Chapter 11 Body

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1 General information

These models feature a "unibody" layout, using a floor pan with integral side frame rails which support the body components, front and rear suspension systems and other mechanical components.

Certain components are particularly vulnerable to accident damage and can be unbolted and repaired or replaced. Among these parts are the body moldings, bumpers, front fenders, the hood and trunk lid, doors and all glass.

Only general body maintenance practices and body panel repair procedures within the scope of the do-it-yourselfer are included in this Chapter.

2 Body - maintenance

1 The condition of your vehicle's body is very important, because the resale value depends a great deal on it. It's much more difficult to repair a neglected or damaged body than it is to repair mechanical components. The hidden areas of the body, such as the wheel wells, the frame and the engine compartment, are equally important, although they don't require as frequent attention as the rest of the body.

2 Once a year, or every 12,000 miles, it's a good idea to have the underside of the body steam-cleaned. All traces of dirt and oil will be removed and the area can then be inspected carefully for rust, damaged brake lines, frayed electrical wires, damaged cables and other problems.

3 At the same time, clean the engine and the engine compartment with a steam cleaner or water-soluble degreaser.

4 The wheel wells should be given close attention, since undercoating can peel away and stones and dirt thrown up by the tires can cause the paint to chip and flake, allowing rust to set in. If rust is found, clean down to the bare metal and apply an anti-rust paint.

5 The body should be washed about once a week. Wet the vehicle thoroughly to soften the dirt, then wash it down with a soft sponge and plenty of clean soapy water. If the surplus dirt is not washed off very carefully, it can wear down the paint.

6 Spots of tar or asphalt thrown up from the road should be removed with a cloth soaked in kerosene. Scented lamp oil is available in most hardware stores and the smell is easier to work with than straight kerosene.

7 Once every six months, wax the body and chrome trim. If a chrome cleaner is used to remove rust from any of the vehicle's plated parts, remember that the cleaner also removes part of the chrome, so use it sparingly. On any plated parts where chrome cleaner is used, use a good paste wax over the plating for extra protection.

3 Vinyl trim - maintenance

Don't clean vinyl trim with detergents, caustic soap or petroleum-based cleaners. Plain soap and water works just fine, with a soft brush to clean dirt that may be ingrained. Wash the vinyl as frequently as the rest of the vehicle.

After cleaning, application of a high quality rubber and vinyl protectant will help prevent oxidation and cracks. The protectant can also be applied to weatherstripping, vacuum

lines and rubber hoses, which often fail as a result of chemical degradation, and to the tires.

4 Upholstery and carpets - maintenance

1 Every three months remove the floormats and clean the interior of the vehicle (more frequently if necessary). Use a stiff whisk broom to brush the carpeting and loosen dirt and dust, then vacuum the upholstery and carpets thoroughly, especially along seams and crevices.

2 Dirt and stains can be removed from carpeting with basic household or automotive carpet shampoos available in spray cans. Follow the directions and vacuum again, then use a stiff brush to bring back the "nap" of the carpet.

3 Most interiors have cloth or vinyl upholstery, either of which can be cleaned and maintained with a number of material-specific cleaners or shampoos available in auto supply stores. Follow the directions on the product for usage, and always spot-test any upholstery cleaner on an inconspicuous area (bottom edge of a backseat cushion) to ensure that it doesn't cause a color shift in the material.

4 After cleaning, vinyl upholstery should be treated with a protectant. **Note:** *Make sure the protectant container indicates the product can be used on seats - some products may make a seat too slippery.* **Caution:** *Do not use protectant on steering wheels.*

5 Leather upholstery requires special care. It should be cleaned regularly with saddlesoap or leather cleaner. Never use alcohol, gasoline, nail polish remover or thinner to clean leather upholstery.

6 After cleaning, regularly treat leather upholstery with a leather conditioner, rubbed in with a soft cotton cloth. Never use car wax on leather upholstery.

7 In areas where the interior of the vehicle is subject to bright sunlight, cover leather seating areas of the seats with a sheet if the vehicle is to be left out for any length of time.

5 Body repair - minor damage

Flexible plastic body panels (front and rear bumper fascia)

The following repair procedures are for minor scratches and gouges. Repair of more serious damage should be left to a dealer service department or qualified auto body shop. Below is a list of the equipment and materials necessary to perform the following repair procedures on plastic body panels. Although a specific brand of material may be mentioned, it should be noted that equivalent products from other manufacturers may be used instead.

Wax, grease and silicone removing solvent
Cloth-backed body tape
Sanding discs
Drill motor with three-inch disc holder
Hand sanding block
Rubber squeegees
Sandpaper
Non-porous mixing palette
Wood paddle or putty knife
Curved-tooth body file
Flexible parts repair material

1 Remove the damaged panel, if necessary or desirable. In most cases, repairs can be carried out with the panel installed.

2 Clean the area(s) to be repaired with a wax, grease and silicone removing solvent applied with a water-dampened cloth.

3 If the damage is structural, that is, if it extends through the panel, clean the backside of the panel area to be repaired as well. Wipe dry.

4 Sand the rear surface about 1-1/2 inches beyond the break.

5 Cut two pieces of fiberglass cloth large enough to overlap the break by about 1-1/2 inches. Cut only to the required length.

6 Mix the adhesive from the repair kit according to the instructions included with the kit, and apply a layer of the mixture approximately 1/8-inch thick on the backside of the panel. Overlap the break by at least 1-1/2 inches.

7 Apply one piece of fiberglass cloth to the adhesive and cover the cloth with additional adhesive. Apply a second piece of fiberglass cloth to the adhesive and immediately cover the cloth with additional adhesive in sufficient quantity to fill the weave.

8 Allow the repair to cure for 20 to 30 minutes at 60-degrees to 80-degrees F.

9 If necessary, trim the excess repair material at the edge.

10 Remove all of the paint film over and around the area(s) to be repaired. The repair material should not overlap the painted surface.

11 With a drill motor and a sanding disc (or a rotary file), cut a "V" along the break line approximately 1/2-inch wide. Remove all dust and loose particles from the repair area.

12 Mix and apply the repair material. Apply a light coat first over the damaged area; then continue applying material until it reaches a level slightly higher than the surrounding finish.

13 Cure the mixture for 20 to 30 minutes at 60-degrees to 80-degrees F.

14 Roughly establish the contour of the area being repaired with a body file. If low areas or pits remain, mix and apply additional adhesive.

15 Block sand the damaged area with sandpaper to establish the actual contour of the surrounding surface.

16 If desired, the repaired area can be temporarily protected with several light coats of primer. Because of the special paints and techniques required for flexible body panels, it is recommended that the vehicle be taken to a paint shop for completion of the body repair.

Steel body panels

See photo sequence

Repair of minor scratches

17 If the scratch is superficial and does not penetrate to the metal of the body, repair is very simple. Lightly rub the scratched area with a fine rubbing compound to remove loose paint and built up wax. Rinse the area with clean water.

18 Apply touch-up paint to the scratch, using a small brush. Continue to apply thin layers of paint until the surface of the paint in the scratch is level with the surrounding paint. Allow the new paint at least two weeks to harden, then blend it into the surrounding paint by rubbing with a very fine rubbing compound. Finally, apply a coat of wax to the scratch area.

19 If the scratch has penetrated the paint and exposed the metal of the body, causing the metal to rust, a different repair technique is required. Remove all loose rust from the bottom of the scratch with a pocket knife, then apply rust inhibiting paint to prevent the formation of rust in the future. Using a rubber or nylon applicator, coat the scratched area with glaze-type filler. If required, the filler can be mixed with thinner to provide a very thin paste, which is ideal for filling narrow scratches. Before the glaze filler in the scratch hardens, wrap a piece of smooth cotton cloth around the tip of a finger. Dip the cloth in thinner and then quickly wipe it along the surface of the scratch. This will ensure that the surface of the filler is slightly hollow. The scratch can now be painted over as described earlier in this Section.

Repair of dents

20 When repairing dents, the first job is to pull the dent out until the affected area is as close as possible to its original shape. There is no point in trying to restore the original shape completely as the metal in the damaged area will have stretched on impact and cannot be restored to its original contours. It is better to bring the level of the dent up to a point which is about 1/8-inch below the level of the surrounding metal. In cases where the dent is very shallow, it is not worth trying to pull it out at all.

21 If the back side of the dent is accessible, it can be hammered out gently from behind using a soft-face hammer. While doing this, hold a block of wood firmly against the opposite side of the metal to absorb the hammer blows and prevent the metal from being stretched.

22 If the dent is in a section of the body which has double layers, or some other factor makes it inaccessible from behind, a different technique is required. Drill several small holes through the metal inside the damaged area, particularly in the deeper sections. Screw long, self tapping screws into the holes just

enough for them to get a good grip in the metal. Now the dent can be pulled out by pulling on the protruding heads of the screws with locking pliers.

23 The next stage of repair is the removal of paint from the damaged area and from an inch or so of the surrounding metal. This is easily done with a wire brush or sanding disk in a drill motor, although it can be done just as effectively by hand with sandpaper. To complete the preparation for filling, score the surface of the bare metal with a screwdriver or the tang of a file or drill small holes in the affected area. This will provide a good grip for the filler material. To complete the repair, see the Section on filling and painting.

Repair of rust holes or gashes

24 Remove all paint from the affected area and from an inch or so of the surrounding metal using a sanding disk or wire brush mounted in a drill motor. If these are not available, a few sheets of sandpaper will do the job just as effectively.

25 With the paint removed, you will be able to determine the severity of the corrosion and decide whether to replace the whole panel, if possible, or repair the affected area. New body panels are not as expensive as most people think and it is often quicker to install a new panel than to repair large areas of rust.

26 Remove all trim pieces from the affected area except those which will act as a guide to the original shape of the damaged body, such as headlight shells, etc. Using metal snips or a hacksaw blade, remove all loose metal and any other metal that is badly affected by rust. Hammer the edges of the hole in to create a slight depression for the filler material.

27 Wire brush the affected area to remove the powdery rust from the surface of the metal. If the back of the rusted area is accessible, treat it with rust inhibiting paint.

28 Before filling is done, block the hole in some way. This can be done with sheet metal riveted or screwed into place, or by stuffing the hole with wire mesh.

29 Once the hole is blocked off, the affected area can be filled and painted. See the following subsection on filling and painting.

Filling and painting

30 Many types of body fillers are available, but generally speaking, body repair kits which contain filler paste and a tube of resin hardener are best for this type of repair work. A wide, flexible plastic or nylon applicator will be necessary for imparting a smooth and contoured finish to the surface of the filler material. Mix up a small amount of filler on a clean piece of wood or cardboard (use the hardener sparingly). Follow the manufacturer's instructions on the package, otherwise the filler will set incorrectly.

31 Using the applicator, apply the filler paste to the prepared area. Draw the applicator across the surface of the filler to achieve the desired contour and to level the filler surface. As soon as a contour that approximates the original one is achieved, stop working the paste. If you continue, the paste will begin to stick to the applicator. Continue to add thin layers of paste at 20-minute intervals until the level of the filler is just above the surrounding metal.

32 Once the filler has hardened, the excess can be removed with a body file. From then on, progressively finer grades of sandpaper should be used, starting with a 180-grit paper and finishing with 600-grit wet-or-dry paper. Always wrap the sandpaper around a flat rubber or wooden block, otherwise the surface of the filler will not be completely flat. During the sanding of the filler surface, the wet-or-dry paper should be periodically rinsed in water. This will ensure that a very smooth finish is produced in the final stage.

33 At this point, the repair area should be surrounded by a ring of bare metal, which in turn should be encircled by the finely feathered edge of good paint. Rinse the repair area with clean water until all of the dust produced by the sanding operation is gone.

34 Spray the entire area with a light coat of primer. This will reveal any imperfections in the surface of the filler. Repair the imperfections with fresh filler paste or glaze filler and once more smooth the surface with sandpaper. Repeat this spray-and-repair procedure until you are satisfied that the surface of the filler and the feathered edge of the paint are perfect. Rinse the area with clean water and allow it to dry completely.

35 The repair area is now ready for painting. Spray painting must be carried out in a warm, dry, windless and dust free atmosphere. These conditions can be created if you have access to a large indoor work area, but if you are forced to work in the open, you will have to pick the day very carefully. If you are working indoors, dousing the floor in the work area with water will help settle the dust which would otherwise be in the air. If the repair area is confined to one body panel, mask off the surrounding panels. This will help minimize the effects of a slight mismatch in paint color. Trim pieces such as chrome strips, door handles, etc., will also need to be masked off or removed. Use masking tape and several thickness of newspaper for the masking operations.

36 Before spraying, shake the paint can thoroughly, then spray a test area until the spray painting technique is mastered. Cover the repair area with a thick coat of primer. The thickness should be built up using several thin layers of primer rather than one thick one. Using 600-grit wet-or-dry sandpaper, rub down the surface of the primer until it is very smooth. While doing this, the work area should be thoroughly rinsed with water and the wet-or-dry sandpaper periodically rinsed as well. Allow the primer to dry before spraying additional coats.

37 Spray on the top coat, again building up the thickness by using several thin layers of paint. Begin spraying in the center of the repair area and then, using a circular motion, work out until the whole repair area and about two inches of the surrounding original paint 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 use a very fine rubbing compound to blend the edges of the new paint into the existing paint. Finally, apply a coat of wax.

6 Body repair - major damage

1 Major damage must be repaired by an auto body shop specifically equipped to perform unibody repairs. These shops have the specialized equipment required to do the job properly.

2 If the damage is extensive, the body must be checked for proper alignment or the vehicle's handling characteristics may be adversely affected and other components may wear at an accelerated rate.

3 Due to the fact that some of the major body components (hood, fenders, doors, etc.) are separate and replaceable units, any seriously damaged components should be replaced rather than repaired. Sometimes the components can be found in a wrecking yard that specializes in used vehicle components, often at considerable savings over the cost of new parts.

7 Hinges and locks - maintenance

Once every 3,000 miles, or every three months, the hinges and latch assemblies on the doors, hood and trunk (or liftgate) should be given a few drops of light oil or lock lubricant. The door latch strikers should also be lubricated with a thin coat of grease to reduce wear and ensure free movement. Lubricate the door and trunk (or liftgate) locks with spray-on graphite lubricant.

8 Windshield and fixed glass - replacement

Replacement of the windshield and fixed glass requires the use of special fast-setting adhesive/caulk materials and some specialized tools and techniques. These operations should be left to a dealer service department or a shop specializing in glass work.

9 Hood - removal, installation and adjustment

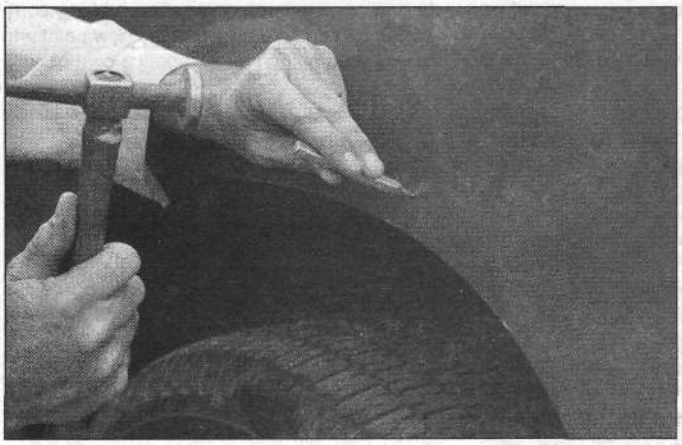
Note: *The hood is somewhat awkward to remove and install, at least two people should perform this procedure.*

Removal and installation

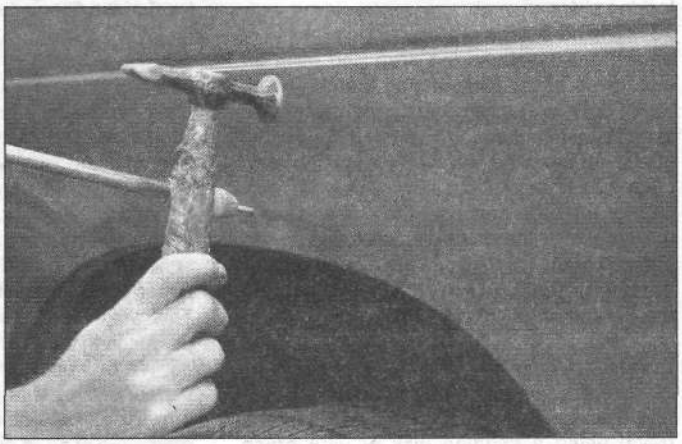
Refer to illustrations 9.2 and 9.3

1 Open the hood, then place blankets or pads over the fenders and cowl area of the body. This will protect the body and paint as the hood is lifted off.

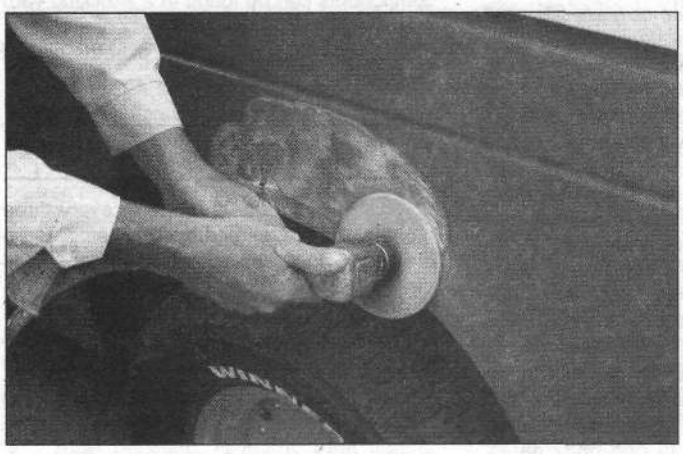
These photos illustrate a method of repairing simple dents. They are intended to supplement *Body repair - minor damage* in this Chapter and should not be used as the sole instructions for body repair on these vehicles.



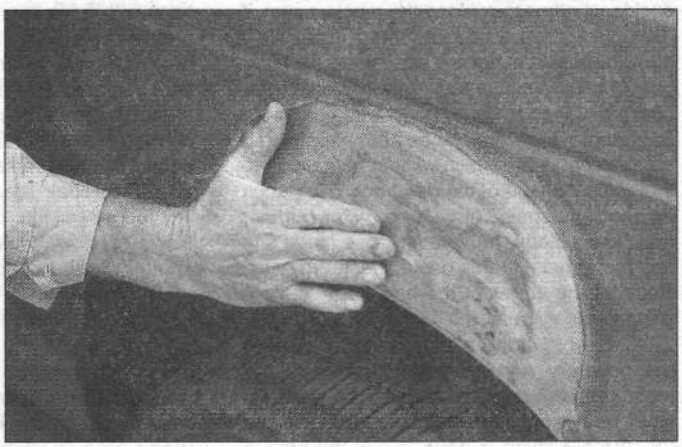
1 If you can't access the backside of the body panel to hammer out the dent, pull it out with a slide-hammer-type dent puller. In the deepest portion of the dent or along the crease line, drill or punch hole(s) at least one inch apart . . .



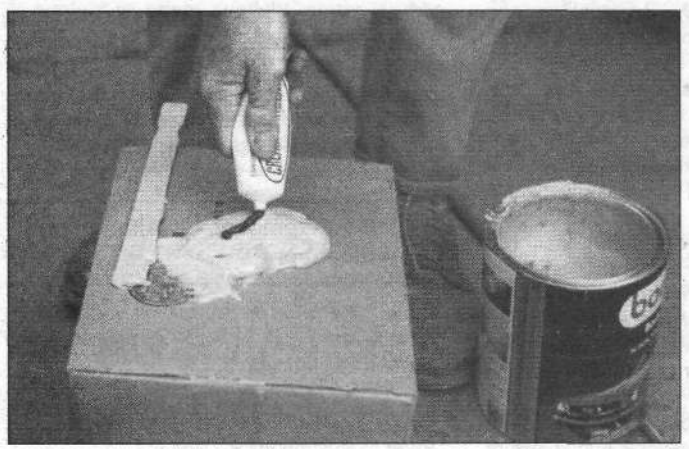
2 . . . then screw the slide-hammer into the hole and operate it. Tap with a hammer near the edge of the dent to help 'pop' the metal back to its original shape. When you're finished, the dent area should be close to its original contour and about 1/8-inch below the surface of the surrounding metal



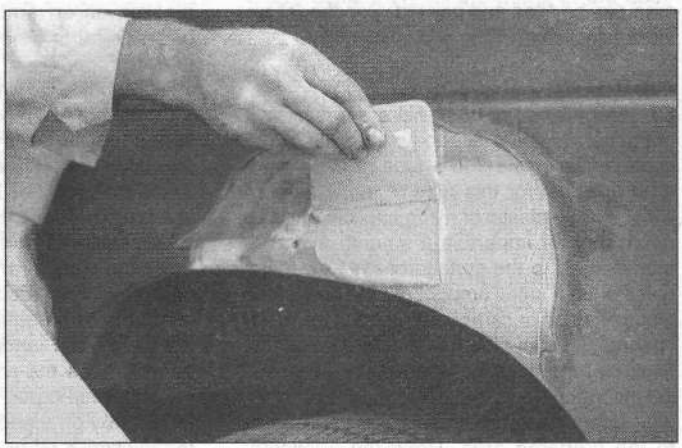
3 Using coarse-grit sandpaper, remove the paint down to the bare metal. Hand sanding works fine, but the disc sander shown here makes the job faster. Use finer (about 320-grit) sandpaper to feather-edge the paint at least one inch around the dent area



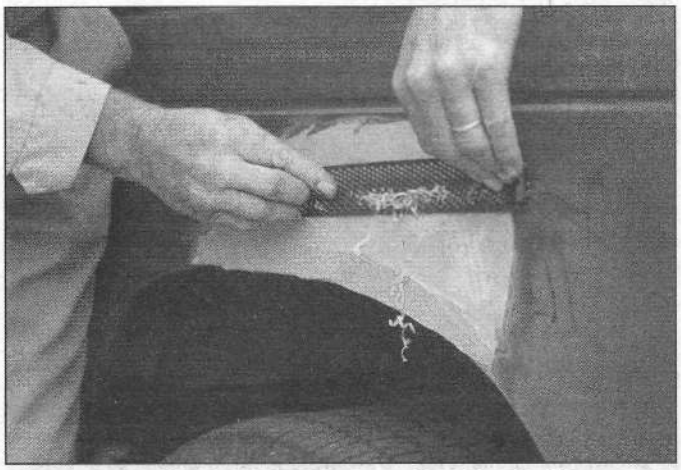
4 When the paint is removed, touch will probably be more helpful than sight for telling if the metal is straight. Hammer down the high spots or raise the low spots as necessary. Clean the repair area with wax/silicone remover



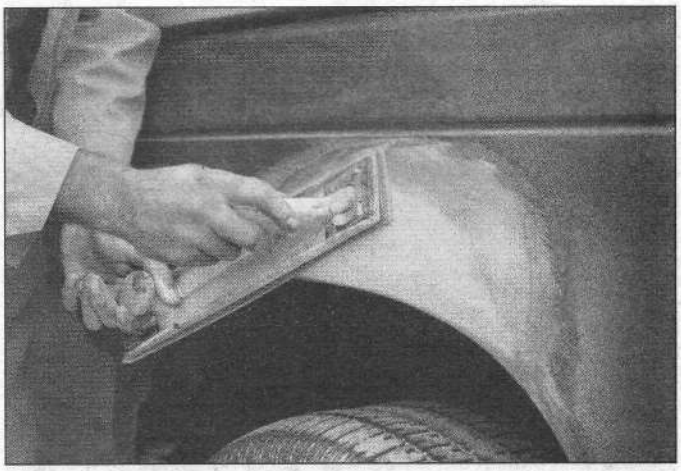
5 Following label instructions, mix up a batch of plastic filler and hardener. The ratio of filler to hardener is critical, and, if you mix it incorrectly, it will either not cure properly or cure too quickly (you won't have time to file and sand it into shape)



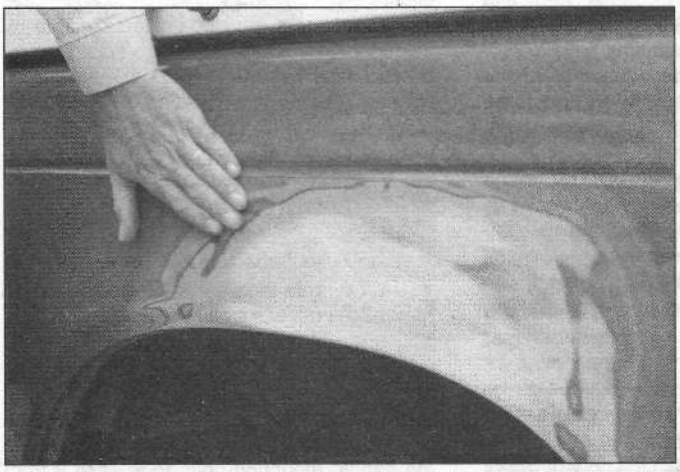
6 Working quickly so the filler doesn't harden, use a plastic applicator to press the body filler firmly into the metal, assuring it bonds completely. Work the filler until it matches the original contour and is slightly above the surrounding metal



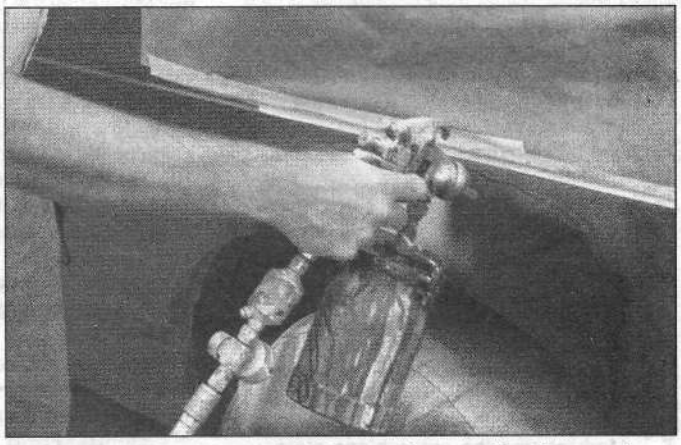
7 Let the filler harden until you can just dent it with your fingernail. Use a body file or Surform tool (shown here) to rough-shape the filler



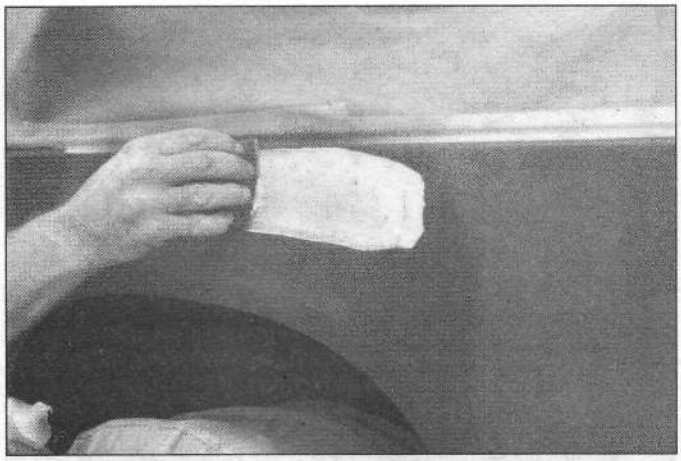
8 Use coarse-grit sandpaper and a sanding board or block to work the filler down until it's smooth and even. Work down to finer grits of sandpaper - always using a board or block - ending up with 360 or 400 grit



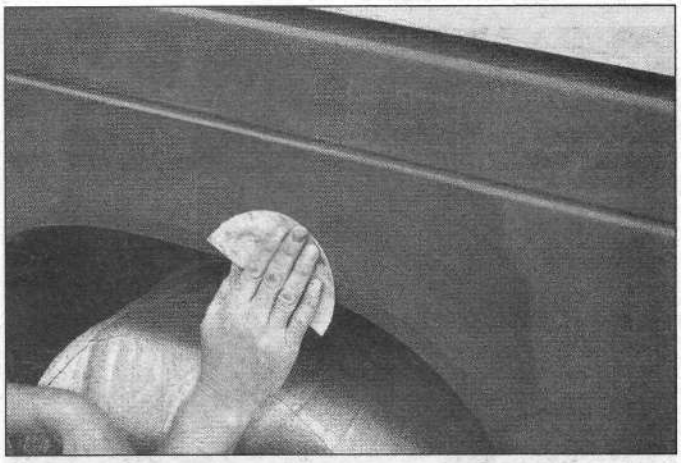
9 You shouldn't be able to feel any ridge at the transition from the filler to the bare metal or from the bare metal to the old paint. As soon as the repair is flat and uniform, remove the dust and mask off the adjacent panels or trim pieces



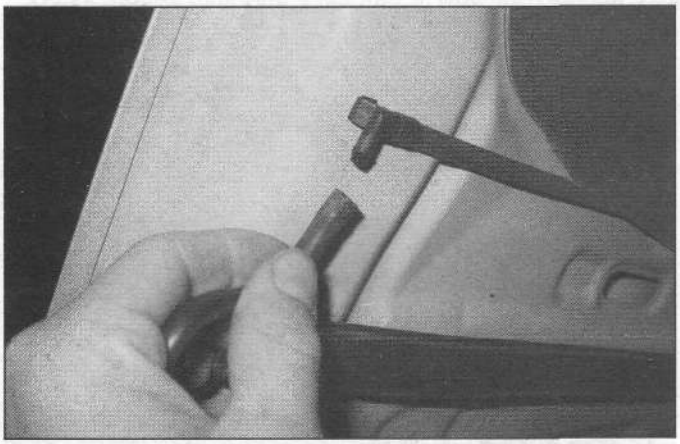
10 Apply several layers of primer to the area. Don't spray the primer on too heavy, so it sags or runs, and make sure each coat is dry before you spray on the next one. A professional-type spray gun is being used here, but aerosol spray primer is available inexpensively from auto parts stores



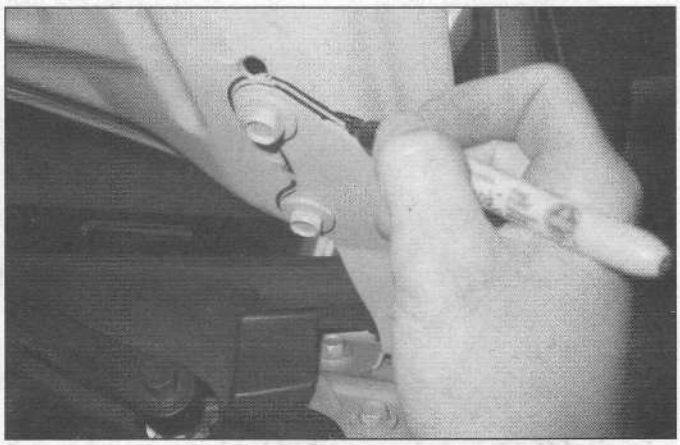
11 The primer will help reveal imperfections or scratches. Fill these with glazing compound. Follow the label instructions and sand it with 360 or 400-grit sandpaper until it's smooth. Repeat the glazing, sanding and respraying until the primer reveals a perfectly smooth surface



12 Finish sand the primer with very fine sandpaper (400 or 600-grit) to remove the primer overspray. Clean the area with water and allow it to dry. Use a tack rag to remove any dust, then apply the finish coat. Don't attempt to rub out or wax the repair area until the paint has dried completely (at least two weeks)



9.2 Disconnect the windshield washer fluid lines from the connectors at the hood



9.3 Draw alignment marks around the hood hinges to ensure proper alignment of the hood when it's reinstalled

2 Disconnect any cables or wires that will interfere with removal. Disconnect the windshield washer tubing from the nozzles on the hood **(see illustration)**.

3 Make marks around the hood hinge to ensure proper alignment during installation **(see illustration)**.

4 Have an assistant support the weight of the hood and remove the hinge-to-hood bolts and lift off the hood.

5 Installation is the reverse of removal. Align the hinge bolts with the marks made in Step 3.

Adjustment

Refer to illustrations 9.9 and 9.10

6 Fore-and-aft and side-to-side adjustment of the hood is done by moving the hinge plate slot after loosening the bolts or nuts.

7 Mark around the entire hinge plate so you can determine the amount of movement.

8 Loosen the bolts and move the hood into correct alignment. Move it only a little at a time. Tighten the hinge bolts and carefully lower the hood to check the position.

9 If necessary after installation, the entire hood latch assembly can be adjusted up-and-down as well as from side-to-side on the radiator support so the hood closes securely and flush with the fenders. Scribe a line or mark around the hood latch mounting bolts to provide a reference point, then loosen them and reposition the latch assembly, as necessary **(see illustration)**. Following adjustment, retighten the mounting bolts.

10 Finally, adjust the hood bumpers on the radiator support so the hood, when closed, is flush with the fenders **(see illustration)**.

11 The hood latch assembly, as well as the hinges, should be periodically lubricated with white, lithium-base grease to prevent binding and wear.

10 Hood latch and release cable - removal and installation

Latch

Refer to illustrations 10.2a and 10.2b

1 Mark the position of the latch to aid alignment when installing, then remove the retaining bolts securing the hood latch to the radiator support **(see illustration 9.9)**. Remove the latch.

2 Disconnect the hood release cable by disengaging the cable from the latch assembly **(see illustrations)**.

3 Installation is the reverse of removal. **Note:** *Adjust the latch so the hood engages securely when closed and the hood bumpers are slightly compressed.*

Cable

Refer to illustrations 10.5 and 10.10

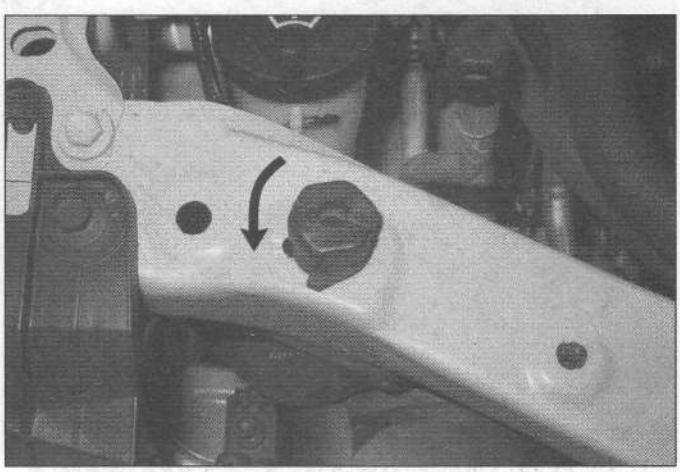
4 Working in the passenger compartment, remove the driver's side kick panel.

5 Lift the hood release handle lever upward, then rotate the cable housing end and disengage the cable from the hood release lever handle **(see illustration)**. If the handle lever needs to be replaced, remove the handle mounting bolts to release it from the instrument panel.

6 Attach a piece of thin wire or string to the end of the cable.

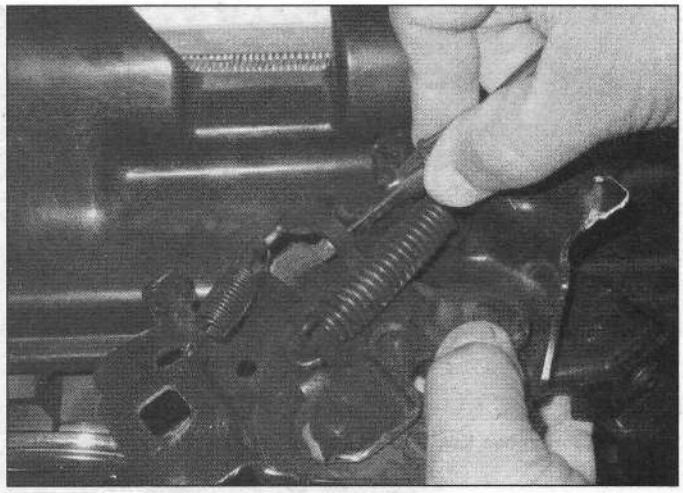
7 Working in the engine compartment, disconnect the hood release cable from the latch

9.9 To adjust the hood latch horizontally or vertically, draw a reference mark and loosen the latch bolts

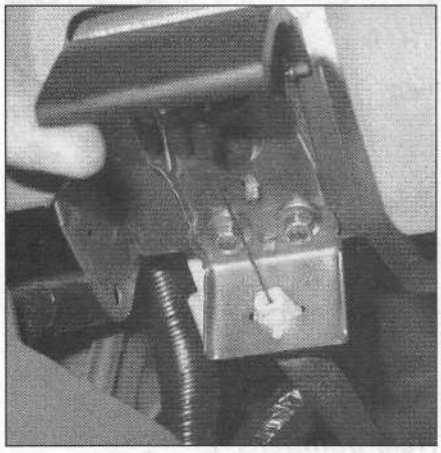


9.10 To adjust the vertical height of the leading edge of the hood so that it's flush with the fenders, turn each edge cushion clockwise (to lower the hood) or counterclockwise (to raise the hood)

10.2a Depress the locking tabs on the cable housing to release the cable from the hood latch



10.2b Remove the cable end from the slotted portion of the latch mechanism



10.5 Lift upward on the handle and depress the tabs on the backside of the cable housing using needle nose pliers to release it from the base of the handle, then detach the cable end from the lever

assembly as described in Steps 1 and 2. Unclip all the cable retaining clips on the radiator support and the inner fenderwell.

8 Pull the cable forward into the engine compartment until you can see the wire or string, then remove the wire or string from the old cable and fasten it to the new cable.

9 With the new cable attached to the wire or string, pull the wire or string back through the firewall until the new cable reaches the inside handle.

10 Check that the cable grommet is properly seated in the engine compartment firewall **(see illustration)**.

11 Working in the passenger compartment, reinstall the new cable into the hood release lever, making sure the cable housing fits snugly into the notch in the handle bracket. **Note:** *Pull on the cable with your fingers from the passenger compartment until the cable stop seats in the grommet on the firewall correctly.*

12 The remainder of the installation is the reverse of removal.

11 Bumpers - removal and installation

1 Apply the parking brake, raise the vehicle and support it securely on jackstands.

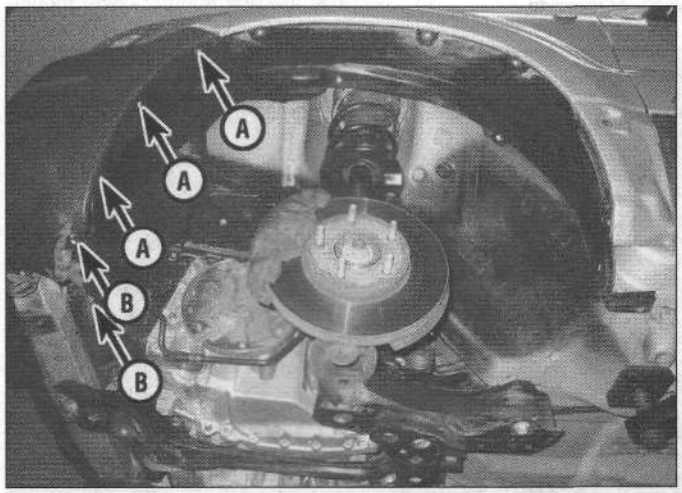
Front bumper

Refer to illustrations 11.2, 11.4, 11.6, 11.7, 11.8, 11.9a, 11.9b and 11.10

2 Remove the pin retainers from the inner fender splash shield **(see illustration)**.

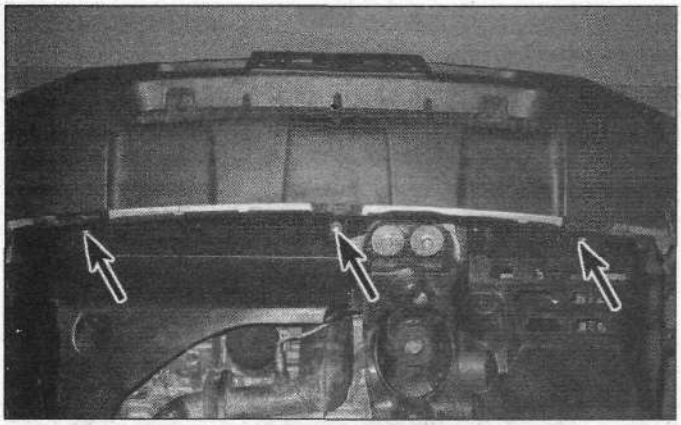
3 Remove the front bumper cover mounting bolts **(see illustration 11.2)**. Pull the splash shield away from the front of the bumper area.

4 Remove the front bumper cover push-pin type retainers that retain the cover to the fender **(see illustration)**.

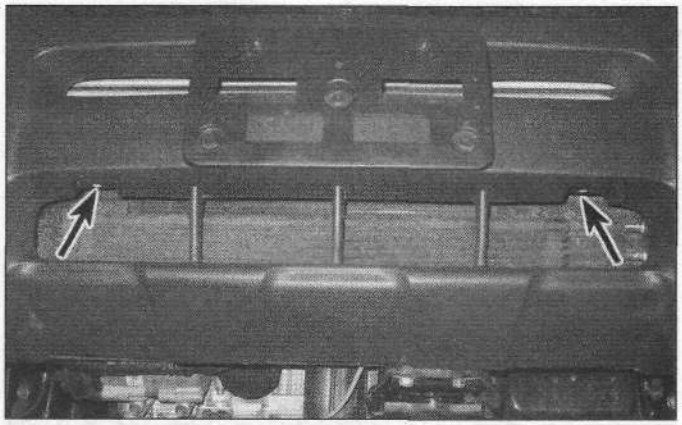


11.2 Remove the pin retainers (A) and the bolts (B) from the lower section of the inner fender splash shield from each side of the vehicle

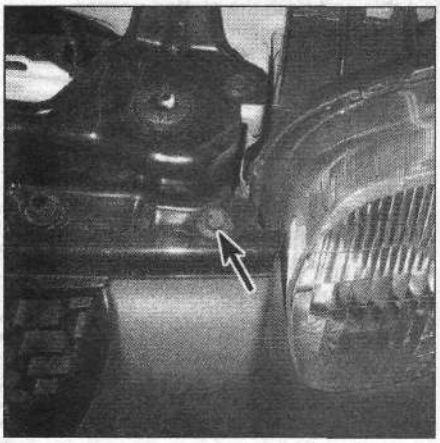
11.4 Remove the cover-to-fender retainers from each side of the vehicle



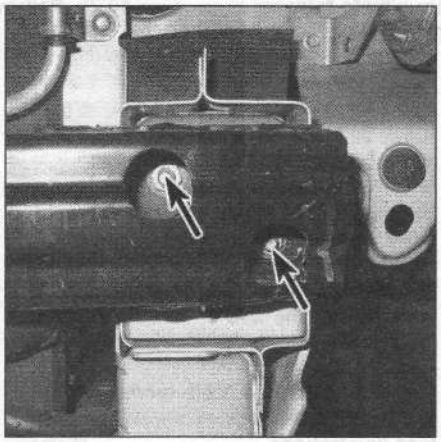
11.6 Remove the bumper cover lower mounting bolts



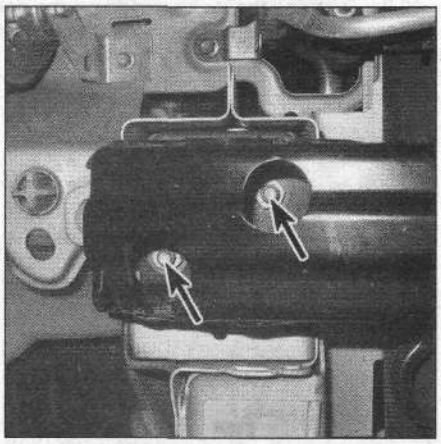
11.7 Remove the retainers from the front of the bumper cover



11.8 Remove the upper bumper cover mounting bolts - one on each side of the radiator support



11.9a Remove the front bumper mounting nuts from the left side . . .



11.9b . . . and the right side of the vehicle

5 Disconnect the fog lamp connectors, if equipped.

6 Remove the bumper cover lower bolts **(see illustration)**.

7 Remove the pin-type retainers from the front of the bumper cover **(see illustration)**.

8 Remove the two upper bumper cover mounting bolts **(see illustration)**, then remove the cover.

9 Remove the front bumper mounting nuts **(see illustrations)**.

10 Remove the front bumper **(see illustration)**.

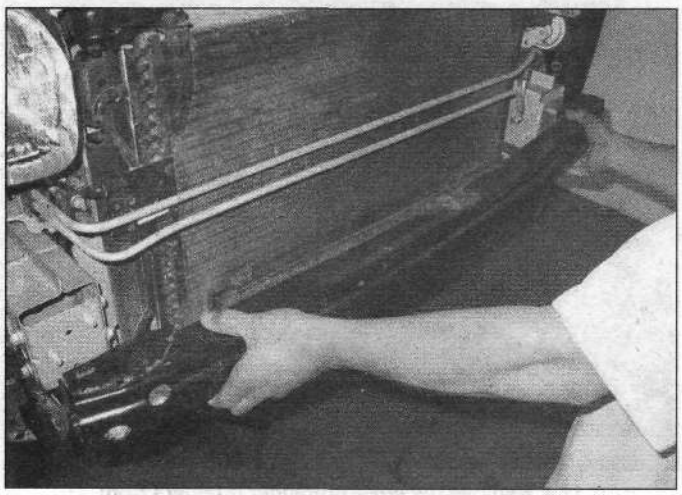
11 Installation is the reverse of removal.

Rear bumper

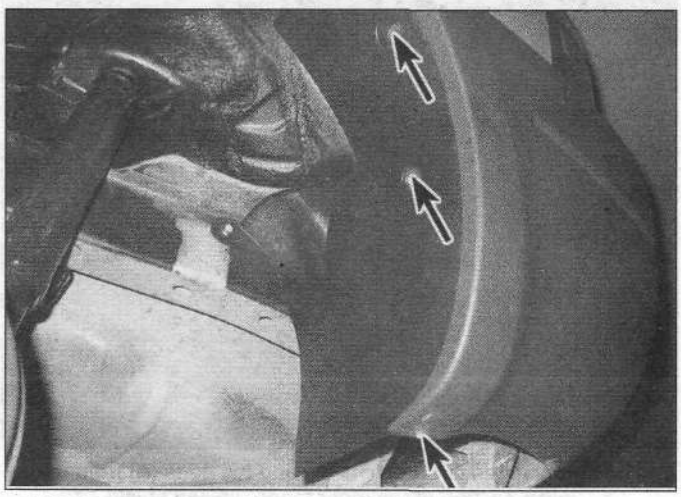
Refer to illustrations 11.12, 11.13, 11.14, 11.15, 11.16a, 11.16b and 11.17

12 Remove the pin retainers from the inner fender splash shield **(see illustration)**. Pull the splash shield away from the rear bumper cover.

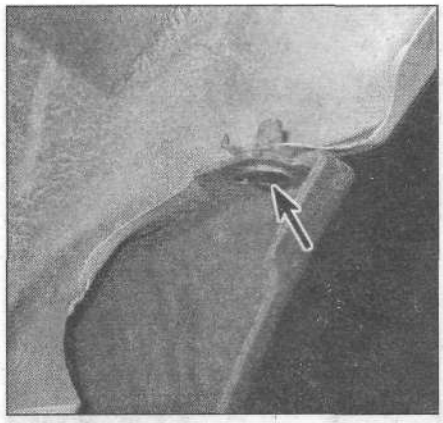
13 Remove the rear bumper cover mount-



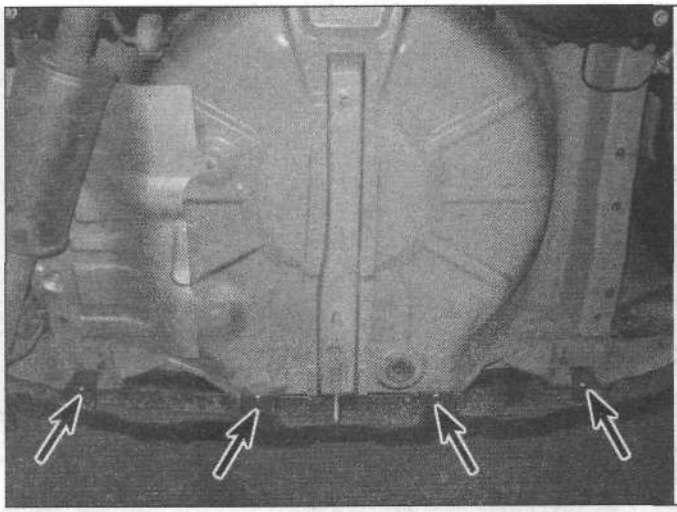
11.10 Lift the bumper from the front of the vehicle



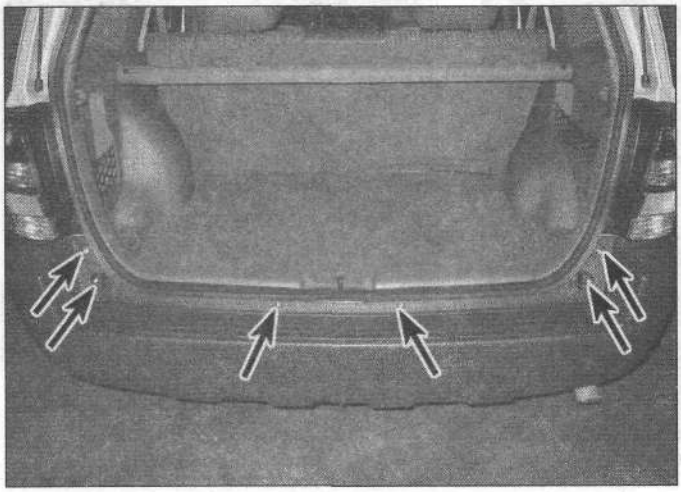
11.12 Remove the retainers from the inner fender splash shield



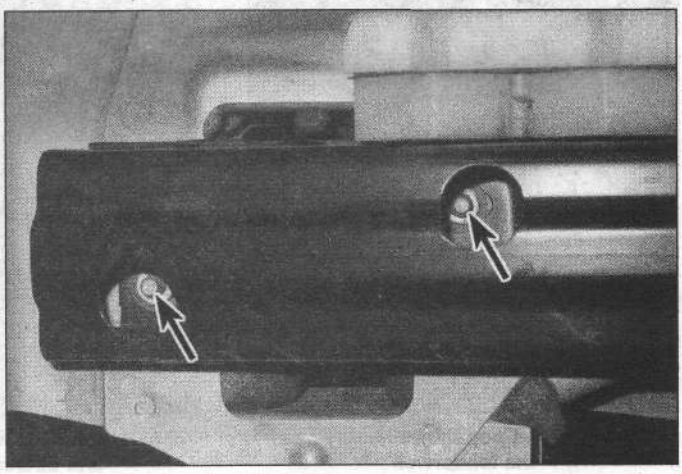
11.13 Remove the screws from the rear bumper cover and fender - one on each side of the vehicle



11.14 Remove the retainers from the underside of the rear bumper cover



11.15 Remove the rear bumper cover mounting bolts



11.16a Remove the rear bumper mounting nuts from the right side . . .

ing screws from the quarter panel **(see illustration)**.

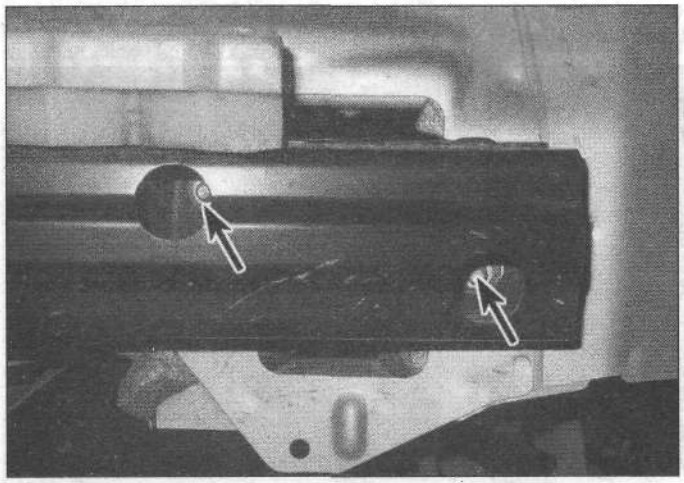
14 Remove the pin-type retainers from below **(see illustration)**.

15 Remove the rear bumper cover mounting bolts **(see illustration)**, then remove the cover.

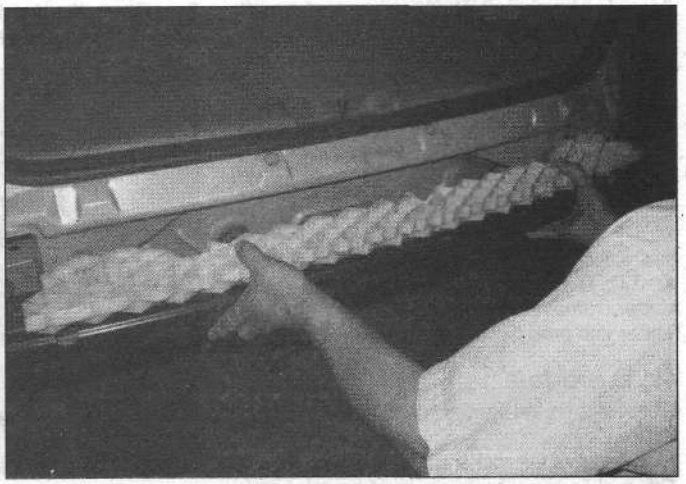
16 Remove the rear bumper mounting nuts **(see illustration)**.

17 Remove the rear bumper **(see illustration)**.

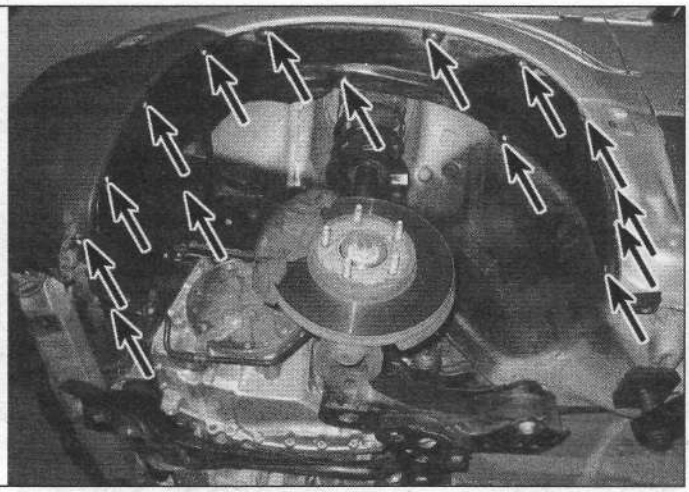
18 Installation is the reverse of removal.



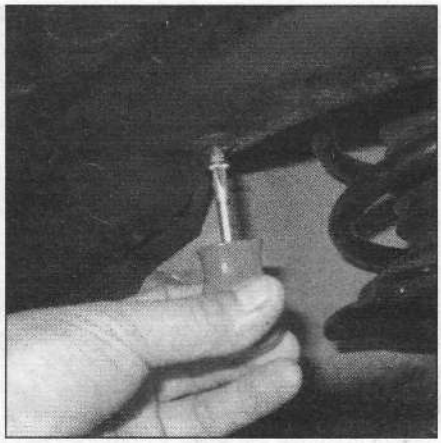
11.16b . . . and the left side of the vehicle



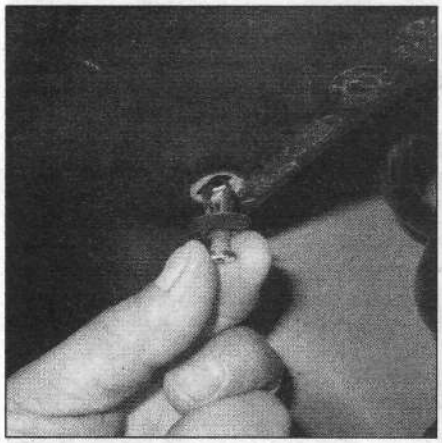
11.17 Remove the bumper from the vehicle



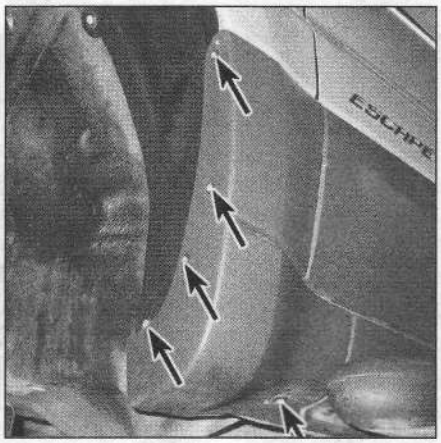
12.3a Remove the inner fender splash shield pin-type retainers and mounting screws



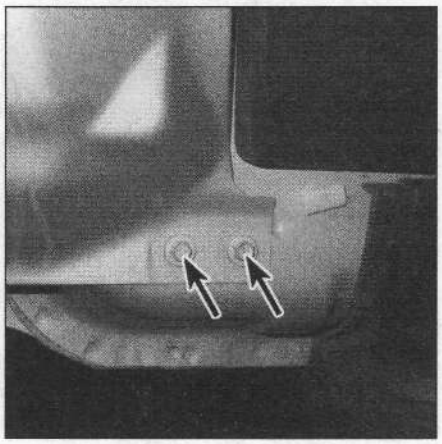
12.3b On pin-type retainers, loosen the center screw . . .



12.3c . . . then pop the assembly from the fenderwell



12.6 Remove the fender molding screws and detach the molding



12.8 Location of the lower fender-to-body bolts

12 Front fender - removal and installation

Refer to illustrations 12.3a, 12.3b, 12.3c, 12.6, 12.8, 12.9, 12.10a and 12.10b

1 Loosen the front wheel lug nuts. Raise the vehicle, support it securely on jackstands and remove the front wheel(s).

2 Remove the headlight housing (see Chapter 12).

3 Remove the inner fender splash shield **(see illustration)**. **Note:** *The fender is fastened using either mounting screws or pin-type fasteners* **(see illustration)**.

4 Remove the sidemarker lights, if equipped (see Chapter 12).

5 If you're removing the passenger side fender, remove the radio antenna (see Chapter 12). If you're removing the driver side fender, remove the hood prop rod from the fender and prop the hood open.

4WD models

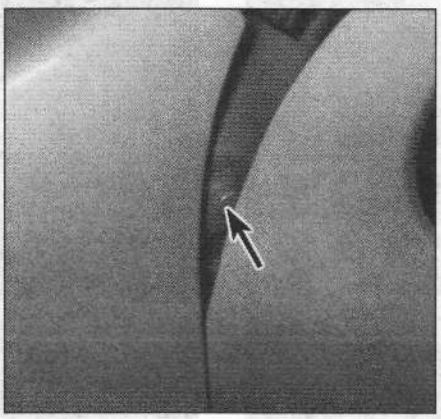
6 Remove the fender molding **(see illustration)**.

7 Remove the rocker panel molding. **Note:** *The rocker panel molding must be released from inside the door panel. Remove the door trim panel* (see Section 15). *The molding retainer clips are not reusable. Install new clips on reassembly.*

All models

8 Remove the lower fender-to-body bolts **(see illustration)**.

9 Open the front door and remove the upper fender-to-body bolt **(see illustration)**.

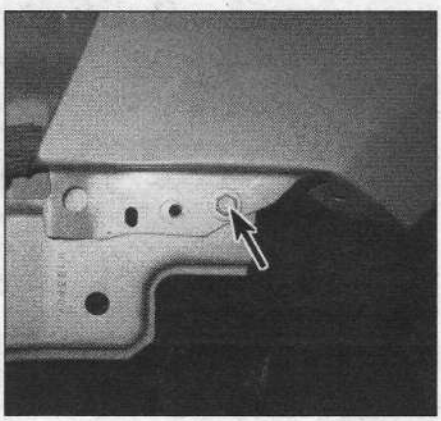


12.9 Remove the upper fender-to-body bolt

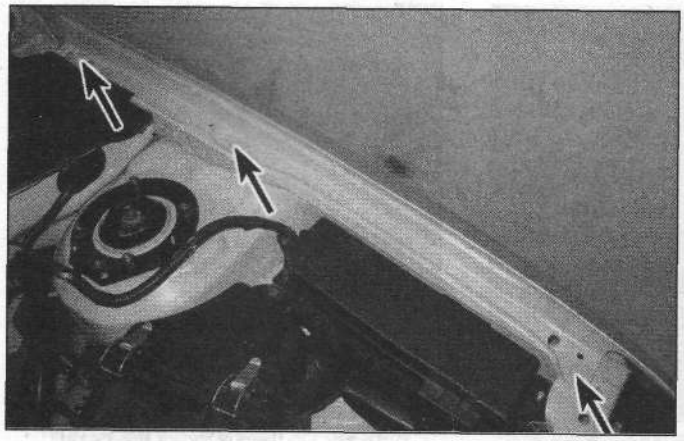
10 Remove the remaining fender mounting bolts **(see illustrations)**.

11 Lift off the fender. It's a good idea to have an assistant support the fender while it's being moved away from the vehicle to prevent damage to the surrounding body panels.

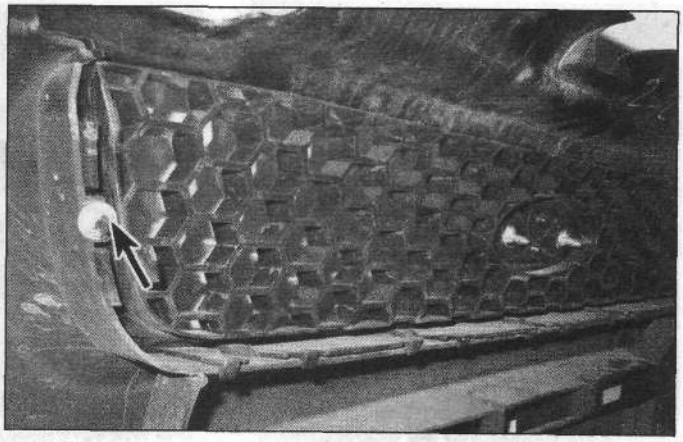
12 Installation is the reverse of removal. Check the alignment of the fender to the hood and front edge of the door before final tightening of the fender fasteners.



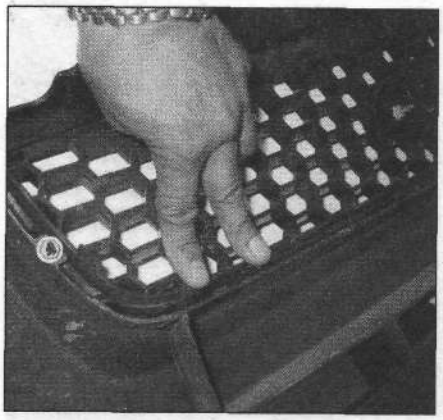
12.10a Location of the fender corner bolt



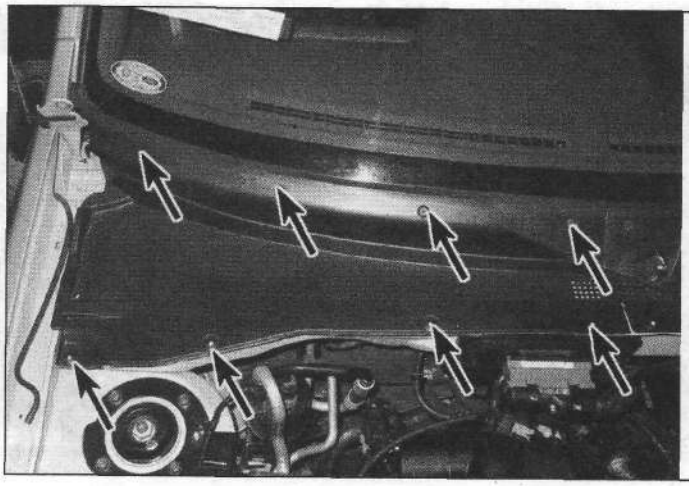
12.10b Remove the three bolts along the top of the fender



13.2 Location of the grille mounting nut - one on each side



13.3 Press the radiator grille clips to release



14.2a Location of the right cowl cover fasteners

13 Radiator grille - removal and installation

Refer to illustrations 13.2 and 13.3

1 Remove the front bumper cover (see Section 11).

2 Remove the radiator grille mounting nuts, if equipped **(see illustration)**.

3 Release the radiator grille clips along the perimeter of the grille **(see illustration)**. The retaining clips can be disengaged by simply pressing down on the tabs.

4 Pull the grille out and remove it.

5 Installation is the reverse of removal.

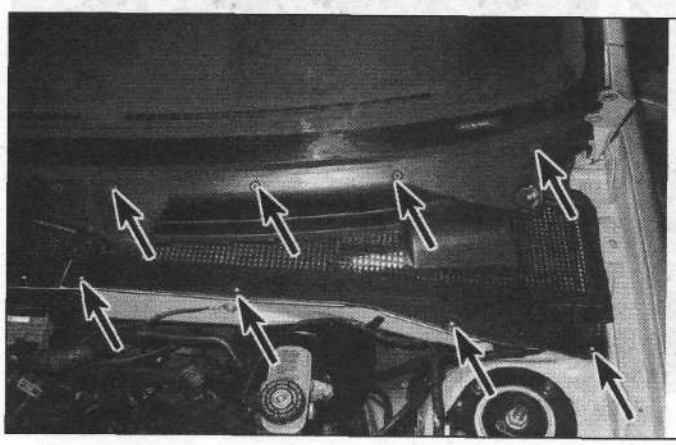
14 Cowl cover and vent tray - removal and installation

Refer to illustrations 14.2a, 14.2b, 14.2c and 14.3

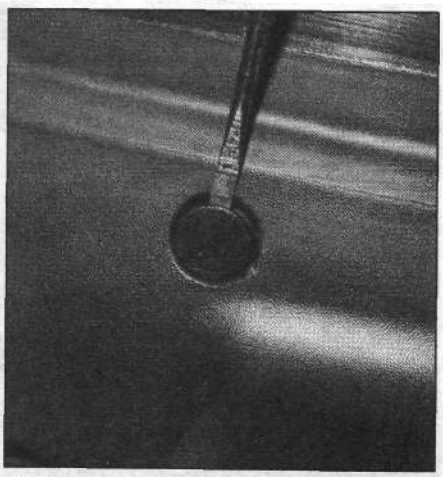
1 Remove the wiper arms (see Chapter 12).

2 Remove the push pin fasteners and mounting screws securing the cowl cover **(see illustrations)**. **Note:** *Use a small screwdriver to pop the screw covers up to access the cowl cover mounting screws* **(see illustration)**.

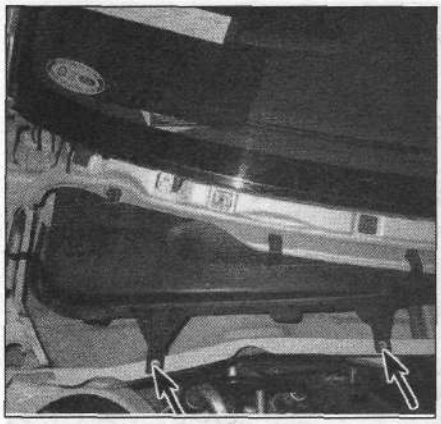
3 If the vent tray needs to be removed, first remove the wiper motor linkage assembly as



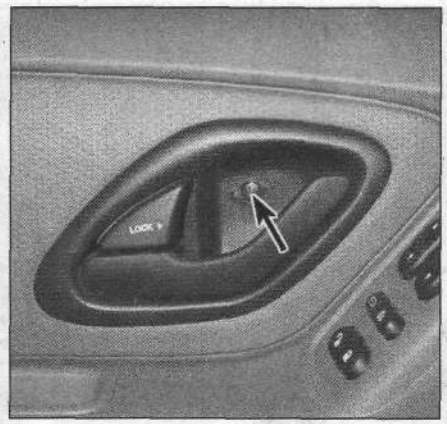
14.2b Location of the left cowl cover fasteners



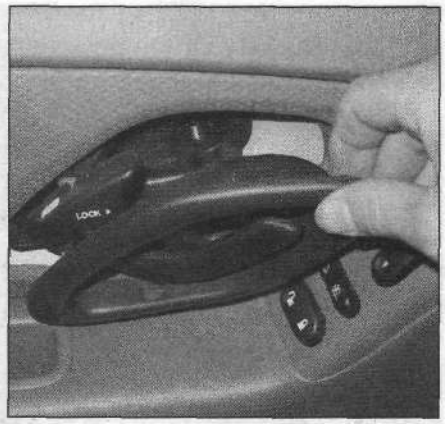
14.2c Remove the screw covers to access the upper fasteners



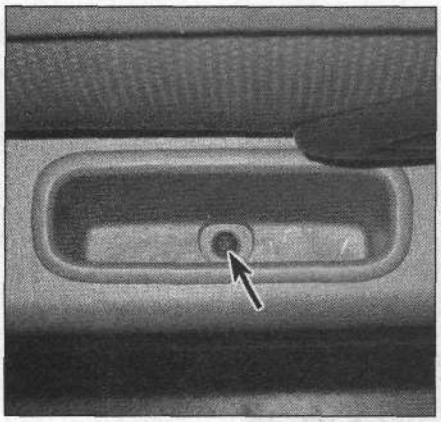
14.3 Location of the vent tray mounting screws



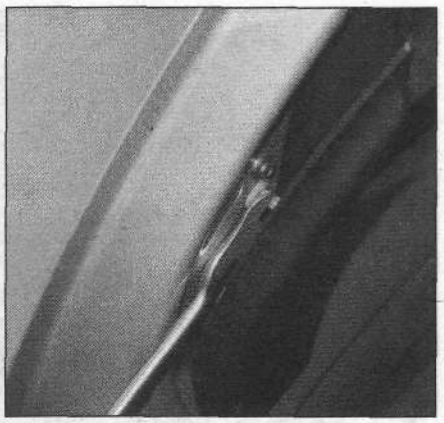
15.1a Remove the screw from the bezel . . .



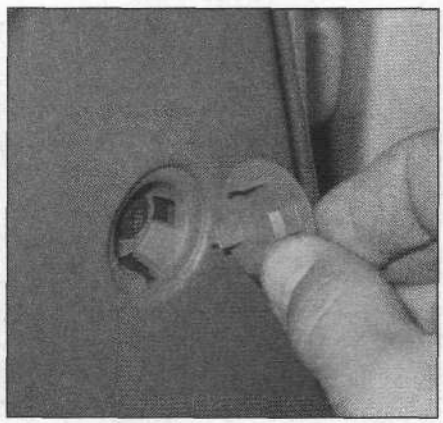
15.1b . . . then remove the bezel from the handle



15.2 Remove the cup screw



15.3 Carefully pry the sail panel from the door



15.4a Carefully pry the screw cover off the door panel and remove the door panel mounting screw

described in Chapter 12, then remove the vent tray mounting bolts **(see illustration)**.

4 Installation is the reverse of removal.

15 Door trim panels - removal and installation

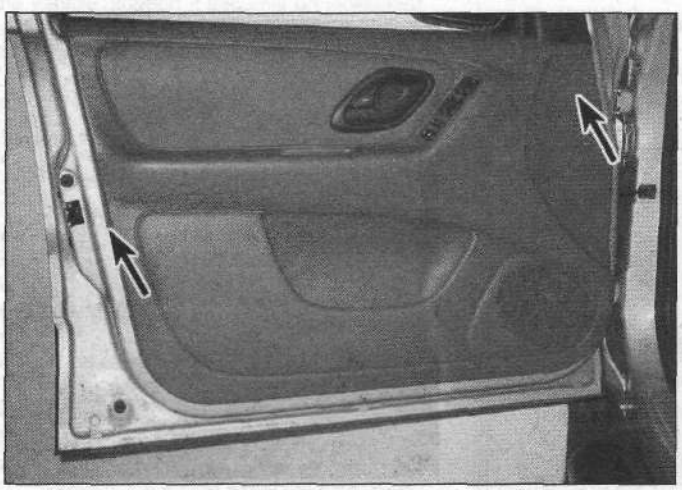
Warning: *The models covered by this manual are equipped with Supplemental Restraint systems (SRS), more commonly known as airbags. Always disarm the airbag system before working in the vicinity of any airbag system component to avoid the possibility of accidental deployment of the airbag, which could cause personal injury* (see Chapter 12).

Removal

Front and rear doors

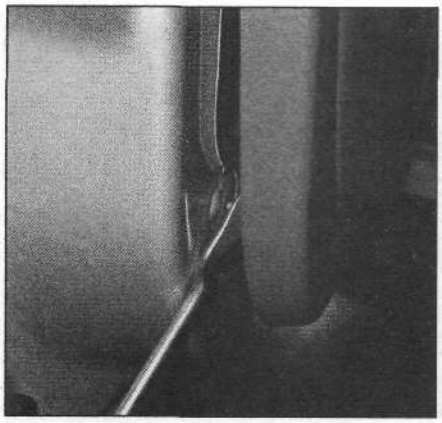
Refer to illustrations 15.1a, 15.1b, 15.2, 15.3, 15.4a, 15.4b, 15.4c, 15.5, 15.6a, 15.6b, 15.7a, 15.7b and 15.7c

1 Remove the bezel from the door latch release handle **(see illustrations)**.

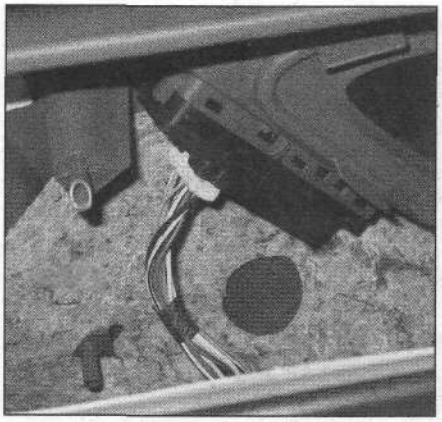


15.4b Location of the front door panel screws

15.4c The rear door panel is not secured with mounting screws - carefully pry the door panel using a flat-bladed screwdriver or door panel tool until the door clips release



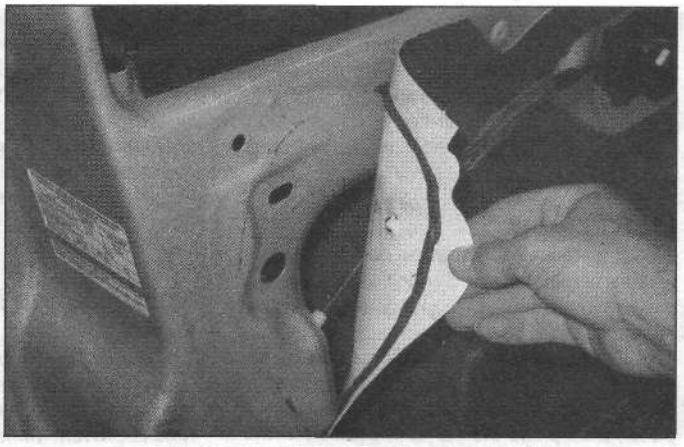
15.5 Using a panel tool, pry the door panel where the clips are located



15.6a Unplug the door panel window and lock switch connector - front door shown

15.6b Unplug the rear door window and lock switch connector

15.7a Remove the door panel bracket screw



15.7b Peel back the plastic watershield

2 Remove the screw from the door pull cup **(see illustration)**.

3 On the rear door, remove the sail panel **(see illustration)**.

4 Remove the door trim panel retaining screws **(see illustrations)**, then carefully pry the panel out until the clips disengage **(see illustration)**. Work slowly and carefully around the outer edge of the trim panel until it's free. **Note:** *The front doors use two screws to secure the door trim panels, one near the outer edge and one along the inside panel. The rear door panel is not secured with screws.*

5 Using a screwdriver or trim panel tool, carefully pry around the perimeter of the panel to disengage the retaining clips **(see illustration)**.

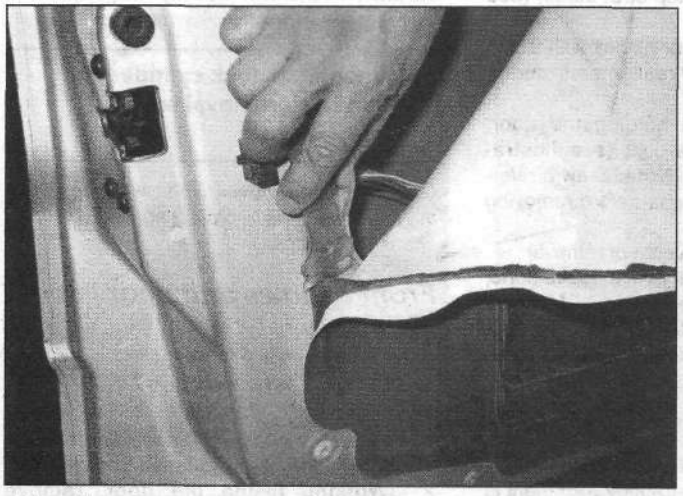
6 Unplug any wiring harness connectors **(see illustrations)** and remove the panel.

7 For access to the door outside handle or the door window regulator inside the door, raise the window fully, then carefully peel back the plastic watershield **(see illustrations)**.

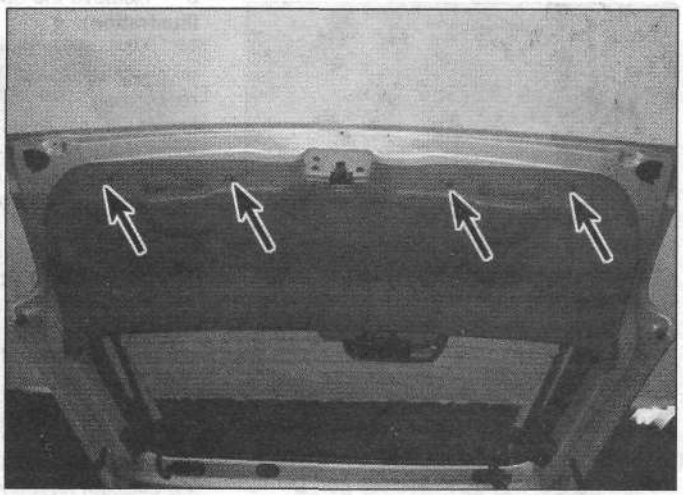
Liftgate

Refer to illustrations 15.8 and 15.9

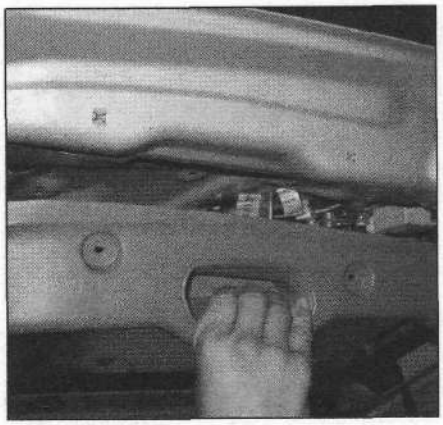
8 Remove the liftgate panel mounting screws **(see illustration)**.



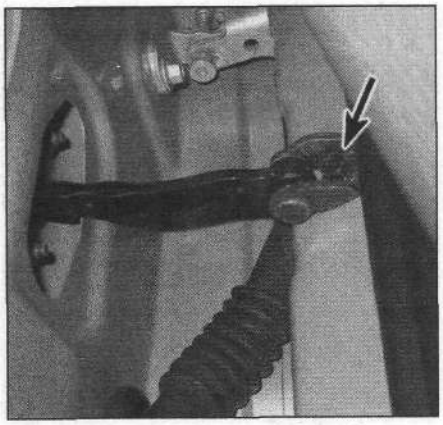
15.7c Use a scraper or razor blade to cut through the old sealant



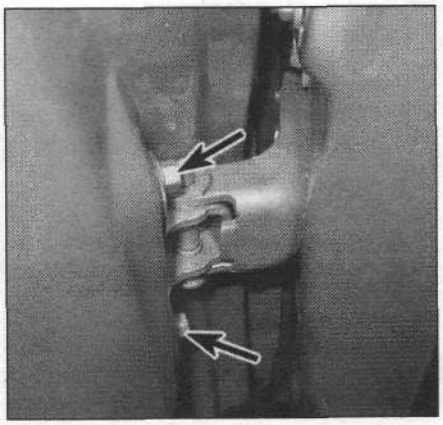
15.8 Remove the screws from the liftgate panel



15.9 Lower the panel and separate it from the upper door rim



16.6 Remove the bolt from the door stop strut



16.8 Remove the door hinge bolts with the door supported (bottom hinge similar)

9 Using a screwdriver or trim panel tool, pry out the clips and remove the trim panel from the liftgate **(see illustration)**.

10 For access to other components inside the door, carefully peel back the plastic watershield.

Installation

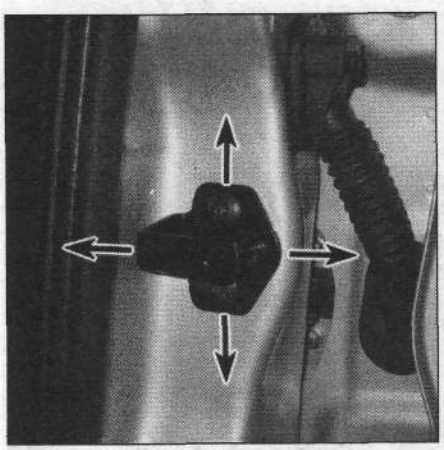
11 Prior to installation of the door trim panel, be sure to reinstall any clips in the panel which may have come out when you removed the panel.

12 Position the wire harness connectors for the power door lock switch and the power window switch (if equipped) on the back of the panel, then place the panel in position in the door. Press the door panel into place until the clips are seated.

13 The remainder of the installation is the reverse of removal.

16 Door - removal, installation and adjustment

Warning: *The models covered by this manual are equipped with Supplemental Restraint systems (SRS), more commonly known as airbags. Always disarm the airbag system before working in the vicinity of any airbag system component to avoid the possibility of accidental deployment of the airbag, which could cause personal injury* (see Chapter 12). **Note:** *The door is heavy and somewhat awkward to remove and install - at least two people should perform this procedure.*



16.14 Adjust the door lock striker by loosening the mounting screws and gently tapping the striker in the desired direction

Removal and installation

Refer to illustrations 16.6 and 16.8

1 Raise the window completely in the door. Open the door all the way and support it from the ground on jacks or blocks covered with rags to prevent damaging the paint.

2 Disconnect the cable from the negative battery terminal (see Chapter 5).

3 Remove the door trim panel and watershield as described in Section 15.

4 Disconnect all electrical connections, ground wires and harness retaining clips from the door. **Note:** *It is a good idea to label all connections to aid the reassembly process.*

5 From the door side, detach the rubber conduit between the body and the door. Then pull the wiring harness through the conduit hole and remove it from the door.

6 Remove the door stop strut bolt(s) **(see illustration)**.

7 Mark around the door hinges with a pen or a scribe to facilitate realignment during reassembly.

8 With an assistant holding the door, remove the hinge-to-door bolts **(see illustration)** and lift the door off. **Note:** *Draw a reference line around the hinges before removing the bolts.*

9 Installation is the reverse of removal.

10 Reconnect the battery. After you're done, the Powertrain Control Module (PCM) must relearn its idle and fuel trim strategy for optimum driveability and performance (see Chapter 5, Section 1).

Adjustment

Refer to illustration 16.14

11 Having proper door-to-body alignment is a critical part of a well-functioning door assembly. First check the door hinge pins for excessive play. Fully open the door and lift up and down on the door without lifting the body. If a door has 1/16-inch or more play, the hinges should be replaced.

12 Door-to-body alignment adjustments are made by loosening the hinge-to-body bolts or hinge-to-door bolts and moving the door. Proper body alignment is achieved when the top of the doors are parallel with the roof section, the front door is flush with the fender, the rear door is flush with the rear quarter panel and the bottom of the doors are aligned with the lower rocker panel. If these goals can't be reached by adjusting the hinge-to-body or hinge-to-door bolts, body alignment shims may have to be purchased and inserted behind the hinges to achieve correct alignment.

13 To adjust the door-closed position, scribe a line or mark around the striker plate to provide a reference point, then check that the door latch is contacting the center of the latch striker. If not adjust the up and down position first.

14 Finally adjust the latch striker sideways position, so that the door panel is flush when closed and provides positive engagement with the latch mechanism **(see illustration)**.

17 Door latch, lock cylinder and handles - removal and installation

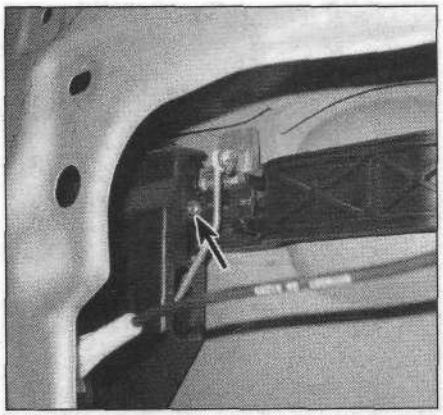
Caution: *Wear gloves when working inside the door openings to protect against cuts from sharp metal edges.*

Front handles and door latch assembly

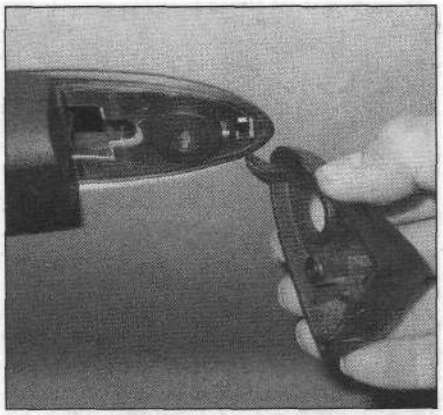
Refer to illustrations 17.2, 17.3, 17.4a, 17.4b, 17.5, 17.6, 17.7, 17.8, 17.10, 17.11a and 17.11b

1 Raise the window, then remove the door trim panel and watershield (see Section 15).

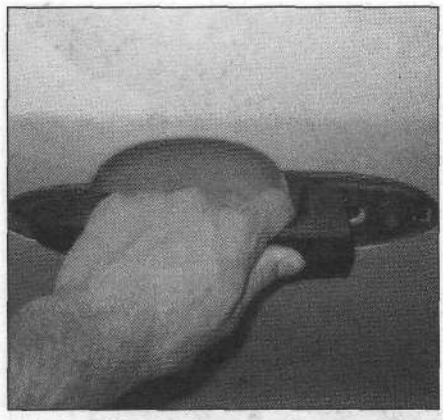
2 Working inside the door, remove the screw that secures the door latch



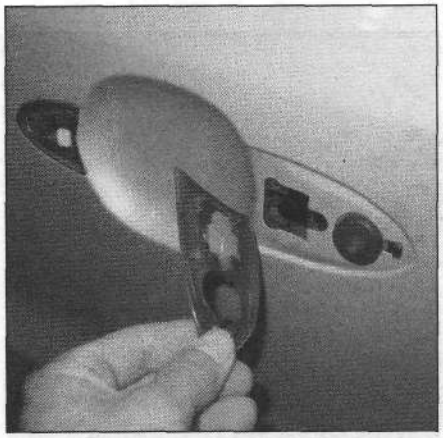
17.2 Loosen this door latch screw



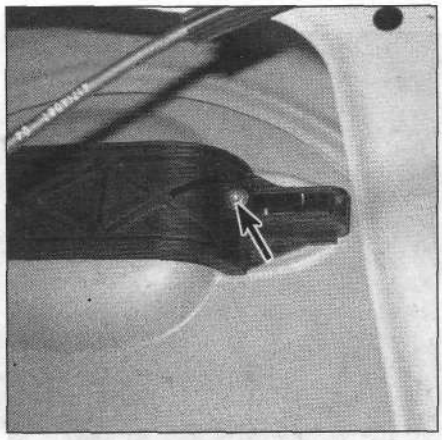
17.3 Remove the door handle cover



17.4a Slide the door handle toward the rear of the vehicle to remove it . . .



17.4b . . . and remove the rubber insulators



17.5 Remove this door latch assembly screw

17.6 Pull the door handle from the door

assembly **(see illustration)**.

3 Remove the door handle cover from the exterior of the door **(see illustration)**. **Caution:** *Take care not to scratch the paint on the outside of the door. Wide masking tape applied around the handle opening before beginning the procedure can help avoid scratches.*

4 Remove the door handle by sliding it toward the rear of the vehicle **(see illustrations)**.

5 Working inside the door panel, remove the screw **(see illustration)** and loosen the remote control assembly.

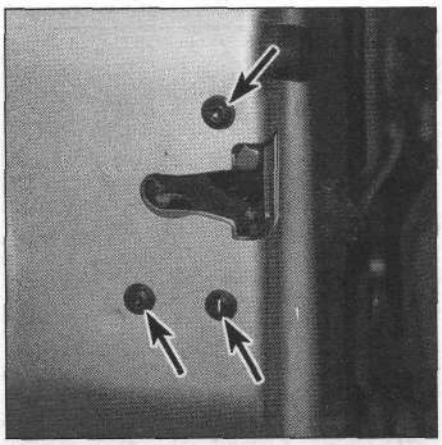
6 Release the clip and position the interior door handle to the side **(see illustration)**.

7 Remove the door latch screws **(see illustration)**. The door latch screws must not be reused. Always install new door latch screws on reassembly.

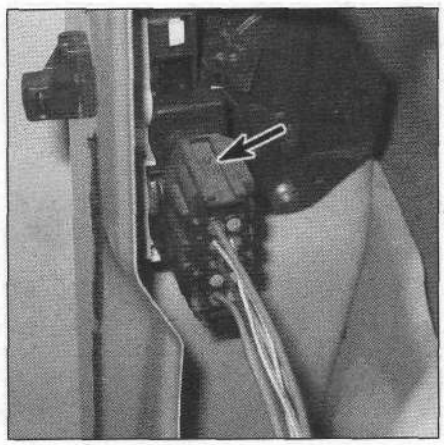
8 Disconnect the door latch electrical connector **(see illustration)**.

9 Slide the door latch remote control assembly toward the front of the vehicle.

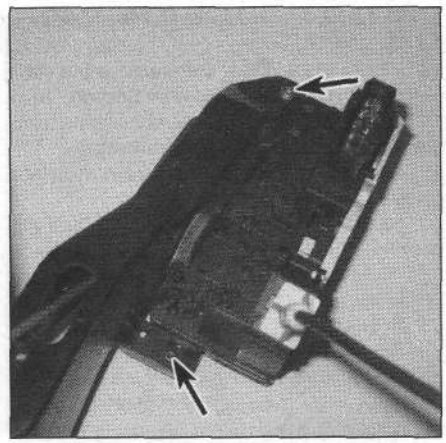
10 Remove the anti-theft guard from the latch assembly **(see illustration)**.



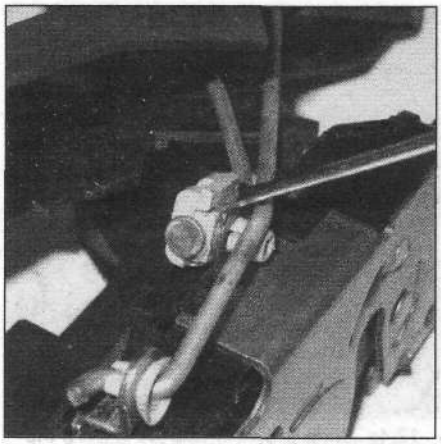
17.7 Remove the door latch screws (install new ones when reinstalling the latch)



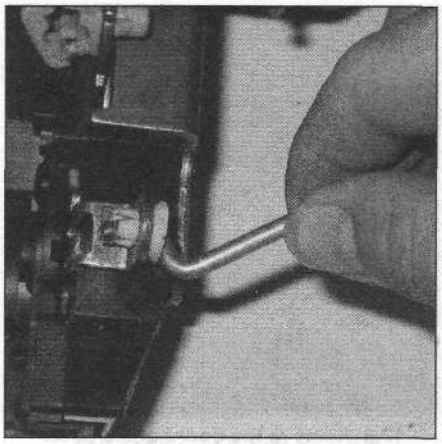
17.8 Release the clip and disconnect the electrical connector



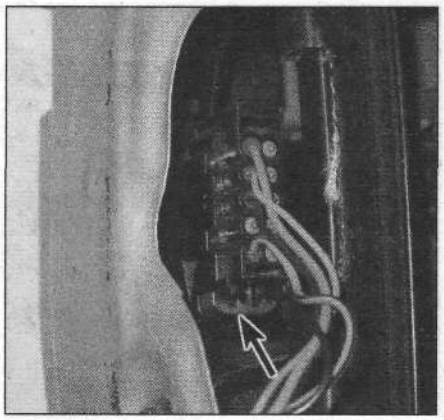
17.10 Remove the anti-theft guard assembly from the latch



17.11a Release the clip . . .



17.11b . . . then remove the actuating rod from the door handle



17.14 Release the clip for the electrical connector and unplug it from the door latch assembly

17.15 Remove the screws on the door glass top run

17.16 Lift the door glass top run from the door

17.18 Remove the cover from the rear door handle

11 Release the clip and and disconnect the exterior door handle actuating rod **(see illustrations)**.

12 Installation is the reverse of removal.

Rear handles and door latch assembly

Refer to illustrations 17.14, 17.15, 17.16, 17.18, 17.19, 17.21, 17.22, 17.24a, 17.24b, 17.25a and 17.25b

13 Raise the window, then remove the door trim panel and watershield (see Section 15).

14 Remove the electrical connector from the rear door latch **(see illustration)**.

15 Remove the bolts that retain the door glass top run **(see illustration).**

16 Separate the door glass top run from the door **(see illustration)**.

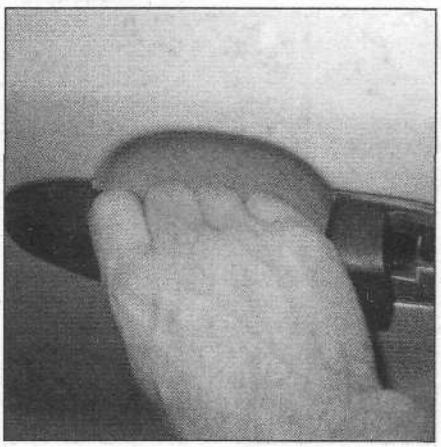
17 Remove the door handle screws from inside the door panel.

18 Remove the cover from the outside of the door **(see illustration)**. **Caution:** *Take care not to scratch the paint on the outside of the door. Wide masking tape applied around the handle opening before beginning the procedure can help avoid scratches.*

19 Remove the door handle by sliding it toward the rear of the vehicle **(see illustration)**.

20 Working inside the door panel, remove the screw and loosen the remote control assembly.

21 Disconnect the door handle actuating rod **(see illustration)**.

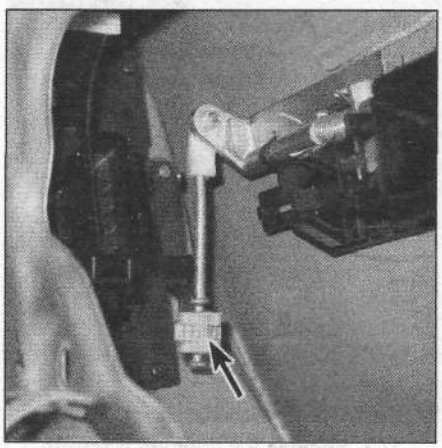


17.19 Slide the door handle toward the rear of the vehicle

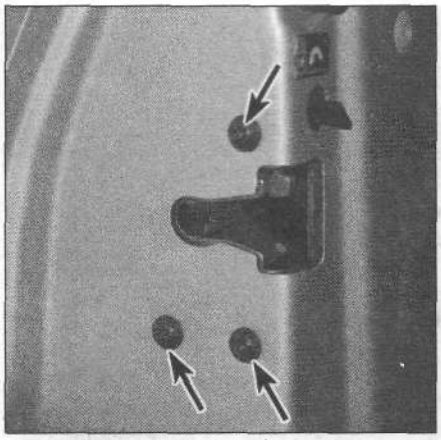
22 Remove the door latch screws **(see illustration)**. The door latch screws must not be reused. Always install new door latch screws on reassembly.

23 Remove the rear door latch.

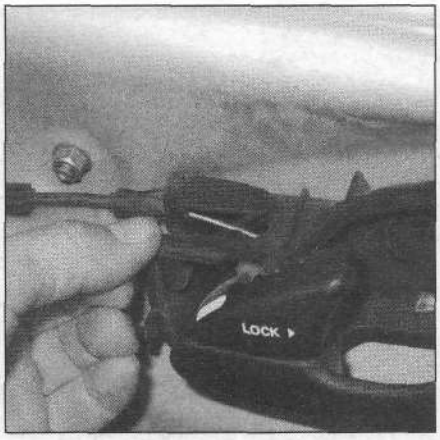
24 Release the cable conduit and disconnect the interior door handle cable **(see illustrations)**.



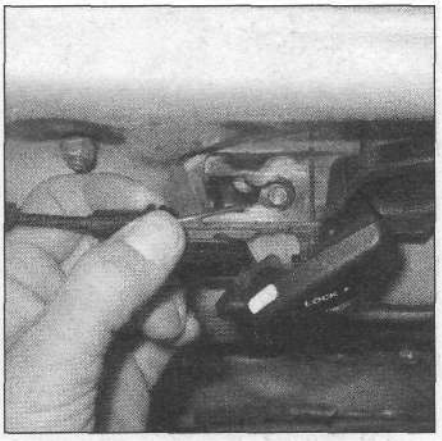
17.21 Release the clip from the actuating rod



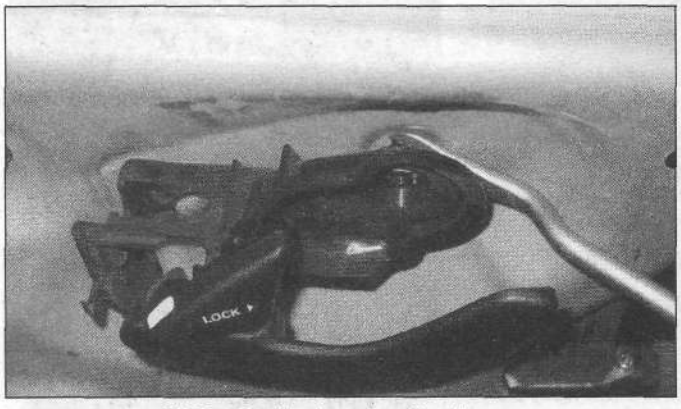
17.22 Remove the door latch screws but do not reuse them



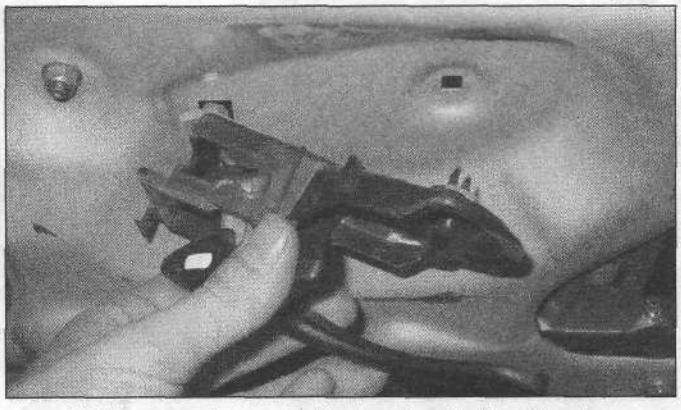
17.24a Release the door handle cable conduit by lifting . . .



17.24b . . . then sliding the cable end through the slotted portion of the handle casting



17.25a Pry the door handle clips . . .



17.25b . . . and separate the door handle from the door

25 Remove the rear door handle assembly **(see illustrations)**.
26 Installation is the reverse of removal.

18 Door window glass - removal and installation

Caution: *Wear gloves when working inside the door openings to protect against cuts from sharp metal edges.*

Front door glass

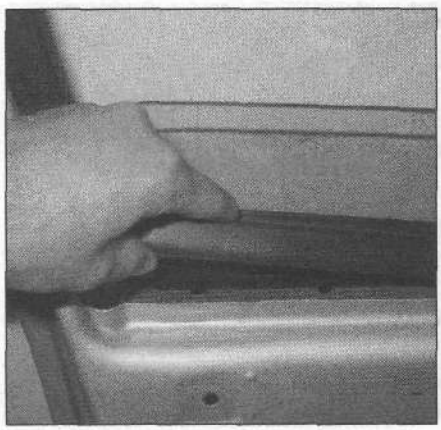
Refer to illustrations 18.3, 18.4 and 18.6

1 Remove the door trim panel and the plastic watershield (see Section 15).
2 Lower the window glass all the way down into the door.
3 Remove the weatherstrip from the front door interior glass channel **(see illustration)**.
4 Raise the window just enough to access the window retaining bolts through the holes in the door frame **(see illustration)**.
5 Place a rag over the glass to help prevent scratching the glass and remove the two glass mounting bolts.
6 Remove the glass by pulling it up and out **(see illustration)**.
7 Installation is the reverse of removal.

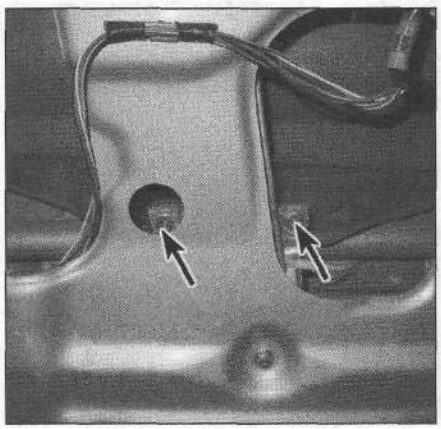
Rear door glass

Refer to illustrations 18.11, 18.12, 18.13, 18.14 and 18.16

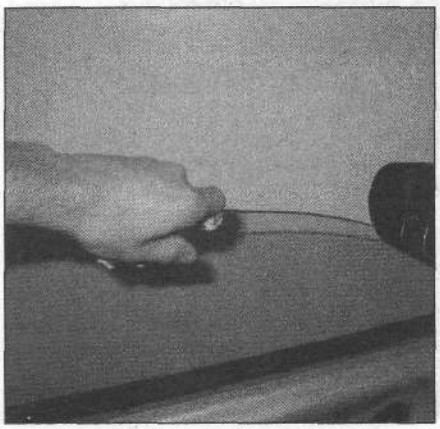
8 Remove the door panel and watershield



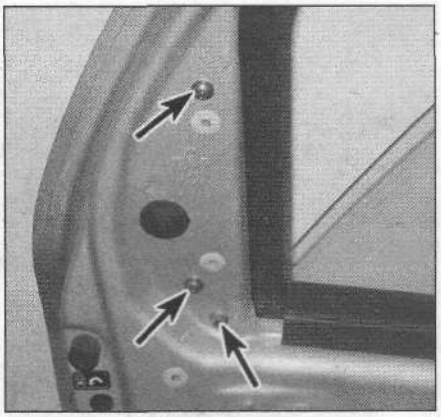
18.3 Remove the weatherstrip from the front door glass channel



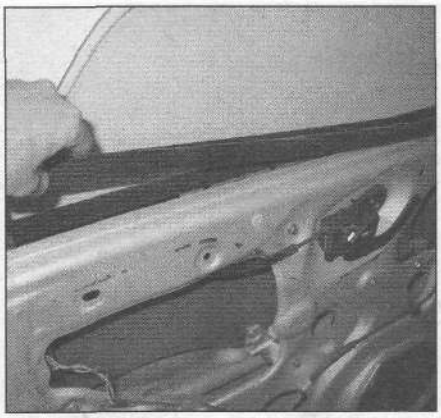
18.4 Access the window retaining bolts through the holes in the door frame



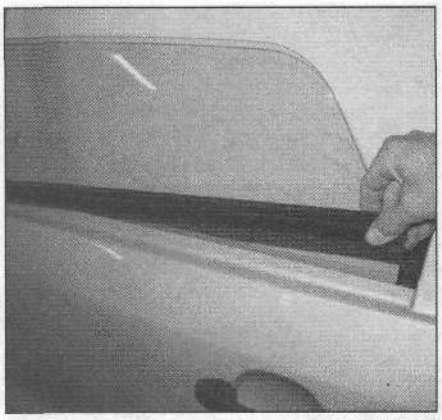
18.6 Lift the window glass from the door



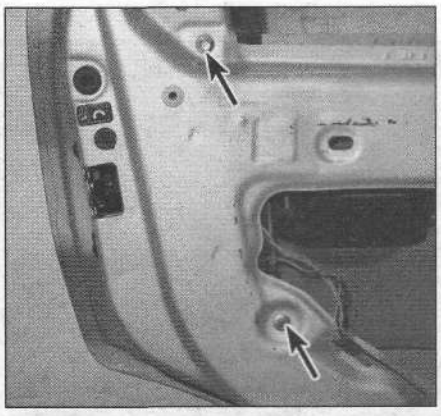
18.11 Remove the exterior sail panel mounting screws



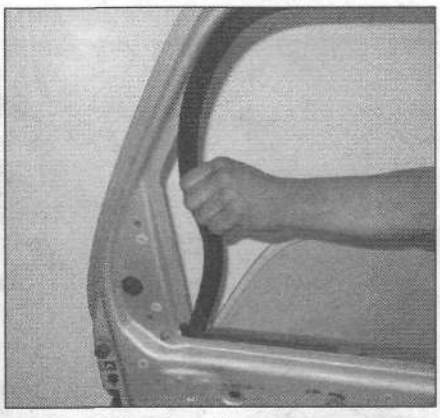
18.12 Remove the weatherstrip from the rear door glass channel



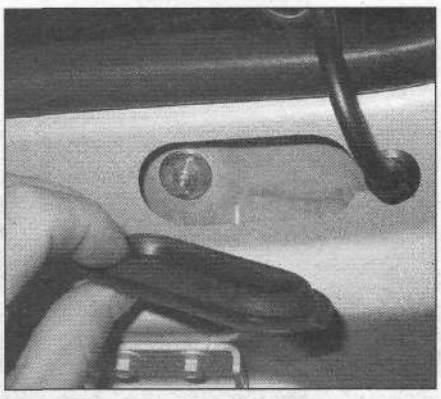
18.13 Remove the door belt line molding piece



18.14 Remove the bolts that retain the door glass top run



18.16 Lift the door glass top run from the door interior



18.19 Remove the rubber access cover and slide the harness from the slotted portion of the access hole

(see Section 15).

9 Remove the door window regulator (see Section 19).

10 Lower the window glass all the way down into the door.

11 Remove the interior sail panel **(see illustration 15.3)** and the exterior sail panel **(see illustration)**.

12 Remove the weatherstrip from the rear door glass channel **(see illustration)**.

13 Remove the door belt line molding **(see illustration)**.

14 Remove the door glass top run mounting bolts **(see illustration)**.

15 Position the door glass down and forward, tilting it slightly.

16 Remove the door glass top run **(see illustration)**.

17 Remove the glass by pulling it up and out.

18 Installation is the reverse of the removal procedure.

Liftgate glass

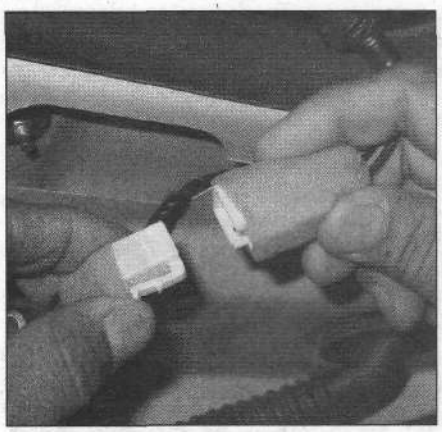
Refer to illustrations 18.19, 18.20, 18.21, 18.22a, 18.22b and 18.23

19 Open the liftgate and remove the two rubber access covers **(see illustration)**.

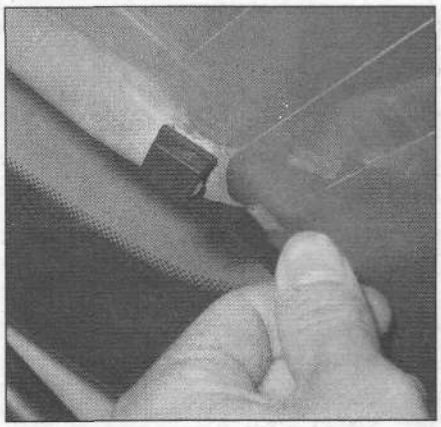
20 Disconnect the liftgate electrical connector **(see illustration)**.

21 Disconnect the heated grid wire electrical connector **(see illustration)**.

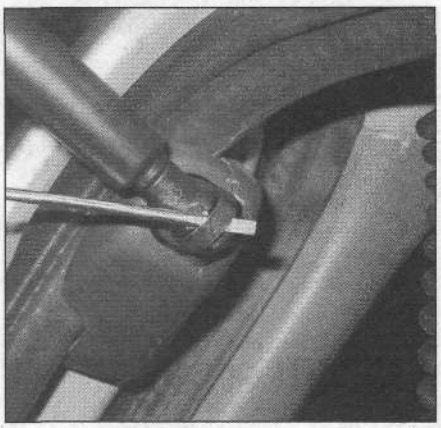
22 Have an assistant support the liftgate



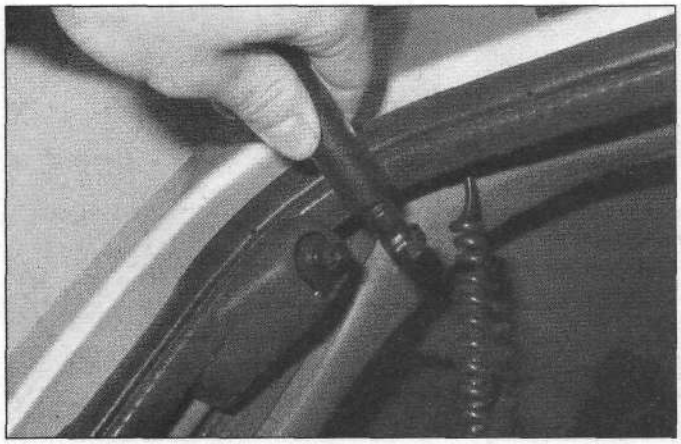
18.20 Disconnect the liftgate electrical connector



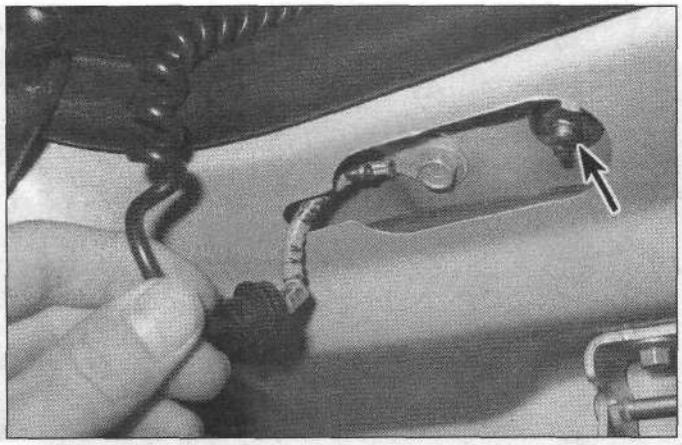
18.21 Disconnect the heated grid wire



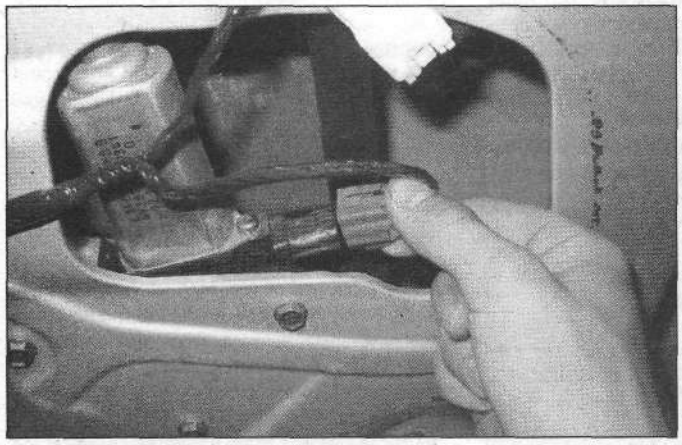
18.22a Using the tip of a small screwdriver, pry the release clip . . .



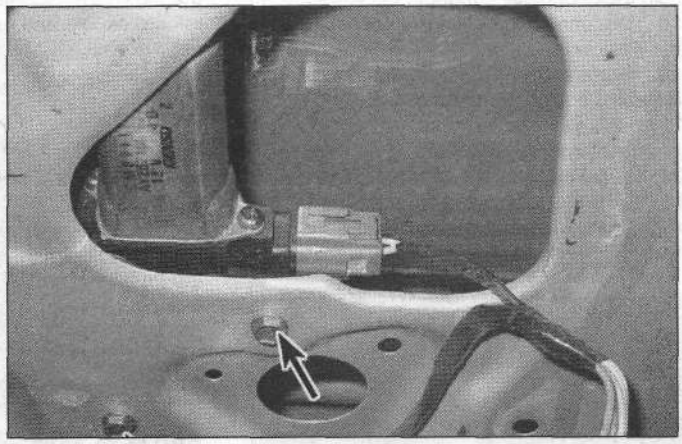
18.22b . . . and slide the the connector forward and off the ballstud



18.23 Location of the liftgate hinge nut on the left side of the vehicle



19.6 Disconnect the window regulator motor connector



19.7 Location of the window regulator/motor mounting bolts

and remove the two liftgate support struts **(see illustrations)**.

23 Remove the two liftgate window hinge nuts **(see illustration)**.

24 Installation is the reverse of removal.

19 Door window glass regulator - removal and installation

Caution: *Wear gloves when working inside the door openings to protect against cuts from sharp metal edges.*

Front

1 Remove the door trim panel and the plastic watershield (see Section 15).

2 Lower the window glass all the way down.

Power window regulator

Refer to illustrations 19.6 and 19.7

3 Disconnect the cable from the negative battery terminal (see Chapter 5).

4 Remove the screws that retain the door window glass **(see illustration 18.4)**.

5 Lift the door glass and have an assistant hold the door glass upright.

6 Disconnect the electrical connector from the window regulator motor **(see illustration)**.

7 Remove the regulator/motor assembly mounting bolts **(see illustration)**.

8 Remove the window regulator/motor assembly from the door.

9 Reconnect the battery. After you're done, the Powertrain Control Module (PCM) must relearn its idle and fuel trim strategy for optimum driveability and performance (see Chapter 5, Section 1).

10 Installation is the reverse of removal. Lubricate the rollers and wear points on the regulator with white grease before installation.

Manual window regulator

11 Remove the five mounting bolts and nuts and remove the regulator assembly through the service hole in the door frame.

12 Installation is the reverse of removal. Lubricate the rollers and wear points on the regulator with white grease before installation.

Rear

13 Remove the door trim panel and the plastic watershield (see Section 15).

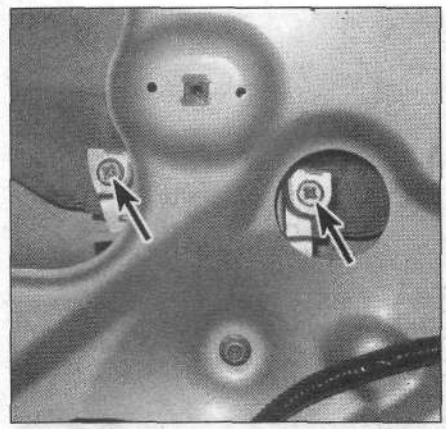
14 Lower the window glass all the way down.

Power window regulator

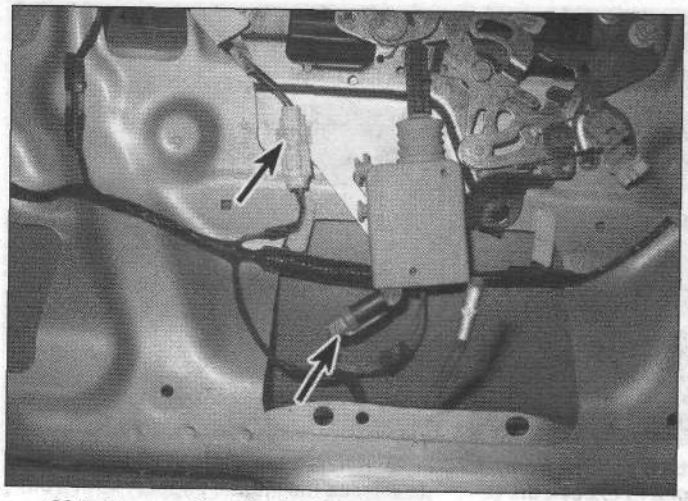
Refer to illustrations 19.16 and 19.19

15 Disconnect the cable from the negative battery terminal (see Chapter 5).

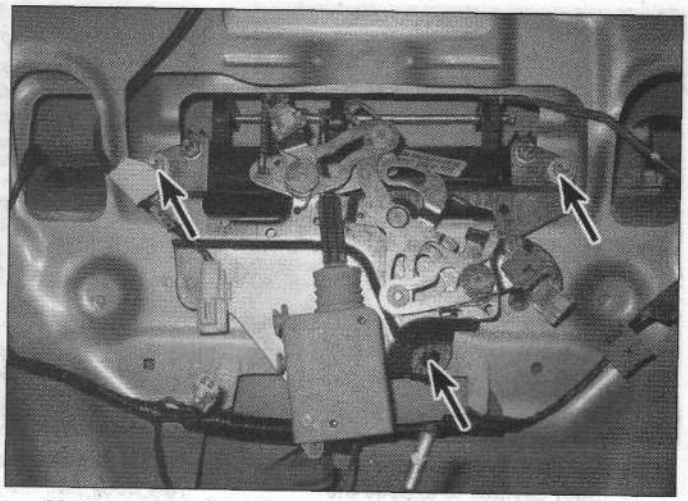
16 Remove the screws that retain the door window glass **(see illustration)**.



19.16 Location of the rear window glass mounting bolts



22.3 Remove the liftgate latch remote control connectors



22.4 Location of the liftgate latch remote control fasteners

liftgate latch remote control **(see illustrations)**. **Note:** *All door lock rods are attached by plastic clips. The plastic clips can be removed by unsnapping the portion engaging the connecting rod and then pulling the rod out of its locating hole.*

3 Remove the liftgate latch remote control electrical connectors **(see illustration)**.

4 Remove the screw and nuts securing the latch to the door **(see illustration)**. Remove the latch assembly through the door opening.

5 Installation is the reverse of removal.

Liftgate latch and window latch

Refer to illustrations 22.7 and 22.9

6 Open the back door and remove the door trim panel and watershield as described in Section 15.

7 Disconnect the liftgate window ajar switch **(see illustration)**.

8 Disconnect the liftgate window latch actuating rod **(see illustration 22.7)**.

9 Mark the location of the liftgate window latch to insure correct alignment **(see illustration)**.

10 Remove the liftgate window latch mounting bolts. Separate the assembly from the liftgate.

11 Remove the liftgate latch mounting bolts and the liftgate latch.

12 The remainder of the installation is the reverse of removal.

23 Center console - removal and installation

Warning: *The models covered by this manual are equipped with Supplemental Restraint systems (SRS), more commonly known as airbags. Always disarm the airbag system before working in the vicinity of any airbag system component to avoid the possibility of accidental deployment of the airbag, which could cause personal injury* (see Chapter 12).

Automatic transaxle models

Refer to illustrations 23.3, 23.4a, 23.4b, 23.5 and 23.6

1 Disconnect the cable from the negative battery terminal (see Chapter 5).

2 Raise the emergency brake handle.

3 Remove the floor console finish panel from the console **(see illustration)**.

4 Remove the front bolts from the floor console **(see illustrations)**.

5 Remove the bolts from the rear section of the center console **(see illustration)**.

6 Lift the center console from the vehicle **(see illustration)**.

7 Installation is the reverse of removal.

8 Reconnect the battery. After you're done, the Powertrain Control Module (PCM) must relearn its idle and fuel trim strategy for optimum driveability and performance (see Chapter 5, Section 1).

Manual transaxle models

9 Remove the manual transaxle shift knob from the shift lever (see Chapter 7A).

10 Remove the floor console front finish panel.

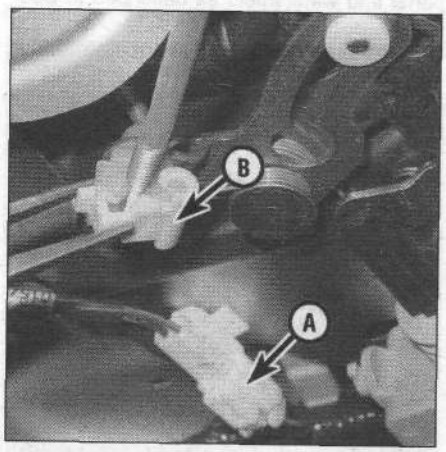
11 Raise the parking brake handle.

12 Remove the floor console rear finish panel.

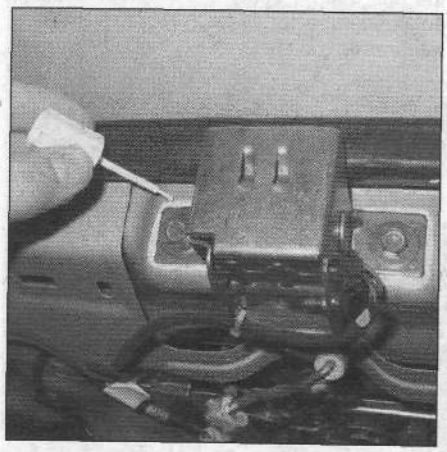
13 Remove the floor console front and rear bolts.

14 Lift the center console from the vehicle.

15 Installation is the reverse of removal.

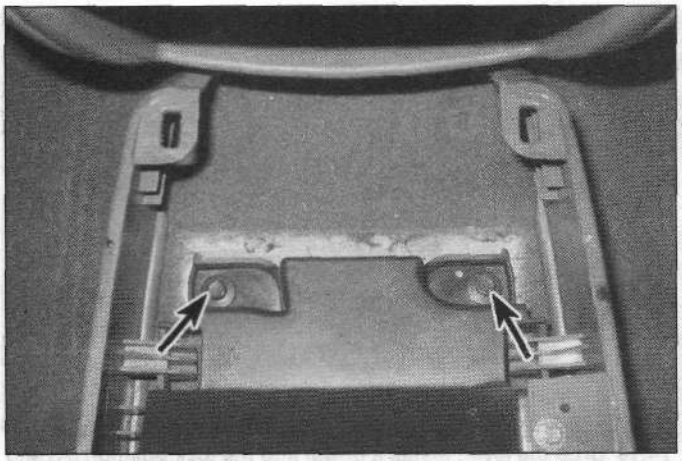


22.7 Disconnect the liftgate window ajar switch (A) and release the actuating rod from the window latch (B)

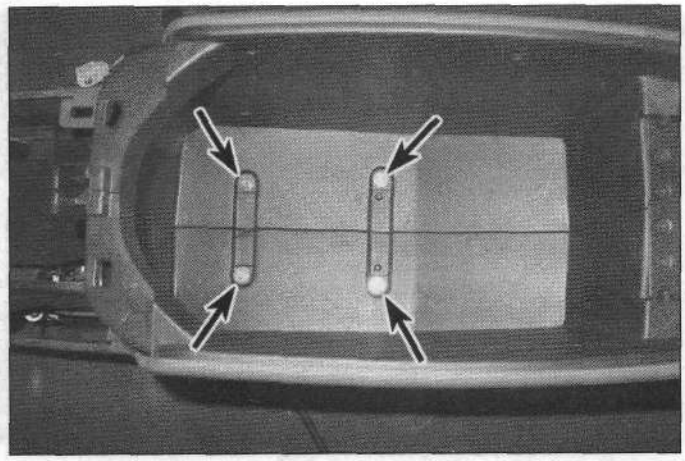


22.9 Mark the location of the liftgate window latch

23.3 Remove the finish panel from the console by carefully lifting the edges out of the locking tabs



23.4a Location of the floor console front bolts



23.4b Location of the floor console interior mounting bolts

24 Dashboard trim panels

Warning: *The models covered by this manual are equipped with Supplemental Restraint systems (SRS), more commonly known as airbags. Always disarm the airbag system before working in the vicinity of any airbag system component to avoid the possibility of accidental deployment of the airbag, which could cause personal injury* (see Chapter 12).

Instrument cluster bezel

Refer to illustration 24.3

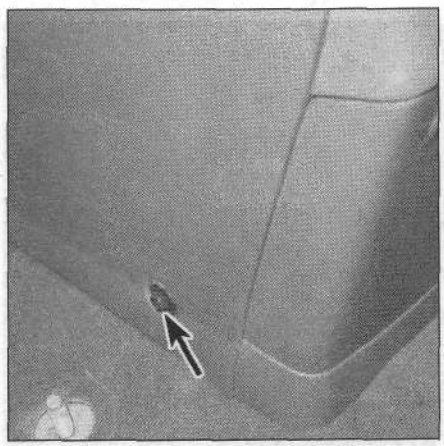
1 Disconnect the cable from the negative battery terminal (see Chapter 5).

2 Remove the steering wheel (see Chapter 10).

3 Remove the screws at the top of the instrument cluster bezel **(see illustration)**.

4 Grasp the bezel with both hands and pull straight out to disengage the bezel from the instrument panel.

5 Installation is the reverse of the removal procedure. Make sure the clips are engaged properly before pushing the bezel firmly into place.



23.5 Location of the floor console rear bolts - one on each side

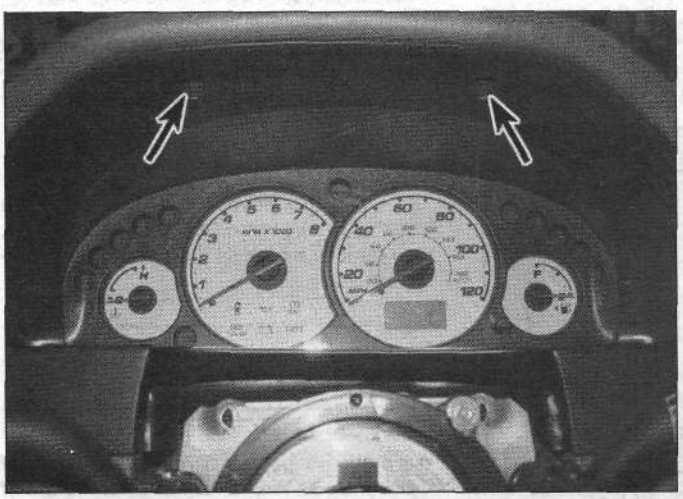
23.6 Lift the center console from the vehicle

6 Reconnect the battery. After you're done, the Powertrain Control Module (PCM) must relearn its idle and fuel trim strategy for optimum driveability and performance (see Chapter 5, Section 1).

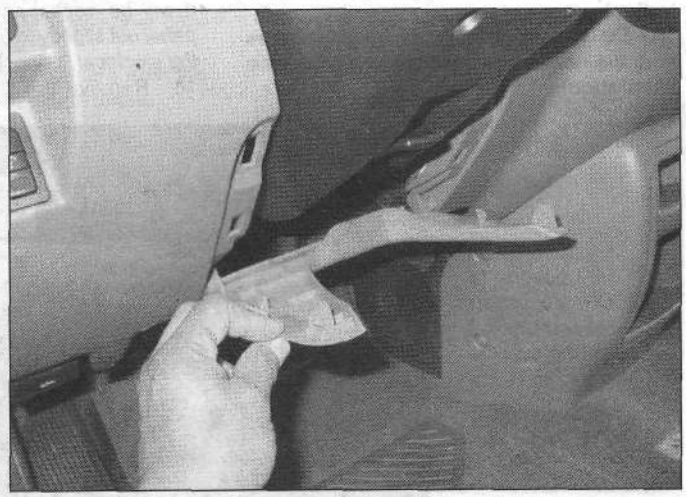
Lower trim panel

Refer to illustration 24.7

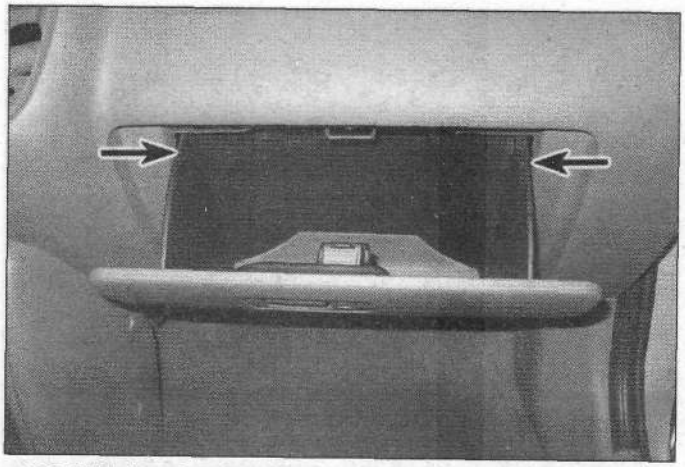
7 Release the locking tabs from the upper latches, swing the trim panel down and remove it from the instrument panel **(see illustration)**.



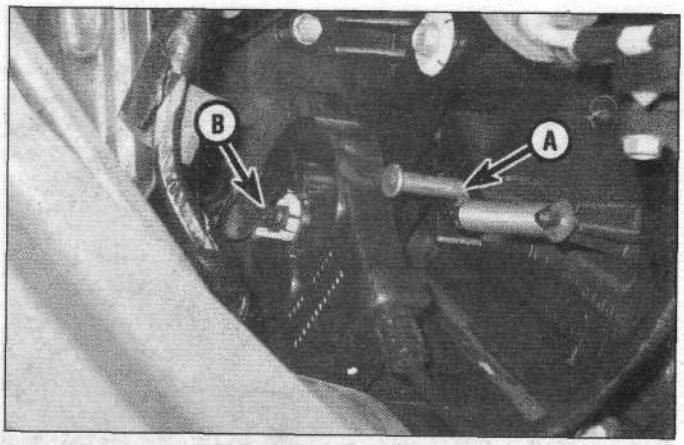
24.3 Remove the screws from the top of the instrument cluster bezel



24.7 Release the upper locking tabs and swing the trim panel down

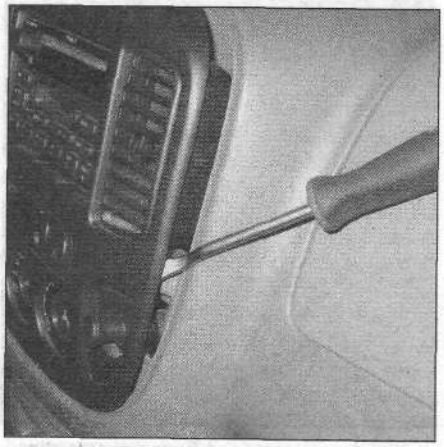


24.9 With the glove box door open, press in on the corner tabs and pull down to drop the door

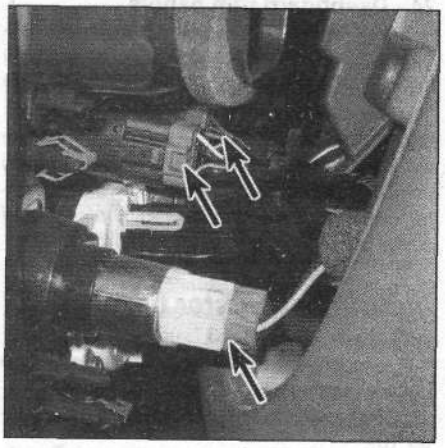


24.10 Drop the lever, install a dowel into the lock position (A) and release the temperature control cable assembly by pulling the release tab (B) away from the selector shaft

24.11 Remove the climate control knobs from the control assembly



24.12 Use a panel tool to pry the center trim panel from the instrument panel



24.13 Disconnect the electrical connectors from the center trim panel control assembly

Center trim panel

8 Disconnect the cable from the negative battery terminal (see Chapter 5).

9 Open the glove box door. Press the release tabs toward the interior of the glove box while pulling down on the door **(see illustration)**.

10 Disconnect the temperature control cable from the heater/air conditioner housing **(see illustration)**.

11 Remove the climate control knobs from the center control assembly **(see illustration)**.

12 Use a panel tool to pry the center trim panel out slightly **(see illustration)**.

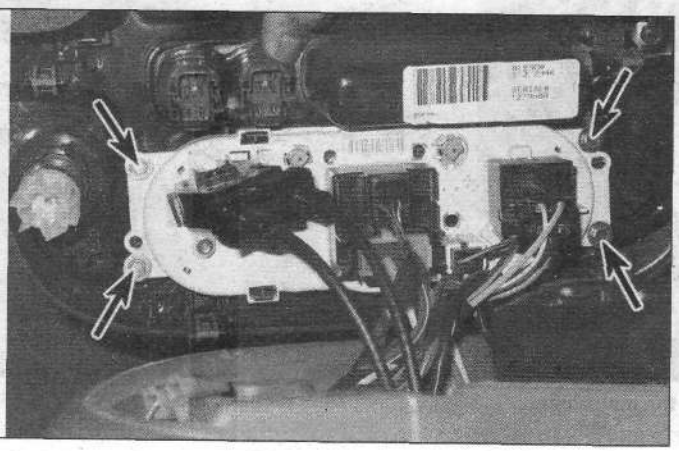
13 Disconnect the electrical connectors from the accessories **(see illustration)**. **Note:** *It will be necessary to pull the center trim panel out slightly to gain access to the remaining electrical connectors.*

14 Remove the climate control assembly mounting screws **(see illustration)**.

15 Remove the center trim panel from the dash area.

16 Installation is the reverse of removal. Make sure the clips are engaged properly before pushing the bezel firmly into place.

17 Reconnect the battery. After you're done, the Powertrain Control Module (PCM) must relearn its idle and fuel trim strategy for optimum driveability and performance (see Chapter 5, Section 1).



24.14 Location of the climate control assembly mounting screws

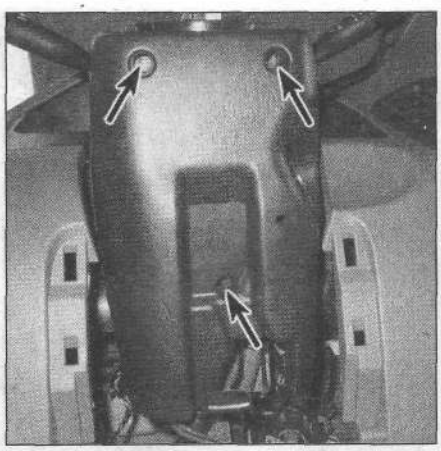
Glove box

18 Open the glove box and squeeze the sides in to allow the compartment to drop, then remove the mounting screws **(see illustration 24.9)**.

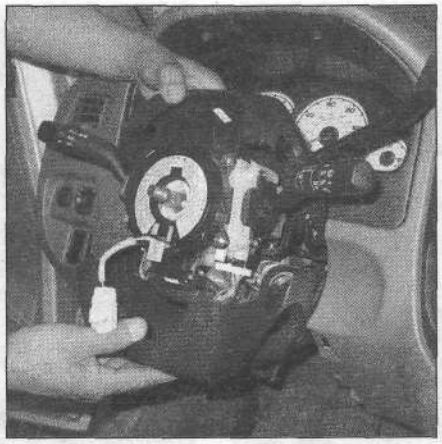
25 Steering column covers - removal and installation

Refer to illustrations 25.2a and 25.2b

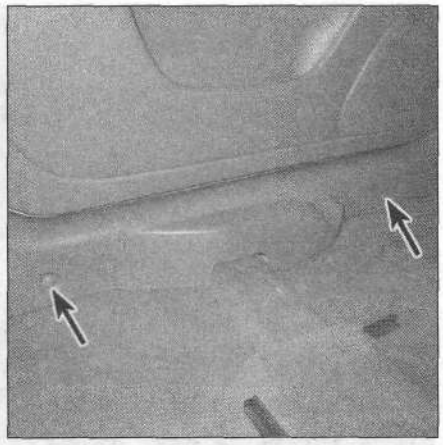
Warning: *The models covered by this manual are equipped with Supplemental Restraint systems (SRS), more commonly known as airbags. Always disarm the airbag system*



25.2a Location of the steering column cover screws



25.2b Separate the upper and lower steering column covers (steering wheel removed for clarity)



26.6 Remove the front door scuff plate fasteners and covers from the driver's and passenger's side of the vehicle

before working in the vicinity of any airbag system component to avoid the possibility of accidental deployment of the airbag, which could cause personal injury (see Chapter 12).

1 On tilt steering columns, move the column to the lowest position. Refer to Chapter 12 and remove the ignition key lock cylinder.

2 Remove the screws, then separate the halves and remove the upper and lower steering column covers **(see illustrations)**.

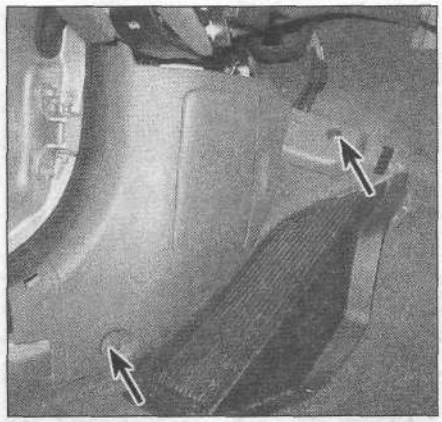
3 Installation is the reverse of the removal procedure.

26 Instrument panel - removal and installation

Refer to illustrations 26.6, 26.7a, 26.7b, 26.8, 26.10, 26.14, 26.15, 26.16, 26.17, 26.22a, 26.22b, 26.23, 26.24, 26.27a, 26.27b, 26.28a and 26.28b

Warning: *The models covered by this manual are equipped with Supplemental Restraint systems (SRS), more commonly known as airbags. Always disarm the airbag system before working in the vicinity of any airbag system component to avoid the possibility of accidental deployment of the airbag, which could cause personal injury* (see Chapter 12).

1 Disconnect the cable from the negative battery terminal (see Chapter 5).



26.7a Remove the fasteners from the A-pillar lower trim panels - left side shown

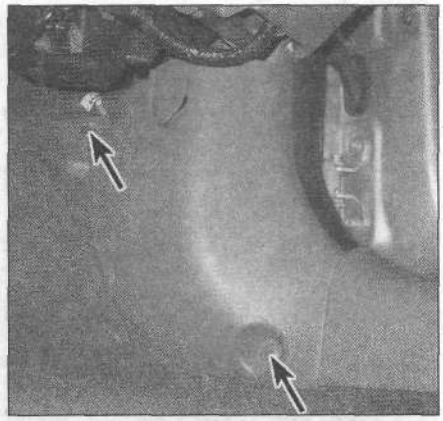
2 On tilt steering columns, move the column to the lowest position. Refer to Chapter 10 and remove the steering wheel.

3 Remove the passenger's side airbag (see Chapter 12).

4 Remove the audio unit from the center of the dashboard (see Chapter 12).

5 Remove the heater/air conditioner control assembly (see Chapter 3).

6 Remove the pin-type retainers from the front door scuff plates **(see illustration)**.



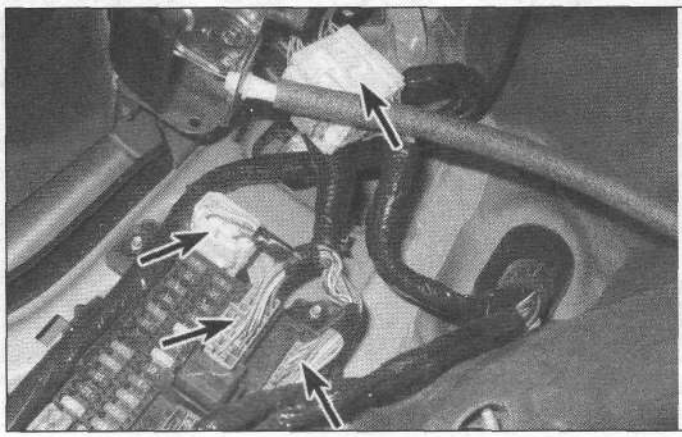
26.7b Right side A-pillar trim panel fasteners

7 Remove the pin-type retainers from the A-pillar lower trim panels **(see illustration)**, then remove the panels.

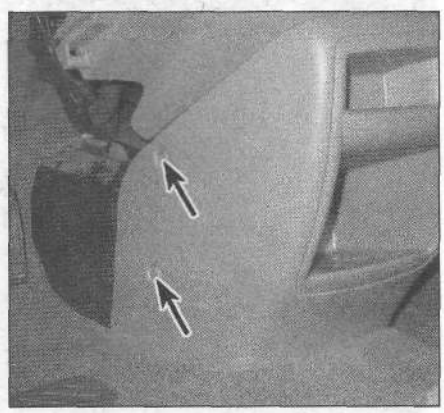
8 Disconnect the instrument panel harness connectors located by the cowl **(see illustration)**.

9 Remove the hood latch bolts and position the assembly off to the side without disconnecting the cable (see Section 10).

10 Remove the utility compartment **(see illustration)**.



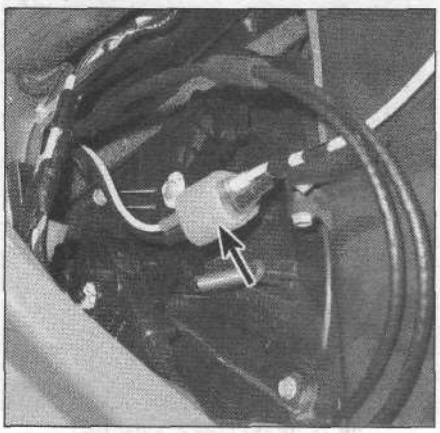
26.8 Location of the instrument panel connectors



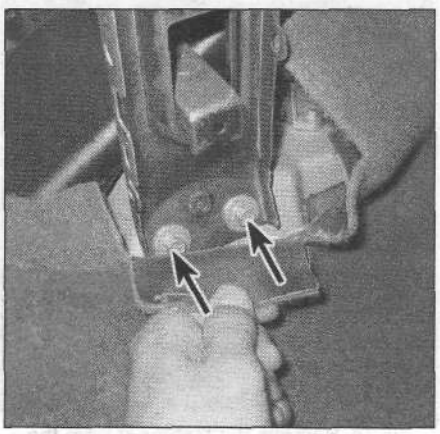
26.10 Remove the utility compartment mounting screws - two each side

26.14 Remove the cover panel fastener

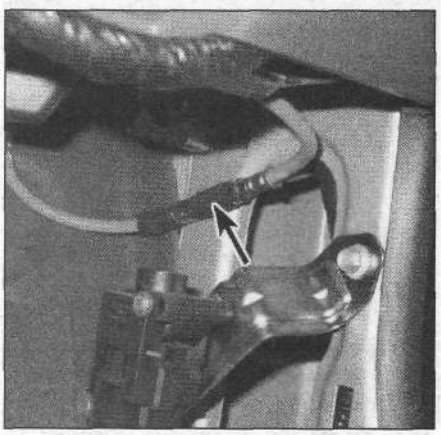
26.15 Disconnect the instrument panel connectors below the center dash



26.16 Disconnect the vacuum harness connector

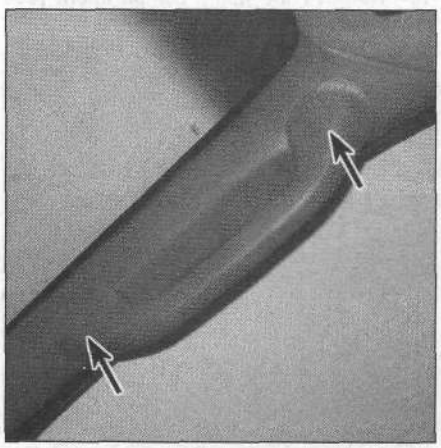


26.17 Remove the instrument panel center brace mounting bolts

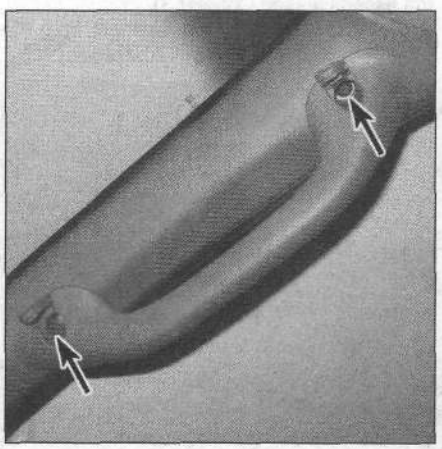


26.21 Disconnect the antenna connector

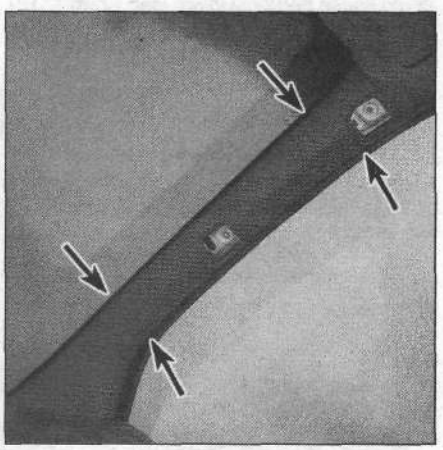
11 Remove the steering column covers (see Section 25).
12 On manual transaxle models, disconnect the shift cable (see Chapter 7).
13 Disconnect the steering column intermediate shaft U-joint (see Chapter 10).
14 Remove the cover panel **(see illustration)**.
15 Disconnect the harness connectors **(see illustration)**.
16 Disconnect the climate control vacuum harness **(see illustration)**.
17 Remove the instrument panel center brace **(see illustration)**.
18 Disconnect the temperature control cable from the heater/air conditioner assembly (see Section 24).
19 Press the glove box tabs toward the interior of the glove box and pull the door down (see Section 24).
20 Disconnect the blower electrical connectors (see Chapter 3).
21 Disconnect the interior antenna cable connection **(see illustration)**.



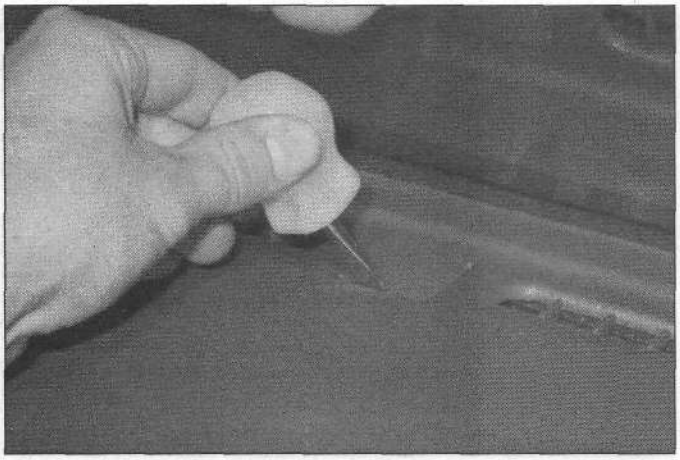
26.22a Remove the screw covers . . .



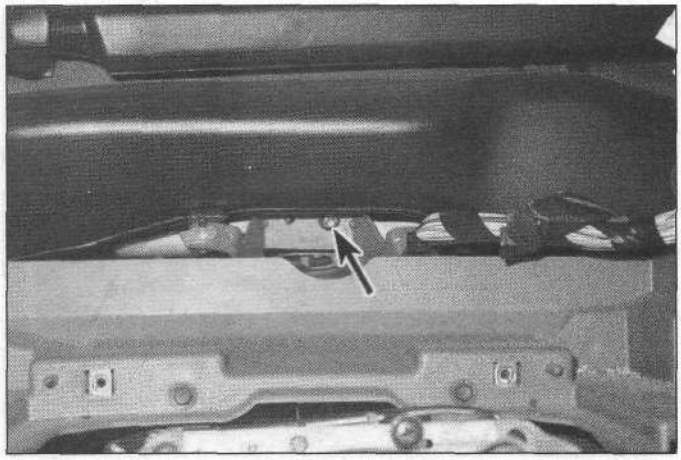
26.22b . . . and remove the A-pillar assist handle mounting bolts



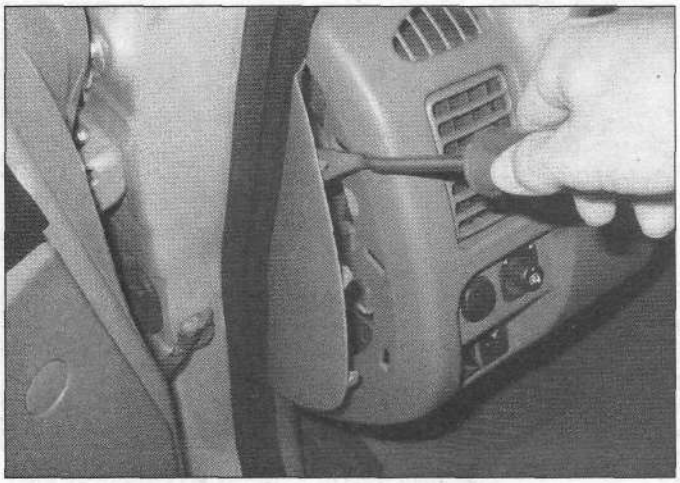
26.23 Remove the garnish molding by prying the edges with a panel tool



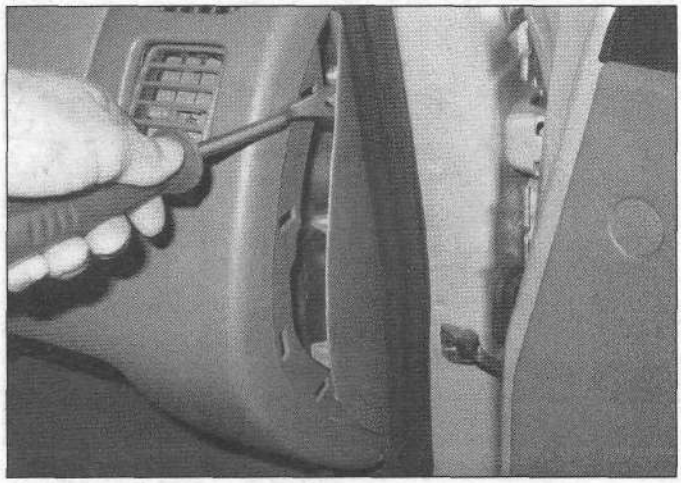
26.24 Pry off this cover from the center of the instrument panel and remove the bolt underneath



26.26 Remove this bolt from the instrument cluster cavity



26.27a Remove the finish panel from the left . . .



26.27b . . . and right side of the instrument panel

22 Remove the A-pillar passenger assist handle **(see illustrations)**.

23 Remove the windshield side garnish moldings **(see illustration)**.

24 Remove the small cover from the center of the instrument panel (near the windshield), then unscrew the bolt **(see illustration)**.

25 Remove the instrument cluster (see Chapter 12).

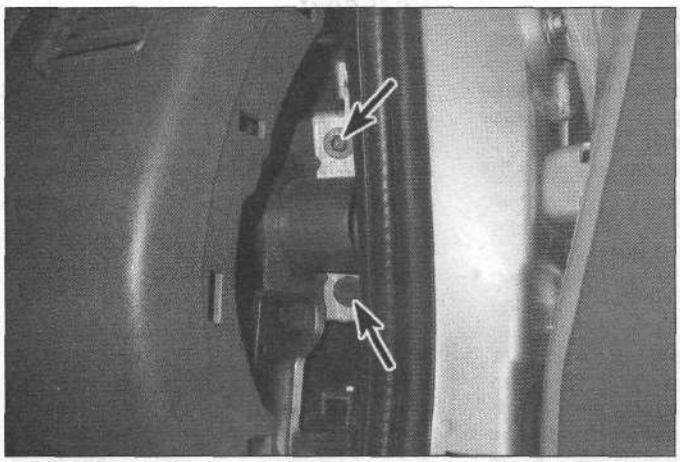
26 Working in the instrument cluster cavity, remove the instrument panel bolt **(see illustration)**.

27 Remove the finish panels from each side of the instrument panel **(see illustrations)**.

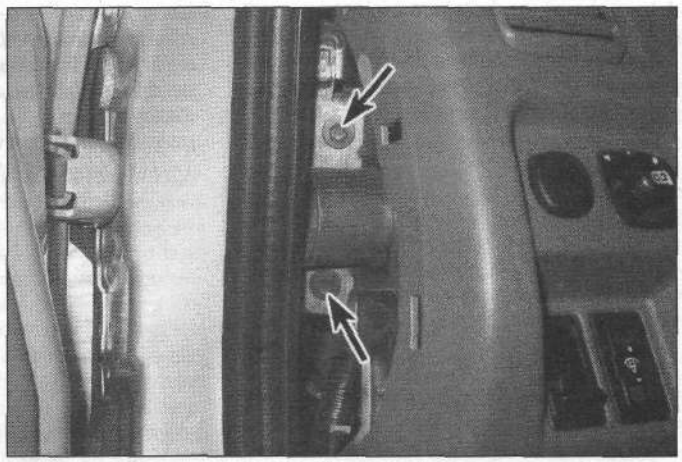
28 Remove the instrument panel mounting bolts from the support structure **(see illustrations)**.

29 Remove the center floor console (see Section 23).

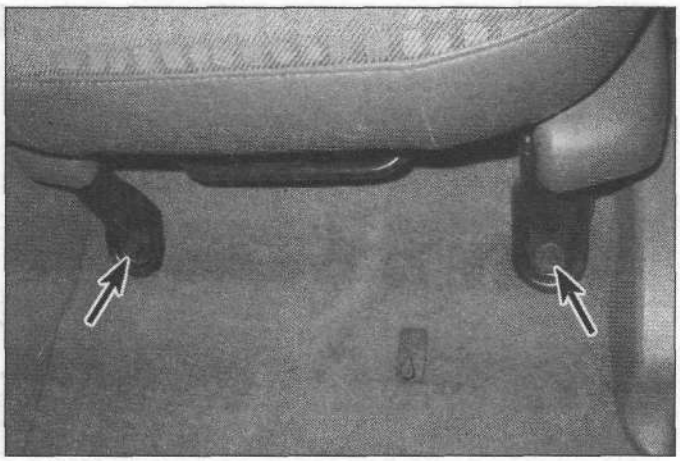
30 Remove the lower trim panel (see Section 24). Then detach the bolts securing the



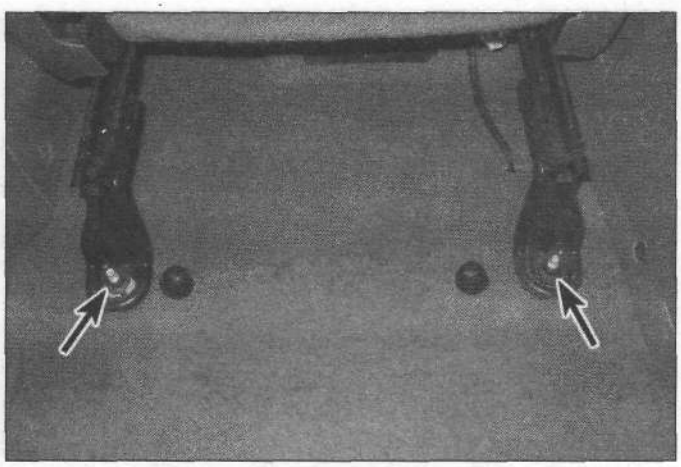
26.28a Remove the bolts from the support structure on the left . . .



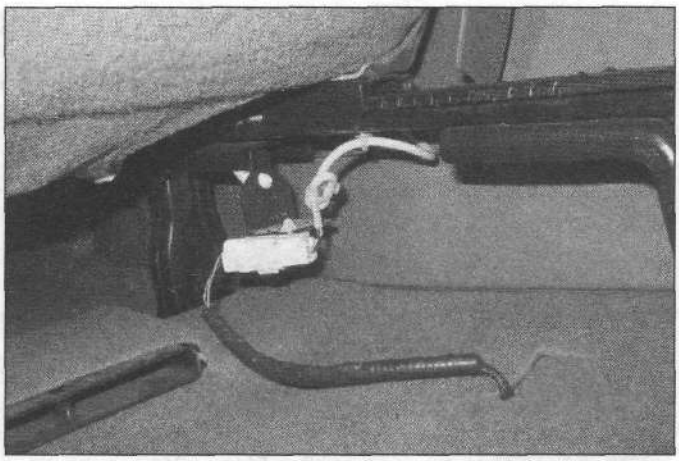
26.28b . . . and right side of the instrument panel



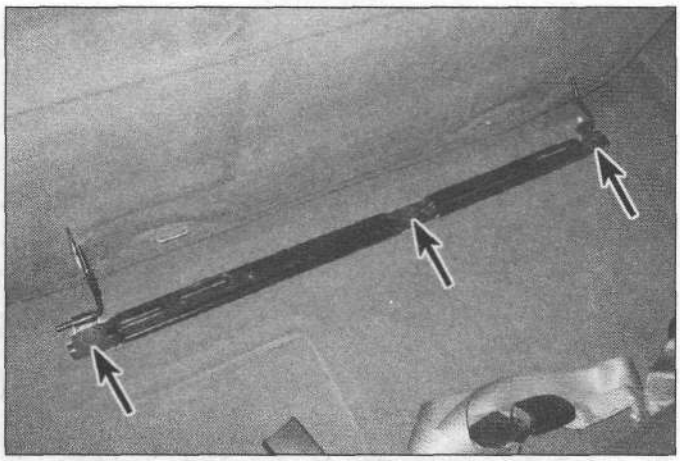
27.2a Location of the forward mounting bolts



27.2b Location of the rear mounting bolts



27.3 Disconnect any electrical connectors under the seat



27.6 Location of the rear seat hinge bolts

steering column and lower it away from the instrument panel (see Chapter 10).

31 A number of electrical connectors must be disconnected in order to remove the instrument panel. Most are designed so that they will only fit on the matching connector (male or female), but if there is any doubt, mark the connectors with masking tape and a marking pen before disconnecting them.

32 Once all the fasteners are removed, lift the instrument panel then pull it away from the windshield and take it out through the driver's door opening. **Note:** *This is a two-person job.*

33 Installation is the reverse of removal.

27 Seats - removal and installation

Front seat

Refer to illustrations 27.2a, 27.2b and 27.3

Warning: *These vehicles are equipped with side-impact airbags located in the outboard sides of the front seat backs, and most models are also equipped with seat belt pre-tensioners, which are also explosive devices. Always disarm the airbag system before working in the vicinity of any airbag system component to avoid the possibility of accidental deployment of the airbag, which could cause personal injury* (see Chapter 12).

1 Pry out the plastic covers to access the seat tracks and their mounting bolts.

2 Remove the retaining bolts **(see illustrations)**.

3 Tilt the seat upward to access the underside, then disconnect any electrical connectors **(see illustration)** and lift the seat from the vehicle.

4 Installation is the reverse of removal.

Rear seat

Refer to illustration 27.6

5 Fold the seat forward.

6 Remove the hinge retaining bolts and detach the seat from the vehicle **(see illustration)**.

7 Installation is the reverse of removal.