

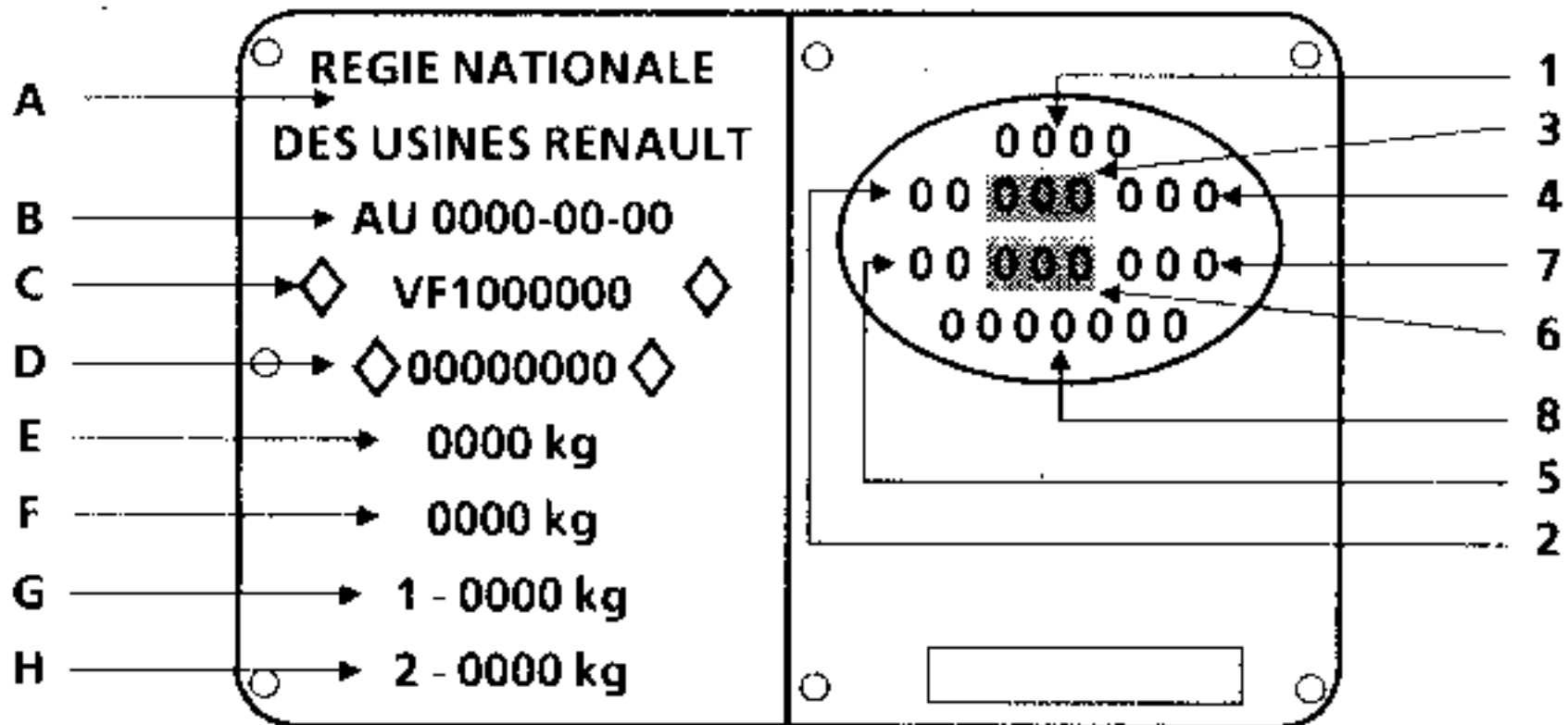
95 915 RT

Dimensions in metres

ENGINE - CLUTCH - GEAR BOX

Vehicle type	Engine		Clutch type	Gear box type
	Type	Capacity		
C063	C3G	1 238	160 CPH 2750	JB1

Single plate*



This shows :

- At A : manufacturer's name,
- At B : EEC type approval number
- At C : vehicle type Mines preceded by the manufacturer's code (VF1 corresponds to RENAULT FRANCE),
- At D : chassis number,
- At E : Maximum permitted all up weight
- At F : Maximum permitted total train weight,
- At G : Maximum permitted front axle loading,
- At H : Maximum permitted rear axle loading,
- At 1 : the vehicle type,
- At 2 : the first figure indicates gear box type or heavy options,
the second figure indicates the equipment level,
- At 3 : technical equipment code,
- At 4 : factory complementary equipment code,
- At 5 : trim code,
- At 6 : paint code,
- At 7 : equipment level,
- At 8 : one letter indicating the factory of manufacture, followed by the fabrication number.

ATTENTION : the seven characters in the fabrication number cannot be split. For vehicles manufactured before this date, the fabrication number is 7 figures.

* depending on country of export, certain information may not be shown - this plate shows the fullest amount of information.

IMPORTANT : to specify a part, the basic equipment level code shown on the oval plate must be taken into consideration.

ALLOCATION OF TECHNICAL EQUIPMENT CODES

Good roads		Poor roads	
Left hand drive	Right hand drive	Left hand drive	Right hand drive
Series 10X to 49X	Series 70X to 89X	Series 50X to 69X	Series 90X to 99X

X Corresponds to a complementary technical definition



Safety symbol (special precautions must be taken)

SPECIAL TOOLING REQUIRED

Cha. 280-02 Cross piece for trolley jack

Cha. 408-01

or Socket for trolley jack

Cha. 408-02



If a trolley jack is used, appropriate axle stands must also be used.

It is forbidden to lift the vehicle by taking the weight under the front suspension arms or the rear axle assembly

Depending on the type of trolley jack used, use sockets Cha. 408-01 or Cha. 408-02 to position cross piece Cha. 280-02.

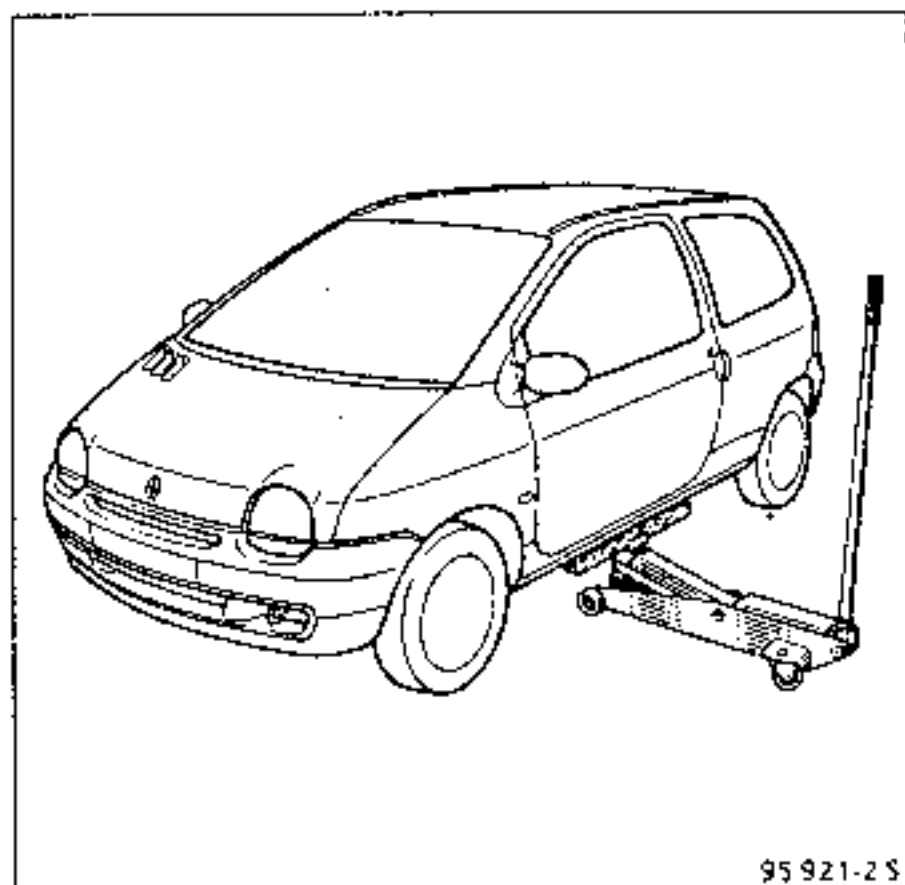
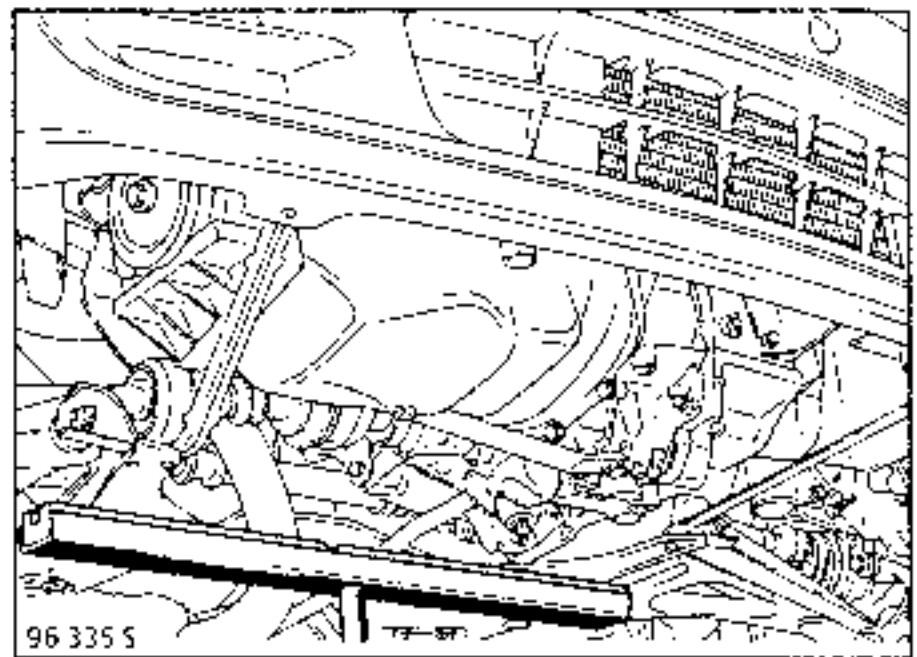
USING A TROLLEY JACK FROM THE SIDE

Use cross piece Cha. 280-02.

Take the weight on the sill by the front door.

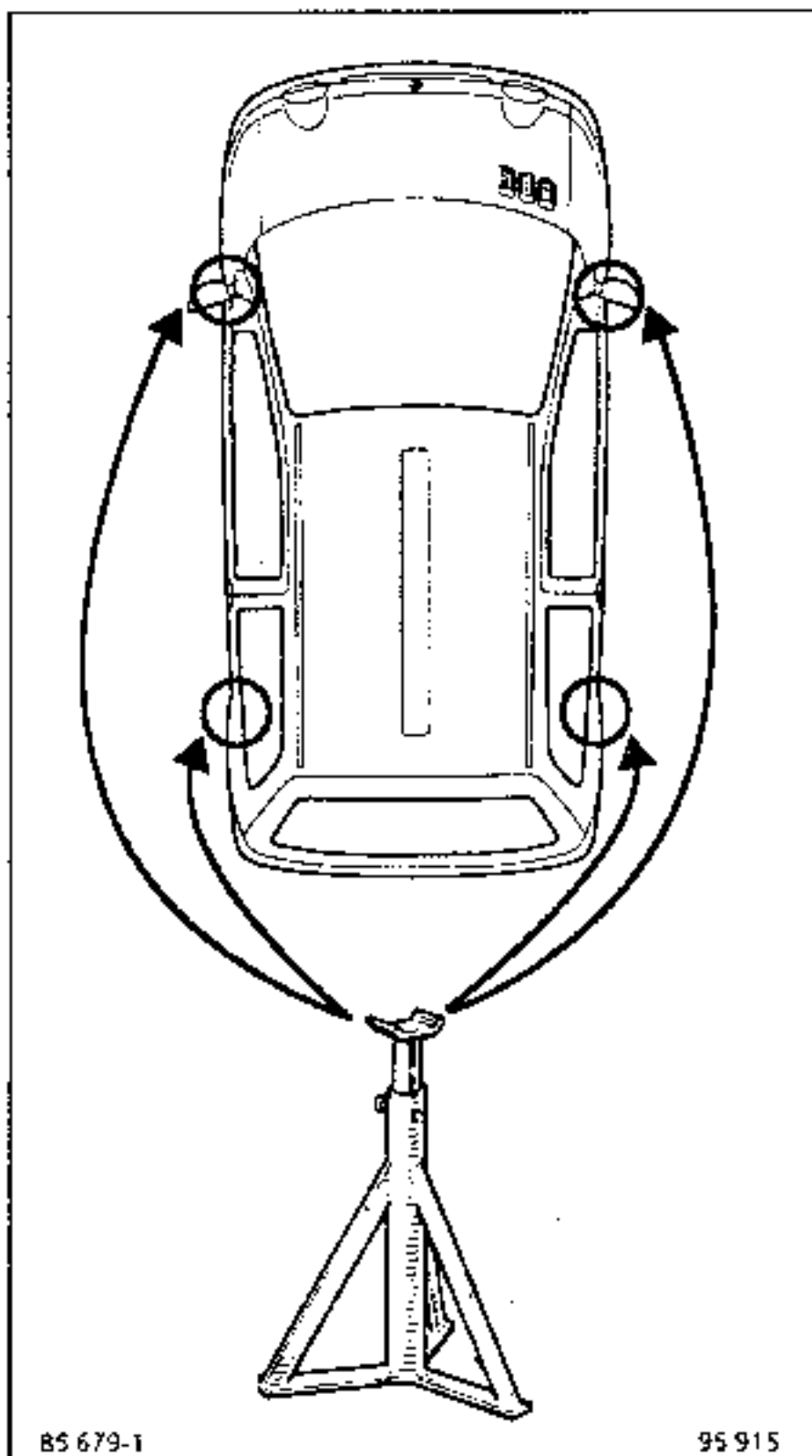
Ensure the body sill flange is correctly positioned in the slot in the cross piece.

USING A TROLLEY JACK FROM THE FRONT



AXLE STANDS

To put the vehicle on axle stands they must be positioned as shown below



ATTENTION Take care not to catch the rear left hand brake pipes

SAFETY SYMBOL



Several instances may be considered :

1 - REMOVING COMPONENTS

Generally, never use a 2 post lift, if a 4 post lift may be used.

If this is not possible, place the lifting supports under the body sill taking care not to catch the rear left hand brake pipes.

2 - PARTICULAR CASE OF REMOVING - REFITTING THE ENGINE AND TRANSMISSION

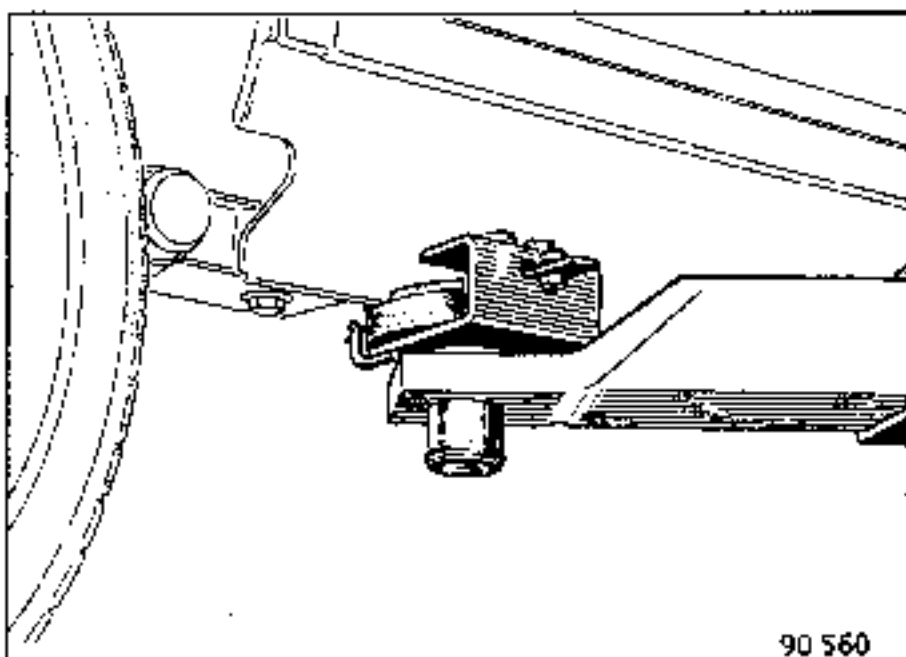
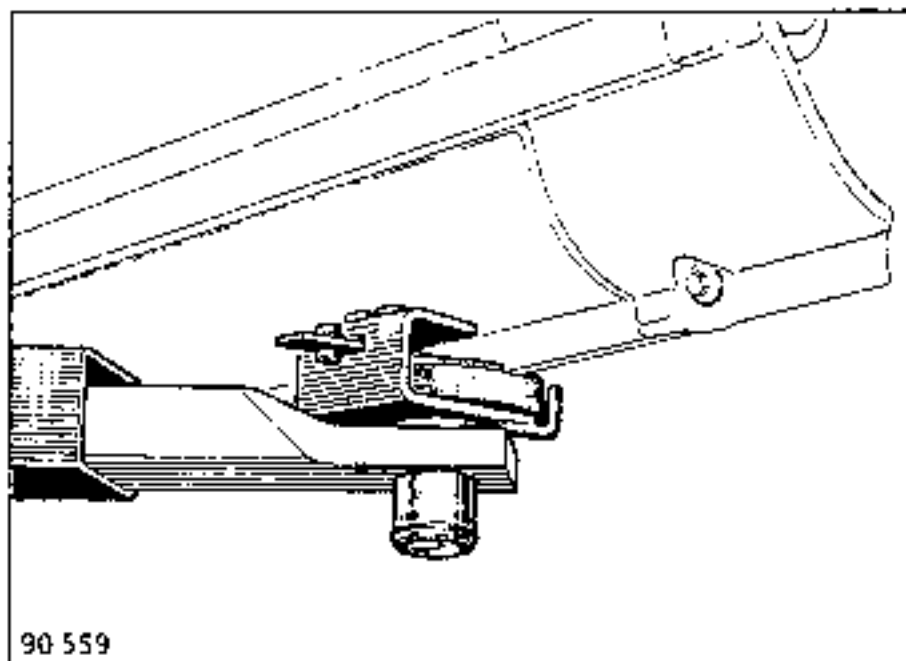
In this special case, the vehicle body must be securely mounted on the 2 post lift arms using special pads.

FOG :
Part no FOG 449 8111 - 449 8411

or

CHEMICO :
Part no 39 2550 0001

These must be locked in the body sill holes.

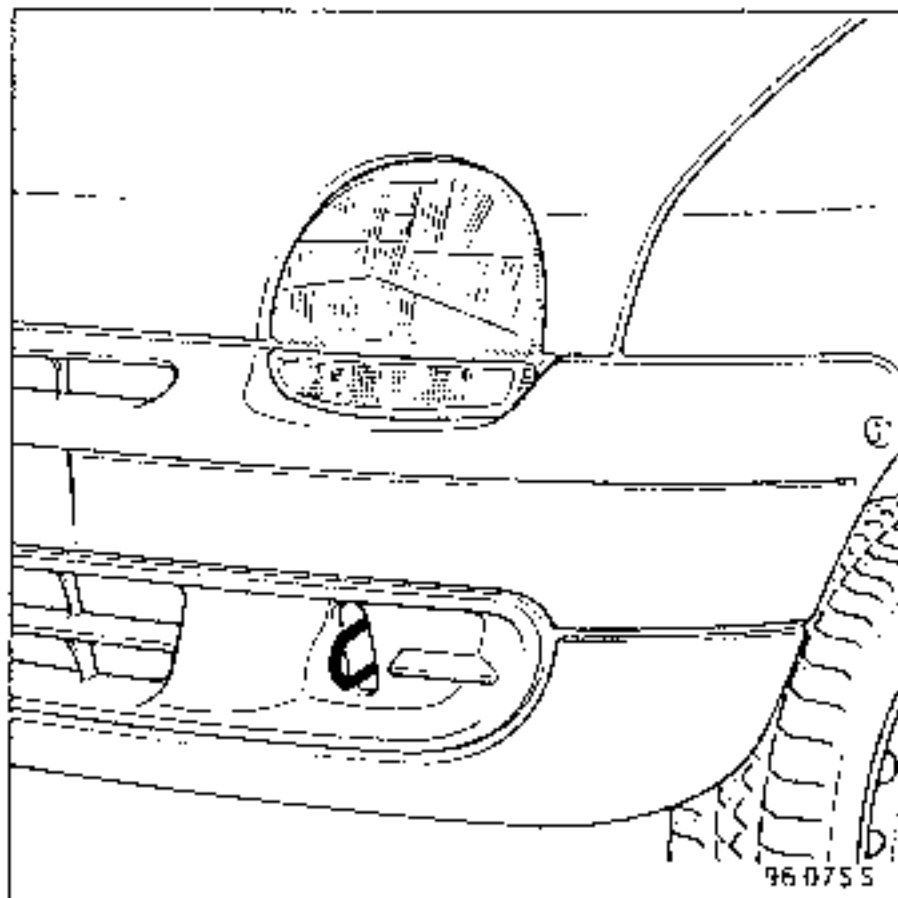


OBSERVE THE TOWING REGULATIONS APPLICABLE FOR THE COUNTRY YOU ARE DRIVING IN.

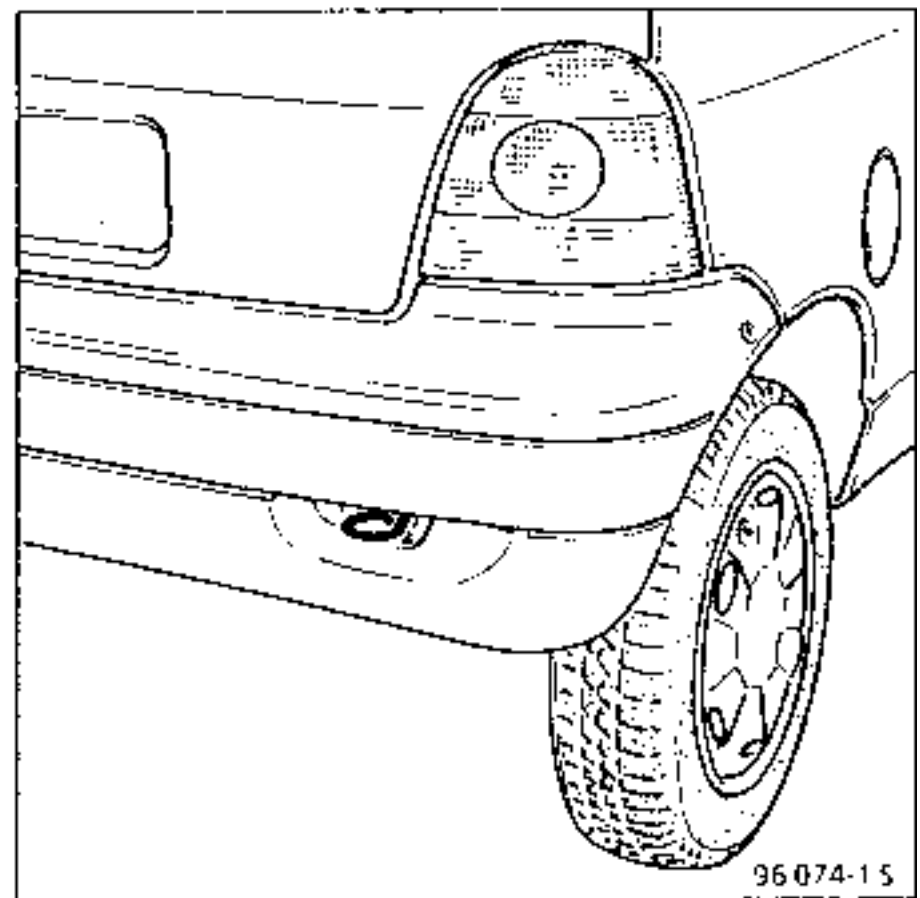
NEVER USE TRANSMISSION COMPONENTS AS TOWING POINTS.

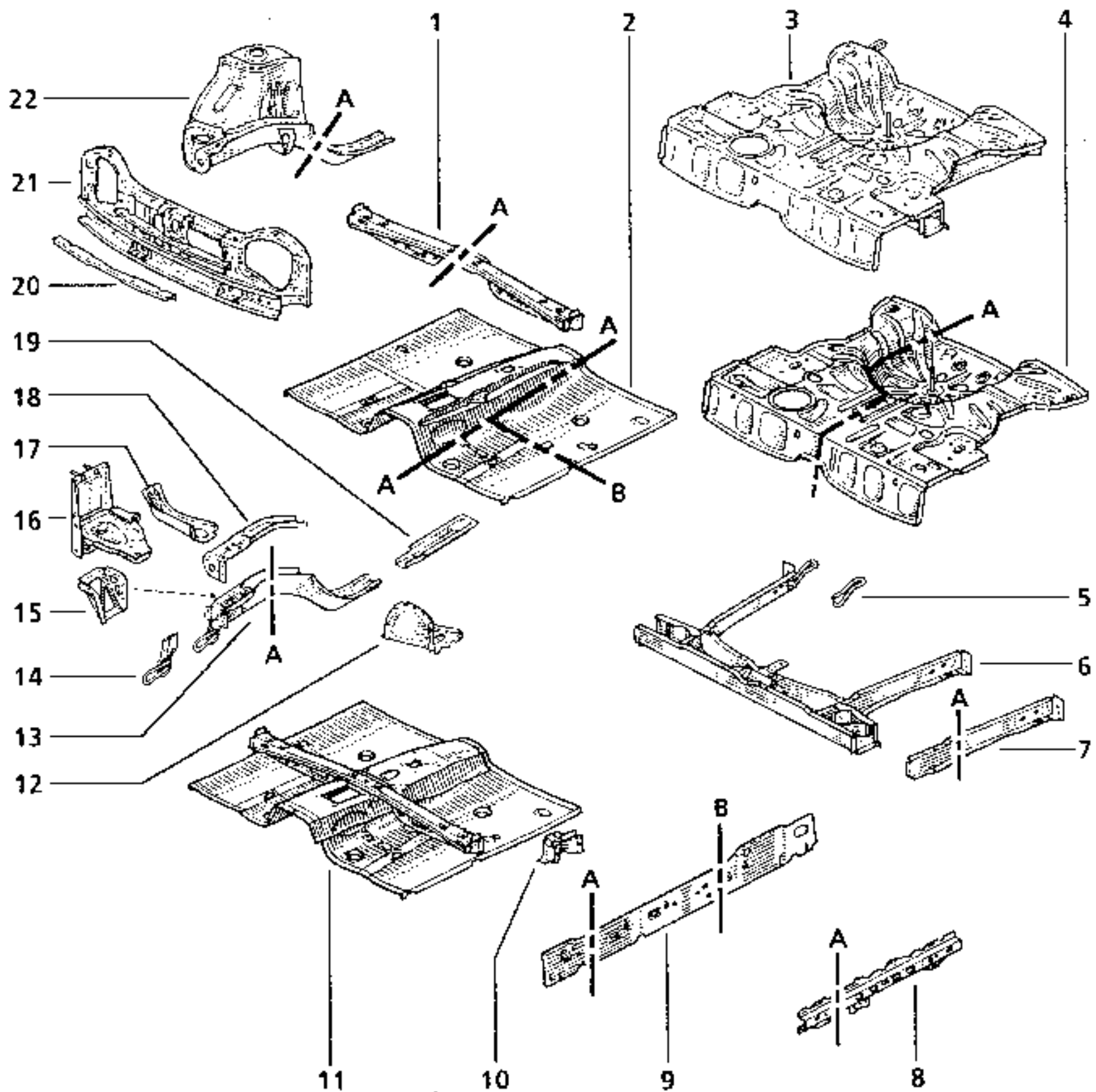
The towing points are only to be used for towing the vehicle on the road. They must never be used for removing the vehicle from a ditch, or to carry out any other similar operations, or for lifting the vehicle either directly or indirectly.

FRONT



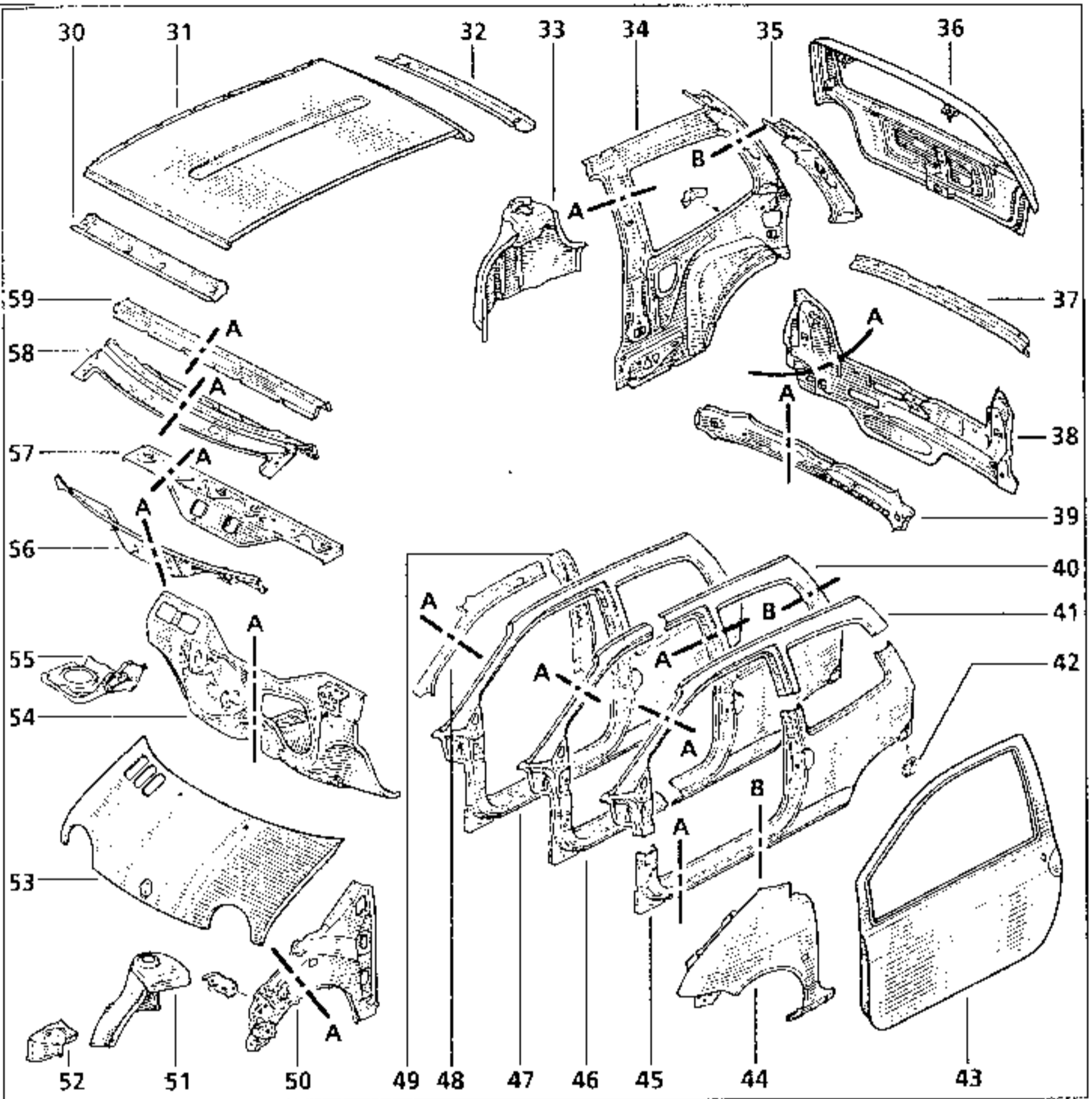
REAR





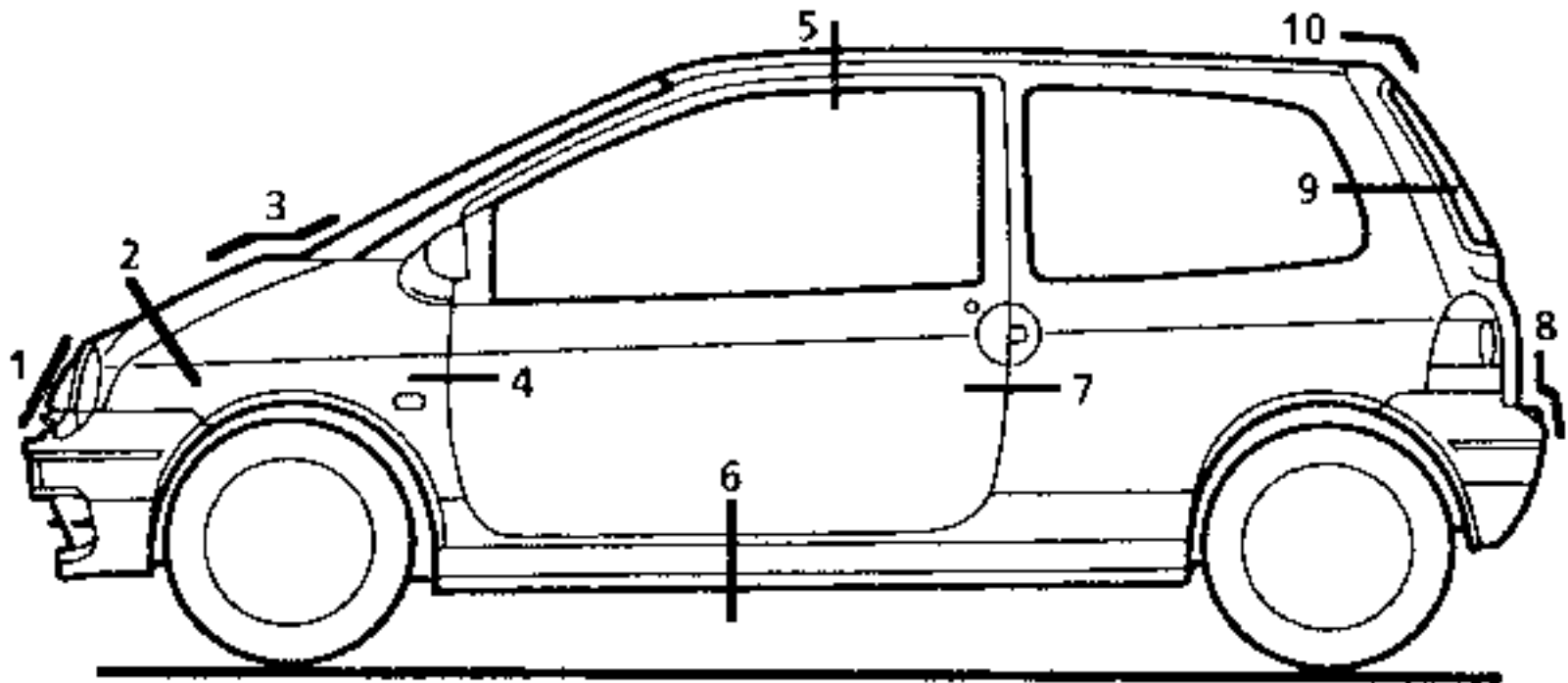
LOWER STRUCTURE

- | | | | |
|----|-------------------------------------|----|--------------------------------|
| 1 | Front cross member under front seat | 12 | Front side cross member |
| 2 | Centre floor | 13 | Front side member |
| 3 | Rear floor section | 14 | Front towing ring |
| 4 | Rear floor | 15 | Battery tray mounting |
| 5 | Rear towing ring | 16 | Battery tray |
| 6 | Rear side member frame | 17 | Rear engine mounting |
| 7 | Rear side member | 18 | Side member cover plate |
| 8 | Sill panel stiffener | 19 | Front side member rear section |
| 9 | Sill panel cover plate | 20 | Front bumper corner |
| 10 | Front seat rear mounting unit | 21 | Front panel |
| 11 | Centre floor section | 22 | Front half unit |



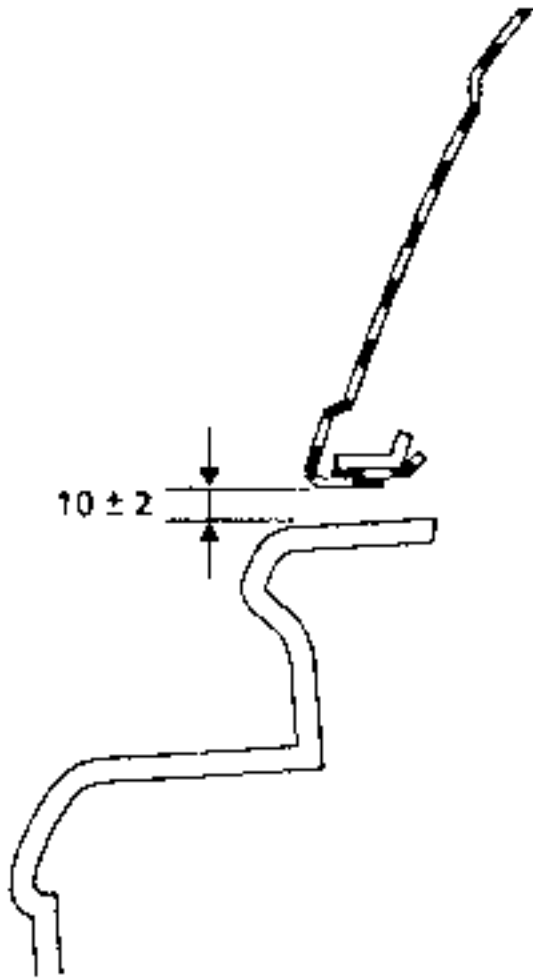
UPPER STRUCTURE

- | | | | |
|----|----------------------------------|----|------------------------------------|
| 30 | Front roof cross member | 45 | Sill panel |
| 31 | Roof panel | 46 | Front pillar |
| 32 | Rear roof cross member | 47 | Body side panel |
| 33 | Rear inner wheel arch | 48 | Window aperture side pillar lining |
| 34 | Rear quarter panel lining | 49 | Centre pillar reinforcement |
| 35 | Rear quarter panel reinforcement | 50 | Cowl side panel (pillar lining) |
| 36 | Tailgate | 51 | Front wheel arch |
| 37 | Rear bumper support panel | 52 | Wheel arch cover plate |
| 38 | Rear panel | 53 | Bonnet |
| 39 | Rear panel cross member | 54 | Bulkhead - pedal mounting |
| 40 | Rear quarter panel | 55 | Plenum chamber |
| 41 | Body top panel | 56 | Scuttle panel cover plate |
| 42 | Bumper mounting | 57 | Upper bulkhead section |
| 43 | Side door | 58 | Front section of scuttle panel |
| 44 | front wing | 59 | Rear section of scuttle panel |



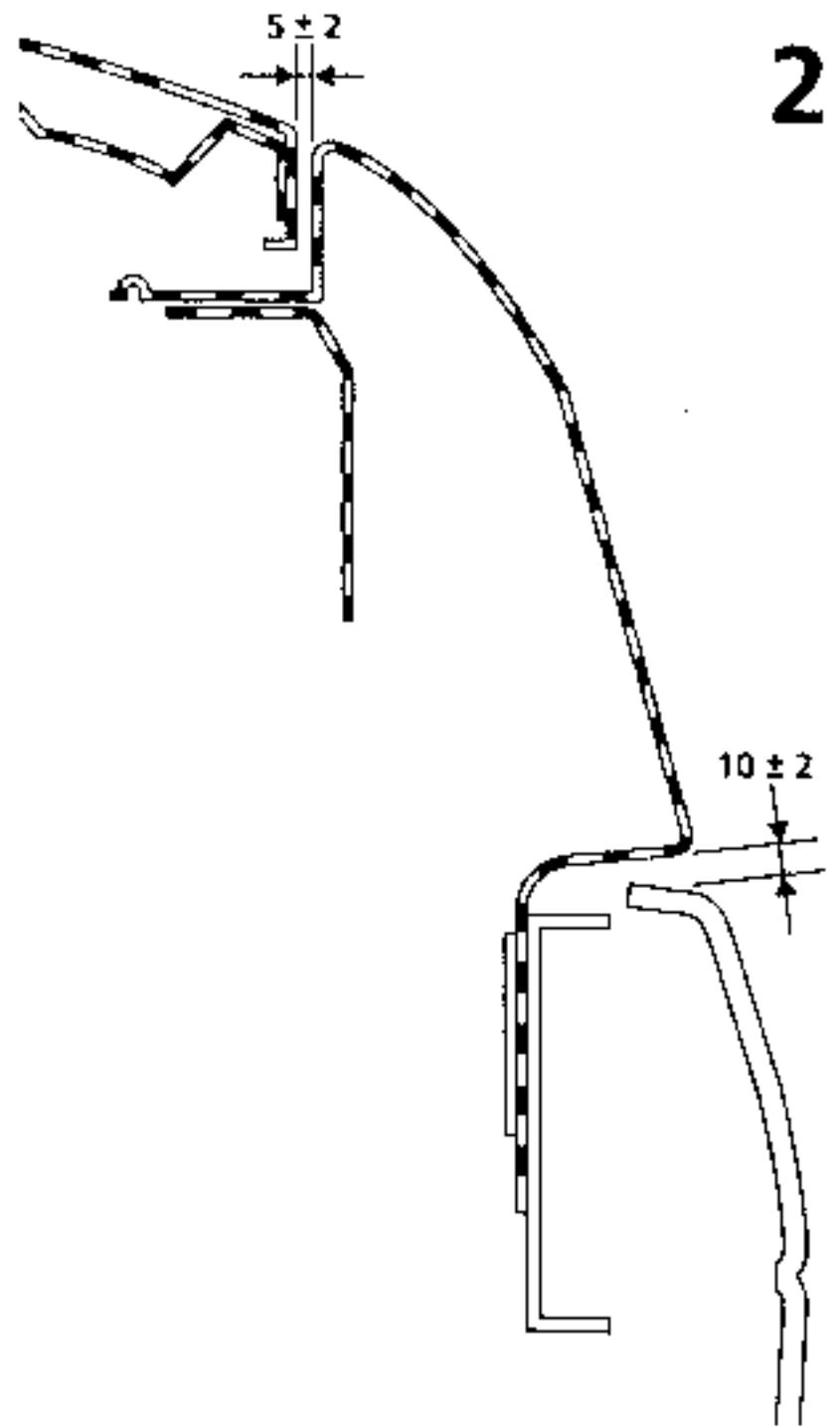
95 915 #2

1



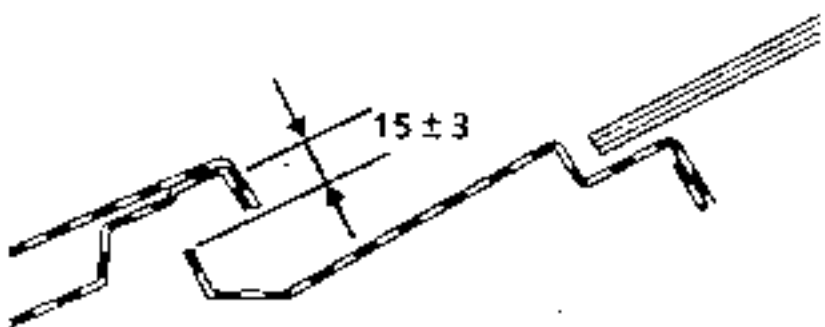
95 991 R

2



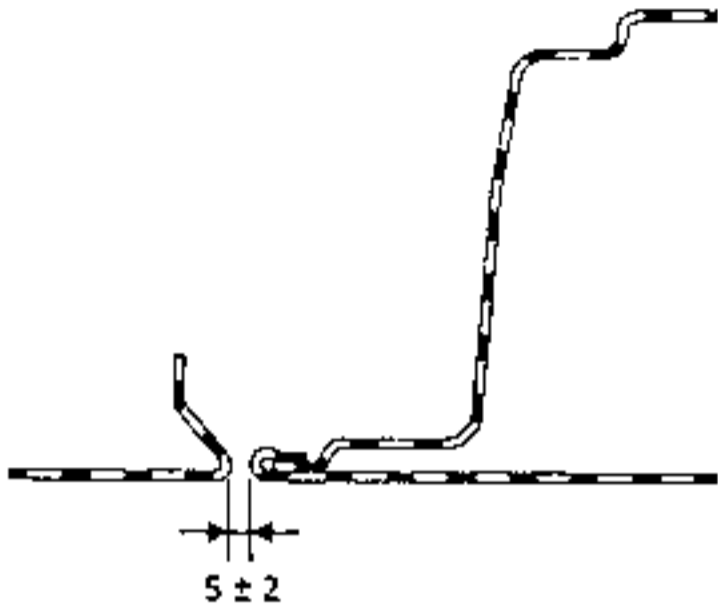
95 991-2 R

3



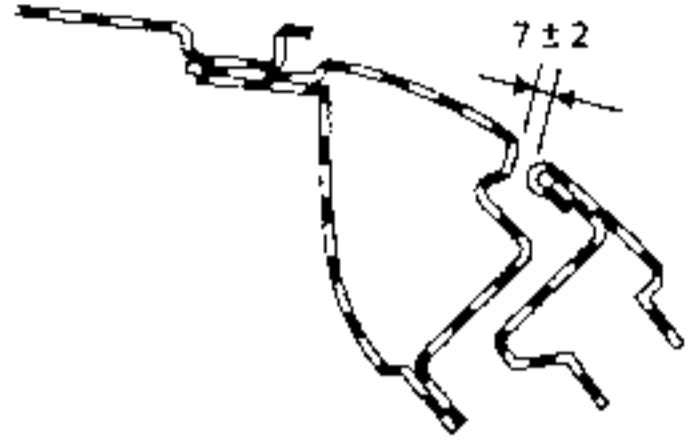
95 991-1 R

4



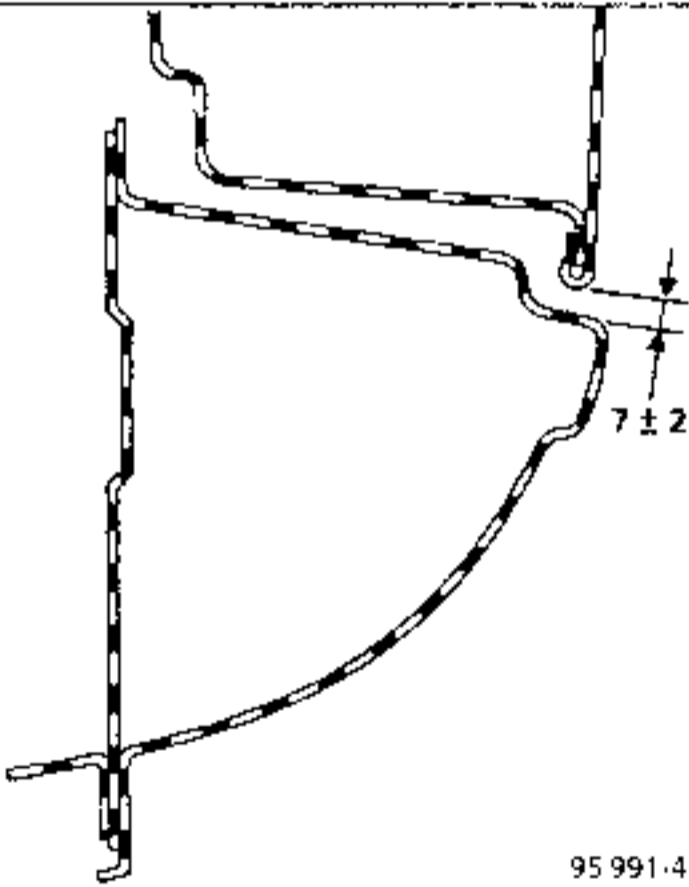
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5



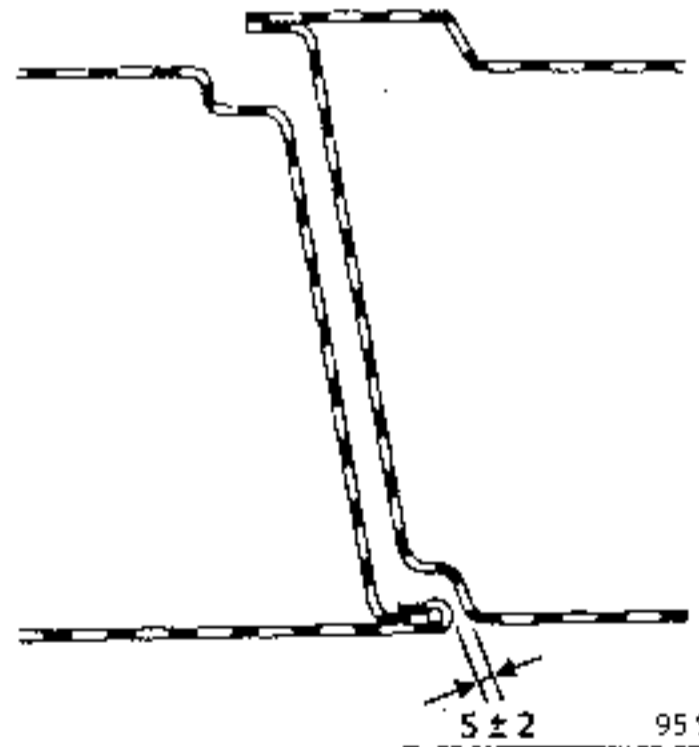
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6

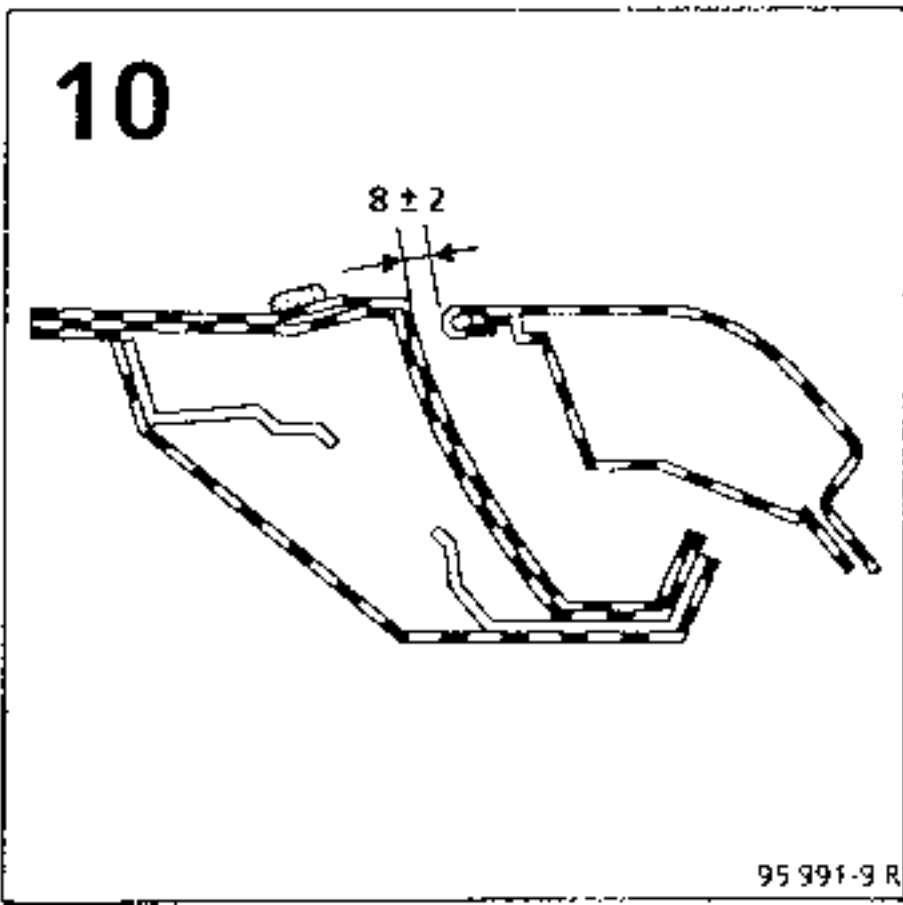
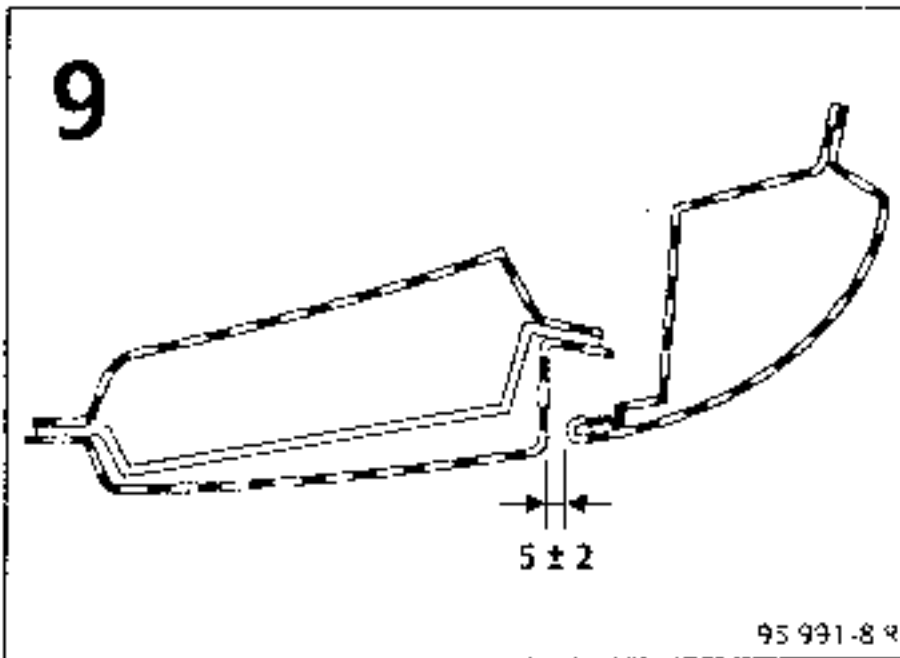
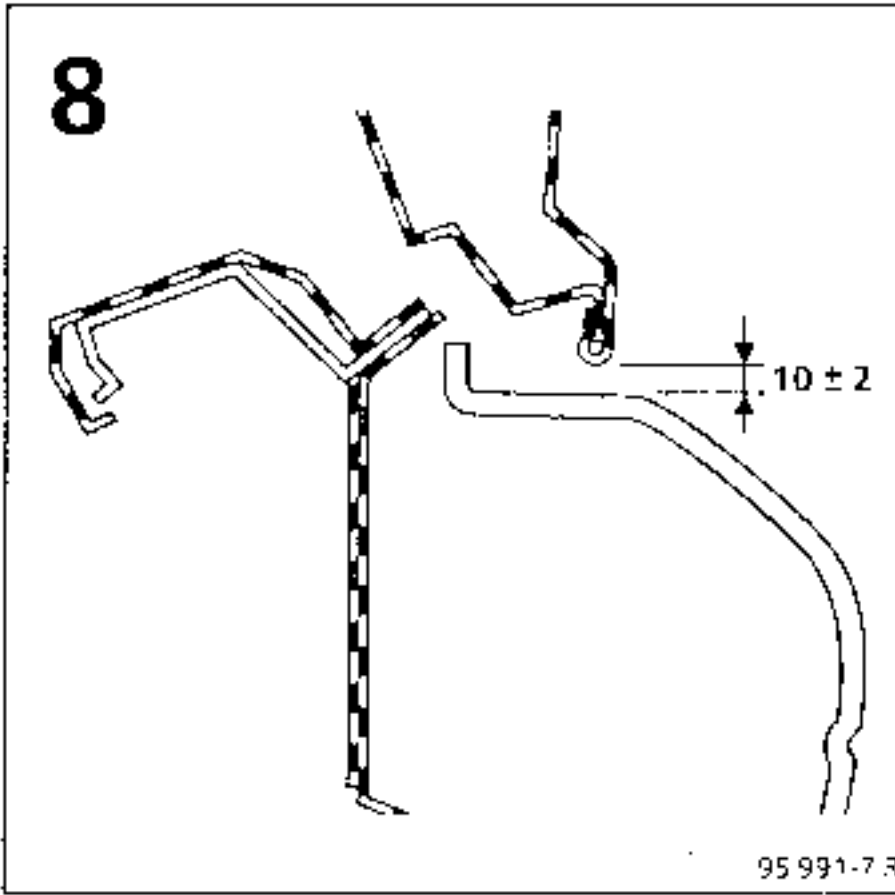






















95 991-4 R

7



95 991-5 R

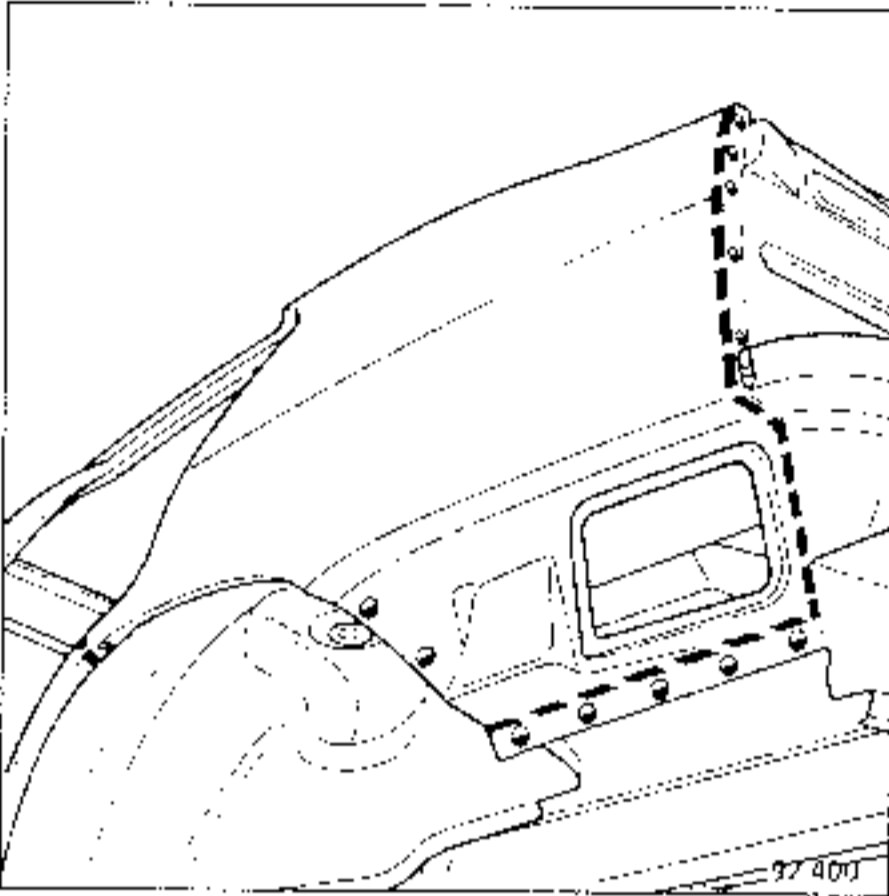


	Cut with cold chisel		Stitch weld under MAG gas protection. Note : to obtain good quality welds, we recommend a gas consisting of Argon + 15% CO ₂ . This is an active gas (MAG, known locally as MIG)
	Grind down weld fillet or spots Straight grinder with \varnothing 75 bakelite disc, thickness 1.8 to 3.2 mm.		Plug weld Under MAG gas protection
	Grind down weld spots Straight grinder 20 000 rpm with spherical burr \varnothing 10 or 16 mm.		Carry out hollow section protection. Pressure gun with flexible end.
	Drill weld spots Spot weld drill. Speed 800 to 1 000 rpm.		Safety symbol This means that the welding operation in question concerns one or more of the vehicle's vital components.
	Lift off strip of panelling		Finish with soft solder (lead fill) Hot air gun Temperature at nozzle outlet 600° min Wiping bat cloth + lead stick 33% tin + tallow Note: the soft solder finish compensates to a large extent the risk of distortion caused by welding
	Clean areas to be welded Fibre disc \varnothing 100 mm		
	Saw through Pneumatic hacksaw		Application of weldable mastic This mastic is a current conductor, and is applied between two panels to be spot welded, to seal the panels and prevent corrosion of the spot welds.
	Cut out part by grinding down flange or grind down remaining spot welds Vertical grinder with rubber backing pad and fibre disc \varnothing 120 to 180 mm grade P36		Application of aluminium based paint. It is to be applied to the joint faces of each of the parts to be plug welded. This paint conducts current and resists high temperatures; it also provides anti-corrosion protection around the spot welds.
	Release brazed joints		Extruded mastic fillet <ul style="list-style-type: none"> • manual or pneumatic cartridge gun • mastic for crimped or butt joints. One or two pot
	Dimensions and types of electrodes to be used for the various operations : L = 100 L = 100 L = 100 + flat L = 250 L = 350 + ball joint L = 330		Sprayed mastic <ul style="list-style-type: none"> • pressure spray gun • two pot anti-gravel and anti-corrosion mastic.

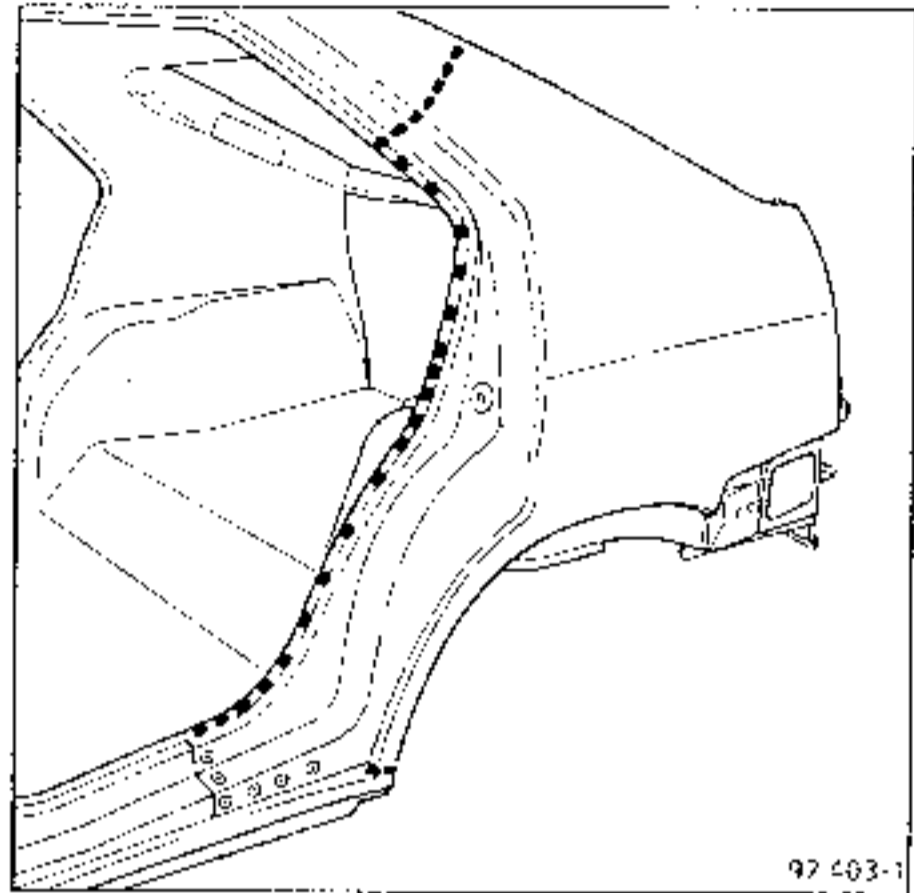
OPERATION CODE	TOOL TYPES AND ORDER OF OPERATIONS												
CUTTING - UNPICKING													
	cut												
	chisel												
	rotary grind												
	grind												
	unpick												
	clean												
	drill												
	sand												
	unpick												
	clean												
	grind												
	release												
	sand												
WELDING													
	<table border="1" style="display: inline-table; vertical-align: middle;"> <thead> <tr> <th>x</th> <th>L (in mm)</th> </tr> </thead> <tbody> <tr> <td>1 2</td> <td>100</td> </tr> <tr> <td>3 4</td> <td>100</td> </tr> <tr> <td>5</td> <td>250</td> </tr> <tr> <td>6</td> <td>350</td> </tr> <tr> <td>8</td> <td>330</td> </tr> </tbody> </table> electric spot weld	x	L (in mm)	1 2	100	3 4	100	5	250	6	350	8	330
x	L (in mm)												
1 2	100												
3 4	100												
5	250												
6	350												
8	330												
	stitch weld												
	sand												
	lead fill												

OPERATION CODE	TOOL TYPES AND ORDER OF OPERATIONS
WELDING (cont)	
	plug weld
	tack stitch weld
FINISHING	
	nail pullers
CRIMP ZONE PROTECTION	
	cartridge mastic fillet
	mastic fillet and spray
ANTI-GRAVEL PROTECTION	
	mastic spray
HOLLOW SECTION PROTECTION	
	injection with elbow nozzle
PAINTING OF STYLISED ZONES	
	aerosol spray can

CUTTING OUT - UNPICKING



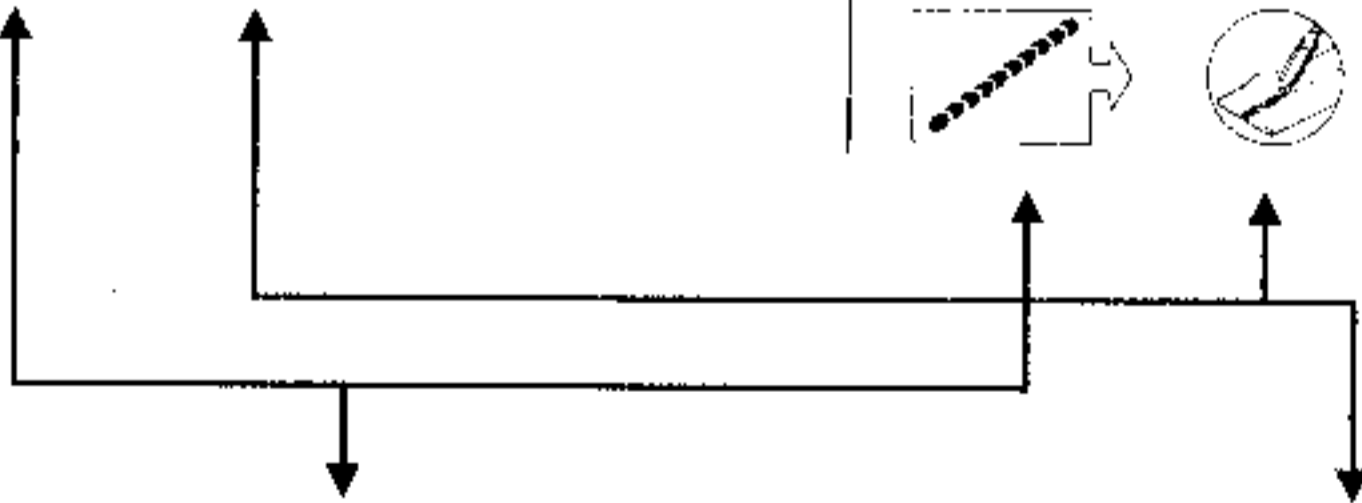
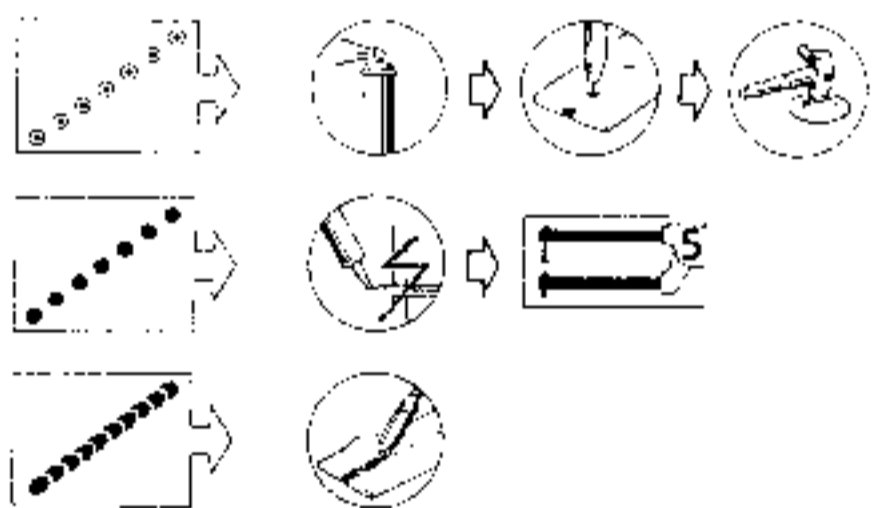
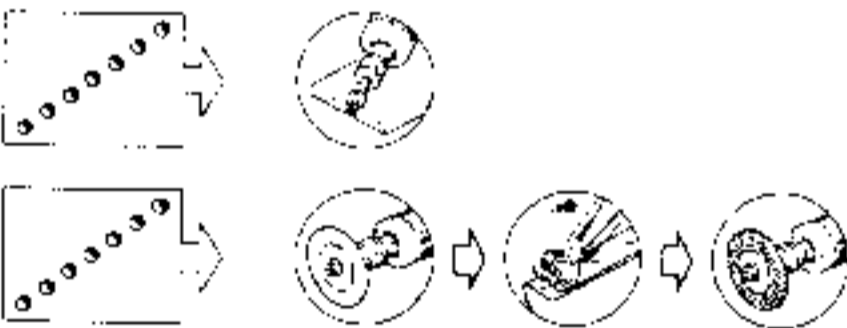
WELDING



e = 1,7 mm

H = 30 mm

D = 6 mm



Operation symbols

Tool symbols

These show the type of operation and the points at which they are to be carried out.

This shows the types of tool and the logical sequence in which they are to be used at the points concerned.

Note : the entire part to be replaced must be removed before the remaining pieces of panelling are unpicked and the spot welds remaining on the support panels are ground down with a disc grinder

Note : weld protection operations (mastic and aluminium paint) must be carried out before the new part is put into place

GENERAL ADVICE

Before carrying out any body repair operation, however slightly the vehicle may appear to be damaged, a series of checks must first be carried out:

● **VISUAL INSPECTION**

This consists of checking the vehicle around the mechanical component securing points and along the "crumple" or vulnerable areas to see whether there are any distortion folds or creases at these points.

● **CHECKING WITH A TRAMMEL GAUGE**

It may be necessary to accompany the visual inspection by a check on various symmetrical dimensions with a trammel gauge to ensure that there is no distortion (further details on each point to examine in the body jig bench paragraph below)

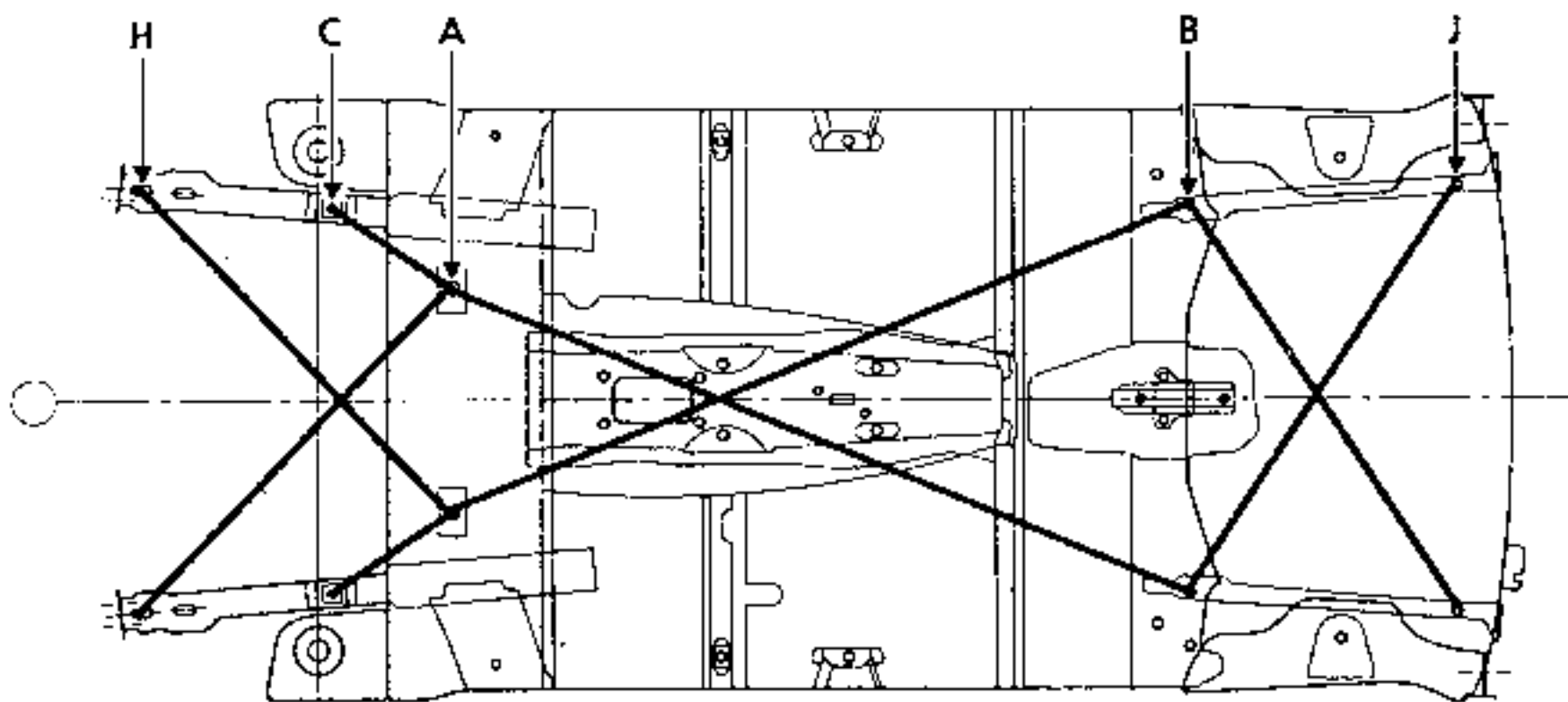
● **CHECKING THE AXLE GEOMETRY**

These are the only tests to show whether the impact that the vehicle has suffered has affected the roadholding of the vehicle

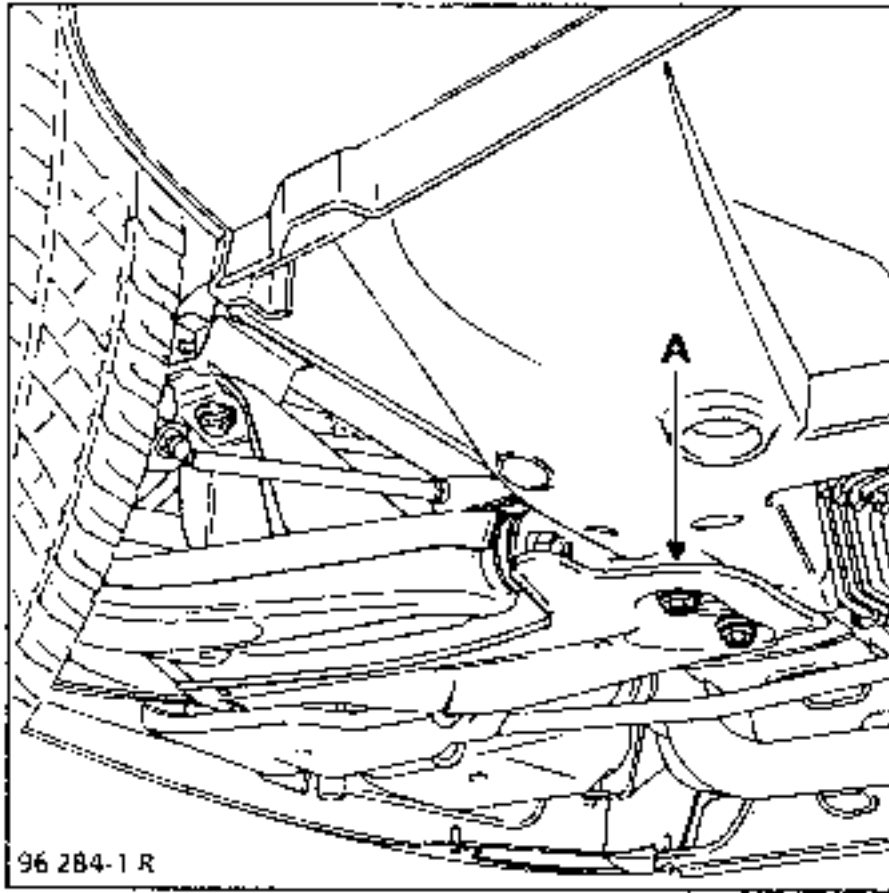
Important : in extreme cases one must check the axle assembly components themselves which may also have suffered distortion.

In principle, no welded body shell component is to be replaced without first ensuring that the sub-frame has not been affected by the impact

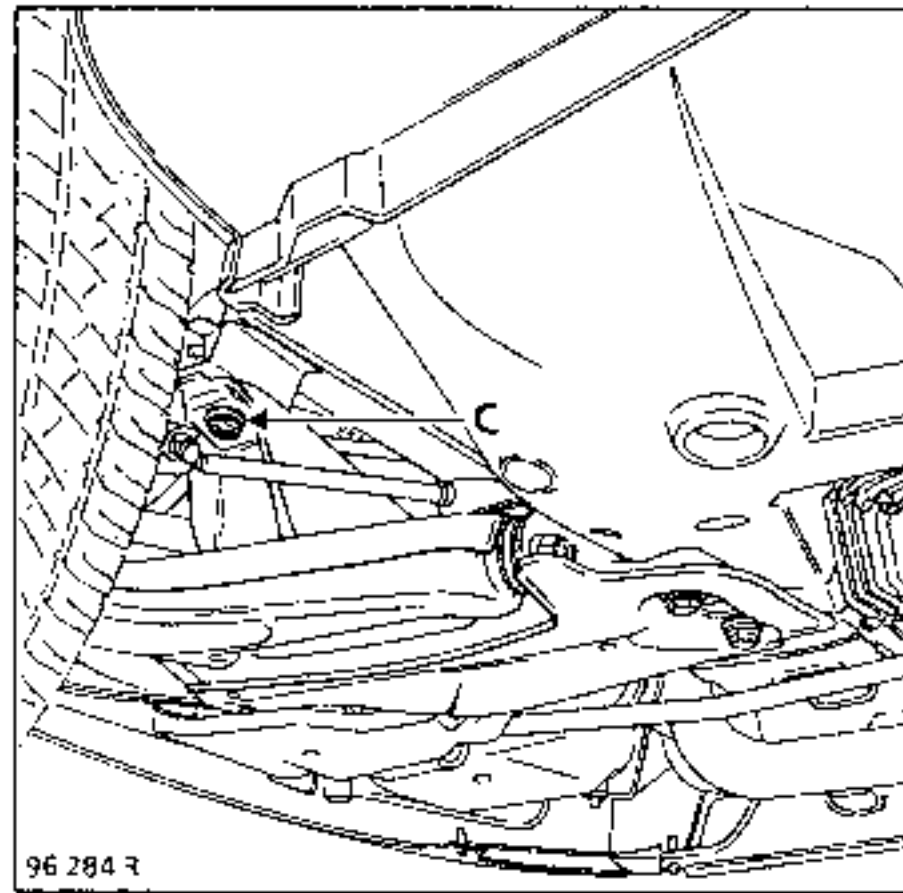
GAUGE POINTS



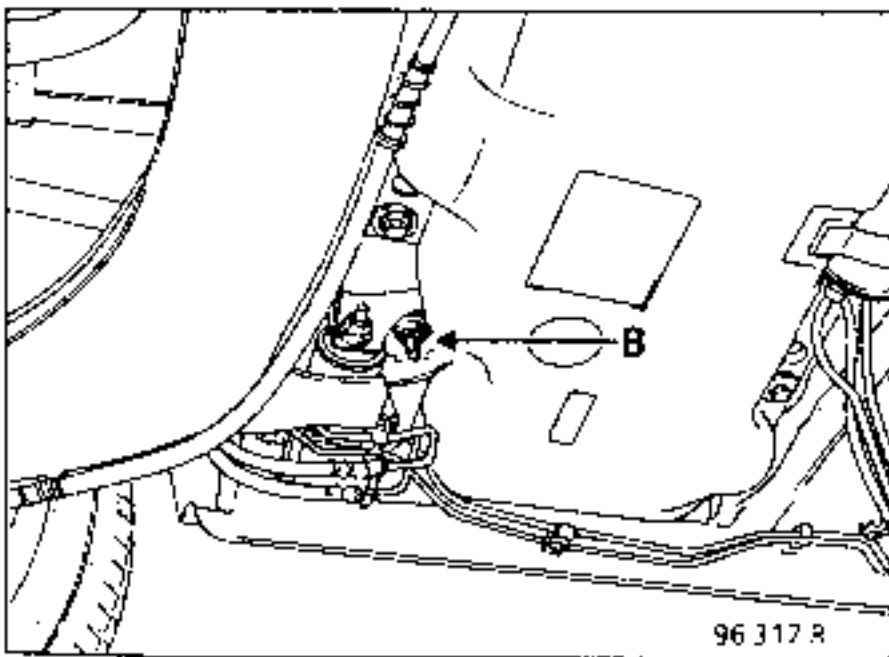
POINT A



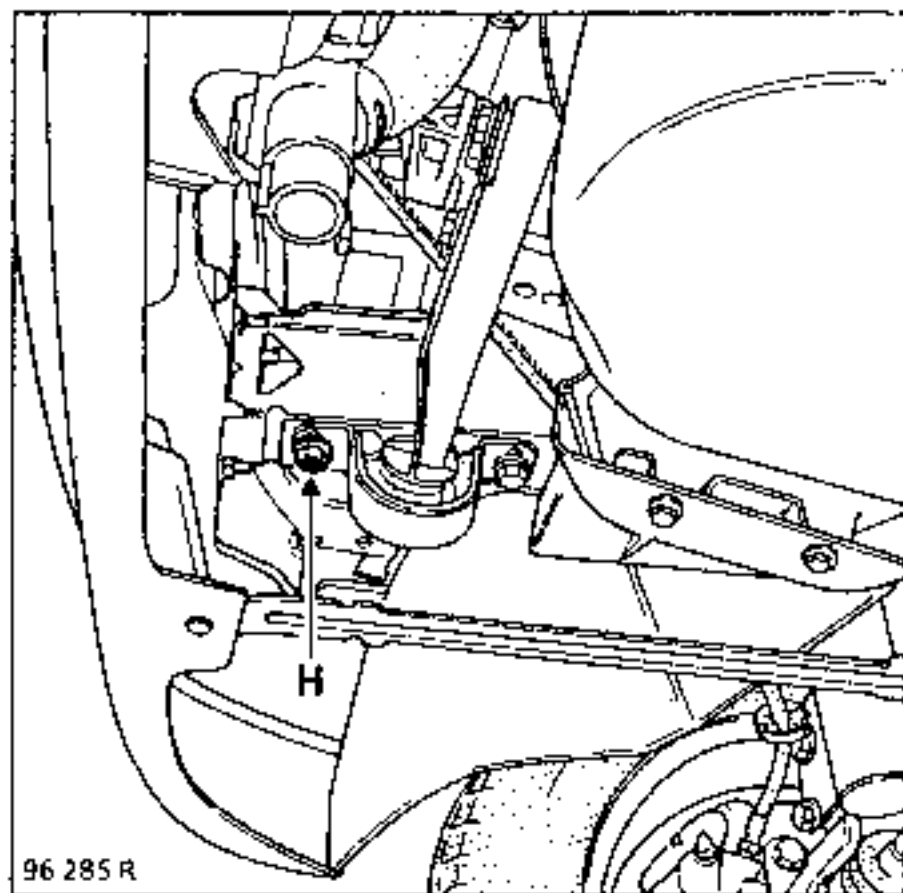
POINT C



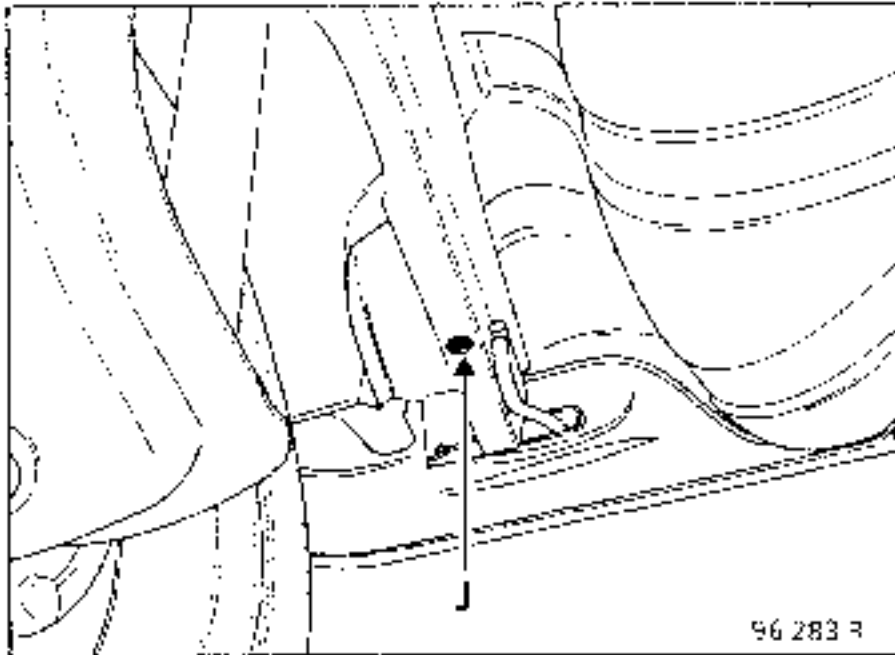
POINT B



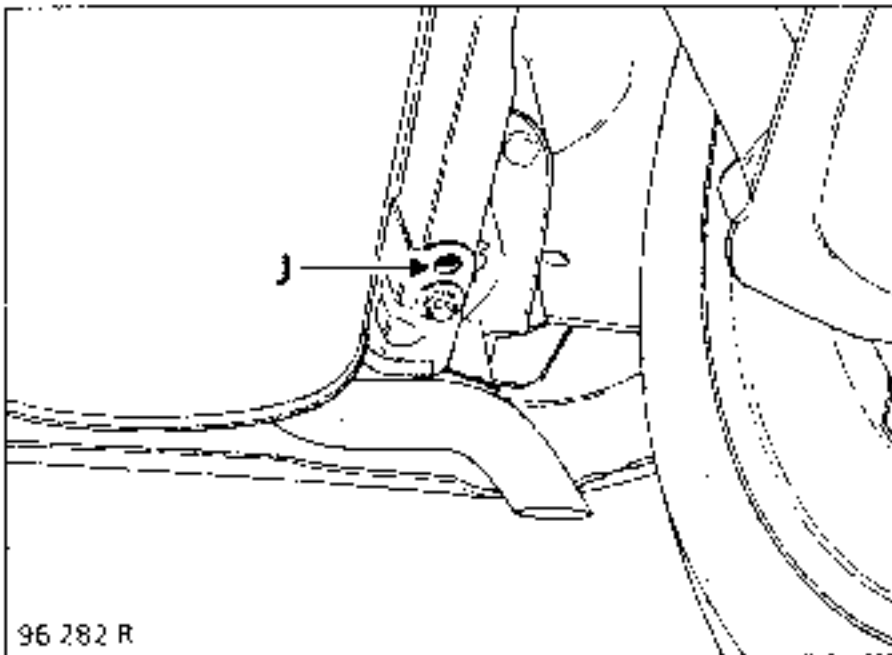
POINT H



POINT J right hand side



POINT J left hand side

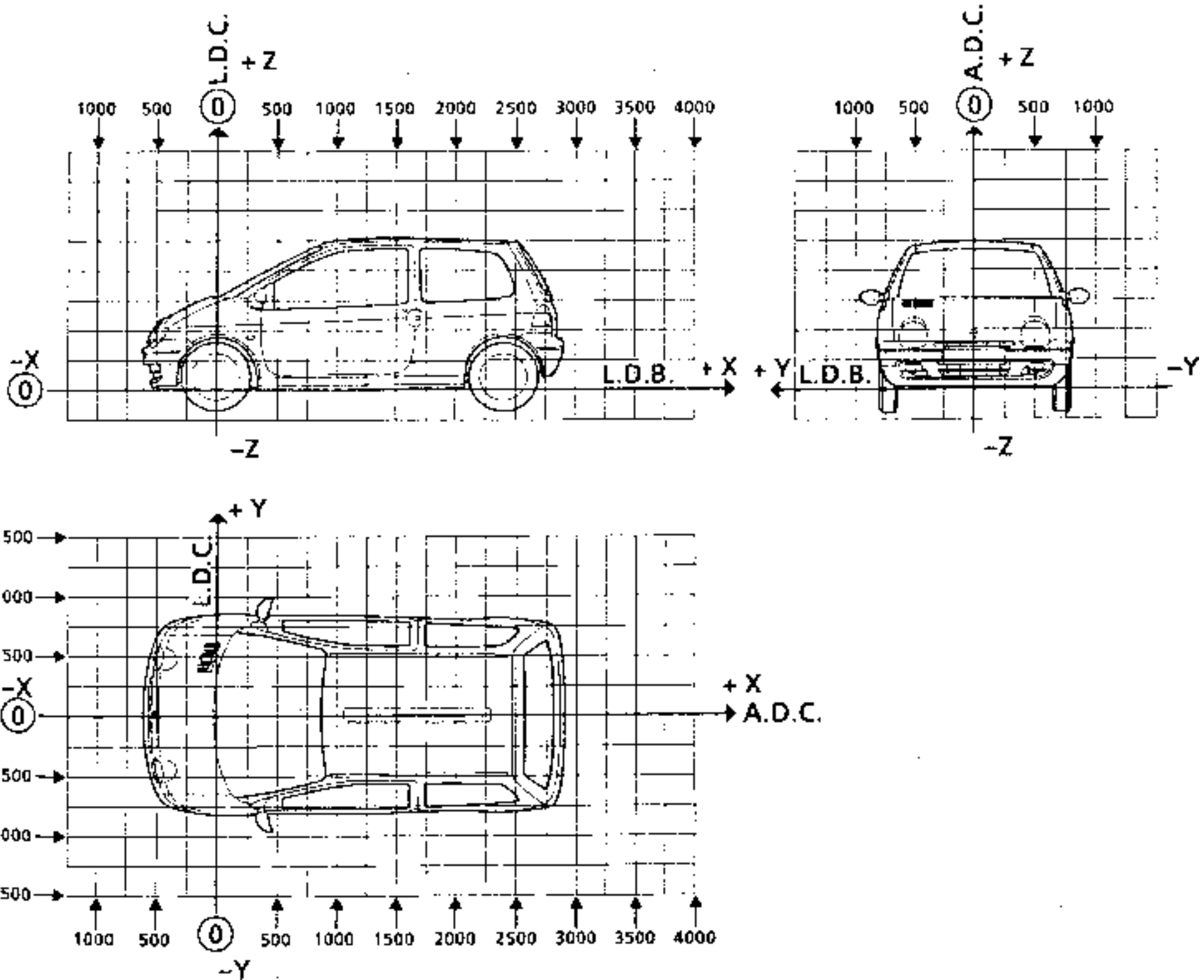


GEOMETRICAL LAYOUT

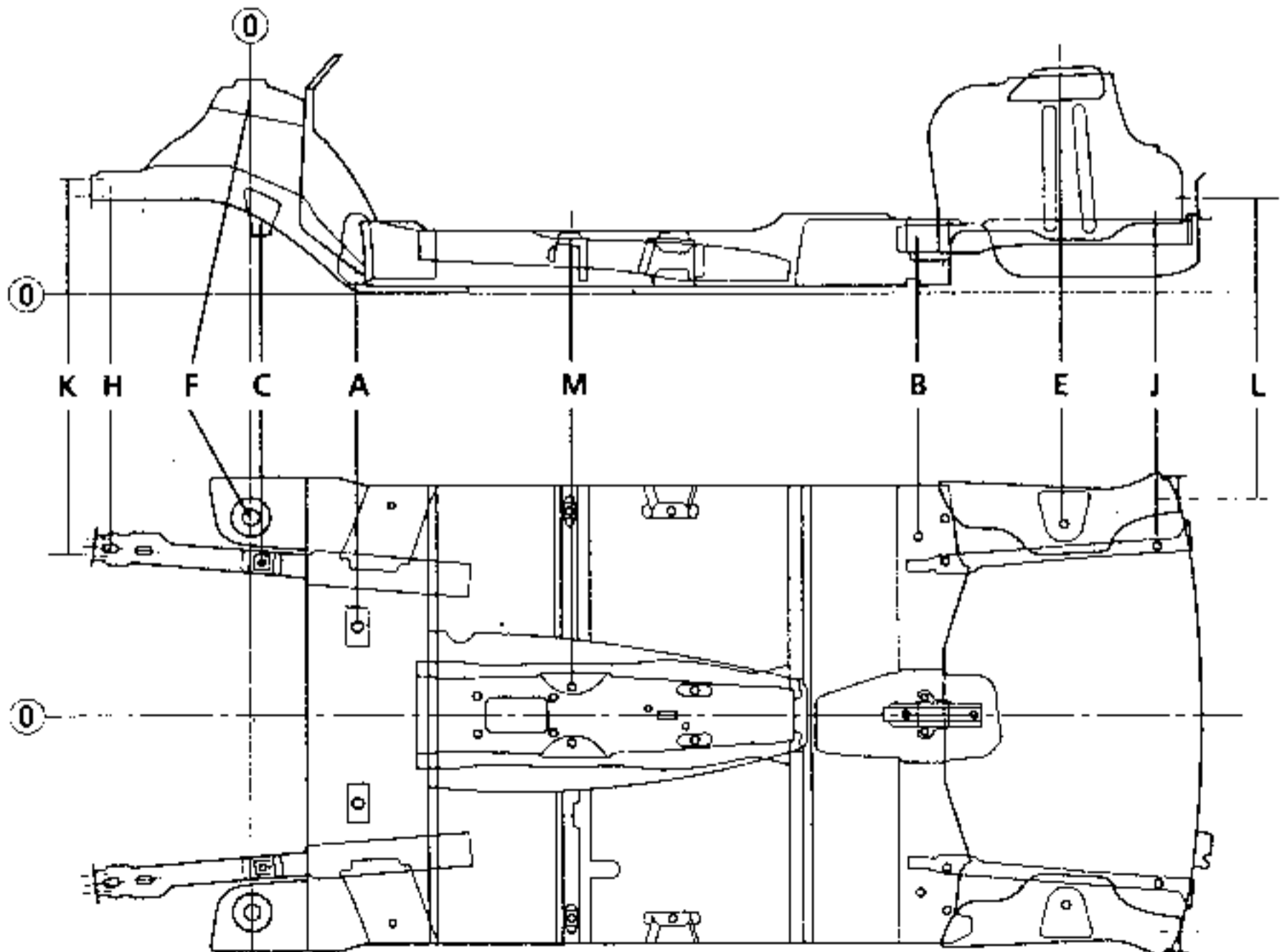
The intersection of the three planes **X - Y - Z** determines the 0 point on the vehicle and the corresponding point for the three reference lines :

- 1 Dimension base line : **L - D - C** (position of the bracket in plane **X**, given with reference to this line)
- 2 Body centre line : **A - D - C** (position of the bracket in plane **Y**, given with reference to this line)
- 3 Base line : **L - D - B** (position of the bracket in plane **Z**, given with reference to this line)

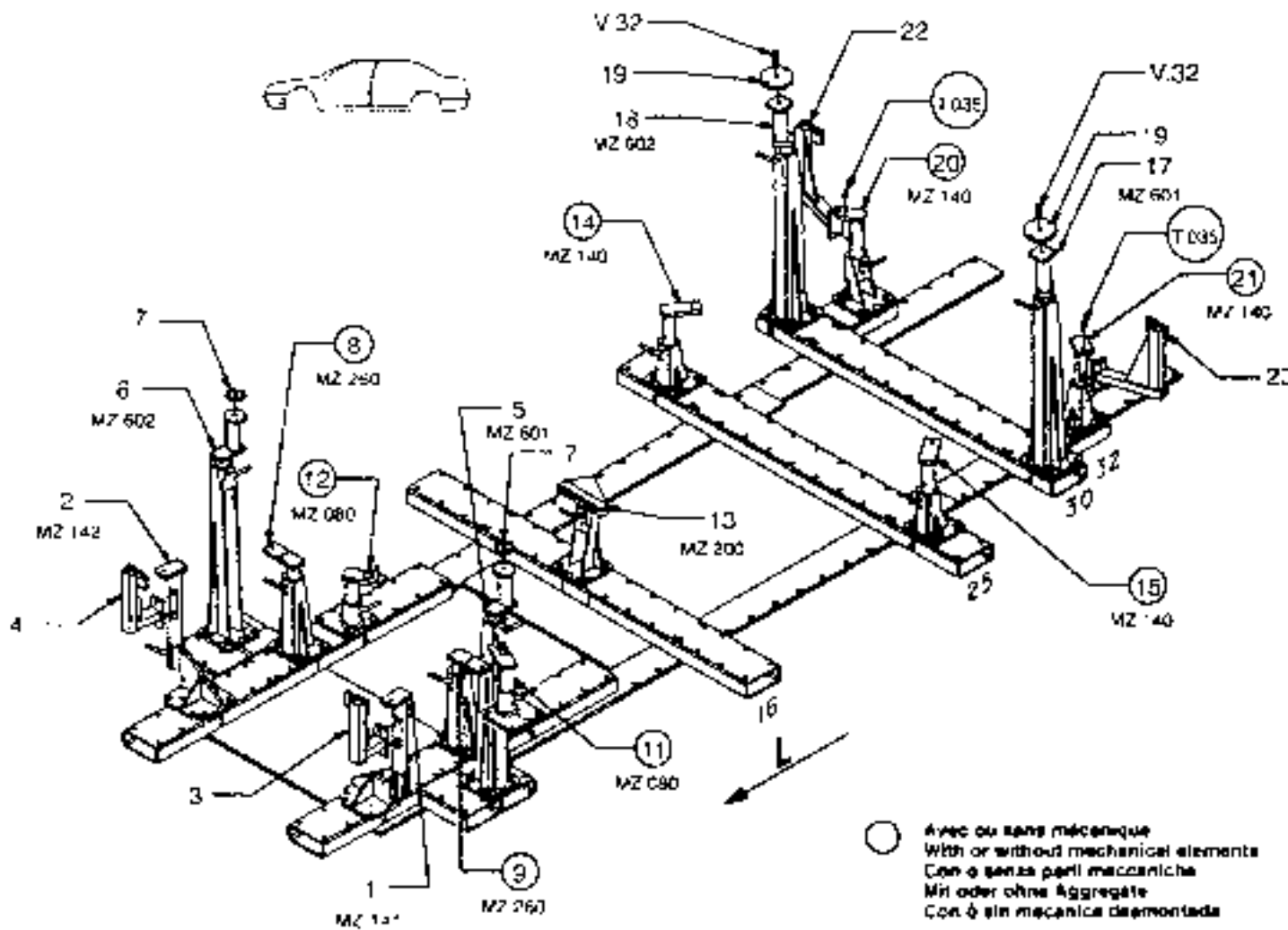
It is on the basis of their positions in relation to these three lines that the body repair brackets are designed and their positions on the jig bench are determined.



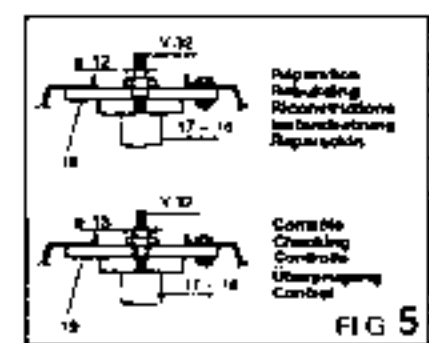
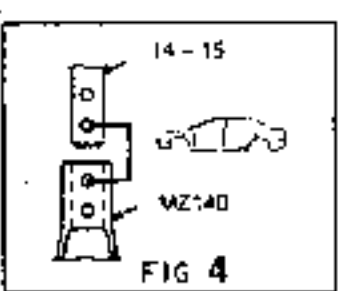
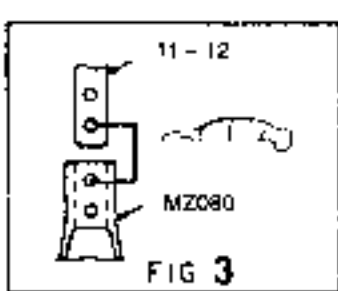
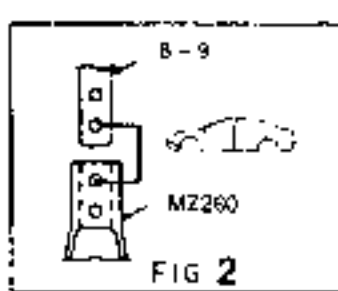
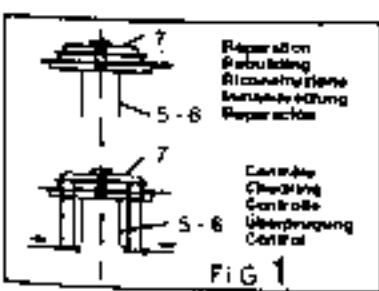
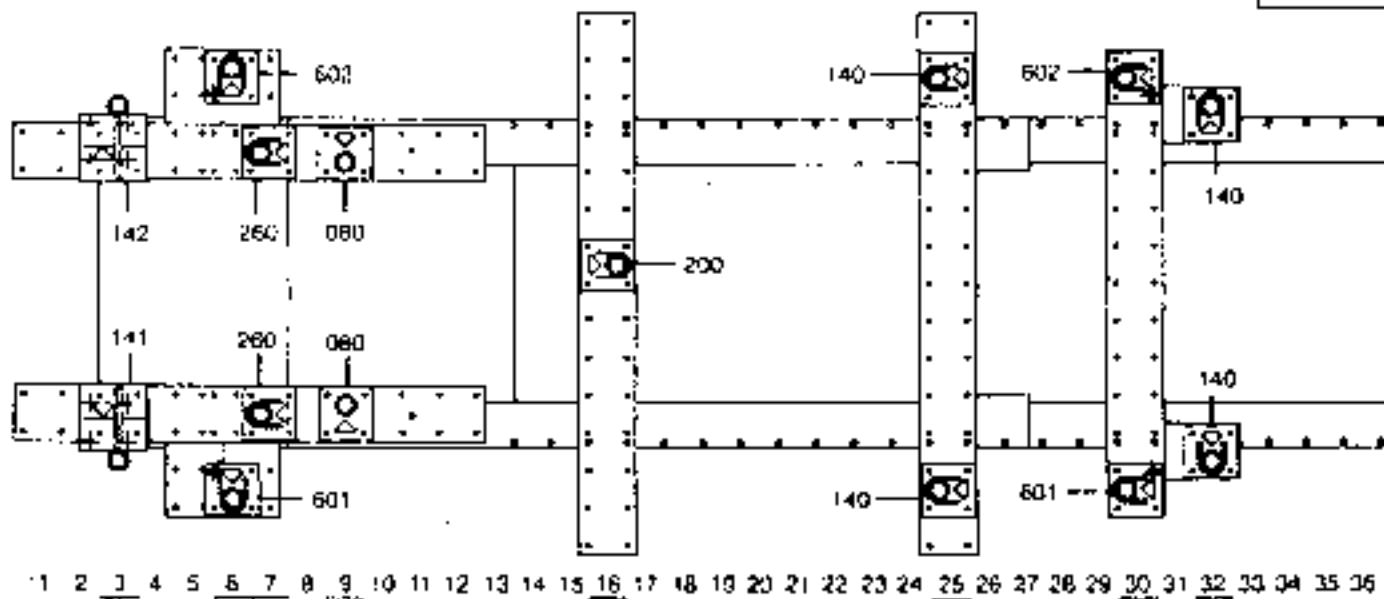
X06	DESCRIPTION	X	Y	Z	DIAM	ANGLE %
A	Front sub-frame rear mounting	279	252,5	26,5	M10x150	0
B	Rear axle assembly front mounting	1971,5	457	103	10,2	0
C	Front sub-frame front mounting	27	442,5	158,5	M10x150	0
E	Rear shock absorber mounting	2302	559	634,5	10,2 x 2	X = 5° Y = 0
F	Front shock absorber mounting	2,5	568,5	599	48	X = 2° Y = 1°
H*	Front side member front end	-394	480	261	10,2	0
J	Rear side member rear end	2531	506	131,5	14,5	0
K	Lower cross member front end	-454	Left: 440 Right: 441	316,5	M8 x 125	0
L	Rear cross member end (rear panel)	2632	635	275	20,5	0
M	Cross member under centre floor		80	144,5	10,2	X = 4° Y = 0



FITTING THE CELETTE BRACKETS



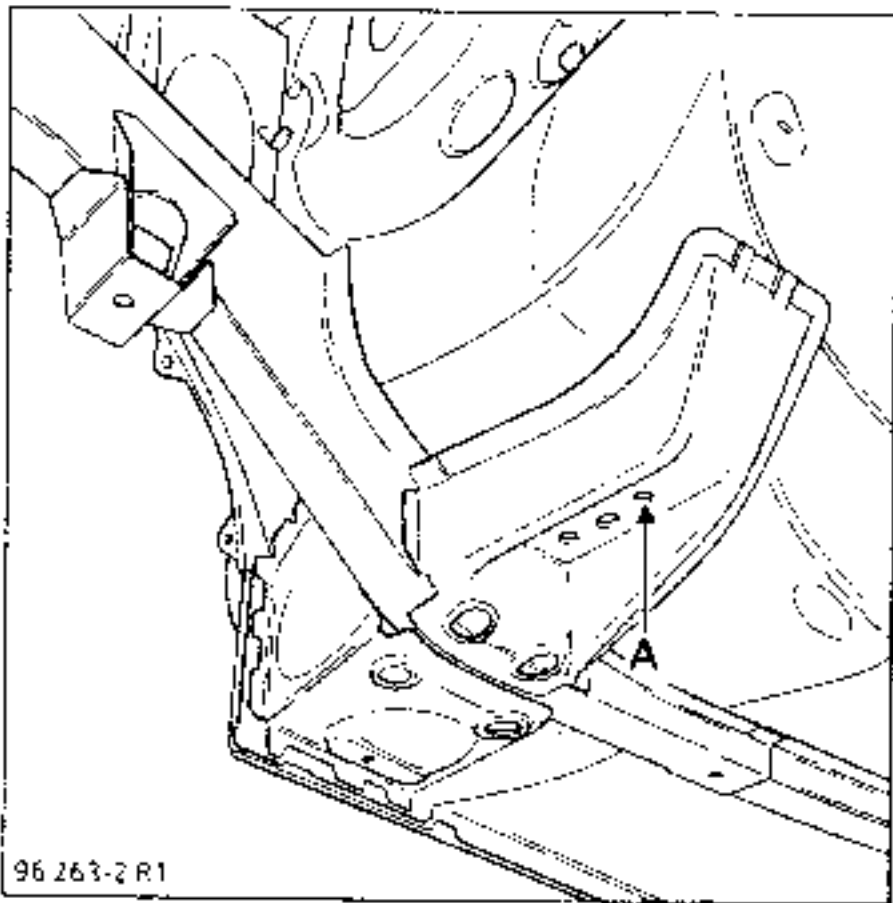
REP	REFERENCE	POS	NR	MZ
1	654 701	3,7	1	141
2	654 702	3,7	1	142
3	654 703	1,5	1	
4	654 704	1,5	1	
5	654 705	2,1	1	601
6	654 706	2,1	1	602
7	654 707	0,2	2	
8	654 708	2,0	1	080/260
9	654 709	2,0	1	080/260
10	654 710	0,7	2	
11	654 711	2,3	1	380
12	654 712	2,3	1	380
13	654 713	2,7	1	200
14	654 714	2,3	1	080/140
15	654 715	2,3	1	080/140
16	654 716	0,4	2	
17	654 717	2,0	1	601
18	654 718	2,0	1	602
19	654 719	0,7	2	
20	654 720	2,1	1	140
21	654 721	2,1	1	140
22	654 722	2,1	1	
23	654 723	2,2	1	
	V.32	0,1	2	
	T.035	0,05	2	
M8x25 M10x18 M10x30 M10x50 M10x70 V10x110 M12x20 M12x30 V18x30		2 2 2 2 2 2 2		
M10 M12 M13		4 2		
M12		2		
RENAULT				
654.300				
49 Kg	1507 92	427-D-21A		



I - BRACKETS AND REFERENCE POINTS

A - FRONT SUB-FRAME REAR MOUNTING

This is the main reference point

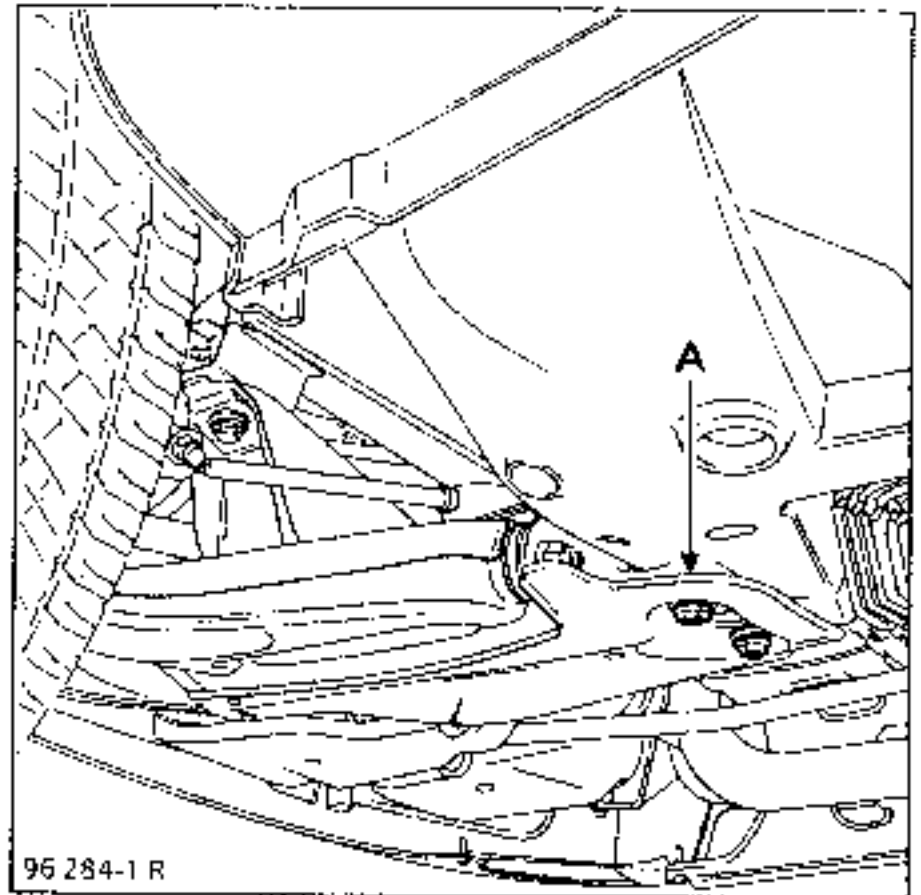


1 - With the front sub-frame removed :

The bracket touches the bottom side of the cross member and is centred in the engine mounting hole.

It is used to position the front of the vehicle on the jig.

If the cross member underneath the floor pan is to be replaced, this reference point is replaced by points (M), located under the floor pan, on either side of the tunnel. Point (A) can then be used for positioning the cross member to be replaced.



2 - With the front sub-frame in position:

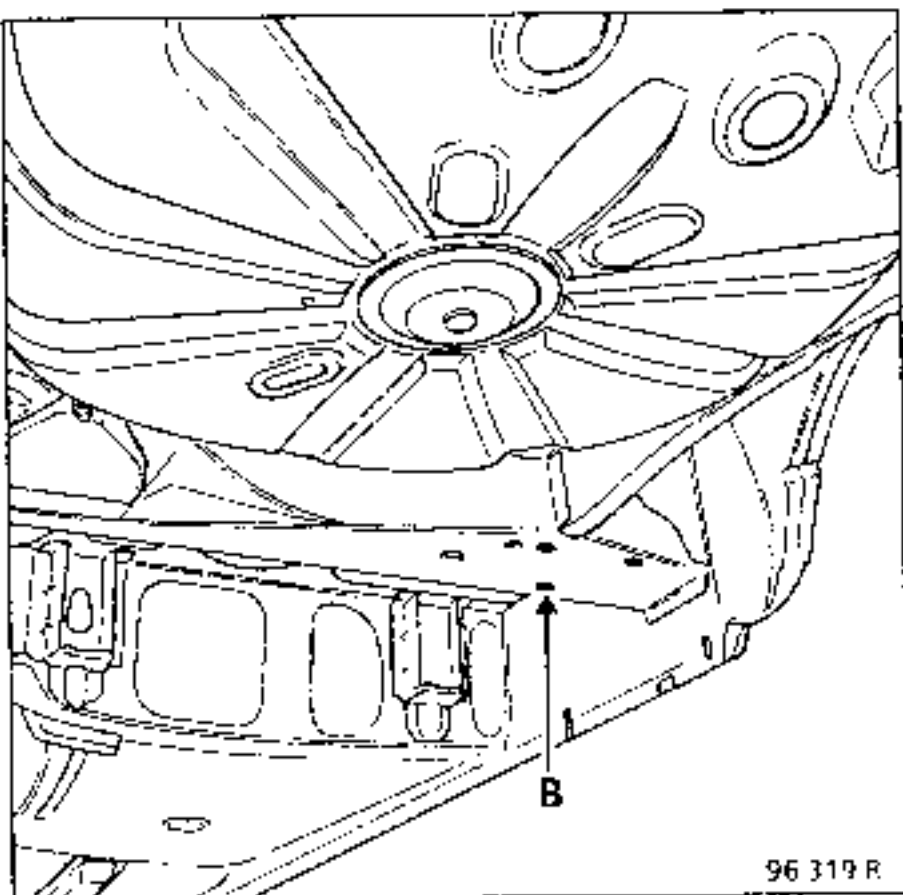
The bracket covers the head of the engine mounting bolt.

If the rear end is being rebuilt, only this point is needed to align the front of the vehicle.

I - BRACKETS AND REFERENCE POINTS (cont)

B - REAR AXLE FRONT MOUNTING

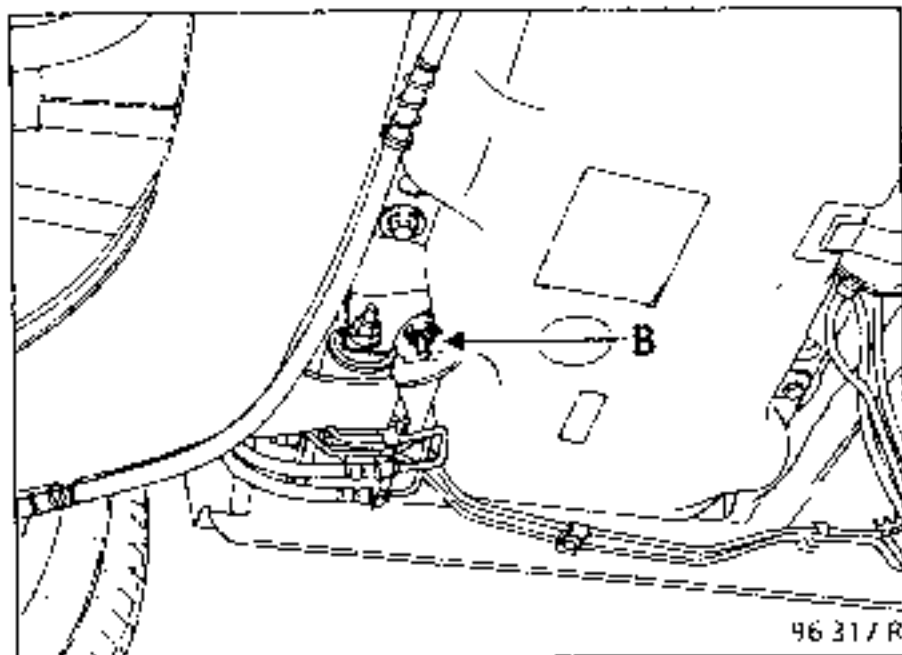
This is the main rear reference point.



1 - With the rear sub-frame removed :

The bracket touches the bottom of the cross member and is centred in one of the rear axle assembly mounting holes.

If the cross member underneath the floor pan is to be replaced, this reference point is replaced by points (M), located under the floor pan, on either side of the tunnel. Point (B) can then be used for positioning the cross member (or rear floor section) to be replaced.



2 - With the rear sub-frame in place:

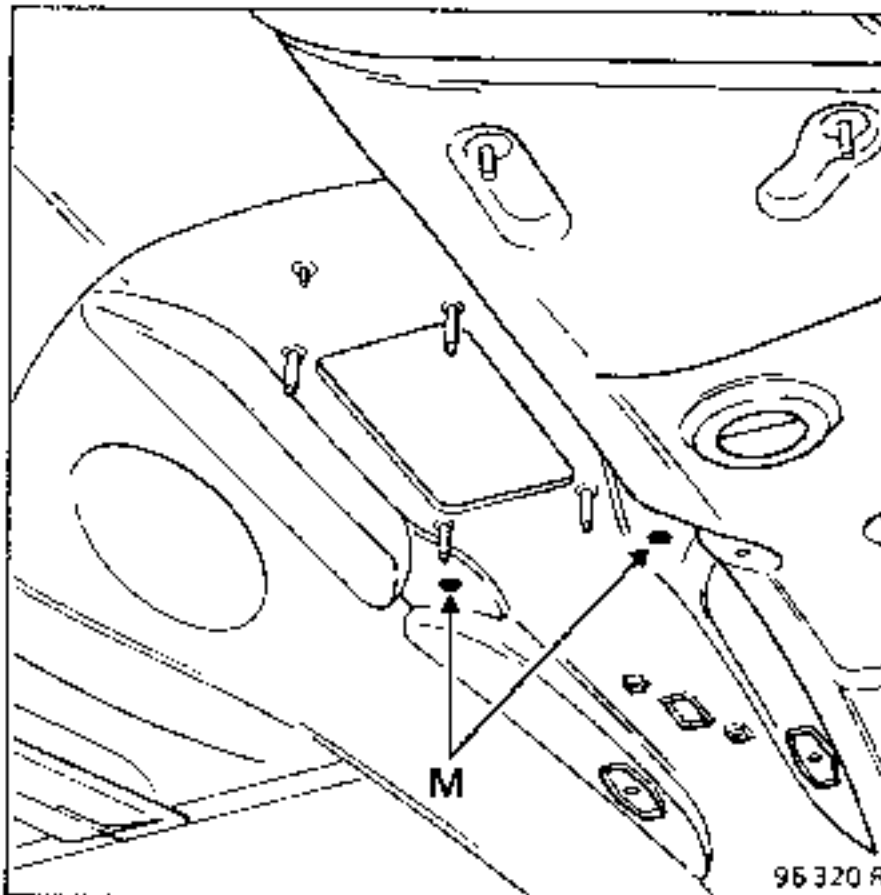
The bracket covers the head of one of the rear axle assembly mounting bolts.

If the front end is being rebuilt, only this point is needed to align the rear of the vehicle.

II - COMPLEMENTARY REFERENCE POINTS

M - SUPPORT POINT UNDER FRONT FLOOR

This is a complementary temporary reference point provided for the case when rear or front rebuilding is necessary, when replacing a unit or after major impacts when one of the main reference points has been affected.



These points allow the vehicle to be aligned with a complementary front or rear reference point (depending on the location of the impact).

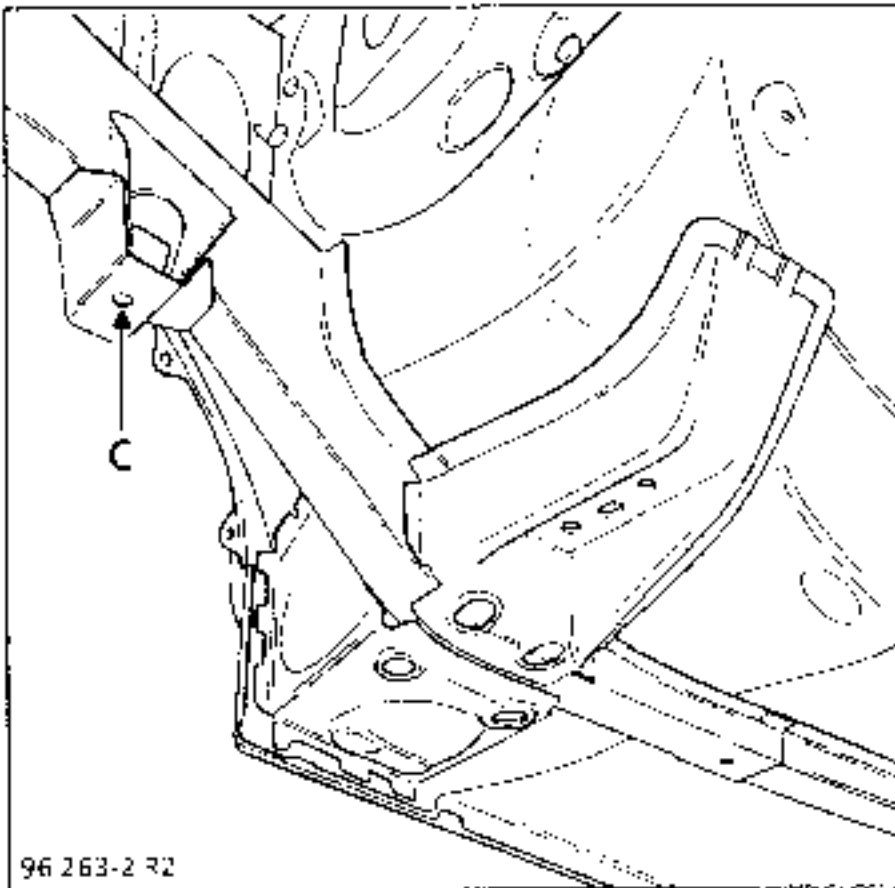
NOTE : these points should only be used in the situations described above, it is not recommended that they are used when the main reference points are correct.

The complementary reference point function may also be fulfilled by the checking points on the ends of the front or rear side members by taking the points on the opposite side to the impact.

The seats must be removed to fit the bracket.

III - REFERENCE POINTS FOR POSITIONING PARTS TO BE REPLACED

C - FRONT SUB-FRAME FRONT MOUNTING POINT



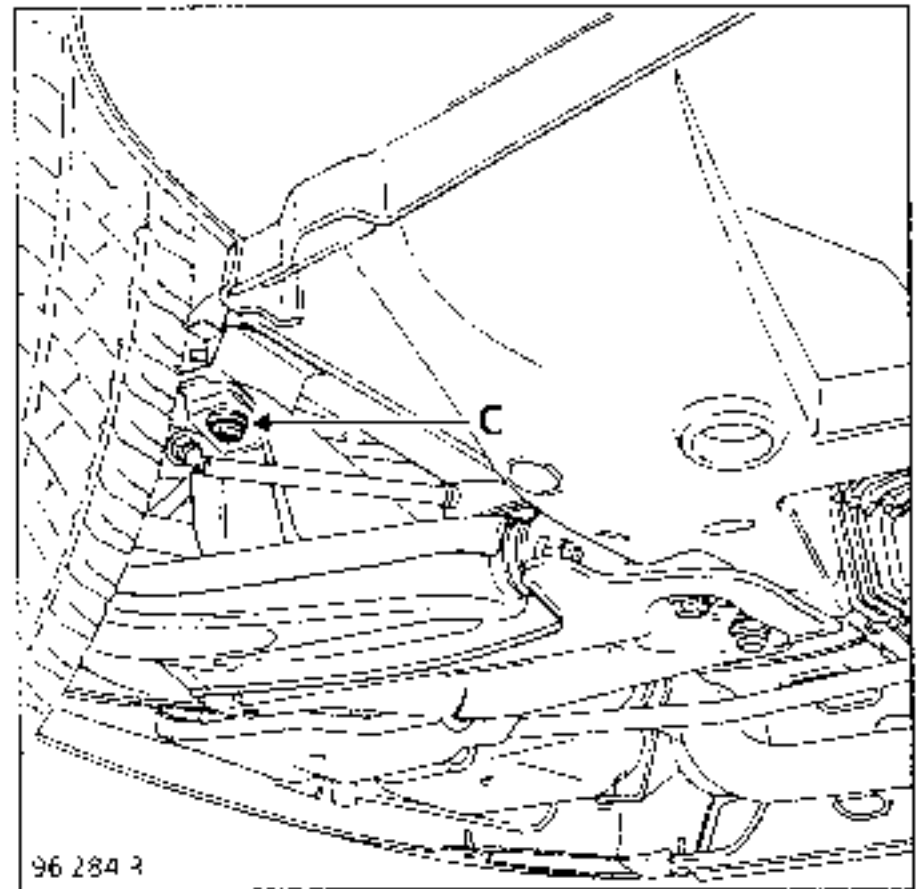
1 - Front sub-frame removed

The bracket touches the bottom of the engine mounting and is used for checking the mounting hole.

It should be used for replacing :

- the front side member,
- a front half unit.

It may also be used for re-aligning the front section of the side member.



2 - Mécanique avant en place

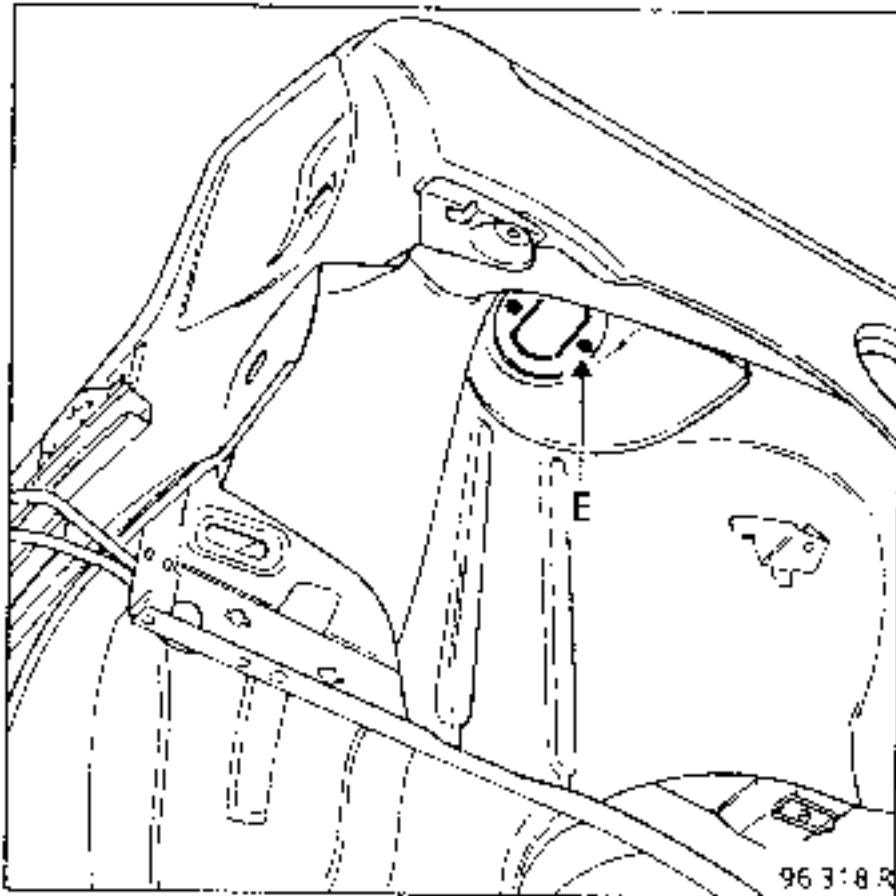
The bracket touches the bottom of the engine mounting bolt and cover it

It is used for small frontal impacts

It may be used for fault finding on the front sub-frame mountings if the front axle assembly angles are in question after checking.

III - REFERENCE POINTS FOR POSITIONING PARTS TO BE REPLACED (cont)

E - REAR SHOCK ABSORBER UPPER MOUNTING



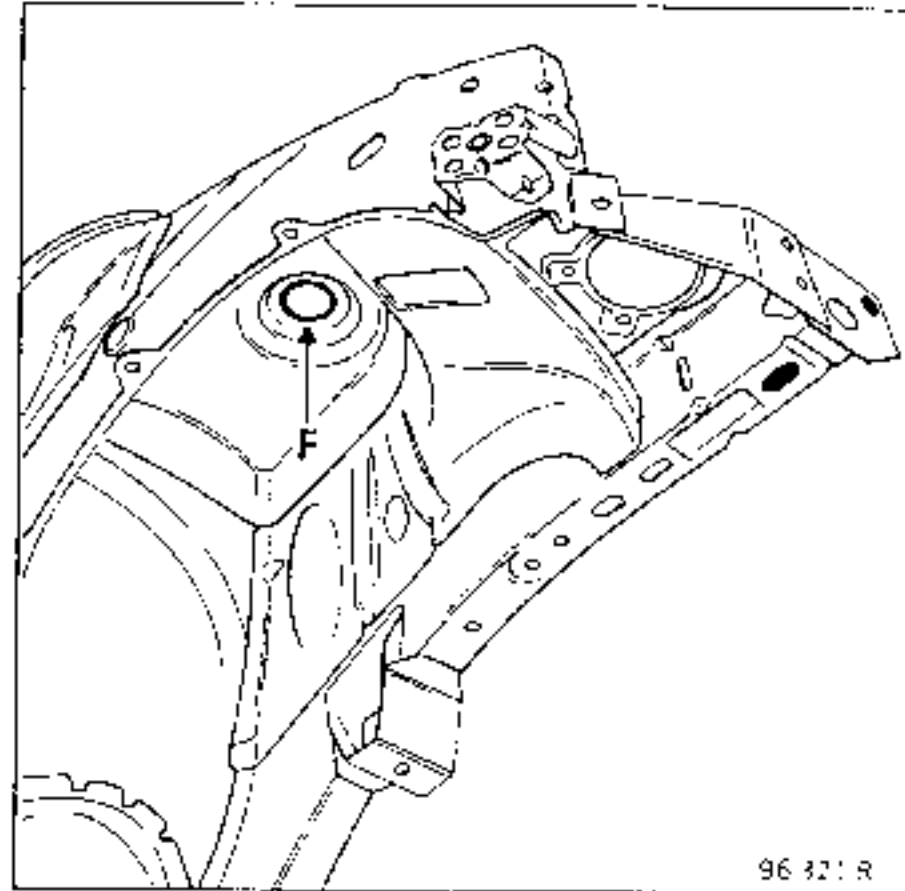
The bracket touches the bottom of the shock absorber turret and is used to check the position of the mounting holes for the suspension component

It should be used when replacing :

- the wheel arch,
- a half unit

It may also be used for checking the re-alignment of the shock absorber cup after removing the rear sub-frame.

F - FRONT SHOCK ABSORBER UPPER MOUNTING



The bracket touches the bottom of the shock absorber turret and is used to check the position of the mounting holes for the shock absorber rod.

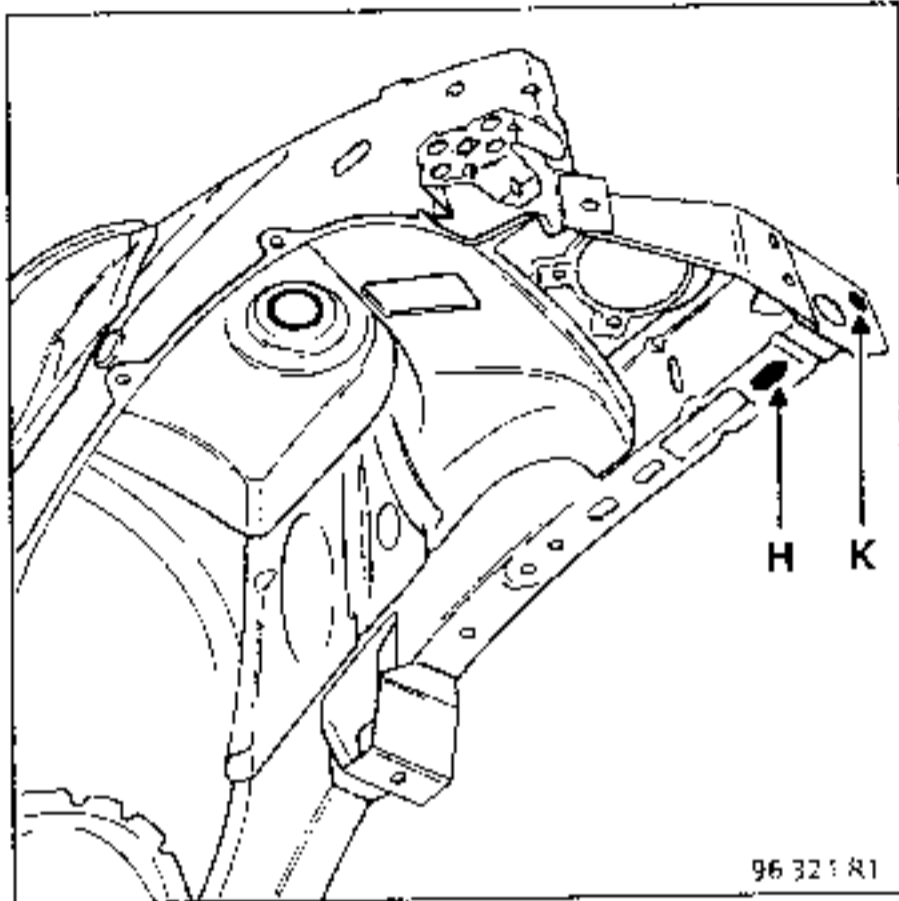
It should be used when replacing :

- the wheel arch,
- a half unit.

It may also be used for checking the re-alignment of the shock absorber cup after removing the front sub-frame

III - REFERENCE POINTS FOR POSITIONING PARTS TO BE REPLACED (cont)

H - K - FRONT END OF FRONT SIDE MEMBER



1 - Front sub-frame removed

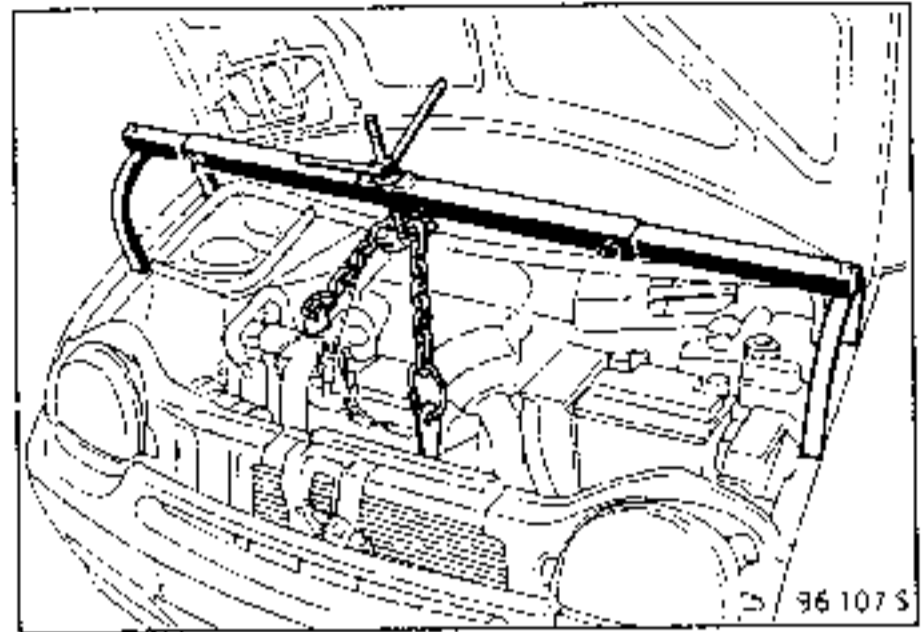
H
The bracket touches the end of the side member and is used to check the mounting point for the engine mounting flange.

K
The bracket touches the front face of the side member in the front panel mounting hole.

It should be used when replacing :

- a front half unit,
- a front side member,

or when re-aligning the front end of the side member.



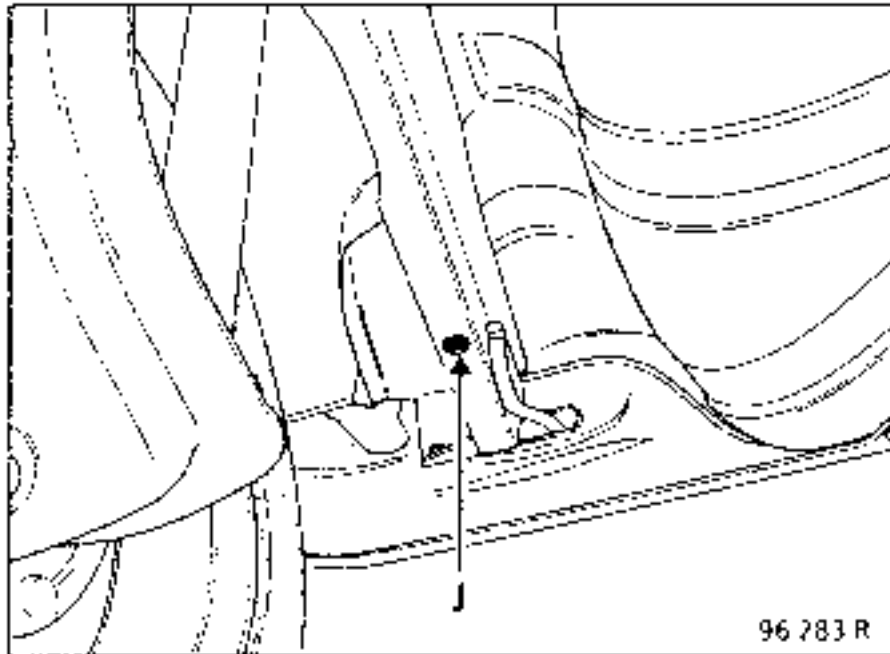
2 - Front sub-frame in place

Same fitting as when the sub-frame is removed, but the front engine -transmission mounting bearing must be removed to fit the bracket. In order to do this, the weight of the assembly must be supported using the Celette tool part number 918-910 (see gear box section)

NOTE : point K on the bracket is only used after removing the front panel after a slight impact, when re-aligning

III - REFERENCE POINTS FOR POSITIONING PARTS TO BE REPLACED (cont)

J - REAR END OF REAR SIDE MEMBER



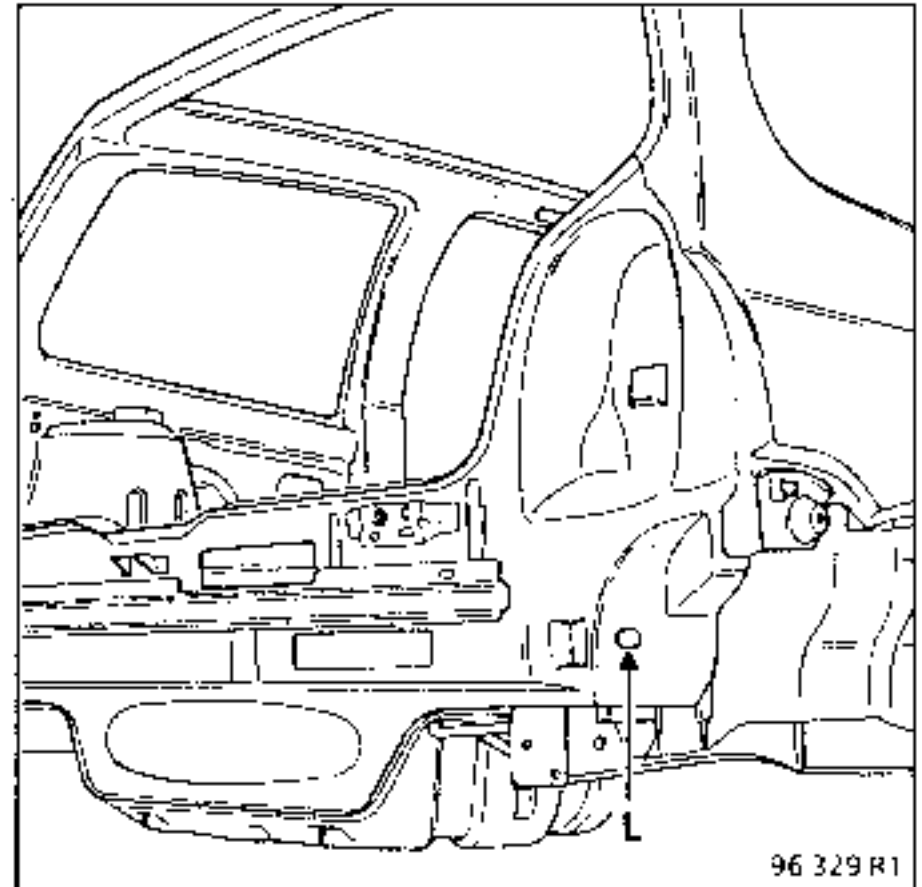
The bracket touches the bottom of the side member and is centred in the pilot hole by a cylindrical pin.

It is used with the sub-frame in place for re-aligning the rear end. The left hand side exhaust mounting flange will need to be removed.

With the rear sub-frame removed, when replacing:

- a side member,
- a rear floor section.

L - REAR PANEL CROSS MEMBER

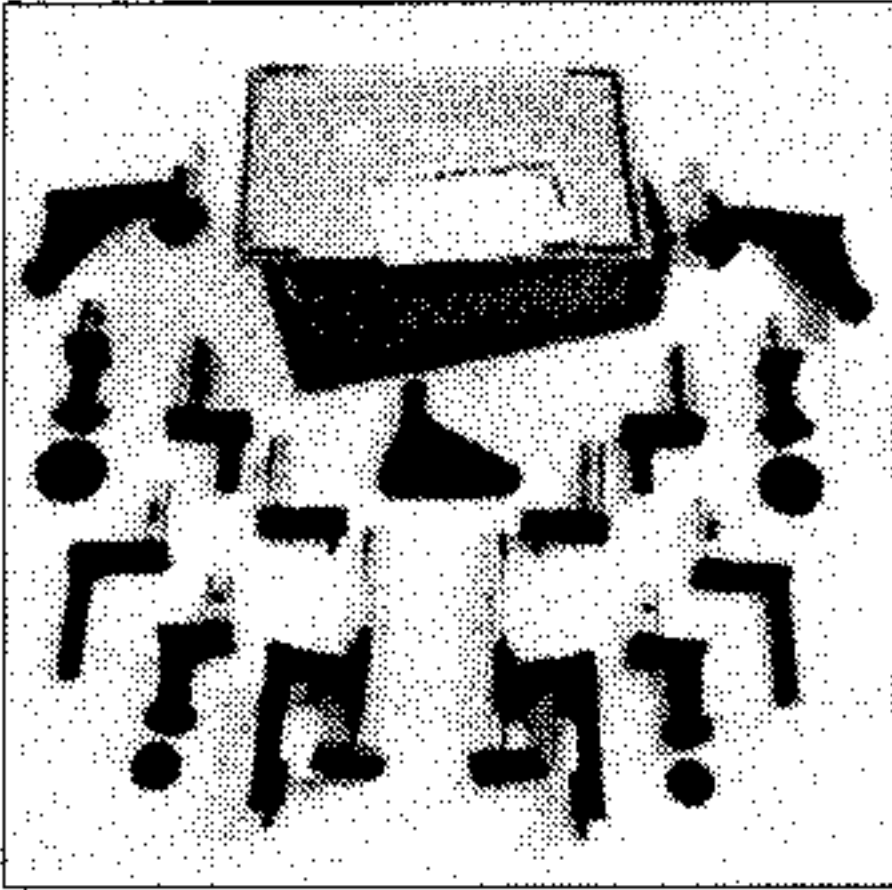


The bracket touches the rear panel (vertically), and is centred in a round hole on the left hand side and in a slot on the right hand side (see diagram).

It is used when replacing the rear panel after removing the bumper.

Figure

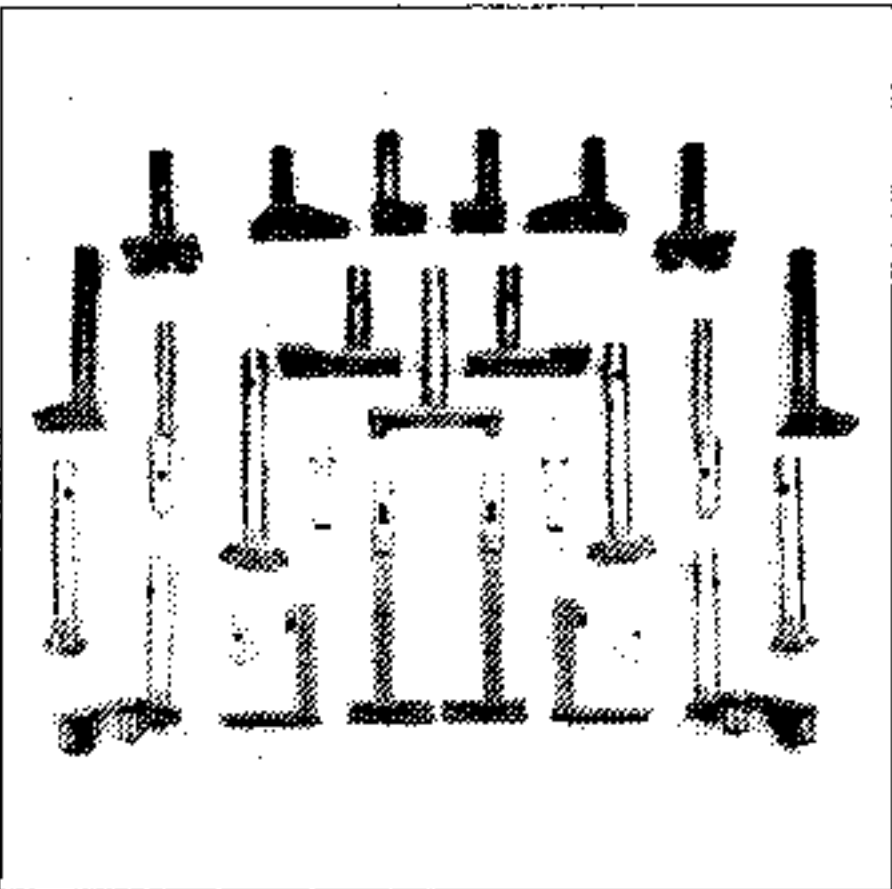
Description



Jig bench heads **CELETTE System MZ**

For further information contact your local After Sales Head Office.

Supplier's part number: **654.300**



Jig bench heads **BLACKHAWK system MS**

For further information contact your local After Sales Head Office.

INTRODUCTION

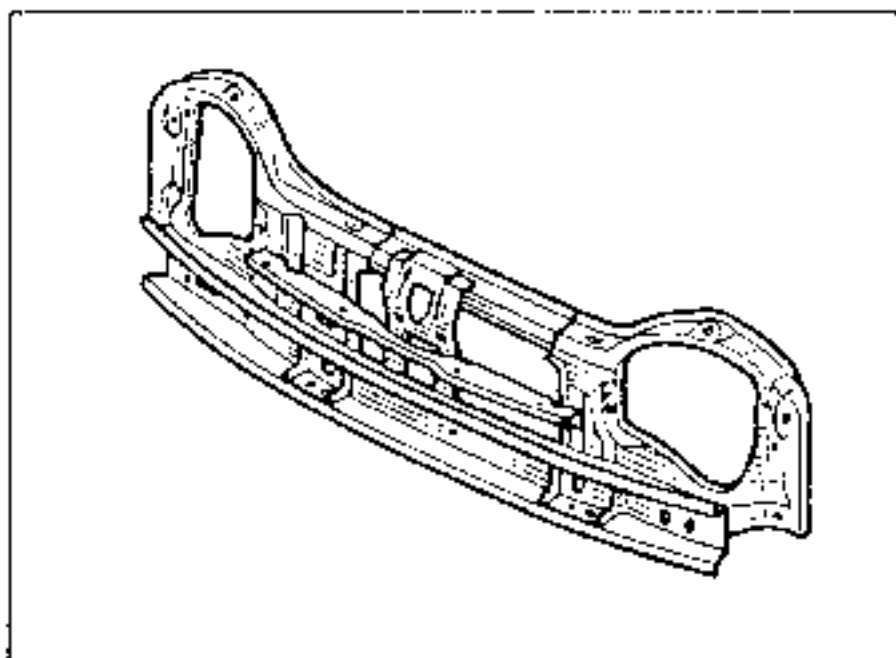
Removable part mounted by 12 bolts Ø 8 x 125.

Basic operation for frontal impact.

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

Part assembled with :

- lower cross member and reinforcements,
- upper cross member
- left and right headlight plate
- bonnet lock mounting,
- bumper support bracket,
- nuts and welded studs.



REMOVAL - REFITTING

Remove:

- the bumper,
- the front panel and equipment.

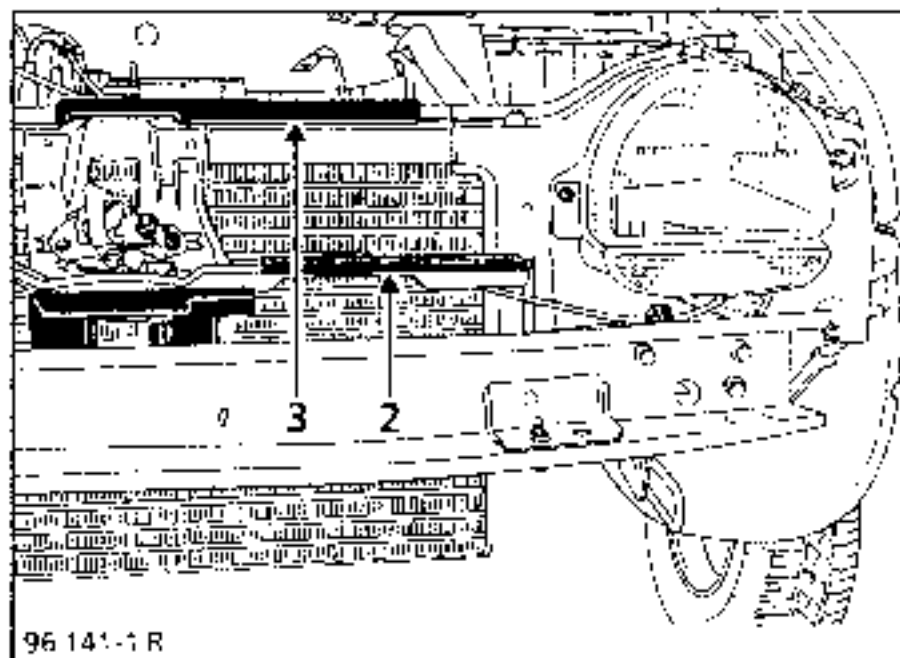
STRIPPING

Remove:

- the headlights,
- the radiator if it is damaged,
- the bonnet lock.

Retain:

- the bonnet stops,
- the plastic bumper mountings (2),
- the upper cross member cover (3),
- the wiring retaining clips.



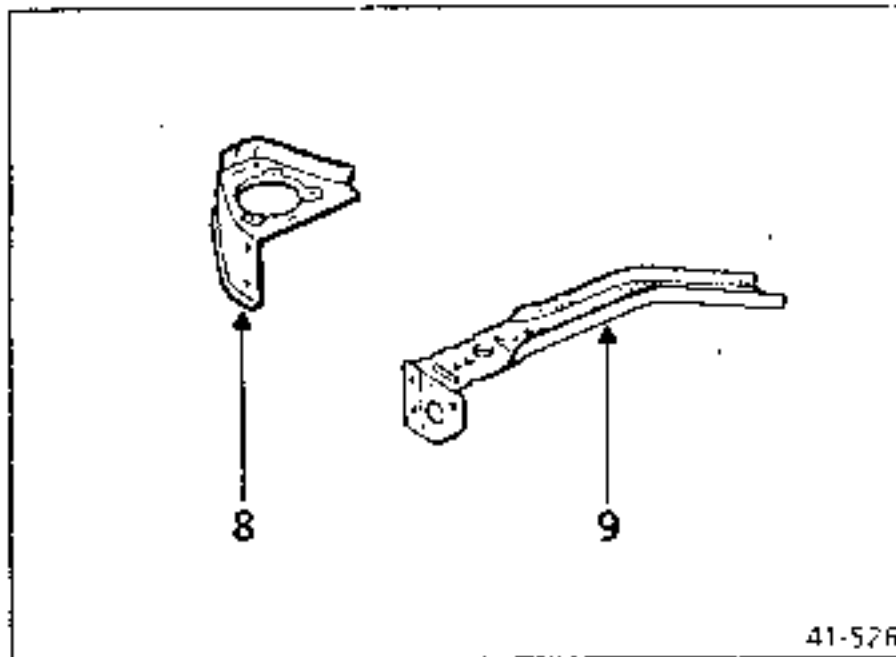
INTRODUCTION

Complementary operation to straightening of the side member end section or partial replacement of the side member front section. The wheel arch cover panel must be replaced.

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

Blank parts

- 8 Wheel arch cover panel
- 9 Side member cover panel



1 JOINT WITH WHEEL ARCH COVER PANEL

Steel thickness (mm)

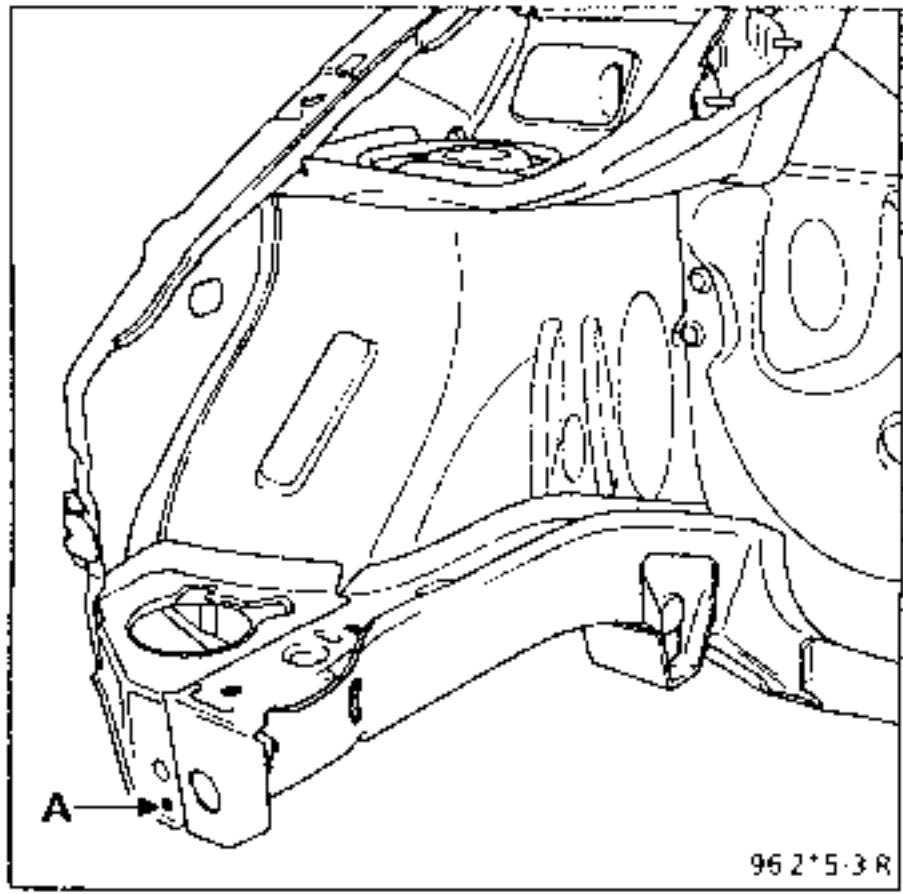
Wheel arch cover panel	0,70
Side member cover panel	0,70
Side member	1,20

Unpicking



5 spot welds on thickness 0,70

Welding



96 215-3 R



NOTE : all the welds are on three thicknesses except point (A). These points will be welded during operation **41-B-2**

2 JOINT WITH SIDE MEMBER

Steel thickness (mm)

Wheel arch cover panel	0,70
Side member cover panel	0,70
Side member	1,20

Unpicking

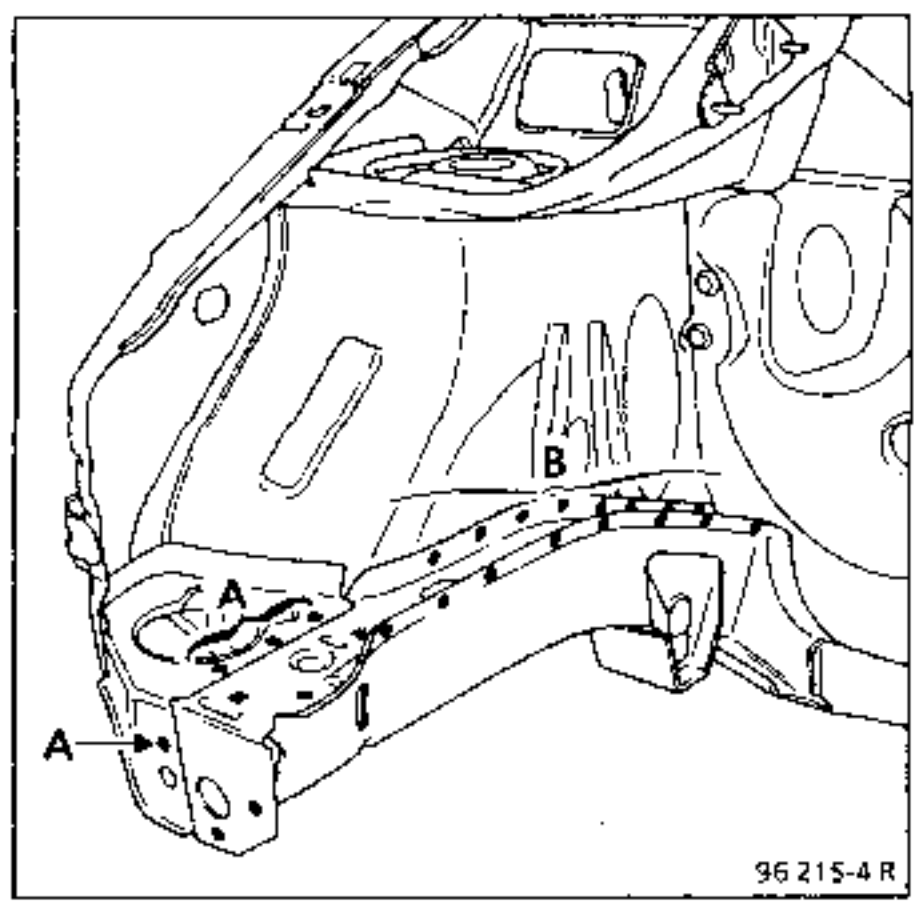


Cut with chisel for 500 mm



24 spot welds on thickness 0,70

Welding



96 215-4 R



NOTE : at (A), 4 points on three thicknesses, see **41-B-1**
at (B), 9 points on three thicknesses, see **42-C-2**

INTRODUCTION

Basic operation for frontal impact. The side member cover panel and wheel arch cover panel must be replaced

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

- 5 Front section of front side member, assembled with :
 - engine mounting spacer,
 - left hand side towing ring.
- 8 Wheel arch cover panel, blank part
- 9 Side member cover panel, blank part

1 JOINT WITH WHEEL ARCH COVER PANEL

Steel thickness (mm)

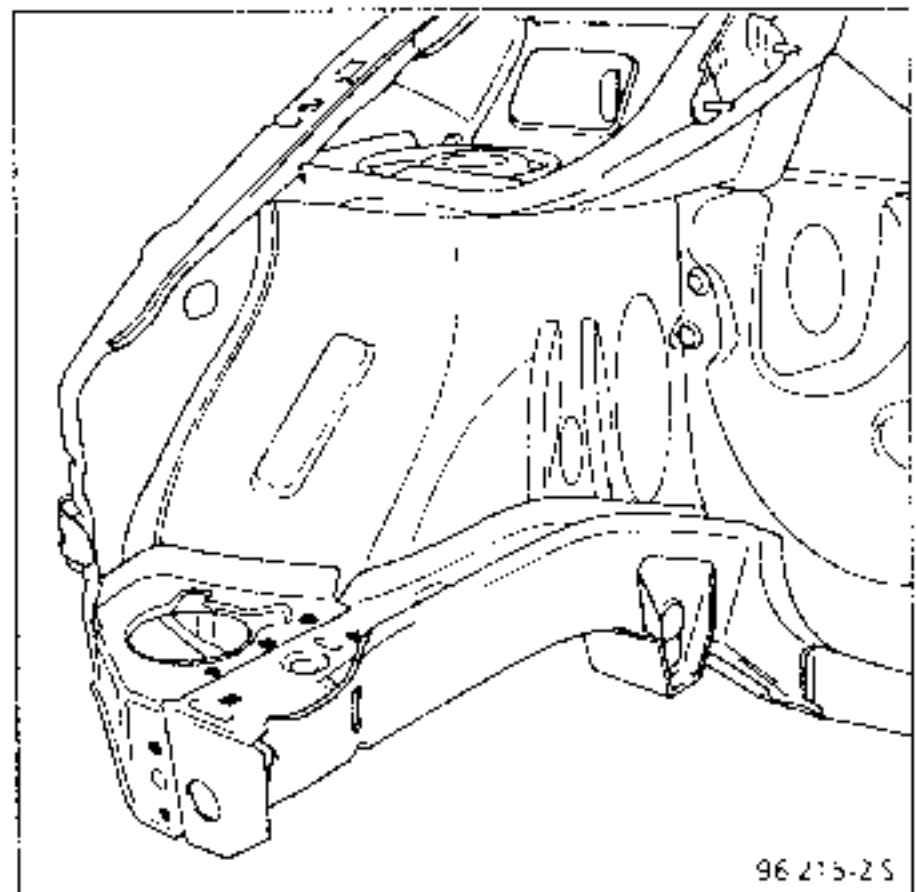
Wheel arch cover panel	0,70
Side member cover panel	0,70
Side member	1,20

Unpicking



4 spot welds on two thicknesses (0,70 x 2)

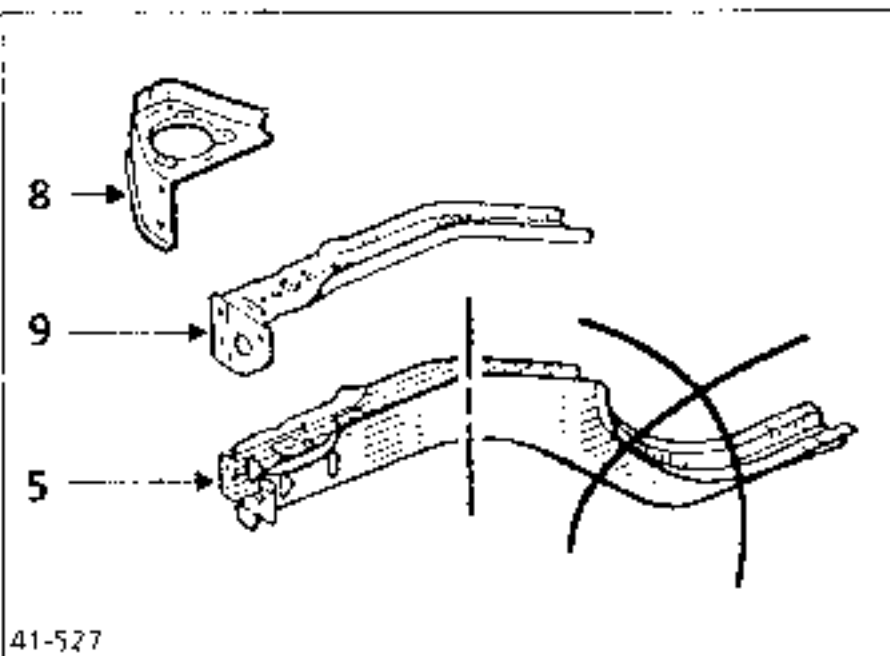
Welding



96 215-25

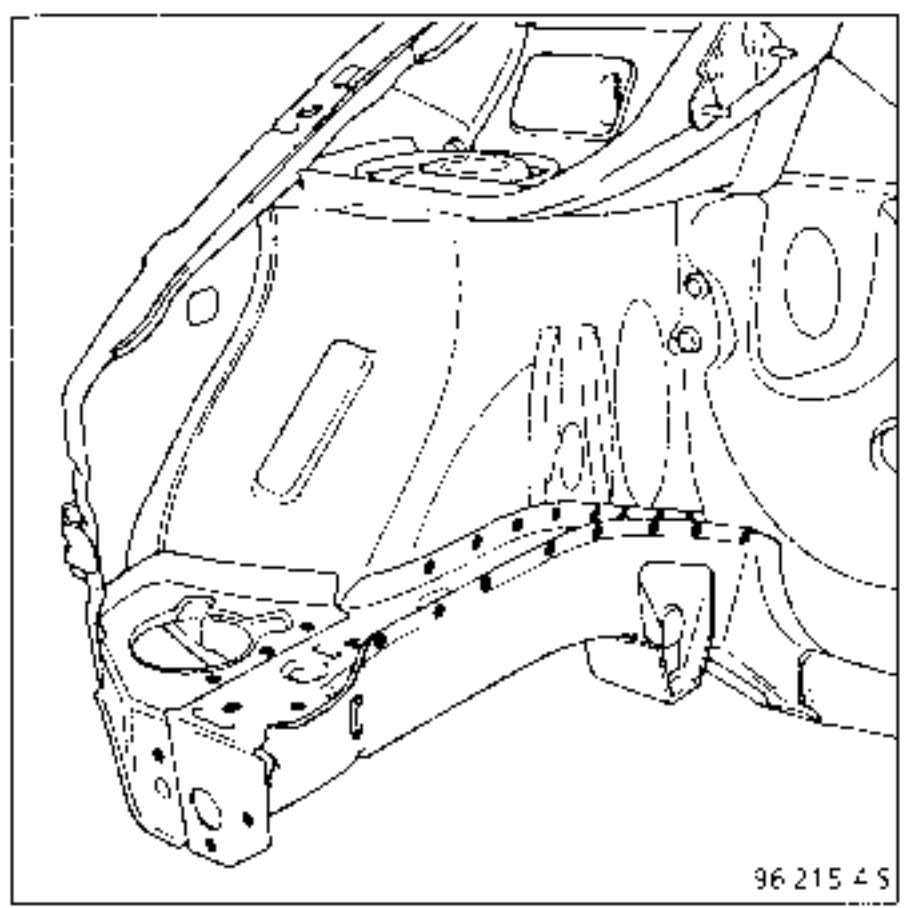


NOTE : these spot welds are on three thicknesses and will be welded in the complementary operation **41-B-2**



2 JOINT WITH SIDE MEMBER

Reminder : see **41-B-2**

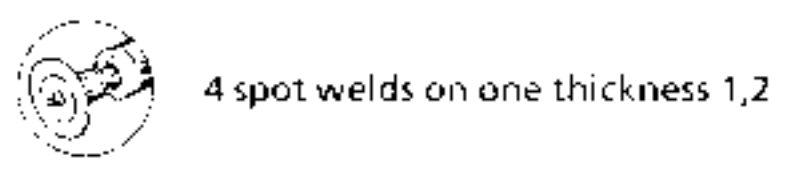


3 JOINT WITH WHEEL ARCH

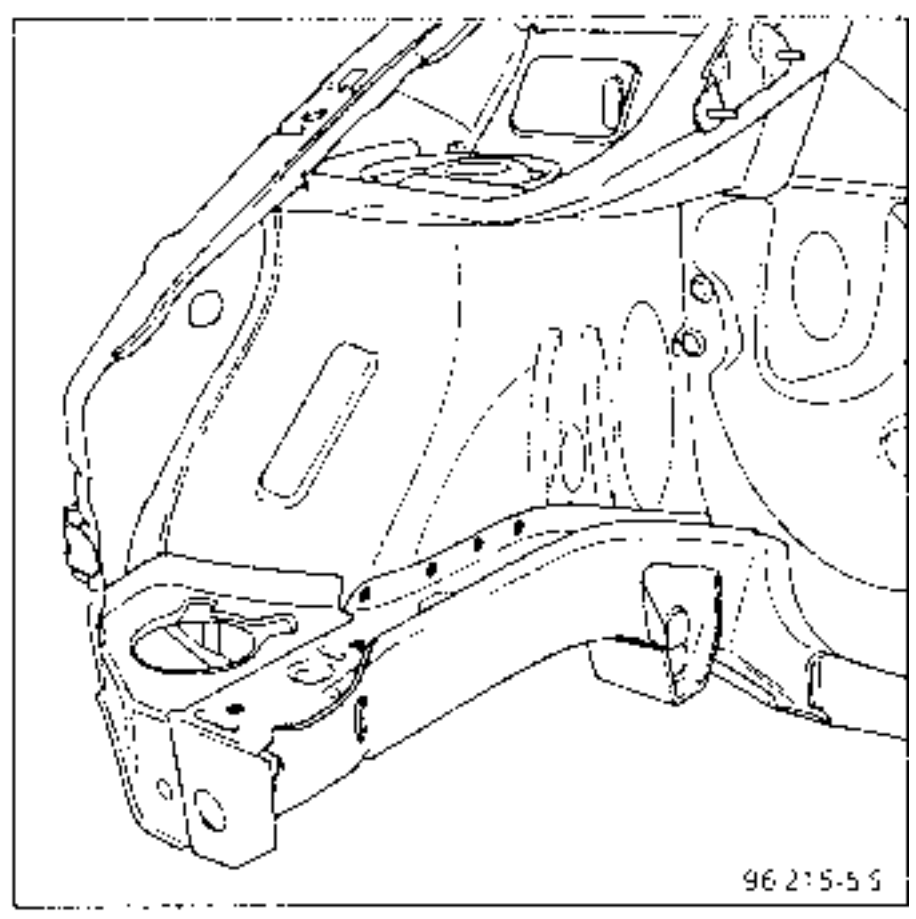
Steel thickness (mm)

Wheel arch	0,70
Side member	1,20
Side member cover panel	0,70

Unpicking



Welding



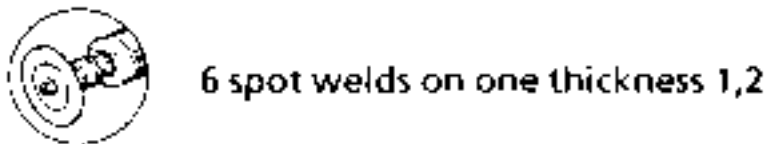
NOTE : these spot welds are on three thicknesses and will be welded in the complementary operation **41-B-2**.

**4 JOINT WITH BATTERY MOUNTING
(LEFT HAND SIDE ONLY)**

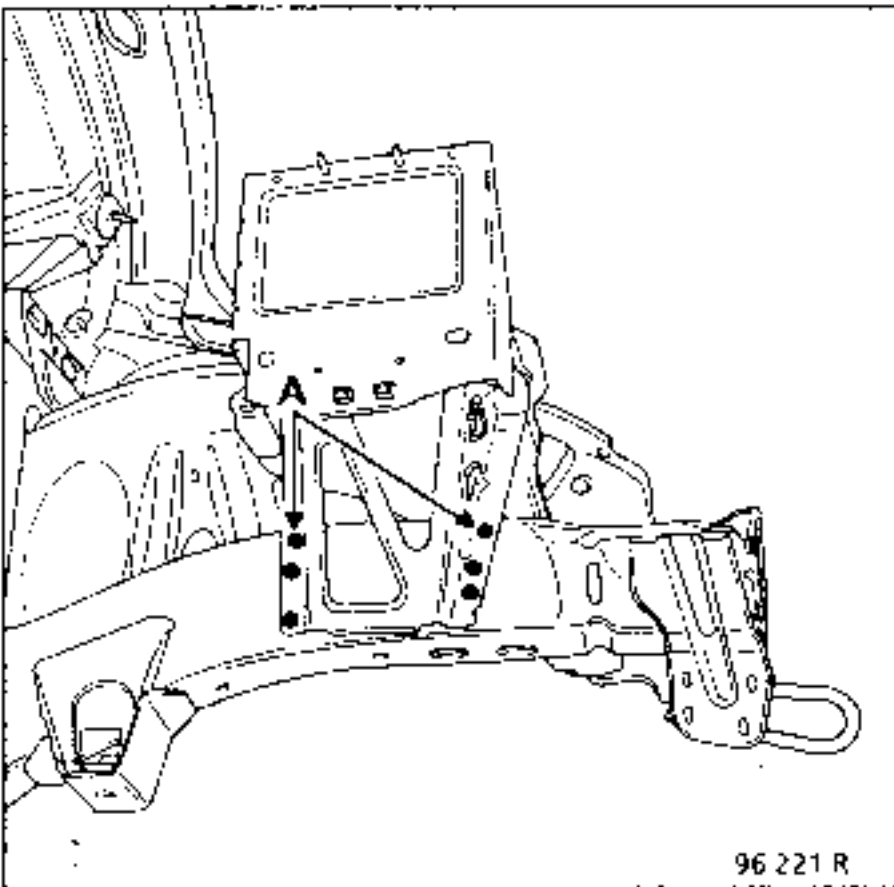
Steel thickness (mm)

Lower mounting	1,20
Side member	1,20
Side member cover panel	0,70

Unpicking



Welding



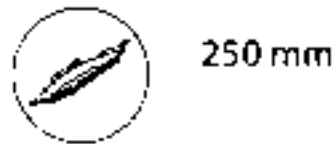
NOTE : Points (A) are on three thicknesses and will be welded in complementary operation **41-B-2**. The other points are completed before the side member cover plate is fitted.

5 PARTIAL SECTION

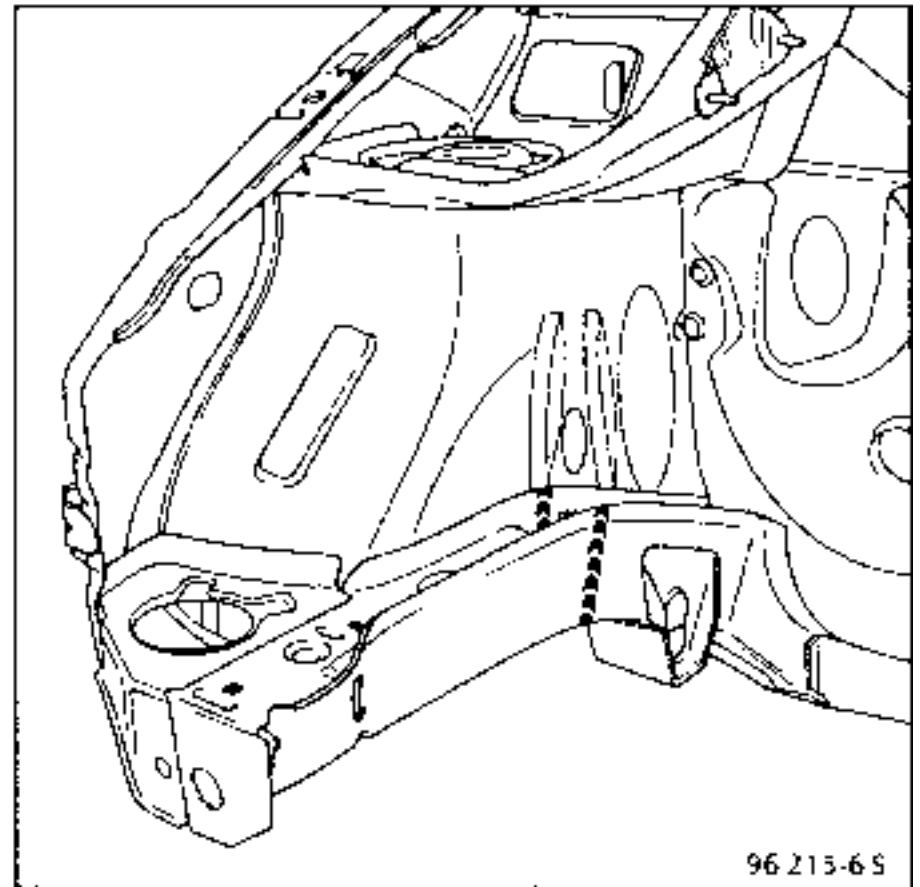
Steel thickness (mm)

Side member	1,20
-------------	------

Unpicking



Welding



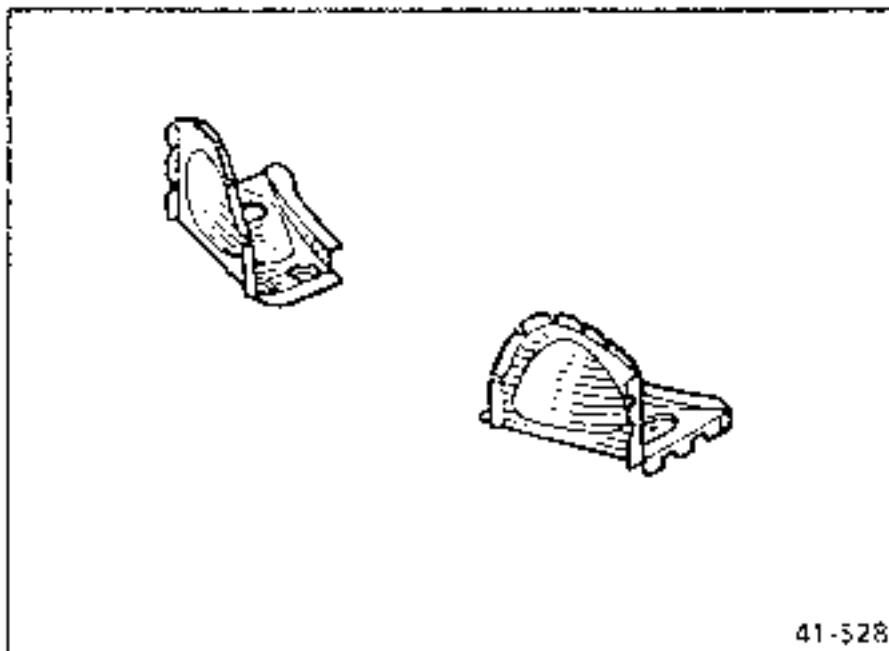
INTRODUCTION

Complementary operation to front half unit for frontal impact.

Front pillar for side impact.

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

Blank part.



1 JOINT WITH BULKHEAD

Steel thickness (mm)

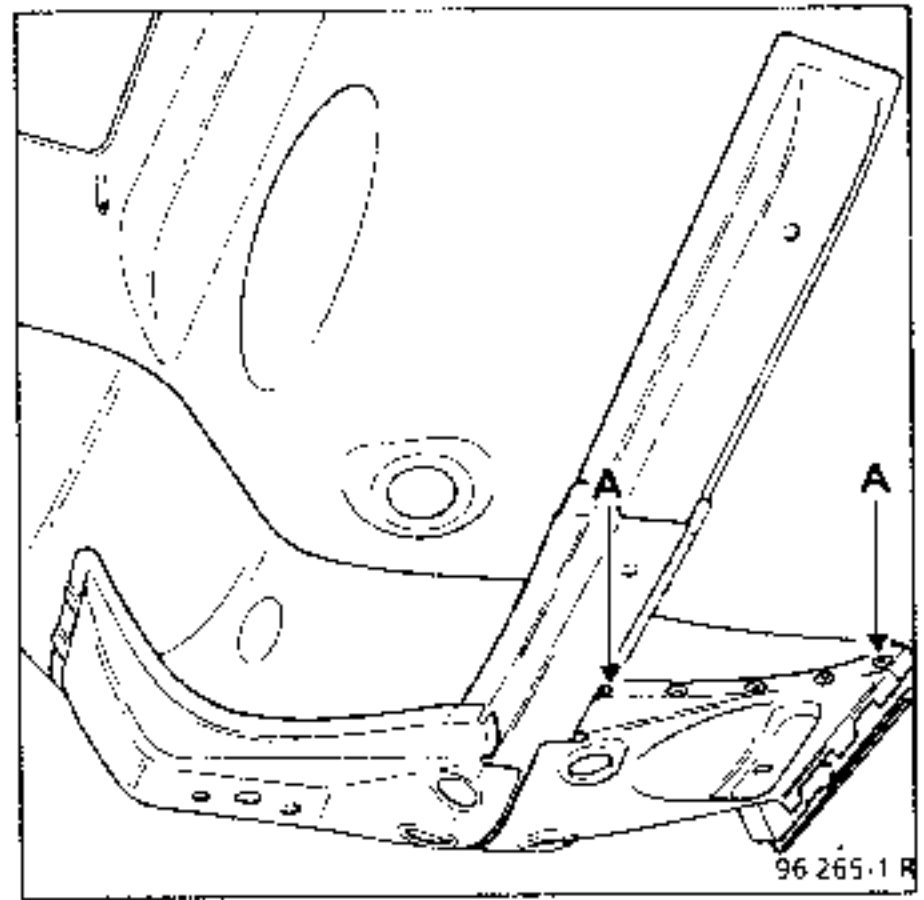
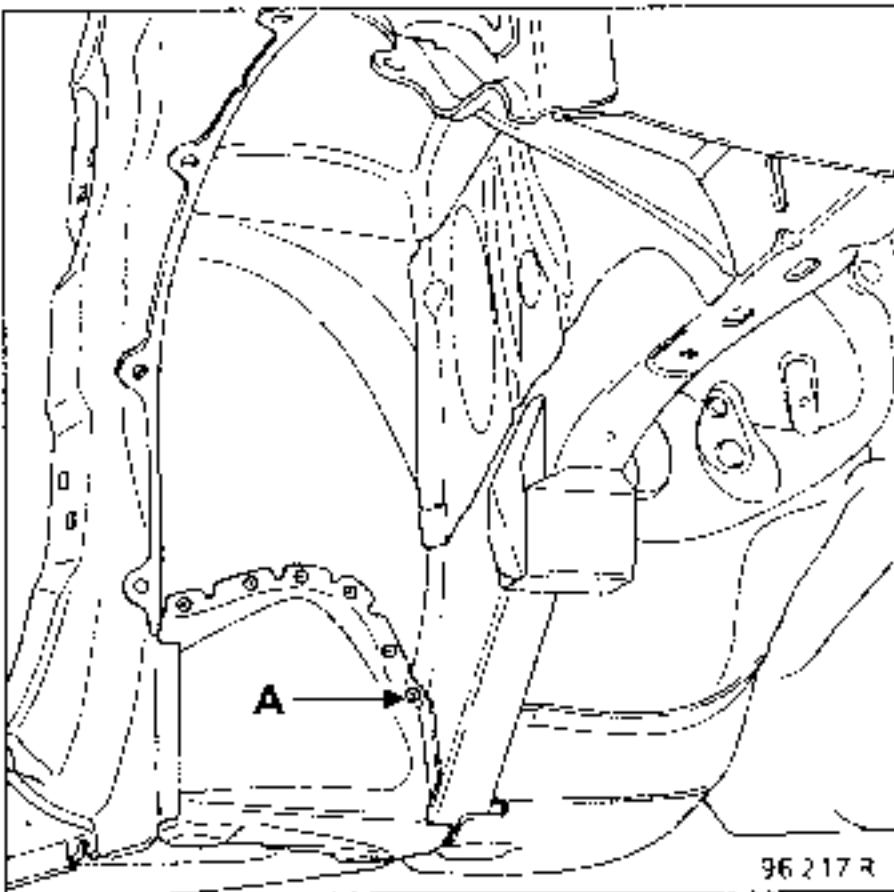
Side cross member	1,00
Bulkhead	0,70
Front side member	1,50
Centre floor	0,70

Unpicking



11 spot welds on thickness 1,0

Welding



NOTE : at (A), welds on three thicknesses.

2 JOINT WITH FRONT PILLAR LINING

Steel thickness (mm)

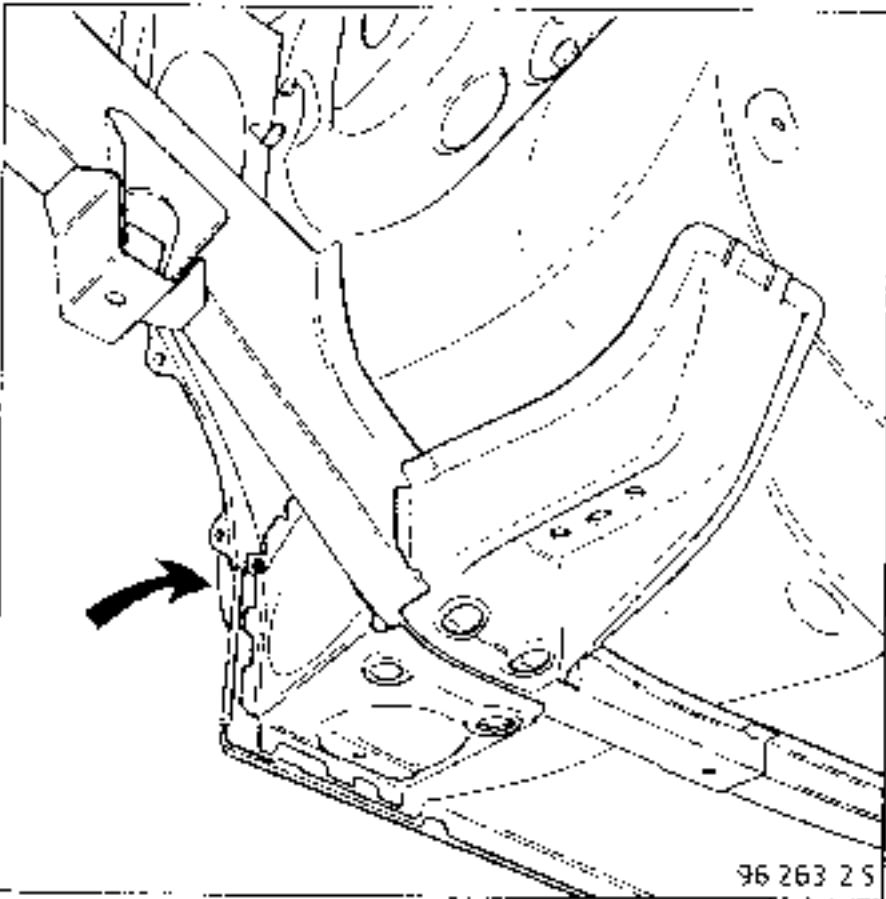
Front pillar	0,70
Front pillar reinforcement	1,50
Sill panel lining	1,00
Side cross member	1,00

Unpicking



1 spot weld on thickness 1,00

Welding



NOTE : Welds on four thicknesses

3 JOINT WITH SILL PANEL LINING

Steel thickness (mm)

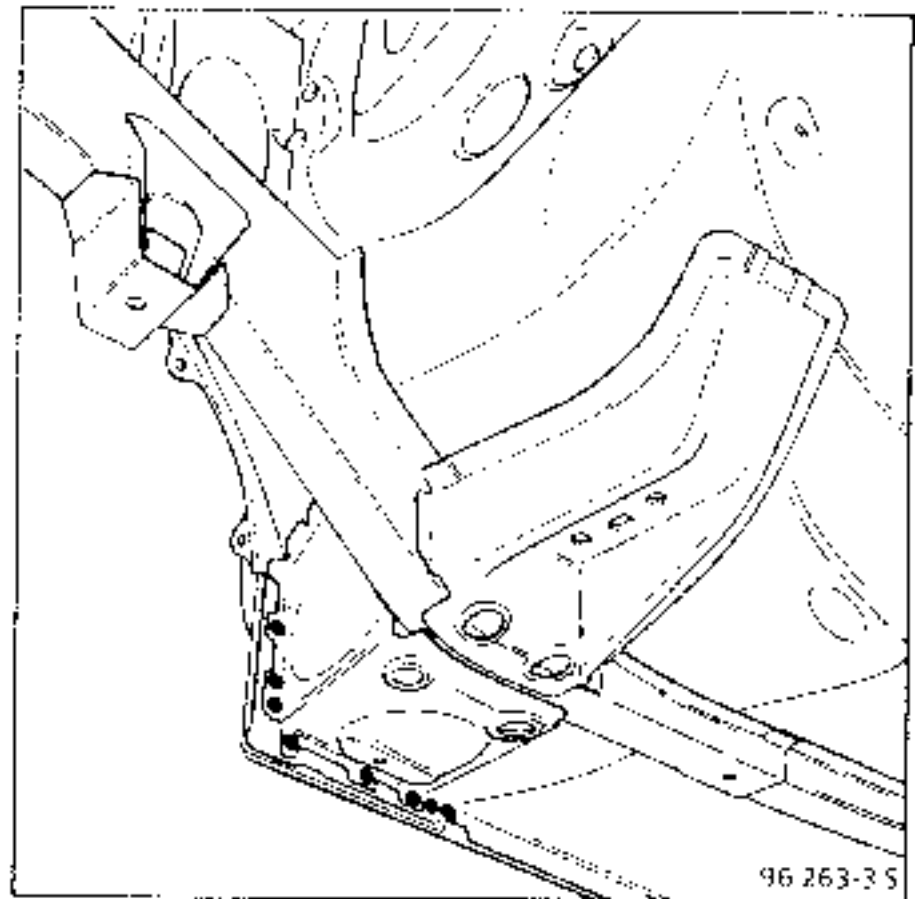
Sill panel lining	1,00
Front pillar	0,70
Side cross member	1,00

Unpicking



8 spot welds on thickness 1,00

Welding



NOTE : all the welds are on three thicknesses

4 JOINT WITH FRONT SIDE MEMBER
(HALF UNIT)

Steel thickness (mm)

Front side member	1,20
Side cross member	1,00
Bulkhead	0,70

Unpicking

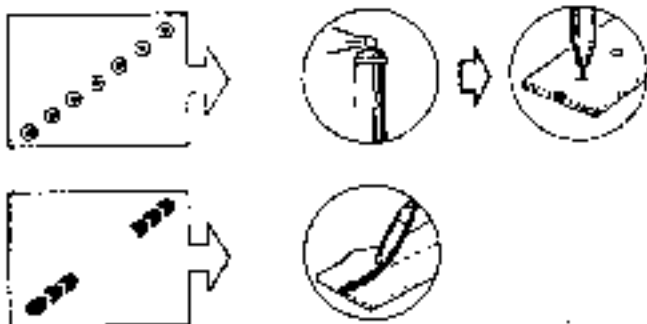
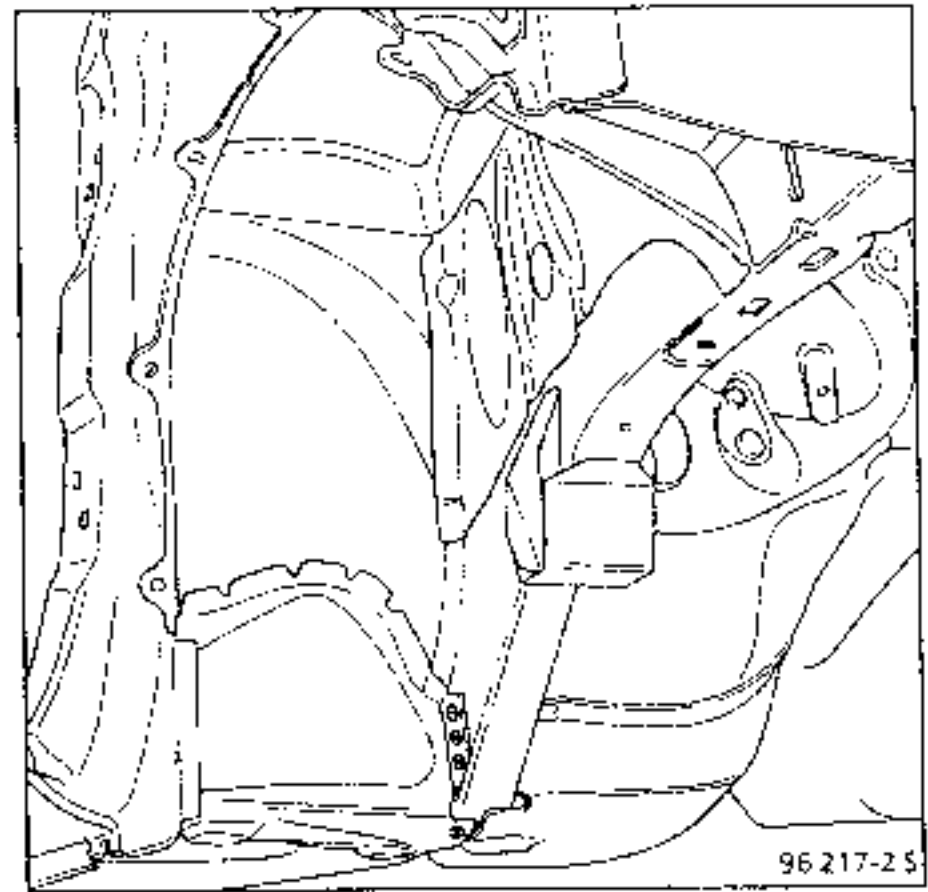
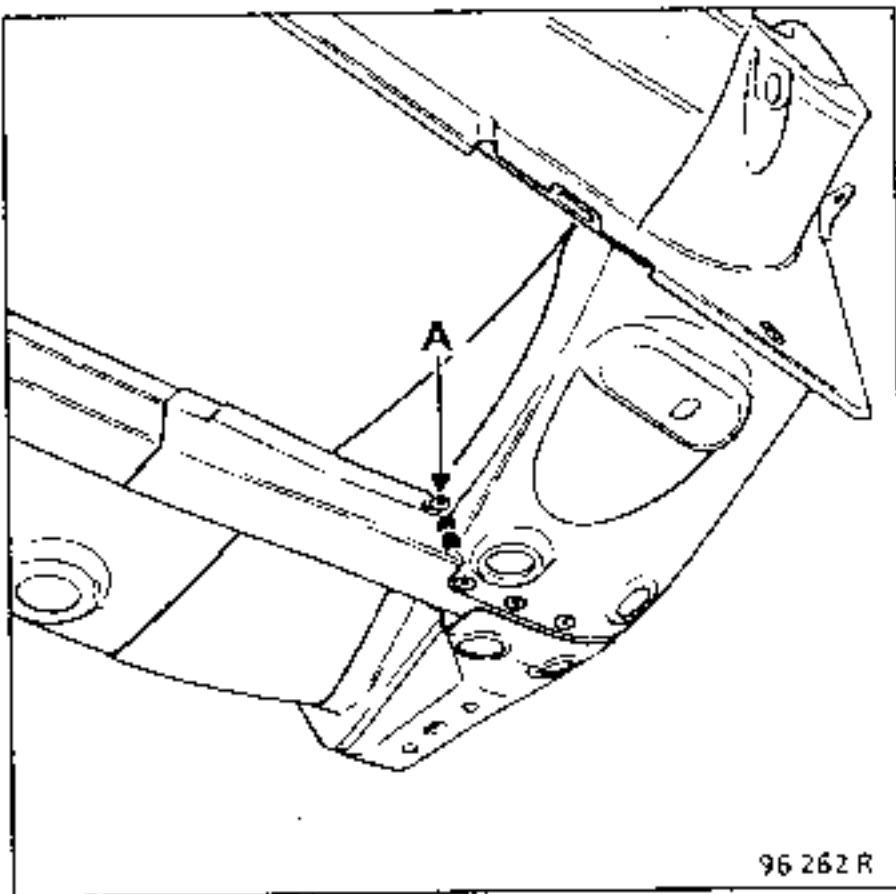


8 spot welds on thickness 1,20



Cut with chisel for 20 mm

Welding



NOTE : at (A), welds on three thicknesses.

INTRODUCTION

Complementary operation to :

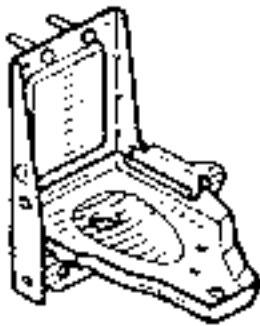
- cowl side panel with wheel arch,
- part section of front side member,
- half unit.

Left hand side only

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

Part assembled with :

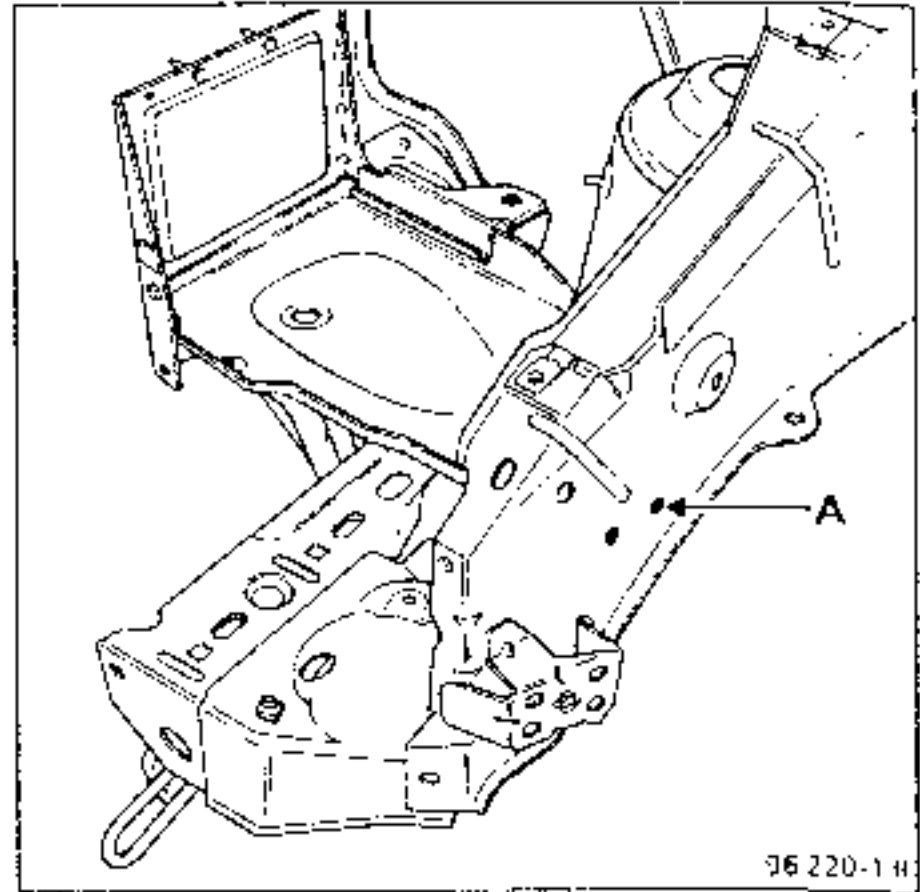
- battery stop,
- stop reinforcement,
- welded nuts,
- computer support with welded nuts and bolts



41-529

1 JOINT WITH COWL SIDE PANEL

Reminder : see **42-B-4**



2 JOINT WITH WHEEL ARCH

Steel thickness (mm)

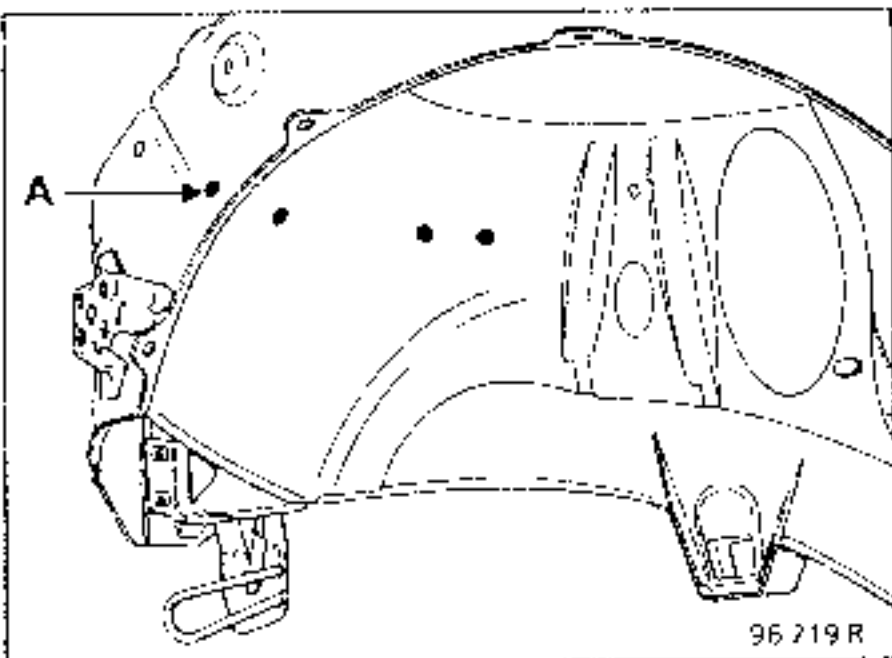
Battery tray	1,20
Wheel arch	0,70
Cowl side panel	0,70

Unpicking



4 spot welds on thickness 1,20

Welding



NOTE : at (A), 1 weld on three thicknesses

3 JOINT WITH BATTERY TRAY MOUNTING

Steel thickness (mm)

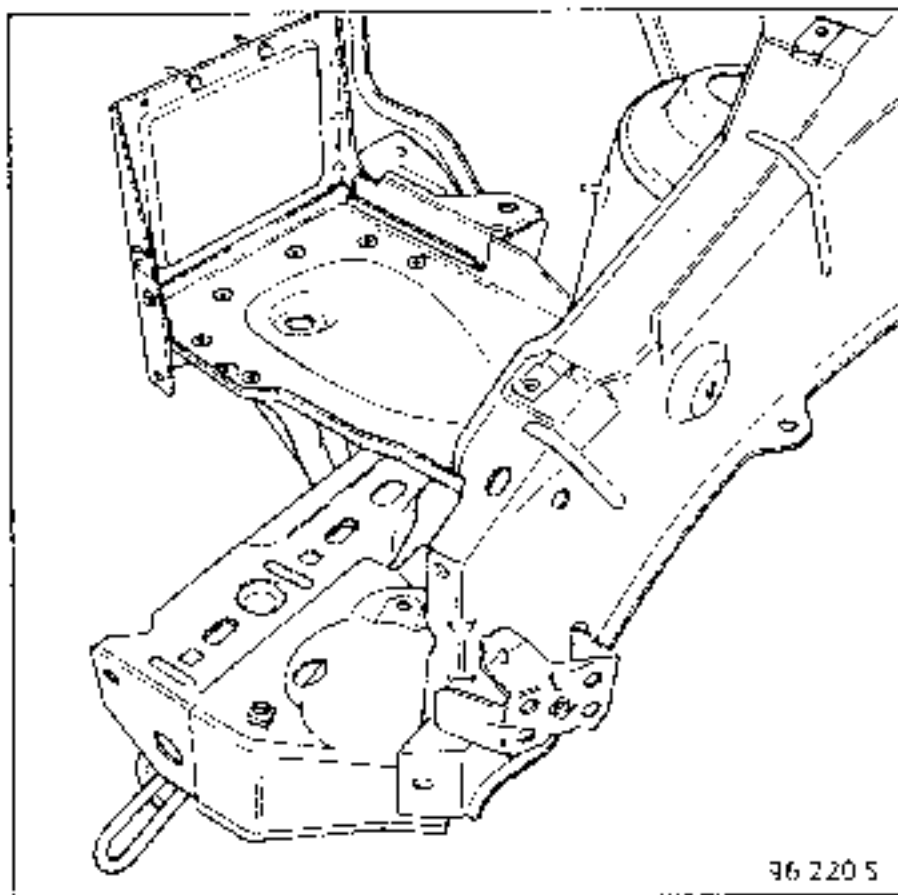
Battery tray	1,20
Mounting	1,20

Unpicking



6 spot welds on thickness 1,20

Welding



INTRODUCTION

Complementary operation to :
- part section of front side member,
- cowl side panel with wheel arch

Left hand side only.

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

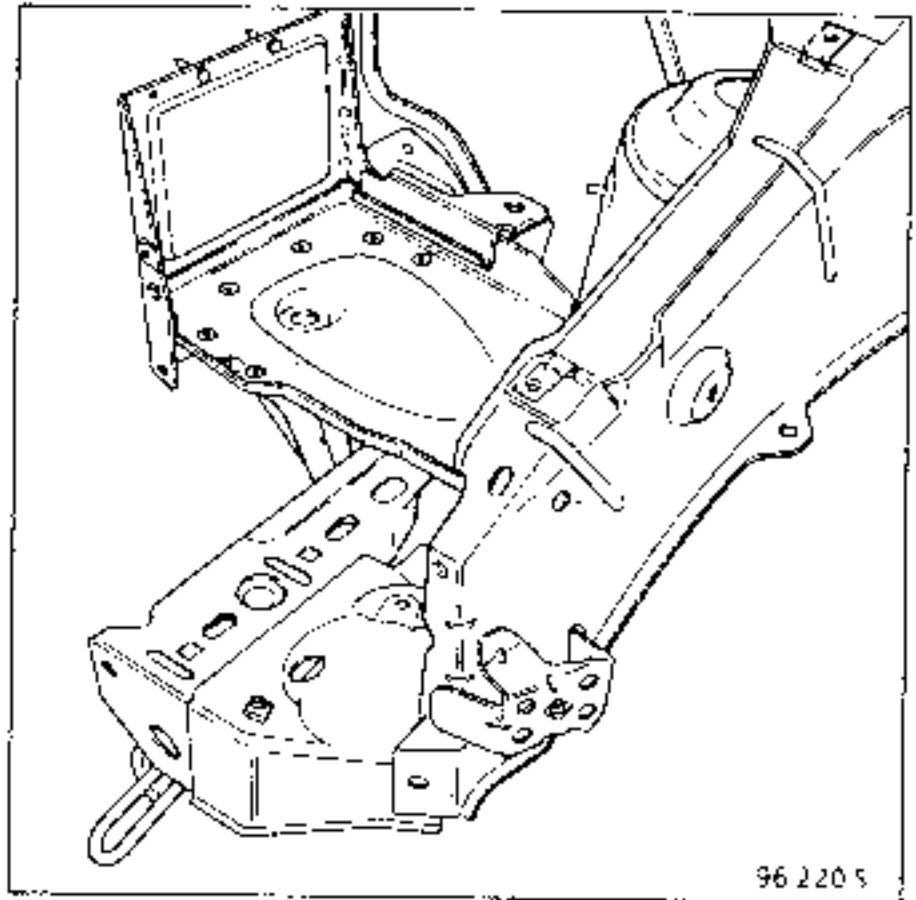
Part assembled with welded nuts



41 530

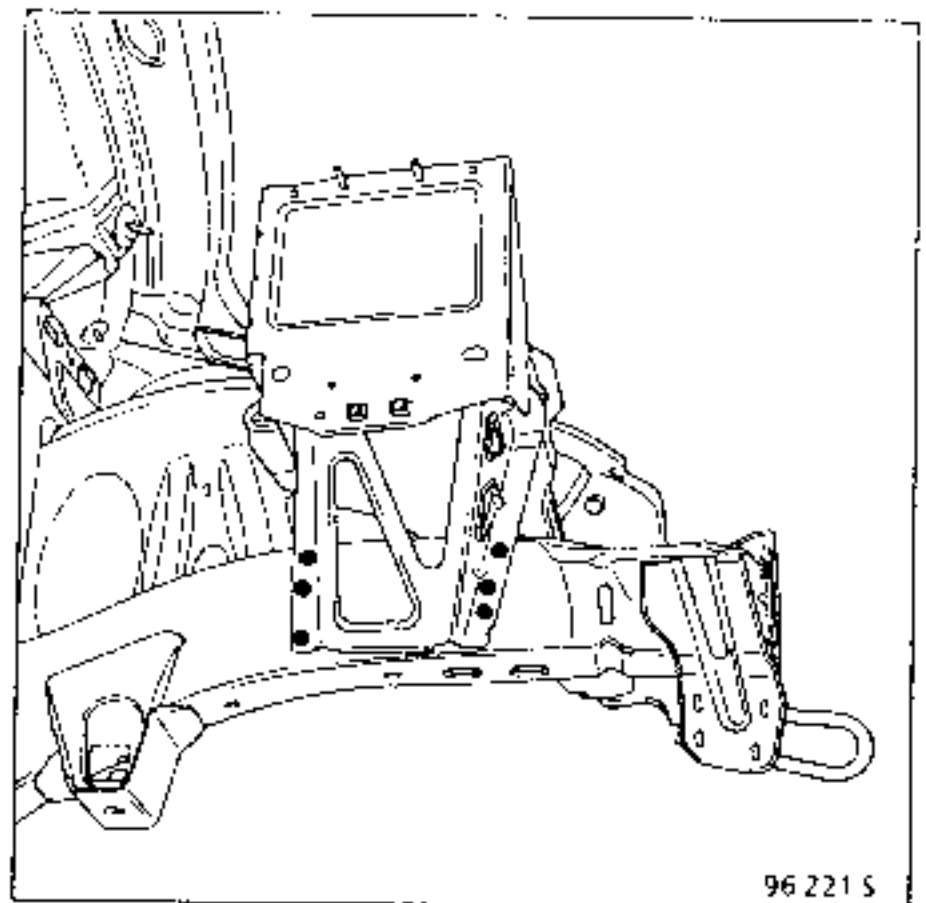
1 JOINT WITH BATTERY TRAY

Reminder : see **41-E-3**



2 JOINT WITH FRONT SIDE MEMBER

Reminder : see **41-C-4**



INTRODUCTION

Basic operation for frontal impact.

There are two possibilities for replacement :

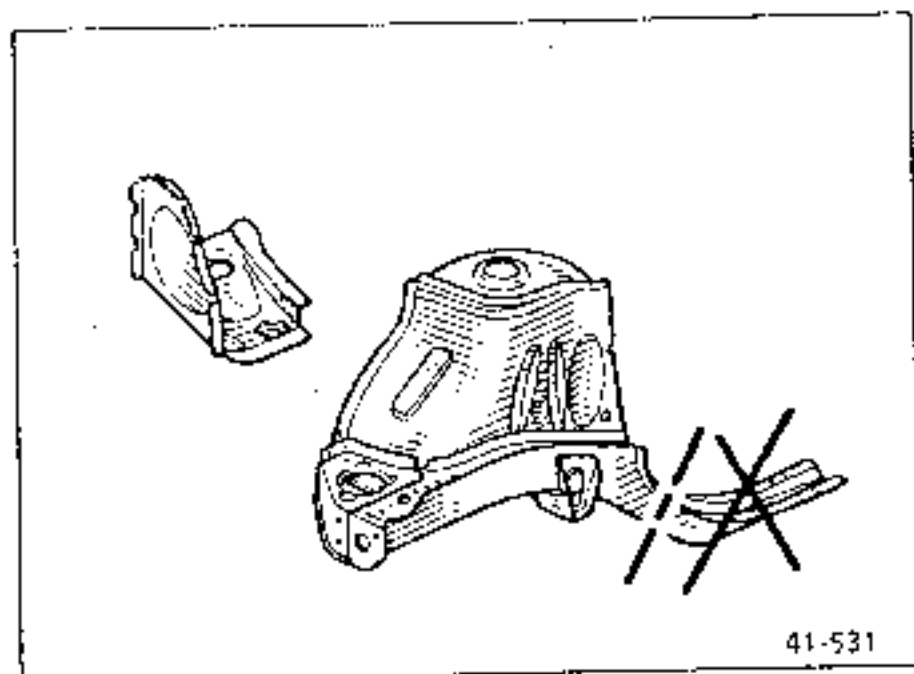
- 1) complete front half unit, requiring the front side cross member to be removed,
- 2) part front half unit requiring the rear end of the side member to be cut

The details of these two methods are described below in the section "front half unit joint with bulkhead".

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

Assembled part with:

- front part of front side member with :
 - . cover plate
 - . engine mounting spacer
 - . front engine mounting
 - . left side towing ring
- wheel arch assembly with :
 - . shock absorber cup
 - . wheel arch cover plate
 - . left side battery tray mounting






NOTE : for method 1, also order part (7).
for method 2, cut part (4)

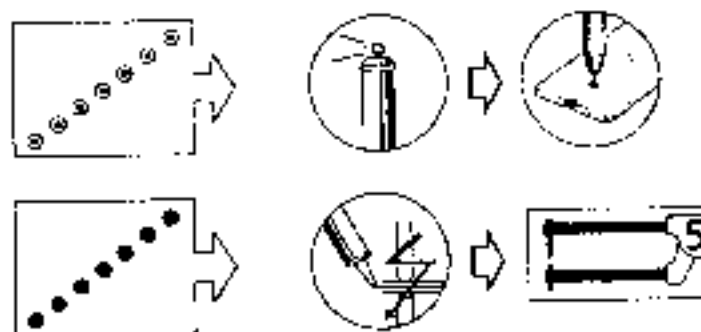
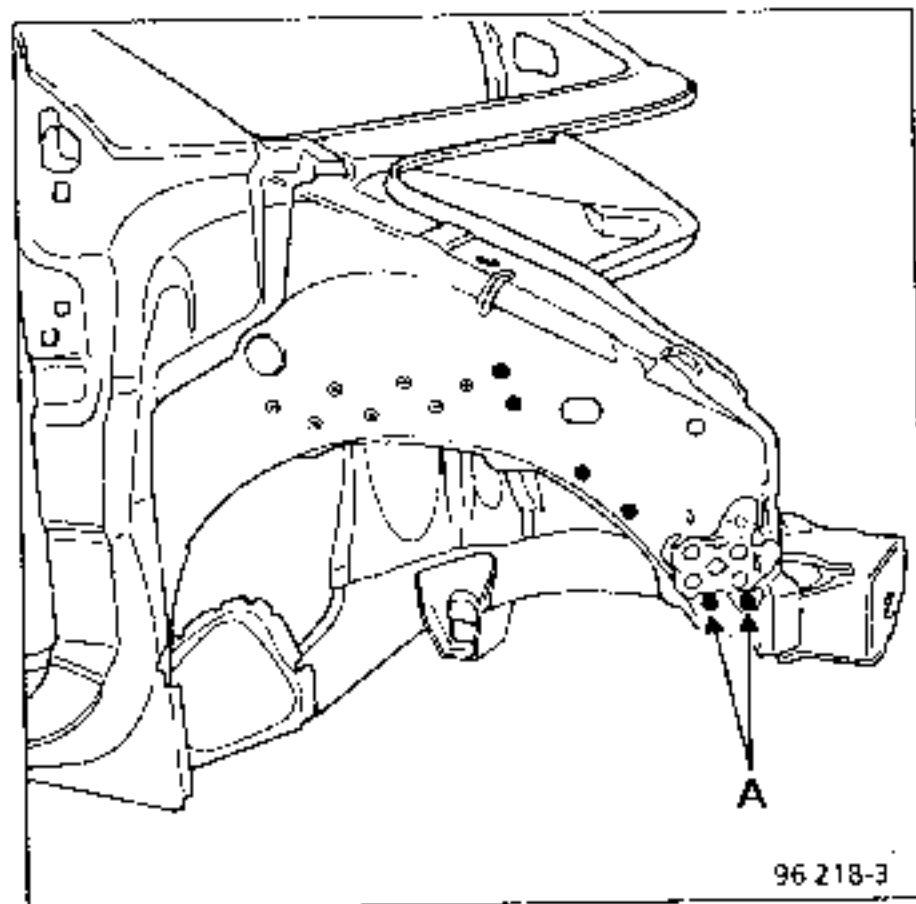
1 JOINT WITH COWL SIDE PANEL (PILLAR LINING)

Steel thickness (mm)

Cowl side panel	0,70
Wheel arch	0,70
Shock absorber cup	2,00
Wheel arch cover panel	0,70

Unpicking

-  7 spot welds on thickness 0,70 (joint with shock absorber cup)
-  350 mm (joint with wheel arch)
-  6 spot welds on thickness 0,70



NOTE : at (A), 2 welds on three thicknesses


2 JOINT WITH BULKHEAD

1st method
Complete front section of side member

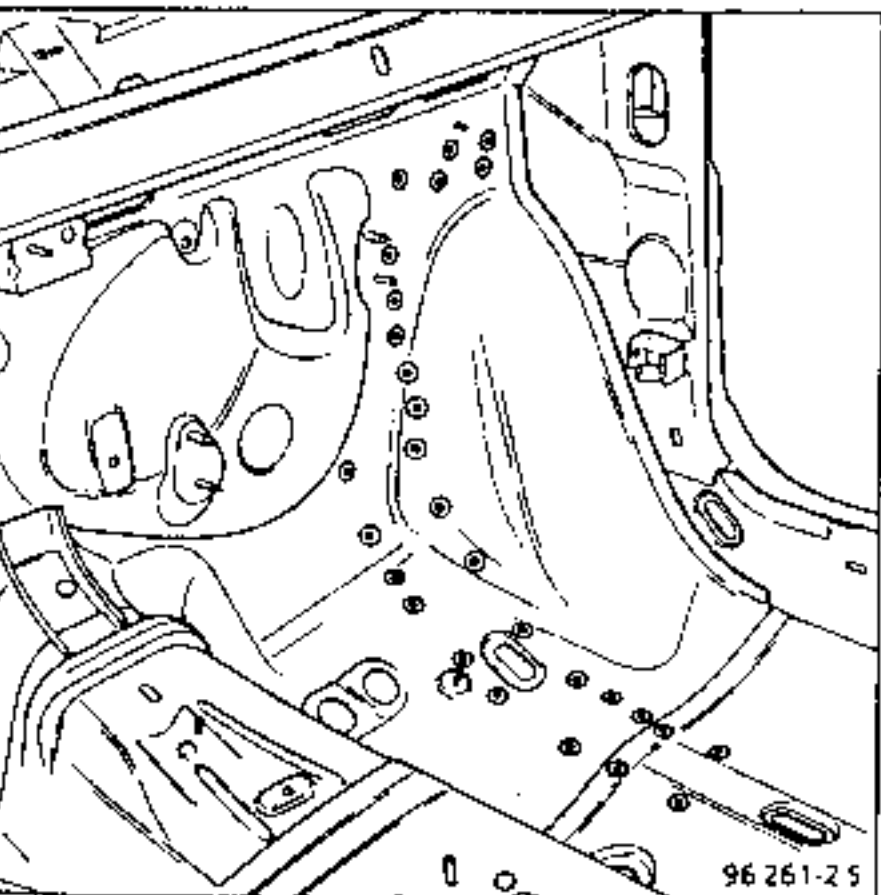
Steel thickness (mm)

Wheel arch	0,70
Side member	1,20
Bulkhead	0,70
Side cross member	1,00
Rear engine mounting	1,50

Unpicking

 32 spot welds on thickness 0,70
from inside the vehicle

Welding




2nd method:
Complete front section of side member

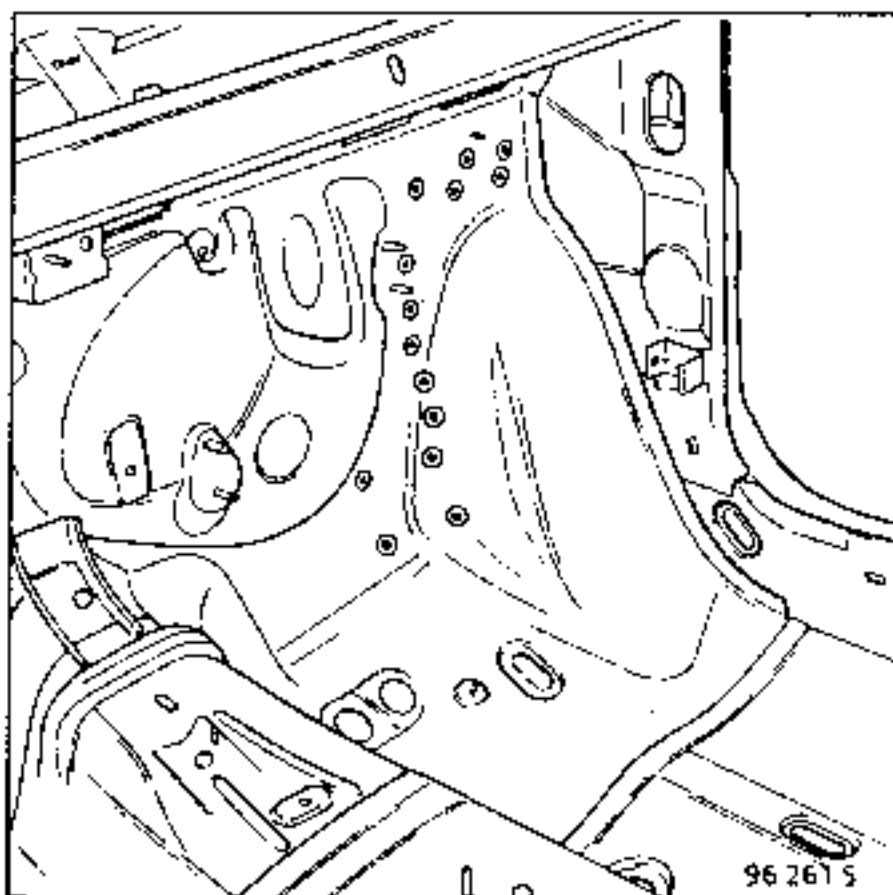
Steel thickness (mm)

Wheel arch	0,70
Side member	1,20
Bulkhead	0,70

Unpicking

 14 spot welds on thickness 0,70
from inside the vehicle

Welding

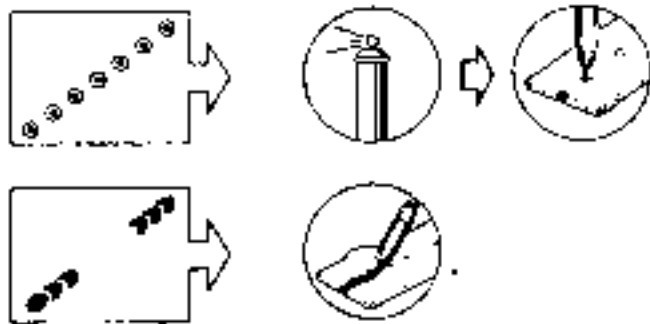
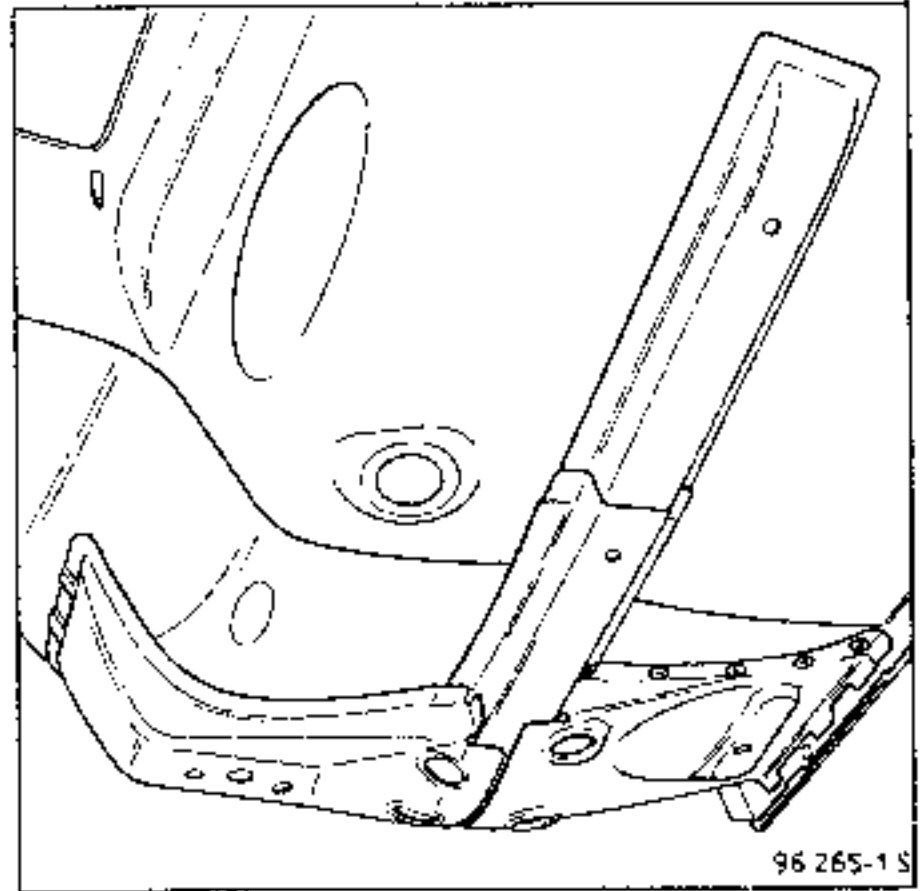
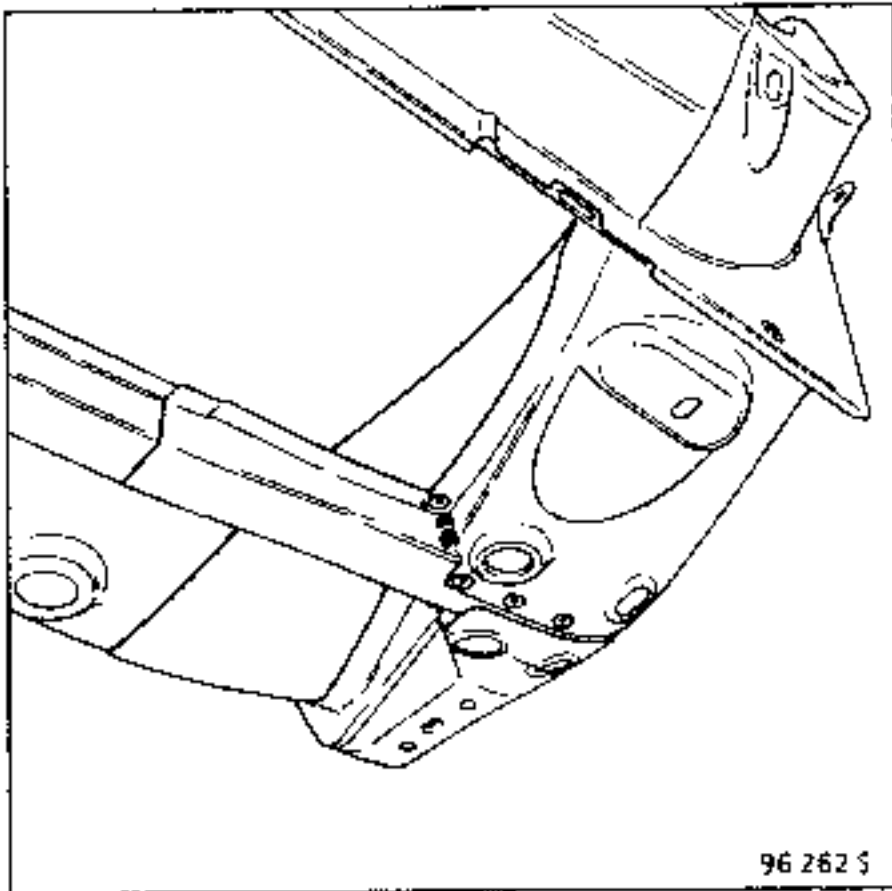


3 JOINT WITH SIDE CROSS MEMBER

Reminder : see **41-D-1**

FRONT

REAR



4 JOINT WITH REAR ENGINE MOUNTING

Steel thickness (mm)

Side member	1,20
Rear engine mounting	1,50
Bulkhead	0,70

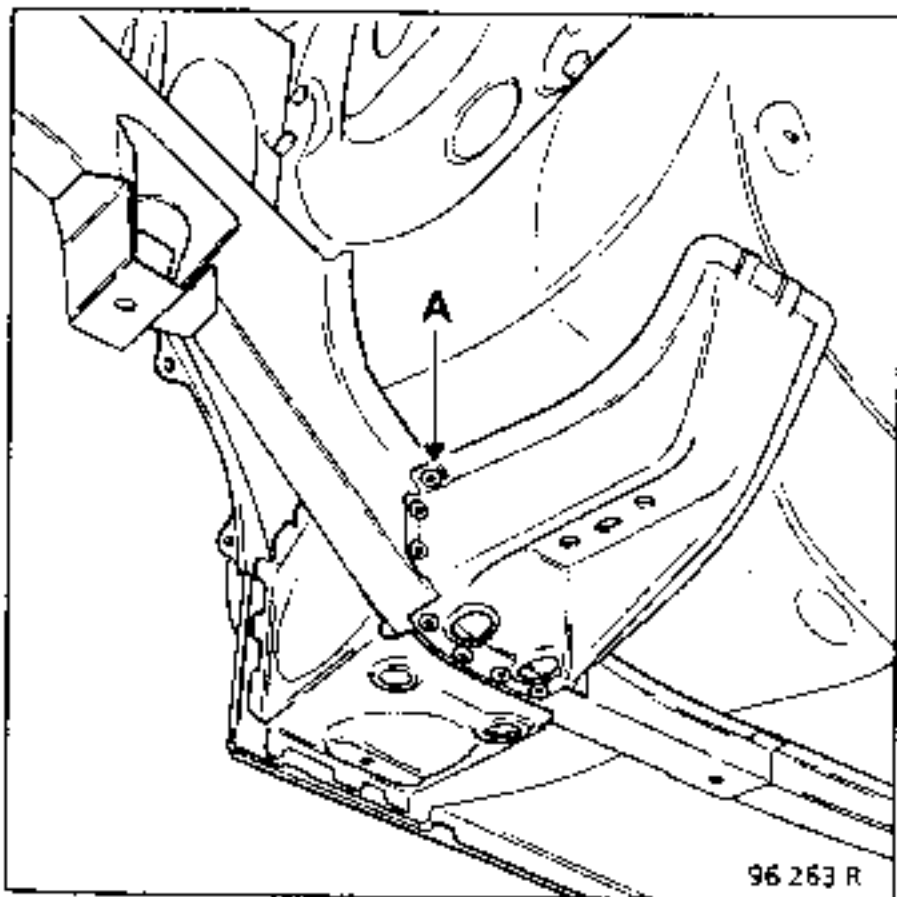
Unpicking



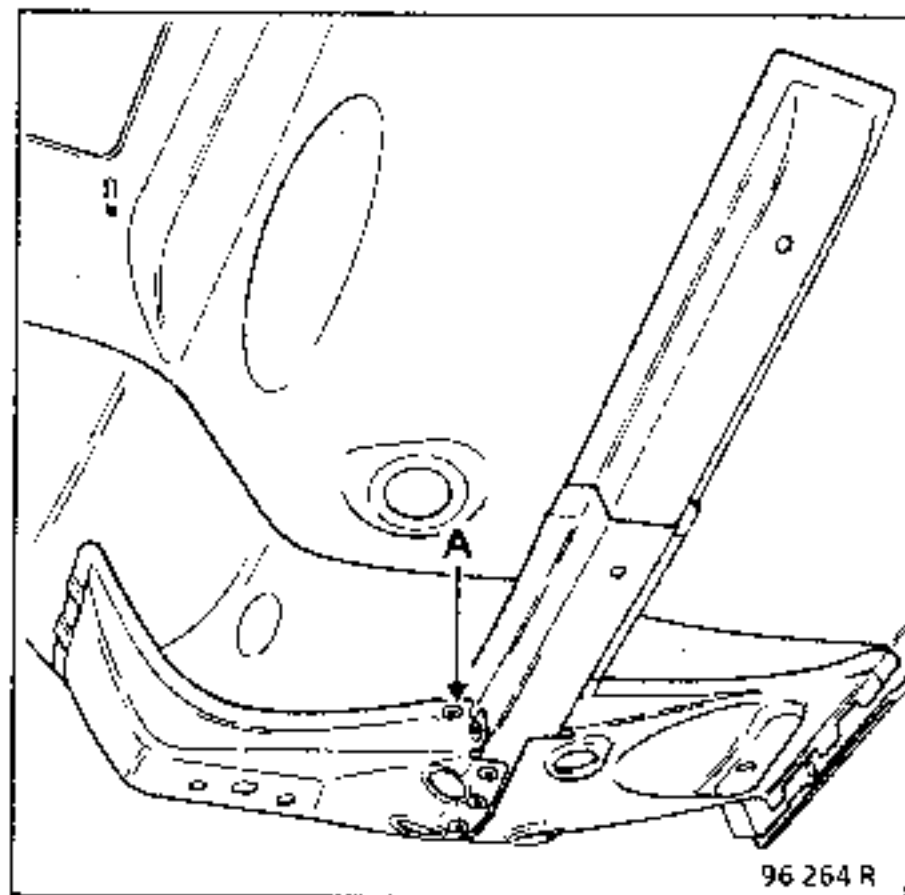
9 spot welds on thickness 1,50

Welding

FRONT



REAR



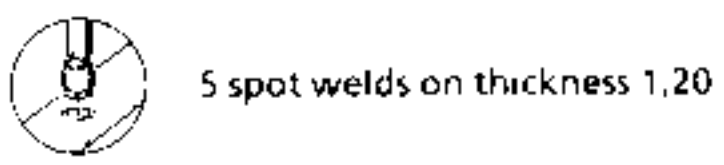
NOTE : at (A), welds on three thicknesses with the bulkhead

5 JOINT WITH REAR SECTION OF FRONT SIDE MEMBER

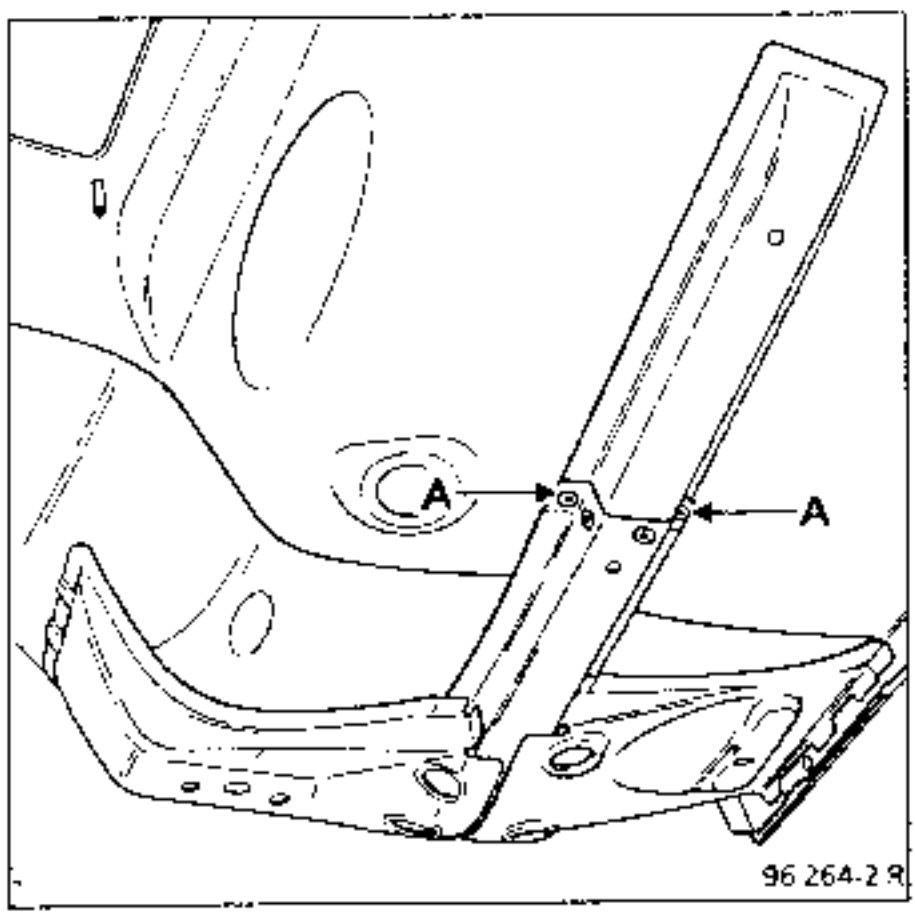
Steel thickness (mm)

Front section of side member	1,20
Rear section	1,00
Centre floor	0,70

Unpicking



Welding



NOTE : at (A), welds on three thicknesses

6 PART SECTION OF SIDE MEMBER

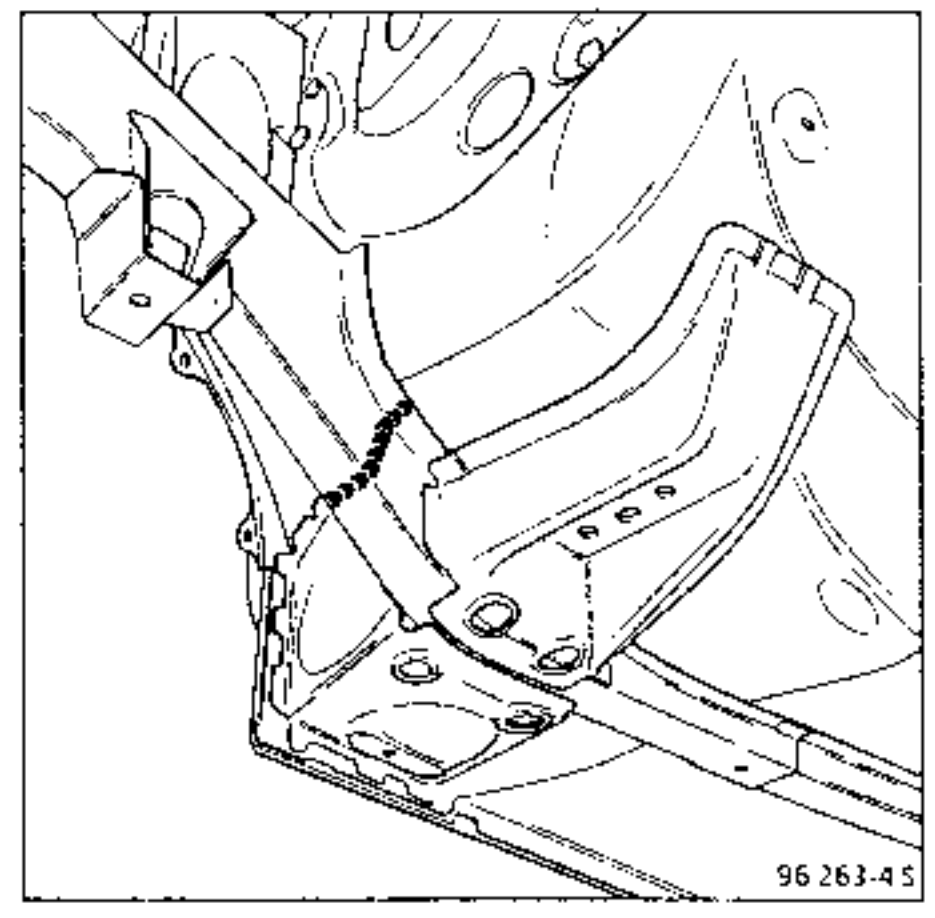
Steel thickness (mm)

Side member	1,20
-------------	------

Unpicking



Welding

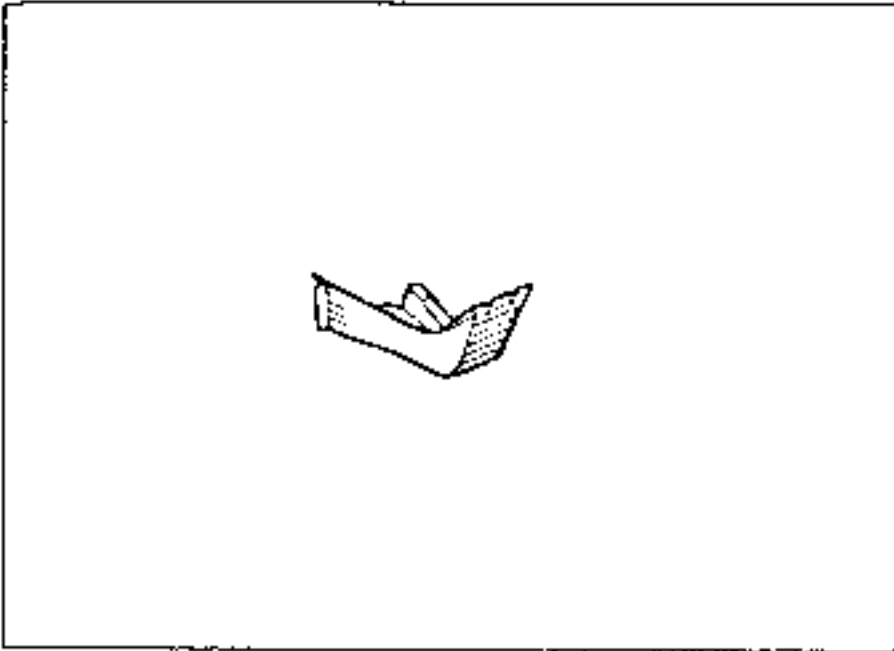


INTRODUCTION

Complementary operation to complete front half unit.

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

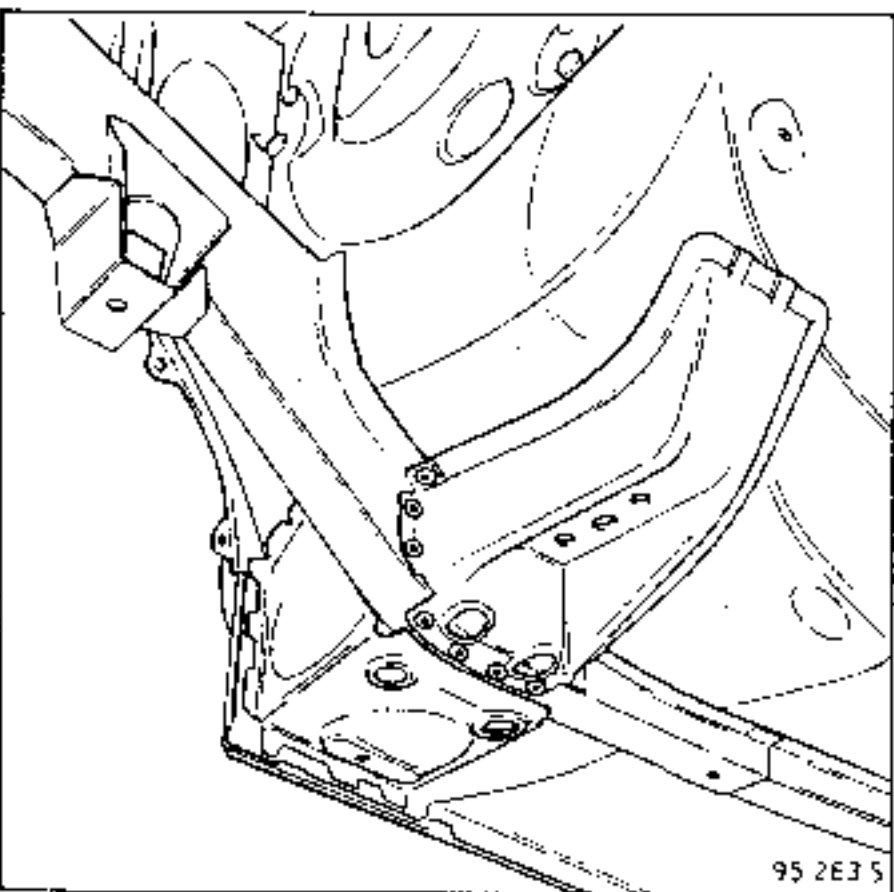
- Part assembled with:
- blank support,
 - engine mounting bracket.



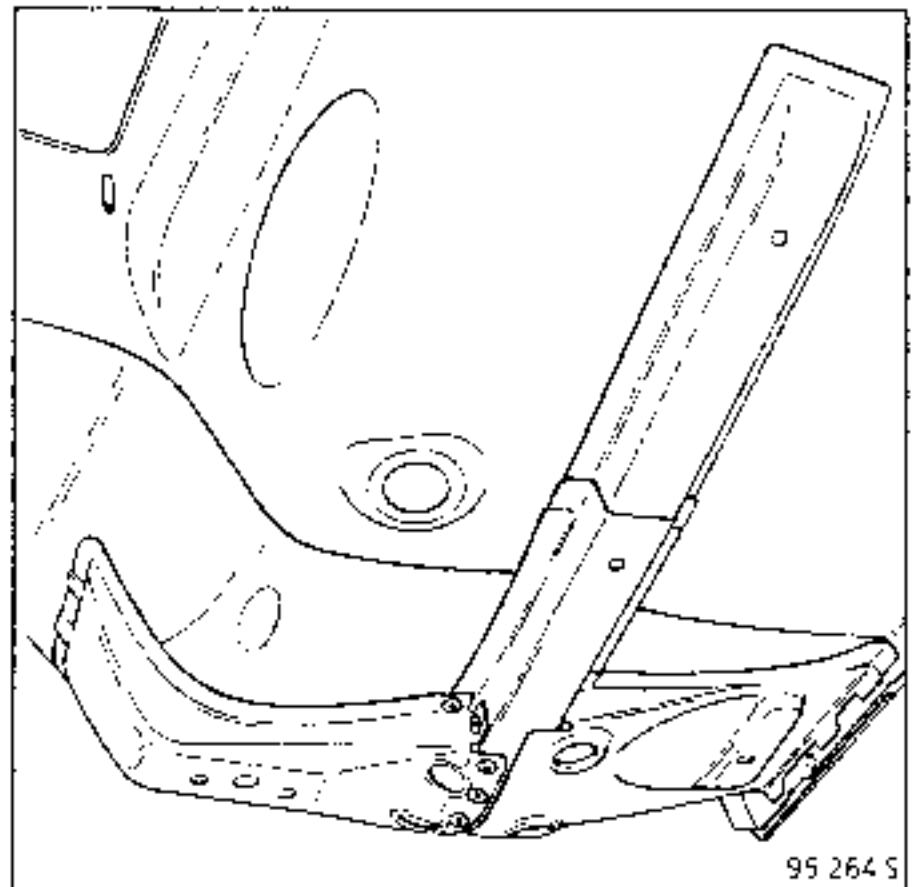
1 JOINT WITH FRONT SIDE MEMBER

Reminder : see **41-G-4**

FRONT



REAR



2 JOINT WITH BULKHEAD

Steel thickness (mm)

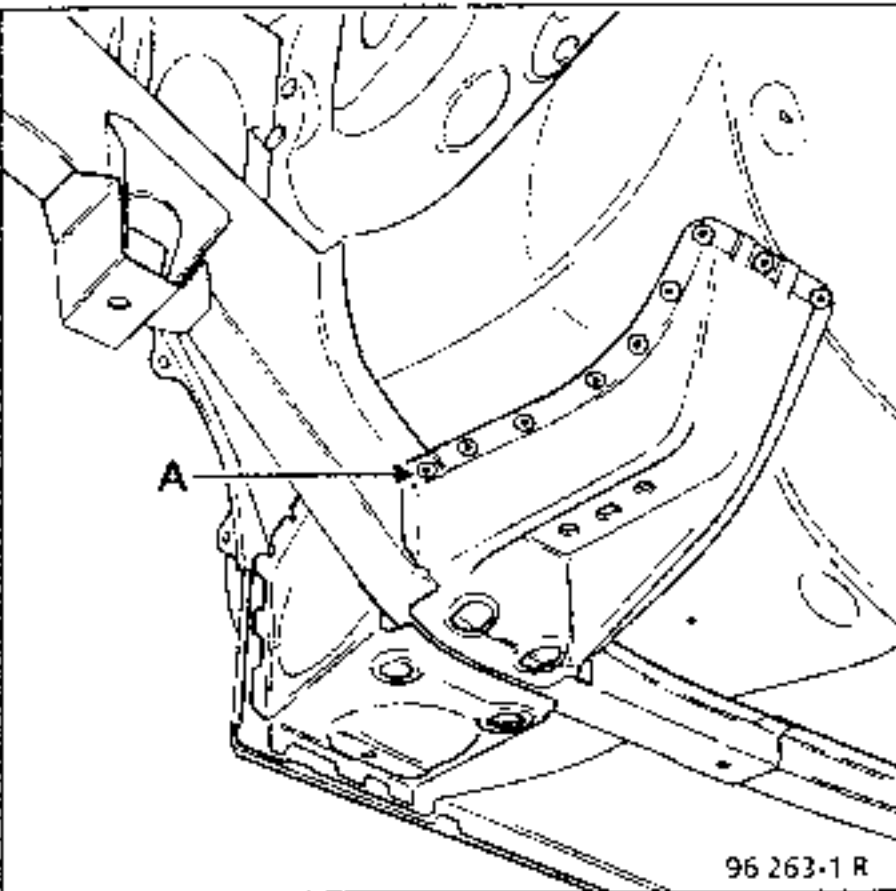
Engine mounting support	1,50
Bulkhead	0,70
Side member	1,20

Unpicking

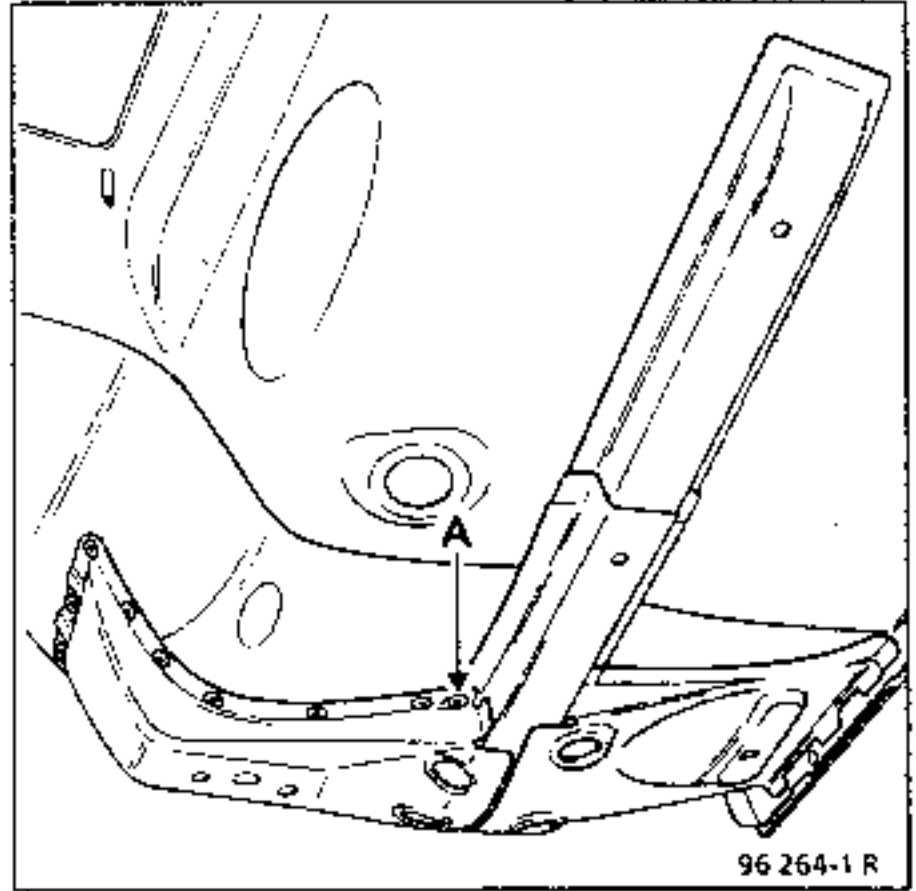


15 spot welds on thickness 1,50

Welding



96 263-1 R



96 264-1 R



NOTE : at (A), welds on three thicknesses

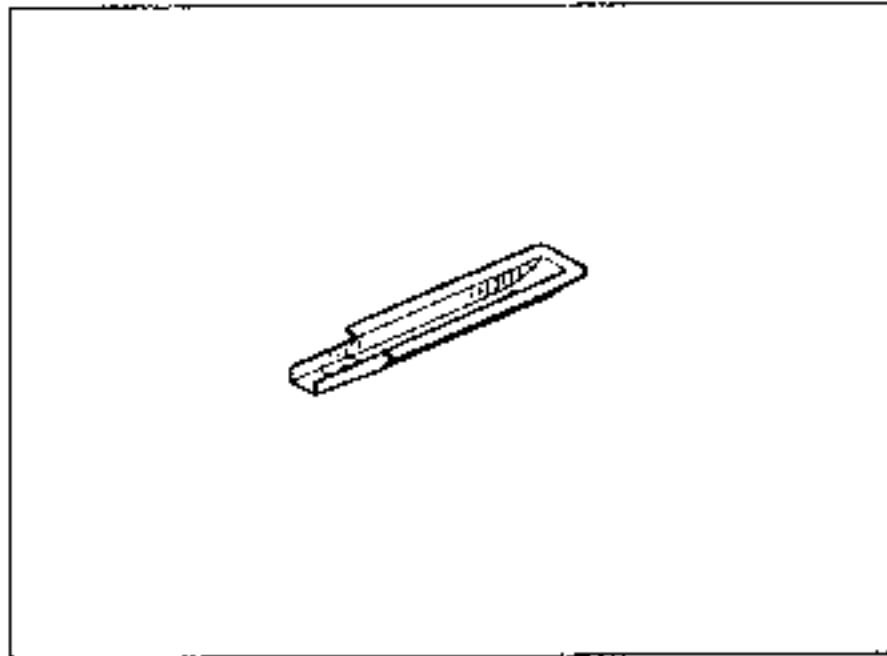
INTRODUCTION

Complementary operation to:

- front half unit for frontal impact,
- sill panel with floor for side impact.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

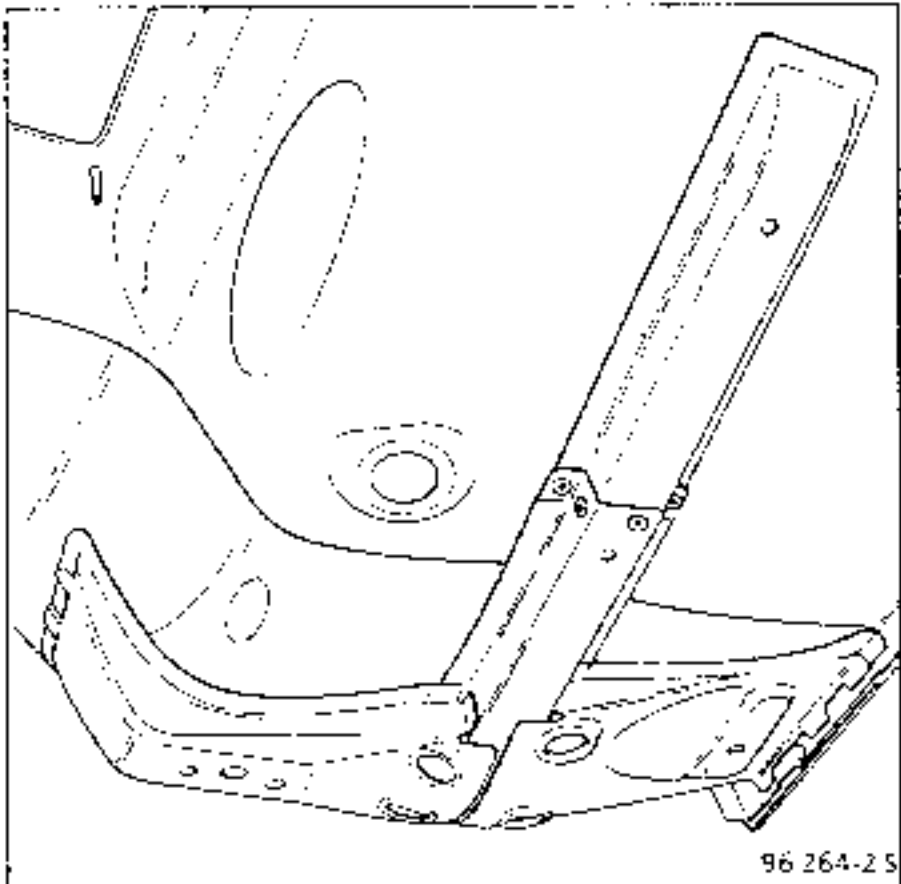
Blank part.



1 JOINT WITH FRONT SECTION

Reminder : see **41-G-5**

Welding



2 JOINT WITH CENTRE FLOOR

Steel thickness (mm)

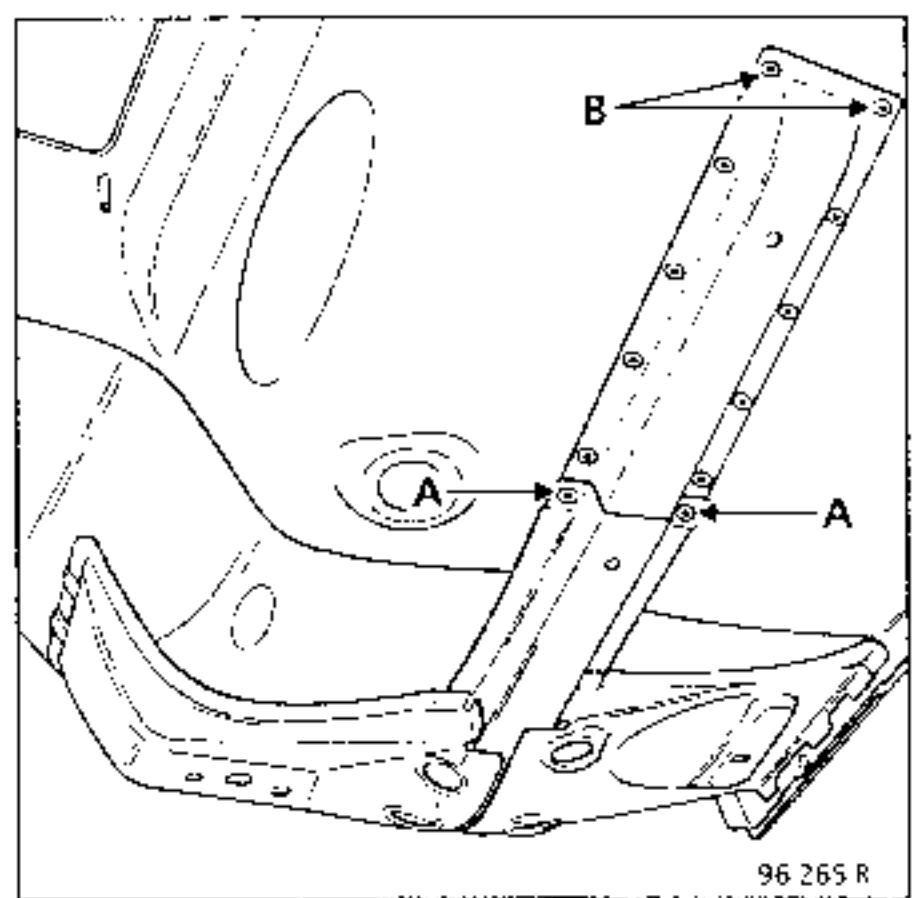
Rear part of side member	1,00
Front section	1,20
Floor	0,70
Cross member under front seat	

Unpicking



10 spot welds on thickness 1,00
2 spot welds on two thicknesses 1,2 + 1,0

Welding



NOTE : at (A), 3 thicknesses 1,2 + 1,0 + 0,7
at (B), 3 thicknesses 1,0 + 1,0 + 0,7

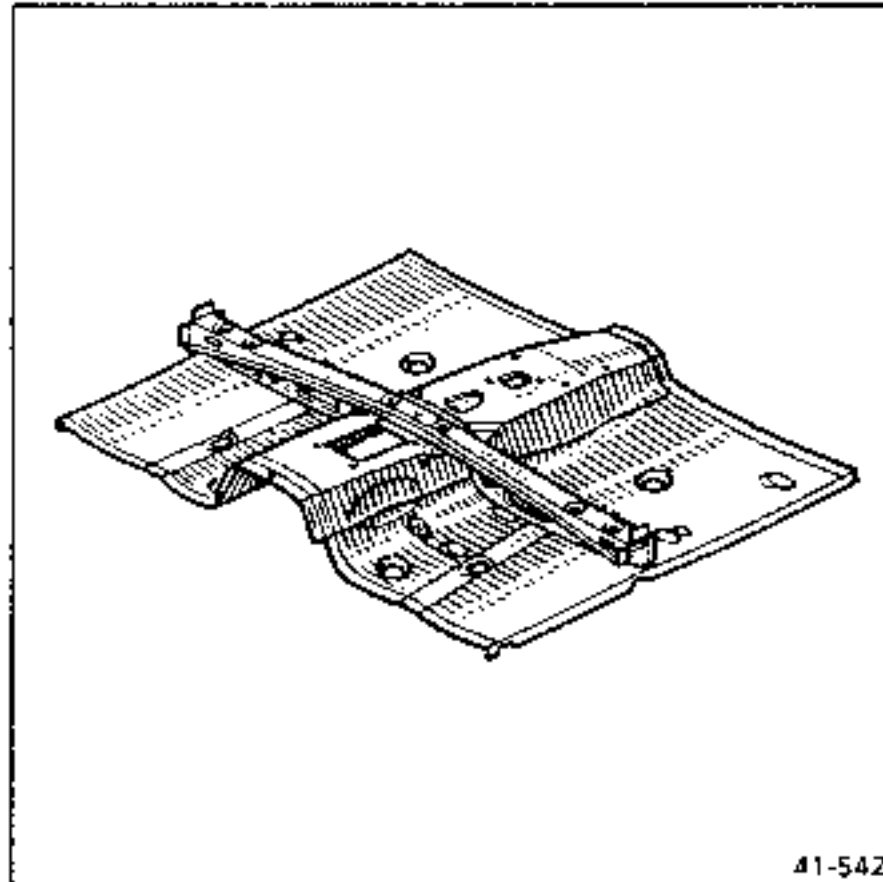
INTRODUCTION

Basic operation for impacts under the vehicle

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with :

- tunnel reinforcement assembly with gear lever mounting
- front cross member under front seat assembled with spacers and mounting components ,
- cable sleeve stop,
- brake pipe nut,
- seat mounting reinforcements,
- welded nuts.



41-542

1 JOINT WITH BULKHEAD

Steel thickness (mm)

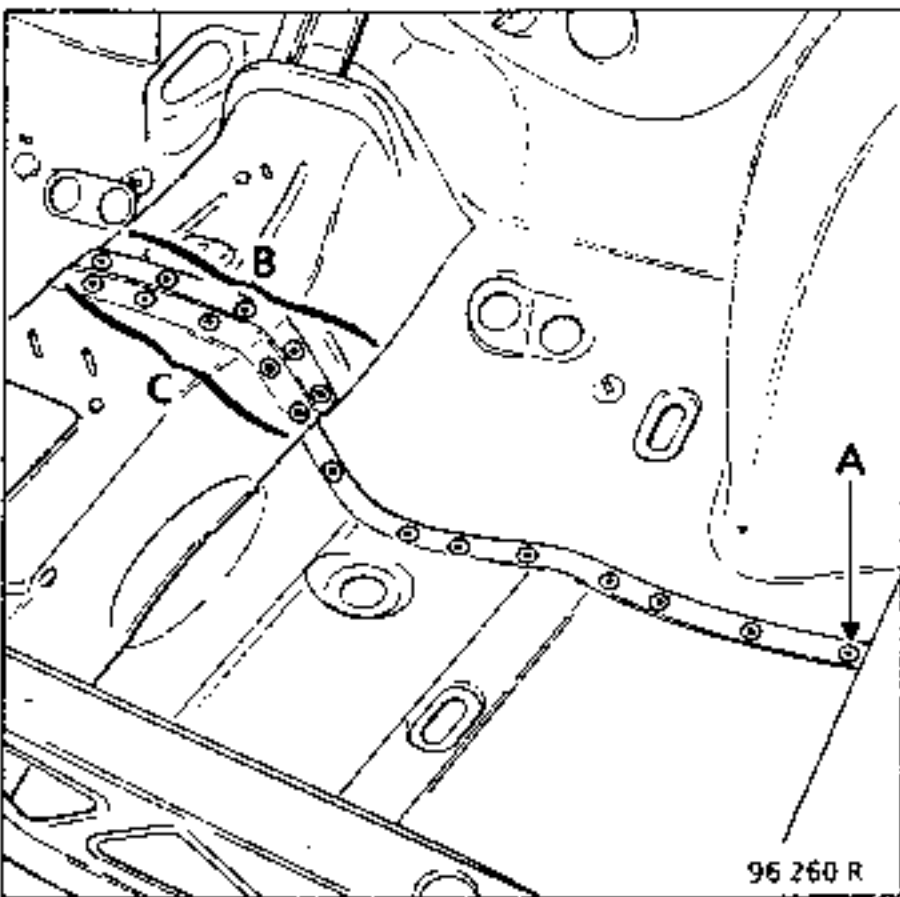
Tunnel reinforcement	1,00
Centre floor	0,70
Bulkhead	0,70
Front section of front side member	1,20
Front side cross member	1,00

Unpicking



16 spot welds on 1 thickness 0,70
7 spot welds on 2 thicknesses 1,0 + 0,70
7 spot welds on 1 thickness 1,0

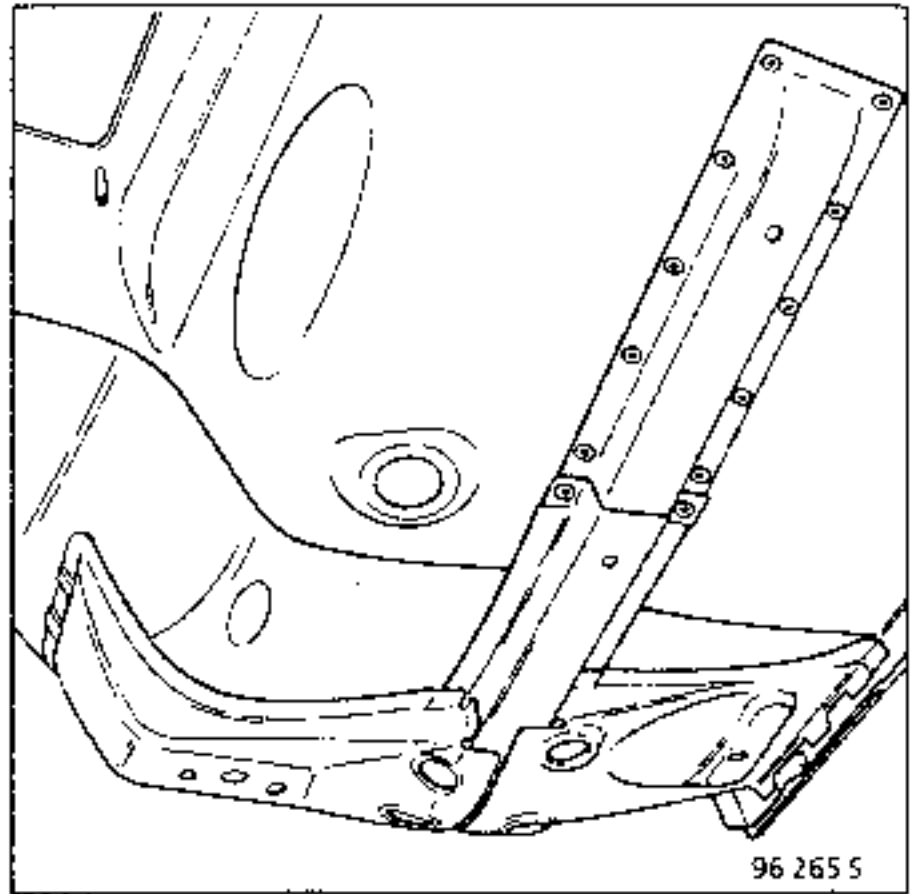
Welding



NOTE : at (A), 1 weld on three thicknesses,
(0,70 x 2) + 1,0
at (B), 7 welds on three thicknesses,
(1,0 x 2) + 0,70
at (C), 7 welds on three thicknesses,
(0,70 x 2) + 1,0

2 JOINT WITH REAR SECTION OF FRONT SIDE MEMBER

Reminder : see **41-I-2**



3 JOINT WITH SILL PANEL LINING

Steel thickness (mm)

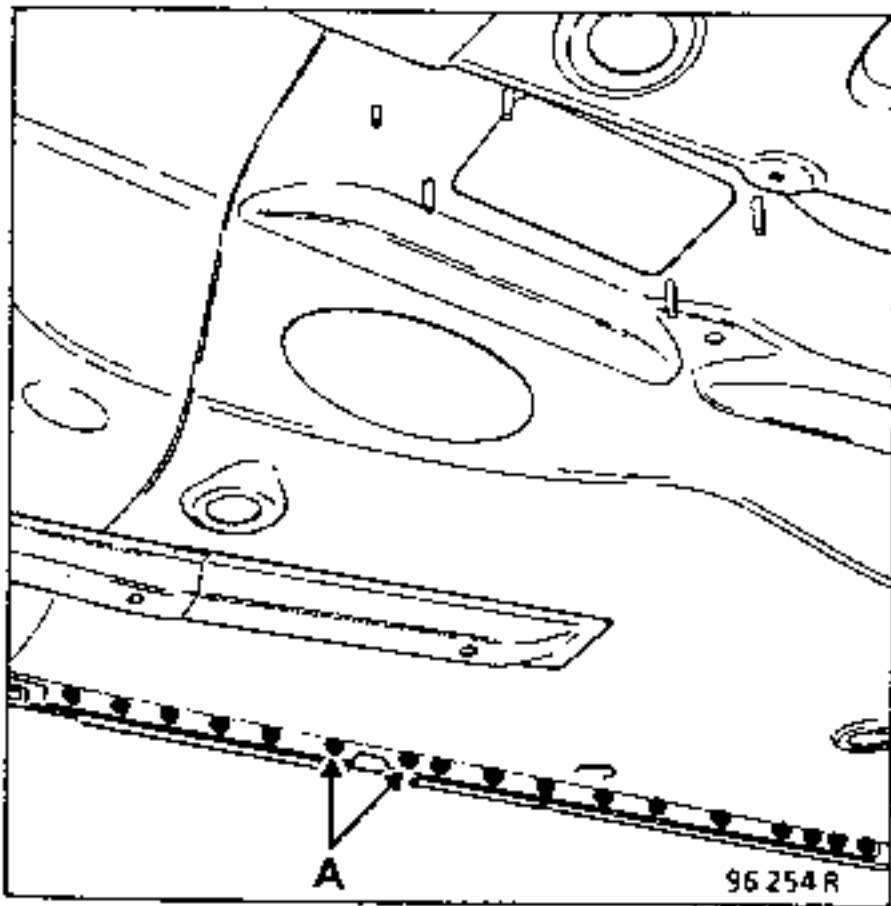
Floor	0,70
Sill panel lining	1,00
Sill panel	0,70
Jacking point	2,00
Front cross member under front seat	1,00

Unpicking

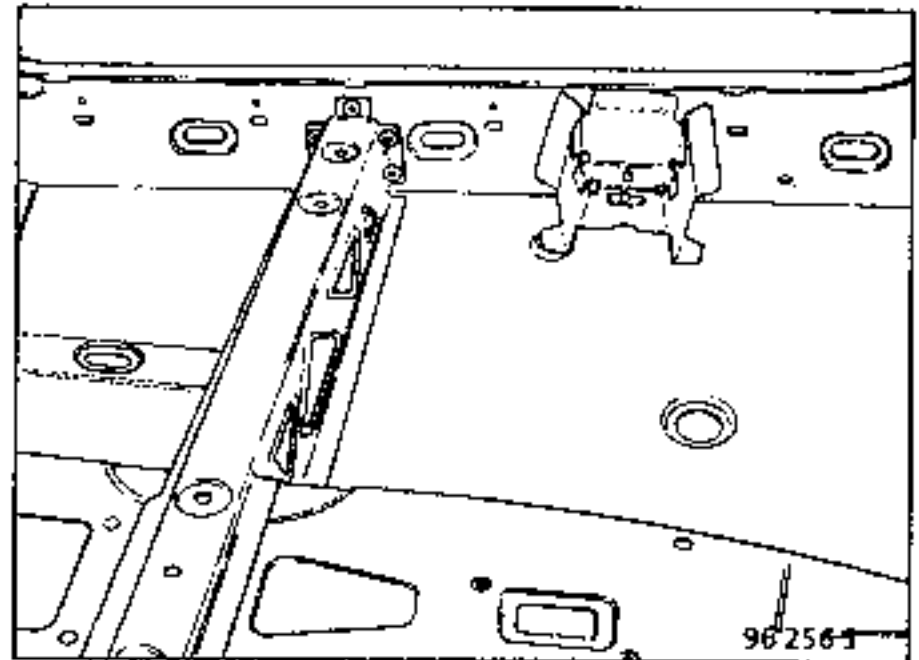


18 x 2 spot welds on thickness 0,70
4 x 2 spot welds on thickness 1,00

Welding



NOTE : All welds on three thicknesses
(0,7 x 2) + 1,0 except at (A), 4 thicknesses:
(0,7 x 2) + 1,0 + 2



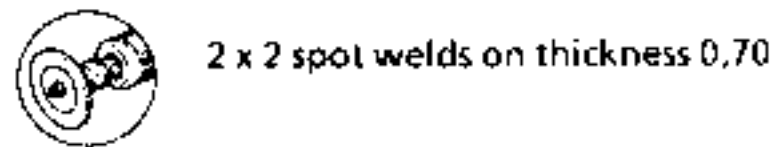
NOTE : Joint between front seat cross member
and sill panel lining.

4 JOINT WITH FRONT SEAT REAR MOUNTING UNIT

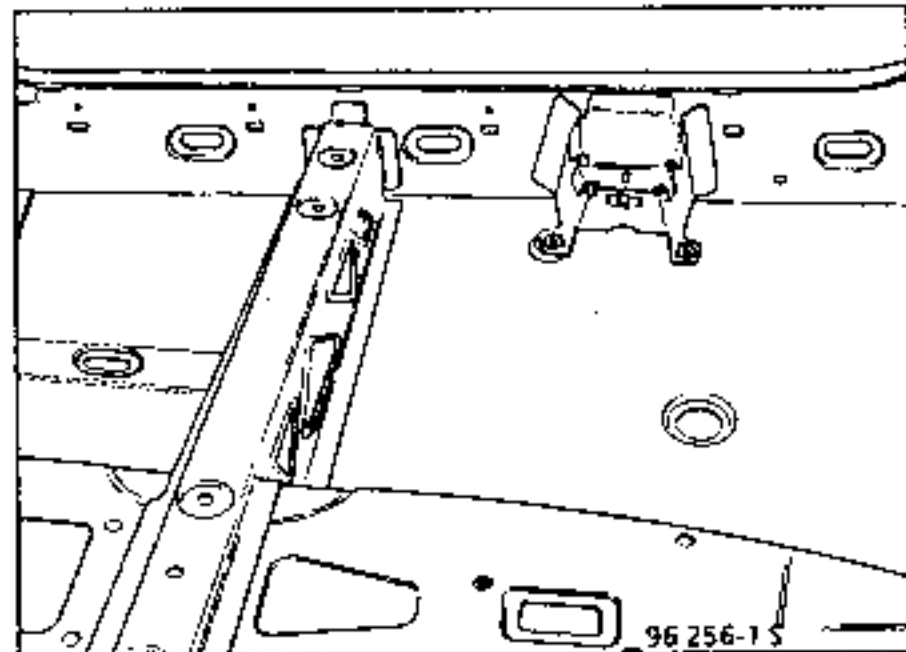
Steel thickness (mm)

Floor	0,70
Unit	1,20

Unpicking



Welding

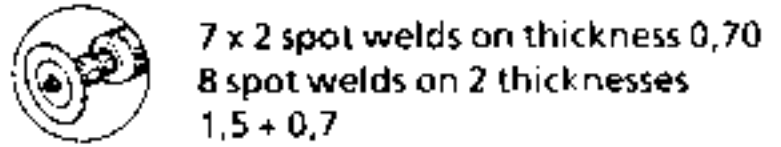


5 JOINT WITH REAR FLOOR

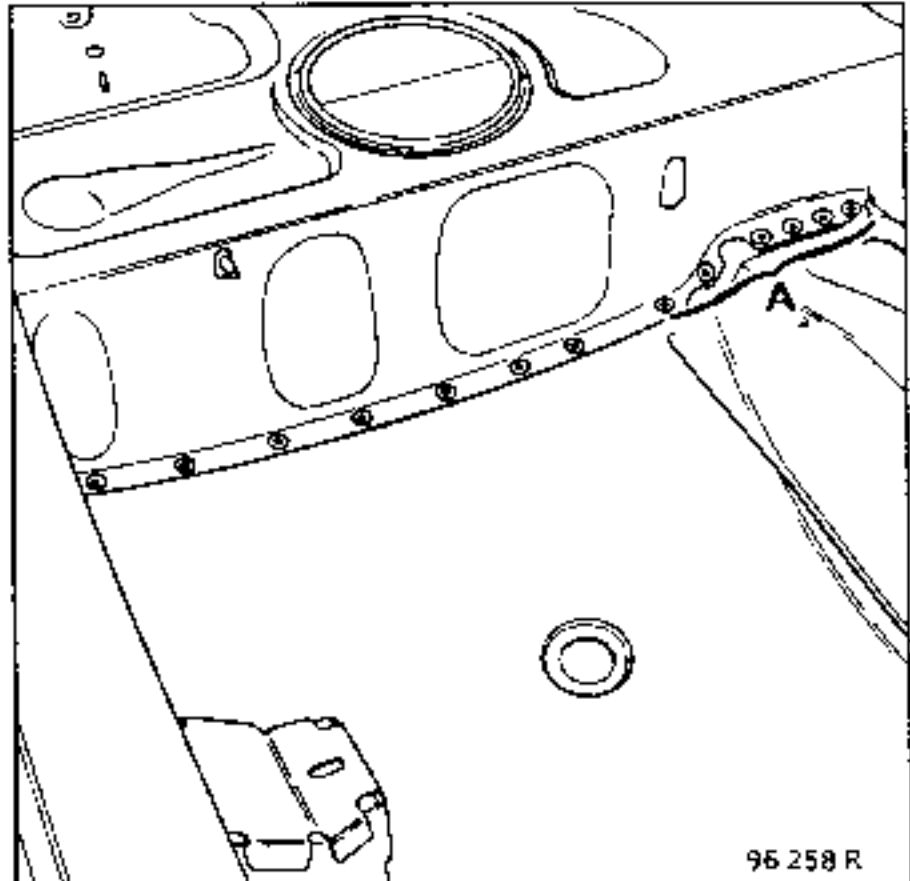
Steel thickness (mm)

Centre floor	0,70
Rear floor	0,70
Cable sleeve stop	1,50

Unpicking



Welding



NOTE : at (A), welds on 2 thicknesses 1,5 + 0,7

INTRODUCTION

Complementary operation to :

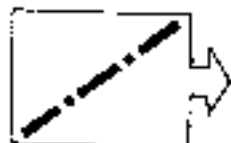
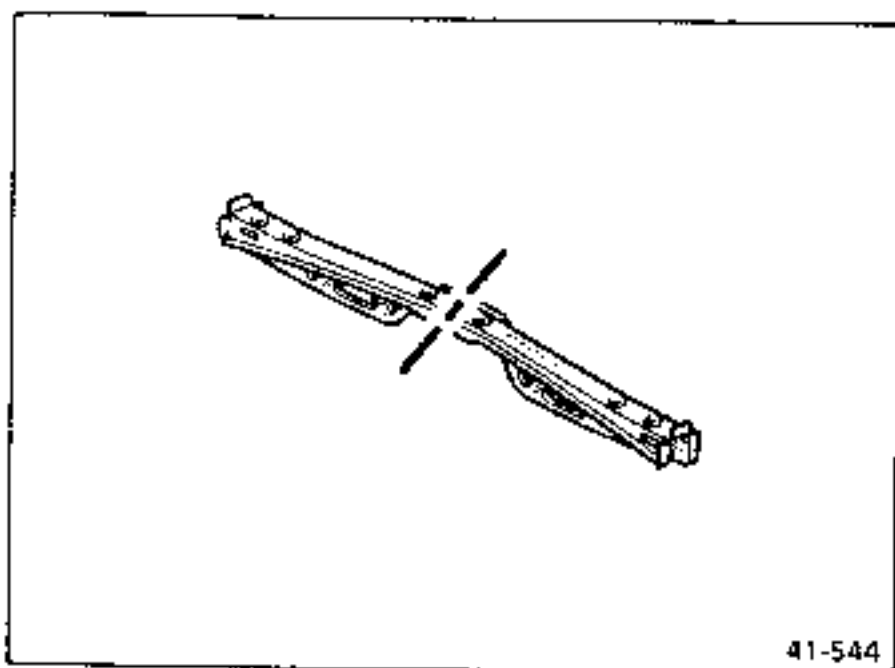
- sill panel,
- centre pillar with replacement.

For side impacts, this piece may be partly replaced with one cut in the centre.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with:

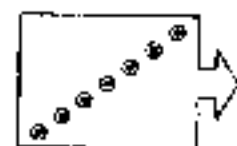
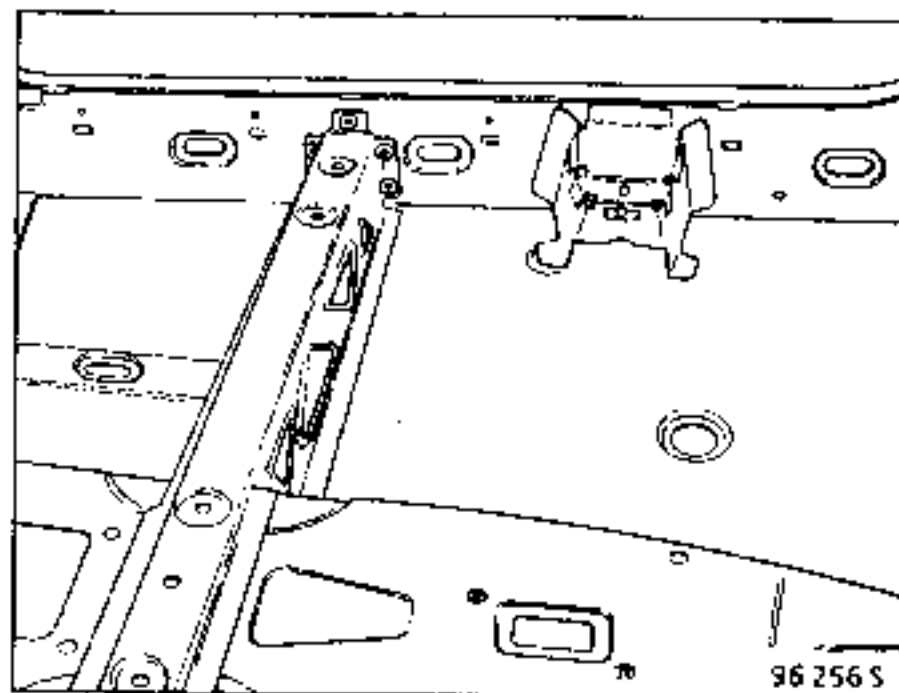
- seat mounting spacer,
- spacer mounting bracket.



only for partial replacement

1 JOINT WITH SILL PANEL LINING

Reminder : see 41-J-3



2 JOINT WITH CENTRE FLOOR PAN

Steel thickness (mm)

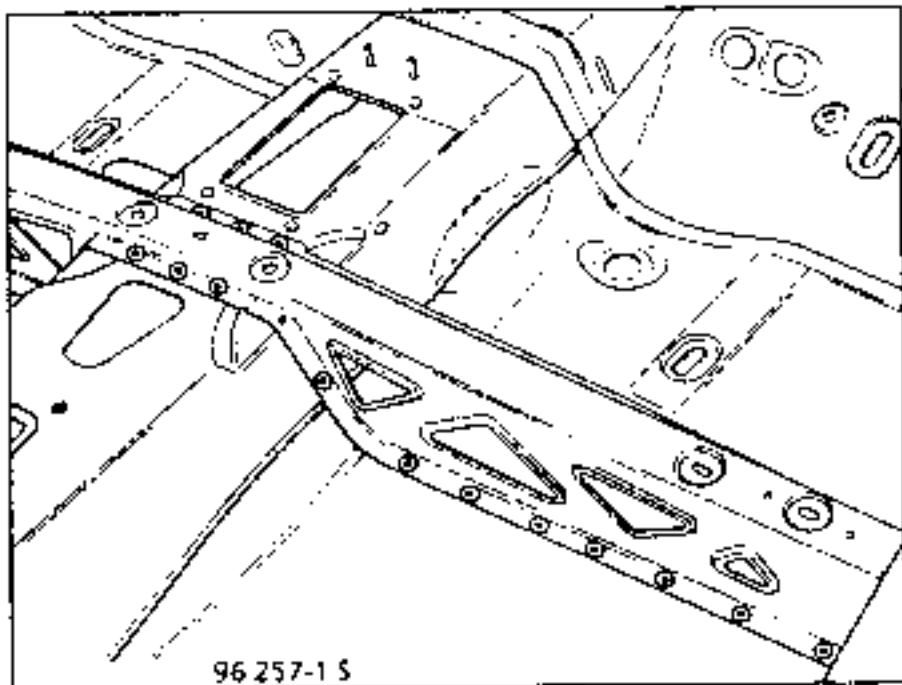
Cross member under seat	1,00
Floor	0,70
Tunnel reinforcement	1,00

Unpicking



7 x 2 spot welds on thickness 0,70
8 spot welds on thickness 1,0

Welding



3 PARTIAL SECTION

Steel thickness (mm)

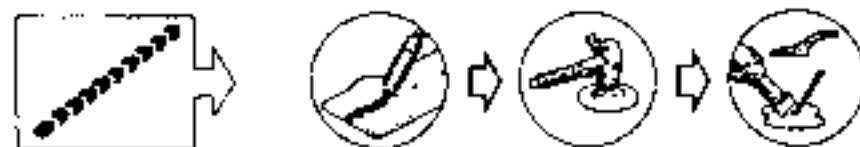
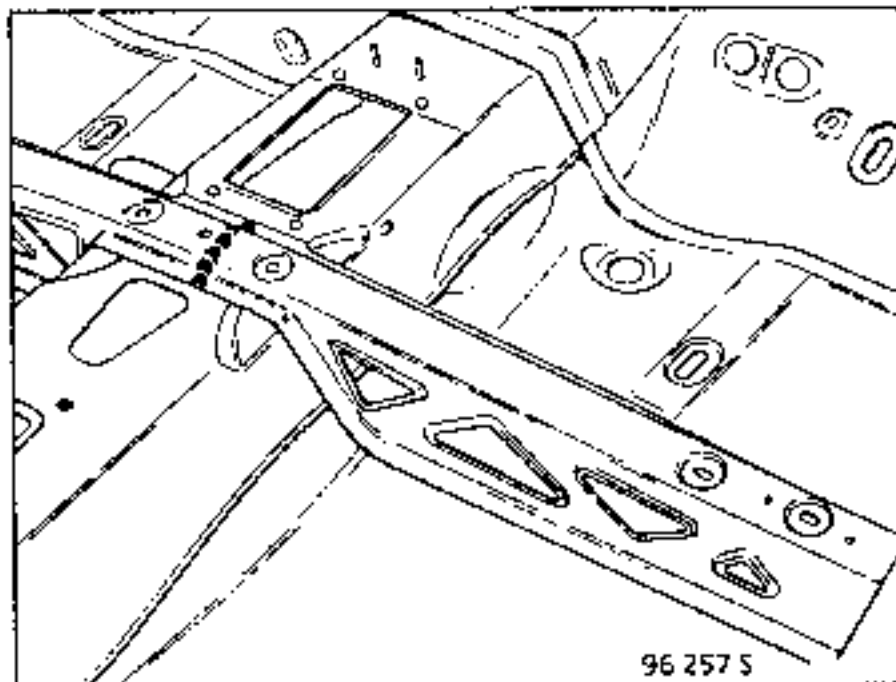
Cross member	1,00
--------------	------

Unpicking



100 mm

Welding



INTRODUCTION

Complementary operation to :

- complete front half unit for frontal impact,
- sill panel for side impact

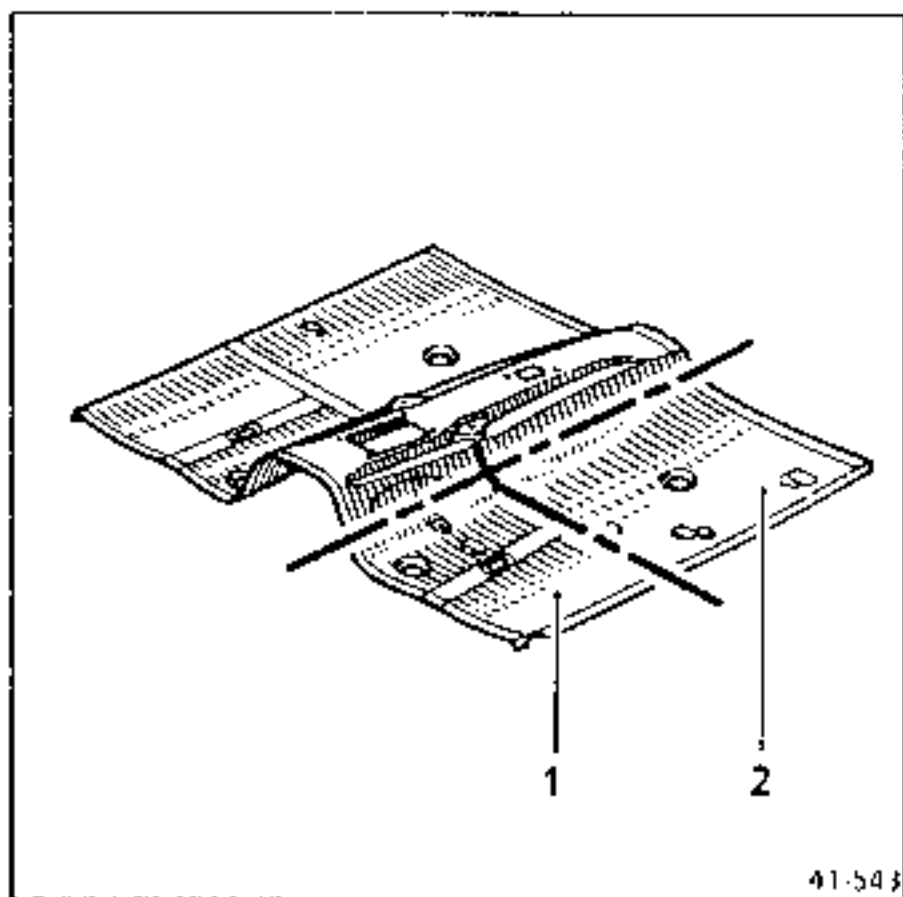
2 possibilities for replacement :

- 1) Front section
- 2) Rear section

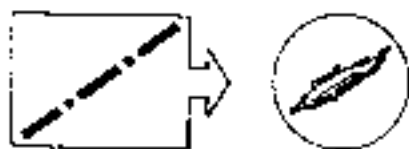
COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with :

- seal mounting reinforcement,
- spacer,
- welded nuts and studs.



41-543



1 JOINT WITH BULKHEAD

Steel thickness (mm)

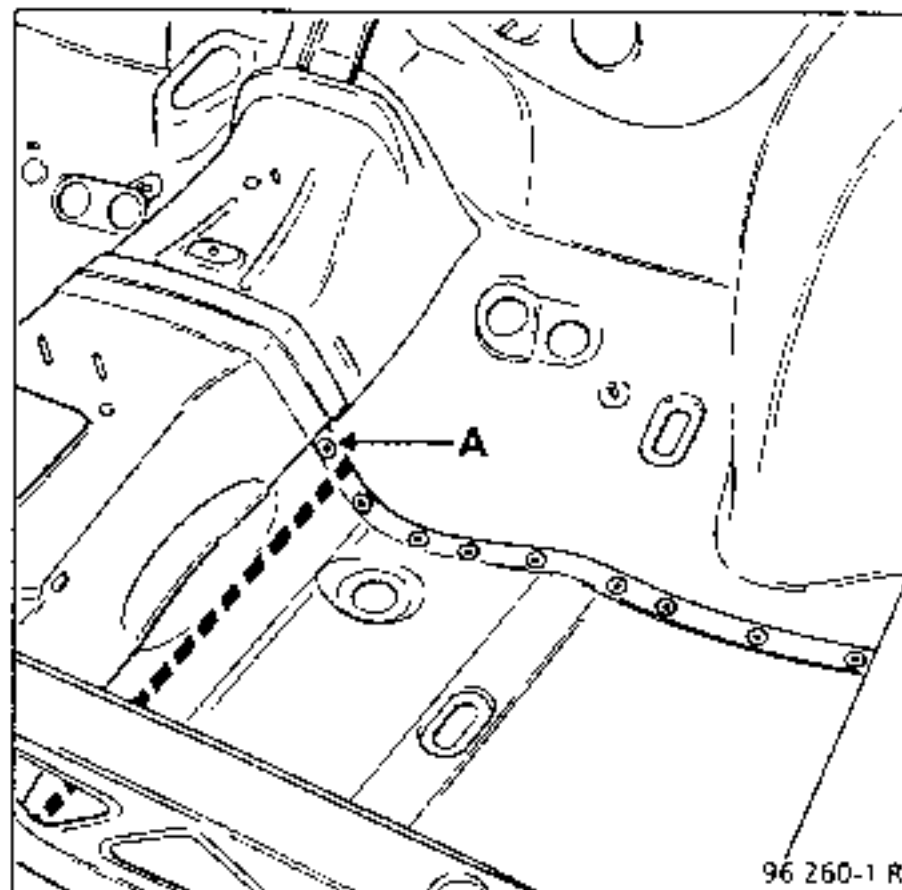
Centre floor	0,70
Bulkhead	0,70
Front part of front side member	1,20
Front side cross member	1,00

Unpicking



8 spot welds on thickness 0,70

Welding



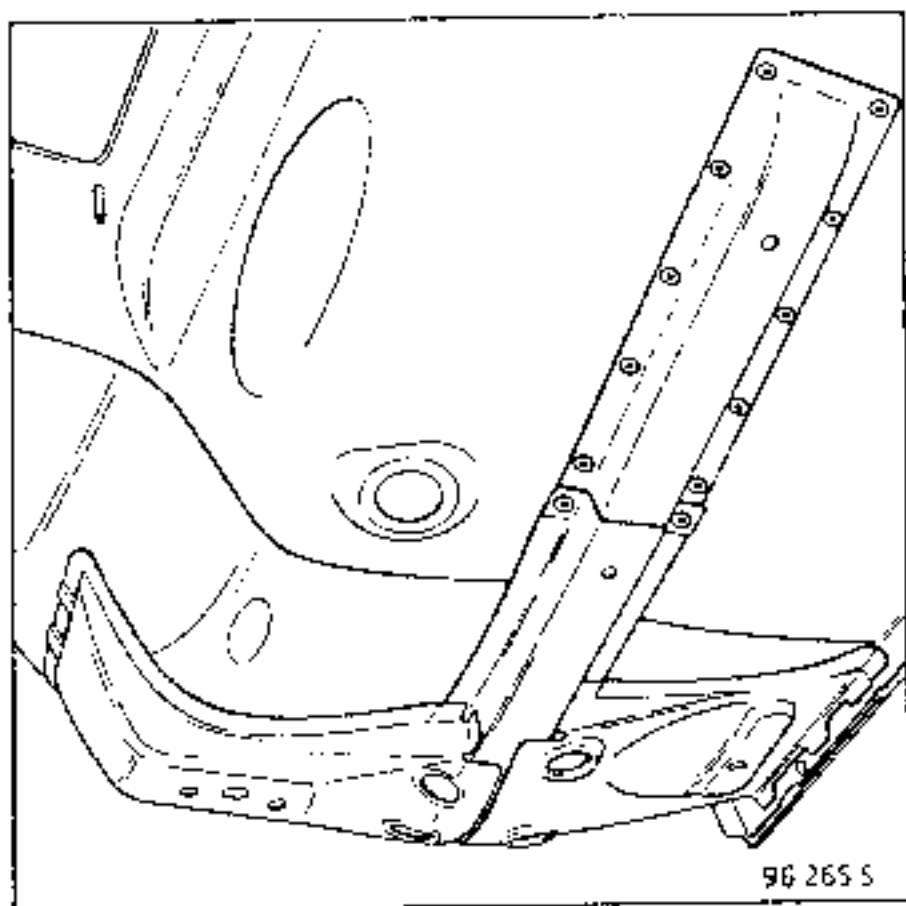
96 260-1 R



NOTE : at (A), plug welds on two thicknesses 0,70

2 JOINT WITH REAR SECTION OF FRONT SIDE MEMBER

Reminder : see 41-I-2

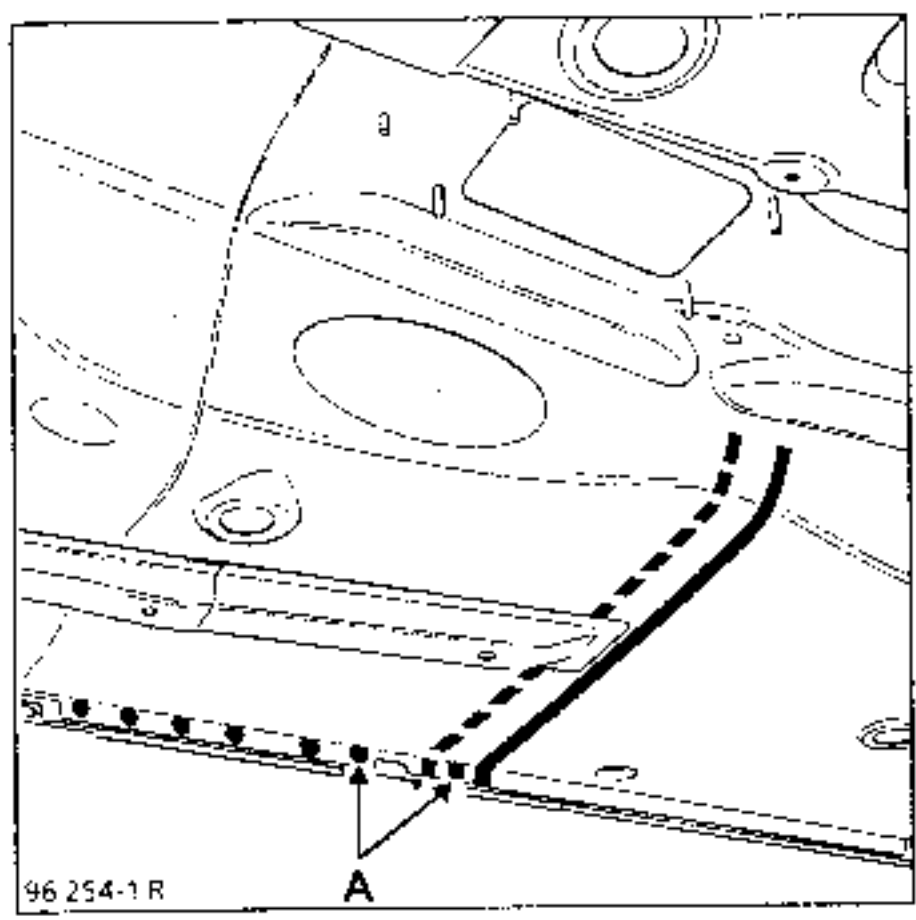
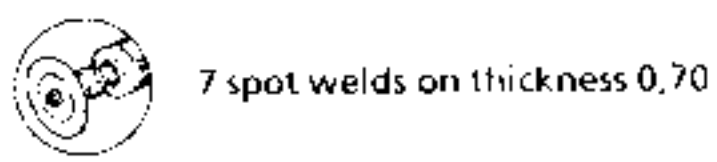


3 JOINT WITH SILL PANEL LINING

Steel thickness (mm)

Floor	0,70
Sill panel lining	1,00
Sill panel	0,70
Jacking point	2,00

Unpicking



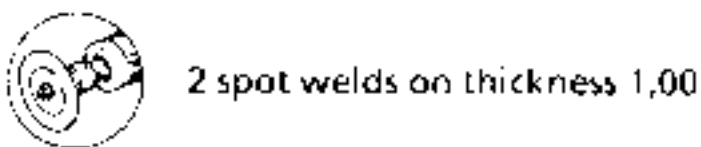
NOTE : at (A), 2 welds on 4 thicknesses
 All other welds on 3 thicknesses
 $(0,70 \times 2) + 1,0$

4 JOINT WITH FRONT CROSS MEMBER UNDER FRONT SEAT + PART SECTION

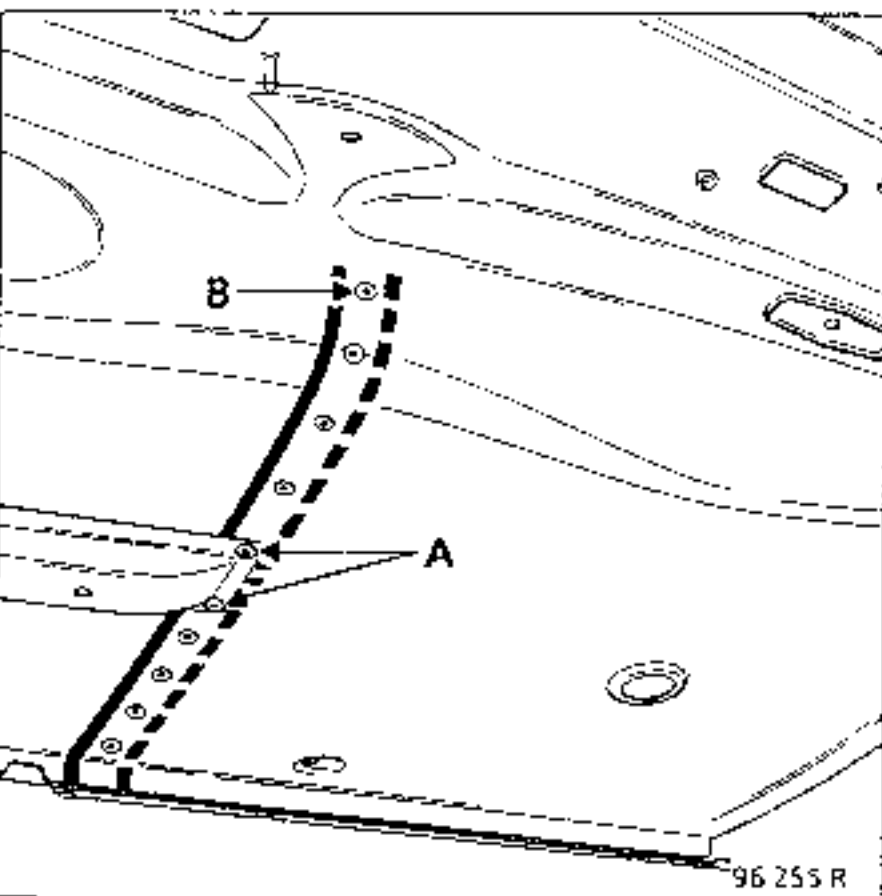
Steel thickness (mm)

Centre floor	0,70
Cross member under seat	1,00
Rear section of side member	1,00

Unpicking



Welding



NOTE : at (A), plug welds on 2 thicknesses : 1,0 + 0,70, make 8 plug welds in total
At (B), plug welds on 2 thicknesses 0,70 x 2.

5 LONGITUDINAL SECTION

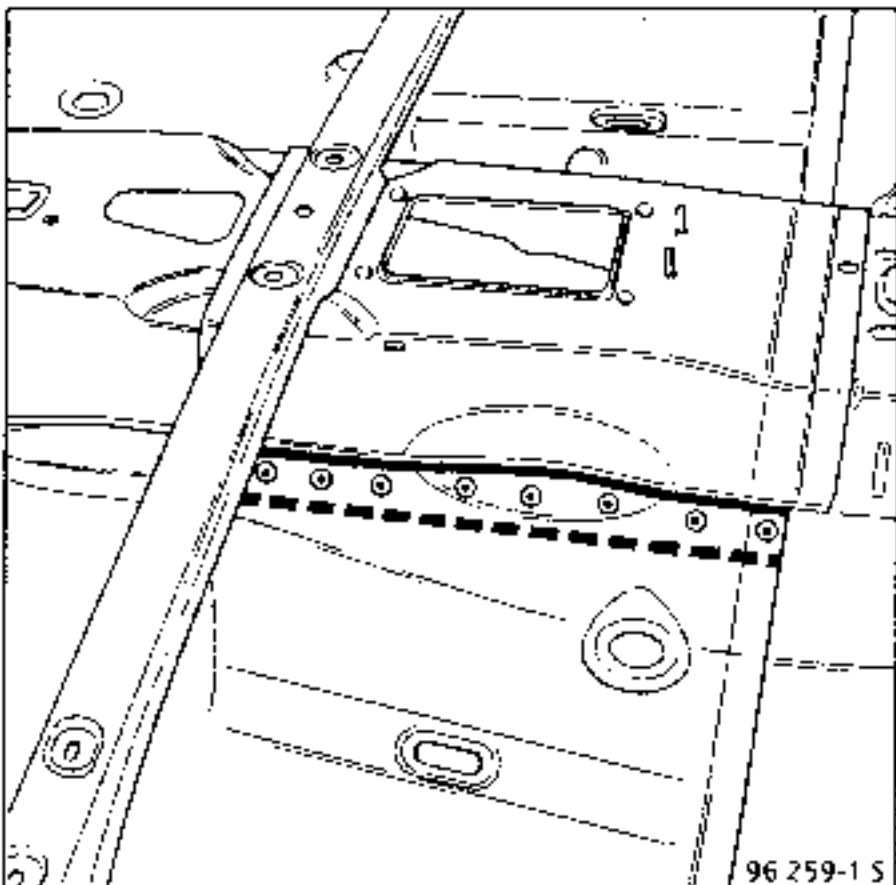
Steel thickness (mm)

Floor	0,70
-------	------

Unpicking



Welding



NOTE : 6 plug welds on thickness 0,70.

6 JOINT WITH REAR FLOOR

Steel thickness (mm)

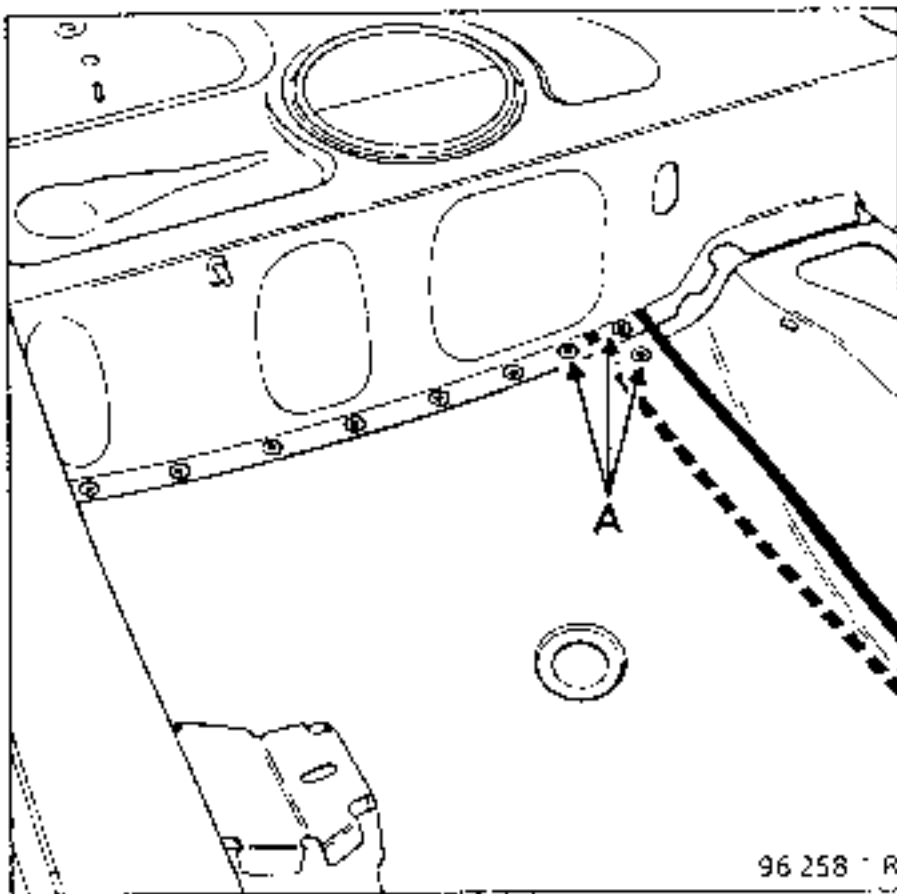
Centre floor	0,70
Rear floor	0,70
Cable sleeve stop	1,50

Unpicking



7 spot welds on thickness 0,70
 3 spot welds on 2 thicknesses
 1,5 + 0,70

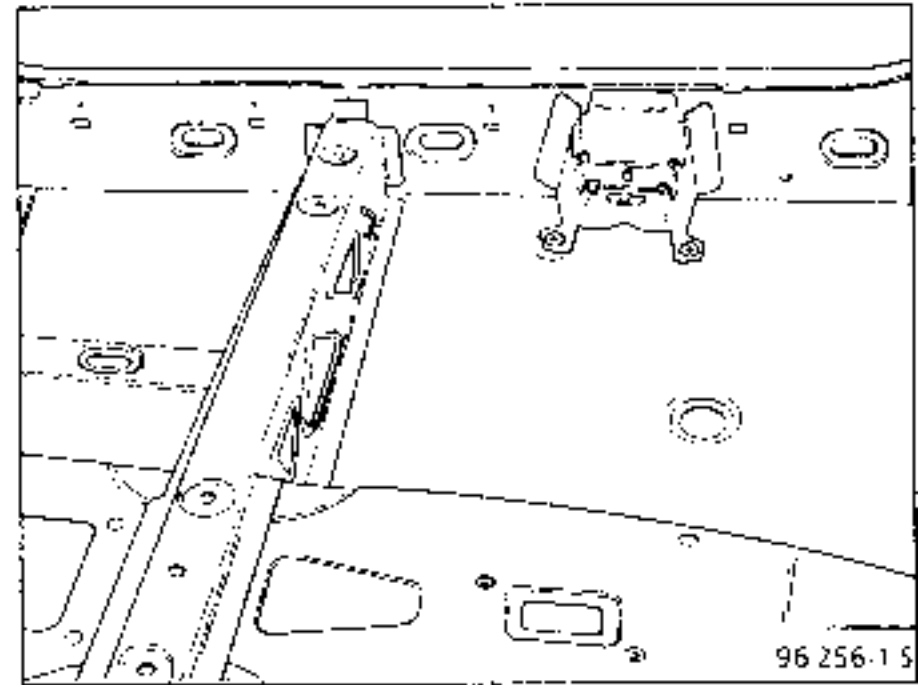
Welding



NOTE : at (A), 3 plug welds on 2 thicknesses 0,70 x 2.

7 JOINT WITH FRONT SEAT REAR MOUNTING UNIT

Reminder : see 41-J-4

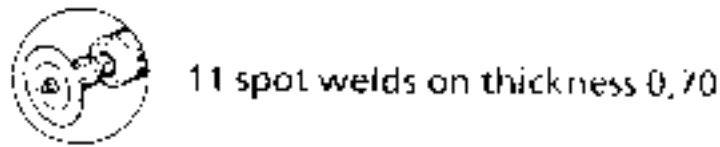


8 JOINT WITH SILL PANEL LINING

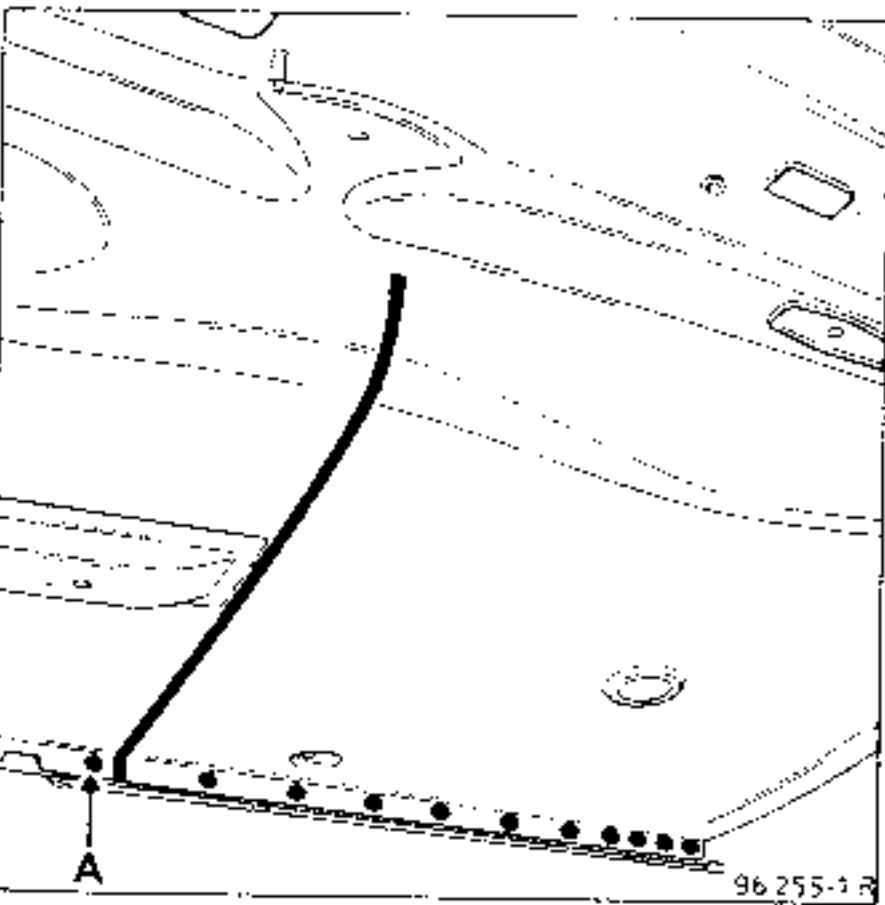
Steel thickness (mm)

Floor	0,70
Lining	1,00
Sill panel	0,70

Unpicking



Welding



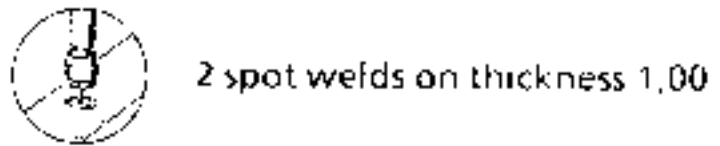
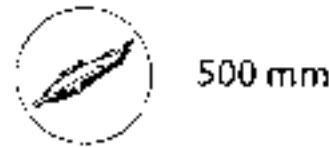
NOTE : at (A), 1 weld on 4 thicknesses (0,70 x 3) + 1,0

9 JOINT WITH FRONT CROSS MEMBER UNDER FRONT SEAT

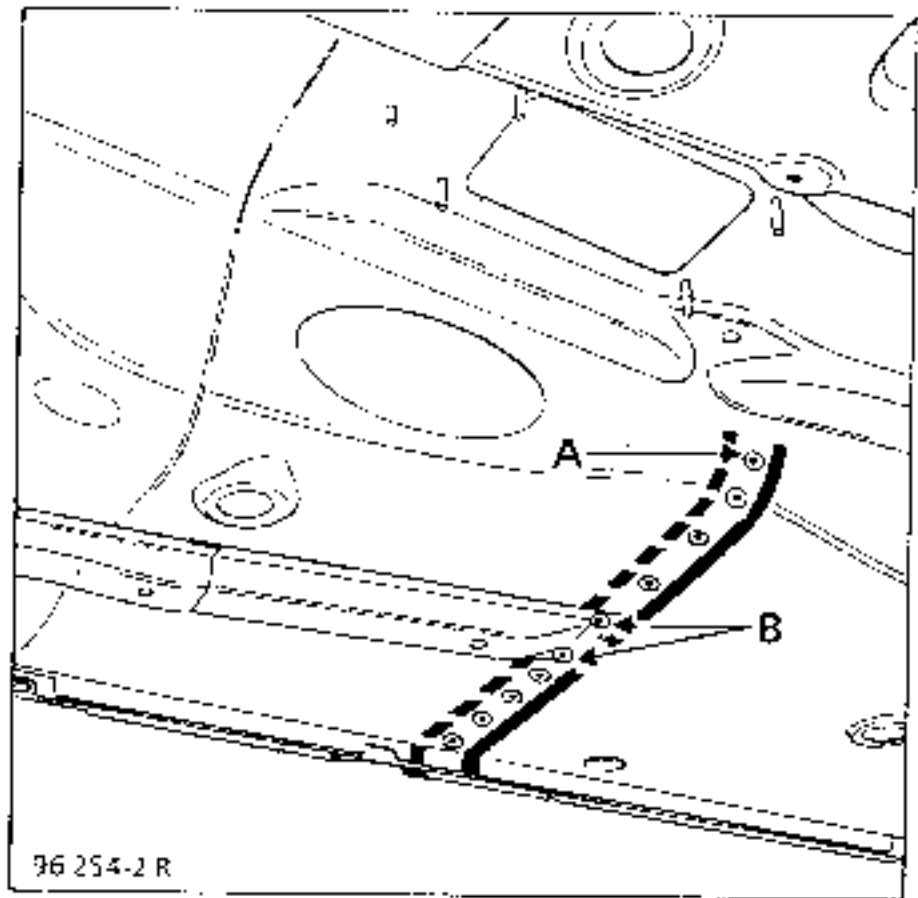
Steel thickness (mm)

Floor	0,70
Cross member	1,00

Unpicking



Welding



NOTE : 8 plug welds in total.
 At (A), 1 weld on 2 thicknesses 0,70.
 At (B), 2 welds on 2 thicknesses 1,0 + 0,70

10 LONGITUDINAL PART SECTION

Steel thickness (mm)

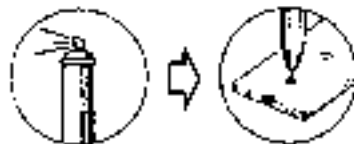
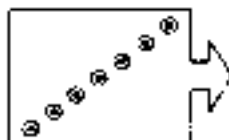
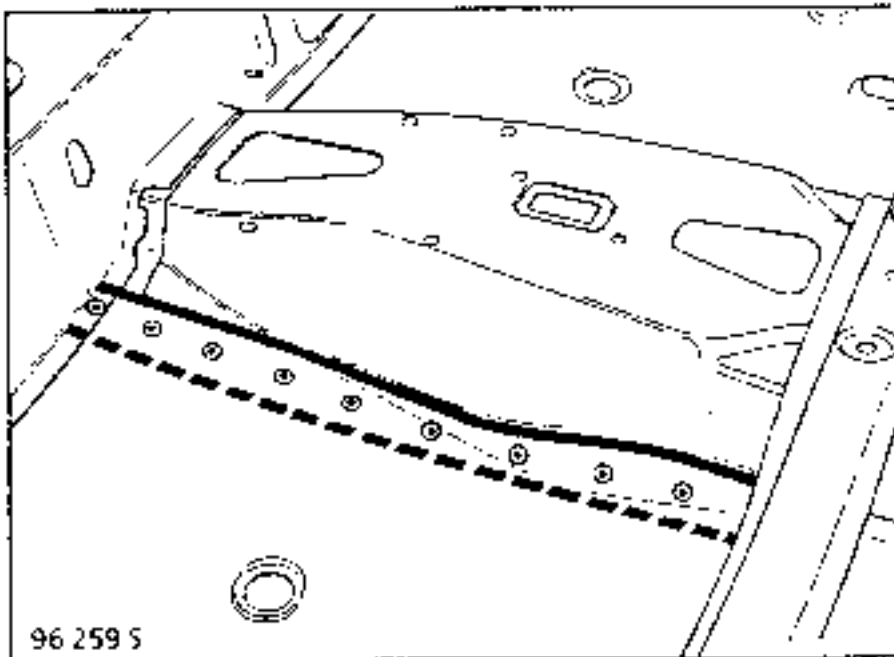
Floor 0,70

Unpicking



650 mm

Welding

**NOTE** : 9 plug welds on thickness 0,70

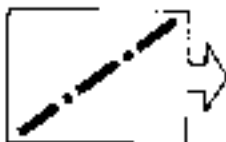
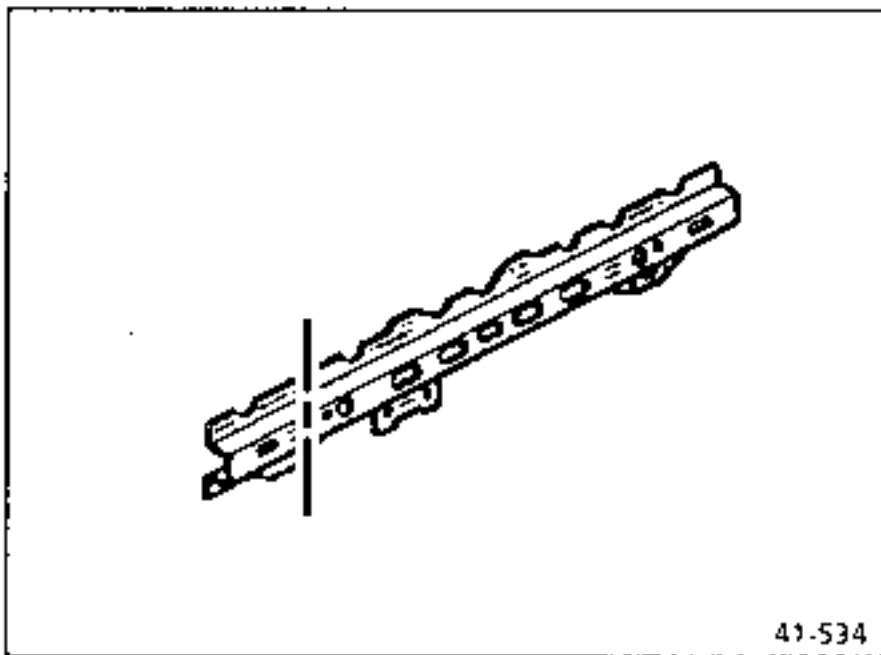
INTRODUCTION

Complementary operation to replacement of the sill panel after a side impact.

NOTE : section A under the front pillar is not replaced. The stiffener is partially replaced without the front section (see partial section).

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

Assembled part with seat belt mounting and jacking point.




1 JOINT WITH SILL PANEL COVER PLATE

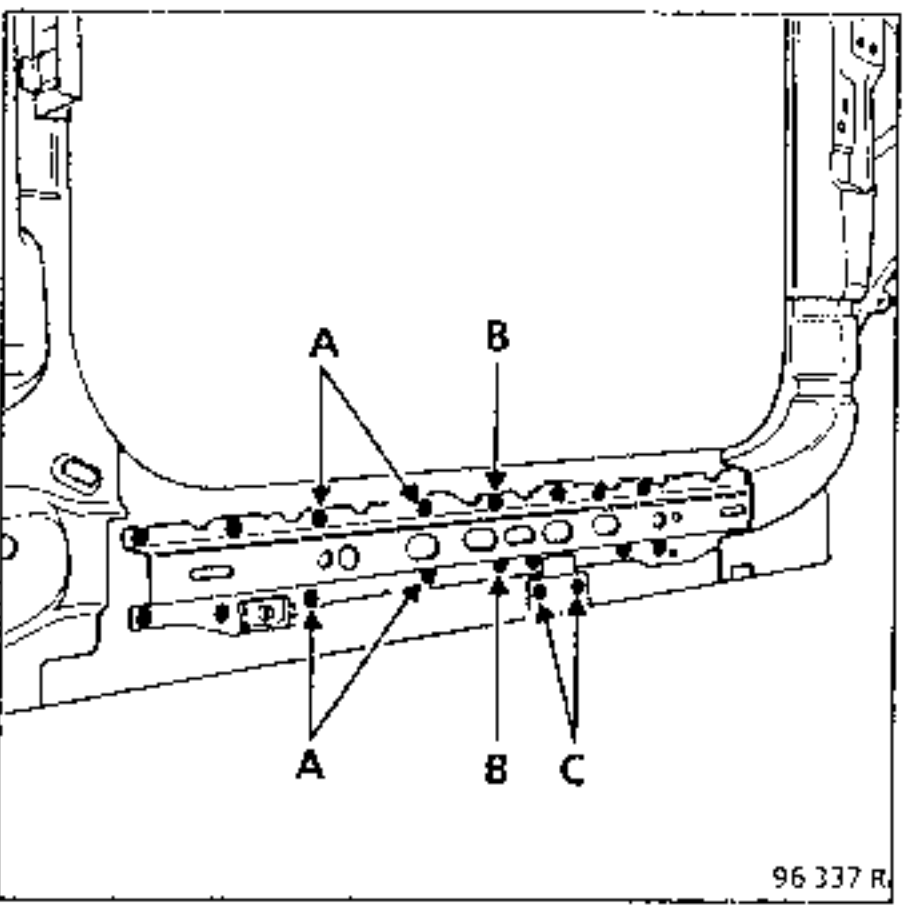
Steel thickness (mm)

Stiffener	1,00
Cover panel	1,00
Seat mounting unit	1,20
Front cross member under seat	1,00
Floor	0,70
Jacking point	2,00

Unpicking

 18 spot welds on thickness 1,00
2 spot welds on thickness 2,00

Welding



96 337 R



NOTE : at (A), 4 welds on 3 thicknesses,
(1,00 x 2) + 1,20
at (B), 2 welds on 3 thicknesses,
1,00 x 3
at (C), 2 welds on 3 thicknesses,
2,00 + 1,00 + 0,70

2 PARTIAL SECTION

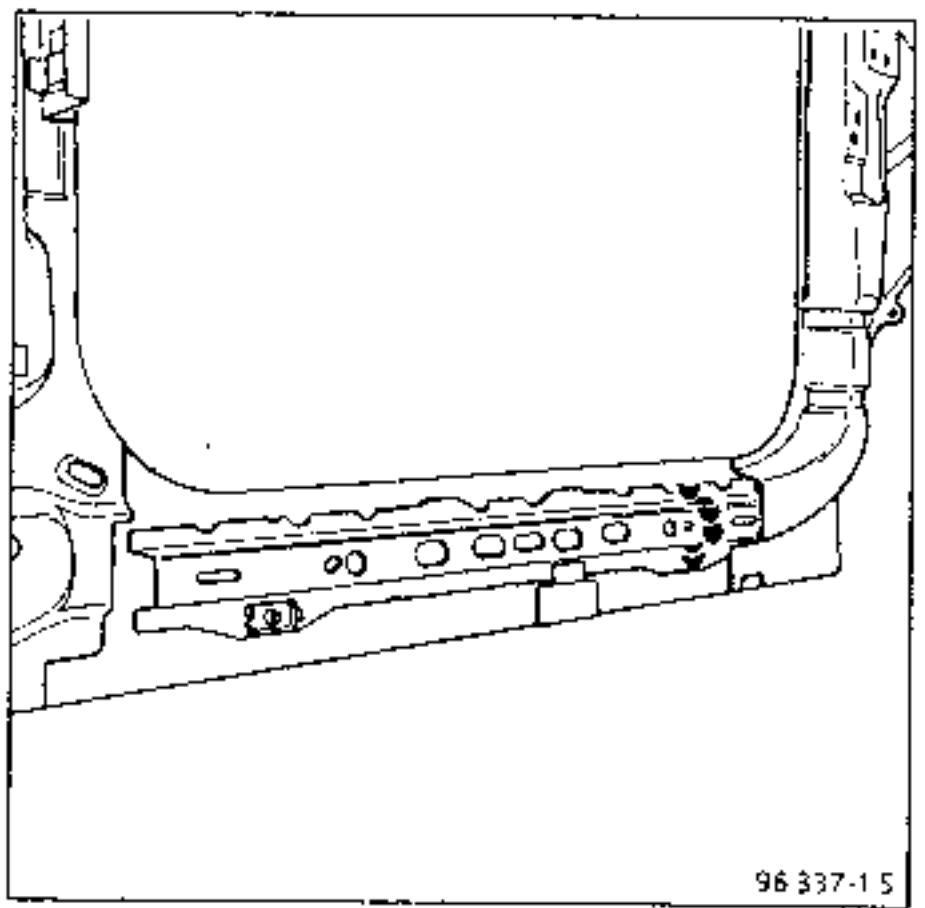
Steel thickness (mm)

Stiffener	1,00
-----------	------

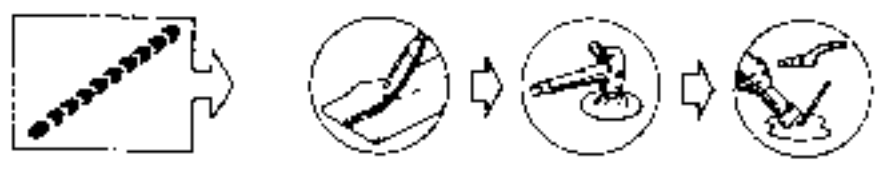
Unpicking



Welding



96 337-1 5



INTRODUCTION

Complementary operation to replacement of sill panel, front pillar or wing with rear end panel lining after a side impact.

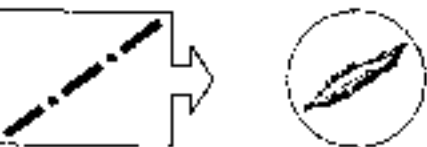
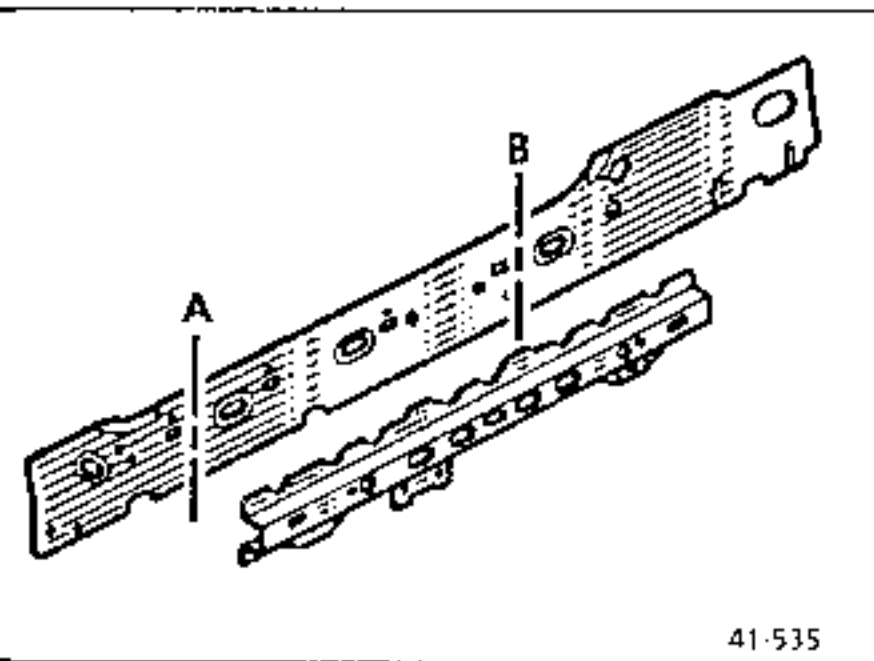
This piece may be partly replaced, requiring replacement of the stiffener which must be ordered separately.

Several cutting combinations are possible :
A ; B ; A + B

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

Single part.

The cover panel stiffener must be ordered separately.



**1 JOINT WITH PILLAR LINING ON COWL SIDE
PANEL SIDE**

Steel thickness (mm)

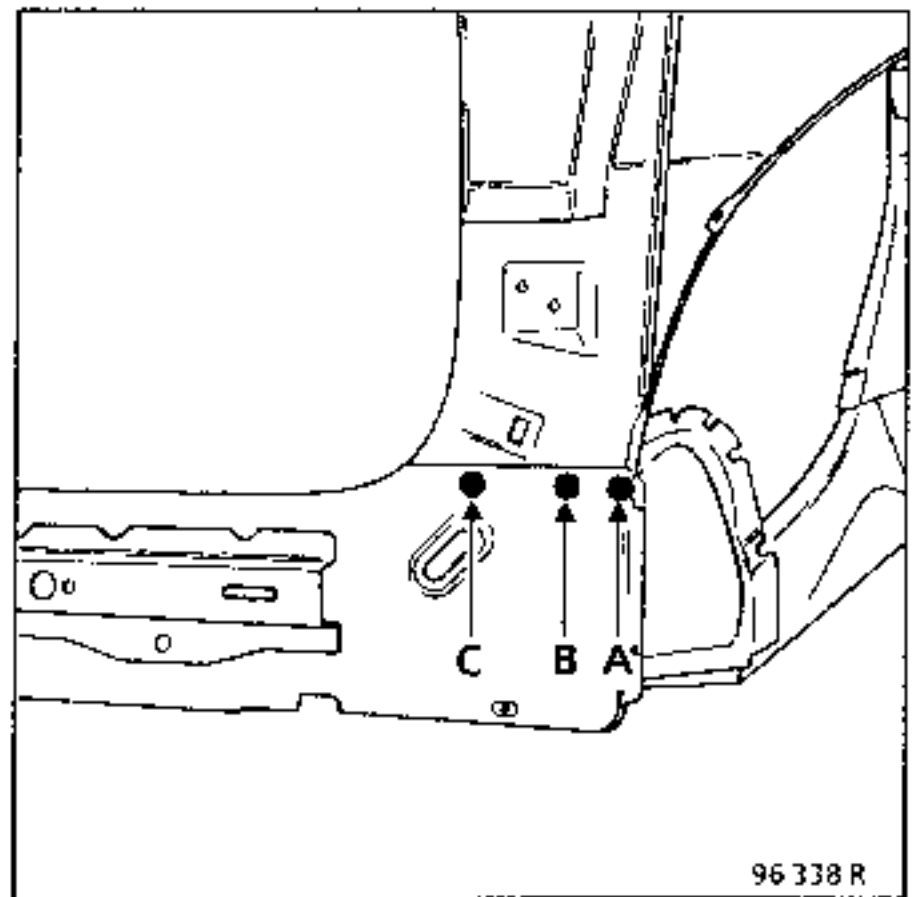
Sill panel lining	0,70
Pillar lining	1,00
Front side cross member	1,00
Bulkhead	0,70

Unpicking



3 spot welds on thickness 1,00

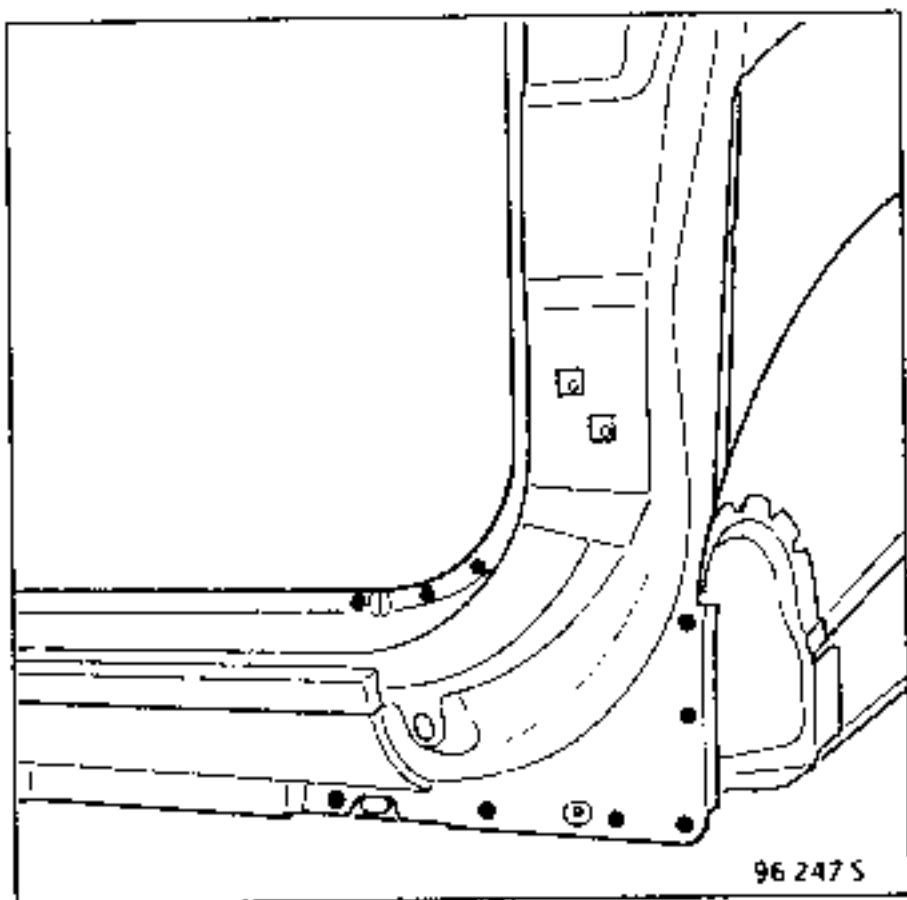
Welding



NOTE : at (A), 1 weld on 3 thicknesses,
(1,00 x 2) + 0,70
at (B), 1 weld on 3 thicknesses,
(0,70 x 2) + 1,00
at (C), 1 weld on 2 thicknesses,
1,00 + 0,70

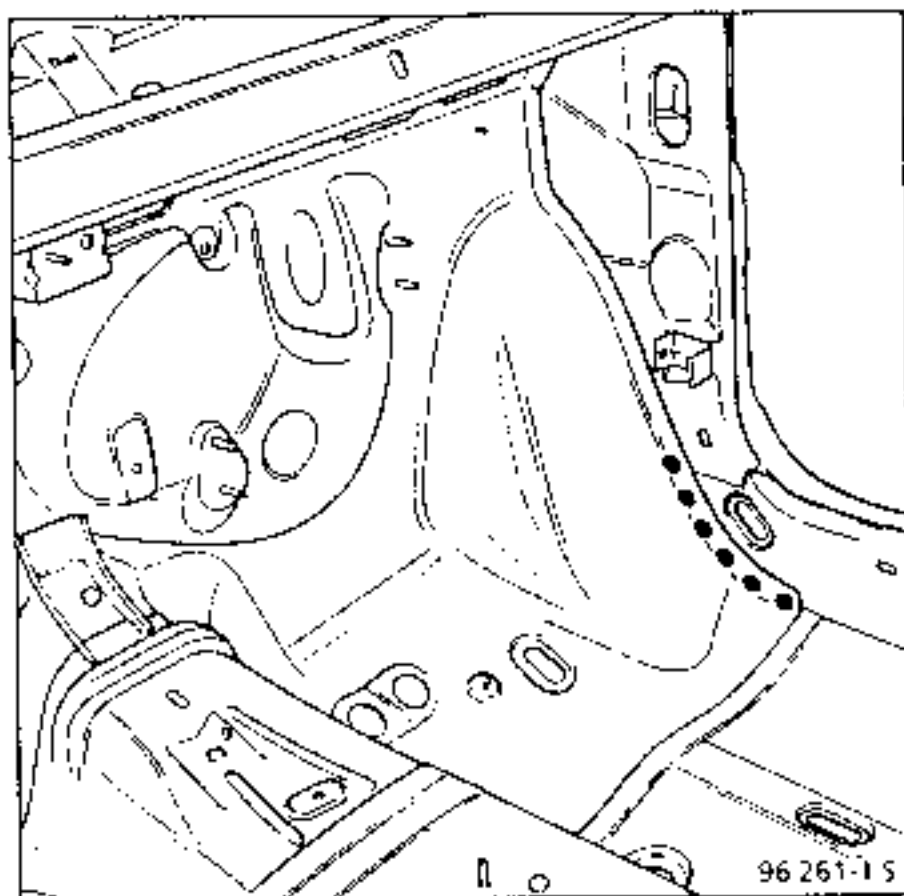
2 JOINT WITH FRONT PILLAR

Reminder : see **43-A-3**



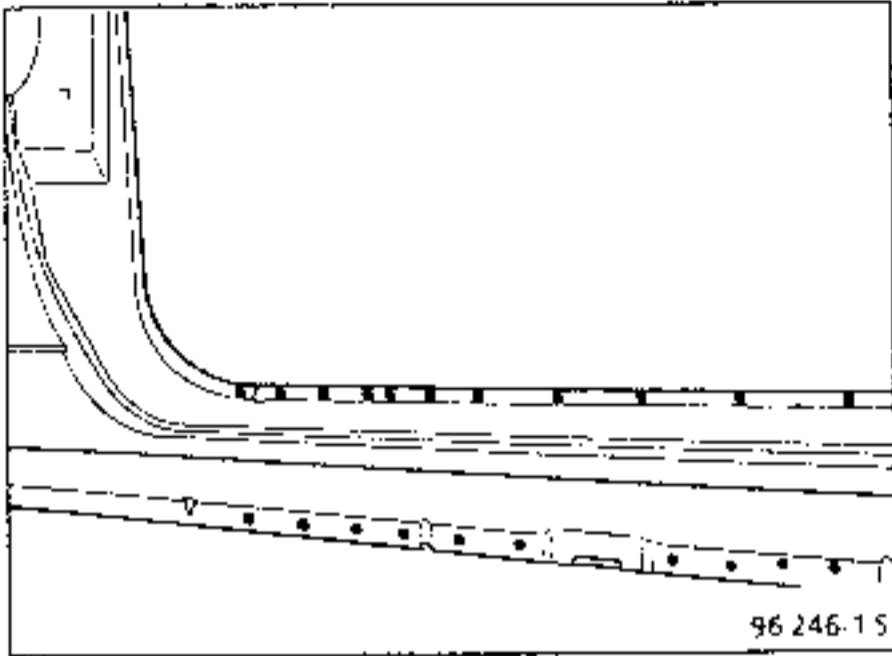
3 JOINT WITH BULKHEAD AND PEDAL MOUNTING

Reminder : see **42-J-8**



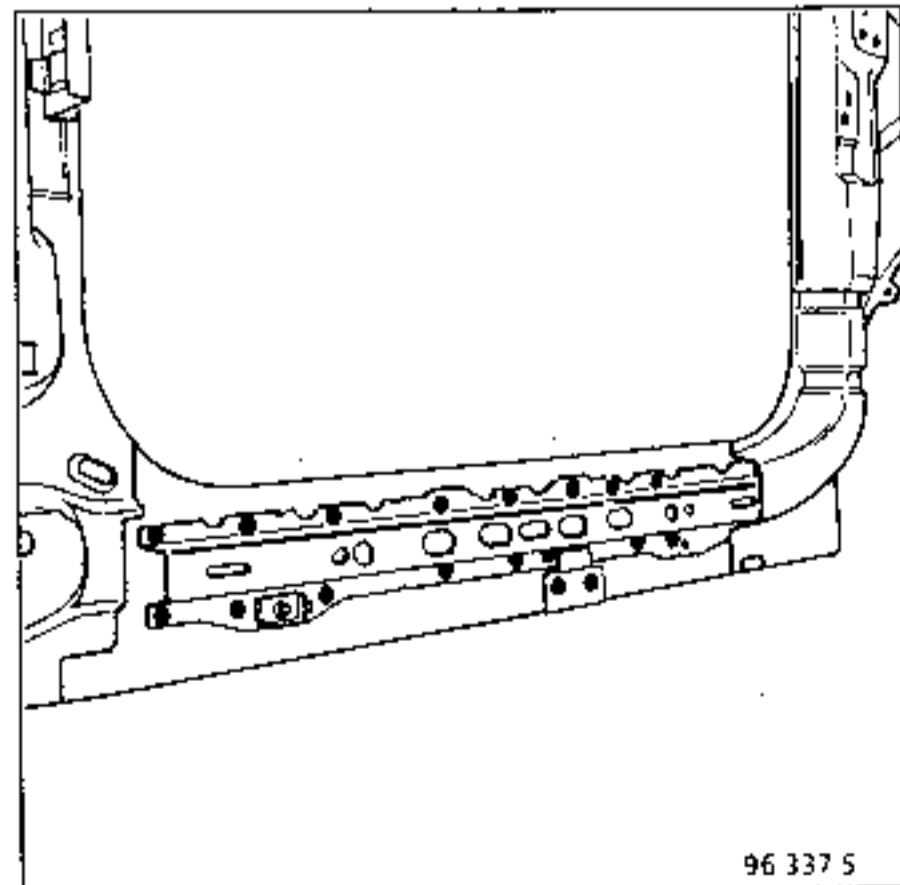
4 JOINT WITH SILL PANEL

Reminder : see **43-D-1**



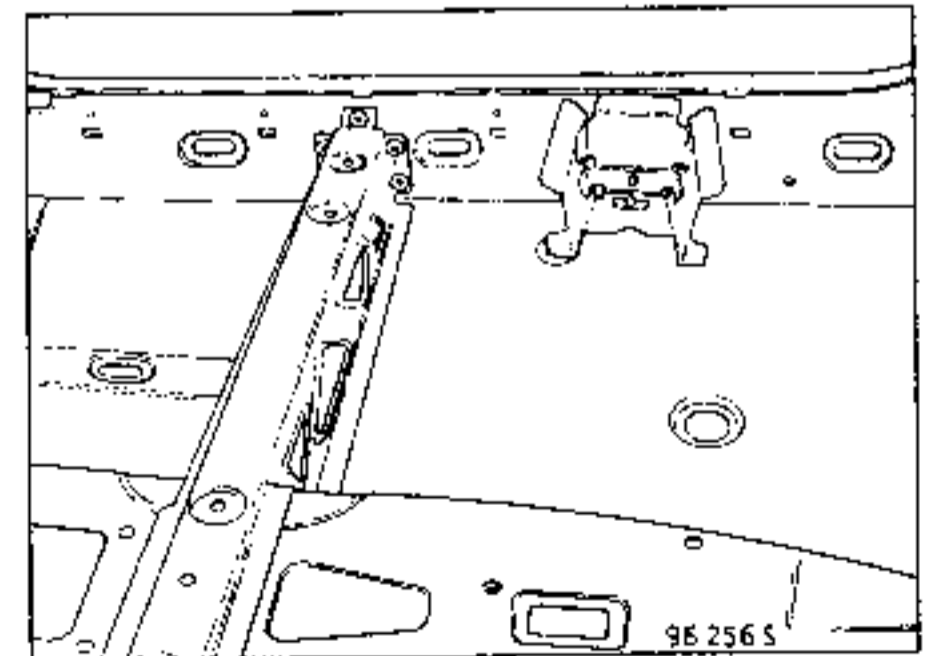
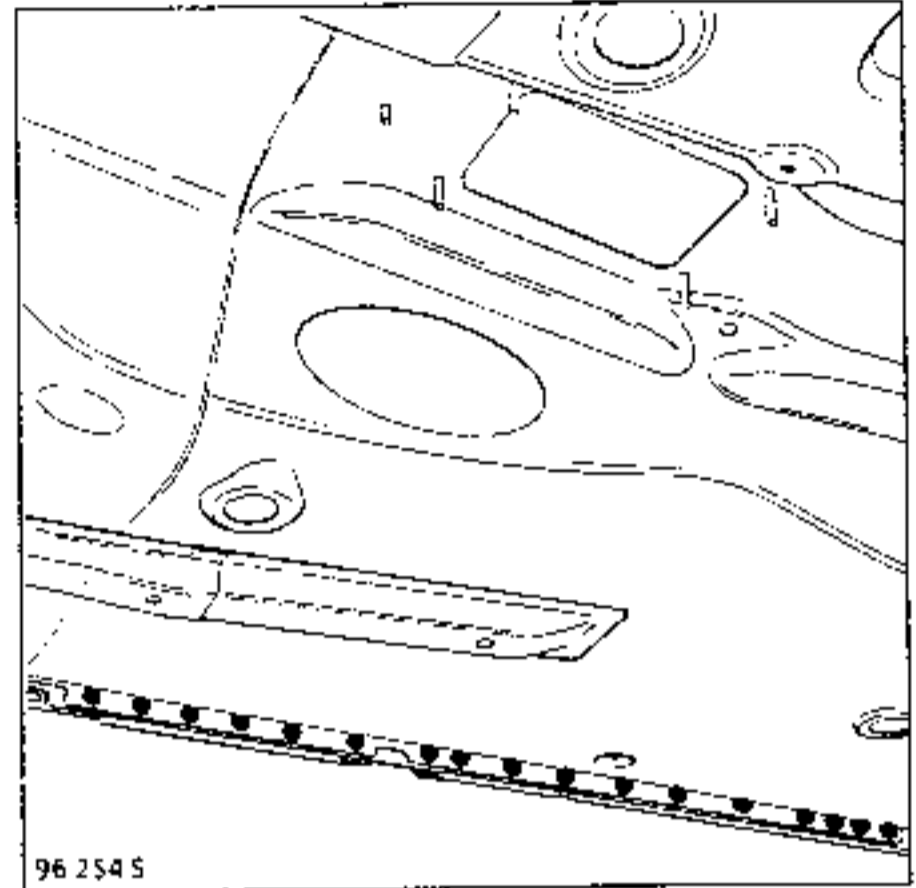
5 JOINT WITH STIFFENER

Reminder : see **41-M-1**



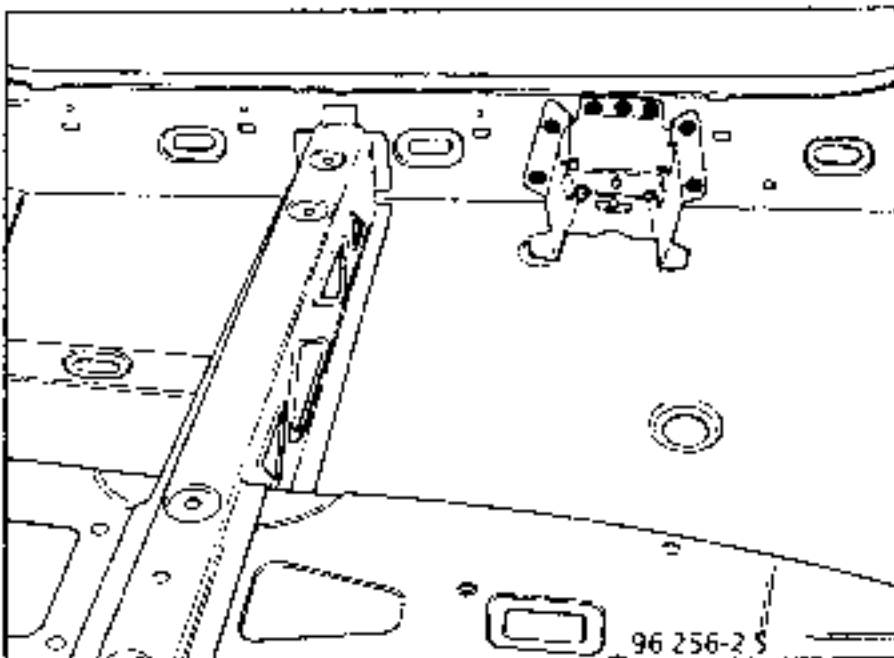
6 JOINT WITH CENTRE FLOOR

Reminder : see **41-J-3**



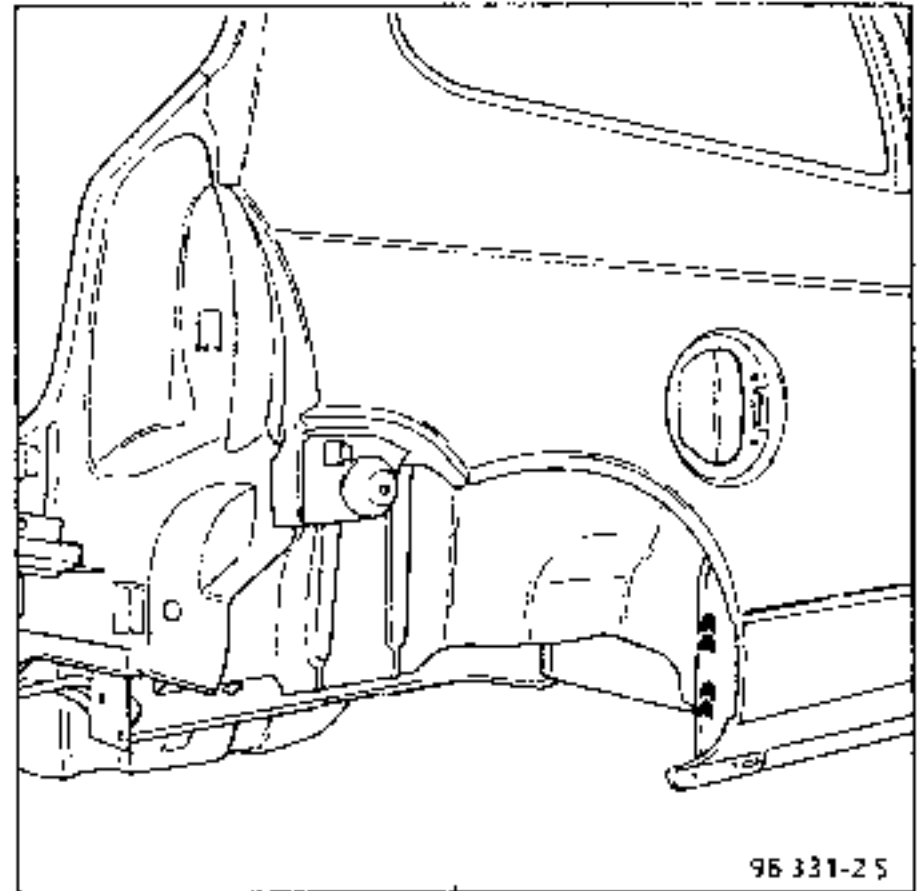
7 JOINT WITH FRONT SEAT MOUNTING UNIT

Reminder : see **41-O-1**



8 JOINT WITH REAR WHEEL ARCH

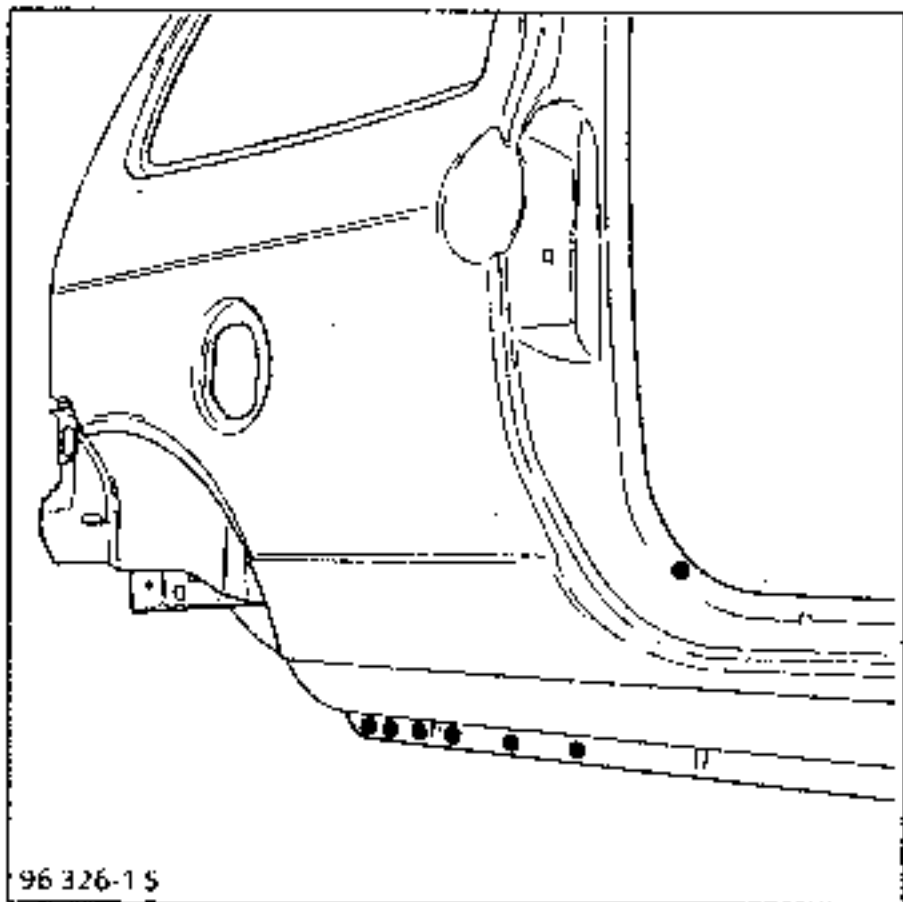
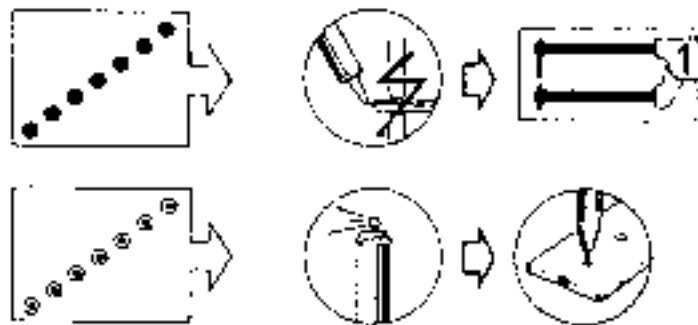
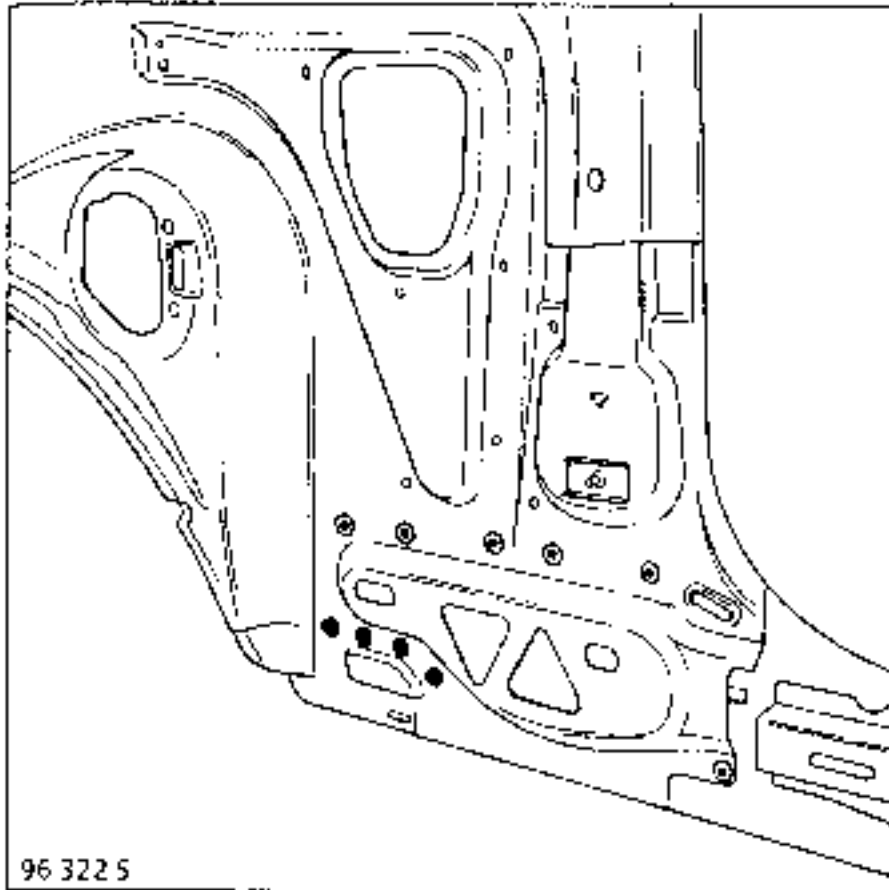
Reminder : see **44-E-2**



NOTE : when unpicking, the rear quarter panel lining or rear axle assembly cross member cover panel must be removed to reach the welds.

9 JOINT WITH REAR QUARTER PANEL LINING

Reminder : see **44-C-2**



10 JOINT WITH REAR FLOOR

Steel thickness (mm)

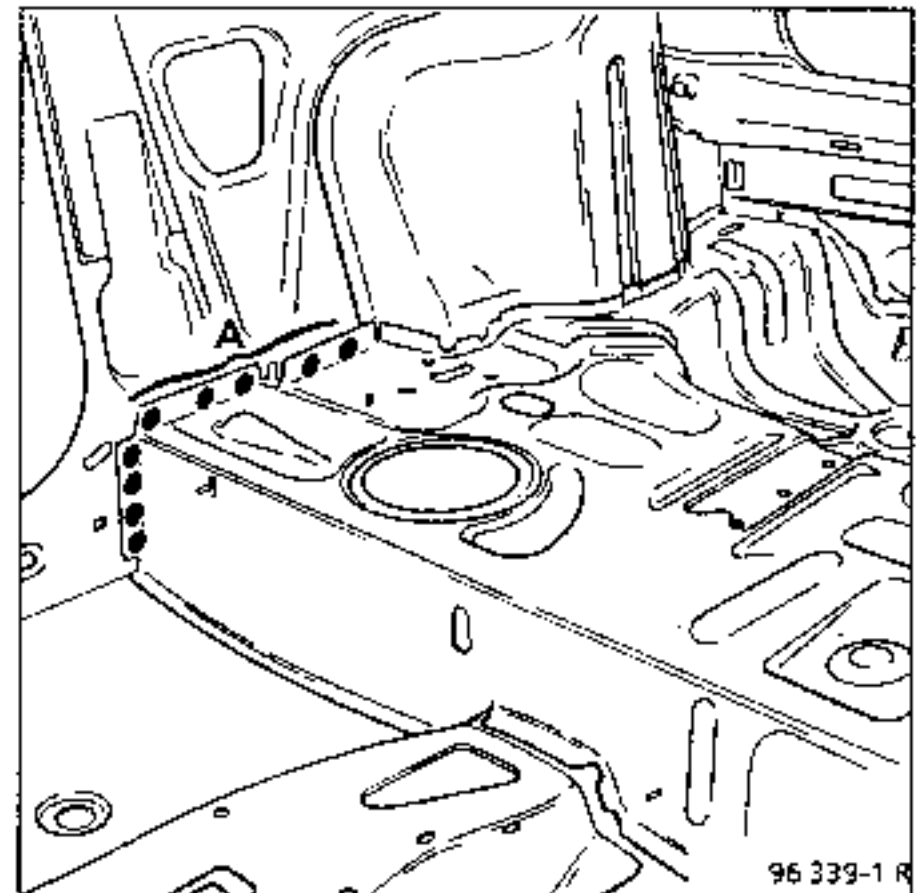
Cover panel	1,00
Rear floor	0,70
Rear quarter panel lining	0,80

Unpicking



9 spot welds on thickness 1,0
(after removing rear quarter panel lining)

Welding



NOTE : at (A), 5 welds on 3 thicknesses
1,00 + 0,70 + 0,80

11 JOINT WITH REAR AXLE ASSEMBLY CROSS MEMBER

Steel thickness (mm)

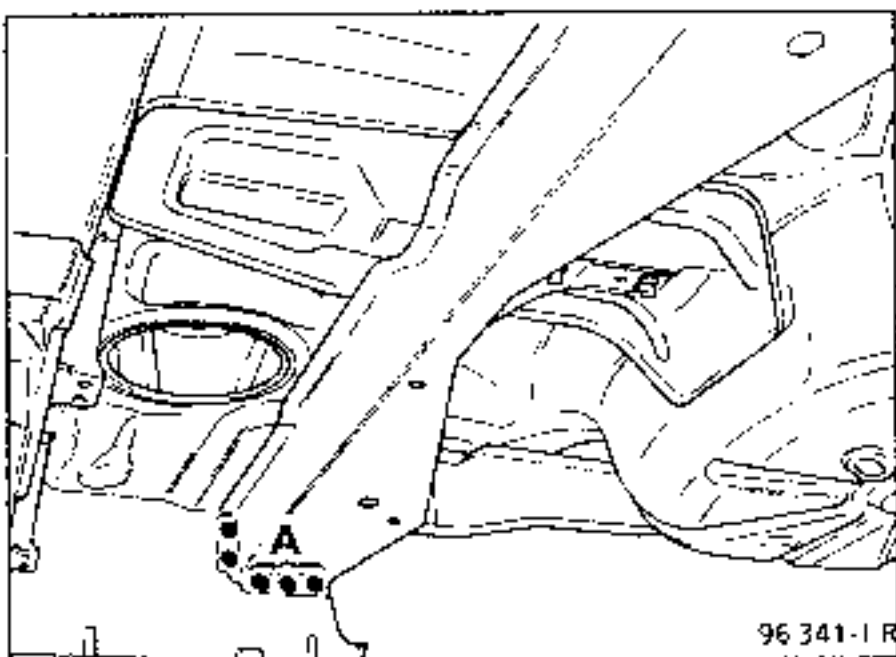
Rear axle assembly cross member	1,20
Cover panel	1,00
Rear quarter panel lining	0,80

Unpicking



5 spot welds on thickness 1,0
(the rear end panel lining must be removed to reach these welds)

Welding



NOTE : at (A), 3 welds on 3 thicknesses
1,00 + 1,20 + 0,80

NOTE : on the opposite side to the impact, these welds are MAG (MIG) plug welds.

12 PARTIAL SECTIONS

Steel thickness (mm)

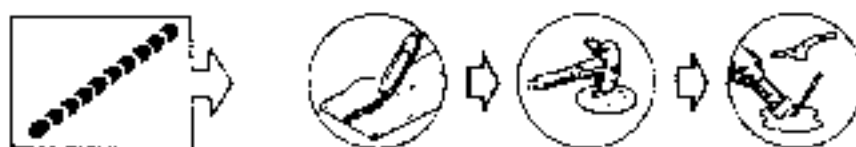
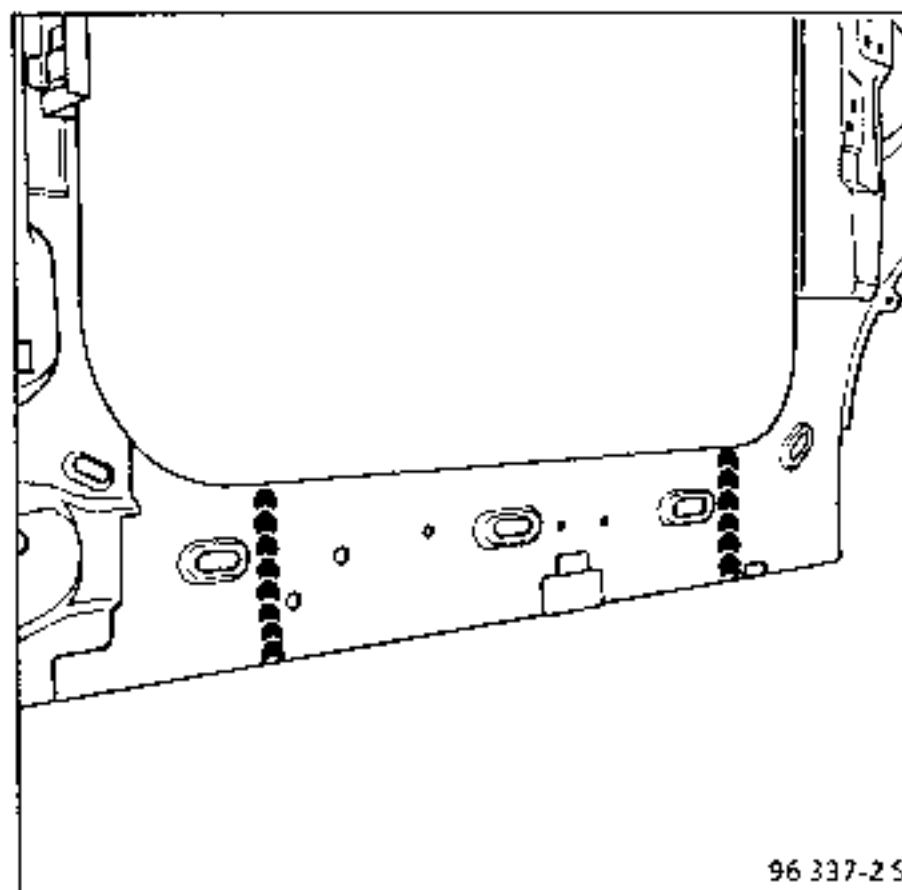
Cover panel	1,00
-------------	------

Unpicking



200 mm x 2

Welding



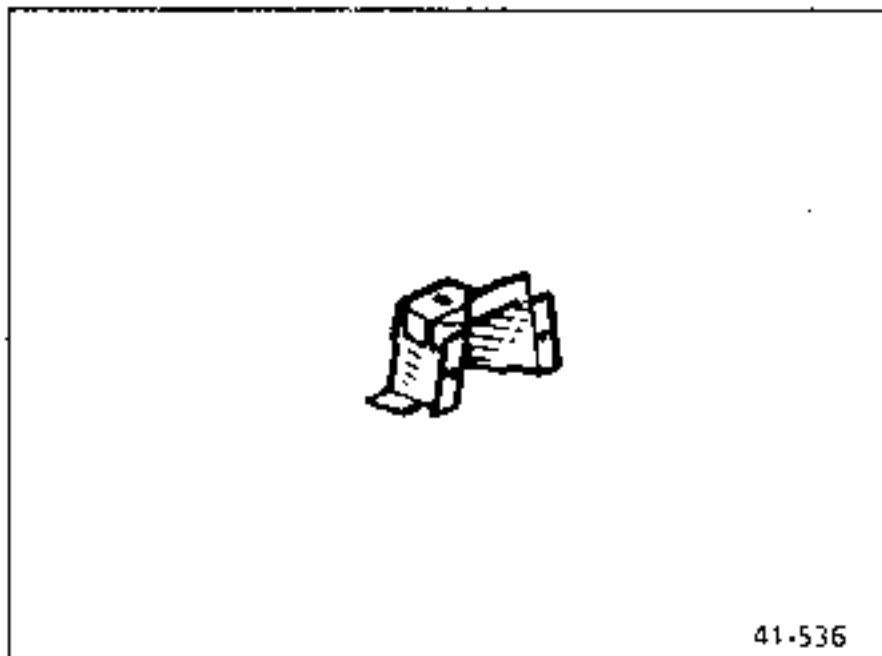
INTRODUCTION

Complementary operation to replacement of sill cover panel for a side impact.

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with :

- upper section,
- lower section,
- spacer cage.



1 JOINT WITH SILL COVER PANEL

Steel thickness (mm)

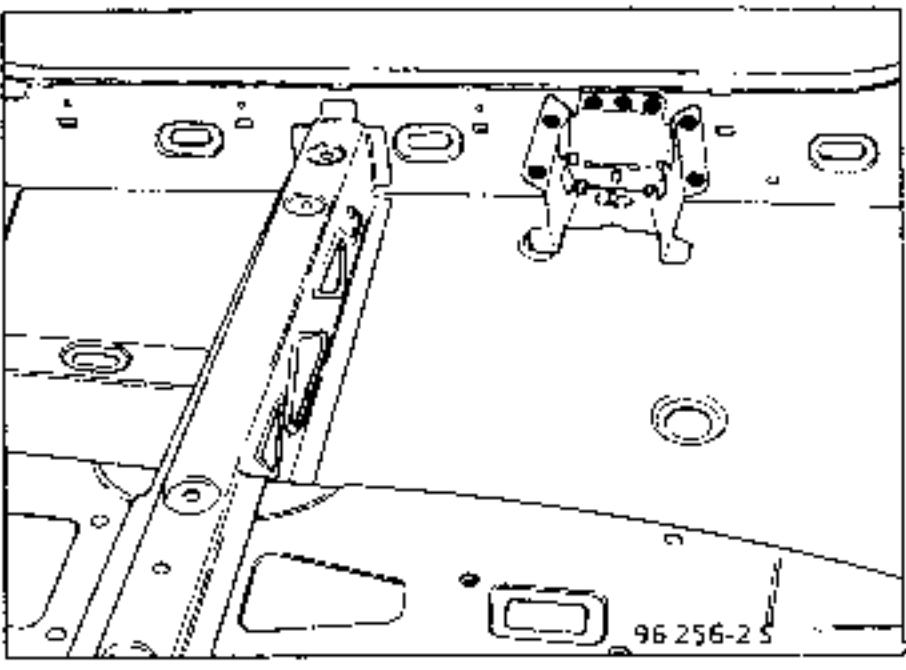
Upper section	1,20
Lower section	1,20
Spacer cage	0,70
Sill cover panel	1,00

Unpicking



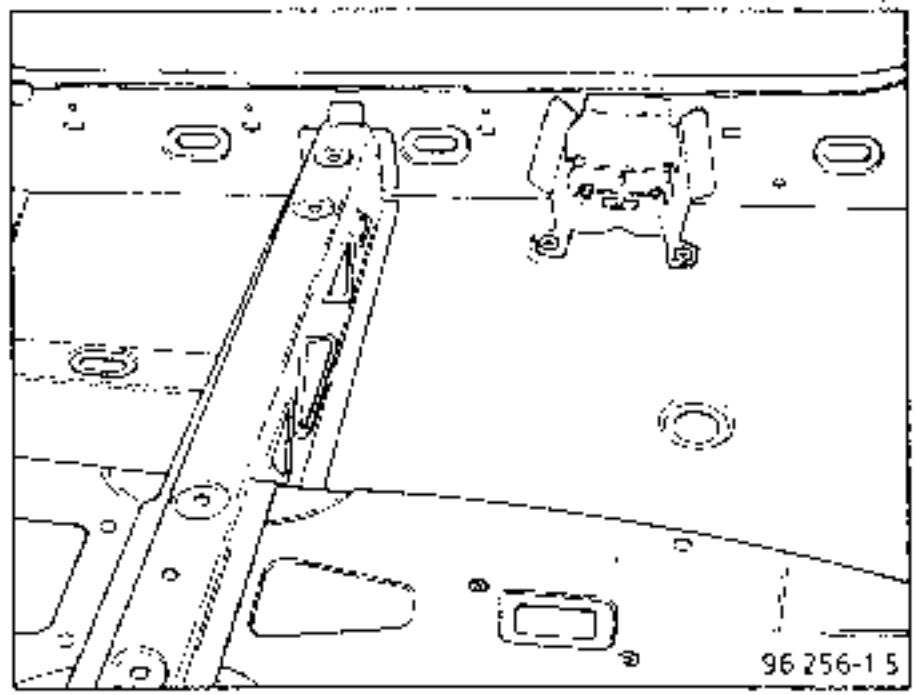
7 spot welds on thickness 1,20

Welding



2 JOINT WITH CENTRE FLOOR

Reminder : see **41-J-4**

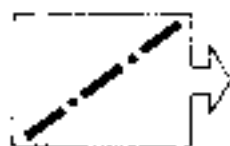
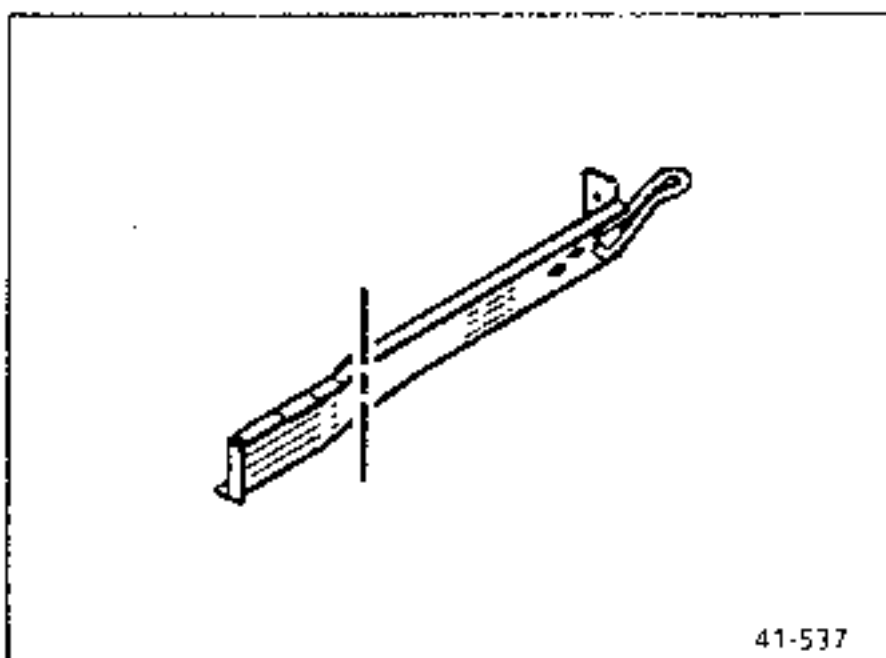


INTRODUCTION

Complementary operation to replacement of rear panel for rear impact..

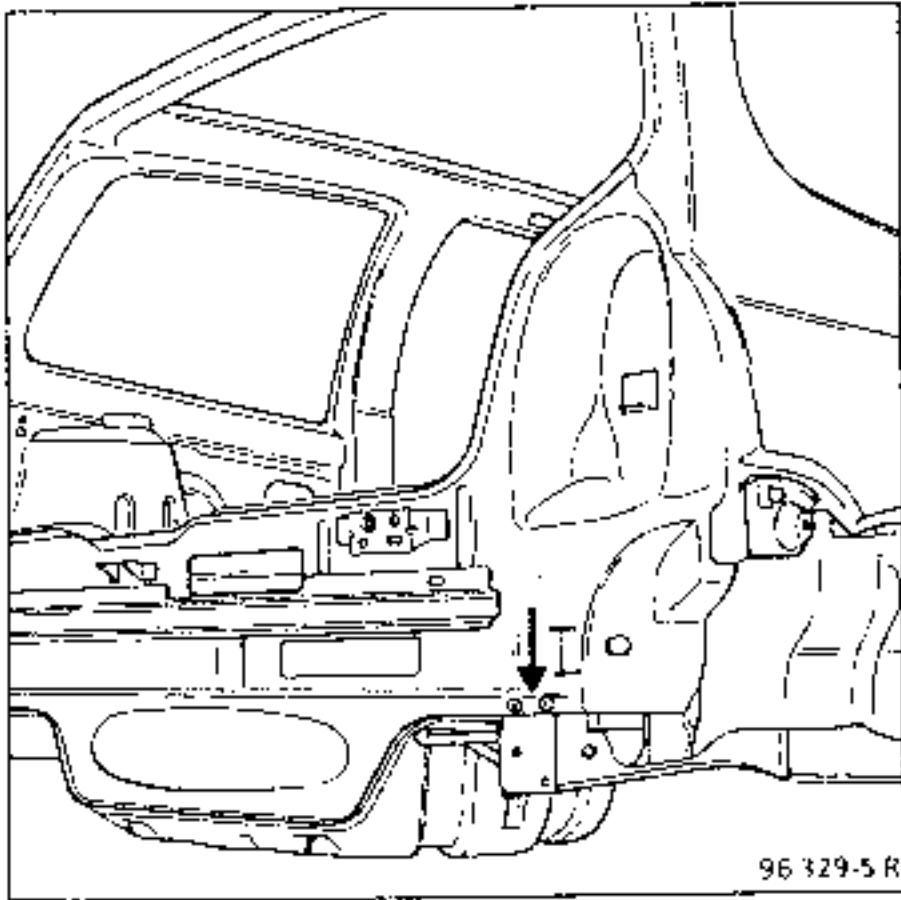
COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with welded nuts and towing ring for right hand side.



1 JOINT WITH REAR PANEL

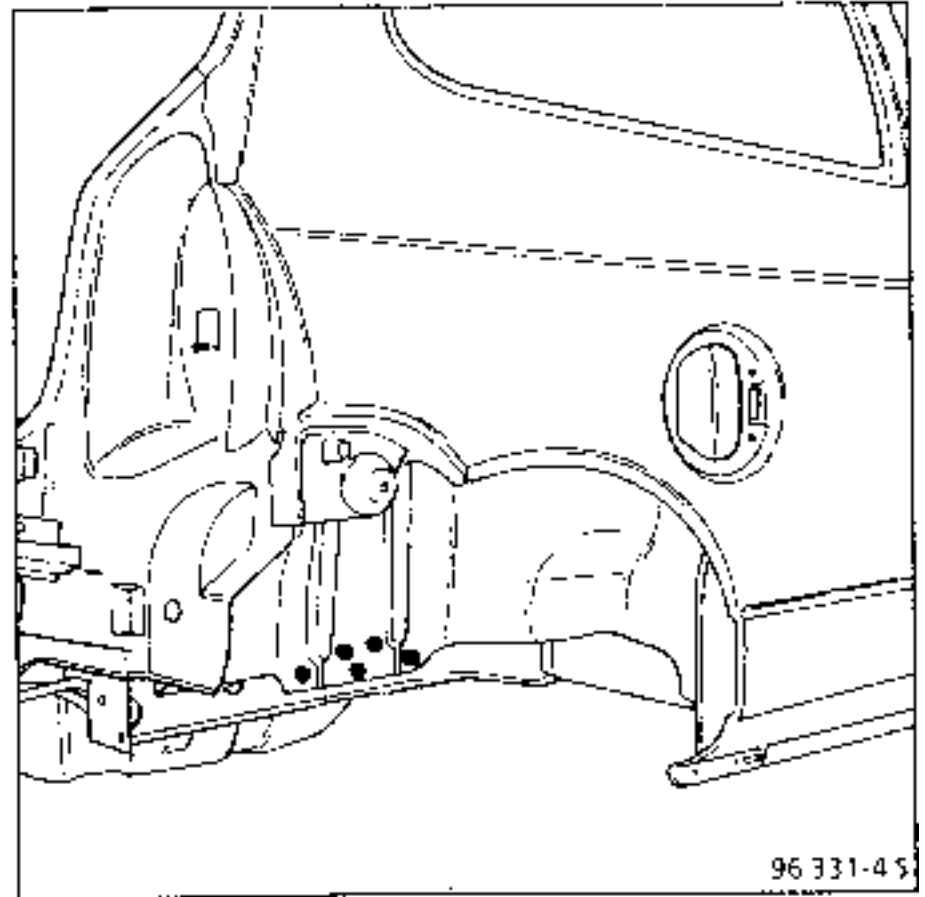
Reminder : see **44-F-6**



NOTE : These welds are made on three thicknesses after refitting the rear panel.

2 JOINT WITH REAR WHEEL ARCH

Reminder : see **44-E-5**



3 JOINT WITH REAR FLOOR

Steel thickness (mm)

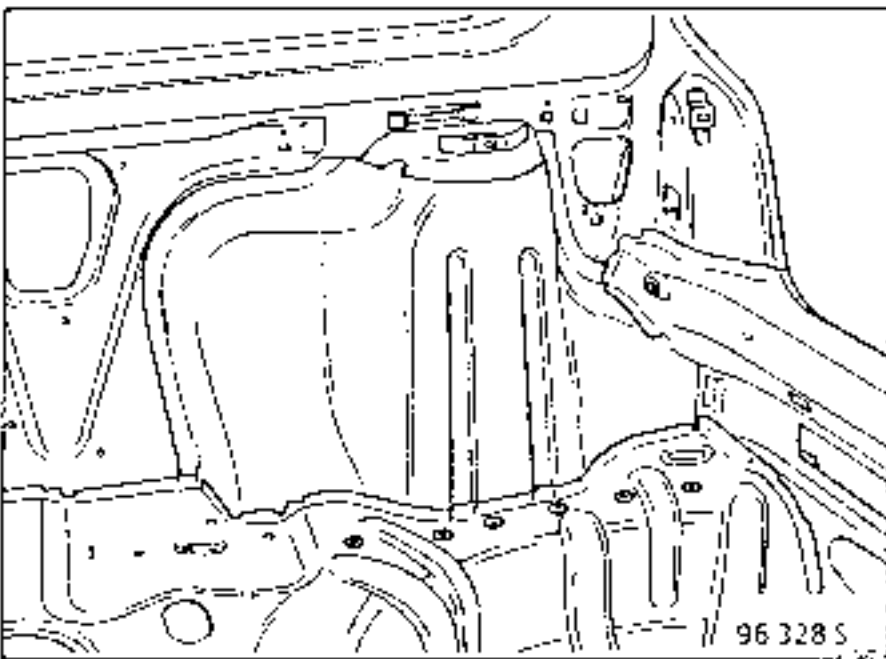
Side member	1,80
Floor	0,70

Unpicking



6 spot welds on thickness 0,70

Welding



4 PARTIAL SECTION

Steel thickness (mm)

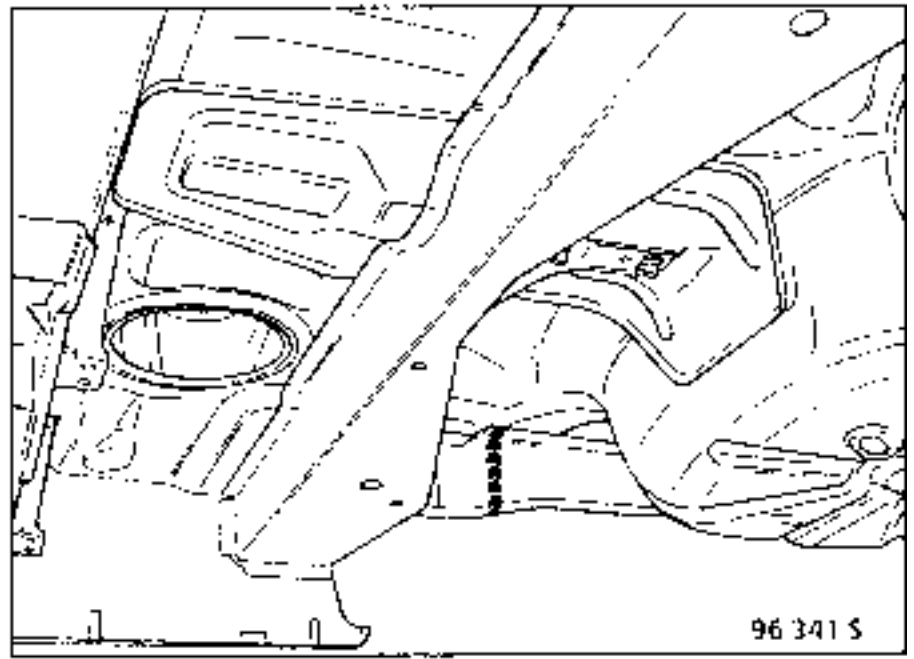
Side member	1,80
-------------	------

Unpicking



100 mm

Welding



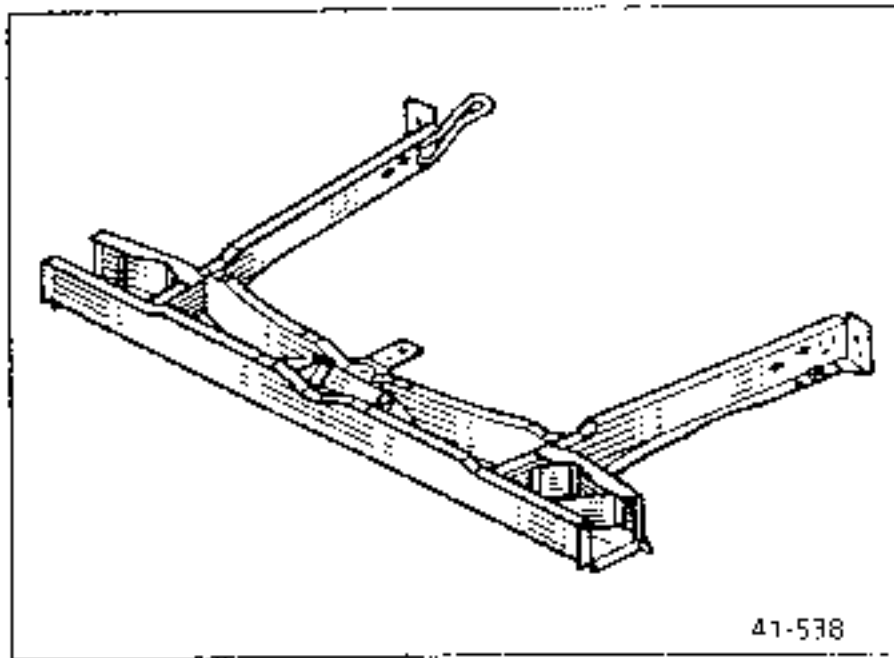
INTRODUCTION

Complementary operation to rear panel with part of rear floor for rear impact. Complementary operation to rear quarter panel with rear quarter panel lining for side impact

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

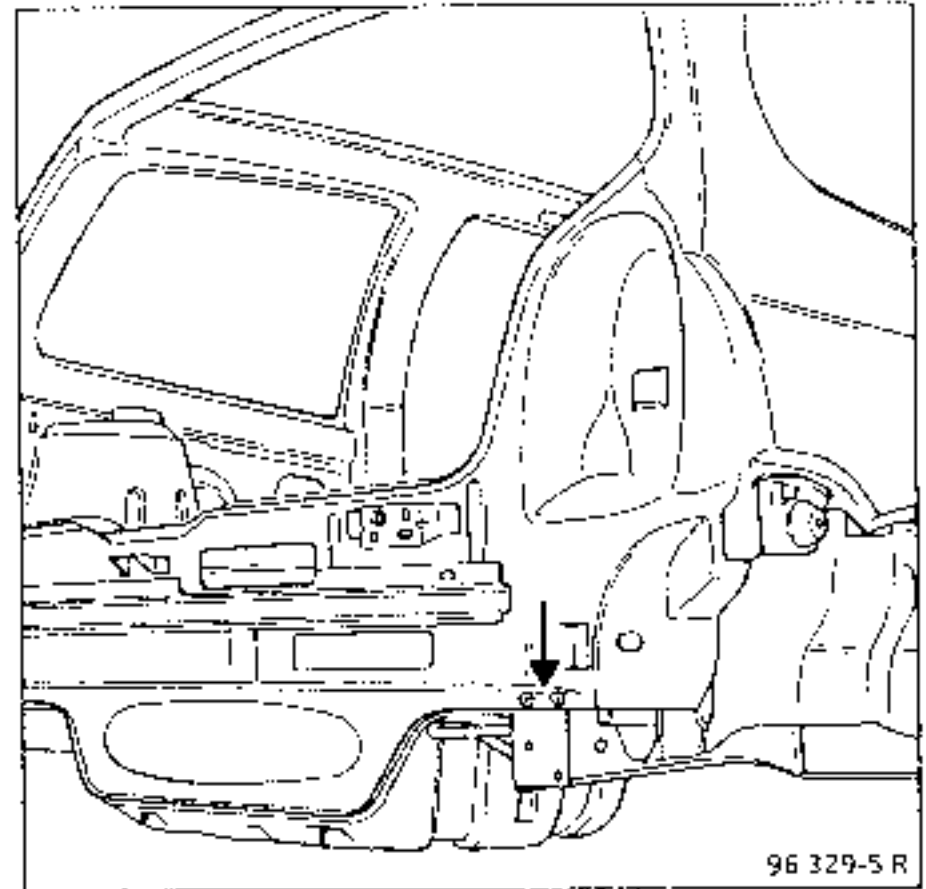
Part assembled with:

- rear right hand side member,
- rear left hand side member,
- rear axle assembly cross member,
- left and right hand cross member side cover panels,
- spacer, rear axle assembly mounting,
- towing ring,
- welded nuts



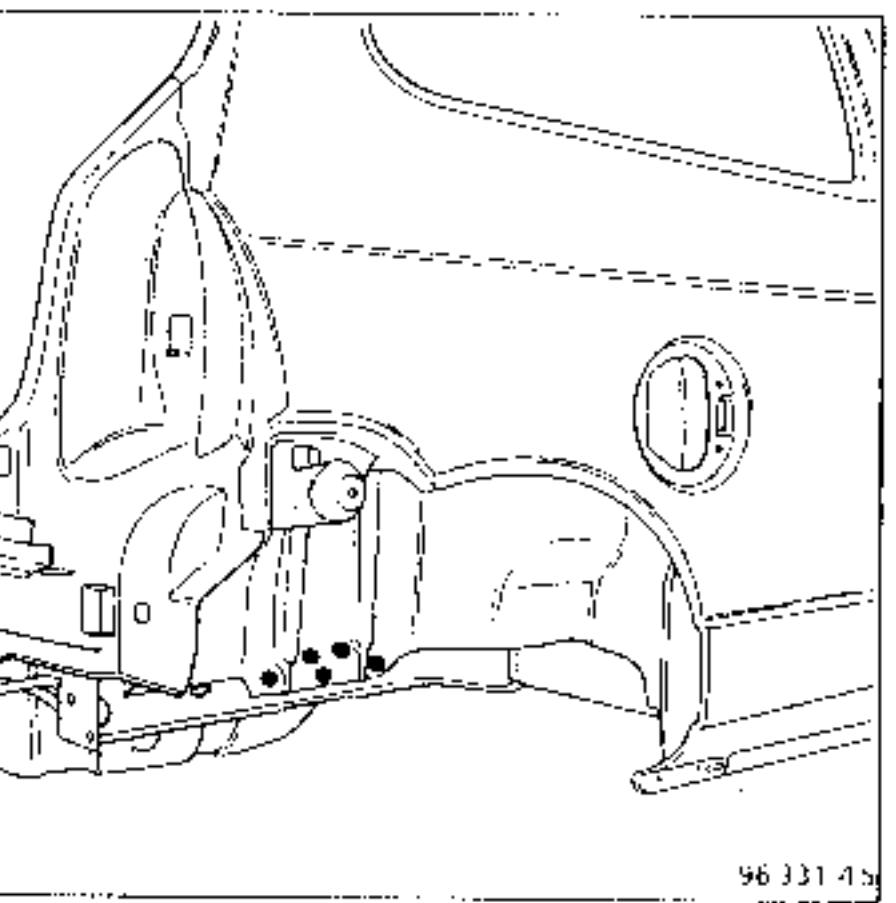
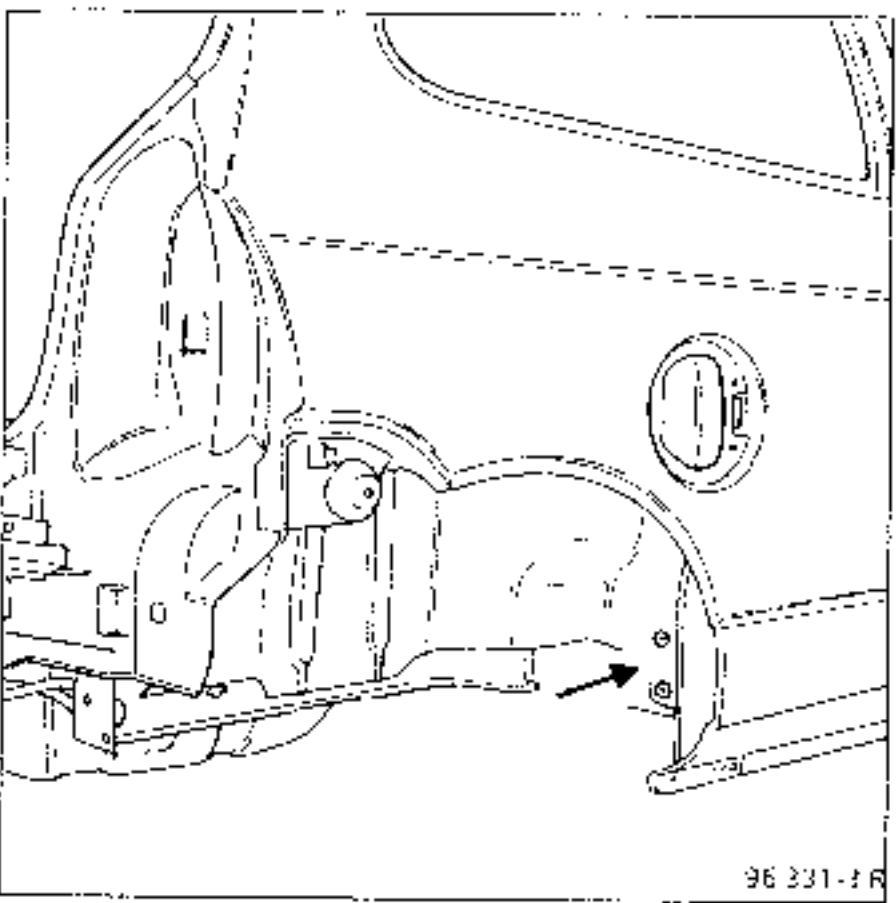
1 JOINT WITH REAR PANEL

Reminder : see 44-F-6



2 JOINT WITH WHEEL ARCH

Reminder : see **44-E-3** and **44-E-5**



3 JOINT WITH REAR FLOOR

Steel thickness (mm)

Side member	1,80
Rear axle cross member	1,20
Floor	0,70
Centre floor reinforcement	1,20

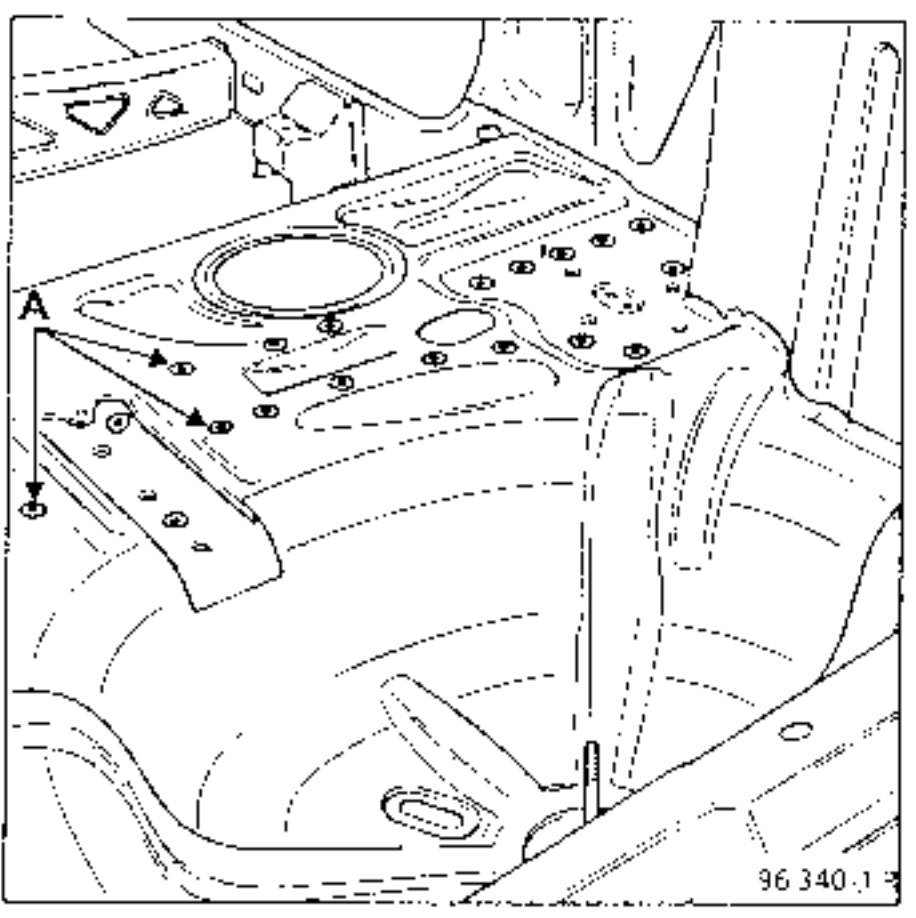
Unpicking



25 spot welds on thickness 0,70

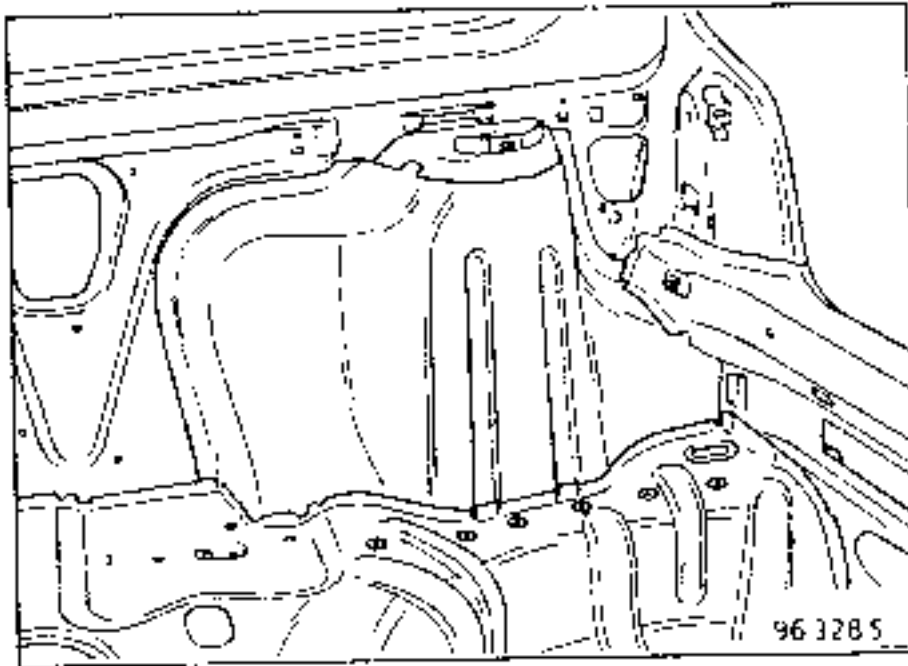
NOTE : the 25 other welds are already removed with the part section of the floor (see **41-R-4**)

Welding



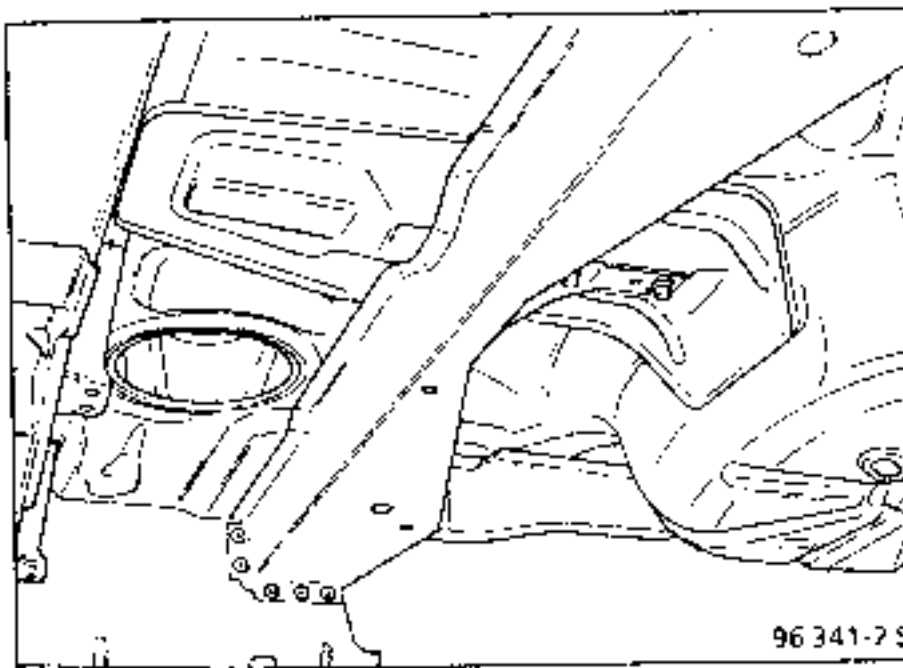
NOTE : at (A), plug welds on 2 thicknesses 0,70 + 1,20. 50 plug welds in total

Reminder : see **41-R-4**



4 JOINT WITH SILL COVER PANEL

Reminder : see **41-N-11**



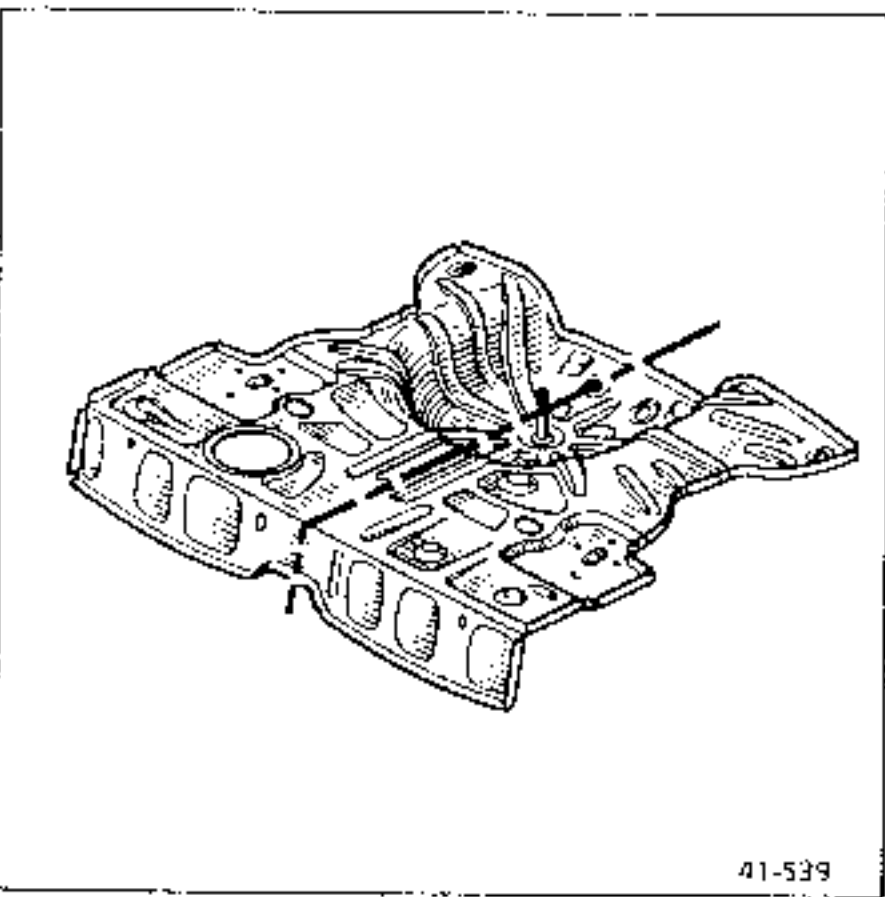
INTRODUCTION

Complementary operation to rear panel with part of side member after rear impact. Complementary operation to quarter panel with rear quarter panel lining and side member frame after side impact. In this case the floor is partly replaced

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

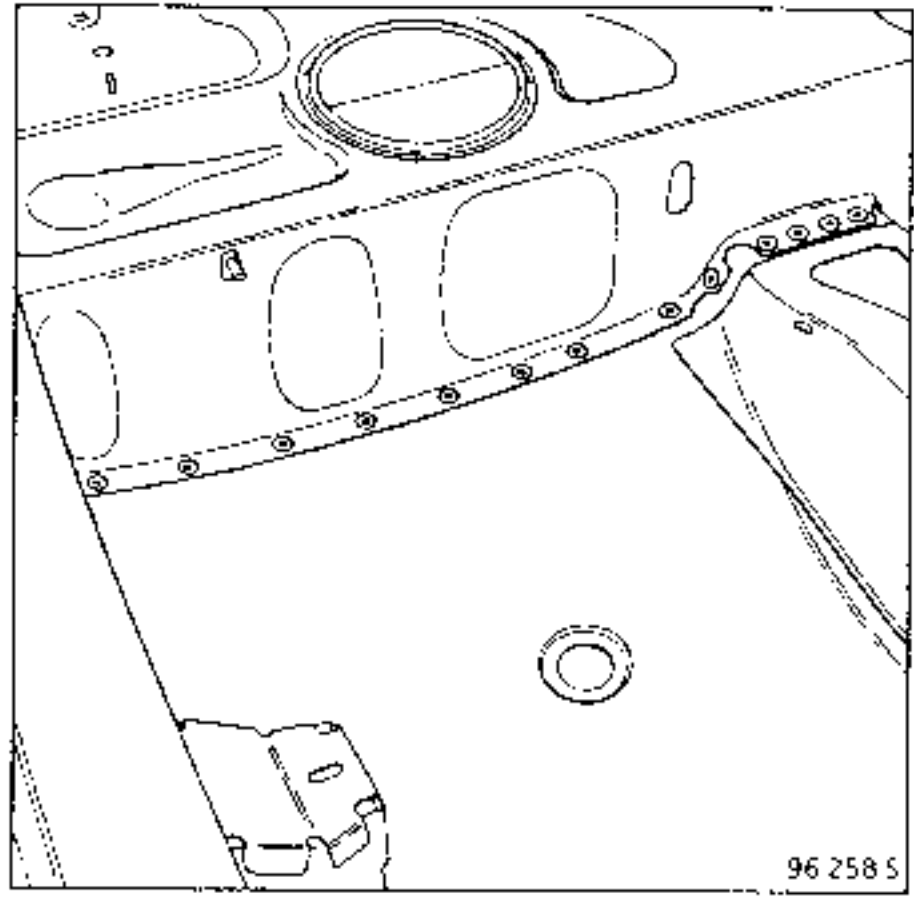
Part assembled with:

- centre floor reinforcement,
- fuel tank mounting brackets,
- seat belt mounting nuts



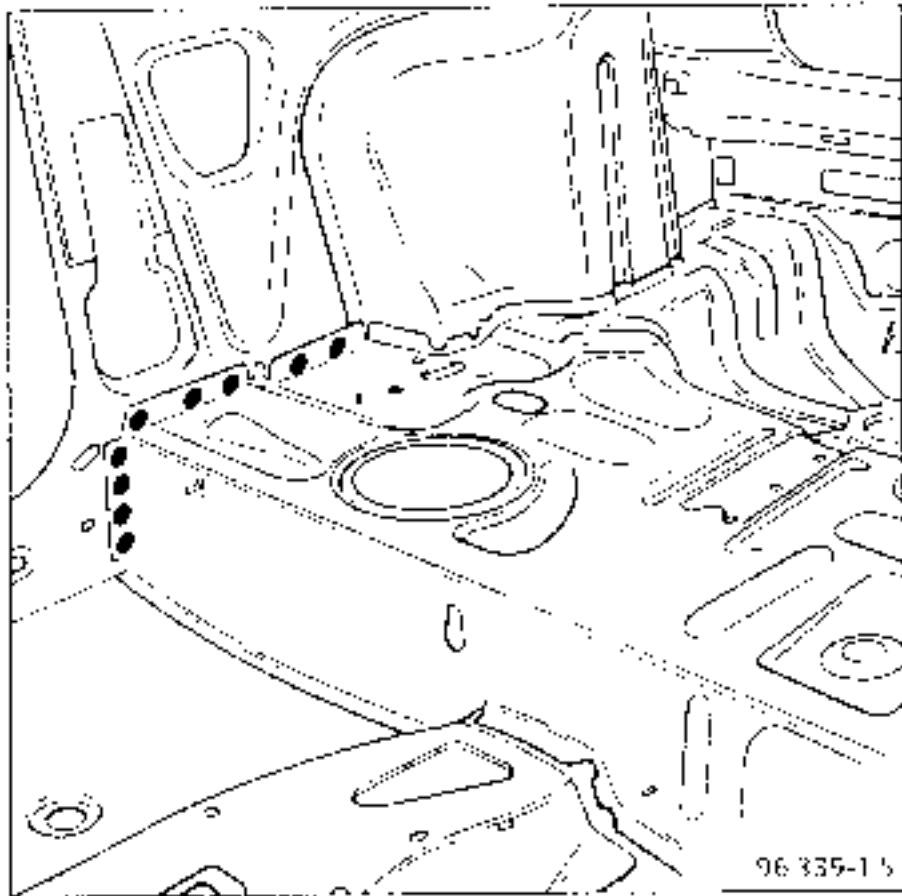
1 JOINT WITH CENTRE FLOOR

Reminder : see **41-J-5**



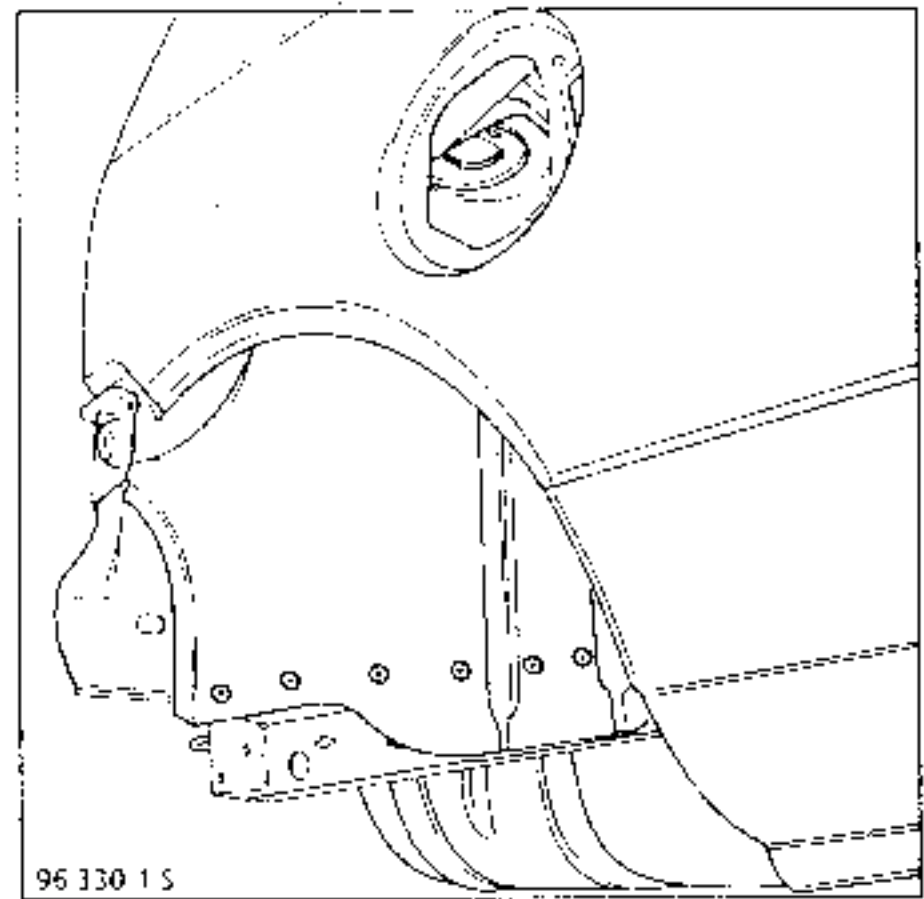
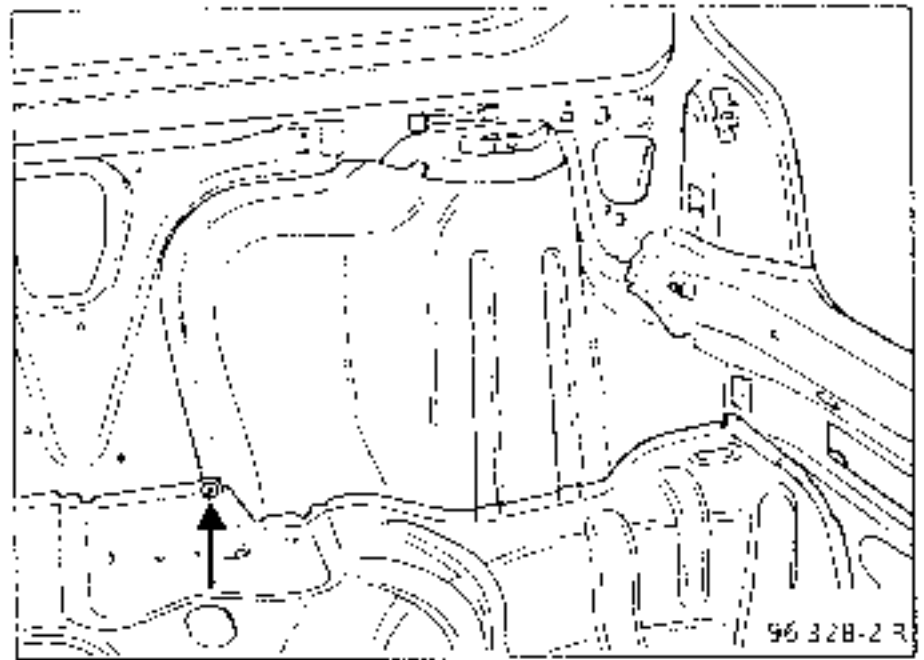
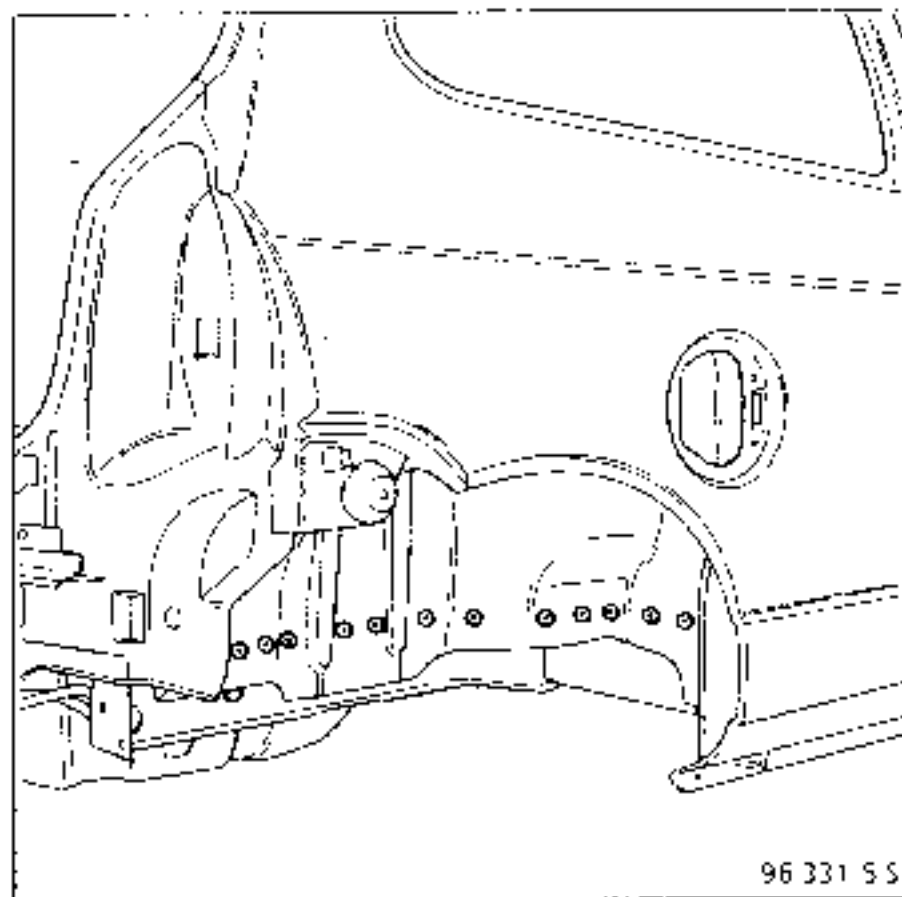
2 JOINT WITH SILL COVER PANEL

Reminder : see **41-N-10**



3 JOINT WITH REAR WHEEL ARCH

Reminder : see **44-E-4**



4 JOINT WITH SIDE MEMBER FRAME

Steel thickness (mm)

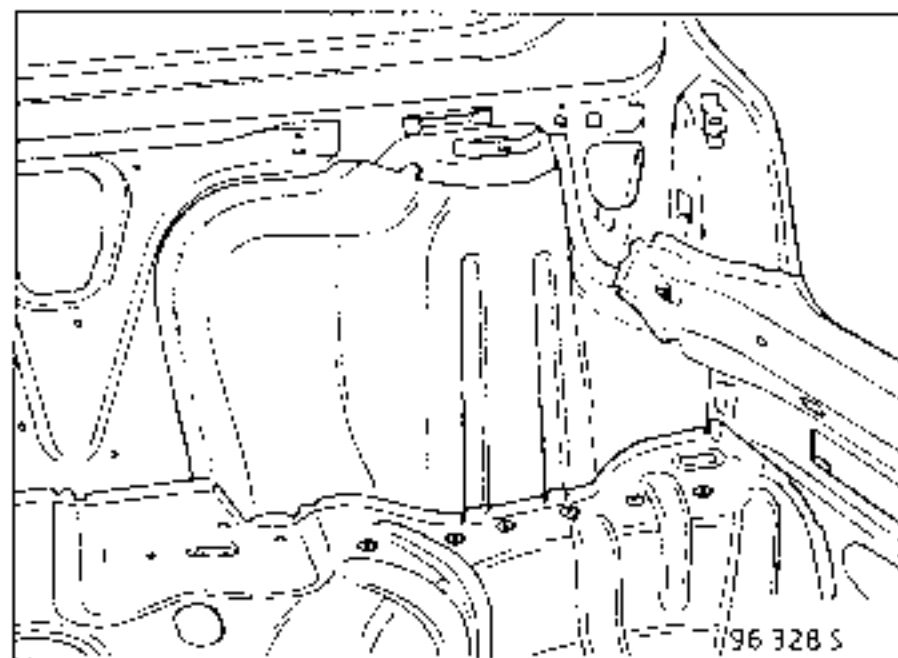
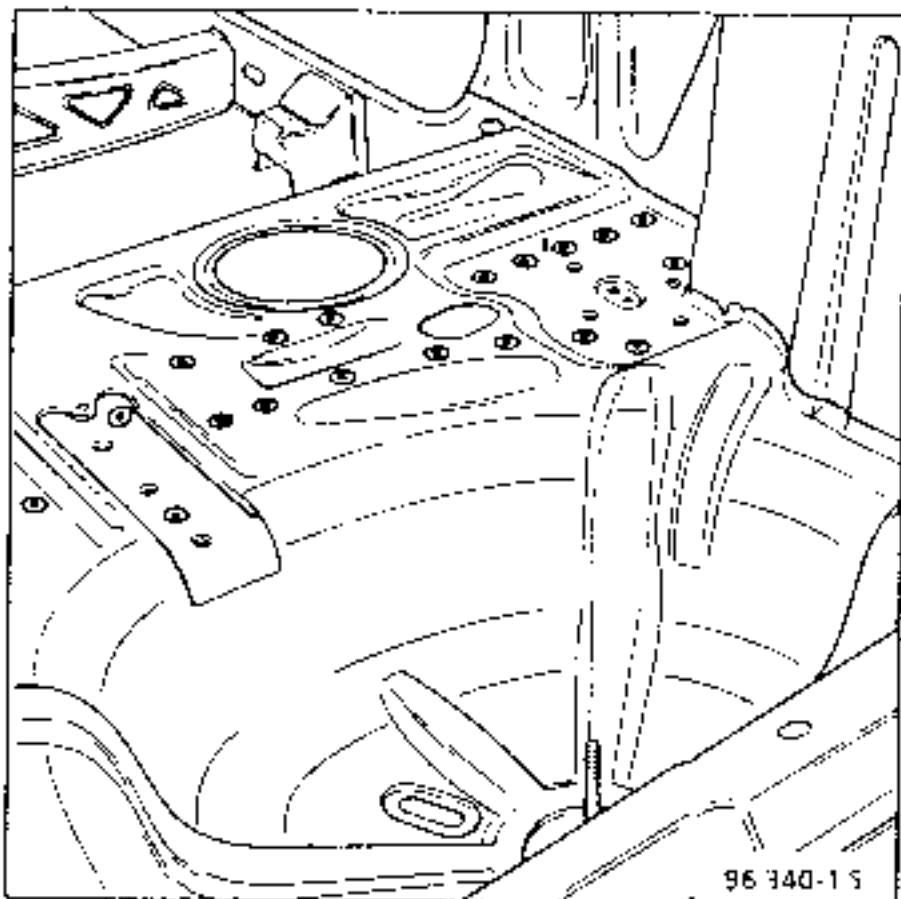
Side member	1,80
Floor	0,70
Rear axle cross member	1,20
Centre floor reinforcement	1,20

Unpicking



50 spot welds on thickness 0,70

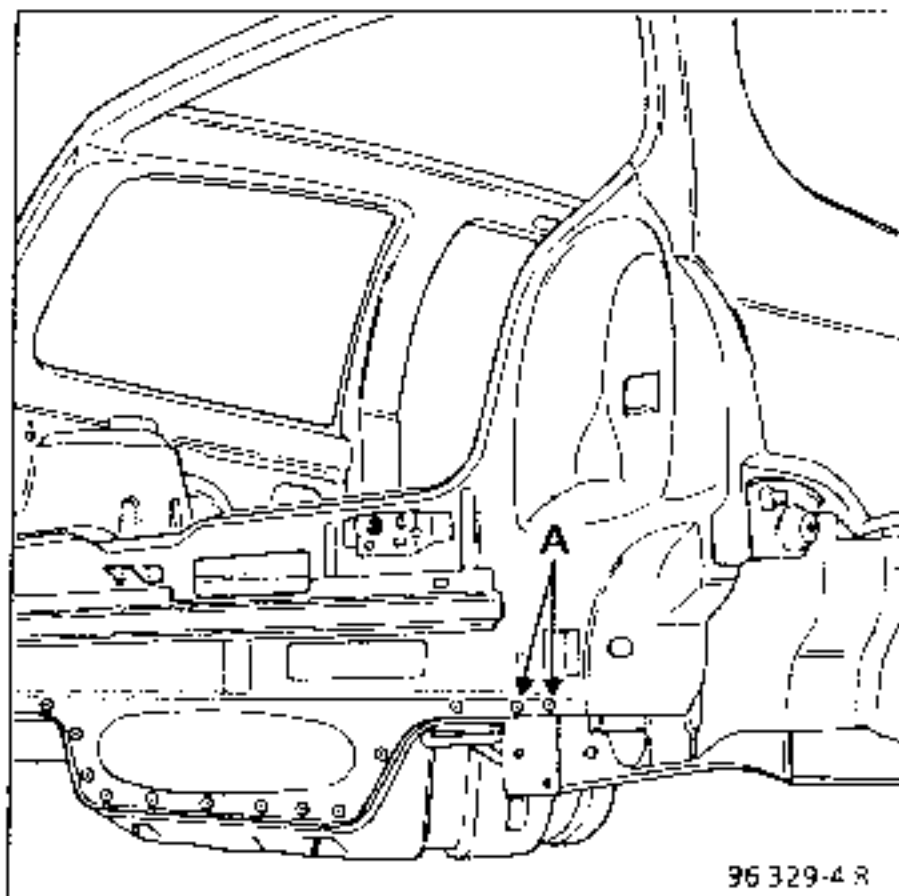
Welding



NOTE : the two welds joining the floor to the rear panel are made on three thicknesses (see below)

5 JOINT WITH REAR PANEL

Reminder : see **44.F.5**



NOTE : at (A), 2 plug welds on 2 thicknesses.

6 PARTIAL SECTION

Steel thickness (mm)

Floor

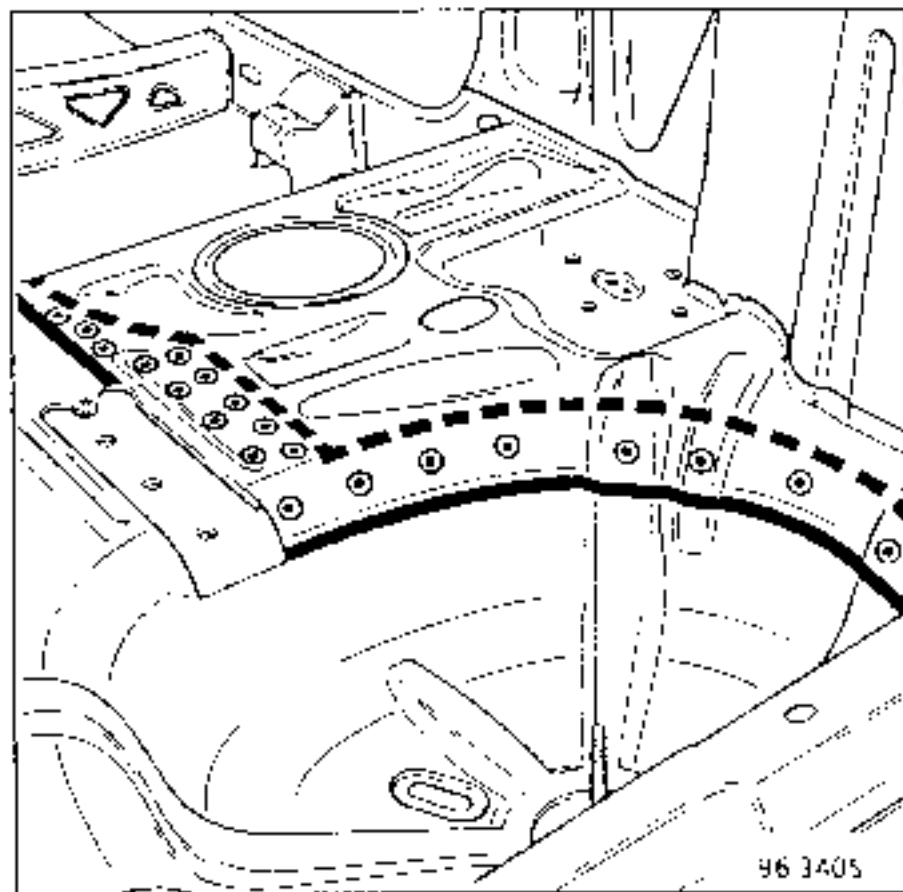
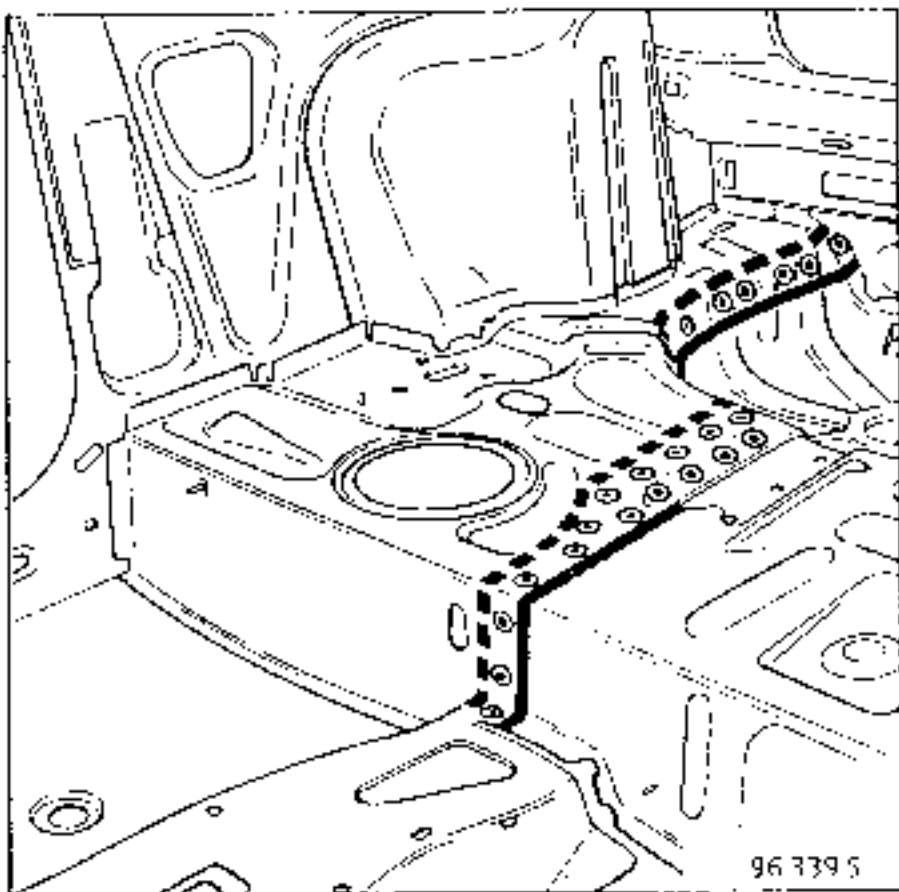
0,70

Unpicking



1 350 mm

Welding



INTRODUCTION

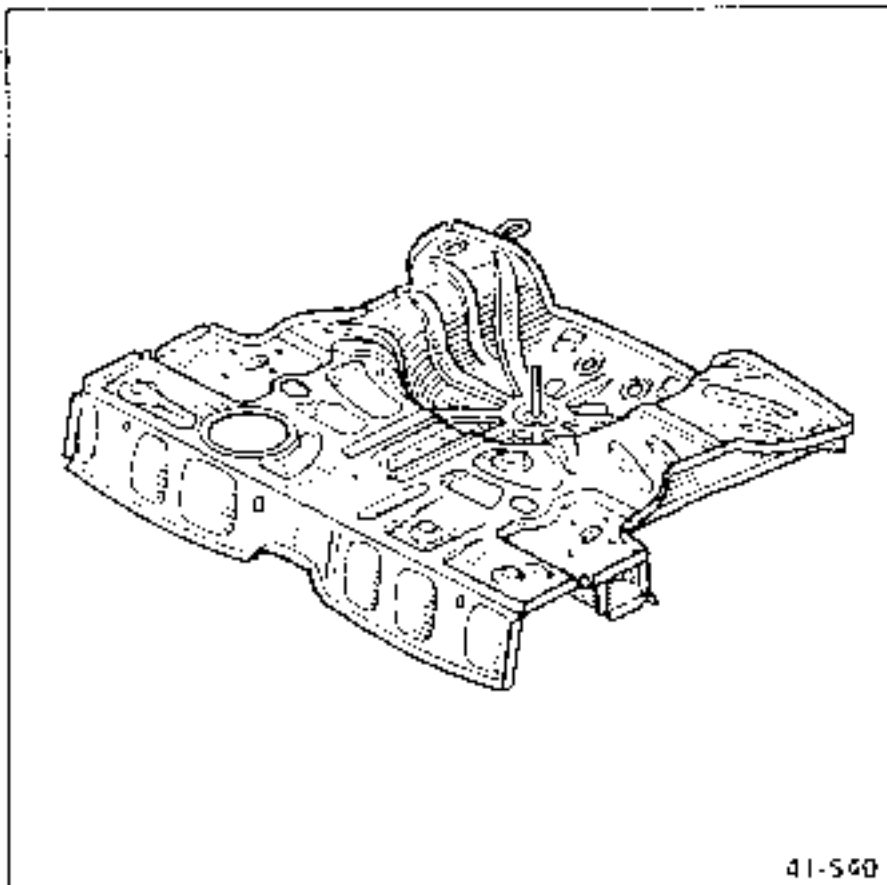
Complementary operation to rear panel after rear impact

Complementary operation to quarter panel with rear quarter panel lining and part of sill cover panel for side impact

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

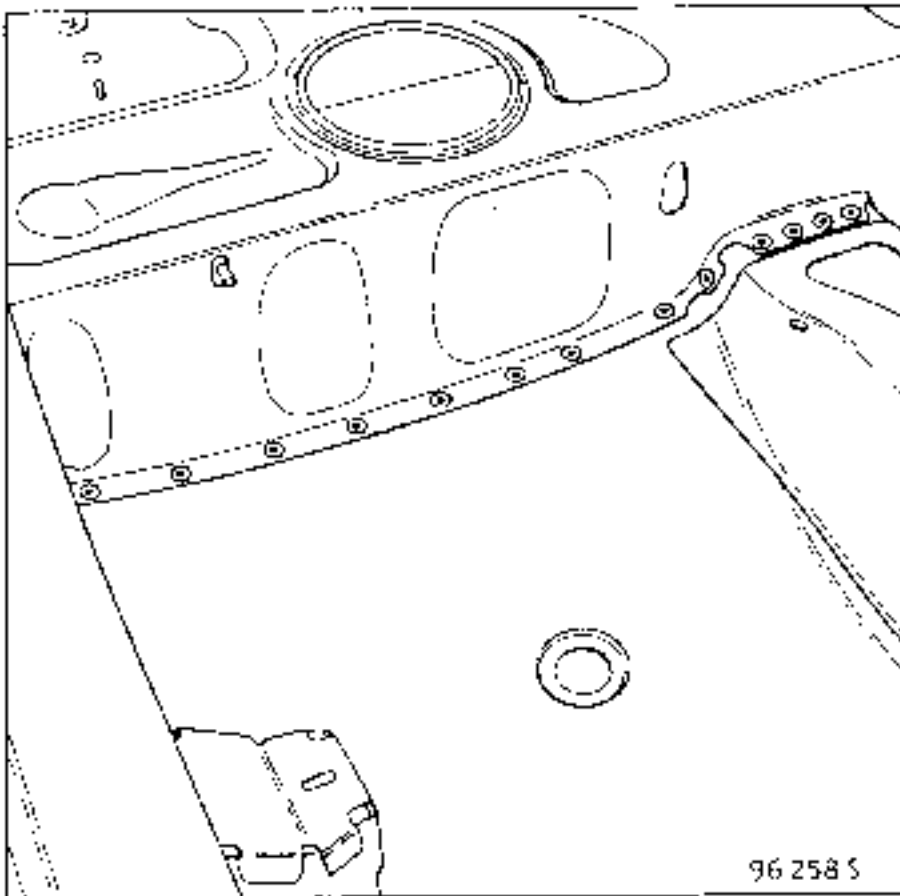
Part assembled with.

- Rear side member frame (see description **41-Q**)
- Rear floor (see description **41-R**)



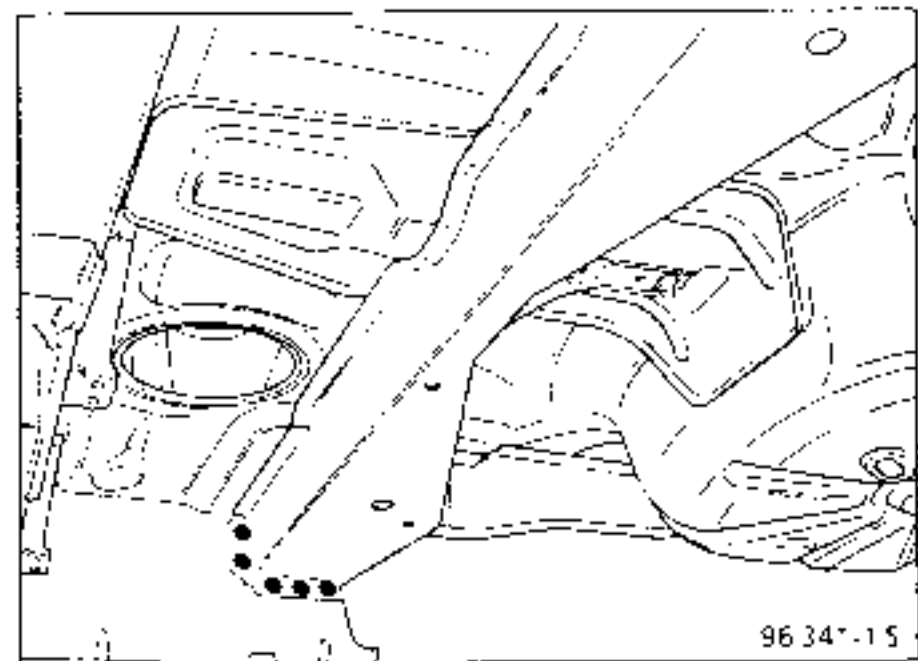
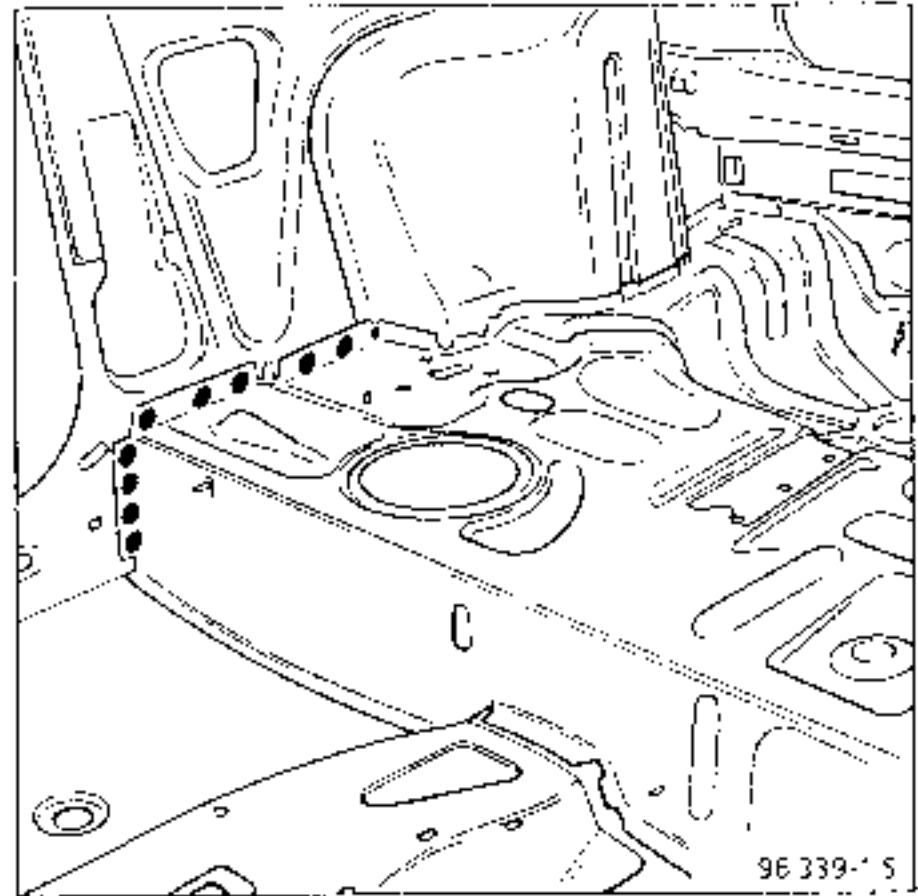
1 JOINT WITH CENTRE FLOOR

Reminder : see **41-J-5**



2 JOINT WITH SILL COVER PANEL

Reminder : see **41-N-10** and **41-N-11**

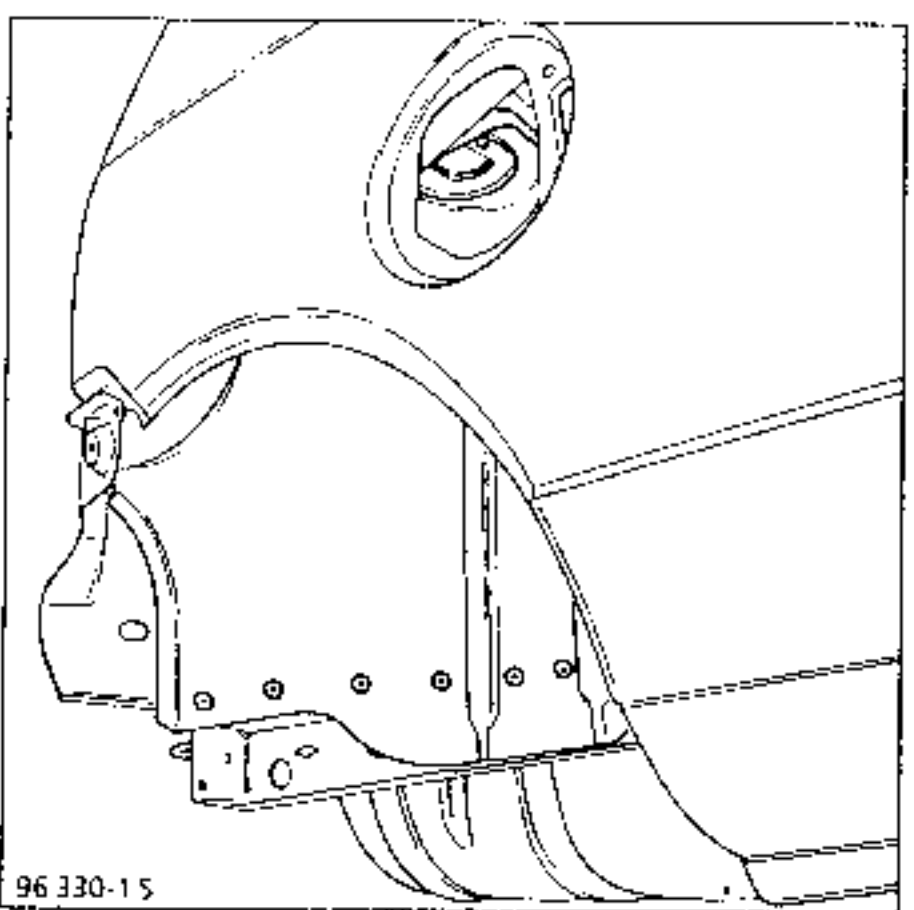
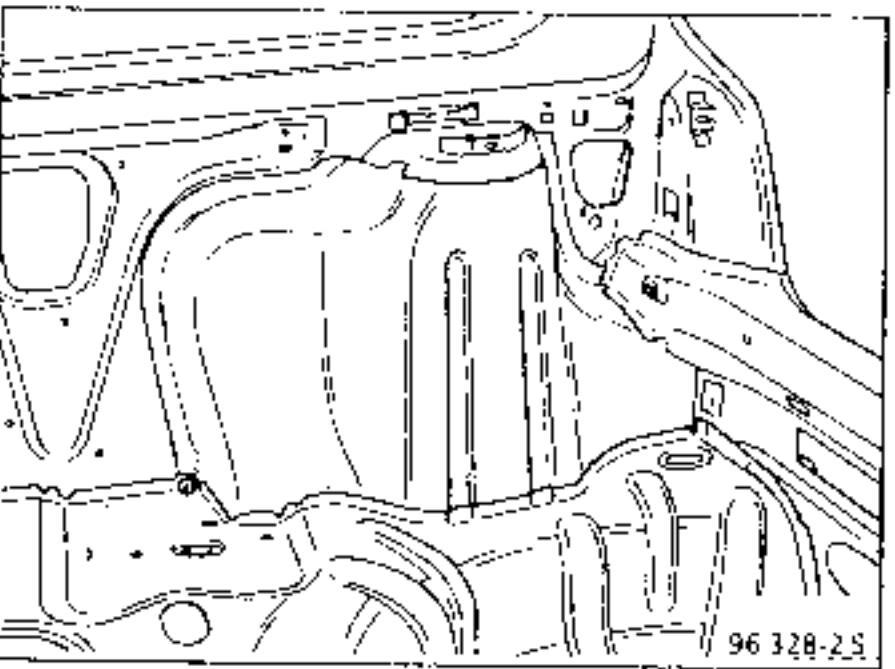
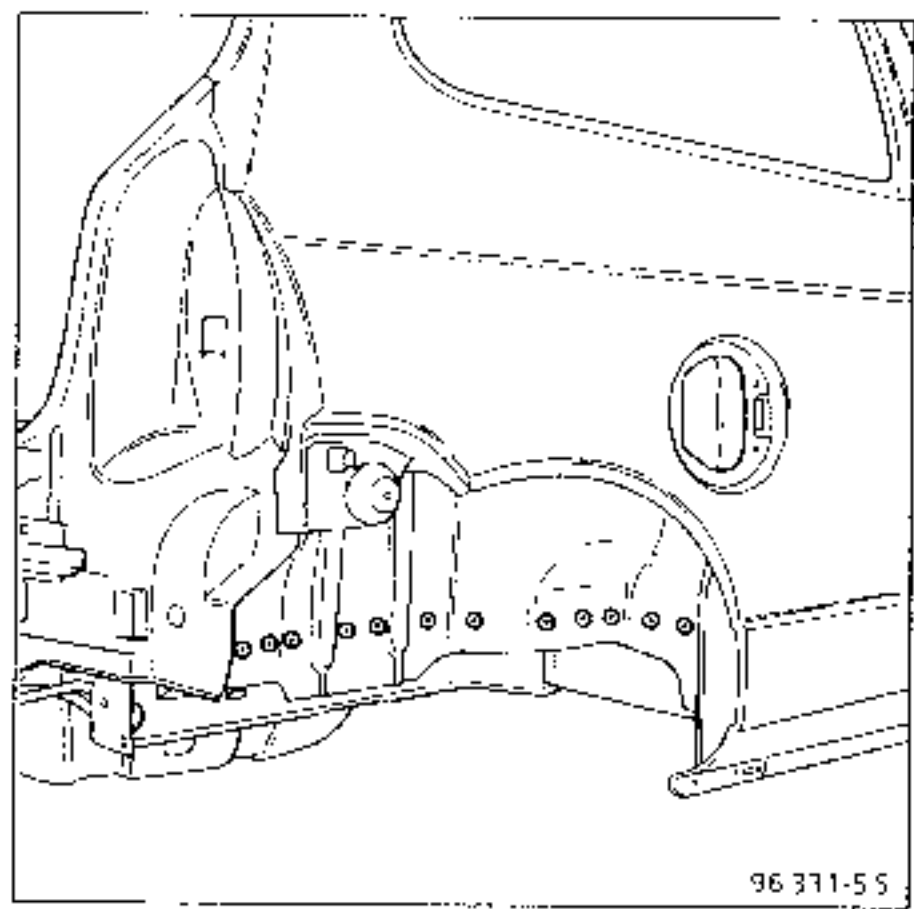
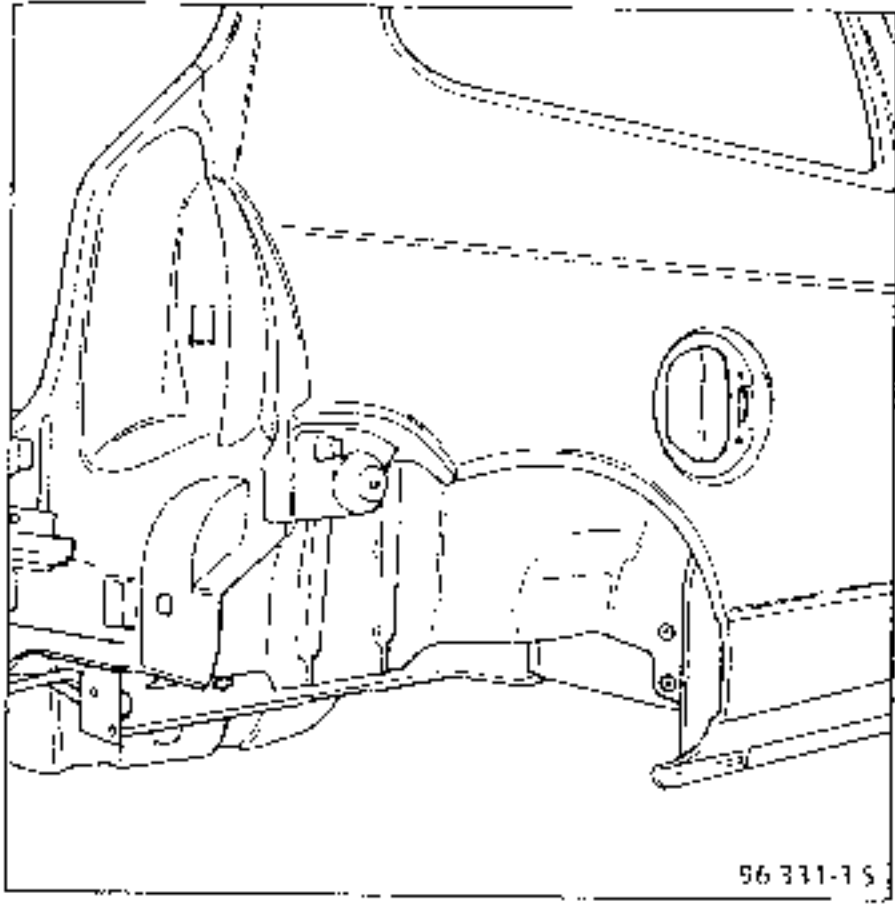


NOTE :

- Side impact : the spot welds should be made before refitting the quarter panel.
- Rear impact : these welds should be plug welds.

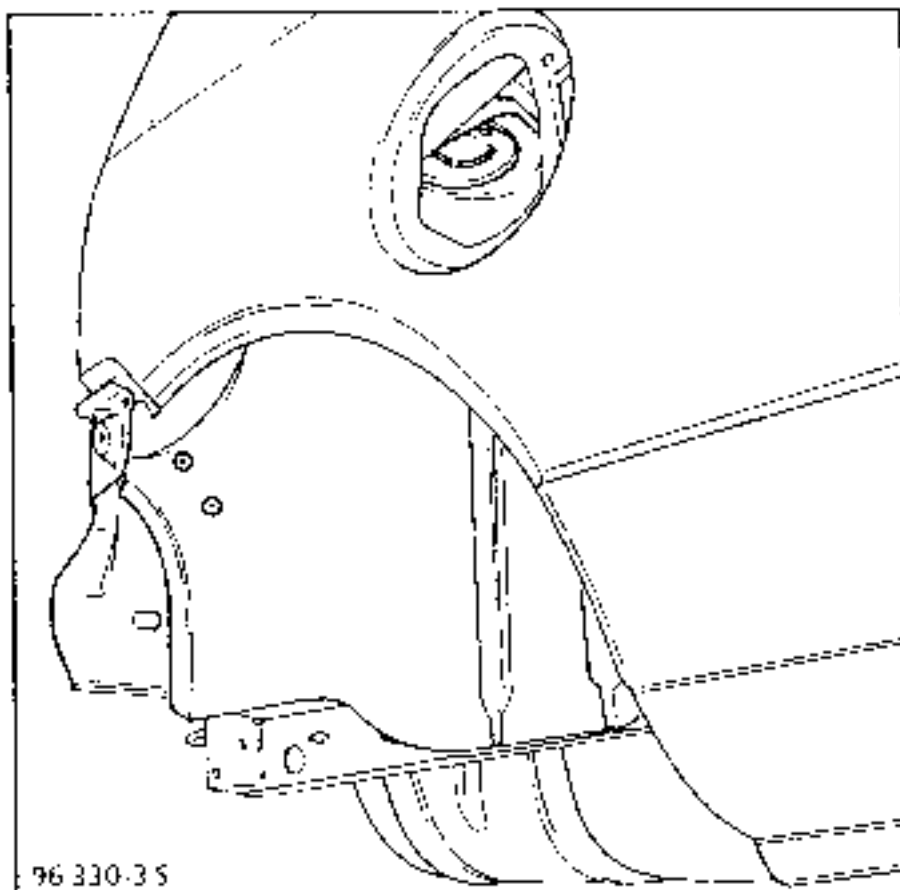
3 JOINT WITH REAR WHEEL ARCH

Reminder : see **44-E-3** and **44-E-4**



4 JOINT WITH REAR PANEL

Reminder : see **44-F-5**

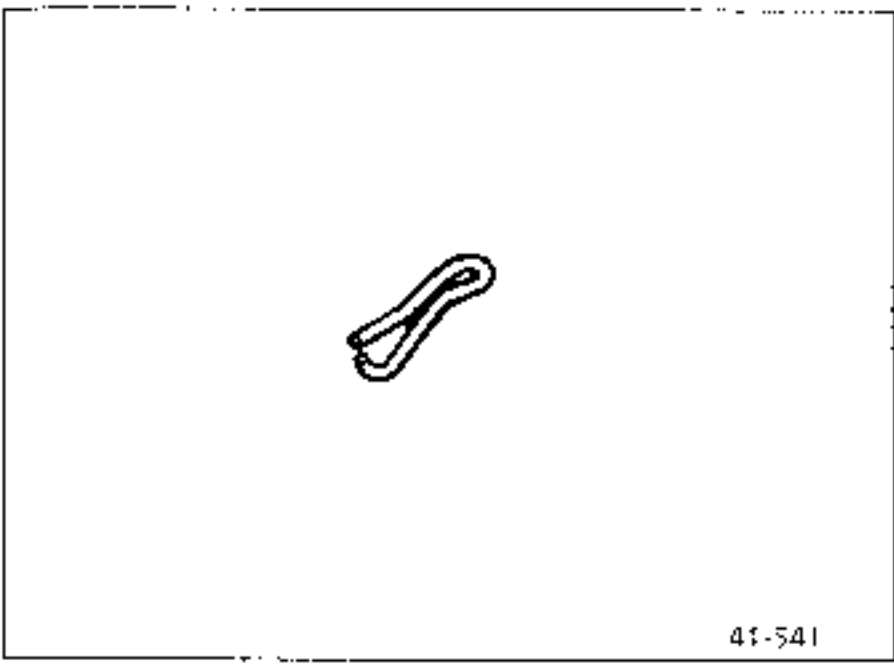


INTRODUCTION

Basic operation which is not required after an impact, but after towing.

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

Single part



1 JOINT WITH REAR SIDE MEMBER

Steel thickness (mm)

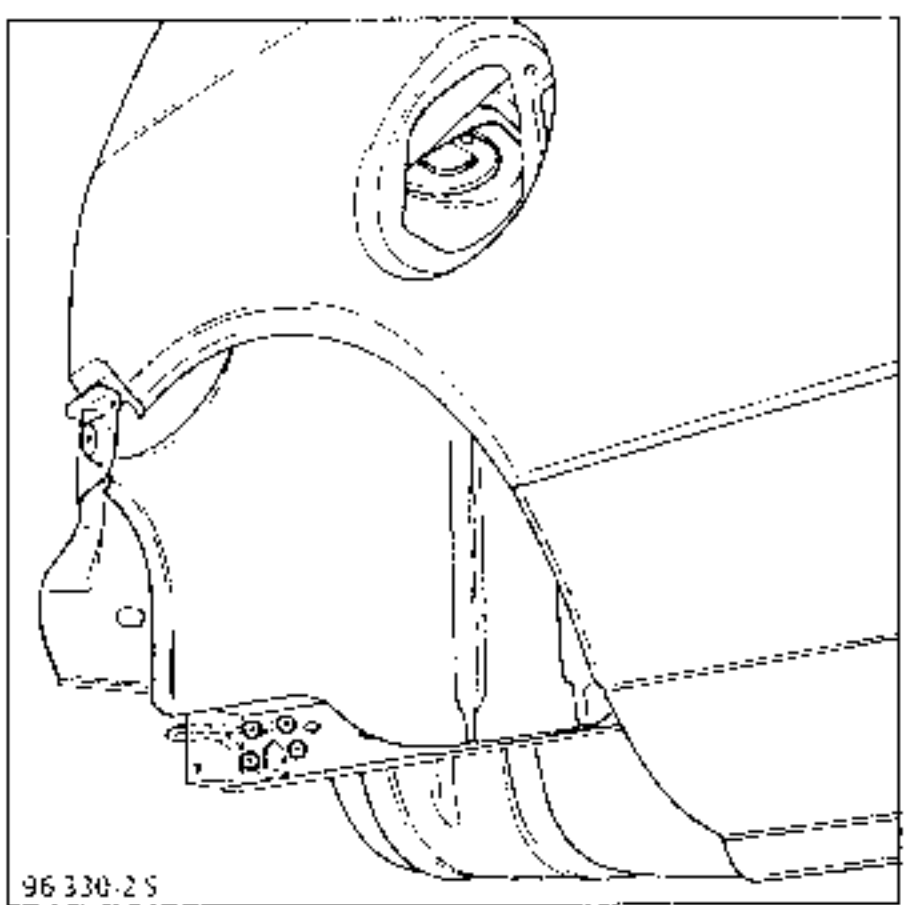
Ring	Ø 8
Side member	1,80

Unpicking

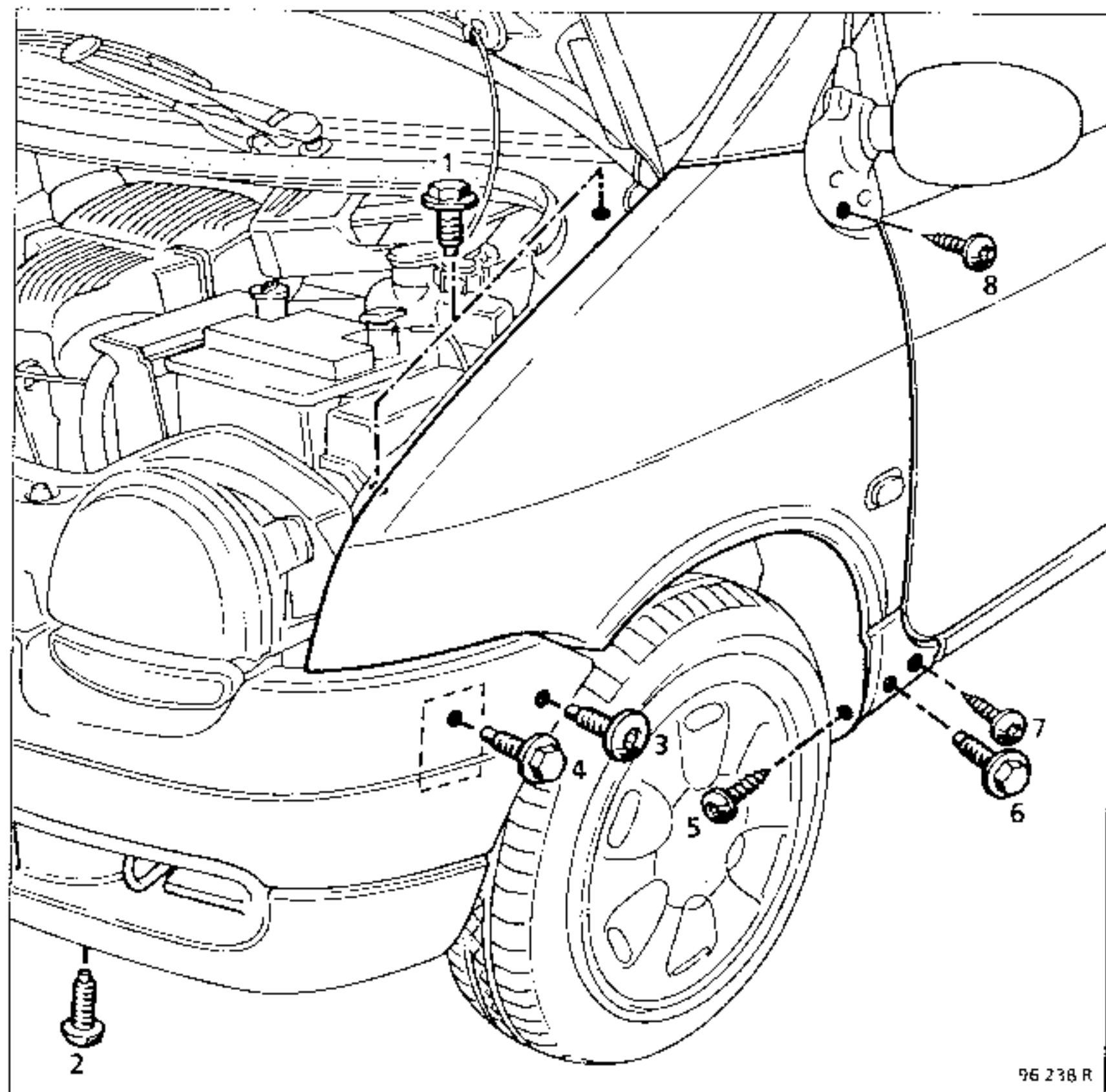


4 MAG (MIG) fillets of 10 mm

Welding



REMOVAL - REFITTING



96 238 R

Remove:

- the rear view mirror,
- part of the bumper by removing the side mountings (2), (3),
- the wing panel mountings (1), (4), (5), (6), (7), (8)

NOTE :

- (1), (6) sheet metal bolt $\varnothing 6$ with hexagonal head 10 mm
- (4) mechanical threaded bolt $\varnothing 8 \times 125$ with hexagonal head 13 mm
- (2) mechanical threaded bolt $\varnothing 6 \times 100$ with Torx head T20
- (3) mechanical threaded bolt $\varnothing 8 \times 125$ with torx head T30
- (5), (7), (8) sheet metal bolt $\varnothing 4,2$ with torx print head T20

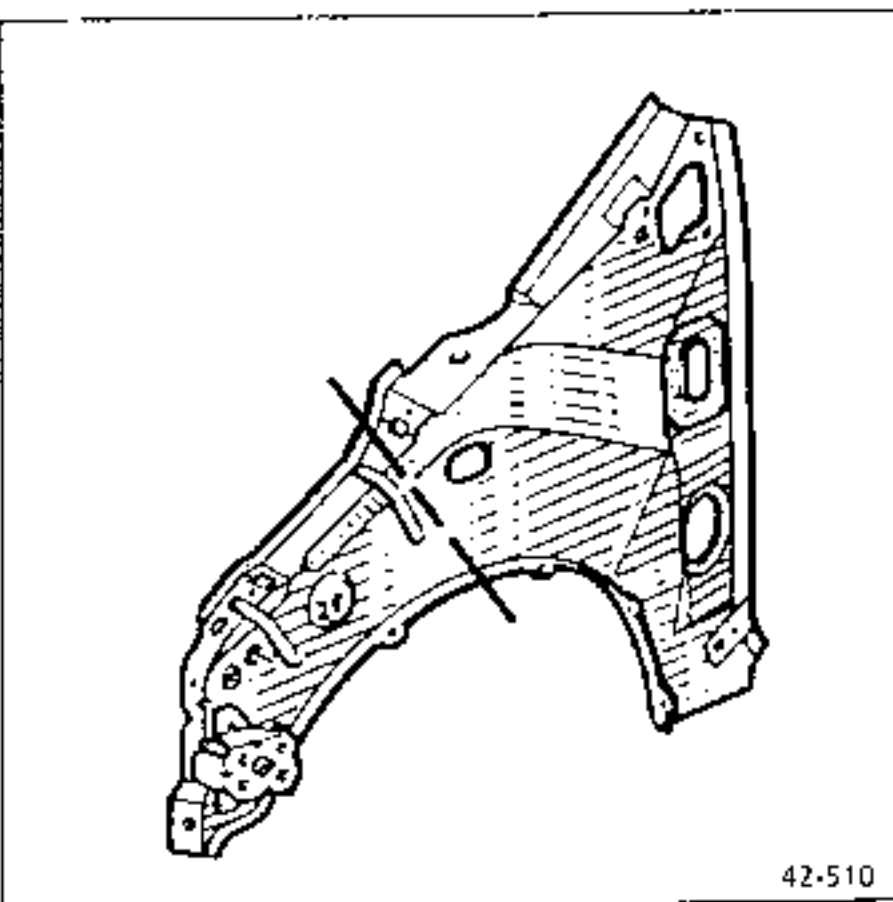
INTRODUCTION

The design of the vehicle is such that the cowl side panel and the front pillar lining are in one piece. When one of these parts is replaced, the part supplied by the Parts Department must therefore be cut.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with:

- hook reinforcement,
- wing mounting rib,
- dashboard mounting bracket,
- various welded nuts

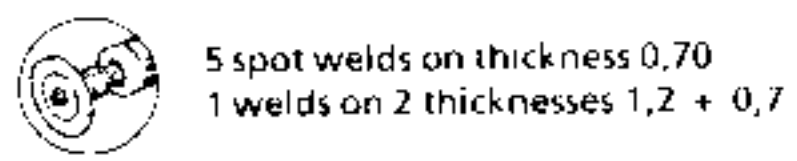


1 JOINT WITH WHEEL ARCH

Steel thickness (mm)

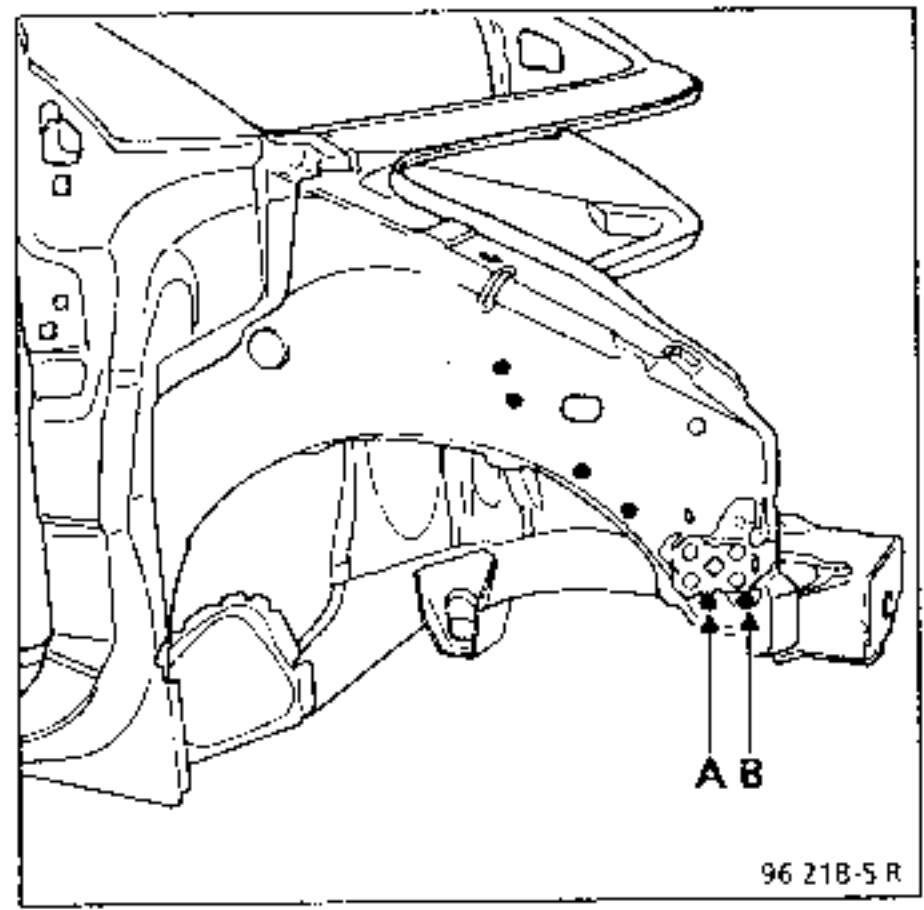
Cowl side panel	0,70
Wheel arch	0,70
Wing mounting rib	1,20

Unpicking



5 spot welds on thickness 0,70
1 welds on 2 thicknesses 1,2 + 0,7

Welding



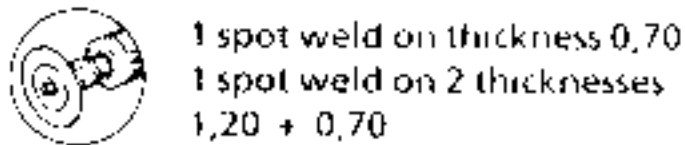
NOTE : at (A), 1 weld on 3 thicknesses (0,7 x 3),
at (B), 1 weld on 3 thicknesses (0,7 x 2) + 1,2

2 JOINT WITH WHEEL ARCH COVER PANEL

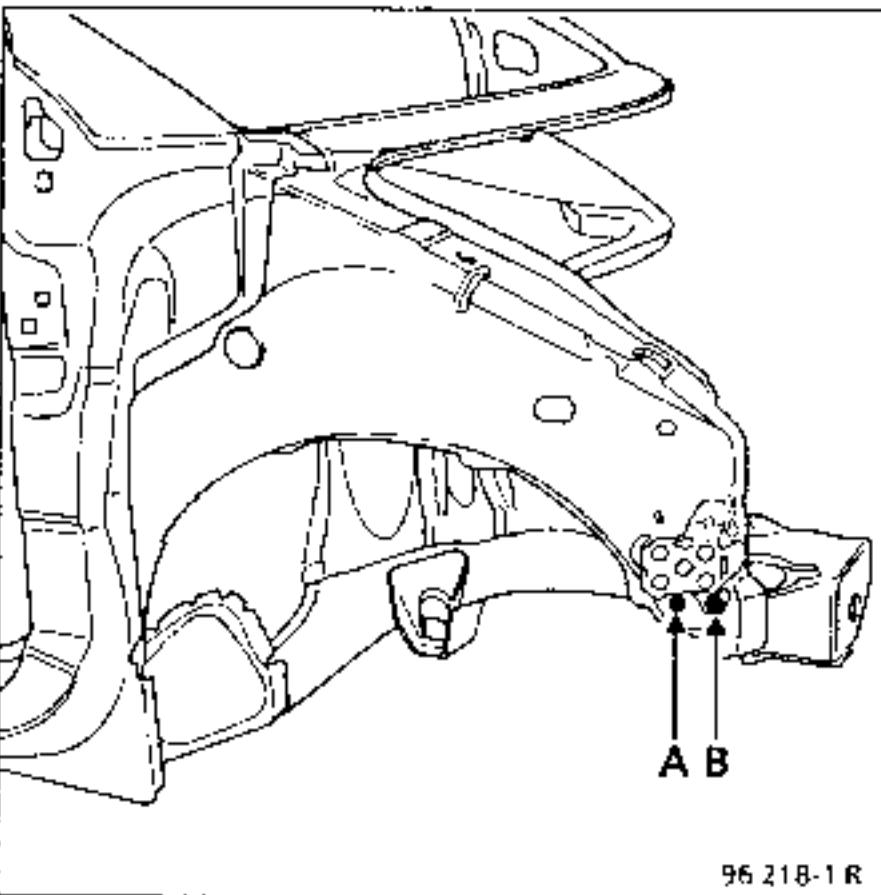
Steel thickness (mm)

Wheel arch	0,70
Cowl side panel	0,70
Wheel arch cover panel	0,70
Wing mounting rib	1,20

Unpicking



Welding



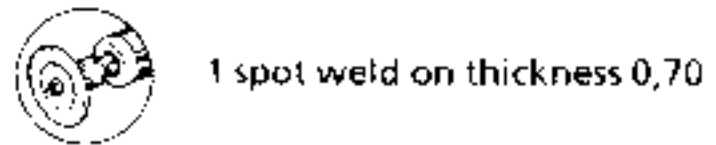
NOTE : at (A), 3 thicknesses (0,70 x 3)
at (B), 3 thicknesses (0,70 x 2) + 1,20

3 JOINT WITH PLENUM CHAMBER

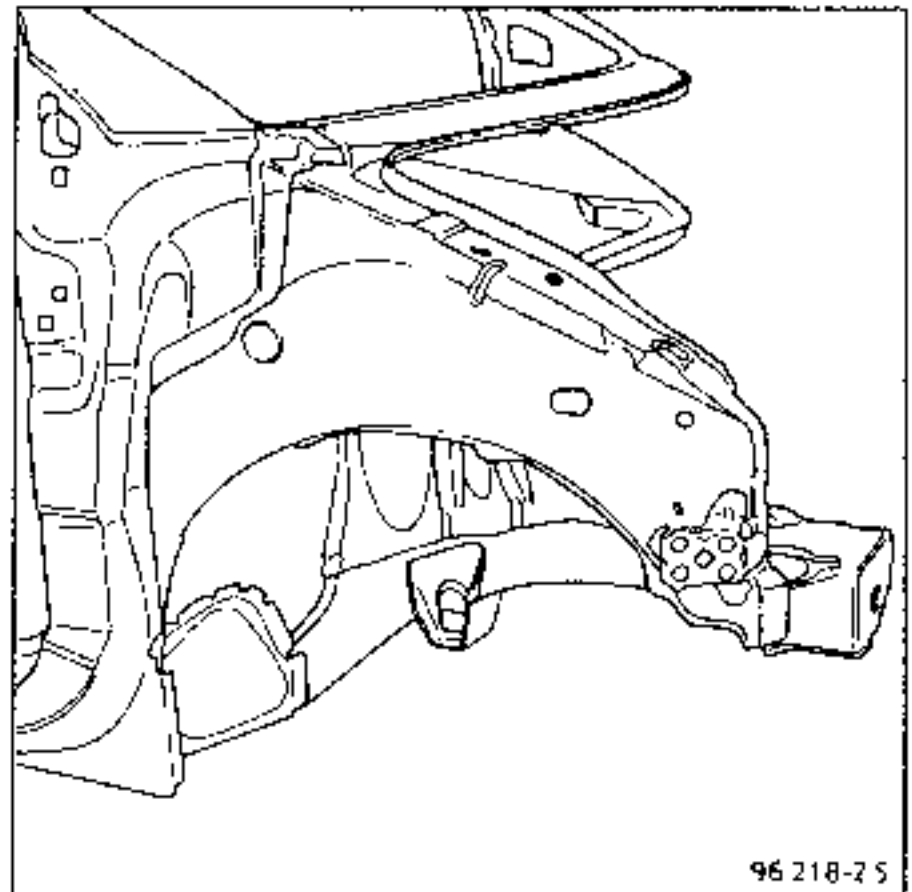
Steel thickness (mm)

Cowl side panel	0,70
Plenum chamber	0,70

Unpicking



Welding

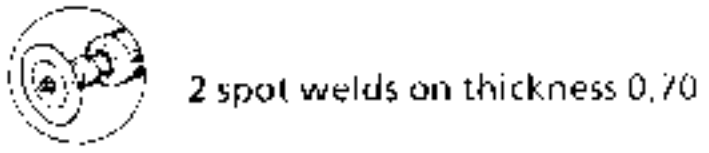


4 JOINT WITH BATTERY TRAY
(LEFT HAND SIDE ONLY)

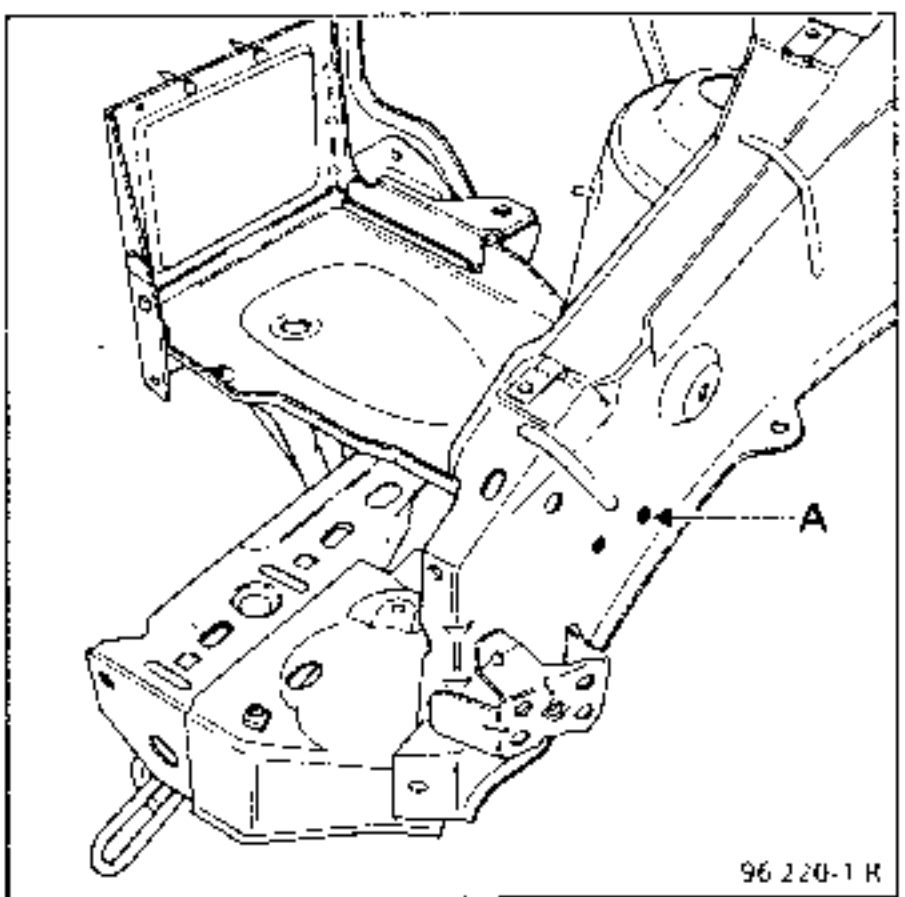
Steel thickness (mm)

Cowl side panel	0,70
Battery tray	1,20
Wheel arch	0,70

Unpicking



Welding



NOTE: point (A) is on three thicknesses

5 PARTIAL SECTION

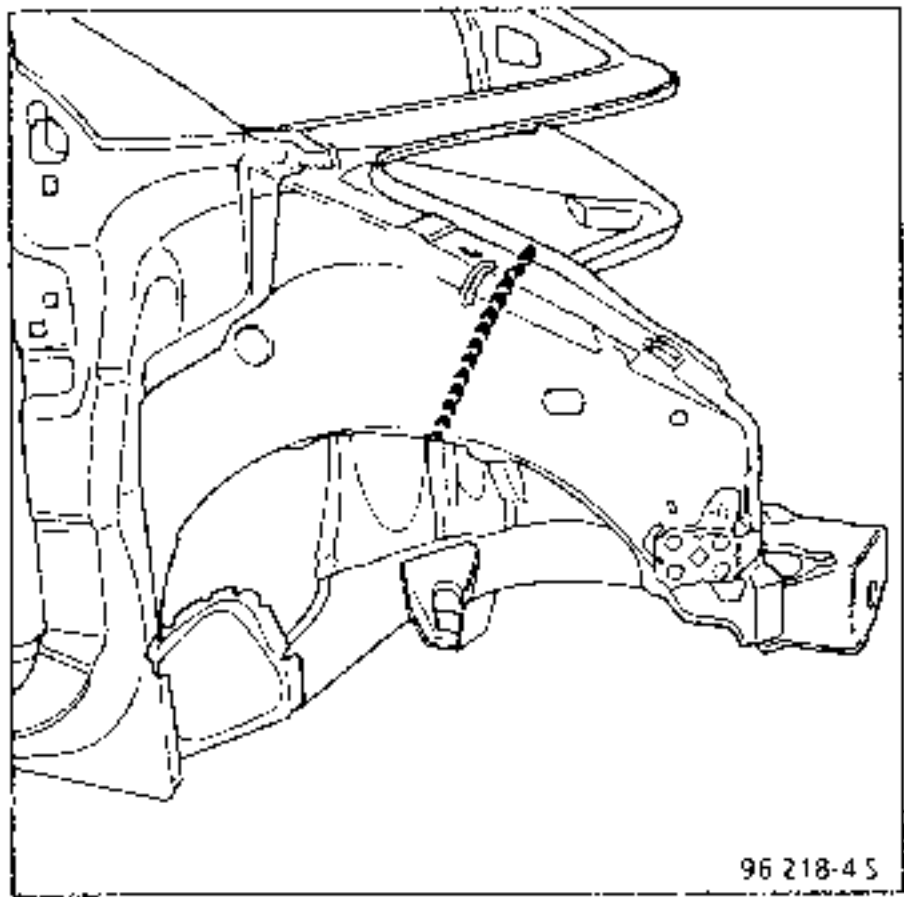
Steel thickness (mm)

Cowl side panel	0,70
-----------------	------

Unpicking



Welding



INTRODUCTION

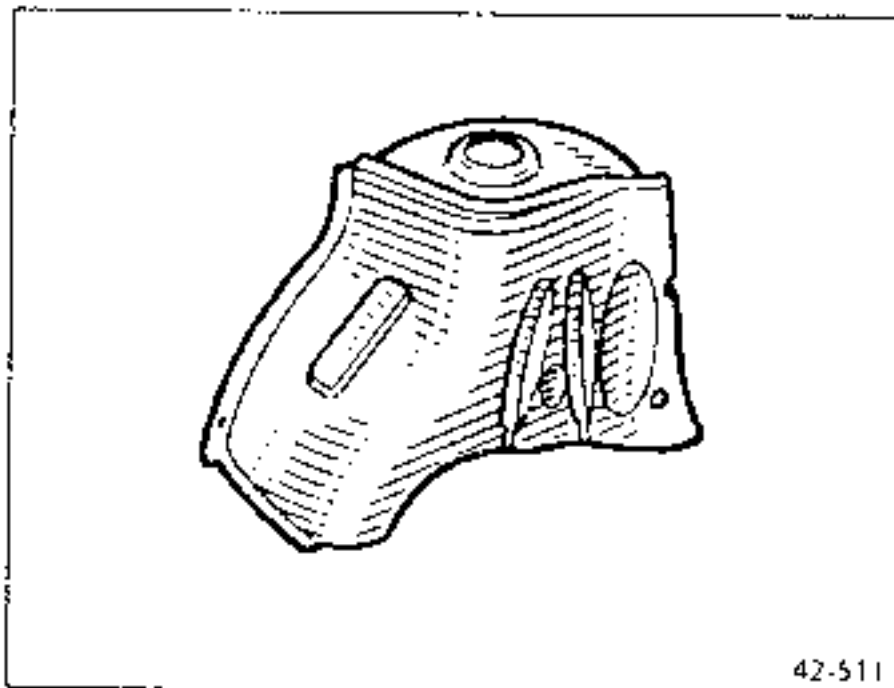
Complementary operation to replacing:

- a cowl side panel after frontal impact,
- a pillar lining after side impact,

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with :

- wheel arch,
- shock absorber cup,
- welded studs.



1 JOINT WITH WHEEL ARCH COVER PANEL

Steel thickness (mm)

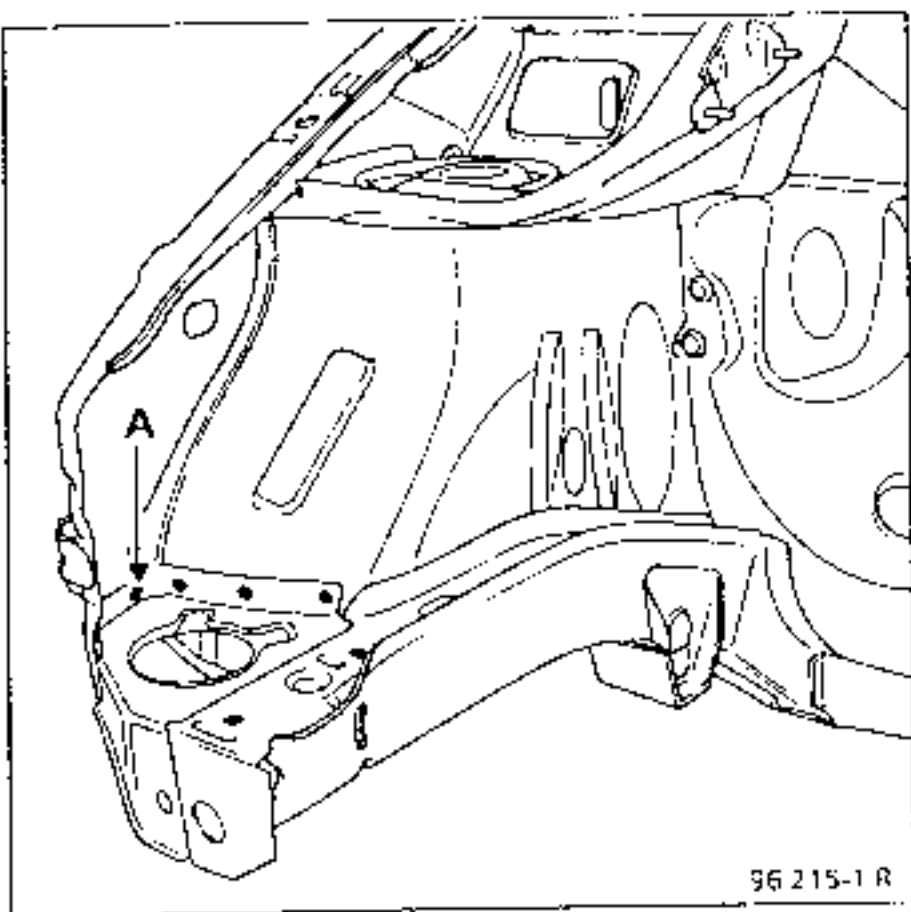
Wheel arch	0,70
Cover panel	0,70
Cowl side panel	0,70

Unpicking



3 spot welds on thickness 0,70,
1 spot weld on 2 thicknesses 0,70

Welding



NOTE : point (A) is on 3 thicknesses

2 JOINT WITH SIDE MEMBER

Steel thickness (mm)

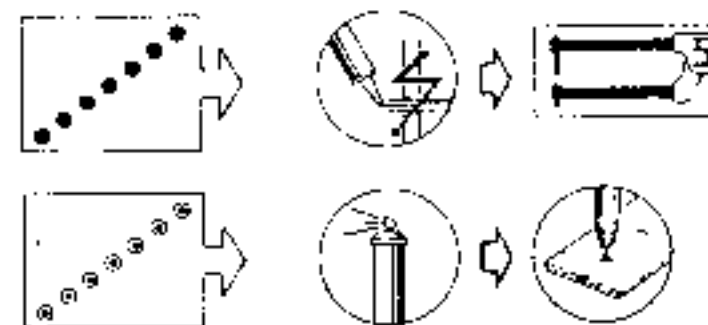
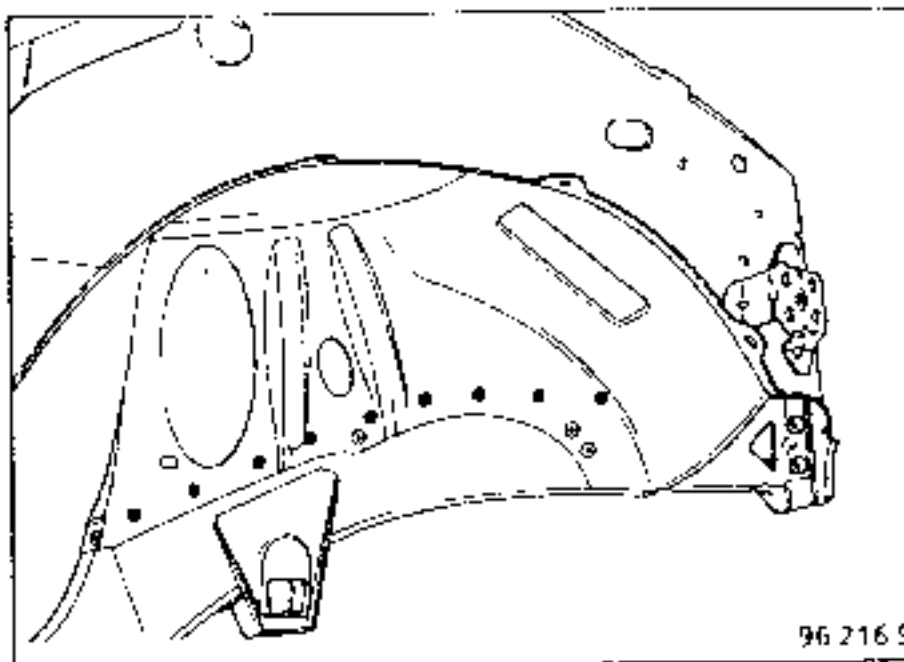
Wheel arch	0,70
Side member	1,20
Side member cover panel	0,70

Unpicking



13 spot welds on thickness 0,70

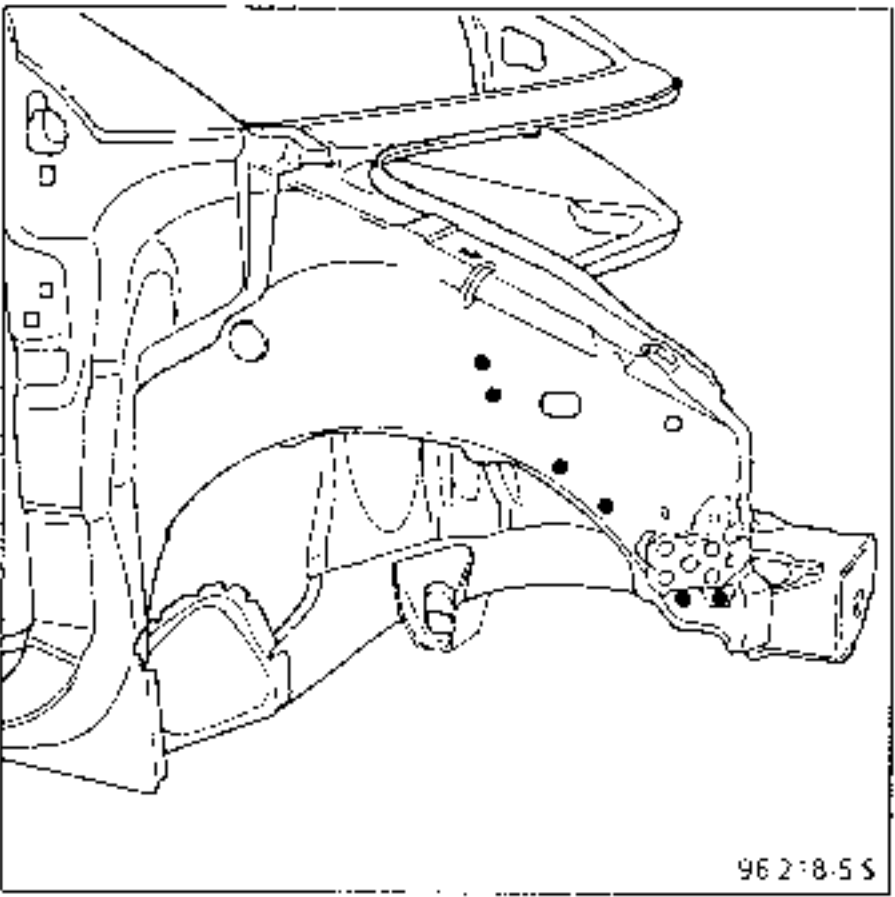
Welding



NOTE : all the welds are on 3 thicknesses.

3 JOINT WITH COWL SIDE PANEL (PILLAR LINING)

Reminder : see **42-B-1**

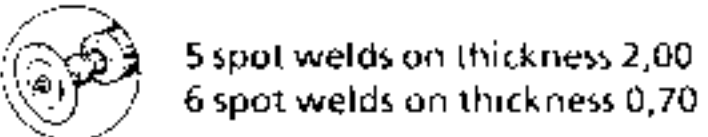


4 JOINT WITH BULKHEAD

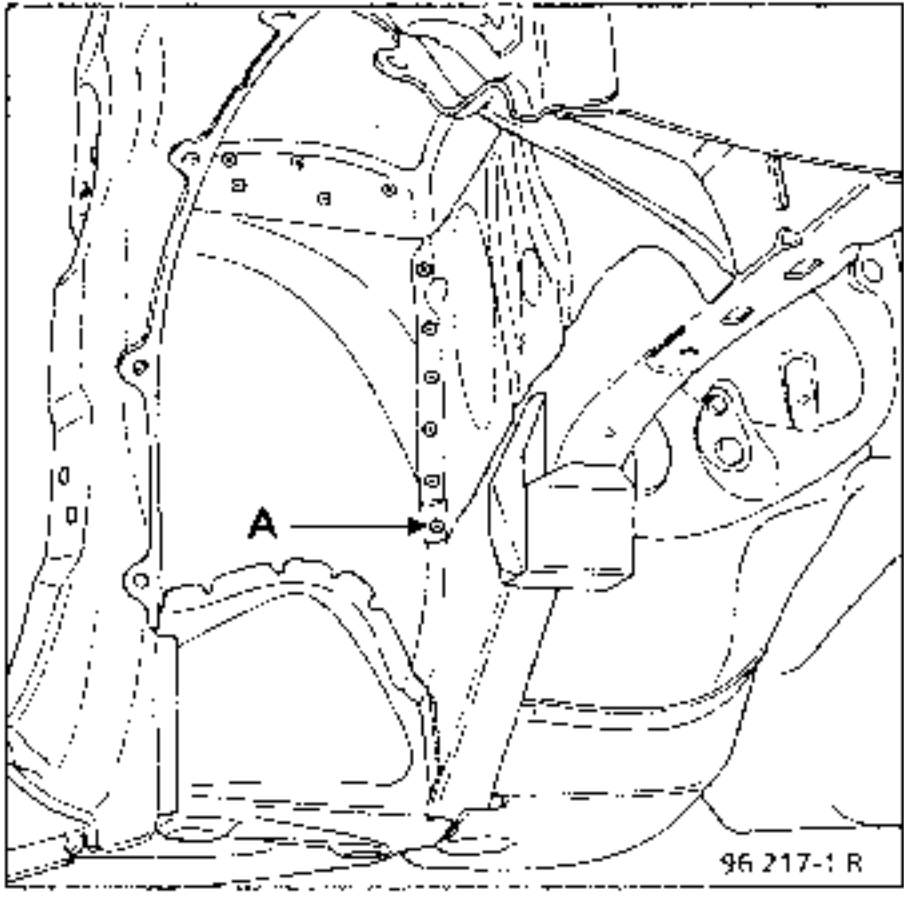
Steel thickness (mm)

Wheel arch	0,70
Shock absorber cup	2,00
Bulkhead	0,70
Side member	1,20

Unpicking



Welding



NOTE : at (A), 3 thicknesses

5 JOINT WITH BATTERY TRAY
(LEFT HAND SIDE ONLY)

Steel thickness (mm)

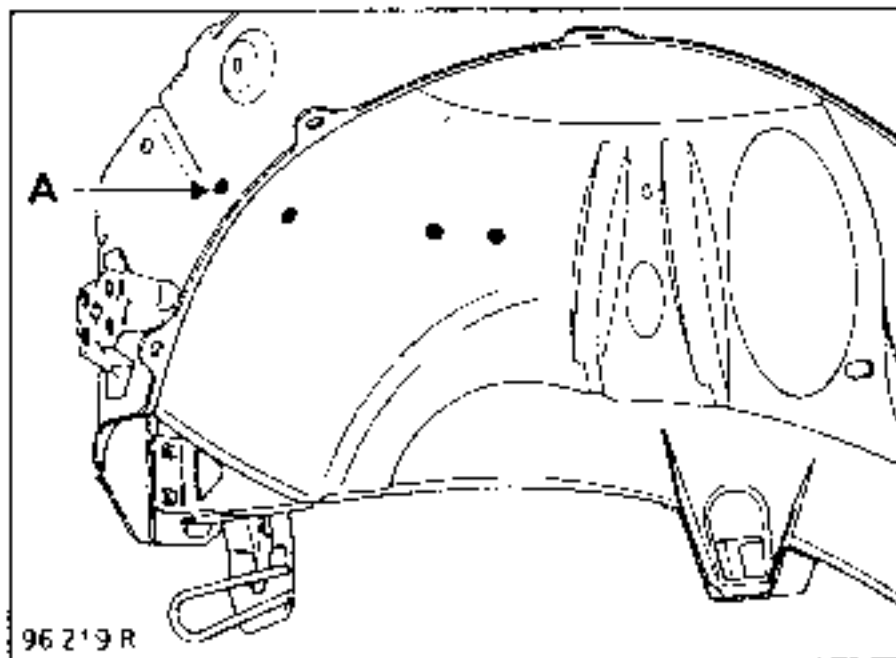
Battery tray	1,20
Wheel arch	0,70
Cowl side panel	0,70

Unpicking



3 spot welds on thickness 0,70
1 weld on 2 thicknesses 0,70 x 2

Welding



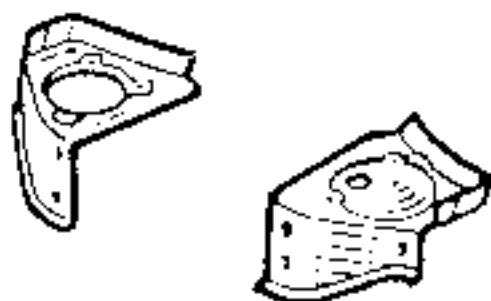
NOTE : at (A), 1 weld on 3 thicknesses

INTRODUCTION

Complementary operation to replacement of cowl side panel (pillar lining)

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with welded nuts



42-512

1 JOINT WITH COWL SIDE PANEL (PILLAR LINING)

Steel thickness (mm)

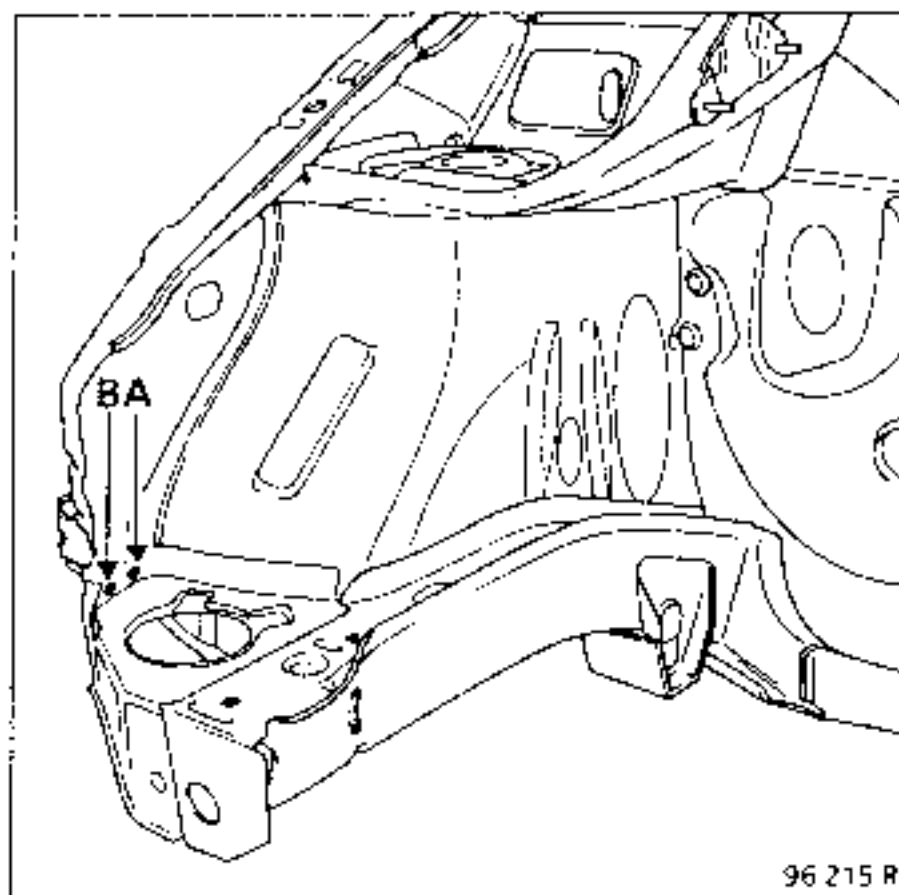
Wheel arch cover panel	0,70
Cowl side panel	0,70
Wing mounting rib	1,20
Wheel arch	0,70

Unpicking



2 spot welds on thickness 0,70

Welding



96 215 R



NOTE :

At (A), 3 thicknesses 1,20 + (0,70 x 2),
At (B), 3 thicknesses 0,70 x 3

2 JOINT WITH WHEEL ARCH

Steel thickness (mm)

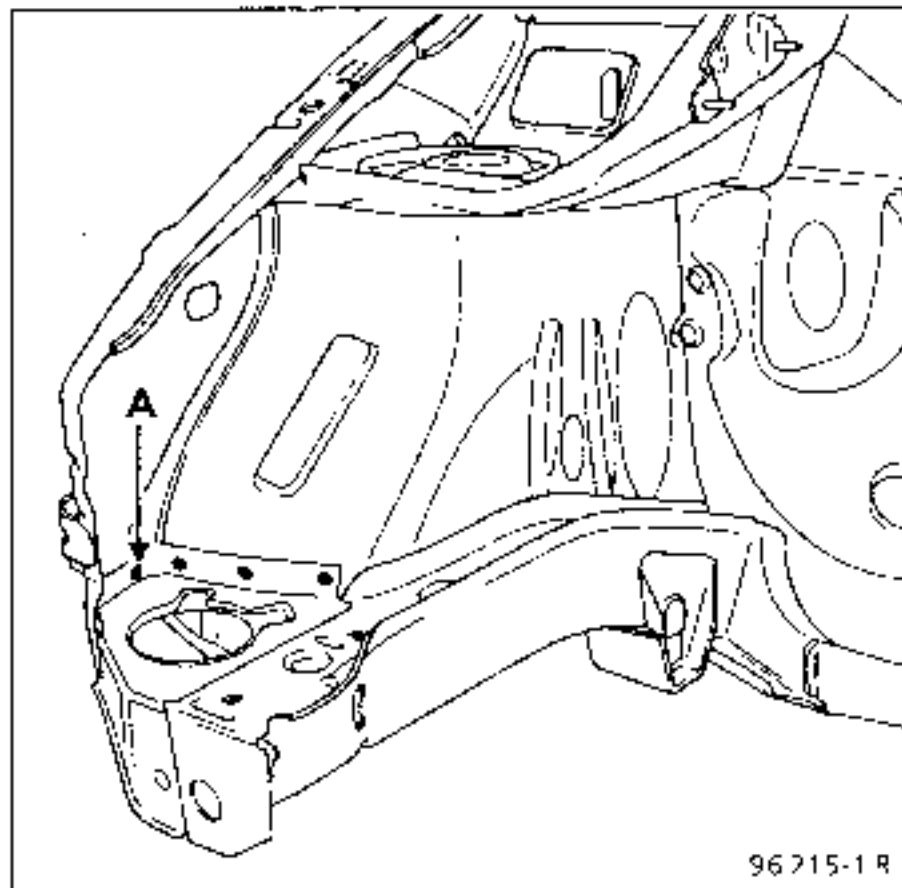
Cover panel	0,70
Wheel arch	0,70
Cowl side panel	0,70

Unpicking



4 spot welds on thickness 0,70

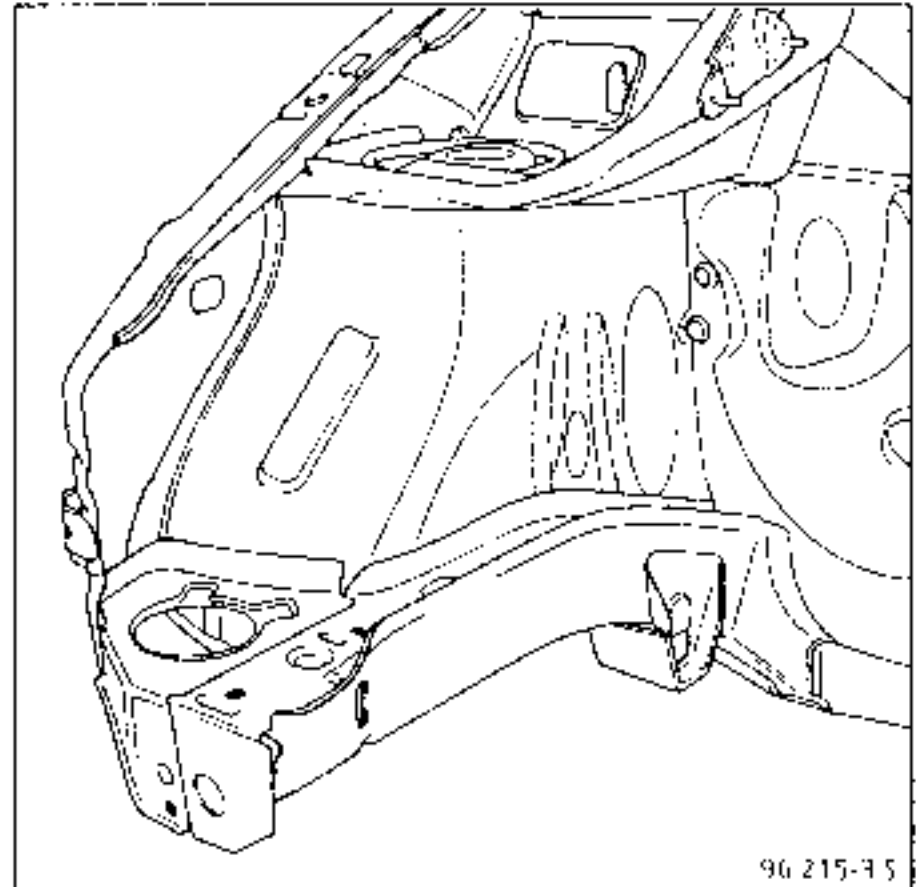
Welding



NOTE :
At (A), 1 weld on 3 thicknesses 0,70 x 3

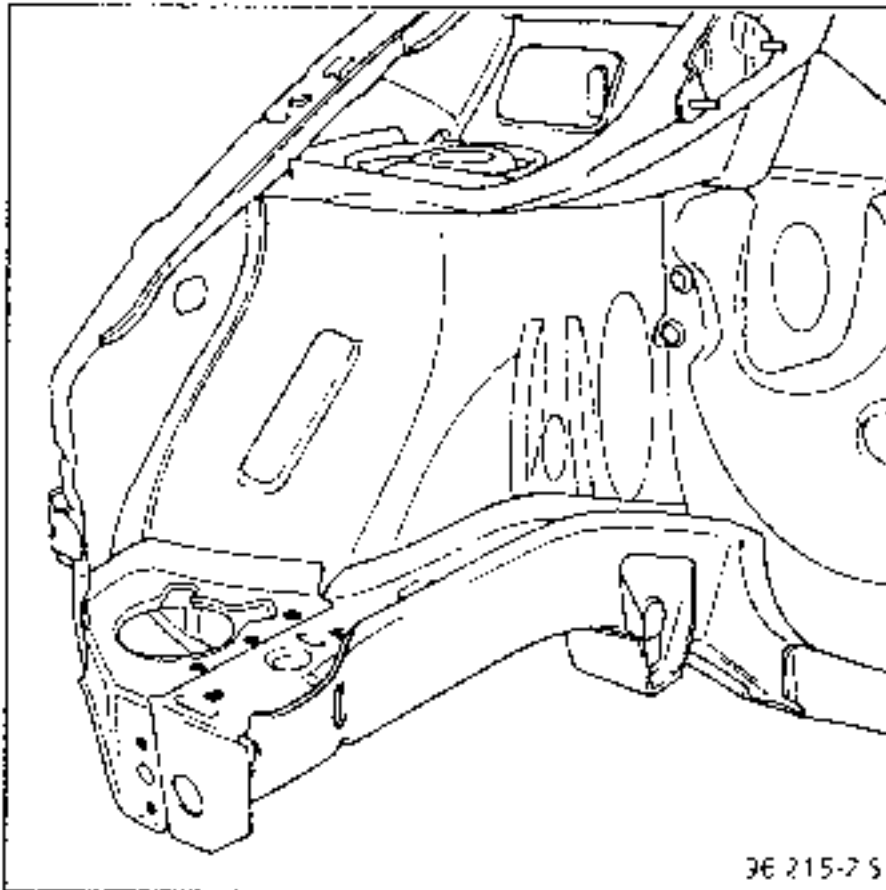
3 JOINT WITH SIDE MEMBER COVER PANEL

Reminder : see **41-B-1**



4 JOINT WITH SIDE MEMBER

Reminder : see **41-C-1**



INTRODUCTION

Complementary operation to:

- half unit for frontal impact,
- front pillar with lining for side impact.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with coil mounting and welded studs.



42.5'3

1 JOINT WITH PILLAR LINING (COWL SIDE PANEL)

Steel thickness (mm)

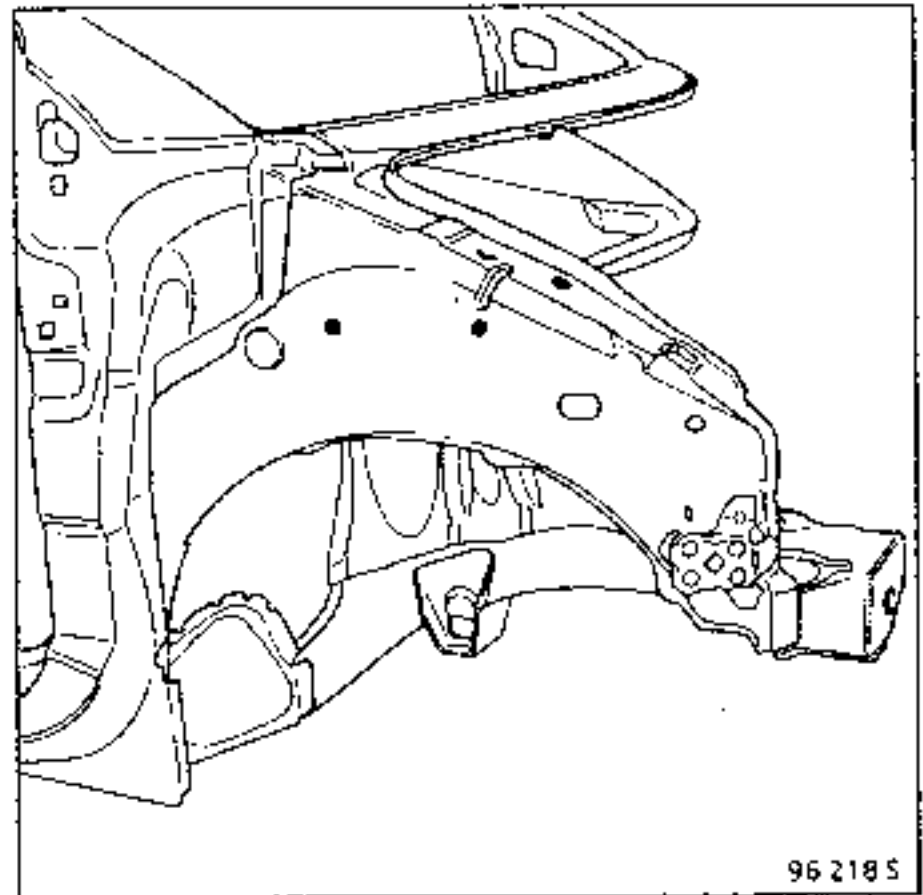
Pillar lining	0,70
Plenum chamber	0,70

Unpicking

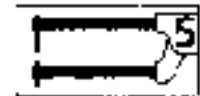
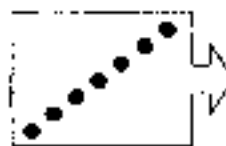


3 spot welds on thickness 0,70

Welding



96 218 5

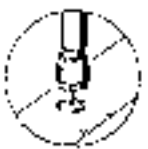


2 JOINT WITH BULKHEAD

Steel thickness (mm)

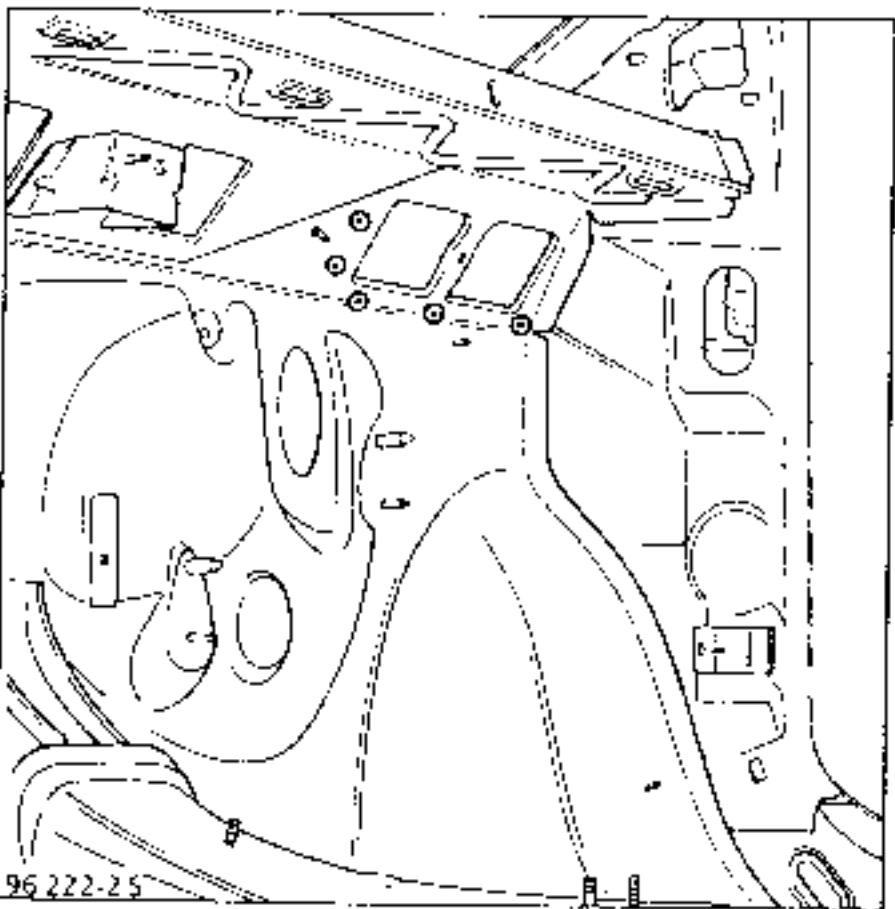
Bulkhead	0,70
Plenum chamber	0,70

Unpicking



5 spot welds on thickness 0,70

Welding



3 JOINT WITH SCUTTLE PANEL COVER PANEL

Steel thickness (mm)

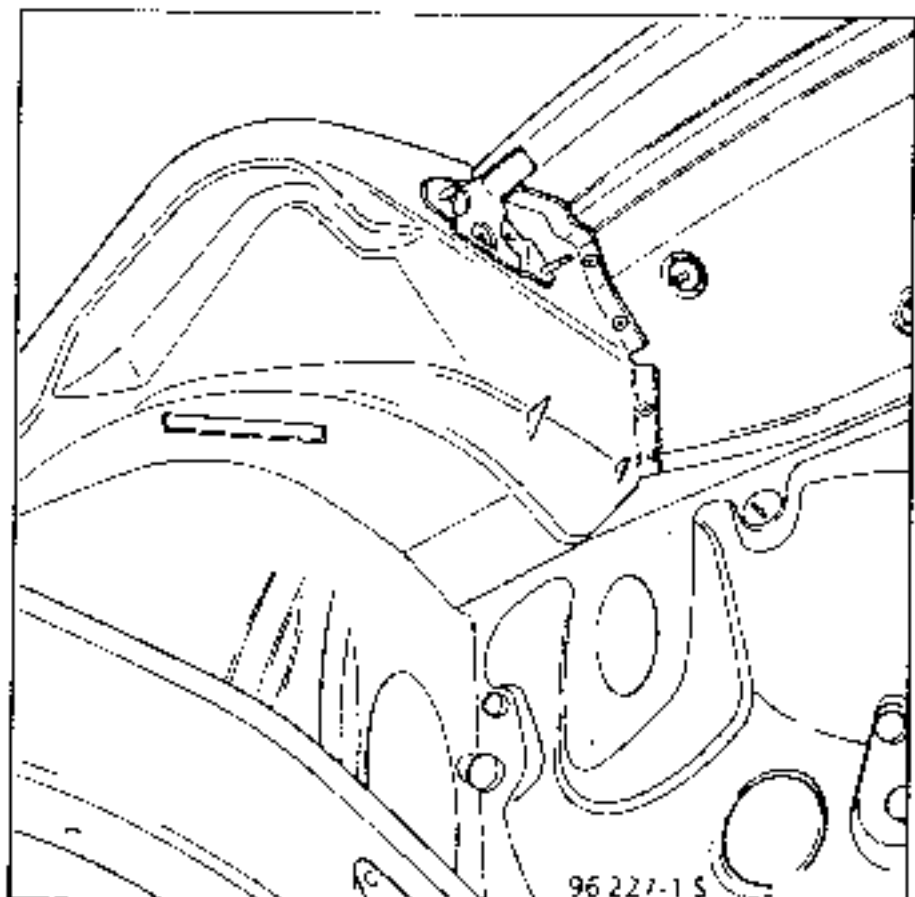
Cover panel	0,70
Plenum chamber	0,70

Unpicking



3 spot welds on thickness 0,70

Welding



4 JOINT WITH SCUTTLE PANEL

Steel thickness (mm)

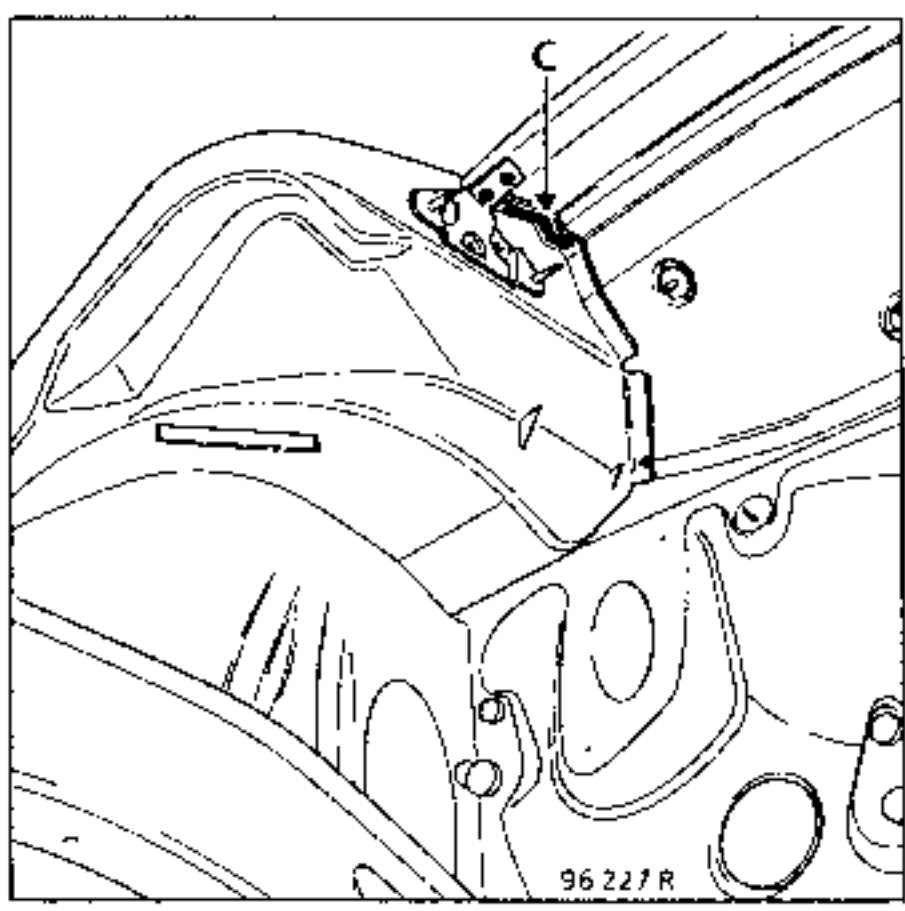
Scuttle panel	0,70
Plenum chamber	0,70
Coil mounting	1,00

Unpicking



2 spot welds on thickness 1,00

Welding



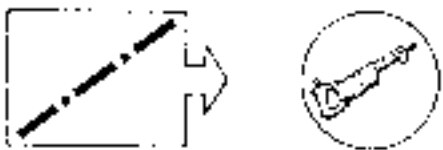
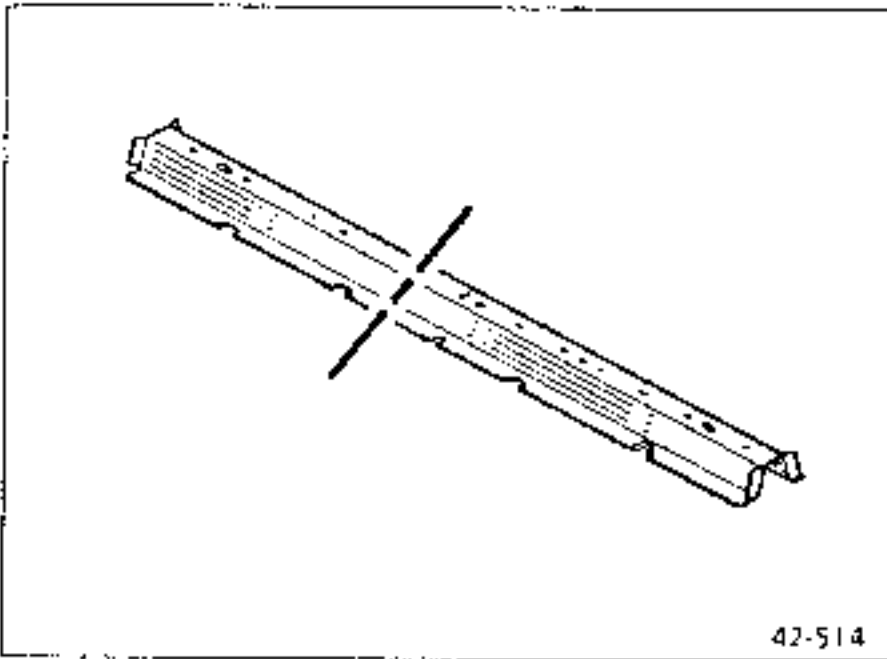
NOTE : at (C), apply a mastic bead. Apply over L = 100 mm.

INTRODUCTION

Complementary operation to:
- front pillar for side impact

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with column mounting spacers



1 JOINT WITH COWL SIDE PANEL AND PILLAR LINING

Steel thickness (mm)

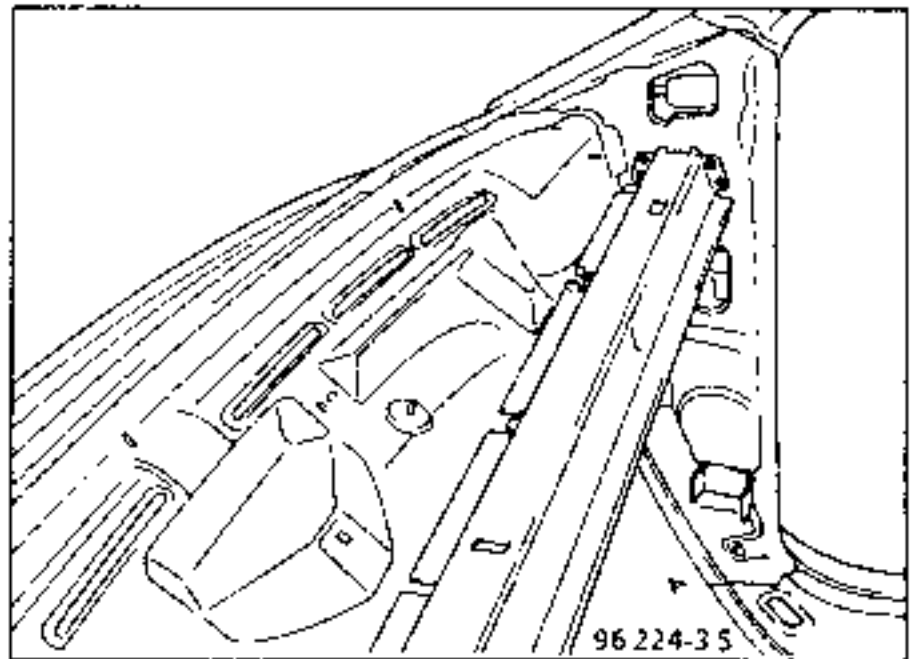
Scuttle panel	0,70
Cowl side panel	0,70

Unpicking



4 spot welds on thickness 0,70

Welding



NOTE : these welds must be made before refitting the front pillar.

2 JOINT WITH UPPER SECTION OF BULKHEAD

Steel thickness (mm)

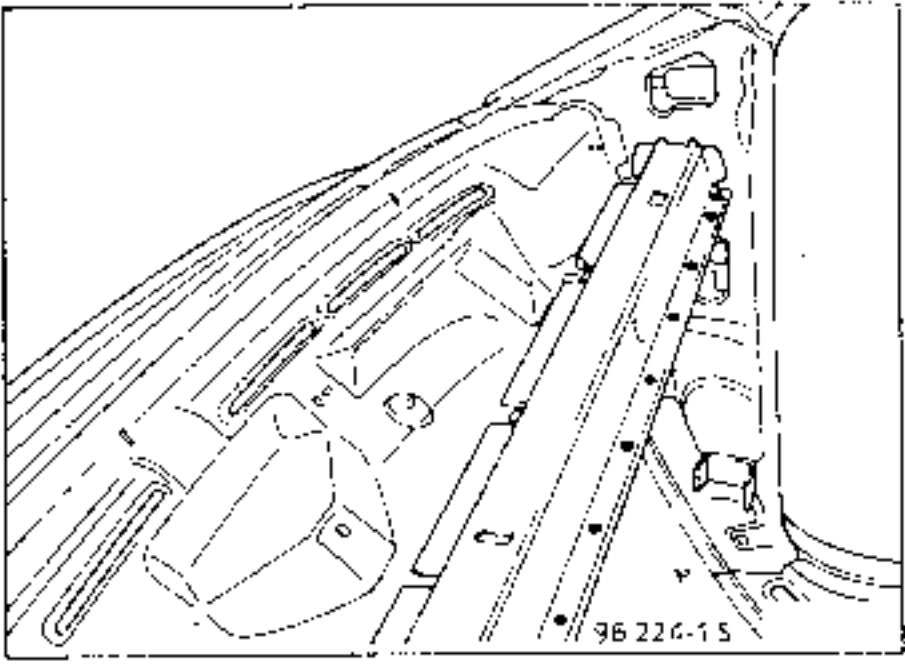
Scuttle panel	0,70
Bulkhead	0,90

Unpicking



7 spot welds on thickness 0,70

Welding



3 JOINT WITH FRONT SECTION OF SCUTTLE PANEL

Steel thickness (mm)

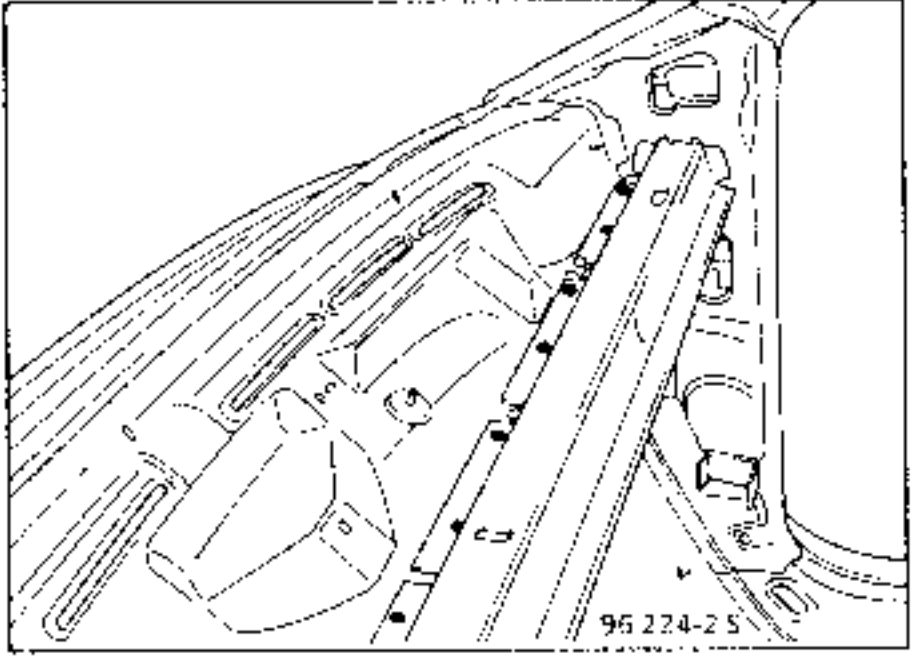
Scuttle panel, rear section	0,70
Scuttle panel, front section	0,70
Upper bulkhead section	0,90

Unpicking



6 spot welds on thickness 0,70

Welding



NOTE : all these welds are on 3 thicknesses :
 - scuttle panel, front section,
 - scuttle panel, rear section,
 - upper bulkhead section

4 PARTIAL SECTION

Steel thickness (mm)

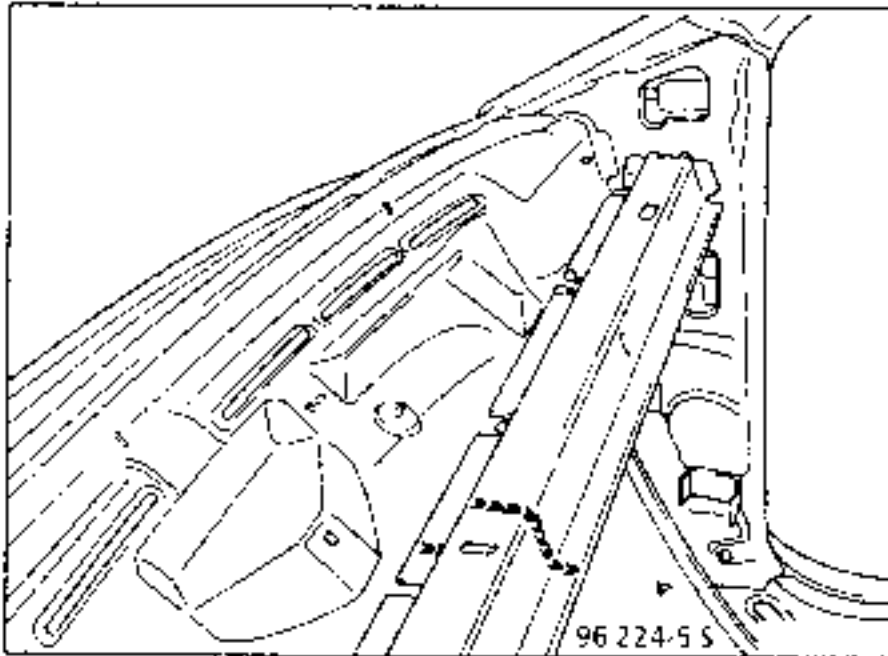
Rear scuttle panel section 0,70

Unpicking



150 mm

Welding

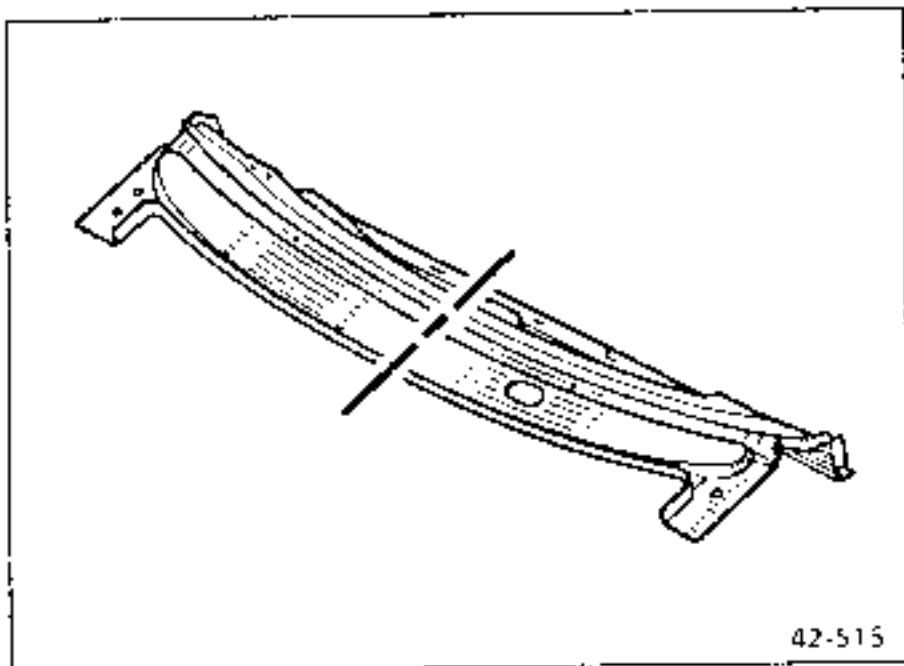


INTRODUCTION

Complementary operation to front pillar for side impact.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with:
2 bonnet hinge plates, with welded nuts and studs

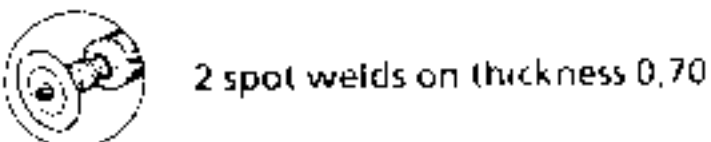


1 JOINT WITH COWL SIDE PANEL AND PILLAR LINING

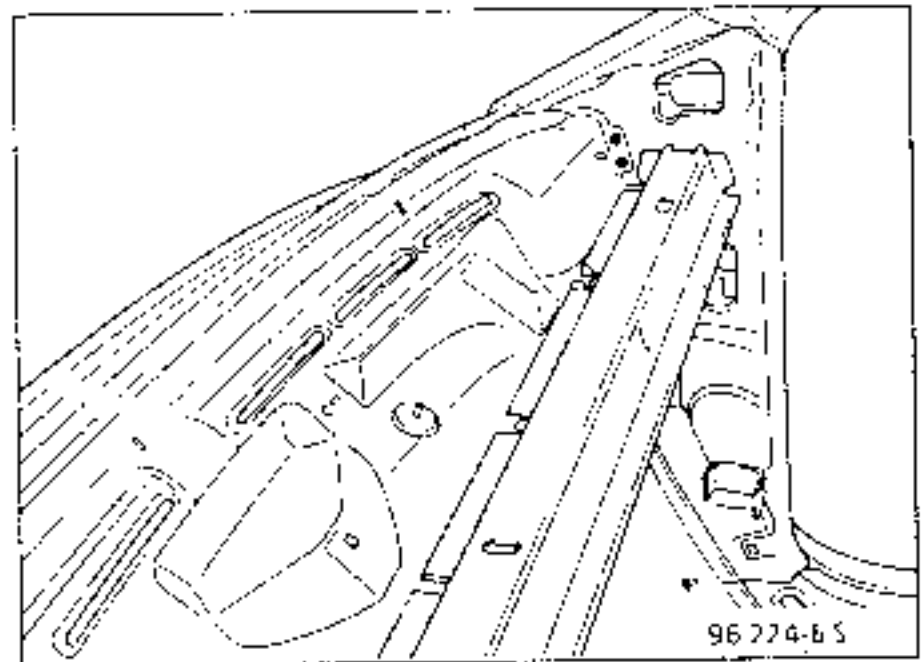
Steel thickness (mm)

Scuttle panel, front section	0,70
Cowl side panel	0,70

Unpicking



Welding



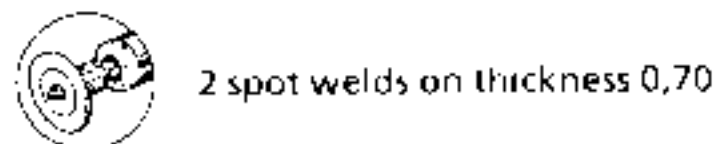
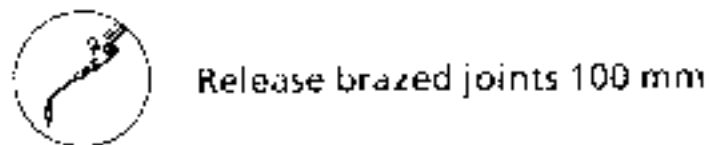
NOTE : these welds must be made before refitting the front pillar.

2 JOINT WITH FRONT PILLAR

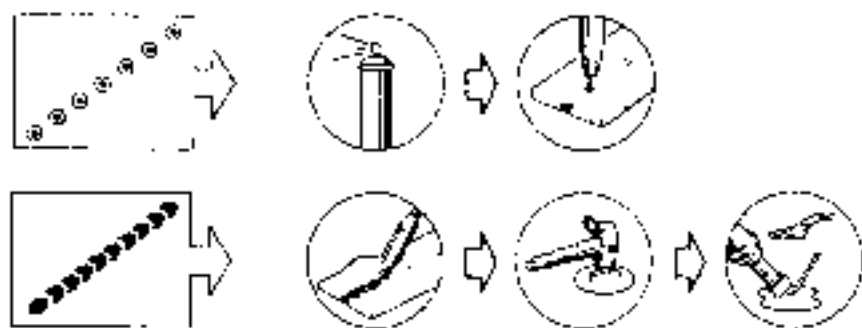
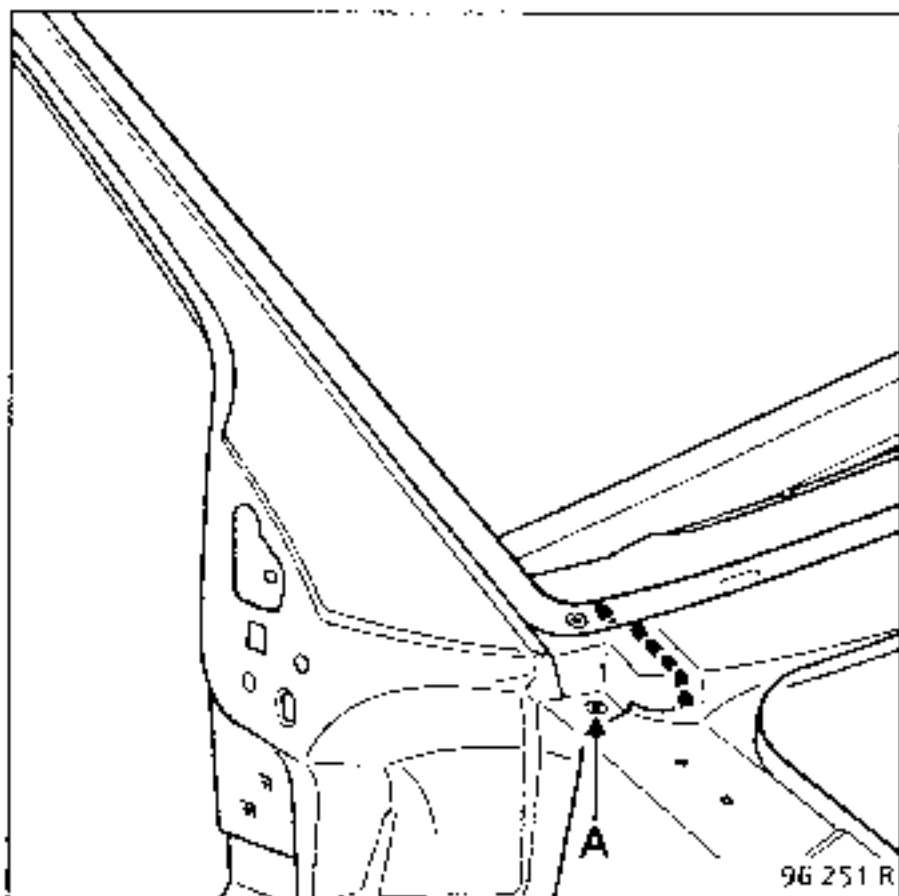
Steel thickness (mm)

Front pillar	0,70
Front section of scuttle panel	0,70
Cowl side panel	0,70

Unpicking



Welding



NOTE : at (A), plug welds on 2 thicknesses
0,70 x 2

3 JOINT WITH SCUTTLE PANEL COVER PANEL

Steel thickness (mm)

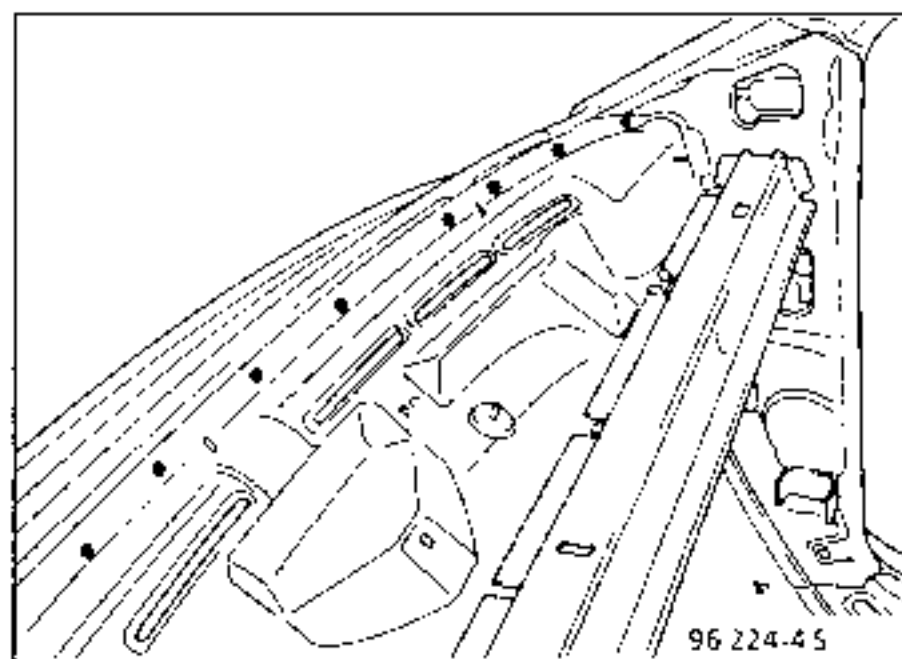
Scuttle panel	0,70
Cover panel	0,90

Unpicking



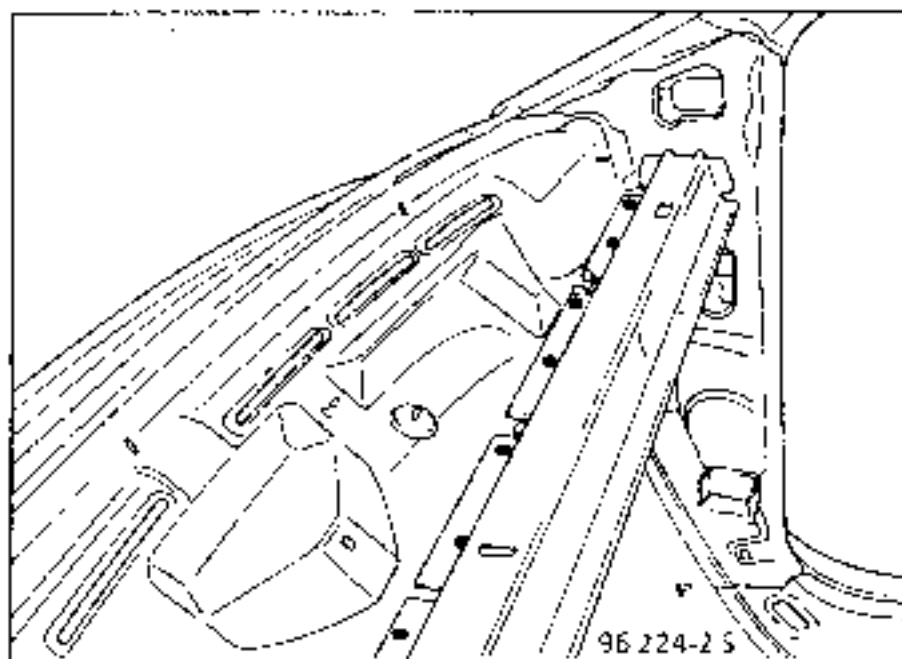
6 spot welds on thickness 0,70

Welding



4 JOINT WITH REAR SECTION

Reminder : see **42-F-3**



NOTE : welds on 3 thicknesses :
- front section of scuttle panel
- rear section of scuttle panel
- upper bulkhead section

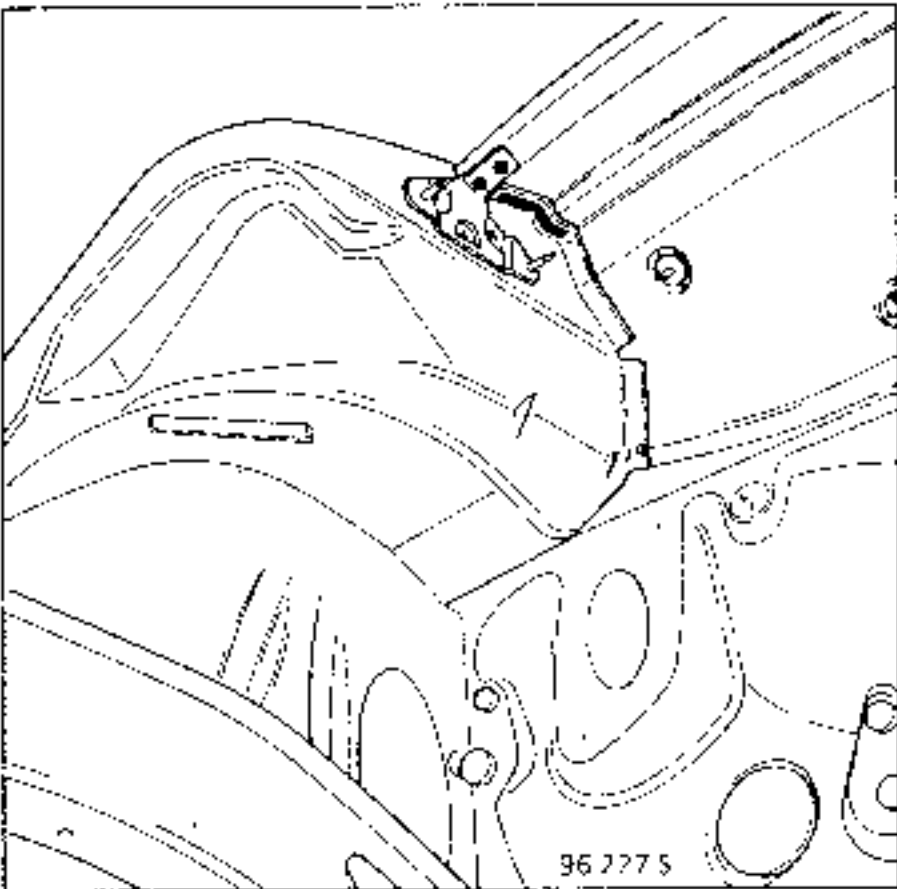
The rear scuttle panel section must be removed to reach these welds

5 JOINT WITH UPPER BULKHEAD SECTION

NOTE : same joint as above on three thicknesses

6 JOINT WITH PLENUM CHAMBER

Reminder : see 42-E-4

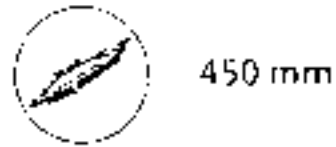


7 PARTIAL SECTION

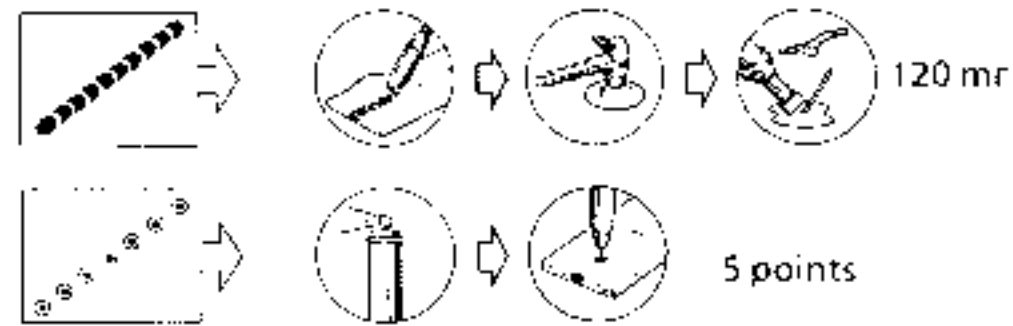
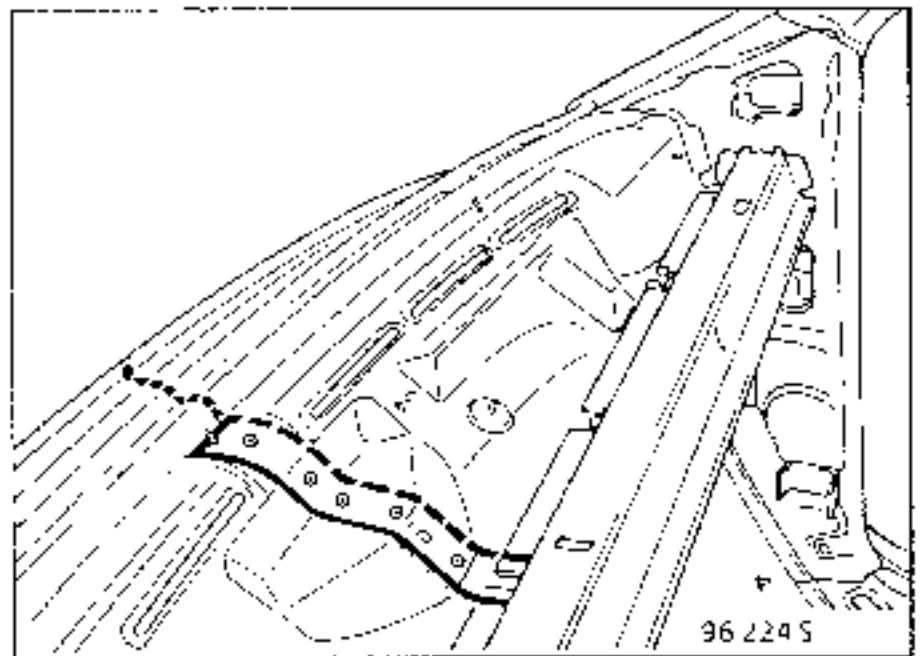
Steel thickness (mm)

Scuttle panel 0,70

Unpicking



Welding



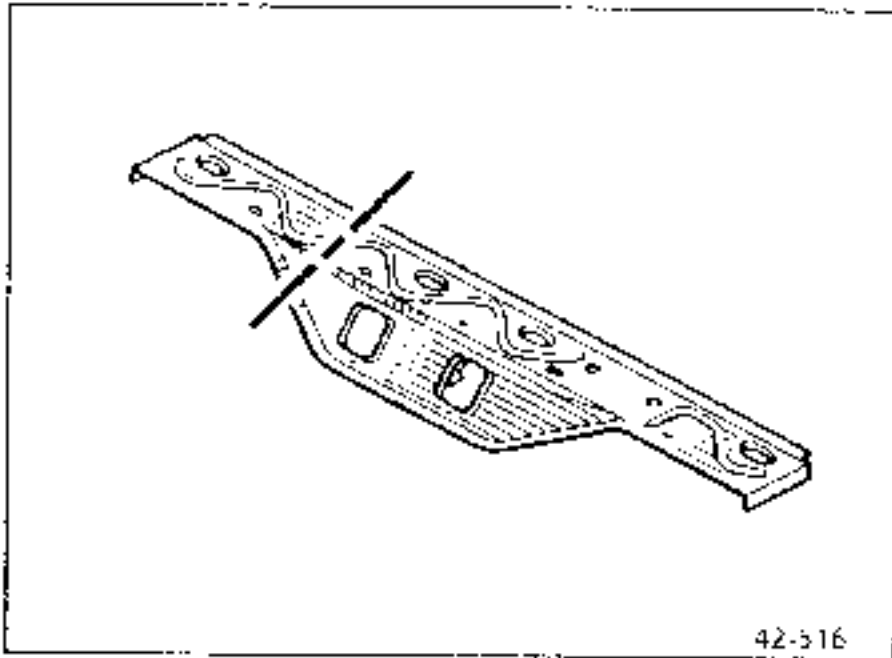
INTRODUCTION

Complementary operation to front pillar for side impact

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with :

- plenum chamber mounting bracket,
- dashboard guide bracket,
- welded nuts and studs



1 JOINT WITH COWL SIDE PANEL AND PILLAR LINING

Steel thickness (mm)

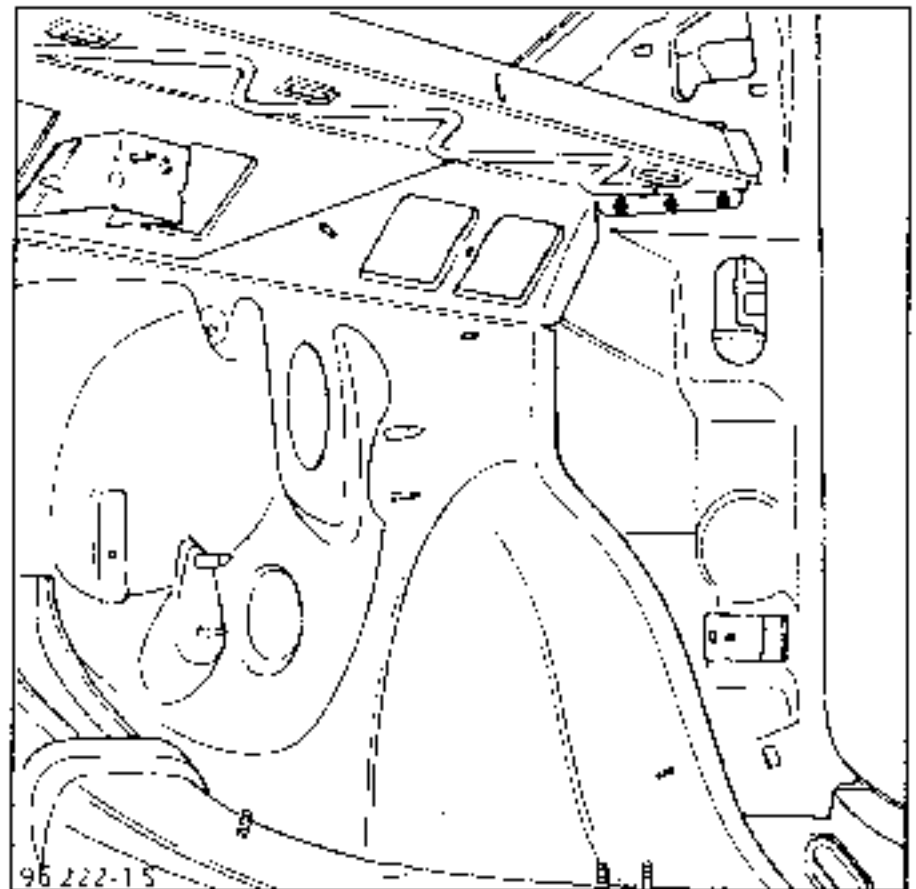
Bulkhead	0,90
Cowl side panel	0,70

Unpicking



3 spot welds on thickness 0,70

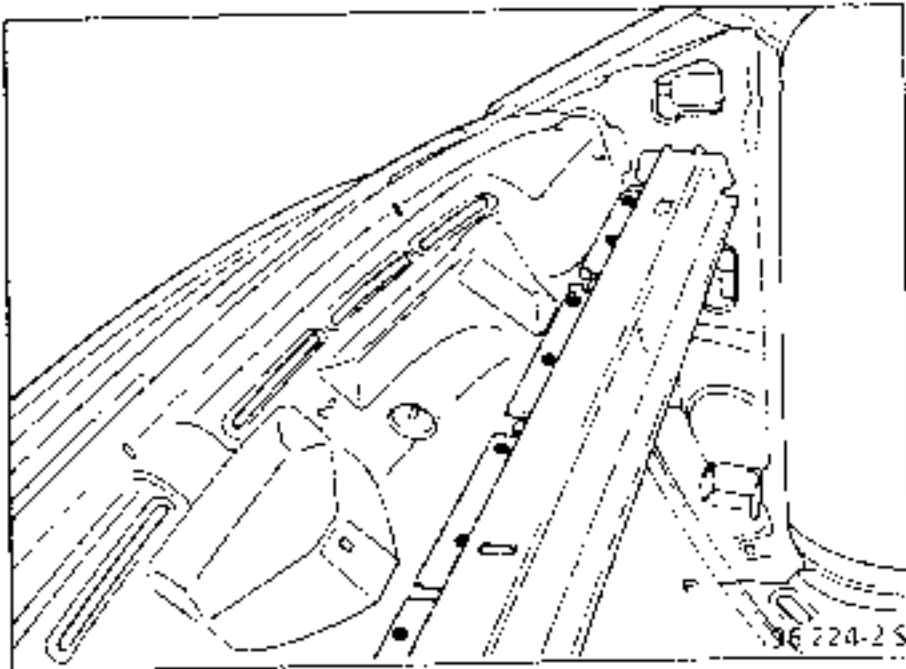
Welding



NOTE : these welds must be made before refitting the front pillar.

2 JOINT WITH SCUTTLE PANEL FRONT SECTION

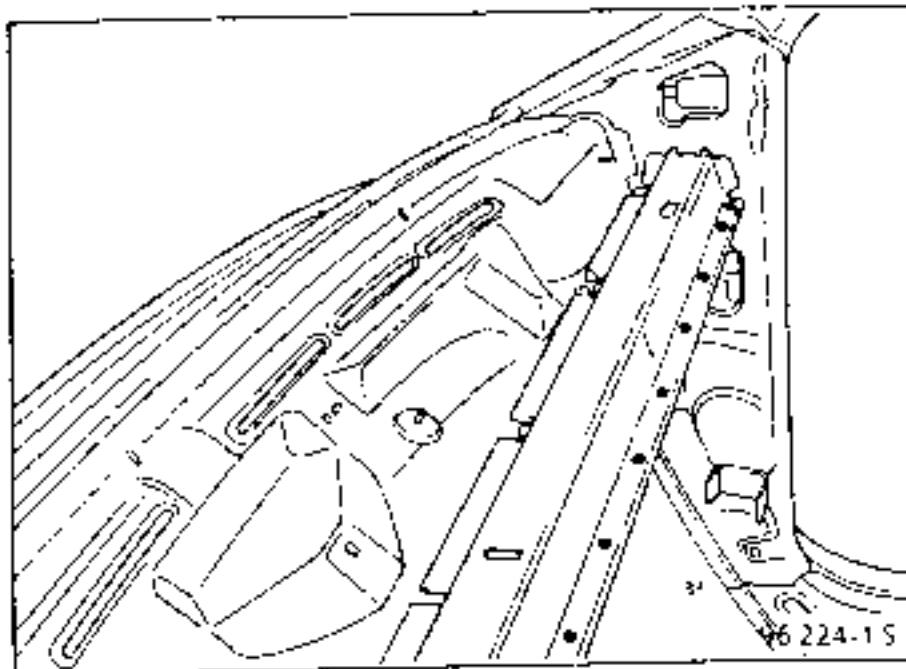
Reminder : see 42-F-3



NOTE : welds on 3 thicknesses

3 JOINT WITH REAR SECTION OF SCUTTLE PANEL

Reminder : see 42-F-2

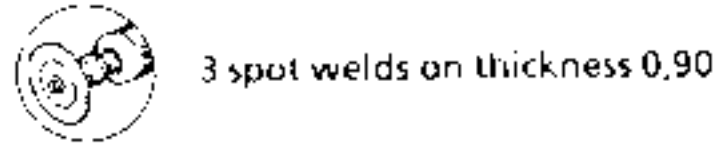


4 JOINT WITH LOWER BULKHEAD SECTION

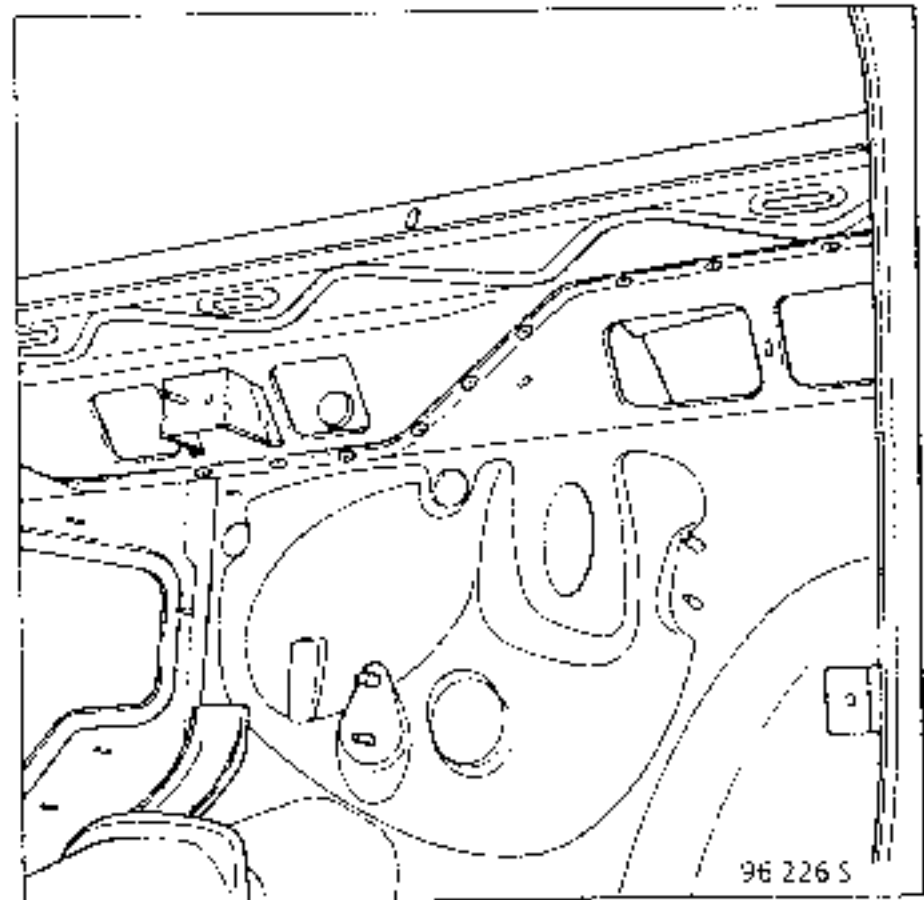
Steel thickness (mm)

Upper bulkhead section	0,90
Lower bulkhead section	0,70
Scuttle panel cover panel	0,90

Unpicking



Welding



NOTE : these welds are on 3 thicknesses

5 PARTIAL SECTION

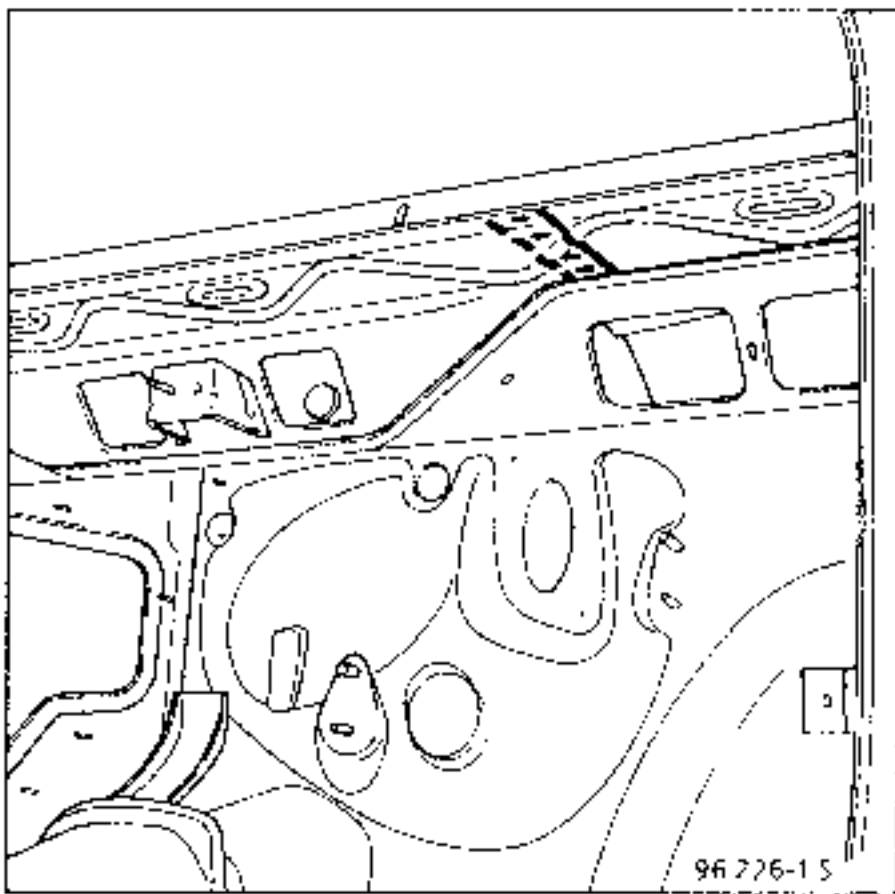
Steel thickness (mm)

Bulkhead 0.90

Unpicking



Welding



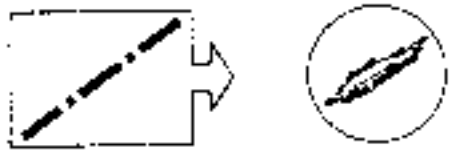
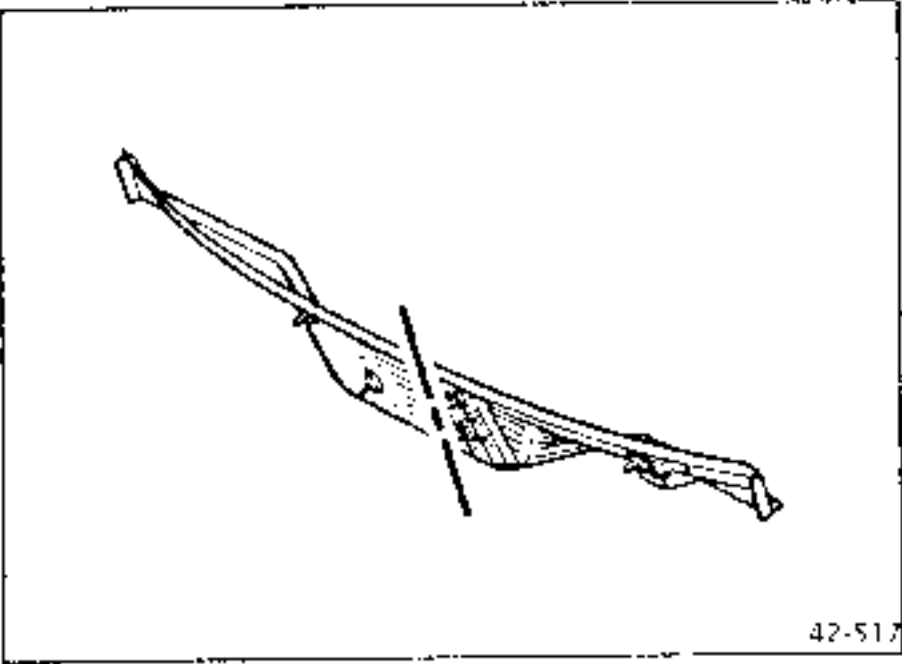
NOTE : these welds must be made before refitting the rear section of the scuttle panel.

INTRODUCTION

Complementary operation to front pillar for side impact.

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

- Part assembled with :
- left hand windscreen wiper mounting rib,
 - right hand windscreen wiper rib,
 - welded nuts and bolts



1 JOINT WITH COWL SIDE PANEL AND PILLAR LINING

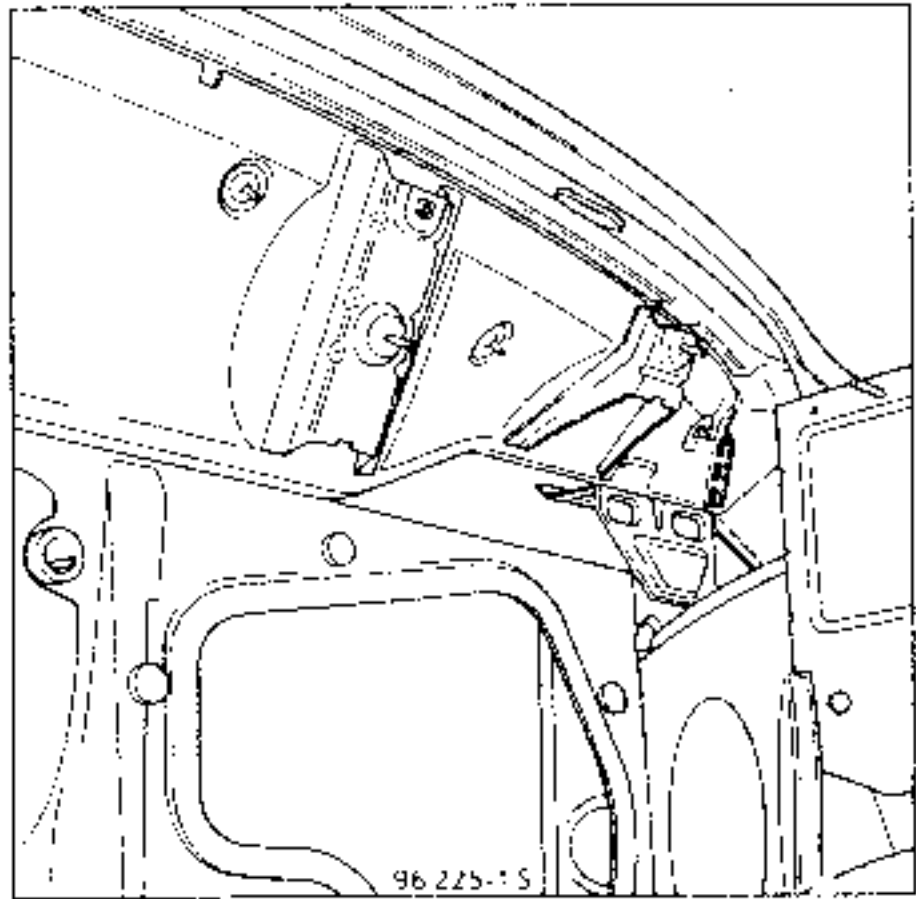
Steel thickness (mm)

Cover panel	0,90
Cowl side panel	0,70

Unpicking

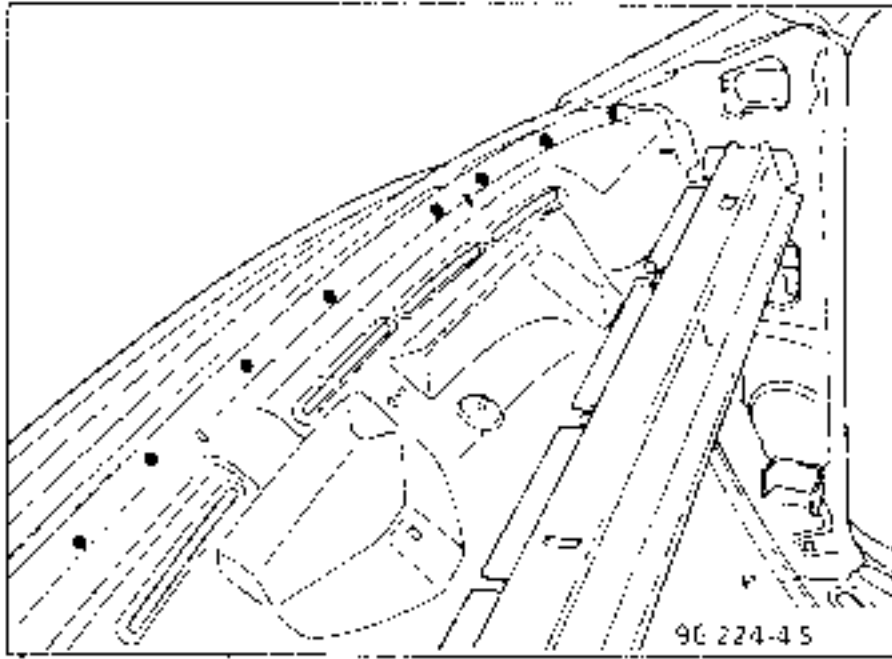
Use a hot air gun to heat the mastic bead(60 mm)

Welding



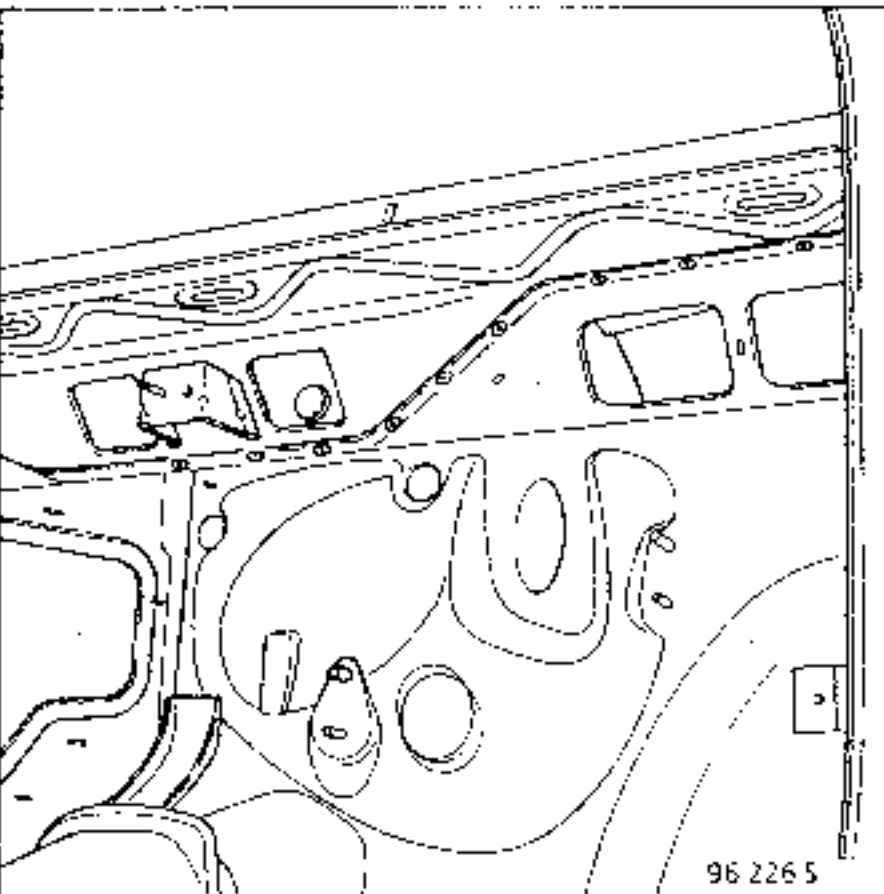
2 JOINT WITH FRONT SECTION OF SCUTTLE PANEL

Reminder : see **42-G-3**



3 JOINT WITH BULKHEAD - PEDAL MOUNTING

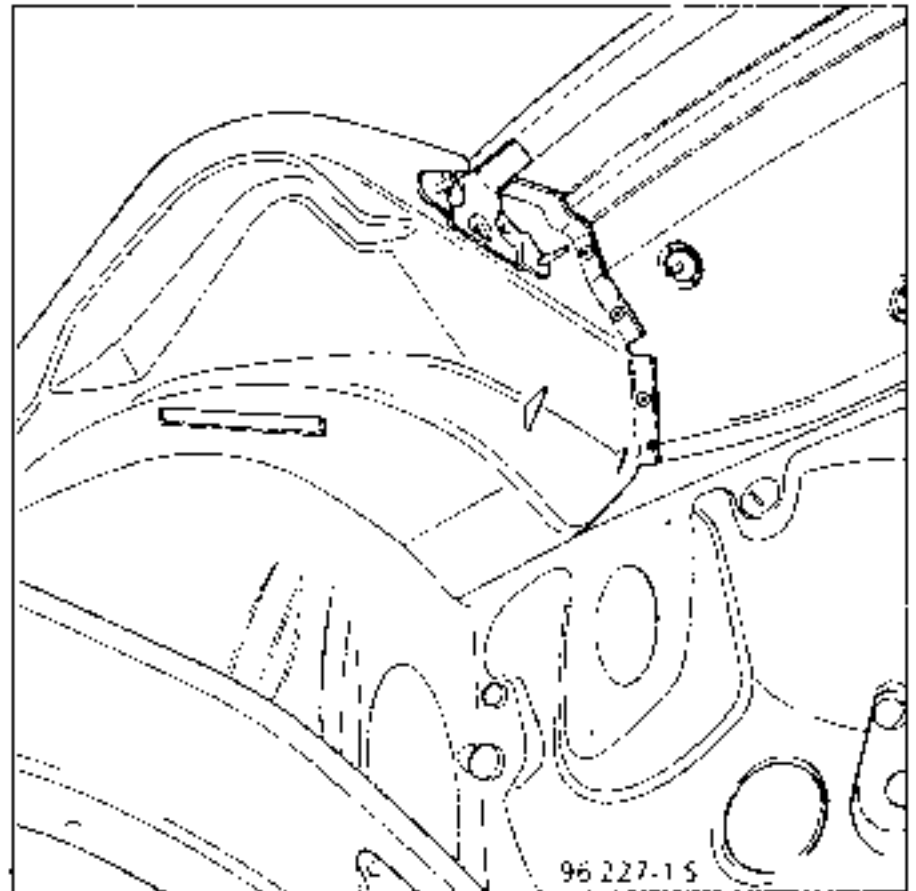
Reminder : see **42-H-4**



NOTE : welds on three thicknesses

4 JOINT WITH PLENUM CHAMBER

Reminder : see **42-E-3**



5 PARTIAL SECTION

Steel thickness (mm)

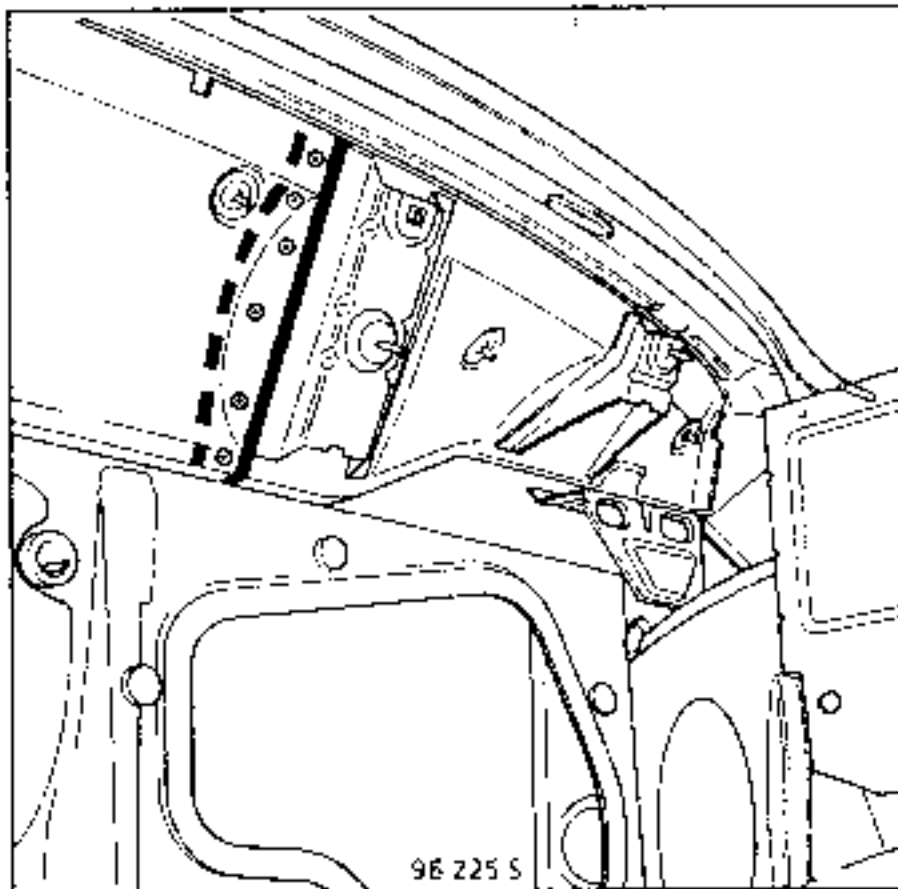
Cover panel 0,90

Unpicking



200 mm

Welding

**NOTE** : plug weld on thickness 0,90

INTRODUCTION

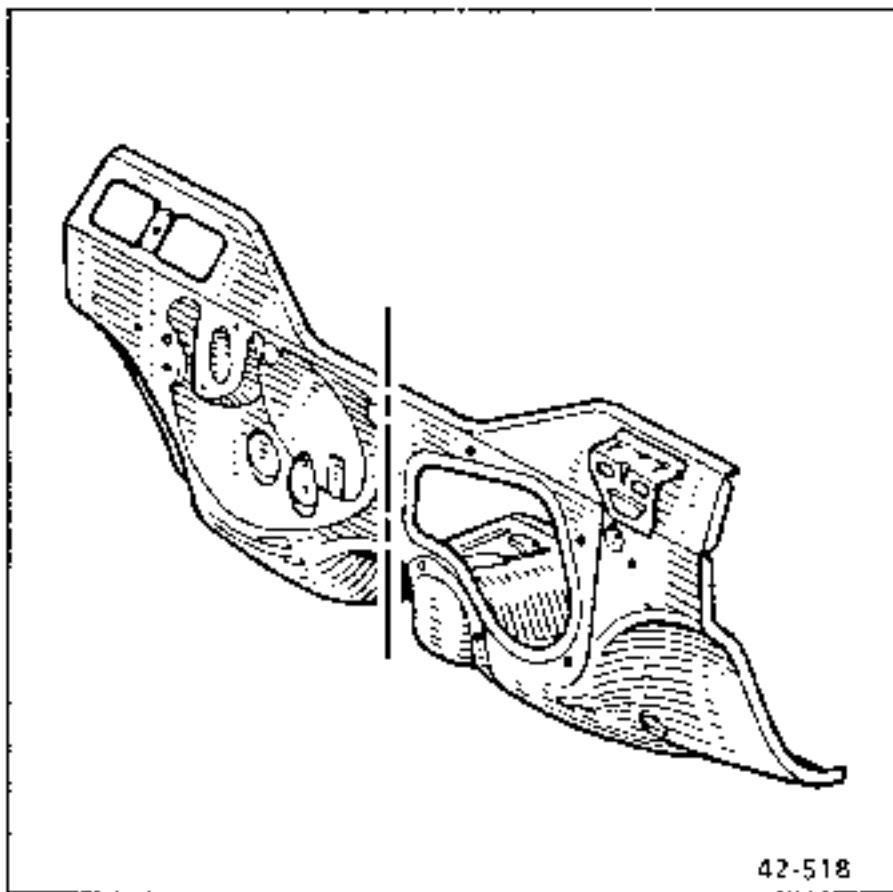
Complementary operation to :

- front half unit for frontal impact,
- front pillar for side impact

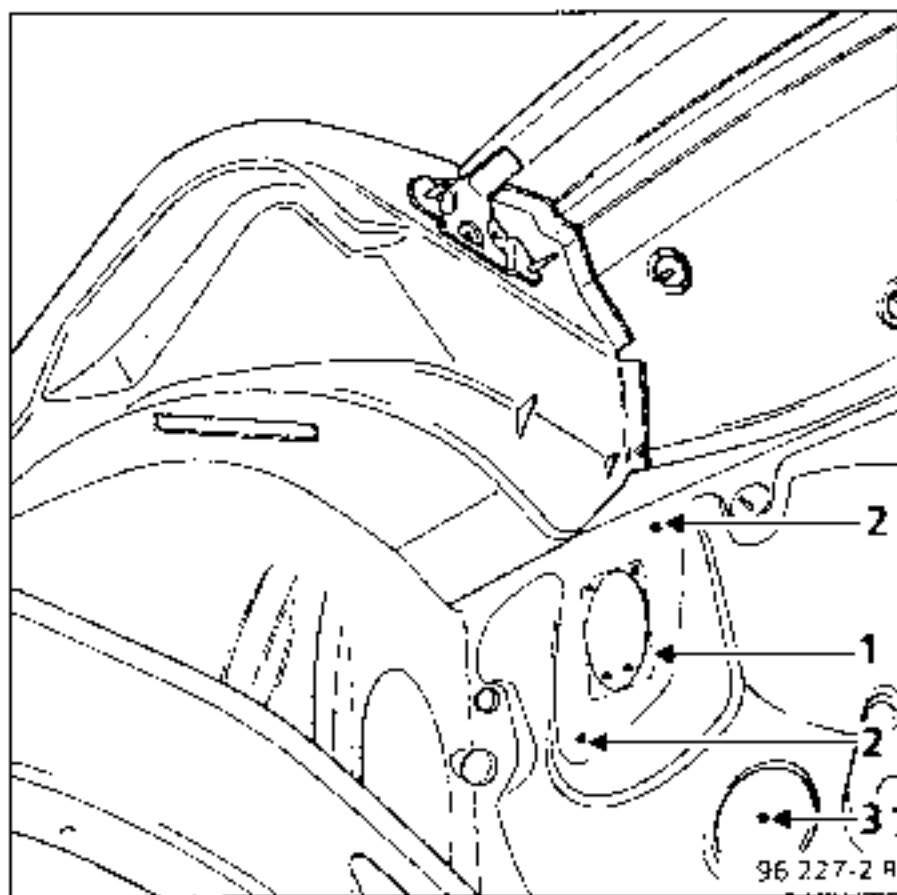
COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with :

- windscreen wiper mounting,
- tunnel reinforcement,
- tunnel reinforcement bracket,
- steering column gaiter cowl with welded nuts, studs and shafts.



NOTE : for vehicles fitted with air conditioning, cut the part as supplied by the Parts Department as shown in the diagram below.

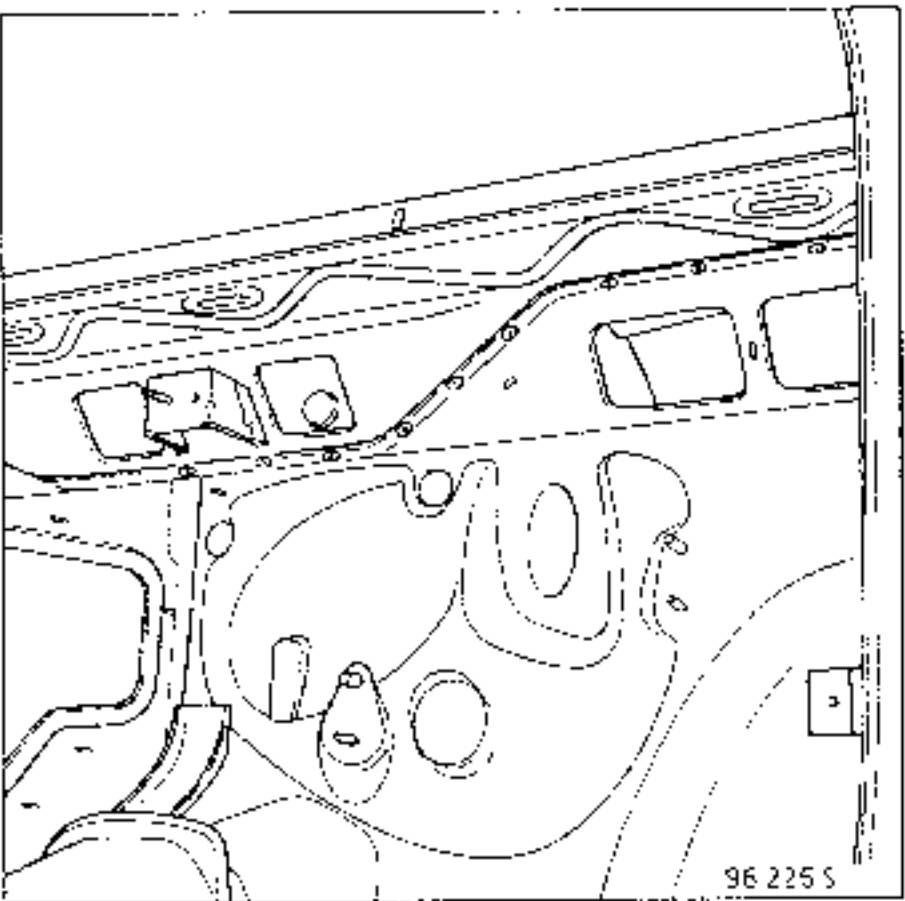


- (1) Rectangular cut-out with rounded corners
- (2) holes \varnothing 14,5
- (3) hole \varnothing 30

The centre of each hole is marked by a punch.

1 JOINT WITH UPPER BULKHEAD SECTION

Reminder : see 42-H-4

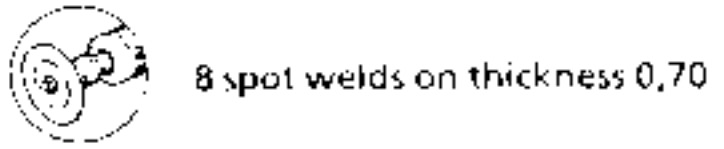


2 JOINT WITH COWL SIDE PANEL (PILLAR LINING)

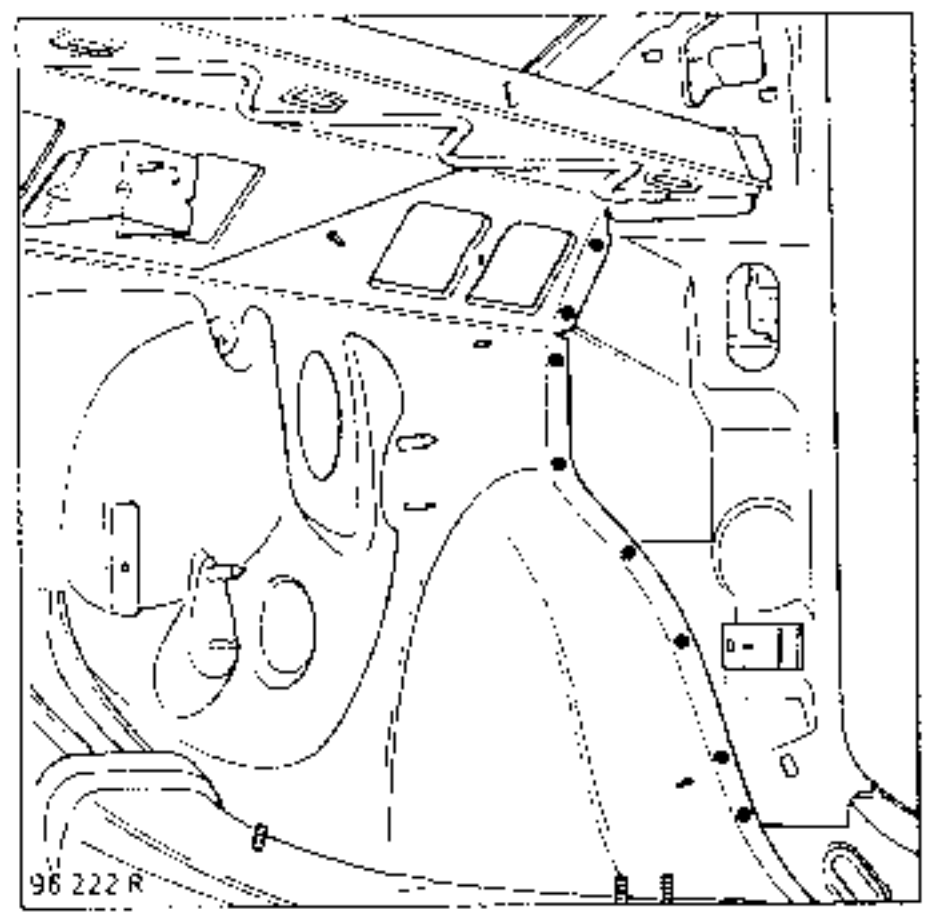
Steel thickness (mm)

Lower bulkhead section	0,70
Pillar lining	0,70
Sill panel lining	1,00

Unpicking



Welding



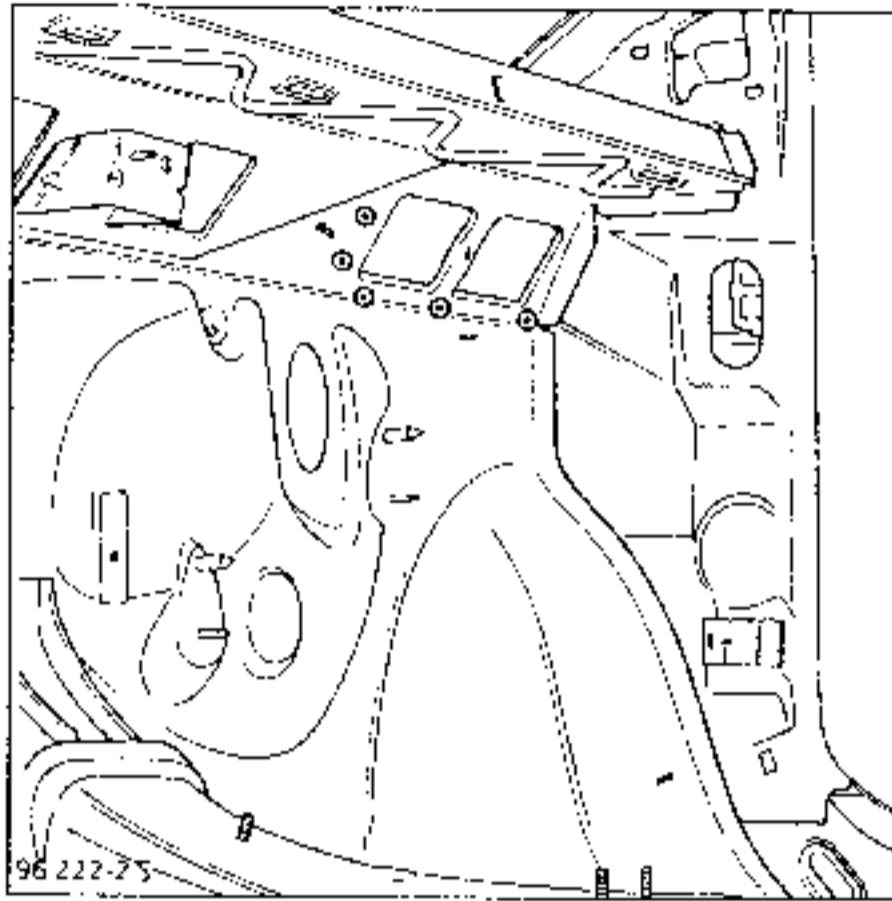
NOTE : at (A), 1 weld on 3 thicknesses.

These welds must be made before the front pillar is relitted.

In the case of a frontal impact where the pillar has not been damaged, the 8 spot welds are replaced by 8 plug welds on thickness 0,70.

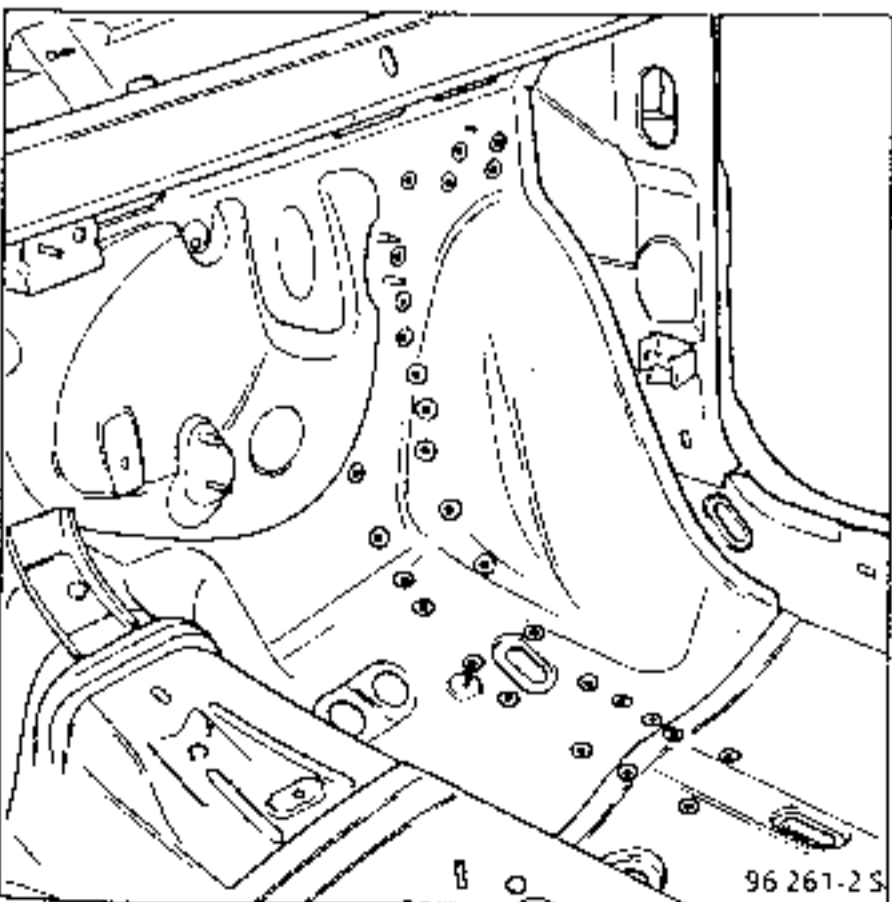
3 JOINT WITH PLENUM CHAMBER

Reminder : see **42-E-2**



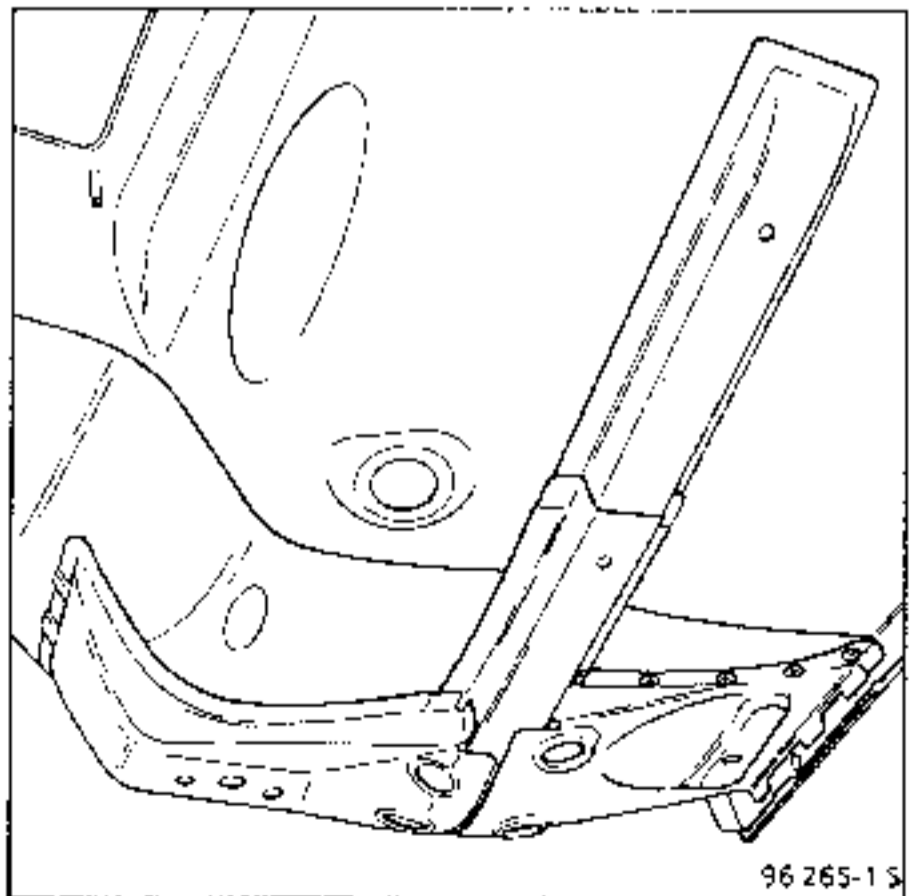
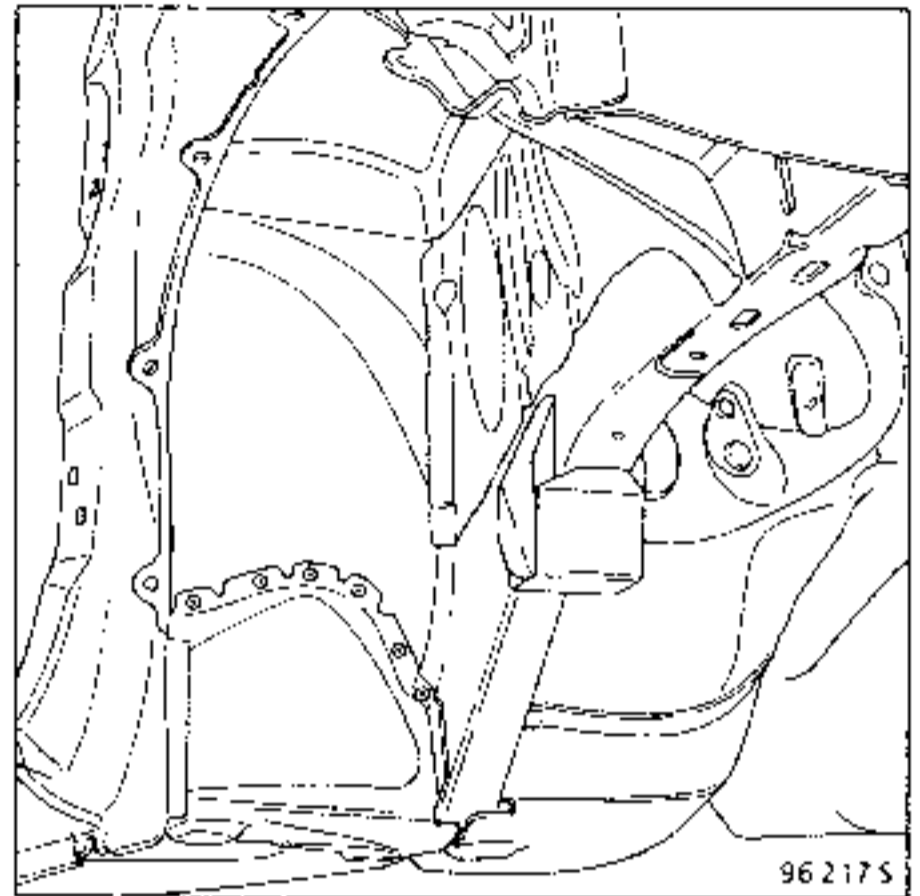
4 JOINT WITH FRONT HALF UNIT

Reminder : see **41-G-2**



5 JOINT WITH FRONT CROSS MEMBER

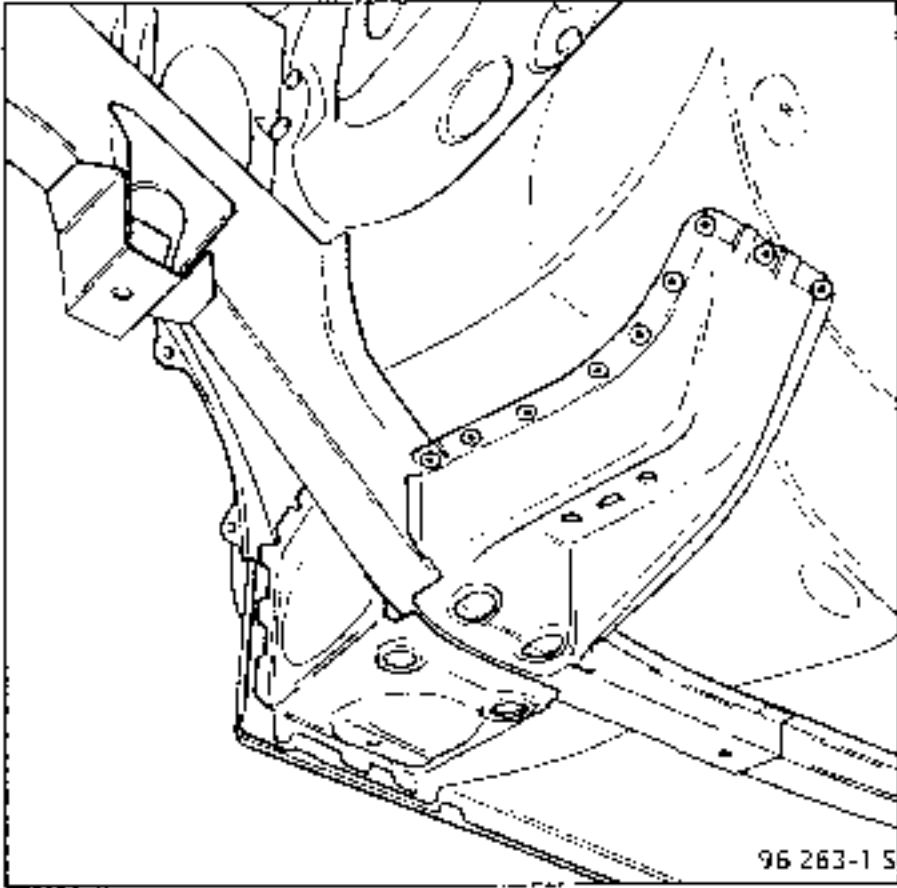
Reminder : see **41-D-1**



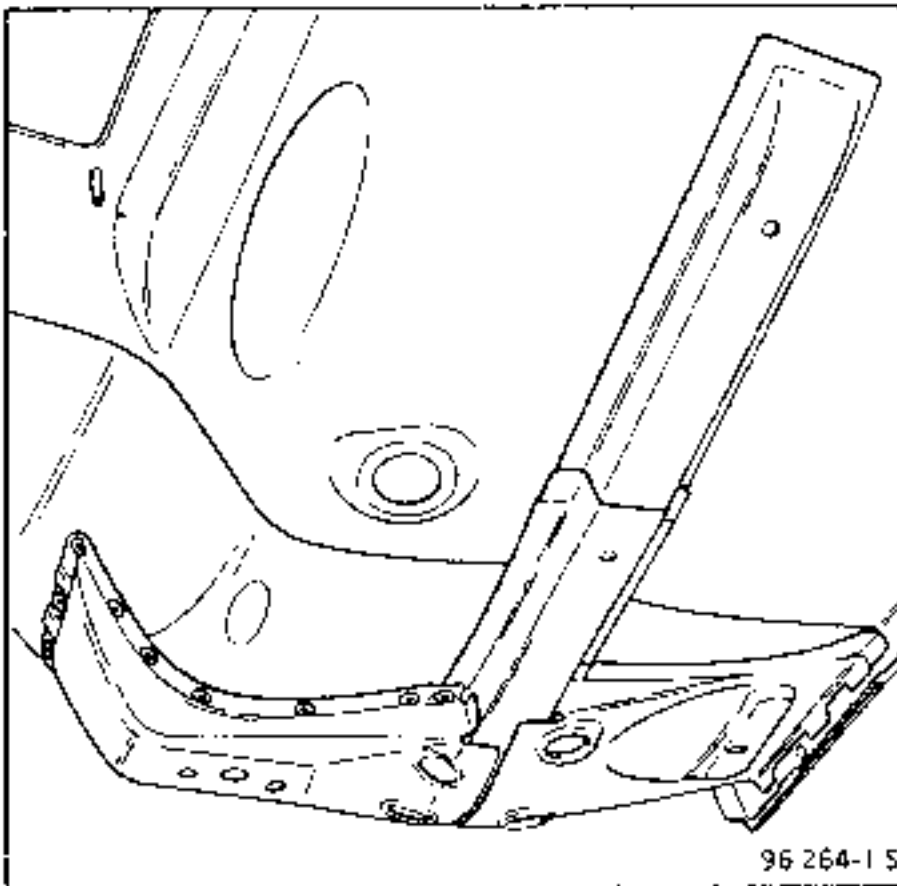
6 JOINT WITH REAR ENGINE MOUNTING

Reminder : see **41-H-2**

FRONT

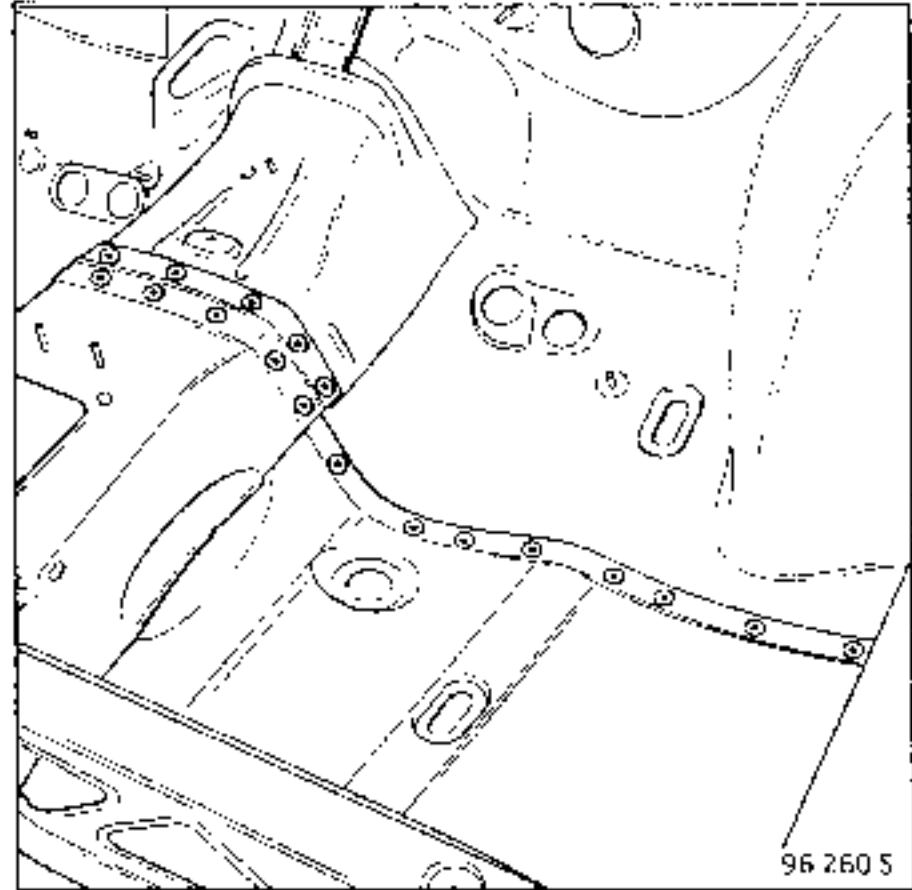


REAR



7 JOINT WITH CENTRE FLOOR

Reminder : see **41-J-1**

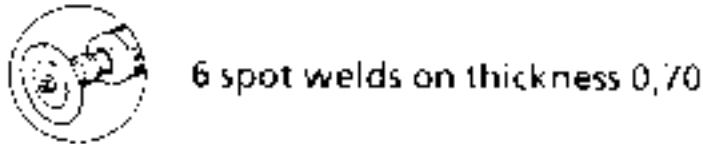


8 JOINT WITH SILL COVER PANEL

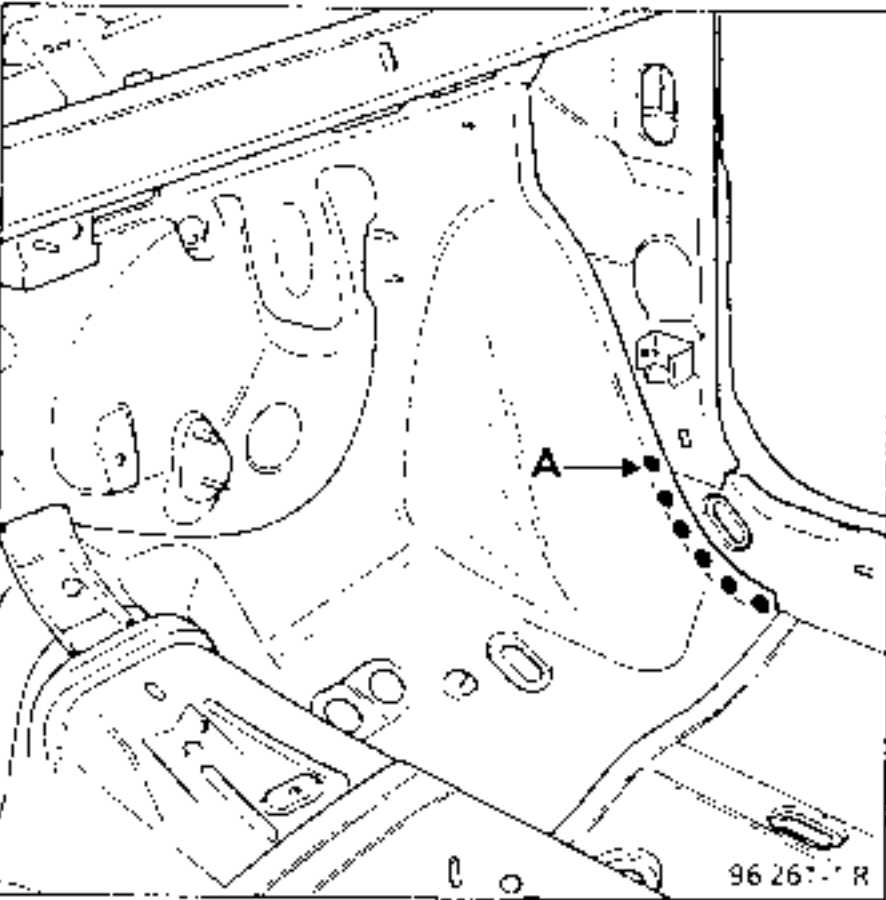
Steel thickness (mm)

Bulkhead	0,70
Sill cover panel	1,00
Pillar lining	0,70

Unpicking



Welding



NOTE :
At (A), 1 weld on 3 thicknesses

These welds must be made before refitting the front pillar.

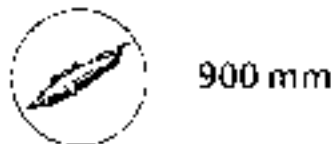
In the case of a frontal impact with replacement of the half unit where the pillar has not been damaged, the 6 spot welds are replaced by 6 plug welds on thickness 0,70

9 PARTIAL SECTION

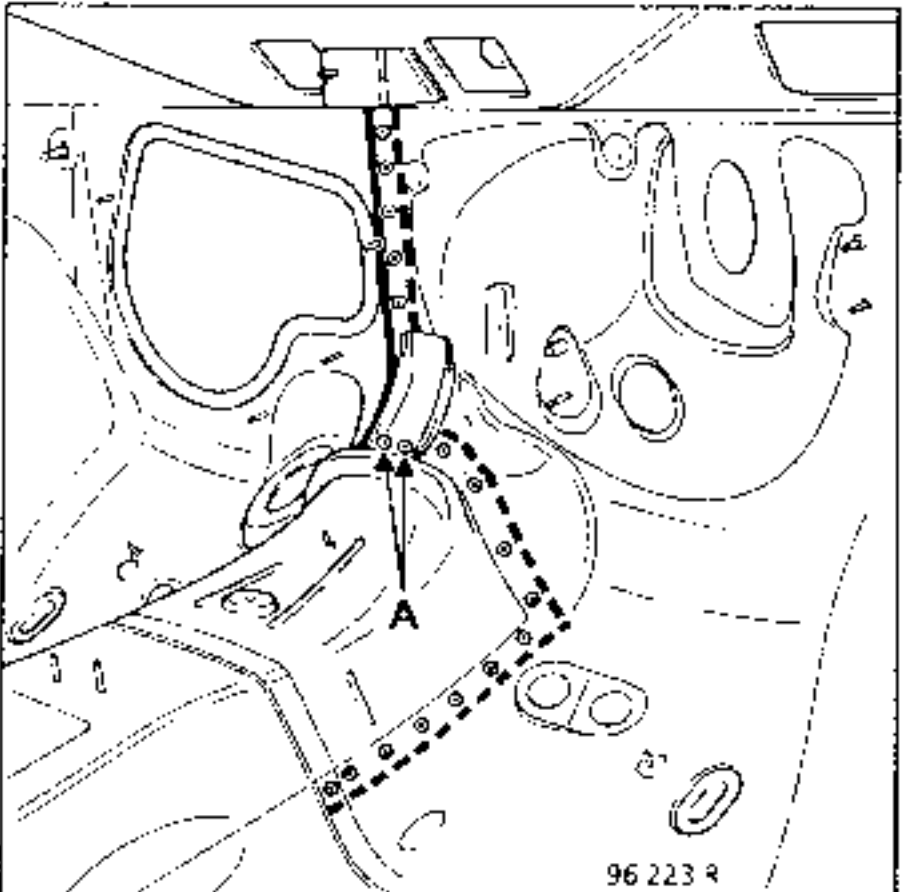
Steel thickness (mm)

Bulkhead	0,70
Tunnel reinforcement bracket	1,50

Unpicking



Welding



NOTE :
At (A), 2 welds on thickness 1,5.

All the other welds are on thickness 0,70.

INTRODUCTION

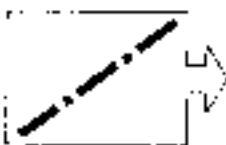
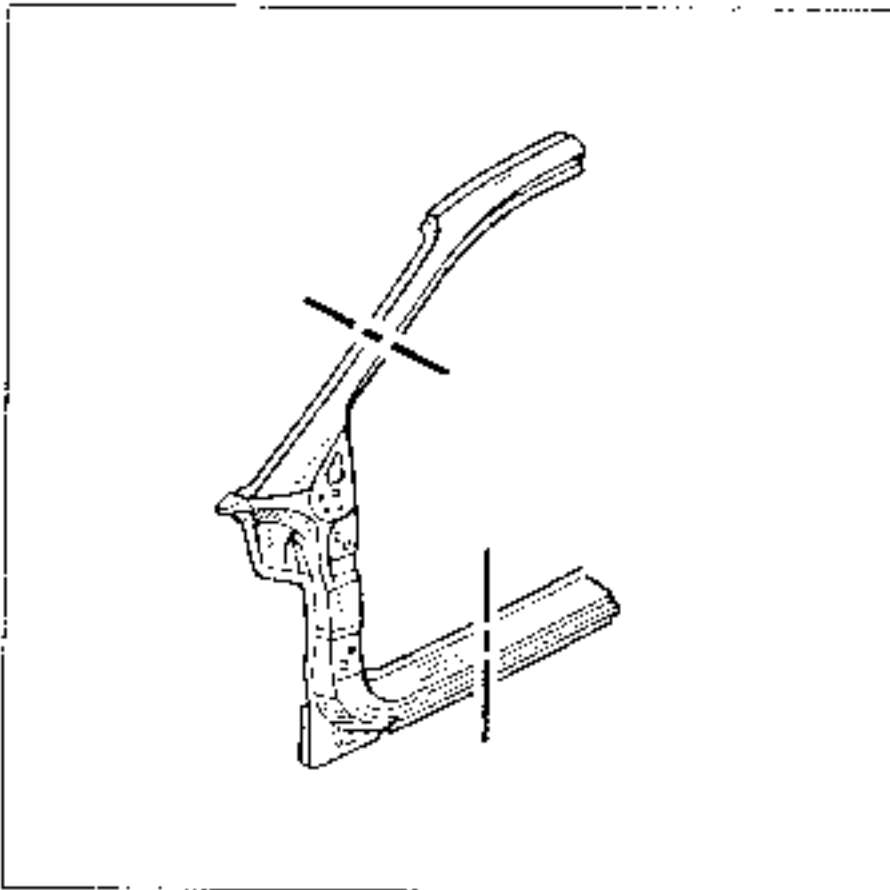
Basic operation for side impact.

This part is obtained by cutting the side body panel which is pre-assembled in production. A replacement by cutting is therefore required by superimposing the upper and lower sections of the part as supplied by the Parts Department (see note for each description).

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with :

- front pillar reinforcement,
- upper and lower hinge reinforcements,
- threaded plates
- plate cages



1 JOINT WITH WINDOW APERTURE PILLAR LINING

Steel thickness (mm)

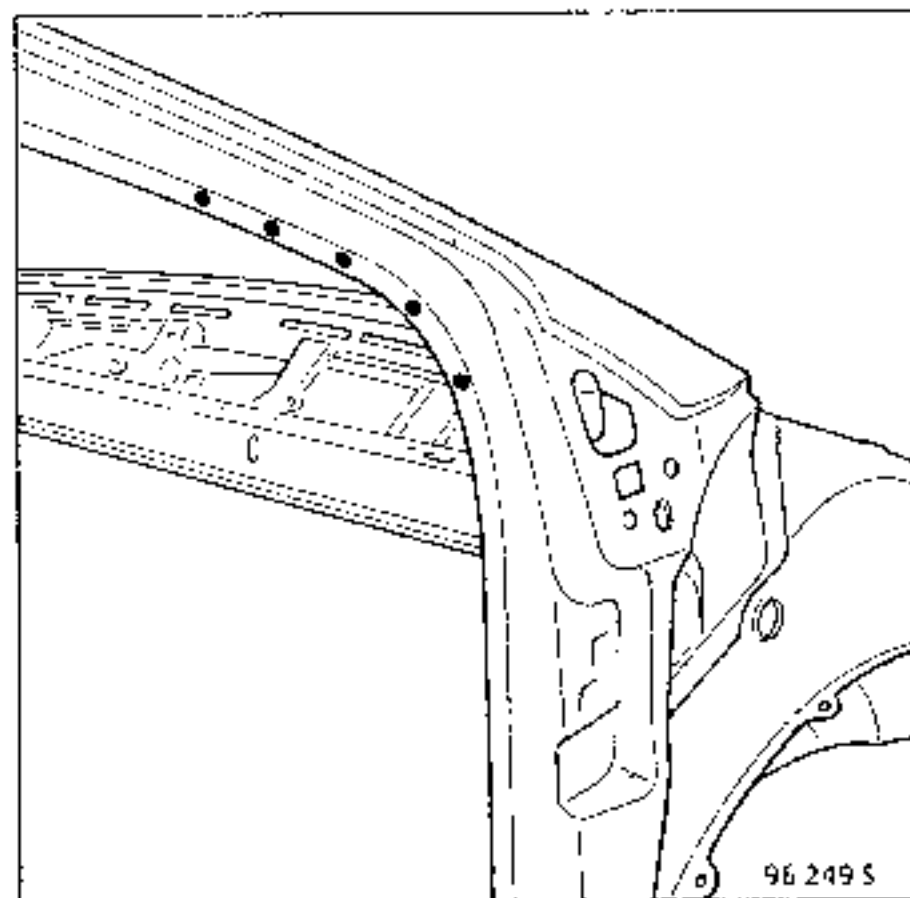
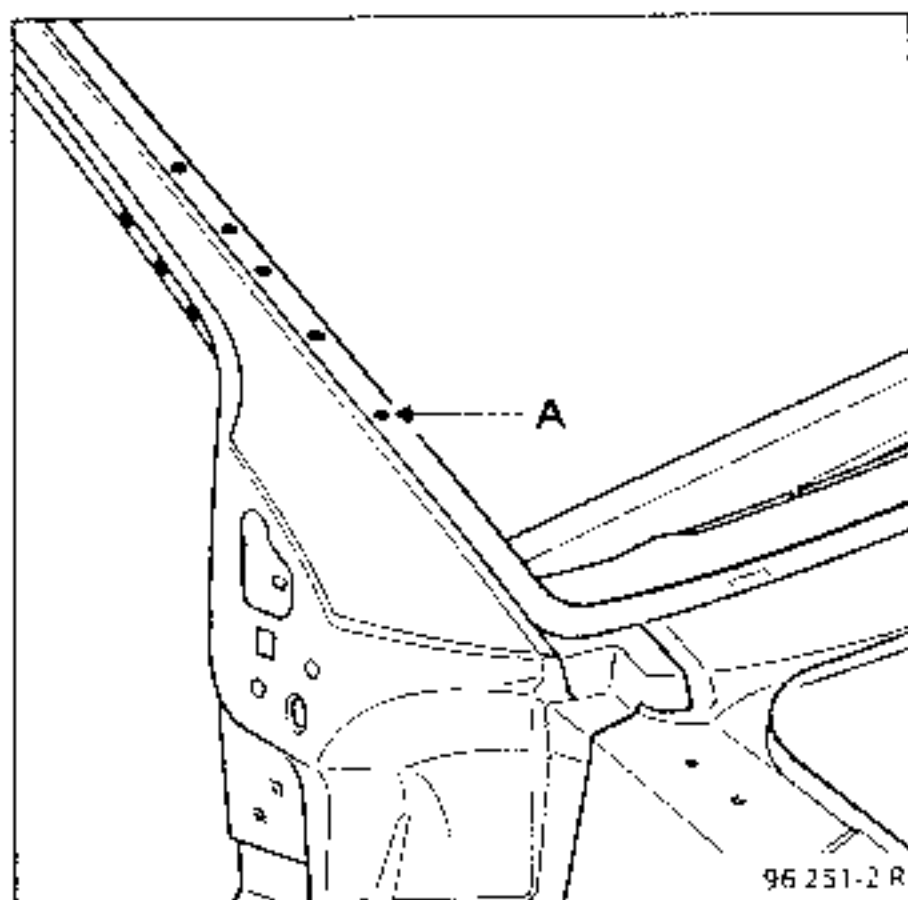
Front pillar	0,70
Front pillar reinforcement	1,50
Window aperture pillar lining	1,00
Pillar lining	0,70

Unpicking



10 spot welds on thicknesses
0,7 + 1,5

Welding



NOTE : at (A) 1 weld on 4 thicknesses. All other welds on 3 thicknesses (0,70 x 2) + 1,5.

2 JOINT WITH PILLAR LINING
(COWL SIDE PANEL)

Steel thickness (mm)

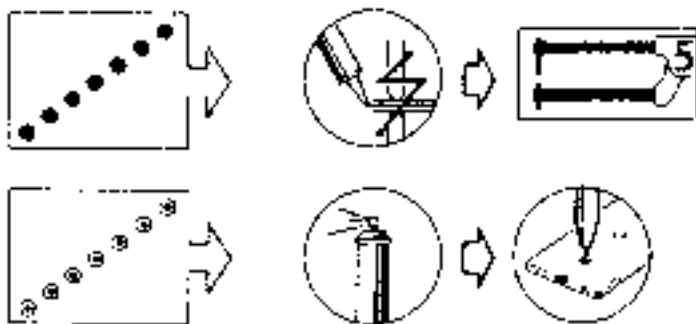
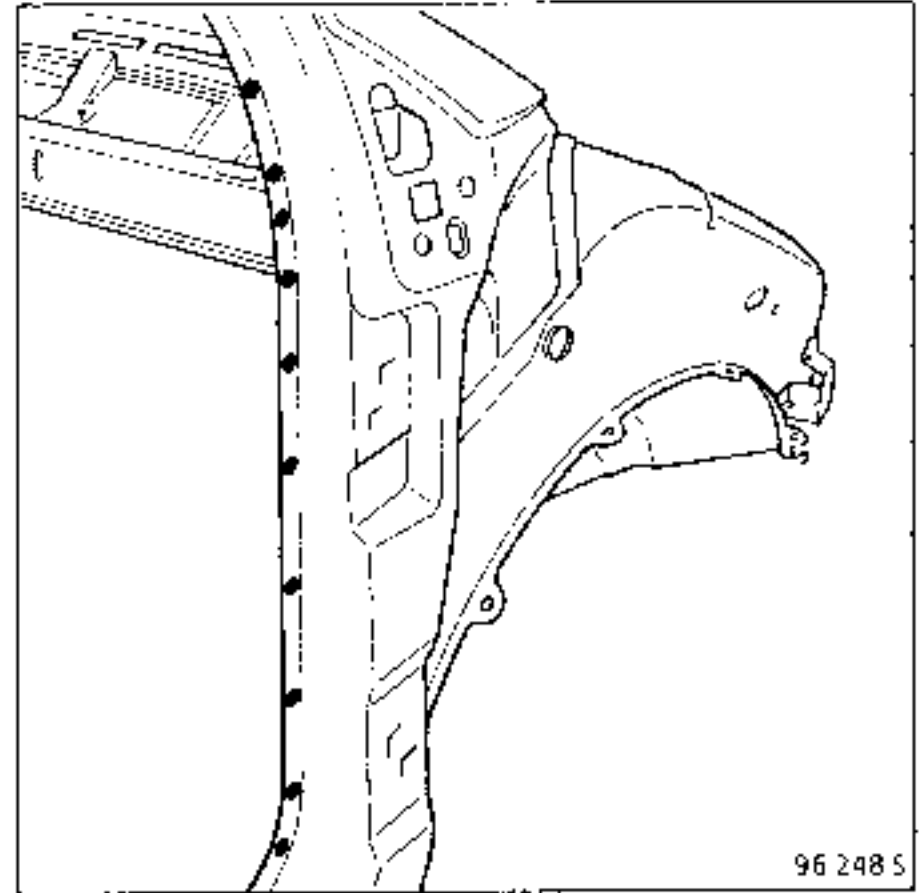
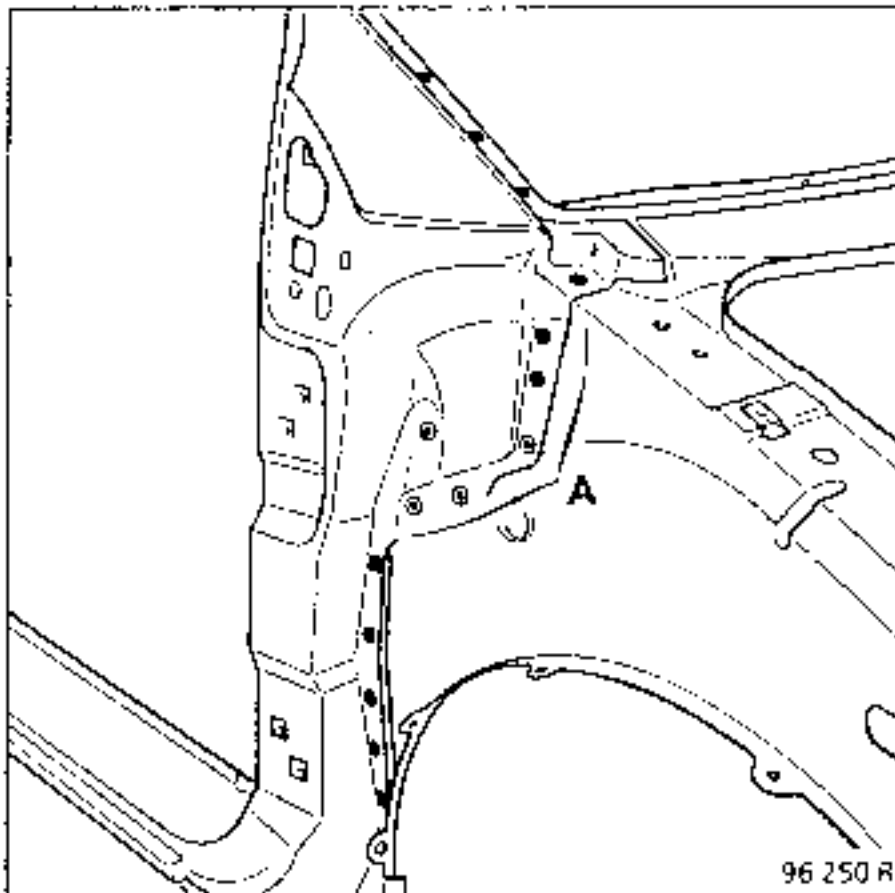
Front pillar	0,70
Front pillar reinforcement	1,50
Pillar lining	0,70

Unpicking



25 spot welds, 7 of which on thickness
0,7 and 18 on 2 thicknesses 0,7 + 1,5

Welding



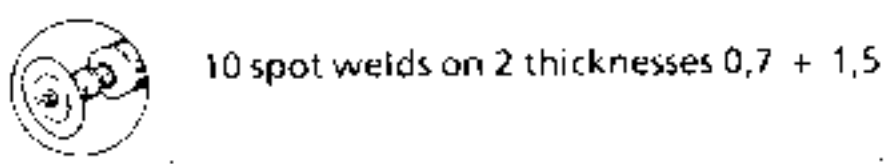
NOTE : at (A), 7 welds on 2 thicknesses. All other welds on 3 thicknesses

3 JOINT WITH SILL PANEL LINING

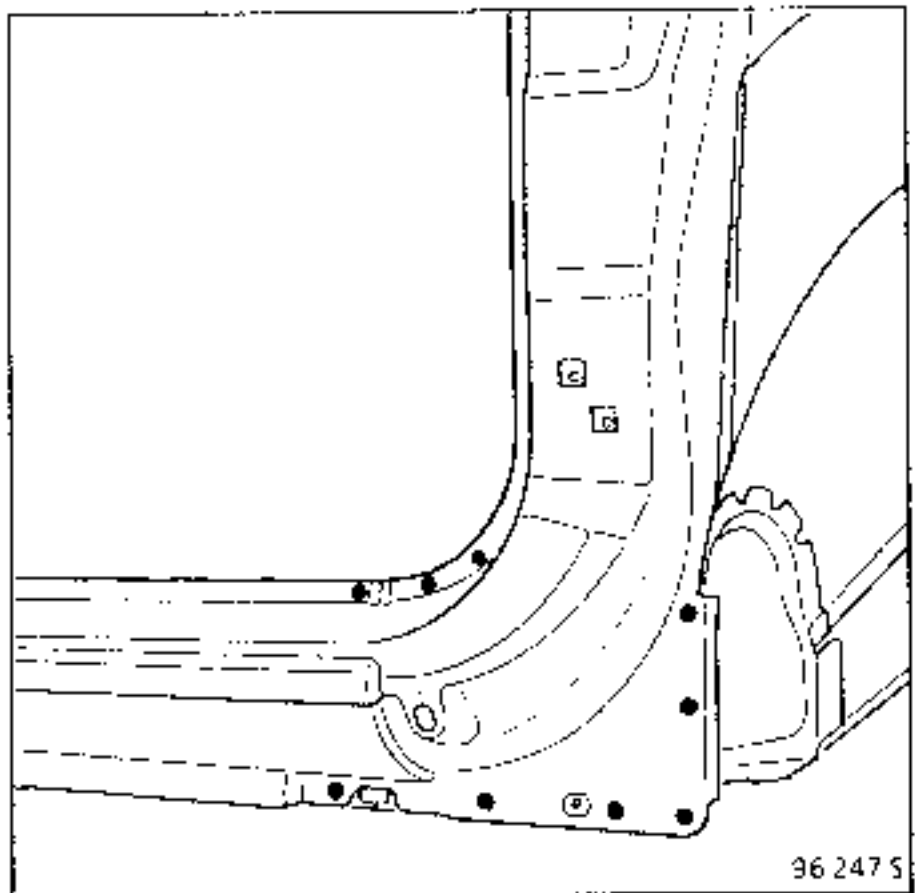
Steel thickness (mm)

Front pillar	0,70
Front pillar reinforcement	1,50
Sill panel lining	1,00

Unpicking



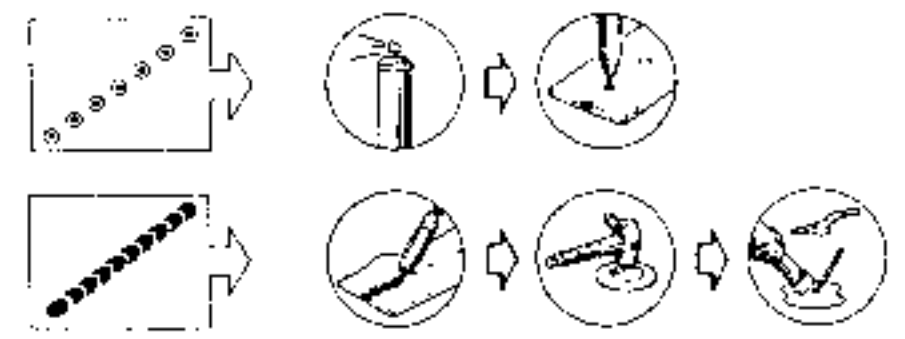
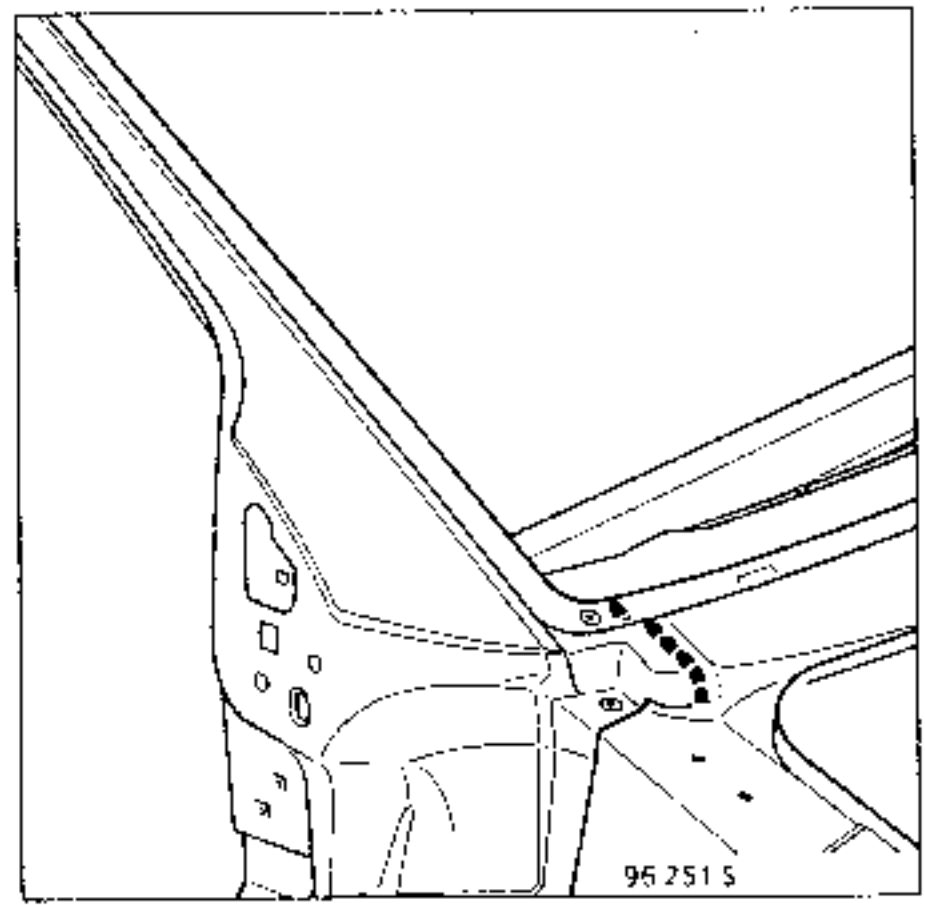
Welding



NOTE : All welds are on three thicknesses

4 JOINT WITH FRONT SECTION OF SCUTTLE PANEL

Reminder : see **42-G-2**

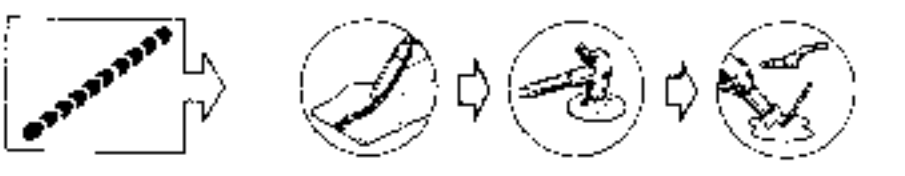
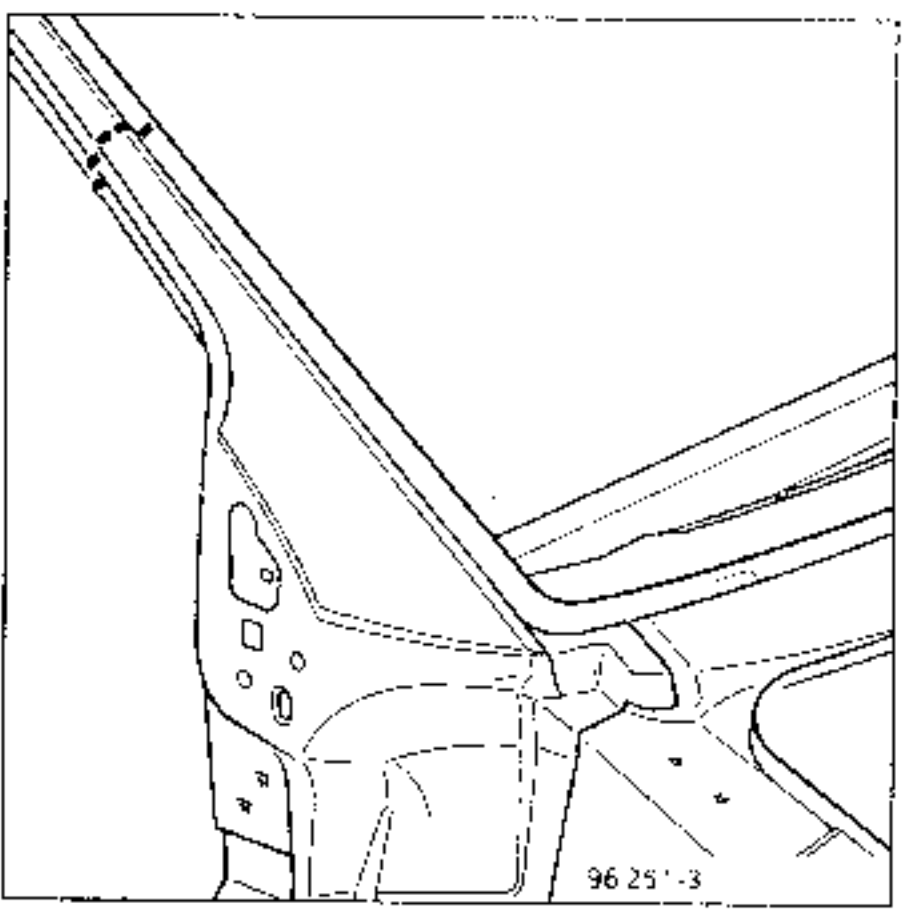


5 CUT ON UPPER SECTION OF WINDOW APERTURE PILLAR

Steel thickness (mm)
Front pillar 0.70

Unpicking
 150 mm

Welding



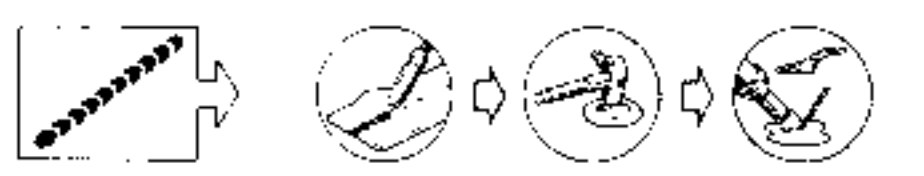
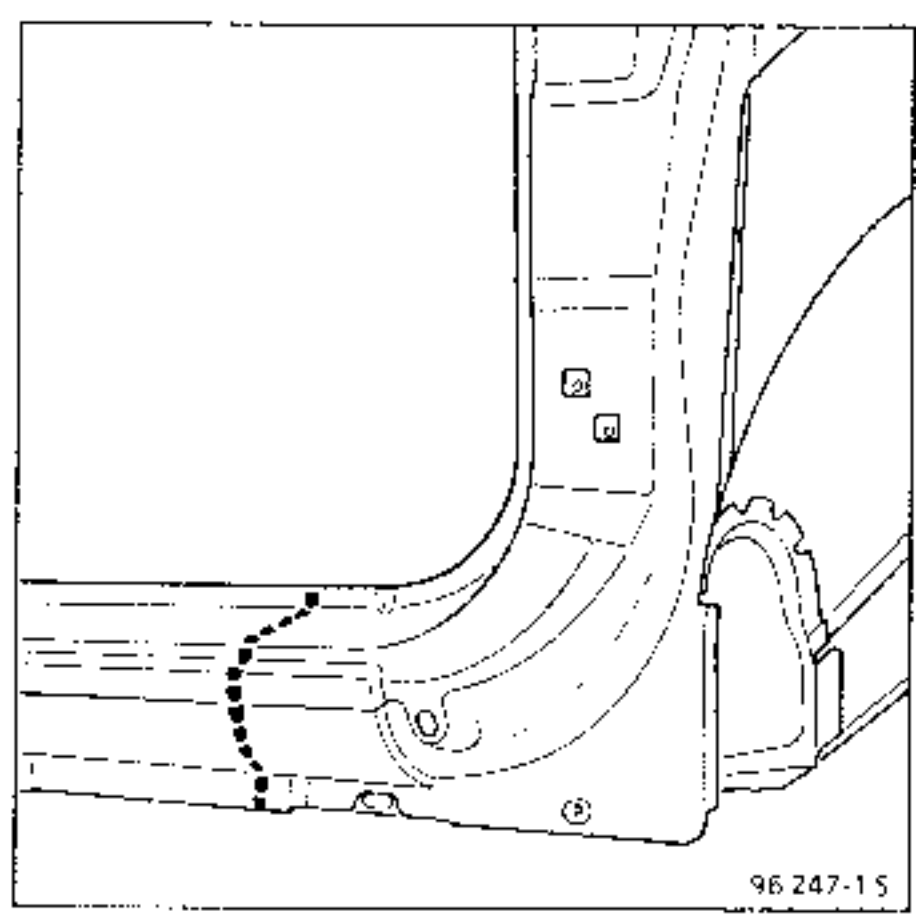
NOTE : The cut must be made above the pillar reinforcement.

6 CUT ON LOWER SECTION OF SILL PANEL

Steel thickness (mm)
Front pillar 0.70

Unpicking
 300 mm

Welding



NOTE : The cut must be made below the pillar reinforcement

INTRODUCTION

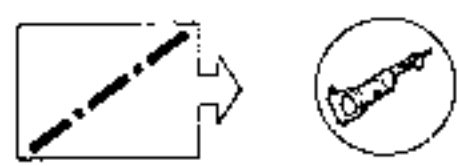
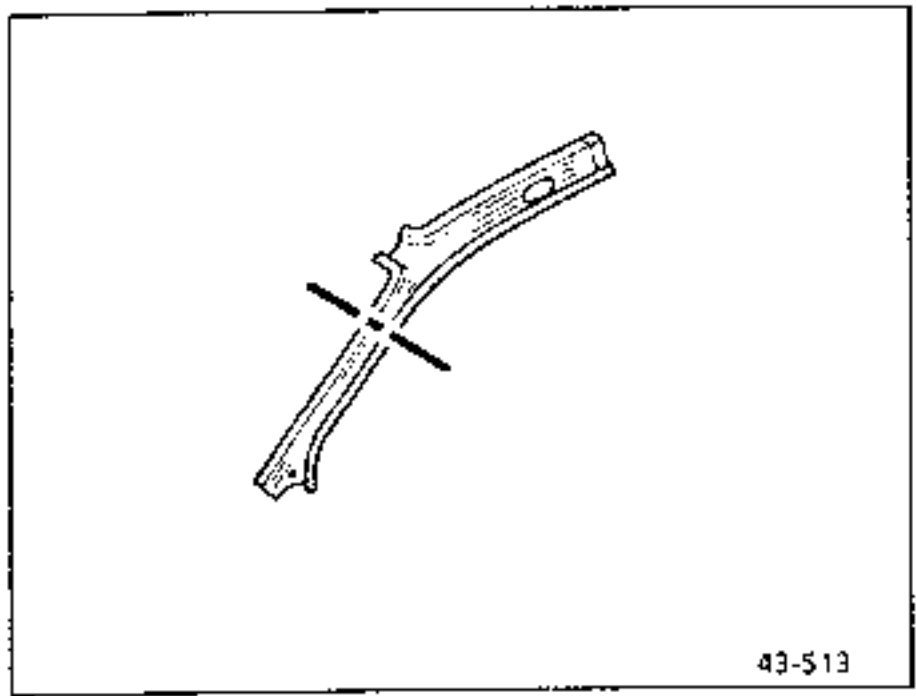
Complementary operation to :

- front pillar,
- Upper body panel.

This part may be partially replaced at (A) as a complementary operation to the front pillar

COMPOSITION OF PART AS SUPPLIED BY PARTS DEPARTMENT

Blank part.



1 JOINT WITH COWL SIDE PANEL AND PILLAR LINING

Steel thickness (mm)

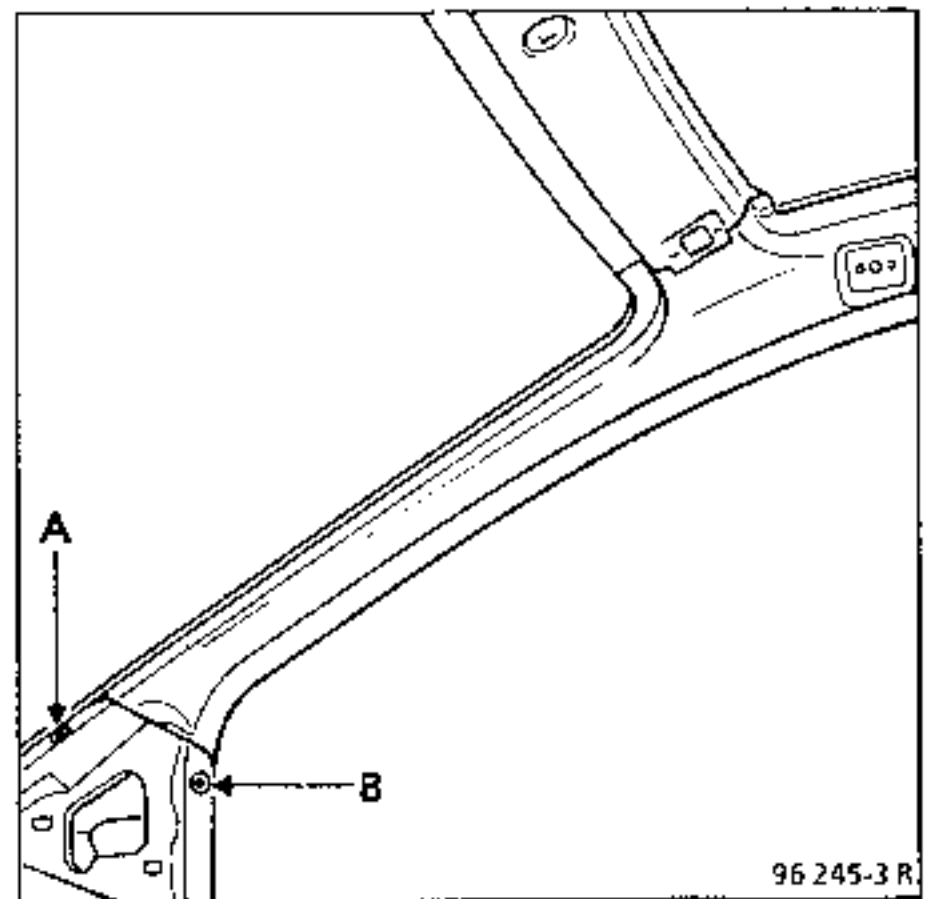
Front pillar	0,70
Pillar lining	0,70
Side pillar lining	1,00
Pillar reinforcement	1,50

Unpicking



2 spot welds on thickness 0,70

Welding



NOTE : for complementary replacement of the front pillar, the 2 welds are made with electric resistance welding techniques

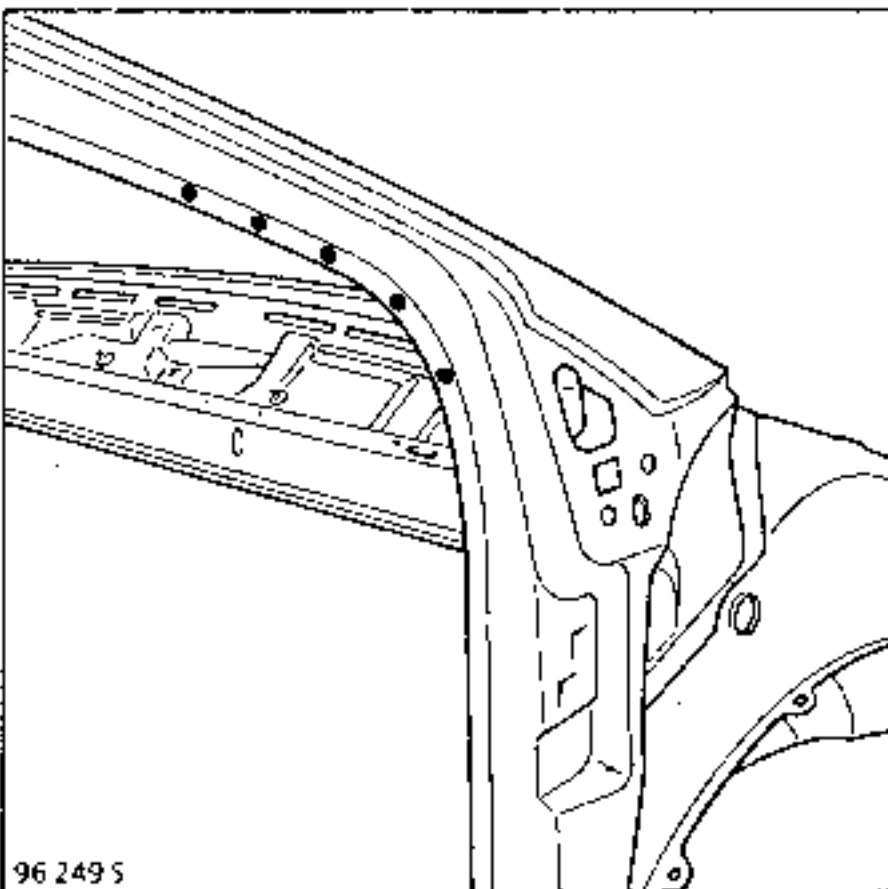
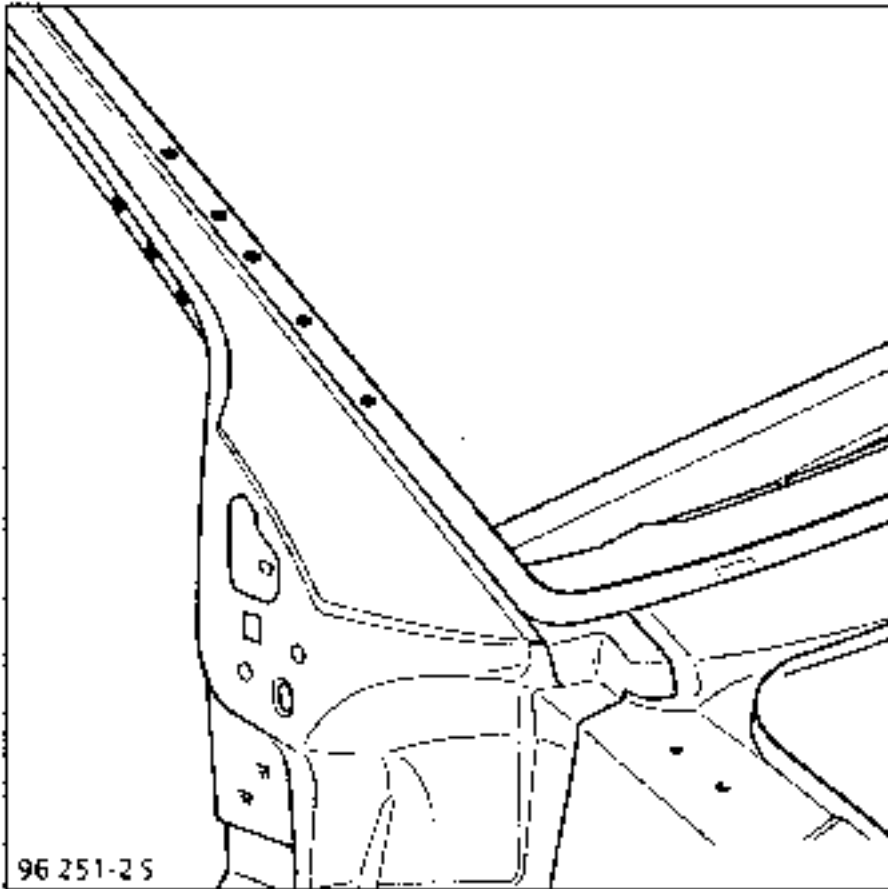
A : 4 thicknesses

B : 3 thicknesses

(see 43-A-1).

2 JOINT WITH FRONT PILLAR

Reminder : see **43-A-1**



3 JOINT WITH UPPER BODY PANEL

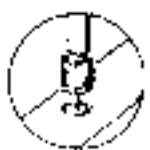
Steel thickness (mm)

Side pillar lining	1,00
Upper body panel	0,70
Roof panel	0,70
Rear end panel lining	0,70

Unpicking

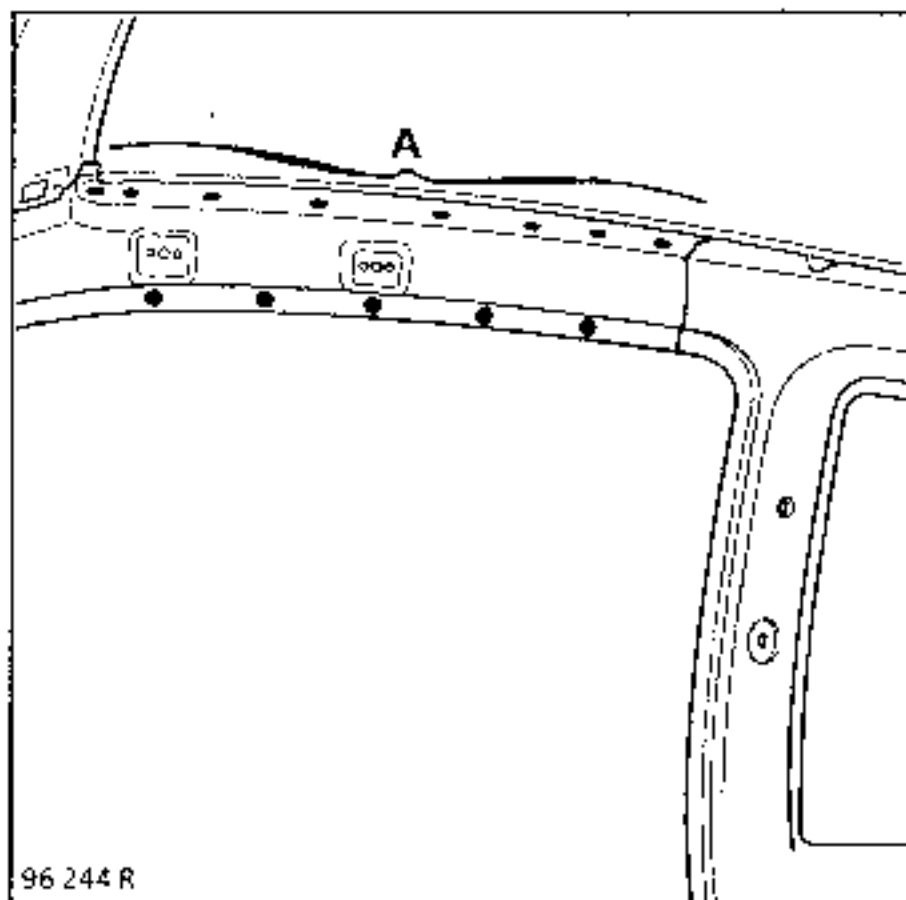
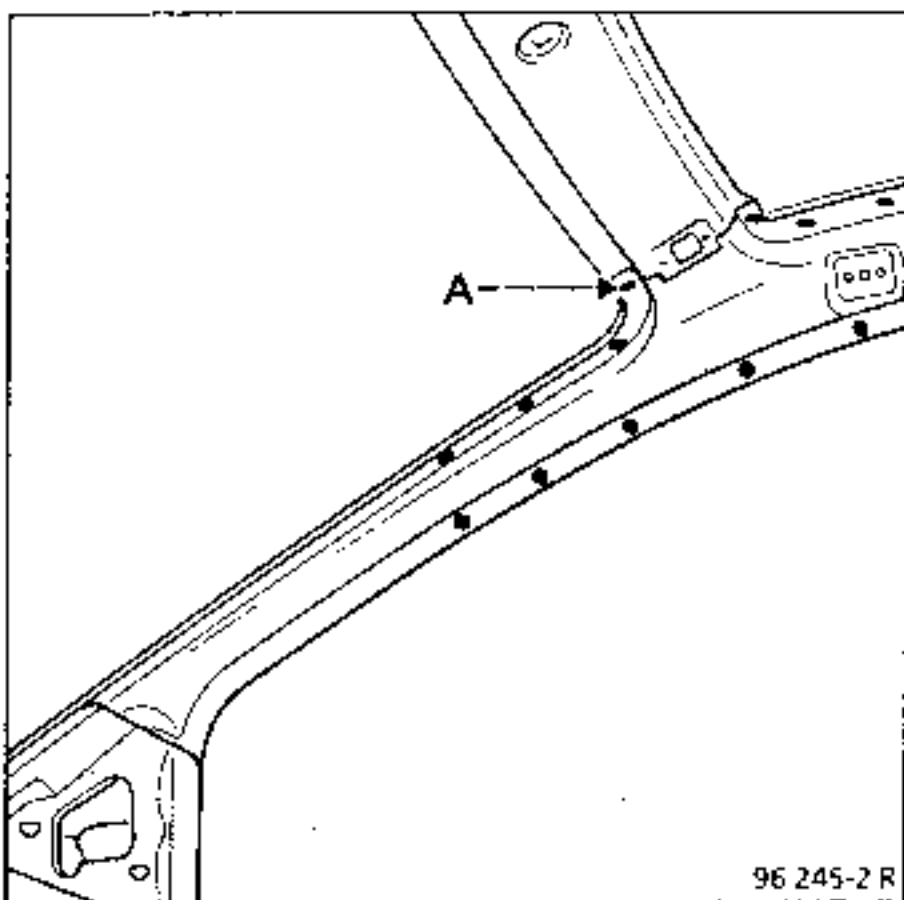


21 spot welds on thickness 1,00



2 spot welds on thickness 0,70

Welding

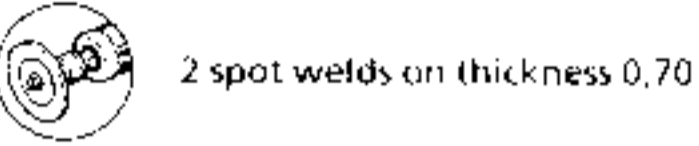


NOTE : at (A), 9 welds on 3 thicknesses
(0,70 x 2) + 1,0

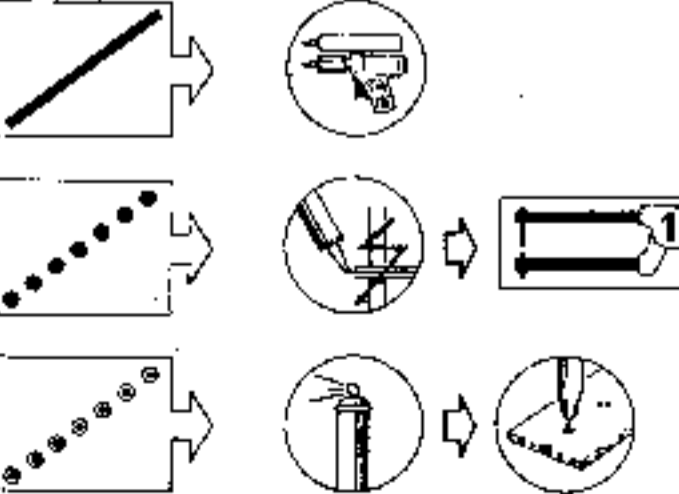
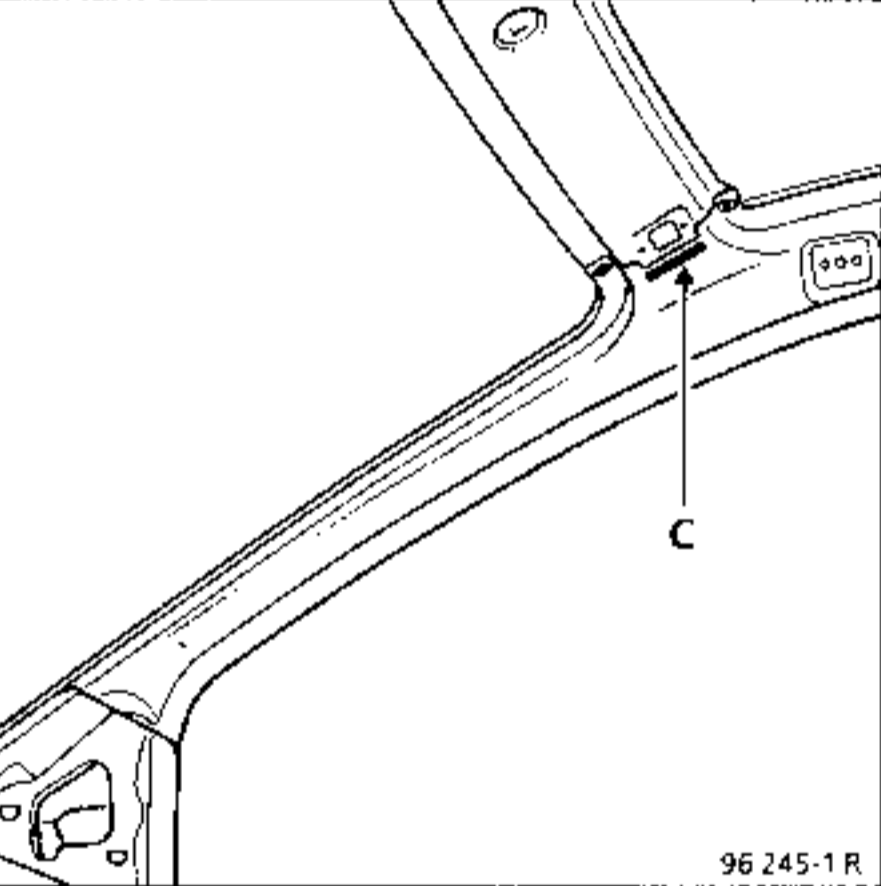
4 JOINT WITH FRONT ROOF CROSS MEMBER

Steel thickness (mm)	
Side pillar lining	1,00
Cross member	0,70
Roof panel	0,70

Unpicking



Welding

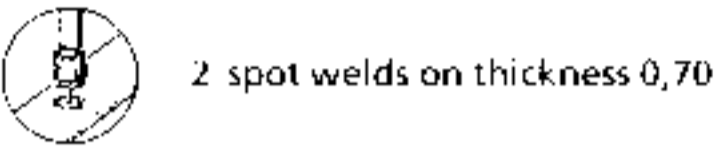


NOTE : at (C), apply a bead of bonding mastic

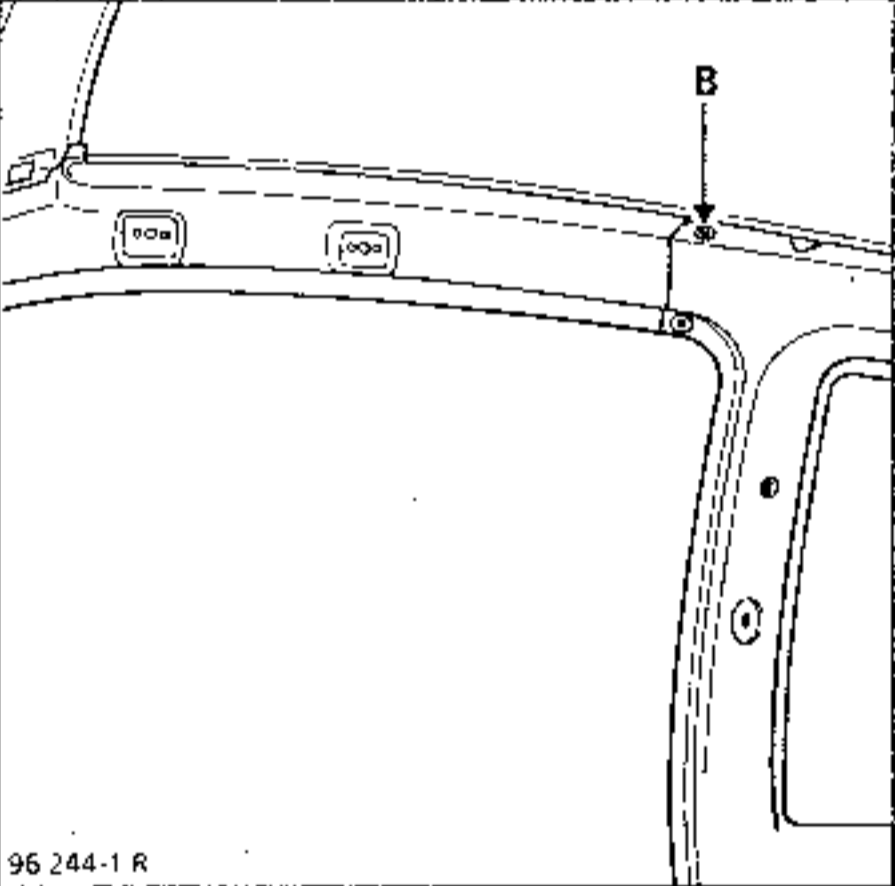
5 JOINT WITH REAR END PANEL LINING

Steel thickness(mm)	
Side pillar lining	1,00
Rear end panel lining	0,70
Side of body	0,70
Roof panel	0,70

Unpicking



Welding



NOTE : at (B), plug welds on 2 thicknesses if replacing the upper body panel

6 PARTIAL SECTION

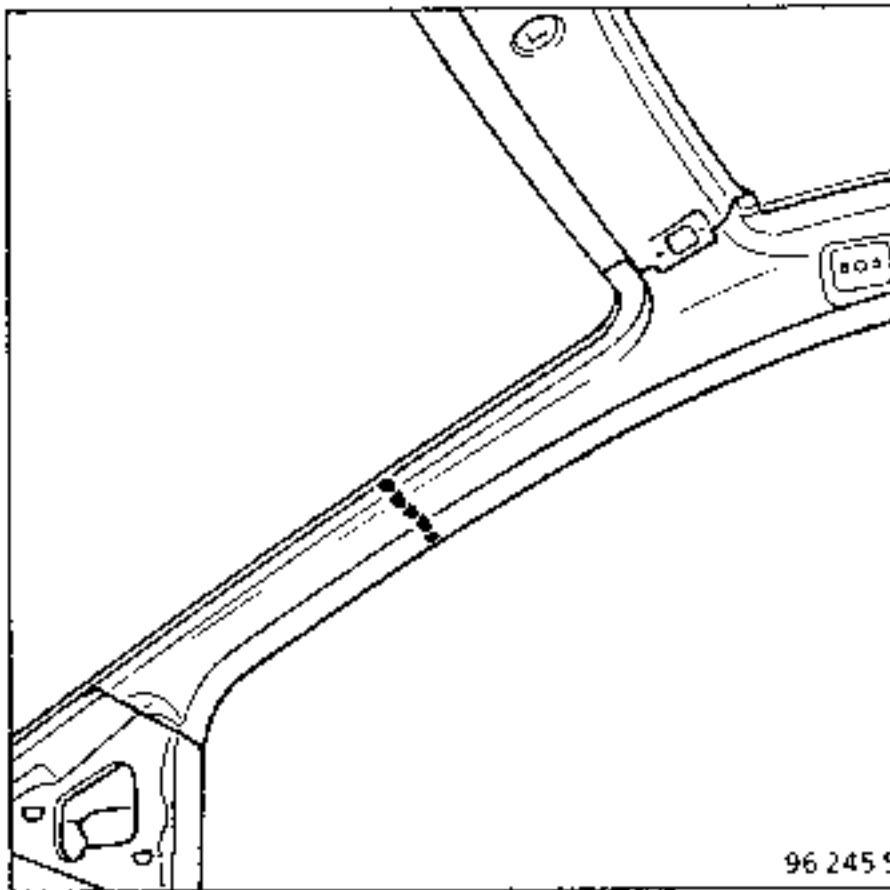
Steel thickness (mm)

Lining 1,00

Unpicking



Welding



NOTE : cutting of the side pillar lining must be carried out approximately 50 mm higher than the cut on the front pillar

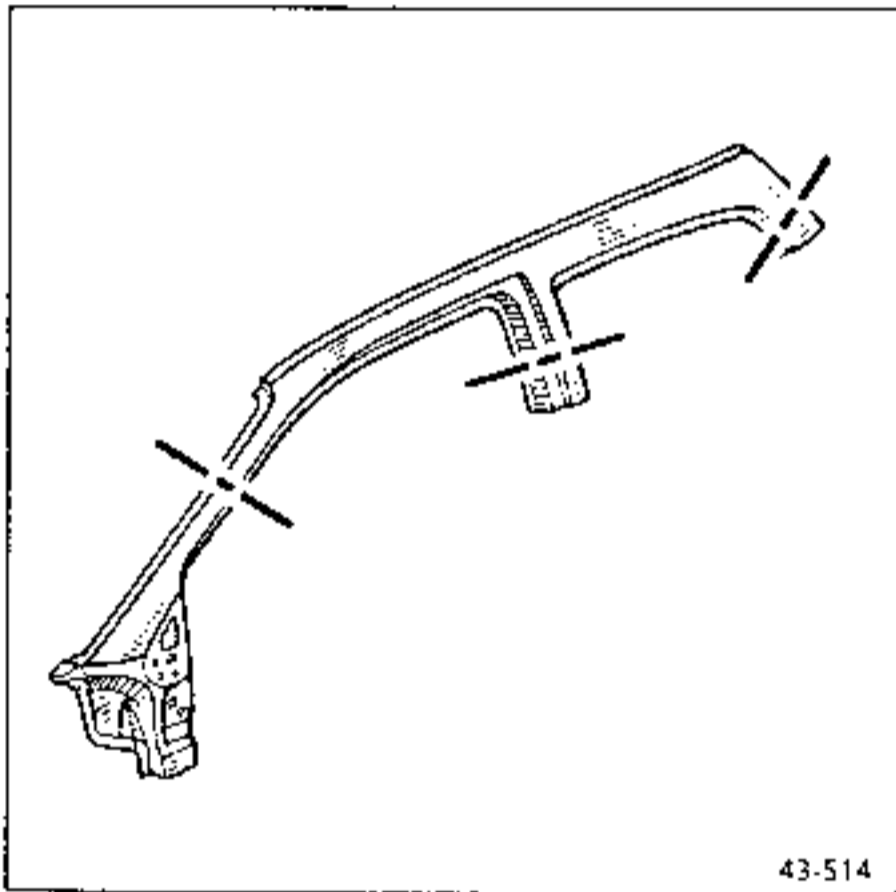
INTRODUCTION

This operation is complementary to replacing the roof panel after a side impact, most often on the side opposite to the impact

This part is obtained by cutting the production upper body panel, and when replacing the part, cuts will have to be superimposed

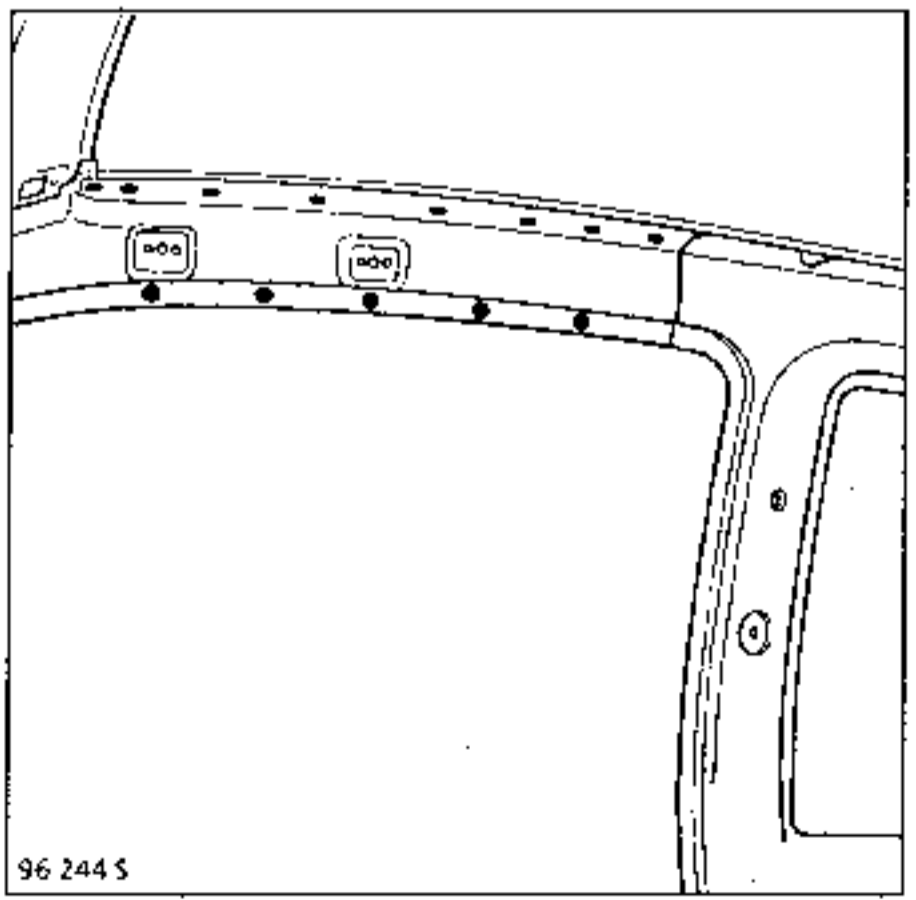
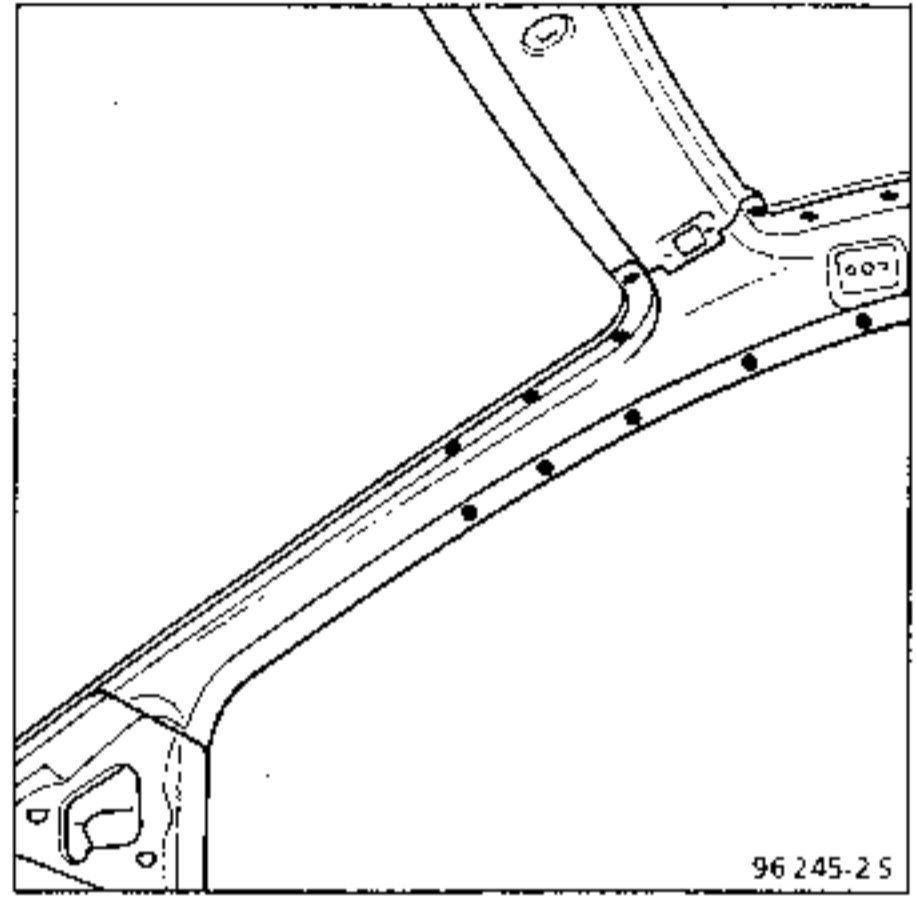
COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Blank part.



1 JOINT WITH WINDOW APERTURE SIDE PILLAR LINING

Reminder : see 43-B-3



2 JOINT WITH REAR END PANEL LINING

Steel thickness (mm)

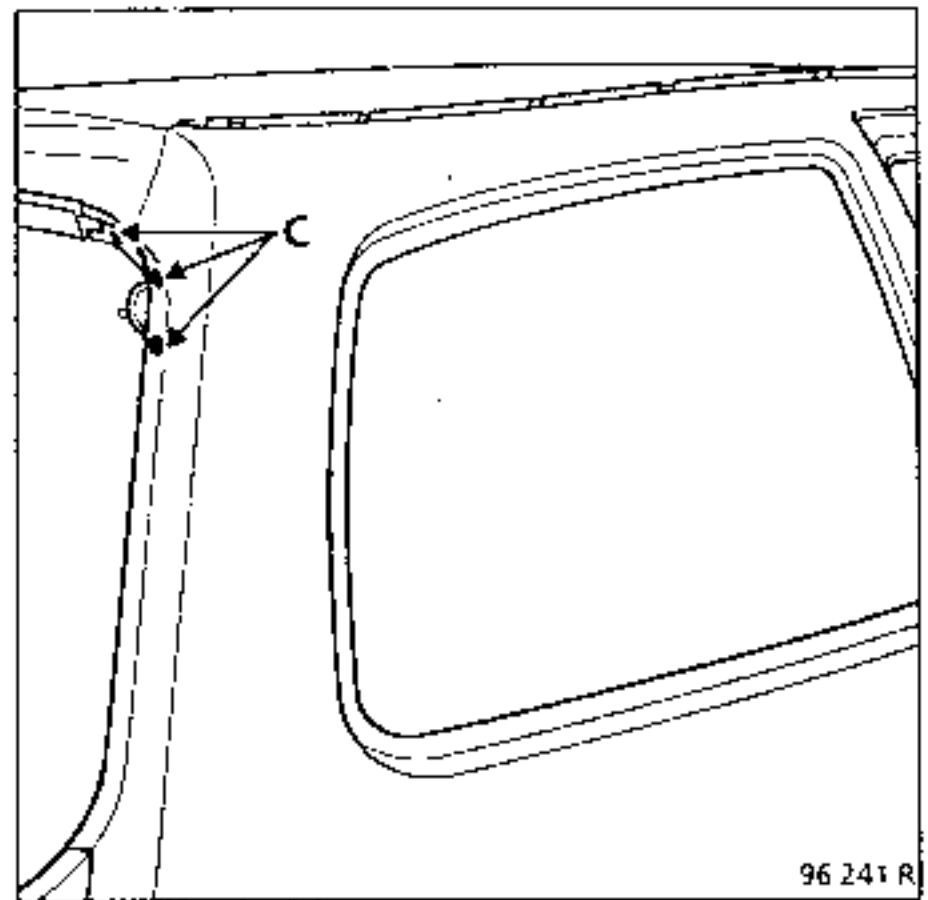
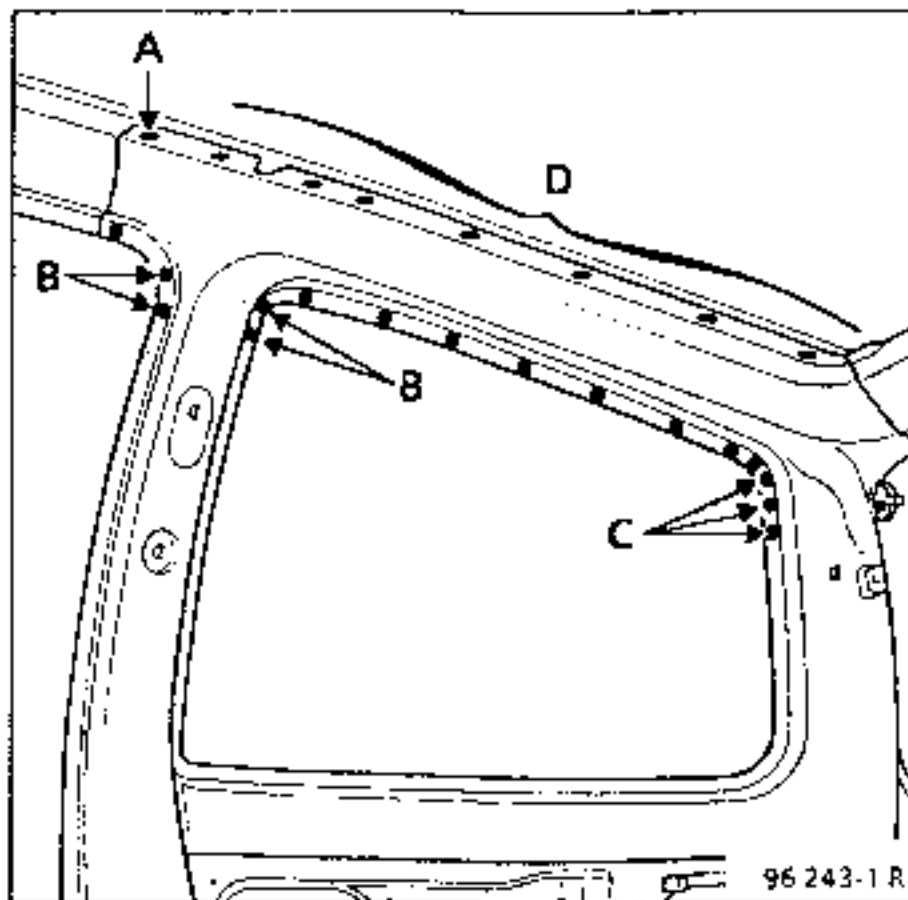
Upper body panel	0,70
Rear quarter panel lining	0,70
Side pillar lining	1,00
Roof panel	0,70
Front seat belt reinforcement	1,20
Rear seat belt reinforcement	1,50

Unpicking



27 spot welds on thickness 0,70

Welding



NOTE : at (A), 1 weld on 4 thicknesses : $(0,70 \times 3) + 1,0$
 at (B), welds on 3 thicknesses : $(0,70 \times 2) + 1,2$
 at (C), welds on 3 thicknesses : $(0,70 \times 2) + 1,5$
 at (D), welds on 3 thicknesses : $(0,70 \times 2) + 1,0$

3 JOINT WITH ROOF PANEL

Steel thickness (mm)

Roof panel	0,70
Upper body panel	0,70
Side pillar lining	1,00
Rear seat belt reinforcement	1,50

Unpicking

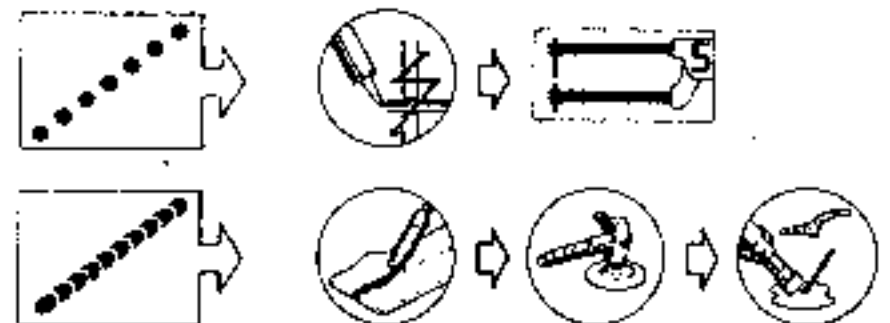
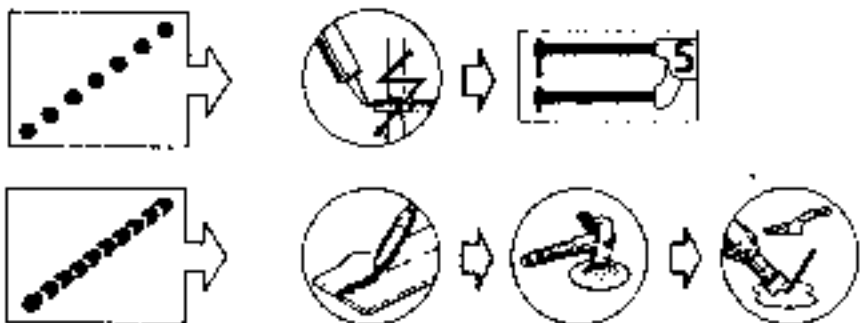
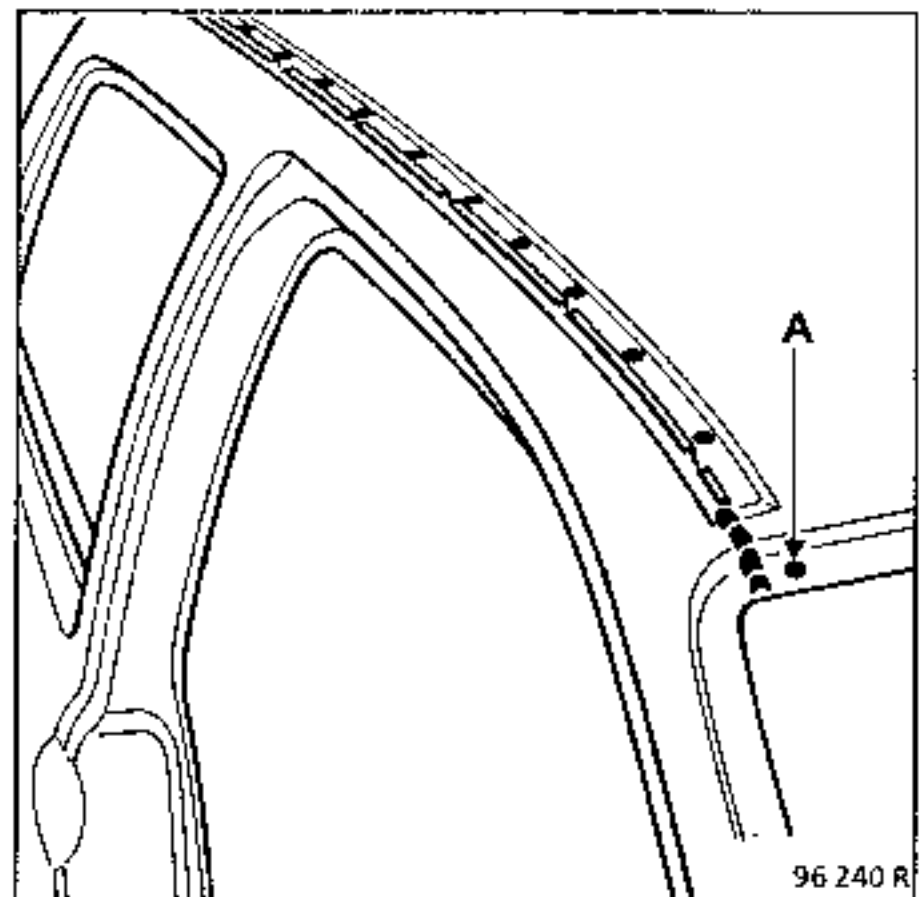
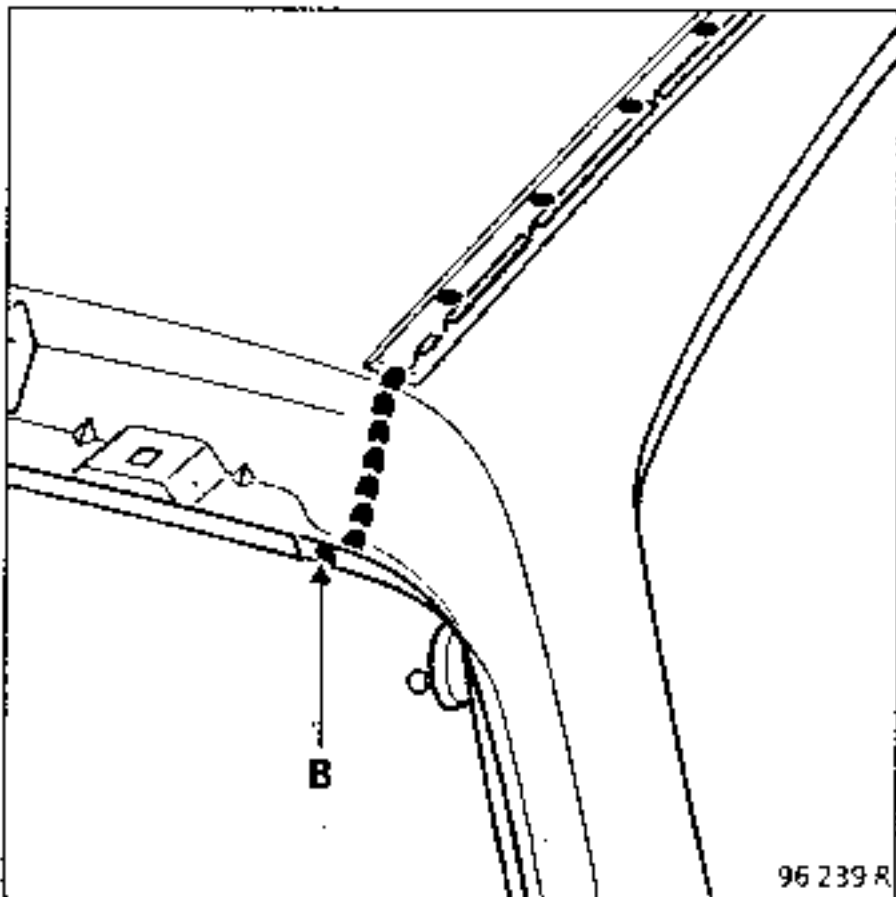


14 spot welds on thickness 0,70



2 fillets: 1,20 + 60 mm

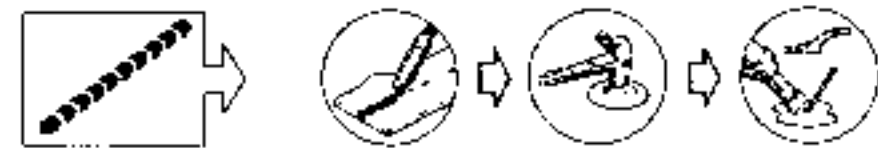
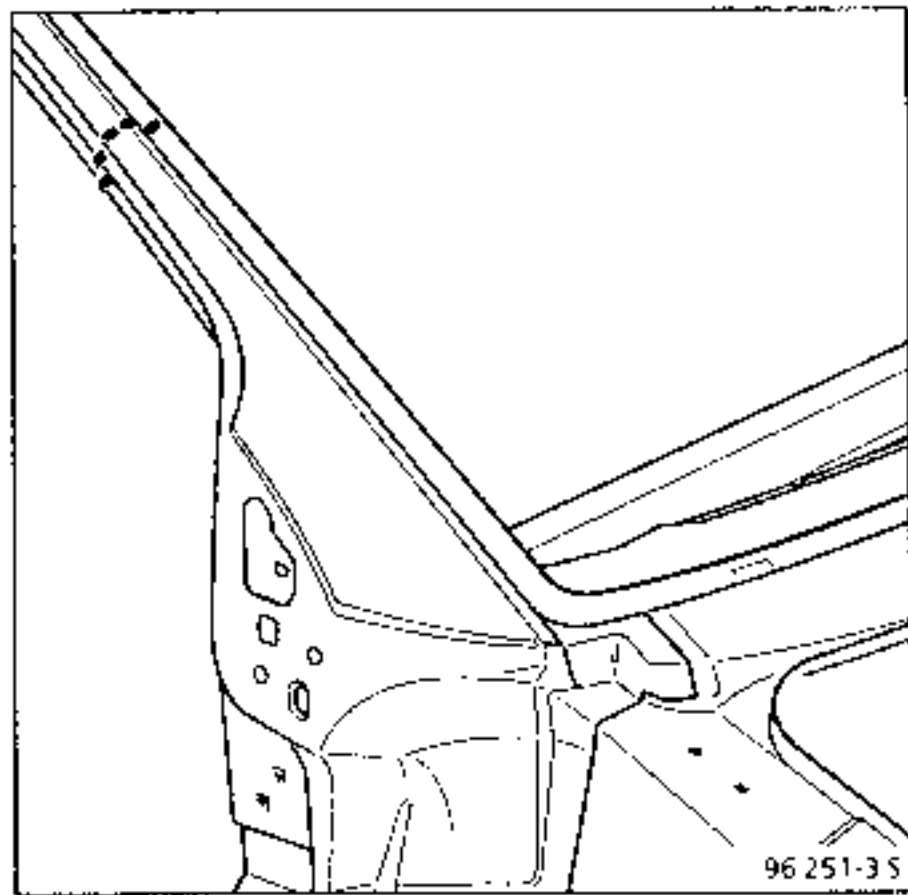
Welding



NOTE : at (A), 1 weld on 3 thicknesses
(0,70 x 2) + 1,0
at (B), 1 weld on 3 thicknesses
(0,70 x 2) + 1,5

4 FRONT CUT ON SIDE PILLAR

Reminder : see **43-A-5**



5 CUT ON CENTRE PILLAR

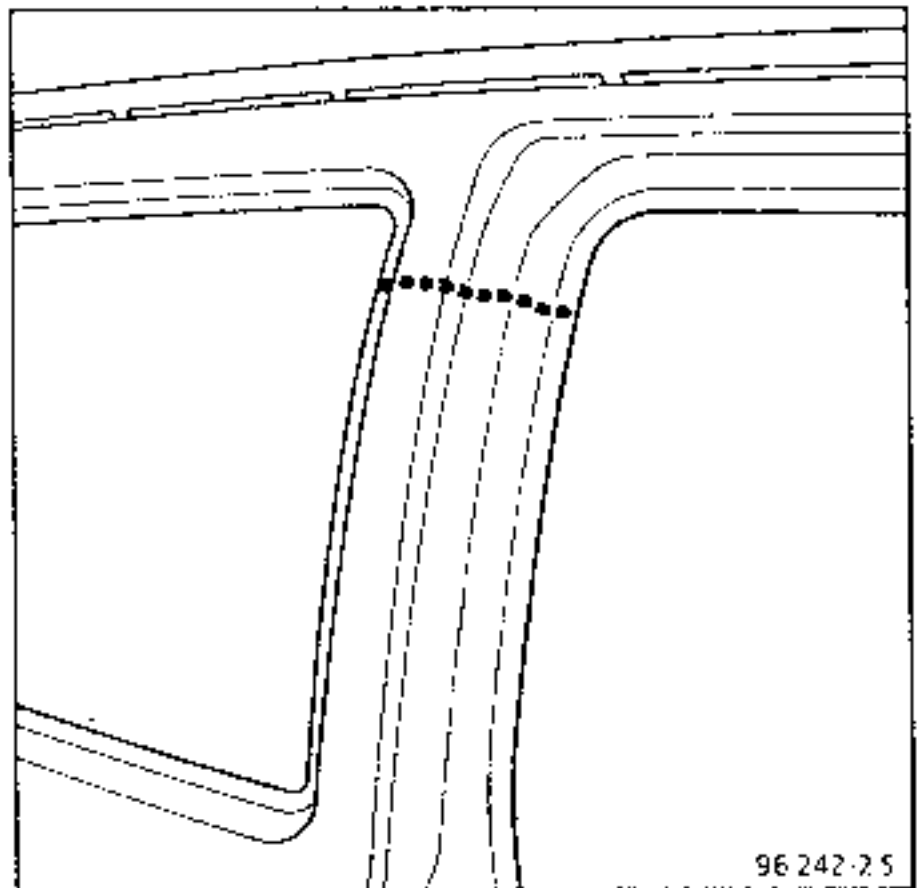
Steel thickness (mm)

Upper body panel 0,70

Unpicking



Welding



6 CUT ON REAR PILLAR

Steel thickness (mm)

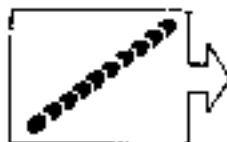
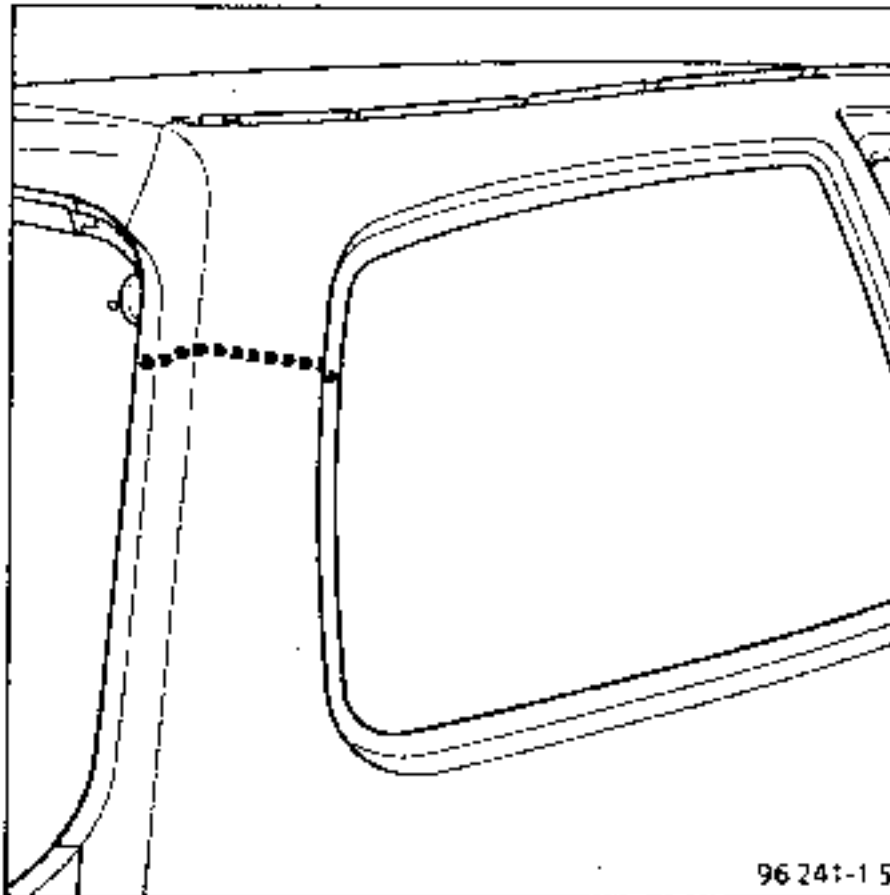
Upper body panel 0,70

Unpicking



150 mm

Welding



INTRODUCTION

Basic operation for side impact.

This part is obtained by cutting the production side body panel, therefore when it is replaced, cuts must be superimposed following edge-to-edge stitch welding at the front and rear ends (see details in descriptions below)

Several cut combinations are possible : A ; B or A + B.

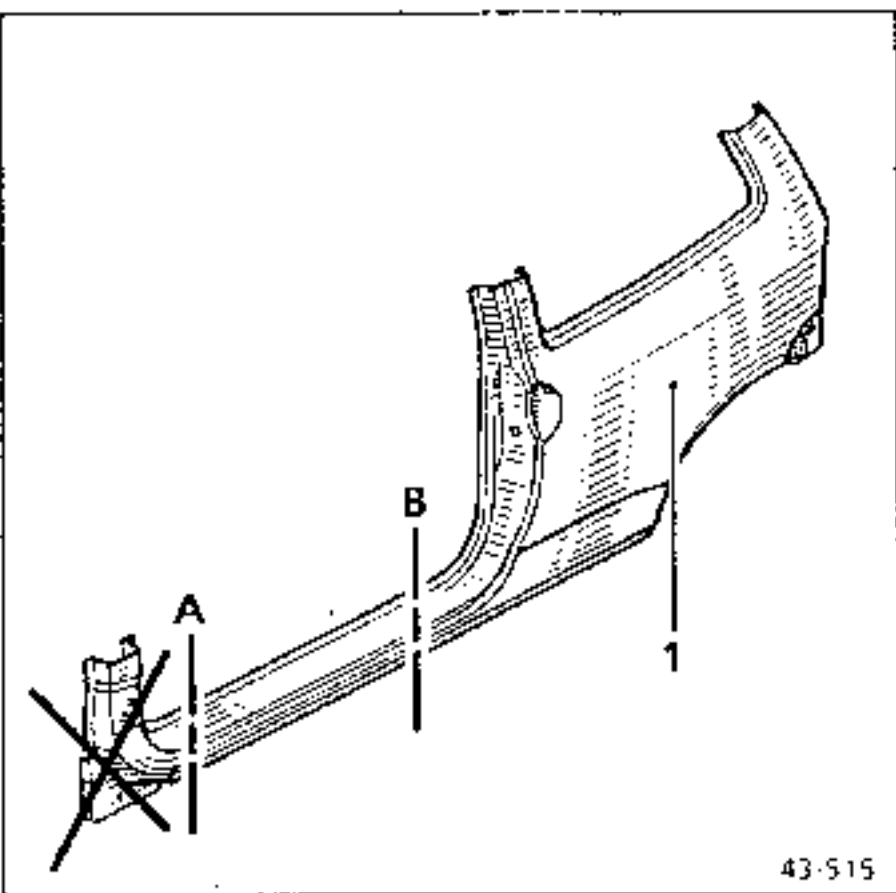
Only possibility A + B is described below.

For complete replacement of the part, use the 2 operations 43-D + 44-A

Replacement of the remaining part (1) is described in section 44-A.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Blank part.



1 JOINT WITH SILL PANEL LINING

Steel thickness (mm)

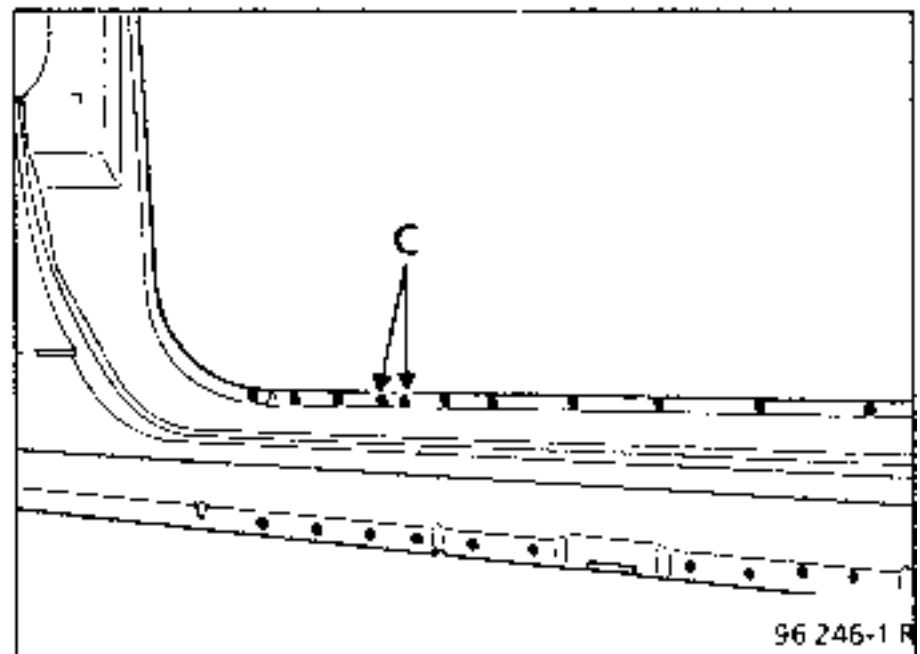
Sill panel	0,70
Sill panel lining	1,00
Seat mounting unit	1,20

Unpicking



21 spot welds on thickness 0,70

Welding



NOTE : at (C), 3 thicknesses (0,7 + 1,0 + 1,2)

2 FRONT SECTION

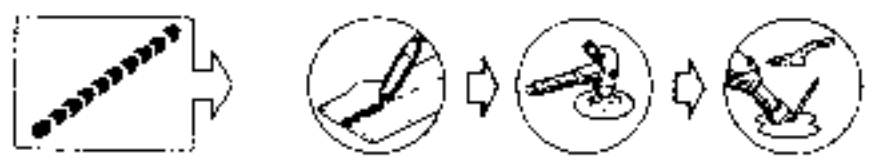
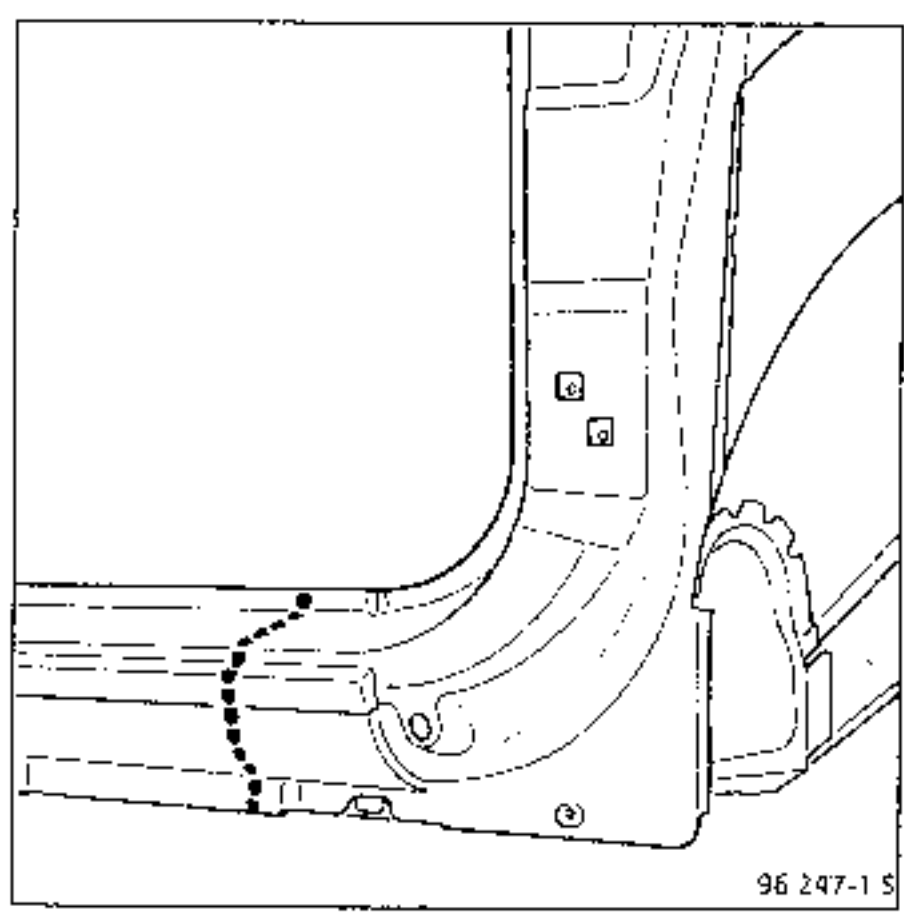
Steel thickness (mm)

Sill panel 0,70

Unpicking



Welding



NOTE : The front cut should be made below the front pillar reinforcement.

3 REAR SECTION

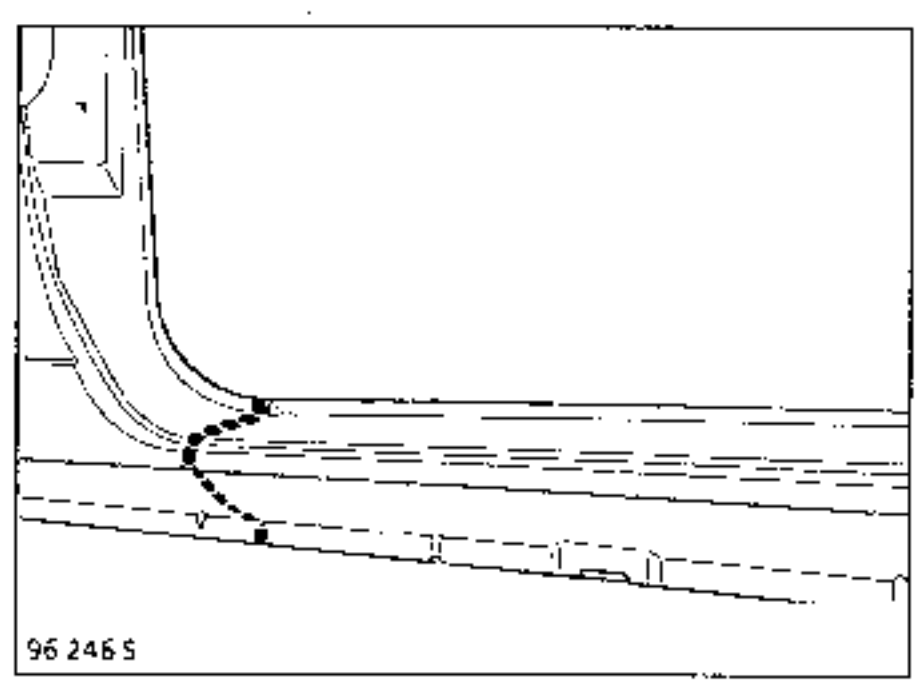
Steel thickness (mm)

Sill panel 0,70

Unpicking



Welding



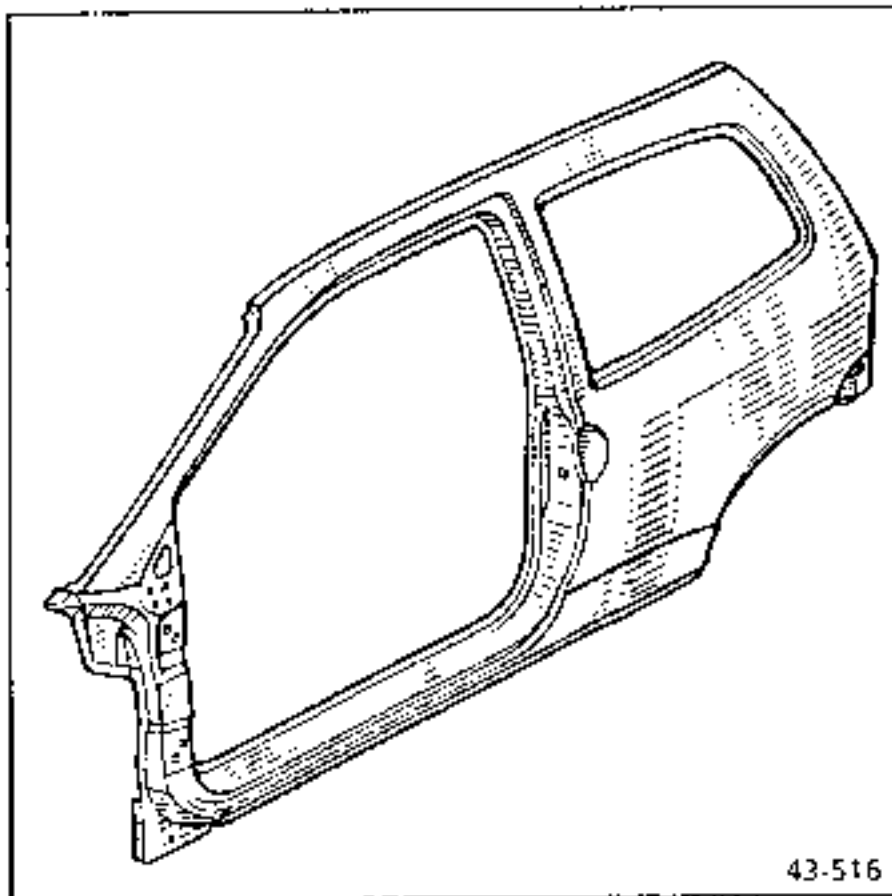
INTRODUCTION

Basic operation for side impact. To replace this part, refer to operations 43-A, 43 C, 43-D, 44-A.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with :

- front pillar reinforcement,
- upper and lower hinge reinforcements,
- threaded plates,
- plate cages,
- bumper reinforcement



INTRODUCTION

Basic operation for rear impact.

There are two possibilities for replacing this component:

- 1 Partial replacement of the lower section
- 2 Complete replacement

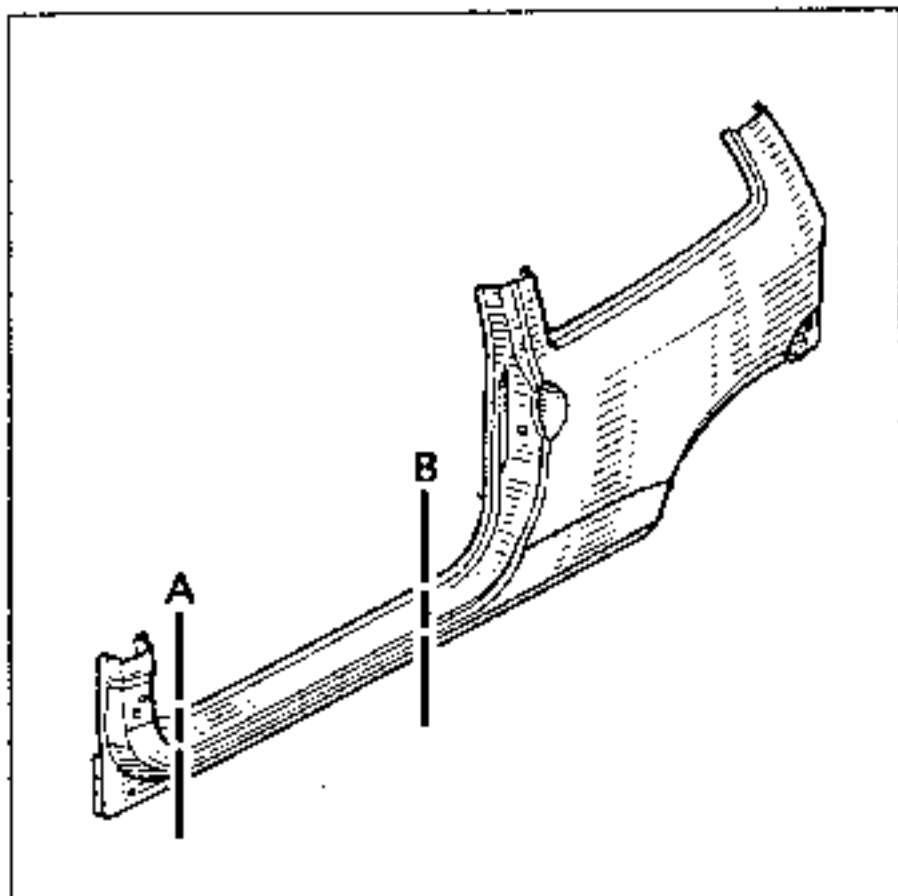
See details of the operations as described below.

COMPOSITION OF THE PART AS SUPPLIED BY THE PARTS DEPARTMENT

Part assembled with:

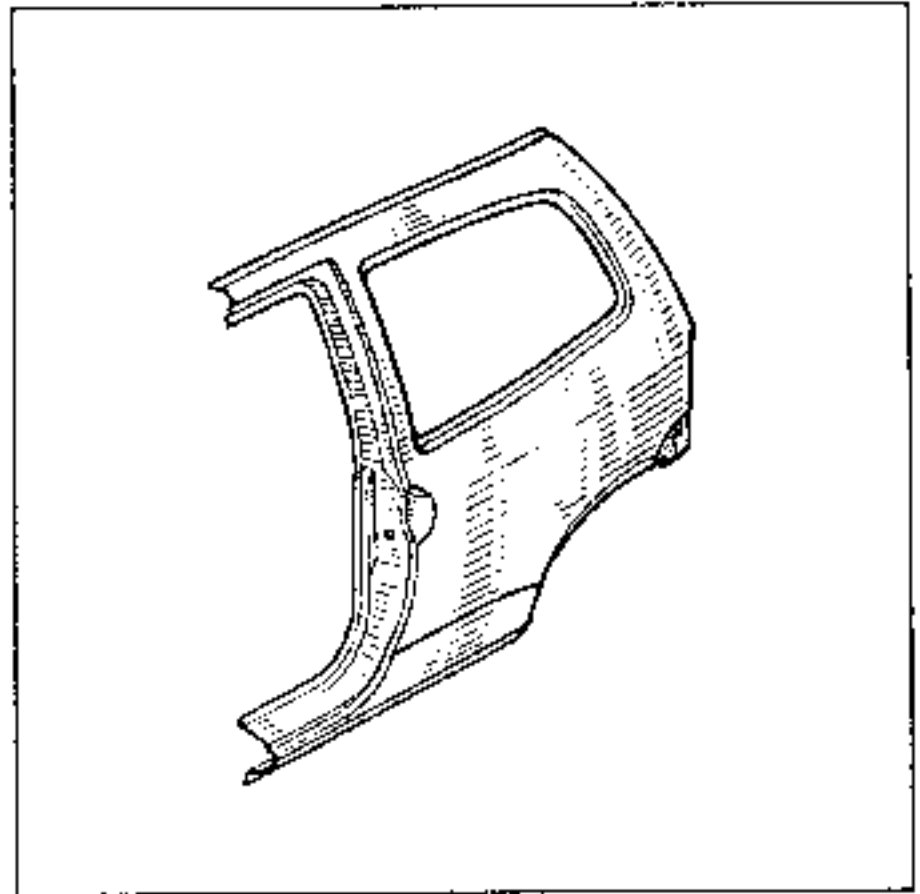
- bumper mounting reinforcement,
- lock reinforcement.

- 1 Partial replacement of the lower section




NOTE : there are two cutting possibilities :
Cut A : refer to section 43-D for complementary information
Cut B : see below.

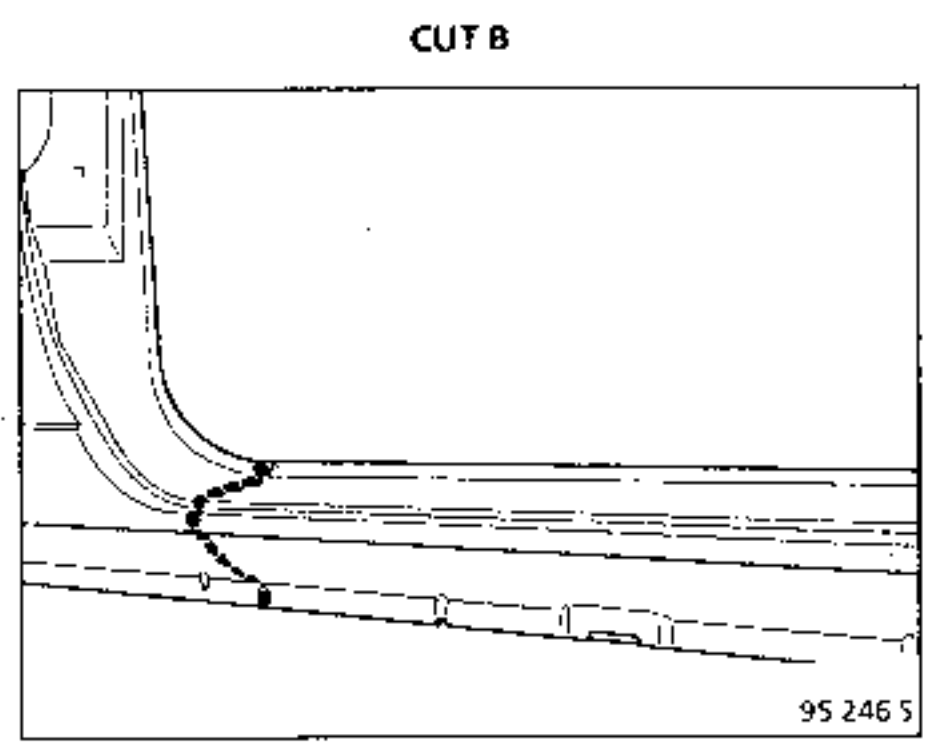
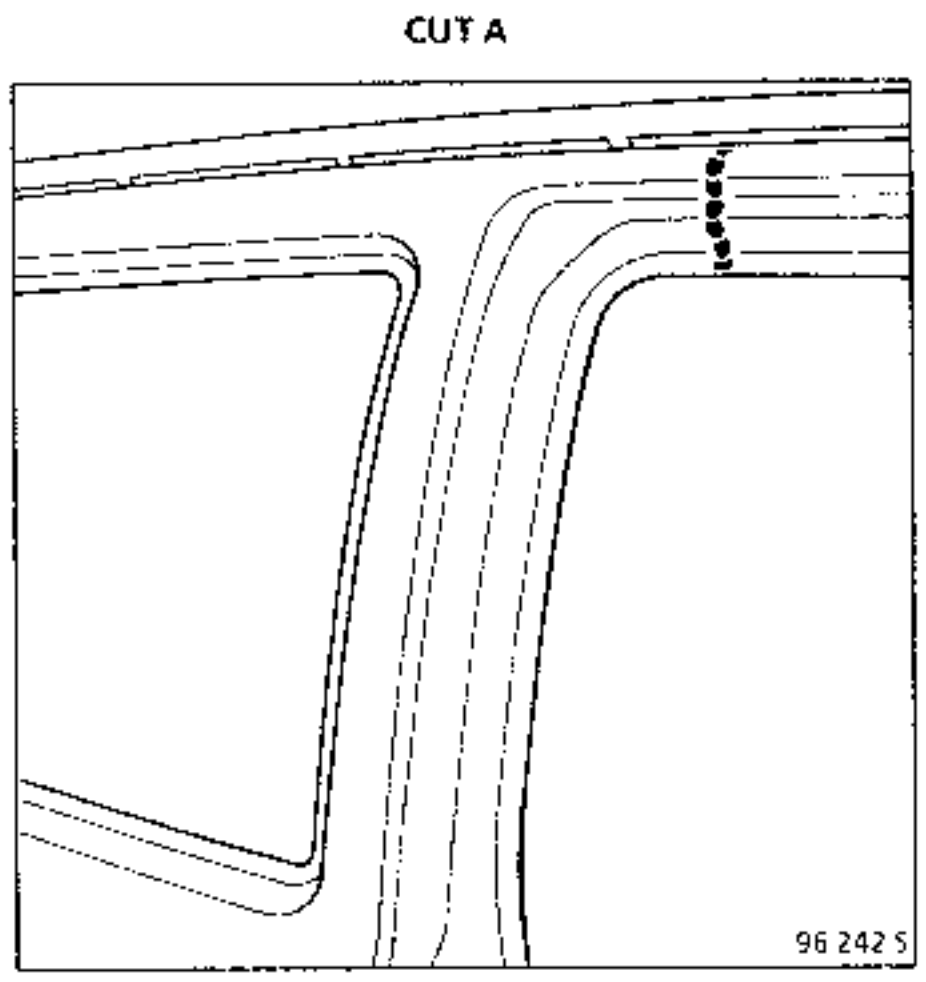
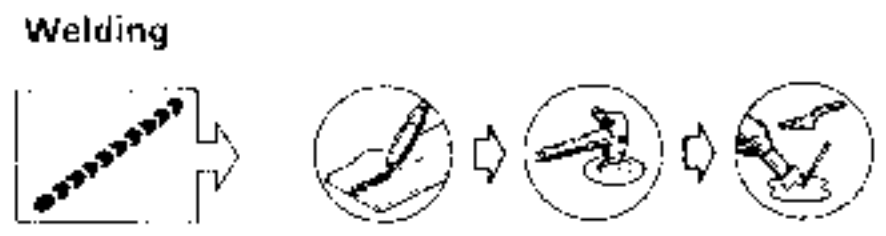
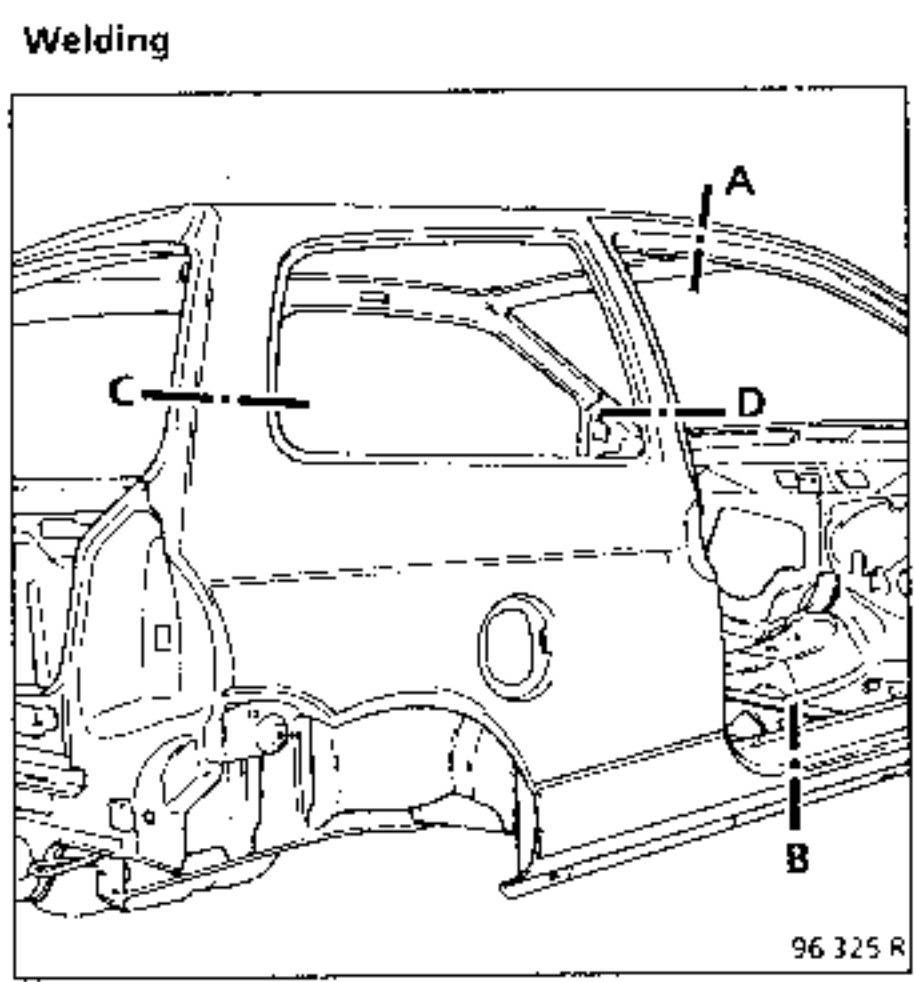
2 Complete replacement



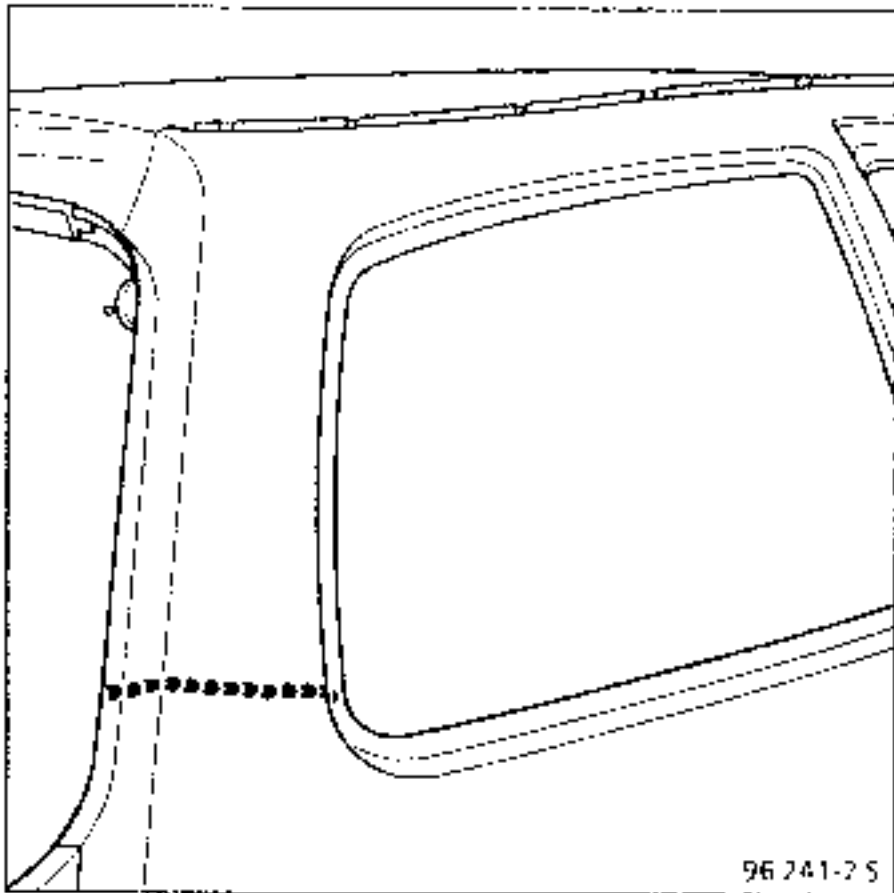
1 PARTIAL SECTION

Steel thickness (mm)
Wing panel 0,70

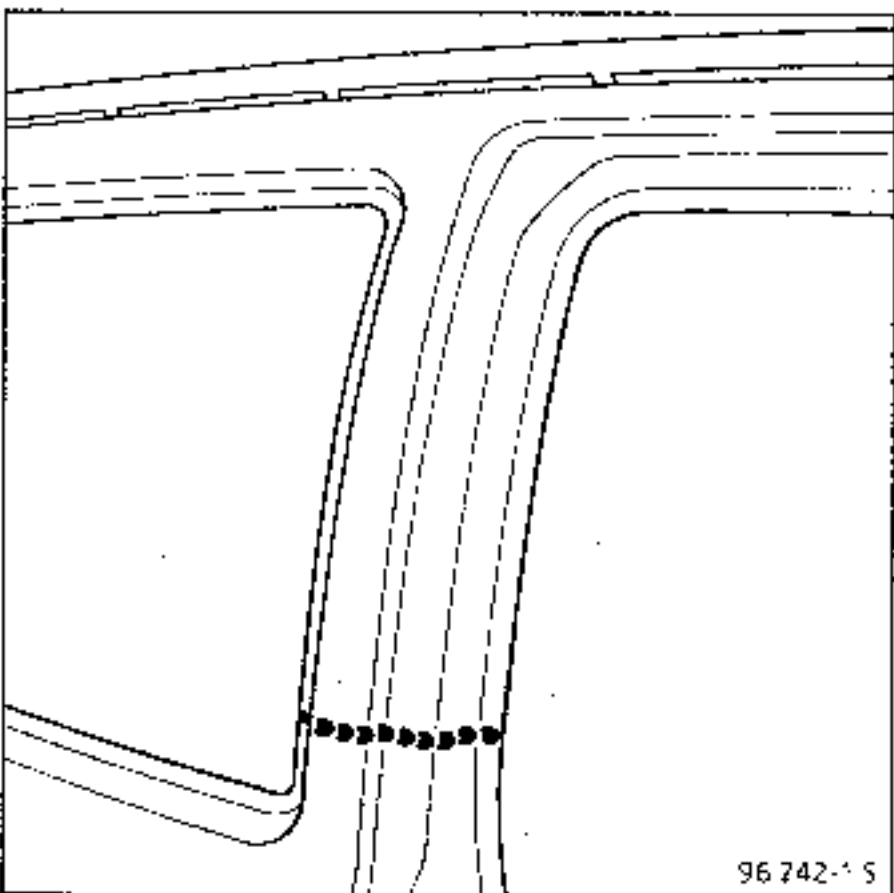
Unpicking

 Cut A = 150 mm
 Cut B = 300 mm
 Cut C = 150 mm
 Cut D = 150 mm



CUT C



CUT D



2 JOINT WITH SIDE PILLAR LINING

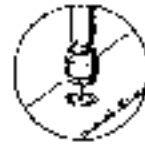
Steel thickness (mm)

Quarter panel	0,70
Rear quarter panel lining	0,80
Side pillar lining	1,00

Unpicking

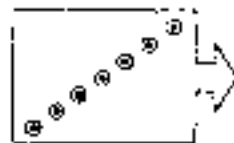
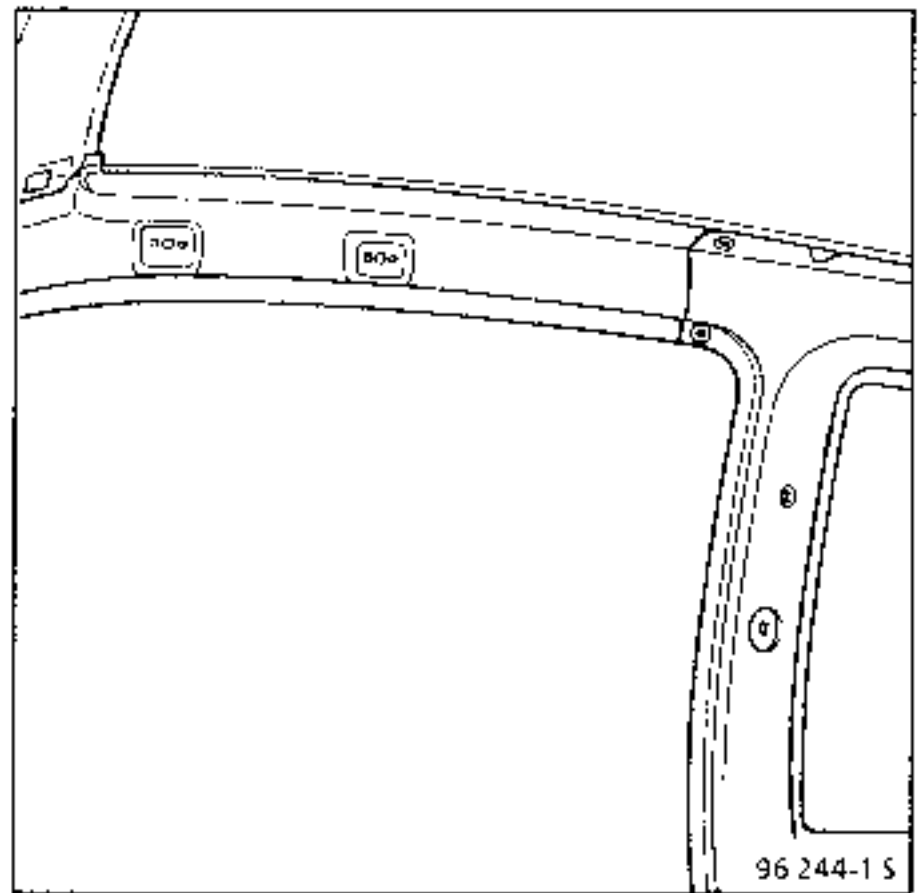


1 spot weld on thickness 0,70



1 spot weld on thickness 0,80

Welding



3 JOINT WITH CENTRE PILLAR REINFORCEMENT

Steel thickness (mm)

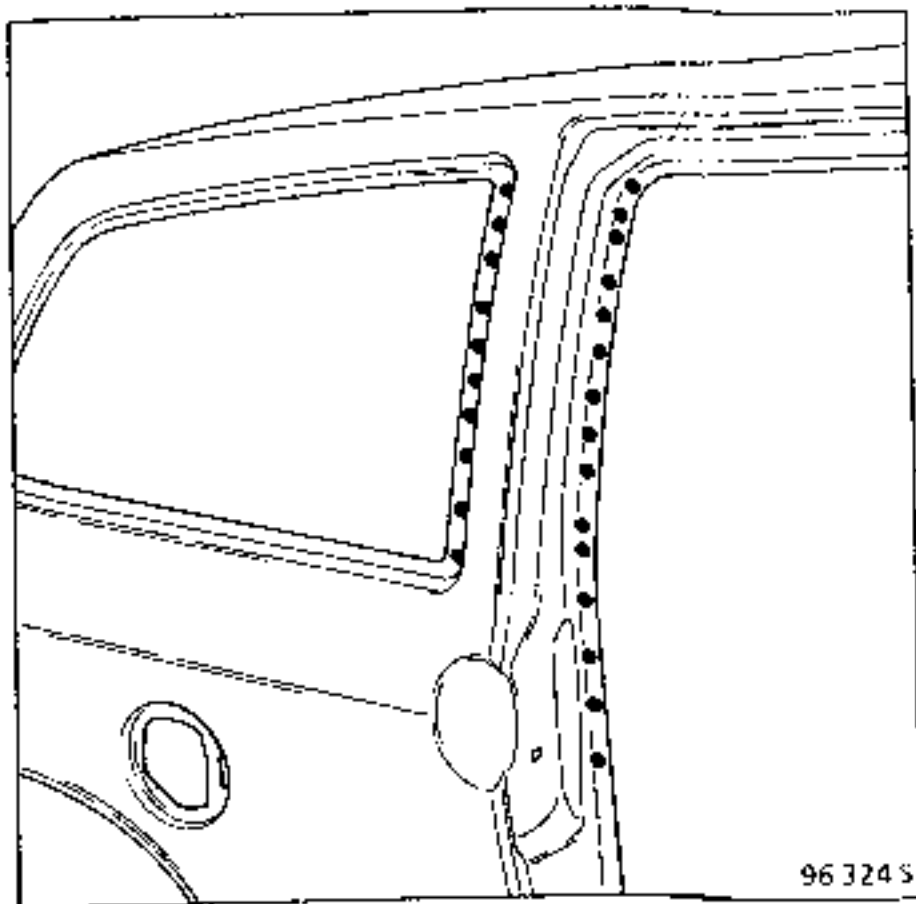
Quarter panel	0,70
Rear quarter panel lining	0,80
Centre pillar reinforcement	1,20

Unpicking



26 spot welds on thickness 0,70

Welding



NOTE : all welds are on three thicknesses

4 JOINT WITH REAR END PANEL REINFORCEMENT

Steel thickness (mm)

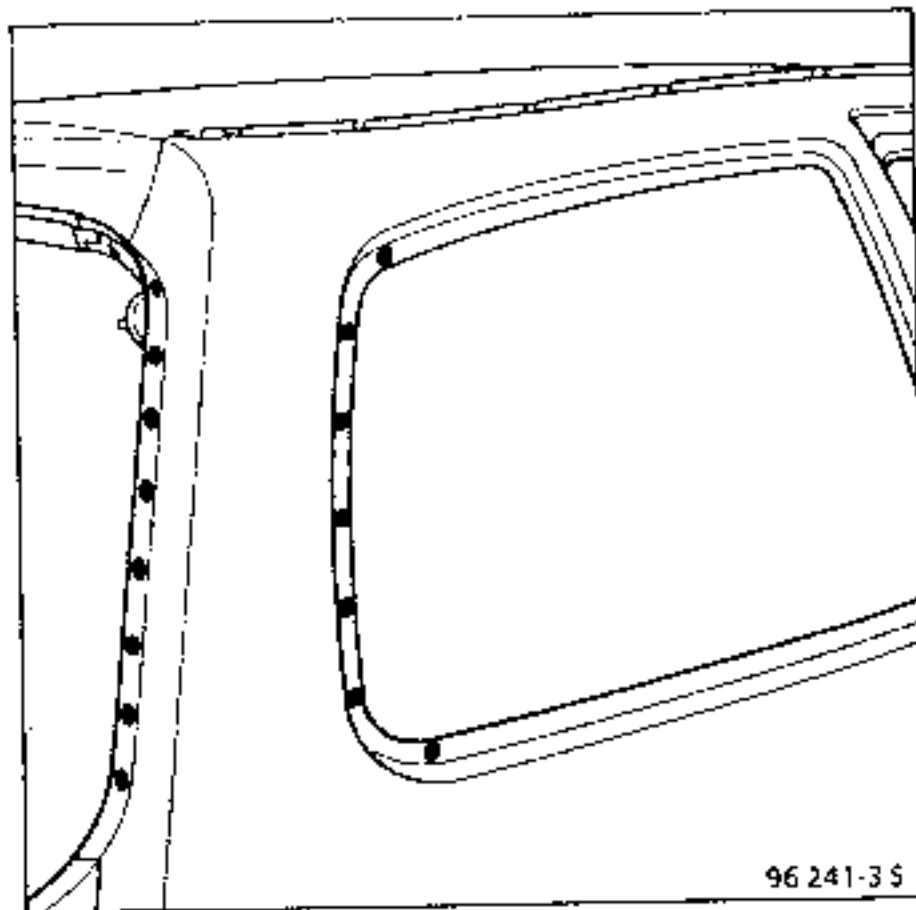
Quarter panel	0,70
Rear quarter panel reinforcement	1,50
Rear quarter panel lining	0,80

Unpicking



16 spot welds on thickness 0,70

Welding




NOTE : all welds are on three thicknesses

5 JOINT WITH REAR QUARTER PANEL LINING

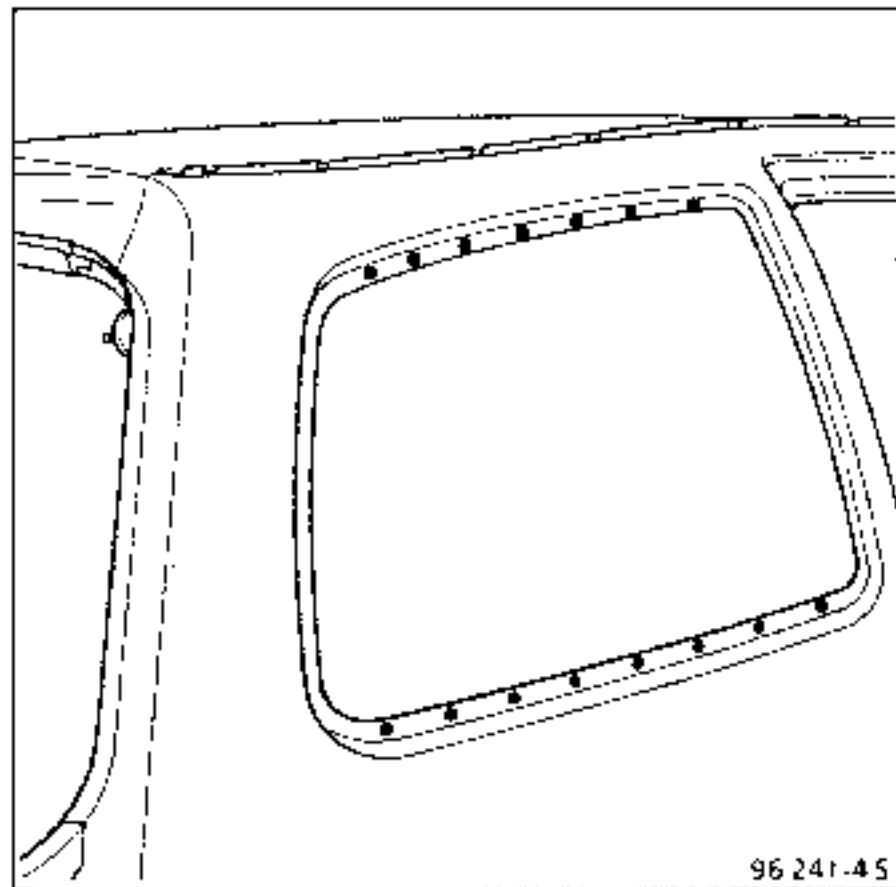
Steel thickness (mm)

Quarter panel	0,70
Rear quarter panel lining	0,80
Sill cover panel	1,00
Bumper mounting reinforcement	0,70

Unpicking

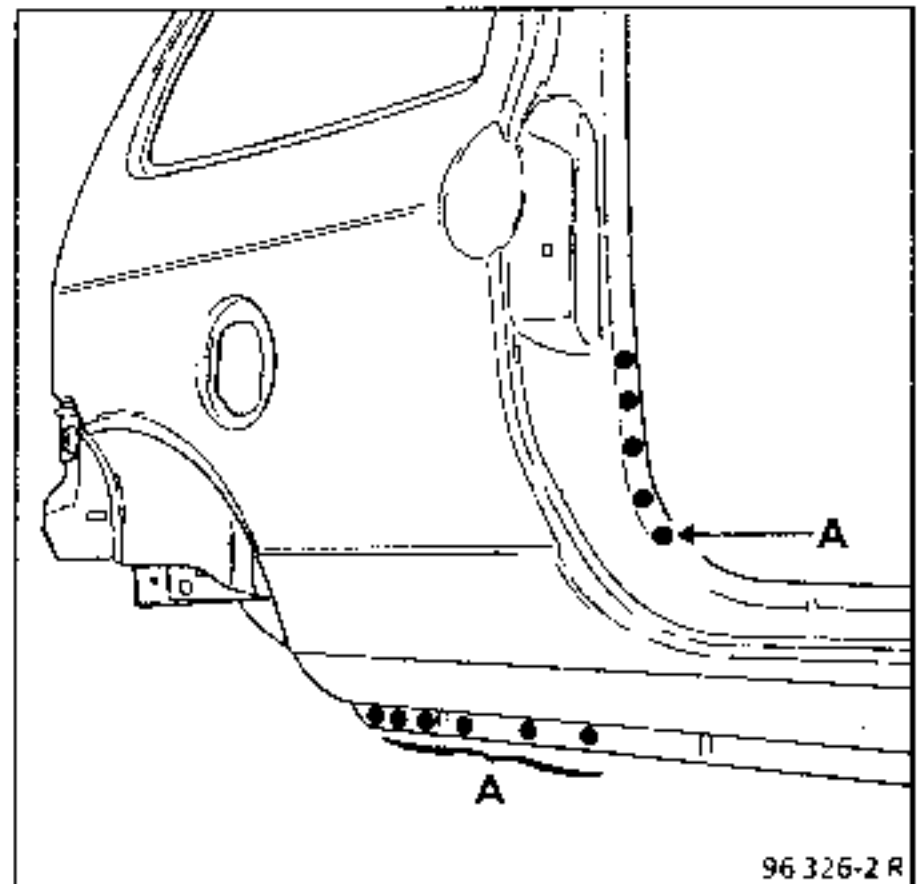
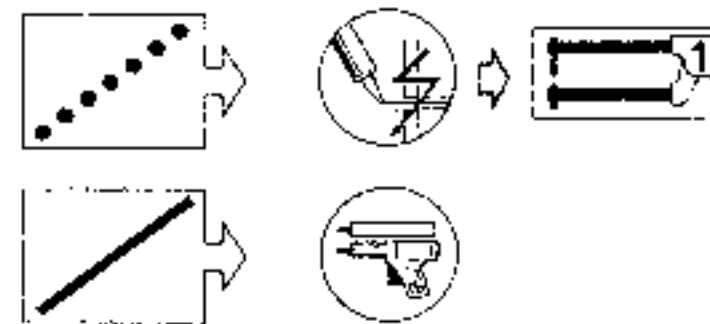
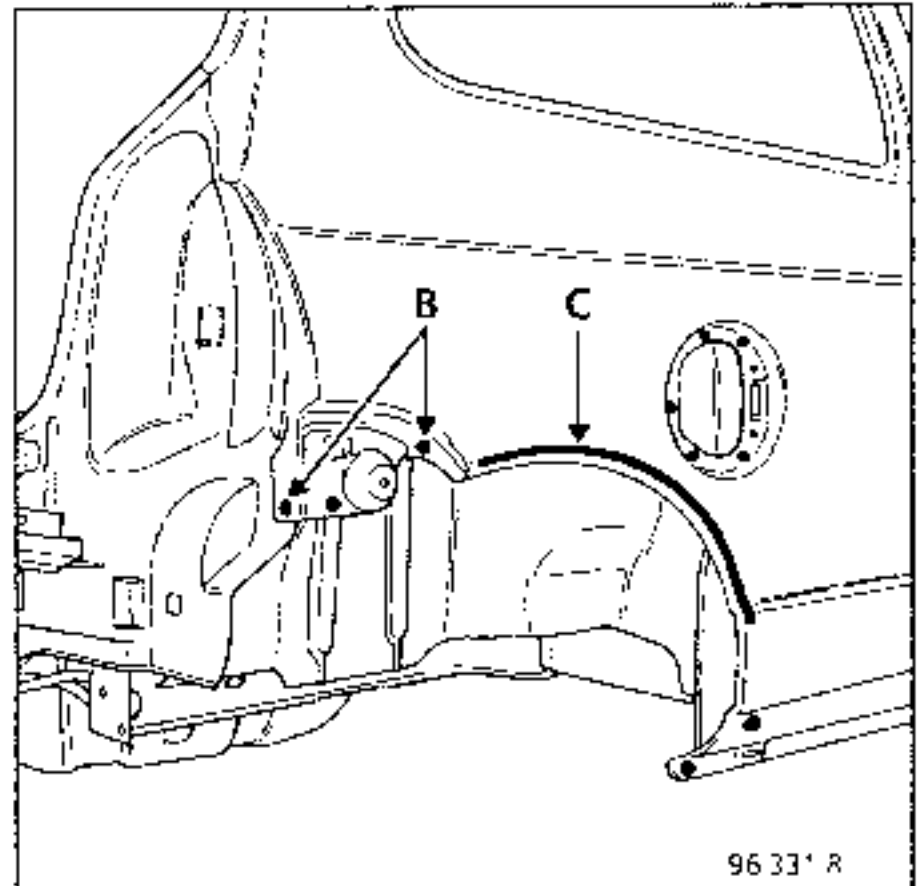
 26 spot welds on thickness 0,70
Use hot air gun for
700 mm bead.

Welding



NOTE : at (A), 3 thicknesses:
quarter panel 0,70
rear quarter panel lining 0,80
sill cover panel 1,00

at (B), 3 thicknesses:
quarter panel 0,70
rear quarter panel lining 0,80
bumper mounting reinforcement 1,50



NOTE : at (C), 700 mm of bonding mastic .

6 JOINT WITH ROOF PANEL

Steel thickness (mm)

Quarter panel	0,70
Roof panel	0,70
Rear quarter panel lining	0,80

Unpicking



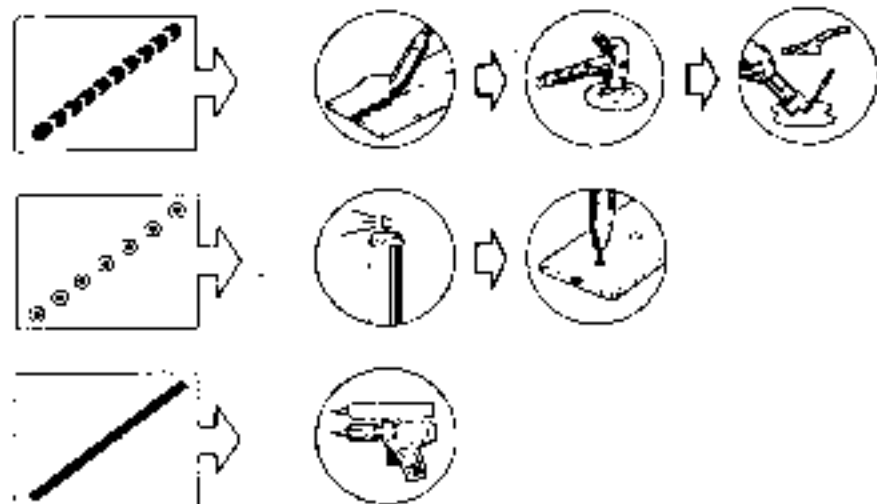
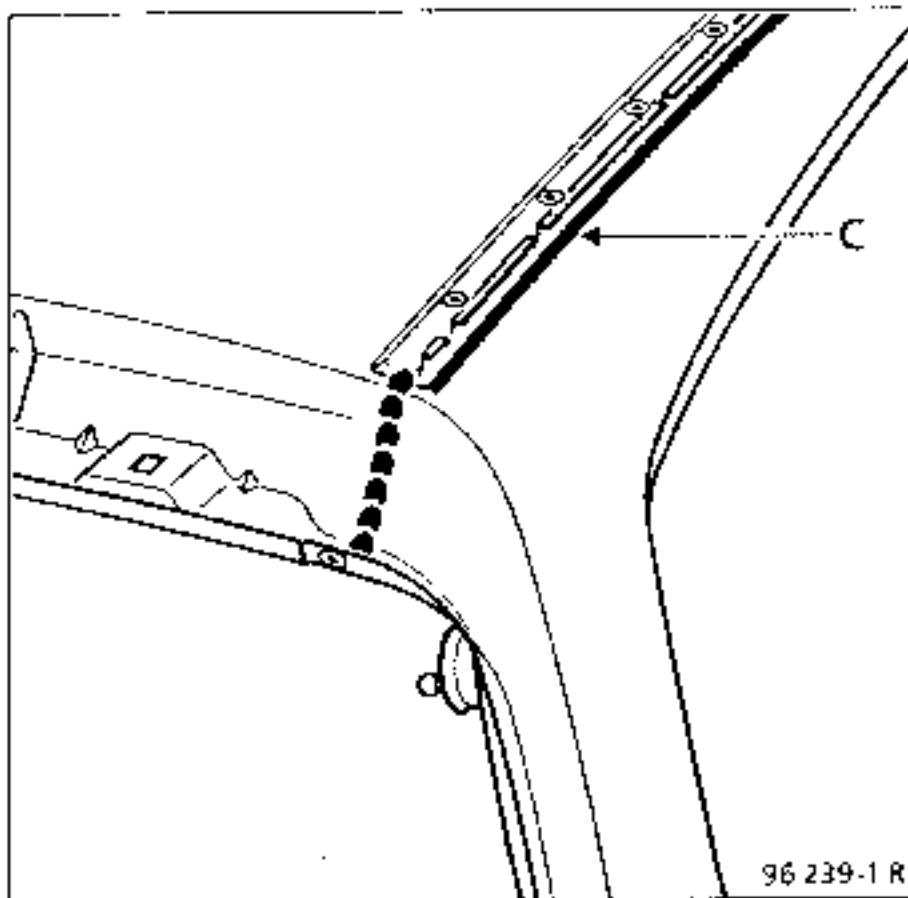
9 spot welds on thickness
(0,70x2)

Use hot air gun to release
800 mm bead



Release 120 mm of brazed joint

Welding



NOTE : at (C), apply an bonding mastic bead to seal the roof panel

7 JOINT WITH REAR QUARTER PANEL

Steel thickness(mm)

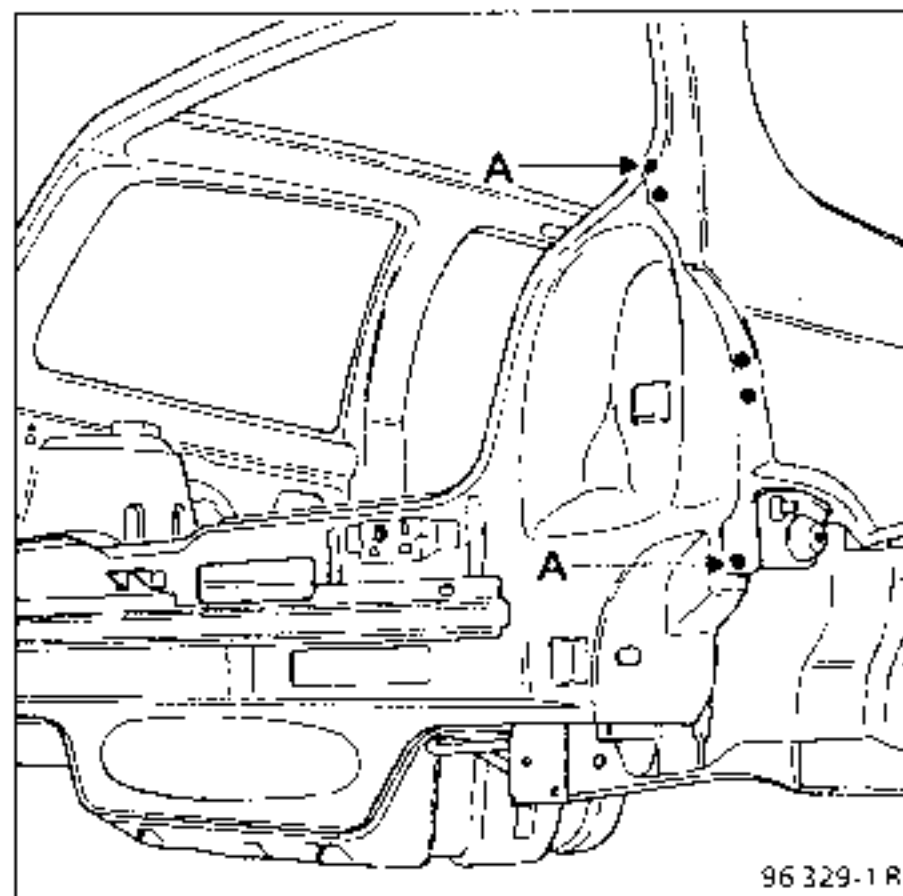
Quarter panel	0,70
Rear panel	0,70
Rear quarter panel lining	0,80

Unpicking



5 spot welds on thickness 0,70

Welding



NOTE : at (A), 3 thicknesses
quarter panel 0,70
rear panel 0,70
rear quarter panel lining 0,80

8 JOINT WITH SILL COVER PANEL

Sill thickness (mm)

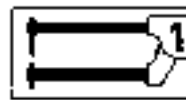
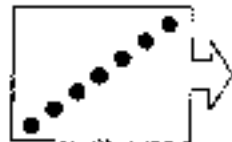
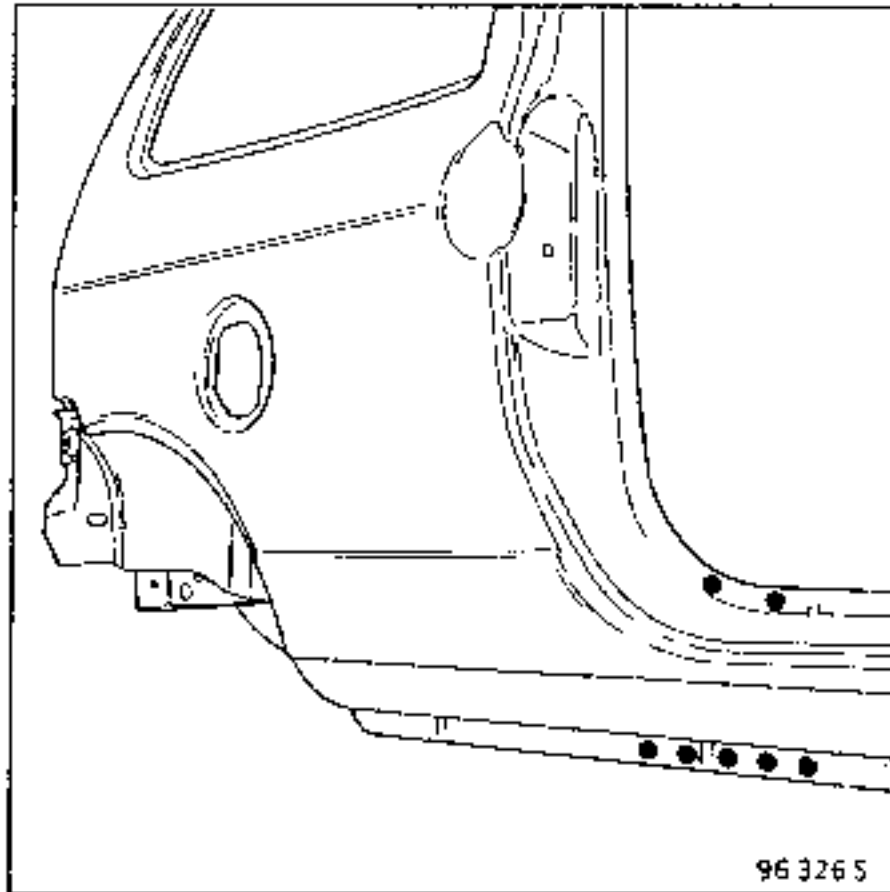
Quarter panel	0,70
Cover panel	1,00

Unpicking



7 spot welds on thickness 0,70

Welding

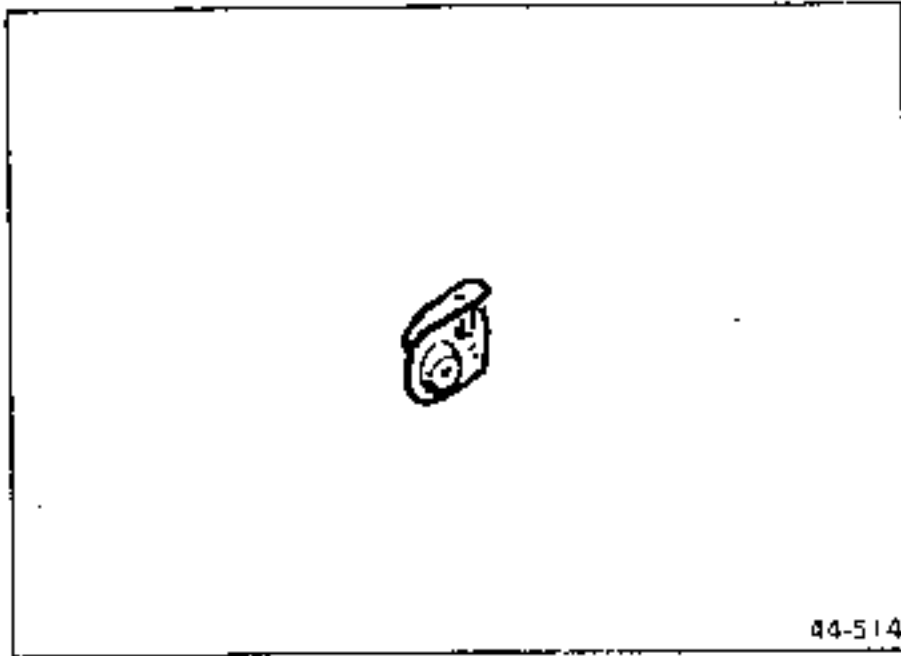


INTRODUCTION

Basic operation in the case of damage to the bumper mounting threads

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with welded nut.



44-514

1 JOINT WITH QUARTER PANEL

Steel thickness (mm)

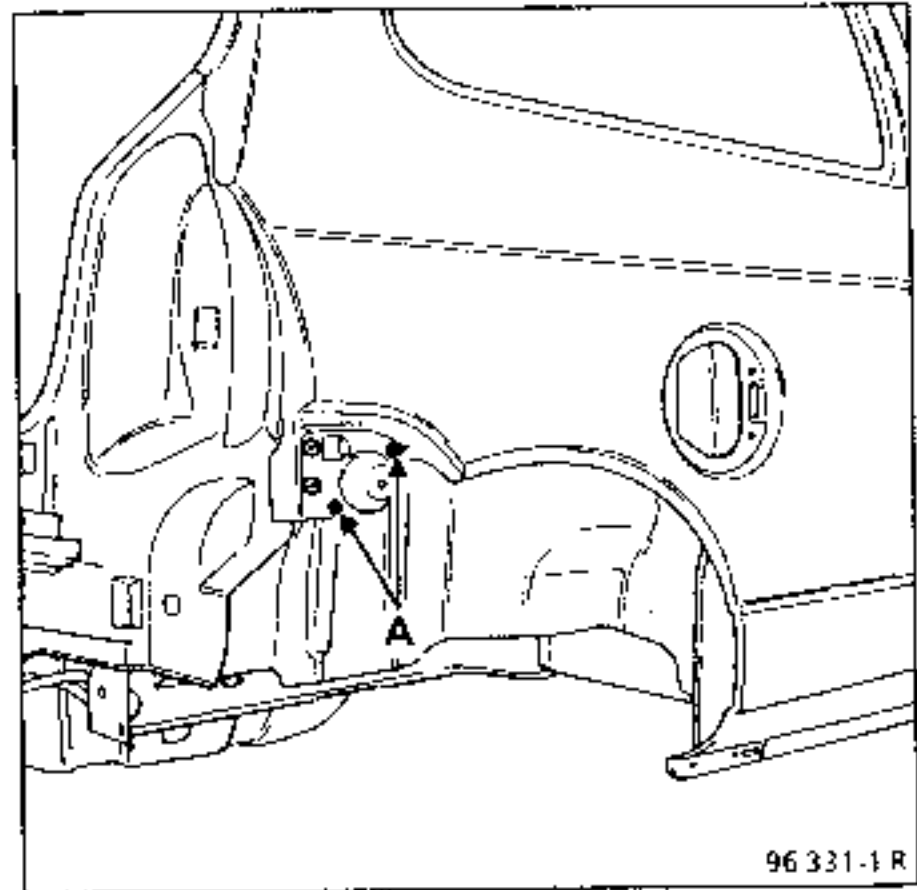
Bumper mounting	1,50
Quarter panel	0,70
Rear quarter panel lining	0,80

Unpicking

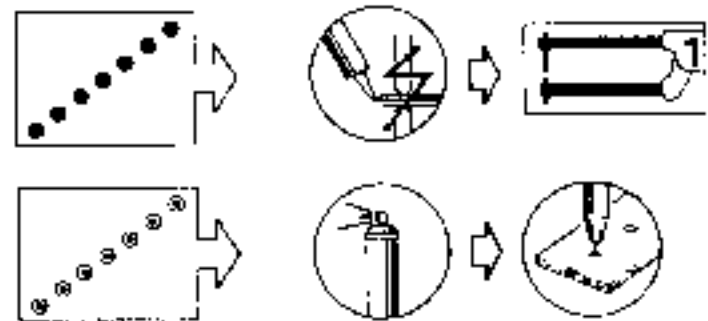


4 spot welds on thickness 1,5

Welding



96 331-1 R



NOTE :
At (A), 2 welds on 3 thicknesses.

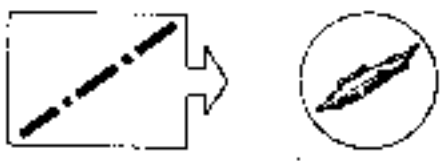
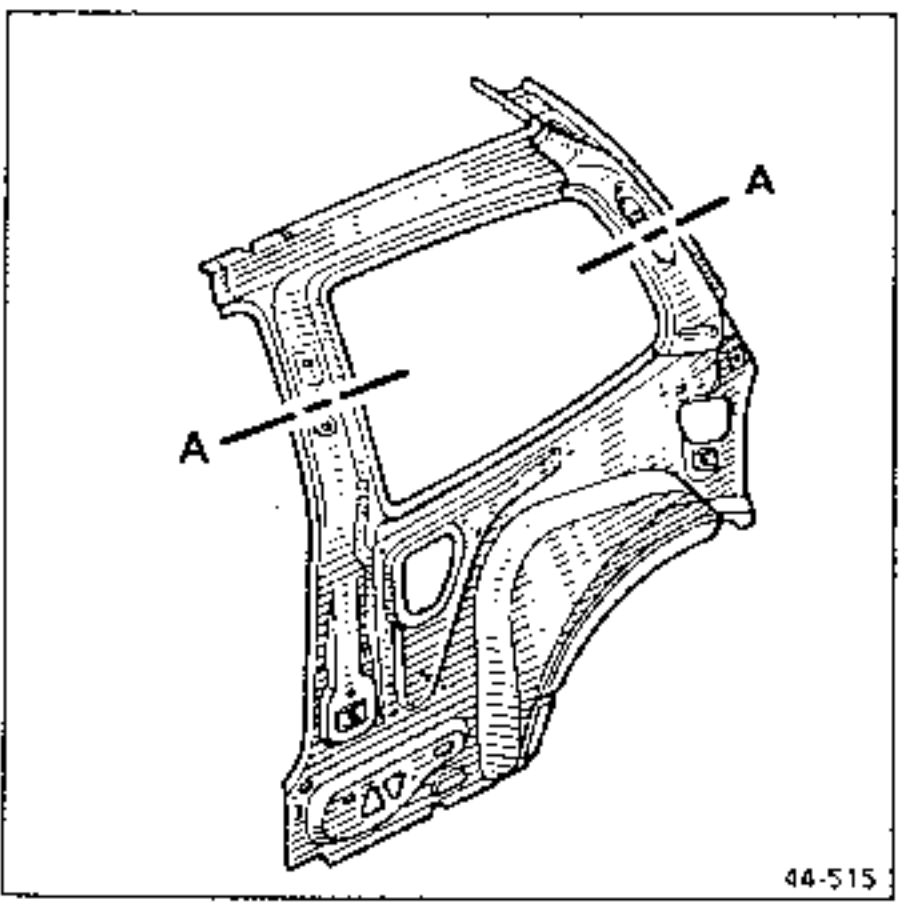
INTRODUCTION

Complementary operation to quarter panel for rear impact, or body side panel for side impact

This part may be partially replaced by cutting at A.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

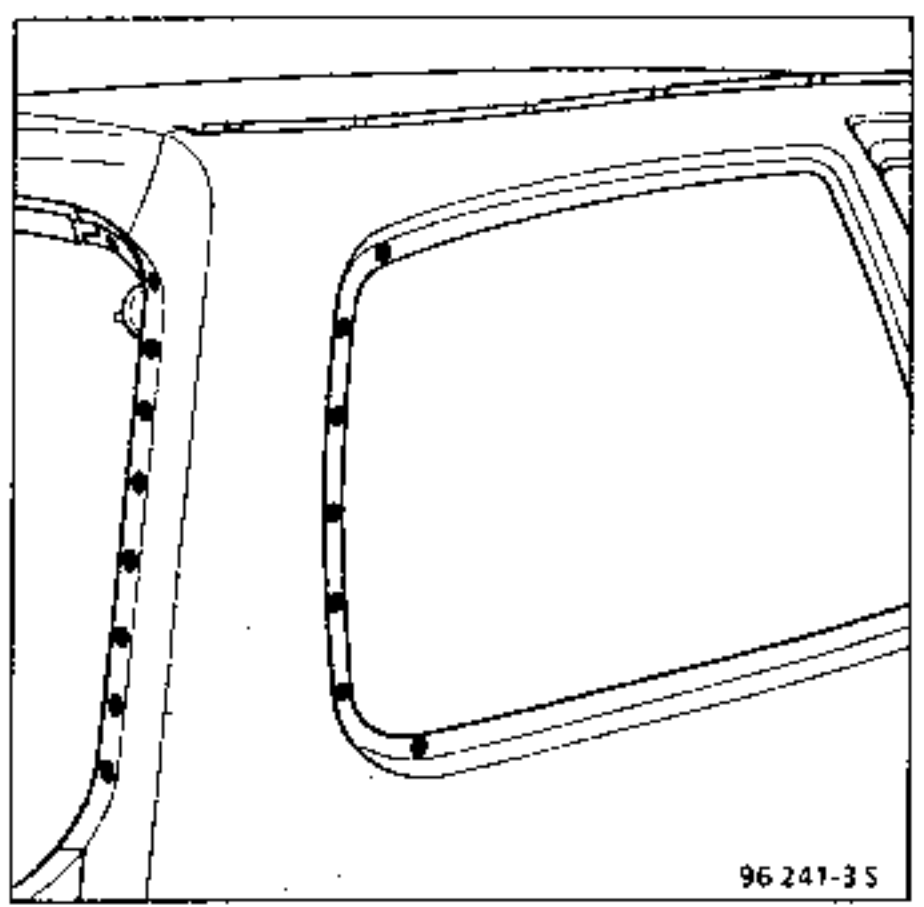
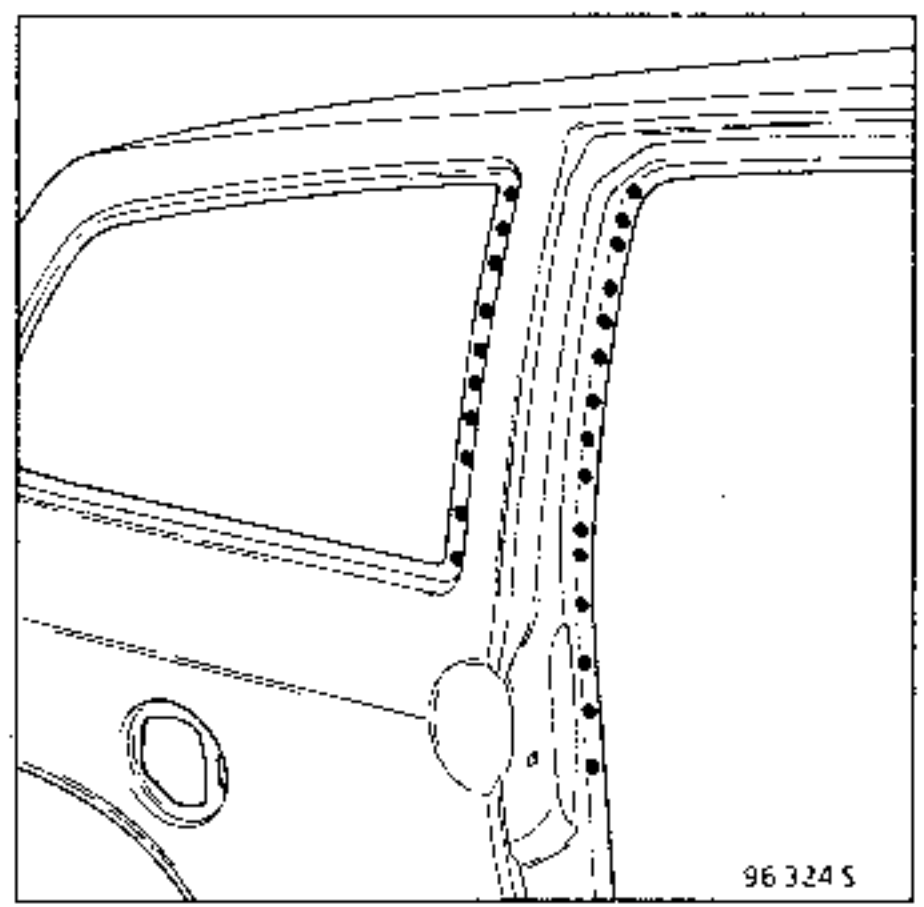
- Part assembled with :
- rear parcel shelf mounting bracket,
 - rear quarter panel reinforcement,
 - seat belt mounting nuts



For partial replacement only.

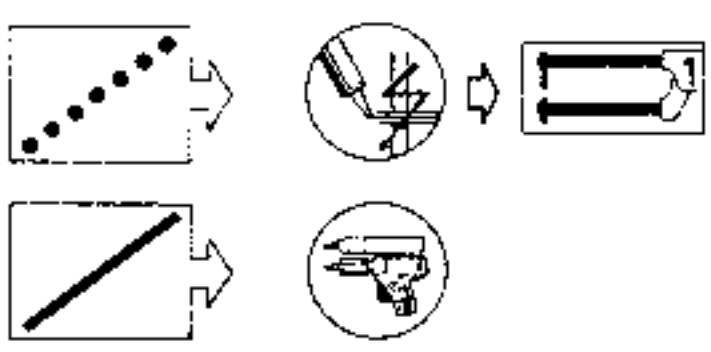
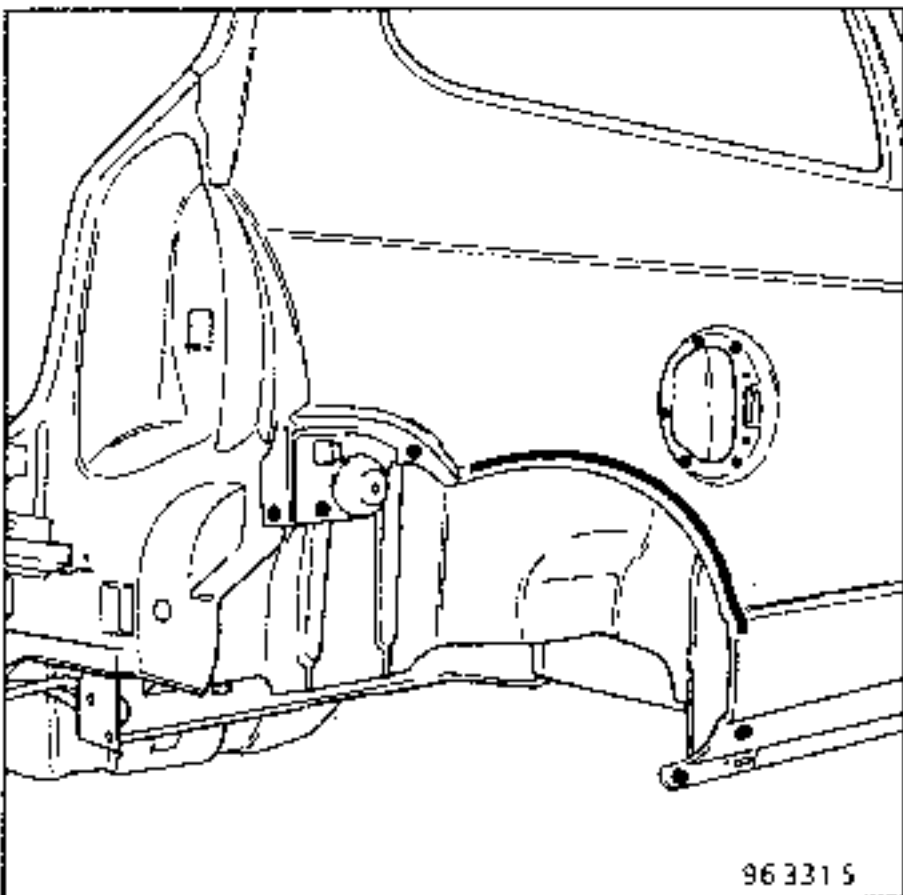
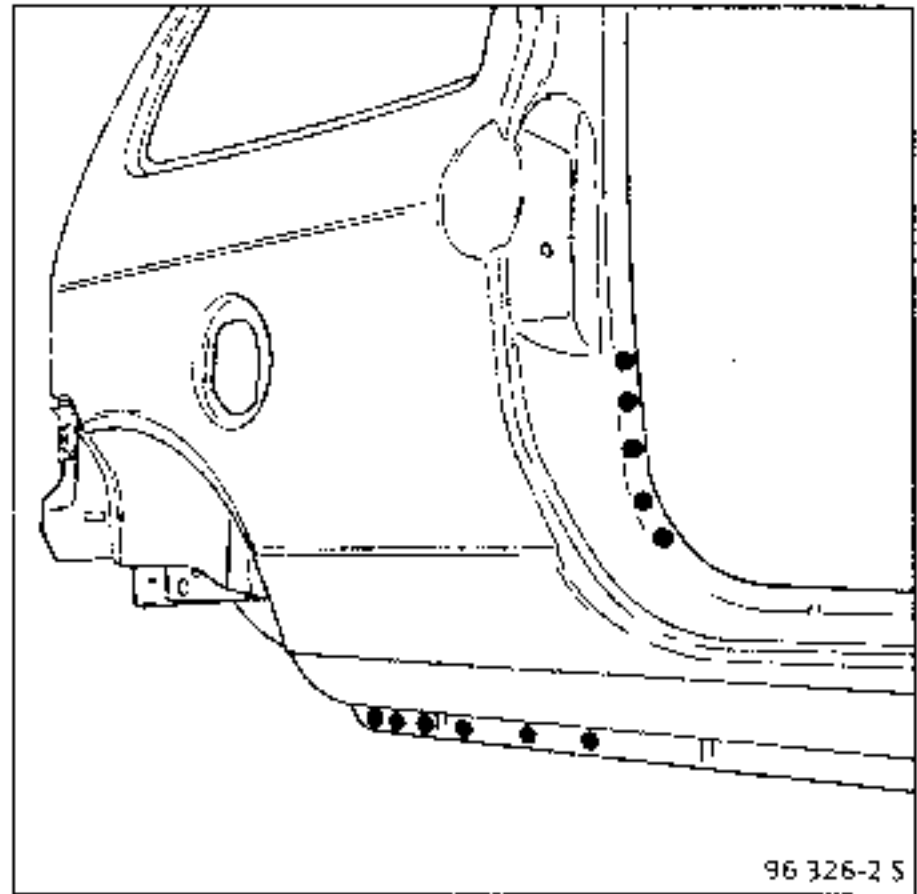
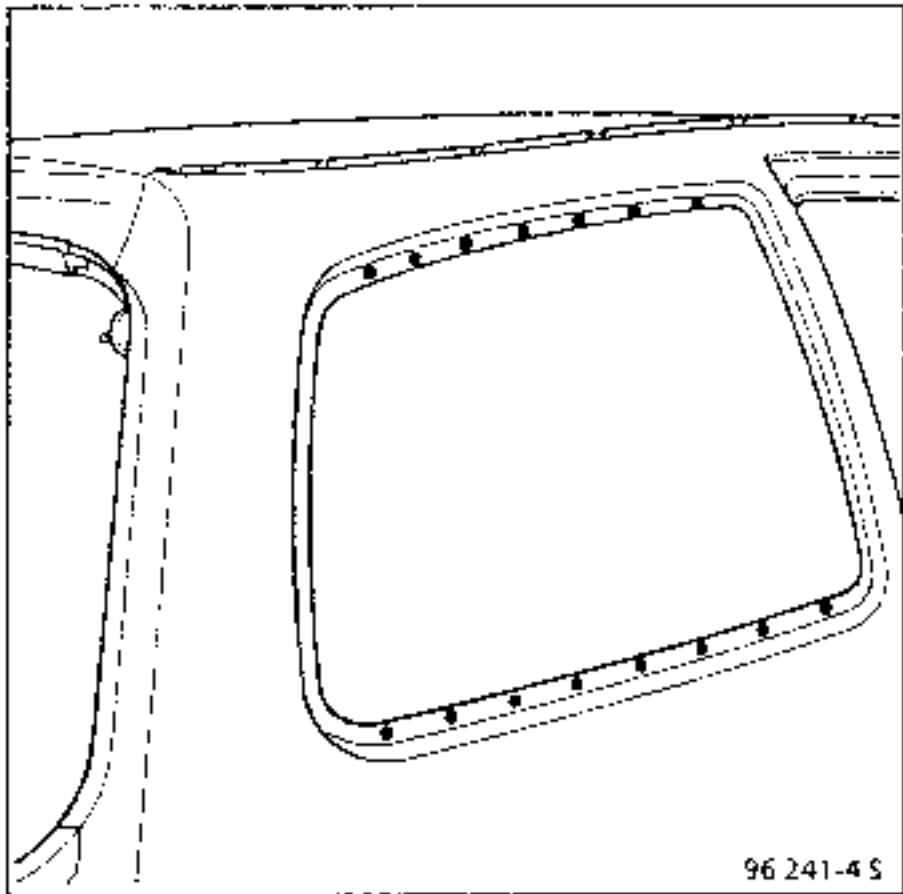
1 JOINT WITH QUARTER PANEL

Reminder : see 44-A-3, 44-A-4 and 44-A-5



UPPER REAR STRUCTURE
Rear quarter panel lining

44 C



2 JOINT WITH SILL COVER PANEL

Steel thickness (mm)

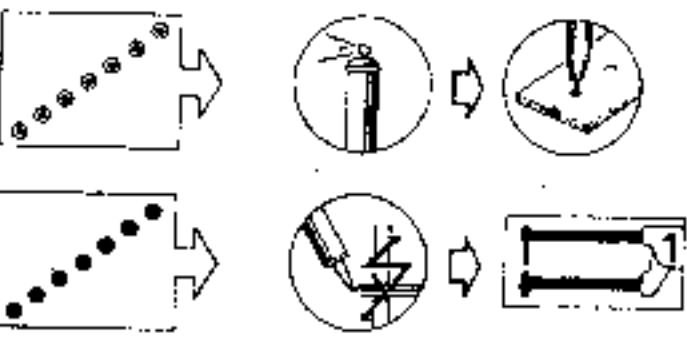
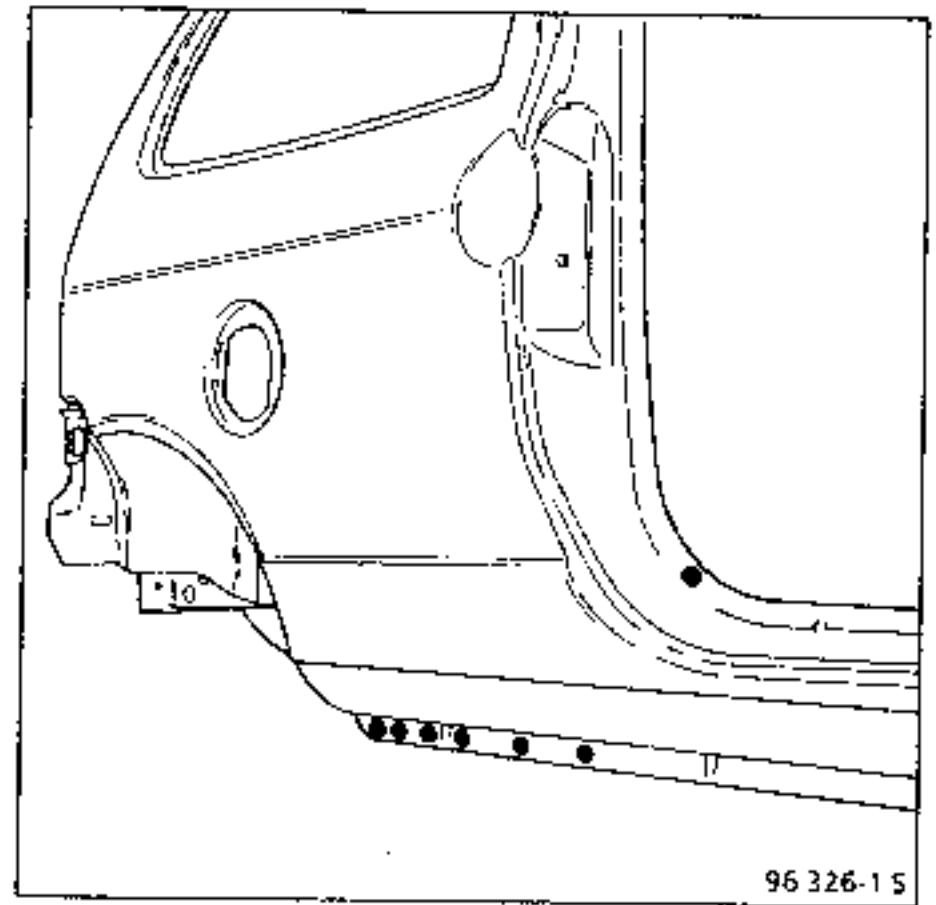
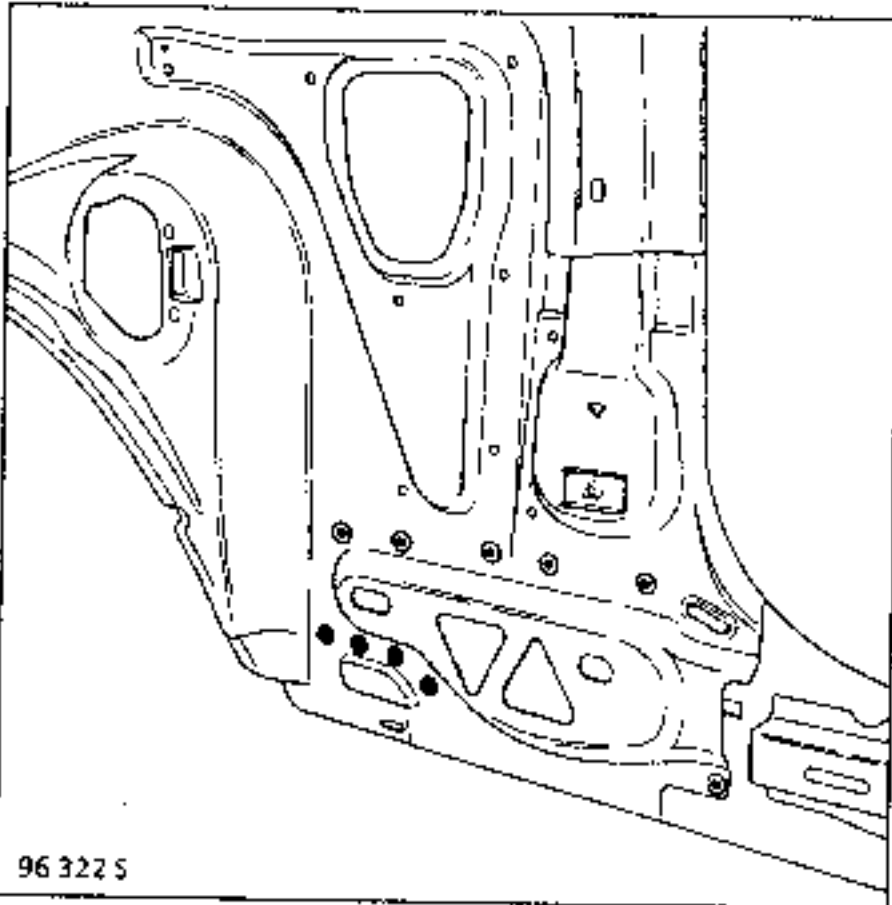
Rear quarter panel lining	0,80
Sill cover panel	1,00
Quarter panel	0,70

Unpicking



16 spot welds on thickness 0,80
(after removing the quarter panel)

Welding



These welds are made after refitting the quarter panel

NOTE : all spot welds are on three thicknesses.

3 JOINT WITH INTERNAL PART OF WHEEL ARCH

Steel thickness (mm)

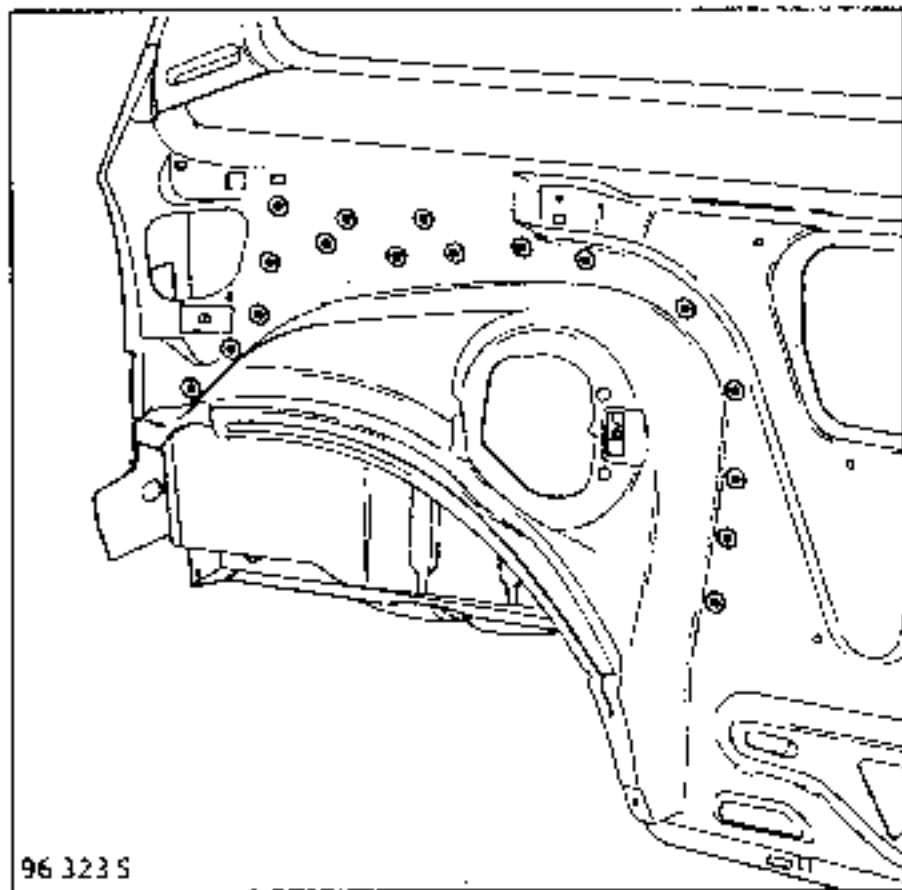
Rear quarter panel lining	0,80
Shock absorber cup	2,00
Wheel arch	0,70

Unpicking



17 spot weld on thickness 0,80
(after removing the quarter panel)

Welding



4 JOINT WITH REAR PANEL CROSS MEMBER

Steel thickness (mm)

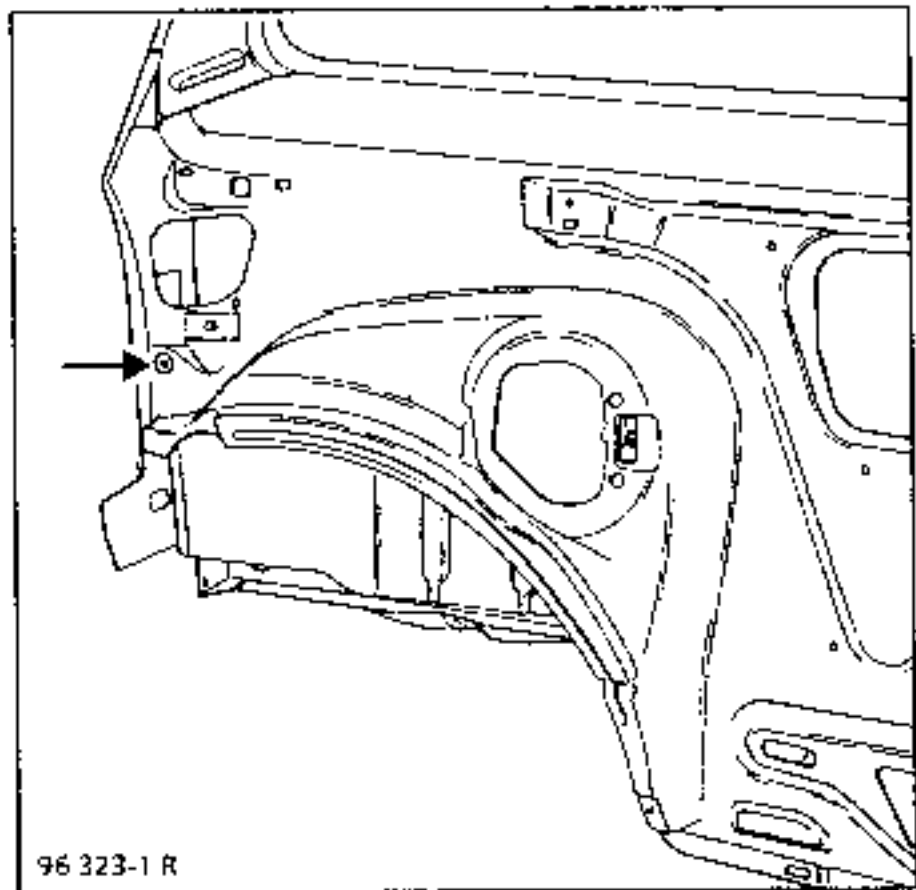
Rear quarter panel lining	0,80
Rear panel cross member	0,70
Wheel arch	0,70

Unpicking



1 spot weld on thickness 0,80
(after removing the quarter panel)

Welding





5 JOINT WITH REAR PANEL

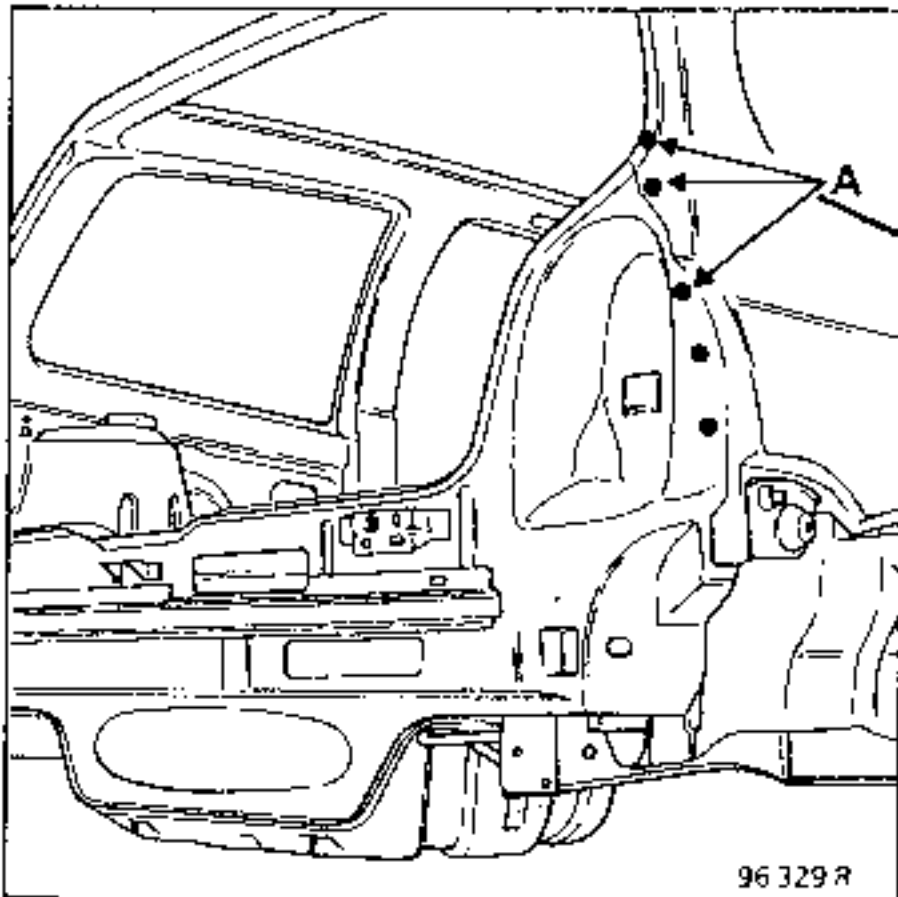
Steel thickness (mm)

Rear quarter panel lining	0,80
Rear panel	0,70
Quarter panel	0,70

Unpicking

-  300 mm from inside the vehicle
-  5 spot welds on thickness 0,80 (from inside the vehicle)

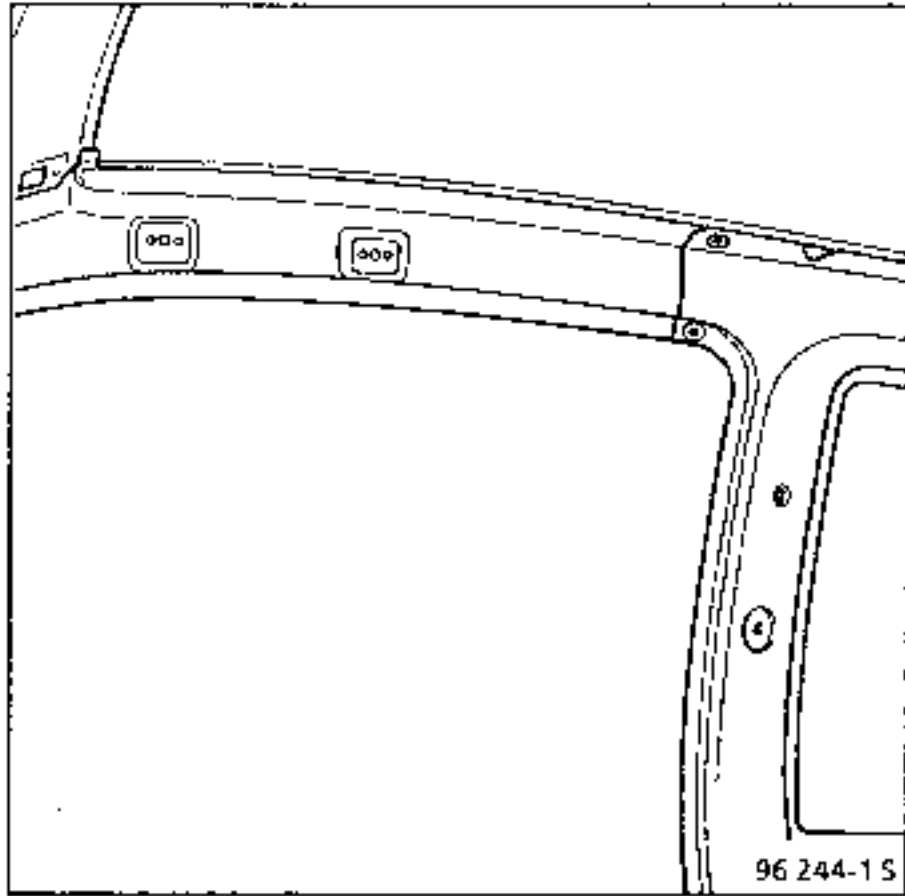
Welding



NOTE : at (A), 3 welds on 3 thicknesses

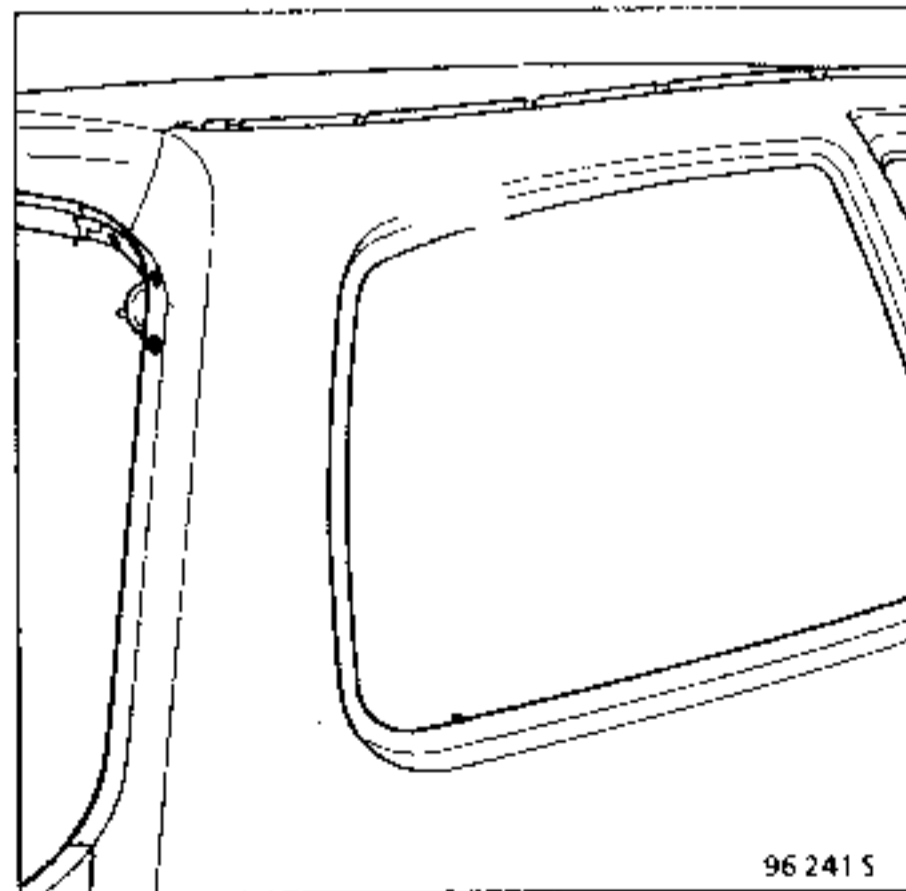
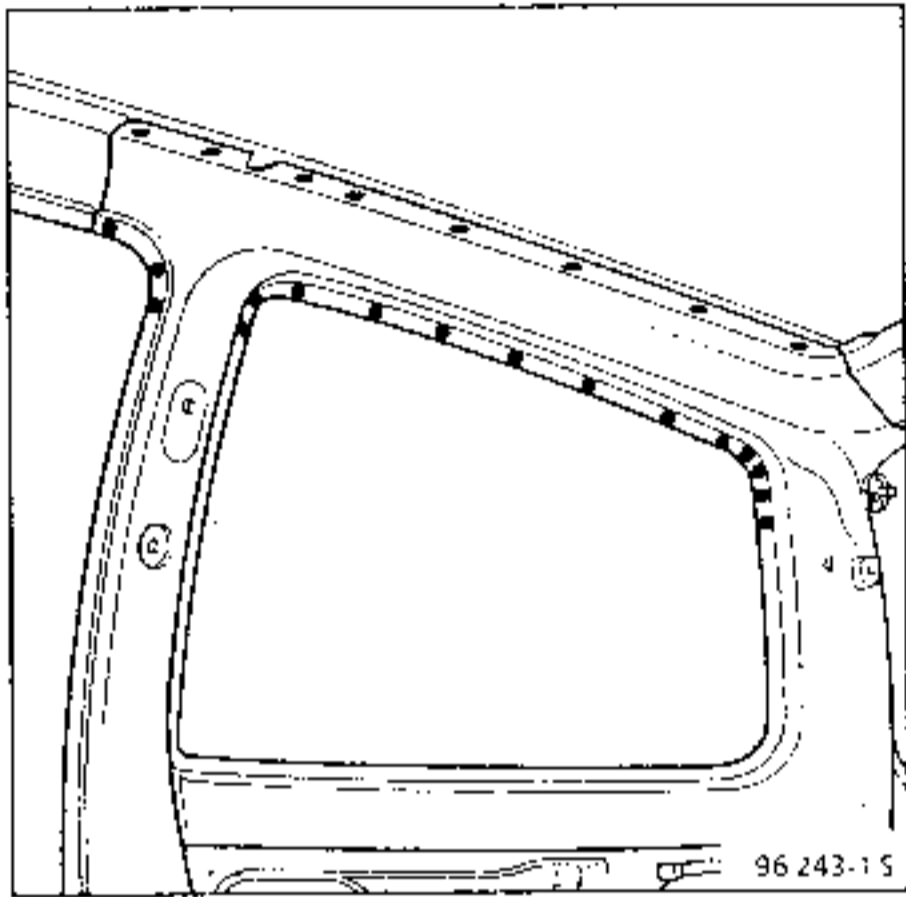
6 JOINT WITH SIDE PILLAR LINING

Reminder : see **43-B-5**



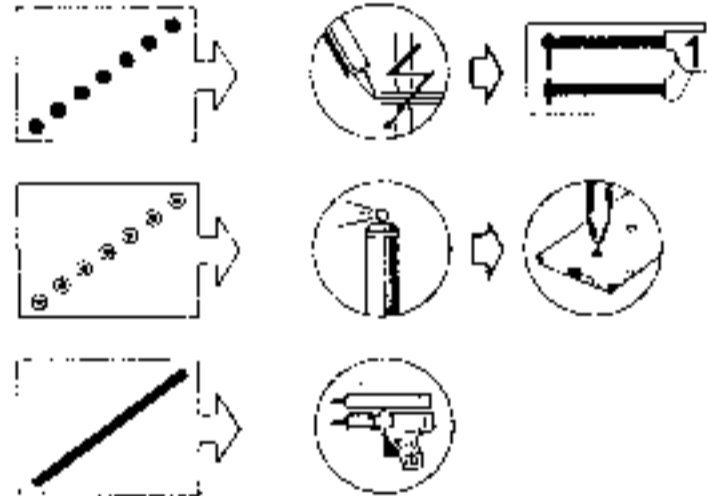
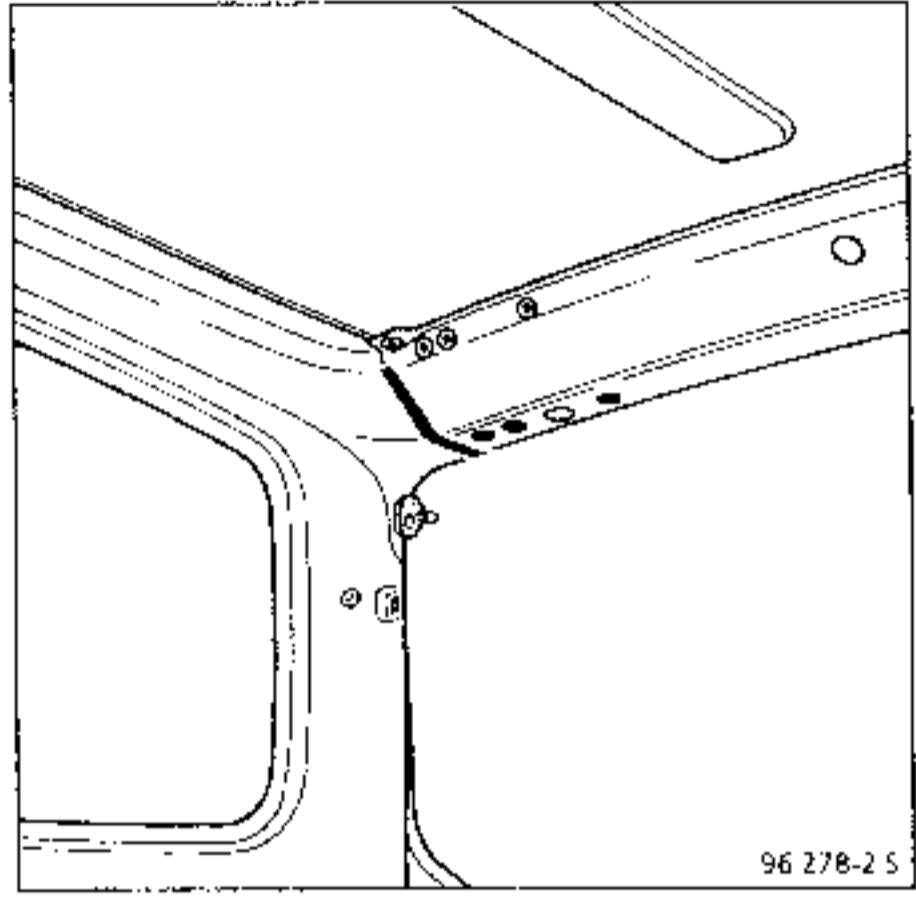
7 JOINT WITH UPPER BODY PANEL

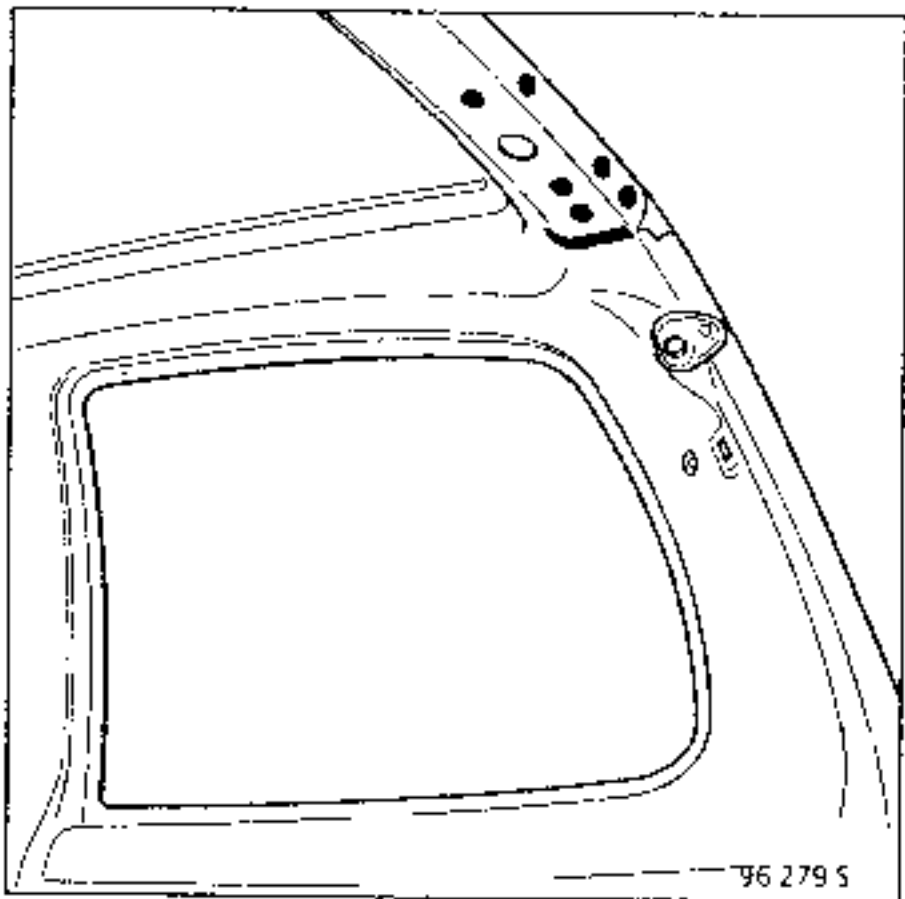
Reminder : see **43-C-2**



8 JOINT WITH REAR ROOF PANEL CROSS MEMBER

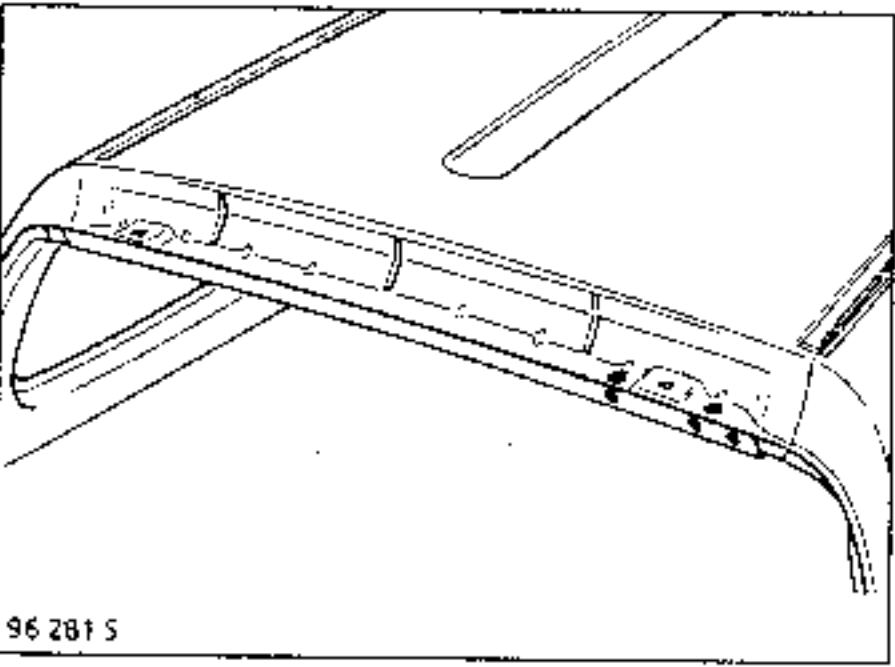
Reminder : see **45-C-2**





9 JOINT WITH ROOF PANEL

Reminder : see **45-A-3**

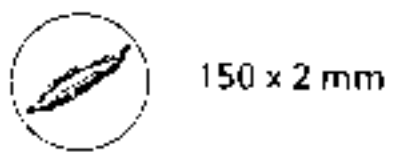


10 PARTIAL SECTIONS

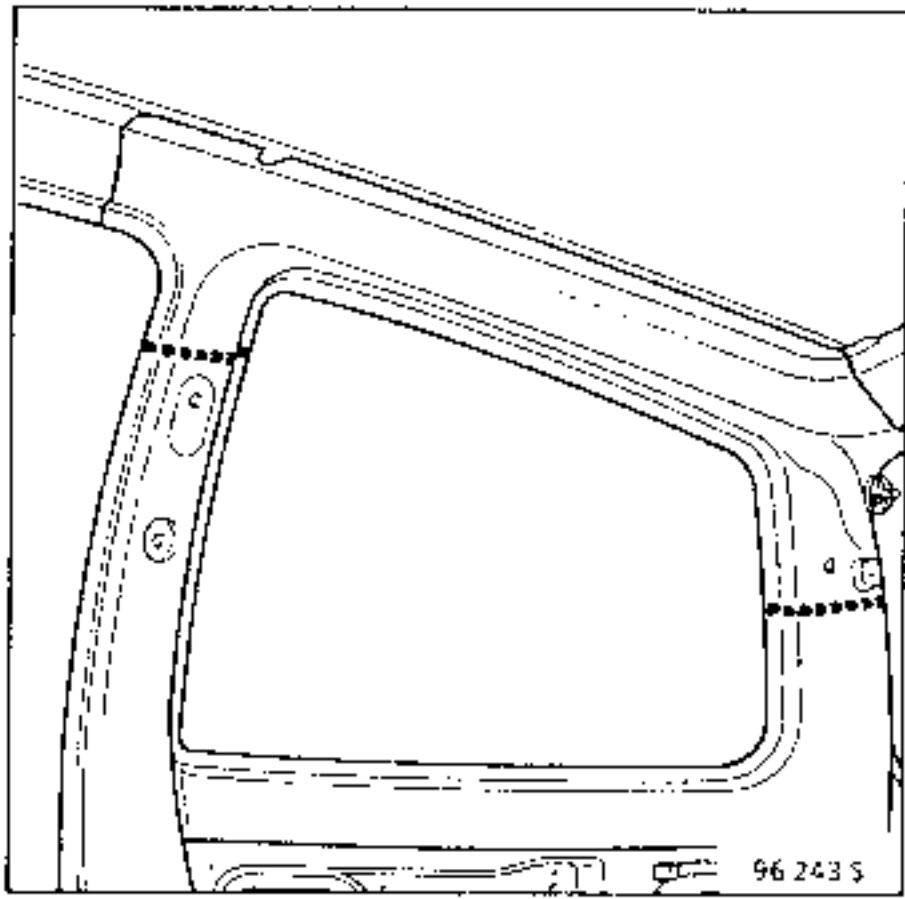
Steel thickness (mm)

Rear quarter panel lining 0,80

Unpicking



Welding

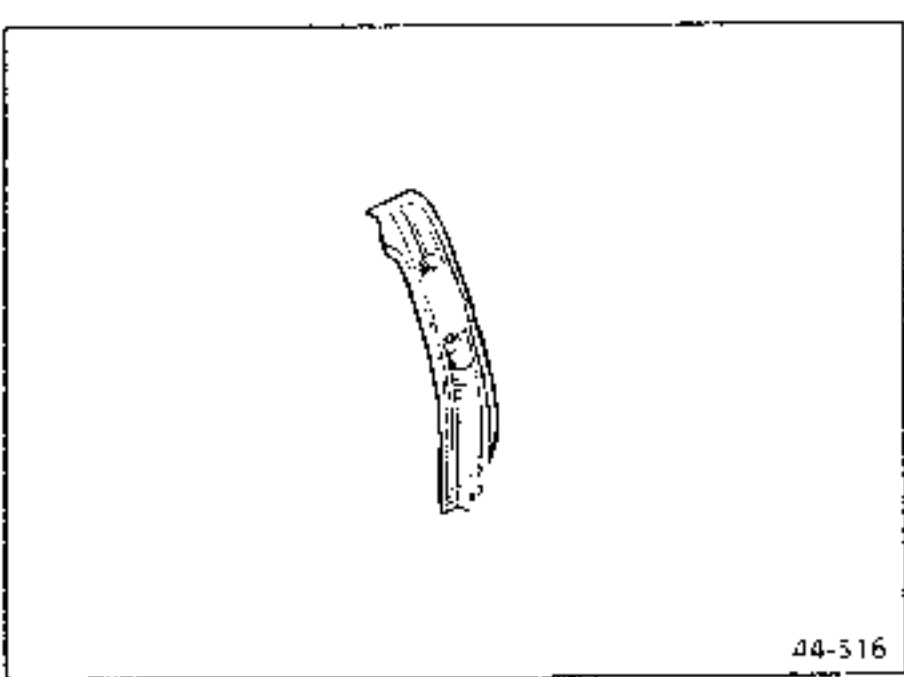


INTRODUCTION

Complementary operation to quarter panel for rear impact or side of body for side impact.

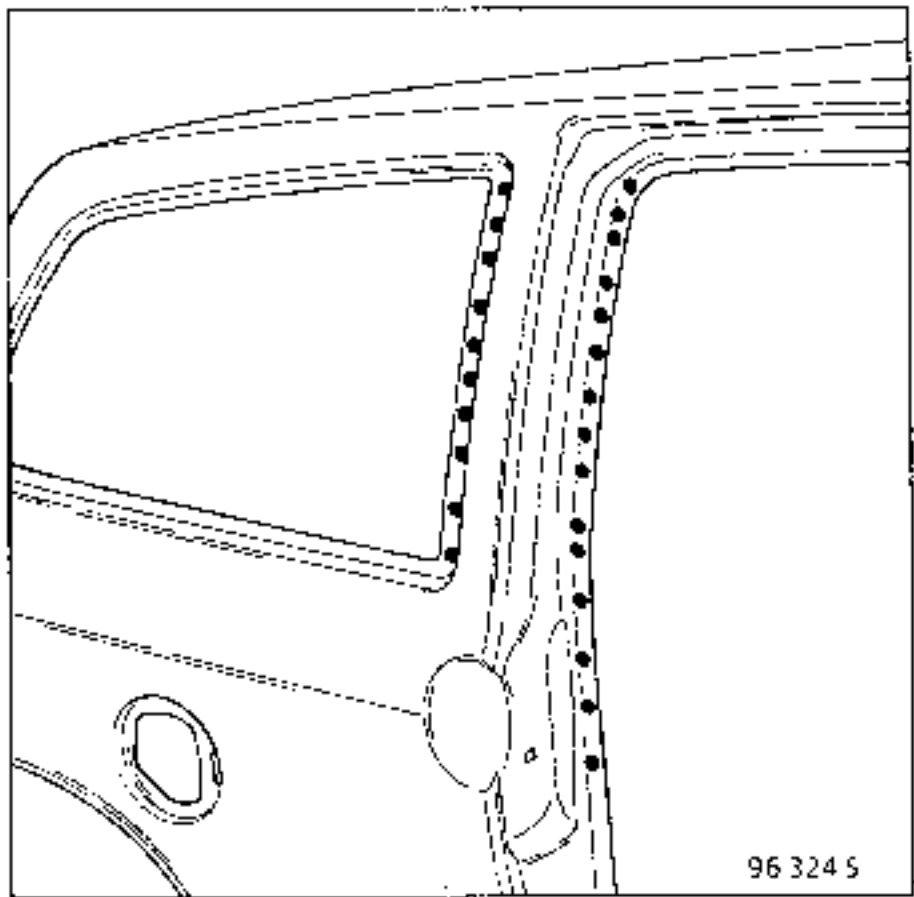
COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Single part



1 JOINT WITH QUARTER PANEL

Reminder : see **44-A-3**



NOTE : all welds are on 3 thicknesses, quarter panel, pillar reinforcement and rear quarter panel lining. As the operation is complementary to replacing the quarter panel, this joint is made when the quarter panel is welded.

2 JOINT WITH REAR QUARTER PANEL LINING

NOTE : same note as for **44-D-1** (above).

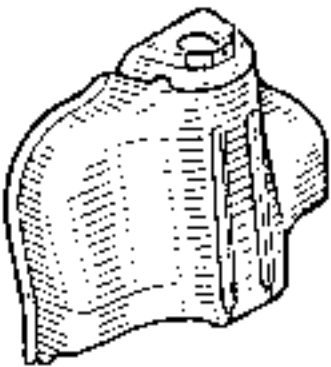
INTRODUCTION

This operation is complementary to a quarter panel or rear quarter panel lining or a rear floor section after a rear impact.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Part assembled with:

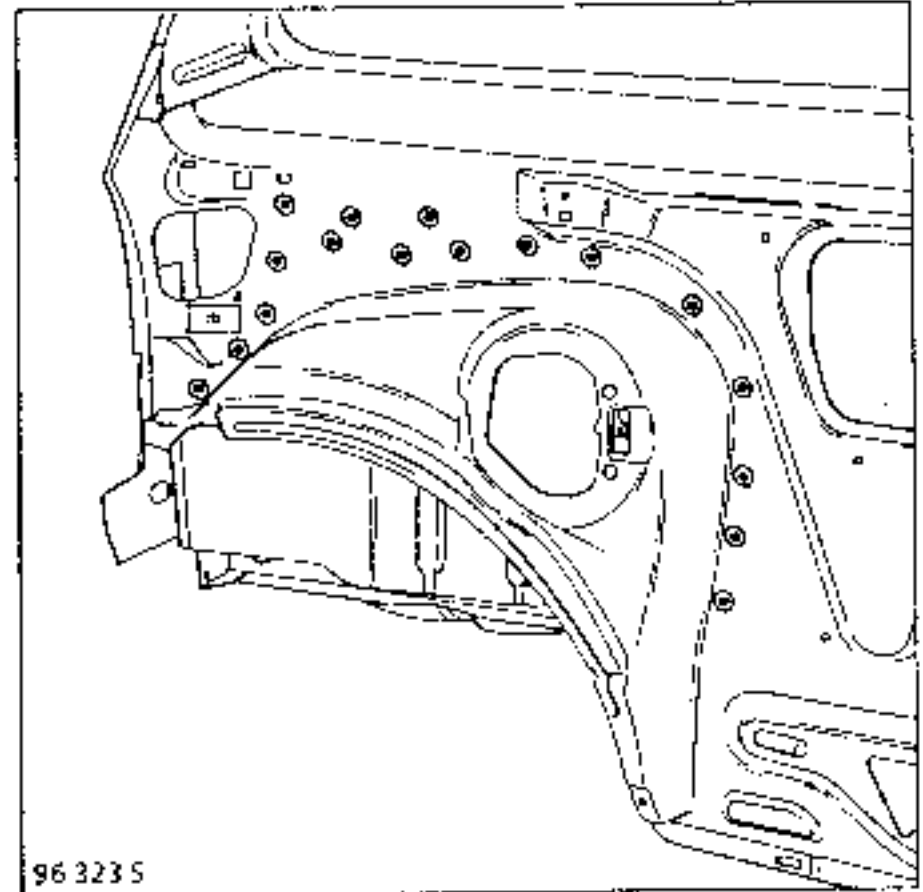
- shock absorber cup,
- cup reinforcement,
- rear parcel shelf mounting bracket



44-517

1 JOINT WITH REAR QUARTER PANEL LINING

Reminder : see **44-C-3**



96 323 5





2 JOINT WITH SILL PANEL LINING

Steel thickness (mm)

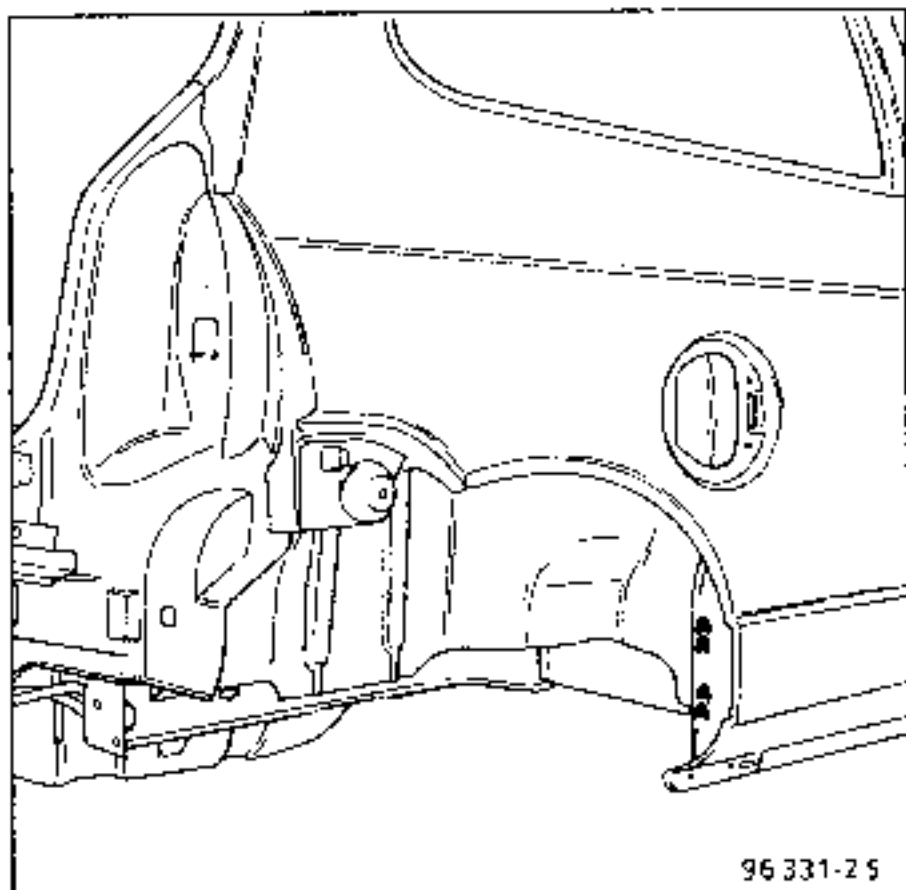
Wheel arch	0,70
Sill panel lining	1,00

Unpicking

 2 spot welds on thickness 0,70
or (depending on side unpicked)

 2 welds on thickness 1,00

Welding




3 JOINT WITH SIDE COVER PANEL FOR REAR AXLE ASSEMBLY CROSS MEMBER

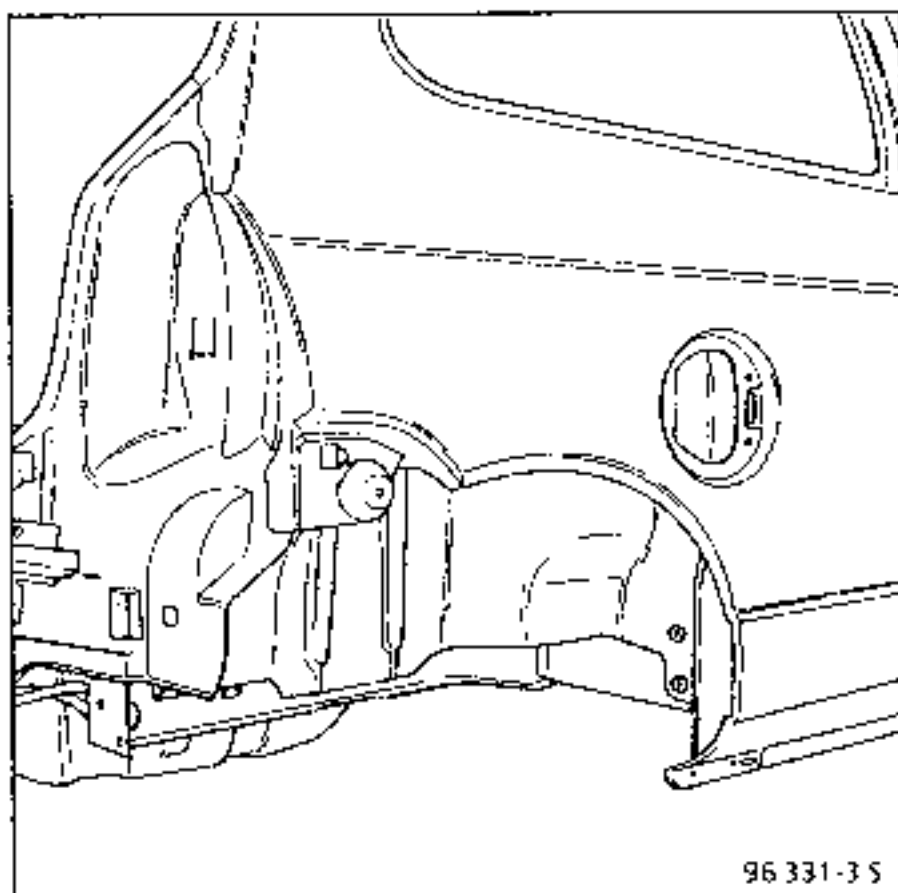
Steel thickness (mm)

Wheel arch	0,70
Cover panel	2,00

Unpicking

 2 spot welds on thickness 0,70

Welding



4 JOINT WITH REAR FLOOR

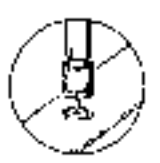
Steel thickness (mm)

Wheel arch	0,70
Floor	0,70

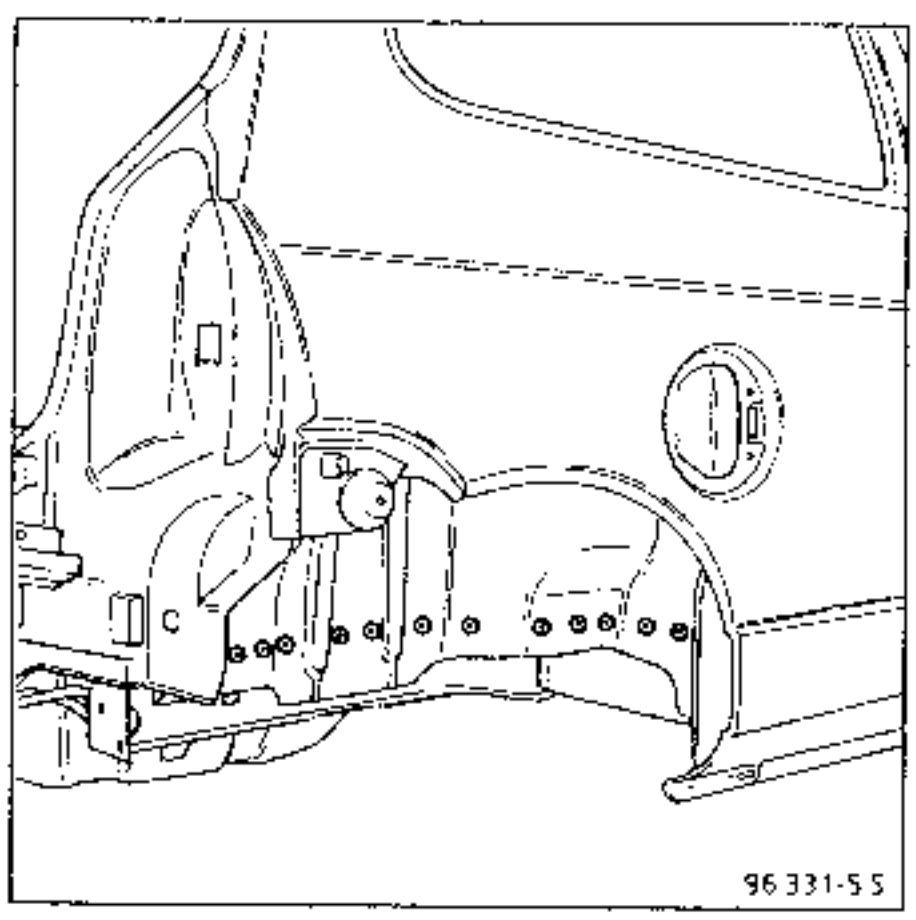
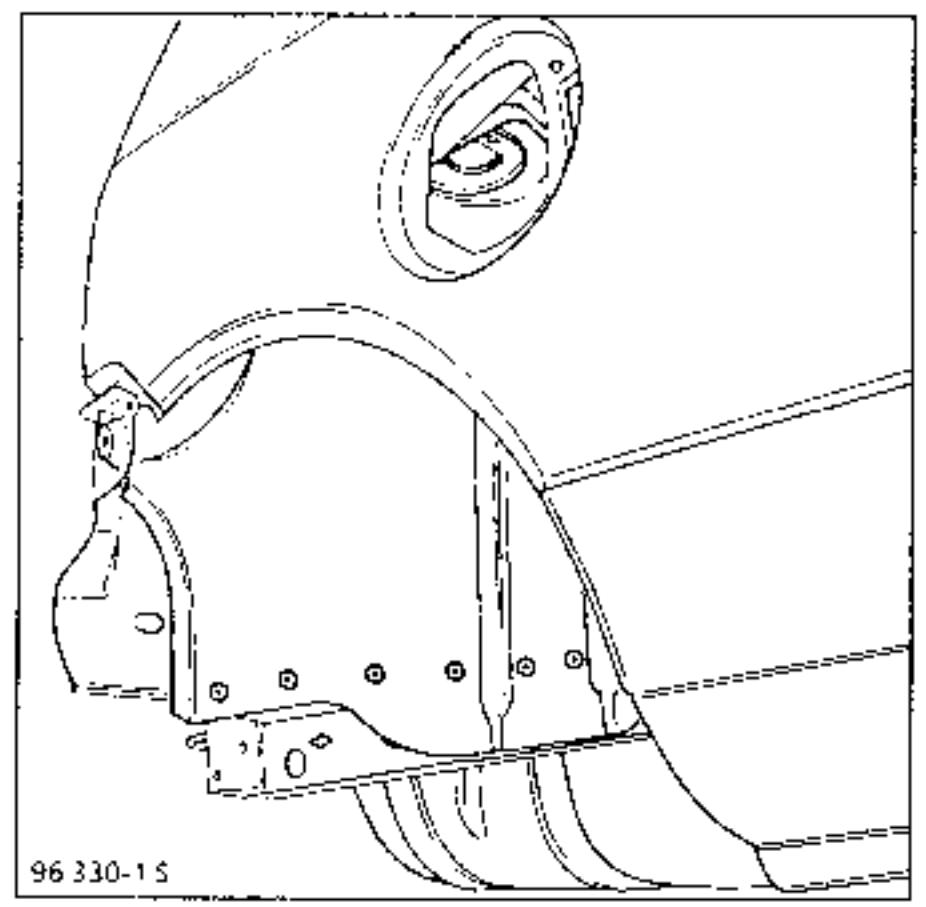
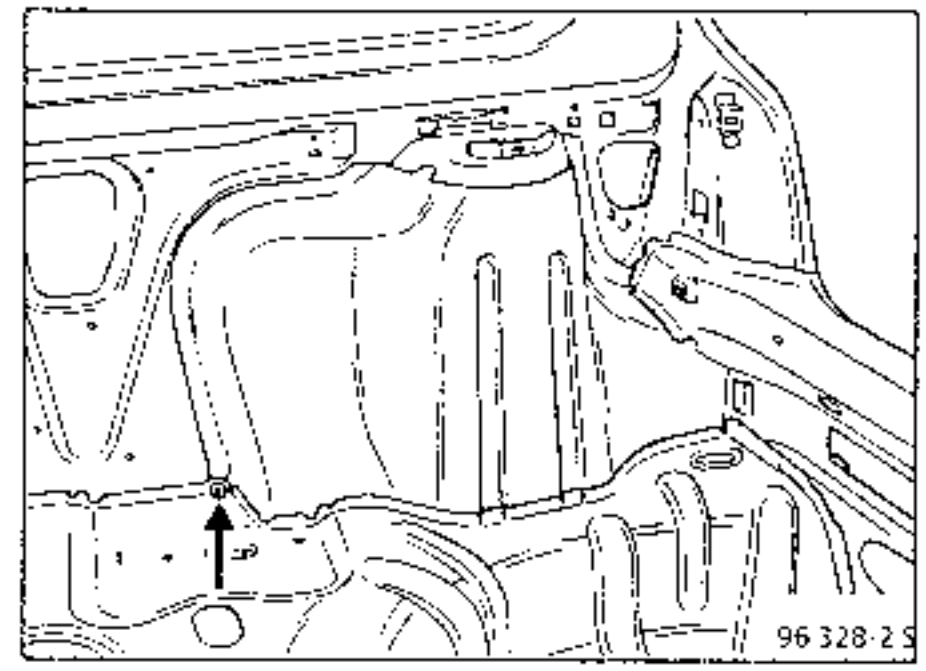
Unpicking



13 spot welds on thickness 0,70



1 weld on thickness 0,70



5 JOINT WITH REAR SIDE MEMBER

Steel thickness (mm)

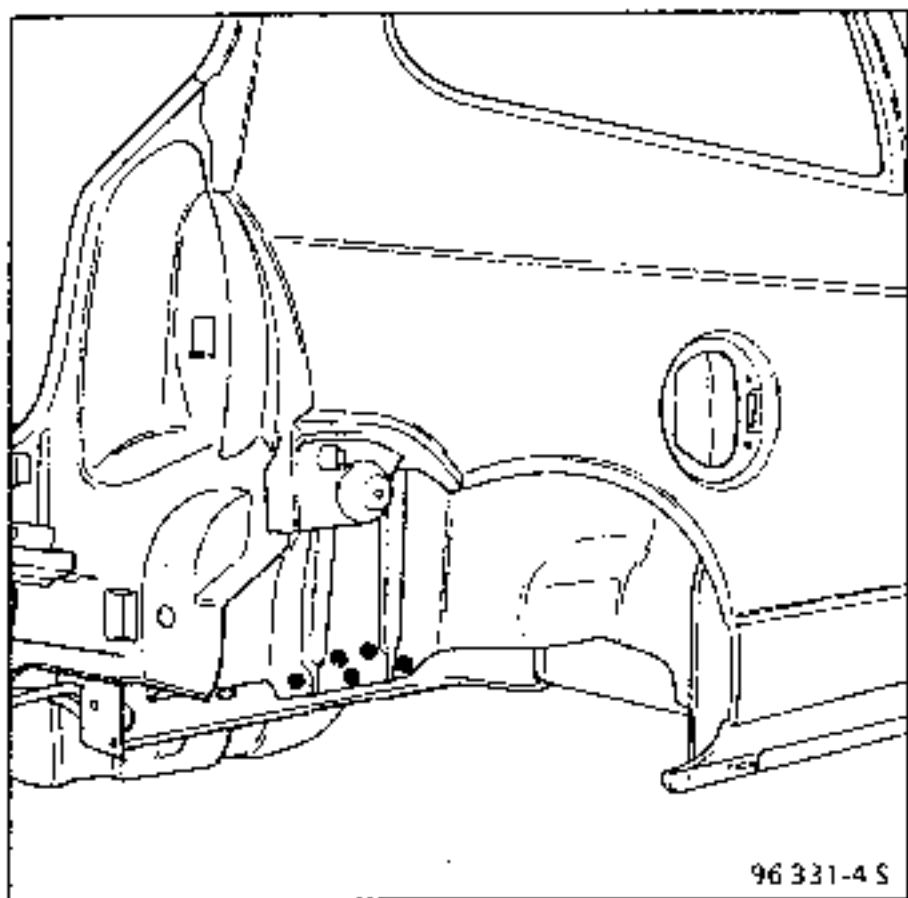
Wheel arch	0,70
Side member	1,80

Unpicking



5 spot welds on thickness 0,70

Welding



6 JOINT WITH REAR PANEL CROSS MEMBER

Steel thickness (mm)

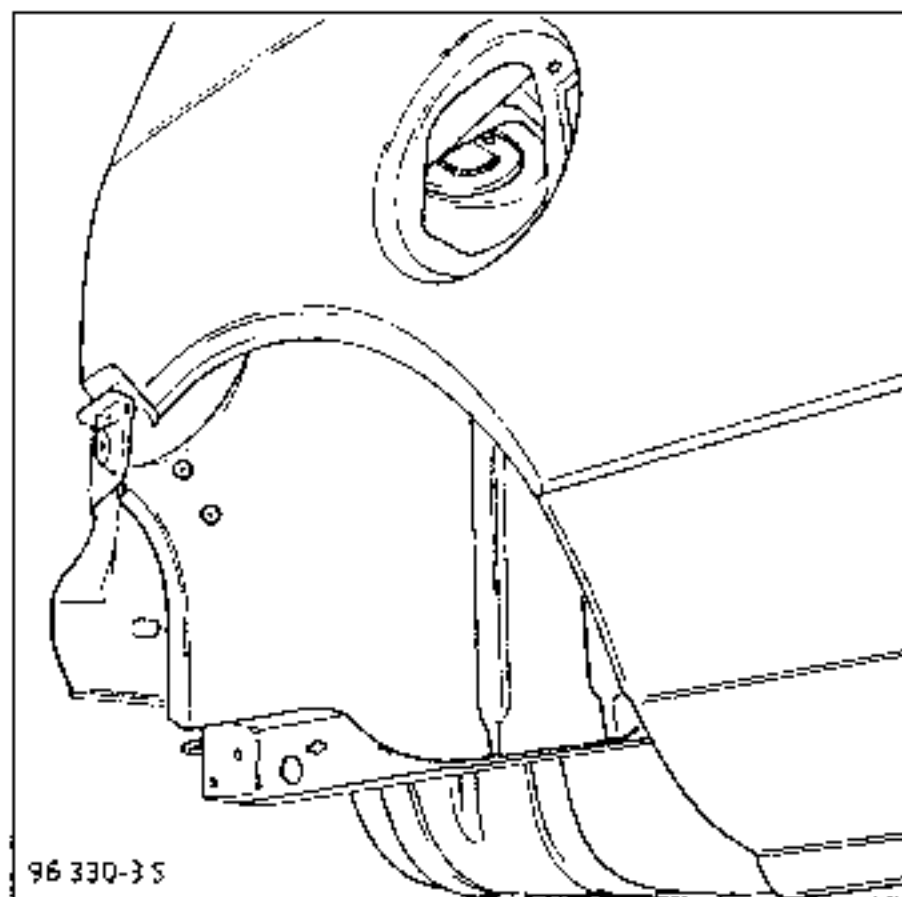
Wheel arch	0,70
Cross member	0,70

Unpicking



2 spot welds on thickness 0,70

Welding



7 JOINT WITH REAR PANEL

Steel thickness (mm)

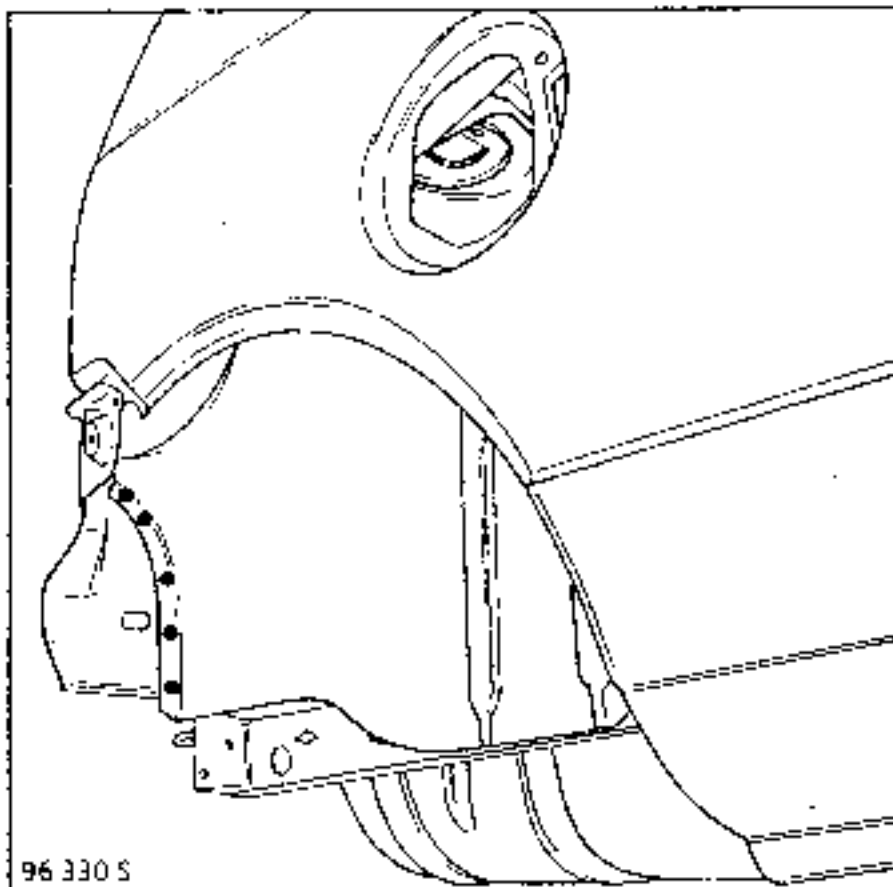
Wheel arch	0,70
Rear panel	1,00

Unpicking



5 spot welds on thickness 0,70

Welding



INTRODUCTION

Basic operation for rear impact, the part is partially replaced following cut A if the two rear quarters have not been damaged

In a complementary operation to replacing a quarter panel, the part may be entirely replaced

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

(1) part assembled with:

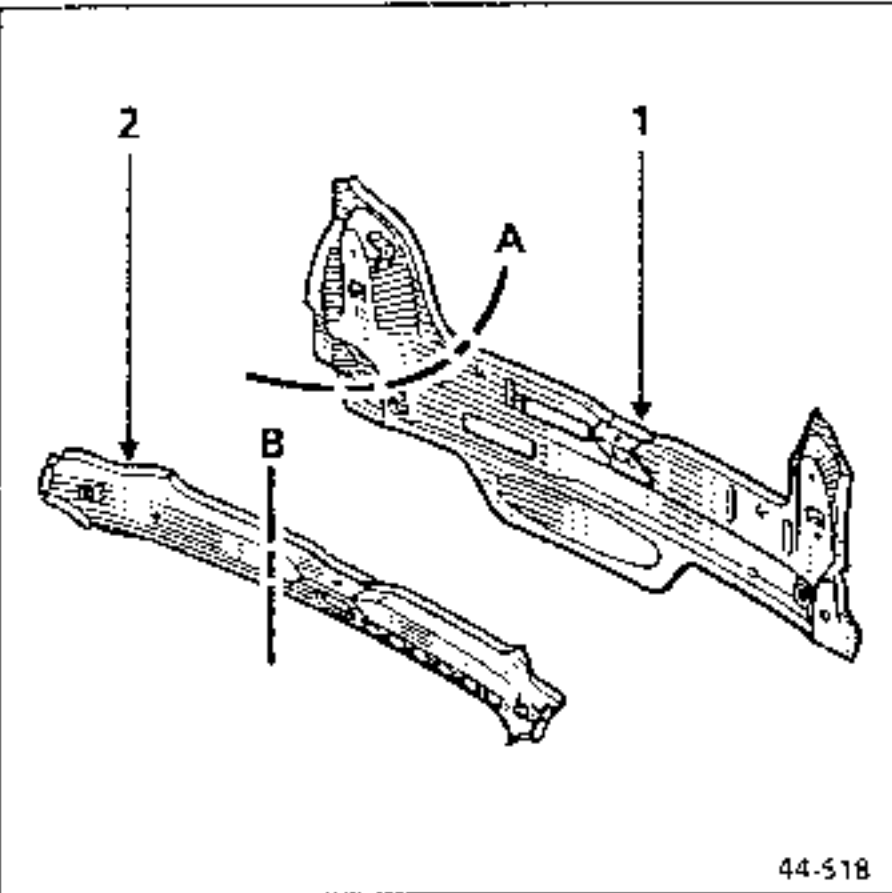
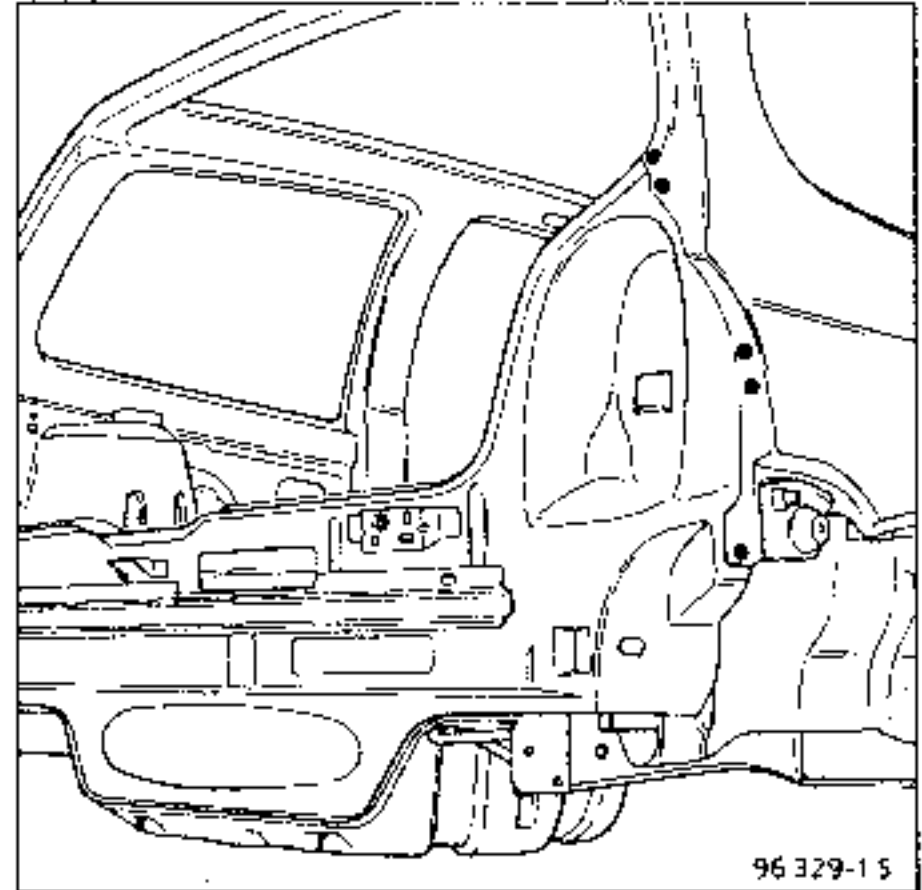
- lock reinforcement,
- bumper support panel,
- bumper mounting bracket,
- bumper support bracket,
- exhaust mounting bracket
- rear parcel shelf mounting ribs

Also order a rear panel cross member (2)

NOTE : the rear panel cross member may be partially replaced according to cut B. Refer to operation **44-G-4**

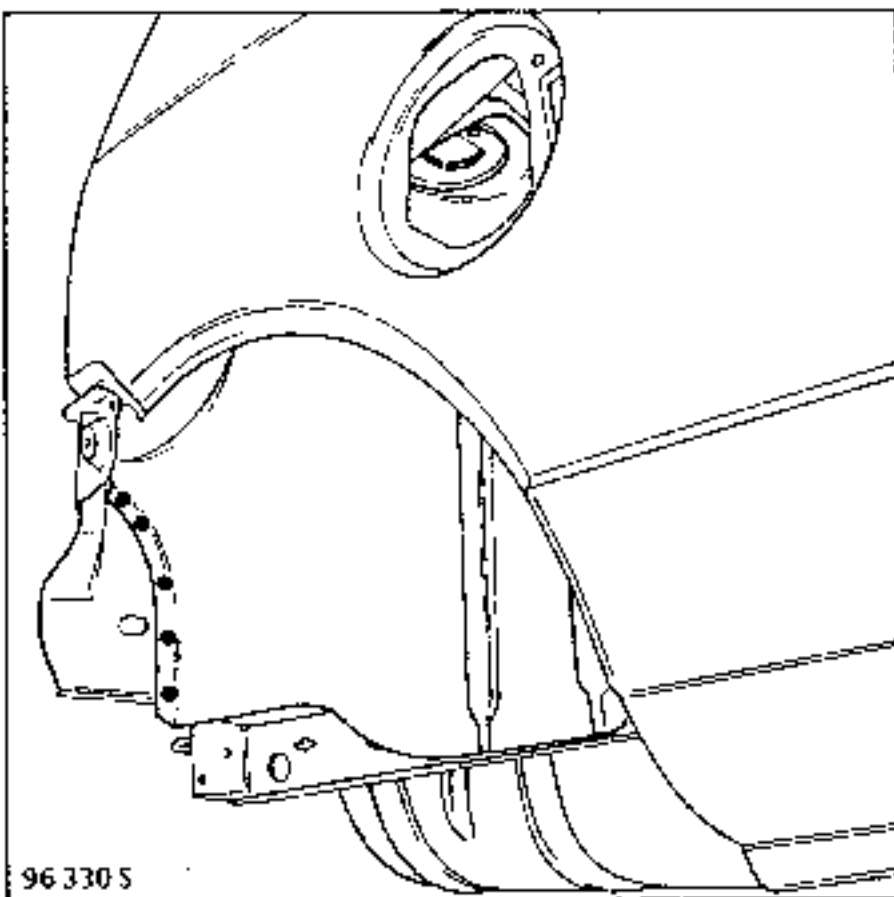
1 JOINT WITH QUARTER PANEL

Reminder . see **44-A-7**



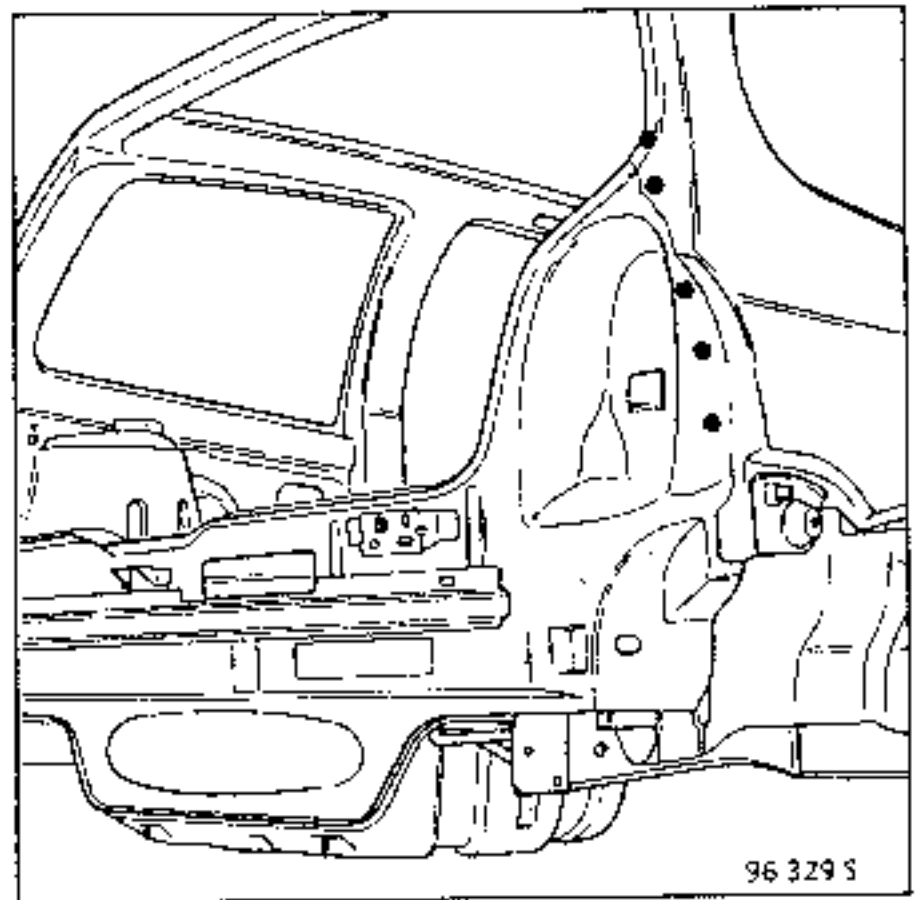
2 JOINT WITH INTERNAL PART OF WHEEL ARCH

Reminder : see **44-E-7**



3 JOINT WITH REAR QUARTER PANEL LINING

Reminder : see **44-C-5**



4 JOINT WITH REAR PANEL CROSS MEMBER

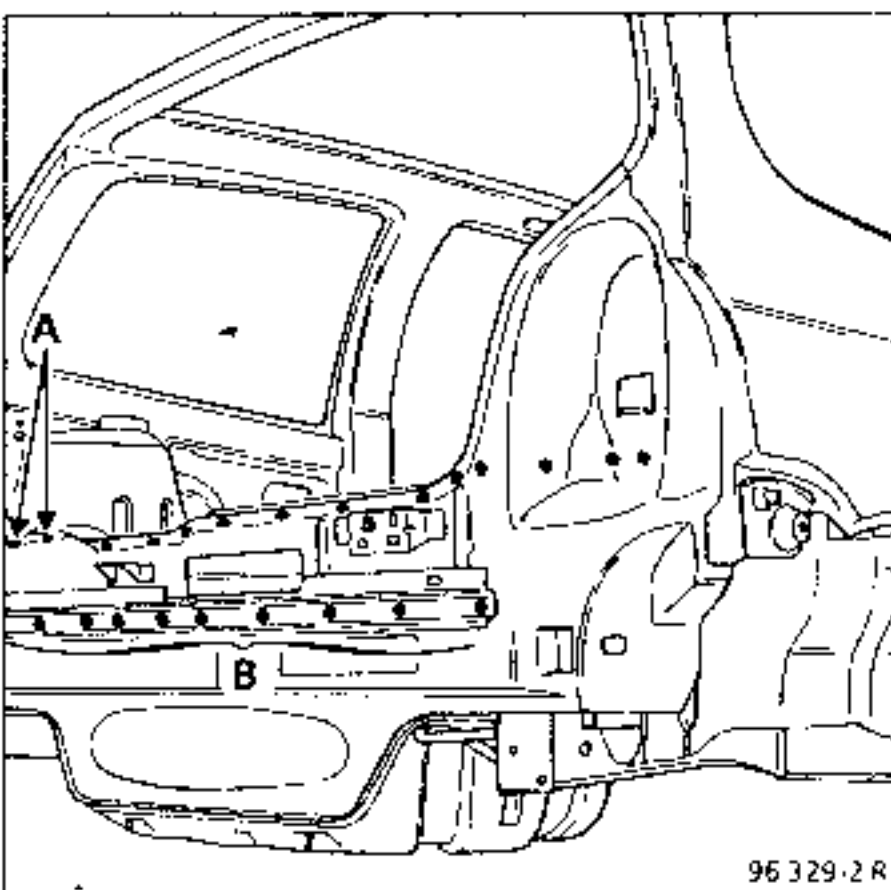
Steel thickness (mm)

Rear panel	1,00
Cross member	0,70
Bumper support corner	0,70
Lock reinforcement	1,20

Unpicking

NOTE : the unpicking operation is not carried out since the rear panel is replaced with the cross member

Welding



NOTE : at (A), 2 welds on 3 thicknesses
0,7 + 1,00 + 1,20
at (B), 10 welds on 3 thicknesses
(0,7 x 2) + 1,00

5 JOINT WITH REAR FLOOR

Steel thickness (mm)

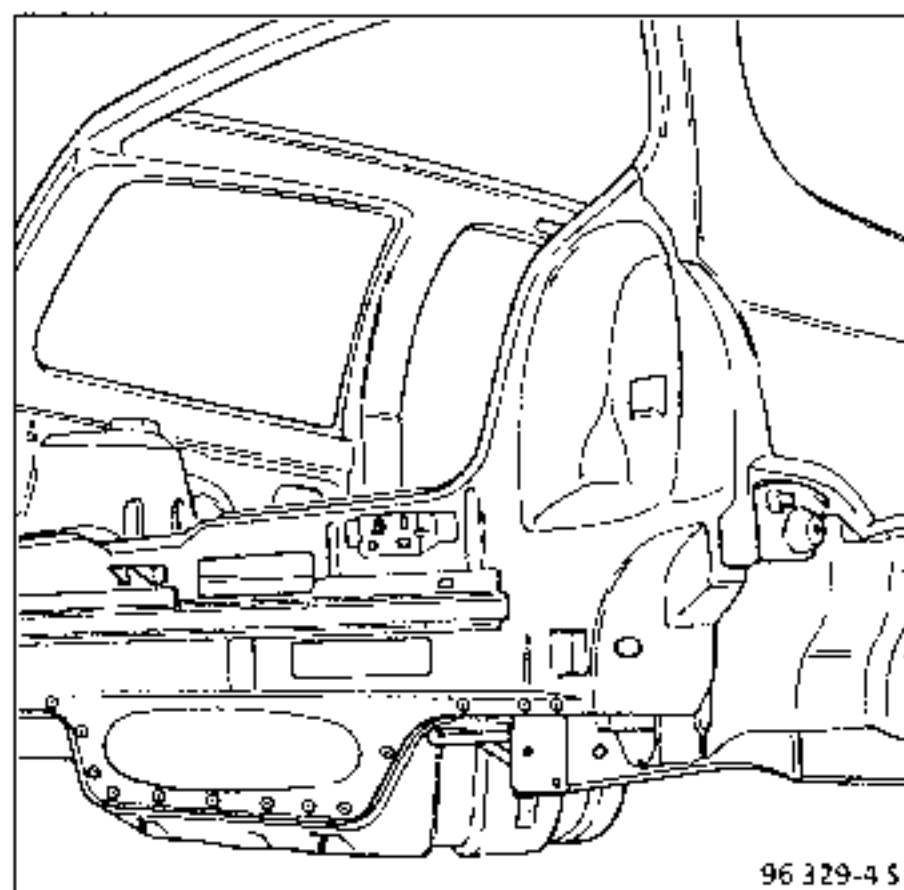
Rear panel	1,00
Cross member	0,70
Side member	1,80

Unpicking



14 spot welds on thickness 1,00

Welding

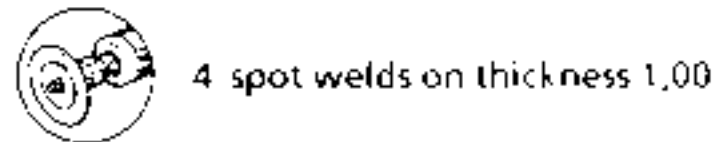


6 JOINT WITH REAR SIDE MEMBER

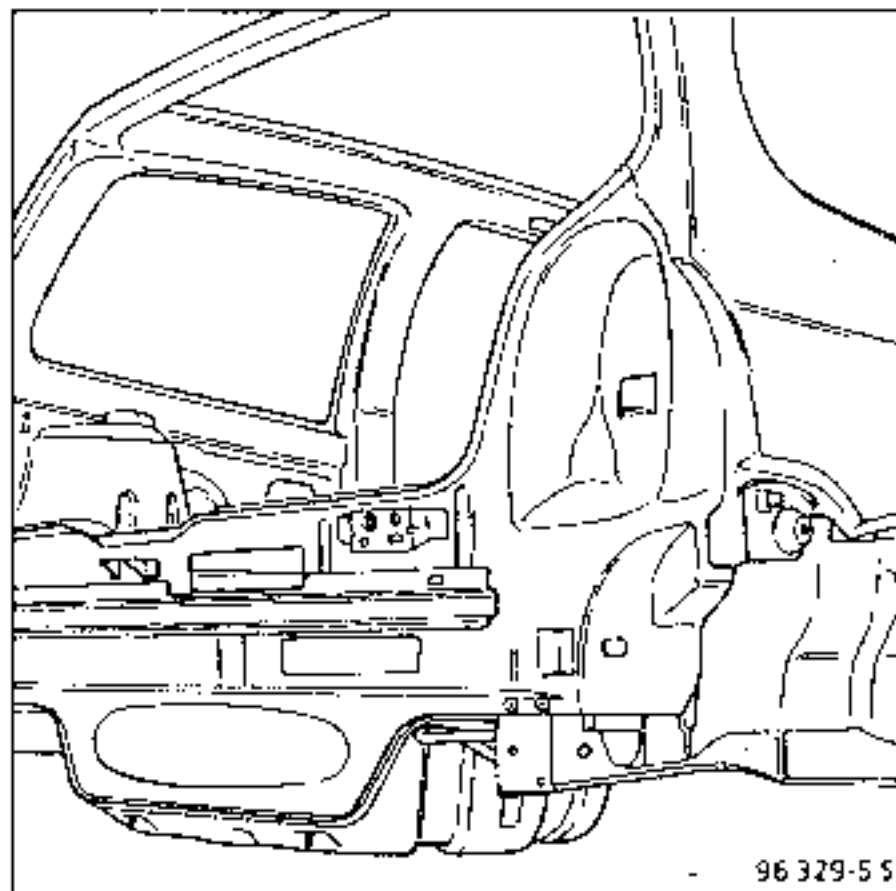
Steel thickness (mm)

Rear panel	1,00
Side member	1,80
Floor	0,70

Unpicking



Welding



7 PARTIAL SECTION

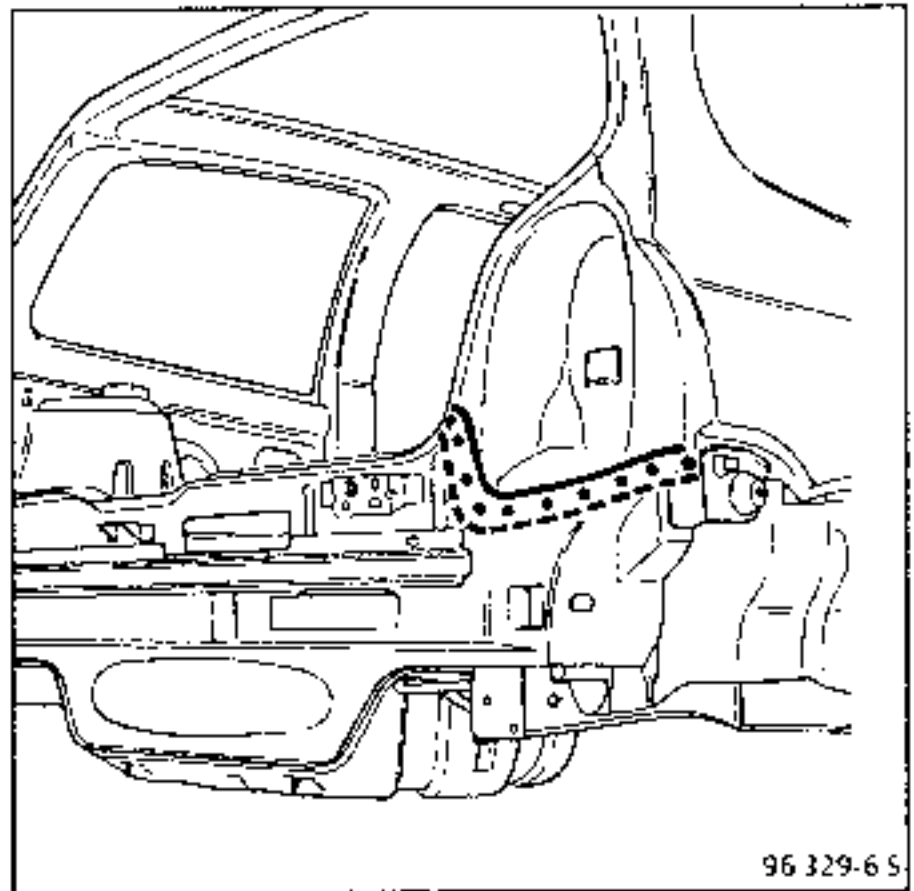
Steel thickness (mm)

Rear panel	1,00
------------	------

Unpicking



Welding



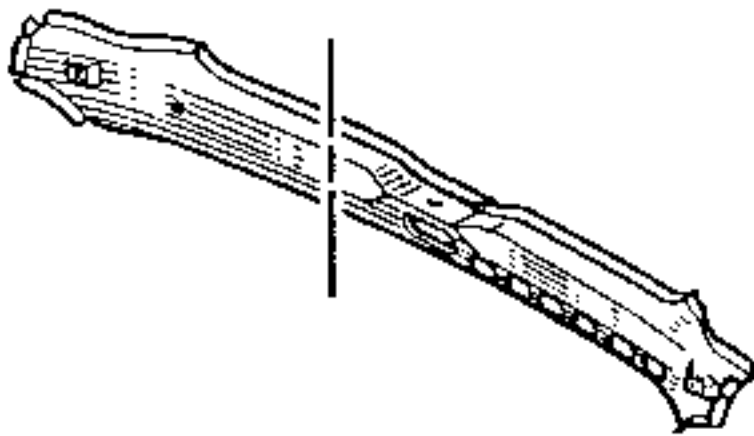
INTRODUCTION

Complementary operation to rear panel.

The part may be partially replaced following cut A.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Single part



44-519

1 JOINT WITH REAR QUARTER PANEL LINING

Steel thickness (mm)

Cross member	0,70
Rear quarter panel lining	0,80

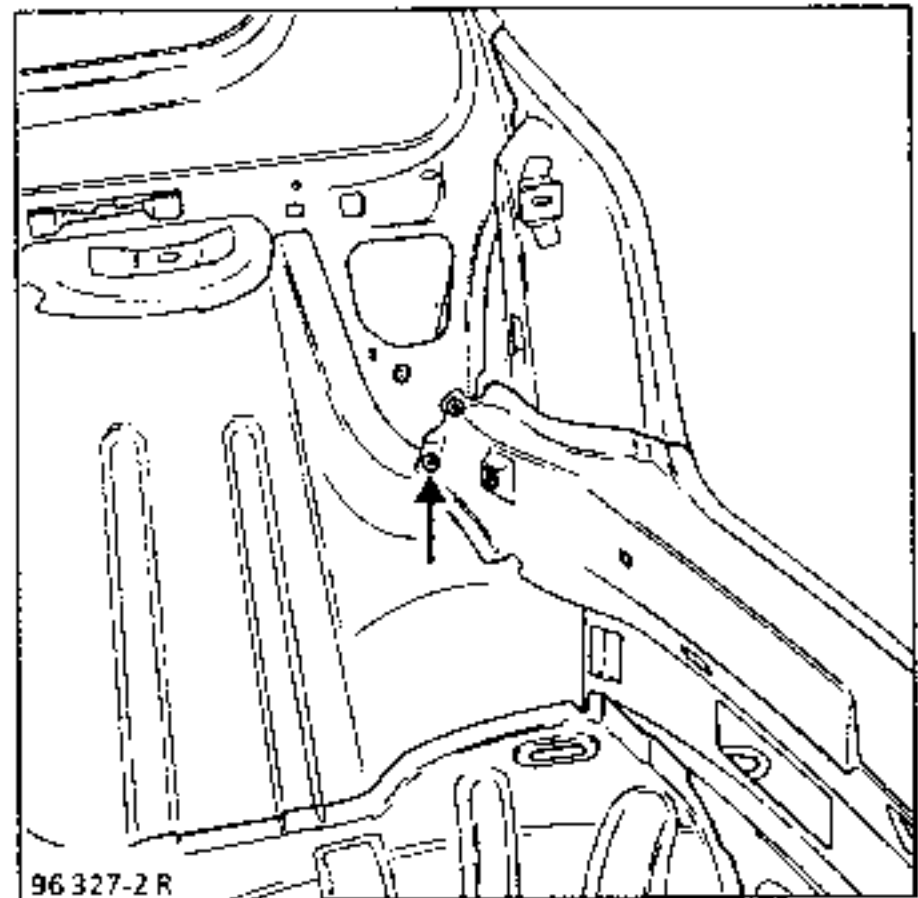
Unpicking



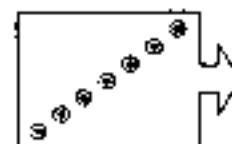
100 mm



2 spot welds on thickness 0,70



96 327-2 R

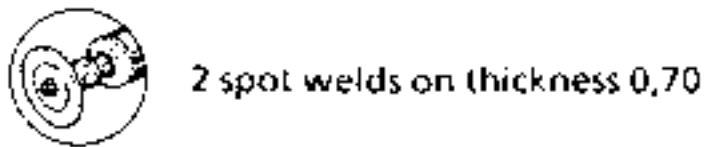


2 JOINT WITH WHEEL ARCH

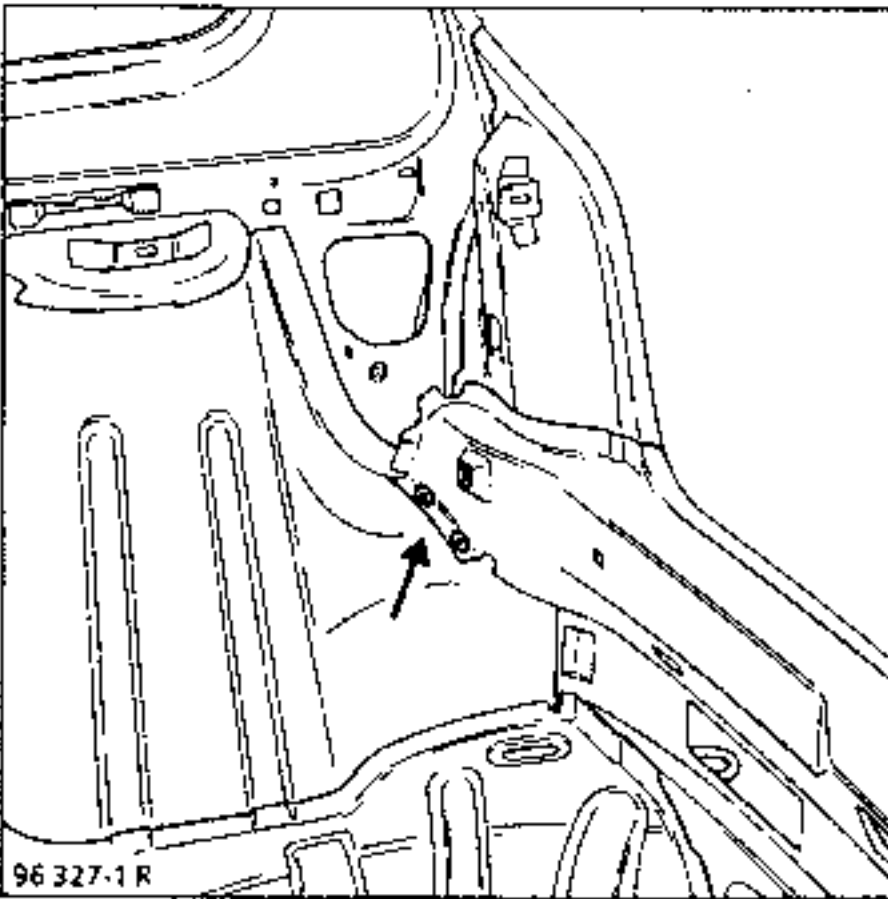
Steel thickness (mm)

Cross member	0,70
Wheel arch	0,70

Unpicking

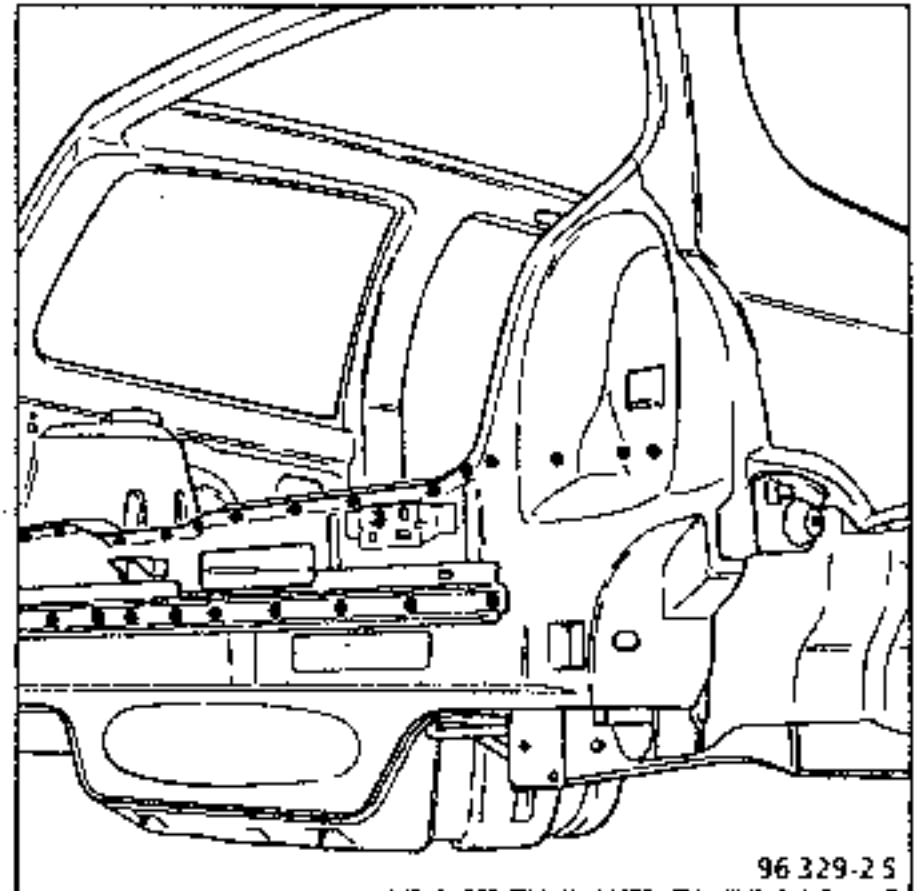


Welding



3 JOINT WITH REAR PANEL

Reminder : see **44-F-4**



4 PARTIAL SECTION

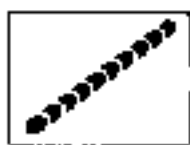
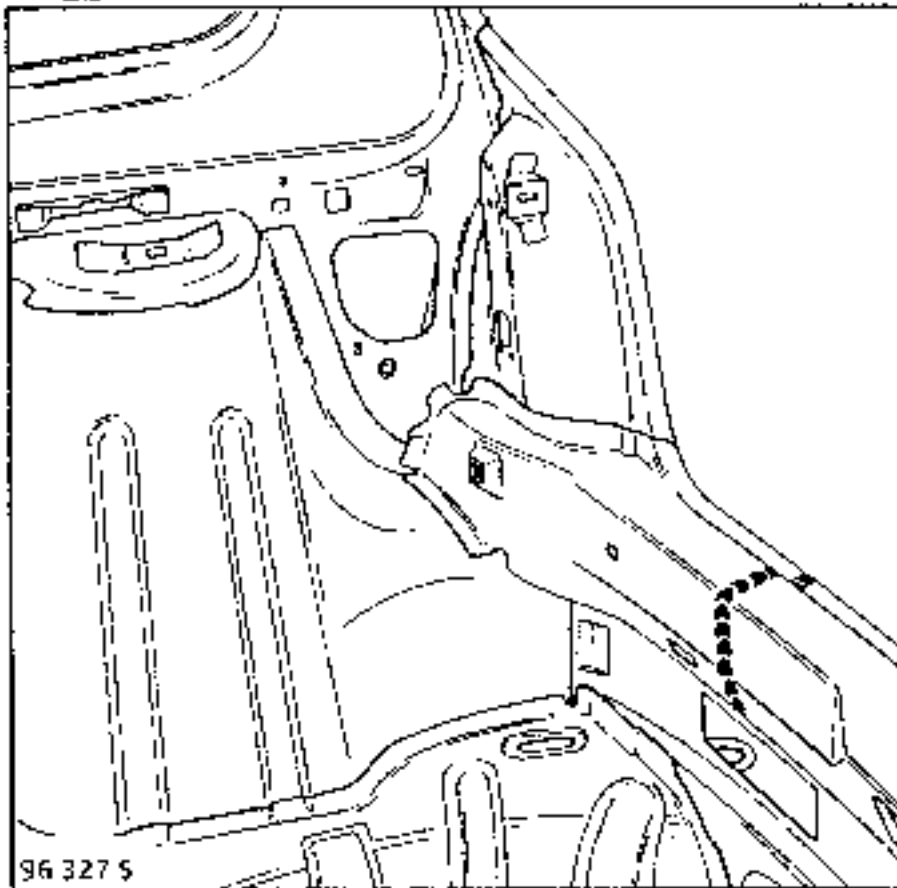
Steel thickness (mm)

Cross member 0,70

Unpicking



200 mm



INTRODUCTION

Basic operation for rear impact

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Blank part.

1 JOINT WITH REAR PANEL

Steel thickness (mm)

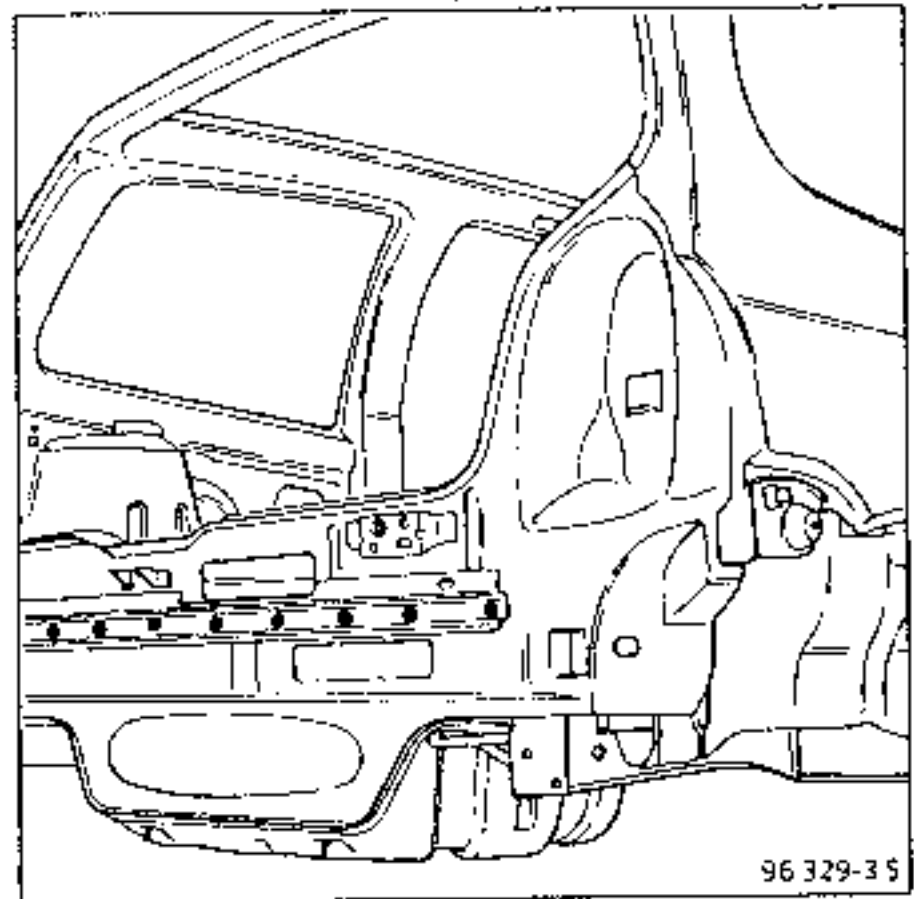
Support panel	0,70
Rear panel	0,70
Rear panel cross member	0,70

Unpicking

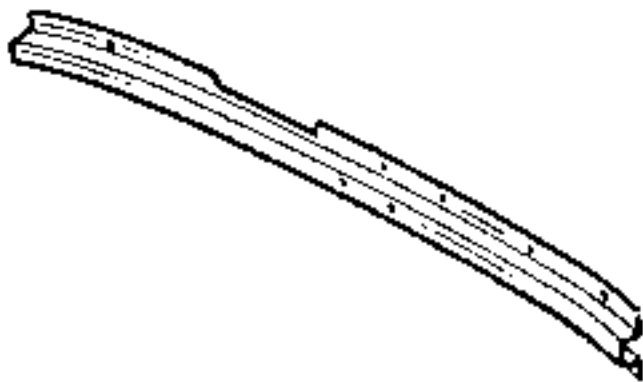


14 spot welds on thickness 0,70

Welding



NOTE : all welds are on three thicknesses



44-520

96 329-3 S

INTRODUCTION

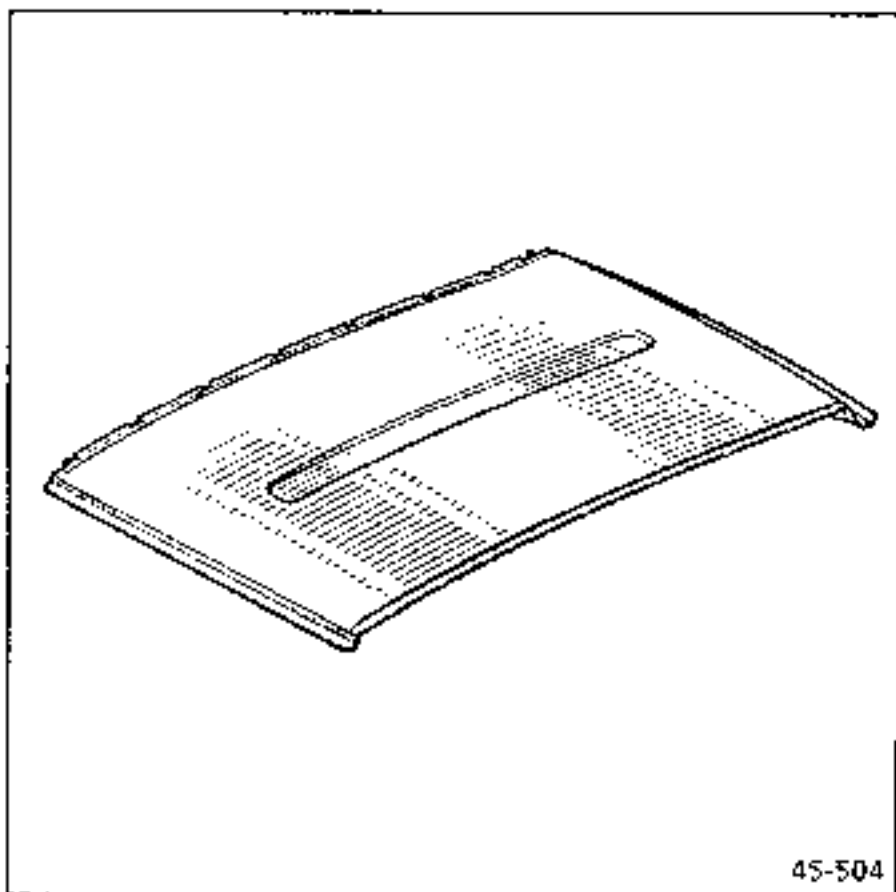
Basic operation for impact on upper body section.

Complementary operation to :

- side of body for side impact.
- half unit for rear impact.

COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Blank part



1 JOINT WITH FRONT ROOF PANEL CROSS MEMBER

Steel thickness (mm)

Cross member	0,70
Roof panel	0,70

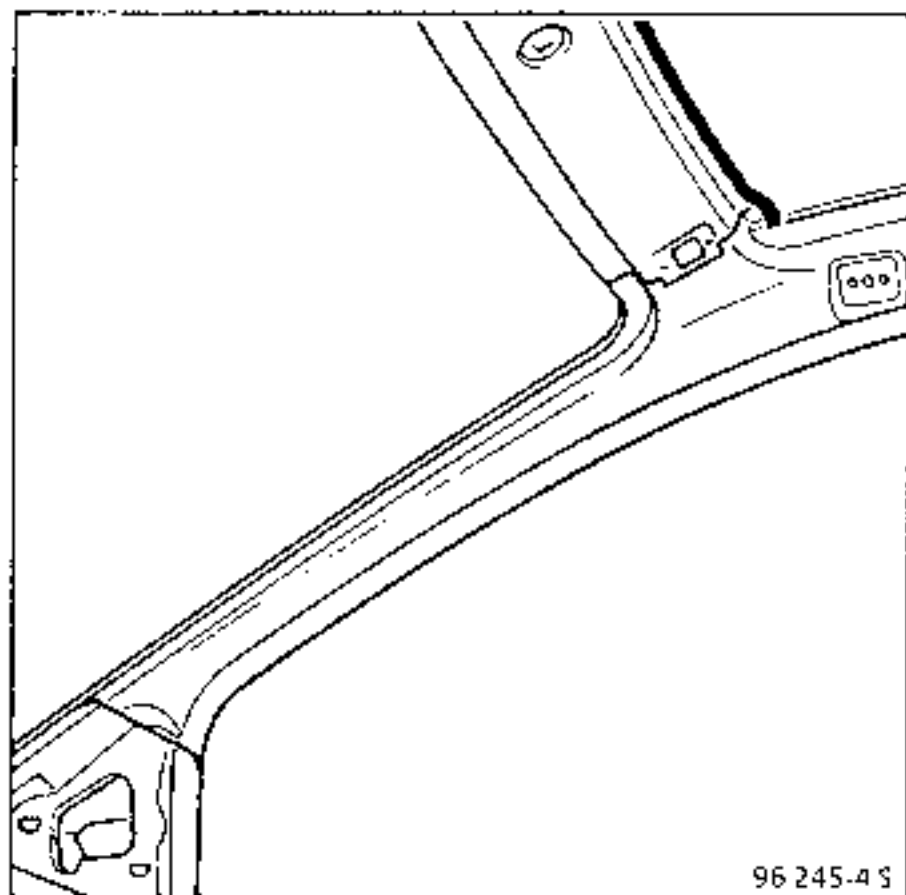
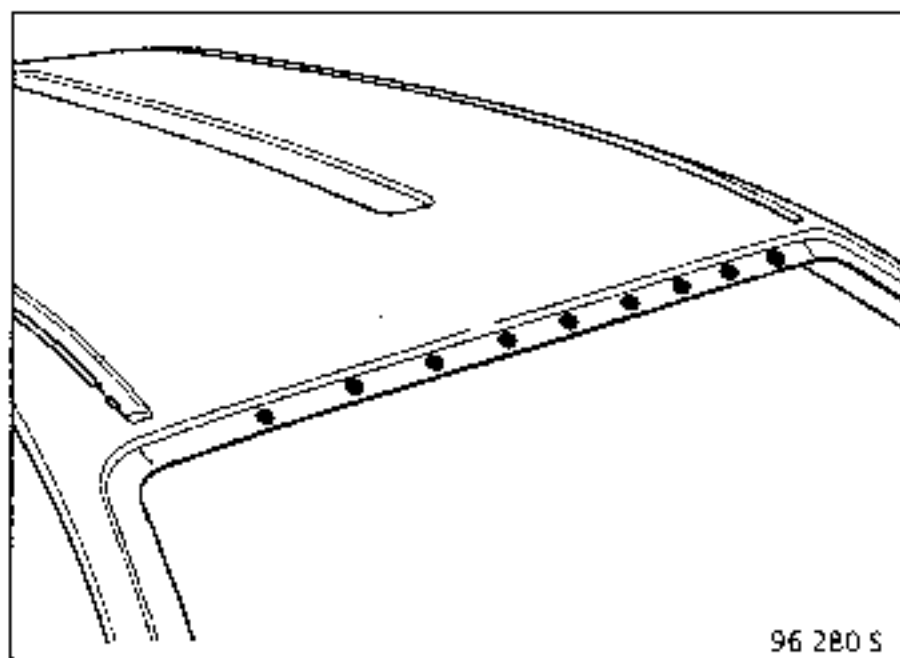
Unpicking



9 spot welds on thickness 0,70
1 mastic bead 700 mm

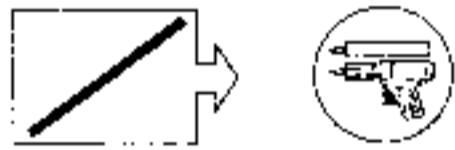
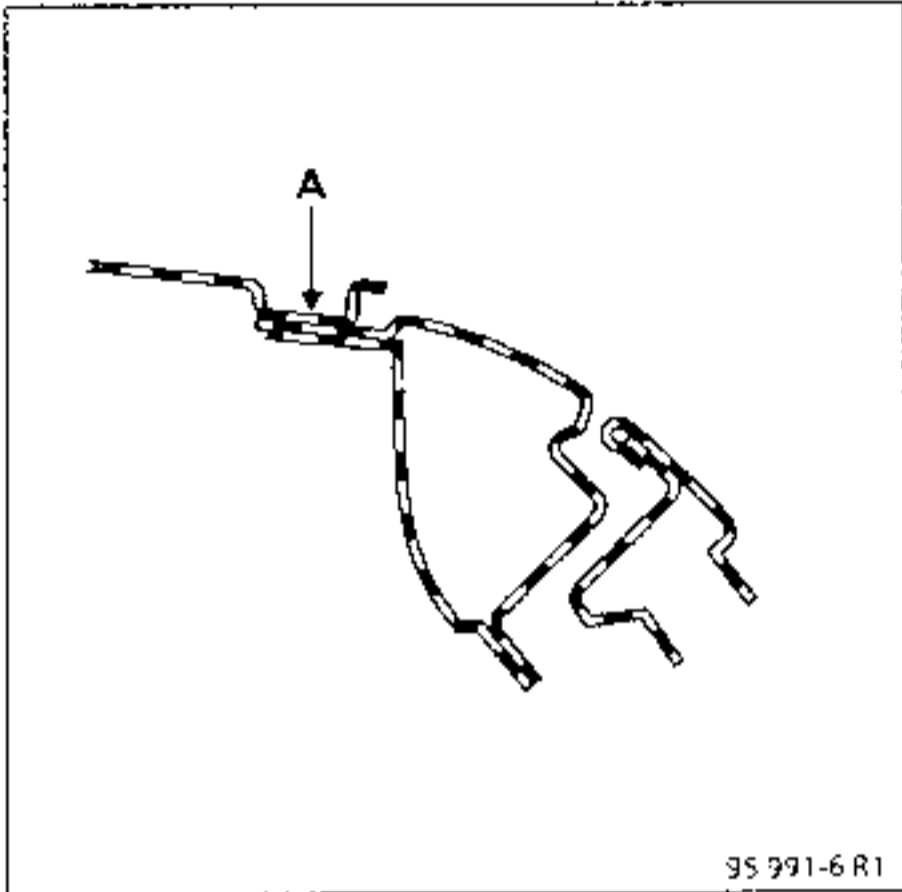
Use a hot air gun to heat 800 mm of mastic bead.

Welding

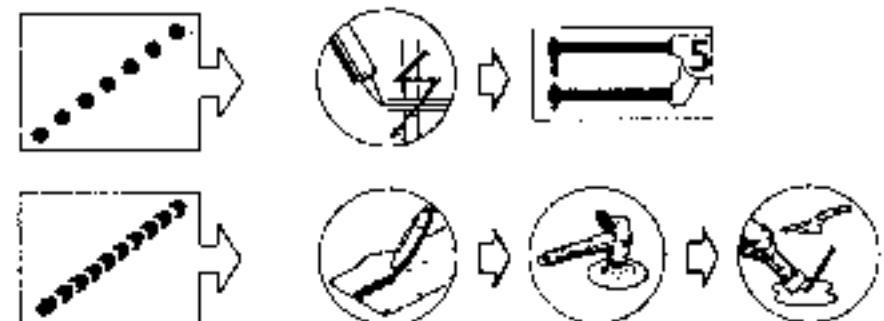
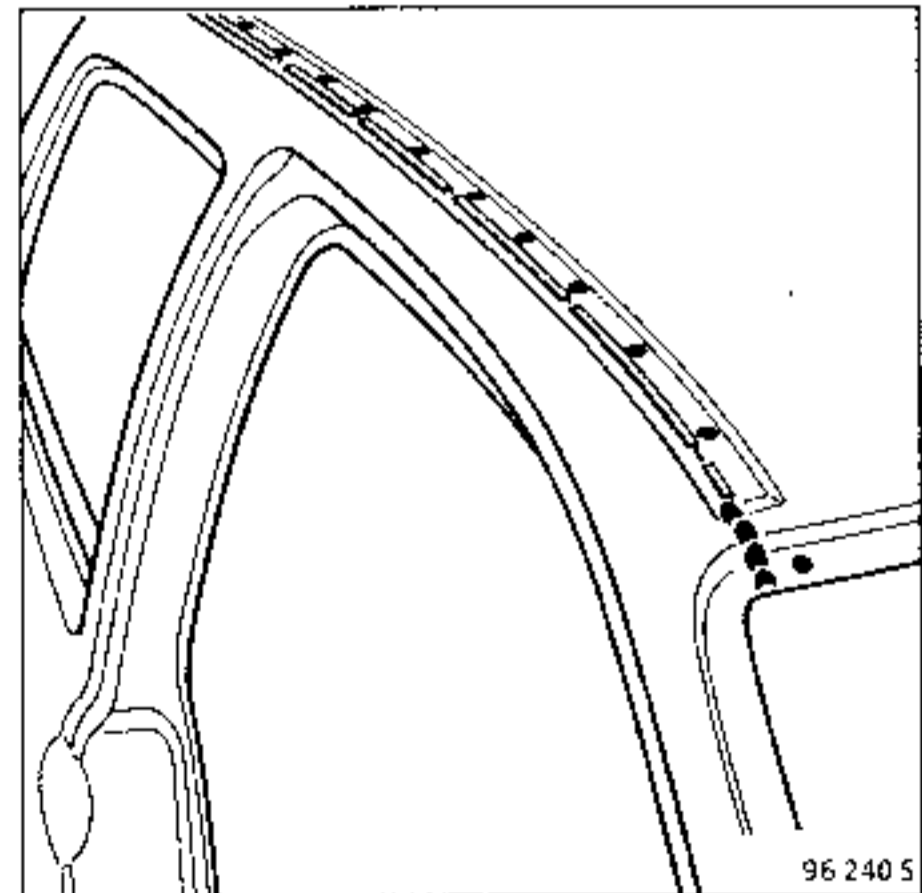
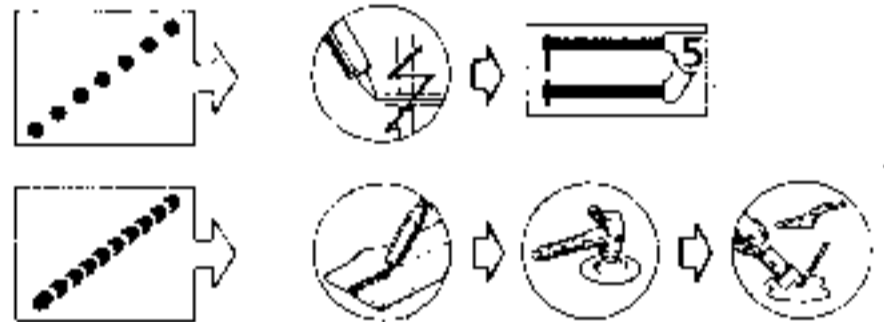
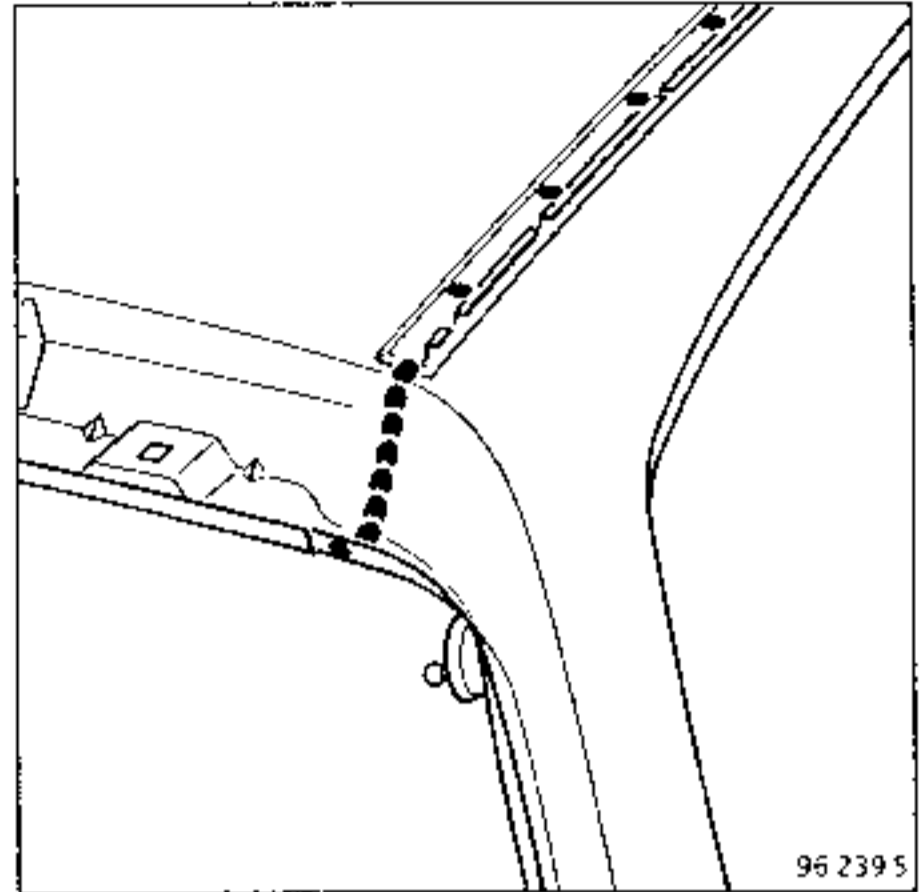


2 JOINT WITH UPPER BODY PANEL

Reminder : see **43-C-3**



NOTE : at (A), before fitting roof panel, apply an bonding mastic bead \varnothing 4 mm

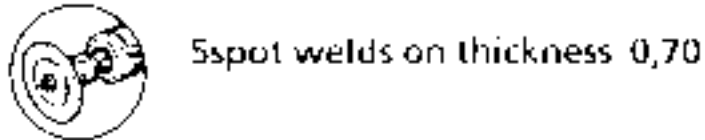


3 JOINT WITH REAR QUARTER PANEL REINFORCEMENT

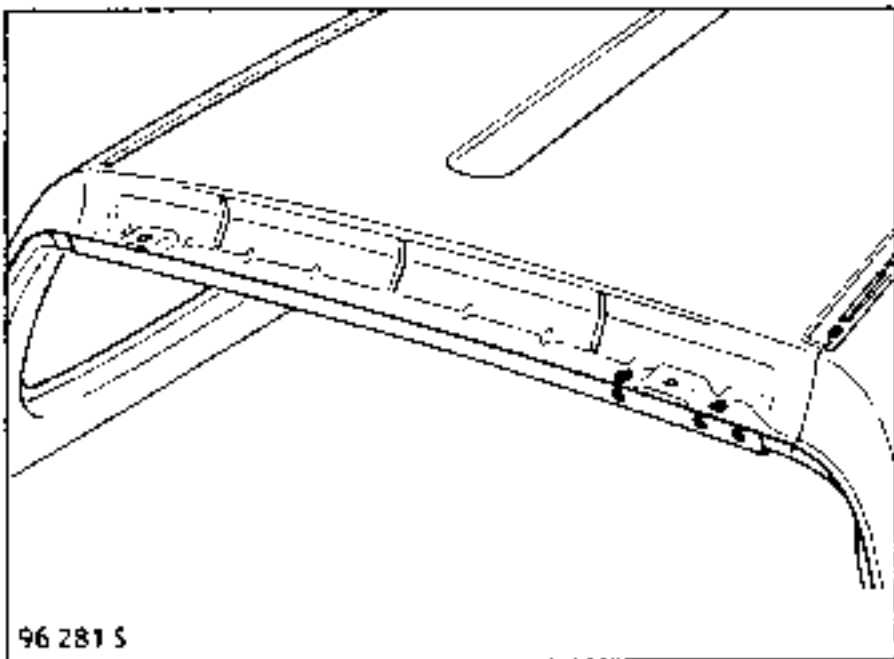
Steel thickness (mm)

Roof panel	0,70
Rear quarter panel reinforcement	1,50
Roof cross member	0,70

Unpicking



Welding



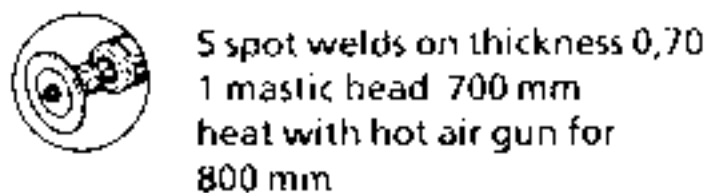
NOTE: All welds are on 3 thicknesses
(0,7 x 2) + 1,50

4 JOINT WITH REAR ROOF CROSS MEMBER

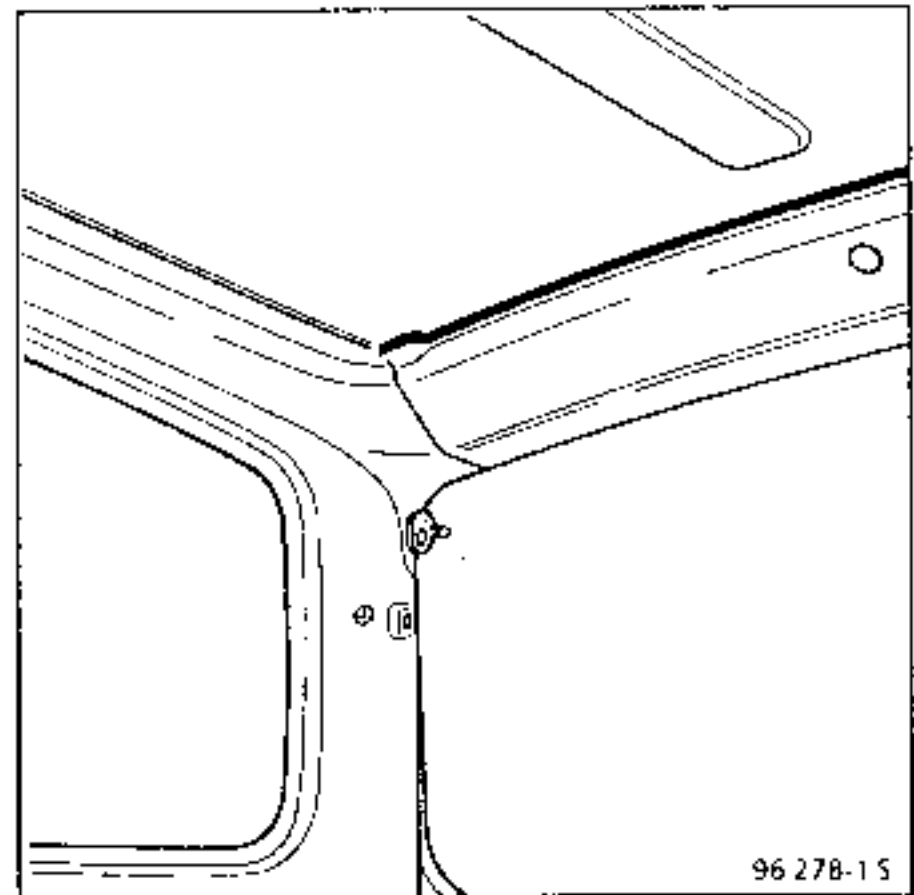
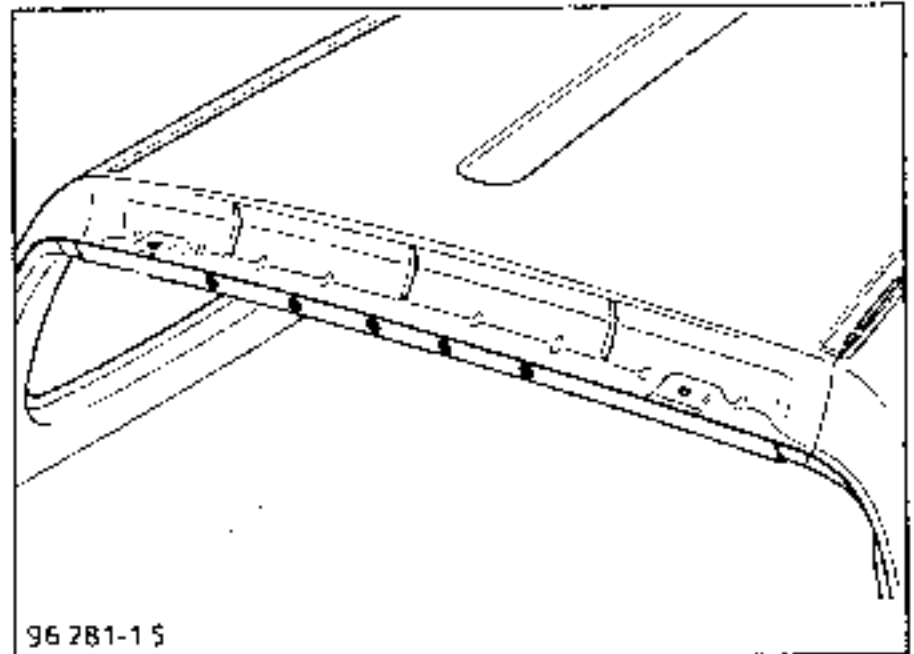
Steel thickness (mm)

Roof panel	0,70
Cross member	0,70

Unpicking



Welding

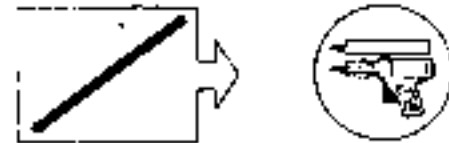
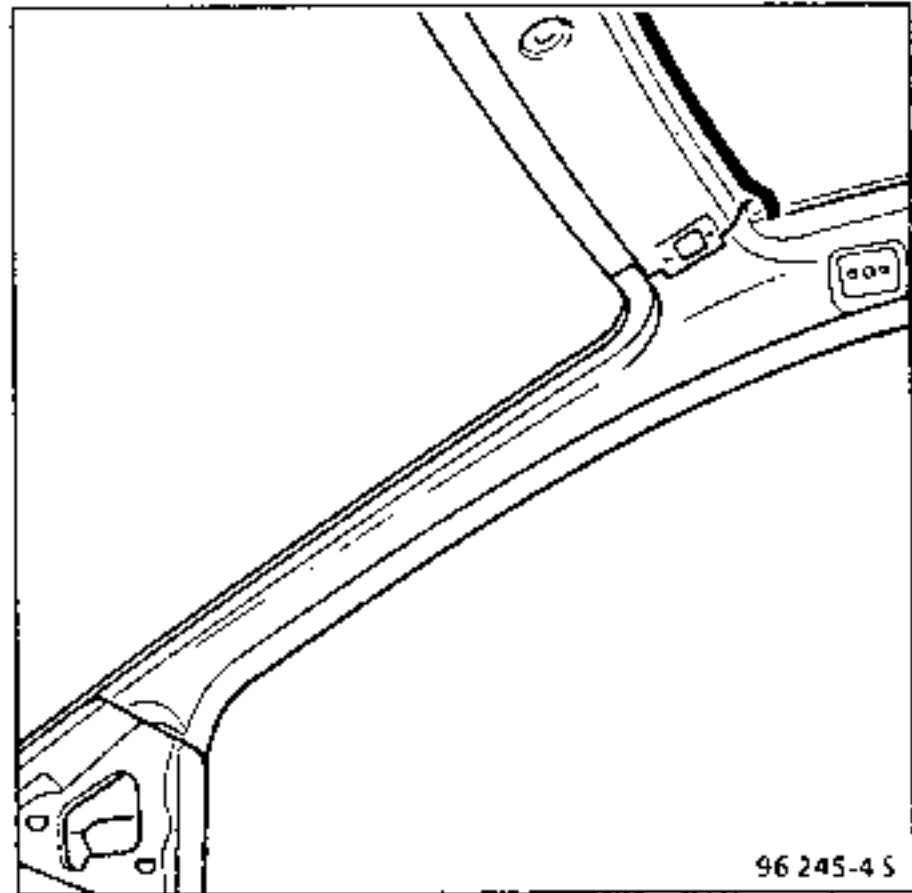
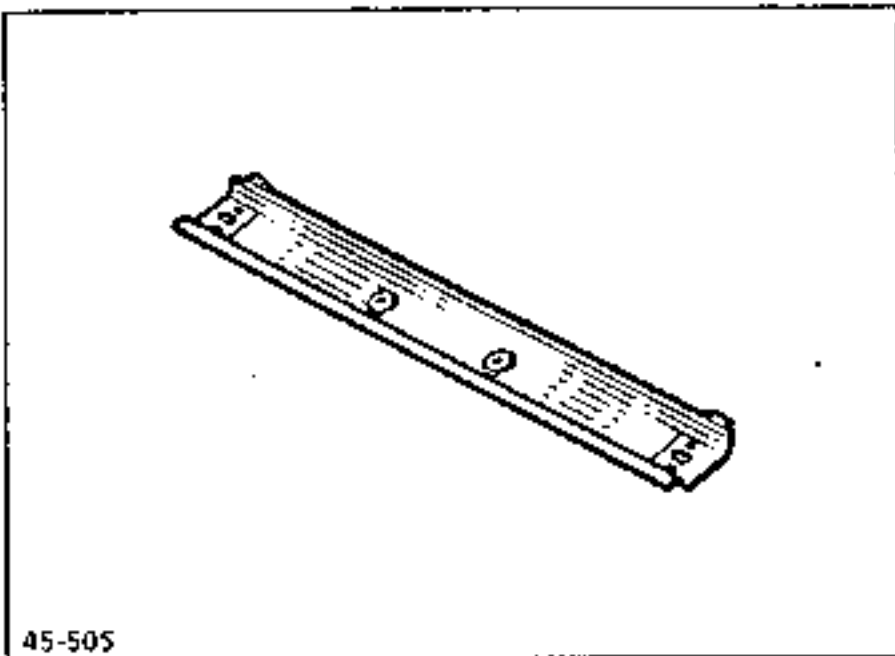


INTRODUCTION

Complementary operation to replacing roof panel.

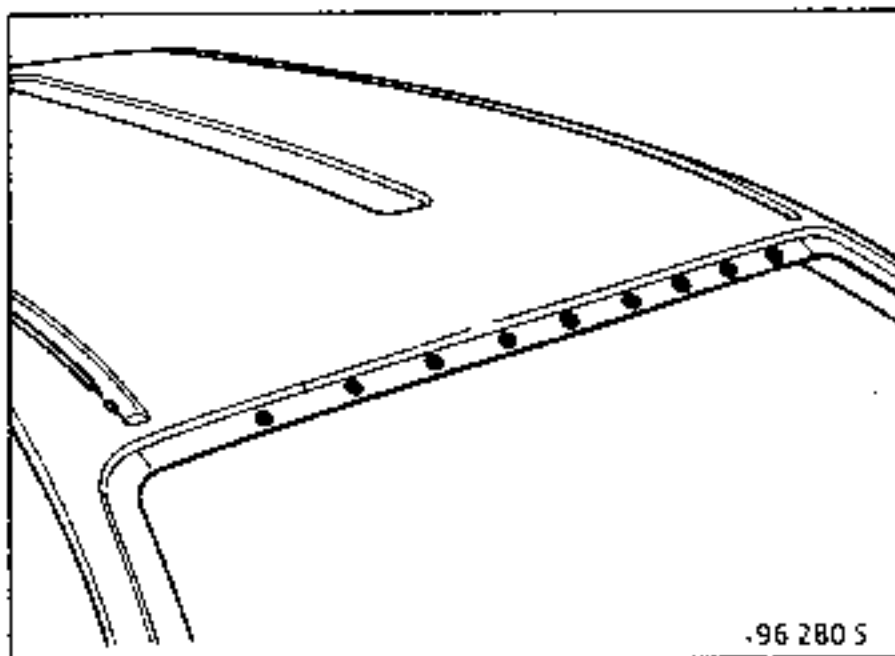
COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Blank part.



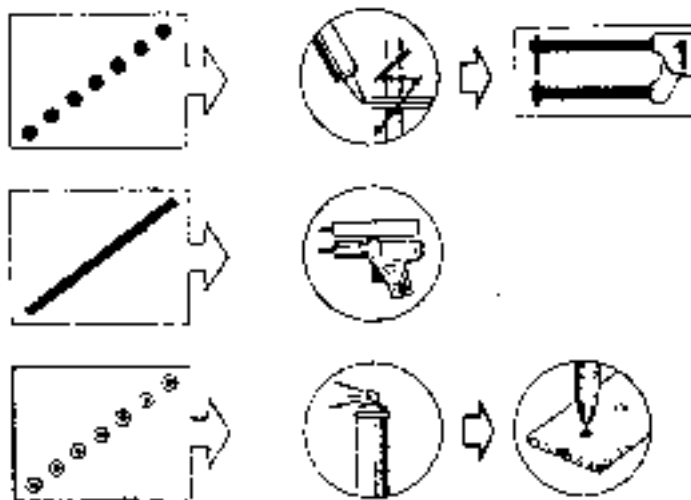
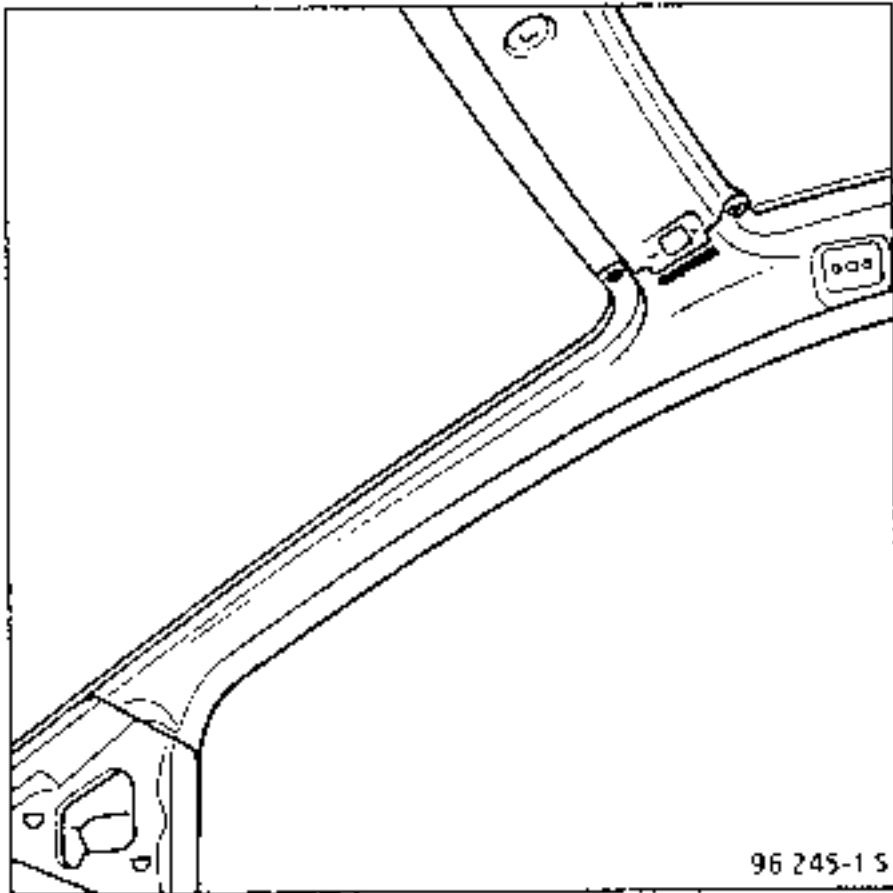
1 JOINT WITH ROOF PANEL

Reminder : see **45-A-1**



2 JOINT WITH SIDE PILLAR LINING

Reminder : see **43-B-4**

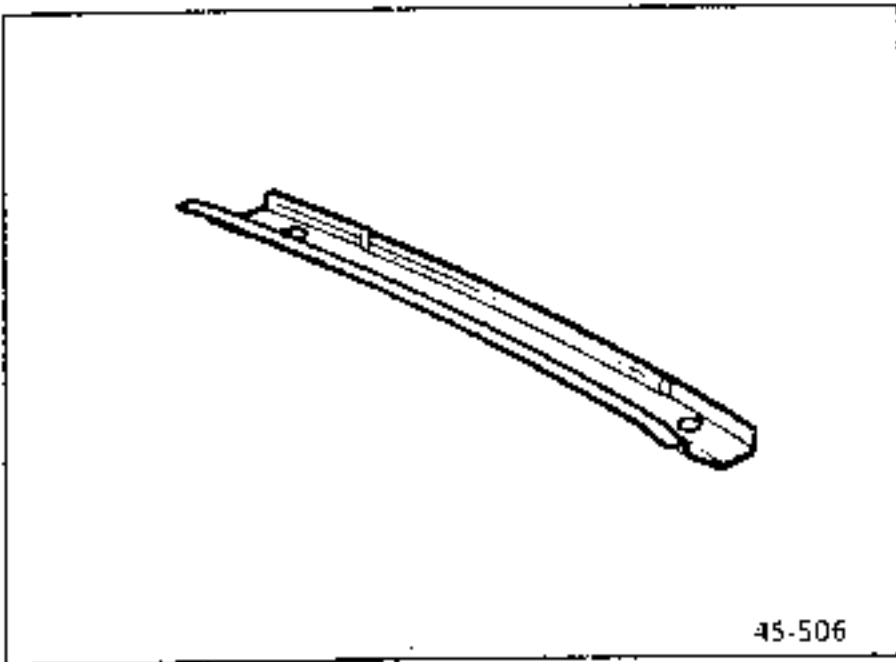


INTRODUCTION

Complementary operation to replacing roof panel.

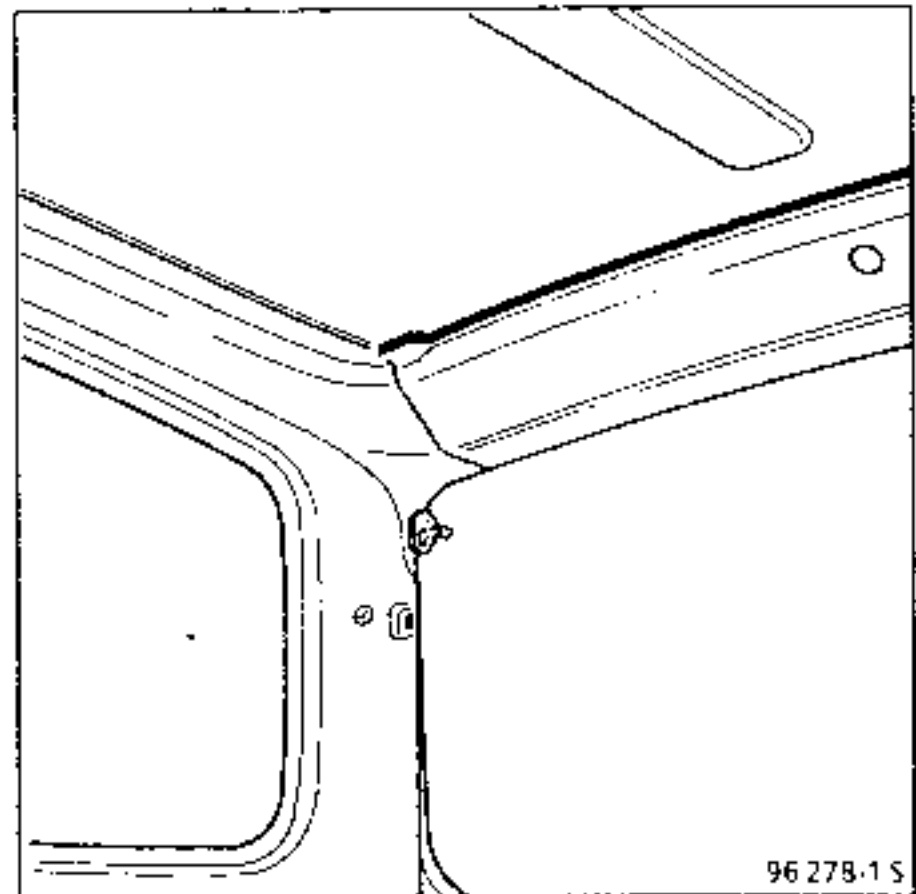
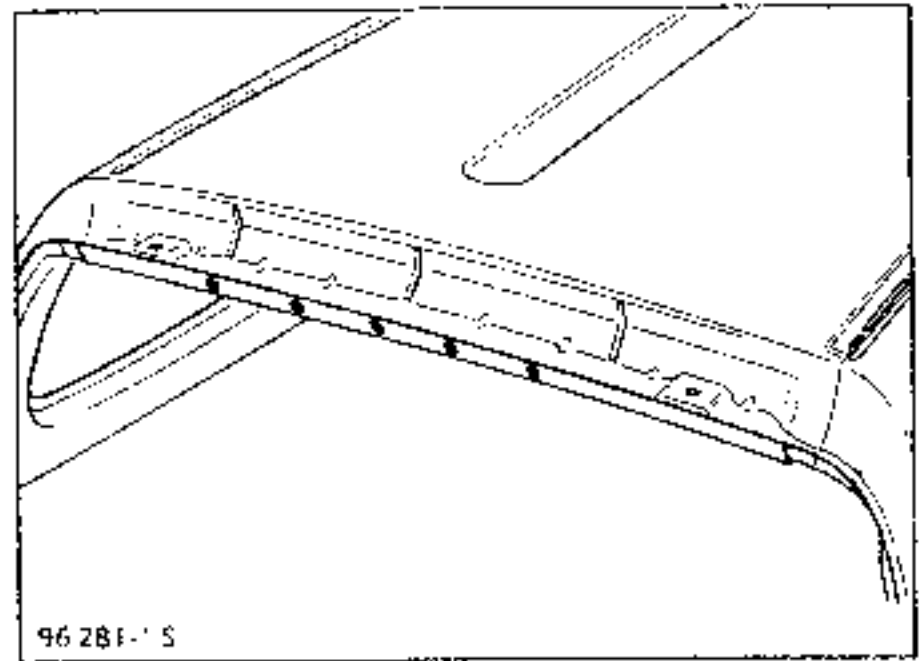
COMPOSITION OF THE PART AS SUPPLIED BY PARTS DEPARTMENT

Blank part



1 JOINT WITH ROOF PANEL

Reminder : see **45-A-4**



2 JOINT WITH REAR END PANEL REINFORCEMENT

Steel thickness (mm)

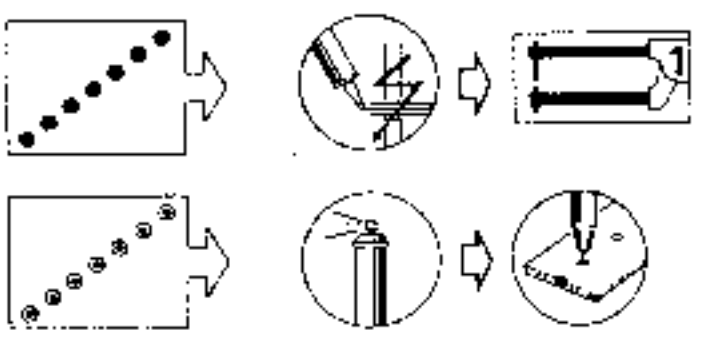
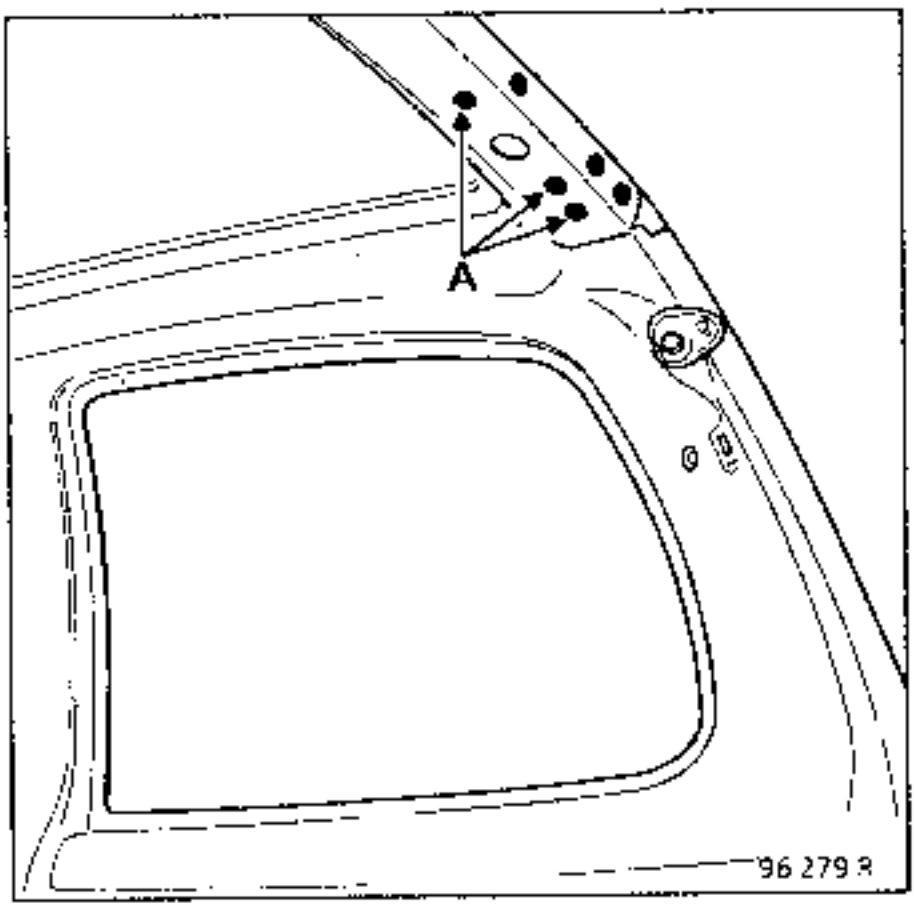
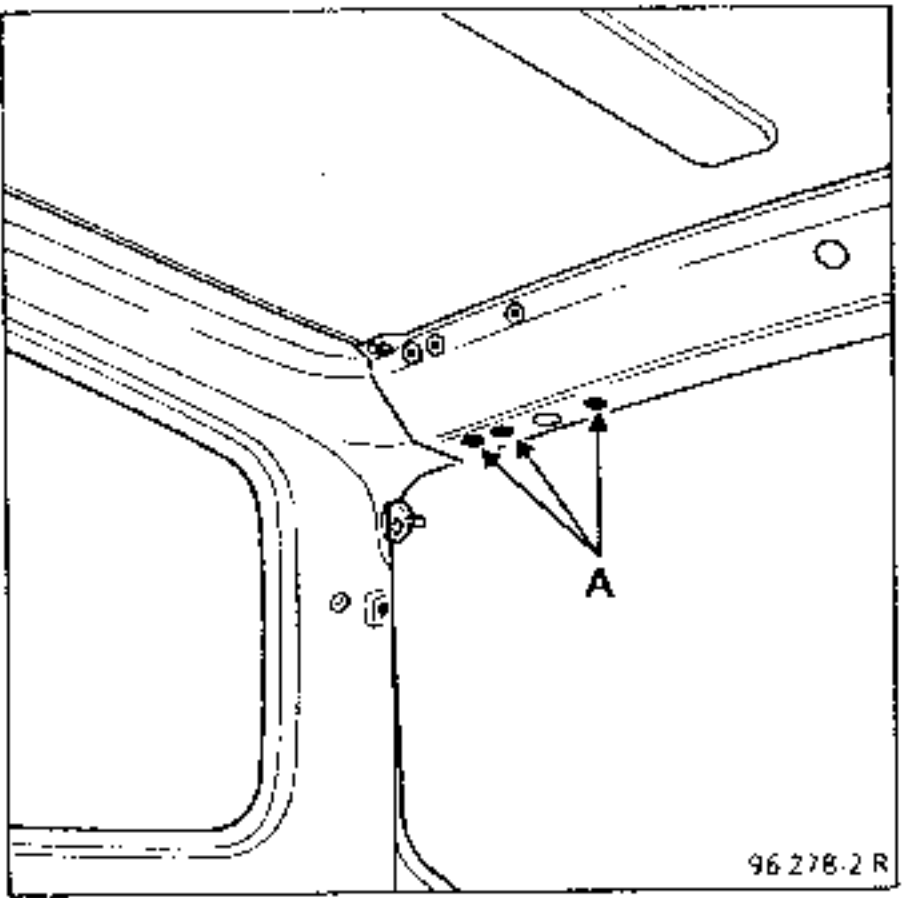
Cross member	0,70
Roof panel	0,70
Rear end panel reinforcement	1,50
Rear end panel lining	0,70

Unpicking



10 spot welds on thickness 0,70

Welding



NOTE : at (A), welds on 3 thicknesses
(0,70 x 2) + 1,5

3 JOINT WITH REAR QUARTER PANEL LINING

Steel thickness (mm)

Cross member	0,70
rear quarter panel lining	0,70

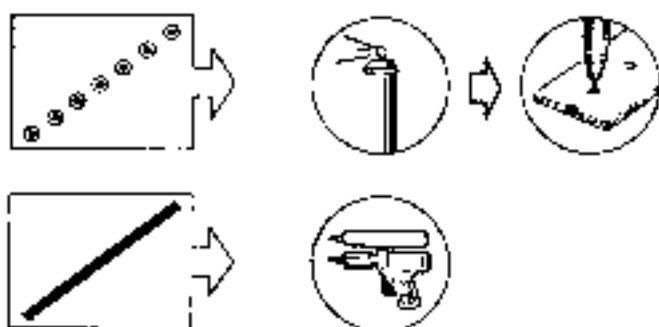
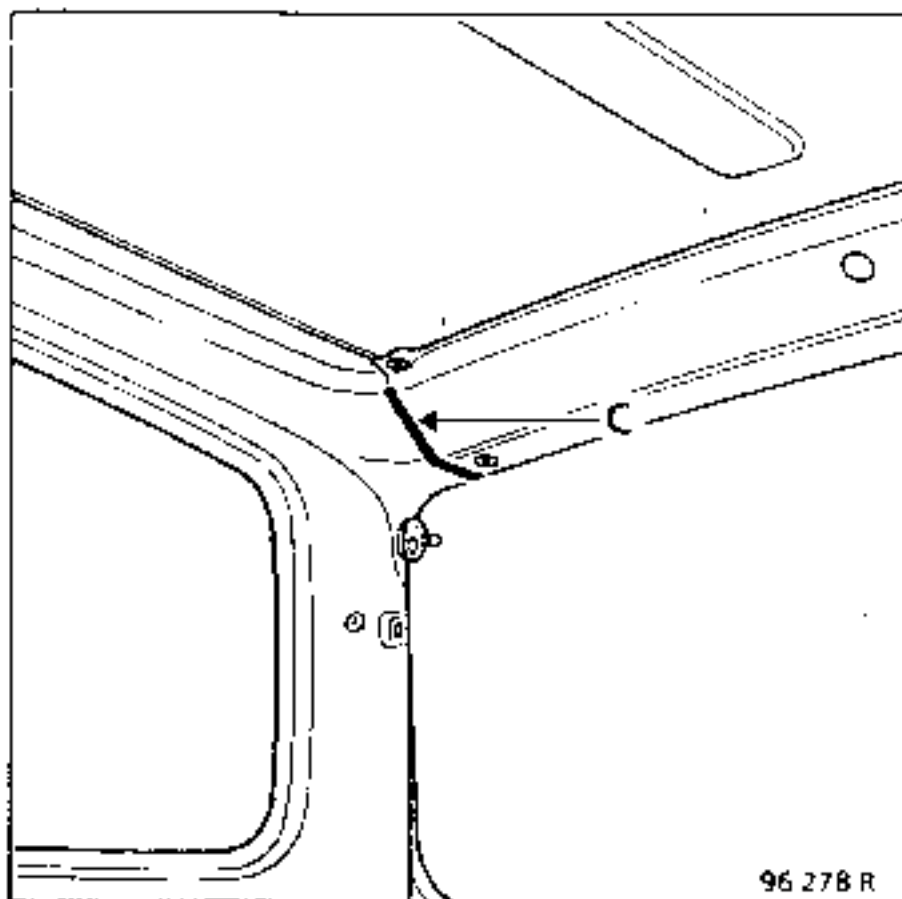
Unpicking



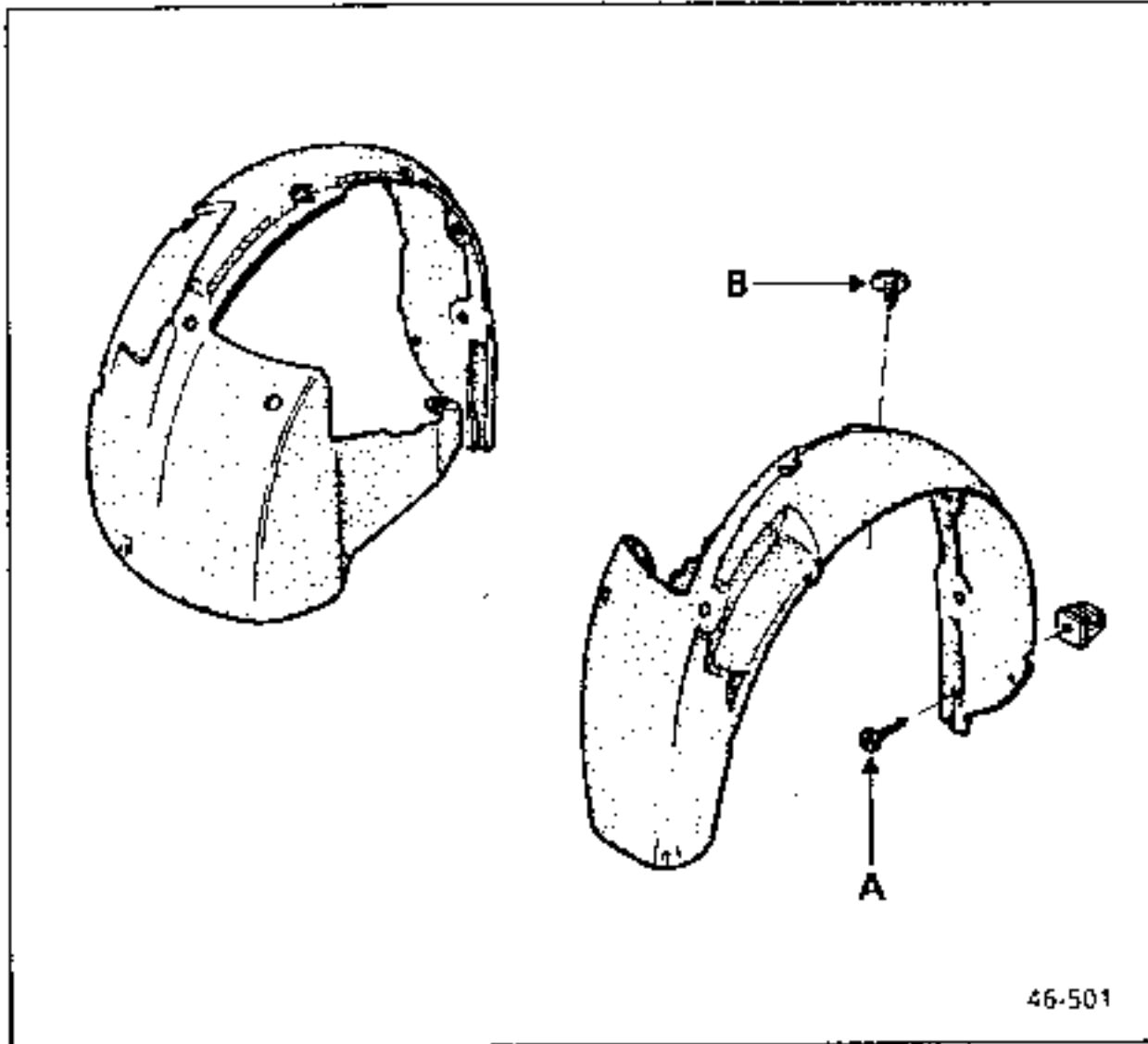
2 spot welds on thickness 0,70

Use hot air gun over
200 mm of bead

Welding

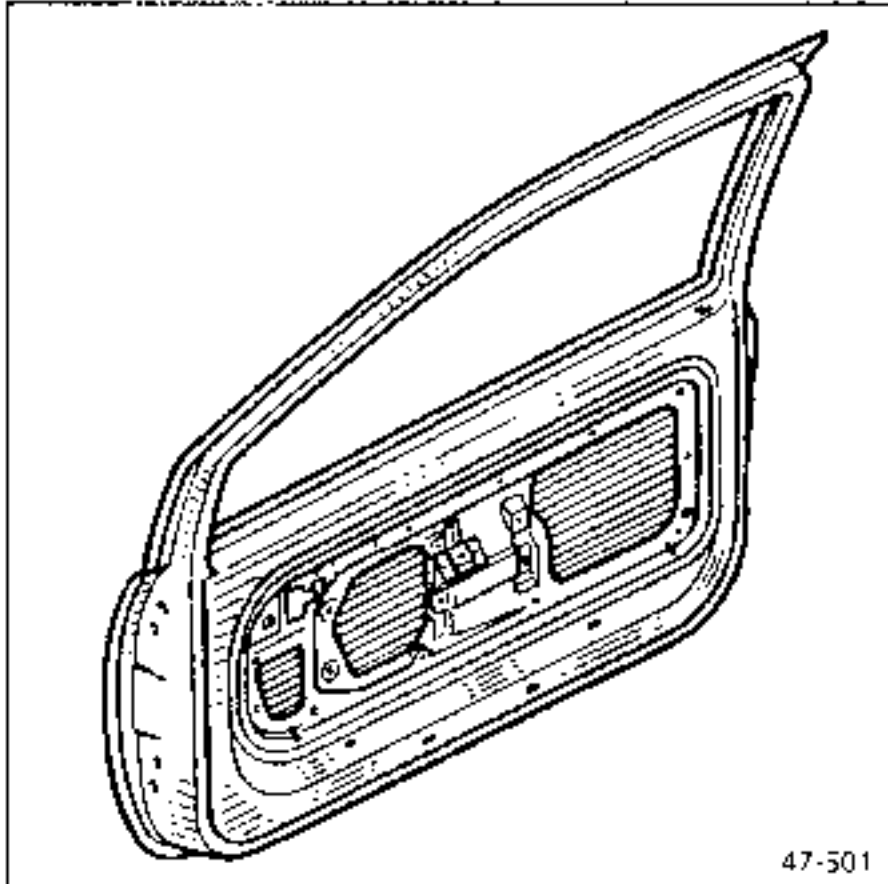


NOTE : at (C), apply a bonding mastic bead.

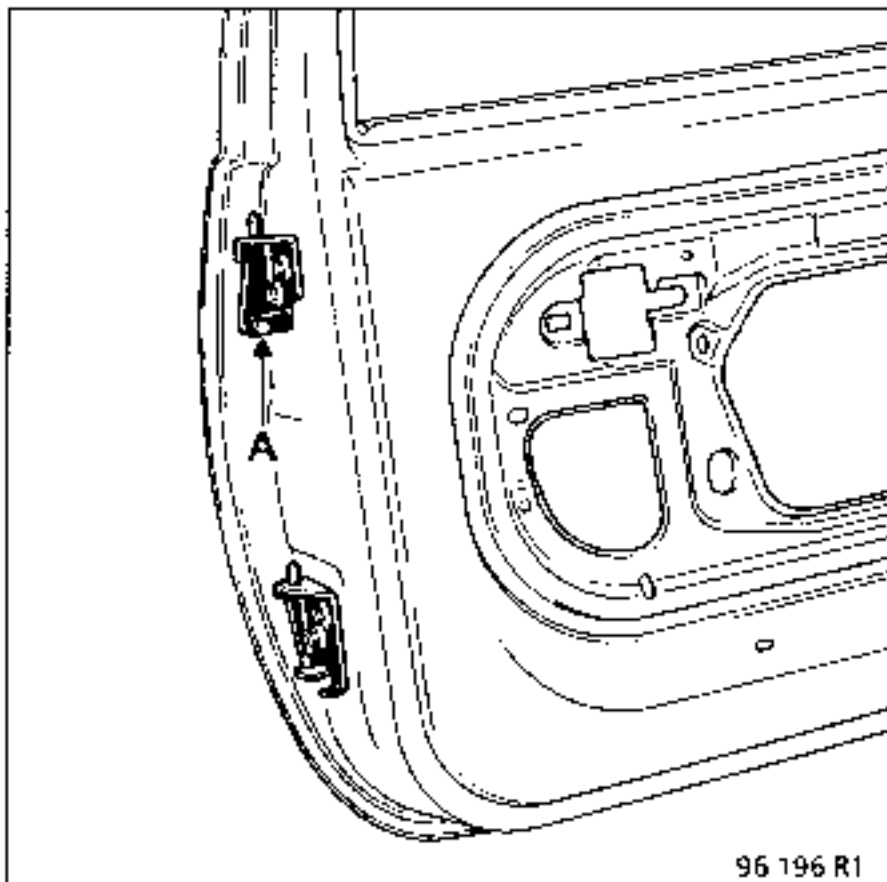


remove:

- the Torx screws 20 (A),
- the plastic clips (B).

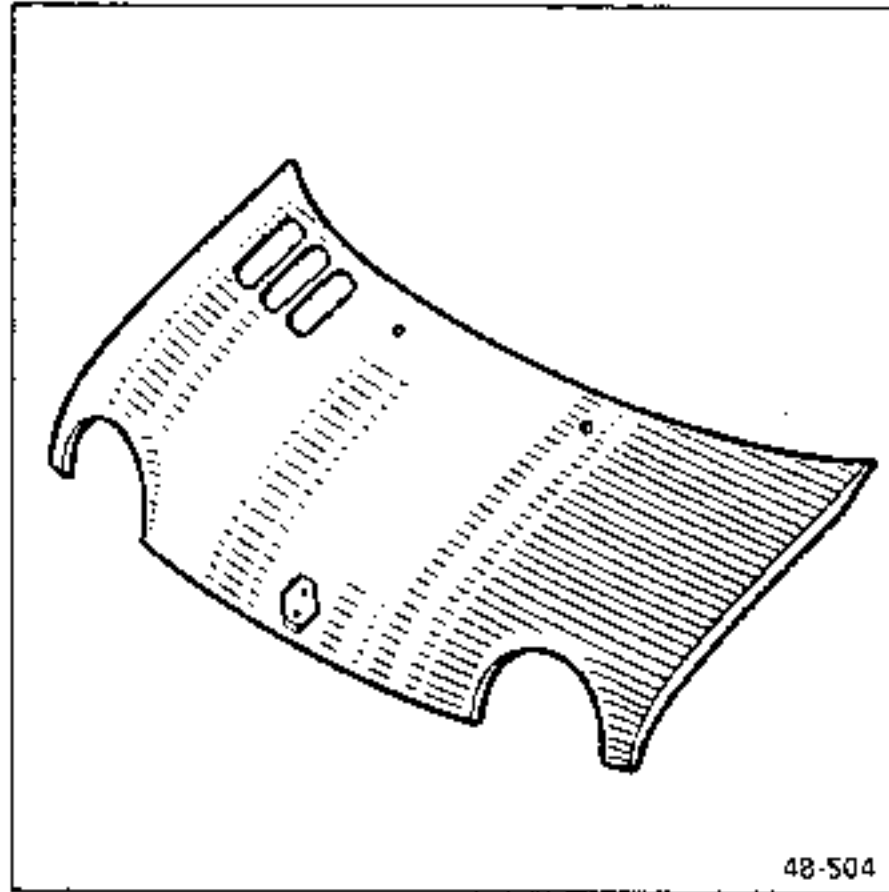


REMOVAL

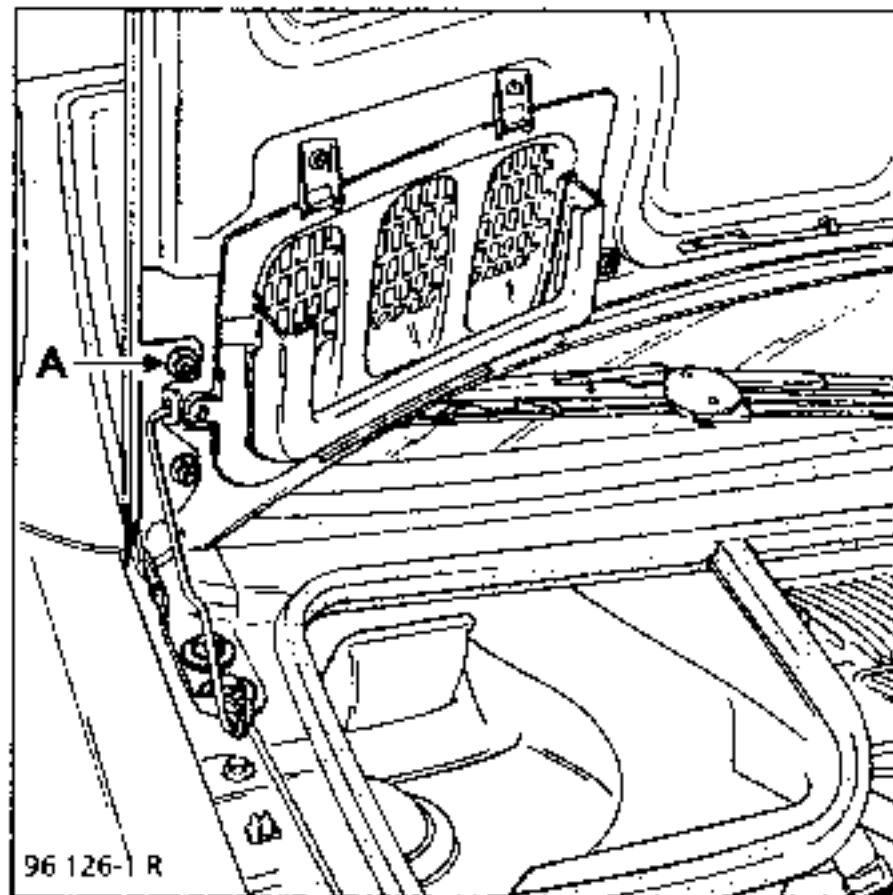


Undo the door lock nut (A).

Lift the door carefully to remove it from the hinges

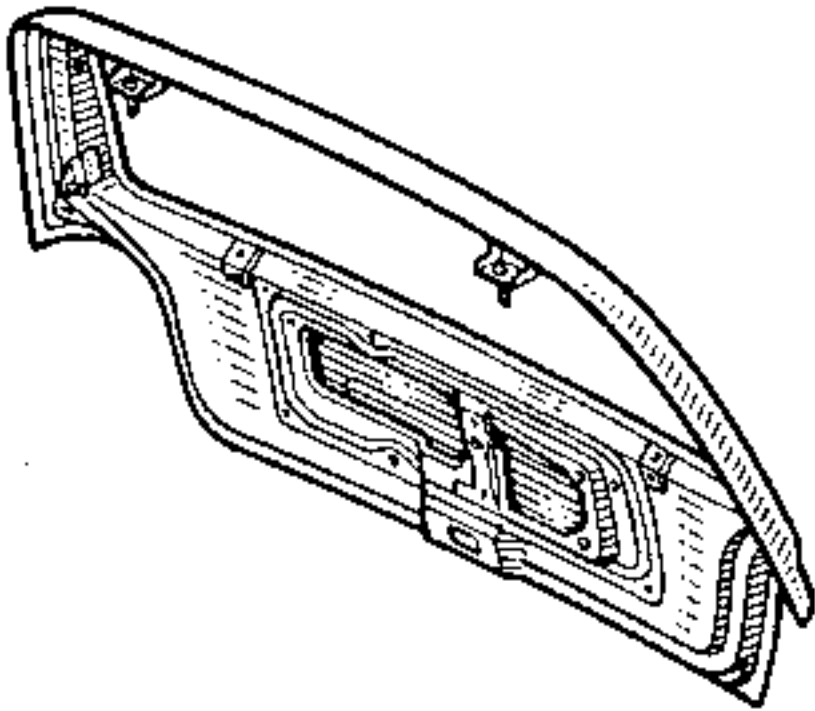


REMOVAL

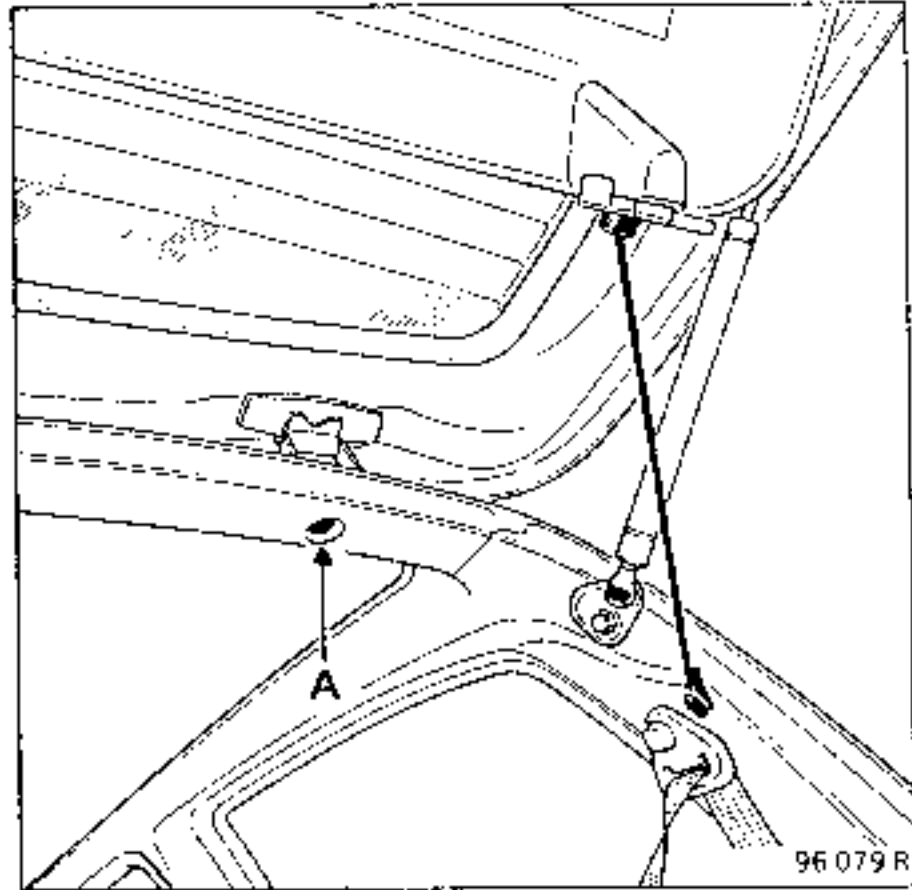


Position the brace rod.

Undo the bonnet mountings (A).



48-505



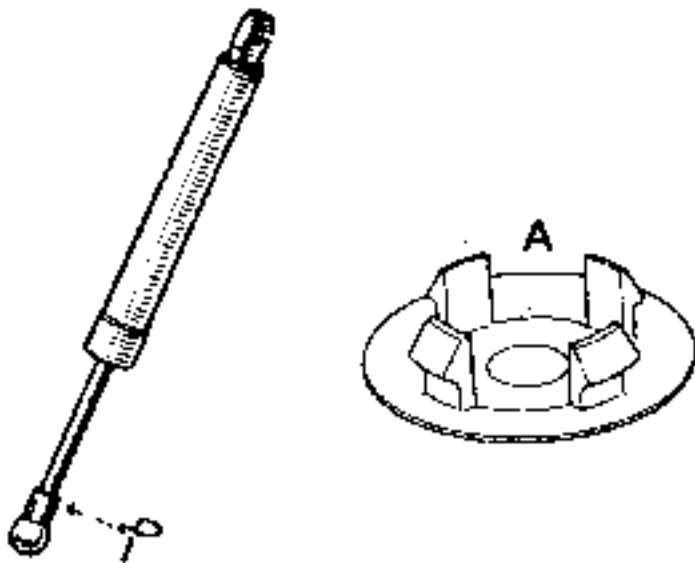
96 079 R

DEPOSE

Remove plug (A).

Remove the mountings (nuts $\varnothing 8$)

NOTE: When refitting ensure the rear parcel shelf cords are correctly positioned.



96 124 R

Disconnect the electric wiring.

Unclip the tailgate struts.