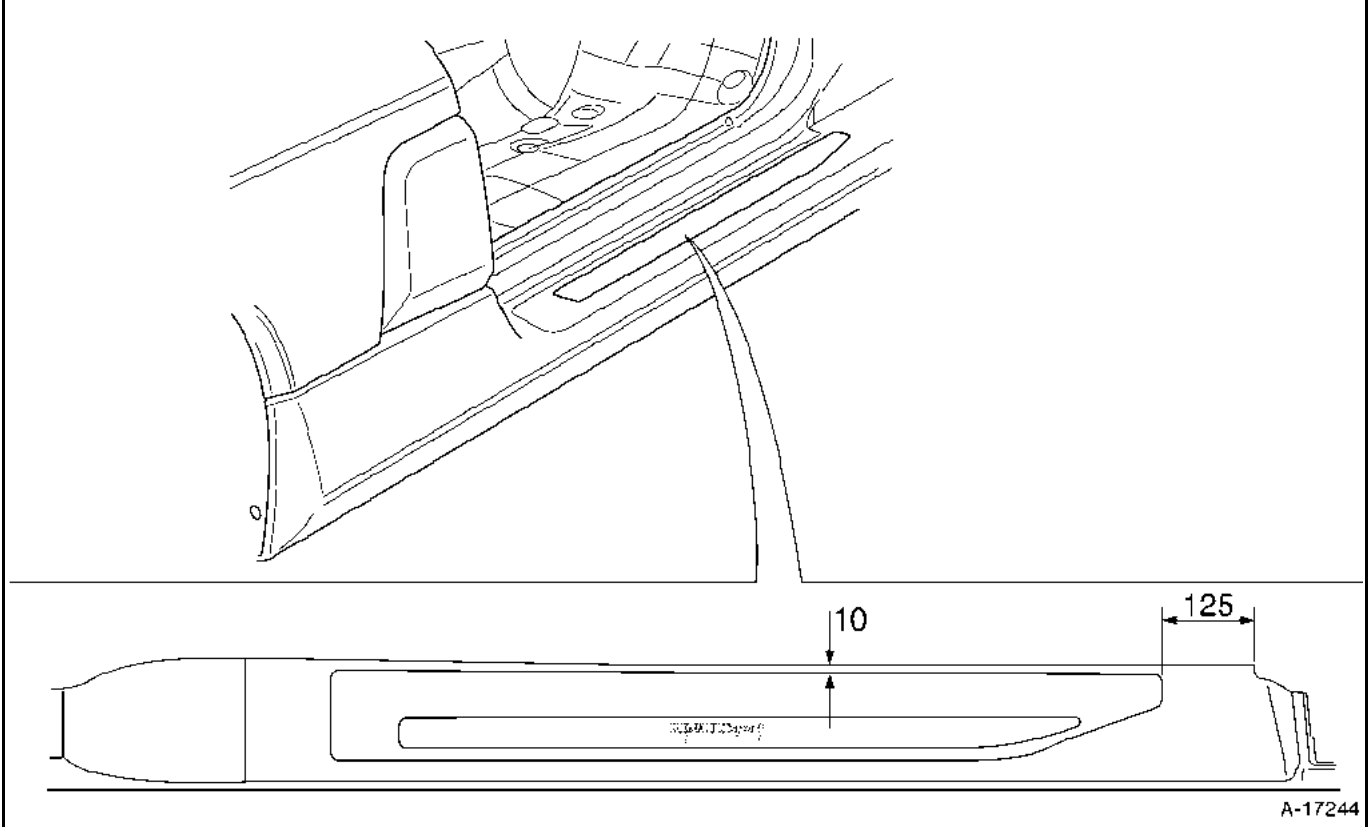
Remove:

- the two air intake reinforcing bolts (D).
- the six remaining bolts - three above and three below.
- the vehicle sill panel.

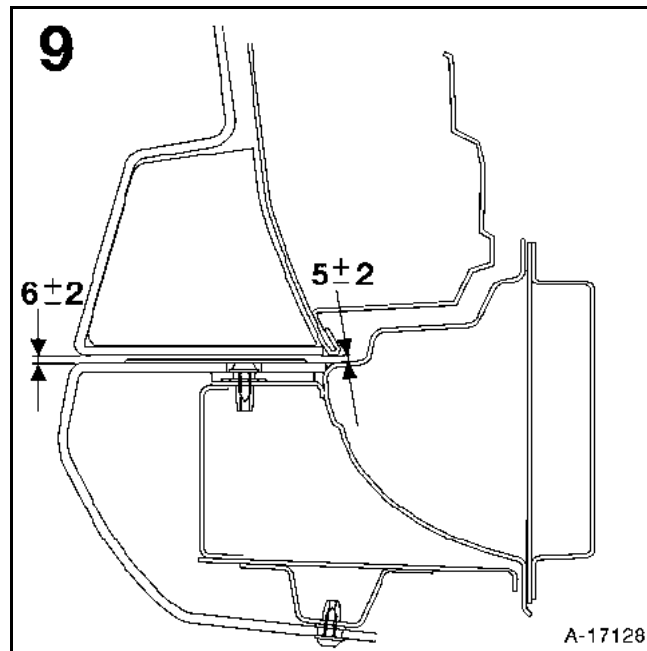
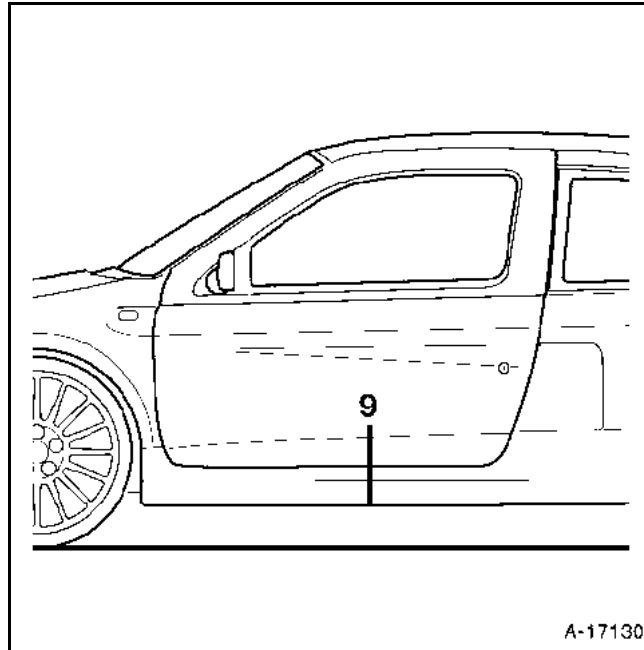
To refit the sill panel, perform the operations in reverse order to removal.

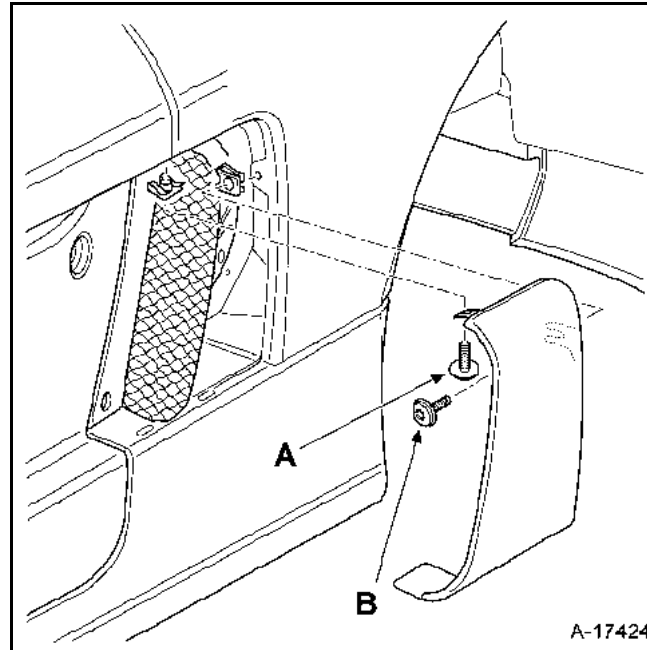
The door sill panel lining is not reusable and must be replaced (Part number **60 20 010 098** for the left-hand side, **60 20 010 099** for the right-hand side).

CORRECT POSITION OF DOOR SILL PANEL LINING



CLEARANCES



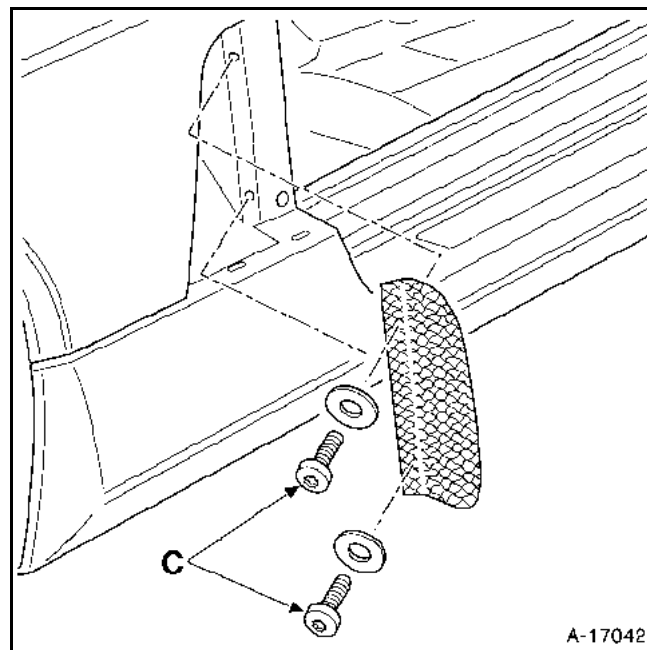


REMOVAL

Remove the bolt (A).

Unscrew the bolt (B) through the grille.

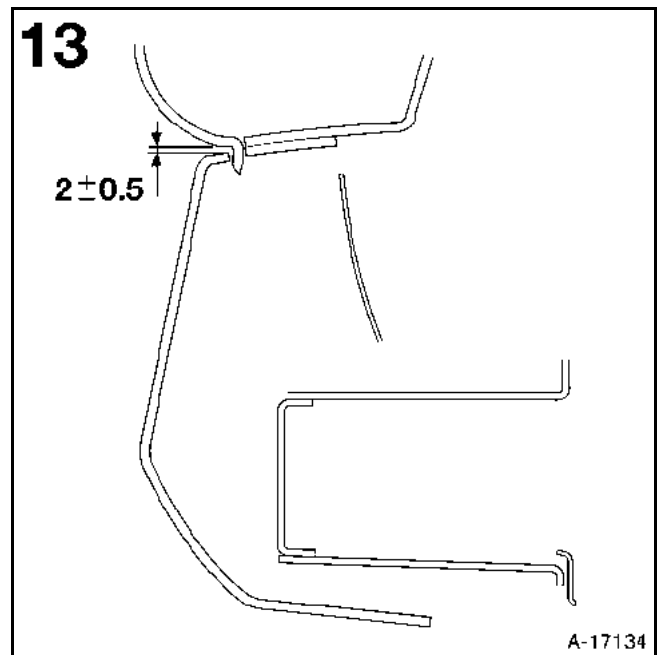
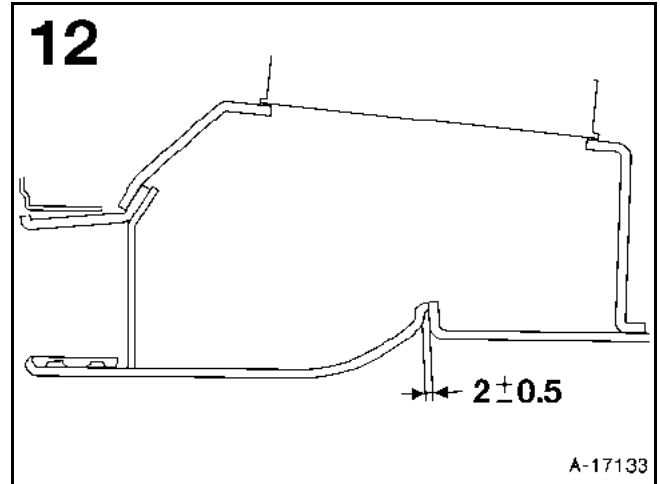
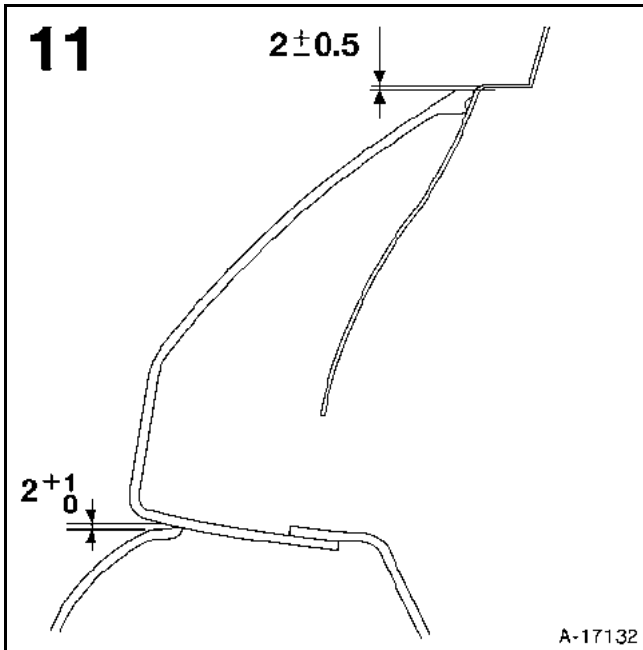
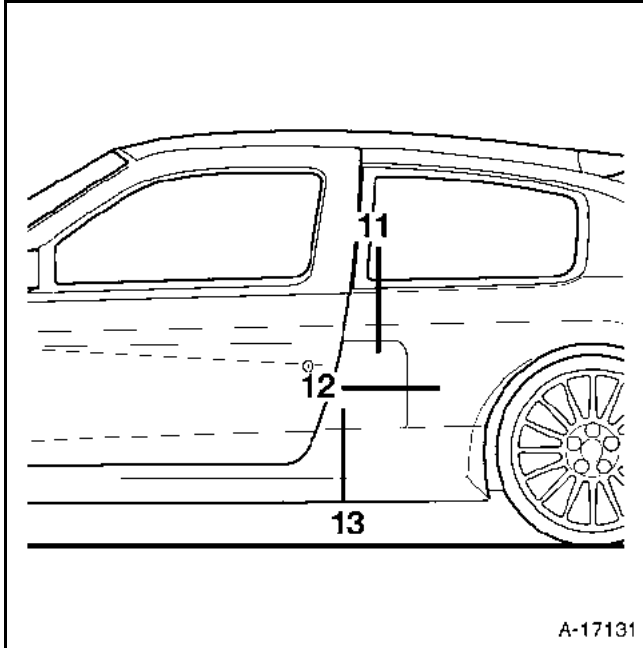
Pull out the lower section of the air intake panel and then remove it.



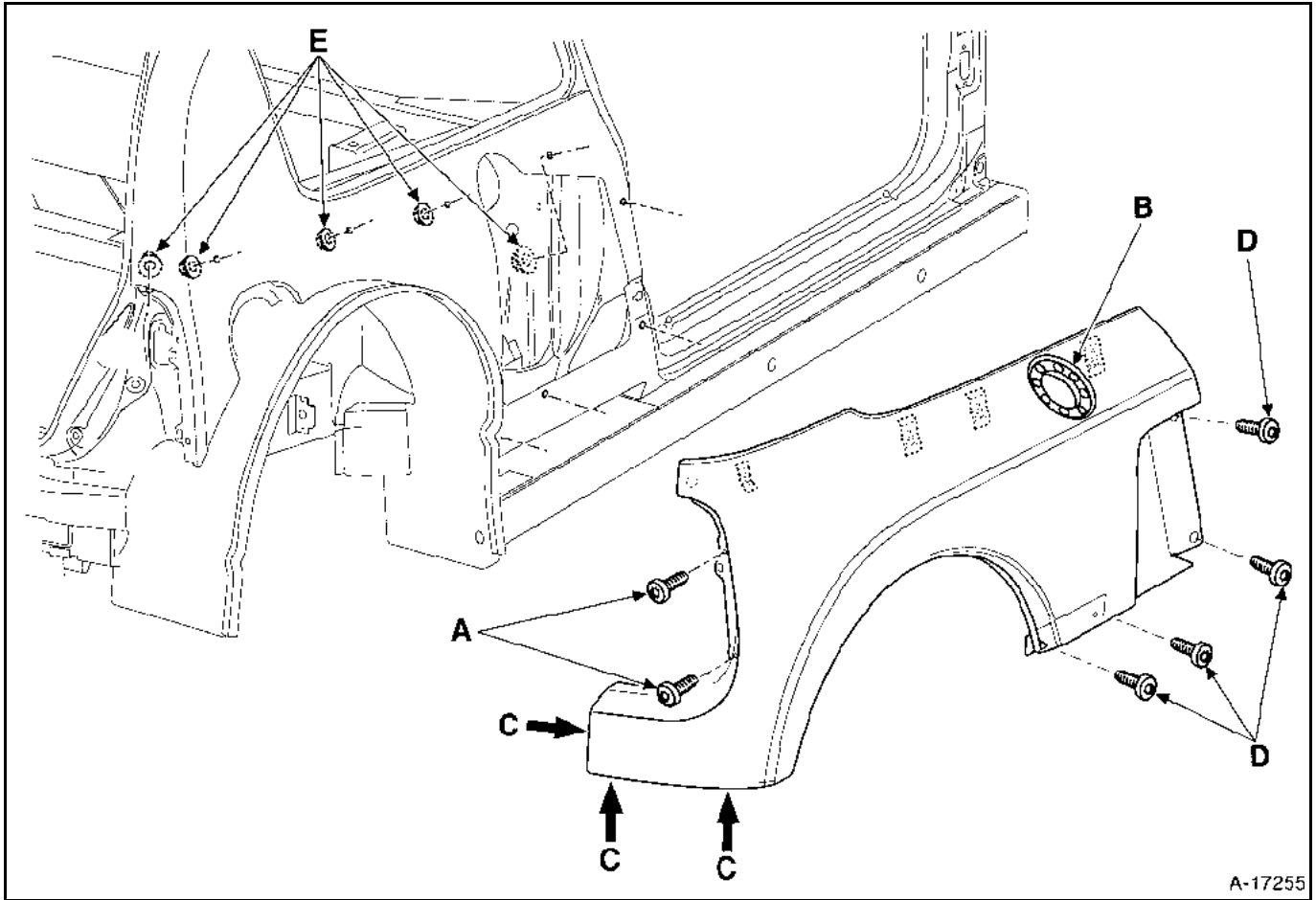
Remove the rear wing grille - two bolts (C).

To refit the air intake panel and grille, perform the operations in reverse order to removal.

CLEARANCES



REMOVAL



Raise the rear of the vehicle and remove the rear wheel.

Remove:

- the air intake panel and the grille.
- the rear light unit and disconnect the wiring.
- the two countersunk head tapping screws (A).
- the sill panel.
- the fuel tank ring (B) (8 bolts).
- the three studs (C) on the rear bumper.
- the four bolts (D).
- locate and remove the five nuts (E) inside the engine compartment
- pull out the rear wing (adhesive on upper section).

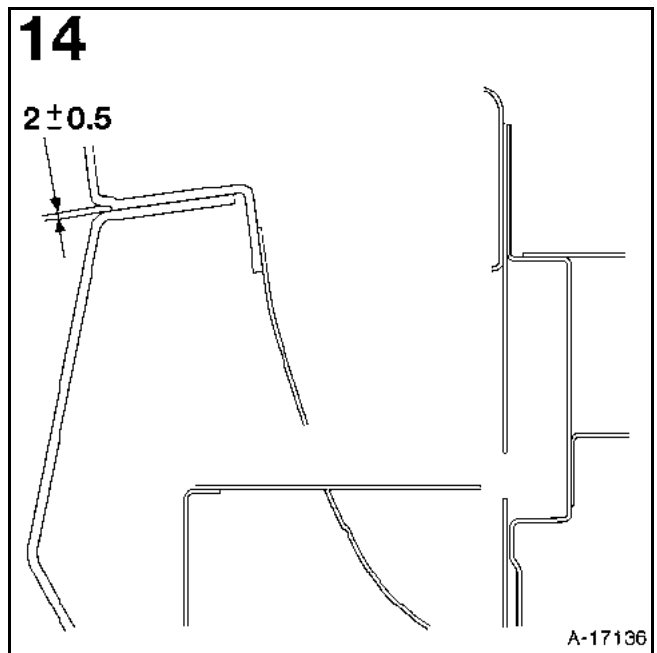
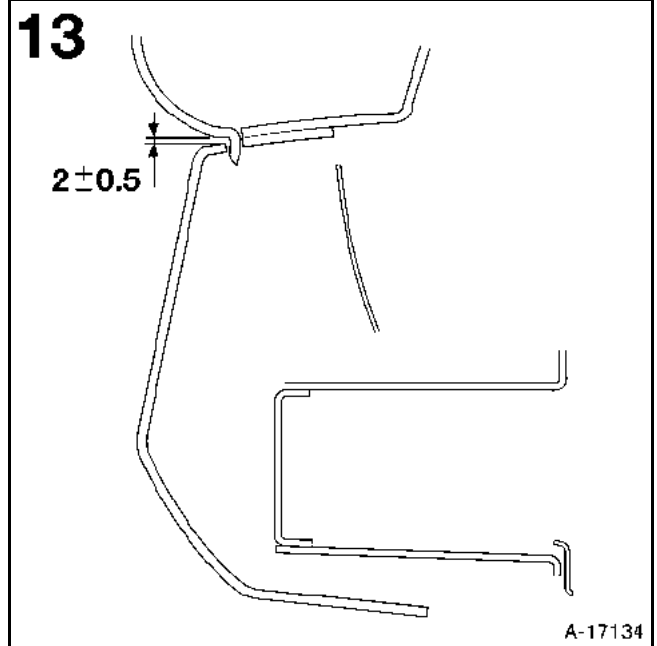
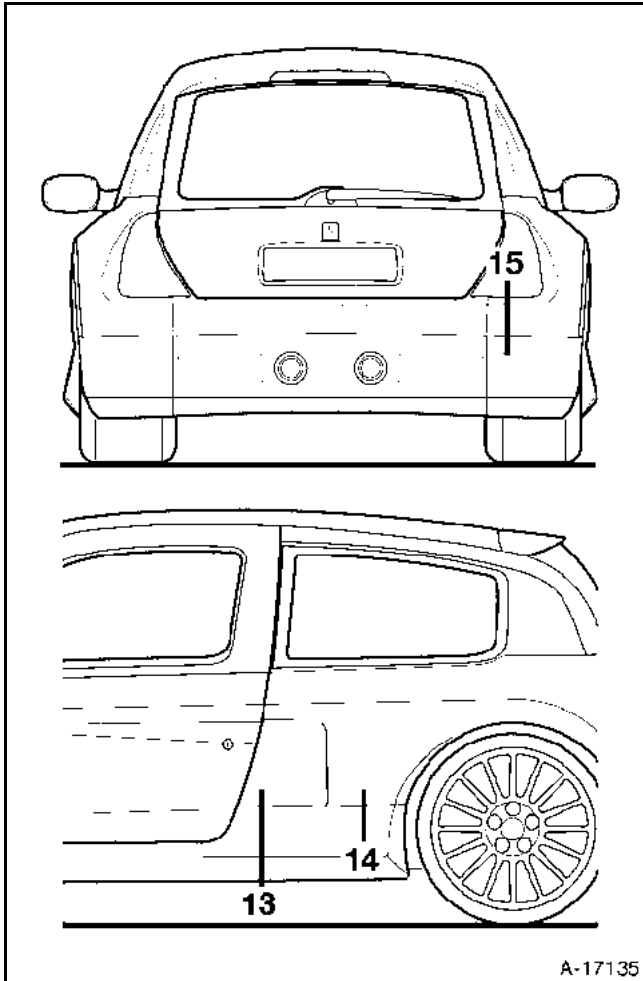
Apply braking resin to the upper mountings.

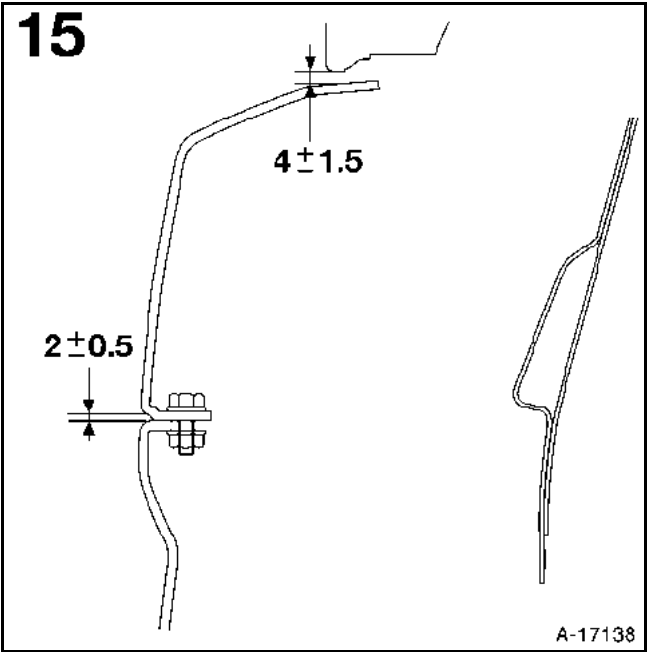
To refit the outer rear wing, perform the operations in reverse order to removal.

When removing and refitting the outer rear wing, you must apply preformed mastic all along the top edge between the rear wing panel and the outer panel.

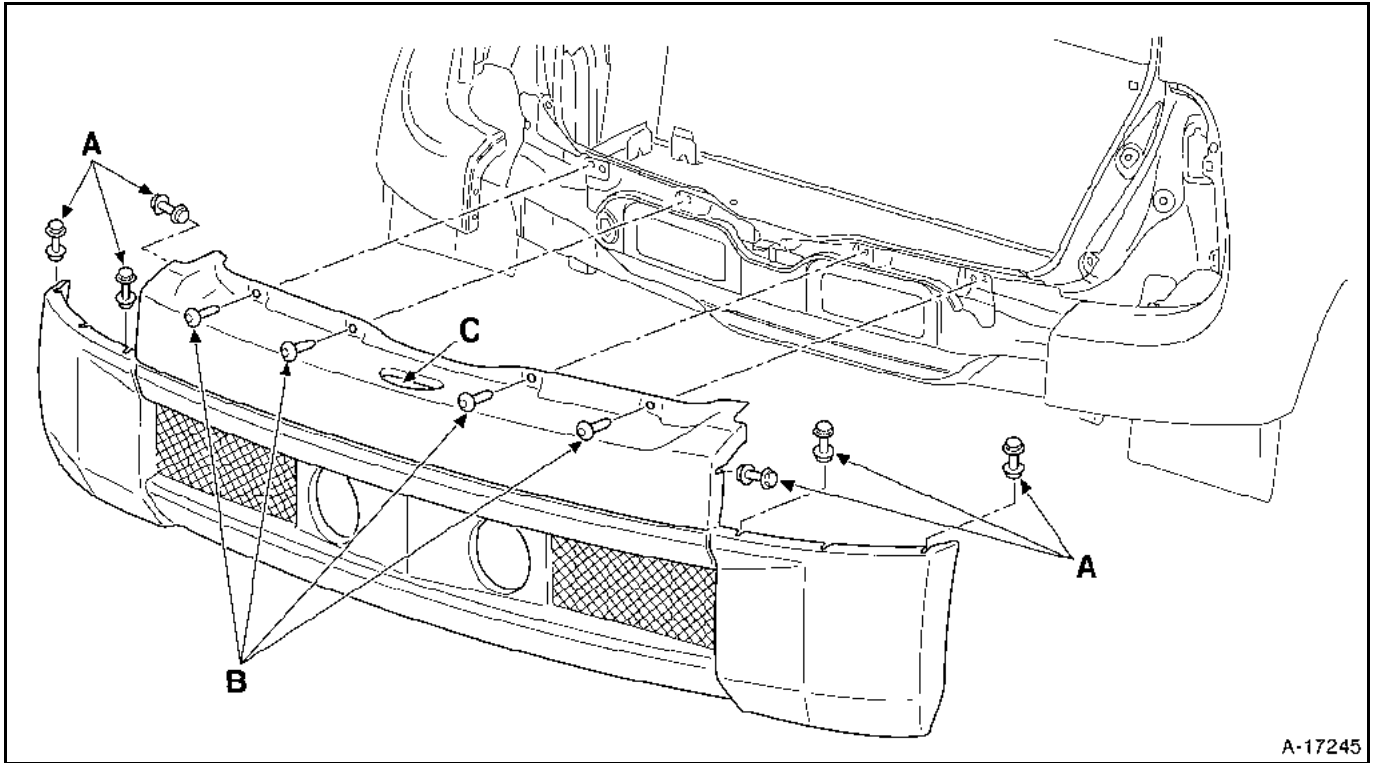
When refitting the wing, make sure that the gap between the fuel tank bevelled edge and the edge of the wing cavity is parallel at ± 0.25 mm.

CLEARANCES





REMOVAL



Remove:

- the three studs (A).
- the four bolts (B) on the upper edge of the rear bumper.
- pull the bumper towards you.
- disconnect the number plate light connector (C).

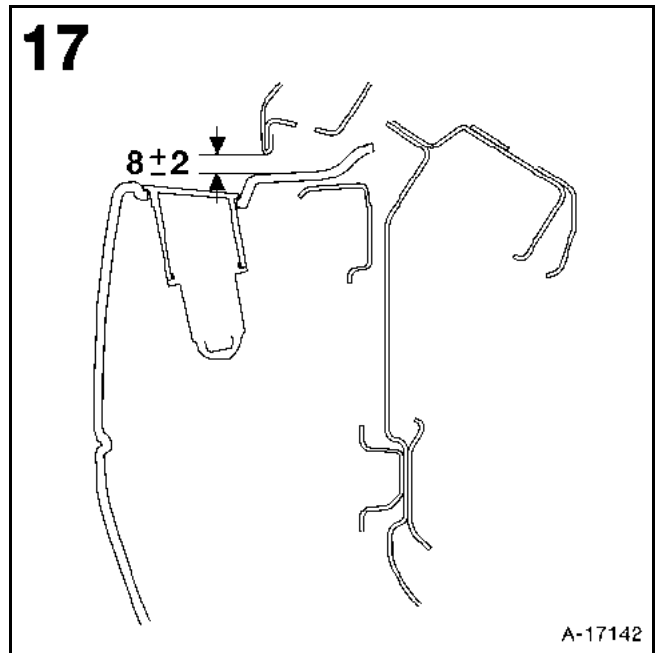
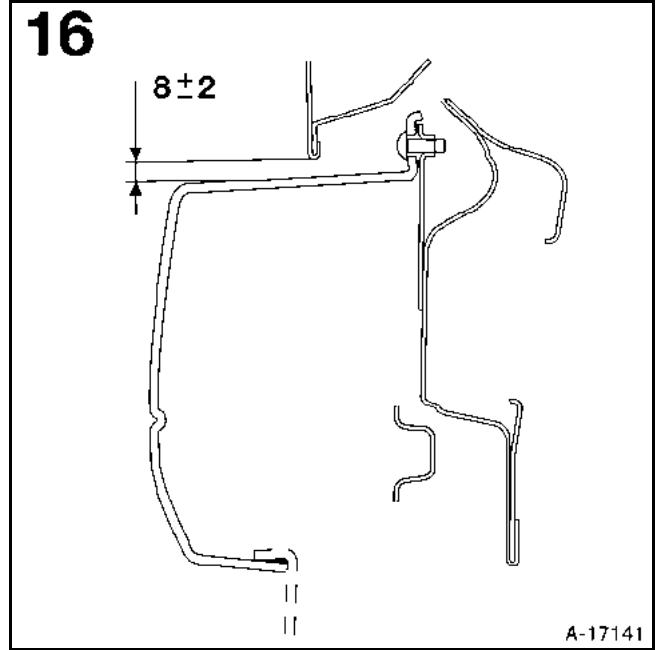
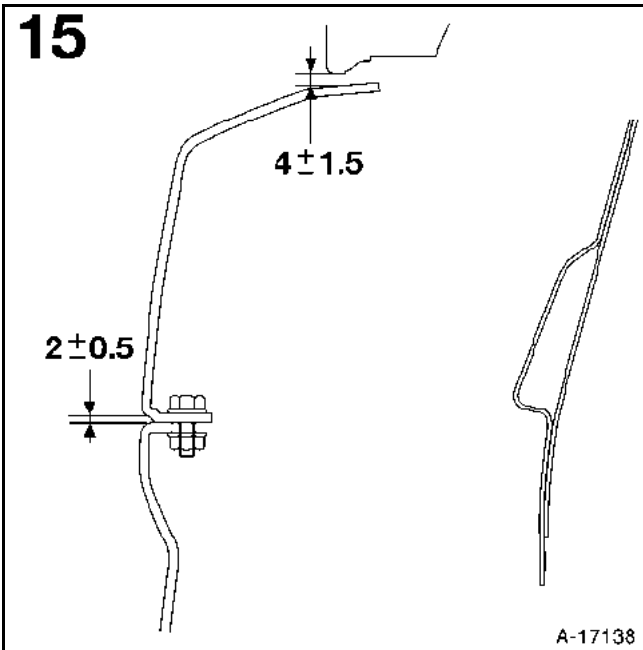
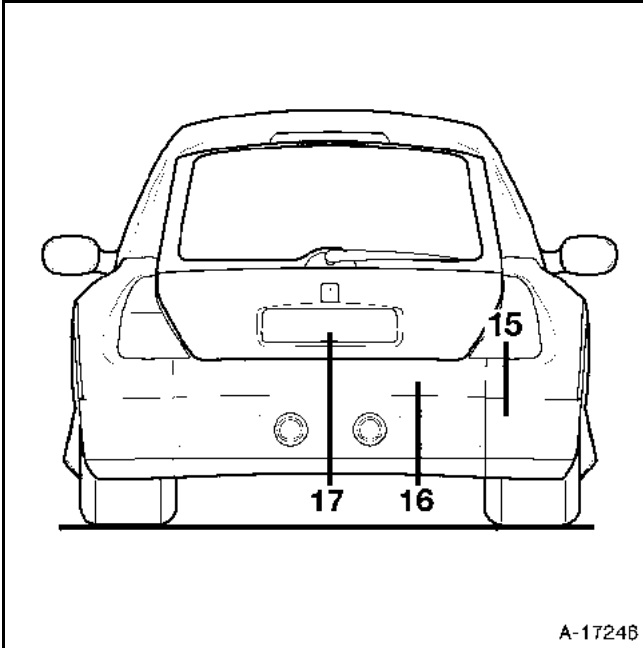
EXTERIOR PROTECTION

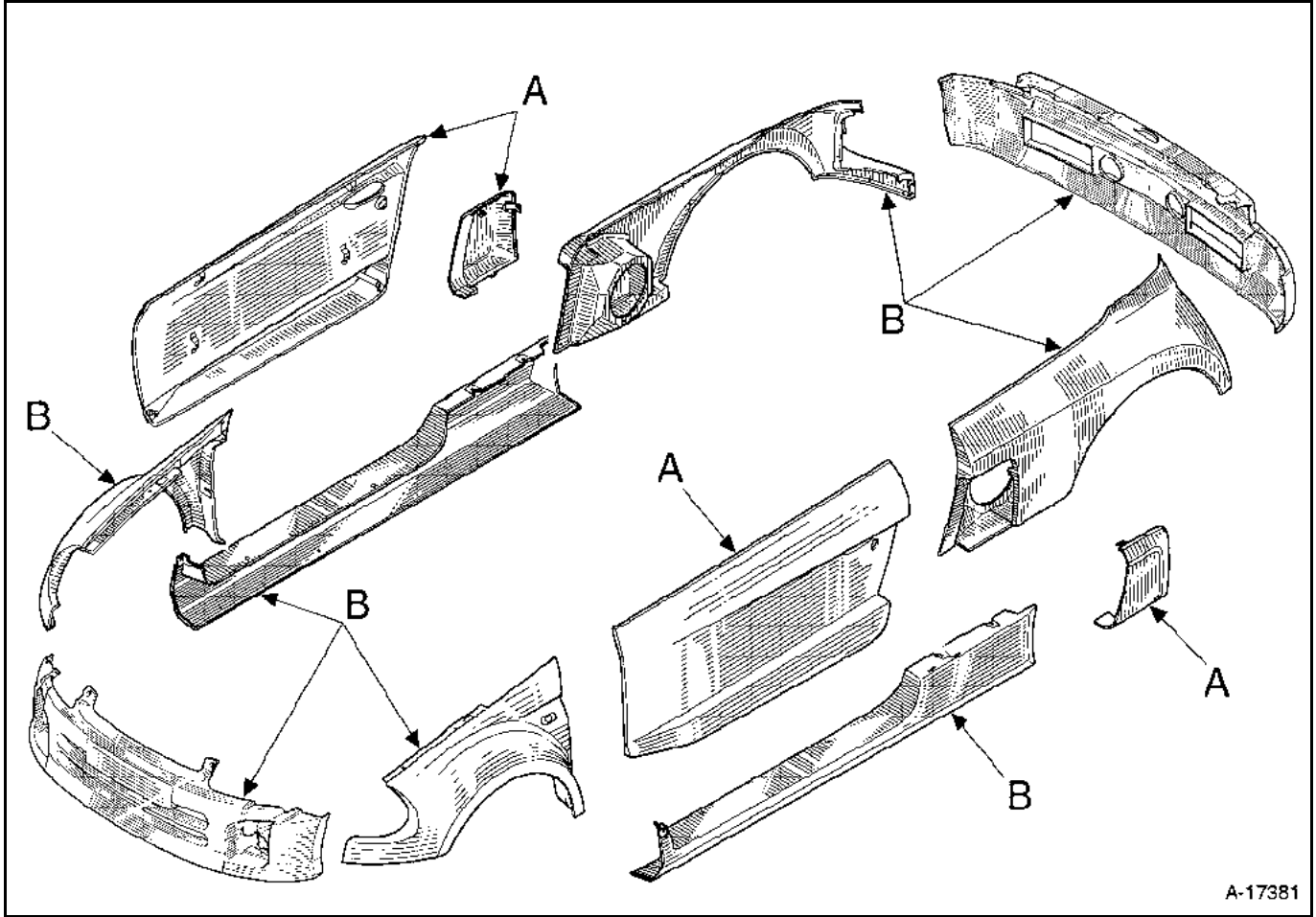
Rear bumper

55 **H**

To refit the rear bumper, perform the operations in reverse order to removal.

CLEARANCES





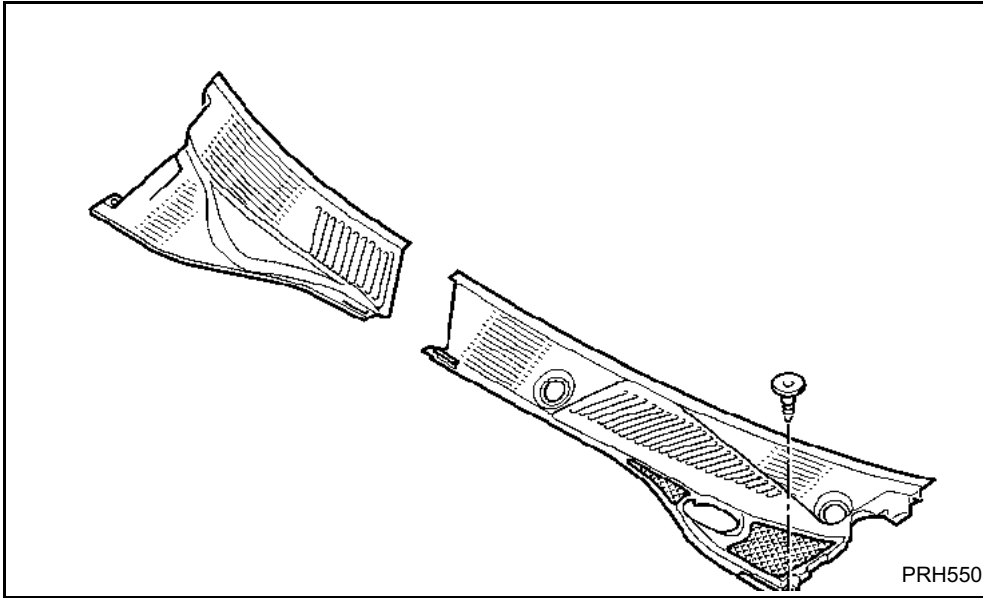
Parts in:

A A Preimpregnated polyester (SMC).

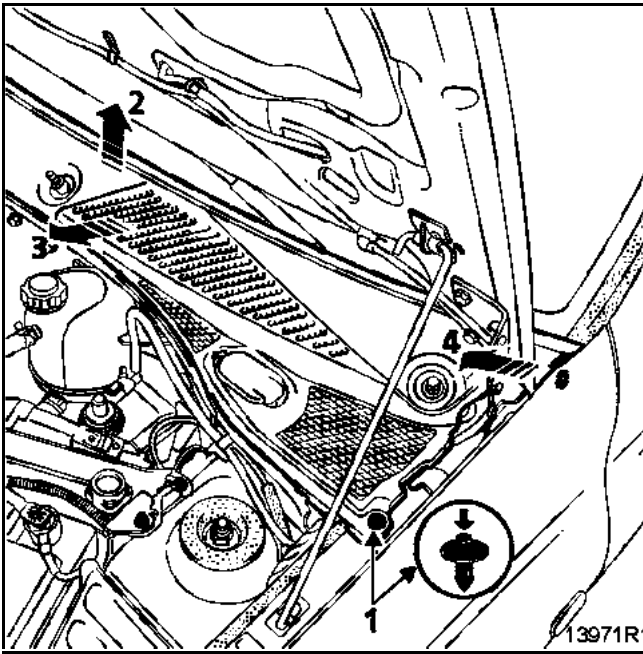
B B Injected polyester (RTM).

IMPORTANT: A parts built of preimpregnated resin can only be repaired with EPOXY resin. Only holes of **60 mm** maximum width and small cracks up to **150 mm** in length may be repaired in this way.

Any greater damage cannot be repaired; it is **COMPULSORY** to replace the part. For more information, consult MR502 on Plastic Materials, pages 40-18.



REMOVING THE LEFT HALF-GRILLE



Removing the rivets (1):

Place a Torx **10** or **20** screwdriver on the centre ring of the rivet and push it down no further than **5 mm**.

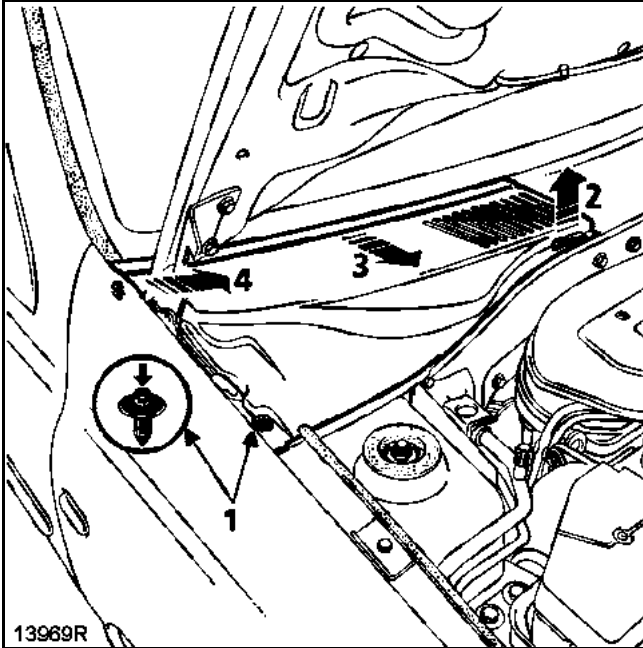
Remove the cowl grille rivet.

Unclip the cowl grille (2).

Detach:

- the grille retaining clips under the windscreen and the opening structure element (3),
- the grille positioning ring in the corner of the wing (4).

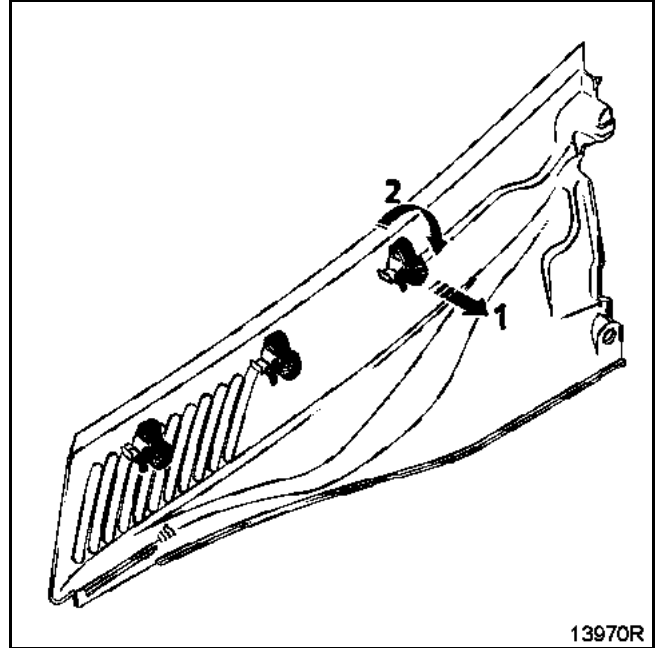
REMOVING THE RIGHT HALF-GRILLE



The left half-grille has to be removed before you can remove the right half-grille.

Follow the above instructions for removing the left half-grille.

REMOVING AND REFITTING THE RETAINING CLIPS



Lift the anti-rotation clip (1) on the retaining clip and turn it one quarter of a turn (2).

Remove it from the grille.

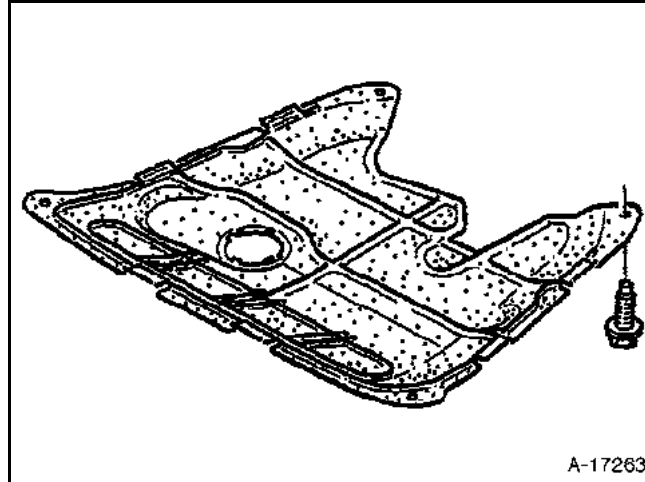
REFITTING

NOTE: when refitting each cowl grille, the rivet ring (1) has to be in the correct position before the grille can be clipped in place (see the diagram opposite).

To do this, push the rivet ring over **5 mm** to the top.

Fit the rivet and then push the ring back down until it is level with the rivet head.

With the rivet and ring in these positions, the grille is clipped to the structural element.

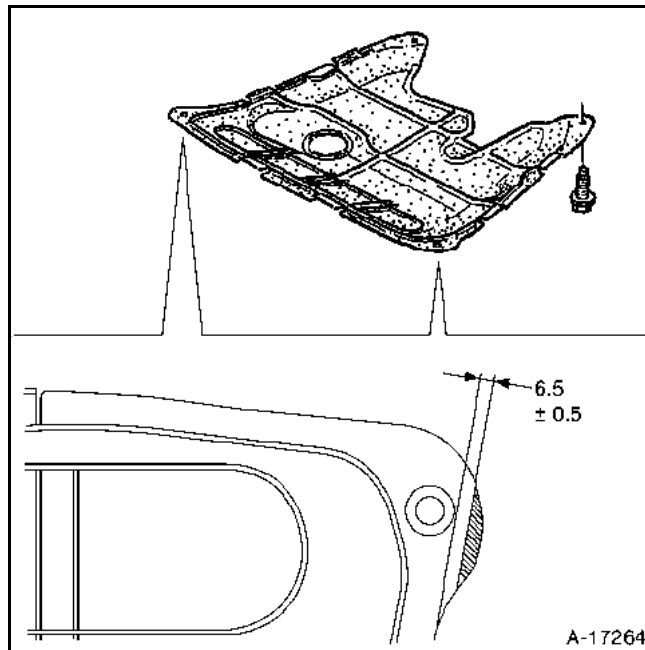


REMOVAL

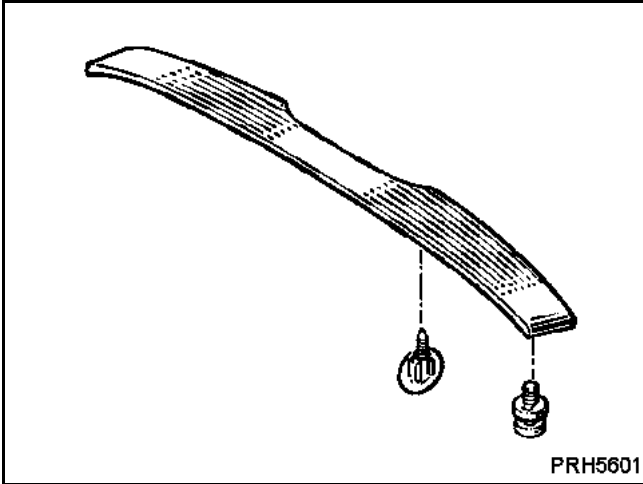
The four mounting bolts.

REFITTING

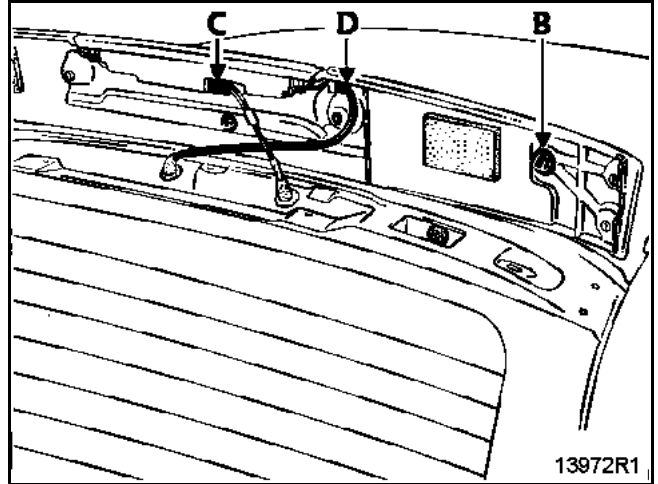
To refit the front lower protector, perform the operations in reverse order to removal.



If you need to replace the front lower protector, adapt the replacement part by cutting the shaded sections on both sides.

**REMOVAL**

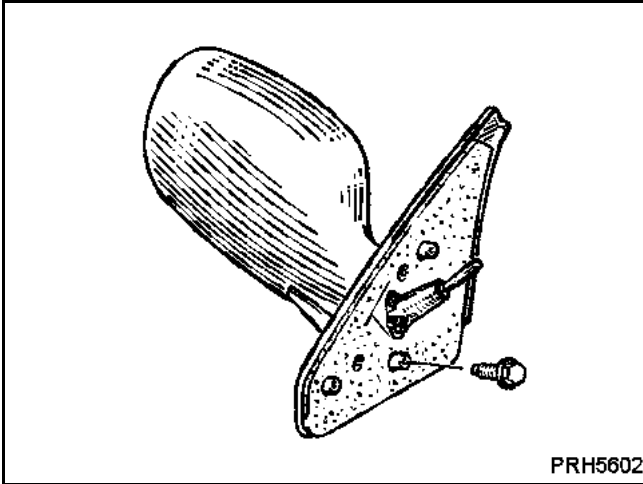
Remove the mounting bolts (A) from the spoiler on the tailgate.



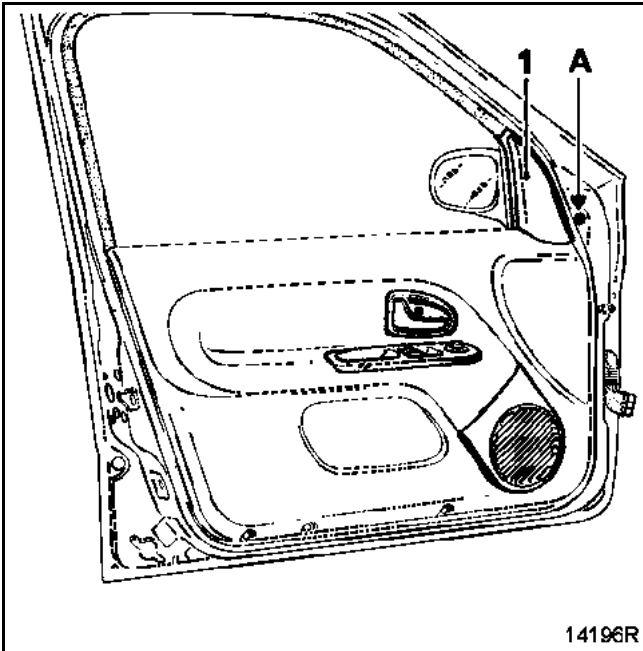
Pull the spoiler upwards to detach it (B).

Disconnect the third stop light (C).

Remove the rear screen jet supply pipe (D).

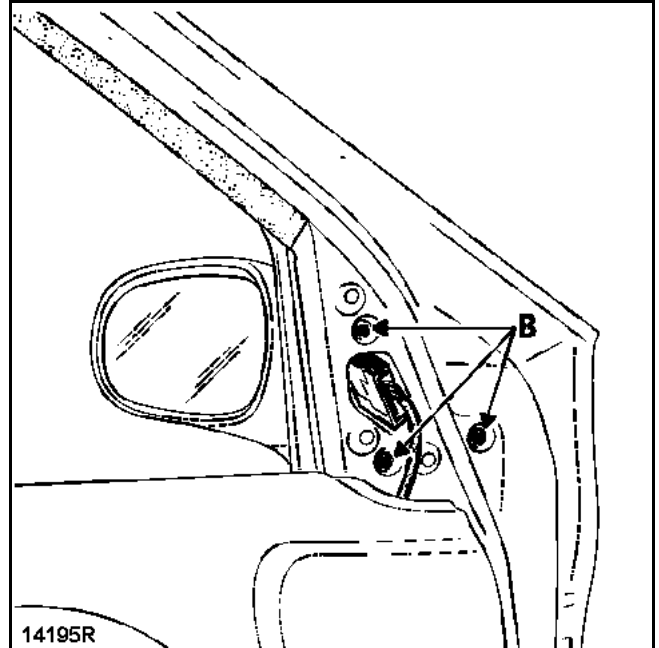


REMOVAL



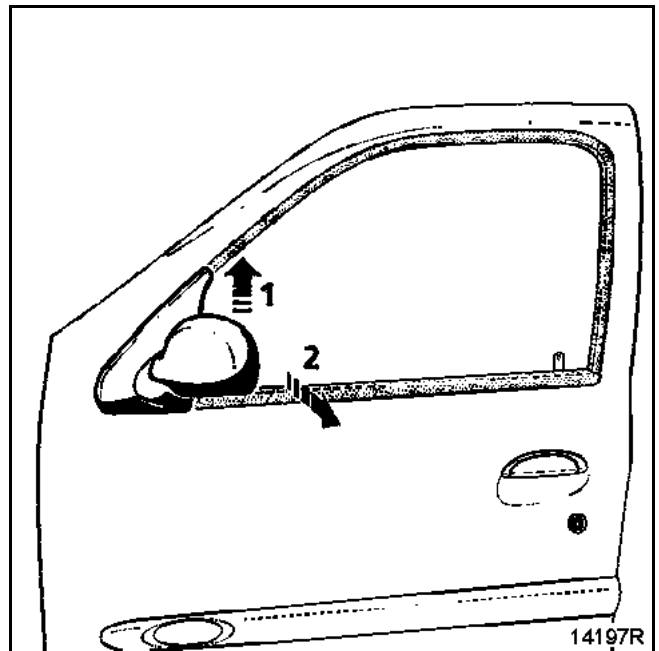
Remove:

- the access flap to the rear-view mirror supply connector (1) or manual control support,
- the blanking plate (A).



- the three mounting bolts (B).

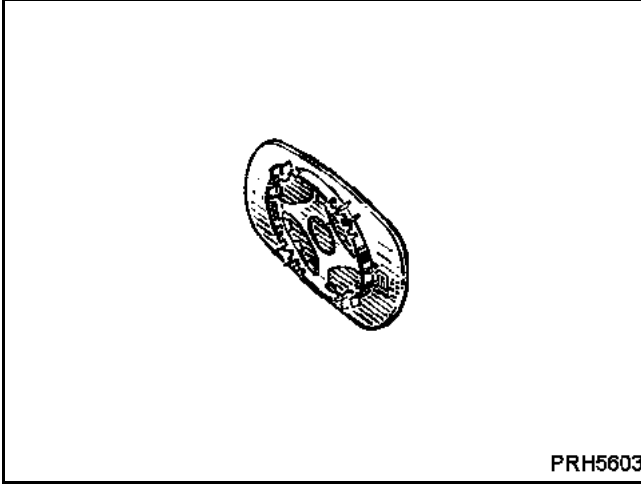
Disconnect the rear-view mirror supply connector if necessary.



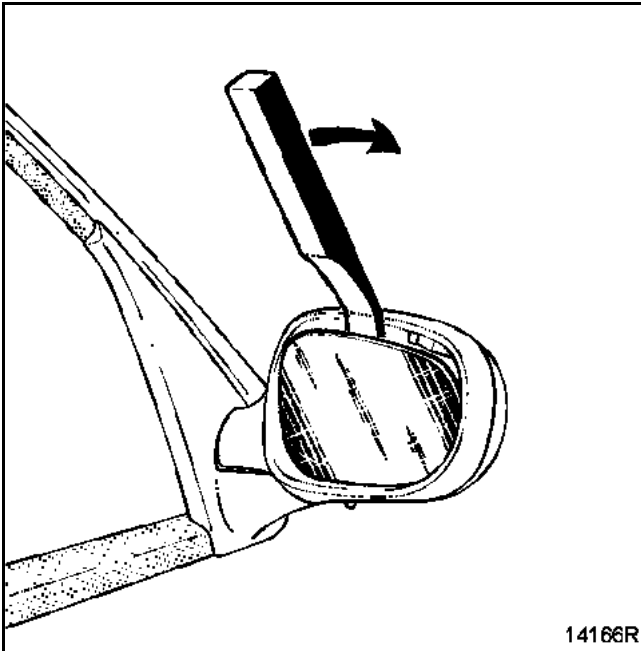
Raise the rear-view mirror (1) and disengage the retaining lugs from the door panel (2).

EXTERIOR ACCESSORIES

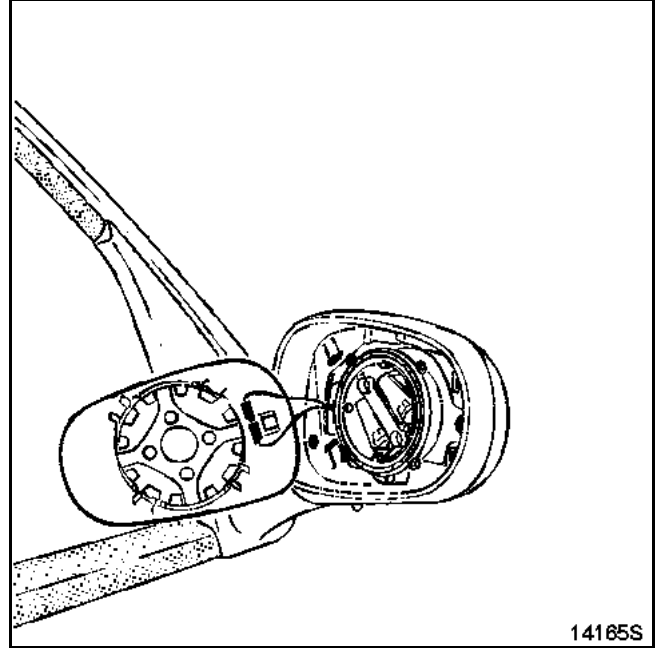
Exterior rear-view mirror glass

56**C**

REMOVAL



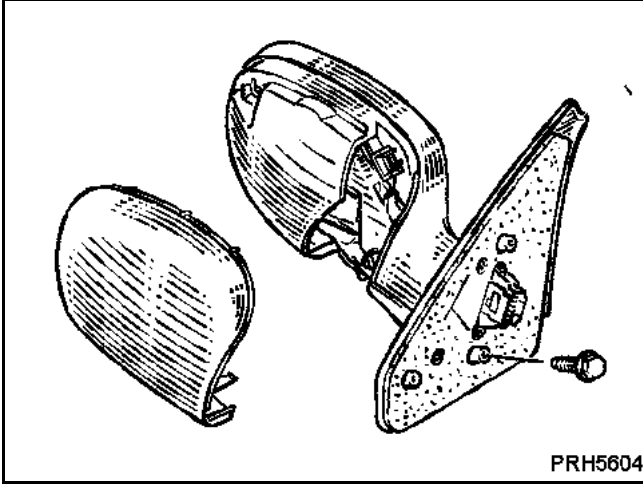
Insert tool **Car. 1363**, use the edge of the rear-view mirror plastic casing as a support and push as shown above.



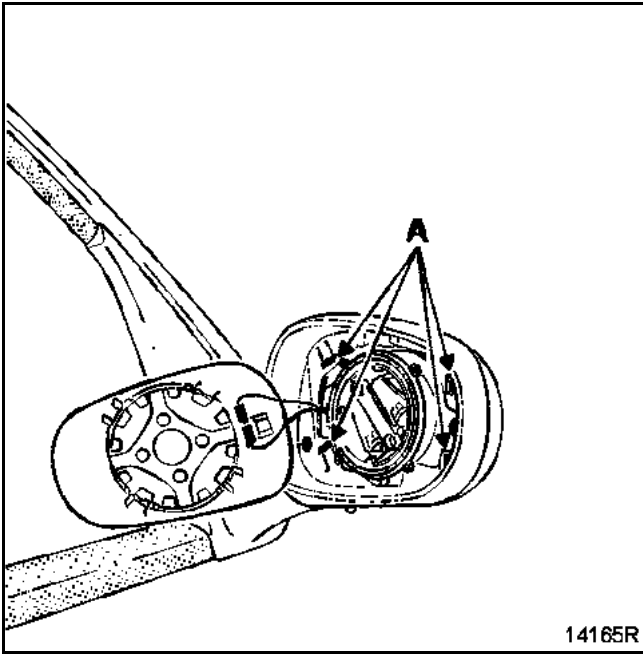
Disconnect the de-icing wiring harness terminals if necessary.

REFITTING

Align the mirror in the correct position and press it to clip it into the base of the rear view mirror.



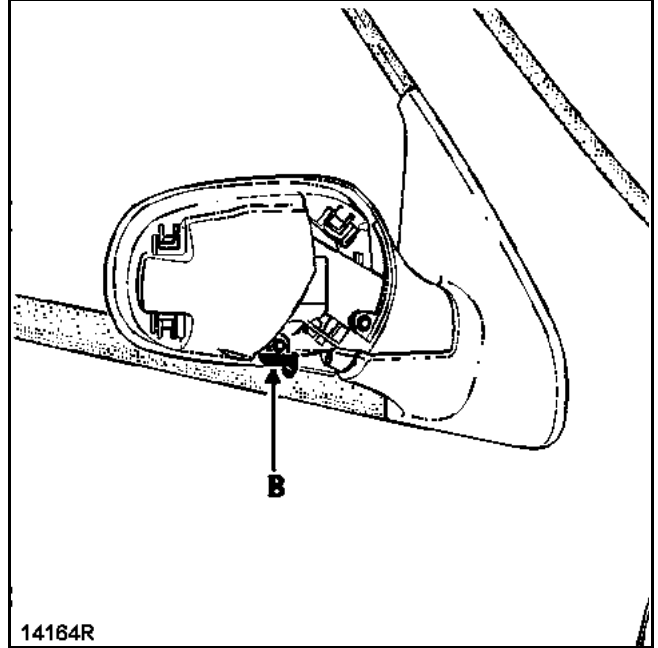
REMOVAL



Remove the rear-view mirror glass (see section 56-C).

Using a flat screwdriver, raise the base retaining lugs in order to dislodge the clips (A) on the shell.

Remove the trim.

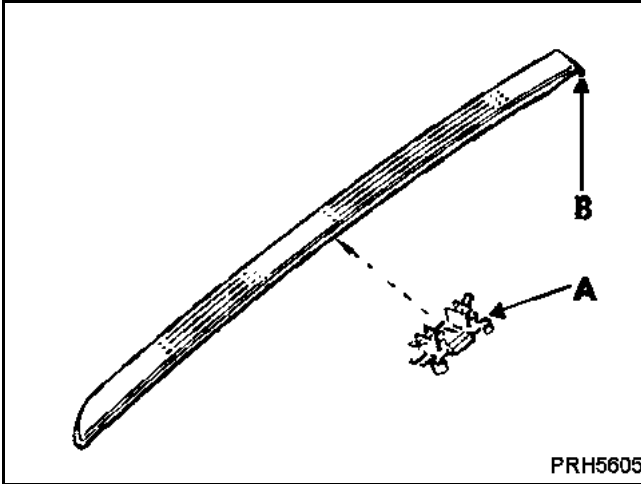


NOTE: to access the temperature sensor (B), it is necessary to remove the plastic housing on the base of the rear-view mirror.

EXTERIOR ACCESSORIES

Drip moulding trim

56 E



REFITTING

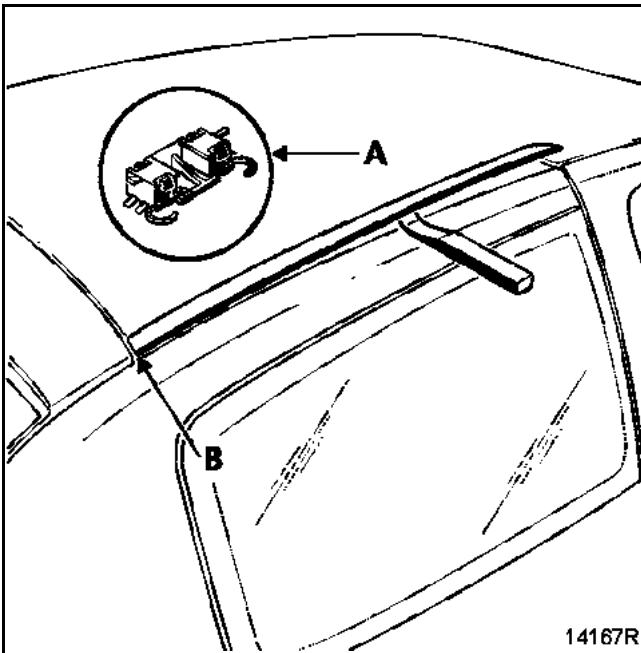
Use the **Parts Stores** clip set, part no.: **77 03 077 438** to replace any clips (A) that break during removal of the trim strip.

Refit the clips on the **KSM** welded studs in the position shown opposite.

To refit the trim strip correctly, push the rear section into the roof panel as far as it will go (B).

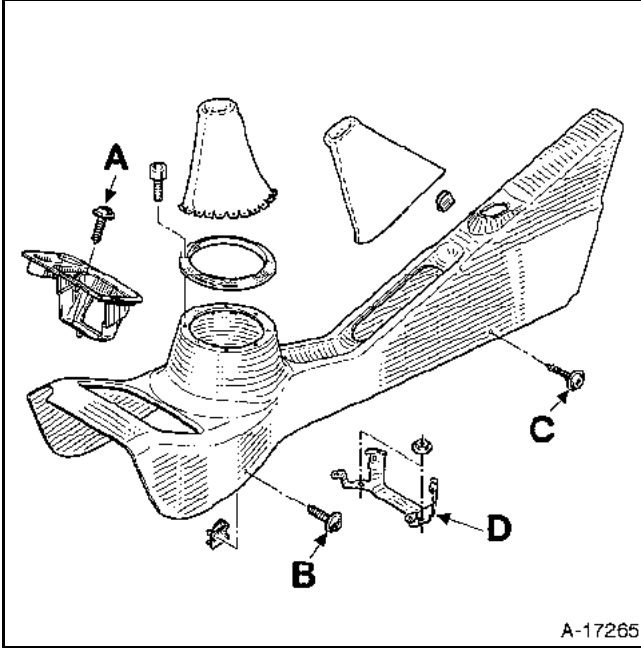
Firmly push in and clip the entire length of the trim strip.

REMOVAL



Insert tool **Car. 1363**, use the edge of the roof panel as a support and push as shown above in order to remove the entire trim strip.

The retaining clips (A) remain fixed in the drip.

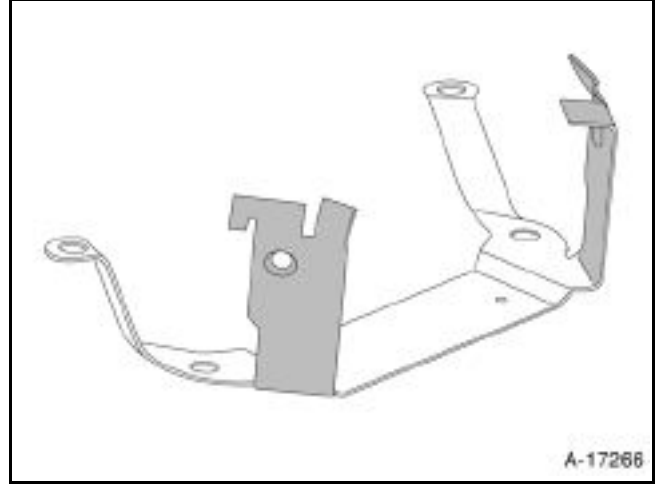


REMOVE:

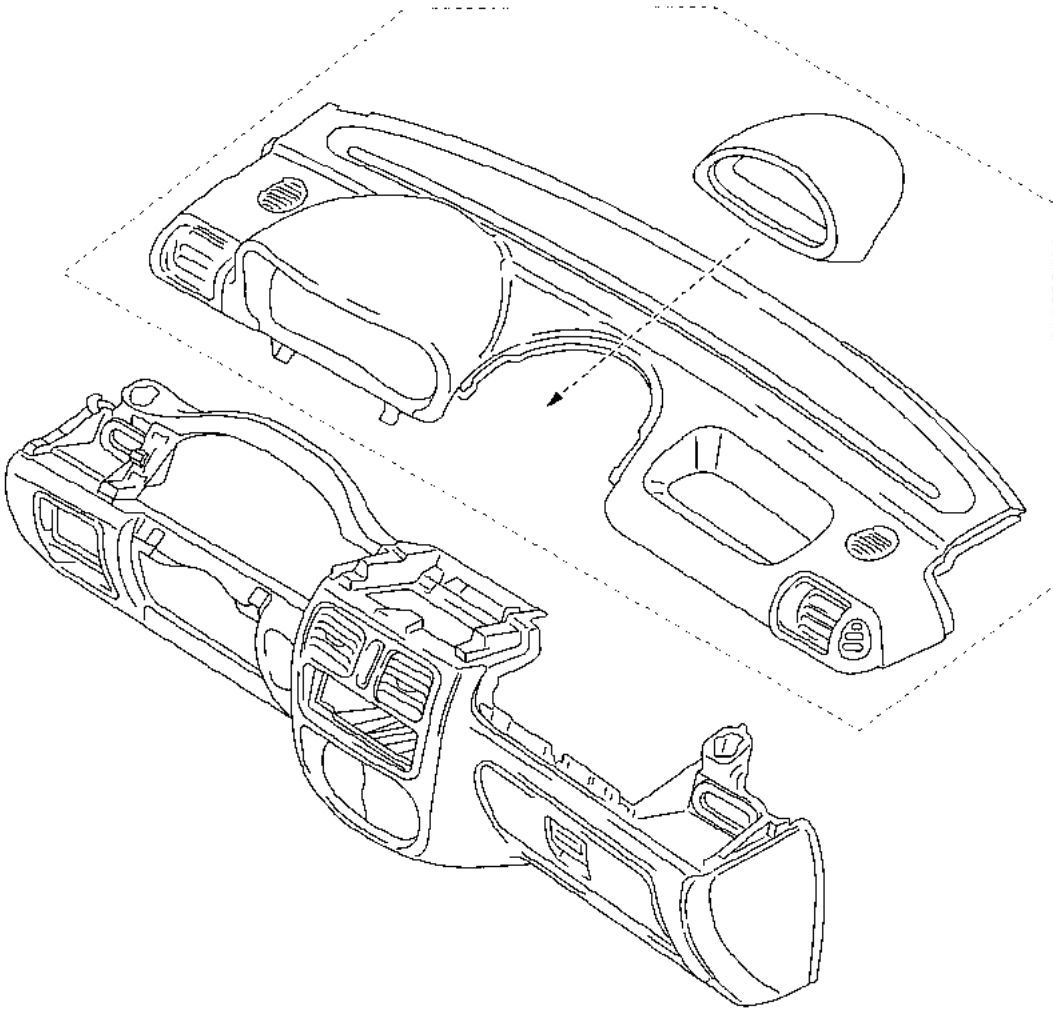
- the ashtray and its support, two bolts (A).
- disconnect the cigarette lighter wiring.
- the hazard warning lights control and disconnect the wiring.
- unscrew and remove the gear lever knob.
- the two bolts (B) at the front of the console.
- the two bolts (C) at the rear of the console.
- remove the console around the gear levers and the handbrake (gaiters).

REFITTING

To refit the central console, perform the operations in reverse order to removal.



If you need to replace the support (D), adapt the replacement part by cutting the shaded sections.



A-17010

To remove the dashboard, it is necessary to remove the steering column first.
Follow the method described below to remove the steering column.

Follow the method described below to remove the steering column.

REMOVAL

IMPORTANT: pyrotechnic systems (airbags and pretensioners) must not be handled near to a heat source or flame - they may be triggered.

IMPORTANT: all work on the air bag and pretensioner systems must be carried out by qualified personnel who have received the proper training.

IMPORTANT: whenever the steering wheel is removed, the air bag connector (D) must be disconnected. The airbag has a connector which short circuits if it is disconnected to prevent accidental triggering.

Disconnect the battery.

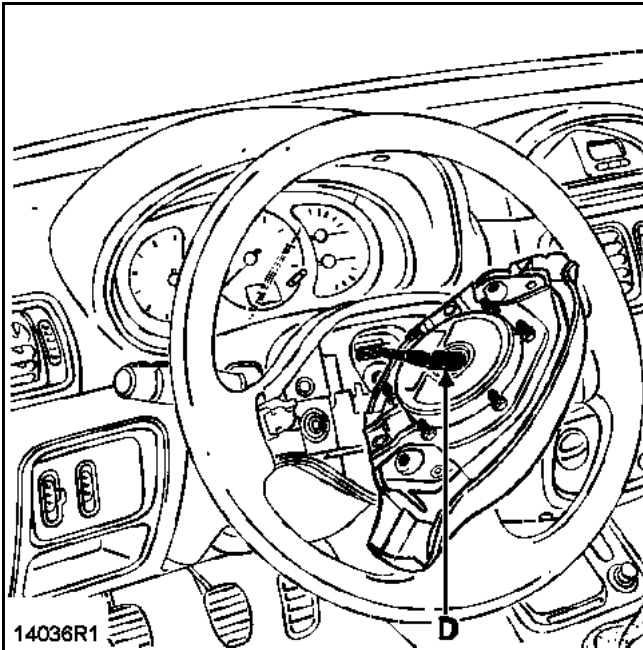
Vehicles fitted with an air bag: remove the driver's air bag by undoing the two Torx bolts (**T30**) (tightening torque = **0.5 daNm**) located behind the steering wheel and disconnect its connector (D).

Vehicle without an air bag: Remove the centre cover from the steering wheel (clip-on fitting).

Remove:

- the steering wheel bolt,
- the steering wheel after setting the wheels straight,
- the half shells (three bolts).

Disconnect the stalk switches (wipers and lights) and the rotary switch connector (vehicles fitted with an air bag).

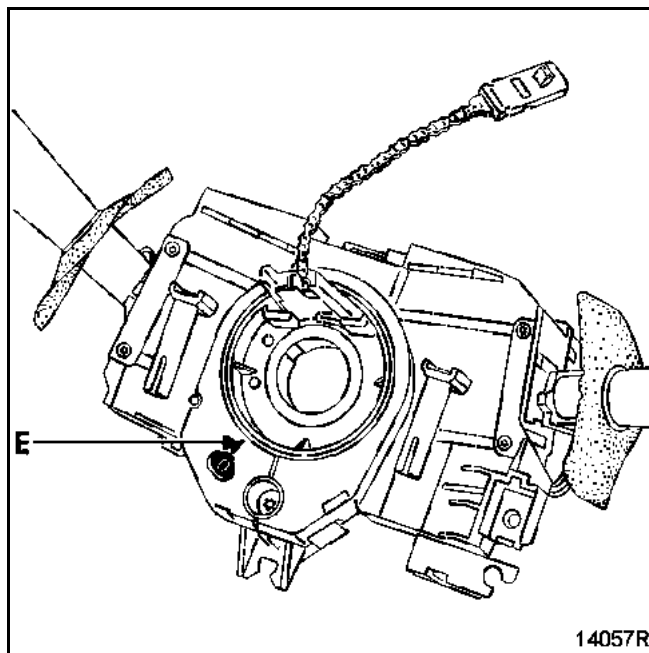


SPECIAL NOTES FOR VEHICLES FITTED WITH AN AIR BAG

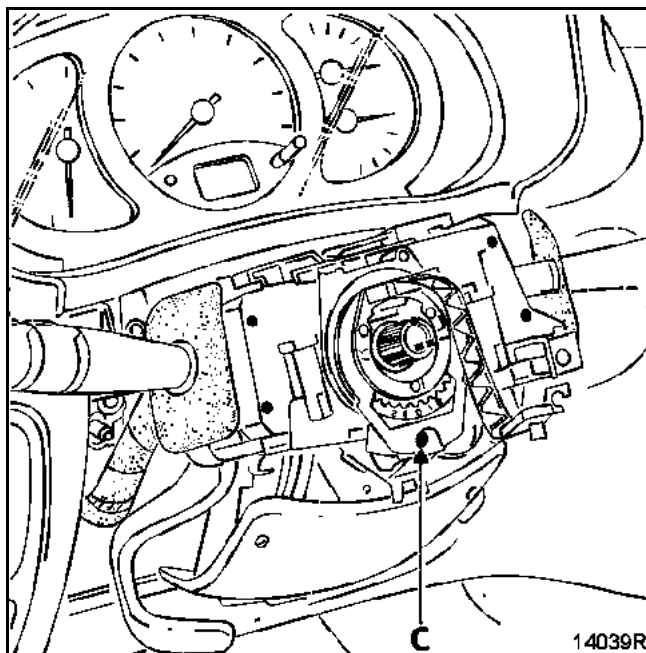
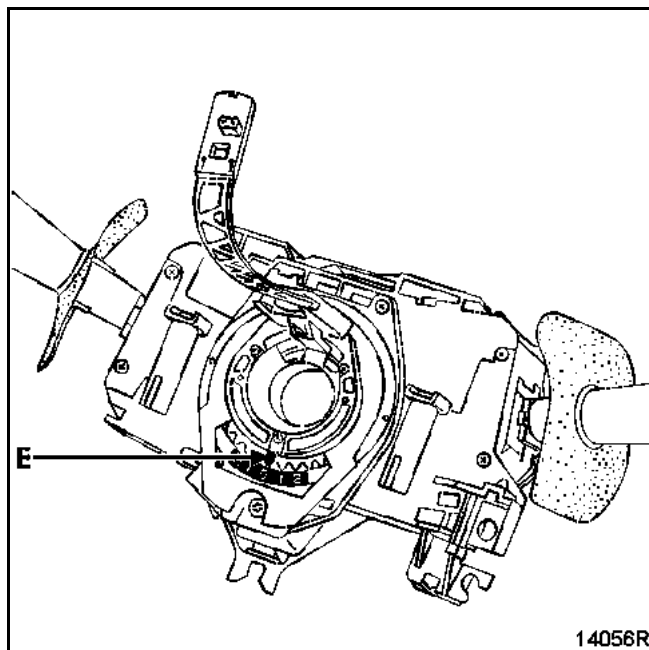
Before removing the assembly, it is essential to mark the position of the rotary switch:

- making sure that the wheels are straight when removing it so that the strip may be positioned centrally,
- and checking that the **0** mark of the rotary switch is correctly positioned facing the fixed index mark (E).

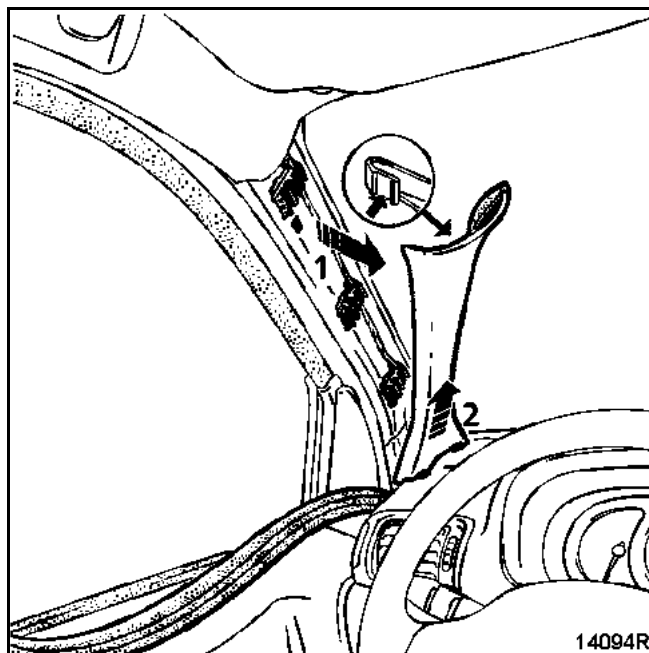
VALEO ASSEMBLY



LUCAS ASSEMBLY

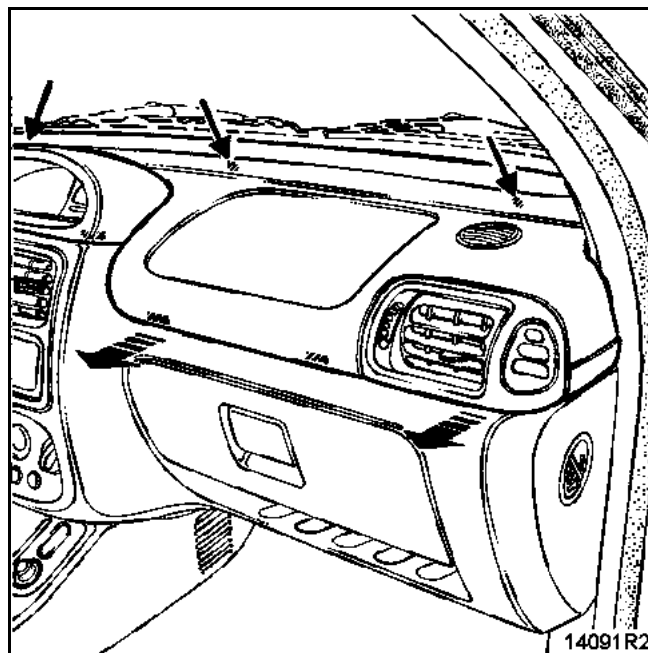


Unscrew the bolt (C), then tap sharply on the screwdriver to unlock the cone and disconnect the assembly from the steering column.

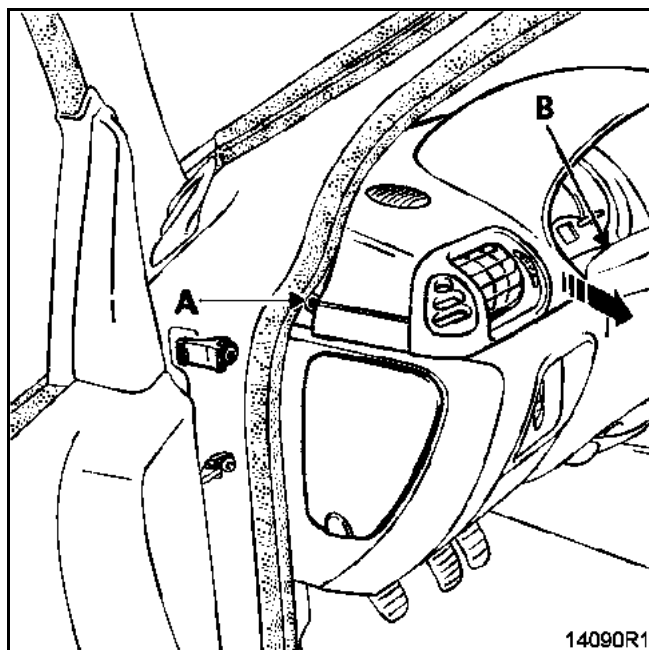


Remove the cover as follows:

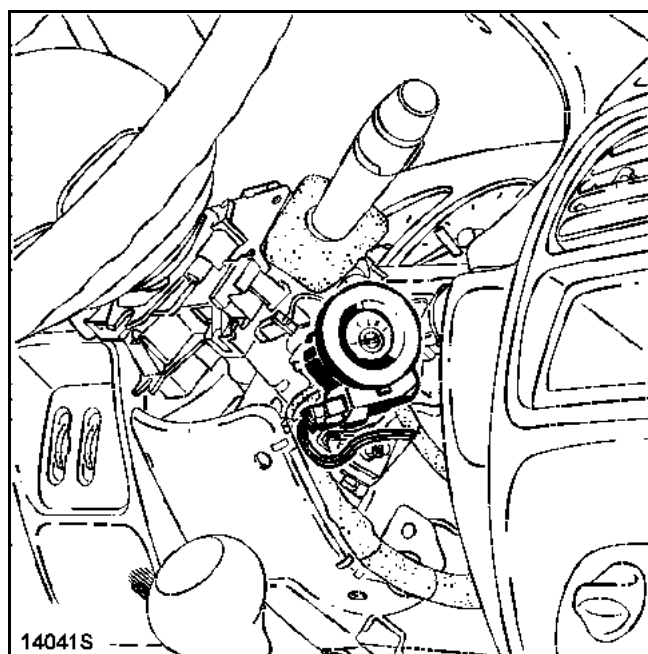
- first remove the windscreen pillar trims. To do this, disengage enough of the trim to be able to press on the upper clip, then move the pillar (1) aside and unclip it from the cover (2).



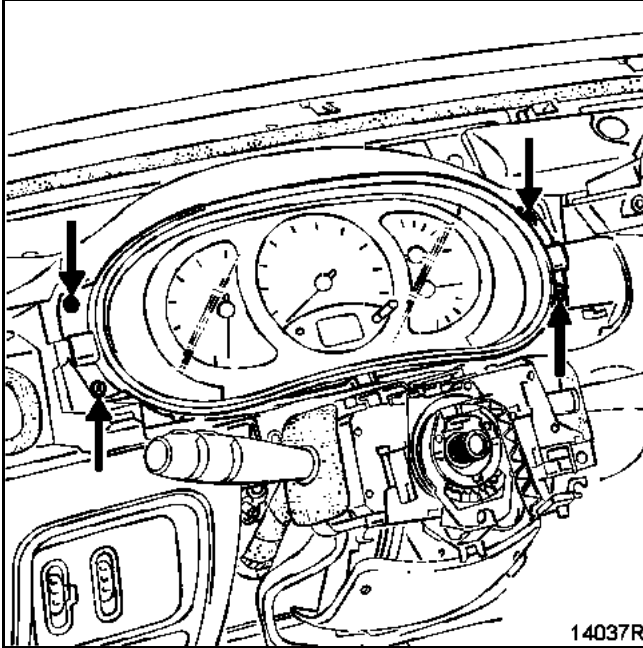
- remove the three upper bolts (next to the windscreen). Then remove the cover completely, proceeding as shown in the diagrams.



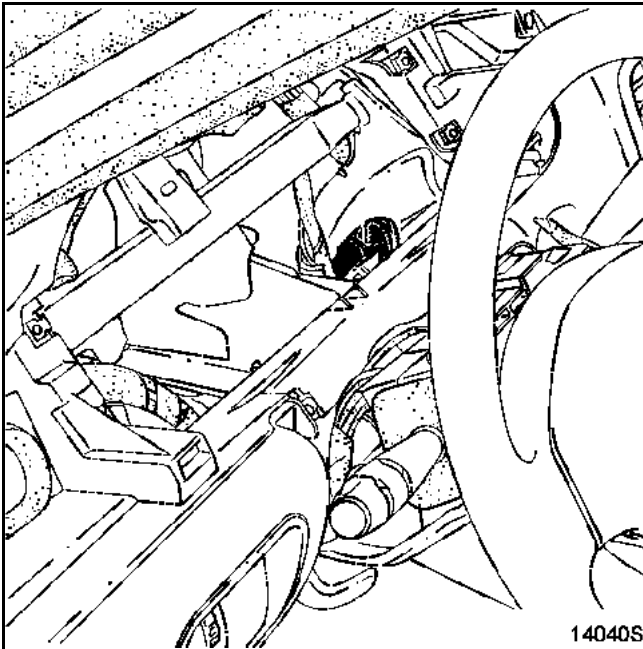
- remove the two side bolts (A),
- remove the two bolts under the instrument panel (B),



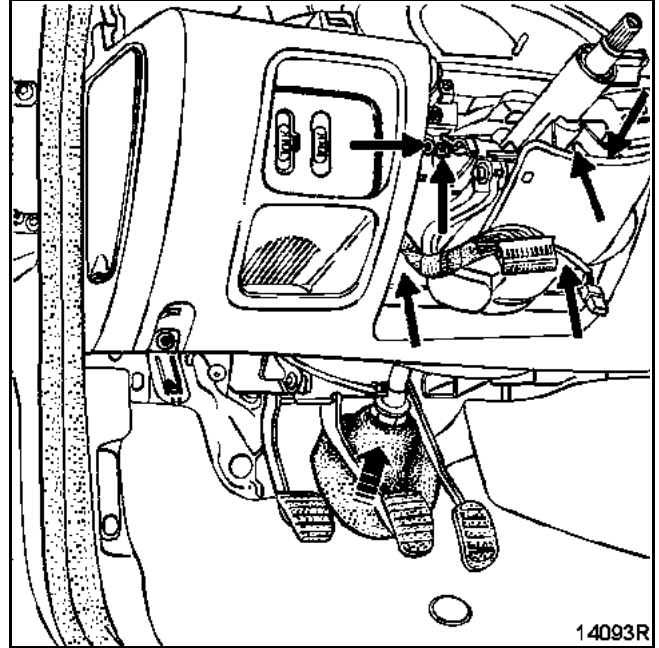
Remove the immobiliser antenna ring from the ignition switch.



Remove the instrument panel (four bolts) and disconnect the connectors.



Disconnect the ignition switch connector.



On the engine compartment side, remove:

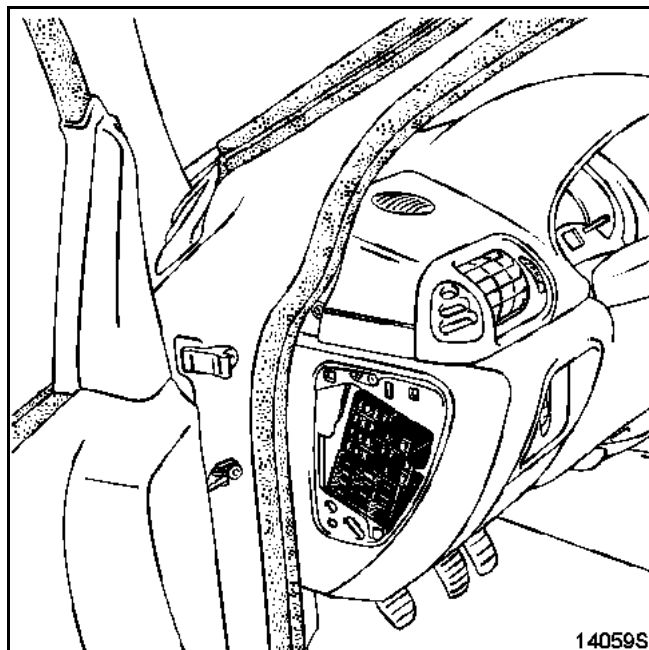
- the air pipe,
- the expansion bottle mounting nuts, then move the bottle to gain access to the steering column universal joint.

Remove the universal joint eccentric bolt.

Remove the six mounting bolts from the steering column and pull off the bulkhead gaiter.

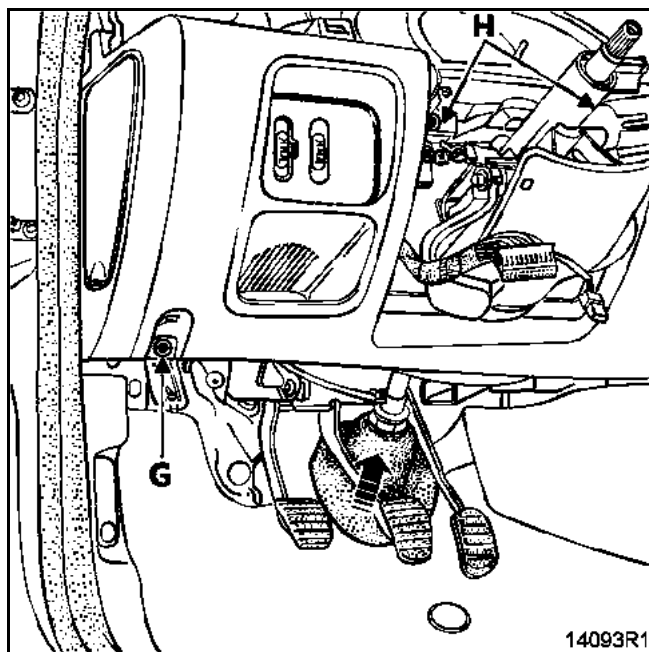
Remove the steering column.

REMOVING THE DASHBOARD

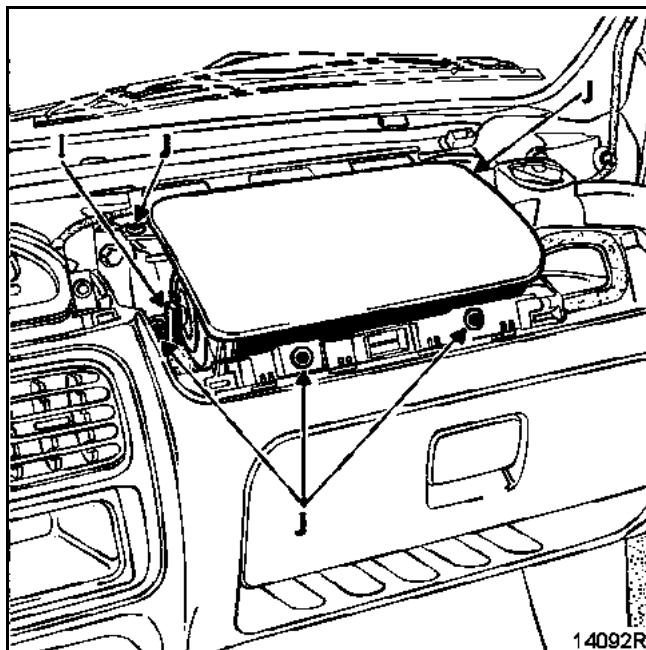


Remove:

- the fuse box access flap,



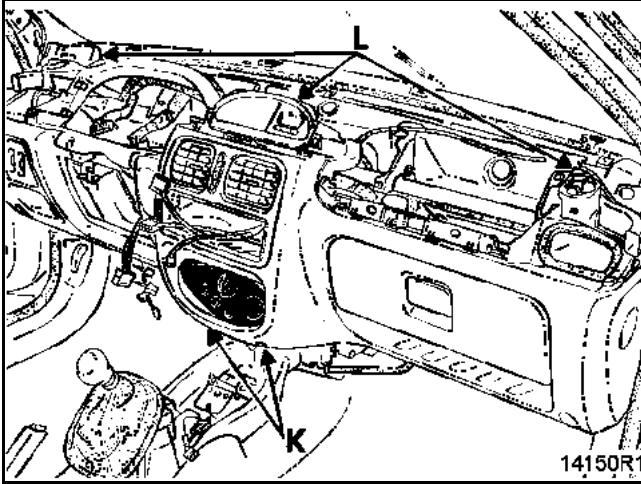
- the lower mounting bolts (G),
- the mounting bolts (H).



REMOVING THE PASSENGER AIR BAG

(according to equipment)

Disconnect the connector (I) and remove the air bag mounting bolts (J).

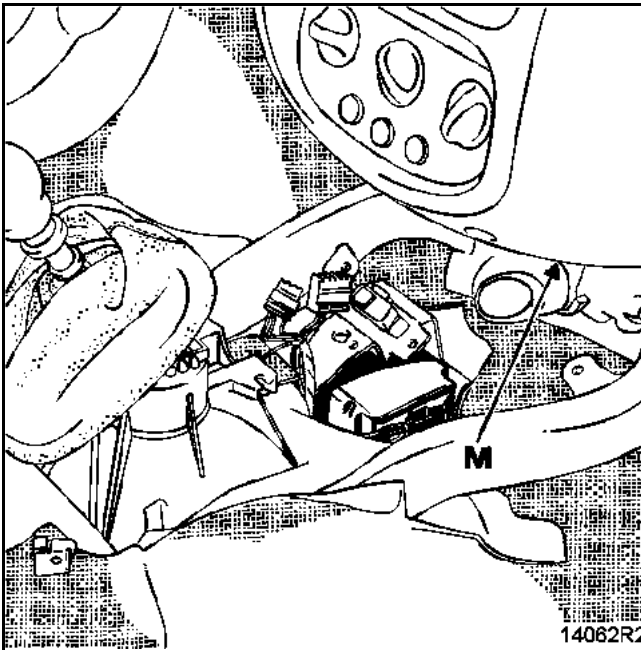


Remove the two heater control unit mounting bolts (K) and unclip the unit from its housing in the dashboard.

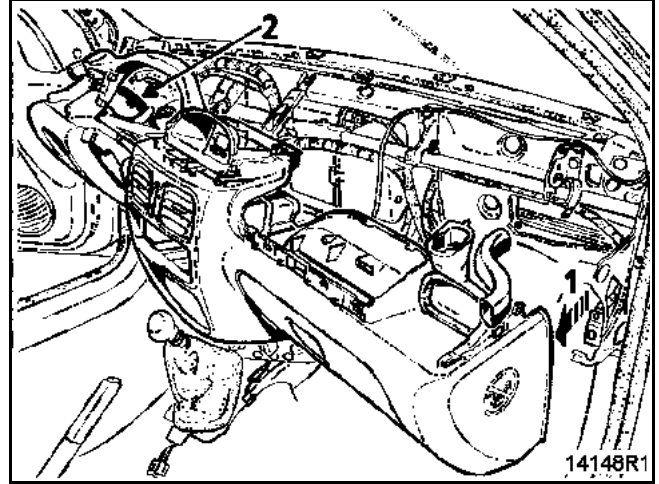
Remove:

- the three upper dashboard mounting bolts (L),
- the radio.

Disconnect the supply connector from the central display (if fitted).

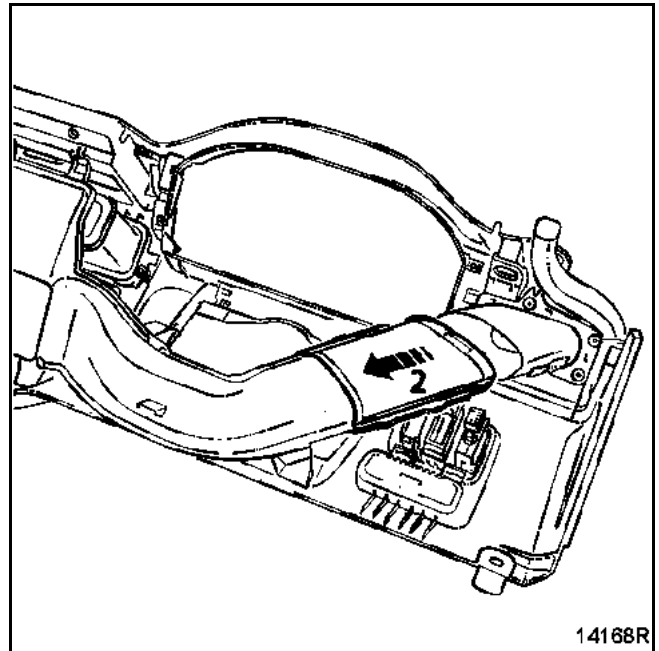


Remove the mounting bolt (M).



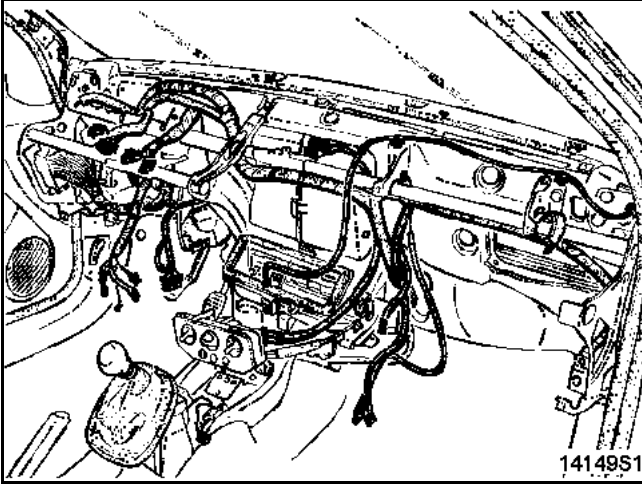
Lift the dashboard slightly to disengage the retaining pins near the mounting bolts (L), (see opposite).

Remove the right-hand side of the dashboard (1).



Slide tube (2) to remove the left-hand side of the dashboard.

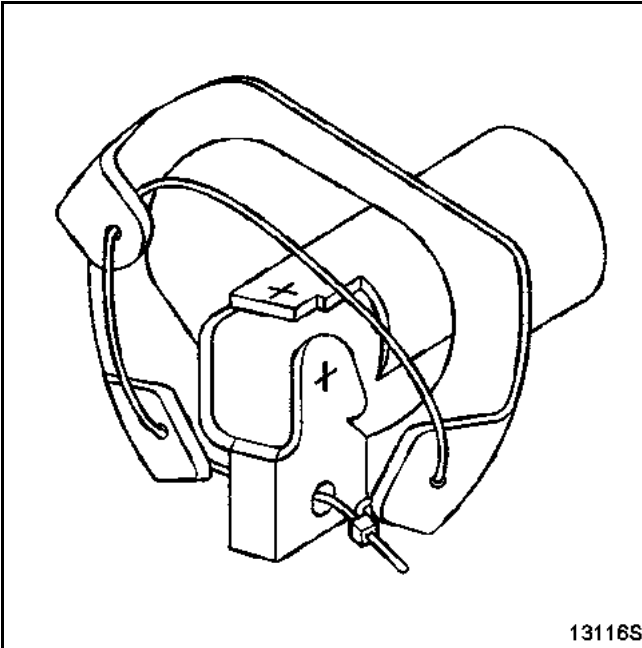
NOTE: the tube passes behind the metal beam. Slide it off, as shown in the diagram below, to release the dashboard from the heater casing.



Remove the dashboard from the passenger compartment (two man job).

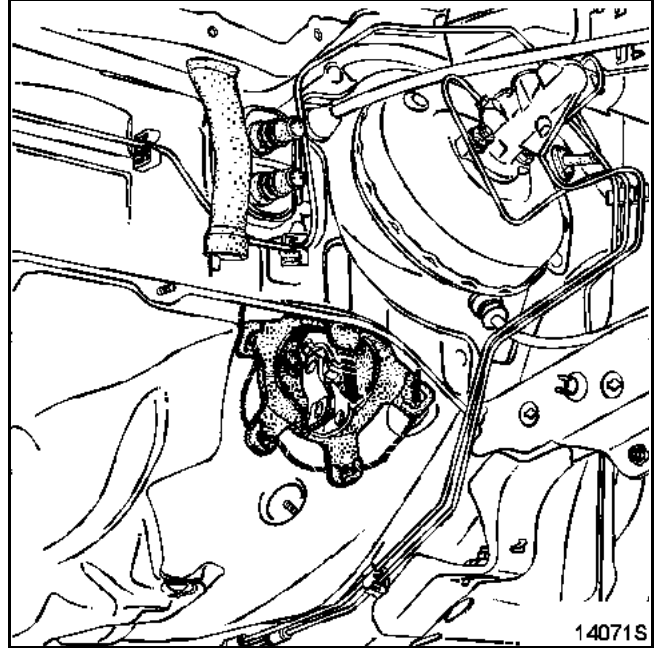
NOTE: when the dashboard structure or wiring harness is replaced, the harness must be refitted so that it passes under the dashboard as shown below.

REFITTING



Refit the dashboard and the heater control unit.

Refit the steering column, following the instructions given below.



Fit the gaiter on the bulkhead, having tied the flaps and the universal joint together with string.

Pull the tab, cut the string to fit the gaiter in place.

Refitting is then the reverse of removal.

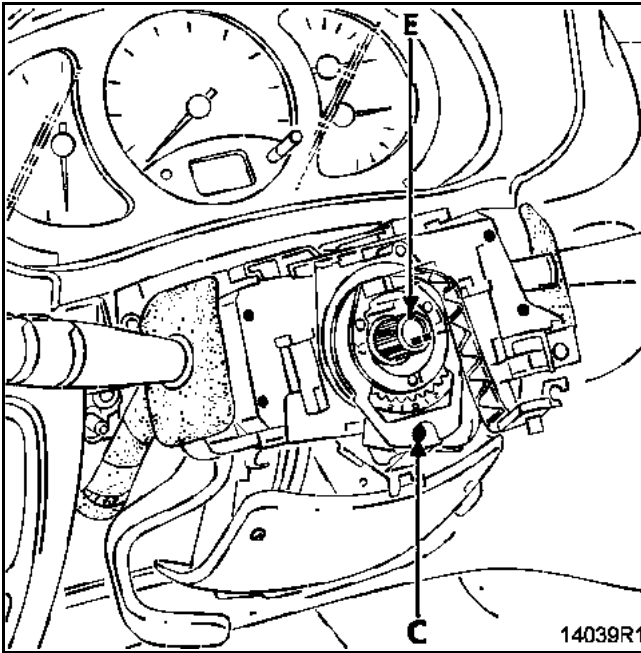
Ensure that all the connectors are reconnected correctly.

SPECIAL INSTRUCTIONS ON REFITTING

Ensure that the wheels are still straight.

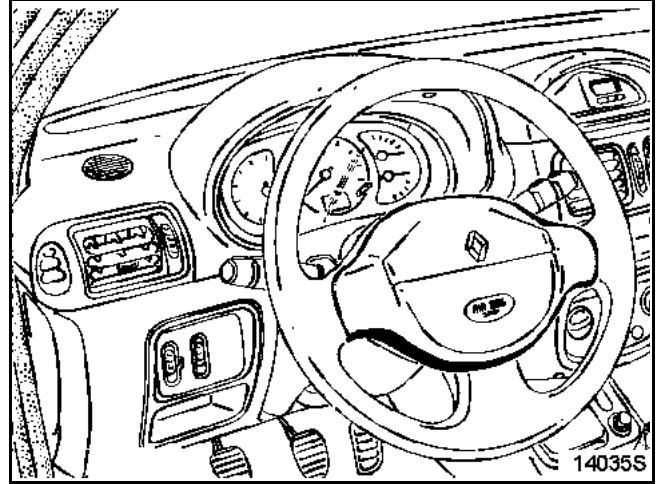
Check that the rotary switch is correctly positioned by making sure that the rotary switch **0** mark is correctly positioned facing the fixed index mark (E) (vehicles with air bag).

Fit the whole assembly on the steering column and connect the various connectors.




Continue refitting and do not lock bolt (C) until the two half shells are refitted, so that the stalks may be aligned with the dashboard and the instrument panel.

This operation is made easier by a cut-out section giving access to bolt (C) in the lower half shell.



Replace the steering wheel bolt each time it is removed (pre-bonded bolt).

Observe the correct tightening torque (**4.5 daNm**).

TIGHTENING TORQUES (in daNm)		
Steering column universal joint eccentric bolt	2.5	
Steering wheel bolt	4.5	
Steering column mounting nuts	2	
Air bag mounting bolt	0.5	

SPECIAL NOTES FOR VEHICLES FITTED WITH AIR BAGS

IMPORTANT: before reconnecting the driver's air bag, the procedure for checking the correct operation of the system must be carried out:

- check that the air bag warning light on the instrument panel lights up when the ignition is switched on,
- connect a dummy ignition module to the driver's air bag connector and check that the warning light goes out,
- switch off the ignition, connect the air bag cushion in place of the dummy igniter and fit the cushion to the steering wheel (tightening torque **0.5 daNm**),
- switch on the ignition, check that the air bag warning light comes on for **3 seconds** when the ignition is switched on and then goes out permanently.

If the warning light does not operate as described above, refer to the **Fault finding** section and check the system using **XRBAG (Elé. 1288)**.

WARNING: If these instructions are not followed the system may not operate normally and could even cause accidental triggering.

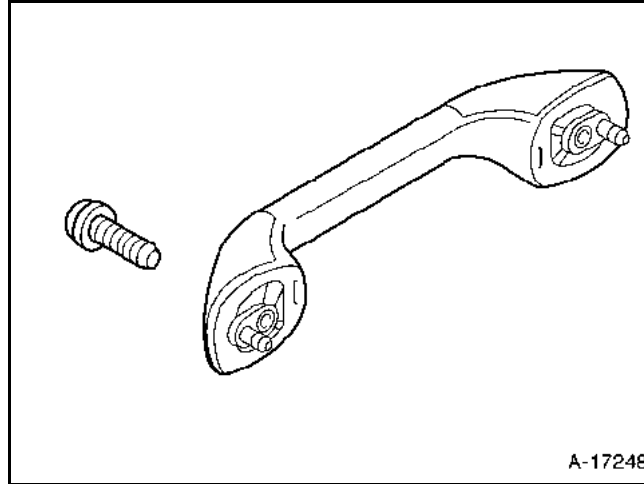


11846S

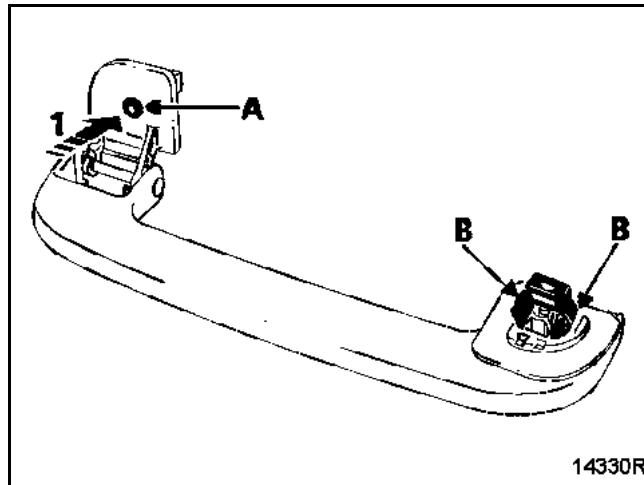
If you need to remove a dashboard fitted with a passenger air bag, you must replace the sticker shown above after refitting (on the side of the dashboard). This label comes in the **Parts Stores** set, part no. **77 01 205 442**.

LOWER INTERIOR ACCESSORIES

Lateral grab handle

58**A**

REMOVAL

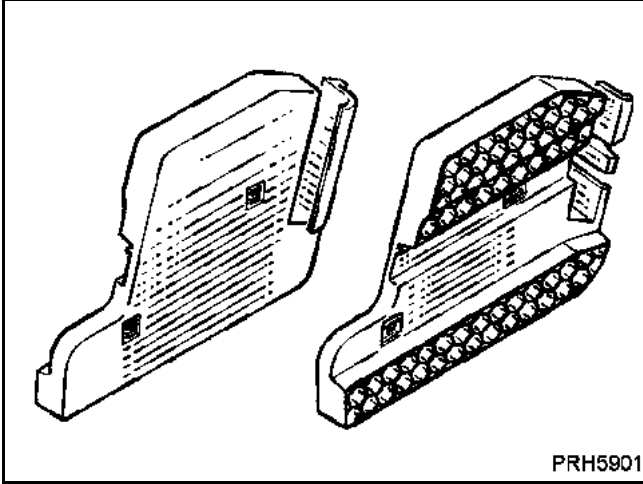


Unscrew the mounting bolts (A) without removing them from their housing on the vehicle.

Push down on the bolt (1) to remove the plastic lugs (B) on the handle housed in the box side linings.

INTERIOR SAFETY ACCESSORIES

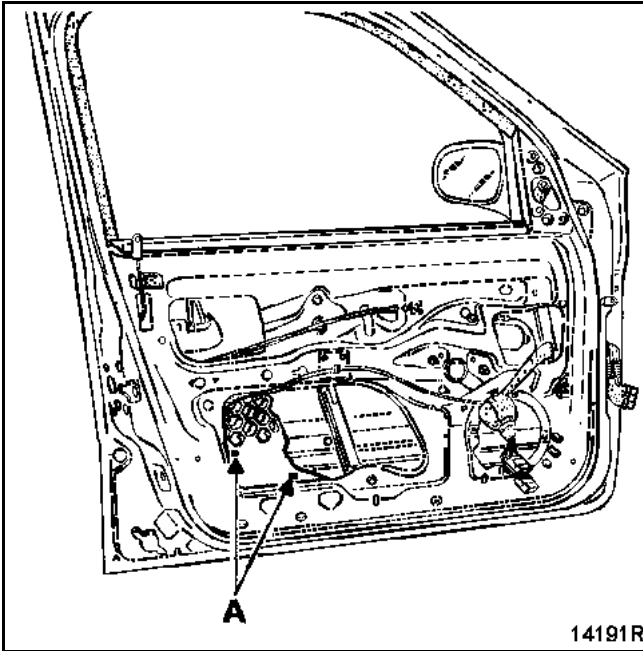
Front door side shock absorber

59**A**

PRH5901

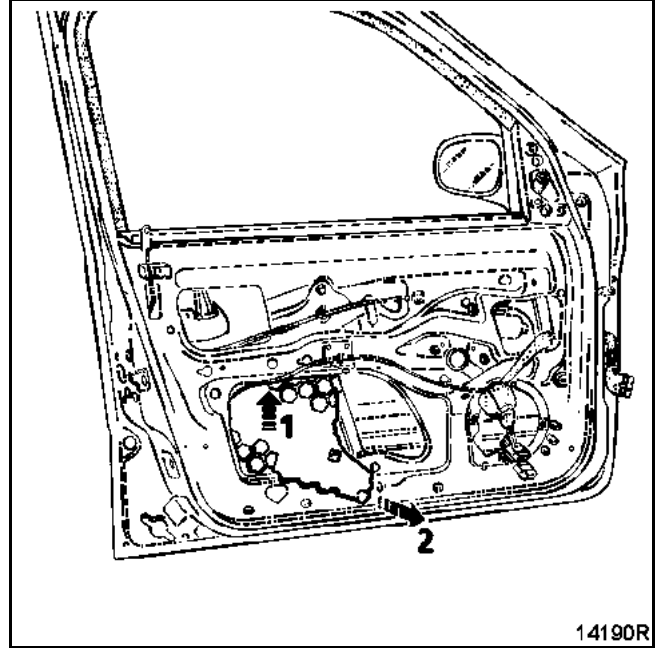
REMOVAL

Remove the front door trim (see section 72-A).



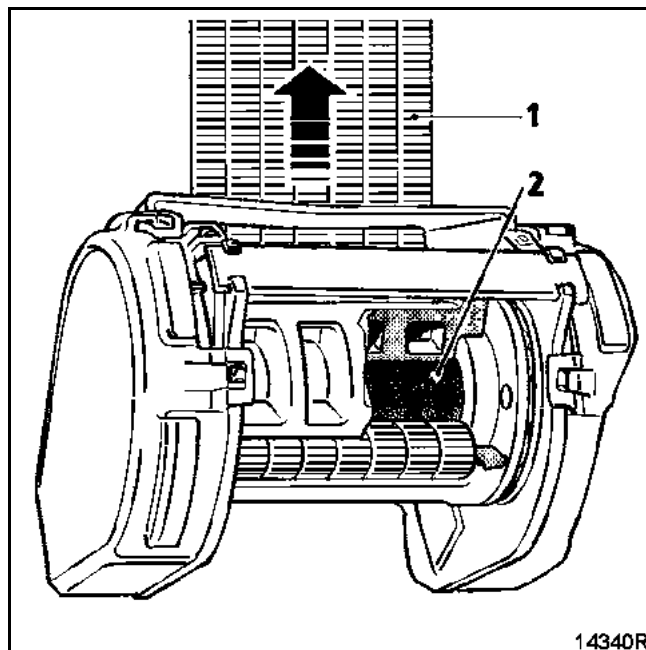
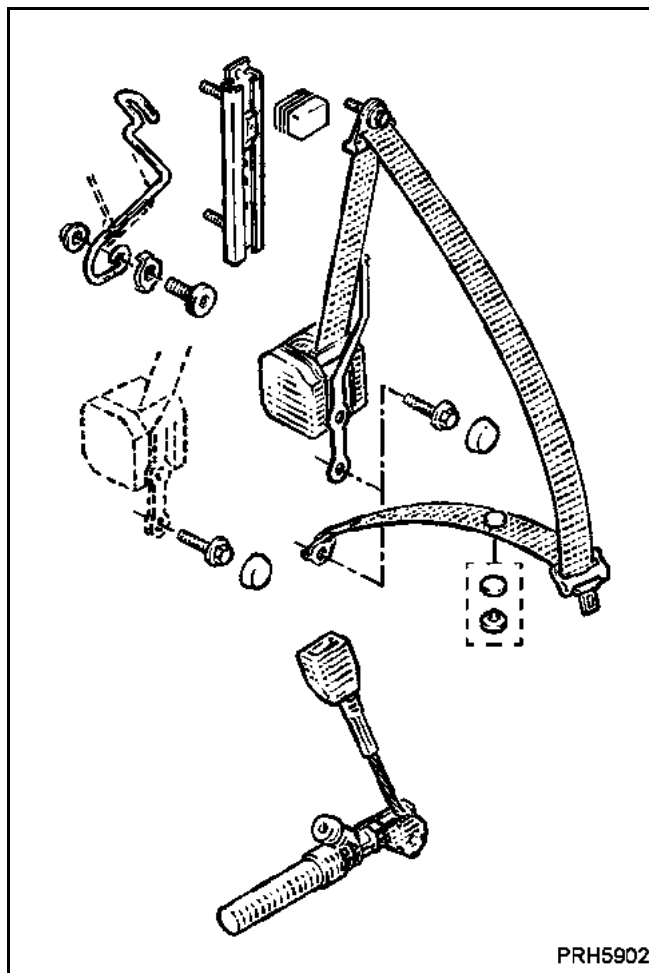
14191R

Use a small, flat screwdriver to remove the lugs (A) in order to unclip the shock absorber



14190R

Lift the shock absorber (1) and remove it through the opening in the door box section (2).



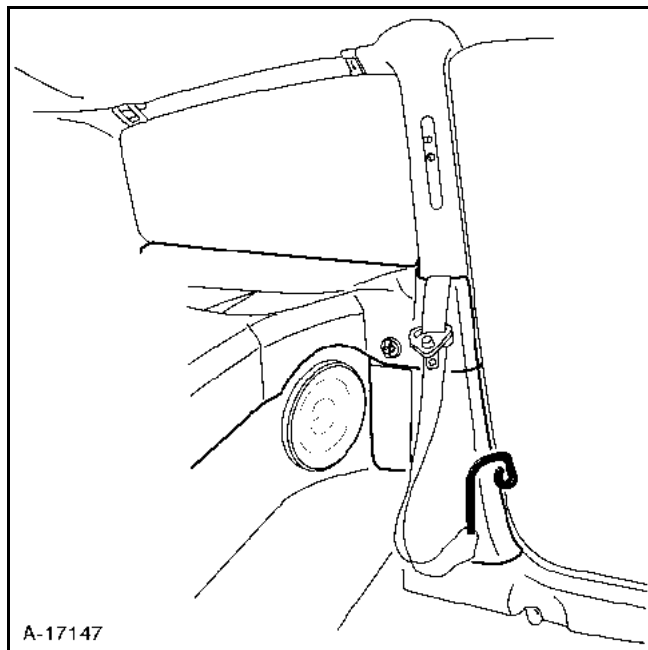
INTRODUCTION

New programmed restraint system.

In this new system, the force limiters are integrated in the seat belt retractors.

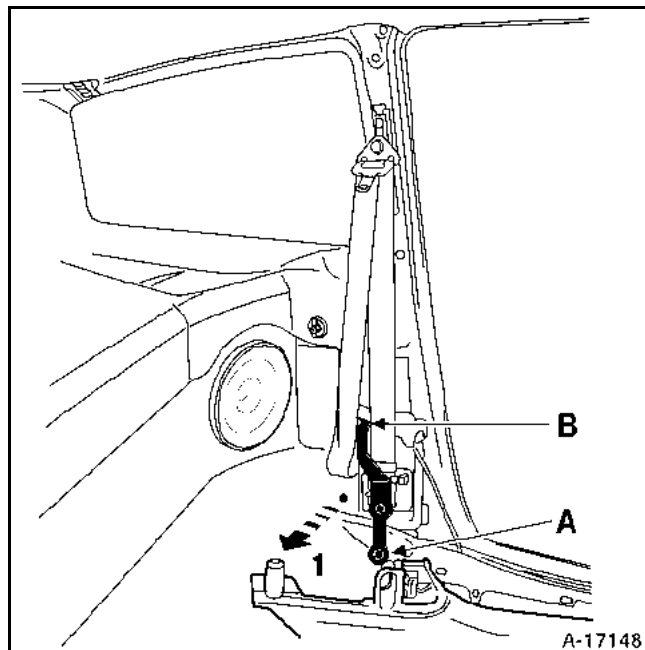
The chest strap has a controlled-release mechanism (1) which is triggered when pressure is exerted on a plastic torsion bar (2) integrated in the seat belt retractor.

REMOVAL



Remove:

- the front seat belt retaining runner,
- the lower trim on the B-pillar (see section 71-D),
- the seat belt strap upper mounting.



Partially unclip the rear section (1) of the front door sill panel lining.

Remove the mounting bolt (A).

Disengage the lug (B) from the seat belt retractor support in the B-pillar lining.

When the pretensioners are triggered the front seat belt or belts must be systematically replaced if they were attached during the pretensioning (if there is any doubt about wearing the belt it must be replaced).