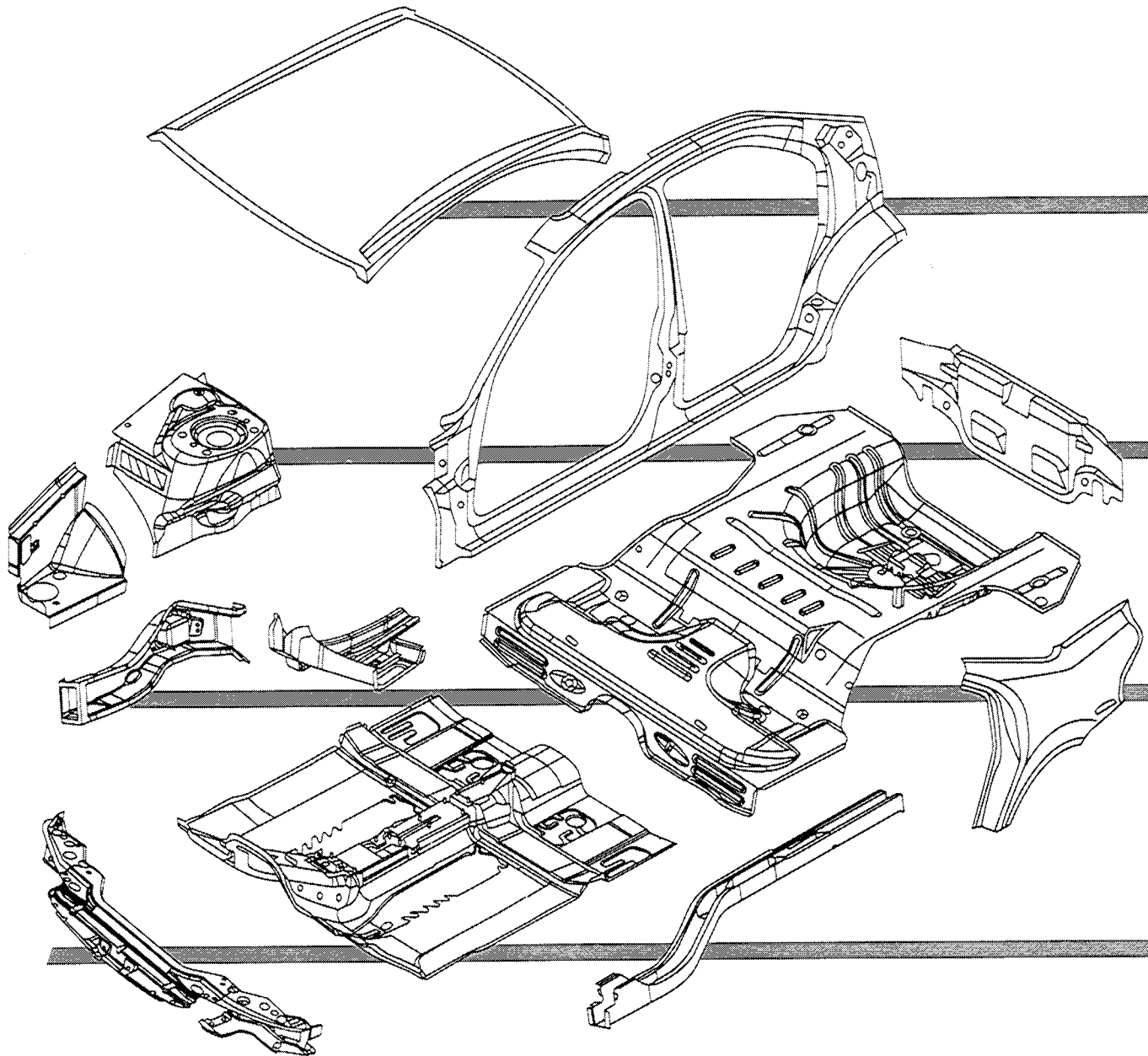


Unibody

Dimensions,
Joints and Seams



Dodge Stratus / Chrysler Cirrus



SAFETY NOTICE

This publication's purpose is to provide Technical training information to individuals in the automotive trade. All test and repair procedures must be performed in accordance with manufacturers service and diagnostic manuals. All **warnings**, **cautions**, and **notes** must be observed for safety reasons. The following is a list of general guidelines:

- Proper service and repair is critical to the safe, reliable operation of all motor vehicles.
- The information in this publication has been developed for service personnel, and can help when diagnosing and performing vehicle repairs.
- Some service procedures require the use of special tools. These special tools must be used as recommended throughout this Technical Training Publication, the diagnostic Manual, and the Service Manual.
- Special attention should be exercised when working with spring-or tension-loaded fasteners and devices such as E-Clips, Cir-clips, Snap rings, etc., careless removal may cause personal injury.
- Always wear safety goggles when working on vehicles or vehicle components.
- Improper service methods may damage the vehicle or render it unsafe.
- Observe all **warnings** to avoid the risk of personal injury.
- Observe all **cautions** to avoid damage to equipment and vehicle.
- **Notes** are intended to add clarity and should help make your job easier.

Cautions and **Warnings** cover only the situations and procedures Chrysler Corporation has encountered and recommended. Chrysler Corporation cannot know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or of the possible hazards of each. Consequently, Chrysler Corporation has not undertaken any such broad service review. Accordingly, anyone who uses a service procedure or tool that is not recommended in this publication, must be certain that neither personal safety, nor vehicle safety, is jeopardized by the service methods they select.

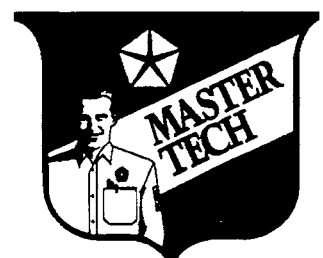
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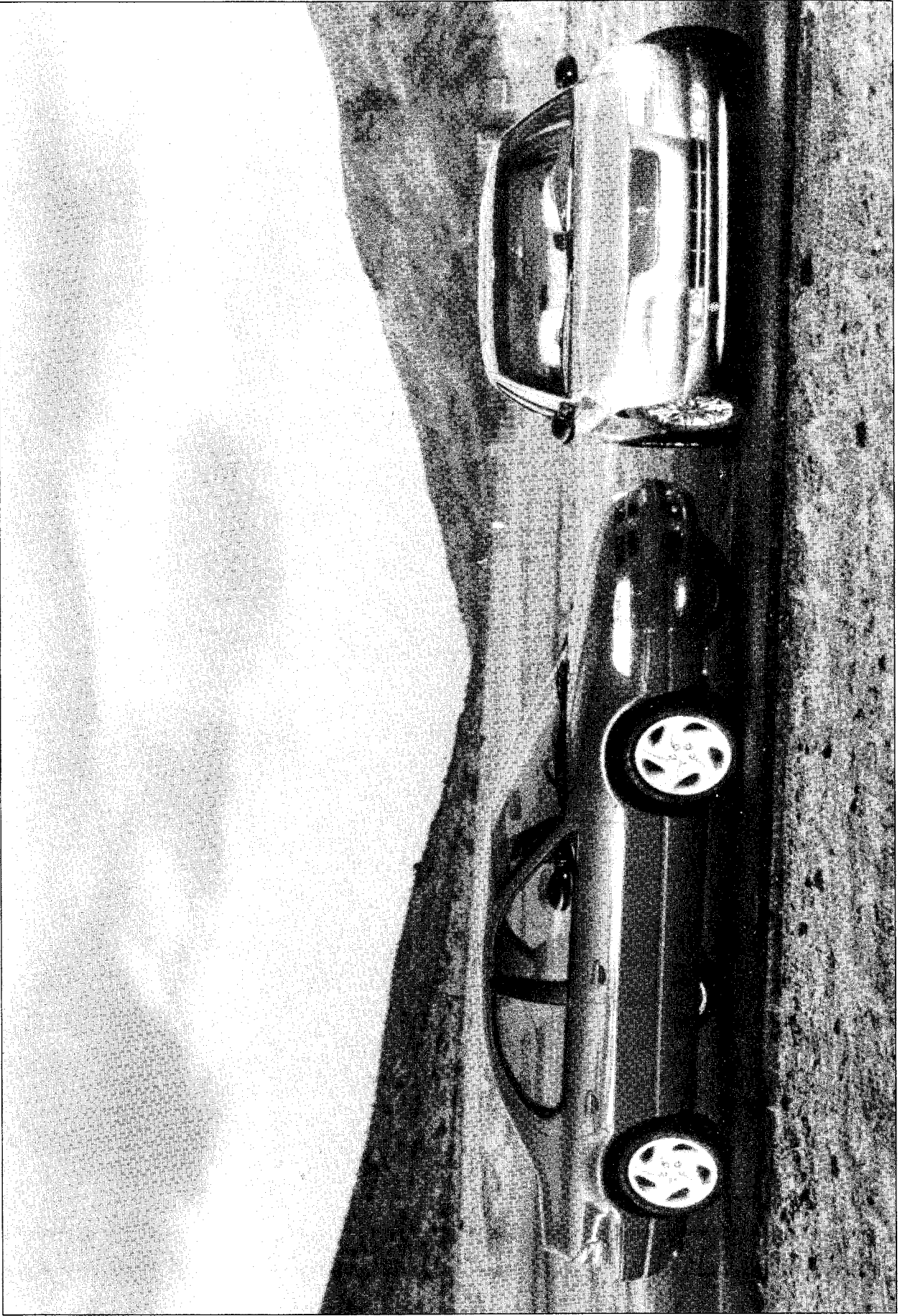
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Dodge Stratus/Chrysler Cirrus

INTRODUCTION

*Dodge Stratus
Chrysler Cirrus*



This manual has been prepared for use by all body technicians involved in the repair of the Dodge Stratus and Chrysler Cirrus vehicles.

This manual shows:

- Typical unibody panels contained in these vehicles
- The weld locations for these panels
- The types of welds for the panel
- Proper sealer types and correct locations

Body Construction Characteristics 2



Welded Panel Replacement 13



Bumper Systems 53



Exterior Lighting 55



Structural Adhesives 57



Body Sealing Locations 61



Body Dimensions & Specifications 73



Chrysler Corporation reserves the right to make improvements in design or to change specifications to these vehicles without incurring any obligation upon itself.

DODGE STRATUS -CHRYSLER CIRRUS

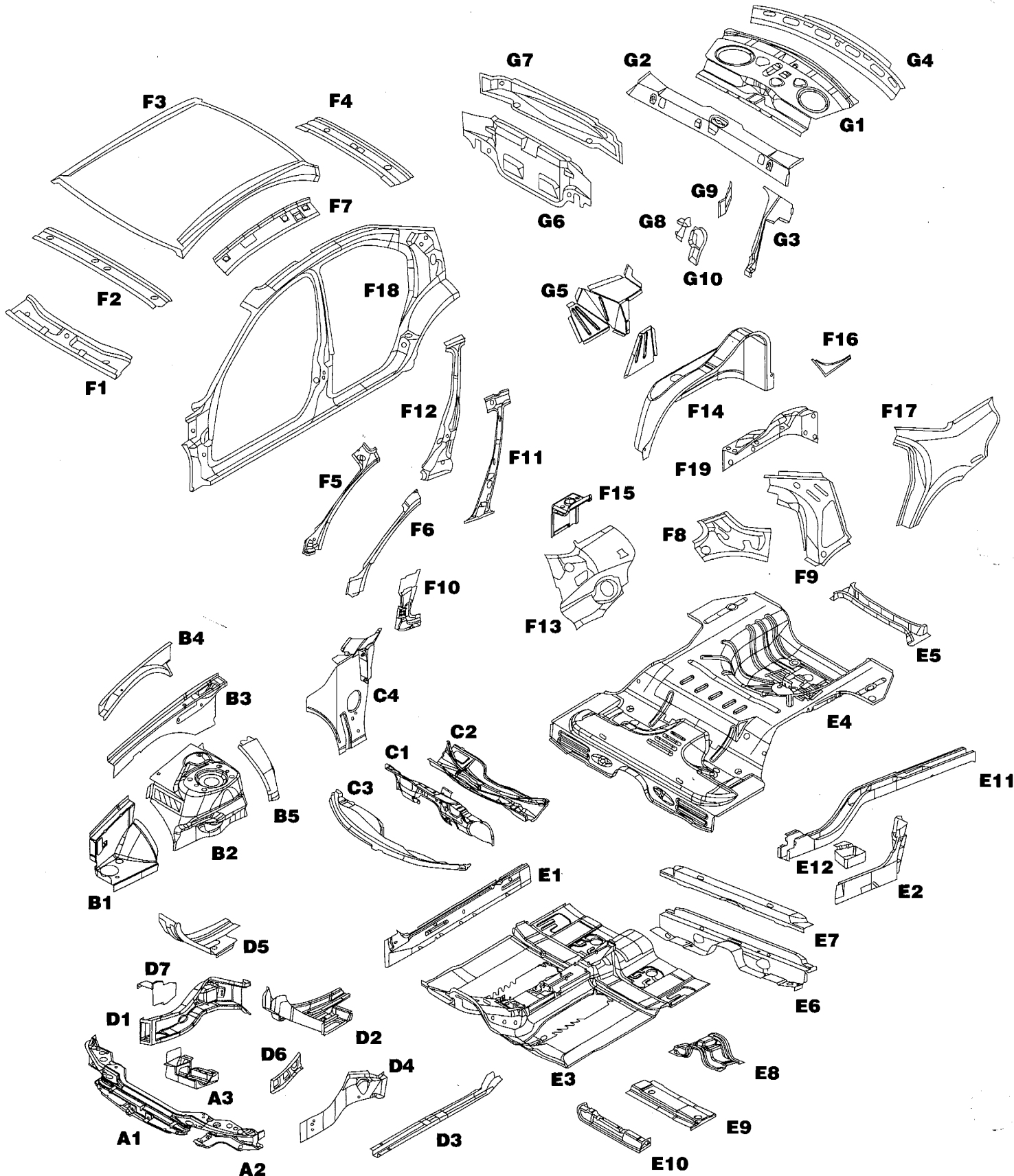
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Body Construction Characteristics

BODY COMPONENTS — DODGE STRATUS/CHRYSLER CIRRUS





Radiator Support Components

1. Upper Radiator Closure Panel Crossmember
2. Headlamp Mounting Panel
3. Lower Radiator Crossmember Support

A

Upper Rail Components

1. Side Shield Panel
2. Strut Mounting Tower
3. Upper Load Path Beam, Inner
4. Upper Load Path Beam, Outer
5. Strut Mounting Tower Extension

B

Dash Components

1. Dash Panel
2. Cowl Plenum Panel, Lower
3. Cowl Plenum Panel, Upper
4. Cowl Side Panel

C

Front Side Rail Components

1. Front Side Rail Assembly
2. Front Side Rail Rear
3. Front Side Rail Rear Extension
4. Front Side Rail Reinforcement
5. Front Side Rail Rear Cap
6. Inner Reinforcement
7. Front Suspension Mounting Bracket

D

Front and Rear Floor Pan

1. Inner Body Side Sill Panel
2. Inner Side Sill Extension
3. Front Floor Pan
4. Rear Floor Pan
5. Rear Floor Pan Rear Suspension Crossmember
6. Rear Floor Pan Front Crossmember
7. Rear Seat Kickup Crossmember
8. Tunnel to Front Seat Crossmember
9. Front Seat Mounting Crossmember
10. Front Floor Pan Seat Track Mounting
11. Rear Floor Pan Side Rail
12. Rear Floor Pan Side Rail to Sill Extension

E

Roof and Body Side Aperture

1. Windshield Opening Upper Frame
2. Roof Bow
3. Roof Panel
4. Rear Window Opening Upper Reinforcement
5. Windshield Opening Side Inner Frame
6. Windshield Opening Side Outer Frame
7. Roof Side Inner Rail
8. Quarter Panel Upper Panel
9. Quarter Inner Reinforcement Panel
10. Front Hinge Pillar
11. Center Pillar
12. Center Pillar Reinforcement
13. Rear Wheelhouse Outer Panel
14. Rear Wheelhouse Inner Panel
15. Rear Wheelhouse Inner Panel Shock Absorber Mounting Reinforcement
16. Quarter Panel Drain Trough
17. Quarter Panel
18. Body Aperture
19. Rear Wheelhouse Inner Panel Reinforcement

F

Tail and Shelf Panel Components

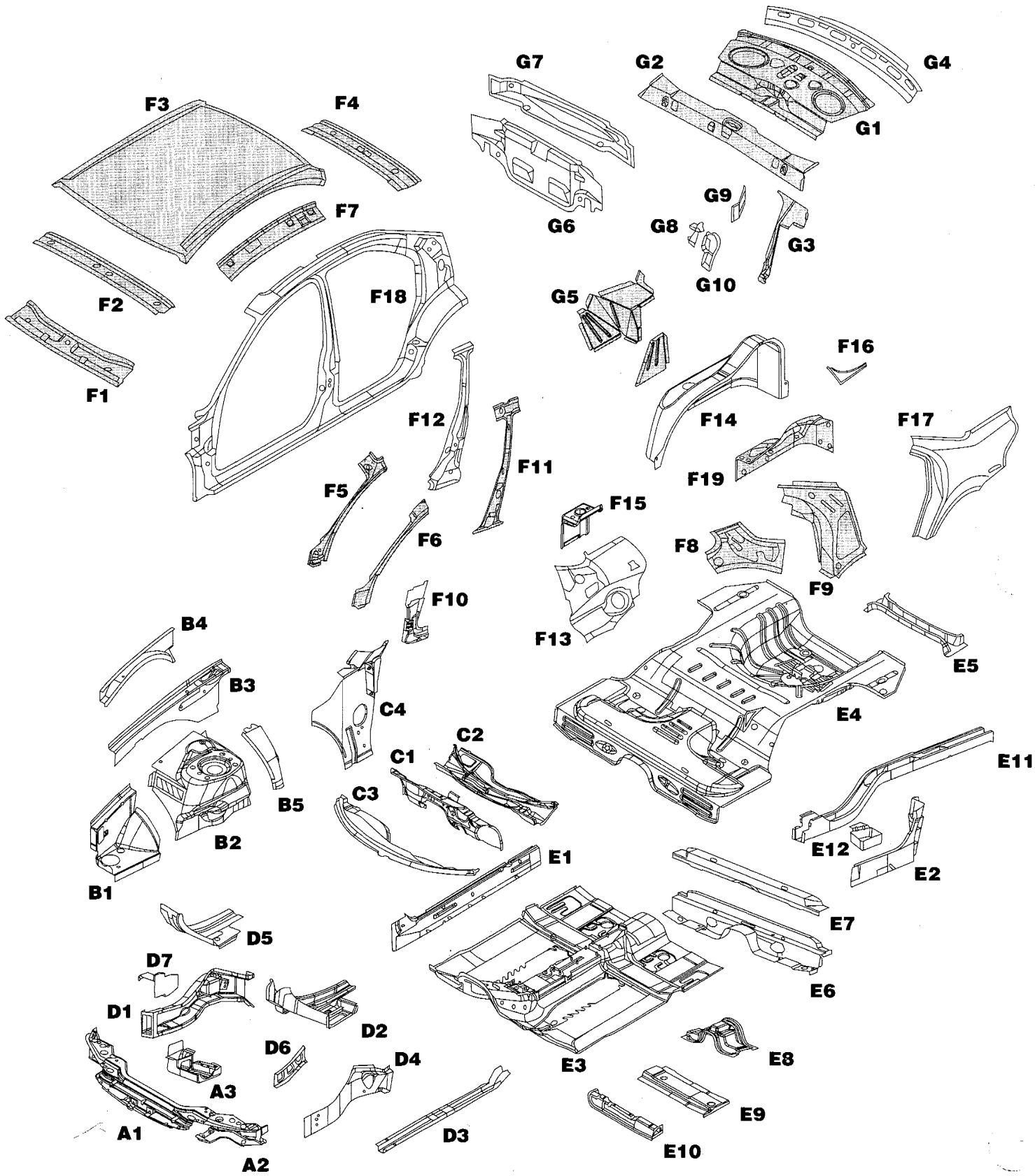
1. Shelf Panel
2. Shelf Panel Front Reinforcement
3. Shelf to Center Floor Pan Reinforcement
4. Shelf Panel Rear Reinforcement
5. Shelf Panel to Wheelhouse Support
6. Deck Opening Lower Panel
7. Deck Opening Lower Panel Reinforcement
8. Lower Deck Opening Extension
9. Lower Quarter Panel Extension
10. Rear Quarter Panel Extension

G



Body Construction Characteristics

CORROSION PROTECTION — DODGE STRATUS/CHRYSLER CIRRUS



 NON-GALVANNEALED

 TWO-SIDED GALVANNEALED



The following measures have been implemented in order to provide maximum corrosion prevention and protection.

1. The use of galvanized coatings throughout the body structure.
2. Cationic electrode position undercoating is used on the complete body in all instances.
3. Body sealing.
4. Stone-chipping resistant primer application.
5. Underbody corrosion prevention.

Definitions of Steels used in Dodge Status/ Chrysler Cirrus:

MS 66 — Represents an uncoated cold-rolled structural steel used mainly for interior braces and reinforcements.

MS 67 — Represents an uncoated structural steel used in areas where structural integrity is critical. Eg., the type of steel used for the "A" pillar.

MS 264-050-XK — Represents an uncoated high strength steel used in applications where structural integrity is critical.

Two-Sided Galvanized MS 6000-44A — Represents a two-sided zinc coated steel in which the coating is fully alloyed with the sheet or strip surface.

Two-Sided Galvanized MS 6000-44VA — Represents a two-sided zinc-iron coated high strength steel in which the coating is fully alloyed with the sheet or strip surface.

PARTIAL LIST OF STEEL APPLICATIONS

Galvanized Steel

Body Side Aperture
Body Sill Panel — Inner
Center Pillar Reinforcement
Cowl Plenum Panels — Upper and Lower
Cowl Side Panel
Dash Panel
Deck Lid — Inner and Outer*
Deck Opening Lower Panel
Deck Opening Lower Panel Reinforcement
Fender Side Shield Panel
Front Door — Inner Panel*
Front Door — Outer Panel*
Front Fender*
Front Floor Pan
Front Floor Pan Seat Track Mounting
Front Hinge Pillar
Front Seat Mounting Crossmember
Front Side Rail Assembly
Front Side Rail Inner Reinforcement
Front Side Rail Reinforcement
Front Side Rail Rear
Front Side Rail Rear Extension
Front Side Rail Rear Cap
Front Suspension Mounting Bracket
Headlamp Mounting Panel
Hood — Inner and Outer Panels*
Lower Deck Opening Extension
Lower Radiator Crossmember Support
Quarter Panel
Lower Quarter Panel Extension
Quarter Panel Drain Trough
Rear Door — Inner Panel*
Rear Door — Outer Panel*
Rear Floor Pan
Rear Floor Pan Front Crossmember
Rear Floor Pan Side Rail
Rear Floor Pan Side Rail to Sill Extension
Rear Floor Pan Suspension Crossmember
Rear Quarter Panel Extension
Rear Seat Kickup Crossmember
Rear Wheelhouse — Inner and Outer Panels
Rear Wheelhouse Inner Panel Shock Absorber
Mounting Reinforcement
Shelf Panel Rear Reinforcement
Sill Extension — Inner
Strut Mounting Tower
Strut Mounting Tower Extension
Tunnel to Front Seat Crossmember
Upper Load Path Beam — Inner/Outer
Upper Radiator Closure Panel Crossmember

* Not shown in illustration



Body Construction Characteristics

HIGH STRENGTH STEELS (HSS)

High tensile steel strengthened by solid solution has been used for the parts listed below.

The tensile strength of these high strength steel panels is much greater than the tensile strength of mild steel, nevertheless body work (sheet metal work, painting, etc.) can be performed by using the same procedures as those for mild steels.

**DO NOT HEAT ANY OF THESE
STEELS OVER 700°F.**

DODGE STRATUS/CHRYSLER CIRRUS HIGH STRENGTH STEEL APPLICATIONS

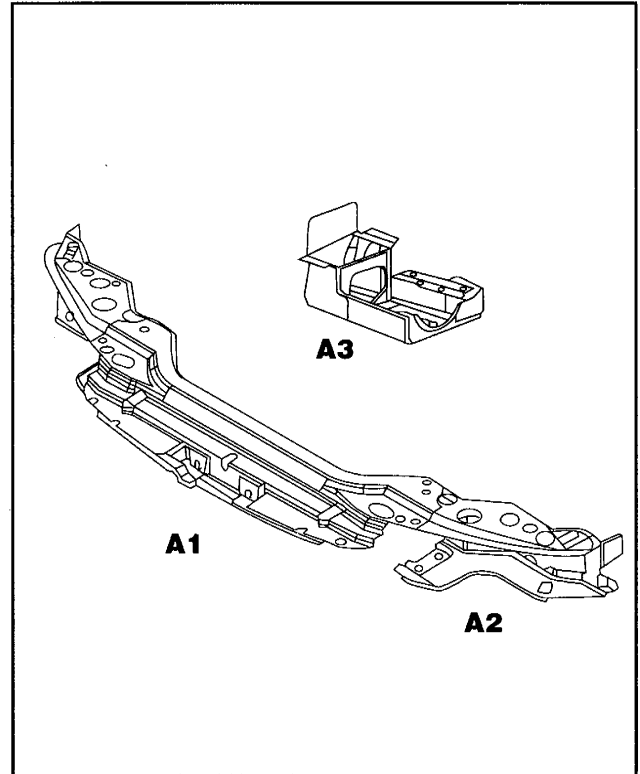
Part Description	Materials Specification
Center Pillar	MS-264-050XK
Center Pillar Reinforcement	MS-6000-44VA050
Front Door Impact Beam Rear Extension	MS-264-050XK
Front Door Lower Hinge Tap Plate	MS-264-050XK
Rear Door Inner Beam Rear Extension	MS-264-050XK
Rear Door Outer Panel Belt Reinforcement Extension	MS-264-050XK
Rear Door Upper/Lower Hinge Top Plate	MS-264-050XK
Front Hinge Pillar	MS-264-050XK
Front Seat Mounting Crossmember	MS-6000-44VA
Front Side Rail Inner Reinforcement	MS-6000-44VA
Front Side Rail	MS-6000-44VA
Front Side Rail Rear	MS-6000-44VA
Front Side Rail Rear Cap	MS-6000-44VA
Front Side Rail Reinforcement	MS-6000-44VA
Front Strut Mounting Tower	MS-6000-44VA
Inner Body Sill Panel	MS-6000-44VA
Outer Quarter Panel	MS-6000-44VAE
Quarter Panel Fuel Filler Door Mounting Reinforcement	MS-6000-44VA
Rear Floor Pan Side Rail	MS-6000-44VA
Rear Rail Rear Bumper Attachment Bracket	MS-6000-44VA
Rear Rail to Sill Extension	MS-6000-44VA
Rear Seat Kickup Crossmember Reinforcement	MS-6000-44VA
Rear Shock Mounting Bracket	MS-6000-44VA
Roof Bow	MS-264-050XK
Shelf Panel to Wheelhouse Support	MS-264-050XK
Shipping Tie Down Front Reinforcement	MS-6000-44VA
Tunnel to Front Seat Crossmember Rear Reinforcement	MS-6000-44VA
Upper Load Path Inner Beam	MS-6000-44VA
Upper Load Path Outer Beam	MS-6000-44VA



RADIATOR SUPPORT COMPONENTS

The Upper Closure Panel Crossmember, Lower Radiator Crossmember Support, and Headlamp Mounting Panels are all serviced as sub-assemblies.

1. Upper Closure Panel Crossmember*
2. Headlamp Mounting Panel*
3. Lower Radiator Crossmember Support*

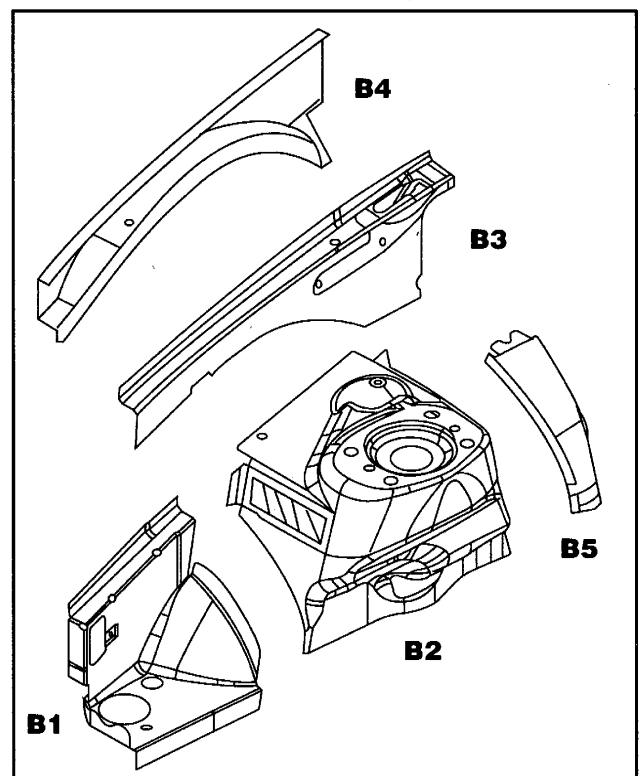


UPPER RAIL COMPONENTS

The Inner Upper Load Path Beam is serviced as a sub-assembly that includes the Hood Hinge Tap Plate. The Strut Mounting Tower is also serviced as a sub-assembly. All other components of the upper rail are serviced as individual components.

1. Side Shield Panel
2. Strut Mounting Tower*
3. Upper Load Path Beam, Inner*
4. Upper Load Path Beam, Outer
5. Strut Mounting Tower Extension

* Serviced as an assembly



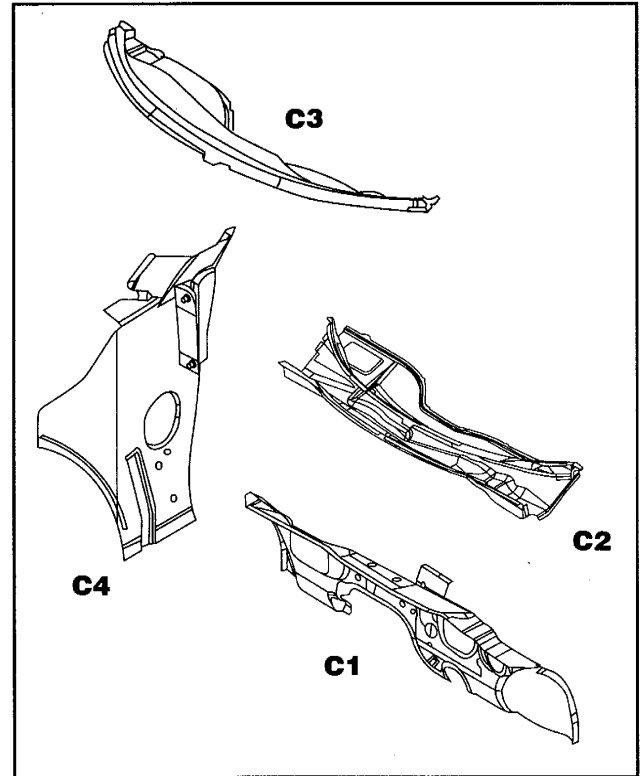


Body Construction Characteristics

DASH COMPONENTS

The Lower Cowl Plenum Panel and Cowl Plenum Closure are included in a larger service assembly which includes the Plenum Steering Column Support Lower Reinforcement.

1. Dash Panel
2. Cowl Plenum Panel, Lower*
3. Cowl Plenum Panel, Upper
4. Cowl Side Panel

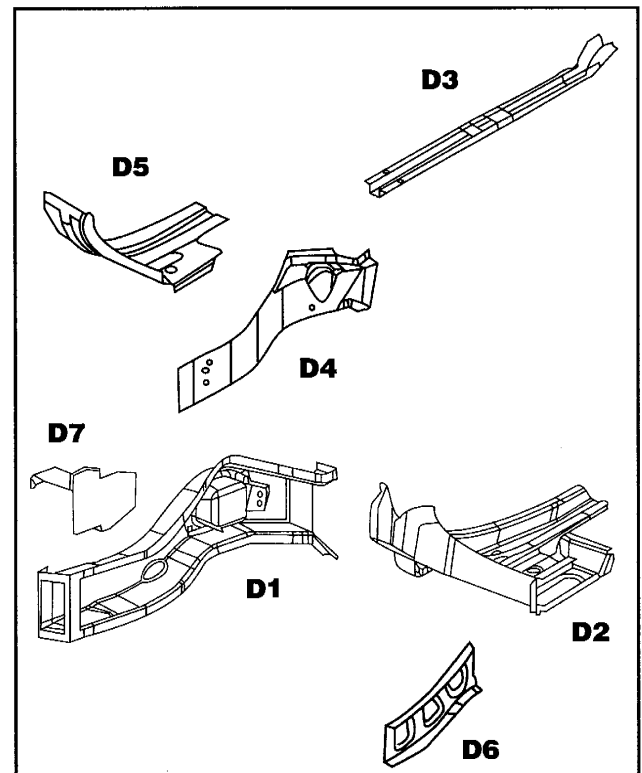


FRONT SIDE RAIL COMPONENTS

All Front Side Rail Components are serviced as individual components.

1. Front Side Rail Assembly
2. Front Side Rail Rear
3. Front Side Rail Rear Extension
4. Front Side Rail Reinforcement
5. Front Side Rail Rear Cap
6. Inner Reinforcement
7. Front Suspension Mounting Bracket

*Serviced as an assembly



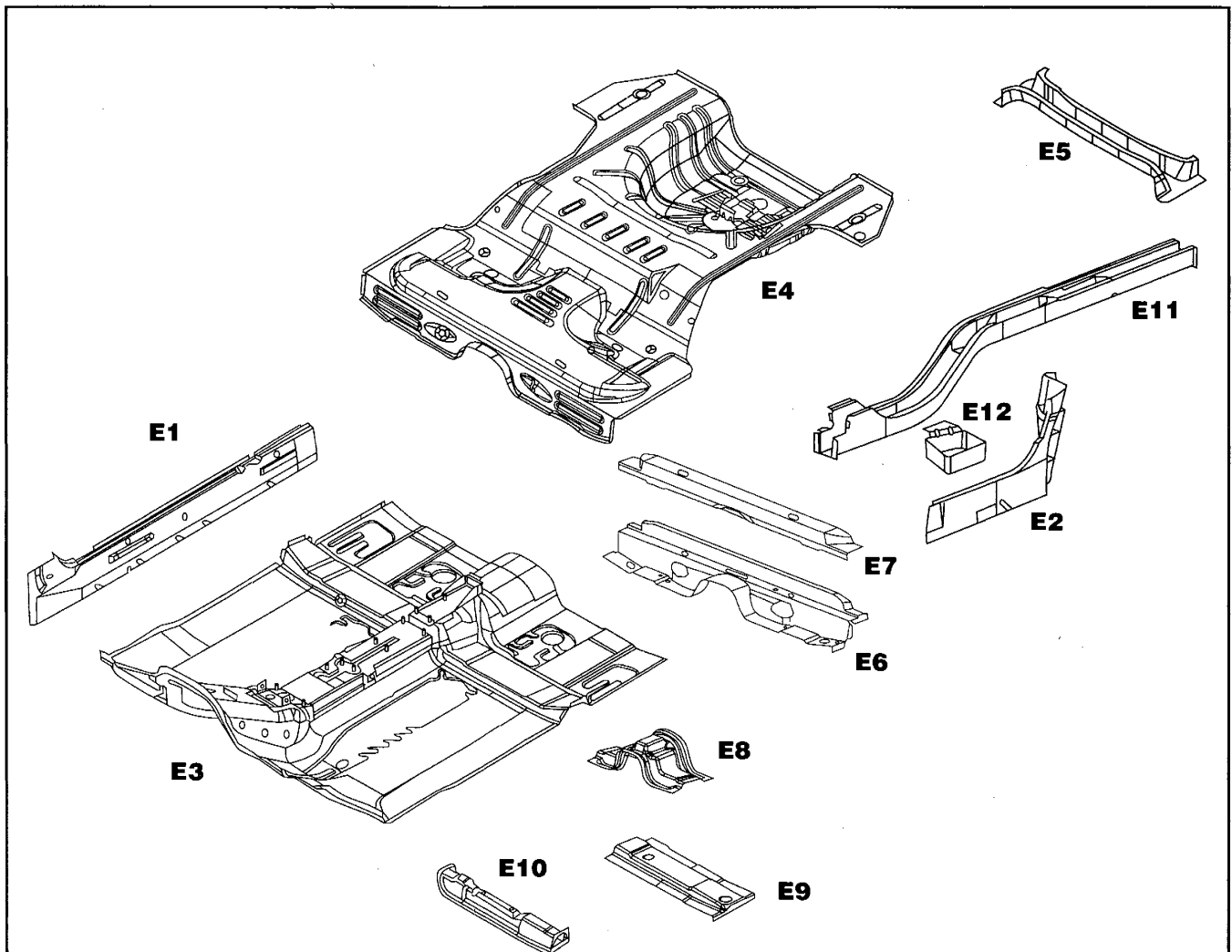


FRONT AND REAR FLOOR PAN

The Rear Floor Pan Side Rail is serviced as a sub-assembly which includes the Center Floor Pan Side Rail and Center Side Rail to Rear Side Rail Extension. The Rear Floor Pan Front Kickup is also serviced as a sub-assembly consisting of the Rear Seat Kickup Crossmember and Rear Floor Pan Front Crossmember.

1. Inner Body Side Sill Panel
2. Inner Side Sill Extension
3. Front Floor Pan
4. Rear Floor Pan
5. Rear Floor Pan Rear Suspension Crossmember
6. Rear Floor Pan Front Crossmember*
7. Rear Seat Kickup Crossmember*
8. Tunnel to Front Seat Crossmember
9. Front Seat Mounting Crossmember
10. Front Floor Pan Seat Track Mounting
11. Rear Floor Pan Side Rail*
12. Rear Floor Pan Side Rail to Sill Extension

* Serviced as an assembly





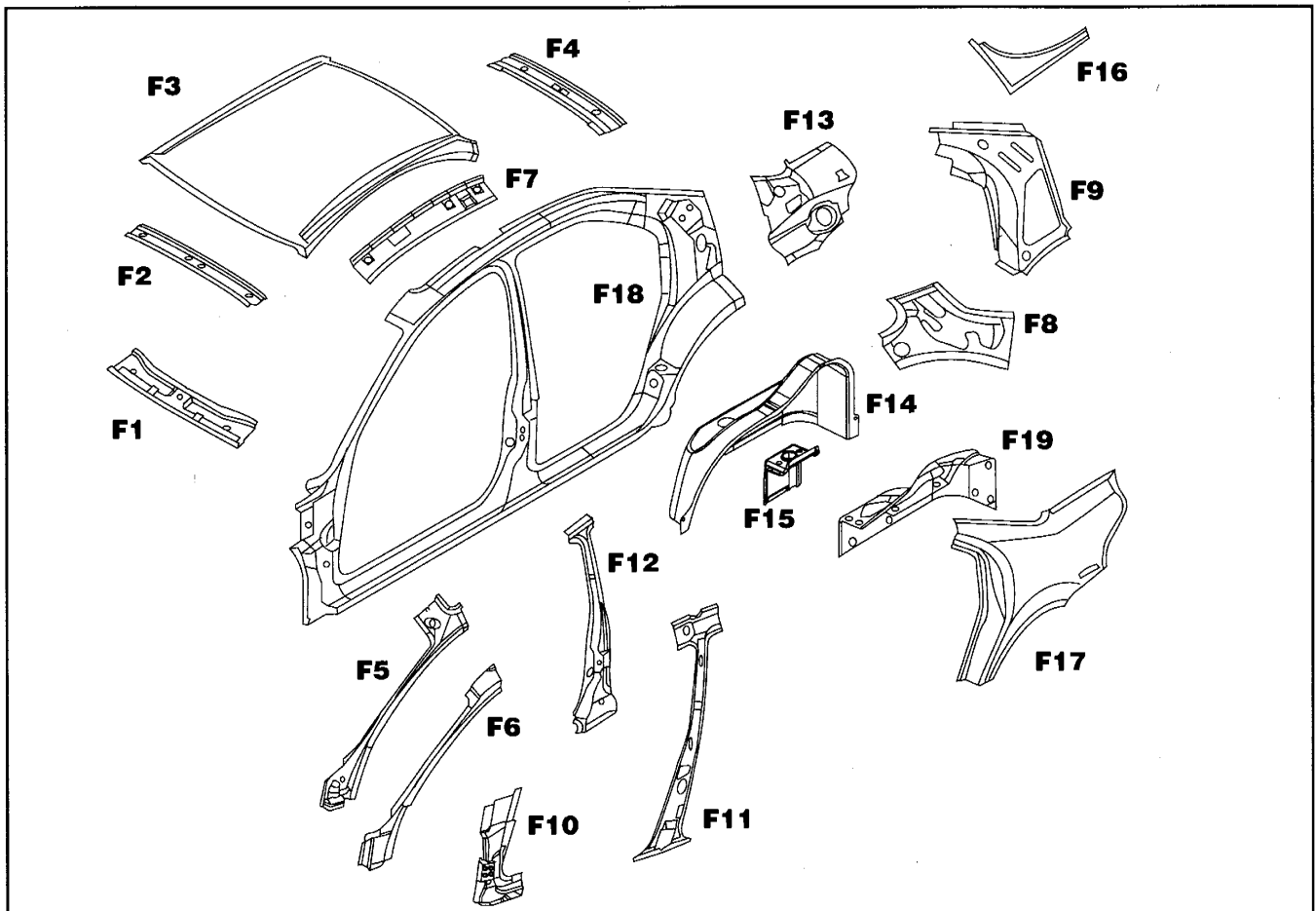
Body Construction Characteristics

ROOF AND BODY SIDE APERTURE

For service, the Body Side Aperture is divided into three separate service assemblies: the Front Side Aperture, the Center or "B" Pillar and the Rear Side Aperture. The Front Side Aperture contains the Front Hinge Pillar, "A" Pillar and Roof Inner Side Rail components. The Center Pillar assembly contains the Outer Center Pillar Panel and Reinforcement. The Center Pillar is also available in an individual service assembly including the seat-belt shoulder harness reinforcement.

1. Windshield Opening Upper Frame
2. Roof Bow
3. Roof Panel
4. Rear Window Opening Upper Reinforcement
5. Windshield Opening Side Inner Frame*
6. Windshield Opening Side Outer Frame*
7. Roof Side Inner Rail*
8. Quarter Panel Upper Panel
9. Quarter Inner Reinforcement Panel
10. Front Hinge Pillar*
11. Center Pillar*
12. Center Pillar Reinforcement*
13. Rear Wheelhouse Outer Panel
14. Rear Wheelhouse Inner Panel
15. Rear Wheelhouse Inner Panel Shock Absorber Mounting Reinforcement
16. Quarter Panel Drain Trough
17. Quarter Panel
18. Body Aperture*
19. Rear Wheelhouse Inner Panel Reinforcement

*Serviced as an assembly

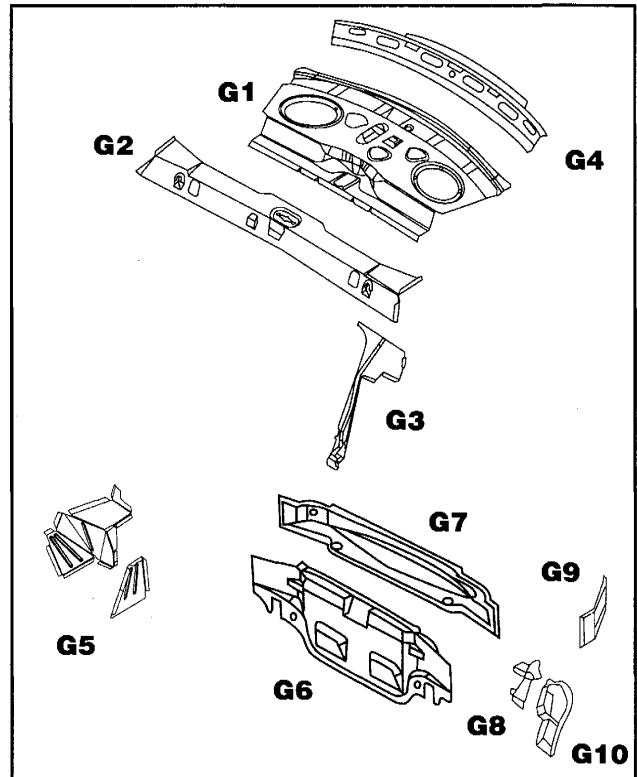




TAIL AND SHELF PANEL COMPONENTS

The Deck Opening Lower Panel and Reinforcement are serviced as a sub-assembly, as are the Shelf Panel and Shelf Panel Front Reinforcement. All other Tail and Shelf Panel components are serviced individually.

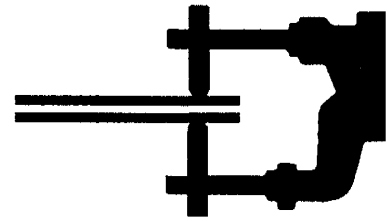
1. Shelf Panel
2. Shelf Panel Front Reinforcement
3. Shelf to Center Floor Pan Reinforcement
4. Shelf Panel Rear Reinforcement
5. Shelf Panel to Wheelhouse Support
6. Deck Opening Lower Panel
7. Deck Opening Lower Panel Reinforcement*
8. Lower Deck Opening Extension
9. Lower Quarter Panel Extension
10. Rear Quarter Panel Extension



*Serviced as an assembly

WELDED PANEL REPLACEMENT

Dodge Stratus/Chrysler Cirrus



The basic parts of the body structure are the welded panels. This section contains a brief description of the placement of some of these panels and their weld locations.

NOTE: To ensure the strongest, most durable and cleanest welds possible, perform testing before and during all weld procedures. Always follow American Weld Society specifications and procedures.

Explanation of Manual Contents	14
Headlamp and Radiator Supports	16
Upper Load Path Beam—Outer	18
Upper Load Path Beam—Inner	20
Fender Side Shield and Strut Tower	22
Front Lower Side Rail and Extension	24
Cowl Side Panel	28
Front Hinge Pillar	30
Side Sill — Inner	32
Front Side Aperture	34
Center Pillar	36
Roof Panel and Inner Roof Rails	38
Inner Wheelhouse — Rear	40
Outer Wheelhouse—Rear	42
Quarter Panel	44
Rear Frame Rail	46
Rear Floor Pan	48
Rear Deck Opening	50




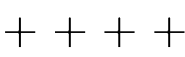

Explanation of Contents





EXPLANATION OF MANUAL CONTENTS

The major construction of a unibody vehicle consists of welded panels that create the supporting structure for all components and assemblies of the vehicle. Here are some examples for replacement of these parts.

Symbols

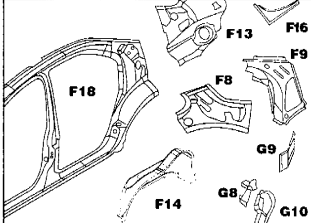
Some of the operations for panel replacement are designated by the following symbols.

		
Rough cutting of panel to be replaced	MIG Plug Weld	MIG Arc Welding

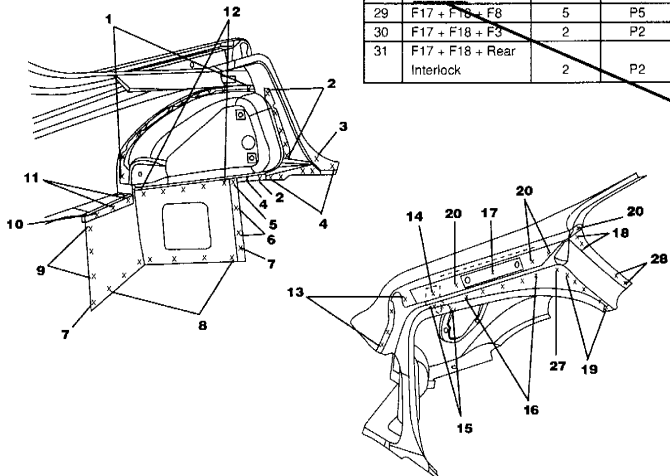
				Alternate stitch welds until you have a continuous MIG weld.
Continuous Stitch MIG Weld				

NOTE: Although spot welds are the nuts and bolts of the unibody vehicle, they will not be used as a repair symbol because of the lack of proper spot weld equipment in most shops.

Quarter Panel



No.	Welded parts	F	R
9	G9 + F14	3	P3
10	F17 + G9	1	P1
11	F13 + F17 + G9	2	P2
12	G9 + G10	5	P5
13	F17 + G8	4	P4
14	F17 + F16 + G8	1	P1
15	F16 + G8	3	P3
16	F16 + F13	5	P5
17	F16 + F17 + Tap Plate	1	P1
18	F16 + F13 + G4	2	P2
19	F16 + G4 + G1	5	P5
20	F16 + F17	4	P4
21	F17 + F13	5	P5
22	F17 + F13 F9	2	P2
23	F17 + F18 + F9	5	P5
24	F17 + F18	11	P11
25	F17 + F18 + E2	1	P1
26	F17 + Drip Rail	6	P6
27	F13 + F16 + G1	1	P1
28	F16 + G4	2	P2
29	F17 + F16 + F8	5	P5
30	F17 + F18 + F3	2	P2
31	F17 + F18 + Rear Interlock	2	P2



“F” indicates the number of factory welds to be separated.
 “R” indicates the number of welds to be made and the method to be used when making repairs.

If only a number is listed under “F,” it indicates that the method used at the factory was a spot weld; for all other methods, both the welding method and the number of welds are indicated. For example, “F2, RP2” indicates that the 2 spot welds made at the factory should be replaced by 2 plug welds if repairs are made.

The welded components are indicated by using the designations given in the illustration below. For example, “F16 + G4” indicates that component “F16” and component “G4,” which are shown in the top left corner illustration on the page, are welded together.



NOTE: Before beginning repair procedures, perform test welds to verify your equipment and to ensure your welds are the best quality. All welds should conform to the American Welding Society standards.

Certain body components must use sealers to ensure proper assembly. Be sure to check the **Body Sealing Locations** and **Structural Adhesives Sections** for location and sealer type.

For weld specifications contact:

American Welding Society
 550 Northwest Le Jeune Road
 P.O. Box 351040
 Miami, Florida 33135
 Phone: (305) 443-9353

When dealing with panels that contact both the right and left sides of the vehicle (eg., roof panel) the artwork may depict only one-half of the panel being welded. In these cases, the referenced panel will be split on the vehicle centerline, and the number of welds shown will be half of the true amount. The corresponding chart will show the true number of welds. Remember, even though the artwork may show 12 welds, the chart may call for 24 welds total.

Points that require particular attention during welded panel replacement work.

Removal instructions and accompanying illustration are given in the order in which the work is to be performed.

Installation instructions and accompanying illustrations are given in the order in which the work is to be performed. In order to keep the instructions brief and simple, obvious work procedures (such as removal of a panel after it has been cut) have been omitted, where possible.

Quarter Panel

NOTES WITH REGARD TO REPAIR WORK

- For safety reasons, remove the fuel tank before performing work.
- On vehicles equipped with a sun roof, there are drain hoses running down the C pillars. You may also encounter wiring harnesses in these pillars—be careful not to cut any of these materials.
- Quarter Panel Extension Panels provide mounting points for many exterior components. It is critical to check for precise alignment when mounting these structural components.
- Remove all flammable materials from interior areas where working before welding.
- Protect all glass from sparks during cutting and welding.

REMOVAL

1. After removal of all spot welds, you may have to use an air chisel to cut the old Quarter Panel away from the Inner Panels.
2. Clean all adjoining panels and prep them for placement of the new Quarter Panel.

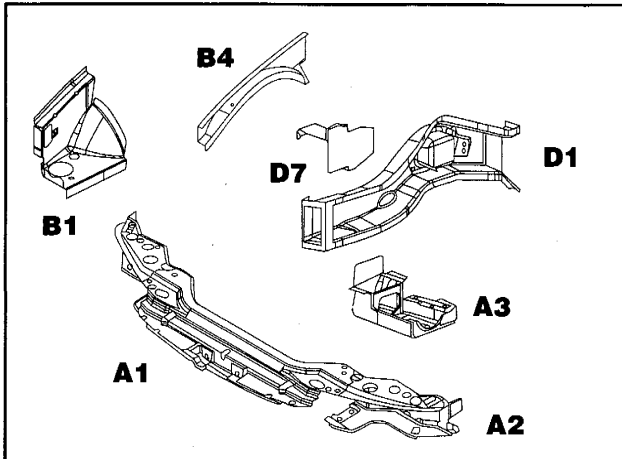
INSTALLATION

1. Mount the new Quarter Panel and check fit to Rear Wheelhouse and other mating surfaces.
2. Tack weld the new Quarter Panel into place.
3. Check the fit again to make sure everything fits perfectly.
4. Weld the Quarter Panel into place.
5. Spray anti-corrosion weld-thru primer on weld surfaces prior to welding.

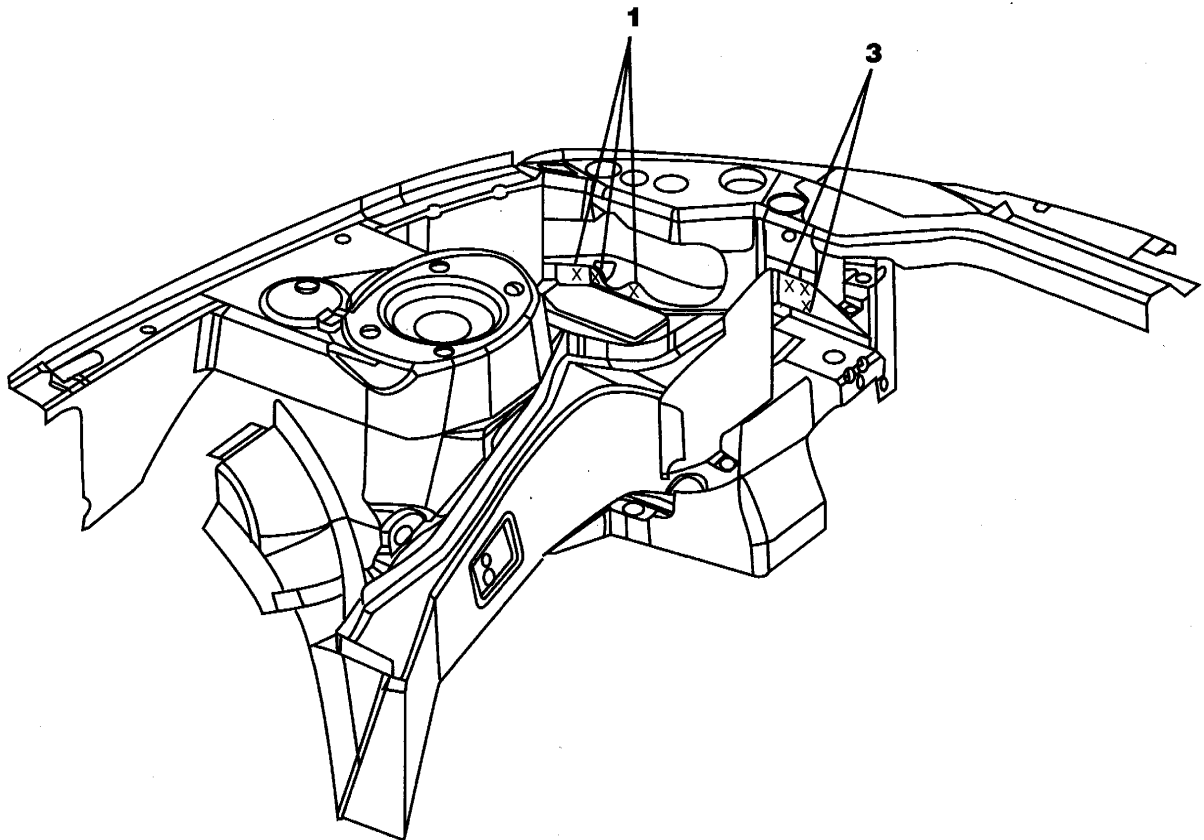
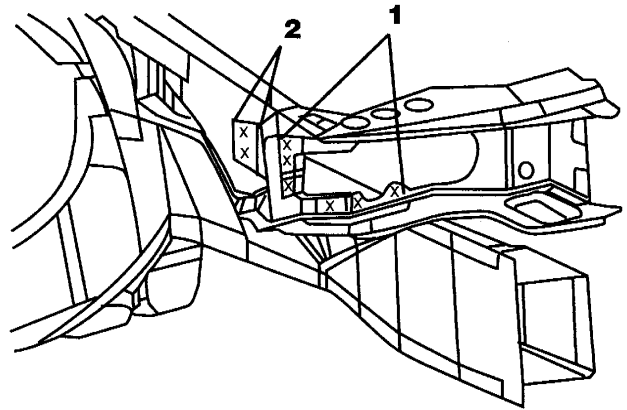
45



Headlamp and Radiator Supports



No.	Welded parts	F	R
1	A2 + B1	6	P6
2	A2 + B4	2	P2
3	A2 + D7	3	P3
4	A3 + D1	10	P10





NOTES WITH REGARD TO REPAIR WORK

- Because the Headlamp and Radiator Support components create the mounting points for many critical front body components, be sure to make careful measurements and maintain the correct dimensions when doing the repairs.
- The Upper Radiator Closure Panel is serviced as an assembly bolted to the Headlamp Support Panels. The Headlamp Support Panels are both welded and bolted to the upper and lower rails. The Lower Radiator Crossmember Supports are welded to the lower rails.
- The left and right sides are serviced in the same manner.

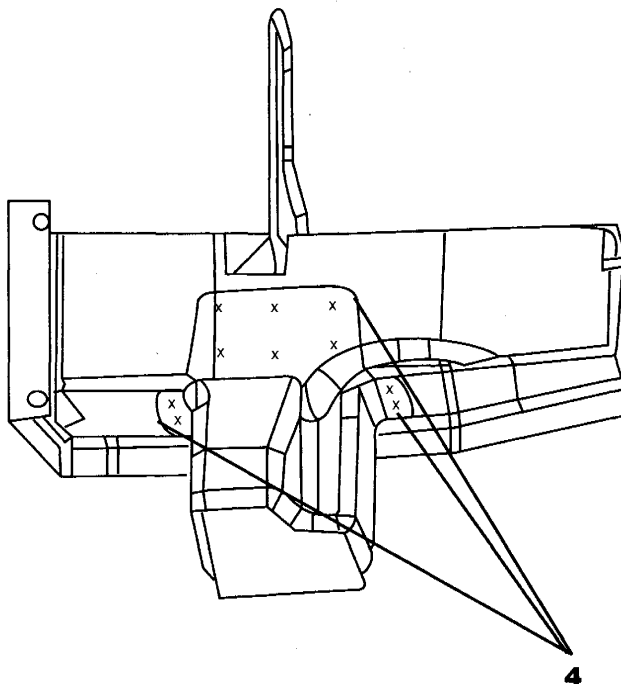
REMOVAL

1. Cut all spot welds on the section being removed. Use care not to damage any other panels.
2. Separate all welds.
3. Remove the old panel and prepare mating surfaces of existing panels.

CAUTION: Do not cut at a location where there is a weld bead or welded nut.

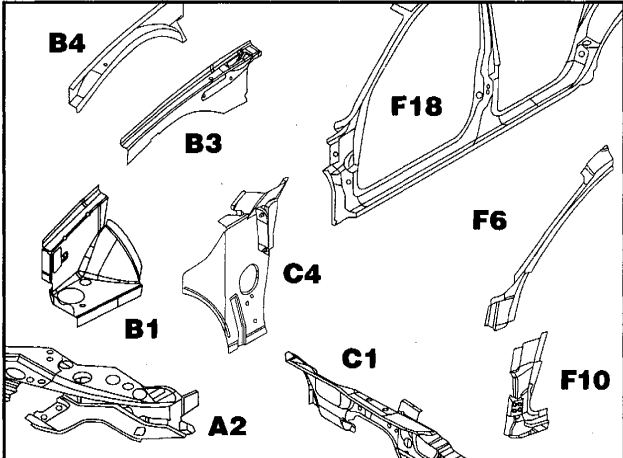
INSTALLATION

1. Temporarily mount the new panel.
2. Measure each part and make any necessary corrections to match the proper body dimensions.
3. Apply anti-corrosion agent to the repair area (inside and out).
4. Plug weld the new panel in place.
5. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



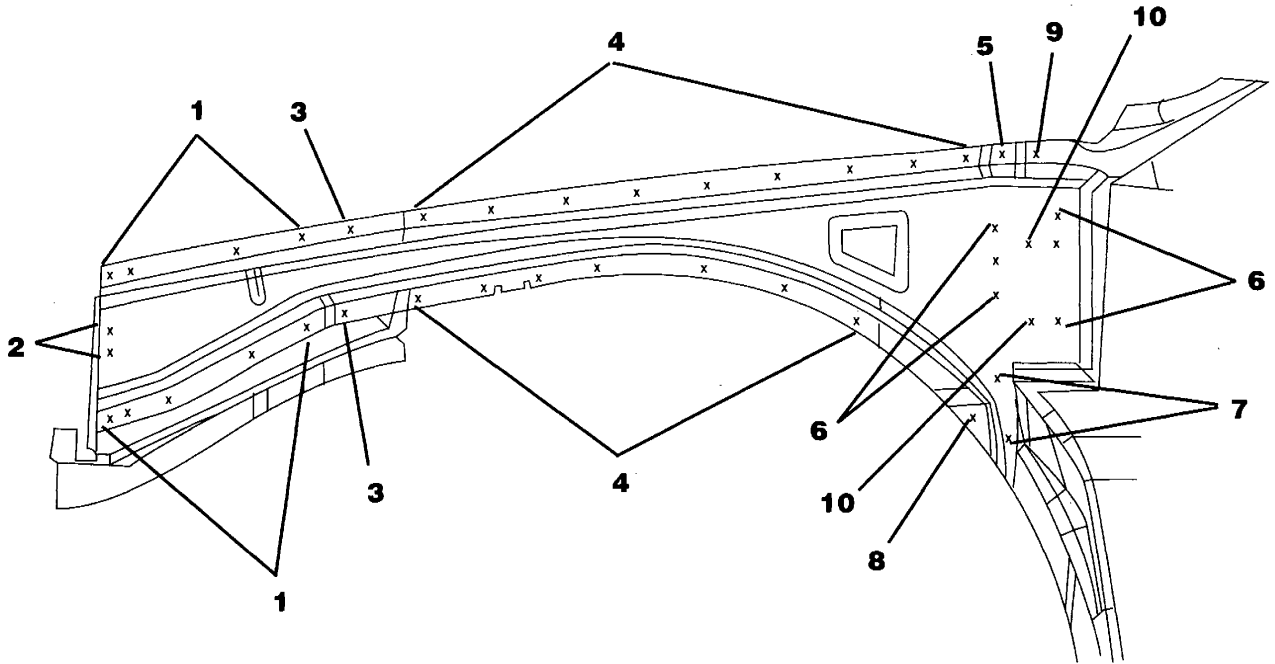


Upper Load Path Beam - Outer



No.	Welded parts	F	R
1	B4 + B1	9	P9
2	B4 + A2	2	P2
3	B4 + B1 + B3	2	P2
4	B4 + B3	16	P16
5	B4 + B3 + F18	1	P1
6	B4 + F10 + F18	6	P6
7	B4 + F18	2	P2
8	B4 + C1 + C4	1	P1

No.	Welded parts	F	R
9	B3 + F18 + F6	1	P1
10	F10 + F18	2	P2





NOTES WITH REGARD TO REPAIR WORK

- The Upper Load Path Beam is the final “tie-in” for the Headlamp Support to the rest of the unibody. These panels also provide mounting points for the fender, which makes beam alignment crucial.
- The Upper Load Path Beam Outer Panel can be replaced without removing any other welded panels.
- Use care when cutting near cowl area.
- For additional information, refer to the Upper Load Path Beam Inner Panel and Fender Side Shield sections.

REMOVAL

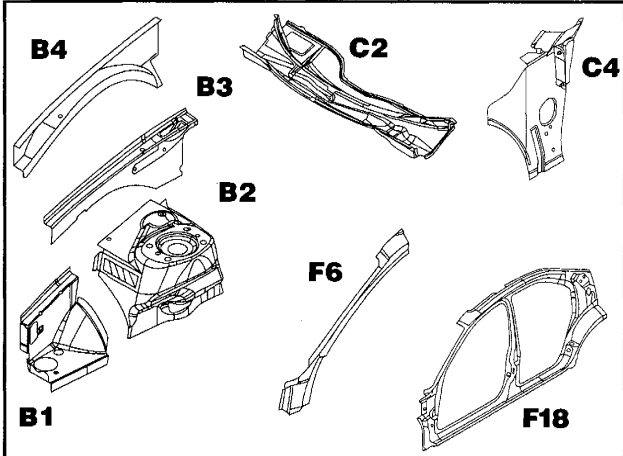
1. Cut and separate all spot welds. Use care not to damage any other panels.
2. Remove the old panel and prepare mating surfaces of existing panels.
3. Use removed panel as a template for weld placement on the new panel.

INSTALLATION

1. Transfer marks to new panel from old for weld locations.
2. Clamp new panel in place and check alignment and measurements.
3. Plug weld the new panel.
4. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer’s instructions for corrosion protection.

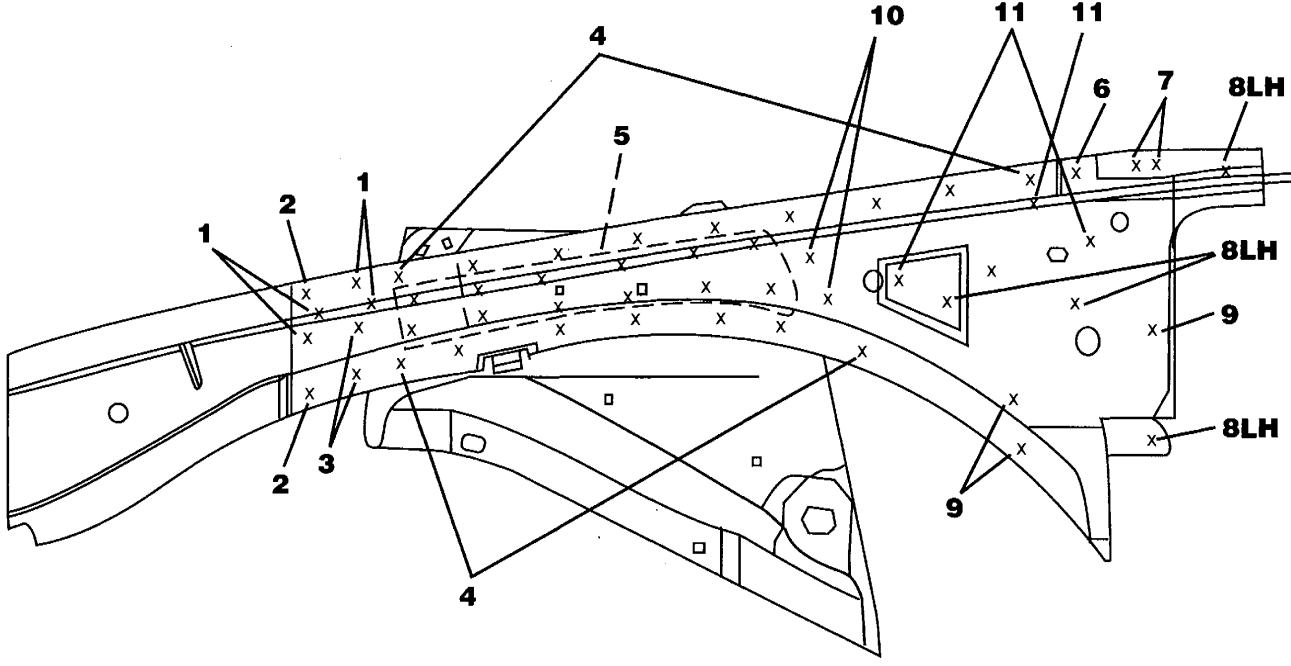


Upper Load Path Beam - Inner



No.	Welded parts	F	R
1	B1 + B3	4	P4
2	B1 + B3 + B4	2	P2
3	B1 + B2 + B3	2	P2
4	B3 + B4	16	P16
5	B2 + B3	12	P12
6	B3 + B4 + F18	1	P1
7	B3 + F6 + F18	2	P2
8LH	B3 + C4	4	P4
8RH	B3 + C4	3	P3

No.	Welded parts	F	R
9	B3 + C2 + C4	3	P3
10	B2 + B3 + C2	2	P2
11	B3 Sub Assembly	4	P4



LEFT SIDE



NOTES WITH REGARD TO REPAIR WORK

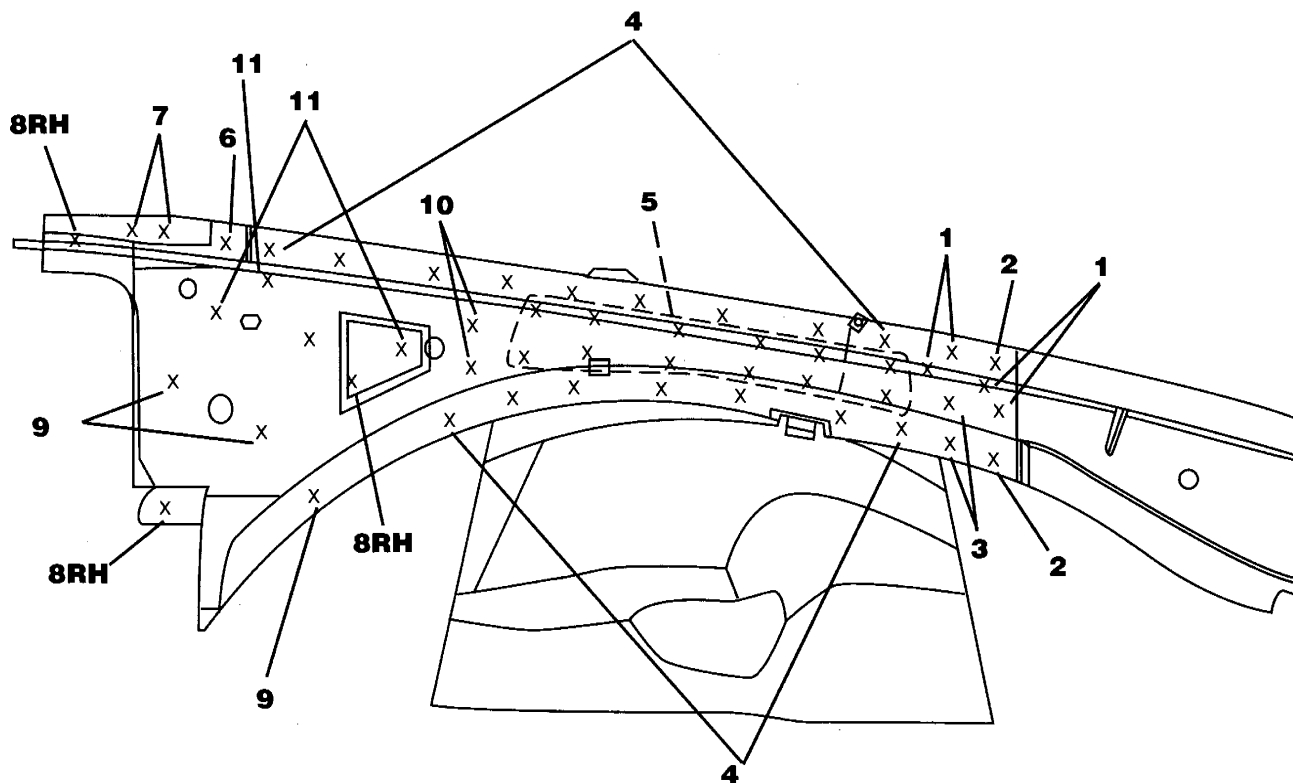
- Before beginning panel removal, refer to Upper Load Path Beam Outer Panel for additional information.
- Use care when cutting spot welds near the cowl area.
- For additional information, refer to the Inner Upper Load Path Beam and Fender Side Shield sections.

REMOVAL

1. Cut and separate all spot welds. Use care not to damage any other panels.
2. Remove the old panel.
3. Note the weld locations of panels not damaged.
4. Use removed panel as a template for weld hole placement on the new panel.

INSTALLATION

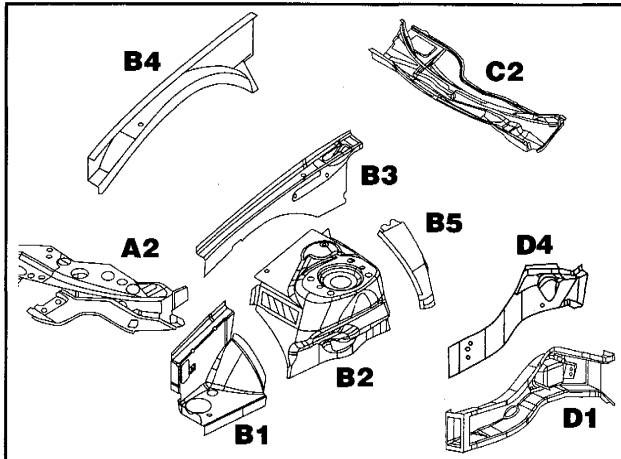
1. Clean all attaching surfaces and prep for new panel installation.
2. Temporarily mount the new panel in place and check for proper alignment. Correct as necessary.
3. Check all reference measurements.
4. Plug weld the new panel in place.
5. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



RIGHT SIDE

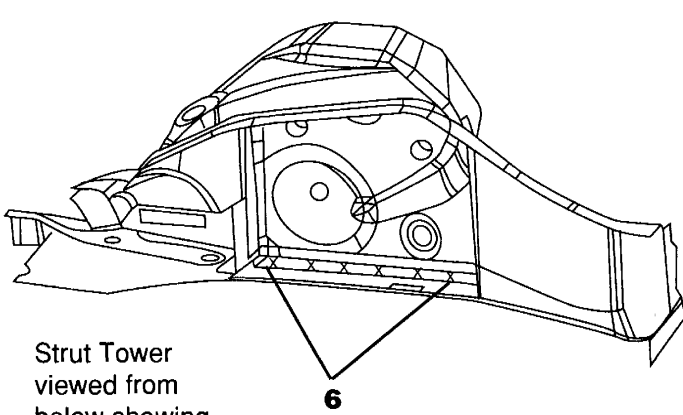


Fender Side Shield and Strut Tower

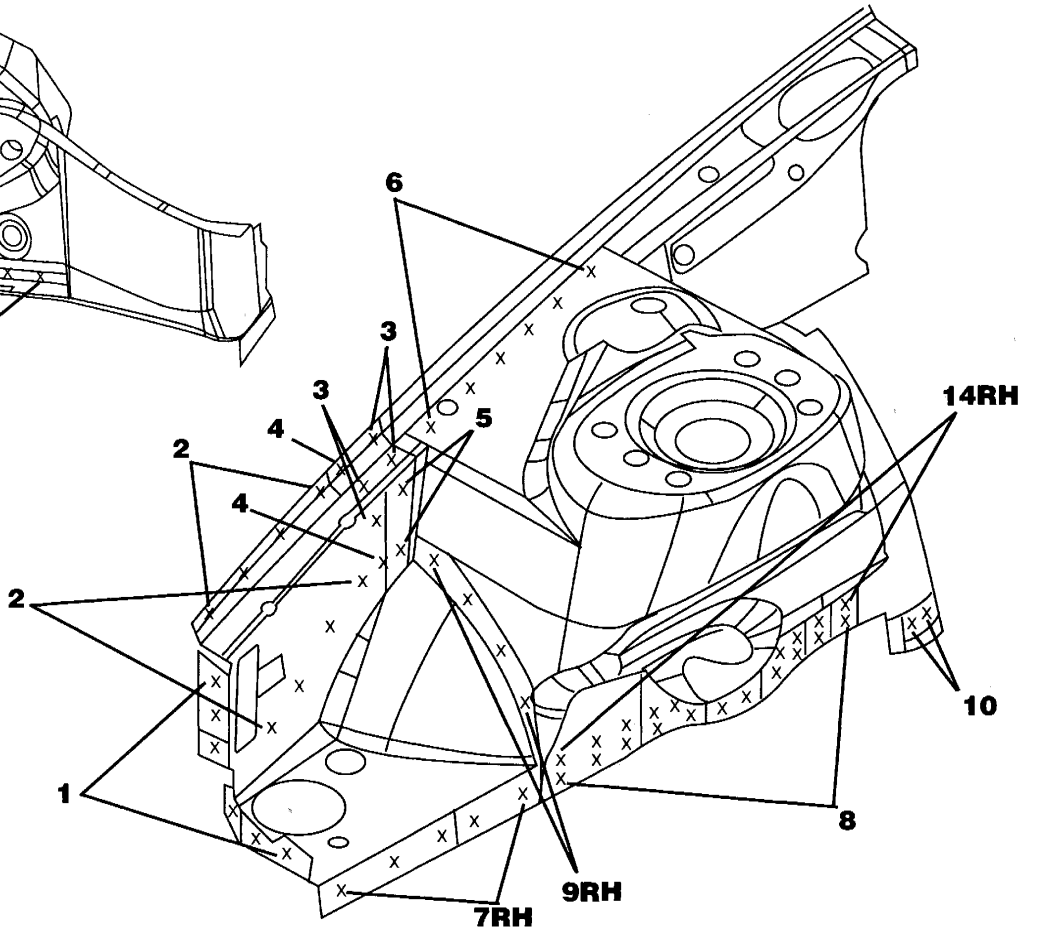


No.	Welded parts	F	R
1	B1 + A2	6	P6
2	B1 + B4	8	P8
3	B1 + B3	4	P4
4	B1 + B3 + B4	2	P2
5	B1 + B2 + B3	2	P2
6	B2 + B3	12	P12
7LH	B1 + D1 + D4	7	P7
7RH	B1 + D1 + D4	5	P5
8	B2 + D1 + D4	11	P11

No.	Welded parts	F	R
9LH	B1 + B2	5	P5
9RH	B1 + B2	4	P4
10	B5 + D1 + D4	2	P2
11	B5 + C1	6	P6
12	B2 + B3 + C2	2	P2
13LH	B2 + B5	5	P5
13RH	B2 + B5	6	P6
14RH	B2 + D4	9	P9



Strut Tower viewed from below showing additional welds.



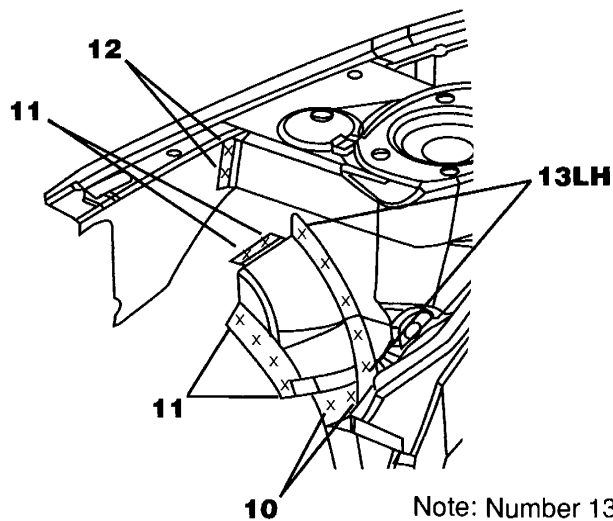


NOTES WITH REGARD TO REPAIR WORK

- The strut tower is serviced as a sub-assembly.
- Because the Fender Side Shield and Strut Tower touch so many of the front structure parts and determine accuracy of the alignment, they have to be perfectly aligned when mounted.
- Refer to the Upper Load Path Beam and Lower Rail sections for additional information.
- Access to Strut Tower can be difficult. Specialty tools such as tight corner drill motors with the 5/16" hole saw will help. A die grinder and any other tool designed to get into tight places and cut accurately will also be useful.

REMOVAL

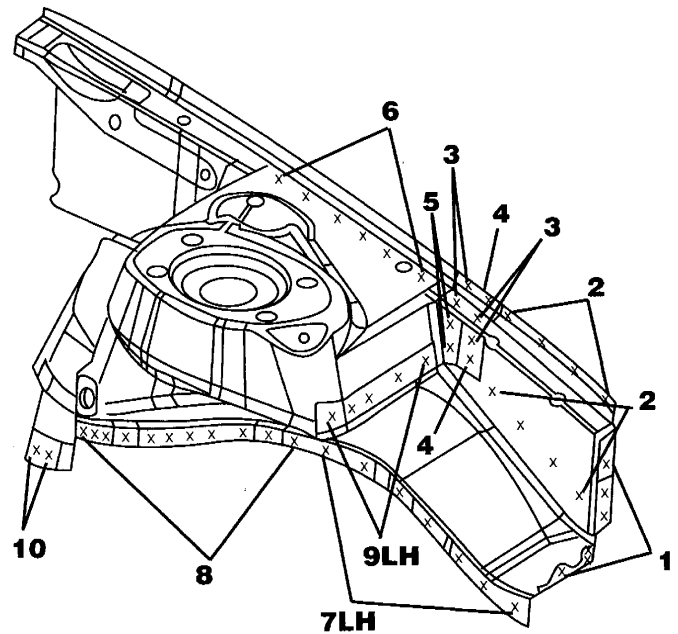
1. Cut and separate all spot welds. Use care not to damage any other panels.
2. Remove the old panels.



Note: Number 13 on the right-hand side has six welds (not shown).

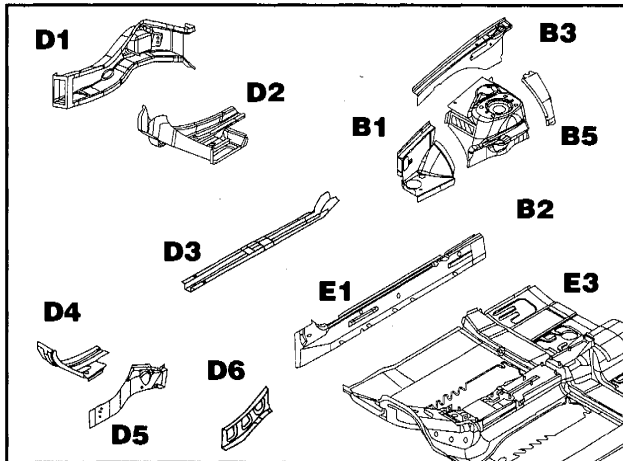
INSTALLATION

1. Clean all attaching surfaces and prep for new panel installation.
2. Temporarily mount all panels in place and check for proper alignment. Correct as necessary.
3. Use a Whitney punch to prepunch holes for plug welds on new components.
4. Make sure alignment is correct to the point of perfection.
5. Use weld-thru primer where necessary.
6. Plug weld the new panels in place.
7. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.





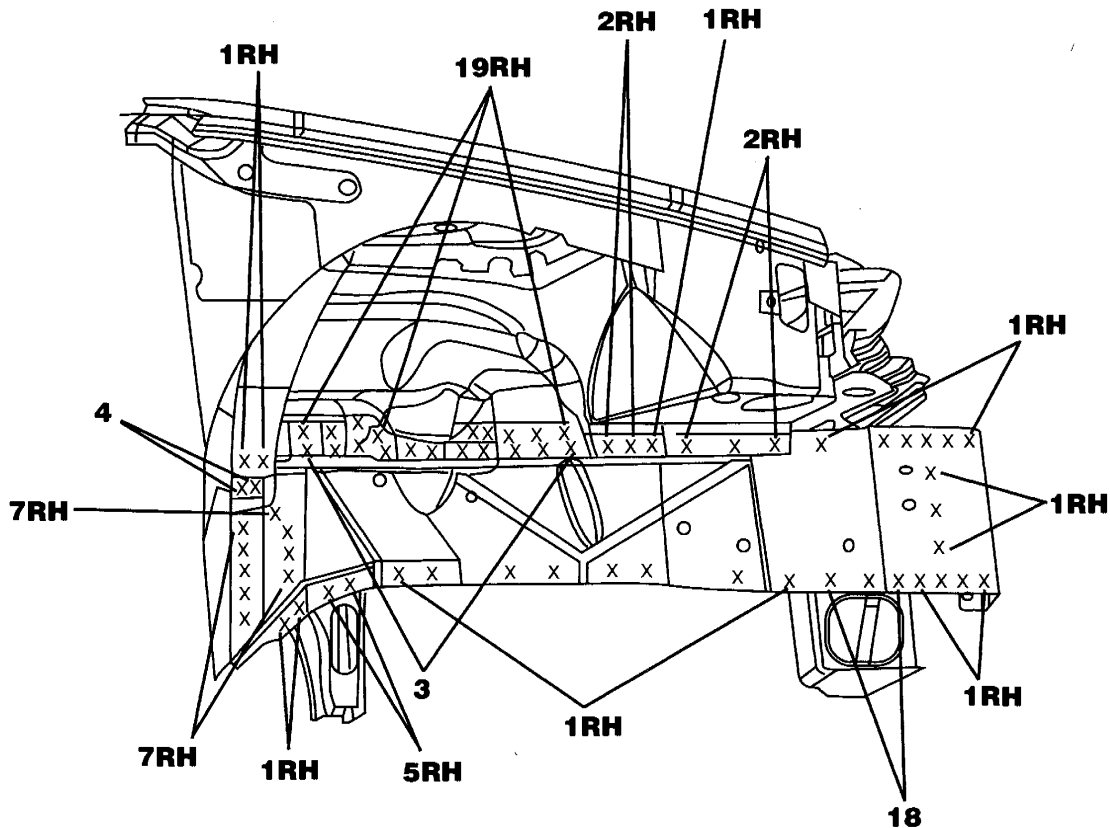
Front Lower Side Rail and Extension



No.	Welded parts	F	R
1LH	D1 + D4	27	P27
1RH	D1 + D4	26	P26
2LH	D1 + D4 + B1	6	P6
2RH	D1 + D4 + B1	5	P5
3	D1 + D4 + B2	11	P11
4	D4 + B5	2	P2
5LH	D1 + SMB	12	P12
5RH	D1 + SMB	11	P11

SMB = Suspension Mounting Bracket

No.	Welded parts	F	R
6LH	D1 + D4 + SMB	1	P1
7LH	D4 + D2	7	P7
7RH	D4 + D2	9	P9
8	D5 + D1	2	P2
9	D5 + C1	5	P5
10	D5 + B5 + C1	1	P1
11	D5 + C1 + E3	5	P5
12	D2 + D5	32	P32
13	D5 + E3	16	P16
14	D5 + E1	4	P4
15	D2 + D3 + D5	8	P8
16	D2 + D3	2	P2
17	D1 + D2	12	P12
18	D1 + D4 + A3	3	P3
19RH	D4 + B2	9	P9
20LH	D1 + D6	12	P12





NOTES WITH REGARD TO REPAIR WORK

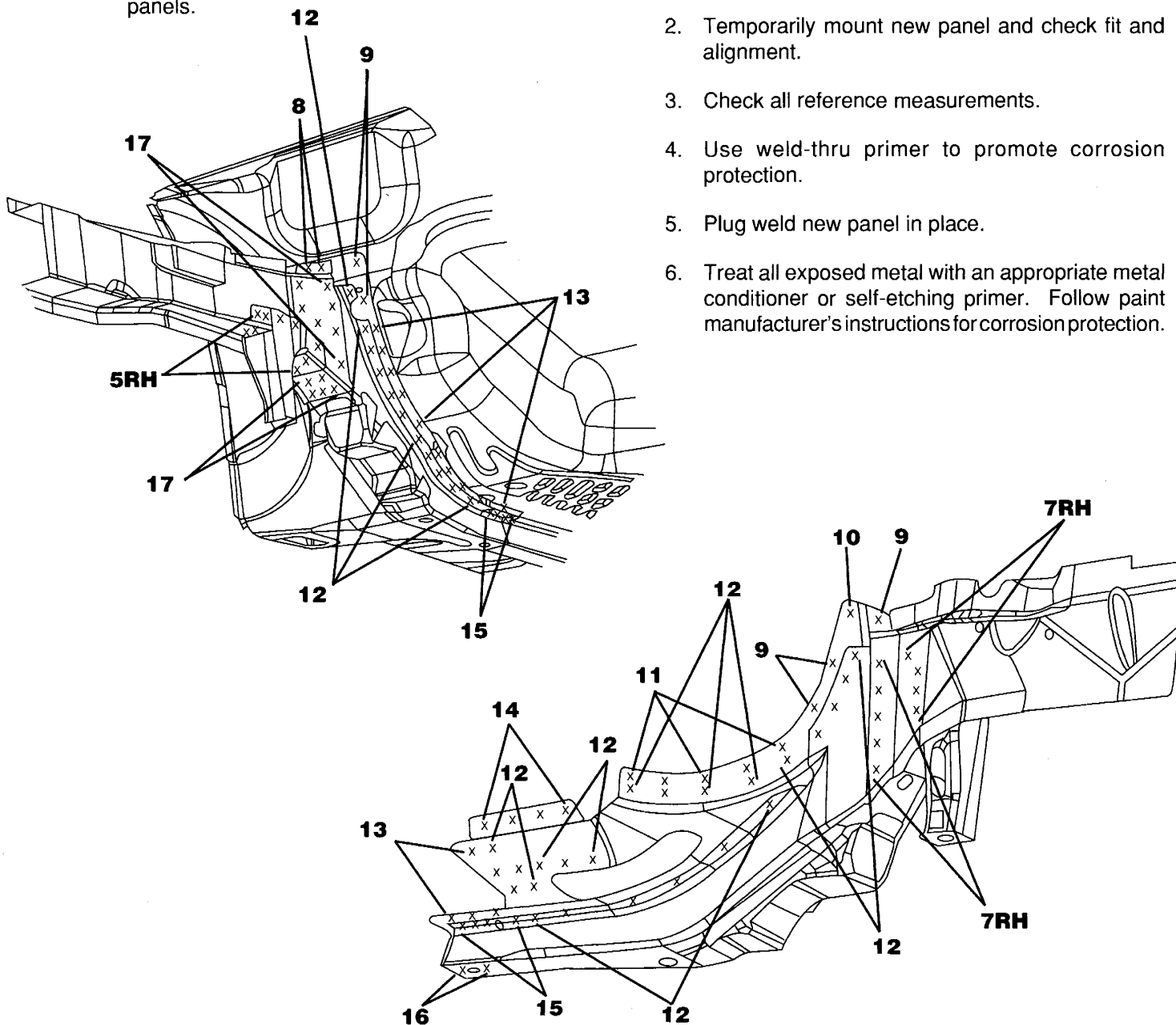
- Because the engine and some front suspension components mount to the Front Rail, it is extremely important that the alignment and workmanship are perfect when doing repair work in this area.
- There are many reinforcements and brackets that are encased by the Inner and Outer Rails.
- Avoid cutting any welded nuts, reinforcements or brackets during your repair.
- List areas where the frame rails are welded to other panels.

REMOVAL

1. Use a drill bit or hole saw designed to cut spot welds to remove welds on the damaged rail.
2. Use old components as a template for weld locations on new pieces wherever necessary.
3. Note location of brackets and reinforcements when removing rail.

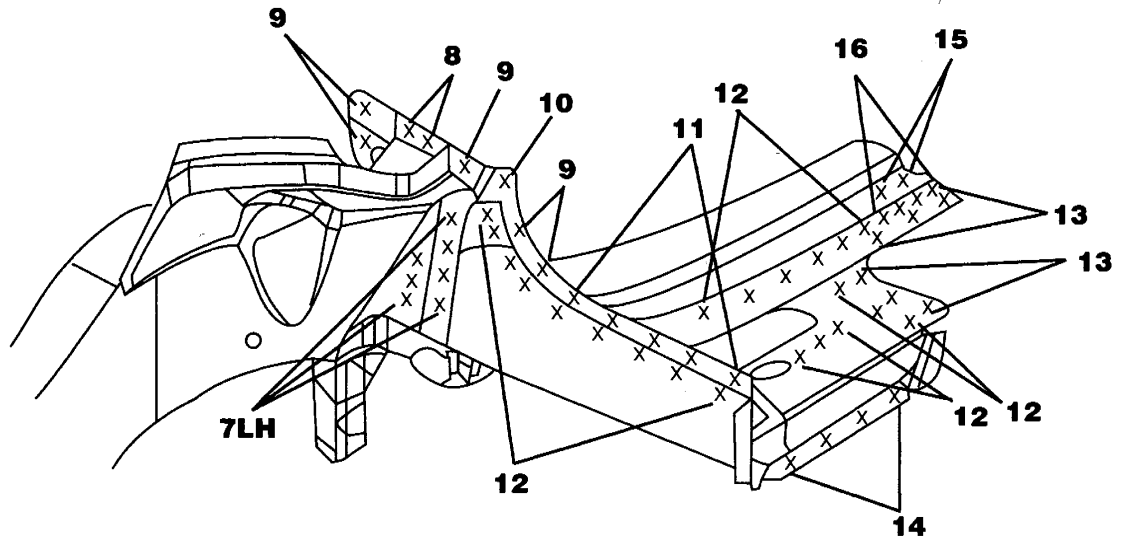
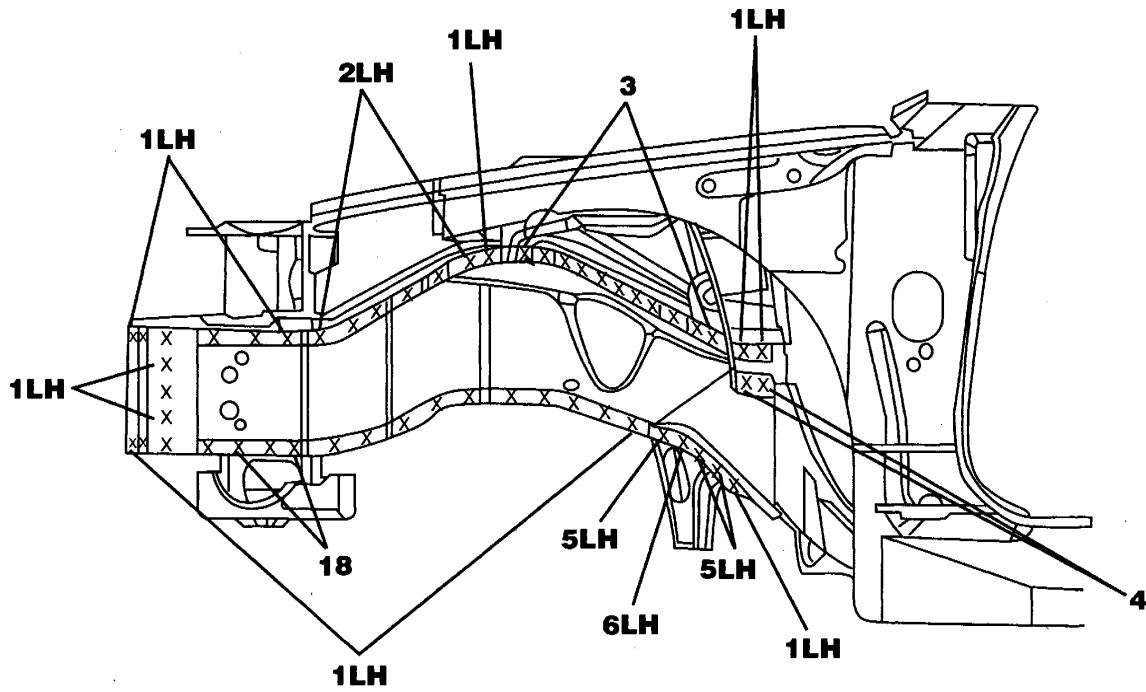
INSTALLATION

1. Clean all attaching surfaces and prep for new panel installation.
2. Temporarily mount new panel and check fit and alignment.
3. Check all reference measurements.
4. Use weld-thru primer to promote corrosion protection.
5. Plug weld new panel in place.
6. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

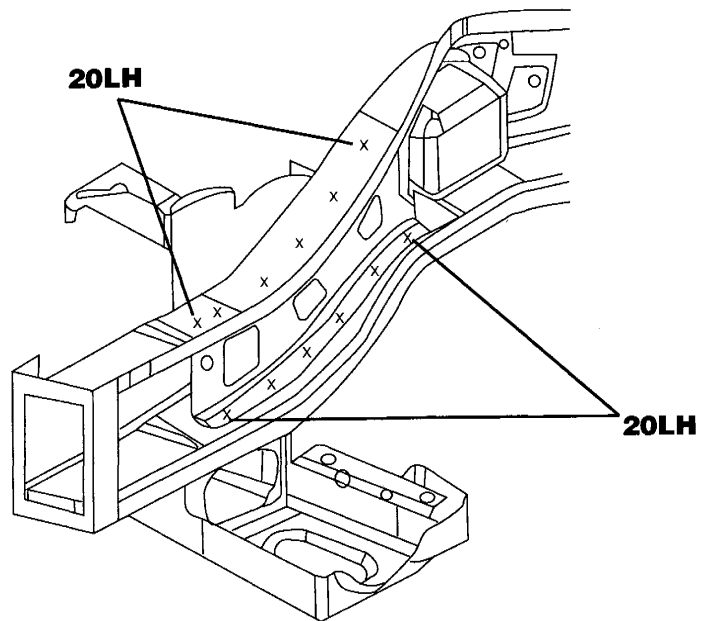
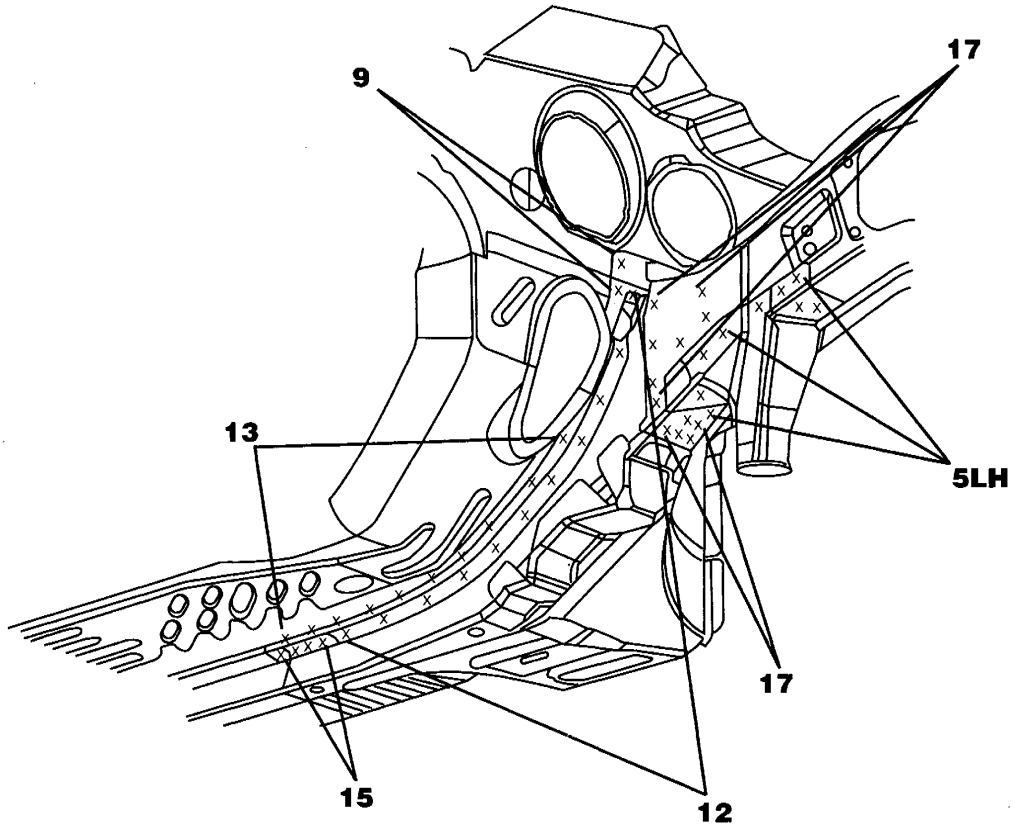




Front Lower Side Rail and Extension

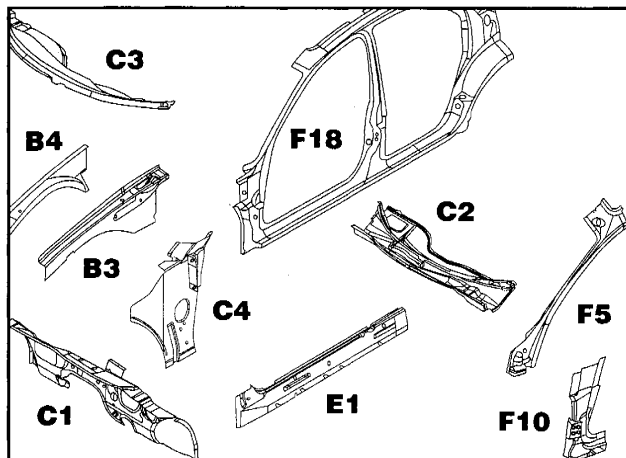


Front Lower Side Rail and Extension



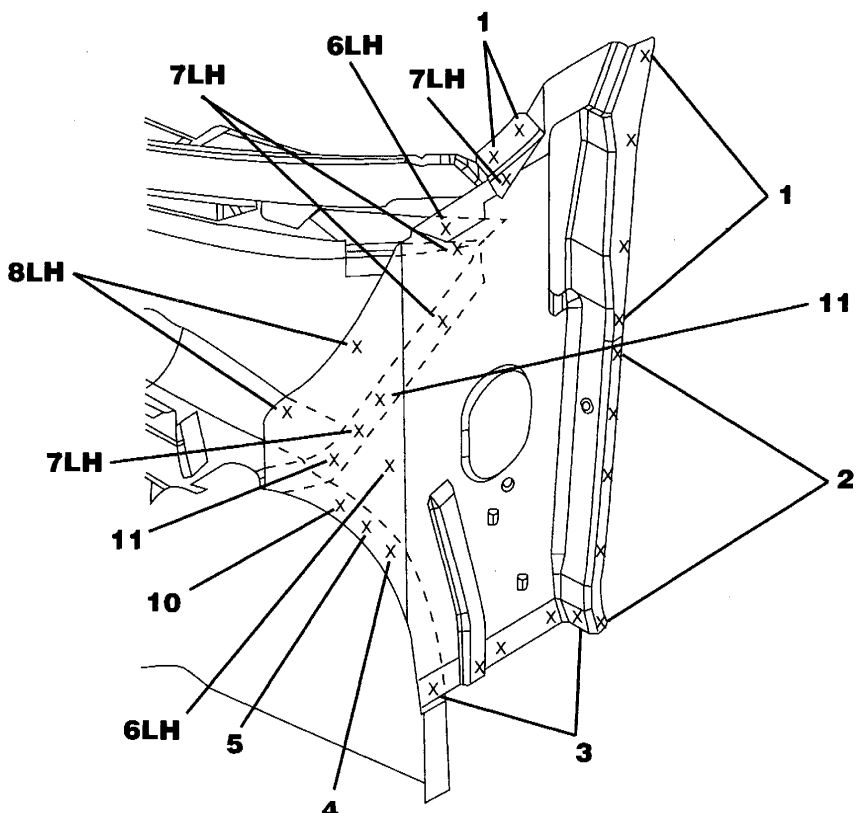


Cowl Side Panel



No.	Welded parts	F	R
1	C4 + F5 + F18	6	P6
2	C4 + F10 + F18	5	P5
3	C4 + E1	5	P5
4	C4 + C1 + B4	1	P1
5	C4 + C1 + B4	1	P1
6LH	C4 + B3	2	P2
6RH	CH + B3	3	P3
7LH	C2 + C4	4	P4

No.	Welded parts	F	R
7RH	C2 + C4	7	P7
8LH	C4 + C1 + C2	2	P2
9RH	C4 + C1 + C2	1	P1
10	C4 + C1 + B3	1	P1
11	C2 + C4 + B3	2	P2



Left side cowl panel



NOTES WITH REGARD TO REPAIR WORK

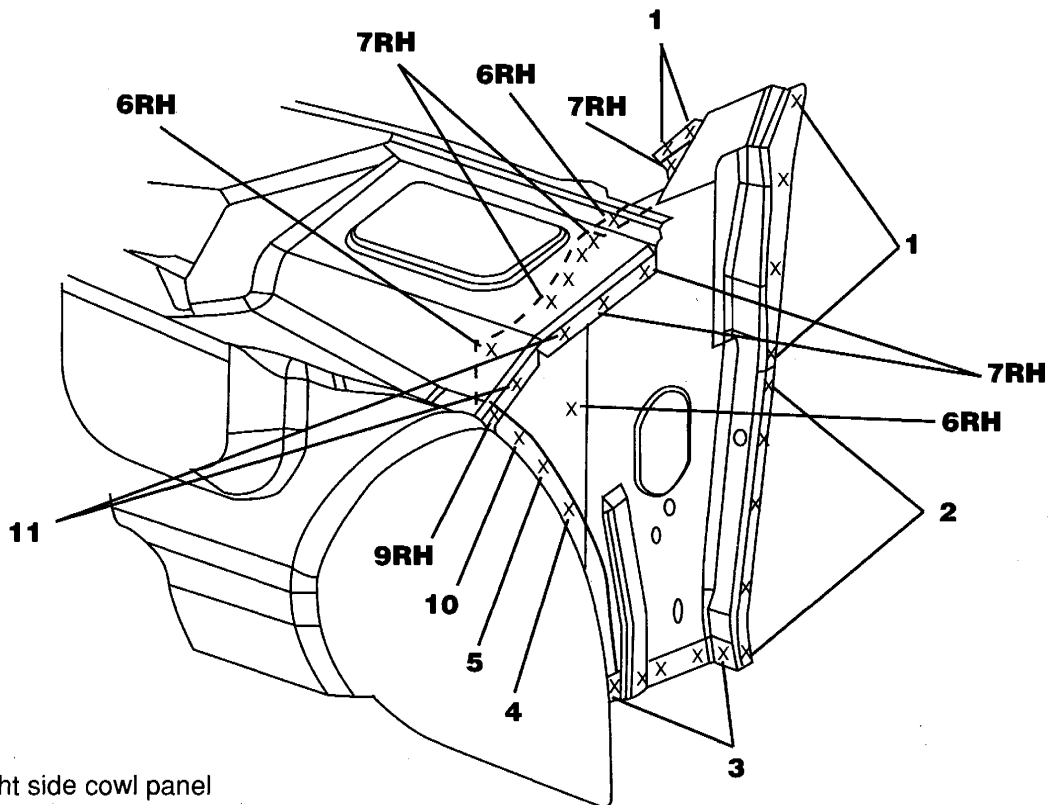
- Remove side aperture/hinge pillar and outer A-post to complete repair.
- The Cowl Side Panel is the connecting point for the Upper Load Path Beam and the rest of the unibody. Correct mounting location and weld integrity are critical to replacement of this panel.

REMOVAL

1. Use a spot weld cutter to remove old welds.
2. Clean attaching area on remaining panels.
3. Use removed panel as template for weld placement on new panel.

INSTALLATION

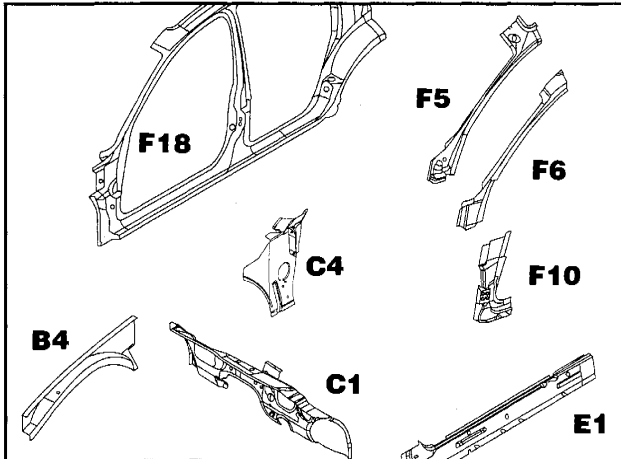
1. Transfer markings to new panel from old for weld locations.
2. Clamp new panel in place and check alignment and measurements.
3. Use weld-through primer at weld locations.
4. Plug weld new panel.
5. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



Right side cowl panel
(viewed from within passenger compartment)

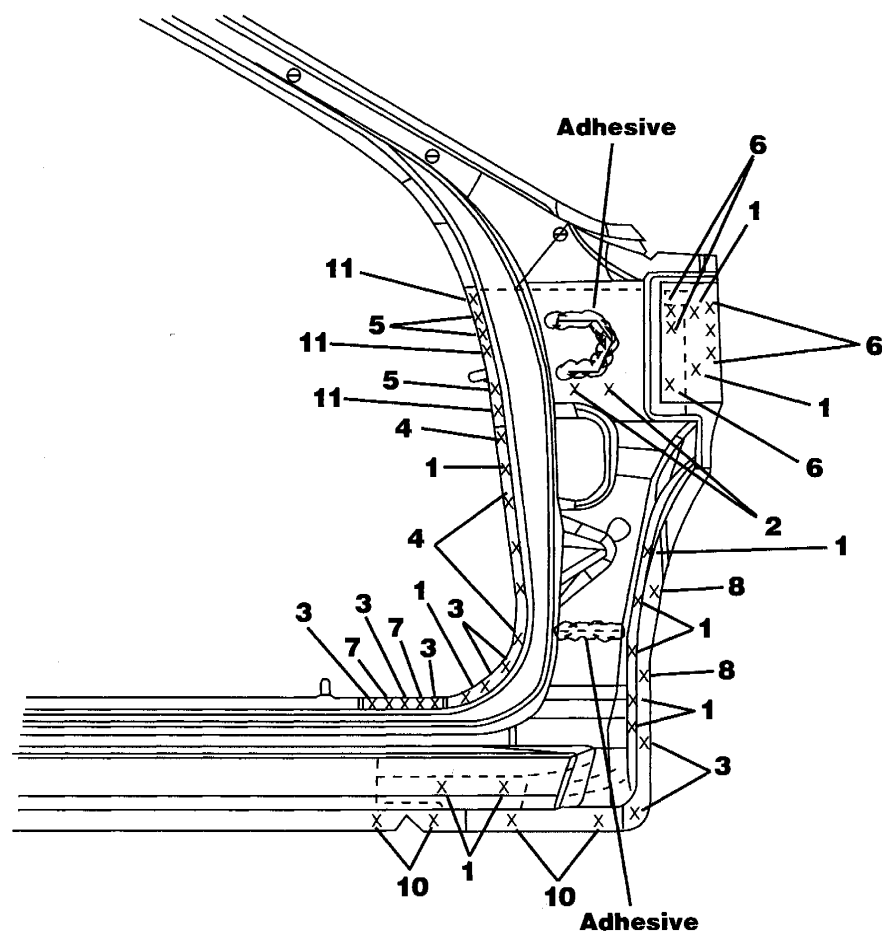


Front Hinge Pillar



No.	Welded parts	F	R
1	F10 + F18	11	P11
2	F10 + F5	2	P2
3	F10 + F18 + E1	7	P7
4	F10 + F18 + C4	5	P5
5	F10 + F5 + F6	3	P3
6	F10 + F18 + B4	6	P6
7	F10 + F18 + Side Sill Reinforcement	2	P2

No.	Welded parts	F	R
8	F18 + C1 + C4	1	P1
9	F18 + C1 + E1	1	P1
10	F18 + E1 + Side Sill Reinforcement	4	P4
11	F18 + F5 + C4	3	P3





NOTES WITH REGARD TO REPAIR WORK

- The Hinge Pillar is comprised of multiple components layered to create the pillar.
- The Front Hinge Pillar is a sub-assembly of the Front Side Aperture. If damaged, the Hinge Pillar may be sectioned-in or, depending on the extent of the damage, the entire aperture assembly may have to be replaced.
- The Side Aperture must be removed to gain access to the Hinge Pillar.

REMOVAL

1. The way you intend to replace this panel will determine whether you remove it as a single component or as a sub-assembly.
2. When cutting these welds be sure to cut them as cleanly as possible. This will make your cleanup work much easier.

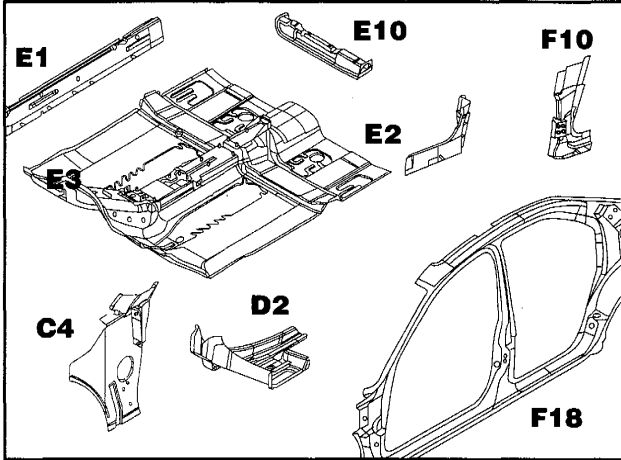
INSTALLATION

1. If replacing as a sub-assembly, always overlap in areas where you can not weld at OEM welds. Use stitch welds to make a continuous MIG weld where specified.
2. After fitting your new panel and cutting the new holes for the plug welds, double check to be sure of alignment.
3. Plug and stitch weld your new panels into place.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

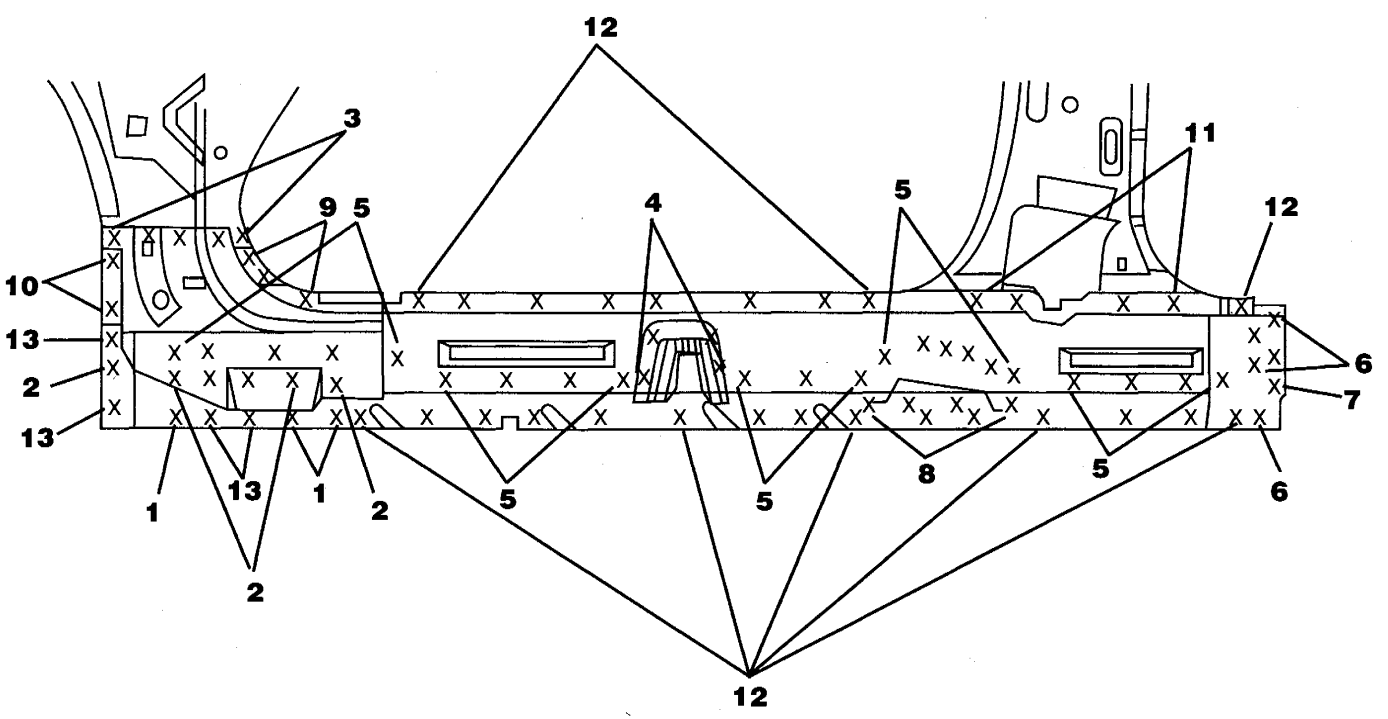


Side Sill — Inner



No.	Welded parts	F	R
1	E1 + D2	3	P3
2	E1 + D5	6	P6
3	E1 + C4	5	P5
4	E1 + E10	4	P4
5	E1 + E3	22	P22
6	E1 + E2	5	P5
7	E1 + E2 + E3	1	P1
8	E1 + E9	4	P4

No.	Welded parts	F	R
9	E1 + F10 + F18	3	P3
10	E1 + C1 + F18	2	P2
11	E1 + F18 + F11	4	P4
12	E1 + F18 + Side Sill Reinforcement	24	P24
13	E1 + D2 + F18	4	P4



**NOTES WITH REGARD TO REPAIR WORK**

- The Side Sill overlaps multiple components as well as being overlapped by numerous bodyside components.
- If you choose to section the Side Sill, overlap on a sleeve or reinforcement and use continuous stitch and plug welds.

REMOVAL

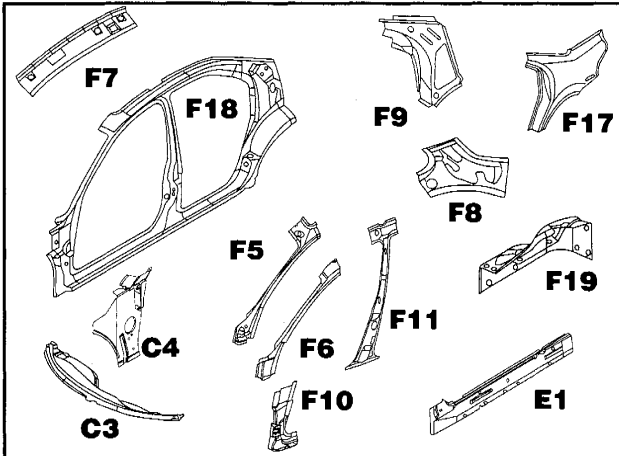
1. Locate all spot and MIG welds and remove as required.
2. If sectioning, do not cut or remove any reinforcements.
3. Clean and prepare panels for new panel installation.

INSTALLATION

1. Using the old Inner Side Rail as a template, mark plug weld locations on new inner side rail panel.
2. Tack weld new rail in place. Recheck all measurements and alignments.
3. Use weld-thru primer at weld loctions.
4. Plug and stitch-weld the panel in place as necessary.

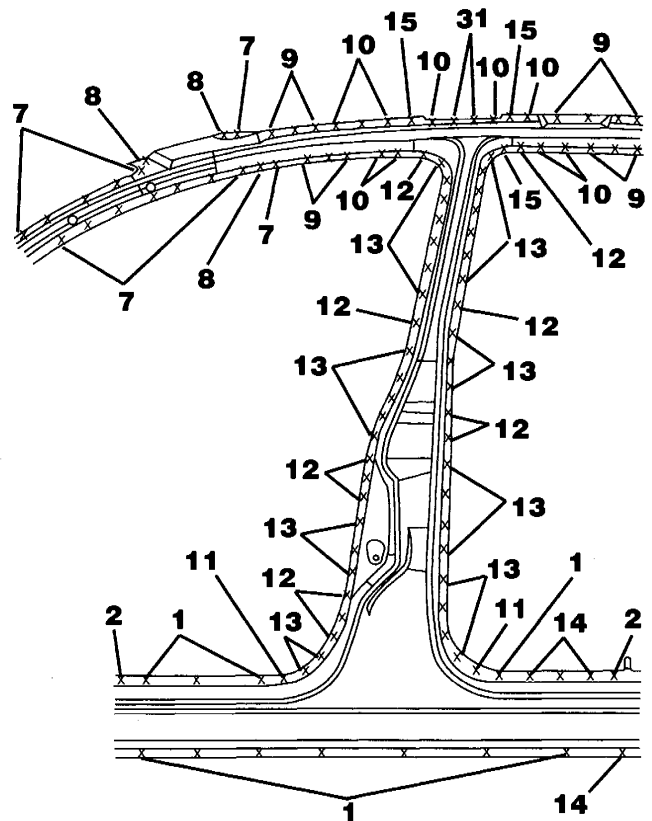
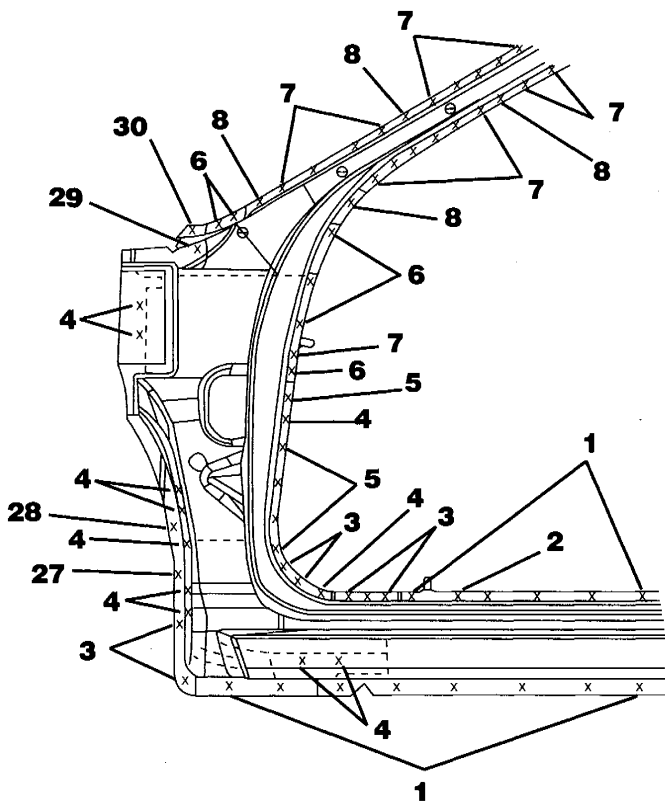


Side Aperture



No.	Welded parts	F	R
1	F18 + E1 + Side Sill Re.	24	P24
2	F18 + Side Sill Rein.	3	P3
3	F18 + F10 + E1	7	P7
4	F18 + F10	11	P11
5	F18 + F10 + C4	5	P5
6	F18 + F5 + C4	6	P6
7	F18 + F6 + F5	32	P32
8	F6 + F5	7	P7
9	F18 + F7	15	P15
10	F18 + F7 + F11	10	P10

No.	Welded parts	F	R
11	F18 + F11 + Side Sill Rein.	2	P2
12	F18 + F12	12	P12
13	F18 + F11 + F12	35	P35
14	F18 + E2 + Side Sill Rein.	5	P5
15	F7 + F11	3	P3
16	F18 + F7 + F8	1	P1
17	F18 + F8	5	P5
18	F17 + F18 + F8	3	P3
19	F17 + F18 + F9	1	P1
20	F17 + F18 + F9	1	P1
21	F17 + F18	8	P8
22	F17 + F18 + E2	1	P1
23	F17 + F18 + Rear Interlock	2	P2
24	F18 + Rear Interlock	2	P2
25	F18 + E2 + Rear Interlock	5	P5
26	F18 + Rear Interlock + Side Sill Rein.	2	P2
27	F18 + C1 + E1	1	P1
28	F18 + C1 + C4	1	P1
29	F18 + F6 + B3	1	P1
30	F18 + C3	1	P1
31	F7 + F11 + F2	2	P2





NOTES WITH REGARD TO REPAIR WORK

- The Side Aperture is serviced as an assembly. This assembly is divided into three sections. The first includes the Front Hinge Pillar and "A"-post, while the second section includes the Center Pillar and Center Pillar Reinforcement. The third section is composed of the "C"-post and forward area of the Rear Outer Wheelhouse.
- The Roof Panel overlaps the Side Aperture at the Roof to Side Aperture seam. The Roof Panel welds must be removed in order to service the Upper Side Aperture.
- The Outer Quarter Panel must be removed when servicing the rear section of the Side Aperture.
- If replacing only part of the panel, overlap and use continuous stitch welds and plug welds.

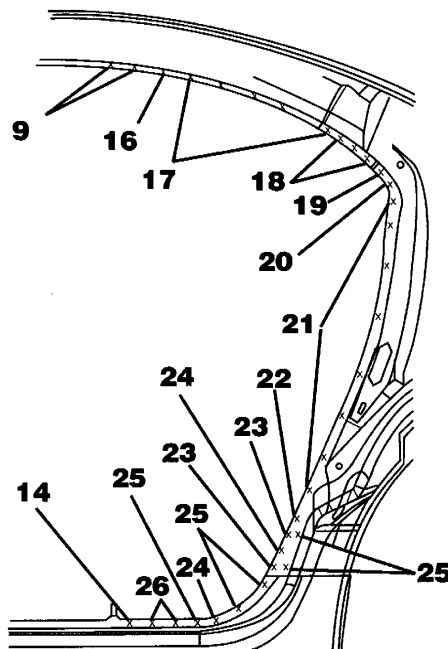
REMOVAL

1. The way you intend to replace this panel will determine whether you remove it as a single component or as a sub-assembly.
2. First you have to decide where would be the best place to section the panel, then find a spot on both panels that you can use for measurement.

3. Remember to stagger your overlap section for added strength.
4. Make a rough cut on the old panel, cut all the spot welds and remove the old panel.
5. Make a second measurement. Now make the final cuts and do a good clean job.

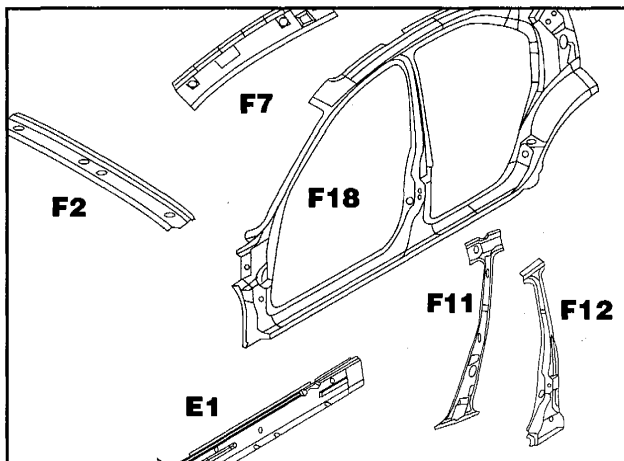
INSTALLATION

1. Place the new Side Aperture panel in place, making sure the alignment is correct.
2. Plug weld the new panel into place, MIG stitch weld the seams where the old panel and the new panel overlap. Then finish your plug welding.
3. Spray anti-corrosion weld-thru primer on weld surfaces prior to welding.
4. Apply corrosion protection materials to protect your repair.



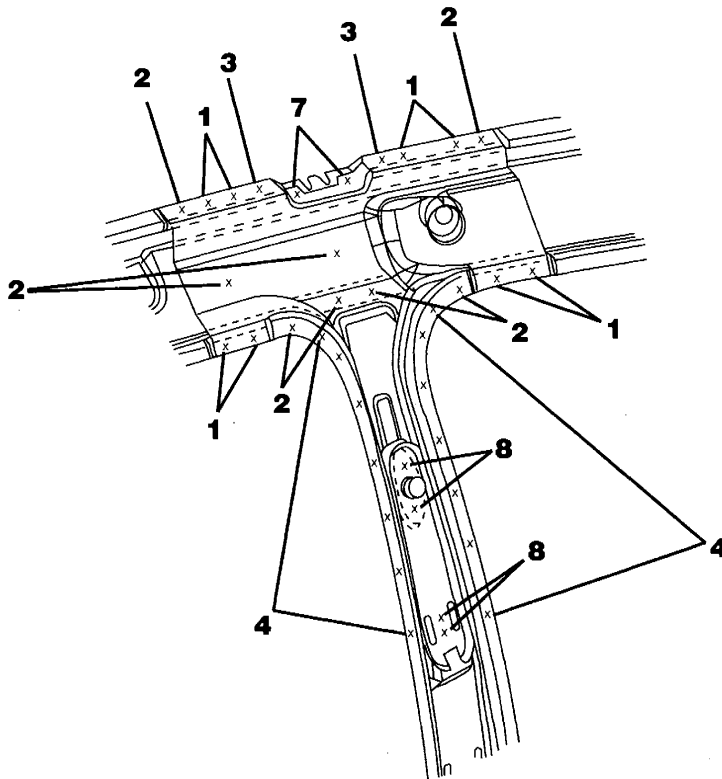


Center Pillar



No.	Welded parts	F	R
1	F18 + F7 + F11	8	P8
2	F7 + F11	8	P8
3	F7 + F11 + F2	2	P2
4	F11 + F12 + F18	33	P33
5	F11 + F18 + Side Sill Reinforcement	2	P2
6	F11 + E1 + Side Sill Reinforcement	4	P4

No.	Welded parts	F	R
7	F11 + F2	2	P2
8	F11 + Fill Tap Plate	4	P4





NOTES WITH REGARD TO REPAIR WORK

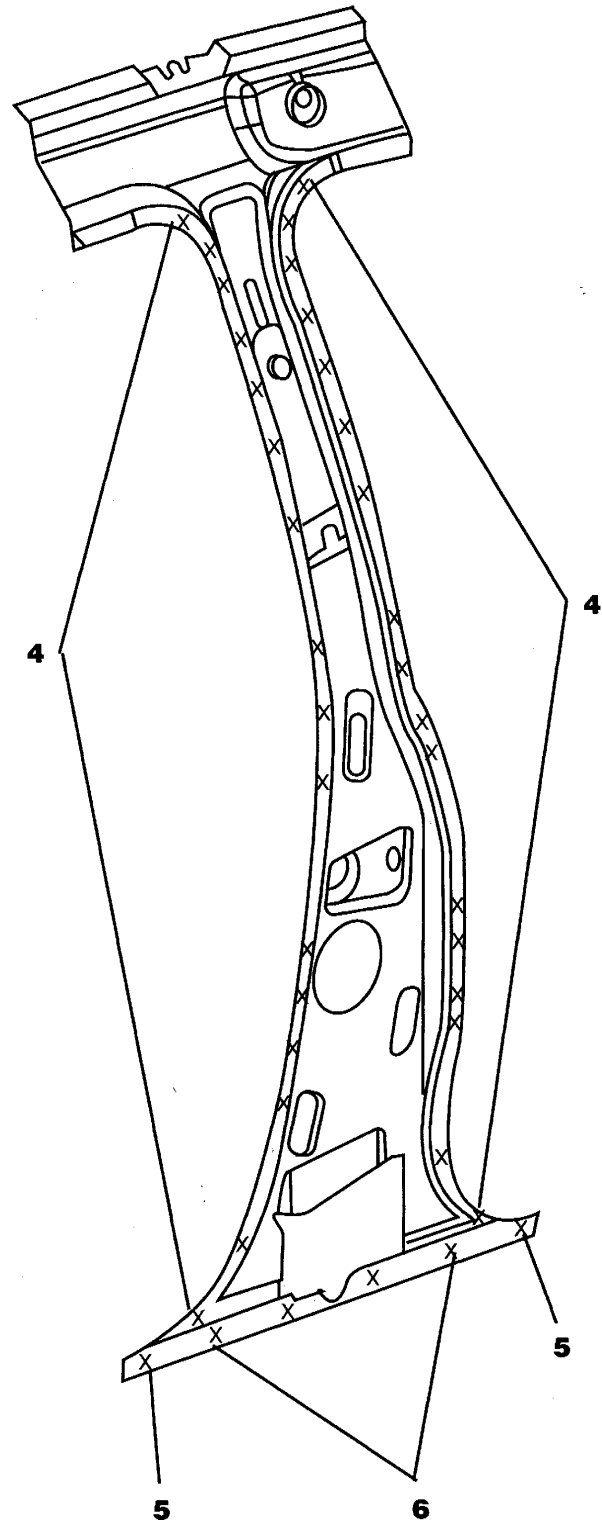
- The Center Pillar is available only as part of a Side Aperture service assembly. If you are replacing the Center Pillar only, it will be necessary to section the new pillar in place.
- Refer to the Front Side Aperture for weld locations affecting the mounting of a new Center Pillar.

REMOVAL

1. Drill 1/8" holes in the center of each spot weld as a guide for a 5/16" to 3/8" hole saw, or use a drill bit designed to cut spot welds.
2. Cut all spot welds, cut Center Pillar at rail area using new panel as guide.
3. Clean all mating surfaces to ensure a good fit of the new panel.

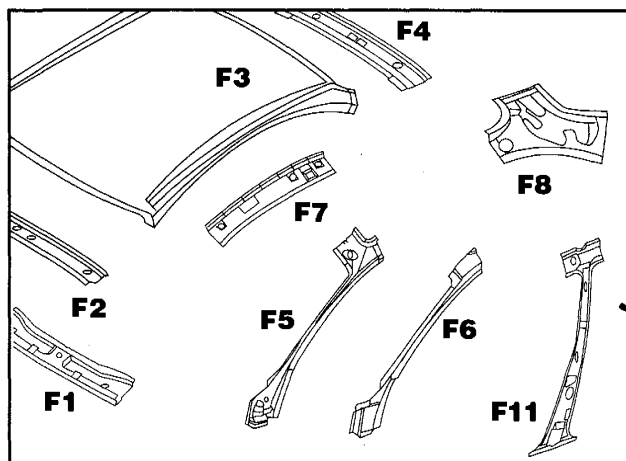
INSTALLATION

1. After placing holes in the new panel for the plug welds, fit the panel into position.
2. Stitch-weld outer edges of new part to the old panel you are overlapping.
3. Do your plug welds and clean the surfaces in preparation for finishing.
4. Spray anti-corrosion agent onto the new welds and inner surfaces.
5. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.





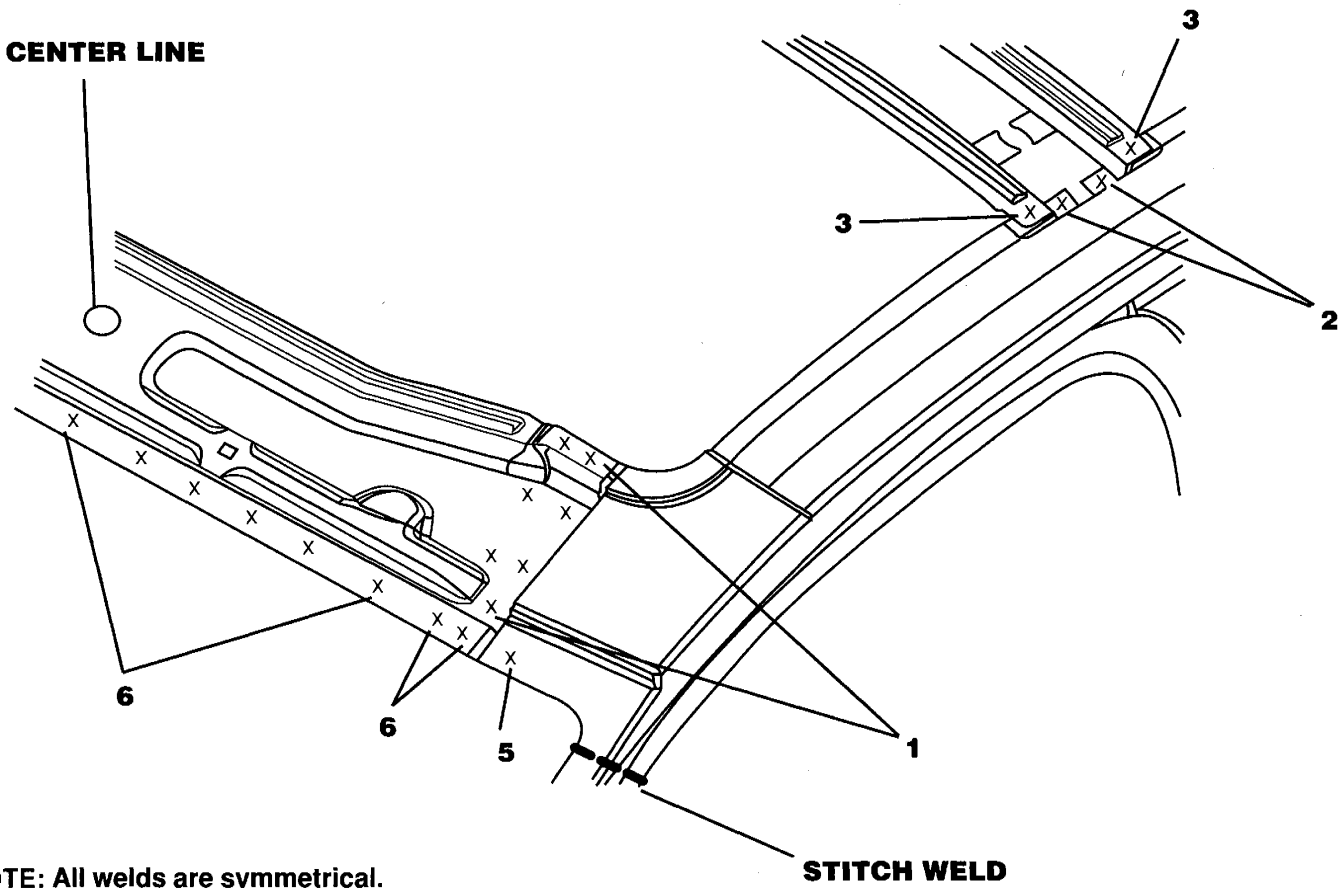
Roof Panel and Inner Roof Rails



No.	Welded parts	F	R
1	F1 + F5	7	P7
2	F2 + F11	2	P2
3	F7 + F2 + F11	2	P2
4	F4 + F8	7	P7
5	F5 + F6 + F3	1	P1
6	F1 + F5 + F3	2	P2
7	F1 + F3	6	P6
8	F8 + F18 + F3 + 17	4	P4

No.	Welded parts	F	R
9	F8 + F3	1	P1
10	F4 + F8 + F3	2	P2
11	F4 + F3	5	P5
12	F3 + Drip Rail	10	P10

CENTER LINE



NOTE: All welds are symmetrical.

STITCH WELD



NOTES WITH REGARD TO REPAIR WORK

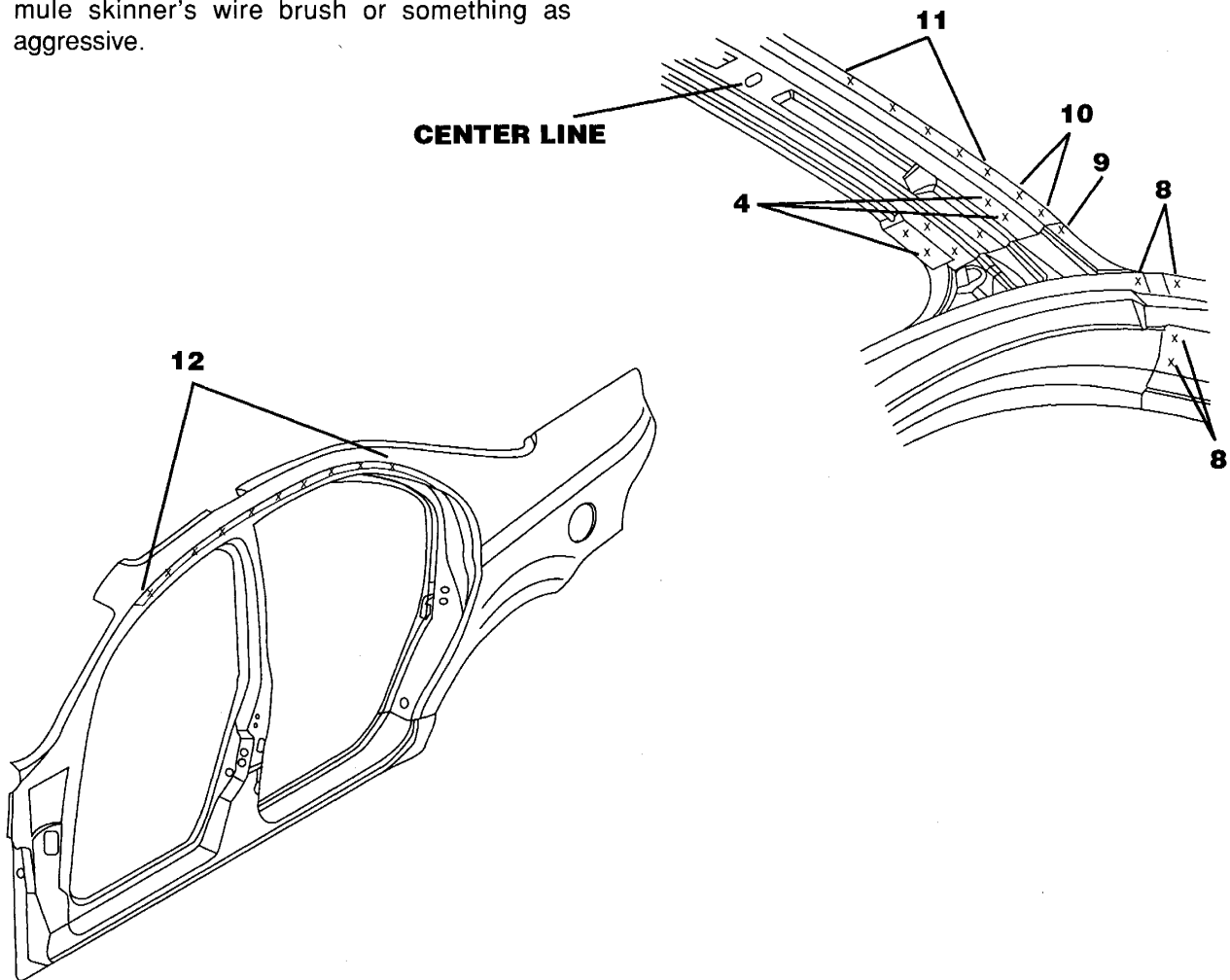
- Before heating Roof Panel to soften old adhesive, make sure all flammable materials are removed from roof inner and outer areas.
- Take care when handling the Roof Panel. The panel can be easily damaged by mishandling.
- Make sure to use a good structural adhesive for the roof bows.

REMOVAL

1. Cut and separate the spot welded locations, being careful not to damage any panels.
2. Heat the top of the Roof Panel where adhesives are applied. It will make it easier to remove.
3. Remove the Roof Panel.
4. Remove any old adhesive on roof braces, using a mule skinner's wire brush or something as aggressive.

INSTALLATION

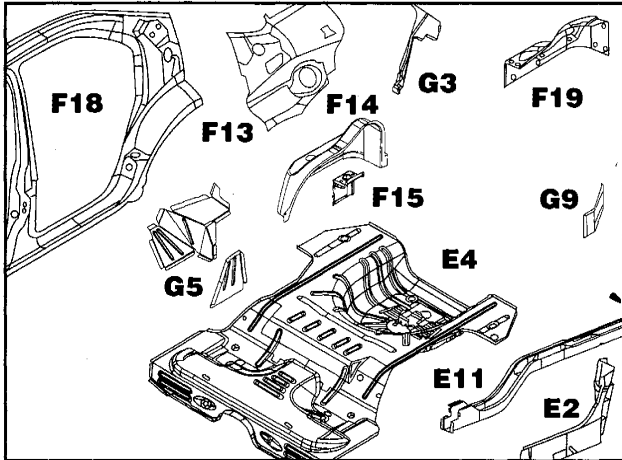
1. Temporarily align and mount the new Roof Panel onto the body. Make corresponding reference marks on the Roof Panel and body structure.
2. Use the old Roof Panel as a template to mark locations for plug welds on the Roof Panel.
3. Apply the adhesive to the Roof Bows and other mating surfaces and place Roof Panel into position as marked previously.
4. After checking alignment, clamp panel down.
5. Plug weld the roof panel into place.
6. Put the MIG welds at locations shown in the welding charts.
7. Finish seams as required.



NOTE: All welds are symmetrical.

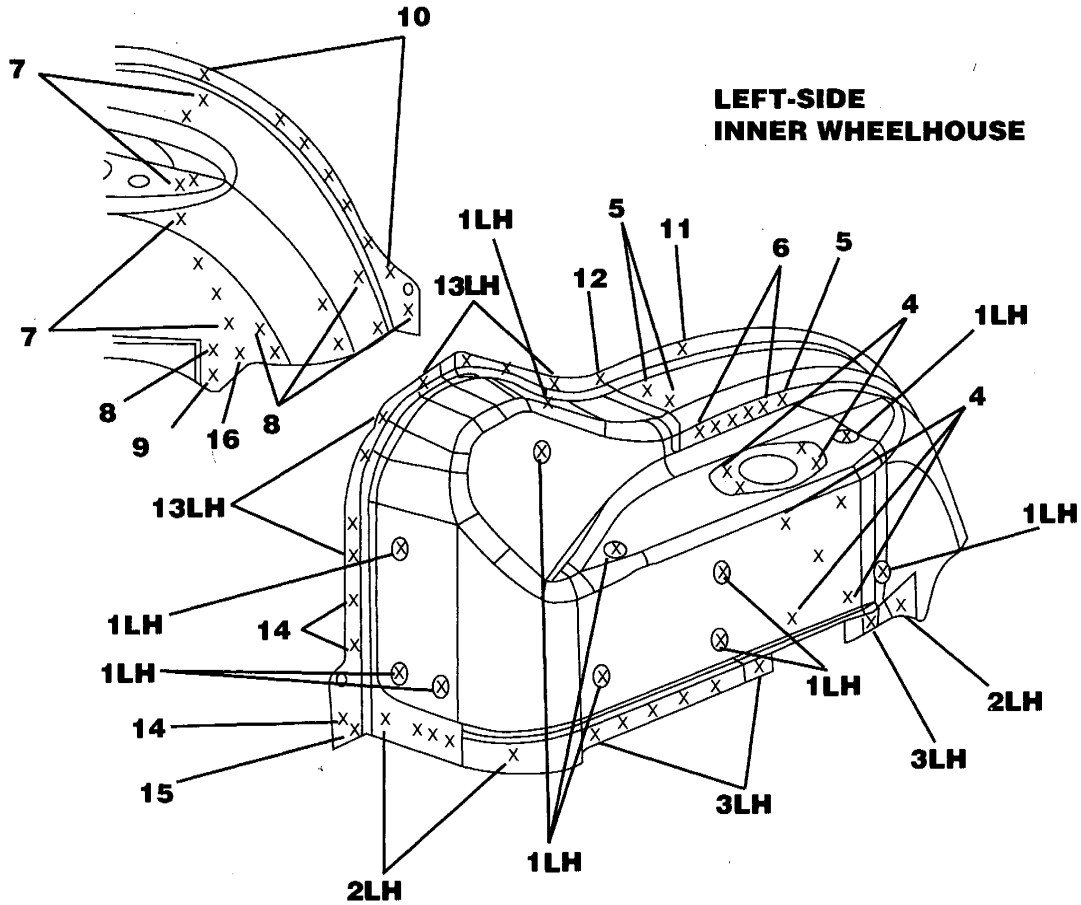


Inner Wheelhouse — Rear



No.	Welded parts	F	R
1LH	F14 + F19	11	P11
1RH	F14 + F19	8	P8
2LH	F14 + E4	6	P6
2RH	F14 + E4	8	P8
3LH	F14 + E11 + E4	7	P7
3RH	F14 + E11 + E4	2	P2
4	F14 + F15	9	P9
5	F14 + G5	3	P3

No.	Welded parts	F	R
6	F14 + F15 + G5	5	P5
7	F14 + G3	8	P8
8	F14 + E2	8	P8
9	F14 + E2 + E4	1	P1
10	F14 + F18	7	P7
11	F13 + F14 + F18	1	P1
12	F13 + F14 + G5	1	P1
13LH	F13 + F14	8	P8
13RH	F13 + F14	6	P6
14	F14 + G9	3	P3
15	F14 + G9 + E4	1	P1
16	F14 + G3 + E2	1	P1





NOTES WITH REGARD TO REPAIR WORK

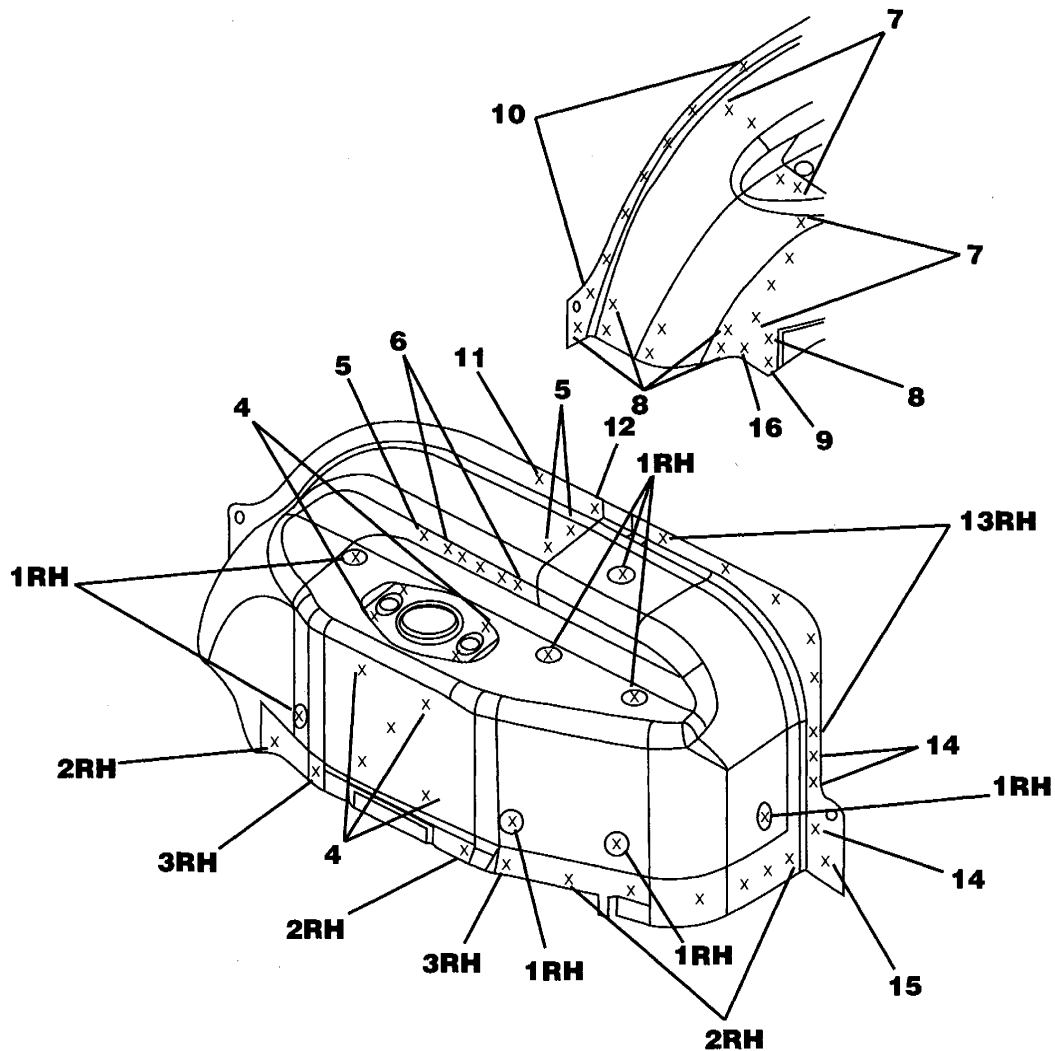
- The Inner Wheelhouse Panel is welded at the seam where it mounts to the Outer Wheelhouse.
- Always remove flammable materials from areas being welded.

REMOVAL

1. Begin removal of Inner Wheelhouse by rough cutting old panel to obtain access to spot welds.
2. Remove spot welds with a 5/16" or 3/8" spot weld cutter. Remove remainder of panel.
3. Clean old sealer from remaining panels and prep them for reassembly.

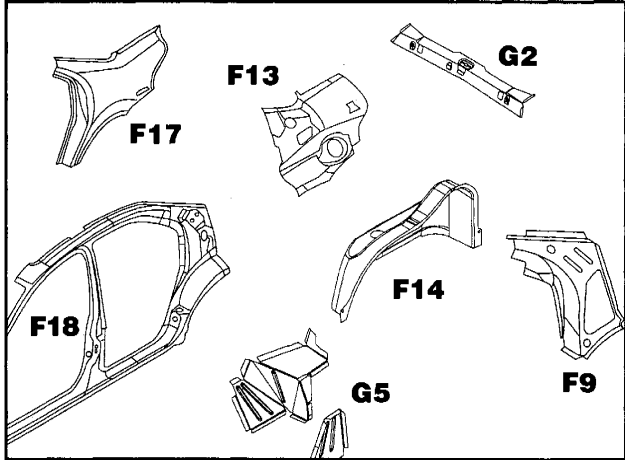
INSTALLATION

1. Using old panel as a guide, mark and punch holes in new Wheelhouse Panel.
2. Temporarily mount Wheelhouse in place.
3. Check fit and alignment.
4. Plug weld new panel in place.
5. Use an appropriate sealer to seal all seams.
6. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



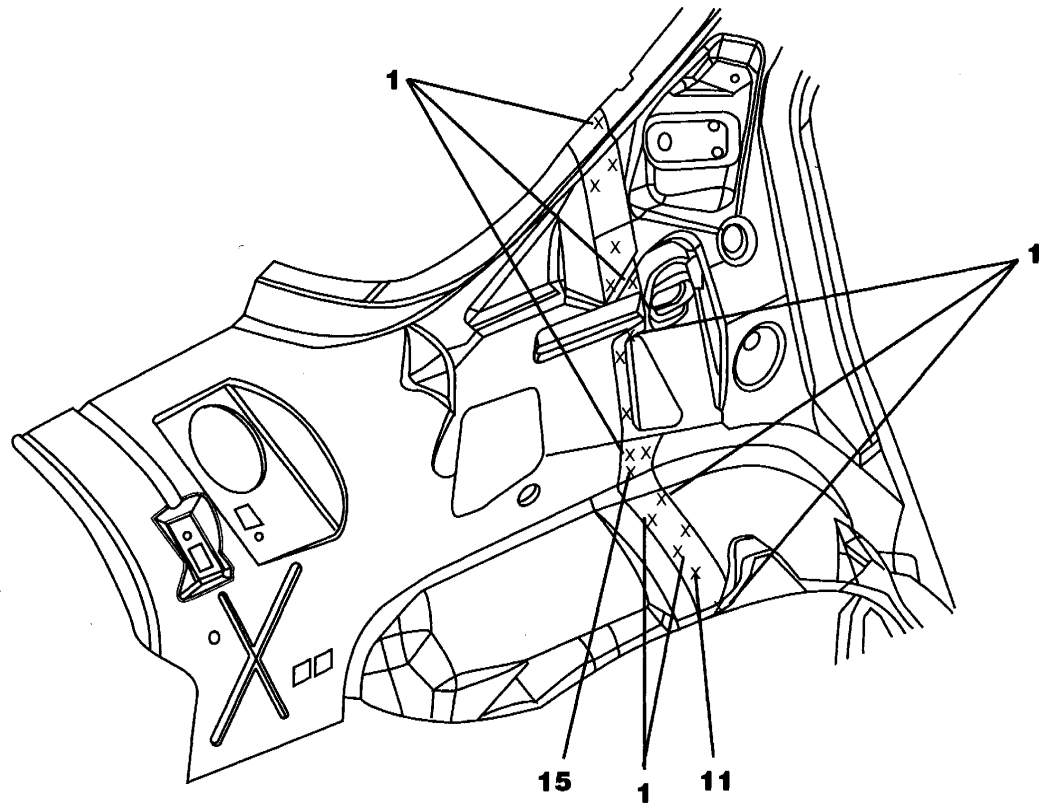


Outer Wheelhouse — Rear



No.	Welded parts	F	R
1	F13 + F18	16	P16
2	F9 + F18	12	P12
3	F18 + G2	2	P2
4	F9 + F18 + F17	4	P4
5	F9 + F13	5	P5
6	F13 + G2	3	P3
7LH	F13 + G5	2	P2
7RH	F13 + G5	3	P3

No.	Welded parts	F	R
8	F13 + G5	3	P3
9LH	F13 + F14	8	P8
9RH	F13 + F14	6	P6
10	F13 + F14 + G5	1	P1
11	F13 + F14 + G5	1	P1
12	F9 + F13 + F17	2	P2
13	F18 + G3	2	P2
14LH	F13 + Fuel Door Mounting	4	P4
15	F13 + F14 + F18	1	P1





NOTES WITH REGARD TO REPAIR WORK

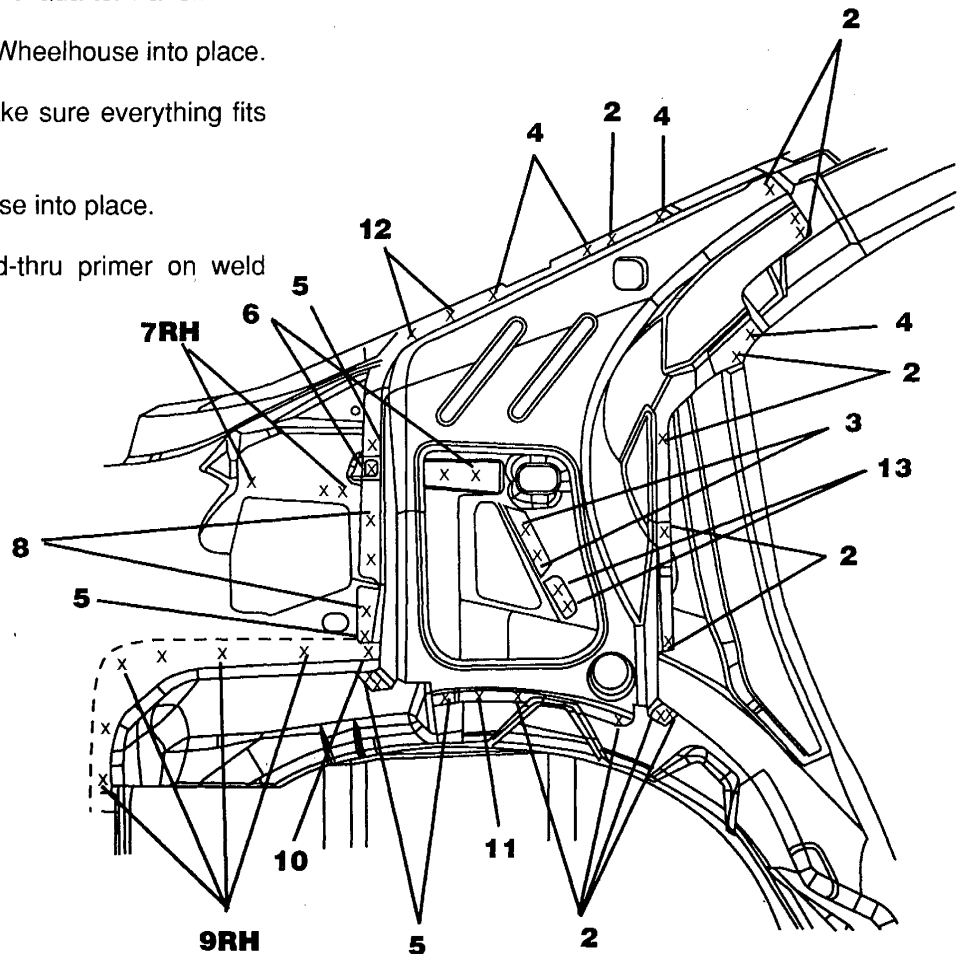
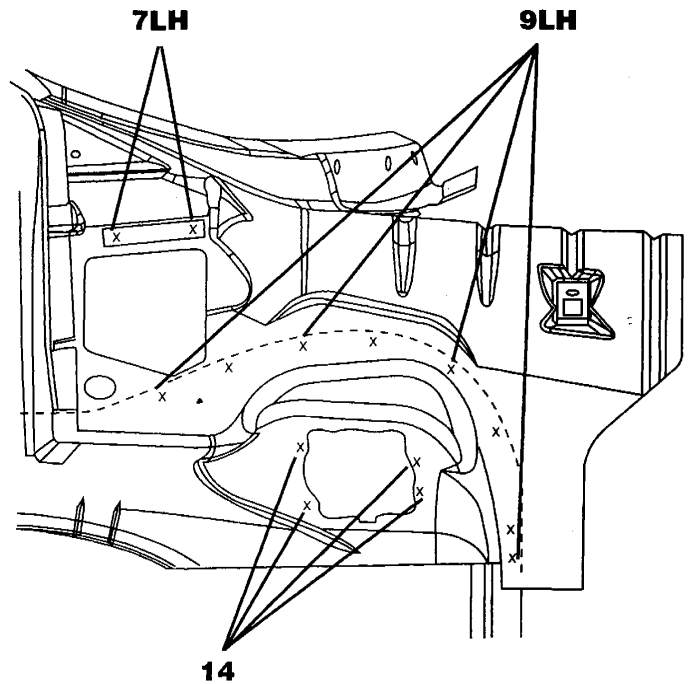
- For safety reasons, remove the fuel tank before performing work.
- On vehicles equipped with a sun roof, there are drain hoses running down the C pillars. You may also encounter wiring harnesses in these pillars — be careful not to cut any of these materials.
- Remove all flammable materials from areas where working before welding.

REMOVAL

1. After removal of all spot welds, you may have to use an air chisel to cut the old Outer Wheelhouse away from the Inner Panels.
2. Clean all adjoining panels and prep them for placement of the new Outer Wheelhouse.

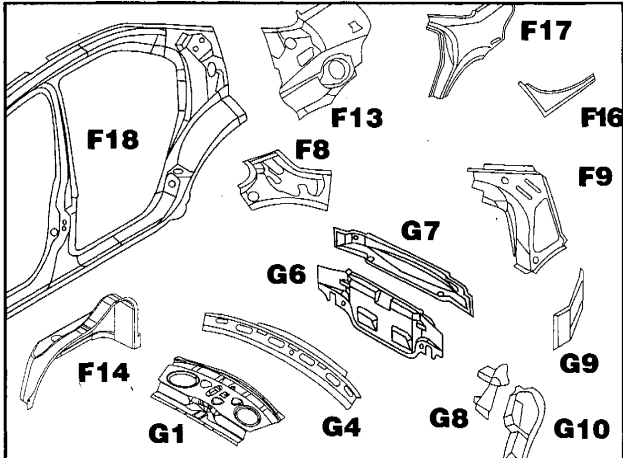
INSTALLATION

1. Mount the new Outer Wheelhouse and check fit to Inner Rear Wheelhouse and Quarter Panel.
2. Tack weld the new Outer Wheelhouse into place.
3. Check the fit again to make sure everything fits perfectly.
4. Weld the Outer Wheelhouse into place.
5. Spray anti-corrosion weld-thru primer on weld surfaces prior to welding.



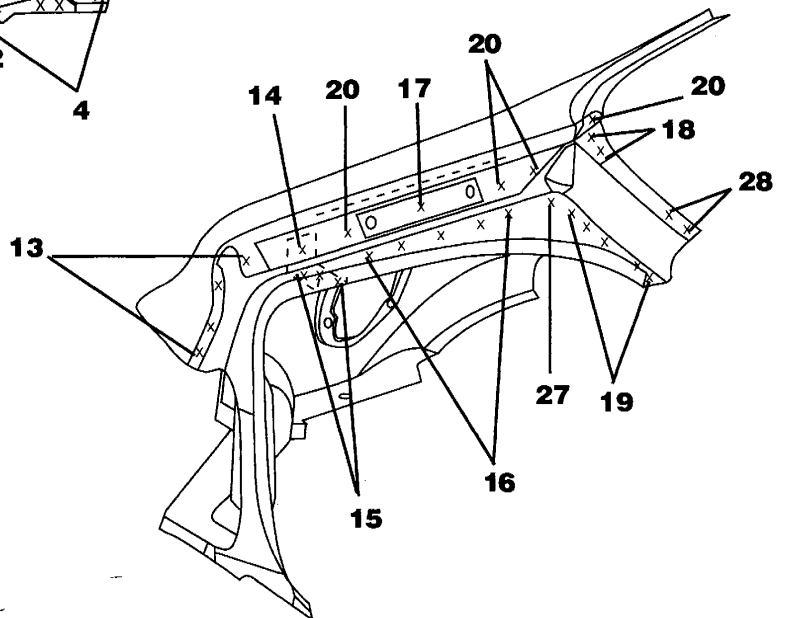
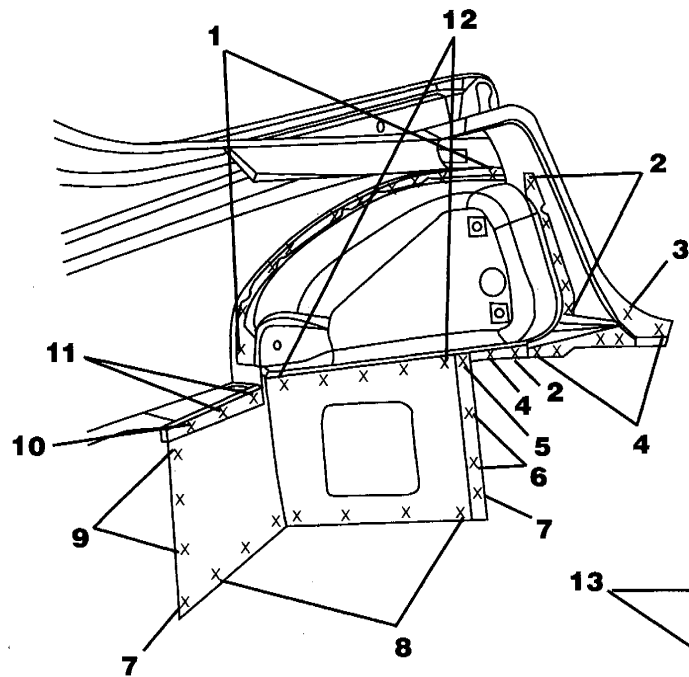


Quarter Panel



No.	Welded parts	F	R
1	F17 + G10	10	P10
2	G10 + G8	6	P6
3	G8 + G6	1	P1
4	G10 + G7 + G6	6	P6
5	G6 + G9 + G10	1	P1
6	G9 + G6	2	P2
7	G9 + G6 + E4	2	P2
8	G9 + E4	7	P7

No.	Welded parts	F	R
9	G9 + F14	3	P3
10	F17 + G9	1	P1
11	F13 + F17 + G9	2	P2
12	G9 + G10	5	P5
13	F17 + G8	4	P4
14	F17 + F16 + G8	1	P1
15	F16 + G8	3	P3
16	F16 + F13	5	P5
17	F16 + F17 + Tap Plate	1	P1
18	F16 + F13 + G4	2	P2
19	F16 + G4 + G1	5	P5
20	F16 + F17	4	P4
21	F17 + F13	5	P5
22	F17 + F13 + F9	2	P2
23	F17 + F18 + F9	5	P5
24	F17 + F18	11	P11
25	F17 + F18 + E2	1	P1
26	F17 + Drip Rail	6	P6
27	F13 + F16 + G1	1	P1
28	F16 + G4	2	P2
29	F17 + F18 + F8	5	P5
30	F17 + F18 + F3	2	P2
31	F17 + F18 + Rear Interlock	2	P2





NOTES WITH REGARD TO REPAIR WORK

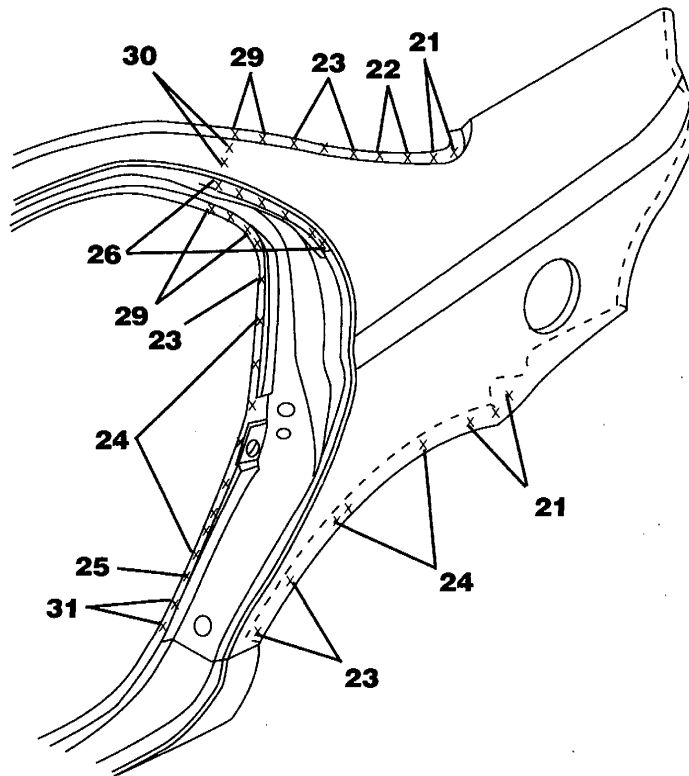
- For safety reasons, remove the fuel tank before performing work.
- On vehicles equipped with a sun roof, there are drain hoses running down the C pillars. You may also encounter wiring harnesses in these pillars — be careful not to cut any of these materials.
- Quarter Panel Extension Panels provide mounting points for many exterior components. It is critical to check for precise alignment when mounting these components.
- Remove all flammable materials from areas where working before welding.
- Protect all glass from sparks during cutting and welding.

REMOVAL

1. After removal of all spot welds, you may have to use an air chisel to cut the old Quarter Panel away from the Inner Panels.
2. Clean all adjoining panels and prep them for placement of the new Quarter Panel.

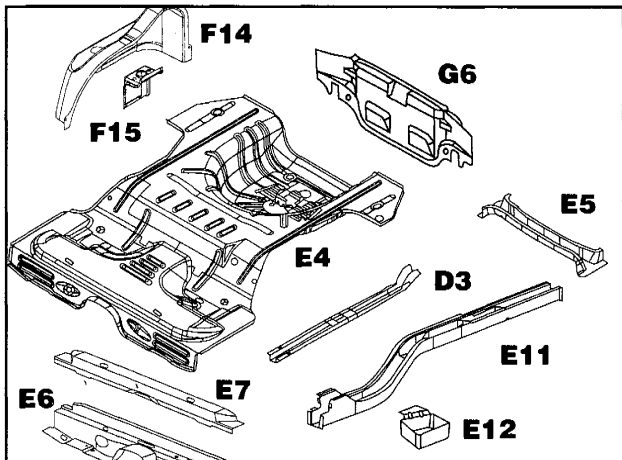
INSTALLATION

1. Mount the new Quarter Panel and check fit to Wheelhouse and other mating surfaces.
2. Tack weld the new Quarter Panel into place.
3. Check the fit again to make sure everything fits perfectly.
4. Weld the Quarter Panel into place.
5. Spray anti-corrosion weld-thru primer on weld surfaces prior to welding.





Rear Frame Rail

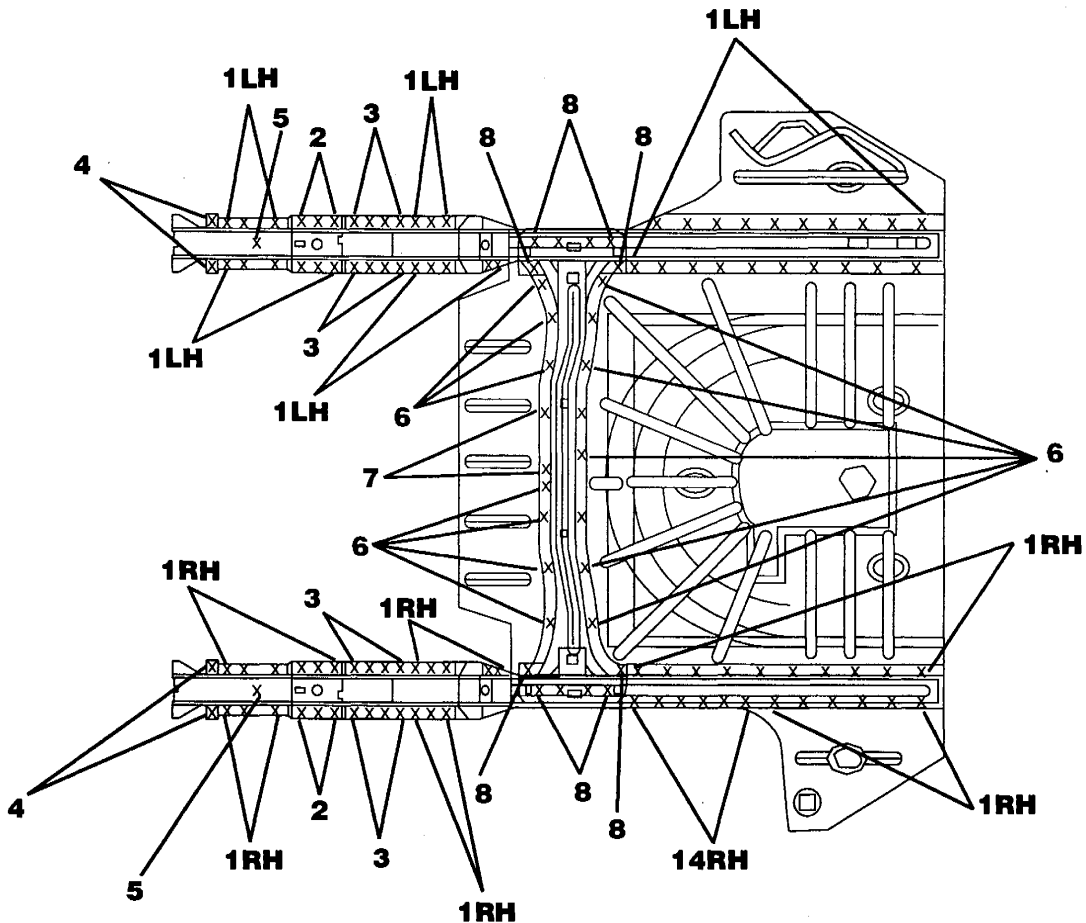


No.	Welded parts	F	R
1LH	E4 + E11	37	P37
1RH	E4 + E11	33	P33
2	E11 + E12	6	P6
3	E11 + E4 + SBA	16	P16
4	E6 + E7 + E11	4	P4
5	E4 + E12	2	P2
6	E4 + E5	15	P15
7	E4 + E5 + FTS	2	P2

SBA = Seat Belt Anchor

FTS = Fuel Tank Support

No.	Welded parts	F	R
8	E11 + E5	20	P20
9	E11 + G6	8	P8
10	E11 + D3	20	P20
11	E11 + E6 + E7	4	P4
12	E11 + E6	4	P4
13	E11 + E4 + F15	6	P6
14LH	E11 + E4 + F14	2	P2
14RH	E11 + E4 + F14	7	P7



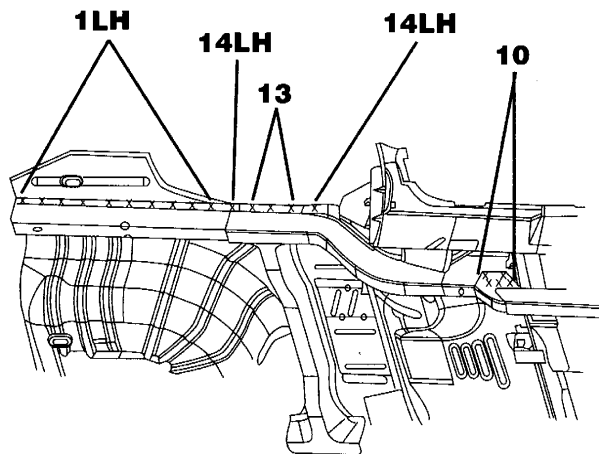
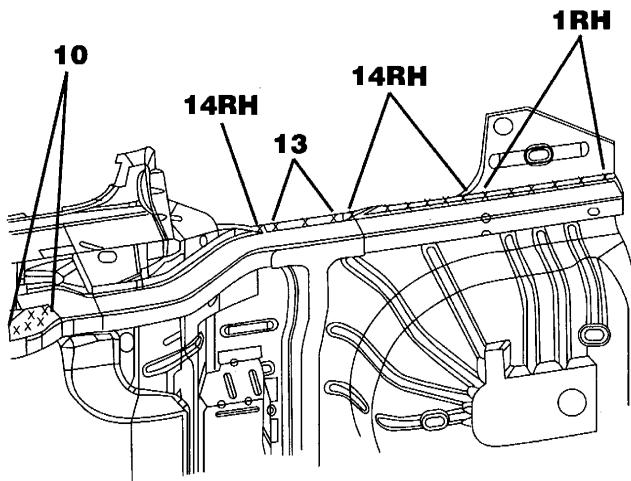


NOTES WITH REGARD TO REPAIR WORK

- The Rear Frame Rail is comprised of several rear structural components. The Rear Floor Pan Side Rail and Side Rail Reinforcement are serviced as assemblies.
- Remove all flammable materials from passenger compartment, rear seat area and trunk area. Cap all open fuel lines.

REMOVAL

1. Use a spot weld cutter to remove spot welds.
2. Use an air chisel to remove Rear Frame Rail components. Do not damage adjacent parts.

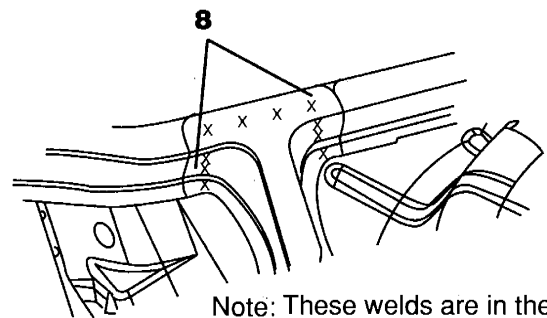


PREPARATION

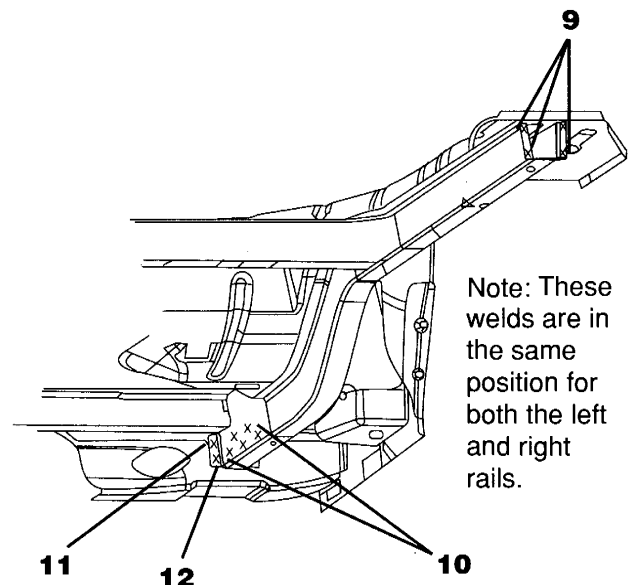
1. Repair any damage that may have been caused by removal of Rear Frame Rail assembly.
2. Use old Rear Rail as a guide for plug weld placement.

INSTALLATION

1. Temporarily mount the new Rear Frame Rail components to the Rear Floor Pan.
2. Measure each part and make corrections necessary to obtain perfect agreement with the other parts involved.
3. Plug weld the new components, making sure they are at least as strong as the original.



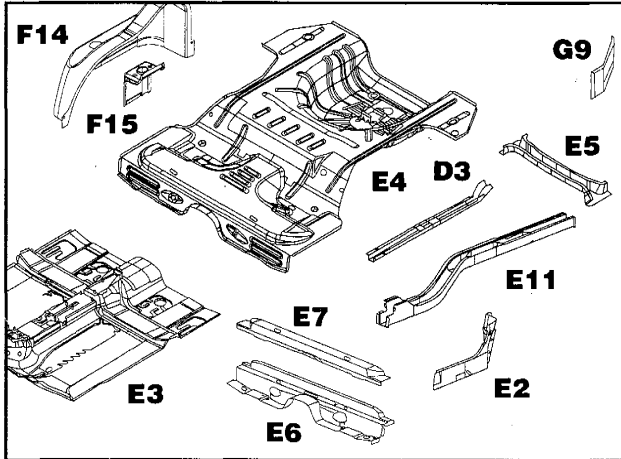
Note: These welds are in the same position for both the left and right rails.



Note: These welds are in the same position for both the left and right rails.



Rear Floor Pan

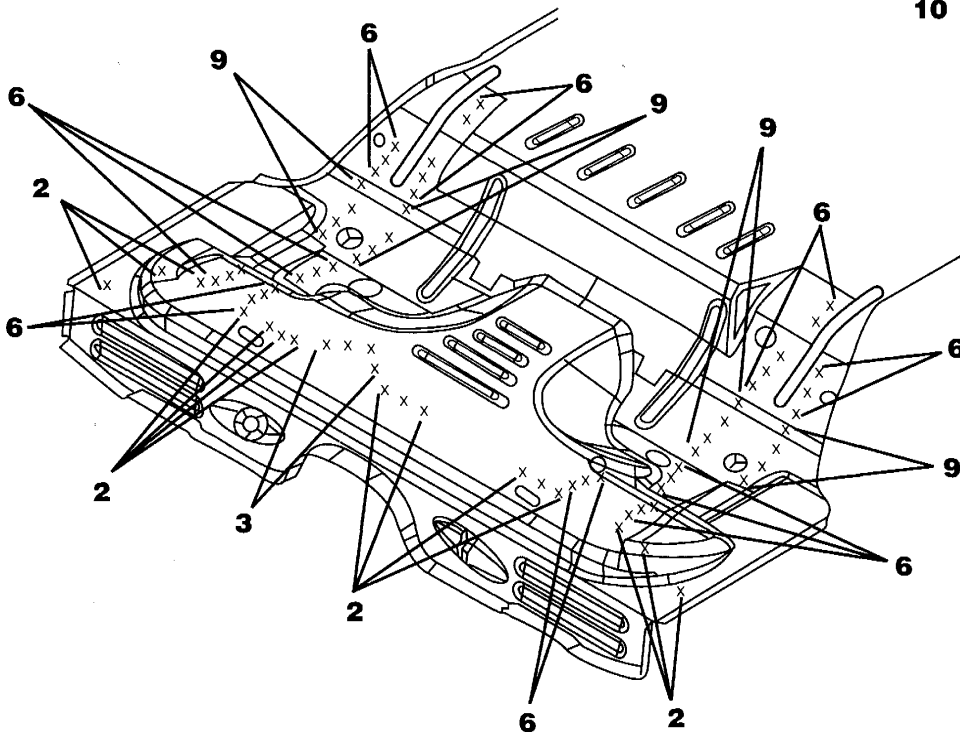
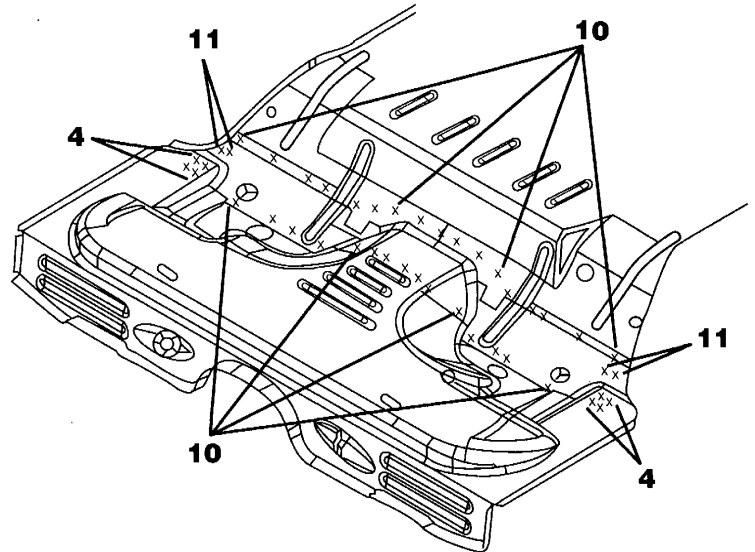


No.	Welded parts	F	R
1	E4 + E3 + E6	16	P16
2	E4 + E6 + E7	16	P16
3	E4 + FTSB	4	P4
4	E4 + SBRA	8	P8
5	E4 + FTS	7	P7
6	E4 + E11	70	P70
7	E4 + E2	38	P38
8	E2 + E4 + F14	2	P2

FTSB = Fuel Tank Strap Bracket FTS = Fuel Tank Support
 SBRA = Seat Belt Reinforcement Anchor

No.	Welded parts	F	R
9	E6 + E4 + E11	16	P16
10	E6 + E4	32	P32
11	E4 + E6 + D3	4	P4
12	E4 + E11 + F14	9	P9
13	E4 + E11 + F15	6	P6
14	E4 + F14	12	P12
15	E4 + G9	12	P12
16	E4 + F14 + G9	2	P2
17	E4 + E5	16	P16
18	E4 + E5 + FTS	2	P2
19	E4 + STM	9	P9

STM = Spare tire Mount





NOTES WITH REGARD TO REPAIR WORK

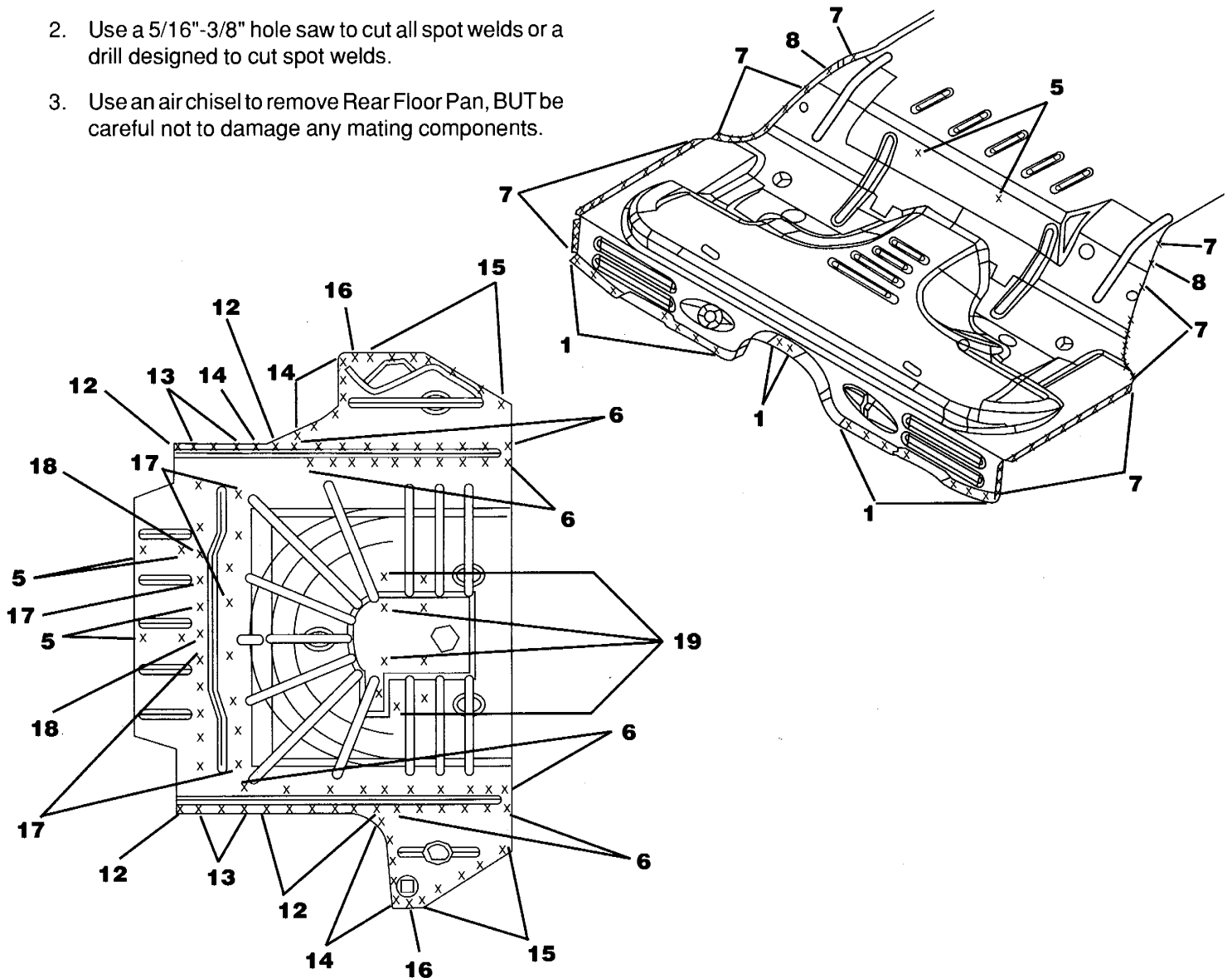
- Remove fuel tank and cap open fuel lines.
- Remove all flammable materials from passenger compartment, rear seat area and interior area.
- Refer to Inner and Outer Wheelhouse sections for Wheelhouse to Rear Floor Pan weld locations.
- Refer to Rear Frame Rail section for Rail to Rear Floor Pan weld locations.
- Refer to Rear Deck Opening section for Deck Opening Panels to Rear Floor Pan weld locations.

REMOVAL

1. Drill 1/8" hole in the center of each spot weld to be used as a guide if using a hole saw.
2. Use a 5/16"-3/8" hole saw to cut all spot welds or a drill designed to cut spot welds.
3. Use an air chisel to remove Rear Floor Pan, BUT be careful not to damage any mating components.

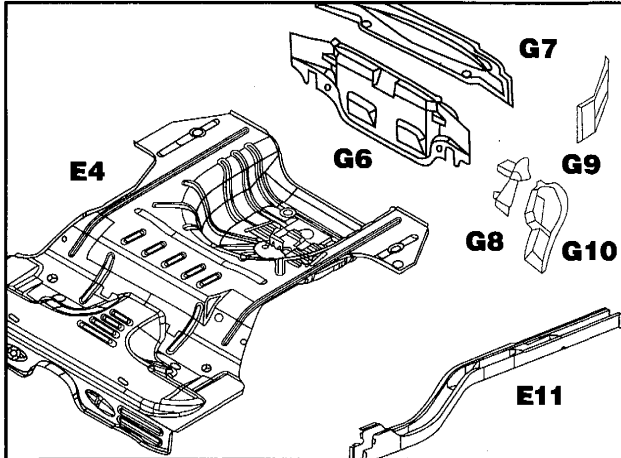
INSTALLATION

1. Repair any damage that may have been caused by removal of the Rear Floor Pan or other components.
2. Re-use the Floor Pan as a guide for plug weld placement and refer to the appropriate section for weld placement.
3. Temporarily mount the new Rear Floor Pan.
4. Measure each part and make corrections necessary to obtain perfect agreement with the other parts involved.
5. Plug weld the new Rear Floor Pan, making sure it is at least as strong as the original.
6. You will need to use weld-through primer at the seams to ensure good corrosion protection.



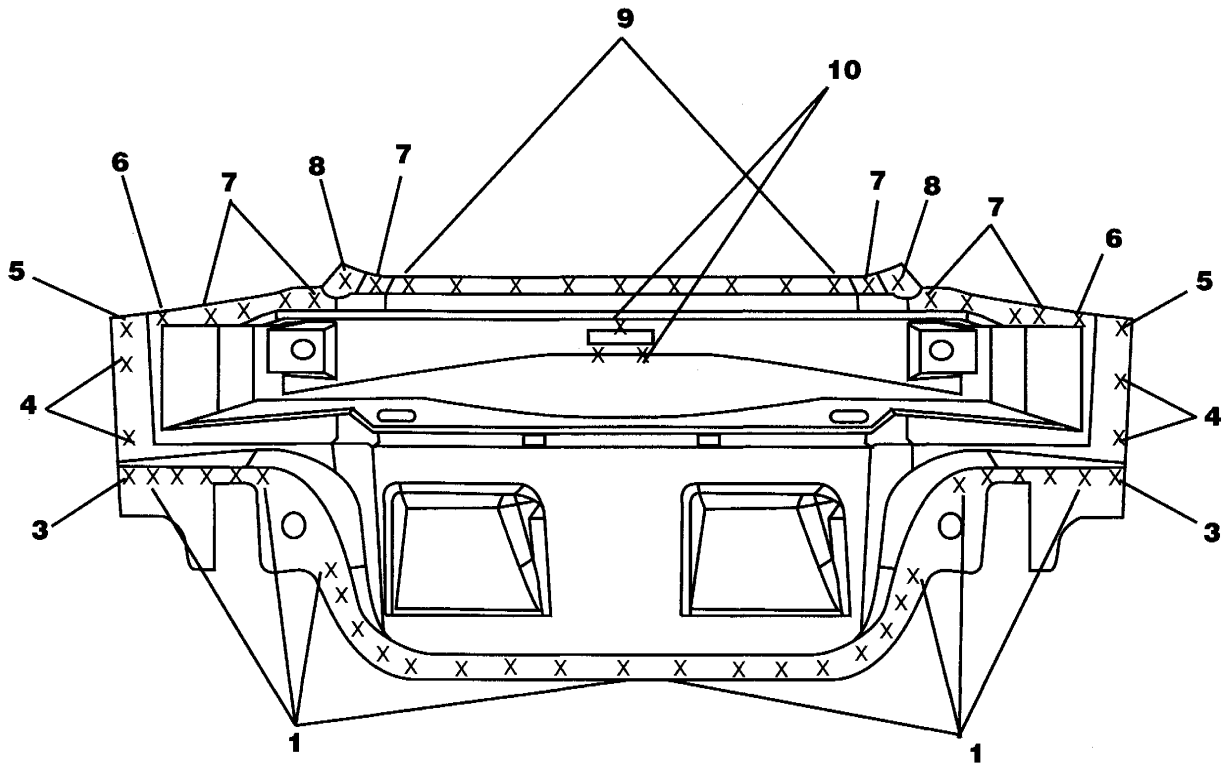


Rear Deck Opening



No.	Welded parts	F	R
1	G6 + E4	27	27
2	G6 + E11	8	P8
3	G6 + G9 + E4	2	P2
4	G6 + G9	4	P4
5	G6 + G9 + G10	2	P2
6	G6 + G7 + G10	2	P2
7	G6 + G7 + G8	10	P10
8	G6 + G8	2	P2

No.	Welded parts	F	R
9	G6 + G7	32	P32
10	G6 + Stiker Plate	3	P3



*NOTE: Welds are symmetrical.



NOTES WITH REGARD TO REPAIR WORK

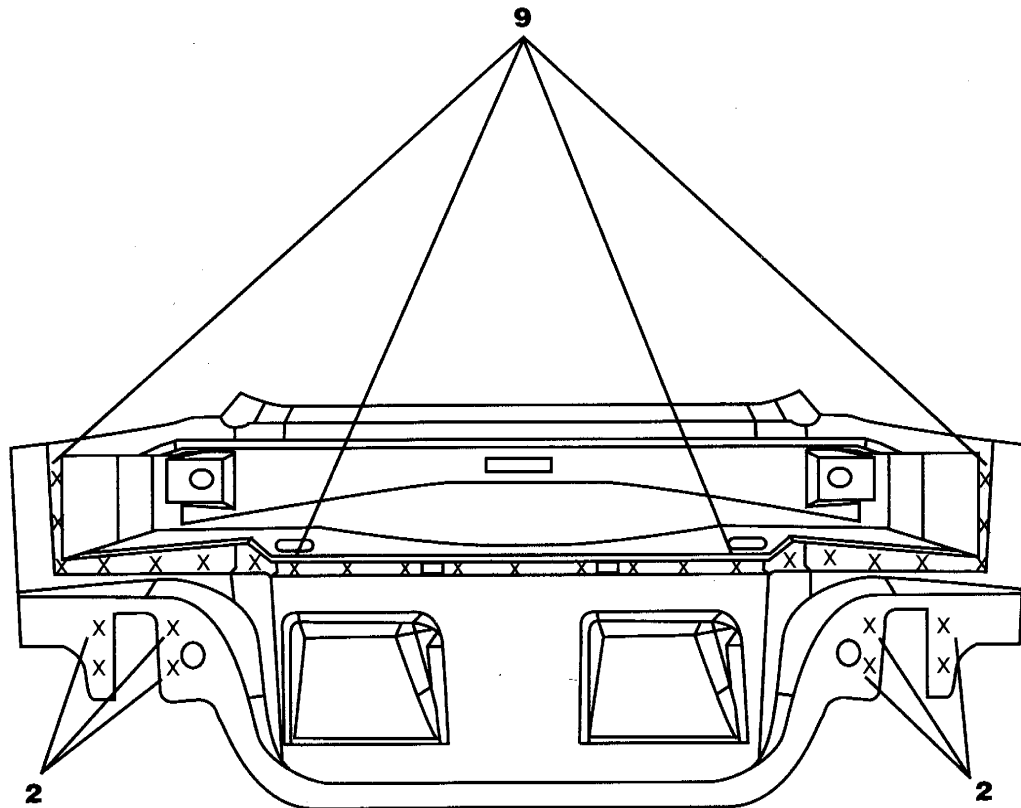
- Deck Opening components provide mounting points for many exterior components. It is critical to check for precise alignment when mounting these components.
- The Deck Opening Lower Panel and Reinforcement are serviced as a sub-assembly.
- For safety reasons, do the repair with the fuel tank removed. Remove all flammable materials from interior area before welding.
- Refer to Quarter Panel section for additional information.

INSTALLATION

1. It may take a little extra time to fit the new panels for proper alignment.
2. Tack weld the new panels into place.
3. Plus weld the panels for a permanent repair.
4. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

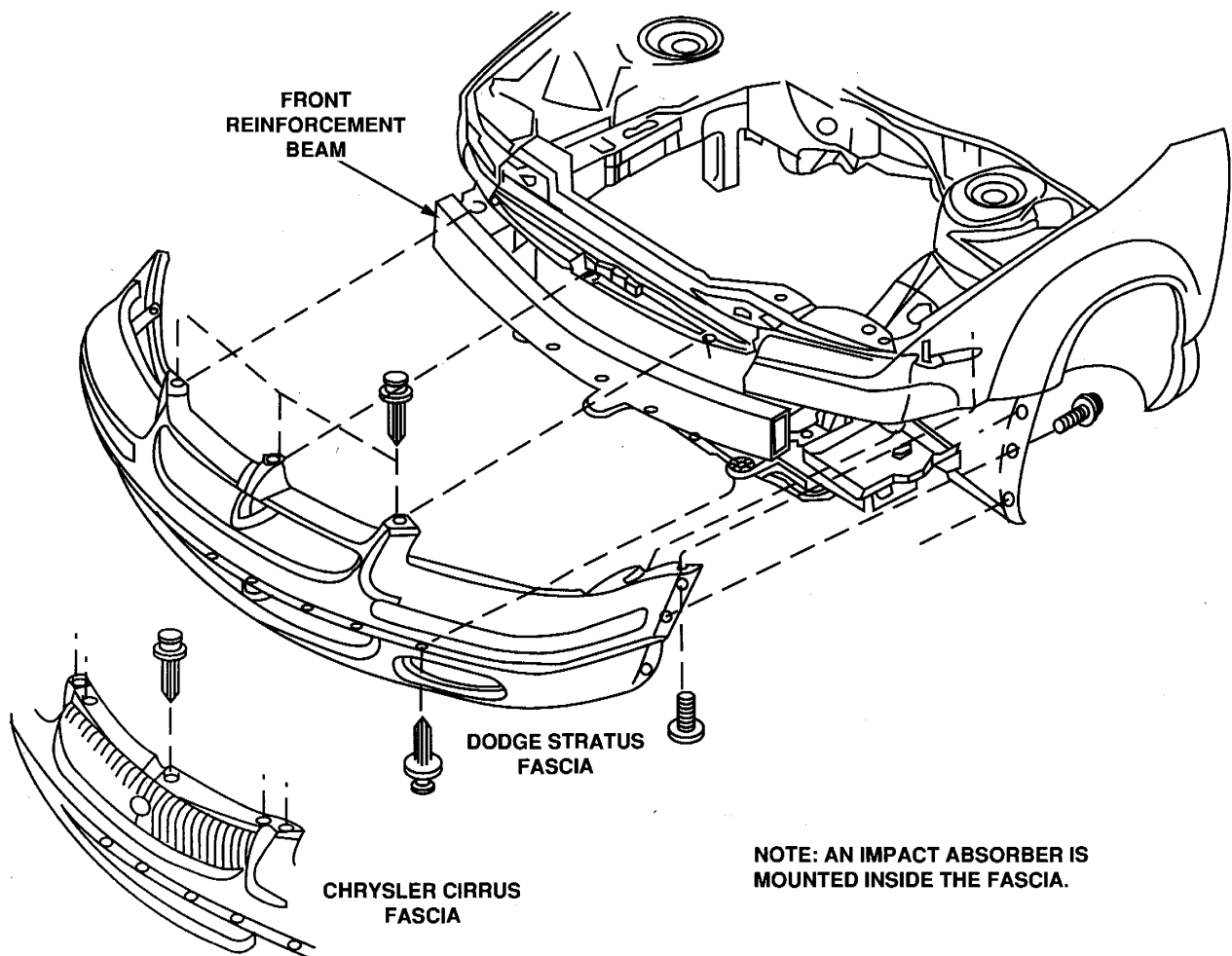
REMOVAL

1. Cut the spot welds with a hole saw or equivalent.
2. Clean and prep all the panels to which you will be fitting the new Deck Opening components.



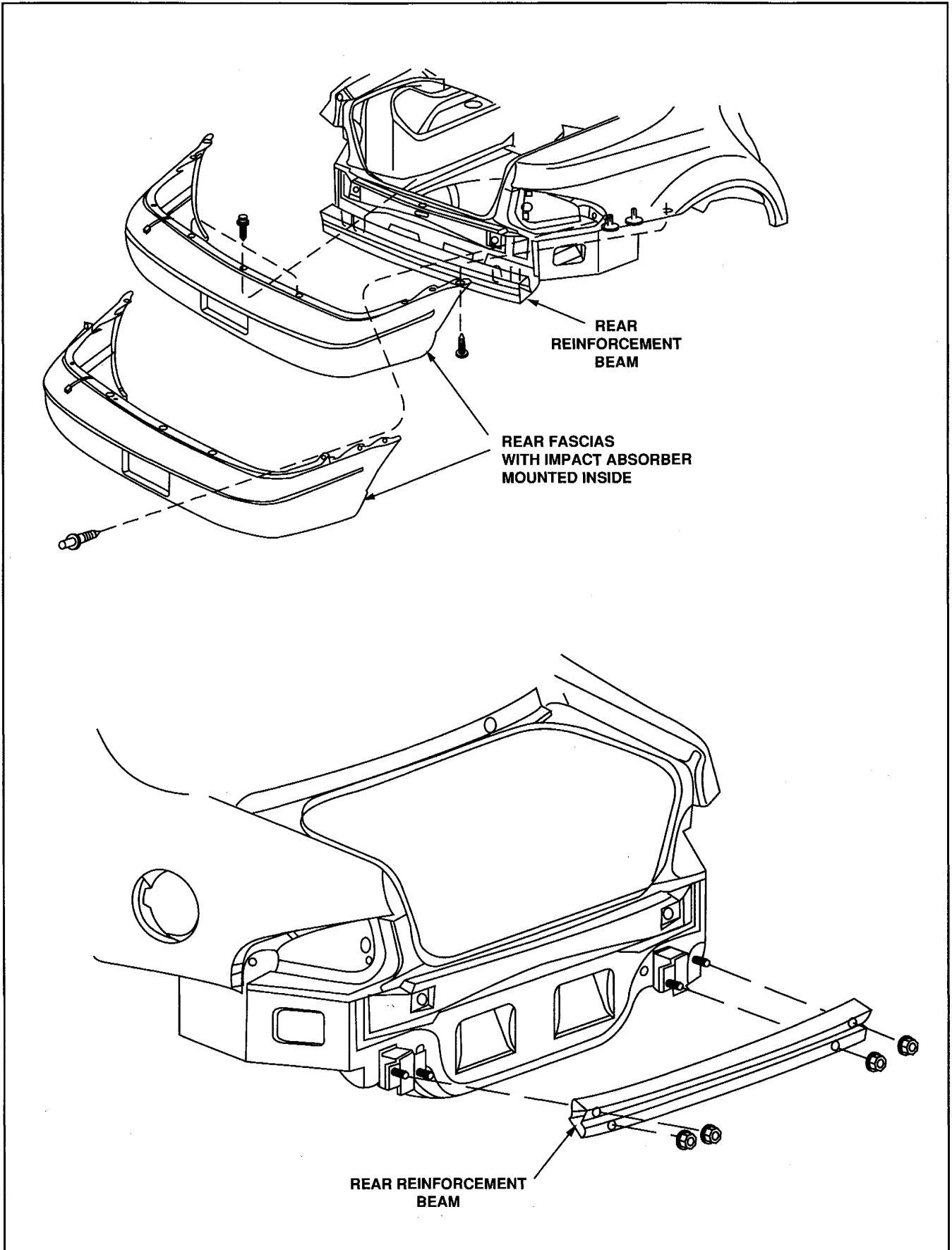
BUMPER SYSTEMS

Dodge Stratus/Chrysler Cirrus



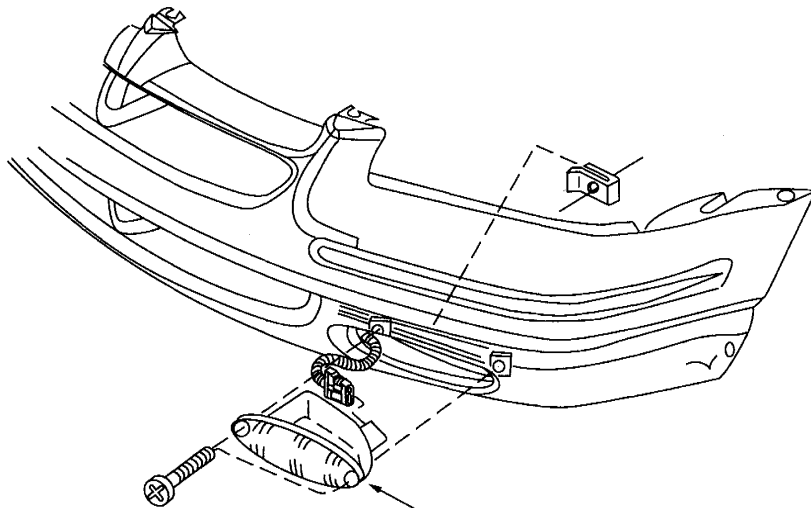
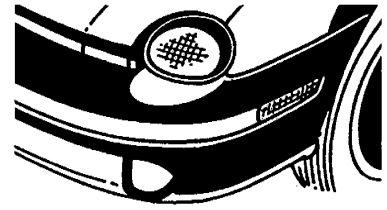


Bumper Systems

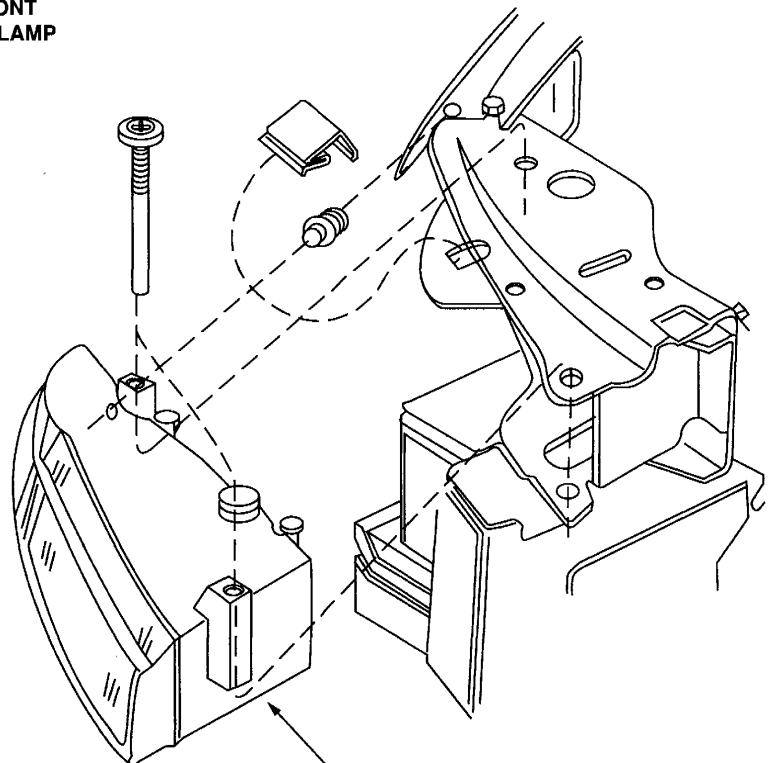


EXTERIOR LIGHTING

Chrysler Cirrus/Dodge Stratus



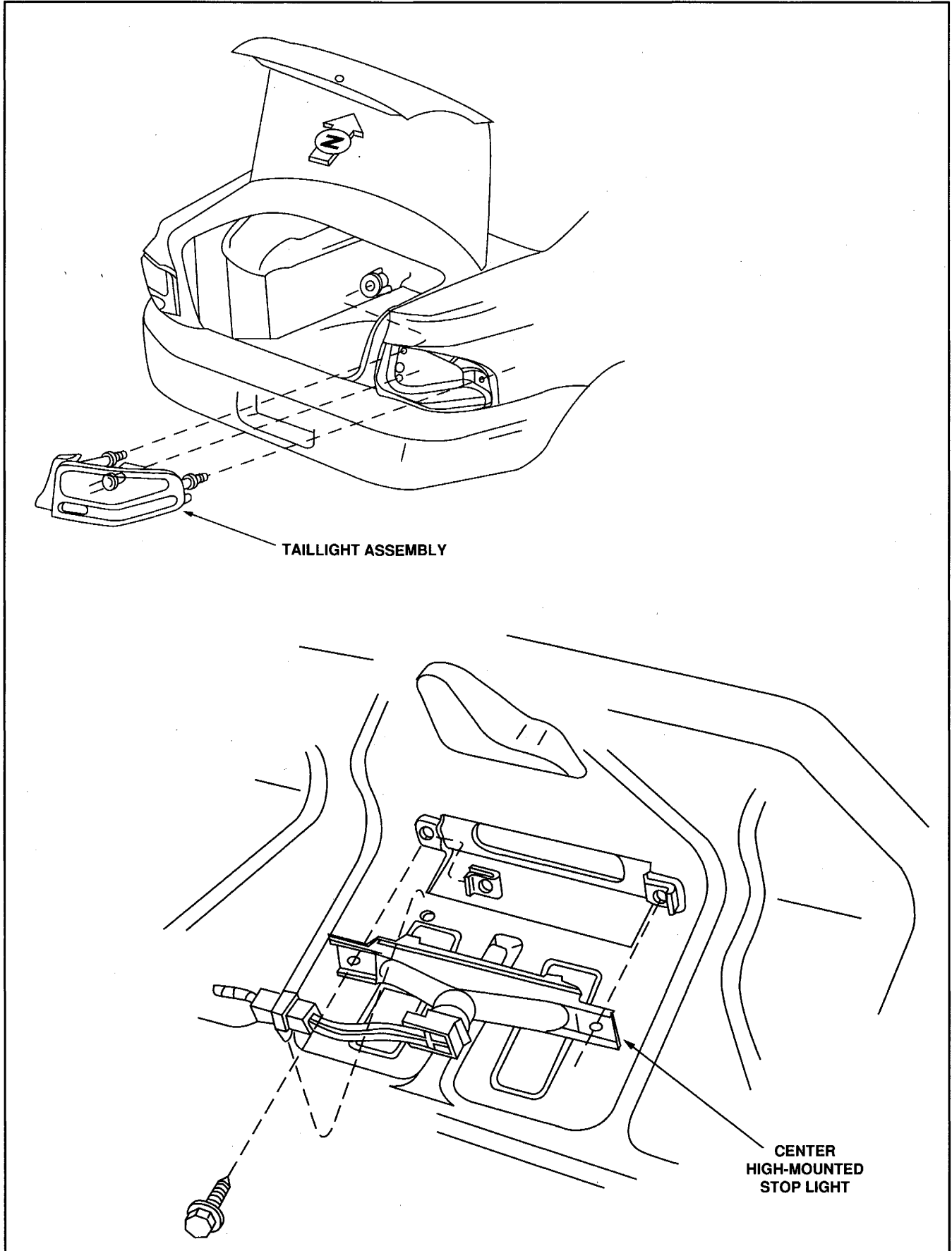
**FRONT
FOG LAMP**



HEADLAMP ASSEMBLY



Exterior Lighting

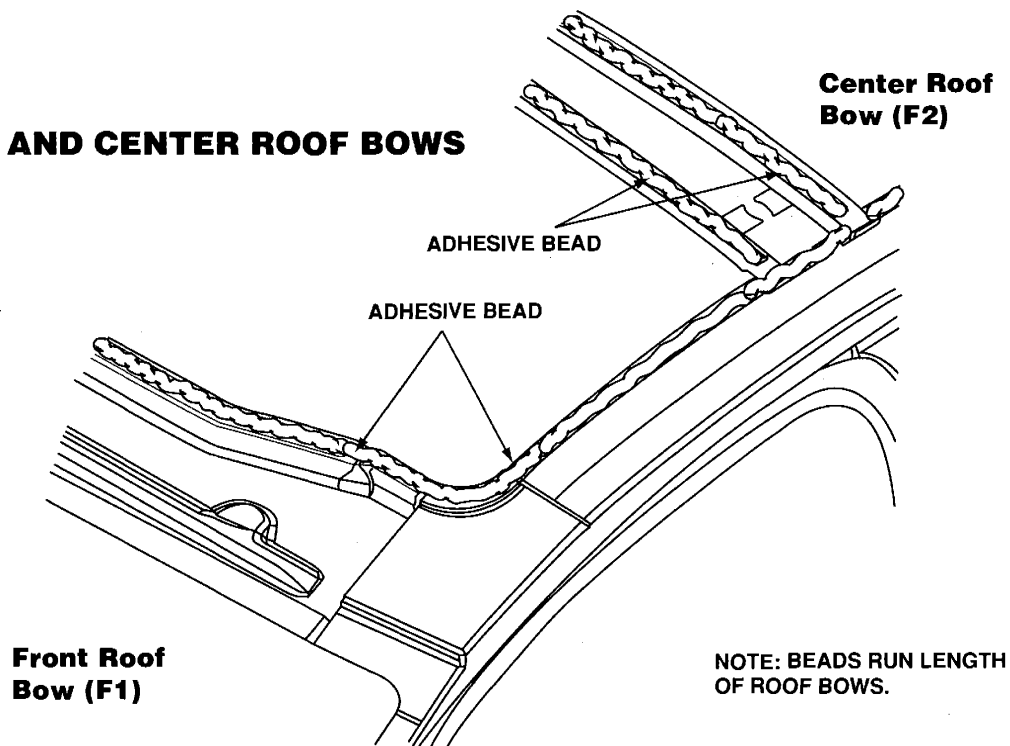


STRUCTURAL ADHESIVES

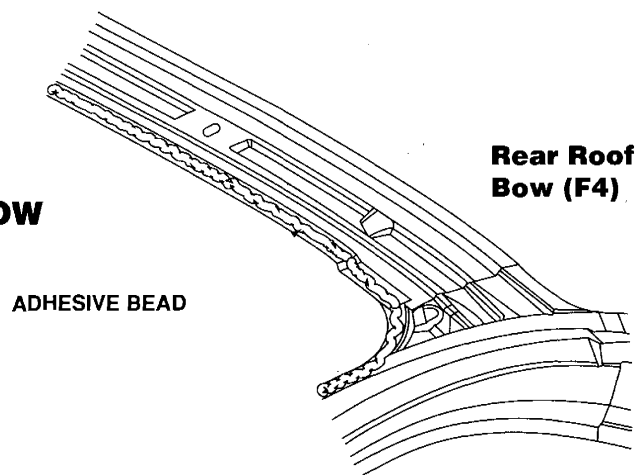
Dodge Stratus/Chrysler Cirrus



FRONT AND CENTER ROOF BOWS

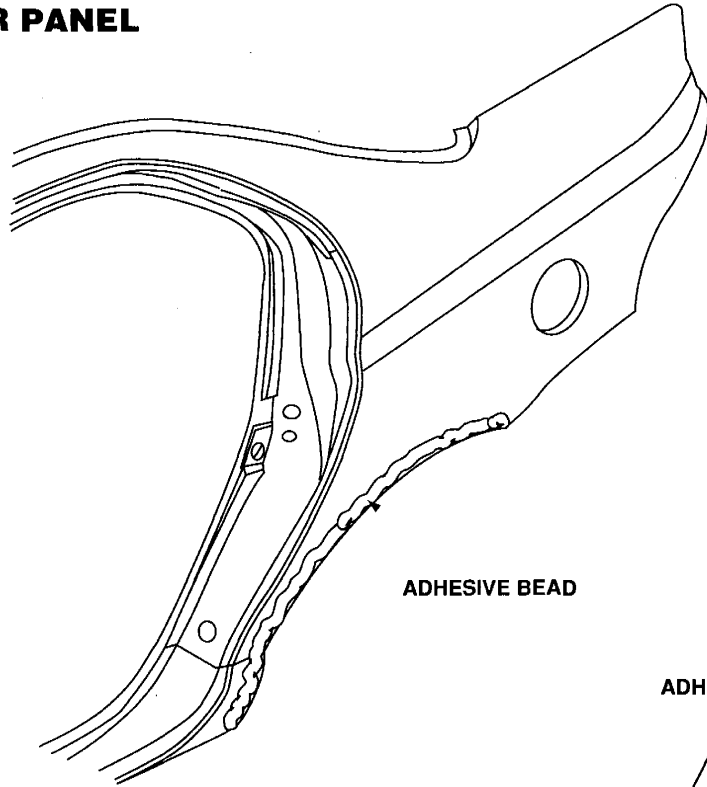


REAR ROOF BOW





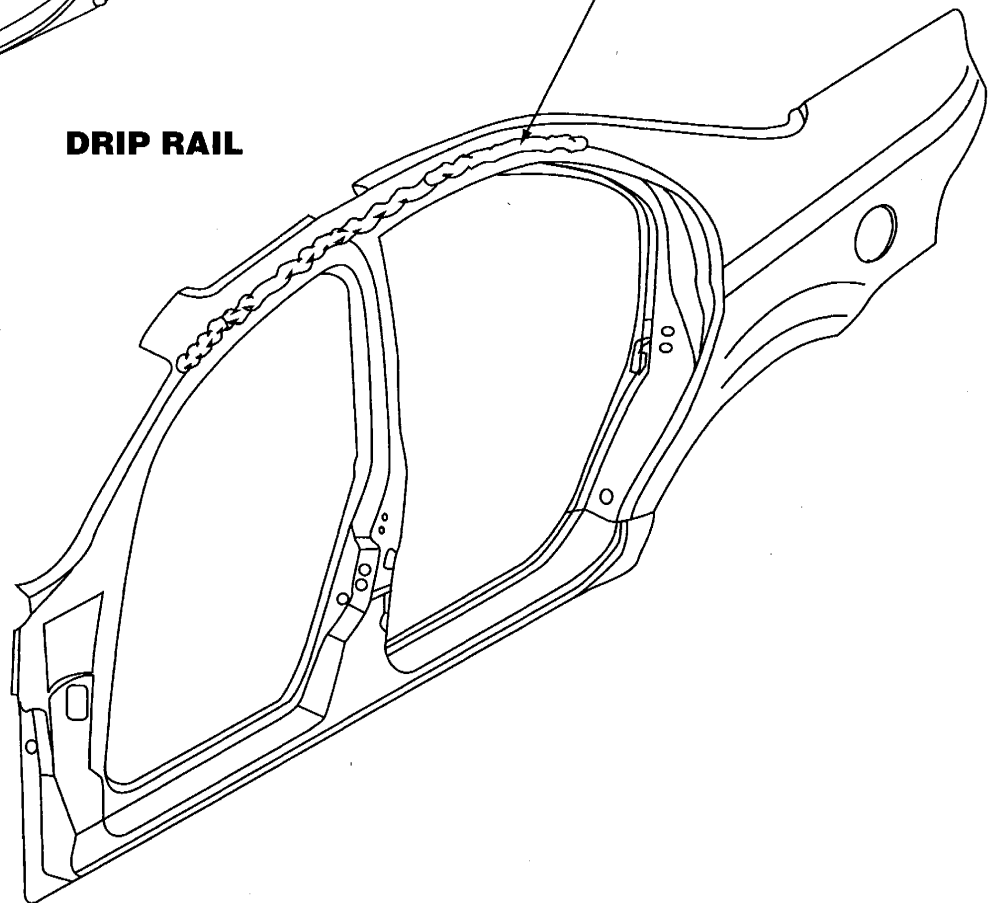
QUARTER PANEL



ADHESIVE BEAD

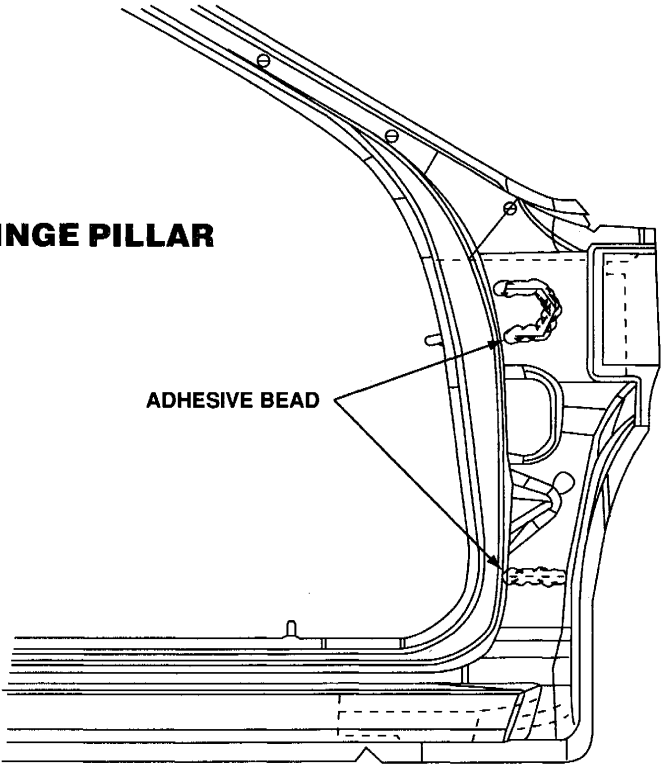
ADHESIVE BEAD

DRIP RAIL

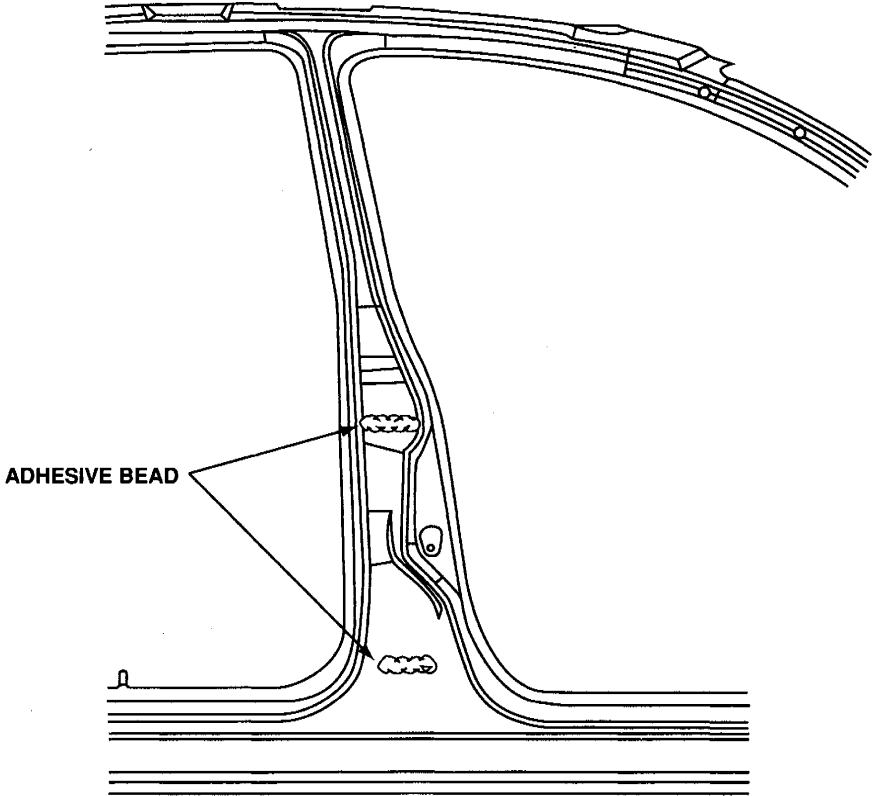




FRONT HINGE PILLAR

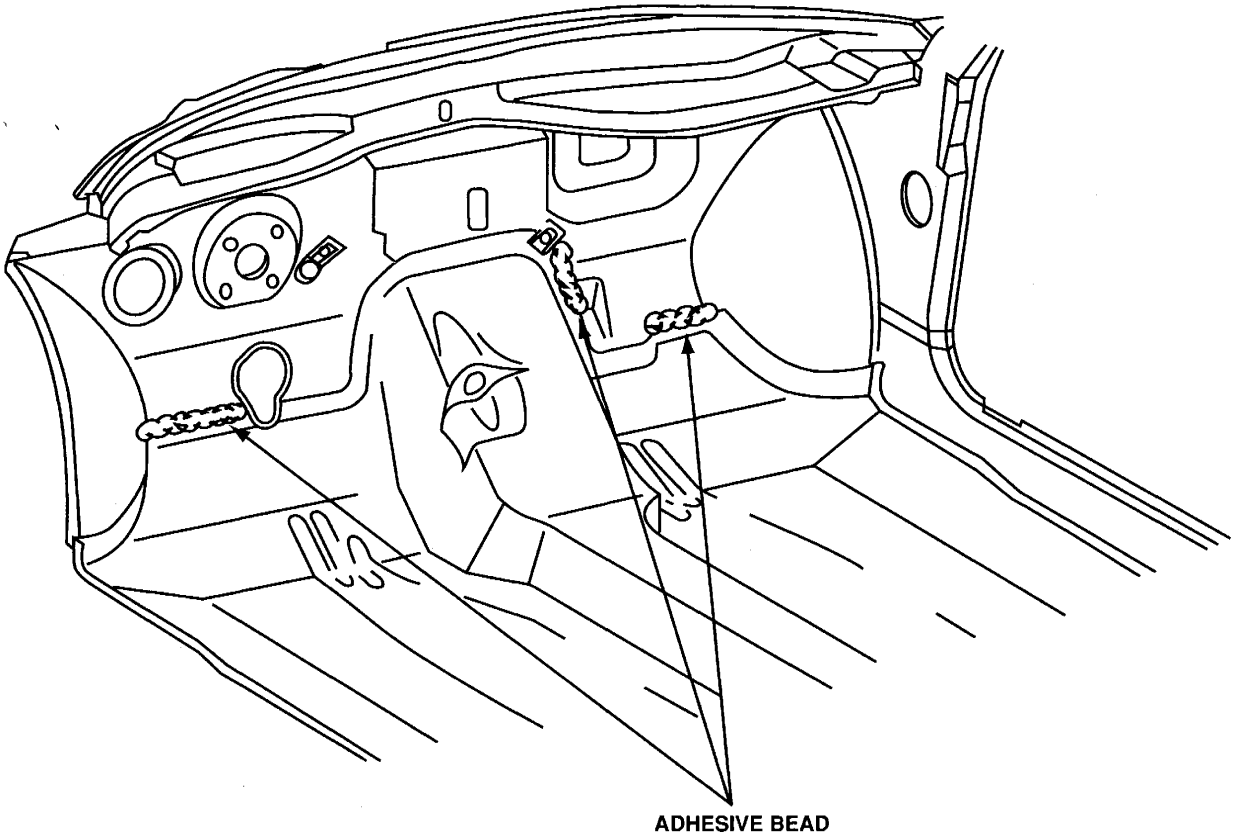


CENTER PILLAR



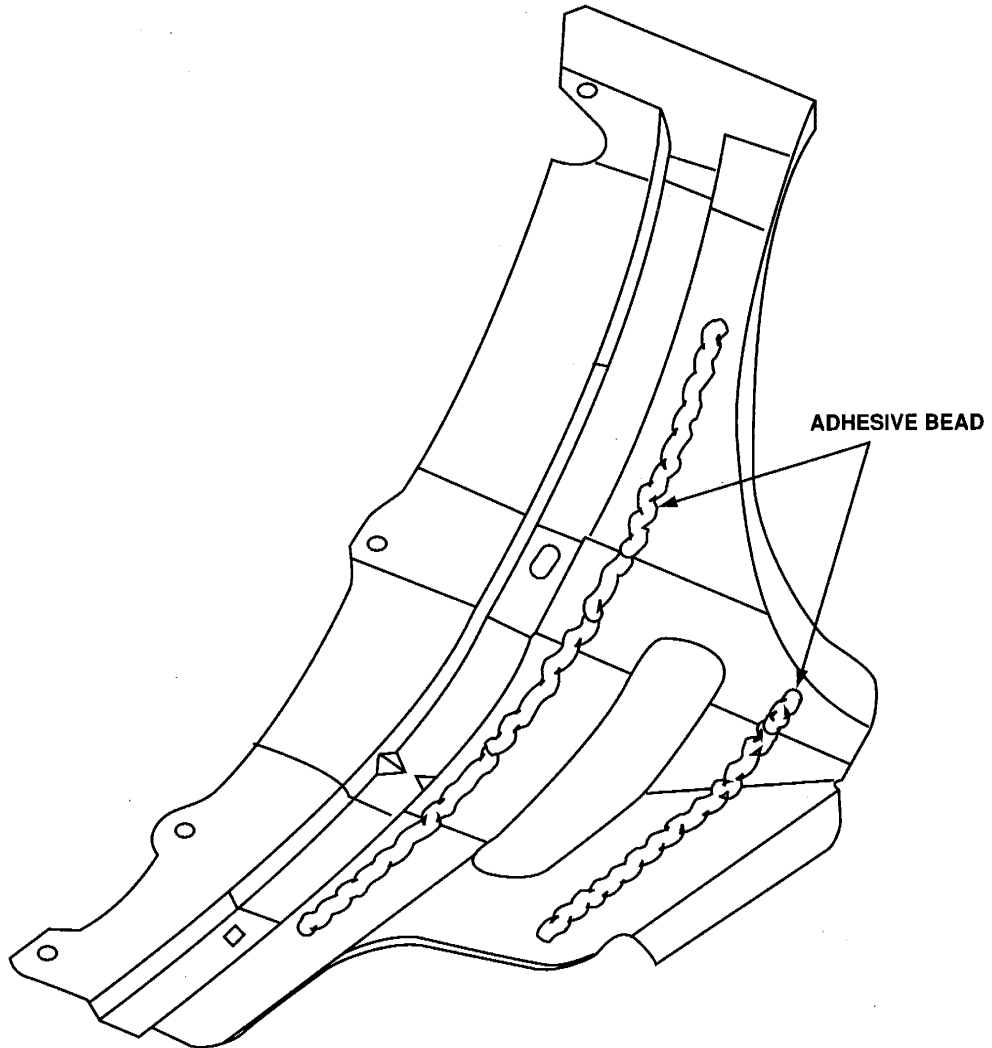


INSTRUMENT PANEL



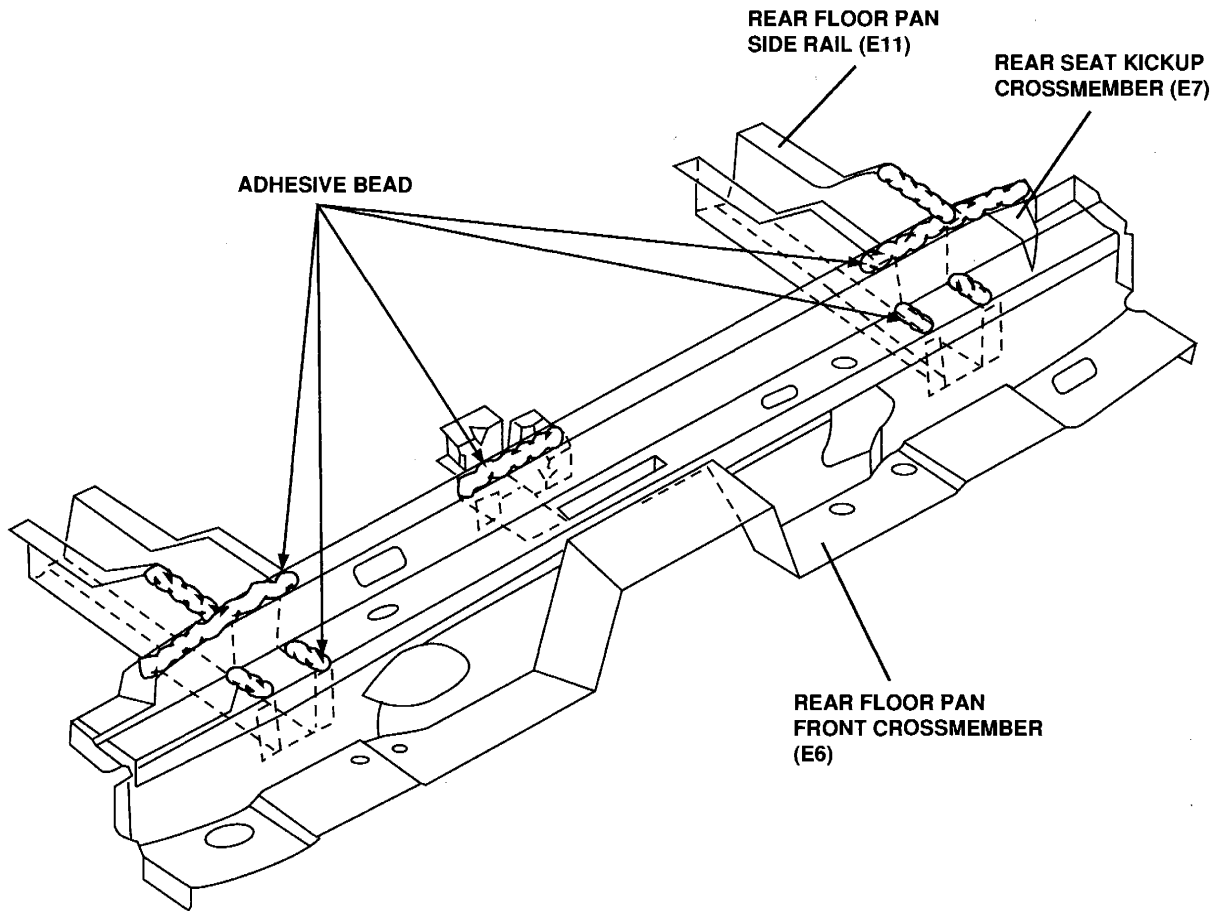


FRONT SIDE RAIL REAR CAP (D5)



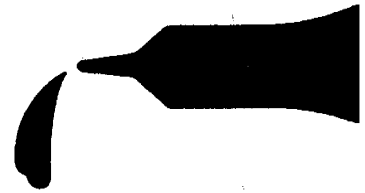


REAR RAIL TO REAR SEAT KICKUP CROSSMEMBER



BODY SEALING LOCATIONS

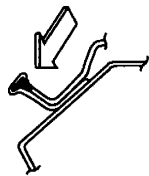
Dodge Stratus/Chrysler Cirrus



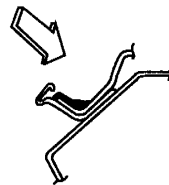
All repairs where panels were replaced have voids that must be filled with sealant. Sealant should be applied to all skips, pin holes in sealers and weld burn through holes on the interior and exterior of the vehicle that would permit leakage of water, air or exhaust fumes.

Typical areas of the exterior that must be sealed are listed in this section. Areas of the interior that must be sealed are floor pans, wheelhouses, dash panel and cowl sides.

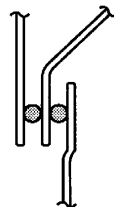
METHODS OF APPLYING AUTO BODY SEALANT



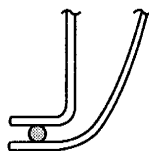
Hold gun nozzle in direction of arrow in order to effectively seal metal joints.



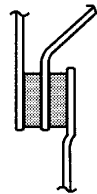
Do not hold gun nozzle in direction of arrow. Sealer applied as shown is ineffective.



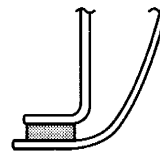
3 metal thickness



2 metal thickness



3 metal thickness



2 metal thickness

Exposed surface

Work seal on metal surface to get good adhesion. Edge must be feathered as shown.

Sealer must be applied as illustrated. To lock seal in place, force seal beyond hole.


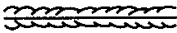
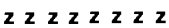
Hidden surface

Hidden surface

Exposed Surface

Sealer incorrectly applied

SYMBOLS

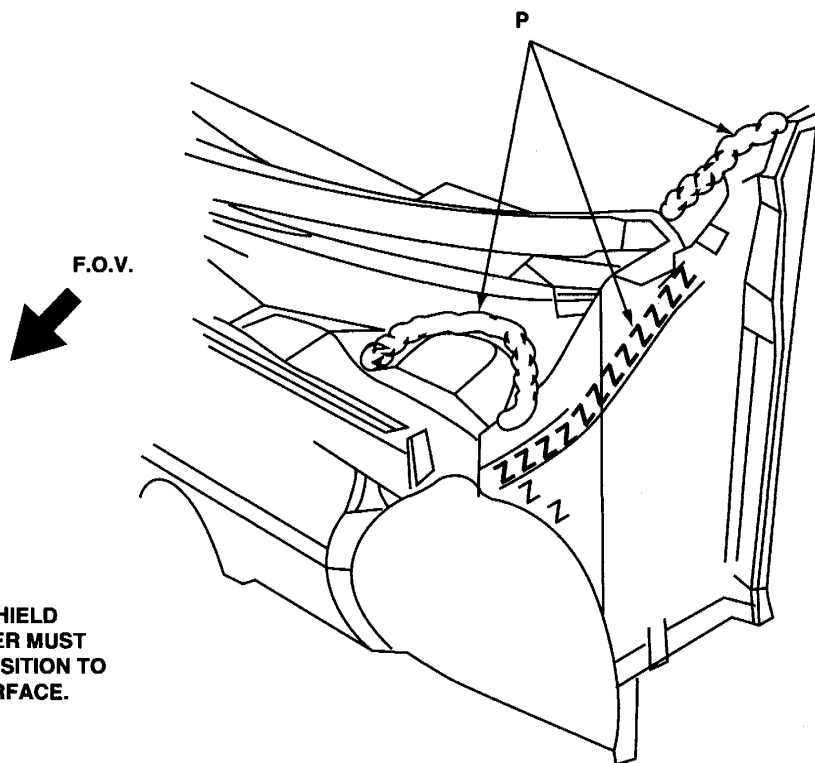
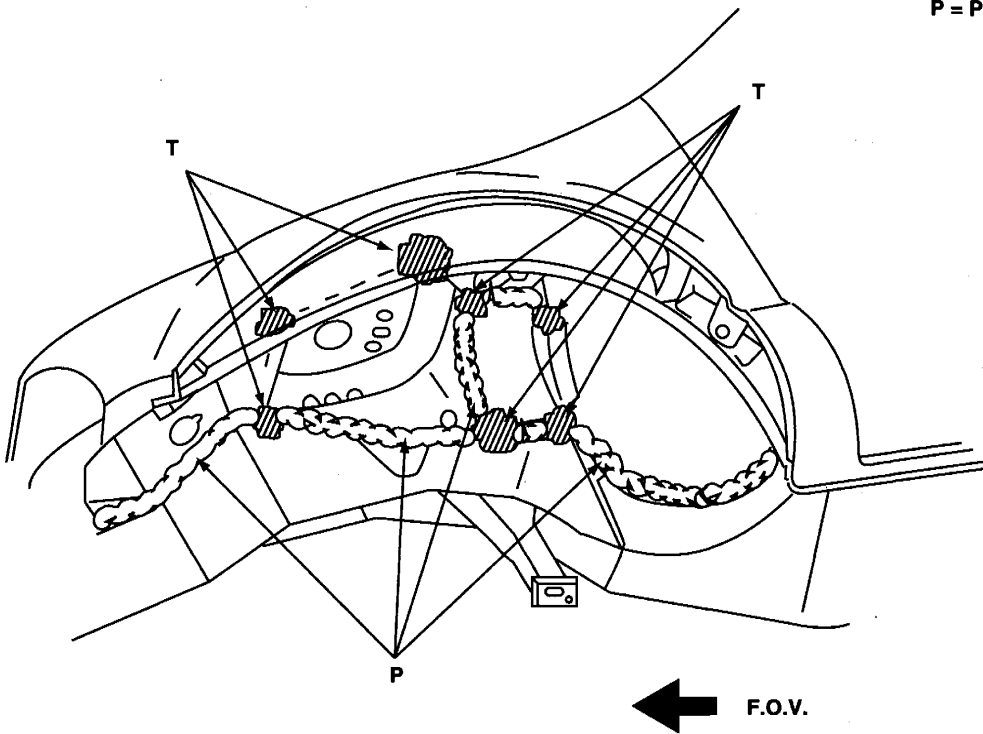
-  Extrudable thermoplastic
-  Exposed sealant
-  Hidden sealant



Body Sealing Locations

STRUT TOWER AND COWL AREA

T = THUMBGRADABLE
P = PUMPABLE

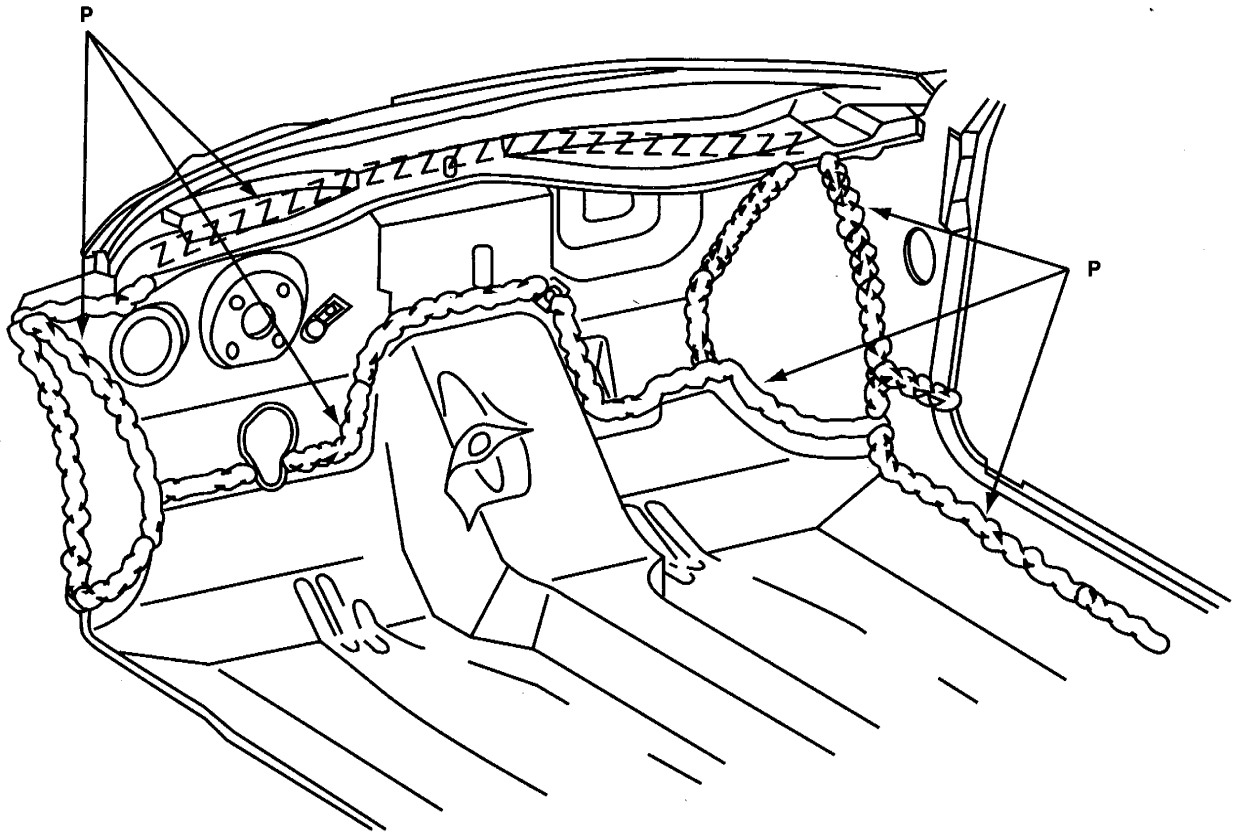


KEEP SEALER OFF WINDSHIELD
SEALING SURFACE. SEALER MUST
PROVIDE A SMOOTH TRANSITION TO
WINDSHIELD SEALING SURFACE.



COWL AND PLENUM AREA

T = THUMBGRADABLE
P = PUMPABLE



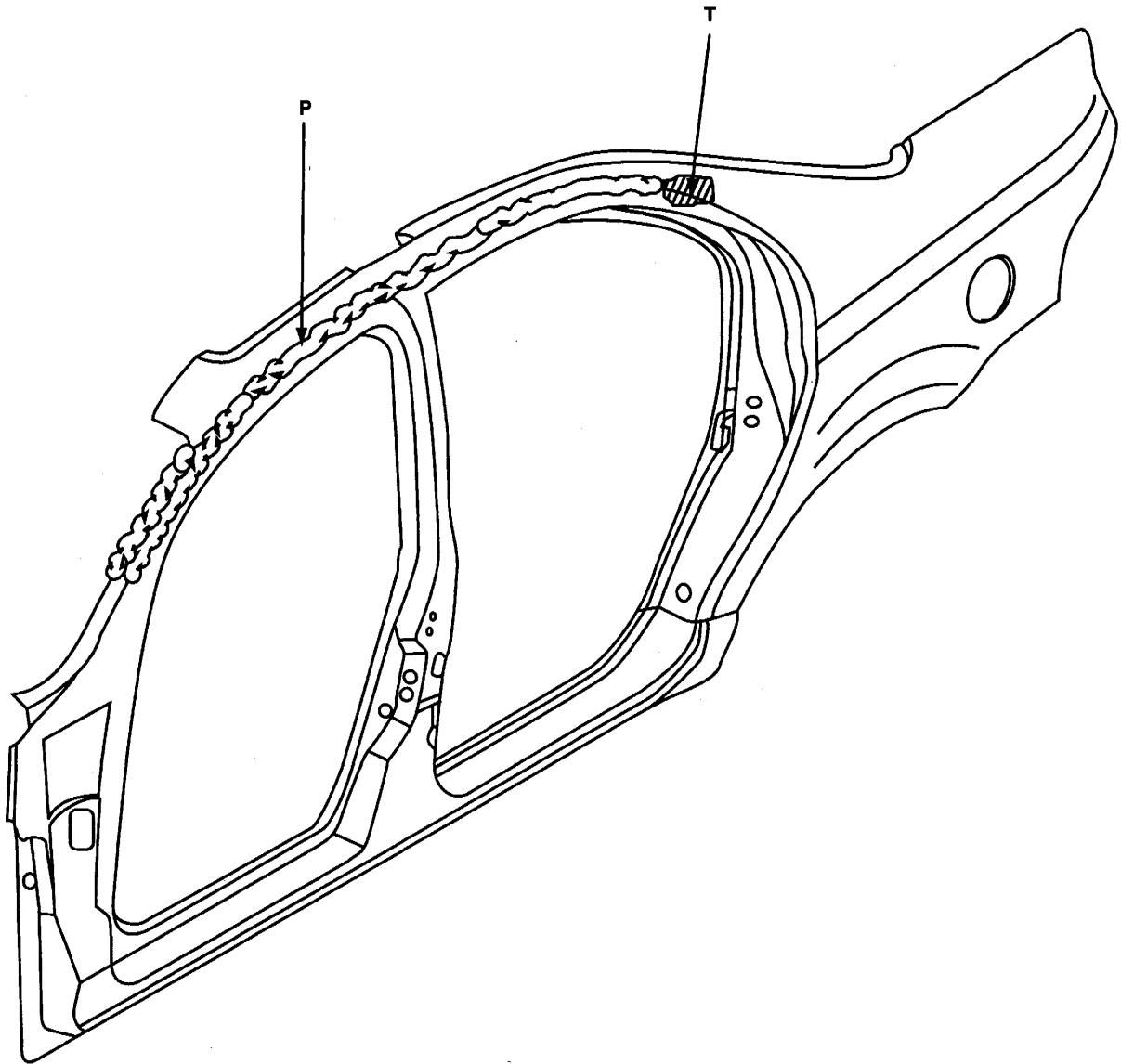
NOTE: KEEP ALL ACCESS HOLES AND VP MOUNTING BRACKET SURFACES FREE OF SEALER.



Body Sealing Locations

BODY SIDE APERTURE

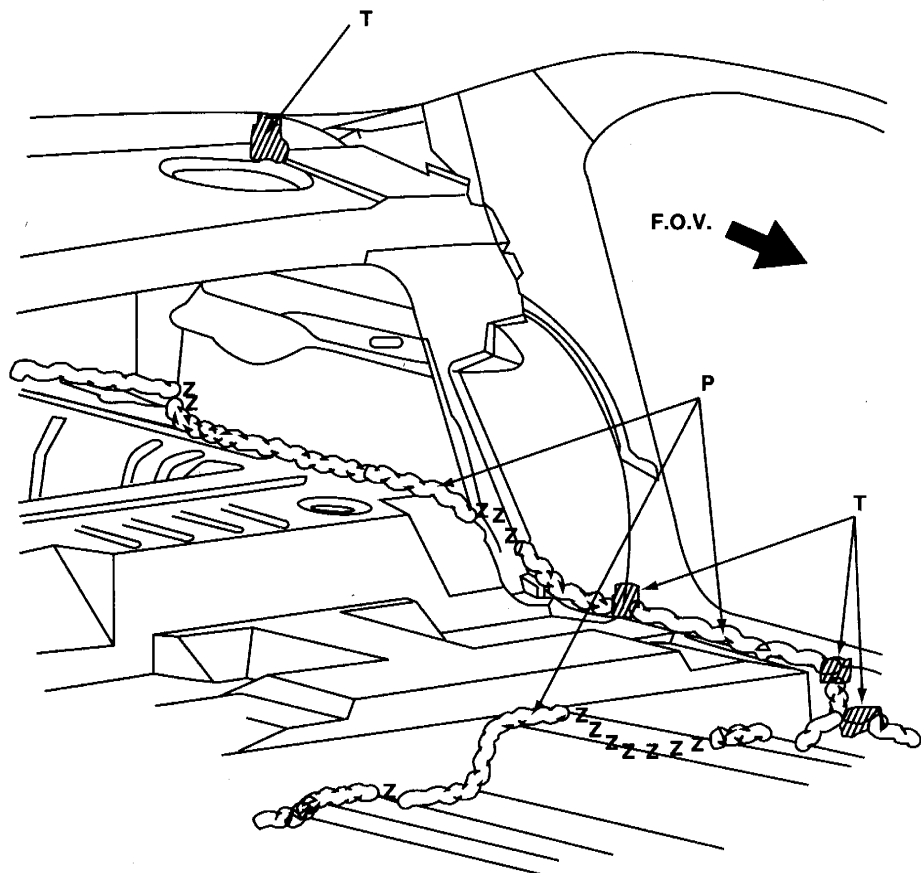
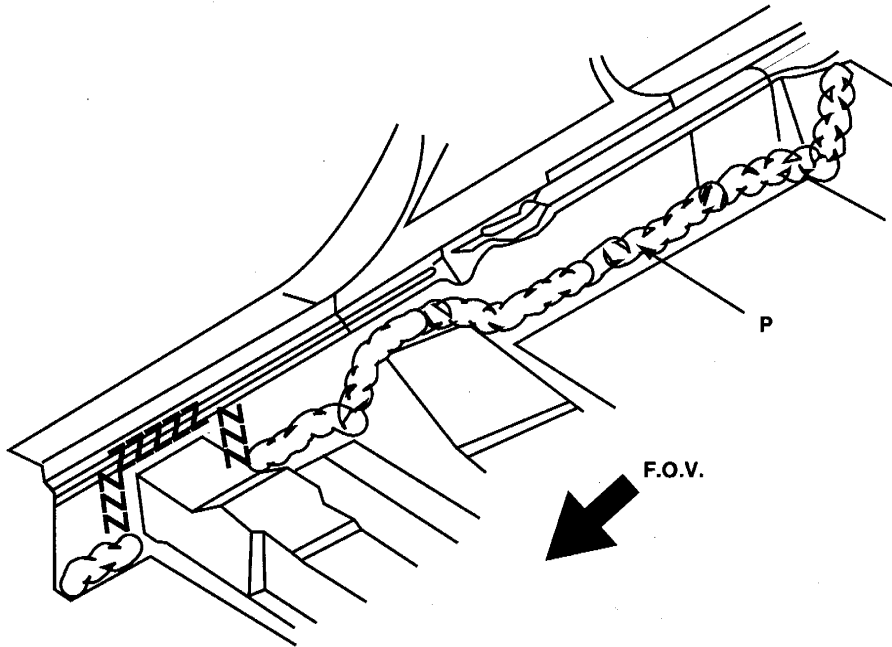
T = THUMBGRADABLE
P = PUMPABLE





FLOOR PAN

T = THUMBGRADABLE
P = PUMPABLE

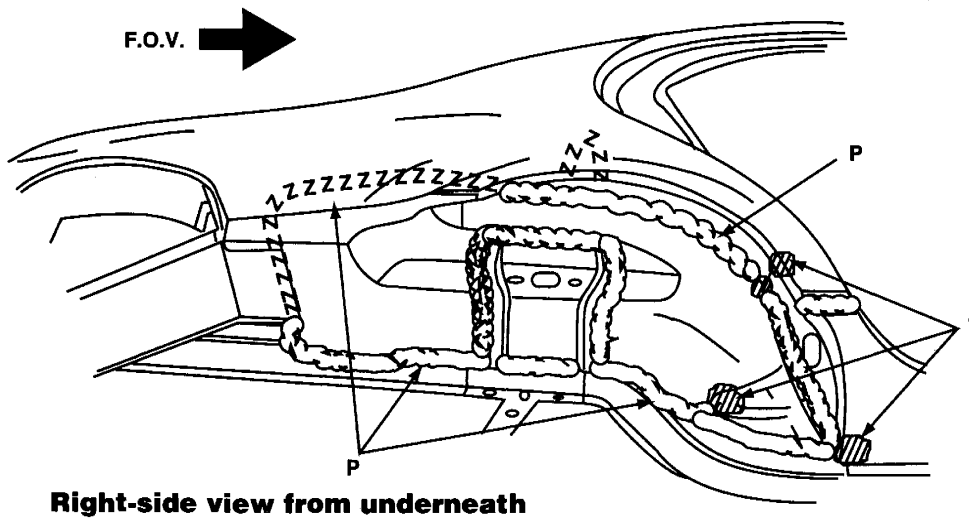
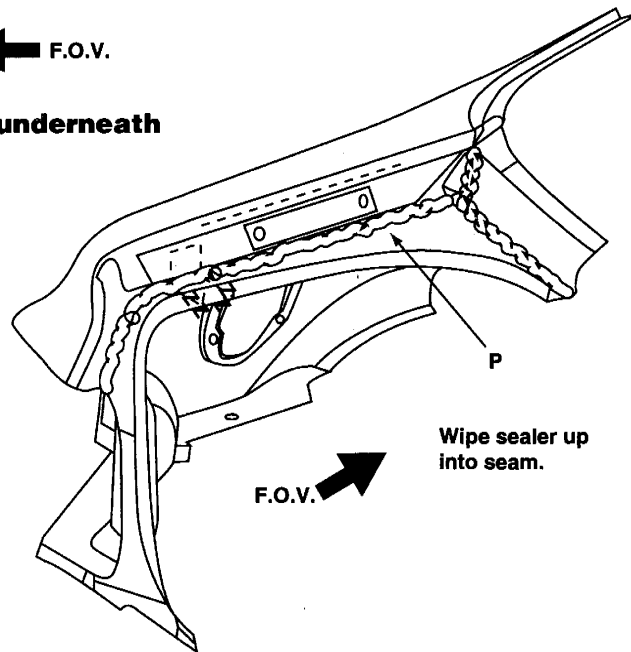
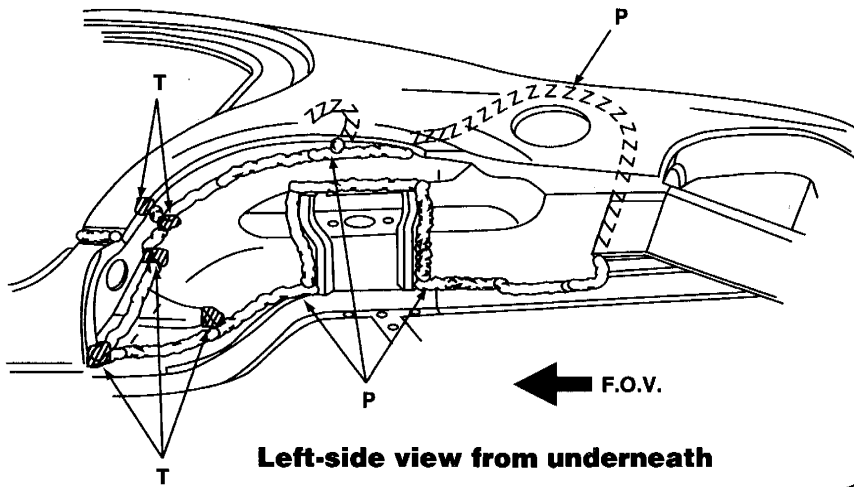




Body Sealing Locations

INNER WHEELHOUSE AND REAR QUARTER PANEL

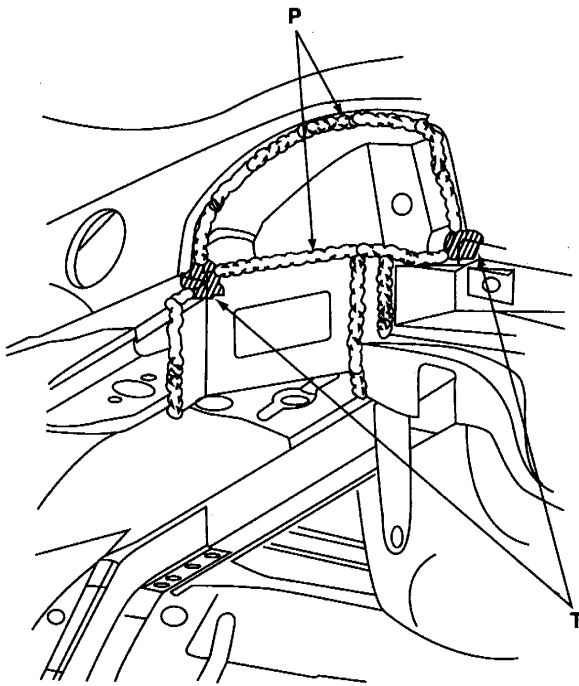
T = THUMBGRADABLE
P = PUMPABLE



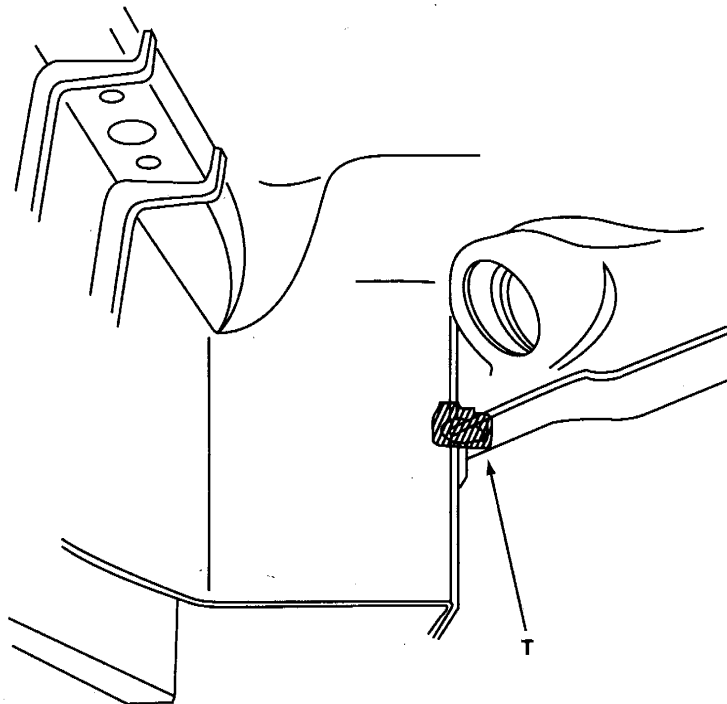


REAR QUARTER PANEL AND TAILLIGHT AREA

T = THUMBGRADABLE
P = PUMPABLE



Keep tail lamp gasket surface free of sealer.



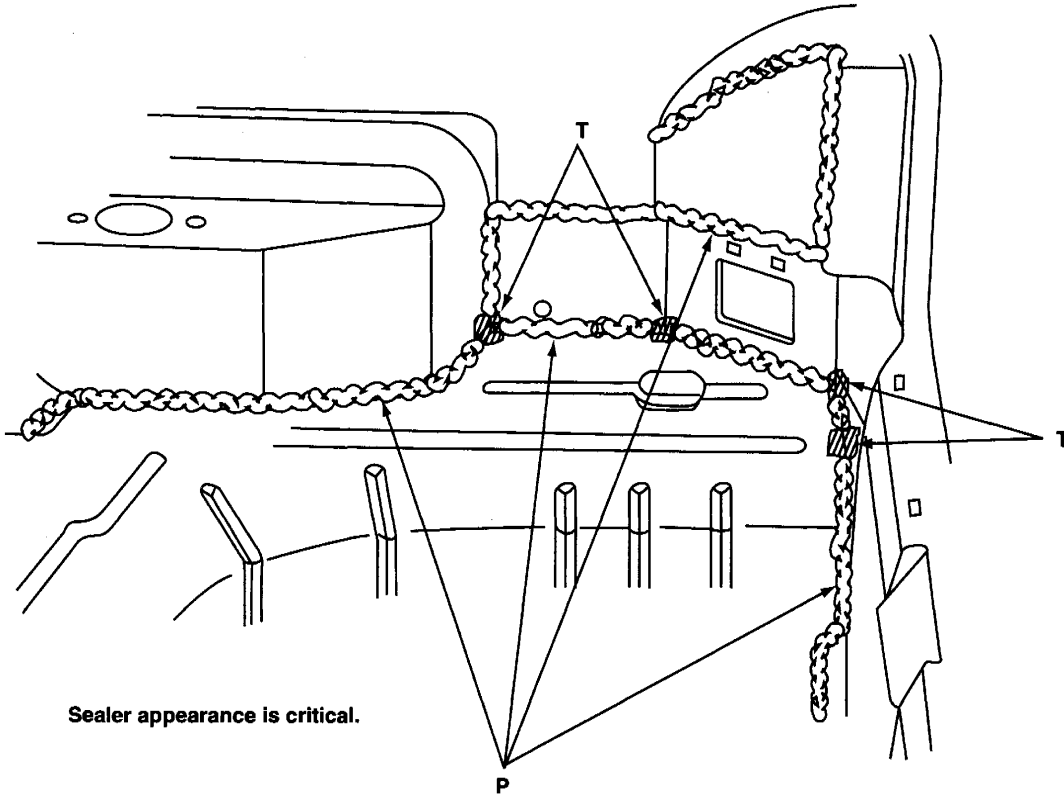
View on inside of quarter panel



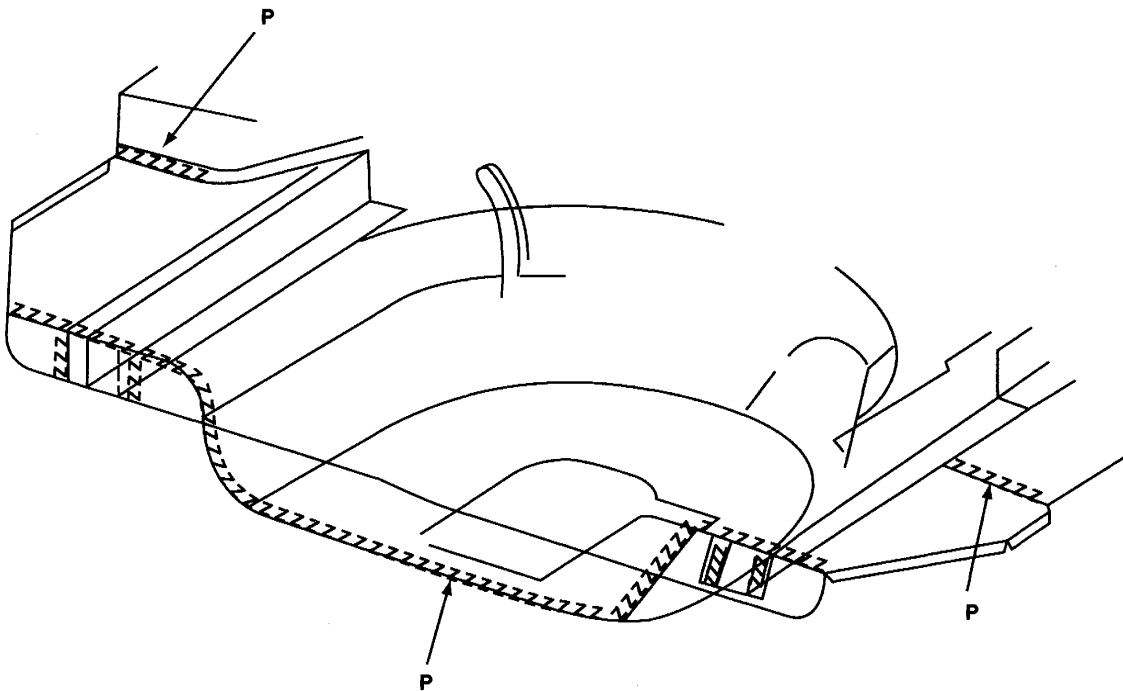
Body Sealing Locations

TRUNK FLOOR AREA

T = THUMBGRADABLE
P = PUMPABLE



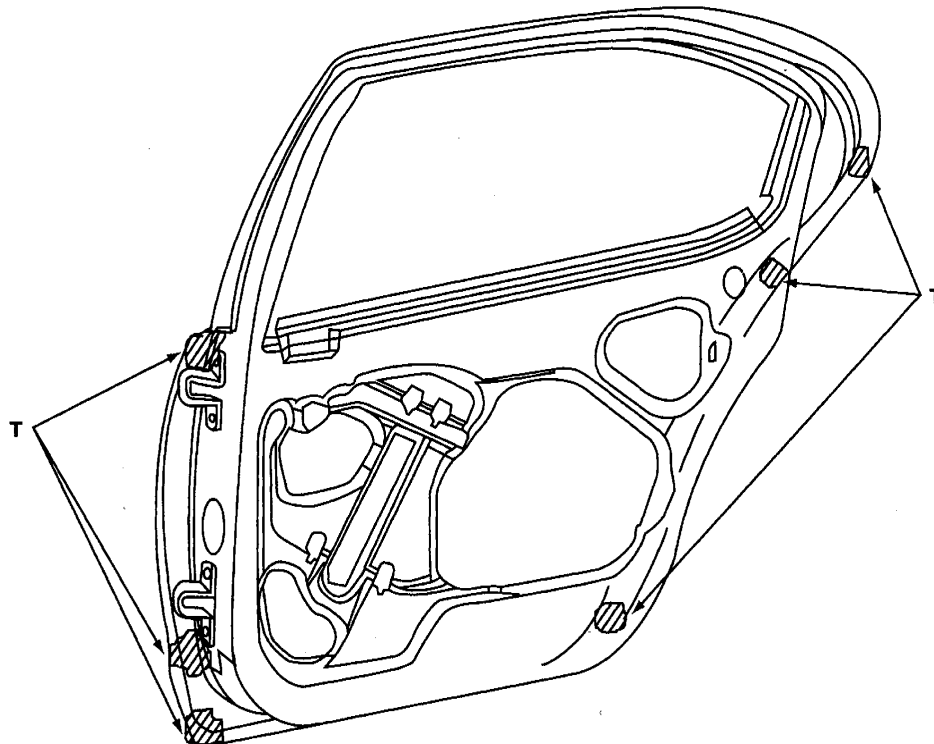
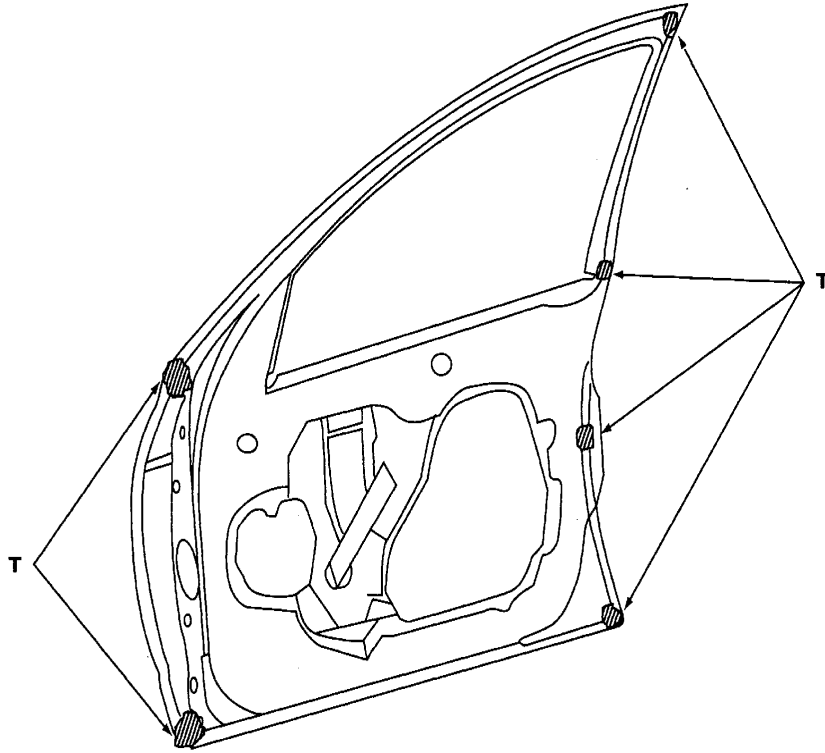
Sealer appearance is critical.





FRONT AND REAR DOORS

T = THUMBGRADABLE

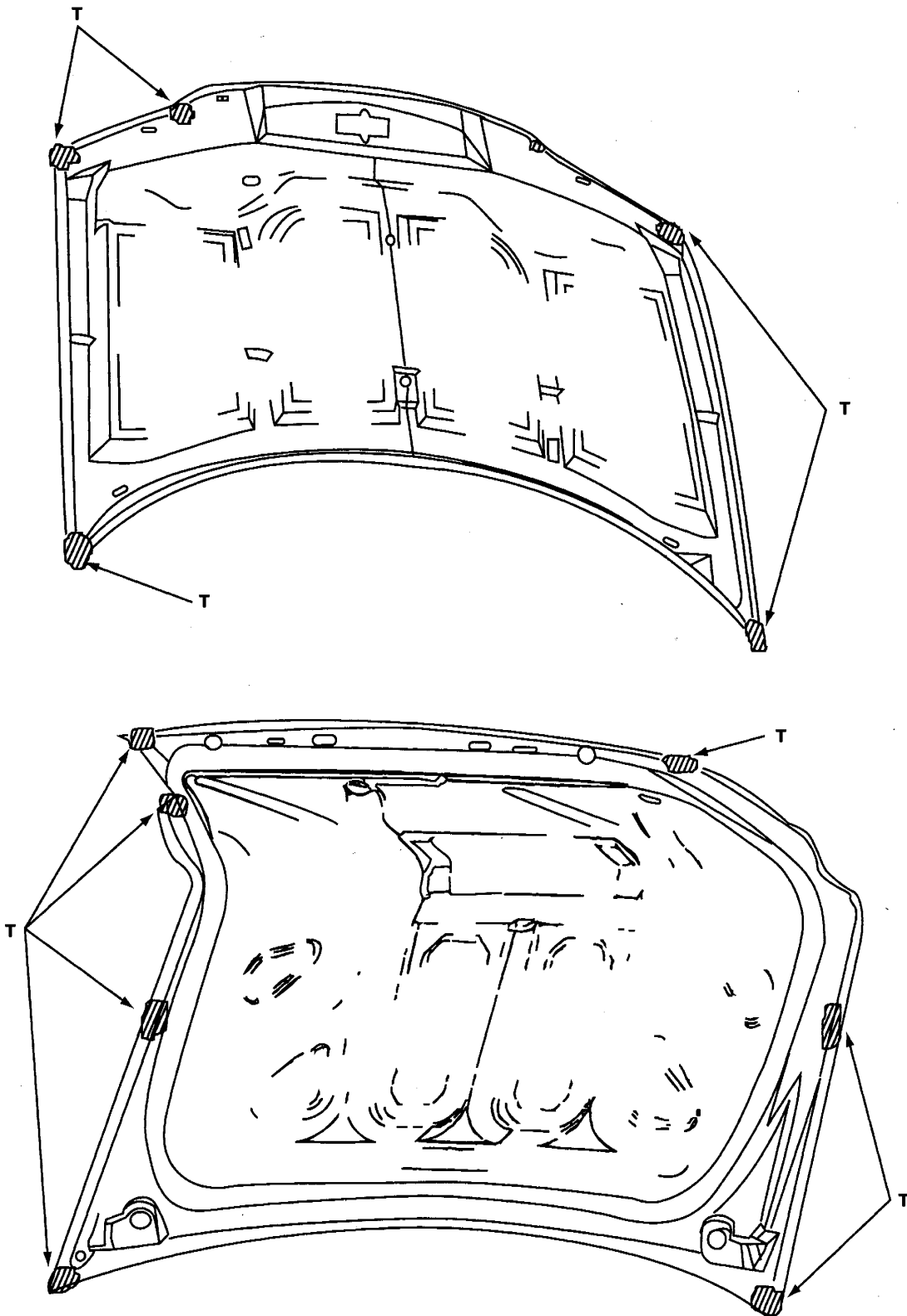




Body Sealing Locations

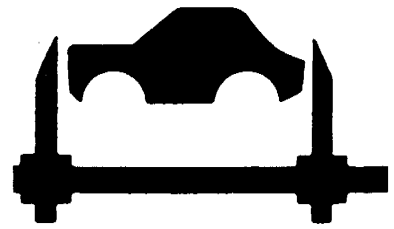
HOOD AND DECKLID

T = THUMBGRADABLE

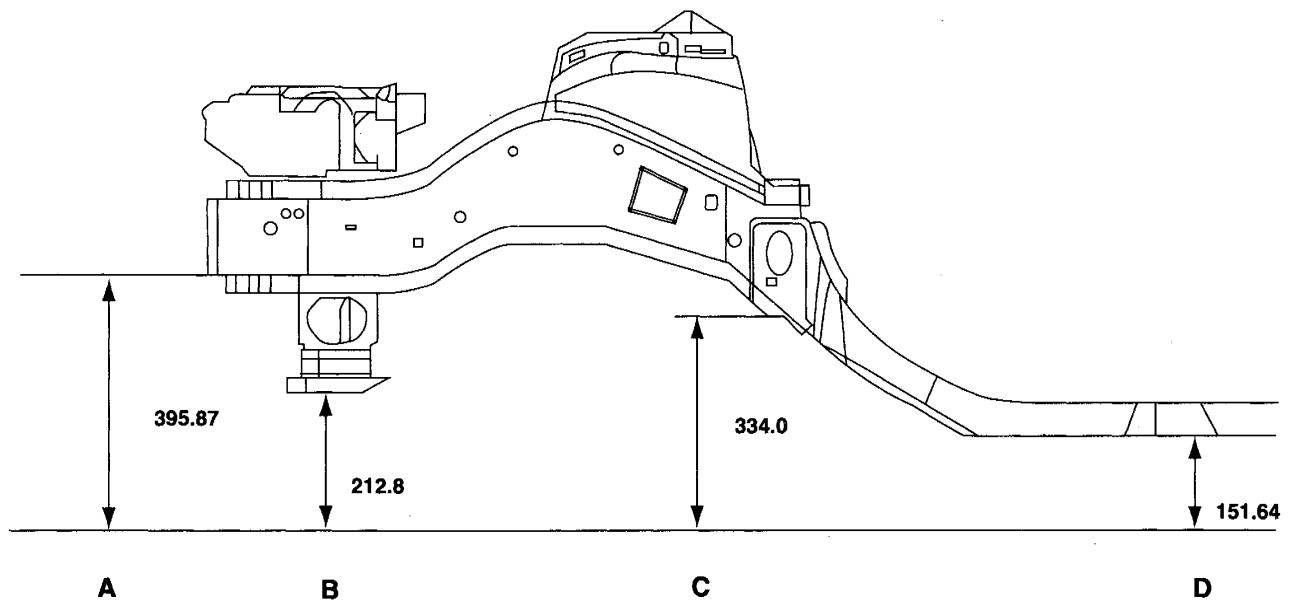


BODY DIMENSIONS & SPECIFICATIONS

Dodge Stratus/Chrysler Cirrus



FRONT SIDE RAIL



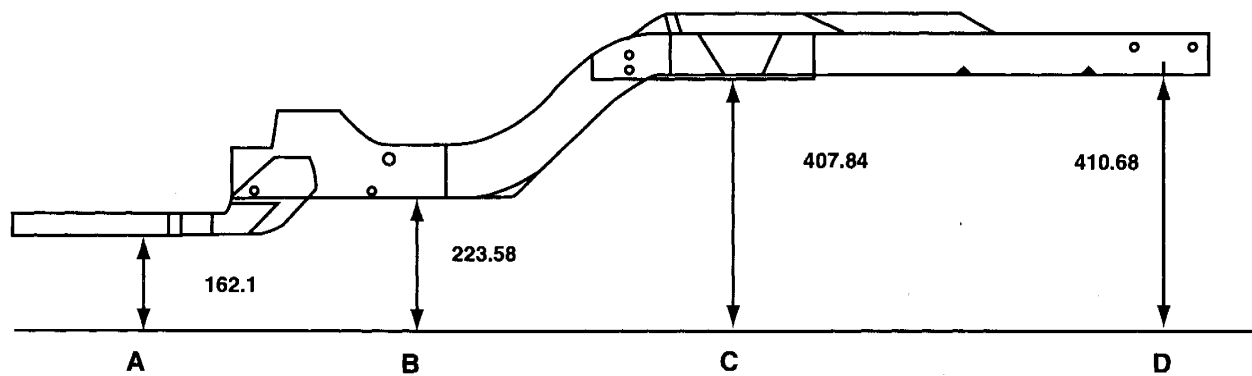
- A. Lower surface of front rail
- B. Lower surface of radiator crossmember
- C. Lower surface of front side rail rear rail
- D. Front lower surface of front side rail rear extension

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



Body Dimensions & Specifications

REAR RAIL

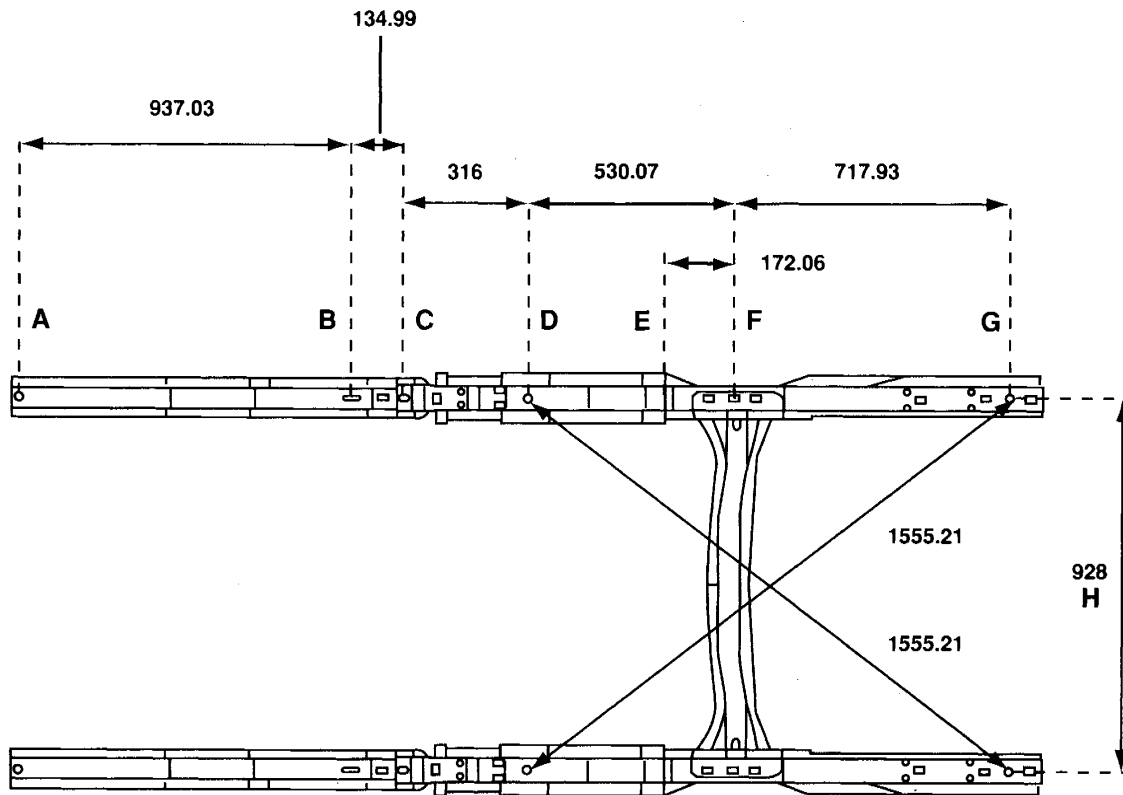


- A. Rear lower surface of front side rail rear extension
- B. Front lower surface of rear rail
- C. Lower surface of suspension crossmember
- D. Rear lower surface of rear rail

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



REAR RAIL



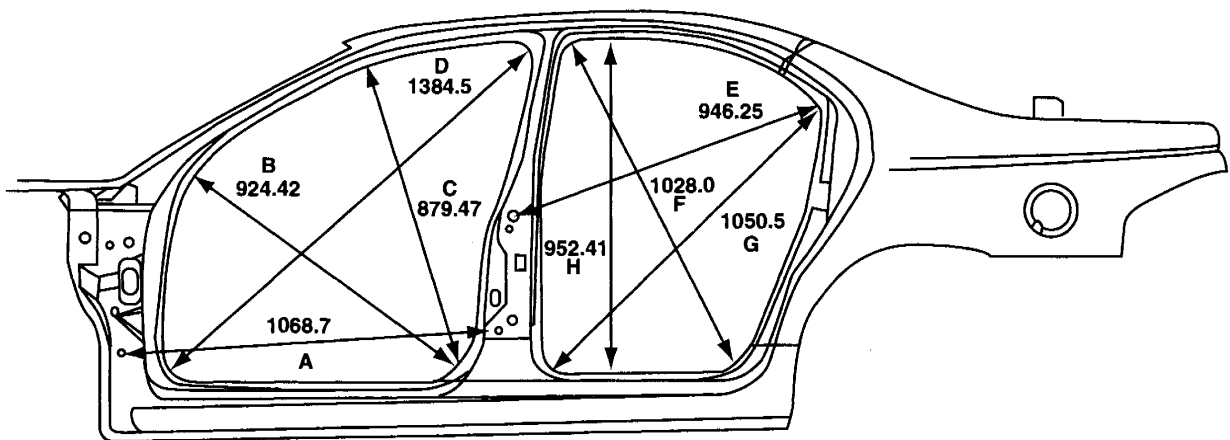
- A. Front rail rear principle locating point (PLP)
- B. Rear PLP of front rail rear extension
- C. Front of rear rail
- D. Rear rail forward PLP
- E. Forward edge of rear rail wheelhouse mounting flange
- F. Center of rear suspension crossmember
- G. Rear rail rear PLP
- H. Width of rear rail PLP

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



Body Dimensions & Specifications

SIDE APERTURE

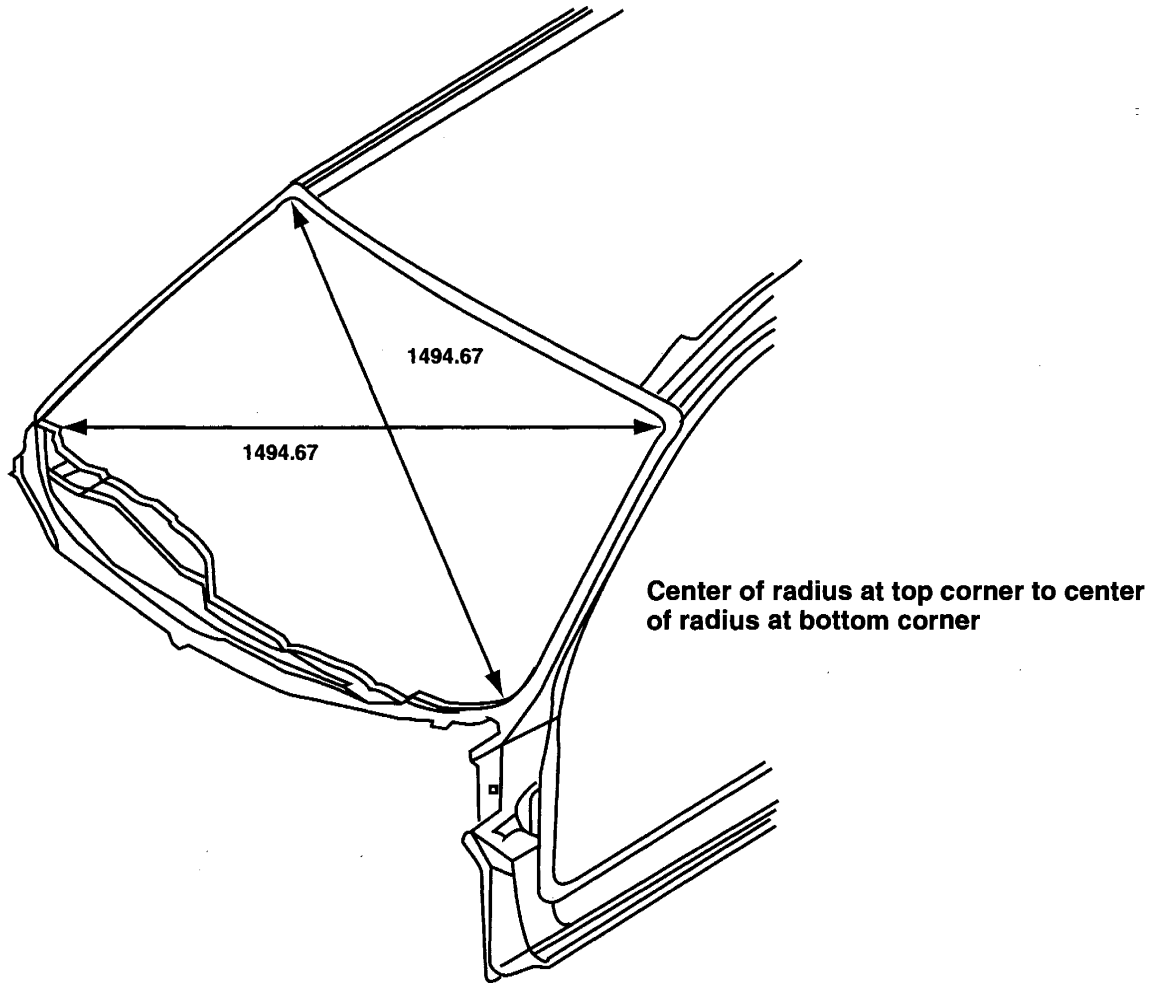


- A. Front door hinge mounting hole to rear door hinge mounting hole
- B. Center of radius at lower rear corner to center of radius at lower A pillar
- C. Front edge of roof panel at A pillar to center of radius at lower rear corner
- D. Upper rear corner center of radius to lower front corner center of radius
- E. Rear door hinge mounting hole to shelf panel and quarter panel joint
- F. Upper rear corner center of radius to lower rear corner center of radius
- G. Upper rear corner center of radius to lower front corner center of radius
- H. Center pillar and body side aperture upper seam to center pillar and body side aperture lower seam

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



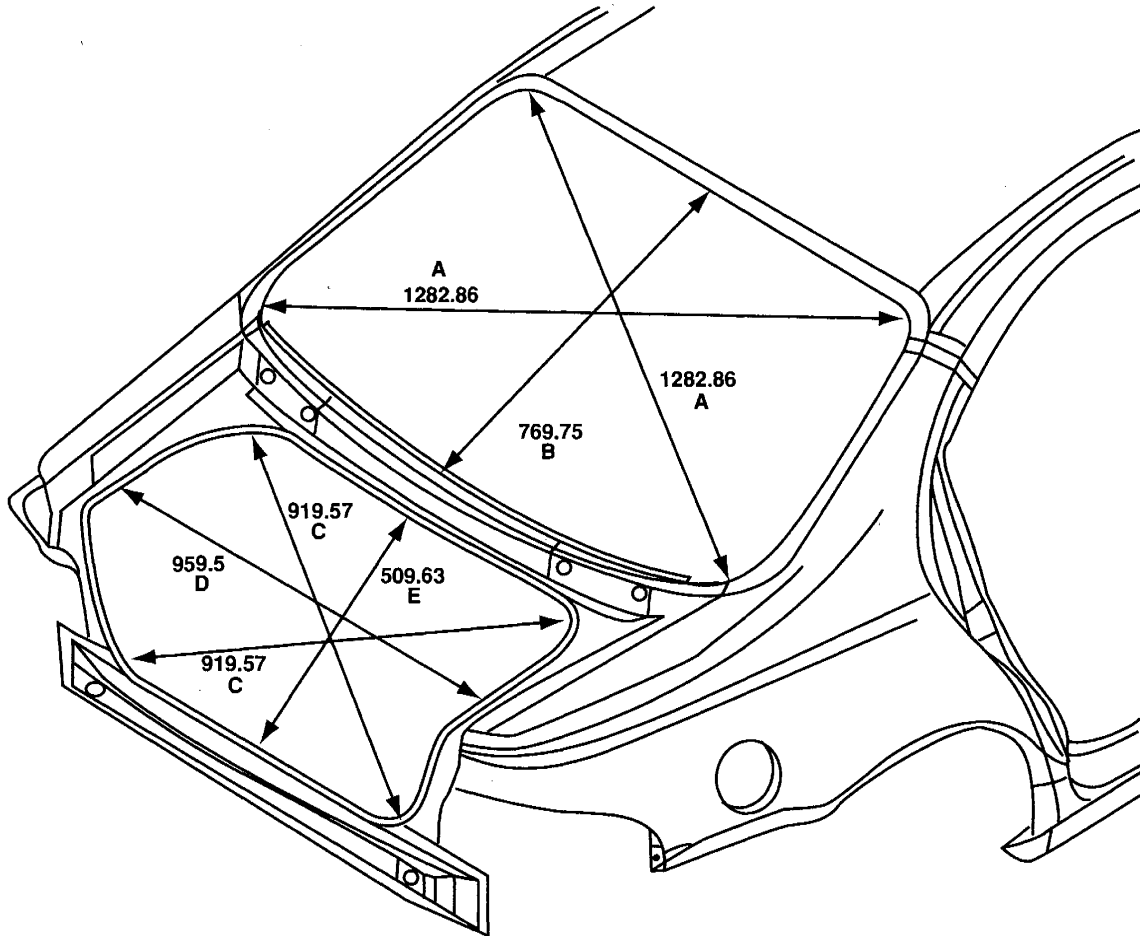
WINDSHIELD



Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



REAR WINDOW AND TRUNK

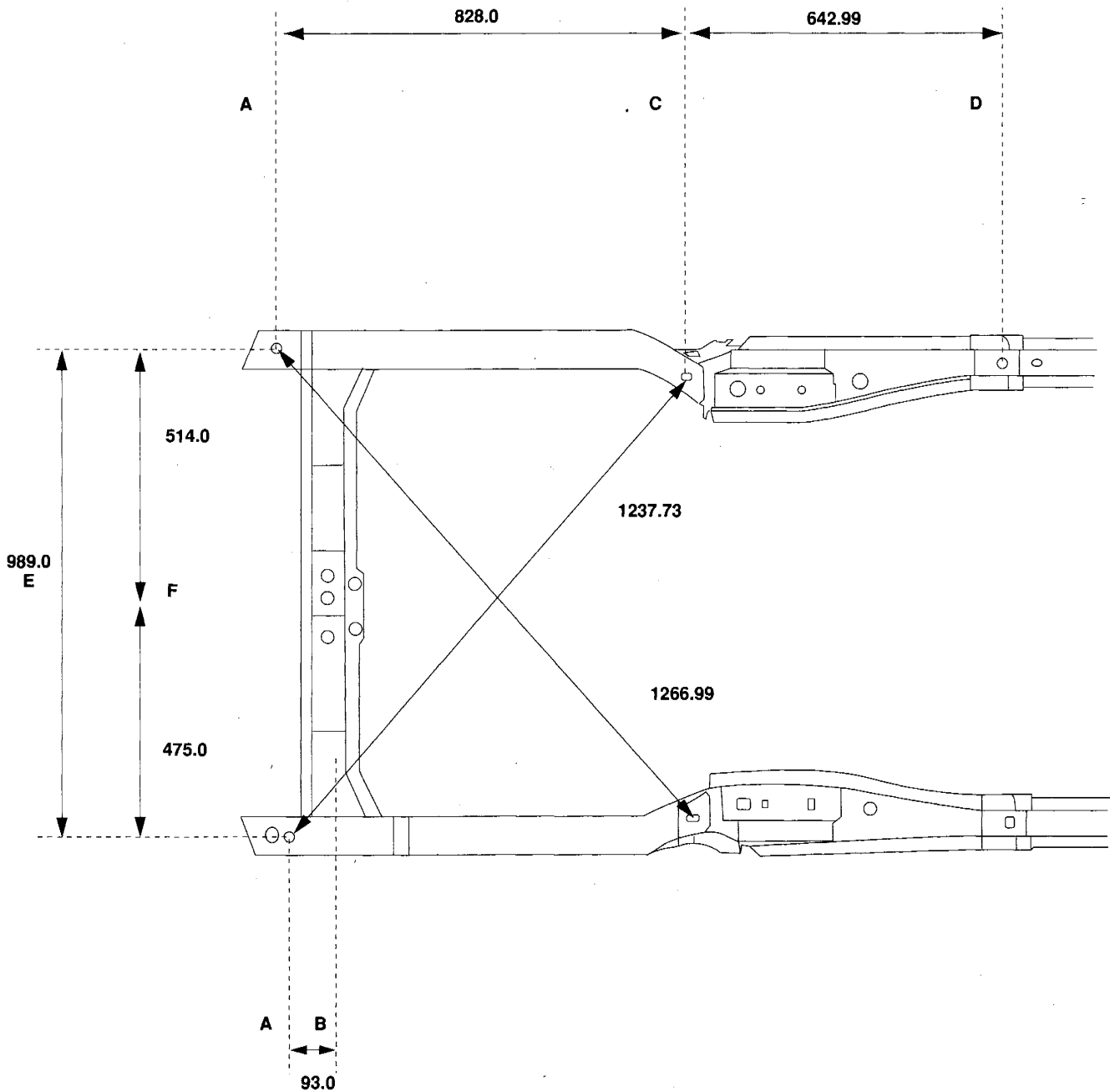


- A. Center of radius upper corner to center of radius lower corner
- B. Lower edge of back glass upper mounting flange to rear deck window mounting flange
- C. Center of deck opening front corner radius to rear tail panel deck opening radius
- D. Rear edge of drain trough joint
- E. Front deck opening weatherstrip flange to deck opening tail panel weatherstrip flange

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



FRONT FRAME RAILS



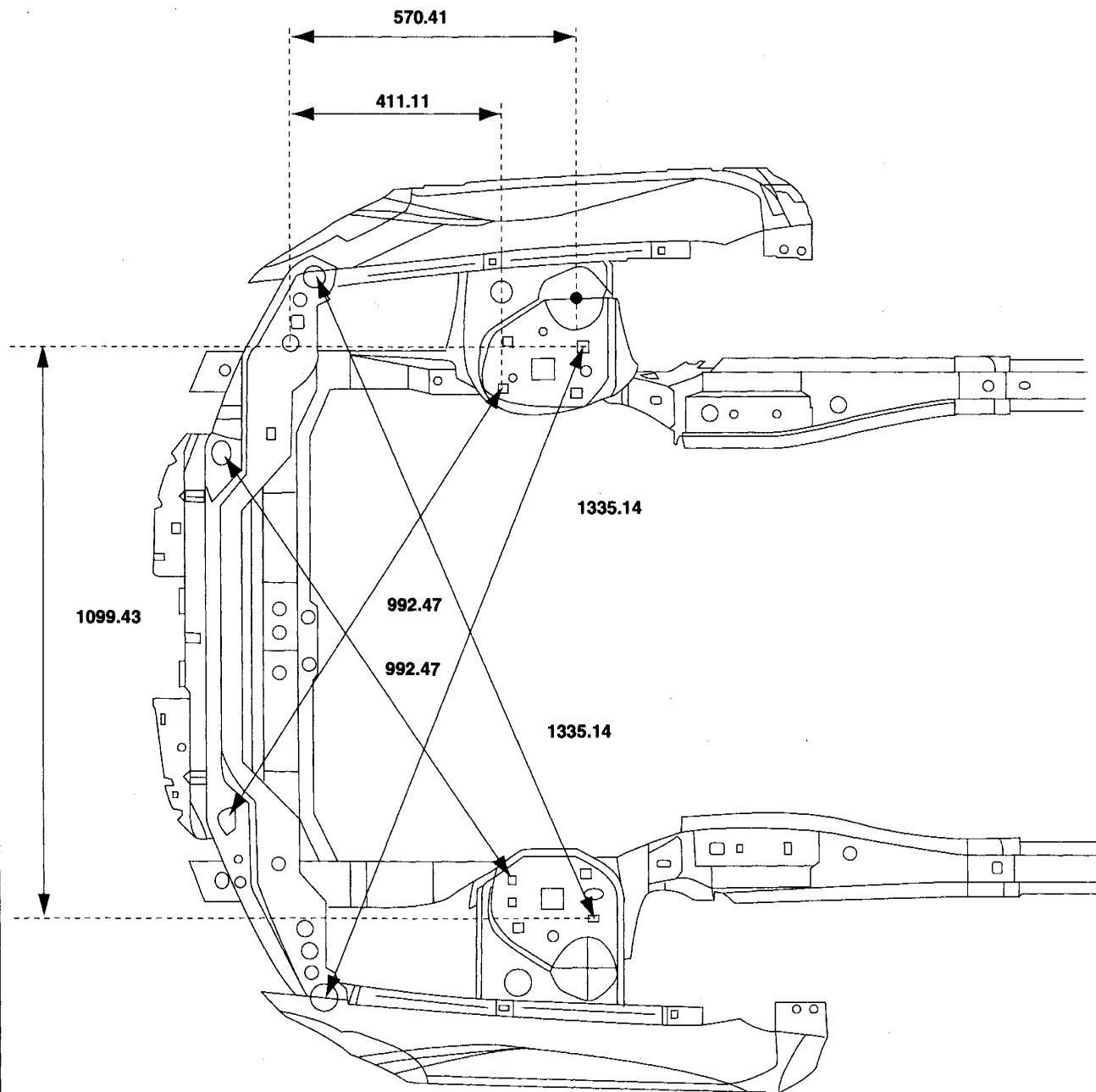
- A. Engine compartment forward principle locating point (PLP)
- B. Center of lower crossmember
- C. Engine compartment rear PLP
- D. Front rail rear PLP
- E. Width of engine compartment forward PLP
- F. Center of lower crossmember to engine compartment forward PLP

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



Body Dimensions & Specifications

ENGINE COMPARTMENT



Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.

Body Dimensions & Specifications



	1	2	3	4	5	6	7	8	9	10	11	12	13	14
A														
B														
C														
D														
E														
F														
G														
H														
I														
J														
K														
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Q														
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S														
T														
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V														
W														

This is a very easy way to write up your measurement information. You can tell at a glance when a dimension changes, and you can do what is necessary to stay in specification before you proceed.

Here's how to use this sheet or a similar one since each vehicle manufacturer supplies critical measuring point information.

Each time a correction is made to restore the body to its proper dimension, all readings should be taken again, in addition to the dimension you have just corrected.

The A-B-C, etc. are the measuring point dimensions. The 1-2-3, etc. are the readings taken at measurement step 1 — measurement step 2, etc.

This sheet tells you at a glance how you stand in restoring the body to its proper state.

When using the tram and centering gage system, *always* compile a list of dimensions each time you measure. This provides the information for measurement comparison, especially during the pulling and straightening phase of body collision repair.

The manufacturer of the equipment supplies information, so be sure you constantly review it and bulletins so you will be up to date on repair techniques.

**TAKE FULL ADVANTAGE OF
WHAT MOPAR SHEET METAL CAN DO FOR YOUR BUSINESS!**

**MANUFACTURING
&
STAMPING:**

ONLY MOPAR SHEET METAL REPLACEMENT PARTS ARE COMPUTER MANUFACTURED ON THE SAME STAMPING DIES AS THE ORIGINAL SHEET METAL THAT'S USED ON CHRYSLER CORPORATION VEHICLES, AND MEETS OR EXCEEDS ALL FEDERAL SAFETY STANDARDS.

FIT:

ONLY MOPAR SHEET METAL MEETS CHRYSLER'S HIGH QUALITY STANDARDS FOR FIT AND FINISH BY USING A SPECIALLY CONSTRUCTED FIXTURE TO DUPLICATE THE VEHICLE'S ORIGINAL DESIGN DIMENSIONS.

WARRANTY:

MOPAR SHEET METAL IS BACKED BY A 7-YEAR/UNLIMITED MILEAGE LIMITED WARRANTY.*

COATING:

ALL MOPAR SHEET METAL INCLUDES A GALVANNEALED COATING BETWEEN THE SPRAY PRIMER AND BASE METAL TO PROVIDE SUPERIOR CORROSION RESISTANCE.

MATERIAL:

MOPAR USES ONE-AND-A-HALF AND TWO-SIDED GALVANIZED (ZINC-COATED) STEEL AND TWO-SIDED GALVANNEALED (ZINC/IRON-COATED) STEEL TO CONSTRUCT TOUGH SHEET METAL PARTS TO PROVIDE MAXIMUM PROTECTION.

IF YOU CARE ABOUT YOUR BUSINESS AND YOUR CUSTOMERS' LONG-TERM SATISFACTION, USE ONLY MOPAR SHEET METAL PARTS ON CHRYSLER CORPORATION VEHICLES.

***SEE YOUR LOCAL CHRYSLER CORPORATION DEALER FOR A COPY OF THE WARRANTY.**