INTRODUCTION

This Body Repair Manual provides detailed repair procedures for repair of commonly damaged structural panels on the Hyundai 2007 ELANTRA(HD). To aid in the information of the damaged vehicle, body construction, replacement parts, body dimensions, body sealing locations, corrosion protection, body modification tools, plastic parts and body repair procedures are contained herein.

The repair procedures specify locations where body members may be structurally sectioned. All of the repair procedures have been performed on Hyundai ELANTRA(HD) body shells and that is currently available in most auto body repair shops.

The repair procedures illustrated in this manual were developed to simplify body repair in order to reduce insurance costs, and indirectly, cost of ownership. The vehicle should not be sectioned in locations other than those illustrated in this repair manual. Furthermore, these repair procedures DO NOT apply to any other vehicle. The individuals performing the work must assume full responsibility for the quality of their workmanship.

We believe this manual to be helpful for Hyundai dealers, and anticipate it to be effectively used for Hyundai vehicle bodies.

For the services of other than collision-damaged body parts of the Hyundai ELANTRA(HD), refer to the ELANTRA(HD) shop manual.

The illustrations and descriptive text in this manual were correct at the time of printing. It is the policy of HYUNDAI MOTOR COMPANY to continuously improve its products. Specifications and procedures are subject to change at any time without notice.

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GENERAL INFORMATION
GENERAL INFORMATION

GENERAL GUIDE LINES AND PRECAUTIONS

The Hyundai ELANTRA is a completely new vehicle design. During its development, close attention has been given to safety, stability, weight and corrosion protection. Typical of unit body design, the Hyundai ELANTRA is designed so that the front and rear compartments will absorb much of the collision energy so that the passengers are better protected. During collisions, these front and rear energy absorbing systems may be severely damaged. During repair, these damaged areas must be returned to their original strength and geometry. If this is not properly done, the vehicle will not provide the intended level of protection to its occupants in the event of another collision.

The repairs described in this manual were performed on ELANTRA body shells. In some instances special fixtures were welded in place to support the structure. During the repair of an actual vehicle, the interior would be fully disassembled and standard jack screws or portable braces may be used for temporary support.

During the repair of an accident involved vehicle, the vehicle must first be returned to pre-impact dimensions prior to beginning the sectioning repair procedures. The extent of damage that must be repaired should then be evaluated to determine the appropriate repair procedures. This manual provides locations and procedures where structural sectioning may be employed. It is the responsibility of the repair technician, based upon the extent of damage, to determine which location and procedure is suitable for the particular damaged vehicle.

During the repair of a collision damaged automobile, it is impossible to fully duplicate the methods used in the factory during the vehicle manufacture. Therefore, auto body repair techniques have been developed to provide a repair that has strength properties equivalent to those of the original design and manufacture.

Certain guidelines and precaution are noted as follow.
The Hyundai ELANTRA is equipped with a Supplemental Restraint System AIR-BAG to provide the vehicle's driver and/or the front passenger with additional protection than that offered by the seat-belt system alone, in case of a frontal impact of sufficient severity.

When handling airbag components (removal, installation or inspection, etc.), always follow the directions given in the repair manual for the relevant model to prevent the occurrence of accidents and airbag malfunction.

Also take the following precautions when repairing the body:

1. Work must be started after approximately 30 seconds or longer from the time the ignition switch is turned to the LOCK position and the negative (-) terminal cable is disconnected from the battery. (The airbag system is equipped with a back-up power source so that if work is started within 30 seconds of disconnecting the negative (-) terminal cable of the battery, the airbag may be deployed.)
   When the negative(-) terminal cable is disconnected from the battery, memory of the clock and audio systems will be cancelled. So before starting work, make a record of the contents memorized by the audio memory system. Then when work is finished, reset the audio system as before and adjust the clock.
2. When using electric welding, first disconnect the air-bag connectors under the steering column near the MULTI-FUNCTION SWITCH and the passenger's side crash pad before starting work.
3. Store the air-bag modules where the ambient temperature remains below 93°C(200 °F), without high humidity and away from electrical noise.
4. WARNING/CAUTION labels are attached to the periphery of the air-bag components.
   Refer to the ELANTRA SHOP MANUAL
ELECTRONIC PARTS

Vehicles today include a great many electronic parts and components, and these are in general very susceptible to adverse effects caused by overcurrent, reverse current, electromagnetic waves, high temperature, high humidity impacts, etc. In particular such electronic components can be damaged if there is a large current flow during welding from the body side. Therefore, take the following precautions during body repair to prevent damage to the CONTROL MODULES (ECM, TCM, ABS CM, SRS CM, etc.):

1. Before removing and inspecting the electrical parts or before starting electric welding operations, disconnect the negative (-) terminal cable from the battery.
2. Do not expose the CONTROL MODULES to ambient temperatures above 80°C (176°F).

\[ \text{NOTE} \]
If it is possible the ambient temperatures may reach 80°C (176°F) or more, remove the CONTROL MODULES from the vehicle before starting work.

3. Be careful not to drop the CONTROL MODULES and not to apply physical shocks to them.

CORROSION PROTECTION AND SEALING

Proper corrosion protection and sealing is an important part of any repair. When reviewing these repair procedures, it is important to recognize the need for corrosion restoration to provide for long term strength of the repaired member.

A two part epoxy primer was applied to the metal surfaces during the latter part of the repair. For closed sections, such as front and rear rails, rocker panels and pillars, the primer is applied without applying the metal conditioner and the conversion coating. These steps are omitted to insure that no rinse water is trapped in the closed sections. The primer application is followed by an application of an oil or wax based rust proofing material.

After the corrosion restoration process for the closed sections are completed, then the process can be applied to all exterior sections. For exterior surfaces, both metal conditioner and conversion coating treatments are applied to the exterior surface prior to application of the epoxy primer. The procedure in applying the corrosion restoration process is important to insure that moisture, due to the water rinsing of the metal conditioner and conversion coating is not inadvertently trapped inside any closed section before the epoxy primer and rust proofing materials have been applied.

Appropriate seam sealers are then applied to all joints. Follow manufacturer's recommendations for the appropriate type of seam sealer to be used at each seam or joint.

SIDE BODY PANELS

The side body panel for ELANTRA is designed and stamped from a single piece of sheet metal in factory as shown in the figure. While the entire side panel is available for service, the partial panels sectioned by several damaged areas are also available. Therefore when repairing side body, refer to "Replacement parts section" of this manual to select and use the appropriate part.
WELDING

All repairs in this manual require the use of a Metal-Inert Gas (MIG) welder. Gas (oxyacetylene) welding must not be used. Both high strength steel and mild steel can be welded using the MIG welder. The I-CAR recommendations for welding should be followed. The shielding gas should be 75% Argon and 25% CO₂. The recommended welding wire size is 0.23" and the wire should satisfy the American Welding Society standard code AWSER70S-6.

During the repair process, plug welds are used to duplicate original factory spot welds. All plug welds should be done with the MIG welder. An 8 mm (5/16") hole is placed in the top (welding side) sheetmetal.

You then begin welding along the edges and the spiral towards the center (see illustration). This is important so that weld penetration between the two metal pieces takes place along the circumference of the circle.

SAFETY FACTORS

Disconnect the negative(-) battery cable before performing any work on the vehicle. Protect yourself by wearing goggles, earplugs, respirators, gloves, safety shoes, caps, etc. when working on a vehicle. Safely support the vehicle before any work is done. Block the front or rear wheels if the vehicle is not lifted off of the ground. Cap or remove the fuel tank when working on the rear section of the car. Insure proper ventilation of your working area. Some paint and sealant can generate toxic gases when heated. Use an air chisel or saw to remove damaged panels instead of a gas torch. Observe all local and national safety regulations when performing any work. Cover interior with heat-resistant cover to insure safety when welding. Take care when using gas or cutting torches so as not to burn body sealer or interior. Extinguish immediately if they should catch fire.
BODY CONSTRUCTION
SIDE BODY

[ SIDE VIEW ]

A - A

Side outer panel
Front door panel assembly

B - B

Side outer panel
Front door panel assembly

C - C

Side outer panel
Rear door panel assembly

D - D

Side outer panel
Rear door panel assembly
Rear door panel assembly

Quarter panel

Trunk panel assembly

Quarter panel

Hood panel assembly

Fender panel

3.5 mm

12 mm

11 mm

2.7 mm

3 mm

12.4 mm
BODY DIMENSIONS
GENERAL

1. Basically, all measurements in this manual are taken with a tracking gauge.

2. When a measuring tape is used, check to be sure there is no elongation, twisting or bending.

3. For measuring dimensions, both projected dimension and actual-measurement dimension are used in this manual.

MEASUREMENT METHOD

PROJECTED DIMENSIONS

1. These are the dimensions measured when the measurement points are projected into the reference plane, and are the reference dimensions used for body alterations.

2. If the length of the tracking gauge probes are adjustable, make the measurement by lengthening one probe by the amount equivalent to the difference in height of the two surfaces.
ACTUAL-MEASUREMENT DIMENSIONS

1. These dimensions indicate the actual linear distance between measurement points, and are the reference dimensions for use if a tracking gauge is used for measurement.

2. Measure by first adjusting both probes to the same length \(A=A'\)

⚠️ CAUTION

*Check the probes and gauge itself to make sure there is no free play.*

MEASUREMENT POINT

1. Measurements should be taken at the hole center.

---

![Diagram showing measurement point and dimensions](BMCBD6002)
* These dimensions indicated in this figure are actual-measurement dimensions.

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Hood hinge mounting hole (ø9)

Cowl top cover mounting hole (ø7)

Front bumper mounting hole (ø9)

Front end module mounting hole (ø9)

Front suspension mounting hole (ø11)

Front pillar corner

Roof front corner

Front engine mounting hole (ø13)

Rear engine mounting hole (ø13)

Transmission mounting hole (ø13)

Tooling hole (12X16)
* These dimensions indicated in this figure are actual-measurement dimensions.

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BODY DIMENSIONS

Tooling hole (ø13)

Hood release cable mounting hole (ø7)

Front door upper hinge mounting hole (ø11)

Front door lower hinge mounting hole (ø13)

Fender mounting hole (ø12)

Rear door upper hinge mounting hole (ø13)

Rear door lower hinge mounting hole (ø13)

Quarter fixed glass mounting hole (ø7)

Rear door switch mounting hole (ø10)

Passage rear wheel guard (ø12)
These dimensions indicated in this figure are actual-measurement dimensions.
Tooling hole (ø10)  Parking brake lever mounting hole (ø11)
* These dimensions indicated in this figure are actual-measurement dimensions.

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Curtain airbag mounting hole (ø7)

Seat belt retractor mounting hole (ø12)

Earth mounting hole (ø6.6)

Quarter trim bracket mounting hole (ø6.6)

Seat belt height adjust mounting hole (ø16)

Tooling hole (ø10)
REAR BODY

* These dimensions indicated in this figure are actual-measurement dimensions.

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UNDER BODY (PROJECTED DIMENSIONS)

These dimensions indicated in this figure are projected dimensions.

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Spring mounting hole
(ø20)

Tooling hole
(ø10)

Cross member mounting hole
(ø18)

Filler pipe mounting hole
(ø6.6)
UNDER BODY (ACTUAL-MEASUREMENT DIMENSIONS)

These dimensions indicated in this figure are actual-measurement dimensions.

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BODY DIMENSIONS

Tooling hole (ø6.6)

Sub frame mounting bolt

Parking brake cable mounting hole (ø9)

Sub frame mounting hole (ø6.6)

Passage tooling hole (ø10)

Rear suspension mounting hole (ø18)

Passage side cover hole (ø10)

Passage stay mounting hole (ø15)

Parking brake cable mounting hole (ø9)

Rear suspension mounting hole (ø18)

Spring mounting hole (ø20)

Cross Member mounting hole (ø18)

Filler pipe mounting hole (ø6.6)

Tooling hole (ø10)
BODY PANEL REPAIR PROCEDURE
FENDER APRON PANEL ASSEMBLY

WELDING POINTS

- MIG plug welding
- MIG butt welding
- MIG lap welding

400 mm
REMOVAL

NOTE
Before repairing, remove Engine and Suspension Components.
Refer to the body dimension charts and measure the vehicle
to determine straightening and alignment requirements. The
body must be returned to its original dimension before
begining the repair procedure.

1. Drill out all the spotwelds (24) to separate fender apron
   lower panel from fender apron upper panel assembly
   and front side member assembly.

   NOTE
   When spotwelded portions are not apparent, remove
   paint with a rotary wire brush.

2. Remove the fender apron lower panel.

3. Measure and mark the cutline on the fender apron upper
   inner panel 400mm from front fender panel mounting
   hole center on the fender apron upper assembly as
   shown in the illustration.

4. Drill out all the spotwelds (33) to separate fender apron
   upper outer panel from fender apron upper panel
   assembly.
5. Remove the fender apron upper outer panel.

6. Cut through the fender apron upper inner panel along cutline.

7. Remove the fender apron upper inner panel.

8. Prepare all surfaces to be welded.

9. After removing, apply the welding primer.

**INSTALLATION**

1. Transcribe the fender apron upper inner panel cutline to the new fender apron upper inner panel, cut to length and chamfer butt end to improve weld surface.

2. Fit and clamp the fender apron upper inner panel in place.

3. Measure each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

4. MIG plug weld all holes and MIG butt weld all seams.
5. Clean and prepare all welds, and remove all residue.

6. Drill 6mm holes in the new fender apron upper outer panel for MIG plug welding.

7. Fit and clamp the fender apron upper outer panel in place.

8. Measure each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

9. MIG plug weld all holes.

10. Clean and prepare all welds, and remove all residue.

11. Drill 6mm holes in the new fender apron lower panel for MIG plug welding.
12. Fit and clamp the fender apron lower panel in place.

13. Measure each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

14. MIG plug weld all holes.

15. Clean and prepare all welds, and remove all residue.

16. Apply the two part epoxy primer to the interior of each panel.

17. Apply an anti-corrosion agent as required. (Refer to the BODY CORROSION PROTECTION)

18. Prepare the exterior surfaces for priming using wax and grease remover.

19. Apply metal conditioner and water rinse.

20. Apply conversion coating and water rinse.

21. Apply the two-part epoxy primer.

22. Apply the correct seam sealer to all joints carefully. (Refer to the BODY SEALING LOCATION)
WELDING POINTS

- MIG plug welding
- MIG butt welding
- MIG lap welding
This procedure is to be used only for repair of minor damage to the front side member and when it is impossible to straighten the damaged front side member. The following procedure illustrates a repair for the front left side member. The procedure may also be applied to the front right side member.

**NOTE**

1. Drill out all the spotwelds (21) to front bumper mounting bracket from front side member assembly.

**NOTE**

When spotwelded portions are not apparent, remove paint with a rotary wire brush.
2. Remove the front bumper mounting bracket.
3. Prepare all surfaces to be welded.

4. After removing, apply the welding primer.

**INSTALLATION**

1. Drill 6mm holes in the front bumper mounting bracket for MIG plug welding.
2. Fit and clamp the front bumper mounting bracket in place.
3. Measure each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.
4. MIG plug weld all holes.
5. Clean and prepare all welds, and remove all residue.

6. Apply the two part epoxy primer to the interior of each panel.

7. Apply an anti-corrosion agent as required. (Refer to the BODY CORROSION PROTECTION)

8. Prepare the exterior surfaces for priming using wax and grease remover.

9. Apply metal conditioner and water rinse.

10. Apply conversion coating and water rinse.

11. Apply the two-part epoxy primer.

12. Apply the correct seam sealer to all joints carefully. (Refer to the BODY SEALING LOCATION)
FRONT PILLAR

WELDING POINTS

- MIG plug welding
- MIG butt welding
- MIG lap welding
REMOVAL

1. To remove the front pillar, drill out and grind away all spotwelds(20) and lap welds(4) attaching the cowl side upper outer panel as shown in the illustration.

   NOTE
   If it is possible that the cowl side upper outer panel is reusable, be careful not to damage it while removing.

2. Remove the cowl side upper outer panel.
3. Before cutting front pillar, be sure to support roof panel.

4. Measure and mark the each cutline on the front pillar outer panel 160mm and 260mm from the roof panel end line as indicated in the illustration.

5. Cut the front pillar outer panel along each cutline, taking care not to damage the other panel as illustration.

6. Drill out all the spotwelds(8) attaching the front pillar outer panel.
7. Remove the front pillar outer panel.

8. Drill out all the spotwelds (12) attaching the front pillar outer reinforcement.

9. Measure and mark the cutlines on front side sill outer panel as shown in the illustration.

10. Cut the front side sill outer panel.

NOTE
When cutting the front side sill outer panel, be careful not to cut side sill outer panel reinforcement.

11. Drill out all the spotwelds (7) attaching the front side sill outer panel.

12. Remove the front side sill outer panel.
13. Cut the side sill outer panel reinforcement along cutline, taking care not to damage the other panel as illustration.

14. To remove the front pillar outer panel, drill out and grind away all spotwelds(88) and lap weld(1) attaching the front pillar outer panel.

15. Remove the front pillar outer panel.

16. To remove the front pillar inner panel, drill out and grind away all spotwelds(35) and lap welds(4) attaching the front pillar inner panel.
17. Remove the front pillar inner panel.

18. Clean cut portions with a disc grinder.

19. After removing, apply the welding primer.
**INSTALLATION**

1. Drill 6mm holes in the front pillar inner panel for MIG plug welding.

2. Fit and clamp the new front pillar inner panel in place for welding.

3. Measure and each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

4. MIG plug weld all holes and MIG lap weld seams.

5. Clean and prepare all welds, and remove all residue.

6. After removing, apply the welding primer.

7. Transfer the cutline dimensions to the new front pillar outer panel, adding 30mm overlap to each end and cut to length.

8. Drill 6mm holes along front pillar outer panel flanges in production location for attachment to other panels.
9. Install the front pillar outer panel in place.

10. Measure each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

11. MIG plug weld all holes and MIG lap weld seams.

12. Clean and prepare all welds, and remove all residue.

13. After removing, apply the welding primer.

14. Reattach the cut away front pillar outer panel section, then MIG plug weld all holes and MIG butt weld.

15. Clean all welds with a disc grinder.
16. After removing, apply the welding primer.

17. Apply the two-part epoxy primer to the interior of the front pillar.

18. Before welding the cowl side upper outer panel, apply the two part epoxy primer and anti-corrosion agent to the interior of the fender apron panel.

19. Install the cowl side upper outer panel in place.

20. Clean and prepare all welds, remove all residue.

21. MIG plug weld all holes.

21. Apply an anti-corrosion agent to the welded parts and inside of front pillar (Refer to the CORROSION PROTECTION).

22. Prepare exterior surfaces for priming, using wax and grease remover.

23. Apply metal conditioner and water rinse.


25. Apply the two-part epoxy primer.

26. Apply the correct seam sealer to all joints carefully (Refer to the BODY SEALING LOCATIONS).

27. Reprime over the seam sealer to complete the repair.
2. Measure and mark the horizontal cutline on center pillar outer panel 70mm from the door hinge mounting hole.

3. Measure and mark the vertical cutline on rear side sill outer panel 60mm from the rear door step trim mounting hole as indicated in the illustration.
4. Cut the side sill outer panel along cutlines. Be careful not to cut mating flanges.

5. Drill out all spotwelds(79), attaching the side sill outer panel to the side sill panel assembly.

6. Remove the side sill outer panel.

7. Clean cut portions with a disc grinder.

8. After removing, apply the welding primer.
Installation

1. Transcribe cutline dimensions to side sill outer panel, adding 30mm overlap to each end and cut to length.

2. Using service panel for replacement of side sill outer panel, drill 6mm holes in overlap areas and along upper and lower flanges.

3. Fit and clamp the side sill outer reinforcement in place.

4. Measure and each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

5. MIG plug weld all holes and MIG butt weld seams.

6. Clean and prepare all welds and remove all residue.

7. Apply body filler to the side sill outer seams.

8. Apply the two-part epoxy primer to the interior of the side sill.

9. Apply an anti-corrosion agent to welded parts and interior of the side sill (Refer to the CORROSION PROTECTION).

10. Prepare the exterior surfaces for priming, using wax and grease remover.

11. Apply metal conditioner and water rinse.

12. Apply conversion coating and water rinse.

13. Apply the two-part epoxy primer.

14. Apply the correct seam sealer to all joints (Refer to the BODY SEALING LOCATIONS).

15. Reprime over the seam sealer.
WELDING POINTS

- MIG plug welding
- MIG butt welding
- MIG lap welding
REMOVAL

1. Before cutting center pillar, be sure to support roof panel.

2. Measure and mark the horizontal cutlines on center pillar outer panel as indicated in the illustration.

3. Cut center pillar outer panel at cutlines.

   [NOTE] When cutting center pillar outer panel, take care not to cut through mating flanges or center pillar outer reinforcement.

4. Drill out all spotwelds (7), attaching the center pillar outer panel to the center pillar assembly.

5. Remove the center pillar outer panel.

6. Measure and mark the horizontal cutline on center pillar outer reinforcement as indicated in the illustration.
7. Cut center pillar outer reinforcement at cutline.

8. Measure and mark the vertical cutlines on front side sill outer panel 55mm and 155mm from the front door step trim mounting hole.


   NOTE
   When cutting front side sill outer panel, take care not to cut through mating flanges or side sill outer reinforcement.

10. Drill out all spotwelds (5) attaching the front side sill outer panel to the side sill assembly.

11. Remove the front side sill outer panel.
12. Drill out all spotwelds (20) attaching the front side sill outer reinforcement to the side sill inner panel.

13. Measure and mark the vertical cutlines on rear side sill outer panel 60mm and 160mm from the rear door step trim mounting hole.


**NOTE**
When cutting rear side sill outer panel, take care not to cut through mating flanges or side sill outer reinforcement.

15. Drill out all spotwelds (6) attaching the rear side sill outer panel to the side sill assembly.

16. Remove the rear side sill outer panel.

17. Measure and mark the cutline on side sill outer reinforcement as indicated in the illustration.
18. Cut side sill outer reinforcement at cutline.

19. Drill out all spotwelds (102) attaching the center pillar outer panel to center pillar and side sill assembly.

20. Drill out all spotwelds (4) attaching the center pillar outer panel to side sill inner panel.

21. Remove the center pillar outer panel.

22. Measure and mark the horizontal cutline on center pillar inner panel as indicated in the illustration.

23. Cut through center pillar inner panel at cutline.
24. Remove MIG lap welds (3) attaching the center pillar inner panel to side sill inner panel.

25. Remove the center pillar inner panel.

26. Prepare all surfaces to be welded.

27. After removing, apply the welding primer.
INSTALLATION

1. Transfer the cutline dimensions to the new center pillar inner panel, adding 30mm overlap the end and cut to length.

2. Fit and clamp the new center pillar inner panel in place for welding.

3. Measure and each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

4. MIG lap welds and MIG butt weld seams.

5. Clean and prepare all welds, and remove all residue.

6. After removing, apply the welding primer.

7. Transfer the cutline dimensions to the new side outer panel, adding 30mm overlap to each end and cut to length.

8. Drill 6mm holes in overlap areas and along center pillar outer panel flanges.
9. Fit and clamp the new center pillar outer panel in place for welding.

10. Measure and check each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

11. Check the fit of the front and rear doors.

12. Reinstall center pillar outer panel.

13. Apply body filler to the outer center pillar seam. Sand and finish.

14. MIG plug weld all holes and MIG butt weld seams.

15. Clean and prepare all welds, and remove all residue.

16. After removing, apply the welding primer.

17. Reattach the cut away center pillar outer panel section, then MIG plug weld all holes and MIG butt weld.
18. Clean all welds with a disc grinder.

19. Apply the two-part epoxy primer to the interior of the center pillar.

20. Apply an anti-corrosion agent to the welded parts and interior of the center pillar (Refer to the CORROSION PROTECTION).


22. Apply metal conditioner and water rinse.

23. Apply conversion coating and water rinse.

24. Apply the two-part epoxy primer.

25. Apply the correct seam sealer to all joints carefully (Refer to the BODY SEALING LOCATIONS).
QUARTER PANEL

WELDING POINTS

- MIG plug welding
- MIG butt welding
- MIG lap welding
REMOVAL

1. Depending on the extent of damage, measure and mark cutlines on the quarter outer panel as indicated in the illustration.

2. Cut the quarter outer panel at cutlines and remove the quarter outer panel as illustration.

   **NOTE**
   When cutting the quarter outer panel, be careful not to cut quarter inner panel.

3. Drill out all attaching spotwelds(95) on the quarter outer panel, including the seam around the door lip opening.
5. Remove the quarter outer panel.

6. Clean cut portions with a disc grinder.

7. After removing, apply the welding primer.

8. Prepare all surfaces to be welded.

INSTALLATION

1. Transfer the cutline dimensions to the new quarter outer panel, adding 30 mm overlap each end.

2. Drill 6 mm holes in overlap areas and along upper and lower flanges of the new quarter outer panel for MIG plug welding.

3. Apply body filler to the welded seam. Sand and finish. Apply the two-part epoxy primer to the interior of the quarter outer panel.

4. Fit and clamp the quarter outer panel in place.

5. Measure and each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.
6. MIG plug weld all holes and MIG butt weld seams.

7. Clean and prepare all welds, remove all residue.

8. Apply an anti-corrosion agent to the welded parts and interior of the quarter outer panel (Refer to the CORROSION PROTECTION).


10. Apply metal conditioner and water rinse.

11. Apply conversion coating and water rinse.

12. Apply the two-part epoxy primer.

13. Apply the correct seam sealers to all joints.

14. Reprime over the seam sealer to complete the repair.
15. In order to improve corrosion resistance, if necessary, apply an under body anti-corrosion agent to the wheel well (Refer to the CORROSION PROTECTION).
BACK COMPLETE PANEL ASSEMBLY AND REAR FLOOR SIDE MEMBER

WELDING POINTS

- MIG plug welding
- MIG butt welding
- MIG lap welding

85mm
BODY PANEL REPAIR PROCEDURE

REMOVAL

NOTE
Because the rear floor side members are designed to absorb energy during a rear collision, care must be used when deciding to use this repair method. This repair is recommended only for moderate damage to the vehicle, where distortions do not extend forward of the trunk region. If the damage is more severe, then the entire side member assembly should be replaced at the factory seams without employing this sectioning procedure.

The following procedure applies when only one rear floor side member needs to be replaced. If both side members are damaged and need to be replaced, then the procedure of rear floor side members and rear floor section should be followed.

Refer to the body dimension charts and measure the vehicle to determine straightening and alignment requirements. The body must be returned to its original dimensions before beginning the repair procedure.

1. Drill out all the spotwelds (59) attaching the back complete panel assembly.

2. Remove the back complete panel assembly.

3. Depending on the extent of damage, measure and mark cutline on the rear floor side member as indicated in the illustration.

4. Cut rear floor side member along the cutline.
5. Drill out all attaching spotwelds(29) on the rear floor side member.

6. Remove the rear floor side member.

7. Clean cut portions with a disc grinder.

8. After removing, apply the welding primer.

9. Prepare all surfaces to be welded.
INSTALLATION

1. Transfer the cutline dimensions to the new rear floor side member, adding 30 mm overlap to the rear end.

2. Drill 6 mm holes in new rear floor side member for MIG plug welding.

3. Fit and clamp the rear floor side member in place.

4. Measure and each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

5. MIG plug weld all holes and MIG butt weld seams.

6. Clean and prepare all welds, remove all residue.

7. After removing, apply the welding primer.
8. Fit and clamp the new back complete panel assembly in place.

9. Measure and each measurement point (Refer to the BODY DIMENSIONS) and correct the installation position.

10. MIG plug weld all holes.

11. Clean and prepare all welds, and remove all residue.

12. Apply the two-part epoxy primer to the interior of the rear floor side member.

13. Apply an anti-corrosion to the interior of the rear floor side member (Refer to the CORROSION PROTECTION).


15. Apply metal conditioner and water rinse.

16. Apply conversion coating and water rinse.

17. Apply the two-part epoxy primer.
18. Apply the correct seam sealer to all joints (Refer to the BODY SEALING LOCATIONS).

19. Reprime over the seam sealer to complete the repair.

20. After completing body repairs, carefully apply undercoating to the underbody (Refer to the CORROSION PROTECTION).

21. In order to improve corrosion resistance, if necessary, apply an underbody anti-corrosion agent to the panel which is repaired or replaced (Refer to the CORROSION PROTECTION).
BODY SEALING LOCATIONS
BODY SEALING LOCATIONS

K: Front side inner member

L: Shock absorber housing panel

M: Shock absorber housing panel assembly

N: Fender apron inner upper member

O: Fender apron inner outer member

Shock absorber housing panel

Fender apron inner upper member

Shock absorber housing panel assembly

Front side inner member

Front side outer member
TRUNK LID

A - A

Trunk outer panel
Trunk inner panel

A

B - B

Trunk inner panel
Trunk outer panel

W

5 mm

X

5 mm

Y

1.5 mm
CORROSION PROTECTION
In order to improve the adhesion of the paint coat on the steel panel, and also to improve the corrosion resistance, the entire body is coated with a film of Zinc-phosphate and a cationic electrodeposition primer.
D - D

E - E

F - F

G - G

H - H
Fender panel

K - K

K

K

K
ATTACHMENT OF ANTIVIBRATION PADS

Antivibration pads are attached to the upper surface of the floor and at the interior side of the dash panel in order to absorb vibrations and shut out exhaust gas heat. If these antivibration pads are peeled off in the course of replacement or repair of a welded panel, cut and attach replacement material (in the shape shown in the figure).

1. Heat the "antivibration pad" with a blow drier to soften it.

2. Align the antivibration pad layer in the position where it is to be installed, and then press it down with a roller or a block of wood so that it adheres well.

   **NOTE**
   
   An infrared lamp can also be used to heat both the antivibration pad layer and the body panels (be sure to wear gloves).
UNDER BODY COAT

In order to provide corrosion, stone chipping and vibration resistance, under body coat is applied to the under sides of the floor and wheel house. Therefore, when such panel is replaced or repaired, apply under body coat to that part.

FLOOR

Under body coating (Thickness \(0.8\) mm, \(1.0\) mm)
SIDE BODY

Under body coating (Thickness : 0.8 mm , : 1.0 mm )
CAVITY WAX INJECTION

In order to provide greater corrosion resistance, cavity wax injection has been performed for the lower areas of the vehicle, such as the sidemember, the side sill and the inside of other panels which are a hollow construction.

When replacing these parts, be sure to apply cavity wax to the appropriate areas of the new parts.
UNDER BODY ANTI-CORROSION AGENT

The undersides of the floor and wheel house are undercoated to provide greater corrosion resistance. Therefore, when such panel is replaced or repaired, apply under body anti-corrosion agent to that part.

⚠️ **NOTE**
*Do not apply the under body anti-corrosion agent to come in contact with tires, muffler and exhaust pipe.*

Under body coating (Thickness: 0.8 mm, 1.0 mm)
BODY MODIFICATION TOOLS
### BODY MODIFICATION TOOLS

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<tr>
<td>Frame straightener</td>
<td>Modify twisted or bent body</td>
<td><img src="A3EB3501" alt="Frame straightener" /></td>
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<tr>
<td>Port power</td>
<td>Push out, stretch, pull in damaged area</td>
<td><img src="A3EB3502" alt="Port power" /></td>
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<tr>
<td>Body puller</td>
<td>Stretch damaged area</td>
<td><img src="A3EB3503" alt="Body puller" /></td>
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## BODY MODIFICATION TOOLS

### CUT AND DISASSEMBLY TOOLS

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<td>Air saw</td>
<td>Cut a panel</td>
<td>A3EB3506</td>
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<tr>
<td>Air chisel</td>
<td>Cut or bend a panel, cut and disassemble spot welded area</td>
<td>A3EB3507</td>
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<tr>
<td>Rotary cutter</td>
<td>Cut a panel</td>
<td>A3EB3508</td>
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<tr>
<td>Hand saw and metal scissors</td>
<td>Cut a panel</td>
<td>A3EB3509</td>
</tr>
<tr>
<td>Air drill</td>
<td>Fix a spot cutter or drill to cut or disassembly spot welding area, to finish a hole</td>
<td>A3EB3510</td>
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<tr>
<td>Spot cutter</td>
<td>Cut and disassemble spot welded area</td>
<td>A3EB3511</td>
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<tr>
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<td>Fix a panel or area to weld</td>
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<tr>
<td>Air bench</td>
<td>Finish contact area of flange and finish a hole for plug welding</td>
<td><img src="A3EB3513" alt="Air bench" /></td>
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<tr>
<td>Quick bench</td>
<td>Finish a hole for plug welding</td>
<td><img src="A3EB3514" alt="Quick bench" /></td>
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<tr>
<td>Flanging tool</td>
<td>Finish contact area of flange</td>
<td><img src="A3EB3515" alt="Flanging tool" /></td>
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<td>Centering gauge</td>
<td>Measure distortion of body and frame</td>
<td><img src="A3EB3516" alt="Centering gauge" /></td>
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<tr>
<td>Tracking gauge</td>
<td>Measure body and frame</td>
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<tr>
<td>Gas welding machine</td>
<td>Cut a panel</td>
<td>A3EB3518</td>
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<td>Spot welding machine</td>
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<tr>
<td>machine</td>
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<tr>
<td>Stud welding machine</td>
<td>Stretch a panel, weld a stud bolt to fix</td>
<td>A3EB3521</td>
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<td>front window mold clip</td>
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<td>Disk grinder</td>
<td>Buff</td>
<td>A3EB3522</td>
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<tr>
<td>Disk sander</td>
<td>Buff</td>
<td>A3EB3523</td>
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<tr>
<td>Belt sander</td>
<td>Buff paints</td>
<td>A3EB3524</td>
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<tr>
<td>Small sized grinder</td>
<td>Buff paints or smooth finishing</td>
<td>A3EB3525</td>
</tr>
<tr>
<td>Double action sander</td>
<td>Grind rough area of puttee assembled area</td>
<td>A3EB3526</td>
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<tr>
<td>Orbital sander(short)</td>
<td>Grind rough area of puttee assembled area</td>
<td>A3EB3527</td>
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<tr>
<td>Name</td>
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<tr>
<td>Orbital sander(long)</td>
<td>Used for puttee grinding of wide area</td>
<td>A3EB3528</td>
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<tr>
<td>Flexible file</td>
<td>Grind touch up area, uneven area of a panel</td>
<td>A3EB3529</td>
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<tr>
<td>Surform tool</td>
<td>Buff rough area of puttee area</td>
<td>A3EB3530</td>
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<tr>
<td>Hand file</td>
<td>Grind body puttee, pulley, finish puttee</td>
<td>A3EB3531</td>
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## BODY MODIFICATION TOOLS

### HANDHELD TOOLS

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<td>Body hammer and dolly</td>
<td>-</td>
<td>A3EB3532</td>
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<tr>
<td>Center punch</td>
<td>Punch a hole in the middle of a spot welding area</td>
<td>A3EB3533</td>
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<tr>
<td>Plane chisel</td>
<td>Cut and disassemble a panel</td>
<td>A3EB3534</td>
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<tr>
<td>Weight hammer</td>
<td>Used when greater force is required</td>
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<tr>
<td>Bowl pin hammer</td>
<td>Used when smaller force is required</td>
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<tr>
<td>Spoon</td>
<td>Used for an area where not reached by hand</td>
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### BODY MODIFICATION TOOLS

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<tr>
<td>Body chisel</td>
<td>Bend rough body line damaged or sheet metal etc.</td>
<td>A3EB3538</td>
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<tr>
<td>Wire brush</td>
<td>Remove paints, rust, slag on welded area which are hard to recognize</td>
<td>A3EB3539</td>
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### REPAIR TOOLS SET

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<td>Window tool set</td>
<td>Repair window collar</td>
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PLASTIC PARTS
POLYPROPYLENE(PP) BUMPER
REPAIRABILITY

The three types of damaged bumpers shown below can be repaired. Because of cost and quality considerations, bumpers with more damage may be repaired, but replacing the bumper is encouraged.

1. If a hole on a bumper is less than 2 in. (50 mm).

![Image 1]

2. If a crack on a bumper is less than 4 in. (100 mm).

![Image 2]

3. If a crack on bumper section [A] is less than 4 in. (100 mm) (less than half of the bumper height).

![Image 3]
BUMPER REPAIR PROCEDURE

1. Surface of bumper is not visible.
2. Surface of bumper is visible.
3. Remove paint.
4. Sand damaged area smooth.
5. Apply aluminum tape on the rear side of bumper.
6. Weld damaged area.
7. Sand damaged area with a rough sandpaper.
8. Clean and degrease damaged area (use TCE de-oil material).
9. Apply primer for polypropylene over damaged area.
10. Apply solvent over damaged area.
11. Spray primer surface over bumper and let dry.
13. Clean and degrease with TCE de-oil material.
14. Wipe the surface of bumper with a tack cloth.
15. Paint bumper with a paint of the same color and let dry.
16. Replace damaged bumper with a new bumper.
17. Apply primer for polypropylene over bumper surface.
REPAIR METHOD FOR PP BUMPER

Damage to the bumper that reaches the surface of the polypropylene cannot be fixed just by painting. Use the repair methods shown below to repair damage that reaches the surface of the polypropylene.

1. Rough cut the damaged area 45° using a knife and then sand the angle smooth.

Angle of 45° is required for accumulation of polypropylene welding rod.
2. Welding damaged area
   a) To repair cracked area, melt the area using a heat gun and attachment.

   ![Diagram of heat gun application](VQPP004)

   Melt the surface using a heat gun.

   Apply on surface
   Surface of polypropylene
   Section view after melt

   b) To repair a hole, remove oil from the damaged area and apply aluminum tape to the rear side of the damaged area.

   ![Diagram of oil removal and aluminum tape application](VQPP005)

   Section A-A'

   Remove oil.

   Apply aluminum tape on the rear side of the damaged area.

   ![Diagram of polypropylene rod melt](VQPP006)

   Melt here.

   Polypropylene welding rod

   Polypropylene welding rod

   Melt here

   Polypropylene welding rod

   Polypropylene welding rod

   Polypropylene welding rod

   Section A-A'

   ![Diagram of tape placement](VQPP007)

   Polypropylene welding rod

   Surface of polypropylene

   Tape

3. Melt polypropylene welding rod using a heat gun and fill in the cracked area.

   ![Diagram of welding rod melt](VQPP006)

   Polypropylene welding rod

   Melt here.

   Polypropylene welding rod

   Melt here

   Polypropylene welding rod

   Polypropylene welding rod

   Polypropylene welding rod

   Section A-A'

   ![Diagram of plane view](VQPP007)

   Polypropylene welding rod

   Surface of polypropylene

   Tape

   Plane view

**NOTE**

- Heat and melt the area indicated.
- Melt the welding rod carefully so that it does not over-melt. If the welding rod over-melts like jelly, the welding strength will deteriorate.
- Use the heat gun 0.4~0.8 in. (10~20 mm) away from the repair area to be welded. Welding rod should not move until the welded area is cooled.
4. Grind polypropylene surface carefully. It melts easily due to the heat generated by friction. If melted, remove that area. Also, grind the area where solvent is to be applied.

5. Apply polypropylene primer evenly with a brush over an area wider than the area to be repaired. Dry it at 20°C (68°F) for more than 10 minutes.

6. Mix main filler material and hardener at a ratio depending on paint specifications. Mix filler material and apply over the damaged area.

**NOTE**
- Mix main filler material and hardener so that no bubbles are made.
- Work immediately after mixing filler material because the filler material hardens quickly (in about 5 minutes).
- Dry it at 20°C (68°F) for about 30 minutes before sanding.

- Filler material consists of two types of epoxy. When the filler material hardens, you will have a desirable finish with flexibility like polypropylene.
- Use only filler material designed for use on polypropylene bumpers.
7. Sand the damaged area with sandpaper using #180~#240 grit paper.

**NOTE**
- The surface will not be even if excessive force is applied during sanding.
- If there is fuzz in the damaged area, heat it a little bit with a heater gun and melt it.

8. Degrease the painted surface.

9. Mix polypropylene primer and hardener at a ratio depending on paint specifications. Spray polypropylene primer on the surface of the damaged area and the bumper.

10. Apply polypropylene primer.

**NOTE**
Use only water to clean after applying polypropylene primer. Solvent, if used, will melt the primer.

11. Lightly sand the sprayed area using a primer a sandpaper(#400~#600). The polypropylene surface should not be exposed. (Either wet sanding or dry sanding is all right.)

12. Use agent (TCE (Tri Chloro Ethane) degreasing material) to remove any grease or oil, and wipe the finished surface of the bumper quickly with a clean cloth.

**NOTE**
- The painting method for the polypropylene bumper is the same used to paint the urethane bumper.
- Therefore, use urethane primer only on urethane bumpers and polypropylene primer on polypropylene bumpers.

13. Air dry at 20°C (68°F) for about 8 hours, or dry in 60°C (140°F) for about 2 hours. (Since drying time varies according to the type of paint used, follow paint manufacturers directions for drying times.)

**NOTE**
Air dry if possible. Forced drying may create air bubbles on the top layer.
FRONT & REAR BODY

Hood panel assembly

Trunk lid assembly

Back panel assembly

Hood panel assembly

A - A

B - B

C - C

[TOP VIEW]
SIDE BODY

[ SIDE VIEW ]

A - A

B - B

C - C

D - D

Side outer panel

Front door panel assembly

Side outer panel

Front door panel assembly

Side outer panel

Rear door panel assembly

Rear door panel assembly

5 mm

12 mm

5 mm

12 mm

5 mm

12 mm
3.5 mm
14 mm
Front door panel assembly

Fender panel

23.1 mm
9 mm
4.5 mm
Side sill panel

20.2 mm
14 mm
9 mm
Front door panel assembly

Rear door panel assembly

Front door assembly

Rear door assembly

Fender panel

Side outer panel

12 mm
14.8 mm
12 mm
3.5 mm
9.7 mm
19.5 mm
20.2 mm
Rear door panel assembly

Side outer panel

Front door panel assembly

Rear door panel assembly

Side outer panel

Front door panel assembly

Rear door panel assembly

Side outer panel

Front door panel assembly

Rear door panel assembly

Side outer panel

Rear door panel assembly
FRONT & REAR BODY

[TOP VIEW]

A
Hood panel assembly

B
Hood panel assembly

C
Trunk lid assembly

Back panel assembly
SIDE BODY
3.5 mm
Fender panel
Front door panel assembly

23.1 mm
Front door panel assembly
Side sill panel

9 mm
14 mm
Side outer panel

19.4 mm
3.5 mm
Front door panel assembly
Rear door panel assembly

9 mm
14 mm
Side outer panel

19.4 mm
Front door assembly
Rear door assembly

9.7 mm
19.2 mm
Side outer panel

9 mm
14 mm
Rear door panel assembly
Rear door panel assembly

Quarter panel

Trunk panel assembly

Quarter panel

Hood panel assembly

Fender panel

Rear door panel assembly

Quarter panel

Trunk panel assembly

Quarter panel

Hood panel assembly

Fender panel
Rear door panel assembly

Quarter panel

Trunk panel assembly

Quarter panel

Fender panel

Hood panel assembly

3.5 mm

12 mm

11 m

Rear door panel assembly

Quarter panel

Trunk panel assembly

Quarter panel

Fender panel

Hood panel assembly

2.7 mm

3 mm

12.4 mm