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General

The body is all-steel construction.

All pillars and frame members are of thin wall sheet metal and have been deep-drawn for maximum strength, and also to enable all control cables, linkages, heater lines and cables to be accommodated in the spaces so formed.

The outer skin extending from the windshield pillar to the tail end is welded to the floor group, the wheel arches and pillars to form a rigid integral construction unit.

The aerodynamic contours of the body offer very low wind resistance.

Doors

The doors are fixed to the front pillars of the body by means of internally fitted hinges. They are opened from outside by means of a pushbutton located in the door handle which can be locked with the ignition key.

From inside the doors can be locked by pushbuttons. Opening of the doors from inside is effected by pushing a button on the front of the armrest.

Opening of the doors is limited by a strap which at the same time holds the door in the open position. It has been made possible by means of adjustable hinges and striker plates for the exterior contours of the door to be lined up exactly with the adjacent body contours.

Windows

The curved door window glass, vent windows and hinged rear side windows are of single-layer safety glass. The door windows can be raised and lowered by means of crank gear. Integral metal frames with fitted velvet sections ensure silent window operation.

The opening of the vent and rear side windows can be set according to the degree of ventilation desired. The catches can only be opened and closed from the car interior.

For reasons of safety high-grade laminated safety glass has been used for the windshield. It locates in a flexible rubber molding surround which compensates for slight variations between the shape of the windshield and the windshield opening.

The rear window glass (the remaining glass) is of single-layer safety glass. Fitment and location as for the windshield glass.

Front fenders

The front fenders are bolted on. The filler neck for the fuel tank is located in the left-hand front fender.

Bumpers

The bumpers fitted front and rear are detachable. They are cellulosed in the same color as the car and have trim strips with rubber or plastic inserts.

The bumper overriders are chromium plated.

Lids

The front and rear lids have internally fitted hinges. The lid catches can only be opened from the car interior by means of cable pulls. If the cable shears the catch opens automatically. For safety reasons however the front lid can only be opened after an additionally fitted safety catch has been disengaged by hand.

Built-in pneumatic springs retain the open lids in any desired position.

Under the front lid is located the trunk compartment with the toolkit, the spare wheel, the battery and the fusebox.

The rear lid covers the engine compartment and carries the air intake grille for the engine.

Seats

Both front seats are mounted on slide rails and are adjustable backward and forward. The seat backs can be set in stages by means of the reclining seat mechanism for any position down to horizontal.

The seat back of the front passenger seat has an additional catch and can only be folded forward when this catch has been disengaged.

Trunk compartment

Luggage space is provided by the front compartment under the front lid. The spare wheel, the toolkit, the battery and the fusebox are also located here.

Additional luggage space can be made in the back of the driving compartment if the seat backs of the occasional seats are folded forward.

Interior fittings

Padded leather cloth in various colors and patterns has been used for the upholstery of the instrument board paneling, the door panels, the rear side panels and the rear paneling. The leather cloth used for the roof lining is perforated.

The side panels in the front foot compartment, the tunnel, the side members and the occasional seat recess in the rear acting as a cross member, together with the trunk compartment are carpeted. The floor is covered with rubber mats or carpets according to vehicle type.

For sound proofing and insulation all hollow components are sprayed or painted with rust inhibitor before welding.

All surfaces which are not cellulosed in the body color, in particular the floor group with the wheel arch panels and the interior compartment are sprayed with an efficient anti-drum compound which at the same time provides rust protection.

For further sound proofing the interior compartment together with the front and rear compartments are covered on special instructions with bitumen board, bitumen felt, jute felt and cork felt mats.

For heating purposes the hot air from the engine fan is blown through heater ducts into the car interior, to the windshield and on the coupé also onto the windshield glass. The hot air volume can be controlled by means of a hand lever on the tunnel and by slides on the side members in the front foot compartment.

For fresh air ventilation air intake slots have been provided in the windshield pillar in front of the windshield glass. An air scoop conducts away any water and passes the fresh air through a louver into the car interior onto the center of the windshield.

A proportion of the fresh air is diverted by the air scoop through connecting hoses and passed through the side heater louvers onto the windshield glass. The fresh air flow can be regulated by means of a lever on the instrument panel.

By switching on the heater the incoming fresh air can be mixed with hot air.

DOORS

Special tools:

P 290 Extractor for door hinge pins

(Made up tools)

P 1000 Door flange gauge

P 1001 Door gap gauge

P 1003 Hinge adjusting plate

Note!

It is recommended that repair of accident damage should start with the fitting of the doors.

REMOVING AND STRIPPING DAMAGED DOOR

1 B0

1. Unscrew trim strip and button on door catch.
2. Remove cover from window crank, screw bolt out of crank and remove crank with bezel.
3. Unscrew armrest covering. Disengage door interior catch. Undo 3 bolts on the bottom of the armrest and remove armrest.
4. Unscrew door panel, pull off door panel with clips and remove.
5. Remove window glass well cover strip.
6. Undo door strap.

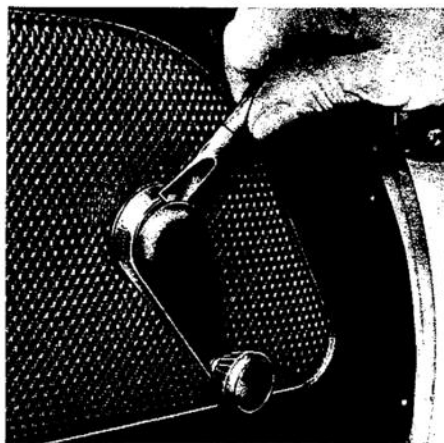


Fig. 1

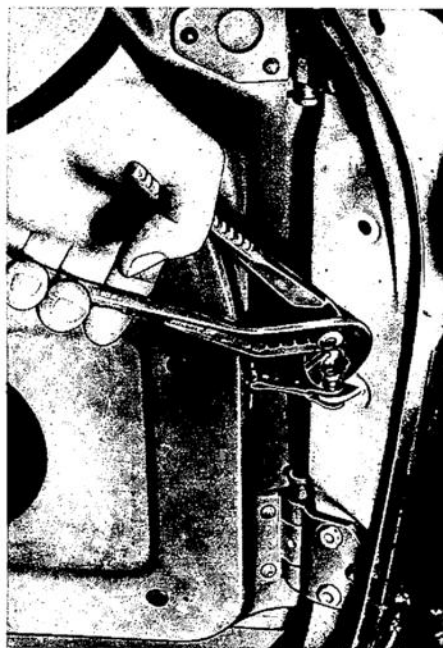


Fig. 2

7. Release door window frame and extract.



Fig. 3

8. Disengage door window glass and remove.

9. Remove crank gear.

10. Unscrew door exterior handle.



Fig. 4

11. Remove door lock with remote control.

12. Remove hinge pin with special tool P 290 and remove doors.

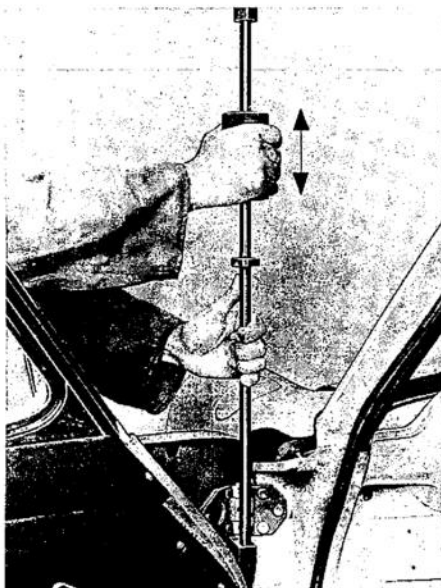


Fig. 5