Chapter 11 Body

Contents

1 General information

The Mazda B series pick-up is available in three basic body styles: the regular bed model, long bed model (which uses the same cab with an extended bed) and the Cab Plus model (which uses the regular bed with an extended cab). Each of these is available in either the two-wheel drive (2WD) or four-wheel drive (4WD) version. In addition, various trim/luxury packages are available with certain models.

The pick-up body consists of a separate cab and bed, both of which are bolted to a pressed steel, box-section frame. The only principle frame difference between pick-up models is the length of the regular bed model and the long bed/Cab Plus models.

Certain body panels which are particularly vulnerable to accident damage can be replaced by unbolting them and installing replacement items. These panels include the fenders, inner fender skirts, grille, front apron, bumpers, hood and rear gate. In addition, whether due to damage or for conversion reasons, the entire rear bed can be easily removed from the frame.

2 Maintenance – body and frame

1 The condition of your vehicle's body is very important, because it is on this that the second hand value will mainly depend. It is much more difficult to repair a neglected or damaged body than it is to repair mechanical components. The hidden areas of the body, such as the fender wells, the frame, and the engine compartment, are equally important, although they obviously do not require as frequent attention as the rest of the body.

2 Once a year, or every 12,000 miles, it's a good idea to have the underside of the body and the frame steam cleaned. All traces of dirt and oil will be removed and the underside can then be inspected carefully for rust, damaged brake lines, frayed electrical wiring, damaged cables and other problems. The front suspension components should be greased after completion of this job.

3 At the same time, clean the engine and the engine compartment using either a steam cleaner or a water soluble degreaser.

4 The fender wells should be given particular attention, as undercoating can peel away and stones and dirt thrown up by the tires can cause the paint to chip and flake, allowing rust to set in. If rust is found, clean down to the bare metal and apply an anti-rust paint.

5 The body should be washed as needed. Wet the vehicle thoroughly to soften the dirt, then wash it down with a soft sponge and plenty of clean soapy water. If the surplus dirt is not washed off very carefully, it will in time wear down the paint.

6 Spots of tar or asphalt coating thrown up from the road should be removed with a cloth soaked in solvent.

7 Once every six months, give the body and chrome trim a thorough waxing. If a chrome cleaner is used to remove rust from any of the vehicle's plated parts, remember that the cleaner also removes part of the chrome, so use it sparingly.

3 Maintenance – upholstery and carpets

1 Every three months remove the carpets or mats and clean the interior of the vehicle (more frequently if necessary). Vacuum the uphol-

Getting the proper front wheel alignment is a very exacting process, one in which complicated and expensive machines are necessary to perform the job properly. Because of this, you should have a technician with the proper equipment perform these tasks. We will, however, use this space to give you a basic idea of what is involved with front end alignment so you can better understand the process and deal intelligently with the shop that does the work.

Toe-in is the turning in of the front wheels. The purpose of a toe specification is to ensure parallel rolling of the front wheels. In a vehicle with zero toe-in, the distance between the front edges of the wheels will be the same as the distance between the rear edges of the wheels. The actual amount of toe-in is normally only a fraction of an inch. Toe-in adjustment is controlled by the tie-rod end position on the inner tie-rod. Incorrect toe-in will cause the tires to wear improperly by making them scrub against the road surface.

Camber is the tilting of the front wheels from the vertical when viewed from the front of the vehicle. When the wheels tilt out at the top, the camber is said to be positive (+). When the wheels tilt in at the top the camber is negative (–). The amount of tilt is measured in degrees from the vertical and this measurement is called the camber angle. This angle affects the amount of tire tread which contacts the road and compensates for changes in the suspension geometry when the vehicle is cornering or travelling over an undulating surface.

Caster is the tilting of the front steering axis from the vertical. A tilt toward the rear is positive caster and a tilt toward the front is negative caster. Caster angle affects the self-centering action of the steering, which governs straight-line stability.

Caster is adjusted by moving shims from one end of the upper control arm mount to the other.

20 Wheels and tires – general information

Wheels can be damaged by an impact with a curb or other solid object. If the wheels are bent, the result is a hazardous condition which must be corrected. To check the wheels, raise the vehicle and set it on jackstands. Visually inspect the wheels for obvious signs of damage such as cracks and deformation.

Tire and wheel balance is very important to the overall handling, braking and ride performance of the vehicle. Whenever a tire is dismounted for repair or replacement, the tire and wheel assembly should be balanced before being installed on the vehicle.

Wheels should be periodically cleaned, especially on the inside, where mud and road salts accumulate and eventually cause rust and, ultimately, possible wheel failure.

Tires are extremely important from a safety standpoint. The tread should be checked periodically to see that the tires have not worn excessively, a condition which can be dangerous, especially in wet weather.

To equalize wear and add life to a set of tires, it is recommended that they be rotated periodically. When rotating, check for signs of abnormal wear and foreign objects in the tread or sidewalls (refer to Chapter 1, Routine Maintenance).

Proper tire inflation is essential for maximum life of the tread and for proper handling and braking.

Tires that are wearing in an abnormal way are an indication that their inflation is incorrect or that the front end components are not adjusted properly. Take the vehicle to a reputable front end alignment and repair shop to correct the situation.

stery and carpets to remove loose dirt and dust.
2 If the upholstery is soiled, apply upholstery cleaner with a damp sponge and wipe it off with a clean, dry cloth.

4 Body repair – minor damage

See photo sequence

Repair of minor scratches

1 If the scratch is superficial and does not penetrate to the metal of the body, repair is very simple. Lightly rub the scratched area with a fine rubbing compound to remove loose paint and built up wax. Rinse the area with clean water.
2 Apply touch-up paint to the scratch, using a small brush. Continue to apply thin layers of paint until the surface of the paint in the scratch is level with the surrounding paint. Allow the new paint at least two weeks to harden, then blend it into the surrounding paint by rubbing with a very fine rubbing compound. Finally, apply a coat of wax to the scratch area.
3 If the scratch has penetrated the paint and exposed the metal of the body, causing the metal to rust, a different repair technique is required. Remove all loose rust from the bottom of the scratch with a pocket knife, then apply rust inhibiting paint to prevent the formation of rust in the future. Using a rubber or nylon applicator, coat the scratched area with glaze-type filler. If required, the filler can be mixed with thinner to provide a very thin paste, which is ideal for filling narrow scratches. Before the glaze filler in the scratch hardens, wrap a piece of smooth cotton cloth around the tip of a finger. Dip the cloth in thinner and then quickly wipe it along the surface of the scratch. This will ensure that the surface of the filler is slightly hollow. The scratch can now be painted over as described earlier in this section.

Repair of dents

4 When repairing dents, the first job is to pull the dent out until the affected area is as close as possible to its original shape. There is no point in trying to restore the original shape completely as the metal in the damaged area will have stretched on impact and cannot be restored to its original contours. It is better to bring the level of the dent up to a point which is about 1/8-inch below the level of the surrounding metal. In cases where the dent is very shallow, it is not worth trying to pull it out at all.
5 If the back side of the dent is accessible, it can be hammered out gently from behind using a soft-face hammer. While doing this, hold a block of wood firmly against the opposite side of the metal to absorb the hammer blows and prevent the metal from being stretched.
6 If the dent is in a section of the body which has double layers, or some other factor makes it inaccessible from behind, a different technique is required. Drill several small holes through the metal inside the damaged area, particularly in the deeper sections. Screw long, self-tapping screws into the holes just enough for them to get a good grip in the metal. Now the dent can be pulled out by pulling on the protruding heads of the screws with locking pliers.
7 The next stage of repair is the removal of paint from the damaged area and from an inch or so of the surrounding metal. This is easily done with a wire brush or sanding disk in a drill motor, although it can be done just as effectively by hand with sandpaper. To complete the preparation for filling, score the surface of the bare metal with a screwdriver or the tang of a file or drill small holes in the affected area. This will provide a good grip for the filler material. To complete the repair, see the Section on filling and painting.

Repair of rust holes or gashes

8 Remove all paint from the affected area and from an inch or so of the surrounding metal using a sanding disk or wire brush mounted in a drill motor. If these are not available, a few sheets of sandpaper will do the job just as effectively.
9 With the paint removed, you will be able to determine the severity of the corrosion and decide whether to replace the whole panel, if possible, or repair the affected area. New body panels are not as expensive as most people think and it is often quicker to install a new panel than to repair large areas of rust.
10 Remove all trim pieces from the affected area except those which will act as a guide to the original shape of the damaged body, such as headlight shells, etc. Using metal snips or a hacksaw blade, remove all loose metal and any other metal that is badly affected by rust. Hammer the edges of the hole inward to create a slight depression for the filler material.
11 Wire brush the affected area to remove the powdery rust from the surface of the metal. If the back of the rusted area is accessible, treat it with rust-inhibiting paint.
12 Before filling is done, block the hole in some way. This can be done with sheet metal riveted or screwed into place, or by stuffing the hole with wire mesh.
13 Once the hole is blocked off, the affected area can be filled and painted. See the following sub-section on filling and painting.

Filling and painting

14 Many types of body fillers are available, but generally speaking, body repair kits which contain filler paste and a tube of resin hardener are best for this type of repair work. A wide, flexible plastic or nylon applicator will be necessary for imparting a smooth and contoured finish to the surface of the filler material. Mix up a small amount of filler on a clean piece of wood or cardboard (use the hardener sparingly). Follow the manufacturer's instructions on the package, otherwise the filler will set incorrectly.
15 Using the applicator, apply the filler paste to the prepared area. Draw the applicator across the surface of the filler to achieve the desired contour and to level the filler surface. As soon as a contour that approximates the original one is achieved, stop working the paste. If you continue, the paste will begin to stick to the applicator. Continue to add thin layers of paste at 20-minute intervals until the level of the filler is just above the surrounding metal.
16 Once the filler has hardened, the excess can be removed with a body file. From then on, progressively finer grades of sandpaper should be used, starting with a 180-grit paper and finishing with 600-grit wet-or-dry paper. Always wrap the sandpaper around a flat rubber or wooden block, otherwise the surface of the filler will not be completely flat. During the sanding of the filler surface, the wet-or-dry paper should be periodically rinsed in water. This will ensure that a very smooth finish is produced in the final stage.
17 At this point, the repair area should be surrounded by a ring of bare metal, which in turn should be encircled by the finely feathered edge of good paint. Rinse the repair area with clean water until all of the dust produced by the sanding operation is gone.
18 Spray the entire area with a light coat of primer. This will reveal any imperfections in the surface of the filler. Repair the imperfections with fresh filler paste or glaze filler and once more smooth the surface with sandpaper. Repeat this spray-and-repair procedure until you are satisfied that the surface of the filler and the feathered edge of the paint are perfect. Rinse the area with clean water and allow it to dry completely.
19 The repair area is now ready for painting. Spray painting must be carried out in a warm, dry, windless and dust free atmosphere. These conditions can be created if you have access to a large indoor work area, but if you are forced to work in the open, you will have to pick the day very carefully. If you are working indoors, dousing the floor in the work area with water will help settle the dust which would otherwise be in the air. If the repair area is confined to one body panel, mask off the surrounding panels. This will help minimize the effects of a slight mismatch in paint color. Trim pieces such as chrome strips, door handles, etc., will also need to be masked off or removed. Use masking tape and several thicknesses of newspaper for the masking operations.
20 Before spraying, shake the paint can thoroughly, then spray a test area until the spray painting technique is mastered. Cover the repair area with a thick coat of primer. The thickness should be built up using several thin layers of primer rather than one thick one. Using 600-grit wet-or-dry sandpaper, rub down the surface of the primer until it is very smooth. While doing this, the work area should be thoroughly rinsed with water and the wet-or-dry sandpaper periodically rinsed as well. Allow the primer to dry before spraying additional coats.
21 Spray on the top coat, again building up the thickness by using several thin layers of paint. Begin spraying in the center of the repair area and then, using a circular motion, work out until the whole repair area and about two inches of the surrounding original paint 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 use a very fine rubbing compound to blend the edges of the new paint into the existing paint. Finally, apply a coat of wax.

5 Body and frame repair — major damage

1 Major damage must be repaired by an auto body/frame repair shop with the necessary welding and hydraulic straightening equipment.
2 If the damage has been serious, it is vital that the frame be checked for proper alignment or the vehicle's handling characteristics may be adversely affected. Other problems, such as excessive tire wear and wear in the driveline and steering may occur.
3 Due to the fact that many of the major body components (hood, doors, etc.) are separate and replaceable units, any seriously damaged components should be replaced rather than repaired. Sometimes these components can be found in a wrecking yard that specializes in used vehicle components, often at considerable savings over the cost of new parts.

6 Maintenance — hinges and locks

Every 3000 miles or three months, the door and hood hinges should be lubricated with a few drops of oil. The door striker plates should also be given a thin coat of white lithium-base grease to reduce wear and ensure free movement. Lubricate the door locks with spray-on graphite lubricant, available at auto parts stores.

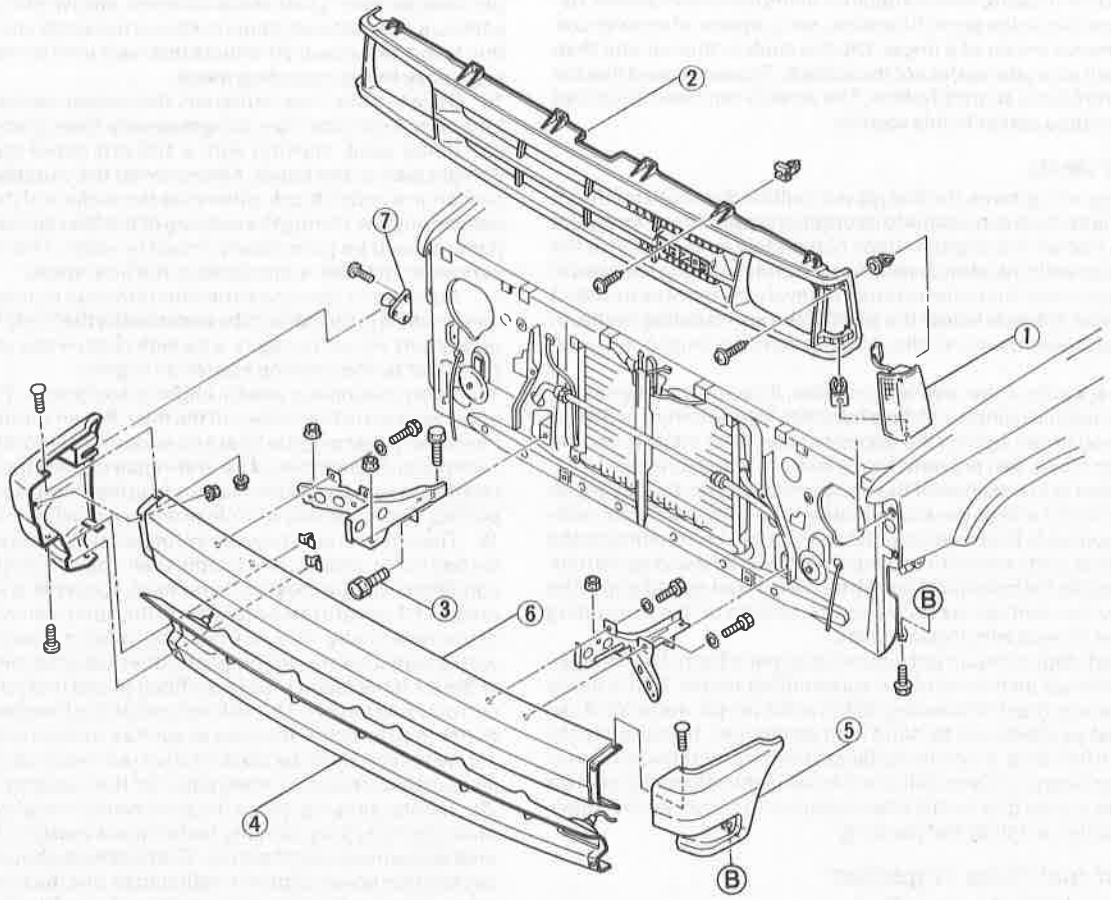
7 Windshield and fixed glass — replacement

Replacement of the windshield and fixed glass requires the use of special fast-setting adhesive/caulk materials and some specialized tools. It is recommended that these operations should be left to a dealer or a shop specializing in glass work.

8 Grille — removal and installation

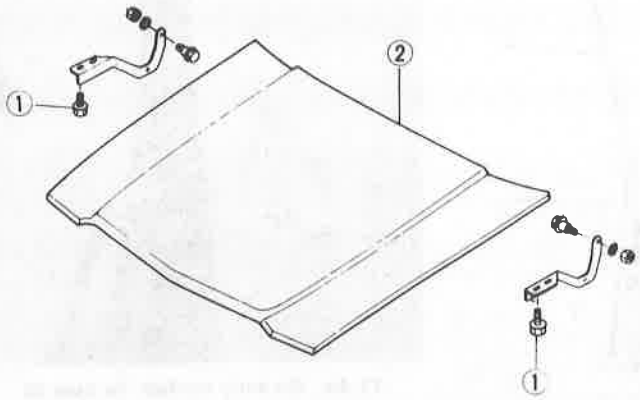
Refer to illustration 8.3

1 The grille is secured to the body by screws located along the top edge. Remove the screws and pull the grille free.
2 On earlier models it will be necessary to remove the headlight bezel before removing the grille. On later models, remove the combination lamp assemblies and unplug their electrical connectors.
3 Lift the grille straight up and remove it from the vehicle **(see illustration)**.
4 Installation is the reverse of removal



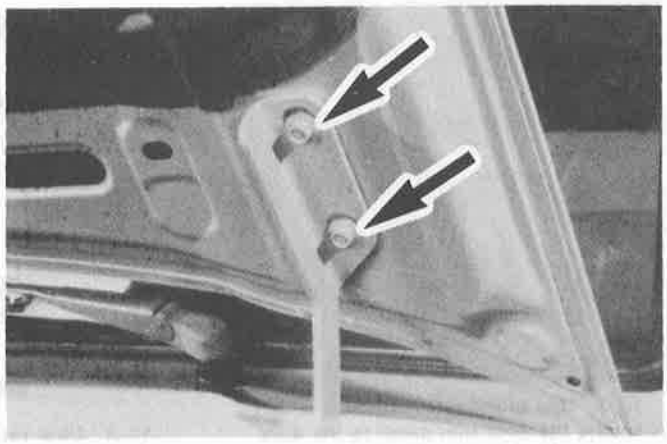
8.3 Typical later model grille and front bumper installation details

1 Combination lamp
2 Grille
3 Bolts
4 Bumper skirt
5 Bumper sides
6 Bumper face
7 Bumper slider

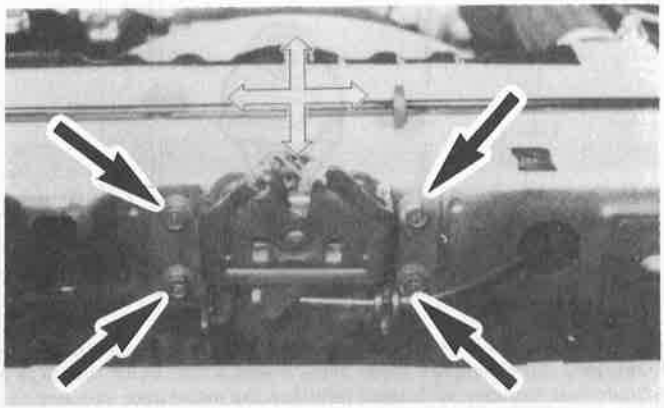


9.3 Typical later model hood details

1 Retaining bolts 2 Hood



9.8 On later models, the hood position can be adjusted after loosening the bolts (arrows)



9.9 After loosening the attaching bolts (arrows), the hood latch can be moved to adjust hood closing

9 Hood – removal, installation and adjustment

Refer to illustrations 9.3, 9.8 and 9.9

Removal and installation

1 Use blankets or pads to cover the cowl area of the body and fenders. This will protect the body and paint as the hood is lifted free.
2 Mark the position of the hood on its hinges by outlining the hinge plate. This will allow reinstallation of the hood to the original position.
3 Have an assistant support the weight of the hood. On earlier models, remove the cotter pin from the hinge stop retaining nut, then remove the pin and stop. Tilt the hood forward, position the torsion bar to one side and remove the hinge-to-body screws. On later models, remove the retaining nuts or bolts and lift out any hinge shims **(see illustration)**.
4 Lift off the hood.
5 Installation is the reverse of removal.

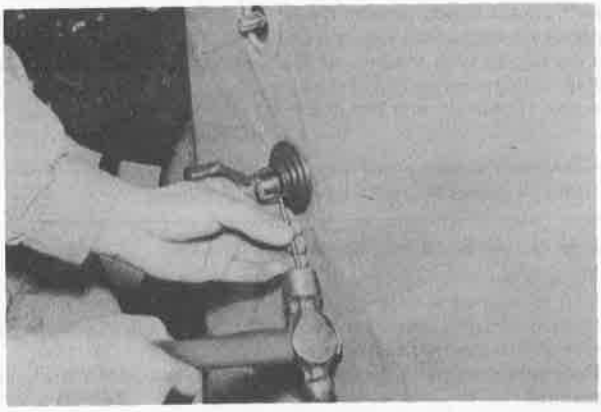
Adjustment

6 Fore-and-aft and side-to-side adjustment of the hood is made by moving the hinge plate slot after loosening the bolts or nuts.
7 Scribe a line around the entire hinge plate so you can judge the amount of movement.
8 Loosen the bolts or nuts and move the hood into correct alignment **(see illustration)**. Move the hood only a little at a time. Tighten the hinge bolts or nuts and carefully lower the hood to check the position.
9 If necessary, the entire hood latch assembly can be adjusted up-and-down as well as side-to-side to properly align with the hood lock in the radiator support. To do this scribe a line around the hood latch mounting screws to provide a reference point. Then loosen them and reposition the latch assembly as necessary. Following adjustment, retighten the mounting bolts **(see illustration)**.
10 Finally, adjust the hood bumpers on the radiator support so that the hood, when closed, is flush with the fender.
11 The hood latch assembly, as well as the hinges, should be periodically lubricated with white lithium base grease to prevent sticking or jamming.

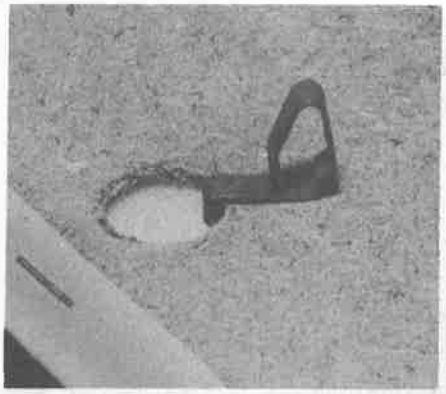
10 Door trim panel – removal and installation

Refer to illustrations 10.2 and 10.4

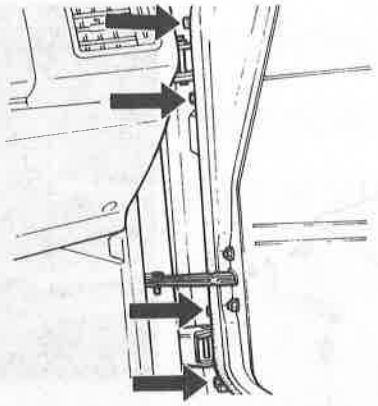
1 Remove the screws that retain the arm rest to the trim panel.
2 Remove the window crank handle. The crank handle is held onto its shaft by a spring clip on later models requiring the use of a small hooked tool to remove it. One can be fabricated out of a piece of coat hanger. With one hand, press the trim panel inward slightly to expose the shaft and clip, and with the other hand insert the tool behind the crank handle until you can hook the spring clip. Then pull the clip toward the handle knob and remove it. On earlier models drive out the retaining pin with a hammer and punch **(see illustration)**. Lift off the crank handle and plastic washer.
3 Remove the door handle escutcheon.



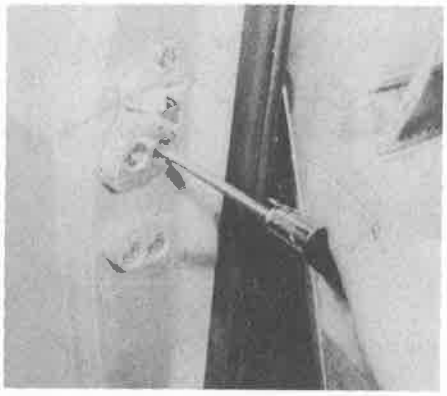
10.2 On earlier models, the window crank can be removed after driving out the retaining pin with a punch and hammer



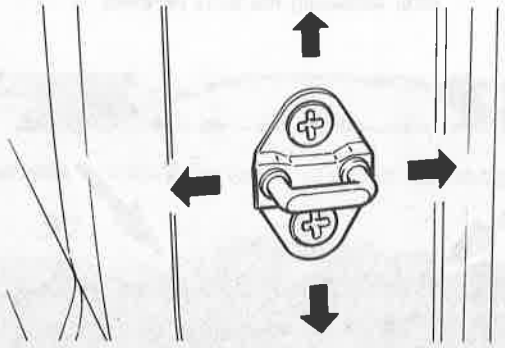
10.4 One of the retaining clips which secure the door trim panel to the door (earlier model shown)



11.2 Door retaining bolt locations (arrows) (later model shown)



11.4a On early models, be sure to loosen all the screws before moving the door striker



11.4b Later model strikers have only two screws

4 The trim panel is attached to the door with retaining clips **(see illustration)**. To disengage these clips, insert a flat, blunt tool (like a screwdriver wrapped with tape) between the metal door skin and the trim panel. Carefully pry the door panel away from the door, keeping the tool close to the clips to prevent damage to the panel. Start at the bottom and work around the door toward the top. Once the retaining clips are pried free, lift the trim panel upward and away from the door.

5 Before installing the trim panel, check that all the trim retaining clips are in good condition and the sealing screen is correctly applied to the door.

6 Engage the top of the trim panel first and then position the panel correctly on the door. The shaft for the window winder can be used as a rough guide.

7 Press the retaining clips into their respective cups or holes in the door. Pressure can be applied with the palm of your hand or with a clean rubber mallet.

8 Complete the installation by reversing the removal procedure. To install the crank handle on later models, first install the spring clip into its groove on the handle with the closed end facing the handle knob, align the handle with the one on the opposite door and push it onto its shaft until the spring clip clicks into place. On earlier models, place the crank in position and install the retaining pin.

11 Door – removal, installation and adjustment

Refer to illustrations 11.2, 11.4a and 11.4b

1 Either place a jack or stand under the door or have an assistant on hand to support it when the hinge bolts are removed. **Note:** *If a jack or stand is being used, place a rag between it and the door to protect the door's painted surfaces.*

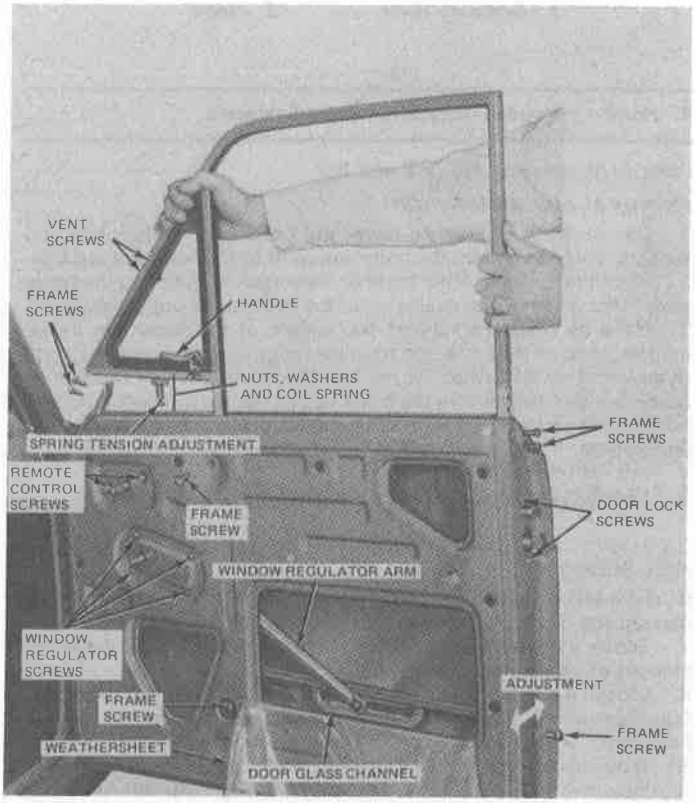
2 Remove the hinge-to-door bolts and carefully lift off the door **(see illustration)**.

3 Installation is the reverse of removal.

4 Following installation of the door, check that it is in proper alignment and adjust it if necessary as follows:

a) Up-and-down and forward-and-backward adjustments are made by loosening the hinge-to-body bolts and moving the door as necessary. The inner fender protector will have to be removed in order to reach these bolts.

b) The door lock striker can also be adjusted both up-and-down and sideways to provide a positive engagement with the locking mechanism. This is easily done by loosening the securing bolts and moving the striker as necessary **(see illustrations)**.



12.2 Early model door window glass frame removal details

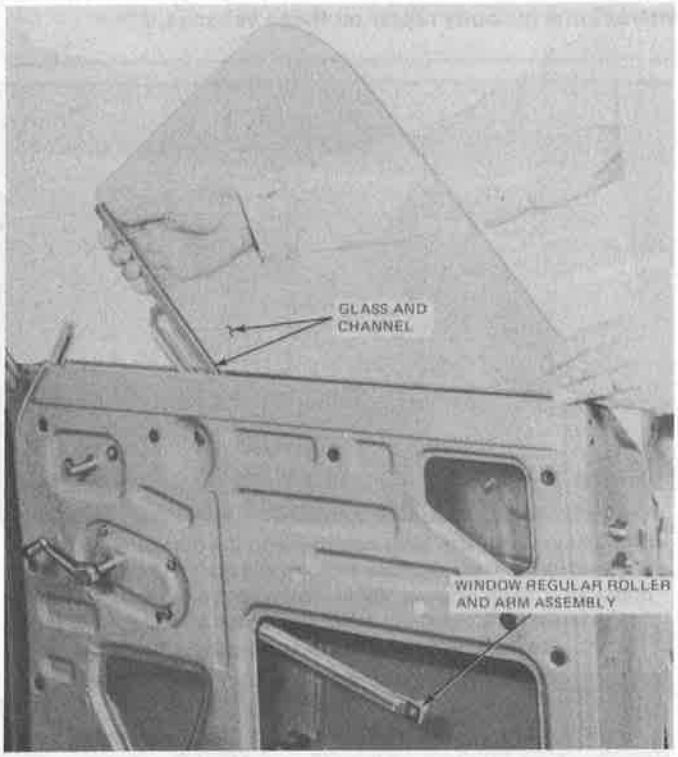
12 Door window and regulator – removal and installation

Refer to illustrations 12.2, 12.3 and 12.6

1 Remove the door trim panel and plastic sealing screen (Section 10).

Early models

2 Remove the seven screws from the window frame assembly and



12.3 Early model door window glass removal

carefully detach the frame from the door **(see illustration)**.

3 Lower the window glass. Remove the window glass by tilting it to detach the regulator arm from the glass channel and then sliding the glass up and out of the door **(see illustration)**.

4 If necessary, remove the regulator retaining screws and slide the regulator out of the opening in the door.

5 Installation is the reverse of removal.

Later models

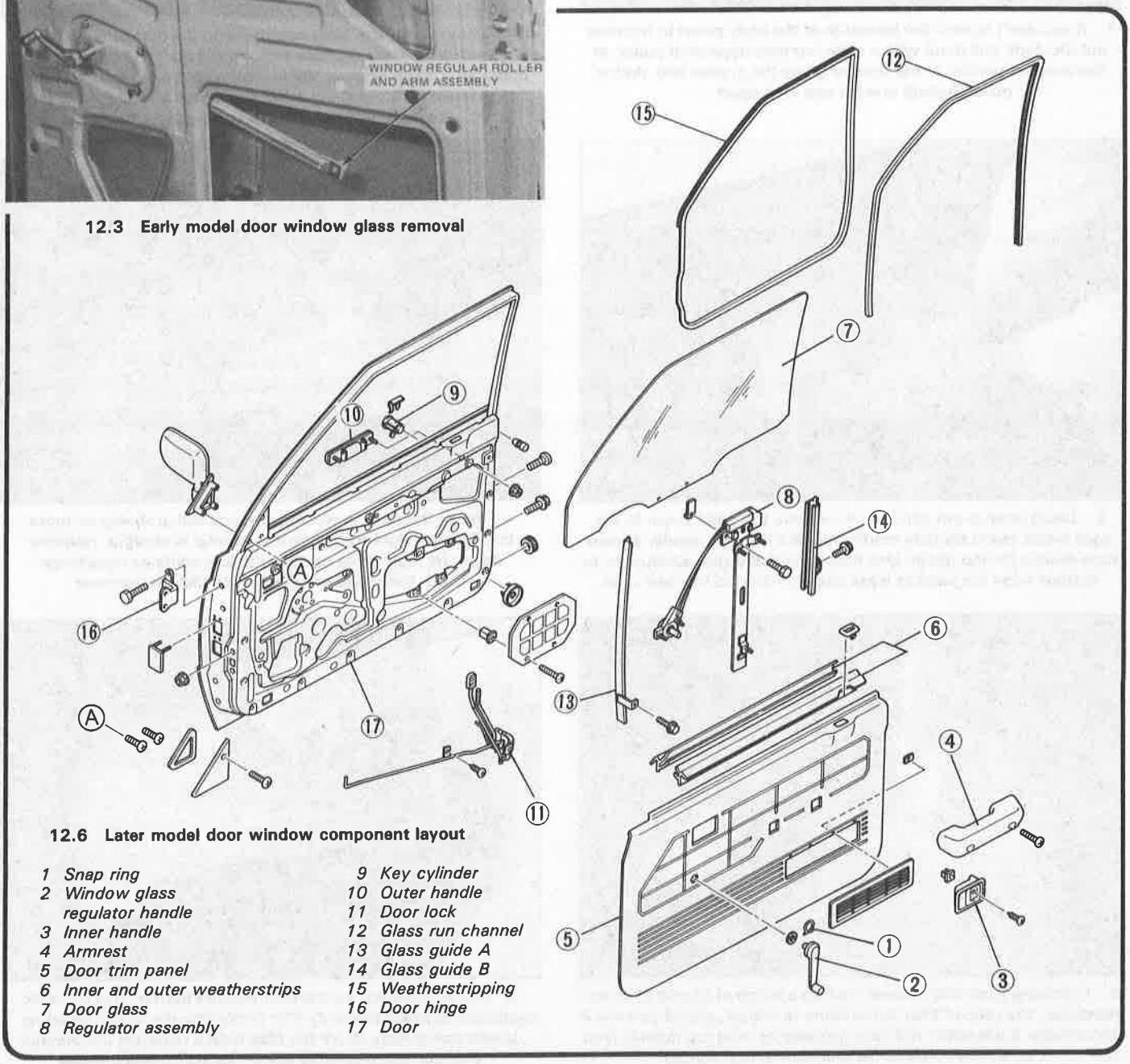
6 Remove the bolts that attach the window to the regulator assembly **(see illustration)**.

7 Remove the inner and outer weatherstrips and the glass guide mounting bolt.

8 Pull the glass up, tilt it inward and then guide it up and out of the door.

9 If it is necessary to remove the regulator, remove the retaining screws and slide the regulator out of the large opening in the door.

10 Installation is the reverse of removal.

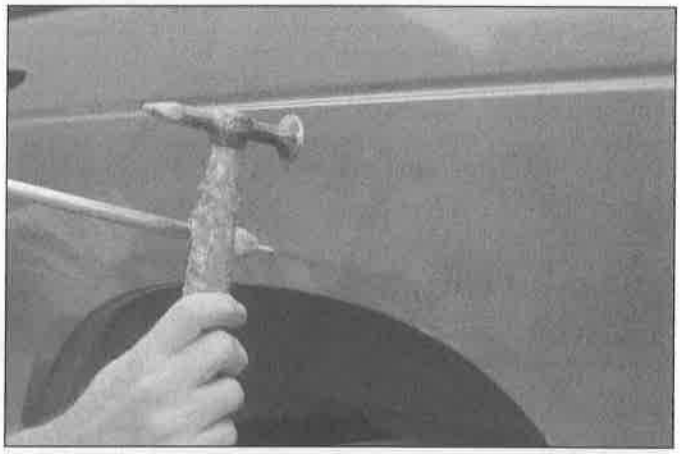


12.6 Later model door window component layout

1 Snap ring
2 Window glass regulator handle
3 Inner handle
4 Armrest
5 Door trim panel
6 Inner and outer weatherstrips
7 Door glass
8 Regulator assembly
9 Key cylinder
10 Outer handle
11 Door lock
12 Glass run channel
13 Glass guide A
14 Glass guide B
15 Weatherstripping
16 Door hinge
17 Door

These photos illustrate a method of repairing simple dents. They are intended to supplement *Body repair - minor damage* in this Chapter and should not be used as the sole instructions for body repair on these vehicles.

1 If you can't access the backside of the body panel to hammer out the dent, pull it out with a slide-hammer-type dent puller. In the deepest portion of the dent or along the crease line, drill or punch hole(s) at least one inch apart . . .

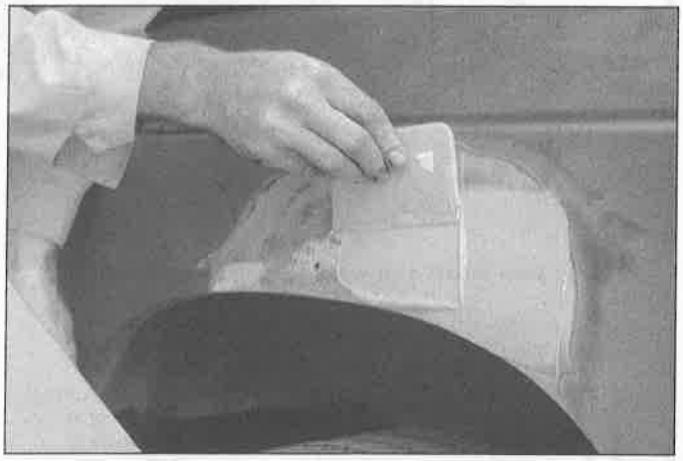


2 . . . then screw the slide-hammer into the hole and operate it. Tap with a hammer near the edge of the dent to help 'pop' the metal back to its original shape. When you're finished, the dent area should be close to its original contour and about 1/8-inch below the surface of the surrounding metal

3 Using coarse-grit sandpaper, remove the paint down to the bare metal. Hand sanding works fine, but the disc sander shown here makes the job faster. Use finer (about 320-grit) sandpaper to feather-edge the paint at least one inch around the dent area

4 When the paint is removed, touch will probably be more helpful than sight for telling if the metal is straight. Hammer down the high spots or raise the low spots as necessary. Clean the repair area with wax/silicone remover

5 Following label instructions, mix up a batch of plastic filler and hardener. The ratio of filler to hardener is critical, and, if you mix it incorrectly, it will either not cure properly or cure too quickly (you won't have time to file and sand it into shape)

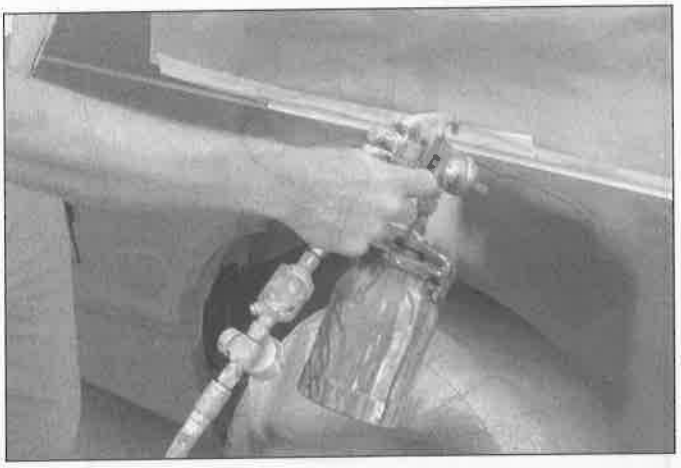


6 Working quickly so the filler doesn't harden, use a plastic applicator to press the body filler firmly into the metal, assuring it bonds completely. Work the filler until it matches the original contour and is slightly above the surrounding metal

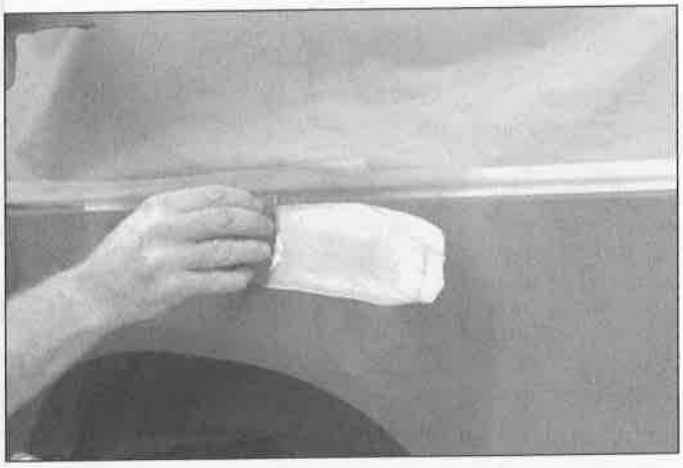
7 Let the filler harden until you can just dent it with your fingernail. Use a body file or Surform tool (shown here) to rough-shape the filler

8 Use coarse-grit sandpaper and a sanding board or block to work the filler down until it's smooth and even. Work down to finer grits of sandpaper - always using a board or block - ending up with 360 or 400 grit

9 You shouldn't be able to feel any ridge at the transition from the filler to the bare metal or from the bare metal to the old paint. As soon as the repair is flat and uniform, remove the dust and mask off the adjacent panels or trim pieces



10 Apply several layers of primer to the area. Don't spray the primer on too heavy, so it sags or runs, and make sure each coat is dry before you spray on the next one. A professional-type spray gun is being used here, but aerosol spray primer is available inexpensively from auto parts stores



11 The primer will help reveal imperfections or scratches. Fill these with glazing compound. Follow the label instructions and sand it with 360 or 400-grit sandpaper until it's smooth. Repeat the glazing, sanding and respraying until the primer reveals a perfectly smooth surface

12 Finish sand the primer with very fine sandpaper (400 or 600-grit) to remove the primer overspray. Clean the area with water and allow it to dry. Use a tack rag to remove any dust, then apply the finish coat. Don't attempt to rub out or wax the repair area until the paint has dried completely (at least two weeks)

13 Door lock and lock control — removal and installation

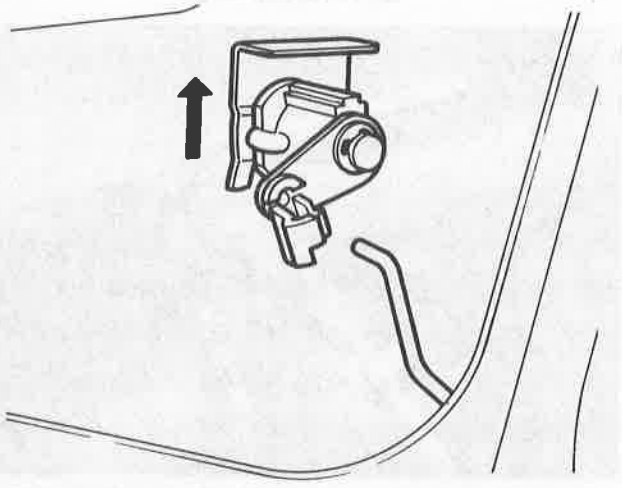
Refer to illustrations 13.5 and 13.8

1 Remove the door trim panel as described in Section 10.
2 Remove the plastic sealing screen, taking care not to tear it.
3 Disengage the interior handle rod from the connection at the door lock assembly.
4 Remove the screws that retain the interior handle assembly and lift it out.
5 Remove the retaining clip from the door lock cylinder and remove the cylinder **(see illustration)**.
6 Disengage the door lock rod from the door lock assembly.
7 Remove the three door lock assembly mounting screws, located on the outside rear of the door, and lift out the door lock assembly.
8 If necessary, remove the two nuts retaining the exterior handle and lift it out **(see illustration)**.
9 Installation is the reverse of removal. **Note:** *During installation, apply grease to the sliding surface of all levers and springs.*

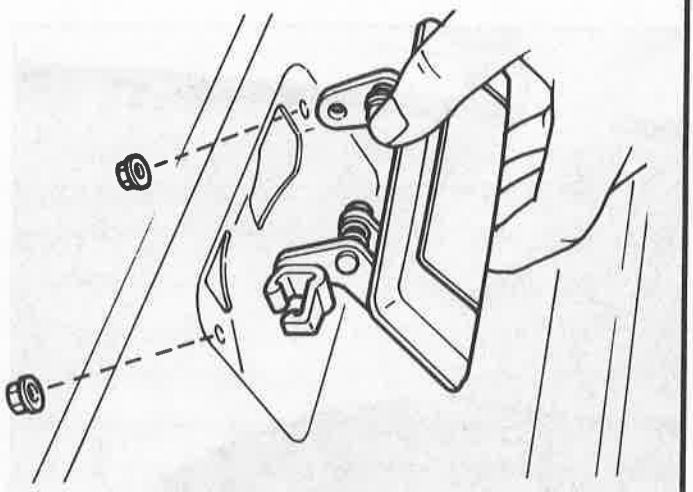
14 Bumpers — removal and installation

Refer to illustrations 14.5 and 14.6

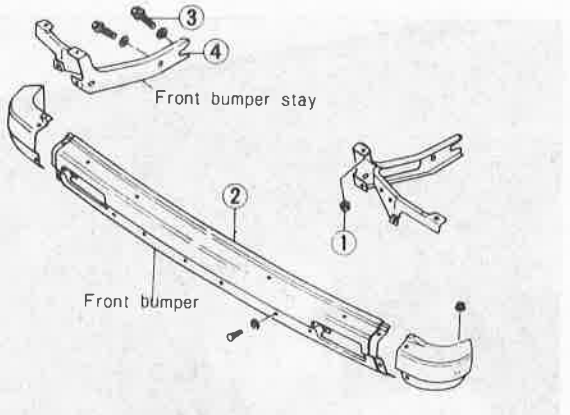
1 Disconnect the negative battery cable from the battery.
2 Disconnect any wiring leading to the bumper.
3 On the front bumper, remove the bolts attaching the side bumpers to the fenders.
4 The bumper can be removed either by removing the nuts that attach the bumper to its bracket, or by removing the bolts that attach the bumper brackets to the body.
5 On the front bumper, the side bumpers and molding can be removed, if necessary, by simply removing the bolts that secure them to the bumper **(see illustration)**.
6 On rear bumpers, disconnect any wiring, remove the bolts and lower the bumper **(see illustration)**.
7 Installation is the reverse of removal.



13.5 Push the clip off to detach the door lock cylinder

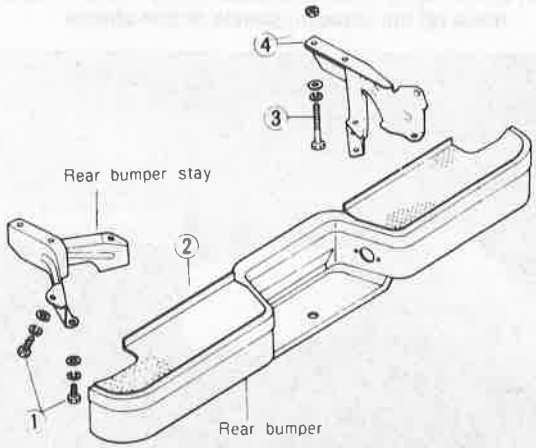


13.8 Exterior door handle details



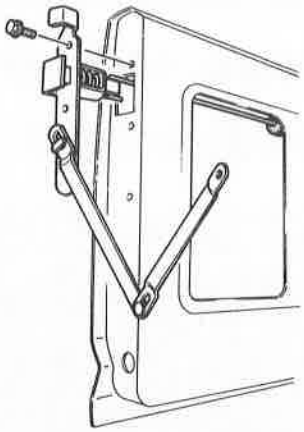
14.5 Front bumper details

1 Left bracket
2 Bumper assembly
3 Bolt
4 Right bracket

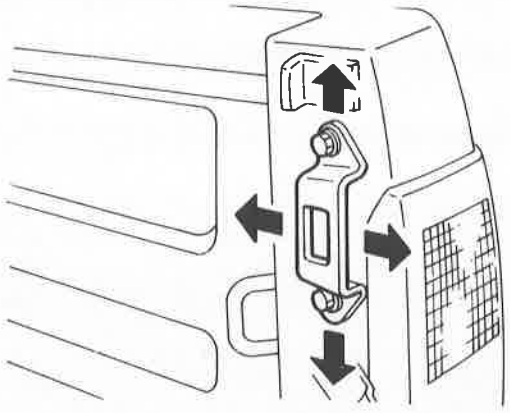


14.6 Rear bumper details

1 Bolts
2 Bumper assembly
3 Bolt
4 Bracket



15.5 Later model tailgate latch assembly details



15.8 On later models, the tailgate closing can be adjusted by loosening the bolts and moving the latch striker

15 Tailgate latch — removal and installation

Refer to illustrations 15.5 and 15.8

Early models

1 With the tailgate closed, loosen the chain retaining bracket and move it to one side. Remove the retaining screws and lift the latch off.
2 Installation is the reverse of removal.

Later models

3 Remove the retaining screws from the inside of the cover plate and remove the plate.
4 Remove the nuts or screws retaining the tailgate latch, disconnect the control rods and remove the latch assembly.
5 Remove the two bolts and lift off the latch assembly **(see illustration)**.
6 Remove two screws and lift off the control handle.
7 Installation is the reverse of removal.
8 Adjustment of the tailgate position is made by loosening the tailgate latch striker bolts and moving the striker fore-and aft and/or up and down until the tailgate locks securely **(see illustration)**.