Workshop Manual
FABIA 2000 ➢

Body Repairs
Edition 08.99

Service Department. Technical Information

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List of Supplements to Workshop Manual

FABIA 2000 ➢

Body repairs

Edition 08.99

Supple-ment	Edition	Subject	Article Number
	08.99	Basic Edition	S00.5320.00.20
1	01.00	Supplement to Basic Edition	S00.5320.01.20
2	05.00	Supplements to Rep. Gr. 00, 51 and 53	S00.5320.02.20
3	10.00	Fabia estate car	S00.5320.03.20
4	03.01	Fabia notchback	S00.5320.04.20
5	03.02	Supplements to Rep. Gr. 00, 50 and 51	S00.5320.05.20

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51 – Middle body

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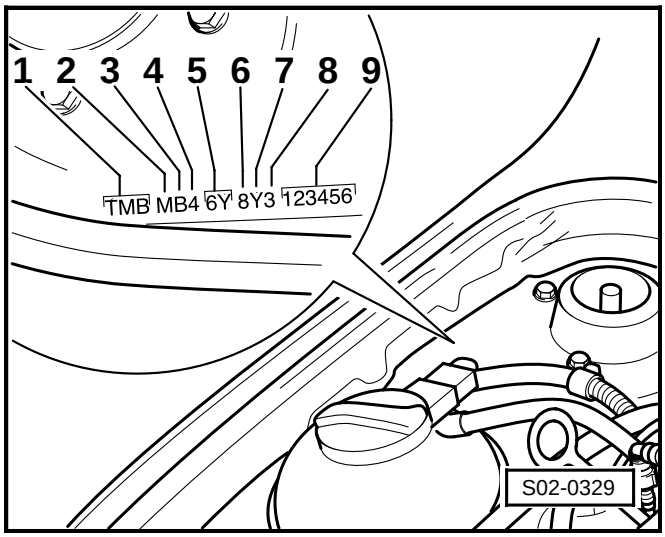
00 – General Instructions

00-1 General

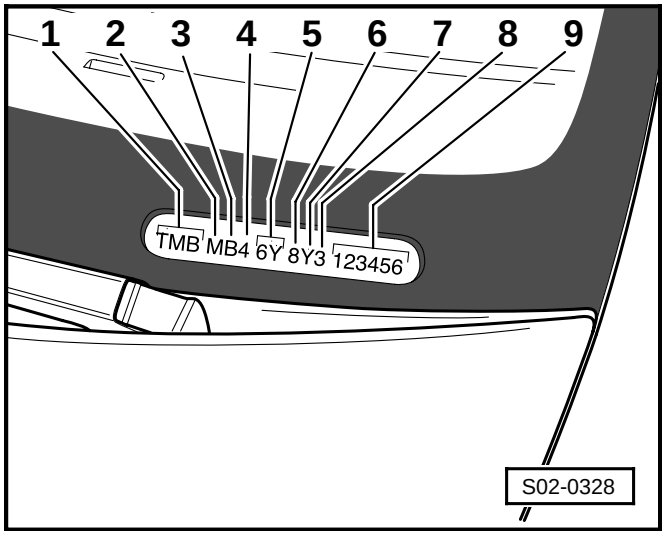
Vehicle identification data

Vehicle identification number

The vehicle identification number is attached to the right suspension dome.



The vehicle identification number can also be found bottom left of the front window corner.



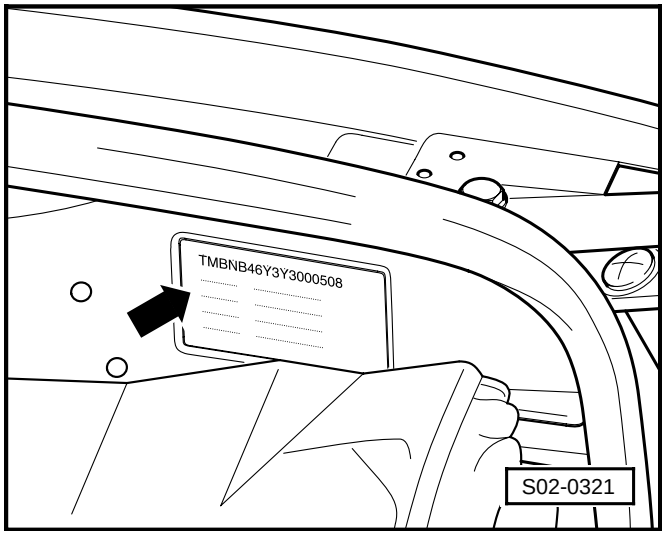
1 - World code of manufacturer
2 - Model and version
3 - Engine
4 - Airbag System
5 - Type
6 - Internal code
7 - Model year
8 - Manufacturing plant
9 - Vehicle body number

Note!

Detailed information on the individual signs ⇒ Inspection and Maintenance, Chap. 02-1.

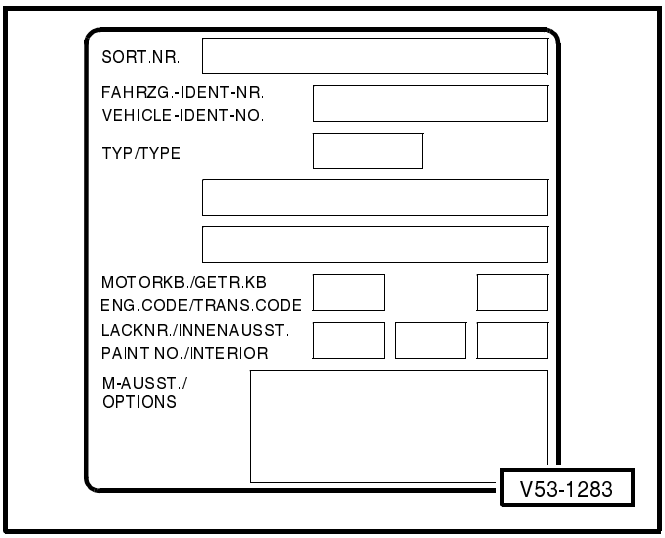
Type plate

The type plate -arrow- is attached to the front of the left wheel house.



Vehicle data sticker

The vehicle data sticker is located at the rear left on the floor of the luggage compartment.



00-2 Safety measures

Safety instructions

When performing the works described, comply with all country-specific safety regulations. If in doubt it is necessary to obtain information from the relevant responsible official offices.

Work safety rules

For all operations take the legally prescribed personal and general protection measures. This includes e.g. the wearing of safety spectacles, gloves, safety shoes and ear protectors.

Straightening bench work

Extremely high forces act upon the body damaged by accident being straightened using hydraulic pressure or traction devices on the straightening bench. Always bear in mind that these forces may suddenly be released, e.g. by the sliding of a fastening claw.

One should, therefore, always make absolutely sure that no person is present in or around the danger zone.

Disassembling components

Secure the vehicle on the lift platform before its centre of gravity shifts considerably because of successive disassembly operations.

Lift the vehicle ⇒ Inspection and Maintenance.

Battery

Remove the battery before welding.

Always remove the battery before performing spark-generating work close to the battery.

Note

- *Make sure that the radio code has bene recorded before disconnecting the battery .*
- *Enter the correct code number to activate the radio functions before handing the vehicle back to the customer.*

Paint, windows, upholstery, trims

It is prohibited to park other vehicles without protection in the premises used as a body repair shop (risk of fire resulting from flying sparks, destruction of the paint work and windows).

Welding work

Warning!

Toxic zinc oxide is released when welding galvanized steel sheet. It is therefore essential to guarantee good ventilation of the workplace and removal of smoke and gases using suitable suction equipment, e. g. V.A.G 1586 A. Before starting welding operations on the vehicle protect the rest of the vehicle by placing fireproof blankets or matting around the work area. If this measure is thoroughly implemented it will not be necessary to remove all the interior vehicle equipment. There must, however, always be a fire extinguisher within reach during welding operations for safety reasons. If the mechanic performing the welding operation is unable to supervise the inside of the vehicle, a second person must called upon. The gases generated during welding are toxic and must be removed by suction.

Note

- *Remove battery before all welding operations.*
- *Disconnect the AC generator.*
- *Disconnect the earth connections of the electrical control units.*

Air Conditioning

It is prohibited to weld, or hard or soft solder on parts of the filled air conditioning. This also applies for welding and soldering operations on the vehicle if there is any risk that parts of the air conditioning heat up. When undertaking repair operations the temperature of the objects placed in the drying oven or in its pre-heating zone must not exceed 80°C since heating creates a strong overpressure that may result in the system exploding.

Note

- *The refrigerant circuit must be exhausted if electrical welding is to be carried out close to the refrigerant hoses. During electrical welding invisible ultraviolet rays are produced that penetrate the refrigerant hoses and decompose the refrigerant.*
- *Suck out the refrigerant ⇒ Heating, Air Conditioning; Rep. Gr. 87*

An empty air conditioning system must only be filled by a service centre. This is why it is recommended to only empty the system when required according to prescribed safety measures.

If repairs on the vehicle make it necessary to exhaust the refrigerant avoid any contact with the liquid refrigerant or with the refrigerant vapours.

Wear gloves to protect your hands and safety spectacles for your eyes. The intensive effect of refrigerant on unprotected body parts will cause frostbite.

Caution!

It is recommended to hold an eye bath flask within reach. If liquid refrigerant gets into the eyes thoroughly rinse the eyes out with water for approximately 15 minutes. Subsequently apply eye drops into the eyes and immediately contact a physician, even if the eyes are not painful. The physician must be told that the frostbite was caused by refrigerant R12 or R134a. If refrigerant comes into contact with other body parts in spite of observing these safety measures, rinse the part of the body effected immediately and thoroughly with water for at least 15 minutes.

Although refrigerant is not flammable it is nevertheless prohibited to smoke in a room filled with refrigerant vapour. The high temperature of a lit cigarette entails a chemical reaction of the refrigerant gas. Inhaling the released toxic products will cause an irritating cough and nausea.

Fuel tank and fuel hoses

Extreme caution is recommended for grinding and welding operations at the level of the tank or other fuel conveying parts. In case of doubt remove such parts. The fuel tank and fuel hoses removed from the vehicle must be stored in compliance with the safety instructions.

Electronic control units

Remove the battery.

Disconnect the earth connections from the electric control units ⇒ Current Flow Diagrams, Fault Finding Electrics, Fitting Locations.

Connect the earth connection of the electric welding tool directly to the part to be welded. Make absolutely sure that there is no electrically insulating part between the earth connection and the welding point.

Electronic control units and electrical wiring must not touch the earth connection or the welding electrode.

Airbag system

Safety measures ⇒ Body work; Rep. Gr. 69.

Repair instructions ⇒ Body work; Rep. Gr. 69.

Safety instructions for seat belt tensioners

Safety measures ⇒ Body work; Rep. Gr. 69.

Caution!

Always remove the seat belt tensioner units before commencing any cutting, straightening and body panelling work near these units. Replace both seat belts following an accident in which one or both seat belt tensioners was/were deployed. (the safety belts do not roll out anymore).

Repair instructions ⇒ Body work; Rep. Gr. 69.

00-3 Basic Instructions

Accident repair sequence

Diagnosis of vehicles damaged by accident

When repairing vehicles damaged by accident often damage to the chassis or to the suspension of the engine-gearbox assembly, which may later have serious consequences, goes undetected. If it appears the vehicle has been subjected to considerable strain it is important to the check the following components, in addition to the mandatory alignment check.

- If damage to and/or distortion of the body platform is suspected inspect the vehicle on the frame straightening bench, and straighten if necessary.
- Inspect the proper operation of the steering and steering linkage over the full steering angle, perform a visual inspection to check for distortions or cracks.
- Check the chassis, all chassis parts such as the strut, suspension strut, stabilizer, supporting frame, axle body and their fixation parts for distortion or cracks.
- Examine the wheels and tyres for damage and check the concentricity and imbalance. Inspect the tyres for gashes in the profile and on the sidewalls, check tyre pressure.
- Inspect the suspensions of the engine, gearbox, axles and exhaust system for damage.
- Finally a suitable test drive after repairs will provide the certainty that the vehicle is safe to drive and can be quite safely returned to the customer.

Condition of the body or parts when delivered to the paintshop

Before handing over a repaired vehicle or parts thereof to the paintshop, the repaired or planished and filled surface must be prepared for painting using sandpaper with a grain of P 80 through to P 100 while carefully following the contours.

These preliminary operations are performed by the body builder and are included in the time he is granted for the repair.

Straightening

The body and body floor are series manufactured from cold-formed body sheet. Therefore the re-shaping of any damage due to accident should occur in the same way.

Note

- *The steel sheet may suddenly tear when straightening out sharp-edged kinks.*
- *If the extent of the damage prevents reshaping against the accident direction, the damaged part must not be removed until the connecting surfaces have been straightened.*

Severance cuts

Severance cuts that influence the rigidity of the body and hence also the reliability and safety of the vehicle must be performed according to the instructions given in this workshop manual.

Welding of galvanized body panels

Caution!

Toxic zinc oxide is released when welding galvanized steel sheet. It is therefore essential to guarantee good ventilation of the workplace and removal of smoke and gases using suitable suction equipment, e. g. -V.A.G 1586 A-.

Note

Resistance spot welding (RP) only causes slight burning of the zinc layer at the centre of the welding spot and the simultaneously formed surrounding zinc ring protects it against corrosion. This is why the inert gas welding procedure is to be recommended for this welding operation.

SG inert gas shielded arc welding of galvanized panels

Follow the instructions below to realise good welded joints during repair:

- The current on the welding transformer must be increased.
- Simultaneously adjust the wire feed since just increasing the current will only produce a greater arc (reduced fusion penetration, porous seam build-up).
- Use a cylindrical instead of a conical gas jet (if the gas jet is too narrow the resulting spatters will lead to pore formation).
- Hold the burner some 12 mm above the weld metal bead while describing an angle ranging between 0 and 10 °.
- Preferably use soft wire qualities.
- Both CO_2 and mixed gases may be used as shield.

RP welding of galvanized sheet metal panels

When spot welding galvanized panels pay attention to the following points:

Welding transformer

- Increase the welding current by 10% to max. 30%.

When using welding transformers with „Welding time control“ it is preferable to increase the welding time.

- Welding time increase in function of the panel thickness (reference values):
- 0.7 mm - a minimum of 7 periods
- 0.8 mm - a minimum of 9 periods
- 1.0 mm - a minimum of 11 periods

The welding time is correctly selected if the welding spots can be made without spatters.

Welding tongs

- Use hard copper electrodes (copper, chrome, zirconium alloy) with high heat resistance (> 400°C).
- Frequently clean the hard copper electrodes or rework to ∅ 4 mm.
- Increase the electrode contact pressure.

Detachment test

The best welding results are obtained by first welding test panels and then subjecting them to a detachment test.

To this end the narrow strip welded as a test must be unrolled or torn off from the second steel strip under the effect of a force acting vertically relatively to the sheet surface.

Perfect quality welding spots do not tear on the contact surface but become „detached“.

Removing the underbody protection and sealing seams

In order not to damage the zinc coating of the body both the underbody protection and the sealing seams can be removed with a wire brush disc mounted on a right angle grinder or on a pneumatic rod grinder.

Note

Wear protective spectacles and protective gloves. The flying wire particles that may be ejected are extremely sharp.

It is also possible to heat the underbody protection and sealing seams with a hot air blower (max. 420 °C) and then remove the softened underbody protection or the sealing seams with a scraper. This method is especially recommended for locations that are difficult to reach.

Caution!

The vapours produced are toxic and must be removed using a suitable exhaust system, e.g. -V.A.G 1586 A-.

Remove the paint and primer with paint stripper.

Body sections and individual parts

„Sections“ refer to the sections of individual parts that are cut to the required dimensions and directly supplied to the spare part storeroom.

„Individual parts“, however, are parts which you cut to size from spare parts.

Original welding

„Original welding“ refers to the welded joints realised during the manufacturing of the vehicle.

Always endeavour to reconstitute them when performing body repair operations.

When performing accident repairs it is preferable, for reasons of security, to exceed the number of series spot welds rather than fall short of them if there is enough space.

Methods and procedures that differ from the original welding are described in this Body Repairs Workshop Manual.

00-4 Explanation of the symbols

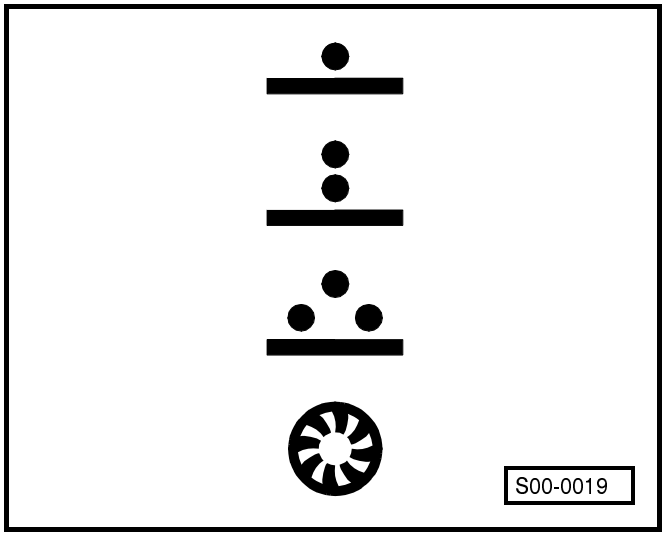
Explanation of the signs for welding operations

Spot weld seam (single row)

Spot weld seam (double row)

Spot weld seam (double row offset)

Inert gas shielded plug weld

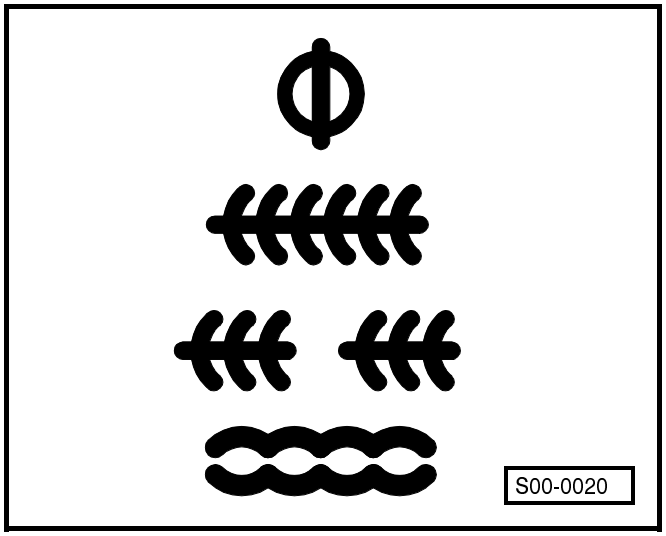


Inert gas shielded quilting seam (if necessary must be grinded flush with the body contours)

Inert gas shielded full seam (if necessary must be grinded flush with the body contours)

Inert gas shielded full seam interrupted (if necessary must be grinded flush with the body contours)

Hard soldering



Note!

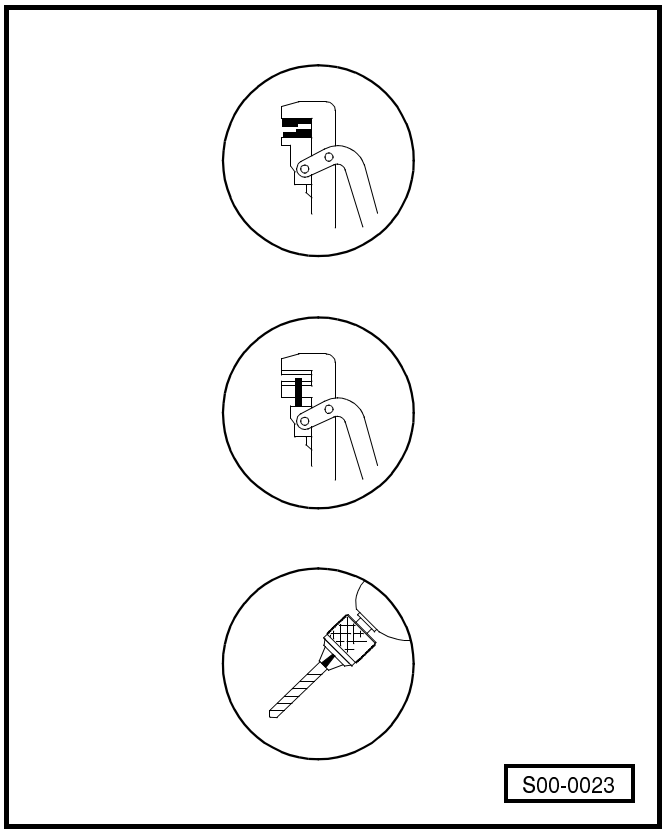
- *Inert gas shielded plug weld:holes with a diameter ∅ of 7 mm must be drilled every 20-30 mm at the level of the connecting points on one of the panels to be connected or else use punch pliers with a carefully positioned inert gas shielded welding hole.*
- *Inert gas shielded full seam:if possible the welding seam must be uninterrupted.*
- *Inert gas shielded quilting seam:the welding seam consists of a series of successive individual welding spots.Its advantage being that it requires less heat than the inert gas shielded full seam.*
- *Inert gas shielded full seam (interrupted):the welding seam consists of successive inert gas shielded full seams at a distance of approx. 20 mm interval interspaced by sections of equal length.*

Explanation of the signs for the processes

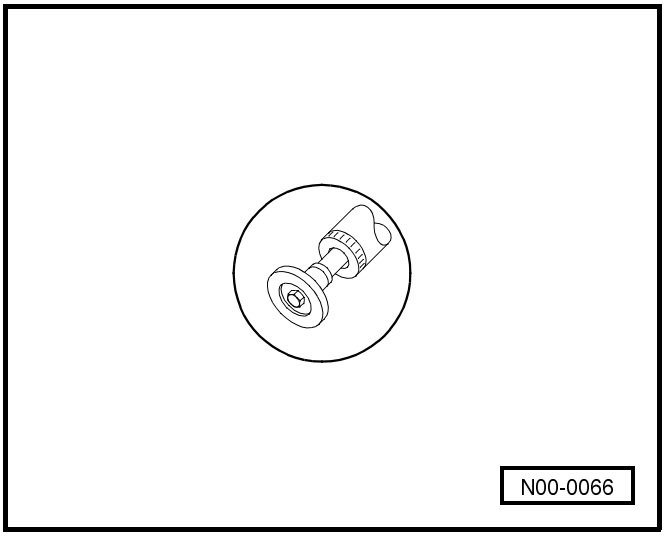
Burr with burring pliers to perform overlapping welding.

Make holes with punch pliers for subsequent inert gas shielded plug welding.

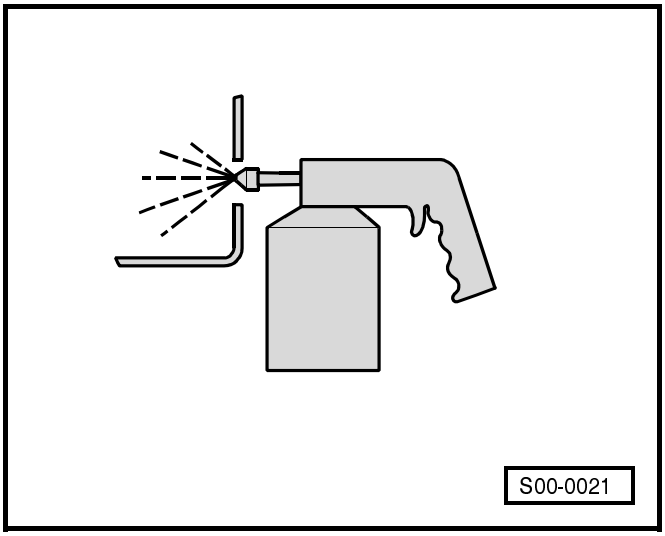
Drill for subsequent inert gas shielded plug welding or rebore welding points (original welding).



Grind with a rod grinder to remove the excess material from the welding seam.

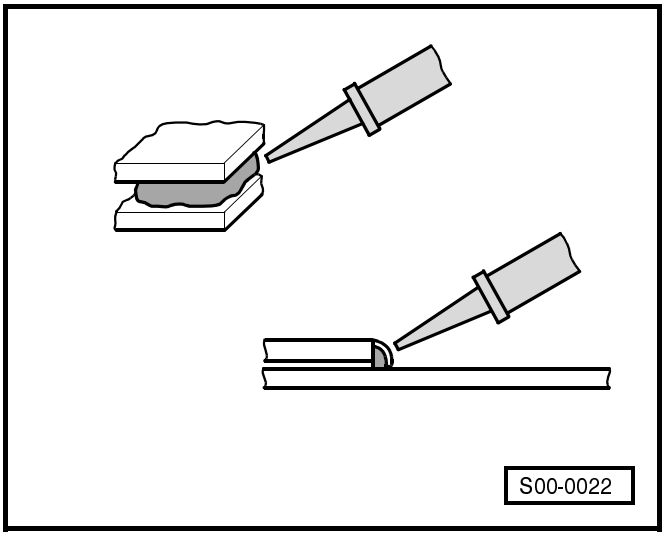


Protection of hollow spaces



Glueing

Precision sealing



00-5 Tools

Required tools

- Right angle grinder e.g. EBU 18-E2-
- One-hand right angle grinder e.g. WS-125 and wire brush
- Welding point loosening tool e.g. Variodrill -V.A.G 1731-
- Body saw e.g. -V.A.G 1523-
- Welding vapours exhaust e.g. -V.A.G 1586 A-
- Body tool carrier e.g. -V.A.G 1439-
- Door tensioner e.g. -V.A.G 1438-
- Underbody sealant gun e.g. -V.A.G 1379-
- Burring pliers

– To burr panels e.g. for overlapping seams.

- Punch pliers e.g. -V.A.G 1329-

– To punch holes in panels e.g. for SG plug welding.

- Panel nibbler

– To cut panels without warpage or burring , e.g. when subsequently fitting a glass sun roof.

- Pneumatic gun e.g. -V.A.G 1761/1-

– Pneumatic gun to produce seals and apply underbody protection having the same appearance as the original factory finish.

– Moreover all 310 ml. cartridges can be used in this gun.

- Pressure beaker gun for hollow space sealing e.g. -V.A.G 1538-
- Inert gas shielded welding tool
- Spot welding and sheet panel machining tool e.g. -V.A.G 1713-
- Straightening bench Celette M85 with straightener and square set -VAS 5224-
- Basic equipment e.g. -V.A.G 1366/3-
- Rod grinder with wire brush

00-6 Anti-corrosion measures

Corrosion prevention

The body is manufactured in sheet metal galvanized on both sides.

The series protection against corrosion must be restored after repairs by using the materials prescribed by the manufacturer, as this is indispensable in order to guarantee corrosion prevention.

Long-term body protection

- Apply a priming coat to the bright sheet metal panels immediately after repairs (anti-corrosion primer -ALN 002 003 10- or -ALK 007 003 10-).
- Apply a final coat on the outside panels before welding from the inside.
- Always apply zinc spray -D 007 500 04- on both sides of spot welding flanges.

Note!

Make sure to avoid pre-treating with zinc spray the locations intended for subsequent inert gas shielded welding.

- Before sealing apply anti-corrosion primer -ALN 002 003 04- on the seams from the inside and from the outside.
- Only apply sealing compound to the primer coated panels and allow to harden sufficiently before proceeding with further paint applications.
- Use sealing compound to seal the panel overlappings, panel sides, butt joints, welding seams etc.
- Restore the underbody protection with long-term underbody protection material.
- After applying the finish paint protect all the hollow spaces near the repair location.
- Unblock the water drainage openings once the hollow space protection material has dried.

Cutting galvanized body parts

Preliminary work

- Remove the underbody protection and sealed seams. ⇒ Chap. 00-3

Separation process

- Do not use thermic cutting methods, e.g. cutting torch.
- It is recommended to use mechanical methods e.g. welding spot cutter, body saw, so as not to damage the zinc plating in the cutting location.

Welding of galvanized body panels

⇒ Chap. 00-3

00-7 Foam lining of body

Various cavities of the vehicle are lined with foam. Their location is detailed in the individual repair descriptions.

The foam lining reduces the transmission of vehicle noises into the passenger compartment. Sound insulation is achieved by using plastic mouldings (insulating panels).

The mouldings are fitted during the manufacturing of the body structure and expand in volume after the primer is applied in the drying chamber of the paintshop at approx. 180 °C.

As this temperature is not reached under workshop conditions proceed as follows:

Precondition

⚠ Caution!

Never weld or cut using devices/tools producing sparks or galvanize in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

- Before performing these operations prepare the panel to be replaced and make it ready for fitting, e.g. by cutting it to the required size, adjusting it and by taking the necessary measures to ensure anti-corrosion protection.
- Remove residual foam from the vehicle.
- Restore the paint structure, if necessary twice apply wet on wet glazing/paint primer D009 200 02 - allow to dry for approx. 10 min.

Replace noise insulation

- Fit sealing cord AKD 497 010 R10 all round the noise insulation.
- Install noise insulation at vehicle.
- Fix new part (e.g. pillar A) in place; apply gentle pressure to new part in the area of the noise insulation until it abuts and weld in.
- Do not use inert gas shield welding at 15 mm close to noise insulation (on both sides).

After painting the vehicle, treat the cavities with cavity protection.

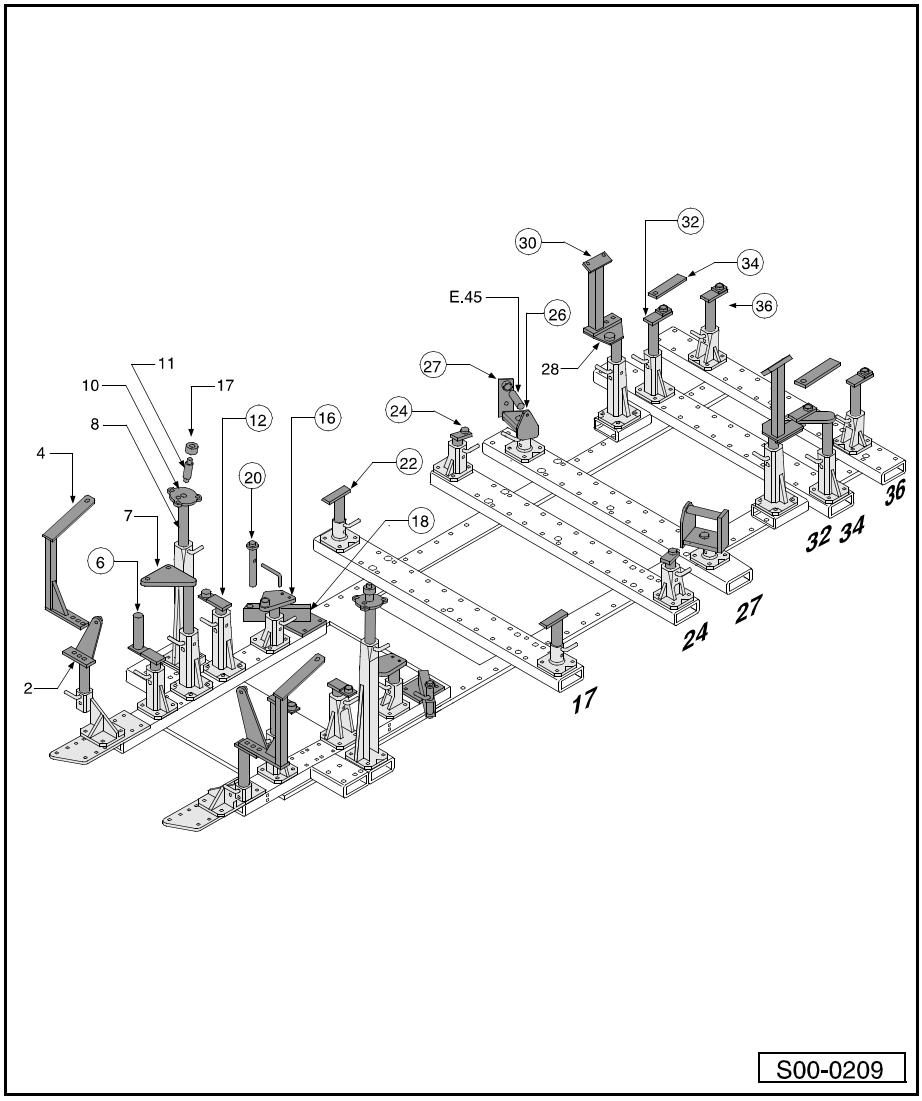
00-8 The jig alignment bench

Overview of the jig alignment bench Celette with -VAS 5224-

Note

- *This overview does not replace the detailed design plan of the jig alignment bench from the company Celette.*
- *The position numbers in the figures are identical to the final numbers on the alignment bracket supports.*
- *The circled position numbers are those of the alignment bracket supports for the superstructure with or without assemblies.*
- *The following figures show the right side of the vehicle.*

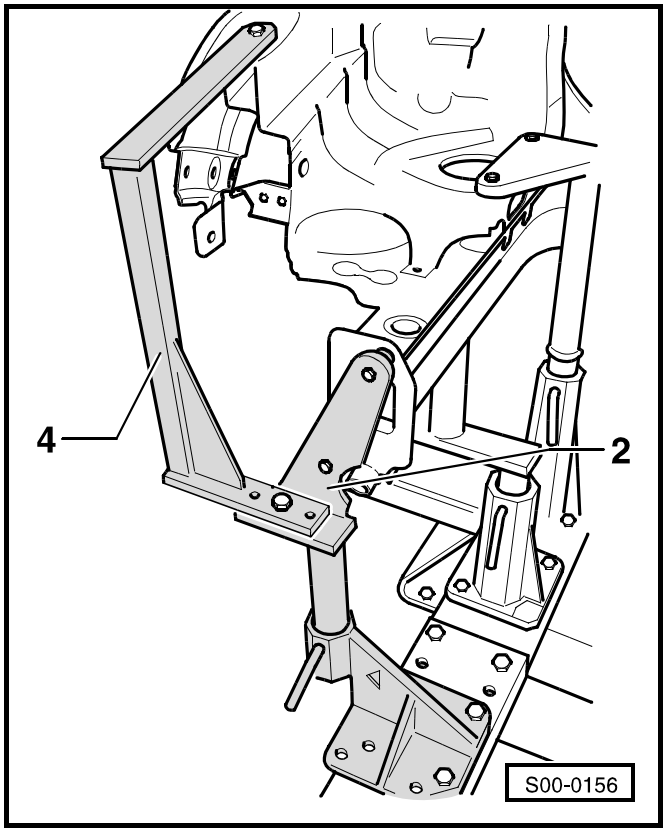
2 - MZ 142
4 - fixed to Pos. 2
6 - MZ 200
7 - MZ 260
8 - MZ 602
10 , 11, 17 - belong to Pos. 8
12 - MZ 260
16 - MZ 140
20 - fixed to Pos. 18
22 - MZ 080
24 - MZ 140
26 - MZ 080
27, E45 -belong to Pos. 26
28 - MZ 260
30 - fixed to Pos. 28
32 - MZ 200
34 - belongs to Pos. 32
36 - MZ 200
only for the Fabia estate car and Fabia Notchback



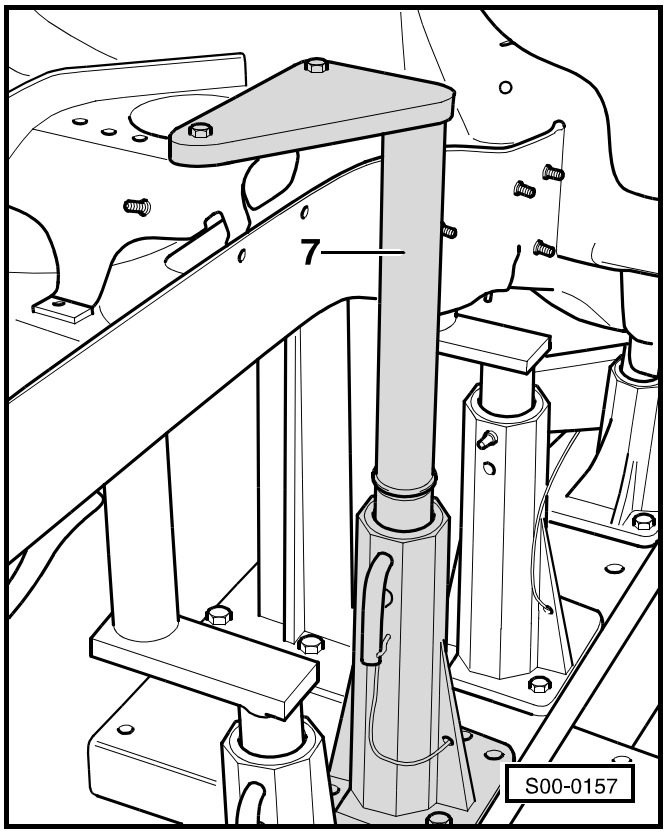
Overview of front alignment bracket positions

2- support for front metallic impact absorber

4- support for the top frame side rail



7- support for engine cradle



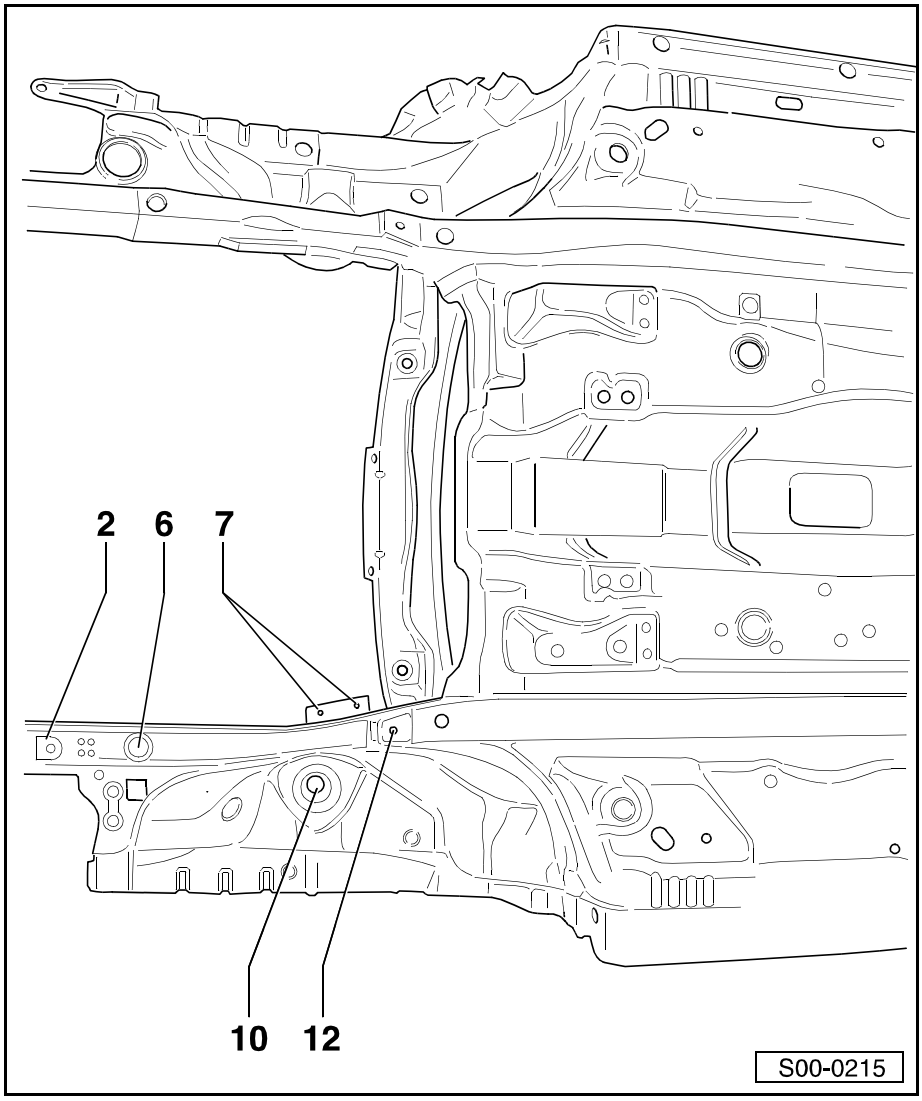
2 - Fixation support of the metallic impact absorber

6 - Fixation support of the front frame side rail

7 - Fixation support of the engine mounting

10 - Fixation support of the suspension strut attachment

12 - Fixation point of the assembly carrier

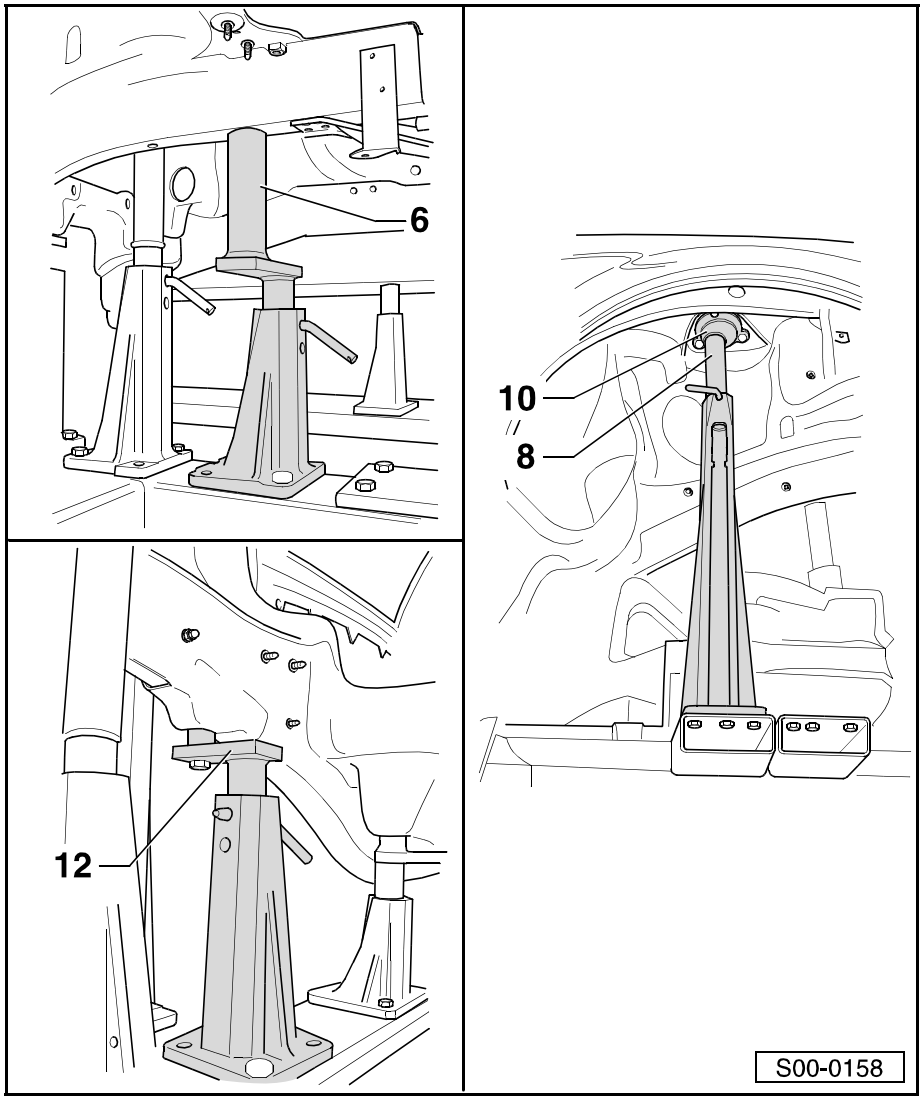


6 - Support for front frame side rail

8 - Support for suspension strut mounting

10 - Ball joint for suspension strut mounting

12 - Support for assembly carrier



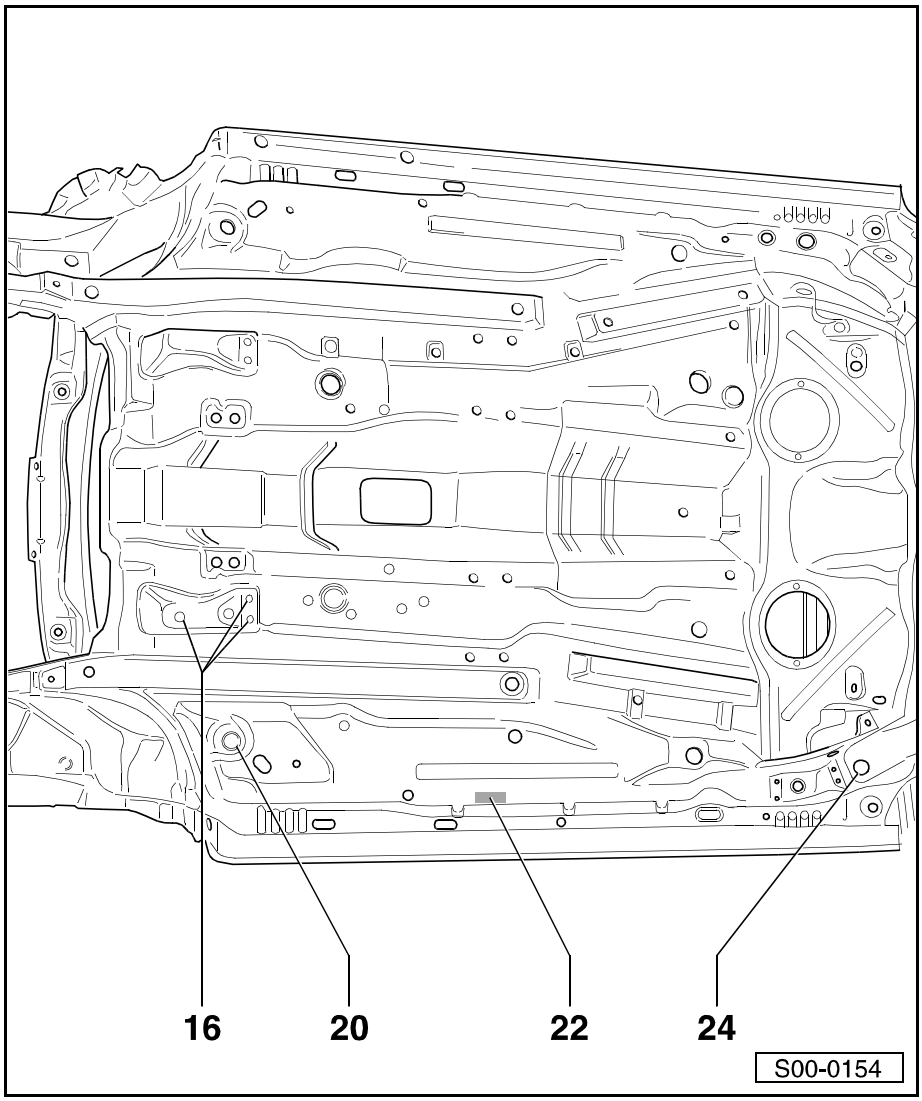
Overview of the middle alignment bracket positions

16 - Fixation point of the assembly carrier

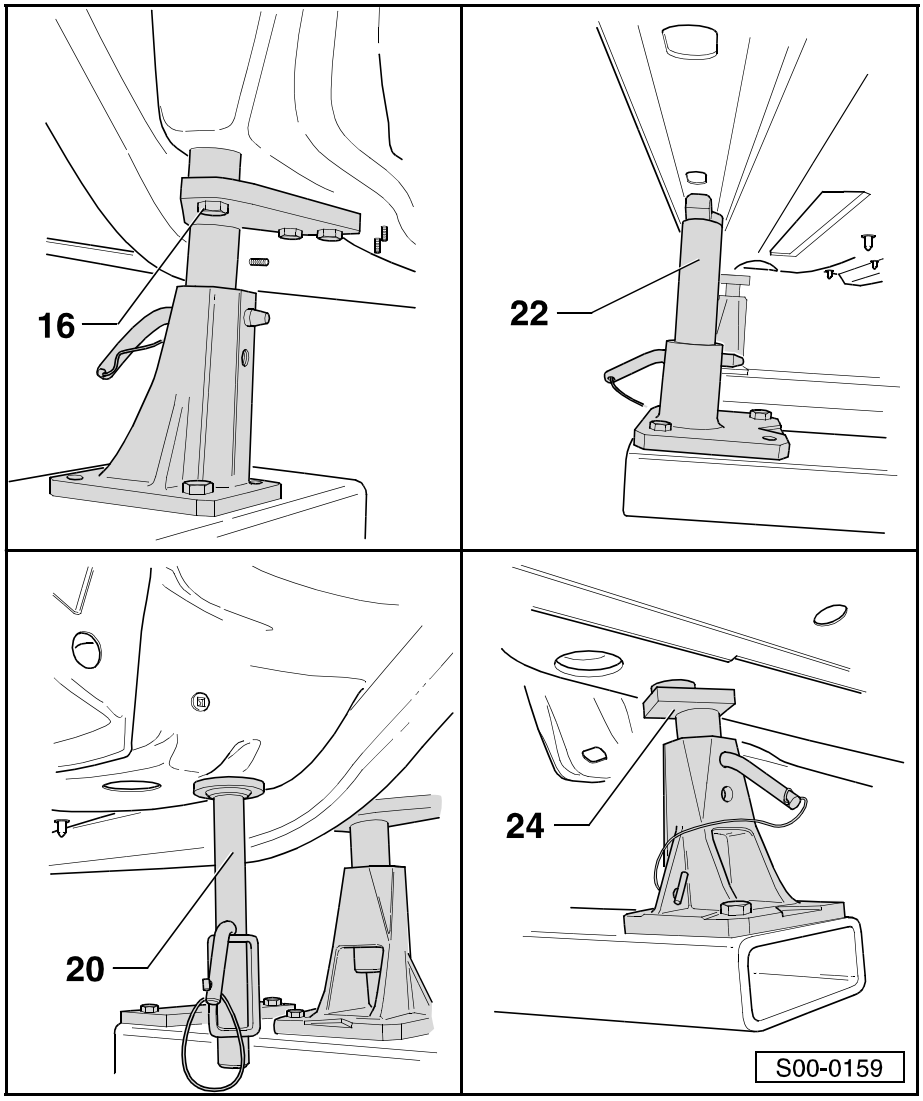
20 - Fixation point of the front production support

22 - Fixation point of the floor panel

24 - Fixation point of the hole in the frame side rail



16 - Support for assembly carrier
20 - Fixation point of the front production support
22 - Support for floor panel
24 - Support for the hole in the frame side rail



Overview of the rear straightening square positions (Fabia)

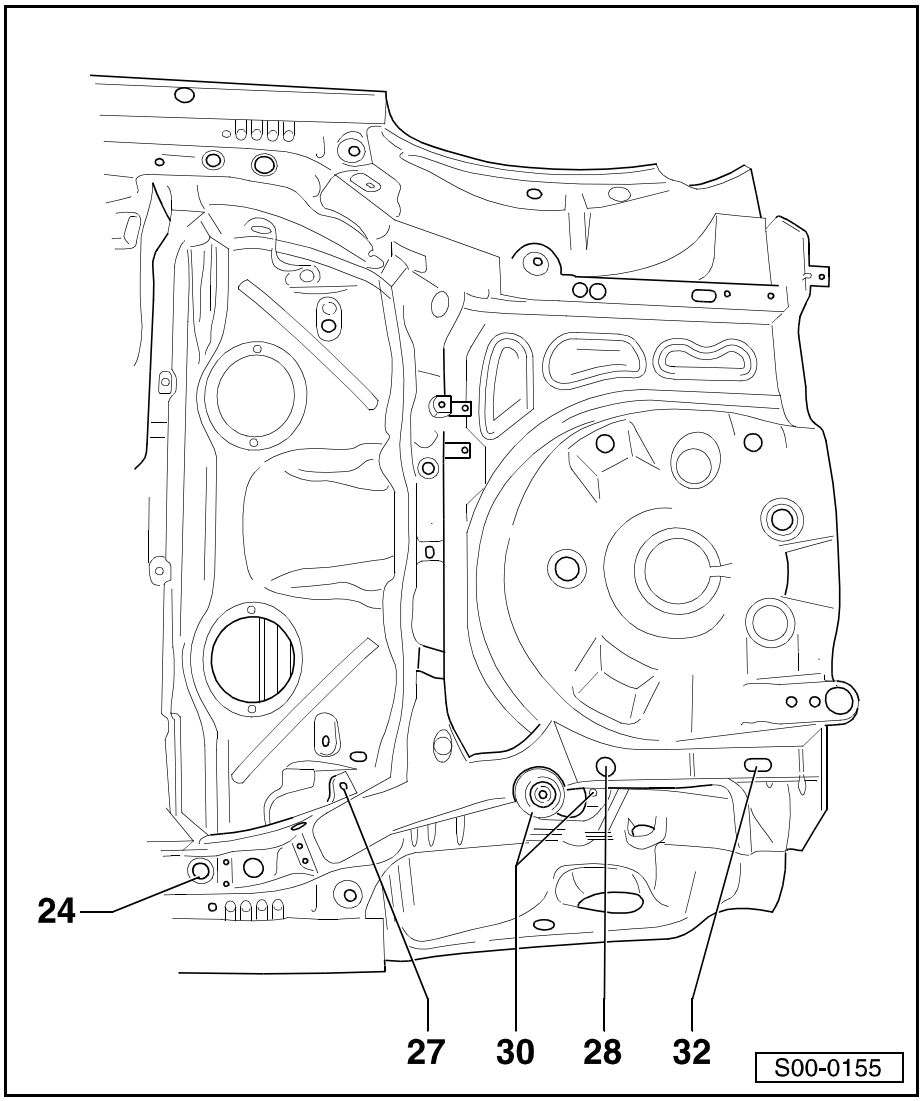
24 - Fixation point of the rear frame side rail

27 - Fixation point for rear axle mounting

28 - Fixation point of the rear frame side rail

30 - Fixation point for suspension strut mounting

32 - Fixation point for the hole in the frame side rail



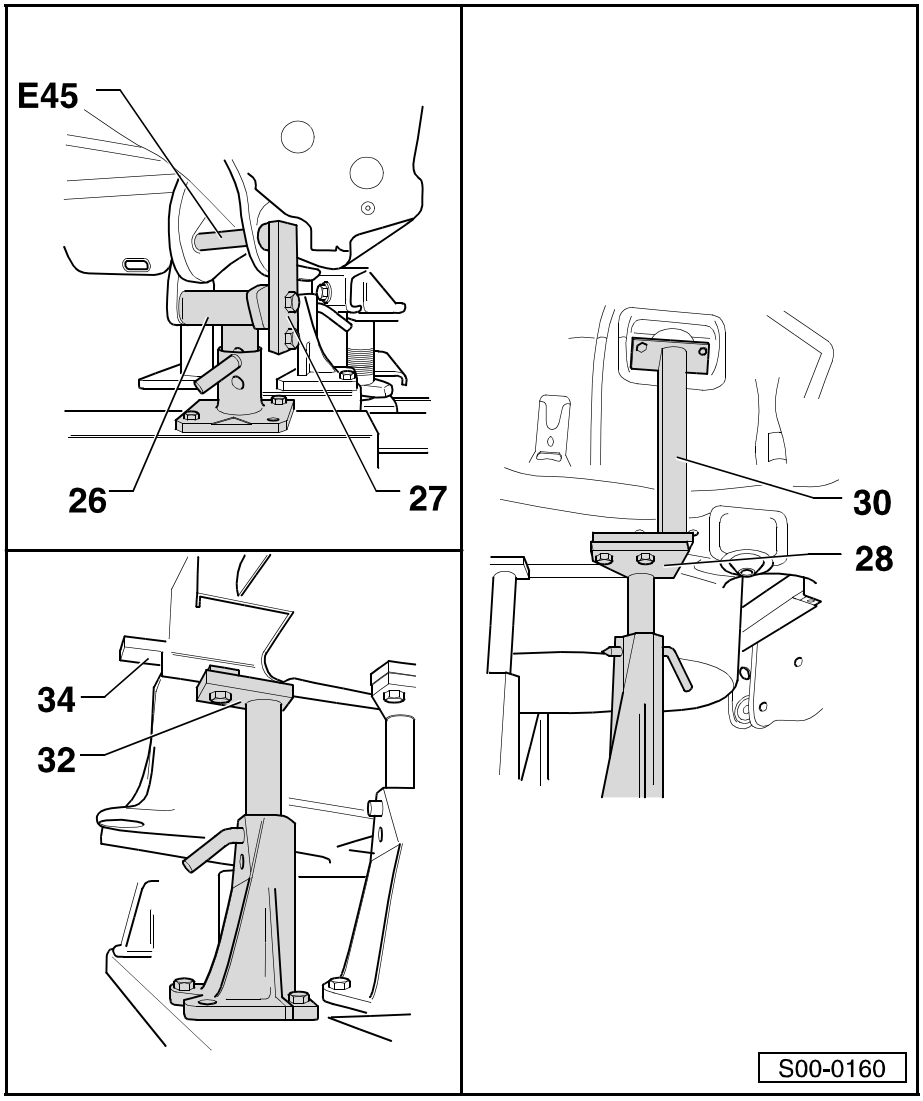
26 - Support for rear axle mounting
to be used with Position 27

E 45 - Spacer, identical on the left and right
only use when the rear axle has been removed

28 - Support for the hole in the frame side rail

30 - Support for suspension strut mounting
to be screwed on with Position 28

32 - Support for the hole in the frame side rail
use with pressure pad Pos. 34

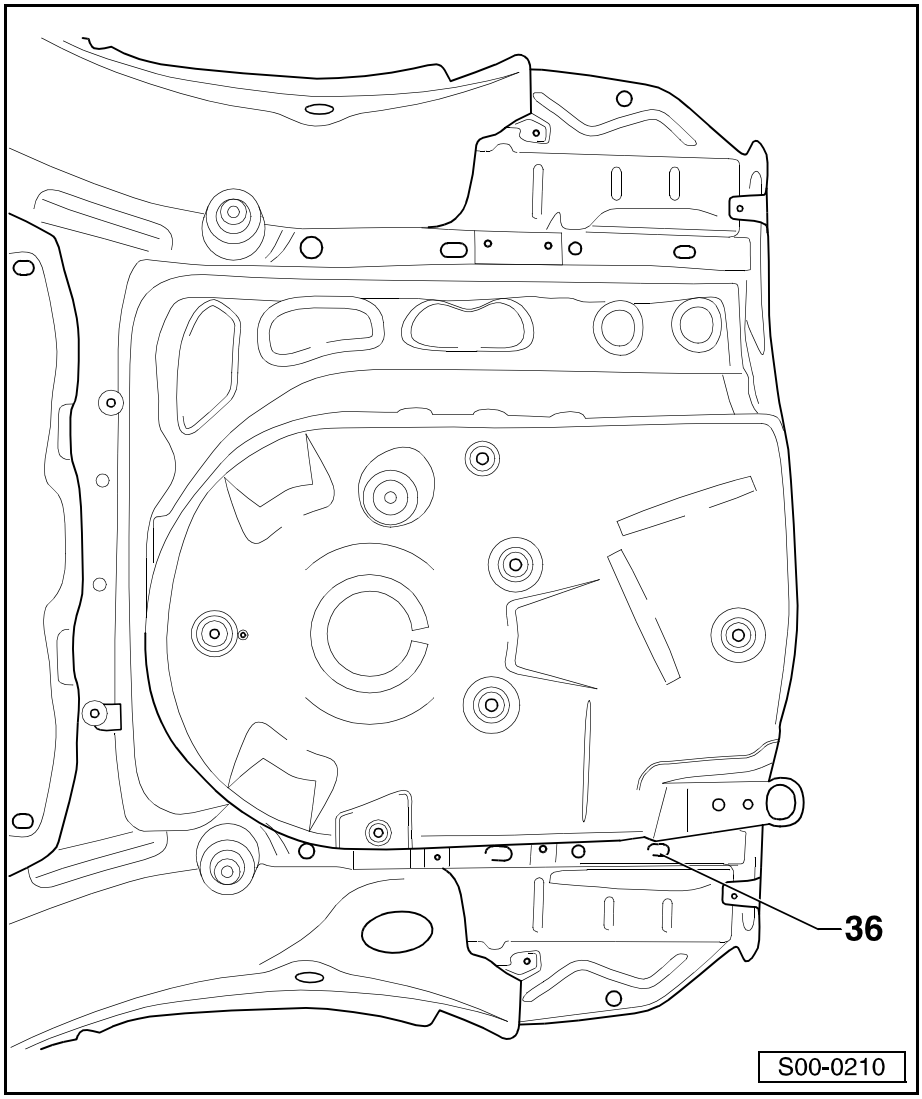


Overview of the rear straightening square positions (Fabia estate car and Fabia notchback)

Note

The fixation supports for straightening squares Nos. 24, 27, 28, 30 and 32 are identical to those for the Fabia. Only straightening square no. 36 is specific to the Fabia estate car and Fabia notchback.

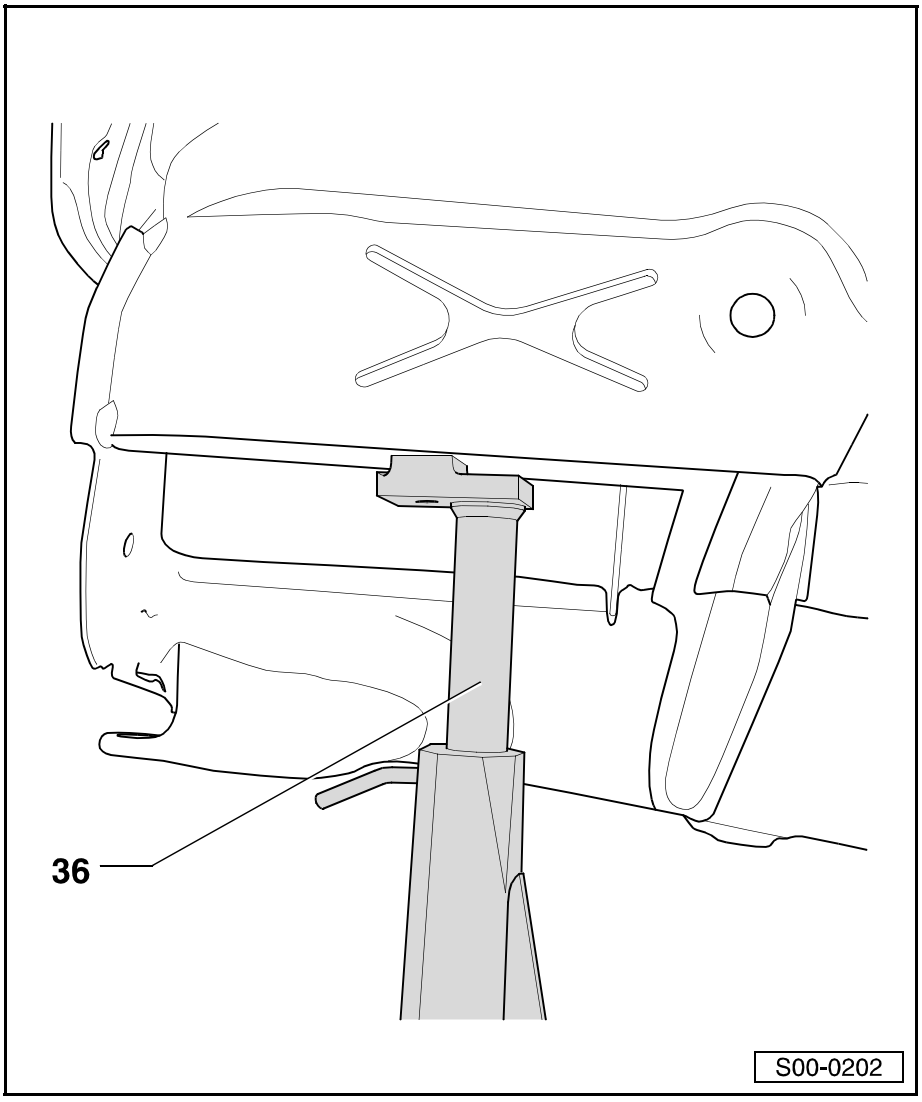
36 - Fixing point for the hole in the frame side rail (only for the Fabia estate car and Fabia notchback)



Note

The fixation supports for straightening squares Nos. 24, 27, 28, 30 and 32 are identical to those for the Fabia. Only straightening square no. 36 is specific to the Fabia state car and Fabia notchback.

36 - Support for the hole in the frame side rail (only for the Fabia estate car and Fabia notchback)

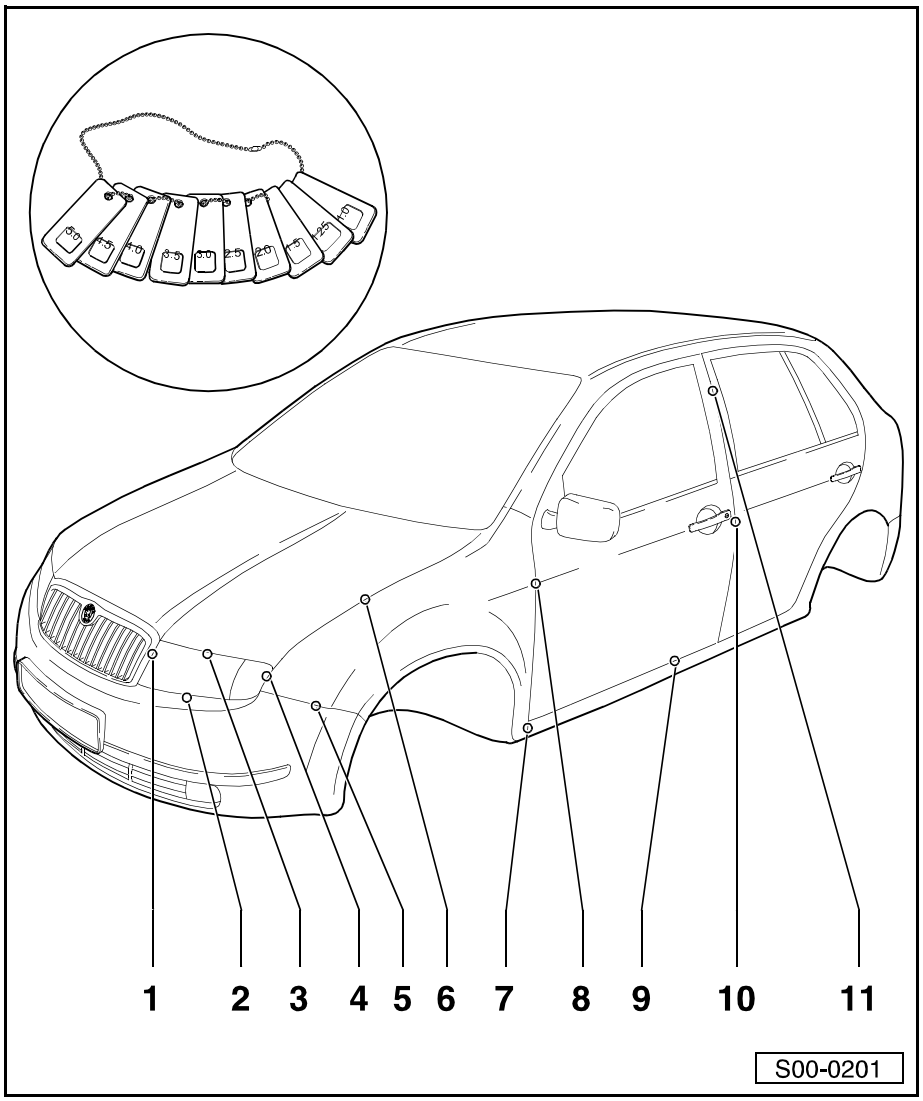


00-9 Body gap dimensions

Front gap dimensions

Use the special tool e.g. 3371 to set up or inspect.

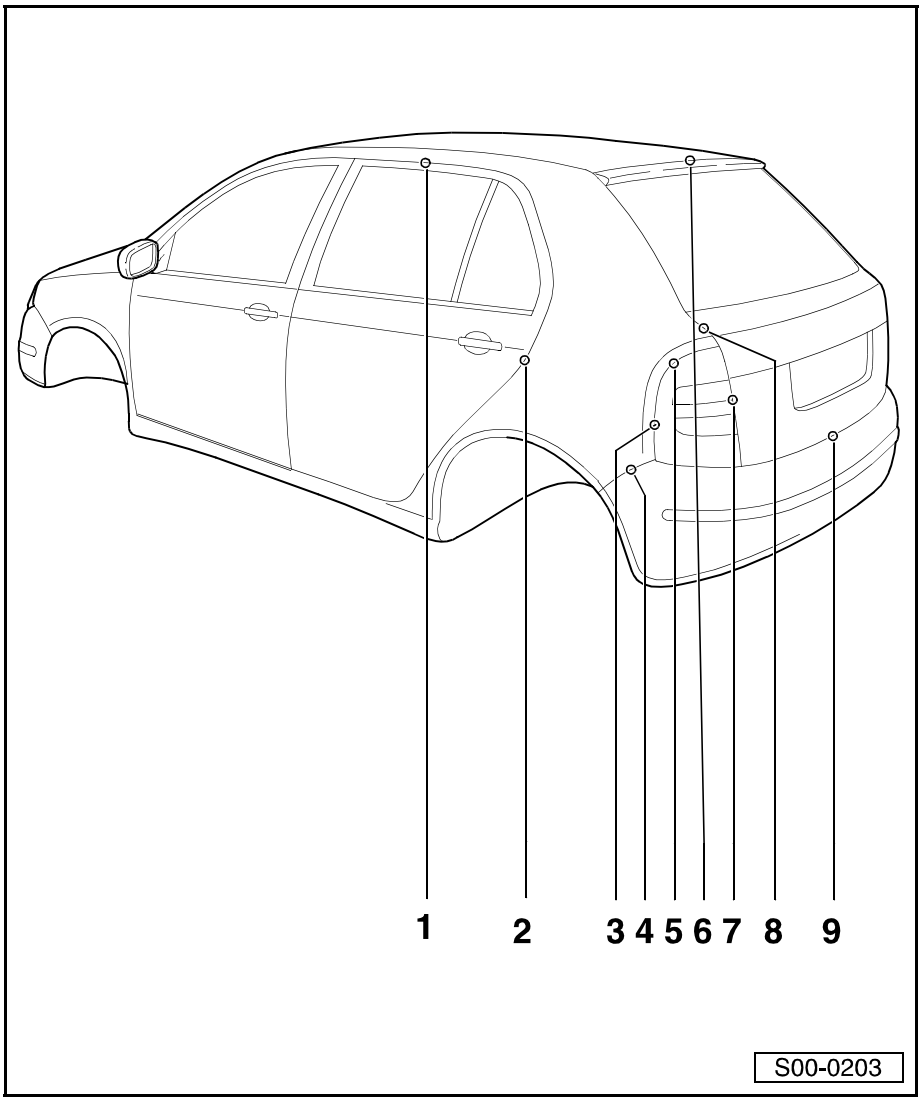
1 - 3.4 + 1 mm
2 - 2.8 + 1 mm
3 - 4.0 + 2 mm
4 - 2.8 + 1 mm
5 - 0.7 + 0.5 mm
6 - 3.0 + 1 mm
7 - 2.6 + 1 mm
8 - 3.5 + 1 mm
9 - 5.2 + 1.6 mm
10 - 4.4 + 1 mm
11 - 4.4 +1 mm



Rear gap dimensions (Fabia)

Use the special tool e.g. 3371 to set up or inspect.

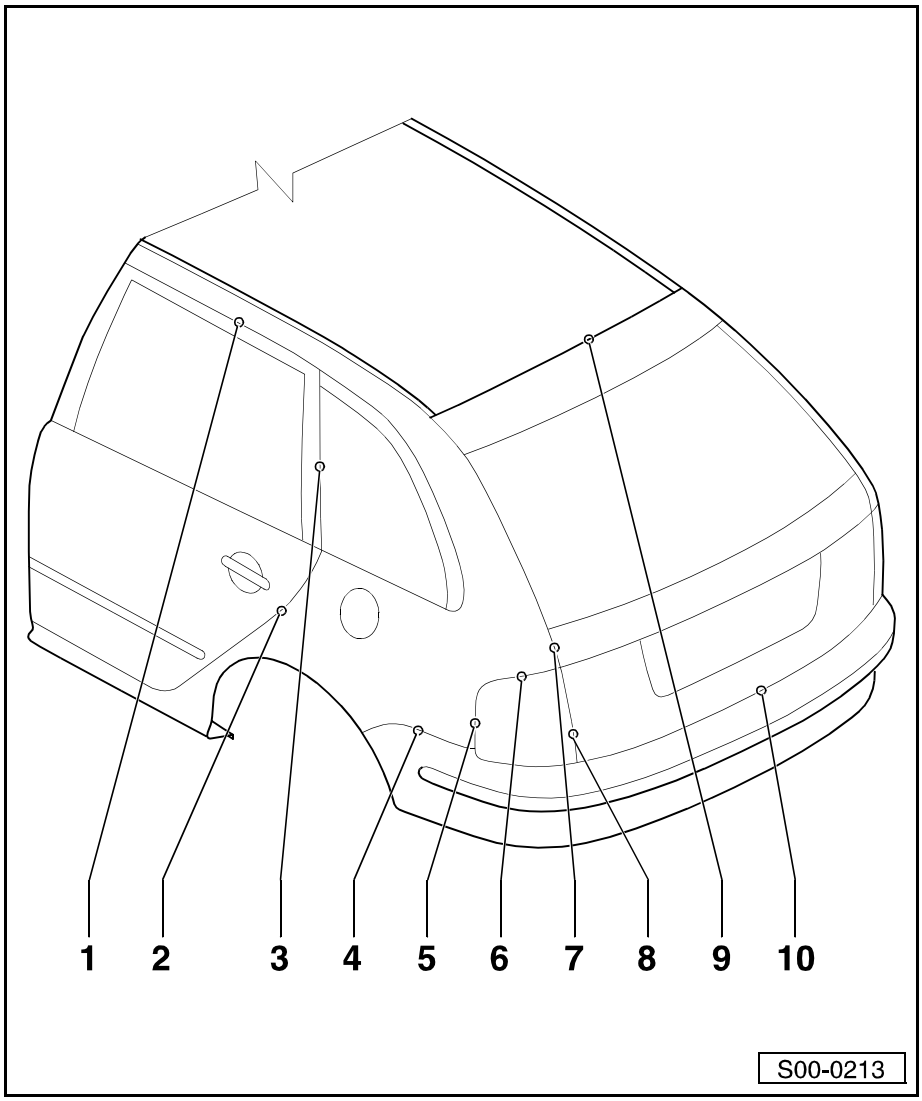
1 - 3.5 + 1 mm
2 - 3.5 + 1 mm
3 - 1.8 + 1 mm
4 - 0.7 + 0.5 mm
5 - 1.8 + 1 mm
6 - 4.0 + 1.6 mm
7 - 3.7 + 1 mm
8 - 4.0 + 1 mm
9 - 4.0 + 1.5 mm



Rear gap dimensions (Fabia estate car)

Use the special tool e.g. 3371 to set up or inspect.

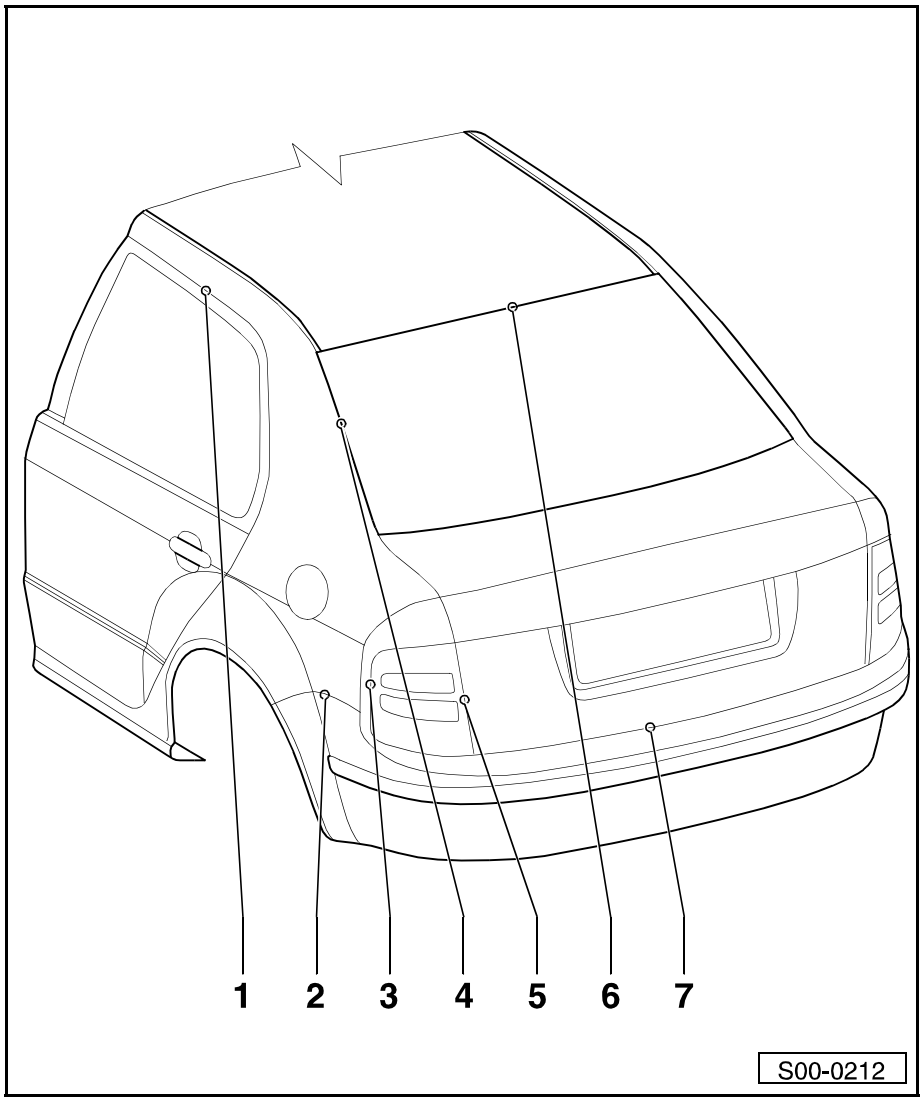
1 - 3.5 + 1 mm
2 - 3.5 + 1 mm
3 - 3 + 1 mm
4 - 0.7 + 0.5 mm
5 - 1.5 + 1/- 0.5 mm
6 - 1.5 + 1/- 0.5 mm
7 - 4.0 + 1 mm
8 - 3.7 + 1 mm
9 - 4.0 + 1.6 mm
10 - 4.0 + 1.5 mm



Rear gap dimensions (Fabia notchback)

Use the special tool e.g. 3371 to set up or inspect.

1 - 3.5 + 1 mm
2 - 0.7 + 0.5 mm
3 - 1.5 + 1/- 0.5 mm
4 - 3.7 + 1 mm
5 - 3.7 + 1.6 mm
6 - 3.7 + 1.6 mm
7 - 4.0 + 1.5 mm



00-10 Vehicle body dimensions

Note

The quoted dimensions simply serve for checking purposes. Determinant dimensions are dictated by the straightening bench.

All dimensions are quoted without a tolerance figure ± of 2 mm.

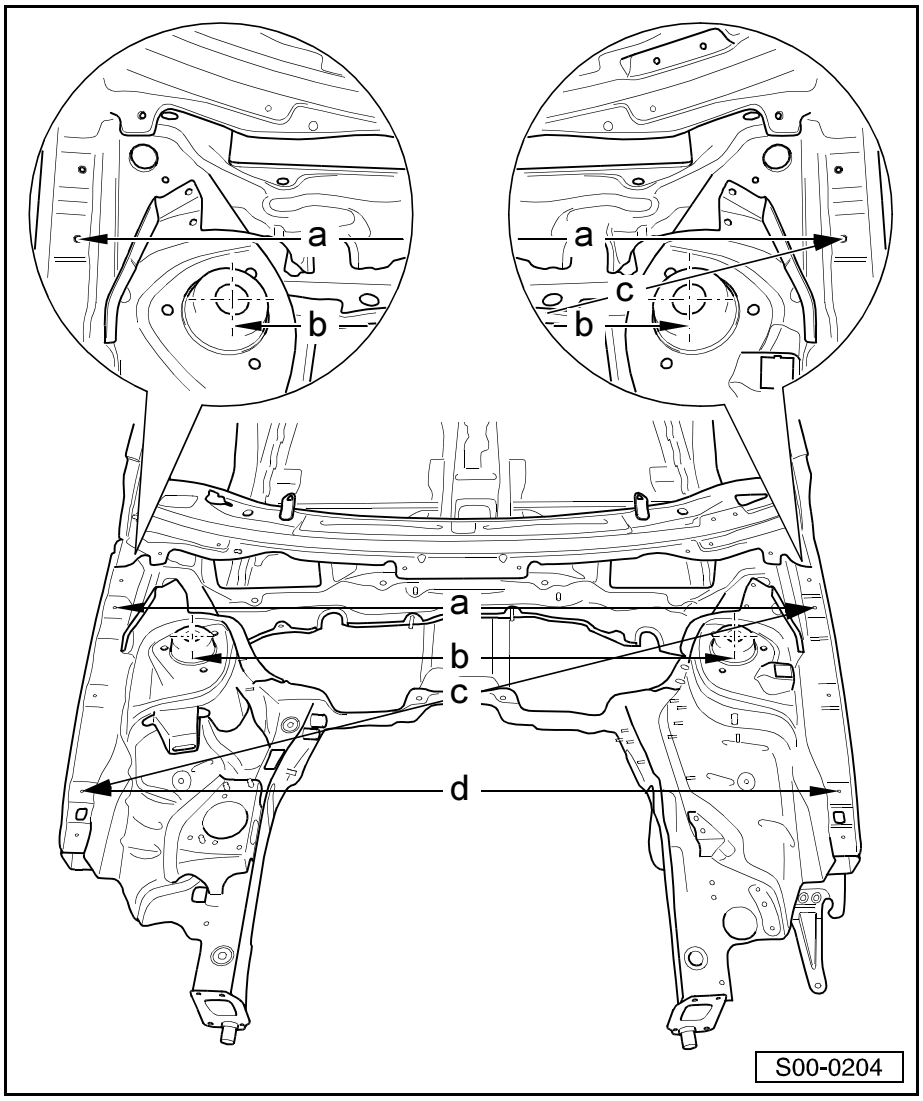
Front body

a - 1359.9 mm
- Distance between the upper frame side rails on the rear wheelhouse.

b - 1047.2 mm
- Distance between the suspension strut supports.

c - 1410.7 mm
- Diagonal dimension between the upper frame side rails on the front wheelhouse and the upper frame side rails on the rear wheelhouse.

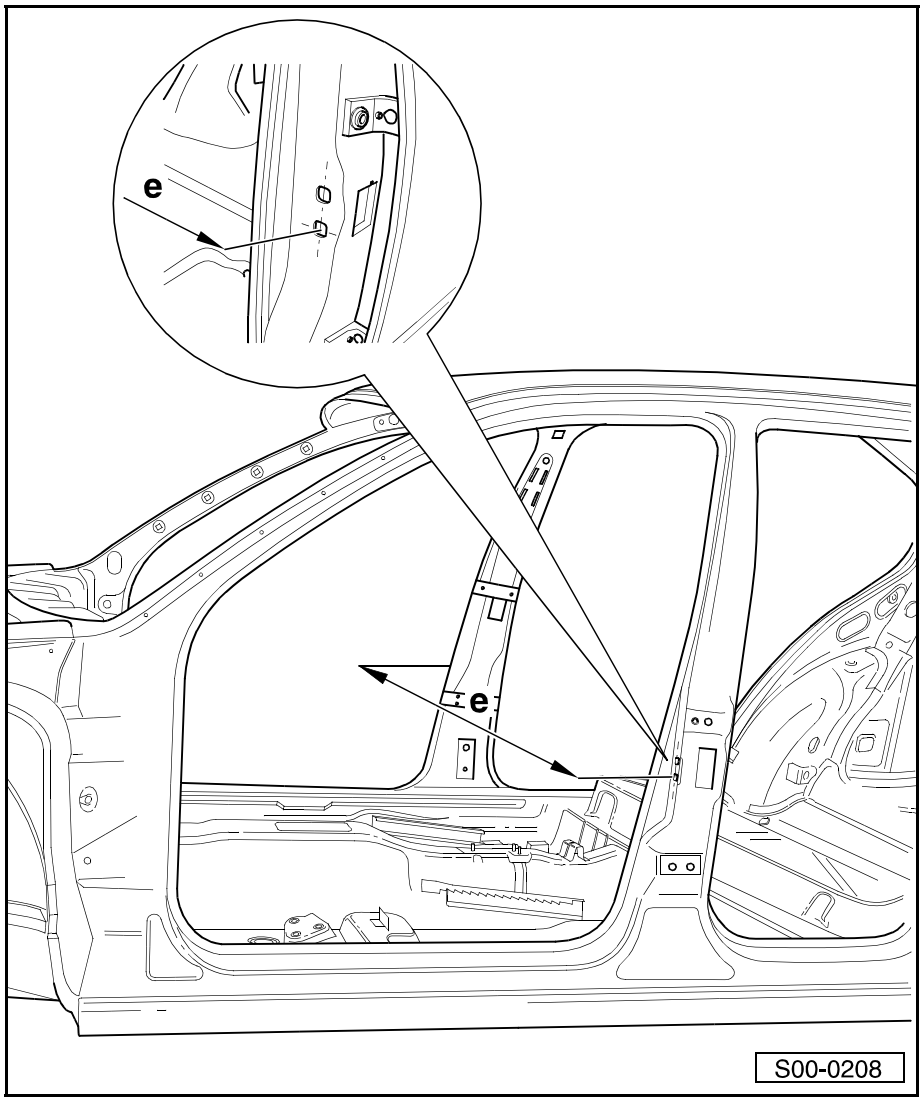
d - 1352.7 mm
- The distance between the upper frame side rails on the front wheelhouse.



Middle body

e - 1450.8 mm

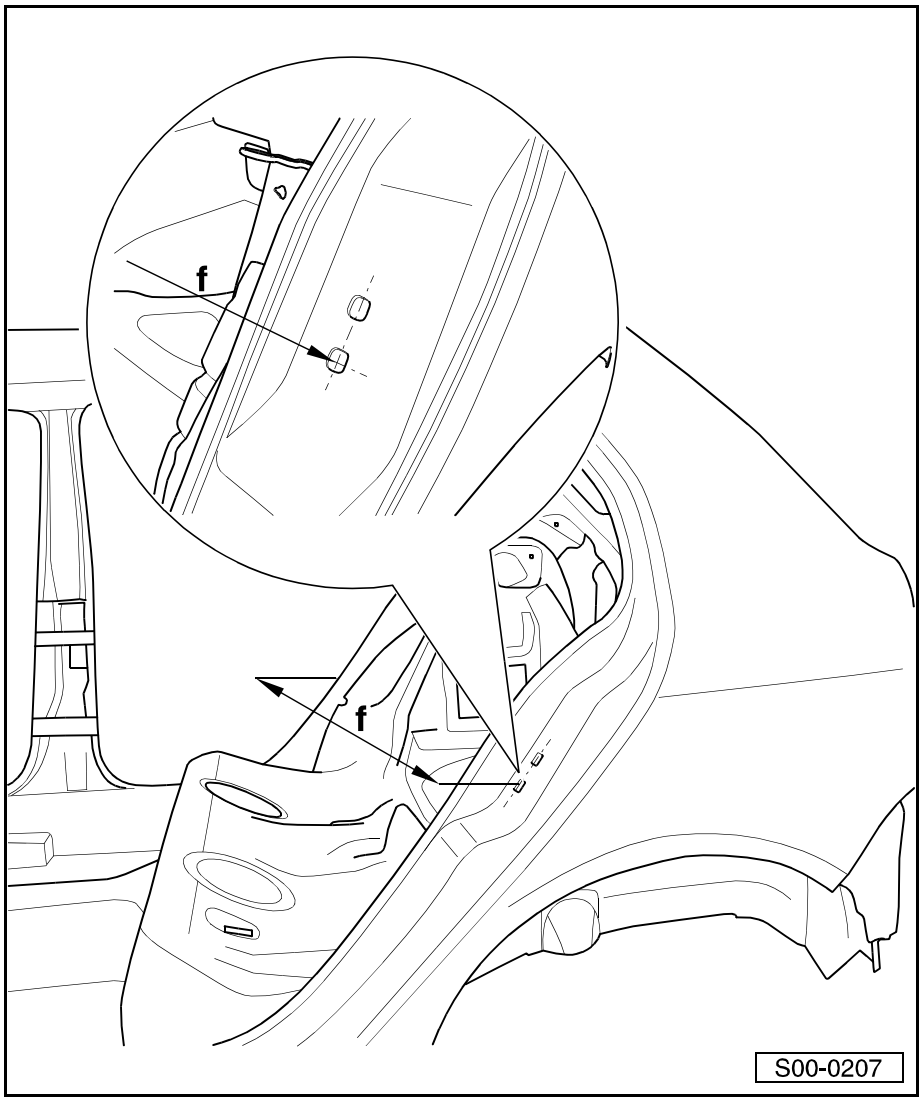
- Distance between columns B, from the bore holes in the middle for the latch striker.



Rear body

f - 1429.3 mm

- Distance between columns C, from the bore holes in the middle for the latch striker.



Body platform at the front

g - 890.5 mm

- Distance between the frame side rails.

h - 949.3 mm

- Diagonal dimension between the frame side rail at the front and the fixing points on the front axis.

i - 830 mm

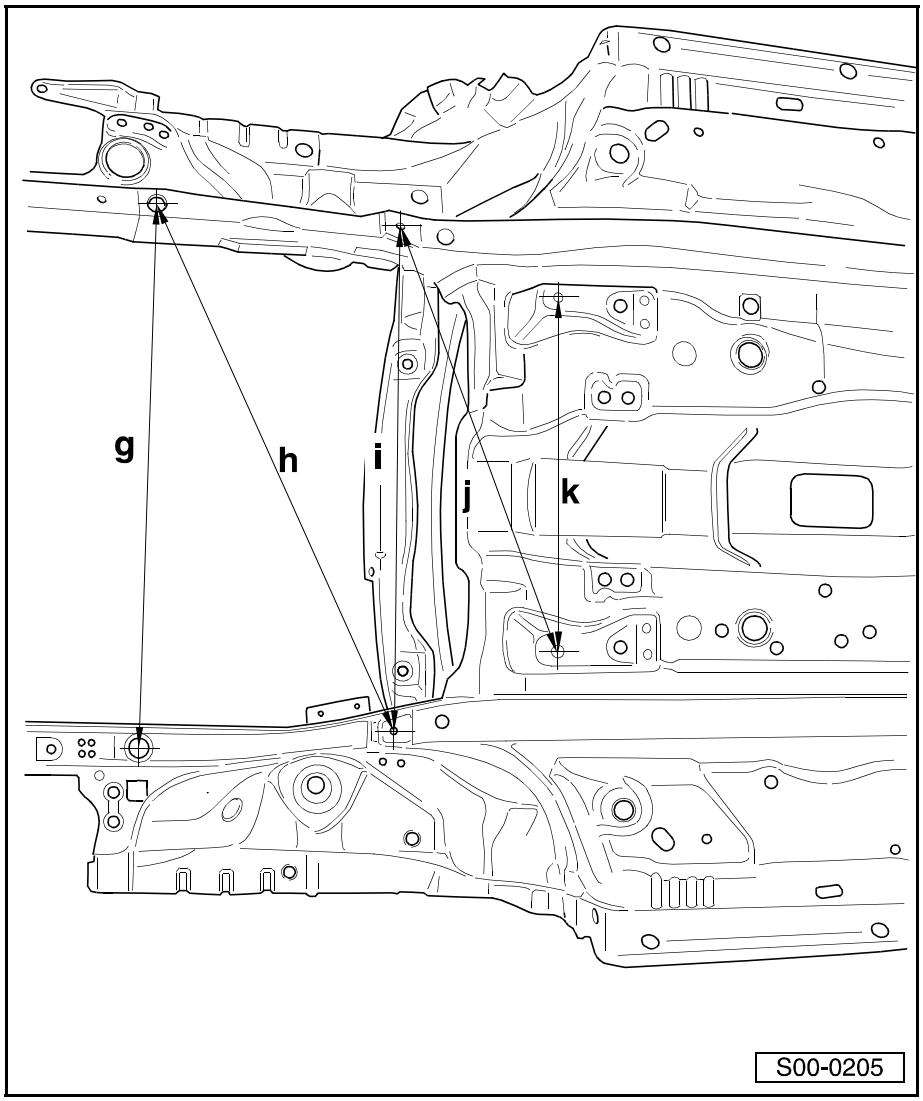
- Dimension between the fixing points on the front axis.

j - 750.7 mm

- Diagonal dimension between the fixing points on the front axis.

k - 576 mm

- Dimension between the rear fixing points on the front axis.



Body platform in the middle

l - 1755 mm

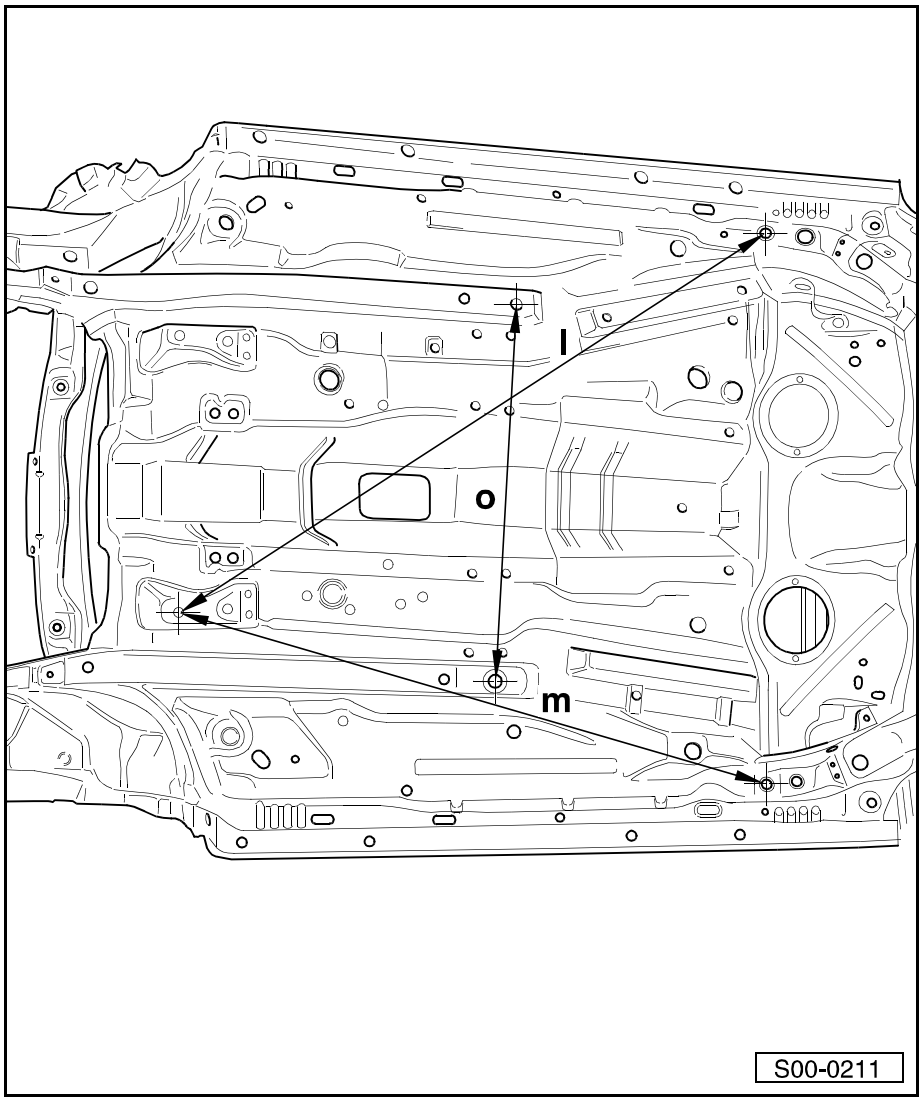
- Diagonal dimension between the rear fixing points on the front axis and the inspection points in front of the rear axis supports.

m - 1,540 mm

- Diagonal dimension between the rear fixing points on the front axis and the inspection points in front of the rear axis supports.

o - 780 mm

- Distance between the front frame side rails at the front.



Body platform at the rear

p - 1,230 mm

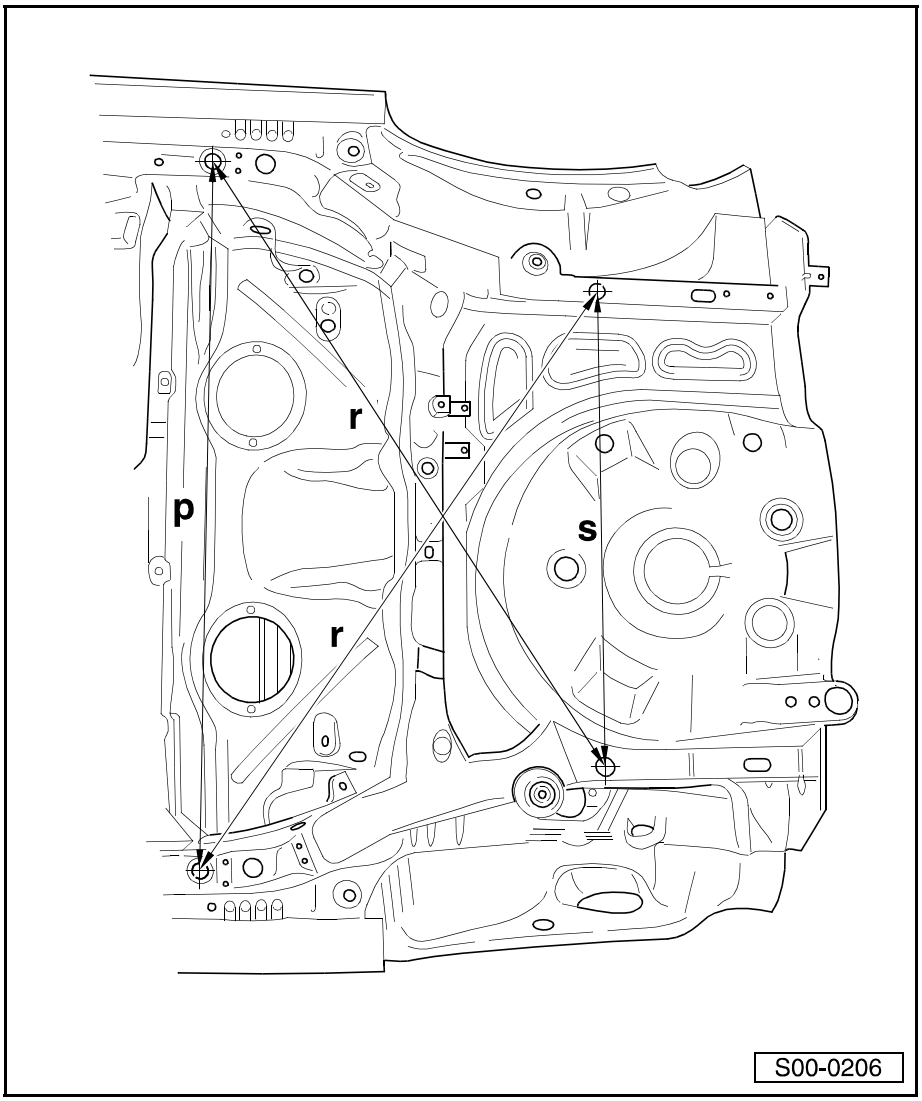
- Dimension between the inspection points in front of the rear axis supports.

r - 1298.9 mm

- Diagonal dimension between the inspection points in front of the rear axis supports and the bore holes in the rear frame side rails.

s - 900 mm

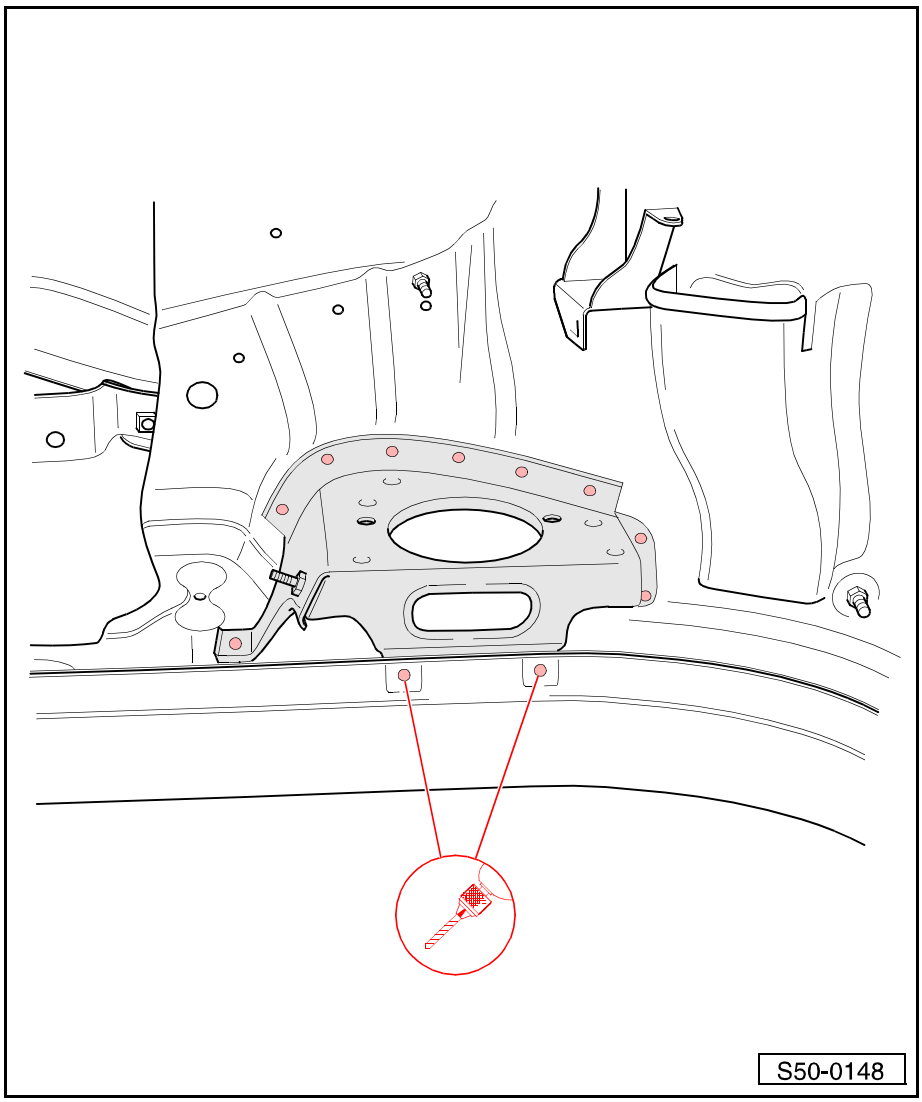
- Dimension between the bore holes in the rear frame side rails.



50 – Front body

50-1 Repairing front body

Replacing right engine console



Separation points

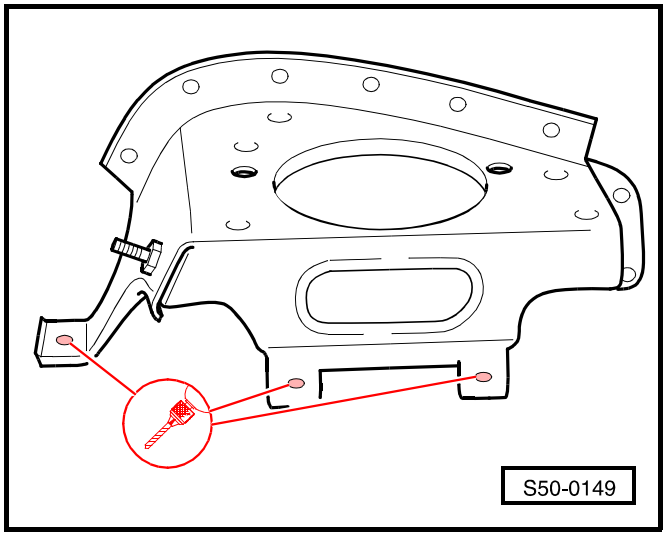
– Release the original welding.
– Removing the engine console.

Spare part

♦ Engine console

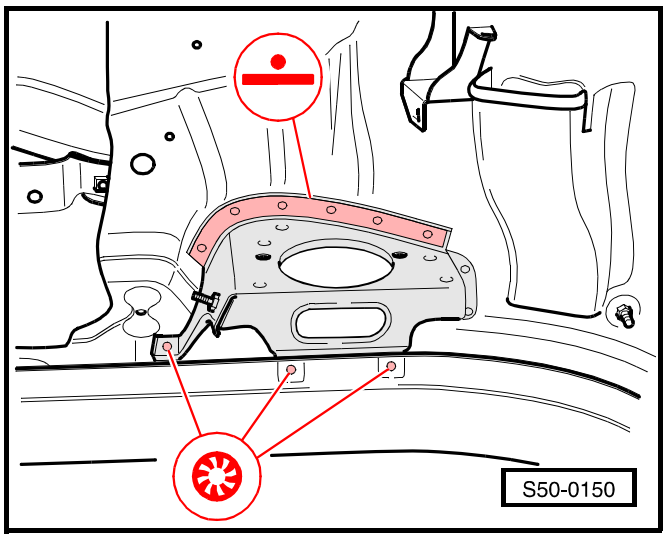
Preparing the new part

– Drill holes for inert gas shielded plug weld, ∅ 7 mm. ►



Part welding

– Adjust new part and fix on straightening square.
– Weld in the engine console, a RP spot seam. ►
– Weld the remaining part, an inert gas shielded plug weld.

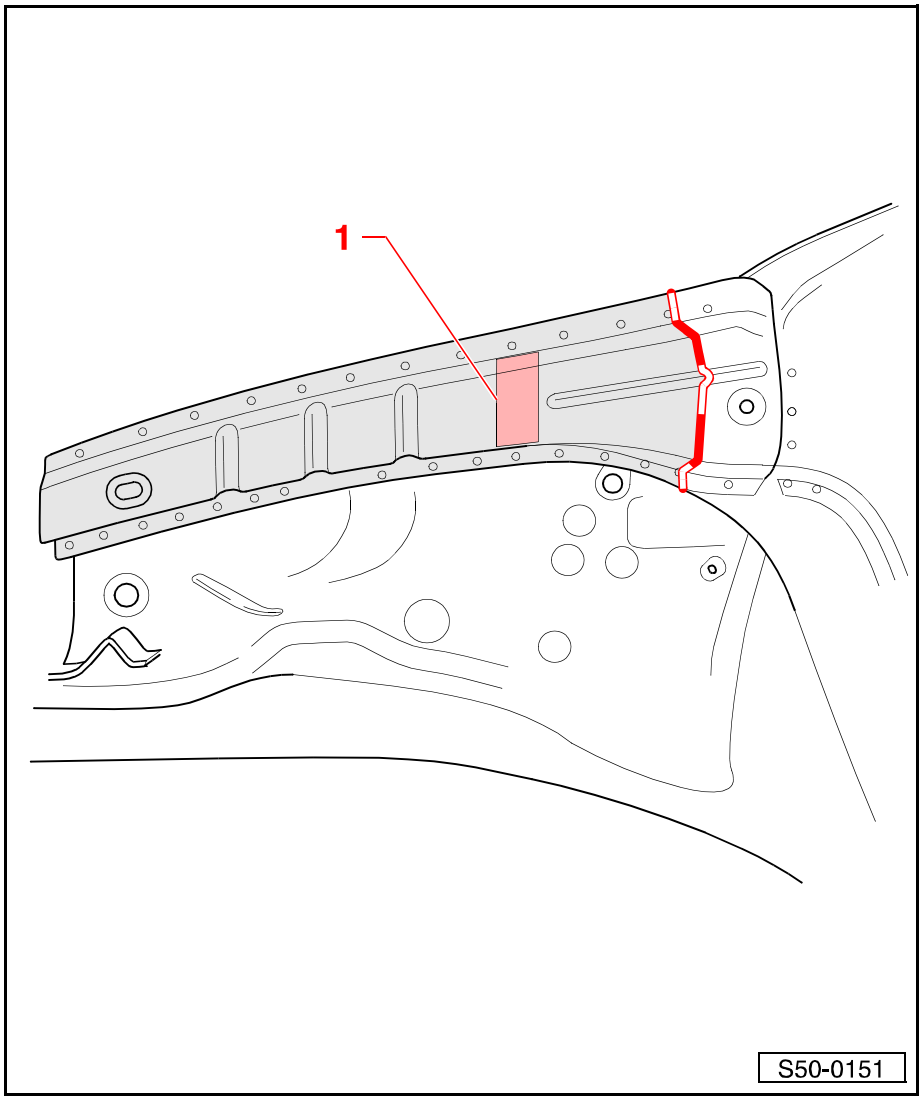


Replacing the reinforcement on the top frame side rail

Separation points

Caution!

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.



1- Foam-filled zone

– Make the separation cut in function of the damage.

– Release original welding at the top and bottom.

Spare part

- Reinforcement of the top frame side rail
- Damping -6Y0 863 896-

Preparing the new parts

– Transfer separation cut to new part.

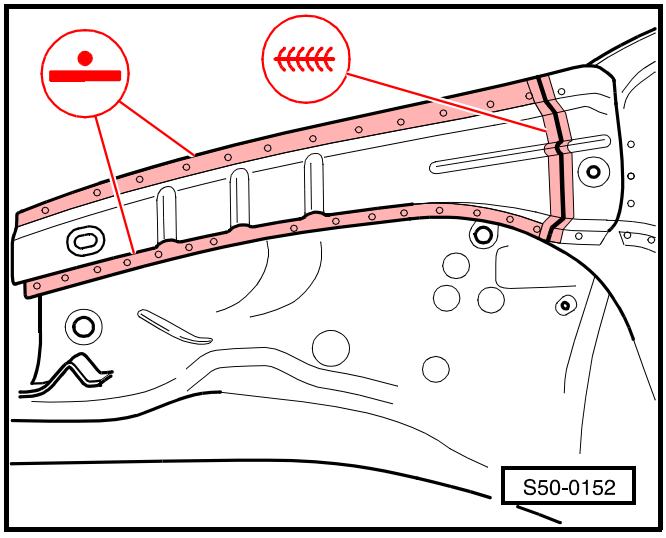
Foam filling

Replacing damping ⇒ Chapter 00-7.

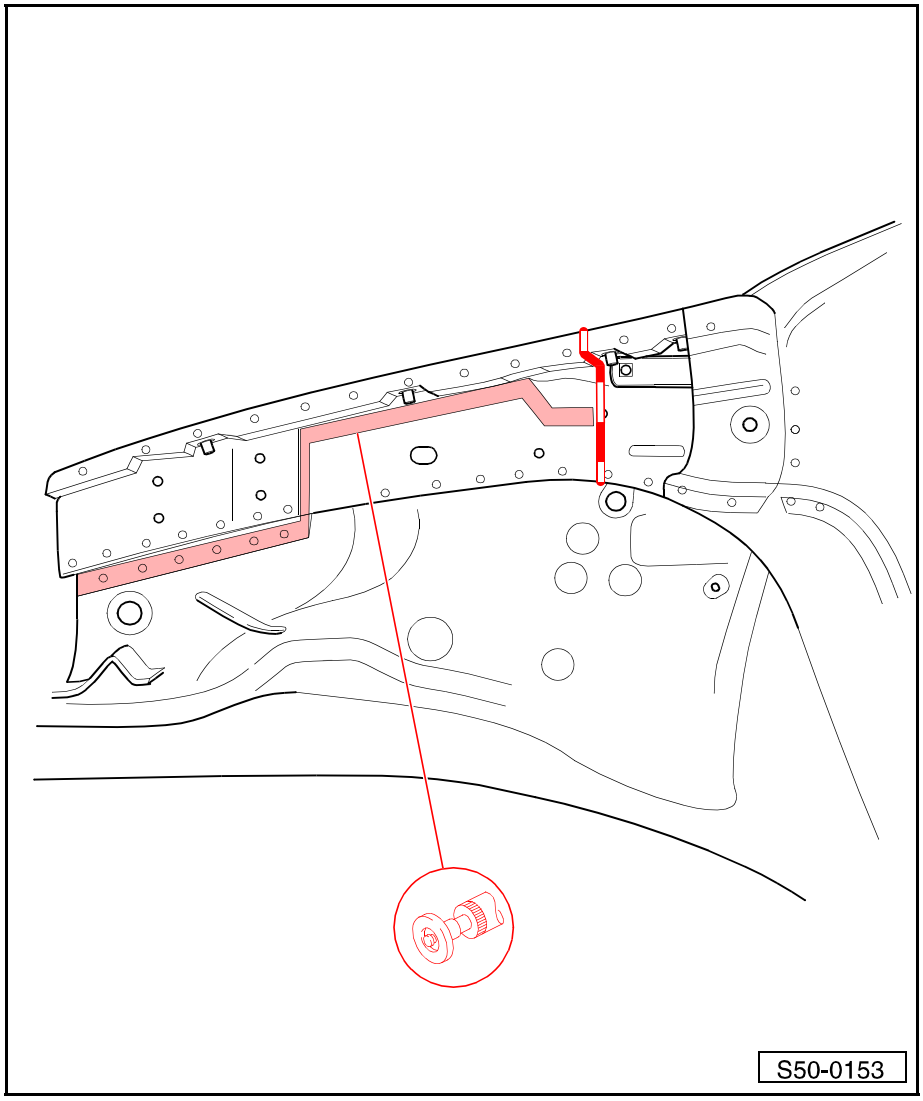
Part welding

– Use an RP spot seam to weld in the reinforcement plate on the wheelhouse and upper frame side rail.

– Weld the separation line, inert gas shielded full seam.



Replacing the wheelhouse frame side rail at the top



Separation points

- Frame side rail reinforcement at the top already separated.

– Place the cutting line according to the degree of damage but not at the level of the hinge reinforcement.

– Release the original welding.

– Remove residues.

Spare part

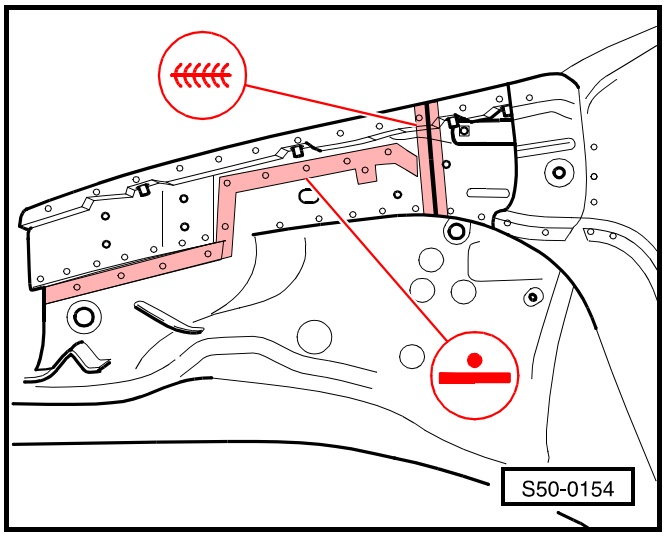
♦ Top wheelhouse frame side rail

Preparing the new part

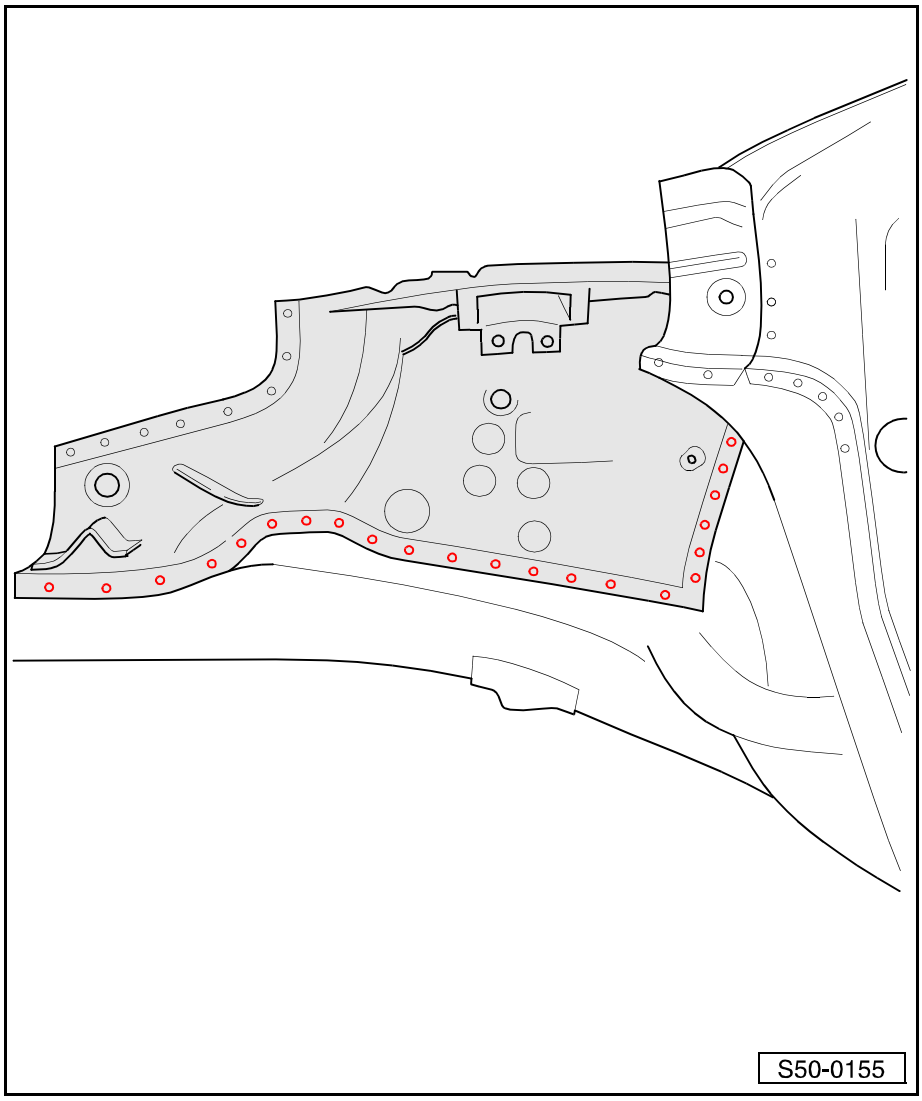
– Transpose the separation line onto the new part and cut to the required dimensions.

Part welding

– Adjust new part and fix on straightening square.
– RP spot weld the top frame side rail on the wheelhouse.
– Weld the separation line, inert gas shielded full seam.



Replacing the front wheelhouse



- Frame side rail reinforcement at the top already separated.
- Frame side rail at the top already separated

Separation points

– Release the original welding.

– Remove residues.

Spare part

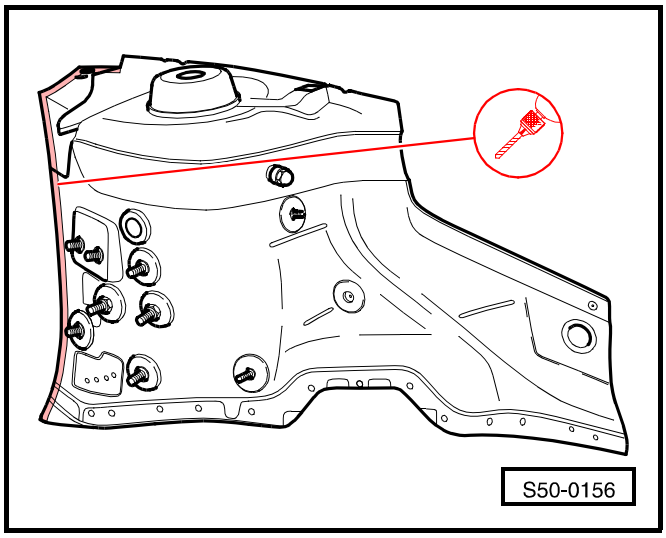
♦ Front wheelhouse

Note

The lock plate for a new wheelhouse should be replaced by the old design for vehicles with a body number of up to 6Y-1-117 815 (up to the given body number).

Preparing the new part

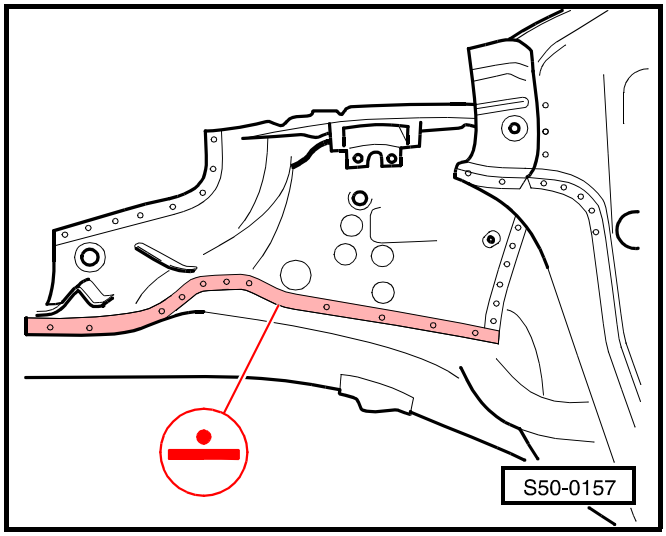
– Drill holes for inert gas shielded plug weld, ∅ 7 mm. ►



Part welding

– Adjust new part and fix on straightening square.

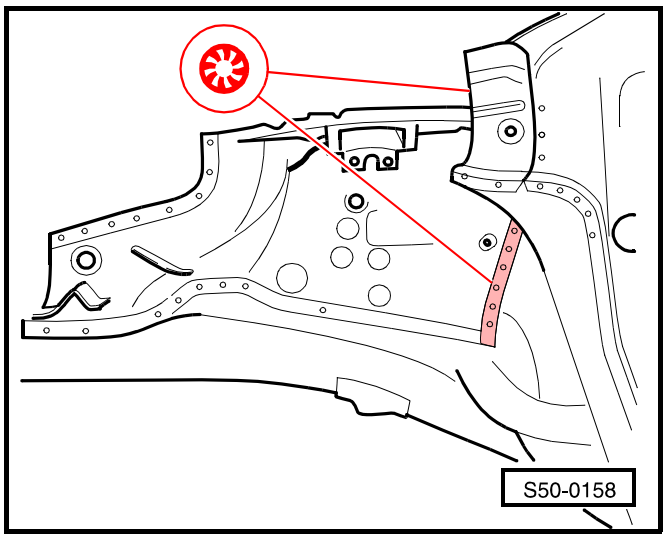
– Weld console, RP spot seam. ►



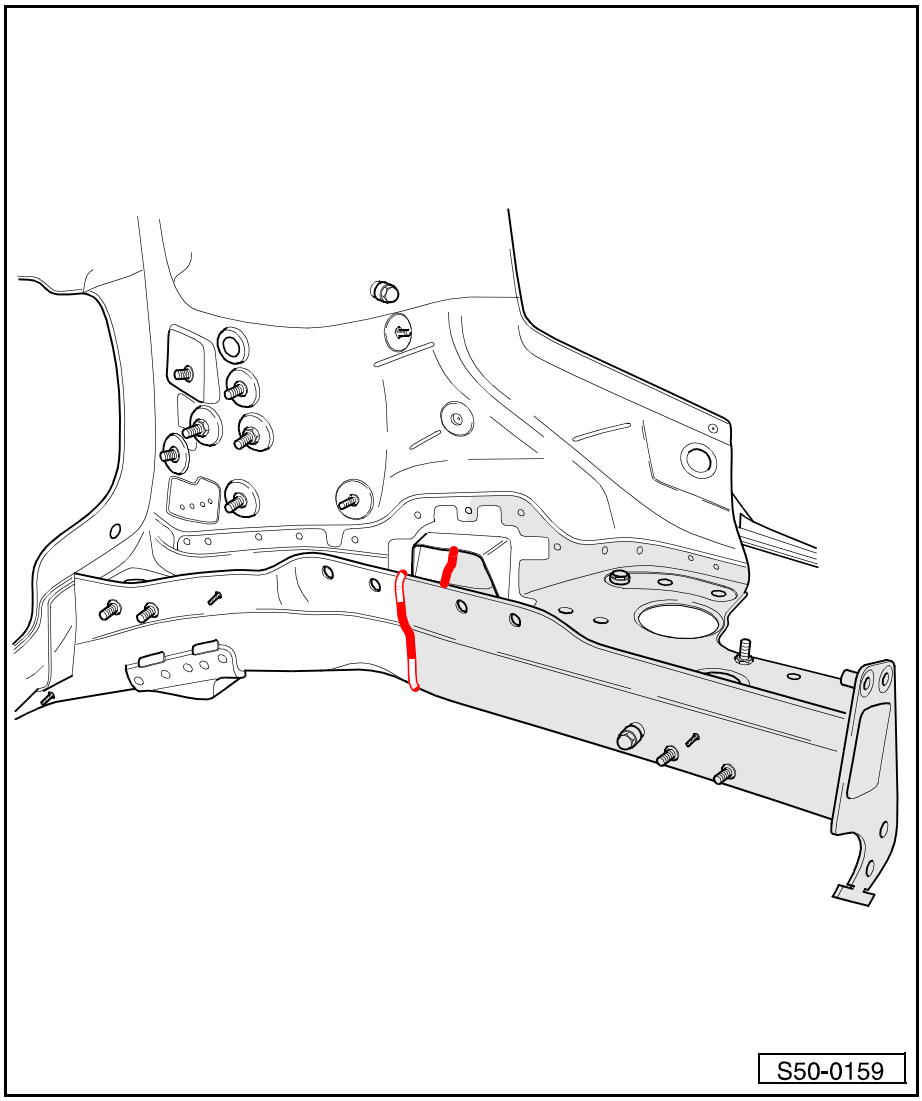
– Weld the wheelhouse, inert gas shielded plug weld. ►

– Using the no. 10 squares drill the three holes for the suspension strut support ⇒ Design Plan from the company Celette, Fig. 7, Part 1.

– Using the set no. 17 and pin no. 10 bore the ∅ 20 mm diameter hole to ∅ 34 mm ⇒ Design Plan from the company Celette, Fig. 7, Abb. 2 und 3.



Replacing the front frame side rail



Separation points

Note

- *The gearbox console must be pulled out.*
- *Make the separation line close to the gearbox console.*

– Remove the original welding on the wheelhouse.

Spare parts

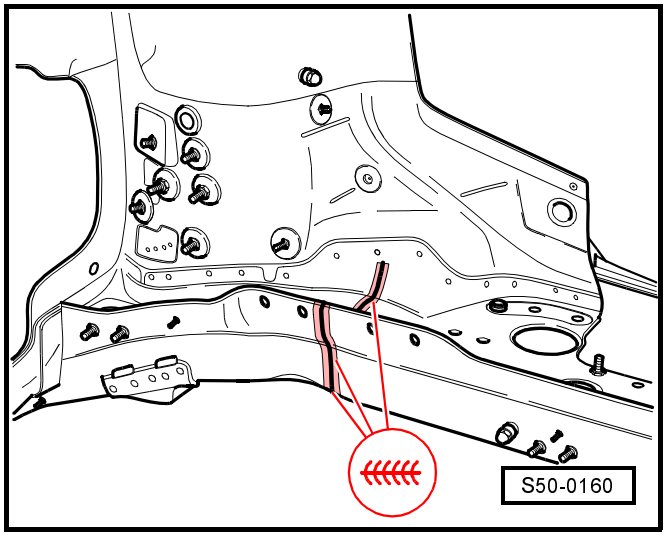
- Frame side rail
- Metallic impact absorber support
- Gearbox console or bracket for engine mounting
- Cover plate

Preparing the new part

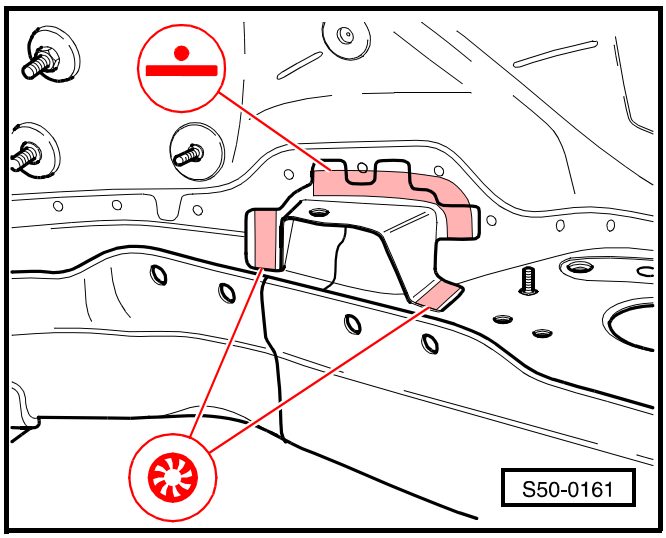
– Transpose the separation line onto the new part and cut to the required dimensions.

Part welding

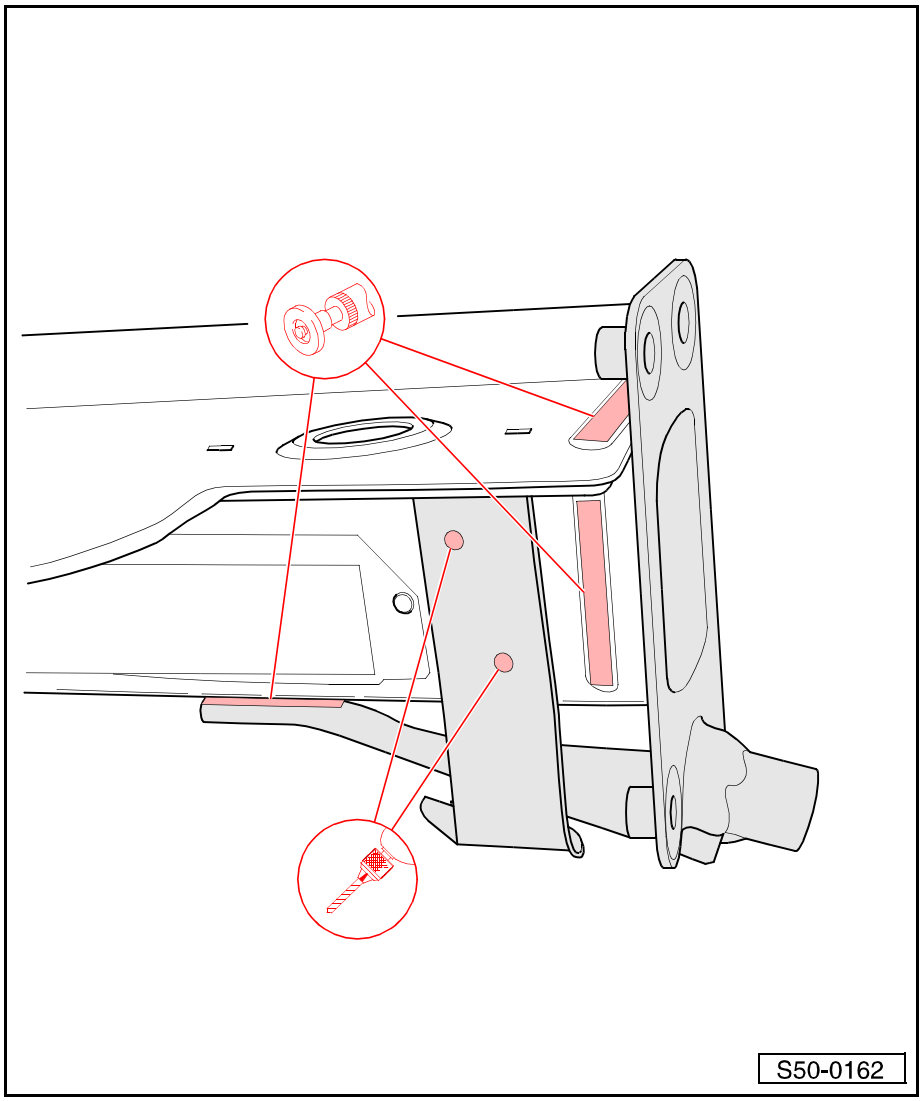
– Adjust new part and fix on straightening square.
– Weld the separation line, inert gas shielded full seam. ►
– Weld the remaining joint, an RP spot seam.



– Weld the gearbox console, inert gas shielded plug weld and RP spot weld. ►
– Welding the metallic impact absorber support ⇒ **50-1** page 9.



Replacing the metallic impact absorber support



Separation points

– Separate the metallic impact absorber before the frame side rail.

– Grind off the welding seams.

Note

- *The following describes the repair on the right side. There is no support for the towing eye on the left side.*
- *The impact absorber support is welded to the frame side rail on three sides.*
- *Do not damage the frame side rail when grinding open the gas shielded full seam.*

– Remove residues.

Spare parts

- Metallic impact absorber support
- Support for towing lug (only on right side)
- Reinforcement angle bracket (only on right side)

Preparing the new part

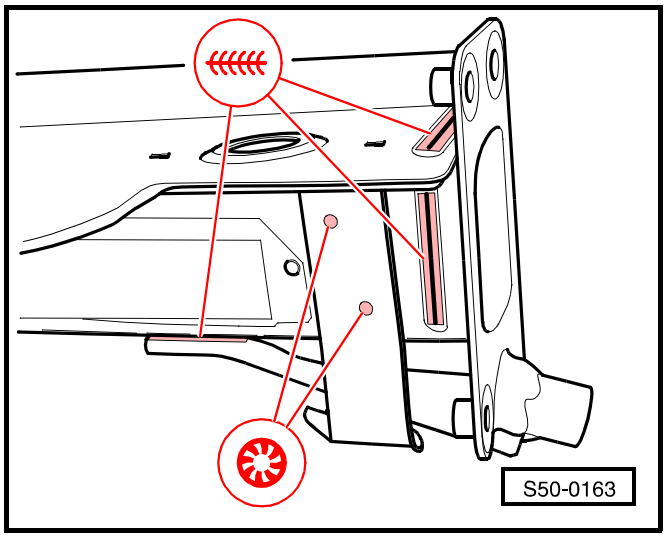
- Only on right side

– Drill holes for inert gas shielded plug weld, ∅ 7 mm.

Part welding

– Adjust new parts and fix on alignment bracket.

– Weld the impact absorber support, an inert gas shielded full seam. ►



- Only on right side

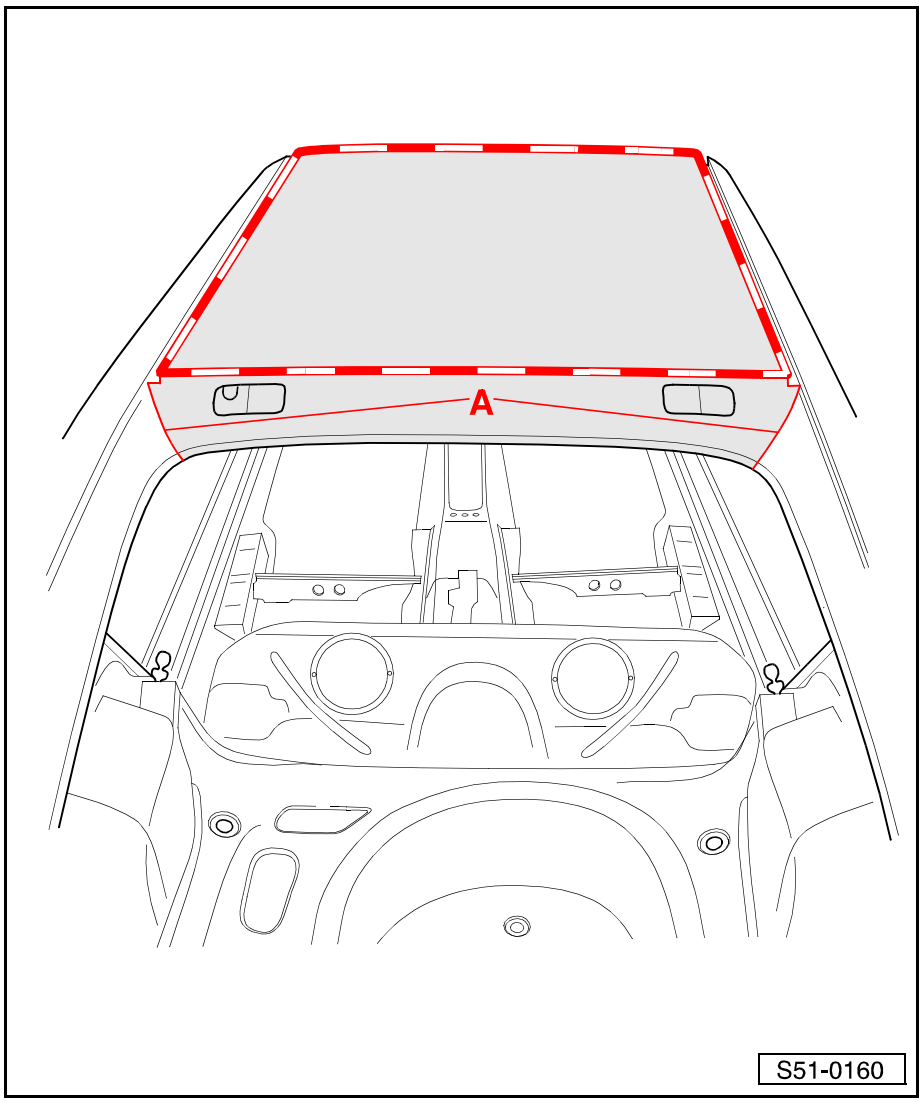
– Weld the support for the towing lug, inert gas shielded full seam.

– Weld the reinforcement angle bracket, inert gas shielded plug weld.

51 – Middle body

51-1 Repairing the body in the middle I

Replacing the roof



Note

The series of work operations for the Fabia estate car is virtually identical. The only difference with the Fabia estate car is that the roof is approximately 30 cm longer.

Separation points

– Coarsely separate the roof.

Note

The section between the roof and water channel -A- is hard soldered. A gas shielded full seam is used here as a repair solution.

– Break the original welding on the front and rear roof cross members.
– Bore out the lateral welding spots.
– Remove residues.

Spare parts

- Roof
- Adhesive -DA 001 730 A1-
- Butyl glue for the sealing cord -AKL 450 005 05-

Preparing the new part

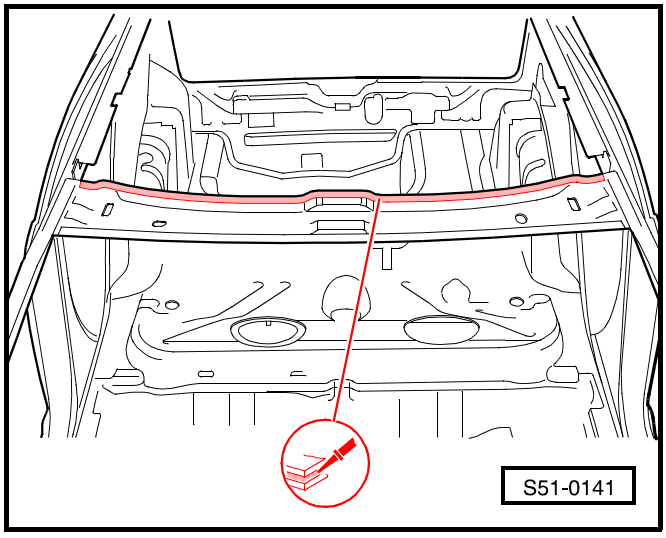
– Make holes in the new part (depending on the length of the tongs used for spot welding)

Part welding

– Apply butyl glue for the sealing cord on the front roof cross member. ►

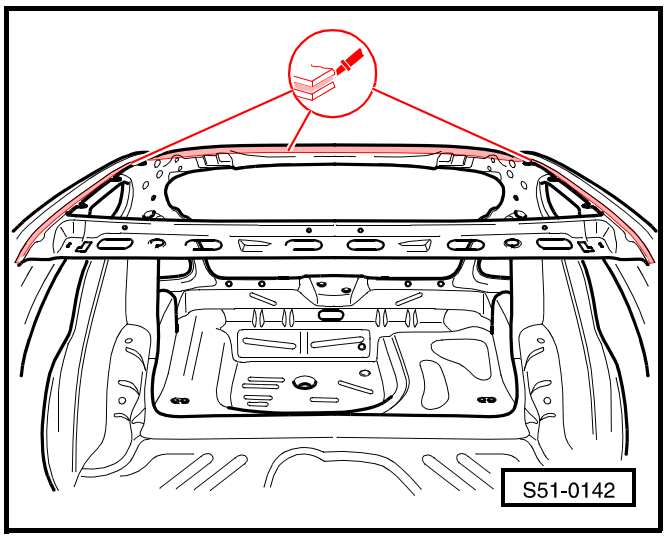
– Apply glue to the lateral flange and rear cross member. ►

– Position roof and fix it.



Note

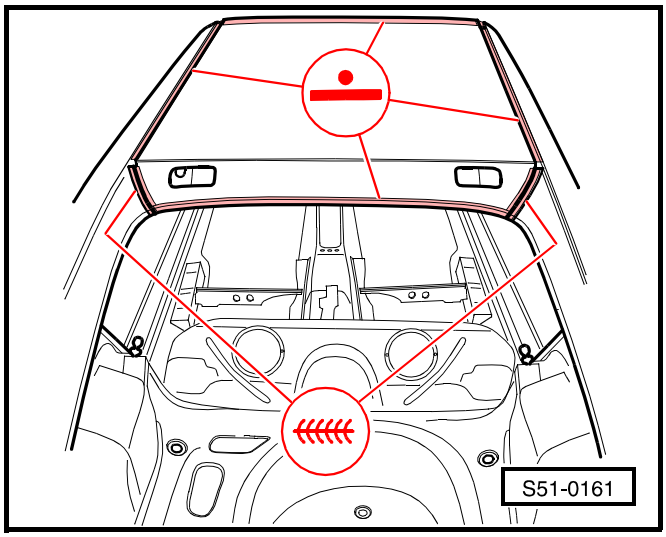
- *The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.*
- *Check the fit between the roof and the tailgate.*



– Weld in the roof, an RP spot seam. ►

– Weld in difficult to reach parts using an inert gas shielded plug weld.

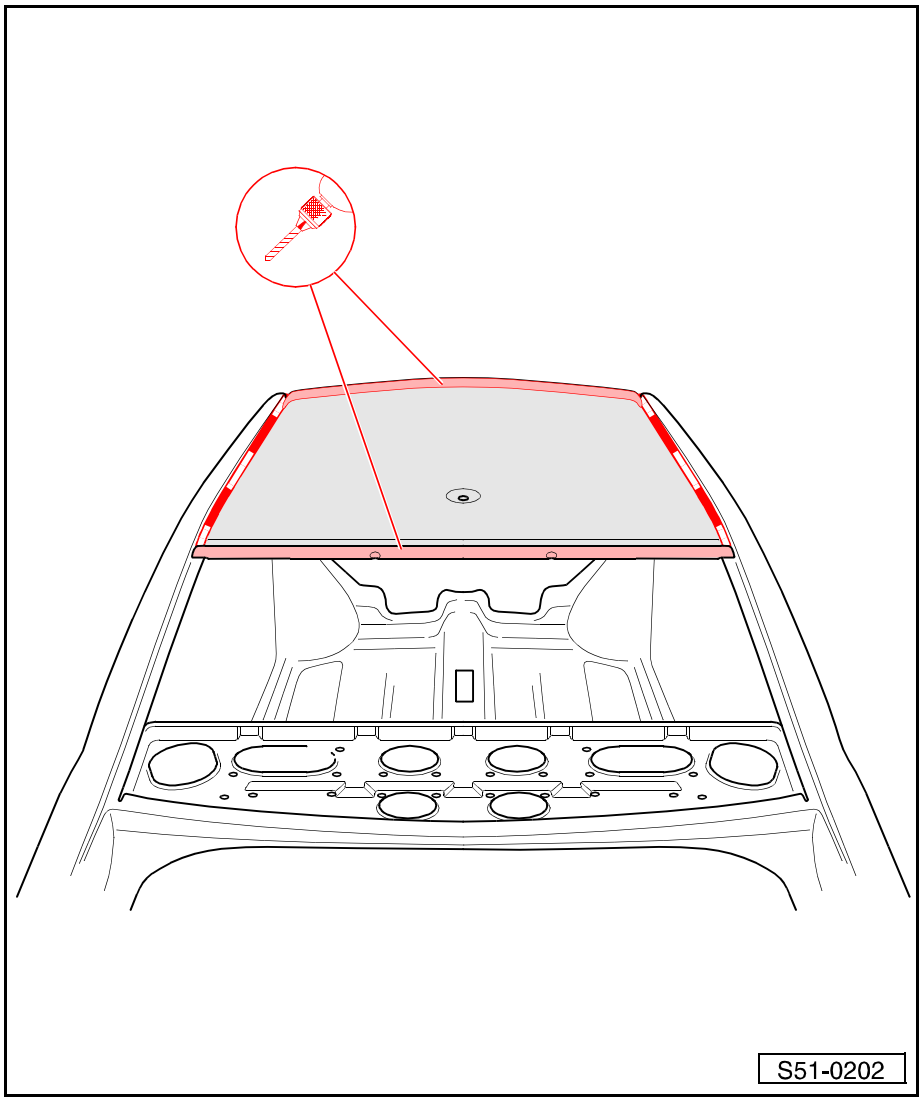
– Use a gas shielded full seam to weld the part up to the water channel.



Note

When welding the longitudinal sides make sure that the spot weld tongs are positioned in the recessed surfaces inside the vehicle.

Replacing roof, Fabia Saloon



Separation points

– Coarsely separate the roof.
– Break the original welding on the front and rear roof cross members.
– Bore out the lateral welding spots.
– Remove residues.

Spare parts

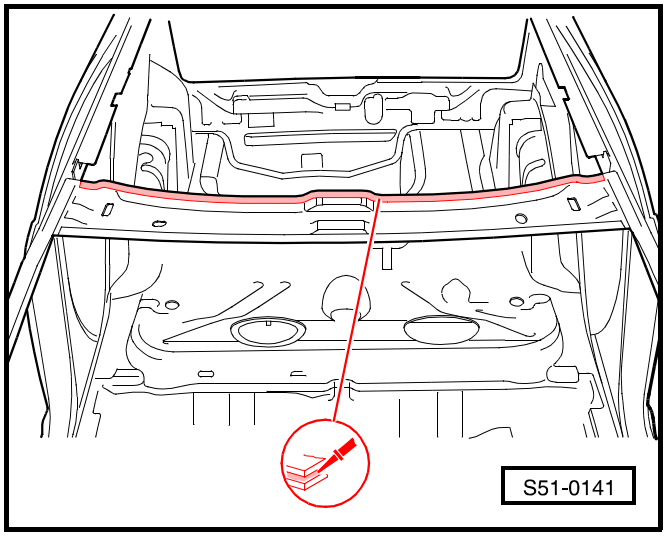
- Roof
- Adhesive -DA 001 730 A1-
- Butyl glue for the sealing cord -AKL 450 005 05-

Preparing the new part

– Make holes in the new part (depending on the length of the tongs used for spot welding)

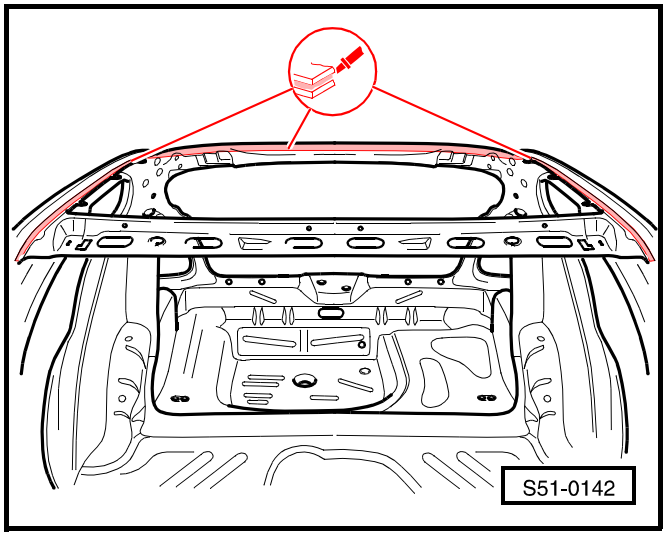
Part welding

– Apply butyl glue for the sealing cord on the front roof cross member. ►



– Apply glue to the lateral flange and rear cross member. ►

– Position roof and fix it.



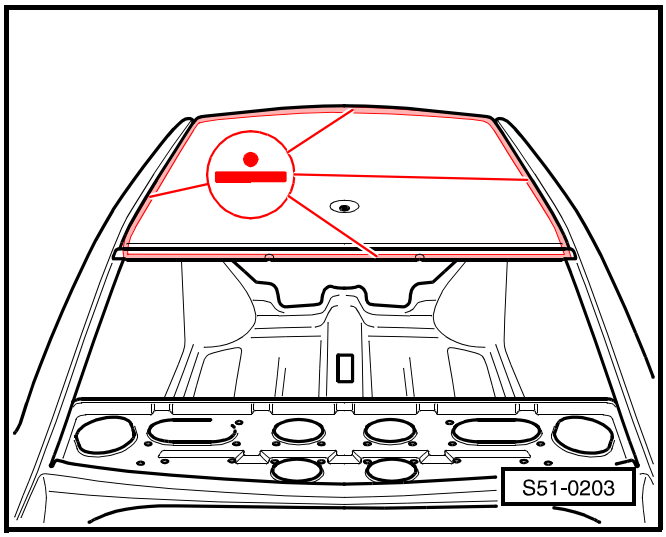
Note

- *The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.*
- *Check the fit between the roof and the tailgate.*

– Weld in the roof, an RP spot seam. ►

– Weld in difficult to reach parts using an inert gas shielded plug weld.

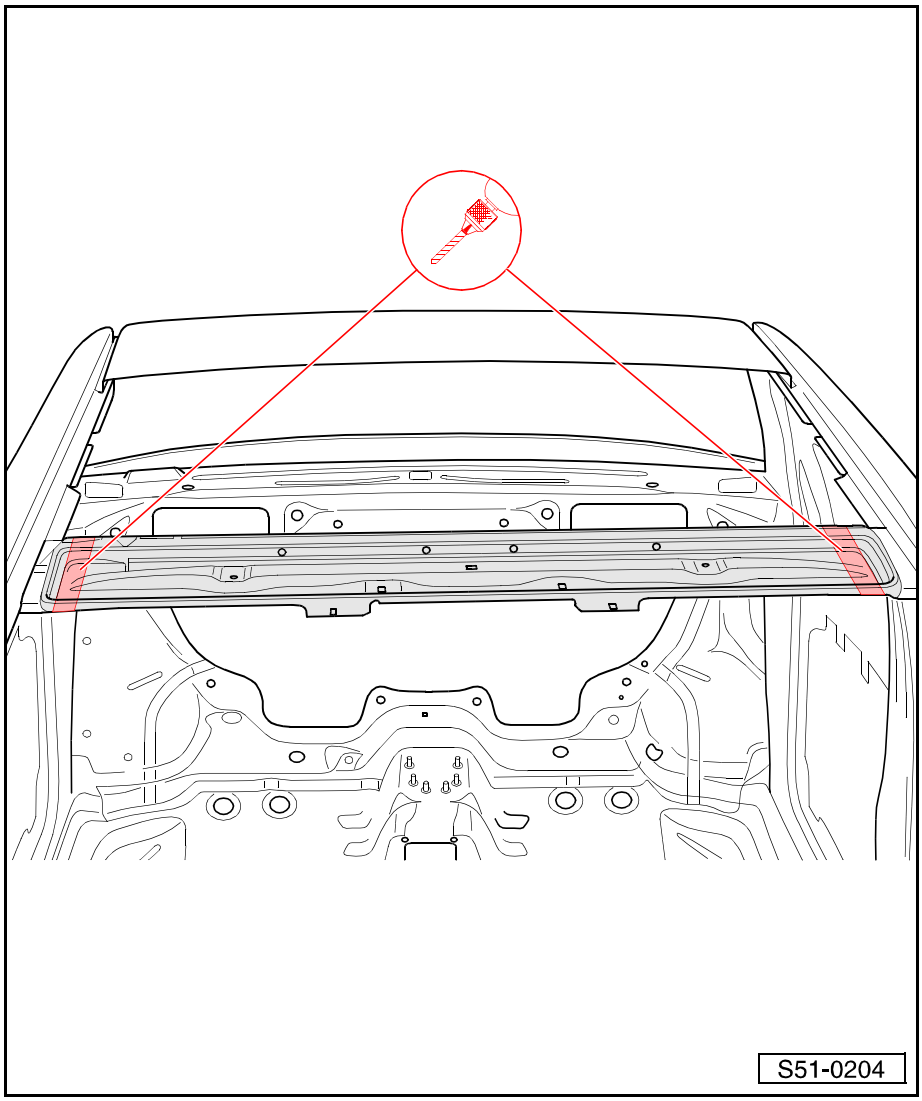
– Use a gas shielded full seam to weld the part up to water channel.



Note

When welding the longitudinal sides make sure the spot weld tongs are positioned in the recessed surfaces inside the vehicle.

Replacing rear roof cross member, Fabia Saloon



- Roof already separated

Separation points

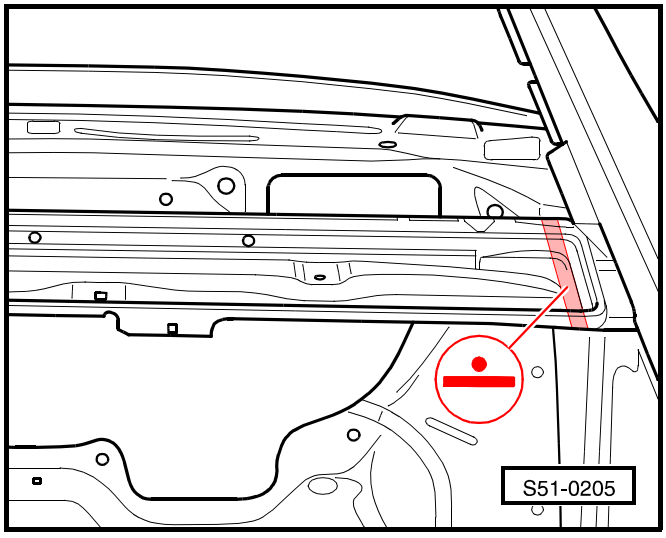
– Break the original welding of the roof cross member.
– Remove the rear roof cross member.
– Remove residues.

Spare part

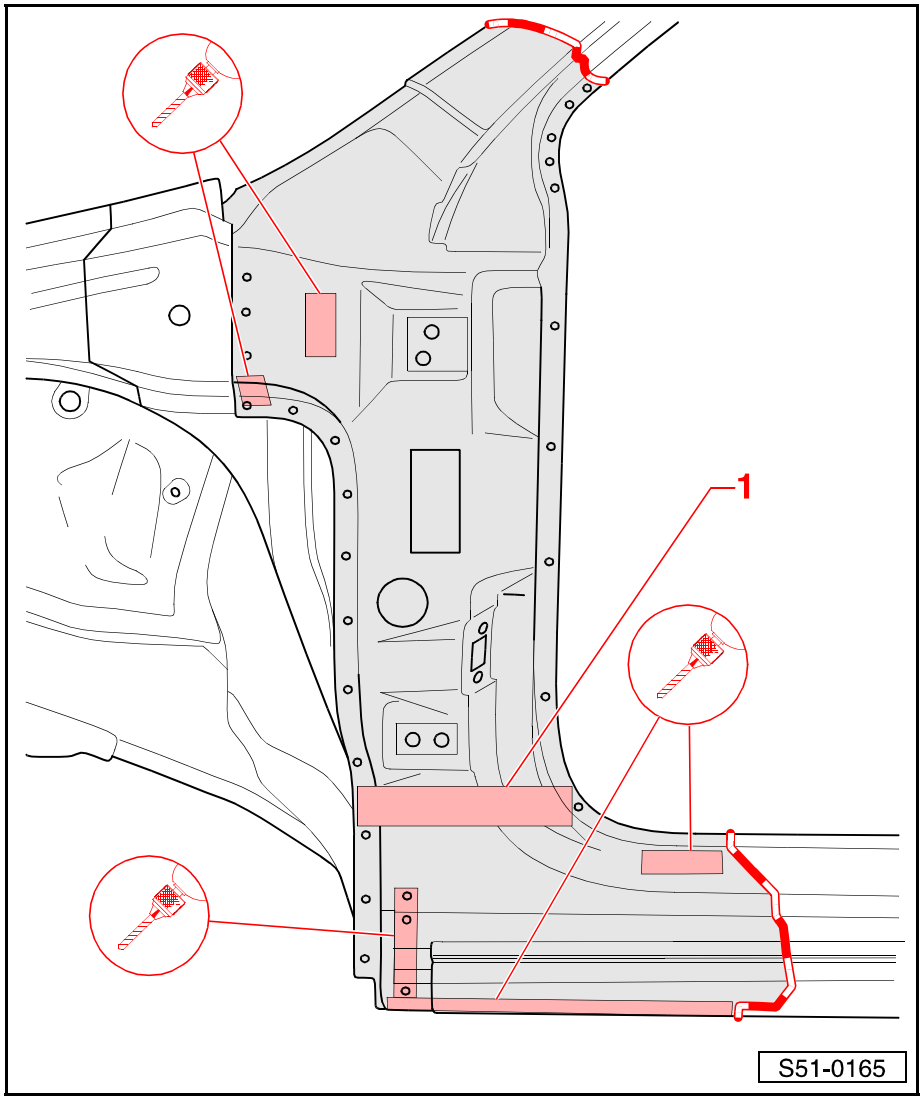
♦ Rear roof cross member

Part welding

– Fit and fix the roof cross member.
– Weld in the roof cross member, an RP spot seam. ►



Replacing pillar A on the outside



1- Foam-filled zone

Separation points

– Make the separation cuts in function of the damage.

Caution!

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

Note

- *Do not damage the internal reinforcement of pillar A.*
- *Do not separate close to the hinge attachments.*

– Release the original welding.

– Bore out the top and bottom reinforcement welding points on the bottom side rail.

– Bore out the welding points on the inside of pillar A.

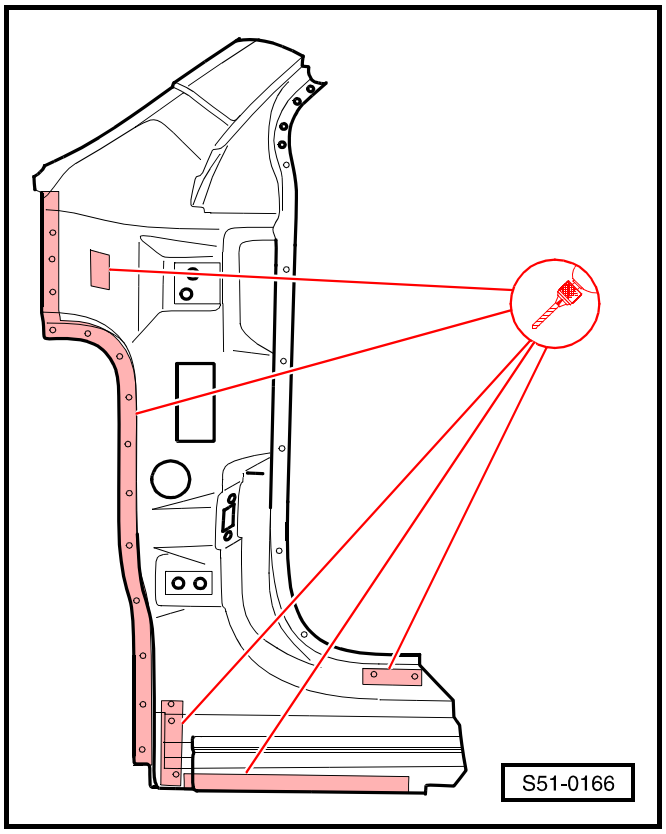
Spare parts

- Pillar A on the outside - the offcut section
- Noise insulation panels -6Y0 864 667- and -6Y0 864 667 A-

Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions.

– Drill holes ∅ 7 mm. ►



Foam filling

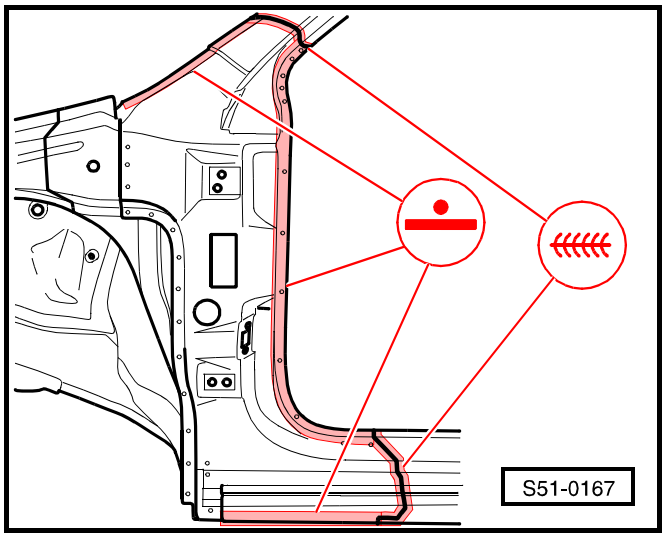
Replacing damping ⇒ Chapter 00-7.

Part welding

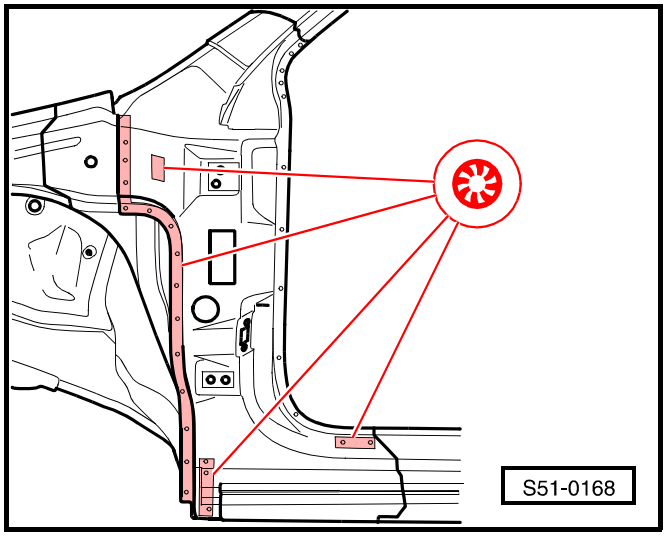
– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.

– Weld pillar A, RP spot seam. ►

– Weld the separation lines, an inert gas shielded full seam.



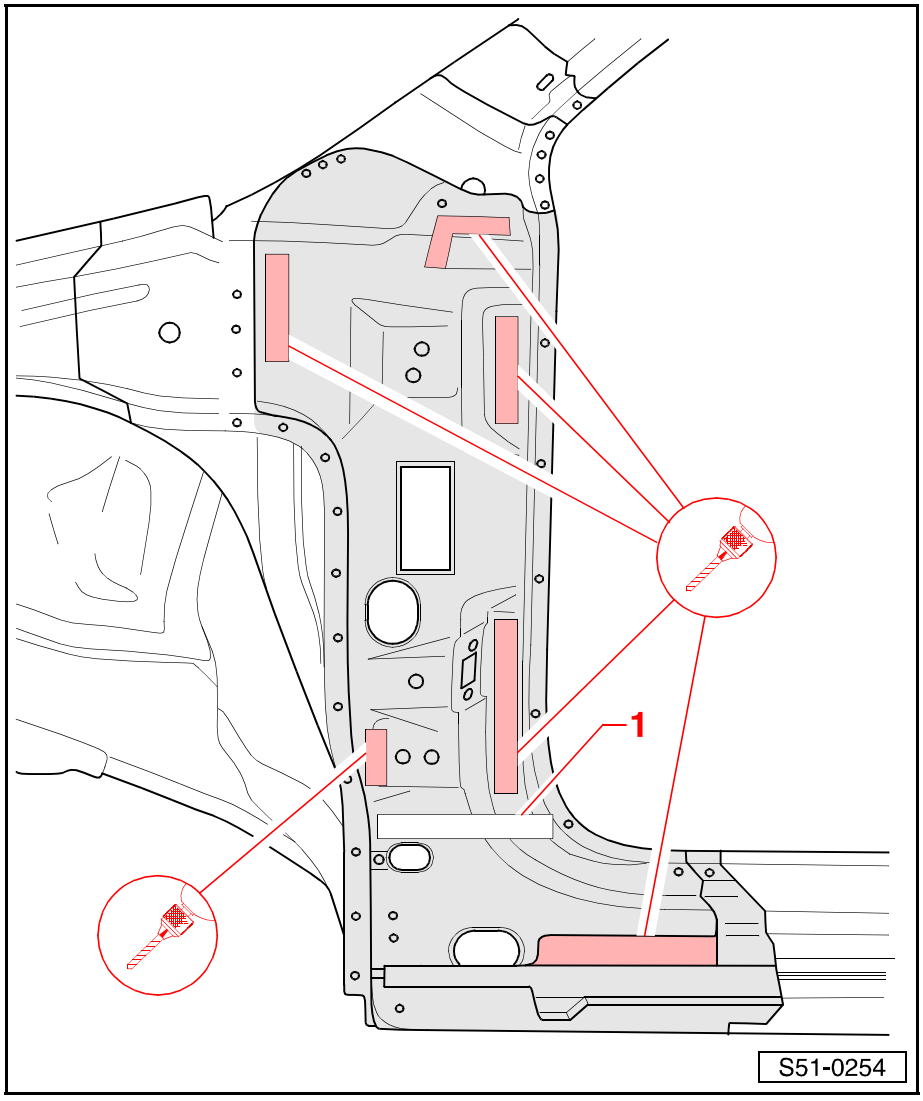
– Weld the remaining part, an inert gas shielded plug weld.



Replacing pillar A inside

Note

The bottom frame reinforcement -1- can remain fitted if it is not damaged.



- Pillar A on the inside, separated

1- Foam-filled zone

Separation points

– Make the bottom separation cut in function of the damage.

Caution!

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

Note

Do not separate close to the hinge attachments.

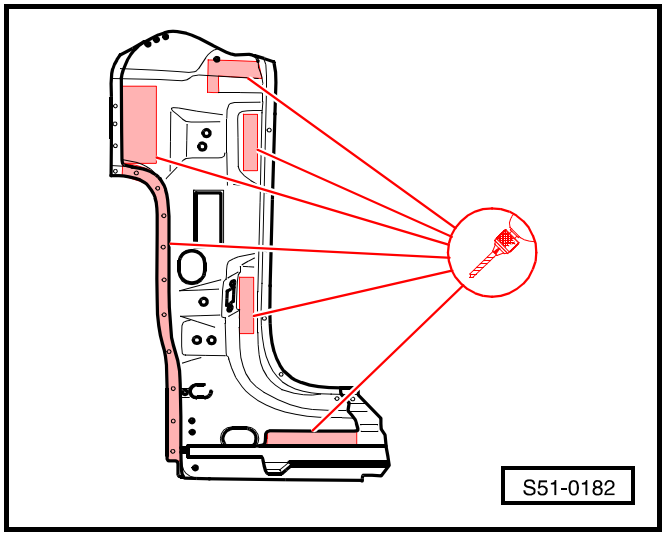
– Release the original welding.

Spare part

♦ Pillar A on the inside - the offcut section

Preparing the new part

– Drill holes for inert gas shielded plug weld, ∅ 7mm. ►

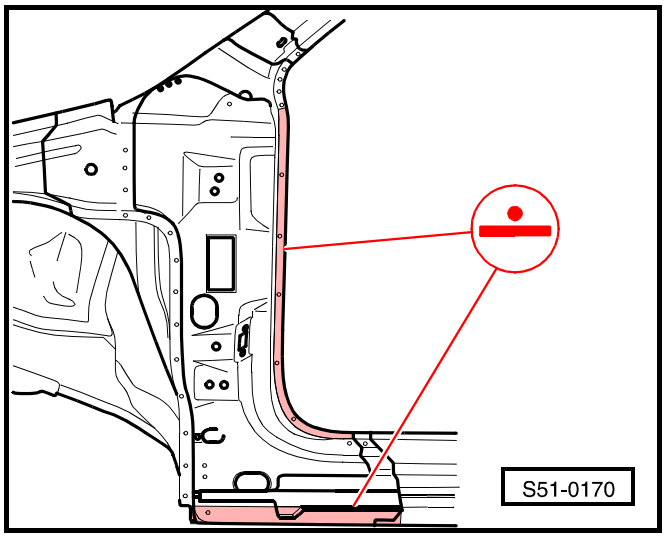


Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.

– Weld pillar A inside, RP spot seam. ►

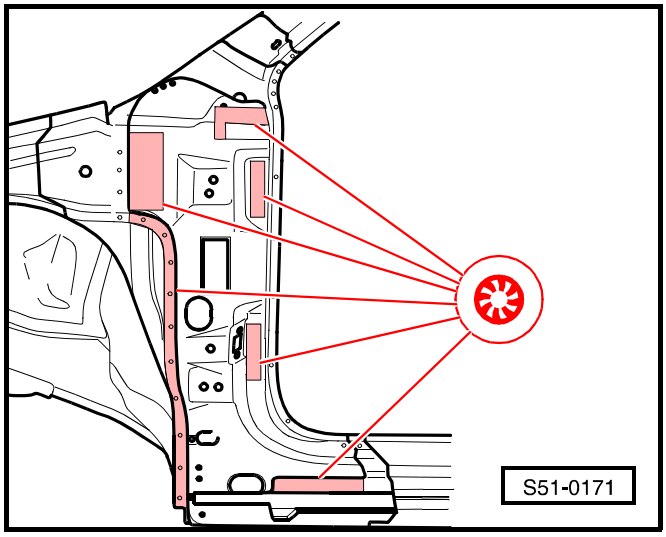
– Weld the separation line bluntly as an inert gas shielded full seam.



– Weld the remaining part, an inert gas shielded plug weld.

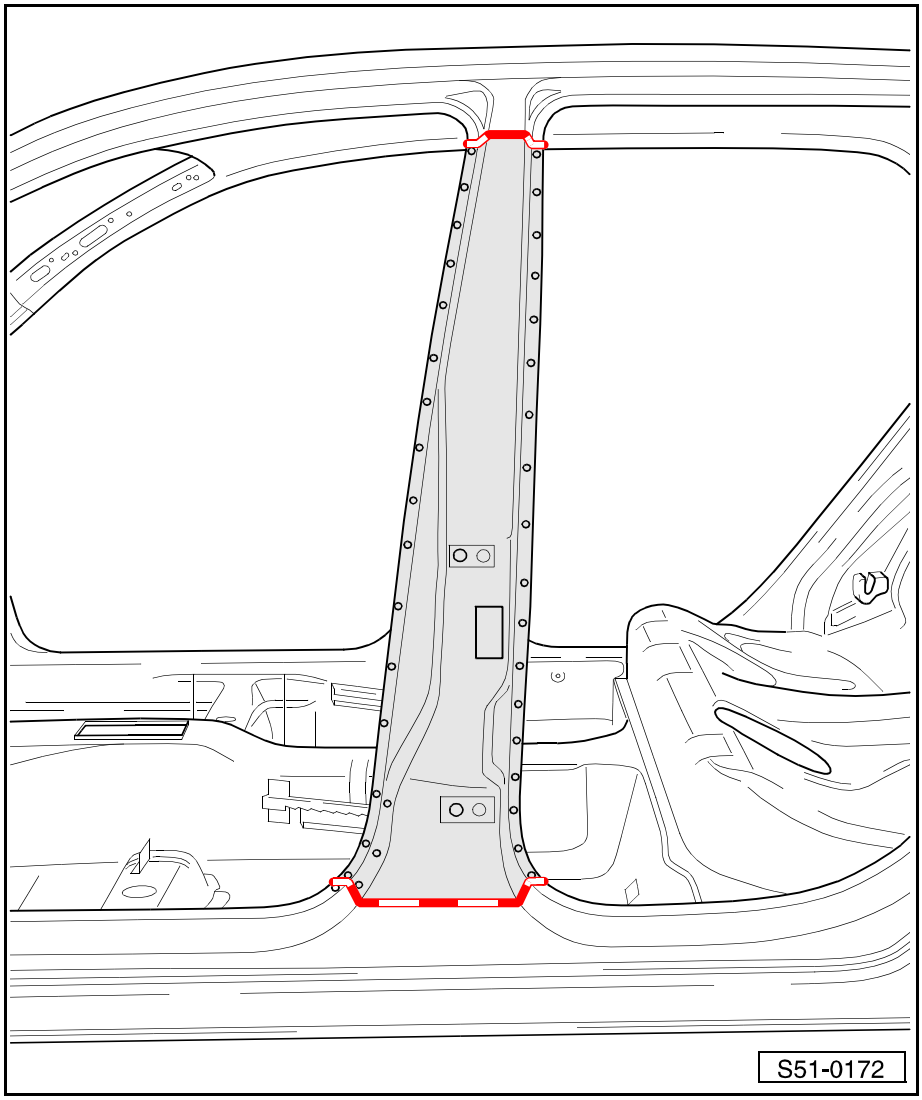
Foam filling

Observe the repair instructions ⇒ Chapter 00-7.



51-2 Repairing middle body II

Replacing pillar B outside



Separation points

– Make the separation cuts in function of the damage.

Note

- *If the outer bottom side rail or column A outside and possibly also the side part is damaged then the door frame can be used as a spare part without reinforcement and the necessary part taken from it.*
- *Do not damage the internal reinforcement of pillar B.*
- *Do not separate close to the hinge supports.*

– Release the original welding.

– Remove residues.

Spare part

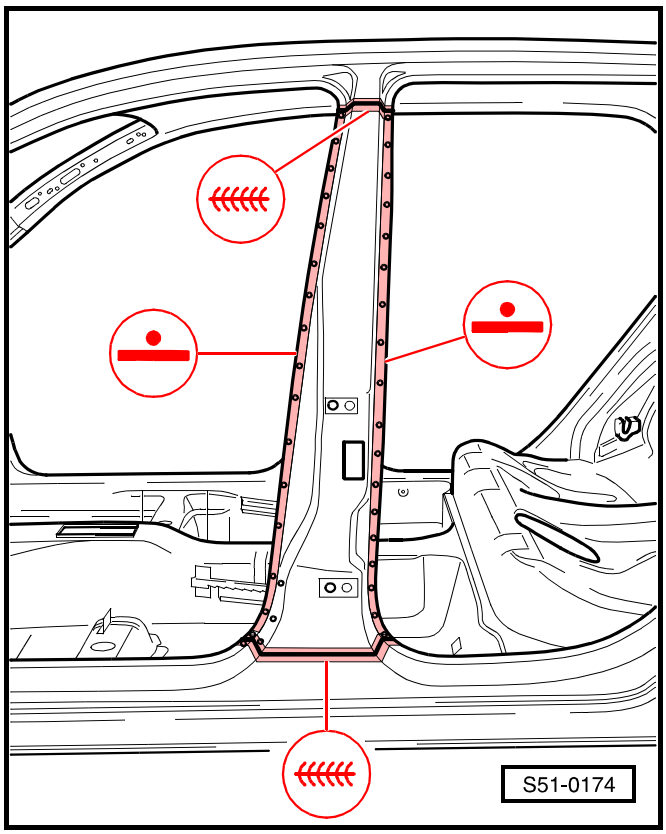
- Pillar B outside

Preparing the new part

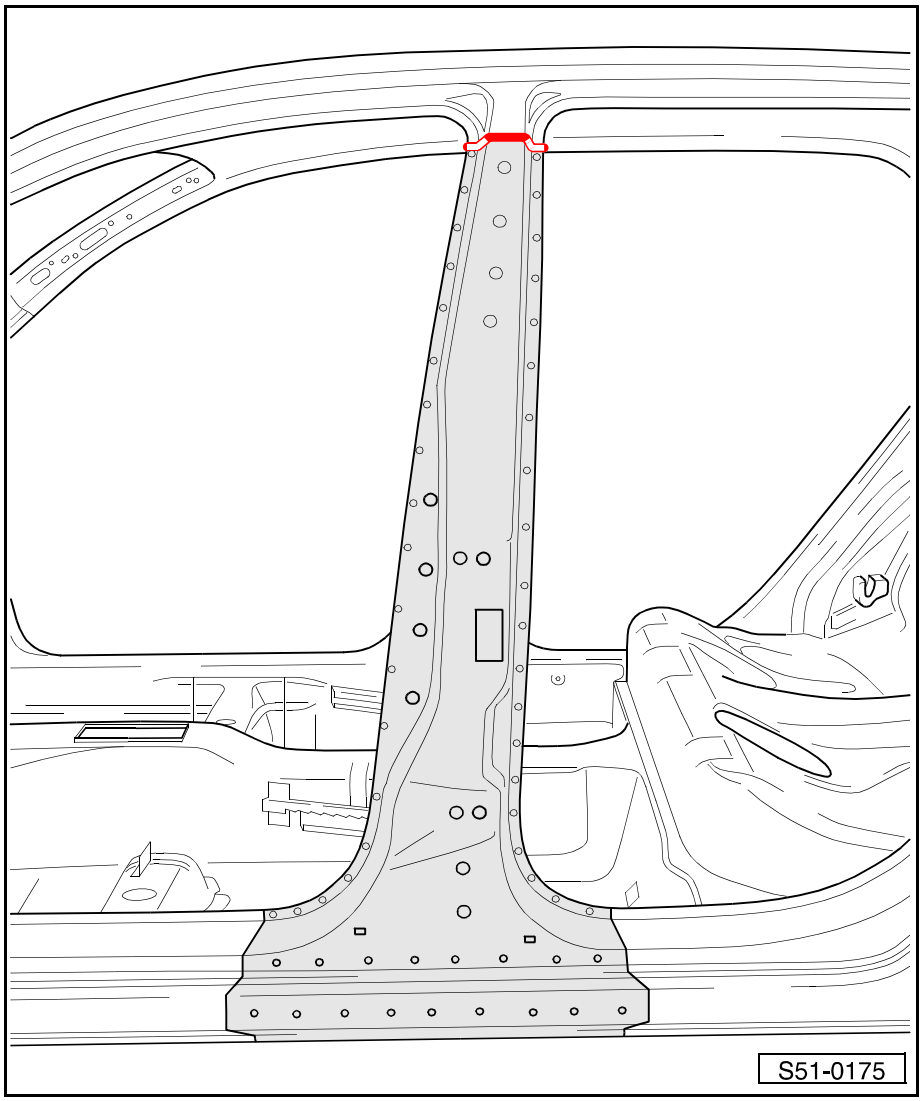
– Transpose the separation line onto the new part and cut to the required dimensions.
– Adjust the new part.

Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
– Weld in pillar B on the outside, an RP spot seam. ►
– Weld the separation lines, an inert gas shielded full seam.



Replacing pillar B inside



- Pillar B outside separated
- Bottom side rail outside separated

Separation points

– Position the top separation cuts 30 mm above the bolt for seat belt deflection.

Note

Absolutely observe the top separation cut position otherwise internal reinforcements will be damaged.

– Grind off the original welding on the bottom side rail reinforcement using an angular grinder.
– Remove residues.

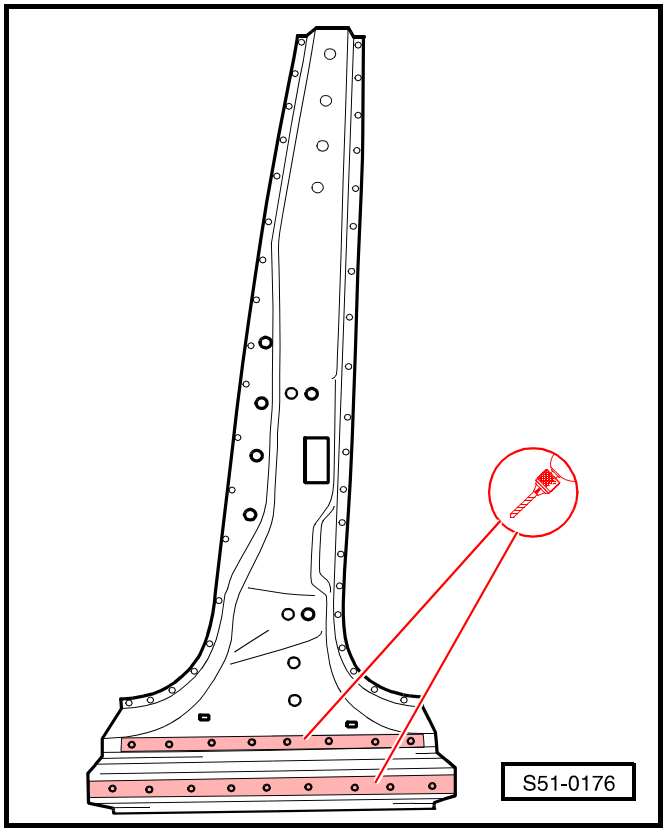
Spare part

♦ Pillar B inside (with reinforcements)

Preparing the new part

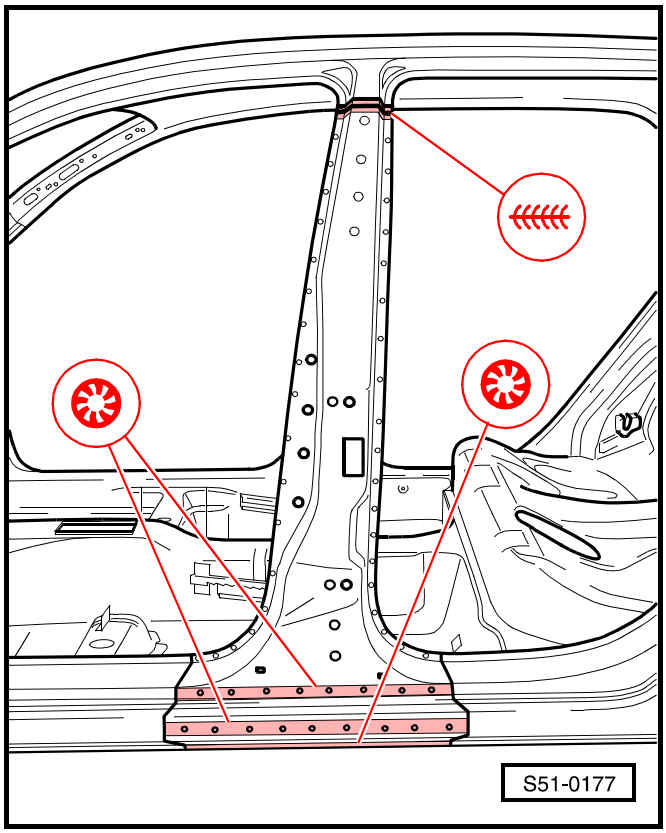
– Transpose the separation line onto the new part and cut to the required dimensions.

– Drill holes near the joint with the bottom side rail reinforcement, ∅ 7 mm. ►
– Adjust the new part.

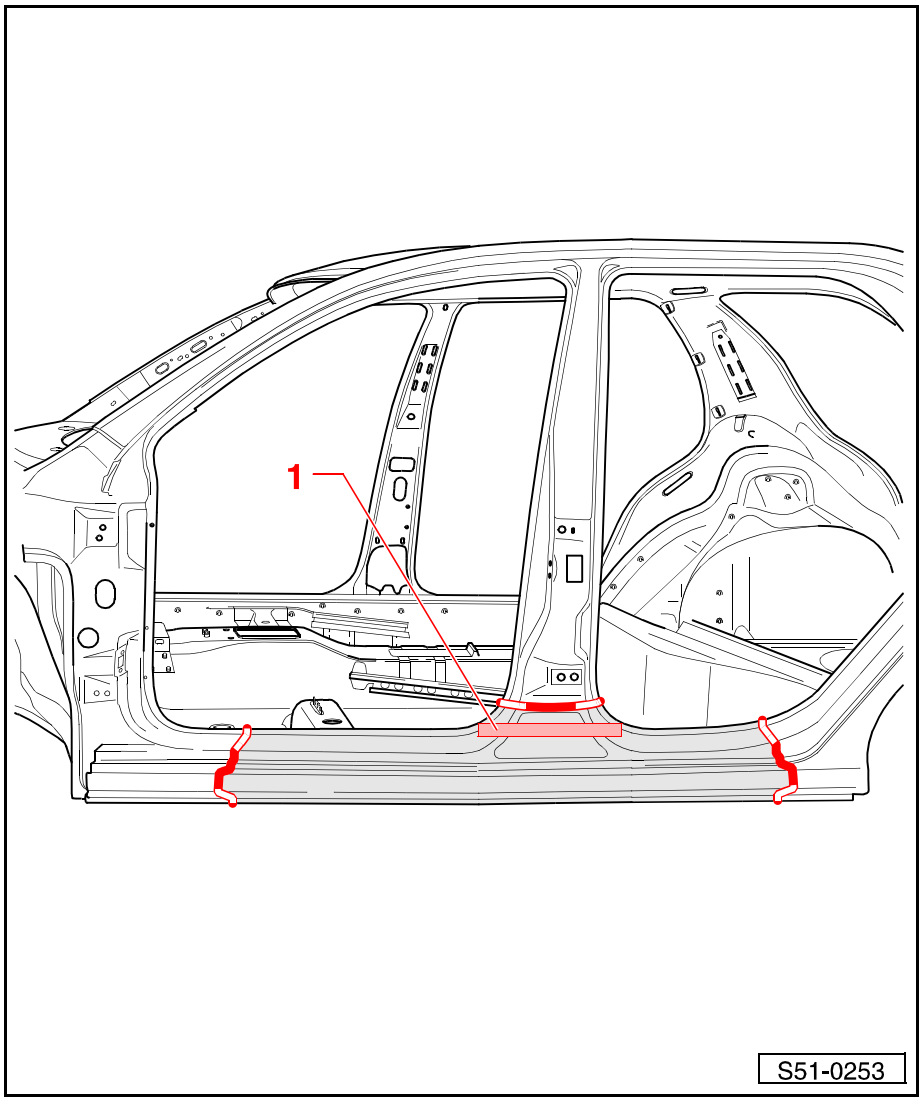


Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
– Weld in pillar B on the inside, an inert gas shielded plug weld. ►
– Weld the separation lines, an inert gas shielded full seam.



Replacing the outside bottom side rail



1- Foam-filled zone

Note

- *If Column A or B outside and possibly also the side part is damaged then a door frame can be used as a spare part without reinforcement and the necessary part takenfrom it.*
- *Do not damage the internal reinforcement in the bottom side rail.*
- *Perform the separation cut on a vehicle standing on its wheels or on straightening squares.*

Separation points

– Release the original welding.

– Bore out the welding points to the internal reinforcement at the top and bottom.

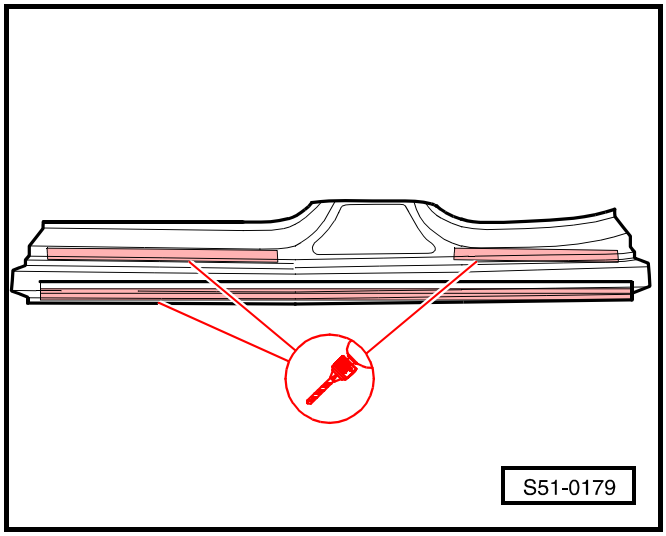
Spare parts

- Bottom side rail outside
- Damping -6Y0 863 335-

Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions.

– Drill holes near the joints to the internal reinforcement, ∅ 7 mm.



Foam filling

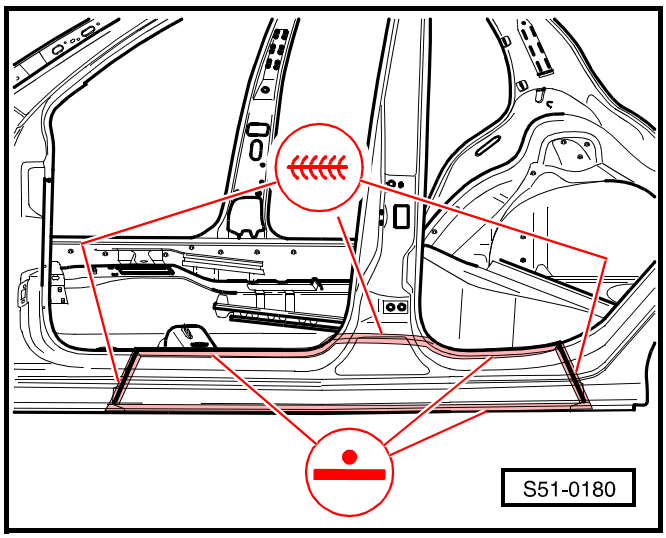
Replacing damping ⇒ Chapter 00-7.

Part welding

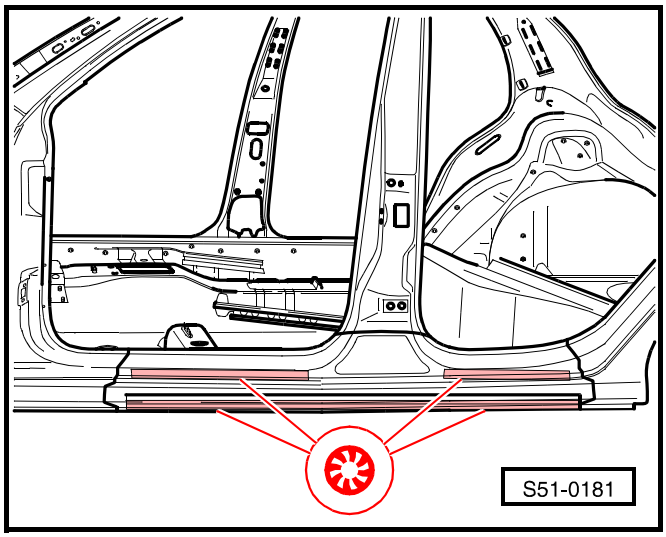
– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.

– Weld bottom side rail outside, RP spot seam.

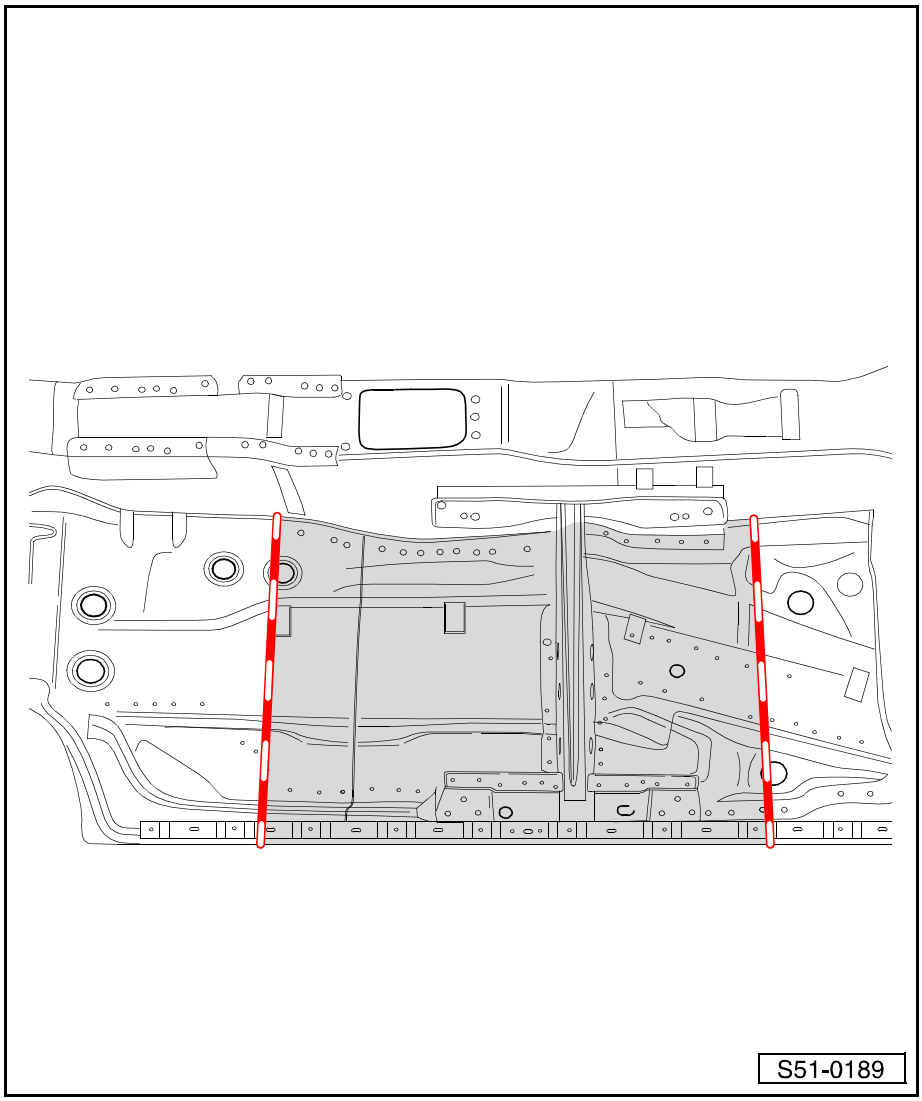
– Weld the separation lines, an inert gas shielded full seam.



– Weld the joints with the internal reinforcement, gas shielded plug weld.



Replacing floor panel section



- Outside and inside bottom side rail separated off

Separation points

– Make the separation cut in function of the damage.

– Bore out the original welding on the frame side rails under the front floor panel.

Note

- *Do not make any separation cuts near the centre tunnel.*
- *The B-cross member must be replaced completely.*

– Separate the B-cross member.

– Release the original welding.

Spare parts

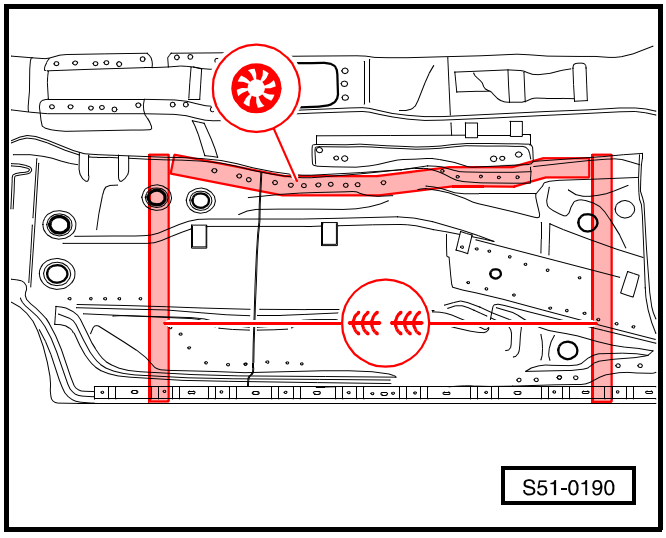
- Floor panel
- B-cross member

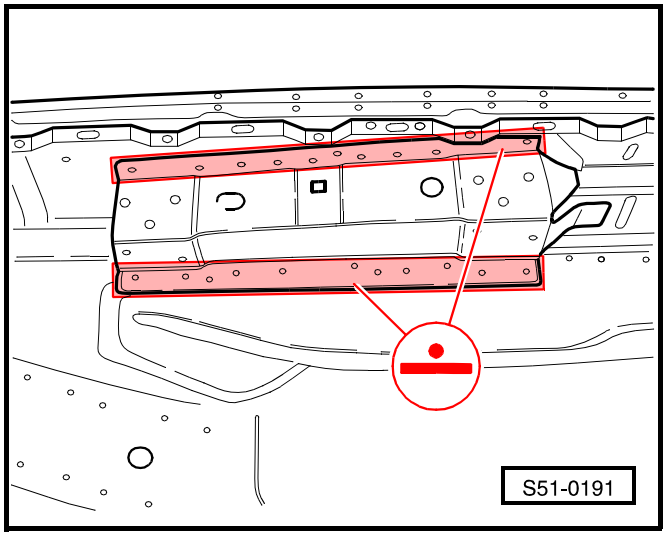
Preparing the new parts

– Transpose the separation cut plus 10 mm for overlapping on the new part and cut to size.
– Set down the separation cut on the body side.
– Drill holes in the floor panel close to the centre tunnel.
– Drill holes in the lateral part of the joint to the B-cross member.

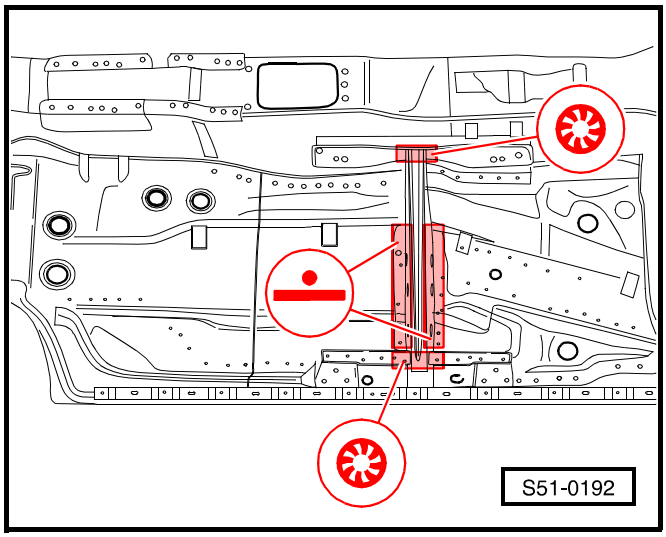
Part welding

– Perform overlapping welding offset on both sides on the separation cut, inert gas shielded full seam interrupted. ►
– Weld the area close to the centre tunnel, an inert gas shielded plug weld.
– Weld seat bottom cross member outside, RP spot seam. ►

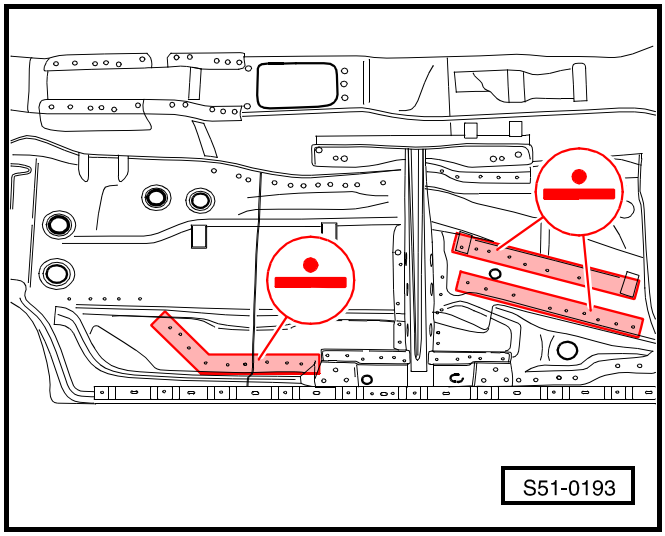




– Align B-cross member, fix and weld, RP spot seam. ►
– Weld the connecting area on both sides, an inert gas shielded plug weld.



– Weld the joints to the frame side rail below the floor panel, RP spot seam.



53 – Rear body

53-1 Repairing rear body I

Replacing the rear end panel, Fabia and Fabia Combi

Note!

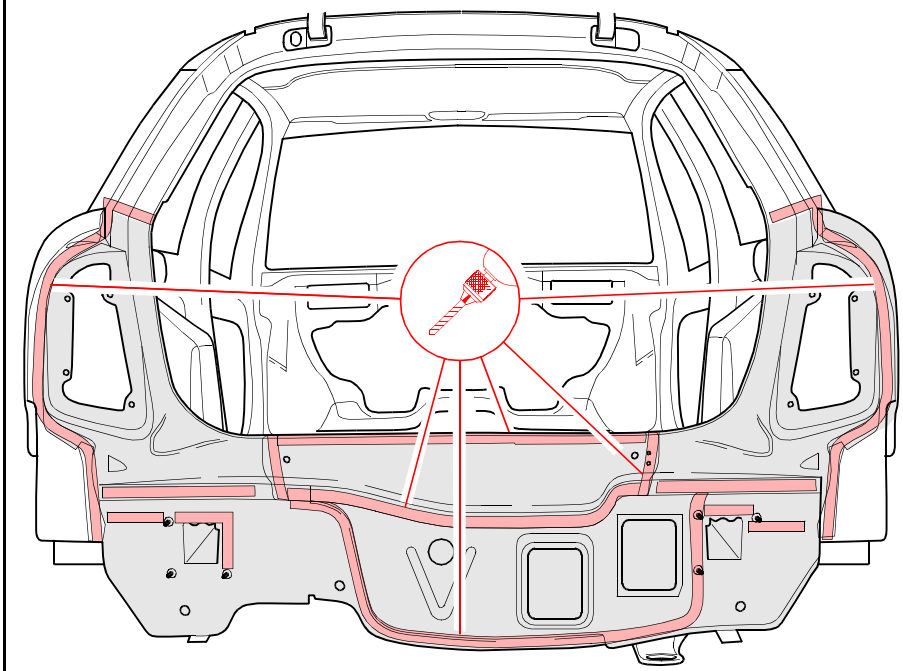
- *The rear end panel of the Fabia is virtually identical to that of the Fabia Combi. Only the connection for the rear light supports and water channel is somewhat lower down on the Fabia Combi.*
- *The end panel consists of the following parts: Lock carrier, end panel middle part, left and right rear light supports as well as the left and right end panel. It is possible to replace only one side of the end panel e.g. together with the side part. In any case the middle part of the end panel must first be replaced.*
- *The following describes the repair of the right side.*

Separation points

– Detach the original joint on the middle part of the end panel.

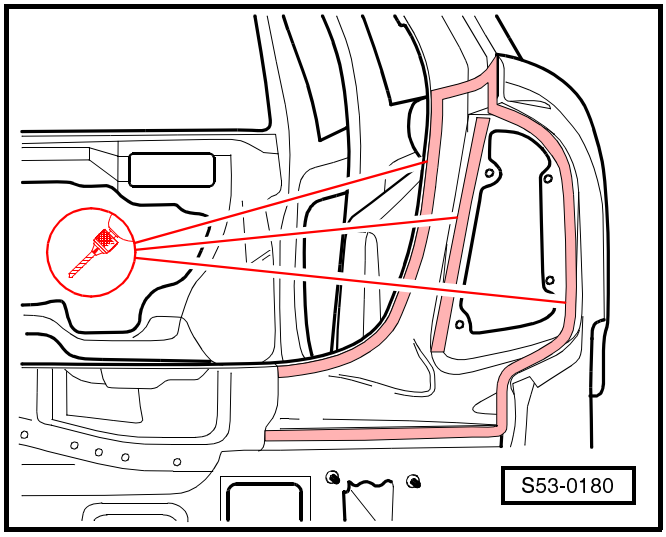
– Grind open brazed sections with a rod grinder.

– Remove the middle part of the end panel.

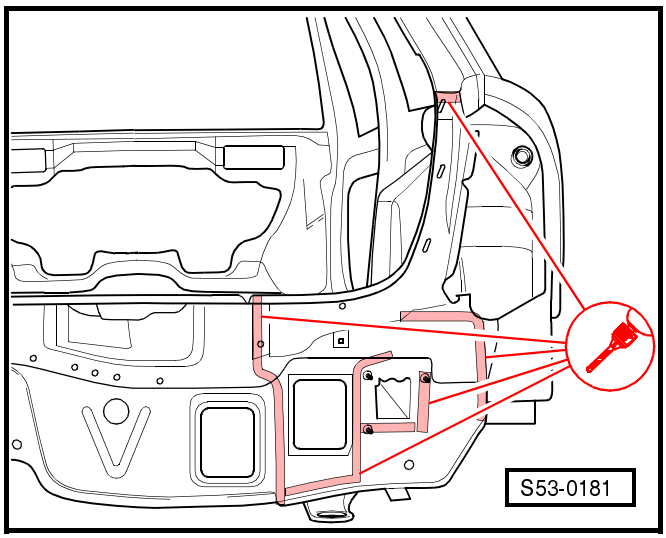


S53-0179

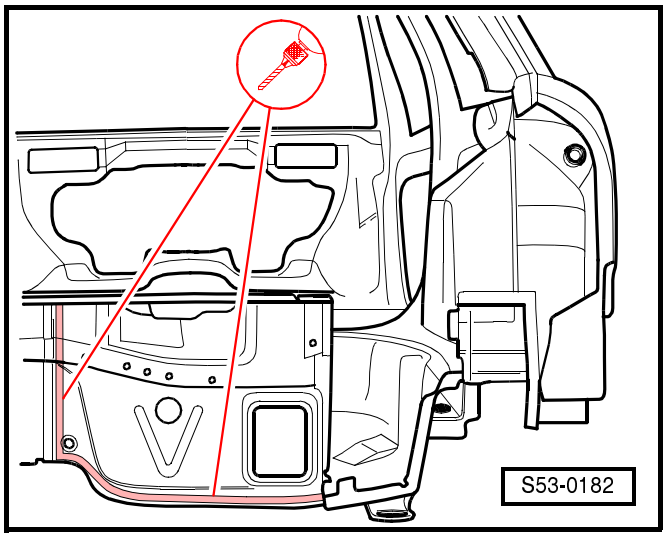
– Detach the original joint on the rear light supports.
– Grind open brazed sections with a rod grinder.
– Pull the rear light supports downwards and out behind the lateral side and remove.



– Detach original joint between the right end panel and the side part, water channel, luggage compartment floor and frame side member.
– Remove the right part of the end panel.
– Release the residual welding from the lock carrier.



– Remove the lock carrier.

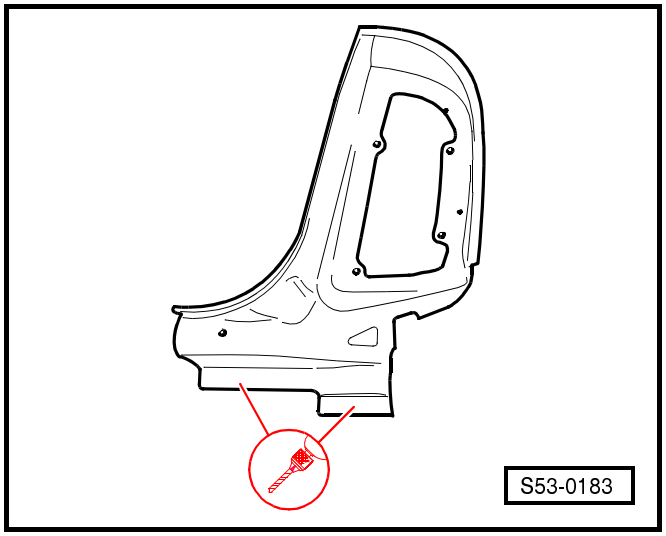


Replacement parts

- Rear light supports left and right
- End panel left and right
- End panel middle part
- Lock carrier

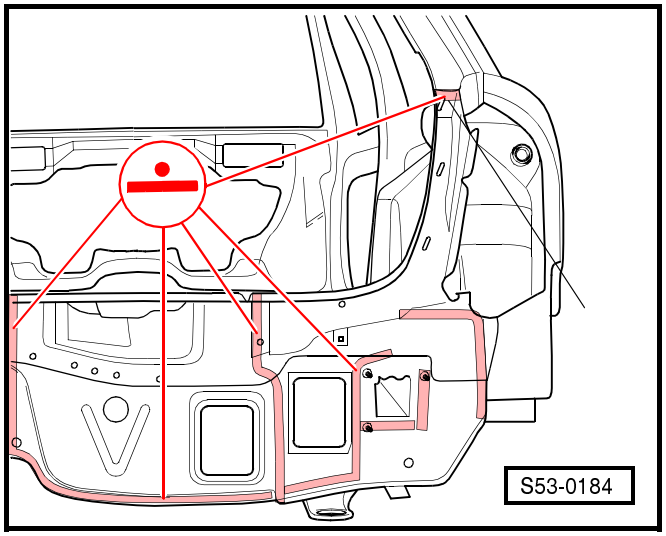
Preparing the new parts

– Drill holes in the rear light supports at the level of the joint with the end panel, ∅ 7 mm. ►

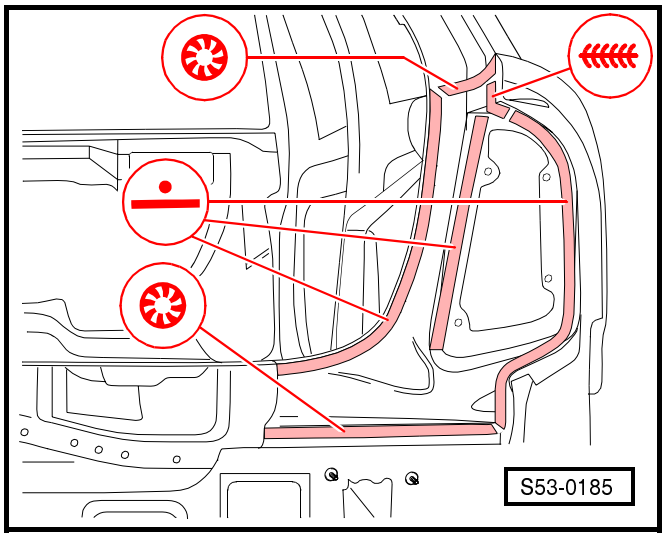


Welding in

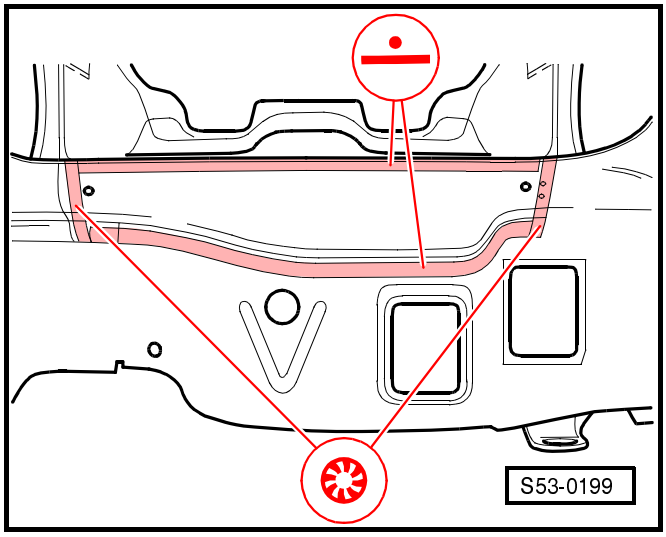
– Adjust and tack-weld the end panel together with the rear light supports.
– Check the proper closing and the gaps of the tailgate.
– Weld the lock carriers and end panel on the right, RP spot weld ►



– Weld rear light supports, RP spot seam. ►
– Weld corner area, gas shielded full seam.
– Weld the remaining part, inert gas shielded plug weld.



– Weld middle part of the end panel, RP spot seam.
– Weld the remaining part, inert gas shielded plug weld.



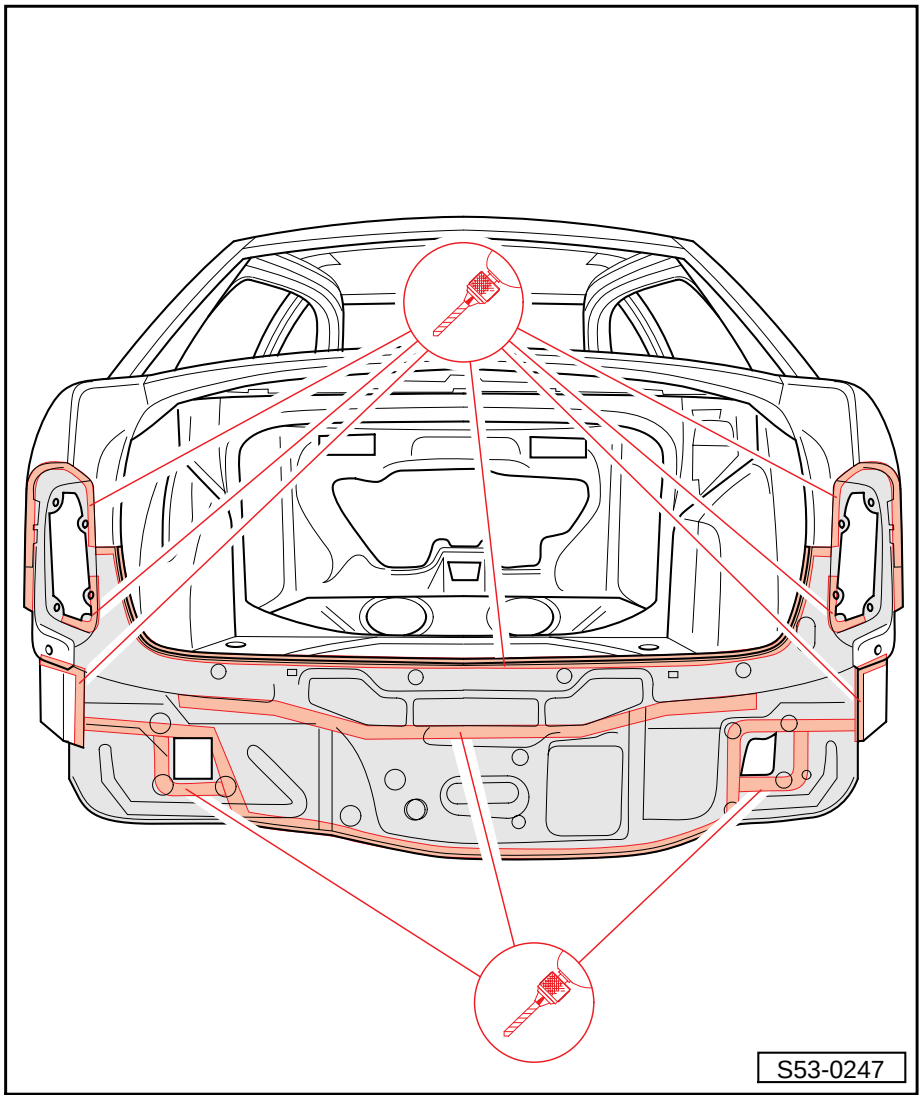
Replacing rear end panel, Fabia Saloon

Note!

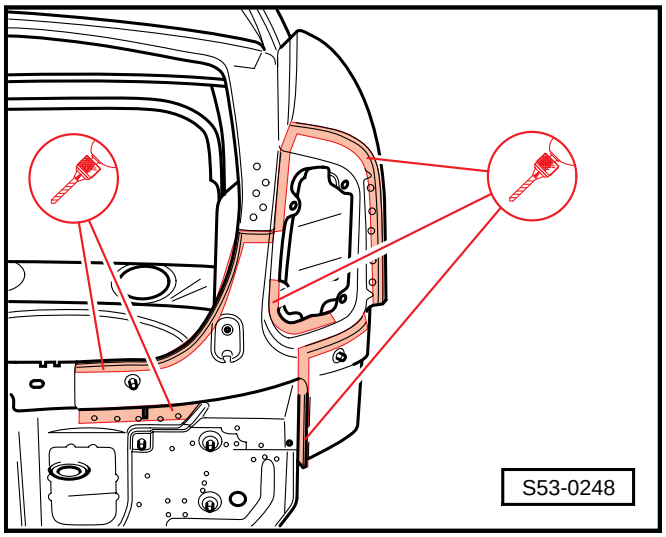
- *The end panel consists of the following parts: Lock carrier, end panel middle part, left and right rear light supports as well as the left and right end panel. It is possible to replace only one side of the end panel e.g. together with the side part. In any case the middle part of the end panel must first be replaced.*
- *The following describes the repair of the right side.*

Separation points

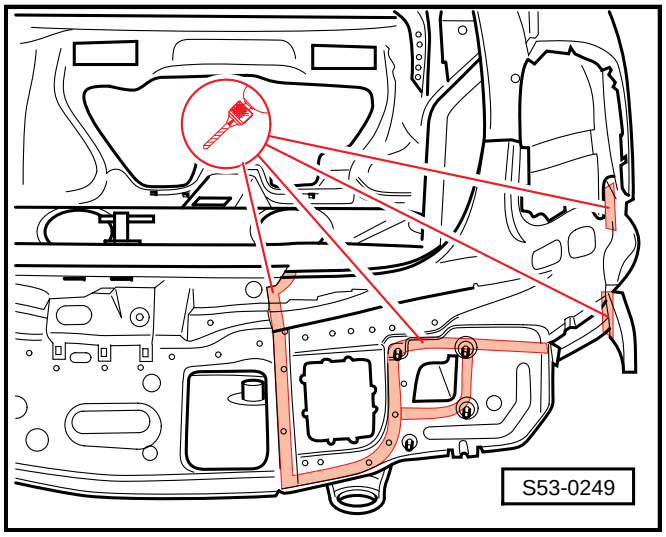
– Detach the original joint on the middle part of the end panel.
– Grind open brazed sections with a rod grinder.
– Remove the middle part of the end panel.



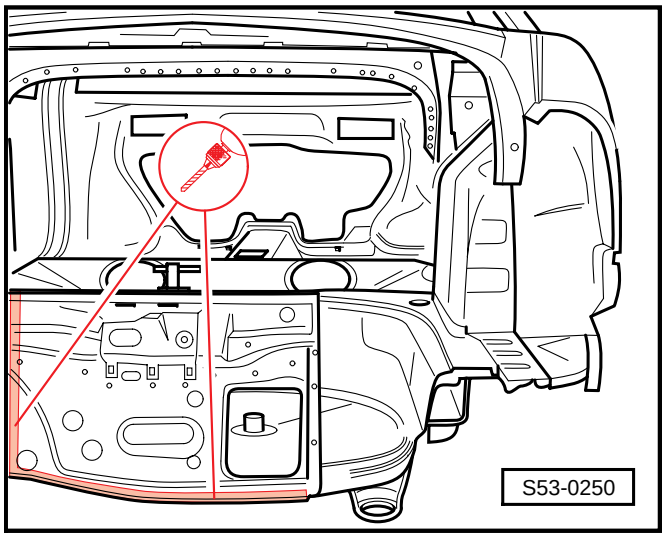
– Detach the original joint on the rear light supports.
– Grind open brazed sections with a rod grinder.
– Pull the rear light supports downwards and out behind the lateral side and remove.



– Detach original joint between the right end panel and the side part, water channel, luggage compartment floor and frame side member.
– Remove the right part of the end panel.
– Release the residual welding from the lock carrier.



– Remove the lock carrier.

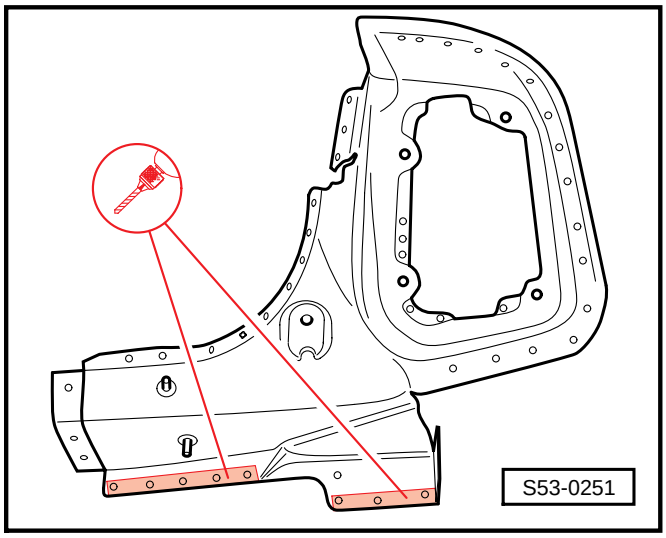


Replacement parts

- Rear light supports left and right
- End panel left and right
- End panel middle part
- Lock carrier

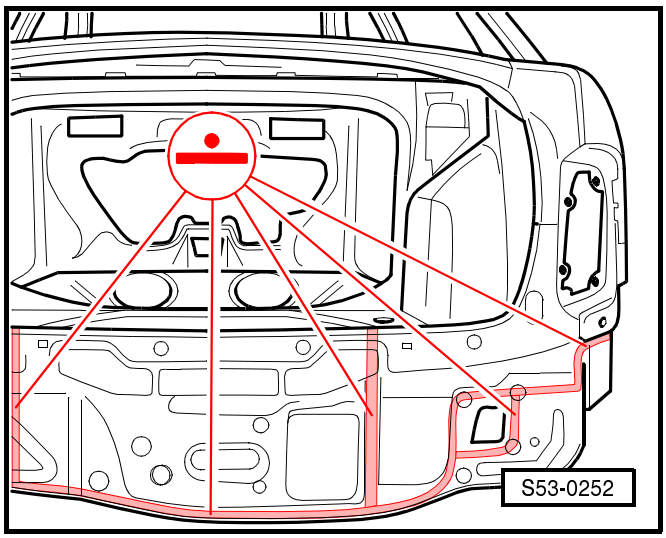
Preparing the new parts

– Drill holes in the rear light supports at the level of the joint with the end panel, ∅ 7 mm. ►

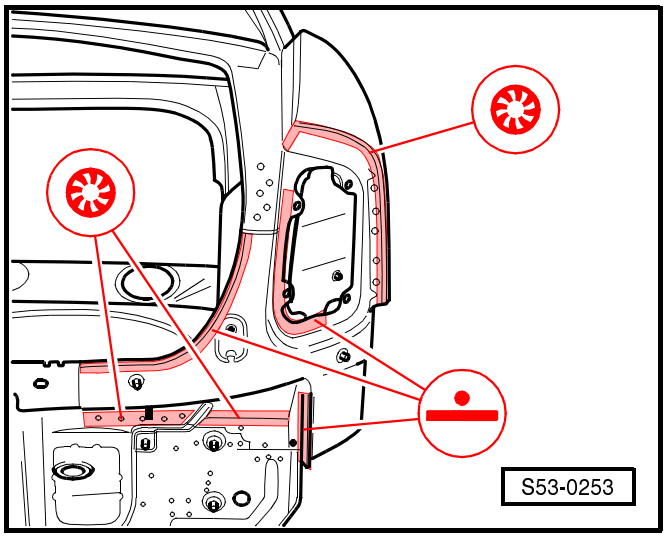


Welding in

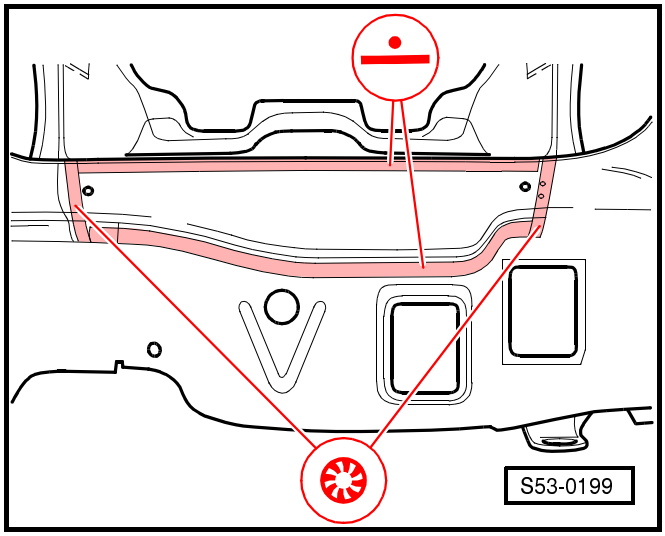
– Adjust and tack-weld the end panel together with the rear light supports.
– Check the proper closing and the gaps of the tailgate.
– Weld the lock carriers and end panel on the right, RP spot weld ►



– Weld rear light supports, RP spot seam. ►
– Weld corner area, gas shielded full seam.
– Weld the remaining part, inert gas shielded plug weld.



– Weld middle part of the end panel, RP spot seam. ►
– Weld the remaining part, inert gas shielded plug weld.

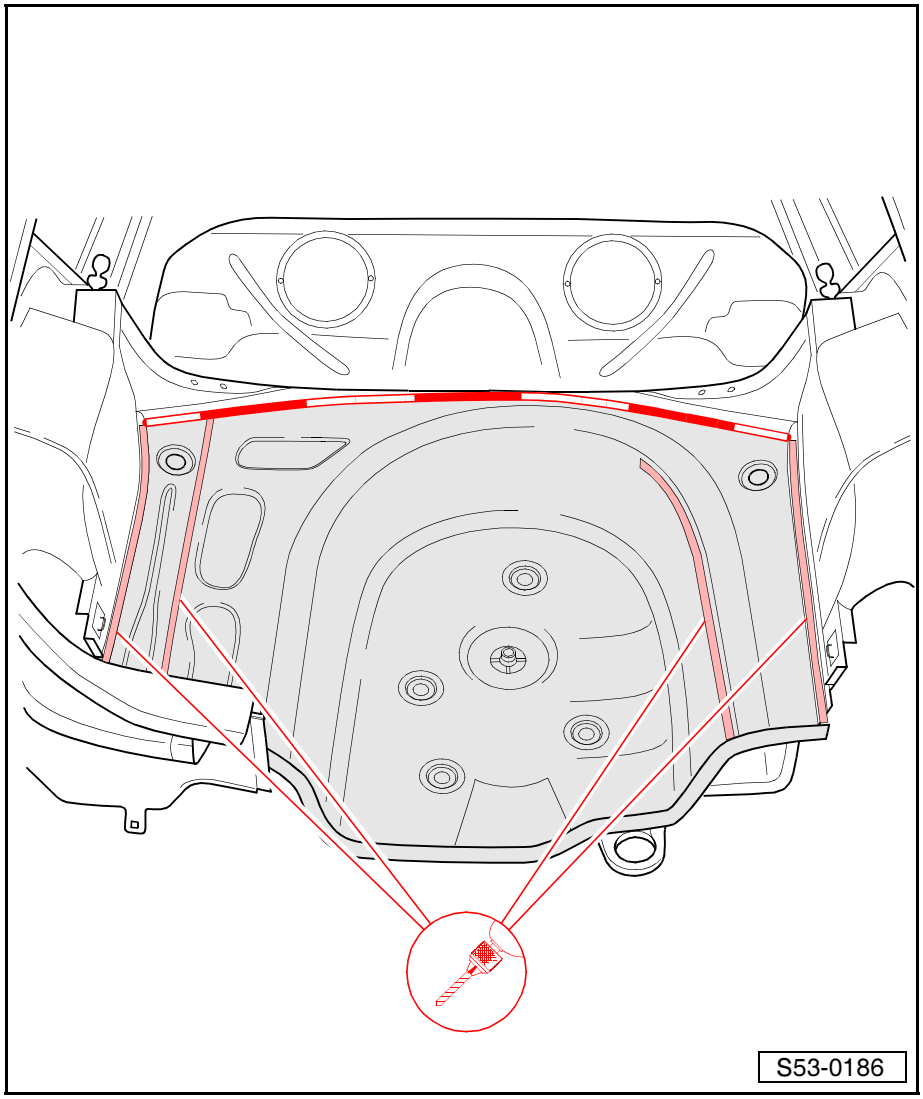


Replacing luggage compartment floor, Fabia, Fabia Combi and Fabia Saloon

- The rear end panel has already been separated.

Note!

- *It is possible to separate only one side of the end panel, e.g. if the rear of the vehicle is only damaged on one side.*
- *The following figures the right side of the vehicle has been separated.*
- *The luggage compartment floor of the Fabia, Fabia Combi and Fabia Saloon is identical with the exception of the rear area. Only the connections to the frame side members are longer.*



Separation points

– Detach the original joint on the frame side member and reinforcement.

– Position the front separation cut at approx. 20 mm behind the original welding.

– Remove residues.

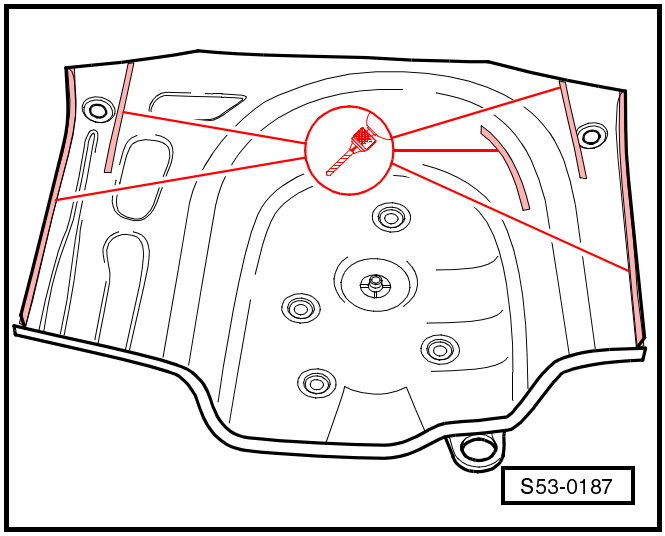
Replacement parts

- Luggage compartment floor

Preparing the new parts

– Drill holes in the new part close to the joint with the wheelhouse.

– Drill holes close to the rear joint with the frame side members ∅ 7 mm. (Depending on the length of the tongs used for spot welding)



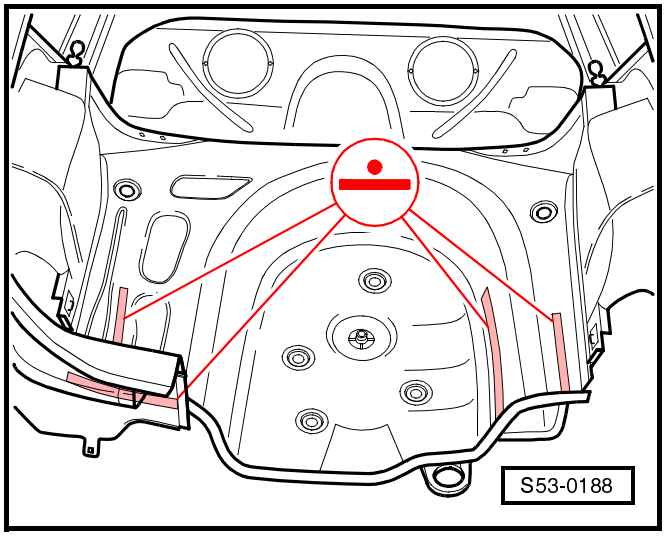
Welding in

– Adjust the luggage compartment floor on the vehicle while it is standing on its wheels or on a straightening square set and check the gaps with the end panel and tailgate fitted.

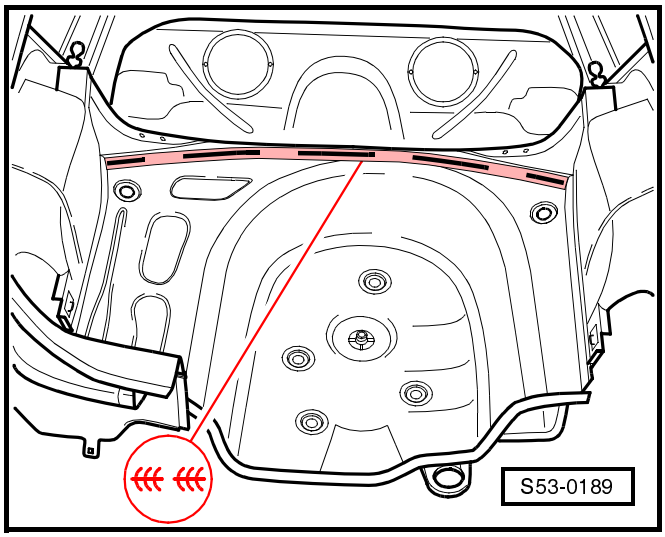
– Tack-weld the luggage compartment floor.

– Remove the end panel.

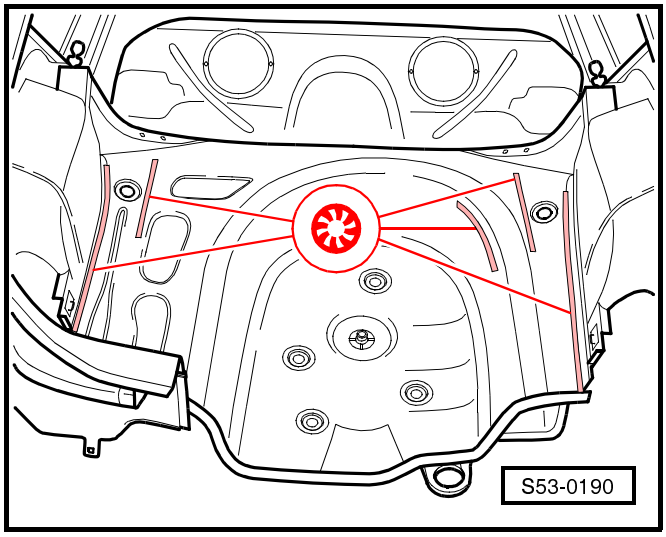
– Weld luggage compartment floor, RP spot seam.



– Weld the separation line, inert gas shielded full seam interrupted.



– Weld the remaining part, inert gas shielded plug weld. ►



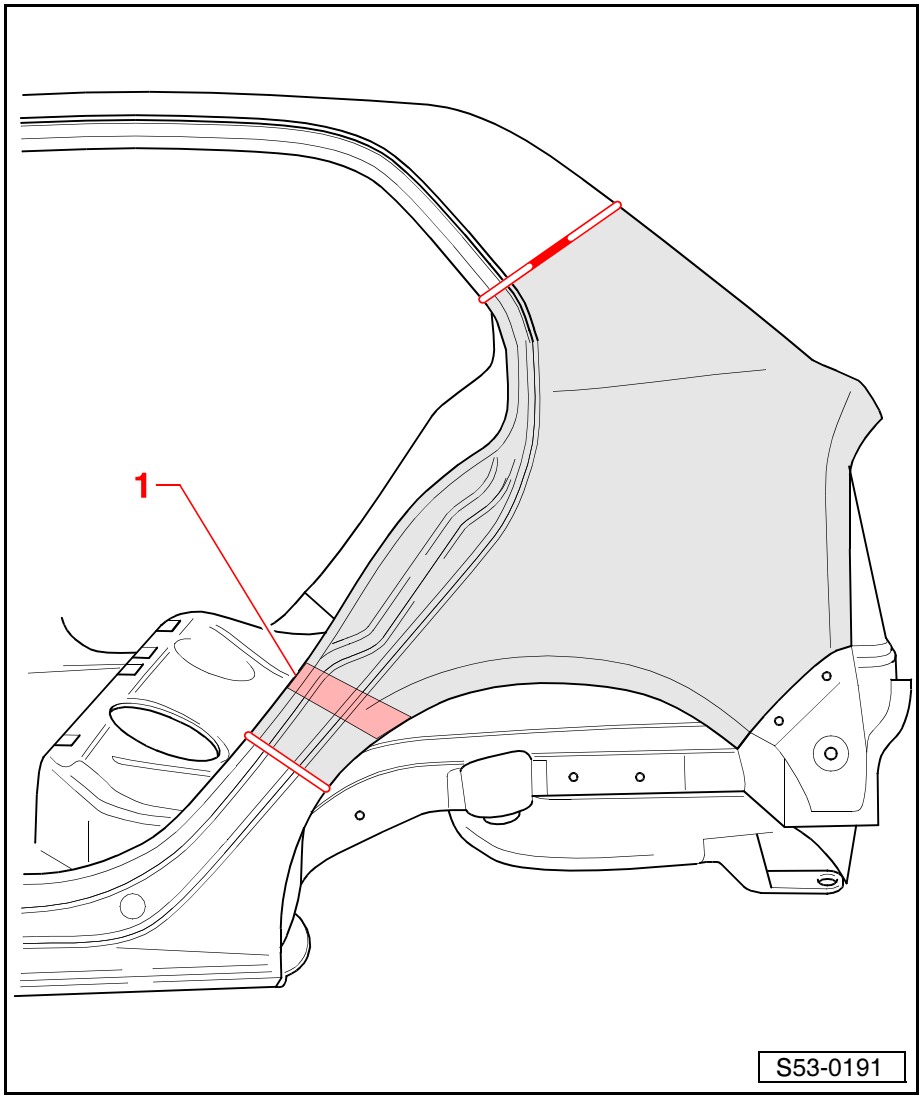
53-2 Repairing rear body II

Replacing side part, Fabia

1- Foam-filled zone

Caution!

Never weld or cut using devices/tools producing sparks or galvanize in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.



Separation points

– Position the separation cuts in function of the damage.
– Coarsely separate the lateral part.
– Grind through the outer side of the wheel arch.

Note!

Do not damage the wheelhouse liner.

– Detach the original joint.
– Remove residues.

Replacement parts

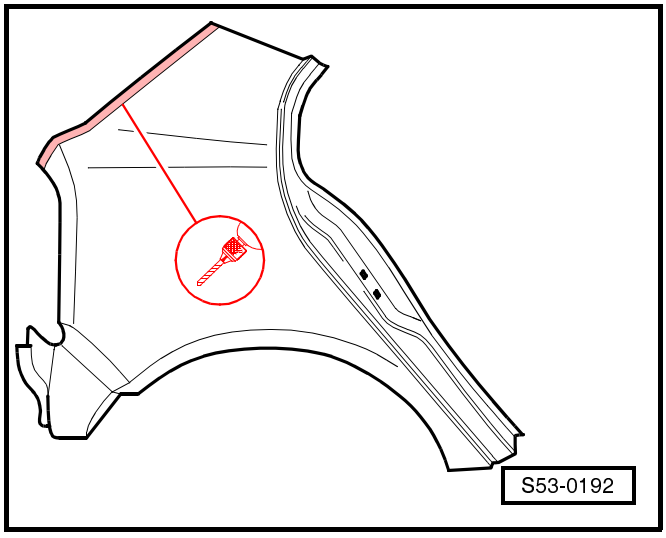
- Side section
- Glue: -DA 001 730 A1-
- Noise insulation -6Y0 863 813-

Preparing the new part

– Drill holes for inert gas shielded plug weld at the level of the water channel and tailgate, ∅ 7 mm. ►

– Transfer the separation lines onto the new part and cut to the required dimensions.

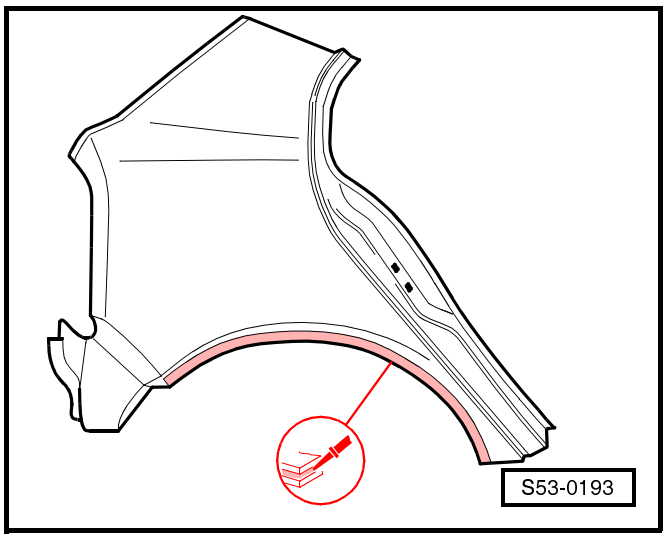
– Make sure the border area is free from grease and dust, e.g. use cleaning agent -D 009 401 04-.



– Apply glue to the border area. 2 beads ∅ 4 mm diameter (cut the nozzle to size). ►

Note!

- *The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.*
- *If the right lateral part is being replaced, apply glue all around the tank supports before welding.*



Foam filling

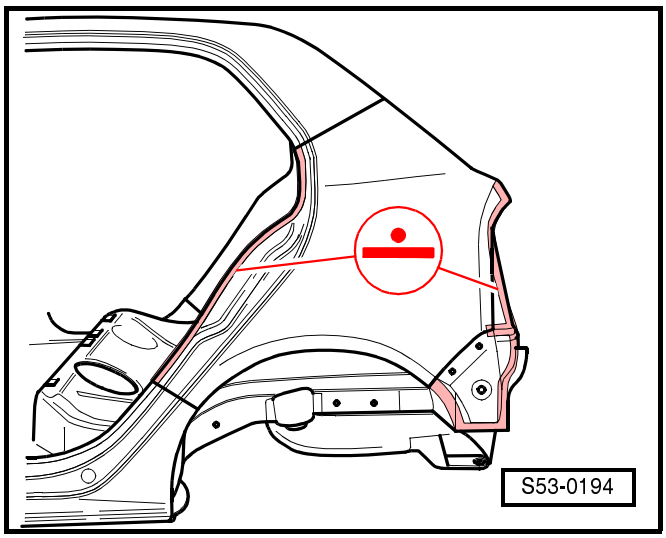
Replacing noise insulation ⇒ Chap. 00-7.

Welding in

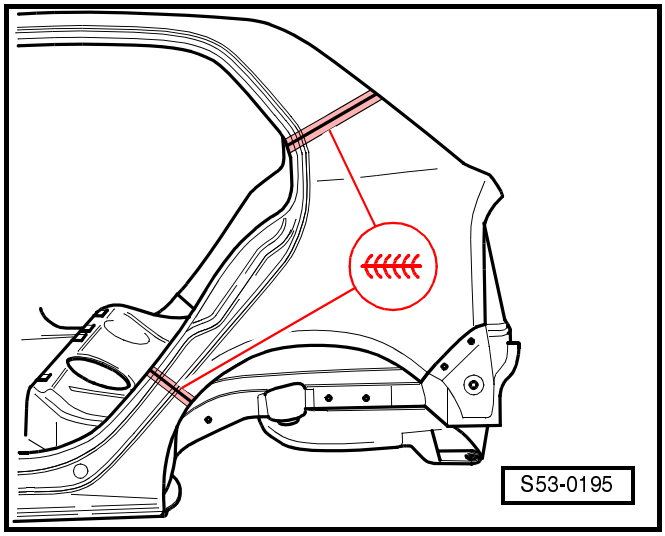
– Position narrow sheet metal strip (approx. 10-15 mm wide) in the separation points.

– Fit the new part and tack-weld onto the vehicle while it is standing on its wheels or on a straightening square set.

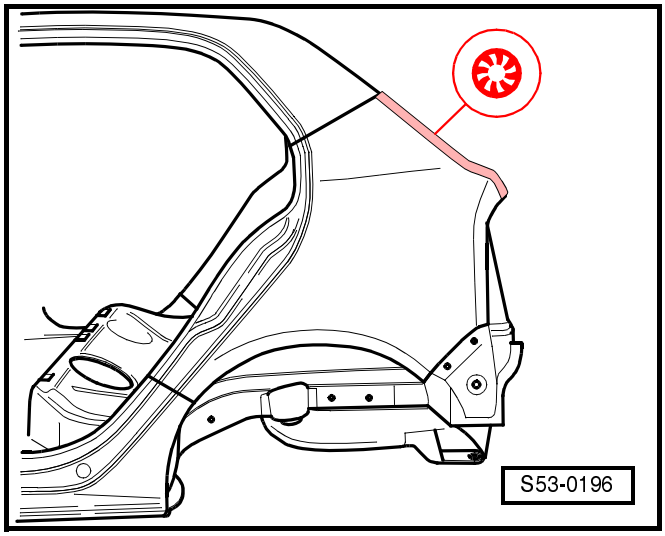
– Weld lateral part, RP spot seam. ►



– Weld the separation lines, inert gas shielded full seam.



– Weld the area close to the water channel and tailgate, inert gas shielded plug weld.
– Border the wheel arch.
– Wipe off excess glue.



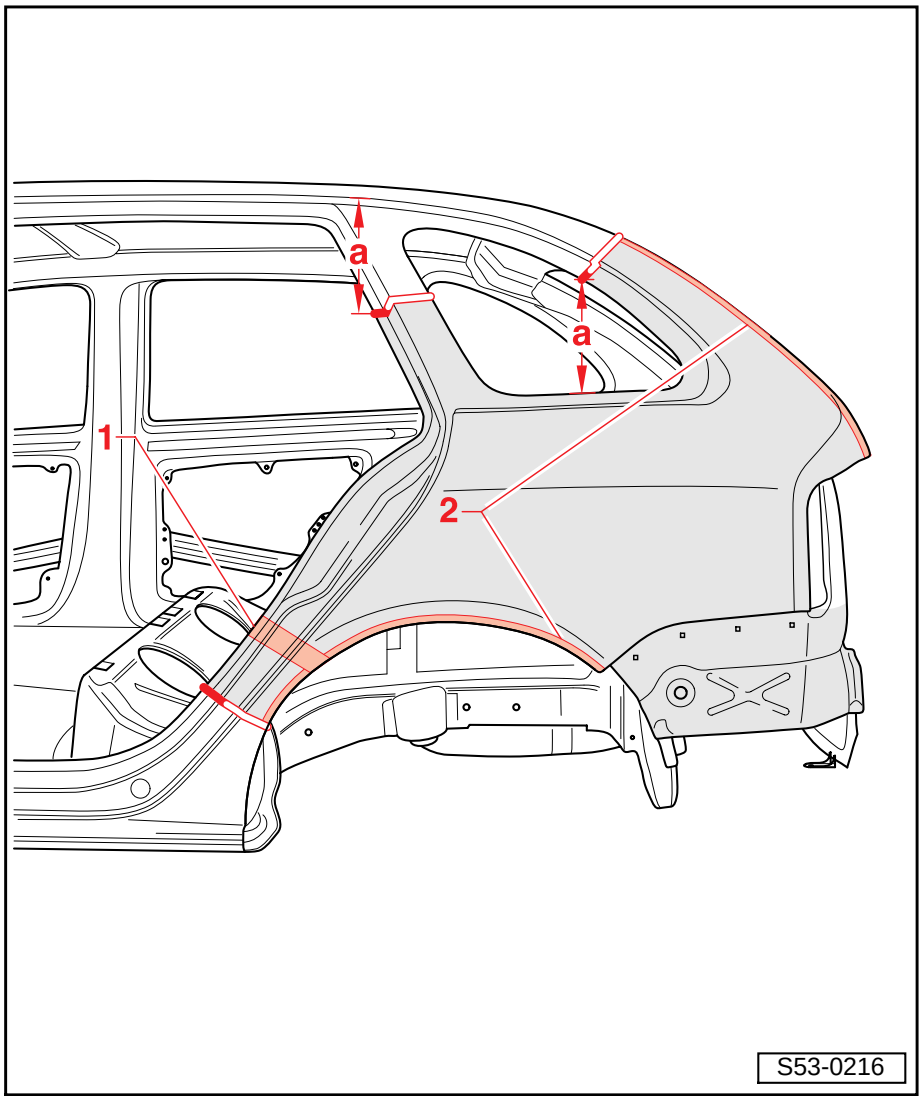
Replacing side part, Fabia Combi

1- Foam-filled zone

2 - Glued zones

Caution!

Never weld or cut using devices/tools producing sparks or galvanize in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.



Separation points

– Position the separation cuts in function of the damage.

Note!

Because of the internal reinforcements the separation cuts on pillars C and D must not be located too high up. Dimension -a- : 200 mm. Below dimension -a- separate at random.

– Coarsely separate the lateral part.

– Grind through the outer side of the wheel arch.

Note!

Do not damage the wheelhouse liner.

– Detach the original joint.

– Remove residues.

Replacement parts

- Side section
- Glue: -DA 001 730 A1-
- Noise insulation -6Y9 863 813-

Preparing the new part

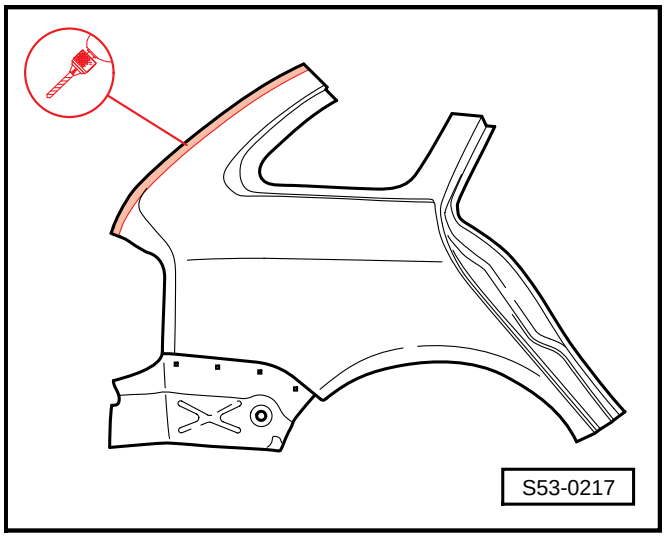
– Drill holes for inert gas shielded plug weld at the level of the water channel and tailgate, ∅ 7 mm. ►

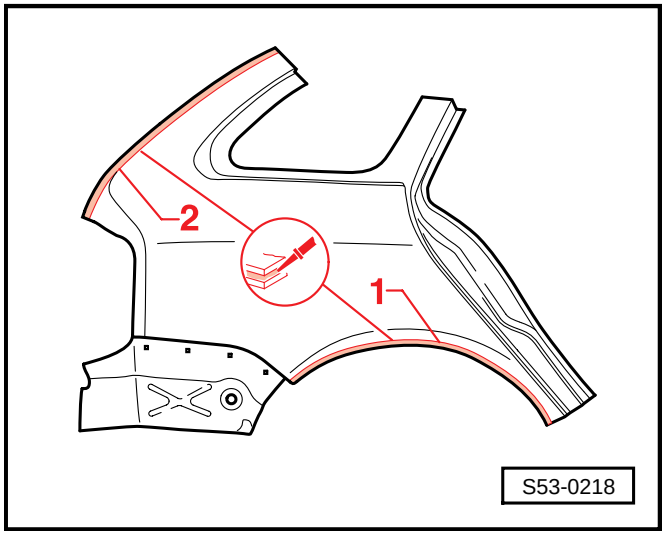
– Transfer the separation lines onto the new part and cut to the required dimensions.

– Make sure the border area is free from grease and dust, e.g. use cleaning agent -D 009 401 04-.

– Apply glue to the border area -1-. 2 beads ∅ 4 mm diameter (cut the nozzle to size).

– Apply adhesive in the joint area to the water channel -2-. ►





Note!

- *The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.*
- *If the right lateral part is being replacedd, apply glue all around the tank supports before welding.*

Foam filling

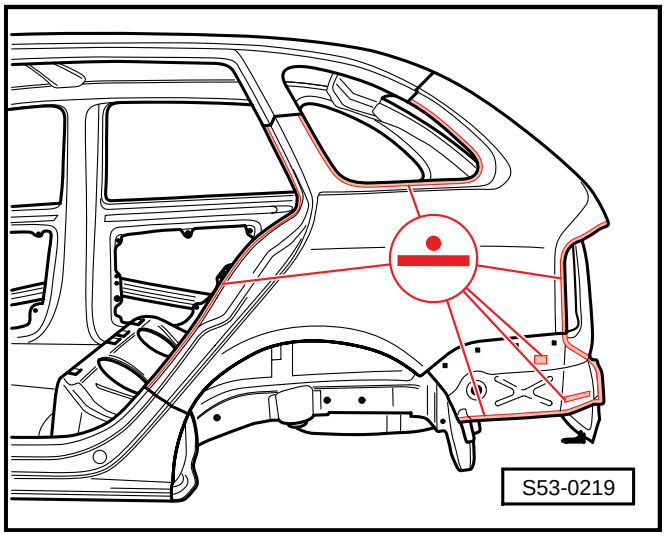
Replacing noise insulation ⇒ Chap. 00-7.

Welding in

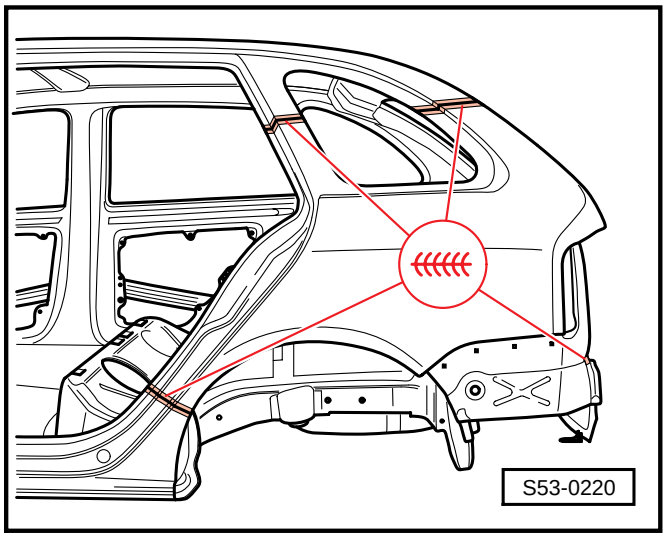
– Position narrow sheet metal strip (approx. 10-15 mm wide) in the separation points.

– Fit the new part and tack-weld onto the vehicle while it is standing on its wheels or on a straightening square set.

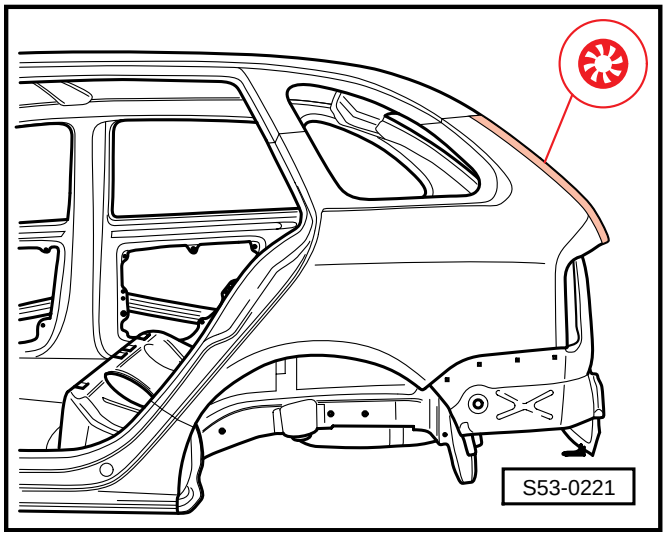
– Weld lateral part, RP spot seam. ►



– Weld the separation lines, inert gas shielded full seam.



– Weld the area close to the water channel and tailgate, inert gas shielded plug weld.
– Border the wheel arch.
– Wipe off excess glue.



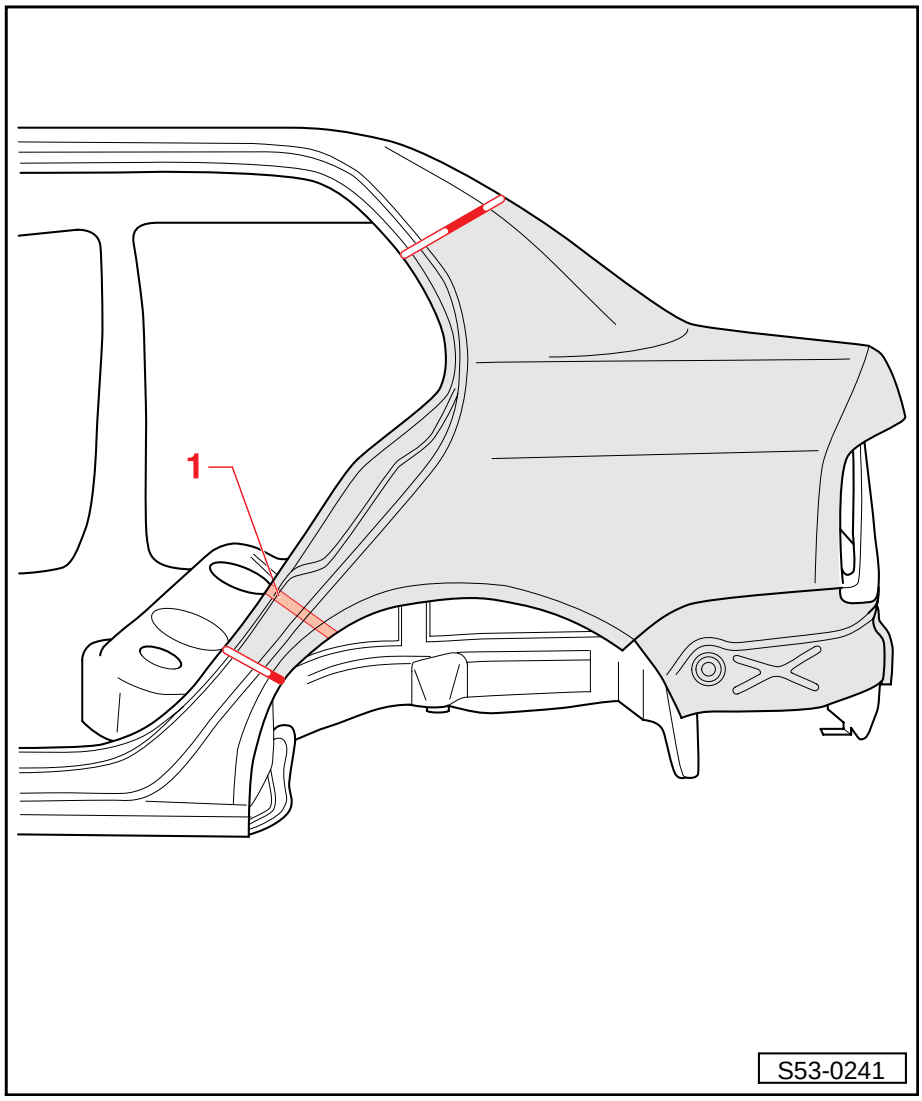
Replacing side part, Fabia Saloon

1- Foam-filled zone

2 - Glued zones

Caution!

Never weld or cut using devices/tools producing sparks or galvanize in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.



Separation points

– Position the separation cuts in function of the damage.
– Coarsely separate the lateral part.
– Grind through the outer side of the wheel arch.

Note!

Do not damage the wheelhouse liner.

– Detach the original joint.
– Remove residues.

Replacement parts

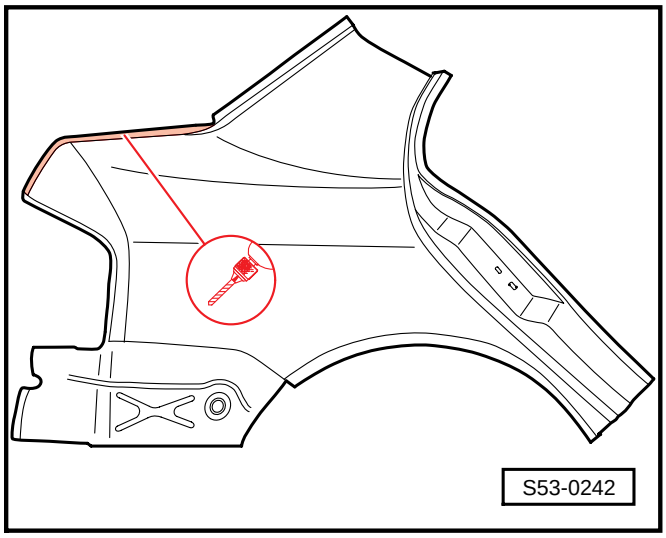
- Side section
- Glue: -DA 001 730 A1-
- Noise insulation -6Y0 863 813-

Preparing the new part

– Drill holes for inert gas shielded plug weld at the level of the water channel and tailgate, ∅ 7 mm. ►

– Transfer the separation lines onto the new part and cut to the required dimensions.

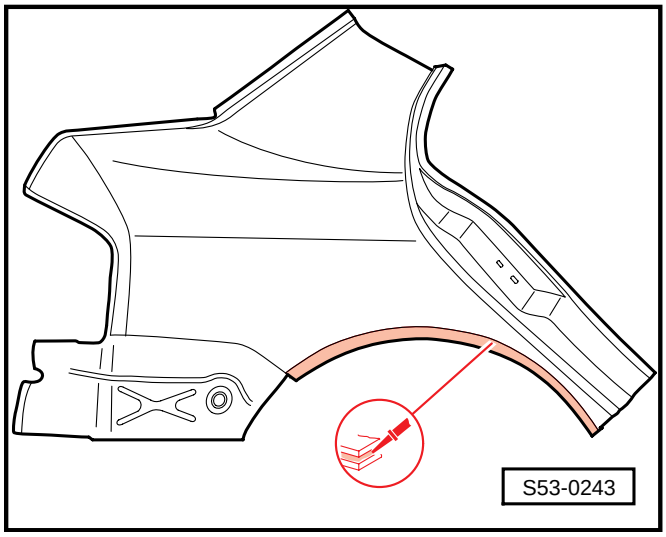
– Make sure the border area is free from grease and dust, e.g. use cleaning agent -D 009 401 04-.



– Apply glue to the border area. 2 beads ∅ 4 mm diameter (cut the nozzle to size). ►

Note!

- *The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.*
- *If the right lateral part is being replaced, apply glue all around the tank supports before welding.*



Foam filling

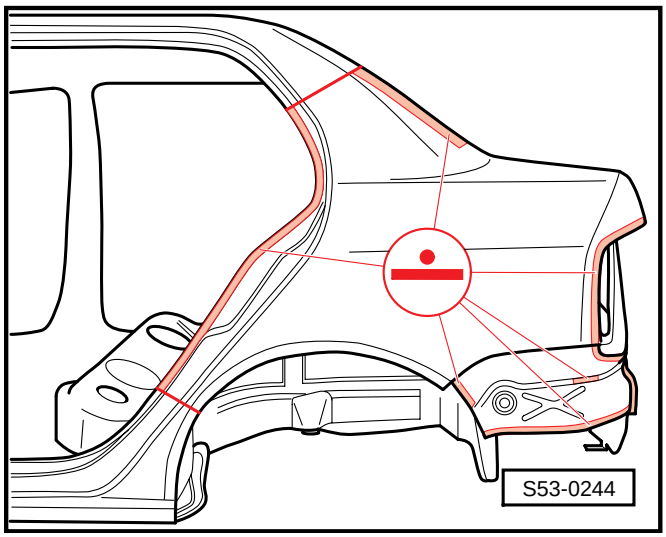
Replacing noise insulation ⇒ Chap. 00-7.

Welding in

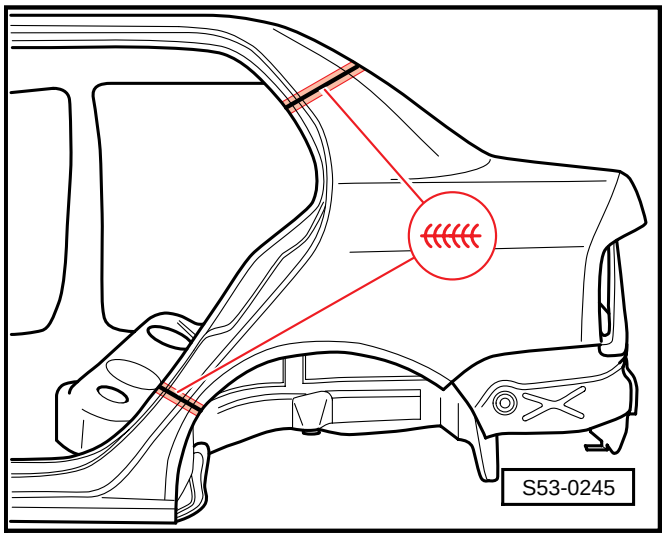
– Position narrow sheet metal strip (approx. 10-15 mm wide) in the separation points.

– Fit the new part and tack-weld onto the vehicle while it is standing on its wheels or on a straightening square set.

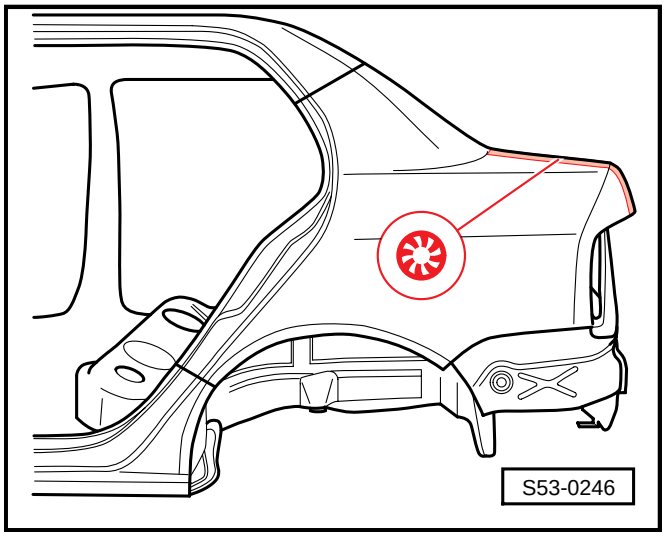
– Weld lateral part, RP spot seam. ►



– Weld the separation lines, inert gas shielded full seam.



– Weld the area close to the water channel and tailgate, inert gas shielded plug weld.
– Border the wheel arch.
– Wipe off excess glue.

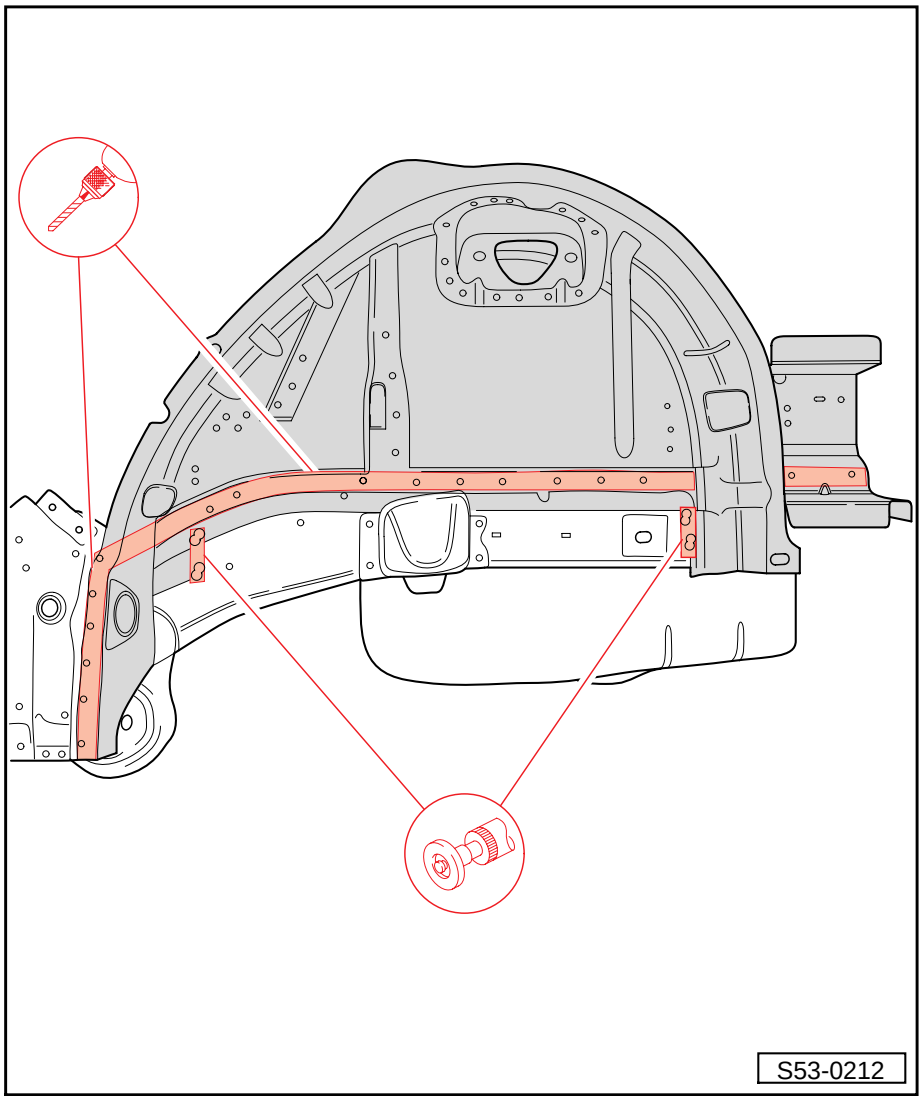


Replacing rear wheelhouse

- Lateral part has already been separated
- Wheelhouse liner has already been separated

Separation points

– Release the original welding of the wheelhouse and luggage compartment from inside the wheelhouse.

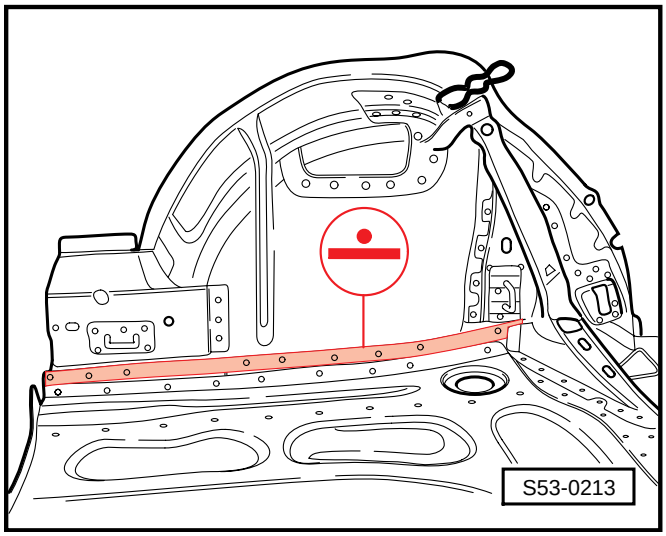


Replacement part

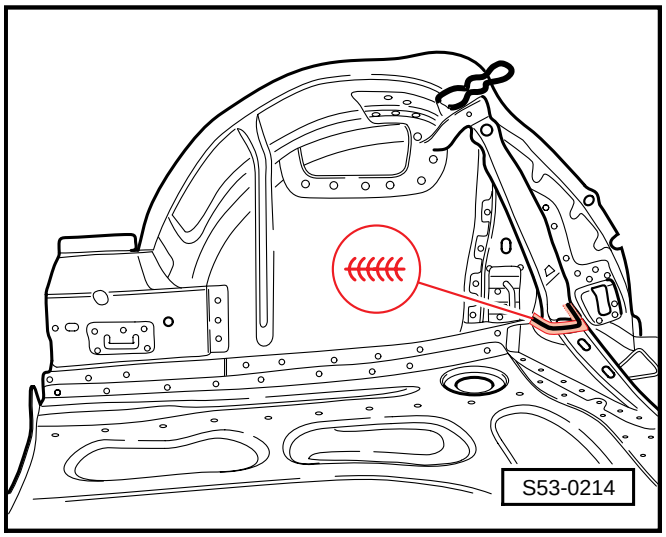
♦ Rear wheelhouse

Welding in

– Adjust wheelhouse and fix on straightening square.
– Weld supporting bracket, RP spot seam.
– Weld the remaining part inside the wheelhouse, inert gas shielded plug weld.

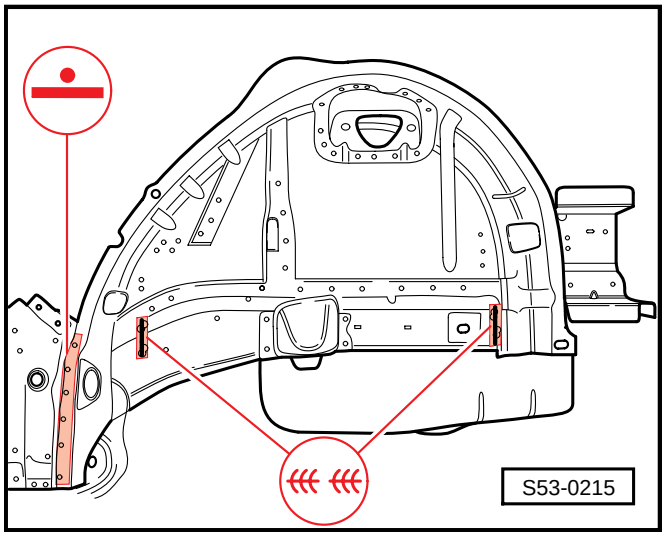


– Weld rear seat reinforcement, inert gas shielded full seam.



– Weld the joints to the floor panel, RP spot seam.

– Weld the remaining part, inert gas shielded full seam interrupted.



Replacing the wheelhouse liner - part

- Lateral part has already been separated

Separation points

– Position the separation points so that it is possible to burr on the body side.

– Detach the original joint.

Replacement part

♦ Wheelhouse liner

Preparing the new part

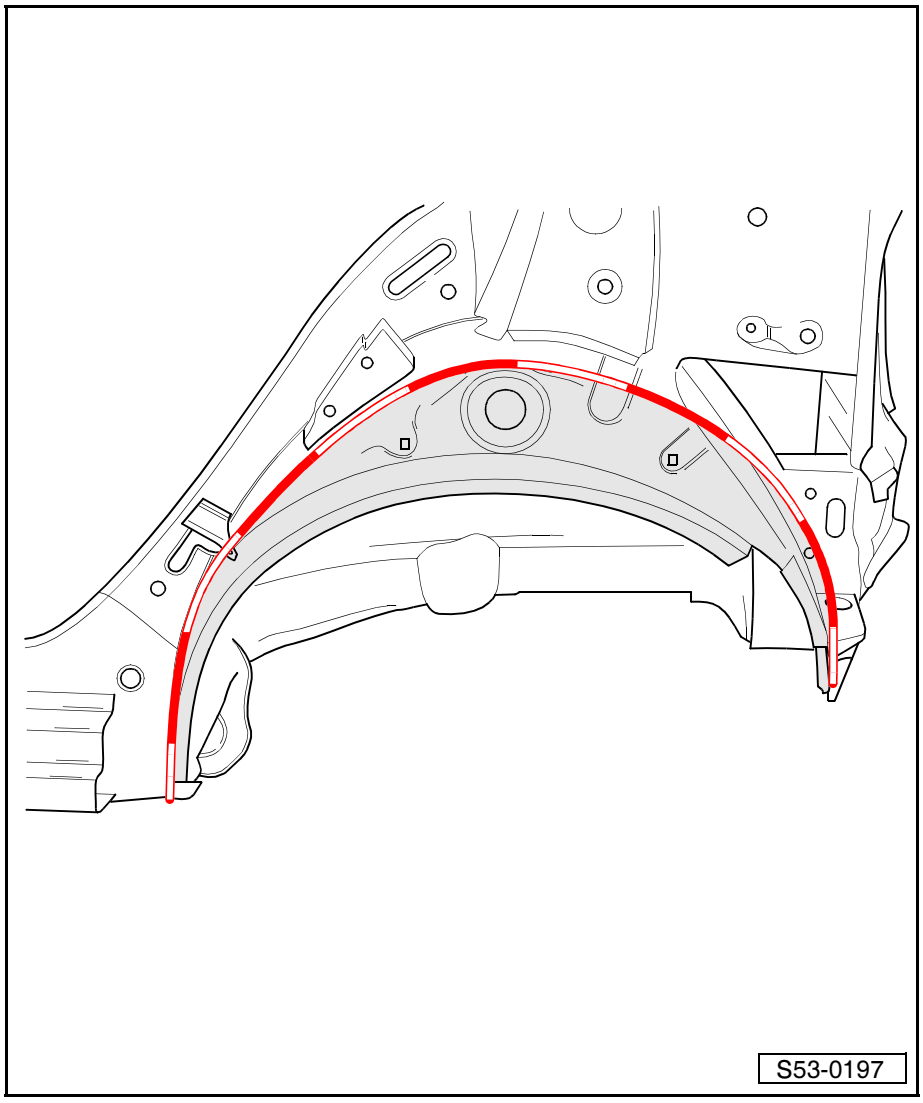
– Transfer the separation line onto the new part and cut to the required dimensions.

Welding in

– Tack-weld the wheelhouse liner.

– Tack-weld the lateral part and check whether it fits well.

– Remove lateral part.



– Weld the wheelhouse liner, inert gas shielded full seam interrupted. ►