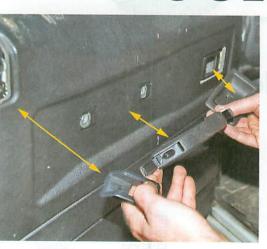




# REPLACING DEFENDER DOOR CARDS



To remove door fittings: lever off the lock surround; flip open the tabs on the pull handles and remove screws; lift release latch and remove screw beneath.

Lindsay Porter upgrades his Defender with the latest GRP door trims



ou'd think, with a Defender being such a tough old beast, that the interior would be made for hard knocks. But it's not really, is it? If you

want door cards that will last the course, LaSalle Trim has just launched a set of all-new, GRP door cards (or trims) covering virtually all models of Defender (see below) and including both the rear-side doors and back doors.

I was the first to get the opportunity of having these trims fitted to my project Defender by my mechanic, Dave. Here, I share a few tips to help make the job even more straightforward.



### LINDSAY PORTER

- Electric drill with 4-5 mm drill bits
- Cross-head screwdriver
- Particle mask and goggles

TIME

COST

HALF A DAY

£549 INCVAT

**DIFFICULTY RATING** 



#### CONTACT

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## RITPARI



In diagonally-opposite corners, plastic rivets are removed by pushing the centre pin out. To re-use the rivets, you'll need to rescue the centre pins later.



On the inside of the old door card (trim) are 11 plastic clips. They are best levered off the door with a trim removal tool. They often break...



...another good reason for fitting LaSalle Trim's GRP replacements one of which Dave is offering up here - they are held on by simple screws.



Aligning the cut-away in the trim for the door striker helped to accurately set the position at the rear. Then, the front could be raised or lowered, as required.



Dave noticed the door lock knob was neither upright nor central to the hole in the trim. It's easily adjusted by slackening these two screws.



Trims are held by supplied fixing screws. Dave drilled 4 mm pilot holes into the door frame and 5 mm clearance holes in the GRP to take the screws.



Some screw holes coincide with original fixing holes in the door. Dave filed those square with a needle file, then



Dave fitted the new self-tapping screws to the recessed areas, one in each corner. These fixings are reinforced and the trim is more rigid than the original.



#### [LRM TECHNICAL]



Original door casings have antivibration foam blocks on the back. To reuse them, remove with a sharp scraper (arrowed) and refit with double-sided tape.



To remove this tail door card, Dave unscrewed the pull handle and clipped out the plastic plate (in right hand) allowing the latch lever enough clearance.



The door card is popped off its plastic trims, just as for the fronts. We bent the lever slightly, allowing it to fit through the slot in the new trim.



Ideal reference points of fixing holes for the door pull handle. I took a rubbing of the hole positions on the old trim, and transferred them to the new.



A single hole was drilled. Then the handle was temporarily fitted. The other holes were drilled using the handle as a template after checking for rubbing.



The first screw for the fixing handle was inserted after using a pick to align the other hole in the pull handle, the GRP trim and the threaded hole in the door.





It turns out that the rear door trim, in common with all of the side door trims, is an outstandingly good fit. A job well done.

They can be supplied for the following:

grey with a leather grain, dimple finish but different colours are available to special order and they are available for non-electric or

- Lift handle front door
- Pre-2004 front door

electric windows.

- Post-2004 front door
- Push button rear side-door
- Back door

