

these multi purpose instruments one each side of the centre and EASE the hood liner forward. You press the handles backwards to the rear of the vehicle. When you discern a gap between the metal reinforcement & the liner, stop. Now open both doors on any one side of the car & do the same as just described. But this time push the handle of tool outwards. It is best if you get your foreman of painting, that's the woman who just found your long lost paint scrapers, to handle one whilst you manipulate the other. If you work as a team and don't argue (which you don't do anyhow, do you?) it will slide sideways and lo and behold one rear corner is exposed and can be GENTLY pulled downwards to clear the surrounding metal work with care and not a great deal of intelligence (I did it, remember!). You can now slide the liner rearwards if your helper (read wife) holds one side & you the other the whole lot slips out with no problem. See, it's not hard at all!

The obvious reason for your roof liner decanting itself all over the wife when she had on her best dress, now becomes apparent. The insulation is, to put it mildly, awful. To tell the truth is unprintable. How to fix the problem is much easier. Procure sisalation 453 or similar, this is the silver sided roof insulation used in the age B.P.B. (before pink batts); cut out a piece to the same shape as your roof liner. Now with a spray type contact adhesive, spray both brown paper side of the sisal & the top fibreglass side of the roof liner. When ready for application, lift the liner onto the sisal and carefully press together. If your interior lining, that's the part you see when installation is complete, is also in need of attention, the means of attaching it is similar. The can of spray adhesive is applied to both surfaces and when tacky, the material is laid onto the original insulation.

This seems a long and involved process & certainly the preparatory work is extensive, yet, as a roof liner costs close on \$150 retail (and unless better insulation is provided) that too will fall to pieces, it seems worth it all in the long run. Refitting is the reverse of removal, as the book says.

If it's beyond your ken, or you would like me to do it, the phone number is on the front page of this magazine.

PETER STOKES



TECHNIHELP

XJ6 TRIM WORK & REPLACEMENT

Owning one of the older XJ's in captivity, the title of this article can become a labour of 'Hercules' (or some lesser mortal). To begin with, all sorts of stories are told about the difficulties associated with hood linings. The darker the car the worse the problem. So the experts say. (It is, however, restorable).

Now, most members are aware that my XJ, Chassis No. IL.1441, is of the first type of body and green this type. Is by far the worse afflicted with 'The falling off roof lining syndrome' but ALL XJ's cop it sooner or later. The parts book does not even list the heated rear screen with which my car is fitted. Neither is the trim panel beneath the rear screen with the air extractor vent shown. Yet, the insulation material under the rear parcel tray in the boot, is.

As I am currently dismantling an early 1971 XJ, I have a heaven sent opportunity to see the differences.

One of the most often found problems is the roof lining as mentioned above. This item is listed and available, but the EXPERTS say is impossible to remove without damage.

First of all disconnect the battery then remove rear vision mirror & sun visors, next remove both screen demister vents. (These just prise off with a small screwdriver to lift them off the retaining clips. Then remove the speaker panel in the centre of the dash top. Same method used to remove this. Two phillips head screws will be exposed close to the base of the front screen, remove these screws. Next remove the two black plastic headed bolts which secure the centre instrument panel and fold this down in both top corners - another phillips head screw. Remove as before. At either side of the dash padding (top) you will find another phillips head screw, remove these also.

Now you can pull the crash padding or dash board top (call it what you will) towards you. Do not dispair at the wires exposed.

At each side of dash is an angle bracket. Loosen the screw which retains the bracket to the windscreen or "A" post trim & remove the one which retains the bracket to the rail which supports it. A gentle tap downwards will disconnect the clip which retains this trim at its upper end.

Next, using a thin screwdriver prise off the right & left cantrail trim. (These are the ones which run over the doors to the rear screen). There are nine clips each side. If your screw driver is fine enough you will be able to feel the welded on lock plates to which each clip fastens. Next remove the trim panels which cover front & rear of the roof (these also prise off, use the screwdriver as before). Next step is to remove the back light (screen). Remove the rear seat cushion & squab (backrest) also rear seat belt bolts to allow the parcel tray panel to be pulled forward. This will allow the trim beneath the rear window to be slid out.

Next remove the chrome finishers & lock strip in the rubber retainer. If your XJ is the same as mine (wide mouldings) no lock strip will be in the rubber but you must still remove the finishers. It is important to realise that the original rubbers for the wide chrome strips are N.L.A. (No Longer Available) SO BE SUPER CAREFUL. If as in my case the heated screen power & earth wires are in the boot, disconnect them and pull the wires through the two grommets, but hold the wire close to the screen firmly as to repair a broken wire at this point could be almost impossible.

Next slide a small screwdriver all the way around the rear screen and its rubber, to break any sealer away from between the glass & rubber. Now from the inside top corner, either side will do, push the glass outwards, as you find the rubber bends away to expose the edge of the glass proceed to push further towards the centre of the car. As the glass continues to expose its top edge you will find the bottom corner is also coming out of the rubber at this point a gentle pull to the rear of the car will find you holding one complete back light (rear screen) in your hands. PLACE THIS IN A SAFE PLACE BEFORE SOME IDIOT STANDS ON IT. Now my friends, you can proceed to remove the head liner. As you are all handy around the house, pick up your TWO wide bladed paint scrapers which you did clean off the last time you scraped paint, didn't you??? From the rear of the roof insert

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