

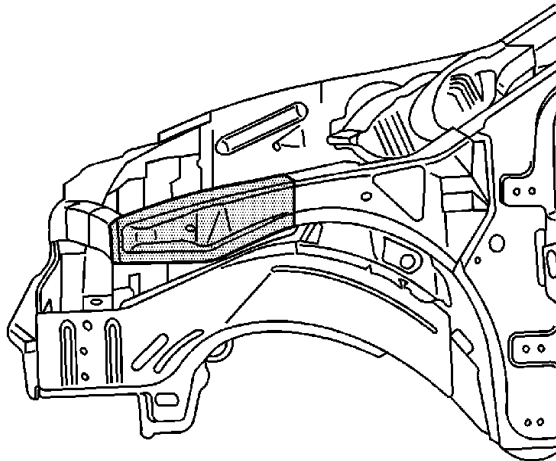
Front Compartment Upper Side Rail Sectioning

Removal Procedure

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

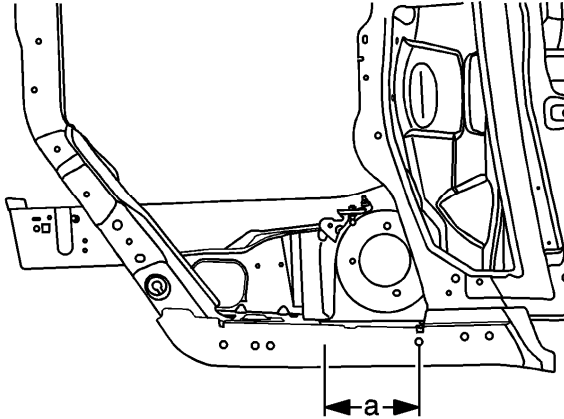
Caution: Sectioning should be performed only in the recommended areas. Failure to do so may compromise the structural integrity of the vehicle and cause personal injury if the vehicle is in a collision.

1. Disable the SIR system. Refer to [SIR Disabling and Enabling](#) in SIR.
2. Disconnect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#) in Engine Electrical.
3. Remove all related panels and components.
4. Repair as much of the damage as possible. Refer to [Dimensions - Body](#) .
5. Remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to [Anti-Corrosion Treatment and Repair](#) in Paint and Coatings.

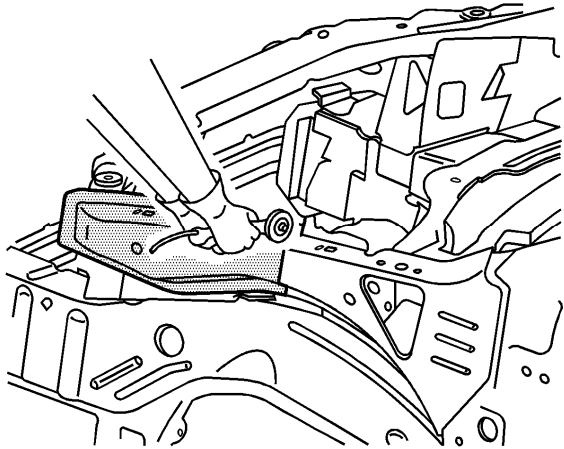


Important: Note the number and location of the factory welds for installation of the front compartment upper side rail.

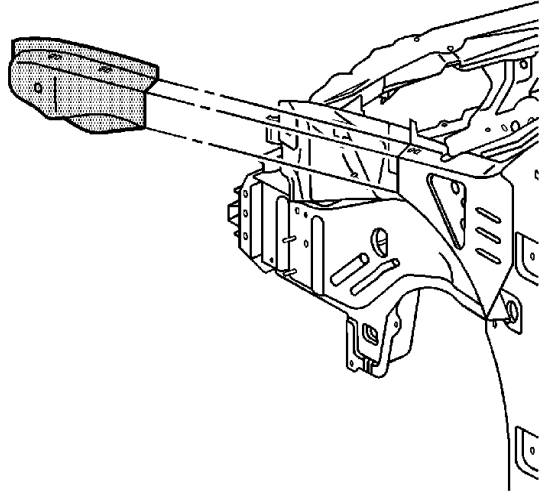
6. Locate and drill out all the necessary factory welds.



7. Measure forward 225 mm (8 7/8 in) (a) of the center of the forward hood hinge attachment bolt hole location. Mark the location.
8. Using the mark made in the previous step as a starting point, use a sliding square to transfer a line on the top, side, and bottom of the rail.

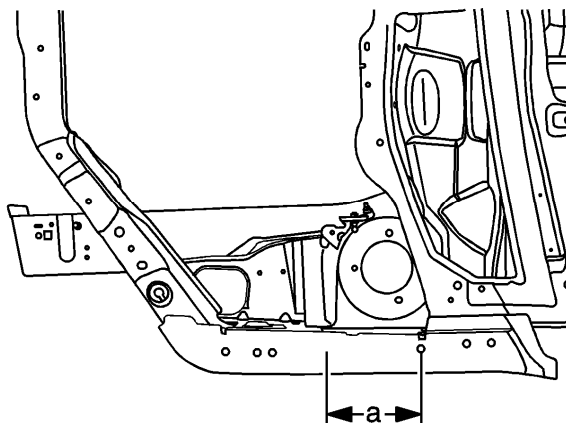


9. Cut the side upper rail at the marked location.

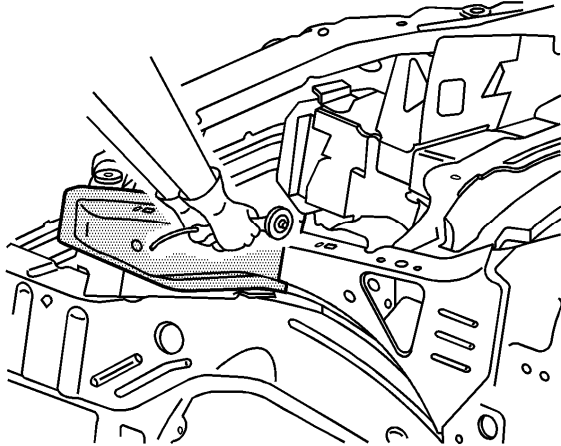


10. Remove the front portion of the side upper rail.
11. Drill two 8-mm (5/16-in) plug weld holes 10 mm (1/2 in) rearward from the edge of the top, bottom, and outer side on the front edge of the remaining portion of the side upper rail on the vehicle.

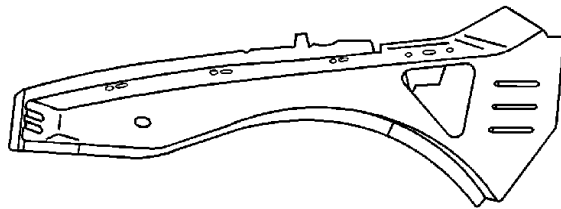
Installation Procedure



1. Measure on the service part 200 mm (7 7/8 in) (a) forward of the hood hinge attachment bolt hole location. Mark the section.
2. Using the mark made in the previous step as a starting point, use a sliding square to transfer a line on the top, side, and bottom of the rail.



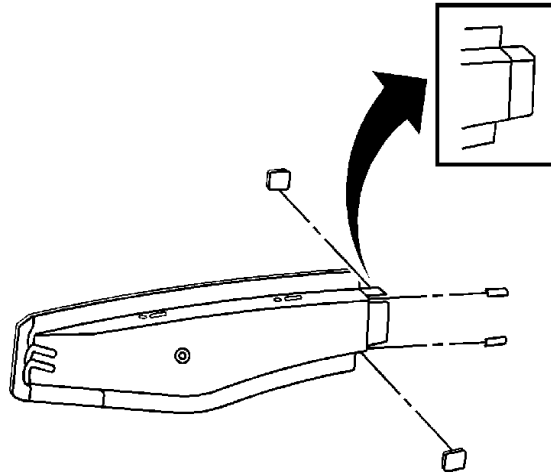
3. Cut the service part at the marked location.



Important: If the location of the original plug weld holes can not be determined, space the plug weld holes every 40 mm (1½ in) apart.

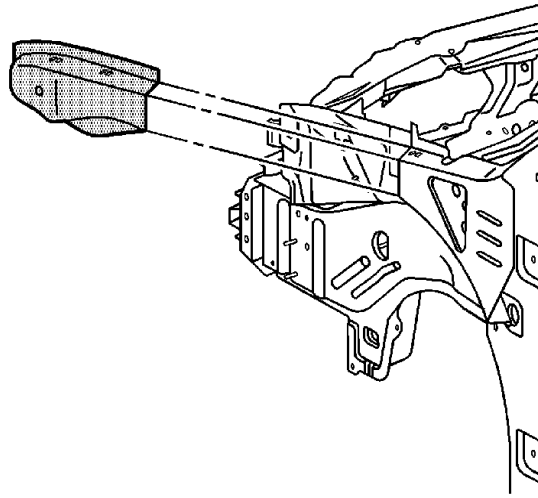
4. Drill 8 mm (5/16 in) plug weld holes as necessary in the locations noted on the original panel.
5. Prepare all mating surfaces as necessary.

6. Apply GM-approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to [Anti-Corrosion Treatment and Repair](#).
7. Measure 25 mm (1 in) forward from the cut area. Mark the location on top of the rail.
8. Using the mark made in the previous step as a starting point, use a sliding square to transfer a line on the top, side, and bottom of the rail.



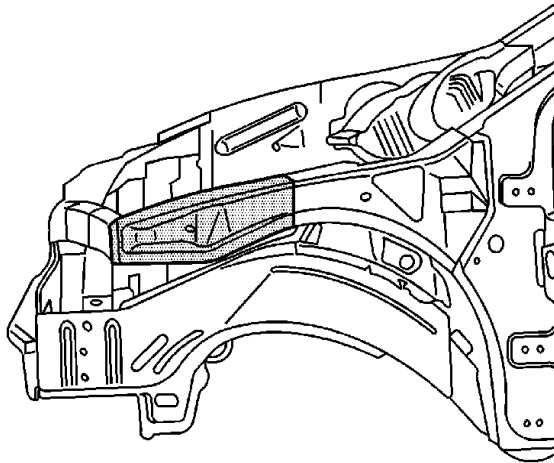
Important: Do not cut past the scribed line.

9. At the weld flange areas of the rail and at each radius, cut toward the scribed line. This will aid in the flange-forming process.
10. Bend the cut area of the rail inward to create a 25 mm (1 in) step flange for the weld joint.



Important: Flanges on the service part will slide inside the rail portion of the vehicle.

11. Position the side upper rail to the vehicle using 3-dimensional measuring equipment. Clamp the rail in place.



12. Stitch and plug weld accordingly.
13. Clean and prepare all of the welded surfaces.
14. Install all of the related panels and components.
15. Apply the sealers and anti-corrosion materials to the repair area, as necessary.
Refer to [Anti-Corrosion Treatment and Repair](#) in Paint and Coatings.

16. Paint the repaired area. Refer to [Basecoat/Clearcoat Paint Systems](#) in Paint and Coatings.
17. Connect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#) in Engine Electrical.
18. Enable the SIR system. Refer to [SIR Disabling and Enabling](#) in SIR.