

## SECTION M

# THE BODY

### Removal and Replacement of the Front Wings.

Disconnect the battery. Remove the headlamp and sidelamp fronts and disconnect and withdraw the cables through the wing clips and valance.

Remove the nuts, bolts and spring washers attaching the headlamp tie-rod bracket to the radiator case, and the nuts, locknuts and flat washers securing the headlamp tie-rod bracket to the wing.

Remove the two bolts and spring washers securing the sidelamp and sidelamp cable clip to the wing.

Withdraw the two Phillips screws and flat washers securing each side of the front valance to the wings and the bolt securing the leading edge of the valance below each bumper attachment bolt.

Remove the two nuts, bolts, spring and flat washers forward of the suspension unit and the four bolts with spring and flat washers to the rear of it, which secure the wing to the chassis frame.

Extract the two Phillips screws securing the wing to the body and the three nuts, bolts, spring and flat washers securing the wing to the running-board and lift the wing clear of the car.

Replacement is carried out in the reverse order to that detailed for removal.

### Removal and Replacement of the Rear Wings.

Remove the nuts, screws and flat washers securing the tail- and stop-lamp to the wing and disconnect the cables, noting the respective location of each to ensure correct operation of the stop-lamp on reassembly.

Remove the nut, bolt and two washers securing the wing to the chassis frame and the five bolts with flat washers securing the wing to the body.

Remove the nut, bolt, flat washers and rubber packing securing the running-board to the rear wing. Lift off the wing.

Replacement is carried out in the reverse order to that detailed for removal.

### Removal and Replacement of the Running-boards.

Remove the three nuts, bolts, spring and flat washers securing the running-board to the front wing.

Remove the nut, bolt, flat washers and rubber packing securing the running-board to the rear wing.

Remove the three bolts and flat washers securing the running-board to the body and lift the running-board clear of the car.

Replacement is carried out in the reverse order to that detailed for removal.

### Removal and Replacement of the Body.

Extract the two round-headed screws securing the rear bonnet support to the dash and lift the bonnet clear of the car.

Disconnect the positive and negative leads from the battery.

Release the battery clamps and lift the battery from the battery box.

Remove the front wings and the running-boards.

The rear wings may be left in position but it is advisable to remove them to prevent damage.

Remove the bolts, spring and plain washers securing the rear bumper to the chassis frame and withdraw the bumper bar assembly and distance tubes.

Remove the spare wheel and extract the bolts and two Phillips screws with spring and flat washers to release the rear valance.

Drain the petrol tank, disconnect the delivery pipe and petrol gauge tank attachment cable. Remove the petrol tank as described.

To remove the wheel carrier completely, remove the number plate lamp cover, disconnect the cables, withdraw the rubber sleeve and thread the cables through the carrier tube. By removing the clamp bolts the carrier is rendered free for lifting clear.

Withdraw the sidescreens from their stowage. Undo the wing nut locating each side of the seat backrest and lift it clear of the car. Slide the seat cushions from their runners.

Remove the carpets and underfelt.

Remove the steering wheel adjustment clamp bolt and slide back the clamp to expose the locking key. Lift the key out of the keyway, and withdraw the steering wheel and splined shaft from the column. Release the steering column from the support bracket.

Extract the screws from the brackets and rubber stop securing the instrument panel undershield to the lower edge of the facia panel and remove the shield.

Disconnect the starter pull cable from the switch and the mixture control cable from the carburetter.

Disconnect the throttle pedal control and return spring from the carburetter and detach the revolution counter drive cable clip from the dash.

Disconnect the oil gauge pipe, engine revolution counter and speedometer drive cables from the instruments.

Withdraw the innermost screw from each glove box lid hinge and the eight screws with cup washers securing the facia panel, and draw the panel forward.

Disconnect the main wiring loom from the rear of the instrument panel and remove the facia board complete with instruments and starter and mixture control cables.

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Remove the gearbox cover, foot pedal draught excluder retaining plate and floorboards.

Extract the panel pins and screws and remove the trim panel from beneath the scuttle.

Slacken the draught excluder clip at the foot of the steering column and extract the three bolts securing the retainer plate to the toe-plate.

Remove the bolts, nuts, spring and flat washers securing the toe-plate to the body, noting the position of the long bolt below the ignition coil.

Disconnect the horn leads and all cables from the starter motor switch and petrol pump. Detach the control box and coil from the dash. Draw all instrument panel wiring through the dash and coil it over the engine, together with the control box and ignition coil.

Disconnect the flexible oil pipe from the engine and the engine revolution counter drive from the dynamo.

Withdraw the speedometer drive cable from the dash and coil it over the engine.

Disconnect the flexible pipe and feed pipe from the petrol pump. Slacken off and remove the hand-brake cable adjusting nuts and springs. Release the outer cables from the abutment bracket and thread them through the propeller shaft tunnel flange.

Extract the five bolts securing the propeller shaft tunnel to the body and chassis frame.

Extract the two nuts and bolts from the attachment plates securing each side of the body to the stiffener tube below the dash.

The body is secured to the chassis frame by eight bolts. The two rear are located in the rear corners of the sidescreen stowage compartment and the two front are inserted through the dash panel flanges into the "A" brackets on the chassis frame. The remaining four are inserted through the body floor.

Place a suitable sling around the body and hoist it clear of the chassis.

### **Removal and Replacement of the Facia Board and Instrument Panel.**

Disconnect the battery.

Extract the screws from the brackets and the rubber stop securing the instrument panel undershield to the lower edge of the facia panel.

Insert a hand through the aperture provided in the undershield and disconnect the drive to the revolution counter and speedometer.

Withdraw the innermost screw from each glove box lid hinge and the eight Phillips screws with cup washers securing the facia panel.

Draw the panel forward and disconnect the oil gauge pipe and instrument panel wiring.

Replacement is carried out in the reverse order to that detailed for removal.