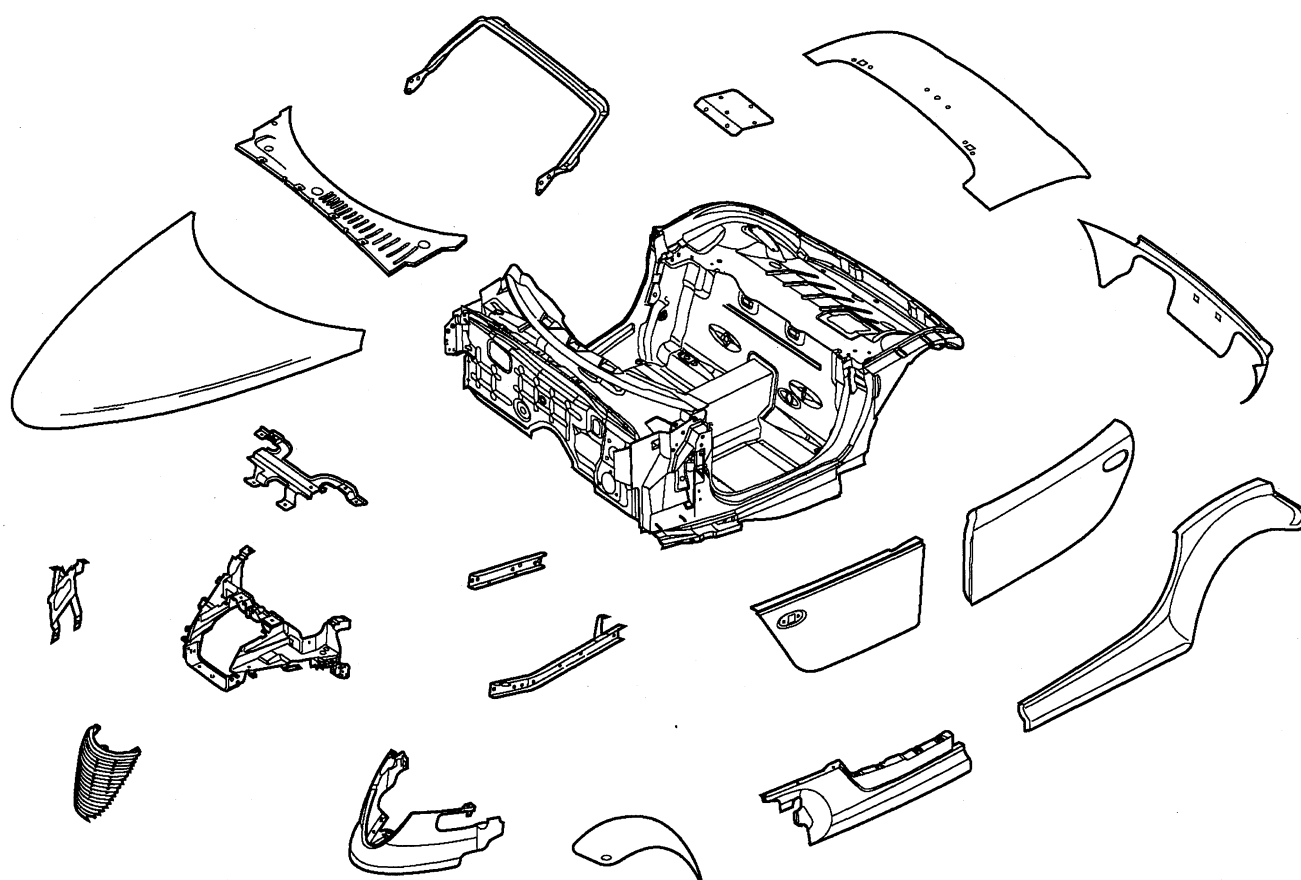




BODY CONSTRUCTION, DIMENSIONS & JOINTS



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 fastener and devices such as E-Clips, Cir-Clips, Snap Rings, etc., because 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 vehicles.
- 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 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 methods they select.

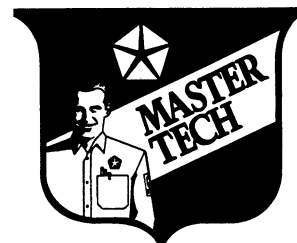
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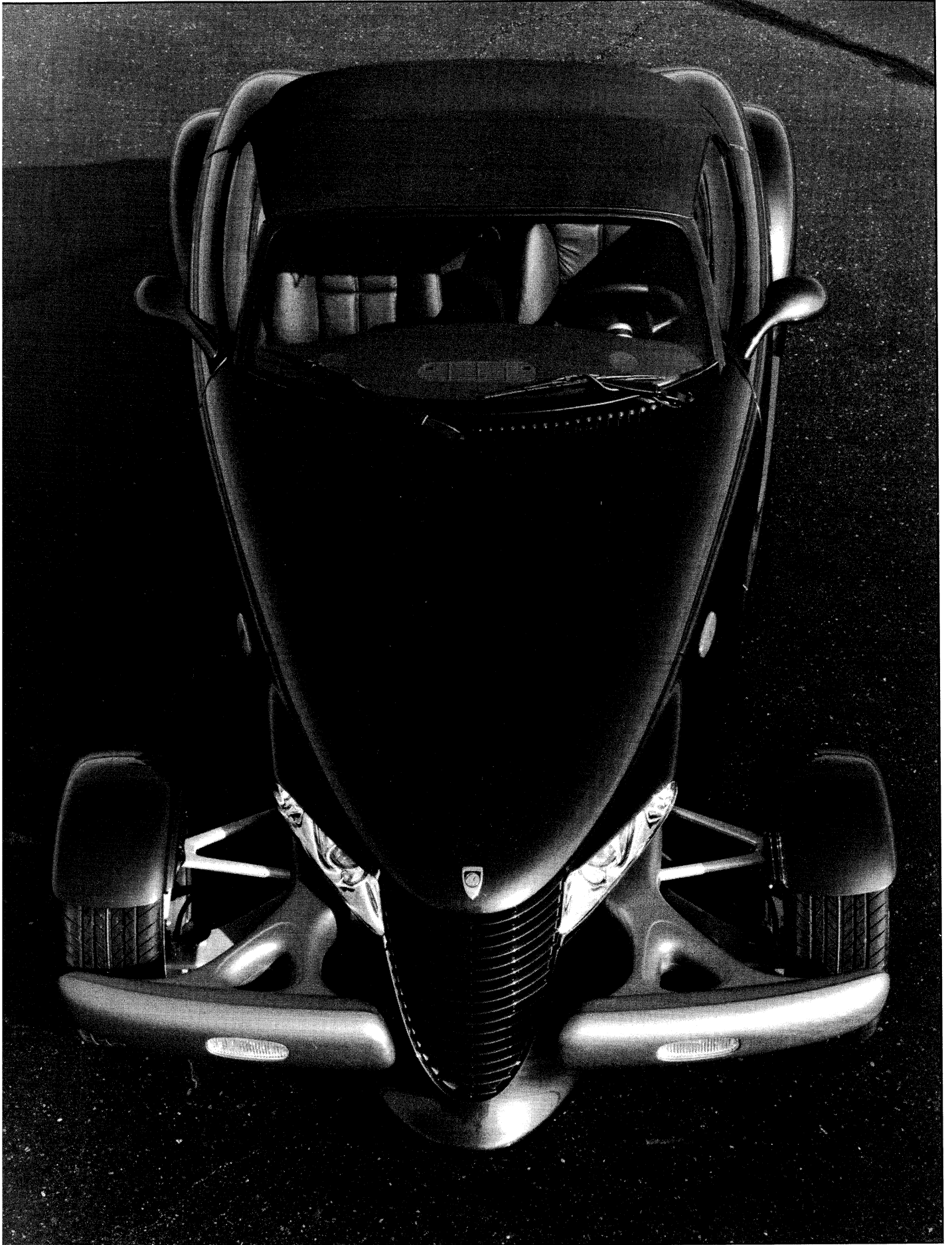
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CustomerOne 





Prowler

PLYMOUTH PROWLER

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PROWLER



Introduction

This manual has been prepared for use by all body technicians involved in the repair of the Plymouth Prowler.

This manual shows:

- Typical body panels in these vehicles
- The types of welds and rivets for the panel
- The weld and rivet locations for these panels
- Proper Sealer types and correct locations

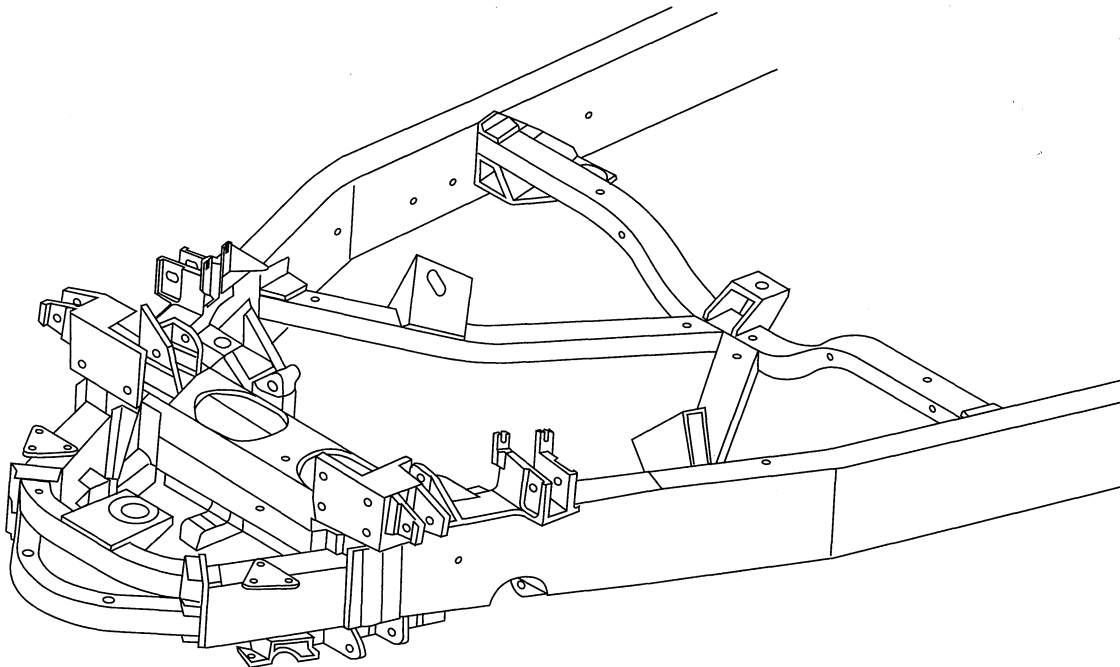
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PROWLER



Frame Repair



PROW-100



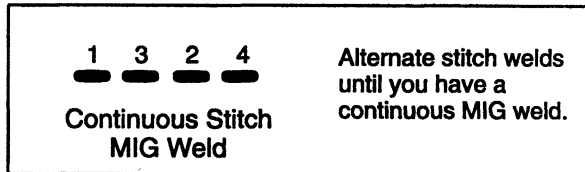
Explanation of Contents

EXPLANATION OF SECTION CONTENTS

The major construction of the frame is welded tubing. Here are some examples for replacement of these parts.

SYMBOLS

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

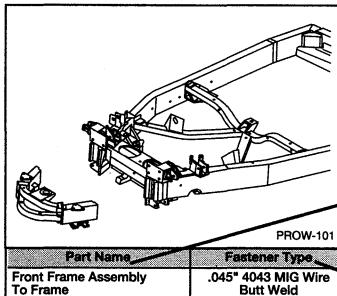


FASTENER REPLACEMENT OR REPAIR

- To repair damaged self-tapping screws, drill the appropriate size hole a half inch away from the existing damaged hole and use a new fastener.
- To remove blind structural rivets, center punch the rivet for a guide. Drill the rivet out using a drill bit designed to drill stainless steel rivets. Use coated steel rivets for replacement.
- All fasteners must be replaced with released fasteners with PS5973L DACROMET coating.
- All fasteners and mating surfaces must be clean of all oils and lubricants before applying torque.



Front Frame Assembly



CAUTIONS:

DO NOT put inserts in collapse areas. Strengthening the parts will change the way collision damage is absorbed, possibly endangering the passengers.

When removing this section care should be taken not to damage the side rails where the front frame assembly is attached.

Do not section in the following areas:

- Suspension mounting locations
- Structural part mounting locations
- Dimensional reference holes
- Compound shapes/reinforcements
- Reinforcements (except as noted)
- Compound structures
- Collapse/crush zones
- Engine or drivetrain mounting locations

Indicates the name of the parts being fastened together. These parts are illustrated in the box above.

Indicates the type of weld to be performed and the type of welding wire to be used.

Indicates area of repair being referred to.



NOTE: Do some test welds to double check your equipment and to insure your welds are the very best quality and conform to the American Welding Society standards.

NOTE: For weld specifications contact:

American Welding Society

550 Northwest Le Juene Rd.

P. O. Box 351040

Miami, Florida 33135

Phone: (305) 443-9353

Points which require particular attention during welded frame section replacement work.

The frame section removal instructions and accompanying illustrations are given in the order in which the work is to be performed.

The frame section 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.

NOTES WITH REGARD TO REPAIR WORK

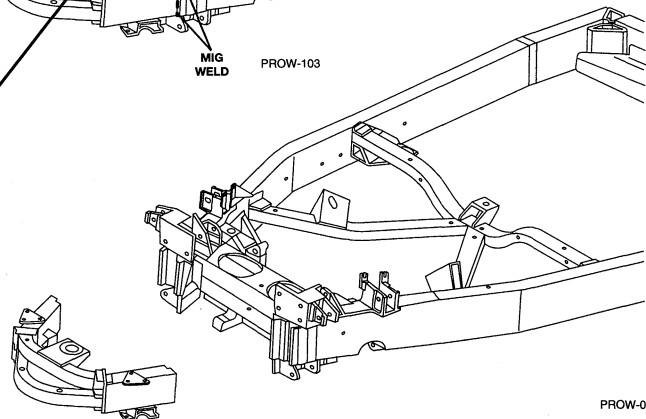
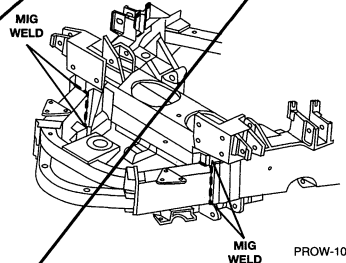
- Frame sectioning is limited to replacing the front frame assembly.
- 4043 MIG welding wire, .045" in diameter, is recommended for structural aluminum repairs. Use Argon shielding gas.
- When straightening the aluminum frame, be aware that aluminum is softer than steel and will gouge easier. When clamping and anchoring, use a larger surface area than steel and clamp in thicker section.

REMOVAL

1. The frame should be straightened and squared before removing front frame assembly.
2. Remove all MIG butt welds. Use a die grinder or other suitable means.

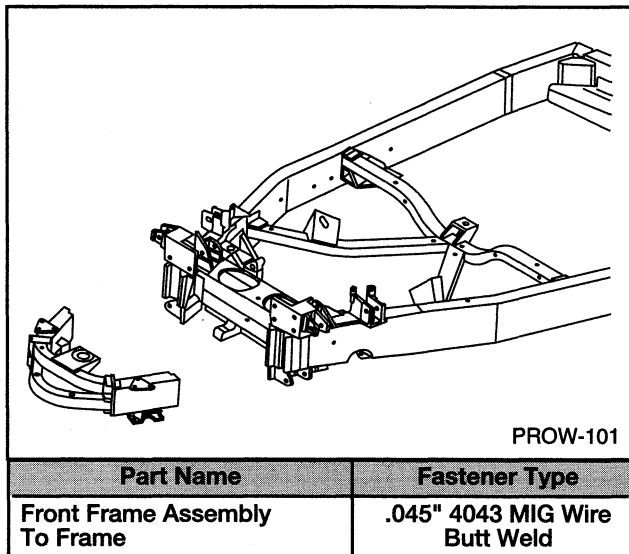
INSTALLATION

1. Clean and prep all rails and braces.
2. Tack weld new front frame assembly in place using 4043 MIG wire .045 in.
3. Measure and recheck alignments.
4. Complete MIG welding.





Front Frame Assembly



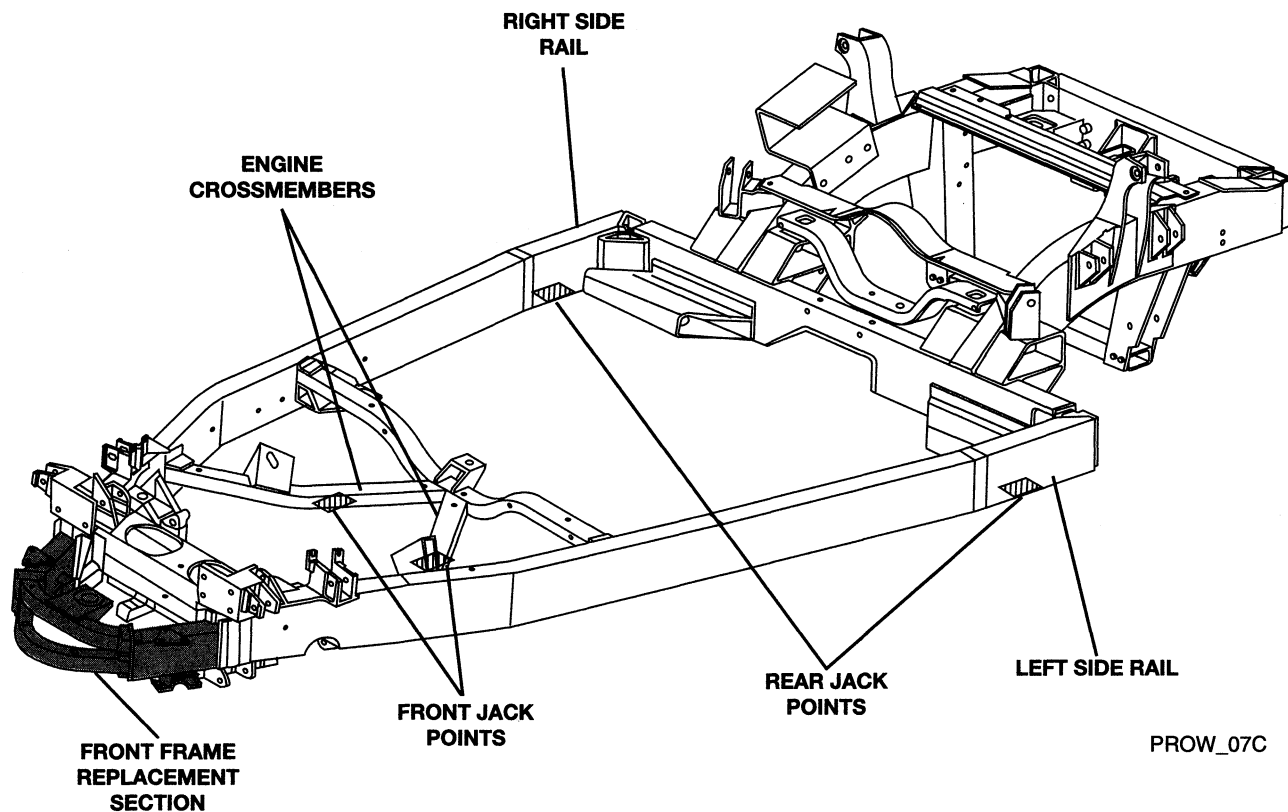
CAUTIONS:

DO NOT put inserts in collapse areas. Strengthening the parts will change the way collision damage is absorbed, possibly endangering the passengers.

When removing this section, care should be taken not to damage the side rails where the front frame assembly is attached.

Do not section in the following areas:

- Suspension mounting locations
- Structural part mounting locations
- Dimensional reference holes
- Compound shapes/reinforcements
- Reinforcements (except as noted)
- Compound structures
- Collapse/crush zones
- Engine or drivetrain mounting locations





NOTES WITH REGARD TO REPAIR WORK

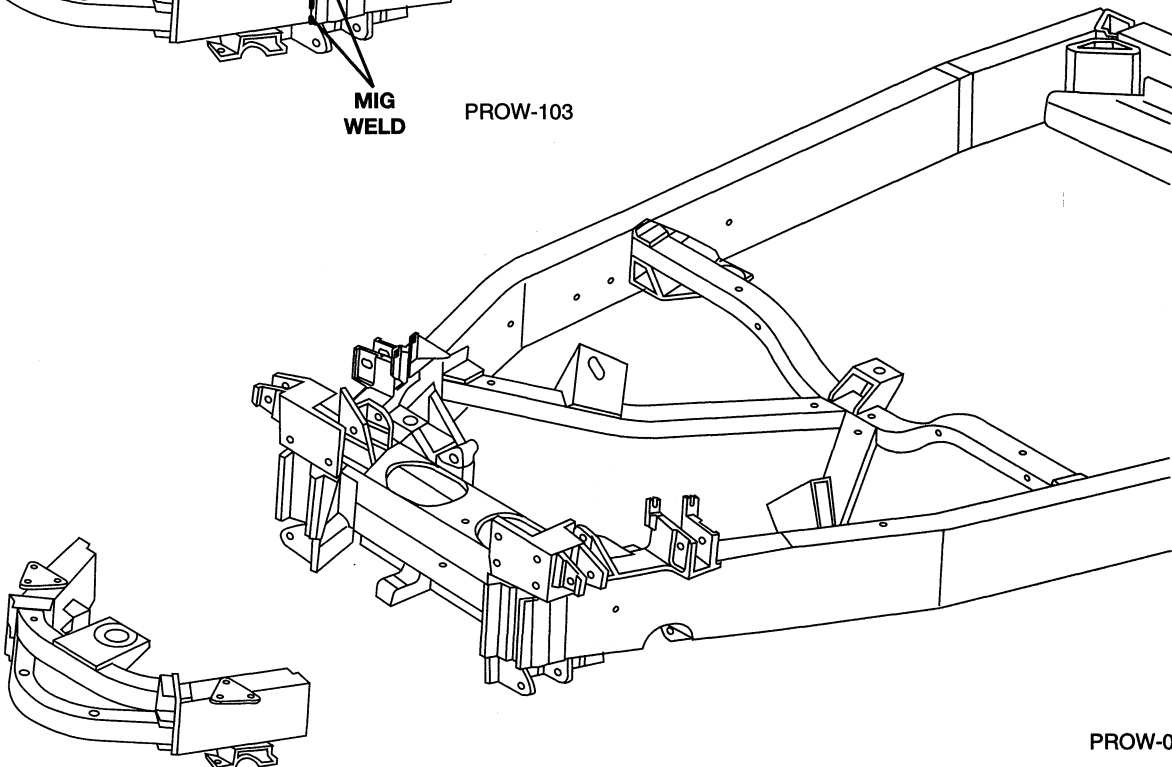
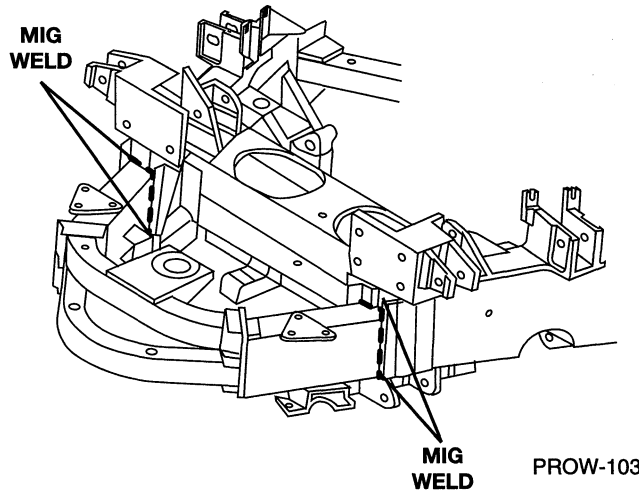
- Frame sectioning is limited to replacing the front frame assembly.
- 4043 MIG welding wire, .045" in diameter, is recommended for structural aluminum repairs. Use Argon shielding gas.
- When straightening the aluminum frame, be aware that aluminum is softer than steel and will gouge easier. When clamping and anchoring, use a larger surface area than steel and clamp in thicker section.

REMOVAL

1. The frame should be straightened and squared before removing front frame assembly.
2. Remove all MIG butt welds. Use a die grinder or other suitable means.

INSTALLATION

1. Clean and prep all rails and braces.
2. Tack weld new front frame assembly in place using 4043 MIG wire .045 in.
3. Measure and recheck alignments.
4. Complete MIG welding.

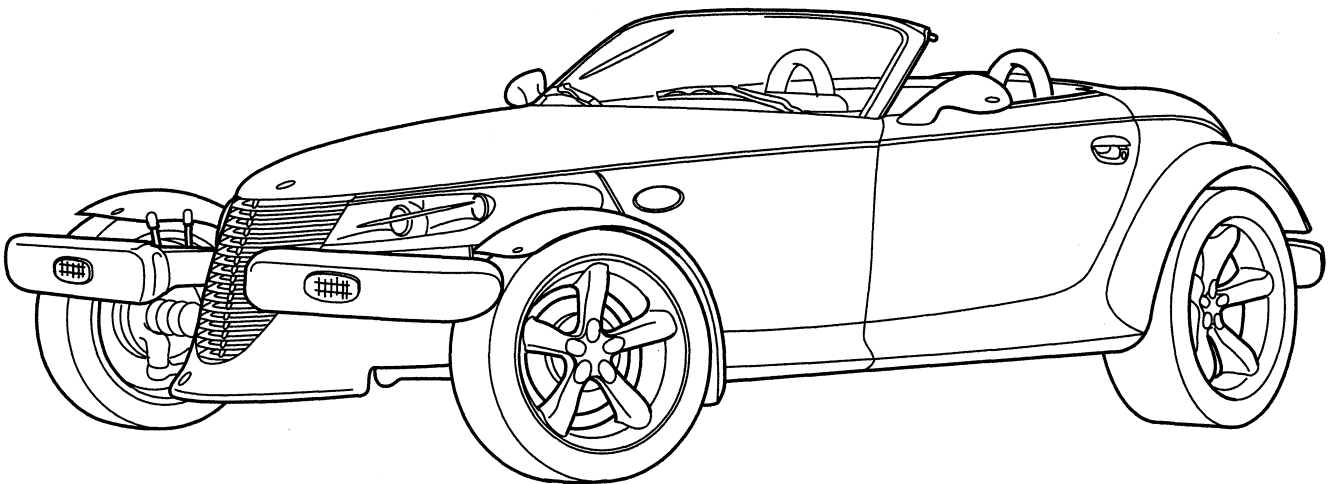


PROW-025

PROWLER



Body Construction Characteristics



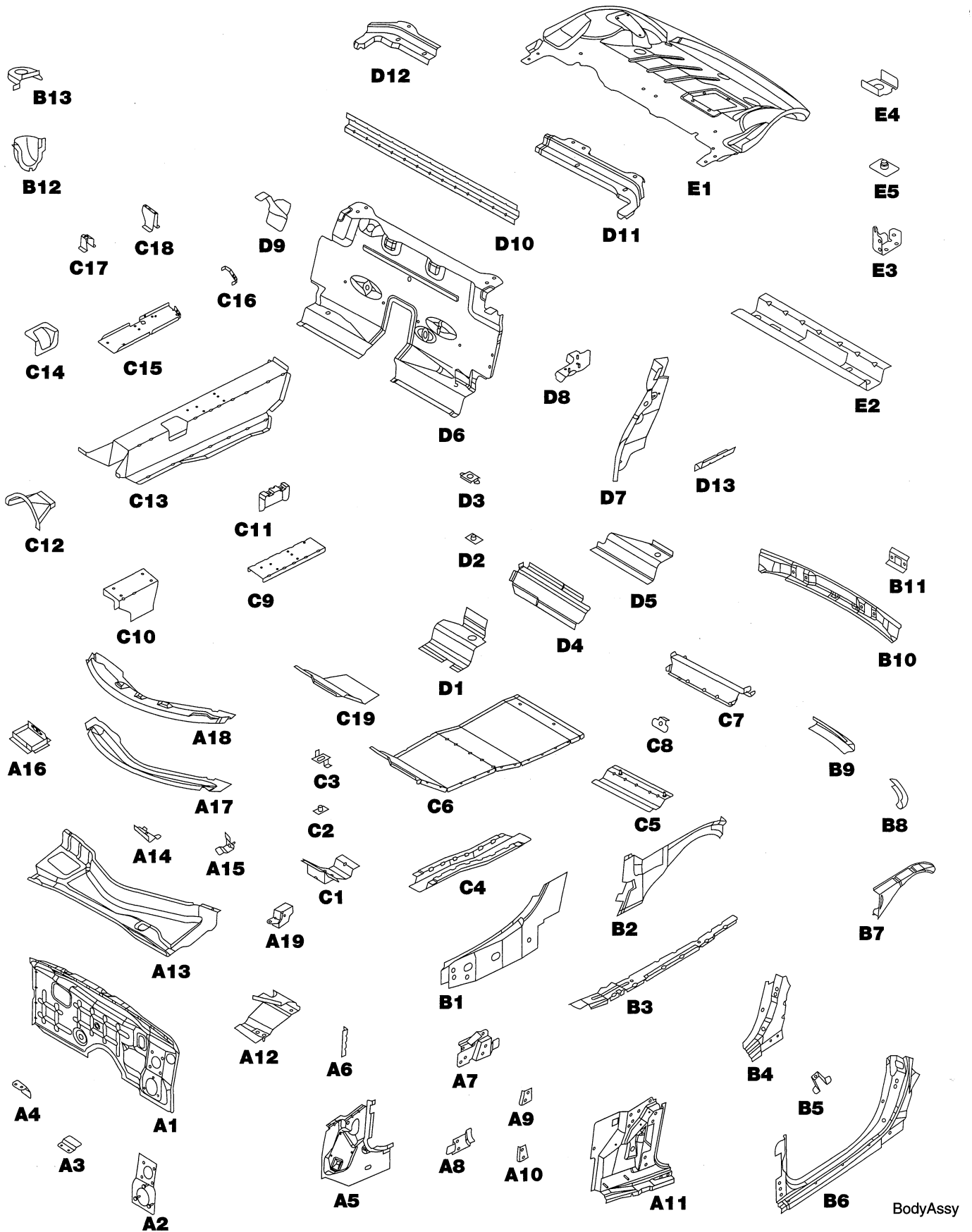
Front-V

Body Components..... 14

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BODY COMPONENTS — PROWLER



**Dash, Cowl & Plenum Components**

1. Dash Panel
2. Dash Bracket Booster & Steering Column Reinf.
3. Dash Panel Speed Control Rsvr. Attach Bracket
4. Cross Brace to Dash Panel Reinf.
5. Cowl Side Panel
6. Cowl Side I/P Beam Bracket
7. Windshield Frame Hood & Upper Hinge Reinf.
8. B/Side Hinge Pillar Attach Lower Tapping Plate
9. B/Side Door Hinge Upper Reinf.
10. B/Side Hinge Pillar Dr Hinge Att. Lwr. Reinf.
11. B/Side Front Hinge Pillar Reinf.
12. Cowl Plenum Lwr. Strg. Col. Sub Assy. Bracket
13. Cowl Plenum Lwr. Panel
14. Cowl Plenum Lwr. Upper Motor Bracket
15. Cowl Plenum Lwr. HVAC Ctr. Bracket
16. Cowl Plenum Lwr. HVAC Intake Sub Assy. Ext.
17. Cowl Plenum Upper Panel Reinf.
18. Cowl Plenum Upper Panel
19. Cowl Plenum & Pillar Reinf. Assy.

Body Side & Deck Opening Components

1. Body Side Sill Panel Inner Front
2. Body Side Sill Panel Inner Rear
3. Body Side Outer to Inner Sill Reinf.
4. Body Side Rear Pillar Reinf.
5. Body Side Inner Lower Outer Trim Attd. Bracket
6. Body Side Outer
7. Body Side Outer Rear Panel
8. Deck Opening Lower Outer Front Panel
9. Deck Opening Lower Outer Rear Panel
10. Deck Opening Lower Inner Panel Reinf.
11. Deck Opening Lower Inner Panel
12. Fuel Filler Mounting Panel
13. Fuel Filler Closure Panel

Front Floor Pan & Tunnel Assy Components

1. Front Floor Mounting Reinf.
2. Front Body Mounting Tapping Plate
3. Front Floor Pan Front Body Mount Retainer
4. Front Floor Longitudinal Reinf.
5. Seat Riser Assy. Crossmember
6. Front Floor Pan
7. Crossmember Seat Riser Front
8. Seat Riser Front Crossmember Tapping Plate
9. Front Floor Tunnel Shtr. & P/Brk Reinf.
10. I/P Ctr. Stack & Air Bag Mod. Reinf.
11. I/P Ctr. Stack & F/Pan Tunnel Bracket
12. Front Floor Pan Tunnel Side Rear Reinf.
13. Front Floor Pan Tunnel Panel
14. Front Floor Pan Tunnel Shifter Cable Panel
15. Front Floor Pan Tunnel Console
16. Front Floor Pan Tunnel Park Brake Cable Brk.
17. Front Floor Pan Tunnel Console Front Att. Brk.
18. Frt. Floor Pan Tunnel Console Arm Rest Brk.
19. Front Floor Pan Doubler Reinf.

Bulkhead Shelf Panel Components

1. Bulkhead Body Mnt. Doubler Reinf.
2. Shelf Bulkhead Panel Body Mount T-Plate
3. Shelf Bulkhead Panel Body Mount Retainer
4. Bulkhead Body Mount Doubler Reinf.
5. Bulkhead Panel Body Mount Reinf.
6. Shelf Bulkhead Panel
7. Shelf Bulkhead Extension
8. Stud Plate Assy. - Rear F/Pan & W/Hse
9. Shelf Bulkhead DSI C/Out Upper Panel
10. Shelf Bulkhead DSI Lower Reinf.
11. Shelf Bulkhead DSI Upper - Left
12. Shelf Bulkhead DSI Upper - Right
13. Bulkhead DSI Closeout Lower Shelf

Rear Floor Pan Components

1. Rear Floor Pan
2. Rear Floor Pan Reinforcement
3. Rear Floor Pan Bracket
4. Rear Floor Pan Mounting Tapping Plate
5. Rear Floor Pan Mount Retainer

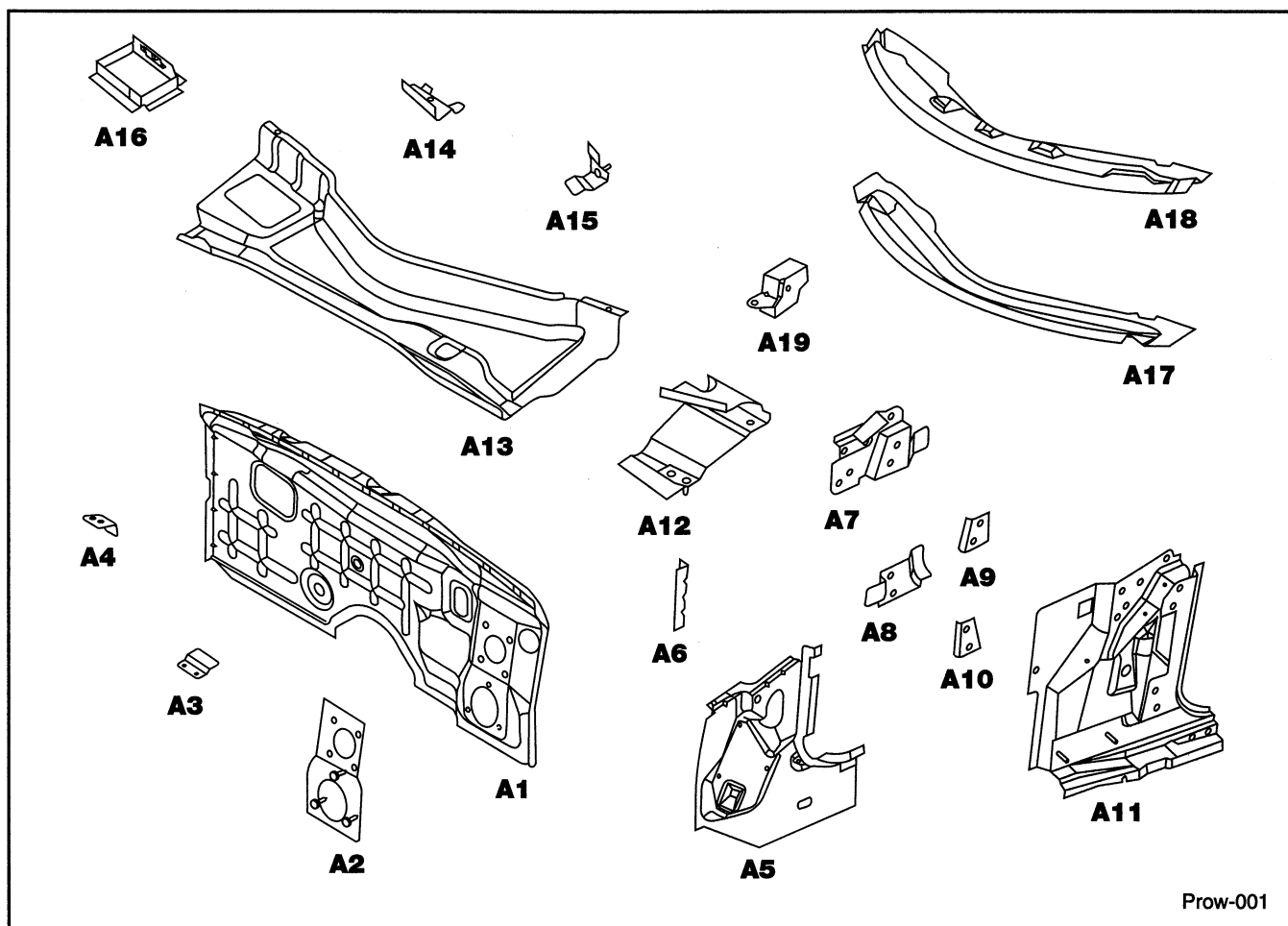


Body Construction Characteristics

DASH, COWL & PLENUM COMPONENTS

The parts listed below may be serviced individually or as an assembly.

- | | |
|---|---|
| 1. Dash Panel | 11. B/Side Front Hinge Pillar Reinf. |
| 2. Dash Bracket Booster & Steering Column Reinf. | 12. Cowl Plenum Lwr. Strg. Col. Sub Assy. Bracket |
| 3. Dash Panel Speed Control Rsvr. Attach Bracket | 13. Cowl Plenum Lwr. Panel |
| 4. Cross Brace to Dash Panel Reinf. | 14. Cowl Plenum Lwr. Upper Motor Bracket |
| 5. Cowl Side Panel | 15. Cowl Plenum Lwr. HVAC Ctr. Bracket |
| 6. Cowl Side I/P Beam Bracket | 16. Cowl Plenum Lwr. HVAC Intake Sub Assy. Ext. |
| 7. Windshield Frame Hood & Upper Hinge Reinf. | 17. Cowl Plenum Upper Panel Reinf. |
| 8. B/Side Hinge Pillar Attach Lower Tapping Plate | 18. Cowl Plenum Upper Panel |
| 9. B/Side Door Hinge Upper Reinf. | 19. Cowl Plenum & Pillar Reinf. Assy. |
| 10. B/Side Hinge Pillar Dr Hinge Att. Lwr. Reinf. | |



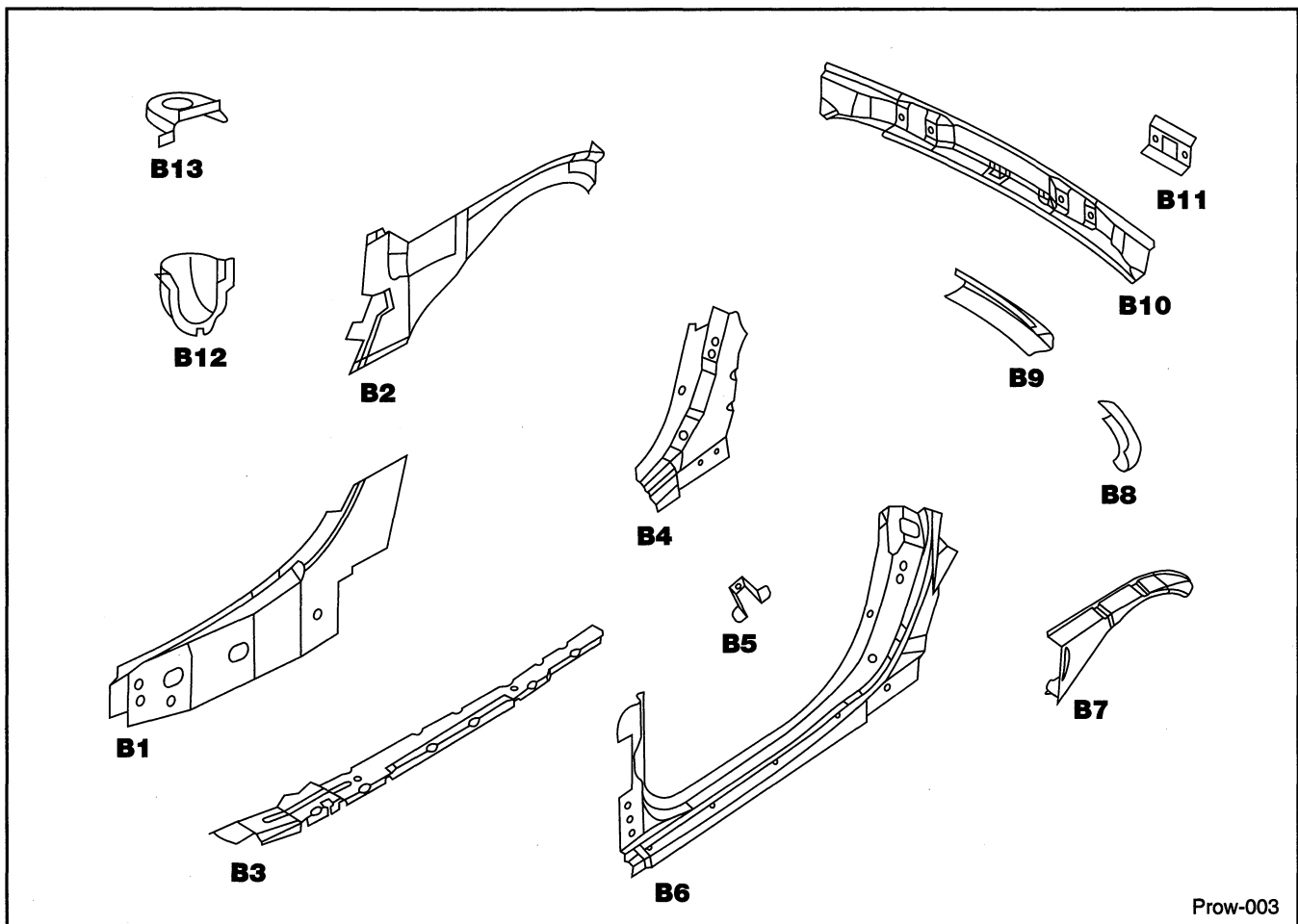
Prow-001



BODY SIDE & DECK OPENING COMPONENTS

The parts listed below may be serviced individually or as an assembly.

1. Body Side Sill Panel Inner Front
2. Body Side Sill Panel Inner Rear
3. Body Side Outer to Inner Sill Reinf.
4. Body Side Rear Pillar Reinf.
5. Body Side Inner Lower Outer Trim Attd. Bracket
6. Body Side Outer
7. Body Side Outer Rear Panel
8. Deck Opening Lower Outer Front Panel
9. Deck Opening Lower Outer Rear Panel
10. Deck Opening Lower Inner Panel Reinf.
11. Deck Opening Lower Inner Panel
12. Fuel Filler Mounting Panel
13. Fuel Filler Closure Panel



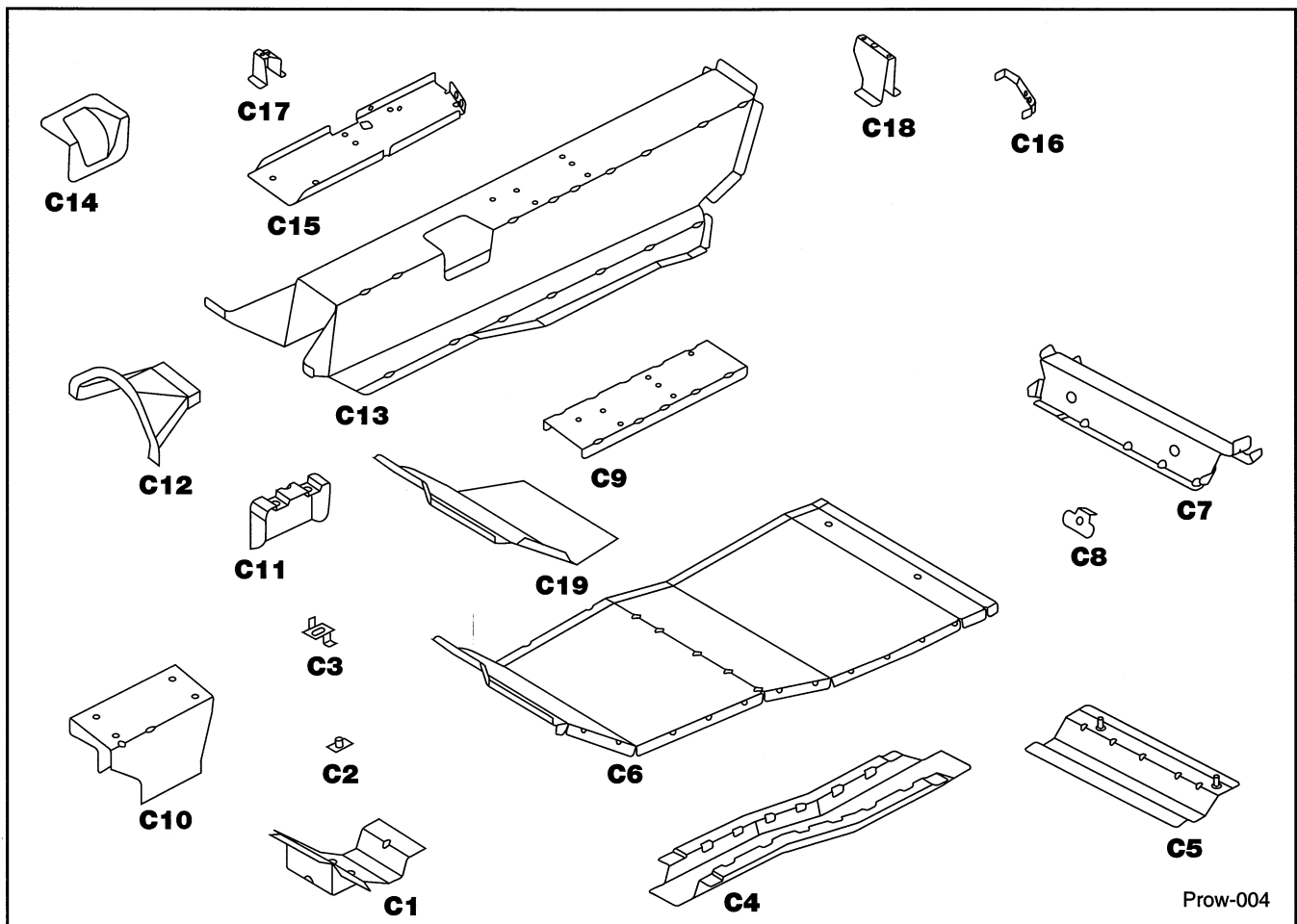
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FRONT FLOOR PAN & TUNNEL ASSY COMPONENTS

The parts listed below may be serviced individually or as an assembly.

1. Front Floor Mounting Reinf.
2. Front Body Mounting Tapping Plate
3. Front Floor Pan Front Body Mount Retainer
4. Front Floor Longitudinal Reinf.
5. Seat Riser Assy. Crossmember
6. Front Floor Pan
7. Crossmember Seat Riser Front
8. Seat Riser Front Crossmember Tapping Plate
9. Front Floor Tunnel Shtr. & P/Brk Reinf.
10. I/P Ctr. Stack & Air Bag Mod. Reinf.
11. I/P Ctr. Stack & F/Pan Tunnel Bracket
12. Front Floor Pan Tunnel Extension
13. Front Floor Pan Tunnel Panel
14. Front Floor Pan Tunnel Shifter Cable Panel
15. Front Floor Pan Tunnel Console
16. Front Floor Pan Tunnel Park Brake Cable Brk.
17. Front Floor Pan Tunnel Console Front Att. Brk.
18. Frt. Floor Pan Tunnel Console Arm Rest Brk.
19. Front Floor Pan Doubler Reinf.



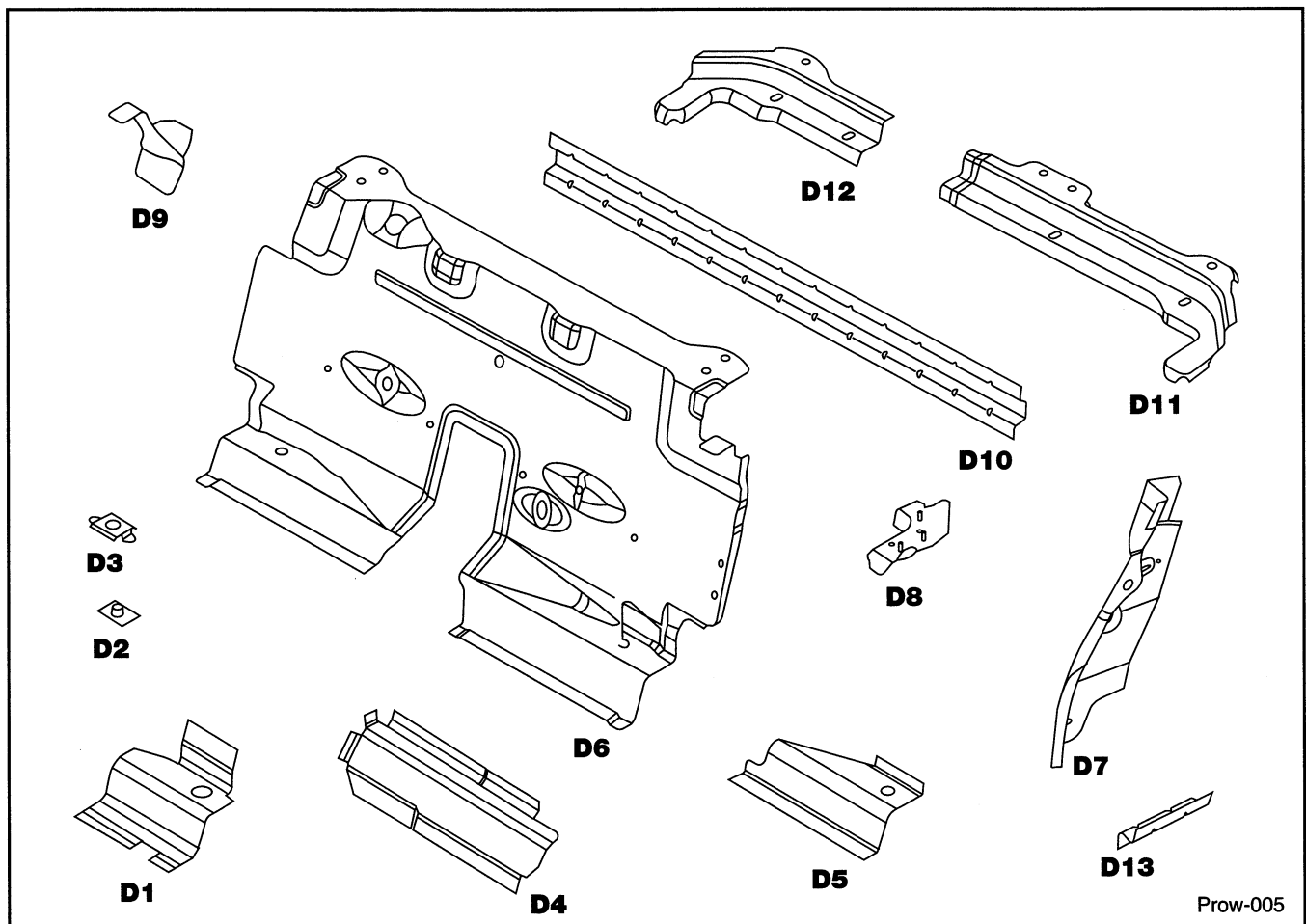
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BULKHEAD SHELF PANEL COMPONENTS

The parts listed below may be serviced individually or as an assembly.

- | | |
|---|--|
| 1. Bulkhead Body Mnt. Doubler Reinf. | 8. Stud Plate Assy. - Rear F/Pan & W/Hse |
| 2. Shelf Bulkhead Panel Body Mount T-Plate | 9. Shelf Bulkhead DSI C/Out Upper Panel |
| 3. Shelf Bulkhead Panel Body Mount Retainer | 10. Shelf Bulkhead DSI Lower Reinf. |
| 4. Bulkhead Body Mount Doubler Reinf. | 11. Shelf Bulkhead DSI Upper - Left |
| 5. Bulkhead Panel Body Mount Reinf. | 12. Shelf Bulkhead DSI Upper - Right |
| 6. Shelf Bulkhead Panel | 13. Bulkhead DSI Closeout Lower Shelf |
| 7. Shelf Bulkhead Extension | |

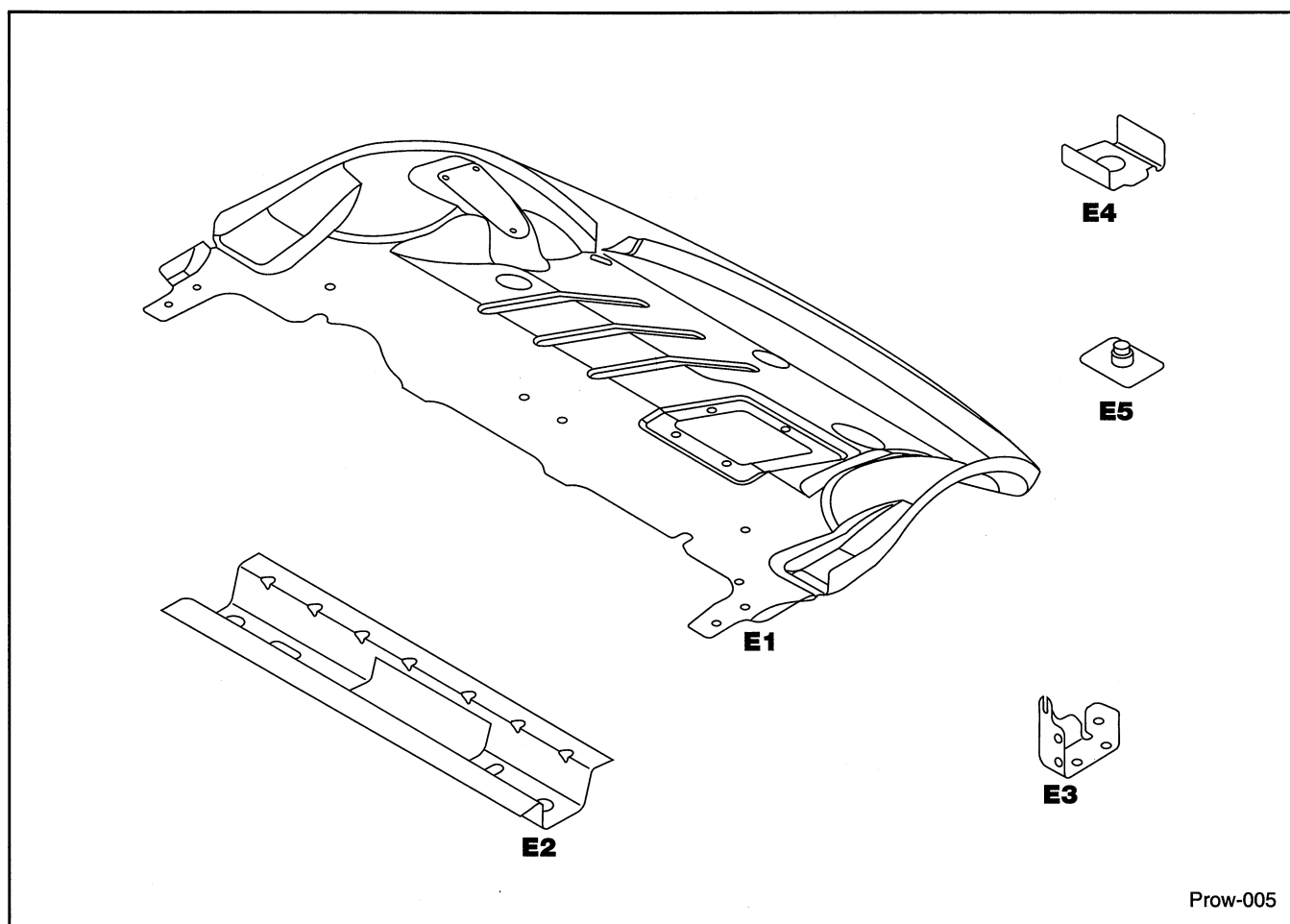




REAR FLOOR PAN COMPONENTS

The parts listed below may be serviced individually or as an assembly.

- | | |
|---------------------------------|--|
| 1. Rear Floor Pan | 4. Rear Floor Pan Mounting Tapping Plate |
| 2. Rear Floor Pan Reinforcement | 5. Rear Floor Pan Mount Retainer |
| 3. Rear Floor Pan Bracket | |

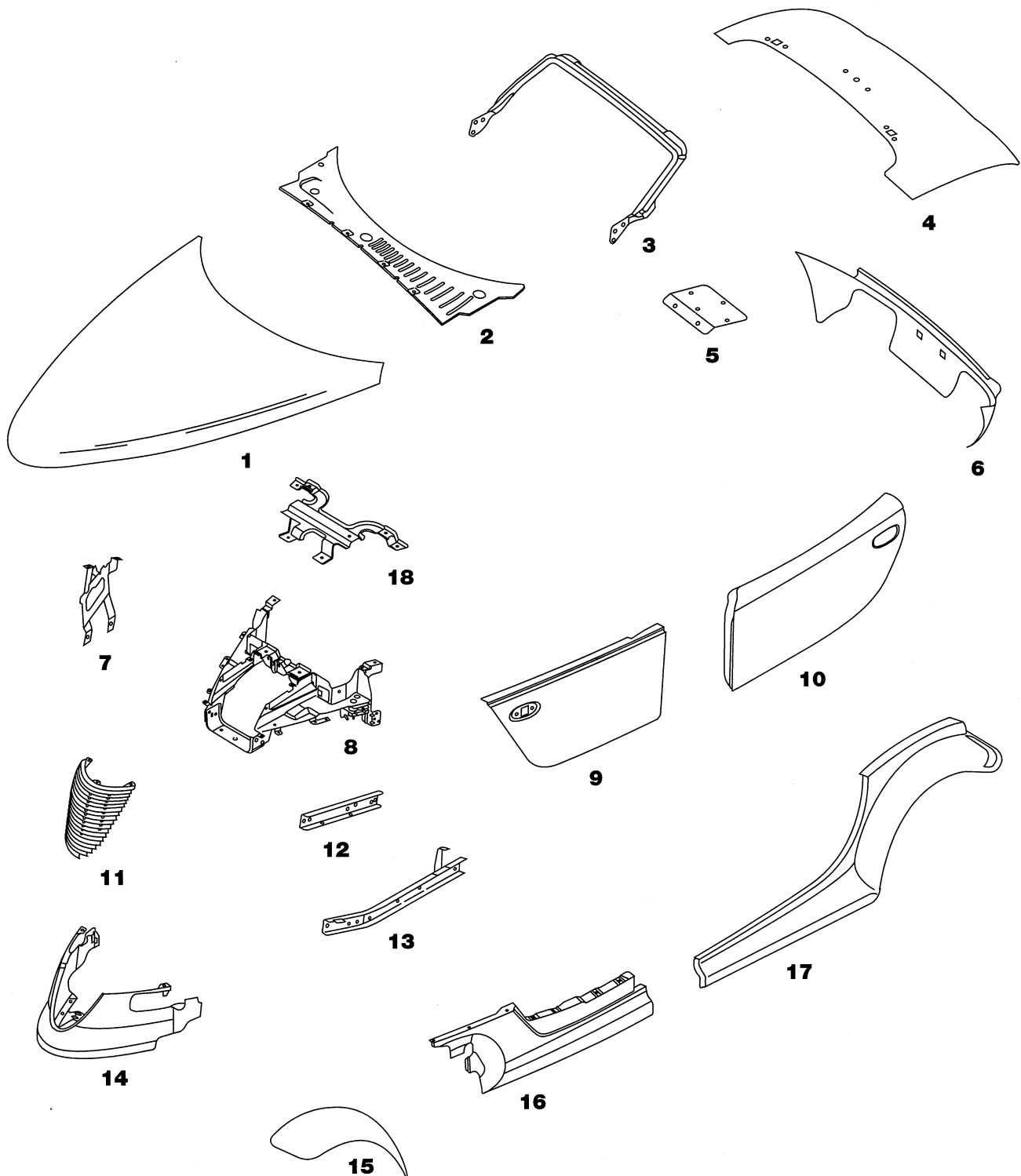


Prow-005

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BOLT-ON BODY COMPONENTS — PROWLER



Prow-a08

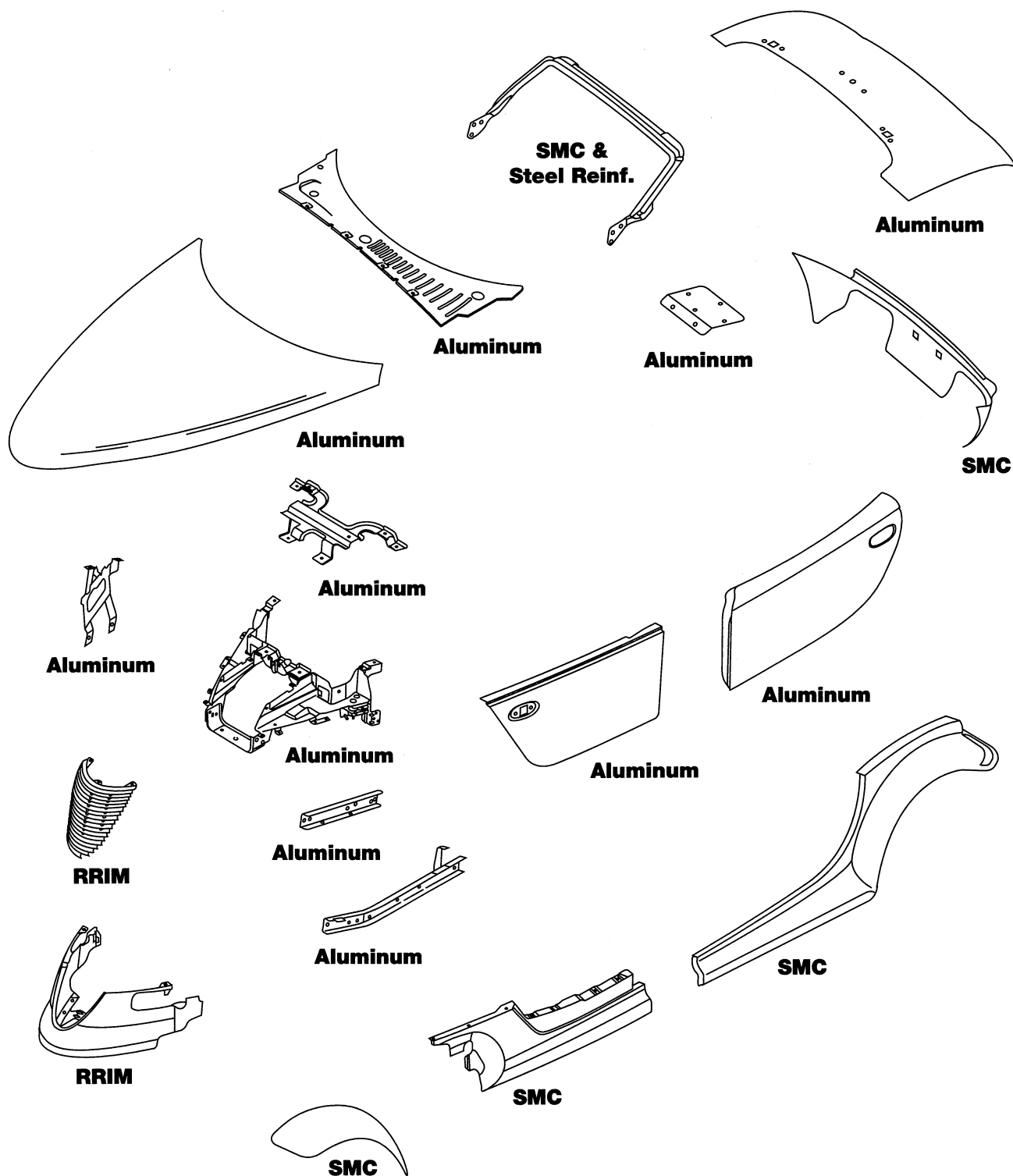


BOLT-ON BODY COMPONENTS

- | | |
|-------------------------------------|--|
| 1. Hood Assy. | 10. Door Assy. |
| 2. Cowl Trim Top | 11. Front Fascia Panel Assy. |
| 3. Windshield Frame Assy. | 12. Hood Side Upper Beam |
| 4. Deck Assy. | 13. Hood Side Lower Beam |
| 5. Fuel Filter Cover | 14. Front Fascia Panel Assy. |
| 6. Rear Fascia | 15. Front Fender Assy. |
| 7. Hood Side Beam Inner Right Panel | 16. Panel Assy. Front Qrt. and Side Sill |
| 8. Headlamp Support Assy. | 17. Rear Quarter Panel and Fender Assy. |
| 9. Hood Side Panel | 18. Upper Cooling System Support |



BODY COMPONENTS MATERIALS — PROWLER



Prow-a08



INTRODUCTION

All body panels are made of plastic composition or aluminum materials. Different processes are used to create and shape the panels. Most body and internal structure panels are aluminum. Front, rear fenders, and rear fascia/valance are constructed of SMC (Sheet Molded Compound). Flexible panels are produced from the RRIM process.

All panels are fastened with adhesive, henrob rivets, pop rivets, or a combination of these fasteners.

Service repair is enhanced as all exterior panels can be easily removed.

- RRIM (Reinforced Reaction Injection Molded) — This process has produced highly flexible plastic panels throughout the industry, an example is the PROWLER front fascia panel.
- SMC (Sheet Molded Compound) — This material is repaired easily using rigid plastic repair procedures. It is constructed using short fiberglass strands usually less than 2" long. Sheet stock of glass impregnated resin matting is placed into the mold and pressed under heat to flow material throughout the mold. Tooling is shear edge designed to mold to net (i.e. no trimming at periphery required).

HENROB RIVETS



Triple Thickness Henrob Rivet



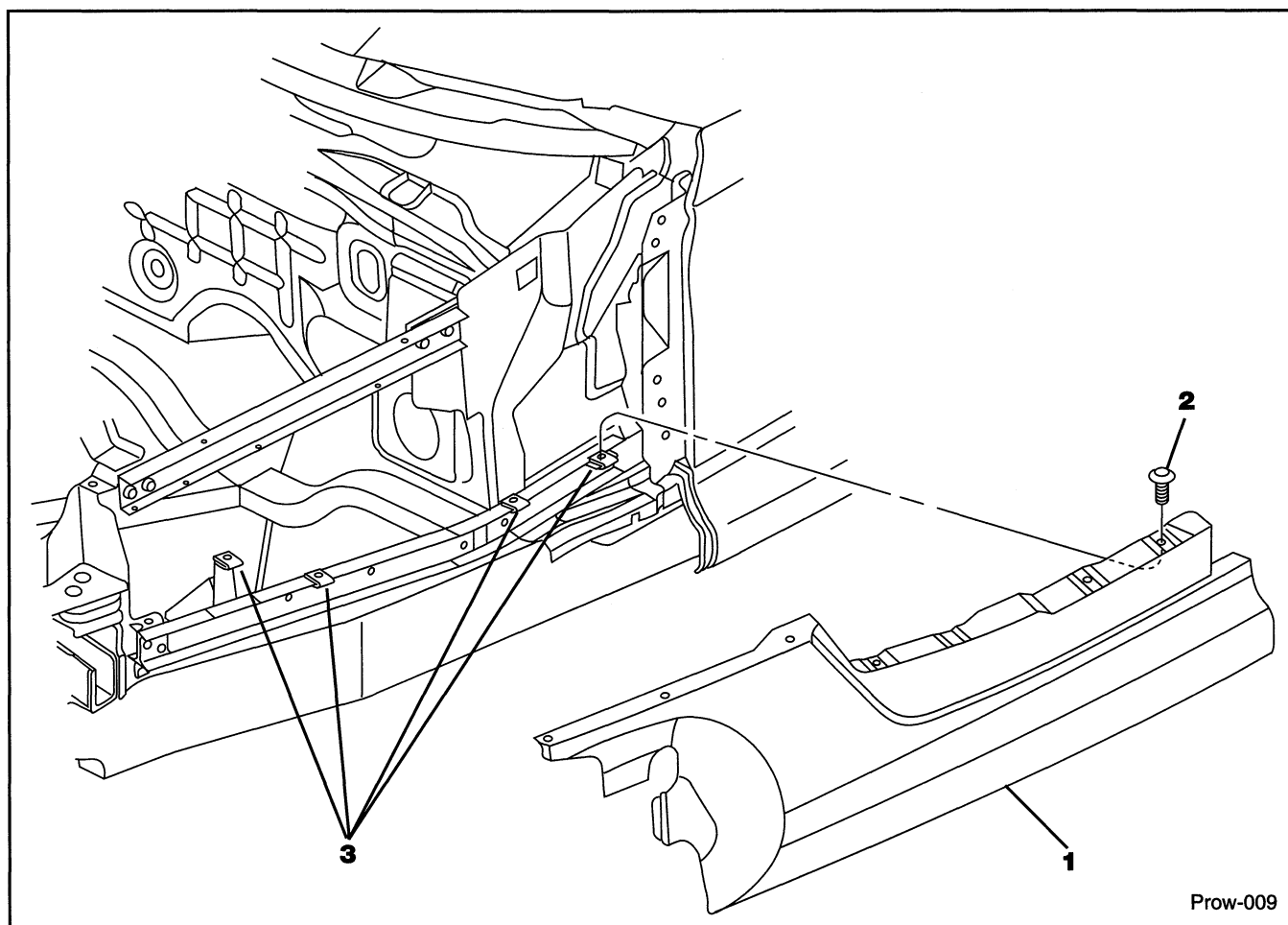
Double Thickness Henrob Rivet



PANEL ASSY. FRONT QRT. AND SIDE SILL

The front quarter side sill is bolted at the top and riveted at the bottom.

1. Panel Assy. Front Qtr. and Side Sill
2. Screw
3. U-nut

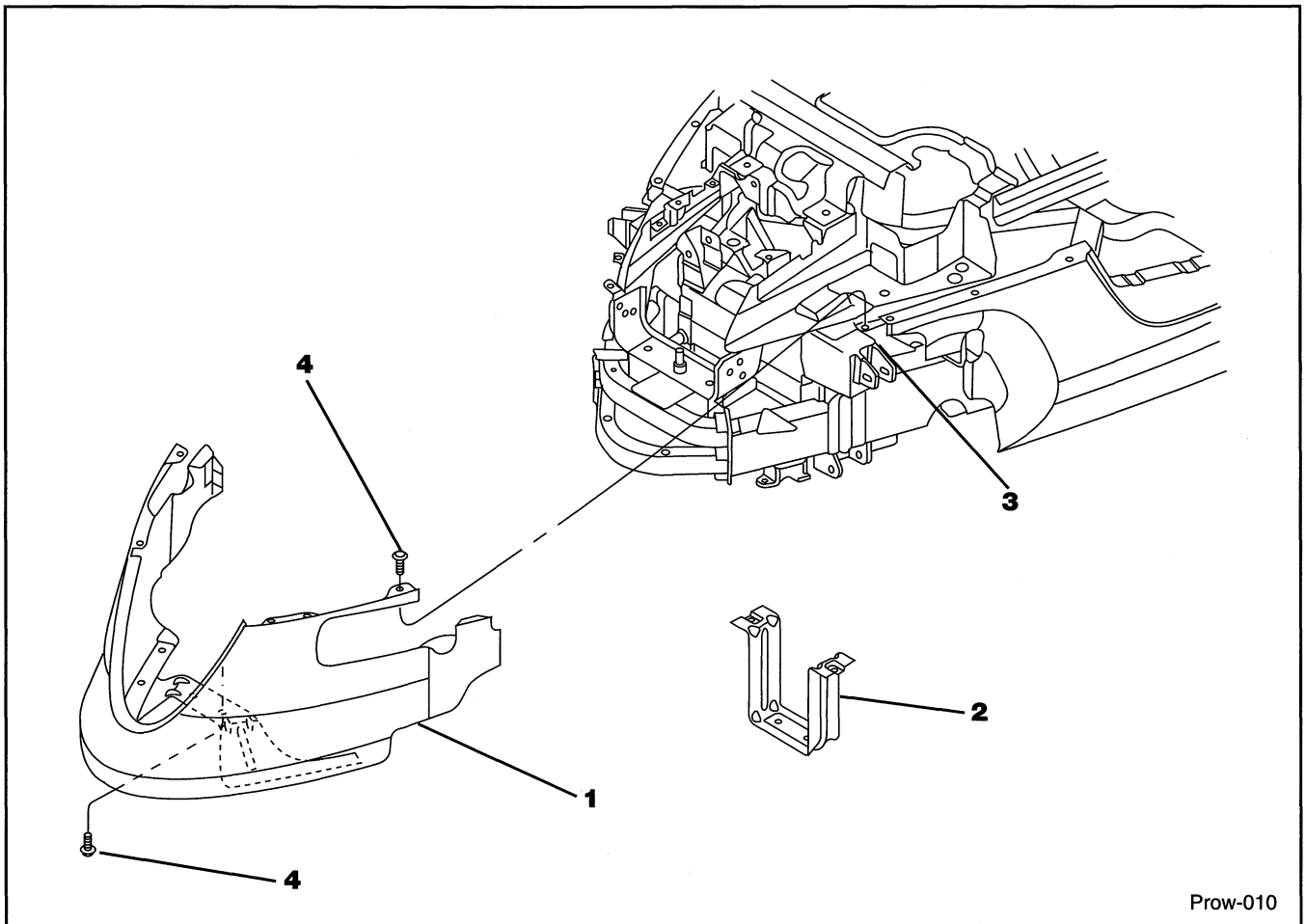




FRONT FASCIA AND BRACKET

The front fascia panel assembly is secured with screws.

1. Front Fascia Panel Assy.
2. Fascia Support to C/mbr. Bracket
3. Front Lower Body Mnt. C/mbr. Extension Assy.
4. Screw



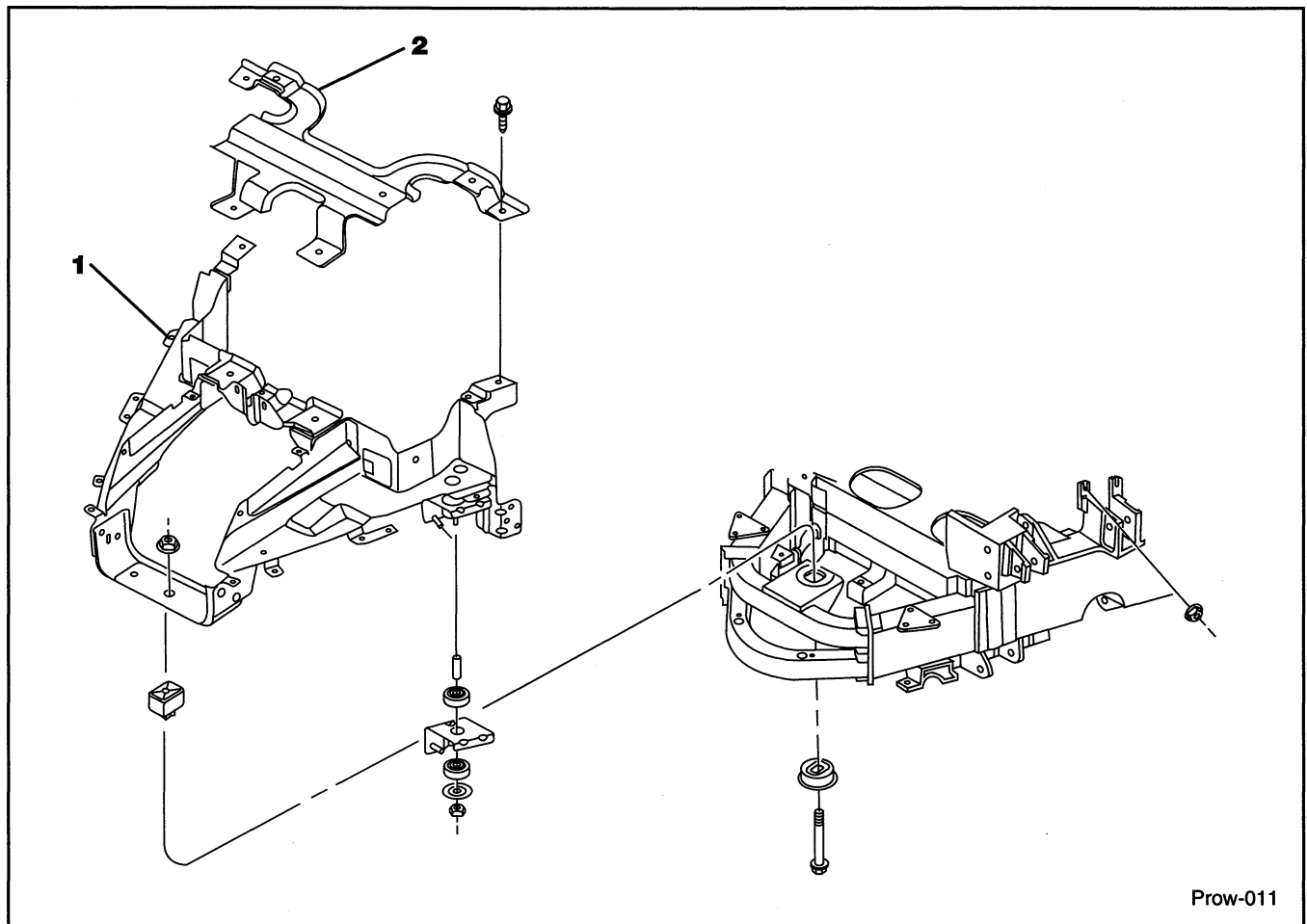
Prow-010



HEADLAMP SUPPORT ASSEMBLY

The position of the headlamp support is critical for headlamp alignment.

1. Headlamp Support Assy.
2. Upper Cooling System Support



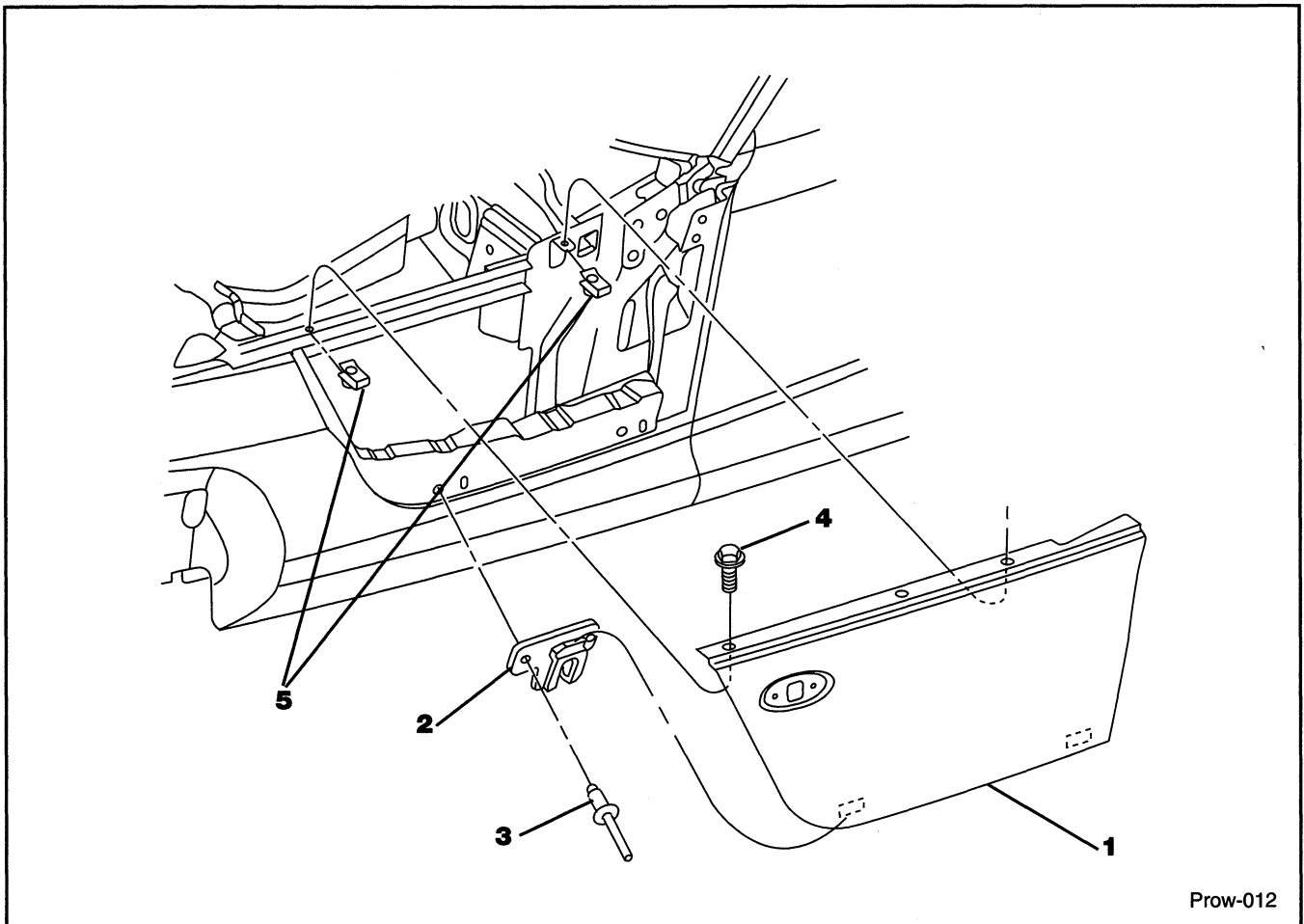
Prow-011



HOOD SIDE PANEL

The parts listed below may be serviced individually or as an assembly.

1. Hood Side Panel
2. Hood Side Panel Assy. Att. Clip
3. Rivet
4. Screw and Washer
5. U-nut



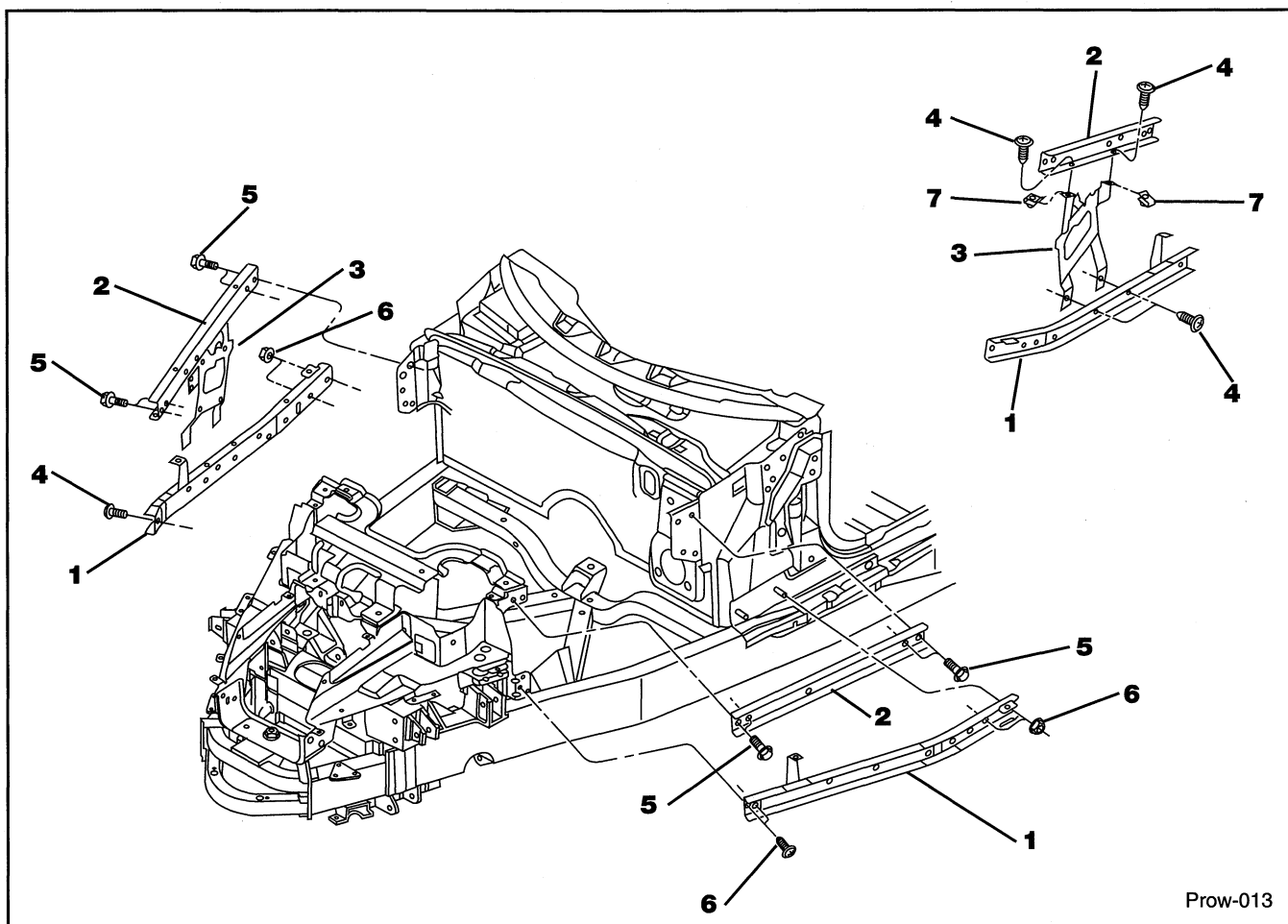
Prow-012



HOOD SIDE BEAMS

The parts listed below are serviced individually.

1. Hood Side Lower Beam
2. Hood Side Upper Beam
3. Hood Side Beam Inner Right Panel
4. Screw
5. Screw and Washer Hex
6. Nut and Washer
7. U-nut



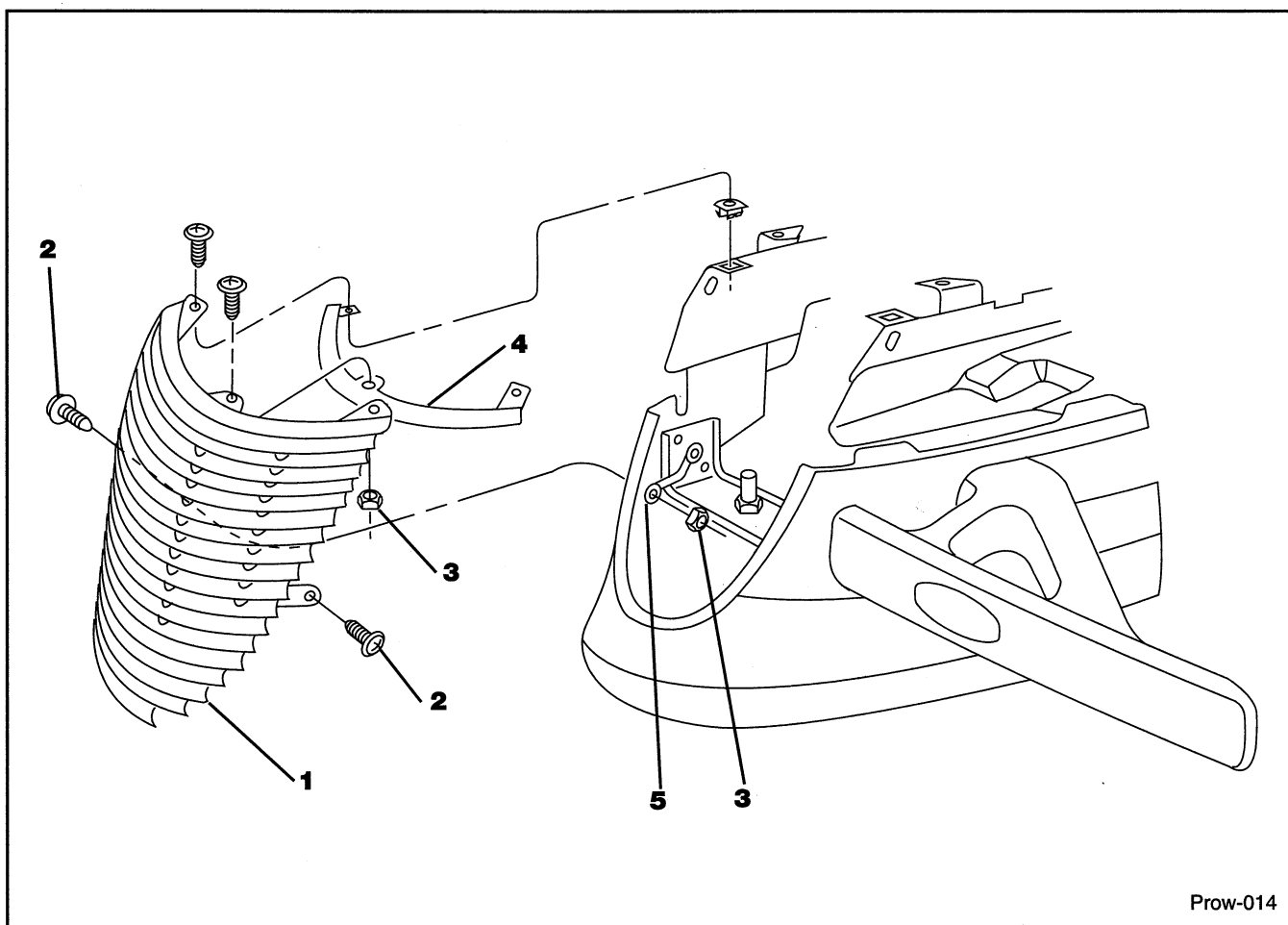
Prow-013



FRONT FASCIA PANEL ASSEMBLY

The front fascia is bolted on with screws and nuts.

1. Front Fascia Panel Assy.
2. Screw
3. Nut
4. Front Grill Upper Att. Bracket
5. Grill Center Attachment Rod Front
6. Plastic Nut



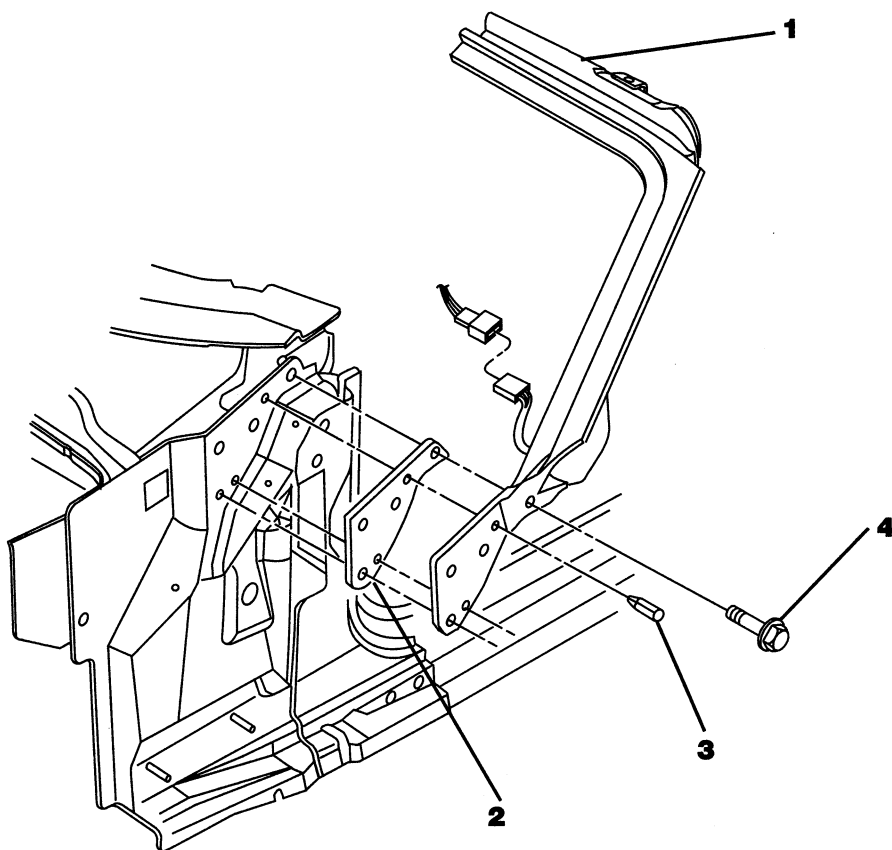
Prow-014



WINDSHIELD FRAME ASSEMBLY

The alignment pin is critical for windshield alignment.

1. Windshield Frame Assy.
2. Shim
3. Alignment Pin
4. Hex Head Screw and Washer



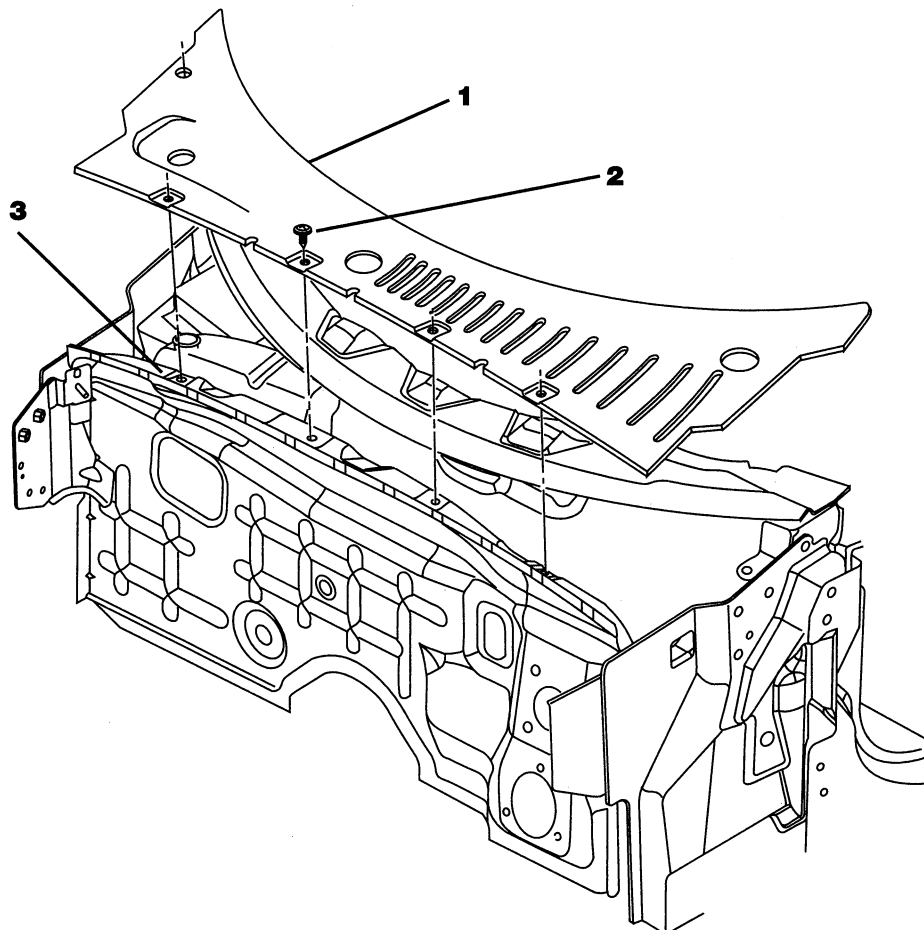
Prow-021



COWL TRIM TOP

The cowl trim top is secured to the dash with four screws.

1. Cowl Trim Top
2. Screw
3. Dash



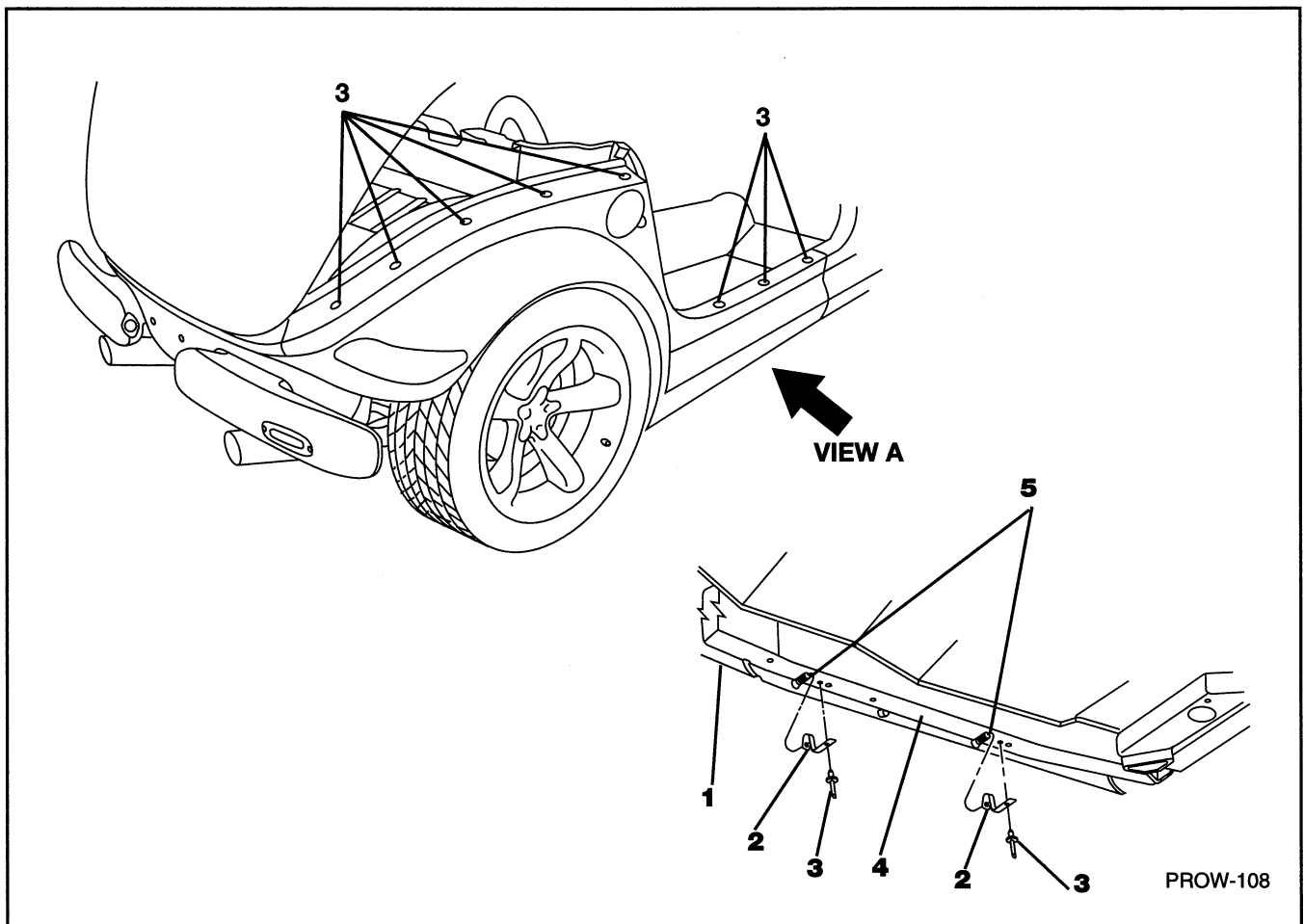
Prow-031



REAR QUARTER PANEL AND FENDER ASSEMBLY

The rear quarter panel and fender assembly are secured to the vehicle with rivets along the top and spring attach and rivets at the bottom.

1. Rear Quarter Panel
2. Spring Attach
3. Rivet
4. Frame Side Sill
5. Stud

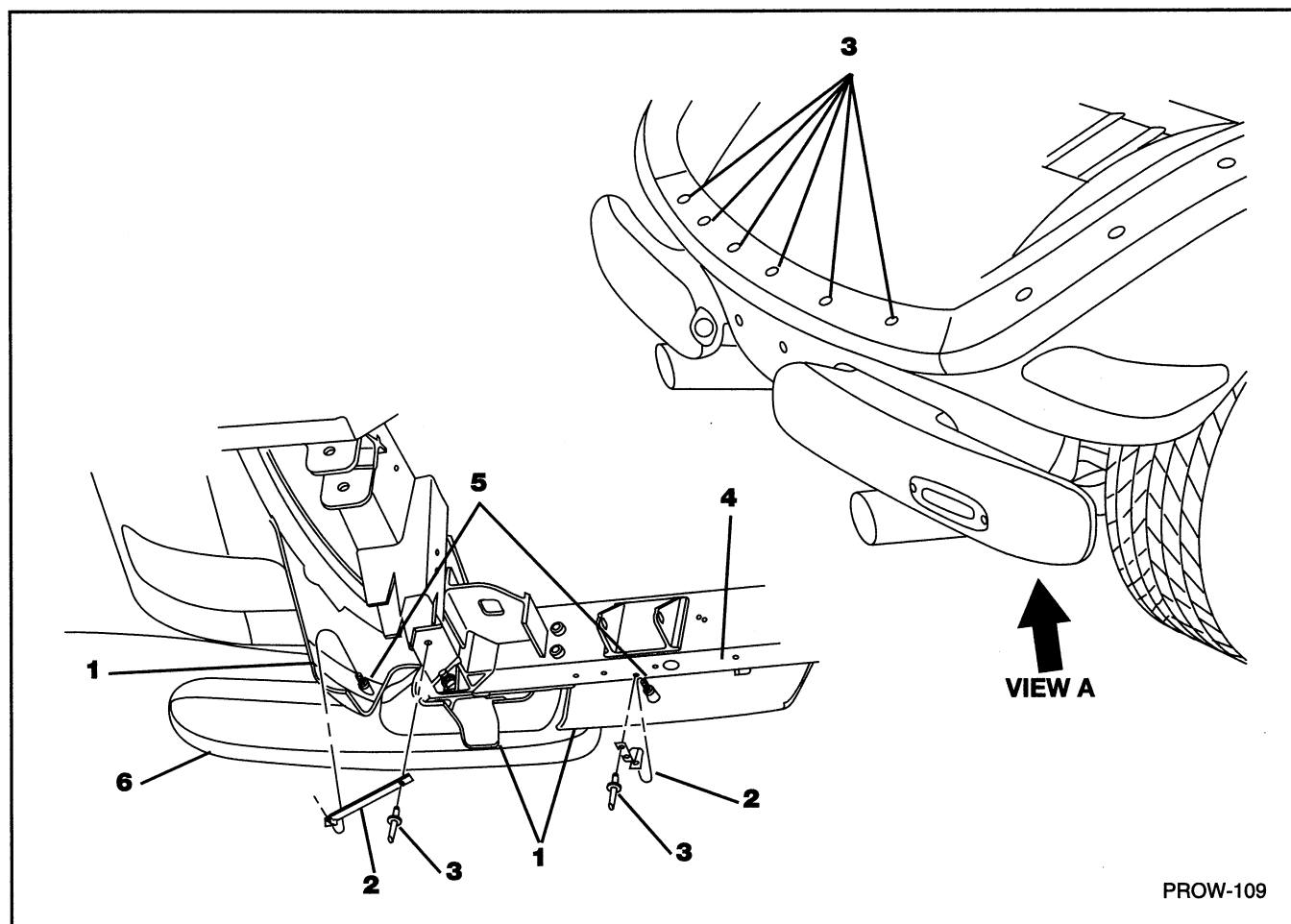




REAR FENDER/VALANCE

The rear fender is secured along the top with rivets and along the bottom with spring attach and rivets.

1. Rear Valance
2. Spring Attach
3. Rivet
4. Frame Rear
5. Stud
6. Rear Bumper



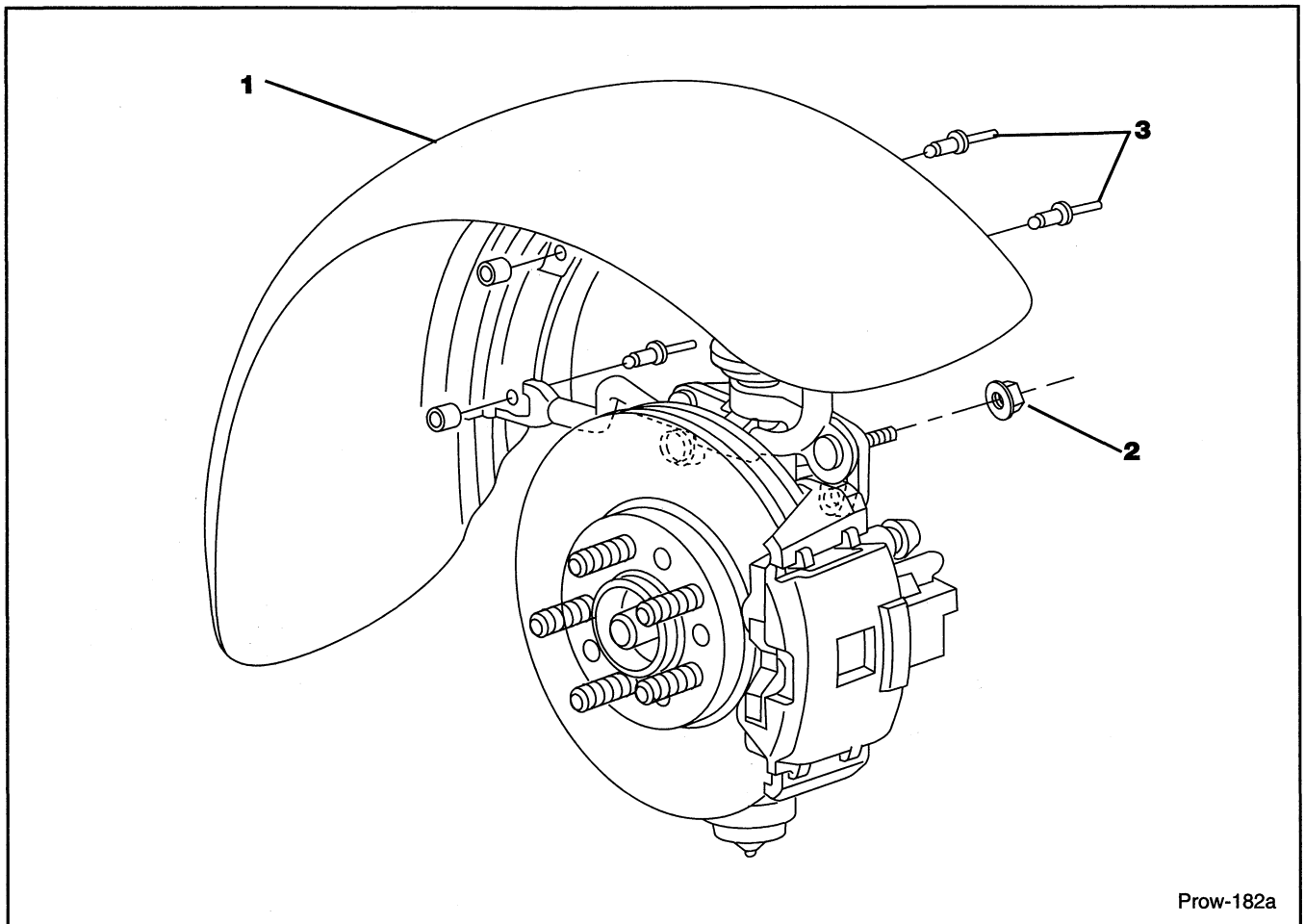
PROW-109



FRONT FENDER

The front fender is secured with nuts and screws.

1. Front Fender
2. Nut
3. Rivet

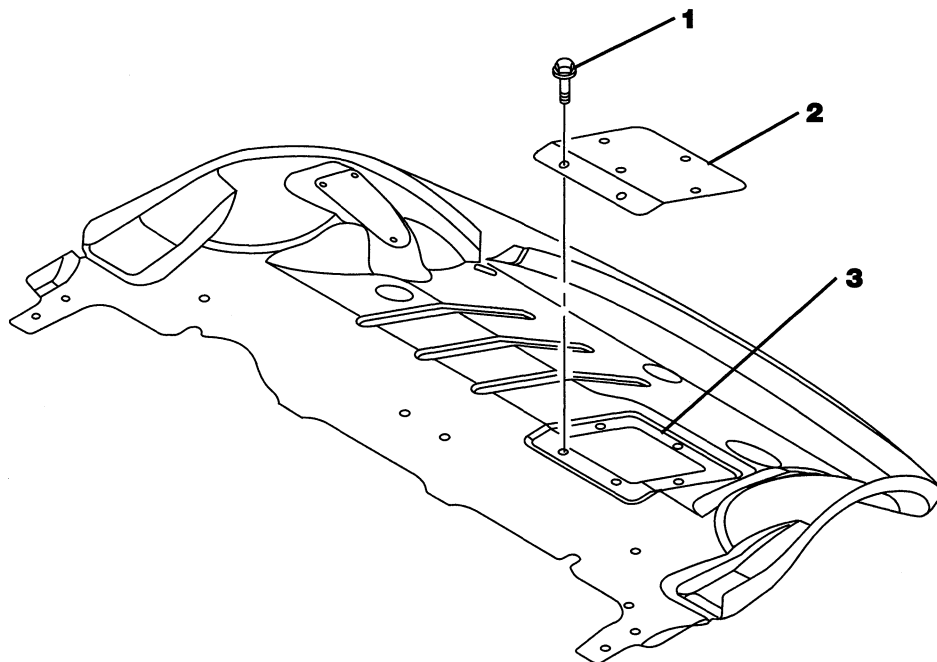




FUEL FILTER COVER

The fuel pump access panel must be removed to change the fuel pump.

1. Bolt
2. Fuel Pump Access Panel
3. Rear Floor Pan

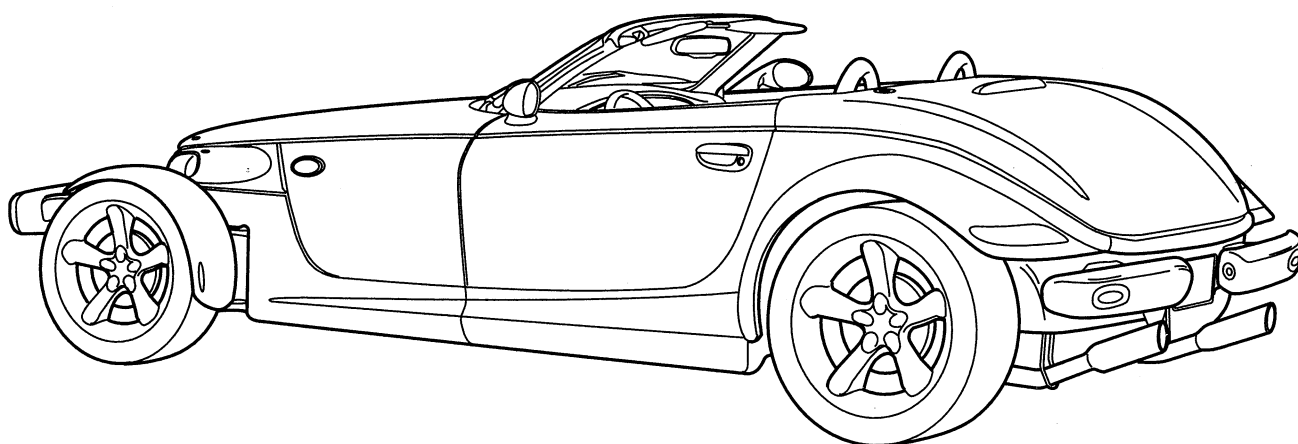


Prow-032

PROWLER



Body Panel Replacement



REAR-VIEW

Explanation of Contents	40
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Explanation of Contents

EXPLANATION OF SECTION CONTENTS

When servicing the PROWLER, it is important to know how the body panels are secured to the vehicle. The aluminum body tub panels are assembled with rivets and adhesive. This section indicates the location and type of fastener to use.

Body panels attached with structural adhesive can be separated using a heat gun at 400°F. The panel can then be separated and the adhesive removed with a flat blade scraper.

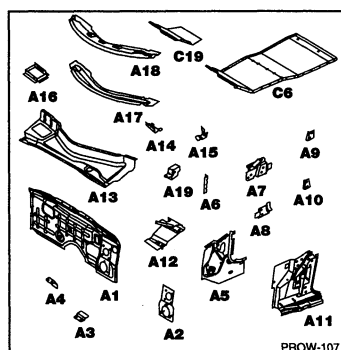
Once panels have been separated and bare metal is exposed, corrosion protection must be reapplied to the metal. Failure to reapply corrosion protection may result in vehicle damage.

Symbol Key

R = Rivet

A = Adhesive

Dash, Cowl, and Plenum Assembly



No.	Assy of Parts	F	R
1	A1 + A2	R/A8	R/A8
2	A1 + A3	R/A2	R/A2
3	A1 + A4	R/A2	R/A2
4	A17 + A18	R/A24	R/A24
5	A13 + A16	R/A10	R/A10

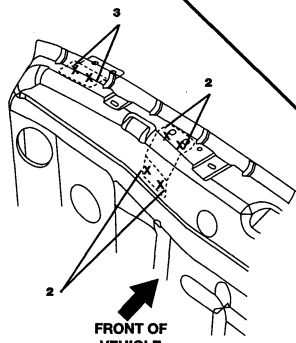
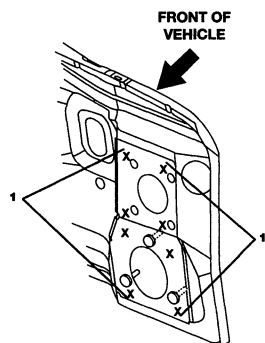
R = Right Hand Side of Vehicle L = Left Hand Side of Vehicle

No.	Assy of Parts	F	R
6	A13 + A15	R/A4	R/A4
7	A12 + A13	R/A9	R/A9
8	A12 + A13	R4	R4
9	A14 + A13	R1	R1
10	A14 + A3 + A12	R1	R1
11	A1 + A13 + A14	R2	R2
12	A1 + A14	R3	R3
13	A1 + A13	R21	R21
14	A9 + A11	R/A1	R/A1
15	A10 + A11	R/A1	R/A1
16	A7 + A11	R/A6	R/A6
17	A8 + A11	R/A5	R/A5
18	A5 + A8	R/A3	R/A3
19	A16 + A13 + A5	R/A3	R/A3
20	A13 + A5	R/A5	R/A5
21	A1 + A5	R/A3	R/A3
22R	A5 + C6	R/A10	R/A10
22L	A5 + C6	R/A11	R/A11
23	A5 + C19	R/A4	R/A4
24R	A5 + A11	R/A13	R/A13
24L	A5 + A11	R/A14	R/A14
25	A19 + A3	R1	R1
26	A19 + A13 + A5	R1	R1

"F" indicates the number of factory henrob rivets and adhesive to be separated.

"R" indicates the number of pop rivets and adhesive to be replaced.

R/A3 indicates that the method used at the factory was a rivet and adhesive. For example, "FR/A3, RR/A3" indicates that the 3 rivet and adhesive made at the factory should be replaced by 3 rivet and adhesive if repairs are made.



The illustration below identifies components that are assembled with rivets and adhesive. For example, "A5 + A11" indicates that component "A5" and component "A11," which are shown in the top left corner illustration on the page, are riveted and bonded with adhesive.



NOTES

- Always mark shim location and number when removing panels.
- Shims are used with bolts and screws and adhesives. Shims are used to assist body panel alignment.
- All riveted seams require a structural adhesive during assembly. You should dry fit all body components prior to applying the adhesives.
- Before beginning repair procedures, perform tests to verify your equipment and materials to ensure your repairs are the best quality.

- Right and left hand sides will be called out in the charts when rivet placement is not symmetrical or the number of rivets are different.

Points which require particular attention during body panel replacement work.

Removal and installation instructions are given to help different body component removal and installation procedures.

Dash, Cowl, and Plenum Assembly



NOTES WITH REGARD TO REPAIR WORK

- The rivets must be coated to control galvanic corrosion.
- Use 3M structural adhesive #08115, or equivalent.

REMOVAL

Use one of the following procedures to remove the rivet:

Drill Procedure

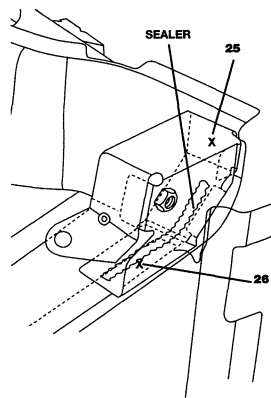
1. Use center punch to create dimple in center of henrob rivet.
2. Drill rivet from front using high-speed drill bit at low speed under 1000 rpm.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

Grind Procedure

1. Grind back of henrob rivet, removing rivet tines.
2. Punch rivet out of panel.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

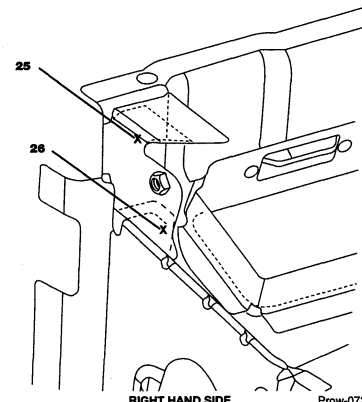
INSTALLATION

1. Transfer markings to new panel from old for rivet locations.
2. Use a Whitney punch to place rivet holes in the new panel.
3. Clamp new panel in place, and check alignment and measurements.
4. Apply structural adhesive to mating location of panels.
5. Secure new panels to vehicle using coated steel pop rivets.



LEFT HAND SIDE

Prow-072

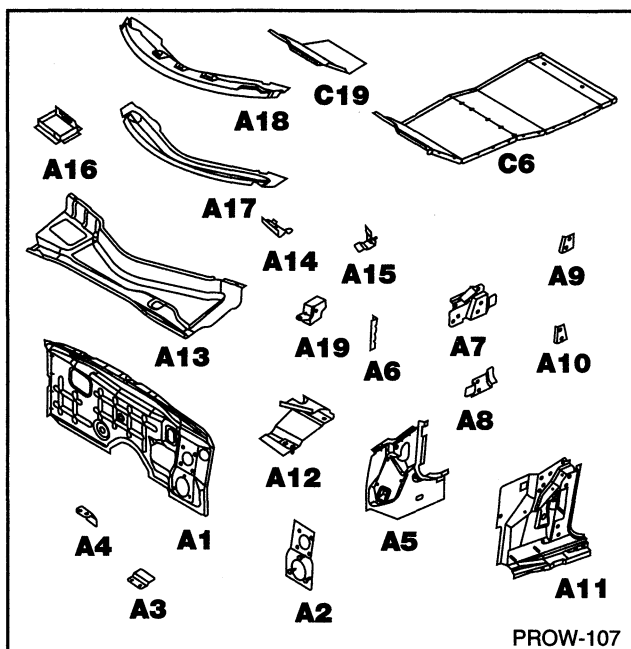


RIGHT HAND SIDE

Prow-073



Dash, Cowl, and Plenum Assembly

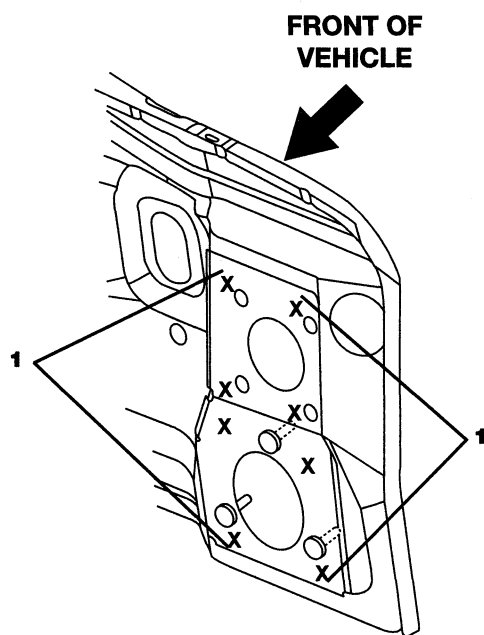


No.	Assy of Parts	F	R
1	A1 + A2	R/A8	R/A8
2	A1 + A3	R/A2	R/A2
3	A1 + A4	R/A2	R/A2
4	A17 + A18	R/A24	R/A24
5	A13 + A16	R/A10	R/A10

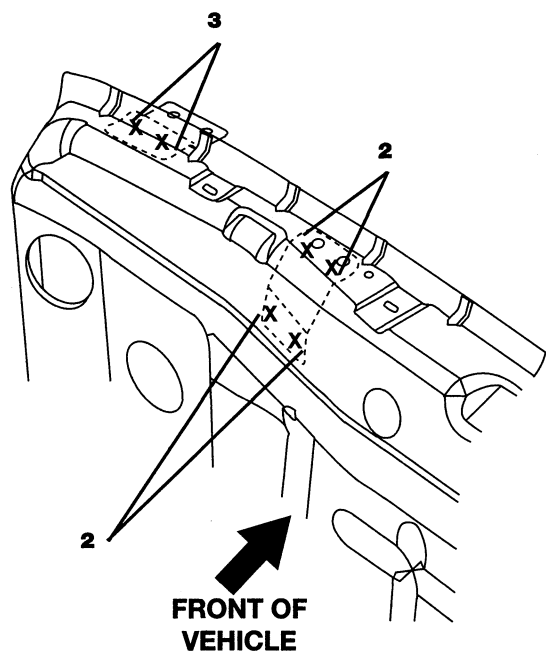
R = Right Hand Side of Vehicle

L = Left Hand Side of Vehicle

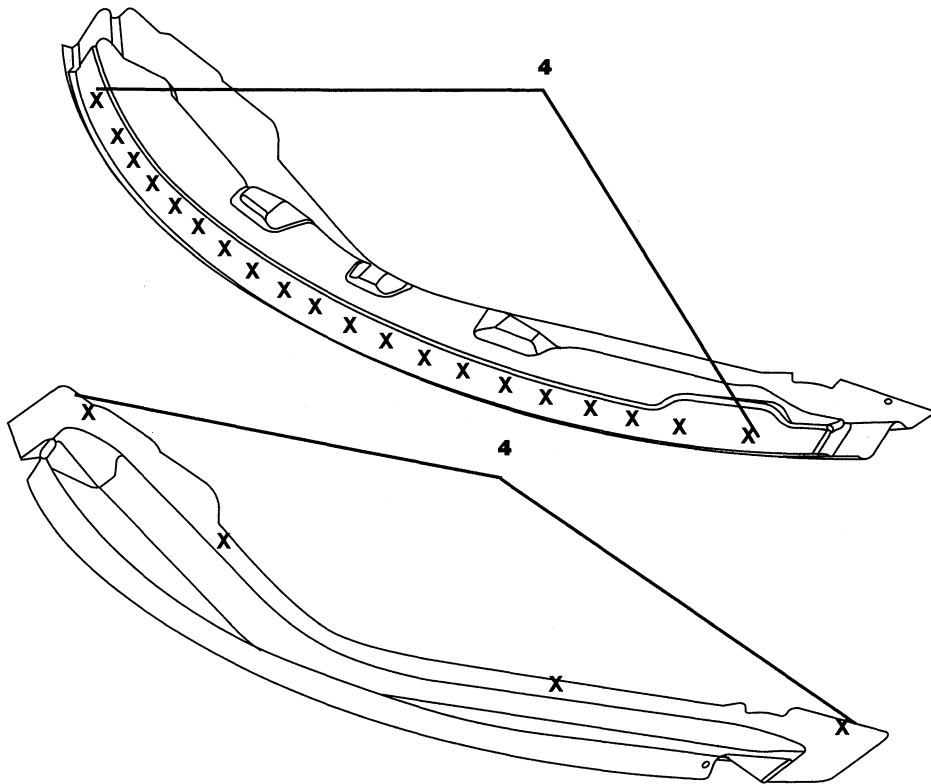
No.	Assy of Parts	F	R
6	A13 + A15	R/A4	R/A4
7	A12 + A13	R/A9	R/A9
8	A12 + A13	R4	R4
9	A14 + A13	R1	R1
10	A14 + A3 + A12	R1	R1
11	A1 + A13 + A14	R2	R2
12	A1 + A14	R3	R3
13	A1 + A13	R21	R21
14	A9 + A11	R/A1	R/A1
15	A10 + A11	R/A1	R/A1
16	A7 + A11	R/A6	R/A6
17	A8 + A11	R/A5	R/A5
18	A5 + A8	R/A3	R/A3
19	A16 + A13 + A5	R/A3	R/A3
20	A13 + A5	R/A5	R/A5
21	A1 + A5	R/A3	R/A3
22R	A5 + C6	R/A10	R/A10
22L	A5 + C6	R/A11	R/A11
23	A5 + C19	R/A4	R/A4
24R	A5 + A11	R/A13	R/A13
24L	A5 + A11	R/A14	R/A14
25	A19 + A3	R1	R1
26	A19 + A13 + A5	R1	R1



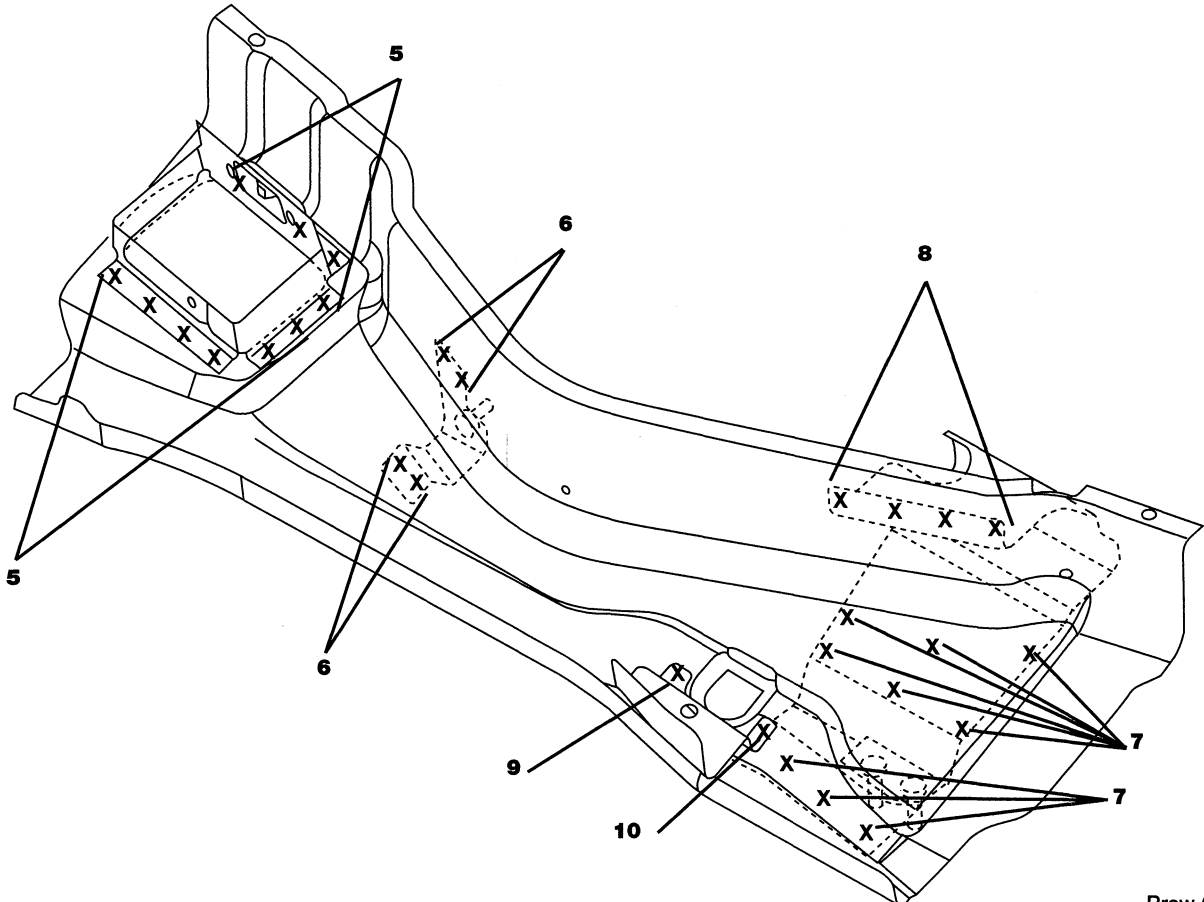
Prow-036



Prow-037



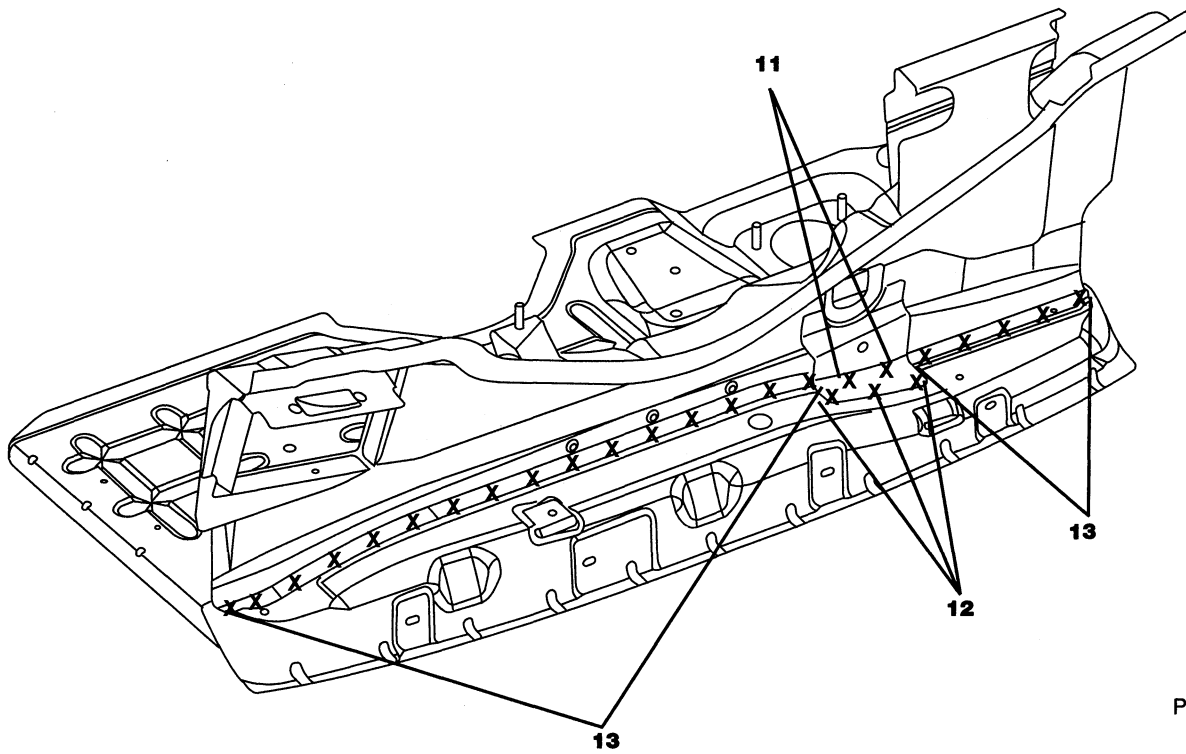
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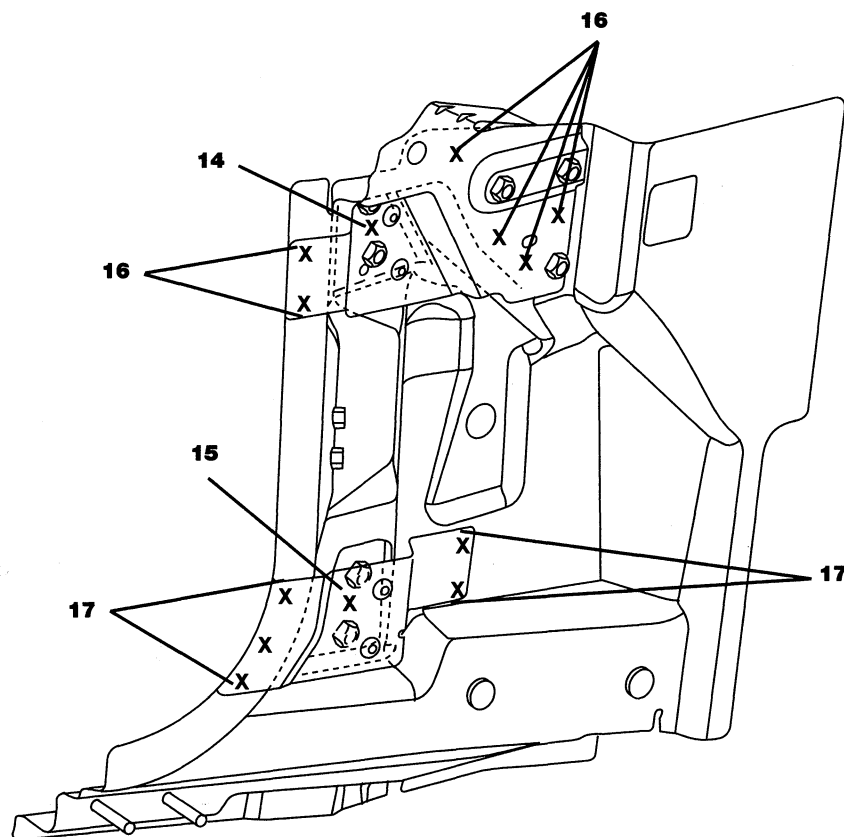
Prow-039



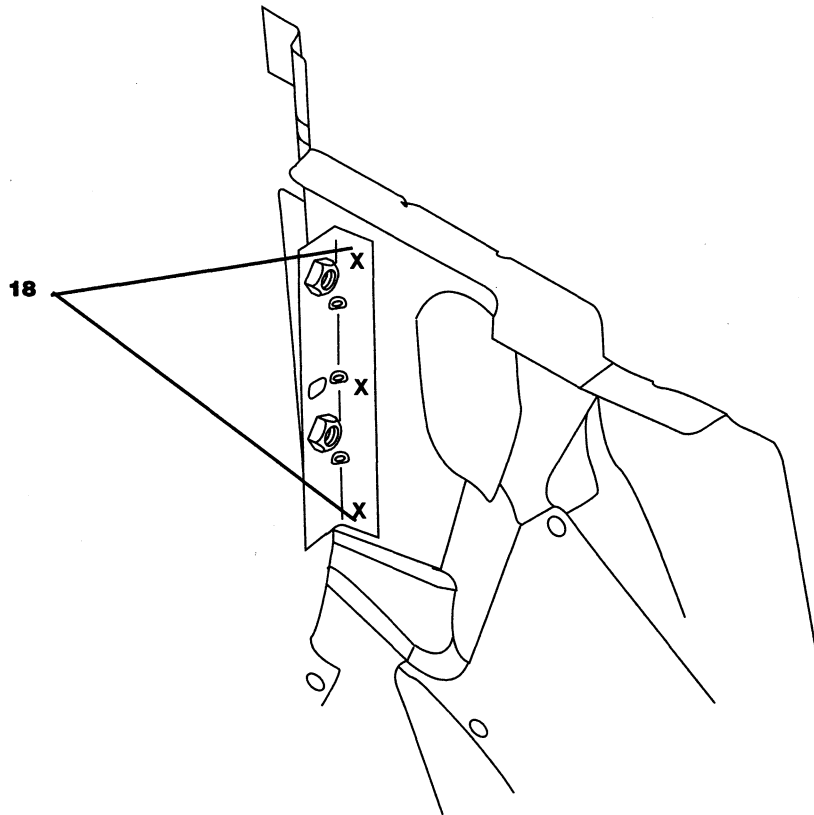
Dash, Cowl, and Plenum Assembly



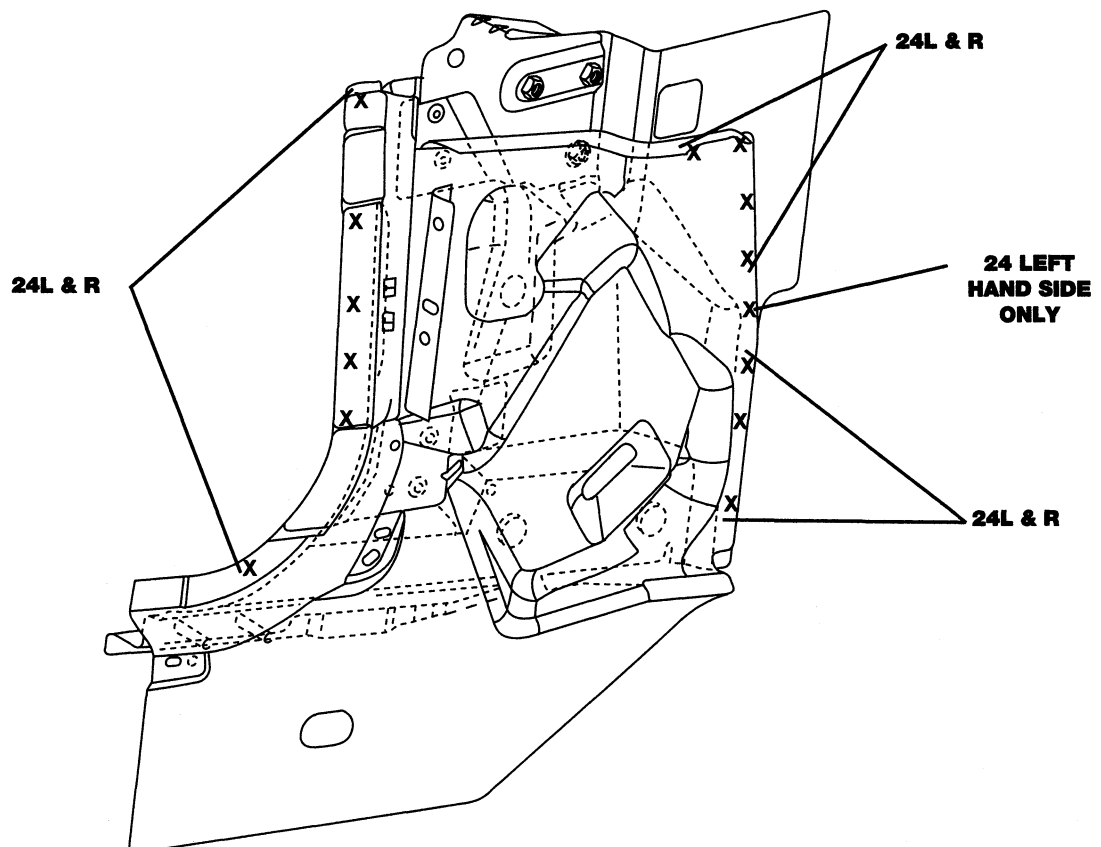
Prow-047



Prow-048



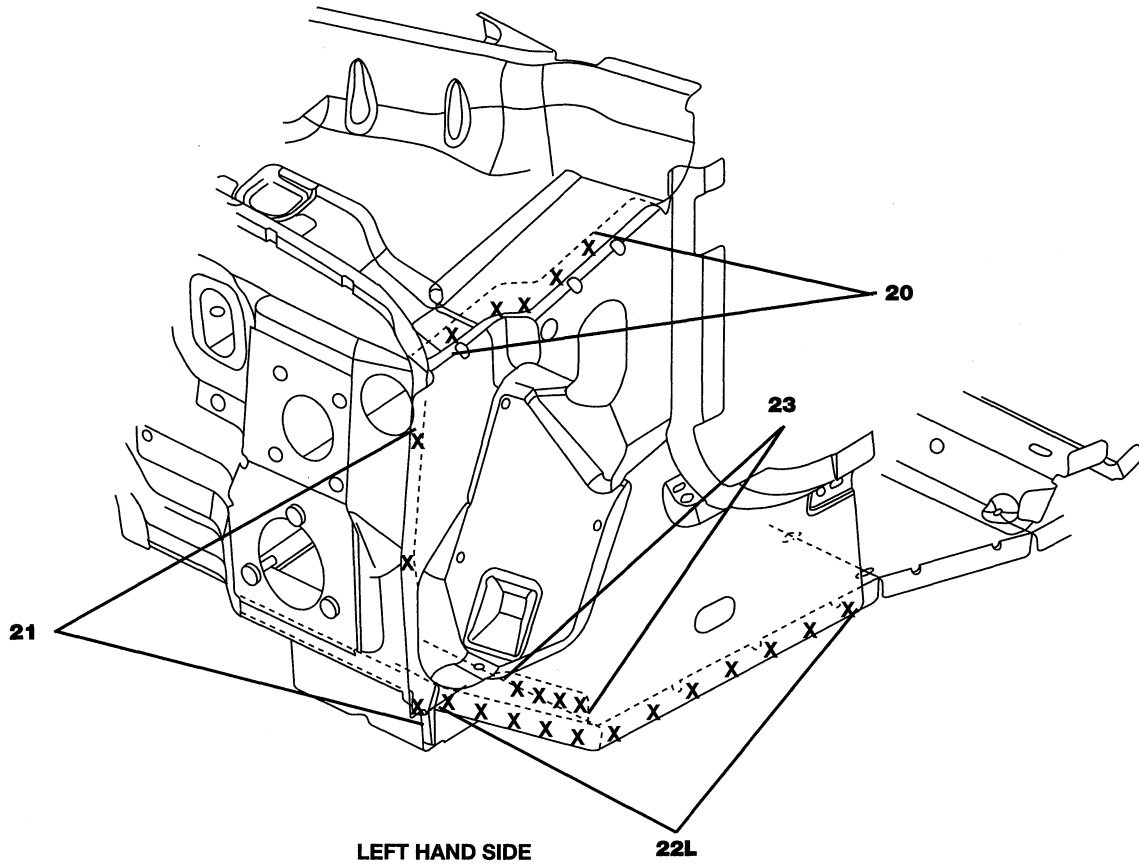
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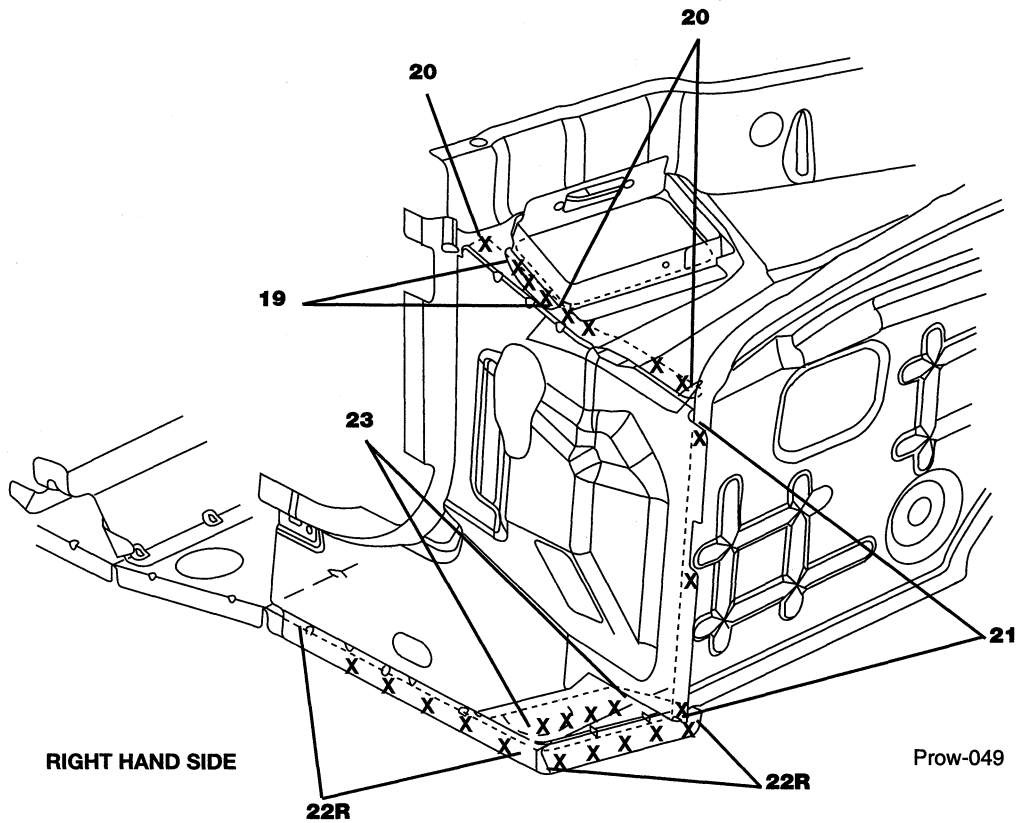
Prow-052



Dash, Cowl, and Plenum Assembly



Prow-050



Prow-049



NOTES WITH REGARD TO REPAIR WORK

- The rivets must be coated to control galvanic corrosion.
- Use 3M structural adhesive #08115, or equivalent.

REMOVAL

Use one of the following procedures to remove the rivet:

Drill Procedure

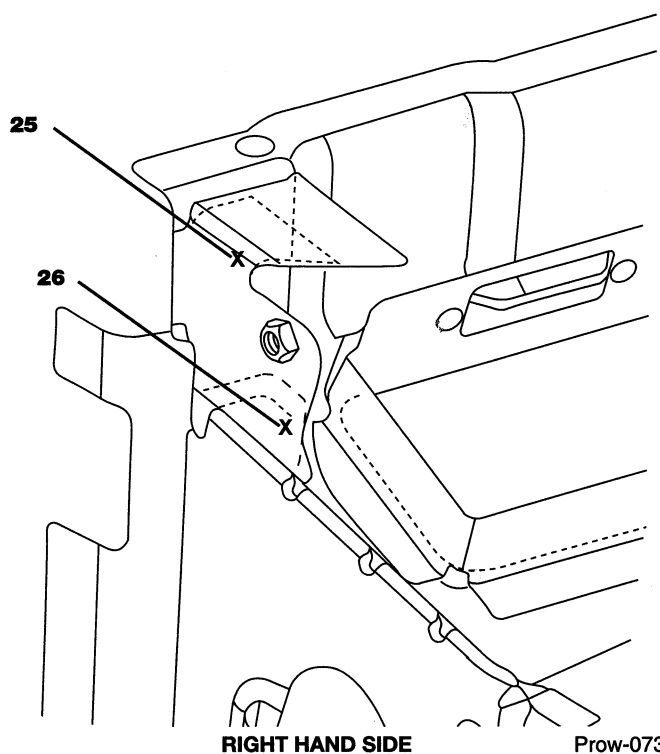
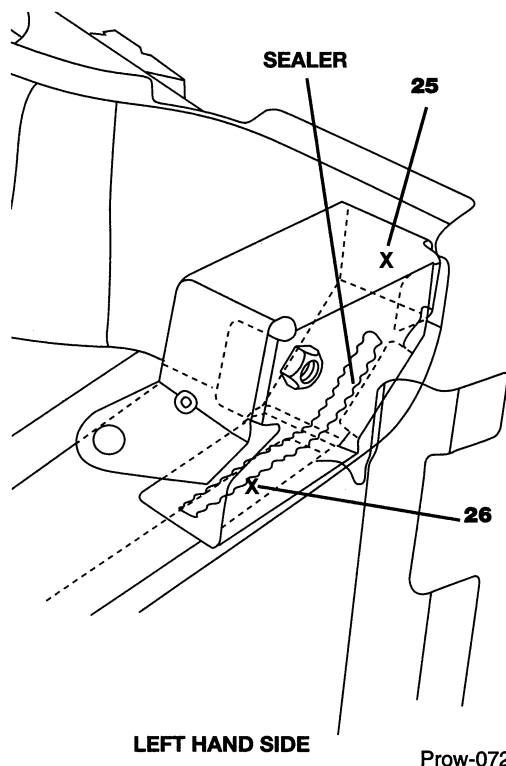
1. Use center punch to create dimple in center of henrob rivet.
2. Drill rivet from front using high-speed drill bit at low speed under 1000 rpm.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

Grind Procedure

1. Grind back of henrob rivet, removing rivet tines.
2. Punch rivet out of panel.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

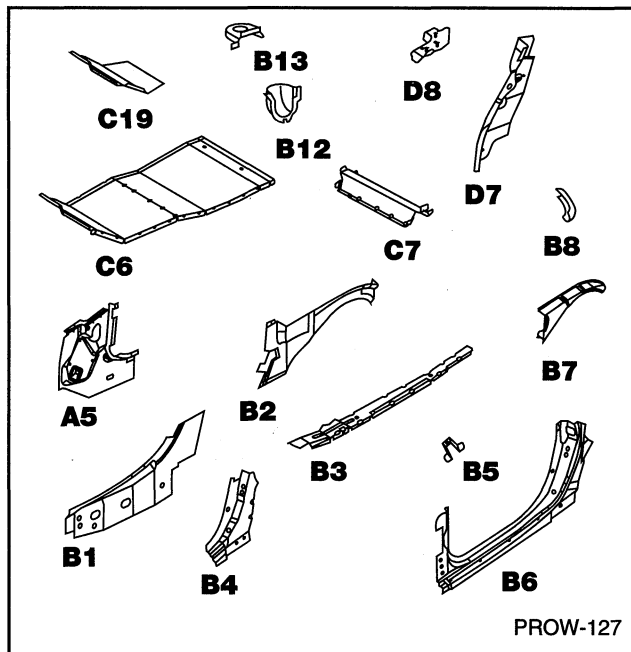
INSTALLATION

1. Transfer markings to new panel from old for rivet locations.
2. Use a Whitney punch to place rivet holes in the new panel.
3. Clamp new panel in place, and check alignment and measurements.
4. Apply structural adhesive to mating location of panels.
5. Secure new panels to vehicle using coated steel pop rivets.





Body Side

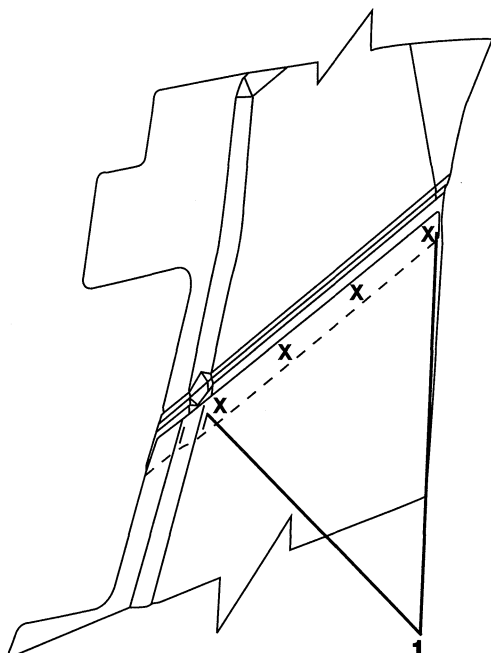


PROW-127

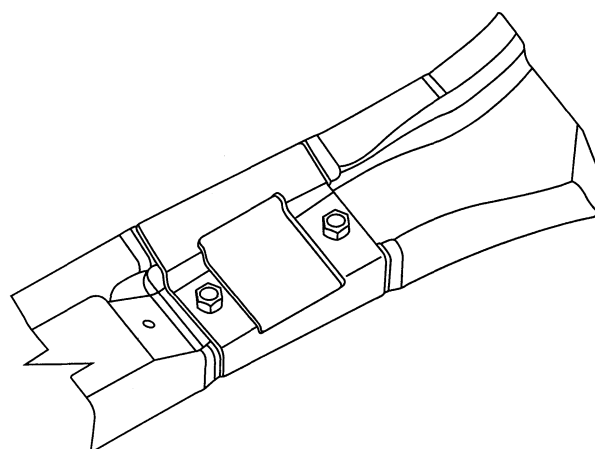
No.	Assy of Parts	F	R
1	B1 + B2	R/A4	R/A4
2	B13 + B12	R/A7	R/A7
3	B13 + B12 + B2	R/A1	R/A1
4	B13 + B2	R/A3	R/A3
5	B12 + B2	R/A4	R/A4
6	B5 + B1	R/A2	R/A2

R = Right Hand Side of Vehicle L = Left Hand Side of Vehicle

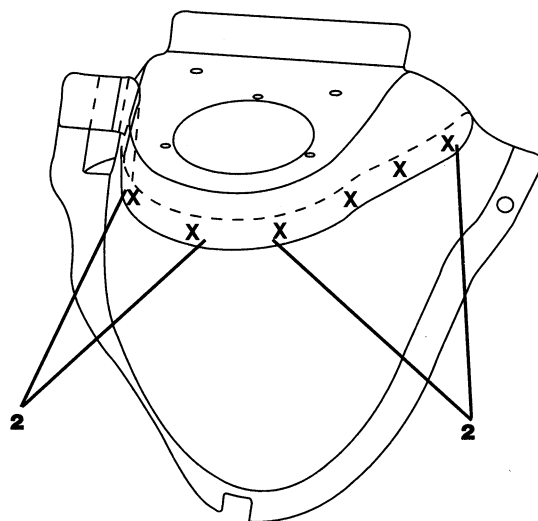
No.	Assy of Parts	F	R
6	B5 + B1	R/A2	R/A2
7	B3 + B1	R/A11	R/A11
8	B8 + B9	R/A3	R/A3
9	B8 + B7	R/A15	R/A15
10	B4 + B6	R/A5	R/A5
11	B6 + B4 + B7	?	?
12	C6 + B3 + A5	R/A1	R/A1
13	C19 + A5 + B3	R/A1	R/A1
14	A5 + B3	R/A7	R/A7
15	A5 + B3 + B1	R/A1	R/A1
16	B1 + A5	R/A1	R/A1
17	B1 + A5 + C6	R/A1	R/A1
18	B13 + B1	R/A5	R/A5
19	C6 + B1	R/A14	R/A14
20	B1 + A5	R/A2	R/A2
21	B1 + A5 + C6	R/A1	R/A1
22	A5 + B3 + C19	R/A2	R/A2
23	A5 + B3	R/A1	R/A1
24	B1 + B2	R/A7	R/A7
25	D8 + B2	R/A2	R/A2
26	D7 + B1	R/A5	R/A5
27R	C7 + B1	R4	R4
27L	C7 + B1	R3	R3



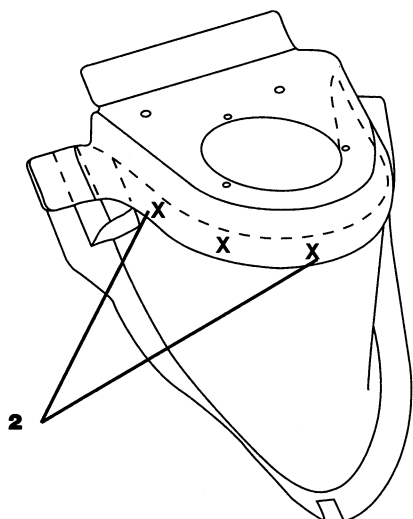
PROW-053



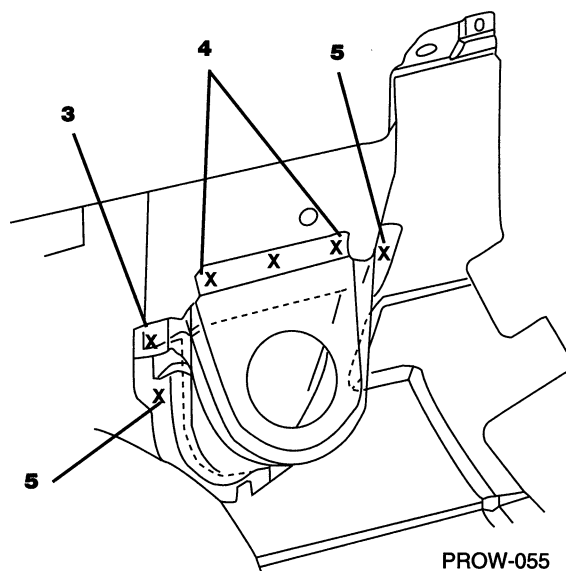
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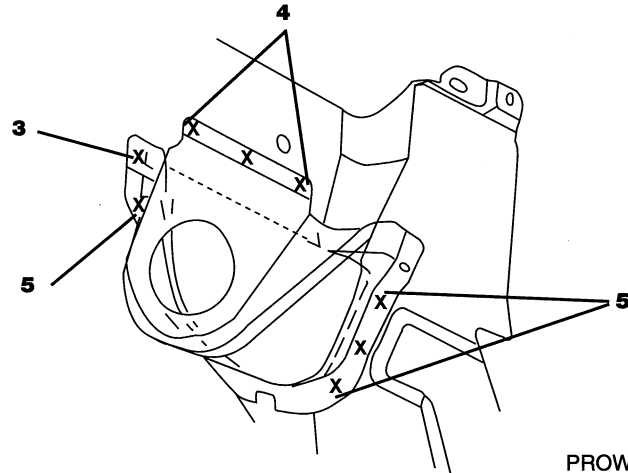
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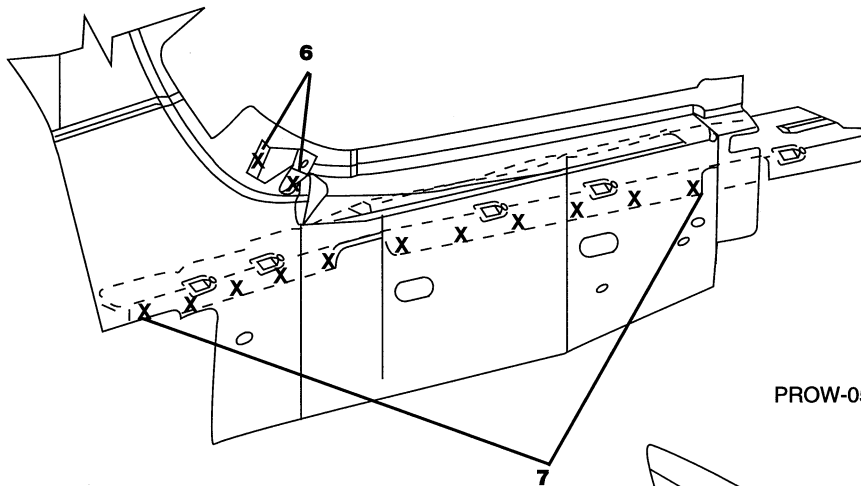
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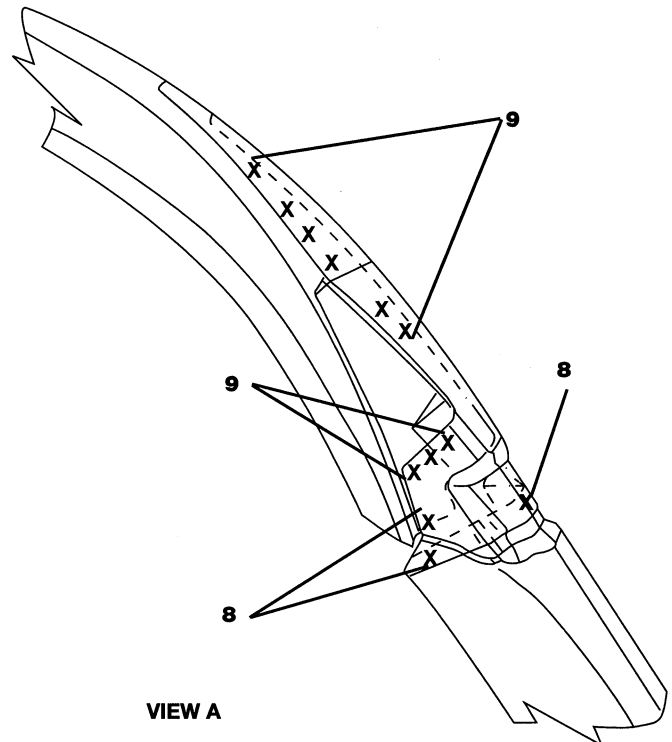
PROW-055



PROW-126

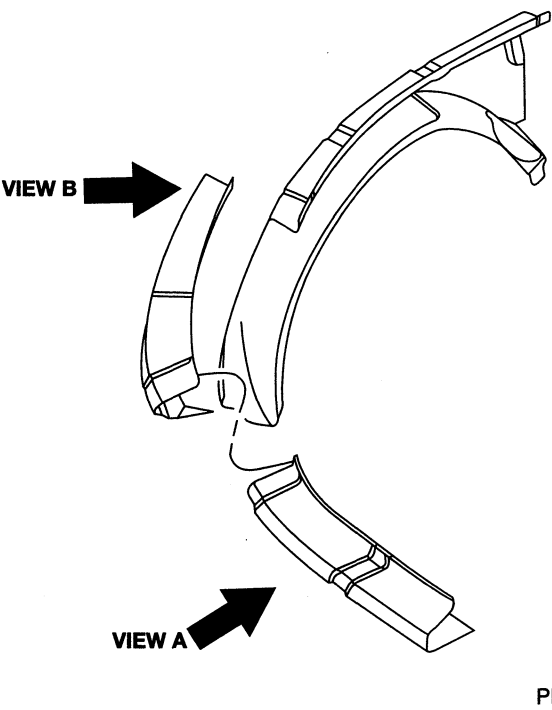
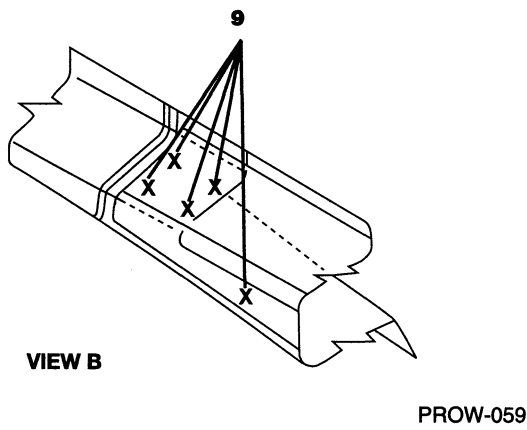
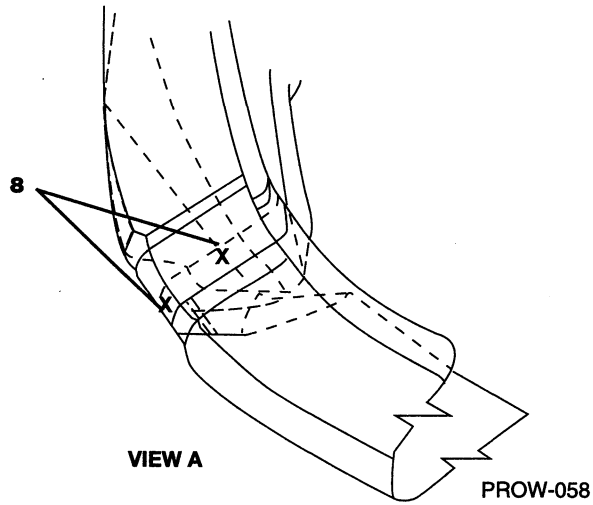


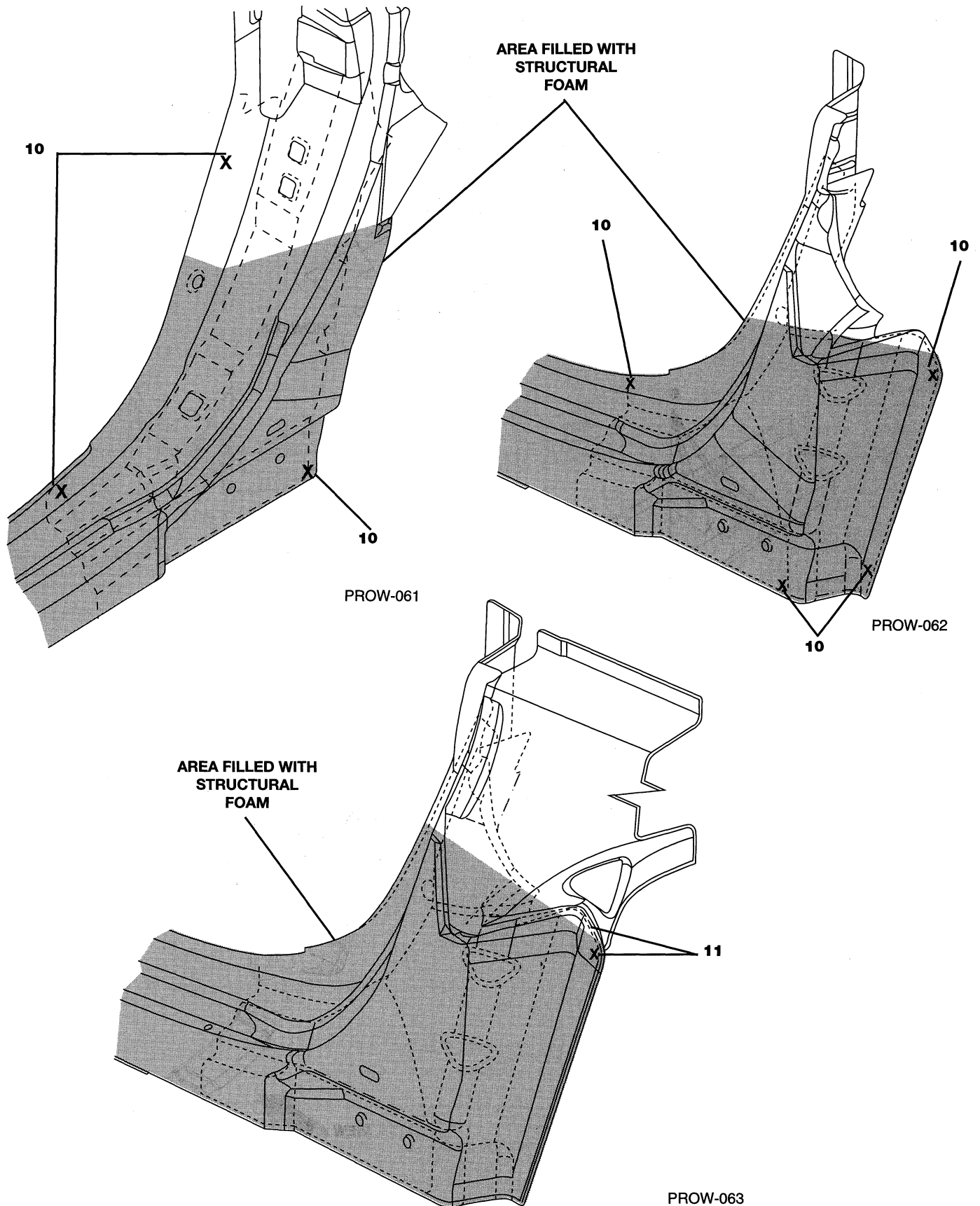
PROW-056

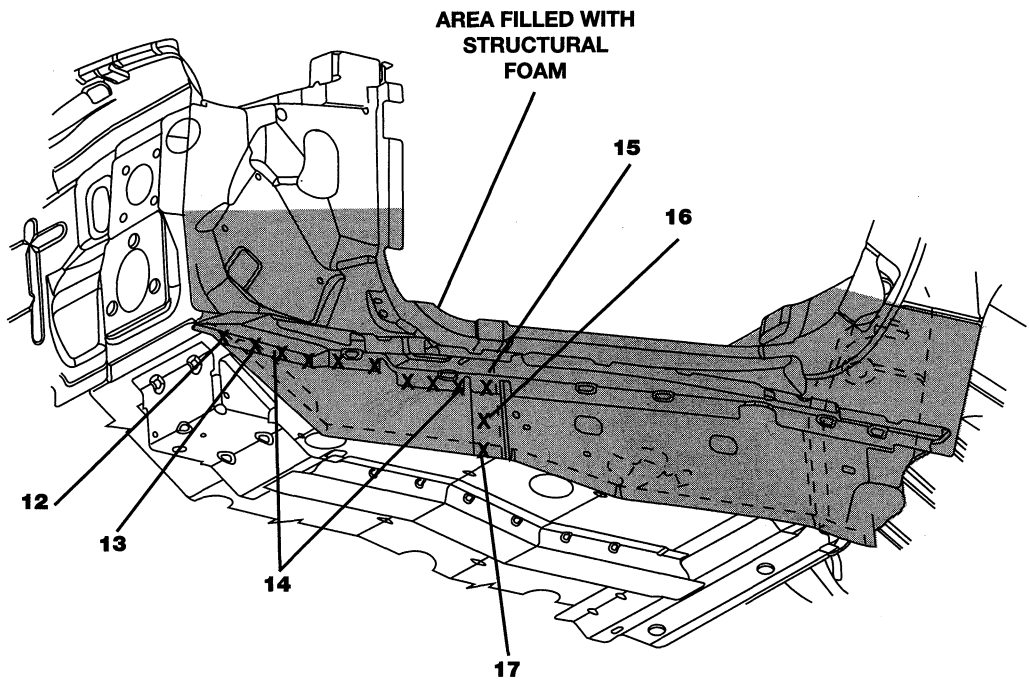


VIEW A

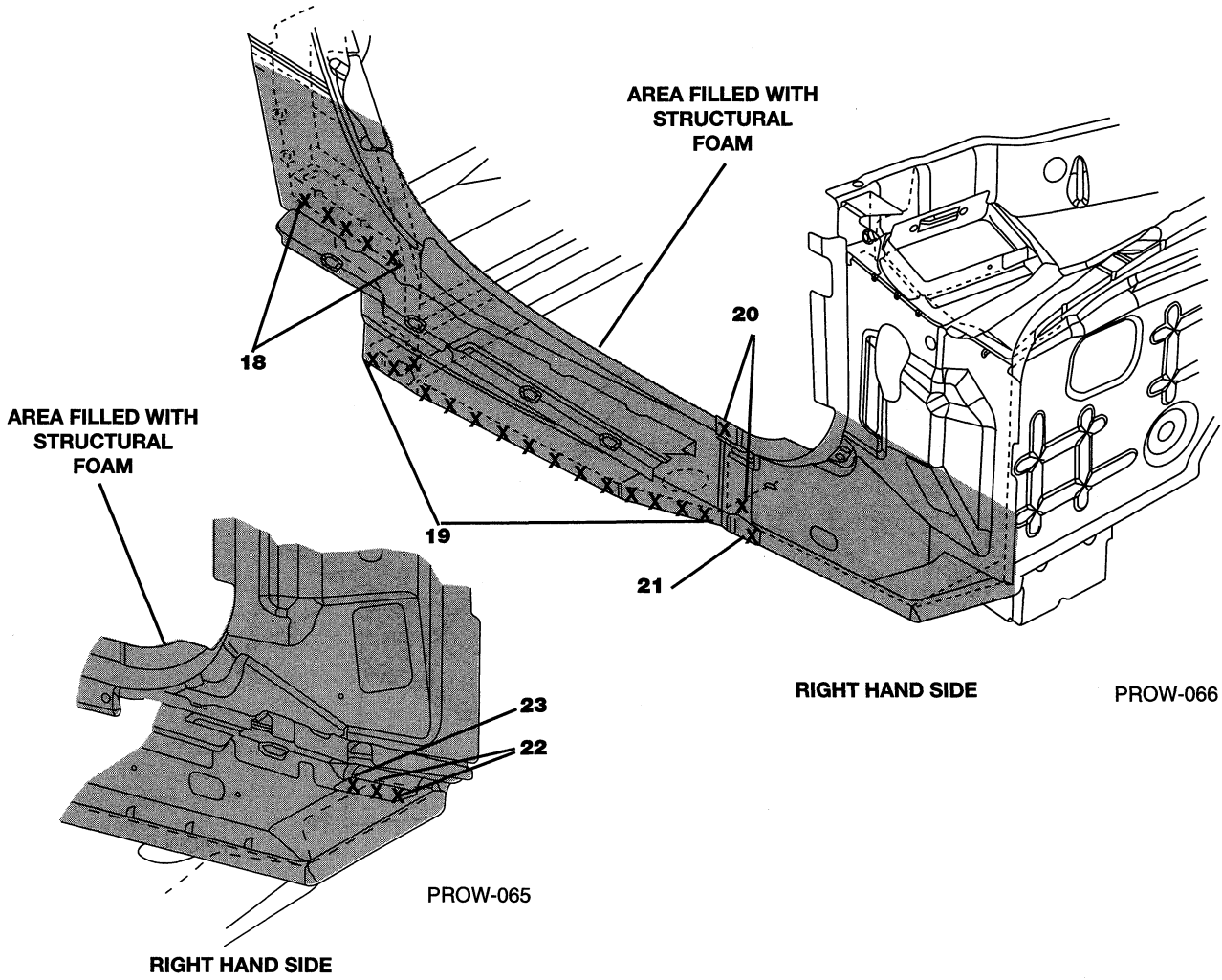
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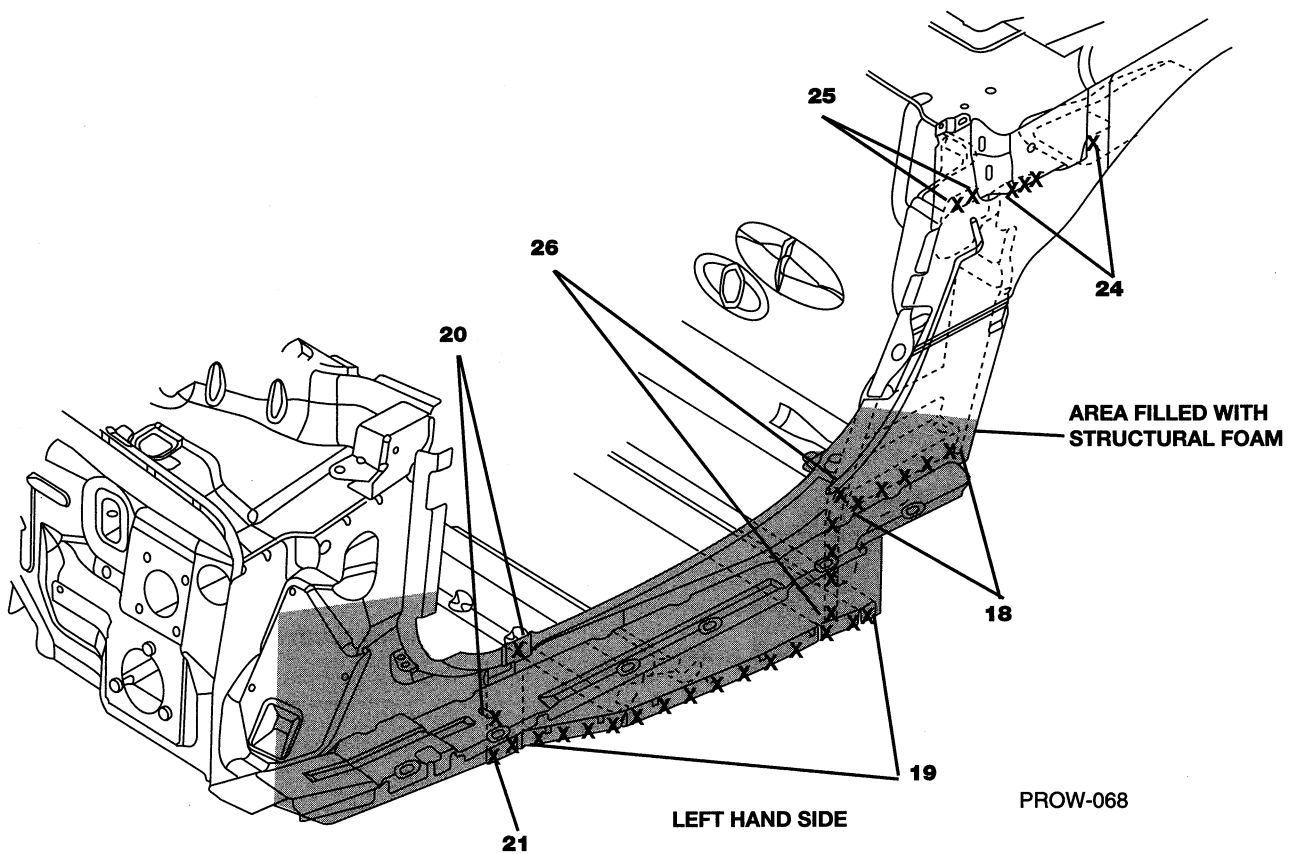
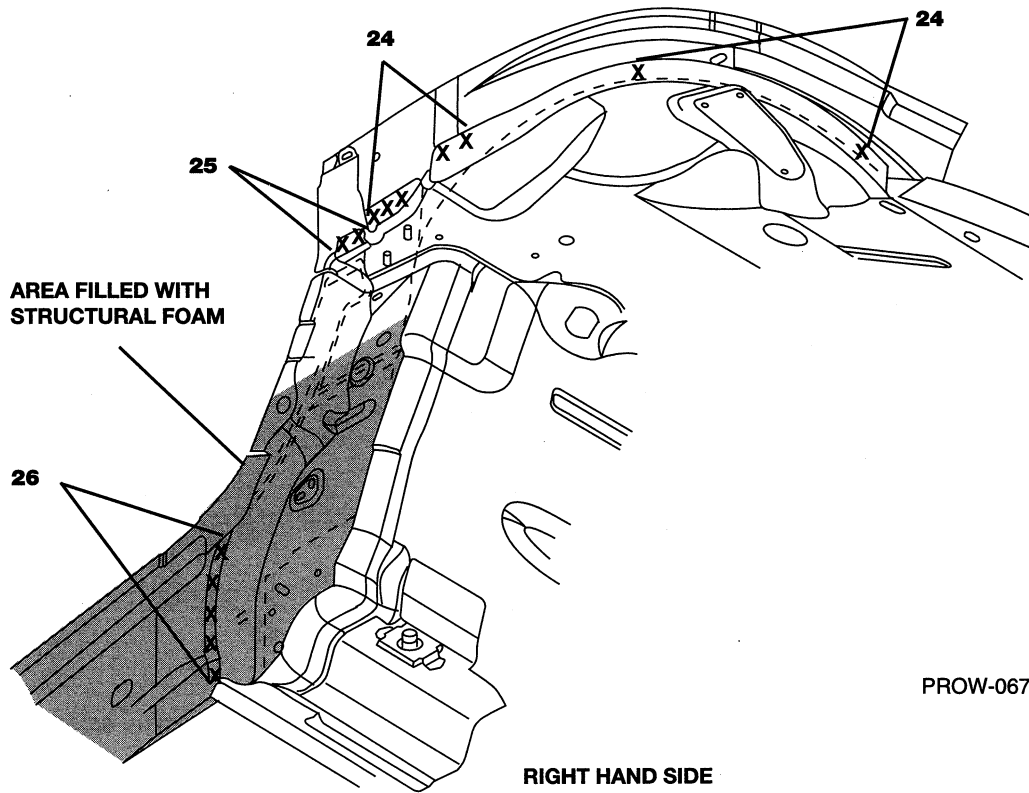






LEFT HAND SIDE PROW-064







NOTES WITH REGARD TO REPAIR WORK

- The rivets must be coated to control galvanic corrosion.
- Use 3M structural adhesive #08115, or equivalent.

REMOVAL

Use one of the following procedures to remove the rivet:

Drill Procedure

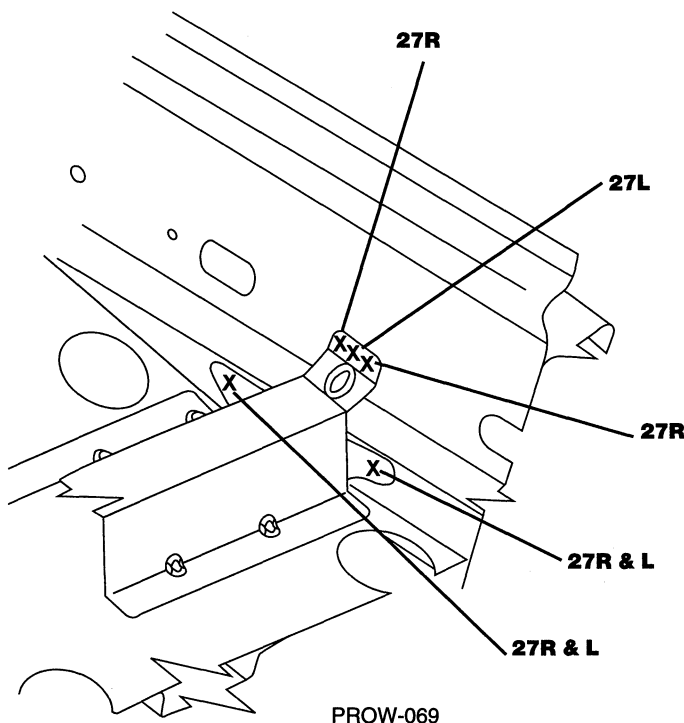
1. Use center punch to create dimple in center of henrob rivet.
2. Drill rivet from front using high-speed drill bit at low speed under 1000 rpm.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

Grind Procedure

1. Grind back of henrob rivet, removing rivet tines.
2. Punch rivet out of panel.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

INSTALLATION

1. Transfer markings to new panel from old for rivet locations.
2. Use a Whitney punch to place rivet holes in the new panel.
3. Clamp new panel in place, and check alignment and measurements.
4. Apply structural adhesive to mating location of panels.
5. Secure new panels to vehicle using coated steel pop rivets.



HENROB RIVETS



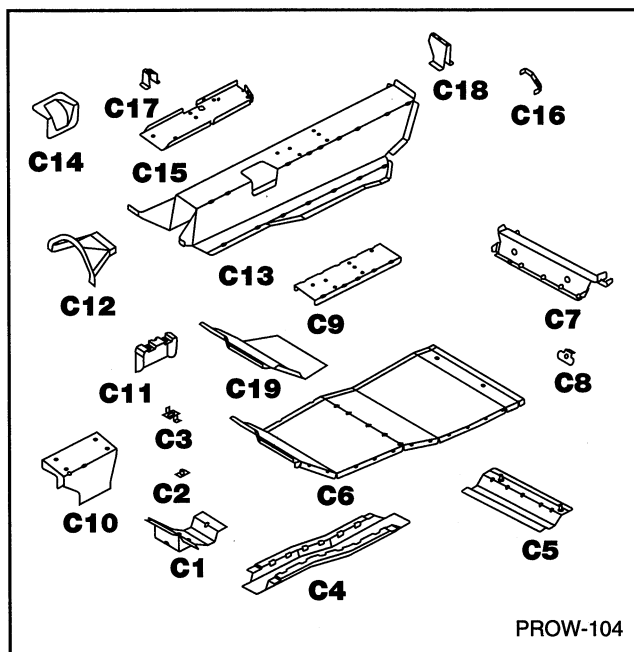
Triple Thickness Henrob Rivet



Double Thickness Henrob Rivet



Front Floor Pan and Tunnel

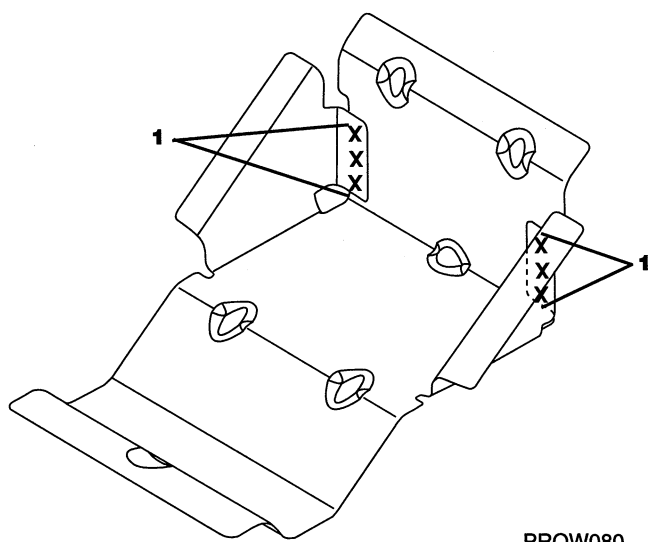


PROW-104

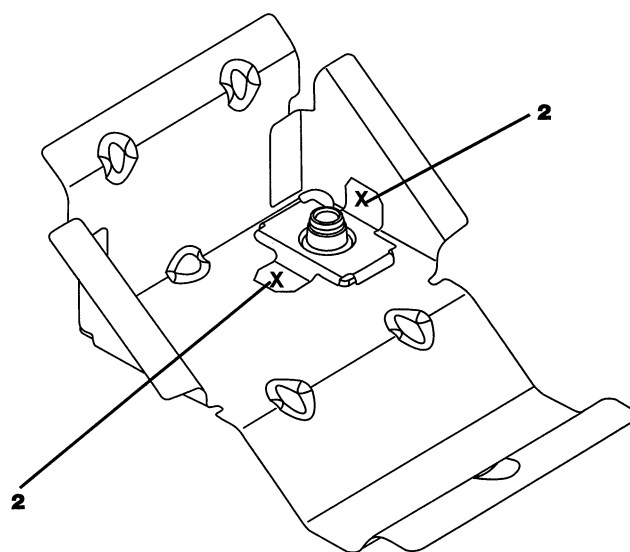
No.	Assy of Parts	F	R
1	C1 + C1	R6	R6
2	C1 + C3	R/A2	R/A2
3	C7 + C8	R/A1	R/A1
4	C1 + C4	R/A5	R/A5
5	C4 + C5	R/A5	R/A5
6	C1 + C6	R/A10	R/A10

R = Right Hand Side of Vehicle L = Left Hand Side of Vehicle

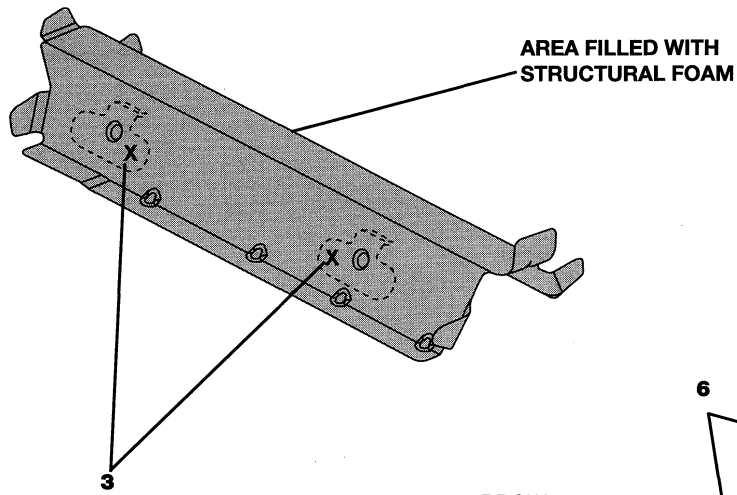
No.	Assy of Parts	F	R
7	C5 + C6	R/A15	R/A15
8	C4 + C6	R/A23	R/A23
9	C18 + C15	R/A12	R/A12
10	C17 + C15	R/A4	R/A4
11	C16 + C15	R/A2	R/A2
12	C9 + C13	R25	R25
13	C14 + C13	R16	R16
14	C12 + C13	R/A11	R/A11
15	C11 + C13	R3	R3
16	C10 + C13	R4	R4
17	C10 + C13 + C11	R1	R1
18L	C6 + C13	R/A28	R/A28
18R	C6 + C13	R/A22	R/A22
19L	C12 + C6 + C13	R/A1	R/A1
19R	C12 + C6 + C13	R/A2	R/A2
20	C7 + C13	R3	R3
21	C7 + C6	R/A19	R/A19
22R	C6 + A1 + C19	R/A5	R/A5
22L	C6 + A1 + C19	R/A9	R/A9
23	C6 + A1 + C12 + C13	R/A1	R/A1
24	C6 + A1 + C12 + C13	R1	R1
25	C12 + A1	R/A7	R/A7



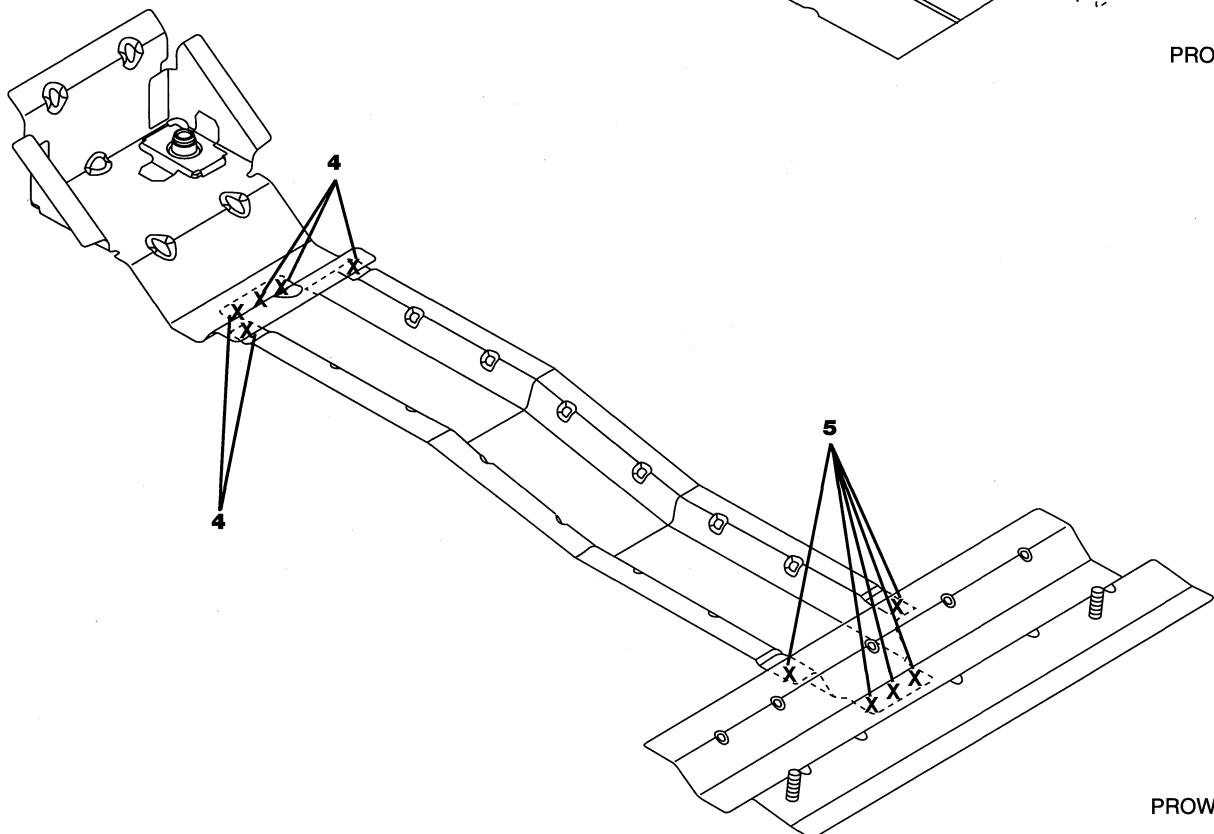
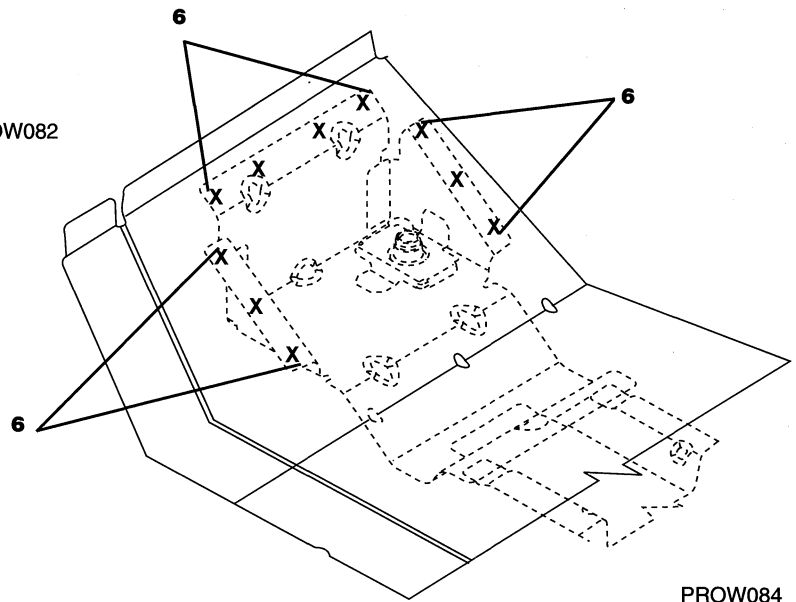
PROW080



PROW081



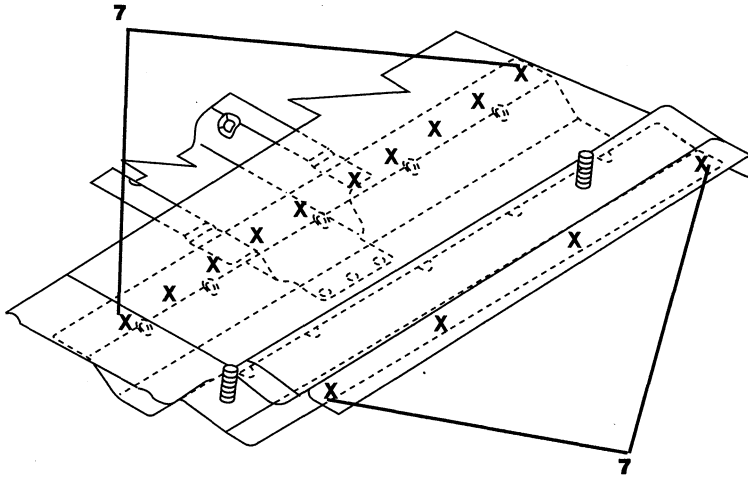
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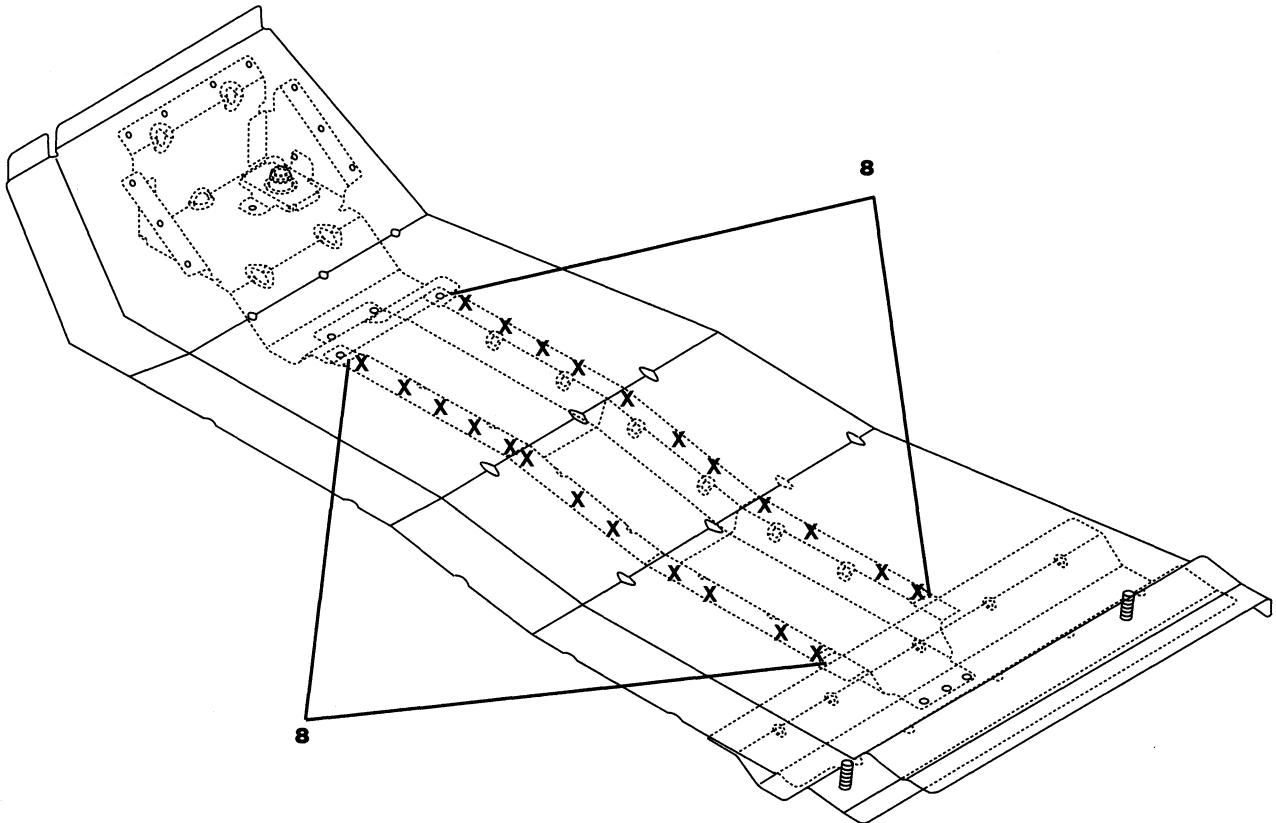
PROW083



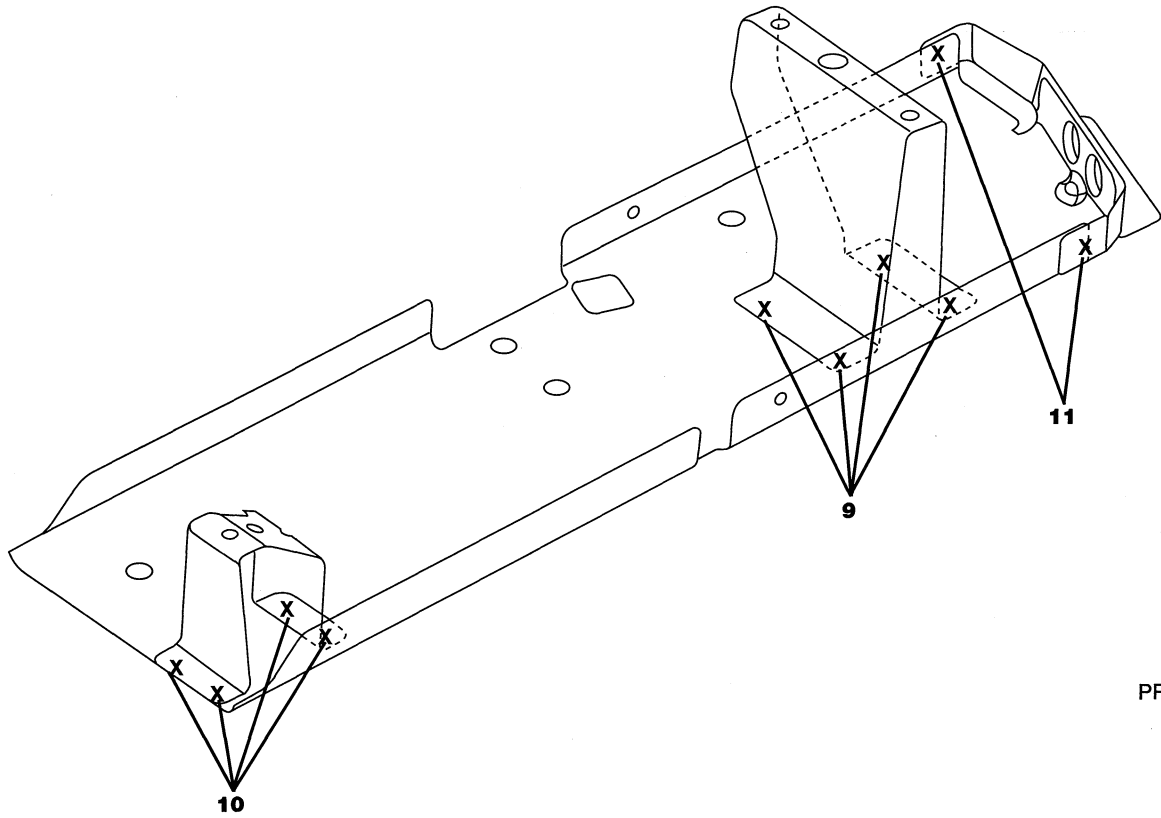
Front Floor Pan and Tunnel



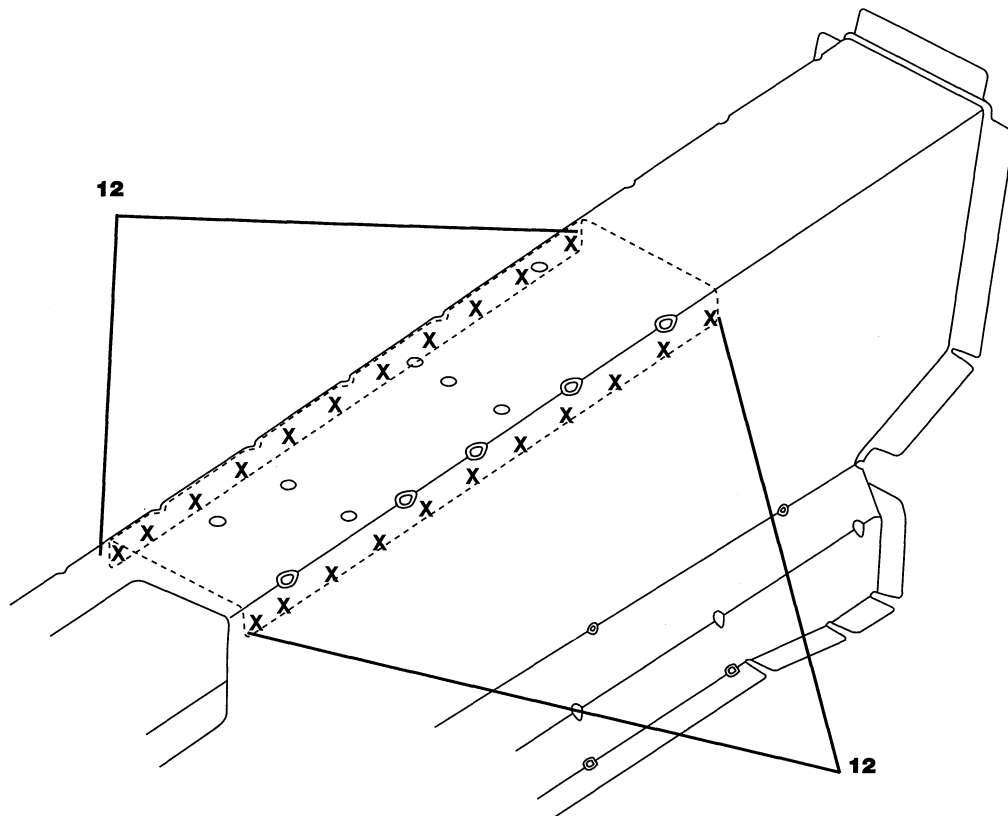
PROW-085



PROW-086



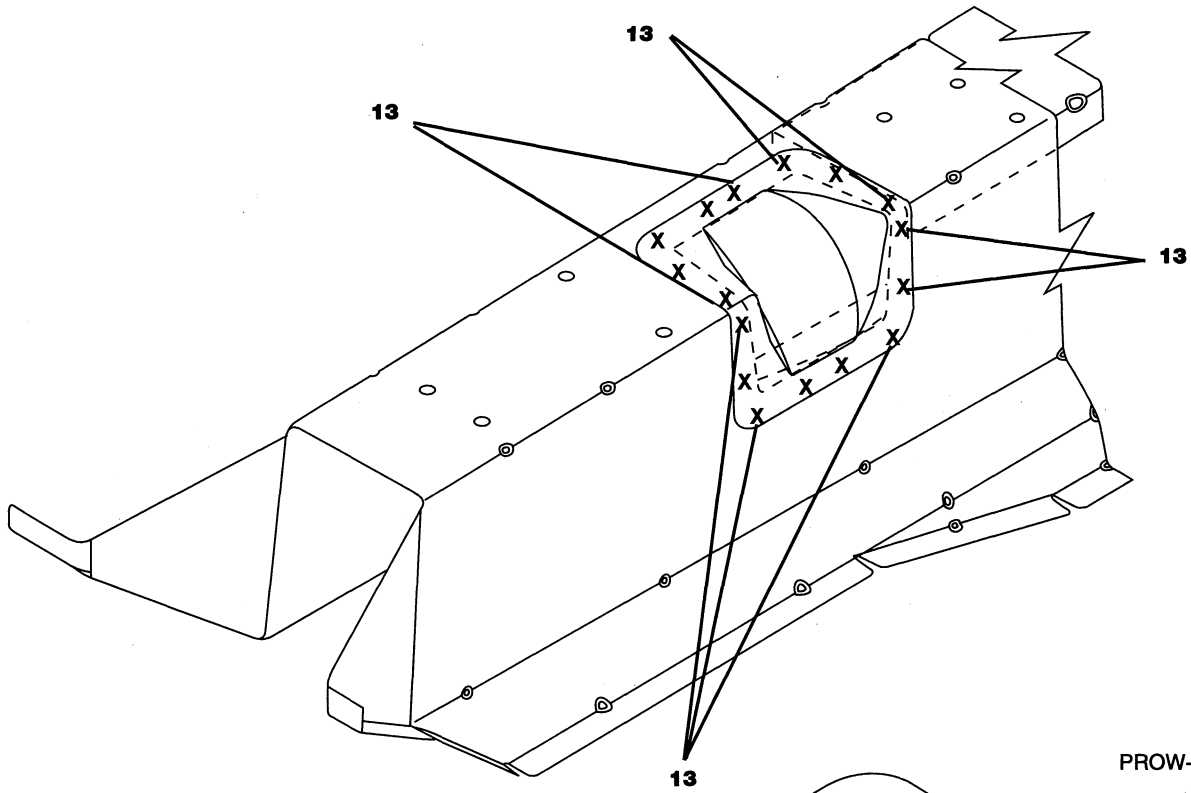
PROW-087



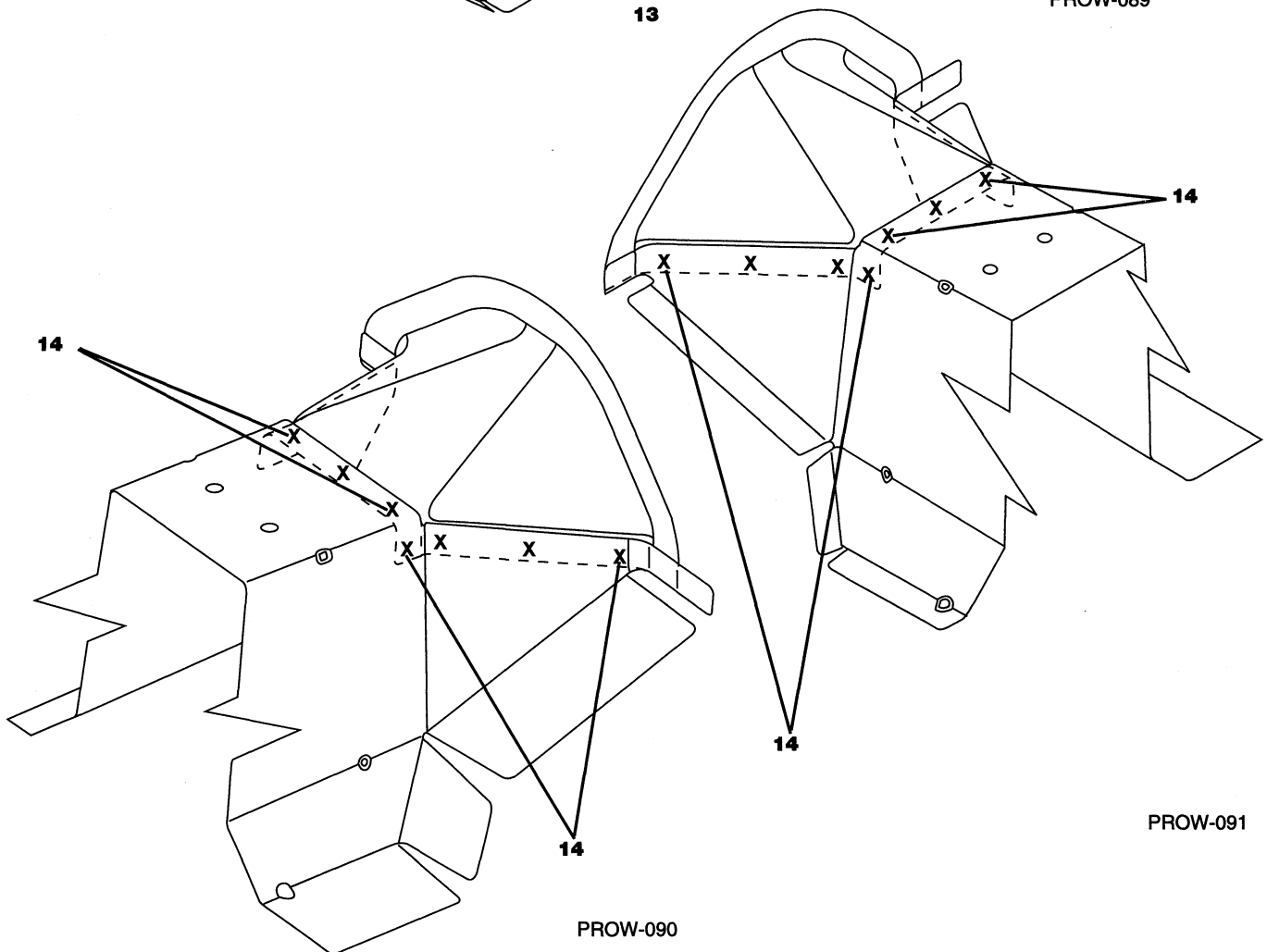
PROW-088



Front Floor Pan and Tunnel

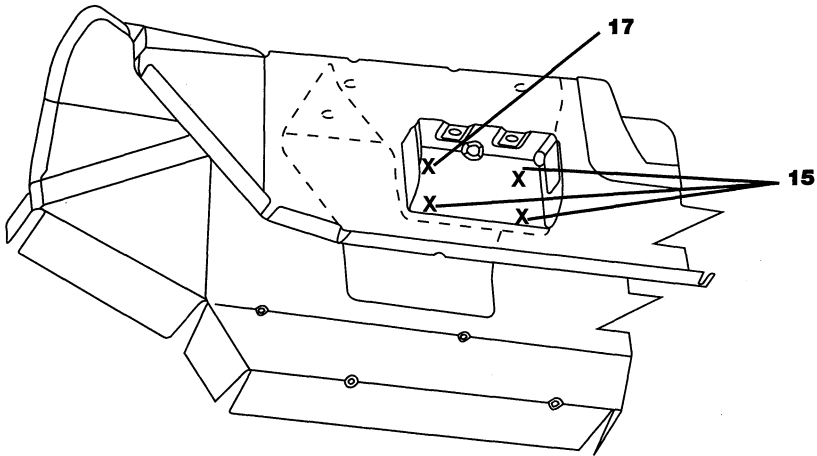


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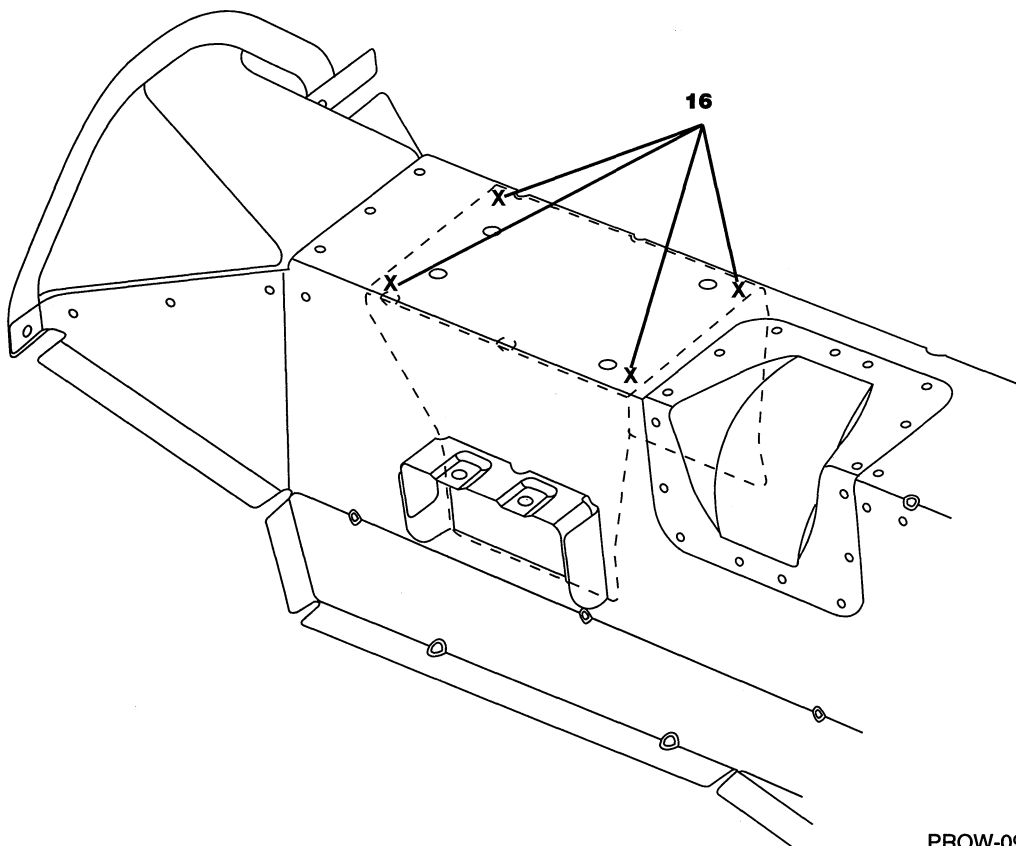


PROW-091

PROW-090



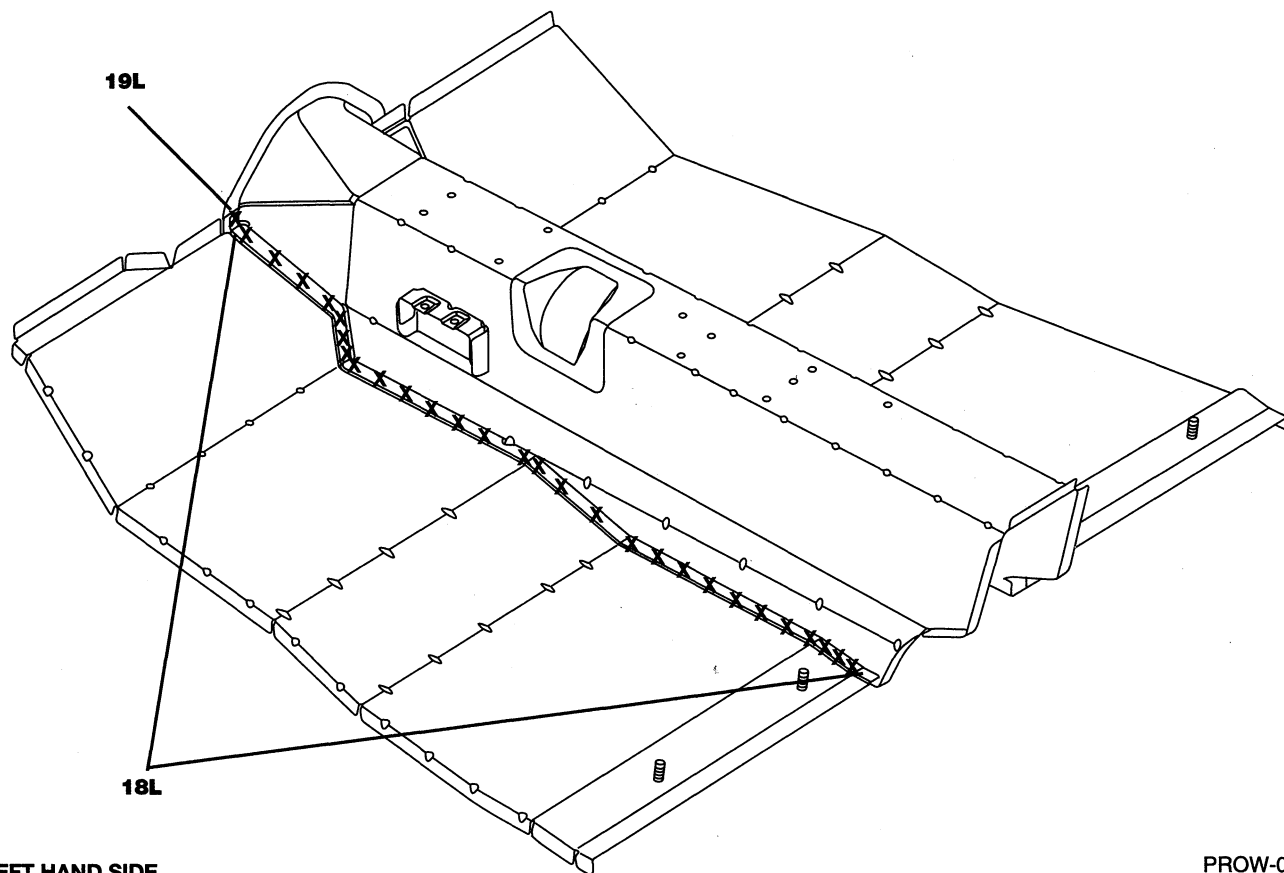
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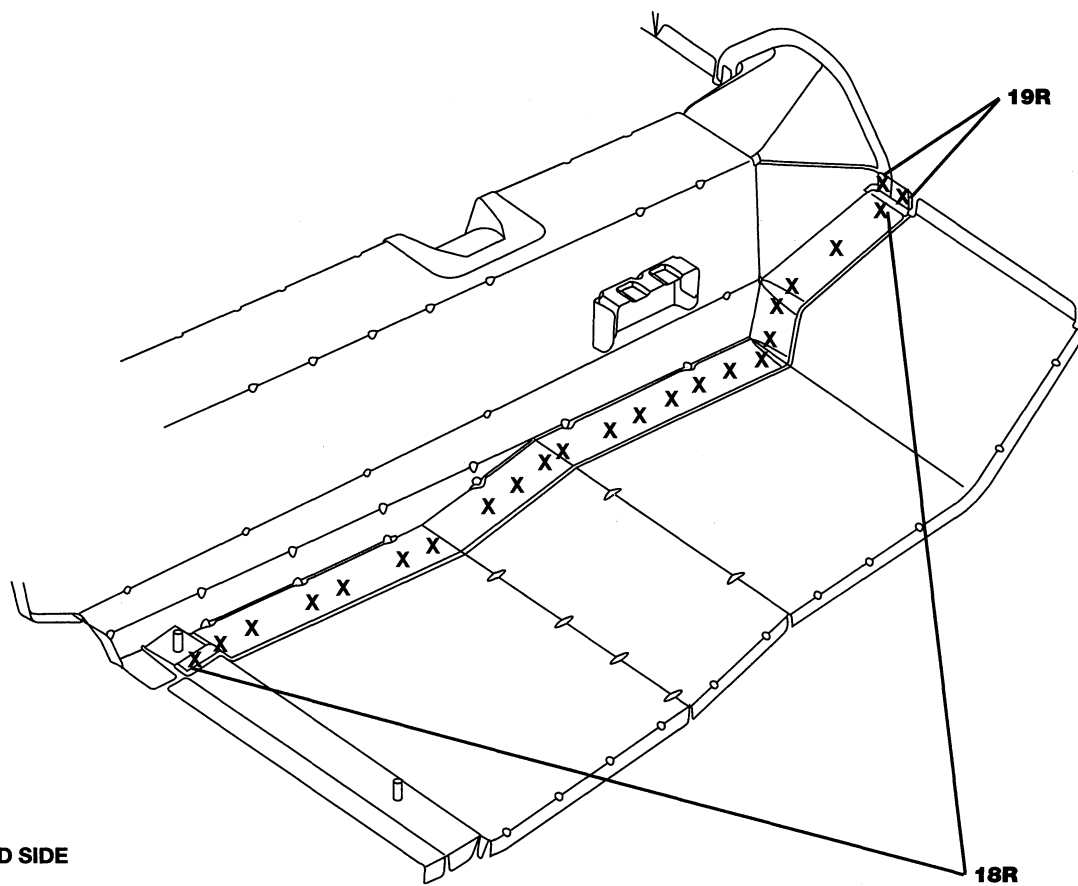
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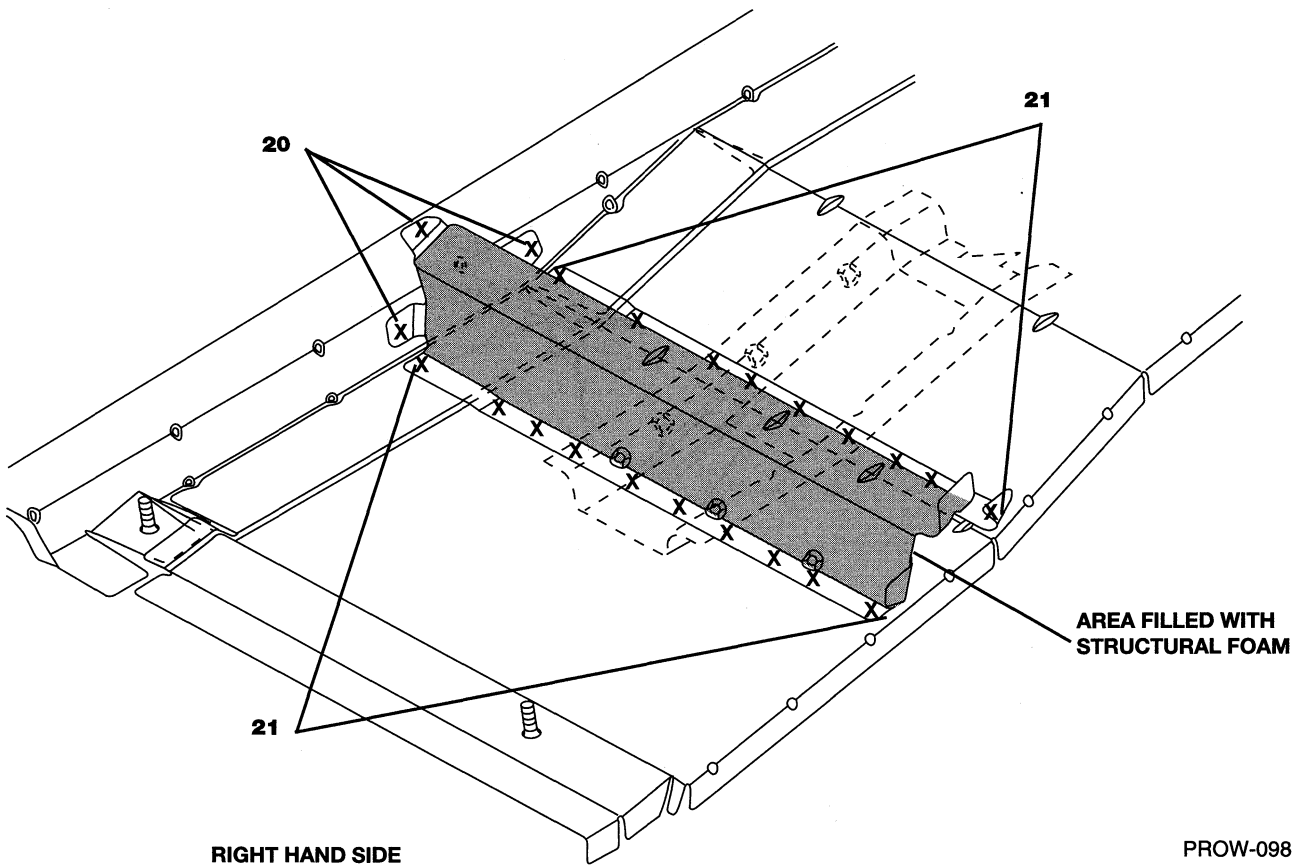
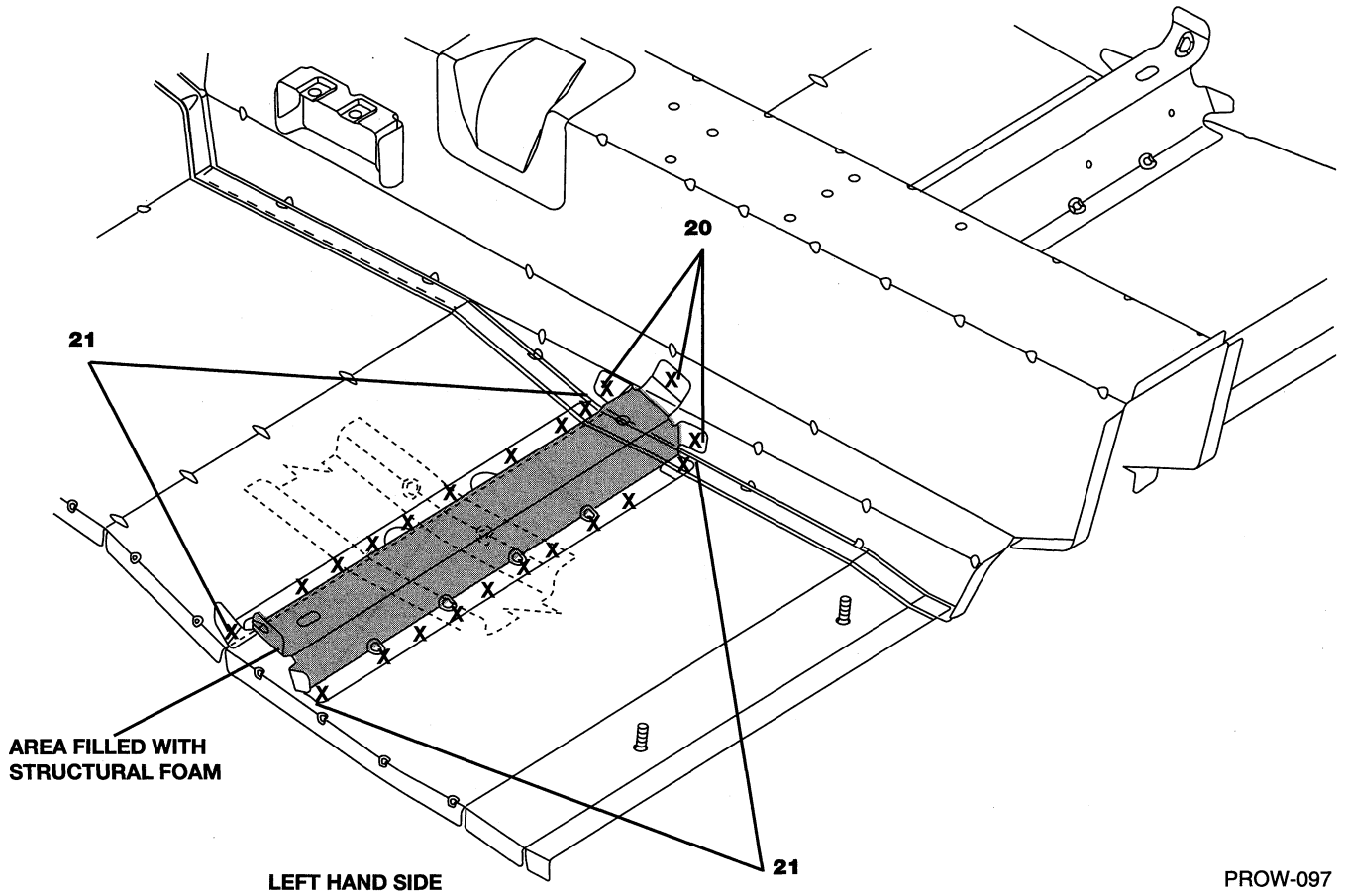
Front Floor Pan and Tunnel



PROW-095

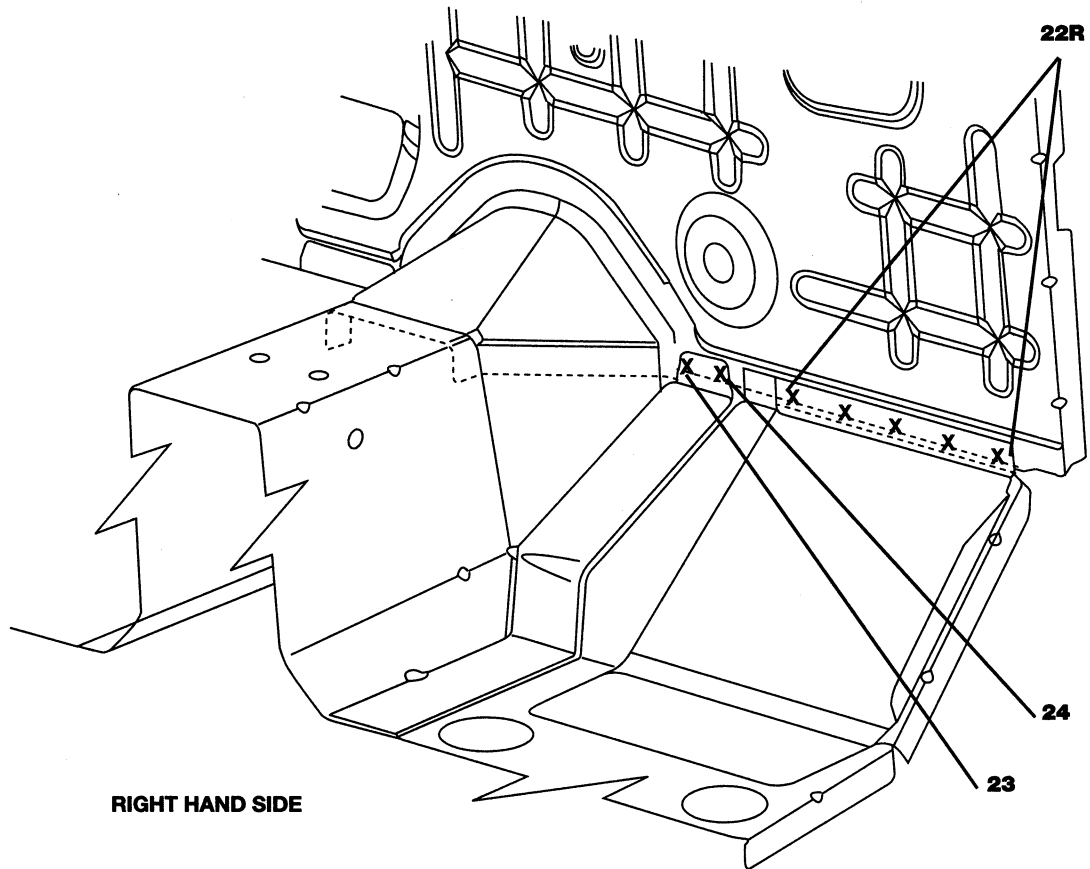


PROW-096

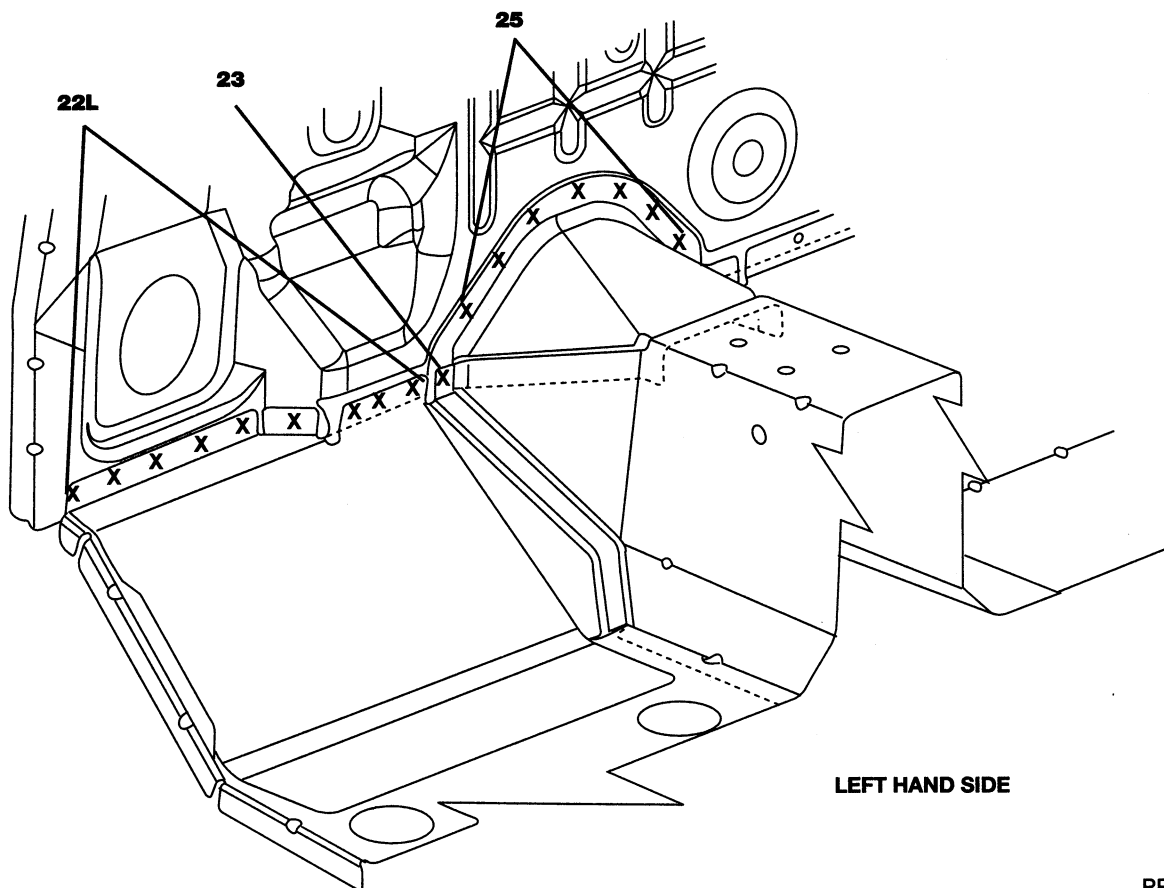




Front Floor Pan and Tunnel



PROW-070



PROW-071



NOTES WITH REGARD TO REPAIR WORK

- The rivets must be coated to control galvanic corrosion.
- Use 3M structural adhesive #08115, or equivalent.

REMOVAL

Use one of the following procedures to remove the rivet:

Drill Procedure

1. Use center punch to create dimple in center of henrob rivet.
2. Drill rivet from front using high-speed drill bit at low speed under 1000 rpm.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

HENROB RIVETS



Triple Thickness Henrob Rivet



Double Thickness Henrob Rivet

Grind Procedure

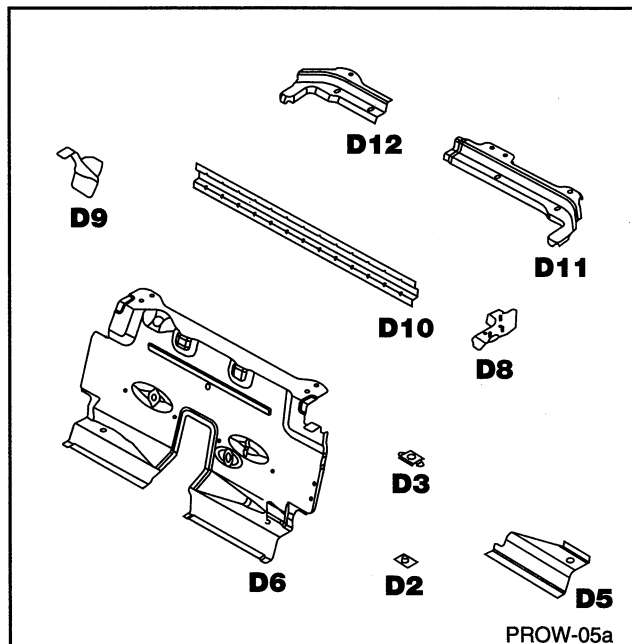
1. Grind back of henrob rivet, removing rivet tines.
2. Punch rivet out of panel.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

INSTALLATION

1. Transfer markings to new panel from old for rivet locations.
2. Use a Whitney punch to place rivet holes in the new panel.
3. Clamp new panel in place, and check alignment and measurements.
4. Apply structural adhesive to mating location of panels.
5. Secure new panels to vehicle using coated steel pop rivets.



Bulkhead Shelf

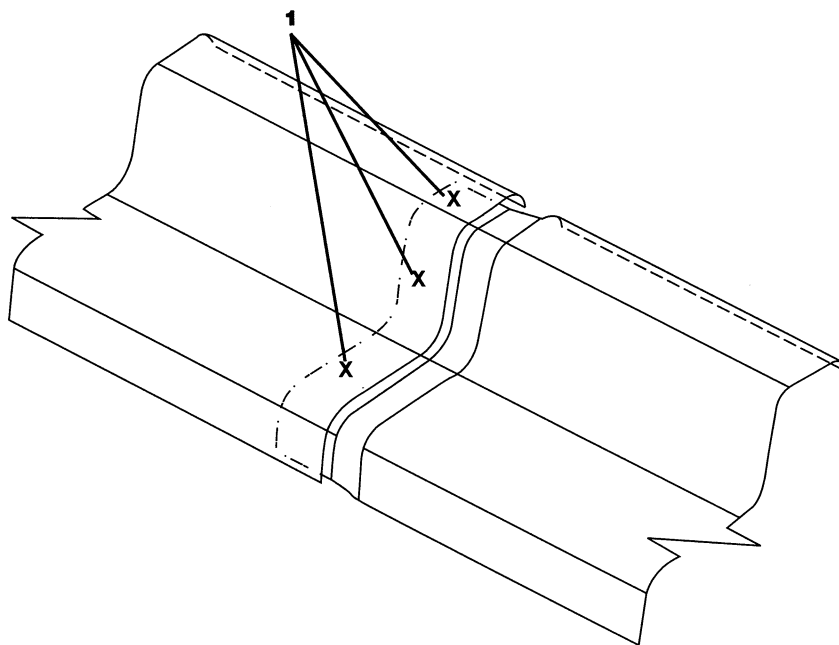


No.	Assy of Parts	F	R
5	D9 + D12	R/A2	R/A2
6	D9 + D6 + D10	R/A3	R/A3
7	D6 + D8	R/A2	R/A2
8R	D6 + D5	R/A14	R/A14
8L	D6 + D5	R/A12	R/A12
9	D6 + D10	R/A53	R/A53

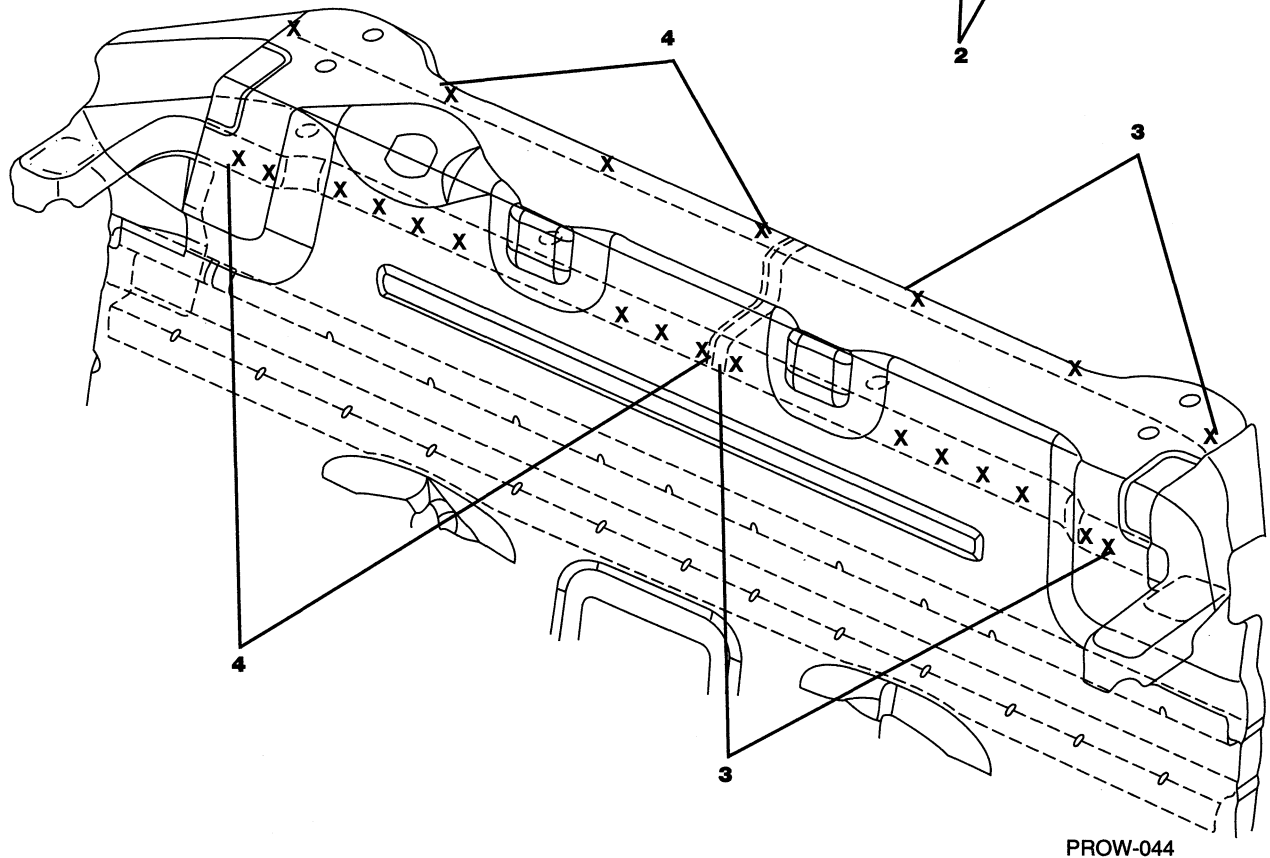
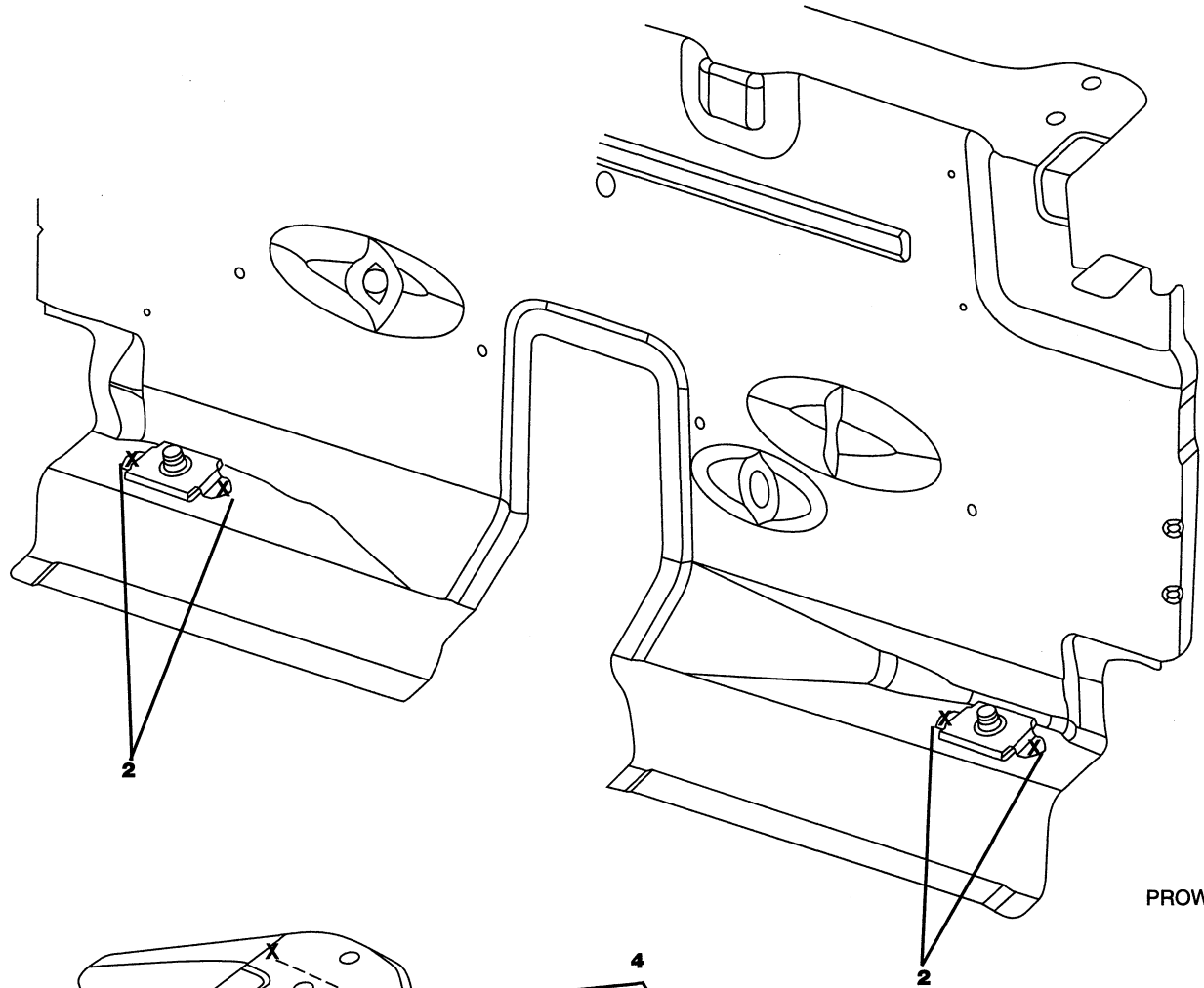
No.	Assy of Parts	F	R
1	D11 + D12	R/A3	R/A3
2	D3 + D6	R/A2	R/A2
3	D11 + D6	R/A10	R/A10
4	D12 + D6	R/A13	R/A13

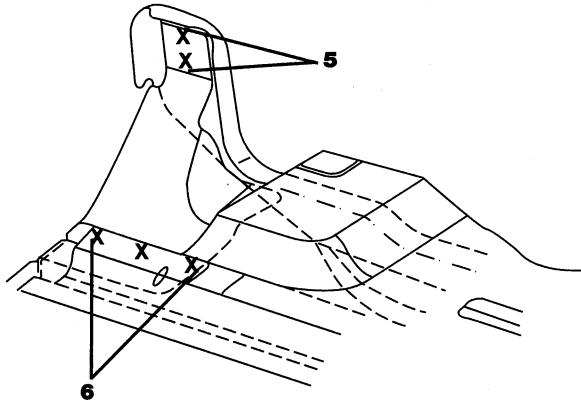
R = Right Hand Side of Vehicle

L = Left Hand Side of Vehicle

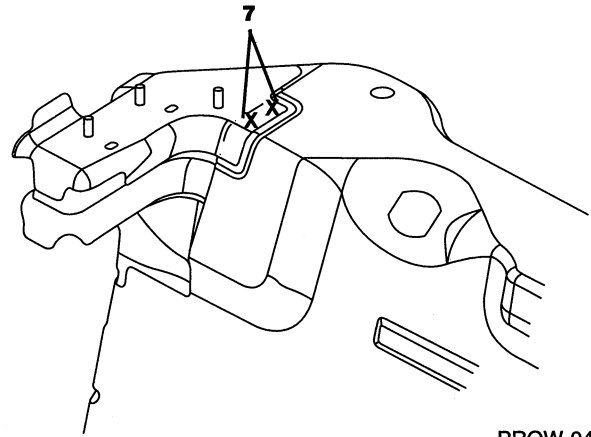


PROW-040

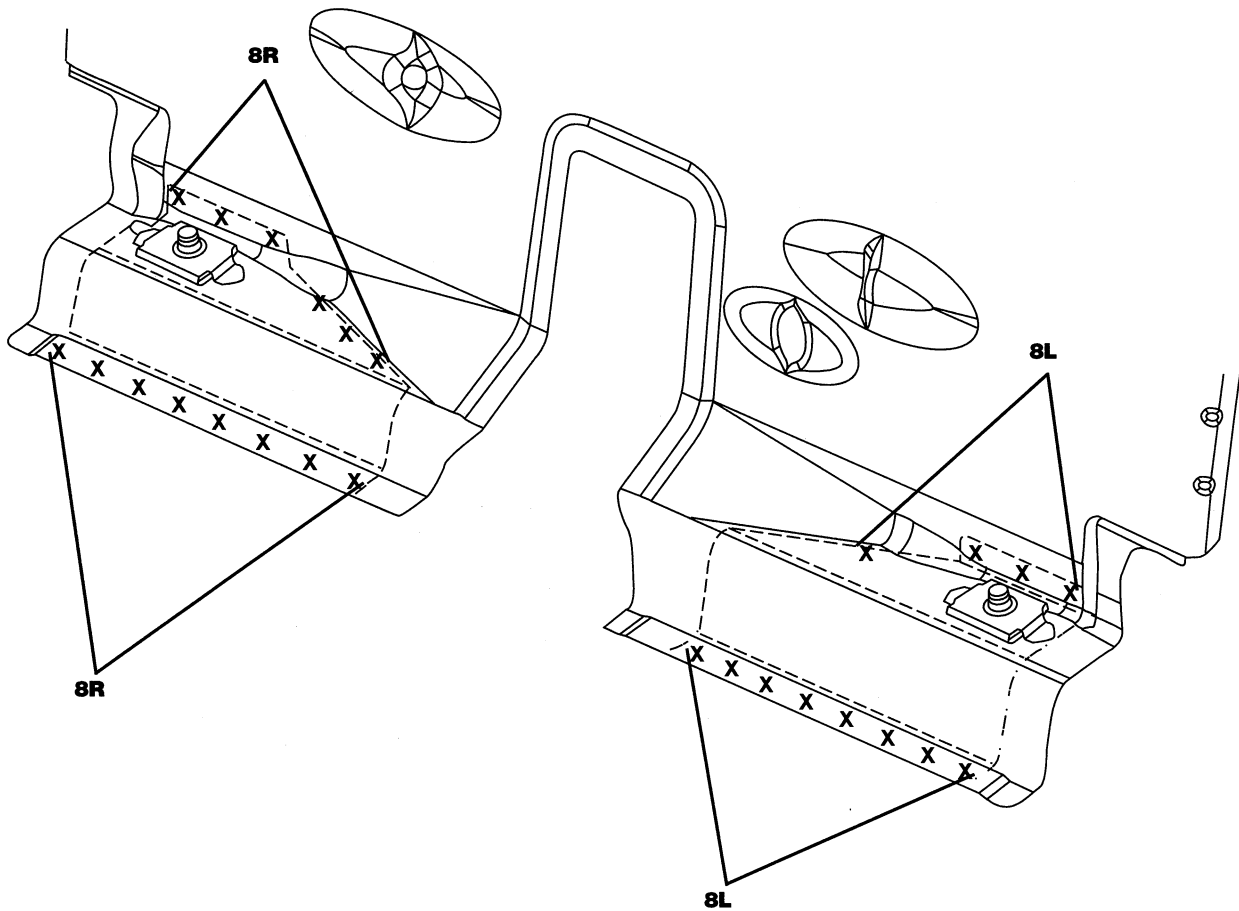




PROW-046



PROW-045



PROW-042

**NOTES WITH REGARD TO REPAIR WORK**

- The rivets must be coated to control galvanic corrosion.
- Use 3M structural adhesive #08115, or equivalent.

REMOVAL

Use one of the following procedures to remove the rivet:

Drill Procedure

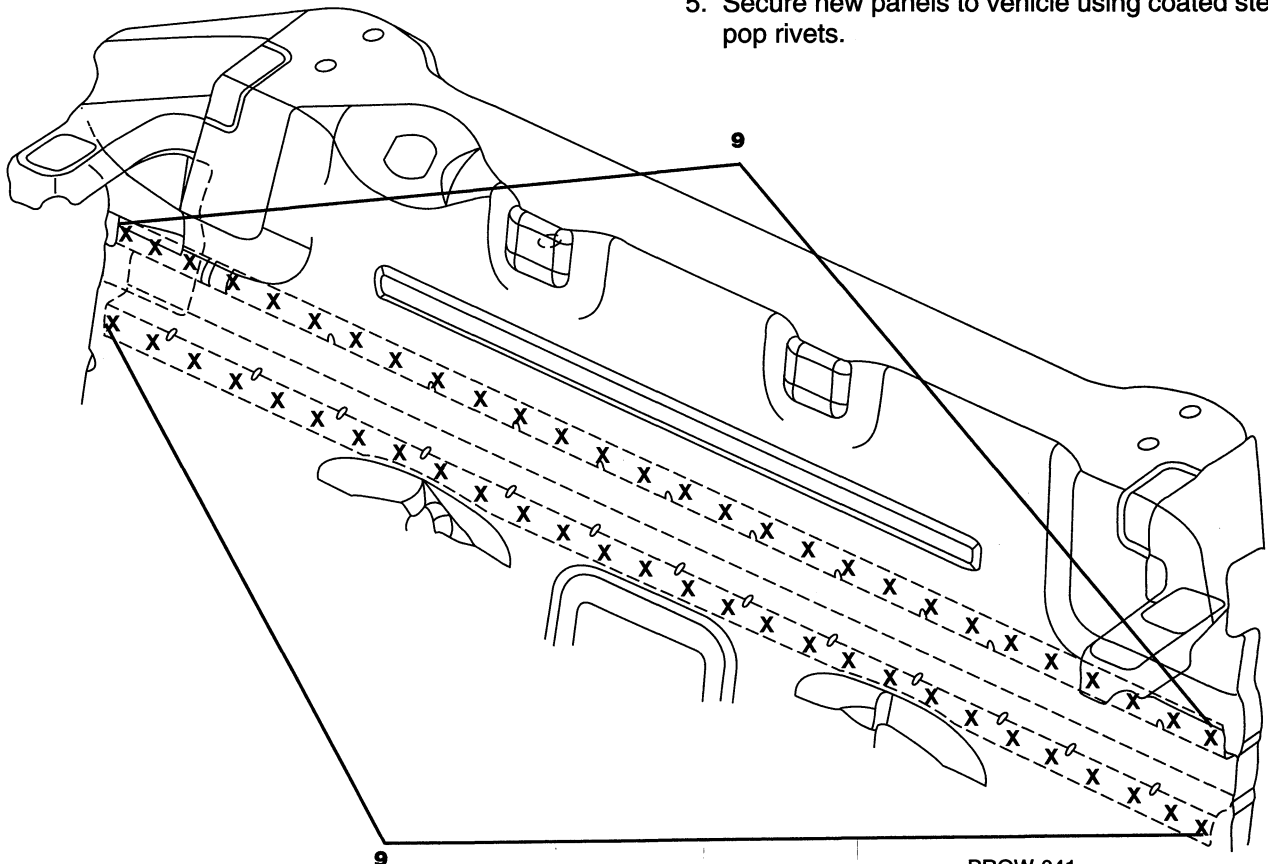
1. Use center punch to create dimple in center of henrob rivet.
2. Drill rivet from front using high-speed drill bit at low speed under 1000 rpm.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

Grind Procedure

1. Grind back of henrob rivet, removing rivet tines.
2. Punch rivet out of panel.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

INSTALLATION

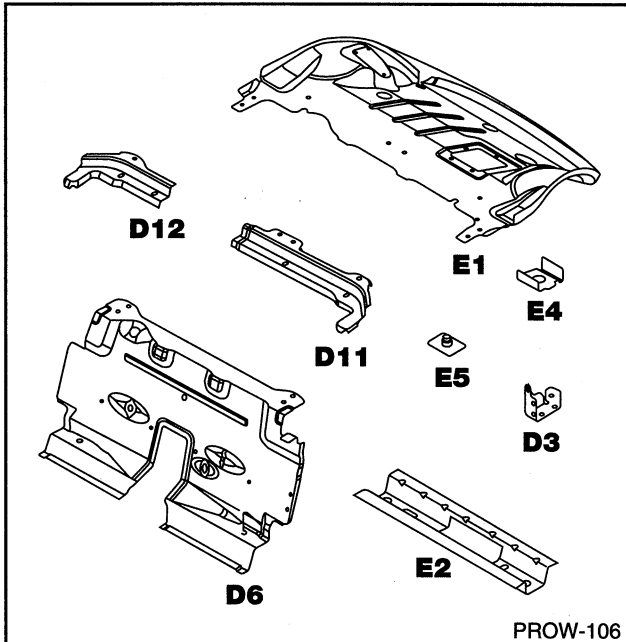
1. Transfer markings to new panel from old for rivet locations.
2. Use a Whitney punch to place rivet holes in the new panel.
3. Clamp new panel in place, and check alignment and measurements.
4. Apply structural adhesive to mating location of panels.
5. Secure new panels to vehicle using coated steel pop rivets.



PROW-041



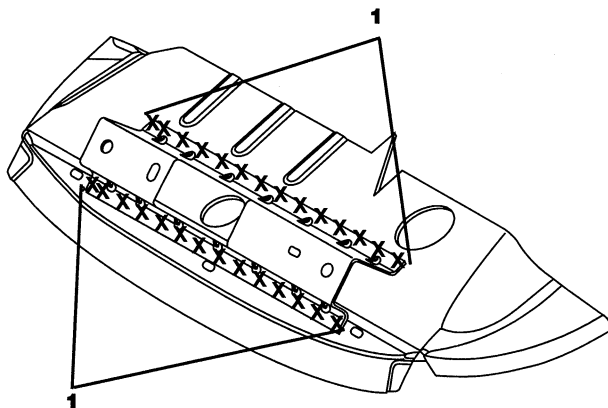
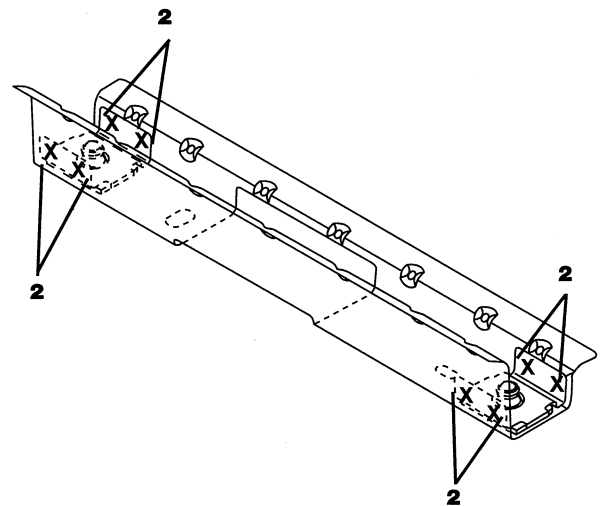
Rear Floor Pan



No.	Assy of Parts	F	R
1	E1 + E2	R/A28	R/A28
2	E2 + E3	R/A4	R/A4
3R	E1 + E3 + D12	R/A2	R/A2
3L	E1 + E3 + D11	R/A2	R/A2

R = Right Hand Side of Vehicle L = Left Hand Side of Vehicle

No.	Assy of Parts	F	R
4	E1 + D6 + D12	R/A9	R/A9
5	E1 + D6 + D11	R/A16	R/A16
6	E1 + D6	R4	R4



PROW-033



NOTES WITH REGARD TO REPAIR WORK

- The rivets must be coated to control galvanic corrosion
- Use 3M structural adhesive #08115, or equivalent.

REMOVAL

Use one of the following procedures to remove the rivet:

Drill Procedure

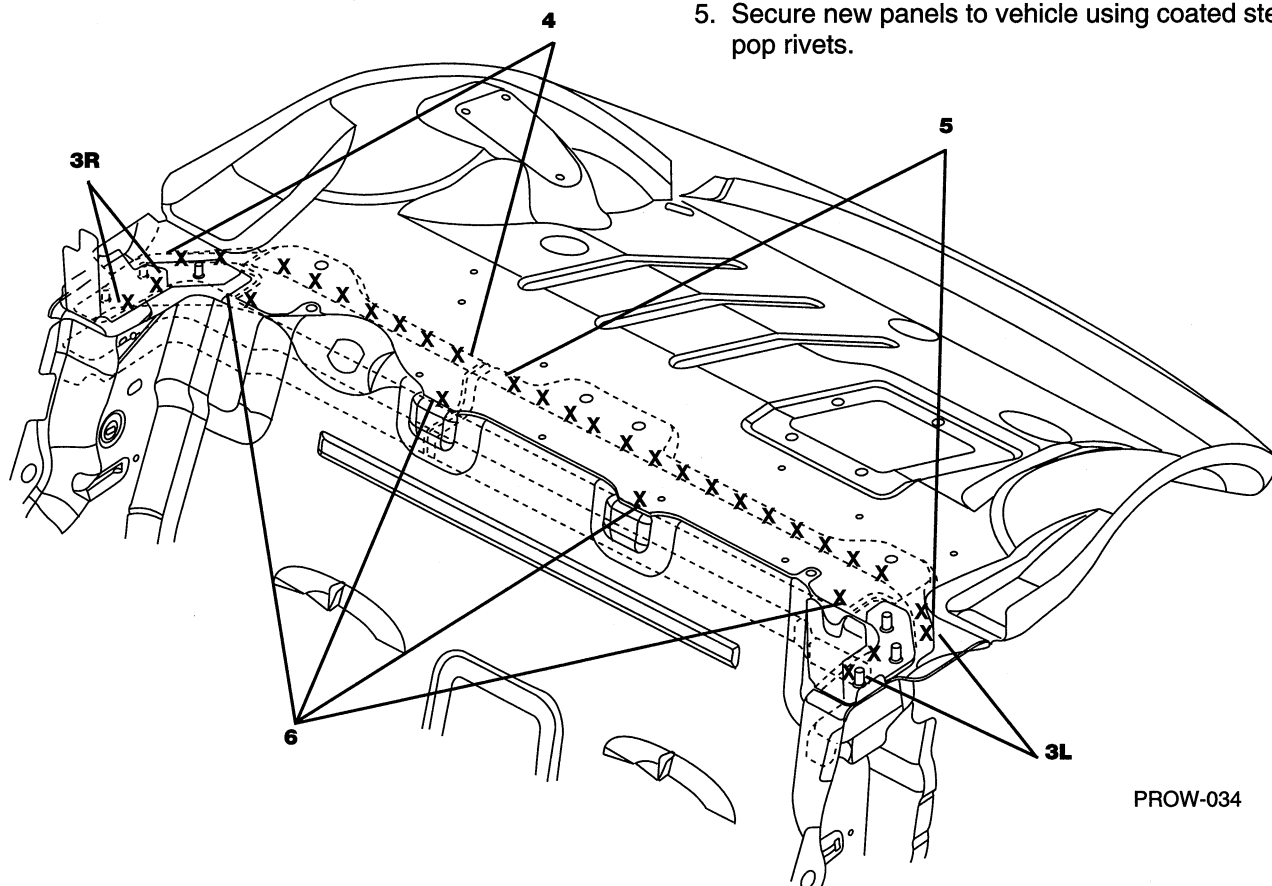
1. Use center punch to create dimple in center of henrob rivet.
2. Drill rivet from front using high-speed drill bit at low speed under 1000 rpm.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

Grind Procedure

1. Grind back of henrob rivet, removing rivet tines.
2. Punch rivet out of panel.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

INSTALLATION

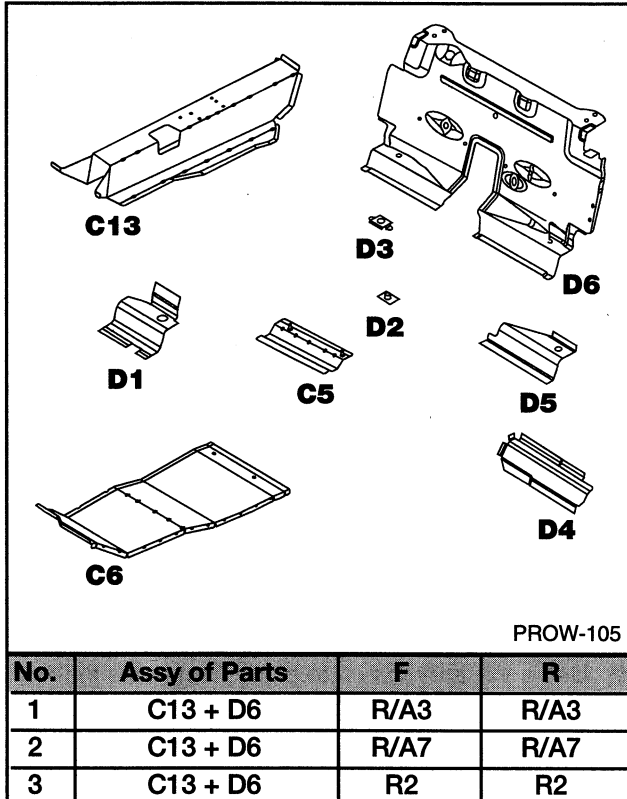
1. Transfer markings to new panel from old for rivet locations.
2. Use a Whitney punch to place rivet holes in the new panel.
3. Clamp new panel in place, and check alignment and measurements.
4. Apply structural adhesive to mating location of panels.
5. Secure new panels to vehicle using coated steel pop rivets.



PROW-034

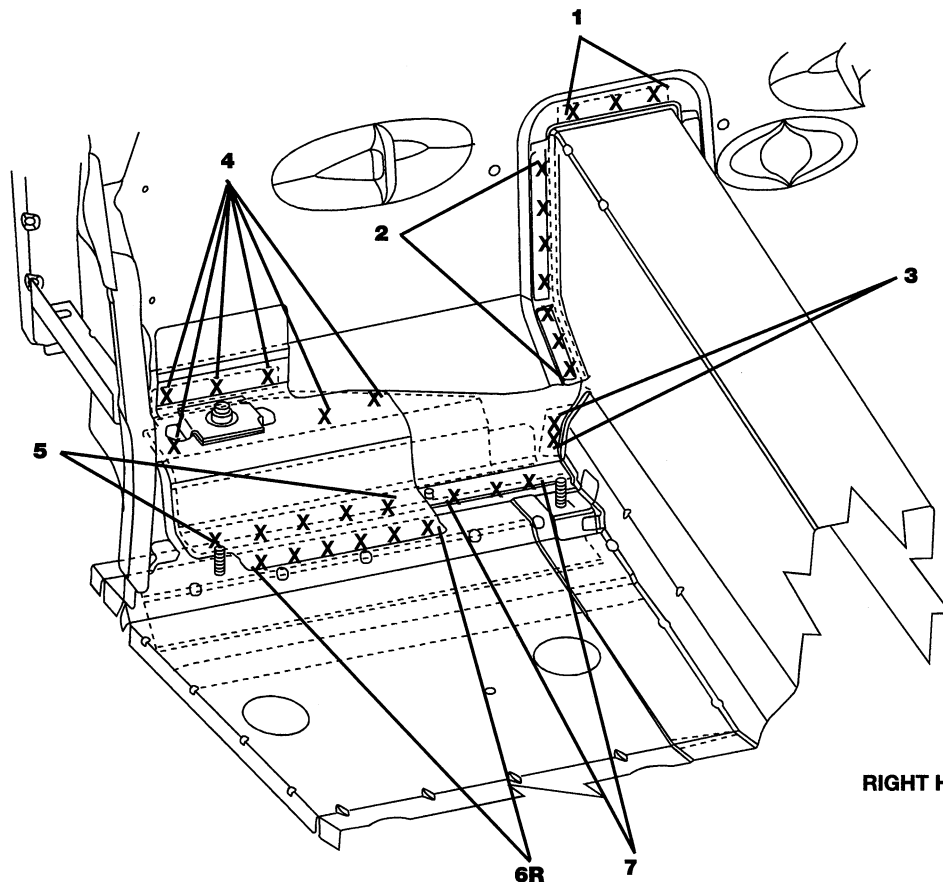


Bulkhead to Floor Reinforcements

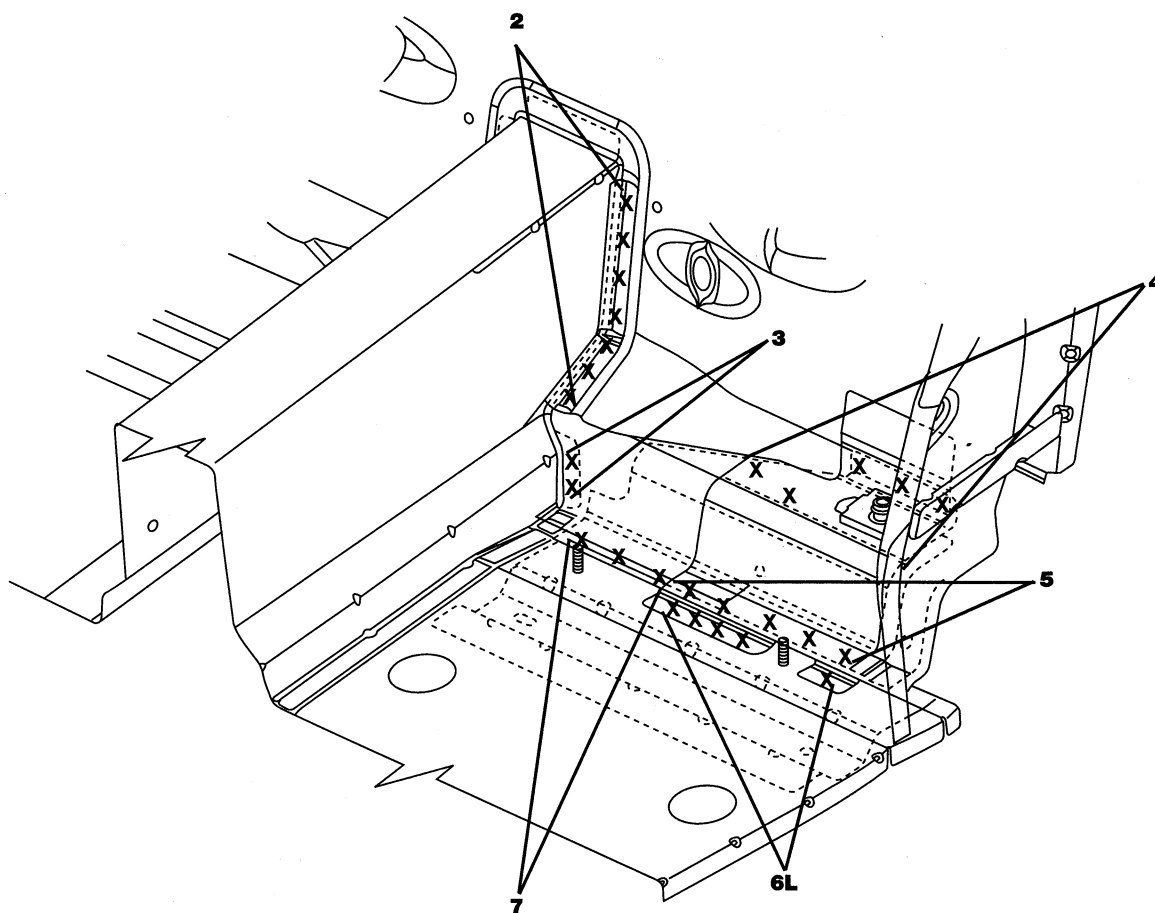


R = Right Hand Side of Vehicle L = Left Hand Side of Vehicle

No.	Assy of Parts	F	R
4	D1 + D5 + D6	R/A6	R/A6
5	D1 + D5 + D6 + C6 + C5	R5	R5
6R	D1 + C6 + C5	R/A6	R/A6
6L	D1 + C6 + C5	R/A5	R/A5
7	D5 + D6 + C6 + C5	R/A3	R/A3
8	D1 + D4 + D6	R/A3	R/A3
9	D4 + D6	R/A5	R/A5
10	D4 + C13	R/A3	R/A3
11	D4 + D5 + D6	R/A4	R/A4
12	D1 + D4 + D5 + D6	R/A4	R/A4
13	D1 + D3	R/A4	R/A4



PROW-075

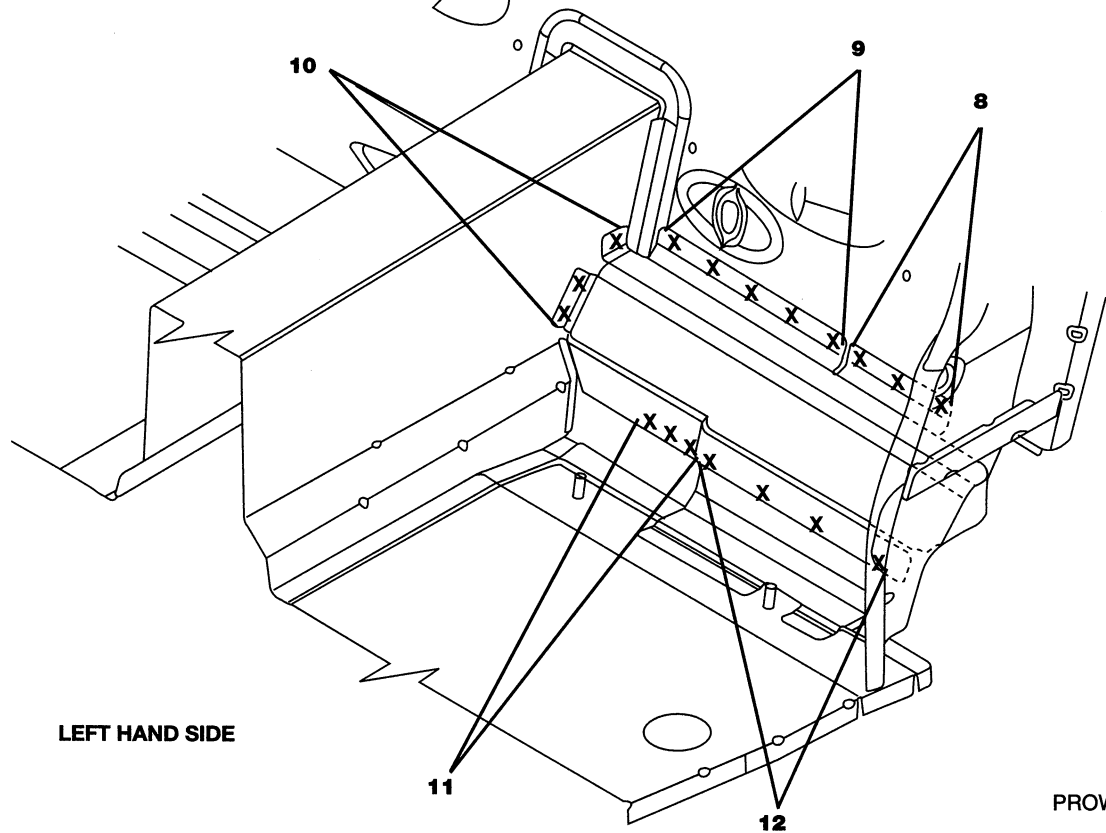
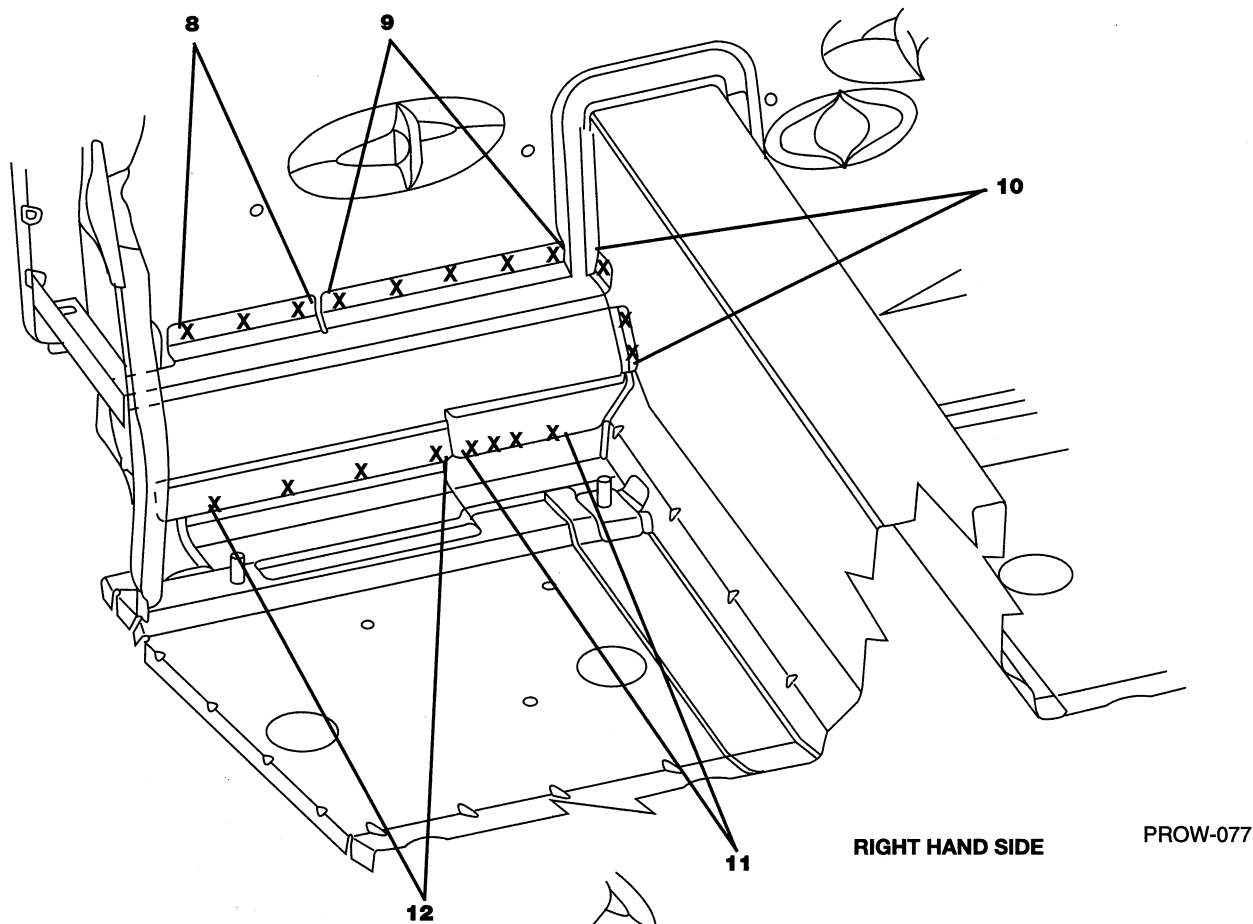


PROW-076

LEFT HAND SIDE



Bulkhead to Floor Reinforcements





NOTES WITH REGARD TO REPAIR WORK

- The rivets must be coated to control galvanic corrosion
- Use 3M structural adhesive #08115, or equivalent.

REMOVAL

Use one of the following procedures to remove the rivet:

Drill Procedure

1. Use center punch to create dimple in center of henrob rivet.
2. Drill rivet from front using high-speed drill bit at low speed under 1000 rpm.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

Grind Procedure

1. Grind back of henrob rivet, removing rivet tines.
2. Punch rivet out of panel.
3. Remove rivet, and clean surrounding area.
4. Use heat gun to release adhesive bond between damaged panels and the vehicle.
5. Clean all adhesive and rivet debris from vehicle surface.
6. Use removed panel as template for rivet and adhesive placement on new panel.

INSTALLATION

1. Transfer markings to new panel from old for rivet locations.
2. Use a Whitney punch to place rivet holes in the new panel.
3. Clamp new panel in place, and check alignment and measurements.
4. Apply structural adhesive to mating location of panels.
5. Secure new panels to vehicle using coated steel pop rivets.

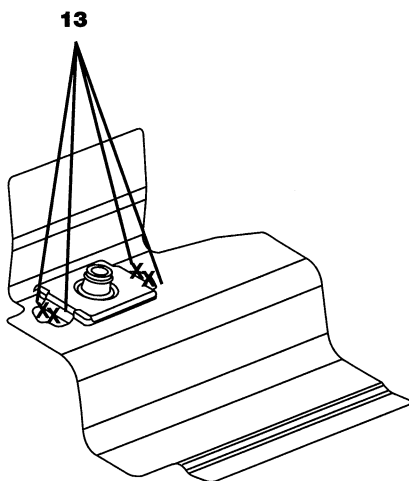
HENROB RIVETS



Triple Thickness Henrob Rivet



Double Thickness Henrob Rivet

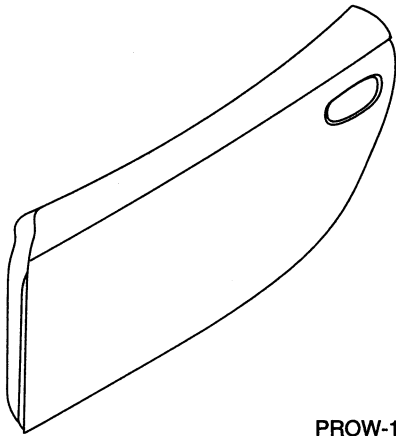


PROW-078

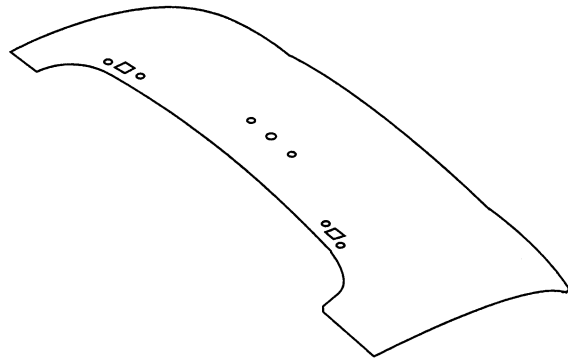
PROWLER



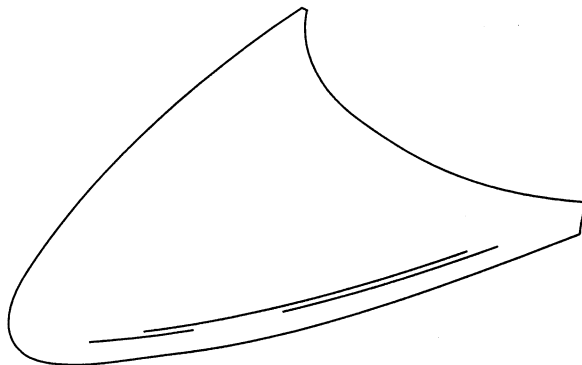
Door, Hood, and Deck Lid Hardware



PROW-142



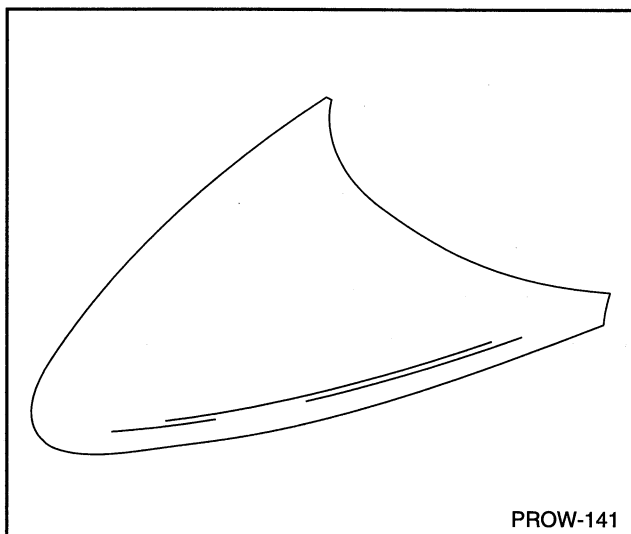
PROW-140



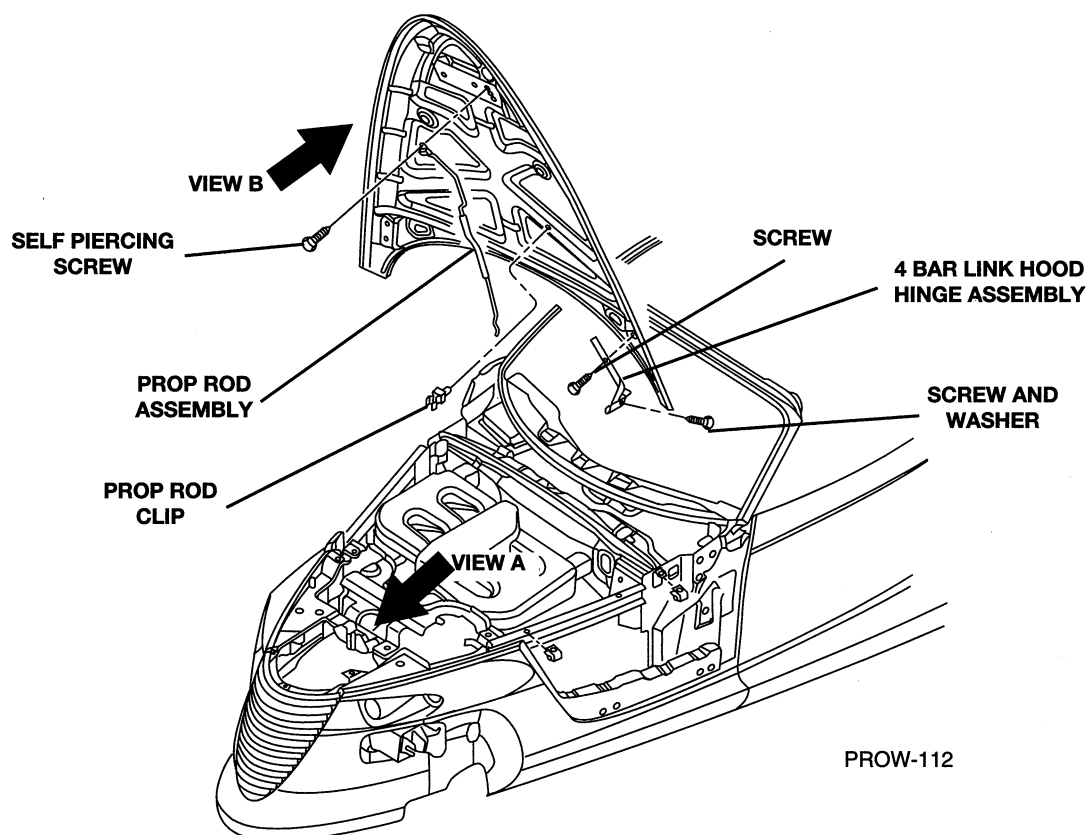
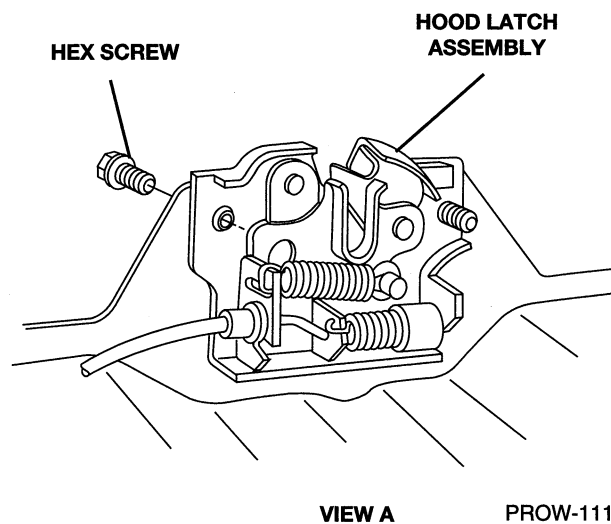
PROW-141



Hood



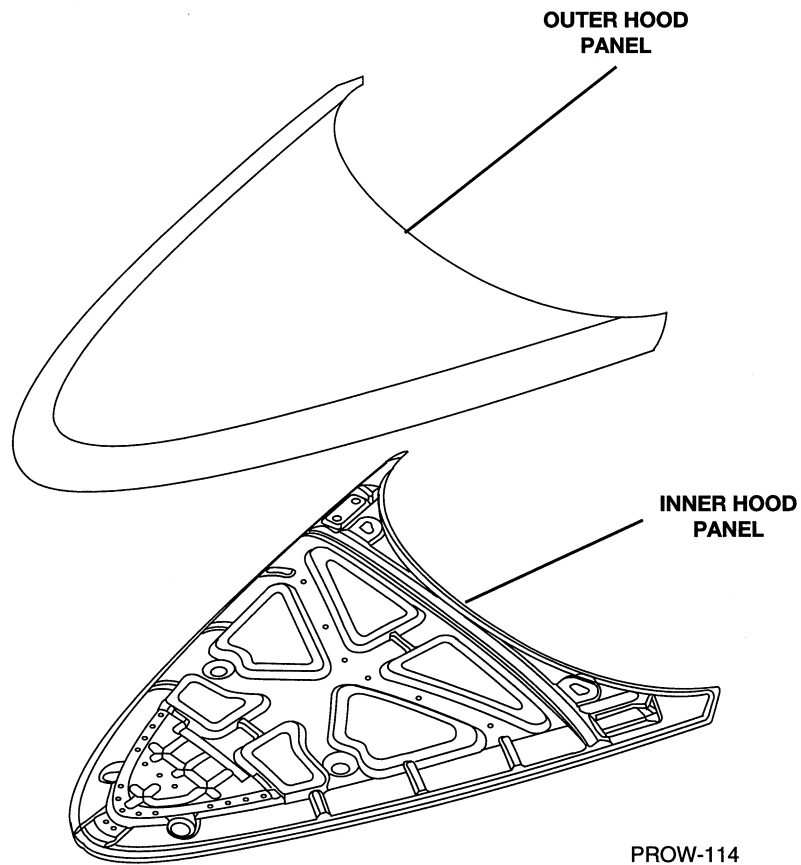
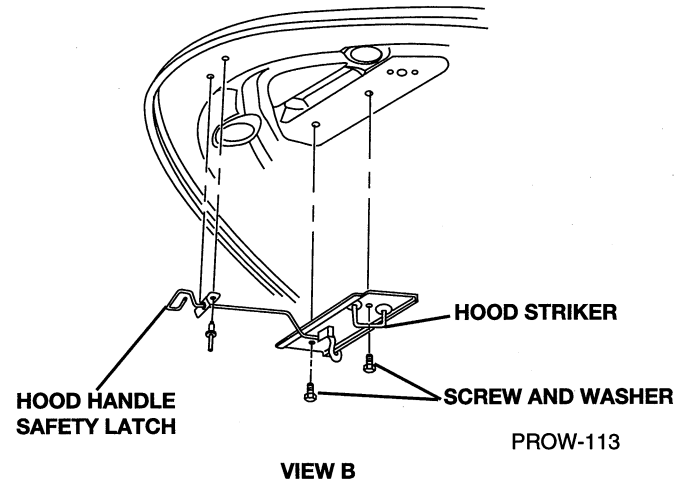
Panel	Fastener Type	No. Req.
Prop Rod to Hood	Self Piercing Screw	2/Side
Hinge Assy to Hood	Screw	2/Side
Hinge to Pillar	Screw & Washer	2/Side
Hood Latch to Body	Hex Screw	2
Safety Latch to Hood	Screw & Washer	2





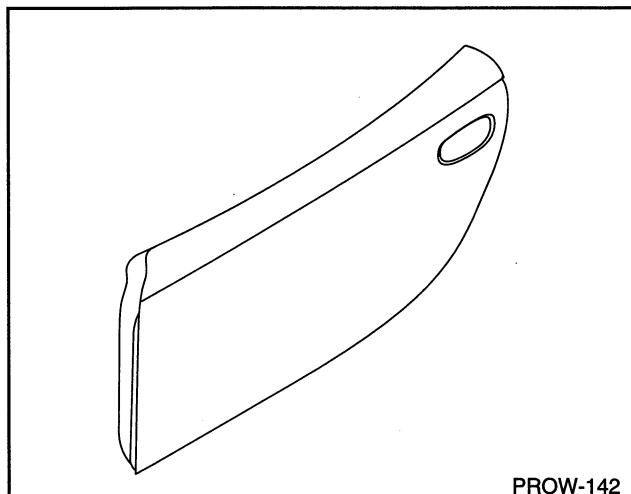
HOOD ASSEMBLY

- The hood is serviced as a complete assembly only. The inner and outer panels are not serviced separately. The outer hood panel is bonded to the inner structure panel with adhesive and rivets.
- Hood repair can be performed with common sheet metal repair procedures.
- Shim and adjust at the hood hinges to align and open gaps.





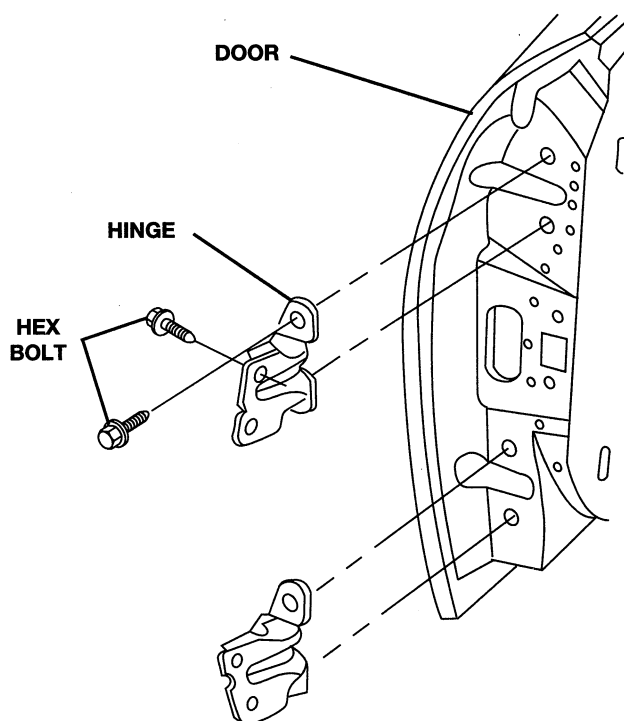
Door



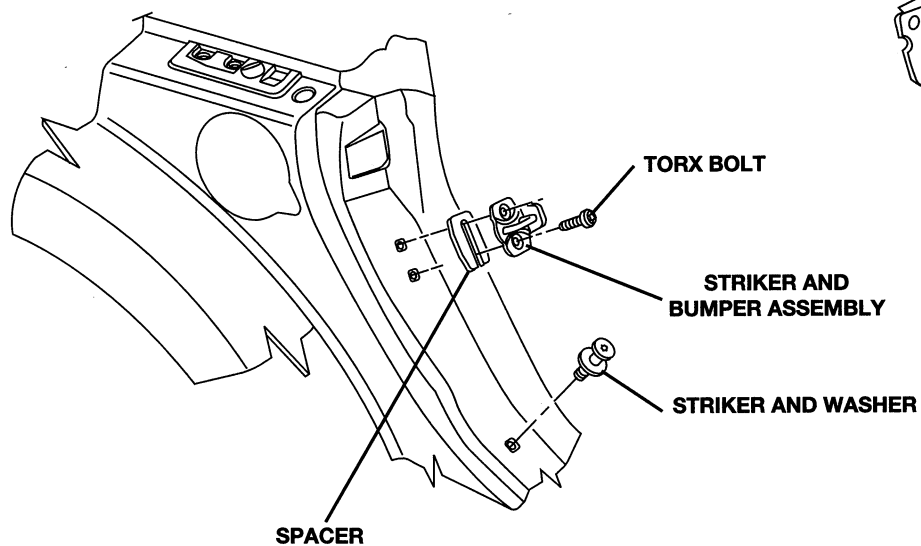
Panel	Fastener Type	No. Req.
Striker & Bumper Assy to Rear Pillar	Screw	2/Side
Strike & Washer to Rear Pillar	Striker	1/Side
Hinge to Door	Hex Bolt	2/Hinge
Handle to Door	Hex Screw	1/Side

NOTES:

- Refer to the specifications and dimensions for door gaps.



PROW-143

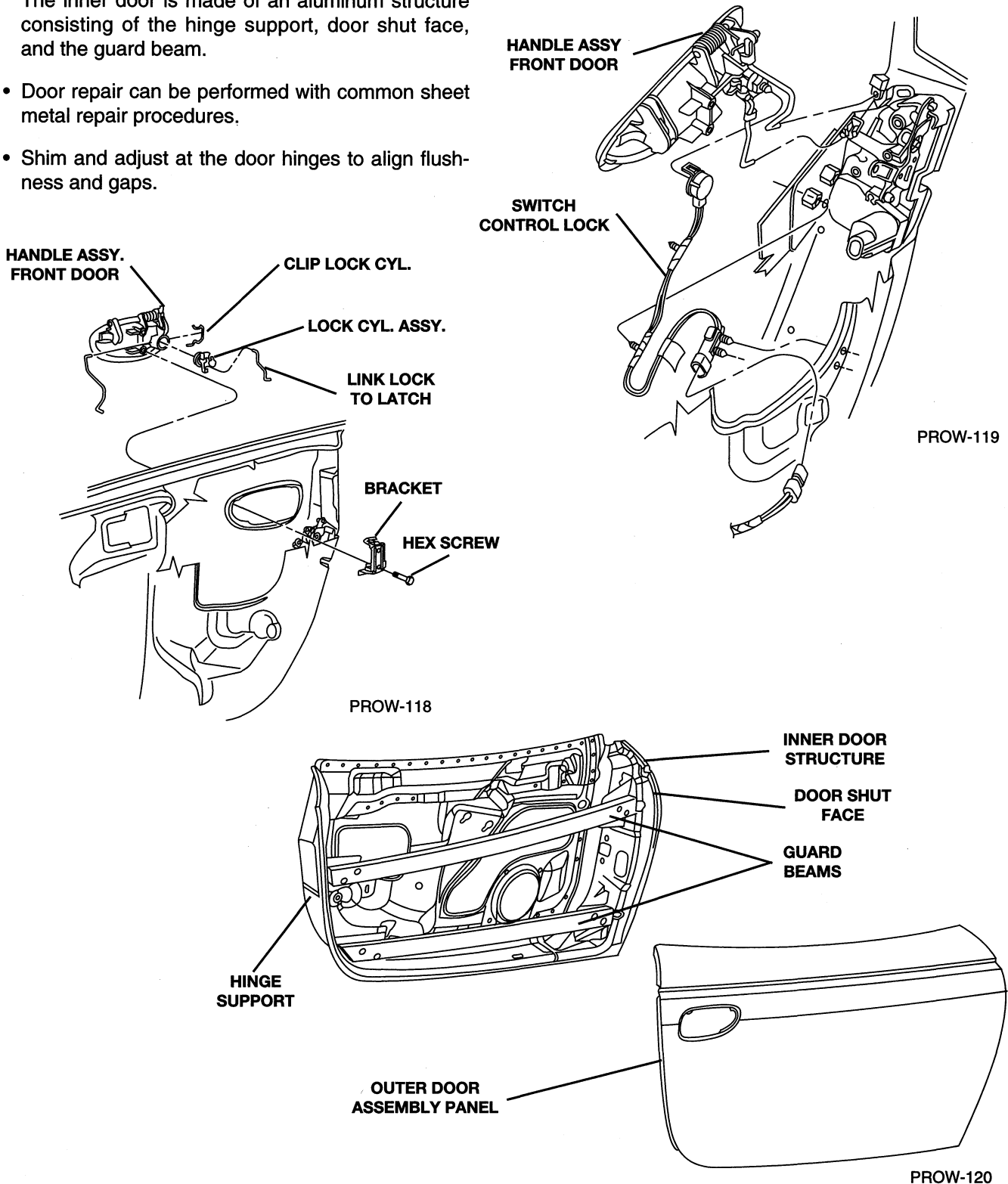


PROW-110

DOOR

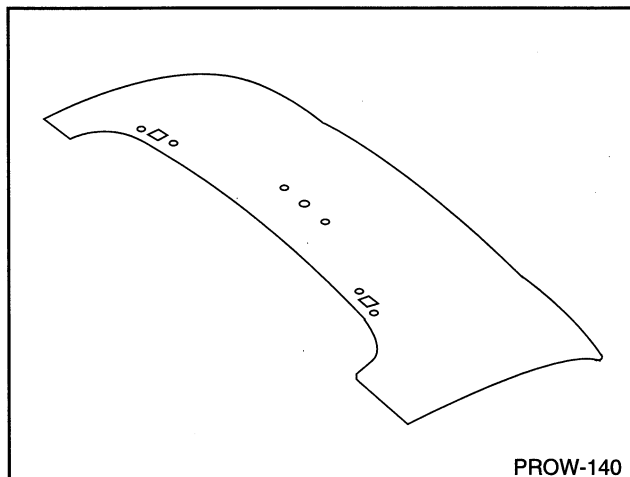
- The door is serviced as a complete assembly only. The inner and outer panels are not serviced separately. The outer door panel is bonded to the inner structure panel with adhesive and rivets. The inner door is made of an aluminum structure consisting of the hinge support, door shut face, and the guard beam.
- Door repair can be performed with common sheet metal repair procedures.
- Shim and adjust at the door hinges to align flushness and gaps.

NOTE: The door guard beam is made of high strength aluminum and should not be heated or straightened. The door should be replaced.



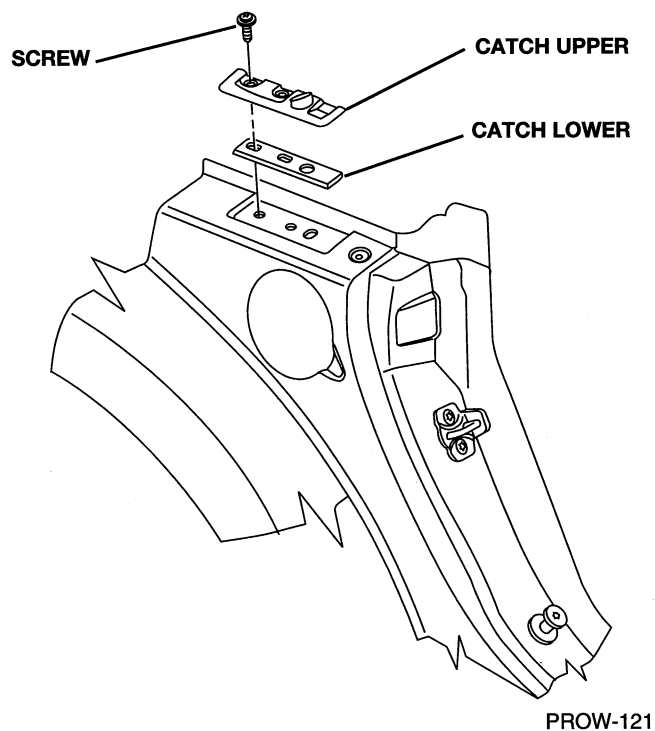


Deck Lid

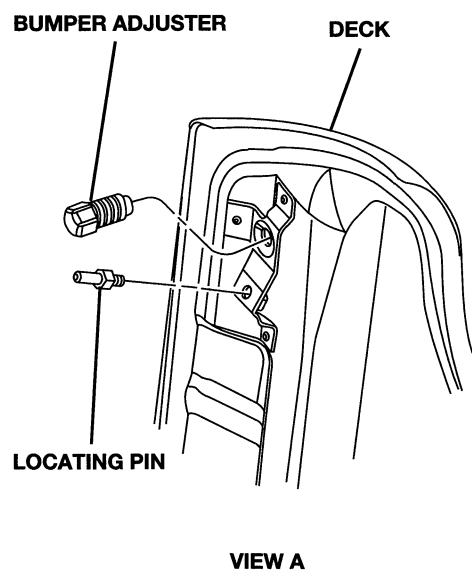


PROW-140

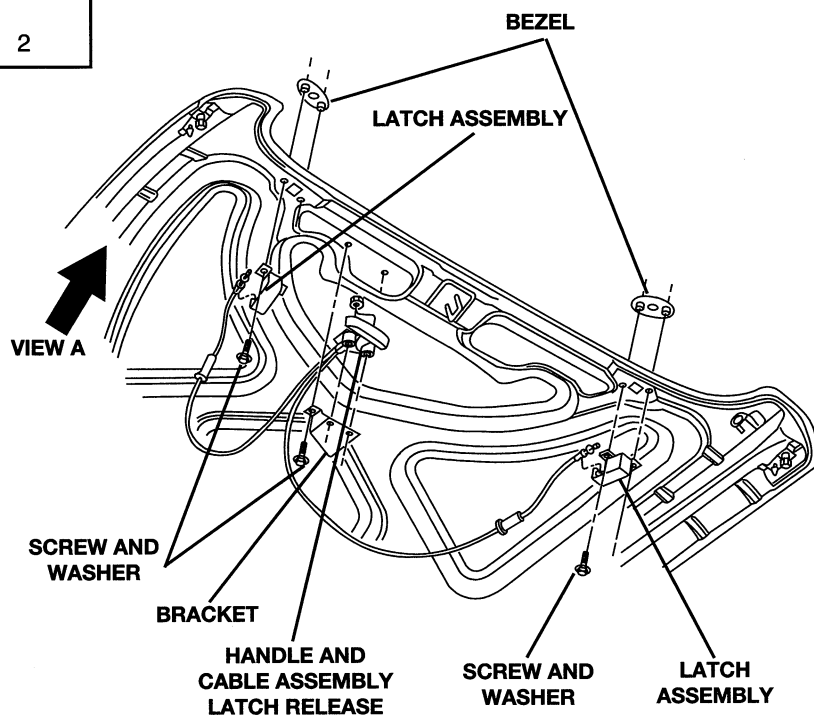
Panel	Fastener Type	No. Req.
Latch Assy. to Deck To Bezel	Screw & Washer	2/Side
Bracket to Latch Handle to Deck	Screw & Washer	2
Bracket to Deck	Screw & Washer	1
Catch Upper to Catch Lower to Rear Quarter Panel	Screw	2/Side
Hinge Assy. To Deck	Screw & Washer	2/Side
Hinge Assy. to Deck Opening	Screw & Washer	2/Side
Bracket Assy. to Rear Floor Pan	Nut & Washer	2
Latch Assy. to Bracket Assy.	Nut & Washer	2



PROW-121



PROW-123

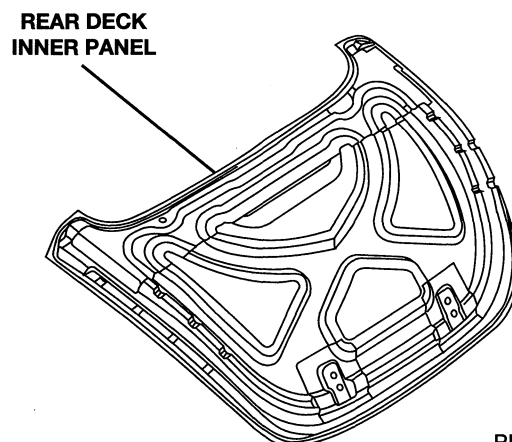
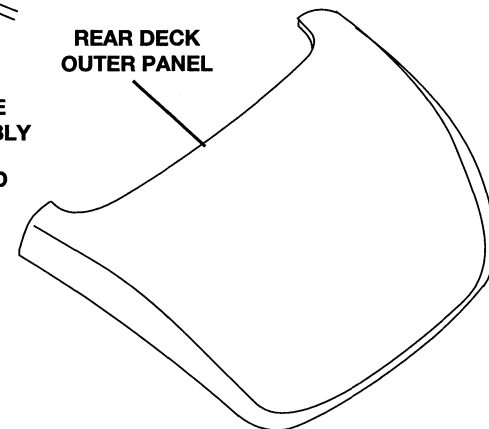
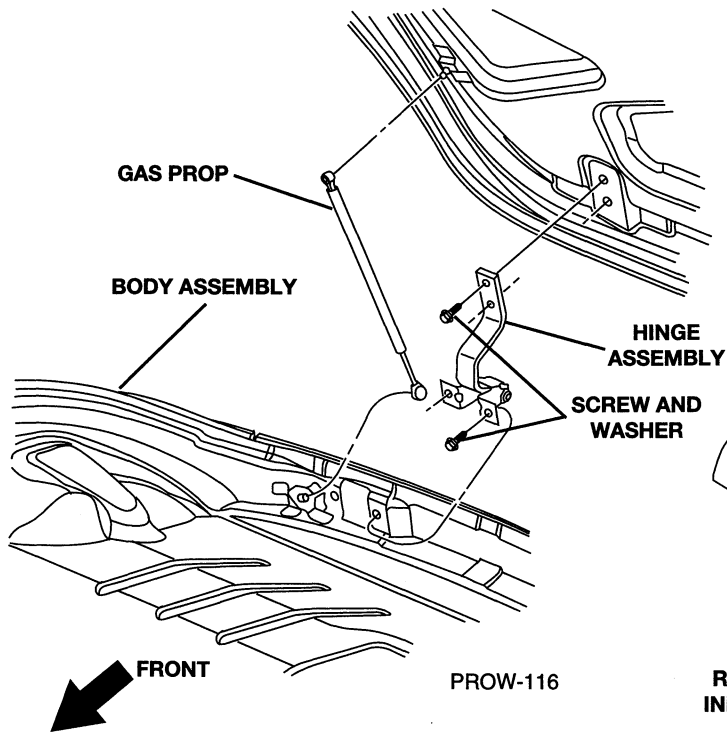
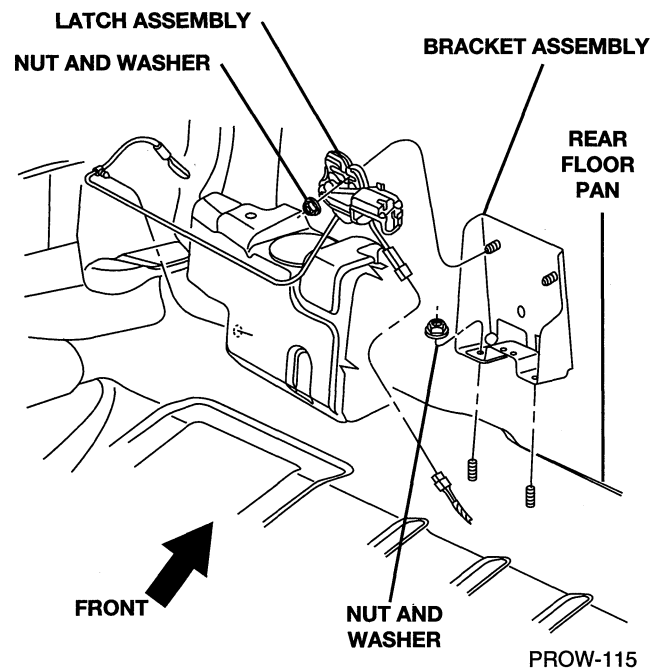


PROW-122



DECK LID ASSEMBLY

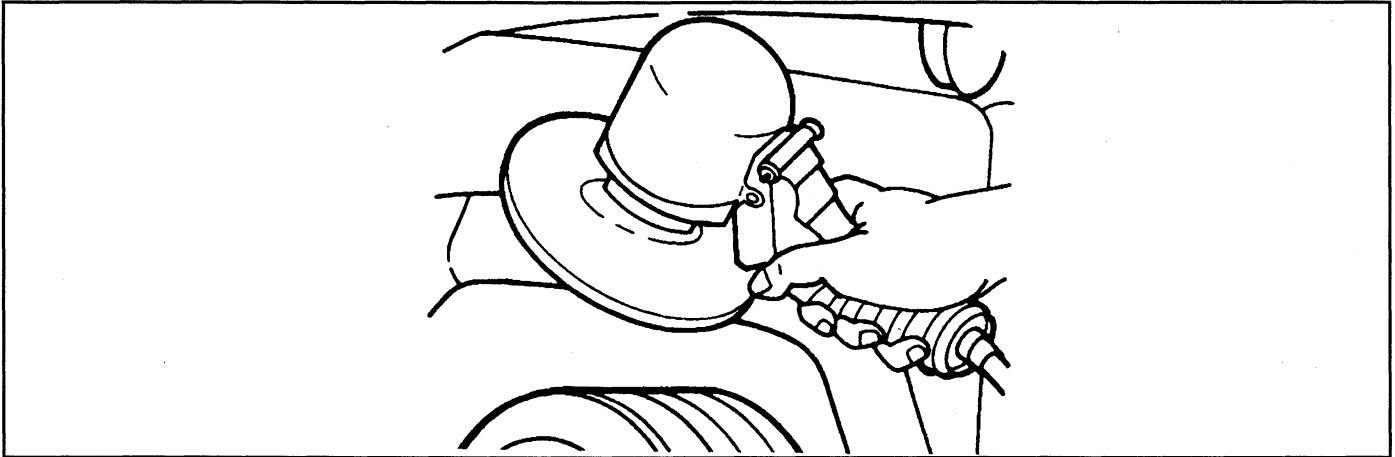
- The deck lid is serviced as a complete assembly only. The inner and outer panels are not serviced separately. The outer deck lid panel is bonded to the inner structure panel with adhesive and rivets.
- Deck lid repair can be performed with common sheet metal repair procedures..
- Shim and adjust at the deck lid hinges to align flushness and gaps.



PROWLER



Plastic Body Panel Repair



GENERAL INFORMATION

Sheet molded compound (SMC) body panels are constructed with fiberglass strands usually 1" or shorter, epoxy resin formed into sheet stock and pressed in mold flowing material to form a sheet molded compound (SMC) body panel. SMC body panels can be repaired with epoxy adhesive aftermarket products. Refer to instructions provided by the manufacturer of products being used to repair SMC. Chrysler Corporation recommends that a trained automotive body technician perform body panel repair procedures.

SAFETY PRECAUTIONS AND WARNINGS

WARNING: EYE PROTECTION SHOULD BE USED WHEN SERVICING RTM AND SMC COMPONENTS. PERSONAL INJURY CAN RESULT.

USE AN OSHA APPROVED BREATHING DEVICE WHEN MIXING EPOXY, GRINDING SMC, AND SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.

AVOID PROLONGED SKIN CONTACT WITH EPOXY RESIN, PETROLEUM, OR ALCOHOL BASED SOLVENTS. PERSONAL INJURY CAN RESULT.

DO NOT VENTURE UNDER A HOISTED VEHICLE THAT IS NOT PROPERLY SUPPORTED ON SAFETY STANDS. PERSONAL INJURY CAN RESULT.

CAUTIONS:

- When holes must be drilled or cut in body panels, verify locations of internal body components and electrical wiring. Damage to vehicle can result.
- Do not use abrasive chemicals or compounds on undamaged painted surfaces around repair areas. Damage to finish can result.

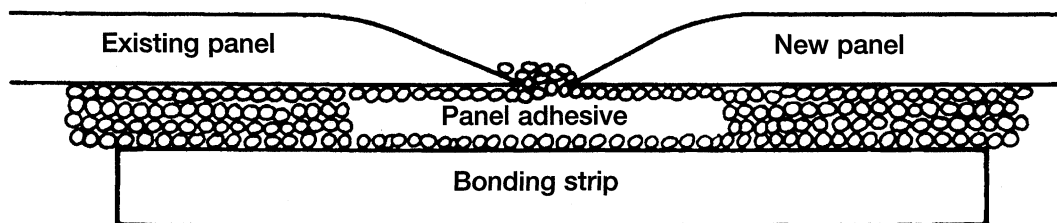


PANEL SECTIONING

If it is required to section a large panel for an SMC repair, it will be necessary to reinforce the panel with epoxy structural adhesive (rigid repair adhesive). To bond two plastic panels together, a reinforcement must overlap both panels. The panels must be "V'd" at a 20 degree angle. The area to be reinforced should be washed, then sanded. Be sure to wipe off any excess soap and water when finished. Lightly sand or abrade the plastic with an abrasive pad or sandpaper. Blow off any dust with compressed air or wipe with a clean dry rag.

When bonding SMC panels, use a two-part epoxy adhesive. Properly mix parts A and B, and apply it to the panels being repaired. Be sure that enough adhesive has been applied to allow squeeze out and to fill the full bond line. Once the pieces have been brought together, do not move them until the adhesive is cured. The assembly can be held together with clamps, rivets, etc. A faster cure can be obtained by heating with a heat lamp or heat gun.

After the parts have been bonded and have had time to cure, rough sand the seam and apply the final adhesive filler to the area being repaired. Smooth the filler with a spatula, wooden tongue depressor, or squeegee. For fine texturing, a small amount of water can be applied to the filler surface while smoothing. The cured filler can be sanded as necessary and, as a final step, cleanup can be done with soapy water. Wipe the surface clean with a dry cloth allowing time for the panel to dry before moving on with the repair.



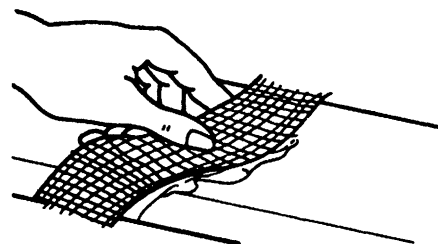
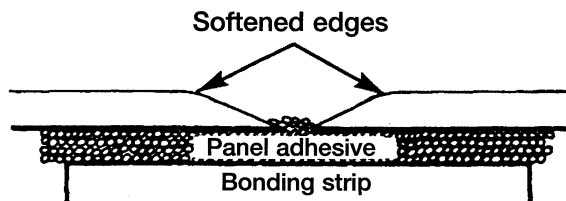
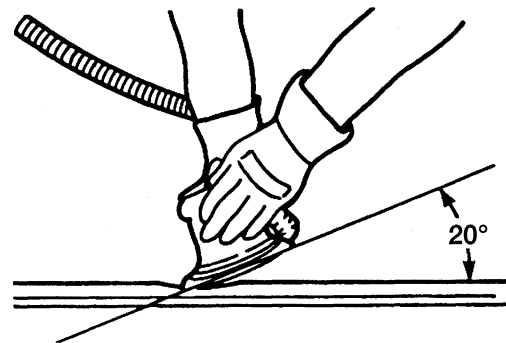
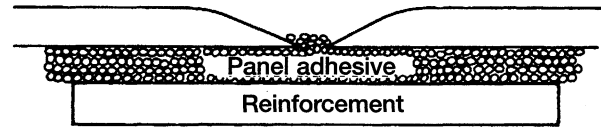


PANEL REINFORCEMENT

Structural repair procedures for rigid panels, such as Sheet Molded Compound (SMC), with large cracks and holes will require a reinforcement backing. Reinforcements can be made with several applications of glass cloth saturated with epoxy structural adhesive. Semi-rigid or flexible repair materials should be used for semi-rigid or flexible part repairs. Open meshed fiberglass drywall tape can be used to form a reinforcement. The drywall tape allows the resin to penetrate through and make a good bond between the panel and the epoxy adhesive. Structurally, the more drywall tape used, the stronger the repair.

Another kind of repair that can be done to repair large cracks and holes is to use a scrap piece of similar plastic and bond with structural adhesive. The reinforcement should cover the entire break and should have a generous amount of overlap on either side of the cracked or broken area.

When repairing plastic, the damaged area is first "V'd" out, or beveled. Large bonding areas are desirable when repairing plastic because small repairs are less likely to hold permanently. Beveling the area around a crack at a 20 degree angle will increase the bonding surface for a repair. It is recommended that sharp edges be avoided because the joint may show through after the panel is refinished.





NOTES:

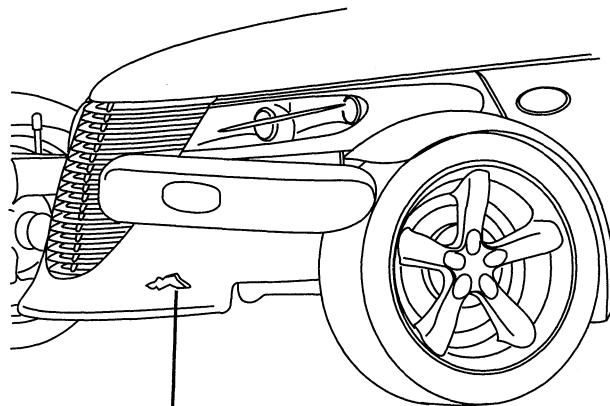
- Panel repair for both flexible (RRIM) and rigid (SMC) panels are basically the same. The primary difference between flexible panel repair and rigid panel repair is in the adhesive materials used.
- The technician should first decide what needs to be done when working on any type of body panel. One should determine if it is possible to return the damaged part to its original strength and appearance without exceeding the value of the replacement part.
- When plastic repairs are required, it is recommended that the part be left on the vehicle whenever possible. That will save time, and the panel will remain stationary during the repair. Misalignment can cause stress in the repair areas and can result in future failure.

VISUAL INSPECTION

Sheet Molded Compound (SMC), because it is a composite, reacts differently to impact than sheet metal does. Composite materials can mask the severity of an accident. Adhesive bond lines, interior structure of the doors, and steel structure need to be inspected carefully to get a true damage assessment. Close inspection may require partial removal of interior trim or inner panels.

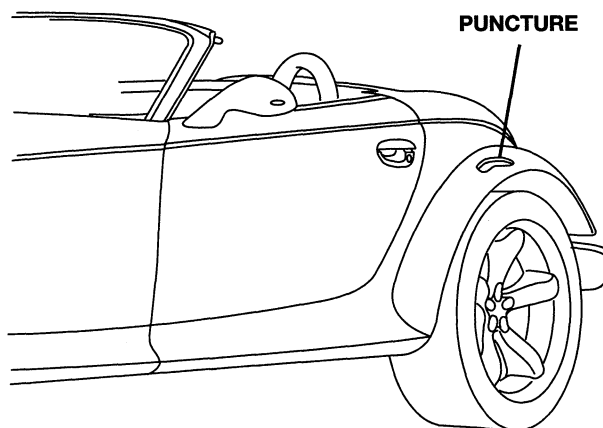
Identify the type of repair:

Puncture or Crack - Damage that has penetrated completely through the panel. Damage is confined to one general area; a panel section is not required. However, a backer panel, open fiberglass tape, or matted material must be bonded from behind.



PUNCTURE

REPAIR2



PUNCTURE

REPAIR



PANEL SURFACE PREPARATION

If a body panel has been punctured, cracked, or crushed, the damaged area must be removed from the panel to achieve a successful repair. All spider web cracks leading away from a damaged area must be stopped or removed. To stop a running crack in a SMC panel, drill a 6mm (0.250 in.) hole at the end of the crack farthest away from the damage. If spider web cracks cannot be stopped, the panel would require replacement. The surfaces around the damaged area should be stripped of paint and freed from wax and oil. Scuff surfaces around repair area with 360 grit wet/dry sand paper, or equivalent, to assure adhesion of epoxy repair materials.

PATCHING PANELS

An SMC panel that has extensive puncture type damage can be repaired by cutting out the damaged material (Fig. 1). Use a suitable reciprocating saw or cut-off wheel to remove the section of the SMC panel that is damaged. The piece cut out can be used as a template to shape the new patch. It is not necessary to have access to the back of the panel to install a patch. Bevel edges of cutout at 20 degrees to expose a larger bonding area on the outer side. This will allow for an increased reinforcement area.

PANEL PATCH FABRICATIONS

A patch can be fabricated from any rigid fiberglass panel that has compatible contour with the repair area. Discard SMC panels. Deck and fenders can be used to supply patch material. If existing material is not available or compatible, a patch can be constructed with epoxy and reinforcement mesh (drywall tape). Perform the following operation if required:

1. Cover waxed paper or plastic with adhesive backed nylon mesh (drywall tape) larger than the patch required (Fig. 2).
2. Tape waxed paper or plastic sheet with mesh to a surface that has a compatible contour to the repair area.
3. Apply a liberal coat of epoxy adhesive over the reinforcement mesh (Fig. 2). If necessary apply a second or third coat of epoxy and mesh after first coat has cured. The thickness of the patch should be the same as the repair area.

4. After patch has cured, peel waxed paper or plastic from the back of the patch.
5. If desired, a thin film coat of epoxy can be applied to the back of the patch to cover mesh for added strength.

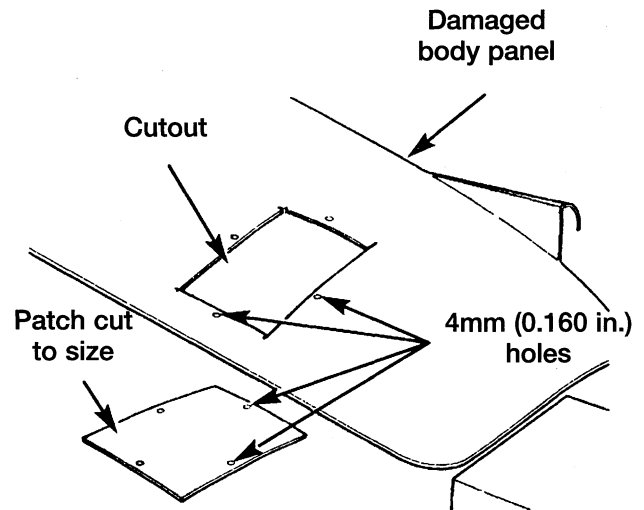


Fig. 1 Damaged Panel Cutout and Patch

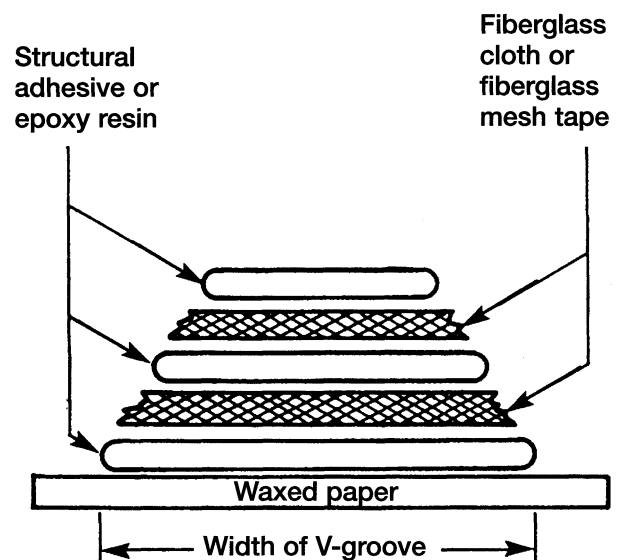


Fig. 2 Fabricated Panel



PANEL PATCH INSTALLATION

1. Make a paper or cardboard pattern the size and shape of the cutout hole in the panel.
2. Trim 3mm (0.125 in.) from edges of pattern so patch will have a gap between connecting surfaces.
3. Using the pattern as a guide, cut the patch to size.
4. Cut scrap pieces of patch material into 50mm (2 in.) squares to use as patch supports to sustain the patch in the cutout.
5. Drill 4mm (0.160 in.) holes 13mm (0.5 in.) in from edge of cutout hole (Fig. 1).
6. Drill 4mm (0.160 in.) holes 13mm (0.5 in.) away from edge of patch across from holes drilled around cutout (Fig. 1).
7. Drill 3mm (0.125 in.) holes in the support squares 13mm (0.5 in.) from the edge in the center of one side.
8. Scuff the backside of the body panel around the cutout hole with a scuff pad or sandpaper.
9. Mix enough epoxy to cover one side of all support squares.
10. Apply epoxy to the support squares on the half with the hole predrilled in it.
11. Using number 8 sheet metal screws, secure support squares to back side of body panel with epoxy sandwiched between the panel and the squares (Fig. 3).
12. Position patch in cutout against support squares and adjust patch until the gap is equal along all sides (Fig. 5).
13. Drill 3mm (0.125 in.) holes in the support squares through the pre-drilled holes in the patch.
14. Apply a coat of epoxy to the exposed ends of the support squares (Fig. 4).

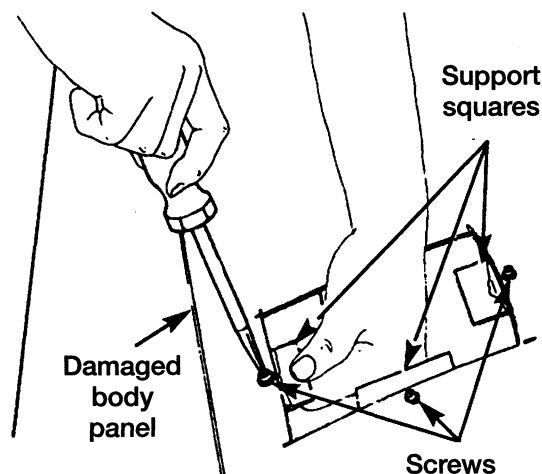


Fig. 3 Secure Support Squares to Body Panel

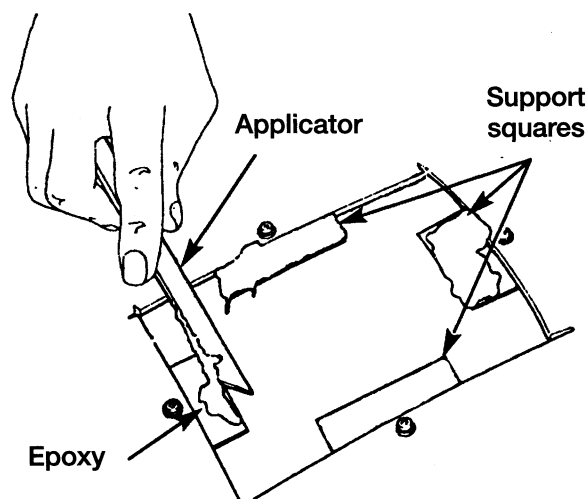


Fig. 4 Apply Epoxy to Support Squares

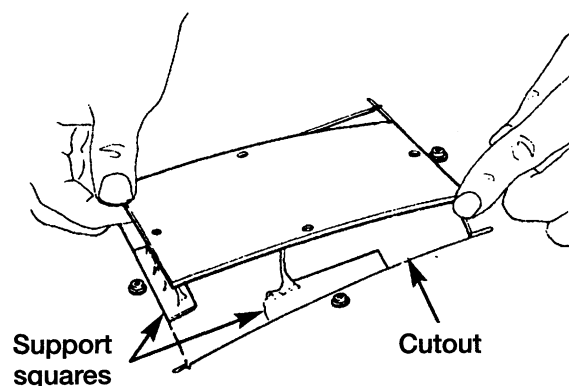


Fig. 5 Position Patch in Cutout and Align



15. Install screws to hold the patch to support squares (Fig. 6). Tighten screws until patch surface is flush with panel surface.
16. Allow epoxy to cure, and remove all screws.
17. Using a 125mm (5 in.) 24 grit disc grinder, grind a 50mm (2 in.) to 75mm (3 in.) wide and 2mm (0.080 in.) deep path across the gaps around the patch (Fig. 7). With compressed air, blow dust from around patch.
18. Apply adhesive backed nylon mesh (drywall tape) over gaps around patch (Fig. 8).
19. Mix enough epoxy to cover the entire patch area.
20. Apply epoxy over the mesh around patch, and smooth epoxy with a wide spreader to reduce finish grinding. Use two to three layers of mesh and epoxy to create a stronger repair (Fig. 9).

PATCHED PANEL SURFACING

After patch panel is installed, the patch area can be finished using the same methods as finishing other types of body panels. If mesh material is exposed in the patched area, grind surface down, and apply a coat of high quality rigid plastic body filler. Prime, block sand, and paint as required.

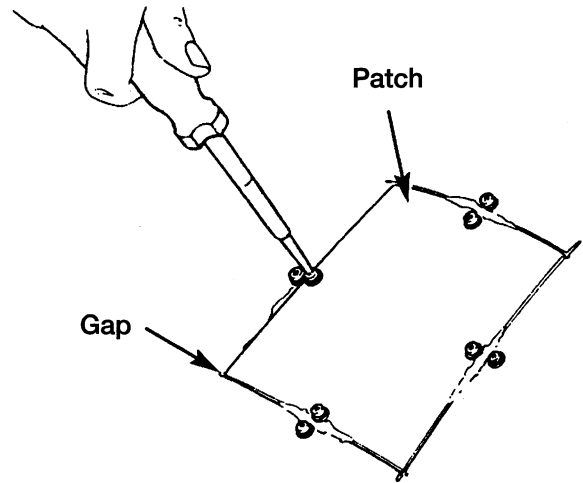


Fig. 6 Install Screws

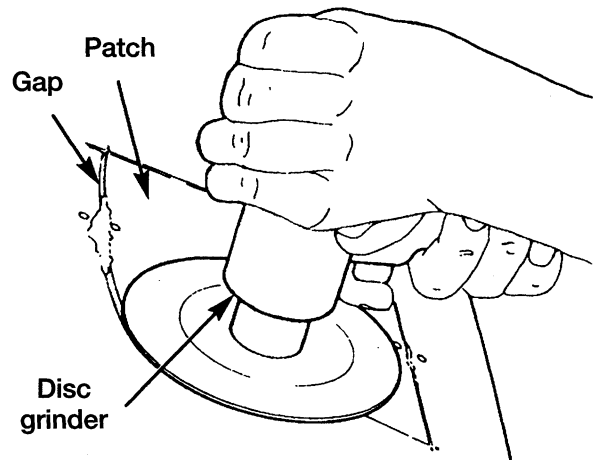


Fig. 7 Grind Surface

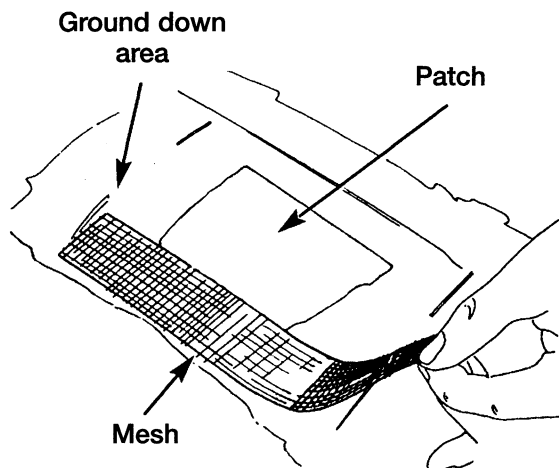


Fig. 8 Cover Gaps with Mesh

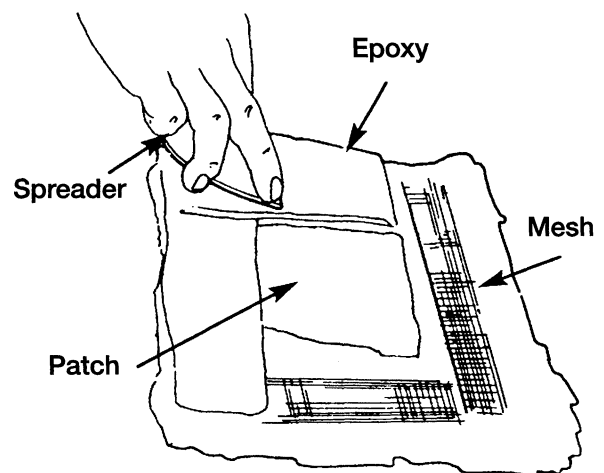


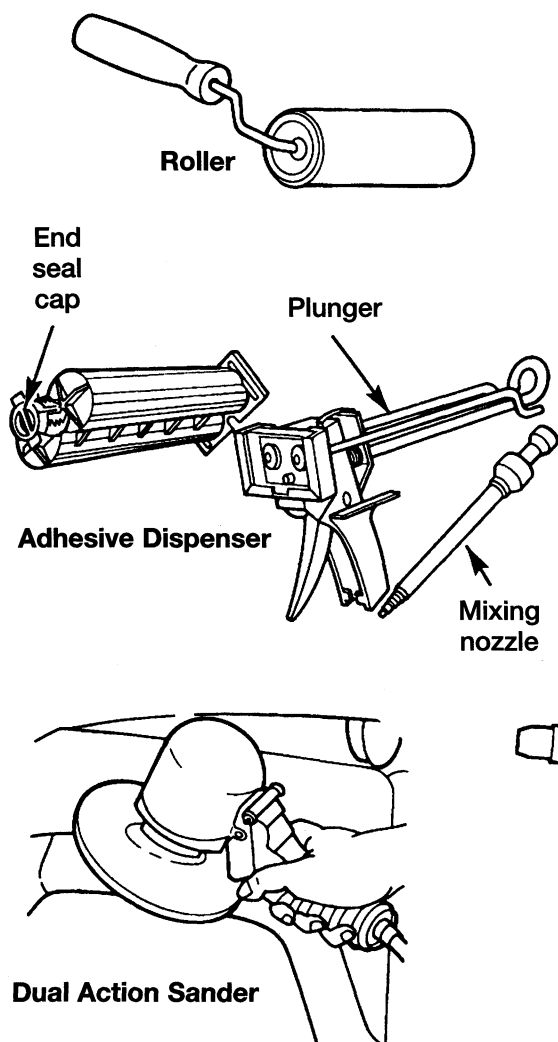
Fig. 9 Cover Mesh with Epoxy



REFINISHING

Plastic panel refinishing is not different from refinishing metal surfaces, except that plastic panels do not require corrosion protection. After the damaged area has been repaired, the surface is then sanded, filled, and sanded again, to provide a smooth finish into the surrounding painted area. A plastic parts primer coating may be required with some plastics to enhance paint or filler adhesion (adhesion promoter). When applying the final coats of paint, they must be blended into the surrounding undamaged area in the usual fashion. During the final steps of the refinishing process, it is recommended that you follow the paint manufacturer's instructions for painting plastic surfaces.

TOOLS

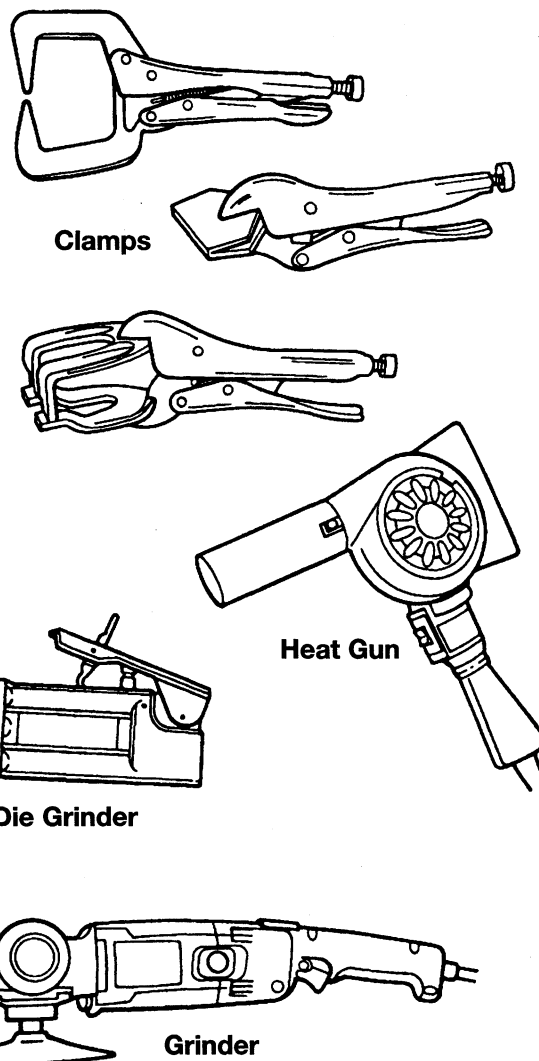


ADHESIVES

Structural adhesives are available from American Sure Seal, Kent, 3M, and other manufacturers. The bonding procedures must be performed using a structural compound for rigid panels and a flexible compound for flexible plastics.

MATERIALS

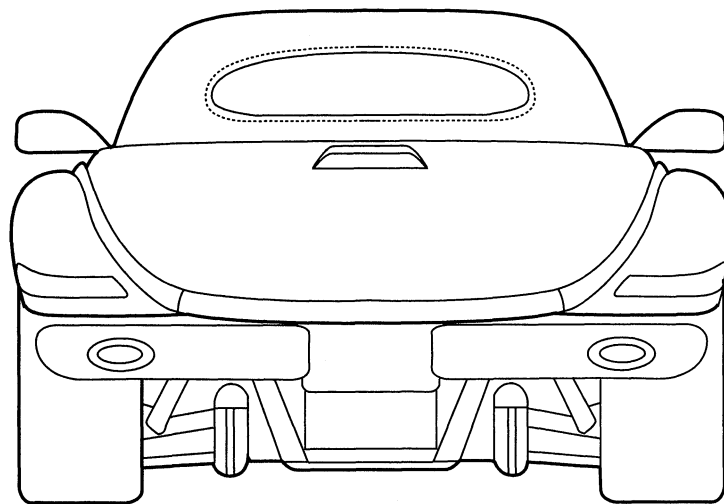
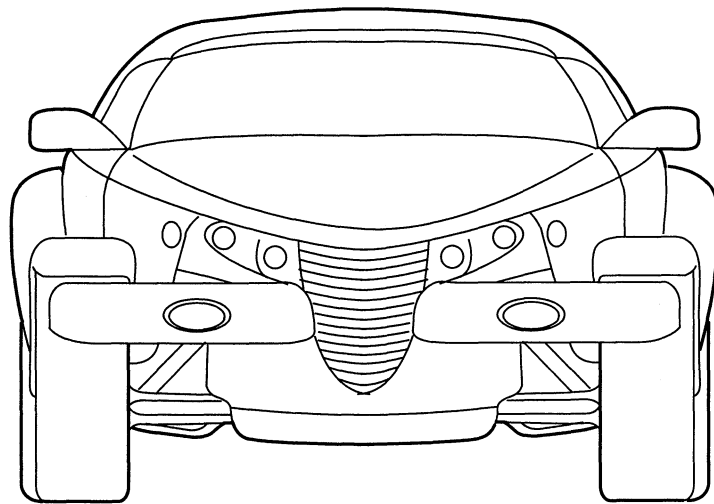
- Fiberglass Cloth or Mat
- Open Mesh Fiberglass or Nylon Drywall Tape (Available at hardware stores)
- Rigid Adhesives
- Flexible Adhesives
- Finishing Products
- Wax Paper



PROWLER



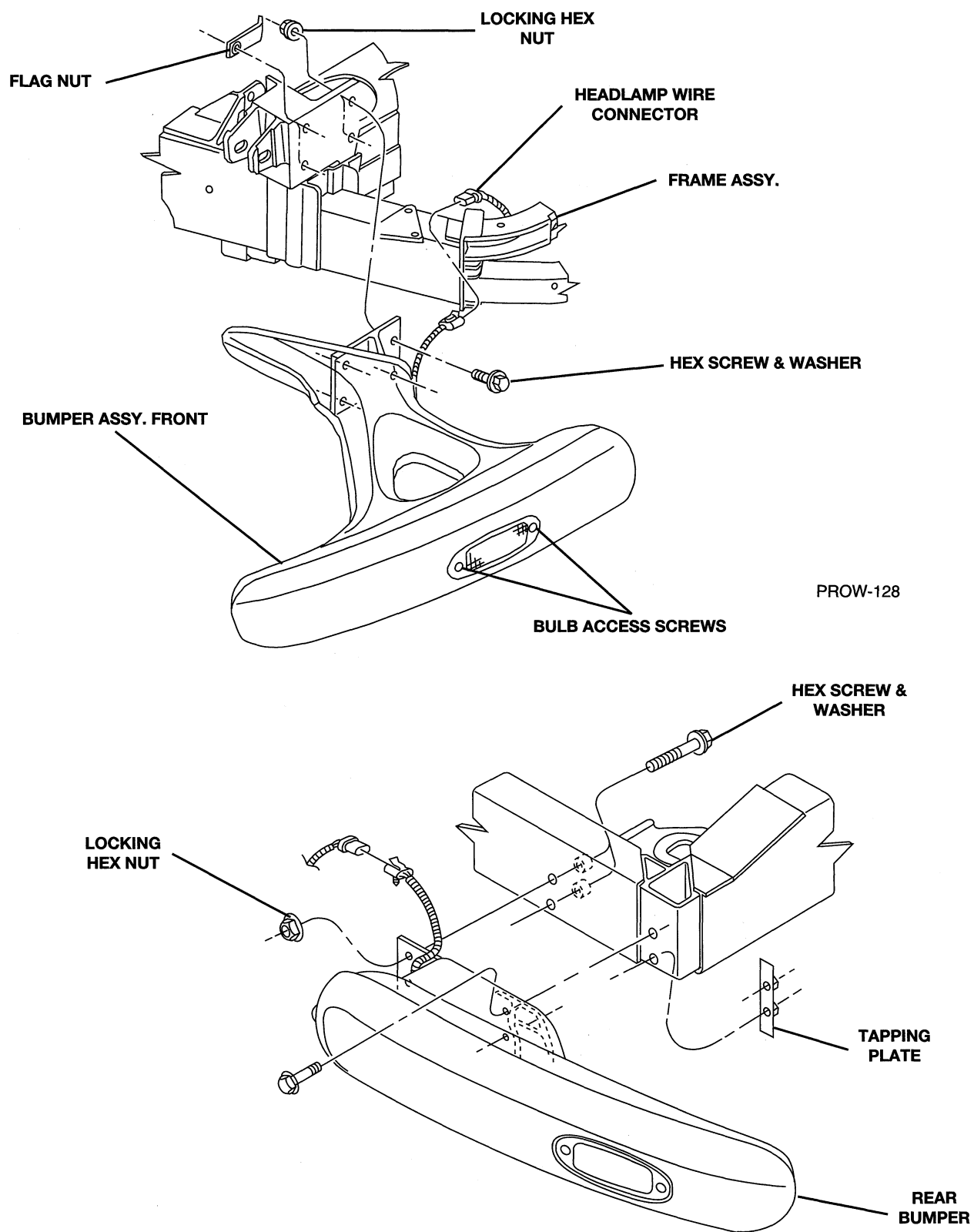
Bumper Systems



PROW-145



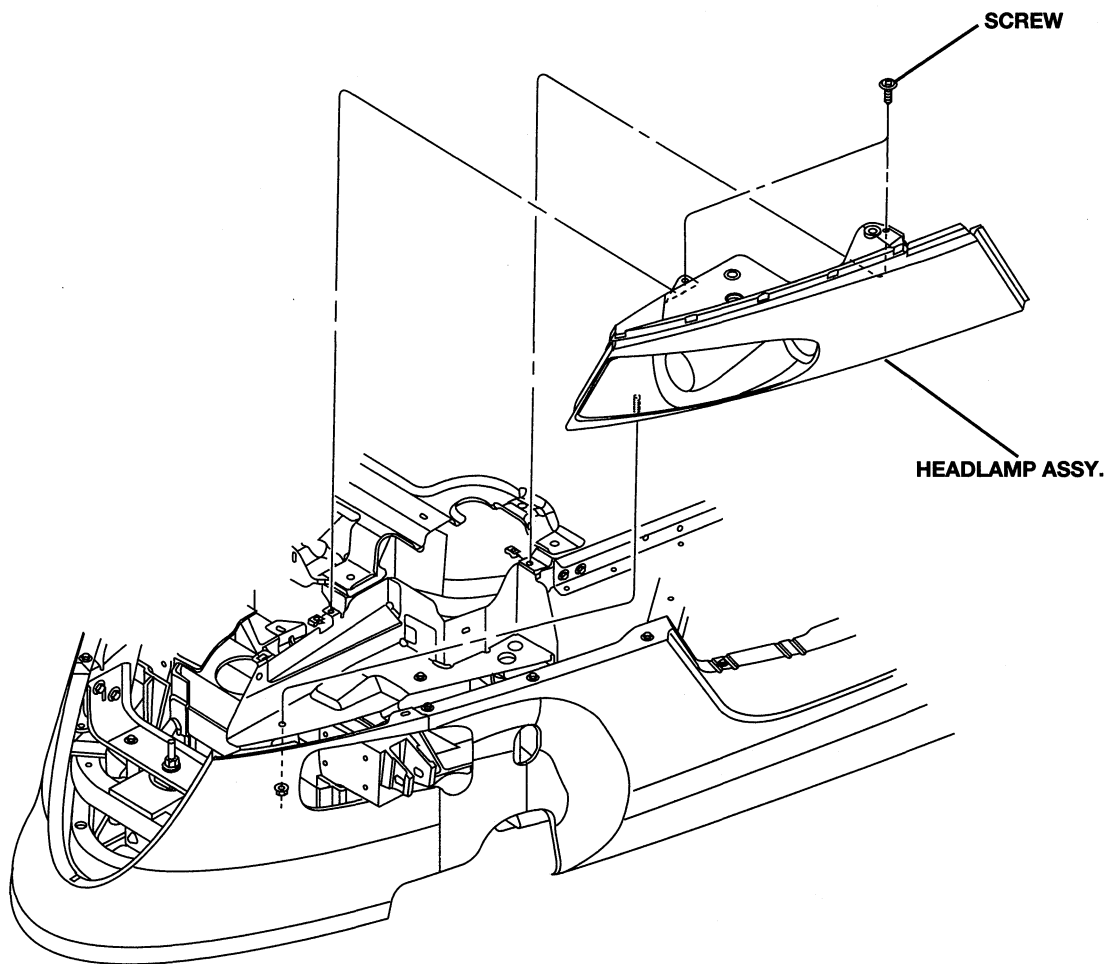
Bumper Assembly



PROWLER



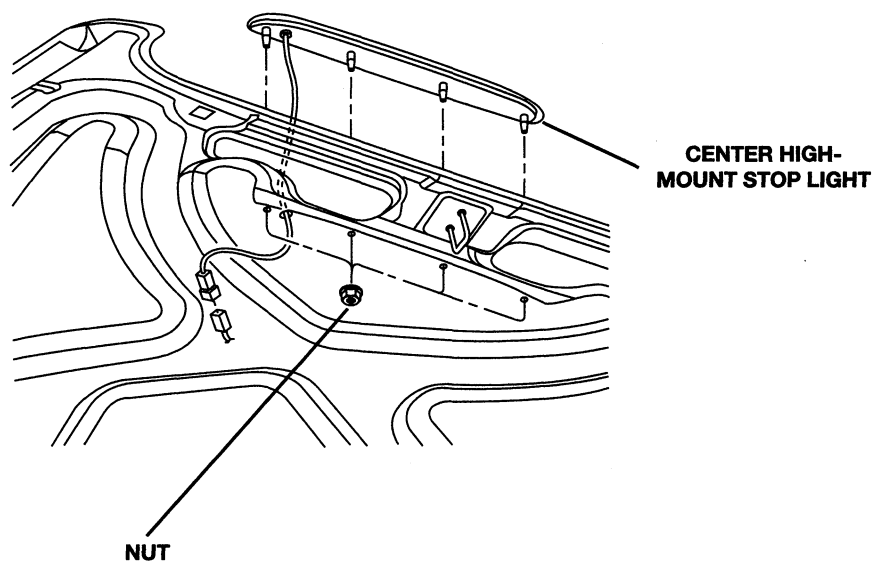
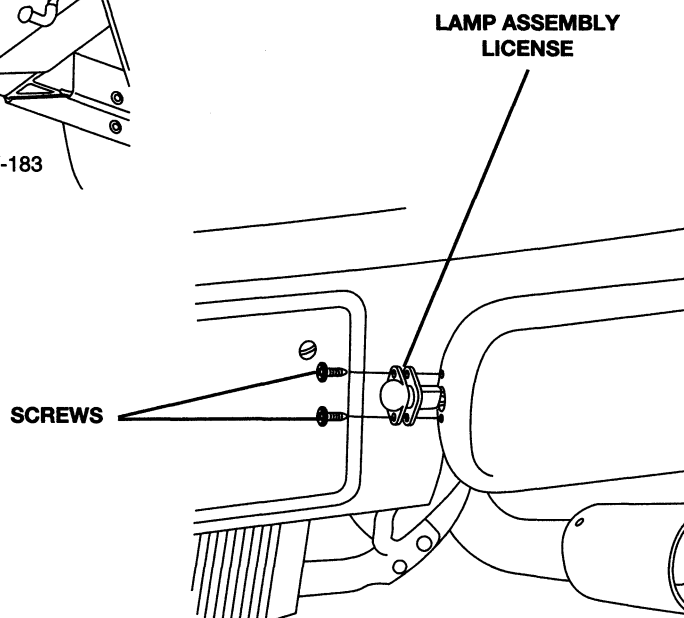
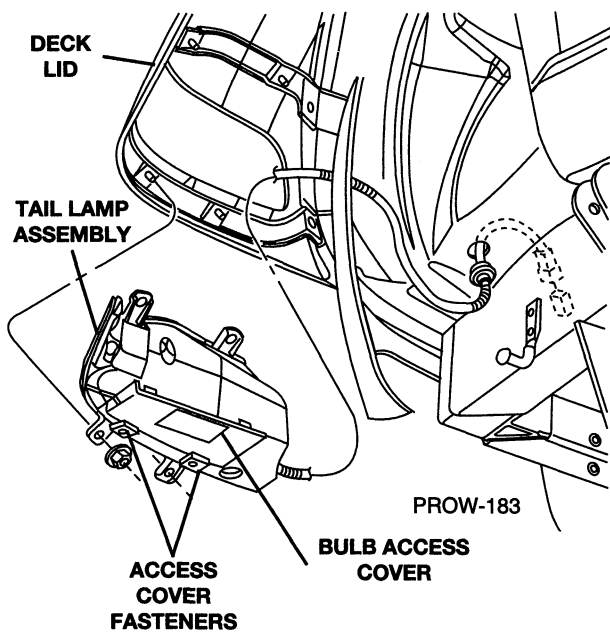
Exterior Lighting



PROW-130



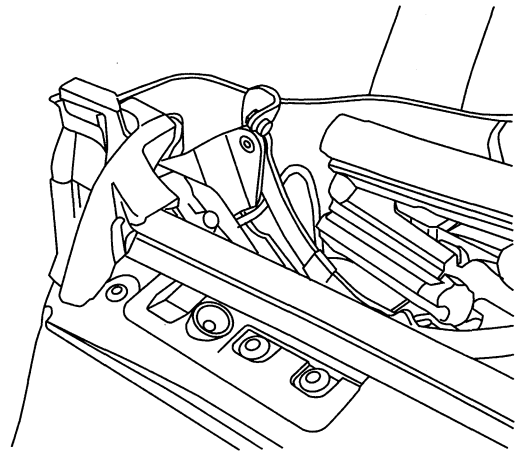
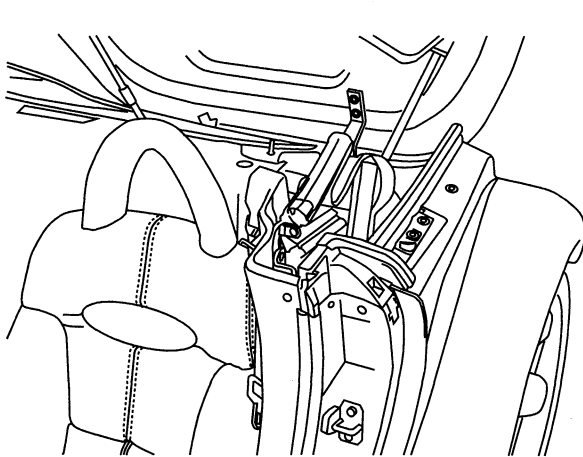
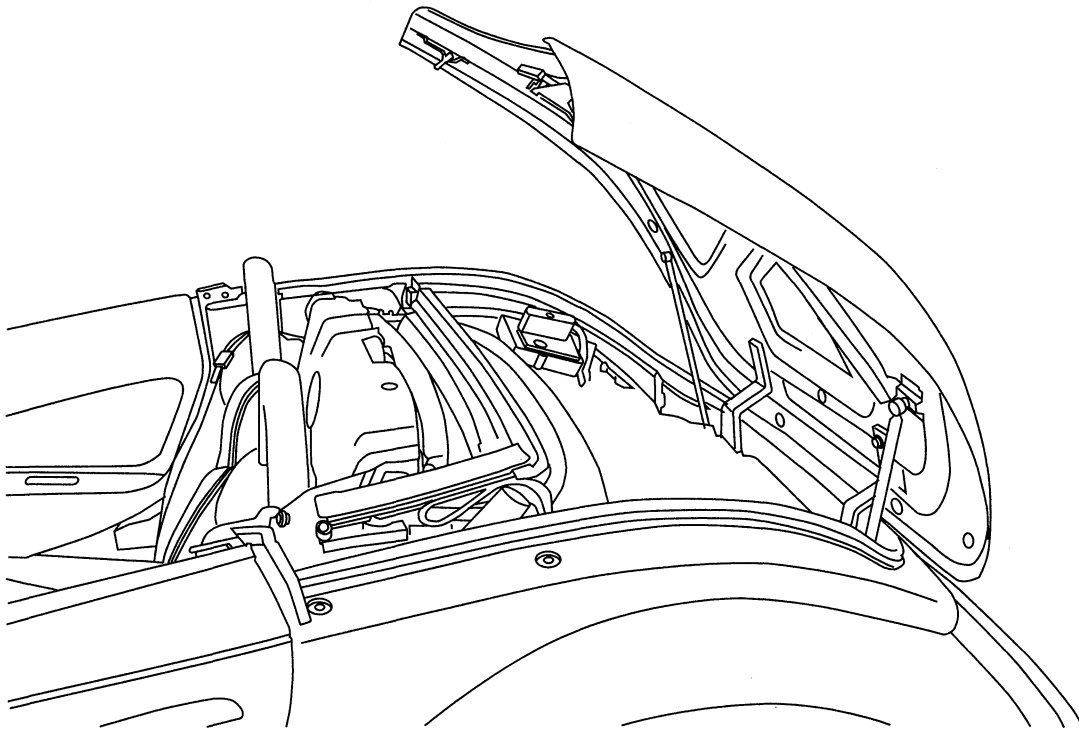
Exterior Lighting



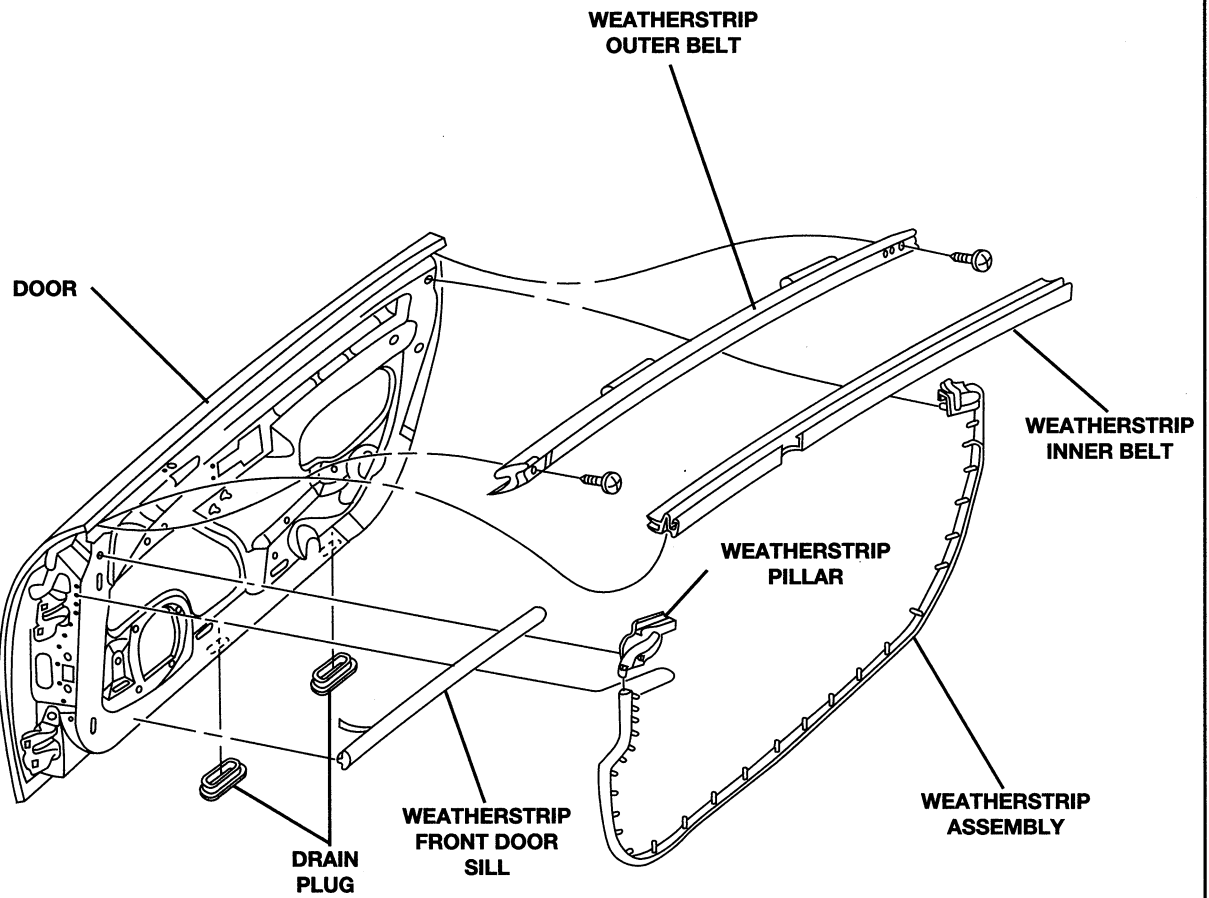
PROWLER



Weatherstripping



5537_001

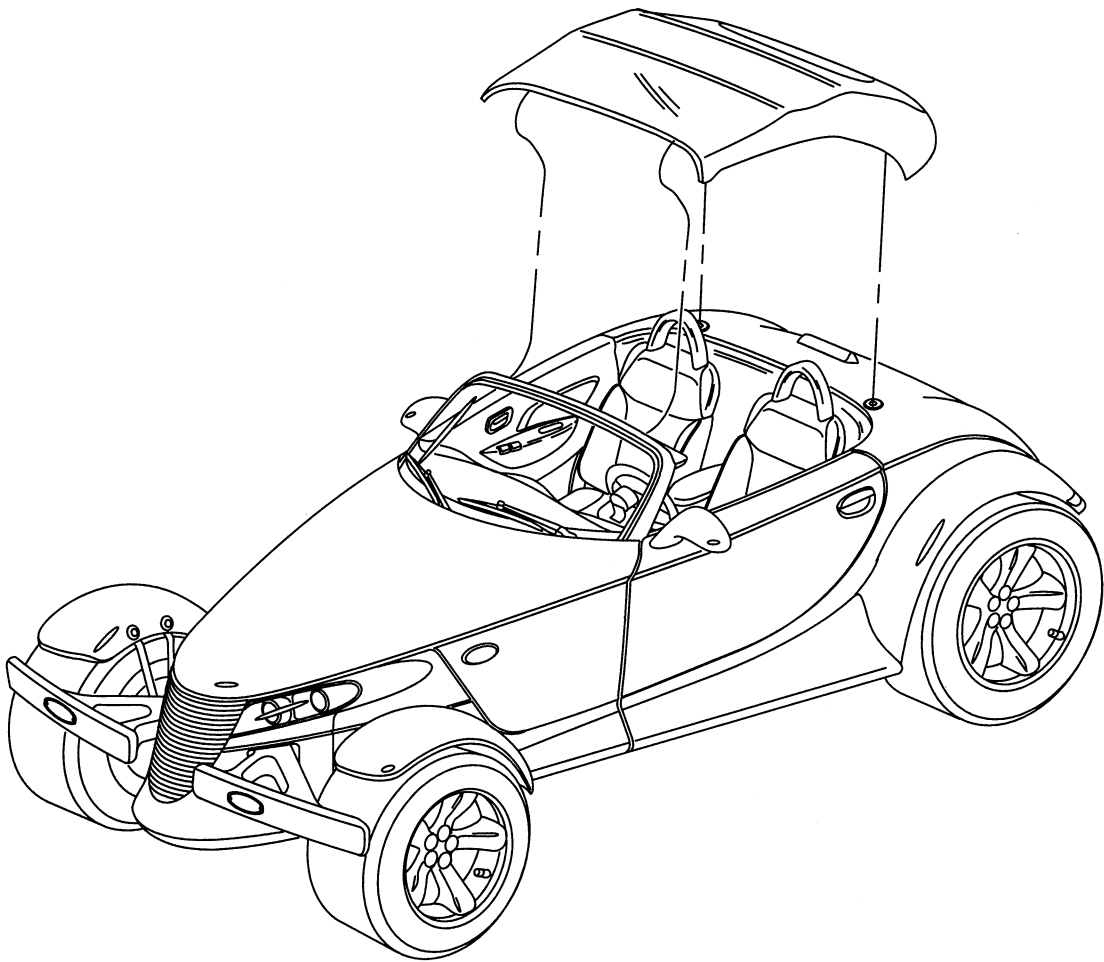


PROW_133

PROWLER



Windshield and Convertible Top Assembly



PROW-132



SAFETY PRECAUTIONS

WARNING: DO NOT OPERATE THE VEHICLE WITHIN 24 HOURS OF WINDSHIELD INSTALLATION. IT TAKES AT LEAST 24 HOURS FOR URETHANE ADHESIVE TO CURE. IF IT IS NOT CURED, THE WINDSHIELD MAY NOT PERFORM PROPERLY IN AN ACCIDENT.

URETHANE ADHESIVES ARE APPLIED AS A SYSTEM. USE GLASS CLEANER, GLASS PREP SOLVENT, GLASS PRIMER, PVC (VINYL) PRIMER AND PINCHWELD (FENCE) PRIMER PROVIDED BY THE ADHESIVE MANUFACTURER. IF NOT, STRUCTURAL INTEGRITY COULD BE COMPROMISED.

CHRYSLER DOES NOT RECOMMEND GLASS ADHESIVE BY BRAND. TECHNICIANS SHOULD REVIEW PRODUCT LABELS AND TECHNICAL DATA SHEETS AND USE ONLY ADHESIVES THAT THEIR MANUFACTURERS WARRANT WILL RESTORE A VEHICLE TO THE REQUIREMENTS OF FMVSS 212. TECHNICIANS SHOULD ALSO INSURE THAT PRIMERS AND CLEANERS ARE COMPATIBLE WITH THE PARTICULAR ADHESIVE USED.

BE SURE TO REFER TO THE URETHANE MANUFACTURER'S DIRECTIONS FOR CURING TIME SPECIFICATIONS, AND DO NOT USE ADHESIVE AFTER ITS EXPIRATION DATE.

VAPORS THAT ARE EMITTED FROM THE URETHANE ADHESIVE OR PRIMER COULD CAUSE PERSONAL INJURY. USE THEM IN A WELL-VENTILATED AREA.

SKIN CONTACT WITH URETHANE ADHESIVE SHOULD BE AVOIDED. PERSONAL INJURY MAY RESULT.

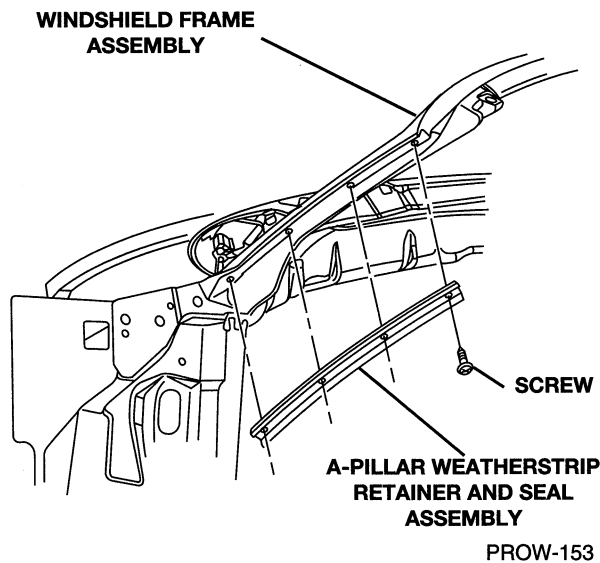
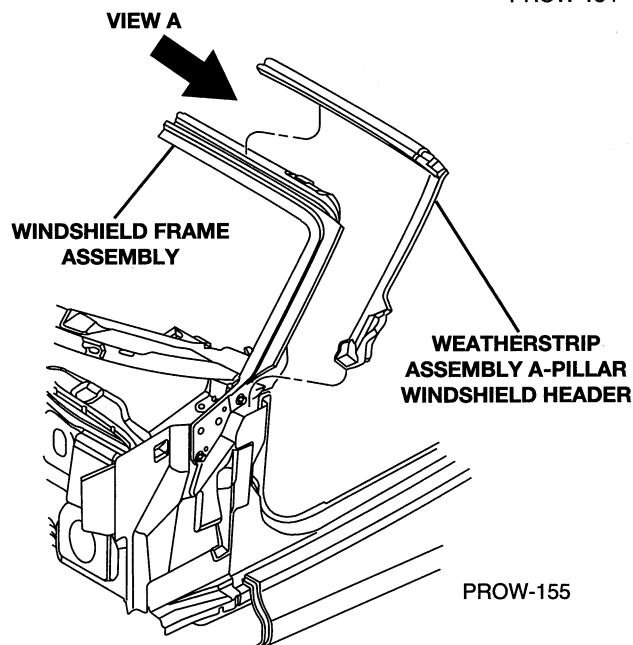
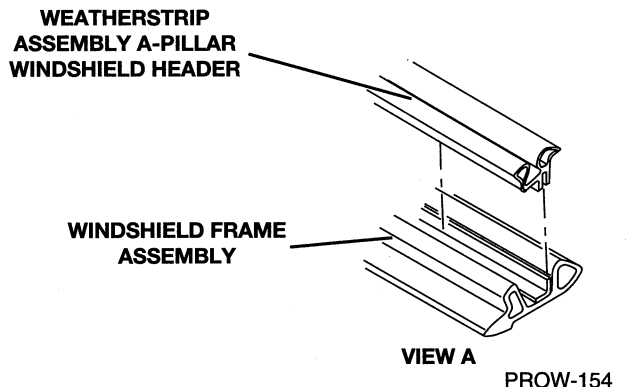
ALWAYS WEAR EYE AND HAND PROTECTION WHEN WORKING WITH GLASS.

CAUTIONS:

Protect all painted and trimmed surfaces from coming in contact with urethane or primers.

Be careful not to damage painted surfaces when removing moldings or cutting urethane around windshield.

It is difficult to salvage a windshield during the removal operation. The windshield is part of the structural support for the roof. The urethane bonding used to secure the windshield to the fence is difficult to cut or clean from any surface. If the moldings are set in urethane, it would also be unlikely they could be salvaged. Before removing the windshield, check the availability of the windshield and moldings from the parts supplier.





WINDSHIELD

The urethane adhesive holding the windshield to the opening pinch weld (fence) can be cut using a sharp cold knife from the exterior of the vehicle. Using the cold knife method is effective if the windshield is already broken. If the glass must be salvaged, cutting the urethane adhesive from the interior of the vehicle using a reciprocating or oscillating power knife is recommended.

RECOMMENDED TOOLS AND ADHESIVE

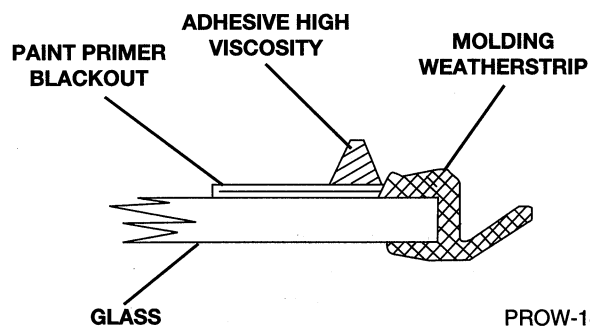
- Fein® Power Cut-Out Knife
- Equalizer® Magnum, Interior Auto Glass Cut-Out Knife

WINDSHIELD REMOVAL

1. Remove inside rear view mirror.
2. Remove cowl cover. Refer to bolt on section.
3. Remove windshield molding.

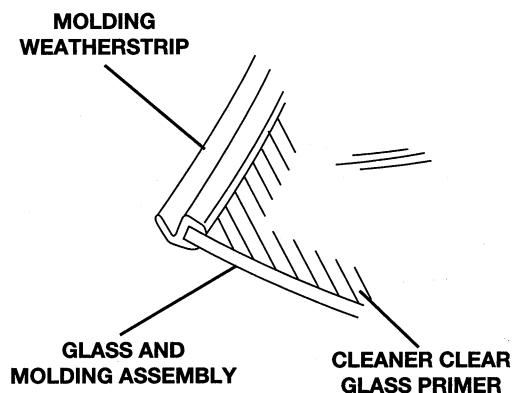
NOTE: Pull outward on molding at the bottom of A-pillars using pliers.

4. Cut urethane bonding from around windshield using a suitable sharp cold knife. A pneumatic cutting device can be used if available.
5. Separate windshield from vehicle.

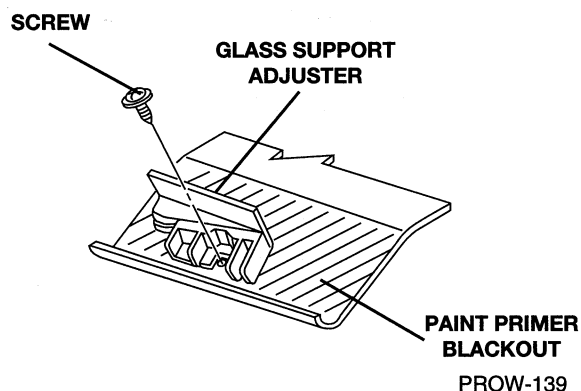


PROW-146

SECTION B-B

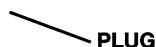
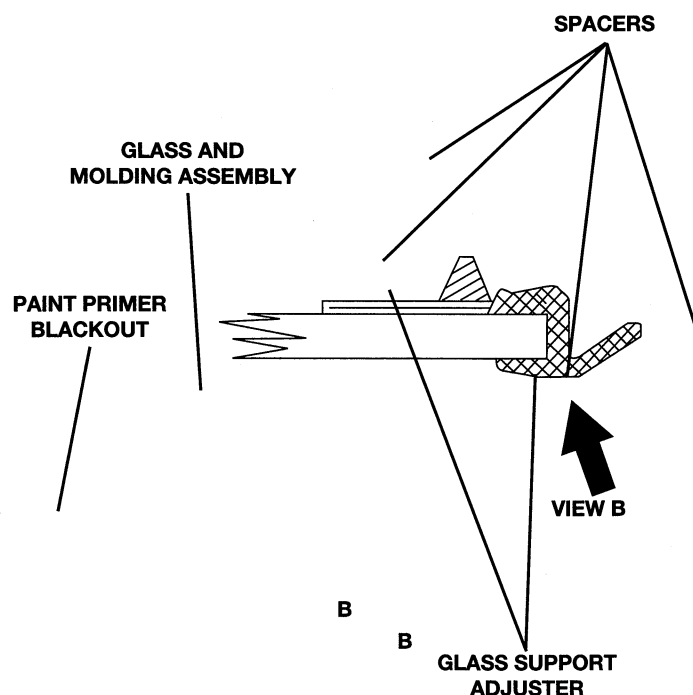


PROW-138



PROW-139

VIEW B





Windshield and Convertible Top Assembly

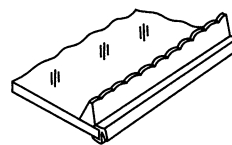
INSTALLATION

CAUTION:

Allow the urethane at least 24 hours to cure before retuning the vehicle to use.

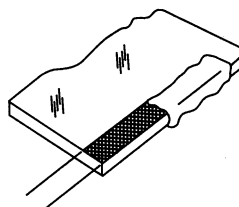
To avoid stressing the replacement windshield, the urethane bonding material on the windshield fence should be smooth and consistent to the shape of the replacement windshield. The support spacers should be cleaned and properly installed on weld studs or repair screws at bottom of windshield opening.

1. Place replacement windshield into windshield opening and position glass in the center of the opening against the support spacers. Mark the glass at the support spacers with a grease pencil or pieces of masking tape and ink pen to use as a reference for installation. Remove replacement windshield from windshield opening.
2. Position the windshield inside up on a suitable work surface with two padded, wood 10 cm by 10 cm by 50 cm (4 i. by 4 in. by 20 in.) blocks, placed parallel 75 cm (2.5 ft.) apart.
3. Clean inside of windshield with Mopar® Glass Cleaner and lint-free cloth.
4. Apply clear glass primer 25 mm (1 in.) wide around perimeter of windshield, and wipe clean/dry with lint-free cloth.
5. Apply black-out primer 15 mm (.75 in.) wide on top and sides of windshield and 25 mm (1 in.) on bottom of windshield. Allow at least three minutes drying time.

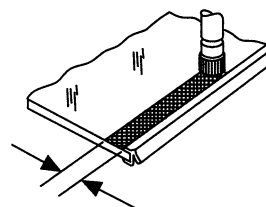


PROW-136

LOCATE URETHANE BEAD 5.0 MM OFF EDGE OF GLASS
(ALL SIDES)

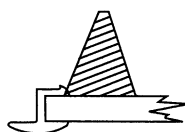


PROW-134

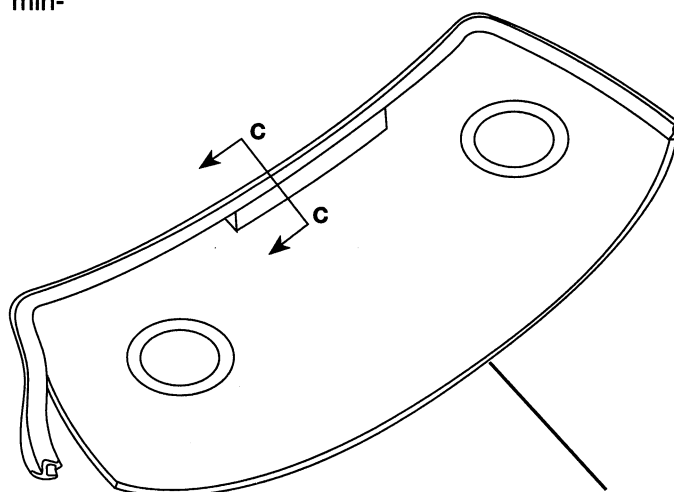


PROW-135

FROM EDGE OF MOLDING (TOP AND SIDES) 20 MM FROM
EDGE OF GLASS (BOTTOM), OVERLAP MOLDING FOOT BY
1.5 MM



SECTION C-C

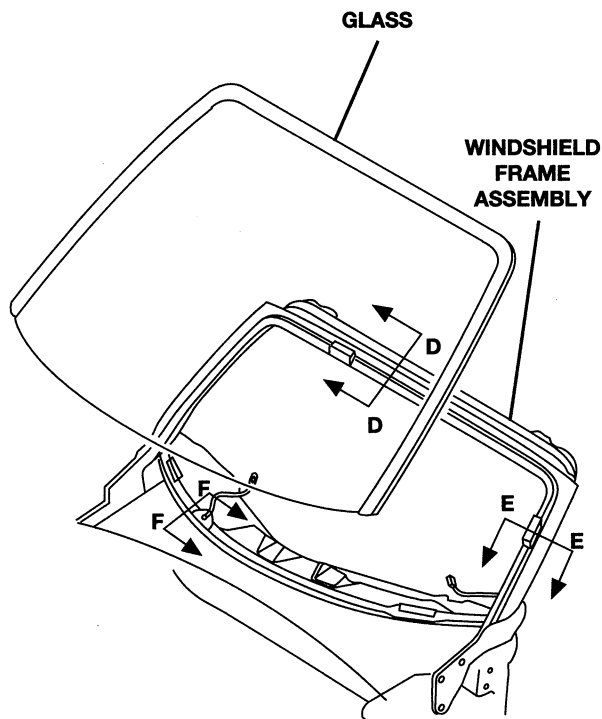


BOTTOM EDGE OF GLASS

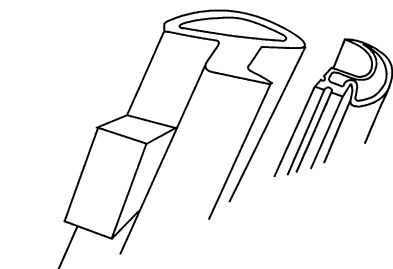
PROW-137



6. Using a razor knife, remove as much original urethane as possible. Do not damage paint on windshield fence.
 7. Apply a 10 mm (0.4 in.) bead of urethane on centerline of windshield fence.
 8. Position spacers on windshield opening fence as indicated.
 9. With the aid of a helper, position the windshield over the windshield opening. Align the reference marks at the bottom of the windshield to the support spacers.
 10. Slowly lower windshield glass to windshield opening fence. Guide the top molding into proper position if necessary. Push windshield inward to fence spacers at bottom and until top molding is flush to roof line.
 11. Clean excess urethane from exterior with Mopar® Super Kleen or equivalent.
 12. Apply 150 mm (6 in.) lengths of 50 mm (2 in.) masking tape spaced 250 mm (10 in.) apart to hold molding in place until urethane cures.
 13. Install cowl cover and wipers.
 14. Install inside rear view mirror.
- NOTE:** Make sure that the urethane has completely cured before continuing to the next procedure.
15. Remove tape strips and water test windshield to verify proper repair.

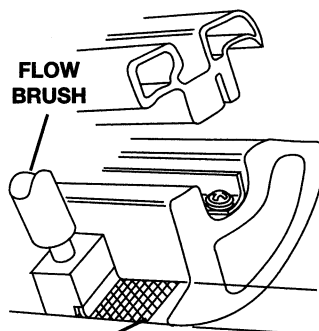


PROW-152



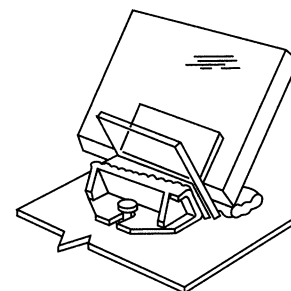
SECTION E-E

PROW-149



SECTION D-D

PROW-150



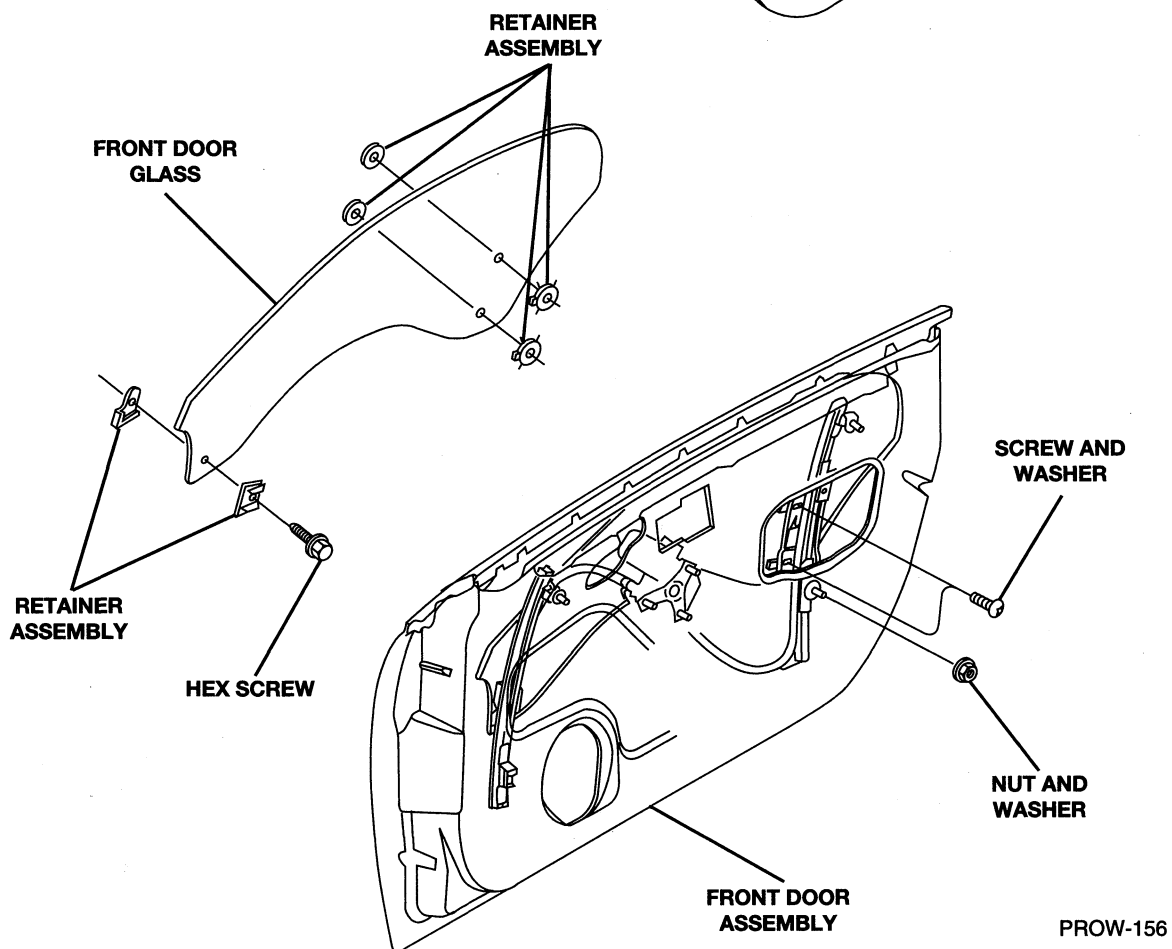
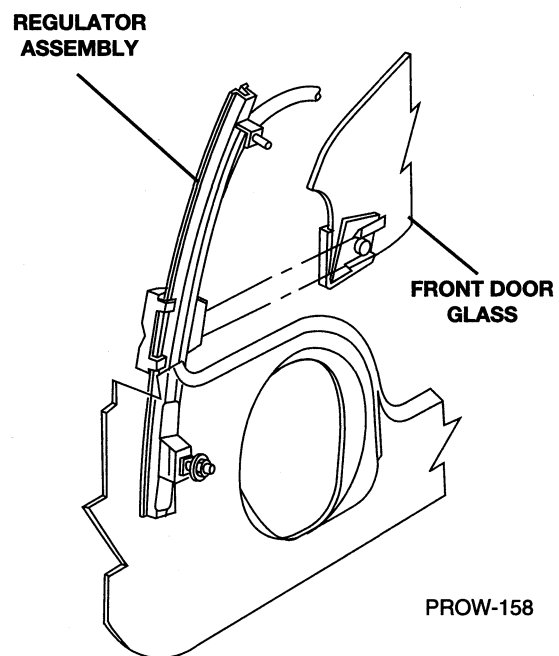
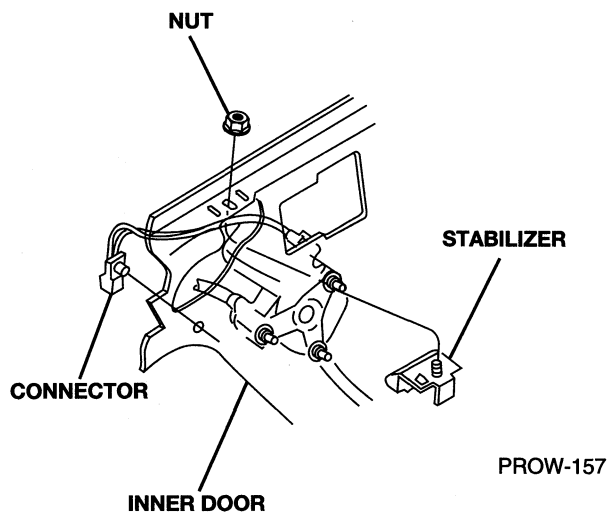
SECTION F-F

PROW-151



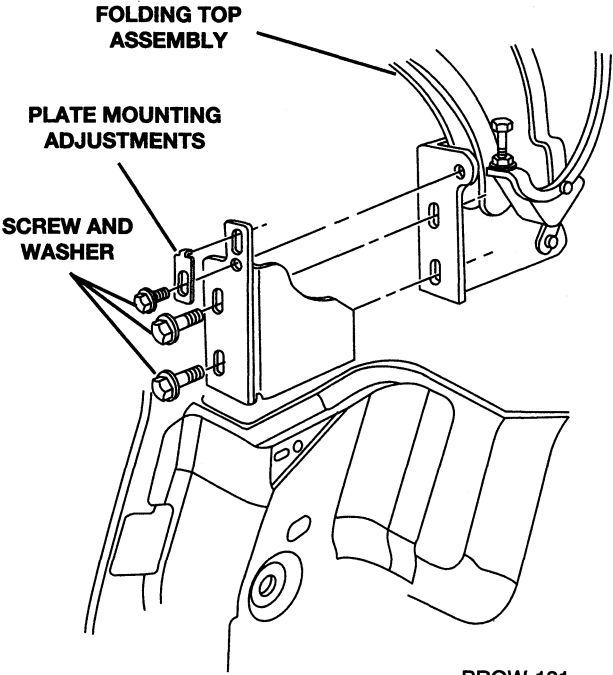
Windshield and Convertible Top Assembly

DOOR GLASS

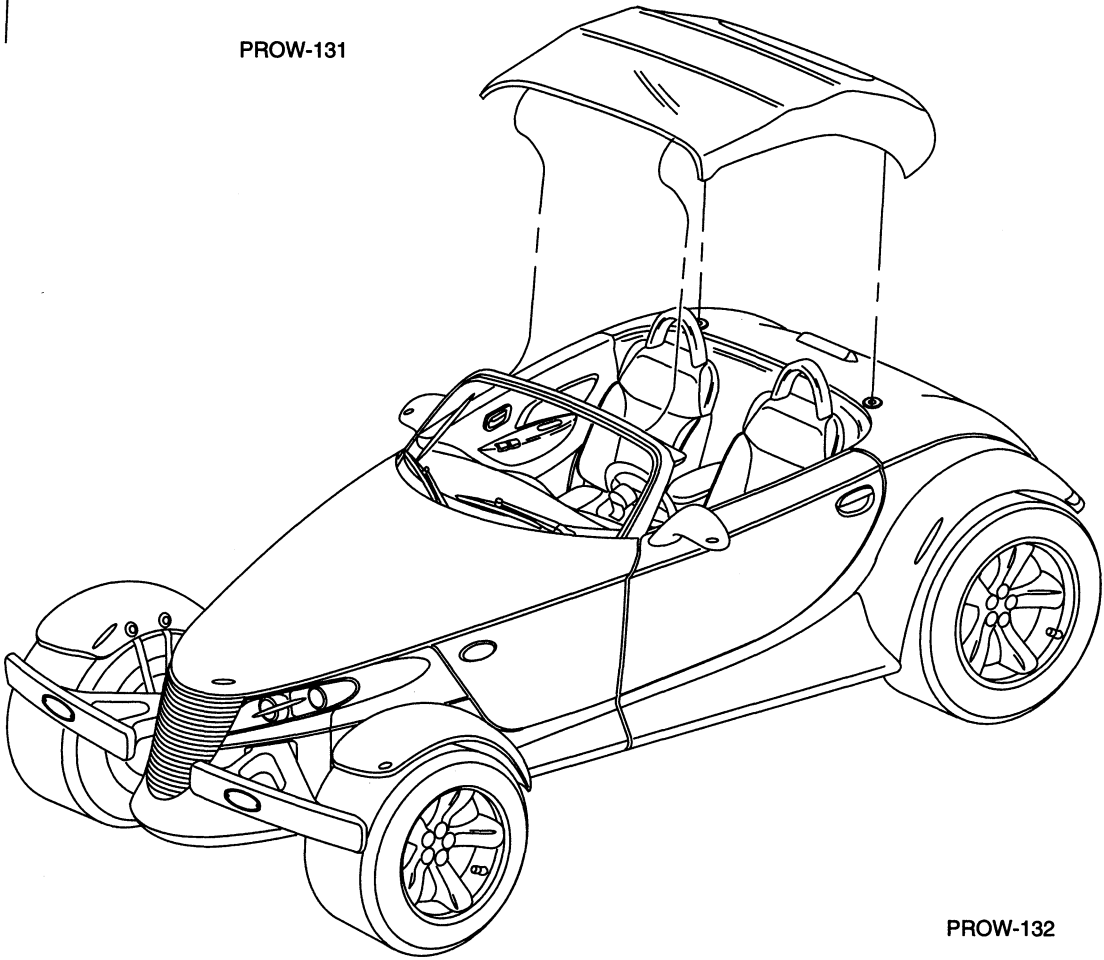




CONVERTIBLE TOP ASSEMBLY



PROW-131



PROW-132

PROWLER



Body Sealing Locations

All repairs where panels were replaced have crevices 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 water, air, or exhaust fume leakage.

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 panels, and cowl sides.

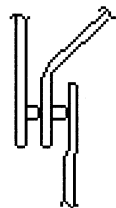
METHODS OF APPLYING AUTO BODY SEALANT



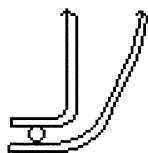
Hold gun nozzle in direction of arrow in order to effectively seal metal joints.



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



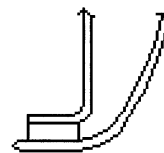
3 metal thickness



2 metal thickness

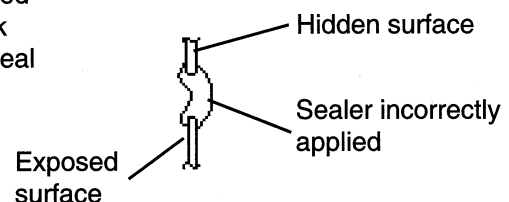
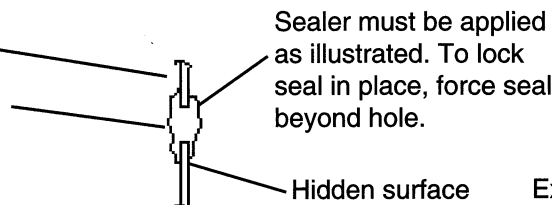


3 metal thickness



2 metal thickness

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



SYMBOLS



Extrudable thermoplastic



Exposed sealant



Hidden Sealant

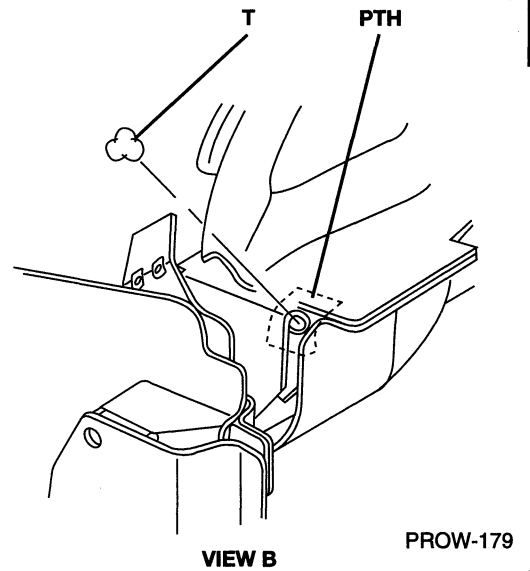
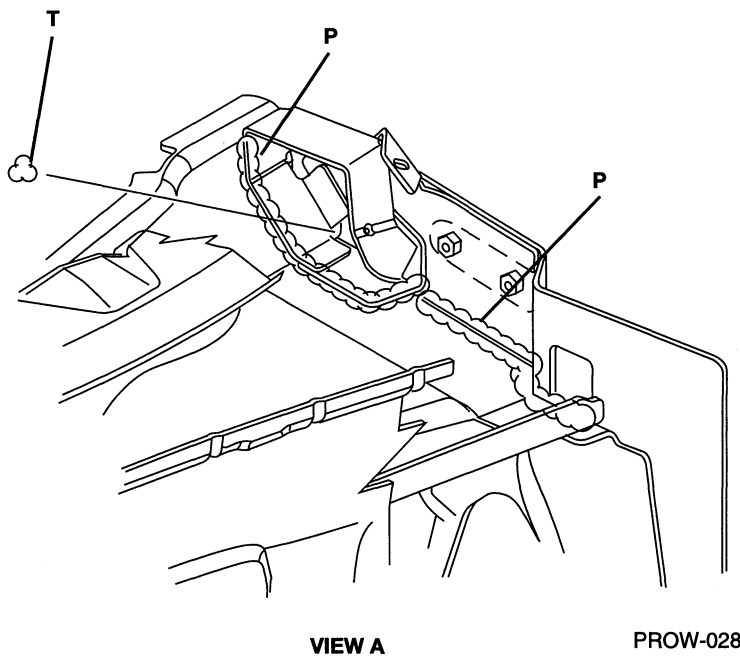
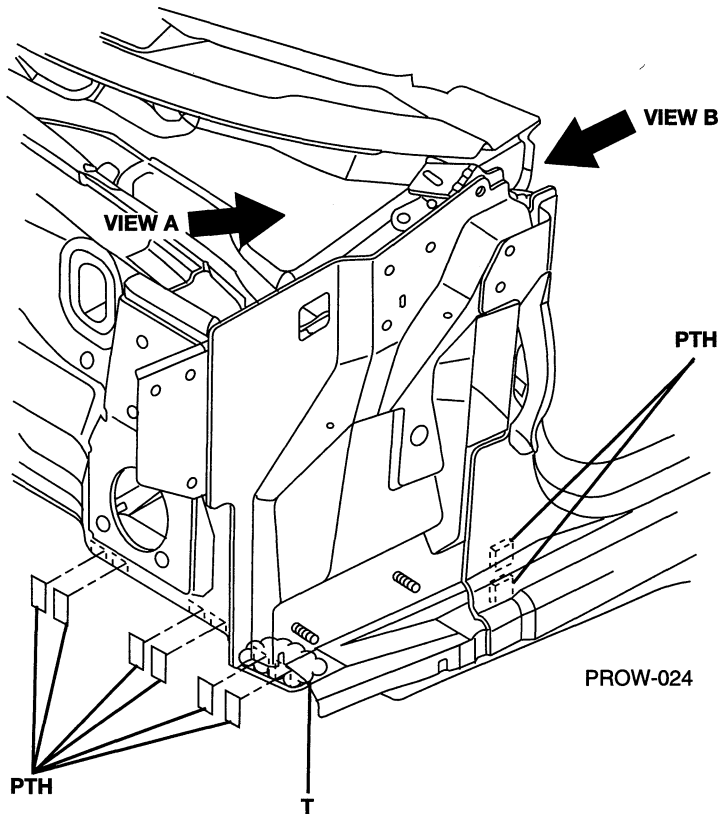
00095R



Body Sealing Locations

COWL AND PLENUM AREA LEFT SIDE

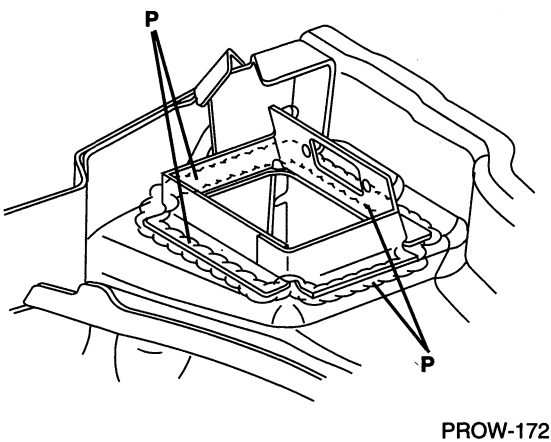
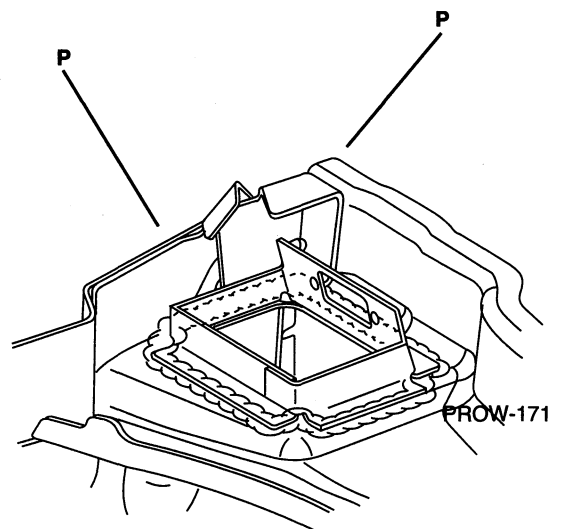
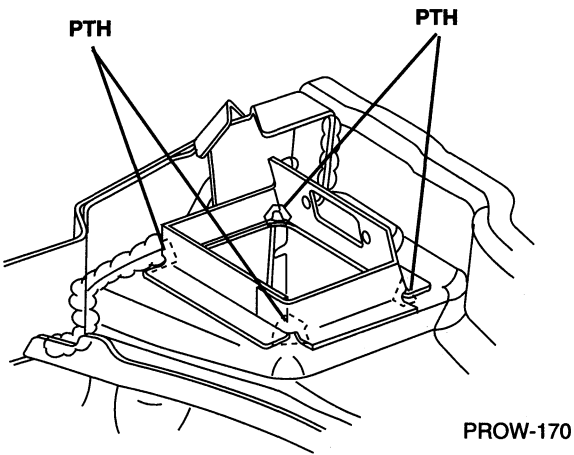
T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH





COWL AND PLENUM AREA RIGHT SIDE

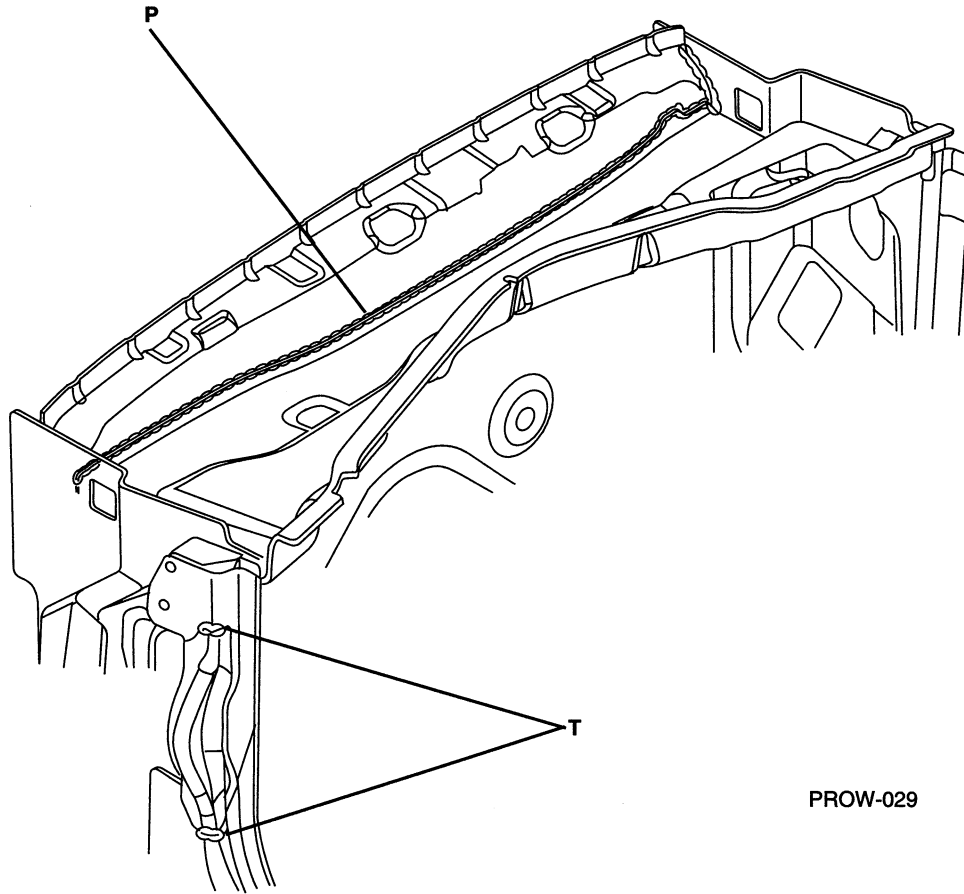
T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH





DASH TO COWL PLENUM

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH

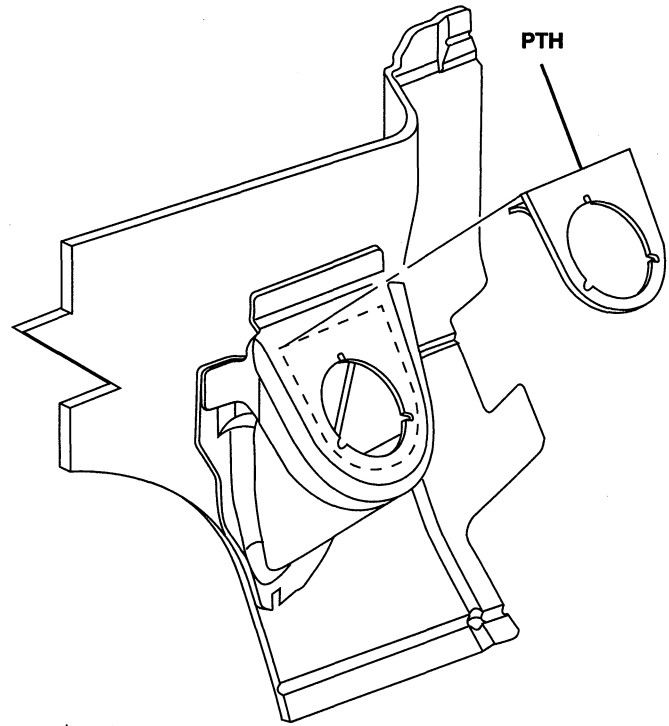
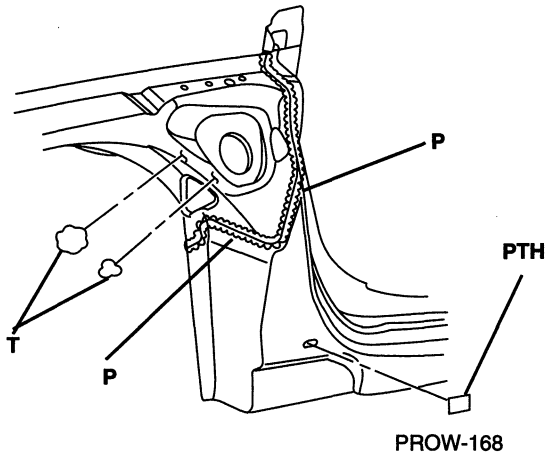


PROW-029



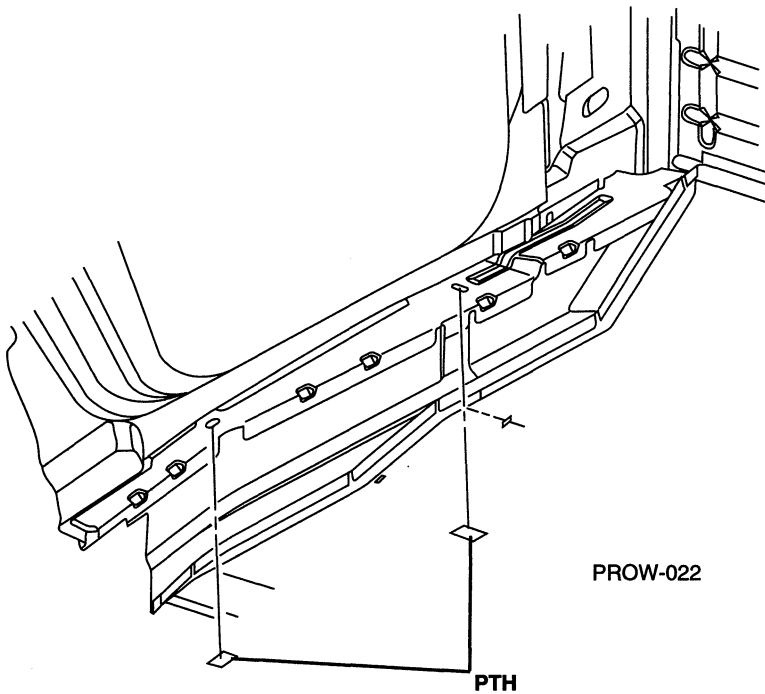
BODY SIDE SILL REAR

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



PROW-018

BODY SIDE SILL

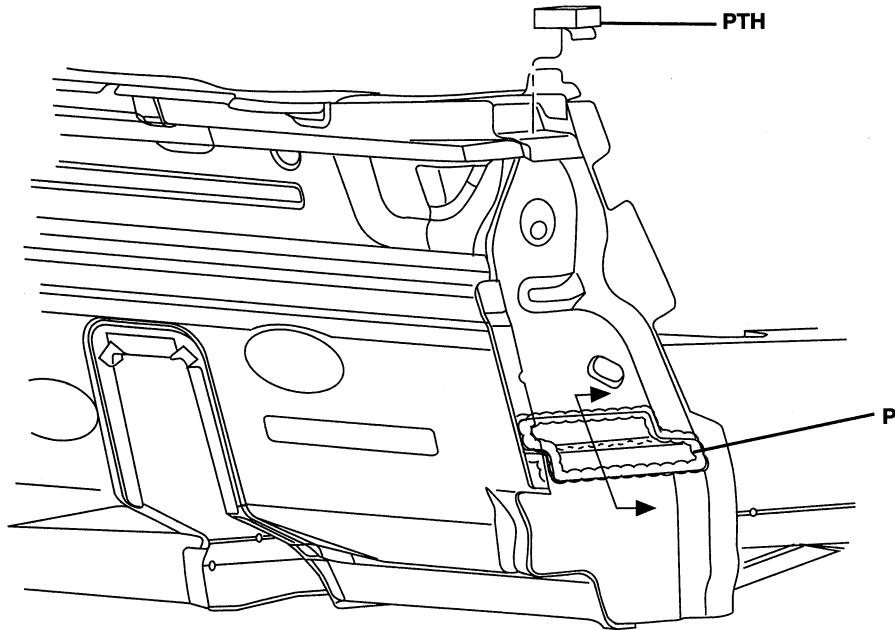


PROW-022

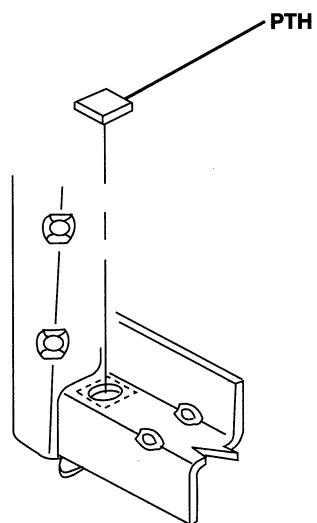


BULKHEAD EXTENSION

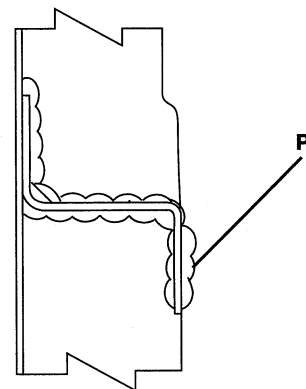
T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



PROW-177



PROW-026

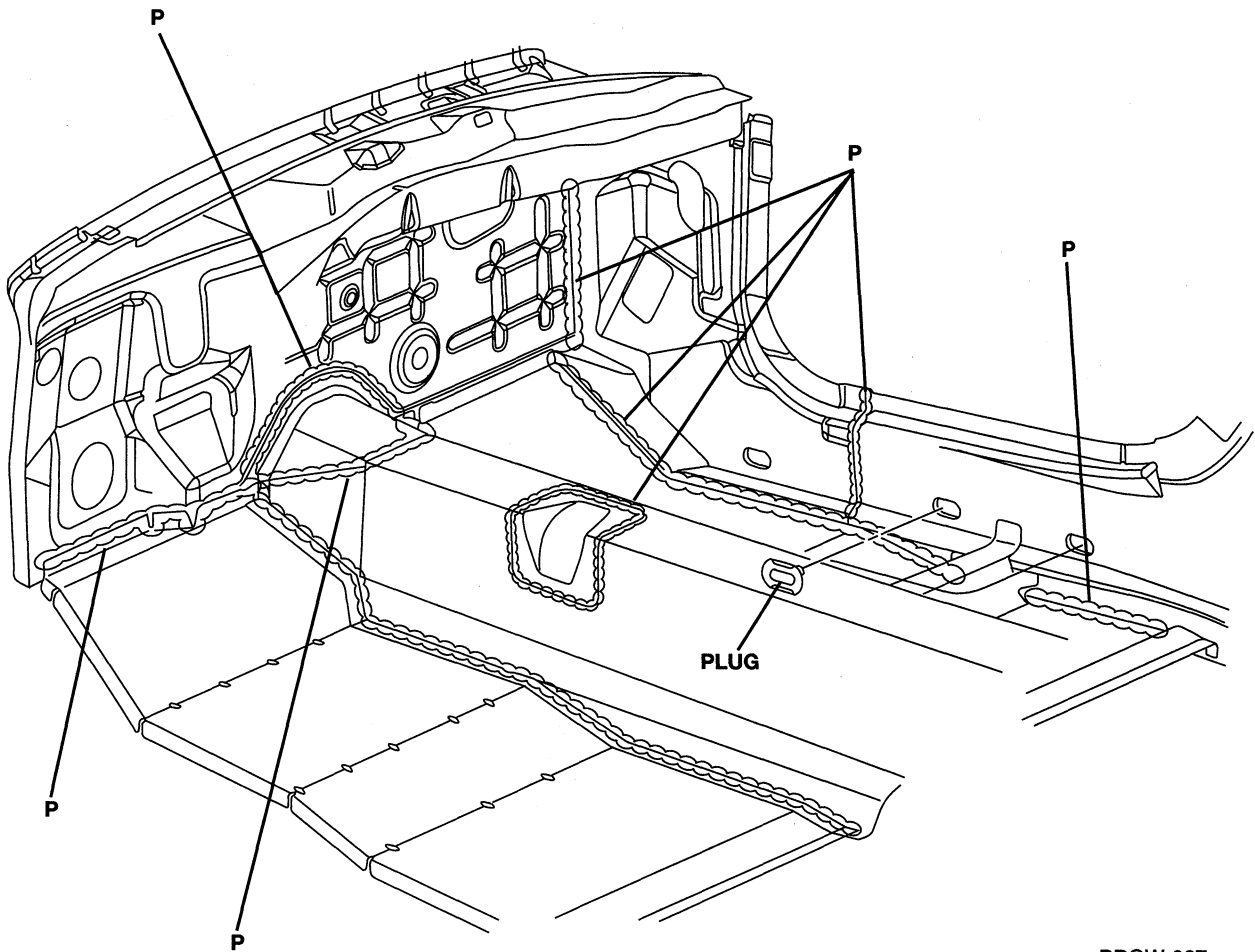


PROW-176



FRONT FLOOR PAN TO DASH

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



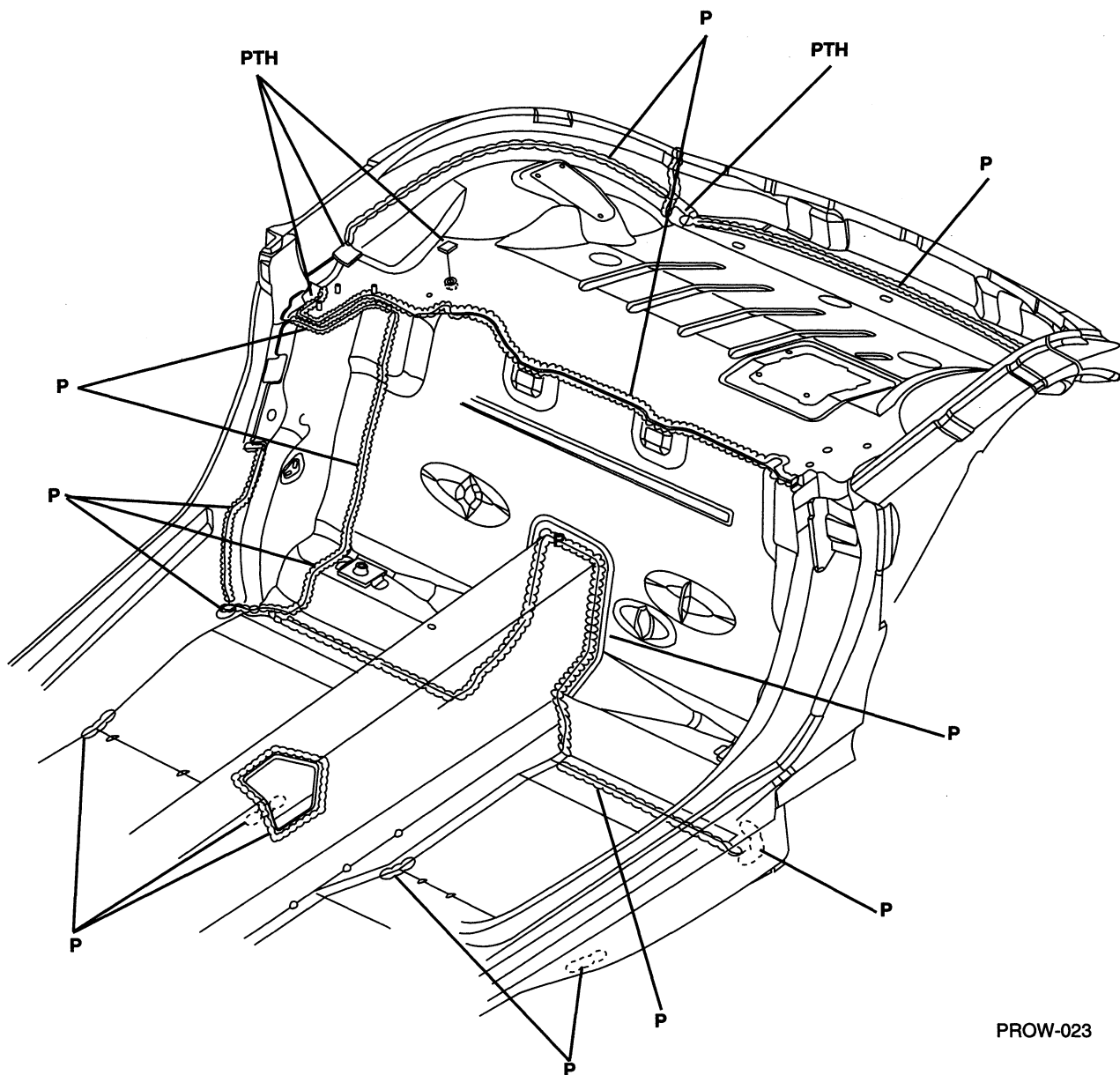
PROW-027



Body Sealing Locations

BULKHEAD EXTENSION

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH

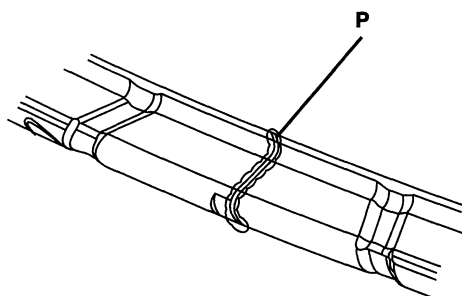


PROW-023

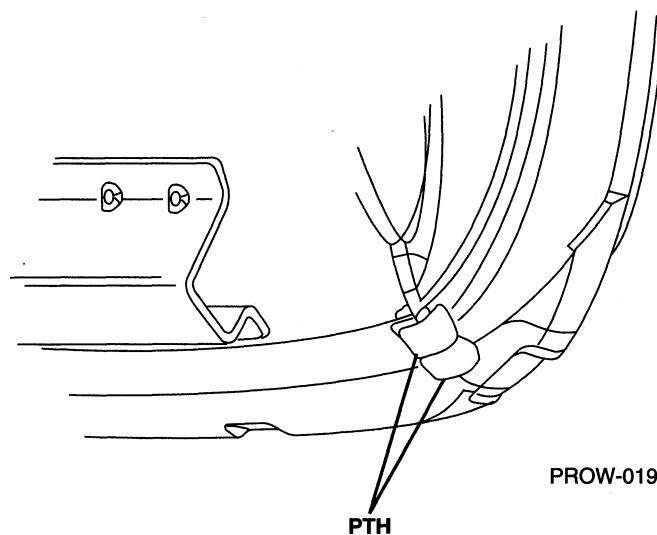


REAR FLOOR TO DECK OPENING REAR

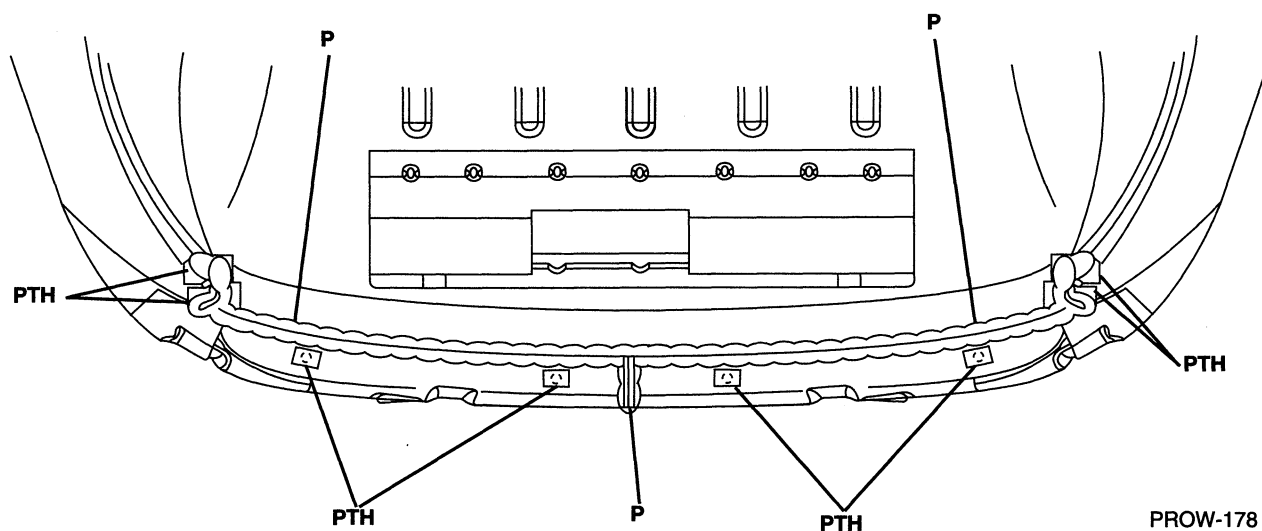
T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



PROW-017



PROW-019



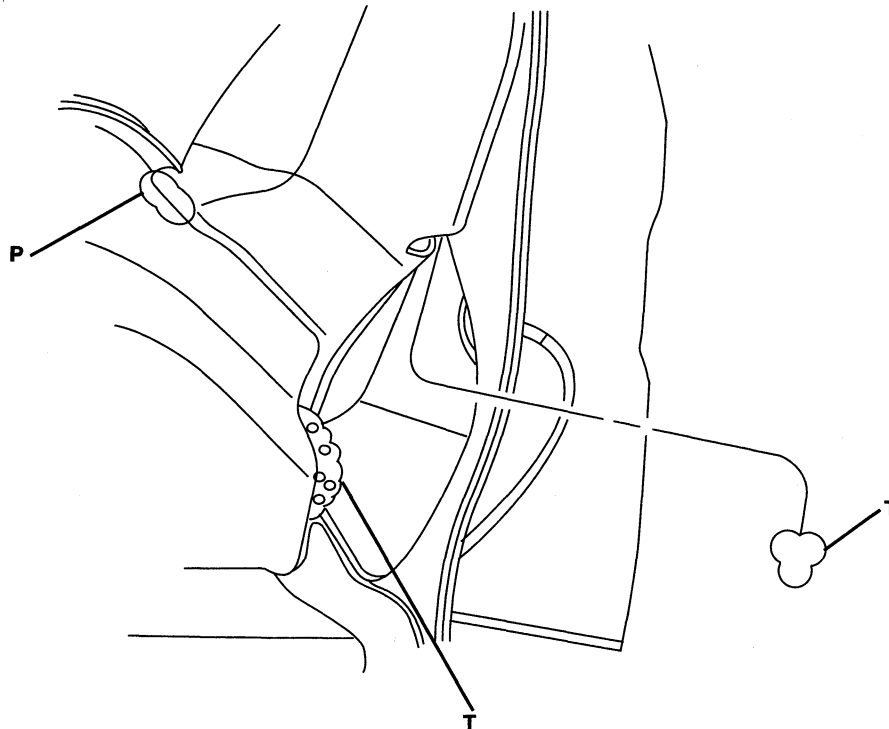
PROW-178



Body Sealing Locations

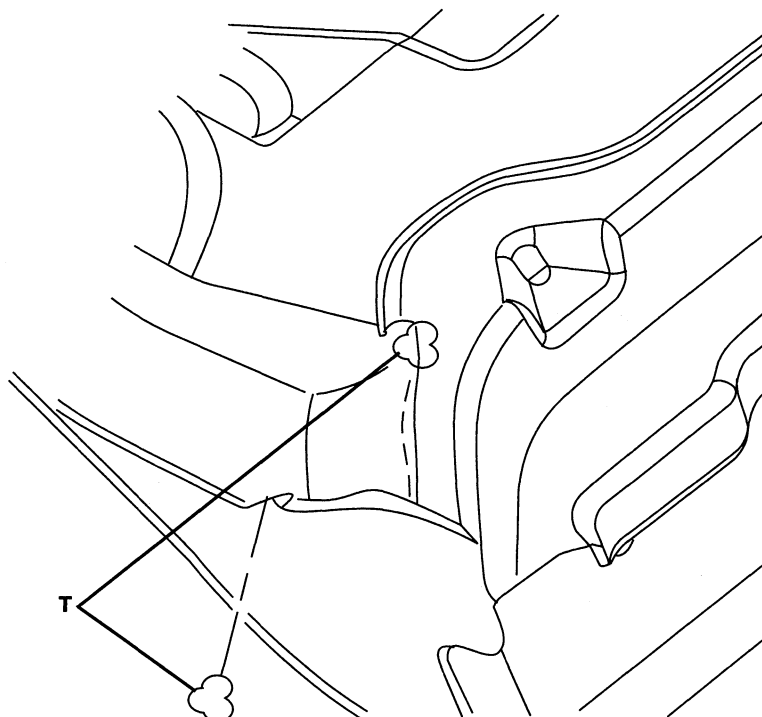
REAR WHEEL WELL (LEFT)

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



PROW-174

REAR WHEEL WELL (RIGHT)

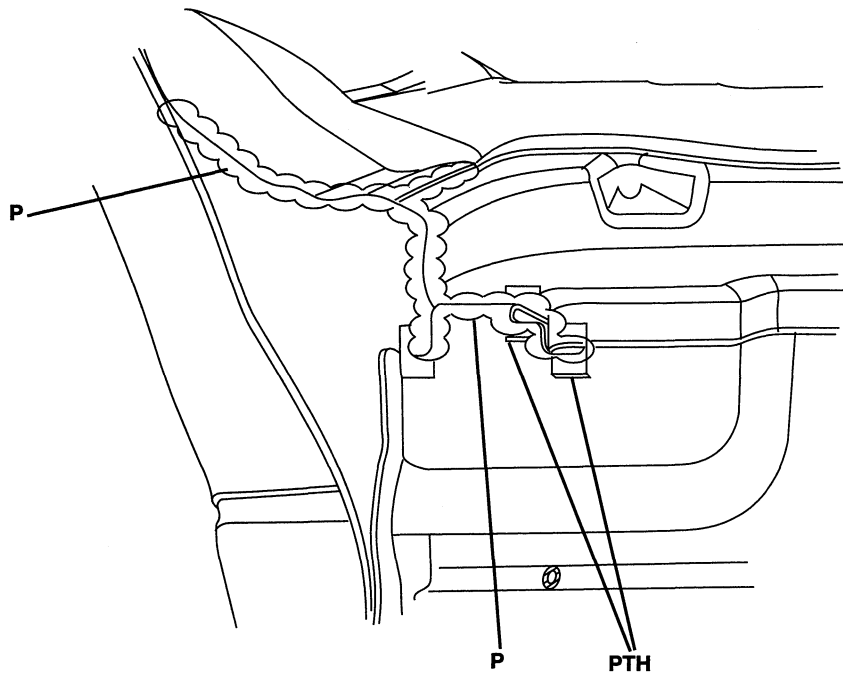


PROW-030



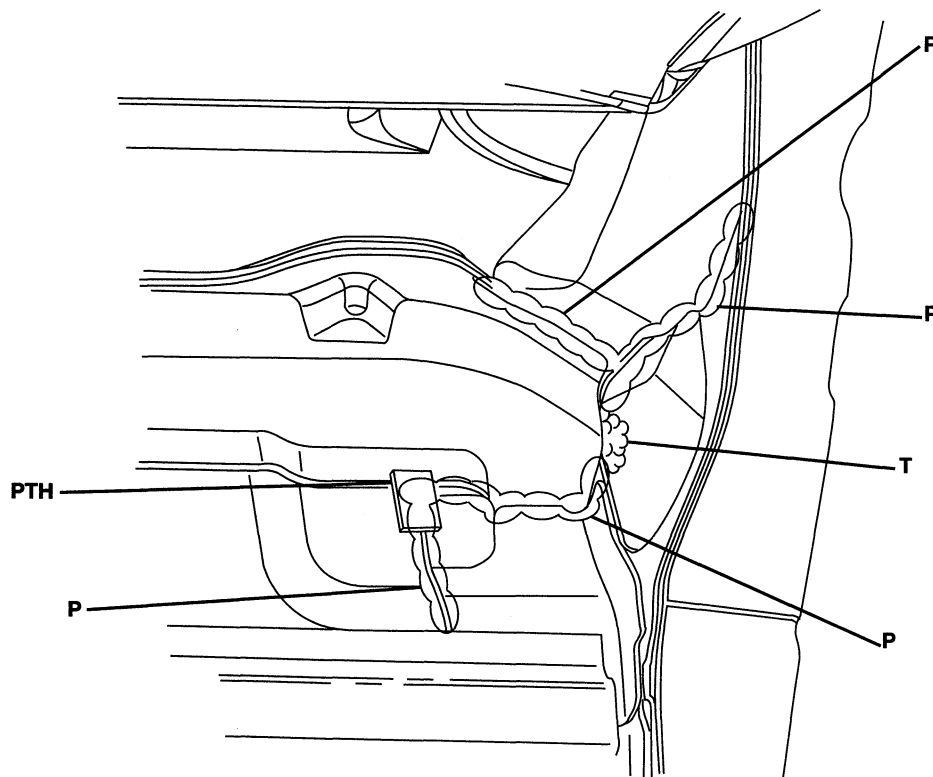
REAR WHEEL WELL (LEFT)

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



PROW-175

REAR WHEEL WELL (RIGHT)

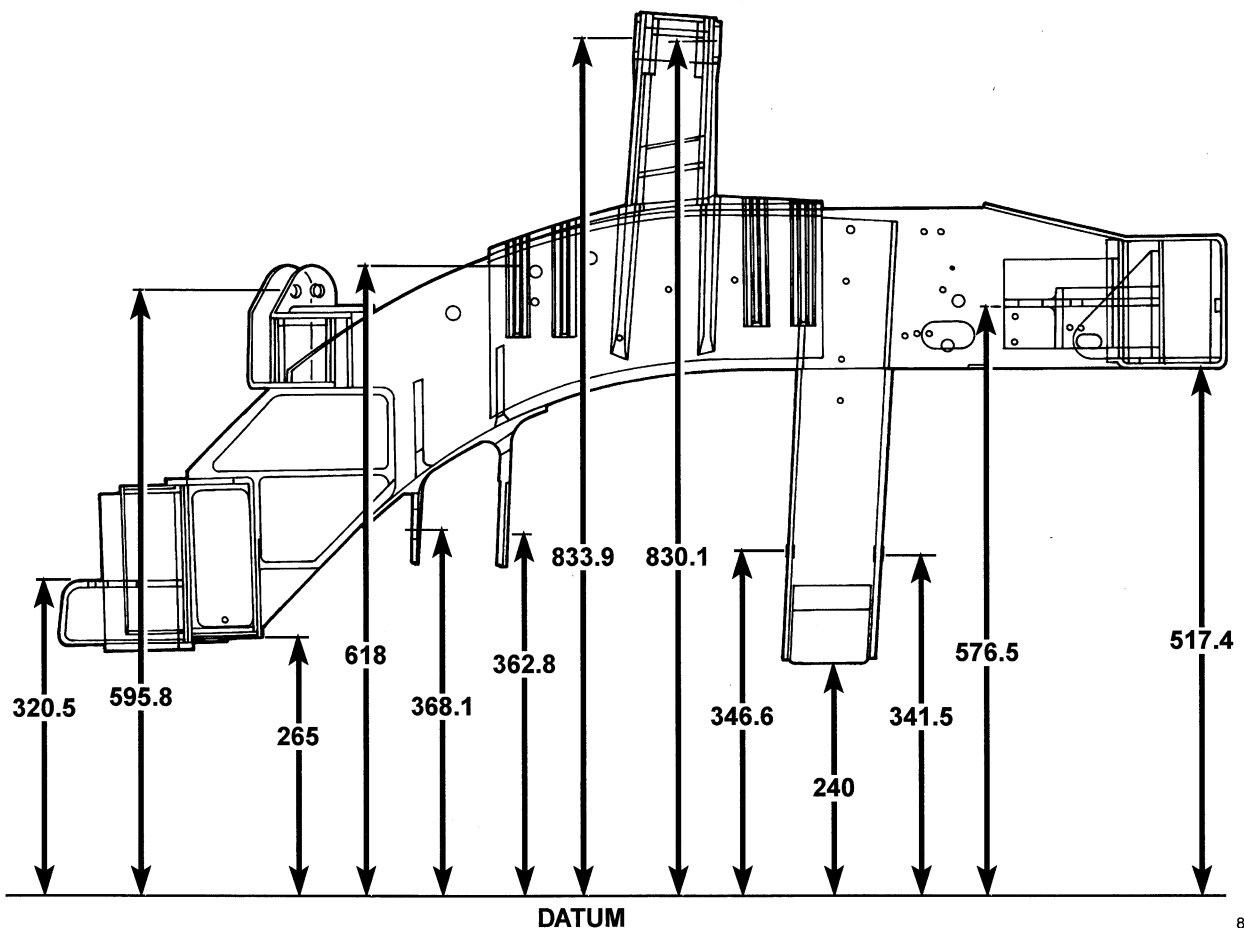


PROW-020

PROWLER



Specifications & Dimensions

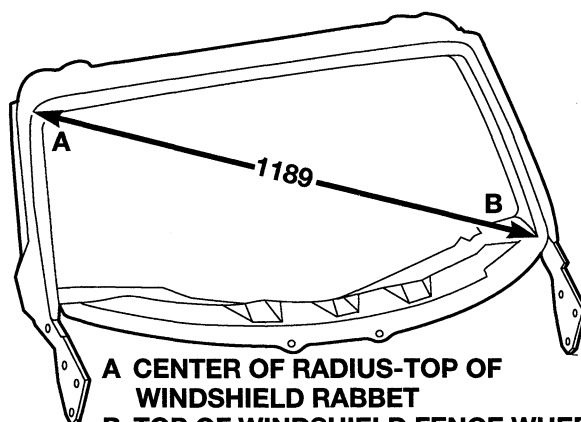


80aac321

80aac321



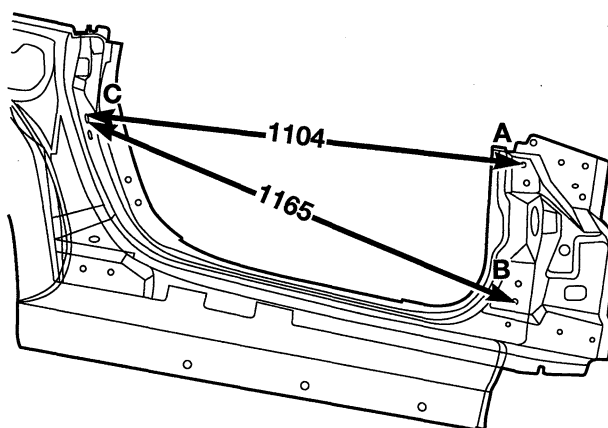
WINDSHIELD OPENING



A CENTER OF RADIUS-TOP OF WINDSHIELD RABBET
B TOP OF WINDSHIELD FENCE WHERE METAL COWL MEETS PLASTIC FRAME

80ad8482

DOOR OPENING



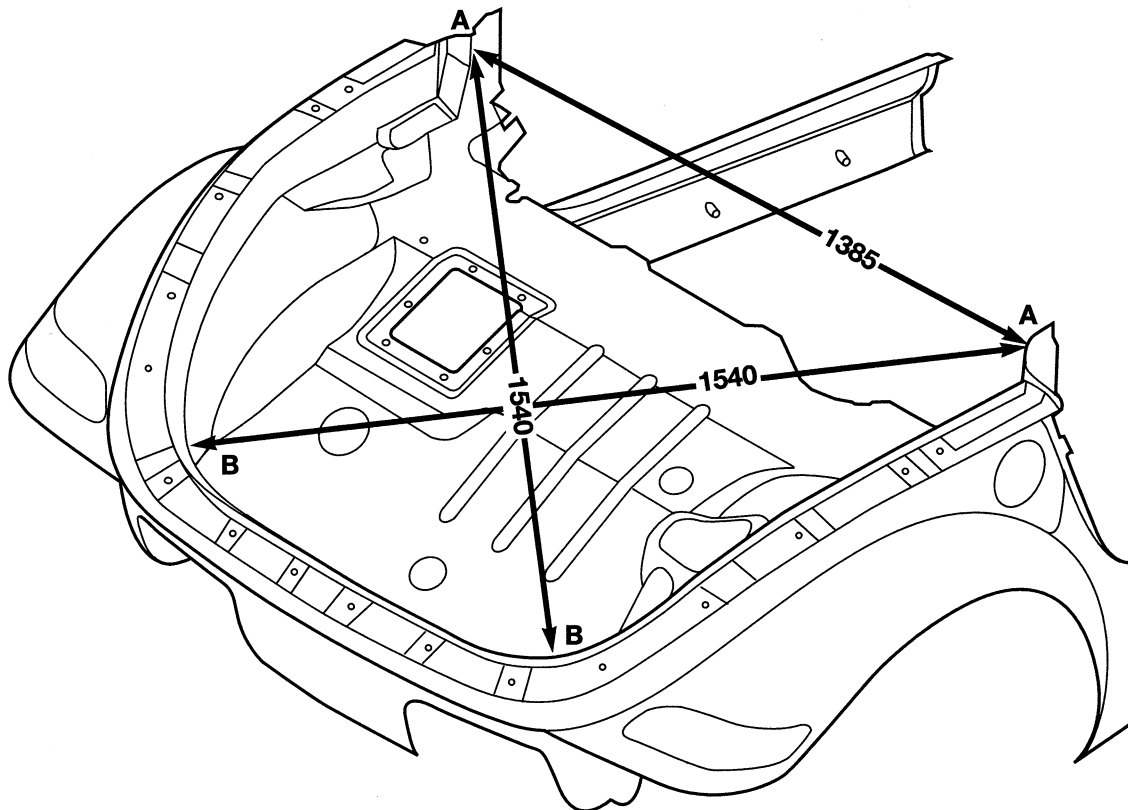
A UPPER HINGE UPPER ATTACHMENT HOLE
B LOWER HINGE LOWER ATTACHMENT HOLE
C STRIKER UPPER ATTACHMENT HOLE

80ad8481

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



DECK OPENING



80ad8480

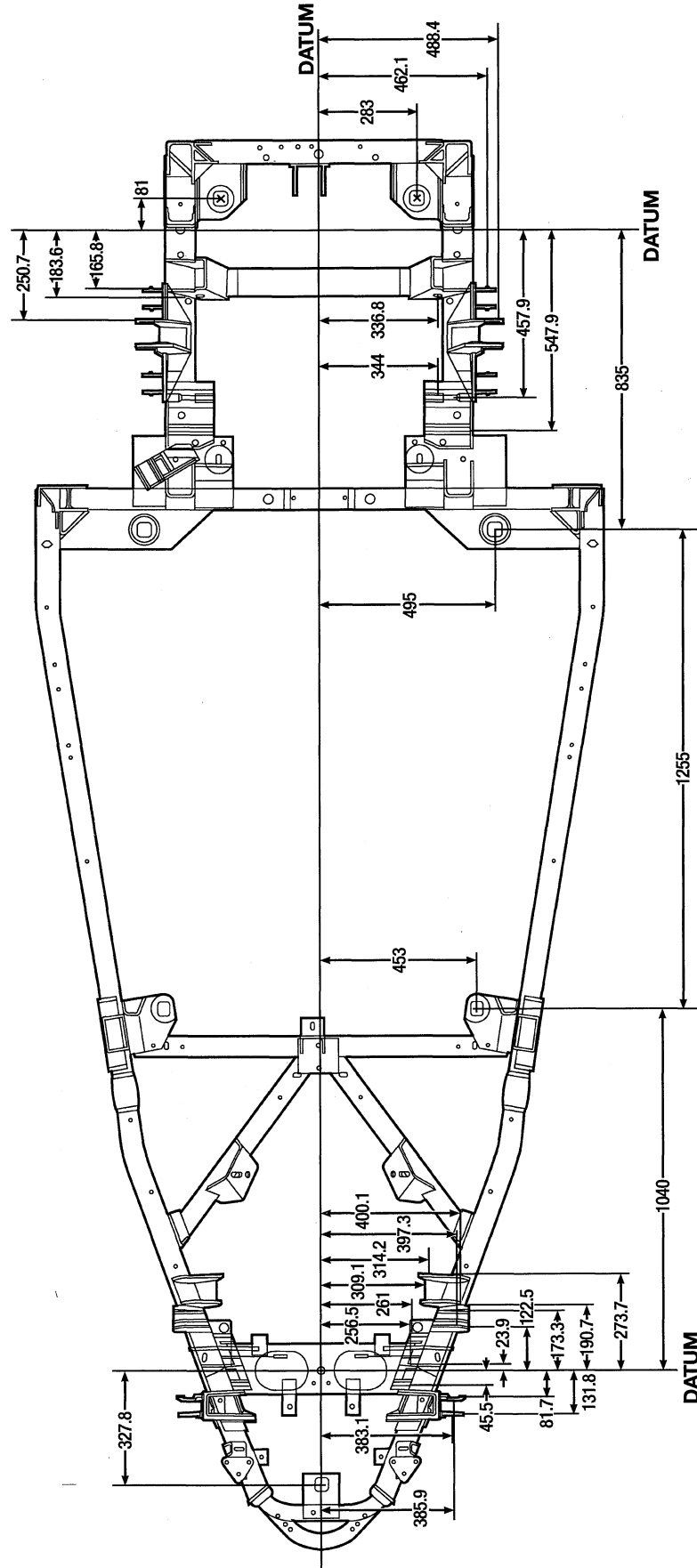
**A INBOARD FOR ON INNER SHEET METAL
B CENTER OF RADIUS OF LOWER DECK OPENING**

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



Body Dimensions and Specifications

FULL FRAME TOP VIEW

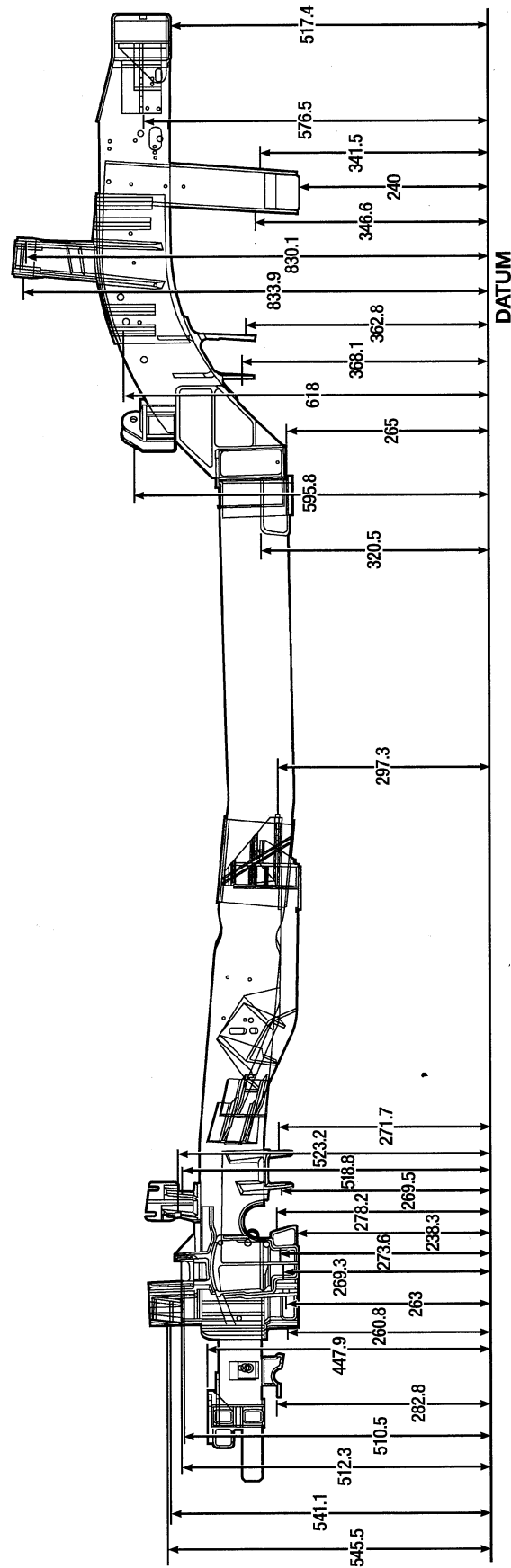


80abfcd6



80abfcd5

FULL FRAME SIDE VIEW





Frame Dimensions

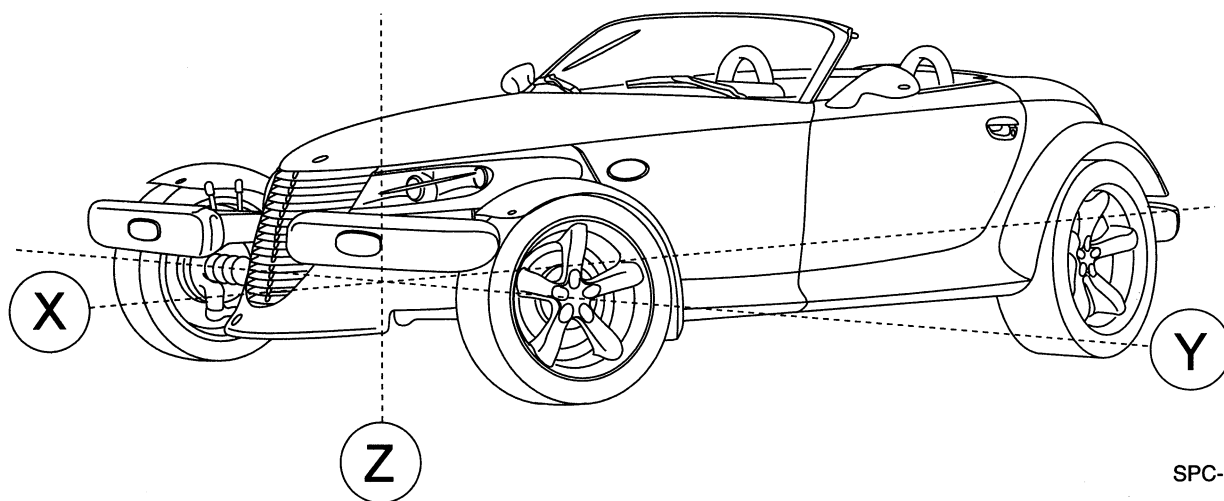
GENERAL INFORMATION

A vehicle is designed within a three dimensional grid partitioned into 100 mm (3.92 in.) cubes. The lines that make the grid run in three planes are defined as X, Y, and Z. The X-plane extends from the front to the rear of the vehicle. The Y-plane extends from the center line (C/L) of the vehicle outward. The Z-plane extends from the Datum (312 mm or 12.28 in.) below the frame rails upward. Most Y-plane dimensions are symmetrical to the center line.

CAUTIONS:

Do not anchor or support vehicle on suspension components during frame straightening operations. Damage to suspension can result.

Do not anchor vehicle frame rails to pulling device at locations that are not reinforced. Damage to frame rails can result.



SPC-DEM

Fig. 1 - X, Y, and Z Planes

SAFETY PRECAUTIONS AND WARNINGS

WARNING: DO NOT VENTURE UNDER A HOISTED VEHICLE THAT IS NOT SUPPORTED ON SAFETY STANDS OR EQUIVALENT.

WEAR EYE PROTECTION WHEN STRAIGHTENING, CUTTING, OR GRINDING METAL OR PLASTIC MATERIALS. PERSONAL INJURY CAN RESULT.

DO NOT CUT OR GRIND FRAME COMPONENTS THAT ARE IN CONTACT WITH FUEL SYSTEM COMPONENTS. FIRE OR EXPLOSION CAN RESULT.

DO NOT ALLOW OPEN FLAME TO CONTACT PLASTIC BODY PANELS. FIRE OR EXPLOSION CAN RESULT.

WHEN WELDED FRAME COMPONENTS ARE REPLACED, 100% PENETRATION WELD MUST BE ACHIEVED DURING INSTALLATION. IF NOT, DANGEROUS OPERATING CONDITIONS CAN RESULT.



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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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.