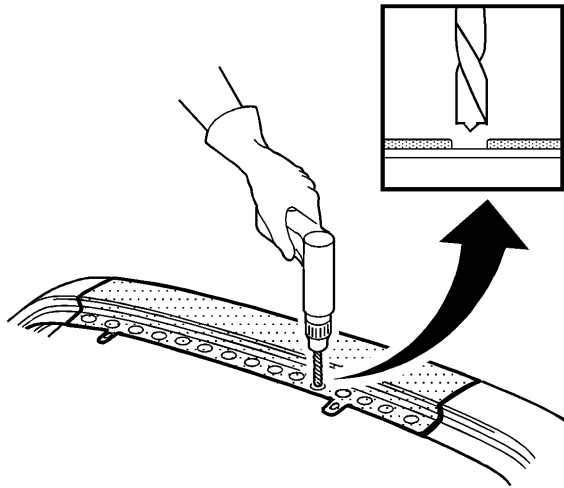


# Resistance Spot Welded Full Panel Replacement

**Important:** Use this procedure for all panels that are replaced at the factory seams, unless a specific procedure exists in the Collision Repair section of this vehicle's service information.

## Removal Procedure

**Caution:** Refer to Approved Equipment for Collision Repair Caution in the Preface section.



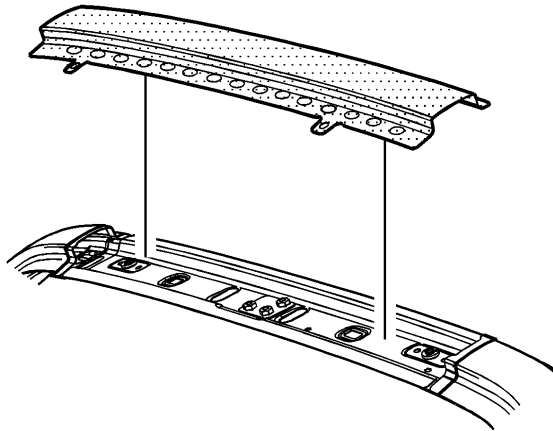
1. Disable the SIR system.
2. Disconnect the negative battery cable.
3. Remove all related panels and components.
4. Repair as much of the damage as possible to factory specifications.

**Caution:** Refer to [Foam Sound Deadeners Caution](#) in the Preface section.

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](#) .

**Important:** Do not damage any inner panels or reinforcements.

6. Locate and drill out all factory welds. Note the number and location of the welds for installation of the service part.



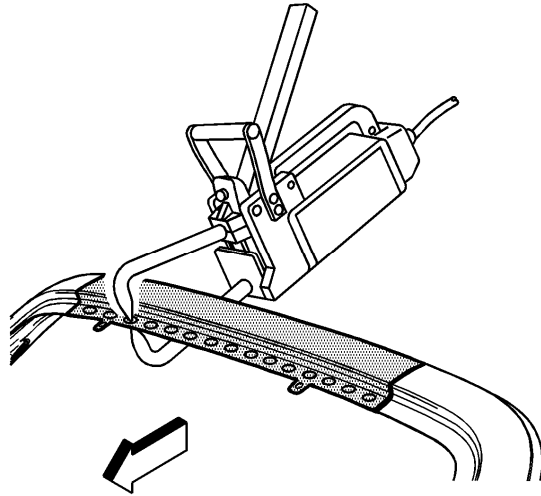
7. Remove the damaged part.

## Installation Procedure

**Important:** If the location of the original plug weld holes cannot be determined, space the plug weld holes every 40 mm (1½ in) apart. Where structural adhesive was present, space the plug weld holes every 20 mm (¾ in) apart.

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

3. Position the service part. Clamp in place.



4. Apply welds accordingly.
  5. Clean and prepare all welded surfaces.
  6. Apply the sealers and anti-corrosion materials to the repair area, as necessary.  
Refer to [Anti-Corrosion Treatment and Repair](#) .
  7. Paint the repair area. Refer to [Basecoat/Clearcoat Paint Systems](#) .
  8. Install all related panels and components.
  9. Connect the negative battery cable.
  10. Enable the SIR system.
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