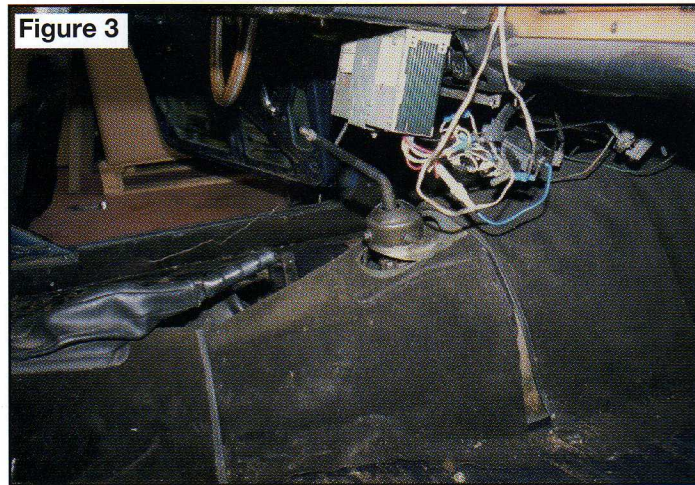
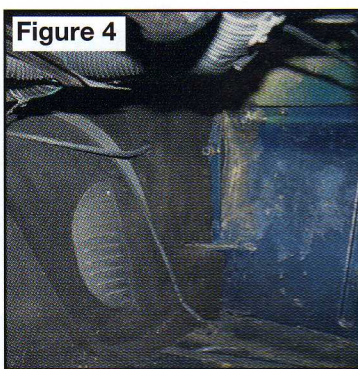


You can now remove the bracket which will give you access to the gear shift boot and rubbers underneath (Fig. 3). The handbrake carpet and two front tunnel pieces can now be removed.

Fit the two pieces of underfelt to the tunnel (Fig. 7) and then insert the two carpets over the tunnel to give you an idea how they will sit when finally fitted.



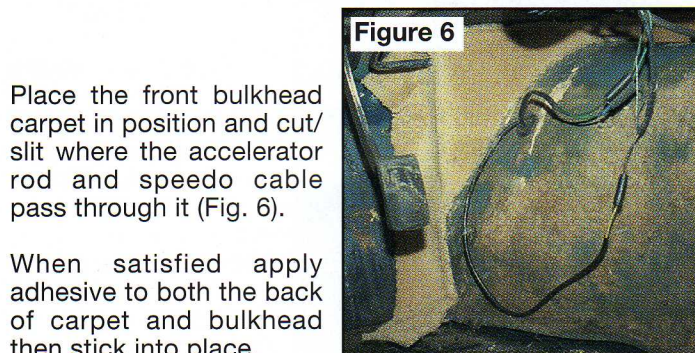
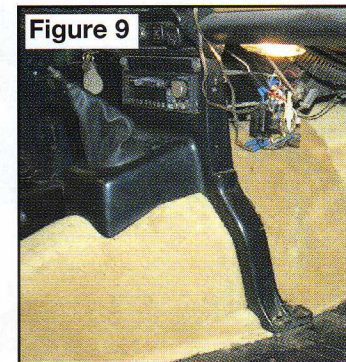
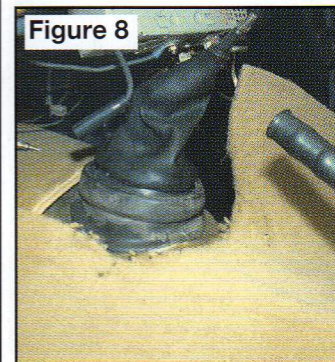
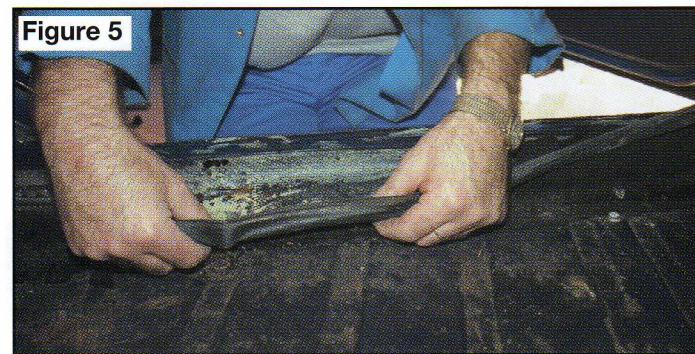
At the very front of the tunnel there is a piece of bulkhead carpet which also needs to be taken out (Fig. 4).



You can now remove the two sill carpets (Fig. 5). Note how they are adhered to the body and also see how the sewn on flaps are turned over the sill lips. The front scuttle panels are held in place by Phillips screws and can also be removed.

Insert the rubber boots in tunnel before finally fitting these carpets (Fig. 8).

You now must replace the dash support bracket carefully (Fig. 9), cutting holes in the carpet where necessary to allow for the four floor bolts.



Place the front bulkhead carpet in position and cut/slit where the accelerator rod and speedo cable pass through it (Fig. 6).

When satisfied apply adhesive to both the back of carpet and bulkhead then stick into place.

Finish off this operation by replacing the necessary bolts to secure the bracket and then replace the radio. The radio speaker panels or knee pads can now be fitted by slotting the front bracket into the dash support bracket and then fixing the front with screws and cupwashers.

Trim Panels Removal and Installation

The rear quarter panels and rear cockpit panel are held in place with a variety of Phillips screws (Fig. 10).

