BODY

SECTION U.

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THE BODY.

GENERAL.

The following instructions apply only to the body as manufactured and fitted by Messrs. Bentley Motors (1931) Ltd.

The standardised saloon body on the Mark VI chassis is constructed entirely of pressed steel and, possessing great strength and rigidity with minimum weight, ensures the greatest stability of body and chassis combined with maximum resistance to accidental damage.

Maintenance has been reduced to a minimum, but periodically the following main items should be checked:-

(i) The door locks, bolts and hinges, should be examined for wear, or looseness of retaining screws, etc.

(ii) The window glasses for side play.

(iii) The water drain tubes of sliding roof and scuttle ventilator for clearness from obstructions.

(iv) The seat slides, securing screws for tightness.

Lubricate as directed in Sub-Section BD.3.

THE DOORS.

Both front and rear doors are hinged from the centre body pillars, separate pairs of hinges being used for each door.

There must be no metal to metal contact between the door and door frame, except at the hinges and lock bolt. The rubber draught seal, which is fitted around the door frame, (Fig.1), should be a snug fit against the door at all points.

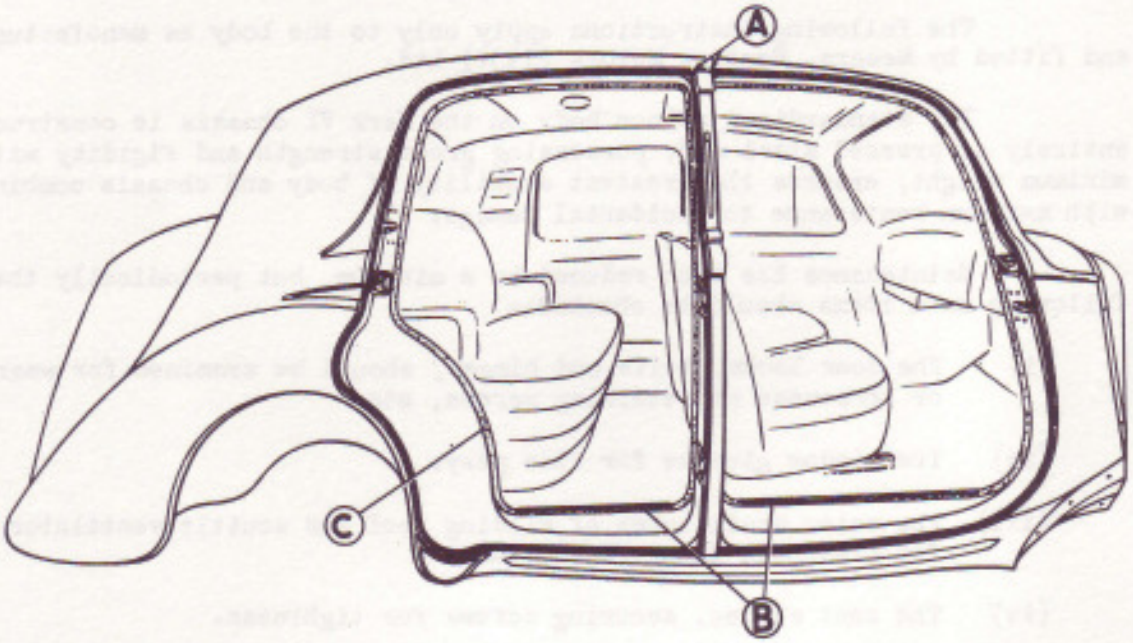


FIG. 1. DOOR SEALS.

A - Rubber Seal - Mitre Joint.
B - Metal Protection Strip.
C - Fabric Draught Welt.
D - Section - Early type Rubber Seal.
E - Section - Later type Rubber Seal.

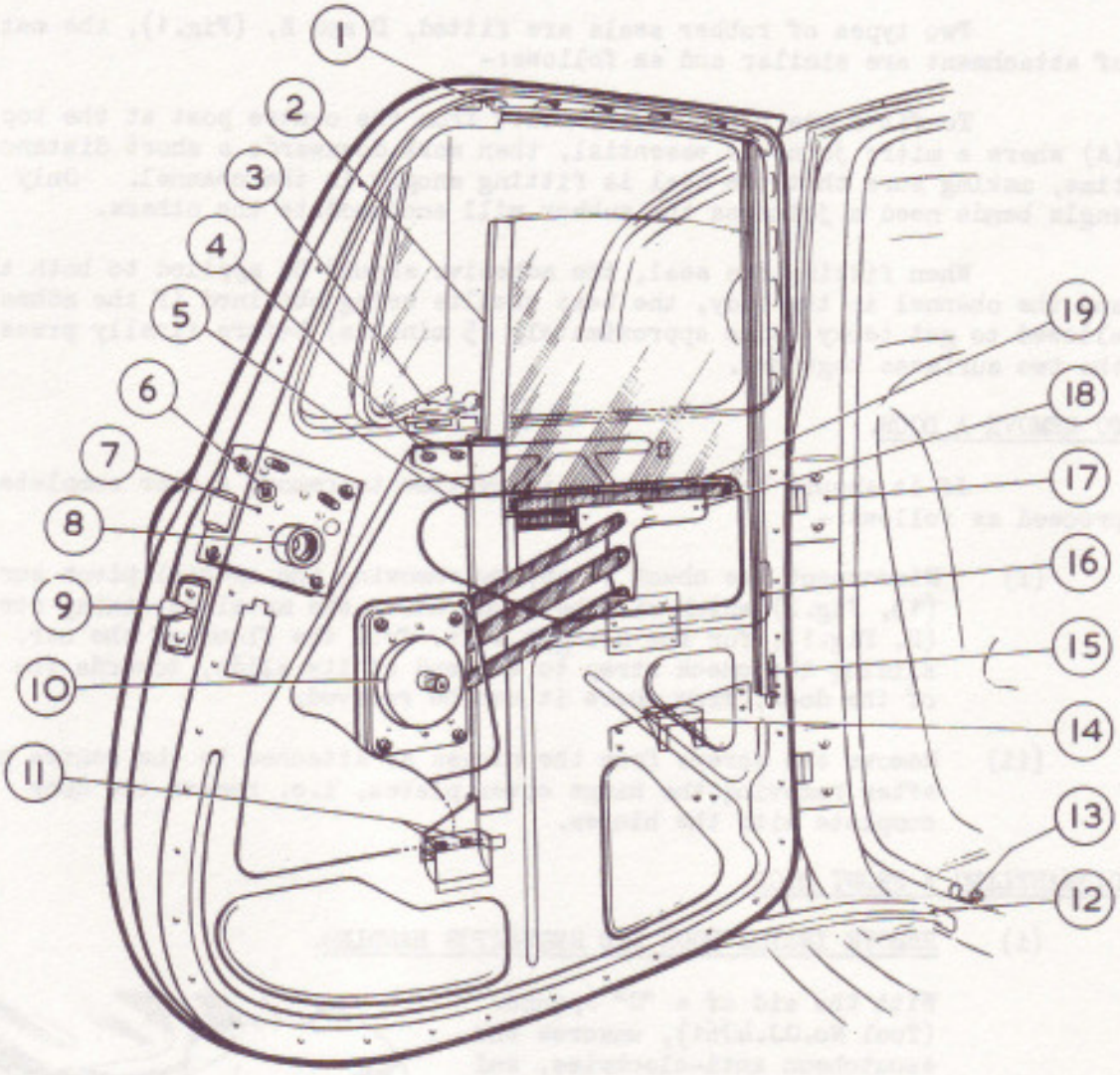


FIG. 2. FRONT DOOR.

1. Ventilator - Top Screw.
2. Sliding Glass - Front Support Channel.
3. Ventilator Regulator.
4. Front Glass Run-Channel - Top Adjusting Screws.
5. Front Glass Run-Channel.
6. Locking Screw - Outside Handle.
7. Door Catch.
8. Boss - Inner Handle.
9. Dovetail
10. Window Regulator.
11. Front Glass Run-Channel - Lower Adjusting Screws.
12. Check Strap.
13. Pivot Screw - Check Strap.
14. Stop - Window Regulator.
15. Lower Clip - Rear Glass Run-Channel.
16. Rear Glass Run-Channel.
17. Door Hinge.
18. Ball Carrier - Window Regulator.
19. Sliding Glass - Lower Support Channel.

The seal is held in position by Bostik "C" Adhesive No.252.

Two types of rubber seals are fitted, D and E, (Fig.1), the methods of attachment are similar and as follows:-

To fit a new rubber seal, start from the centre post at the top corner (A) where a mitre joint is essential, then work downwards a short distance at a time, making sure that the seal is fitting snugly in the channel. Only right-angle bends need a joint as the rubber will accommodate the others.

When fitting the seal, the adhesive should be applied to both the seal and the channel in the body, the best results being obtained if the adhesive is allowed to get tacky (time approximately 15 minutes) before finally pressing the two surfaces together.

TO REMOVE A DOOR.

If it should be necessary at any time to remove a door complete, proceed as follows:-

(i) Disconnect the check strap, by removing the special pivot screw (13, Fig.2) which will be found under the metal retaining strip (B, Fig.1), for the draught welt, from the floor of the car, and sliding the check strap to the end of its slide, towards the centre of the door, from where it can be removed.

(ii) Remove the screws from the hinges as attached to the centre pillar, after removing the hinge cover plates, i.e. remove the door complete with the hinges.

DISMANTLING A FRONT DOOR.

(i) REMOVE INSIDE DOOR AND REGULATOR HANDLES.

With the aid of a "C" spanner (Tool No.CJ.4761), unscrew the escutcheon anti-clockwise, and withdraw handles from splined boss. (See Fig.3.)

FIG. 3. REMOVING INNER HANDLE.

(ii) REMOVE DOOR FINISHER.

(a) Lower window to bottom of run. (Temporarily replace handle.)

(b) Disconnect ventilator regulator, by removing the two retaining screws and moving regulator clear of retaining plate.

(c) Remove the seven fixing screws from the door edge face retaining finisher, as indicated by arrows "A", (Fig.4). Do not remove screw shown by arrow "B".

Examine finisher at regulator fixing; on early models the finisher was not secured at this point; on later models a

bracket from the finisher was secured under both regulator retainer screws, while on current models the bracket is held by one screw only. The screw/s should be slackened or removed as required.

(d) Withdraw finisher, first by drawing out top rail and lifting slightly to clear bracket.

Care must be taken when sliding front pillar attachment plates from between ventilator frame and door post.

FIG. 4. REMOVING FINISHER.

(iii) REMOVE DOOR TRIM PANEL.

(a) Remove armrest; unscrew knurled nut and remove with washer and lift armrest from retaining bracket, replace nut and washer as a safety measure.

(b) Carefully pry the panel away from the door frame, commencing at the top, unsnapping the concealed spring fasteners. (See Fig. 5.)

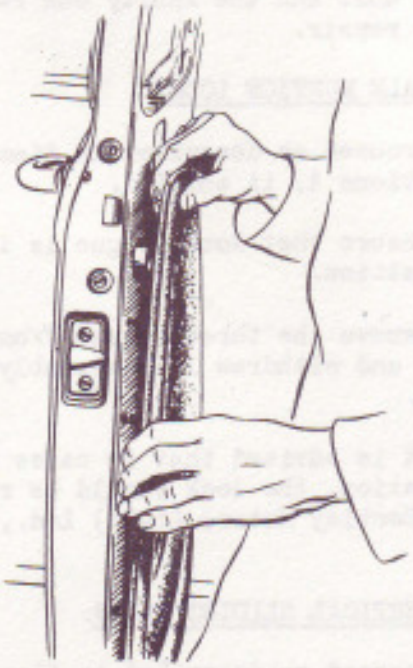


FIG. 5. REMOVING TRIM PANEL.

(iv) REMOVE OUTSIDE DOOR HANDLES.

(a) Remove escutcheon locking screw, (See Fig. 6), from the edge of the door.

(b) Remove screw (6, Fig. 2), from handle shank.

NOTE:- On early models, the handle was retained by a screw and retaining washer; on later models the washer was deleted and the shank was split with a saw cut, a self tapping 2 BA screw being inserted, thus binding the shank in the lock bush.

(c) With a mallet, tap shank from inside to loosen, and draw out handle.

On certain cars the L.H. outside door handle incorporates a 'Yale' lock. In cases of faulty operation of this lock, the handle complete with lock, should be removed and a new one of the same lock number refitted, or the faulty one may be returned to Messrs. Bentley Motors (1931) Ltd., for repair.

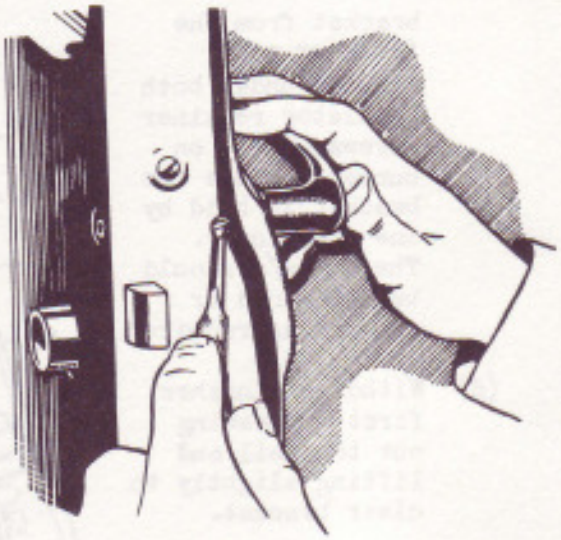


FIG. 6. REMOVING OUTSIDE HANDLE.

SERVICE REPAIRS.

TO REMOVE DOOR CATCH.

Proceed as described in dismantling instructions i, ii, iii and iv.

Remove the four retaining screws, two from the pillar face and two from inner panel. The catch may then be removed from the inside.

It is advised that no attempt should be made to repair a faulty catch, it should be replaced by a service unit and the faulty one returned to Messrs. Bentley Motors (1931) Ltd. for repair.

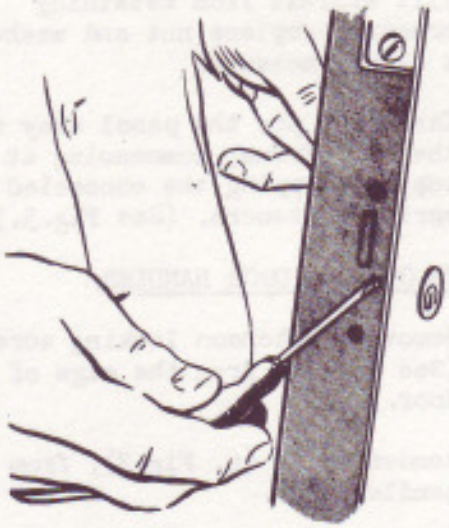


FIG. 7. REMOVING "YALE" MORTICE LOCK.

TO REMOVE YALE MORTICE LOCK.

Proceed as described in dismantling instructions i, ii and iii.

Ensure that lock tongue is in the unlocked position.

Remove the three screws from the pillar face and withdraw lock assembly from inside door.

It is advised that in cases of faulty operation, the lock should be returned to Messrs. Bentley Motors (1931) Ltd., for attention.

TO REMOVE VERTICAL SLIDING GLASS.

Proceed as described in dismantling instructions i, ii and iii.

(a) Remove front lower glass run-channel, by extracting the four screws (4 and 11, Fig.2), two at the top and two in pocket near bottom of door.

(b) Remove the four retaining screws of the window regulator (3, Fig.2).

(c) Raise glass halfway, spring inner roller out of bottom channel, tip glass and slide outer roller from end of channel - lift glass out of door.

FIG. 8. REMOVING VERTICAL SLIDING GLASS.

TO RENEW VERTICAL SLIDING GLASS.

(a) To remove the lower and side glass support-channels from the glass, use a piece of hard wood and drive off with a mallet.

(b) Prepare the new glass by fixing the rubber glazing strips to the lower and side edges of the glass with "Goldsize".

(c) Paint the outer sides of the glazing strips with "Goldsize" and tap into position in the channels, using a rubber mallet.

TO REMOVE "QUICK-LIFT" MECHANISM.

Proceed as described in dismantling instructions i, ii and iii.

(a) Remove vertical sliding glass, as described above.

(b) The window regulator mechanism retaining screws having been removed, remove the unit from the inside panel.

"QUICK-LIFT" - FAULTY OPERATION.

The three main causes of this trouble are due to:-

1. Swollen felts.
2. Incorrect adjustment of glass run-channels.
3. Bent levers or bracket.

1. Swollen Felts - It is advisable to remove and replace with new ones. If this is impracticable, they should be removed and rubbed down with sandpaper. Refix in position with Bostik "C".

2. Incorrect Adjustment of Channels - Elongated holes are provided in the top and bottom retaining brackets for adjustment of the front glass run-channel. Adjustment of the rear glass run-channel is arranged by the insertion of a suitable thickness of "Prestik" packing behind the channelling.

3. Bent Levers or Bracket - Probably due to one of the causes above, necessitating the use of force to lower window. The bracket being forced down heavily on to the stop.

This trouble is more likely to be encountered in the earlier models where the stop was so placed that it met the centre of the bracket. On later models the stop has been moved to the side so that it now operates on the ball carrier arm.

Remove the unit and straighten arms or bracket as necessary; if the damage is more serious, a replacement unit should be fitted and the damaged unit returned to Messrs. Bentley Motors (1931) Ltd.

When replacing unit, check run of glass in channels and adjust as necessary.

Check alignment of unit with glass run, if it is found that increased pressure is required at the bottom of the glass, it is recommended that the ball carrier arm (18, Fig.2), should be given a small set at each end to increase this pressure.

WINDOW RATTLES.

Check the glass for slackness in the rear glass run-channel (16, Fig.2).

If necessary, the fixing screws should be removed (see following paragraph) and a suitable strip of "Prestik" fitted at the back of the channel and the fixing screws retightened as necessary.

It is also permissible to evenly pinch in the channel if necessary.

REAR GLASS RUN-CHANNEL ADRIFT.

Examine the bottom hook for breakage (15, Fig.2), in such case, dismantle the run-channel by pulling away the interior backing felt and removing the fixing screws, and lifting channel out of door.

Remove the broken clip, held in position with two small tabs, and replace with new clip.

After refixing channel in position in door, the interior backing felt should be replaced and secured with Bostik "C". Adhesive No.321.

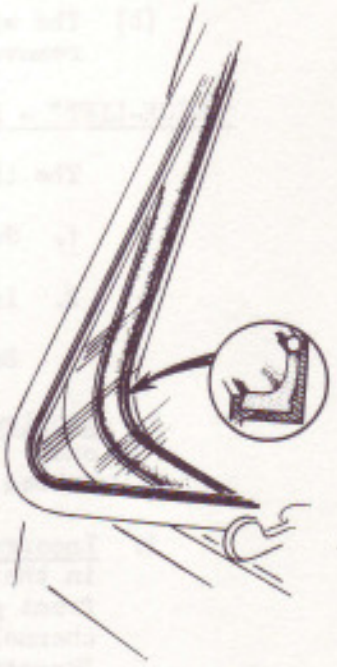


FIG. 9. VENTILATOR SEALING.

WIND NOISE FROM VENTILATORS.

This is probably due to imperfect fit of ventilator frame in sealing rubber.

If the sealing rubber has hardened or deteriorated with age, it is recommended

that it should be removed and replaced with a new one. In this case the channel should be thoroughly cleaned and the new seal fixed in position with Bostik "C"

A further method of effecting a cure, is to cut away the seal from the edge as illustrated in Fig.9, and affix a rubber lacing as shown.

The ventilator regulator may also need adjustment to give a tighter lock, and this should be attended to if required.

BROKEN DOOR HINGE.

Support the door in a suitable position, so that no undue strain is imposed on the sound hinge.

Remove the hinge cover plate from the broken hinge by extracting the two retaining screws.

Remove the hinge retaining screws, four from hinge to door and four from hinge to body. An "Allen" key will be necessary to extract two of the screws from the hinge to door.

Fit new hinge. A small amount of adjustment is provided by the use of packing pieces behind the hinge, no more than two pieces should be used.

NOTE:- Under no circumstances should the door check strap be shortened. Later model cars have a rubber bumper stop fitted into the door bottom, and it is recommended that where hinge failures occur on earlier model cars, where this stop has not been incorporated, a stop should be obtained from the Maker's London Service Depot and fitted as directed.

TO REMOVE VENTILATOR.

(a) Proceed as directed in dismantling instructions i and ii.

(b) Remove ventilator regulator fixing screws from regulator base plate.

(c) Remove retaining screw from door edge face, (B, Figs. 4 and 10).

(d) Remove screw from top of ventilator frame (1, Fig.2) and withdraw ventilator.

FIG. 10. REMOVING VENTILATOR.

TO RENEW VENTILATOR GLASS.

(a) Prepare the new glass by lapping a strip of tape on to the edge and sides of the glass, fixing into position with "Goldsize".

(b) Force the glass into place in the channel by means of a screw clamp, or by tapping with a rubber mallet.

To facilitate assembly, apply a little engine oil to the seal, the oil will cause the rubber material of the seal to expand tightly to the glass.

TO REBUILD A FRONT DOOR.

REPLACE VENTILATOR.

Place ventilator in position and refit retaining screw in pillar edge face (B, Figs. 4 and 10).

Refit retaining screw at top of ventilator frame (1, Fig.2) and also screws for ventilator regulator base plate.

REPLACE VERTICAL SLIDING GLASS.

(a) Lower glass into door.

(b) Feed regulator rollers into the appropriate channel of the bottom glass support channel (19, Fig.2).

(c) Refix "Quick-Lift" regulator with its four retaining screws, then, push glass into rear glass run-channel.

(d) Refix front glass run-channel into position and carefully adjust this channel by means of the adjustable screws (4, Fig.2) at the top (11, Fig.2), at the bottom, so that the glass has free up and down movement.

REPLACE "YALE" MORTICE LOCK.

Replace the lock assembly in position, inside door panel, and tighten the three fixing screws (See Fig.7).

REPLACE OUTSIDE DOOR HANDLE.

Replace door handle in position and tighten screw in shank, see note in previous dismantling instructions.

Refit escutcheon locking screw.

REPLACE DOOR TRIM PANEL.

(a) Examine and grease all spring clips; replace if broken or very rusted. To fit new clip in holder, pinch together and insert long leg in holder, push in to full extent, short leg can then be sprung into position.

(b) First locate centre bottom clips in

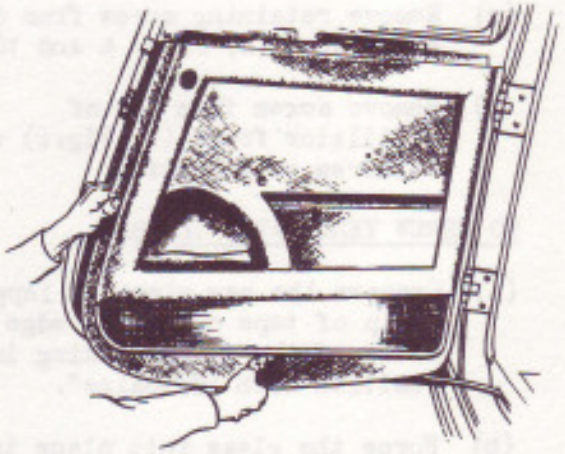


FIG. 11. FITTING TRIM PANEL.

appropriate holes of door panel, and then press home clips from centre outwards. (See Fig.11.)

(c) Refit armrest retaining plate - two fixing screws - and then armrest.

REPLACE DOOR FINISHER.

Reverse the previous dismantling instructions. Care must be taken when sliding front pillar attachment plates between ventilator frame and door post.

REPLACE DOOR AND REGULATOR HANDLES.

Refit handle to splined boss and tighten escutcheon clockwise with the special "C" spanner. (See Fig.3.)

DISMANTLING A REAR DOOR.

(i) REMOVE INSIDE DOOR AND REGULATOR HANDLES.

With the aid of a "C" spanner (Tool No.CJ.4761), unscrew the escutcheon anti-clockwise, and withdraw the handles from splined boss. (See Fig.3.)

(ii) REMOVE DOOR FINISHER.

(a) Lower glass about halfway. (Temporarily replace handle.)

(b) Remove the seven fixing screws retaining the finisher.

Withdraw finisher, first by drawing out top rail and lifting to clear bottom retaining brackets.

(iii) REMOVE DOOR TRIM PANEL.

Carefully pry the panel away from the door frame, commencing at the top, unsnapping the concealed spring fasteners.

(iv) REMOVE OUTSIDE DOOR HANDLE.

(a) Remove escutcheon locking screw (4, Fig.12), from the edge of the door.

(b) Remove screw (3, Fig.12), from handle shank.

NOTE:- On early models, the handle was retained by a screw and retaining washer; on later models, the washer was deleted and the shank was split with a saw cut, a self-tapping 2-BA screw being inserted, thus binding the shank in the lock bush.

(c) With a mallet, tap shank from inside to loosen, and draw out handle.

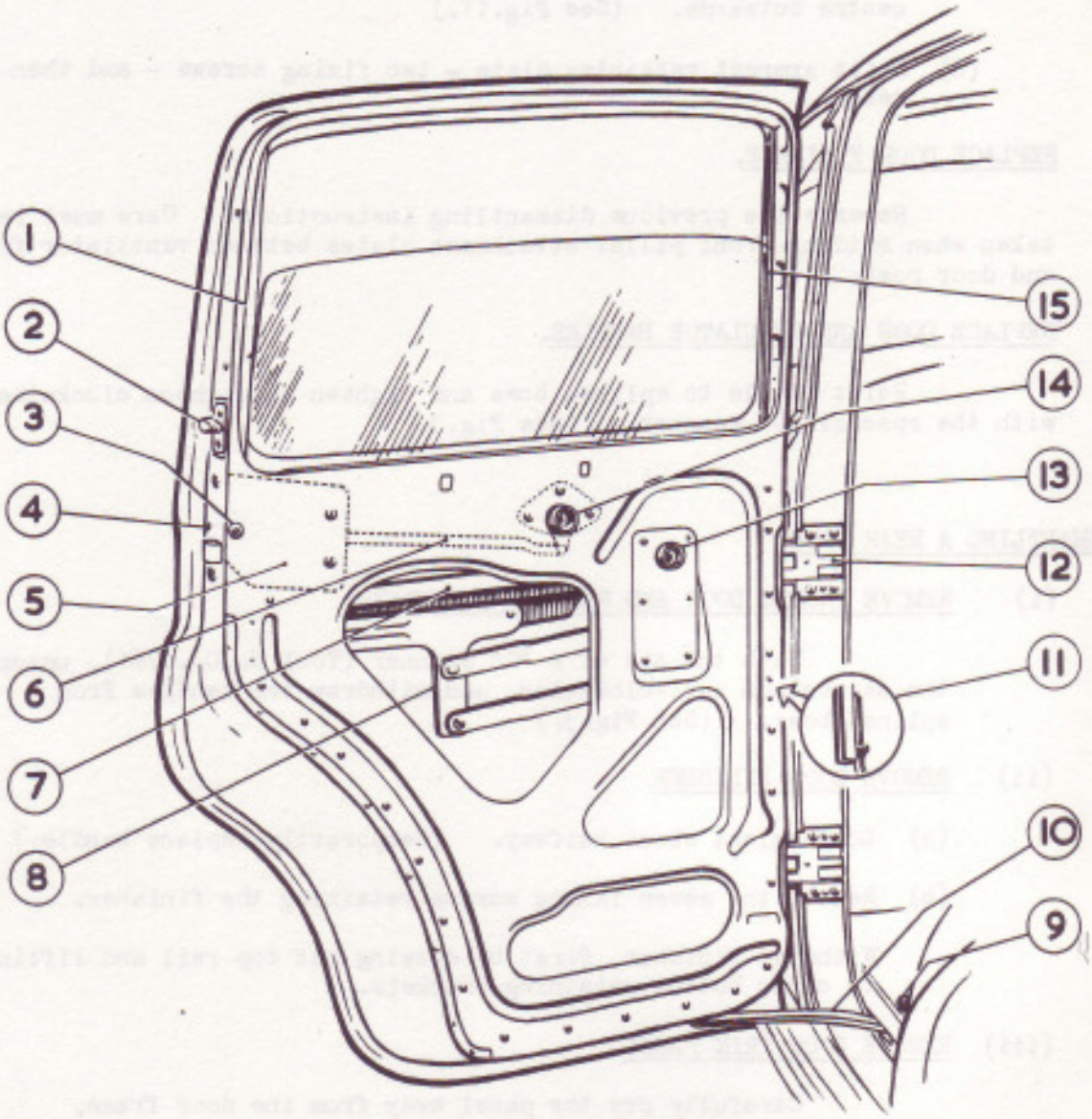


FIG. 12. REAR DOOR.

1. Front Glass Run-Channel.
2. Dovetail.
3. Locking Screw - Outside Handle.
4. Escutcheon Locking Screw.
5. Door Catch.
6. Operating Bar - Door Catch.
7. Lower Glass Support Channel.
8. Ball Carrier - Window Regulator.
9. Pivot Screw - Check Strap.
10. Check Strap.
11. Lower Clip - Glass Run-Channel.
12. Door Hinge - Cover Plate Removed.
13. Window Regulator.
14. Boss - Inside Door Handle.
15. Rear Glass Run-Channel.

SERVICE REPAIRS.

TO REMOVE DOOR GLASS AND REGULATOR.

Proceed as described in dismantling instructions i, ii, iii and iv.

(a) Temporarily replace window regulator handle and lower glass to lowest position.

(b) Pull away felt backing from the front and rear glass run-channels, remove the fixing screws, two to each, and then withdraw the channels, after unhooking the lower connections.

(c) Remove the regulator fixing screws and lower regulator in door, lift glass and wind regulator rollers out of slide.

The regulator may be removed through the aperture in the door panel.

The glass should be slid upwards and removed from the top.

To remove the lower glass run-channel from the glass, use a piece of hard wood and drive off with a mallet.

To fit new glass to the lower glass run-channel, use strip glazing rubber and "Goldsize". (See similar instructions for front door.)

TO REMOVE DOOR CATCH.

Proceed as described in dismantling instructions i, ii, iii and iv.

(a) Remove door glass and regulator as described above.

(b) Remove the three fixing screws retaining the handle boss, remove the four screws retaining the catch, then remove handle boss, operating bar and door catch through aperture in panel.

It is advised that in cases of faulty operation of the door catch, it should be replaced by a service unit, and the faulty catch returned to Messrs. Bentley Motors (1931) Ltd., for repair.

WINDOW RATTLES.

Check glass for slackness in glass run-channel, and if necessary, proceed as advised for similar complaint on front door. Also examine bottom hooks for breakage. (11, Fig.12.)

LOCKS STIFF AND STICKING.

This is usually cured by the application of a little oil to the mechanisms, both catch and handle, and operating a number of times to work oil well in.

BROKEN DOOR HINGE.

Proceed as advised for similar complaint on front door.

TO REBUILD A REAR DOOR.

REPLACE DOOR GLASS.

(a) Lower glass into door.

(b) Feed regulator rollers into the appropriate channel of the lower glass support-channel (7, Fig.12), and refix regulator with its six retaining screws.

(c) Refit front glass run channel into position and refix with the two retaining screws. Push glass into front channel.

Refit rear glass run-channel into position, taking care when inserting channel behind door catch. Refix with the two retaining screws.

Refix felt strips in run-channels, using Bostik Adhesive No.321.

NOTE:- Ensure that the glass has free movement in the channels and without any rattles.

It is permissible to adjust the channels by fitting a strip of "Prestik" behind the channel and retightening the fixing screws as necessary.

REPLACE OUTSIDE DOOR HANDLE.

Replace door handle in position and tighten screw in shank.

Refit escutcheon locking screw.

REPLACE DOOR TRIM PANEL.

Examine and grease all spring clips, replace if broken or very rusted, see similar operations for front door.

First locate centre bottom clips in appropriate holes of door panel, and then press home clips from centre outwards.

REPLACE DOOR FINISHER.

Reverse the previous dismantling instructions.

REPLACE DOOR AND REGULATOR HANDLES.

Refit handle to splined boss and tighten escutcheon clockwise with special "C" spanner.

THE WINDSCREEN.

TO REMOVE WINDSCREEN ASSEMBLY.

(i) Place windscreen wipers in parked position.

Unscrew grub screws and remove parking knobs and switch handle. (C, Fig.13).

(ii) Remove trimming from underneath windscreen finisher; on the early models this was of felt which could be pulled free; on later models a narrow panel is fitted, retained by five screws.

(iii) Next remove the two nuts with plain and spring washers, retaining the grab handle (B, Fig.13), then remove the latter, taking care not to lose the distance pieces.

Under the scuttle, on the driver's side, will be found a similar nut and washers, retaining this end of the finisher to a small bracket (D, Fig.13), these must also be removed.

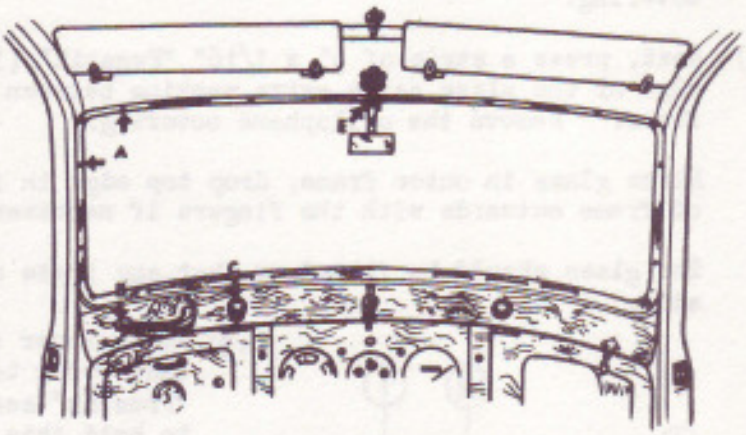


FIG.13. TO REMOVE WINDSCREEN FINISHER.

Unscrew the two fixing screws for the internal driving mirror (E, Fig.13) and remove the mirror.

(iv) Remove the eight screws (A, Fig.13) retaining the finisher. Carefully prize out the finisher top rail, lift out bodily and remove. Careful not o damage veneer on wiper handle stems.

(v) Remove the twenty screws and washers retaining the windscreen assembly. (A, Fig.14.)

Remove windscreen assembly outwards from front of car.

Discard old seal.

TO REMOVE & REFIT GLASS.

(i) Place the windscreen assembly on a suitable bench or table, outer face downwards.

Unscrew the twenty screws retaining the inner frame and remove the latter.

Lift out old glass and discard rubber seal.

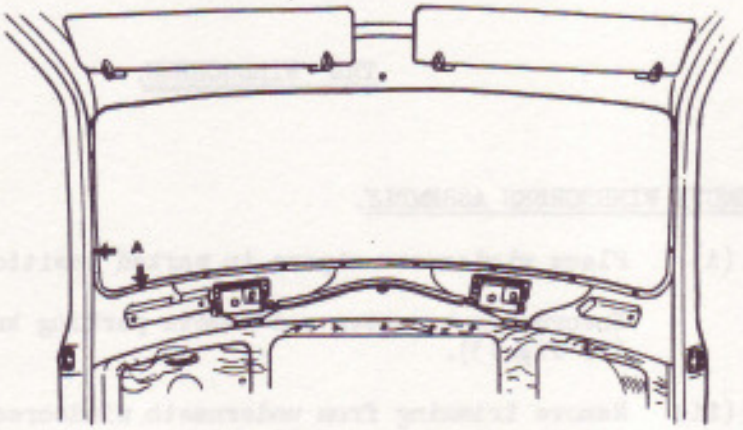


FIG. 14. TO REMOVE WINDSCREEN ASSEMBLY.

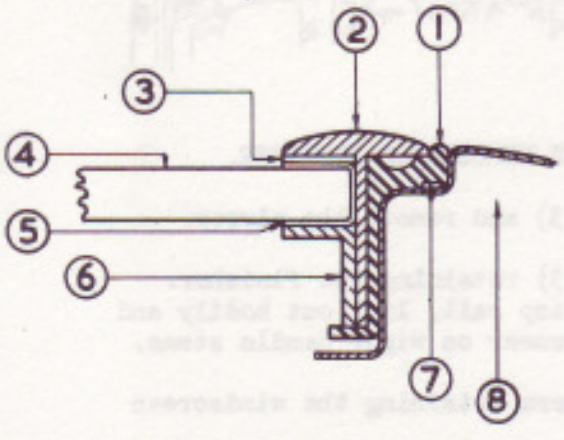
(ii) Prepare the new glass by carefully lapping a trip of 1" x 1/16" "Prestik" (5, Fig.15), around the edge, the cellophane covered side outwards, with the fold equal on both sides of the glass. Approximately 9'7" will be required. Afterwards remove cellophane covering.

(iii) Next, press a strip of ½" x 1/16" "Prestik" (3, Fig.15) all round the edge of the glass as an extra packing between the glass and the outer frame. Remove the cellophane covering.

(iv) Place glass in outer frame, drop top edge in first and spring lower edge of frame outwards with the fingers if necessary.

The glass should be fitted so that any trade name is on the passenger's side.

(v) Refit inner frame; it will be found that owing to the thickness of the "Prestik" seal, clamps will be necessary to hold this in position while inserting the retaining screws. Replace the twenty retaining screws and washers, starting with the bottom centre one and working progressively outwards alternatively on both sides.



1. Rubber Seal - Windscreen to Body.
2. Windscreen - outer Frame.
3. ½" "Prestik" Strip.
4. Glass.
5. 1" "Prestik" Strip.
6. Windscreen - Inner Frame.
7. ⅛" "Prestik" Strip.
8. Body Front.

FIG. 15. DETAILS - WINDSCREEN ASSEMBLY.

NOTE:- Special clamps as illustrated, are available from Messrs. Bentley Motors (1931) Ltd., but as an alternative, small toolmakers' clamps may be used.

(vi) Cut away any excess of "Prestik" above the edge of the inner and outer frame, and if necessary, clean round edge of glass with a rag moistened with a little petrol.

TO REPLACE WINDSCREEN ASSEMBLY.

(i) Carefully clean seal channel in body front.

(ii) Press a strip of the narrow $\frac{1}{8}$" Red "Prestik", (7, Fig.15), around the outer recess of the seal channel, and smear the remainder of the recess with palm oil or similar grease to aid replacement of windscreen.

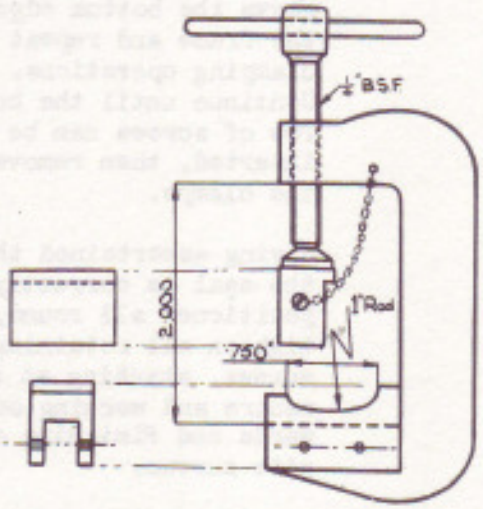


FIG.16. WINDSCREEN CLAMP.

(iii) Apply "Bostik C" No.252 adhesive around the broad edge of the outer windscreen frame (2, Fig.15), taking care not to get it into the screw holes. It is advisable to leave a small margin around the screw holes to allow for possible movement of the sealing rubber. Allow the "Bostik" to get tacky and then fit the new sealing rubber (1, Fig.15), starting at the centre of the top edge and working along gently and evenly. It should be noted that the seal is a moulded rubber, approximately rectangular, and unless care is taken in starting it correctly, it will be found that the corners will be misplaced and so make it impossible to enter windscreen in body recess.

As soon as the seal is in position, with the point of a sharp knife cut rectangular holes of about $\frac{1}{2}$" wide, to correspond with the screw holes to take the windscreen to body fixing screws. Care must be taken not to let the knife slip and cut the rubber at its beaded edge.

(iv) Before the "Bostik" is dry and before the rubber has had time to creep, insert the screen assembly into the body recess, placing the top edge in first. Care must be taken during this operation to prevent seal slipping away from frame.

When the windscreen assembly has been lightly pushed in by hand, examine the rubber seal and where more than the .100" beading is showing, tuck it in with a screwdriver.

Next place a piece of timber across the windscreen and with suitably shaped wood blocks on the door posts, fix the clamps as illustrated in Fig.17.

Gently clamp up to press the windscreen into position, note that the rubber does not squeeze out, if this happens, slightly ease off clamp and push rubber back into position. Continue to clamp up until the top row of windscreen to body fixing screws can be inserted. Replace screws, but do not fully tighten.

Move the clamps and timber to a point just above the bottom edge of the frame and repeat the clamping operations. Continue until the bottom row of screws can be inserted, then remove the clamps.

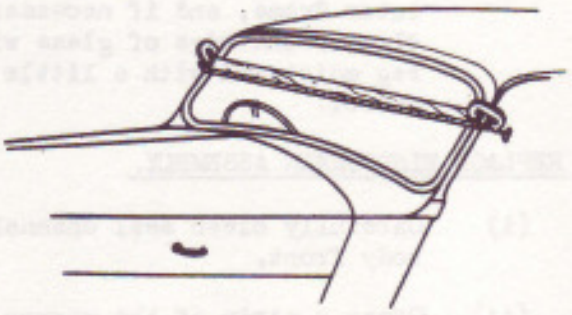


FIG.17. CLAMPING WINDSCREEN IN POSITION.

Having ascertained that the seal is correctly positioned all round, tighten all retaining screws, starting at the centre and working outwards and finishing on the side screws.

With the petrol damped cloth, wipe away any "Bostik" adhesive that may have been squeezed out during the clamping operations, clean the crevices around the seal and fill them with soft glazing compound (Dum - Dum), taking particular care at the two bottom corners. Wipe off carefully to give a smooth clean finish.

(v) Replace finisher, insert lower rail first, careful not to damage veneer, afterwards push home top rail and refix with the eight retaining screws.

(vi) Replace the grab handle and also the nut retaining the finisher to the bracket under the scuttle on the driver's side. Also replace internal driving mirror.

(vii) Next replace the trimming under the windscreen finisher, see "dismantling instructions". The felt should be retained in position with "Bostik"No.321.

Finally replace wiper parking knobs and switch handle.

THE ROOF.

TO REMOVE SLIDING PANEL.

(i) Unlock and slide the roof panel to the rearmost position.

(ii) Remove the screws from the three brackets retaining the finisher to the front drain channel (A, Fig.18.). These are accessible from the top only.

(iii) Lift front edge of finisher upwards, as illustrated in Fig.18, sufficiently to expose the screws retaining the brackets to the finisher, then remove the screws and brackets.

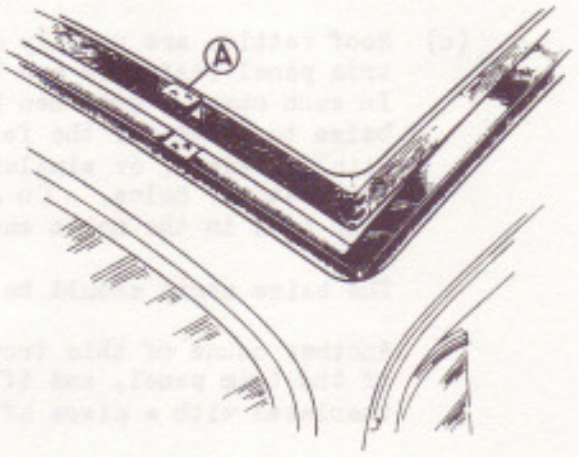


FIG.18. THE FINISHER RETAINING BRACKETS.

(iv) Lower front edge of finisher into body, about 2 inches below roof. Slide forward, pivoting the finisher sideways until one of the rear slide brackets is clear of the side channel, ease to the opposite side and remove.

(v) Slide the roof panel forward to the closed position, and remove the two special headed screws, one at each front corner as illustrated in 1, Fig.19. Afterwards, ease front slide brackets outwards to clear slide, by inserting screwdriver through the holes in the trim pad.

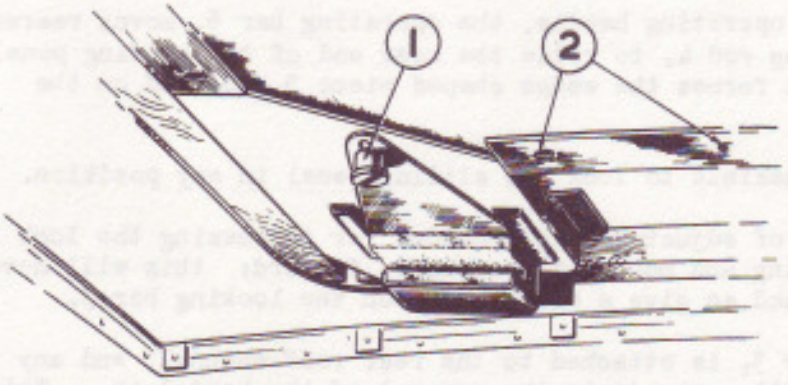


FIG.19. THE FRONT SLIDES.

1. Special Headed Screw.
2. Holes - Trim Panel Fasteners.

NOTE:- Fig.19 illustrates one of the front slide brackets with the trim pad removed for clarity.

(vi) Lift front of roof panel upwards and slide forward until the rear slides are opposite the notches in the side channels at the rear of the aperture.

Lift panel clear, taking care not to foul the locking rod.

SERVICE OPERATIONS.

Examine drain holes in side channels and make sure these are free from any obstructions. Roof leaks are usually due to water building up in the channels and not being cleared, due to choked drain tubes.

SLIDING ROOF RATTLES AND CREAKS.

(a) Remove sliding roof panel.

(b) Remove the trim panel from sliding panel. This can be easily removed by the insertion of a screwdriver at the sides and unsnapping the concealed spring fasteners.

(c) Roof rattles are usually due to metal to metal contact between the trim panel fasteners and the holes in the support panel (2, Fig.19). In such case, a cure can be effected by cementing a 1½" strip of baize to cover all the fastener holes, a small hole being punched with a bradawl, or similar tool, through the baize in the centre of the fastener holes. On refitting the trim panel, the baize will fold back in the holes and prevent the metal to metal contact.

The baize strip should be cemented in position with Bostik No.321.

Another cause of this trouble may be due to "drumming" of the centre of the trim panel, and if necessary the support panel should be insulated with a piece of felt at this place.

(d) Creaks are usually due to dryness of the slides, and these should receive a thin smear of grease, applied with a cloth, if necessary. Care must be taken not to use too much grease as it may soil the headcloth.

THE SLIDING ROOF LOCK.

Exterior and interior views of the locking mechanism are shown in Fig.20.

On turning the operating handle, the operating bar 6, moves rearwards and turns the lifting rod 4, to raise the rear end of the sliding panel. At the same time, it forces the wedge shaped piece 5, to bind on the locking bar 3.

It should be possible to lock the sliding panel in any position.

A small amount of adjustment is provided for increasing the lock pressure by slackening and moving the screw 1, forward; this will move the wedge piece 5, and so give a closer bind on the locking bar 3.

The locking bar 3, is attached to the rear roof channel, and any attention to this will necessitate the removal of the headcloth. This should only be undertaken if the services of a skilled coachbuilder are available.

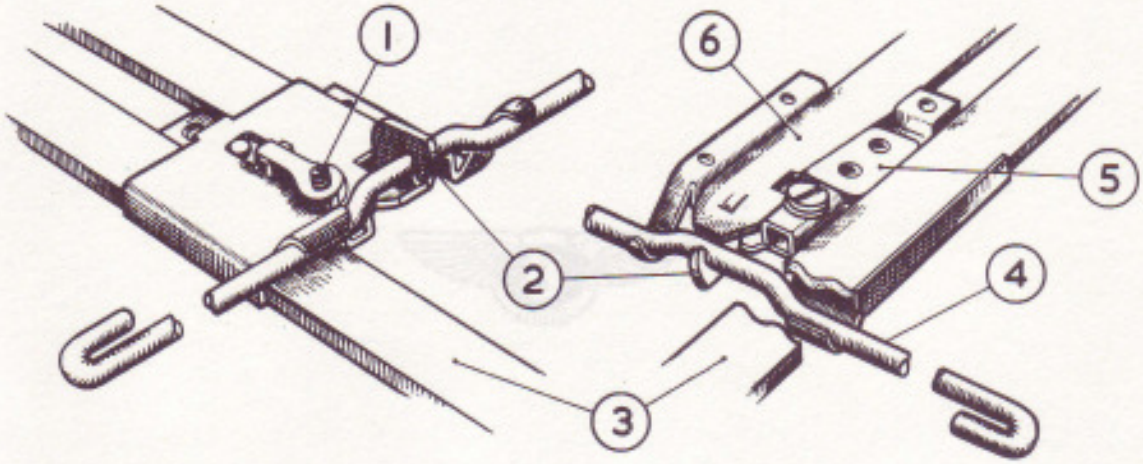


FIG. 20. THE SLIDING PANEL LOCK.

1. Adjusting Screw.
2. Operating Hook.
3. Locking Bar.
4. Lifting Rod
5. Lock-piece.
6. Operating Bar.

TO REPLACE SLIDING PANEL.

Reverse the previous dismantling procedure, due care being taken not to damage the locking bar when lowering the roof panel into position.

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