Chapter 11
Bodywork and fittings

Contents

Degrees of difficulty

Easy, suitable for novice with little experience 

Fairly easy, suitable for beginner with some experience 

Fairly difficult, suitable for competent DIY mechanic 

Difficult, suitable for experienced DIY mechanic 

Very difficult, suitable for expert DIY or professional 

1 General information

The body shell is of one-piece design and safety cell construction, whereby the outer members yield progressively and in a controlled direction in the event of impact, giving maximum protection to the passenger compartment. The body panels are of lightweight high strength steel.

The front wings are bolted to the main body for ease of removal. The complete body is given an extensive anti-corrosion treatment during manufacture; including stone chip protection and wax injection. Peugeot guarantee the body against perforation as a result of corrosion for a period of six years provided the car is given periodic inspections by a Peugeot garage.

2 Maintenance - bodywork and underframe 

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

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

Periodically, except on vehicles with a wax-based underbody protective coating, it is a good idea to have the whole of the underframe of the vehicle steam cleaned, engine compartment included, so that a thorough inspection can be carried out to see what minor repairs and renovations are necessary. Steam cleaning is available at many garages and is necessary for removal of the accumulation of oily grime which sometimes is allowed to become thick in certain areas. If steam cleaning facilities are

not available, there are one or two excellent grease solvents available which can be brush applied; the dirt can then be simply hosed off. Note that these methods should not be used on vehicles with wax-based underbody protective coating or the coating will be removed. Such vehicles should be inspected annually, preferably just prior to winter, when the underbody should be washed down and any damage to the wax coating repaired using underseal. Ideally, a completely fresh coat should be applied. It would also be worth considering the use of such wax-based protection for injection into door panels, sills, box sections, etc, as an additional safeguard against rust damage where such protection is not provided by the vehicle manufacturer.

After washing paintwork, wipe off with a chamois leather to give an unspotted clear finish. A coat of clear protective wax polish will give added protection against chemical pollutants in the air. If the paintwork sheen has dulled or oxidised, use a cleaner/polisher combination to restore the brilliance of the shine. This requires a little effort, but such dulling is usually caused because regular washing has been neglected. Care needs to be taken with metallic paintwork as special non-abrasive cleaner/polisher is required to avoid damage to the finish.

Always check that the door and ventilator opening drain holes and pipes are completely clear so that water can be drained out. Bright work should be treated in the same way as paint work. Windscreens and windows can be kept clear of the smeary film which often appears by the use of a proprietary glass cleaner. Never use any form of wax or other body or chromium polish on glass.

3 Maintenance - upholstery and carpets

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

4 Minor body damage - repair

Repair of minor scratches in bodywork

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

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

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

Repair of dents in bodywork

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

Should the dent be in a section of the bodywork which has a double skin or some other factor making it inaccessible from behind, a different technique is called for. Drill several small holes through the metal inside the area - particularly in the deeper section. Then screw long self-tapping screws into the holes just sufficiently for them to gain a good purchase in the metal. Now the dent can be pulled out by pulling on the protruding heads of the screws with a pair of pliers.

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

To complete the repair see the Section on filling and re-spraying.

Repair of Rust holes or gashes in bodywork

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

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

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

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

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

Aluminium tape should be used for small or very narrow holes. Pull a piece off the roll and trim it to the approximate size and shape required, then pull off the backing paper (if used) and stick the tape over the hole; it can be overlapped if the thickness of one piece is insufficient. Burnish down the edges of the tape with the handle of a screwdriver or similar, to ensure that the tape is securely attached to the metal underneath.

Bodywork repairs - filling and re-spraying

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

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

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

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

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

Spray the whole repair area with a light coat of primer - this will show up any imperfections in the surface of the filler. Repair these imperfections with fresh filler paste or bodystopper, and once more smooth the surface with abrasive paper. If bodystopper is used, it can be mixed with cellulose thinners to form a really thin paste which is ideal for filling small holes. Repeat this spray and repair procedure until you are satisfied that the surface of the filler, and the feathered edge of the paintwork are perfect. Clean the repair area with clean water and allow to dry fully.

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

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

Spray on the top coat, again building up the thickness by using several thin layers of paint. Start spraying in the centre of the repair area and then, with a single side-to-side motion, work outwards until the whole repair area and about 50 mm of the surrounding original paintwork is covered. Remove all masking material 10 to 15 minutes after spraying on the final coat of paint.

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

Plastic components

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

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

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

5 **Major body damage** - repair

The construction of the body is such that great care must be taken when making cuts, or when renewing major members, to preserve the basic safety characteristics of the structure. In addition, the heating of certain areas is not advisable.

In view of the specialised knowledge necessary for this work, and the alignment jigs and special tools frequently required, the owner is advised to consult a specialist body repairer or Peugeot dealer.

6 **Bonnet** - removal and refitting

Removal

1 Open the bonnet and support with the stay.
2 Using a pencil, mark the position of the hinges on the bonnet **(see illustration)**.
3 Unbolt the braided lead and disconnect the windscreen washer tubing **(see illustration)**.

6.2 Bonnet hinge

6.3 Braided lead fitted to the bonnet

7.2 Bonnet lock retaining bolts

4 While an assistant supports the bonnet, unscrew the nut and remove the bottom of the stay from the right-hand suspension tower.
5 Place some cloth beneath the rear corners of the bonnet, unscrew the hinge bolts and withdraw it from the car.

Refitting

6 Refitting is a reversal of removal, but check that the bonnet is central within its aperture and flush with the front wings. If necessary loosen the hinge bolts and move it within the elongated holes to reposition it, then adjust the bonnet lock and striker, as described in Section 7.

7 Bonnet lock and remote control cable - removal, refitting and adjustment

Removal

1 Remove the front grille, as described in Section 8.
2 Unbolt the lock from the crossmember and disconnect the control cable **(see illustration)**.
3 Working inside the car, remove the screws from the cable release lever located below the left-hand end of the facia.
4 Unclip the cable and withdraw it from inside the car.
5 If necessary the bonnet striker may be unscrewed from the bonnet and the safety spring unclipped.

Refitting

6 Refitting is a reversal of removal, but check that the striker enters the lock centrally and holds the front of the bonnet level with the front wings. If necessary loosen the lock bolts and move the lock within the elongated holes. Adjust the bonnet height by screwing the striker pin in or out. Adjust the rubber buffers to support the front corners of the bonnet.

8 Front grille - removal and refitting

Removal

1 Open the bonnet and support with the stay.
2 Remove the screws from the top of the grille then lift it upwards from the lower mounting holes **(see illustrations)**.

Refitting

3 Refitting is a reversal of removal.

9 Bumpers - removal and refitting

Removal

Front bumper

1 The bumper is removed complete with the front spoiler.
2 Working under the vehicle, unscrew the two front bumper mounting nuts at the brackets **(see illustration)**.
3 On non-GTI models, unscrew the side mounting nuts beneath the front wheel arches and withdraw the bumper from the car, together with the side mounting rubbers.
4 On GTI models, disconnect the battery negative lead, and disconnect the wiring from the front driving lamps.
5 Remove the clip securing the front wing trim to the bumper.
6 Unscrew the bolts securing the driving lamp brackets to the body, loosen the side bumper mounting nuts beneath the front wheel arches, and withdraw the bumper from the car.
7 The brackets may be removed separately if required.

Rear bumper

8 Unscrew the rear, side and bottom mounting nuts and withdraw the bumper rearwards **(see illustration)**. On certain models, additional fixing clips must also be released and a lower moulding removed before the bumper can be withdrawn.
9 The brackets may be removed separately if required.

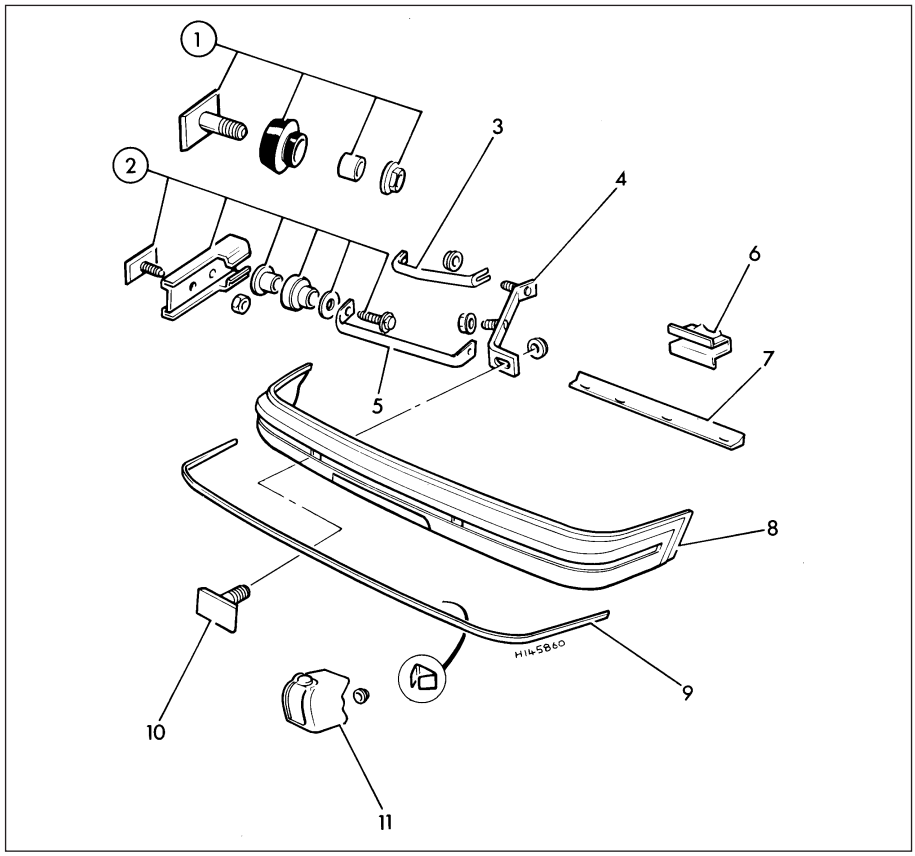
Refitting

10 Refitting both the front and rear bumpers is a reversal of removal.

8.2a Remove the screws . . .

8.2b . . . and lift the front grille from the outer . . .

8.2c . . . and inner mounting holes



9.2 Front bumper components

1 Side mounting (non-GTI)
2 Side mounting (GTI)
3 Side bracket (non-GTI)
4 Bracket
5 Side bracket (GTI)
6 Seal clip
7 Seal
8 Bumper
9 Moulding
10 Mounting plate
11 Headlight washer bracket

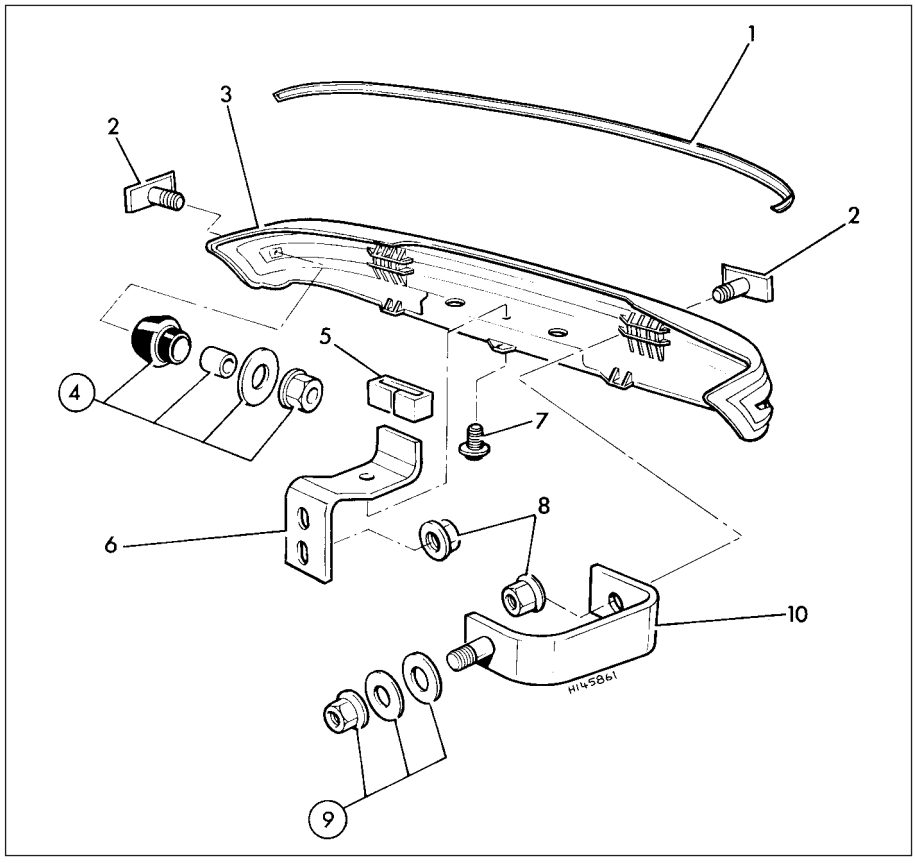
10 Door - removal and refitting

Removal

1 The door hinges are welded to the body pillar and bolted to the door.
2 Remove the plastic caps from the hinge pivot pins.
3 Drive out the roll pin from the door check strap.
4 Where applicable, remove the trim panel (Section 11) and disconnect the loudspeaker wiring from the door.
5 Support the door in the fully open position by placing blocks, or a jack and a pad of rag, under its lower edge.
6 Drive out the hinge pivot pins and remove the door.

Refitting

7 Refit by reversing the removal operations.
8 Where necessary, the striker on the body pillar may be adjusted to ensure correct closure of the door.



9.8 Rear bumper components

1 Moulding
2 Mounting plates
3 Bumper
4 Side mounting and nut
5 Rubber buffer
6 Bracket
7 Mounting bolt
8 Nuts
9 Bracket nut and washers
10 Bracket

11.2 Removing the armrest

11.3 Removing the side pocket

11.4 Removing the window regulator handle

11 Door trim panel - removal and refitting

Removal

Front doors

1 If electric windows are fitted, disconnect the battery negative lead.
2 Remove the two screws and withdraw the armrest **(see illustration)**.
3 Remove the screws and withdraw the side pocket **(see illustration)**.
4 On models with manually operated windows, fully close the window, note the position of the window regulator handle, then pull the handle from the spindle **(see illustration)**.

12.2a Window regulator mounting nuts (arrowed)

12.2b The window regulator lifting arms and window glass channel

5 Prise out the interior door handle surround **(see illustration)**.
6 Using a wide-bladed screwdriver, or similar tool, prise the trim panel from the door - working progressively from the bottom upwards and inserting the screwdriver adjacent to each clip. Where applicable, disconnect the electric window switch wiring and door speaker wiring as the panel is withdrawn, on models so equipped.

Rear doors

7 The procedure is as given for the front doors, but there are slight trim differences.

Refitting

8 Refitting the front and rear door panels is a reversal of removal, but first make sure that the clips are correctly located in the panel.

11.5 Removing the interior door handle surround

12 Door (Hatchback and Van models) - dismantling and reassembly

Dismantling

1 Remove the trim panel, as described in Section 11.

Window regulator

2 To remove the window regulator, unscrew the mounting nuts, slide the two lifting arms from the channels, and withdraw the regulator through the access aperture **(see illustrations)**. Support the glass during this operation.

12.3a Door lock and mounting screws

Door lock

3 To remove the door lock and inner remote handle, disconnect the link rods as necessary and, unscrew the Torx screws retaining the lock **(see illustrations)**.

Exterior handle

4 To remove the exterior handle, disconnect the link rod and unscrew the bolts. The private lock is removed by disconnecting the link rod and pulling out the retaining clip **(see illustration)**.

Door glass

5 To remove the door glass, first remove the window regulator then unbolt the glass side channels, tilt the glass and withdraw it upwards.

12.3b Door inner remote handle

12.4 Pull out the retaining clip to remove the private lock

12.6a On early models, remove the inner cover . . .

12.6b . . . and remove the exterior mirror mounting screws

Exterior mirror (early models)

6 To remove the early type mirror, prise off the inner cover and use an Allen key to remove the mounting screws **(see illustrations)**.

Exterior mirror (later models)

7 To remove the later type mirror, carefully prise the trim cover from the interior mirror control lever **(see illustration)**.

8 Remove the mounting screws, then feed the rubber grommet through the hole and withdraw the mirror from outside **(see illustration)**.

Reassembly

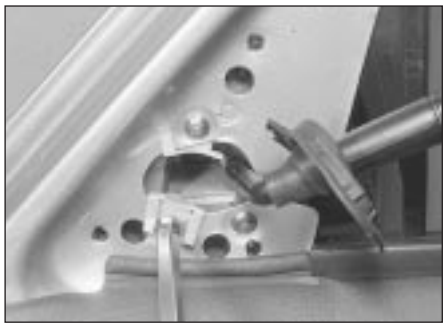
9 Reassembly of the door is a reversal of the dismantling procedure. However, when refitting the door glass, adjust the position of the side channels so that the glass moves smoothly without excessive play.

13 Door (Cabriolet models) - dismantling and reassembly

Dismantling

Note: *Refer to Section 12 for door lock, exterior handle and exterior mirror dismantling and reassembly procedures.*

12.7 On later models, prise the trim cover from the control lever . . .



12.8 . . . remove the screws and withdraw the mirror

Window regulator

1 Remove the trim panel as described in Section 11.

2 Where applicable, disconnect the battery, then disconnect the wiring from the window regulator motor.

3 Unscrew the nuts and withdraw the regulator from the door.

Door glass

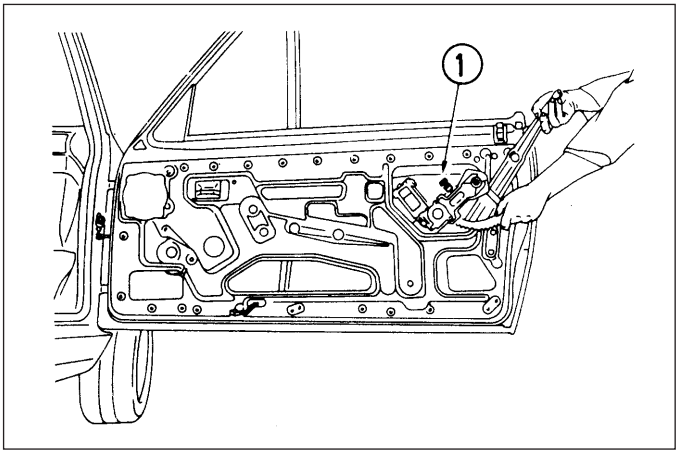
4 Remove the regulator then detach the weatherstrips from the top edge of the door.

5 Raise the glass, and lift it from the door.

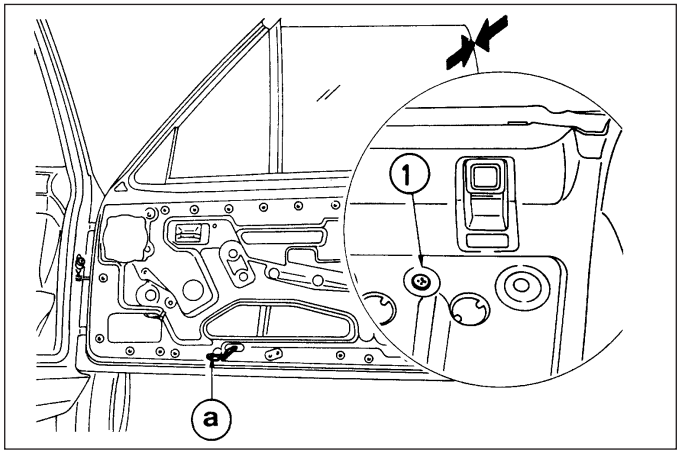
6 Unscrew the mounting nuts, and remove the fixed quarterlight glass through the sliding glass location.

Reassembly

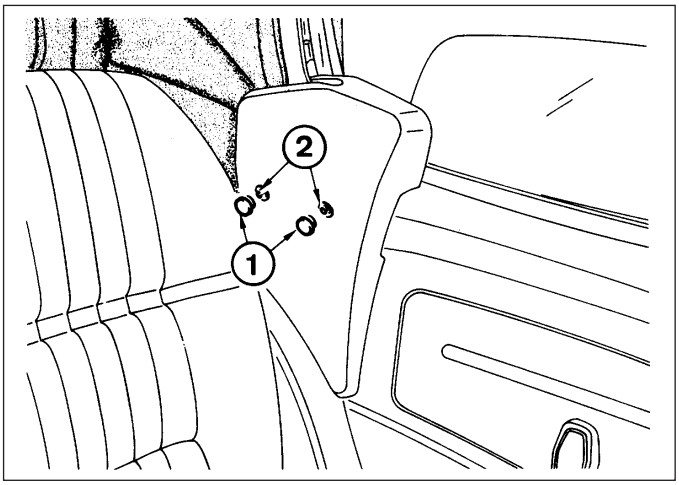
7 Reassembly is a reversal of dismantling, but carry out the following adjustments. Temporarily refit the window regulator handle, or reconnect the regulator motor wiring, as applicable, then close the window, and if necessary adjust the height of the window by reaching in through the speaker aperture and turning the screw indicated **(see illustration)**. (The illustration shows the regulator part-removed - with the regulator installed, access to the adjustment screw is possible through the speaker aperture.) Close the door, and check that the rear edge of the door glass seals correctly with the hood. If not, remove the cap and turn the screw shown **(see illustration)**.



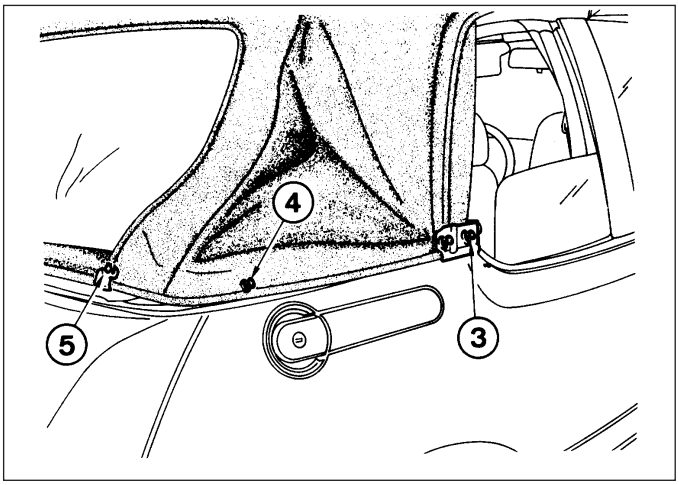
13.7a Door glass height adjustment screw (1) shown during removal of regulator assembly - Cabriolet models



13.7b Door glass rear edge adjustment screw (1) on Cabriolet models
a Switch wiring



14.2 Prise off the trim caps (1) and unscrew the hinge cover securing screw (2) - Cabriolet models



14.3 Hood bracket securing bolt (3) and lower hood securing bolts (4 and 5) - Cabriolet models

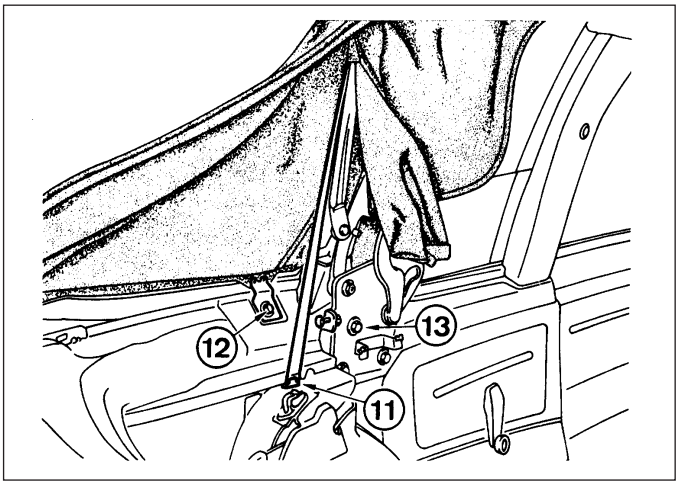
14 Hood and rear window (Cabriolet models) - removal and refitting

Removal

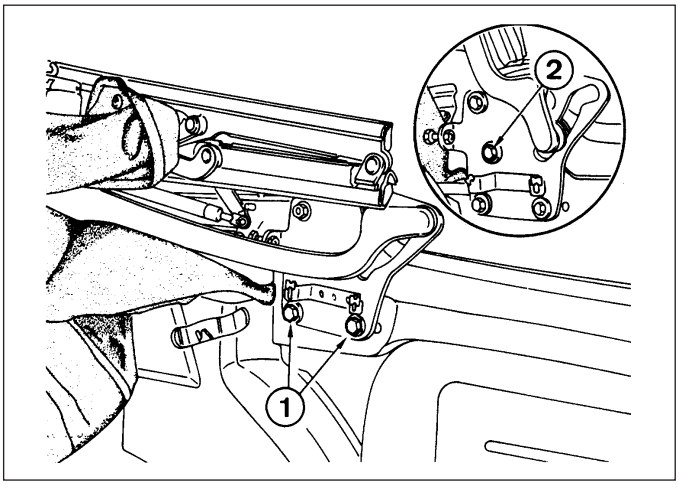
1 Open the hood to the point where it is in balance.
2 Working inside the vehicle, prise off the trim caps, and unscrew the hinge cover securing screws **(see illustration)**.
3 Working outside the vehicle, unscrew the brackets and securing bolts **(see illustration)**.
4 Fold down the rear seats and remove the parcel shelf, then slide off the retaining strips and unclip the edges of the hood lining.
5 Release the three press-studs, prise off the rear hood crossmember trim strip, then extract the crossmember securing screws and withdraw the crossmember.
6 Unzip the rear window, and release the Velcro securing strips from the hood, then withdraw the window from outside the vehicle.
7 Unclip the tensioners, then remove the indicated bracket securing bolts **(see illustration)**.
8 Fold the hood down, remove the remaining hood frame securing bolts, then lift the frame from the vehicle.

Refitting

9 Place the hood in its compartment, and refit the lower frame securing bolts **(see illustration)**. Do not tighten the screws at this stage.
10 Partially unfold the hood, then loosely refit the bracket securing bolts. **Note:** *Ensure that the brackets are not lodged in the hinges, which may cause scratching of the paint on the rear wings.*
11 Fully unfold the hood, and check that the hooks at the front corners of the hood line up with their strikers. If the hooks and strikers are not aligned, move the hood support brackets (the securing bolt holes are elongated) until satisfactory alignment is obtained.
12 Open and close the hood a number of times to ensure that it operates correctly, then tighten the lower frame securing bolts.
13 The effort required to operate the handle can be adjusted by loosening the locknuts and adjusting the length of the hooks.
14 Partially fold the hood, and refit the rear window and the hood rear crossmember and trim strip.
15 Clip the tensioners to their lugs, then refit the bracket securing bolts.
16 Fold the hood completely flat, and check that the stops are in contact with the rear stretcher. If adjustment is required, loosen the locknuts and adjust the length of the stops as necessary.
17 Partially raise the hood, then clip the edges of the hood lining in place, and refit the retaining strips.
18 Clip the hood lining side strips in place.

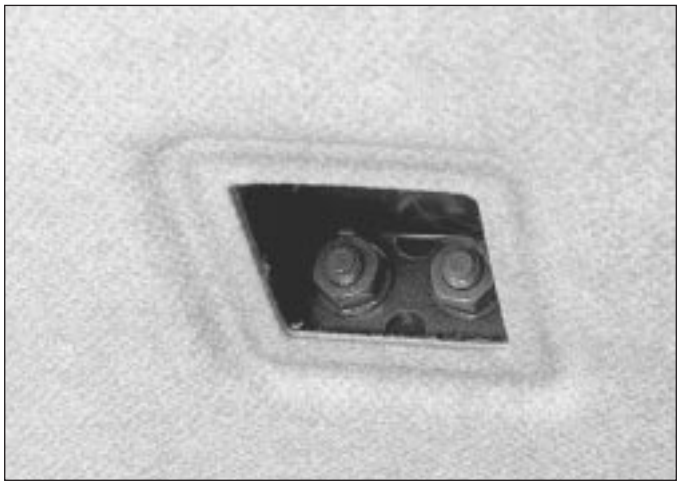


14.7 Unclip the tensioners (11) and remove the bracket securing bolts (12 and 13) - Cabriolet models



14.9 Refit and lower the frame securing bolts (1), then partially unfold the hood and loosely refit the bolts (2) - Cabriolet models

16.2 Disconnecting the tailgate struts



16.4 Tailgate mounting nuts behind the headlining

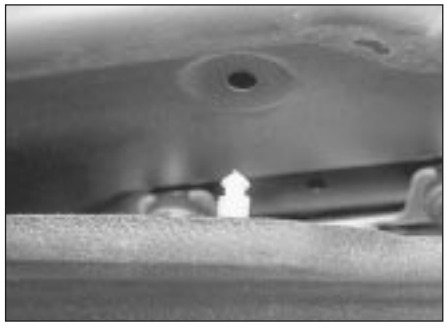
15 Power-operated hood components (Cabriolet models) - general information

Whenever any work is carried out which involves disconnecting the hood hydraulic fluid pipes, the hydraulic fluid circuit must be bled. At the time of writing, little information was available regarding this procedure, and it is recommended that the task is entrusted to a Peugeot dealer.

16 Tailgate - removal and refitting

Removal

1 Open the tailgate and have an assistant support it.
2 Disconnect the struts from the body by prising out the plastic clips and pulling off the sockets **(see illustration)**.
3 Disconnect the wiring for the heated rear window and tailgate wiper motor. Also disconnect the washer tube.
4 Prise the blanking plates from the rear of the headlining, then unscrew the mounting nuts and lift the tailgate from the car **(see illustration)**.



17.1 Tailgate trim panel clip

Refitting

5 Refitting is a reversal of removal, but before fully tightening the mounting nuts check that the tailgate is positioned centrally in the body aperture and make any adjustments to the lock and striker, as described in Section 17.

17 Tailgate lock - removal and refitting

Removal

1 Open the tailgate and prise off the trim panel using a wide-bladed screwdriver **(see illustration)**.
2 Unbolt the latch and disconnect the operating rod.
3 Slide out the spring clip and withdraw the lock barrel and escutcheon **(see illustration)**.

Refitting

4 Refitting is a reversal of removal. Check that the latch engages the striker correctly and, if necessary, adjust the striker position within the elongated bolt holes. Adjust the rubber stops so that the tailgate is supported firmly at the corners when shut.

17.3 Tailgate lock and lock barrel

18 Windscreen and tailgate glass - general information

Both the windscreen and tailgate glass are bonded in position and therefore it is recommended that a professional fitter is employed in the event of breakage. Special equipment and adhesive are required for removal of the old glass and fitting of the new, which may not be readily available to the home mechanic.

19 Rear quarter glass (GTI models) - removal and refitting

Removal

1 Open the quarter window and remove the screw securing the glass to the latch. Remove the special nut from the glass.
2 Open the window further then support it and remove the screws securing the glass to the front hinges. Remove the special nuts.

Refitting

3 Refitting is a reversal of removal.

20 Rear quarter glass and regulator (Cabriolet models) - removal and refitting

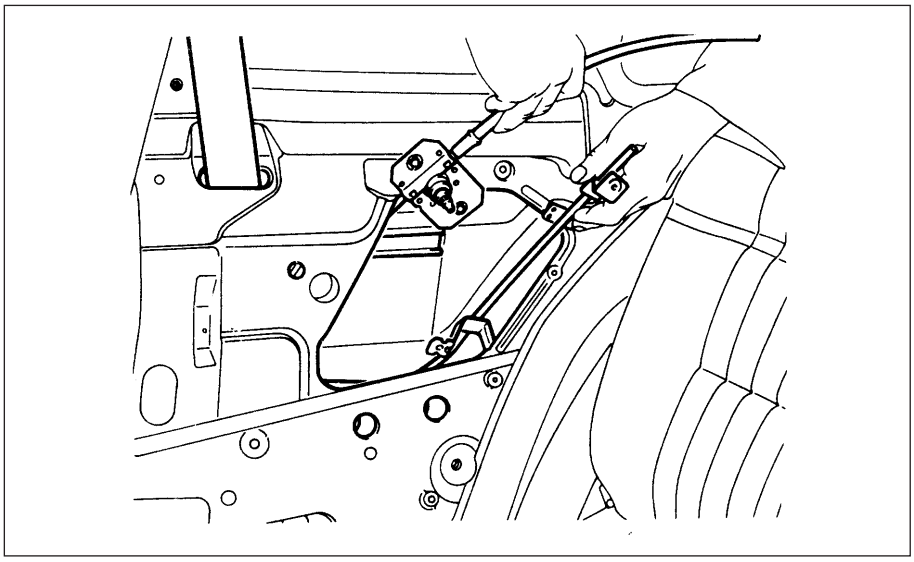
Removal

1 Fold down the front and rear seats, then open the hood a little way.
2 Fully close the quarter glass.
3 Unbolt the seat belt lower anchor.
4 Note the position of the regulator handle, then remove it by easing it off from behind using pliers, or an alternative similar tool.
5 Using a wide-bladed screwdriver, release the plastic clips and withdraw the trim panel.
6 Pull off the polythene sheet.

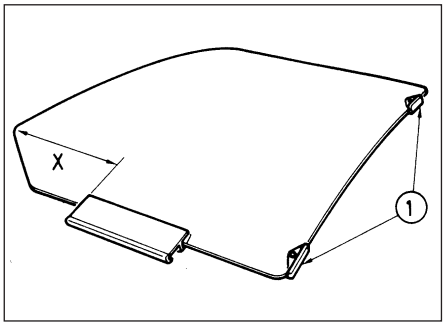
7 Unscrew the five bolts securing the regulator mechanism.
8 Remove the casing from the hood hinge.
9 Remove the pad from the quarter glass lower channel.
10 Push in the regulator mechanism, then tilt it and withdraw it through the aperture, complete with the cable **(see illustration)**. Take care not to damage the seat belt reel.
11 Remove the inner quarter glass weatherstrip and clips.
12 Push the plastic rivet centre pins and remove the stretcher support.
13 Lift the glass and remove it.

Refitting

14 Refitting is a reversal of removal. If a new glass is being fitted, position the lower channel as shown **(see illustration)**. Remove the guide pads from the old glass by drilling out the rivet heads. Fit them to the new glass using the special sleeves and screws obtainable from a Peugeot dealer **(see illustration)**. Apply a little locking fluid to the screw threads before inserting and tightening them. Unlike the door glass, there are no adjustment points.

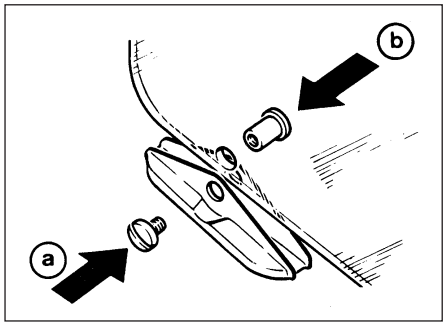


20.10 Removing the rear quarterlight glass regulator mechanism on Cabriolet models



20.14a Channel position on the rear quarterlight glass - Cabriolet models

x = 145.0 mm *1 Guide pads*



20.14b Screw (a) and sleeve (b) for fitting the guide pads to the rear quarterlight glass on Cabriolet models

21 Seats - removal and refitting

Removal

Front seat

1 Move the seat fully forward and remove the rear inner mounting bolts **(see illustration)**.
2 Remove the remaining mounting bolts from under the car and from the brackets, then remove the seat from the car.

Rear seat

3 Fold the cushion forwards and unbolt it from the hinges **(see illustration)**.
4 Fold the backrest down, unscrew the nuts from the outer pivot bracket(s) and withdraw the backrest from the inner pivot (where applicable).

Refitting

5 Refitting the front and rear seats is a reversal of removal.

22 Grab handles - removal and refitting

Removal

1 Prise up the cover plates for access to the screws at each end.
2 Remove the screws and the grab handles.

Refitting

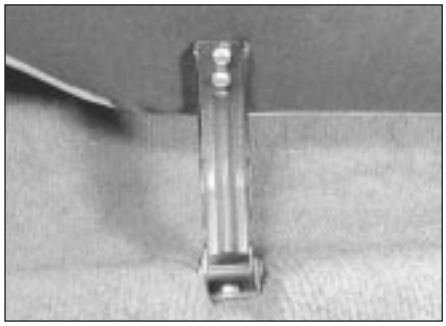
3 Refitting is a reversal of removal.

23 Sunroof - general information

The sunroof fitted to some models incorporates an outer glass and inner cover. The control handle operates lock latches located at the rear of the sunroof. The handle also operates a vacuum seal system which holds and seals the sunroof in any desired position.

The vacuum seal is operated by engine vacuum. With the handle shut, the vacuum valve is closed and the seal exerts pressure under the periphery of the glass. When the handle is opened, the vacuum valve opens and causes the seal to collapse, enabling the glass to be moved.

21.1 Front seat rear inner mounting bolts



21.3 Rear seat cushion hinge

26.4 Removing the central air vents

26.5 Digital clock and retaining barbs (arrowed)

26.6 Removing the rear of the oddments tray

24 Sunroof glass - removal and refitting

Removal

1 Working inside the car, remove the roof console. Then remove the screws from the sunroof handle and latch.
2 From outside the car, remove the front cover and the corner screws.
3 Slide off the side covers to the rear, while exerting outward pressure.
4 Remove the rear stops, then withdraw the sunroof rearwards. Take care not to damage the top edge of the tailgate.

Refitting

5 Refitting is a reversal of removal, but lightly grease the guide channels. Should resonance be a problem when the sunroof is open, a modified rubber seal or a wind deflector is available to eliminate the trouble.

25 Glovebox - removal and refitting

Removal

1 Open the glovebox.
2 Remove the pivot retainers from under the facia, disconnect the pivots from the hinge plates and withdraw the glovebox.
3 If necessary the striker can be unbolted and removed.

Refitting

4 Refitting is a reversal of removal.

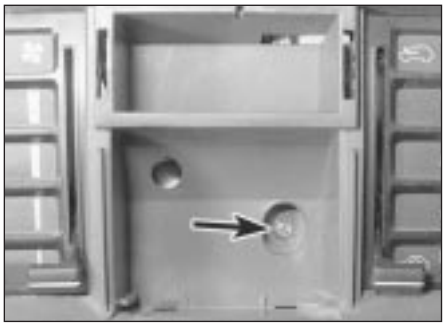
26 Facia panel - removal and refitting

Removal

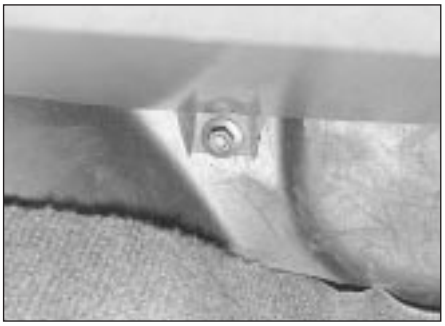
Pre-1988 models

1 Disconnect the battery negative lead then remove the steering wheel (Chapter 10) and instrument panel (Chapter 12).
2 Remove the screws and withdraw the steering column lower shroud.
3 Remove the ashtray.
4 Prise out the central air vents **(see illustration)**.
5 Prise out the digital clock which is retained by plastic barbs **(see illustration)**.
6 Using a hooked instrument, withdraw the rear of the oddments recess **(see illustration)**.
7 Remove the radio, as described in Chapter 12, or prise out the blank (as required).
8 Remove the gear lever surround and centre console, noting that the console is held at the top by plastic clips **(see illustration)**.
9 Remove the screw from inside the ashtray recess **(see illustration)**.
10 Unscrew the facia bottom mounting bolts including the one on the bonnet release handle **(see illustration)**.
11 With the glovebox open, remove the mounting screw located near the glovebox lamp **(see illustration)**.
12 Remove the central lower panels **(see illustration)**.

26.8 Centre console upper clip (arrowed)



26.9 Facia mounting screw located in the ashtray recess (arrowed)



26.10 A facia bottom mounting bolt

26.11 Removing a facia mounting screw

26.12 Facia central lower panels and bracket

26.13 Facia front mounting nut

26.16 Removing a right-hand lower facia panel securing screw

26.19a Prise out the coin box . . .

13 With the bonnet open, remove the plastic grille and unscrew the front facia mounting nuts **(see illustration)**.

14 Withdraw the facia panel at the same time disconnecting the relevant switches and cigar lighter. Reconnect the switch wiring immediately to ensure correct refitting.

1988 models onward

15 Disconnect the battery negative lead.

16 Remove the screws and withdraw the right-hand lower facia panel **(see illustration)**.

17 Prise out the instrument panel rheostat, and disconnect the wires.

18 Remove the screws and withdraw the lower steering column shroud.

19 Prise out the coin box and the triangular cover **(see illustrations)**.

20 Pull off the heater control knobs.

21 Remove the screws in the outer control knob apertures and withdraw the heater control surround **(see illustration)**.

22 Remove the screws and withdraw the central vent assembly **(see illustrations)**.

23 Remove the radio (Chapter 12) or oddments compartment, as applicable.

24 Remove the screws and withdraw the trim quadrants from each side of the facia.

25 Remove the ashtray and disconnect the wiring from the cigar lighter **(see illustration)**. Identify the wiring.

26 Unclip the clock surround **(see illustration)**.

27 Insert lengths of welding rod, or similar, into the holes at the top of the switch surround to release the upper clips, then undo the lower screws and remove the surround **(see illustrations)**.

28 Prise the steering column grommet from the floorpan.

29 Unscrew the mounting nuts and lower the steering column to the floor **(see illustration)**.

30 Prise the small vents from each side of the centre console.

31 Pull back the carpet and remove the screws **(see illustration)**.

26.19b . . . and triangular cover

26.21 . . . Withdraw the heater control surround

26.22a Removing the central vent assembly upper . . .

26.22b . . . and lower screws

26.25 Removing the ashtray

26.26 Removing the clock surround

26.27a Method of releasing the switch surround upper clips

26.27b Remove the lower screws and withdraw the surround

26.29 Steering column mounting nuts (arrowed)

32 Prise the small tray from the centre console **(see illustration)**.
33 Remove the screws, and slide the surround up the gear lever **(see illustration)**.
34 Remove the upper and lower nuts, and withdraw the centre console **(see illustrations)**.
35 Unclip the felt cover from under the facia.
36 Remove the screws and withdraw the front facia panel. Disconnect the wiring from the switches **(see illustration)**.
37 Remove the heater control panel retaining screws.
38 If necessary, remove the side vents.
39 Remove the instrument panel (Chapter 12) and choke cable, where applicable (Chapter 4A).
40 Remove the left lower facia mounting screw.
41 Unclip the glovebox and remove the lighting switch. Also remove the light.
42 Remove the remaining mounting screws and nuts, and withdraw the facia sufficiently to disconnect the wiring. Access to the front mounting nuts is gained by removing the wiper arms and the plastic guard from the plenum chamber in the engine compartment. Identify each wire for location.
43 Unclip the fuse and relay panel, and withdraw the facia panel from the car.

Refitting

All models

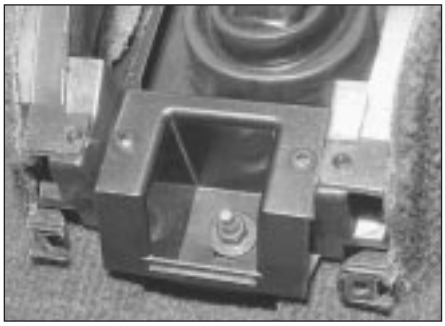
44 Refitting is a reversal of removal, but on completion check the operation of all electrical components.

26.31 Prise out the console vent and remove the screw

26.32 Removing the centre console tray

26.33 Remove the screws and slide the surround up the gear lever

26.34a Removing the centre console upper nuts . . .



26.34b . . . and lower nut

26.36 Front facia panel screws (arrowed)