

R E S T O

For the next few issues we will be looking at various aspects of body hardware (no, not that sort of body ...). Restoration of the body shell itself has been covered in previous issues of Front Drive and it is not intended to recover that area.

The following information has been taken from a factory bodywork repair manual dated June 1951 and covers all Traction sedan models, both English and French. Subsequent issues will include such exciting stuff as replacing windscreens, rehanging doors, securing the nodding dog on the parcel shelf, etc. Phew! (Which, for the illiterate, is a Gallic word meaning "not many".)

REMOVING AN OUTSIDE DOOR HANDLE

1. Take out two screws fixing handle.
2. Hold the lock bolt in the "OPEN" position by means of the interior handle. Pull out the outside handle until it is felt to come to a stop. Next lower the handle about an eighth of a turn and pull it right out.

FITTING AN OUTSIDE DOOR HANDLE

Note: To enable the handle to be fitted easily it is recommended to chamfer the ends of the spindle.

3. Hold the lock bolt in the "OPEN" position by means of the interior handle.
4. Make sure that the square hole in the lock bush is in the correct position. If necessary position it with the aid of a screwdriver.
5. With the lock bolt in the "OPEN" position, engage the handle spindle in the square hole of the lock bush. Push the handle until the escutcheon fits against the door panel.
6. Tighten the screws fixing the handle.

REMOVING LOCK BARREL (FRENCH type handle)

1. Remove the door outside handle.
2. Pull out the pin retaining the cups and spring. Remove the cups, spring and escutcheon from the handle.
3. Tap the spindle and lock barrel assembly out through handle.
4. Remove lock barrel from spindle after taking out wire circlip retaining the barrel.

FITTING LOCK BARREL (FRENCH type handle)

5. Lightly oil the lock barrel and fit it in the spindle making sure that the peg on the barrel is correctly located in the slot in the spindle bore. Fit wire circlip to retain the barrel.
6. Fit the spindle and lock barrel in the handle. Fit in this order; escutcheon, thrust washer, spring and two cups. Fit pin in barrel to retain these parts.
7. Fit handle to door.

REMOVING LOCK BARREL (BRITISH type handle)

1. Remove the door outside handle.
2. Remove cups, spring and washers from spindle. To do this, it is necessary either to file off notches on spindle, knock out retaining pin or remove a circlip. The cups, spring, and washers are held by one of these three methods. Take off the handle escutcheon plate.
3. Remove either a pin or screw used to retain lock barrel in handle boss.

FITTING LOCK BARREL (BRITISH type handle)

4. Lightly oil the lock barrel and fit it in the handle boss making sure that the peg on the barrel locates correctly with the locking tongue. Fit either a pin or screw to retain barrel.
 5. Fit the escutcheon, washers, spring and cups to the handle.
- According to the method employed, fit either pin or circlip to retain these items. In cases where the parts were originally retained by notches at the corners of the square spindle use either one of the following methods to retain the parts.

Raise a fresh series of notches in the spindle, at a point level with the original series by using a centre punch or drill a hole in the spindle at the same point, to accommodate a steel pin 1/16 inch in diameter. Use a pin 5/8 inch long to retain the cups.

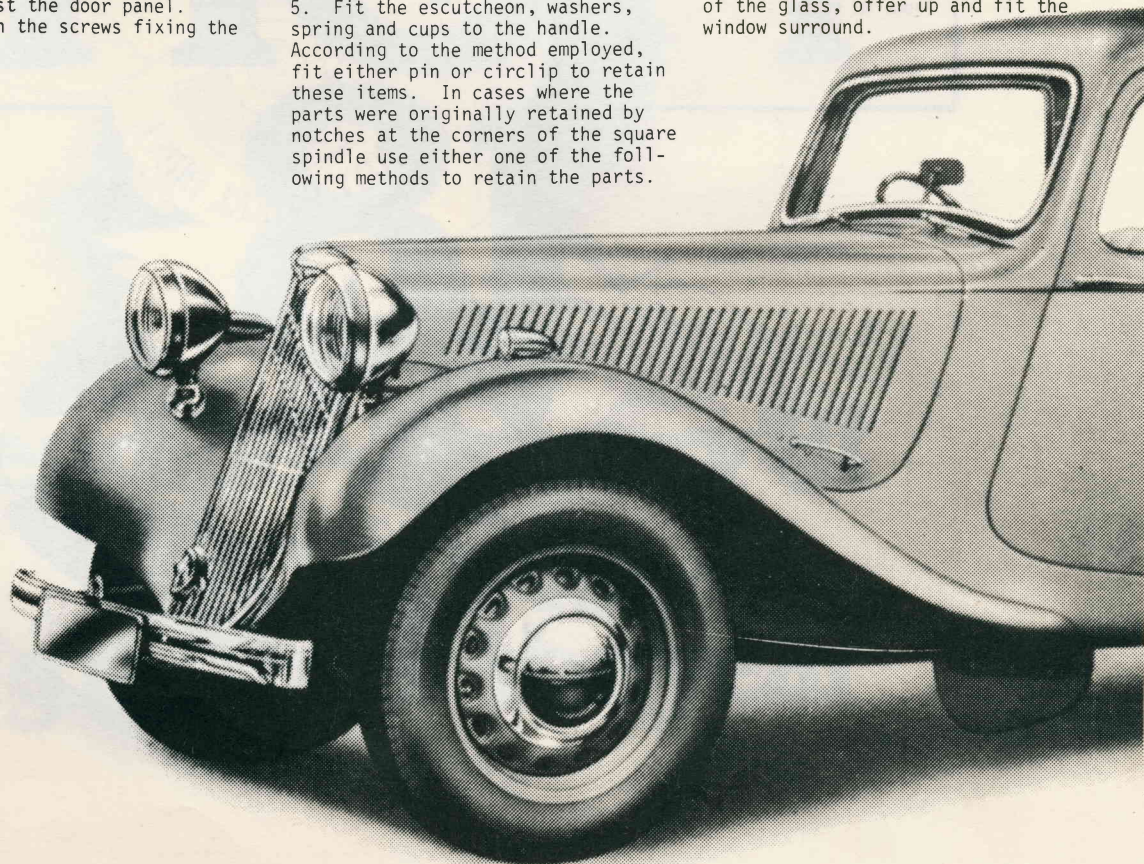
6. Fit the handle to the door.

REMOVING FRONT DOOR LOCK

1. Remove the door outside handle.
2. Remove the door inside handle and the window winder handle.
3. Remove the door glass surround and the lower sealing rubber.
4. Use a screwdriver to unclip and remove the door trim panel. Remove the two escutcheon springs. Raise the window glass to its maximum height.
5. Remove the screws fixing the door lock and the remote control.
6. Take out the assembly of the door lock and remote control through the opening of the door inside panel.

FITTING FRONT DOOR LOCK

7. The window glass being raised to its maximum height, offer up the door lock and remote control assembly through the opening of the door inside panel. Fit the assembly in position and tighten up the fixing screws.
8. Fit the door outside handle. Check the functioning of the lock. Provisionally fit the door inside handle and check the operation of the remote control. Fit the door outside handle.
9. Fit the two escutcheon springs in place. Offer up the trim panel by hooking it on the centre bracket and pushing the panel clips into the door.
10. Fit the door lock inside handle and the window winder handle.
11. Fit the lower sealing rubber of the glass, offer up and fit the window surround.



R A T I O N

REMOVING REAR DOOR LOCK

1. Remove the door inside and outside handles, the window winder handle and the door trim panel.
2. Unhook and remove the glass channel.
3. Raise the window glass to its maximum height. Tilt the glass towards the inside of the door. Disengage the slides of the glass bottom channel from the rollers on the lifting arms. Take out the glass.
4. Wind the lifting mechanism to its lowest point.
5. Remove the screws fixing the door lock and remote control. Take out these parts as an assembly through the rear opening in the door inside panel.

FITTING REAR DOOR LOCK

6. Engage the door lock and remote control assembly through the rear opening in the door inside panel. Fit the lock and remote control in place and tighten up the fixing screws.
7. Raise the lifting mechanism to its highest point. Offer up the glass from inside, engage the rollers of the lifting arms in the slides of the glass bottom channel, the glass meanwhile being tilted inwards. Lower the mechanism approximately 150 mm (6 ins)
8. Offer up the glass channel to the glass and hook it in position round the door window opening. Check the functioning of the lifting mechanism.
9. Fit the two escutcheon springs. Offer up the trim panel by hooking it on the centre bracket and push the panel clips into the door.
10. Fit the window winder handle and door inside handle.
11. Fit the door outside handle.
12. Fit the glass sealing rubber, offer up and fix the window surround.

REMOVING DOOR GLASS

1. Remove the window surround and sealing rubber.
2. Lower the glass. Unhook and remove the felt channel.
3. Raise the glass to its highest position. Tilt the glass towards the inside of the car and disengage the bottom channel from rollers of the lifting arms.

FITTING DOOR GLASS

4. Raise the winding mechanism to its highest point.
5. Offer up the glass from the inside. With the glass tilted inwards, engage the lifting arm rollers in the slides of the glass bottom channel. Lower the mechanism a little to complete the fitting of the glass.
6. Hook the felt channel in position around the door window opening.
7. Fit the lower sealing rubber. Offer up and fix the window surround by screws.

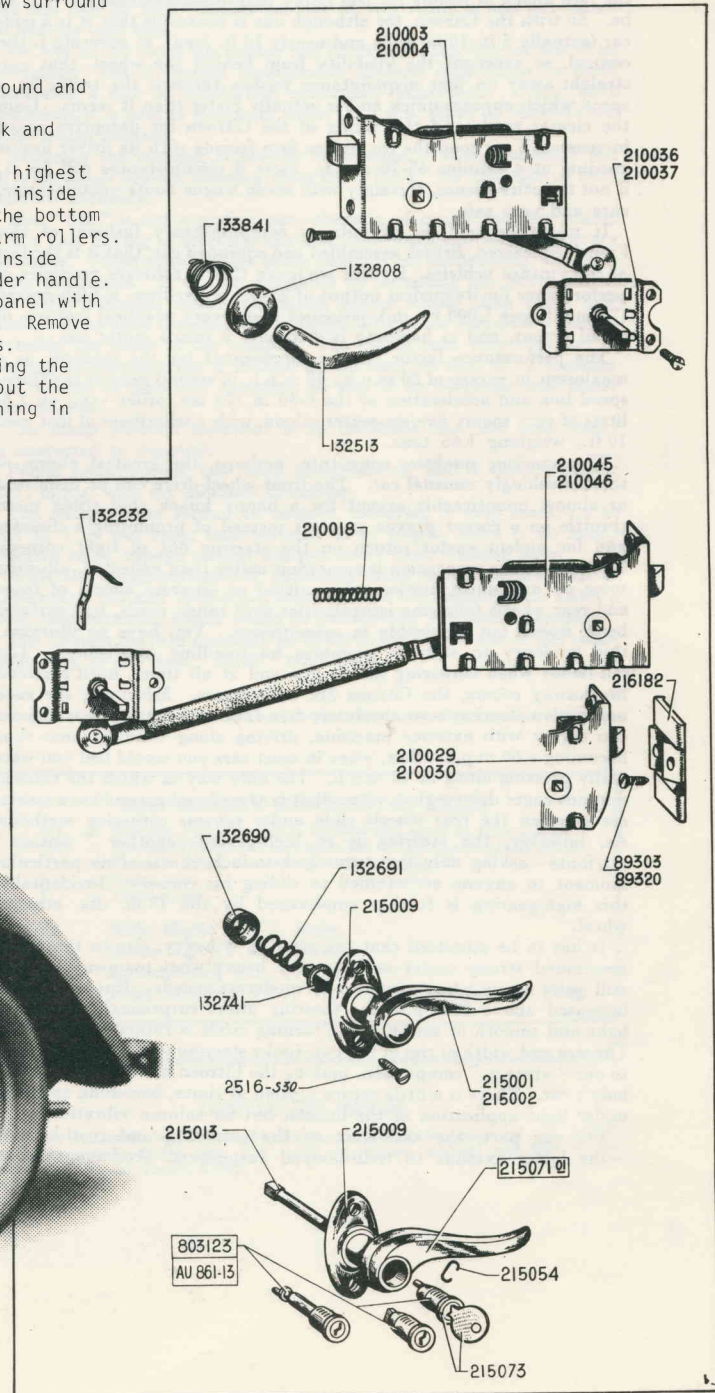
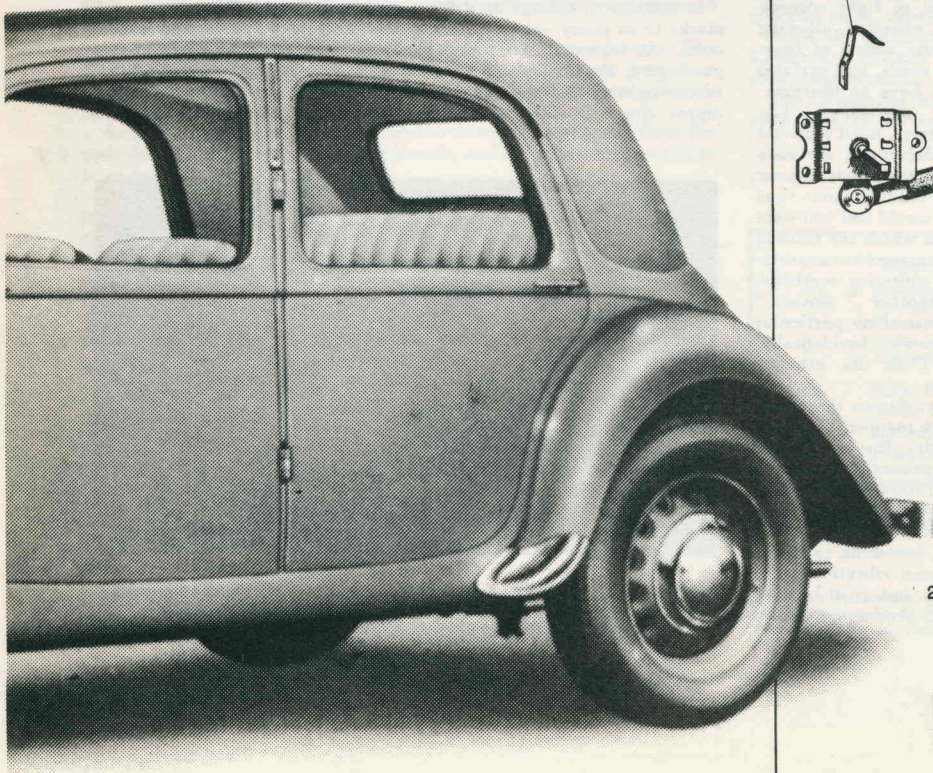
REMOVING WINDOW WINDER

1. Remove the window surround and sealing rubber.
2. Lower the glass, unhook and remove the felt channel.
3. Raise the glass to its highest point, tilt it towards the inside of the car and disengage the bottom channel from the lifting arm rollers.
4. Remove the door lock inside handle and the window winder handle.
5. Unclip the door trim panel with the aid of a screwdriver. Remove the two escutcheon springs.
6. Remove the screws fixing the winding mechanism. Take out the mechanism through the opening in the door inside panel.

FITTING WINDOW WINDER

7. Set the lifting arms to the "GLASS CLOSED" position. Engage the mechanism in the door through opening in the inside panel. Tighten up the fixing screws.
8. Offer up the glass from the inside of the door. Tilt it inwards and engage the lifting arm rollers with the slides on the bottom channel. Lower the winding mechanism to complete the fitting of the glass.
9. Hook the felt channel in position around the window opening and check functioning of the lifting mechanism.
10. Fit the two escutcheon springs. Offer up the trim panel by hooking it on the centre bracket and push the panel clips into the door.
11. Fit the window winder handle and door lock inside handle.
12. Fit the glass sealing rubber, offer up and fix the window surround by screws.

R.B.



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.

