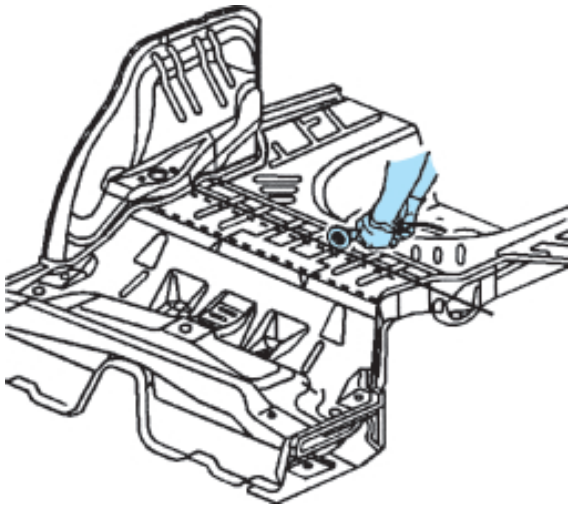


Compartment Panel Replacement – Rear

Removal Procedure

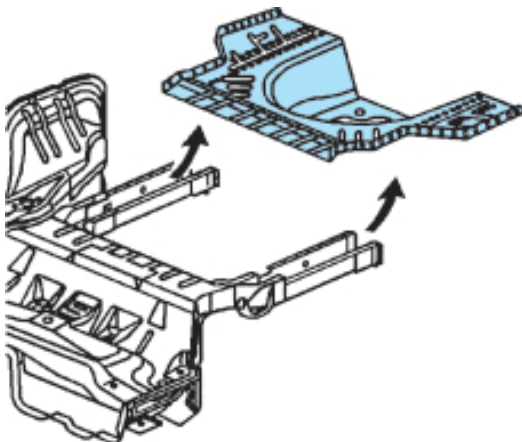
CAUTION: Refer to Glass and Sheet Metal Handling in Cautions and Notices.

1. Disable the SIR system. Refer to Disabling the SIR System in Cautions and Notices.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnect/Connect Procedure in Cautions and Notices.
IMPORTANT: It is recommended that full replacement is preformed only when full frame rail assembly is installed, use overlap procedure for rail sectioning.
IMPORTANT: The rear floor pan service part comes pre cut to the correct length for replacement. It does not need to be modified.
3. Remove all related panels and components.
4. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair in Cautions and Notices.
5. Visually inspect and restore as much of the damage as possible.



IMPORTANT: Do not damage any inner reinforcements or panels. Use caution not to damage the welds that attach the frame rail to the wheelhouse if you are not replacing the complete rail assembly.

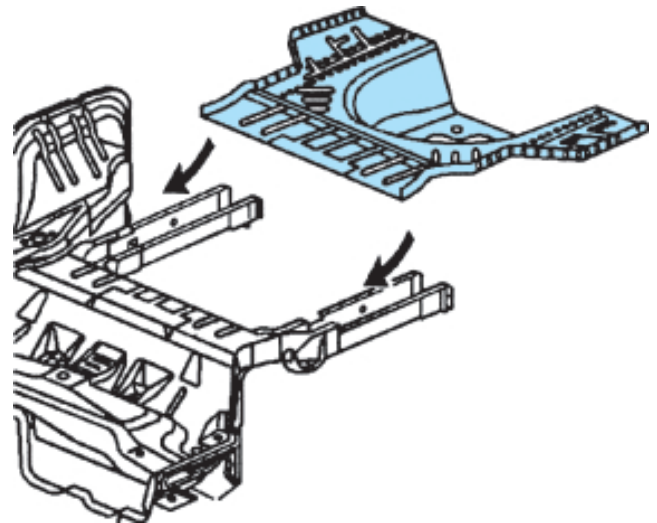
6. Cut the rear compartment panel at the rear edge of the number 5 crossbar.
7. Locate, mark, and drill out all factory welds. Note the number and location of welds for installation of the service assembly.
8. Remove the damaged rear compartment panel from the vehicle.



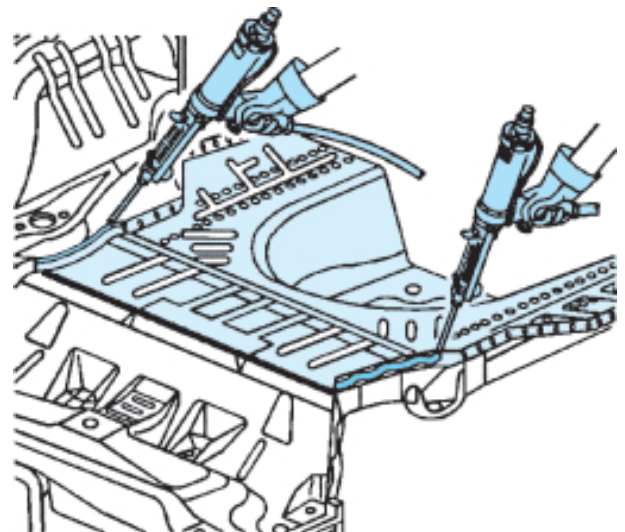
Installation Procedure

IMPORTANT: This part has structural weld-thru adhesive in the joint areas. It is necessary to replace this with additional spot welds at the attachment points. This can be accomplished by adding an additional weld between each factory weld.

1. Prepare the mating surfaces as necessary.
2. Drill 8 mm (5/16 in.) plug weld holes along the front edge of the service part. Locate these holes 13 mm (1/2 in.) from the edge of the service part spaced 40 mm (1-1/2 in.) apart.
3. Drill 8 mm (5/16 in.) plug weld holes in the service part as necessary in the locations noted from the original panel. Do not drill holes in the vertical flange along the wheelhouse area. This area will be bonded.
4. Apply 2-part catalyzed primer to all surfaces to be bonded.
5. Apply bonding material to the vertical flanges in the wheelhouse areas only.
6. Install and align the service part using 3-dimensional measuring equipment.



7. Plug weld accordingly.



8. To create a solid weld along the front of the service part with a minimum of heat distortion, make a 25 mm (1 in.) stitch weld along the seam with 25 mm (1 in.) gaps between them. Then go back and complete the weld.
9. Clean and prepare all welded surfaces.
10. Prime with 2-part catalyzed primer.
11. Apply sound deadening materials as necessary.
12. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems in Cautions and Notices.
13. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair in Cautions and Notices.
14. Install all related panels and components.
15. Connect the battery ground (negative) cable. Refer to Battery Negative Cable Disconnect/Connect Procedure in Cautions and Notices.
16. Enable the SIR system. Refer to Enabling the SIR System in Cautions and Notices.

