

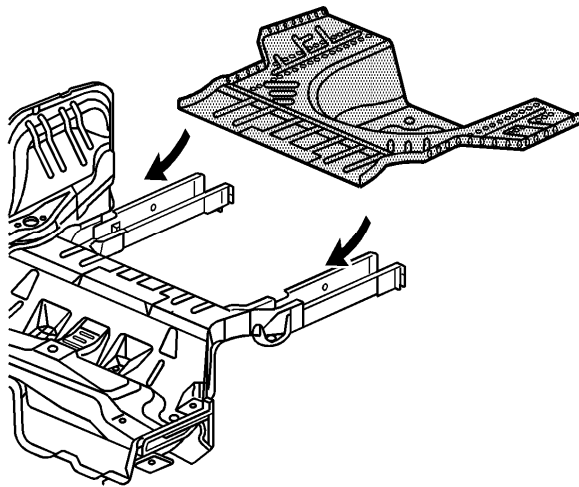
# Rear Compartment Panel Replacement

## Removal Procedure

**Caution:** Refer to [Approved Equipment for Collision Repair Caution](#) in Cautions and Notices.

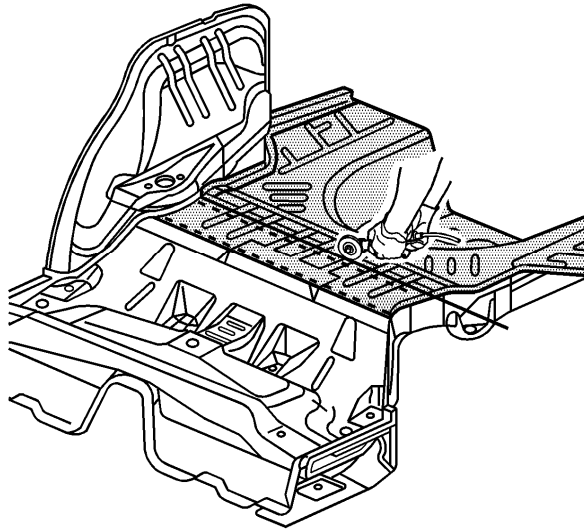
**Important:** Perform a full replacement only when a full frame rail assembly is installed. Use an overlap procedure for rail sectioning. The rear floor pan service part comes pre-cut to the correct length for replacement, and does not need to be modified.

1. Disable the SIR system. Refer to [SIR Disabling and Enabling](#) .
2. Disconnect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#) .

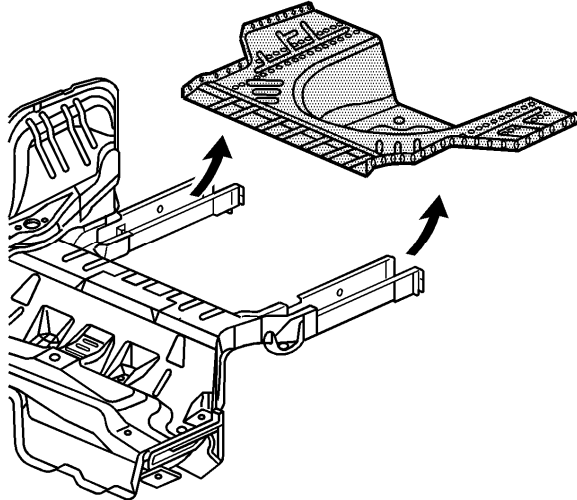


3. Remove all related panels and components.
4. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to [Anti-Corrosion Treatment and Repair](#) .
5. Repair as much of the damage as possible.

**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.



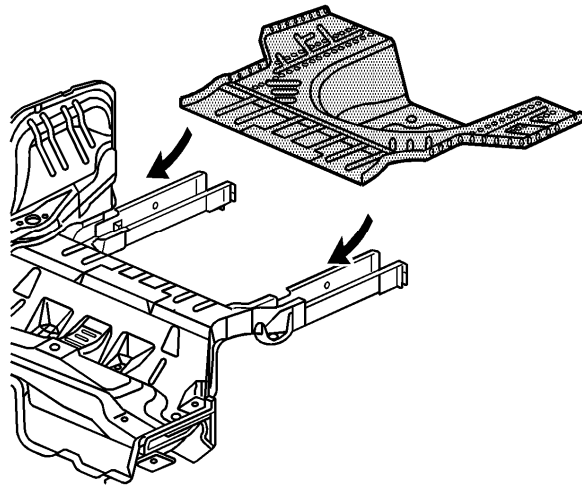
6. Cut the rear compartment panel at the rear edge of the number 5 crossbar.
7. Locate, mark, and drill out all factory welds. Note the number and location of welds for installation of the service assembly.



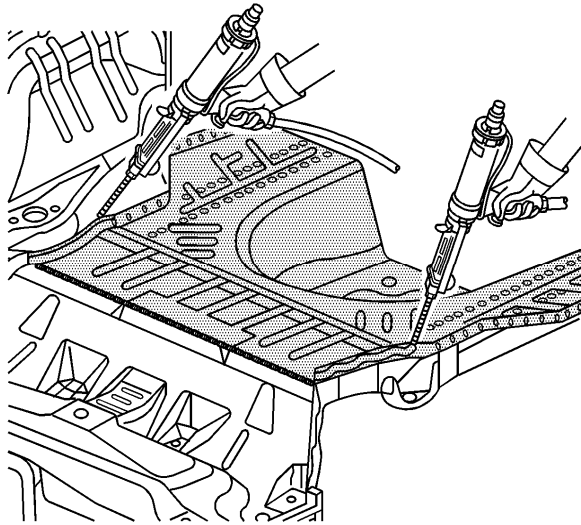
8. Remove the damaged rear compartment panel from the vehicle.

## Installation Procedure

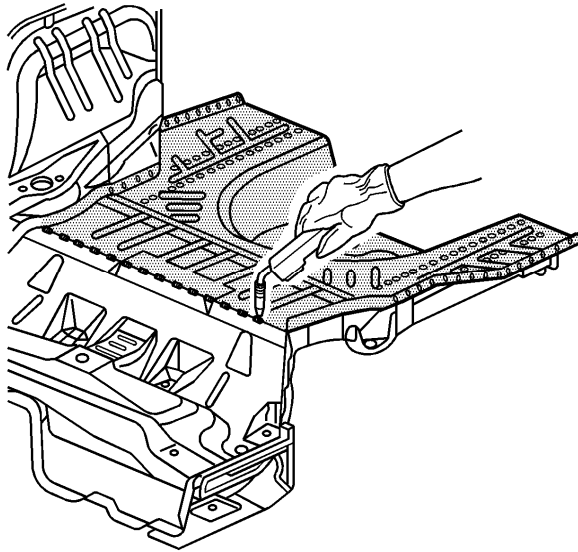
**Important:** This part has structural weld-thru adhesive in the joint areas. Replace this with additional spot welds at the attachment points. This can be accomplished by adding an additional weld between each factory weld in all areas.



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 GM-approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to [Anti-Corrosion Treatment and Repair](#) .
5. Apply bonding material Lord 108 to the vertical flanges in the wheelhouse areas only.
6. Install and align the service part using three 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.
9. Clean and prepare all welded surfaces.
10. Apply sound deadening materials as necessary.
11. Paint the repaired area. Refer to [Basecoat/Clearcoat Paint Systems](#) .
12. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to [Anti-Corrosion Treatment and Repair](#) .
13. Install all related panels and components.
14. Connect the battery ground (negative) cable. Refer to [Battery Negative Cable Disconnection and Connection](#) .
15. Enable the SIR system. Refer to [SIR Disabling and Enabling](#) .