

## Recommended tooling for replacing the windscreen or the rear window

## MATERIAL

	Description	Supplier Reference	M.R. 500** approval N°.
87 270	Pulling handle	UK See MR 500**	55 70 00
87 270	Retaining tool*	STHALWILLE STW 10351	
87 270	Roll of cutting wire (piano wire)		
87 274	Pair of suction cups for positioning the wind- screen and the rear windows	UK See MR 500**	58 23 00 55 70 01
92 529	Electric cutter for removing windows	UK See MR 500**	600 500
92 523	Blade for windscreen (upper part) Part no. 639 03 079 012	FEIN	

## SPECIAL TOOLING

	Description	Renault Reference	M.P.R. Reference
88 400	Dashboard protector	Car. 1029	00 00 102 900
88 700	Piano wire insert tool	Car. 1033	00 00 103 300

## BONDING THE WINDOWS

(See section entitled "WINDOWS - Windscreen")

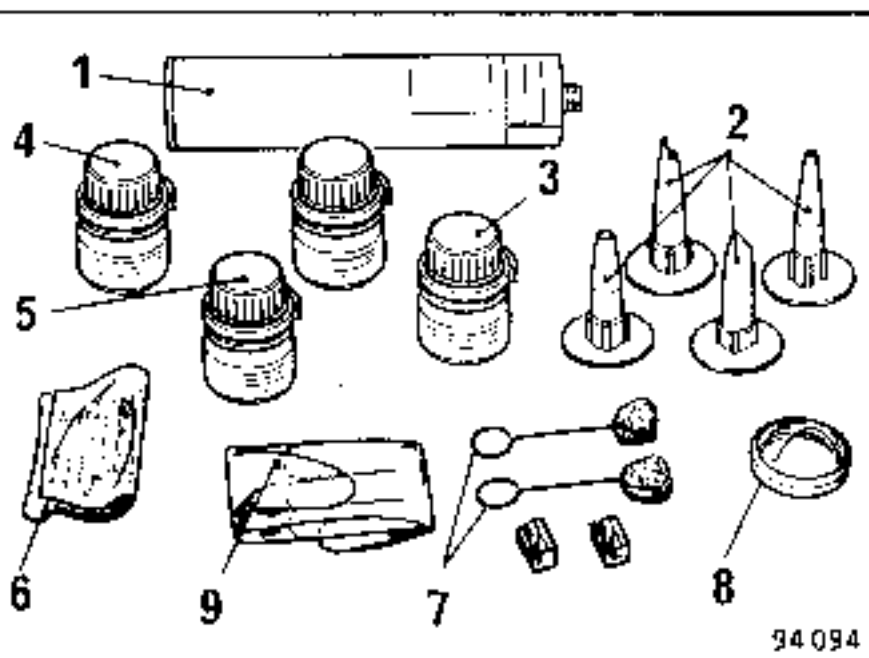
### MONO-COMPONENT PRODUCT

Part no. M.P.R. 77 01 202 273

Bonding kit:

Contents:

- 1 Mastic cartridge part no. GURIT BETASEAL 71904 HV3
- 2 Precut nozzle for triangular section.
- 3 Bottle of glass primer part no. GURIT 8413211.
- 4 Bottle of sheet metal primer part no. GURIT 435-46.
- 5 Bottle of degreasing agent part no. GURIT VP 04 604.
- 6 Special degreasing cloth
- 7 Primer mops.
- 8 Cutting wire (piano wire).
- 9 Pair of gloves.



### IMPORTANT :

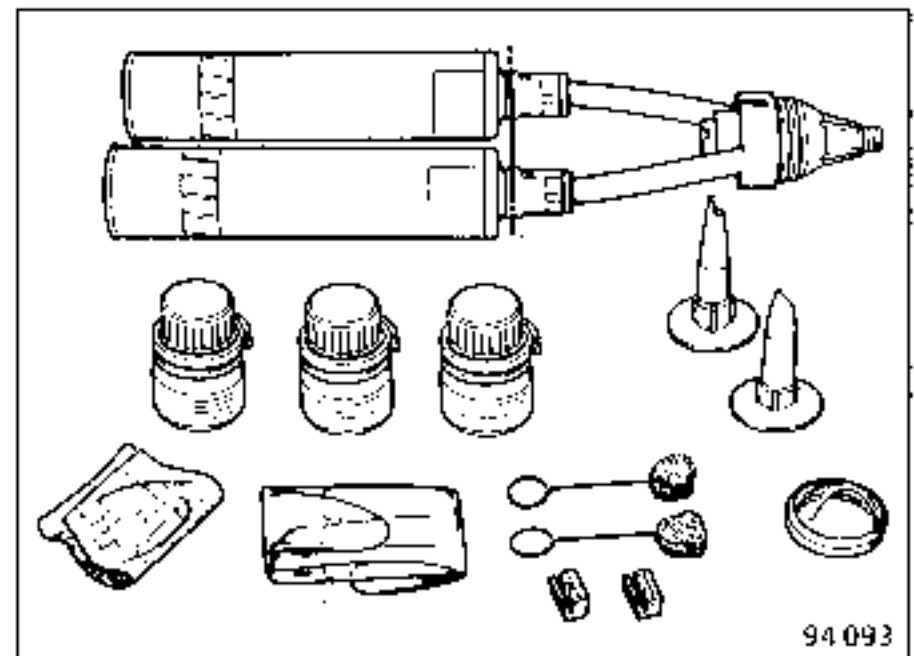
For every windscreen or rear window replacement, your are advised to have a second cartridge to hand. To obtain the required extruded bead may involve the use of an additional cartridge.

Cartridge of mastic alone

Part no. M.P.R. 77 01 202 234.

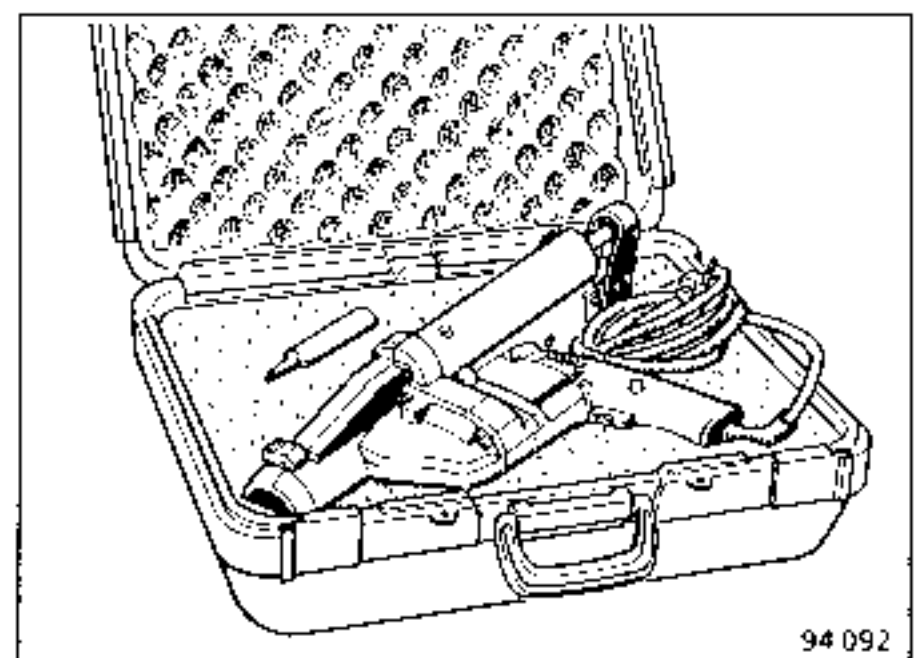
### DUAL-COMPONENT PRODUCT

System presentation



Part no.: Large kit 450 ml : 77 01 422 389  
Small kit 220 ml : 77 01 422 390

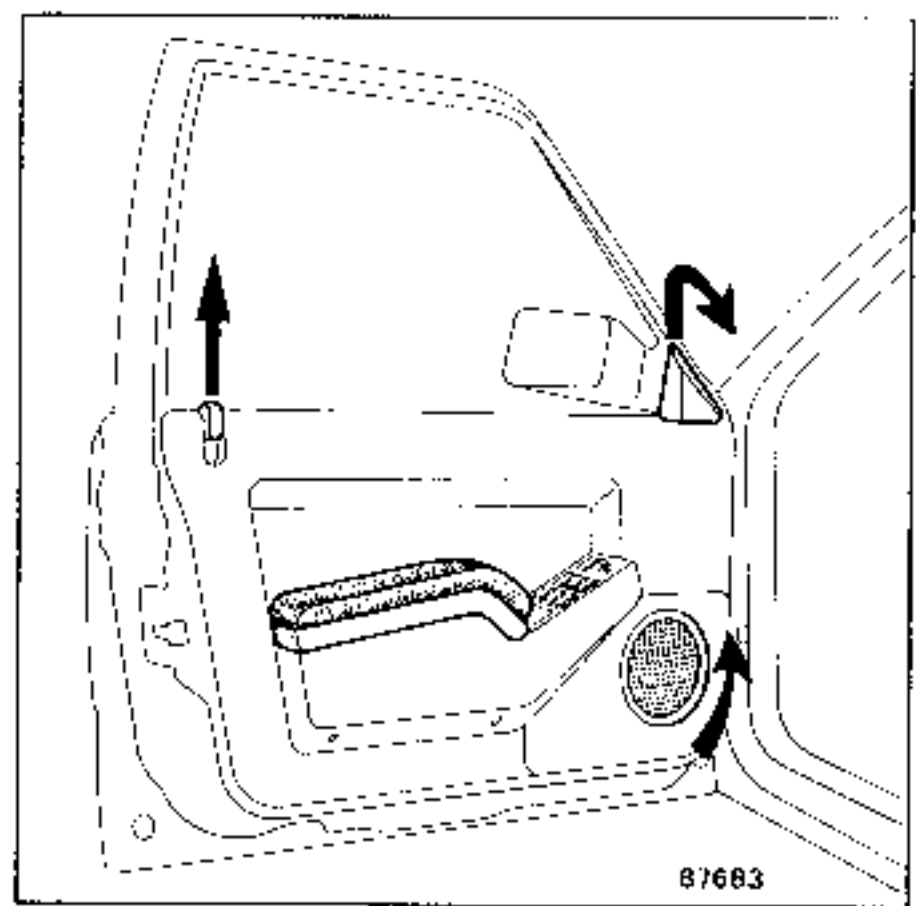
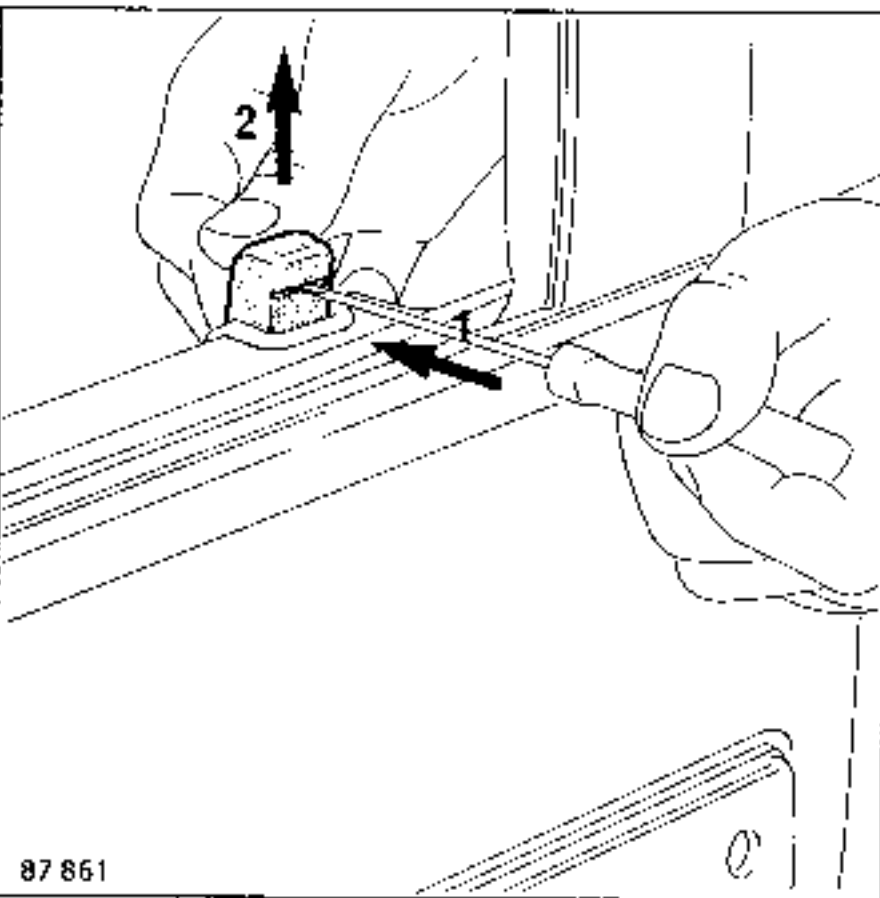
Material



Contents of kit:

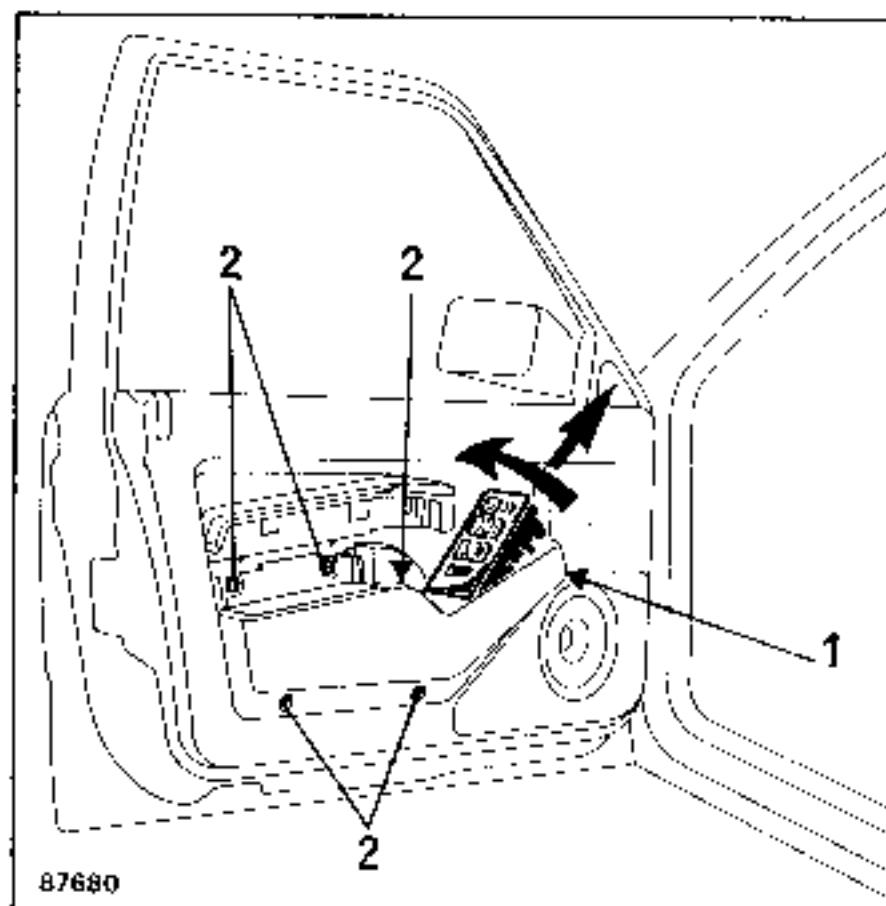
- 1 cartridge of adhesive mastic
- 1 cartridge of accelerating mastic.
- 1 mechanical mixer
- 1 bottle of glass primer
- 1 bottle of sheet metal primer (anti-rust)
- 1 bottle of degreasing agent
- 2 applicator mops for primer
- 1 special degreasing cloth
- 1 precut nozzle
- 1 non-cut nozzle
- 1 roll of cutting wire (5 m)
- 1 pair of gloves or 1 tube of protective cream
- 2 R25 shims
- 1 220 V electric gun
- 1 grab handle
- 1 carrying case (see N° 1 N° 210)

### Removing the trim



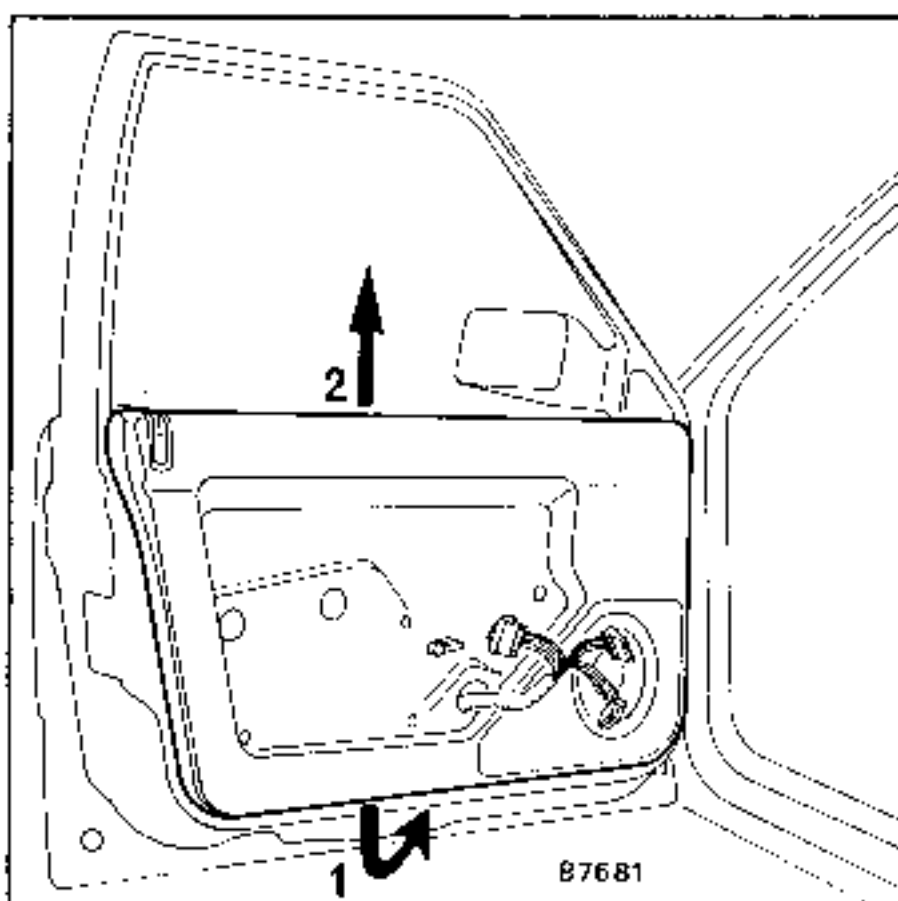
### Unclip:

- the door locking tell-tale, using a point or a screwdriver, as shown;
- the rear view mirror mounting embellisher;
- the loudspeaker grille by turning it 90° to the left



### Remove screw (1).

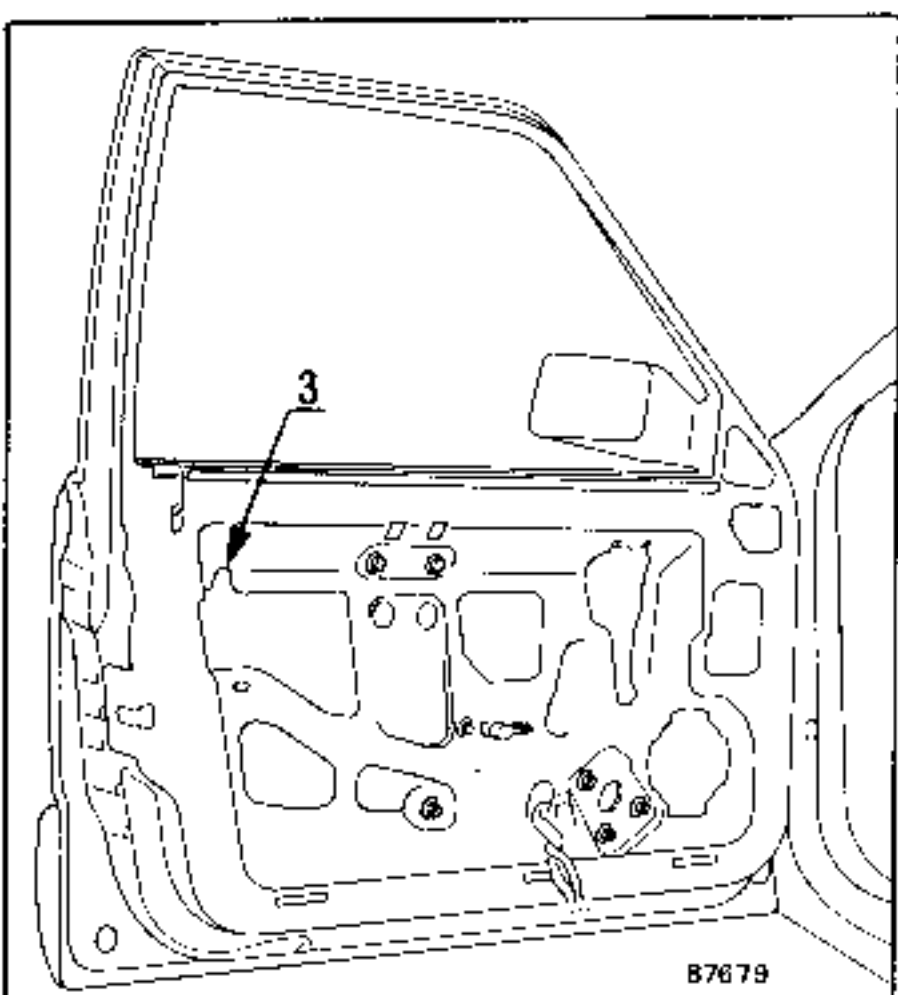
- Raise the control module and free it from its housing as shown.
- Disconnect its current supply connectors.
- Remove the nut located in the control module housing, and the 5 screws (2).



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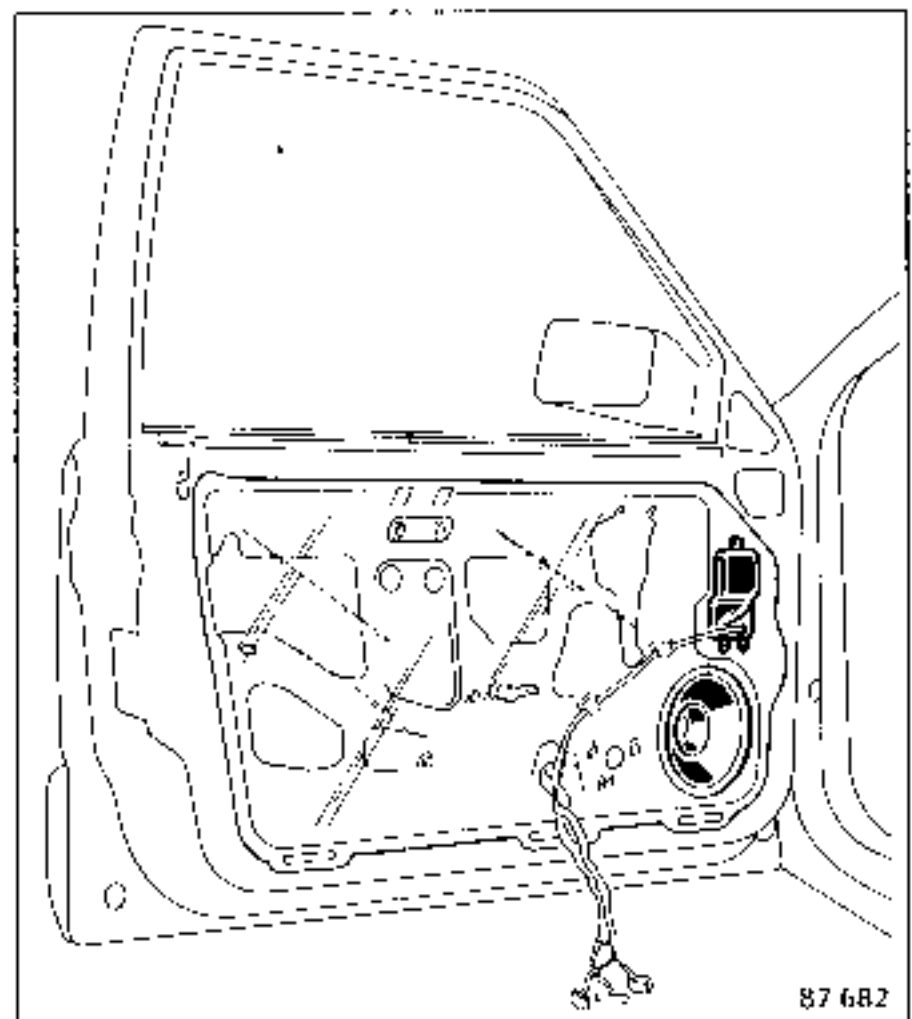
- Unclip the trim, starting from the bottom.
- Raise the trim to free it from the weatherstrip, as shown.

#### Remove the exterior handle



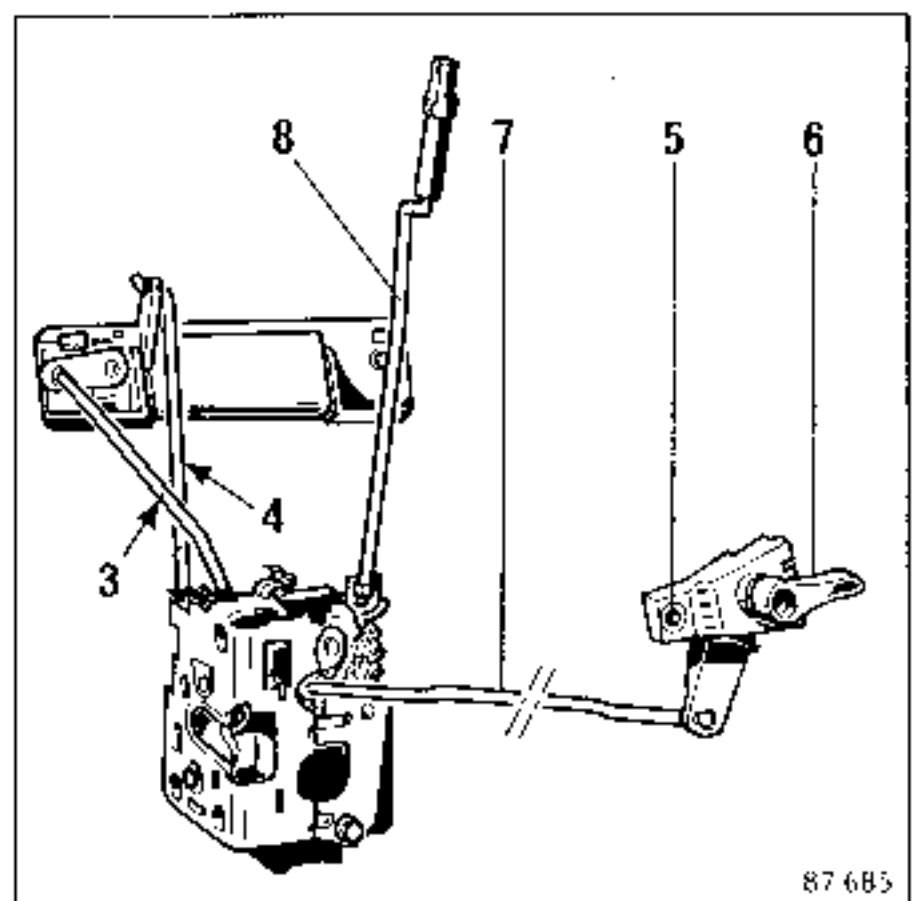
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- Through the opening (3), remove the handle fixing nut.
- Unclip rods (3) and (4) at the lock end.



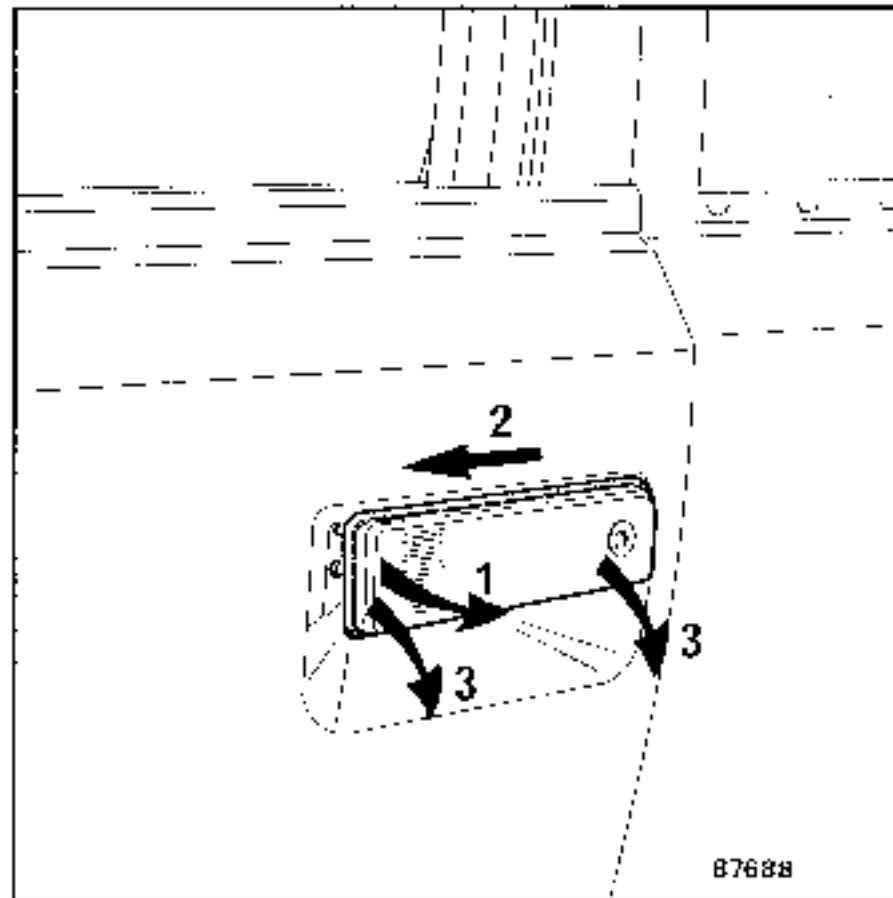
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- To remove the seal panel:
- First remove the electronic module and then the loudspeaker and its support bracket.

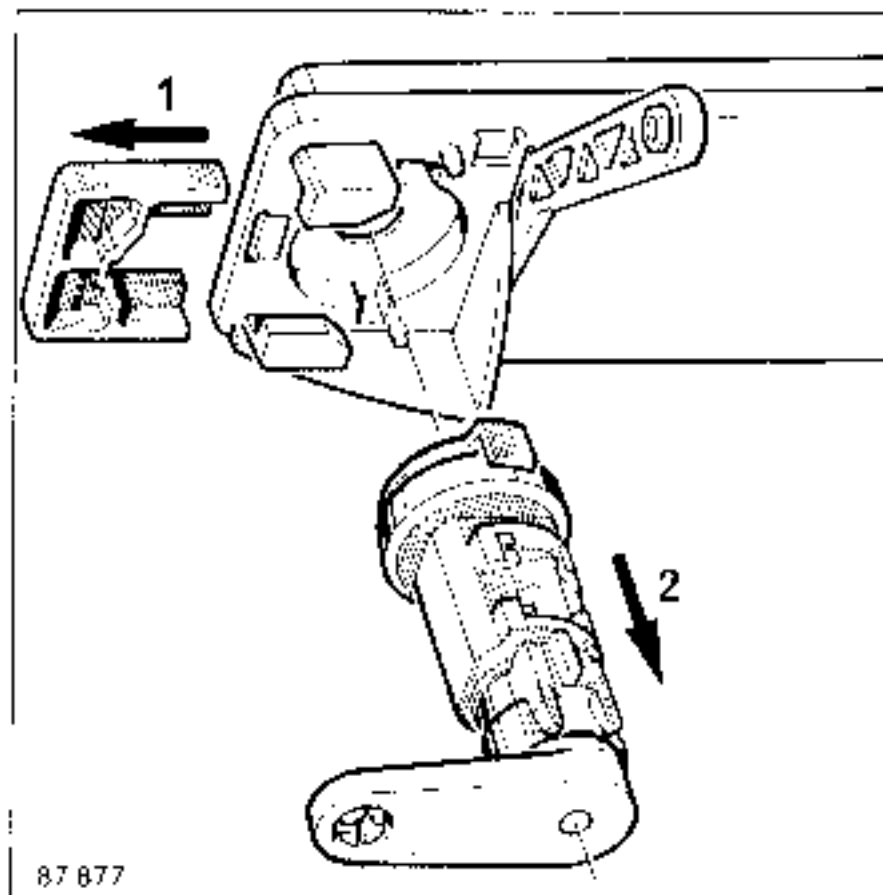


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Removing the barrel

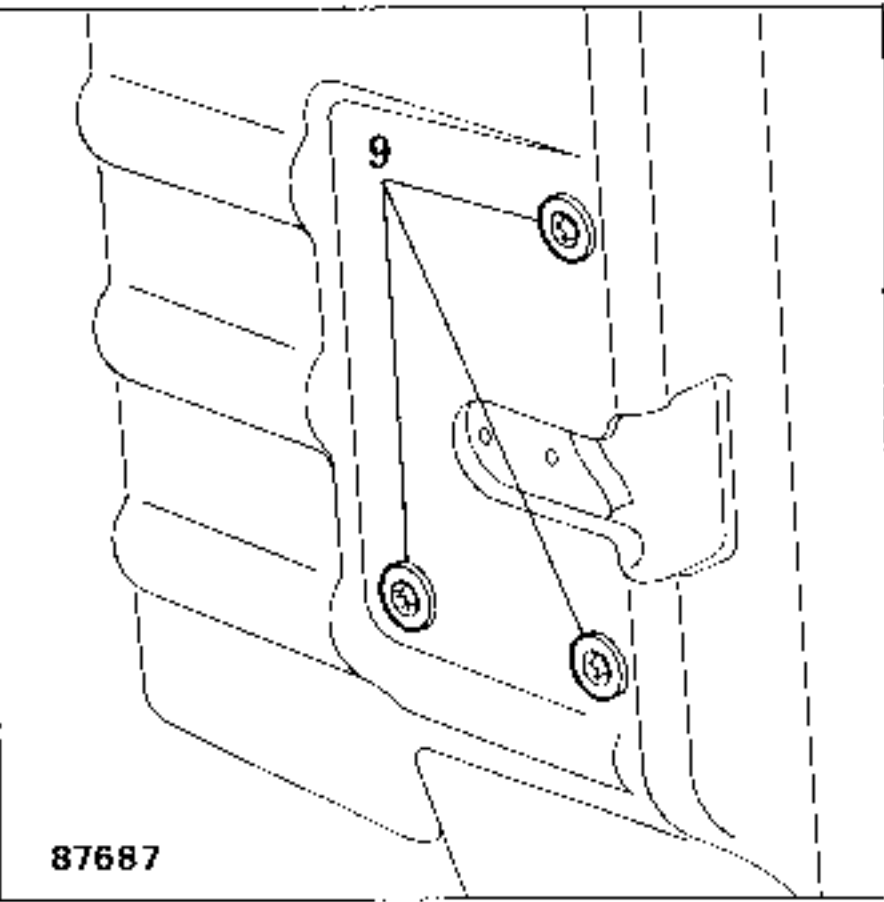
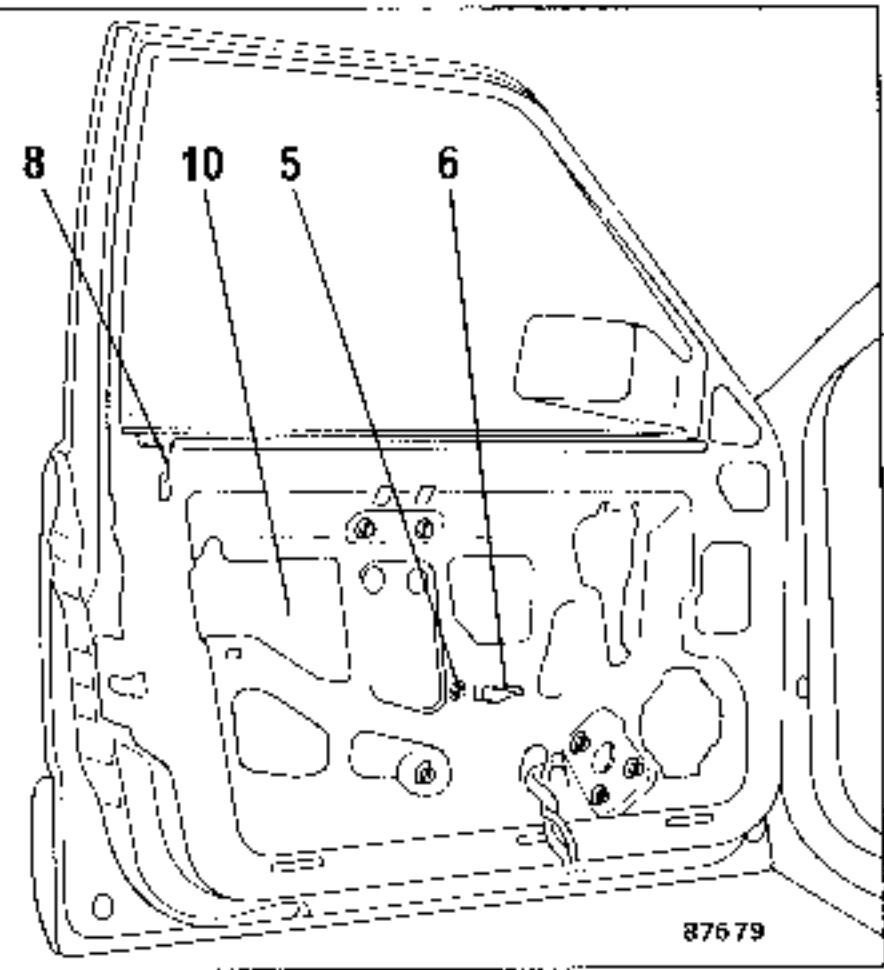


- Remove the handle, following the order of operations given above.

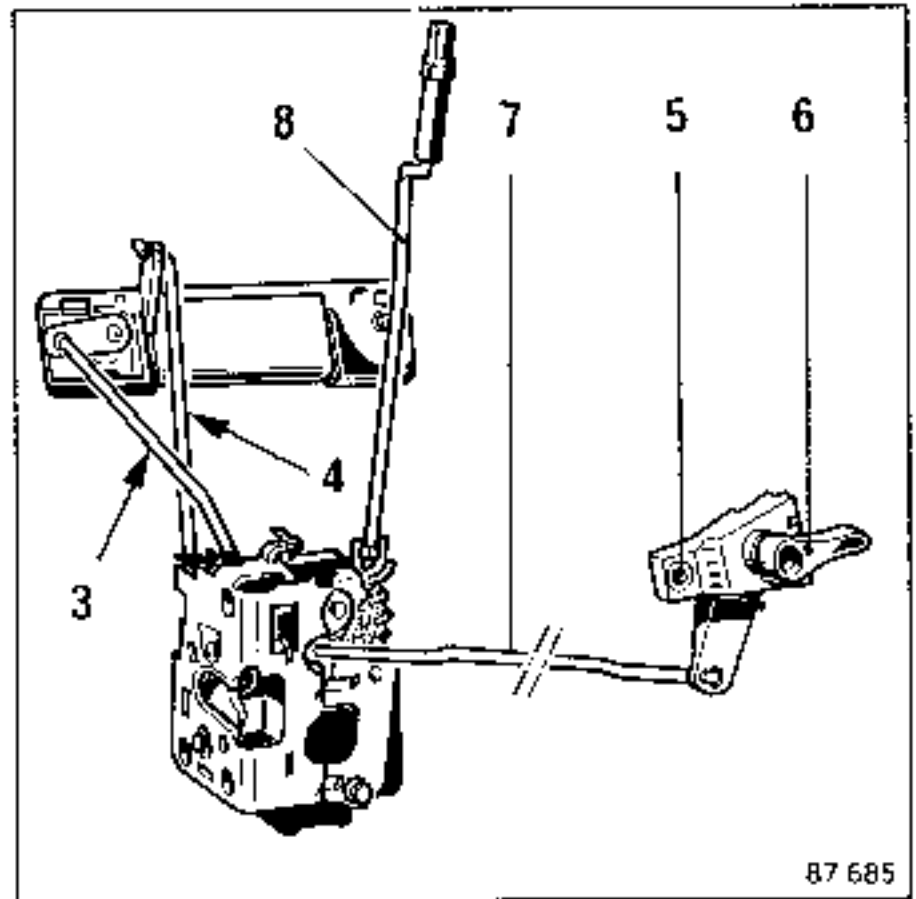


- After removing the handle, undo the clip and remove the barrel as shown

# Removing the lock



Remove the 3 lock fixing bolts (9) and remove the lock through the casing opening (10)

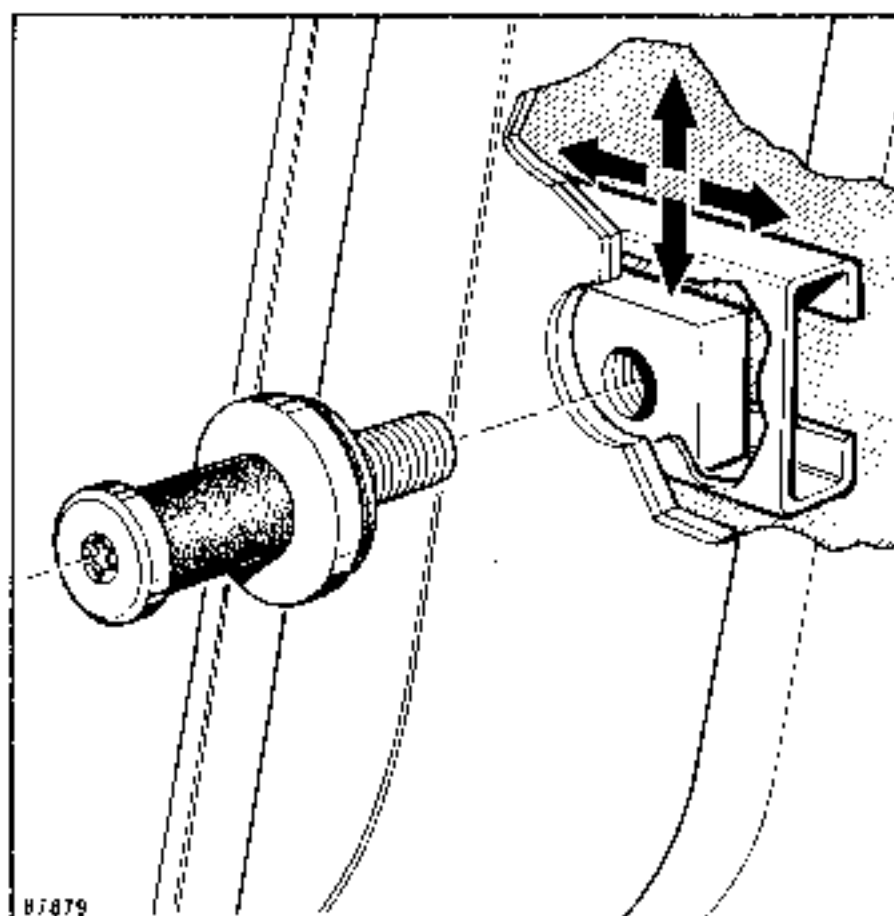
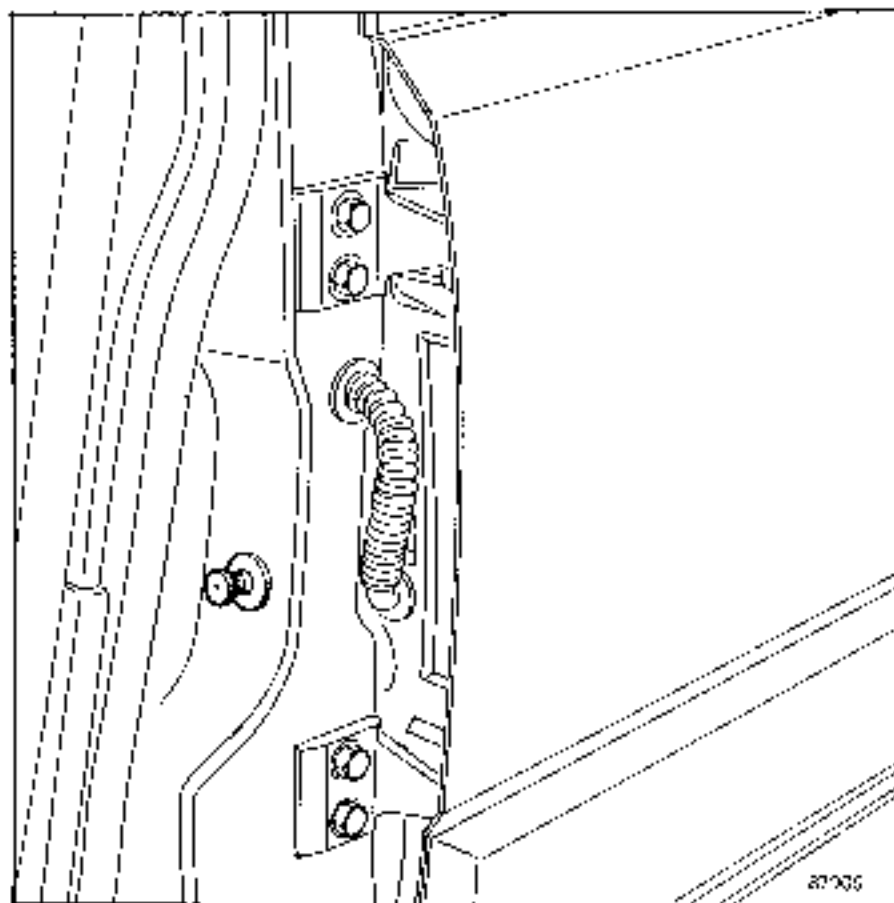


Unclip the 2 rods (3) and (4) at the lock end.

- Remove the bolt (5) and the interior handle (6) by removing it from its housing through the interior of the door casing and releasing it from the rod (7).
- Disconnect the electromagnetic locking motor

Unclip the rod (8) and remove it from the casing.

Adjusting the striker



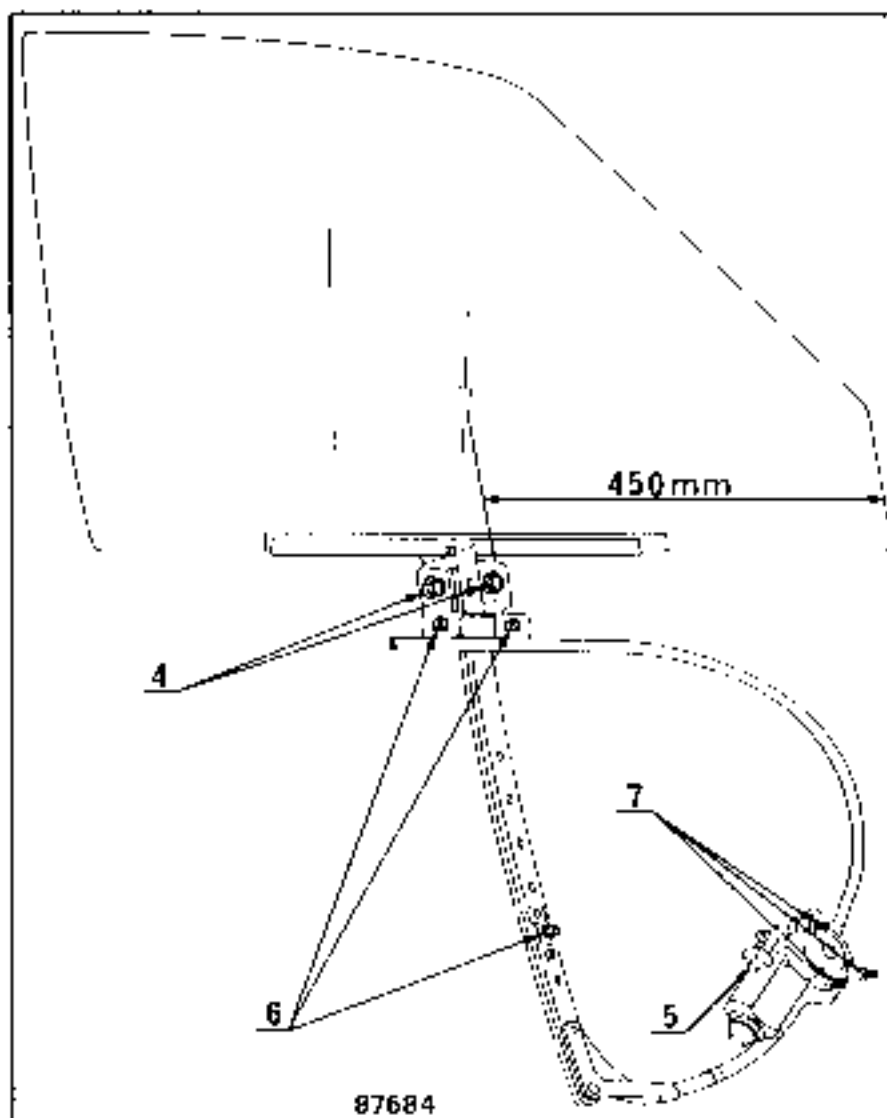
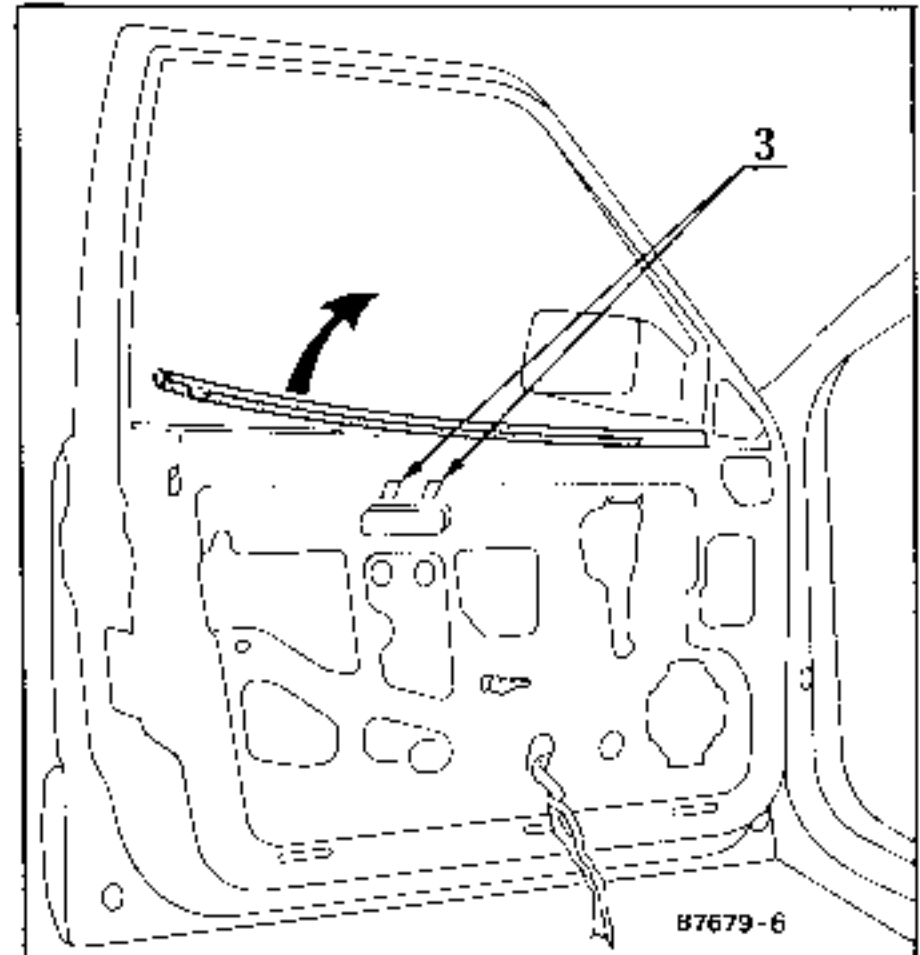
- The door lock is adjusted at the striker using a torx screwdriver.

### Removing the window

After removing the trim:

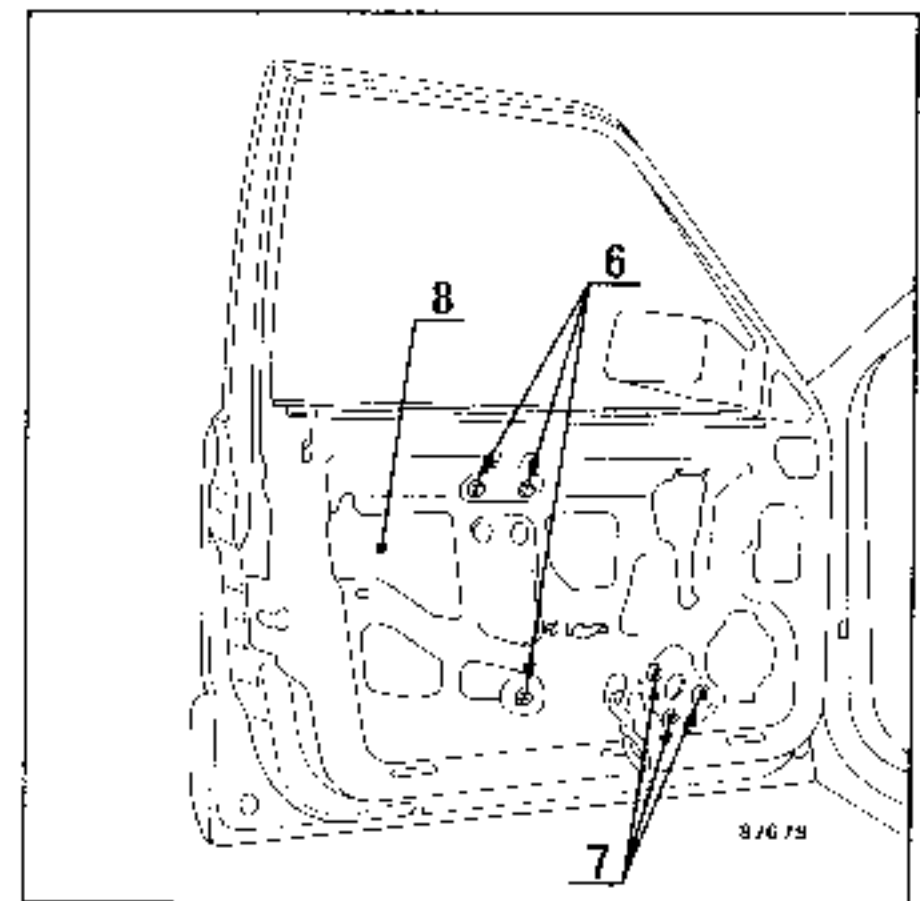
- Remove the interior weatherstrip by pulling upwards (no clips).
- Fit with the window down.
- Through the two holes (3), remove the two glass bottom channel bolts (4).
- Lower the mechanism fully, leaving the window in the upper position.
- Tilt the window to free it from its slide and remove it towards the exterior of the door.

### Removing the window winder



### NOTE:

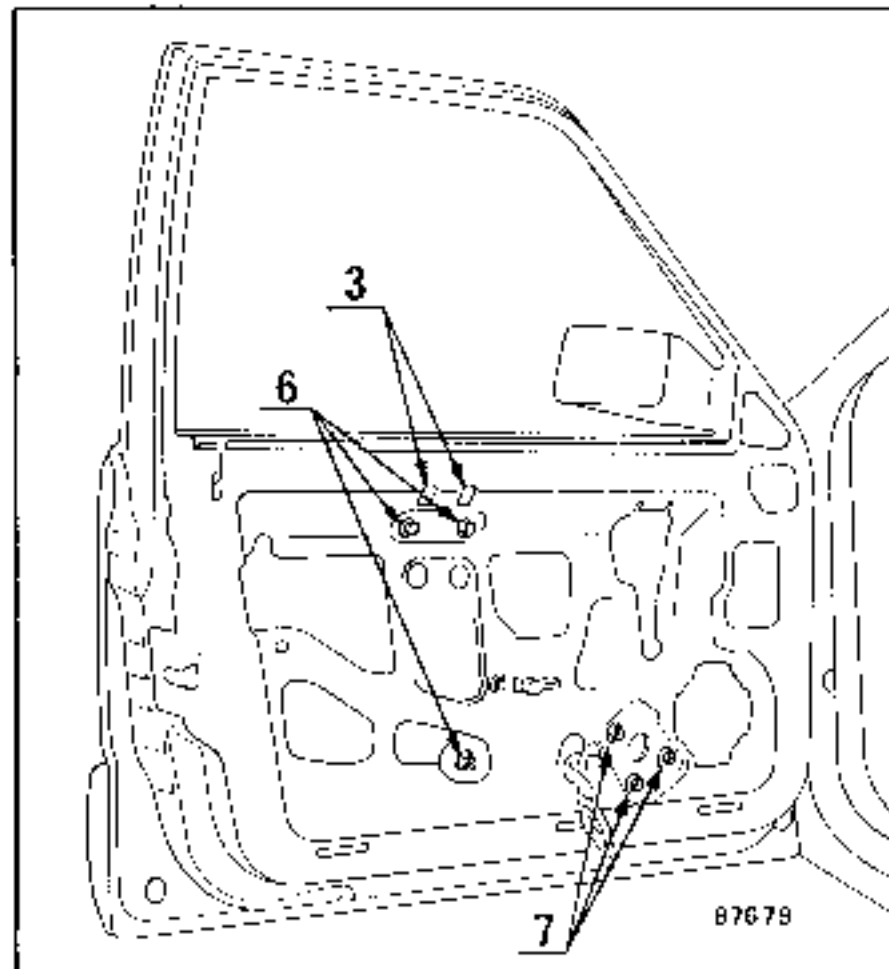
When replacing a glass bottom channel, refitting is carried out in accordance with the distance shown.



- Disconnect the motor connector (5).
- Remove the 3 window regulator channel bolts (6) and the 3 motor bolts (7).
- Tilt the mechanism and remove it through the door casing opening (8).



Refitting



Perform the following operations in the sequence below:

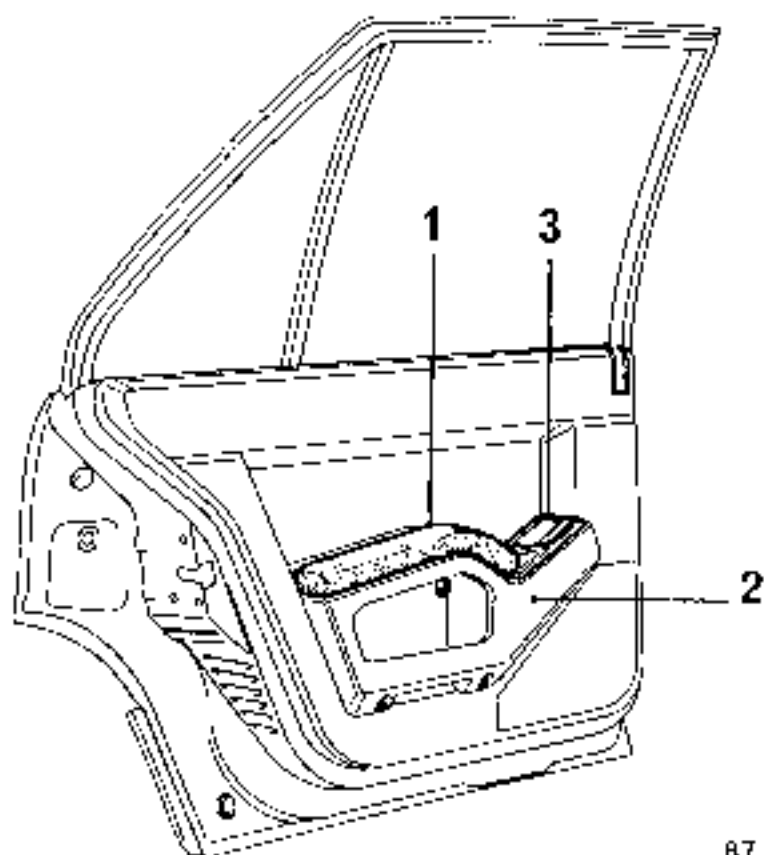
- Fit the the entire mechanism in the door casing (locate the bolts without tightening them).
- Reconnect the motor current supply connector.
- Lower the window regulator mechanism to the low position.
- Refit the window in the door casing, fitted with its channel and raise it (the slide should be able to hold it in this position, if not, hold it with some tape).
- Raise the mechanism to the high position.
- Attach the glass bottom channel to its support bracket through holes (3), then tighten the 3 bolts (6) on the channel and the 3 motor bolts (7).

**NOTE:**

If the window is incorrectly centred in its high position, it can be correctly adjusted using two slots for attaching the glass bottom channel to its support bracket.

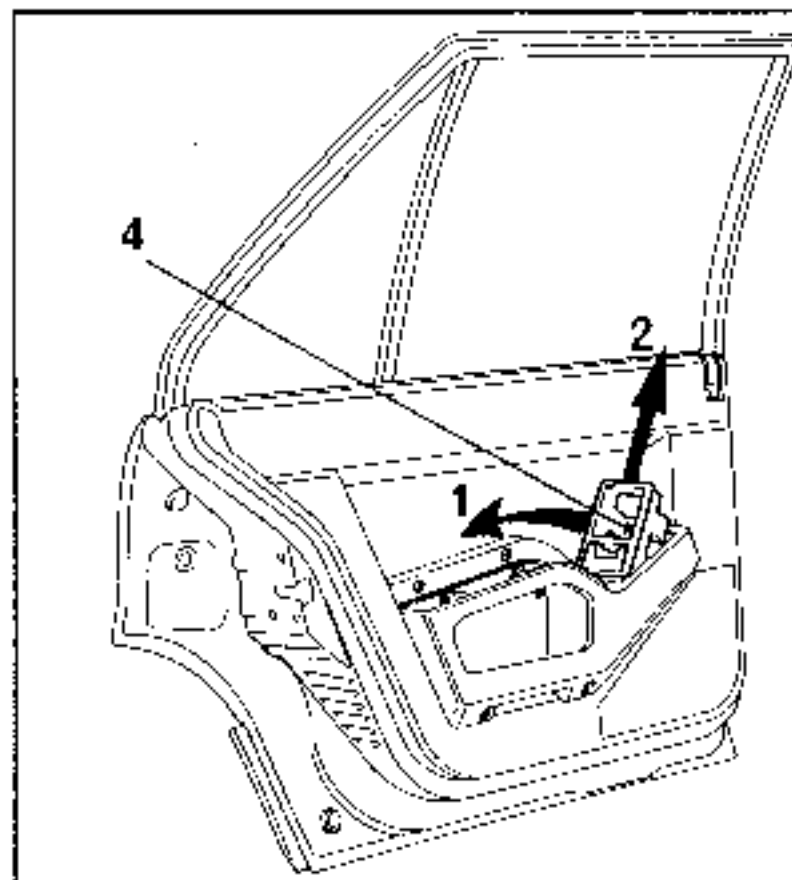
- Replace the interior weatherstrip and refit the door trim.

Removing the trim



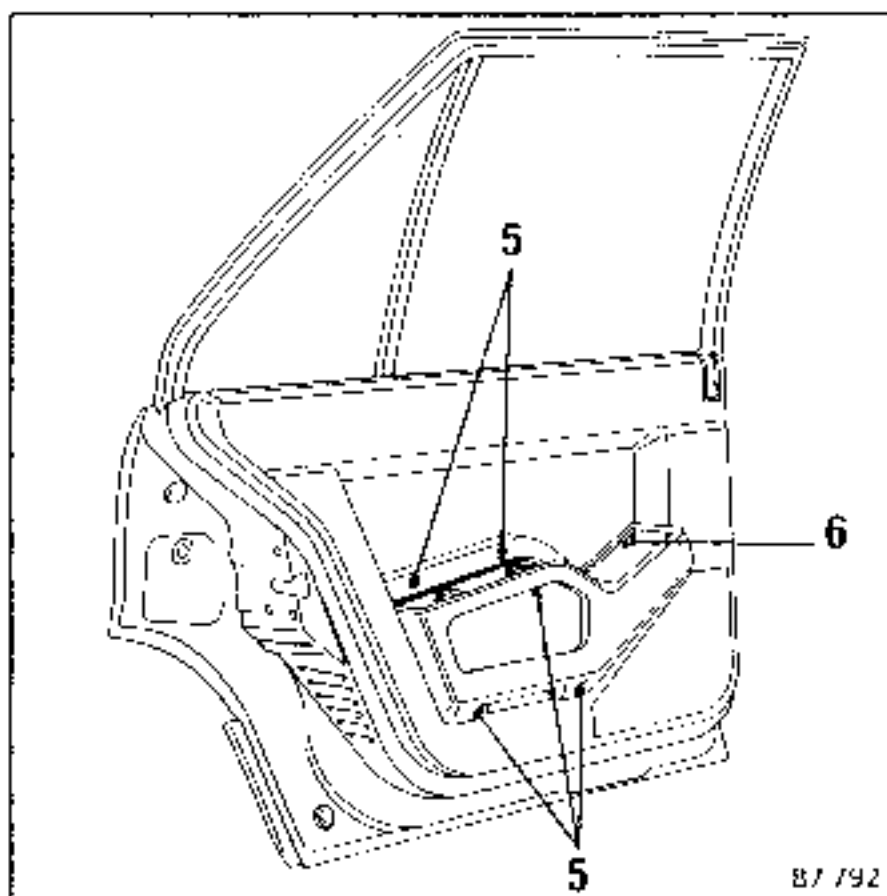
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- Remove the trim (1) by unclipping it from inside the armrest (2).
- Remove the ashtray (3).



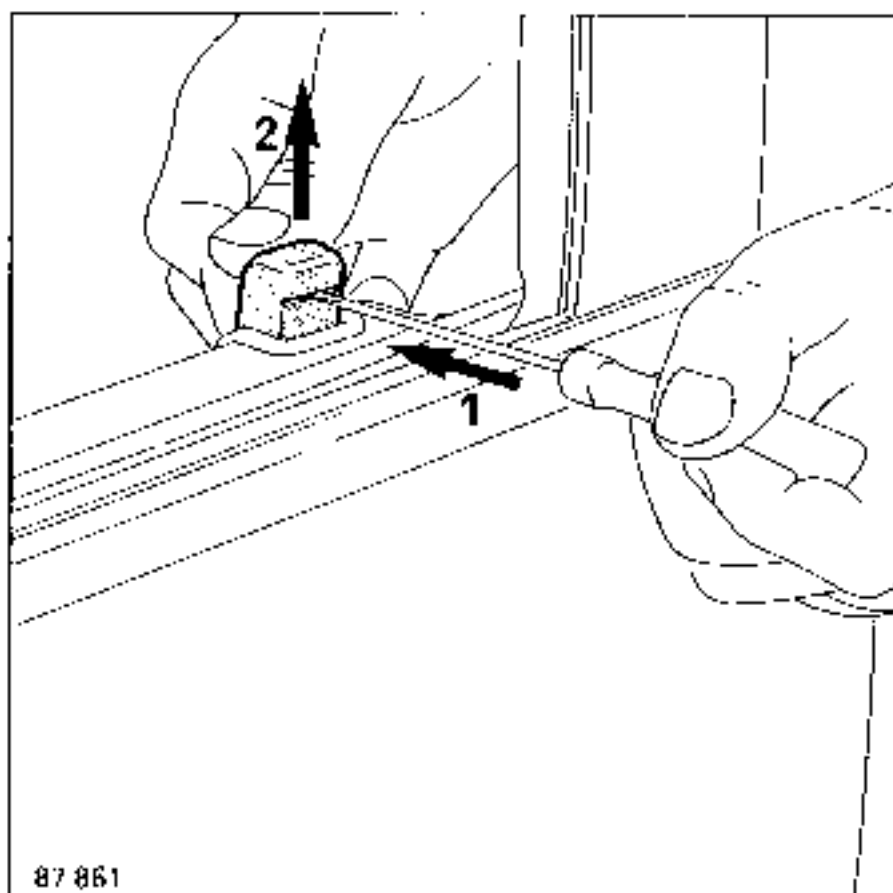
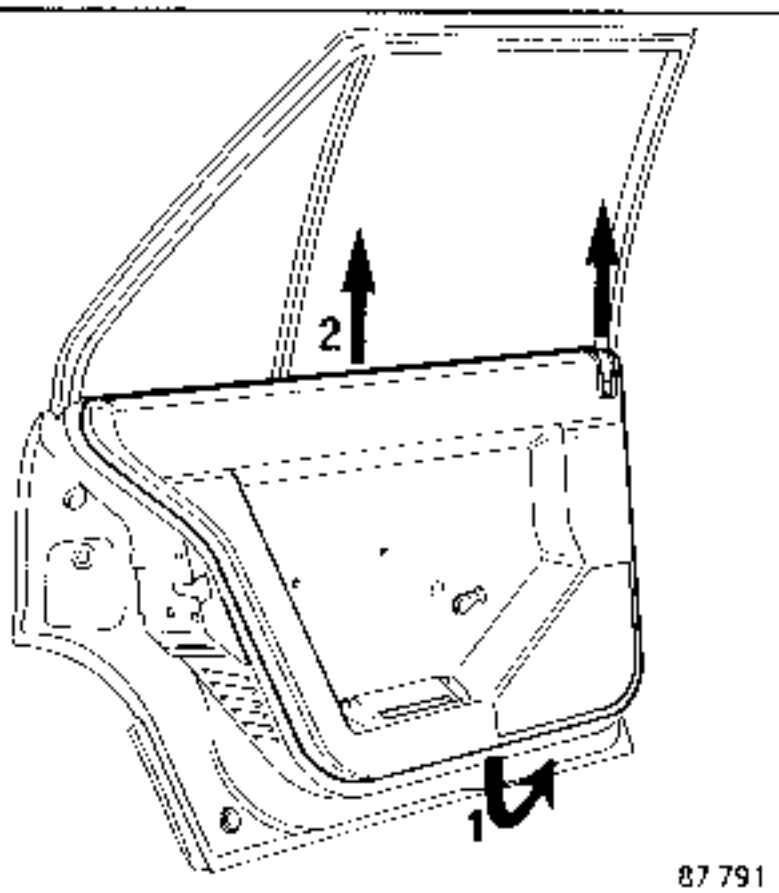
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- Remove the screws (4) and release the handle from its housing, as shown

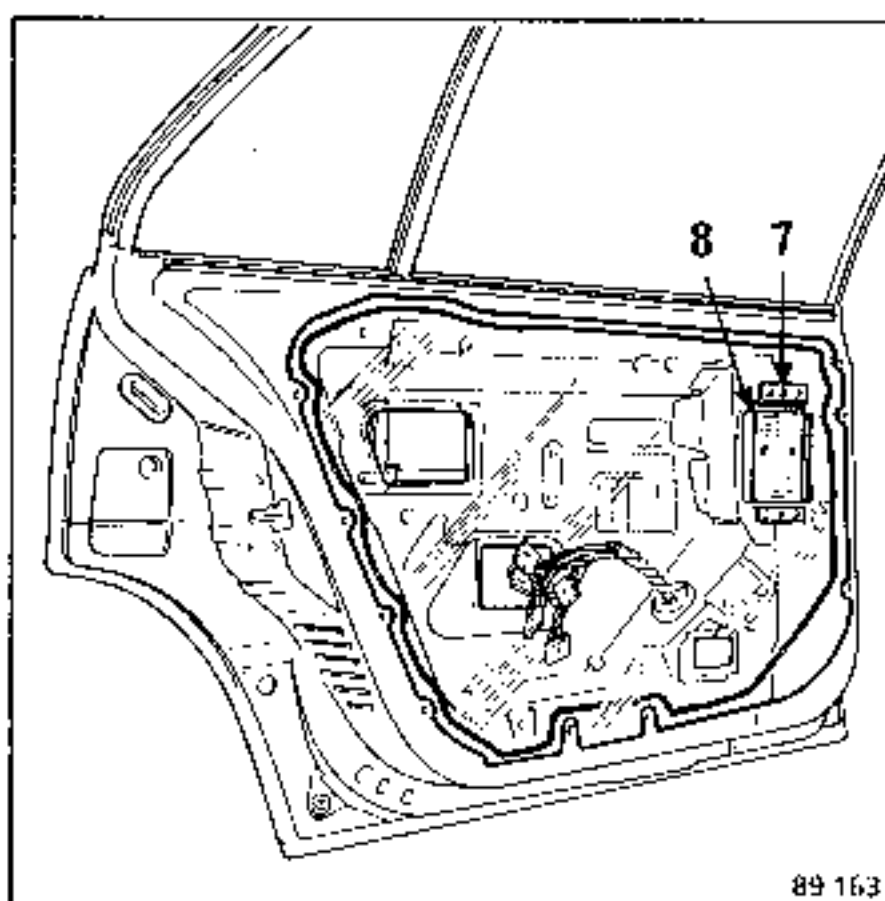


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- Remove the 2 screws (5) and the armrest fixing nut (6).



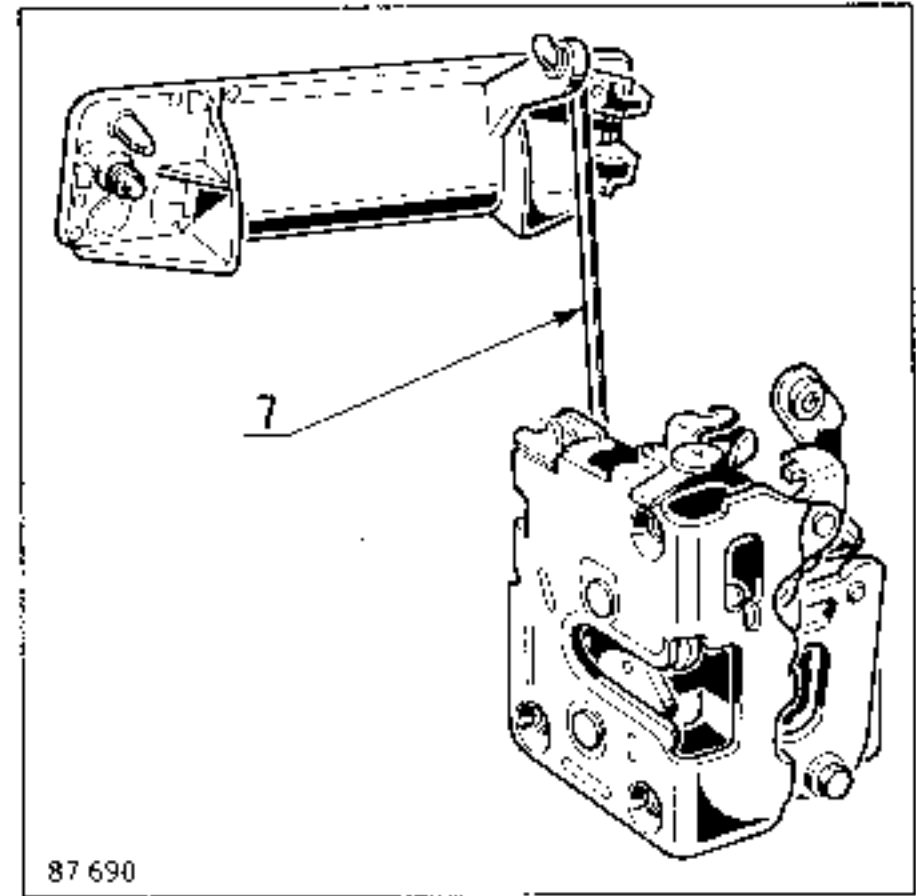
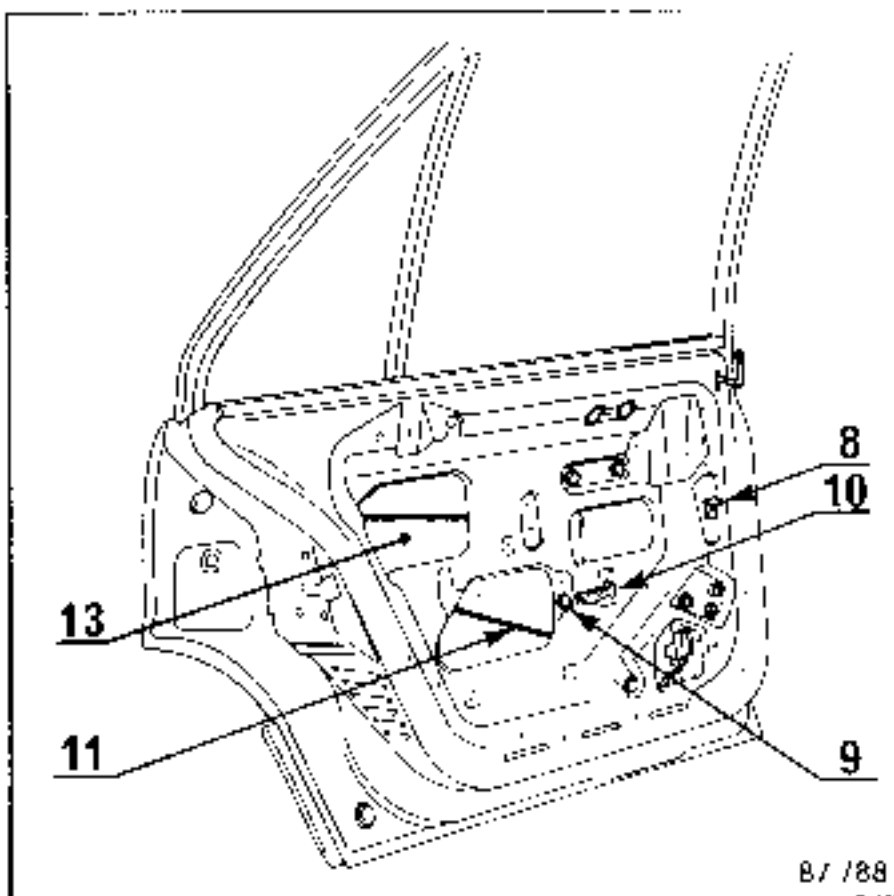
- Unclip the door locking tell-tale using a point or a screwdriver, as shown.
- Unclip the trim, starting from the bottom, and raise it to free it from the weatherstrip.
- Remove the seal panel



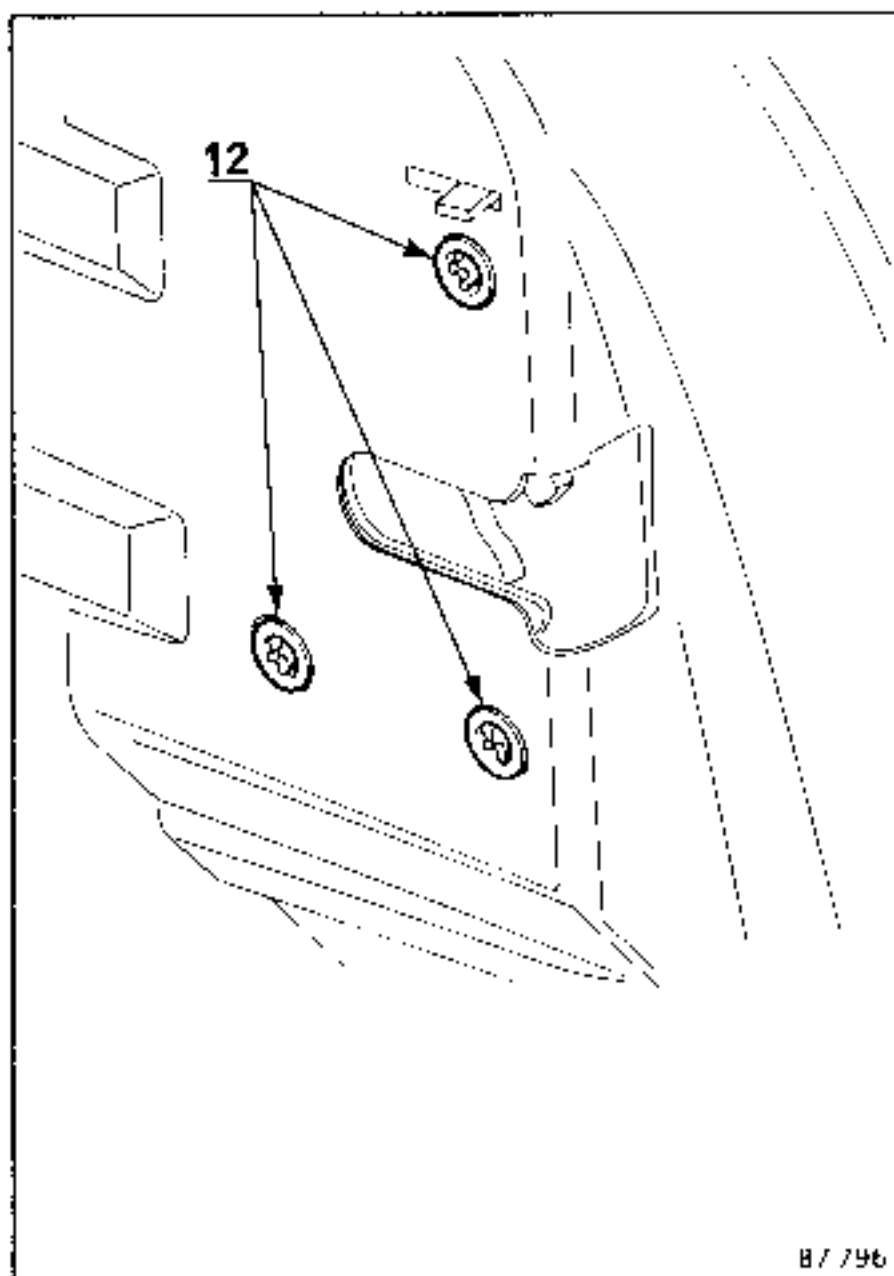
- Remove the vinyl seal panel.

Remove the 6 fixing rivets (7) from the plate (8)  
(Limousine model).

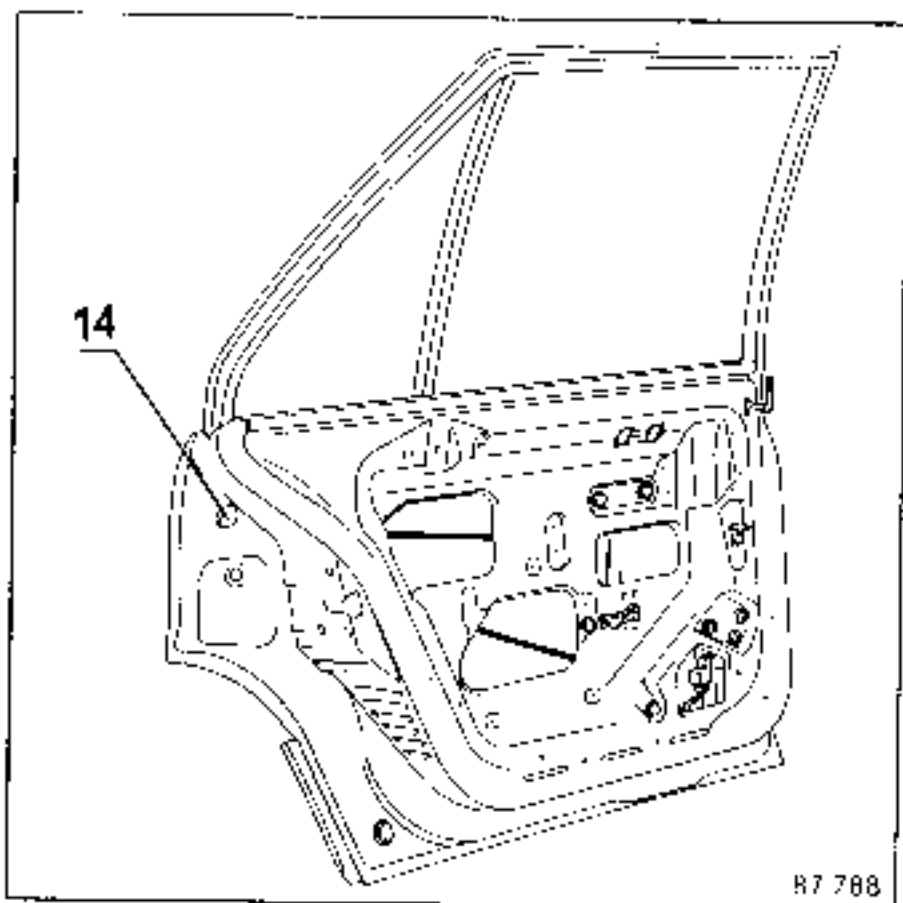
## Removing the lock



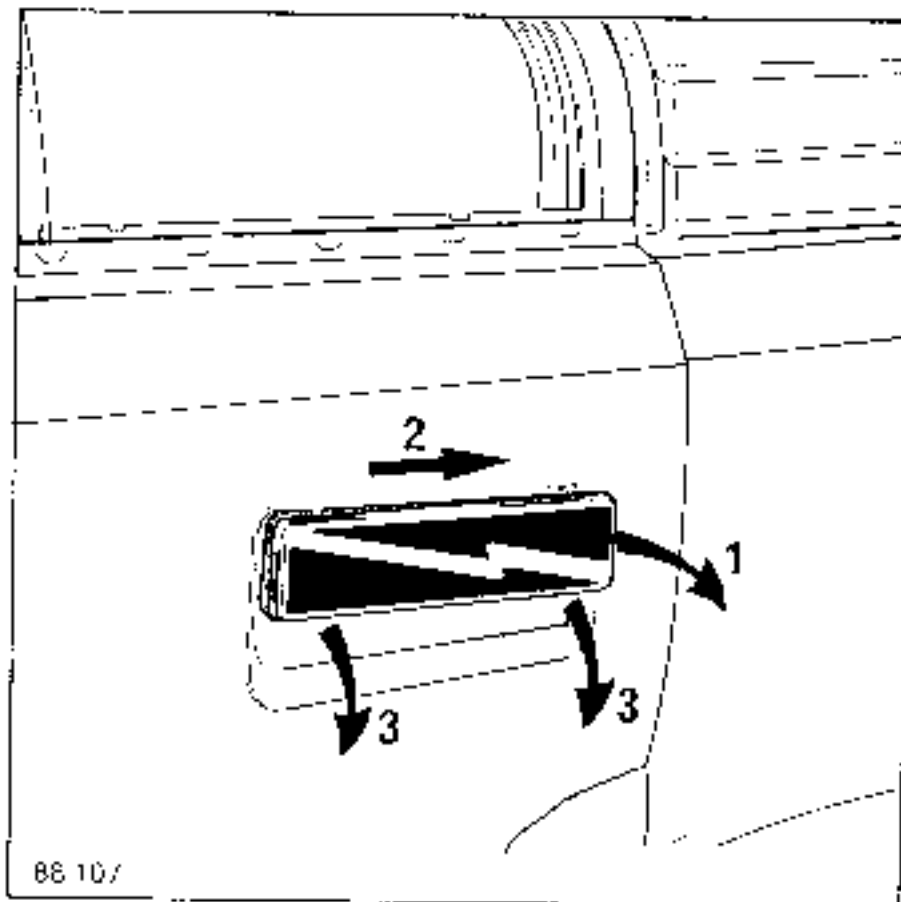
- Unclip the rod (7) at the lock.
- Unclip the linkage control (8).
- Remove the fixing screw (9) of the interior handle (10) and remove it from its housing through the inside of the casing and then free it from the rod (11).
- Disconnect the electromagnetic locking motor.
- Remove the 3 lock fixing screws (12) and remove the lock through the casing opening (13).



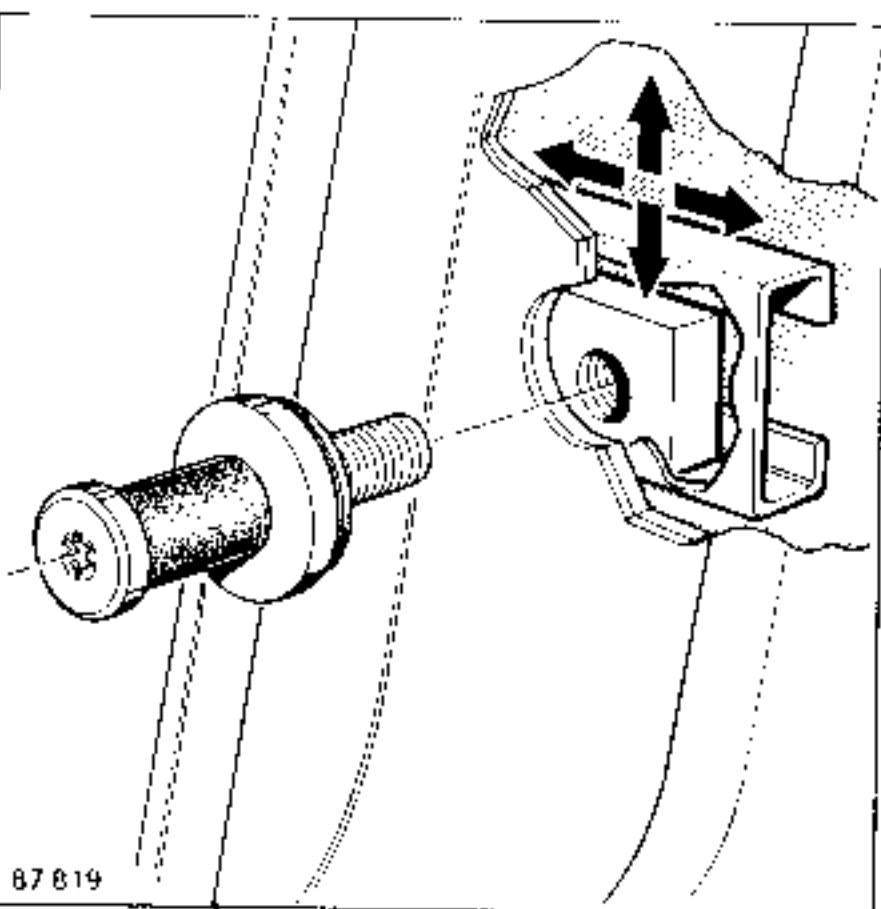
# Removing the handle



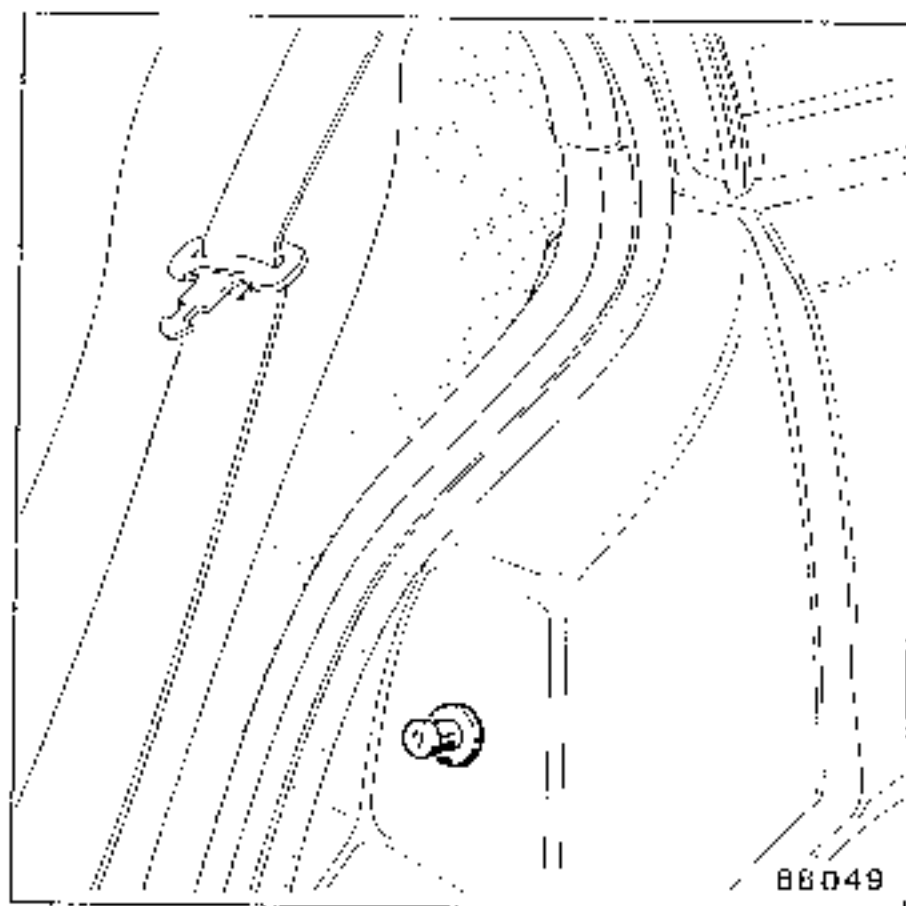
- Remove the handle fixing nut (14).



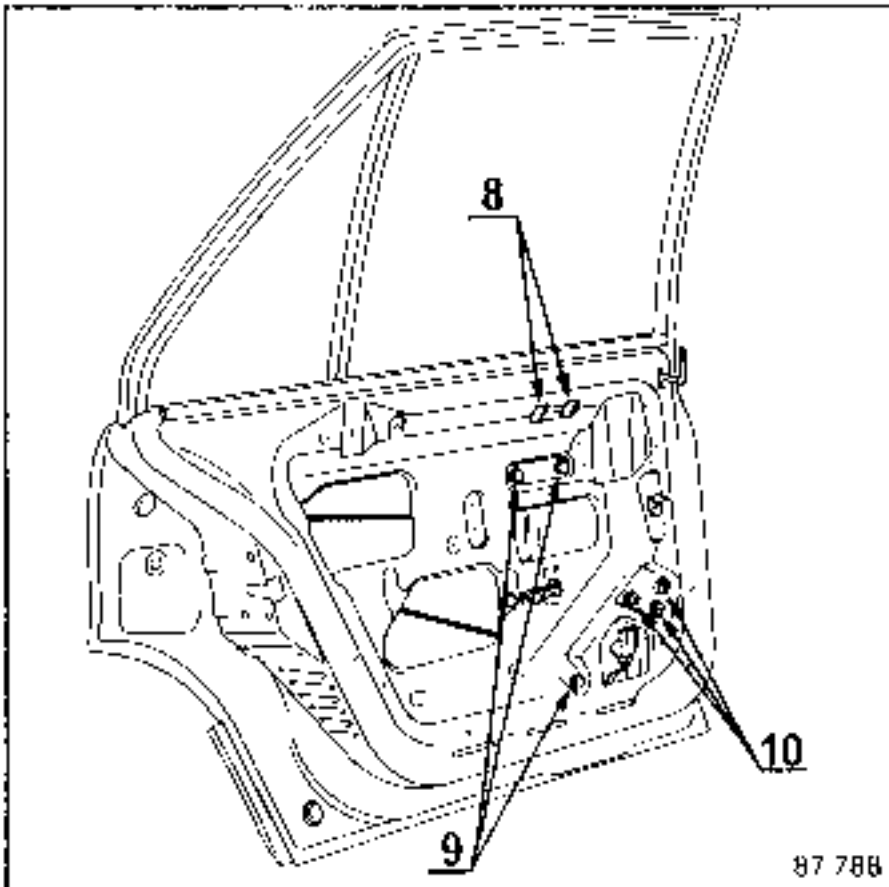
- Remove the handle, following the sequence of operations given below.



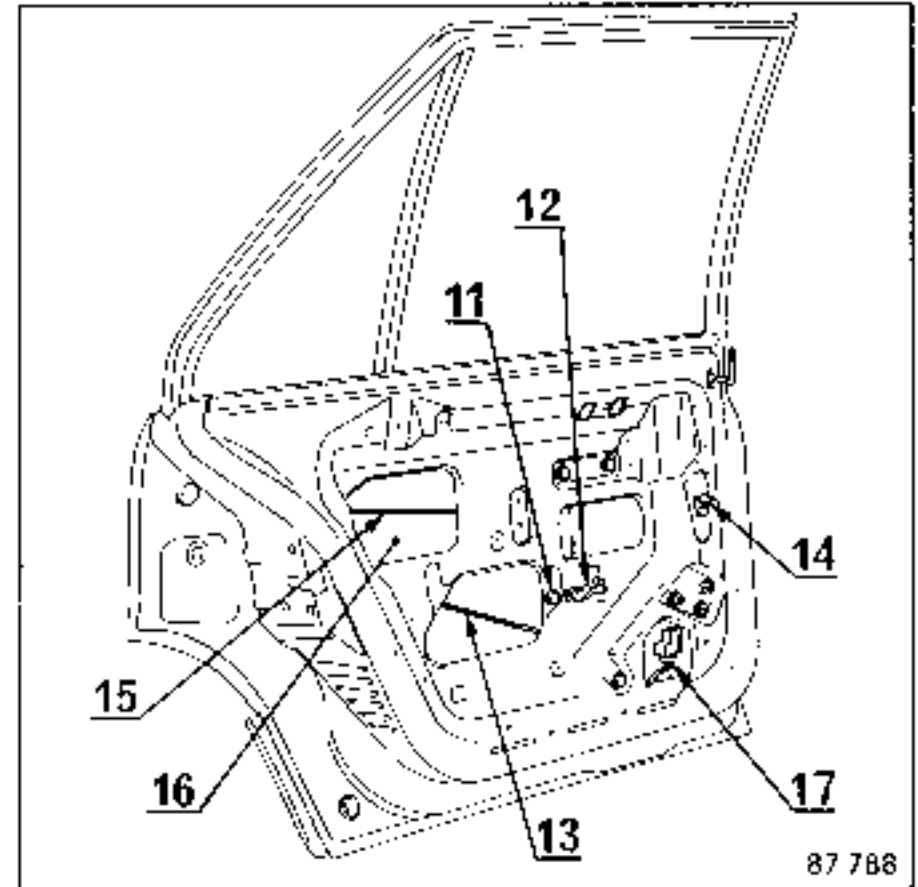
- The door lock is adjusted at the striker using a torx screwdriver.



### Removing the window and window regulator

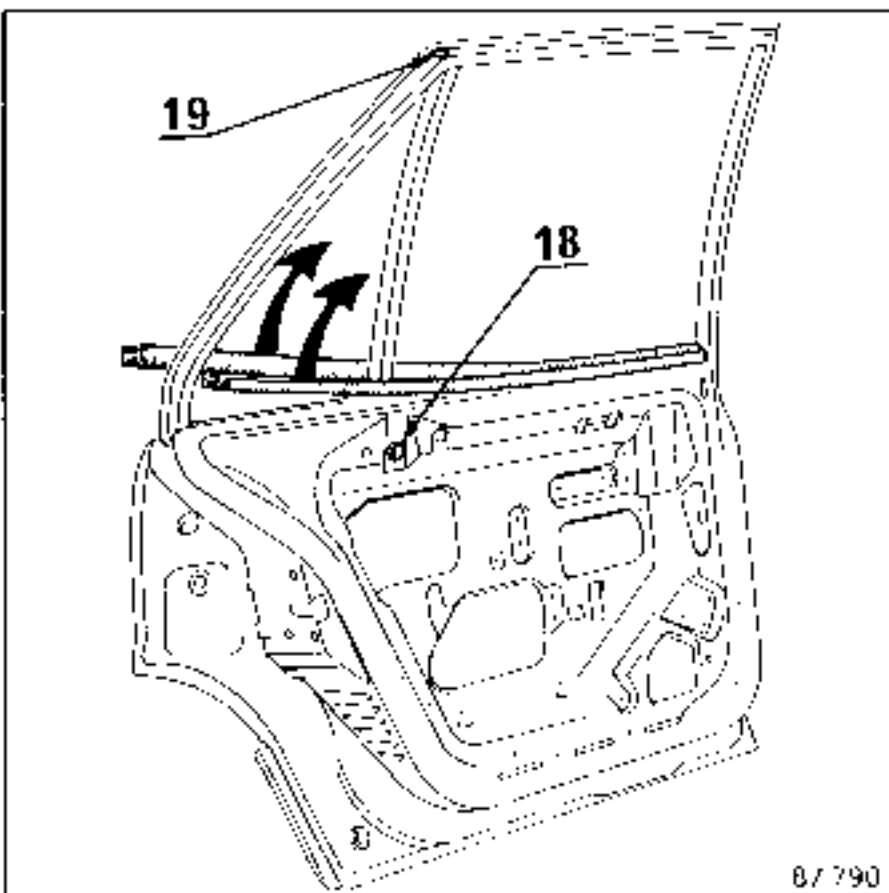


- Raise the window to its high position
- Remove the two fixing screws (7) in the glass bottom channel through holes (8).
- Lower the glass bottom channel support bracket, leaving the window up.
- Remove the 3 window regulator arm fixing screws (9) together with the 3 motor fixing nuts (10)

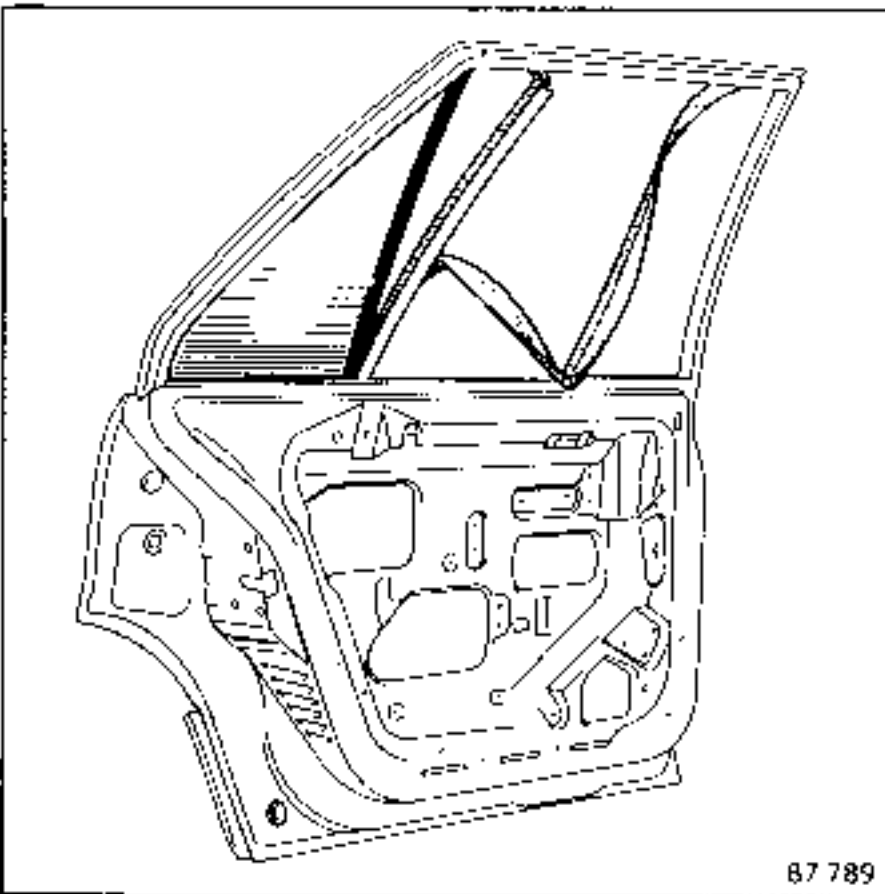


- Remove the fixing screw (11) from the interior handle (12) and remove the handle through the interior of the casing by freeing it from the rod (13)
- Unclip the door locking linkage control (14) to lower the rod (15) to clear the casing opening (16).
- Disconnect the window regulator motor current supply connector (17)

Remove the window regulator mechanism through the casing opening (16)



- Lower the window to the bottom of the casing.
- Remove the interior and exterior weatherstrips by pulling them upwards (no clips)
- Remove the 2 post fixing screws (18) and (19)

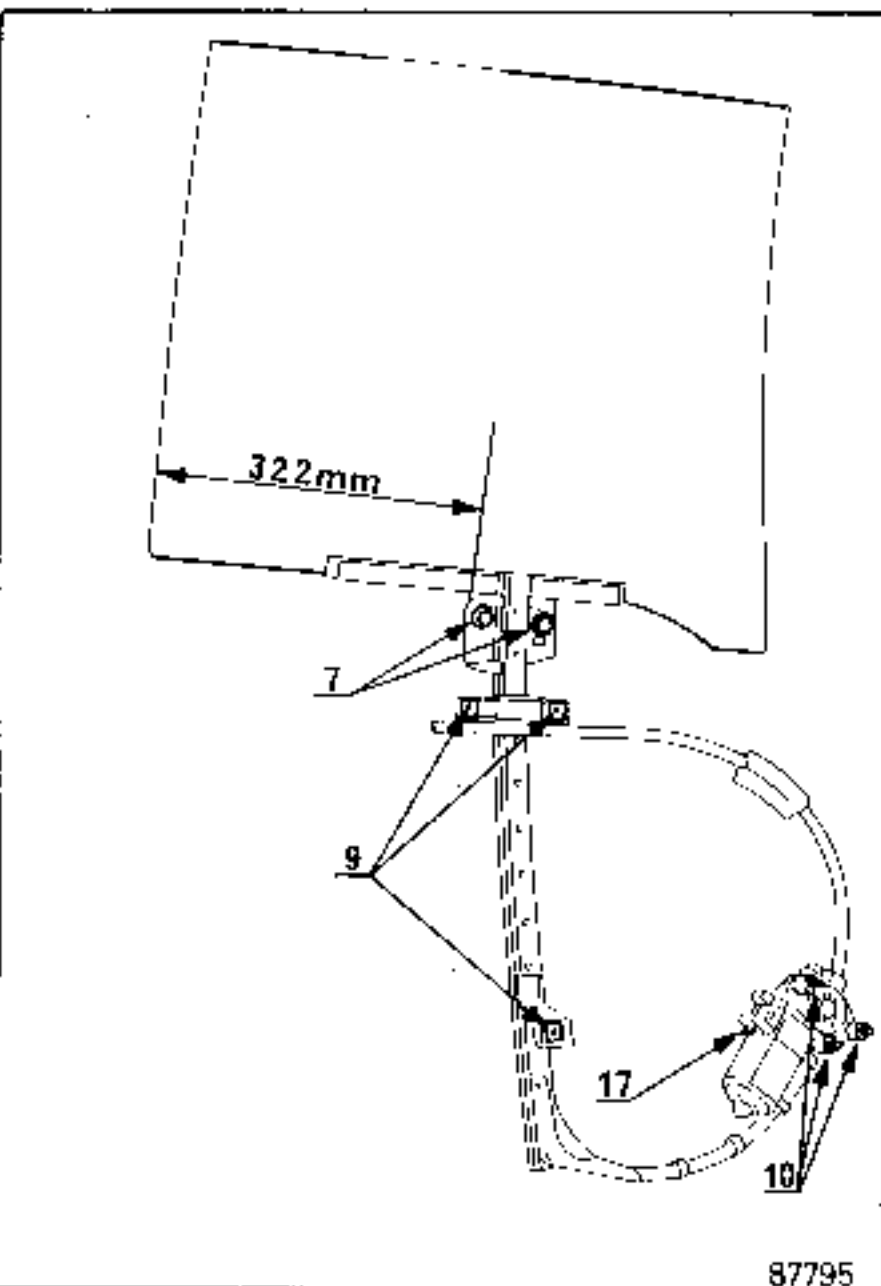


Free the slide.

- Tilt and remove the post
- Remove the fixed window with its seal.
- Remove the sliding window by removing it towards the exterior of the door

#### Refitting

- Place the sliding window in the casing.
- Fit the fixed window with its seal
- Fit the post (without securing) and the slide.
- Raise the sliding window to its upper position.
- Secure the post
- Fit the weatherstrips.
- Fit the window regulator mechanism and position the fixing screws without locking them.
- Raise the glass bottom channel to its upper position.
- Secure the glass to its support bracket.
- Reconnect the window regulator motor
- Slide the window to test it and secure the mechanism.



#### NOTE:

If a glass bottom channel is being replaced, refitting is carried out in accordance with the distance shown

- The distance is 350 mm in the Limousine model.

## REMOVING THE LOCK

### Electric motor lock

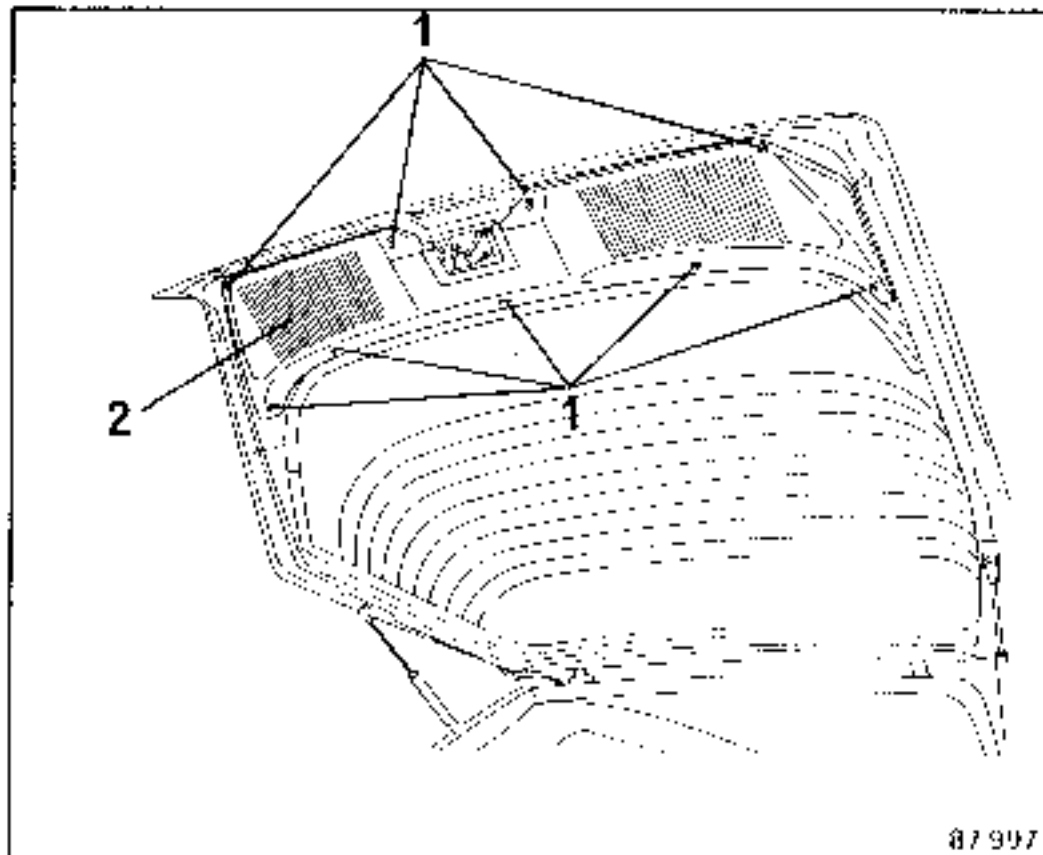
#### Operating principle:

##### Locking:

- 1st: Gentle manual pressure of the tailgate on the striker, which engages the first notch of the lock.
- 2nd: Activation of an electric motor, via a switch located in the lock and an electronic module, which completely closes the tailgate.

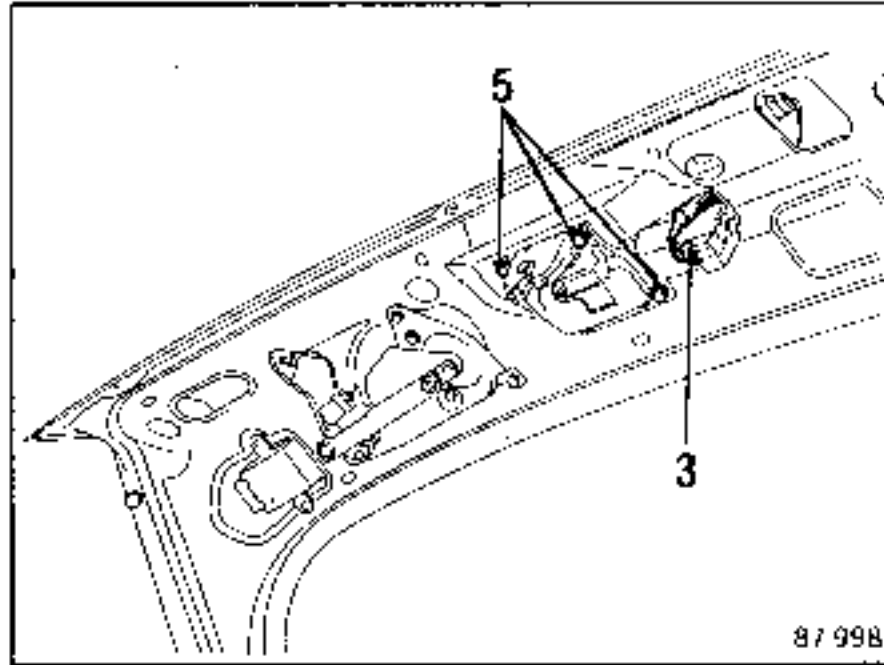
##### Opening:

- 1st: Gentle manual pressure on the pushbutton (for approximately 2 mm) which activates an electrical contact
- 2nd: Activation of the motor via an electronic module, which opens the lock in a reversal of the locking sequence.  
An ejector spring located in the striker pushes the tailgate and opens it.

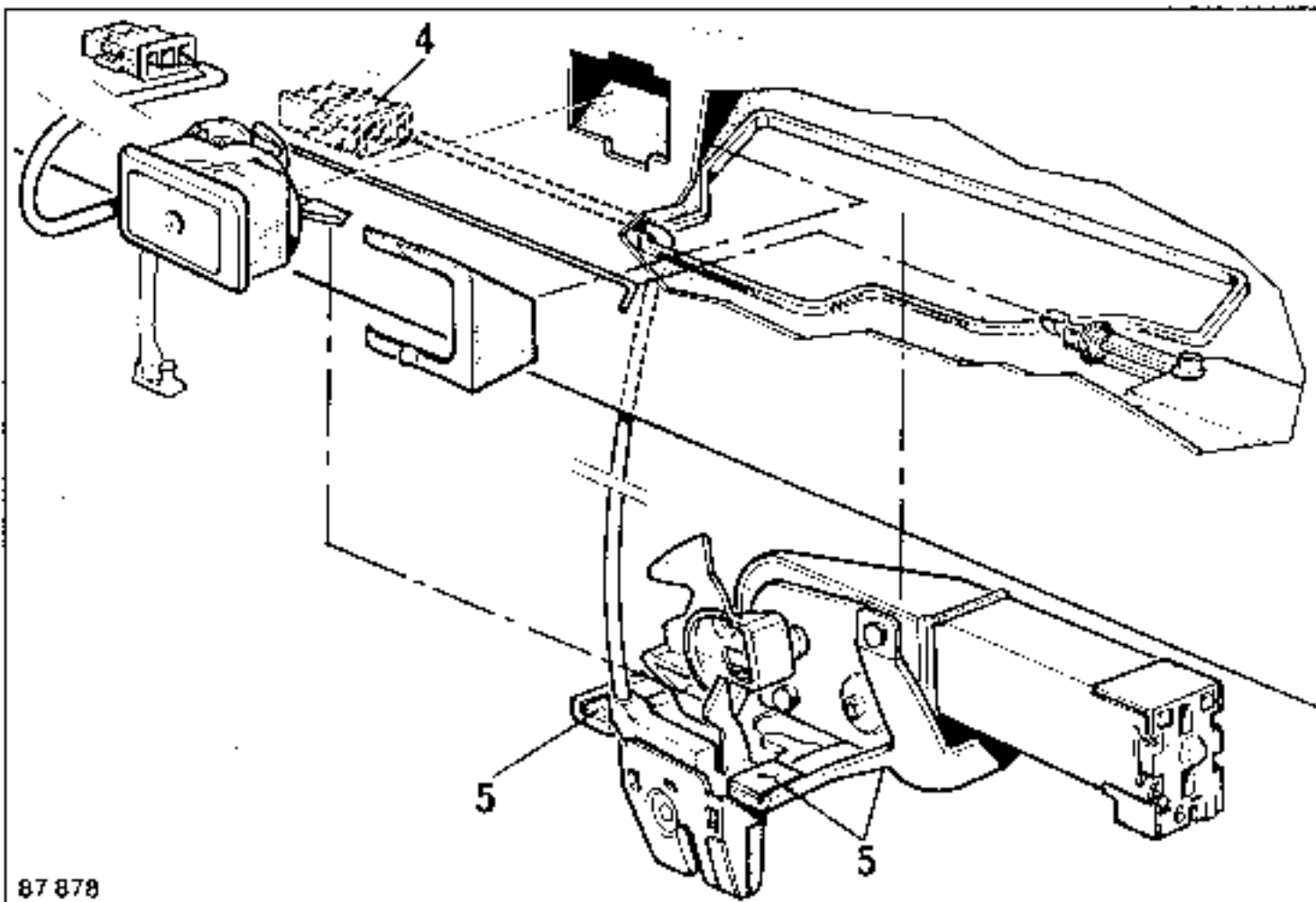


- Remove the 9 embellisher (2) fixing screws (1)

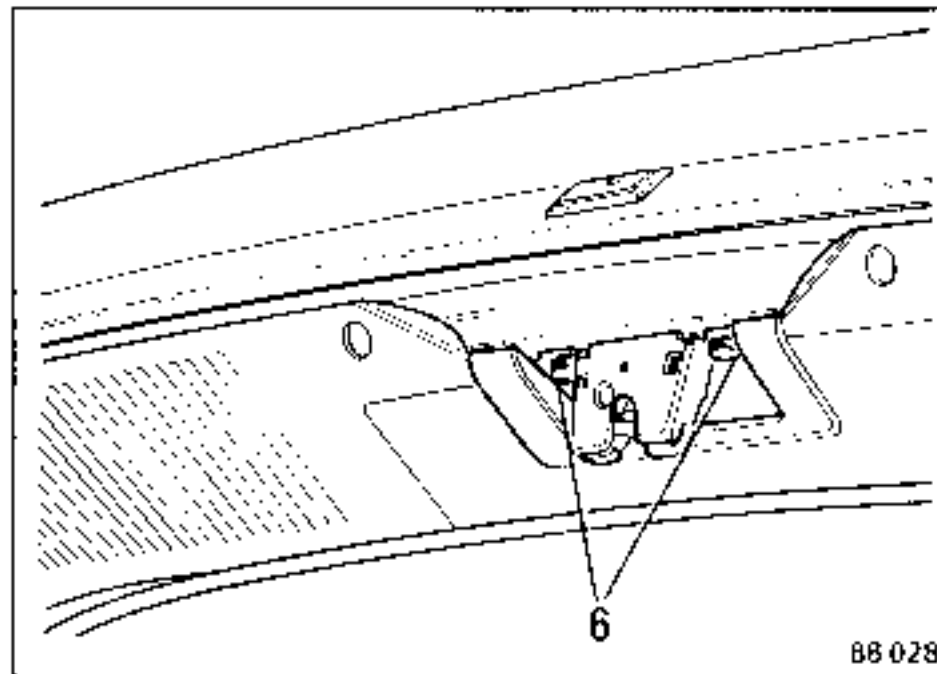




- Disconnect the lock motor current supply connector (3) and the lock control current supply connector (4)
- Remove the 3 lock fixing screws (5) and remove the lock and its motor



- Manual control lock.
- After removing the plastic embellisher, remove the 2 lock fixing screws (6)



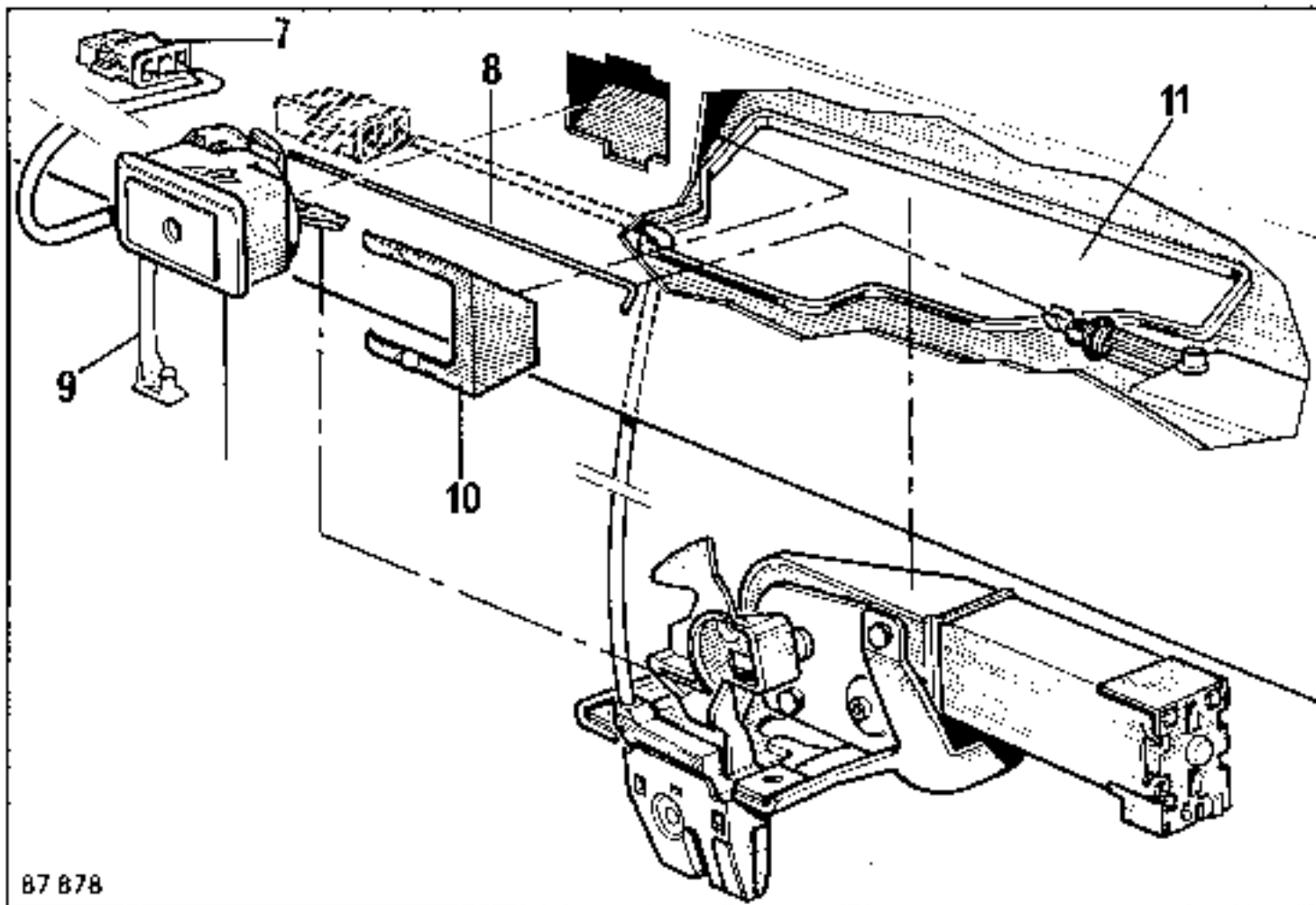
#### Removing the barrel pushbutton

##### NOTE:

The pushbutton of vehicles fitted with an electric motor lock can only be removed after removing the motor.

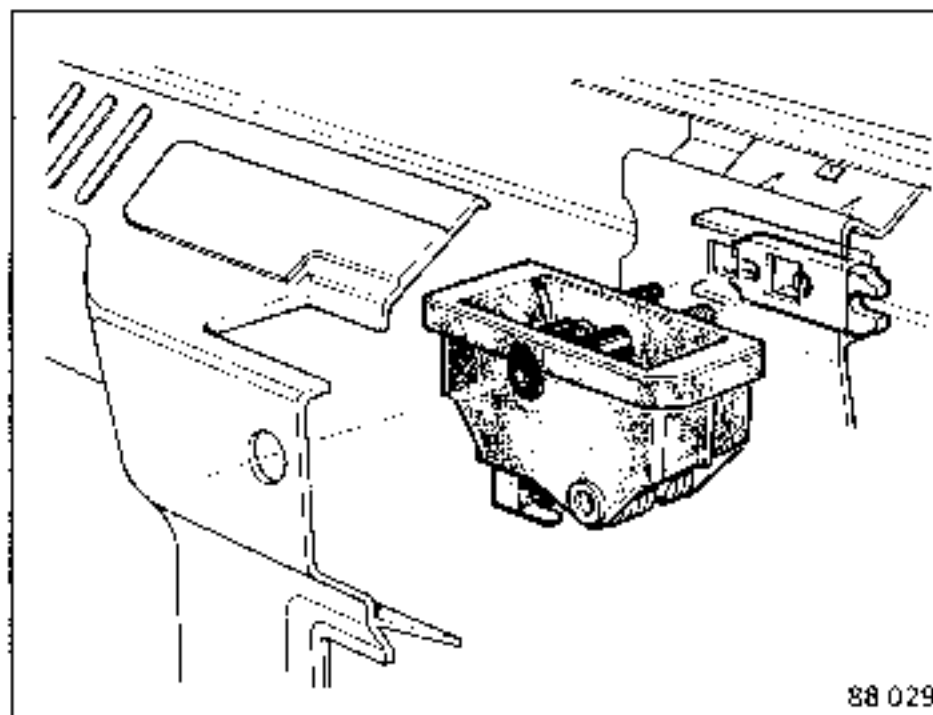
- disconnect the electronic module control connector (7).
- Unclip and remove the rod (8) of the electromagnetic locking control.
- Remove the water drainage duct (9) attached to the pushbutton.
- Remove the retaining clip (10) through the aperture (11)
- Remove the pushbutton (12) through the exterior of the casing.

- For vehicles with a simple lock, perform the same operations except with respect to the connector (7) which the simple lock does not have



87 878

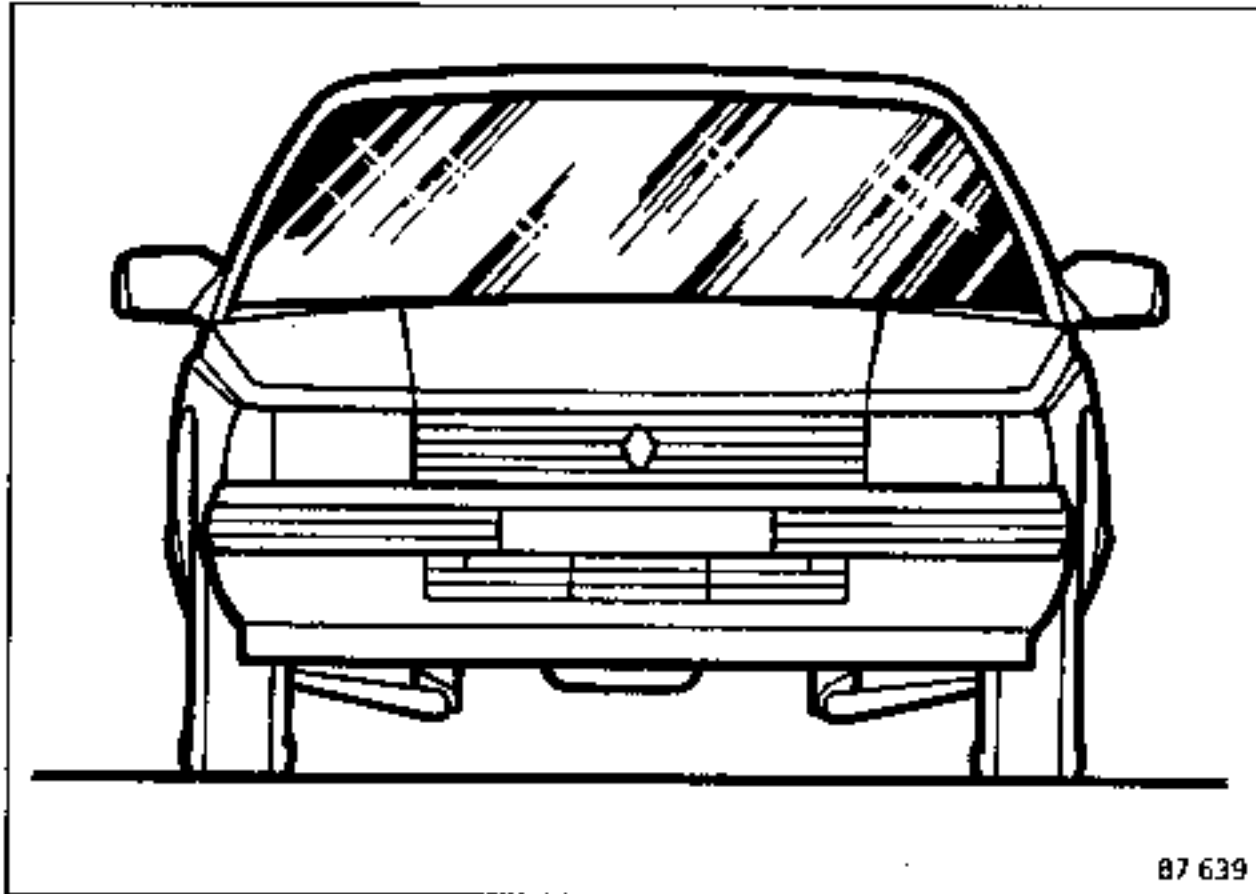
### Adjustment



88 029

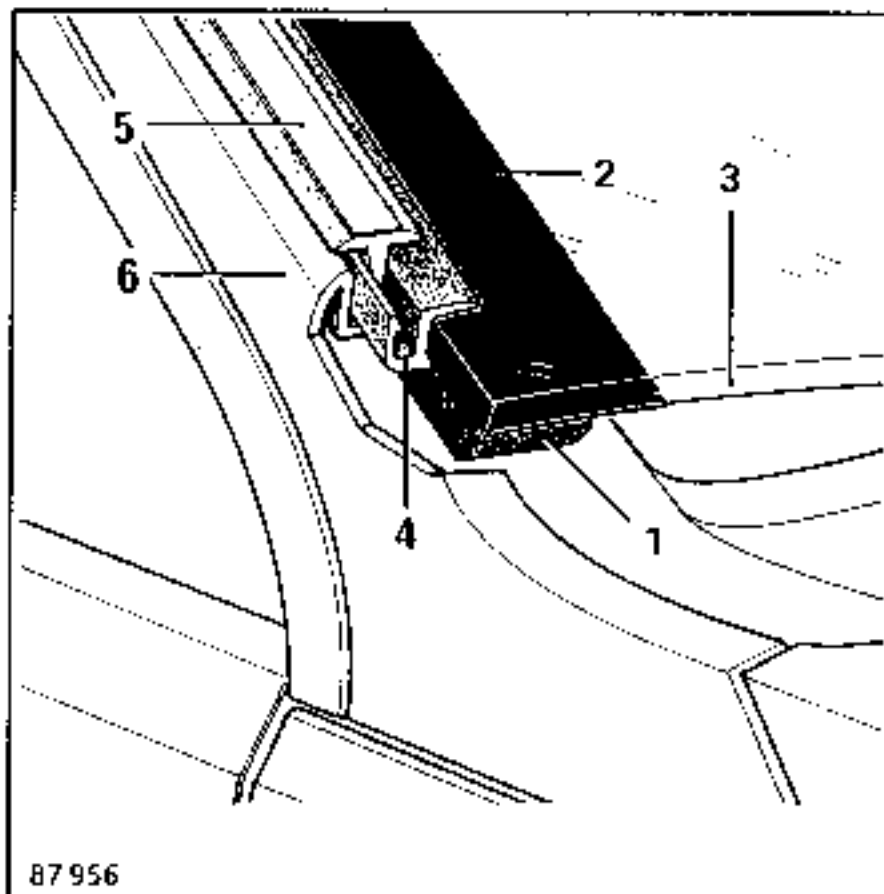
- The height of the tailgate with respect to the skirt and its flushness with the side panels are adjusted by the striker via its attachment to the skirt.

The windscreen is bonded to the bodywork with mastic (1). The interior enamelled part (2) improves the finish of the bonded area. A coat of primer applied to the enamelled part (2) ensures that the bond between the glass and the mastic is effective



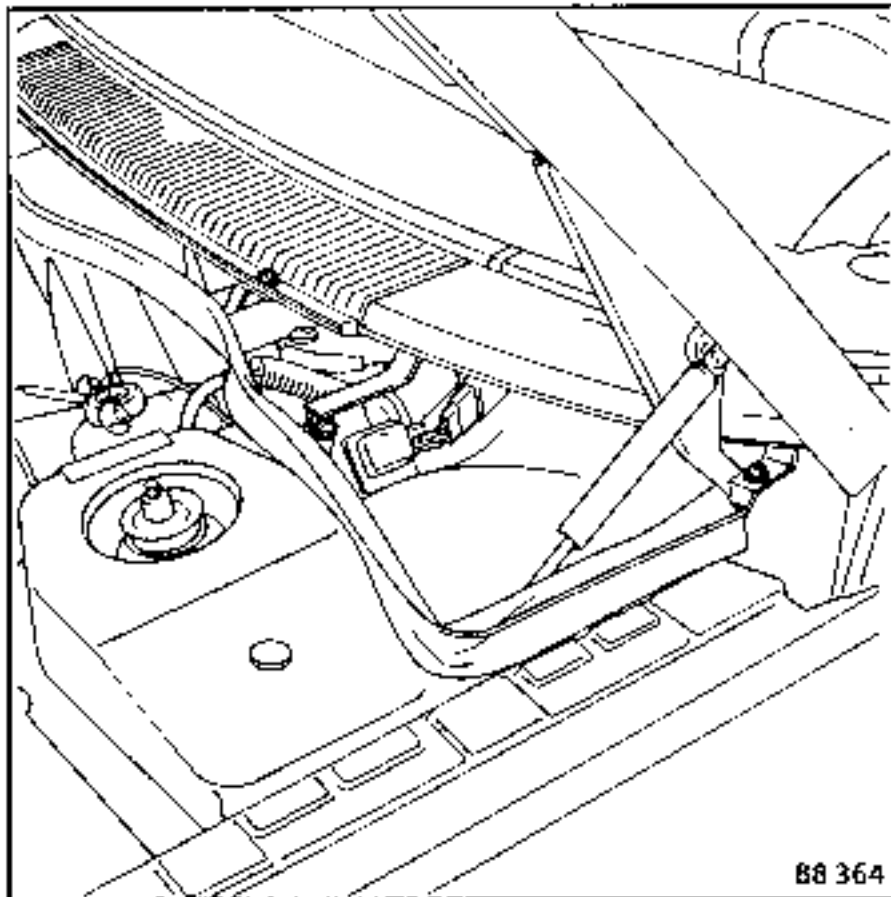
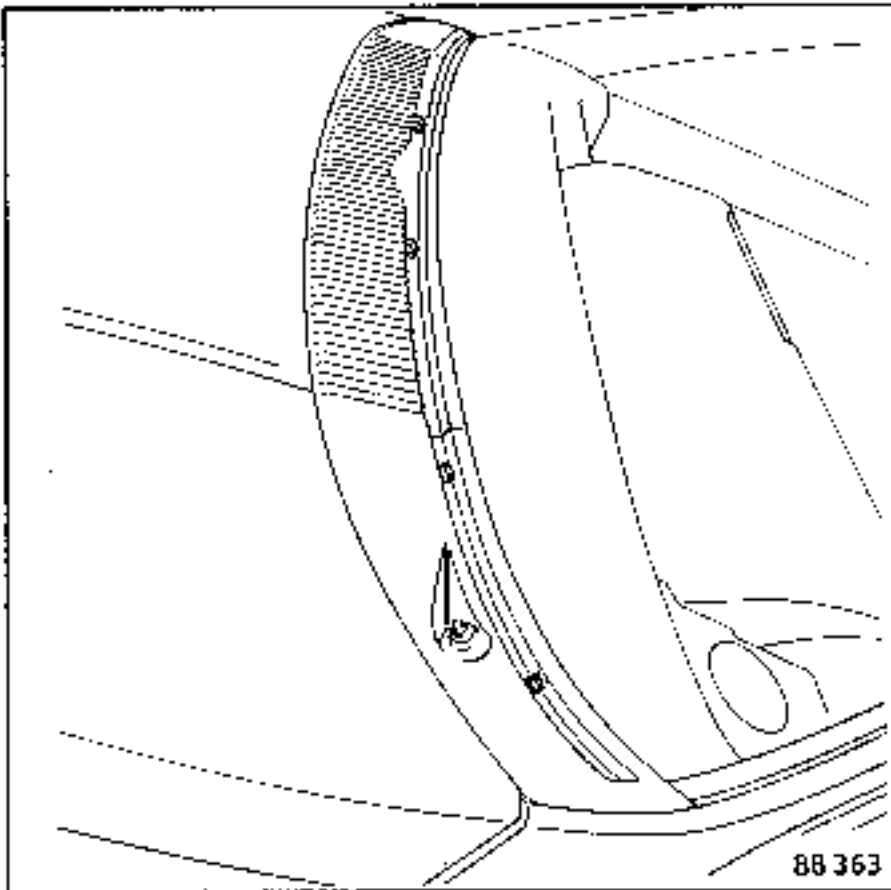
87 639

- 1 Bonding mastic
- 2 Black enamel
- 3 Windscreen
- 4 Trim and glass support
- 5 Trim
- 6 Windscreen pillar

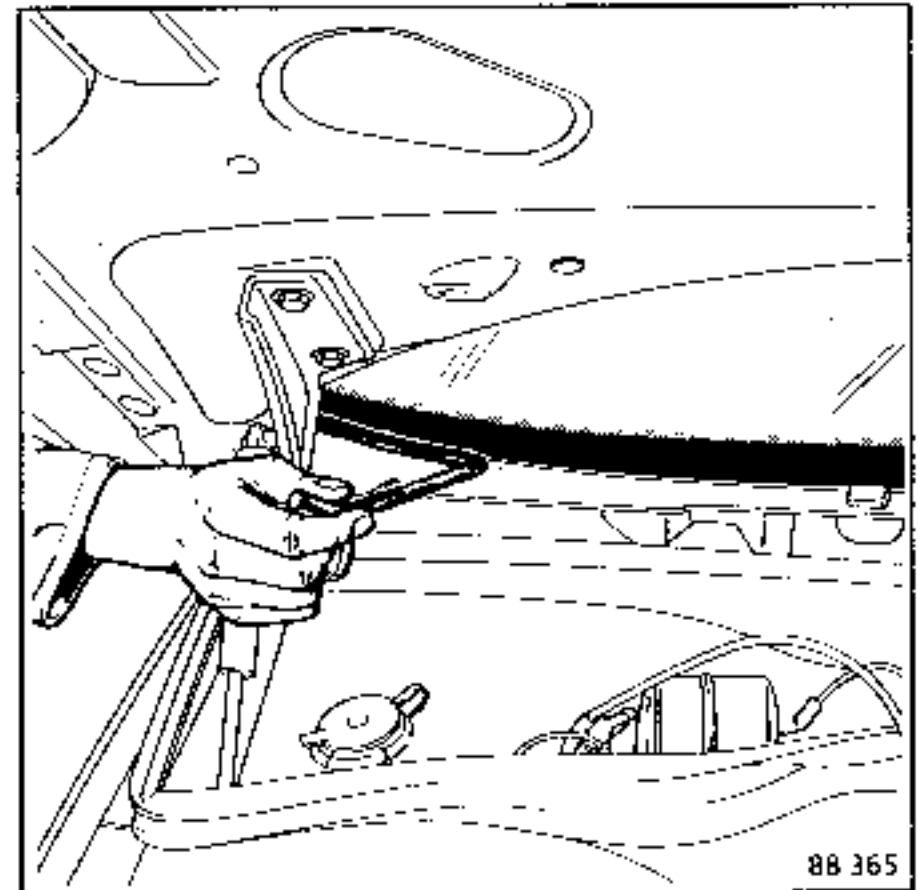


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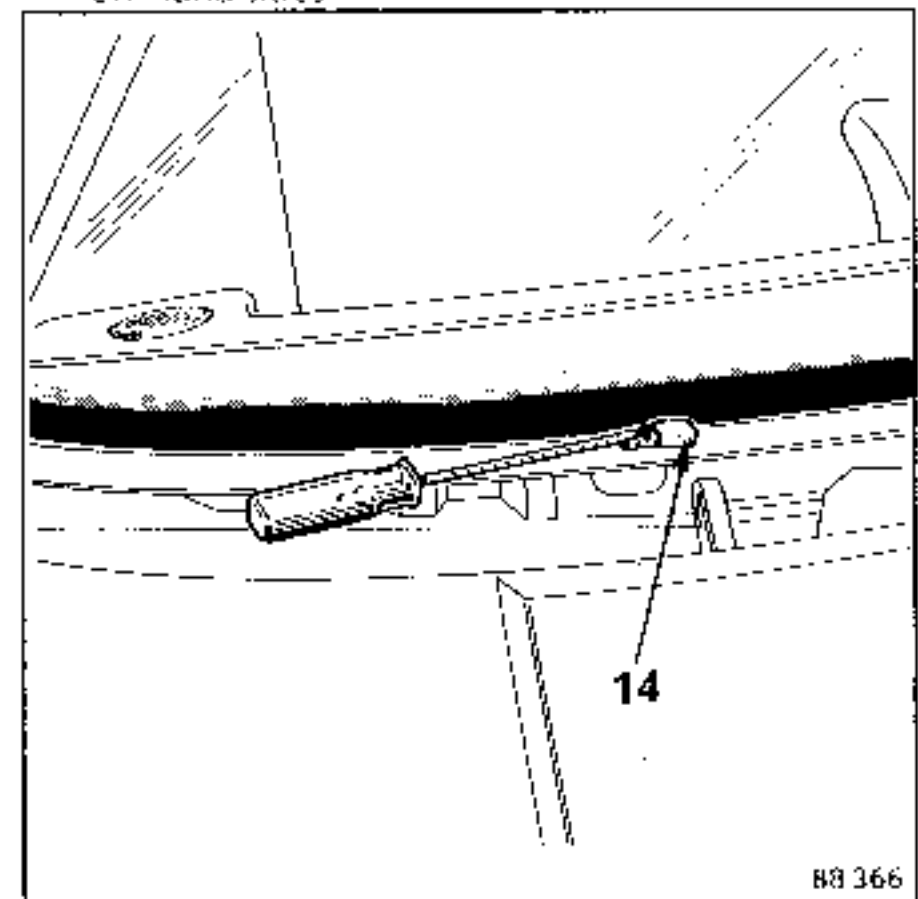
REMOVING THE TRIM



- Remove the windscreen wipers and the scuttle grilles.
- It is not necessary to remove the windscreen pillar and interior light trim.

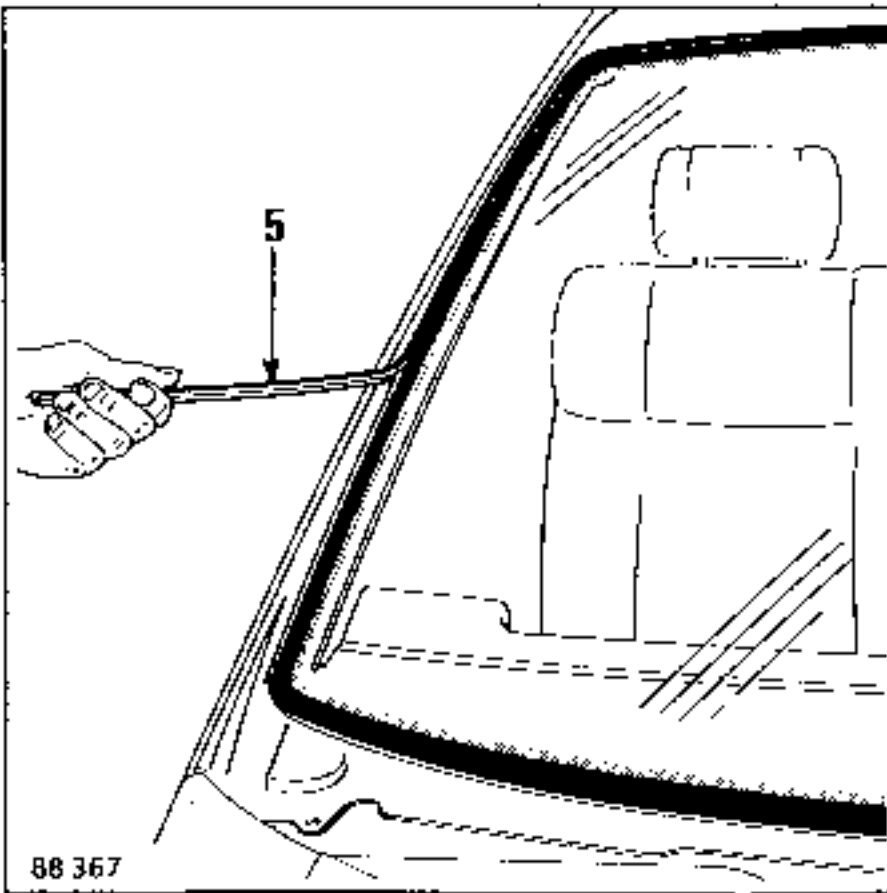


- Remove the 2 fillets of mastic (which is different from the bonding mastic) from the lower edge of the windscreen, on the right and left hand sides.

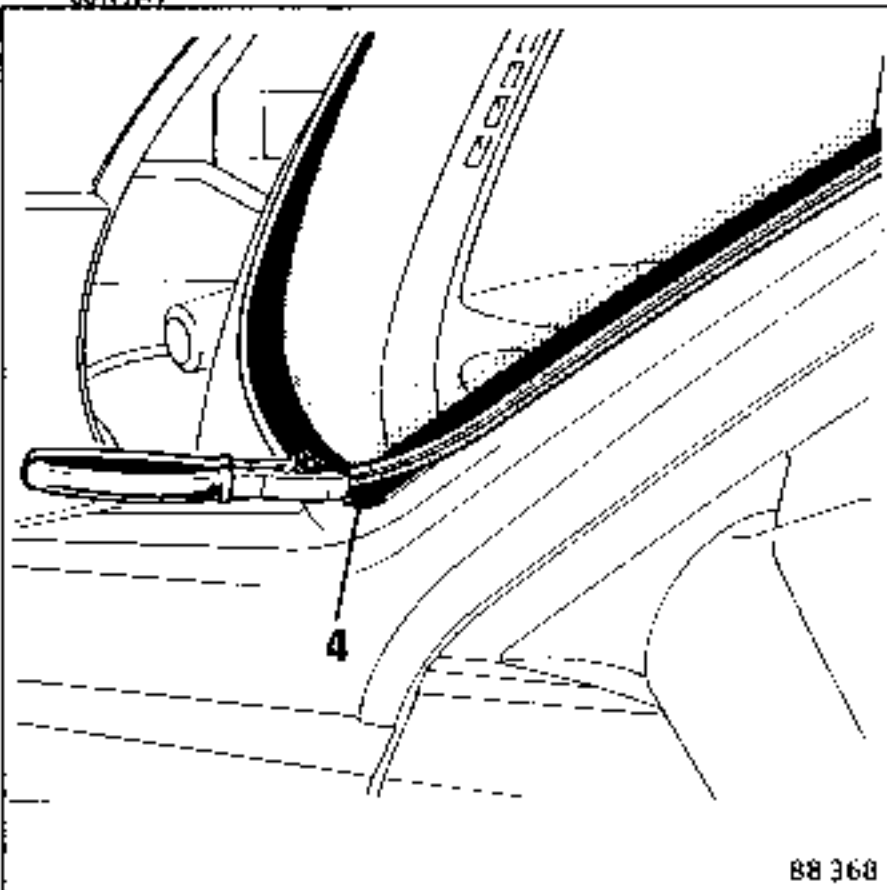


- Using a screwdriver or a cutting tool, remove the two shims (14). They cannot be re-used.

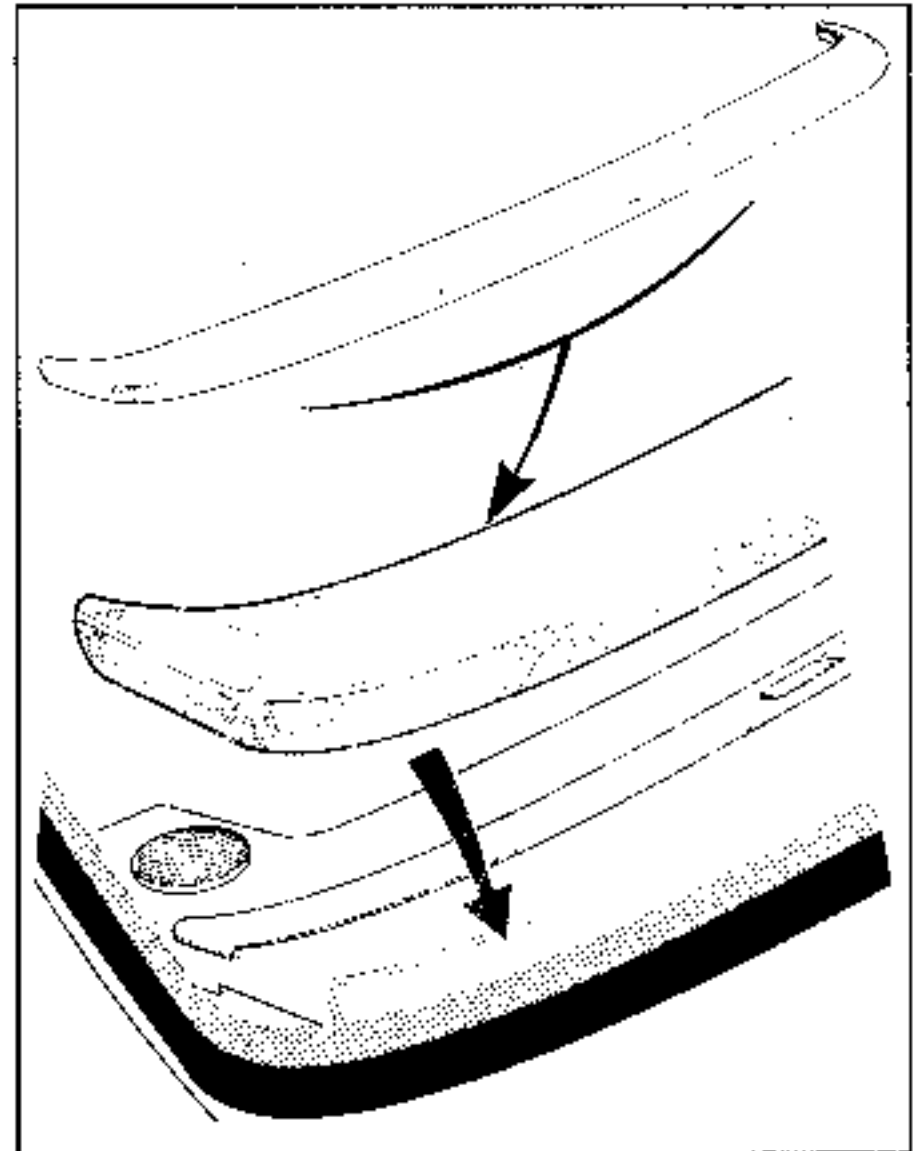
**NOTE:** Do not twist the sheet metal bracket supporting the shim as this determines the position the windscreen occupies in its frame.



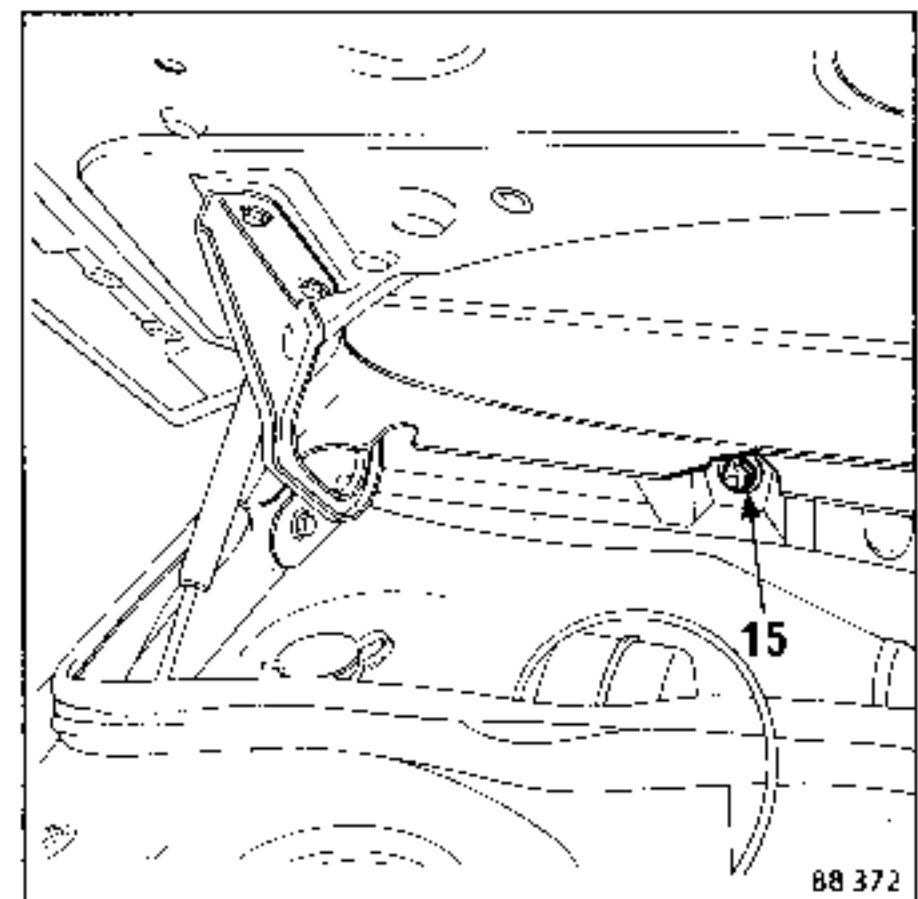
- Unclip the trim (5) from its support, starting from one end.
- Protect the periphery of the windscreen aperture with wide adhesive tape (50 mm wide).



- Remove the trim support (4), starting at one end and without resting on the roof panel, to avoid damaging it.
- If the trim support is coated with mastic and will not come out of its location, do not force it (there is a risk of breaking the windscreen and damaging the windscreen surround).
- Continue the operation with the support still in position.



- Fit the dashboard protector and protect the remaining surface area using a cover or by masking.
- If necessary, protect the exterior of the vehicle (bonnet, roof panel).



- If the clearance between the dashboard and the windscreen is too small to fit the protector, loosen the 2 fixing nuts (15) which secure the dashboard. Move the dashboard away from the bulkhead by a few millimetres by pulling it solely from the passenger side. This operation does not require removing or moving any other parts
- From inside the vehicle, after having fitted the dashboard protector, push the wire puller needle through the mastic fillet of the lower edge of the windscreen.
- Cut a length of wire (13) approximately 400 mm long.
- From the outside, feed the wire through the needle hole.
- From the inside, pull the needle so that the wire passes through the mastic fillet.
- Attach the piercing tool to the end of the wire on the outside of the vehicle and to the handle on the inside

On the outside of the vehicle, the other operator pulls on the handle (17) without raising it, following the outline of the windscreen, and cuts the mastic (1).

Repeat the operation every 300 mm until the mastic is entirely cut.

- Cut in smaller sections at the corners.
- The operator inside the vehicle must always keep an eye on the wire and make sure that it does not catch on the trim.

The clearance between the windscreen pillar trim and the windscreen should be enough to allow the piercing tool to enter.

If there is not, the aperture can be opened slightly, although care must be taken not to damage the trim. If there is not enough clearance, remove the trim.

The windscreen is now removed.

#### CLEANING THE WINDSCREEN APERTURE

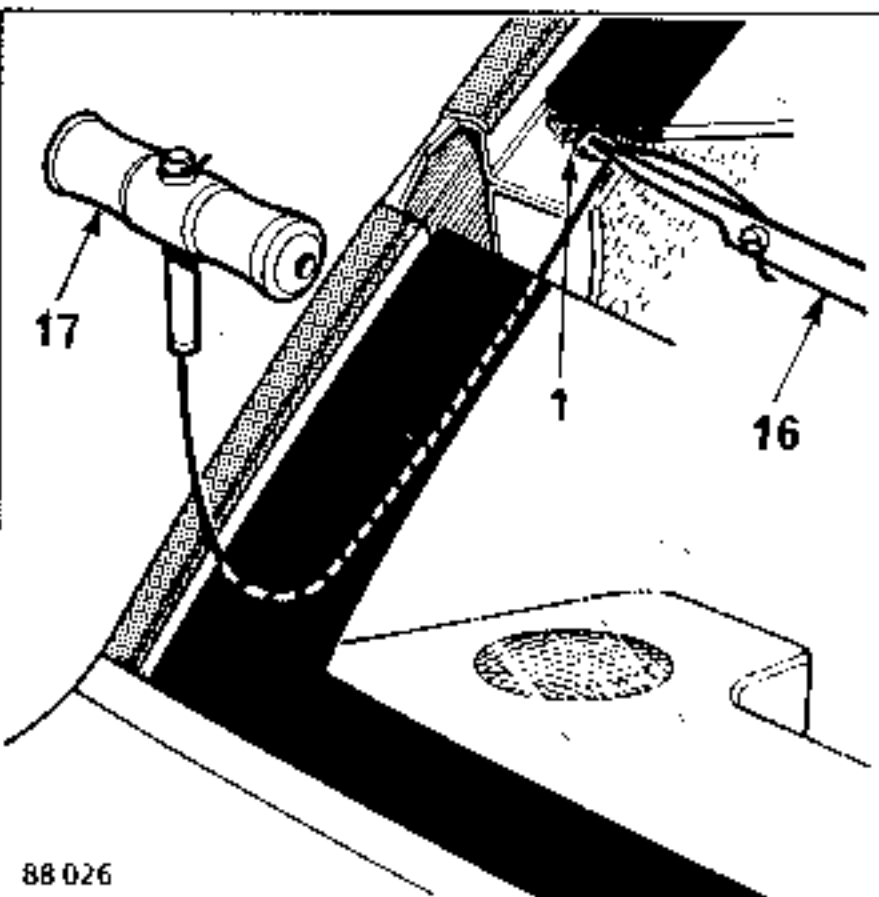
- Using a spatula approximately 20 - 25 mm wide, sharpened to a cutting blade, cut and level the mastic bead to leave 0.5 - 1 mm thickness on the windscreen aperture flange.
- **NOTE:** Under no circumstances should you go as far as the paint. It is essential to leave a film of mastic on the flange as this acts as a key for the new mastic fillet.

Wipe the flange with a dry, clean cloth.

- As a general rule, no cleaning or degreasing solvent is to be applied to the mastic film. Under no circumstances are alcohol-based products to be used. Only "S27" (heptane) is acceptable.

Part no.: 77 01 407 086 : 0.5 l.  
77 01 407 087 : 0.25 l.

#### CUTTING THE MASTIC

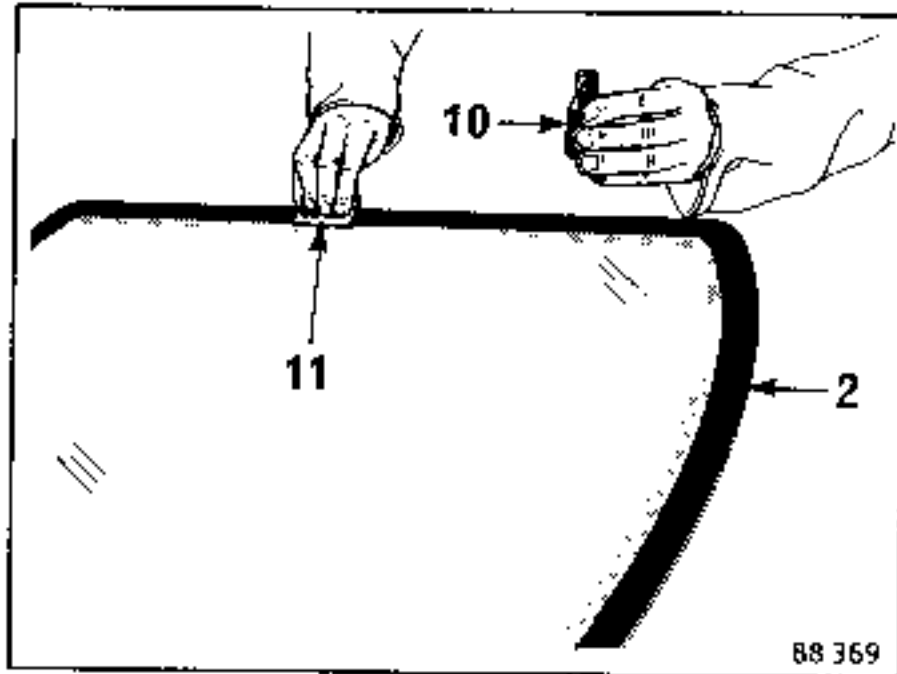


An operator inside the vehicle forces the piercing tool (16) into the mastic approximately 300 mm from the point at which the wire passes through

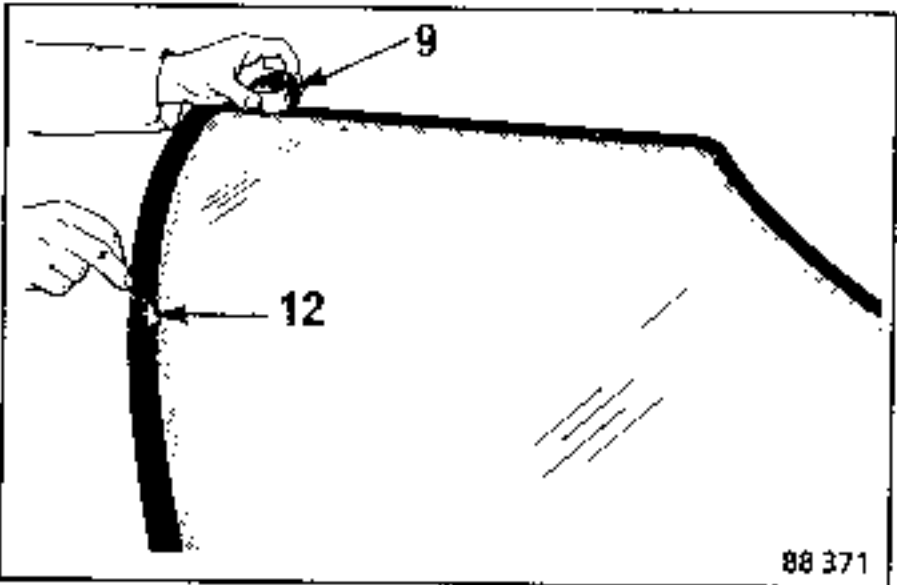
### PREPARING A NEW WINDSCREEN

- Carefully clean the enamelled surface (2) all around the windscreen.

**1st cleaning** If possible using demineralised water, then wipe with a dry, clean cloth:



**2nd cleaning** Using a degreasing agent (10) and a cloth (11):



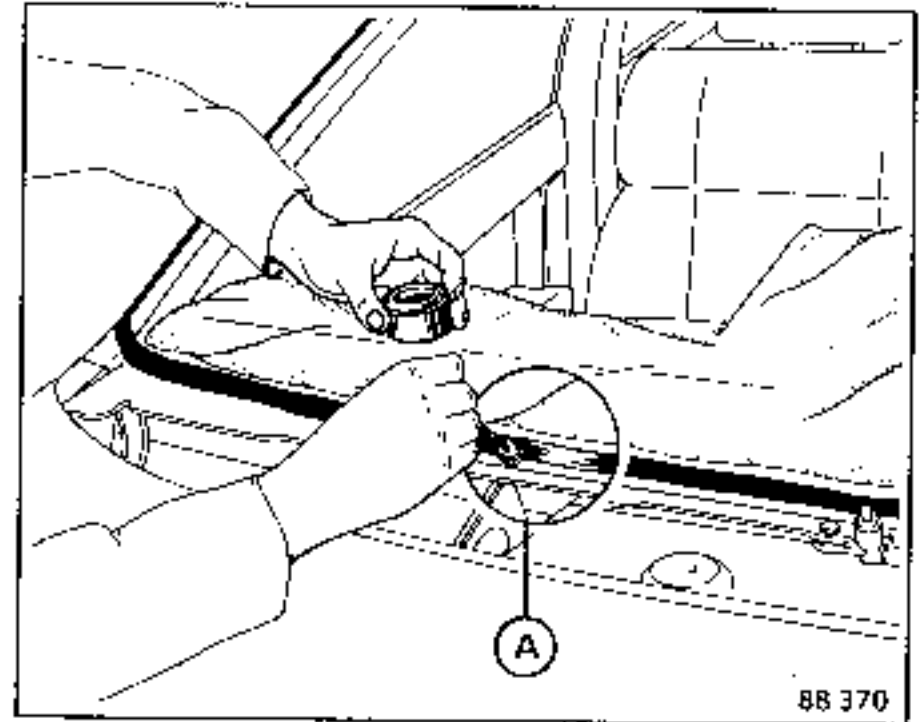
- Using a mop (12), apply glass primer (9) to the enamelled surface up to a few millimetres away from the patterned zone. After this operation, avoid touching the treated area with your fingers.

### CLEANING A REMOVED WINDSCREEN

- Using a sharpened spatula approximately 2 cm wide, level the remaining mastic and leave a depth of approximately 1 mm. The mastic does not need to be completely removed unless it comes unstuck automatically. Never go as far as the black enamel.

if required, lightly degrease the zones where the mastic has not adhered to the primer. Do not touch the remaining film of mastic.

### PREPARING THE WINDSCREEN APERTURE



Note the areas where the flange has been damaged down to the sheet metal during removing or cleaning and the places where the mastic has not stuck to the paint.

- Using the second primer applicator, apply sheet metal primer only to the areas in question (detail A).  
**Do not apply any to the remaining mastic film.** If required, retrim the applicator using a pair of scissors.

### REFITTING

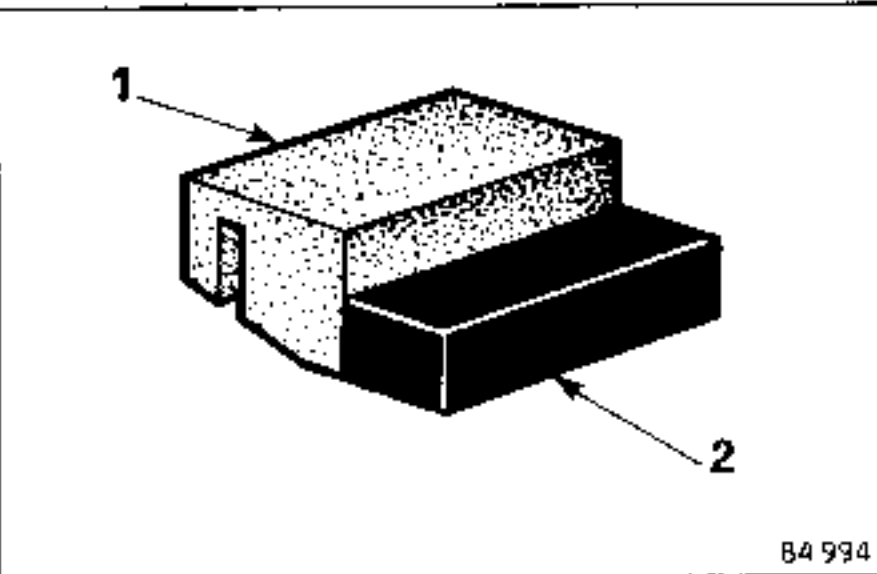
- Using a rubber mallet or a tightly compressed ball of cloth, fit the trim support to the windscreen, taking care not to touch the primer with your fingers.

**NOTE:** Before fitting the seal, remember that a second cartridge may be required (the part no. for an individual cartridge is given on page 2). During application of the mastic fillet, if there is not enough to join the two ends, it will be too late to go to order another cartridge.



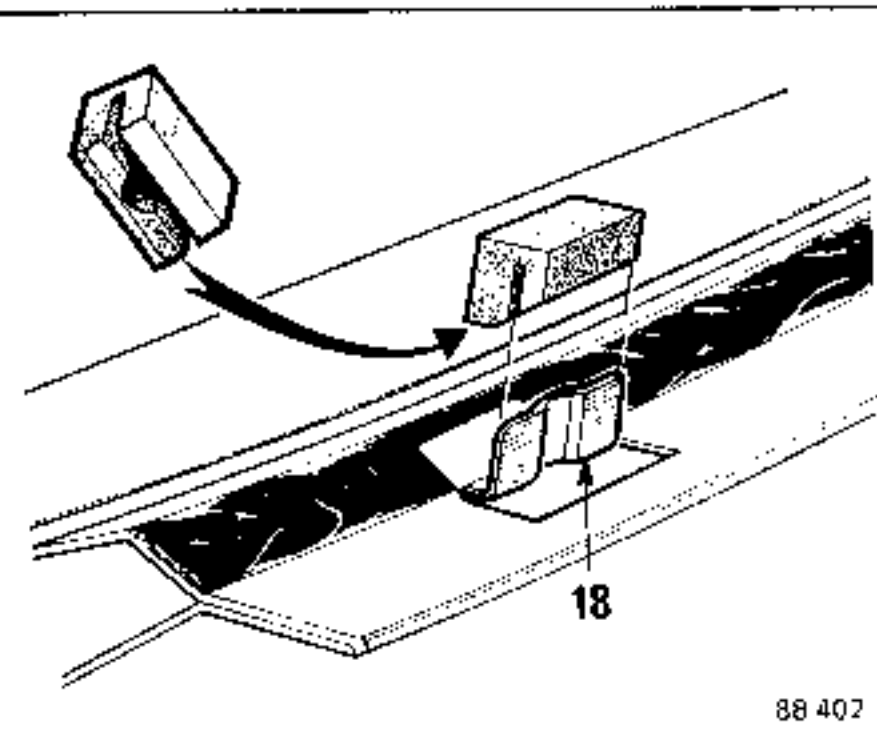
## FITTING THE SHIMS

**Important:** Due to restrictions when the mastic is polymerised, please cut the shims according to the diagram below before fitting them to the scuttle



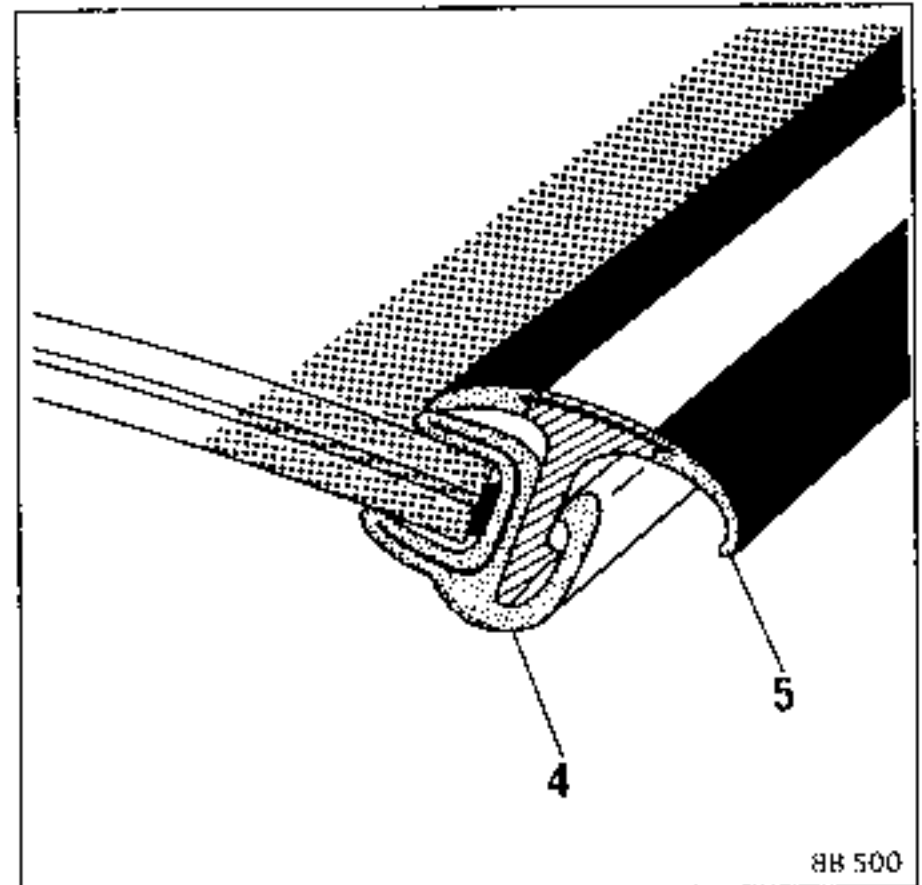
① : Section to be kept and fitted to the aperture

② : Section to be discarded

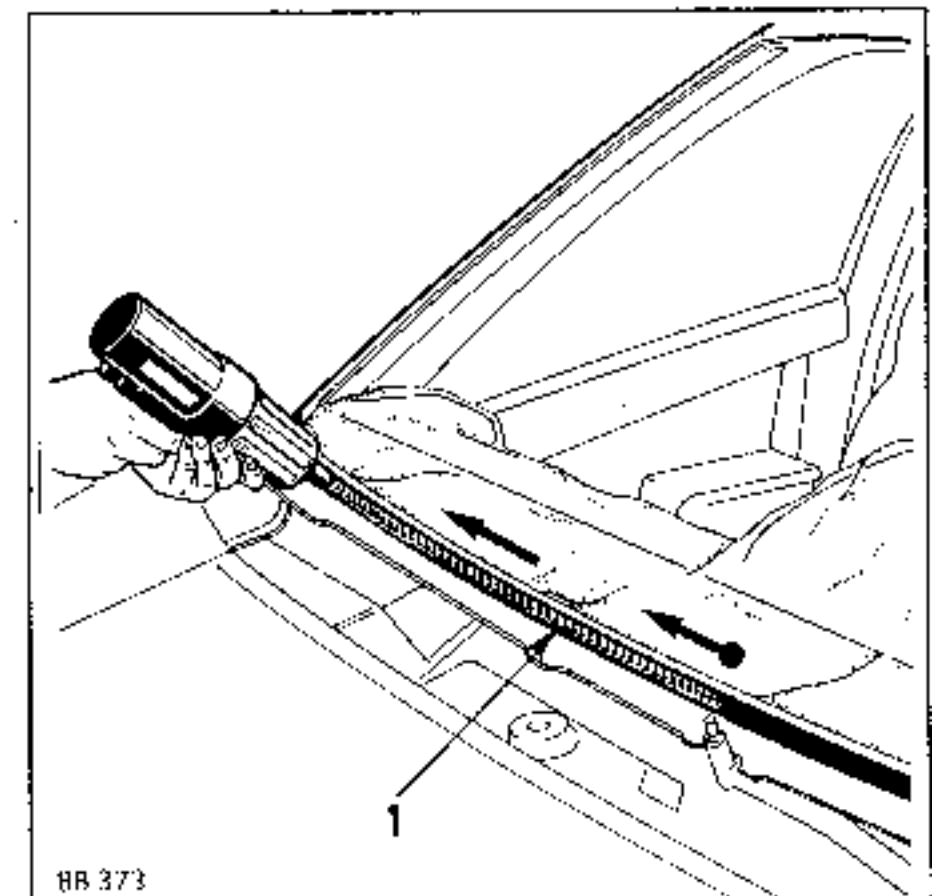


- Fit the 2 windscreen support shims

- **Offer up the windscreen** and adjust it for height, if necessary, by bending the tabs (18) that support the 2 shims. The distance between the trim and the windscreen pillars and the roof should be equal all round.



- Clip the trim (5) to its support (4) before fitting the windscreen to the vehicle

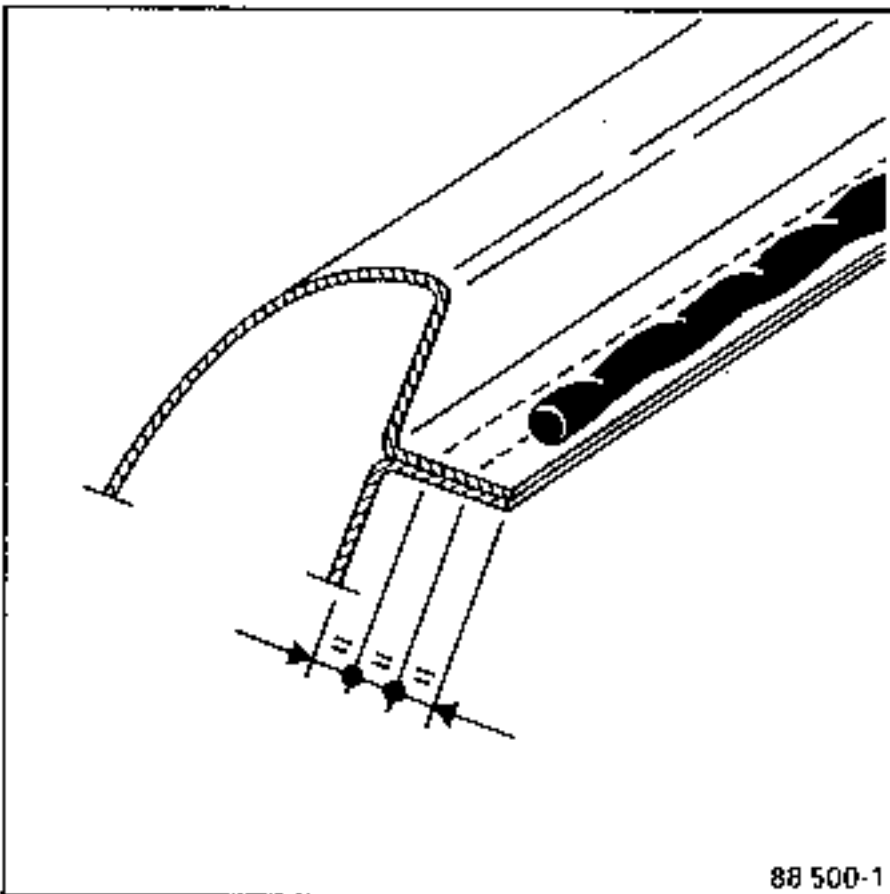


- Take the cartridge (7), pierce its membrane with a screwdriver and screw on the nozzle (8).

- Remove the bottom of the cartridge and take out the de-humidifier.

- Using a pneumatic gun, apply the mastic seal (1) round the windscreen aperture, starting from the centre of the lower edge.

## REFITTING THE WINDSCREEN



88 500-1

- Position the fillet on the aperture flange as shown in the above diagram.
- Apply it as evenly as possible except in the corners where the diameter can be increased up to 10 mm. Smooth down the point where the ends of the fillets joint with a spatula
- Fit the windscreen immediately after application of the mastic, using suction pads, positioning it against the shims at the bottom and pushing down the upper parts, whilst centring it
- With a tightly rolled ball of cloth, push the windscreen into its aperture by tapping evenly round its periphery, except for the bottom edge, until the trim is correctly positioned with reference to the pillars and the roof.
- **NOTE:** Do not force it at any one place (it may break).

Immediately after fitting the windscreen, remove the excess mastic on the exterior or interior of the windscreen. If necessary, clean the paint and the windscreen using only a clean cloth and "S27" (heptane)

- The vehicle must not be used for 2½ - 3 hours. During this period, hold the windscreen in place with a strap. Fit the strap to the upper half of the windscreen

- Refit the left-hand and right-hand fillets of mastic under the windscreen lower edge.
- Refit the scuttle grilles and the windscreen wiper blades.

### NOTE:

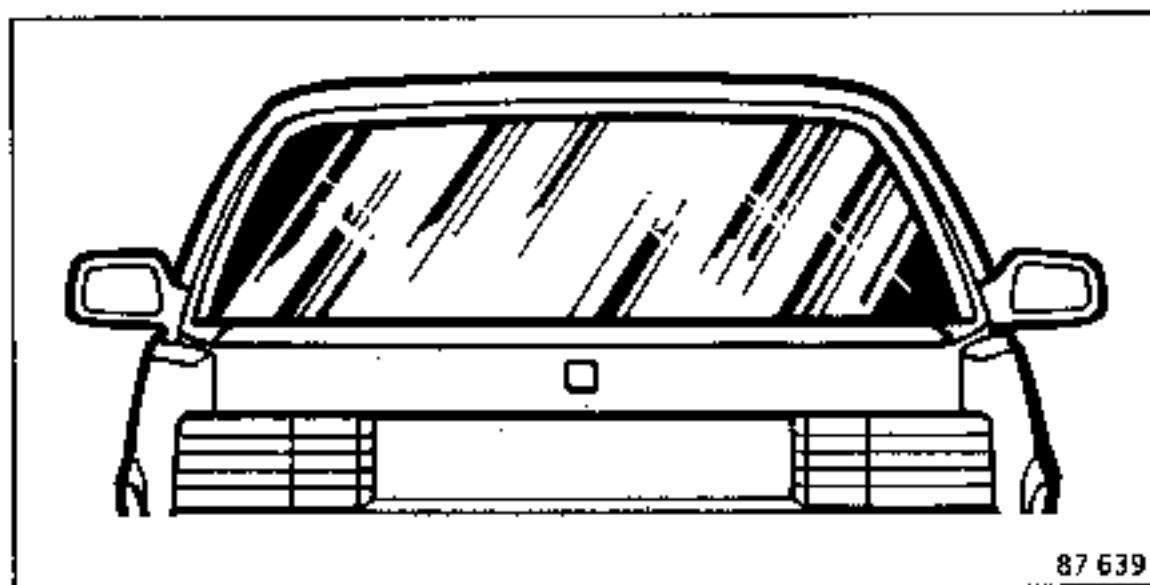
If the windscreen breaks during refitting:

- If possible wait 1½ - 2 hours before taking action, The mastic will then have started to polymerise and it will be a cleaner operation to remove the windscreen than if it was done straight away.
- Protect the interior and exterior of the vehicle completely.
- Position the suction pads on the exterior of the windscreen.

An operator inside the vehicle is to push the windscreen outwards to free it whilst another on the outside holds it.

Follow the sequence of operations from cleaning the windscreen aperture, taking care not to stain the vehicle

The rear windscreen is bonded to the tailgate with mastic (1). The interior enamelled part (2) improves the finish of the bonded area. A coat of primer applied to the enamelled part (2) ensures that the bond between the glass and the mastic is effective

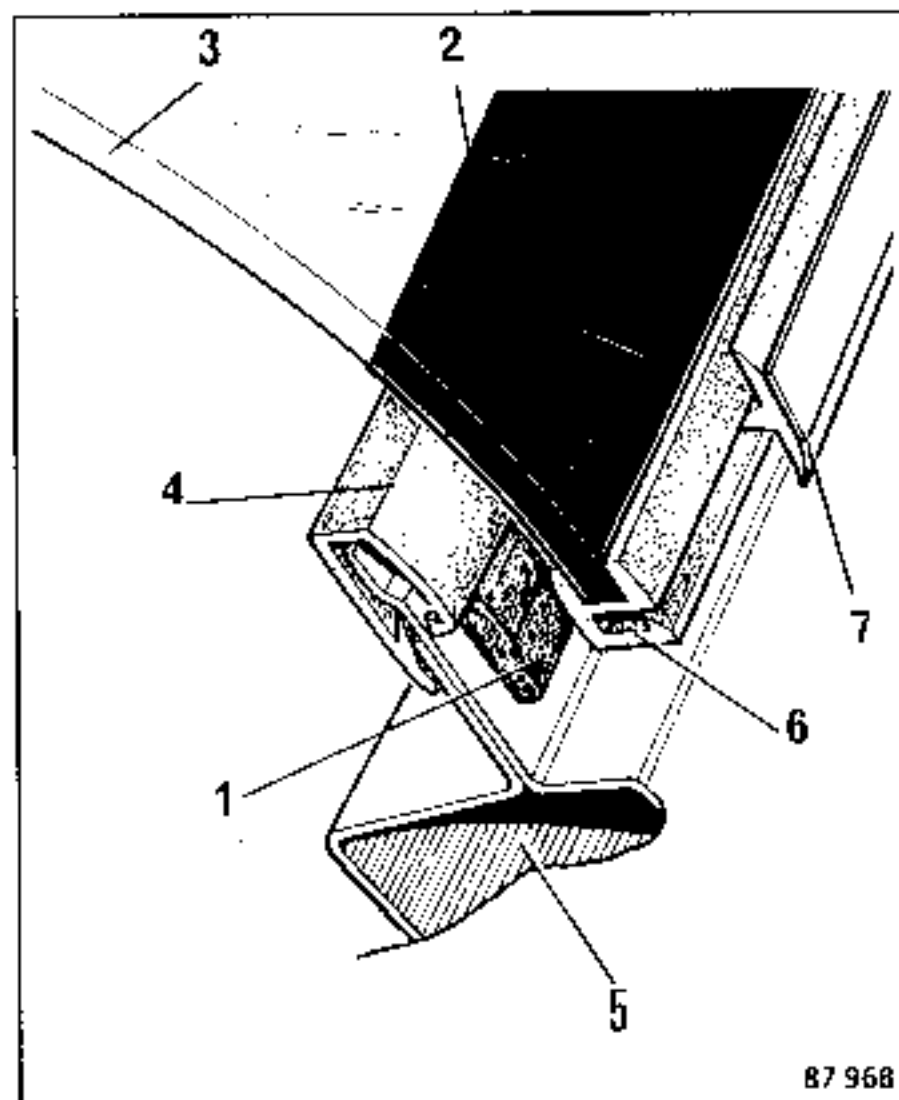
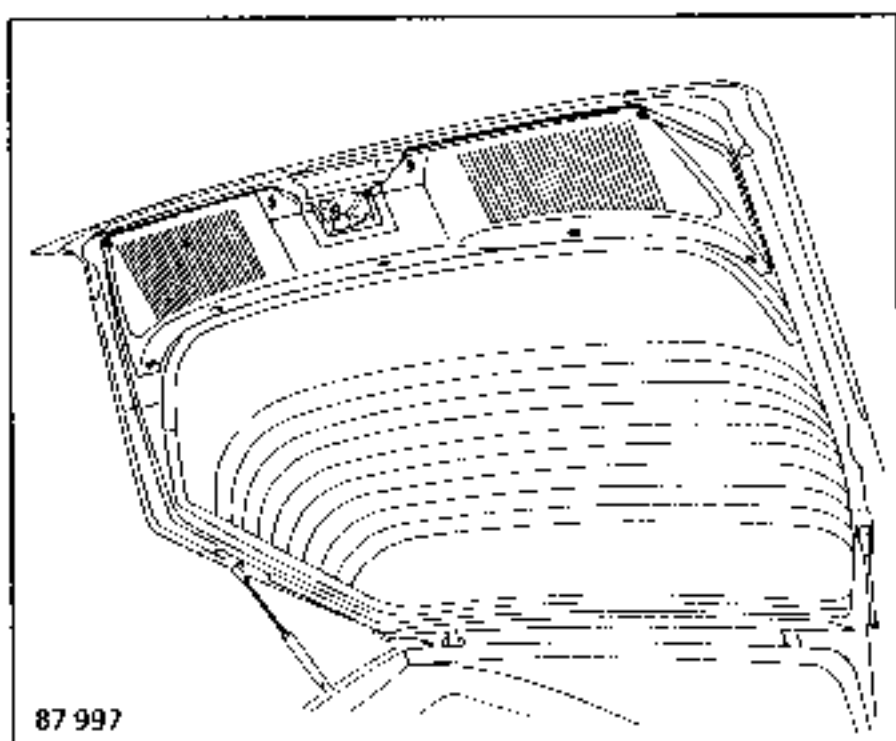


The removing-refitting operations are identical to those for the windscreen, with the following differences:

First remove the interior screen aperture cover strips. These strips will be refitted first, before applying the mastic on the flange.

When cutting the mastic bead, the 2 operators must wear protective glasses and gloves.

This operation is performed on the vehicle without removing the tailgate.



- 1 - Bonding mastic
- 2 - Black enamel
- 3 - Rear windscreen
- 4 - Interior finishing seal
- 5 - Tailgate
- 6 - Trim and glass support
- 7 - Trim

### UPPER TAILGATE FINISHING SEAL

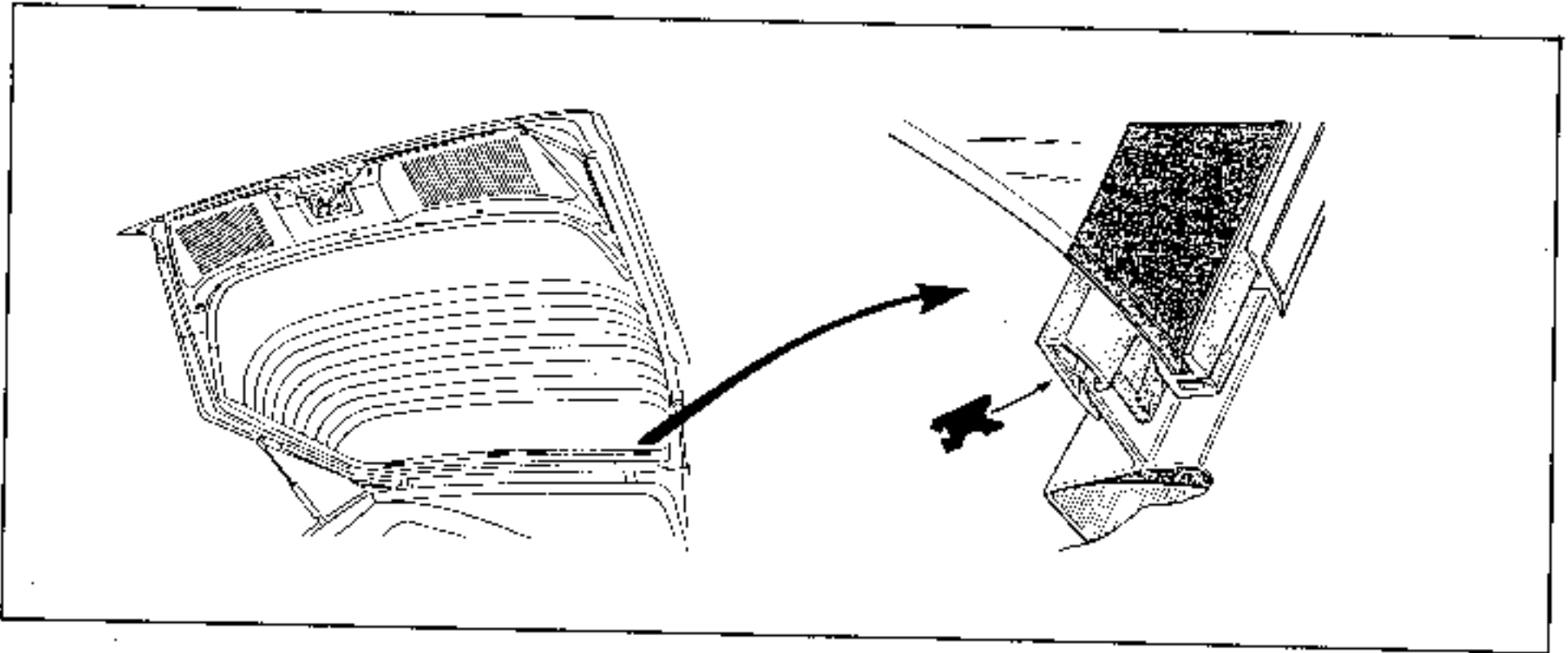
On certain vehicles the upper tailgate seal may become detached.

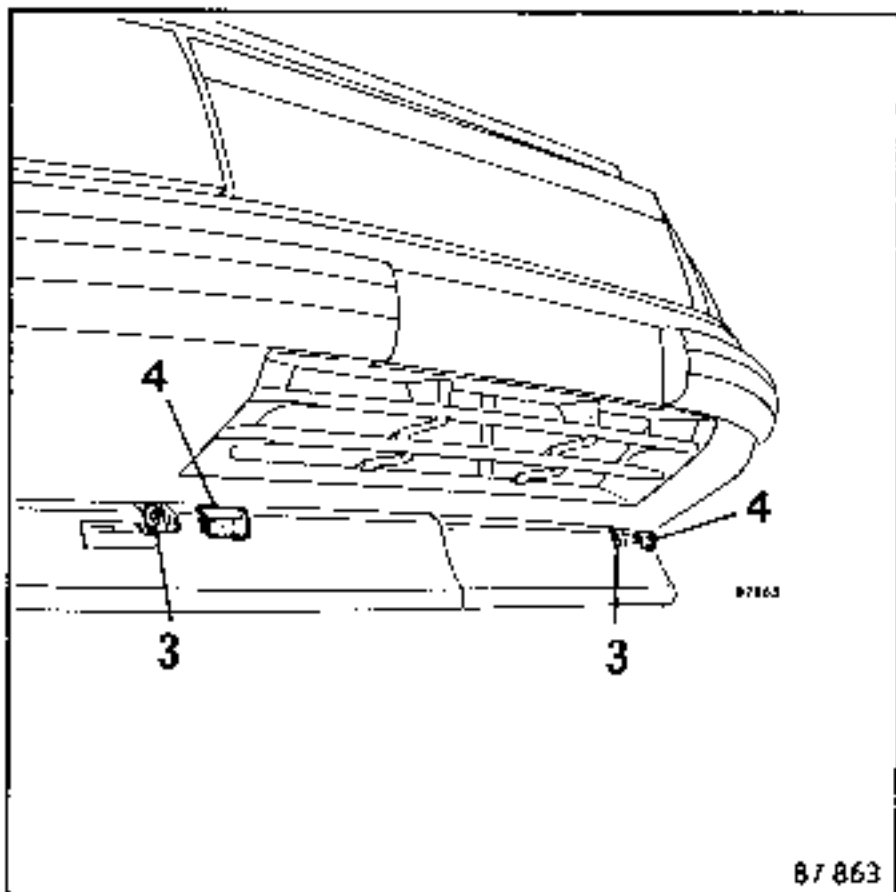
The after-sales rectification of this incident can be found below.

**Rectification:** Position and fit 4 clips.

2 of the 4 clips must be located at the upper seal central point and the 2 others at the outer points just short of the rounded sections (see sketch below).

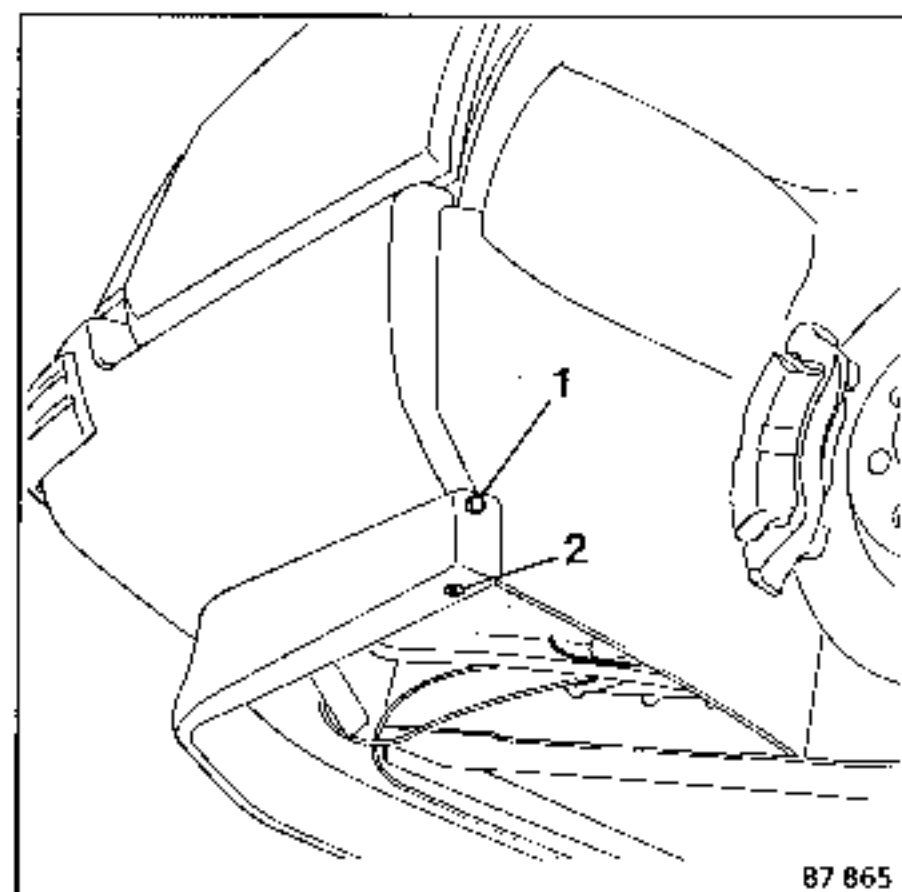
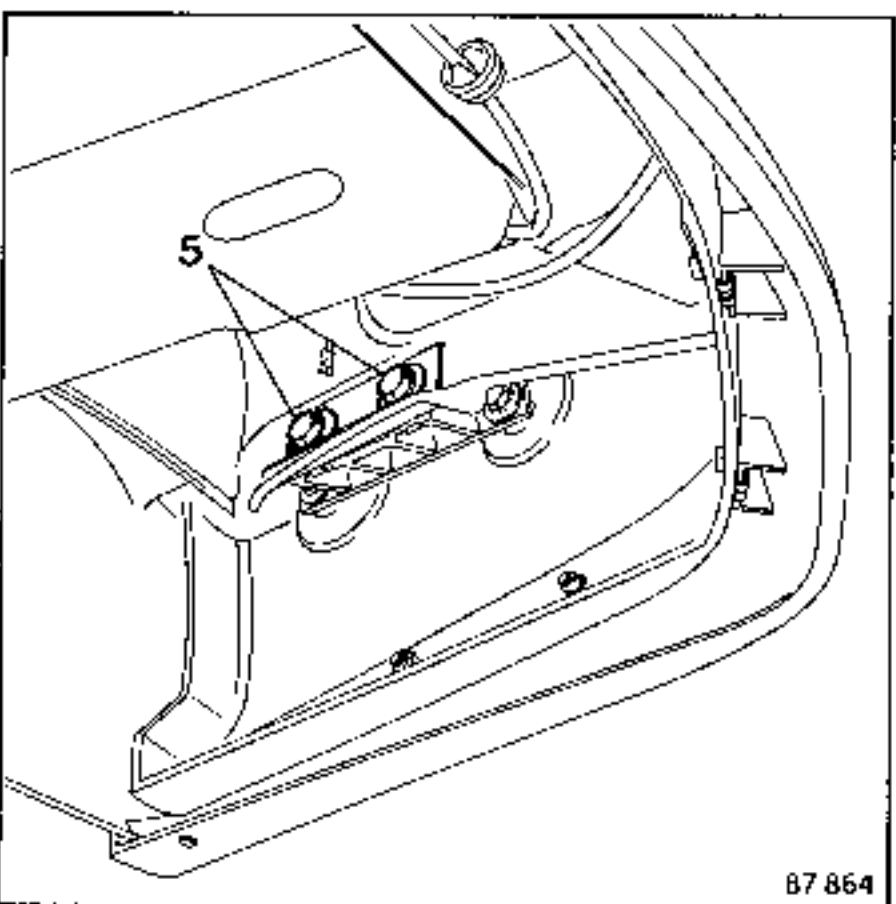
**Clips part no.: 77 03 076 088.**





- Disconnect the direction indicators (depending on version).
- Remove (1) and (2) on left-hand and right-hand sides.
- Remove blanking covers (4) and bolts (3).

Remove the 4 lateral fixing bolts (5) (left hand and right hand sides)



**NOTE:**

In some versions, removing the 4 bolts (5) involves moving or removing some other parts, housed in the engine compartment.

**2.2 | version:**

- Unclip the electronic module located on the left and free it from its support bracket (without removing it).
- Remove the support bracket, held by 3 bolts.

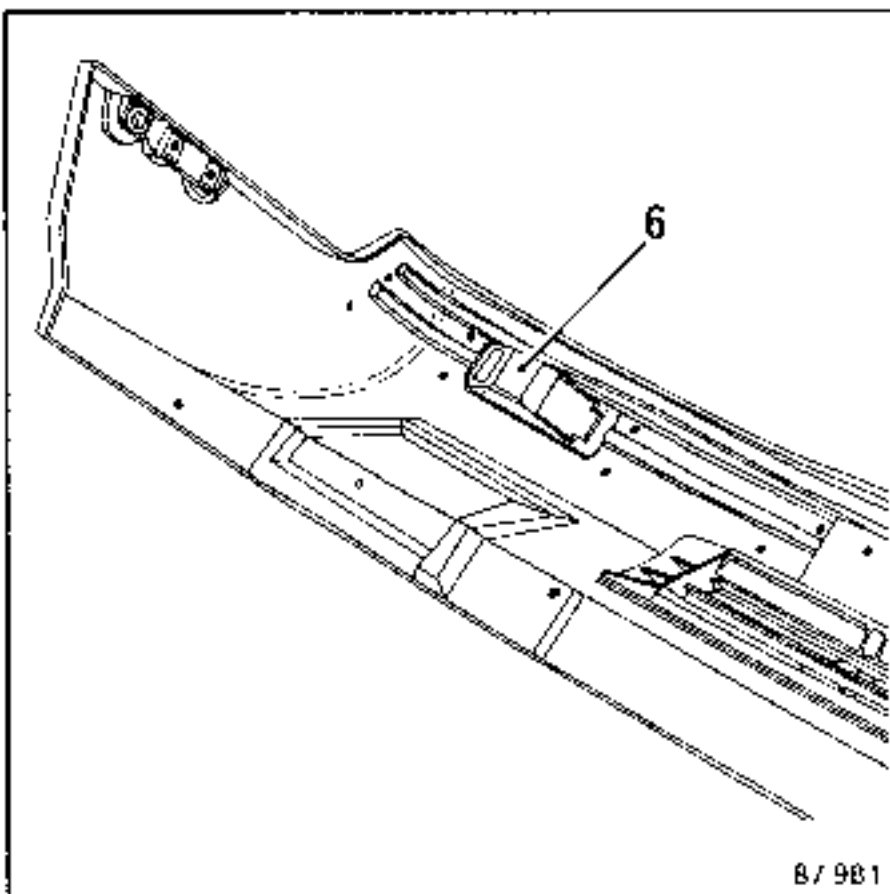
**Turbo D version:**

- Release (without removing) the air/air exchanger from its support bracket, located on the right, after having removed its fixing bolt.

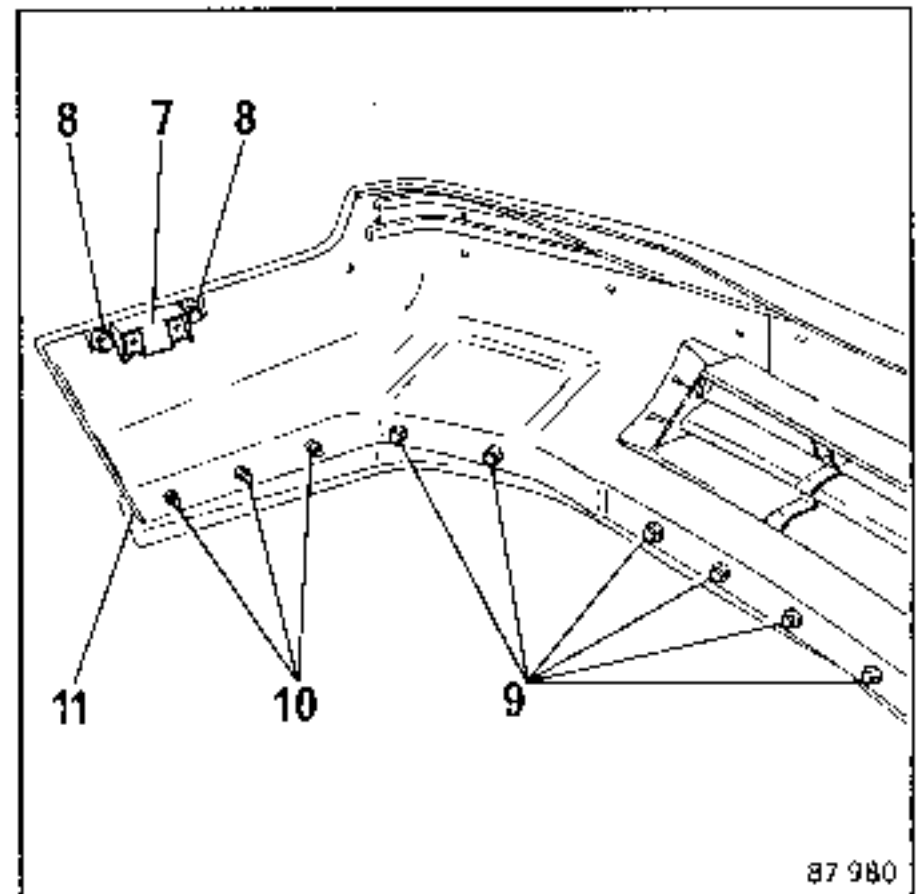
Remove the two support bracket fixing bolts, located in its upper section and move it away to provide access to the shield fixing bolts.

**V6 version:**

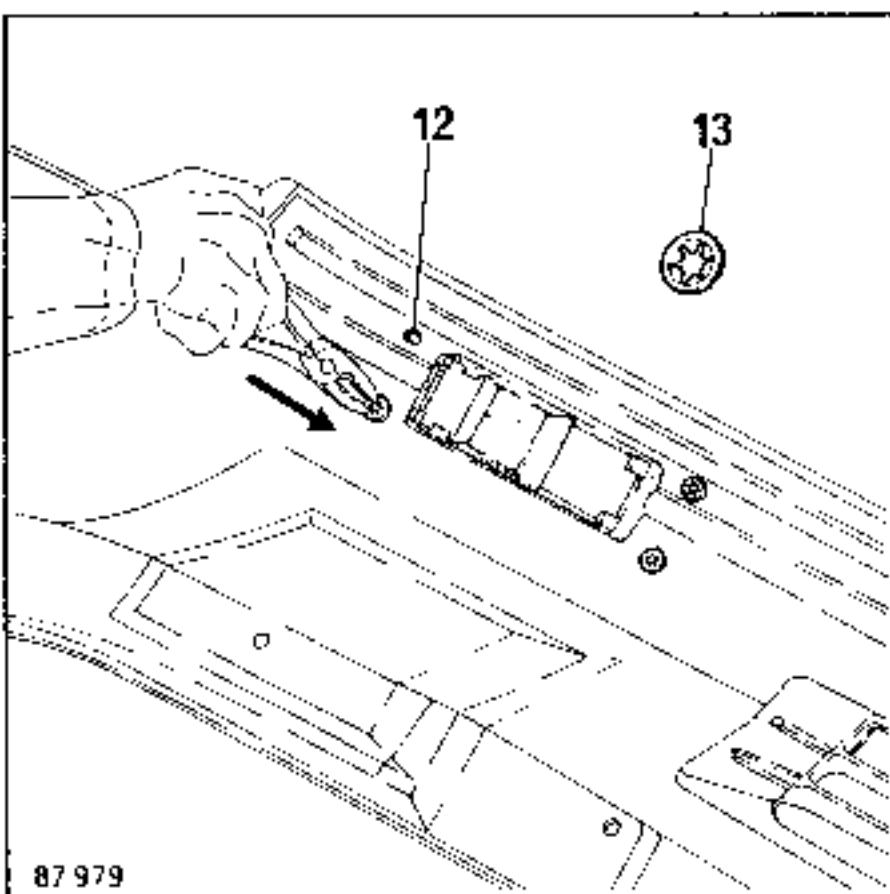
Remove the 3 bolts holding the ignition unit bracket, located on left, and move it but do not remove it.



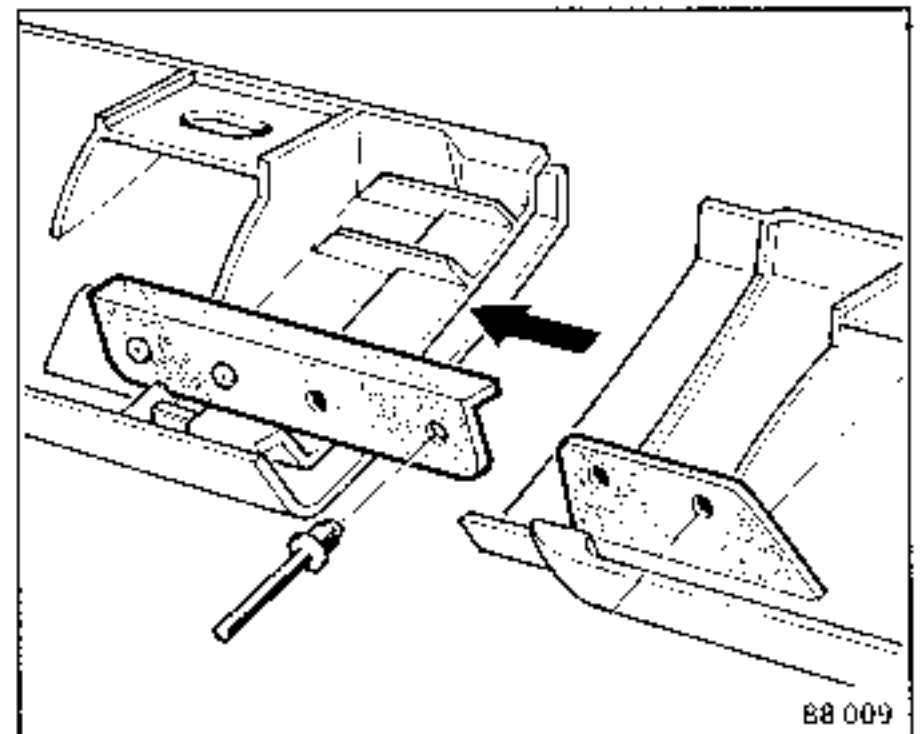
The protective support (6) can only be removed when only this part is being replaced. If replacing the complete shield, new supports must be fitted. To remove these parts, pierce the plastic rivets attaching them to the shield.



- Remove the side brackets (7), attached by 2 bolts (8).
- Remove the spoiler, attached by 10 screws (9), 6 nuts (10) and 2 bolts (11).



- To refit the protective support, attach the plastic rivets (12) with clip washers (13) using pliers.



- Before fitting a new spoiler, mount the left-hand and right hand sections using 2 pop rivets.

### REMOVING THE SHIELD WITH SPOILER

Remove the two lower left-hand and right-hand bolts (1), attaching the spoiler and the shield to the brackets (4).

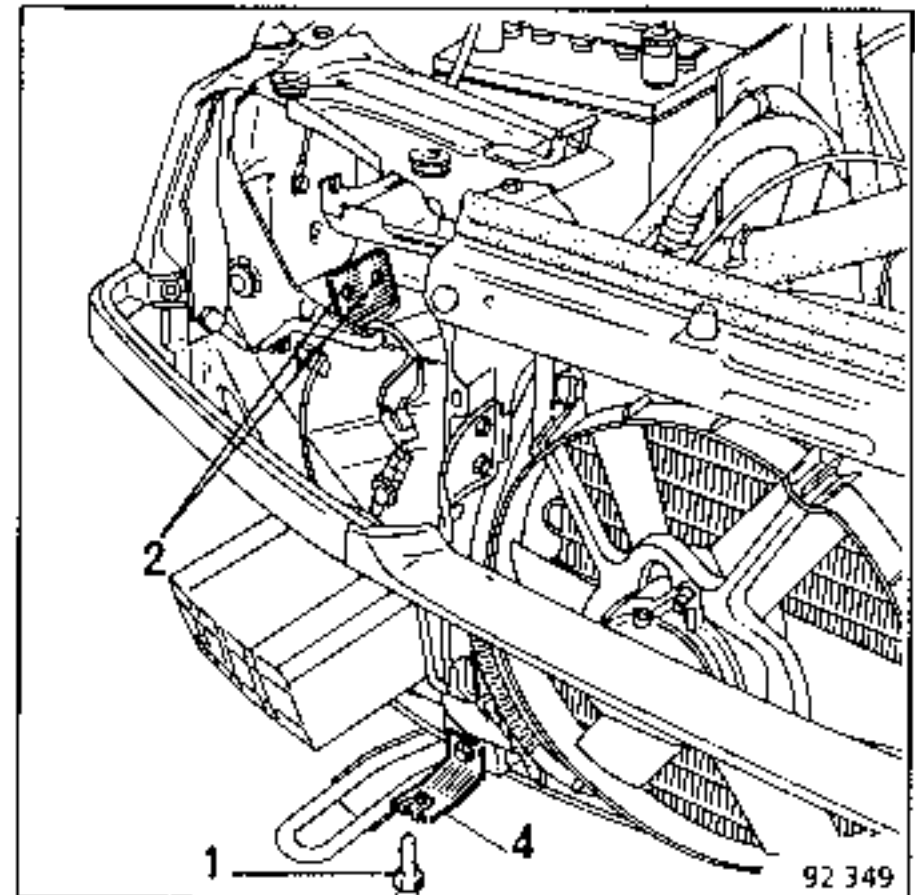
Remove the four left-hand and right-hand lateral fixing bolts (2).

Remove the two lateral bolts (3) attaching the spoiler and the wheelarch protector.

Depending on version, disconnect:

- the direction indicator lights;
- the foglights.

Remove the shield towards the front of the vehicle.



### NOTE:

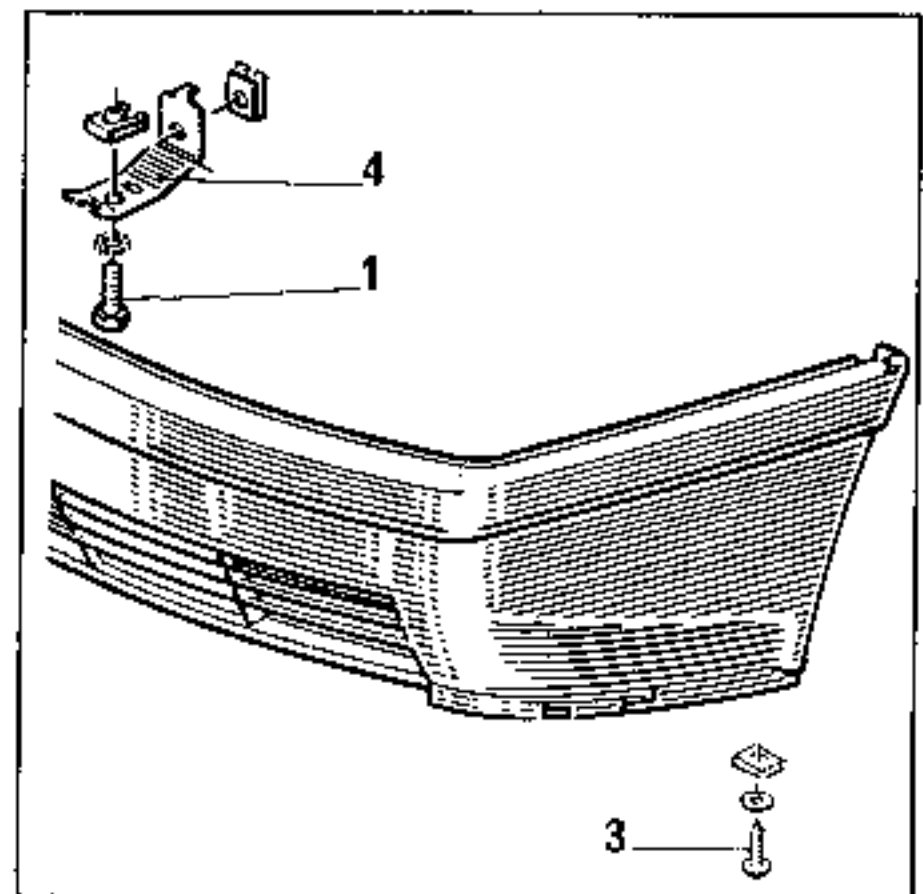
In some versions, removing the 4 bolts (2) involves moving or removing some of the other parts housed in the engine compartment:

#### 2.2 I version:

- Unclip the electronic module located on the left and free it from its support bracket (without removing it).
- Remove the support bracket, attached by 3 bolts.

#### Turbo D version:

- Free (without removing) the air/air exchanger from its support bracket, located on the right, after having removed its fixing bolt.
- Remove the two support bracket fixing bolts located in its upper section and move it away so as to provide access to the shield fixing bolts.



#### V6 version:

- Remove the 3 fixing bolts holding the ignition unit bracket, located on left, and move it but do not remove it.

# STRIPPING THE SHIELD

## • Edge moulding

The 3-part moulding trim is attached to the shield by clips (1). Tilt the clips and release the shield edge moulding.

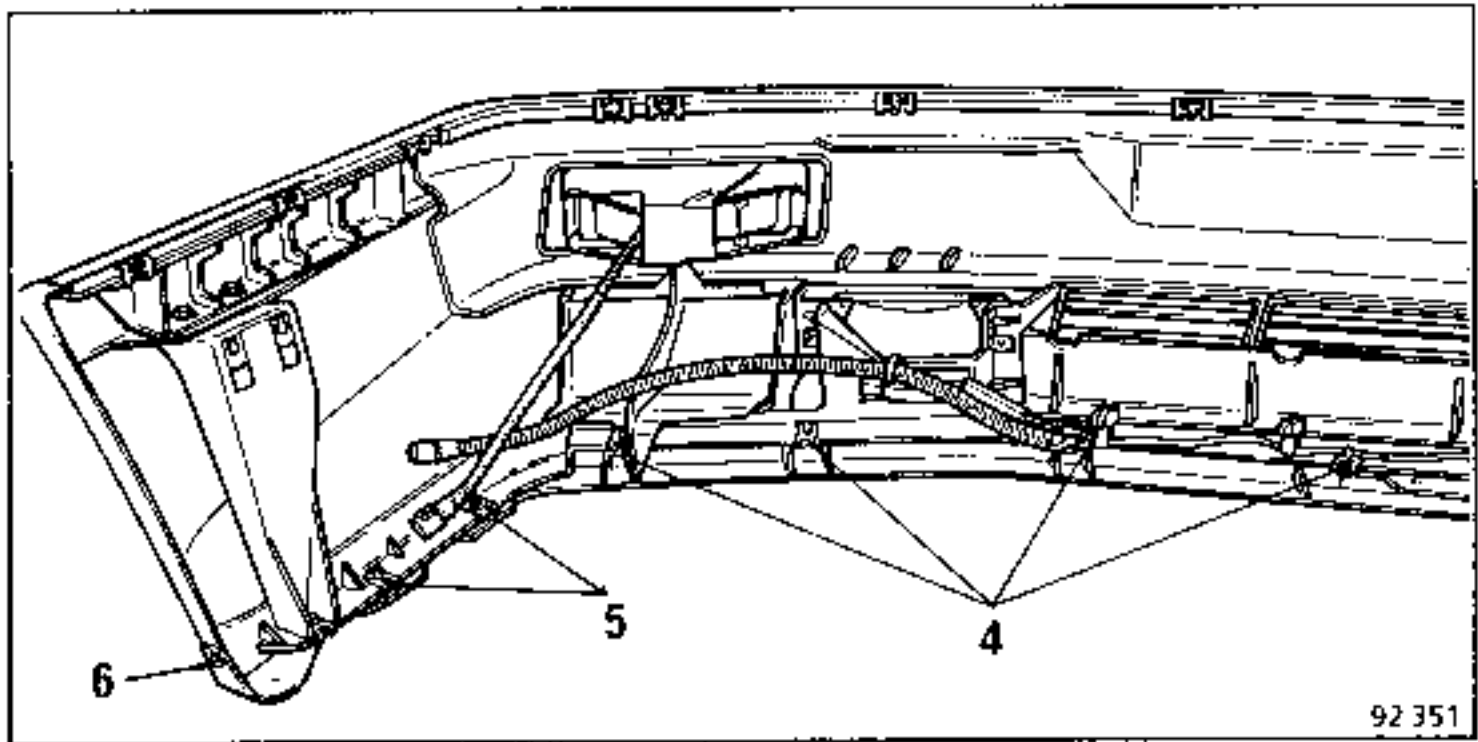
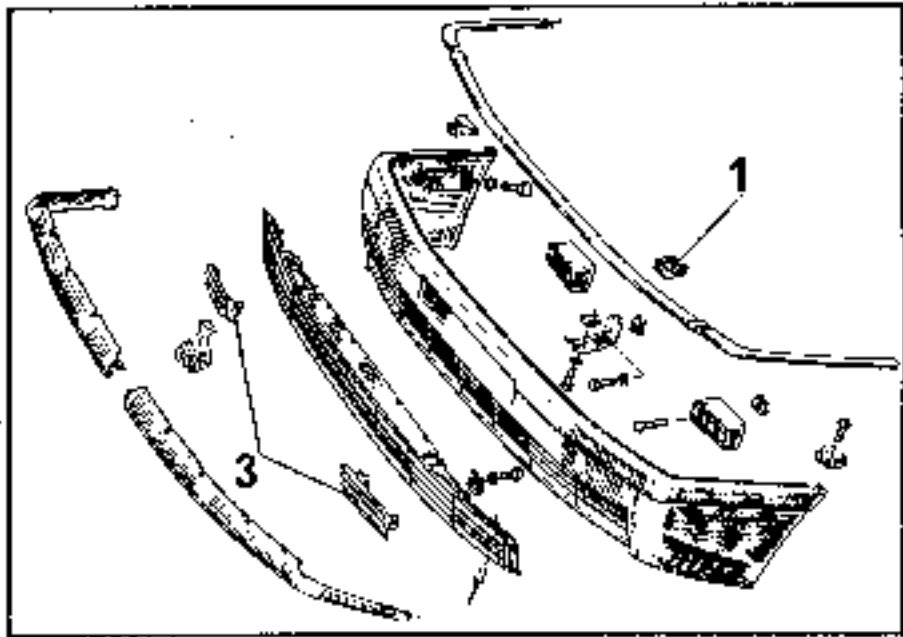
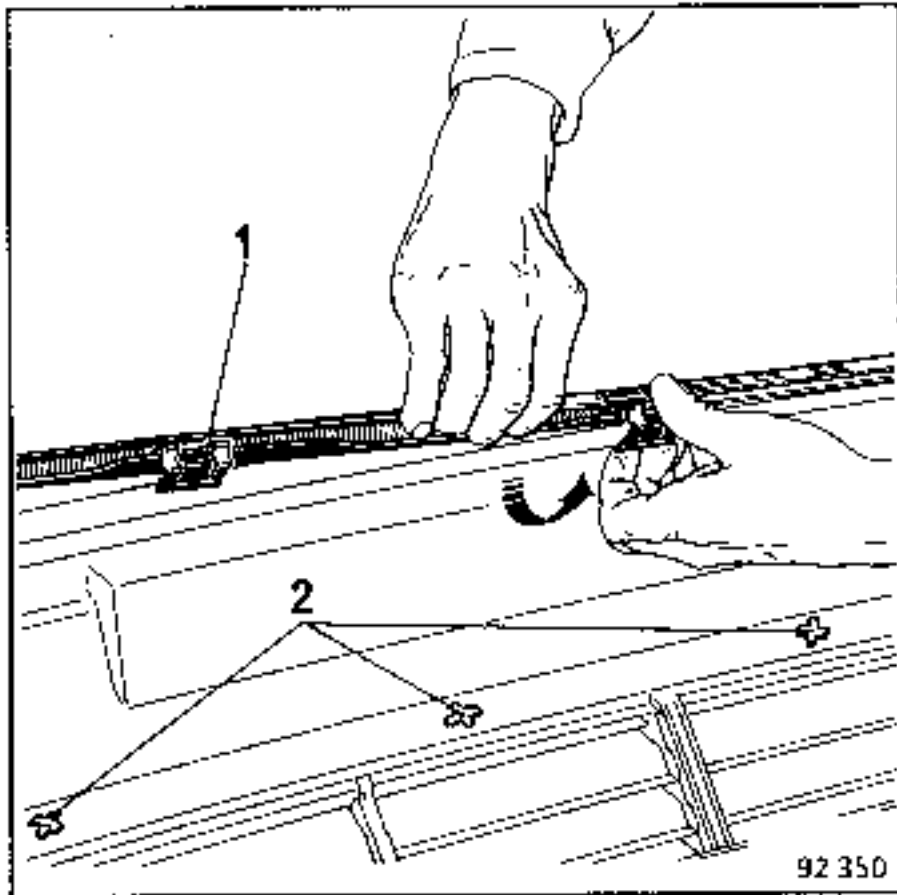
For versions with a non-painted shield, the centre grille is removable. To remove it, take out the flared rivets (2) and remove the grille from the shield.

This grille has 2 clip-on blanking covers (3) which, when removed, enable the foglights to be fitted.

## • Spoiler

The spoiler is in two sections. Between them, the centre section is attached by two pop rivets and a torx screw.

Each section is attached to the shield by 4 bolts and 4 clips at the front (4), 2 bolts and two clips on the sides (5) and 1 torx screw at the end (6).





### REMOVING

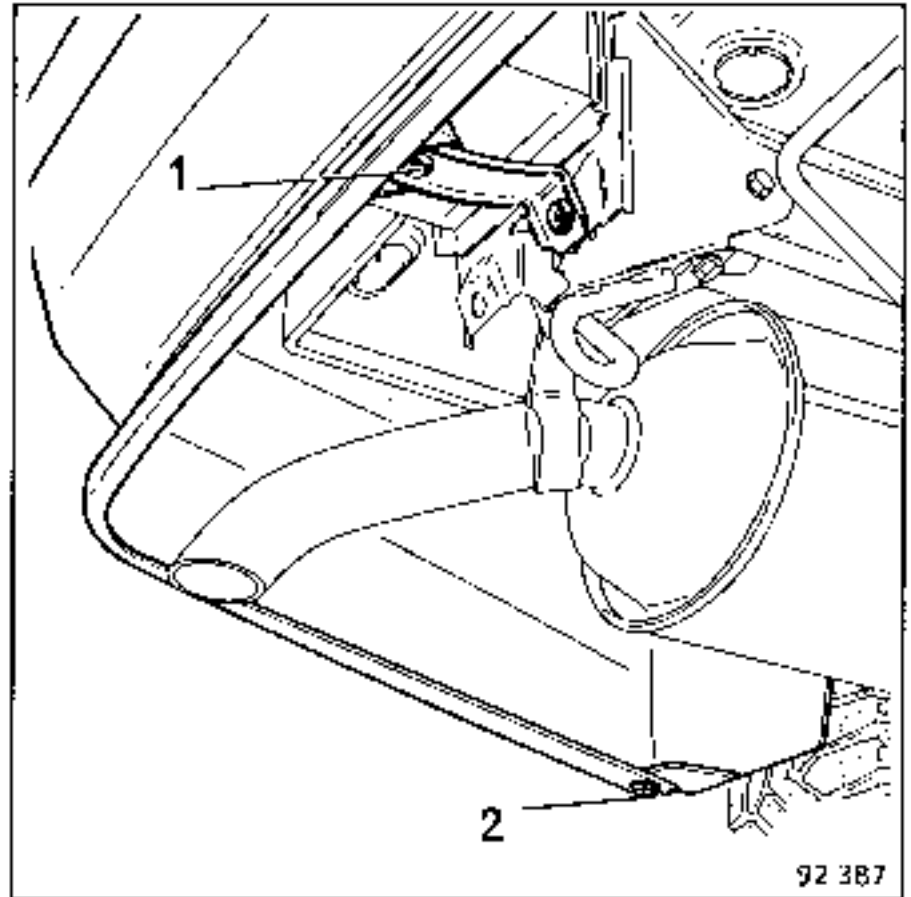
Remove the 4 left-hand and right-hand side fixing bolts, after having removed the plastic trims inside the boot.

Remove the two left-hand and right hand bolts (1), attaching the shield to the brackets.

Remove the two shield retaining bolts (2) from the left-hand and right-hand wheelarch protectors.

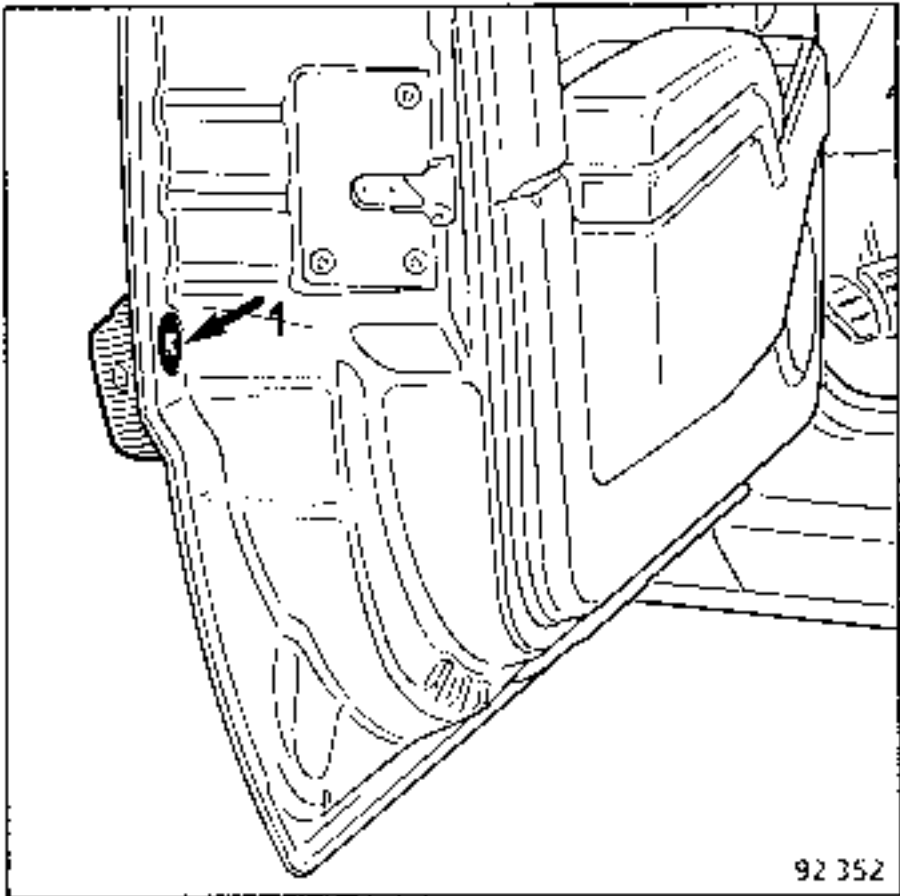
### NOTE:

The moulding trim is removed in the same way as on the front shield.

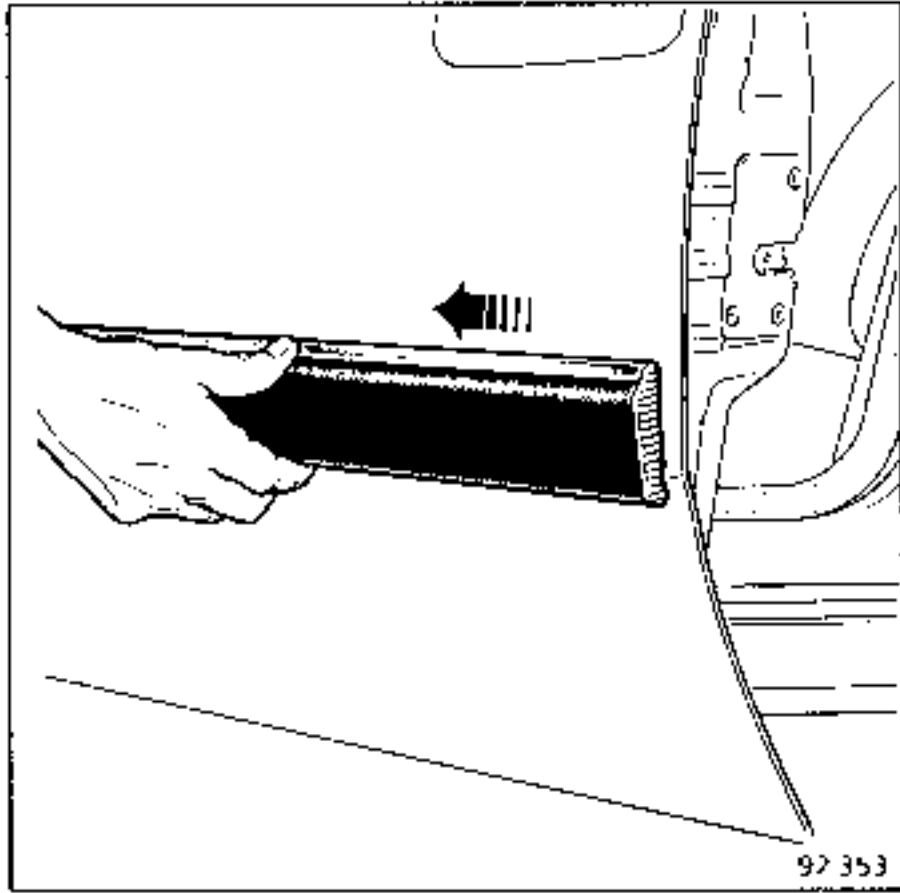


**REMOVING**

Remove the blanking cover from the door edge to gain access to the positive fixing bolt (1) for the moulding.



With the door open, slide the moulding forwards and unclip it from the door panel.



## REFITTING

Place the moulding over the slots (4) in the door panel and slide it backwards to clip it into place.

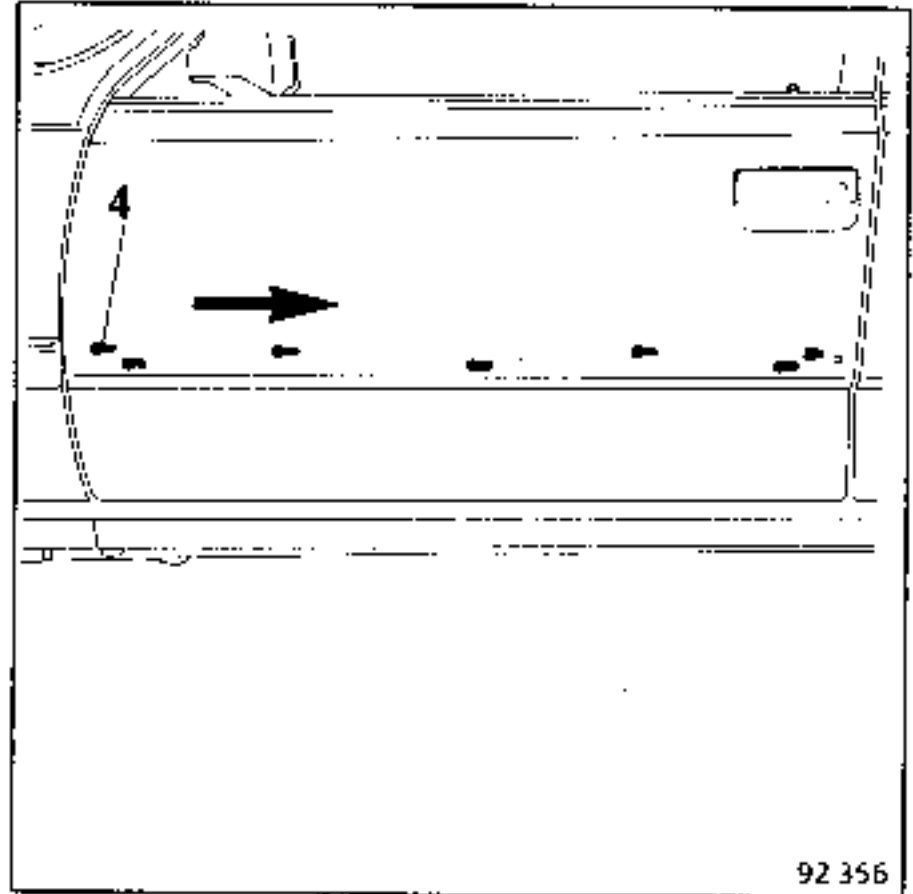
Refit the fixing bolt to the door edge and the blanking cover.

## Adapting moulding to MPR doors

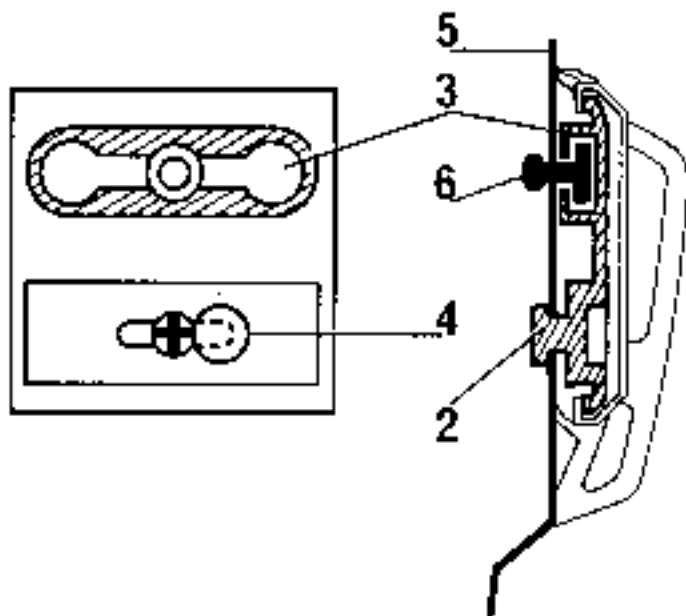
Replacement doors are delivered without slots for clipping the moulding in place.

However, the moulding strips have a set of clips (1) including 1 runner (2) for clipping the moulding into the slots (4) made in the standard production door panels, and a blank (3), enabling the moulding to be fitted to replacement doors or panels (5) using a K-S-M rivet, after removing the runner (2).

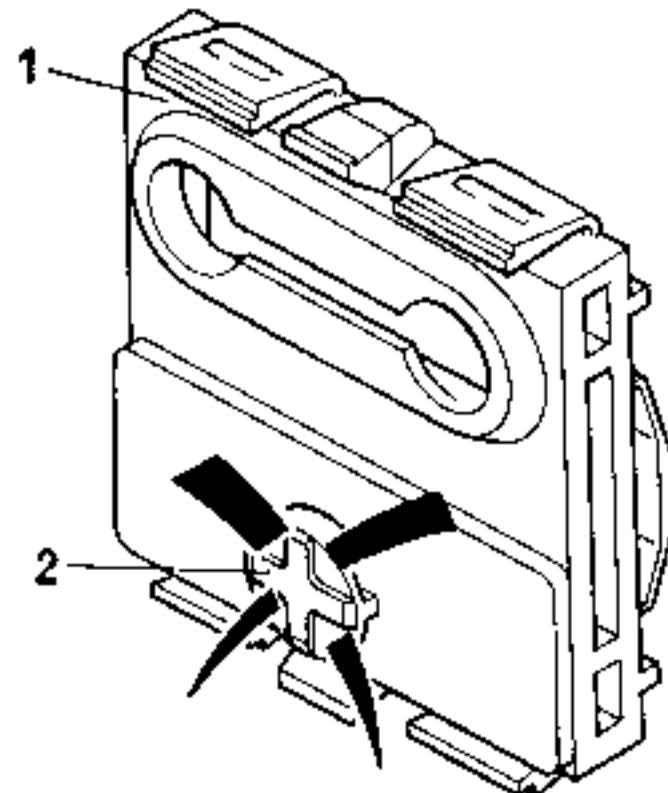
The distances for locating these K-S-M rivets on replacement doors are given on page 55-8.



92 356

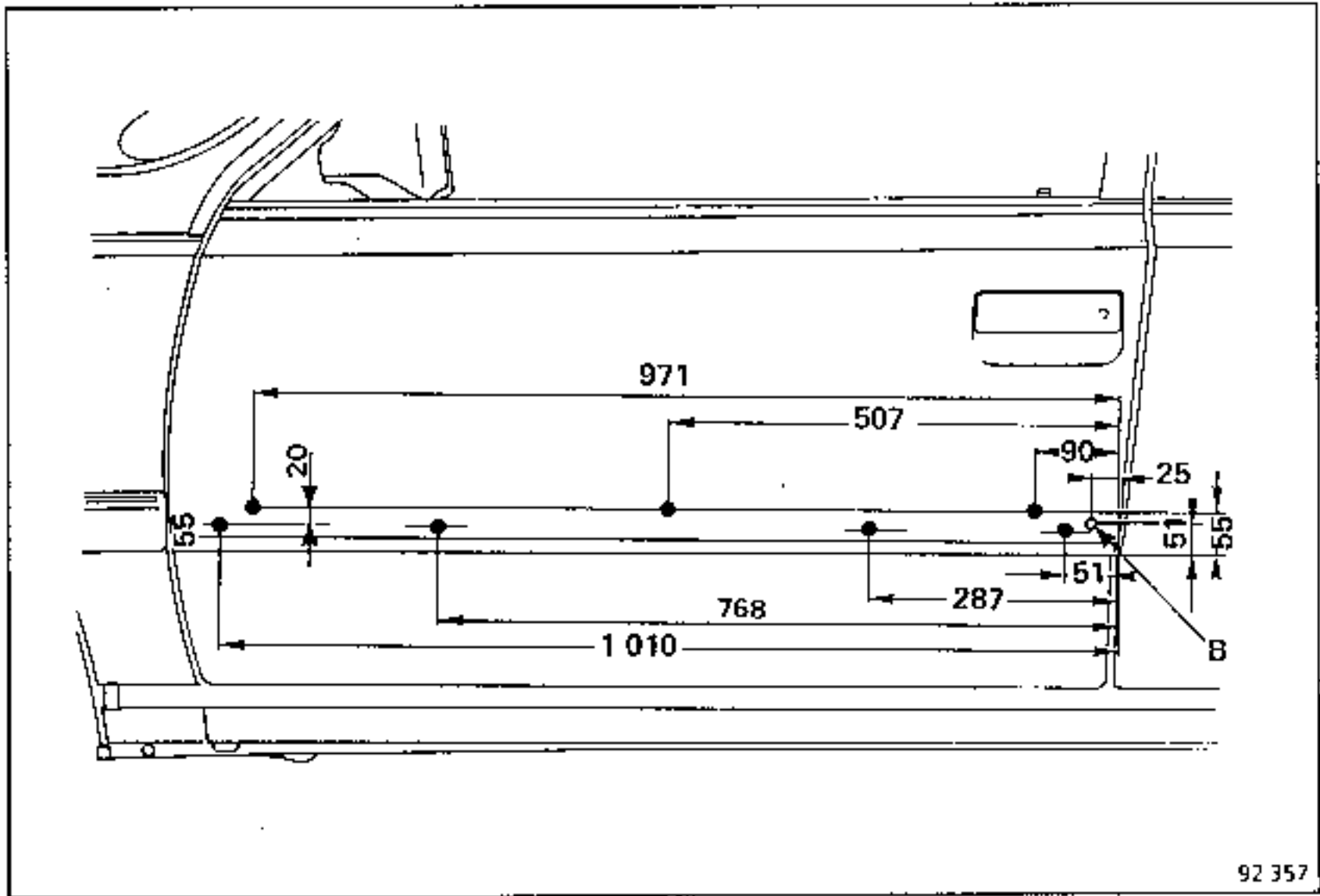


92 354

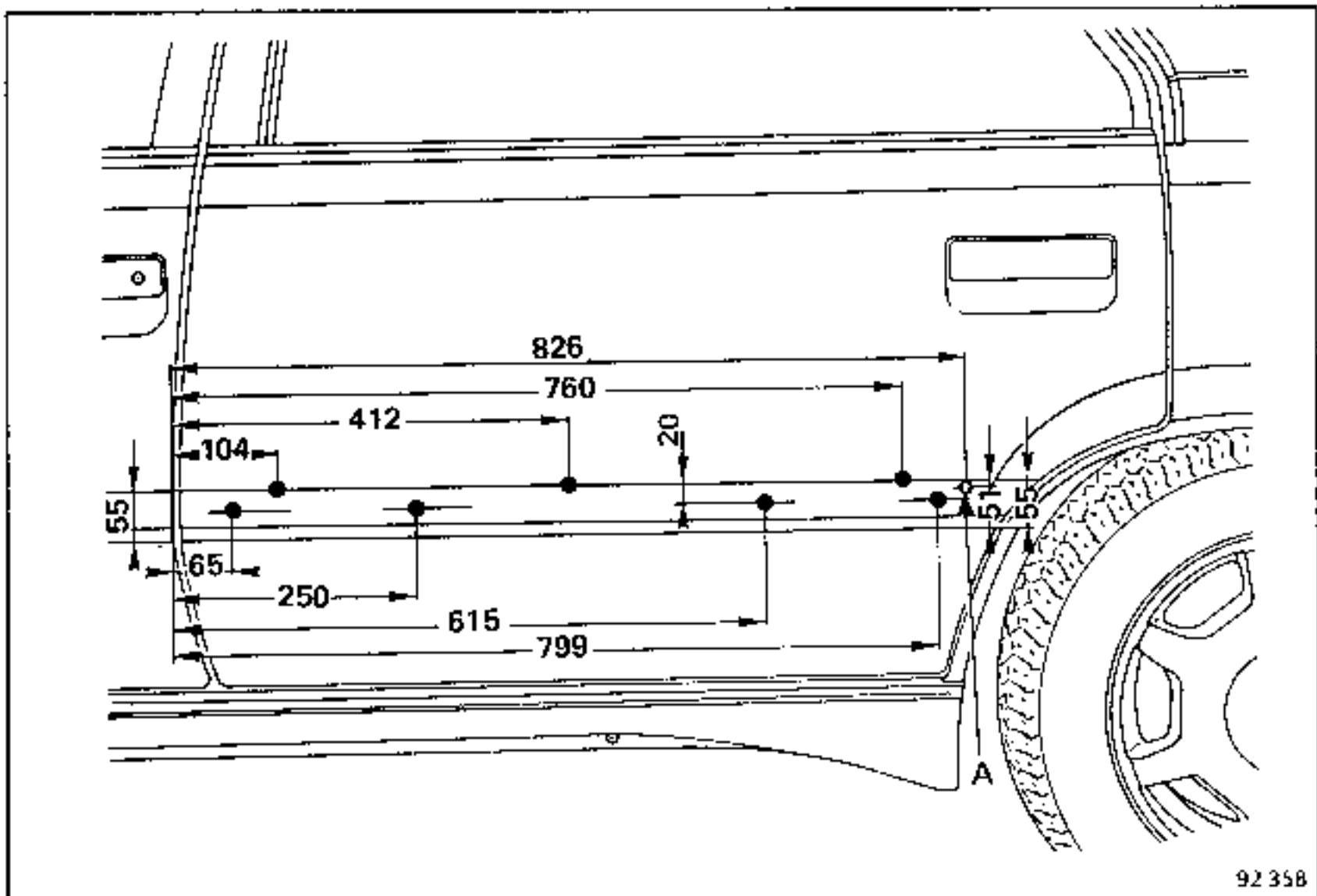


92 355

K-S-M rivet locating distances, part no. 77 03 072 177



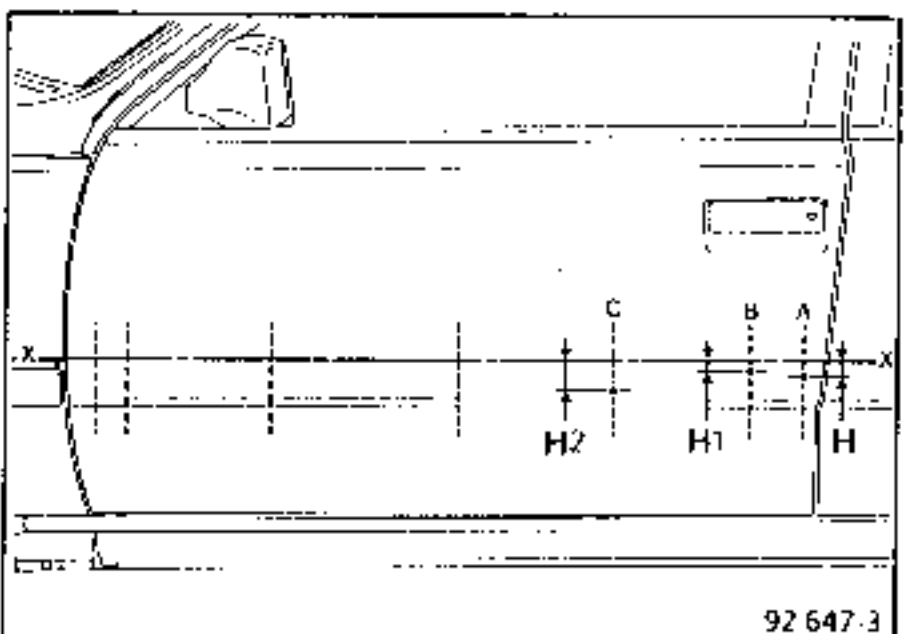
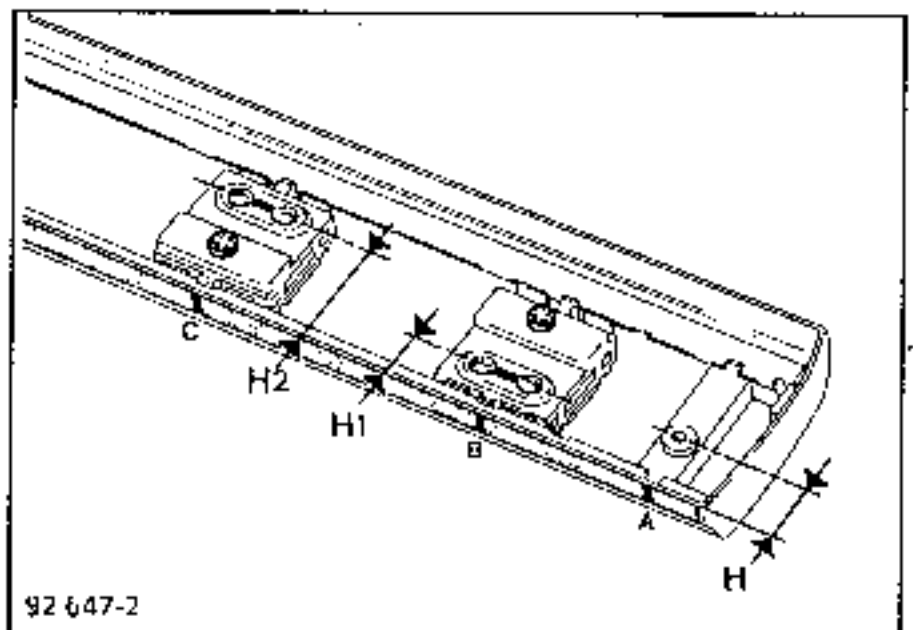
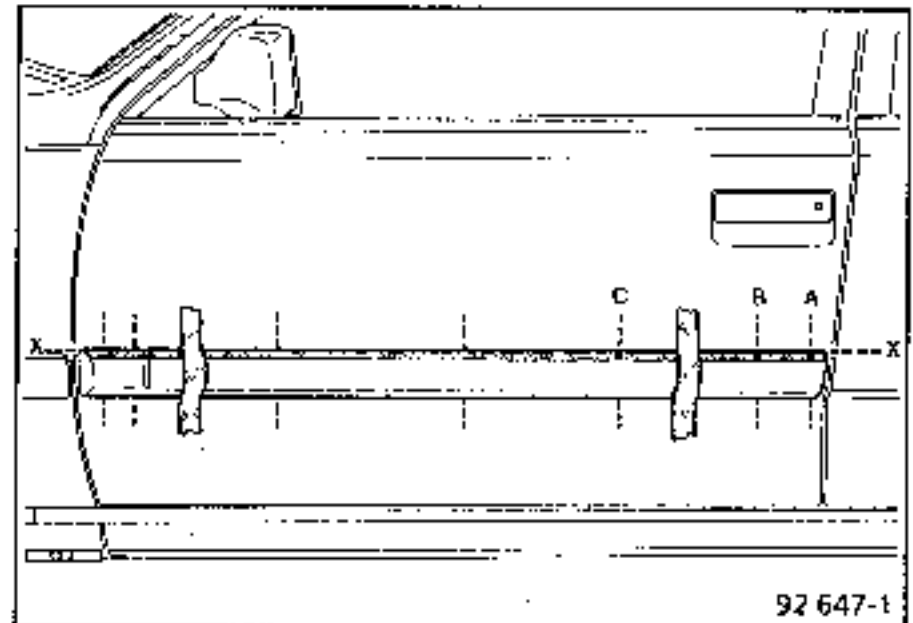
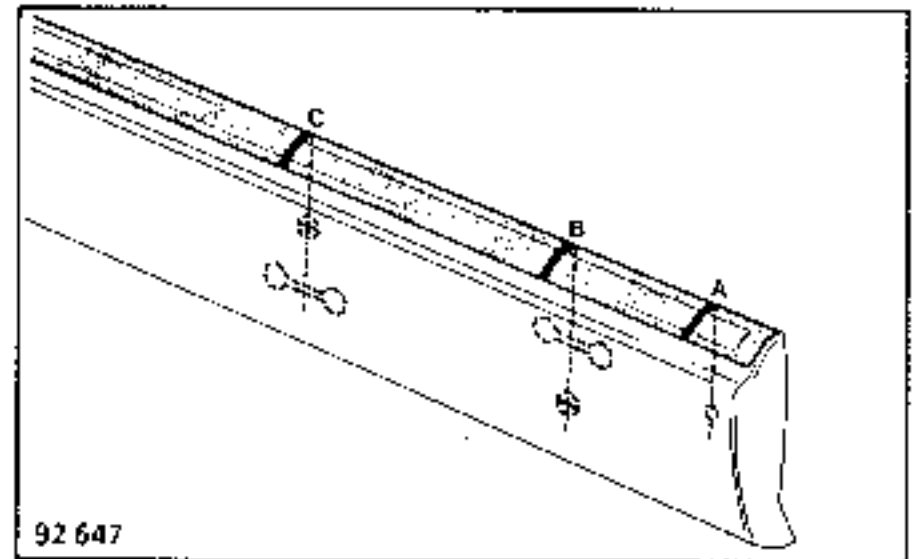
- Punch holes every  $\varnothing 2.5$  mm, then fit the K-S-M rivets fitted with sealing mastic. Enlarge holes A and B to  $\varnothing 6$  mm.



- 1 - Fit a length of masking tape along the upper part of the moulding, along its entire length
- 2 - Make a felt-tip pen mark on the tape, perpendicular to the location of the mountings (A, B, C, D, etc.).
- 3 - Fit the moulding or strip to the vehicle, centre it and line it up with respect to adjacent parts. Then attach it using two lengths of masking tape.
- 4 - Using a felt-tip pen, scribe a line on the panel along the top edge of the moulding, to produce line X, then transfer to this line the locations drawn on the masking tape (A, B, C, etc.).
- 5 - Remove the moulding and transfer to the location marks, distances H, H<sub>1</sub>, H<sub>2</sub> of fixing points A, B, C, etc., shown on the moulding or strip
- 6 - Punch  $\varnothing$  2.5 mm holes for the K-5-M mounting locations.
- 7 - Fit the K-5-M rivets, having carefully placed a drop of sealing mastic to the right of every hole.
- 8 - Enlarge the positive mounting locations, if present, to  $\varnothing$  6.5 mm.
- 9 - After painting the part, fit the moulding or strip.

**NOTE:**

When fitting the strip to the panel, protect the paintwork with a strip of paper to avoid causing any scratches.

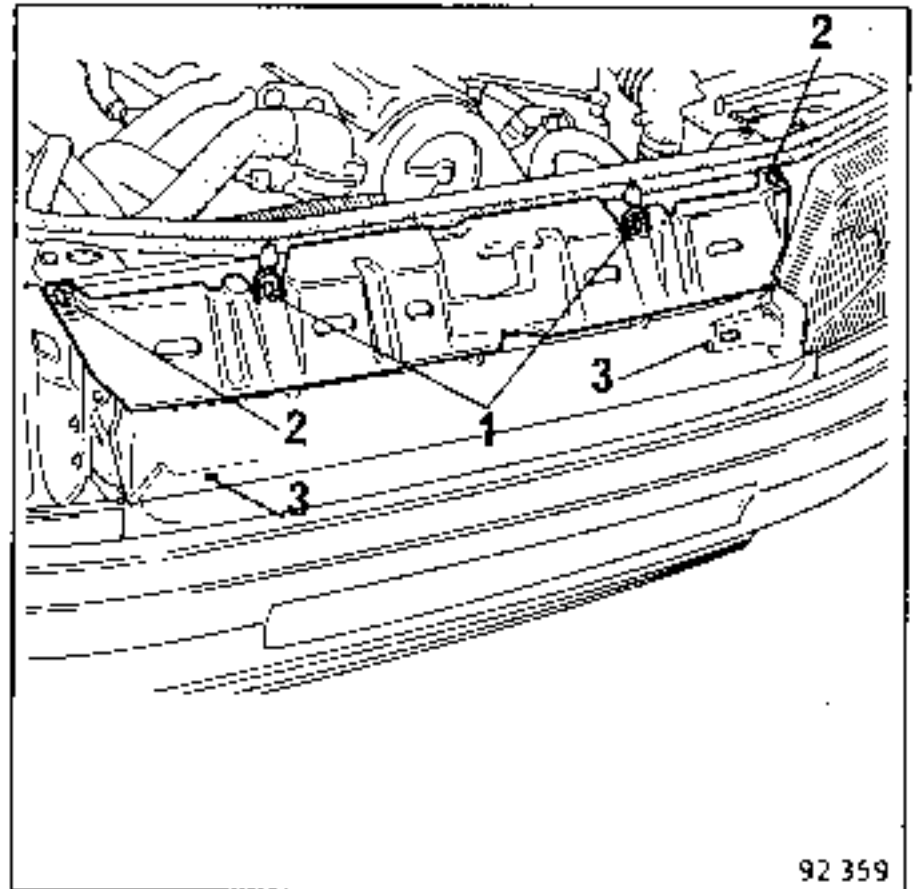


### RADIATOR GRILLE AND EMBELLISHER

Remove the two side HEX bolts (2).

Remove the two upper torx bolts (1).

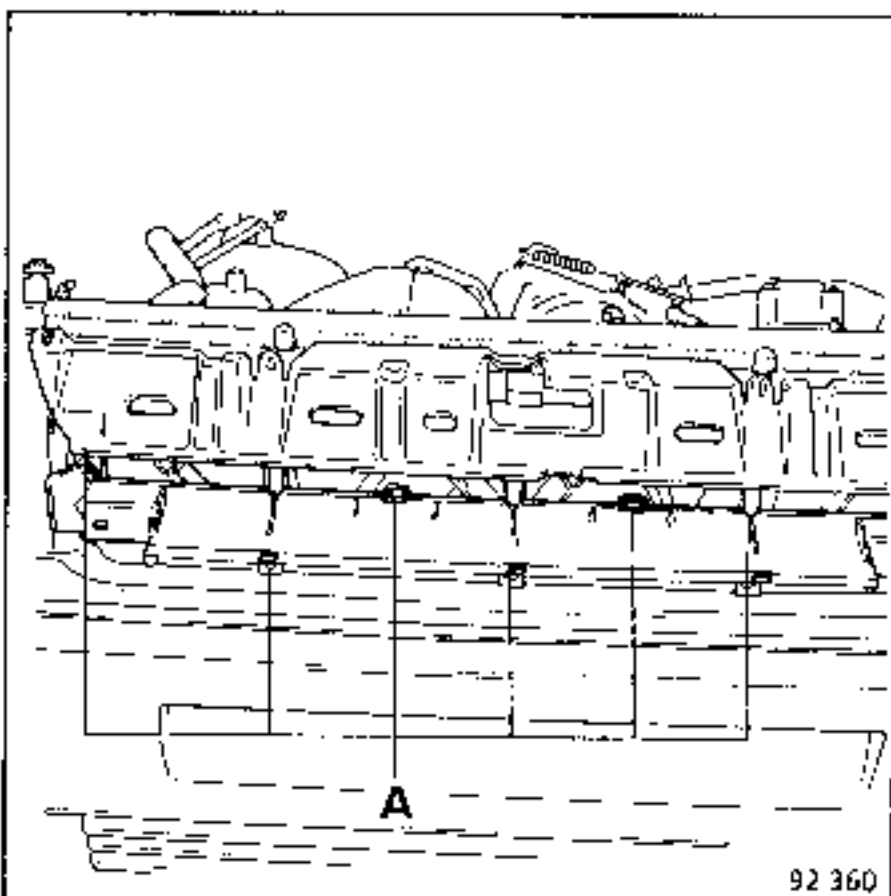
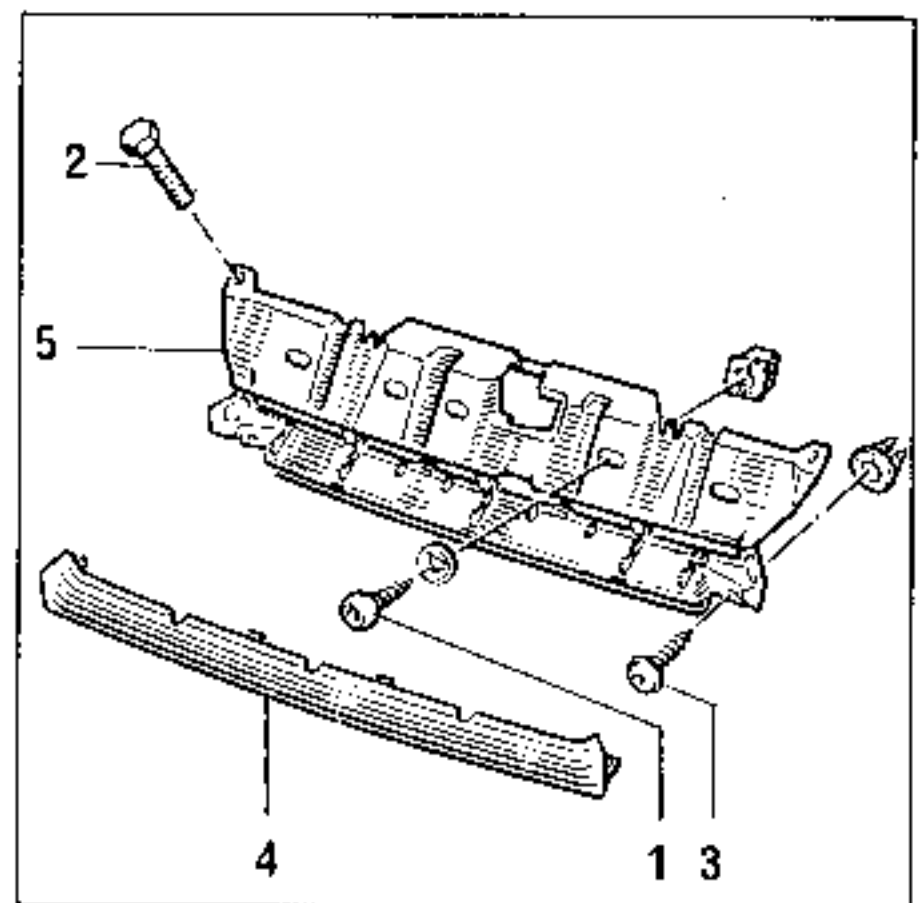
Remove the two lower torx bolts (3).



The radiator embellisher (4) is clipped to the radiator grille (5) at points A.

This part is painted the colour of the body.

As a replacement part, this part is delivered primed.



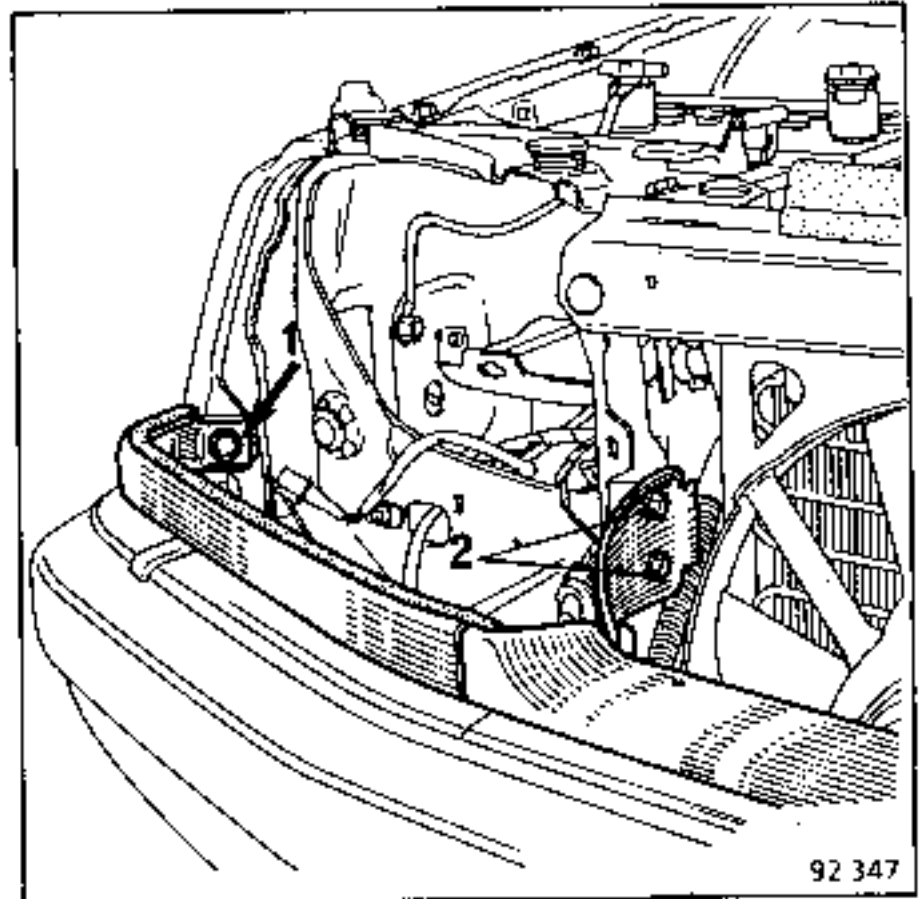
## REMOVAL

Remove the radiator grille.

Remove light units **G** and **D** to gain access to the radiator grille mountings

Remove the side HEX bolts (1) attaching the grille to the front wing

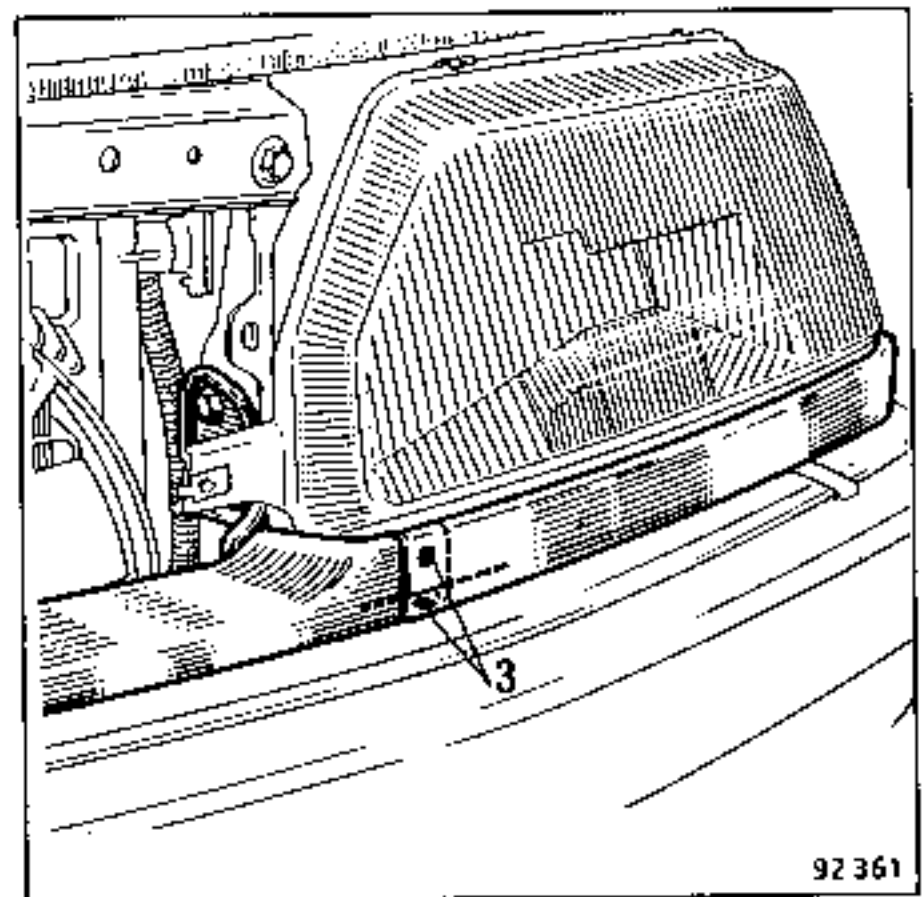
Remove the HEX bolts (2) attaching the grille to the headlamp rim.



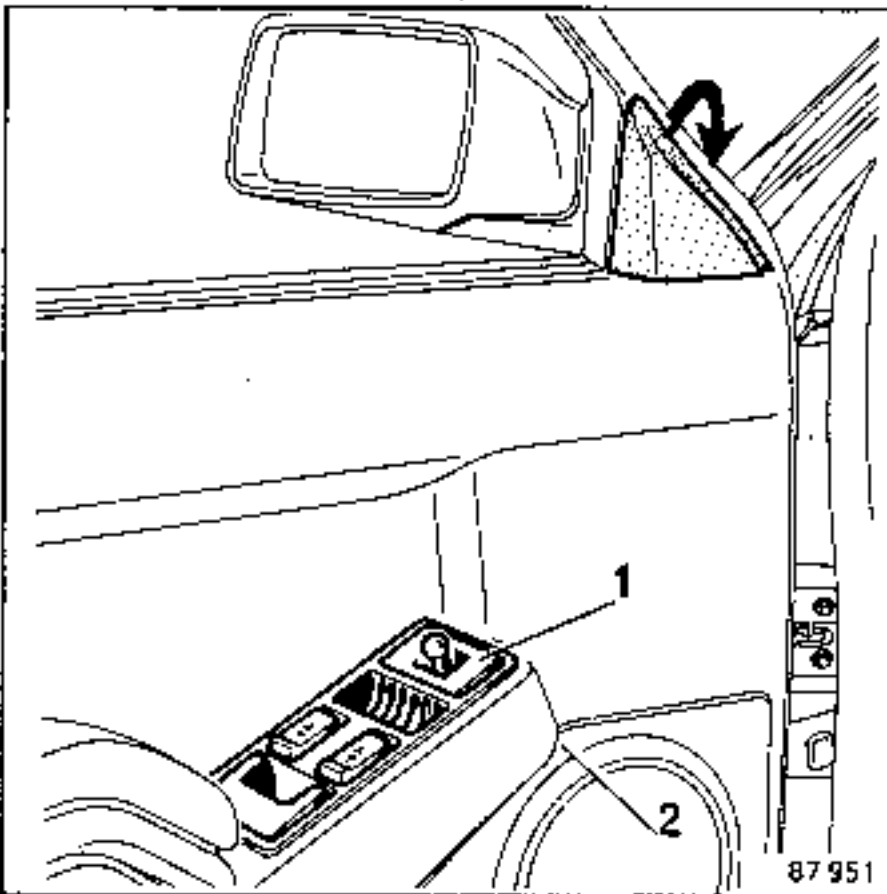
## REPAIR

It is possible to replace each side part of the radiator grille.

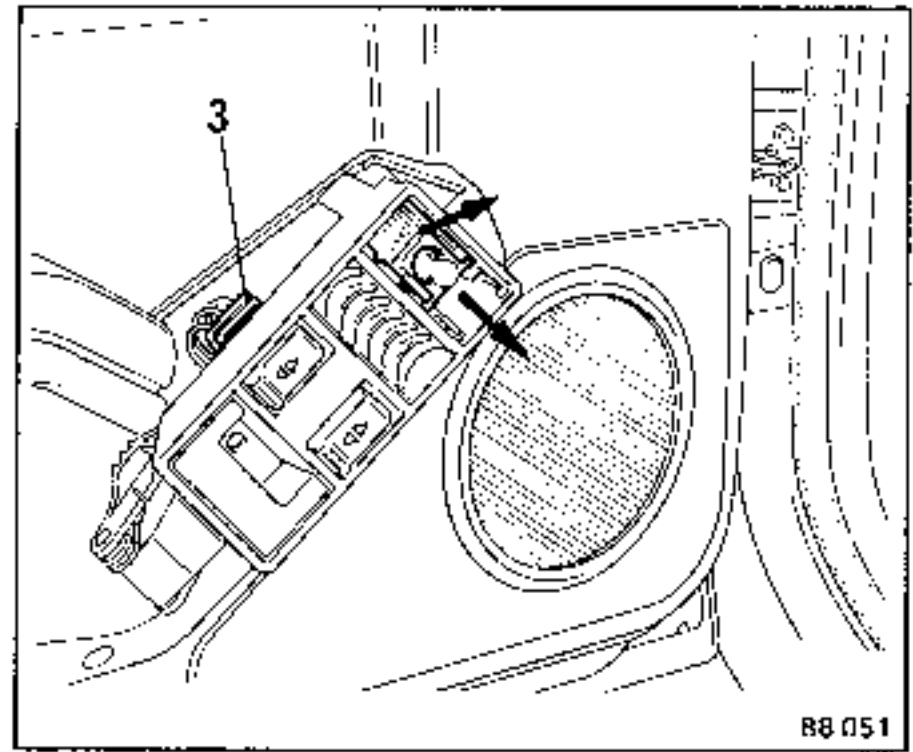
These parts are attached to the centre section by two electric spot welds (3).



Manually controlled rear view mirror

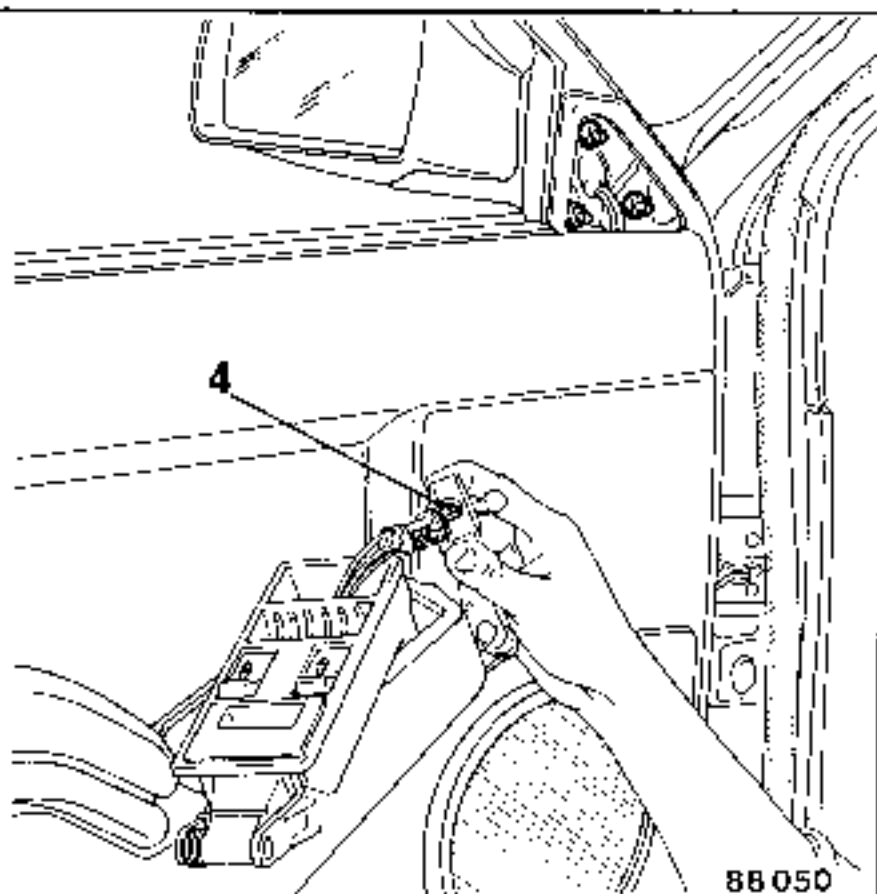


- Unclip the cover (1)
- Remove the fixing bolt (2) from the control module.

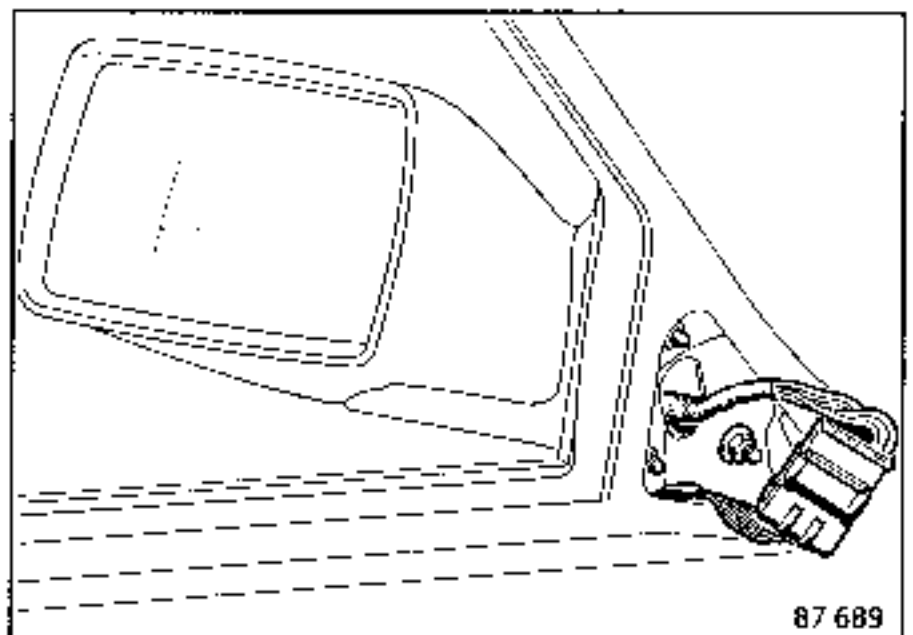


- Unclip the rear view mirror mounting cover.
- Free the control module from its housing.
- Disconnect the current block connector (3).
- Take out the control button as shown.

Electrically controlled rear view mirror



- Remove the fixing screw (4) from the control button



- Remove the door trim.
- Unscrew the 3 mirror fixing nuts and remove the mirror and its cable.
- After unclipping the cover from the mirror mountings, disconnect the electric current block connector and remove the 3 fixing nuts



## PREPARING NEW VEHICLES

Phase II Renault 25 vehicles are fitted at the rear with a licence plate support bracket, punched with two holes  $\varnothing$  4.2 mm and distance between centre axes of 270 mm.

This support bracket is designed to take originally supplied licence plates.

This solution means that the bodywork does not need to be drilled and therefore reduces any risk of corrosion caused by metal swarf left on the vehicle, around the edges of bare holes, etc.. This also enables the plate to be centred perfectly on the vehicle.

\*Below is a list of rear plates which must be used on all vehicles concerned.

Part no.	Description
77 01 417 776 77 01 417 892	
77 01 417 777 77 01 417 893	
77 01 417 778 77 01 417 894	*To be adapted for UK
77 01 417 779 77 01 417 895	
77 01 417 780 77 01 417 896	

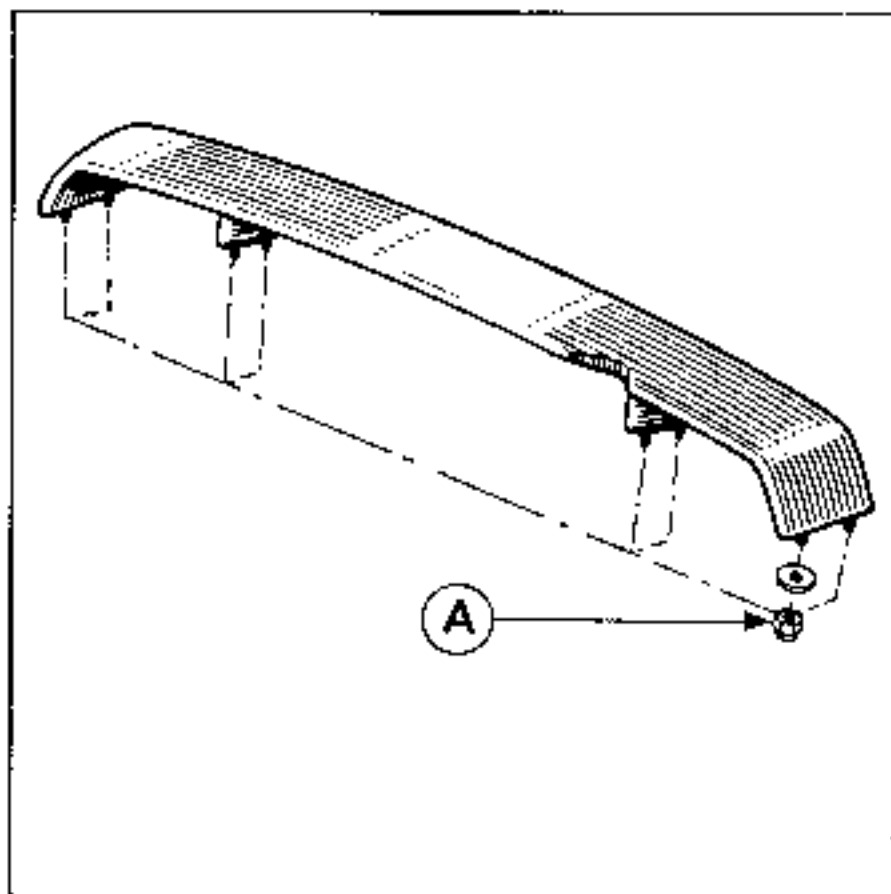
*To be fixed using:*

Black sealed rivet  $\varnothing$  4 mm  
77 03 072 277

**NOTE:**

This particular solution should soon be extended to include the entire range. The hole diameter and their distance between centres will be identical.

## REAR SPOILER



The rear spoiler is attached by 8 nuts (A).

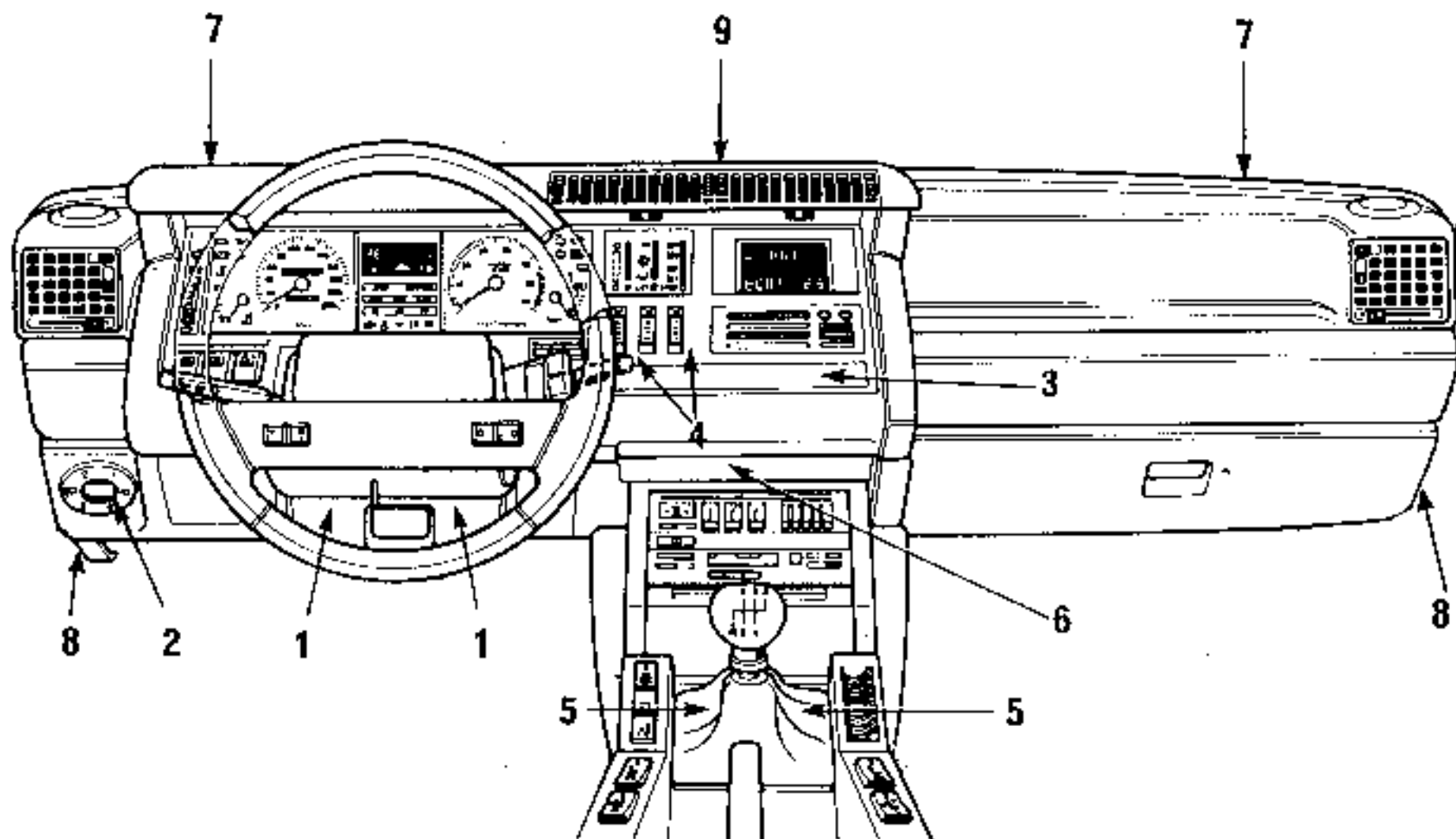
The nuts holding the centre section are accessible through the interior of the tailgate.

### Painting the spoiler

Body colour paint range (see **MR 294**, Paintwork section or plastic part painting chart).

The tailgate supplied by the **M.P.R.** includes holes for attaching the spoiler.

# Removal



Remove the lower right-hand and left-hand body trim (Bodywork repair manual).

Disconnect the battery.

Remove:

- the steering wheel;
- the lower half-casing;
- the upper half-casing;
- the steering column fixing nuts (1);
- the headlamp adjusting button (2), the ring giving the adjustment values and the two fixing bolts;
- the embellisher (3);
- the heating control module fixing bolts (4);
- the console fixing bolts (5) and the rear fixing bolts;

- the brake cover; push back the console and disconnect the connectors (protect the radio unit from the console with a cloth);
- the fixing bolts (6) from the heating unit.

Disconnect the following connectors:

- right-hand and left-hand rear harnesses;
- right-hand and left-hand door harnesses;
- right-hand and left-hand cross member harnesses;
- heating harness;
- stop switch and clutch harness.

Remove the bolts (7) under the scuttle but do not remove it.

Release the mountings (8) and pull the dashboard horizontally to release the mounting (9).

### **Cleaning the dashboard cover, type Beneflair (4)**

Greasy marks on the Beneflair can be removed using "S27" (heptane).

Part no.: 77 01 407 086 (0.5 litre)

Renault Boutique part no.: 77 01 407 087 (0.25 litre).

The marks can only be removed by following the recommended method.

#### **VERY IMPORTANT**

S27 is highly flammable: smoking is therefore strictly prohibited while it is in use.

- Soak a white cotton cloth in S27.
- Rub the mark with the soaked cloth, starting from the centre of the mark and working outwards.
- Replace the cloth when it becomes dirty.

#### **IMPORTANT**

- Before the marked area has dried, rub once more with a clean, soaked cloth so that the damp patch stretches to the edges of the flat area concerned.
- Finish off cleaning by rubbing the cleaned area with a dry, clean cloth.

Avoid using chlorine-based solvents (Trichlore Baltane) on any trim fitted with a Beneflair type cover.

General dashboard cleaning can be performed using the interior maintenance products recommended in the MR 501, chapter Y002.

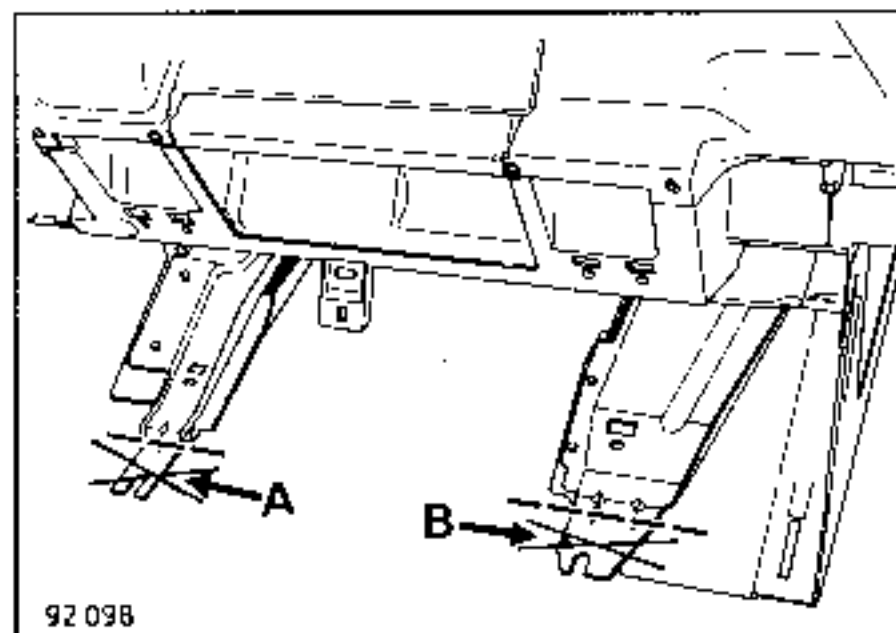
## ADAPTING REPLACEMENT DASHBOARD

Standardisation of RENAULT 25 dashboards, part nos 77 00 787 735, 736, 738

Since November 1987, dashboards include lower mounting reinforcements which require modification to enable these dashboards to be fitted to older vehicles not equipped to receive them

Two operations must be performed to adapt these new model dashboards.

- 1°) Using a pair of panel shears, cut the end of reinforcements **A** and **B** according to the drawing opposite.



- 2°) Fix the angle bracket (1) part no. 77 00 783 639 to the left-hand dashboard reinforcement, before fitting the dashboard to the vehicle

