

13.16a Unscrew the two securing nuts (arrowed) ...

as described in the relevant paragraphs of this Section, and refit the plastic sealing sheet and the door inner trim panel with reference to Section 12.

### Rear door exterior handle - Estate models

#### Removal

18 Fully raise the window, then remove the door inner trim panel and the plastic sealing sheet as described in Section 12.

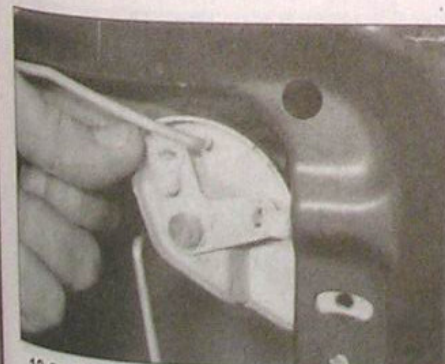
19 Working at the lower edge of the door, remove the screw securing the window rear guide channel. Lift the guide channel out through the aperture in the door (see illustrations).

20 Prise the plastic cover plate from the rear of the door for access to the rear exterior handle securing nut (see illustration).

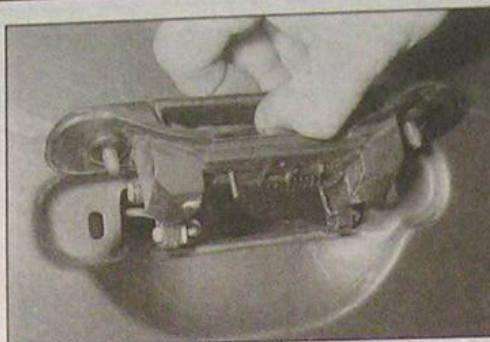
21 Unscrew the two handle securing nuts,



13.20 Prise out the cover plate for access to the rear exterior handle securing nut - Estate model



13.24 Removing the bellcrank/mounting plate assembly



13.16b ... and withdraw the rear door exterior handle - Saloon and Hatchback models

and withdraw the handle from outside the door. Disengage the handle operating rod from the lock rod as the handle is withdrawn.

#### Refitting

22 Refitting is a reversal of removal, bearing in mind the following points:

- Ensure that the top of the window rear guide channel engages correctly with the weatherstrip.
- Check the operation of the handle/lock mechanism before refitting the plastic sealing sheet.
- Refit the door inner trim panel with reference to Section 12.

### Front door lock cylinder

#### Removal

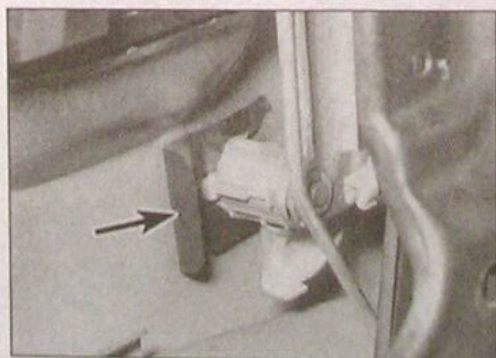
23 With the window fully raised, remove the door inner trim panel and the plastic sealing sheet, as described in Section 12.

24 Disconnect the lock operating rods from the bellcrank at the rear of the door, then unscrew the securing bolt, and remove the bellcrank/mounting plate assembly (see illustration).

25 Unscrew the three securing bolts, and withdraw the metal shield plate from inside the door.

26 Working through the door aperture, slacken the exterior door handle rear securing nut, and move the metal shield plate to prevent the lever on the lock cylinder from fouling the plate as the lock cylinder is removed.

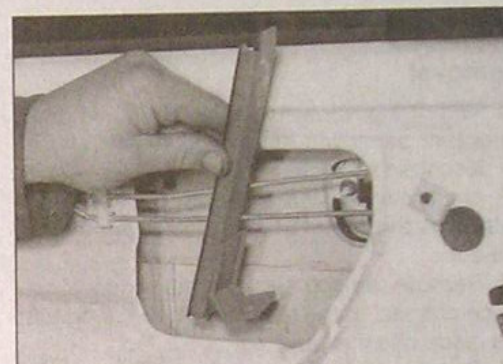
27 Using a suitable screwdriver or a pair of



13.27a Prise off the lock cylinder securing plate (arrowed) ...



13.19a Remove the securing screw ...



13.19b ... and lift out the window rear guide channel - Estate model

pliers, prise off the lock cylinder securing plate, then withdraw the lock cylinder from outside the door. Note that the lock cylinder securing plate has raised tangs which lock against the inner door skin - this means that some force is required to prise the plate free (see illustrations).

#### Refitting

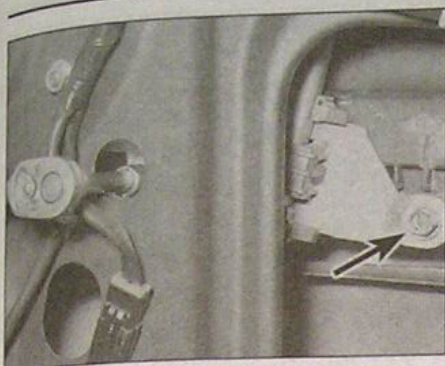
28 Refitting is a reversal of removal, bearing in mind the following points:

- Ensure that the lock operating rods are correctly reconnected.
- Ensure that the exterior handle rear securing nut is re-tightened.
- Check the operation of the handle/lock mechanism before refitting the door inner trim panel.
- Refit the door inner trim panel as described in Section 12.



13.27b ... then withdraw the lock cylinder from outside the door





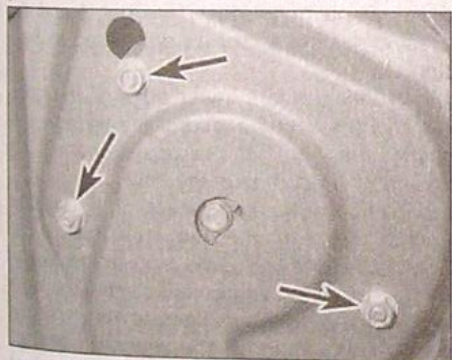
14.4 Remove the two bolts securing the window glass to the regulator mechanism

## 14 Door window glass and regulator - removal and refitting

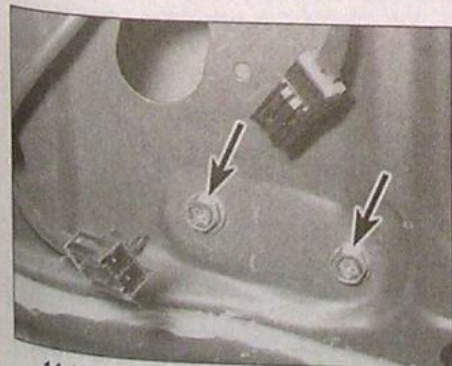
### Front door window glass

#### Removal

- 1 Remove the door inner trim panel and the plastic sealing sheet, as described in Section 12.
- 2 Temporarily reconnect the electric window switch, and the battery negative terminal, or refit the window regulator handle, as applicable.
- 3 Lower the window until the front bolt securing the lower edge of the window glass to the regulator mechanism is accessible through the hole in the inside of the door.
- 4 Support the glass, then remove the two



14.10 Unscrew the three bolts (arrowed) securing the motor assembly to the door



14.11b ... and two lower regulator mechanism securing bolts (arrowed) ...



14.5 Lift the glass out through the window aperture

bolts securing the window glass to the regulator mechanism (see illustration).  
5 Lift the glass out through the window aperture in the top of the door, manipulating the glass past the weatherstrips as it is withdrawn (see illustration).

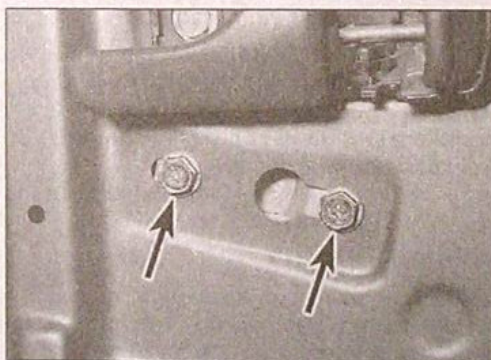
#### Refitting

- 6 Refitting is a reversal of removal, bearing in mind the following points:
  - a) Take care not to dislodge the weatherstrips when fitting the glass.
  - b) Check the operation of the window mechanism before refitting the door inner trim panel.
  - c) Refit the door inner trim panel with reference to Section 12.

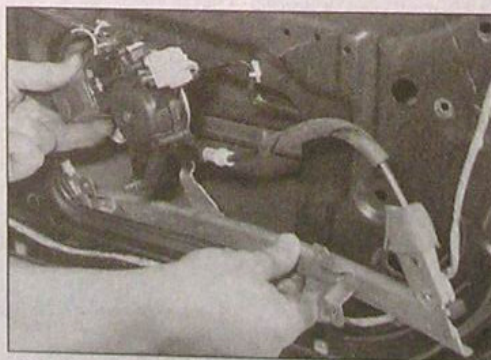
### Front door window regulator

#### Removal

- 7 Proceed as described in paragraphs 1 to 4.



14.11a Unscrew the two upper ...



14.11c ... then manipulate the assembly from the door



14.9 Separate the two halves of the regulator motor wiring connector

8 Fully raise the window glass, and secure the glass in position using suitable tape, or by wedging the glass in position using rags between the glass and the edge of the door - ensure that the glass cannot drop into the door. Alternatively, lift the glass panel out through the window aperture.

9 Where applicable, separate the two halves of the regulator motor wiring connector (see illustration).

10 Unscrew the three bolts securing the motor assembly to the door (see illustration).

11 Unscrew the two upper and the two lower regulator mechanism securing bolts, then manipulate the complete motor/regulator assembly out through the aperture in the door (see illustrations).

#### Refitting

- 12 Refer to paragraph 6.

### Rear door sliding window glass - Saloon and Hatchback models

#### Removal

13 With the window glass fully raised, remove the door inner trim panel and the plastic sealing sheet, as described in Section 12.

14 Unscrew the lower securing bolt, and withdraw the window front guide channel down through the aperture in the front of the door (see illustrations). Note that the upper end of the guide channel engages with the weatherstrip.

15 Temporarily reconnect the electric window switch and the battery negative terminal, or

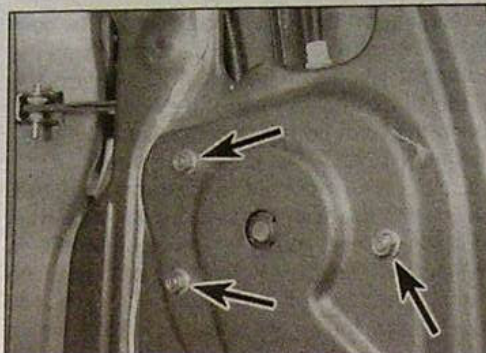


14.14a Unscrew the lower securing bolt ...

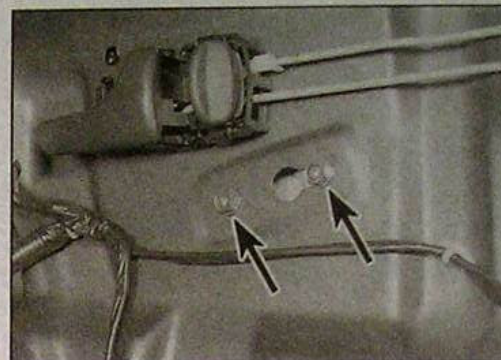




**14.33 Separate the two halves of the regulator motor wiring connector - Saloon and Hatchback models**



**14.34 Unscrew the three bolts (arrowed) securing the motor assembly - Saloon and Hatchback models**



**14.35a Unscrew the two upper . . .**

weatherstrips from the edge of the window aperture to allow the glass to pass through.

#### Refitting

**30** Refitting is a reversal of removal, bearing in mind the following points:

- Where applicable, ensure that the weatherstrips are correctly engaged with the door.
- Ensure that the top of the window rear guide channel engages correctly with the weatherstrip.
- Check the operation of the window mechanism before refitting the door inner trim panel.
- Refit the door inner trim panel with reference to Section 12.

#### Rear door window regulator - Saloon and Hatchback models

##### Removal

**31** Remove the door inner trim panel and the plastic sealing sheet, as described in Section 12.

**32** Unscrew the two bolts securing the lower edge of the sliding window glass to the regulator mechanism, then fully raise the window glass, and secure the glass in position using suitable tape, or by wedging the glass in position using rags between the glass and the edge of the door - ensure that the glass cannot drop into the door. Alternatively, remove the sliding window glass, as described previously in this Section.

**33** Where applicable, release the regulator motor wiring connector from the door, and

separate the two halves of the connector (see illustration).

**34** Unscrew the three bolts securing the motor assembly to the door (see illustration).

**35** Unscrew the two upper and two lower regulator mechanism securing bolts, then manipulate the complete motor/regulator assembly out through the aperture in the door (see illustrations).

#### Refitting

**36** Refitting is a reversal of removal, bearing in mind the following points:

- Where applicable, refit the window glass as described previously in this Section.
- Check the operation of the window mechanism before refitting the door inner trim panel.
- Refit the door inner trim panel with reference to Section 12.

#### Rear door window regulator - Estate models

##### Removal

**37** Remove the door inner trim panel and the plastic sealing sheet, as described in Section 12.

**38** Unscrew the two bolts securing the lower edge of the sliding window glass to the regulator mechanism, then fully raise the window glass, and secure the glass in position using suitable tape, or by wedging the glass in position using rags between the glass and the edge of the door - ensure that the glass cannot drop into the door.

Alternatively, remove the sliding window glass, as described previously in this Section.

**39** Where applicable, unclip the regulator motor wiring connector from the door, and separate the two halves of the connector.

**40** Unscrew the four bolts securing the regulator mechanism to the door, then manipulate the mechanism out through the aperture in the door (see illustration).

#### Refitting

**41** Refitting is a reversal of removal, bearing in mind the following points:

- Where applicable, refit the window glass as described previously in this Section.
- Check the operation of the window mechanism before refitting the door inner trim panel.
- Refit the door inner trim panel with reference to Section 12.

#### 15 Boot lid and support struts - removal, refitting and adjustment

11A•15

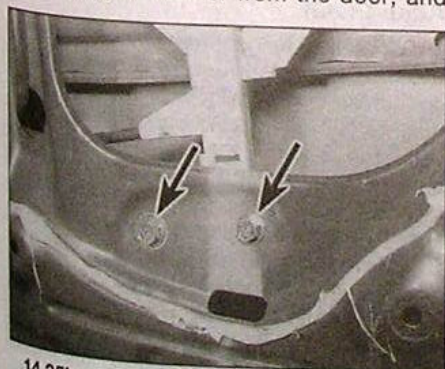
##### Boot lid

##### Removal

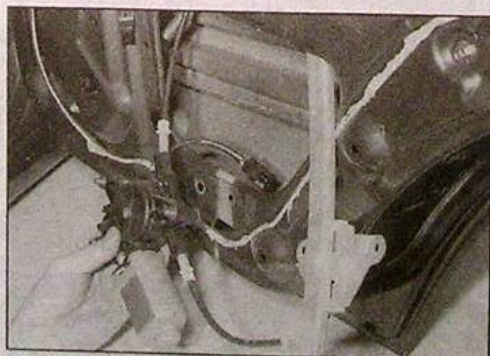
**1** Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

**2** Open the boot lid, and have an assistant support it in the open position.

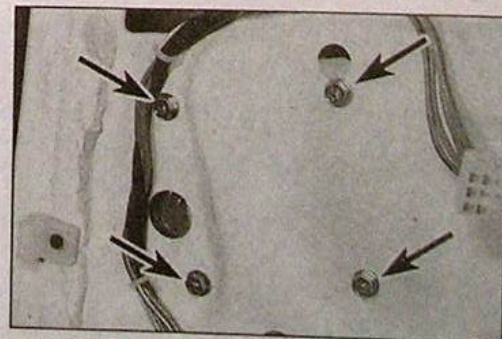
**3** Release the securing clips, and remove the trim panel from the rear of the boot lid.



**14.35b . . . and the two lower regulator mechanism securing bolts (arrowed) . . .**



**14.35c . . . then withdraw the assembly - Saloon and Hatchback models**



**14.40 Unscrew the four bolts (arrowed) securing the regulator mechanism to the door - Estate model**





16.19 Unscrew the lower balljoint pin from the body - Estate model

### Support struts - Hatchback models

16 Proceed as described for the boot lid support struts in Section 15.

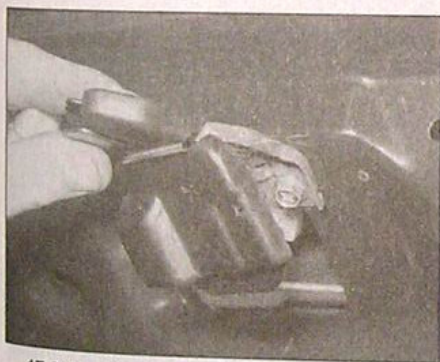
### Support struts - Estate models

#### Removal

17 The balljoint pins are integral with the struts, and the balljoints cannot be separated.

18 To remove a strut, first ensure that the tailgate is adequately supported.

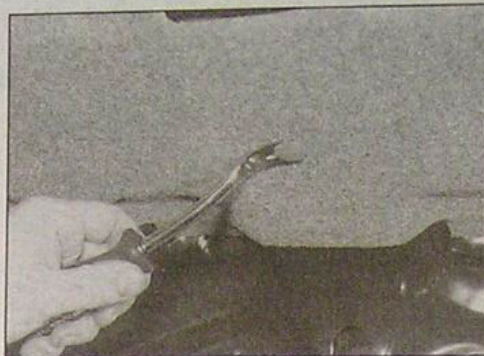
19 Unscrew the upper balljoint pin from the tailgate, then unscrew the lower balljoint pin from the body, and withdraw the strut (see illustration). Note the positions of any washers and/or spacers on the balljoint pins.



17.2 Unclip the cover from the lock - Saloon model



17.4 Withdraw the lock ...



17.1a Release the securing clips ...



17.1b ... and withdraw the boot lid trim panel - Saloon model

#### Refitting

20 Refitting is a reversal of removal. Ensure that any washers and spacers are positioned on the balljoint pins as noted before removal.

### 17 Boot lid lock components - removal and refitting

#### Boot lid lock

##### Removal

1 Using a suitable forked tool, prise out the plastic clips securing the trim panel, then unhook the panel from the rear of the boot lid (see illustrations).



17.3 Push out the wiring connector clip - Saloon model



17.5 ... and the wiring connector - Saloon model

2 Unclip the plastic cover from the lock (see illustration).

3 Push out the plastic clip securing the luggage compartment light switch wiring connector to the inside of the boot lid (see illustration).

4 Unscrew the two securing bolts, and withdraw the lock from the boot lid (see illustration).

5 Using the key, operate the boot lid lock cylinder to allow the lock operating rod to be pushed back - this will provide clearance for the switch wiring connector to pass through (see illustration).

6 Separate the two halves of the wiring connector, and withdraw the lock.

#### Refitting

7 Refitting is a reversal of removal.

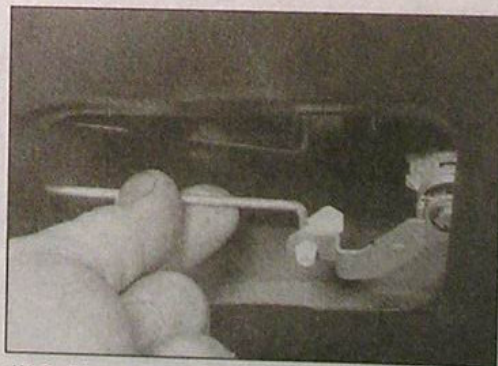
### Boot lid lock cylinder

#### Removal

8 Using a suitable forked tool, prise out the plastic clips securing the trim panel, then unhook the panel from the rear of the boot lid.

9 Release the securing clip, and disconnect the lock operating rod from the lock cylinder (see illustration).

10 Using a suitable pair of pliers, pull out the metal lock cylinder securing clip, then withdraw the lock cylinder from outside the boot lid (see illustrations overleaf).



17.9 Disconnect the lock operating rod ...





18.12a Unscrew the two lock securing bolts ...



18.12b ... then manipulate the lock from the tailgate



18.15a Unscrew the four nuts ...

### Tailgate lock cylinder - Hatchback models

#### Removal

14 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual), then remove the tailgate inner trim panels, as described in Section 28.

15 Working inside the tailgate, unscrew the four nuts securing the tailgate outer trim panel/handle, then withdraw the trim panel/handle (see illustrations).

16 Disconnect the lock operating rod from the lock cylinder.

17 Unscrew the two securing bolts, and withdraw the lock cylinder from outside the tailgate (see illustrations).

#### Refitting

18 Refitting is a reversal of removal.

### Tailgate lock cylinder - Estate models

**Note:** A new gasket may be required when refitting the lock cylinder.

#### Removal

19 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual), then remove the tailgate inner trim panel, as described in Section 28.

20 Working inside the tailgate, unscrew the four nuts securing the tailgate outer trim/handle panel (see illustration).

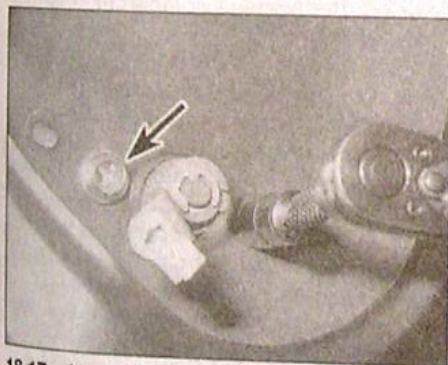
21 Release the two outer trim/handle panel securing clips (one at each end of the panel, accessible from the inside of the tailgate) (see illustration).

22 Disconnect the two number plate wiring connectors (see illustration).

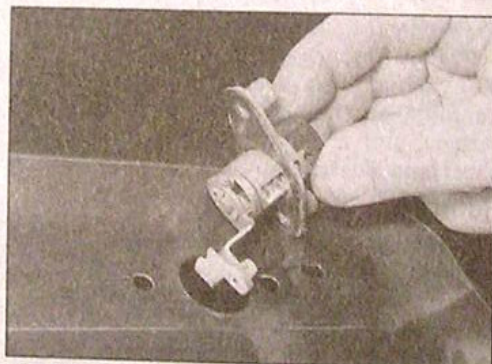


18.15b ... and withdraw the trim panel/handle - Hatchback model

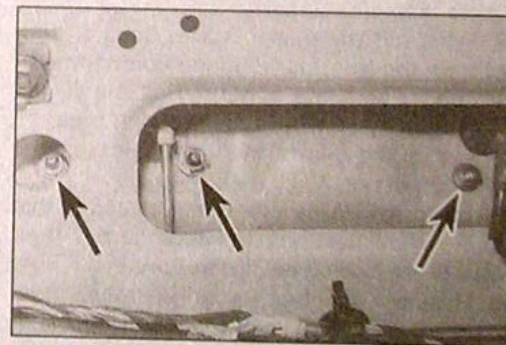
23 Disconnect the operating rod from the exterior handle, then pull the panel from the outside of the tailgate, and pull the number plate light wiring grommets from their apertures in the tailgate (see illustration).



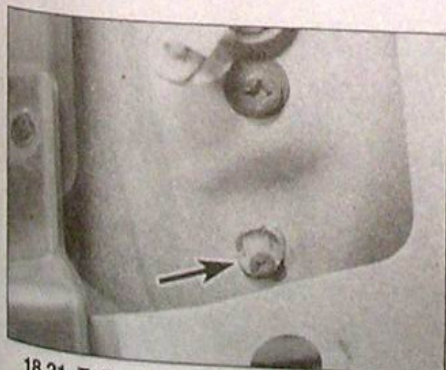
18.17a Unscrew the two securing bolts ...



18.17b ... and withdraw the lock cylinder - Hatchback model



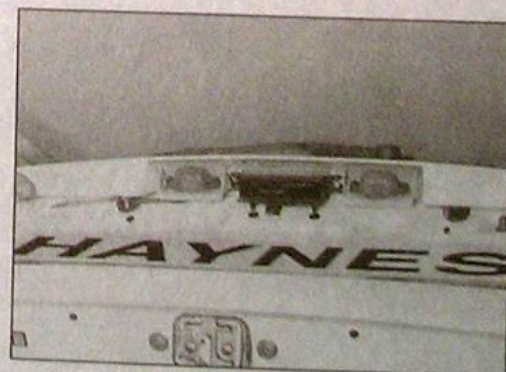
18.20 Three of the four tailgate outer trim/handle panel securing nuts (arrowed) - Estate model



18.21 Tailgate outer trim/handle panel securing clip (arrowed) - Estate model

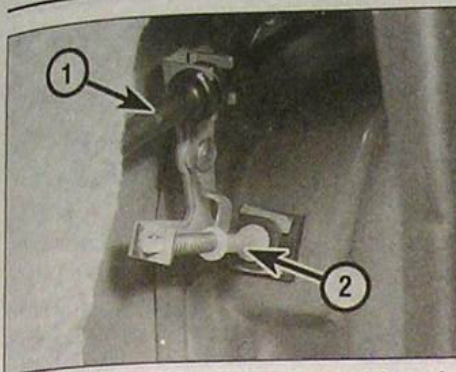


18.22 Disconnect the number plate light wiring connectors - Estate model



18.23 Pull the outer trim/handle panel from the tailgate - Estate model





19.6 Fuel filler flap release cable (1), and release rod (2) - Hatchback model

7 Fold the rear seat cushion forwards for access to the cable.

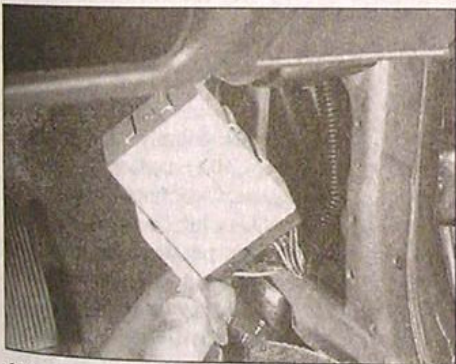
8 Working on the driver's side of the vehicle, for access to the tailgate/fuel filler flap release lever, pull the sill trim panel from the sill, then pull back the carpet panel to expose the lever securing bolts.

9 Unscrew the two securing bolts, then manipulate the lever assembly out through the aperture in the carpet, and disconnect the cable from the lever (see illustrations).

10 The cable can now be withdrawn from the vehicle, but take careful note of the cable routing, to aid refitting.

#### Refitting

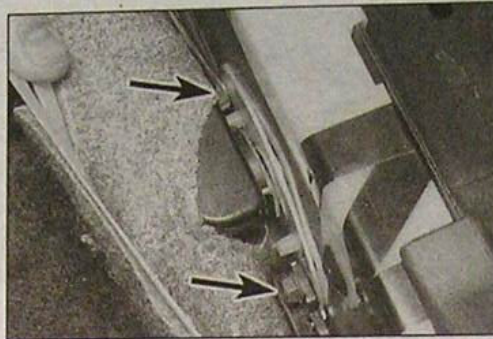
11 Refitting is a reversal of removal, but ensure that the cable is routed as noted before removal, and check the operation of the release mechanism before refitting the carpet and trim panels.



20.4 Removing the central locking system electronic control unit



20.7a Remove the two securing screws...



19.9a Unscrew the two tailgate/boot lid/fuel filler flap release lever securing bolts (arrowed)...

#### Estate models

12 The procedure is similar to that described previously in this Section for Hatchback models, noting the following points:

- The cable operates the fuel filler flap only, and is not connected to the tailgate.
- For access to the fuel filler flap mechanism, prise the weatherstrip from the rear edge of the luggage compartment side carpet trim panel, then release the securing clips, and pull the trim panel back to expose the mechanism.

#### 20 Central locking system components - removal and refitting

**Note:** Certain later models are equipped with a remote-control central locking system. At the time of writing, no information was available for the transmitter and receiver units used with this system.

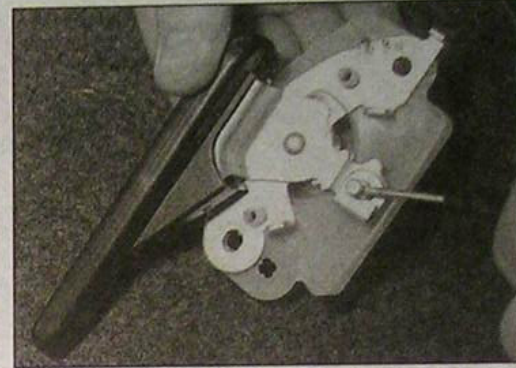
#### Electronic control unit

##### Removal

- The electronic control unit is located in the driver's footwell.
- Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).
- Remove the driver's side footwell trim panel, with reference to Section 28 if necessary.
- Remove the securing screw, then withdraw



20.7b ... and withdraw the driver's door lock switch



19.9b ... then withdraw the lever and disconnect the cable

the unit, complete with the mounting bracket, and disconnect the wiring plugs (see illustration).

#### Refitting

5 Refitting is a reversal of removal.

#### Driver's door lock switch

##### Removal

- Remove the door lock as described in Section 13.
- The switch is secured to the lock by two screws (see illustrations).

#### Refitting

8 Refit the door lock as described in Section 13.

#### Door lock motor

##### Removal

- Remove the door lock as described in Section 13.
- The motor is secured to the lock assembly by two screws (see illustration).

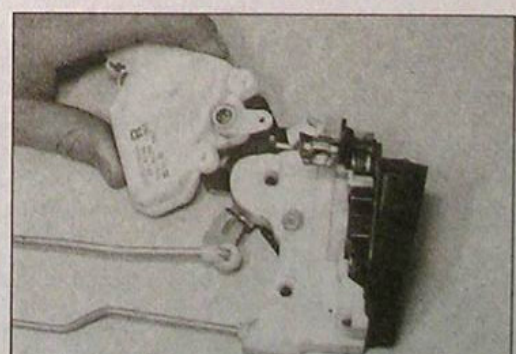
#### Refitting

11 Refit the door lock as described in Section 13.

#### Tailgate lock motor - Estate models

##### Removal

- Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).
- Remove the tailgate inner trim panel, as described in Section 28.



20.10 Removing the central locking motor from the rear door lock - Hatchback model



**Refitting**

To aid refitting, lightly grease the securing clips on the rear of the mirror glass.

- 11 Where applicable, reconnect the wires to the rear of the mirror glass, then push the glass into position to engage the securing clips.

**Mirror adjustment mechanism****Removal**

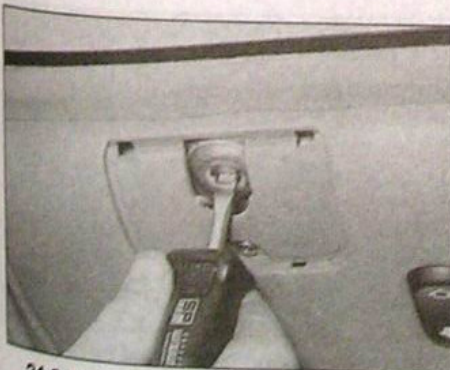
- 12 On models with electric mirrors, the electric adjuster mechanism can be removed from the mirror as follows.  
13 Remove the mirror as described previously in this Section.  
14 Remove the mirror glass as described previously in this Section.  
15 Remove the securing screws, and separate the two halves of the mirror casing.  
16 Similarly, remove the securing screws, and withdraw the adjuster mechanism. Feed the wiring through the mirror casing, noting its routing.

**Refitting**

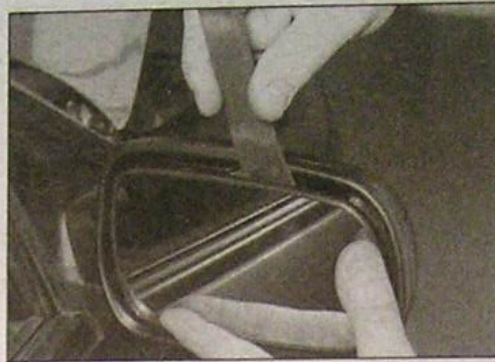
- 17 Refitting is a reversal of removal, ensuring that the wiring is routed as noted before removal.

**23 Windscreen, tailgate and fixed windows - general information**

These areas of glass are secured by the tight fit of the weatherstrip in the body aperture, and are bonded in position with a special adhesive. Renewal of such fixed glass is a difficult, messy and time-consuming task, which is beyond the scope of the home mechanic. It is difficult, unless one has plenty of practice, to obtain a secure, waterproof fit. Furthermore, the task carries a high risk of breakage; this applies especially to the laminated glass windscreen. In view of this, owners are strongly advised to have this sort of work carried out by one of the many specialist windscreen fitters.



24.2 Using a screwdriver to close the electric sunroof



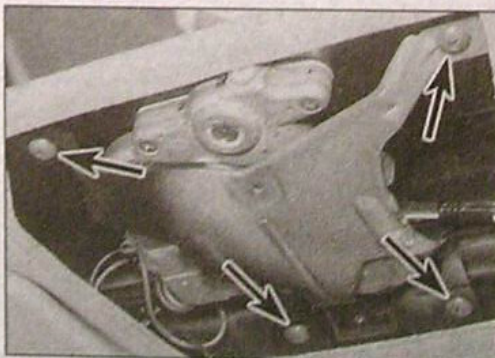
22.9a Insert a suitable lever behind the mirror glass ...

**24 Sunroof - general information****General information**

- 1 Due to the complexity of the sunroof mechanism, considerable expertise is needed to repair, replace or adjust the sunroof components successfully. Removal of the roof first requires the headlining to be removed, which is a complex and tedious operation, and not a task to be undertaken lightly. Therefore, any problems with the sunroof should be referred to a Nissan dealer.  
2 On models with an electric sunroof, if the sunroof motor fails to operate, first check the relevant fuse. If the fault cannot be traced and rectified, the sunroof can be opened and closed manually using a screwdriver to turn the motor spindle. To gain access to the motor spindle, ensure that the ignition key is in the 'off' position, then prise the spindle cover from the overhead console for access to the spindle. Engage the screwdriver with the spindle, then push the centre of the spindle and turn clockwise to close the sunroof (see illustration).

**Electric motor - removal and refitting****Removal**

- 3 On models with an electric sunroof, the motor can be removed as follows.  
4 Disconnect the battery negative terminal



24.8 Sunroof motor bracket securing bolts (arrowed)



22.9b ... and lever the glass forwards to release the securing clips

(refer to *Disconnecting the battery* in the Reference Section of this manual).

- 5 Using a suitable screwdriver, carefully prise the map reading light lens from the roof console.  
6 Similarly, prise the spindle cover from the sunroof motor.  
7 Remove the two securing screws, then lower the roof console, disconnect the wiring plugs, and withdraw the console.  
8 Unscrew the four bolts securing the motor bracket to the roof, noting that one of the bolts also secures an earth lead, then lower the motor assembly from the roof (see illustration).  
9 If desired, the motor can be unbolted from the bracket.

**Refitting**

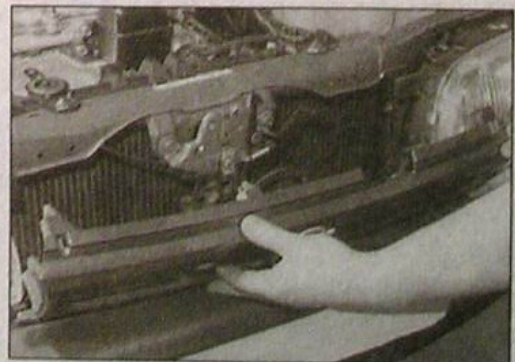
- 10 Refitting is a reversal of removal.

**25 Body exterior fittings - removal and refitting****Front grille panel**

- 1 Open the bonnet, and pull the grille panel forwards from the body to release the securing clips (see illustration).  
2 Refitting is a reversal of removal.

**Wheel arch liners**

- 3 The wheel arch liners are secured by a combination of self-tapping screws and plastic clips, and removal is self-evident (see illustration).



25.1 Removing the front grille panel





27.1a Remove the securing clips . . .

#### Refitting

15 Refitting is a reversal of removal.

### 27 Seat belt components - removal and refitting

#### Front seat belt

##### Removal

1 Remove the screw from the bottom of the centre pillar lower trim panel, then open the rear door, and remove the two trim panel securing clips. Pull the panel from the pillar (see illustrations).

2 Prise the weatherstrips from the edge of the centre pillar upper trim panel, then pull the panel from the pillar to release the securing clips (see illustration).



27.3 Unscrew the seat belt lower anchor bolt



27.1b . . . and remove the centre pillar lower trim panel

3 Prise off the trim cap, and unscrew the seat belt lower anchor bolt, noting that the bolt also secures the inertia reel. Recover the spacer from the bolt (see illustration).

4 Remove the screw securing the upper end of the inertia reel assembly to the body pillar, then lift out the inertia reel (see illustrations).

5 Unscrew the seat belt upper anchor nut, and recover any spacers and washers from the stud, noting their locations.

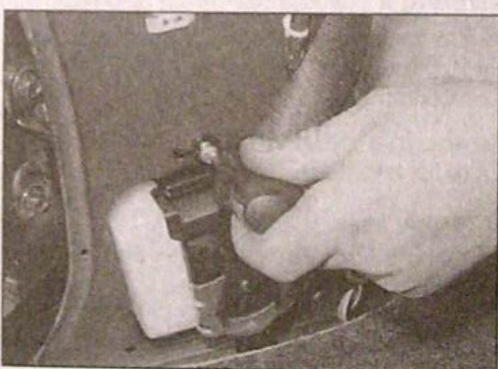
6 Feed the seat belt through the centre pillar trim panel, and withdraw the assembly from the vehicle.

7 If desired, the height adjuster can be removed from the centre pillar by unscrewing the two securing bolts (see illustration).

#### Refitting

8 Refitting is a reversal of removal, bearing in mind the following points:

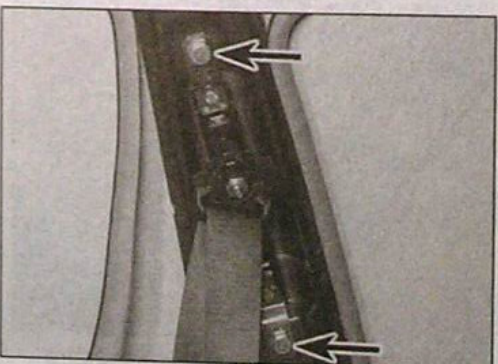
a) When refitting the upper pillar trim panel,



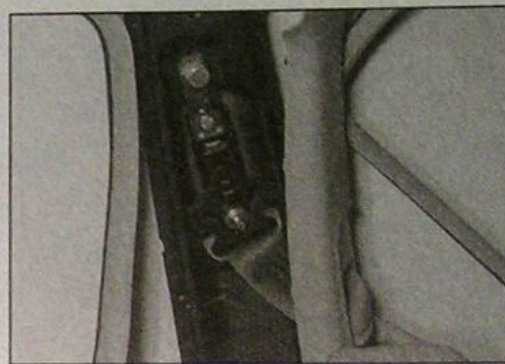
27.4a Remove the upper securing screw . . .



27.4b . . . then lift out the front seat belt inertia reel



27.7 Front seat belt height adjuster securing bolts (arrowed)



27.2 Pull off the centre pillar upper trim panel

make sure that the sliding portion of the trim panel engages with the pin on the adjuster (see illustration).

b) Tighten the anchor bolts to the specified torque.

#### Front seat belt stalk



**Warning:** Some later models are equipped with automatic seat belt tensioners. The mechanism is designed to instantaneously take up any slack in the seat belt, in the event of a sudden frontal impact, therefore reducing the possibility of injury to the front seat occupants. Do not attempt to remove the seat belt stalks on models equipped with automatic seat belt tensioners - consult a Nissan dealer for advice.

#### Removal

9 Remove the securing screws, and release the clip, then remove the plastic trim panel from the inner edge of the seat to expose the seat belt stalk securing bolt.

10 Unscrew the bolt and withdraw the stalk assembly.

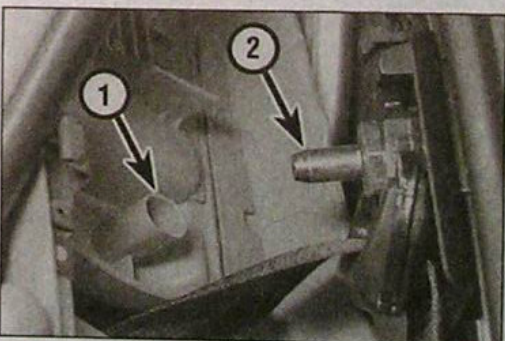
#### Refitting

11 Refitting is a reversal of removal, but tighten the stalk anchor bolt to the specified torque.

#### Rear side seat belt - Saloon models

##### Removal

12 Fold the rear seat cushion forwards, and unbolt the seat belt lower anchor.



27.8 Ensure that the upper sliding portion of the trim panel (1) engages with the adjuster pin (2)



## 28 Interior trim panels - removal and refitting

### General

1 The interior trim panels are secured by a combination of metal and plastic clips and screws. When releasing certain types of

securing clips, a suitable forked tool will prove invaluable to avoid damage to the panel and clips. In some cases, it may be necessary to remove surrounding panels before a particular panel can be released (see illustrations).

### Footwell trim panels

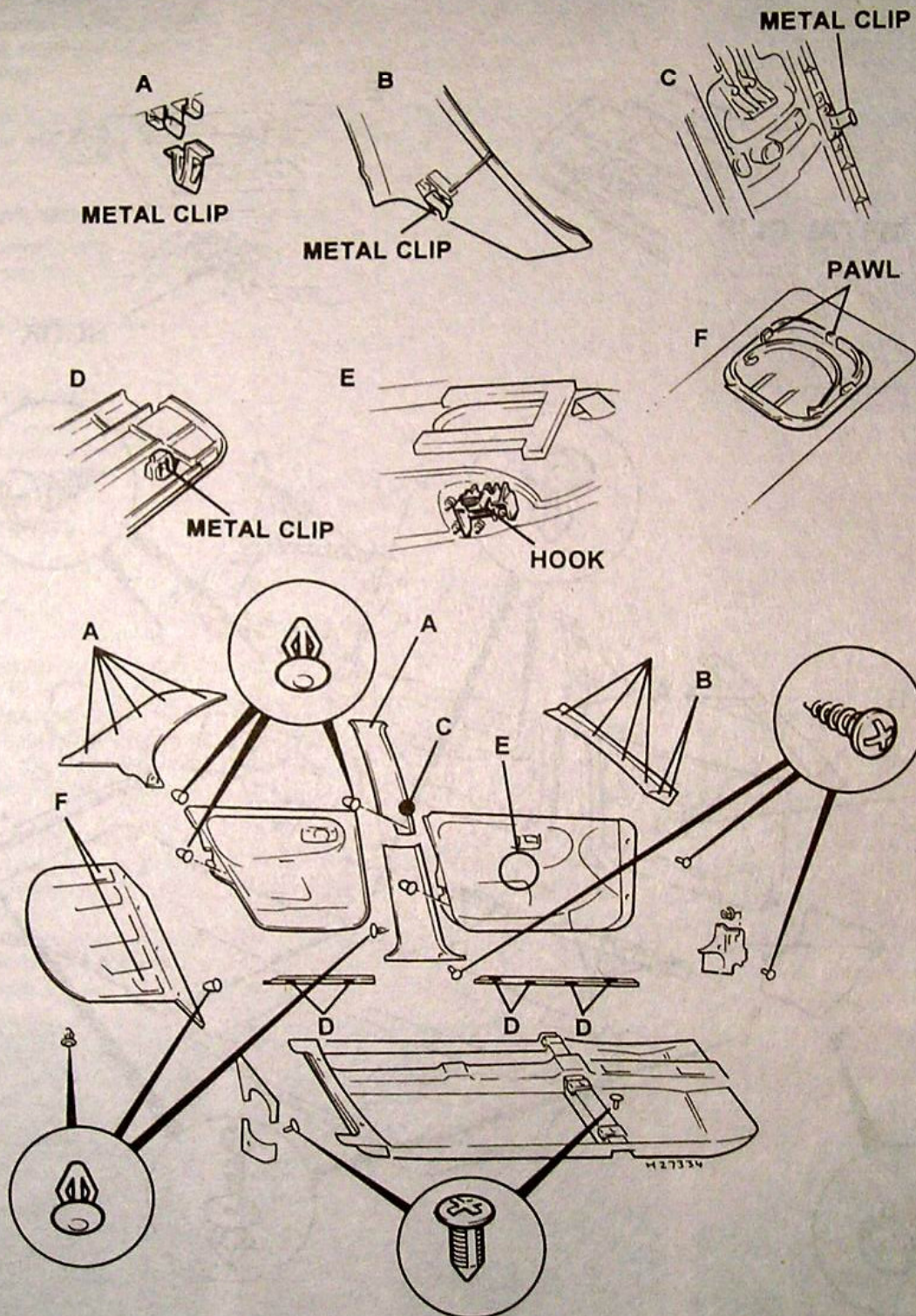
2 Using a screwdriver, carefully prise out the trim plate to reveal the trim panel securing screw. Remove the screw.

3 Twist the rear securing clip to release it, then withdraw the clip, and pull the trim panel from the footwell.

4 Refitting is a reversal of removal.

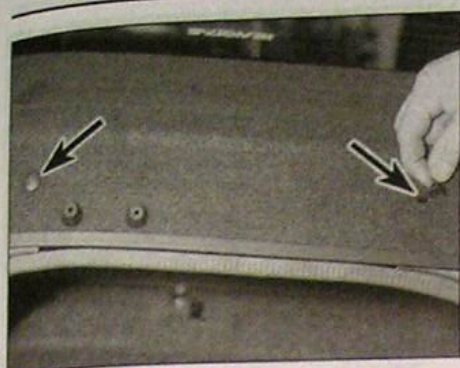
### Sill trim panels

5 Where necessary, pull the weatherstrip from the edge of the panel, then pull the panel from the body to release the securing clips.

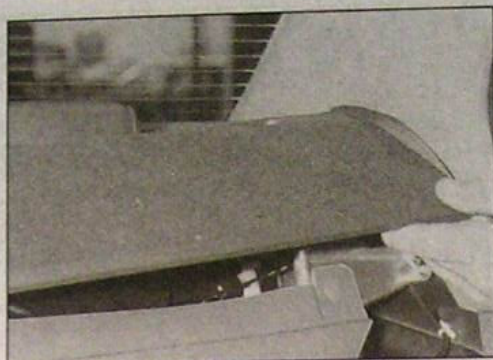


28.1a Passenger compartment trim panels and fixings - Saloon and Hatchback models

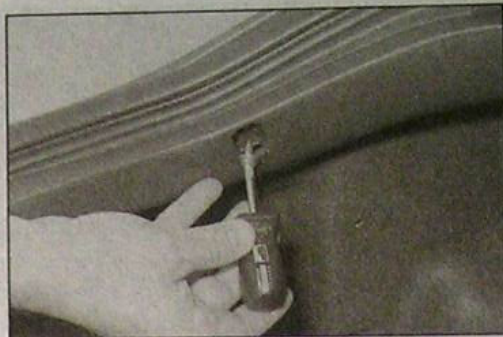




28.12 Remove the two front securing clips (arrowed) . . .



28.13 . . . and withdraw the rear parcel shelf - Saloon model



28.25 Prise out the screw cover, and remove the side/parcel shelf support panel securing screw - Hatchback model

6 To refit the panel, simply push it back into position, ensuring that the retaining clips engage.

### Front pillar trim panels

7 Carefully prise the weatherstrip from the edge of the panel, then pull the panel from the pillar.

8 Ensure that the weatherstrip is correctly seated on refitting.

### Centre pillar trim panels

9 Removal of the panels is described as part of the front seat belt removal procedure in Section 27.

### Door inner trim panels

10 Refer to Section 12.

### Rear parcel shelf - Saloon models

11 Remove the rear seat back side bolster, as described in Section 26.

12 Remove the two plastic clips securing the front of the parcel shelf (see illustration).

13 Pull up the rear of the parcel shelf to release the rear securing clips, then withdraw the shelf (see illustration).

14 If the shelf is to be removed completely, it will be necessary to unbolt the seat belt lower anchor, and pass the belt through the flap in the shelf belt surround plate.

15 Refitting is a reversal of removal, but where applicable, tighten the seat belt anchor bolt to the specified torque.

### Luggage compartment trim panels - Saloon models

16 The rear luggage compartment trim panel can be removed by pulling the weatherstrip from the rear of the panel, then pulling the panel upwards to release the securing clips.

17 The luggage compartment carpet trim panels are secured by plastic clips, which are most easily released using a suitable forked tool. Where applicable, remove the luggage strap brackets, and/or the luggage compartment light, to enable the panels to be removed.

18 Refitting is a reversal of removal.

### Luggage compartment trim panels - Hatchback models

#### Rear trim panels

19 Prise out the plastic screw covers, and unscrew the four rear luggage compartment trim panel securing screws. Pull the panel from the body to release the securing clips.

20 If desired, the rear carpet trim panel can be removed as follows.

21 Lift up the rear of the luggage compartment carpet panel.

22 Using a suitable forked tool, prise out the plastic clips securing the rear carpet trim panel to the body.

23 Refitting is a reversal of removal.

#### Side/parcel shelf support panels

24 Remove the luggage compartment rear trim panel as described previously in this Section. Lower the rear seat back.

25 Prise the screw cover from the side/parcel

shelf support panel, then remove the securing screw (see illustration).

26 Remove the securing screw from the rear corner of the trim panel.

27 Remove the securing screws, and withdraw the two parcel shelf clip assemblies (see illustration).

28 Lever up the front edge of the loudspeaker cover panel, then pull the cover panel out to reveal the loudspeaker (see illustration).

29 Unscrew the two now-exposed side/parcel shelf trim panel securing screws, then pull the panel from the body to release the securing clips (see illustrations).

30 If the panel is to be removed completely, it will be necessary to feed the seat belt through the aperture in the panel. To do this, prise the seat belt surround from the panel, then unbolt the lower seat belt anchor, and feed the belt buckle and lower anchor plate through the panel.



28.28 Pull out the loudspeaker cover panel - Hatchback model



28.29a Unscrew the two side/parcel shelf trim panel securing screws . . .



28.29b . . . then pull the panel from the body - Hatchback model





28.47b ... the remaining side securing screws ...

remaining securing screw, then remove the screw, and withdraw the hand grip. Carefully pull the trim panel from the tailgate to release the securing clips (see illustrations).

#### Refitting

48 Refitting is a reversal of removal, but ensure that all clips are securely engaged.

#### Tailgate inner trim panel - Estate models

49 Remove the two securing screws from the panel (one at each upper side of the panel).

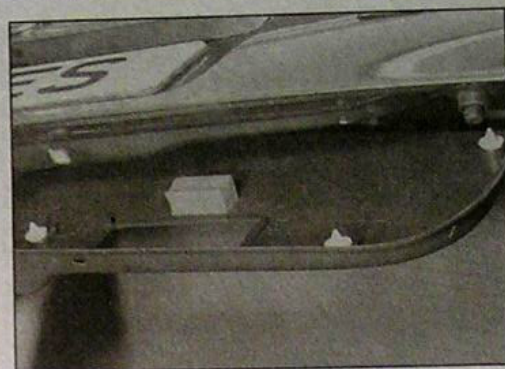
50 Release the plastic securing clips from the lower edge of the panel (see illustration).

51 Using a suitable forked tool, release the upper securing clips (see illustration), then pull the panel from the tailgate.

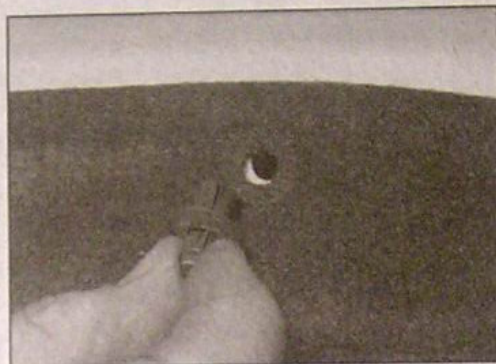
52 Refitting is a reversal of removal.



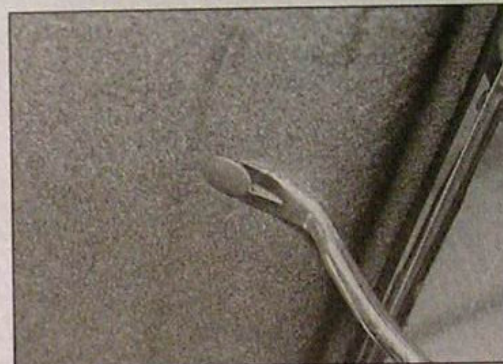
28.47c ... then remove the remaining screw from the inner hand grip ...



28.47d ... and pull the trim panel from the tailgate - Hatchback model



28.50 Release the lower ...



28.51 ... and upper securing clips from the tailgate inner trim panel - Estate model

#### 29 Centre console - removal and refitting



**Warning:** Later models are equipped with an air bag system. The air bag sensor is mounted underneath the centre console. Make sure that the safety recommendations given in Chapter 12A are followed, to prevent personal injury.

#### Removal

1 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

2 Where applicable, prise out the covers, then unscrew the console front securing screws (one screw on each side) (see illustration).

3 Similarly, remove the console rear securing screws (see illustration).

4 Prise the cover plate from the top of the console, and unscrew the two console upper securing screws (see illustration).

5 On models with manual transmission, unclip the gear lever gaiter surround from the top of the centre console (see illustration).

6 On models with automatic transmission, unclip the selector lever cover from the centre console.

7 Move the console assembly rearwards from the fascia, then carefully lift the console up, and disconnect the wiring plugs from the switches mounted in the console. Note the locations of the connectors, to ensure correct refitting.

8 Withdraw the console.

#### Refitting

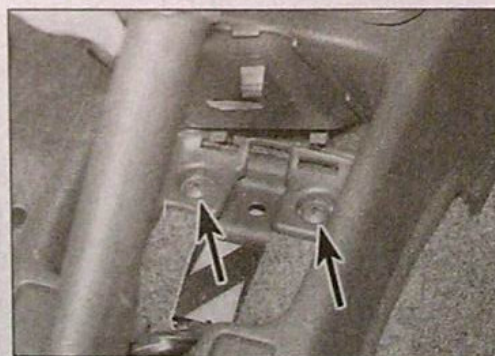
9 Refitting is a reversal of removal, but ensure that the wiring plugs are correctly reconnected.



29.2 Unscrew the front ...



29.3 ... and rear centre console securing screws



29.4 Prise out the cover plate for access to the two upper securing screws (arrowed)



29.5 Unclip the gear lever gaiter from the centre console





30.6a Remove the screw under the fusebox ...

### Driver's side lower facia panel

#### Removal

6 Remove the six securing screws, and lower the panel from the facia. One screw is located under the fusebox, two screws at the top right-hand side of the panel (the middle of the three screws in this location does not have to be removed), two screws at the top left-hand corner of the panel, and one screw at the lower left-hand corner of the panel (see illustrations).

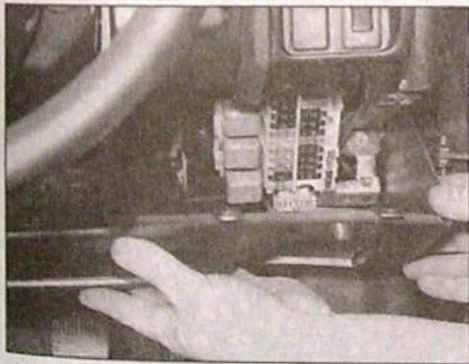
#### Refitting

7 Refitting is a reversal of removal.

### Driver's side switch/ventilation panel

#### Removal

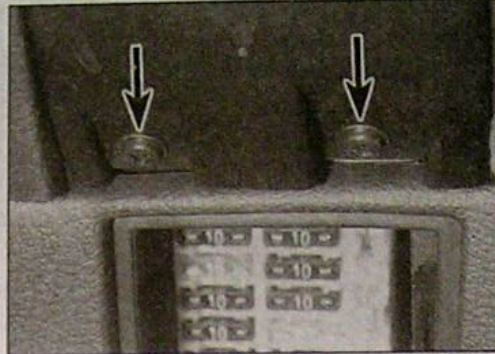
8 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).



30.6e ... then withdraw the driver's side lower facia panel



30.11a ... release the securing clips ...



30.6b ... the two screws (arrowed) at the top right-hand side of the panel ...

9 Remove the two securing screws from the lower edge of the panel (see illustration).

10 Prise the ventilation nozzle from the panel. It will be necessary to lever at the sides of the nozzle to release the swivel pins (see illustration).

11 Using a suitable screwdriver, release the two upper securing clips, then pull the panel forwards from the facia (see illustrations).

12 Disconnect the switch wiring plugs, and withdraw the panel.

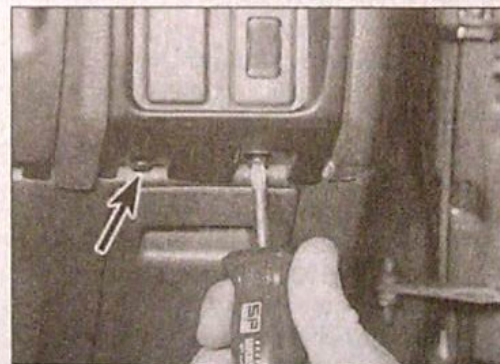
#### Refitting

13 Refitting is a reversal of removal, but refit the ventilation nozzle to the panel before refitting the panel to the facia.

### Facia centre switch/ventilation nozzle housing

#### Removal

14 Disconnect the battery negative terminal



30.9 Remove the two lower securing screws ...



30.11b ... and pull the driver's side switch/ventilation panel from the facia



30.6c ... the two top left-hand screws ...



30.6d ... and the lower left-hand screw ...

(refer to *Disconnecting the battery* in the Reference Section of this manual).

15 Remove the two upper and two lower securing screws, then pull the panel forwards from the facia (see illustrations).



30.10 ... then prise out the ventilation nozzle ...



30.15a Remove the two upper ...





30.25b ... then unclip the ignition switch/steering column lock trim plate

adjustable steering column, this is aided by fully lowering the column) (see illustration).

#### Refitting

27 Refitting is a reversal of removal, but ensure that the shroud clips engage correctly.

#### Instrument panel surround

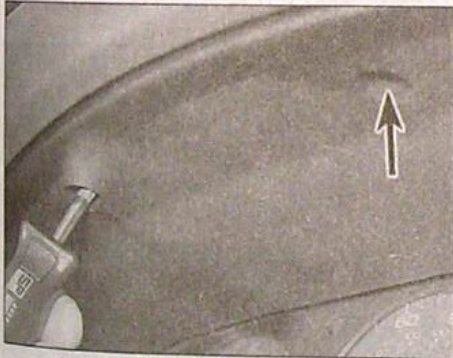
##### Removal

28 Remove the steering column shrouds, as described previously in this Section.

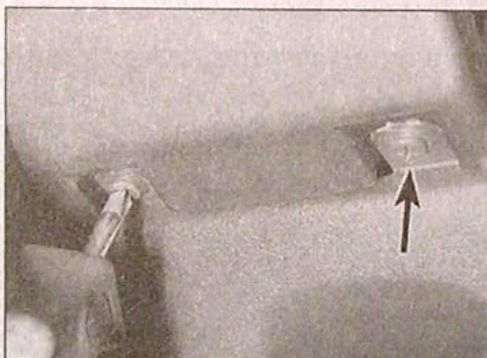
29 Loosen the two steering column upper securing bolts, and lower the steering column slightly (see illustration).

30 Unscrew the five instrument panel shroud securing screws. Two screws are located at the top of the panel, two on the left, and one on the right (see illustrations).

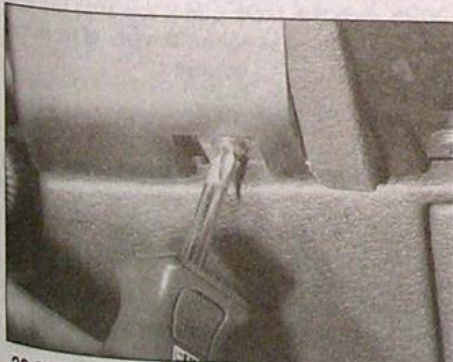
31 Carefully withdraw the shroud from the fascia (see illustration). If necessary, lower the steering column further to provide sufficient clearance.



30.30a Unscrew the two top ...



30.30b ... two left-hand ...



30.30c ... and single right-hand securing screw ...



30.31 ... then withdraw the instrument panel shroud



30.26 Removing the upper steering column shroud

#### Refitting

32 Refitting is a reversal of removal, but tighten the steering column upper securing bolts to the specified torque.

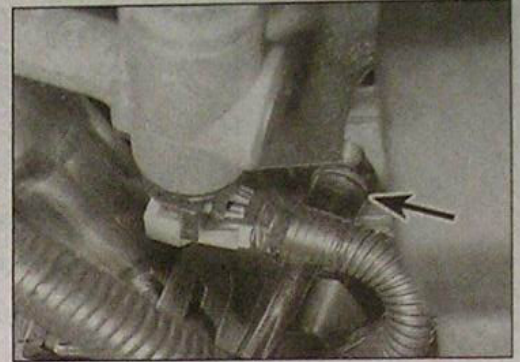
#### Upper fascia assembly

**Note:** This is an involved procedure, and it is suggested that this complete Section is read through thoroughly before beginning the operation. It is advisable to make careful note of all wiring connections, and the routing of all wiring, to aid refitting.

##### Removal

33 Remove the following fascia panels, as described previously in this Section. Note the routing of all wiring, and keep all securing screws and fixings with the relevant panels to avoid confusion on refitting.

- a) Glovebox.
- b) Passenger's side lower fascia panel.
- c) Driver's side lower fascia panel.



30.29 Loosening one of the steering column upper securing bolts (arrowed)

- d) Driver's side switch/ventilation panel.
- e) Facia centre switch/ventilation nozzle housing.
- f) Facia lower centre panel.
- g) Steering column shrouds.
- h) Instrument panel surround.

34 Disconnect the control cable and the wiring plugs from the heater/ventilation control unit, and remove the unit from the facia (refer to Chapter 3 if necessary).

35 Remove the four securing screws, then withdraw the radio/cassette player from the facia, and disconnect the aerial lead and the wiring plugs.

36 Remove the steering column stalk switches, with reference to Chapter 12A if necessary.

37 Unscrew the two upper and two lower instrument panel securing screws.

38 Working in the engine compartment, disconnect the speedometer cable from the gearbox (see Chapter 12A), then push the cable through the engine compartment bulkhead sufficiently to enable the instrument panel to be pulled forwards.

39 Pull the instrument panel forwards, and disconnect the wiring plugs and the speedometer cable from the rear of the panel. Withdraw the instrument panel.

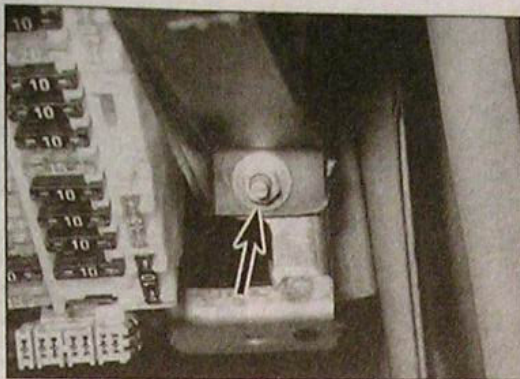
40 Working behind the driver's side of the upper facia panel, remove the securing screw, and detach the 'lights-on' warning buzzer from the rear of the facia (see illustration).

41 Working at the passenger's side of the facia, pull the wiring connector from the glovebox light switch.

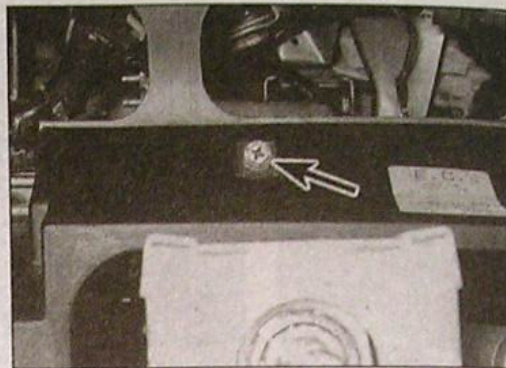


30.40 Detach the 'lights-on' warning buzzer from the rear of the facia panel





30.45 Upper facia panel lower right-hand securing nut (arrowed)



30.46 Upper facia panel centre securing bolt (arrowed)

42 Pull the glovebox light bulbholder from the rear of the facia panel.

43 Reach up behind the passenger's side of the facia, and disconnect the two wiring harness connectors.

44 On models fitted with an anti-theft alarm, reach up behind the passenger's side of the facia, and disconnect the alarm LED wiring connector (the LED is located on top of the passenger's side of the facia).

45 Unscrew the upper facia panel lower securing nuts (one nut located at each bottom corner of the panel) (see illustration).

46 Unscrew the upper facia panel centre securing bolt, which is located in the centre of the instrument panel aperture (see illustration).

47 Working at the top of the upper facia panel, prise out the two upper securing nut cover plates (on models equipped with an anti-theft alarm, the passenger side cover plate houses the alarm LED), then unscrew the upper securing nuts (see illustrations).

48 Make a final check to ensure that all relevant wiring has been disconnected, then pull the upper facia panel towards the rear of the car to disengage it from the scuttle - some manipulation may be required (see illustration).

49 Once the facia panel has been released, with-draw it through the passenger's door aperture.

#### Refitting

50 Commence refitting by manoeuvring the upper facia panel into position against the scuttle.

51 Ensure that all relevant wiring is fed through the appropriate apertures in the facia, and is not trapped. Particularly, ensure that the speedometer cable, and the instrument panel wiring is fed through the instrument panel apertures.

52 Ensure that the air ducting engages with the ventilation nozzle housings in the facia panel.

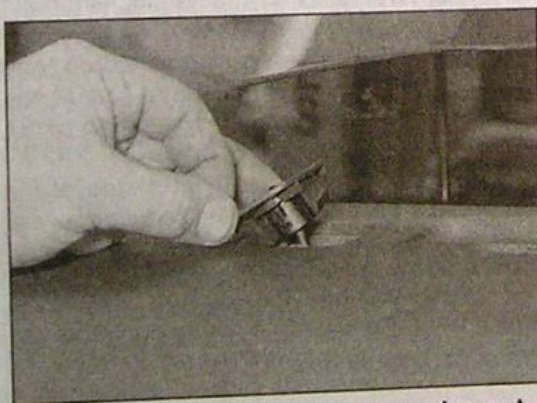
53 Refit the upper facia panel securing nuts,

and the central bolts, and tighten them.

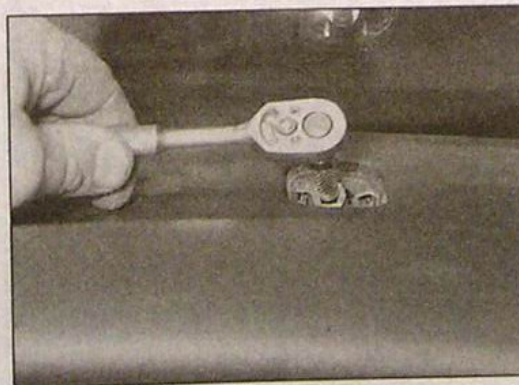
54 Refit the upper securing nut cover plates. Where applicable, feed the alarm LED wiring down through the top of the facia panel, and reconnect the two halves of the wiring connector.

55 Further refitting is broadly a reversal of the removal procedure described previously, bearing in mind the following points:

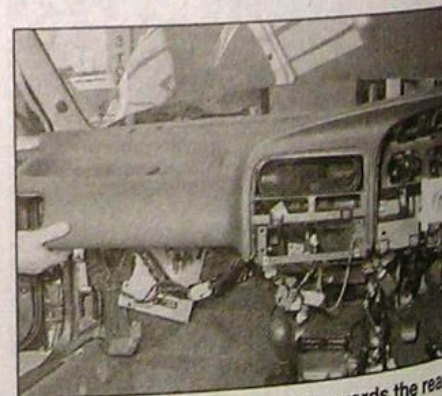
- Ensure that all wiring is correctly reconnected, and routed as noted before removal.
- When reconnecting the speedometer cable, reconnect the cable to the speedometer, then pull the cable through the bulkhead, back into the engine compartment, until the instrument panel can be seated securely in the facia. Reconnect the speedometer to the gearbox with reference to Chapter 12A.
- Refit all surrounding facia panels with reference to the relevant paragraphs of this Section.



30.47a Prise out the upper securing nut cover plates ...



30.47b ... then unscrew the facia panel upper securing nuts



30.48 Pull the facia panel towards the rear of the car to disengage the panel from the scuttle





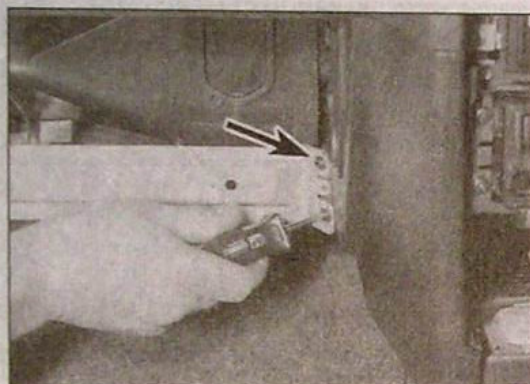
30.15b ... and the two lower securing screws ...



30.15c ... then pull the facia centre switch/ventilation nozzle housing from the facia



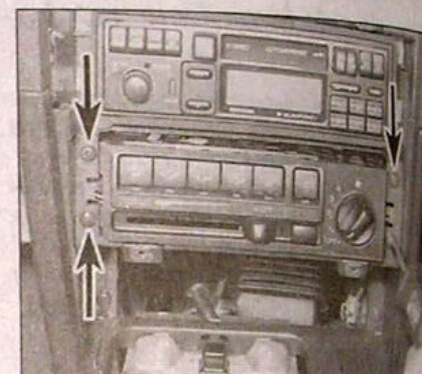
30.21a Remove the top left-hand securing screw ...



30.21b ... the two screws securing the panel to the metal bracket ...



30.21c ... the top right-hand screw ...



30.21d ... the four screws securing the heater control panel ...

16 Disconnect the switch wiring plugs, and withdraw the panel.

17 If further work is to be carried out, note the routing of the wiring harnesses, to ensure correct routing on refitting.

### Refitting

18 Refitting is a reversal of removal, but ensure that the wiring is routed as noted before removal, and ensure that the air ducting engages correctly with the rear of the ventilation nozzles.

### Facia lower centre panel

#### Removal

19 Remove the facia centre switch/ventilation nozzle housing, the driver's side lower facia panel, and the glovebox, as described previously in this Section.

20 Remove the centre console, as described in Section 29.

21 Unscrew the ten panel securing screws, located as follows:

- One screw at the top left-hand corner of panel (see illustration).
- Two screws securing the panel to the metal bracket in the glovebox aperture (see illustration).
- One screw at the top right-hand corner of the panel (see illustration).
- Four screws at the front of the panel, securing the panel to the heater control panel (see illustration).
- Two or four screws (as applicable) at the front of the panel, accessible through the cassette tray aperture (see illustration).

22 Pull the panel forwards from the facia (see illustration), then disconnect the wiring plugs from the ashtray illumination bulb and the cigarette lighter. Note the routing of all wiring, to ensure correct routing on refitting.

### Refitting

23 Refitting is a reversal of removal, but ensure that all wiring is routed as noted before removal. If the heater control panel has been removed, ensure that it is refitted before refitting the facia panel.

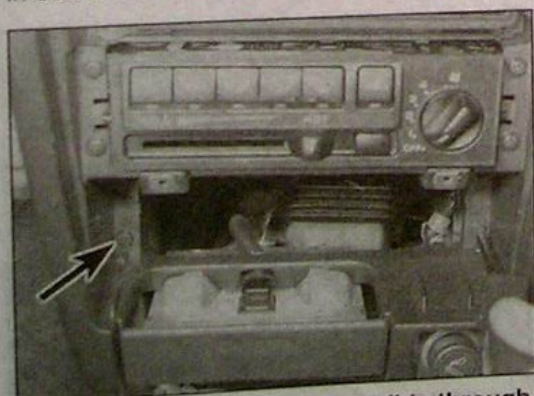
### Steering column shrouds

#### Removal

24 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

25 Working under the steering column lower shroud, remove the six shroud securing screws, then unclip the trim plate from the ignition switch/steering column lock, and pull the lower shroud down to unclip it from the upper shroud (see illustrations).

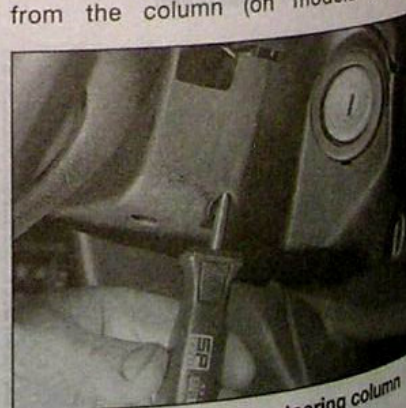
26 Carefully manipulate the upper shroud from the column (on models with an



30.21e ... the screws accessible through



30.22 ... then pull the facia lower centre panel from the facia

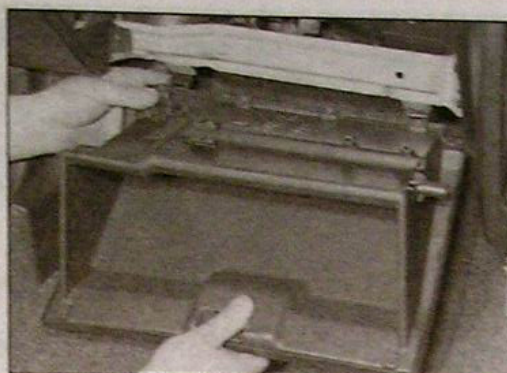


30.25a Remove the steering column shroud securing screws ...



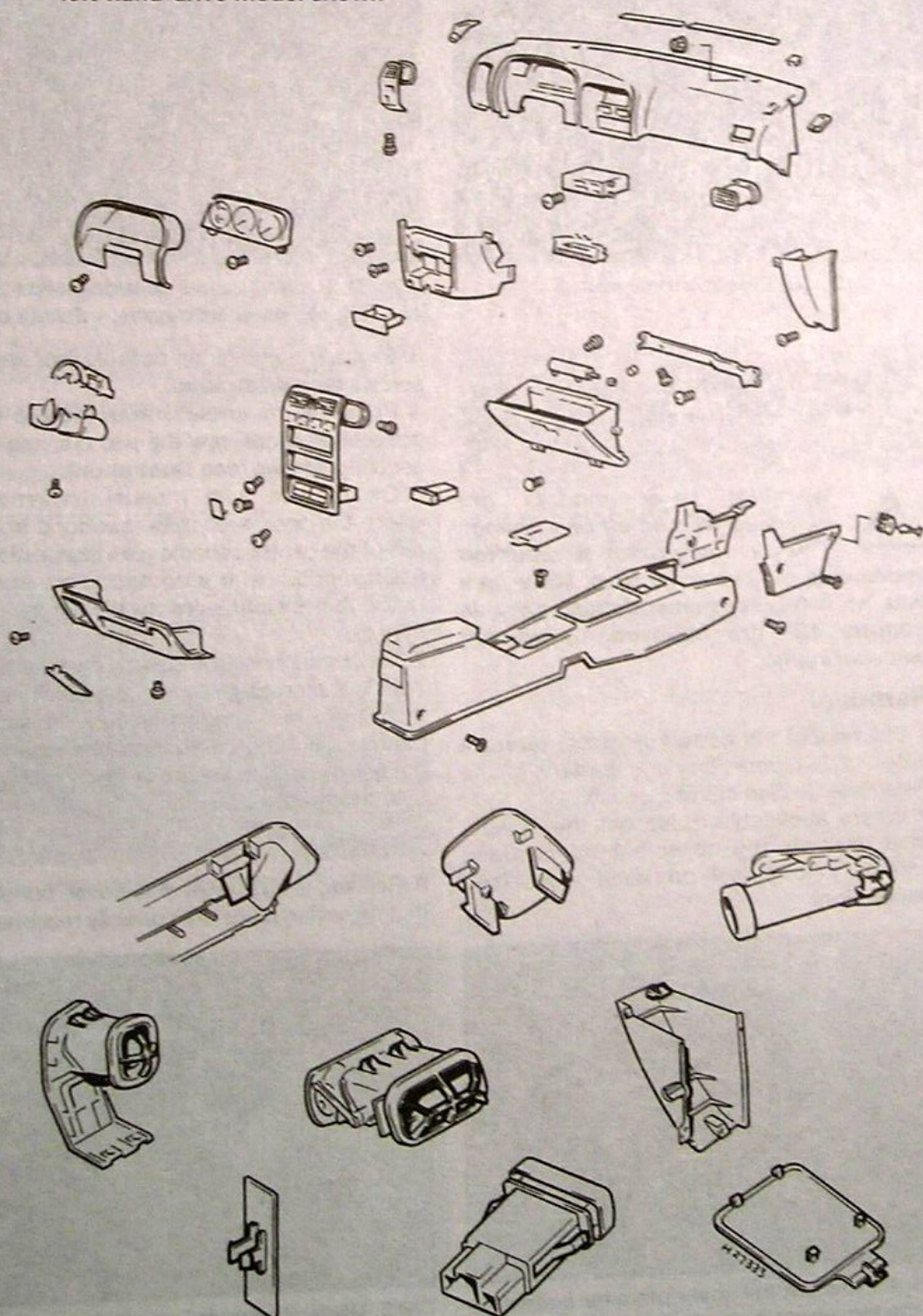


30.1a Remove the two securing screws ...



30.1b ... and withdraw the glovebox

30.1c Facia components and fixings - left-hand-drive model shown



## 30 Facia panels - removal and refitting



**Warning:** Later models are equipped with an air bag system. The air bag is mounted in the steering wheel centre pad, and the control module is mounted under the steering column. On some models, a passenger's air bag is fitted in the passenger's side facia. Make sure that the safety recommendations given in Chapter 12A are followed, to prevent personal injury.

### Glovebox

#### Removal

1 Working under the glovebox, remove the two securing screws (one on each side of the glovebox), then lower the glovebox from the facia (see illustrations).

#### Refitting

2 Refitting is a reversal of removal.

### Passenger's side lower facia panel

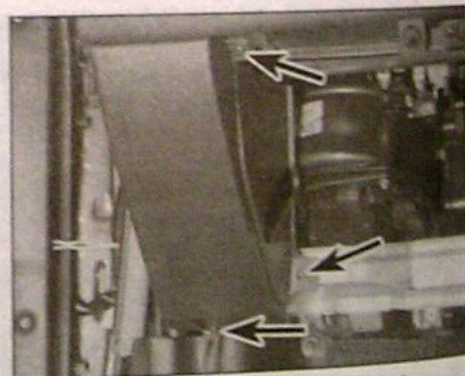
#### Removal

3 Remove the glovebox, as described previously in this Section.

4 Remove the three securing screws, and withdraw the panel from the facia (see illustrations).

#### Refitting

5 Refitting is a reversal of removal.



30.4a Remove the three securing screws ...



30.4b ... and withdraw the passenger's side lower facia panel





28.35 Release the securing clips at the rear edge of the luggage compartment side upper trim panel - Estate model



28.36a Remove the securing screws . . .



28.36b . . . and withdraw the luggage cover supports

31 Refitting is a reversal of removal, but where applicable, tighten the seat belt lower anchor bolt to the specified torque.

### **Luggage compartment trim panels - Estate models**

#### **Rear trim panel**

32 The luggage compartment rear trim panel can be removed after releasing the plastic securing clips.

#### **Side lower carpet trim panel**

33 The luggage compartment side lower carpet trim panels can be pulled back from the body after prising the weatherstrips from their front and/or rear edges, and releasing the plastic securing clips, as applicable.

#### **Side upper trim panel**

34 Remove the luggage cover, where applicable.

35 Release the plastic securing clips at the rear edge of the trim panel (see illustration).

36 Remove the securing screws, and withdraw the luggage cover supports from the trim panel (see illustrations).

37 Prise off the trim plate, then unbolt the seat belt upper anchor bolt, noting the locations of any washers and/or spacers on the bolt.

38 Support the tailgate in the open position, then unscrew the tailgate support strut lower balljoint pin from the body.

39 Prise the seat belt surround panel from the trim panel.

40 Pull the panel from the body to release the rest of the retaining clips.

41 Refitting is a reversal of removal, but ensure that any washers and/or spacers on the seat belt anchor bolt are positioned as noted before removal, and tighten the anchor bolt to the specified torque.

### **Boot lid inner trim panel - Saloon models**

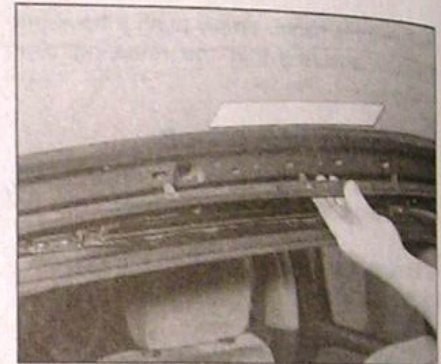
42 Using a suitable forked tool, remove the plastic securing clips, then unhook the rear of the panel from the boot lid, and withdraw the panel.

43 Refitting is a reversal of removal.

### **Tailgate inner trim panels - Hatchback models**

#### **Removal**

44 To remove the side trim panels, the top panel must be removed first. To remove the



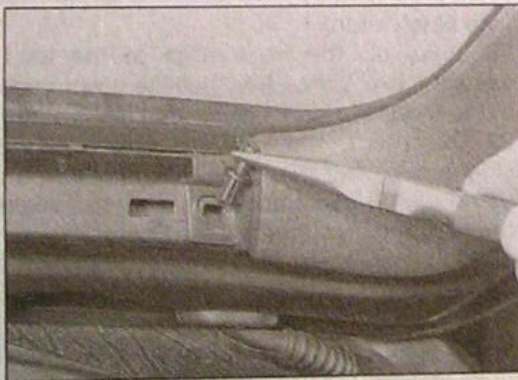
28.45 Removing the tailgate top trim panel - Hatchback model

lower trim panel, the top and side trim panels must be removed first.

45 To remove the top panel, simply pull the panel from the tailgate to release the securing clips (see illustration).

46 The side trim panels can now be removed as follows. Pull out the side trim panel upper plastic clips (one each side, exposed by removal of the top panel), then carefully pull the parcel shelf support cord top anchors from the sides of the tailgate (take care, as the clips are easily broken). The side trim panels can now be pulled from the tailgate (see illustrations).

47 To remove the lower trim panel, first remove the two upper securing screws (one each side, exposed by removal of the side trim panels). Prise out the plastic covers, and remove the remaining trim panel side securing screws (two on each side). Pull the cover plate from the tailgate inner hand grip to expose the



28.46a Pull out the side trim panel clips . . .



28.46b . . . then pull out the parcel shelf support cord anchors

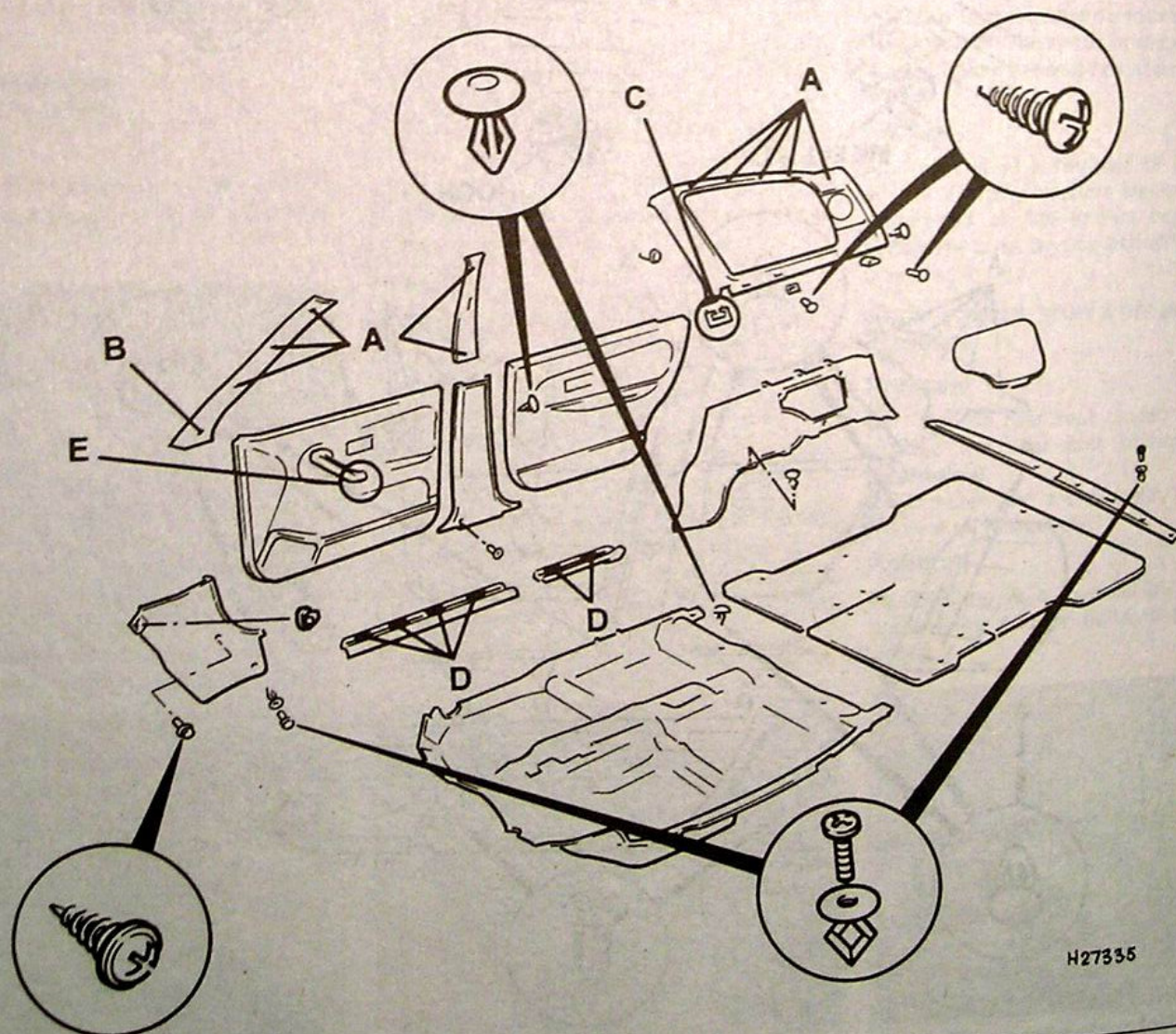
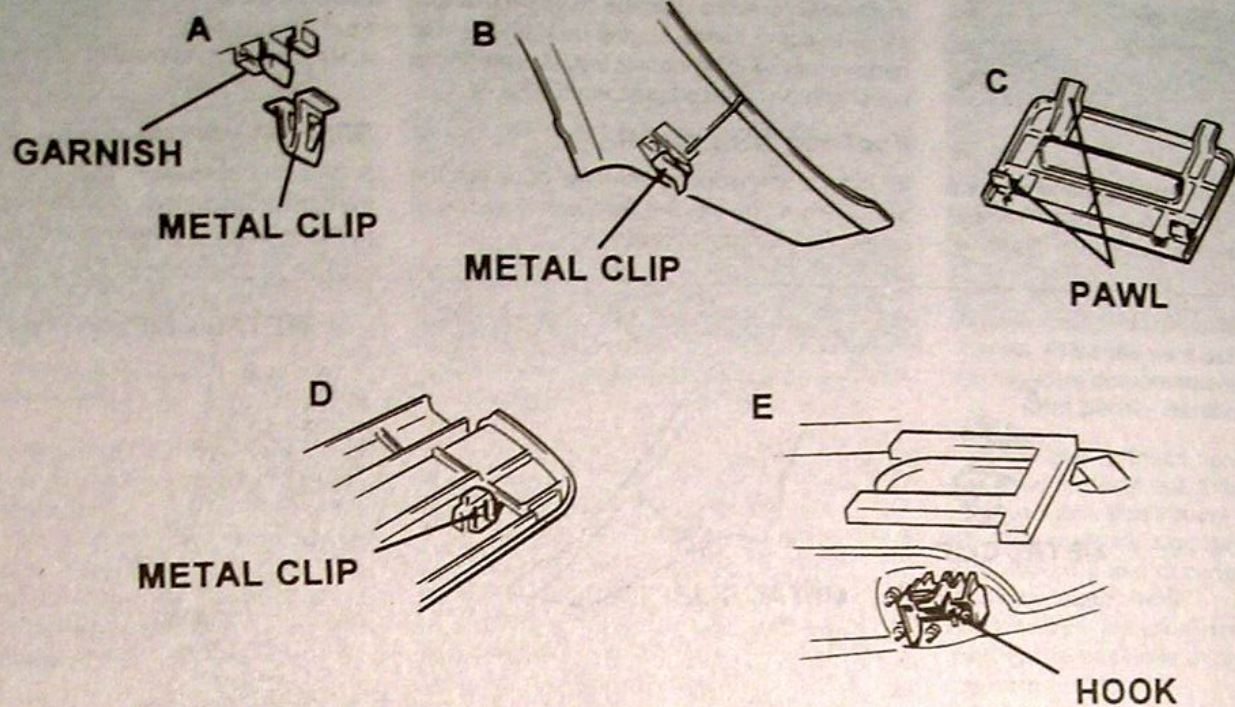


28.46c . . . and pull the trim panel from the tailgate - Hatchback model



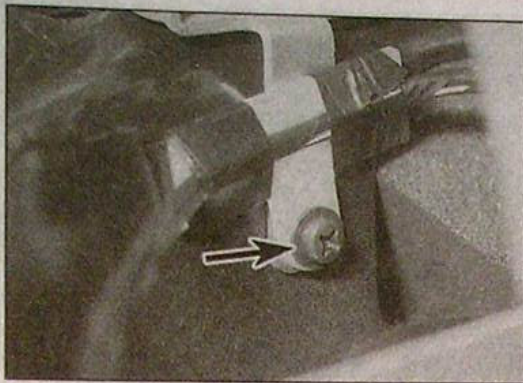
28.47a Remove the two upper securing screws . . .





28.1b Passenger compartment trim panels and fixings - Estate models





27.14 Rear seat belt inertia reel lower securing screw (arrowed) - Saloon model

13 Remove the rear parcel shelf, as described in Section 28, and feed the seat belt through the shelf.

14 Remove the seat belt inertia reel lower securing screw, noting that the screw also secures a wiring bracket (see illustration).

15 Unscrew the inertia reel securing bolt, and withdraw the seat belt assembly.

#### Refitting

16 Refitting is a reversal of removal, but tighten the seat belt anchor bolts to the specified torque.

### Rear side seat belt - Hatchback models

#### Removal

17 Remove the luggage compartment side/parcel shelf support panel, as described in Section 28.



27.26 Prise the weatherstrip from the rear edge of the door aperture - Estate model



27.27 Prise the seat belt surround from the luggage compartment side trim panel -



27.21 Rear seat belt inertia reel securing bolt (arrowed) - Hatchback model

18 Unscrew the four bracket securing screws, and remove the luggage strap from the side of the luggage compartment.

19 Unscrew the two securing screws, and remove the luggage compartment light.

20 Using a suitable forked tool, release the relevant clips securing the side carpet trim panel to the body, and pull the panel from the side of the luggage compartment to expose the seat belt inertia reel assembly.

21 Unscrew the inertia reel securing bolt (see illustration).

22 Fold the rear seat cushion forwards to expose the seat belt lower anchor bolt, then unscrew the lower anchor bolt.

23 Prise the seat belt surround from the luggage compartment side/parcel shelf support panel, then feed the seat belt through the panel, and withdraw the assembly (see illustration).

#### Refitting

24 Refitting is a reversal of removal, but tighten the seat belt anchor bolts to the specified torque.

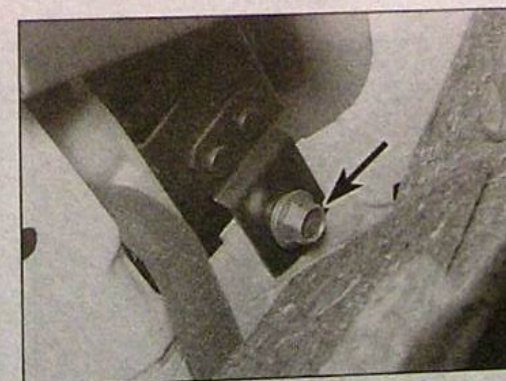
### Rear side seat belt - Estate models

#### Removal

25 Open the relevant rear door, and fold the rear seat back forwards.

26 Carefully prise the weatherstrip from the rear edge of the door aperture (see illustration).

27 Prise the seat belt surround from the



27.28 Prise back the side carpet trim panel for access to the inertia reel securing bolt (arrowed)



27.23 Prise the seat belt surround from the luggage compartment side/parcel shelf trim panel - Hatchback model

luggage compartment upper side trim panel, and feed the seat belt through the slot in the surround (see illustration).

28 Peel back the luggage compartment side carpet trim panel to expose the inertia reel unit (see illustration).

29 Unscrew the lower seat belt anchor bolt, noting the positions of any washers and/or spacers.

30 Prise off the trim plate, then unscrew the seat belt upper anchor bolt, again noting the locations of any washers and/or spacers.

31 Unscrew the inertia reel securing bolt, then withdraw the seat belt assembly from the vehicle.

#### Refitting

32 Refitting is a reversal of removal, but ensure that any washers and/or spacers are positioned on the anchor bolts as noted before removal, and tighten all fixings to the specified torque.

### Rear centre seat belt and buckles

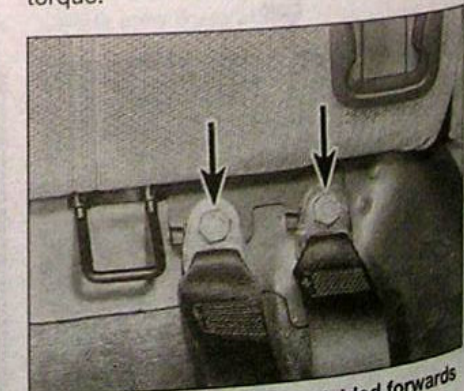
#### Removal

33 Fold the rear seat cushion forwards to expose the seat belt anchor bolts (see illustration).

34 Unscrew the anchor bolts, and withdraw the seat belt assembly.

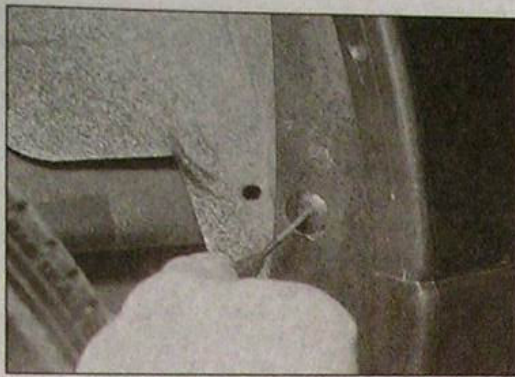
#### Refitting

35 Refitting is a reversal of removal, but tighten the anchor bolts to the specified torque.



27.33 Rear seat cushion folded forwards to expose rear centre seat belt anchor bolts (arrowed)





25.3 Releasing a front wheel arch liner securing clip



26.2 Removing the trim cover from the rear of the front seat outer rail



26.3 Removing the securing screw from the front seat inner rail rear trim cover

## Body trim strips and badges

4 The various body trim strips and badges are held in position with a special adhesive tape. Removal requires the trim/badge to be heated, to soften the adhesive, and then cut away from the surface. Due to the high risk of damage to the vehicle paintwork during this operation, it is recommended that this task should be entrusted to a Nissan dealer.

## 26 Seats - removal and refitting

### Front seat

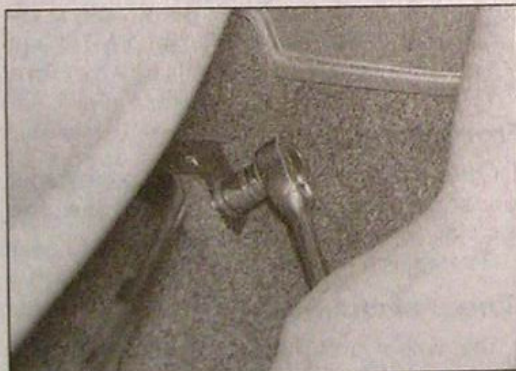


**Warning:** Some later models are equipped with automatic seat belt tensioners. The mechanism is designed to instantaneously take up any

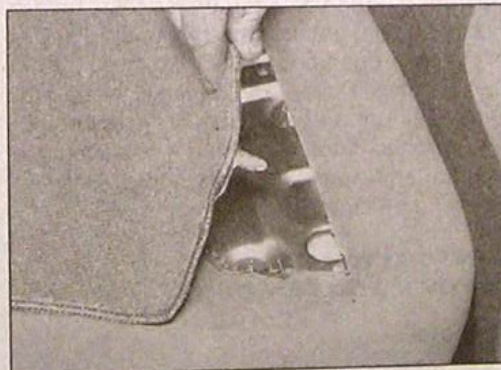
slack in the seat belt, in the event of a sudden frontal impact, therefore reducing the possibility of injury to the front seat occupants. Take care when removing the front seats, as the tensioners may cause personal injury if triggered inadvertently - if in doubt, consult a Nissan dealer for advice.

### Removal

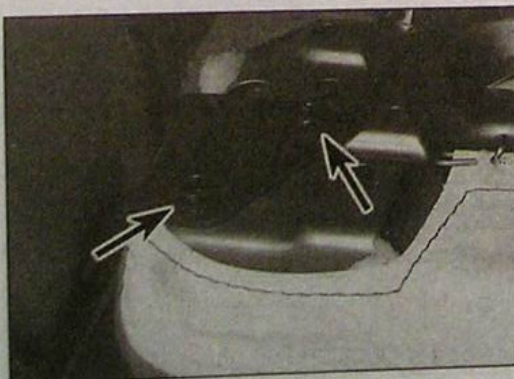
- 1 Move the seat fully forwards.
- 2 Unclip the trim cover from the rear corner of the seat outer rail (see illustration).
- 3 Remove the securing screw, and remove the trim cover from the rear corner of the seat inner rail (see illustration).
- 4 Unscrew the seat rail rear securing bolts.
- 5 Slide the seat fully rearwards, then unscrew the seat rail front securing bolts (see illustration).
- 6 Lift the seat, complete with the rails, from the vehicle.



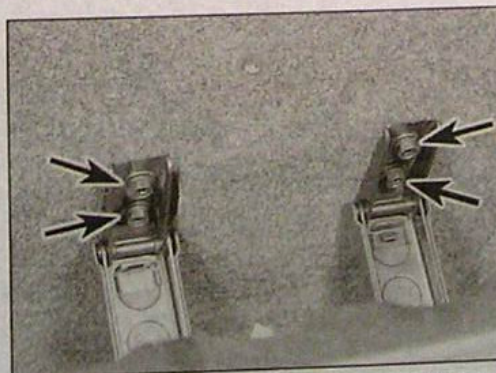
26.5 Unscrewing a seat rail front securing bolt



26.8 Pull the trim panel from the rear seat back...



26.9 ... to expose the seat back securing bolts (arrowed) - Estate model



26.11 Rear seat cushion securing bolts (arrowed)



26.14 Removing a rear seat back side bolster (securing hook arrowed) - Hatchback model

### Refitting

7 Refitting is a reversal of removal, but tighten the securing bolts to the specified torque.

### Rear seat back

#### Removal

- 8 Fold the rear seat section forwards, then release the clips, and pull the trim panel from the rear edge of the seat back (see illustration).
- 9 Remove the four nuts or bolts, as applicable (two on each side) securing the seat back to the hinges, or the hinges to the floor, as desired, then withdraw the seat back from the vehicle (see illustration).

#### Refitting

- 10 Refitting is a reversal of removal.

### Rear seat cushion

#### Removal

- 11 Fold the seat cushion forwards, then unscrew the four bolts securing the hinges to the floor, and withdraw the seat cushion, complete with the hinges (see illustration).

#### Refitting

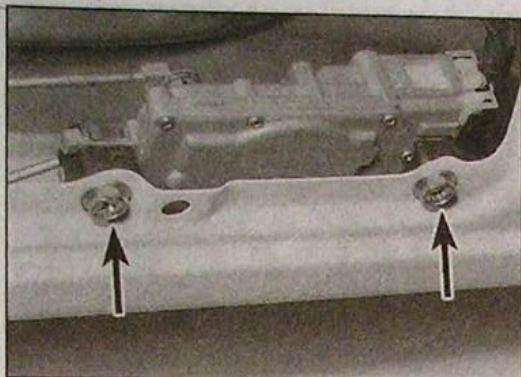
- 12 Refitting is a reversal of removal.

### Rear seat back side bolster - Saloon and Hatchback models

#### Removal

- 13 Fold the relevant rear seat cushion forwards, and fold the seat back down.
- 14 Remove the securing screw from the bottom of the side bolster, then unhook the top of the side bolster and remove it from the vehicle (see illustration).





20.16 Tailgate central locking motor securing screws (arrowed) - Estate model

14 Working inside the tailgate, disconnect the wiring plug from the lock motor.

15 Disconnect the two lock operating rods from the motor, noting their locations.

16 Remove the two securing screws, and withdraw the motor from the tailgate (see illustration).

#### Refitting

17 Refitting is a reversal of removal, but check the operation of the lock mechanism before refitting the tailgate trim panel.

### 21 Electric window components - removal and refitting

#### Electronic control unit

##### Removal

1 The unit is located in the driver's door, behind the door inner trim panel.

2 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

3 Remove the door inner trim panel as described in Section 12.

4 Disconnect the control unit wiring plug, then unscrew the two securing bolts, and withdraw the electronic control unit/bracket assembly from the door (see illustration).

##### Refitting

5 Refitting is a reversal of removal, but check the operation of the electric window mechanism before refitting the trim panel, and



21.4 Disconnecting the wiring plug from the electric window electronic control unit

refit the door trim panel as described in Section 12.

#### Window switches

6 The procedure is described in Chapter 12.

#### Window regulator motors

7 The regulator motors are integral with the regulators, and cannot be renewed independently of the regulator assemblies. Removal and refitting of the regulator assemblies is described in Section 14.

### 22 Exterior mirror and associated components - removal and refitting

#### Mirror assembly

##### Removal

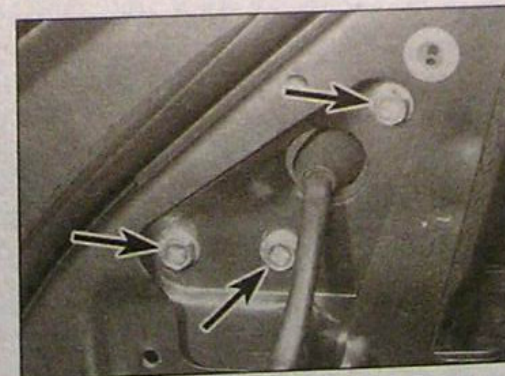
1 If working on an electric mirror, disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

2 Remove the door inner trim panel, as described in Section 12.

3 Remove the two securing screws, and remove the mirror trim panel from the inside edge of the door (see illustrations).

4 Peel back the plastic sealing sheet from the front upper corner of the door.

5 Reach through the aperture in the door, and disconnect the mirror wiring connector (see illustration). Unclip the mirror wiring from the door, noting its routing.



22.6a Remove the three securing bolts (arrowed) ...



22.3a Remove the two securing screws ...



22.3b ... and remove the mirror trim panel

6 Remove the three securing bolts, and withdraw the mirror from the outside of the door (see illustrations).

##### Refitting

7 Refitting is a reversal of removal, ensuring that the mirror wiring is routed as noted before removal.

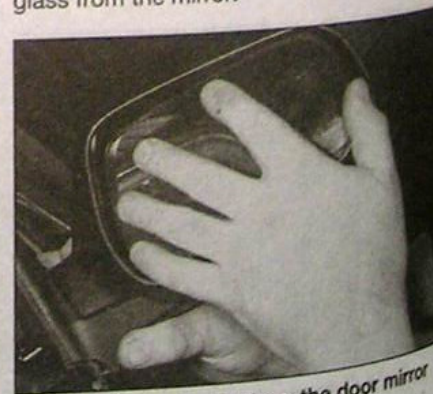
#### Mirror glass

##### Removal

8 On models with electrically-heated mirror glass, disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

9 Insert a suitable thin plastic or wooden tool between the mirror glass and the mirror body, and lever the glass forward to release the securing clips (see illustrations).

10 Where applicable, disconnect the wiring from the rear of the glass, and withdraw the glass from the mirror.

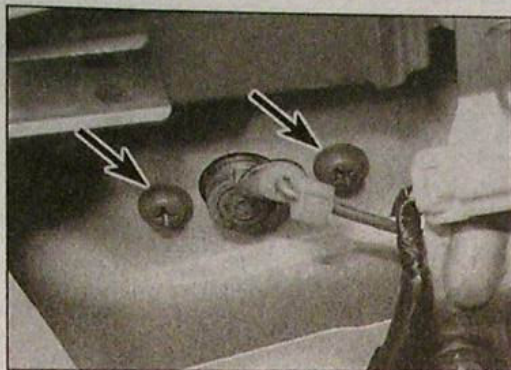


22.6b ... and withdraw the door mirror

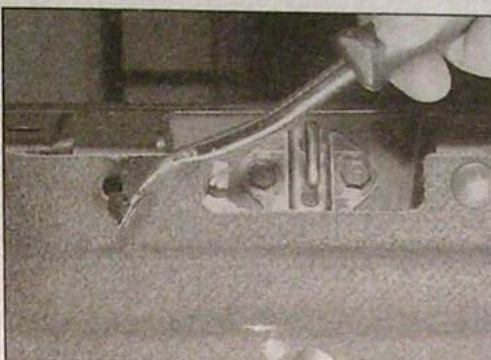


22.5 Disconnecting the door mirror wiring connector

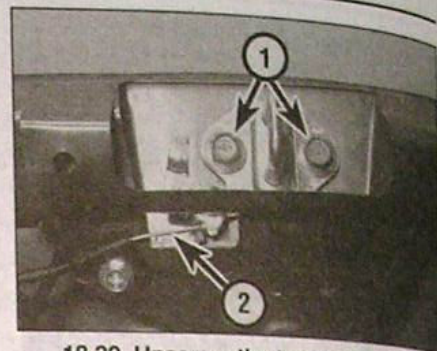




18.25 Tailgate lock cylinder securing screws (arrowed) - Estate model



18.29 Prise out the rear carpet trim panel securing clips - Hatchback model



18.30 Unscrew the two lock striker securing bolts (1) and disconnect the release cable (2) - Hatchback model

24 Disconnect the operating rod from the lock cylinder.

25 Working inside the tailgate, remove the two securing screws, then withdraw the lock cylinder from outside the tailgate, and recover the rubber gasket (see illustration).

#### Refitting

26 Refitting is a reversal of removal, bearing in mind the following points:

- If necessary, use a new rubber gasket when refitting the lock cylinder.
- Ensure that the lock operating rods are correctly reconnected.
- Check the operation of the lock components before refitting the tailgate inner trim panel.

#### Tailgate lock striker - Hatchback models

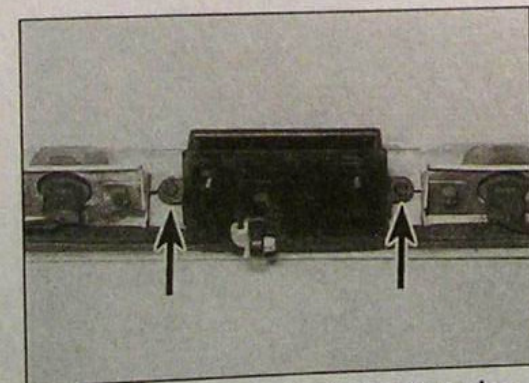
##### Removal

27 Prise out the plastic screw covers, and unscrew the four rear luggage compartment trim panel securing screws. Pull the panel from the body to release the securing clips.

28 Lift up the rear of the luggage compartment carpet panel.

29 Using a suitable forked tool, prise out the plastic clips securing the rear carpet trim panel to the body (see illustration).

30 Unscrew the two securing bolts, then withdraw the lock striker assembly, and disconnect the tailgate release cable from the lever on the striker assembly (see illustration).



18.36 Tailgate exterior handle securing screws (arrowed) - Estate model

#### Refitting

31 Refitting is a reversal of removal, but check the operation of the tailgate release mechanism before refitting the luggage compartment trim panels.

#### Tailgate lock striker - Estate models

##### Removal

32 Release the securing clips, and remove the luggage compartment rear trim panel.

33 Unscrew the two securing bolts, and remove the lock striker.

##### Refitting

34 Refitting is a reversal of removal.

#### Tailgate exterior handle - Estate models

##### Removal

35 Proceed as described in paragraphs 19 to 23 inclusive.

36 Working at the rear of the tailgate outer trim/handle panel, remove the two securing screws, and withdraw the handle from the panel (see illustration).

##### Refitting

37 Refitting is a reversal of removal, bearing in mind the following points:

- Ensure that the lock operating rods are correctly reconnected.
- Check the operation of the lock components before refitting the tailgate inner trim panel.



19.1 Disconnecting the release cable from the tailgate lock striker - Hatchback model

#### 19 Boot lid/tailgate and fuel filler flap release cable - removal and refitting

#### Saloon and Hatchback models

**Note:** If the release cable breaks, or the mechanism is faulty, and the fuel filler flap cannot be released, the flap can be released manually. Proceed as described in paragraphs 2 to 5, then reach in through the body aperture, and pull the release rod to compress the spring and release the filler flap.

##### Removal

1 Disconnect the end of the cable from the boot lid/tailgate lock striker, as described during removal of the lock striker in Section 18 (see illustration).

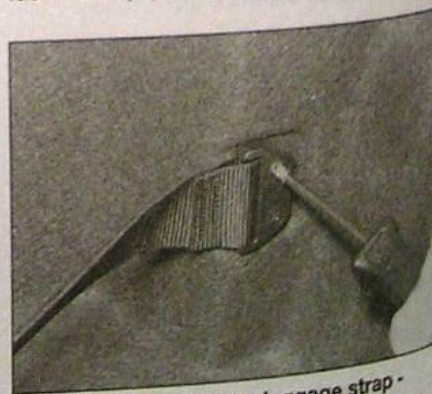
2 Lift out the luggage compartment carpet panel.

3 Unscrew the four bracket securing screws, and remove the luggage strap from the side of the luggage compartment (see illustration).

4 Where applicable, unscrew the two securing screws, and remove the luggage compartment light.

5 Release the securing clips, and release the side carpet trim panel from the side of the luggage compartment.

6 Disconnect the cable from the fuel filler flap release assembly, then feed the cable through from the boot lid/tailgate lock striker to the fuel filler flap (see illustration).



19.3 Remove the luggage strap - Hatchback model





17.10a ... then pull out the securing clip ...

### Refitting

11 Refitting is a reversal of removal, but ensure that the lock cylinder securing clip is securely refitted.

### Boot lid lock striker

#### Removal

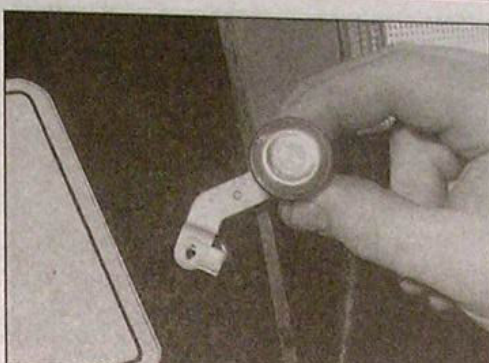
12 Pull the weatherstrip from the plastic trim panel at the rear of the boot, then pull the trim panel from the body.

13 Using a suitable forked tool, prise out the plastic clips securing the rear carpet trim panel to the body.

14 Unscrew the two securing bolts, then withdraw the lock striker assembly, and disconnect the boot lid release cable from the lever on the striker assembly.

#### Refitting

15 Refitting is a reversal of removal, but



17.10b ... and withdraw the boot lid lock cylinder - Saloon model

check the operation of the boot lid release mechanism before refitting the luggage compartment trim panels.

### 18 Tailgate lock and handle components - removal and refitting

#### Tailgate lock - Hatchback models

##### Removal

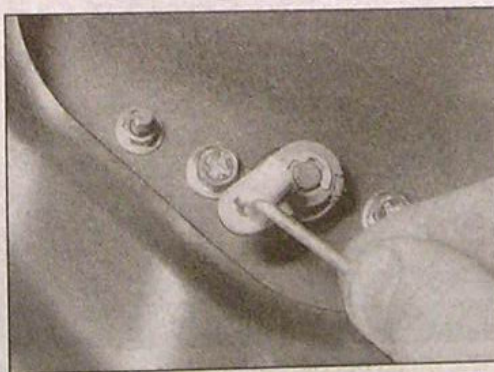
1 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

2 Remove the tailgate inner trim panels as described in Section 28.

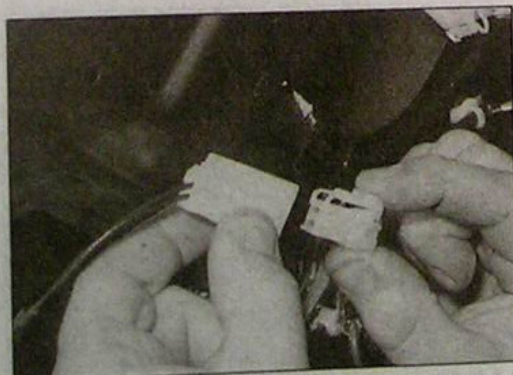
3 Unscrew the two lock securing bolts (see illustration).



18.3 Unscrew the lock securing bolts - Hatchback model



18.4 Disconnect the lock operating rod from the lock cylinder - Hatchback model



18.5b ... and separate the two halves of the connector - Hatchback model



18.6 Manipulate the lock out through the tailgate aperture - Hatchback model

4 Disconnect the lock operating rod from the lock cylinder (see illustration).

5 Detach the luggage compartment light switch wiring connector from the tailgate, and separate the two halves of the connector (the light switch is integral with the lock assembly) (see illustrations).

6 Manipulate the lock out through the right-hand aperture in the tailgate (see illustration).

#### Refitting

7 Refitting is a reversal of removal.

#### Tailgate lock - Estate models

##### Removal

8 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

9 Remove the tailgate inner trim panels as described in Section 28.

10 Disconnect the lock operating rods from the lock, noting their locations (see illustration).

11 Separate the two halves of the door lock wiring connector.

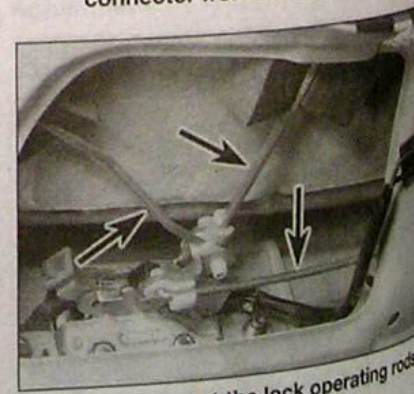
12 Working at the lower edge of the tailgate, unscrew the two lock securing bolts, then manipulate the lock out through the aperture in the inside of the tailgate (see illustrations).

#### Refitting

13 Refitting is a reversal of removal, but ensure that the lock operating rods are correctly reconnected, and check the operation of the lock before refitting the trim panel.

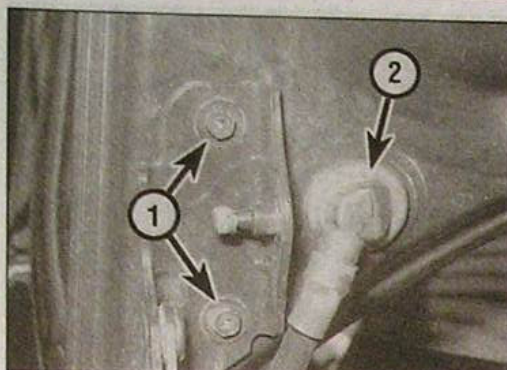


18.5a Detach the light switch wiring connector from the tailgate ...



18.10 Disconnect the lock operating rods (arrowed) - Estate model





15.7 Boot lid securing bolts (1) and wiring grommet (2)

4 Working inside the boot lid, disconnect the main wiring harness connector, located on the left-hand side of the boot lid. Tie a length of string to the wiring connector, then prise the wiring harness grommet from the front left-hand corner of the boot lid, and feed the wiring through the aperture in the boot lid. Untie the string from the wiring connector, and leave the string in place in the boot lid, to aid refitting.

5 Prise off the securing spring clip, then pull the boot support strut from the balljoint on the boot lid bracket.

6 Using a pencil or felt tip pen, mark the outline of each boot hinge relative to the boot lid, to use as a guide on refitting.

7 Unscrew the bolts securing the hinges to the boot lid, then lift the boot lid from the vehicle - take care not to scratch the bodywork as the boot lid is removed (see illustration).

### Refitting

8 With the aid of an assistant, offer up the boot lid, and loosely fit the retaining bolts. Align the hinges with the marks made on removal, then tighten the retaining bolts securely.

9 Tie the string to the wiring harness connector, and use the string to pull the wiring harness through the aperture, and into the boot lid.

10 Adjust the alignment of the boot lid as follows.

### Adjustment

11 Close the boot lid (carefully, in case the alignment is incorrect, which may cause



16.8 Releasing a tailgate strut from the balljoint pin - Hatchback model

scratching on the lid or the body as the boot lid is closed), and check for alignment with the adjacent panels. If necessary, slacken the hinge bolts and re-align the boot lid to suit. Once the boot lid is correctly aligned, tighten the hinge bolts to the specified torque.

12 Once the boot lid is correctly aligned, check that the boot lid fastens and releases in a satisfactory manner. If adjustment is necessary, slacken the boot lid lock retaining bolts, and adjust the position of the lock to suit. Once the lock is operating correctly, securely tighten its retaining bolts.

## Support struts

### Removal

13 Ensure that the boot lid is adequately supported.

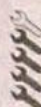
14 Working at one end of the strut, prise off the securing spring clip, then pull the strut from the balljoint on the hinge assembly.

15 Repeat the procedure at the remaining end of the strut, and withdraw the strut (see illustration).

### Refitting

16 Refitting is a reversal of removal, but ensure that the spring clips are securely engaged with the strut.

## 16 Tailgate and support struts - removal, refitting and adjustment



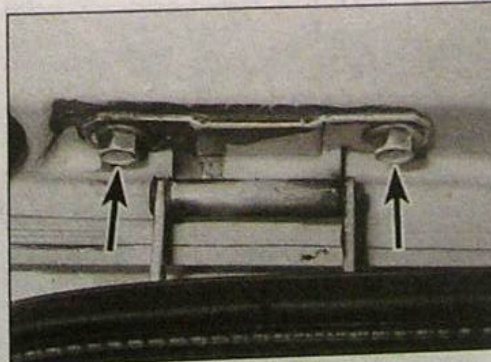
### Tailgate

#### Removal

1 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).

2 Remove the tailgate interior trim panels as described in Section 28.

3 Working inside the tailgate, disconnect the wiring plugs from the luggage compartment light switch (integral with the tailgate lock), the tailgate wiper motor, the heated rear window element, and the rear number plate lights (Estate models). Also unbolt the earth lead(s). Check for any other wiring connectors which must be disconnected to facilitate tailgate removal.



16.10 Tailgate hinge-to-tailgate bolts (arrowed) - Estate model



15.15 Releasing a boot lid strut lower spring clip

4 Tie a length of string to the wiring harness(es), then prise the wiring harness grommet(s) from the front corner(s) of the tailgate, and feed the wiring through the aperture in the tailgate. Untie the string from the wiring connector, and leave the string in place in the tailgate, to aid refitting.

5 Remove the tailgate washer nozzle, as described in Chapter 12A, then tie a length of string to the fluid hose, and repeat the procedure carried out on the wiring harness.

6 Have an assistant support the tailgate in the open position.

7 Using a pencil or felt tip pen, mark the outline of each hinge relative to the tailgate, to use as a guide on refitting.

8 On Hatchback models, prise off the spring clips, and pull the upper ends of the support struts from the balljoints on the tailgate (see illustration).

9 On Estate models, unscrew the upper strut balljoint pins from the tailgate - do not attempt to separate the struts from the balljoint pins.

10 Unscrew the bolts securing the hinges to the tailgate (see illustration), then lift the tailgate from the vehicle.

### Refitting

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

12 Tie the string to the wiring harness(es), and use the string to pull the wiring harness(es) through the aperture(s) and into the tailgate.

13 Do not fully tighten the hinge bolts until the tailgate adjustment has been checked, as described in the following paragraphs.

### Adjustment

14 Close the tailgate (carefully, in case the alignment is incorrect, which may cause scratching on the tailgate or the body as the tailgate is closed), and check for alignment with the adjacent panels. If necessary, slacken the hinge bolts and re-align the tailgate to suit. Once the tailgate is correctly aligned, tighten the hinge bolts fully.

15 Once the tailgate is correctly aligned, check that the tailgate fastens and releases in a satisfactory manner. If adjustment is necessary, slacken the tailgate lock retaining bolts, and adjust the position of the lock to suit. Once the lock is operating correctly, securely tighten its retaining bolts.





**14.14b** ... and withdraw the window front guide channel (arrowed) - Saloon and Hatchback models

refit the window regulator handle, as applicable, then fully lower the window glass.

**16** Prise the inner weatherstrip from the window aperture, and withdraw it from the door. Note how the weatherstrip fits, to aid refitting.

**17** Carefully pull the outer weatherstrip from the top rear corner of the window aperture (see illustration).

**18** Remove the two bolts securing the lower end of the window rear guide channel to the inside of the door (see illustration).

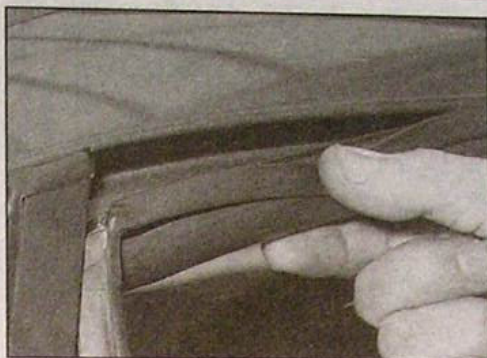
**19** Unscrew the two nuts securing the top of the window rear guide channel to the top of the door, then manipulate the guide channel out through the window aperture (see illustrations).

**20** Unscrew the two bolts securing the lower edge of the window glass to the regulator mechanism, then carefully manipulate the glass out through the outside of the window aperture (see illustrations).

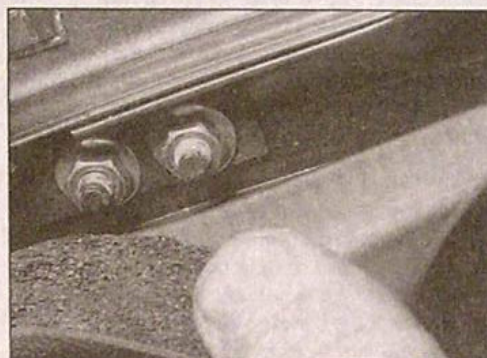
#### Refitting

**21** Refitting is a reversal of removal, bearing in mind the following points:

- Ensure that the weatherstrips are correctly refitted to the window aperture, as noted before removal, and ensure that the upper edge of the window front guide channel engages with the outer weatherstrip (the guide channel should be refitted before the weatherstrip).
- Check the operation of the window mechanism before refitting the door inner trim panel.



**14.17** Pull the outer weatherstrip from the top rear corner of the window - Saloon and Hatchback models



**14.19a** Unscrew the two nuts securing the top of the window rear guide channel ...

c) Refit the door inner trim panel with reference to Section 12.

#### Rear door fixed window glass - Saloon and Hatchback models

##### Removal

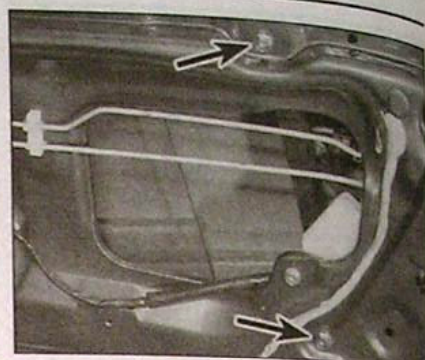
**22** Remove the sliding window glass, as described previously in this Section.

**23** Carefully pull the fixed window glass, complete with its surrounding weatherstrip, from the window aperture.

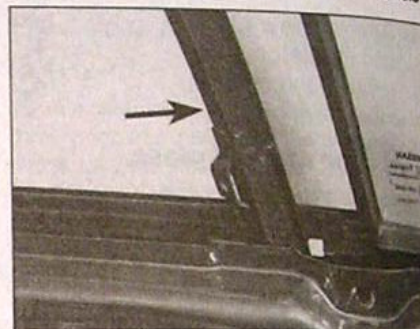
**24** If desired, pull the weatherstrip from the edge of the window.

##### Refitting

**25** Refitting is a reversal of removal, but ensure that the weatherstrip seals securely on both the window aperture and the window glass, and refit the sliding window glass as described previously in this Section.



**14.18** Remove the two bolts (arrowed) securing the lower end of the rear guide channel - Saloon and Hatchback models



**14.19b** ... then manipulate the guide channel (arrowed) out through the window aperture - Saloon and Hatchback models

#### Rear door window glass - Estate models

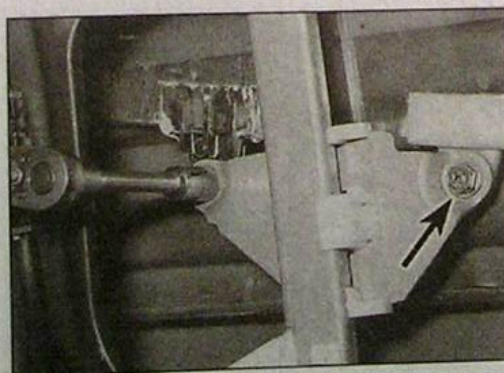
##### Removal

**26** With the window glass fully raised, remove the door inner trim panel and the plastic sealing sheet as described in Section 12.

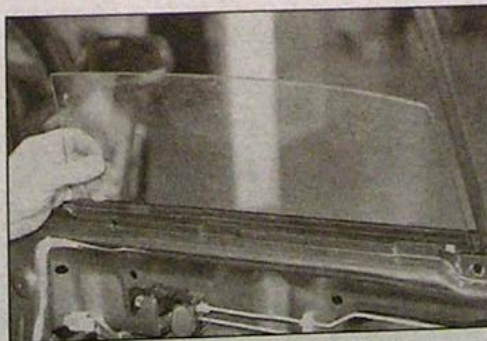
**27** Working at the lower edge of the door, remove the screw securing the window rear guide channel. Lift the guide channel out through the aperture in the door.

**28** Temporarily reconnect the window switch, or refit the regulator handle, as applicable, and fully lower the window glass.

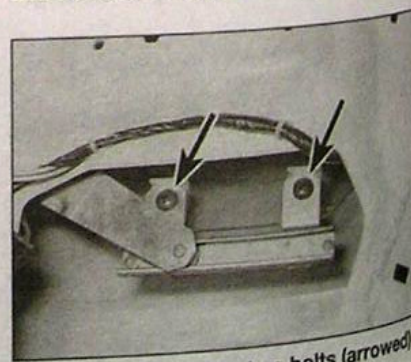
**29** Unscrew the two bolts securing the lower edge of the window glass to the regulator mechanism, then lift the window glass out through the door window aperture (see illustration). It may be necessary to prise the



**14.20a** Unscrew the two bolts securing the glass to the regulator mechanism



**14.20b** ... manipulate the glass out through the window aperture - Saloon and Hatchback models



**14.29** Unscrew the two bolts (arrowed) securing the glass to the regulator mechanism - Estate model





13.33a Unscrew the three lock securing bolts



13.33b Withdraw the lock, and disconnect the central locking motor/switch wiring plug

## Front door lock

### Removal

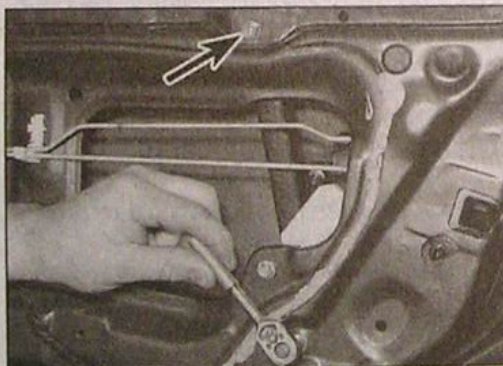
29 With the window fully raised, remove door inner trim panel and the plastic sealing sheet, as described in Section 12.

30 Unscrew the three securing bolts, and withdraw the metal shield plate from inside the door.

31 Remove the bolt securing the window rear guide channel to the rear edge of the door. Lift the guide channel up, clear of the lock.

32 Reach in through the door aperture, and disconnect the four lock operating rods from the lock, noting their locations and routing.

33 Working at the rear edge of the door, unscrew the three securing bolts, then lift the lock out through the door. Disconnect the central locking motor/switch wiring plug from the lock assembly (see illustrations).



13.36 Remove the two bolts securing the window glass rear guide channel to the door



13.38 Remove the bolt securing the lock motor to the door panel

### Refitting

34 Refitting is a reversal of removal, bearing in mind the following points:

- Ensure that the lock operating rods are correctly reconnected and routed, as noted before removal.
- Check the operation of the handle/lock mechanism before refitting the door inner trim panel.
- Refit the door inner trim panel as described in Section 12.

## Rear door lock - Saloon and Hatchback models

### Removal

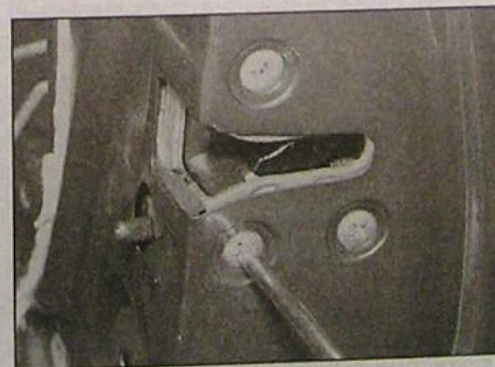
35 With the window fully raised, remove the door inner trim panel and the plastic sealing sheet, as described in Section 12.

36 Remove the two bolts securing the window glass rear guide channel to the door, then pull the guide channel clear of the lock (see illustration).

37 Disconnect the lock operating rods from the door interior handle, then remove the securing screw, and slide the handle forwards to release it from the door.

38 Working inside the door, remove the bolt securing the lock motor to the door panel (see illustration).

39 Working at the rear edge of the door, unscrew the three lock securing screws, then manipulate the lock assembly, complete with operating rods, out through the door aperture (see illustrations).



13.39a Unscrew the three lock securing screws...

40 Disconnect the wiring plug from the central locking motor, and withdraw the assembly from the door.

### Refitting

41 Refitting is a reversal of removal, bearing in mind the following points:

- Ensure that the lock operating rods are correctly reconnected.
- Check the operation of the handle/lock mechanism before refitting the door inner trim panel.
- Refit the door inner trim panel as described in Section 12.

## Rear door lock - Estate models

### Removal

42 With the window fully raised, remove the door inner trim panel and the plastic sealing sheet, as described in Section 12.

43 Working at the lower edge of the door, remove the screw securing the window rear guide channel. Lift the guide channel out through the aperture in the door.

44 Disconnect the wiring plug from the door lock motor.

45 Remove the door interior handle as described previously in this Section.

46 Working at the rear edge of the door, remove the three lock securing screws.

47 Manipulate the lock out through the aperture in the door panel, disconnecting the exterior handle operating rod as the lock is withdrawn.

### Refitting

48 Refitting is a reversal of removal, bearing in mind the following points:

- Ensure that the lock operating rods are correctly reconnected.
- Ensure that the top of the window rear guide channel engages correctly with the weatherstrip.
- Check the operation of the handle/lock mechanism before refitting the door inner trim panel.
- Refit the door inner trim panel as described in Section 12.

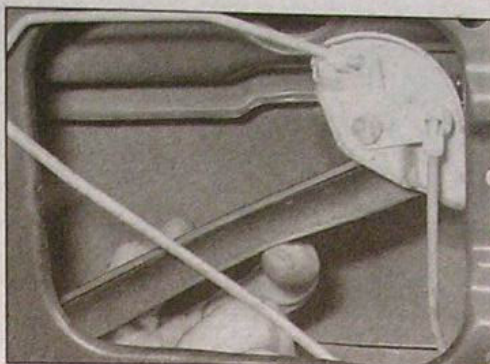


13.39b ... and withdraw the lock assembly

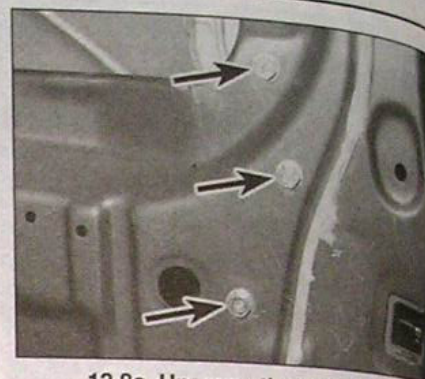




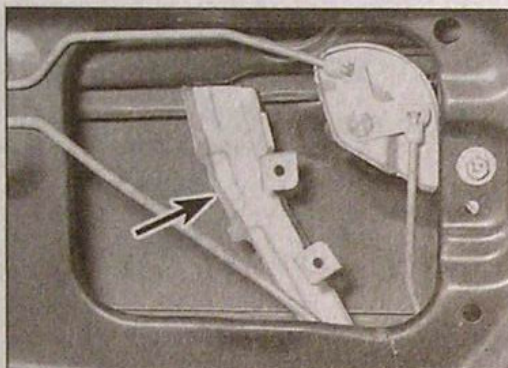
13.7a Remove the securing bolt . . .



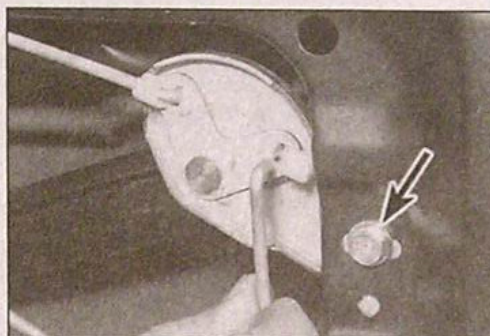
13.7b . . . and lift up the window rear guide channel



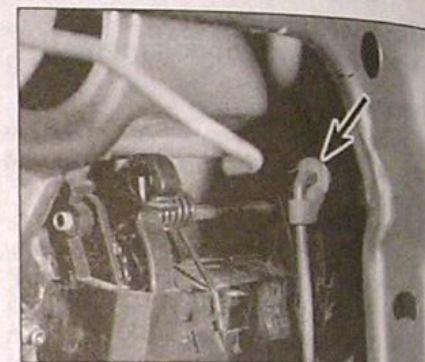
13.8a Unscrew the three bolts (arrowed) . . .



13.8b . . . and remove the metal shield (arrowed) from the door



13.9 Disconnect the lock operating rods from the bellcrank. Bellcrank/mounting plate securing bolt arrowed



13.10a Lock operating rod securing clip (arrowed)

## Front door exterior door handle

### Removal

6 With the window fully raised, remove the door inner trim panel and the plastic sealing sheet, as described in Section 12.

7 Remove the bolt securing the window rear guide channel to the rear edge of the door. Lift the guide channel up to improve access to the exterior handle rear securing nut (see illustrations).

8 Unscrew the three bolts securing the metal shield to the inside of the door, and remove the shield for improved access to the handle assembly (see illustrations).

9 Disconnect the lock operating rods from the bellcrank assembly at the rear of the door, then unscrew the securing bolt, and withdraw the bellcrank/mounting plate assembly (see illustration).

10 Disconnect the lock operating rod from the exterior handle, and lift the rod from the door (see illustrations).

11 Working through the door aperture, unscrew the two handle securing nuts (see illustration).

12 Recover the metal shield plate from the handle rear stud, then lift handle assembly from the outside of the door (see illustration).

### Refitting

13 Refitting is a reversal of removal, bearing in mind the following points:

- Ensure that all lock operating rods are correctly reconnected, and that the metal shield and shield plate are correctly refitted.
- Check the operation of the handle/lock mechanism before refitting the door inner trim panel.

c) Refit the door inner trim panel with reference to Section 12.

## Rear door exterior handle - Saloon and Hatchback models

### Removal

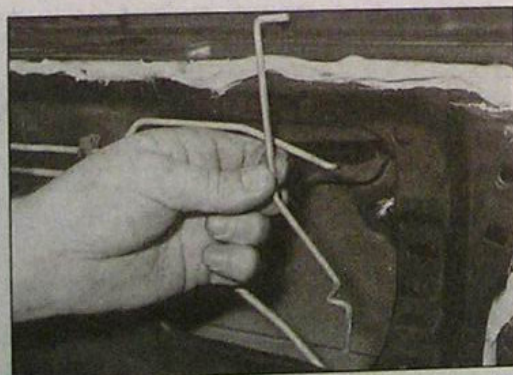
14 With the window fully raised, remove the door inner trim panel and the plastic sealing sheet as described in Section 12.

15 Remove the interior handle and the door lock assembly, as described elsewhere in this Section.

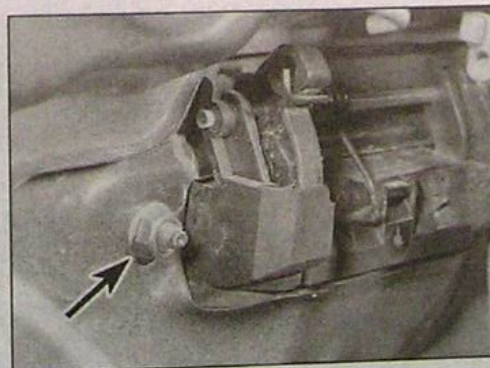
16 Working through the door aperture, remove the two securing nuts, then withdraw the exterior handle assembly from the door (see illustrations).

### Refitting

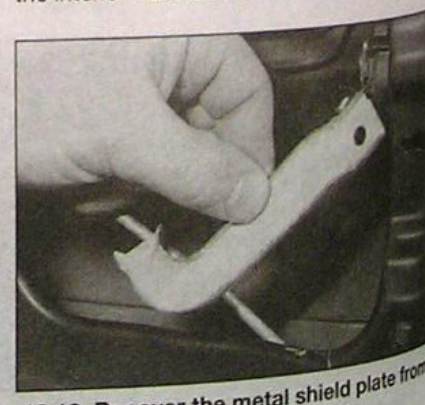
17 Refitting is a reversal of removal, but refit the interior handle and the door lock assembly



13.10b Lifting out the lock operating rod

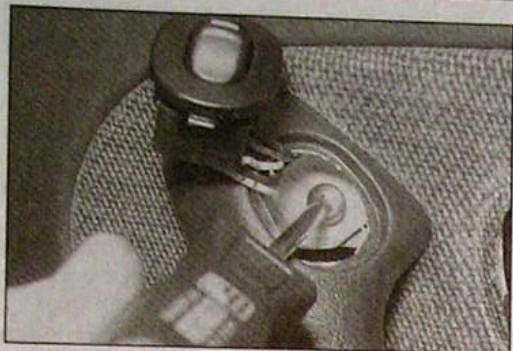


13.11 Exterior door handle securing nut (arrowed)

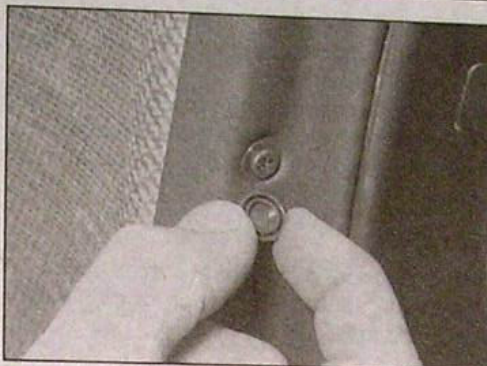


13.12 Recover the metal shield plate from the handle rear stud





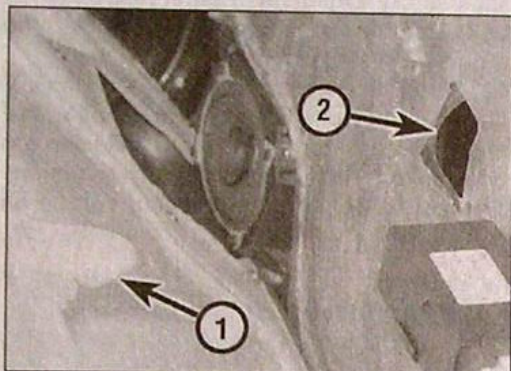
12.4 Prise out the electric window switch for access to the trim panel securing screw



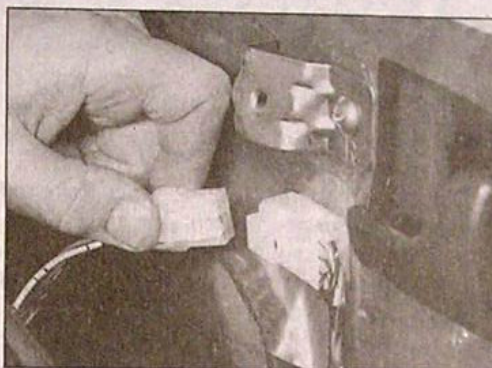
12.5 Prise off the cover for access to the rear trim panel securing screw



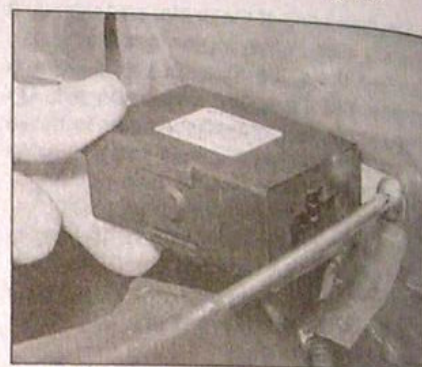
12.6a Using a forked tool to release the door trim panel securing clips



12.6b Release the central pawl (1) from the hole (2) in the door



12.6c Separate the two halves of the electric window switch wiring connector



12.8 Remove the two screws securing the electric window control unit to the door

of the panel, with two screws at the front edge, and three screws at the bottom of the panel (see illustration).

6 Using a suitable forked tool, release the securing clips at the edge of the panel, then lift the trim panel upwards to release the central locating pawl. Pull the panel from the door, and where applicable, separate the two halves of the electric window switch wiring connector (see illustrations). Note that the lower window aperture weatherstrip is integral with the trim panel, and must be released from the door as the panel is withdrawn.

7 If work is to be carried out on the door internal components, it will be necessary to remove the plastic sealing sheet from the inside of the door, as follows.

8 Disconnect the electric window control unit wiring plug, then unscrew the two screws securing the electric window control unit

bracket to the door, and remove the control unit/bracket assembly (see illustration).

9 Unscrew the trim clip bracket from the rear of the door, noting its orientation to ensure correct refitting.

10 Remove the two securing screws, and withdraw the armrest bracket from the door (see illustration).

11 Remove the loudspeaker from the door, with reference to Chapter 12A if necessary.

12 Where applicable, pull the electric window switch wiring connector from the door (see illustration).

13 Carefully pull the plastic sealing sheet from the door (see illustration). Try to keep the sealant intact as far as possible, to ease refitting.

#### Refitting

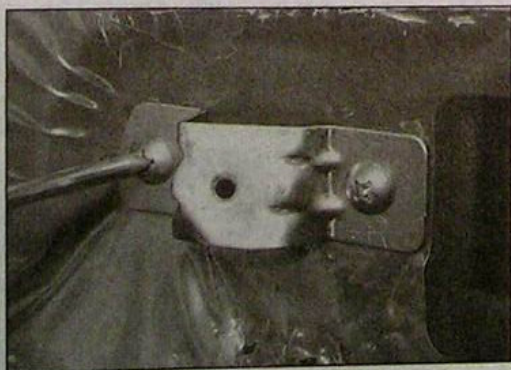
14 Refitting is a reversal of removal, bearing in mind the following points:

a) Ensure that the sealing sheet is correctly refitted, and sealed around its edge. It should be possible to use the original mastic sealant, but if necessary, new sealant can be obtained from a Nissan dealer.

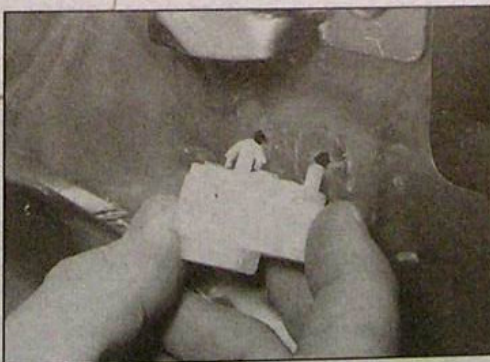
b) Ensure that the plastic bracket at the rear of the door is refitted correctly, as noted before removal.

c) Where applicable, before refitting the trim panel, feed the electric window switch wiring through the aperture in the front of the panel.

d) Make sure that the trim panel central securing pawl engages correctly with the bracket, and that the weatherstrip engages securely with the edge of the door and the trim panel as the panel is refitted.



12.10 Remove the armrest bracket

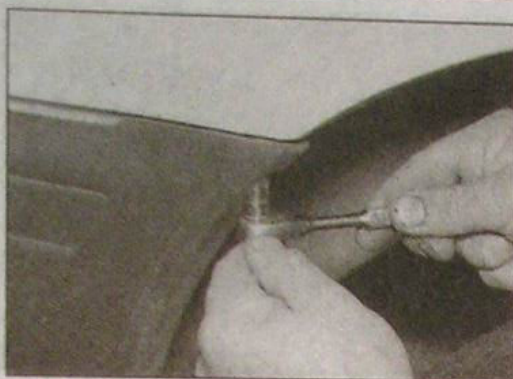


12.12 Pull the electric window switch wiring connector from the door



12.13 Pull the plastic sealing sheet from the front door





7.9a Unscrew the rear bumper upper . . .



7.9b . . . and lower securing screws - Estate model



7.10 Releasing a rear bumper plastic securing clip - Estate model

10 Working under the rear of the bumper, release the two plastic securing clips (one on each side), and unscrew the central securing nut (see illustration).

11 Pull the bumper rearwards from the vehicle.

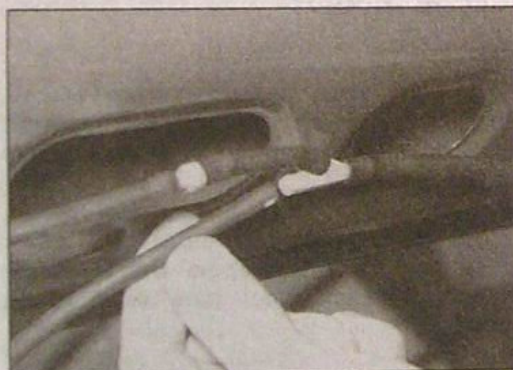
### Refitting

12 Refitting is a reversal of removal.

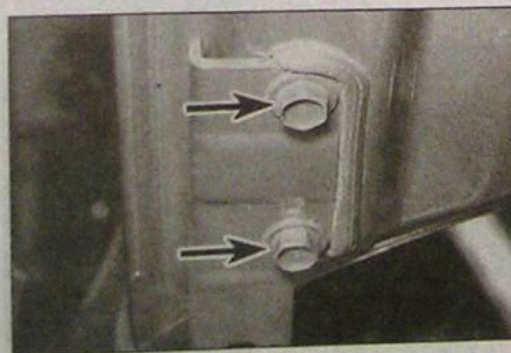
## 8 Bonnet - removal, refitting and adjustment

### Removal

1 Open the bonnet and have an assistant support it. Using a pencil or felt tip pen, mark the outline of each bonnet hinge relative to the bonnet, to use as a guide on refitting.



8.2 Disconnect the washer fluid hose from the bonnet connector



8.3 Unscrew the bonnet securing bolts (arrowed) and release the sealant from the edge of the hinges

2 Disconnect the windscreen washer fluid supply hose from the connector under the bonnet, then release the hose from the clips under the bonnet (see illustration).

3 Unscrew the bolts securing the bonnet to the hinges (see illustration) and, with the help of an assistant, carefully lift the bonnet clear. Store the bonnet out of the way in a safe place.

4 Inspect the bonnet hinges for signs of wear and free play at the pivots, and if necessary renew. Each hinge is secured to the body by two bolts.

### Refitting

5 With the aid of an assistant, offer up the bonnet, and loosely fit the retaining bolts. Align the hinges with the marks made on removal, then tighten the retaining bolts securely.

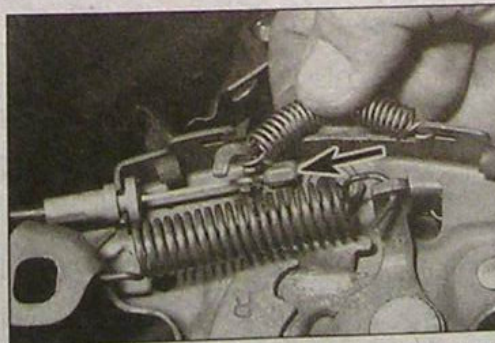
6 Reconnect the windscreen washer fluid supply hose, and clip it into position under the bonnet.

7 Adjust the alignment of the bonnet as follows.

### Adjustment

8 Close the bonnet, and check for alignment with the adjacent panels. If necessary, slacken the hinge bolts and re-align the bonnet to suit. Once the bonnet is correctly aligned, tighten the relevant hinge bolts securely.

9 Once the bonnet is correctly aligned, check that the bonnet fastens and releases in a satisfactory manner. If adjustment is necessary, slacken the bonnet lock retaining bolts, and adjust the position of the lock to



9.4 Pull the return spring to one side, and unhook the end of the release cable (arrowed)

suit. Once the lock is operating correctly, securely tighten its retaining bolts.

10 If necessary, align the front edge of the bonnet with the wing panels by turning the rubbers screwed into the body front panel, to raise or lower the front edge as required.

## 9 Bonnet release cable - removal and refitting

### Removal

1 Open the bonnet.

2 Where applicable, to improve access, carefully pull the front grille panel from the front of the vehicle to release the securing clips.

3 Unscrew the three securing bolts, and remove the lock assembly from the body panel.

4 Pull the return spring to one side, then unhook the end of the bonnet release cable from the lock lever (see illustration). Withdraw the lock assembly from the vehicle.

5 Where applicable, unscrew the cable securing clip from the front body panel.

6 Working in the driver's footwell, remove the securing screw from the footwell side trim panel. Release the plastic securing clip, then pull the weatherstrip from the edge of the panel. Pull the panel from the footwell to release the remaining securing clips.

7 Unscrew the two now-exposed securing bolts, and withdraw the bonnet release lever (see illustration). Unhook the cable end from the lever.

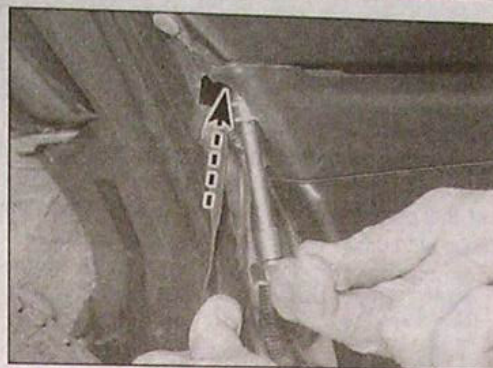


9.7 Bonnet release lever securing bolts (arrowed)





6.2 Remove the screw and release the clips securing the wheel arch liner to the body - Hatchback model



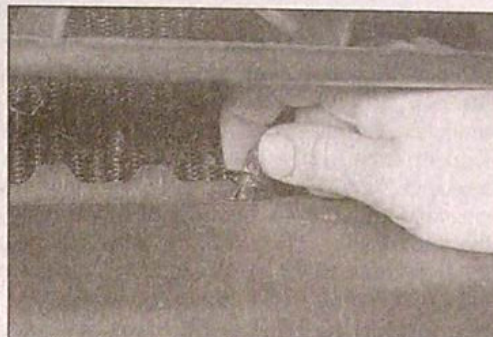
6.3 Unscrew the bumper side securing nuts - Hatchback model



6.4a Unscrew the front ...



6.4b ... and rear bumper lower securing bolts (arrowed) - Hatchback model



6.5 Release the clips securing the plastic section of the bumper to the lower front body panel - Hatchback model



6.7 Withdrawing the front bumper from the vehicle - Hatchback model

## 6 Front bumper - removal and refitting



### Saloon and Hatchback models

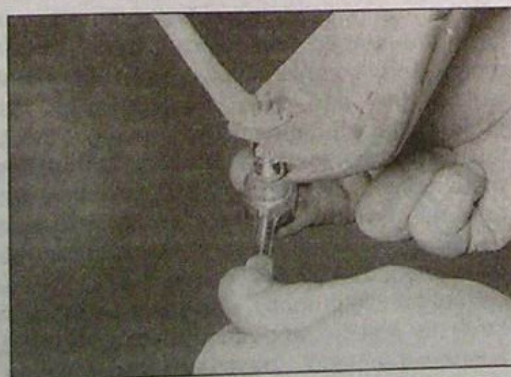
#### Removal

- 1 To improve access, apply the handbrake, then jack up the front of the car and support it on axle stands (see *Jacking and Vehicle Support*).
- 2 Working under one of the wheel arches, remove the securing screw and release the two clips securing the lower end of the wheel arch liner to the body and the bumper. Repeat the procedure on the remaining side of the vehicle (see illustration).
- 3 Unscrew the bumper side securing nuts (one on each side) (see illustration).

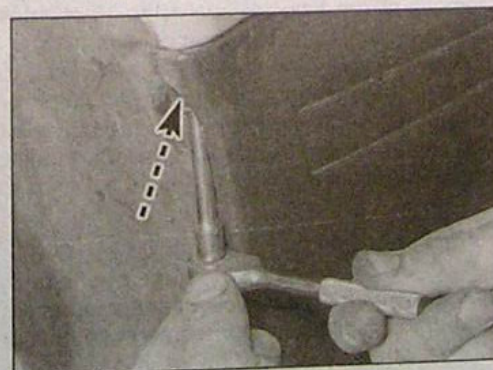
- 4 Working under the front of the vehicle, unscrew the bumper lower securing bolts (two on each side) (see illustrations).
- 5 Working through the aperture in the front of the bumper, release the two clips securing the plastic section of the bumper to the lower front body panel (see illustration).
- 6 On models with front foglights, disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual), then disconnect the foglight wiring connectors.
- 7 Withdraw the bumper forwards from the vehicle (see illustration).
- 8 If desired, release the securing clips to remove the plastic outer section of the bumper from the metal main section.

#### Refitting

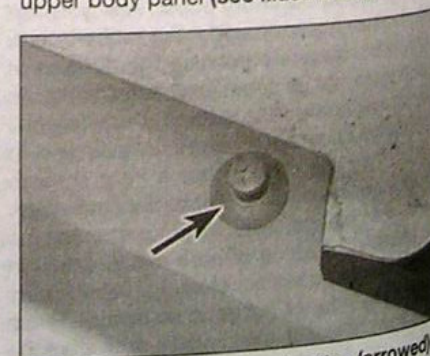
- 9 Refitting is a reversal of removal.



6.11 Removing a front bumper-to-lower support bracket screw - Estate model



6.12 Unscrewing a front bumper upper securing nut - Estate model



6.14 Release the plastic clips (arrowed) securing the bumper to the upper body panel

### Estate models

#### Removal

- 10 Apply the handbrake, then jack up the front of the car and support it on axle stands (see *Jacking and Vehicle Support*).
- 11 Working at the lower corners of the bumper, remove the screws (one on each side), securing the bumper to the lower support brackets (see illustration).
- 12 Working at the upper corners of the bumper, unscrew the upper securing nuts (one on each side, accessible through the apertures in the wheel arch liner) (see illustration).
- 13 Open the bonnet, then carefully pull the front grille panel from the body to release the securing clips.
- 14 Working through the grille panel aperture, release the four plastic clips securing the plastic outer section of the bumper to the upper body panel (see illustration).



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

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

### 3 Maintenance - upholstery and carpets

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

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*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

#### Repairs of minor scratches in bodywork

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

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

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

#### Repairs of dents in bodywork

When deep denting of the vehicle's bodywork has taken place, the first task is to pull the dent out, until the affected bodywork almost attains its original shape. There is little point in trying to restore the original shape completely, as the metal in the damaged area will have stretched on impact, and cannot be reshaped fully to its original contour. It is better to bring the level of the dent up to a point which is about 3 mm below the level of the surrounding bodywork. In cases where the dent is very shallow anyway, it is not worth

trying to pull it out at all. If the underside of the dent is accessible, it can be hammered out gently from behind, using a mallet with a wooden or plastic head. Whilst doing this, hold a suitable block of wood firmly against the outside of the panel, to absorb the impact from the hammer blows and thus prevent a large area of the bodywork from being 'belled-out'.

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

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

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

#### Repairs of rust holes or gashes in bodywork

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

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

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

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



# Chapter 11 Part A:

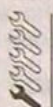
## Bodywork and fittings - Phase I and Phase II models

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### Degrees of difficulty

Easy, suitable for  
novice with little  
experience



Fairly easy, suitable  
for beginner with  
some experience



Fairly difficult,  
suitable for competent  
DIY mechanic



Difficult, suitable for  
experienced DIY  
mechanic



Very difficult,  
suitable for expert DIY  
or professional



### Specifications

#### Torque wrench settings

	Nm	lbf ft
Door hinge bolts	32	24
Door lock striker bolts	15	11
Front seat securing bolts	50	37
Seat belt mounting bolts	50	37

#### 1 General information

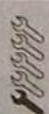
The bodyside is made of pressed-steel sections, and is available in four-door Saloon, five-door Hatchback, and five-door Estate versions. Most components are welded together, but some use is made of structural adhesives; the front wings are bolted on.

The bonnet, door, and some other vulnerable panels, are made of zinc-coated metal, and are further protected by being coated with an anti-chip primer, prior to being sprayed.

Extensive use is made of plastic materials, mainly in the interior, but also in exterior components. The outer sections of the front and rear bumpers are injection-moulded from a synthetic material which is very strong, and yet light. Plastic components such as wheel arch liners are fitted to the underside of the vehicle, to improve the body's resistance to corrosion.

**Note:** This Chapter is divided into two Parts; A and B. Part A covers bodywork and fittings on Phase I models, (1990 to June 1993) and Phase II models (June 1993 to October 1996). Phase III models (October 1996 to September 1999) are covered in Part B of this Chapter.

#### 2 Maintenance - bodywork and underframe



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

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

Periodically, except on vehicles with a wax-based underbody protective coating, it is a good idea to have the whole of the underframe of the vehicle steam-cleaned, engine compartment included, so that a thorough inspection can be carried out to see what minor repairs and renovations are



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

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

### Bodywork repairs - filling and respraying

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

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

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

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

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

Spray the whole area with a light coat of

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

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

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

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

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

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

### Plastic components

With the use of more and more plastic body components by the vehicle manufacturers (eg bumpers, spoilers, and in some cases major body panels), rectification of more serious damage to such items has become a matter of either entrusting repair work to a specialist in this

field, or renewing complete components. Repair of such damage by the DIY owner is not really feasible, owing to the cost of the equipment and materials required for effecting such repairs. The basic technique involves making a groove along the line of the crack in the plastic, using a rotary burr in a power drill. The damaged part is then welded back together, using a hot-air gun to heat up and fuse a plastic filler rod into the groove. Any excess plastic is then removed, and the area rubbed down to a smooth finish. It is important that a filler rod of the correct plastic is used, as body components can be made of a variety of different types (eg polycarbonate, ABS, polypropylene).

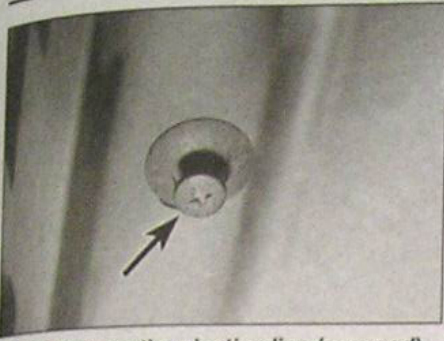
Damage of a less serious nature (abrasions, minor cracks etc) can be repaired by the DIY owner using a two-part epoxy filler repair material. Once mixed in equal proportions, this is used in similar fashion to the bodywork filler used on metal panels. The filler is usually cured in twenty to thirty minutes,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

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

### 5 Major body damage - repair

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





6.15 Release the plastic clips (arrowed) securing the bumper to the lower body panel

15 Working through the aperture in the front of the bumper (behind the number plate), release the two plastic clips securing the bumper outer section to the lower body panel (see illustration).

16 Pull the wheel arch liners back towards the rear of the vehicle to release them from the bumper.

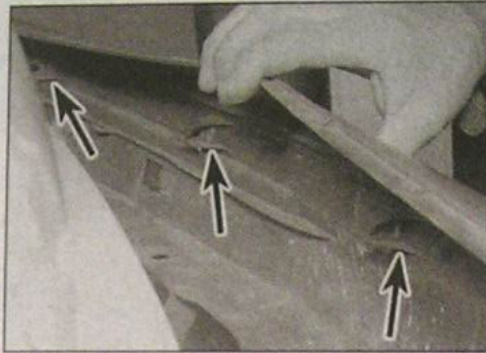
17 Carefully pull the bumper plastic outer section forwards, and reach behind the bumper to release the clips securing the plastic outer section to the main metal section (see illustration).

18 Withdraw the plastic outer section of the bumper from the vehicle.

19 If desired, the metal section of the bumper can now be unbolted from the vehicle. The metal section of the bumper is secured by two bolts on each side, accessible from the front of the vehicle (see illustration).



7.3a Unscrew the upper...



6.17 Pull the bumper forwards and release the securing clips (arrowed)

## Refitting

20 Refitting is a reversal of removal, but ensure that all the plastic clips are correctly engaged.

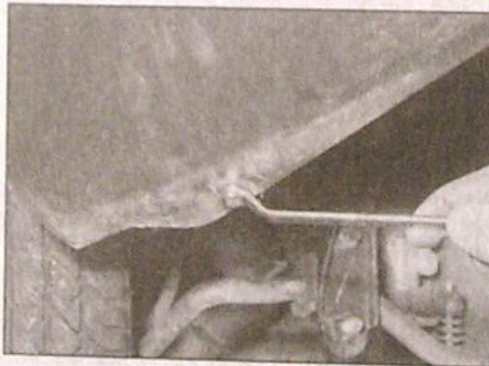
## 7 Rear bumper - removal and refitting

### Saloon and Hatchback models

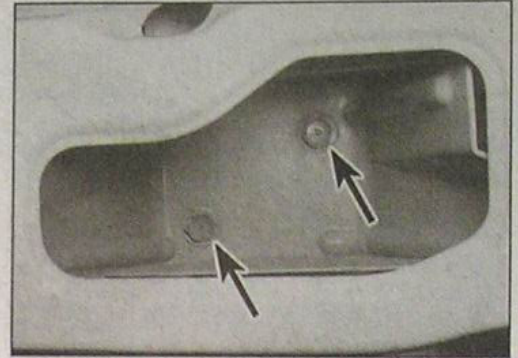
#### Removal

1 To improve access, chock the front wheels, then jack up the rear of the car and support it on axle stands (see *Jacking and Vehicle Support*).

2 On Hatchback models, remove the rear



7.3b ... and lower bumper side securing screws - Hatchback model



6.19 Front bumper metal section securing bolts (arrowed) - Estate model

number plate lights from the bumper as described in Chapter 12A.

3 Working at the rear of the wheel arches, unscrew the bumper side securing screws (two on each side, which secure the bumper to the body) (see illustrations).

4 Working in the luggage compartment, lift up the carpet panel, then prise out the rubber covers, and unscrew the bolts (two on each side) securing the bumper mounting brackets to the floor (see illustration).

5 Withdraw the bumper assembly (see illustration).

6 If desired, the bumper plastic outer section can be removed from the metal bumper section after releasing the plastic securing clips (see illustration).

#### Refitting

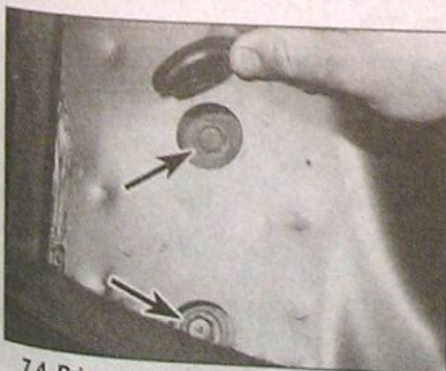
7 Refitting is a reversal of removal.

### Estate models

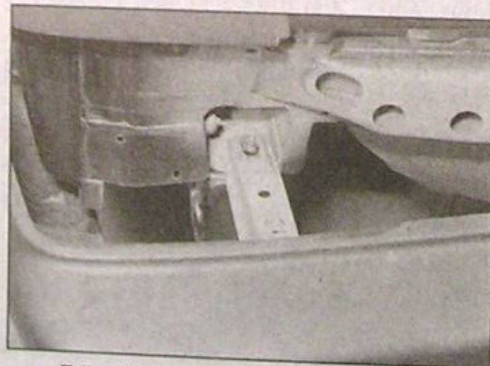
#### Removal

8 To improve access, chock the front wheels, then jack up the rear of the car and support it on axle stands (see *Jacking and Vehicle Support*).

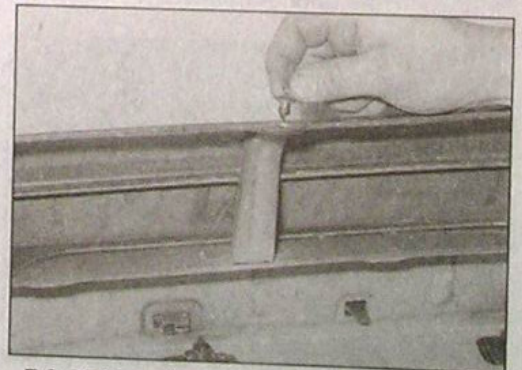
9 Working at the rear of the wheel arches, unscrew the bumper upper and lower securing screws (one upper and one lower screw on each side) (see illustrations overleaf).



7.4 Prise out the covers to expose the bumper mounting bracket bolts (arrowed) - Hatchback model

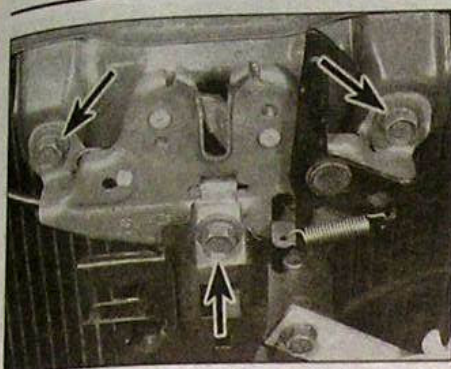


7.5 Withdrawing the rear bumper assembly - Hatchback model



7.6 Release the plastic securing clips to remove the plastic bumper section from the metal section - Hatchback model





10.3 Bonnet lock securing bolts (arrowed)

8 Note the routing of the cable, and release it from any clips in the engine compartment, then feed the cable through the bulkhead grommet into the engine compartment. On some models, it may be necessary to move certain components in the engine compartment to one side, to gain access to the cable clips. It is advisable to tie a length of string to the release lever end of the cable before removal, to aid refitting. Pull the cable through into the engine compartment, then untie the string and leave it in place until the cable is to be refitted.

### Refitting

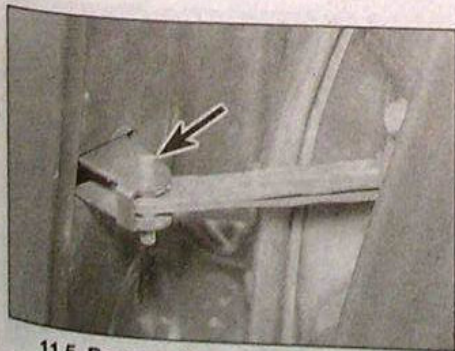
9 Refitting is a reversal of removal, but use the string to pull the cable into position, and ensure that the bulkhead grommet is securely located. Make sure that the cable is routed as noted before removal, and reposition the cable in its securing clips in the engine compartment. Check the bonnet release mechanism for correct operation on completion.

### 10 Bonnet lock - removal and refitting



### Removal

- 1 Open the bonnet.
- 2 Where applicable, to improve access, carefully pull the front grille panel from the front of the vehicle to release the securing clips.



11.5 Remove the roll-pin (arrowed) securing the door check strap to the body bracket

3 Unscrew the three securing bolts, and remove the lock assembly from the body panel (see illustration).

4 Pull the return spring to one side, then unhook the end of the bonnet release cable from the lock lever, and withdraw the assembly from the vehicle.

### Refitting

5 Refitting is a reversal of removal. If necessary, adjust the position of the lock, as described in Section 8.

### 11 Door - removal, refitting and adjustment



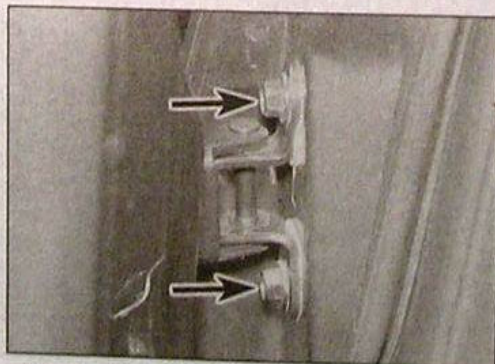
### Removal

**Note:** A new door check strap roll-pin will be required on refitting.

- 1 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).
- 2 Remove the door inner trim panel, as described in Section 12.
- 3 Disconnect all relevant wiring from the components inside the door, and unclip the wiring harnesses from inside the door. Take careful note of the way the wire is routed, to aid refitting.
- 4 Carefully feed the wiring through the aperture in the front edge of the door (pull out the grommet if necessary).
- 5 Using a suitable punch, drive out the roll-pin securing the door check strap to the body bracket (see illustration).
- 6 Mark the positions of the hinges on the door, to aid alignment of the door on refitting.
- 7 Have an assistant support the door, then unscrew the bolts securing the door hinges to the door, and lift the door from the vehicle (see illustration).
- 8 Examine the hinges for wear and damage. If necessary, the hinges can be unbolted from the body and renewed.

### Refitting

9 Refitting is a reversal of removal, but align the hinges with the marks made on the body before removal, and before finally tightening



11.7 Unscrew the bolts (arrowed) securing the door hinges to the door

the hinge securing bolts, check the door adjustment as described in the following paragraphs. Use a new roll-pin to secure the door check strap to the body bracket.

### Adjustment

- 10 Close the door (carefully, in case the alignment is incorrect, which may cause scratching on the door or the body as the door is closed), and check the fit of the door with the surrounding panels.
- 11 If adjustment is required, loosen the hinge securing bolts (the hinge-to-door and the hinge-to-body bolt holes are elongated), and move the hinges as required to achieve satisfactory alignment. Tighten the securing bolts to the specified torque when the alignment is satisfactory.
- 12 Check the operation of the door lock. If necessary, slacken the securing bolts, and adjust the position of the lock striker on the body pillar to achieve satisfactory alignment. Tighten the bolts to the specified torque on completion.

### 12 Door inner trim panel - removal and refitting



### Front door trim panel

#### Removal

- 1 Disconnect the battery negative terminal (refer to *Disconnecting the battery* in the Reference Section of this manual).
- 2 On models with manual windows, use a length of bent wire to hook out the regulator handle wire clip (pass the wire down behind the handle, and press back the plastic trim plate) until the handle can be withdrawn. Recover the plastic trim plate.
- 3 Carefully prise the interior door handle surround from the door panel (see illustration).
- 4 Prise the electric window switch, or the blanking plate, as applicable from the armrest, to expose the door trim panel securing screw. Remove the securing screw (see illustration).
- 5 Unscrew the remaining door panel securing screws. One screw is located at the rear edge



12.3 Prise off the interior door handle surround