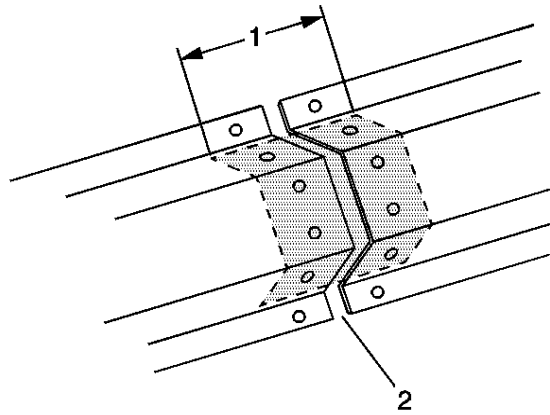


Front Hinge Pillar Sectioning

Removal Procedure

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



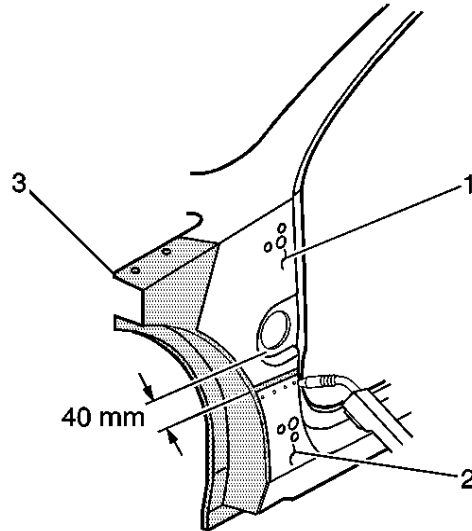
Important: Sectioning the outer rocker panel requires a 100 mm (4 in) backing plate for reinforcement (1). Do not perform sectioning on key structural areas on the outer rocker panel. Sectioning in these areas may compromise the structural integrity of the vehicle.

1. Sectioning of the inner reinforcement panel can only take place with the outer door frame replacement or sectioning procedures. Section of the outer door frame at the front hinge pillar requires a 40 mm (1 9/16 in) offset from the inner reinforcement sectioning joint. The inner reinforcement can serve as a backing plate for the outer panel sectioning.
2. Disable the SIR system. Refer to [SIR Disabling and Enabling](#) in SIR.
3. Disconnect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#) in Engine Electrical.

4. Remove all related panels and components.
5. Repair as much of the damage as possible to factory specifications. Refer to [Dimensions - Body](#) .

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

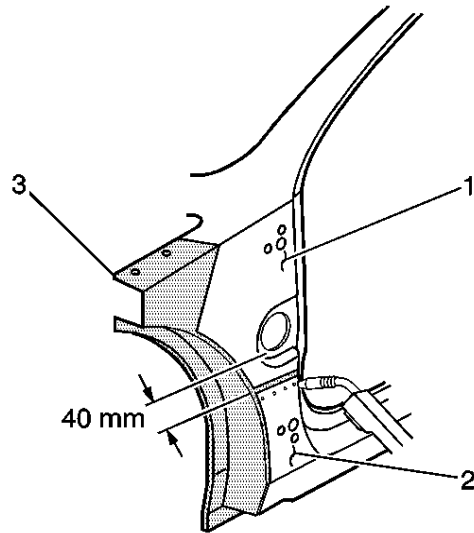
6. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to [Anti-Corrosion Treatment and Repair in Paint/Coatings](#).
7. Remove the door assembly. Refer to [Front Side Door Replacement](#) .



8. On the original outer door frame (1) measure down from the large wiring harness hole in the pillar 40 mm (1 9/16 in) and mark a horizontal line.
9. Cut the outer door frame along this line for sectioning.
10. Perform additional sectioning procedures as necessary to remove damaged areas of the door frame opening.
11. Locate, mark, and drill out all necessary factory welds. Note the number of the welds for installation of the service panel (2).
12. Remove the damaged section of the door frame opening.

Installation Procedure

1. On the service part (2), mark a horizontal line to leave a gap of one and one-half times the thickness of the metal at the section joint.
2. Cut the service panel along this line.
3. Drill 8 mm (5/16 in) holes for plug welding in the service part in the locations noted from the original panel.



4. Drill holes for plug welding along the sectioning cut on the service part (2).
5. Locate these holes approximately 13 mm (½ in) from the edge of the sectioning cut.
6. Use the inner reinforcement (3) as a backing plate.
7. Apply GM-approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to [Anti-Corrosion Treatment and Repair](#) .
8. Stitch weld along the entire joint (3).
9. Make 25 mm (1 in) gaps between.
10. Go back and complete the stitch weld. This will create a solid joint with minimal heat distortion.
11. Complete all other welds and sectioning procedures as necessary.
12. Clean and prepare all welded surfaces.
13. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to [Anti-Corrosion Treatment and Repair](#) in Paint/Coatings.
14. Paint the repaired area. Refer to [Basecoat/Clearcoat Paint Systems](#) in Paint/Coatings.
15. Install the door assembly. Refer to [Front Side Door Replacement](#) .
16. Install all related panels and components.
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](#) .