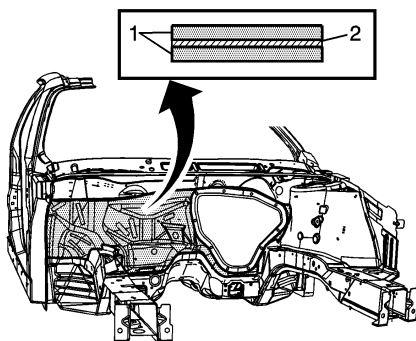


# Front Compartment Side Rail Rear Extension Replacement

## Removal Procedure



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

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

**Important:**

- Model year 2004 and prior vehicles are not manufactured with laminated steel in front of the dashes. Therefore, the front lower rail extension can be metal inert gas (MIG) welded instead of the rivet and bonding process, as stated in these instructions.

The front of the dash panel is formed from laminated steel. This steel is constructed by bonding 2 pieces of cold rolled steel (1) with a viscoelastic layer of adhesive (2). MIG welding laminated steel does not meet GM Corporate standards for structural integrity. As an alternative, all factory welds will be replaced by using the rivet and adhesive bond method, described in the installation portion of this procedure. The rivet and adhesive bond method must only be used in the areas as described in this procedure.

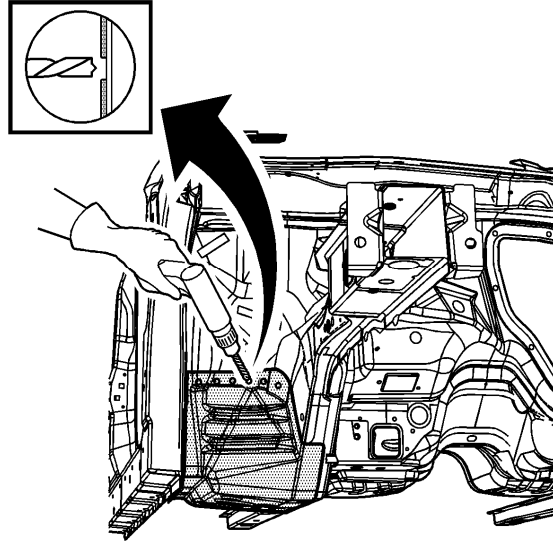
- Failure to follow this procedure will compromise the structural integrity of the vehicle.

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.

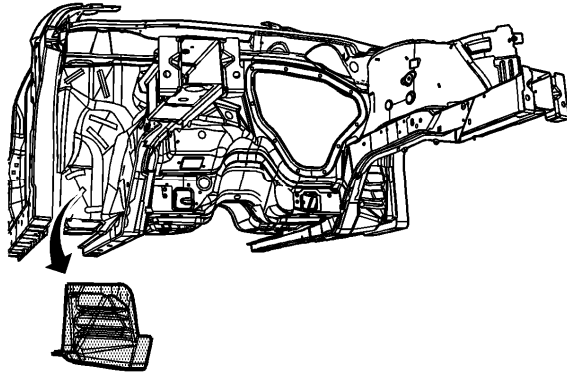
**Caution:** Refer to [Collision Sectioning Caution](#) in Cautions and Notices.

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



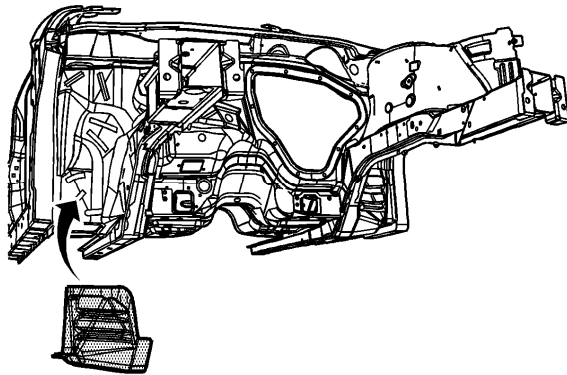
**Important:**

- Note the number and location of the factory welds, for installation of the rail side extension service part.
  - Drill through the rail side extension flange only. Do NOT drill into the dash panel or the inner reinforcements.
6. Using an 8-mm (5/16-in) spot weld remover, locate and drill out the factory welds on the weld flange connecting the lower rail side extension to the vehicle structure.



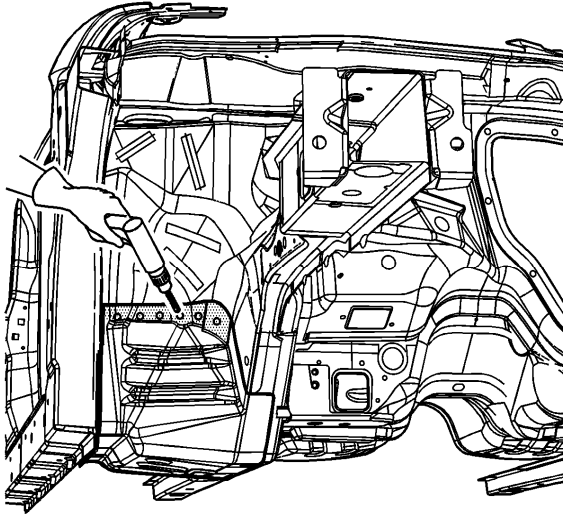
7. Remove the rail side extension.

### Installation Procedure

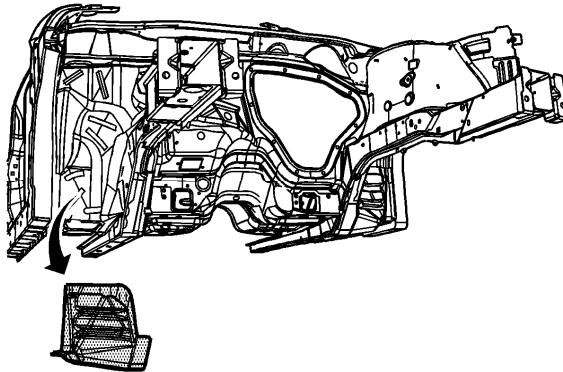


1. Position the service rail side extension to the vehicle.

2. Clamp the rail in place.



3. Using a 7-mm (17/64-in) bit, drill the rivet attachment holes through the service rail side extension and the dash panel, in the exact locations, as noted from the factory rail side extension.

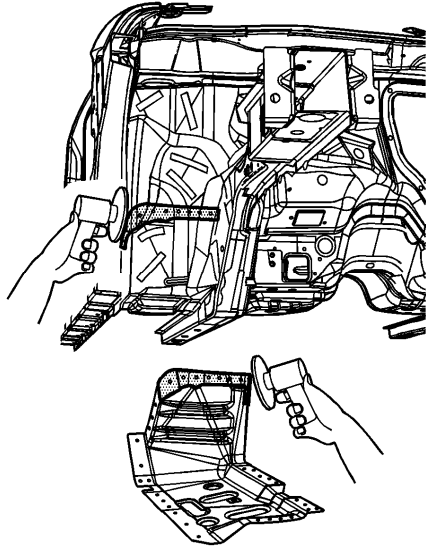


4. Remove the service rail side extension.

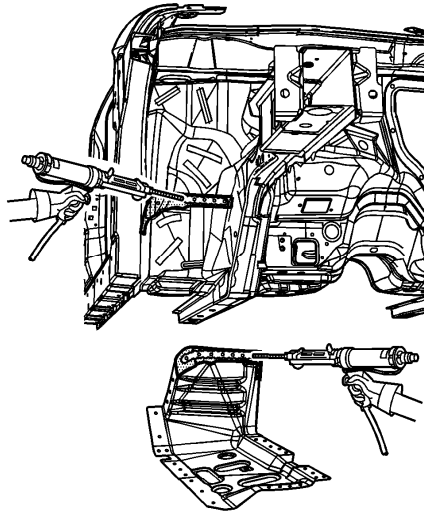
**Important:** If the location of the original plug weld holes cannot be determined, space the plug weld holes every 40 mm (1.5 in) apart.

5. Drill 8-mm (5/16-in) plug weld holes in the service rail side extension as necessary, in the remaining locations noted from the original rail side extension.
6. Prepare the plug weld mating surfaces, as necessary.

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

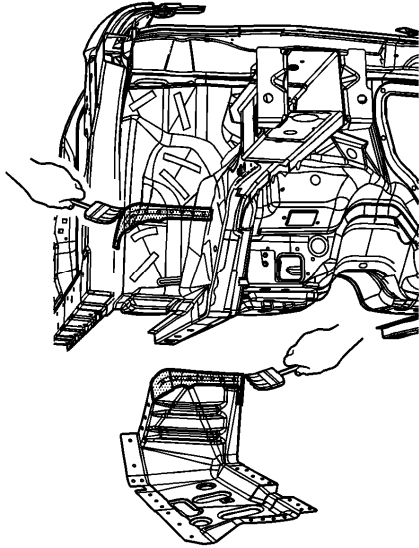


8. Prepare the bond mating areas by grinding the body mating and the service part flanges to bare steel. Do NOT damage the corners or thin the metal during the grinding process.
9. Clean the mating surfaces.

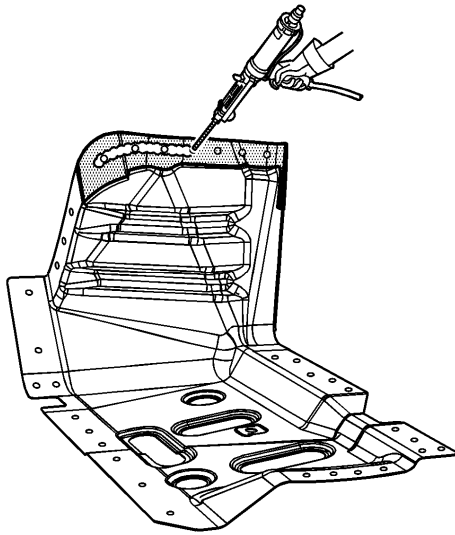


**Important:** The adhesive has a 40-50 minute working time. Do NOT allow the adhesive to cure prior to installing the service rail side extension.

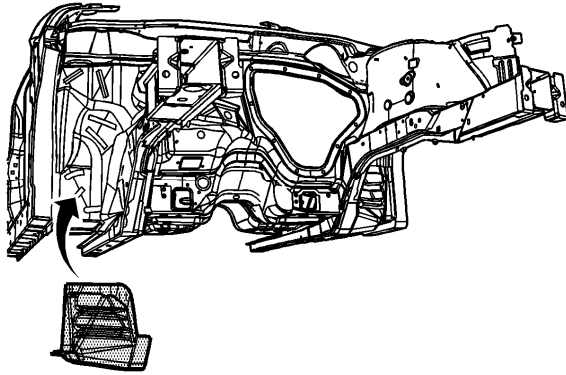
10. Apply a 3-6 mm (1/8 to 1/4 in) bead of metal panel bonding adhesive GM P/N 12378567 (Canadian P/N 88901675) or equivalent to both of the mating surfaces.



11. Using a small acid brush, spread a coat of adhesive to both of the mating surfaces. Cover all of the bare metal to ensure corrosion protection.

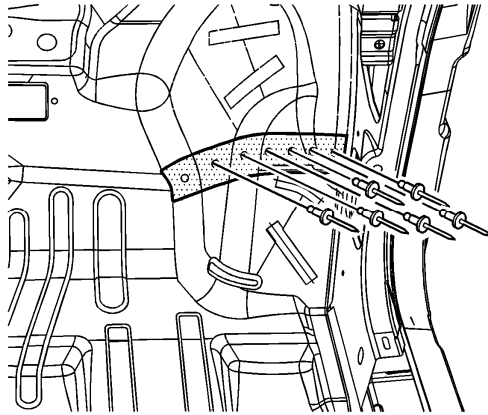


12. Apply a 3-6 mm (1/8 to 1/4 in) bead of metal panel bonding adhesive GM P/N 12378567 (Canadian P/N 88901675) or equivalent to the mating surface of the service rail side extension.



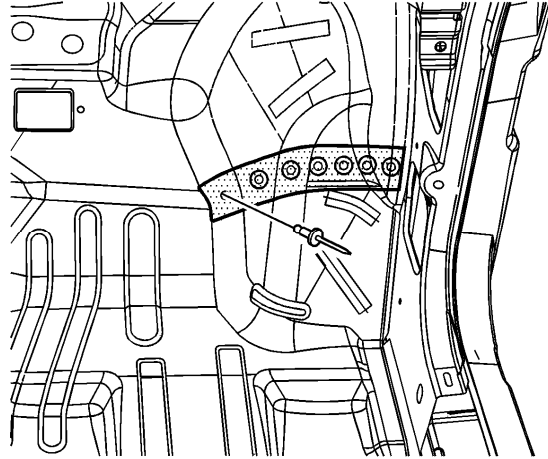
**Important:** Do NOT pull the service rail side extension off of the dash after adhesion. To align the parts, slide the service rail side extension against the front of the dash.

13. Position the service rail side extension to the vehicle using 3-dimensional measuring equipment.
14. Clamp the service rail side extension in place.

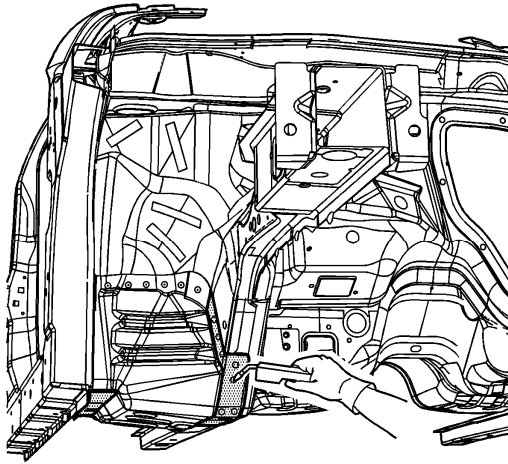


**Important:** Verify proper positioning of the service rail side extension prior to riveting and welding.

15. Install the 9-mm (11/32-in) long rivets so that the rivet head contacts the passenger compartment side of the dash.



16. Install the 14-mm (17/32-in) long rivets so that the rivet head contacts the passenger compartment side of the dash.
17. Remove the excess adhesive from the service rail side extension area.



18. Plug weld the remaining holes accordingly.
19. Clean and prepare all of the welded surfaces.
20. Apply the sealers and anti-corrosion materials to the repaired area, as necessary.  
Refer to [Anti-Corrosion Treatment and Repair](#) in Paint/Coatings.
21. Paint the repaired area. Refer to [Basecoat/Clearcoat Paint Systems](#) in Paint/Coatings.
22. Install all of the related panels and components.
23. Connect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#) in Engine Electrical.
24. Enable the SIR system. Refer to [SIR Disabling and Enabling](#) in SIR.