How To - Replace your Coupe's Door and All of its Accessories

Some things to point out, this is for the passenger door and obviously can be mirrored for the driver side. Also in this guide I didn't swap the internal door opening mechanism, but it is not hard to imagine drilling through the rivets and un-popping the translator rods, then re-popping/riveting on the new door.
Also I have shrunk images which don't require high detail and are self-explanatory.
Finally this is written as a collection of my findings and pointers for others. It is a potential how-to, the formatting might not be to everyone's taste. If there is a standard format that is expected, someone please PM me and I'll do some editing.

Pre-requisites for the job (list is not absolute, just what I used):

- Lots of space
- Lots of time (a full day in my case, especially if you've not done this before)
- An assistant (it will make it easier, was able to do the majority alone)
- Something to keep the rain off or a nice dry day

The following tools and materials:

- Paper-towel
- Latex Gloves (good for not contaminating multiple surfaces and avoiding spreading window lifter mechanism grease)
- Plastic prying tool (old credit card can do the job but isn't as good).
- New door, preferably already stripped (you'll learn a lot and save time for later)
- Soft surface to rest the new door on.
- Power Drill (with 2mm and 4mm drill bits)
- Riveting tool with 5mm rivets
- 13mm spanner (ratchet variety is better)
- T20 Torx bit
- T30 Torx bit
- Ratchet driver
- Ratchet wrench
- 10mm and 12mm hex socket
- 5mm allen key

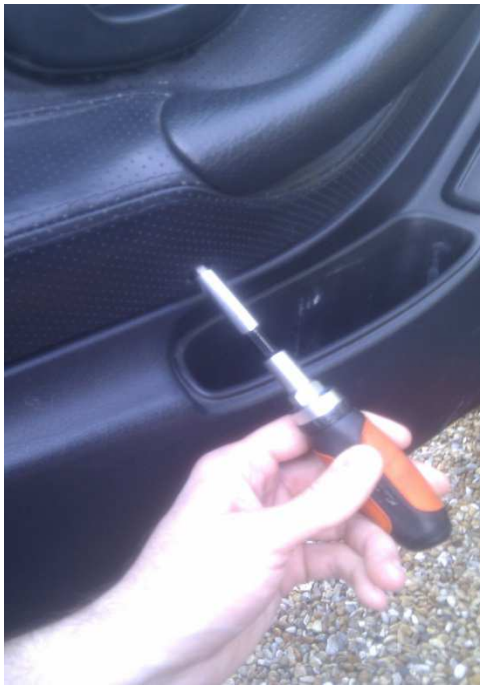
The next picture show's my car with a nice scar in the door.

First pry out the door light using a plastic prying tool (be sure to lay everything out in the order you removed it, in order to avoid confusion later on). Also when using the prying tool, remember to leaver gently and also to leaver in equal amounts around the object you are extracting to prevent excess strain on the plastic.

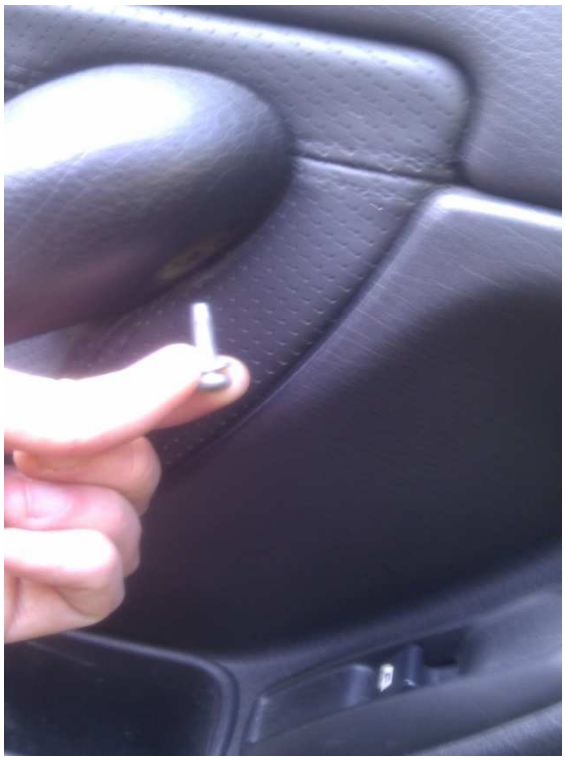
Pry off the internal door opening mechanism surround.

Pry out the speaker cover.

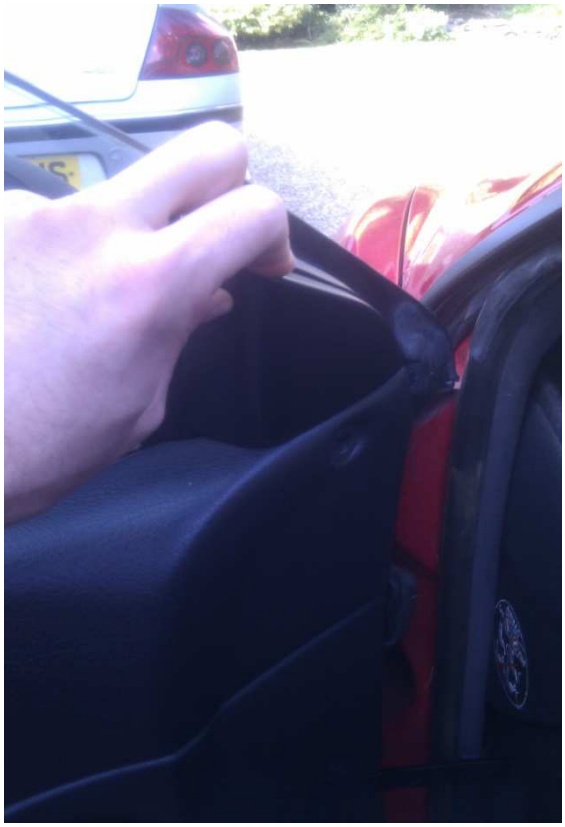
Pry off the button-hole cover just below the inner door handle. Use a Torx 20 piece and a 20mm extension with a ratchet driver (will make life easier). This screw is just long enough poke out of the handle once unscrewed.



Use the same tool to remove the remaining torx screw holding the other end of the door handle.

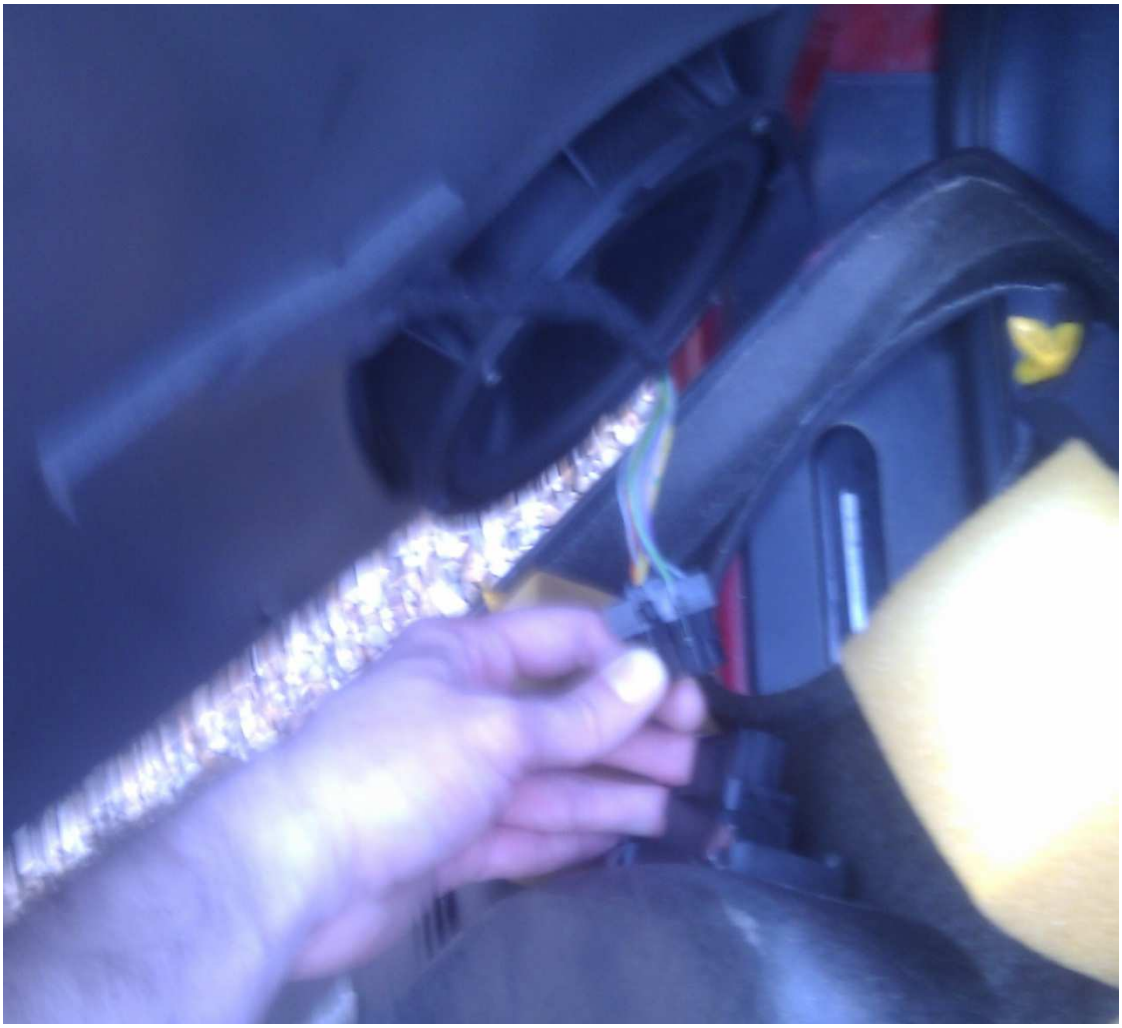


Remove the wing-mirror back blank (don't know what its called, failed to find it in service box, although I'm sure its there).
To do this lift it directly up as it will pop out. Also there is a plastic peg inside which goes into some metal channels which will retain the "Blank". You do not want to break the peg…



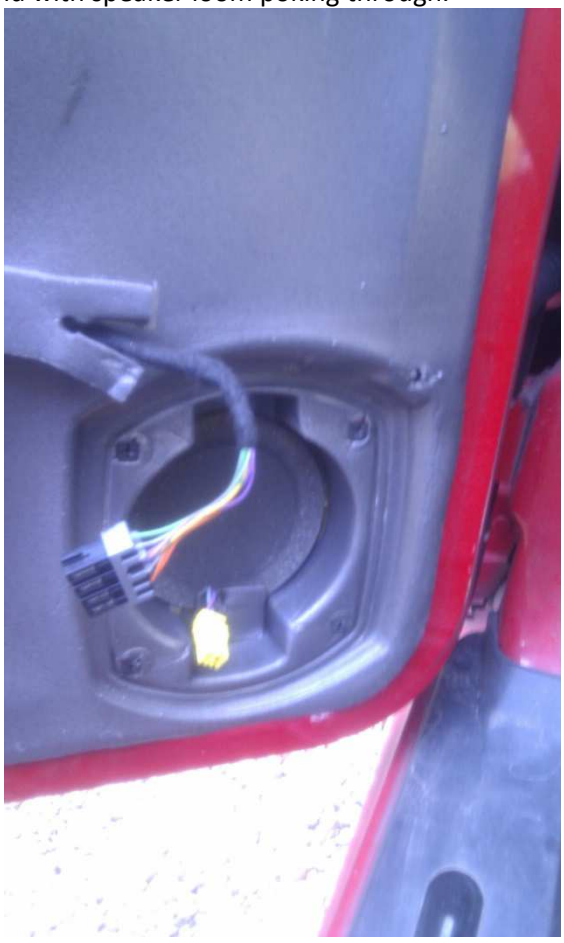
It is now time to remove the door card, be brave, you need to work your way around the edge of the door sharply pulling outwards by about an inch, un-popping the upholstery fastener clips, usually yellow in colour.
You will want to leave the top of the door till last as when the card is free on the bottom and sides. Swing it about a foot out from the door and lift up. This will free it from the door (make sure you feed the door light cable through to the inside of the door card).

Disconnect the window switch from its loom and then pop it out of the door card, keep it handy as it will be needed later when raising and lower the windows to access rear-glass-support-runner-bolts.



Remove the screws that hold the speaker into the speaker-mount/door using a Philips head size 1 screwdriver.

Picture to show speaker void with speaker loom poking through.



This bit takes time, be patient and get something to sit on so you don't stress out. I have second hand info (from other better written how-to guides) that says the door sound proofing is expensive to replace so avoid tearing it.
Slowly peel away the edge and work your way around the perimeter of the door. You will find that the glue holding the sound proofing is very tacky and when slowly pulled away separates from the metal (in retrospect I should have worn clean gloves as dirty fingers, mean the glue doesn't stick so well when re-applied).
The inner door opening mechanism has a ring of glue surrounding it so you will have to work your way around that too.
To really secure the damping material to the door the Peugeot engineers riveted the door handle mounts over the material. So I just very neatly cut the foam at the base of the mounts.

I borrowed my parent's driveway for the job and their cat decided he knew more about coupes than I do (not hard). If possible ensure children and animals are kept away for their safety, unless of course they know more about it than you do.

With the sound proofing removed the real work begins (when removing the sound proofing, take your time in posting the wiring loom through the provided holes without tearing).

There is a small piece of foam shoved into a gap not far from the wing-mirror. Remember to put it back.

Remove the flexible metal tab, (careful Sharp!!!) so that you can remove the door card shock absorber foam.

Here is said shock absorber foam removed (frustration alert, held in with very tacky black glue).

Here I am removing a rubber bung which I don't think I needed to remove.

Here I am removing a bung which covers the screw which releases the outer door protector strip. Remove this screw. DO NOT drop it into the door. With the screw removed you will be able to slide the protector strip forward towards the front of the car and it should come away.

In this shot you can see one of the access holes from the outside of the door. You will find that the outer protector strip was covering some transparent tape which covers these holes. Access hole one (from the front of the car going back), I didn't use. Access hole two I used to release the window lifter mechanism runner track. Access hole three I used to remove the bolts which hold the window to the rear window support runner track (although you have to raise and lower the window to get the bolts level with the hole). When you finish using these holes replace the tape.

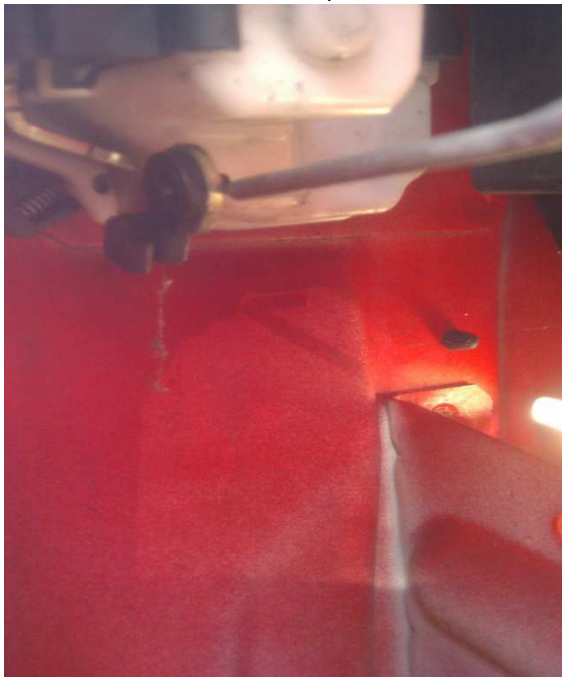
I have no idea why this image is here, probably to be used as reference of where some of the loom is supposed to be positioned.

This image shows some of the parts you should have laid out by this point.

This image shows the fact that I have removed the lock loom from the locking mechanism. The window will rise to its fully closed position. This happens because the locking mechanism tells the ECU if the door has been closed and if the window needs to be raised to fully closed or not.

This image shows me reaching up to the wing-mirror cable connector. This is the removal of the wing mirror. If you can find a mate who has small hands, this is the job for them. This job is a serious issue. If your wing-mirror is an electronic folding type there will be a separate two wire loom which has a connector in the vicinity of the main wing-mirror loom connector. There isn't too much I can say about this job apart from look at service box, and then look at it again. This is very frustrating. There is a clip which holds the connector to the inside of the door frame, I may have gotten frustrated and smashed it through the hole.

This image shows the door lock control rods; these can be removed by disconnecting the clip grip tab, which surrounds the rod. You will then be free to rotate the grip tab and pop the bent end of the rod out, thus freeing it from the locking mechanism. There are several of these, when returning them they are fairly self-explanatory as they will all only fit one way. It might be worth taking more reference images than I did (the image below shows the rod still in place with the clip grip tab already unclipped and turned downward from the rod).



The next two images show me using a 10mm socket and ratchet driver to remove the “cover deflector”.

This image shows the spindle, which translates the force applied between two separate rods, being removed to allow access to the “side door control”. When I say remove I mean un-pop and move to

the side.

An image to show the unbolting of the door lock, using a 10mm socket.

An image to show the unbolting of the door handle, using a 10mm socket.

A collection of bits from inside the door vaguely laid out as they would be in the door.

An image to show the rear window support runner raised to allow access from access hole three.

An image to show use of door access hole three using a 10mm socket to undo the bolts on the rear window support runner.

Here I have removed the front glass support bracket, makes removing the glass easier.

Here I am removing the pin for the window roller so that I will be able to pop the ball joint out.

Here is the result of popping the ball joint out. Be careful, it requires considerable force and can lead to snapped plastic, see next image.

Here you can see the runner is no longer a perfect circle, I should have replaced it with a spare but it is still serviceable in this state.

This image is to show the glass has now been removed.

This image shows one of the retaining clips being removed. Try to get your hand to the other side of this pin to prevent it falling out and being lost. For storage I returned the clip to its pin with the runner track removed.

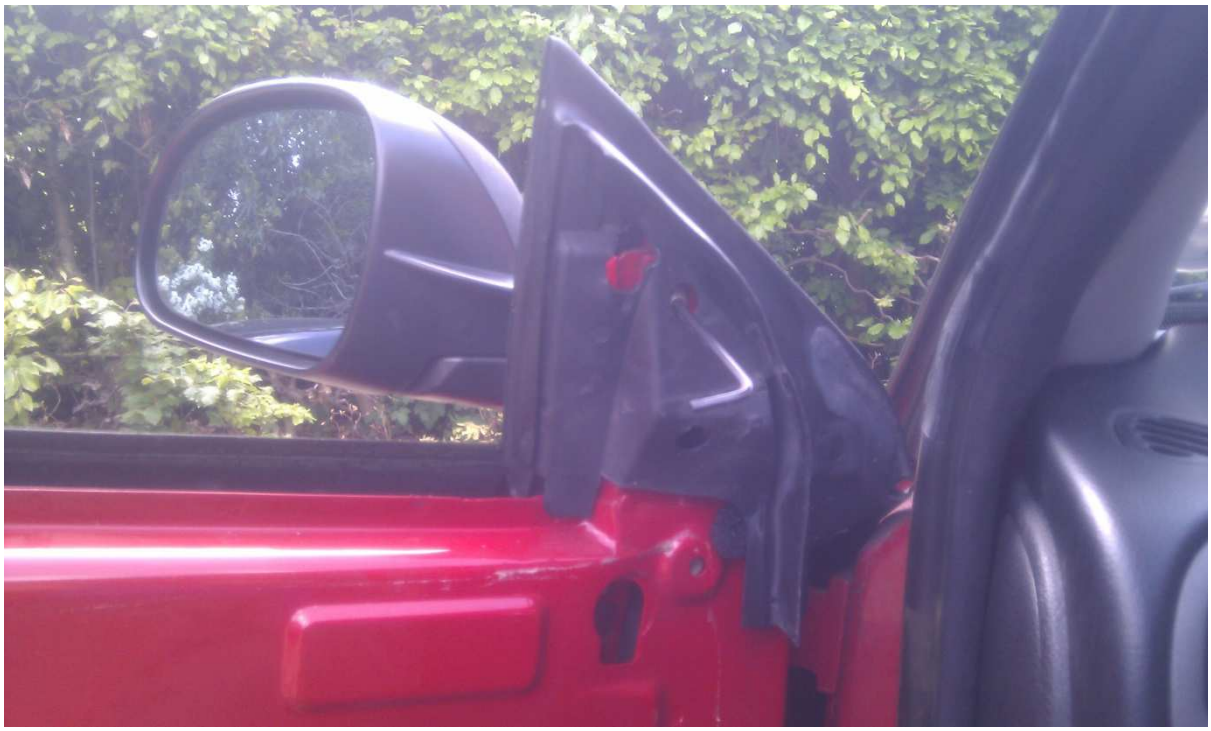
Here is the other end of the window fixing. Took me a good ten minutes of trial and error to get it right.

Use a 5mm Hex key to remove the runner strip. (The height of this runner affects the way the window rises, I found mine not quite sealing near the mirror when I completed the swap and had to strip back down in order to lower the runner strip a little. Too much causes the back of the window

[near the seatbelt] to overlap with the roof support post thing.)

Here you can see the runner removed and the lifter mechanism positioned to the bottom of the door (not touching the bottom, just near it). This will be the easiest position to remove the lifter mechanism.

Use a 4mm hex key to remove the screws holding the wing mirror in place.



There’s another screw hidden under the wing-mirror seal rubber.

Here is the result of working alone, good news the door is already scratched up before I let the wing mirror mount scratch it.

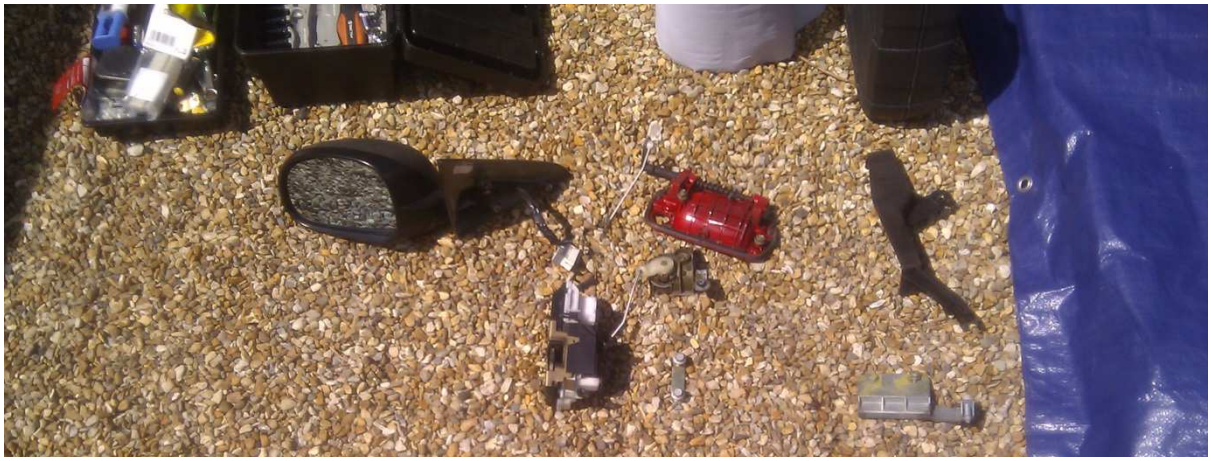
I think there is something important about this picture or I would not have included it, I'm sure it will be helpful for someone.

Here I am using a very poor method to hold the wing mirror up until I'm ready to remove it.

This image shows the door being held open whilst I work on it by a sapling in a neighbouring hedge as the check strap mechanism was mangled.

This image shows the wing mirror base lifted up and the connector beneath ready to be disconnected.

A further grouping of parts removed from the door.

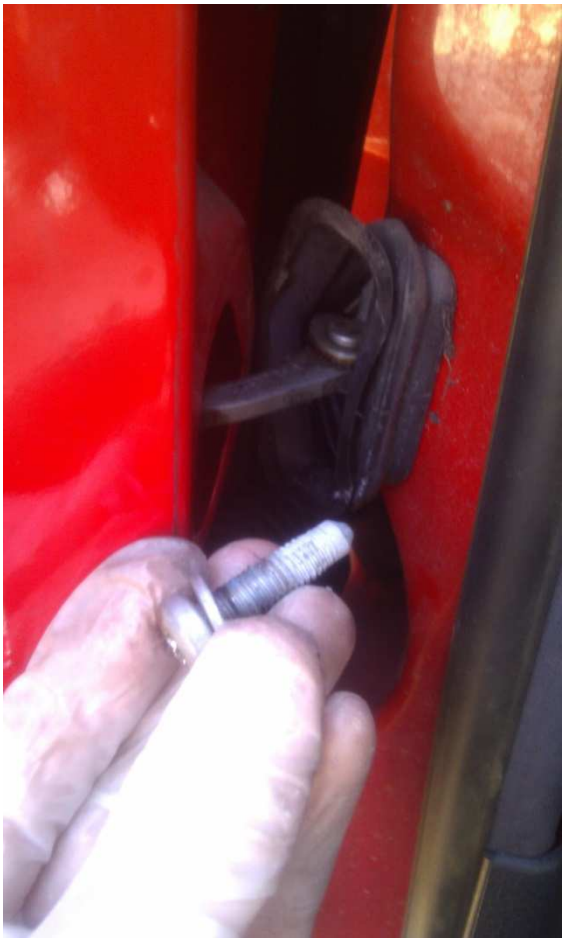


An image to show the loom gator in the door.

An image to show the loom gator dislodged.

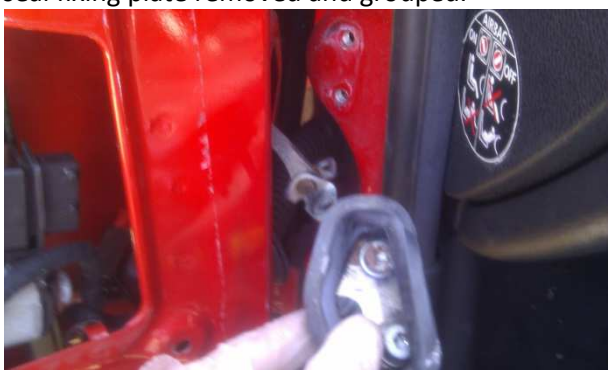
An image to show the bolts which hold the check strap to the door frame. The bolts are torx 30 and take some time to remove, the key word again is ratchet driver/spanner.

The T30 bolts removed.



Ratcheting in progress.

The T30’s and their door seal fixing plate removed and grouped.

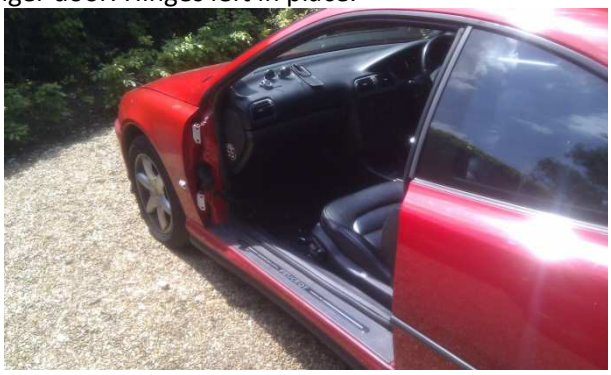


The loom extracted from the door.

I used a 13mm spanner to remove the bolts from the door side of the hinges. Wish I'd had a ratchet spanner handy.

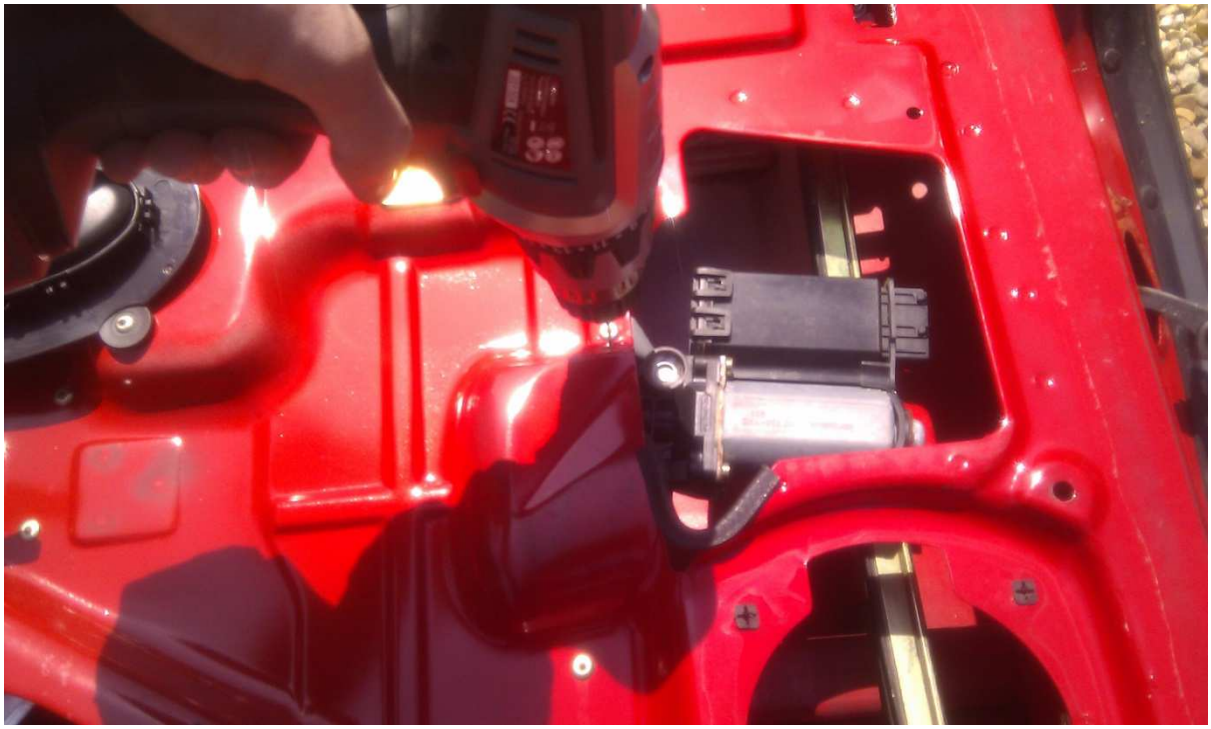
The hinge bolts removed.

1x coupe, minus a passenger door. Hinges left in place.

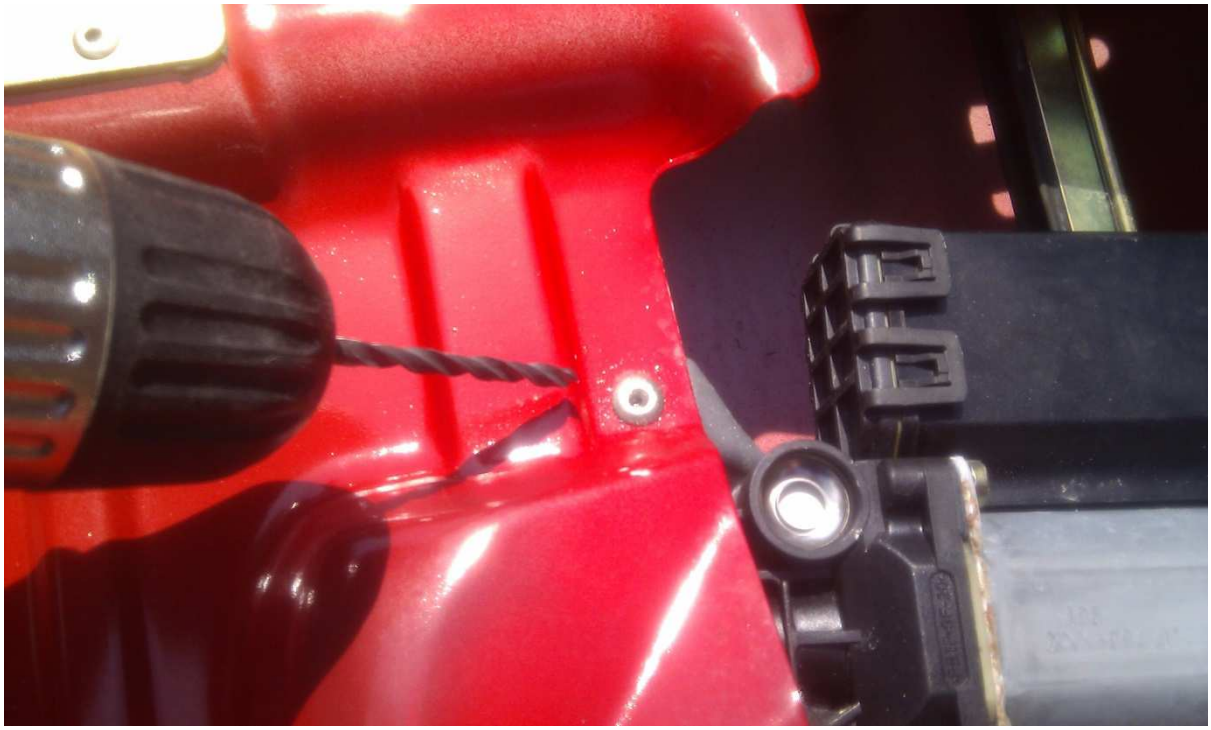


The two doors laid out ready to do the lifter mechanism swap.

Here I am drilling the first of four rivets out using a 2mm pilot drill bit, followed by a 5mm drill bit.



It takes time, make sure your drill is fully charged and that you have a hoover to clean-up after yourself.



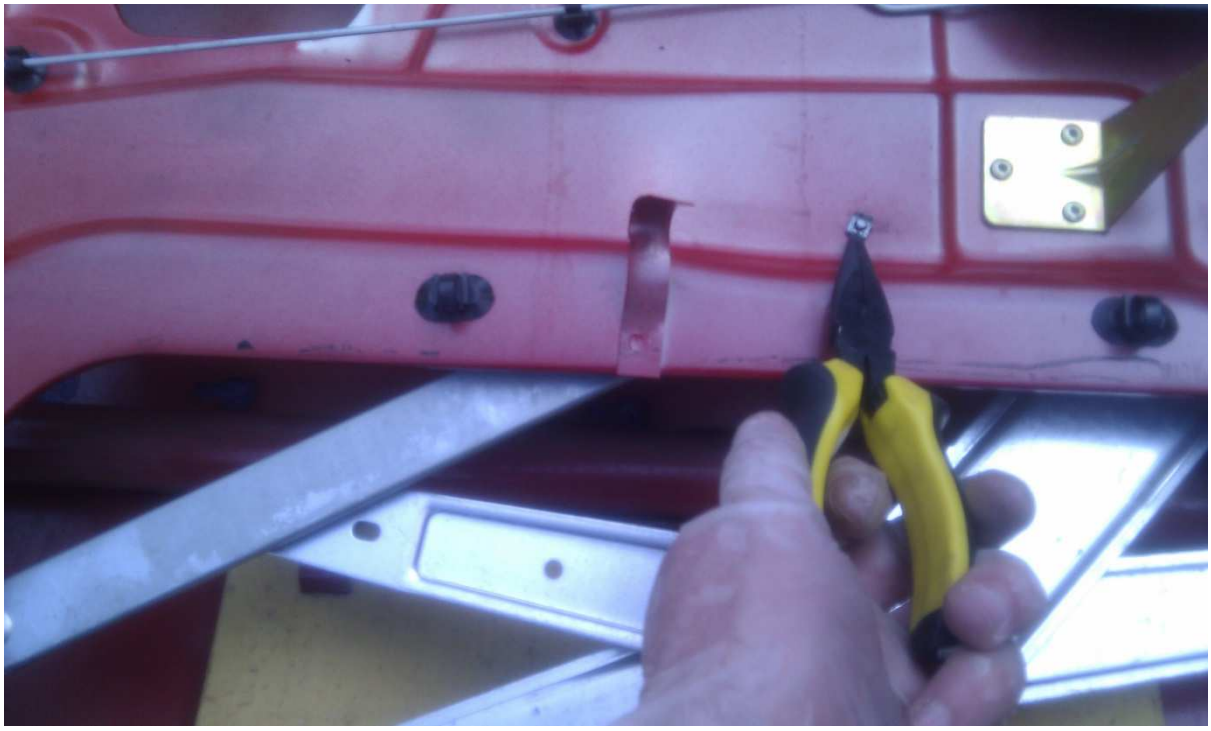
The lifter mechanism removed and ready for transfer.

This image is to show how deep the rivets are and how thick the mounting bracket on the lifter is.

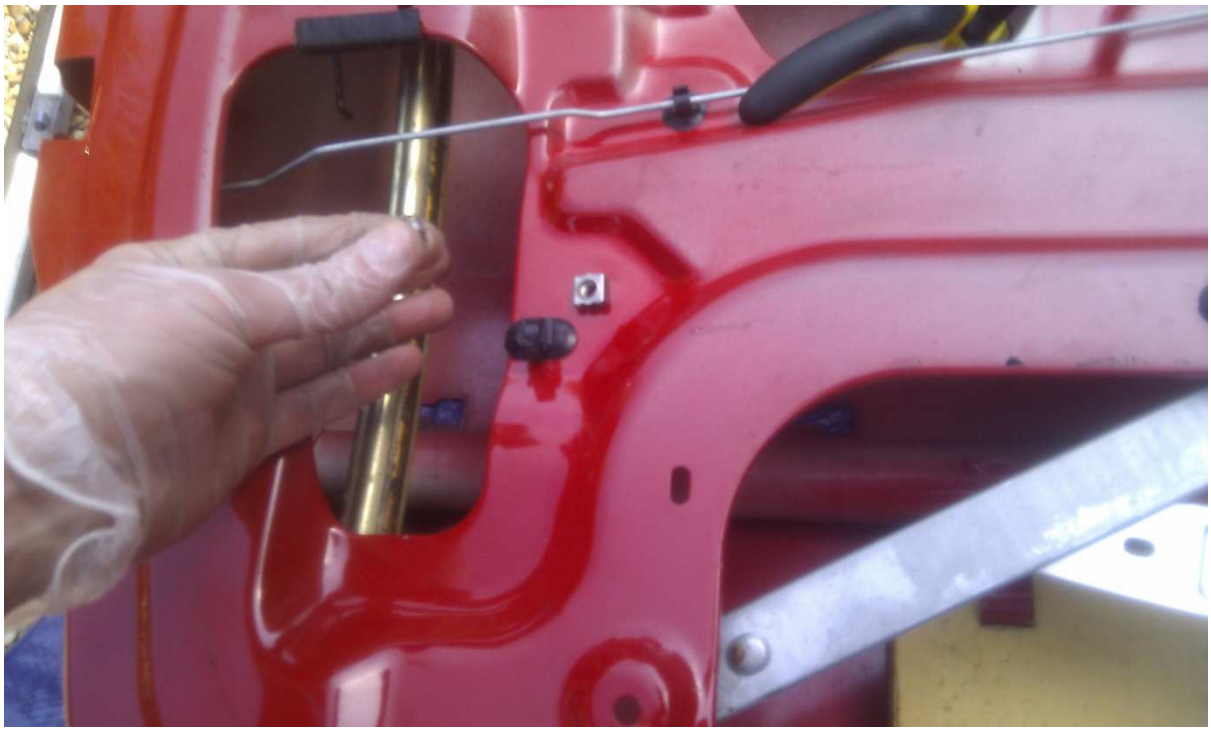
Here you can see at least one of the newly applied rivets still has it nail sticking out. Just felt it would be a useful shot for anyone who had never used a rivet gun before.

This is how NOT to do it. My dad explained to me that what should have happened was, the tensile strain of tightening the rivets should have broken away the remainder of the nail. As luck would have it I got them near as damn-it close, but just hadn't broken the ends off the nail, so I cut them off with bolt cutters.

Here I am returning the fixing clip to the window lifter runner track on the new door (cheers Ade).



Here I am returning the fixing bolt to the other end of the track.

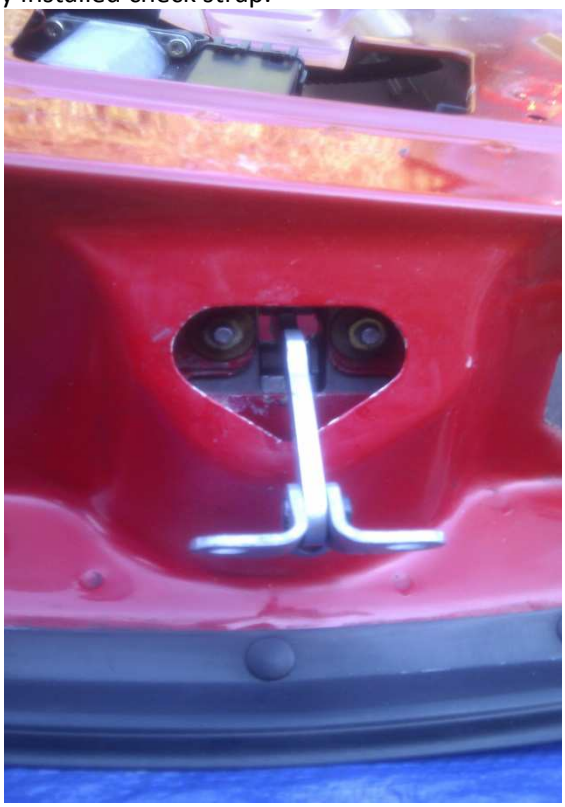


No explanation for this image.

This image is to show the lock in place on the handle.

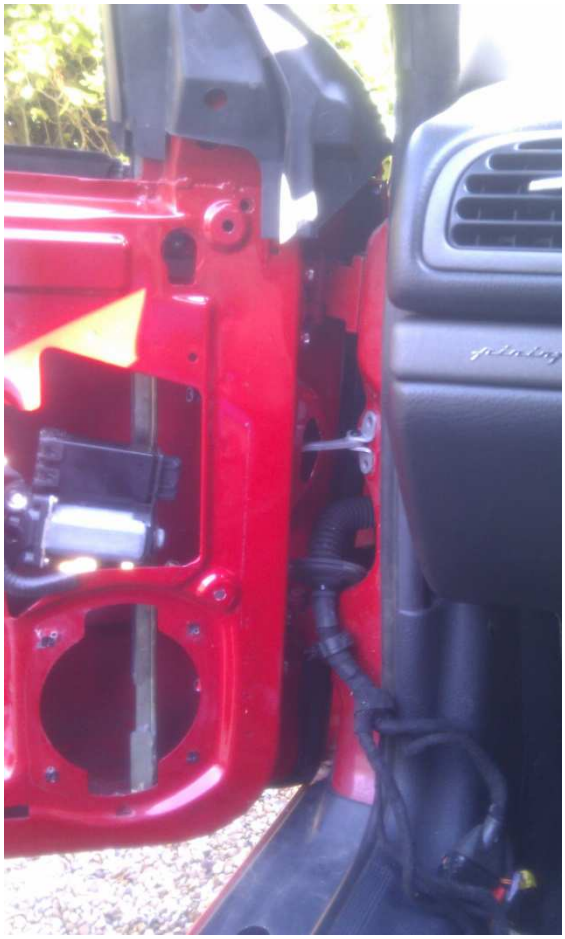
This image is to show the snapped and foobar'd old checkstrap.

This image shows the newly installed check strap.



Check strap approaching original fixing points.

And again.



My dad kindly helping me return the wing mirror to its home.

Returning the square of foam which pushes against the wing mirror connector and holds it in place.

I have jumped a lot, but to be honest, once you've removed it, you've got a pretty good idea of how to re-do it.

Voila, 1x new door fully installed…