

RESTORATION

By Roger Brundle

Again the following information has been taken from a 1951 factory Traction bodywork repair manual and as such describes the contemporary "official line" on how to go about various bodywork repairs. This issue — door, scuttle and small boot seal replacement and door rehangng.

SEALING SCUTTLE VENTILATOR

If water penetrates by the scuttle ventilator only the rubber joint can be at fault. It will be necessary to replace this joint as follows:

Disconnect the ventilator panel from its hinge by removing the three fixing screws visible when the ventilator is opened and the pin taken out of the control rod.

Take out the rubber joint from its channel. Scrape out and carefully brush the channel and the flange of the ventilator panel. Coat the channel and joint with contact adhesive.

Fit the joint in place and fit the ventilator panel. Keep the panel in the closed position in order to press the joint firmly in position.

Leave the ventilator closed for twenty hours so that the adhesive can dry.

SEALING REAR LUGGAGE COMPARTMENT DOOR (small boot)

The replacement of the rubber joint is made in a similar method to the scuttle ventilator joint. However, to obtain a good seal around the door, it is necessary for the latter to locate correctly in the joint channel.

Locate the door panel correctly by setting the door hinges in the direction necessary. Make sure that the drain holes in the luggage compartment floor are not clogged so that any water that may leak through the lower joint of the door can escape.

MAKING DOOR WATER-TIGHT

In order to exclude draught and water the weatherstrip around the door must be in good condition. It must not be hard or split.

When it is not up to standard, it must be replaced. To do this, proceed as follows: Remove the two dove-tail blocks.

With the aid of a rather strong screwdriver, open the steel section retaining the weatherstrip and remove the latter.

Fit a new weatherstrip and carefully tap the steel retaining section back to its normal position by using a mallet. Fit the two dove-tail blocks.

DOOR SHUT ADJUSTMENT

If the doors rattle when the vehicle is in motion, it may be due to one of the four following causes.

1. Wear on hinge pins or hinge pin holes.
2. Door touching body opening at one or more points.
3. Door lock bolt or striking plate out of adjustment.
4. Dove-tail blocks worn or door buffers worn or missing.

In all cases it is necessary to first put the hinges in good order, either by replacing the hinge pins or the hinges themselves. It is essential for the door to fit the body opening without touching at any point. Arrive at this condition by adjusting the position of the hinges. The door can be moved vertically by virtue of the fact that the holes in the door pillars for the hinge fixing screws are oversize. This feature permits a limited movement of the tapping plates retained in the pillars. If the door requires lateral adjustment a packing piece of the thickness necessary to give correct adjustment should be fitted between the hinge plate and the door pillar.

If with the above adjustments the door still touches the body opening, give a few blows with a mallet to either the door or door opening shut faces at a point where the fouling occurs.

Fit the door dove-tail blocks. These blocks can be adjusted up or down on account of the oversize holes for the fixing screws. To hold the door tight when the vehicle is in motion, the upper dove-tail block must be adjusted so that its upper face bears against the upper face of the upper dove-tail housing fixed to the body. It is equally important for the lower face of the lower dove-tail block to bear against the lower face of the lower dove-tail housing.

If the dove-tail blocks do not fit completely in the housings, millboard or linoleum packing pieces, of sufficient thickness to take up the gap, must be fitted between the blocks and the door.

Make sure that the door closes properly. The lock bolt must fit behind the striking plate catch without play. If necessary, adjust the striking plate laterally. After adjustment, TIGHTEN UP HARD, the striking plate fixing screws.

Fit in place the four rubber buffers in the holes provided in the top flange of the door opening on the body and along the lower edge of the door itself.

