

DOORS

Lubrication

Hinge pins and door locks must be lubricated at regular intervals.

When oiling the door locking mechanism the windows should be fully wound up, and after oiling, the doors should be left open for as long as possible, otherwise, since some oil is bound to be wasted, it may flow out of the drain holes and possibly into the interior of the car.

The wards of the lock should be lubricated by applying a small amount of Shell Silicone Compound to the key which is then inserted into the lock in the normal manner. Operate the lock a few times, withdraw the key, and wipe off the surplus compound.

The push-button of the exterior handles is lubricated from the outside.

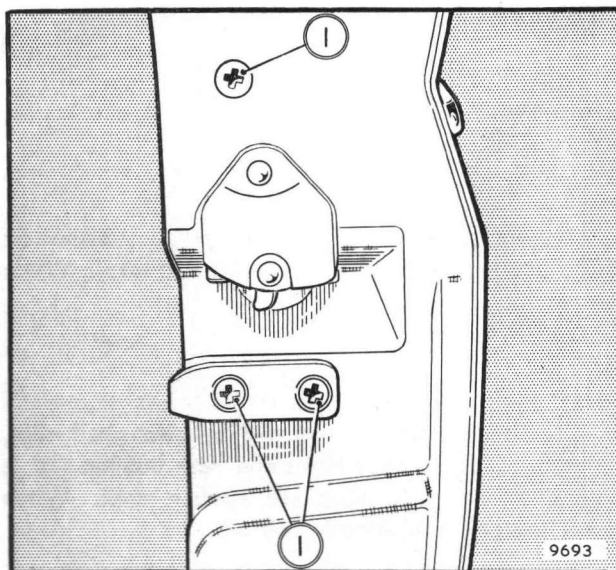


Fig. 18a. Door lock attachment—later models

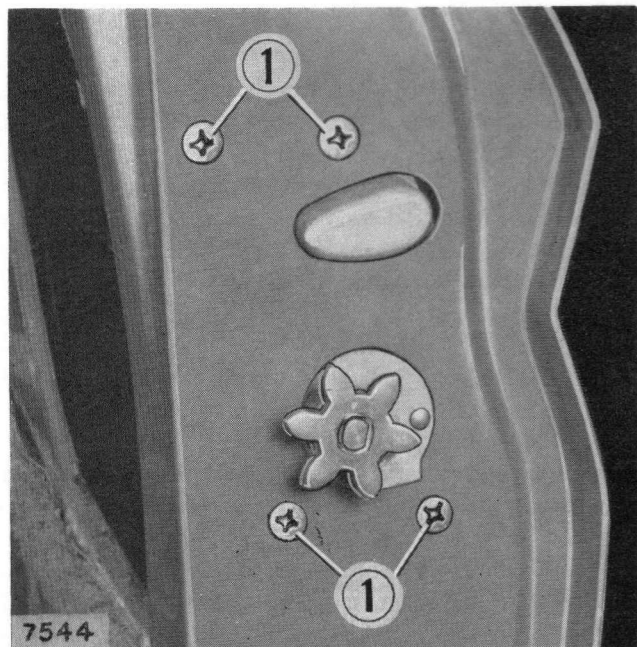


Fig. 18. Door lock attachment—early models

DOOR LOCK

To remove (Fig. 18 or 18a)

Remove interior handles and trim pad.

Remove the lock remote control securing screws with their washers (2 of Fig. 6), and the lock securing set-screws (1). On models fitted with a remote control guide, this is removed by levering out of the door panel.

Take out the combined door lock and remote control through one of the apertures in the inner door panel.

Replacement is a reversal of these instructions.

EXTERIOR DOOR HANDLE

To remove

Remove interior handles and trim pad.

From inside the door casing, remove the nuts and washers which retain the handle to the door. Take care not to misplace the seating washers (17 and 20 of Fig. 12) between the exterior handle and the outer door panel.

To adjust

On the reverse side of the push-button is a plunger held by a locknut.

The correct clearance between the plunger head and the lock contactor should be $\frac{1}{32}$ in. (.79 mm) and must be checked when the handle is attached to the door, through the aperture in the inner door panel.

When adjusting, simply rotate the plunger bolt in or out as required after releasing the locknut, finally tightening the locknut when the desired clearance has been attained.

To refit

Reverse the removal procedure, not forgetting the two seating washers between the exterior handle and the outer door panel.

DOOR STRIKER UNIT

To remove (Fig. 19 or 19a)

It is not necessary to disturb this component other than to fit a replacement, or to make adjustments. In this case, remove the three securing screws (1).

To refit

Attach the striker unit to the door pillar. Shut door and then adjust if necessary.