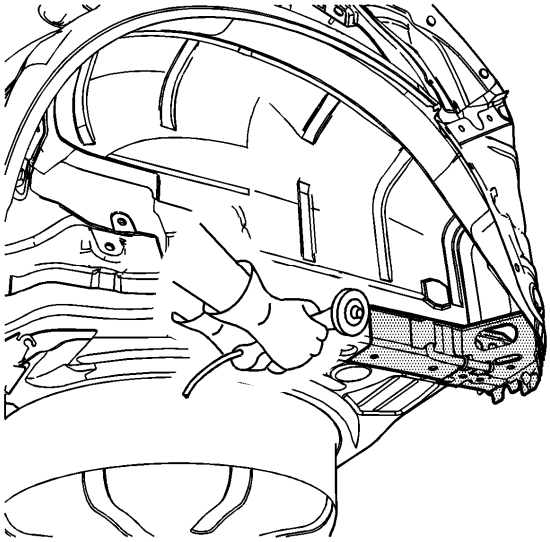
Rear Rail Sectioning

Removal Procedure

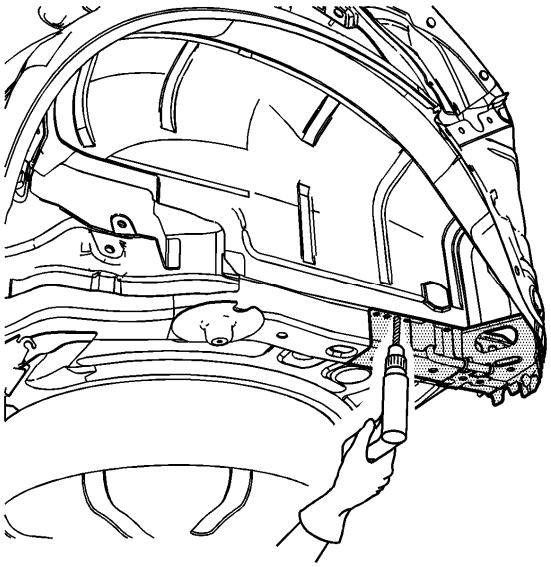
Caution: Refer to Approved Equipment for Collision Repair Caution in the Preface section.

1. Disable the supplemental inflatable restraint (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. Refer to Dimensions - Body .
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 .

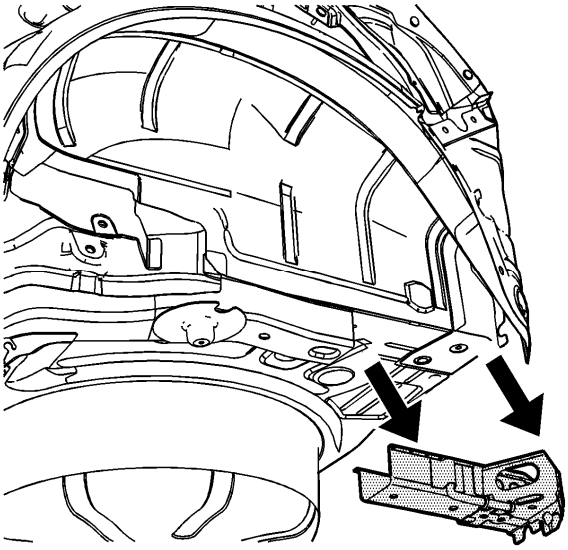


Important: Do not damage any inner panels or reinforcements.

6. Cut the panel approximately 25 mm rearward from the gauge slot.

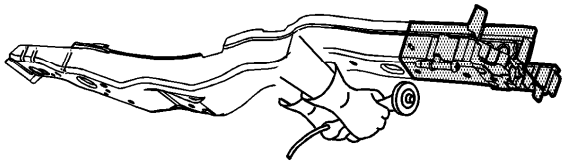


7. Locate and drill out all factory welds. Note the number and location of welds for installations of service part.

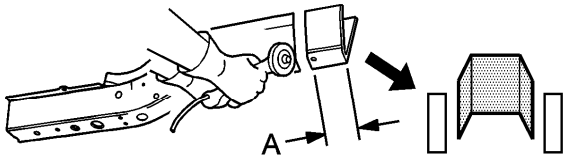


8. Remove the damaged rail from the vehicle.

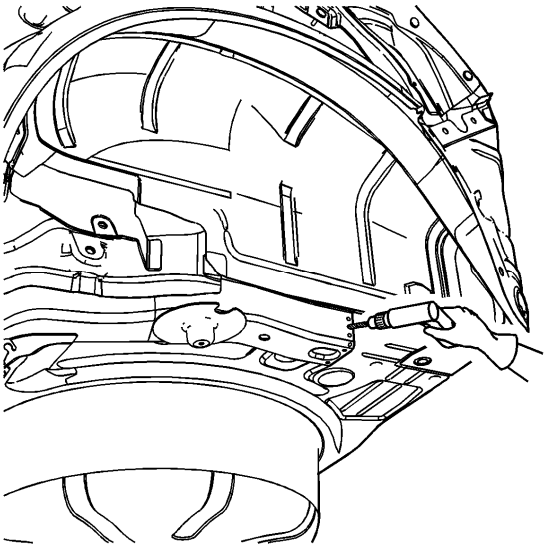
Installation Procedure



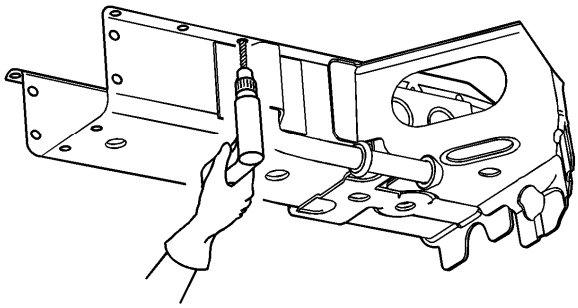
1. Cut the replacement rail section in corresponding locations to fit the original panel. The sectioning joint should be trimmed to allow 1½ times the metal thickness at the sectioning joint.



2. Create a 100 mm (4 in) backing plate (A) from the unused portion of the service part. Trim the backing plate, as necessary to fit behind the sectioning joint where there is no reinforcement.

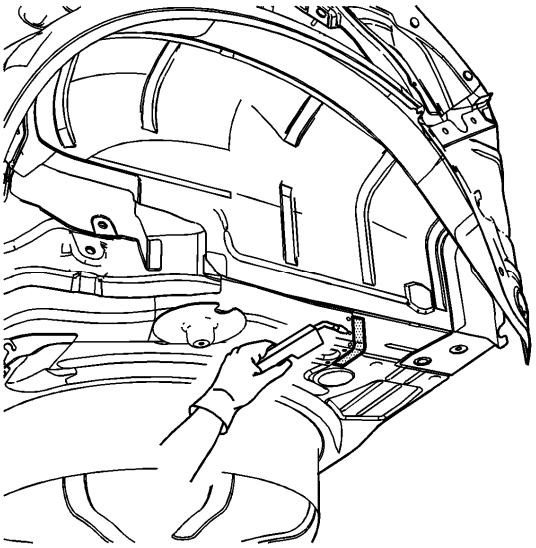


3. Drill 8 mm (5/16 in) plug weld holes along the sectioning cut on the remaining original part. Locate these holes 13 mm (½ in) from the edge and spaced 40 mm (1½ in) apart.



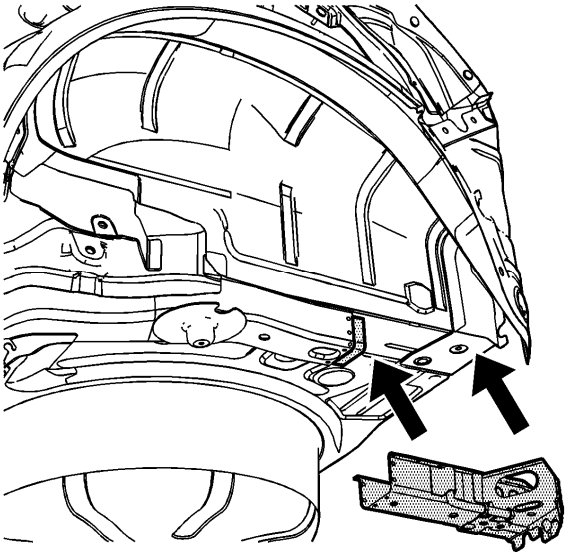
Important: In any area damaged beyond recognition, or if structural weld-thru adhesive is present, space the plug weld holes 40 mm (1½ in) apart.

4. Drill 8 mm (5/16 in) plug weld holes in the service part, as necessary in the locations noted from the original panel and along the sectioning cut.

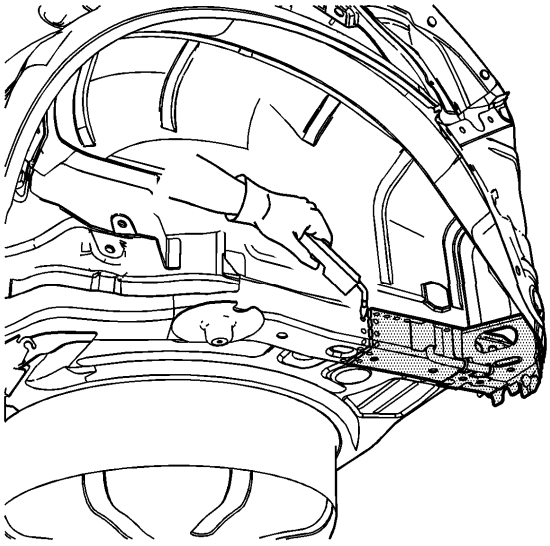


Important: If the location of the original plug weld holes cannot be determined, or if structural weld-thru adhesive is present, space the plug weld holes every 40 mm (1½ in) apart.

5. Prepare all attachment surfaces as necessary.
6. Apply GM-Approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair .
7. Fit the backing plate halfway into the sectioning joint, clamp and plug weld to the vehicle.



8. Position the service rail to the vehicle using 3-dimensional measuring equipment. Clamp in place.



9. Plug weld accordingly.

   Important: To create a solid weld with minimum heat distortion make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Then go back and complete the stitch weld.

10. Stitch weld the sectioning joint.
11. Clean and prepare all welded surfaces.
12. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair .
13. Paint the repair area. Refer to Basecoat/Clearcoat Paint Systems .
14. Install all related panels and components.
15. Connect the negative battery cable.
16. Enable the SIR system.