

# Chapter H

## Interior

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## H.1 Control panel

### H.1.1 Disassembling

- Remove the radio disconnect contacts and antenna.

If no radio is installed, remove the radio cover.



- Loosen the frame with indicators. This is not screwed, only pressed on with barbs on all sides fastening it to the surrounding frame

Start pressing the frame upwards loosening the lower fasteners. Press then the sides against each other loosening the fasteners along the sides. At last press the frame downwards loosening the top of the frame. The frame can now be removed.

- Disconnect indicators and pull it sideways through the opening between the center vents and the inner frame.



- Loosen the facia.

This is fastened with two fasteners at the top as shown in the picture ...

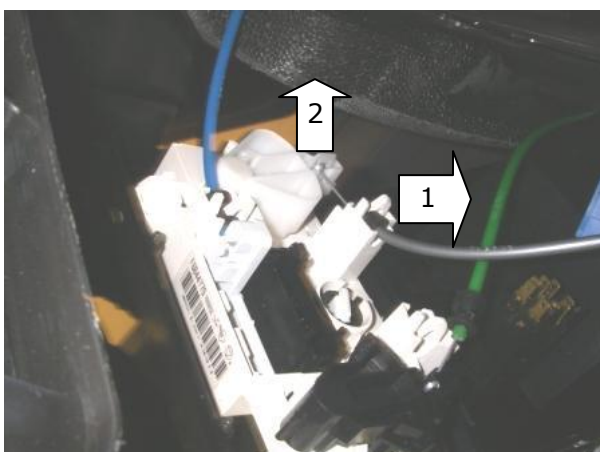


... and two fasteners at the bottom; one on each side of the centre stack (one side shown in the picture).



The control panel with buttons for heating and ventilation can either be taken out individually or together with the frame.

The control panel is fastened to the frame with 2 screws. Loosen the fasteners, press the white clips down and flip the panel outwards.



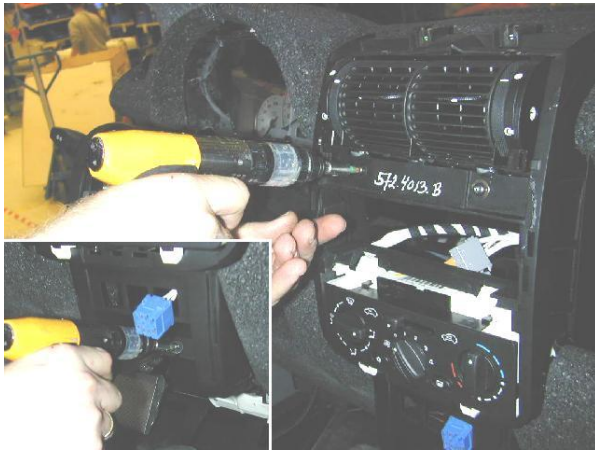
The picture is showing the wire for heating and ventilation connected to the back of the control panel. Electrical contact is here already disconnected.

To disconnect the wire pull the anchorage to one side (1) releasing the wire from the slot. Then pull the plate locking the knob (2) at the end of the wire.

Do the same for the two other cables also.



- Loosen the center stack top plate.



The inner frame around the control panel and center vents can now be disassembled. It has 4 fasteners. The frame can now be removed together with center vents, control panel and switches/connections on the back side.

You can also push the center vents in and take them out from the back of the frame.

### **H.1.2 Assembling**

Assemble in reverse order.

Center vents are installed from the back side before the frame is installed.

Make sure all cables are located correctly and not squeezed.

Tightening torques:

Facia = 1,9 Nm

Top plate = 1,9 Nm

Inner frame = 1,9 Nm

Bracket to frame = 1,5 Nm

Bracket for control panel = 1,9 Nm



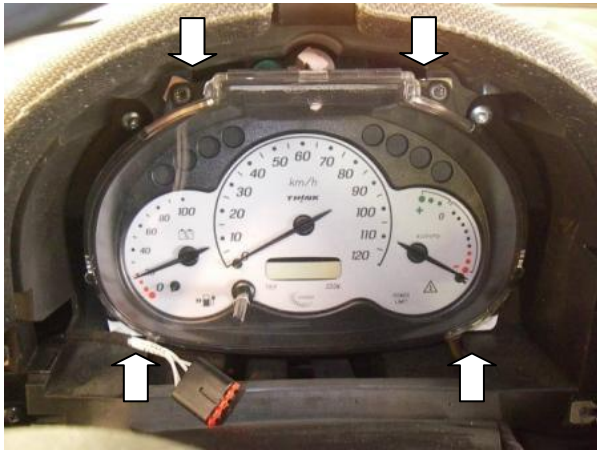


## H.2 Instrument panel and main light switch

### H.2.1 Disassembling

**IMPORTANT:** If the instrument panel is replaced the mileage must be registered in the car's service and warranty booklet before the instrument is taken out.

- Loosen the frame around the instrument and the main light switch. This has one fastener.
- Disconnect the tailgate release switch.
- Remove the four instrument panel fasteners.



- Tilt the instrument panel contact locking mechanism and pull it loose.

The instrument itself is possible to split for access to print cards with light bulbs.

Instrument light bulb can be seen at the bottom of the picture.



The main light switch has 3 fasteners.

### ***H.2.2Assembling***

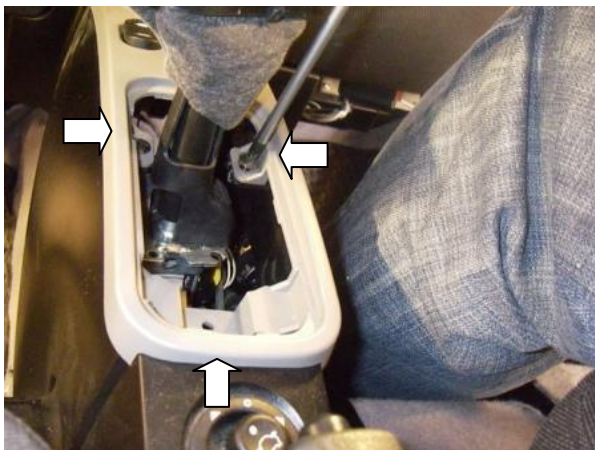
Assemble in reverse order.

Tightening torques:

Main light switch = 1,9 Nm

Instrument = 1,9 Nm

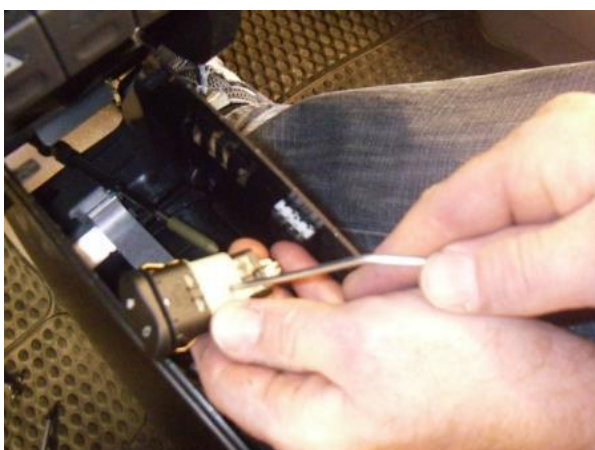
Frame = 1,9 Nm



## **H.3 Gearshift**

### ***H.3.1Disassembling***

- Tilt the gearshift cover.
- Remove the three gear console fasteners.
- Lift the gear console and pull it backwards.



- Disconnect the electrical window switches.



- Loosen the two gear console closure panel fasteners.



- Remove the facia for access to gear console closure panels front fasteners.
- Loosen one fastener for each for the closure panels fastening it to the center console.



- Loosen fastener and tilt the back of the panel releasing the plug and pull the closure panel off.





Bracket with gearshift can now be disassembled.

- Loosen gear cable.
- Disconnect contact.
- Loosen the four gearshift bracket fasteners.

### ***H.3.2Assembling***

Assemble in reverse order.

Tightening torques:

Bracket to floor = 7 Nm

Closure panel (all fasteners) = 1,9 Nm

Top cover = 1,9 Nm



## **H.4 Knee bolsters**

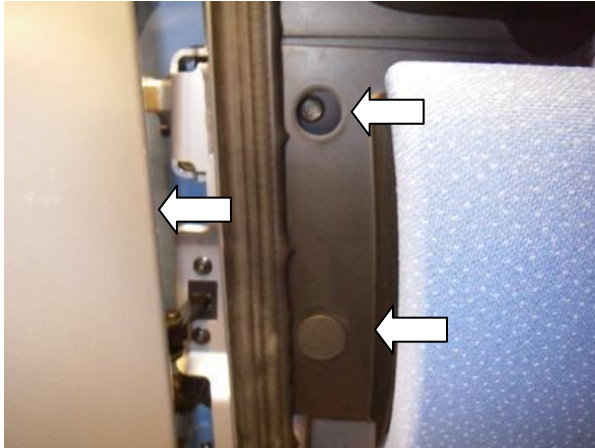
### ***H.4.1Disassembling***

**Disconnect the 12 V battery before disassembling the knee bolster.**

The following must be removed before the knee bolster is disassembled:

- Indicators and facia.
- Top and closure panels around the gearshift. NB! Be careful when removing the closure panels not damaging the plugs.
- Hood release.

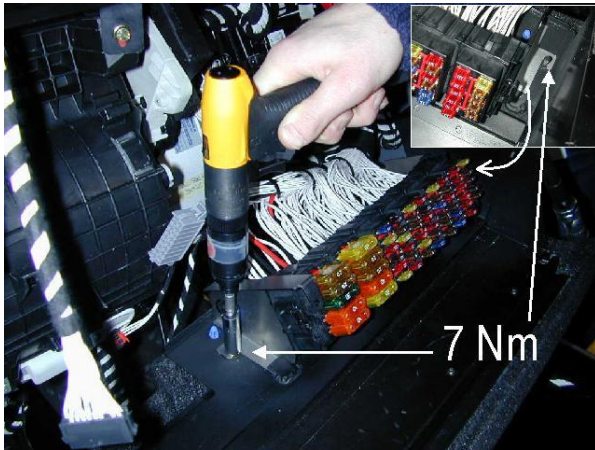




- Pull the door seal aside.
- Remove the knee bolster fastener covers and the four knee bolster fasteners.

Disconnect the following contacts:

- 12 V outlet – two contacts.
- Passenger airbag switch. Tilt red cover and press black button to disconnect.
- Diagnosis contact.
- Battery reset switch.



- Loosen the two fusebox fasteners.

#### ***H.4.2 Assembling***

Assemble in reverse order.

Tightening torques:

Fusebox = 7 Nm

Knee bolster to frame = 20 Nm

Diagnosis contact = 1,1 Nm

Bracket hood release = 7 Nm

## **H.5 Dashboard**

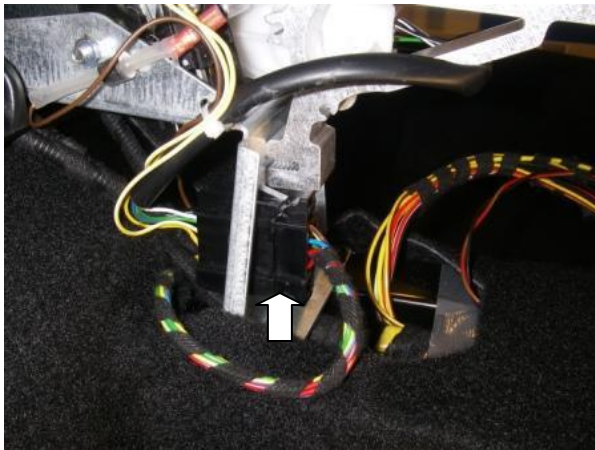
### ***H.5.1 Disassembling***

**Disconnect the 12 V battery before disassembling the dashboard.**

- Remove the control panel (see section H.1) and instrument panel (section H.2).
- Remove knee bolsters (see section H.3).



- Disconnect mirror switch contact (1). Tilt the switch up from the cover and disconnect the contact.
- Remove the gear console cover (see section H.3.1).
- Disconnect electrical window contacts (2).



- Remove gear console closure panels (see section H.3.1).
- Disconnect gearshift contact (see picture).
- Disconnect RAC speaker contact.

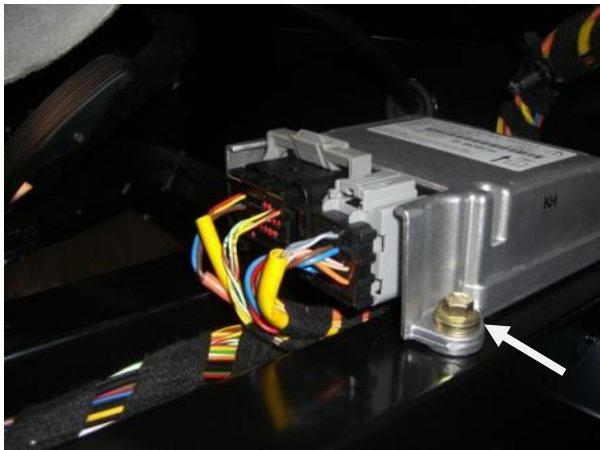


- Disconnect seat belt tensioners below the seats (see section H.7.1).



- Disconnect handbrake contact.

To access the contact the carpet must be pulled aside. The harness is fastened to the frame by tape.



- Loosen the ECU protection cover bracket.
- Disconnect contacts.

To access the EU the carpet must be pulled aside.

The gold fastener is the safety restraint grounding. This must be properly fastened.



- Remove the frame around the instrument panel and main light switch.

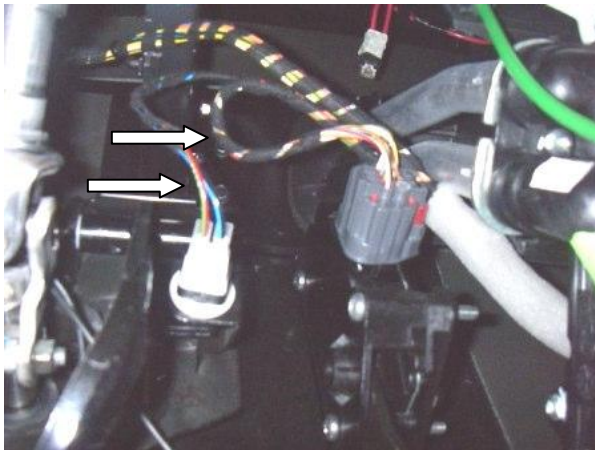
The driver's side panel is fastened with one fastener in the middle below and two in the front as shown in the picture.





The passenger's side panel has five fasteners.

- Remove the air duct.



- Disconnect brakepedal and accelerator pedal contacts.
- Loosen the dashboard from the bulkhead. The fasteners are partly hid by the harness in the picture (see arrows).
- Loosen the steering column (see chapter D).

The steering column can either be unfastened at the crown wheel at the bottom (following the dashboard out) or be loosened from the dashboard (three nuts and one bolt).



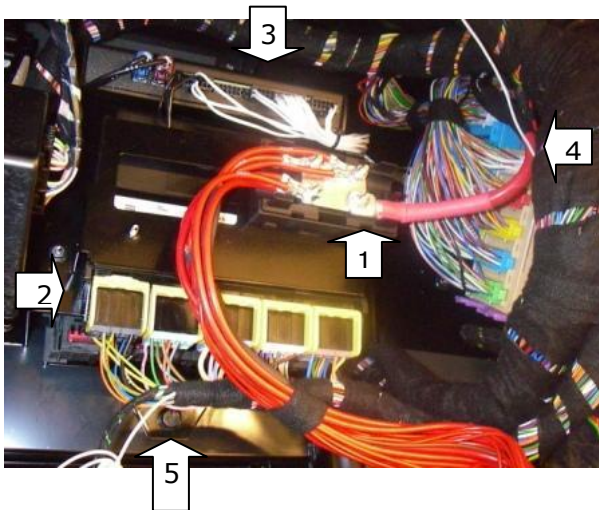
To release the accelerator pedal contact the red locking mechanism must be pressed upwards and the barbs pressed in (see picture).





Disconnect contacts for:

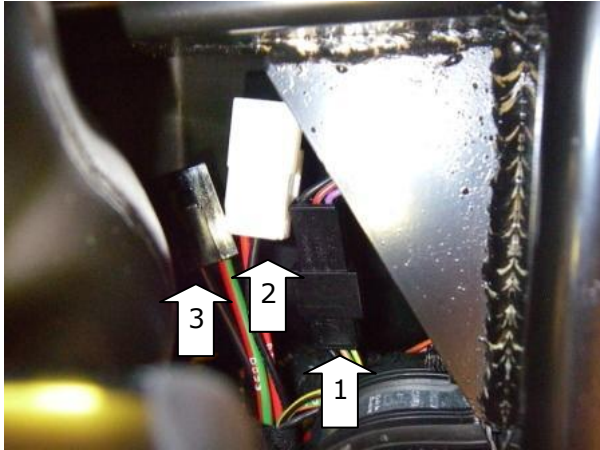
- Both doors (forced through the holes, see picture).
- Grounding cables on both sides (see picture).



- Open the connection box and disconnect the thick harness to the right (1).
- Tilt the yellow clamps down and disconnect the GEM contacts (2).
- Disconnect the RAC contacts (3).
- Disconnect blue and beige contact (4) against the A pillar. Pull the locking mechanism in two steps and disconnect.
- Loosen bolt (5) and pull the relays out.



Unfasten the nut in the picture to remove the connection box.



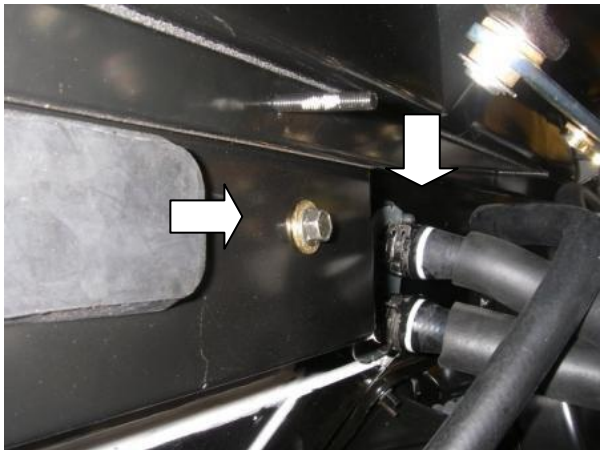
- Disconnect the three contacts in the picture.

The black connector is for the interior light (1).

Options:

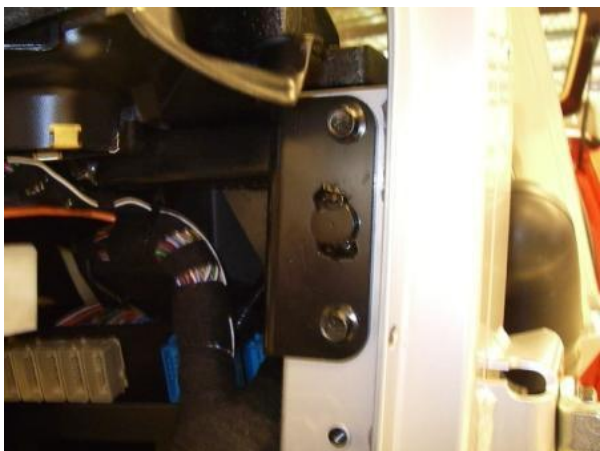
The white connector (2) is for the sunroof.  
The black connector (3) is for the heated windscreen (here not connected).

Location: At the right in the picture you can see the dashboard fastening point to the A pillar.



- Open the hood.
- Unfasten the striker for the heater.
- Remove coolant hoses.

Place a bowl or similar below to collect coolant running out when the coolant hoses are disconnected.



- Unfasten bolts, 2 on each side (see picture).

The dashboard can now be carefully removed. Pull it backwards in such a way that the cooling pipes are released from the bulkhead..

### **H.5.2 Assembling**

Assemble in reverse order. Make sure no cables are stretched or squeezed.

Tightening torques:

Grounding to A pillar = 9 Nm

Harness connection box = 4 Nm

Relay bracket = 20 Nm

Fasteners to bulkhead = 7 Nm

Fasteners to A pillar = 20 Nm

Panels lower edge = 7 Nm

Panels front = 1,9 Nm



### **H.6 Clock spring**

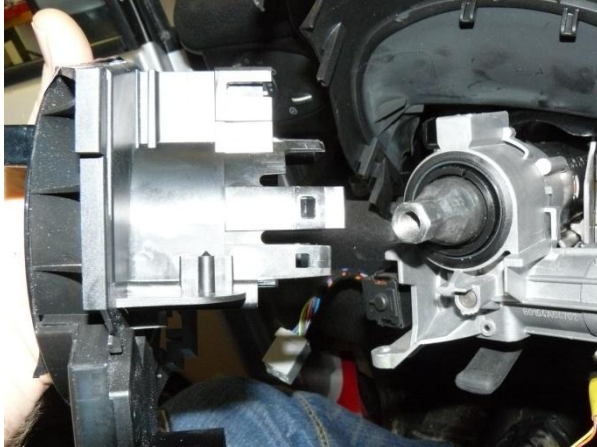
Turn the ignition off and disconnect the 12 V battery before start working on the clock spring.

#### **H.6.1 Disassembling**

Remove driver's airbag (see section H.7.1).



- Remove the steering wheel.
- Remove upper and lower shrouds (around the steering column).
- Disconnect the ignition switch, lights and wiper stalk.
- Press the clips at the upper edge of the stalks, push them upwards and remove them.



- Loosen clips on both sides of the steering column and pull the clock spring out.

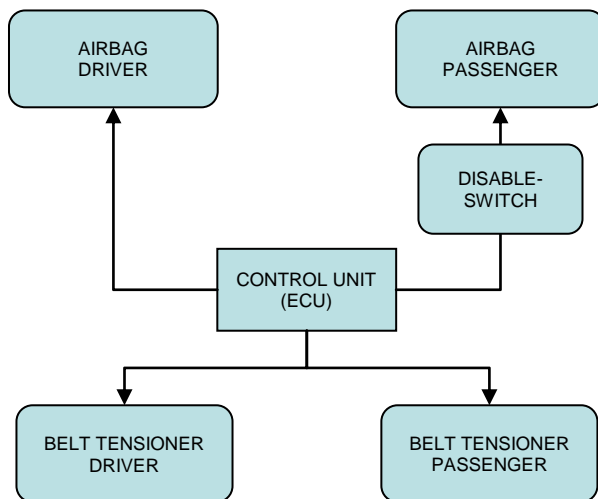
### H.6.2 Assembling

Assemble in reverse order.

**NB ! Make sure the clock spring holds its position during assembling.** Leave the securing until the clock spring is installed.

#### Tightening torque:

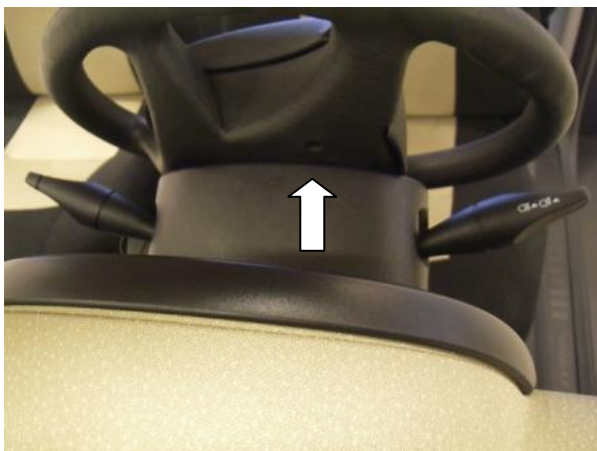
Steering wheel = 47,5 Nm



## H.7 Airbags

Turn off the ignition and disconnect the 12 V battery before starting any work on the airbags.

**NB: Airbags and belt tensioners are charged with explosives. Do not stay in front of the component when it is disassembled.**



### H.7.1 Disassembling – driver's side

**Make sure the clock spring is not dislocated when removing the airbag.**

The airbag is fastened to the steering wheel with two bolts.

**NB: The airbag is charged with explosives. Do not stay in front of the airbag when it is disassembled.**

First unfasten the airbag from the steering wheel. Then disconnect the cable and put the airbag carefully aside.



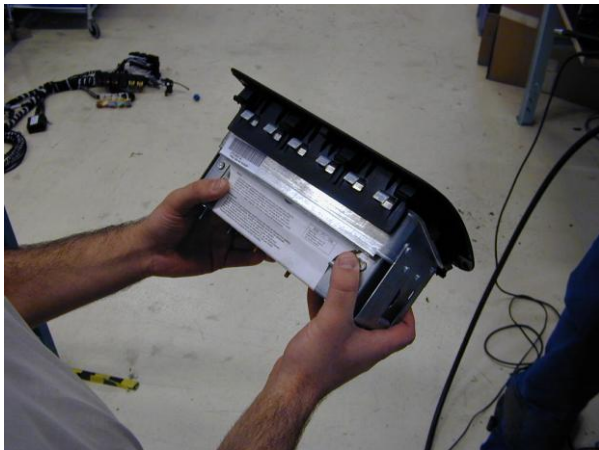


### ***H.7.2 Assembling – driver's side***

Assemble in reverse order.

#### **Tightening torque:**

Airbag = 4 Nm.



### ***H.7.3 Disassembling – passenger's side***

Turn off the ignition and disconnect the 12 V battery before starting any work on the airbags.

Control panel and knee bolster must be removed to access the airbag. See separate sections. The shelf/glove box is removed together with the knee bolster.

Hold the airbag as shown in the picture.



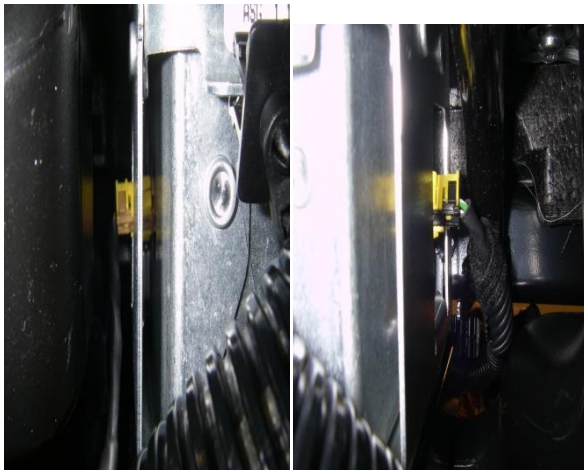
- Loosen panel on passenger's side (five fasteners).
- Remove the air duct.

**NB: The airbag is charged with explosives.  
Do not stay in front of the airbag  
when it is disassembled.**



The airbag itself is fastened to a separate frame with four nuts.

The air duct can be bended slightly down to access the inner nut. Use for example a screwdriver to be able to use a hinged socket spanner as shown in the picture.



First disconnect the contacts towards the door.

**NOTE:** The barbs inside the airbag contacts are easily damaged so be careful when taking it out.

Then press the airbag upwards releasing the fasteners from the frame. The airbag can then be pulled slightly towards the door. Now you have easier access to the other contact.

**NOTE:** The airbag is fastened with barbs to the dashboard. Press carefully inwards and at the same time up and out of the dashboard.



#### ***H.7.4 Assembling – passenger's side***

Remove the protective frame from the new airbag. Replace harness contacts if necessary.

Assemble in reverse order.  
The contacts will click on.

Tightening torque:  
Airbag to frame = 9 Nm



### **H.7.5 Disassembling – control unit**

Turn off the ignition and disconnect the 12 V battery.

The carpet must be pulled aside to access the control unit.

Loosen the control unit bracket.



- Disconnect cables and unfasten the control unit.

### **H.7.6 Assembling – control unit**

Assemble in reverse order.

Tightening torques:

Control unit to frame = 7 Nm

Control unit bracket = 7 Nm



## **H.8 Safety belts and tensioners**

The safety belts consist of the belt itself, belt tensioners with fastener and upper and lower belt fasteners on the B pillar.

Turn off the ignition and disconnect the 12 V battery before starting any work on the seat belts.

**NOTE:** If the car has been in a collision activating airbags and belt tensioners the complete safety belt system must be replaced on both sides.





### ***H.8.1 Disassembling – seat belt***

Loosen the belt from the seat:

- Pull the adjusting wheel off (1).
- Loosen the cover (2).
- Loosen the seat belt (3).



- Loosen the fastener and remove the panel.



- Remove upper B pillar trim.
- Pull the seat belt through the trim.



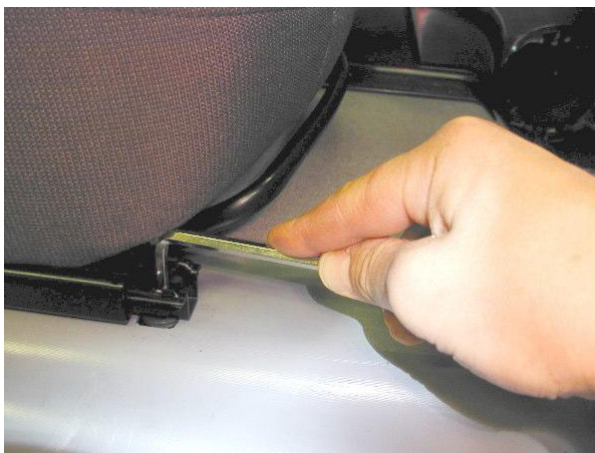


- Loosen the upper seat belt fastener.



- Loosen the lower seat belt fastener.
- Pull the seat belt out from the guidance.

Inspect the fastening brackets and bolts for damages. If any sign of damage they must be replaced.

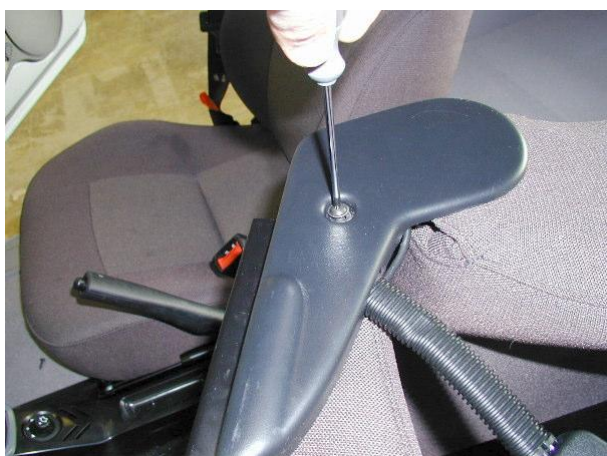


### ***H.8.2Disassembling – belt tensioners***

- Loosen the four seat fasteners.



- Disconnect contacts under the seats. One contact under the passenger's seat and two contact under the driver's seat.
- Remove the seat.



- Loosen belt tensioner/belt fastener cover.



- Loosen belt tensioner and belt fastener.

Inspect the seat frame for structural damages.

**NB! The belt tensioner contains explosives. Handle with care. Avoid static electricity.**

### ***H.8.3Assembling***

Assemble in reverse order.

Verify that the belt tensioners are properly installed. Check if the belt locks up when pulled out quickly. Check also that the belt is rolled back in after use.

Tightening torques:

Upper belt fastener = 40 Nm

Lower belt fastener = 40 Nm

Lower belt fastener to floor = 20 Nm

Belt tensioners = 40 Nm

Seat fasteners = 25 Nm

### ***H.8.4Assembling - seat***

- Enter the fasteners without pressing the rails down.
- Move the seat forward/backwards to ensure it moves freely.
- Fasten front fasteners.
- Check that the seat still moves freely.
- Fasten rear fasteners
- Check that the seat still moves freely forward/backwards.

Tightening torque = 25 Nm