

SECTION B.

BODY.

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B.1. - SEATS.

There is no difference in seat removal on Europa Twin Cam cars to the seats fitted in previous Europa cars, except that on cars destined for use in North America, seat 'sensors' are fitted. The sensor, which is beneath the passenger seat, works in conjunction with an audible warning for non-fastening of seat belts.

The seat belt warning system must provide an audible signal (buzzer) and a 'fasten belts' warning lamp (situated on centre console below ashtray), which activate when all the following conditions exist:

- a. Ignition switch is 'on' (position 2 & 3).
- b. Driver's seat belt NOT fastened.
- c. Passenger seat occupied by at least an average 6 year old child and seat belt NOT fastened.

NOTE: The warning signals must not activate when the handbrake is 'on'.

B.2. - SEAT REMOVAL.

1. With the seat in its rearmost position, remove the front runner retaining bolts.
2. Move the seat fully forward and remove the bolts securing the rear ends of the runners.
3. On North American cars, disconnect the seat sensor (two snap connectors) from beneath the passenger seat. Lift out seat and runners as an assembly.

B.3. - SEAT REPLACEMENT.

1. Replacement of the seats is a direct reversal of the removal procedure. On North American cars, do NOT forget to re-connect the seat sensor. On all cars, reseal the runner securing bolts beneath the floor of the car to avoid possible water entry.

B.4. - SEAT BELTS.

Static type seat belts are fitted as original equipment on all cars for all Territories, except in North America, where reel type belts are fitted.

To Remove.

Static type seat belt removal is similar to that given in the Europa Workshop Manual, so will not be detailed here. Reel type belts are removed as follows: -

1. Move the seat forwards as far as possible. Remove the seat belt mounting bolts on either side of the seat.
2. Disconnect the seat belt warning cables from the seat belt receiver (two snap) connectors running from the back of the receiver.
3. Pull off the reel cover and remove the two securing bolts with their nuts now exposed.

To Replace.

1. Reverse the removal procedure, NOT forgetting to re-connect the cables at the seat belt receiver.

B.5. - FACIA PANEL (NORTH AMERICA)

Commencing at Chassis No. 72082684R, all cars destined for use in North America are fitted with a new facia panel (see Fig. 1). This new facia comprises a re-grouping of the supplementary instruments and different switches (see Section 'M' for their removal).

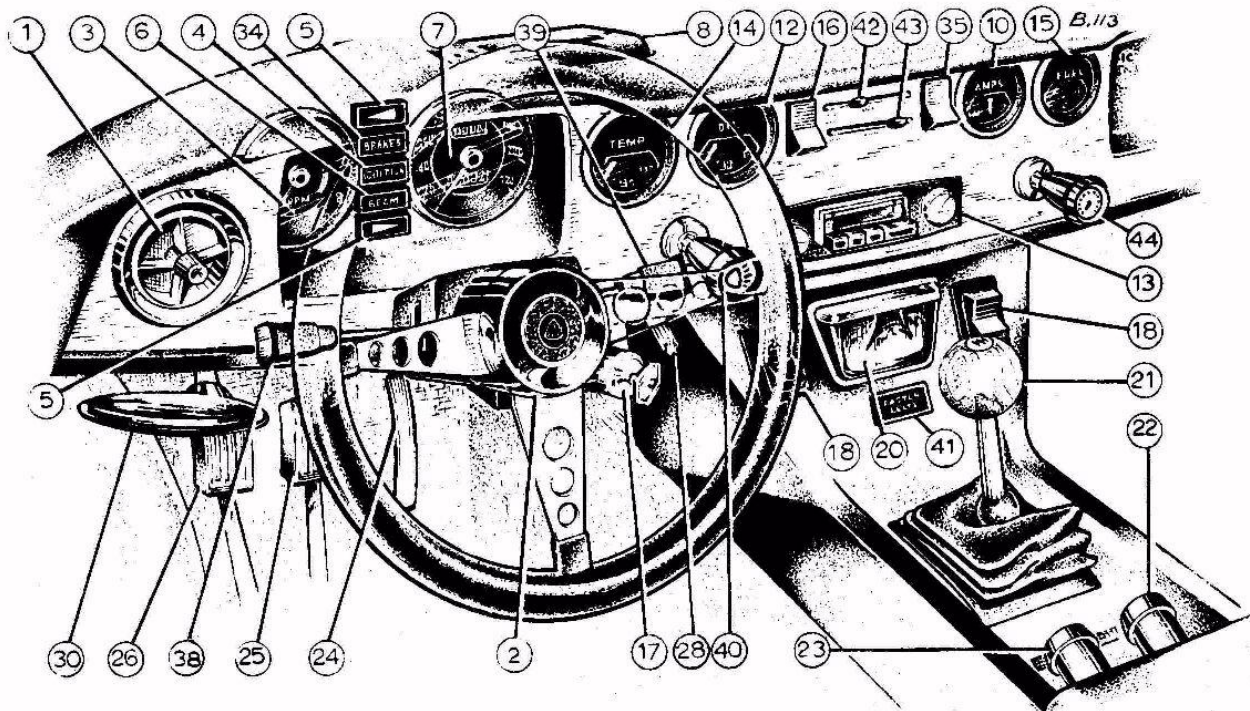


Fig. 1 - Facia Panel and Controls (North America Only)

Key to Fig.1.

- | | |
|--------------------------------------|---|
| 1. Face level ventilator | 21 . Gearshift lever |
| 2. Steering wheel | 22. Choke control |
| 3. Tachometer | 23. Heater temperature control |
| 4. Ignition warning lamp | 24. Accelerator pedal |
| 5. Direction indicator warning lamps | 25. Brake pedal |
| 6. Headlamps main beam warning lamp | 26. Clutch pedal |
| 7. Speedometer | 28. Speedometer trip control |
| 8. Windscreen demister vent | 30. Handbrake |
| 10. Ammeter | 34. Brakes warning lamp |
| 12. Oil pressure gauge | 35. Hazard warning switch |
| 13. Radio (when fitted) | 38. Horn/indicators/headlamps switch |
| 14. Water temperature gauge | 39. Windscreen wiper/washer control |
| 15. Fuel gauge | 40. Lighting switch |
| 16. Heater fan switch | 41 . Seat belts 'fasten' warning lamp |
| 17. Ignition/starter switch and lock | 42. Heater air direction control, driver |
| 18. Window operating switches | 43. Heater air direction control, passenger |
| 20. Ashtray | 44. Panel lamps switch |

It is recommended that the Wiring Diagram (LSL.213) be studied in conjunction with Fig. 1.

B.6. - BODY SILLS (SPECIAL)

All Europa Special cars, from Chassis No.

72081783P - U .K.

72081101Q - Export

72082684R - N. America

are fitted with trim sills, attached to the body sills (below the doors). These are retained by trim clips (B of Fig. 2) at their lower edges and 'pop' rivets at front and rear top edges (into the wheelarch).

To remove the trim sills, drill out 'pop' rivet at bosh front and rear top edges, ease sills away from body at their upper edges, and remove by pushing down away from the clip (B). Replace by reversing these instructions.

To remove the trim strip (above the trim sill), ease up lower edge from its retaining clips (A of Fig. 2), and remove by lifting up, and out. Take care not to damage the paint during this operation.

Refitting is a reversal of these instructions.

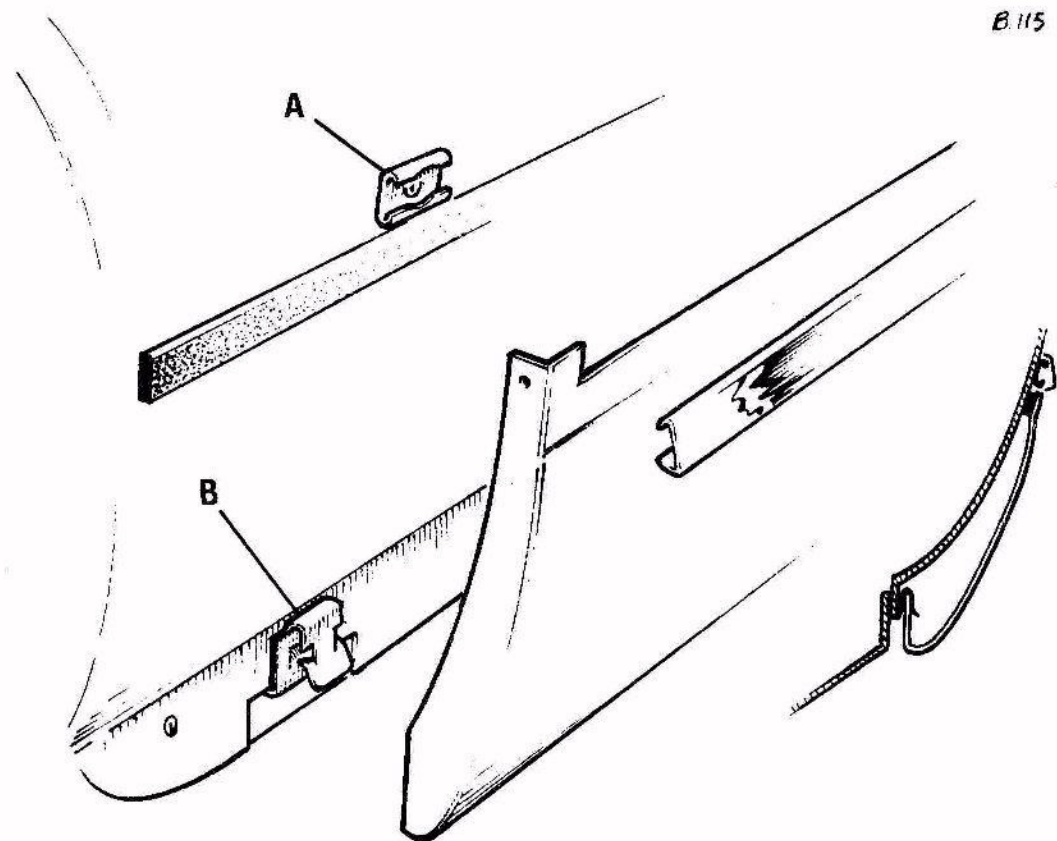


Fig. 2 - Body Trim Sill and Trim Strip.