

Compartment Panel Sectioning - Rear

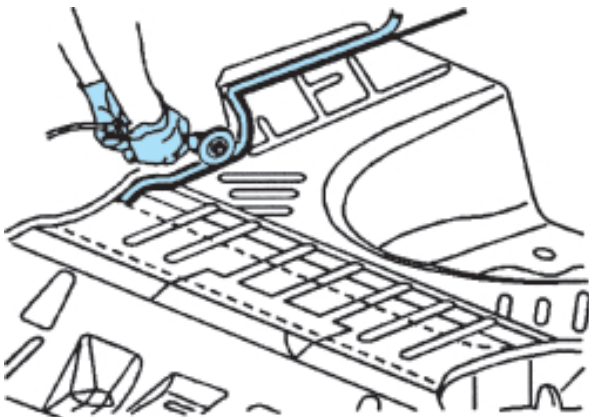
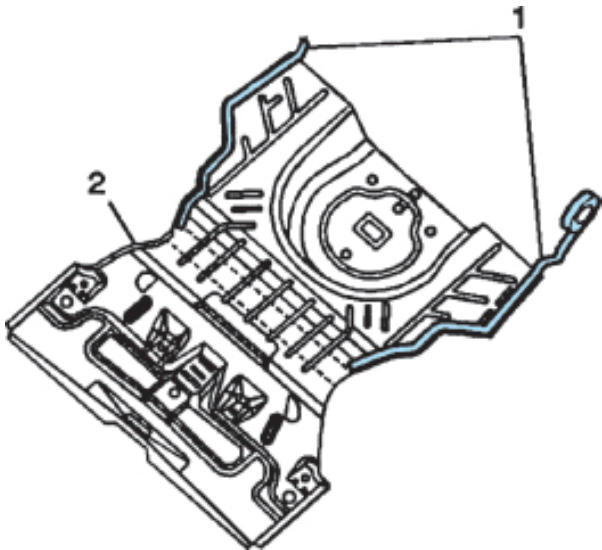
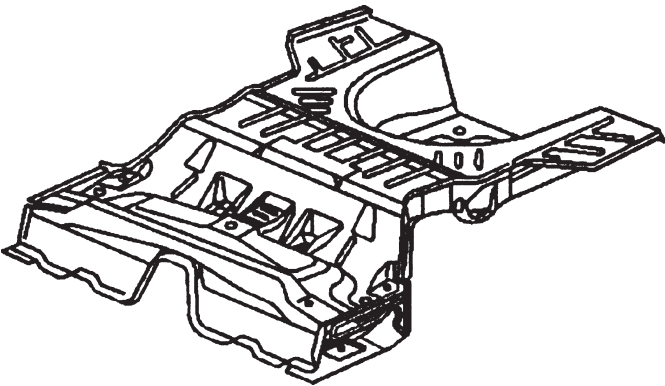
Removal Procedure

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

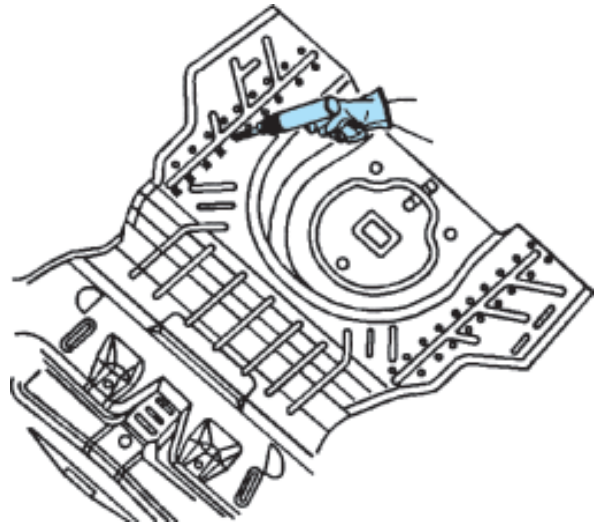
1. Disable the SIR system. Refer to Disabling the SIR System in Cautions and Notices.
2. Disconnect the negative battery cable. Refer to Battery Negative Cable Disconnect/Connect Procedure in Cautions and Notices.
IMPORTANT: It is recommended that full replacement is preformed for full rail replacement.
IMPORTANT: The rear floor pan service part comes pre cut to the correct length for sectioning . 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.

6. Apply a 25 mm (1 in.) piece of masking tape to the rear compartment panel along the contour of the wheelhouse, from the number 5 crossbar to the rear of the compartment panel. Apply on both sides of the rear compartment panel

7. Cut along the inboard side of the tape to create a weld flange.
IMPORTANT: Do not damage any inner panels or reinforcements.
8. Cut the rear compartment panel at the rear edge of the number 5 crossbar.



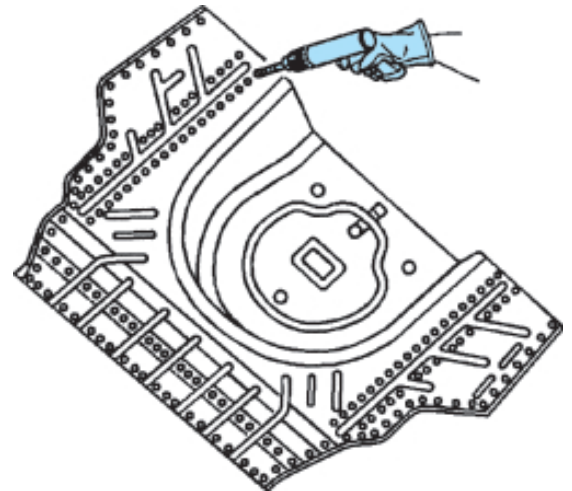
9. Locate, mark, and drill out all factory welds. Note the number and location of welds for installation of the service assembly.
10. Remove the damaged rear compartment panel from the vehicle.



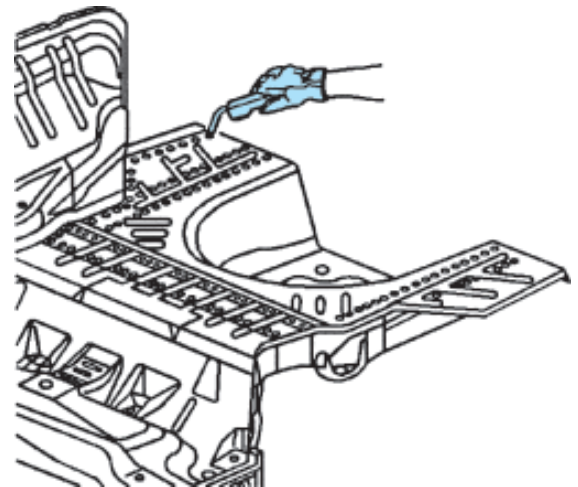
Installation Procedure

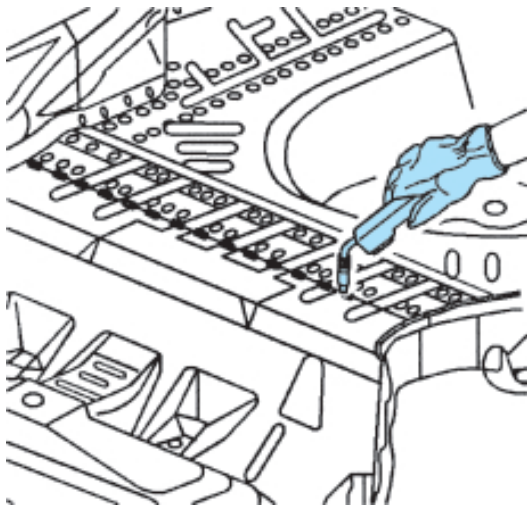
IMPORTANT: This part has structural weld-thru adhesive in the joint areas. It is necessary to replace this with additional spot welds at the attachment points. This can be accomplished by adding an additional weld between each factory weld.

1. Prepare the mating surfaces as necessary.
2. Apply a 25 mm (1 in.) piece of masking tape along the contour of the wheelhouse from the front edge to the rear edge of the rear compartment floor service part on both sides. Cut along the outside of the tape and remove the up turned flange.
3. Drill 8 mm (5/16 in.) plug weld holes along the front edge of the service part spaced 40 mm (1-1/2 in.) apart, as shown.
4. Drill 8 mm (5/16 in.) plug weld holes in the service part as necessary, in the locations noted from the original panel.
5. Prepare all surfaces as necessary.
6. Apply weld-thru primer to all bare metal surfaces.
7. Install and align the service part using 3-dimensional measuring equipment.

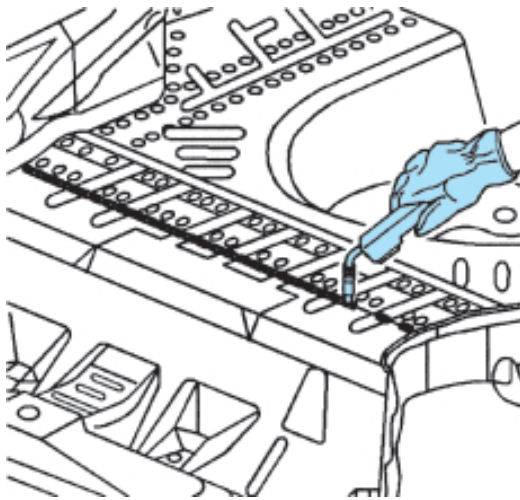


8. Plug weld accordingly.





9. 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.



10. Complete the stitch weld along the front of the service part.
11. Clean and prepare all welded surfaces.
12. Prime with 2-part catalyzed primer.
13. Apply sound deadening materials as necessary.
14. Paint the repaired area. Refer to Basecoat/Clearcoat Paint Systems in Cautions and Notices.
15. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair in Cautions and Notices.
16. Install all related panels and components
17. Connect the negative battery cable. Refer to Negative Cable Disconnect/Connect Procedure in Cautions and Notices.
18. Enable the SIR system. Refer to Enabling the SIR System in Cautions and Notices.