

Front wheelhouse

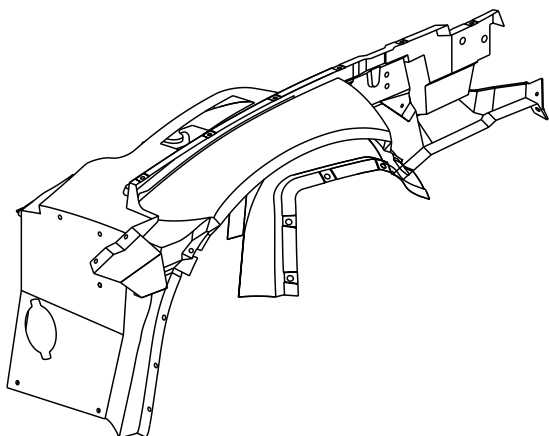


Fig. 3.6 — Front Wheelhouse Service Assembly

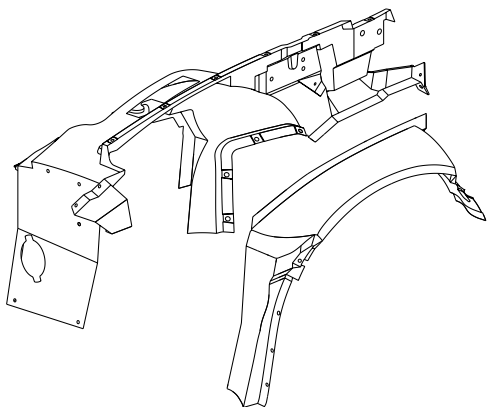


Fig. 3.7 — Service Assembly Can Be Separated for Outer Wheelhouse Panel Replacement

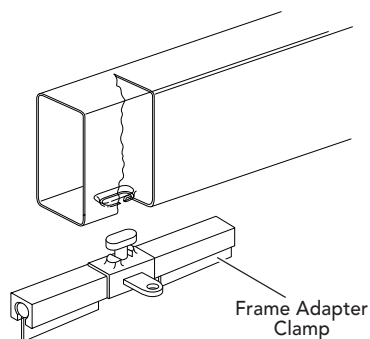


Fig. 3.8 — Adapter Clamp for Anchoring System

The wheelhouse consists of two pieces, an outer portion that rivets and bonds to a larger inner portion (Fig. 3.6). The wheelhouse is the inner mounting structure for the front fender.

The wheelhouse mounting surfaces vary from left to right. The left side (driver's side) has more bonded surface area than the right side, and is bonded to the cowl. Also, both sides bond and bolt to the front hinge pillar. The outer wheelhouse can be separated for partial installation (Fig. 3.7).

Notice: Do not replace any SMC body panels until the frame rails have been replaced or repaired, mounting SMC panels requires the rails to be positioned accurately.

— REMOVE OR DISCONNECT —

- 1 Remove all panels and components to gain access to the front wheelhouse. This may include removing front wheel, fender, fender splash panel, bumper cover, battery, and headlamp mounting brackets.
- 2 Visually inspect, if any damage to the frame rails or wheelhouse mounting areas exist, then restore as much of the damage as possible to specifications using three-dimensional measuring procedures.

Notice: Use Kent Moore Tools Frame Adapter Clamp (P/N J42058) to secure the vehicle if pulling and straightening is required (Fig. 3.8).

- 3 Relocate wiring as necessary to avoid damage.
- 4 Remove the four bracket bolts attaching the wheelhouse to the front hinge pillar (Fig. 3.9). Heat and pry to remove or dislodge adhesive beads attaching the wheelhouse to the vehicle, see Fig. 3.10. Remove the damaged wheelhouse.

— INSTALL OR CONNECT —

Important: Use US Chemical and Plastics 821014B System 2000 Structural Adhesive, a PLIOGRIP® adhesive manufactured by Ashland Chemical Company, or equivalent. Note the 9 minute working time and 1 hour cure time.

Notice: DO NOT adjust the fender by compromising the wheelhouse to rail gap. This gap must remain a nominal width to maintain the correct adhesive strength. The gap should be correct if the rails are properly located.

Notice: If possible, when prepping area for service part leave small portions of original adhesive in various places to act as shimming for wheelhouse spacing from frame rails. If original adhesive is not usable for shimming, use paint stir sticks, or equivalent, and shim according to body dimensions and body panel alignment.

1 Remove all remaining adhesive, and scuff all bonding surfaces to ensure proper adhesion. (Refer to SMC Repair Procedures.)

2 Clean and prepare all bonding surfaces as necessary. (Refer to SMC Repair Procedures.)

Important: Prior to refinishing, refer to GM P/N 4901 Refinish Manual for recommended products.

3 Apply approved anti-corrosion primer.

Notice: DO NOT top-coat any bonding surface.

4 Temporarily attach the fender to the wheelhouse. Align the fender to door and hood by clamping the wheelhouse assembly into place. Scribe line on rail to locate wheelhouse.

5 Apply adhesive to the wheelhouse as shown in Fig. 3.11. Position front wheelhouse service part according to the scribe lines on the rail. Install the four bracket bolts which attach the wheelhouse to the front hinge pillar, and clamp the wheelhouse to the rail. Install headlamp mounting bracket. Trowel around perimeter of bonding area to remove excess adhesive and restore original appearance.

6 Install all related panels and components.

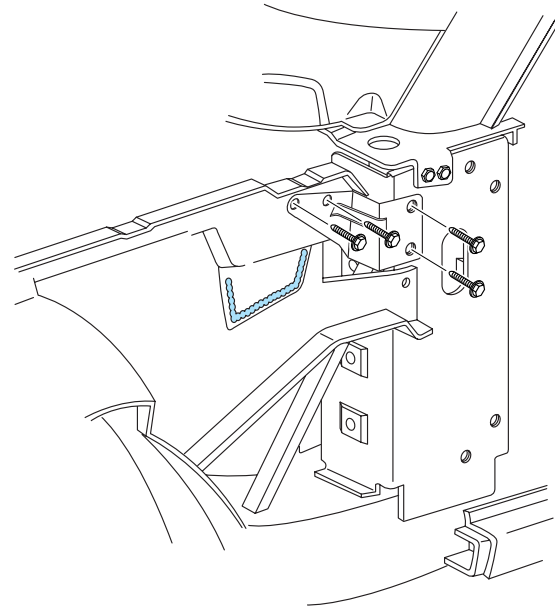


Fig. 3.9 — Remove Bolts Attaching Brace to Hinge Pillar

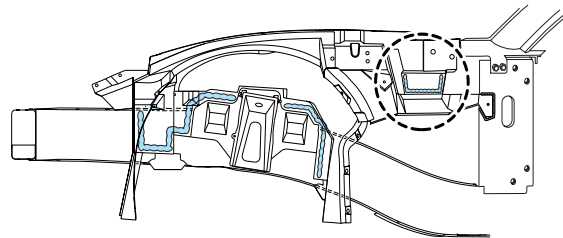


Fig. 3.10 — Note Use of Additional Bond on Left Wheelhouse at Cowl

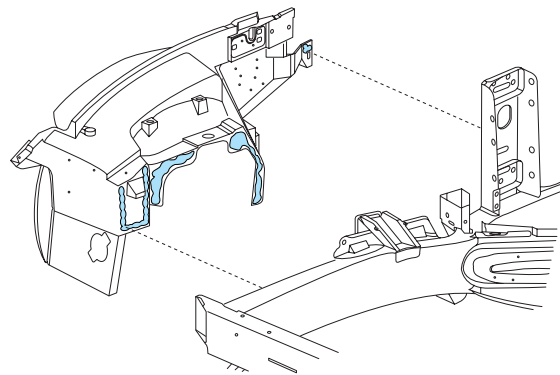


Fig. 3.11 — Apply Adhesive to Service Part