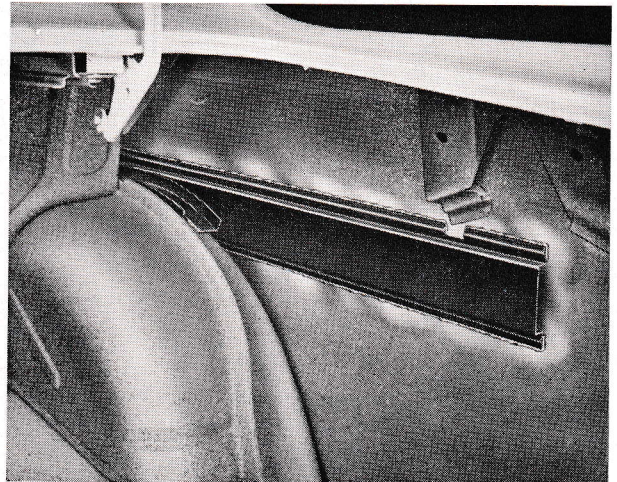


SP 2004



SP 2005

Fig. 107. Showing a body side panel reinforcement secured to the panel by metal-to-metal adhesive. Left—forward end. Right—rear end

during the time necessary for the adhesive to achieve its maximum bond.

5. Wipe away any surplus adhesive.

6. When installing a reinforcement on the left-hand side of the car, secure the foam strip in the centre at the rear of the reinforcement with trim adhesive before installing the fuel tank.

NOTE: The successful application of metal-to-metal adhesive will depend largely on the preparation of the surfaces to be bonded, and in the selection of a suitable compound (see notes on 'Sealing and Adhesive Compounds' on page 73).

When renewing an engine mount side rail, rear longitudinal member or any part which cannot be

completely protected by paintwork, the inner surfaces of the metal should be sprayed with an anti-corrosive compound after the normal paintwork or undersealing has been carried out.

When renewing a body shell on model HAD, the necessary holes must be drilled for attachment of the moulding clips before applying the final paint finishing coats. The dimensions of the front wing and body side panel moulding attaching clip fixing holes are shown in Fig. 108.

Dimensions of the holes to be drilled in the door panels are shown in Fig. 57 on page 34. The type and number of clips required for each moulding are given under 'Exterior Mouldings and Nameplates' on page 1.

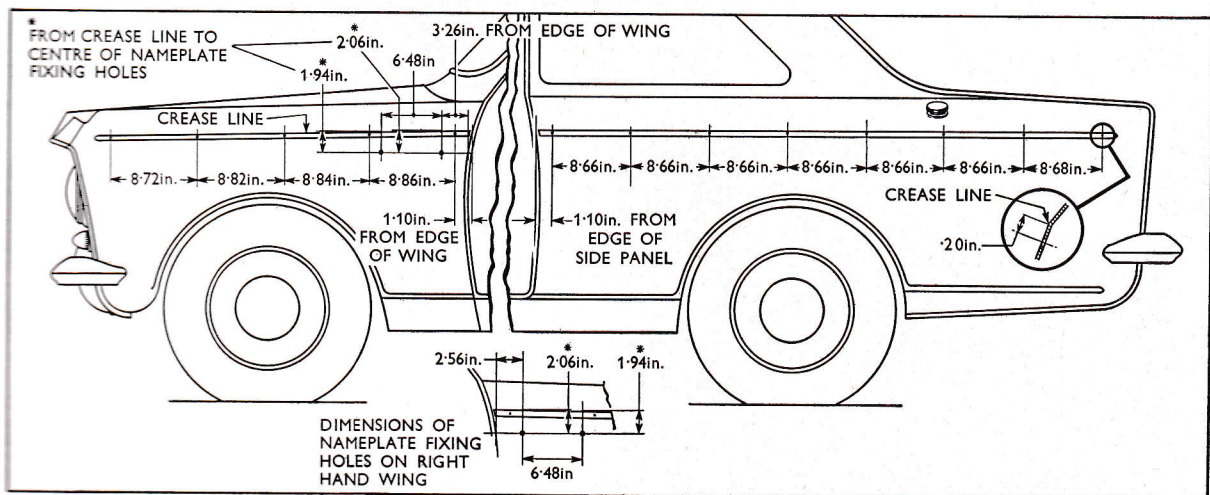


Fig. 108. Dimensions of the front wing and body side panel moulding attaching clip fixing holes (HAD). Inset shows a part section of the side panel. The holes should be drilled with a No. 31 drill