






# Chapter 11

## Bodywork and fittings

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### Degrees of difficulty

<b>Easy</b> , suitable for novice with little experience 	<b>Fairly easy</b> , suitable for beginner with some experience 	<b>Fairly difficult</b> , suitable for competent DIY mechanic 	<b>Difficult</b> , suitable for experienced DIY mechanic 	<b>Very difficult</b> , suitable for expert DIY or professional 
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### Specifications

Torque wrench settings	Nm	lbf ft
Bumper bracket bolts:		
Front . . . . .	82	61
Rear . . . . .	70	52
Tailgate spider nut . . . . .	6	4
Front seat cap nut . . . . .	1.5	1.1
Seat belt anchor bolts . . . . .	40	30

#### 1 General information

The vehicle bodyshell is of all-steel unit construction with impact-absorbing front and rear crumple zones which take the brunt of any accident thereby leaving the passenger compartment with minimum distortion. The front crumple zones take the form of two corrugated box sections in the scuttle and firewall.

The Golf is available in two or four-door hatchback versions, all models having a large tailgate which is propped open with a steel rod or gas-filled telescopic strut.

The Jetta is available only as a four-door notchback, incorporating a conventional boot and lid.

On all models, the front wings are bolted to the body and can easily be renewed in the event of damage.

#### 2 Vehicle exterior and interior - maintenance and inspection

##### Vehicle exterior

The general condition of a vehicle's bodywork is the one thing that significantly affects its value. Maintenance is easy but needs to be regular. Neglect, particularly after minor damage, can lead quickly to further deterioration and costly repair bills. It is important also to keep watch on those parts of the vehicle not immediately visible, for instance the underbody, inside all the wheel arches and

the lower part of the engine compartment.

The basic maintenance routine for the bodywork is washing - preferably with a lot of water, from a hose. This will remove all the loose solids which may have stuck to the vehicle. It is important to flush these off in such a way as to prevent grit from scratching the finish. The wheel arches and underbody need washing in the same way to remove any accumulated mud which will retain moisture and tend to encourage rust, particularly in winter when it is essential that any salt (from that put down on the roads) is washed off. Oddly enough, the best time to clean the underbody and wheel arches is in wet weather when the mud is thoroughly wet and soft. In very wet weather the underbody is usually cleaned automatically of large accumulations; this is therefore a good time for inspection.

If the vehicle is very dirty, especially underneath or in the engine compartment, it is tempting to use one of the pressure washers or steam cleaners available on garage forecourts. Whilst these are quick and effective, especially for the removal of the accumulation of oily grime which sometimes is allowed to become thick in certain areas, their usage does have some disadvantages. If caked-on dirt is simply blasted off the paintwork, its finish soon becomes scratched and dull and the pressure can allow water to penetrate door and window seals and the lock mechanisms. If the full force of such a jet is directed at the vehicle's underbody, the wax-based protective coating can easily be damaged and water (with whatever cleaning solvent is used) could be forced into crevices or components that it would not normally reach. Similarly, if such equipment is used to clean the engine compartment, water can be forced into the components of the fuel and electrical systems and the protective coating can be removed that is applied to many small components during manufacture; this may therefore actually promote corrosion (especially inside electrical connectors) and initiate engine problems or other electrical faults. Also, if the jet is pointed directly at any of the oil seals, water can be forced past the seal lips and into the engine or transmission. Great care is required, therefore, if such equipment is used and, in general, regular cleaning by such methods should be avoided.

A much better solution in the long term is just to flush away as much loose dirt as possible using a hose alone, even if this leaves the engine compartment looking dirty. If an oil leak has developed, or if any other accumulation of oil or grease is to be removed, there are one or two excellent grease solvents available, which can be brush applied. The dirt can then be simply hosed off. Take care to replace the wax-based protective coat, if this was affected by the solvent.

Normal washing of the bodywork is best carried out using cold or warm water with a proprietary car shampoo. Remove dead insects with a proprietary cleaning product; tar spots can be removed either by using white spirit, followed by soapy water to remove all traces of spirit, or by using a tar remover. Try to keep water out of the bonnet air inlets and check afterwards that the heater air inlet box drain tube is clear so that any water has drained out of the box.

After washing the paintwork, wipe off with a chamois leather to give an unspotted clear finish. A coat of clear protective wax polish, will give added protection against chemical pollutants in the air. If the paintwork sheen has dulled or oxidised, use a cleaner/polisher combination to restore the brilliance of the shine. This requires a little effort, but such dulling is usually caused because regular washing has been neglected. Care needs to be taken with metallic paintwork, as special non-abrasive cleaner/polisher is required to avoid damage to the finish.

Brightwork should be treated in the same way as paintwork.

Windscreens and windows can be kept clear of the smeary film which often appears, by the use of a proprietary glass cleaner. Never use any form of wax or chromium polish on glass.

### **Vehicle interior**

Mats and carpets should be brushed or vacuum cleaned regularly to keep them free of grit. If they are badly stained remove them from the vehicle for scrubbing or sponging and make quite sure they are dry before refitting.

Where leather upholstery is fitted it should be cleaned only if necessary, using either a mild soap (such as saddle soap) or a proprietary leather cleaner; do not use strong soaps, detergents or chemical cleaners. If the leather is very stained, seek the advice of a VW dealer. Fabric-trimmed seats and interior trim panels can be kept clean by wiping with a damp cloth and a proprietary cleaner. If they do become stained (which can be more apparent on light coloured upholstery) use a little liquid detergent and a soft nail brush to scour the grime out of the grain of the material. Do not forget to keep the headlining clean in the same way as the (fabric) upholstery.

When using liquid cleaners of any sort inside the vehicle, do not over-wet the surfaces being cleaned. Excessive damp could get into the seams and padded interior causing stains, offensive odours or even rot. If the inside of the vehicle gets wet accidentally it is worthwhile taking some trouble to dry it out properly, particularly where carpets are involved. *Do not leave oil or electric heaters inside the vehicle for this purpose.*

### **3 Minor body damage - repair**



#### **Repair of minor scratches in bodywork**

If the scratch is very superficial and does not penetrate to the metal of the bodywork, repair is very simple. Lightly rub the area of the scratch with a paintwork renovator, or a very fine cutting paste to remove loose paint from the scratch and to clear the surrounding bodywork of wax polish. Rinse the area with clean water.

Apply touch-up paint or a paint film, to the scratch using a fine paint brush. Continue to apply fine layers of paint until the surface of the paint in the scratch is level with the surrounding paintwork. Allow the new paint at least two weeks to harden, then blend it into the surrounding paintwork by rubbing the scratch area with a paintwork renovator, or a very fine cutting paste. Finally apply wax polish.

Where the scratch has penetrated right through to the metal of the bodywork, causing the metal to rust, a different repair technique is required. Remove any loose rust from the bottom of the scratch with a penknife, then apply rust inhibiting paint, to prevent the formation of rust in the future. Using a rubber or nylon applicator fill the scratch with bodystopper paste. If required, this paste can be mixed with cellulose thinners, to provide a very thin paste which is ideal for filling narrow scratches. Before the stopper-paste in the scratch hardens, wrap a piece of smooth cotton rag around the top of a finger. Dip the finger in cellulose thinners, and quickly sweep it across the surface of the stopper-paste in the scratch; this will ensure that the surface of the stopper-paste is slightly hollowed. The scratch can now be painted over as described earlier in this Section.

#### **Repair of dents in bodywork**

When deep denting of the vehicle's bodywork has taken place, the first task is to pull the dent out, until the affected bodywork almost attains its original shape. There is little point in trying to restore the original shape completely, as the metal in the damaged area will have stretched on impact and cannot be reshaped fully to its original contour. It is better to bring the level of the dent up to a point which is about 3 mm below the level of the surrounding bodywork. In cases where the dent is very shallow anyway, it is not worth trying to pull it out at all. If the underside of the dent is accessible, it can be hammered out gently from behind, using a mallet with a wooden or plastic head. Whilst doing this, hold a suitable block of wood firmly against the outside of the panel to absorb the impact from the hammer blows and thus prevent a large area of the bodywork from being "belled-out".

Should the dent be in a section of the bodywork which has a double skin or some other factor making it inaccessible from behind, a different technique is called for. Drill several small holes through the metal inside the area - particularly in the deeper section. Then screw long self-tapping screws into the holes just sufficiently for them to gain a good purchase in the metal. Now the dent can be pulled out by pulling on the protruding heads of the screws with a pair of pliers.

The next stage of the repair is the removal of the paint from the damaged area and from an inch or so of the surrounding sound bodywork. This is accomplished most easily by using a wire brush or abrasive pad on a power drill, although it can be done just as effectively by hand using sheets of abrasive paper. To complete the preparation for filling, score the surface of the bare metal with a screwdriver or the tang of a file, or alternatively, drill small holes in the affected area. This will provide a really good key for the filler paste. To complete the repair see the Section on filling and respraying.

### **Repair of rust holes or gashes in bodywork**

Remove all paint from the affected area and from an inch or so of the surrounding sound bodywork, using an abrasive pad or a wire brush on a power drill. If these are not available a few sheets of abrasive paper will do the job most effectively. With the paint removed you will be able to judge the severity of the corrosion and therefore decide whether to renew the whole panel (if this is possible) or to repair the affected area. New body panels are not as expensive as most people think and it is often quicker and more satisfactory to fit a new panel than to attempt to repair large areas of corrosion.

Remove all fittings from the affected area except those which will act as a guide to the original shape of the damaged bodywork (eg headlamp shells etc). Then, using tin snips or a hacksaw blade, remove all loose metal and any other metal badly affected by corrosion. Hammer the edges of the hole inwards in order to create a slight depression for the filler paste.

Wire brush the affected area to remove the powdery rust from the surface of the remaining metal. Paint the affected area with rust inhibiting paint, if the back of the rusted area is accessible treat this also.

Before filling can take place it will be necessary to block the hole in some way. This can be achieved by the use of aluminium or plastic mesh, or aluminium tape.

Aluminium or plastic mesh or glass-fibre matting, is probably the best material to use for a large hole. Cut a piece to the approximate size and shape of the hole to be filled, then position it in the hole so that its edges are below the level of the surrounding bodywork. It can be retained in position by several blobs of filler paste around its periphery.

Aluminium tape should be used for small or very narrow holes. Pull a piece off the roll and trim it to the approximate size and shape required, then pull off the backing paper (if used) and stick the tape over the hole; it can be overlapped if the thickness of one piece is insufficient. Burnish down the edges of the tape with the handle of a screwdriver or similar, to ensure that the tape is securely attached to the metal underneath.

### **Bodywork repairs - filling and respraying**

Before using this Section, see the Sections on dent, deep scratch, rust holes and gash repairs.

Many types of bodyfiller are available, but generally speaking those proprietary kits are best for this type of repair which contain a tin of filler paste and a tube of resin hardener, or a 'no mix' which can be used directly from the tube. A wide, flexible plastic or nylon applicator will be found invaluable for imparting a smooth and well contoured finish to the surface of the filler.

Mix up a little filler on a clean piece of card or board - measure the hardener carefully (follow the maker's instructions on the pack) otherwise the filler will set too rapidly or too slowly. Alternatively, a 'no mix' can be used straight from the tube without mixing, but daylight is required to cure it. Using the applicator apply the filler paste to the prepared area; draw the applicator across the surface of the filler to achieve the correct contour and to level the surface. As soon as a contour that approximates to the correct one is achieved, stop working the paste - if you carry on too long the paste will become sticky and begin to pick-up on the applicator. Continue to add thin layers of filler paste at twenty minute intervals until the level of the filler is just proud of the surrounding bodywork.

Once the filler has hardened, excess can be removed using a metal plane or file. From then on, progressively finer grades of abrasive paper should be used, starting with a 40 grade production paper and finishing with a 400 grade wet-and-dry paper. Always wrap the abrasive paper around a flat rubber, cork, or wooden block - otherwise the surface of the filler will not be completely flat. During the smoothing of the filler surface the wet-and-dry paper should be periodically rinsed in water. This will ensure that a very smooth finish is imparted to the filler at the final stage.

At this stage, the dent should be surrounded by a ring of bare metal, which in turn should be encircled by the finely feathered edge of the good paintwork. Rinse the repair area with clean water, until all of the dust produced by the rubbing-down operation has gone.

Spray the whole area with a light coat of primer, - this will show up any imperfections in the surface of the filler. Repair these imperfections with fresh filler paste or bodystopper and once more smooth the surface with abrasive paper. If bodystopper is used, it can be mixed with cellulose thinners to form a really thin paste which is ideal for filling small holes. Repeat this spray and repair procedure until you are satisfied that the surface of the filler and the feathered edge of the paintwork are perfect. Clean the repair area with clean water and allow to dry fully.

The repair area is now ready for final spraying. Paint spraying must be carried out in a warm, dry, windless and dust free atmosphere. This condition can be created artificially if you have access to a large indoor working area, but if you are forced to work in the open, you will have to pick your day very carefully. If you are working indoors, dousing the floor in the work area with water will help to settle the dust which would otherwise be in the atmosphere. If the repair area is confined to one body panel, mask off the surrounding panels; this will help to minimise the effects of a slight mis-match in paint colours. Bodywork fittings (eg chrome strips, door handles etc) will also need to be masked off. Use genuine

masking tape and several thicknesses of newspaper for the masking operations.

Before commencing to spray, agitate the aerosol can thoroughly, then spray a test area (an old tin, or similar) until the technique is mastered. Cover the repair area with a thick coat of primer; the thickness should be built up using several thin layers of paint rather than one thick one. Using 400 grade wet-and-dry paper, rub down the surface of the primer until it is really smooth. While doing this, the work area should be thoroughly doused with water and the wet-and-dry paper periodically rinsed in water. Allow to dry before spraying on more paint.

Spray on the top coat, again building up the thickness by using several thin layers of paint. Start spraying in the centre of the repair area and then, with a side-to-side motion, work outwards until the whole repair area and about 50 mm of the surrounding original paintwork is covered. Remove all masking material 10 to 15 minutes after spraying on the final coat of paint.

Allow the new paint at least two weeks to harden, then, using a paintwork renovator, or a very fine cutting paste, blend the edges of the paint into the existing paintwork. Finally, apply wax polish.

### **Plastic components**

With the use of more and more plastic body components by the vehicle manufacturers (eg bumpers, spoilers and in some cases major body panels), rectification of more serious damage to such items has become a matter of either entrusting repair work to a specialist in this field, or renewing complete components. Repair of such damage by the DIY owner is not really feasible owing to the cost of the equipment and materials required for effecting such repairs. The basic technique involves making a groove along the line of the crack in the plastic using a rotary burr in a power drill. The damaged part is then welded back together by using a hot air gun to heat up and fuse a plastic filler rod into the groove. Any excess plastic is then removed and the area rubbed down to a smooth finish. It is important that a filler rod of the correct plastic is used, as body components can be made of a variety of different types (eg polycarbonate, ABS, polypropylene).

Damage of a less serious nature (abrasions, minor cracks etc) can be repaired by the DIY owner using a two-part epoxy filler repair material or a 'no mix' which can be used directly from the tube. Once mixed in equal proportions (or applied direct from the tube in the case of a 'no mix'), this is used in similar fashion to the bodywork filler used on metal panels. The filler is usually cured in twenty to thirty minutes, ready for sanding and painting.

If the owner is renewing a complete component himself, or if he has repaired it with epoxy filler, he will be left with the problem of finding a suitable paint for finishing which is compatible with the type of plastic



6.2 Bonnet hinge



6.3 Disconnecting windscreen washer tubes from bonnet



6.6 Bonnet rubber buffer

used. At one time the use of a universal paint was not possible owing to the complex range of plastics encountered in body component applications. Standard paints, generally speaking, will not bond satisfactorily to plastic or rubber, but a proprietary paint to match any plastic or rubber finish can be obtained from dealers. However, it is now possible to obtain a plastic body parts finishing kit which consists of a pre-primer treatment, a primer and coloured top coat. Full instructions are normally supplied with a kit, but basically the method of use is to first apply the pre-primer to the component concerned and allow it to dry for up to 30 minutes. Then the primer is applied and left to dry for about an hour before finally applying the special coloured top coat. The result is a correctly-coloured component where the paint will flex with the plastic or rubber, a property that standard paint does not normally possess.

### 4 Major body damage - repair



Where serious damage has occurred, or large areas need renewal due to neglect, it means that complete new panels will need welding in. This is best left to professionals. If the damage is due to impact, it will also be necessary to check completely the alignment of the bodyshell. This can only be carried out accurately by a VW dealer using special jigs. If the body is left misaligned, it is primarily dangerous as the vehicle will not handle properly and secondly, uneven stresses will be imposed on the steering, suspension and possibly transmission, causing abnormal wear or complete failure, particularly to items such as the tyres.

### 5 Door rattles - tracing and rectification



1 Check first that each door is not loose at its hinges and that the latch is holding the door firmly in position.

2 Check that each door lines up with the aperture in the vehicle body. Adjust the door if out of alignment.

3 If a latch is holding its door in the correct position but the latch still rattles, then the lock mechanism is worn and should be renewed.

4 Other rattles from the door could be caused by loose glass channels or wear in the window operating or interior lock mechanisms.

### 6 Bonnet - removal, refitting and adjustment



1 Support the bonnet in its open position and place some cardboard or rags beneath the corners by the hinges.

2 Mark the location of the hinges with a pencil then loosen the four retaining bolts (see illustration).

3 Where applicable, disconnect the windscreen washer tubes from the jets on the bonnet (see illustration).

4 With the help of an assistant, release the stay, remove the bolts and withdraw the bonnet from the vehicle.

5 Refitting is a reversal of removal. Adjust the hinges to their original positions and check that the bonnet is level with the surrounding bodywork.

6 If necessary, adjust the height of the bonnet front edge by screwing the rubber buffers in or out (see illustration).

7 Check that the bonnet lock operates in a satisfactory manner.

### 7 Bonnet lock and release cable - removal and refitting



#### Bonnet lock

1 The bonnet lock is not adjustable for position and is secured to the front cross panel by four pop-rivets (see illustration). To remove the lock, disconnect the lock release cable then carefully drill down through the rivets and withdraw the lock.

2 Refit the lock by reversing the removal procedure. Ensure that the new pop-rivets secure the lock firmly.

#### Release cable

3 To remove the bonnet lock release cable, raise and support the bonnet then remove the radiator grille.

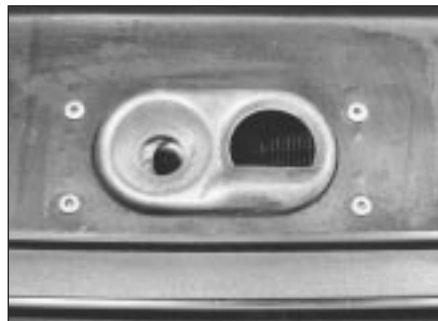
4 Reaching through the aperture in the front, press the release to one side and disconnect the cable from it (see illustration). Release the cable from the retaining clip on the underside of the front panel.

5 Unclip the cable from the retainers in the engine compartment.

6 Detach the cable from the release handle inside the vehicle and pull the cable through the bulkhead grommet and remove it.

7 Refit the cable in the reverse order to removal. Check for satisfactory operation of the catch before closing the bonnet.

8 If the cable should break with the bonnet shut, it is possible to release the catch by



7.1 Bonnet lock and securing rivets



7.4 Bonnet release cable-to-lock attachment



hand. A largish screwdriver will just reach the lock release when inserted through the grille centre badge. By pushing the screwdriver or carefully using the badge as a pivot, the bonnet can be unlocked.

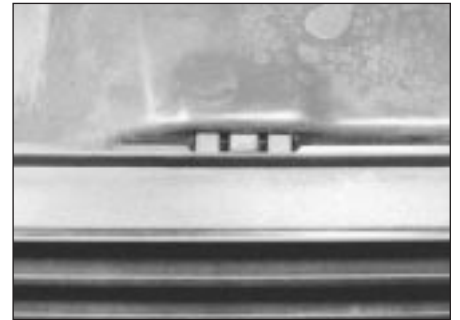
**8 Radiator grille - removal and refitting**



- 1 Raise and support the bonnet.
- 2 Undo and remove the two grille retaining screws on the top front edge (see illustration).
- 3 Release the clips from the top of the grille (see illustration). Withdraw the grille lifting it upwards from the front valance.
- 4 Refit in the reverse order of removal.



8.2 Undoing front grille retaining screws



8.3 Front grille securing clips

**9 Tailgate support strut - removal and refitting**



- 1 Open and support the tailgate.
- 2 Unhook the spring clip from the end of the strut attached to the body, pull up the ball-head and disconnect the strut from the ball-pin (see illustrations).
- 3 Lever the spring clip from the other end of the strut, remove the washer and withdraw the strut from the pivot pin.
- 4 Refit in the reverse order of removal.

**10 Tailgate - removal and refitting**



**Removal**

- 1 Open and support the tailgate. Disconnect the straps supporting the rear shelf.
- 2 Remove the trim panel using a wide-bladed screwdriver and disconnect the wiring from the heated rear window and wiper motor. Disconnect the washer tube and pull the wiring and tube from the tailgate.
- 3 Pull the weatherseal from the body aperture by the hinge positions.



9.2a Releasing tailgate strut balljoint clip

- 4 Carefully pull the headlining down to reveal the hinge bolts.
- 5 Lever the spring clips from the struts, remove the washers and disconnect the struts from the tailgate.
- 6 Unscrew the hinge bolts and withdraw the tailgate from the vehicle.

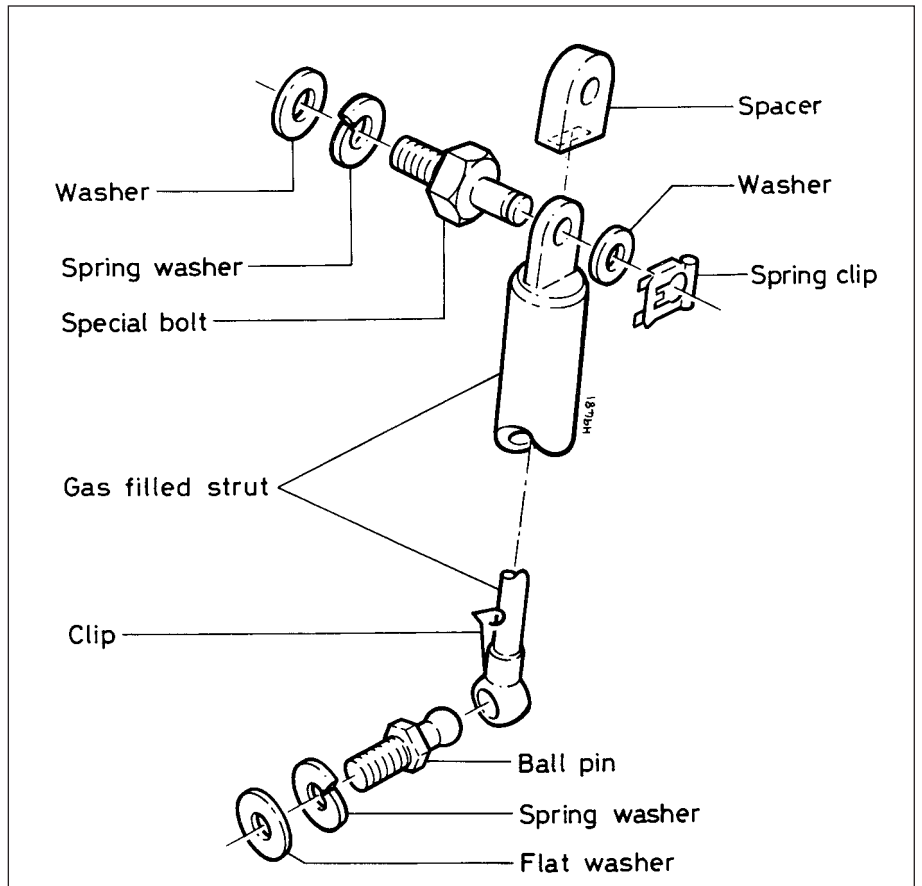
**Refitting**

- 7 Refitting is a reversal of removal. Before tightening the hinge bolts, ensure that the tailgate closes centrally within the body aperture.
- 8 On completion, adjust the lock if necessary.

**11 Tailgate lock, grip and lock cylinder - removal, refitting and adjustment**

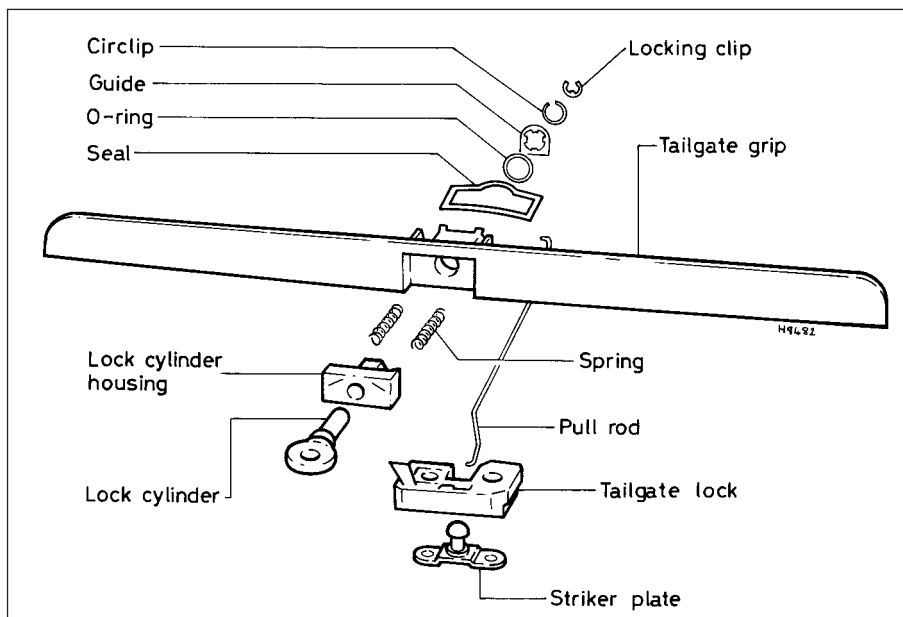


- 1 Open the tailgate and unscrew the two lock retaining screws with an Allen key. Withdraw the lock (see illustrations).
- 2 The striker plate can be removed by undoing the two retaining screws.
- 3 To remove the tailgate grip and lock cylinder, undo the cross-head screws on the outside. Move to the inside and compress the



9.2b Tailgate support strut end fittings

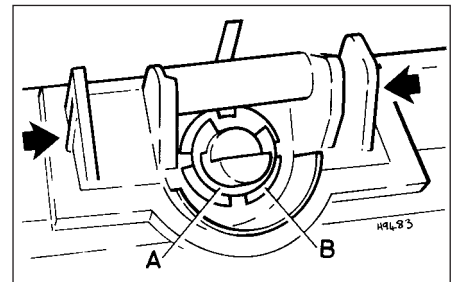
## 11•6 Bodywork and fittings



11.1a Tailgate lock components



11.1b Tailgate lock



11.3 Tailgate grip/lock cylinder retaining clip (A) and securing ring (B)

Compress lugs (arrowed) in direction indicated

retaining lugs each side of the lock cylinder together then pull free the grip (see illustration).

4 Fit the key to the lock cylinder, prise free the retaining clip and withdraw the lock cylinder by pulling on the key.

5 To remove the cylinder housing, prise free the retaining ring and withdraw the housing from the grip.

6 Refitting is a reversal of removal. Before fully tightening the striker, close and open the tailgate two or three times to centralise it.

## 12 Boot lid - removal, refitting and adjustment



1 Support the boot lid in the open position then place some cardboard or rags beneath the corners by the hinges.

2 Disconnect the wiring loom and mark the location of each hinge.

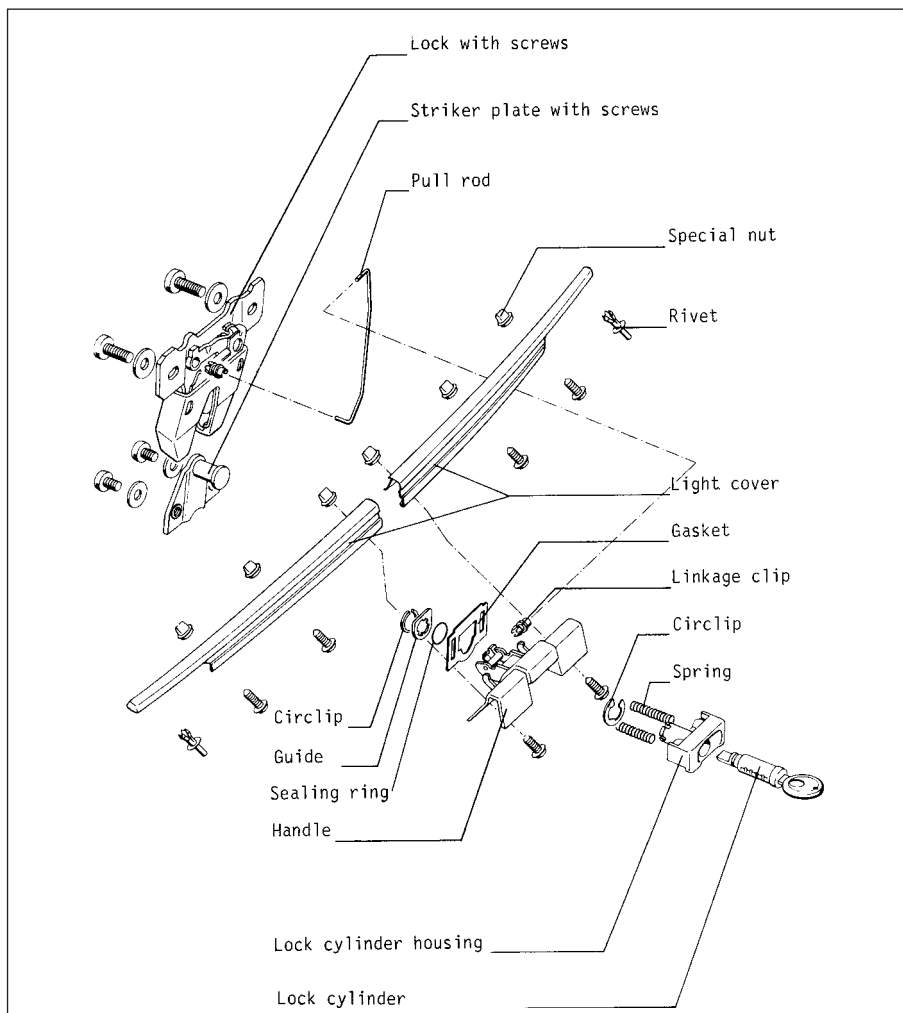
3 With the help of an assistant, unscrew the nuts and withdraw the boot lid from the vehicle.

4 Refitting is a reversal of removal. Adjust the hinges to their original positions so that the boot lid is level with the surrounding bodywork.

## 13 Boot lid lock and lock cylinder - removal and refitting



The boot lid lock and lock cylinder are of similar design to the equivalent items on the tailgate fitted to Golf models (see illustration). Refer to Section 11 for removal and refitting details.



13.1 Boot lid lock components (Jetta)



14.1 Unscrewing door locking knob



14.2 Removing door inner handle surround



14.3a Removing door pull cover

**14 Door trim panel - removal and refitting**



**Removal**

- 1 Unscrew and remove the door locking knob (see illustration).
- 2 Remove the inner handle surround by sliding it to the rear (see illustration).
- 3 Prise the cover from the door pull with a small screwdriver, remove the cross-head screws and withdraw the door pull (see illustrations).
- 4 Note the position of the window regulator handle with the window shut then prise off the cover, remove the cross-head screw and withdraw the handle and washer (see illustrations).

- 5 Where applicable, prise free the door mirror adjuster knob and remove the gaiter (see illustration).
- 6 Remove the self-tapping screws and withdraw the storage compartment panel (where applicable).
- 7 Prise out the stoppers and remove the cross-head screws from the trim panel (see illustrations).
- 8 Using a wide-bladed screwdriver, prise the trim panel clips from the door whilst taking care not to damage the panel. Remove the panel.
- 9 Remove the window regulator handle packing (where applicable).
- 10 Carefully prise free the plastic cover for access to the inner door components (see illustration).

**Refitting**

- 11 Refitting is a reversal of removal. It is



14.3b Removing door pull retaining screws

recommended that the window regulator handle retaining screw is locked by coating its threads with a liquid locking agent.



14.4a Remove window regulator handle cover . . .



14.4b . . . and handle retaining screw



14.5 Removing door mirror adjuster knob



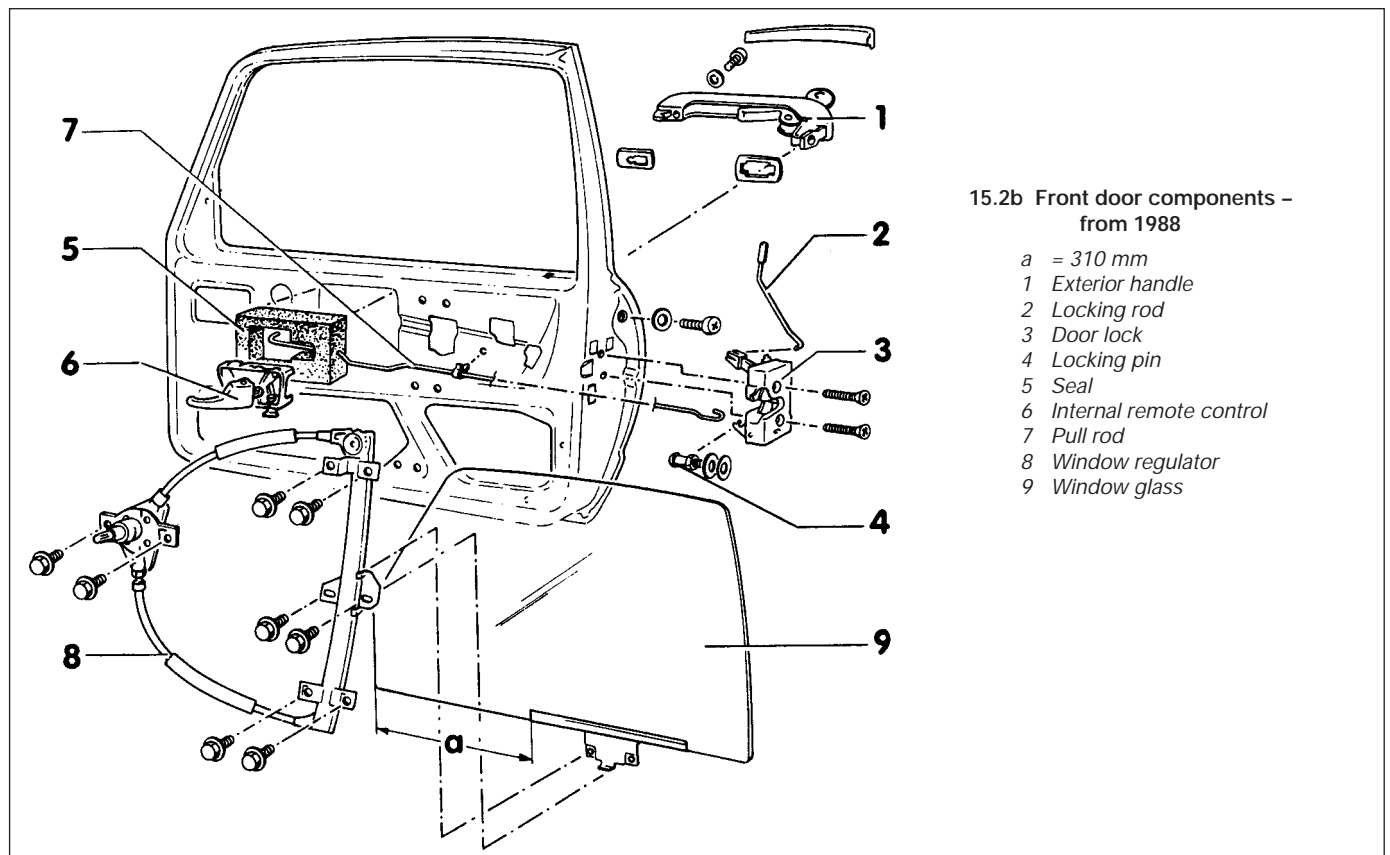
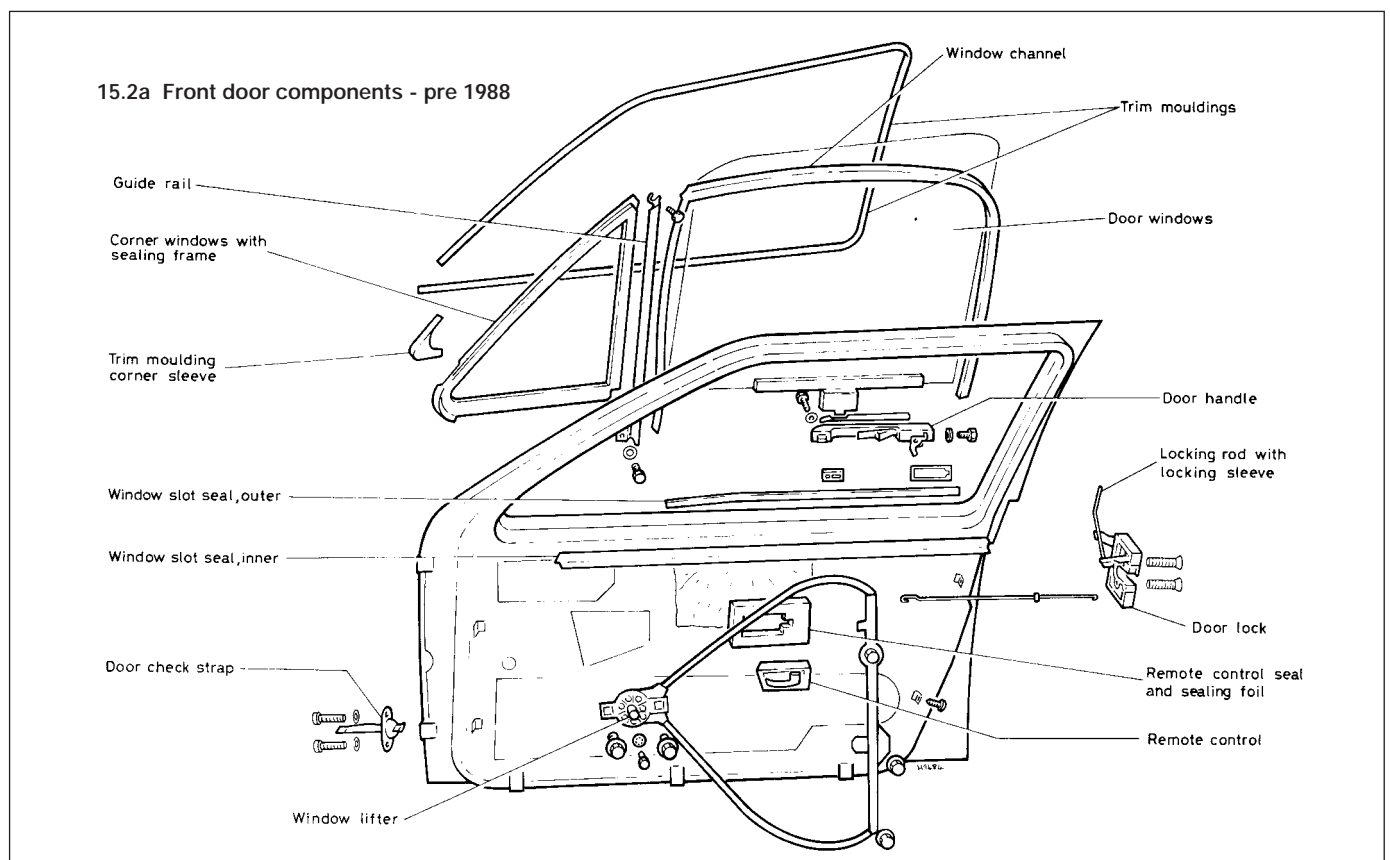
14.7a Remove stoppers (where necessary) for access to trim panel screws



14.7b Trim panel retaining screw removal (rear edge)



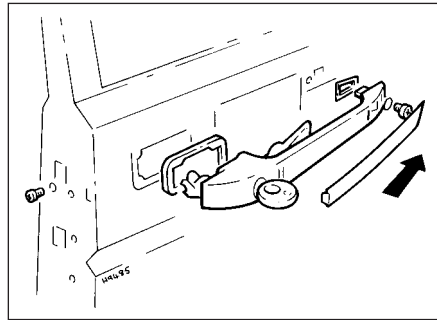
14.10 Plastic cover peeled back for access to door components







15.3 Removing interior door handle and finger plate



15.8 Exterior door handle components  
Remove handle in direction of arrow



16.1 Door check strap and hinge

**15 Door handles - removal and refitting**



**Interior**

- 1 Remove the door trim panel.
- 2 Pull the foam seal away then prise the retainer from the bottom of the handle (see illustrations).
- 3 Press the finger plate forwards out of the door and unhook it from the rod (see illustration).
- 4 Refitting is a reversal of removal.

**Exterior**

- 5 Remove the door trim panel.
- 6 Using a small screwdriver, lever the plastic strip from the exterior door handle.
- 7 Remove the cross-head screws from the handle grip and the end of the door.
- 8 Withdraw the handle and release it from the lock (see illustration). Remove the gaskets.
- 9 Refitting is a reversal of removal. Fit new gaskets if necessary.

**16 Door - removal and refitting**



**Removal**

- 1 Open the door and use a punch to drive the pivot pin up from the check strap (see illustration).



17.1 Door striker

- 2 Mark the position of the door on its hinges.
- 3 Support the door then unscrew and remove the lower hinge bolt followed by the upper hinge bolt. Withdraw the door from the vehicle.

**Refitting**

- 4 Refitting is a reversal of removal.
- 5 If necessary, adjust the position of the door on the hinges so that when closed, it is level with the surrounding bodywork and central within the body aperture.
- 6 Lubricate the hinges with a little oil and the check strap with grease.
- 7 If necessary, adjust the door striker position.

**17 Door striker - adjustment**



- 1 Mark round the door striker with a pencil or fine ballpoint pen (see illustration).
- 2 Fit a spanner to the hexagon on the striker and unscrew the striker about one turn so that it moves when tapped with a soft-headed hammer.
- 3 If the door has been rattling, tap the striker towards the inside of the vehicle.
- 4 If the door fits too tightly, tap the striker towards the outside of the vehicle.
- 5 At all times, be careful to keep the striker in the same horizontal line unless it also requires vertical adjustment. Only move the striker a small amount at a time. The actual amount



18.3 Door lock

moved can be checked by reference to the marks made before the striker was loosened.

- 6 When a position has been found in which the door closes firmly but without difficulty, then tighten the striker.

**18 Door lock - removal and refitting**

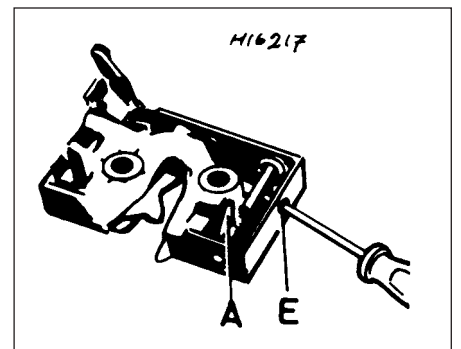


**Removal**

- 1 It is not necessary to remove the trim panel to carry out this task.
- 2 Open the door and set the lock in the locked position, either by moving the interior knob or by turning the exterior key.
- 3 Using an Allen key, unscrew the retaining screws and withdraw the lock approximately 12 mm to expose the operating lever (see illustration).
- 4 Retain the operating lever in the extended position by inserting a screwdriver through the hole in the bottom of the lock (see illustration).
- 5 Unhook the remote control rod from the operating lever and pull the upper lever from the sleeve. Withdraw the lock from the door.

**Refitting**

- 6 Refitting is a reversal of removal. Set the lock in the locked position first and ensure that the lugs on the plastic sleeve are correctly seated.



18.4 Using a screwdriver through the door lock hole (E) to retain operating lever (A) in extended position

**19 Central locking system - component removal and refitting**



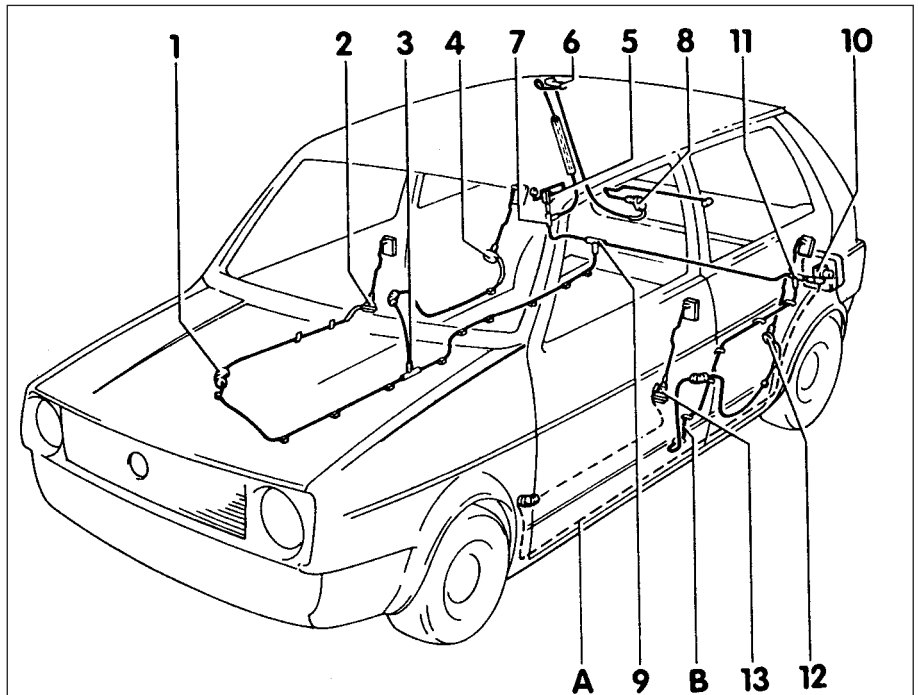
1 The central locking system fitted to some models comprises the following (see illustration):

- a) Pressure/vacuum pump
- b) Control element - on driver's door
- c) Shift elements - on remaining doors and fuel tank flap
- d) Interconnecting tubing.

2 To remove the pressure/vacuum pump, release the rubber strap in the luggage compartment, remove the cover, then withdraw the pump and disconnect the wiring and tube.

3 To remove a control or shift element, first remove the door, tailgate, or luggage compartment trim panel (as appropriate). On door elements, carefully peel back the protective foil. Remove the element mounting screws and disconnect the tubing. On the driver's door only, disconnect the wiring. Disconnect the operating rod (except on the fuel tank flap) and withdraw the element.

4 Refitting is a reversal of removal. Ensure that the door protective foil is firmly stuck to prevent water penetration and use double-sided tape to secure it if necessary.



19.1 Central locking system - left-hand drive shown

- |                             |                                |                               |
|-----------------------------|--------------------------------|-------------------------------|
| A Wiring                    | 3 Connector                    | 9 Connector                   |
| B Tubing                    | 4 Rear door shift element      | 10 Pressure/vacuum pump       |
| 1 Bellows                   | 5 Fuel tank flap shift element | 11 Connector                  |
| 2 Front door shift element  | 6 Grommet                      | 12 Rear door shift element    |
| (or control element on RHD) | 7 Connector                    | 13 Front door control element |
|                             | 8 Tailgate shift element       | (or shift element on RHD)     |

**20 Window regulator - removal and refitting**



**Manual**

- 1 Remove the door trim panel.
- 2 Temporarily refit the window regulator handle and lower the window until the lifting plate is visible.
- 3 Remove the bolts securing the regulator to the door and the bolts securing the lifting plate to the window channel (see illustrations).
- 4 Release the regulator from the door and remove it through the aperture.
- 5 Refitting is a reversal of removal. Ensure that the inner cable is adequately lubricated

with grease and if necessary, adjust the position of the regulator so that the window moves smoothly.

**Electric**

- 6 Disconnect the battery earth lead.
- 7 Remove the door trim panel.
- 8 Lower the window to enable the bolts securing the lifting plate to the window channel to be unscrewed.
- 9 Disconnect the wiring connector.
- 10 Unscrew and remove the window regulator motor securing bolts and the three bolts securing the guide rail (see illustration).

11 Withdraw the window regulator assembly (ie. the motor, cables and guide rails) from the aperture at the bottom end of the door.

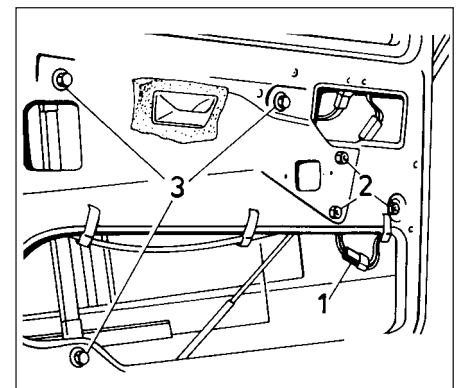
12 Refit in the reverse order of removal. Ensure that the upper cable is located underneath the guide rail securing bracket and, when refitting the door trim panel, the plastic cover is crease free.



20.3a Window regulator securing bolts



20.3b Lifting plate-to-window channel bolts

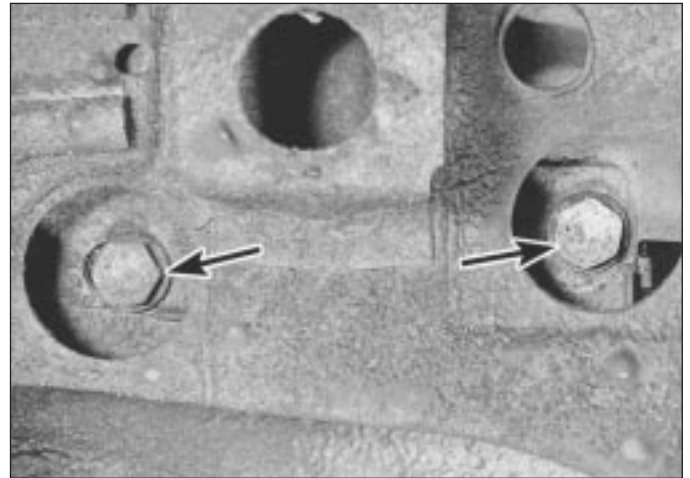


20.10 Window regulator (electric)

- |                        |                    |
|------------------------|--------------------|
| 1 Wiring connector     | 3 Guide rail bolts |
| 2 Motor securing bolts |                    |



22.4 Front bumper bracket securing points to longitudinal member (arrowed)



22.7 Rear bumper bracket bolts (arrowed)

**21 Windows** - removal and refitting



**Doors**

- 1 Remove the window regulator.
- 2 With the window fully lowered, unclip the inner and outer mouldings from the window aperture.
- 3 Remove the bolt and screw and pull out the front window channel abutting the corner window.
- 4 Withdraw the corner window and seal.
- 5 Lift the glass from the door.
- 6 Refitting is a reversal of removal. If the glass is being renewed, make sure that the lift channel is located in the same position as in the old glass.

**Windscreen and fixed glass**

7 Removal and refitting of the windscreen and fixed glass windows is best left to a VW garage or windscreen specialist who will have the necessary equipment and expertise to complete the work properly.

**22 Bumpers** - removal and refitting



**Warning:** Under no circumstances should the vehicle be driven with the front bumper and bumper brackets not securely fitted, as in this condition the front crossmember which supports the engine is no longer properly secured.

**Front**

- 1 Disconnect the battery negative lead and the wiring to the direction indicator lights.
- 2 Raise the front of the vehicle and support

securely on axle stands (see "Jacking and vehicle support").

3 Place a jack (with interposed block of wood) under the engine front mounting and raise the jack head until it is just taking the weight of the engine.

4 Working underneath the front of the vehicle, undo and remove the bumper brackets from the longitudinal member on each side then withdraw the bumper (see illustration).

5 Refitting is a reversal of removal. Check that the indicators operate in a satisfactory manner on completion.

**Rear**

6 Raise and support the vehicle securely at the rear.

7 Working underneath the rear of the vehicle, undo and remove the two bumper support bracket retaining bolts on each side (see illustration).

8 Withdraw the bumper by pulling it rearwards and disengaging it from the guide on each side quarter panel (see illustration).

9 Refitting is a reversal of removal.

**23 Bumper trim covering** - removal and renewal



- 1 Remove the bumper concerned.
- 2 Use a suitable lever to carefully prise free the old covering from the bumper.
- 3 To fit the new covering, locate the covering on the bumper then support the covering and bumper with the covering underneath (bumper inverted). Use a firmly padded support if possible to protect the new covering.
- 4 Press or tap the bumper down onto the covering so that the securing clips engage in the bumper. Start from the centre and work progressively outwards, alternating from side to side.
- 5 Refit the bumper on completion.

**24 Exterior mirrors** - removal and refitting



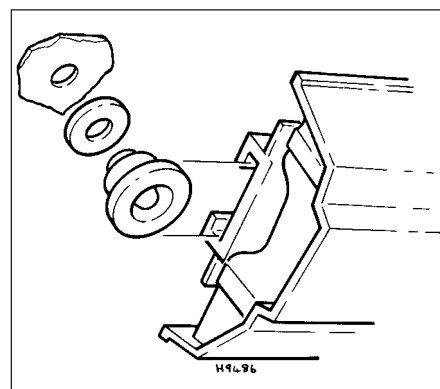
**Pre 1988**

**Non remote control**

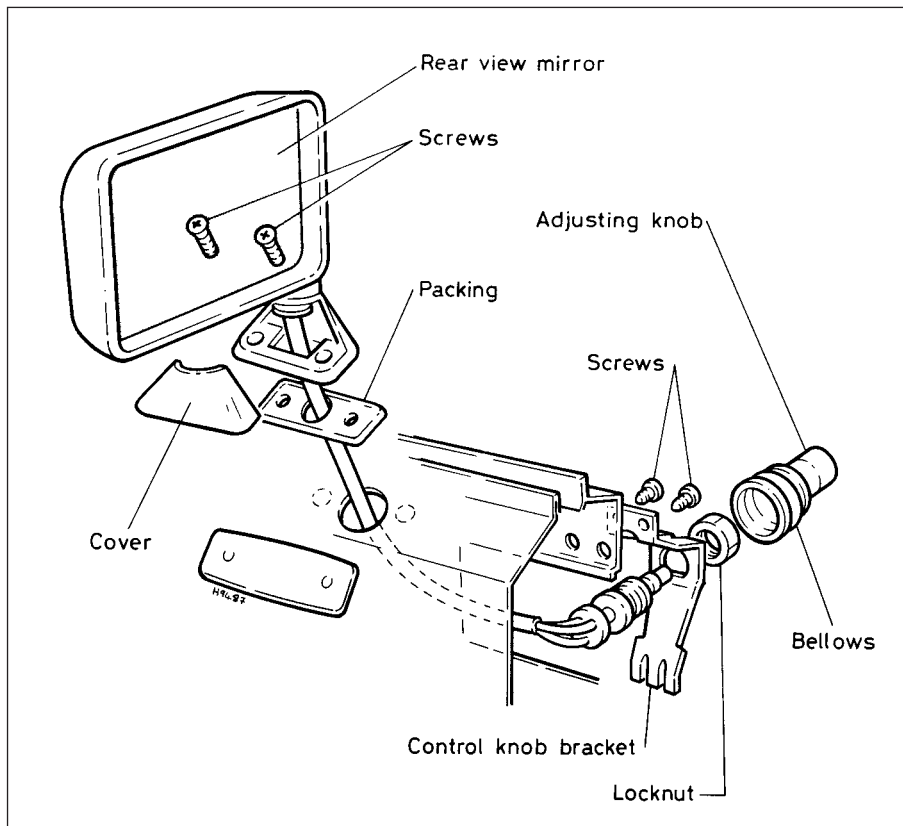
- 1 Prise the plastic cover from inside the door.
- 2 Unscrew the cross-head screws and remove the clips.
- 3 Withdraw the outer cover and mirror.
- 4 Refitting is a reversal of removal.

**Remote control**

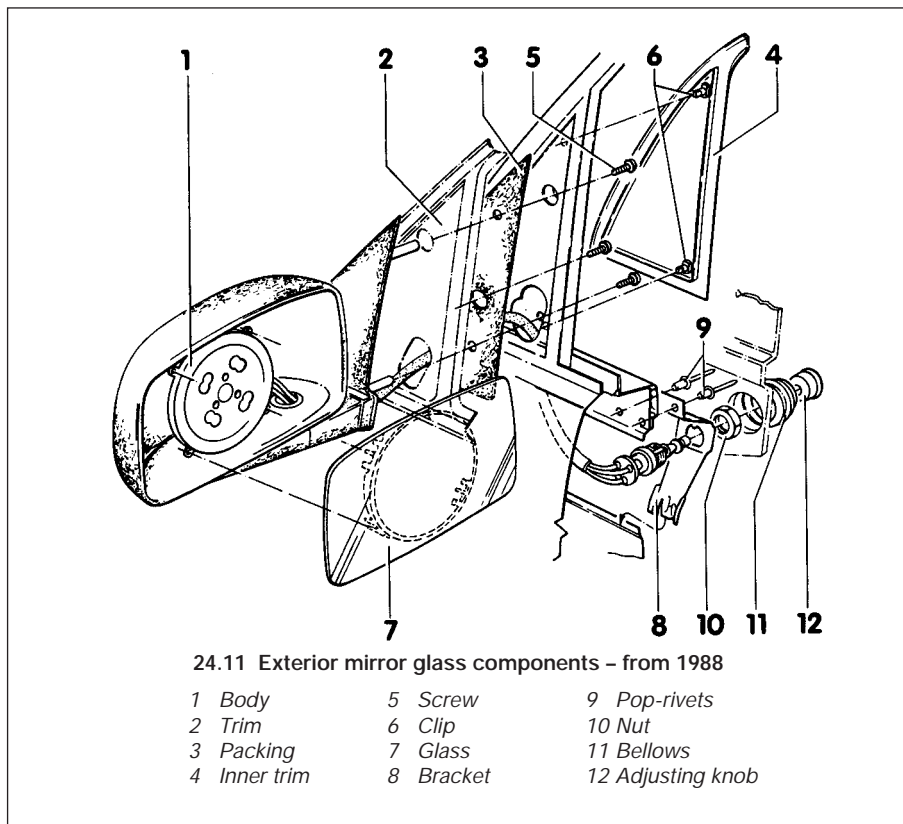
- 5 Pull off the adjusting knob and bellows from the inside of the door (see illustration).
- 6 Remove the door trim panel.
- 7 Unscrew the locknut and remove the adjusting knob from the bracket.
- 8 Prise off the plastic cover then unscrew the cross-head screws and remove the clips.
- 9 Withdraw the mirror, together with the adjusting knob and gasket.
- 10 Refitting is a reversal of removal. If necessary, fit a new gasket.



22.8 Bumper side quarter panel location guide



24.5 Exploded view of remote control exterior mirror - pre 1988



**1988-on**

11 From 1988, the exterior mirrors are mounted in the triangular area in front of the window glass (see illustration).

12 The removal and refitting procedures are basically the same as for earlier models.

13 The mirror glass is clipped in position and may be removed by carefully levering out the bottom edge, then the top edge, using a plastic or wooden tool.

14 When refitting the glass, align the guide pins and use a wad of cloth, pressing only on the middle of the glass.

**25 Front wheel housing liner - removal and refitting**



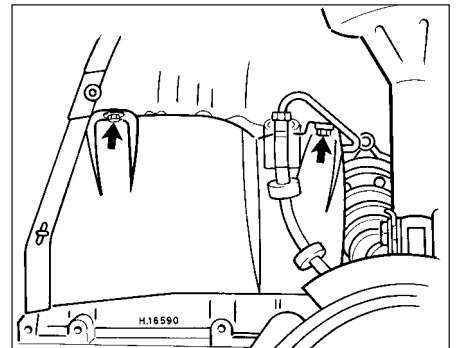
1 Raise the front of the vehicle and support it on axle stands (see "Jacking and vehicle support").

2 Remove the roadwheel from the side concerned.

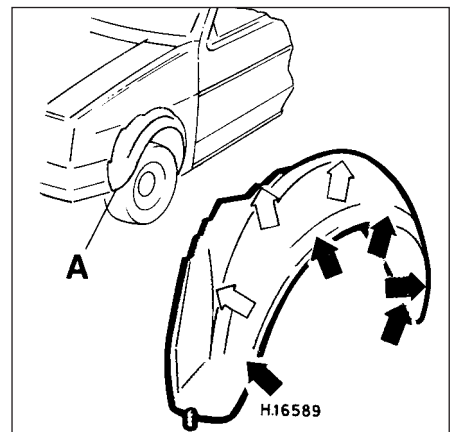
3 Remove the two cross-head screws from the positions indicated (see illustration).

4 Swivel the liner 90° downwards and pull it free from the elongated hole.

5 Undo and remove the cross-head screws (with washers) from the points indicated (see illustration) then withdraw the liner after disengaging its location peg "A" from the leading lower edge.



25.3 Remove wheel housing liner retaining screws (arrowed)



25.5 Wheel housing liner securing screw locations (arrowed)

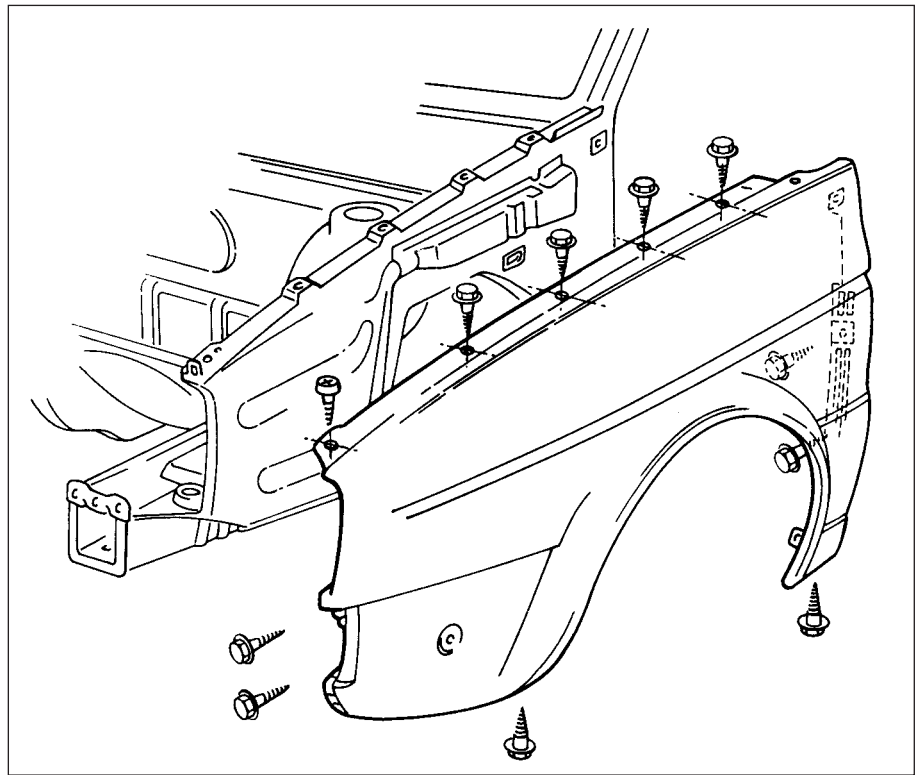


- 6 Renew any retaining screw location rivets which are damaged.
- 7 Refit in the reverse order of removal.

### 26 Front wing - removal and refitting



- 1 A damaged front wing may be renewed complete. First, remove the front bumper.
- 2 Remove the screws and withdraw the liner from inside the wing.
- 3 Where applicable, disconnect/remove the wing-mounted radio aerial.
- 4 Remove all the screws and lever the wing from the guides (see illustration). If necessary, warm the sealing joints with a blowlamp to melt the adhesive underseal whilst observing the necessary fire precautions.
- 5 Clean the mating faces and treat with rust inhibitor if necessary.
- 6 Apply sealant along the line of the screws before fitting the wing. Once in place, apply underseal as necessary.
- 7 Paint the wing then fit the liner and front bumper.



26.4 Front wing retaining screw positions (Jetta)

### 27 Body protective and decorative trim fittings - removal and refitting



#### Tailgate spoiler and foils - GTi

- 1 The spoiler is secured by a nut, grommet and spacer sleeve. Access to the retaining nuts is gained by removing the inner trim panel and prising free the nut cap (see illustration).
- 2 When refitting the spoiler, ensure that the body surface is clean.
- 3 The foils are stuck in position with adhesive and are best removed and refitted by a VW dealer. If refitting them yourself, the working temperature must be between 15 and 25°C and it is essential that the body surface to which the foil is to be fitted is thoroughly cleaned and prepared.

#### Rear spoiler - Jetta GT

- 4 Open the boot lid and unscrew the nuts which secure the spoiler retaining clips.
- 5 Lift the spoiler from the boot lid.

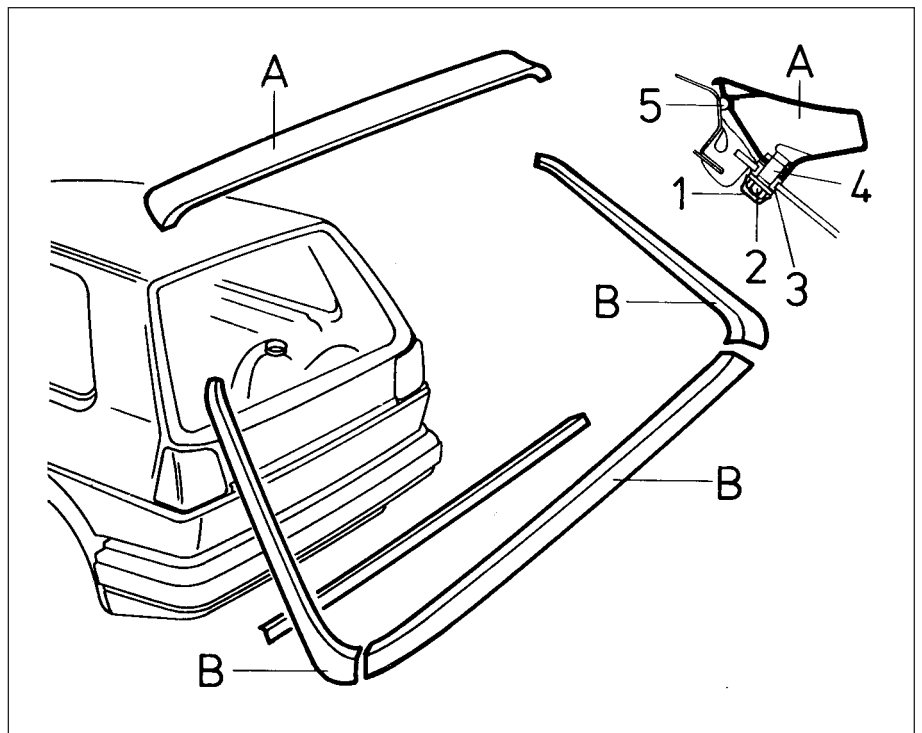
#### Wheel arch extensions

- 6 These are secured to the wing panels by pop-rivets. Drill out the rivet heads and remove the arch extensions (see illustration).
- 7 Refit in the reverse order, ensuring that the adjacent body sections are cleaned off and prepared. Start riveting at the centre and work alternately down from it (side to side).

#### Protective rubbing strips

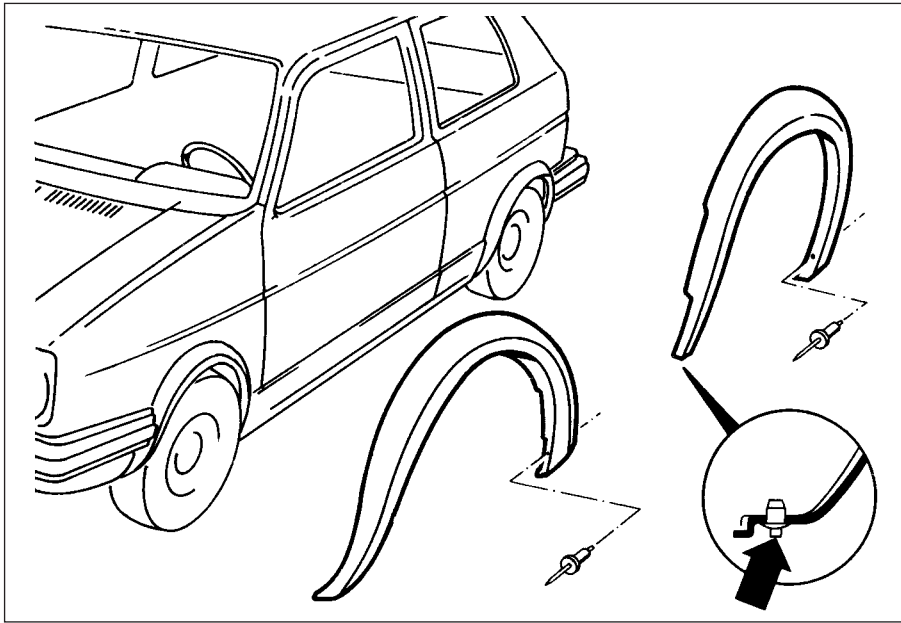
##### Adhered type

- 8 To remove a rubbing strip, you will need to heat the strip using a suitable hot air blower.

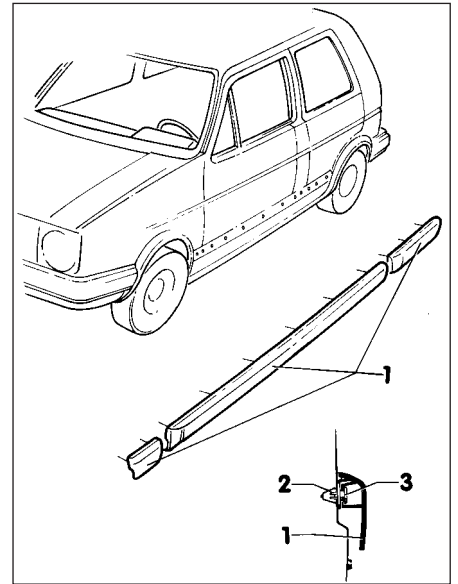


27.1 Tailgate spoiler (A) and foils (B) - GTi

- |                  |                            |
|------------------|----------------------------|
| 1 Protective cap | 4 Spacer sleeve            |
| 2 Nut            | 5 Butyl cord (5.0 mm dia.) |
| 3 Rubber grommet |                            |



27.6 Wheel arch extensions showing retaining rivet positions at trailing lower edge



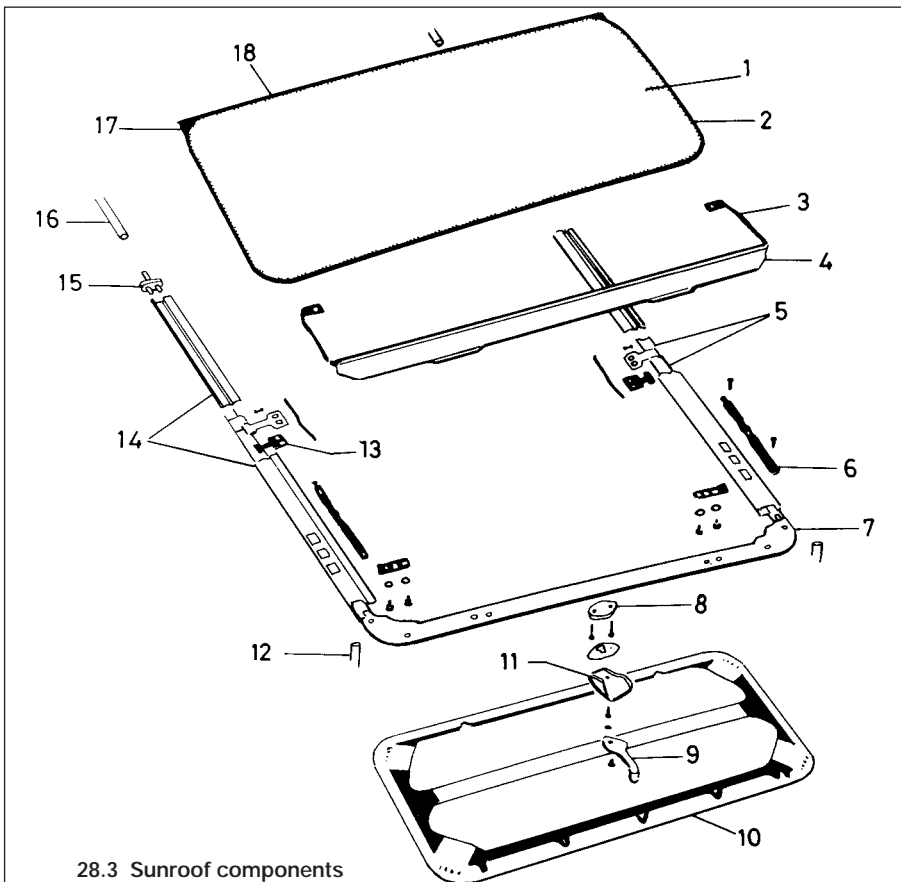
27.11 Side rubbing strip components

- 1 Rubbing strip 3 Clip  
2 Retainer

Care must be taken to protect the paintwork.  
**9** Clean off any adhesive and polish using white spirit and a suitable silicone remover.  
**10** Before fitting the new strip into position, check that the contact area on the body is dry and heat it to a temperature of 35°C. Peel back the foil from the new strip and carefully locate it into position by pressing firmly home, particularly at each end.

**Clipped type**

**11** The side rubbing strips may be removed using a lever to prise them from their fixing clips (see illustration). Protect the paintwork by taping the end of the lever.  
**12** When fitting a strip, engage the lower edge under the clip and give a sharp blow with the hand to force the upper edge into engagement.



28.3 Sunroof components

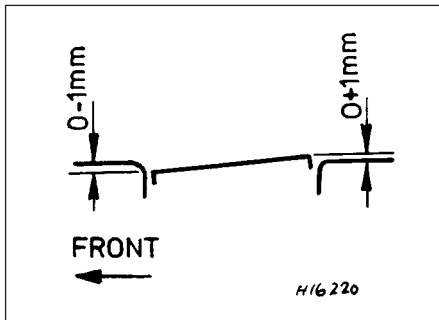
- |                                    |                         |                           |                            |
|------------------------------------|-------------------------|---------------------------|----------------------------|
| 1 Sliding roof panel               | 6 Cover moulding        | 11 Finger plate           | 15 Guide rails end section |
| 2 Moulded seal                     | 7 Cable guide           | 12 Front water drain hose | 16 Rear water drain hose   |
| 3 Deflector arm                    | 8 Cable drive mechanism | 13 Support plate          | 17 Water trap plate        |
| 4 Wind deflector                   | 9 Crank                 | 14 Guide rail             | 18 Panel seat              |
| 5 Rear guide with cable (one part) | 10 Panel headlining     |                           |                            |

**28 Sunroof - removal, refitting and adjustment**



**Removal**

- 1 Half open the sunroof then prise off the five steel trim clips.
- 2 Close the sunroof and push the trim to the rear.
- 3 Unscrew the guide screws from the front of the sunroof and remove the guides (see illustration).
- 4 Disengage the leaf springs from the rear guides by pulling them inwards.
- 5 Remove the screws and withdraw the rear support plates.
- 6 Lift the sunroof from the vehicle.



28.9 Sunroof adjustment dimensions

**Refitting**

7 To refit the sunroof, locate it in the aperture and fit the front guides.

8 With the sunroof closed and correctly aligned, fit the rear guides and leaf springs.

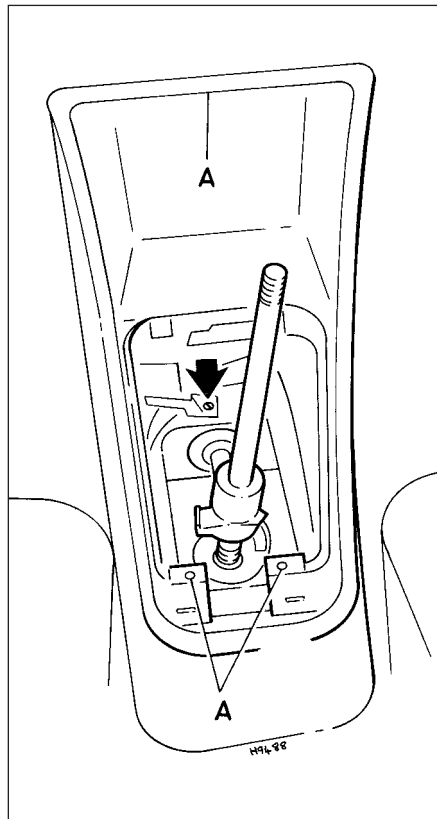
**Adjustment**

9 For correct adjustment, the front edge of the sunroof must be level with, or a maximum of 1.0 mm below, the roof panel. The rear edge must be level with, or a maximum of 1.0 mm above, the roof panel (see illustration).

10 To adjust the front edge of the sunroof, loosen the front guide screws and turn the adjustment screws as necessary, then tighten the guide screws.

11 To adjust the rear edge, detach the leaf springs, loosen the slotted screws and move the sunroof as necessary in the serrations. Tighten the screws and refit the leaf springs after making the adjustment.

12 Refit the trim with the clips.



29.3 Centre console retaining screw (arrowed) and guide locations (A)

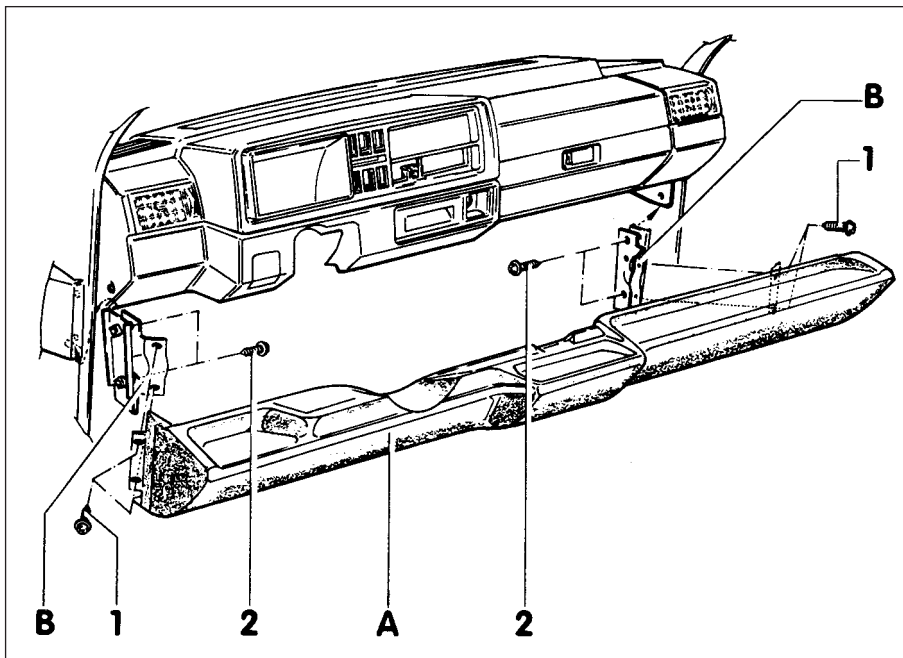
**29 Centre console - removal and refitting**

- 1 Disconnect the battery earth lead.
- 2 Unscrew and remove the gear lever knob then unclip and withdraw the gaiter.
- 3 Undo the retaining screws and pull free the console from its guides at the rear. Disconnect any console switch lead connectors (see illustration).
- 4 Refit in the reverse order of removal. Check the operation of the console switches (where fitted) on completion.

**30 Facia panel - removal and refitting**

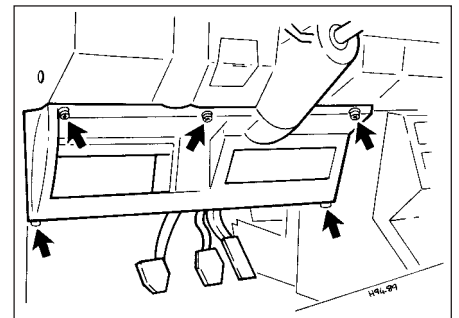
**Removal**

- 1 Remove the steering wheel.
- 2 On certain models, a protective knee-bar is fitted across the lower edge of the facia panel. To remove the bar, first peel back the weatherstrip from the edge of the door aperture and the trim in the vicinity of the knee-bar end brackets. Extract the bracket fixing screws and withdraw the bar (see illustration).
- 3 Undo the retaining screws and withdraw the undertray on the driver and passenger sides (see illustrations).

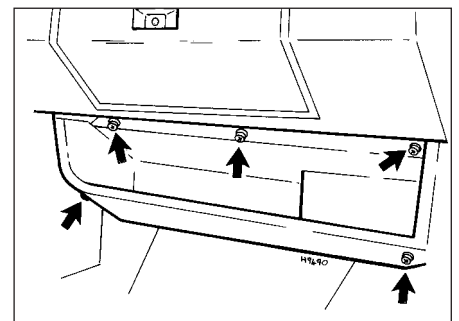


30.2 Knee-bar attachments

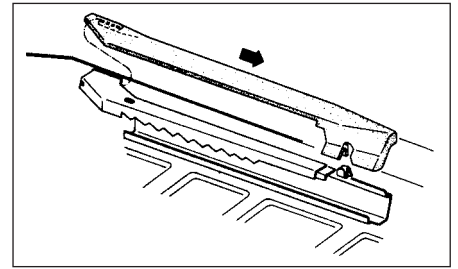
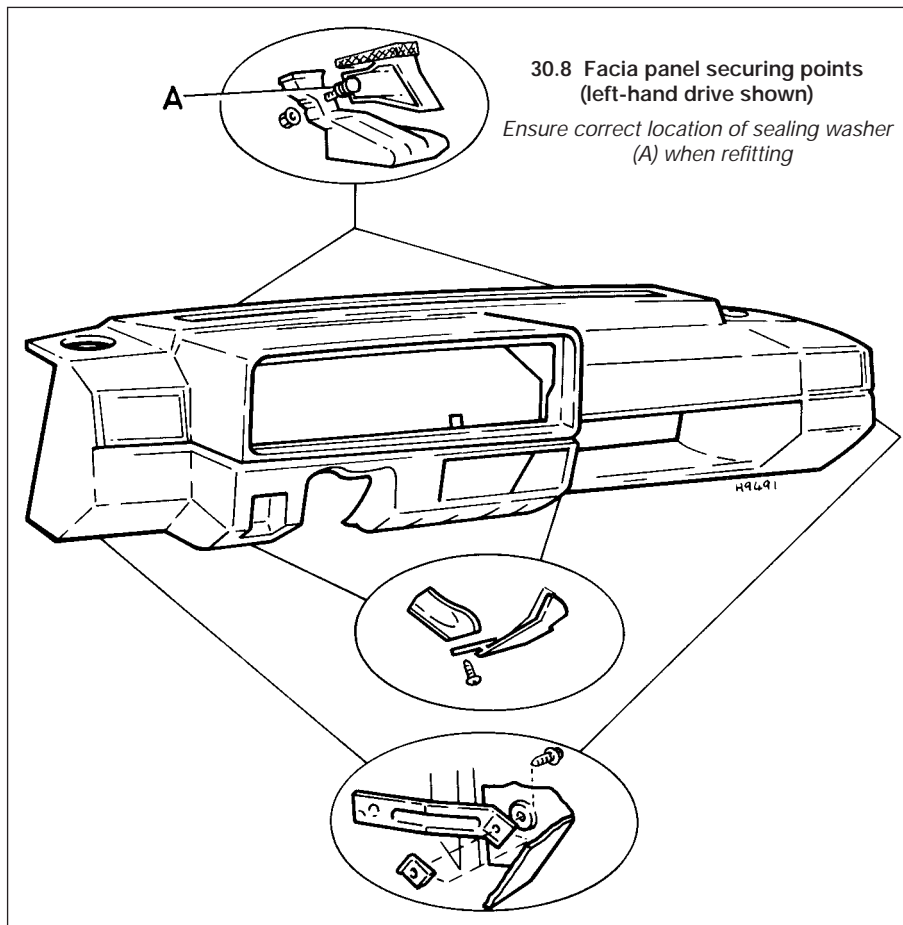
- A Knee-bar      B Retaining bracket      1 Screw      2 Screw



30.3a Facia panel lower shelf retaining screw locations - driver's side (left-hand drive) shown

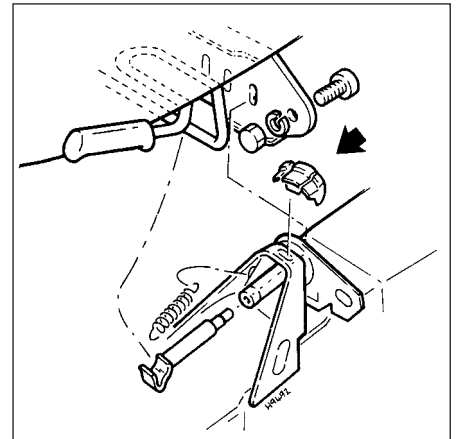


30.3b Facia panel lower shelf retaining screw locations - passenger side (left-hand drive) shown



**31.1** Front seat runner cover removal - pre 1986

Unclip cover and remove in direction arrowed



**31.3** Front seat securing rod and associated components - pre 1986

Front slide arrowed

- 4 Remove the centre console.
- 5 Pull free the heater/fresh air control knobs then carefully unclip the control panel trim and detach the electrical connectors.
- 6 Remove the radio/cassette unit or cubby hole, the instrument panel cluster and the loudspeaker and grille.
- 7 Remove the air vent pivot grilles by carefully levering them free. Undo the screws securing the air vent housing and lever out the housing.
- 8 Remove the facia panel retaining screws from the points indicated (see illustration). To remove the nuts/bolts at the front, access is from the plenum chamber in the engine compartment.
- 9 Check that the facia panel is fully disconnected then carefully withdraw it from the vehicle.

**Refitting**

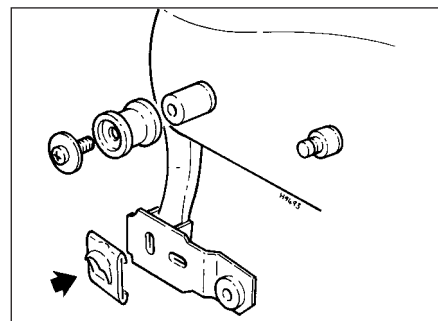
- 10 Refit in the reverse order of removal. When fitting the securing nuts in the plenum chamber use the correct type of sealing washers.
- 11 On completion, check the operation of the various instruments, switches and controls.

**31 Front seats - removal and refitting**



**Pre 1986**

- 1 Prise free the runner cover and clip towards the rear of the seat (see illustration).
- 2 Pull the cover from the runner and then pull the seat forwards.
- 3 Unscrew the cap nut then remove the washer and cheesehead screw (see illustration).

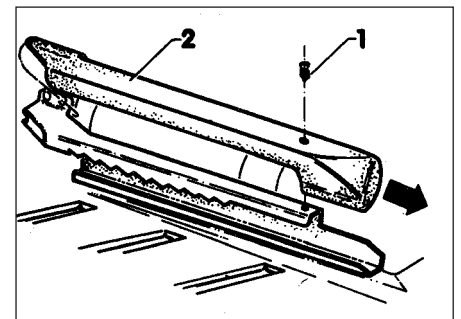


**31.5** Front seat rear slide (arrowed) - pre 1986

- 4 After releasing the securing rod, remove the seat rearwards.
- 5 Difficulty in seat position adjustment longitudinally is probably due to worn front and rear slides, in which case they must be renewed (see illustration).
- 6 Refitting is a reversal of the removal procedure. Tighten the cap nut to the specified torque setting.

**1986 on**

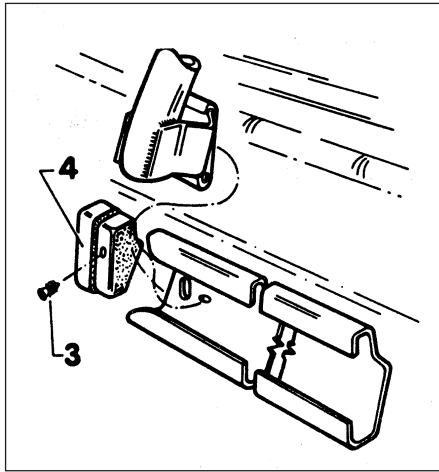
- 7 Remove the screw (1) and slide off the cover (2) from the runner (see illustration).



**31.7** Front seat runner and cover - from 1986

1 Screw                      2 Cover

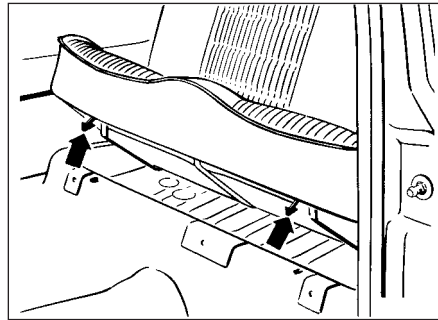




31.8 Front seat guide fixing – from 1986

3 Screw 4 Cap

- 8 Remove the cross-head screw (3) and pull the cap (4) from the seat guide (see illustration).
- 9 Slide the seat fully forward and then unscrew the cap nut. Extract the circlip and fillister head screw.
- 10 Release the locking bar and slide the seat rearwards out of the guide rails.
- 11 Refitting is a reversal of removal.

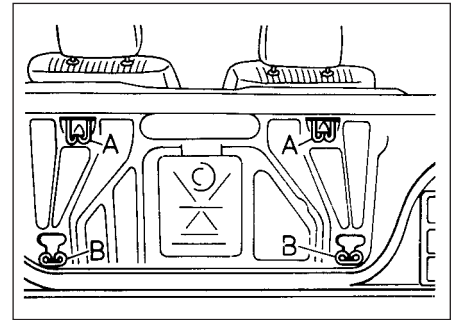


32.1 Rear seat cushion pressure points for removal (arrowed)

### 32 Rear seat - removal and refitting



- 1 Remove the seat cushion by pressing on the pressure points each side at the front lower edge of the cushion, then lifting the cushion (see illustration).
- 2 On the luggage compartment side, release the backrest retaining hooks whilst an assistant pushes the backrest downwards (see illustration).
- 3 Refitting is a reversal of the removal procedure. Ensure that the backrest retaining hooks fully engage.

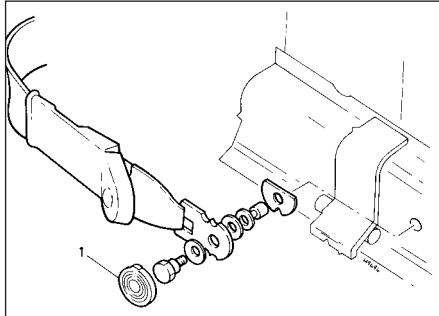


32.2 Rear seat backrest retaining hook locations in luggage compartment - A and B (Jetta and Golf convertible)

### 33 Seat belts - renewal

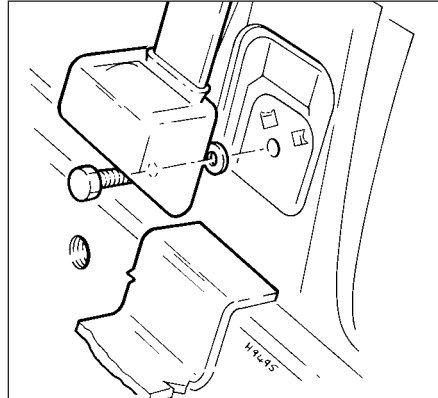


- 1 When removing each seat belt anchor bolt, note carefully the fitted order of the washers, bushes and anchor plate for reference during reassembly (see illustrations).
- 2 Note that from early 1986, some models are fitted with front seat belts incorporating height adjustment of the B pillar attachment point (see illustration).

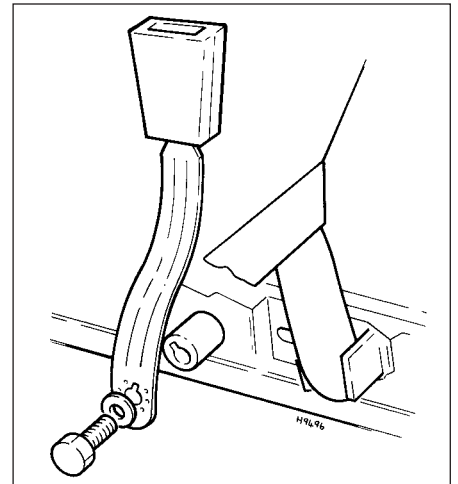


33.1a Front seat belt anchorage to side-member

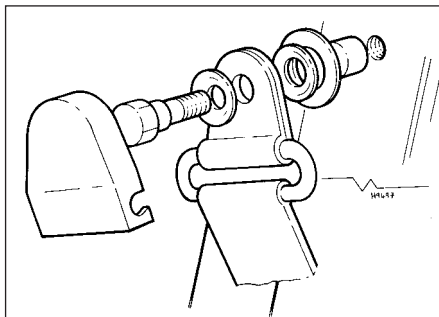
Spring end (1) points to upper recess of belt link and is then tensioned 270° and hooked onto link pin



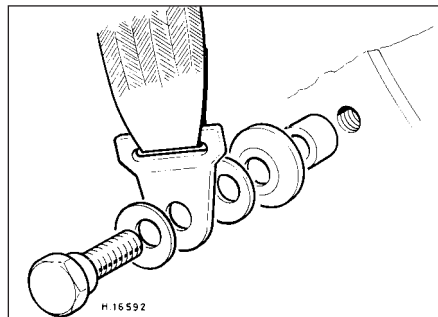
33.1b Front seat belt anchorage to B pillar (lower)



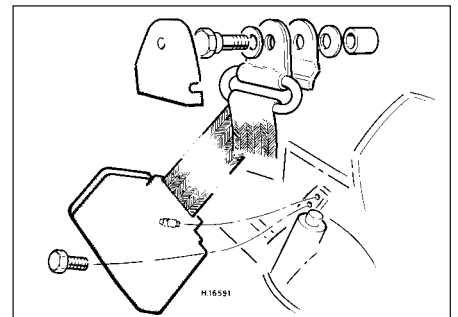
33.1c Front seat frame anchorage



33.1d Front seat belt anchorage to B pillar (upper)



33.1e Rear seat belt anchorage to floor



33.1f Rear seat belt anchorage to C pillar

## 11•18 Bodywork and fittings

3 These adjustable seat belts can be fitted to any model having a chassis number later than 16/19 G 054 900, but a new B pillar trim must also be fitted.

4 Never modify a seat belt or alter its attachment point to the body.

### 34 Dust and pollen filter - renewal



This filter is fitted (or can be fitted) to all models covered by this Manual.

The filter is located in the air inlet within the plenum chamber at the right-hand side of the underbonnet area (see illustration). Access to the filter is gained after removing the anti-leaf mesh and the water deflector.

