

2ND GENERATION HONDA CRX Si SUNROOF REPAIR & CLEAN-UP



I recently purchased my 1989 CRX Si with 190,000 miles. The car is in excellent condition, considering the miles, and I got it from the original owner. Of course, any 13 year old car with this type of mileage will need some work. The previous owner informed me that the car had a leaking sunroof so I decided that I would refresh and clean the entire sunroof assembly. I figured that it was time for this procedure even if the sunroof was not the source of the leak.

PARTS ORDERED

I order all of my parts from www.hondrparts.com or 888-53-HONDA

The list of parts I ordered was as follows:

PART NAME	HONDA PART NUMBER	CONDITION (ON MY CAR)
Front Stopper, Right	70303-SH2-000	Very worn (plastic part)
Front Stopper, Left	70308-SH2-000	Very worn (plastic part)
Slide Link, Right	71961-SB2-980	No noticeable wear (a metal part)
Slide Link, Left	71966-SB2-980	No noticeable wear (a metal part)
Slide Pins, Right & Left	71942-SB2-981	No noticeable wear (a metal part)
Sunroof Panel Seal	70205-SH2-003	Very worn (rubber, of course)

OTHER MATERIALS & TOOLS NEEDED

3M Black Weatherstrip Adhesive (the yellow works just as well but, please, ONLY buy 3M brand)
White lithium or molybdenum sulfide grease
Solvent for cleaning (I used 3M General Adhesive Cleaner; this stuff is VERY handy to have around)
Rags or blue shop towels
Screwdrivers
Torx drivers
Basic ratchet and metric socket set (8mm and 10mm)



The inner sunroof frame seal is very expensive and I found that I did not need to replace the original. It was in excellent condition as it is not really exposed to the elements. In my opinion, if it needs replacing, just about any decent automotive supply shop (or JC Whitney) should carry a universal weatherstrip that is cheap and will work just as well. Don't waste your money on the Honda seal. If you can't take my word for it, just don't order one of them until you get a look at the one on your car.



I ordered many of my parts before I knew anything about the sunroof assembly. I decided to just replace the parts that showed any wear and stuck the others away for future service. I will go over which parts showed the most wear throughout this procedure.

GET STARTED

I HAVE INCLUDED THE APPROPRIATE FACTORY SERVICE MANUAL INFORMATION FOR REFERENCE.

The first thing to do is to study the sunroof section of the factory service manual. I looked this over several times until I had a decent understanding of what I thought needed to be done. Also take a close look at the interior diagrams so you can see how the panels are installed, decide on the best order of removal and be careful so that breakage of the panels' tabs and clips is minimized. I hate that!

INTERIOR PANEL REMOVAL

Start by removing the necessary interior panels. I must say that the interior design is nothing short of excellent. I normally dread removing panels but they just came right out without any trouble. Remember to remove any screws or fasteners that might be holding the interior panels in place. Remove the interior pieces in the following order (See attachment *):

- Door trim
- Interior dome light
- Rear roof trim panel
- Pull the rear quarter window panels loose at the upper front corner. There is no need to remove this entirely.
- Grab handle(s)
- Front pillar trim
- Sunvisors
- Rear view mirror
- Sunroof trim (around opening)
- Headliner

Now that you have dropped the headliner, you have complete access to the sunroof tray assembly. BEFORE you start removing bolts to drop the assembly, remember to remove the sunroof panel.

SUNROOF PANEL REMOVAL



- Open the sunroof fully.
- Feel underneath the rear corners and you will find the rear plastic stops for the panel guide rails. Each stop is held in place by one (1) 8mm nut. A ratchet won't fit between the panel and the roof so just use a small 8mm open-ended wrench.
- Remove the rear stops; they just fall right off once the nut is removed.
- Now, go to the front corners of the panel and remove the 10mm bolts that fasten the front panel arms to the slide pins. There is one bolt for each side.
- The panel is now ready for removal. 2 bolts and 2 nuts are all that hold it in.
- Now, grasp the panel on the front and rear edges. Slide the panel toward the FRONT of the car and lift the front edge of the panel in one smooth, firm motion.

 *Make sure to lift up on the front edge of the panel or you can easily scratch the paint on the roof!*

- Don't jerk or twist the panel but BE FIRM. The panel will come out. Once you get it off the first time, further installation and removals will be much easier. Trust me on this!
- Now that you have the panel in your hands, remove the upholstery panel and inspect the metal for rust or deterioration. Sand, prime and paint if necessary.
- Stow away the panel for safekeeping. This might also be a good time to reconsider recovering that upholstery panel with some new vinyl!



Once the sunroof panel is removed, turn on the car's ignition and actually close the sunroof assembly using the switch.

SUNROOF PANEL PREPARATION & FIX-UP



With the sunroof panel on the workbench, flip it over so that the upholstery is exposed. Remove the 2 philips head screws and then CAREFULLY pry the upholstery panel from the metal panel. There is one plastic rivet in the middle of the upholstered panel that is hard to break loose without tearing the panel. Mine tore out so I will just put it back without it.

- ❑ Remove the panel seal hold downs by removing all of the philips head screws.
- ❑ Pull the old panel seal off and then clean up the seal contact surfaces of the panel. Remove all of the old adhesive. Spend as much time as you can stand on this part of the cleanup. The new panel seal you have purchased deserves the best chance to do its job! I used a razor blade and 3M General Adhesive Cleaner to help remove the old stuff.
- ❑ Lay the new panel seal next to the panel so that you are absolutely sure how it goes on. Double check yourself and be sure: once you glue it on it is a real PITA to do it over again. If you think getting the old adhesive off was bad; try it with freshly cured adhesive. I use only 3M Black Weatherstrip Adhesive. The cheaper brands are just that – cheaper. Adhesives are one thing in which you truly get what you pay for.
- ❑ Apply adhesive to the channel of the seal and to the sealing surface of the panel. Use enough for good coverage but don't lay it on too thick or you will have a mess (too much is better than not enough, though). Follow the directions on the tube of adhesive and only apply the adhesive in small sections at a time. Don't try to glue on the whole seal at once.
- ❑ Let the adhesive dry until tacky and then install the seal. Get each section bonded before moving on to the next section. Take your time and work the seal so that the sunroof panel is fully seated in the channel of the rubber seal.

This step alone took most of one evening for me. Prepare the sunroof panel before doing any tray work so that the adhesive can dry and cure before you put the panel into use. By the time you finish refurbishing the tray assembly, the panel will be ready to go!

SUNROOF TRAY REMOVAL



- ❑ Get inside the car and unplug the wiring harness from the sunroof motor. Also be sure that the plastic ties securing the wiring harness to the sunroof tray are loose. The motor harness will remain attached to the car body once the sunroof tray is removed. I used a small flat head

screwdriver to help me remove the little plastic wiring harness tie downs from their mounting positions. The tie downs clip into holes in the sheet metal.

- ❑ The last step before tray removal is to detach the drain tubes from each corner of the tray. The tubes are held in place by simple metal clamps that can be easily removed by hand. Slide the clamps down the tubes and then remove the tubes from the tray nipples. This may take a bit of twisting on the tubes to get them loose. BTW, I tossed the factory clamps and replaced them with sturdier worm drive band clamps.
- ❑ Inspect the tubes and use compressed air to clean them out. DO NOT remove the tubes from the chassis unless absolutely necessary. They don't just slide back in with ease. The rear tubes extend alongside the hatch (through the unibody cavity) and actually empty onto the ground at the rear corners of the car.
- ❑ The sunroof tray is attached to the roof via two bolts at the front, two at the rear and two on each side (10mm hex). **Remove the side bolts first, followed by the rear bolts. Leave the front bolts in until you are ready to drop the tray.** Note that the rear of the tray is suspended by hooks that keep it from falling on your head. Honda does things right.
- ❑ Now hold up the front of the tray with one hand while removing the front bolts with the other. The tray will now come out easily. Be careful not to rip the interior with the sharp corners of the tray assembly.



I found it best to slide the seats as far back as possible and tilt the seat back to about a 45 degree angle. This allows you to lay in the seat and drop the sunroof tray right into your lap.

SERVICING THE TRAY



Once the tray is out of the car, now is a good time to get all of your cleaning supplies together. I used 3M General Adhesive Cleaner (works great on oil and grease, too), WD40 and a bath of water and Castrol Super Clean to soak some really nasty stuff. My CRX had been spray painted at some point so there was lots of overspray in the sunroof mechanism. I decided that it would be best for me to just take the whole thing apart. That way, I was able to inspect most of the moving parts, clean them up and then re-lubricate in the necessary spots. I did leave the motor alone as it was working fine.



You MUST have the roof mechanism in the CLOSED POSITION in order to disassemble the tray assembly. If you haven't already done this, STOP NOW. Hook the tray back up to the sunroof motor wiring harness and close the mechanism using the sunroof switch. This will allow access to all the necessary fasteners during assembly.

Most steps below must be carried out on the left and right sides of the tray assembly.

Refer to the Tray Assembly Photo. Each number below is reference in the photo so that parts can be more easily identified.

- 1) The wind deflector must be removed. This only requires one bolt per side (Philips head) and then it will just lift right out. My deflector was working fine and undamaged besides the weathered rubber strip.
- 2) Remove the plastic covers that cover the threaded shaft "loopback". They are attached with one Philips fastener per side and are located on the inside near the roof opening. The "loopback" is where the excess length of the threaded shaft goes to when the roof is opened.

- 3) Remove the rear link assembly. This is a gold colored box at the rear of the tray (inset reference “A”). There are 2 nuts (8mm hex) that hold the box to the tray, a philips machine screw that holds the box to the chrome rear lift mechanism (inset reference “B”) and a philips head machine screw that holds the plastic lever to the chromed rear lift mechanism. Two 8mm nuts also hold down the edge of the rear lift mechanism.
- 4) Remove the rear most fastener for the aluminum tracks. This is a Philips/8mm hex machine screw. This fastener also holds the threaded shaft in place on the track.
- 5) In order to remove the aluminum guide track, two fasteners must be removed from the underside of the tray (8mm hex nuts). Once this is done, the track may be removed by pulling it free and sliding it off of the threaded shaft towards the front of the tray. This motion will also remove the sliding link & slide pin assembly (inset reference “C”).
- 6) Once the track is removed, the front mount of the rear lift link assembly will be loose. It is sandwiched between the tray and the track. This can be done with the removal of one hex nut (8mm).
- 7) Remove the plastic sliding link guides from the tray. They are held in place by only one 8mm nut.

 *The front plastic link guides are a “high wear” item and should be replaced. The guides on my car were severely distorted. These guides allow adjustment of the “drop” that the sunroof sliding link is allowed so that the roof panel will fall flush with the roof line.*

Once the tray was disassembled, I began cleaning all of the components and removing all traces of the old grease and grime.

Inspect the threaded shaft to make sure it is not losing its “threads” or that the plastic is not losing its integrity.

Inspect all of the movable parts for wear. My slide links and pins looked just as good as the new ones that I had on hand to compare with them. As I said above, the only really worn parts I found were the front plastic link guides that reside underneath the front of the aluminum track.

Finally, inspect the tray itself. Pay careful attention to where the drain tubes hook up. My tray was in great shape so I cleaned it up for the next stage of the project.

The next step is to lubricate all of the necessary parts and then reassemble. I used a basic white lithium grease making sure not to use too much in any one spot. I greased all of the moving parts and also coated the threaded shaft.

TRAY REASSEMBLY



As they say, “reassembly is the reverse of removal”. Hopefully you paid close attention to the disassembly and didn’t wait too long before trying to put everything back together.

Be sure to use adhesive to glue down the inner tray seal.

Use adhesive or other water-proof material to seal up the bottom fasteners where the aluminum track studs protrude through the tray. This is a source of potential leaks.

 ***DO NOT neglect to seal up the area where the threaded shaft tubes enter the tray area from the motor. I did this the first time around and ended up with a nice steady drip just above the driver’s seat which required a week of garage time to dry out.***



I used a type of rubberized adhesive tape that is used in the glass industry. I believe it is referred to as “dum-dum” tape. The stuff is like silly putty and sticks to anything. It works great for sealing the areas of the tray that I have just mentioned.

TRAY INSTALLATION & PANEL ALIGNMENT



At this point, it is time to start putting things back together.

Put the tray in the car. Lay it in the front seats and then climb in underneath the tray and set it in your lap. Have the mounting bolts ready.

Lift the tray into position and hook the rear of the tray in place using those nice hangers that Honda included. Then proceed to lift up the front of the tray and bolt it in place. Once the front is bolted up, the tray will not fall. Reinstall all tray fasteners but **DO NOT** tighten them down. Simply snug them up with just enough slack to allow movement of the tray from side to side and front to back.

Hook the wiring harness to the sunroof motor.

Next you must install the sunroof panel once again. **USE THE SWITCH TO “OPEN” THE SUNROOF MECHANISM FULLY.** Then, slide the rear guide arm (black plastic) to its rear-most position.

The panel must be installed by inserting the rubber tang on the rear guide arm into the aluminum track that is installed on the underside of the sunroof panel. This means the panel will install with one movement by approaching from the front of the car and sliding the panel toward the rear of the car (the opposite of removal, of course). Once this is done, slide the panel toward the rear of the car until the front panel arms line up with the sliding links in the tray.

Re-install the rear plastic stops on the panel. This must be done or the rear plastic guides will find their way out of the panel track when opening and closing the panel.

Check the alignment of your sunroof by closing the panel with the switch.

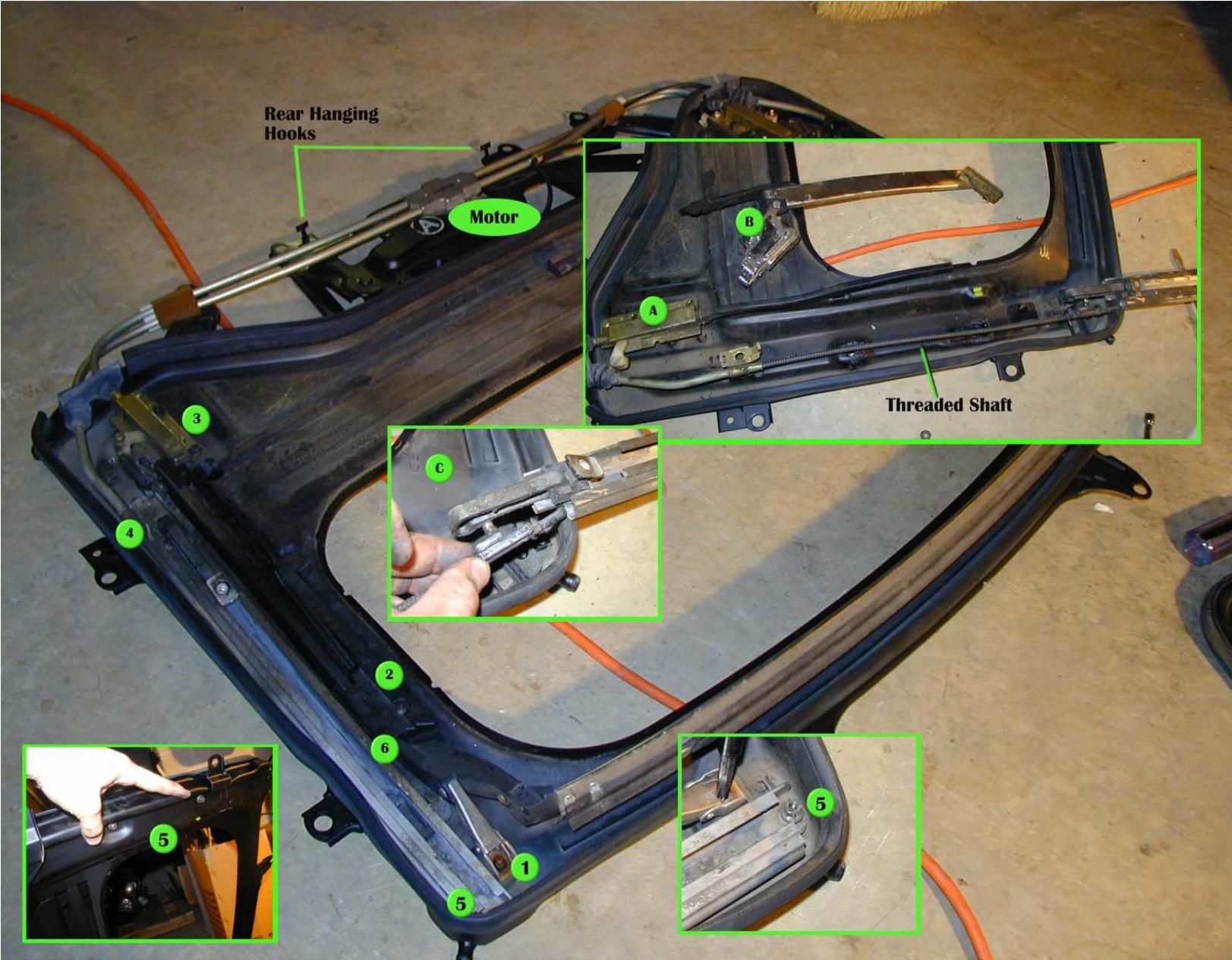


*There is a **SMALL** amount of adjustment built into the mounting holes of the tray but I made most of my adjustments using the panel hardware.*

If the panel sits too low in the sunroof opening, use thin washers to space the front arm or aluminum tracks of the panel away from the panel itself. This will raise the panel back to height. See the second picture above. The rear corners can be lifted by inserting spacers on the rearmost stud that holds the aluminum track. The front corners can be lifted by using spacers under the front panel arm.

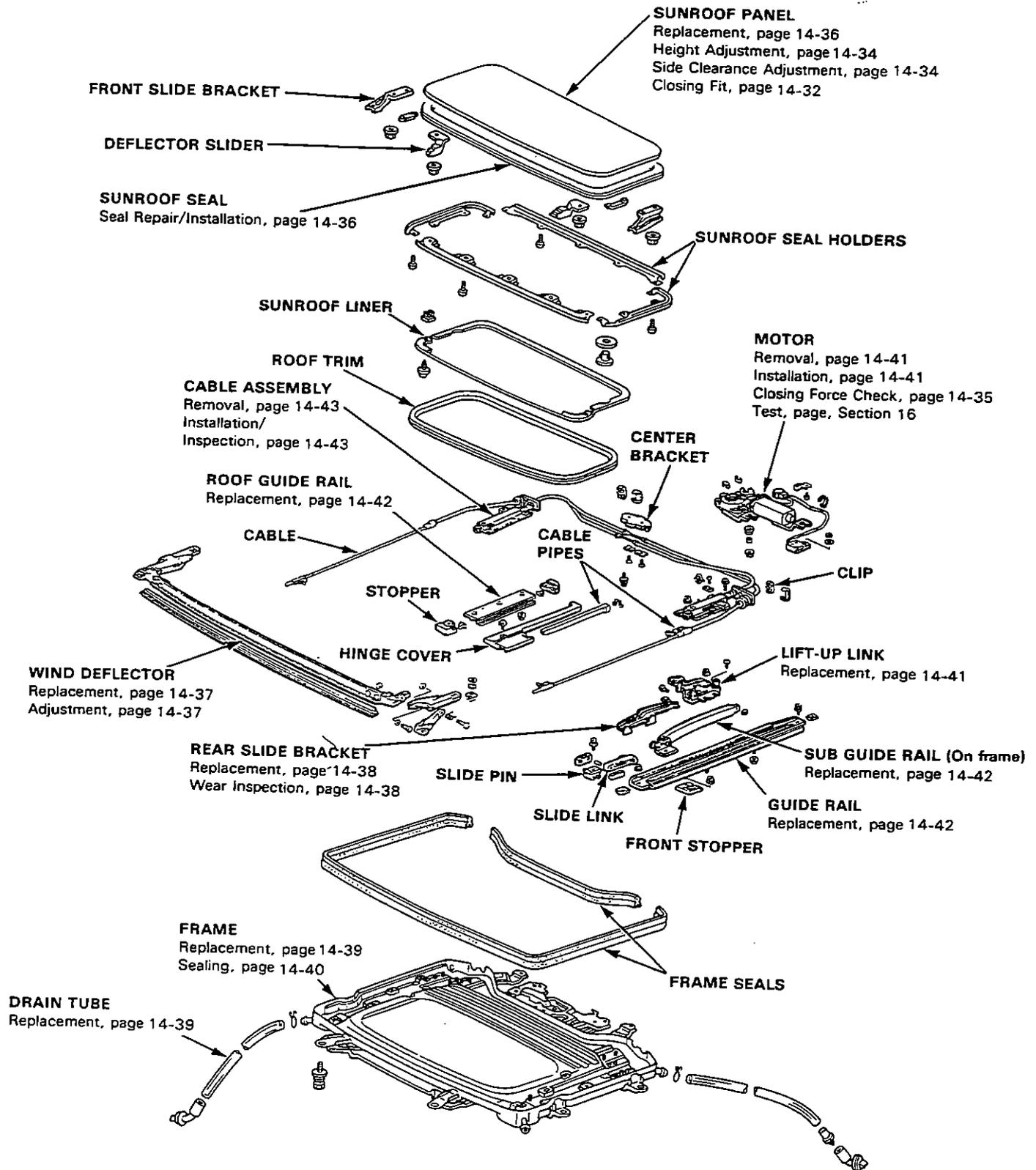
If, by some chance, the sunroof sits too high after installation it can be lowered by inserting spacers **INSIDE** the car between the tray mounts and body mounting points.

Make sure that the panel will move smoothly with no binding of the motor. Align the panel so that the panel weatherstrip is touching all side of the sunroof opening. Tight clearances between the panel and roof opening could tear up your new weatherstrip. Use caution and take your time. Good luck!



Sunroof

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Troubleshooting

Symptom	Probable Causes
Water leak	<ol style="list-style-type: none">1. Improperly installed sunroof seal and sunroof panel (page 14-36).2. Gap between sunroof seal and roof panel (page 14-34).3. Clogged drain tube.4. Gap between frame seal and frame.5. Improper sealing between cable pipe and frame (page 14-40).6. Improper sealing between guide rail and frame (page 14-40).
Wind noise	<ol style="list-style-type: none">1. Improper clearance between sunroof seal and roof panel (page 14-34).2. Loose headliner and roof trim.
Deflector noise	<ol style="list-style-type: none">1. Improper clearance between deflector blade and roof panel (page 14-37).2. Insufficient deflector extension.3. Deformed deflector.
Motor noise	<ol style="list-style-type: none">1. Loose motor.2. Worn gear or bearing.3. Worn cable.4. Deformed cable pipe.
Sunroof does not move, but motor turns.	<ol style="list-style-type: none">1. Foreign matter stuck between guide rail and sub guide rail (page 14-38).2. Interference between moving parts.3. Cable slider loose.4. Cable pipe loose or not attached properly.5. Clutch out of adjustment (page 14-35).6. Sunroof not tilting up properly.
Sunroof does not move and motor does not turn (Sunroof can be moved manually).	<ol style="list-style-type: none">1. Blown fuse.2. Faulty switch (Section 16).3. Faulty relay (Section 16).4. Faulty motor.
Sunroof vibrates	<ol style="list-style-type: none">1. Worn rear slide bracket (page 14-38).2. Improperly installed guide rails.
Sunroof remains tilted	<ol style="list-style-type: none">1. Faulty cable slider (page 14-43).2. Faulty limit switch (Section 16).

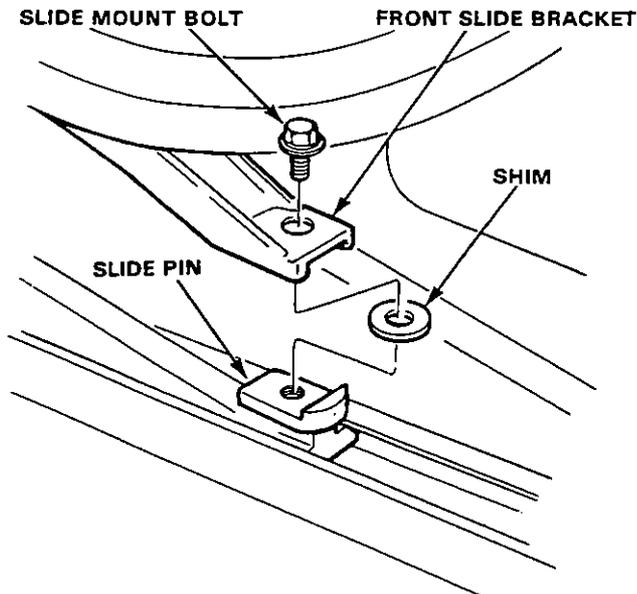
Sunroof

Height Adjustment

The roof panel should be flush with the sunroof seal.

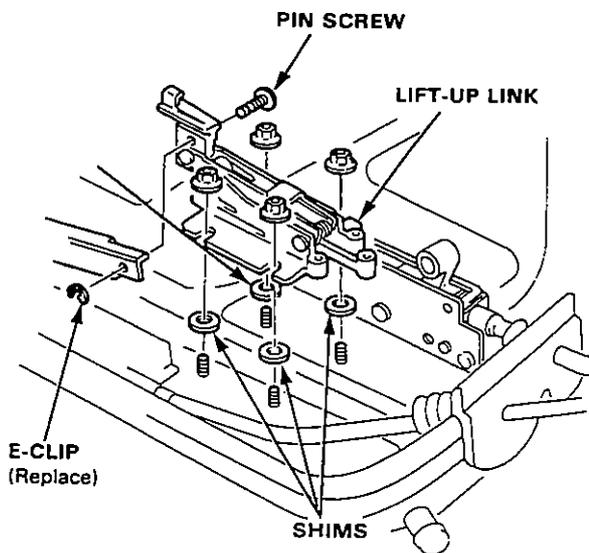
1. To adjust the front of the sunroof, remove the slide bracket mount bolt and add or remove shims between the slide bracket and the slide pin as shown.

NOTE: The shims should be of equal thickness on both sides.



2. To adjust the rear height, remove the lift-up link (page 14-41) and add or remove shims between the lift-up link and frame as shown.

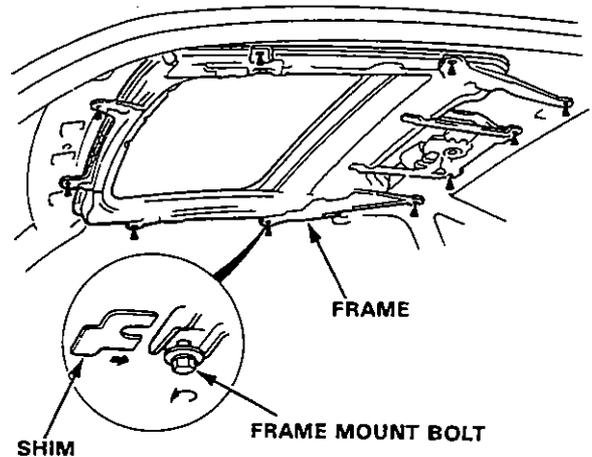
NOTE: The shims should be of equal thickness on both sides.



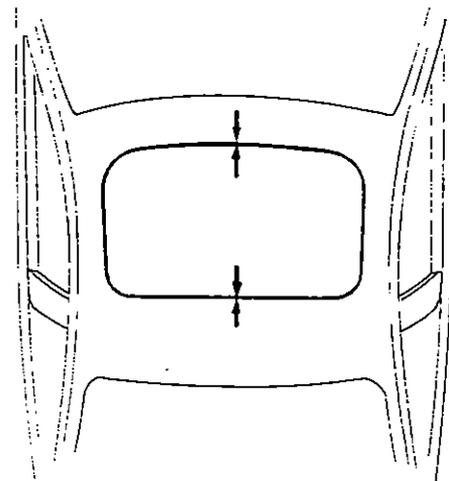
Side Clearance Adjustment

If sunroof seal fits too tightly against the roof panel on one side when closed, remove the headliner, then:

1. Loosen all frame mount bolts.



2. Side-to-side fit of sunroof seal can be adjusted by moving it right or left by hand.
3. If necessary, use shims as required to make the sunroof panel fit flush with the roof panel.

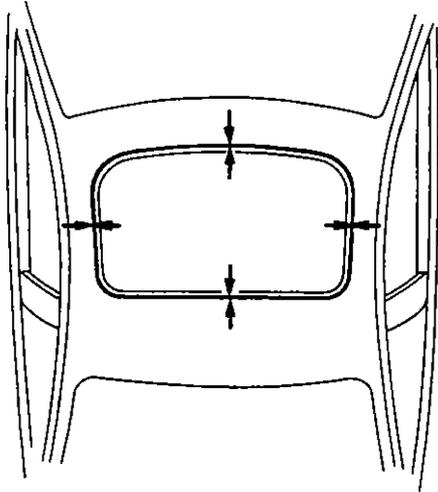


3. Tighten bolts, recheck.

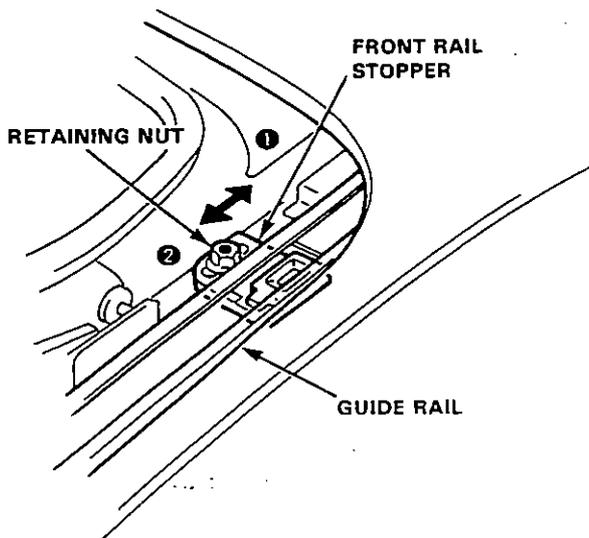


Closing Fit

If the fit of the sunroof seal is too tight at the front seal when the sunroof is closed, or too tight at the rear seal when it is pulled down into the closed position, proceed as follows:



1. Open the sunroof fully.
2. Loosen the front rail stopper nuts.



3. Slide the stoppers forward or backward until the sunroof closes snugly.

NOTE: Slide the right and left stoppers equally.

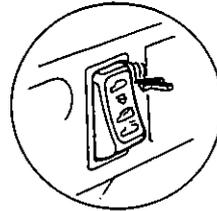
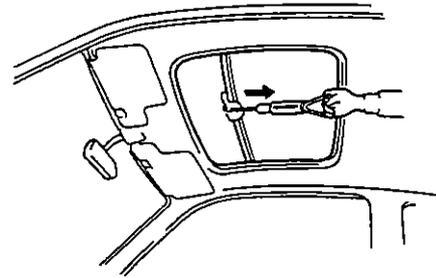
- ① : To increase clearance at rear seal.
- ② : To increase clearance at front seal.

Closing Force Check

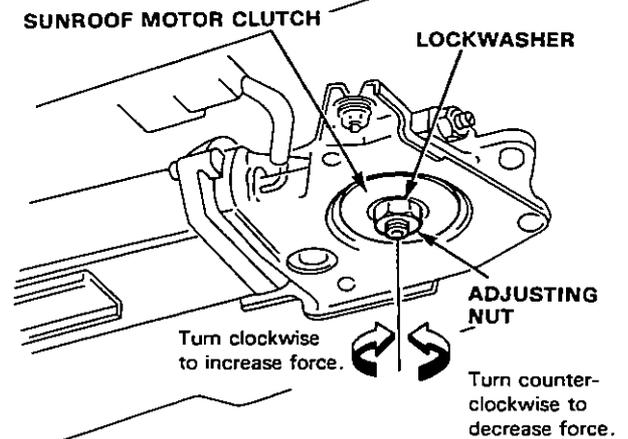
1. After installing all removed parts, have a helper hold the switch to close the sunroof while you measure force required to stop it. Attach spring scale as shown. Read force as soon as sunroof stops moving, then immediately release the switch and spring scale.

CAUTION: When using the spring scale, protect the leading edge of the sunroof with a shop towel.

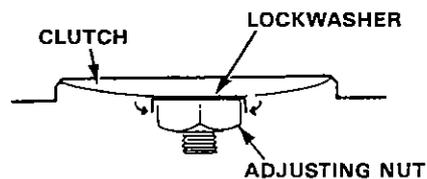
Closing Force: 196–245 N (20–30 kg, 44–66 lb)



2. If force is not within specification, adjust by turning sunroof motor clutch adjusting nut.



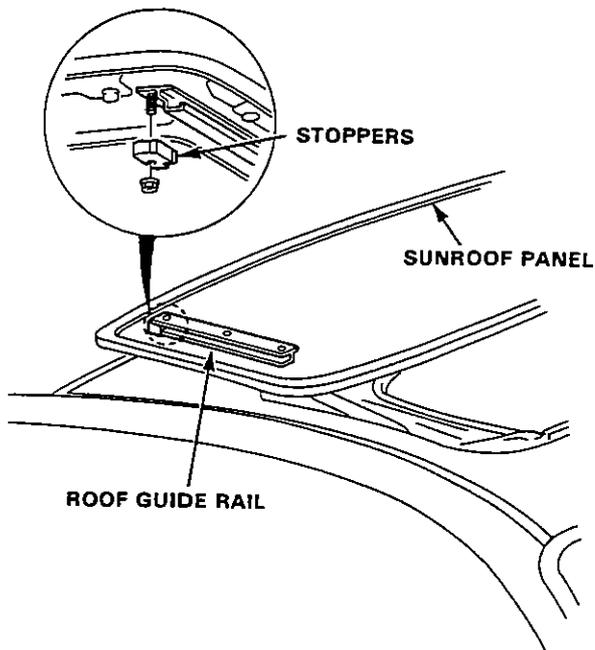
3. After adjusting, install a new lockwasher and bend it flat against the adjusting nut.



Sunroof

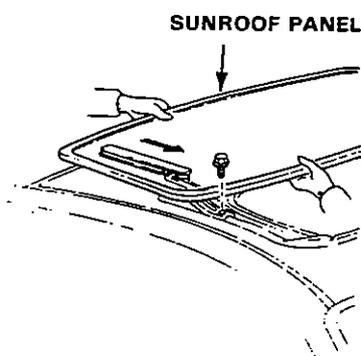
Sunroof Panel Replacement

1. Open the sunroof.
2. Remove the rear stoppers by removing the attaching nuts.



3. Remove the front mounting bolts. Remove the sunroof panel from the rear slide bracket by sliding it forward by hand.

NOTE: Use extreme care to avoid damaging the body when removing the panel.



4. Install the sunroof panel in the reverse order of removal.

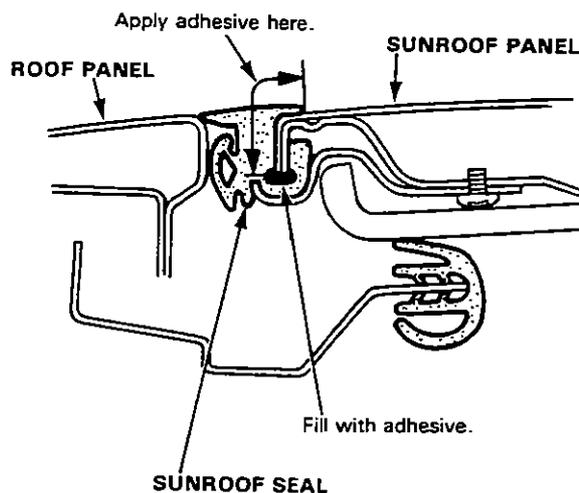
Seal Repair/Installation

If a seal is leaking, or if it is to be replaced, proceed as follows.

1. Remove the sunroof panel, remove the sunroof liner, front slide bracket and deflector slider.
2. Remove the seal holder. Carefully peel the seal off the sunroof panel.
3. Clean the seal attaching surfaces with a clean cloth dampened in alcohol.

NOTE: After cleaning, keep oil, grease or water from getting on the surface.

4. Fill the seal groove with adhesive. Coat the seal attaching surfaces of the sunroof panel with the same adhesive.

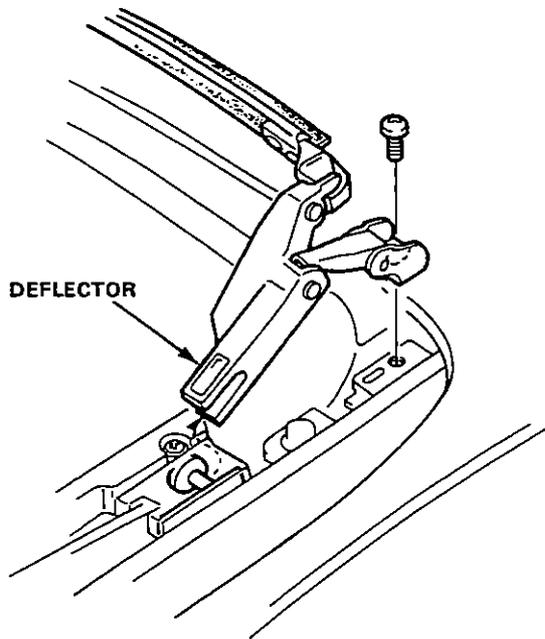


5. Fit the seal onto the sunroof panel evenly all the way around.
6. Wipe off excess adhesive with a clean cloth dampened with alcohol.
7. Allow the adhesive to cure for at least 4 hours after seal installation and before operating the sunroof.



Wind Deflector Replacement

1. Remove the deflector mount screws, then remove the deflector.

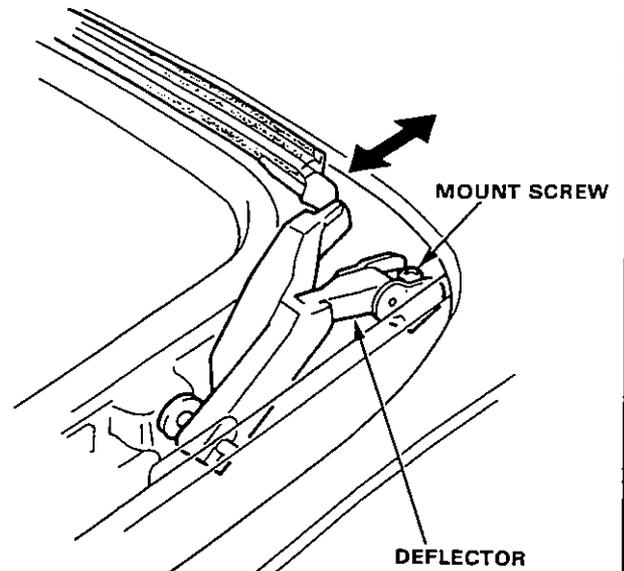


2. Install the deflector in the reverse order of removal. Adjust the deflector.

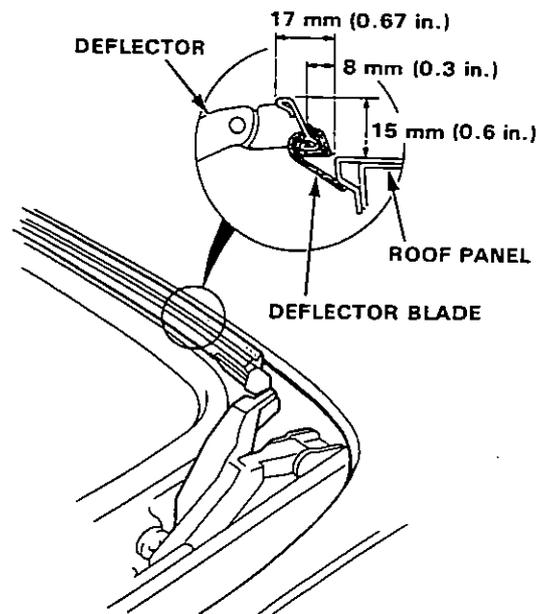
Wind Deflector Adjustment

NOTE: A gap between deflector blade and roof opening edge will cause excessive wind noise when driving at high speed with the roof open.

1. Open the sunroof fully.
2. Loosen the deflector mount screws.



3. Adjust the deflector forward or backward so the edge of its blade touches the front edge of the roof opening evenly.



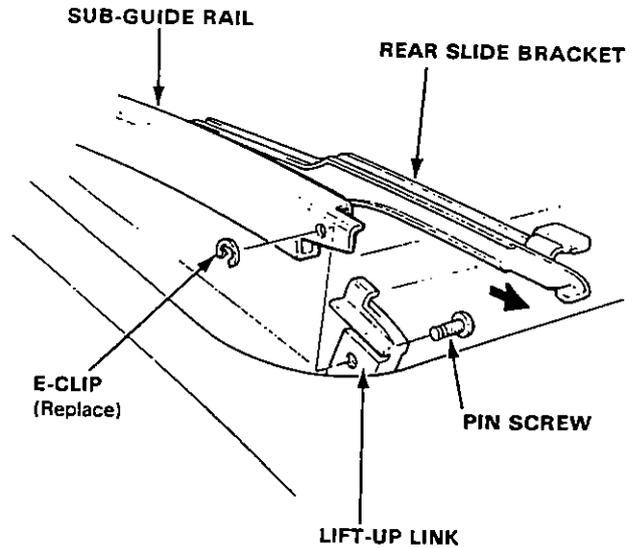
4. Check the height of the deflector.

NOTE: The height of the deflector cannot be adjusted. If damaged or deformed, replace or repair it.

Sunroof

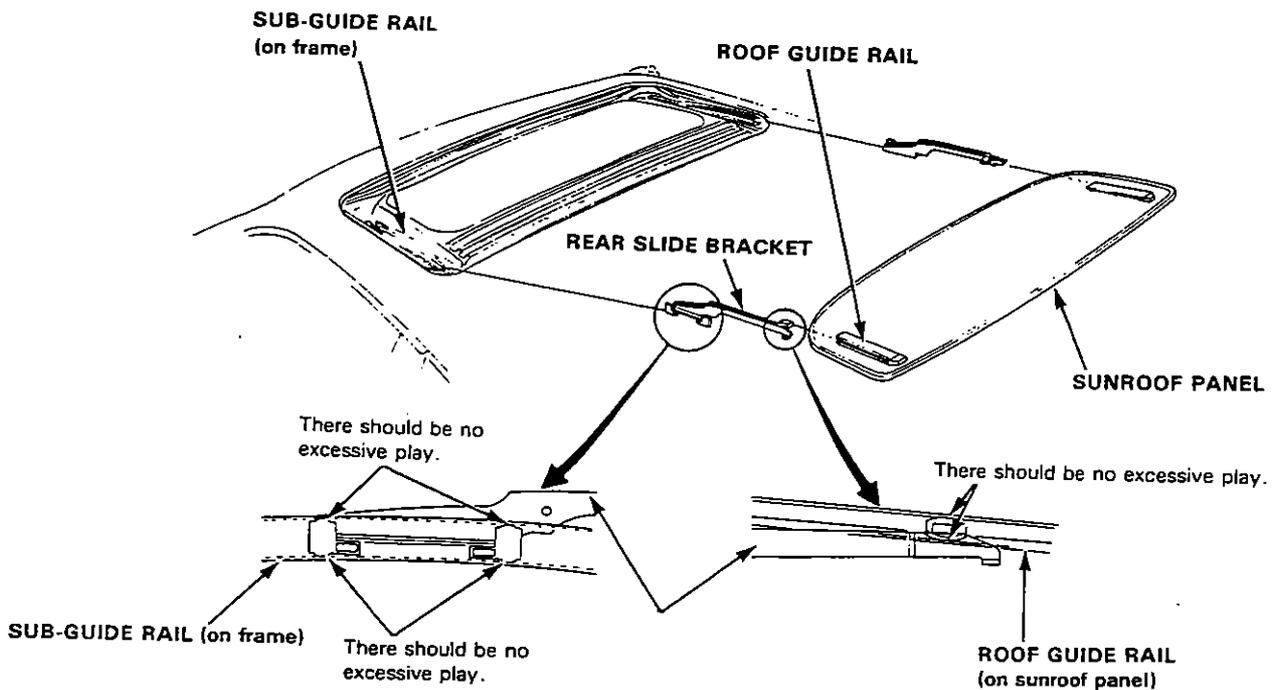
Rear Slide Bracket Replacement

1. Remove the sunroof panel (page 14-36).
2. Remove the e-clip and pin screw, then separate the lift-up link and sub-guide rail.
3. Slide the rear slide brackets off the guide rail.
4. Install the brackets in the reverse order of removal. Before installing the rear slide brackets, check that there is no excessive play between the brackets and roof guide rails (on the sunroof panel and the frame.)



Rear Slide Bracket Wear Inspection

Remove the rear slide brackets. Check the roof guide rails (on the sunroof panel and the frame) and rear slide brackets for excessive wear on the sliding faces. Replace the rear slide brackets with new ones if worn excessively.





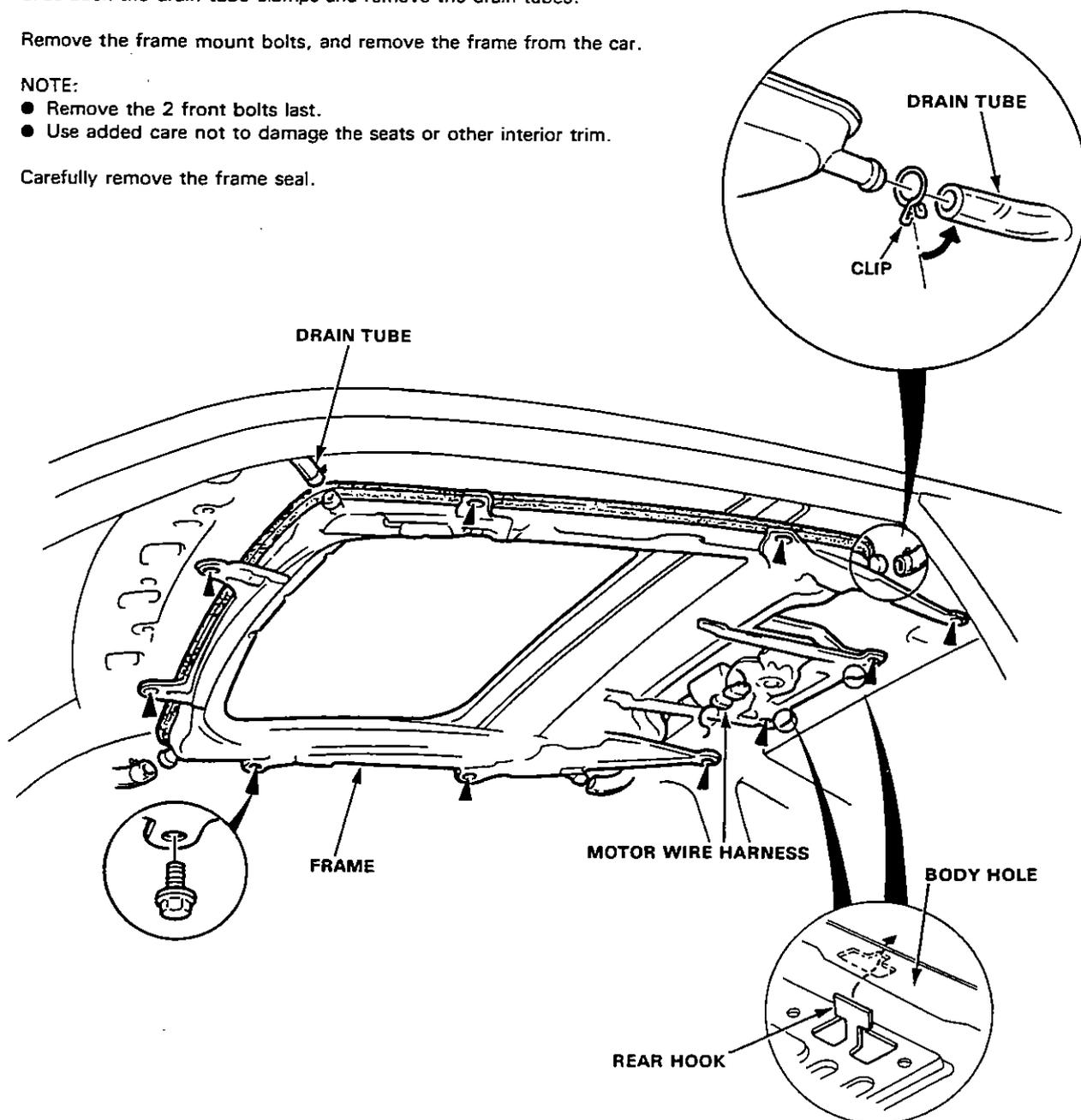
Drain Tube, Frame, and Frame Seal Replacement

1. Remove the sunroof panel (page 14-36) and the headliner (page 14-45).
2. Disconnect the motor wire harness.
3. Slide back the drain tube clamps and remove the drain tubes.
4. Remove the frame mount bolts, and remove the frame from the car.

NOTE:

- Remove the 2 front bolts last.
- Use added care not to damage the seats or other interior trim.

5. Carefully remove the frame seal.



6. To install, insert the frame's rear hooks into the body holes, then install parts in the reverse order of removal.

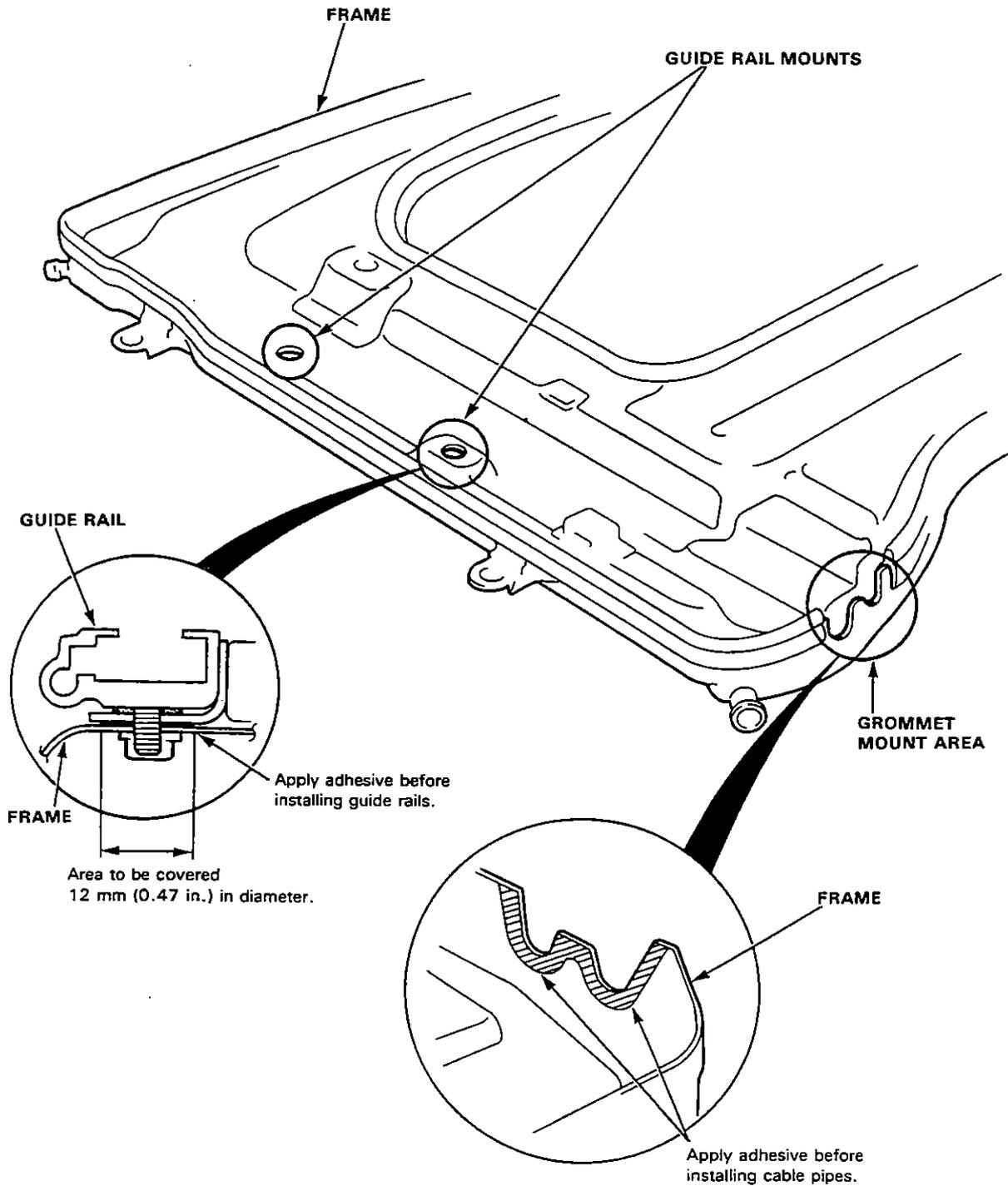
NOTE:

- Do not tighten the frame mount bolts before adjusting the side clearance of the sunroof (page 14-34).
- Install the tube clips with the ends facing the side to ease installation of the headliner.

Sunroof

Frame Sealing

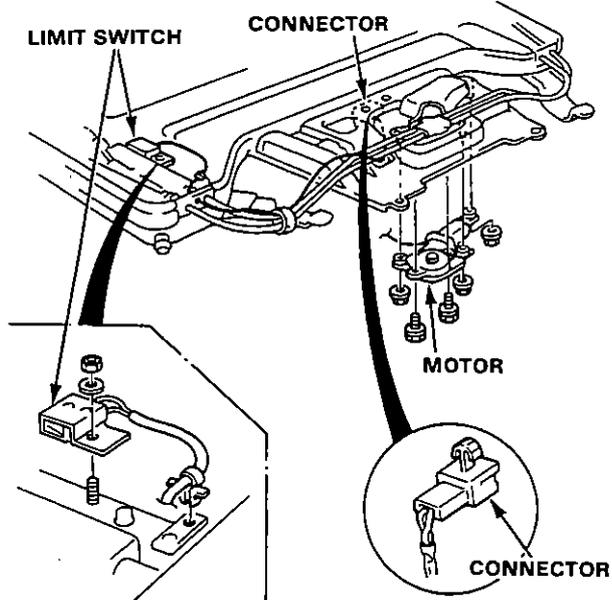
Water may leak through one or more of the 4 guide rail mounts or cable pipe grommets. Use adhesive at the points shown, to avoid leaks when the guide rails or cable pipes are reinstalled.





Motor Removal

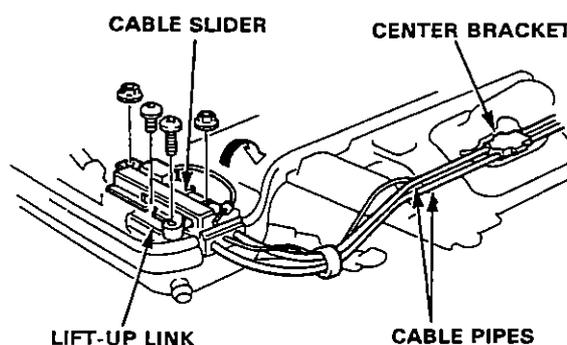
1. Remove the headliner (page 14-45).
2. Disconnect the motor and the limit switch.
3. Remove the motor by removing the 2 bolts and 3 nuts.



Lift-up Link Replacement

1. Remove the frame (page 14-39).
2. Remove the 2 nuts and 2 screws attaching the cable slider.
3. Raise the cable slider just enough to remove the lift-up link nuts.

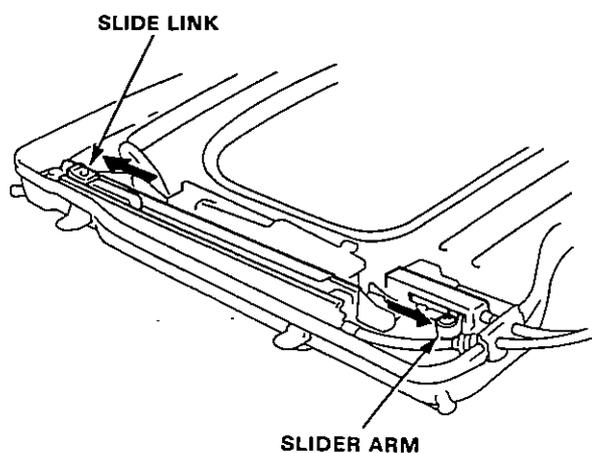
NOTE: Do not force the slider up as this will deform the cable pipes. If you encounter difficulty in raising the slider, remove the motor and center bracket.



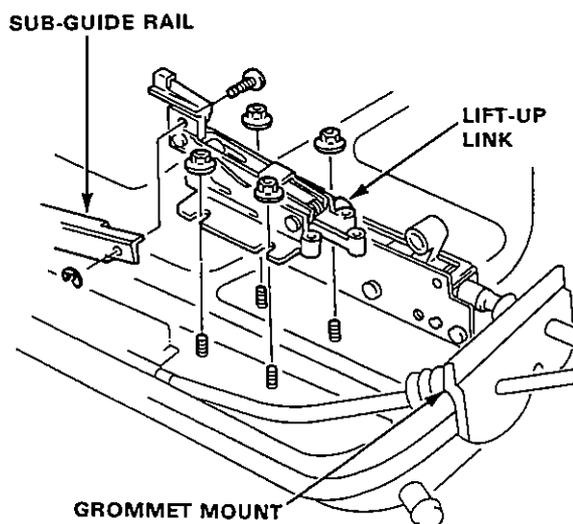
4. Remove the lift-up link by removing the sub-guide rail (on frame) screw and the 4 link nuts.

Motor Installation

1. Check that the slide links are fully forward, and cable slider arms are fully to the rear (Sunroof completely closed).



2. Check the gears for wear or damage; then install the motor.



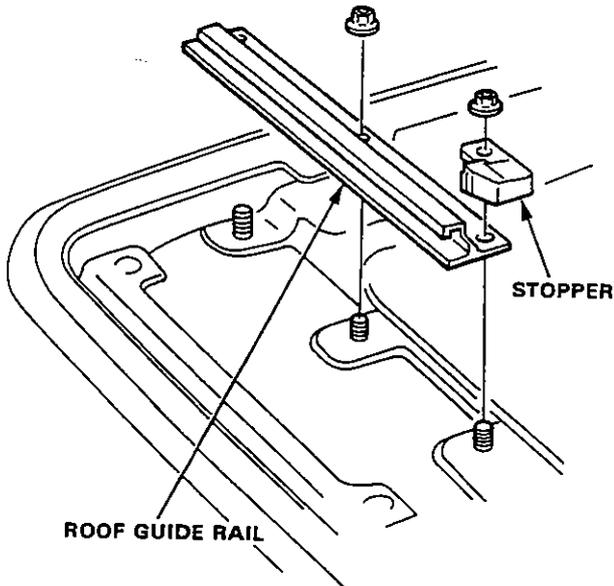
5. Install the link in the reverse order of removal. Before installing the cable pipes, apply adhesive to the grommet mount area of the frame (page 14-40).

Sunroof

Guide Rail Replacement

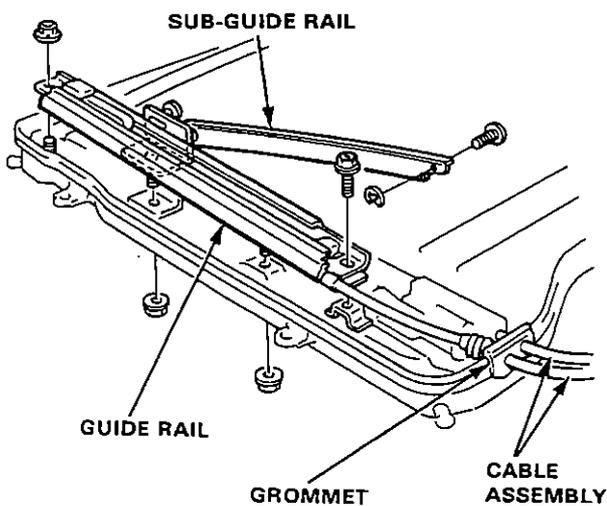
Roof Guide Rail (on Sunroof panel):

1. Remove the sunroof panel (page 14-36).
2. Remove the nuts and sub-guide rails.



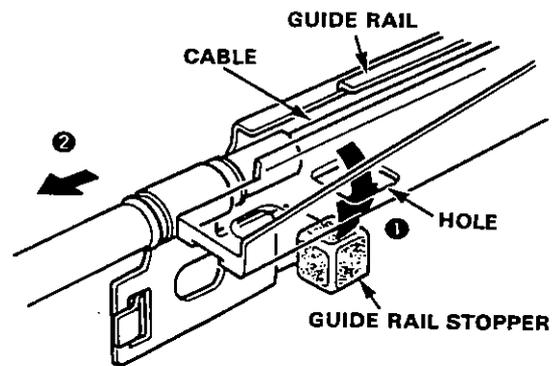
Guide Rail:

1. Remove the frame (page 14-39).
2. Remove 1 bolt and the 3 nuts attaching the guide rail.
3. Remove the sub-guide rail.



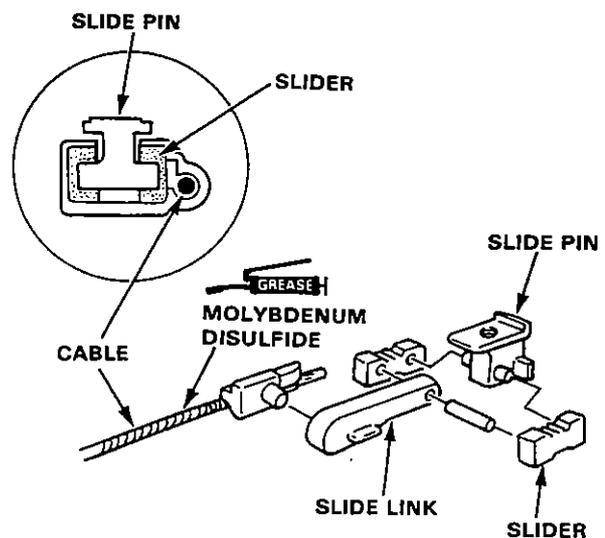
4. Pry the guide rail stopper out of the hole of the guide rail; pull out the cable.

NOTE: Remove the guide rail slowly and carefully; it is cemented to the frame.



5. Install the guide rail in the reverse order of removal.

- Check that the slide pin, slider and slide link are reassembled properly when installing the cable to the guide rail.

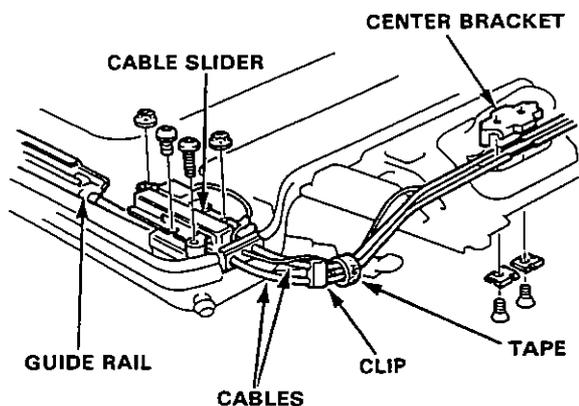


- Before installing the cable pipes and guide rails on the frame, coat the cable pipe grommets and guide rail attaching surfaces with adhesive (page 14-40).



Cable Removal

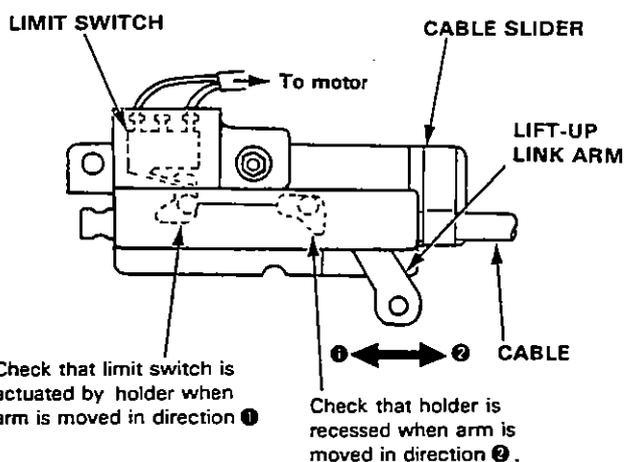
1. Remove the frame (page 14-39) and the motor (page 14-41).
2. Remove the guide rails (page 14-42).
3. Remove the screws and center bracket, then pry off all cable clips.
4. Take the cable slider off the frame by removing the 2 nuts and 2 screws.



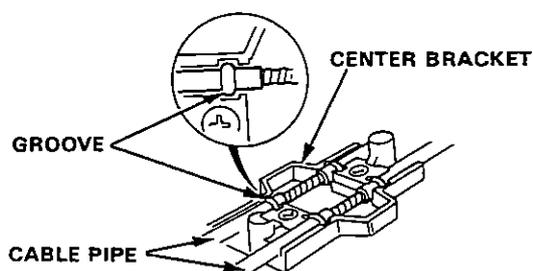
5. Carefully remove the cables being sure not to bend the cable pipes.

Cable Installation/Inspection

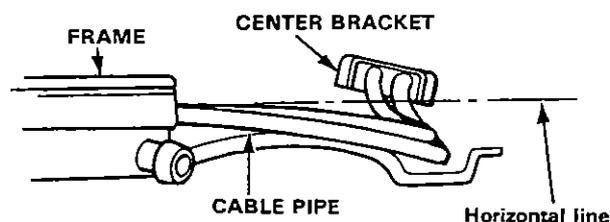
1. Check the cables for wear or damage.
2. Apply molybdenum disulfide grease to the cables. Route the cables through the cable pipes.
3. Check operation of the cable slider.



4. Apply adhesive to the cable pipe grommets and guide rail mount faces of the frame (page 14-40).
5. Attach the cables to the guide rails, then install them on the frame. Secure the cable pipes with the center bracket and clips.



NOTE: Check that the center bracket is not tilted. If it is tilted, check the cable pipes for deformation or improper installation.

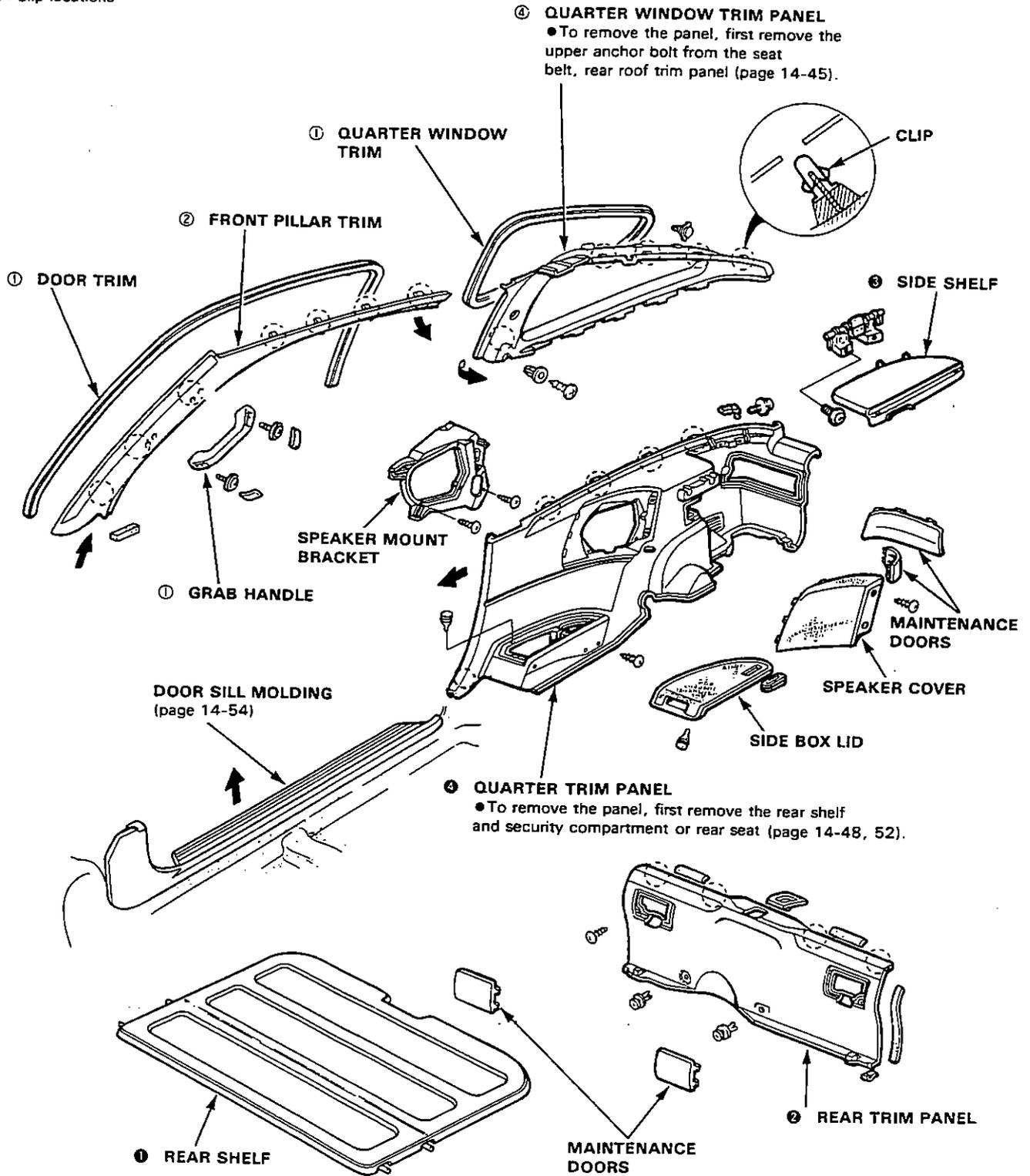


Interior Trim

Replacement

Disassemble in numbered sequence.

○ : Clip locations

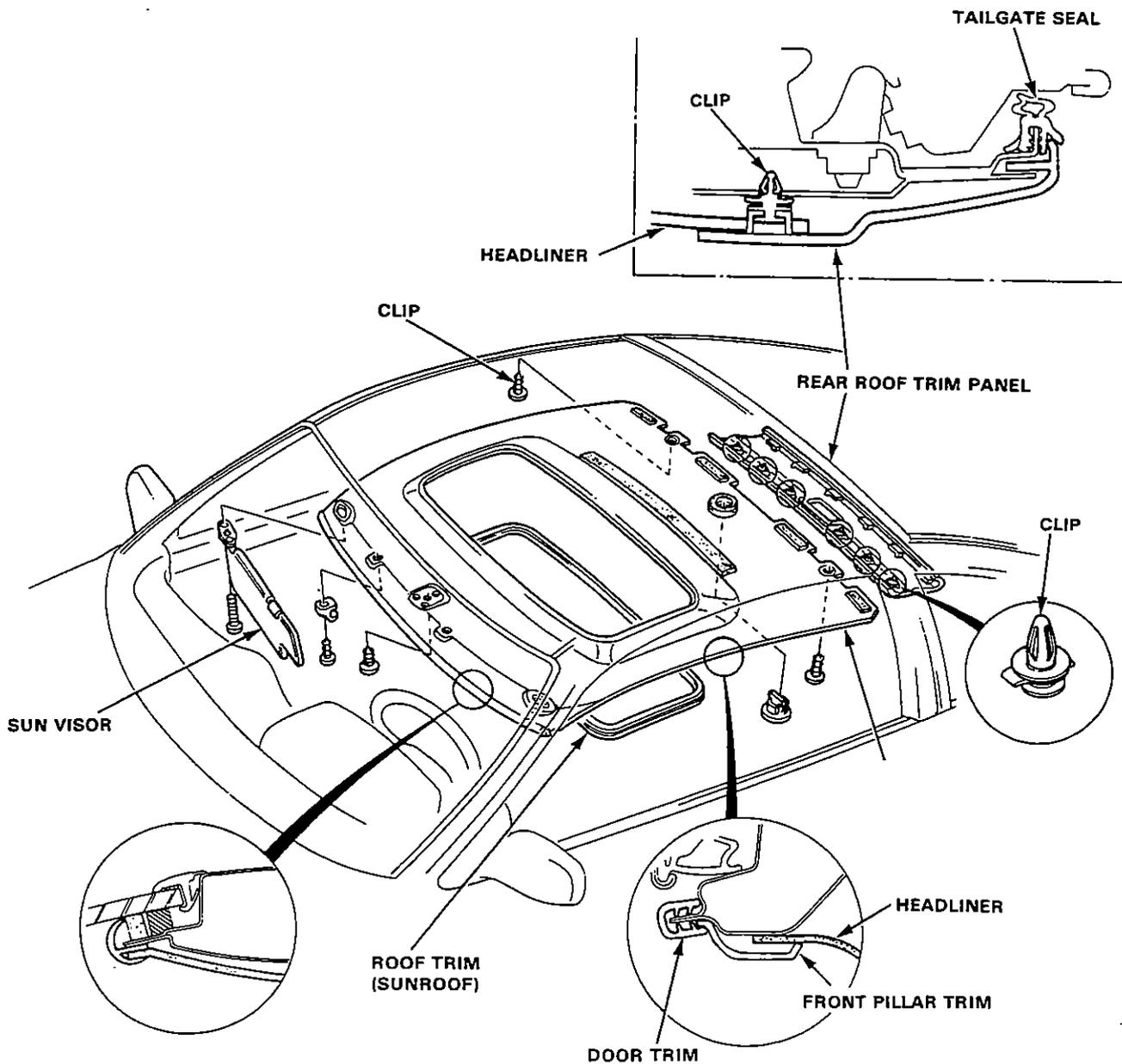


Headliner



Replacement

1. Remove:
 - Sun visors and holders.
 - Rearview mirror assembly (page 14-51).
 - Front pillar trim (page 14-44).
 - Quarter window trim panel (page 14-44).
 - Dome light.
 - Roof trim (Sunroof model).
2. Remove the clips and rear roof trim panel, then remove the headliner.



3. Assemble the headliner in the reverse order of disassembly.

NOTE:

- When installing the headliner inside the passenger compartment, be careful not to fold or bend it. Also, be careful not to scratch the body.
- Check that the two sides of the headliner are securely attached to the trim.