



1. Remove the wiper arm, then soak the four tailgate hinges liberally in penetrating fluid.



4. Release the tailgate struts, by putting a flat screwdriver under the clip. Remove the struts completely to avoid damaging the lower tailgate paintwork.



2. Unscrew the heated screen wiring covers, then disconnect connectors. The right-hand side may have wiring for the central locking actuator.



3. Remove screws on the metal cover down the right hand side and either side of the catches, and the plastic internal lock cover.



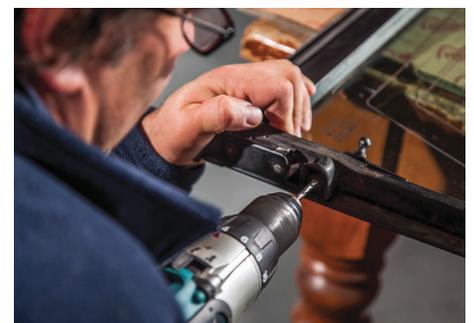
5. Undo the four tailgate screws, and remove the tailgate. We needed an impact driver to persuade my rusted bolts to move.



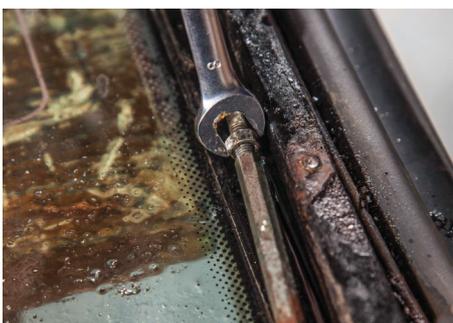
6. Working on the bench, the catches can be inspected. Ours were worn, but salvageable. You may wish to fit new replacements for peace of mind.



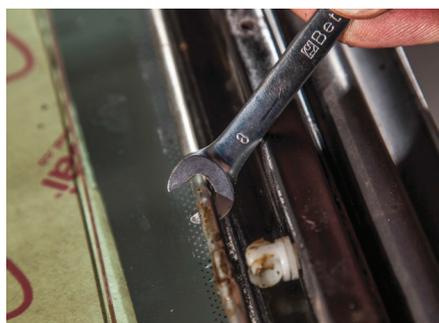
7. Due to rust, it can be difficult to remove the two catch screws.



8. Be prepared to have to drill out most of them. A small pilot hole will make accurate drilling easier a second time with a larger drill bit.



9. Unscrew the rod locknut, and unscrew the catch adjuster. The catches may need prising off the tailgate as you expose more threads, so strip easily when corroded.



10. Prise out the lock rod clips, being careful not to damage the plastic. The actuators and mechanism are one part that can be very tricky to replace.



11. Unscrew the two screws holding the rod mechanism.



12. Remove the handle, the strut mounts, and the lower rubber seal. The seal is no longer available, and the one part you definitely should avoid damaging.



13. Work transfers to the new tailgate. Start by fixing the drain channel to the top. The vertical return should be on the inside edge.



14. On the lower edge, fit the rubber seal retainer with screws or rivets. The deeper return (indicated with screwdriver) should face the outside edge.



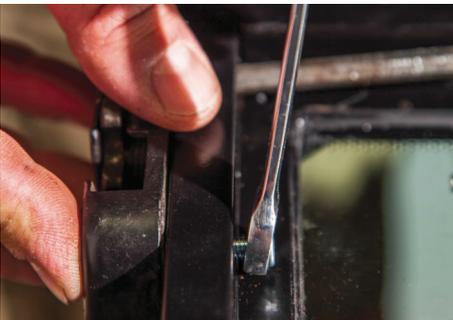
15. The seal will probably be grubby and have rust flakes stuck to it. Give it a careful wire brush and then scrub clean to prepare it for refitting.



16. To refit the seal, tuck in either end, then the middle. Then, half the distance and tuck that in. Repeat until all is secured.



17. To check it is fitted correctly, carefully lift up the edge, checking along the length for bulbous areas that haven't been tucked into the retainer.



18. Working on the bench, the catches can be inspected. Ours were worn, but salvageable. You may wish to fit new replacements for peace of mind.



19. Next, connect the catch actuator rods, and drill the covers. Leave the covers off, as you will need to access the rod locknuts later.



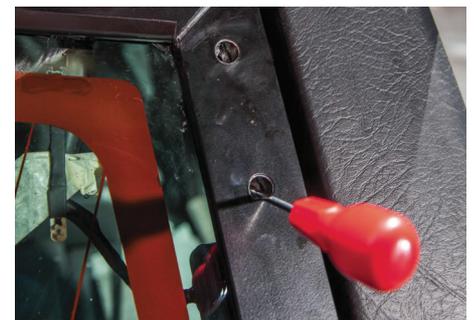
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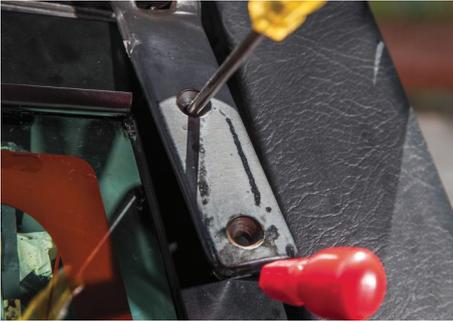
20. Finally, set about refitting the gas strut mounts using the rivets provided. The tailgate is now ready to refit onto the vehicle.



21. You need one person to hold the tailgate, and another for the screws. The trick for fitting the screws involves two small screwdrivers.



22. First of all, carefully insert one screwdriver into the lower hole, ensuring it goes through the floating plate inside, too.



23. Next, lower the hinge down to the tailgate, and then insert another screwdriver through the top holes of the hinge, tailgate and floating plate.



24. Finally, whilst keeping the top screwdriver in place, fit the lower mounting screw. You should then be able to remove the top screwdriver.



25. The catch plates on the body are adjustable, and the pegs offset. The plate may need turning around to get the peg in the right place for the new tailgate.



26. Remove screws on the metal cover down the right hand side and either side of the catches, and the plastic internal lock cover.



27. When the catches lock and unlock easily, refit the internal covers. Once covered, you won't be able to fettle with the rods any longer.



28. You'll need to pull the rods from inside if you get it wrong, hence why the internal covers are left off until the fit is satisfactory.



29. When the catches lock and unlock easily, refit the internal covers. Once covered, you won't be able to fettle with the rods any longer.



30. Set about refitting the gas struts (new units are recommended), the internal plastic lock cover and, last but not least, the wiper arm.



The finished job

Flush fitting on both corners, no more popping open on the move, or repeated slamming to close. Now, closing takes just a gentle push.