

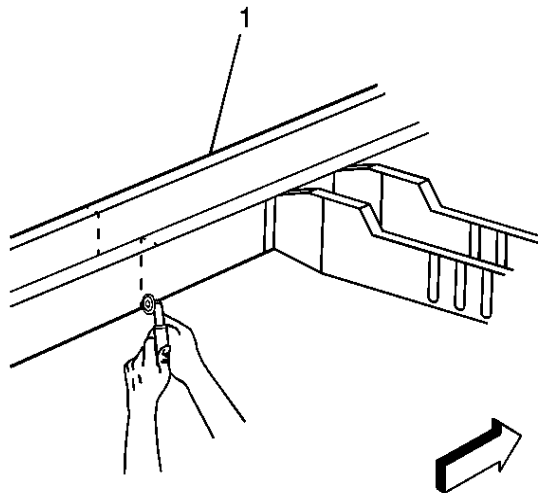
# Rear Rail Sectioning

## Removal Procedure

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

Sectioning procedures can be used to repair the rear rail if just the portion rearward of the crossbar is damaged. Unique service parts are available for sectioning. The sub-assembly consists of the outer rail panel with the bumper mounting brackets attached.

**Important:** If damage exceeds the recommended area for sectioning and the rail cannot be straightened, the complete rail must be replaced.



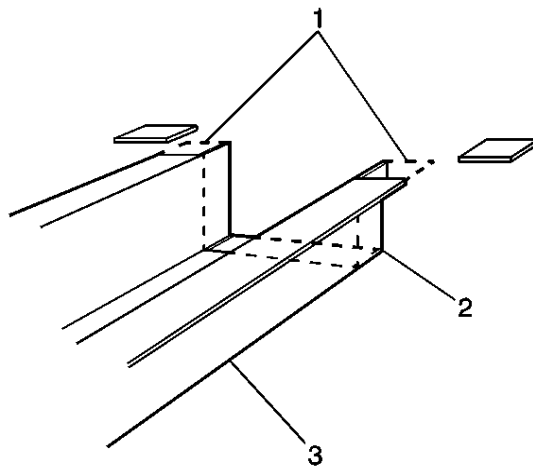
1. Remove all related panels and components.
2. Visually inspect and restore as much of the damage as possible to factory specifications.
3. Remove sealers and anti-corrosion materials as necessary.
4. Locate, mark, and drill out all factory welds. Note the number and location of welds for installation of the service assembly.

5. Use a straight edge to scribe a line around the rail.
6. Cut the damaged rail (1).
7. Remove the damaged section of the rail.

## Installation Procedure

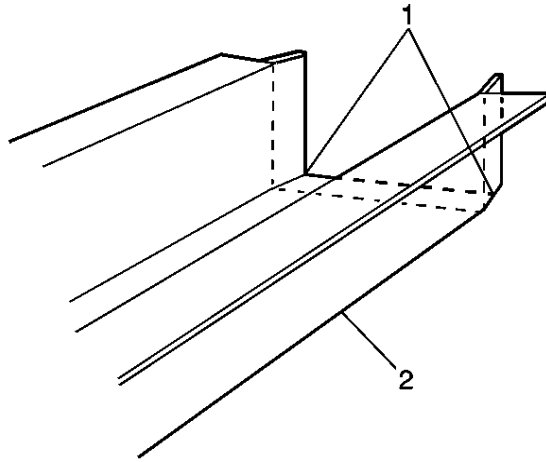
**Important:** Note the size and the location of the precut service part.

1. Measure 30 mm (1 3/16 in) on the service part and mark cut lines.

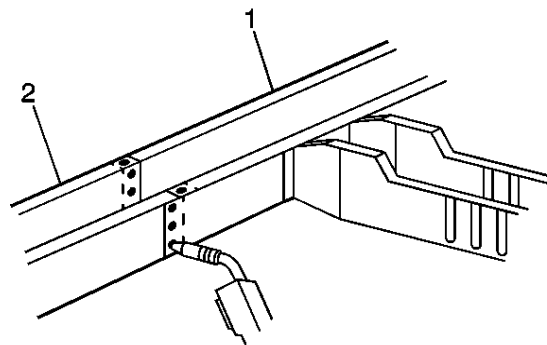


2. Cut and remove 30 mm (1 3/16 in) from the flanges on either side (1) of the service rail (3) to create 30 mm (1 3/16 in) tabs.

- Cut 5 mm (3/16 in) wide gaps in the bottom corners (2).



- Step the tabs inward (1) to allow the service part (2) to fit inside of the original rail.
- Apply GM-approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to [Anti-Corrosion Treatment and Repair](#).
- Weld the tabs together along the edges (1).
- Clean and prepare the mating surfaces.
- Position the service part.
- Check fit with 3-dimensional measuring equipment.
- Plug weld accordingly.



- Stitch weld along the entire joint (2).
- Make 25 mm (1 in) welds along the seam with 25 mm (1 in) gaps between.

13. Go back and complete the stitch weld. This will create a solid joint with minimal heat distortion.

**Important:** The bumper mounting holes must be properly located and drilled. Use 3-dimensional measuring equipment.

14. Clean and prepare welded surfaces.

**Important:** Prior to refinishing, refer to GM 4901MD-99 Refinish Manual for recommended products. Do not combine paint systems. Refer to paint manufacturer's recommendations.

15. Prime with 2-part catalyzed primer.

16. Apply sealers and anti-corrosion materials as necessary.

17. Install all related panels and components.