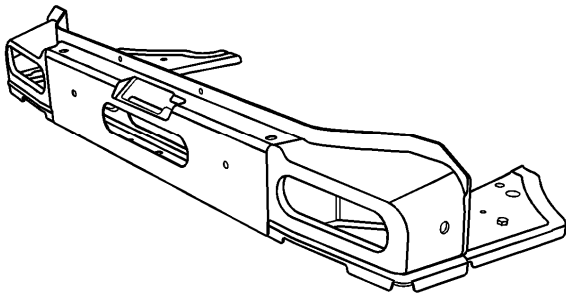


Upper Tie Bar Replacement

[Removal Procedure](#)



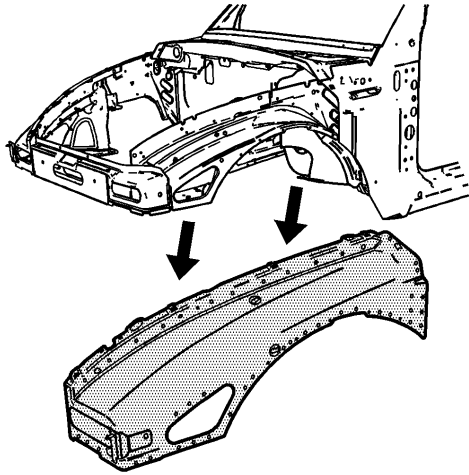
The replacement upper tie bar is serviced as a complete assembly. Parts in the assembly include the right and the left front wheelhouse extensions and the front right and left body mount reinforcements. It is necessary to remove and replace at least the front portion of the upper fender rails.

When replacing the upper tie bar assembly, the right and the left upper fender rails are not included and must be ordered separately.

The upper tie bar assembly is also available as part of the replacement kit for the service front end assembly, which also includes the front wheelhouse assemblies.

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

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.

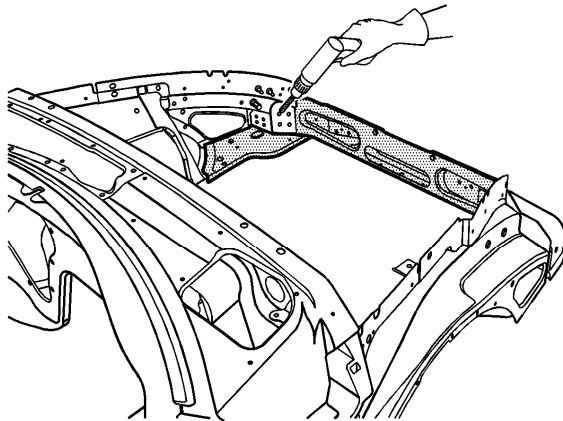


Important: When replacing the upper tie bar, it is necessary to remove the upper fender rails. Depending on the extent of the damage, you may section the upper fender rails in the designated area, or replace the entire upper fender rail.

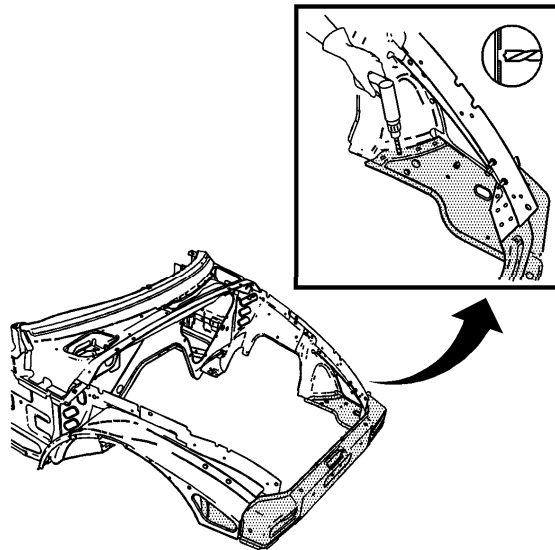
3. Remove all related panels and components including the upper fender rail. Refer to [Fender Rail Replacement - Upper](#) or to [Fender Rail Sectioning - Upper](#) .
4. Repair as much of the damage as possible to factory specifications. Refer to Motor Compartment in [Dimensions - Body](#) .

Caution: Refer to [Foam Sound Deadeners Caution](#) in Cautions and Notices.

5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to [Anti-Corrosion Treatment and Repair](#) in Paint and Coatings.

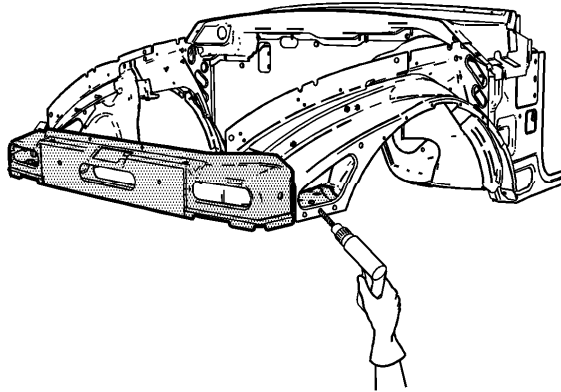


6. Locate and drill out all factory welds on the upper fender rail. Note the number and location of the welds for installation of the upper tie bar.

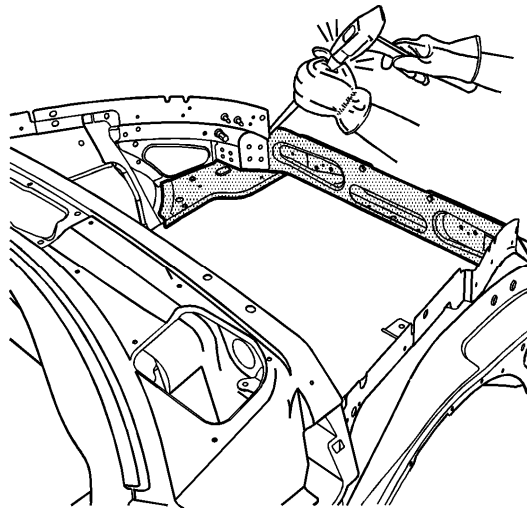


Important: Do NOT damage the inner panels or the reinforcements.

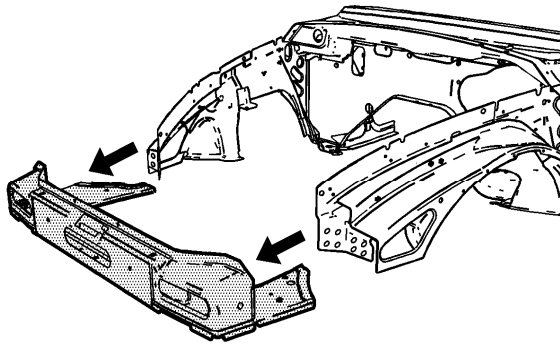
7. Locate and drill out all factory welds on the wheelhouse extension. Note the number and location of the welds for installation of the upper tie bar.



8. Locate and drill out all factory welds on the outer apron. Note the number and location of the welds for installation of the upper tie bar.

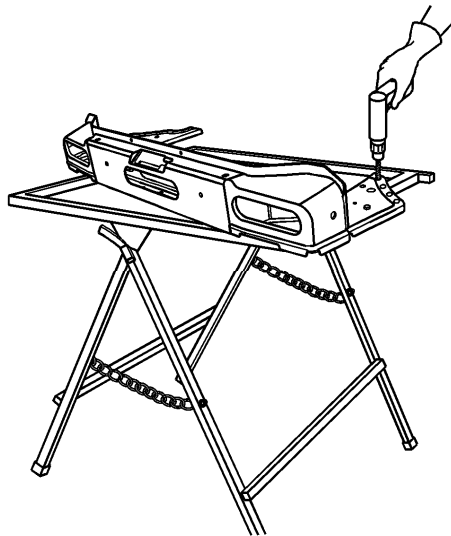


9. Verify the existence of structural weld-through adhesive. Refer to [Structure Adhesive - Identification](#) . If necessary use a chisel to separate the upper tie bar from the right and left front wheelhouse assembly.



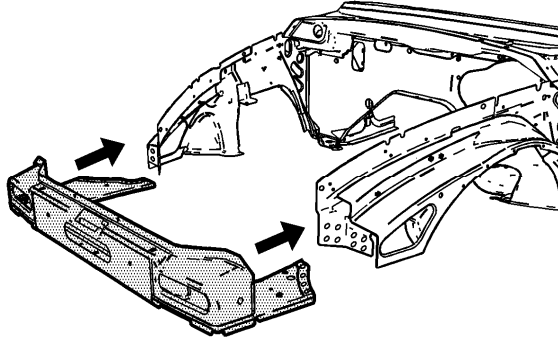
10. Remove the damaged upper tie bar.

Installation Procedure

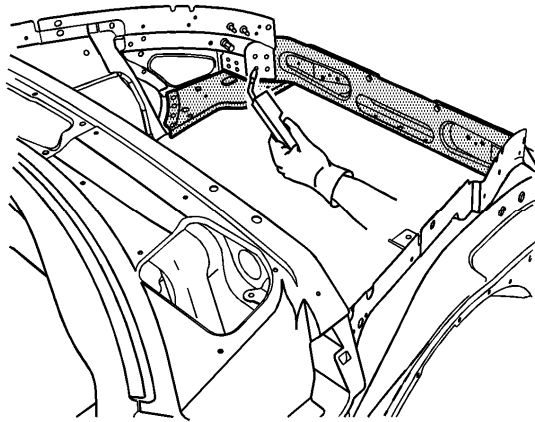


1. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted on the original panel.
2. Replace the structural adhesive with an additional plug weld between existing plug welds where necessary.

3. Prepare all mating surfaces as necessary.
4. Apply GM-approved Weld-Thru Coating or equivalent to all mating surfaces.
Refer to [Anti-Corrosion Treatment and Repair](#) .



5. Position the tie bar assembly. Refer to Motor Compartment in [Dimensions - Body](#) .



6. Plug weld accordingly.
7. Install all related panels including the upper fender rail Refer to [Fender Rail Replacement - Upper](#) or to [Fender Rail Sectioning - Upper](#) .
8. Clean and prepare all welded surfaces.

9. Apply the sealers and the anti-corrosion materials to the repair area, as necessary. Refer to [Anti-Corrosion Treatment and Repair](#) in Paint and Coatings.
10. Paint the repair area. Refer to [Basecoat/Clearcoat Paint Systems](#) in Paint and Coatings.
11. Install all related panels and components.
12. Connect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#) in Engine Electrical.
13. Enable the SIR system. Refer to [SIR Disabling and Enabling](#) in SIR.