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41 Body

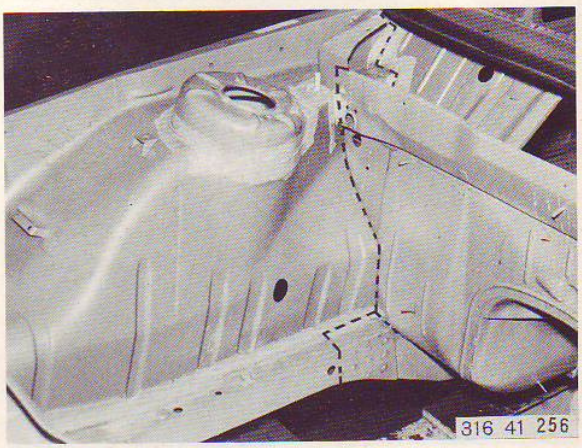
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4100151	Complete front body section – renewing	00/1
4111011	Right front engine mounting (with wheel arch) – renewing	11/1
031	Left front engine mounting (without wheel arch) – renewing	11/8
121	Side member cover – renewing	11/11
4114021	Left front wheel arch – renewing	14/1
181	Complete right rear wheel arch and side panel – renewing	14/7
4121501	Left front door pillar – renewing	21/1
551	Right door pillar – renewing	21/7
635	Upper pillar section for rear side panel – renewing	21/11
4131001	Outer roof panel – renewing	31/1
4132501	Windshield surround trim – renewing	32/1
4133001	Complete front panel with front bulkhead – renewing	33/1
081	Lower section of front panel – renewing	33/4
4134121	Rear end panel and complete luggage compartment floor	34/1
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294	Right rear side panel (partial replacement from B post to wheel arch) – renewing	35/2
311	Left rear side panel (partial replacement) and rear end panel – renewing	35/8
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4151101	Left or right door – renewing	51/1
4161000	Engine compartment lid (hood) – detaching and attaching	61/1
014	Engine compartment lid – fitting	61/1
4162000	Luggage compartment lid (trunk) – detaching and attaching	62/1
014	Luggage compartment lid – fitting	62/1

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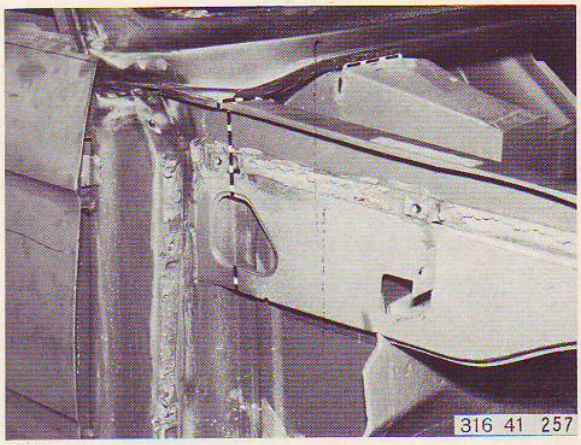
41 00 151 Complete front body section – renewing

Illustrations mostly show a bare bodyshell. All flammable parts must be covered or removed as appropriate.
Remove the following items: Engine compartment lid, both front side panels, both front doors, lower section of front panelling, engine with transmission and front axle, complete exhaust system, facia trim, complete steering column, both front seats, battery, fuel lines, front brake pipes, complete pedal pivot mount, windshield washer tank with hose, speedometer drive shaft, right glove box, heater bulkhead and rubber seal, lever with mount for engine compartment lock, outer and inner entry sill cover strips, edge protection and door seals, both inside sill carpets, rubber mat on inside bulkhead, accelerator pedal, both rain gutter trim strips, both wiper arms, wiper motor with linkage, both washer jets, engine compartment lid lock with cable, power distribution box with wiring harness, sound absorbent material on bulkhead, both door operated switches and horn. Fold back the carpet in the passenger compartment. Optical wheel alignment and adjustment of front and rear wheels.

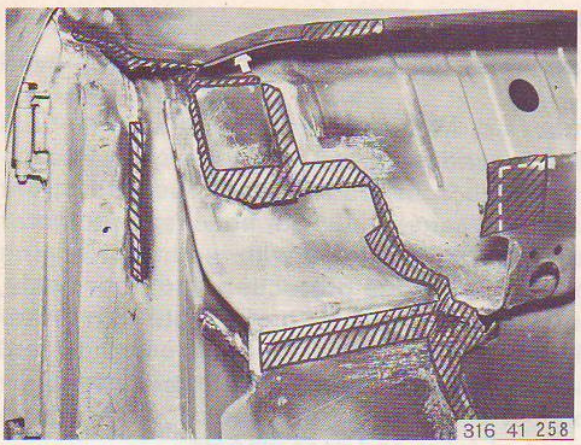
Cut away the front body section at the line.



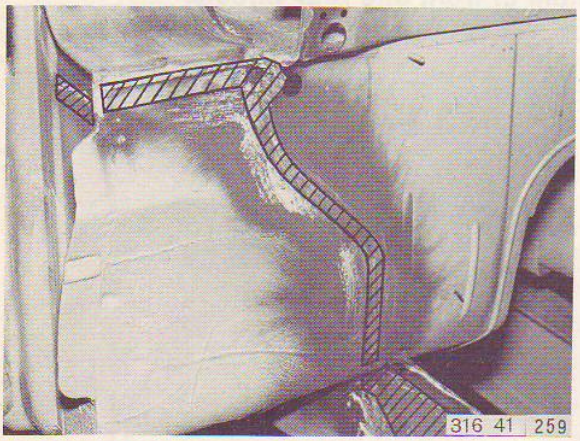
Cut away the front body section at the line.



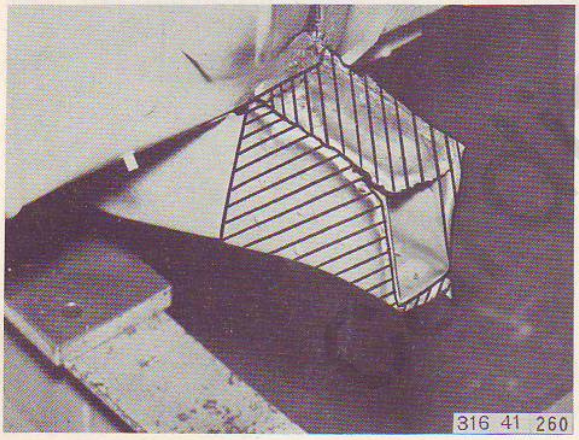
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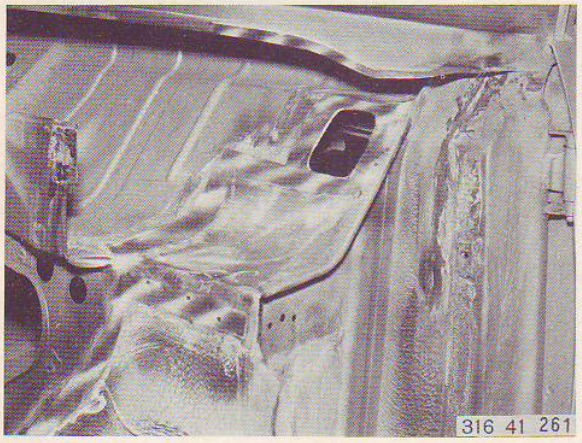
Remove remaining sheet metal.



Remove remaining sheet metal.



Remove remaining sheet metal.



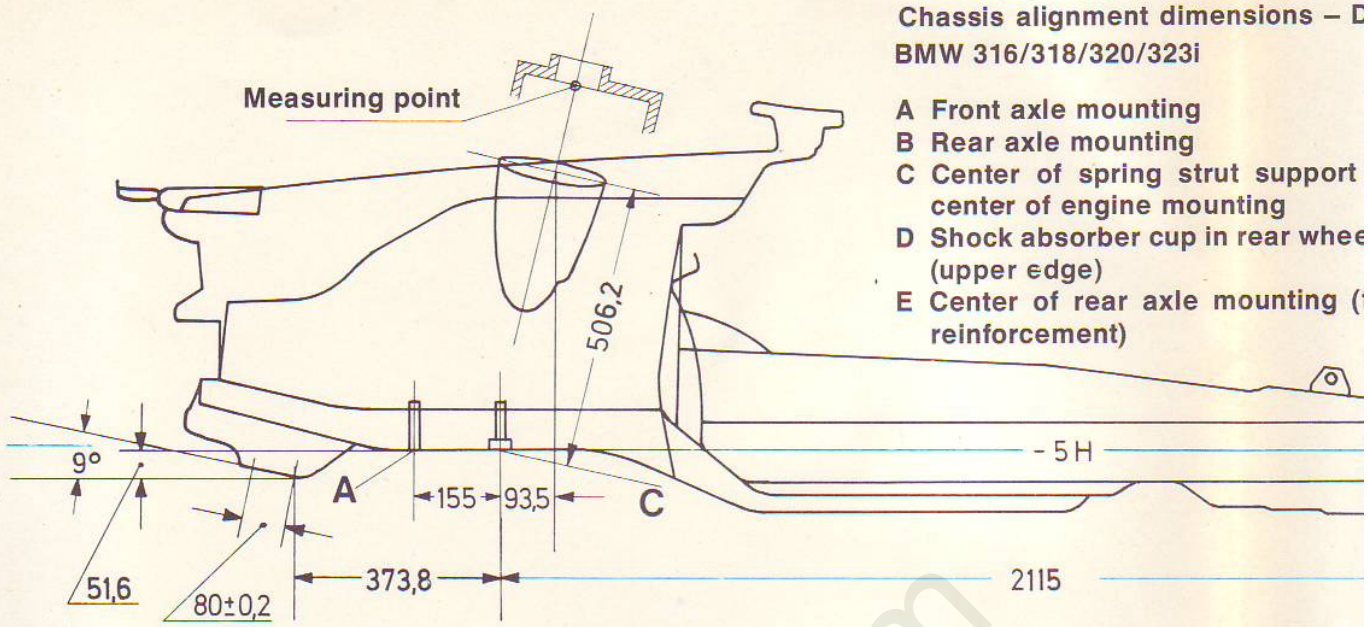
Align connecting areas and grind to bright metal on both sides.

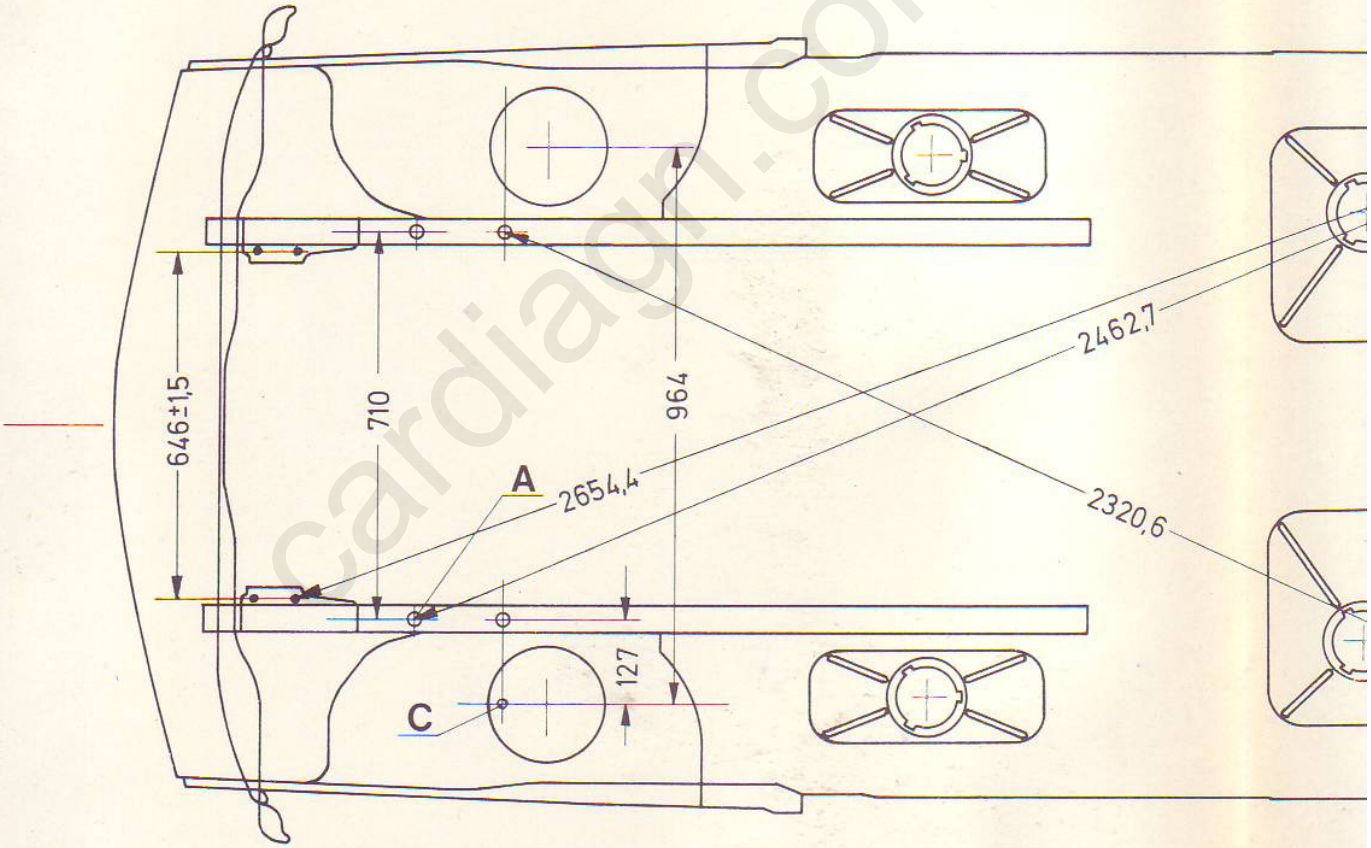
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Chassis alignment dimensions – D

BMW 316/318/320/323i

A Front axle mounting
B Rear axle mounting
C Center of spring strut support
center of engine mounting
D Shock absorber cup in rear whee
(upper edge)
E Center of rear axle mounting (
reinforcement)



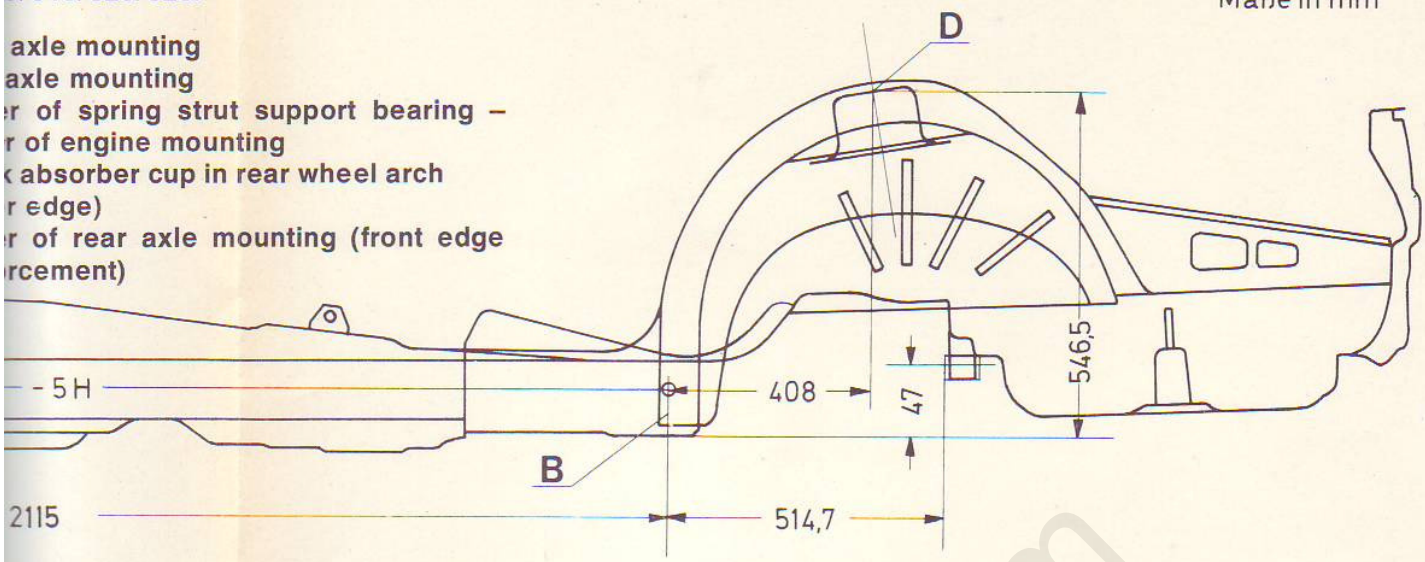


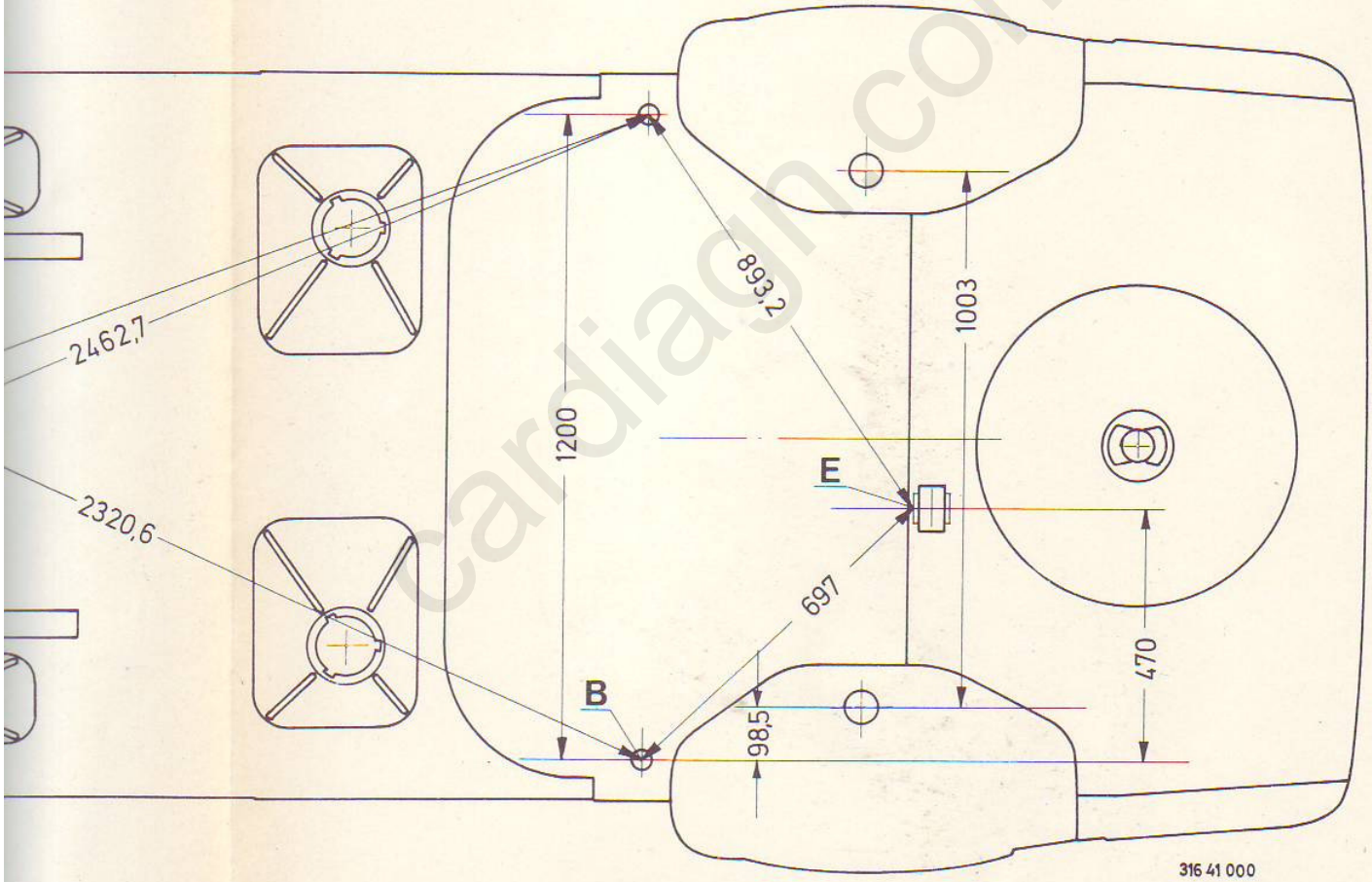
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alignment dimensions – Dimensions in millimeters
6/318/320/323i

Maße in mm

axle mounting
axle mounting
r of spring strut support bearing –
r of engine mounting
k absorber cup in rear wheel arch
r edge)
r of rear axle mounting (front edge
rcement)

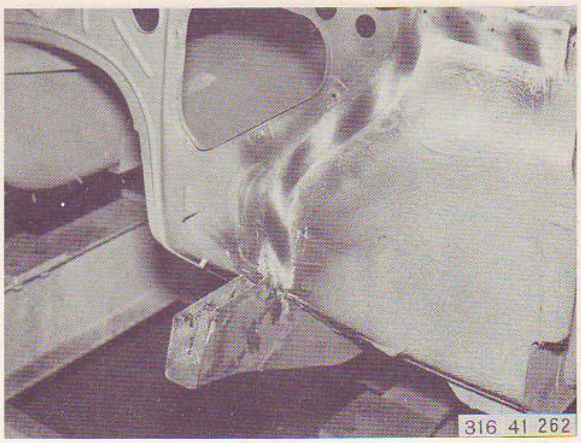




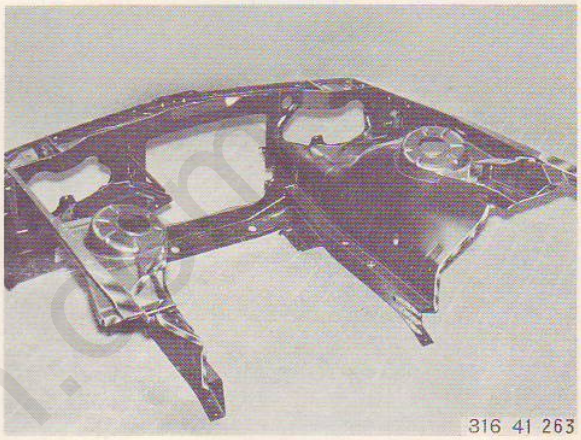
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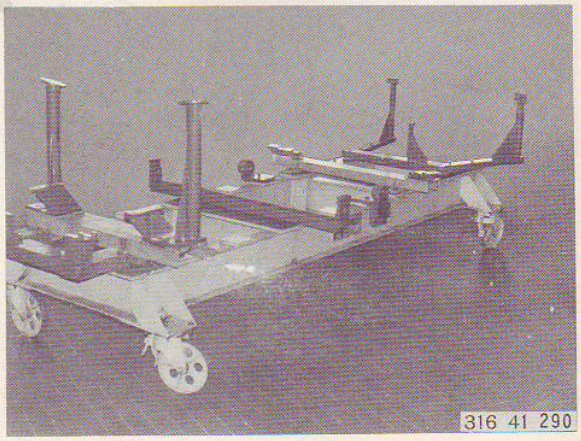
Align connecting areas, grind to bright metal on both sides and coat with zinc powder paint.



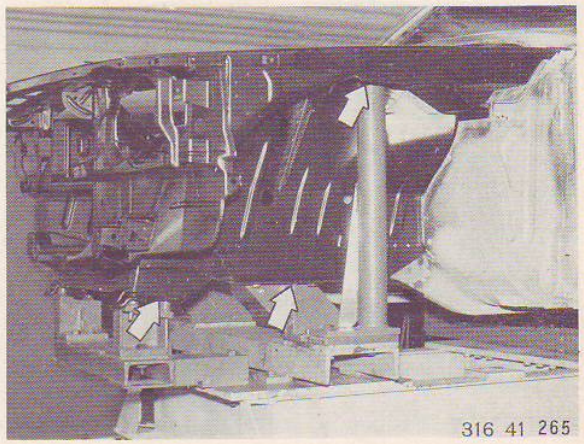
Grind connecting areas on new front body section to bright metal on both sides.



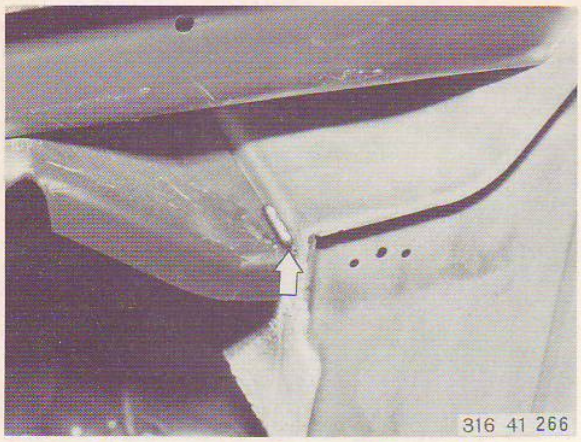
Install vehicle on body alignment jig.



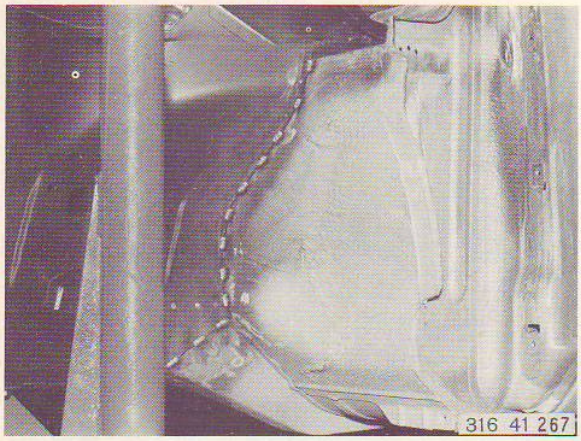
Offer up new front body section to main bodyshell and attach alignment angle brackets for spring struts, front axle beam and stabilizer mountings.



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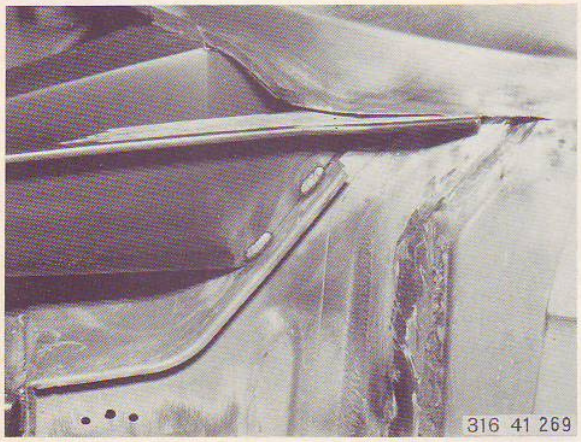
Tack weld the front section of the body to the front bulkhead.



Weld the wheel arch to the engine mounting and to the bulkhead with inert gas welding equipment.

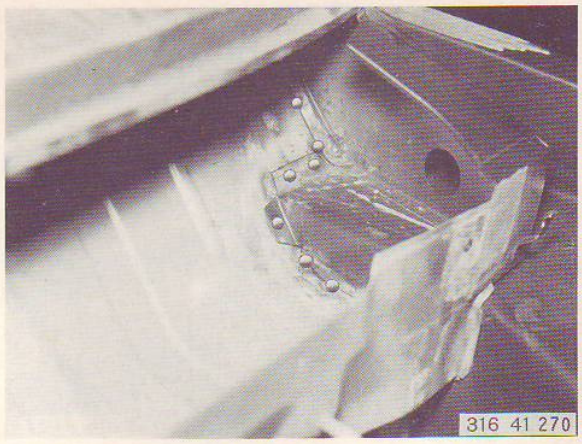


Weld the wheel arch to the bulkhead from the inside with inert gas equipment.



Weld the front body section to the bulkhead with inert gas equipment.

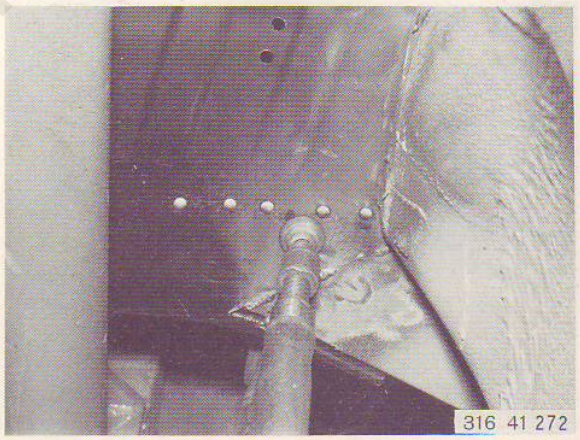
Weld the front body section to the bulkhead with inert gas equipment.



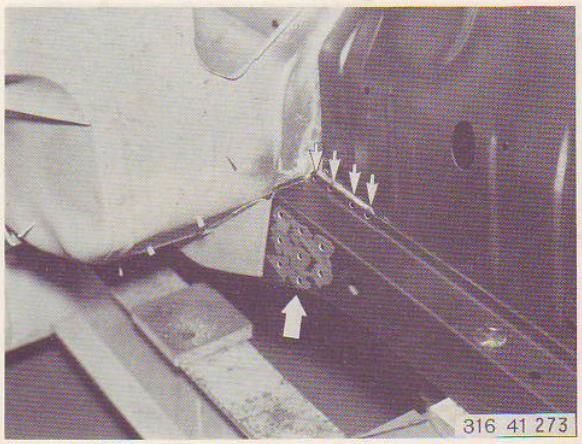
Weld the web plate in with oxy-acetylene equipment.



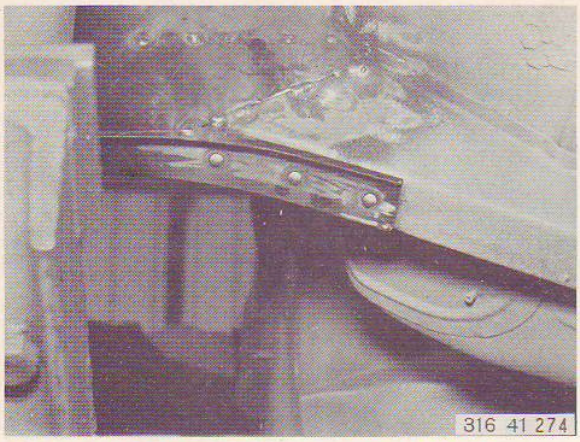
Plug weld the wheel arch to the engine mounting with inert gas equipment.



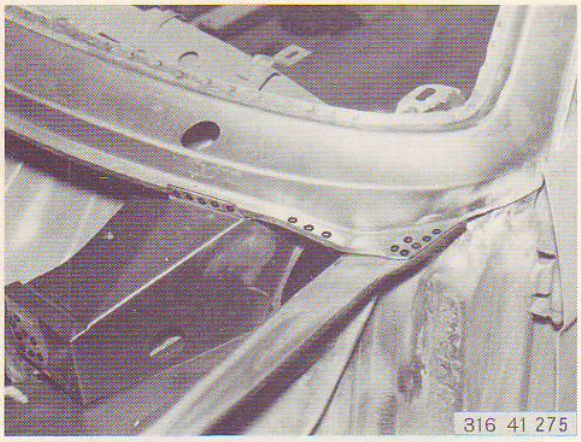
Plug weld the engine mounting.
Plug weld the wheel arch to the engine mounting with inert gas equipment.



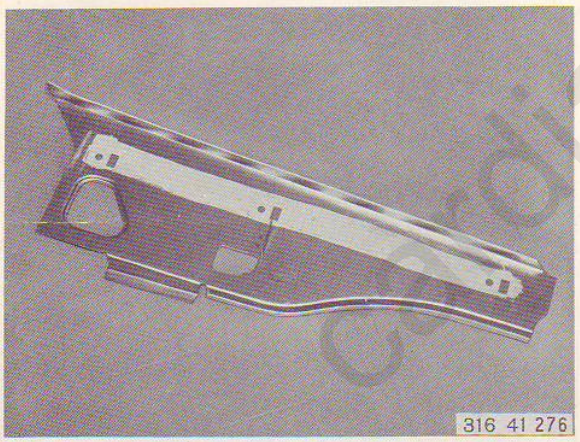
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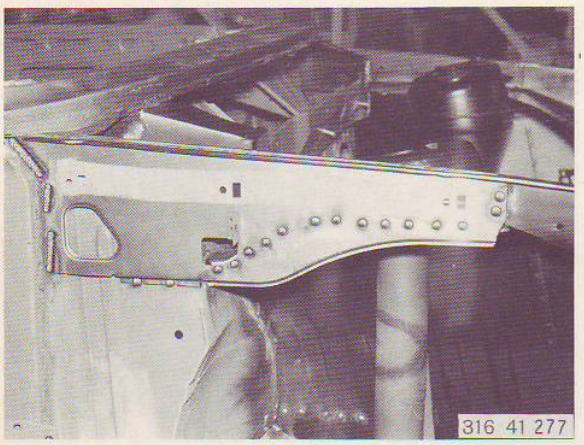
Plug weld the engine mounting from below with inert gas equipment.



Spot weld the front body section to the scuttle (base of windshield) and to the bulkhead.

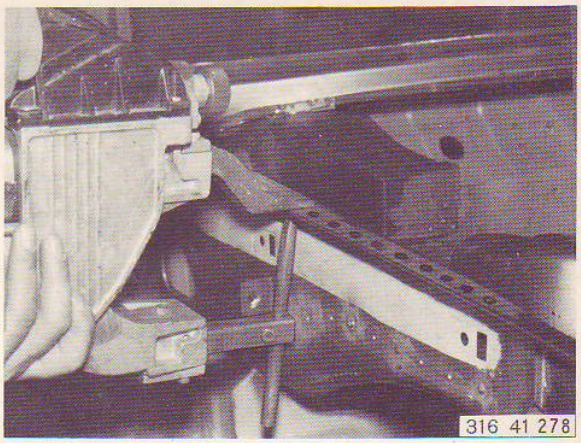


Grind the connecting areas on the closure plate to bright metal on both sides and coat with zinc powder paint.
Coat the contact area for the side panel with zinc powder paint.

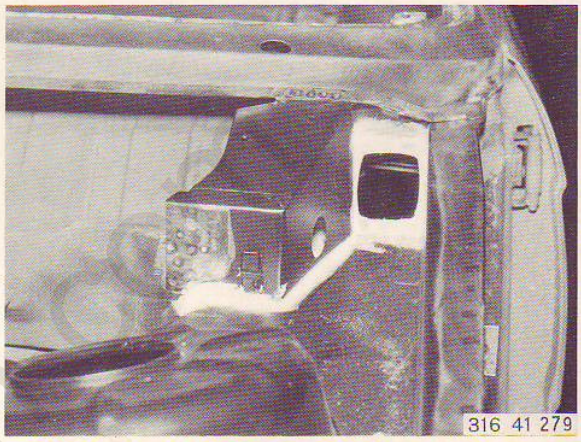


Spot weld the closure plate into position with inert gas equipment.

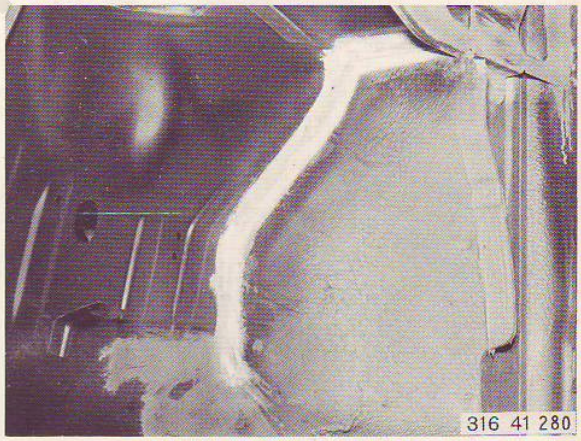
Spot weld the closure plate to the upper edge of the wheel arch.



Coat the joint areas with joint sealing compound.



Coat the joint areas between the wheel arch and the bulkhead with joint sealing compound.



Coat the joint areas with sealing compound. Spray both wheel arches and all joint areas with "Body-Plast".

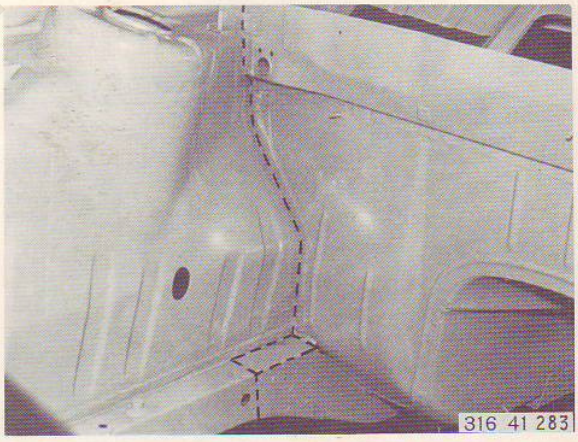


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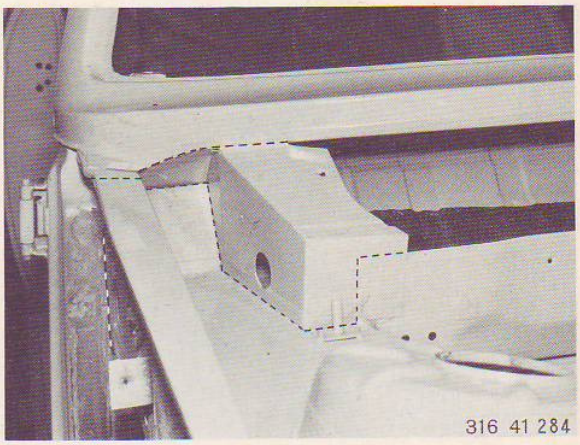
41 11 011 Front right engine mounting (with wheel arch) – renewing

Illustrations mostly show a bare bodyshell. All flammable parts must be covered or removed.
Remove the following items: Engine compartment lid, right side panel, right door, lower section of front panelling, engine with transmission and front axle, complete exhaust system, facia trim, right front seat, battery, fuel lines, front brake pipes, windshield washer tank with hose, right glove box, heater bulkhead with rubber seal, outer and inner entry sill cover strips, edge protection and door seals, both carpets on inside of sills, rubber mat on inside of bulkhead, right rain gutter trim strip, both wiper arms, engine compartment lock with cable, sound absorbent material on bulkhead, right door-operated switch and horn.
Fold back the carpet in the passenger compartment. Optical alignment and adjustment of front and rear wheels.
Remove complete front panelling with front bulkhead – 41 33 001.

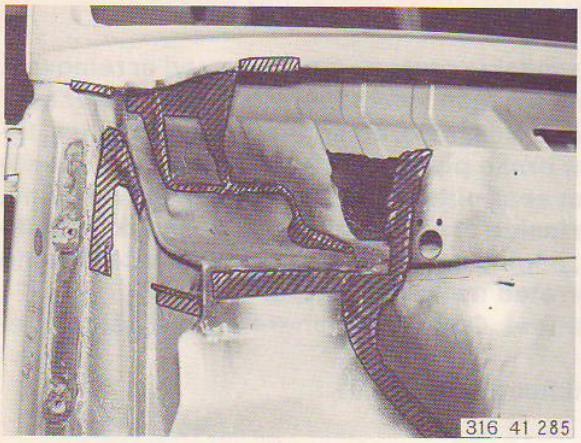
Cut away the wheel arch and engine mounting at the line.



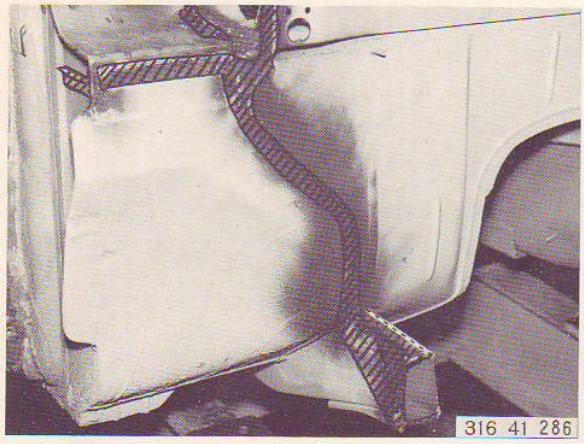
Cut away the wheel arch and engine mounting at the line.



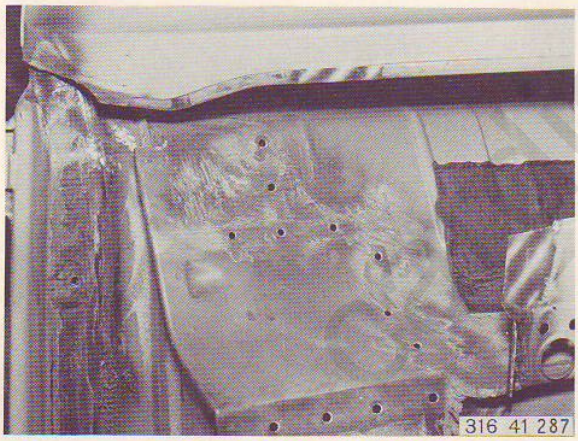
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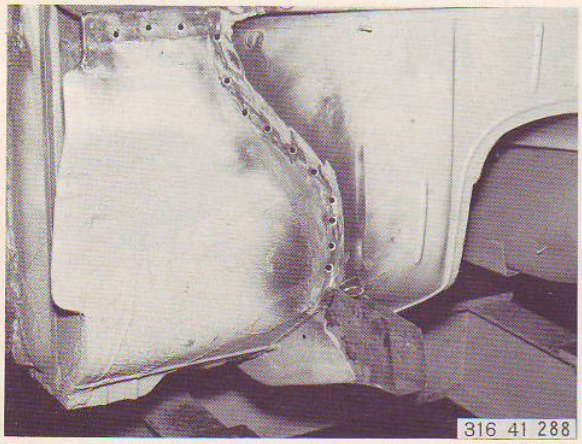
Remove remaining sheet metal.



Remove remaining sheet metal.

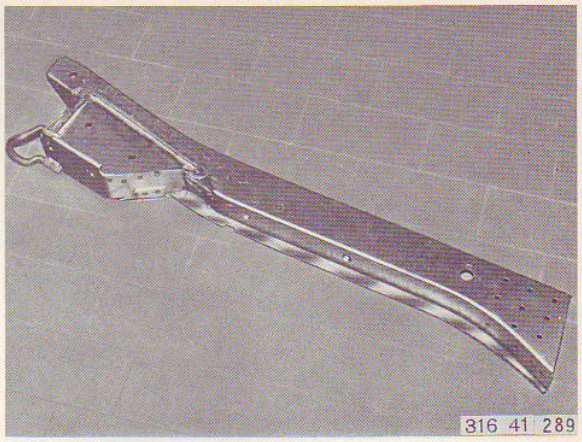


Align connecting areas and grind to bright metal on both sides.
Drill holes for plug welding.

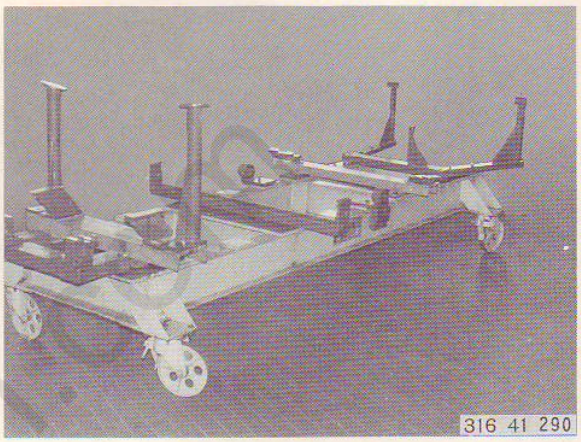


Drill holes for plug welding.

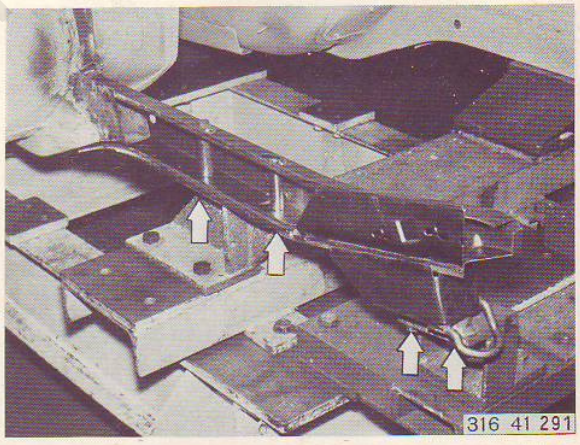
Grind connecting areas on the new engine mounting to bright metal on both sides.



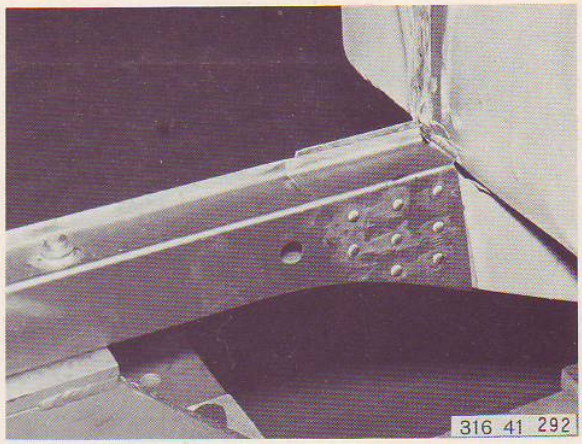
Install vehicle on alignment jig.



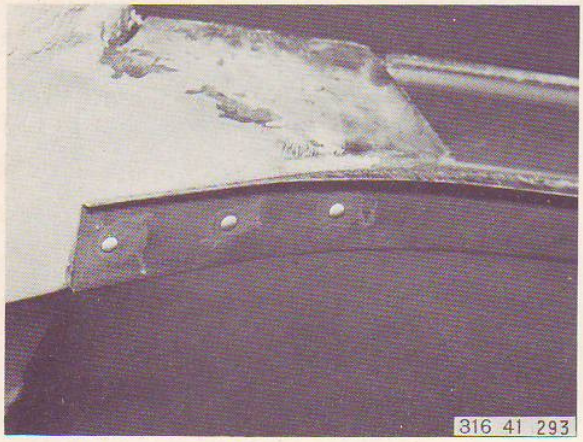
Offer up the engine mounting and attach to the alignment angle brackets for the front axle and stabilizer pickup points.



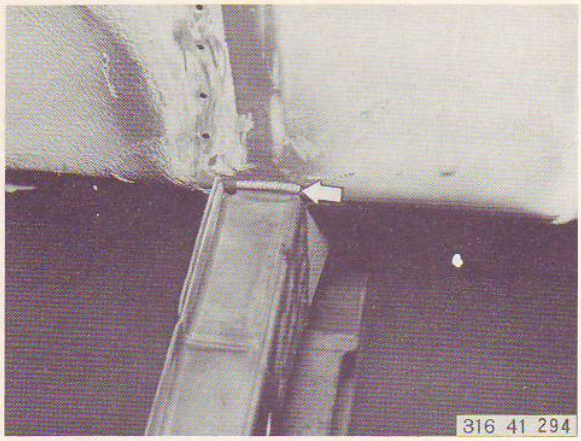
Plug weld the engine mounting with inert gas equipment.



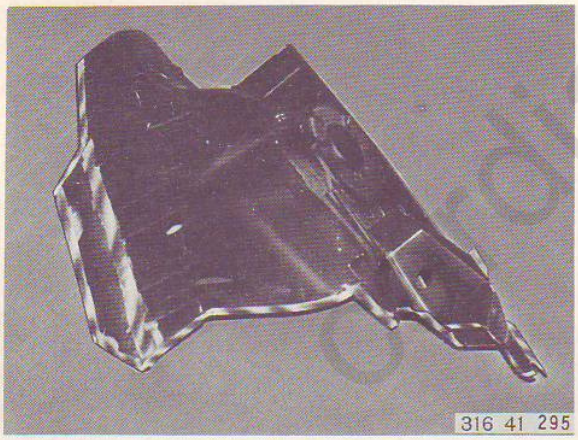
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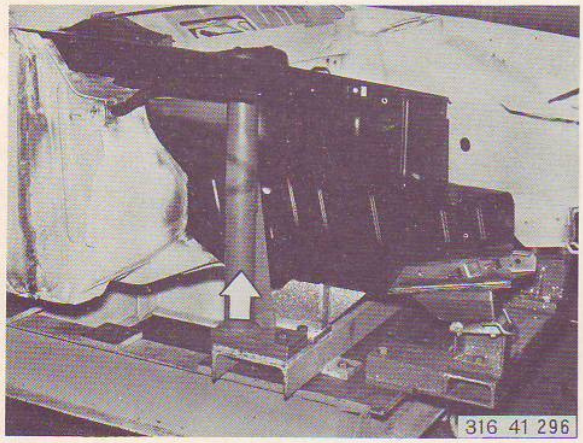
Weld the engine mounting to the front bulkhead with inert gas equipment.



Plug weld the engine mounting from below with inert gas equipment.

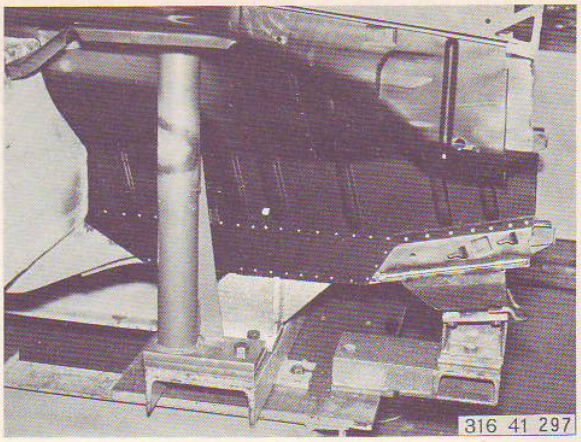


Grind the new wheel arch to bright metal on both sides at the connecting areas.

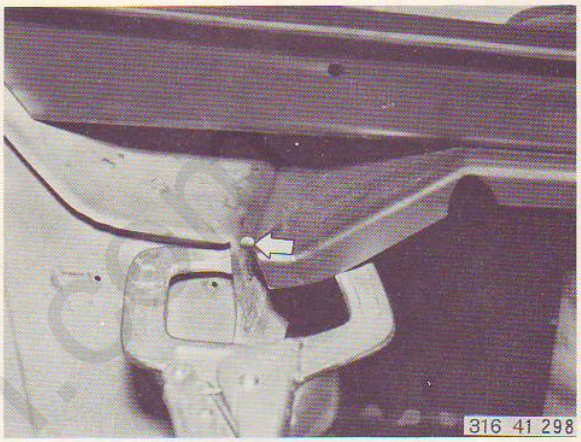


Offer up the wheel arch and attach to the alignment angle for the spring strut mounting.

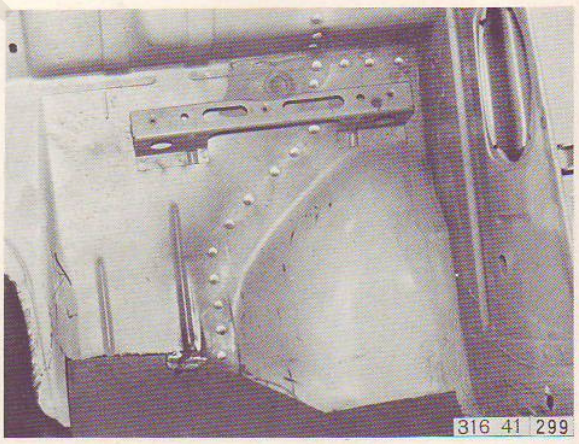
Drill holes for plug welding.



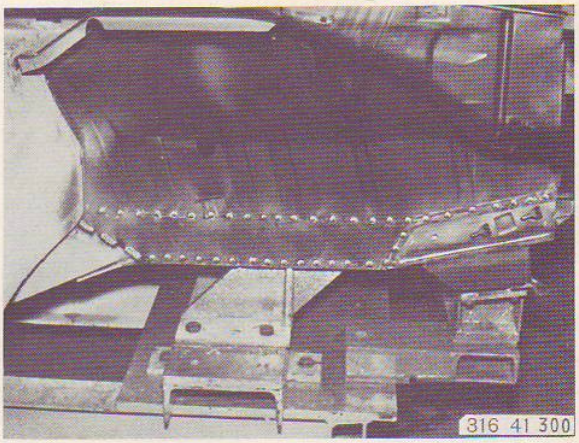
Tack weld the wheel arch to the front bulkhead.



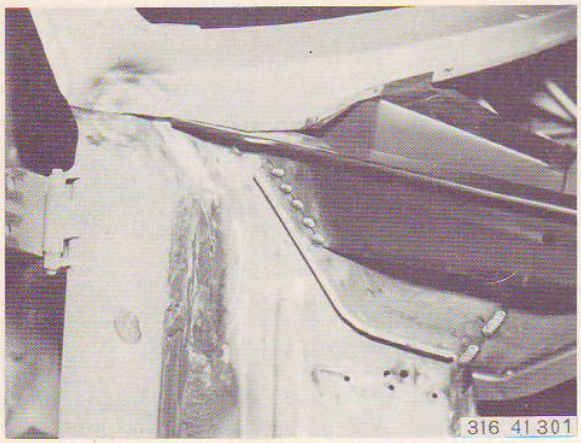
Weld the wheel arch to the front bulkhead by plug welding from the inside with inert gas equipment.



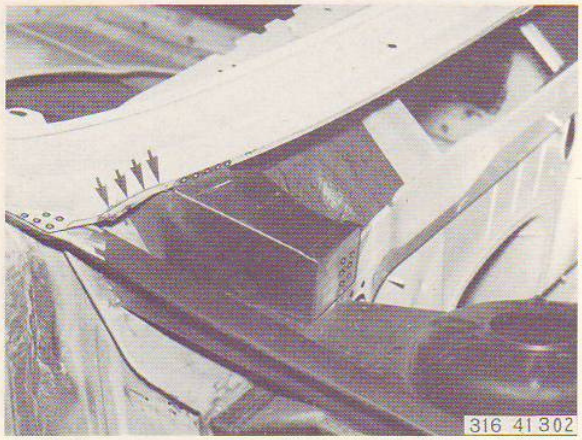
Plug weld the wheel arch to the engine mounting with inert gas equipment.



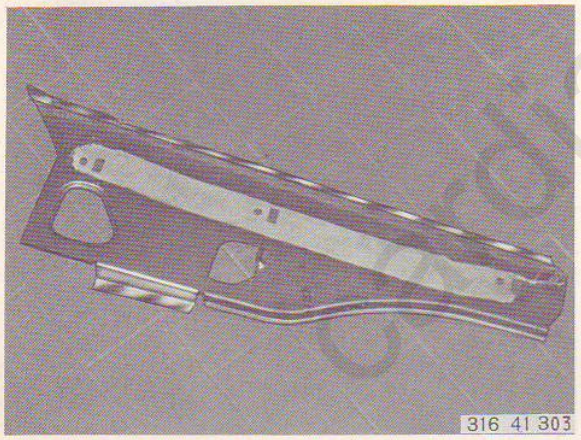
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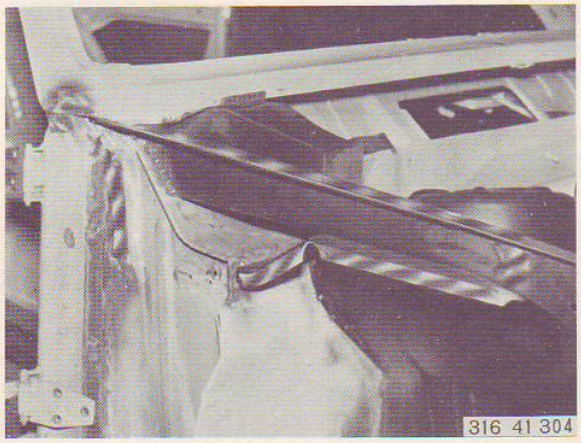
Weld the wheel arch to the front bulkhead with inert gas equipment.



Spot weld the wheel arch to the scuttle and the heater bulkhead.

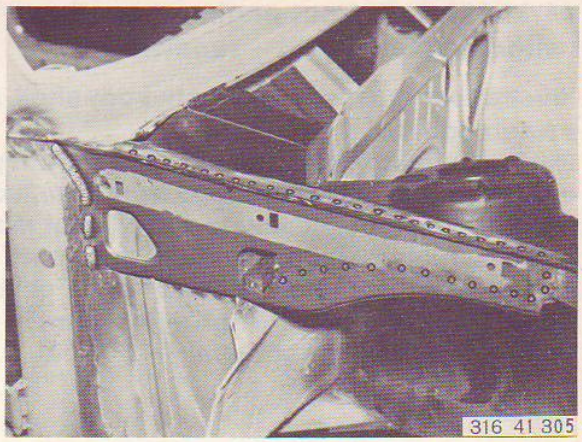


Grind the closure plate connecting areas to bright metal on both sides.

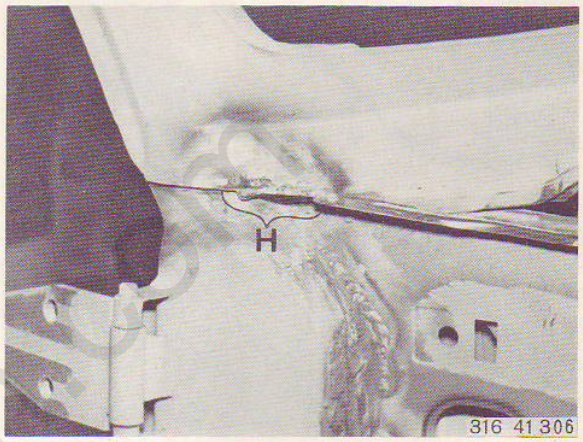


Grind the connecting areas on the wheel arch for the closure plate to bright metal on both sides.

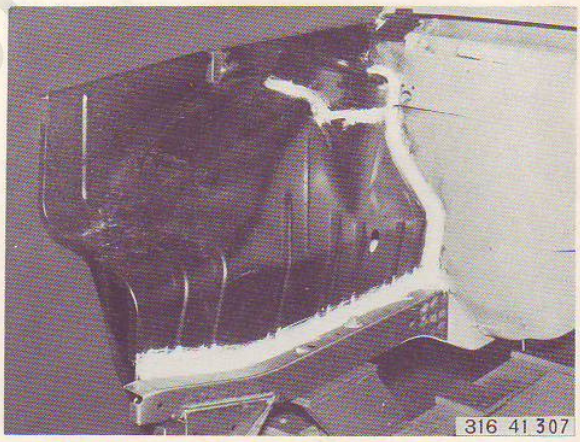
Spot weld the closure plate into position with inert gas equipment and spot welding tongs.



Braze the closure plate in the scuttle area (H).



Grind all weld seams.
Coat joint lines with joint sealing compound.



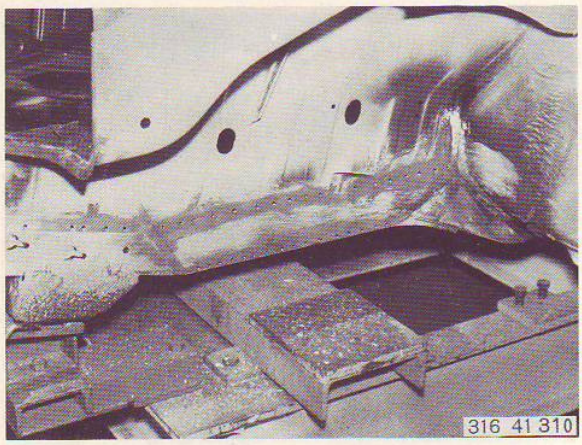
Coat joint lines with joint sealing compound.
Spray wheel arch with "Body-Plast".



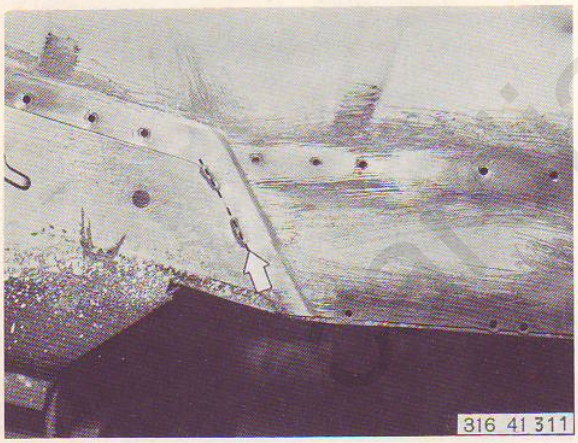
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41 11 031 Left front engine mounting (without wheel arch) – renewing

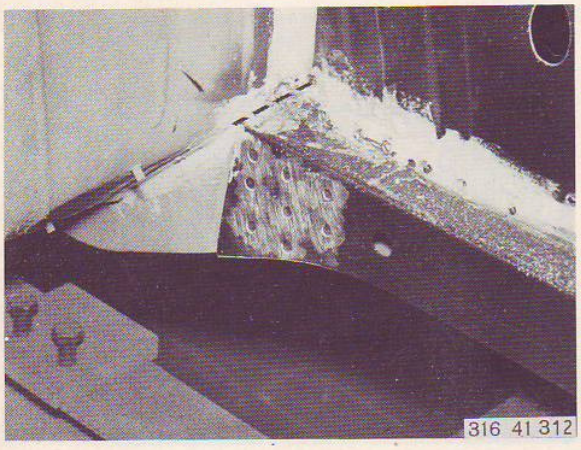
Illustrations mostly show a bare body shell. All flammable parts must be covered or removed as appropriate.
Remove engine compartment lid, left front panel, left door, lower section of front panelling, engine with transmission and front axle, complete exhaust system, battery, fuel lines and front brake pipes, complete pedal pivot mount, speedometer shaft, both inside door entry carpets, rubber mat on inside of bulkhead, engine compartment lock with cable, sound absorbent bulkhead material and horn. Fold back the carpet in the passenger compartment. Optical wheel alignment and adjustment of front and rear axles. Remove complete front panelling with main front panel – 41 33 001.



Drill out the spot welds at the wheel arch – engine mounting joint.

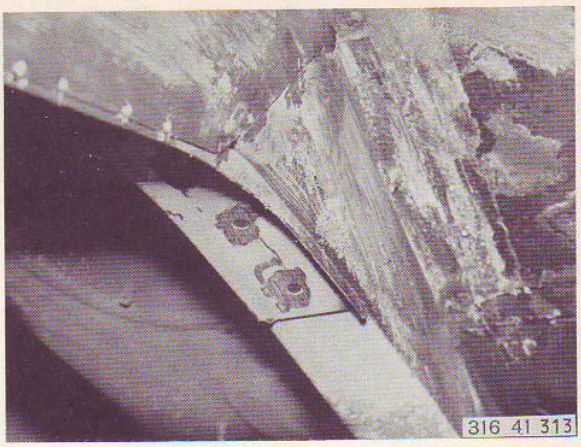


Grind away the weld seams between the wheel arch and engine mounting.

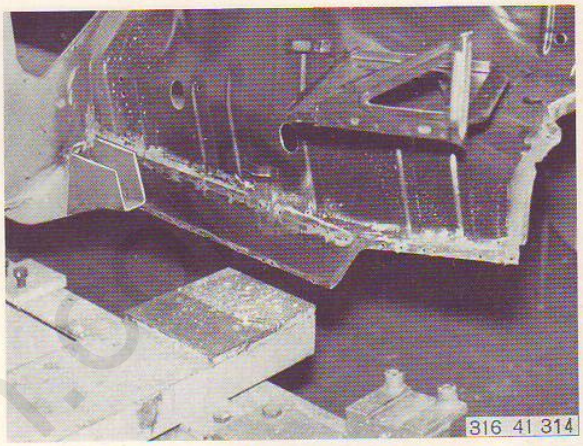


Grind away the plug welds on the engine mounting (between front and rear sections) and split the weld seam between the engine mounting and front bulkhead.

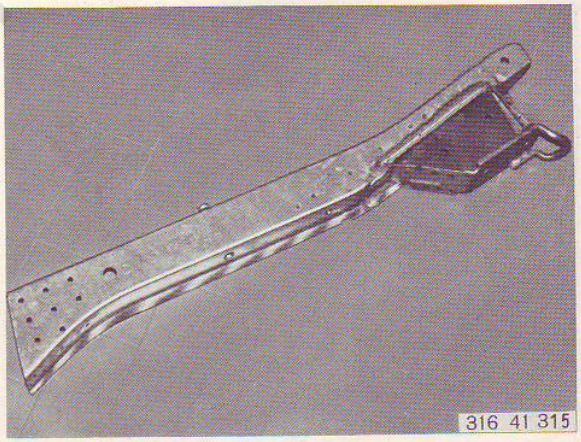
Grind away the plug welds on the engine mounting from below.
Remove the engine mounting.



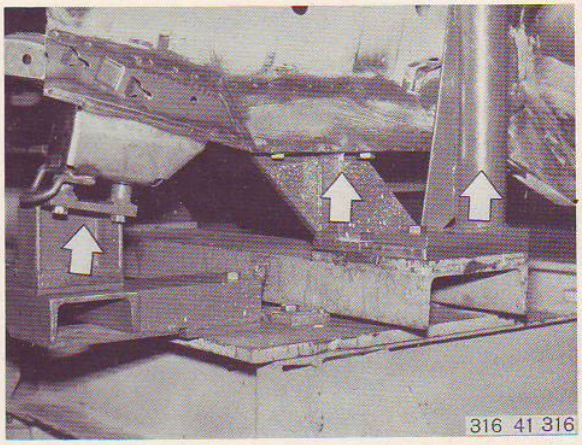
Remove remaining sheet metal.
Align joint areas and grind to bright metal.



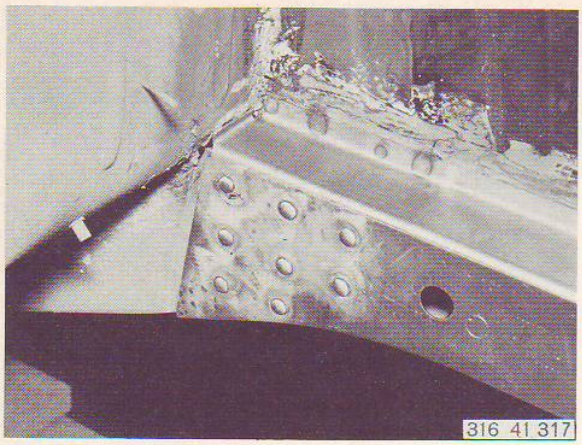
Grind joint areas on new engine mounting to bright metal.



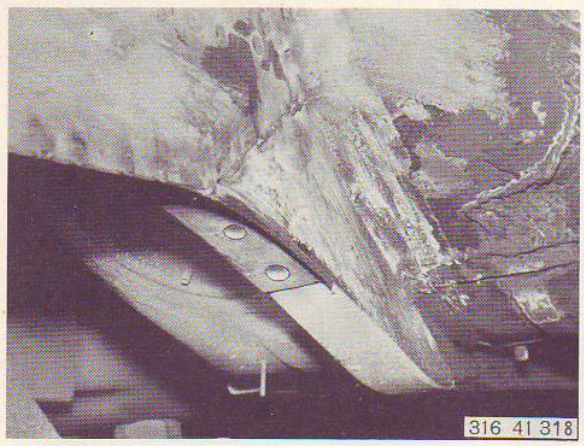
Install vehicle on body alignment jig.
Install pickup angles for front axle, stabilizer and spring strut, and attach to engine mounting.



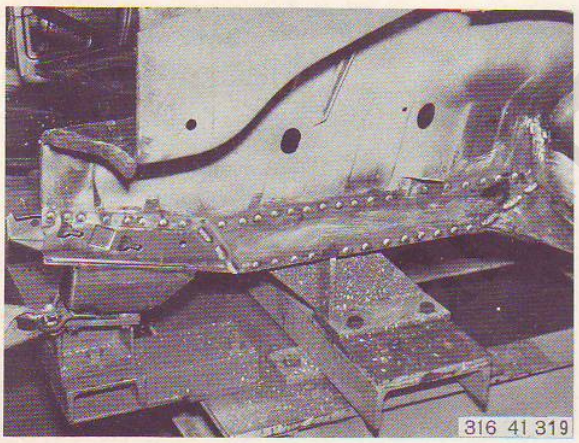
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Plug weld at rear section of engine mounting with inert gas equipment.



Plug weld engine mounting from below with inert gas equipment.

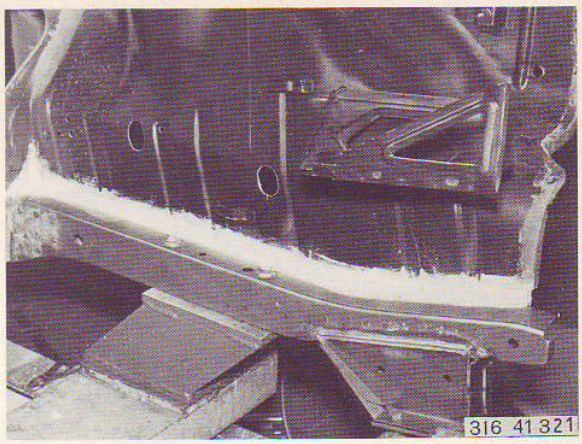


Plug weld wheel arch to engine mounting with inert gas equipment.

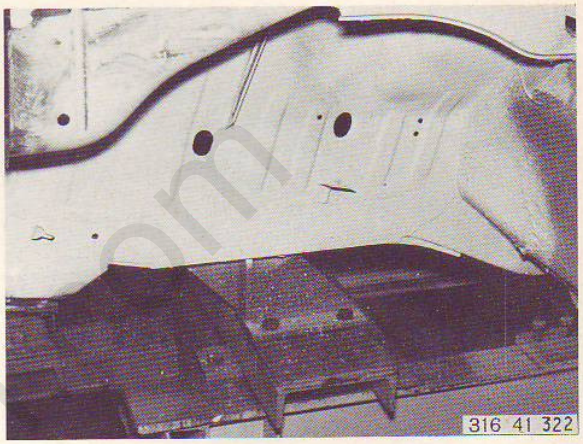


Weld engine mounting to bulkhead with inert gas equipment.

Grind all weld seams and coat with zinc powder paint.
Coat joints with joint sealing compound.

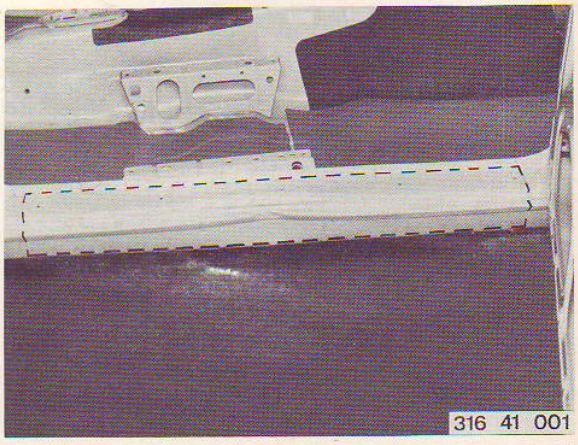


Spray the wheel arch in the engine mounting area with "Body-Plast".

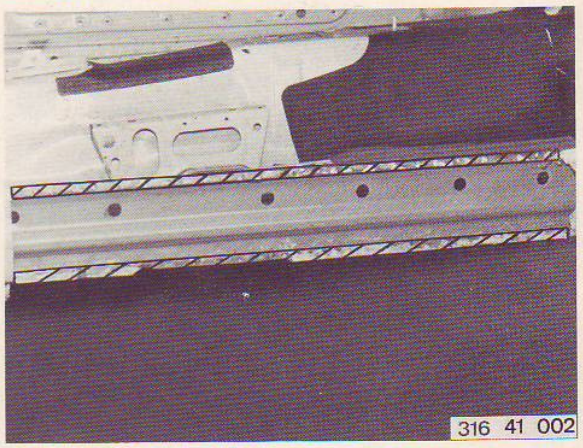


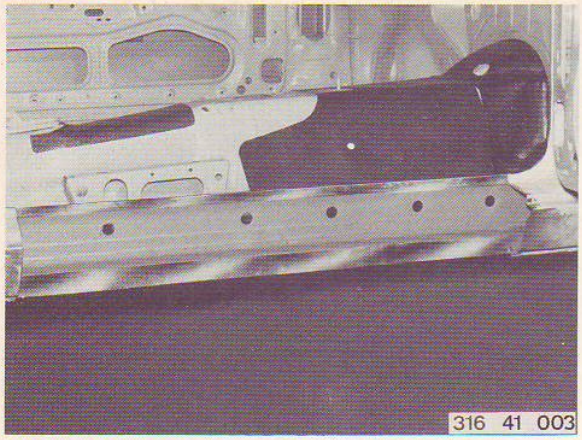
41 11 121 Cover for side member – renewing

Illustrations mostly show a bare body shell.
All flammable parts should be covered or removed.
Remove front seat, inner door sill rail, door sill cover strip, edge protector with rubber cover, seatbelt at entry and seat catch knob.
Detach floor carpet at entry, seat base and door pillar. Cut away the side member cover at the line.

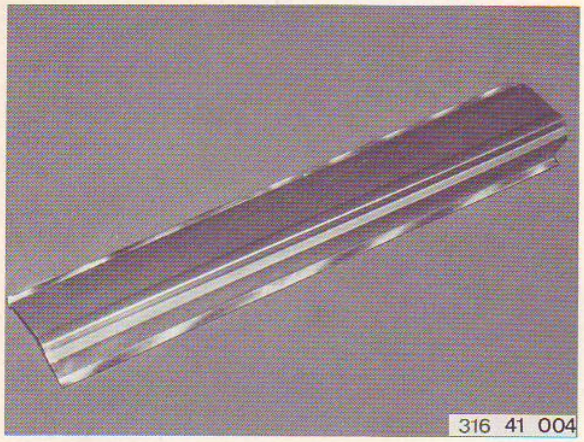


Remove remaining sheet metal.

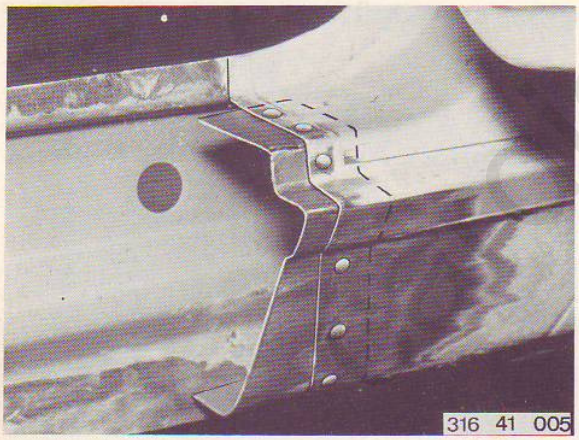




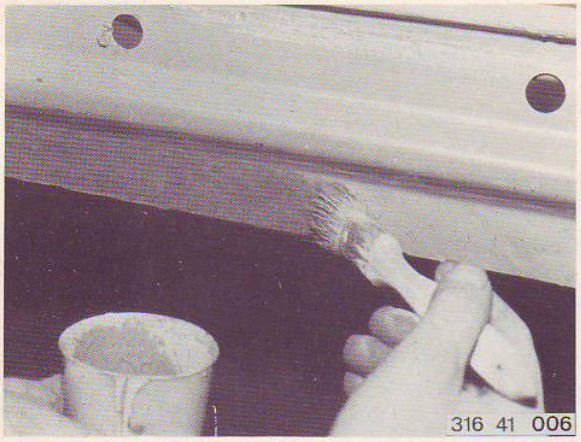
Align the joint areas and grind to bright metal on both sides.



Cut away and fit the new cover panel. Grind joint areas to bright metal on both sides.

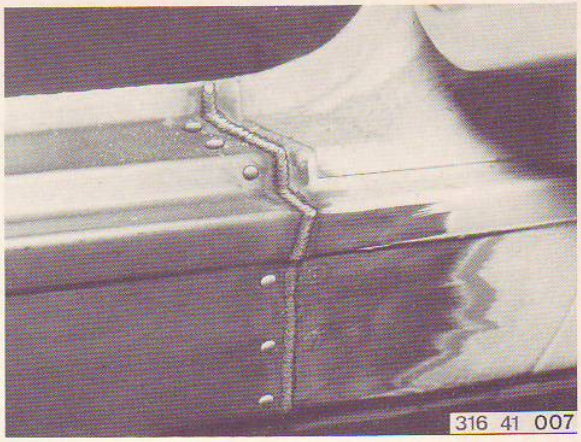


Cut two strips of metal approx. 60 mm (2.4 in) wide from the remainder of the new cover to act as reinforcements. Spot weld the metal strips into position with inert gas welding equipment.

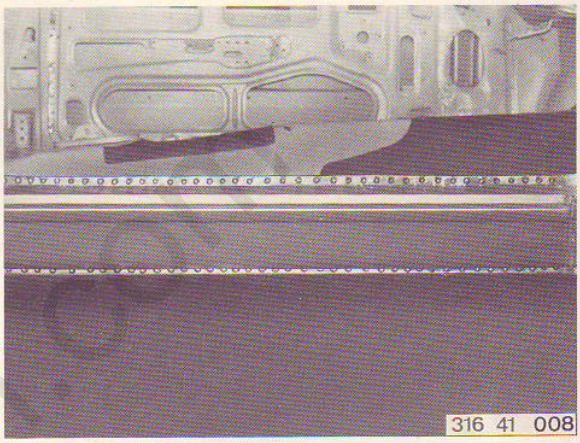


Coat the joint areas with zinc powder paint.

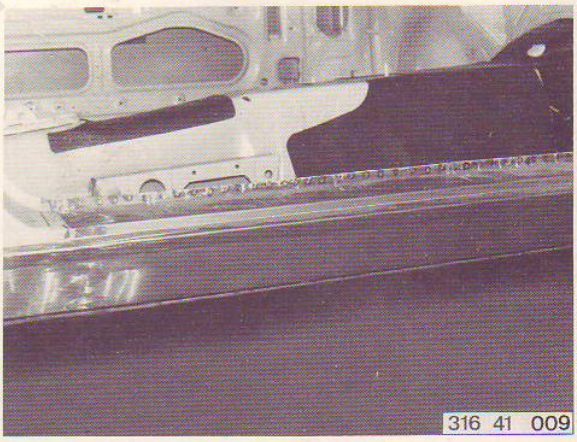
Spot weld the cover panel to the reinforcement strip. Weld the cover panel into position.



Spot weld the cover panel.



Grind the weld seams.

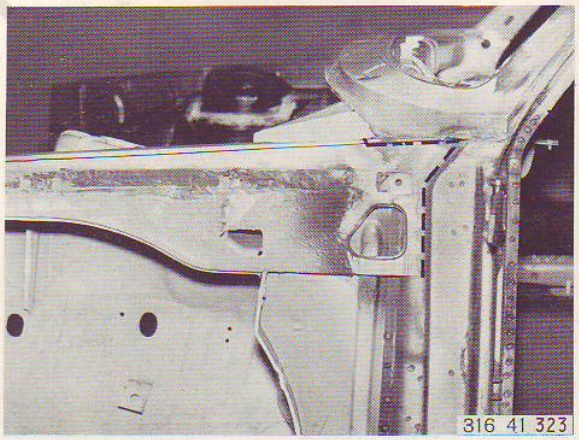


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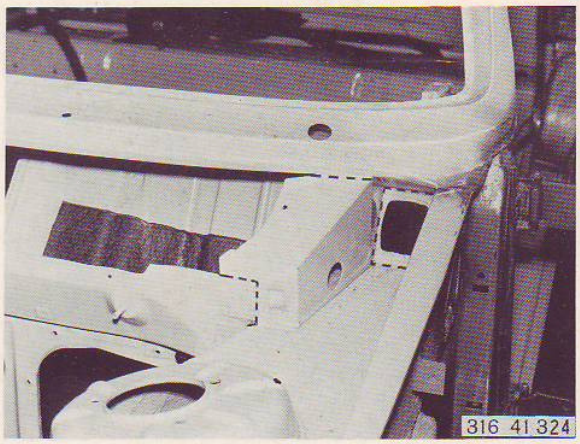
41 14 021 Left front wheel arch – renewing

Illustrations mostly show a bare body shell. All flammable parts should be covered or removed as appropriate.
Remove engine compartment lid, left front side panel, left door, lower section of front panelling, engine with transmission and front axle, complete exhaust system, facia trim, complete steering column, left front seat, battery, fuel lines and front brake pipes, complete pedal pivot mount, speedometer drive shaft, heater bulkhead and rubber seal, lever with mount for engine compartment lock, outer and inner left entry sill cover strips, edge protection and left door seals, both inside sections of carpet, rubber mat on inside of bulkhead, accelerator pedal, left rain gutter trim strip, both wiper arms, wiper motor with linkage, both washer jets, engine compartment lock with cable, power distribution box with wiring harness, sound absorbent material on bulkhead, left door-operated switch and horn. Fold back carpet in passenger compartment. Optical front and rear axle wheel alignment and adjustment.
Remove complete front panelling with main front bulkhead – 41 33 001.

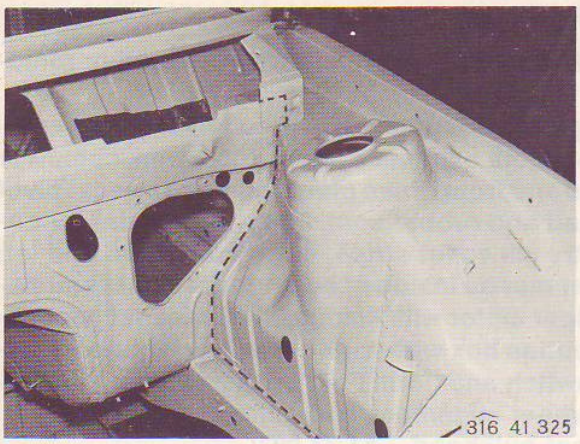
Cut away the wheel arch at the line.



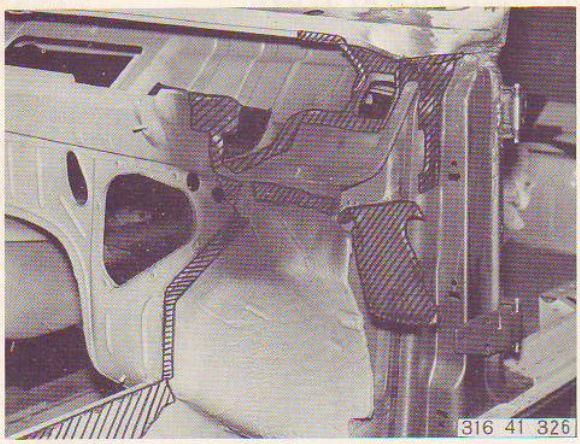
Cut away the wheel arch at the line.



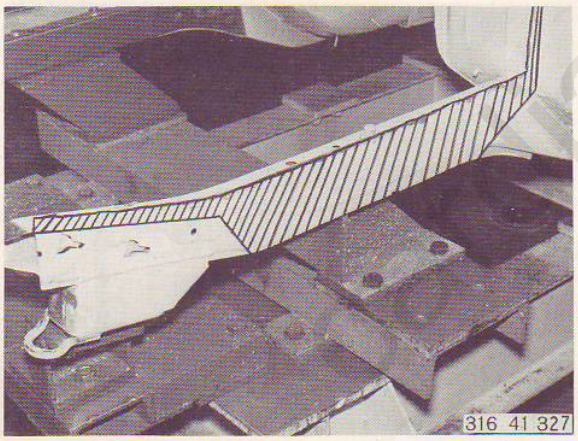
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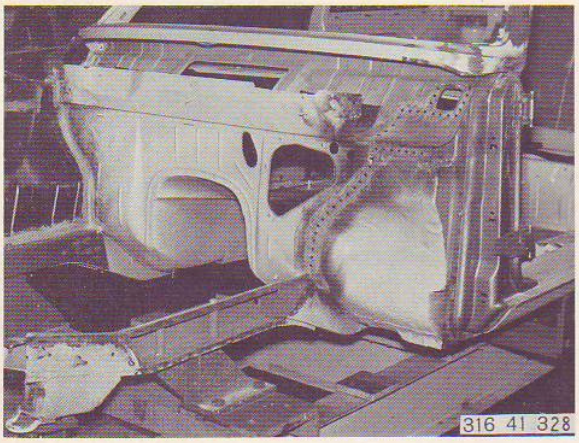
Cut away the wheel arch at the line.



Remove remaining sheet metal.



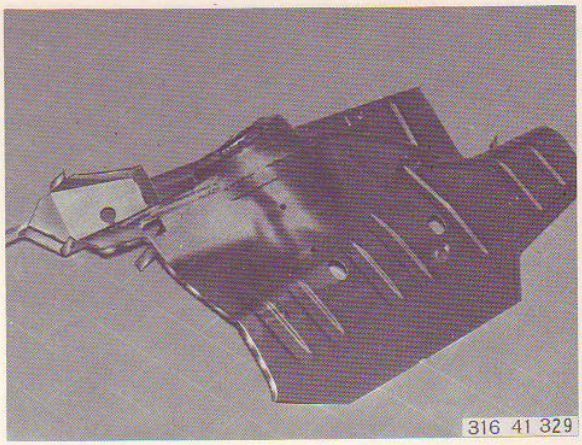
Remove remaining sheet metal.



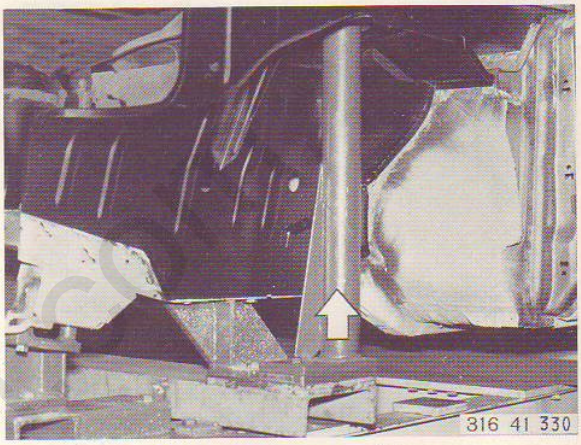
Align joint areas and grind to bright metal. Drill holes for plug welding with inert gas equipment in bulkhead.

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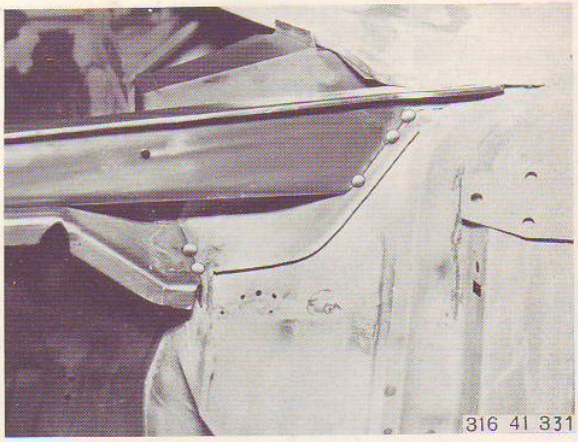
Grind joint areas on new wheel arch to bright metal on both sides.



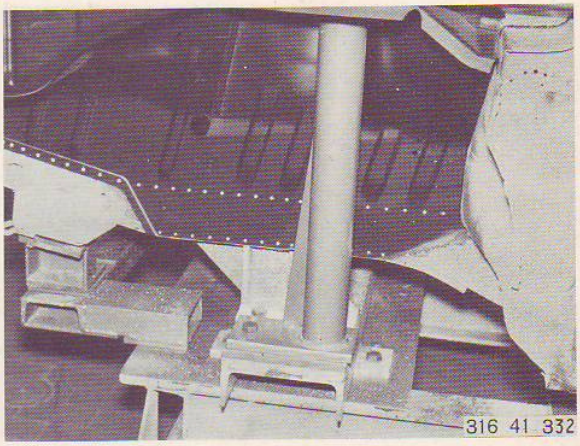
Install vehicle on body alignment jig. Install pickup angle for spring strut.



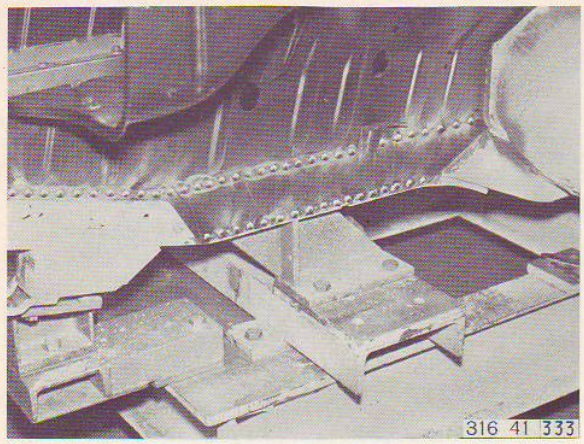
Tack weld wheel arch to bulkhead with inert gas equipment.



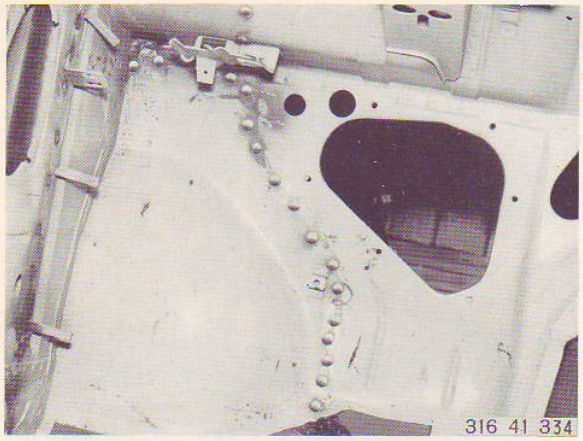
Drill holes for inert gas plug welding in wheel arch in the engine mounting area.



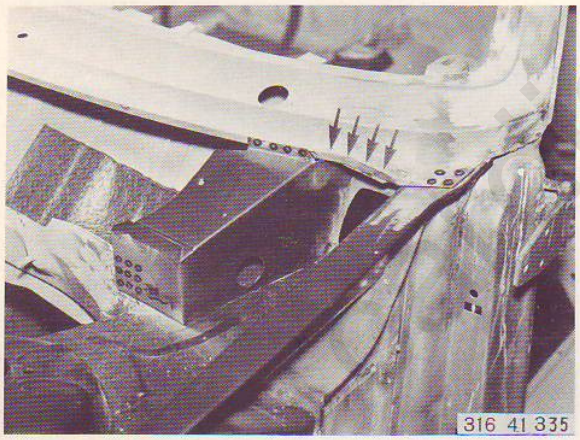
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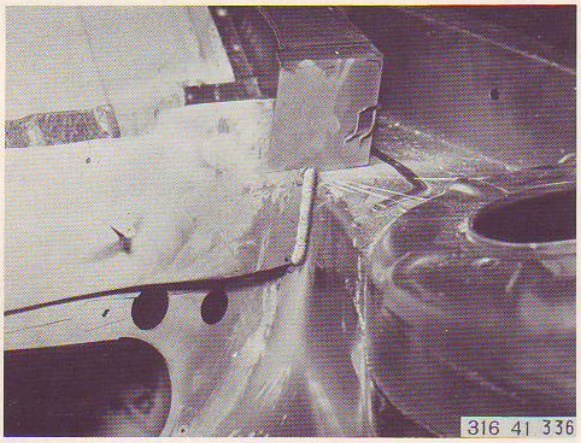
Plug weld the wheel arch to the engine mounting with inert gas equipment.



Plug weld the wheel arch to the bulkhead from the inside with inert gas equipment.

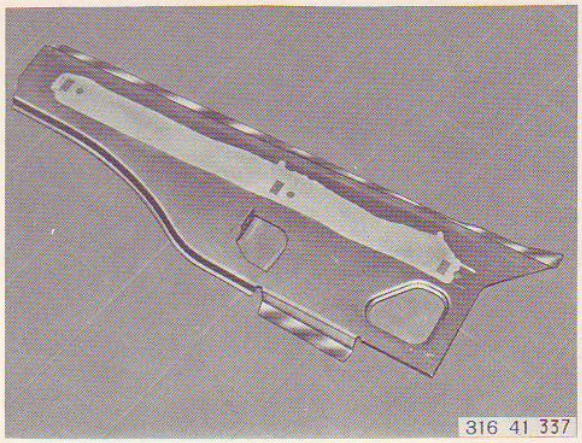


Spot weld the wheel arch to the heater bulkhead and to the scuttle.

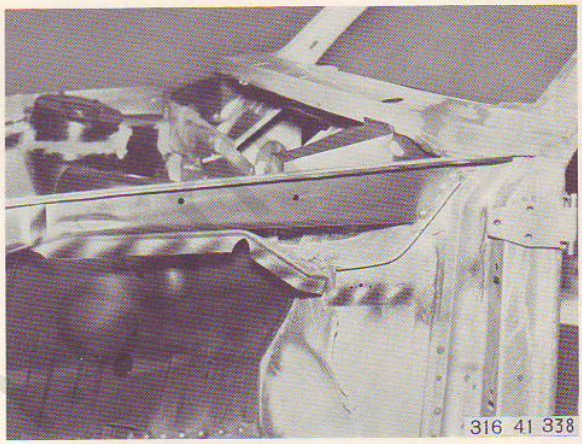


Weld the heater bulkhead to the wheel arch with inert gas equipment.

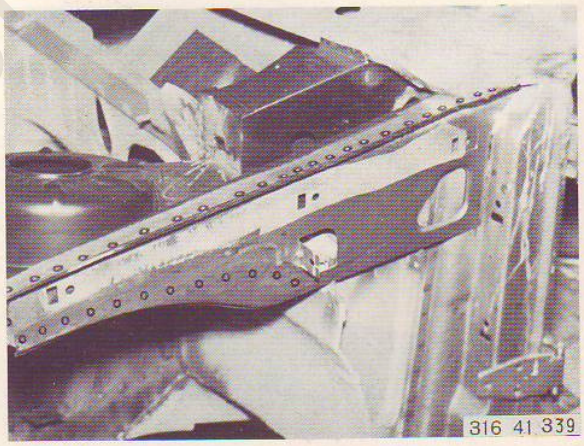
Grind the joint areas on the closure plate to bright metal on both sides.



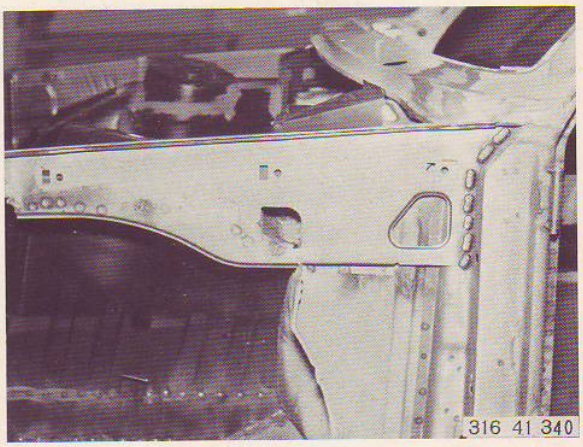
Grind the joint areas on the wheel arch for the closure plate to bright metal.



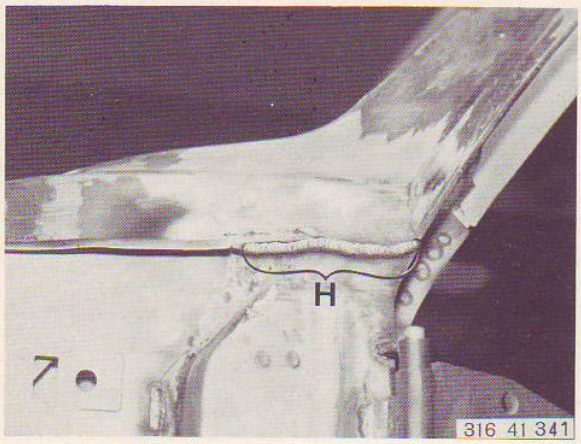
Spot weld the closure plate.



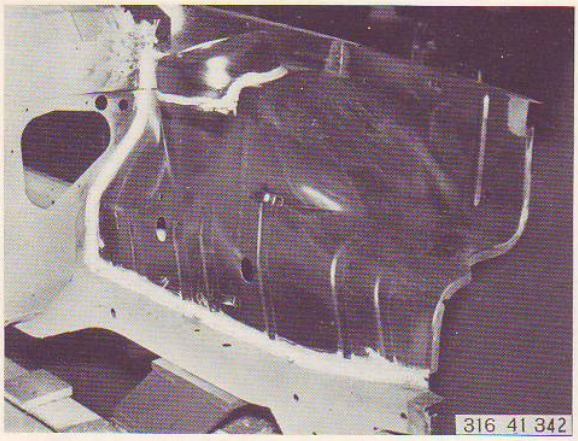
Weld on the closure plate with inert gas equipment.



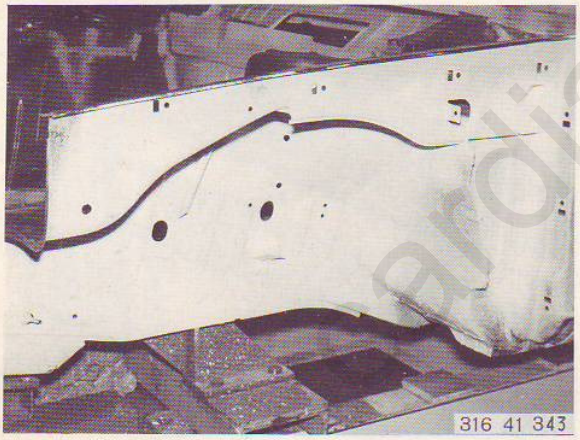
cardiagn



Braze the closure plate in the scuttle region (H).



Grind all weld seams and coat with zinc powder paint. Coat the joint areas with joint sealing compound.



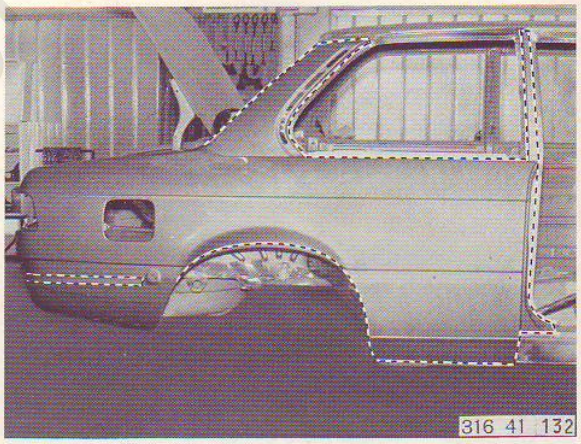
Spray wheel arch with "Body-Plast".

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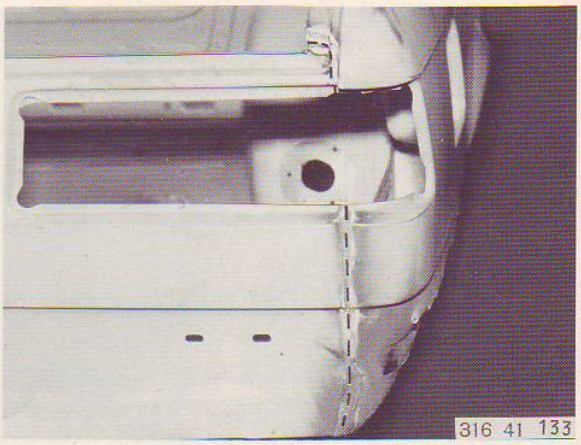
41 14 181 Complete wheel arch and right rear side panel – renewing

Illustrations mostly show a bare body shell. All flammable parts must be covered or removed. Remove the seat, seat back, rear window shelf, right seat belt, right side panel trim, entry cover strip, edge protection and rubber seal, B-post trim, carpet at entry and seat base, side window surround, complete rear window, rubbing strip on side panel, right rear light, vent pipe, complete bumper, fuel filler pipe, fuel filler flap, part of wiring harness, luggage compartment lid seal, part of roof lining, right rear wheel, foam lining on C-post, inside grab handle, trim strip on right rain gutter, complete rear axle beam, fuel tank, secondary muffler and spring strut at top.

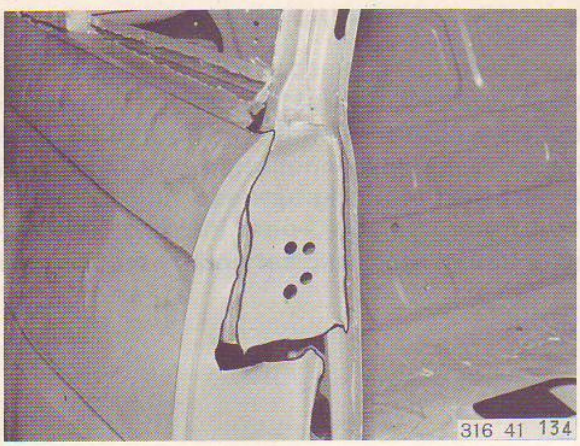
Cut away side panel at line.



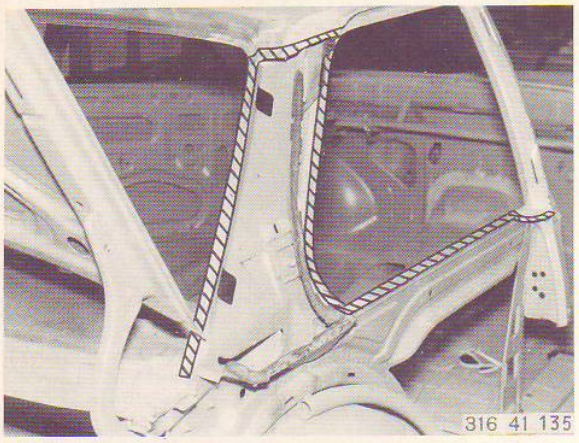
Cut away side panel at line.



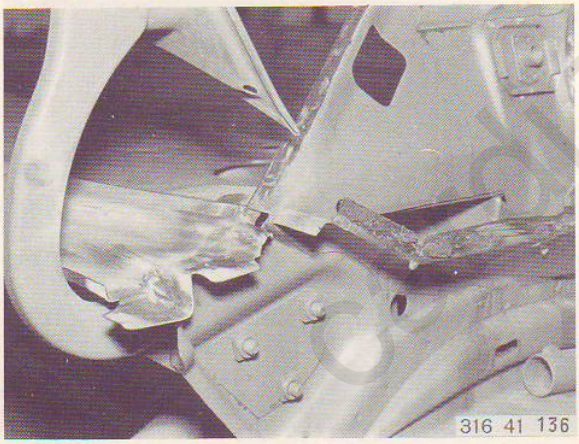
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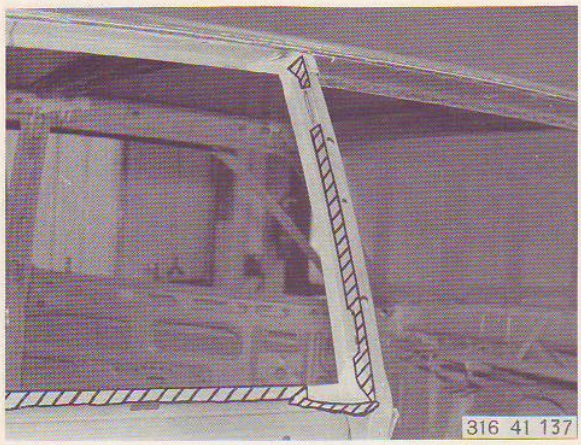
Cut away side panel in the B-post area.



Remove remaining sheet metal.



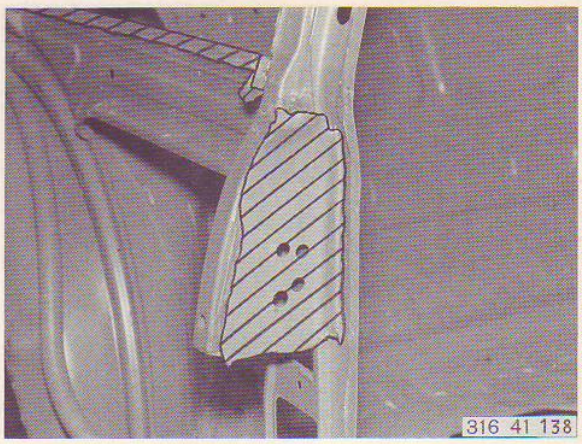
Remove remaining sheet metal.



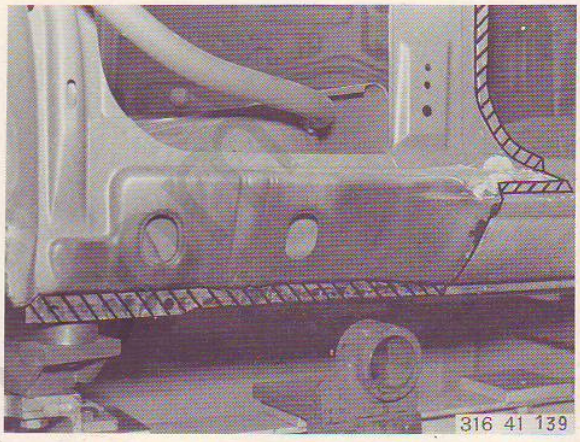
Remove remaining sheet metal.

.com

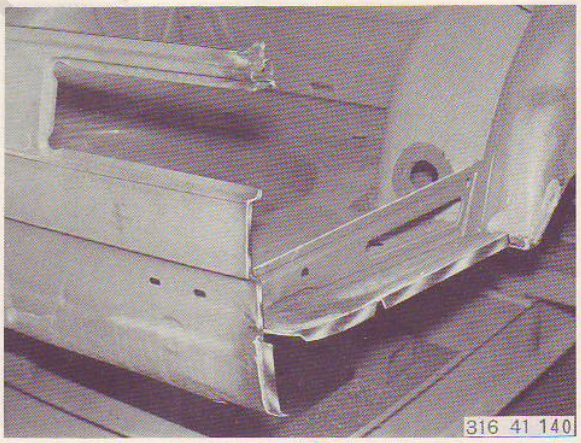
Remove remaining sheet metal.



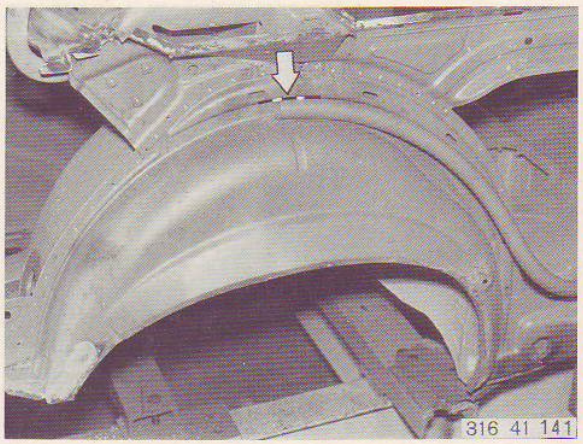
Remove remaining sheet metal.



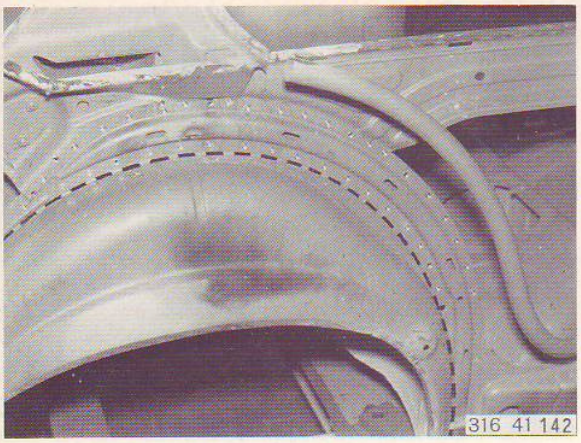
Remove remaining sheet metal.



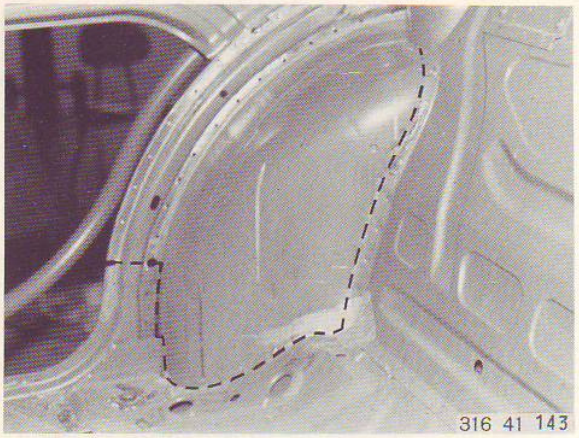
Separate the weld seam at the fuel tank vent pipe and bend up the pipe.



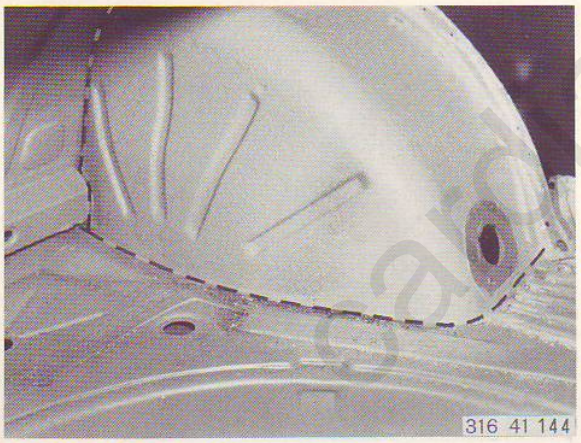
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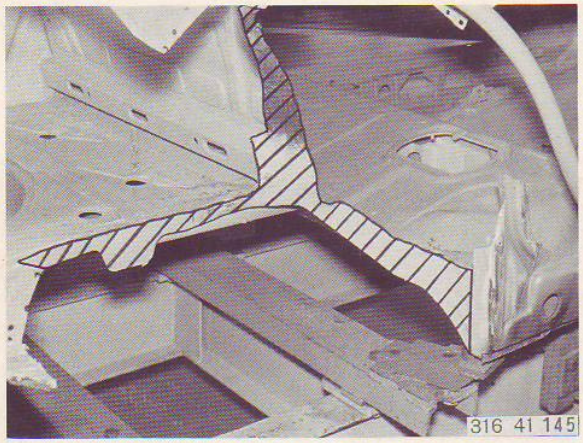
Drill out the spot welds on the outer wheel arch and cut away the outer wheel arch at the line.



Cut away the inner wheel arch at the line.



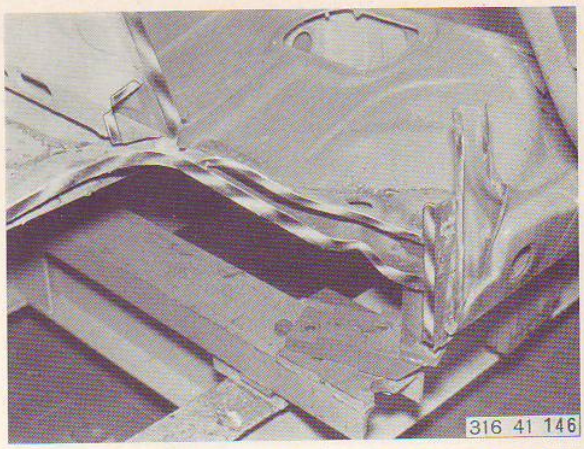
Cut away the inner wheel arch at the line.



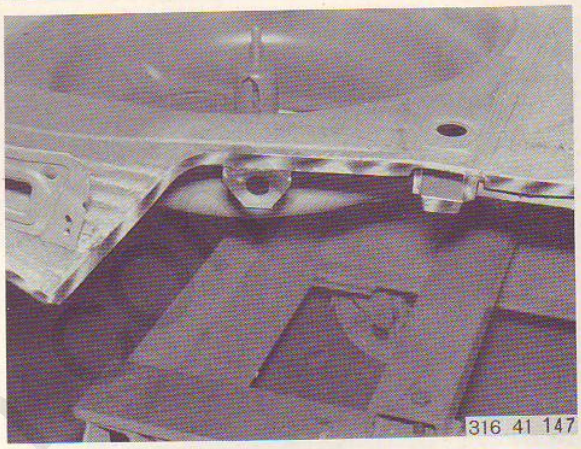
Remove remaining sheet metal.

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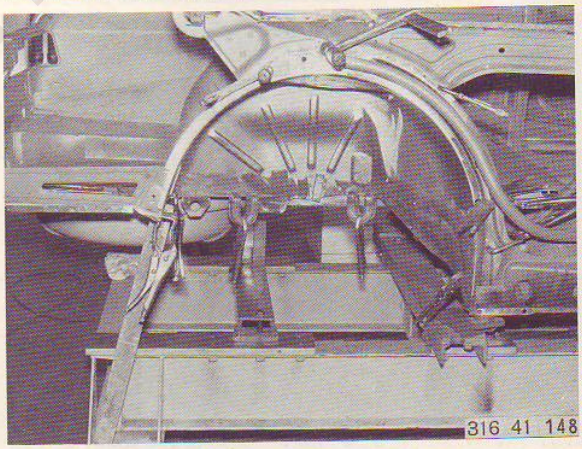
Align joint areas and grind to bright metal on both sides.



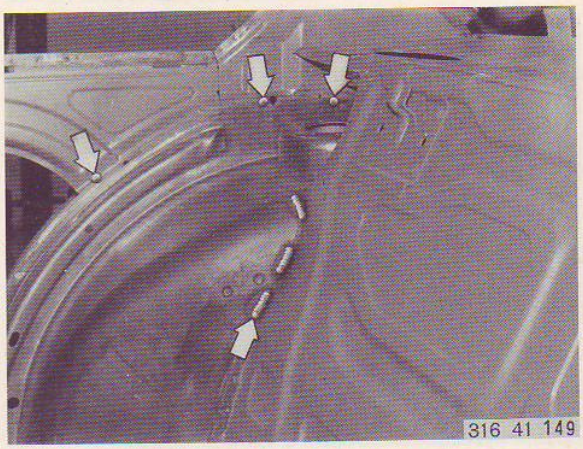
Align joint areas and grind to bright metal on both sides.



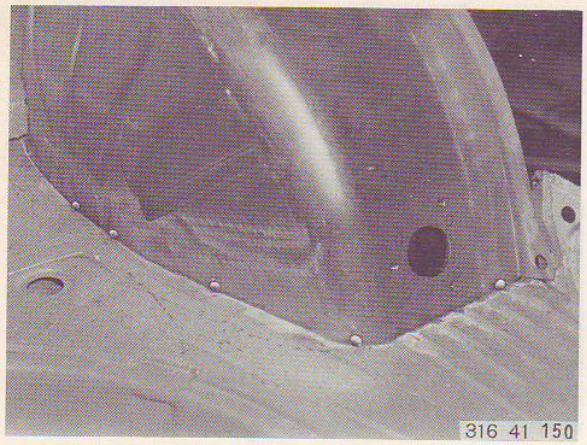
Grind joint areas on new inner wheel arch to bright metal on both sides, and coat with zinc powder paint.
Hold the inner wheel arch with body tongs and check dimensions for spring strut mounting.



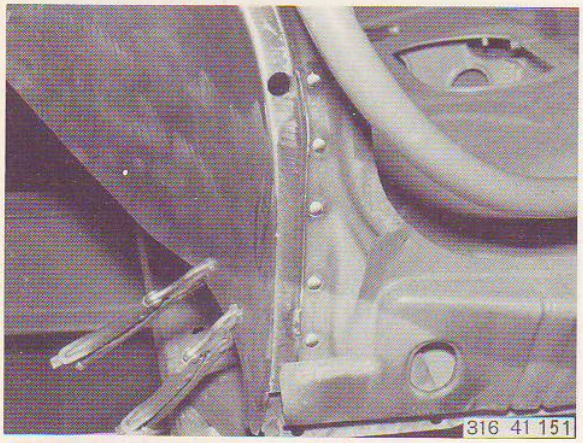
Tack weld the inner wheel arch.



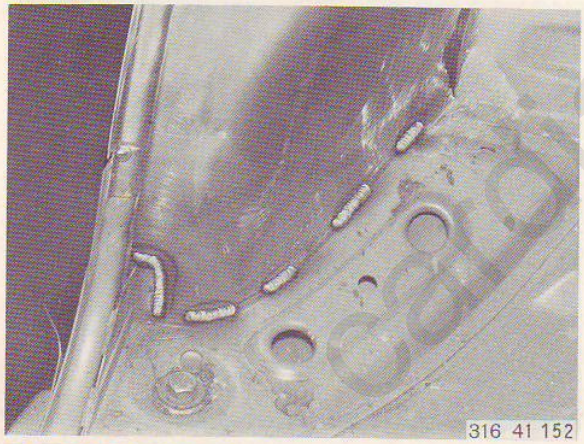
cardiagn



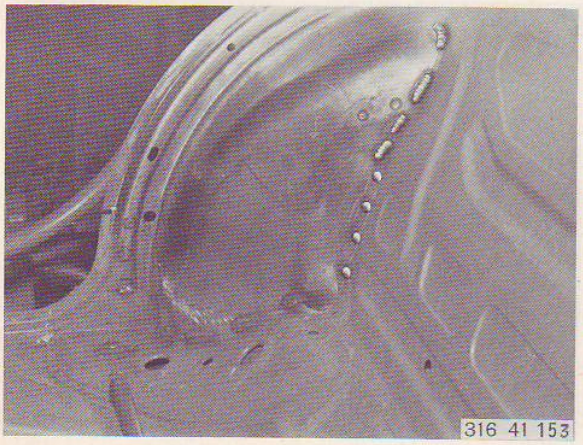
Tack weld the inner wheel arch.



Plug weld the inner wheel arch to the side member with inert gas equipment.

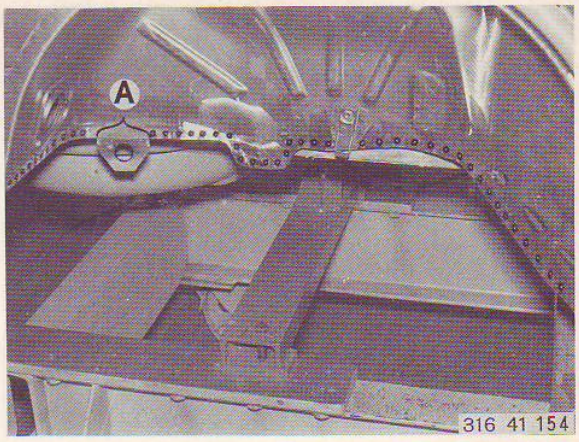


Weld the inner wheel arch to the reinforced mounting for the rear axle with inert gas equipment.



Weld the inner wheel arch to the luggage compartment floor bulkhead with inert gas equipment.

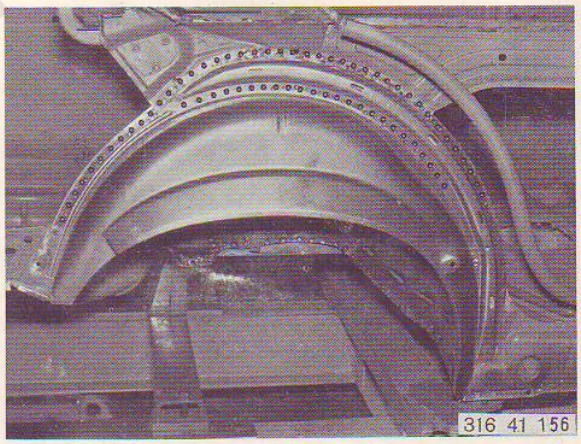
Spot weld the inner wheel arch to the luggage compartment floor.
In the region (A), weld from the rear with inert gas equipment.



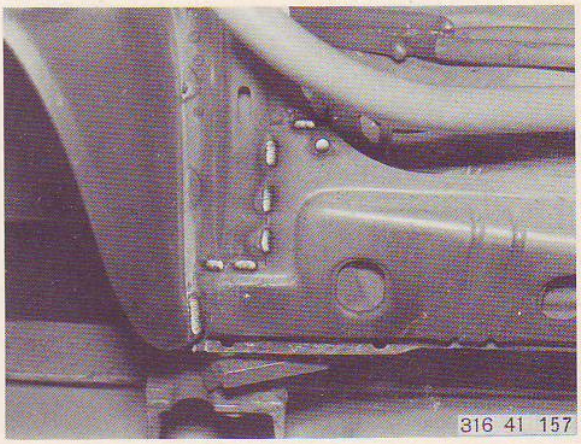
Grind the joint areas on the new outer wheel arch to bright metal on both sides and coat with zinc powder paint.



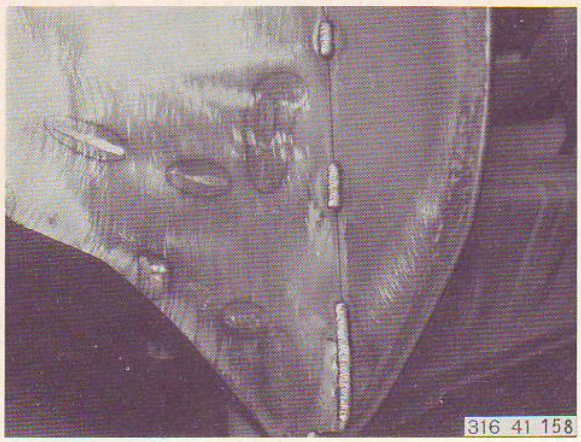
Fit the outer wheel arch and spot weld into position.



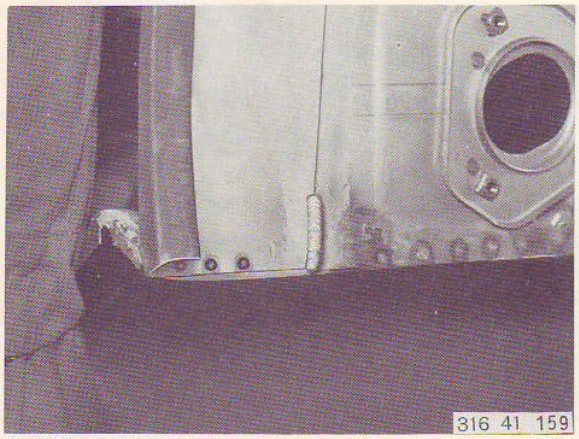
Weld the outer wheel arch to the side member with inert gas equipment.



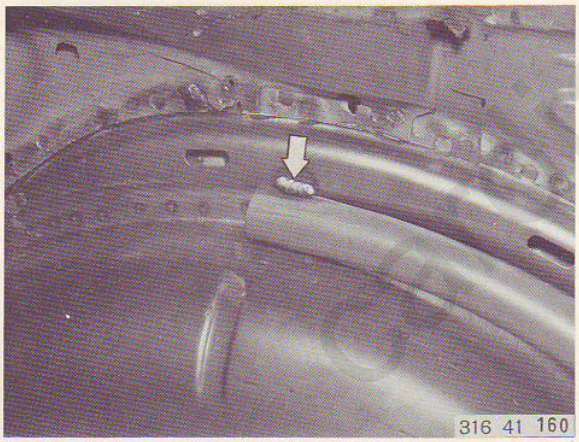
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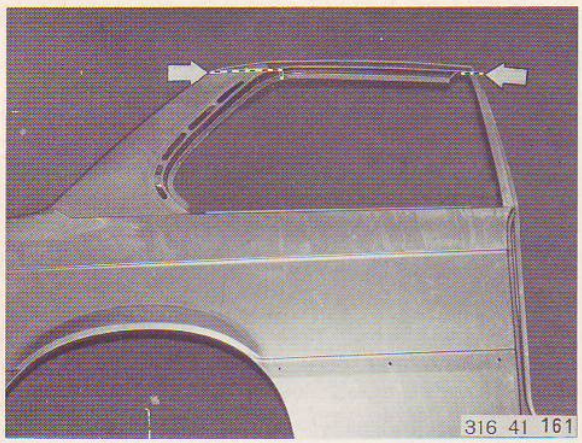
Weld the outer and inner wheel arch sections together with inert gas equipment.



Weld the outer and inner wheel arch sections together and spot weld to the luggage compartment floor.

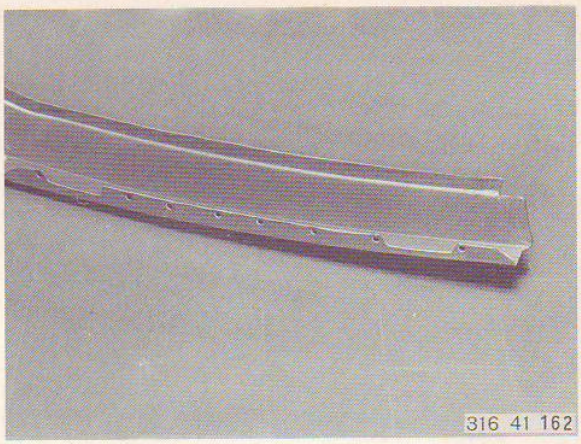


Weld on the tank vent pipe protecting tube with inert gas equipment.

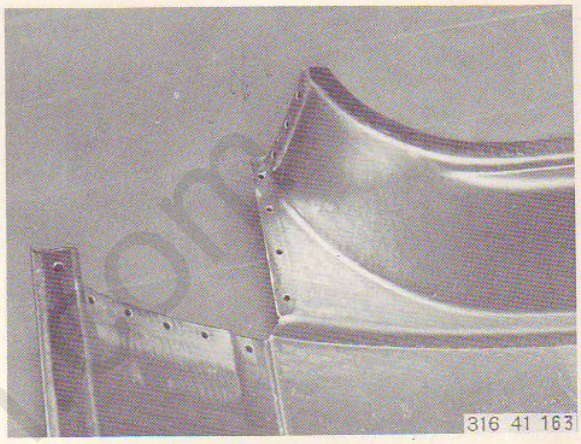


Cut away and fit the new upper side panel.

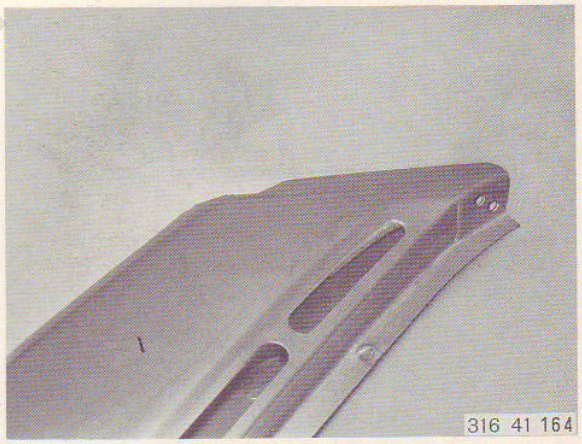
Drill holes in the new side panel for inert gas plug welding in the B-post area.



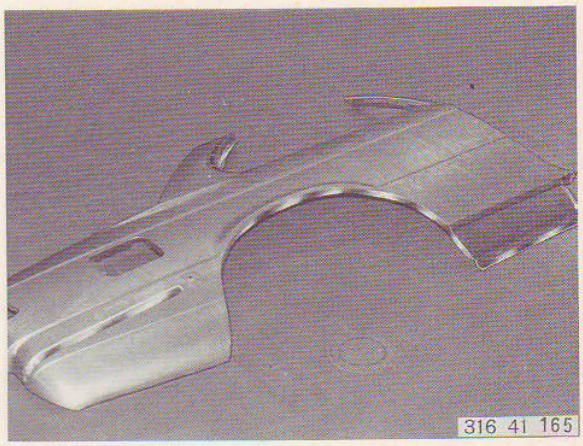
Drill holes in the entry sill area of the new side panel for inert gas plug welding.



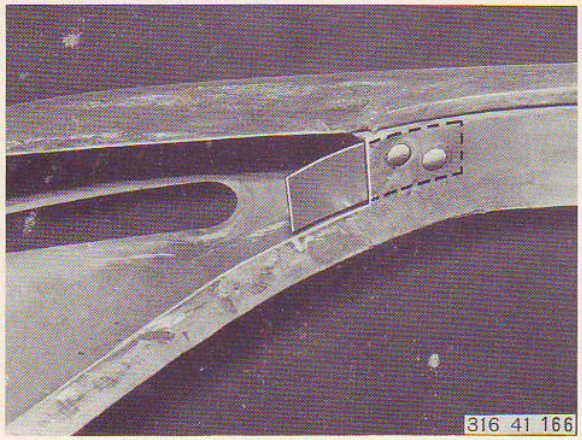
Drill holes in the C-post area of the new side panel for inert gas plug welding.



Grind the joint areas on the new side panel to bright metal on both sides, and coat with zinc powder paint.



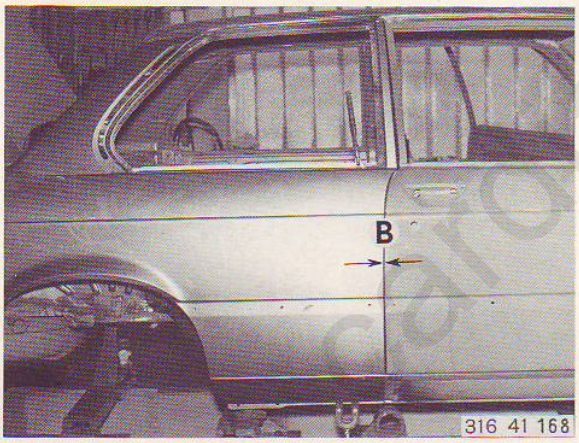
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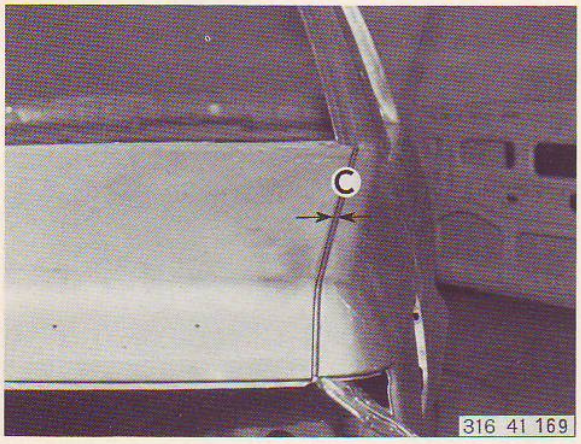
Plug weld the strengthening plate to the body-shell in the C-post area with inert gas equipment.



Hold the new side panel in position with body tongs and tack weld at several points.

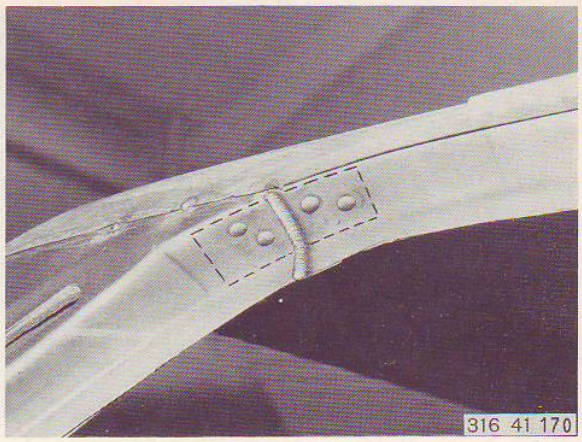


Check door gap (B) and move side panel as necessary.

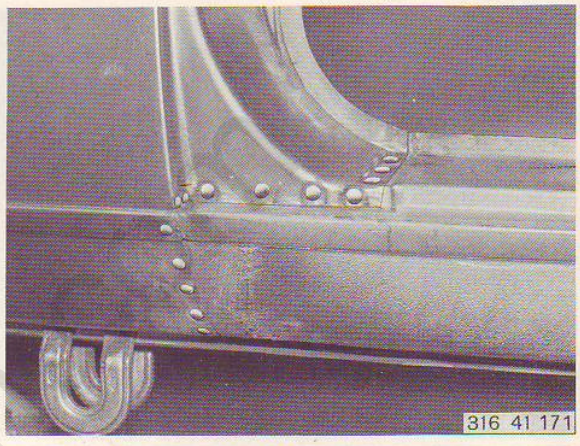


Check gap (C) between side panel and luggage compartment lid, and adjust side panel position if necessary.

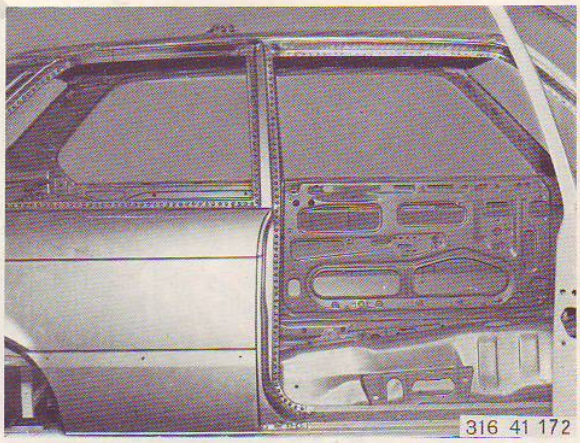
Weld the side panel in the C-post area, using inert gas plug welding for the reinforcement plate.



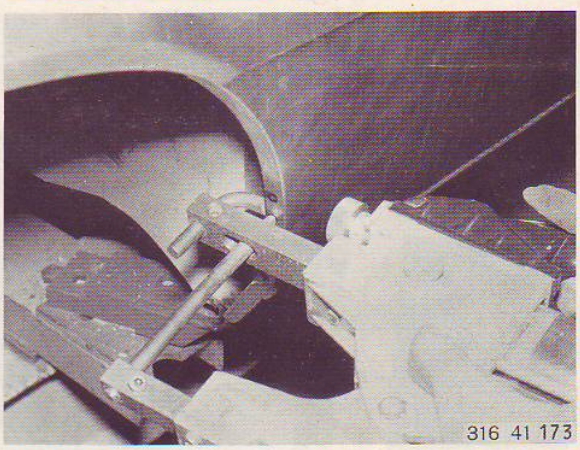
Plug weld the side panel in the entry sill area with inert gas equipment.



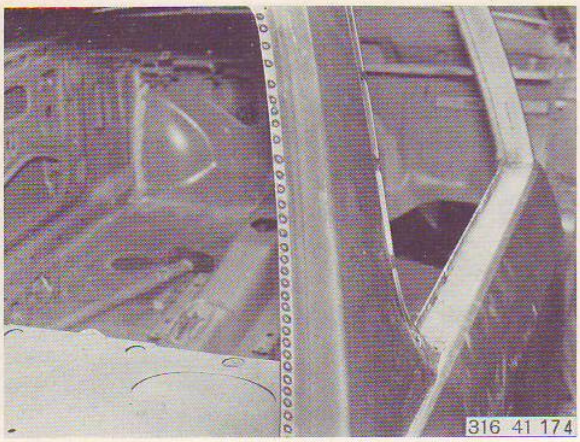
Spot weld the side panel in the side window and door cutout areas.



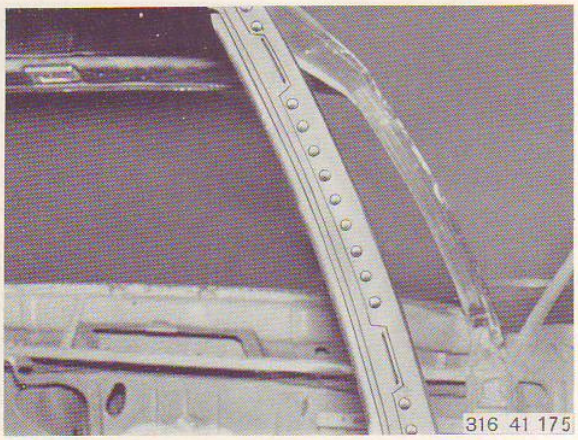
Spot weld the side panel at the wheel arch.



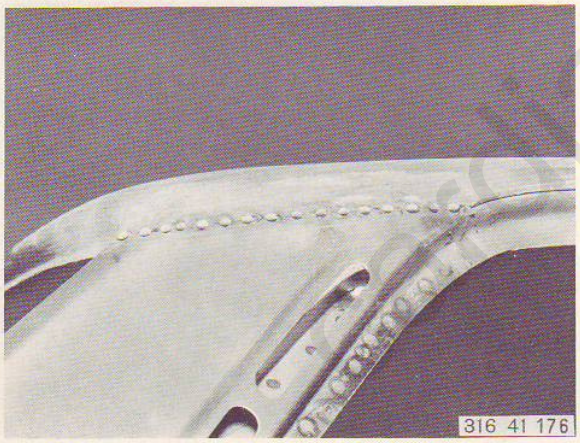
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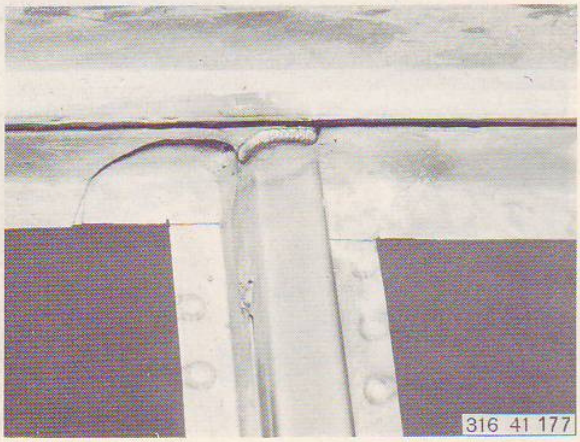
Spot weld the side panel at the rear window cutout.



Plug weld the side panel in the B-post area with inert gas equipment.

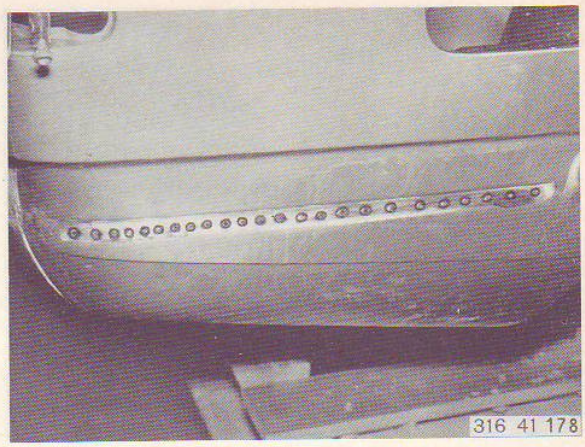


Weld the side panel to the roof with inert gas equipment.

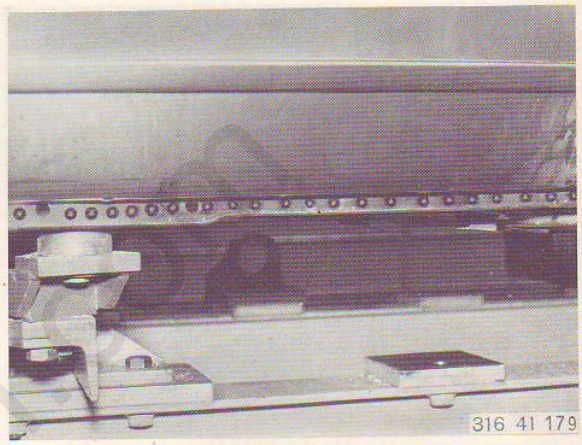


Weld the side panel in the B-post area with inert gas equipment.

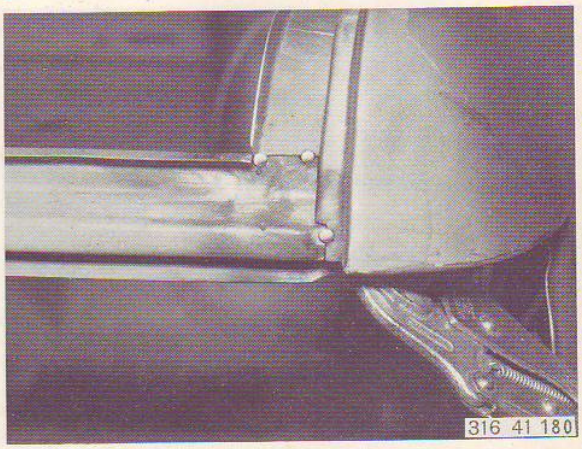
Spot weld the side panel to the luggage compartment floor.



Spot weld the side panel to the side member.



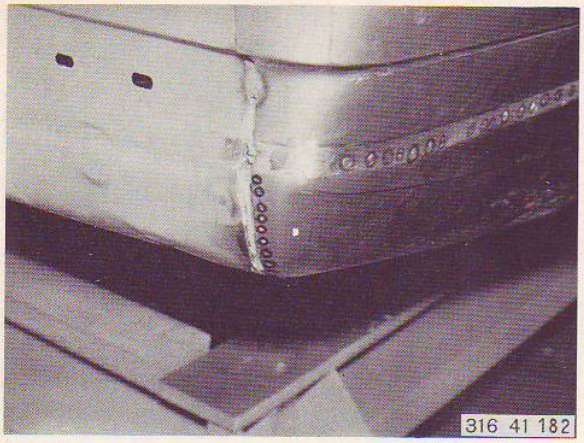
Tack weld the side panel to the rear end panel with inert gas equipment.



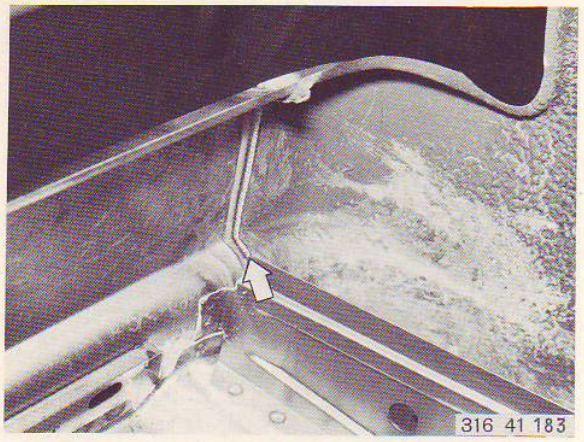
Tack weld the side panel to the rear end panel with inert gas equipment.



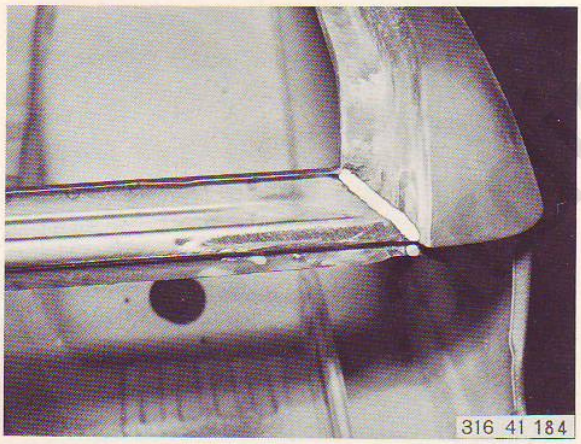
cardiagn



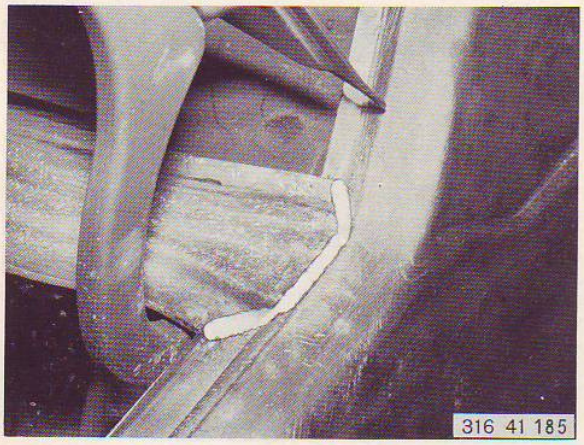
Spot weld the side panel to the rear end panel.



Weld the side panel to the rear end panel, using oxy-acetylene equipment for the web plate.

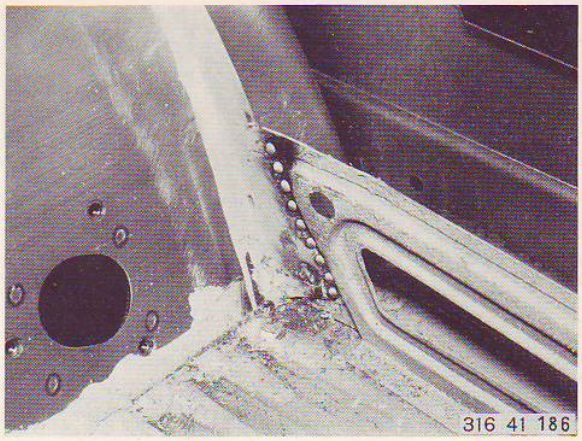


Braze the side panel to the rear end panel.



Braze the side panel to the rear window surround.

Weld the luggage compartment bulkhead to the wheel arch with inert gas equipment.



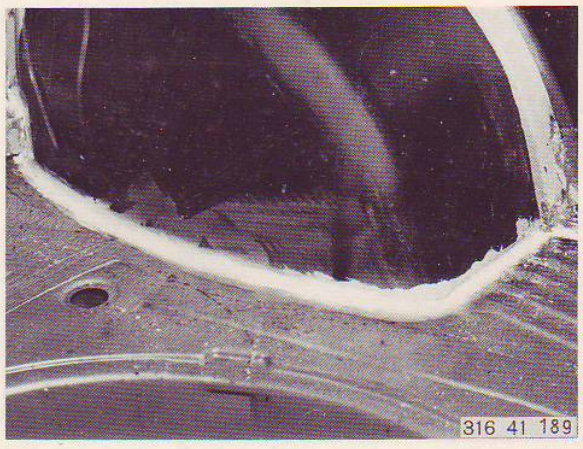
Tin and grind the transition between the side panel and the outer roof panel.



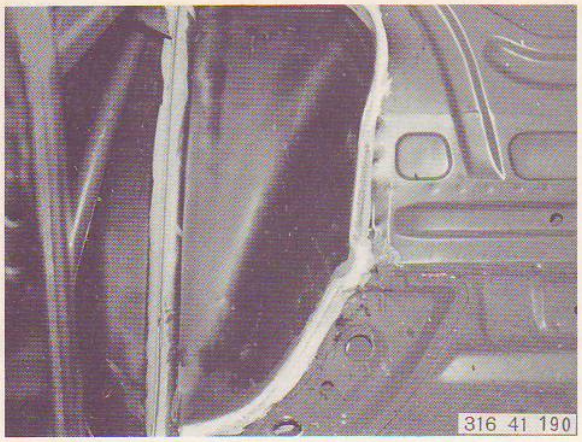
Grind and clean all weld seams, spot welds and brazing seams and coat with zinc powder paint.



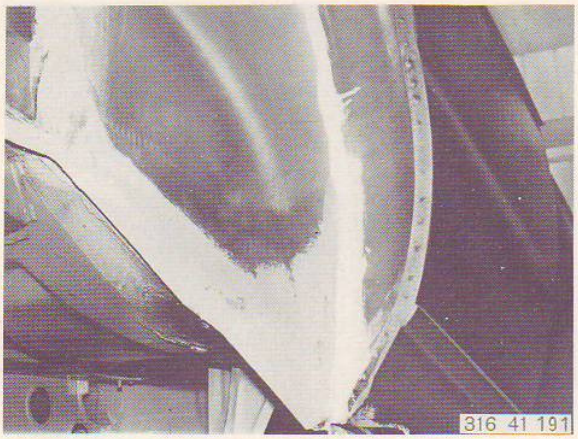
Coat the joint between the wheel arch and the luggage compartment floor with joint sealing compound.



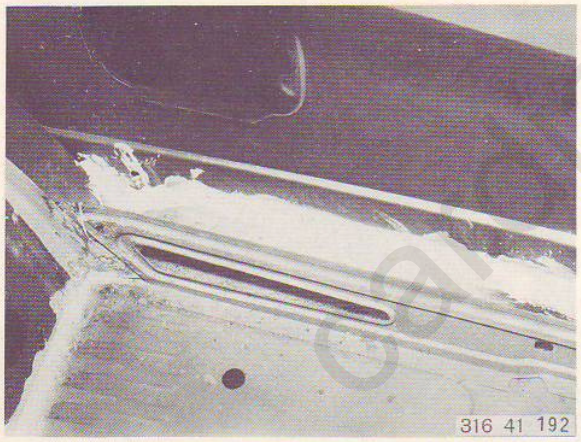
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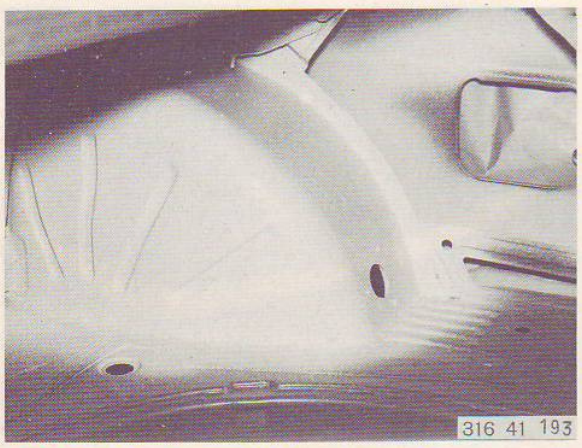
Coat the joint between the wheel arch and the luggage compartment bulkhead with joint sealing compound.



Coat joint between the two wheel arch sections with joint sealing compound.



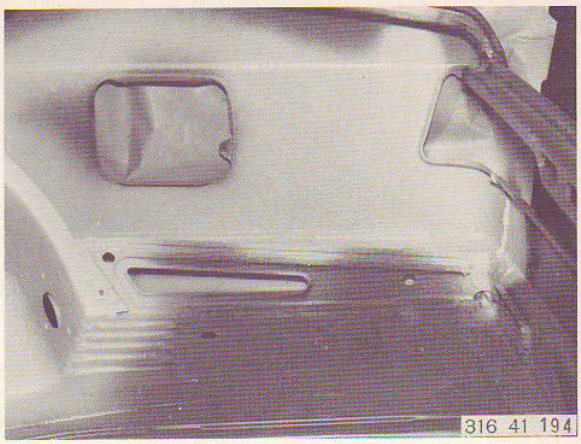
Coat joint between side panel and trunk floor with joint sealing compound.



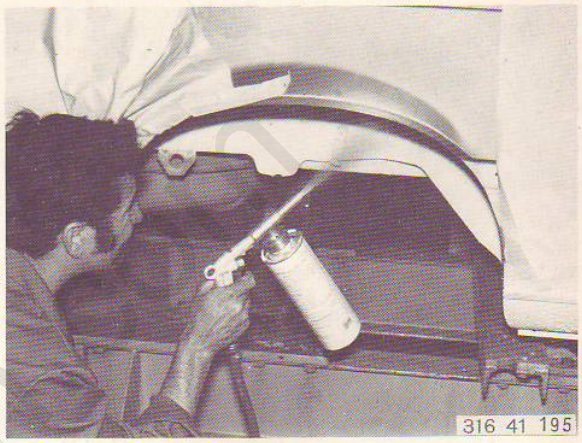
Spray wheel arch with Body Plast.

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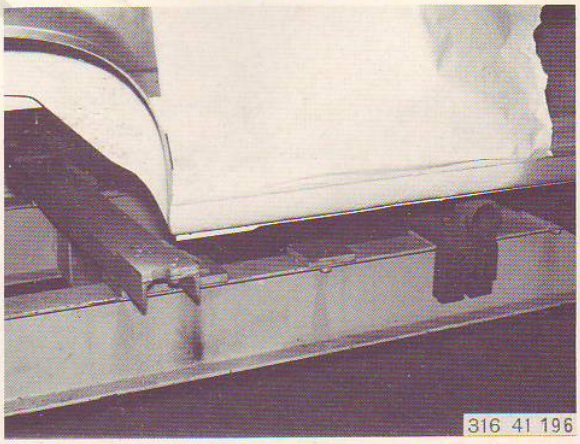
Spray side panel with "Body Plast".



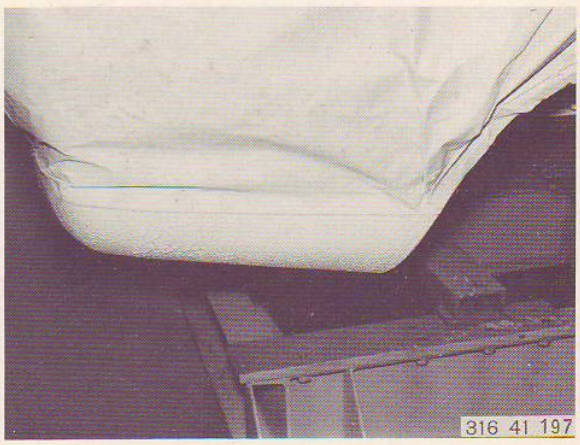
Spray the wheel arch from the inside with "Body-Plast".



Spray the side panel with "Body-Plast".



Spray the side panel with "Body-Plast".

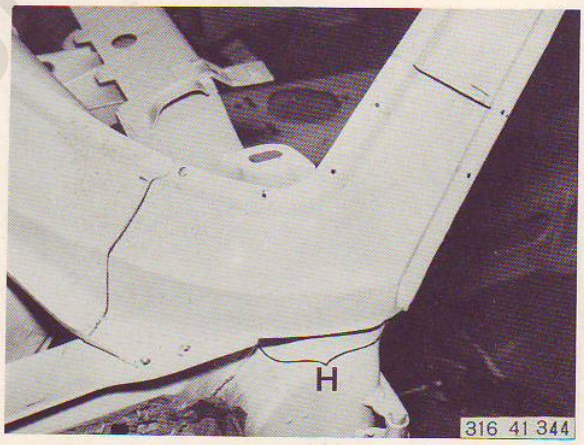


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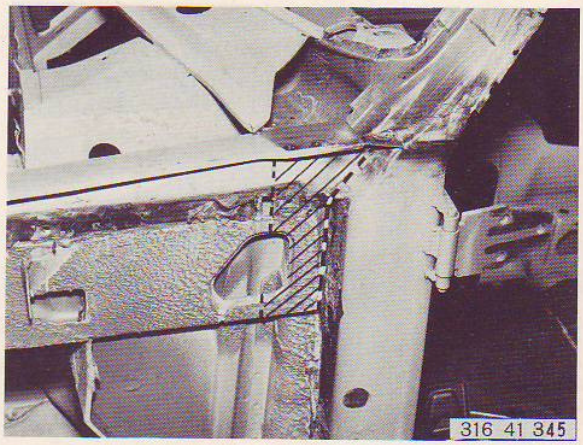
41 21 501 Left front door post – renewing
– Front side panel removed –

Illustrations mostly show a bare bodyshell. All flammable parts must be covered or removed as appropriate.
Remove the front seat, front door, facia trim, seal at rear of engine compartment lid, door-operated switch for interior light, lever with mount for engine compartment lock, inner and outer entry sill cover strips, edge protection and door seal, carpet at side of passenger compartment, roof pillar trim, foam material for roof pillar trim, trim strip on rain gutter, negative lead at battery, fusebox and wiring harness. Partly detach rubber sound absorbing mat on bulkhead.

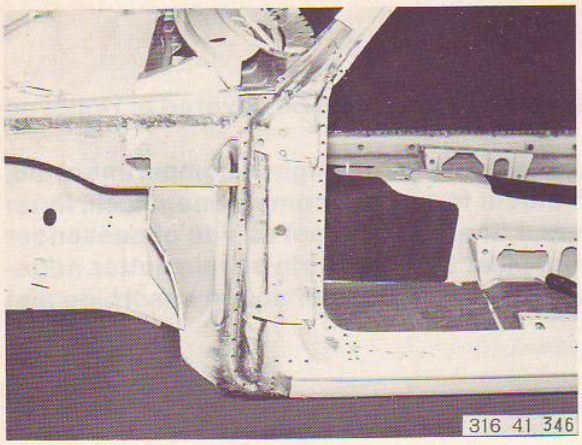
For complete renewal of the door post a section of the scuttle (windshield surround) must be removed. In order to avoid cutting a new scuttle section, detach the existing scuttle section with great care. Drill out the spot welds. Separate the brazed joint in region (H) with a flame cutter. Remove the scuttle section.



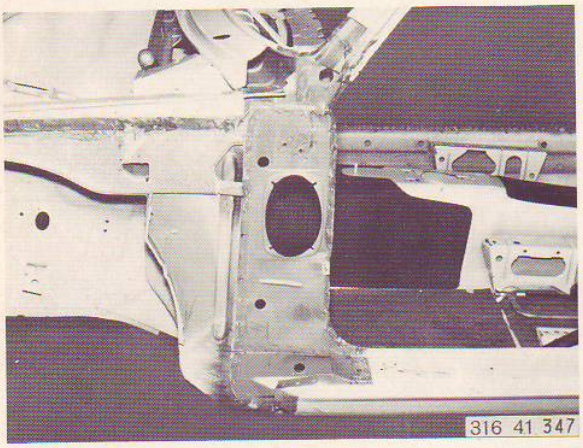
Cut away the closure plate at the line and remove the remaining sheet metal.



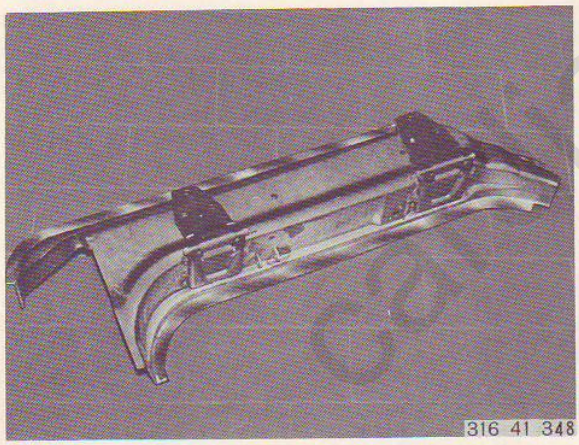
carmanual.com



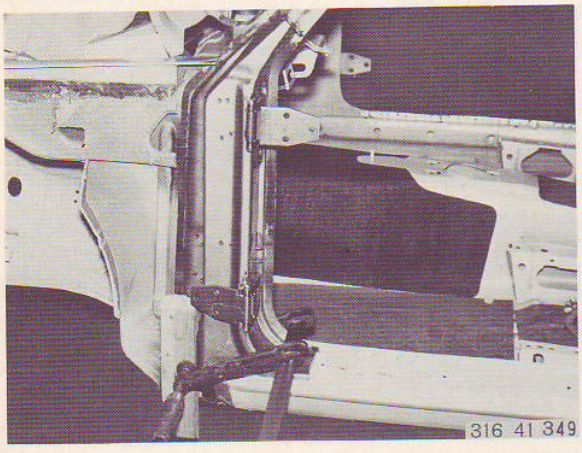
Drill out the spot welds on the door post and remove the post.



Remove remaining sheet metal.
Align joint areas.

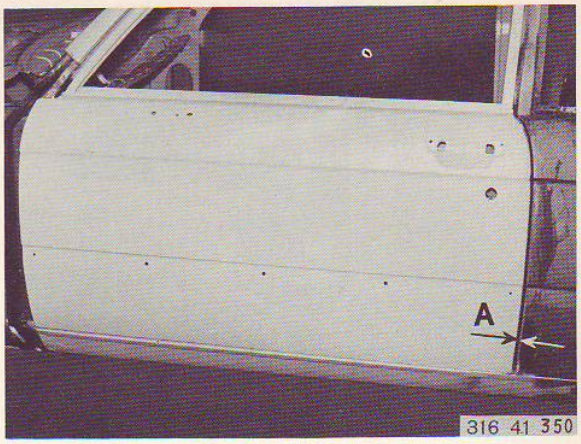


Grind the joint areas on the new door post down to bright metal.

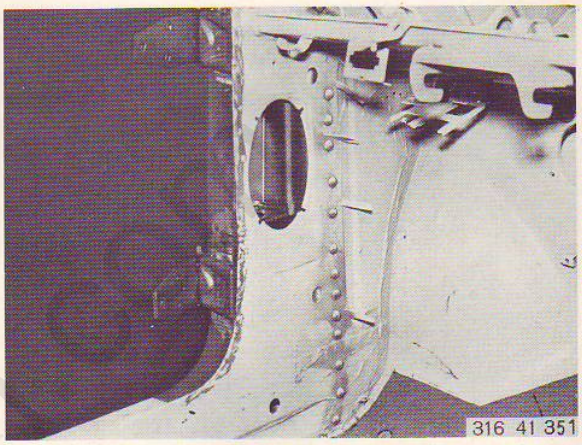


Fit and tack weld the door post.

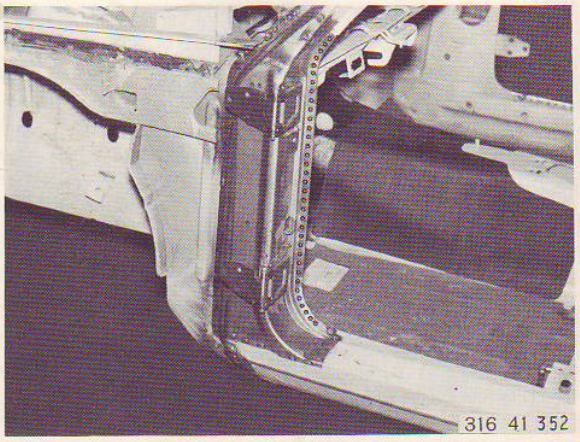
Fit the door and check gap (A). If necessary, correct door post position.



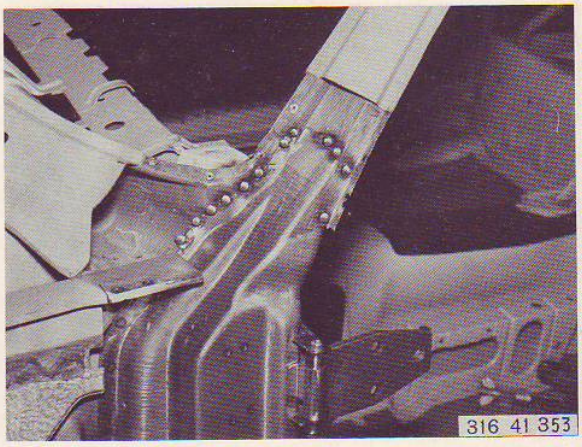
Plug weld the door post from the inside at the front edge with inert gas equipment.



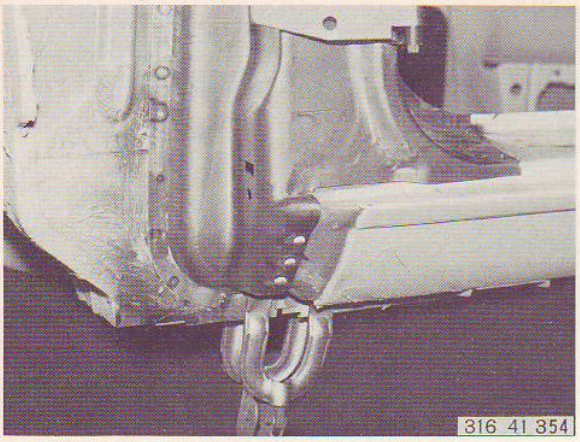
Spot weld the door post at the rear edge with spot welding tongs.



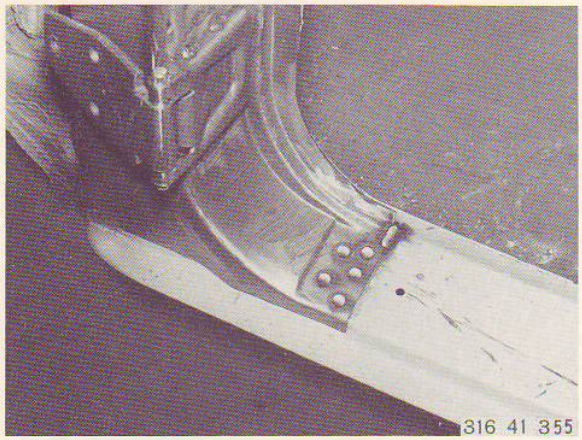
Weld the door post in the scuttle area with inert gas equipment.



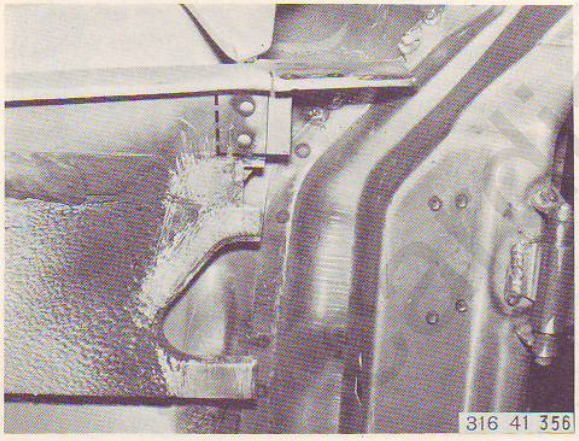
cardiagn



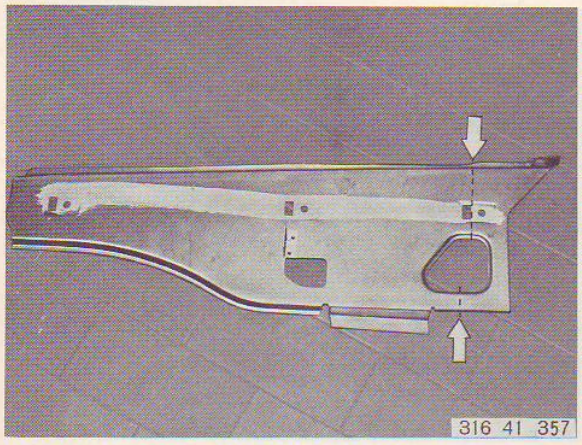
Weld the door post to the side member cover with inert gas equipment.



Weld the door post to the side member cover with inert gas equipment.

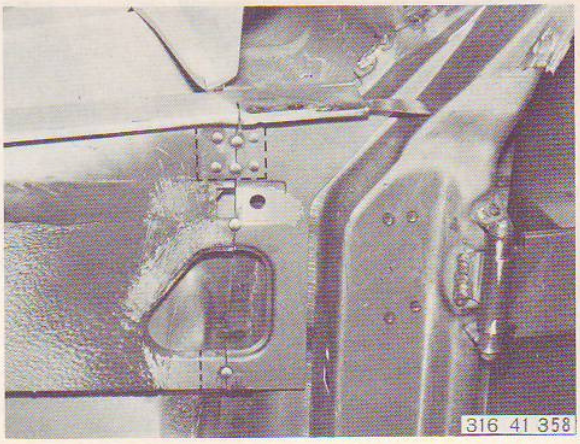


Make up a reinforcing plate for the closure panel and plug weld with inert gas equipment to the existing closure plate.

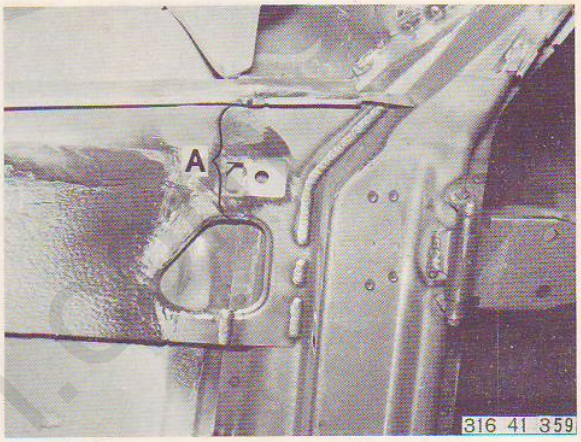


Cut the necessary section away from a new closure plate. Overlap the closure plate slightly at the bottom.

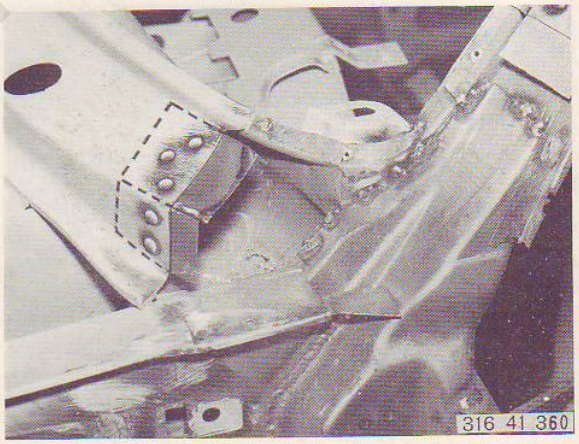
Fit and tack weld the closure plate, using inert gas plug welding in the region of the reinforcement.



Weld the closure plate section into position with inert gas equipment. Grind the weld seam in the side panel contact area (A).



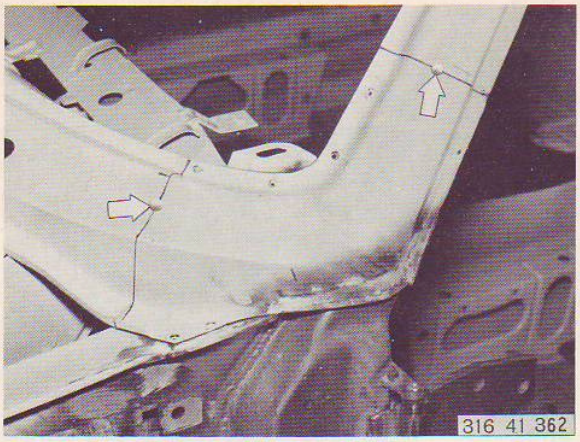
Make up reinforcing plates for the scuttle section and plug weld to the scuttle with inert gas equipment.



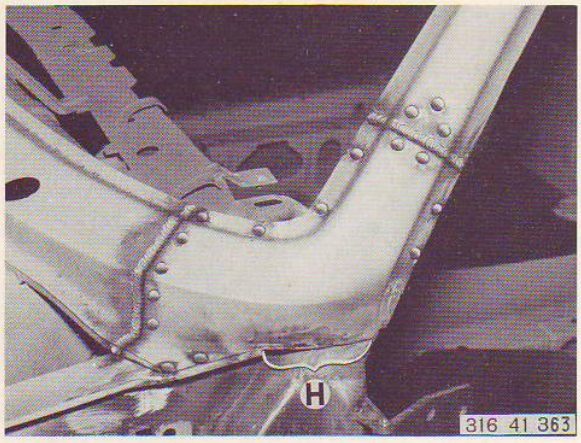
Align the section of scuttle previously removed, and drill holes for inert gas plug welding.



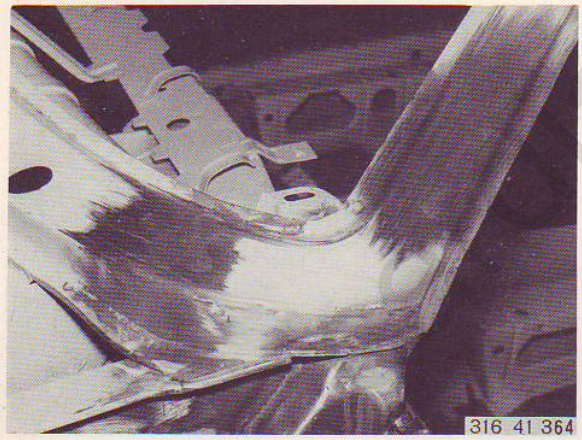
cardiagn.com



Fit and tack weld the scuttle section.



Weld in the scuttle section with inert gas equipment brazing the area at (H).

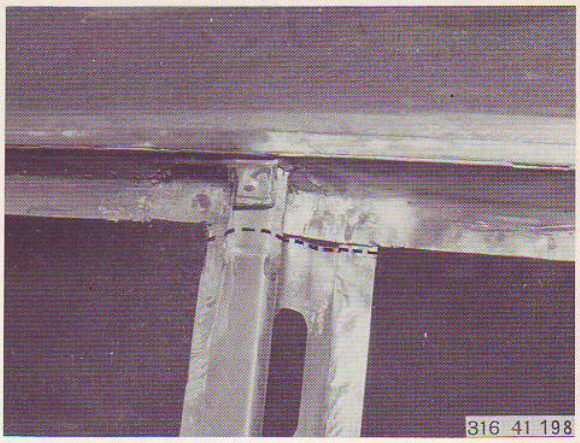


Tin and grind the transitions at the scuttle section.

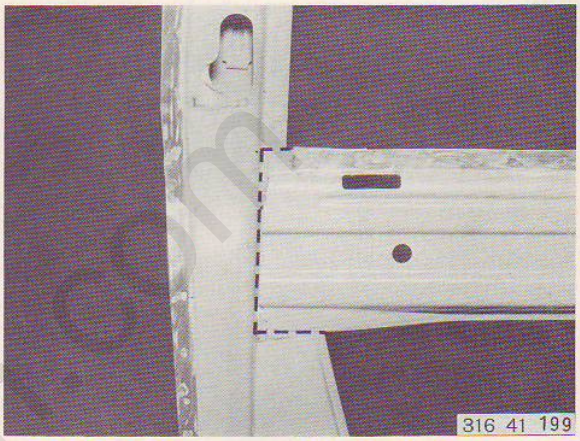
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41 21 551 Right door post – renewing – Side panel removed –

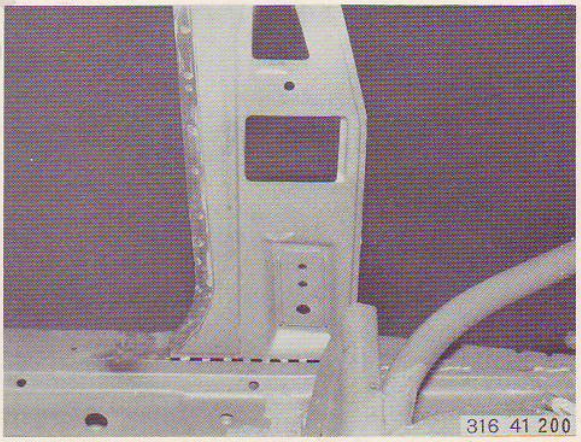
Remove front seat.
Cut away door post at top.



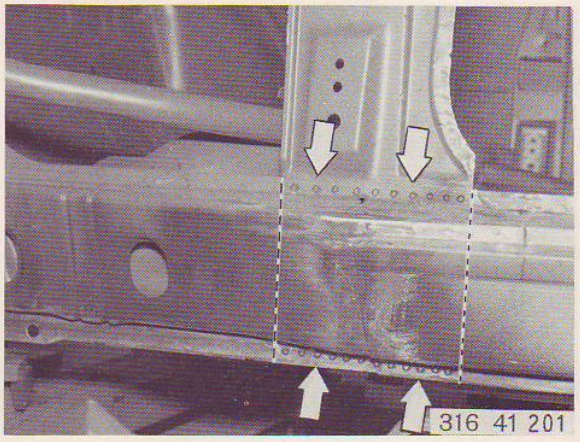
Separate door post from side beam.



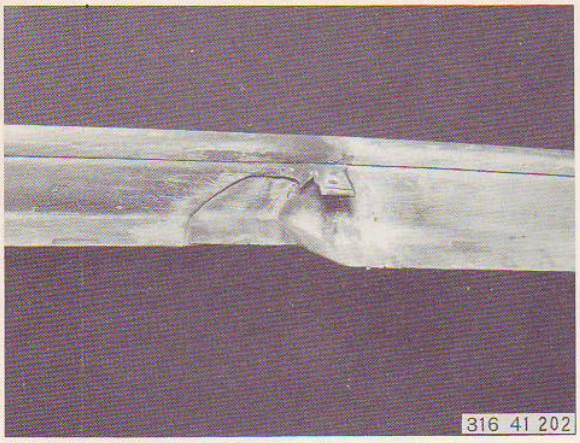
Grind away the weld seam at the base of the door post.



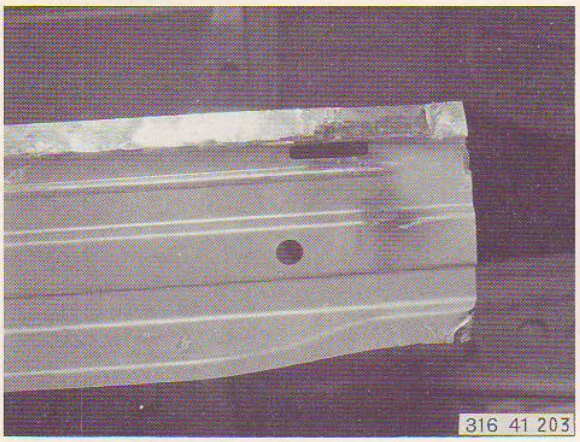
Drill out the spot welds at the bottom and separate the door post from the side member.



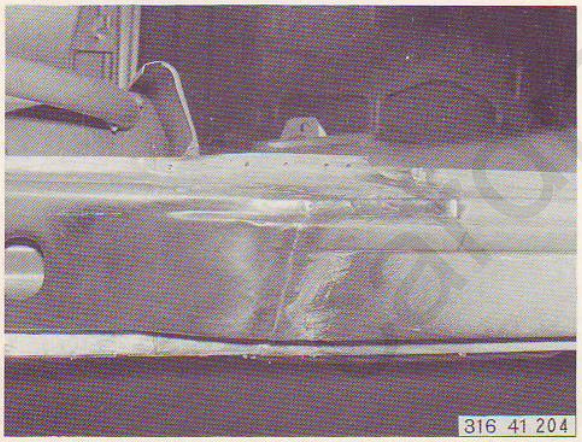
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Remove remaining sheet metal at the top. Align the joint area.



Remove remaining sheet metal from the side beam and align the joint area.

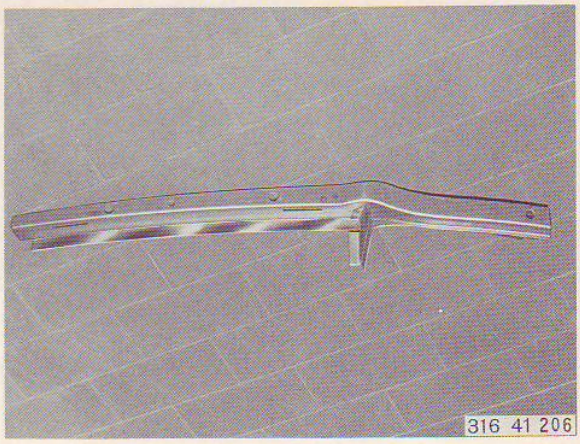


Remove remaining sheet metal from the side member and align the joint area.

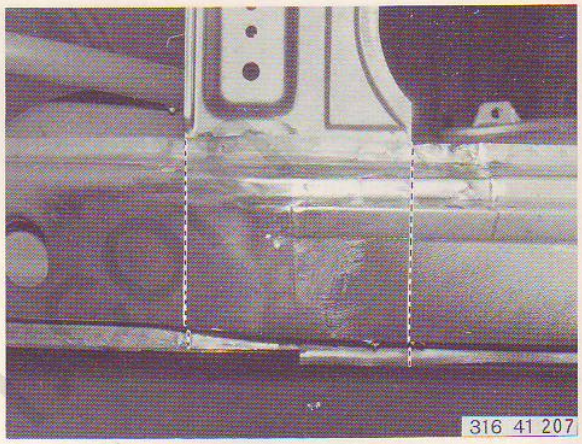


Grind the joint area on the door post closure plate to bright metal on both sides.

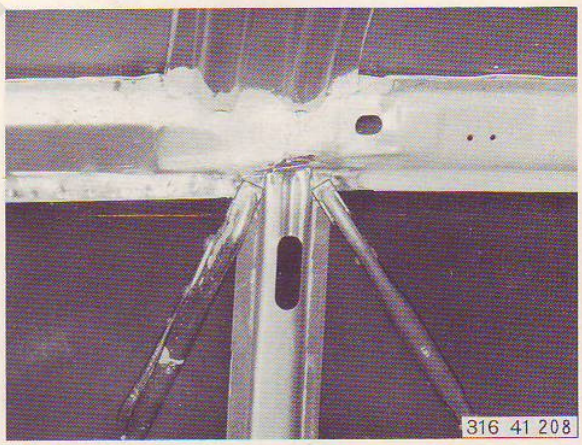
Grind the joint area on the new door post to bright metal.



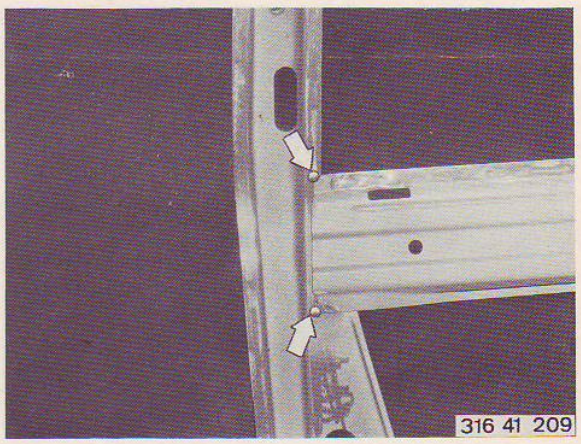
Insert the door post closure plate into the side member.



Align the closure plate at the top and secure with body tongs.



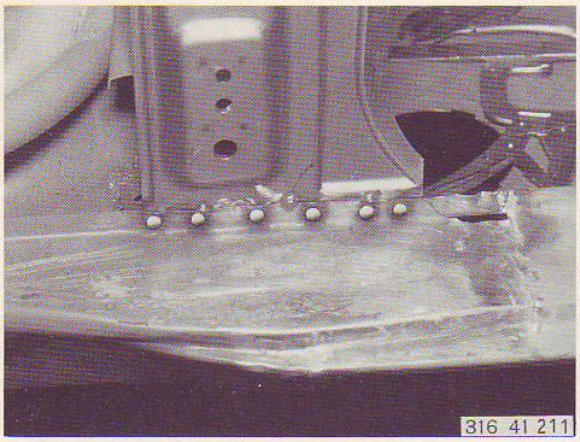
Tack weld the side beam to the closure plate.



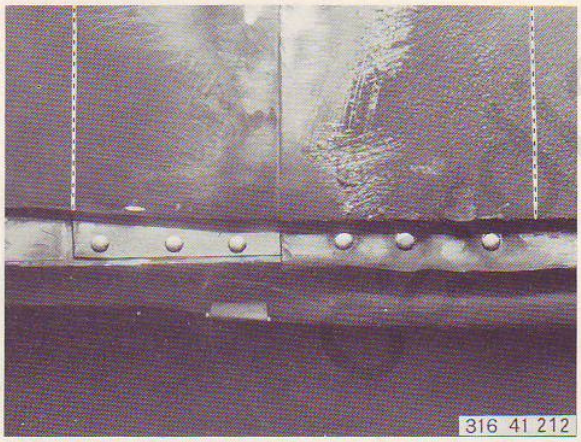
cardiagn



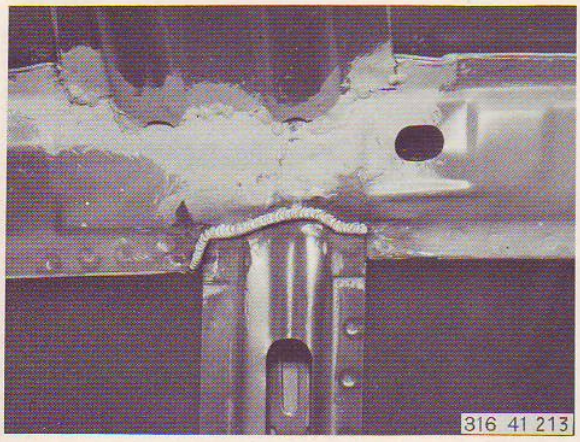
Fit the side post to the closure plate and secure with body tongs.



Using inert gas plug welding, attach the lower closure plate in the region of the side member.

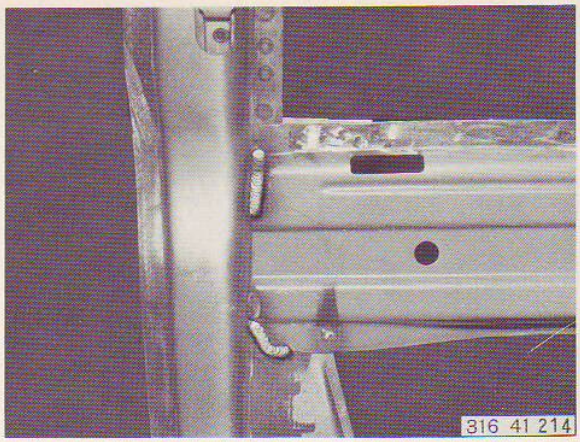


Using inert gas plug welding, attach the lower closure plate in the region of the side member.

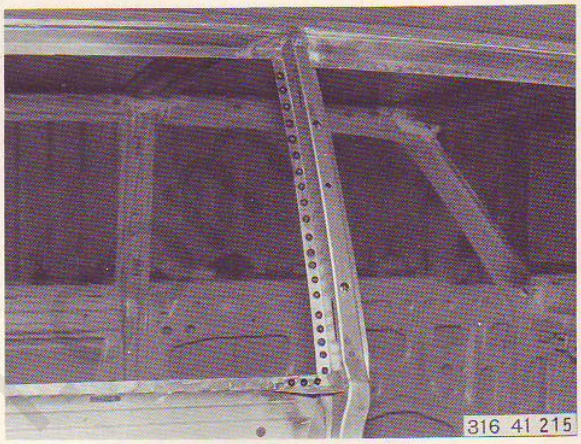


Weld the upper closure plate into position with inert gas equipment.

Weld the closure plate to the side beam with inert gas equipment.

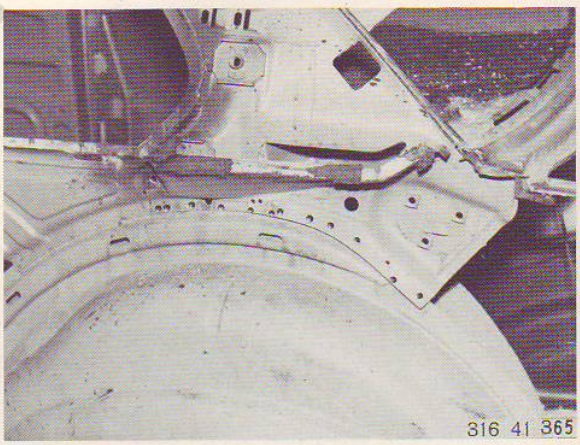


Spot weld the door post to the closure plate. Grind all weld seams.

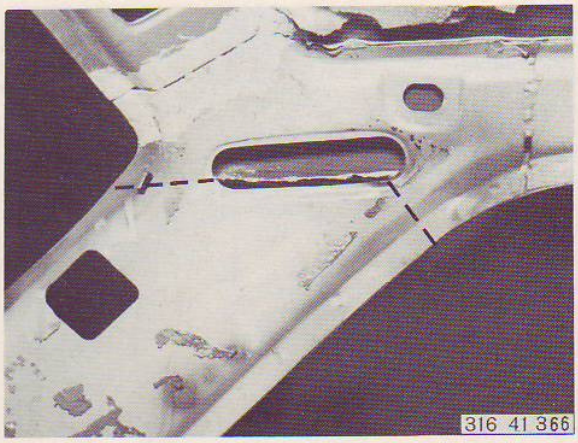


41 21 635 Upper section of post for left rear side panel – renewing – Rear side panel removed –

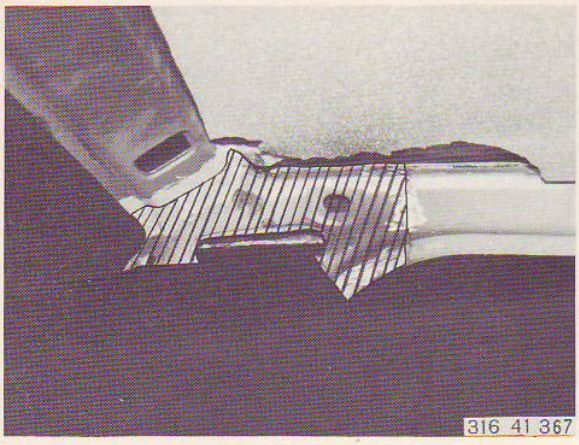
Drill out the spot welds on the wheel arch.



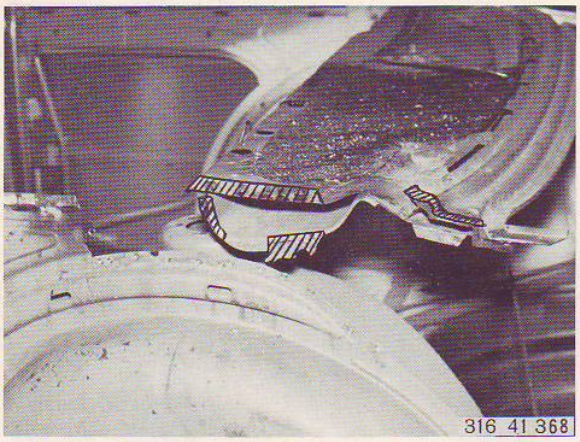
Cut away the upper section of the post.



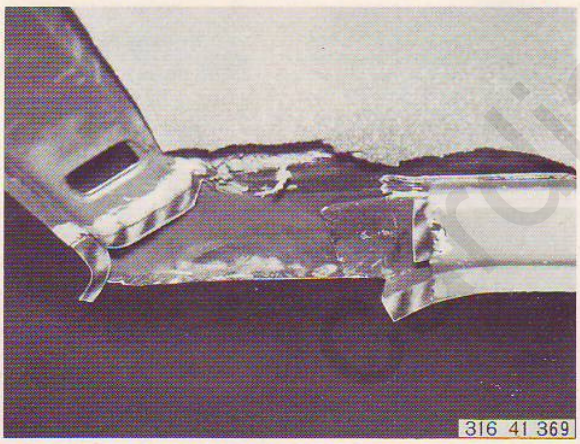
cardiagn



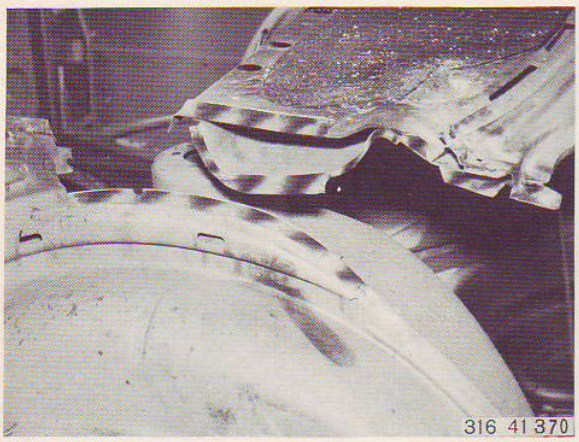
Remove remaining sheet metal.



Remove remaining sheet metal.



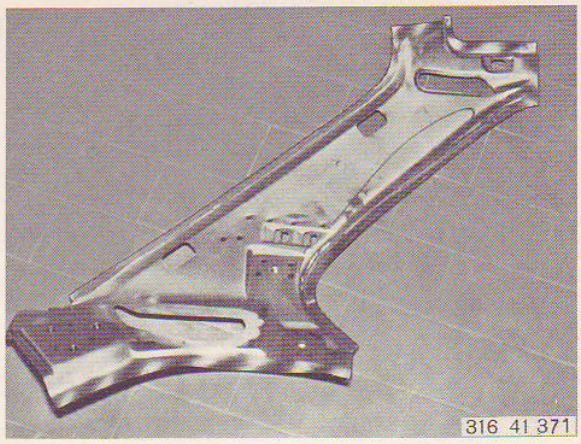
Align the upper joint areas and grind to bright metal.



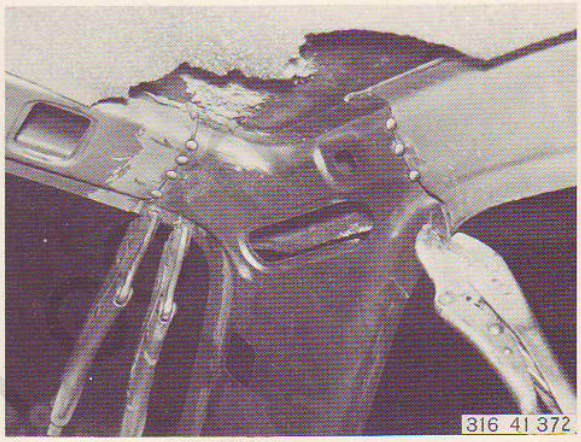
Align the lower joint areas and grind to bright metal.

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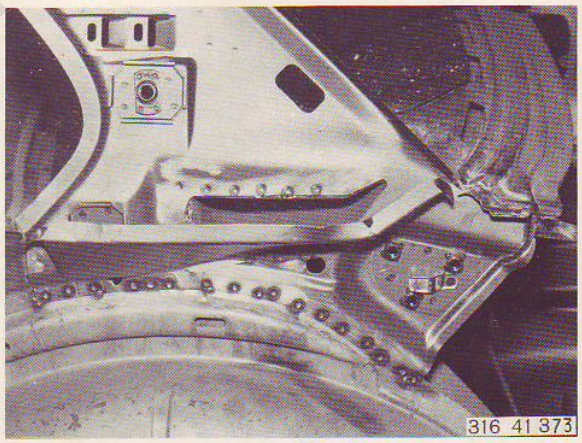
Grind the joint areas on the new section of side post to bright metal.



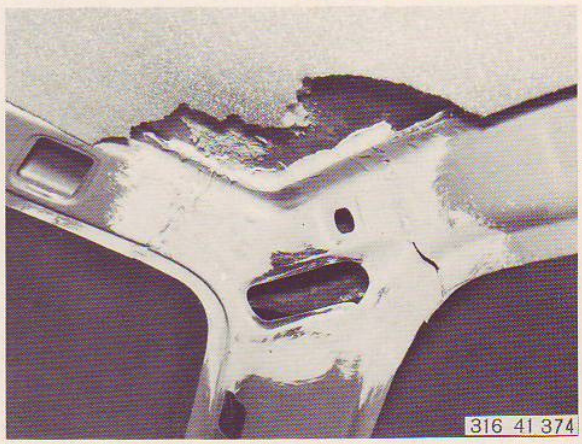
Fit the post section and tack weld at the top.



Tack weld the post section to the wheel arch.



Apply joint sealing compound between the post section and the outer roof panel.

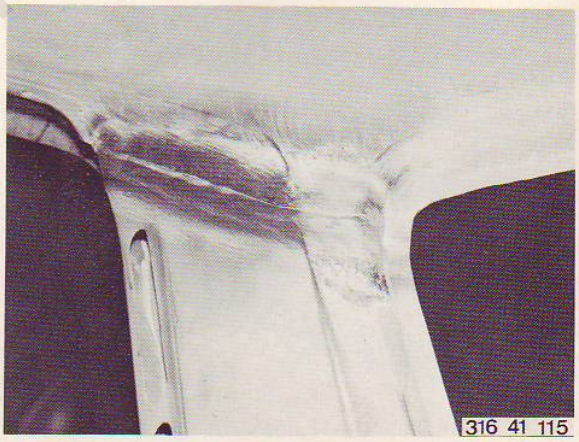


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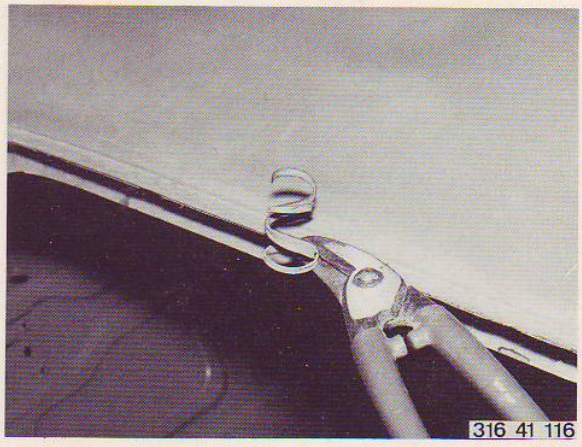
41 31 001 Outer roof panel – renewing

Illustrations mostly show a bare bodyshell. All flammable parts must be covered or removed as appropriate.
Remove or detach negative lead at battery, windshield and rear window, both rear side windows, front seats, rear seat and seat back, rear window shelf, seat belts, rear side panel trim, sun visors and clips, grab handles, roof light, left and right edge protection, roof lining at A, B and C posts, both B-post trims, side window surrounds, roof hoops with roof lining, both rain gutter trim strips and air outlet grilles on C-posts.

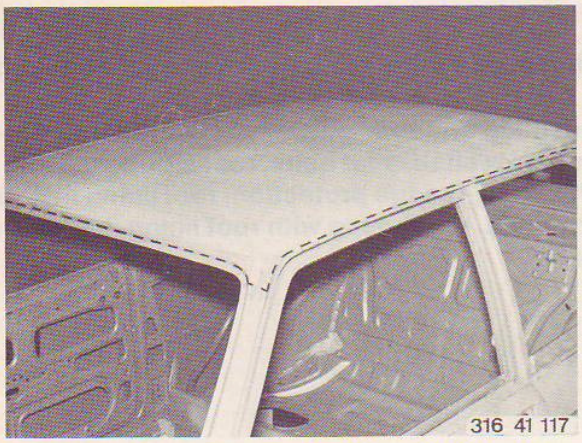
Remove tinning or brazing from joint areas at rear corners of roof.



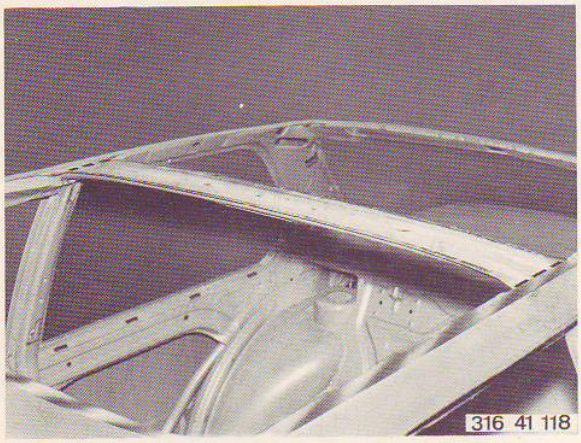
Cut away rain gutter with sheet metal cutters.



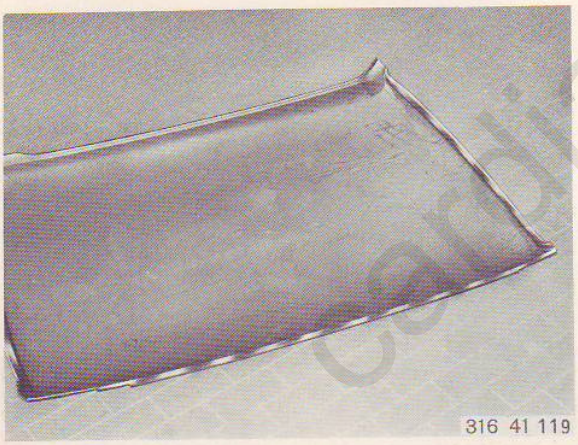
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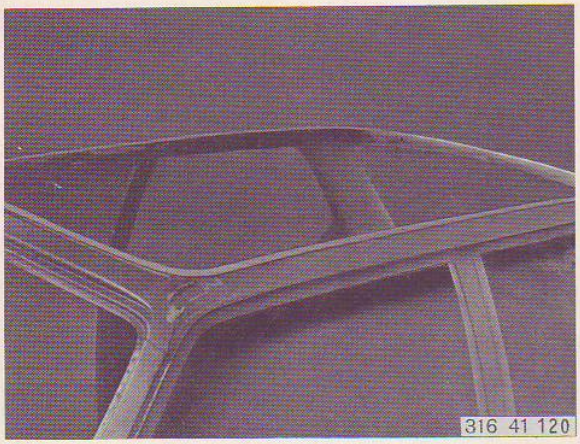
Separate the outer roof panel at the line with a cutting disc.



Remove remaining sheet metal and expanded rubber from the joint areas. Align the outer roof panel joint areas and grind on both sides to bright metal.
To avoid difficulties in fitting the outer roof panel, it is good practice to cut away the roof hoop even if it is not damaged.



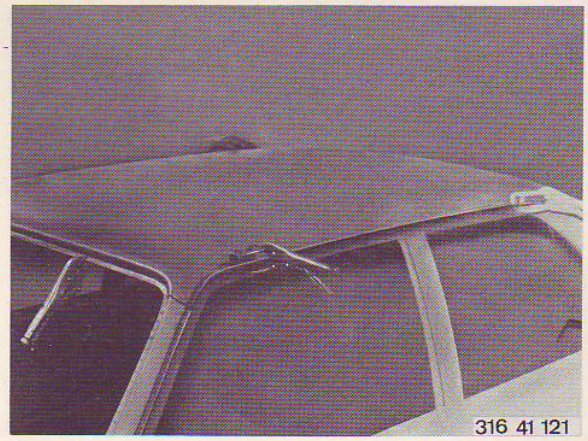
Grind the joint areas on the new outer roof panel to bright metal on both sides.



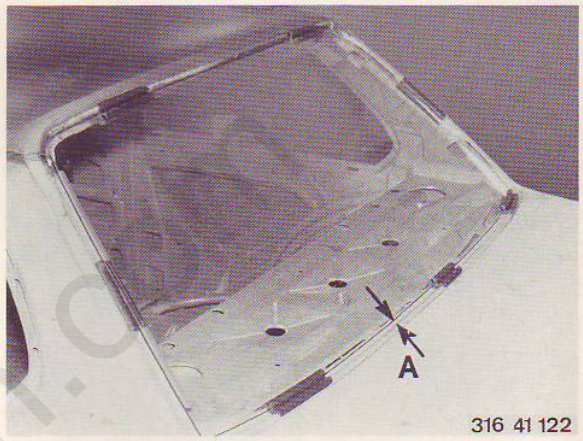
Attach expanded rubber or "Terostat" tape to the roof frame.
Coat the joint areas on the outer roof panel with zinc powder paint.

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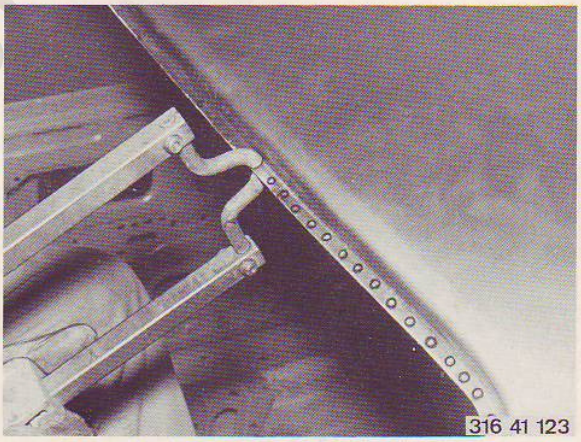
Clamp the outer roof panel into position with body tongs. If necessary, tack weld to window cutout at one point.



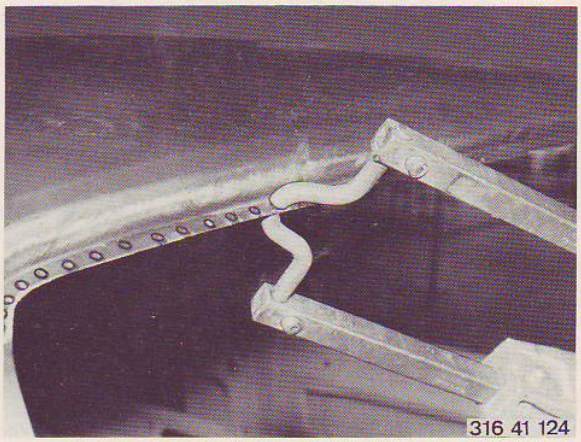
Fit the windshield and rear window.
Insert the glass into the cutout with a few short sections of the moulded surround.
Distance between glass and frame (A) = 9 mm (0.35 inch).
Remove the windows again.



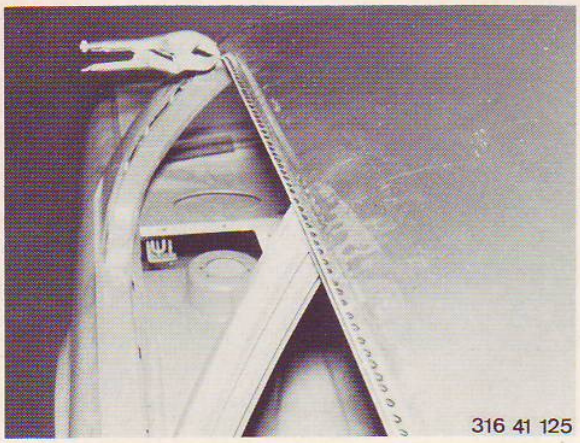
Tack the outer roof panel into position at all four corners. Spot weld the outer roof panel at the windshield cutout.



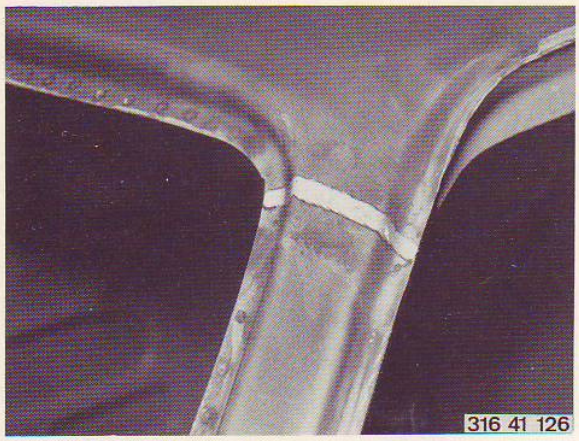
Spot weld the outer roof panel at the rear window cutout.



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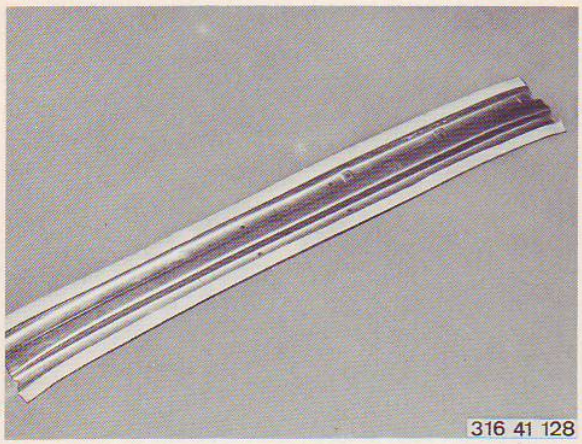
Spot weld the outer roof panel along the sides at the rain gutter.



Braze the front of the outer roof panel at the windshield surround.

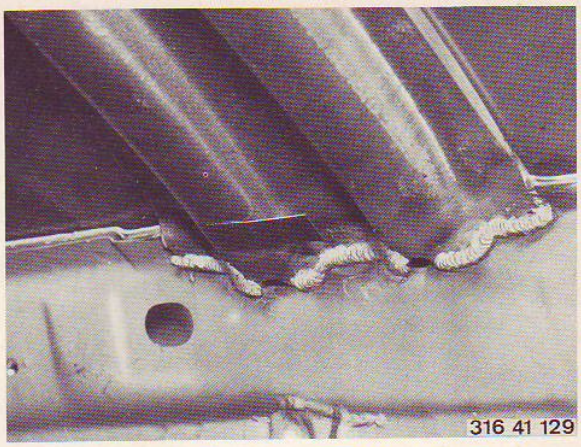


Braze the rear corners of the outer roof panel.

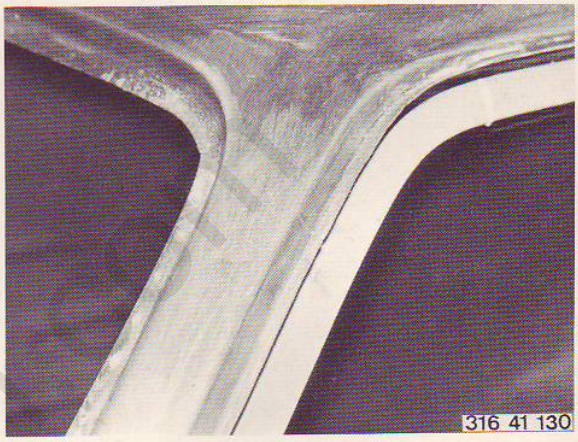


Apply expanded rubber or "Terostat" strip to the center of the roof hoop at the roof panel contact areas.

Press the roof hoop lightly against the outer roof panel and weld in with inert gas equipment.



Finally align and grind both roof gutters. Tin and grind the joint areas at the front corners of the outer roof panel.



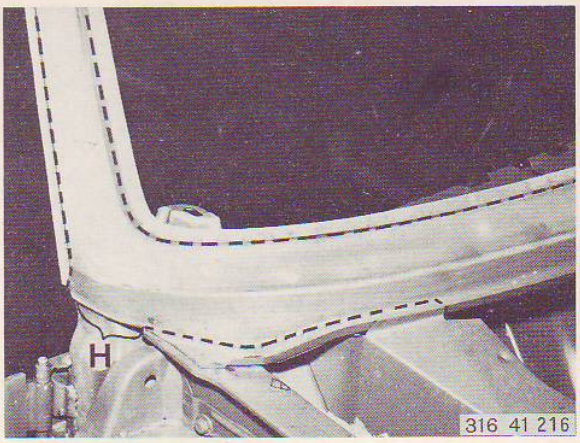
Tin and grind the joint areas at the rear corners of the outer roof panel.



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41 32 501 Scuttle (windshield surround) outer panel – renewing
– Outer roof panel removed –

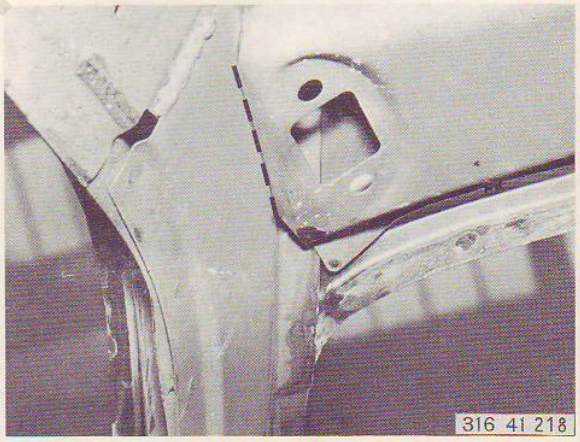
Remove the facia trim, both doors and both windshield wiper shaft pivots.
Cut away the scuttle at the line and remove the brazing (H) with a flame cutter.



Cut away the scuttle at the line.



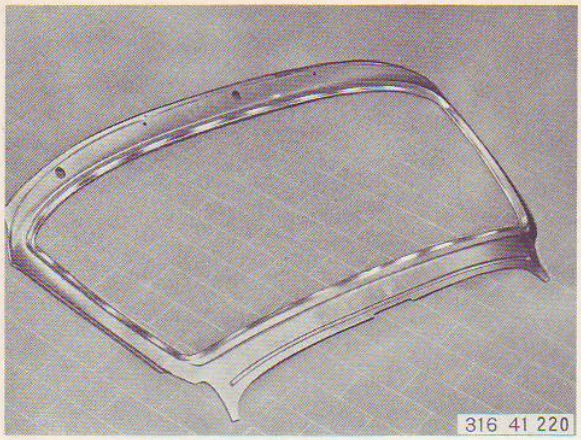
Cut away the roof hoop.



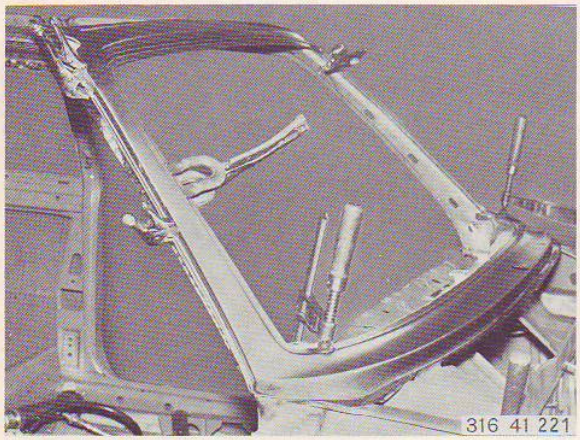
Remove remaining sheet metal.
Align joint areas and grind to bright metal on both sides.



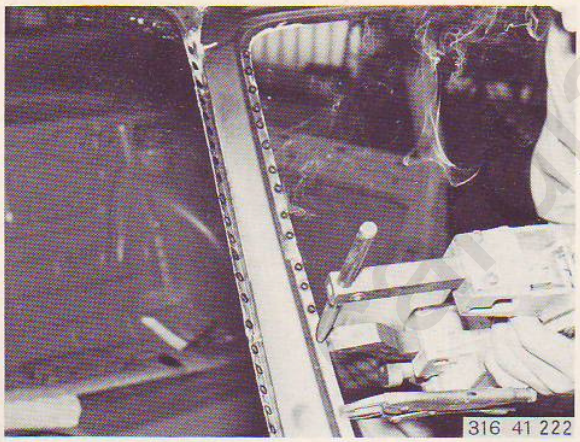
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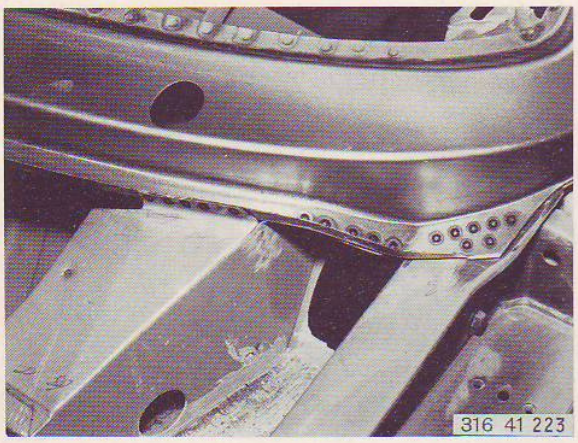
Grind the new scuttle to bright metal on both sides at the joint areas and apply zinc powder paint.



Fit the scuttle and secure with body tongs and screw clamps.

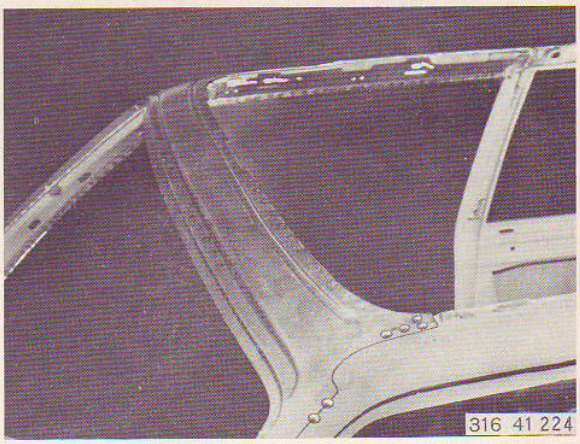


Spot weld the scuttle to the window cutout and rain gutter.

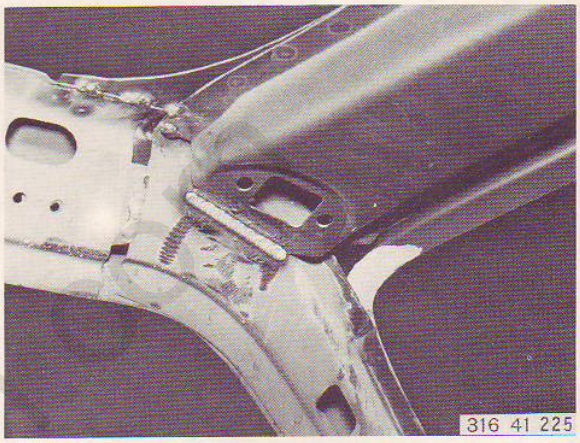


Spot weld the scuttle to the wheel arch.

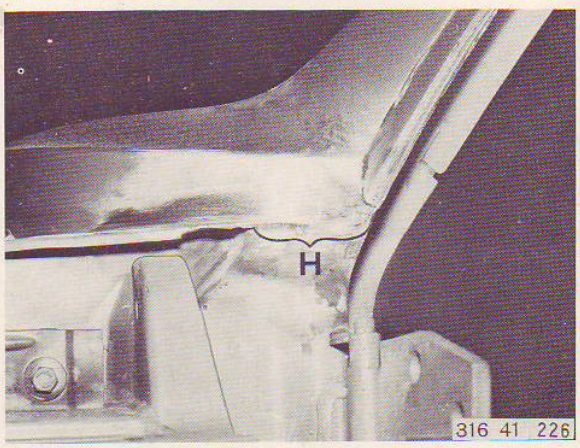
Weld the scuttle to the roof frame with inert gas equipment.



Weld the roof hoop to the roof frame section with inert gas equipment.



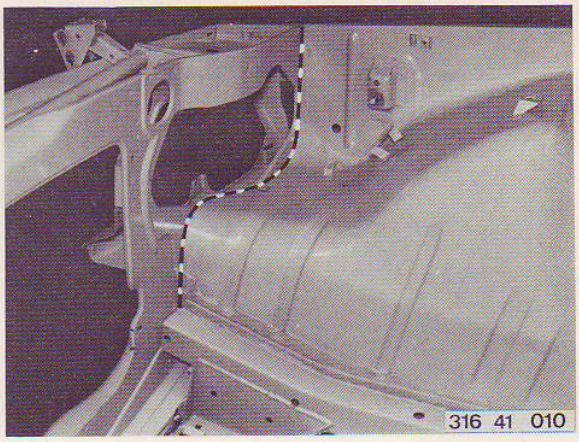
Braze the scuttle in the area marked (H).
Align joint areas and grind weld seams.
Attach the outer roof panel, see 41 31 001.



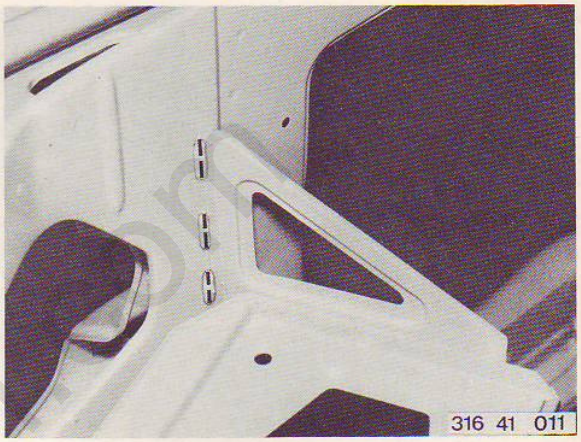
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41 33 001 Complete front panel with front bulkhead – renewing

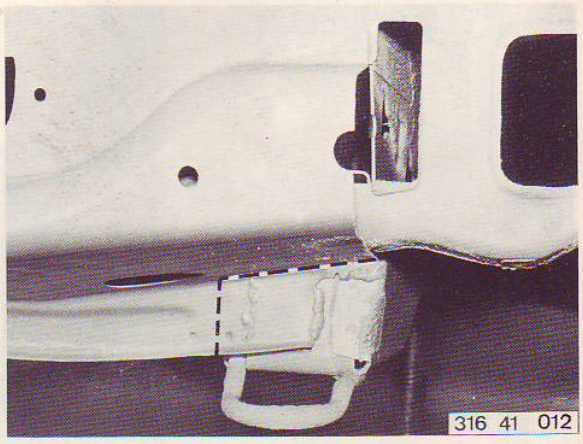
Illustrations mostly show a bare body shell. All flammable parts should be covered or removed.
Take off the engine compartment lid – 41 61 000.
Remove the radiator – 17 11 000.
Detach the lower section of the front panel – 41 33 081.
Remove bumper with mountings, horns, all front grilles, headlights, turn indicators, battery, front lid lock, front lid pivots and hinges and both side panels.
Cut away the front panel at the line.



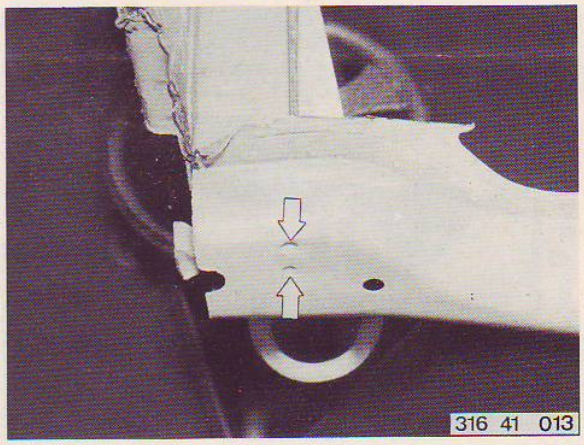
Separate the battery tray from the front bulkhead.



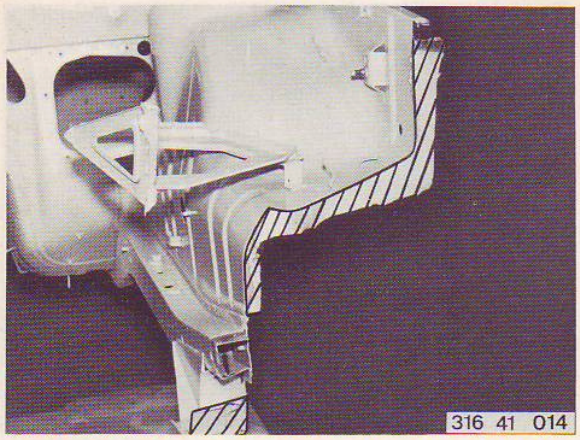
Separate the front bulkhead from the engine mounting.



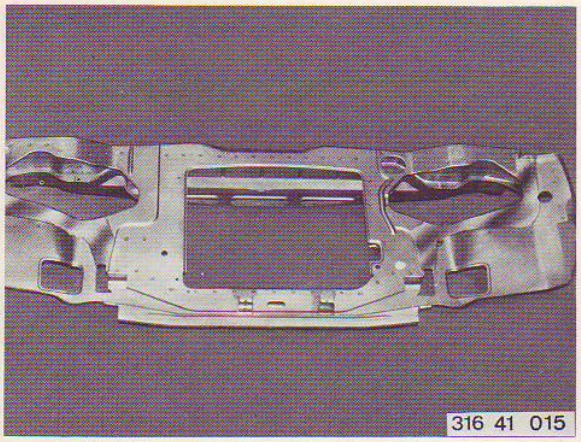
Grind away the cross member spot welds.



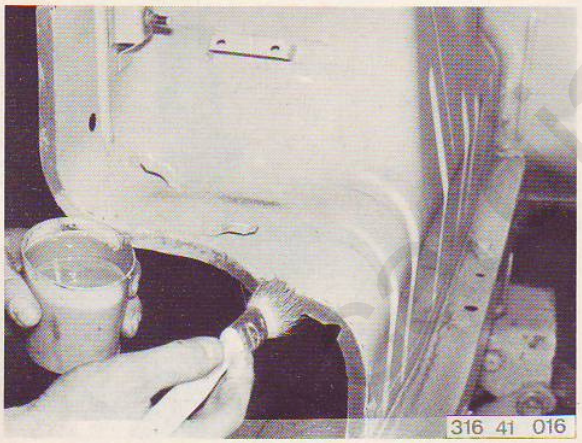
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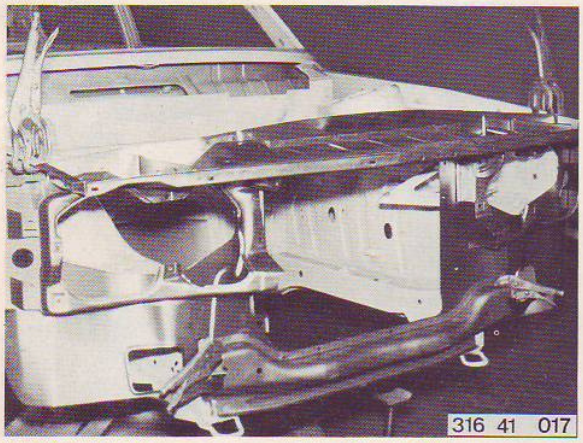
Remove remaining sheet metal.
Align the joint areas and grind to bright metal on both sides.



Grind the joint areas on the new front bulkhead to bright metal on both sides.



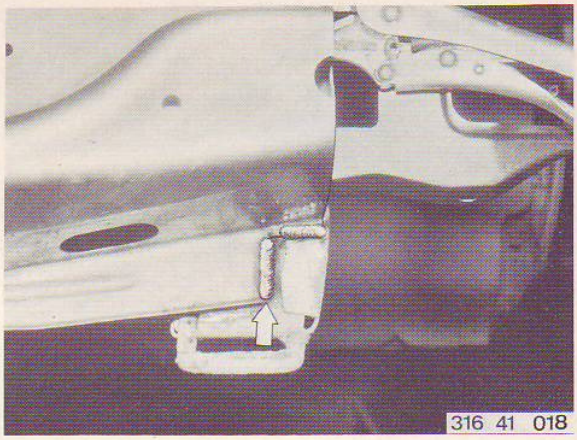
Coat the joint areas with zinc powder paint.



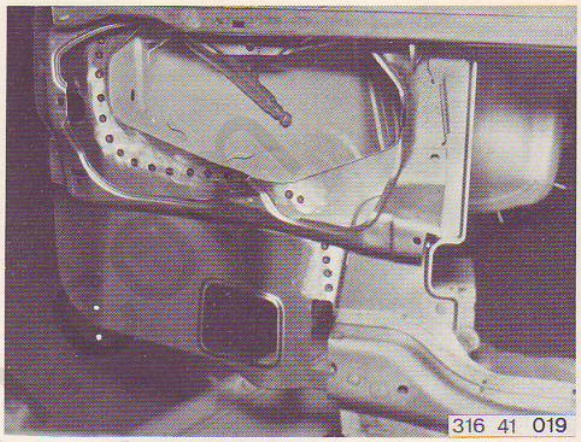
Fit the front panel and secure with body panel tongs.

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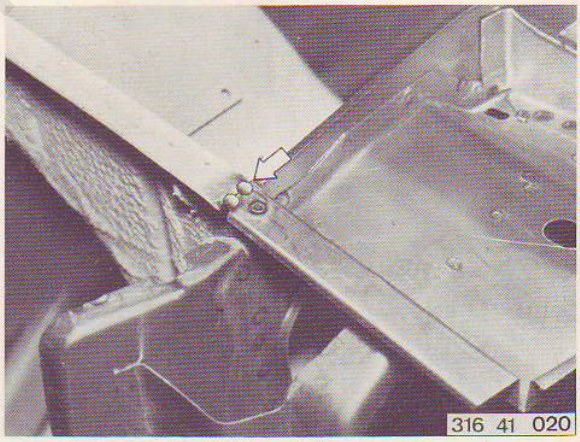
Tack weld the front bulkhead to the engine mounting with inert gas equipment.



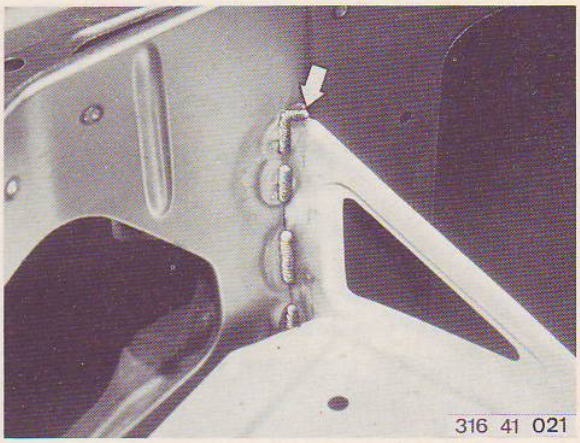
Spot weld the front panel to the wheel arches.



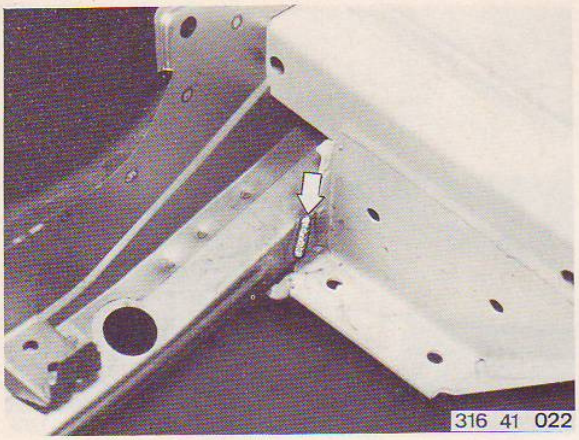
Spot weld the front panel to the wheel arches.



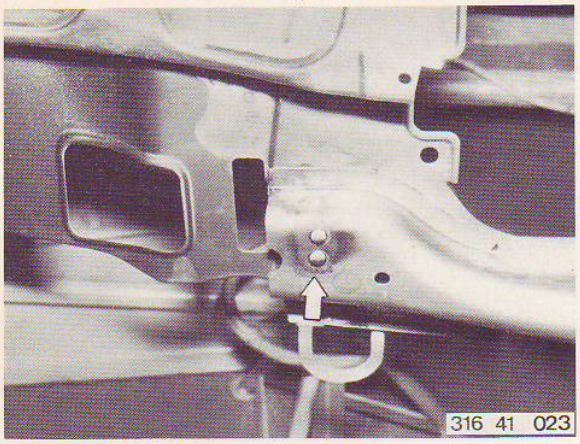
Tack weld the battery tray to the front panel with inert gas equipment.



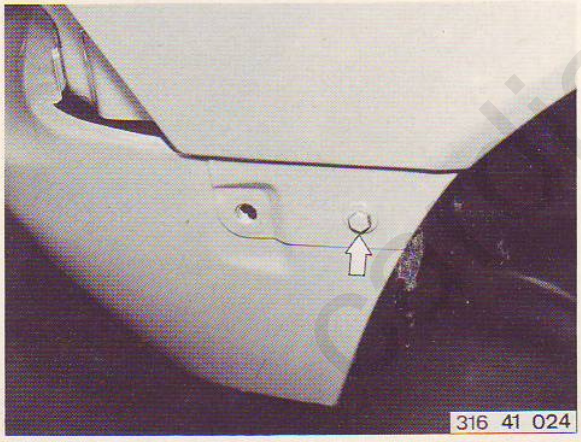
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Tack weld the front panel to the engine mounting with inert gas equipment.

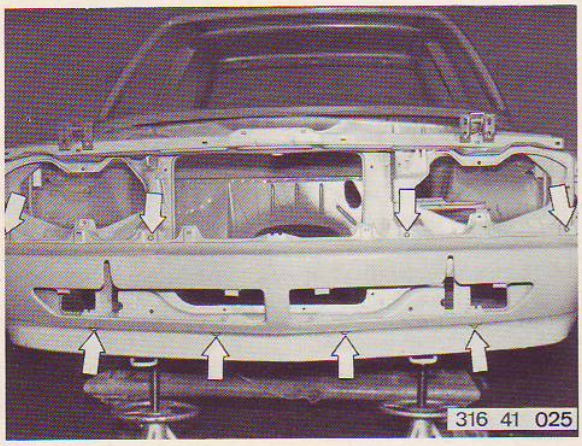


Spot weld the front panel to the engine mounting with inert gas equipment.



41 33 081 Lower section of front panel – renewing

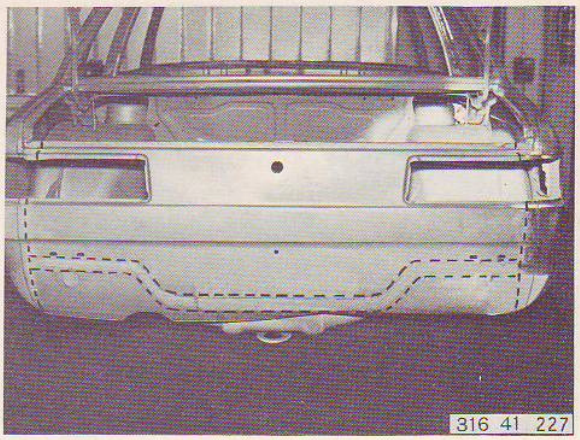
Unscrew and remove the side panel self-tapping screws.



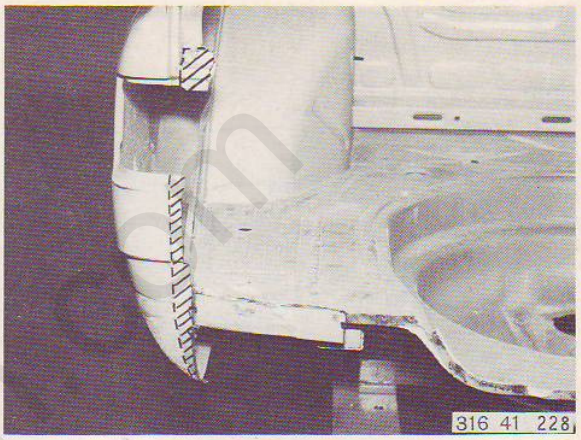
Remove the self-tapping screws.
Take off the lower section of the front panel.

41 34 121 Rear end panel and complete luggage compartment floor – renewing

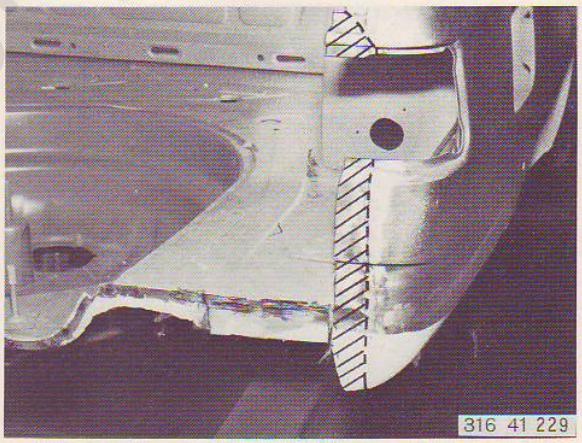
Illustrations mostly show a bare body shell. All flammable parts must be covered or removed as appropriate.
Remove both rear light clusters, bumper, wiring harness, cover for spare wheel, tools and jack, luggage compartment lid seal, luggage compartment lock, lock barrel, vent line, both rear wheels, secondary muffler and final drive.
Cut away rear end panel at line.



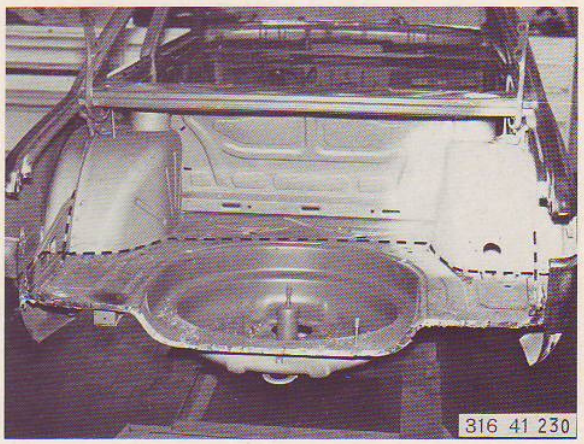
Remove remaining sheet metal.



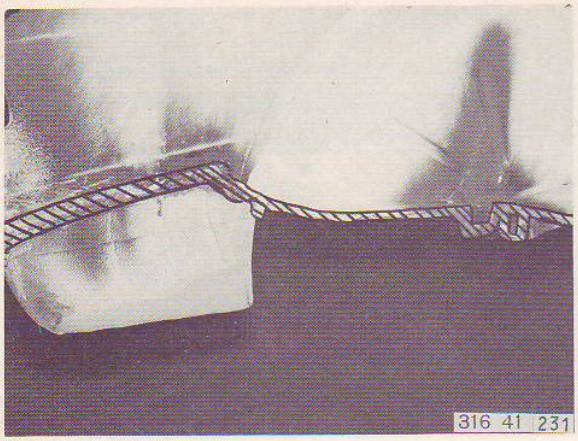
Remove remaining sheet metal.



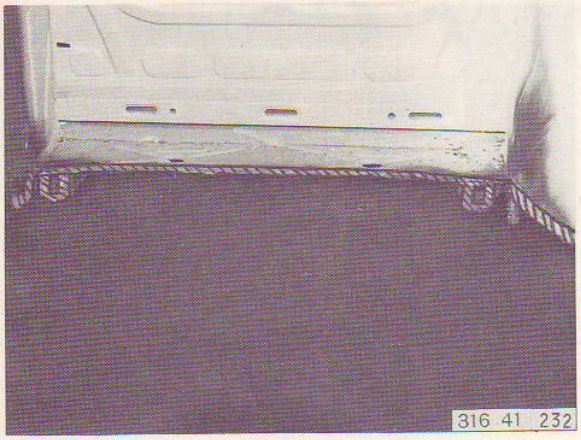
Cut away luggage compartment floor at line.



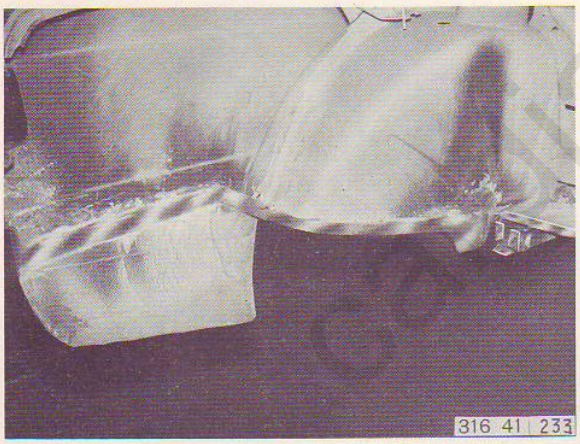
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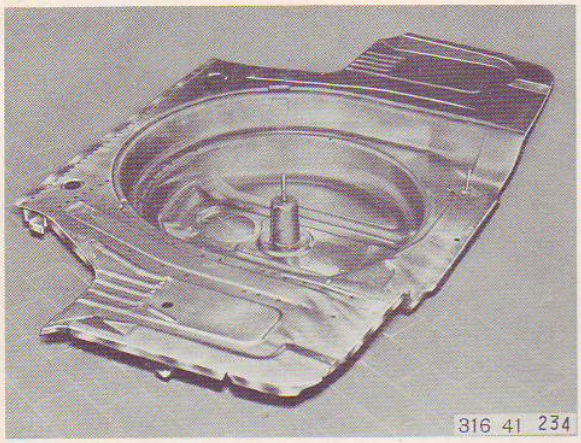
Remove remaining sheet metal.



Remove remaining sheet metal.

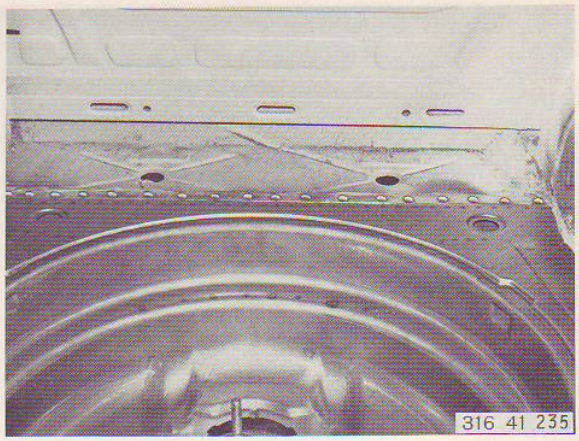


Align joint areas and grind to bright metal on both sides.

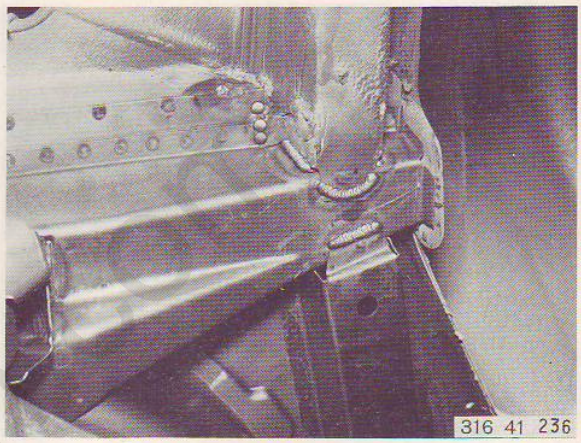


Grind joint areas on new luggage compartment floor to bright metal on both sides, and apply zinc powder paint.

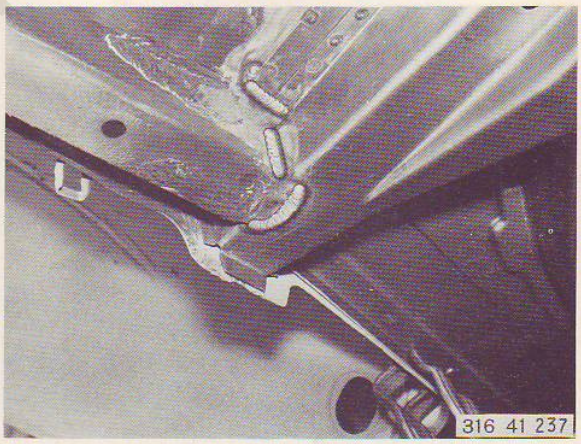
Install vehicle on body alignment jig and tack weld luggage compartment floor into position using the pickup points for the self-aligning rear axle beam mountings.
Plug weld the luggage compartment floor into position with inert gas equipment.



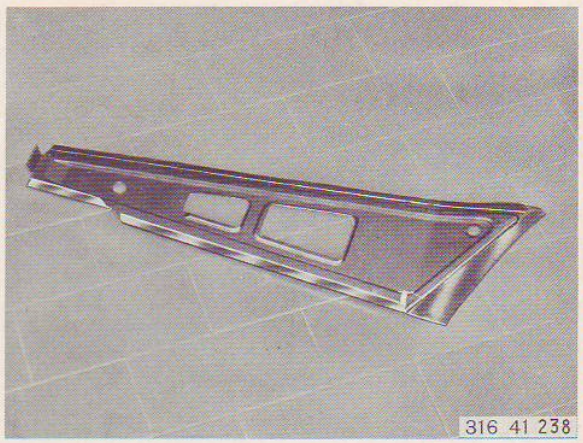
Weld the cross member to the right side member with inert gas equipment.



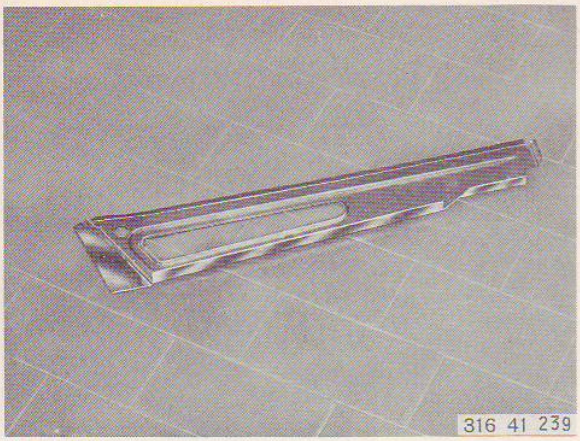
Weld the cross member to the left side member with inert gas equipment.



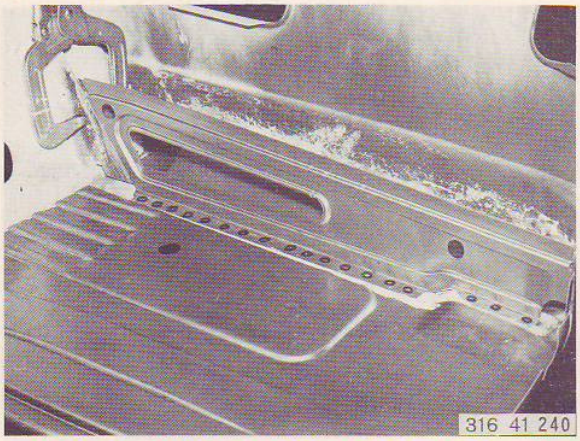
Grind the joint areas on the new right bulkhead to bright metal on both sides and apply zinc powder paint.



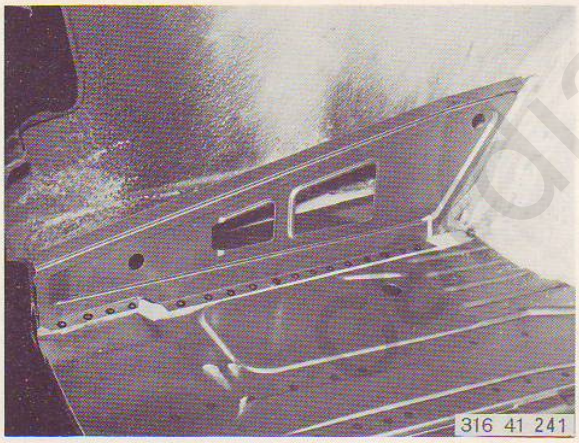
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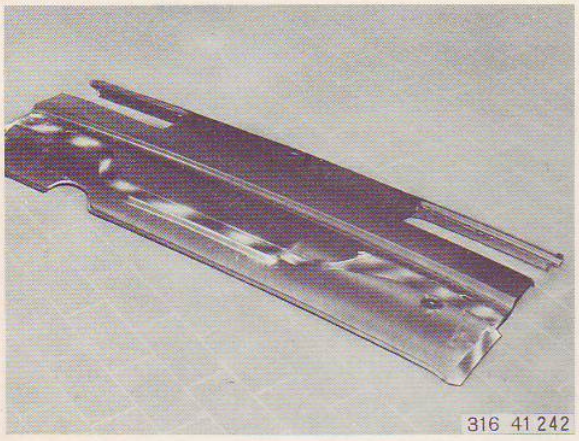
Grind the joint areas on the right bulkhead to bright metal on both sides and apply zinc powder paint.



Spot weld the right bulkhead to the luggage compartment floor.

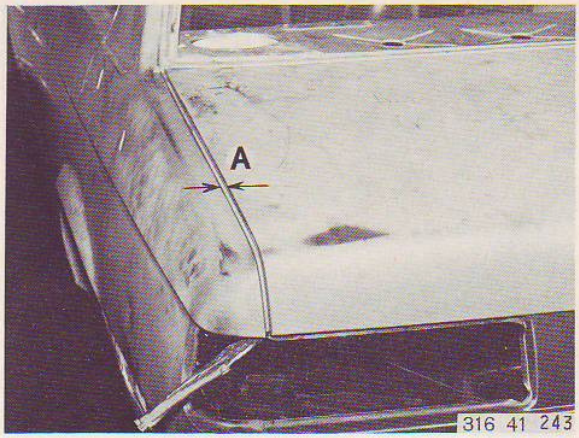


Spot weld the left bulkhead to the luggage compartment floor.

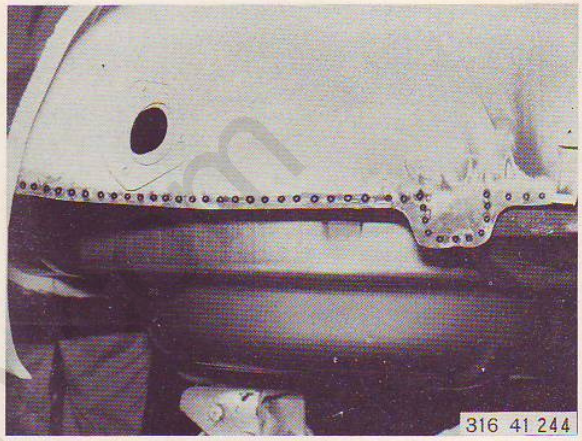


Grind the joint areas on the rear end panel to bright metal on both sides and coat with zinc powder paint.

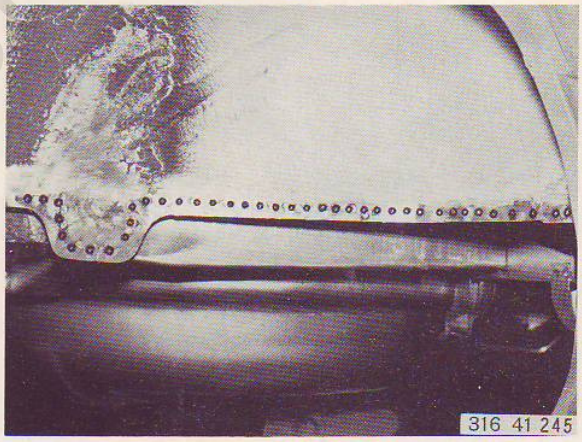
Fit and tack weld the rear end panel into position. Close the luggage compartment lid to check that gap (A) is of equal width at left and right.



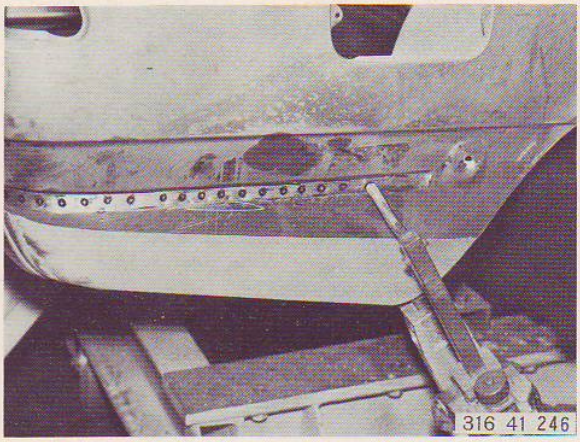
Spot weld the luggage compartment floor to the right wheel arch.



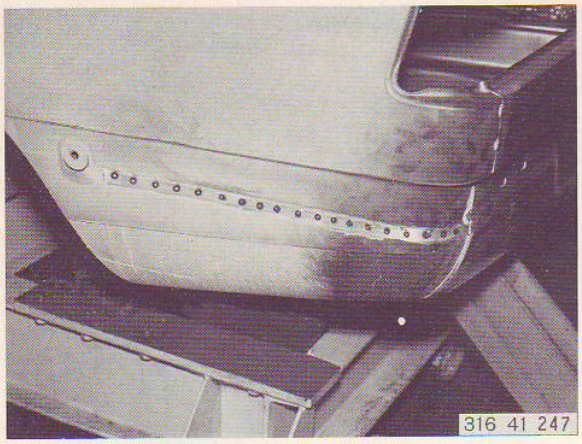
Spot weld the luggage compartment floor to the left wheel arch.



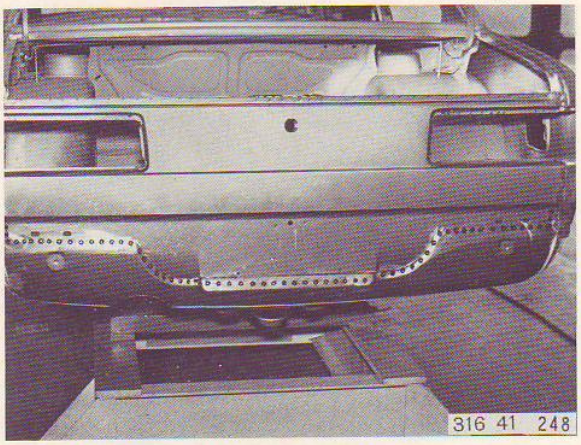
Spot weld the luggage compartment floor to the right side panel.



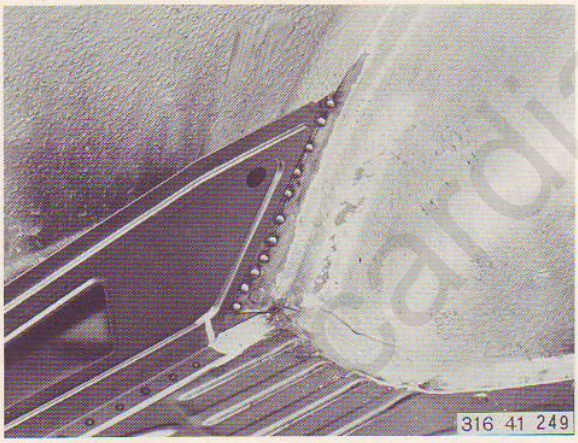
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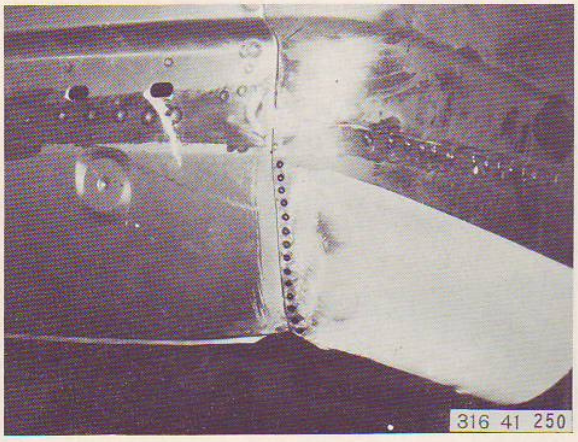
Spot weld the luggage compartment floor to the left side panel.



Spot weld the rear end panel to the luggage compartment floor and the bulkheads.



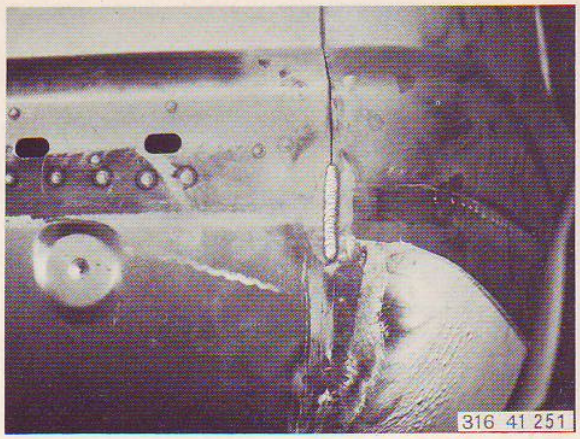
Weld the left and right bulkheads to the wheel arch with inert gas equipment.



Spot weld the rear end panel to the side panels.

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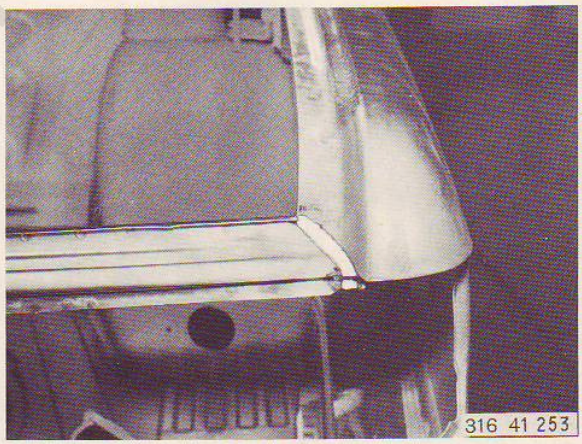
Weld the rear end panel to the side panel with oxy-acetylene equipment.



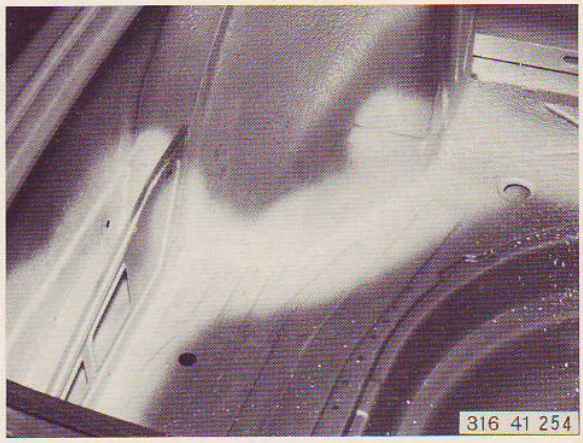
Weld the rear end panel to the side panel, using oxy-acetylene equipment for the web joint.



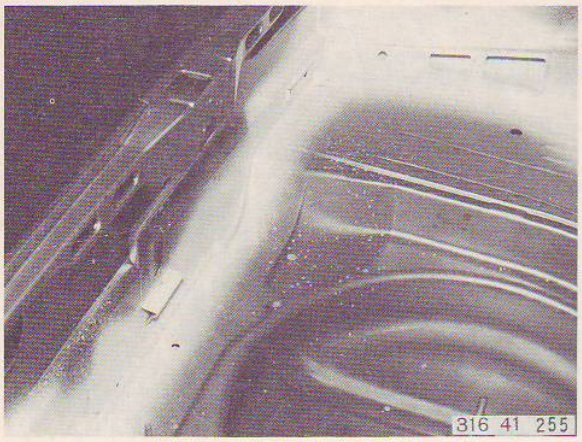
Braze the rear end panel to the side panel.



Apply joint sealing compound to the joint between the side panel and the luggage compartment floor, and spray with "Body-Plast".



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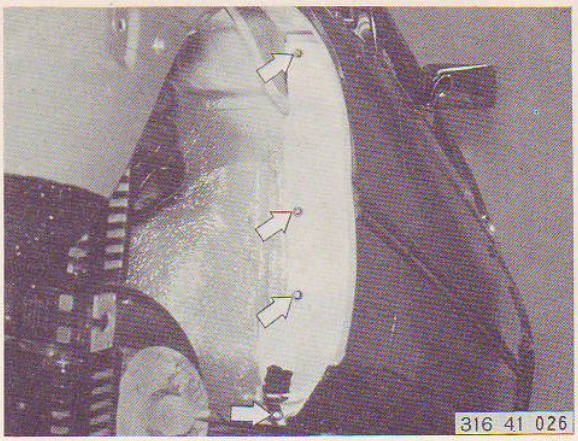


Coat the joint between the luggage compartment floor and the rear end panel with joint sealing compound and spray with "Body-Plast".

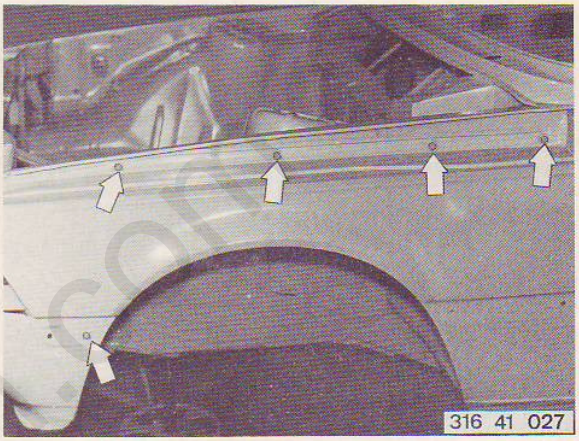
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41 35 000 Front side panel – detaching and attaching or renewing

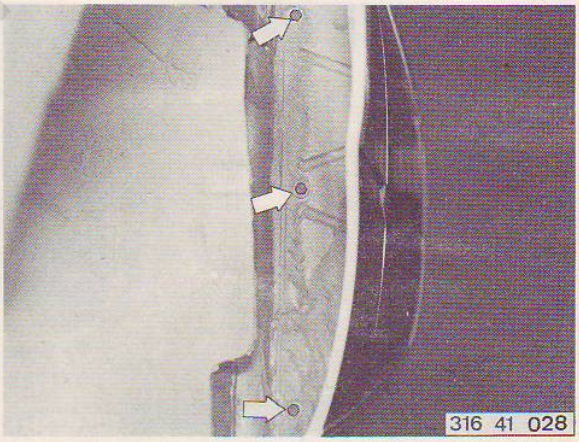
Take off top grille, turn indicator and bumper. Remove bulkhead panel.



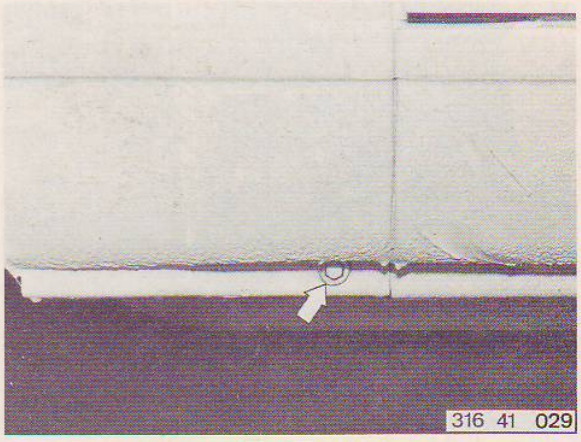
Take out self-tapping screws.



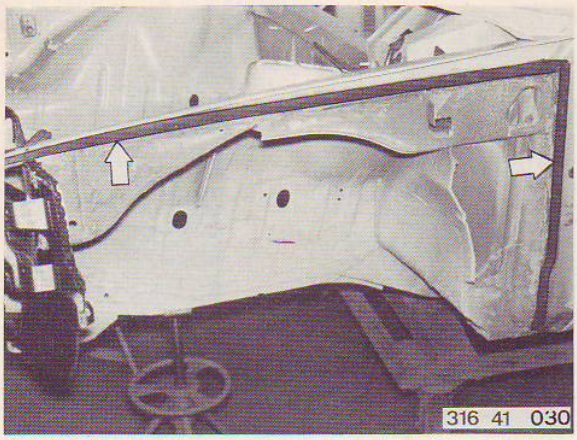
Remove self-tapping screws from inner side panel.



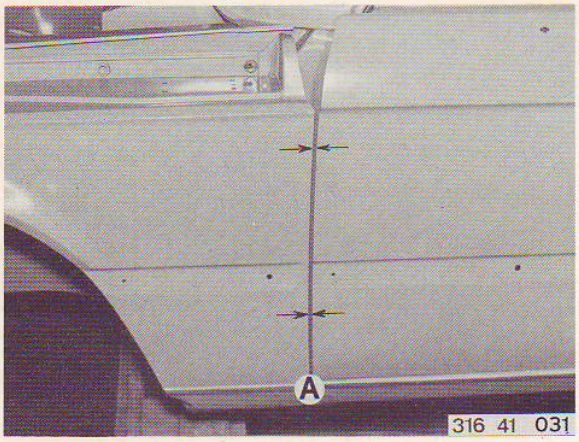
Remove self-tapping screws from door sill.



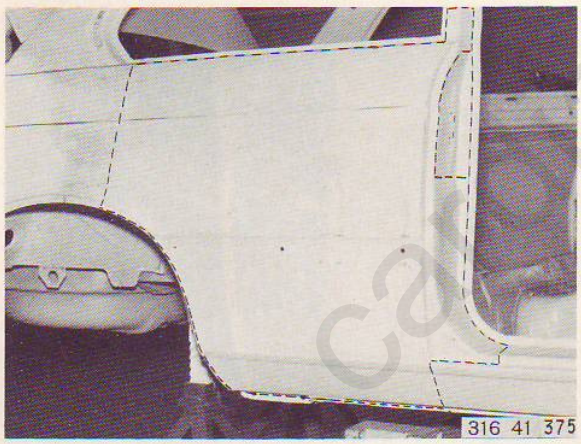
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When installing: **Attach 'Terostat' strip.**



When installing: **Align side panel before tightening self-tapping screws, and ensure that door gap (A) is uniform. Fit the engine compartment lid.**

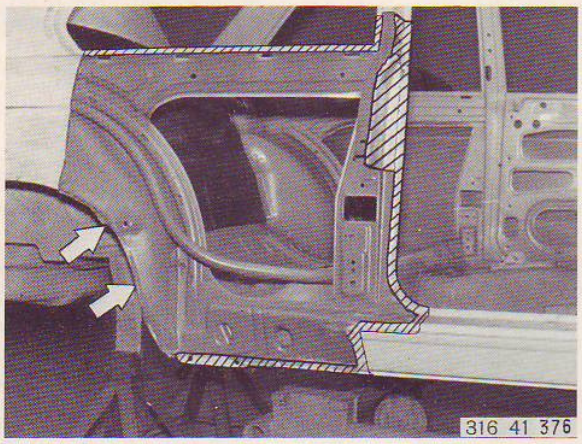


41 35 294 Rear side panel (partial replacement from 'B' post to wheel arch) – renewing

Most of the illustrations show a bare bodyshell. All flammable parts must be covered or removed.

Remove rear seat, seat back, automatic-reel seat belt, side panel trim, side window with surround, 'B' post rim, rubbing strip on side panel, edge protection with rubber seal, reaction strut mounting angle and lock striker. Partly detach carpet at door sill.

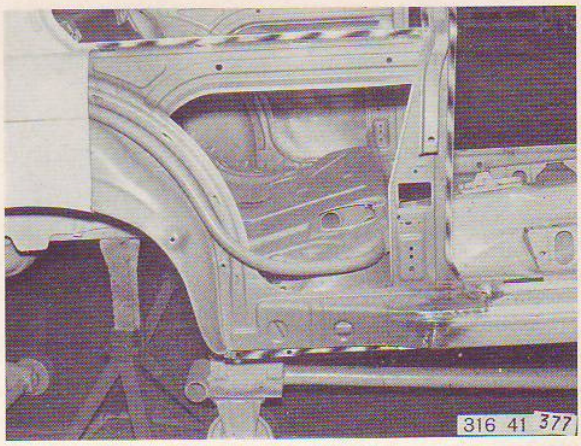
Cut away the side panel at the line.



Remove remaining sheet metal.

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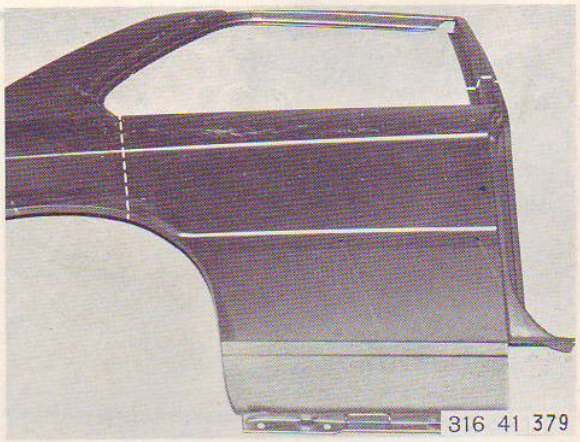
Align joint areas and grind to bright metal on both sides.



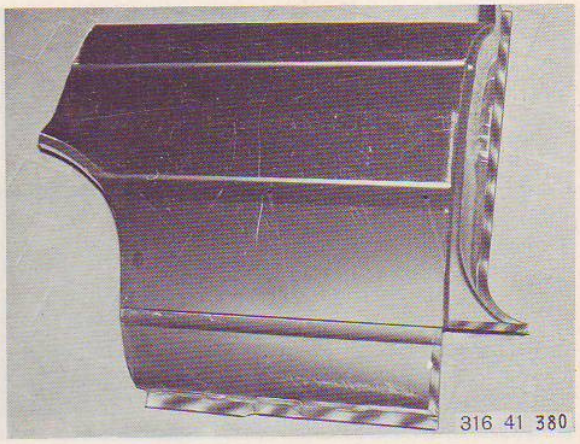
Make a step in the connecting panel (part replacement) with swaging tongs.



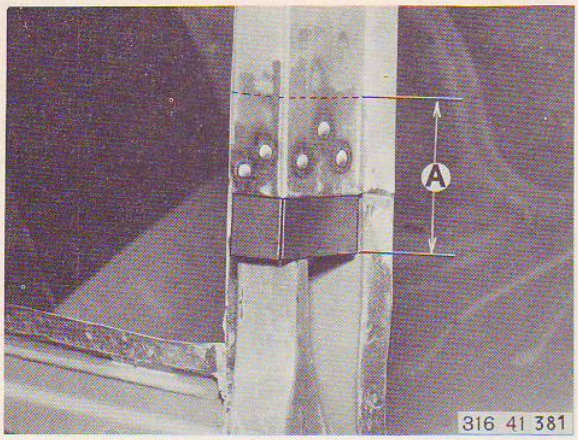
Cut away the corresponding section of a new side panel.



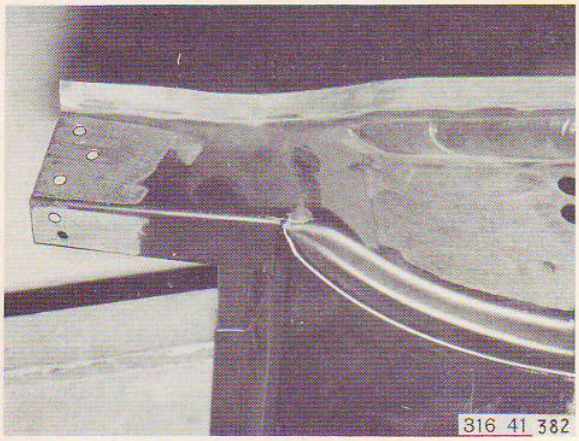
Fit the part replacement section, grind the joint areas to bright metal on both sides and apply zinc powder paint.



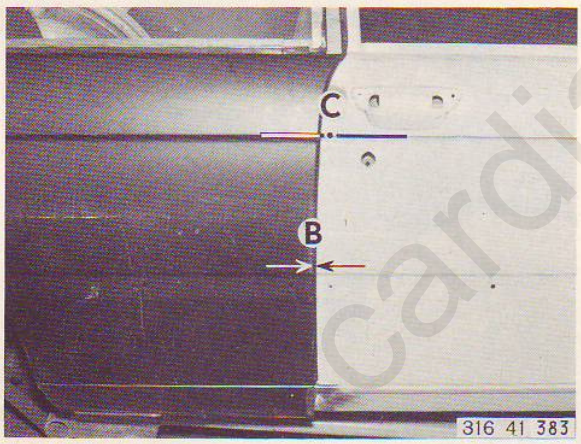
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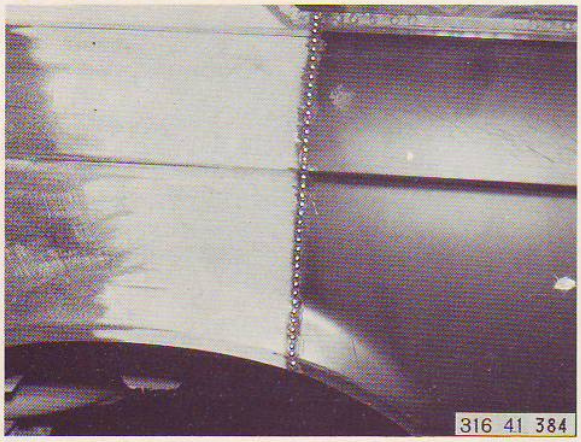
Make up a gusset plate for the 'B' post and attach by inert gas plug welding.
A = 60 mm (2.36 in).



Drill holes for inert gas welding.



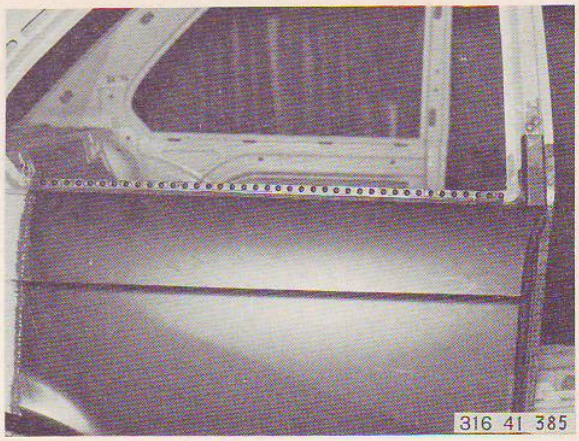
Tack on the part replacement section.
Check door gap (B) and swaged line (C) alignment.



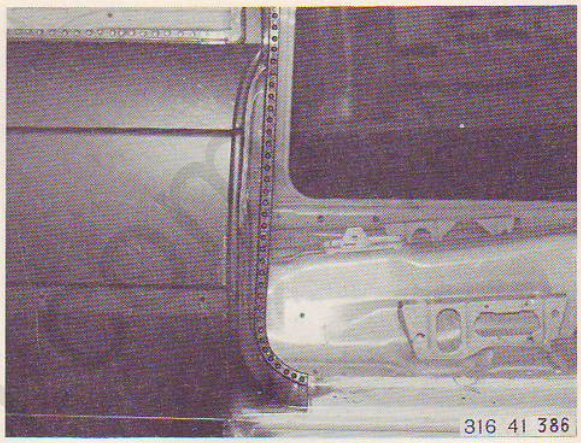
Weld the part replacement section to the remainder of the side panel.
Warning: **Do not allow side panel to overheat (danger of distortion).**

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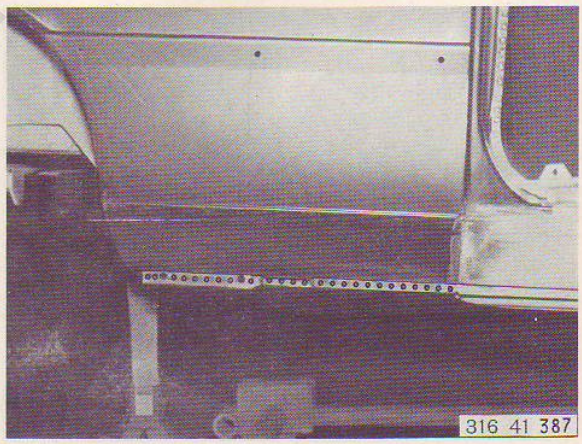
Spot weld the side panel at the window cutout.



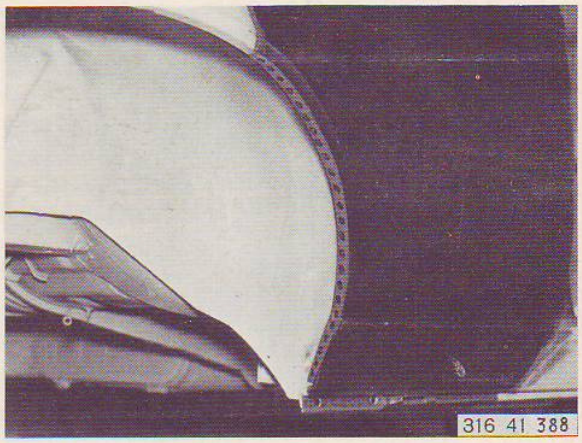
Spot weld the side panel to the door cutout.



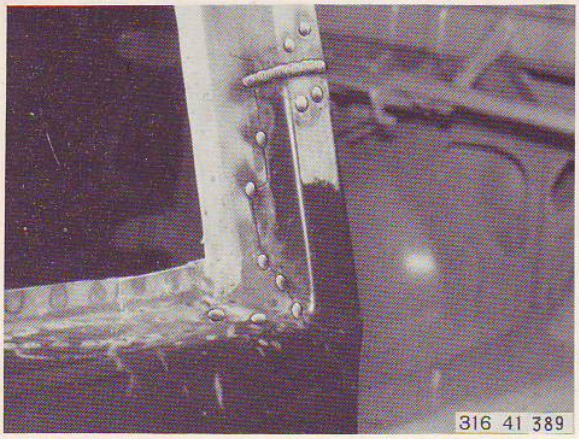
Spot weld the side panel to the chassis side member.



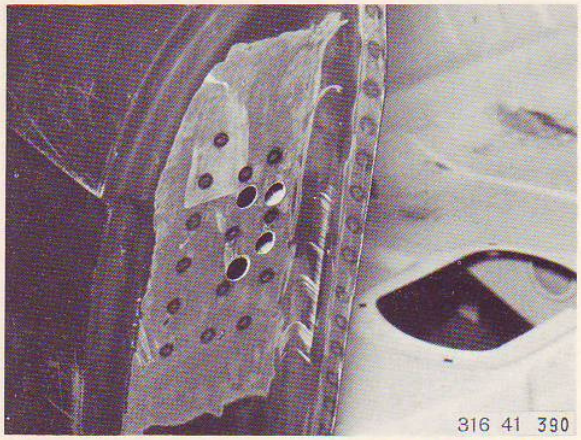
Spot weld the side panel at the wheel box.



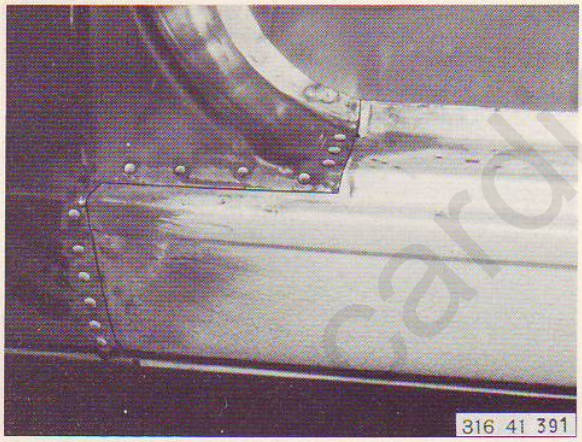
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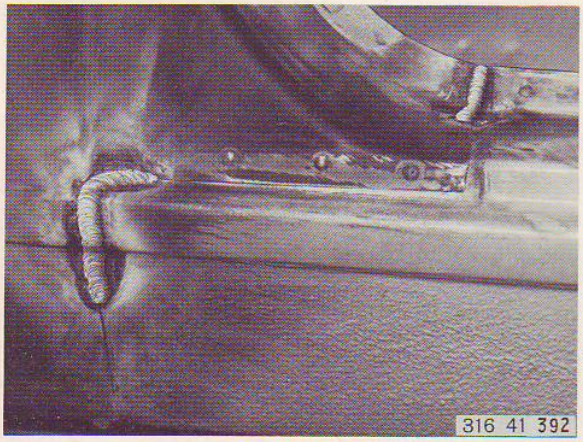
Weld the 'B' post (inert gas).



Spot weld the side panel to the 'B' post.



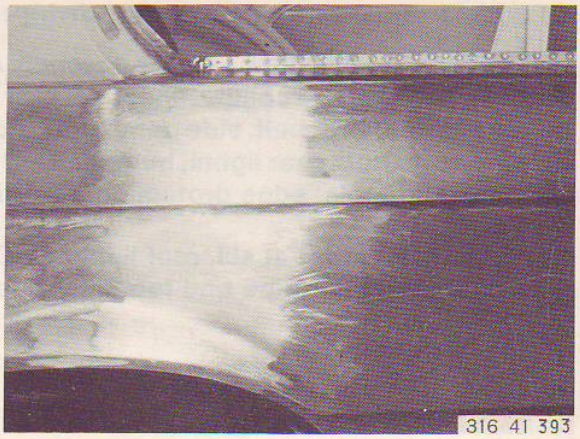
Drill holes for plug welding the door sill.
Plug weld the side panel in the door sill area (inert gas).



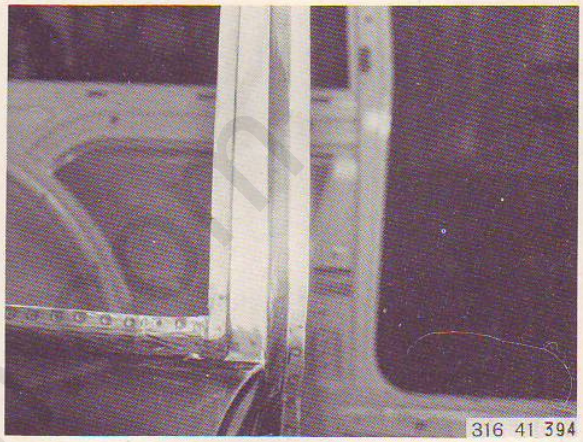
Braze the side panel in the door sill area.

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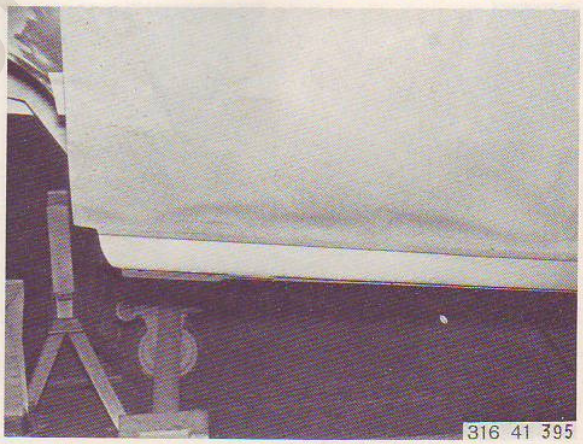
Grind all weld seams smooth.
Tin the joint line between the partial replacement panel and the side section of the existing body.


316 41 393

Tin the joint line at the 'B' post.


316 41 394

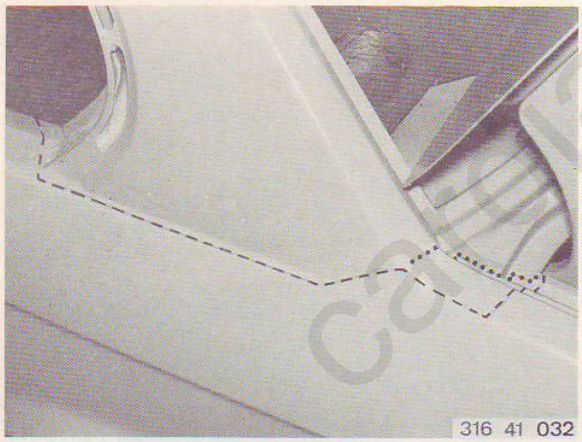
Apply joint sealer to the seam on the side section (inside), and spray with 'Body-Plast' (from the inside and sill).


316 41 395

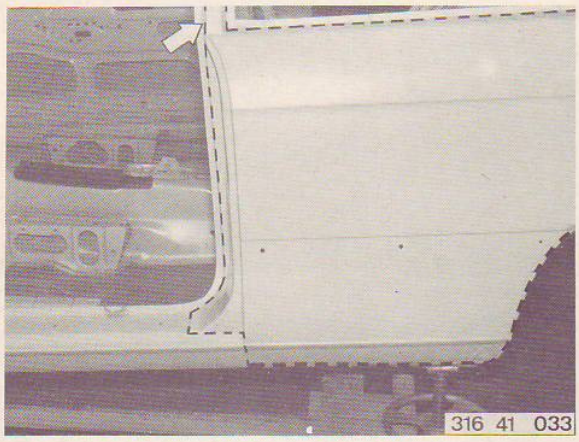
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41 35 311 Rear left side panel (partial replacement) and rear end panel – renewing

Illustrations mostly show a bare bodyshell. All flammable parts must be covered or removed. Remove the luggage compartment lid, rear window, rear seat, seat back, rear window shelf, automatic-reel seat belt, side panel trim, side window with surround, 'B' post trim, side panel rubbing strip, both rear lights, bumper, rear lid lock with barrel, rear lid seal, spare wheel cover, jack and tools, edge protection with rubber seal, reaction strut mounting angle and license plate.
Partly detach carpet at sill, roof lining at 'C' post and wiring harness. If necessary remove vent pipe, fuel filler pipe and fuel filler flap. Disconnect the secondary exhaust muffler.



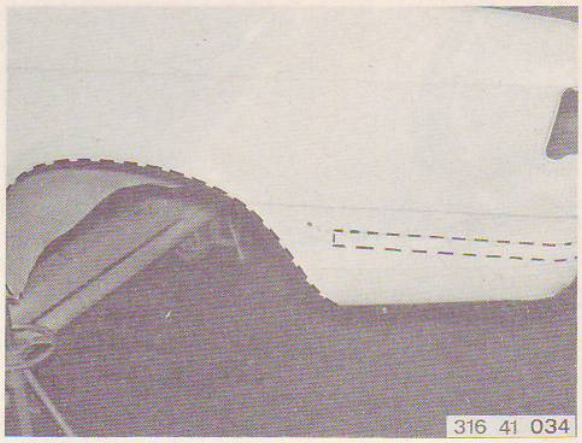
Cut away the side panel at the line.
Warning: **use a grinding wheel and hacksaw to prevent excessive heat from destroying the foam rubber above the joint line.**
Repair limit A– – –
Repair limit B . . . .



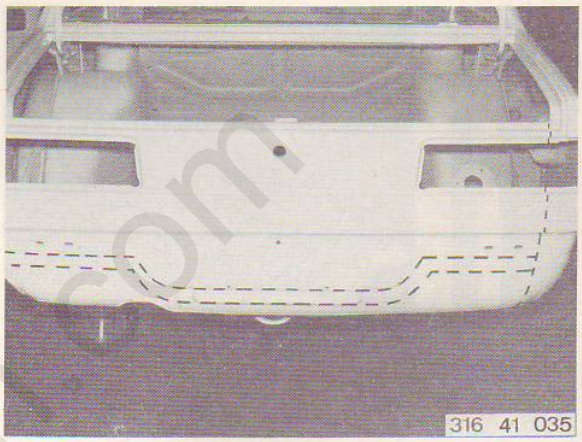
Cut away the side panel at the line.
Warning: **Cut through outer sheet only at the 'B' post.**

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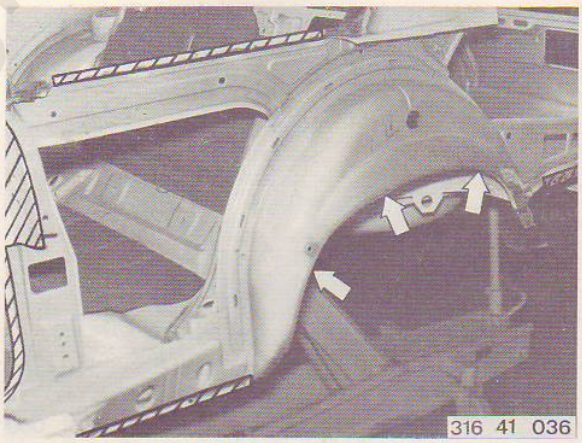
Cut away the side panel at the line.



Cut away the rear end panel at the line.



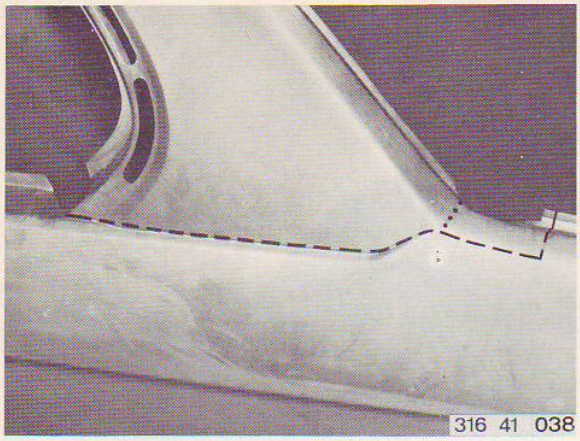
Remove remaining sheet metal. Align the joint areas and grind to bright metal on both sides.



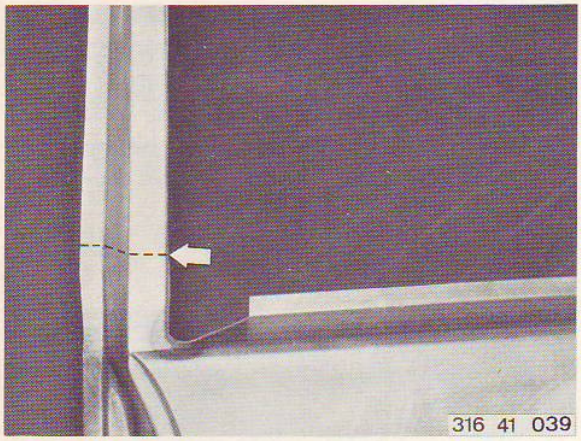
Remove remaining sheet metal.
Align joint areas and grind to bright metal on both sides.



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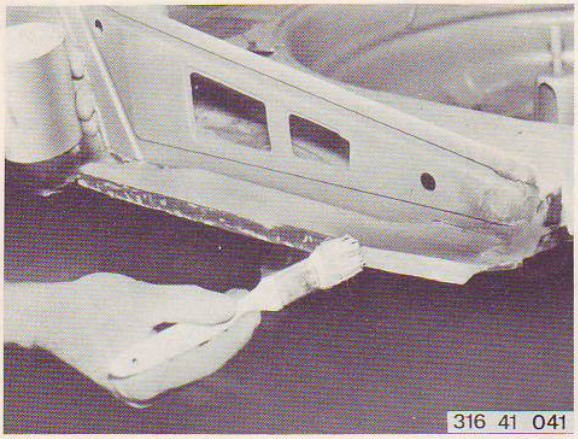
Cut away the new side panel at the line.
Repair limit A----
Repair limit B . . . .



Cut away the new side panel at the line.

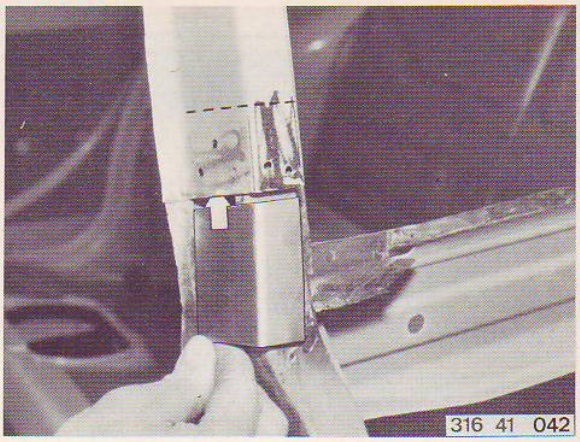


Grind the joint areas to bright metal on both sides.

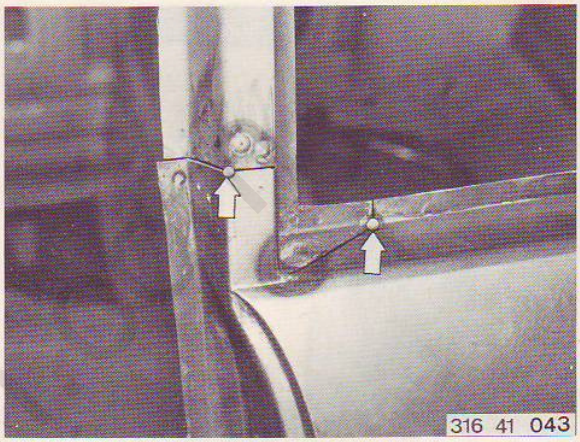


Apply zinc powder paint to joint areas.

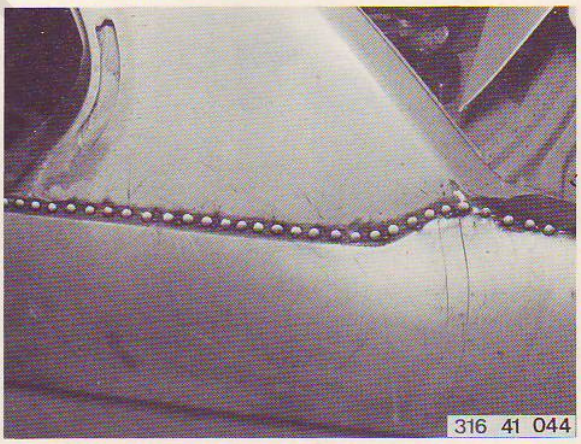
Fit the side panel.
Insert a gusset plate approx. 60 mm (2.4 in) long into the 'B' post, and plug weld (inert gas).



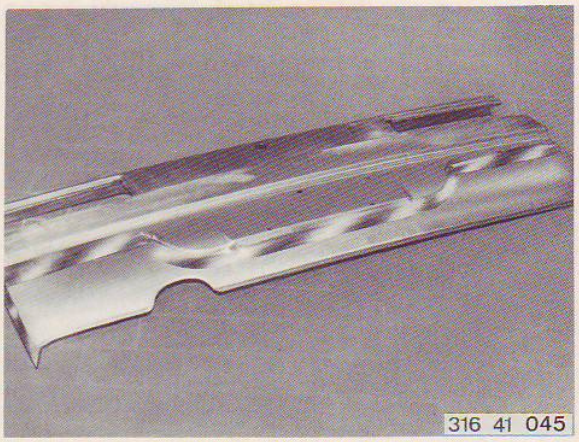
Tack on the side panel.
Check door gap.



Tack on the side panel.



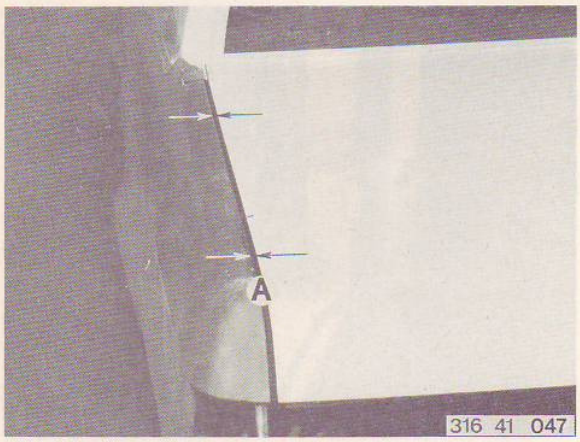
Grind new rear panel to bright metal on both sides at joint areas.



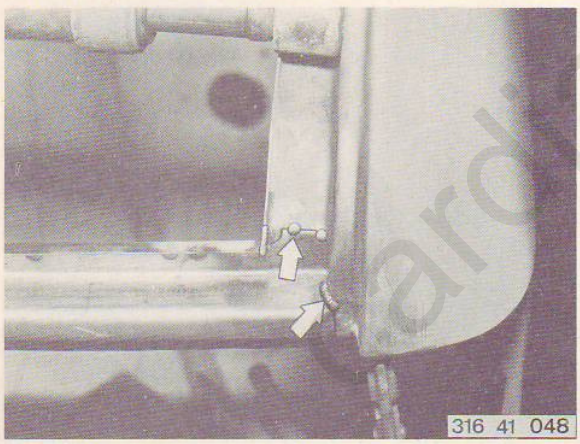
cardiagn



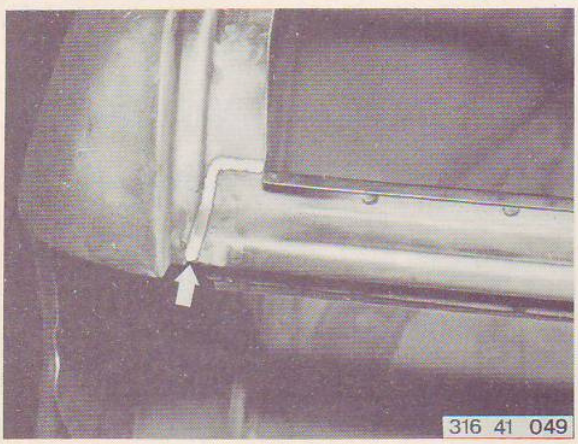
Fit and tack on the rear end panel.



Check luggage compartment lid gap (A).



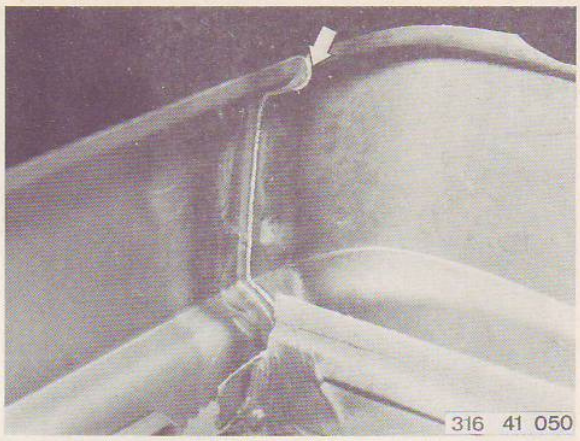
Tack weld rear end panel to side panel.



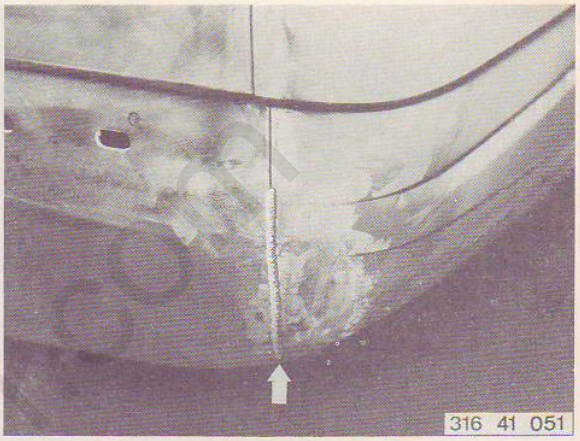
Braze the rear end panel to the side panel.

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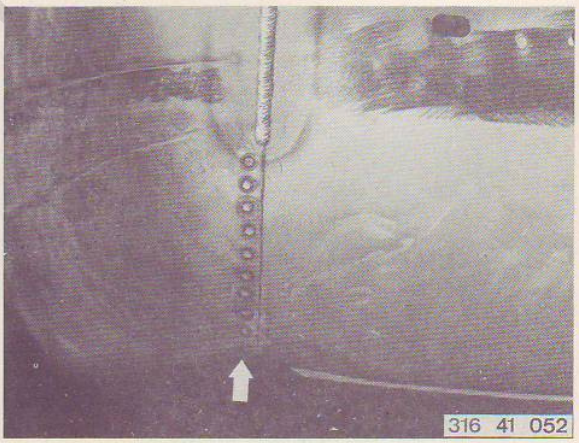
Weld the butt edges of the rear end panel and side panel together (oxy-acetylene).



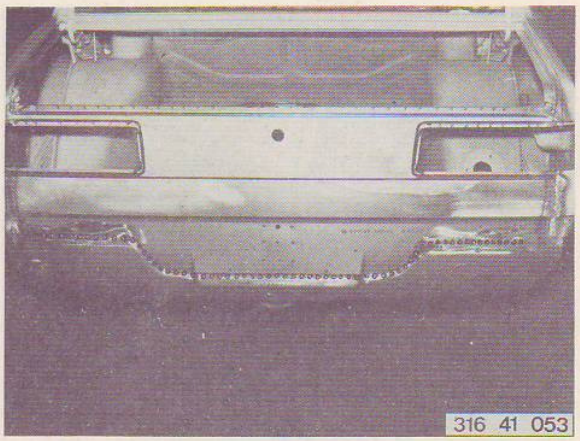
Weld the side panel to the rear end panel (oxy-acetylene).



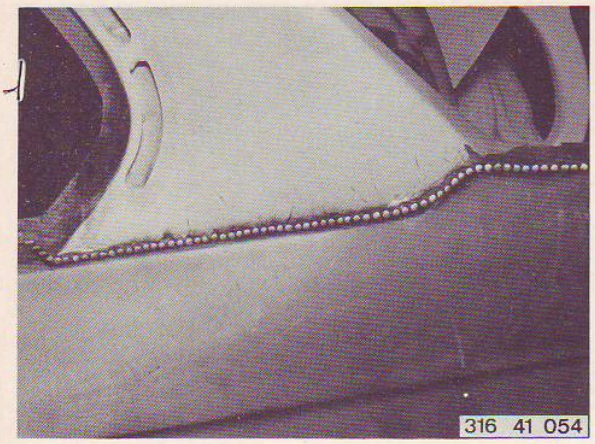
Spot weld the side panel to the rear end panel.



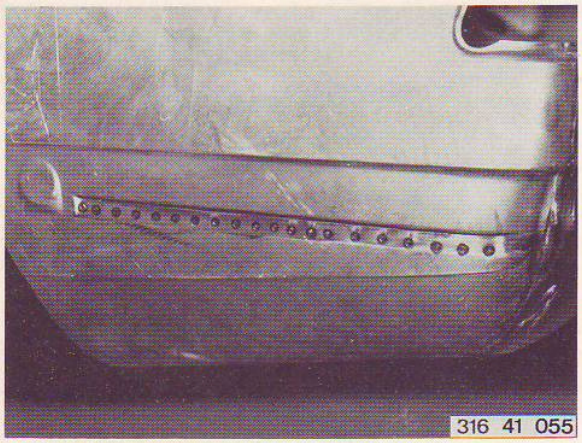
Spot weld the rear end panel to the luggage compartment floor.



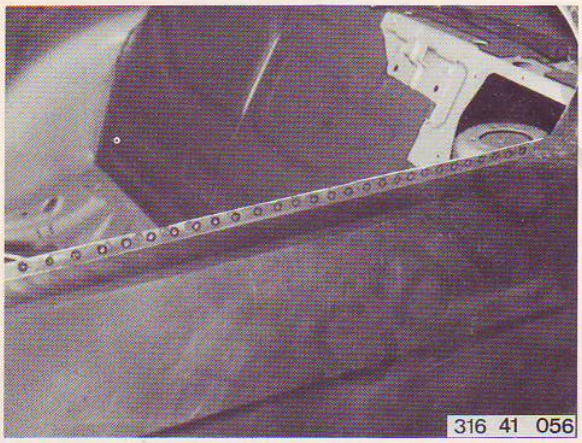
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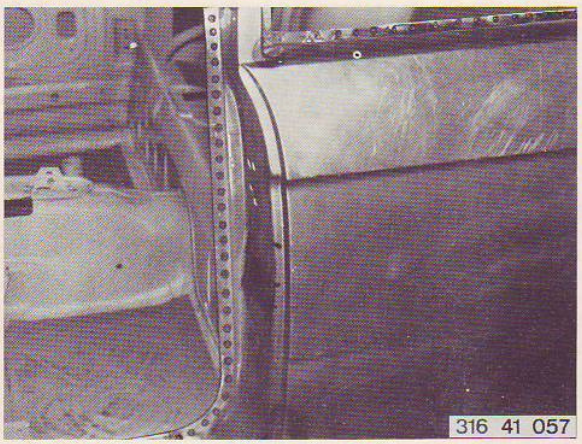
Weld the side panel to the 'C' post (inert gas).
Warning: **Do not allow too much heat to enter the 'C' post or the foam rubber above the weld seam will be damaged.**



Spot weld the side panel to the luggage compartment floor.

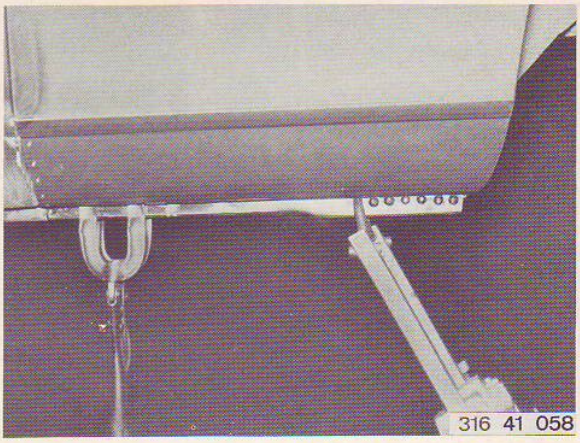


Spot weld the side panel to the window cutout.

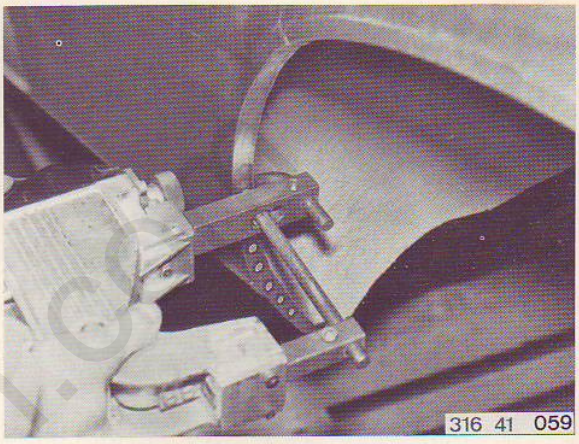


Spot weld the side panel to the door cutout.

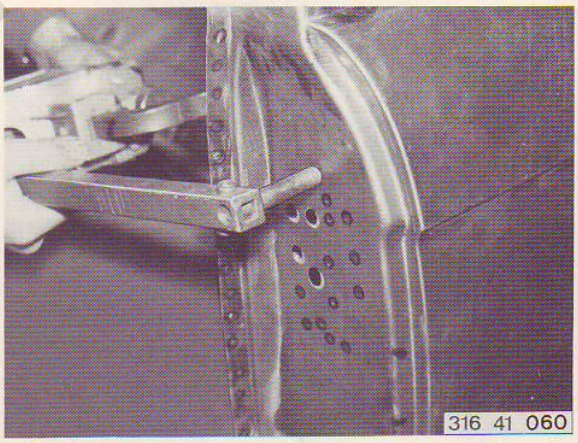
Spot weld the side panel at the door sill.



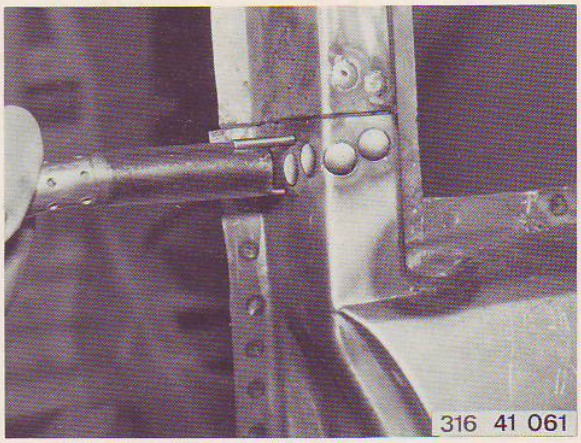
Spot weld the side panel at the wheel arch.



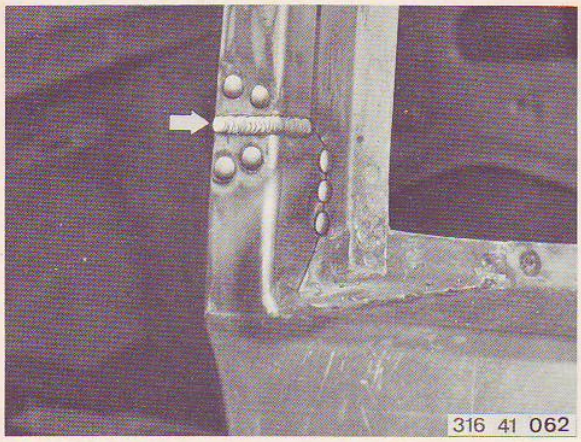
Spot weld the side panel to the pillar reinforcement in the region of the lock striker.



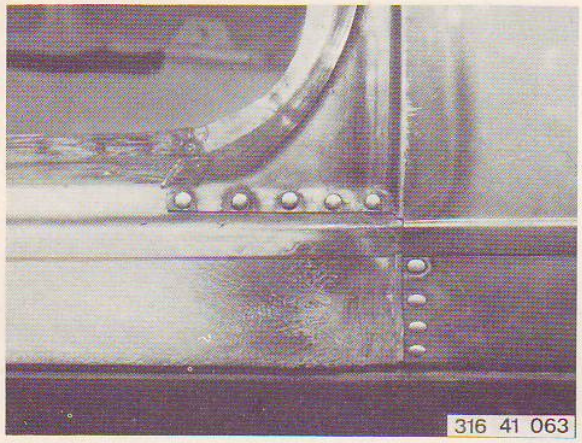
Spot weld the pillar reinforcement (inert gas).



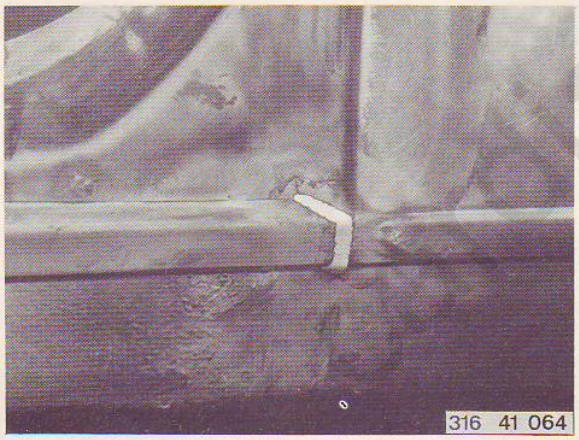
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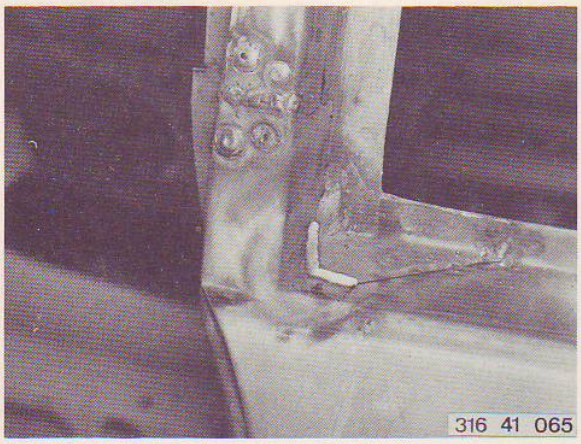
Weld the side panel to the 'B' post (inert gas).



Spot weld the side panel to the door sill (inert gas).



Braze the side panel in the door sill area.



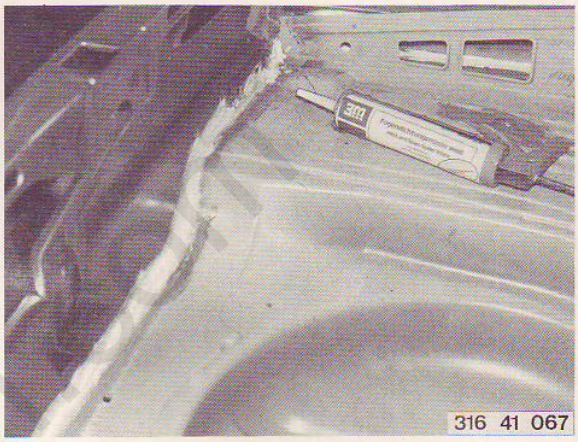
Braze the side panel in the side window area.

ragn.com

Grind all weld seams smooth.
Tin and grind the 'B' post.



Apply joint sealer where the rear end panel and side panel meet the luggage compartment floor.



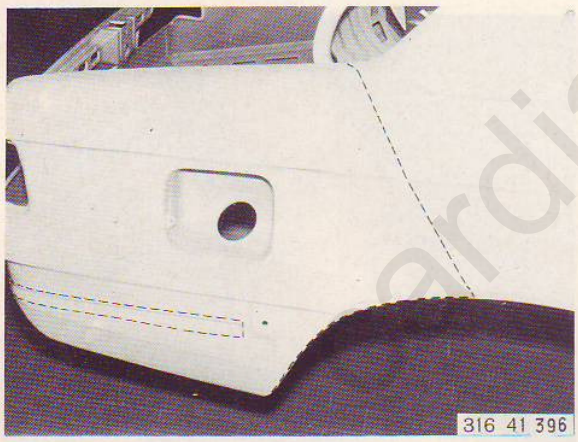
Spray the side panel and rear end panel with "Body-Plast".



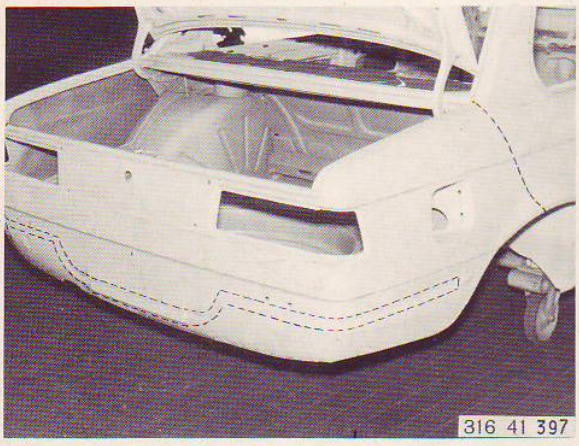
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41 35 341 Right rear side panel (partial replacement as far as wheel arch) and rear end panel – renewing

Illustrations mostly show a bare bodyshell.
All flammable parts should be covered or removed.
Remove both rear lights, complete bumper, wiring harness at rear end panel, cover trim, spare wheel, tools, jack, rear lid seal, rear lid lock and barrel, vent pipe, rear wheel, fuel filler pipe and flap and license plate. Disconnect the secondary exhaust muffler.



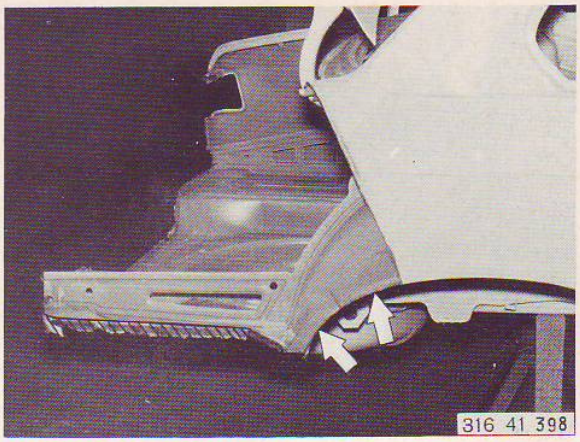
Cut away the side panel at the line.



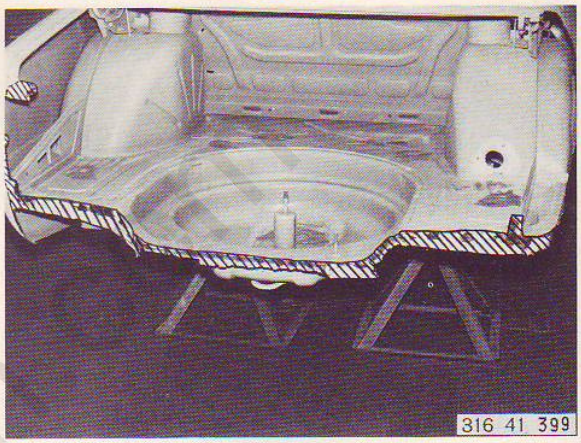
Cut away the rear end panel at the line.

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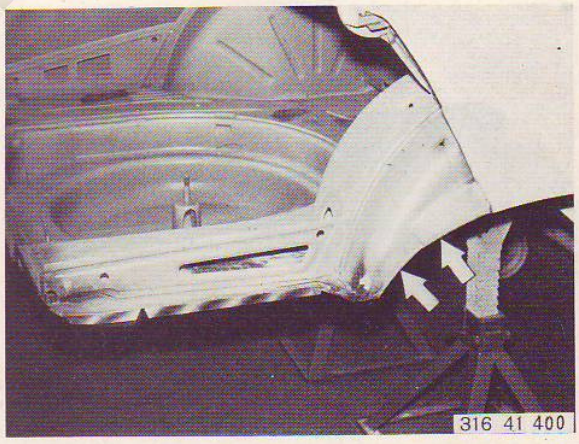
Remove remaining sheet metal.



Remove remaining sheet metal.



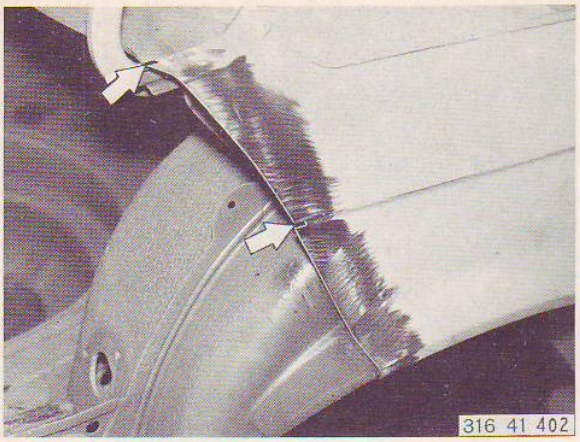
Grind the joint areas to bright metal and align them.



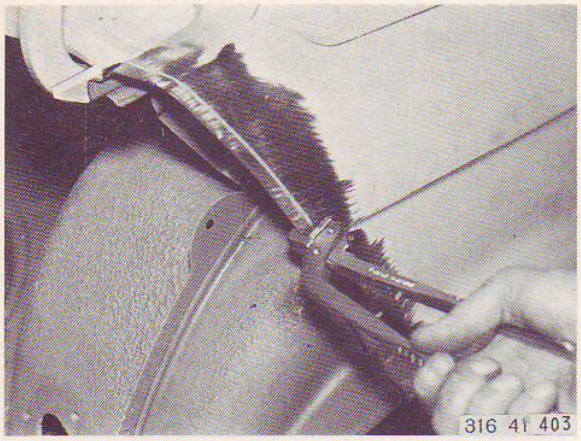
Align joint areas and grind to bright metal on both sides.



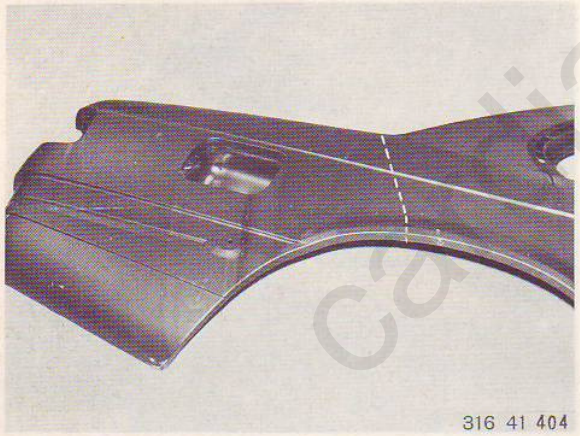
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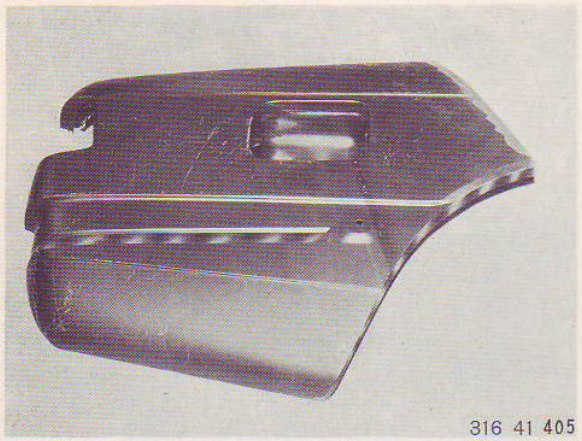
Cut away PVC from the inside along the joint line (side panel section) and cut into the edges.



Fold the remaining side section with the swaging tongs.



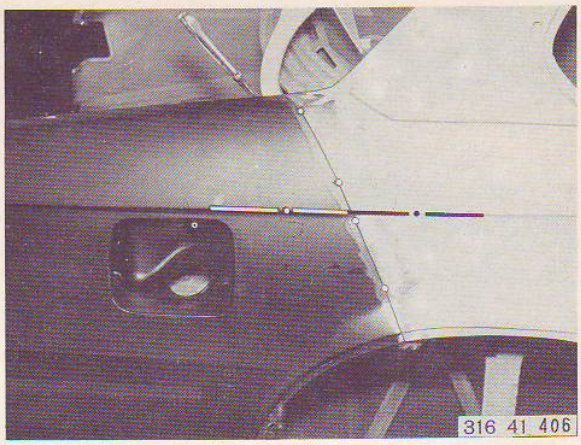
Cut away the corresponding section from a complete side panel.



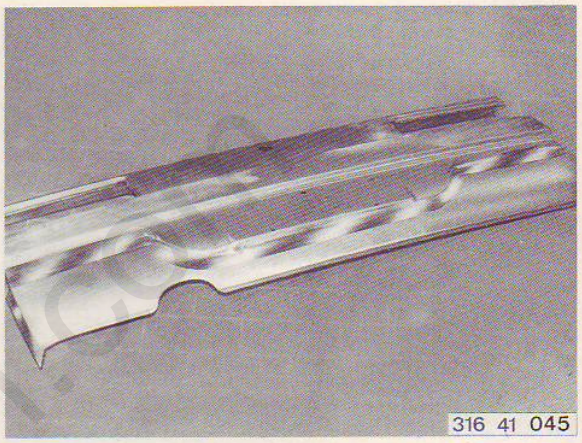
Grind the joint areas on the partial replacement section to bright metal, and apply zinc powder paint.

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Fit and tack on the side panel partial replacement section.
When fitting, note swaged line on side panel and luggage compartment lid.



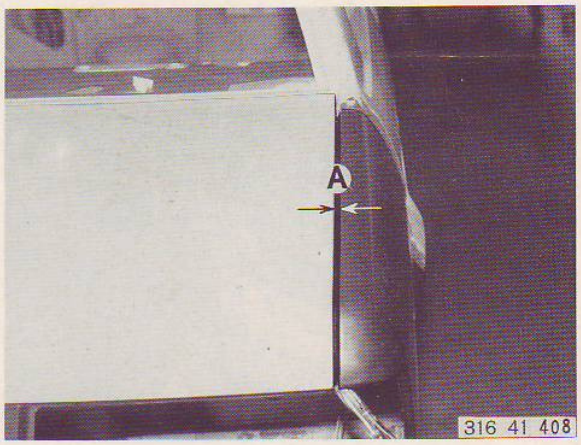
Grind the new rear end panel to bright metal on both sides at the joint areas, and coat with zinc powder paint.



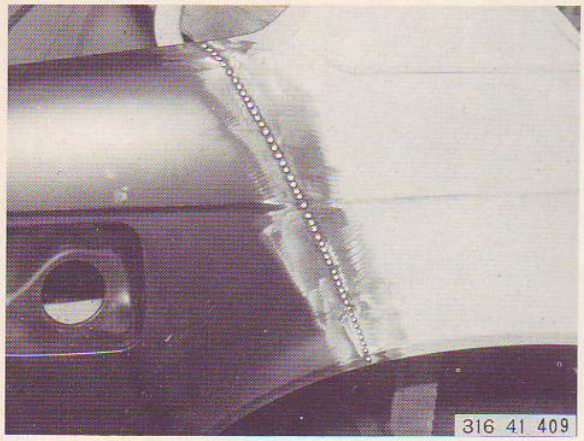
Fit and tack weld the rear end panel.



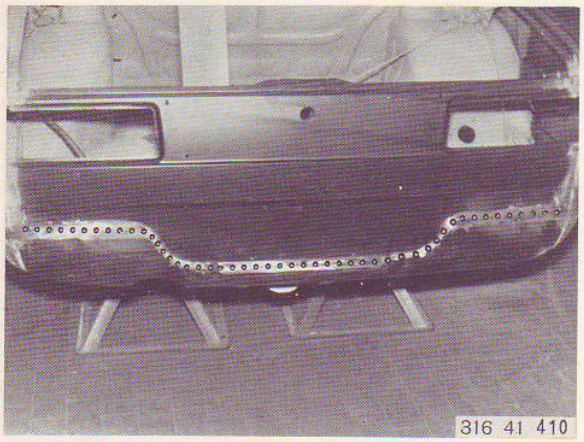
Check luggage compartment lid gap (A).



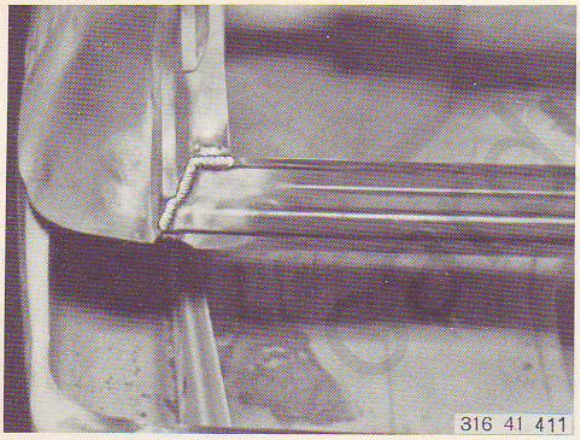
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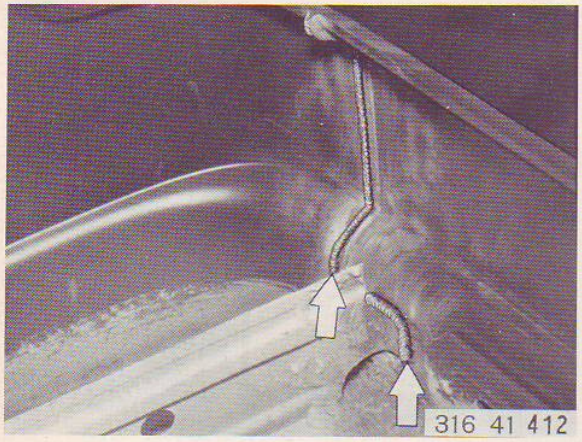
Spot weld the side panel into position (inert gas).
Warning: **Do not allow side panel to overheat (risk of distortion).**



Spot weld rear end panel.

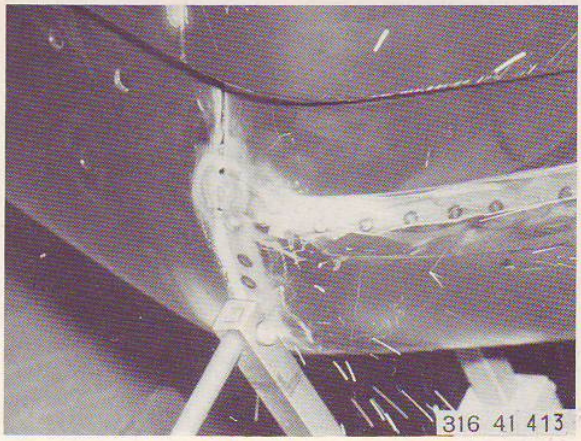


Braze rear end panel to side panel.

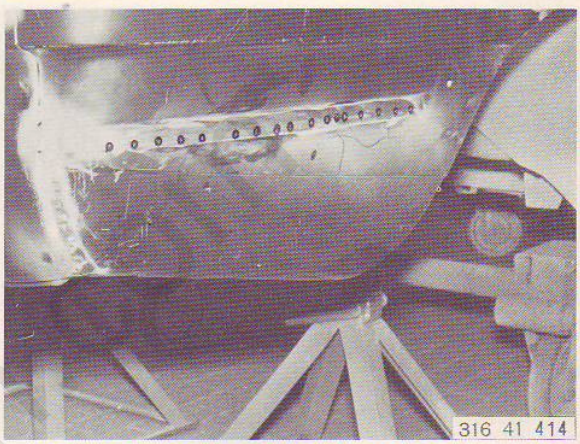


Weld webs from inside (oxy-acetylene) and partitions to luggage compartment floor (inert gas).

Spot weld rear end panel at side panel.



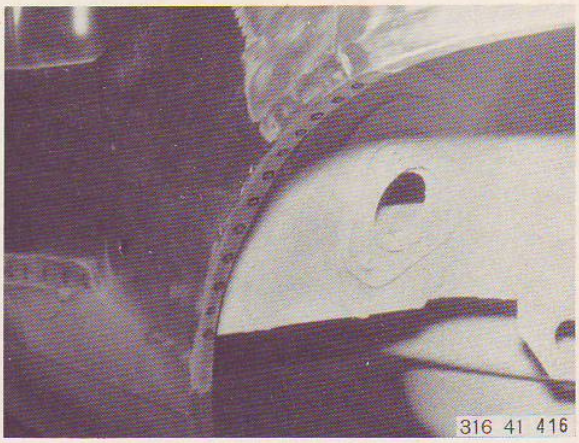
Spot weld luggage compartment floor at side panel.



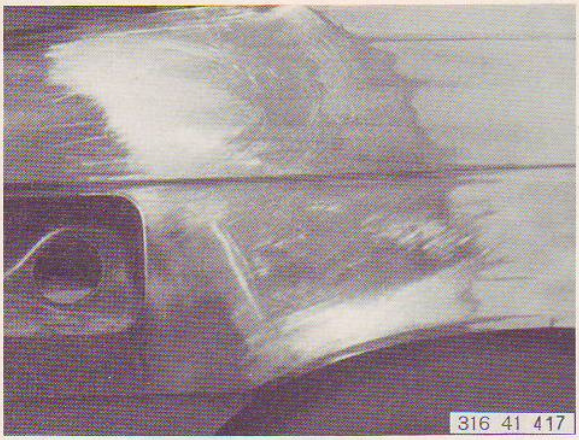
Weld rear end panel to side panel (inert gas).



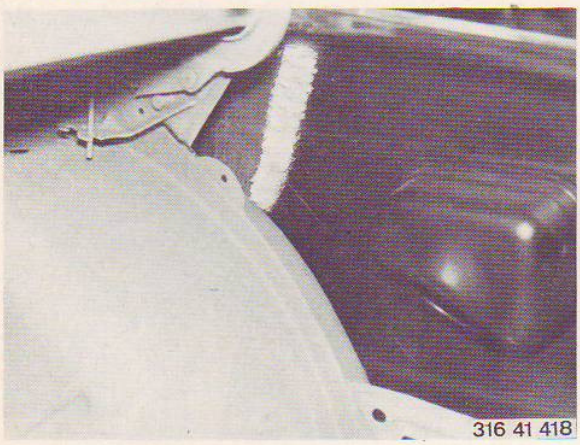
Spot weld side panel inside wheel arch.



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Grind all weld seams and tin transition to side section.

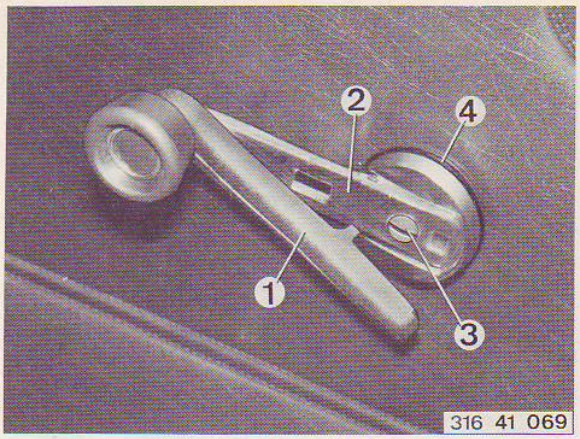


Fill joint lines with sealant and spray side panel and rear end panel with "Body-Plast".

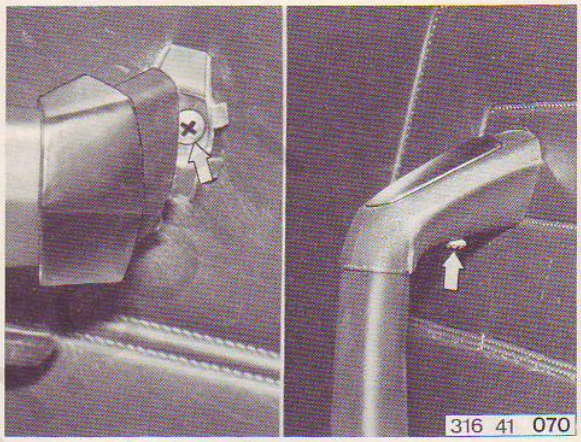
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41 51 101 Left or right door – renewing

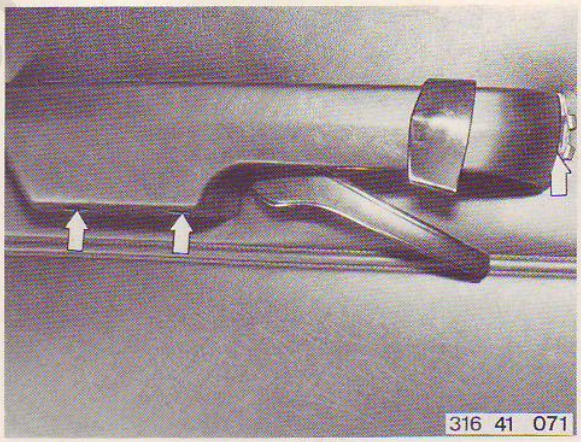
Remove the cover (1) for the window crank handle (2).
Loosen the retaining screw (3).
Take off the window crank handle (2) with surround (4).



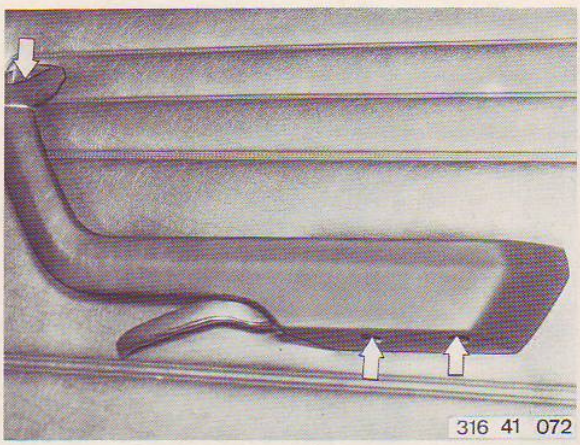
On left side:
Push back the cover.
On right side:
Unscrew and remove the cover.



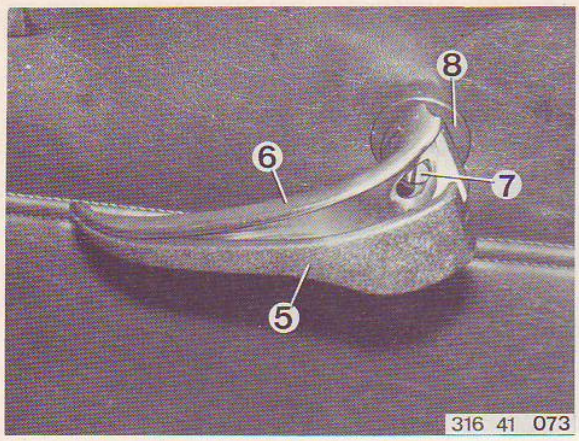
On left side:
Take off the arm rest.



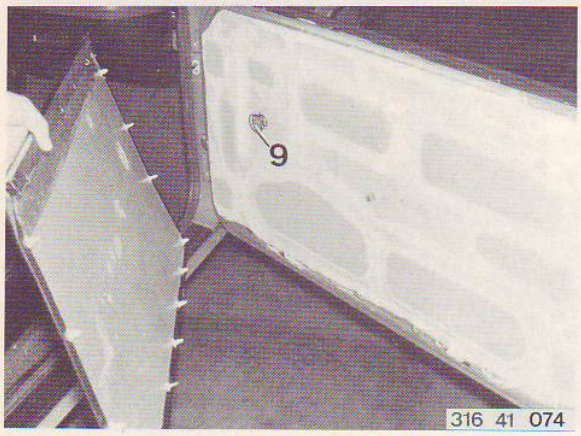
On right side:
Take off the arm rest.



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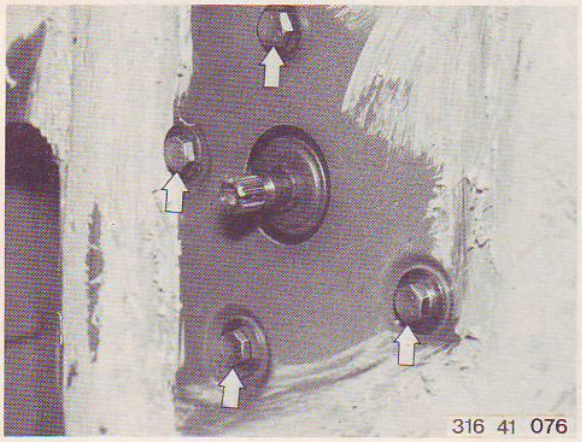
Remove the cover (5) for the door handle (6).
Loosen the retaining screw (7).
Take off the door handle (6) with backing plate (8).
When installing: **Note correct position of door handle.**



Pull out the door trim retaining clips and remove the door trim upwards.
Warning: **The larger coils of spring (9) face the trim.**
When installing: **Renew defective door trim clips and sockets.**
Transfer sockets to new door panel.



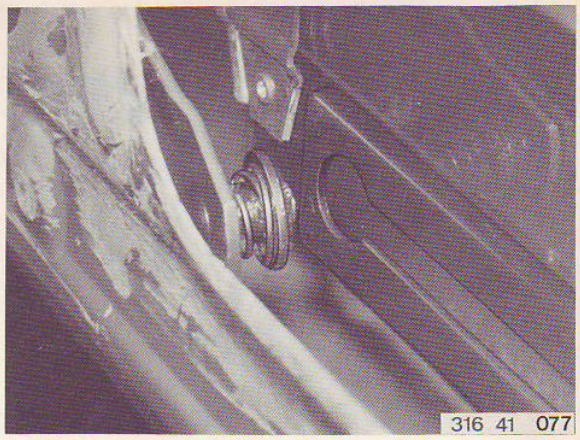
Pull off the "Acella" plastic sheet.
When installing: **Attach "Acella" sheet with "Teroson" 2012 adhesive, and renew sheet if defective.**



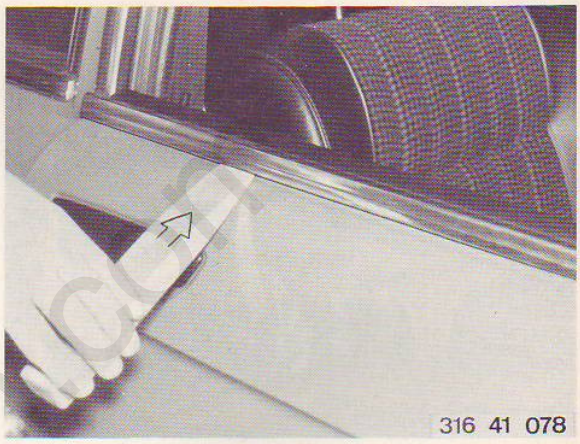
Remove the bolts retaining the window crank mechanism.

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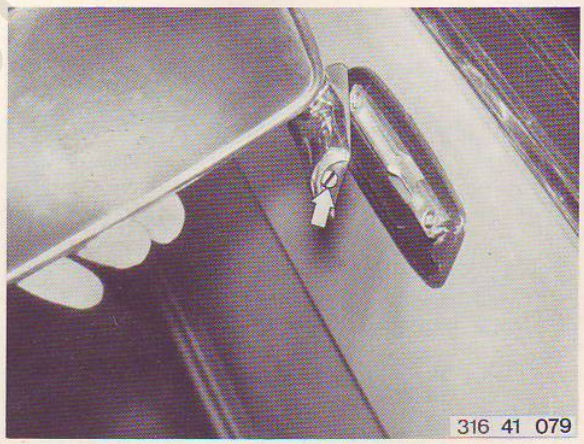
Turn the window crank handle to move the crank mechanism to a position in which it can be removed from the guide.
Take out the crank mechanism downwards.
When installing: **Grease the guide.**



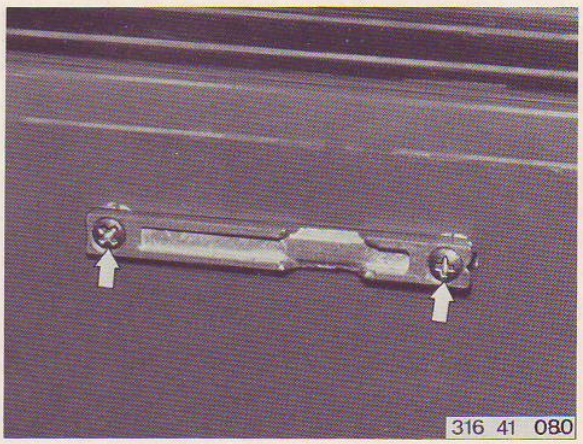
Knock the cover strip out upwards with a wooden wedge or similar tool.



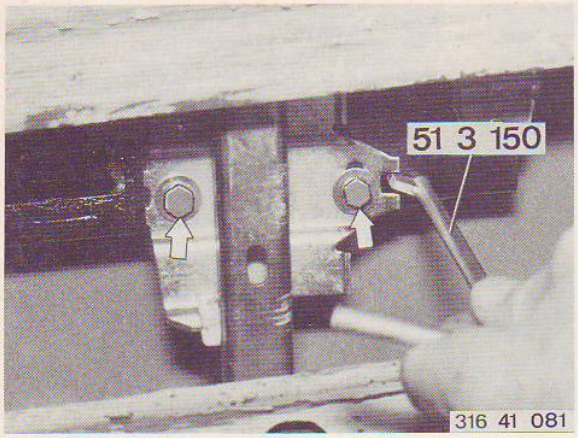
On left side:
Loosen outside mirror clamp screw. Take out the glass and seal.



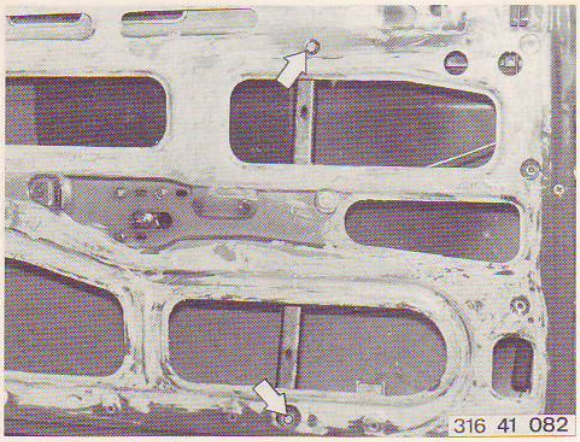
Unscrew the mirror mounting from the door.



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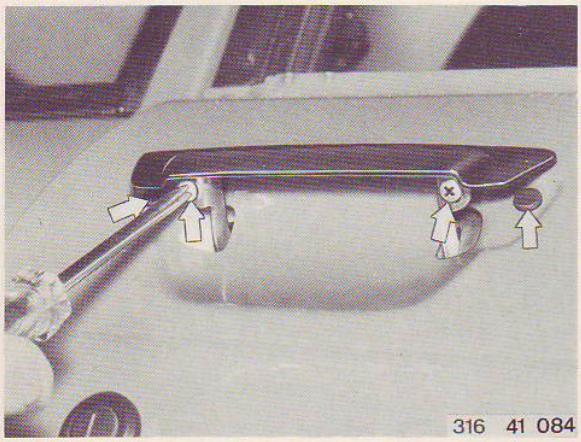
Loosen the bolts for the door window glass holder. Take out the glass holder.
When installing: **Eliminate sideways play at the door window with tool 51 3 150. Turn the tool clockwise, then tighten the retaining bolts. Grease the guides.**



Unscrew and remove the bolts holding the window running rail. Take out the window running rail.

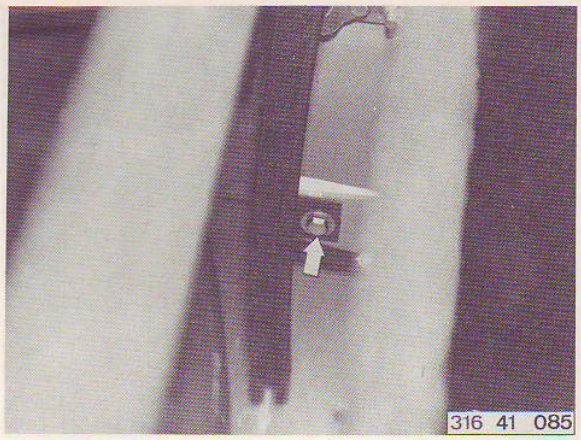


Turn the door window and pull out upwards.

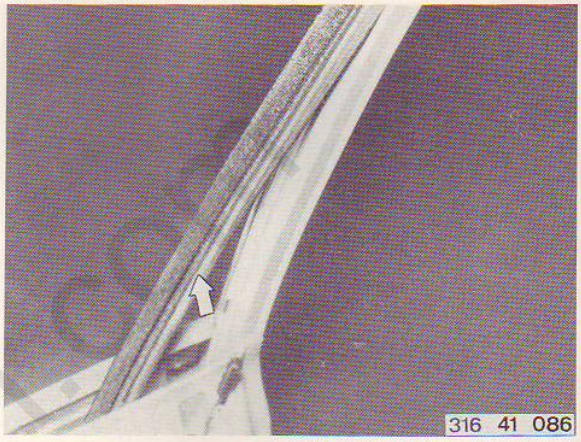


Take off the outside door handle. Extract the rubber buffer.

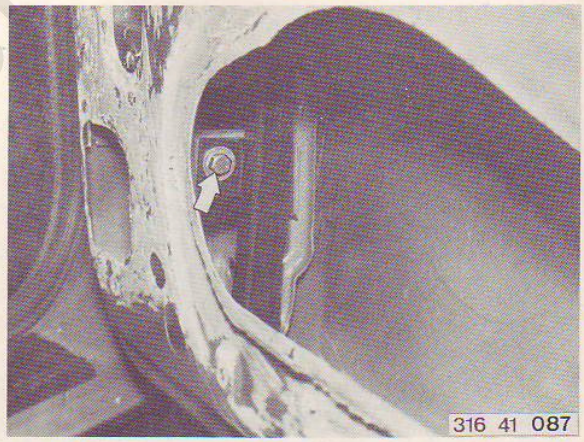
Unscrew the bolt holding the rear window guide rail.
Take out the window guide rail with window guide.



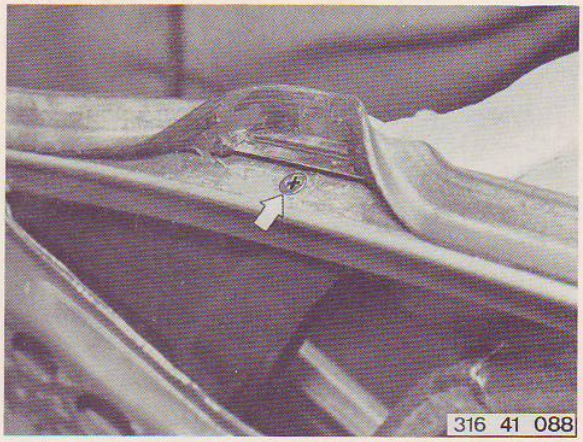
When installing: **The smooth edge of the window guide faces inwards.**



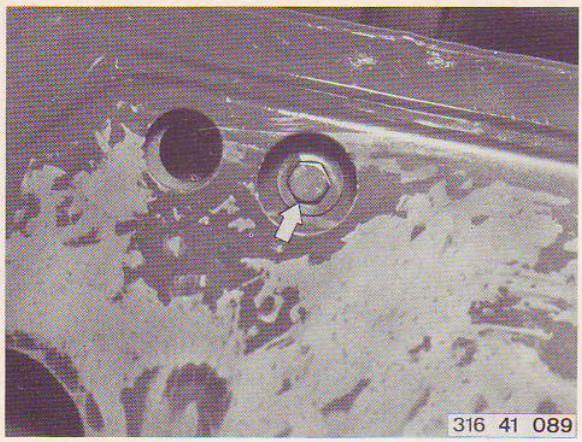
Unscrew the lower bolt for the front window guide rail.



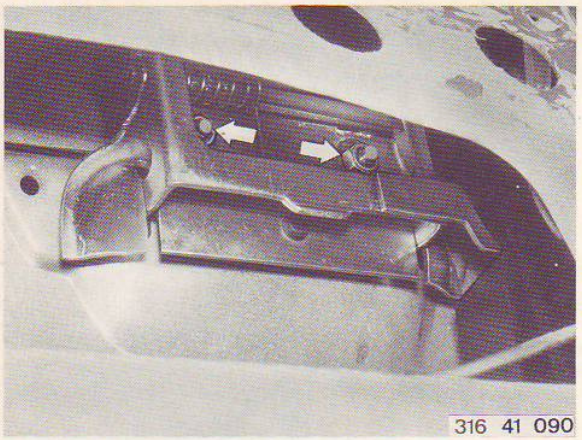
Unscrew the upper self-tapping screw.



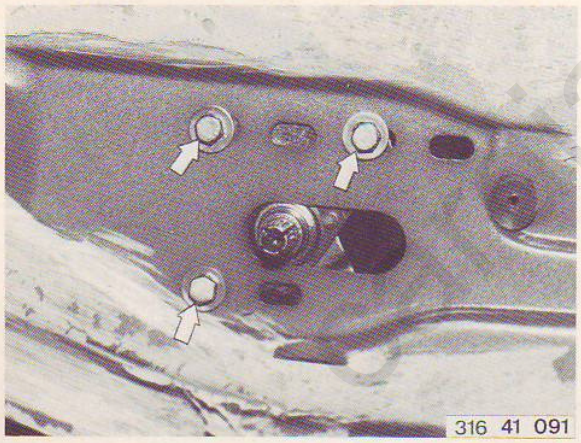
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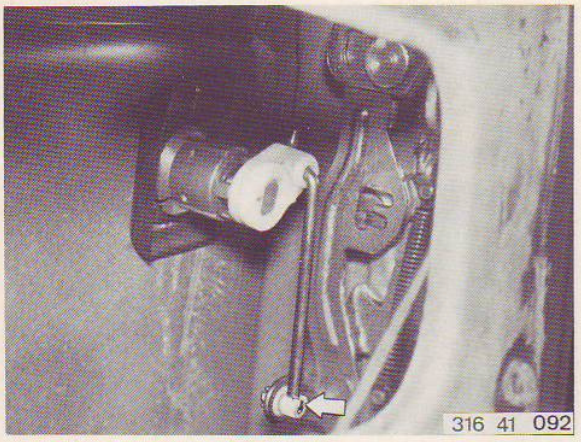
Unscrew the top bolt holding the window guide rail.
Take out the window guide with window guide rail.
When installing: **The smooth edge of the window guide faces inwards.**



Remove the door lock operating linkage.
When installing: **Before attaching the door lock operating linkage, install and align the outside door handle.**

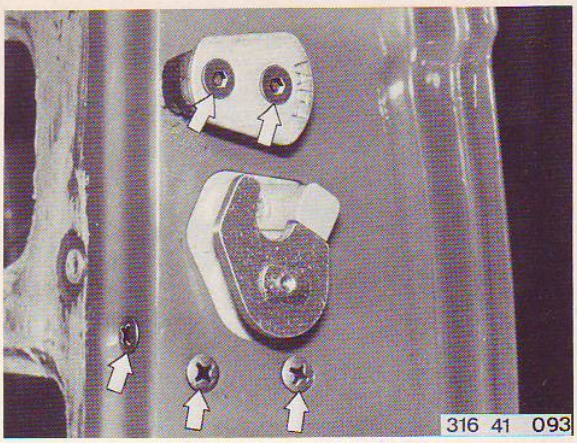


Unscrew the bolts holding the remote door lock operating linkage.

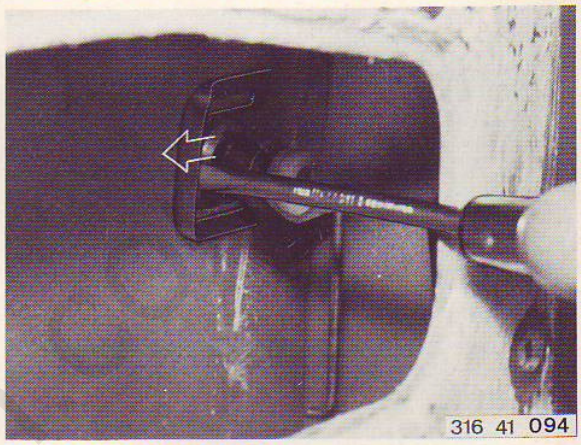


Detach the operating rod between the door catch and the lock barrel.

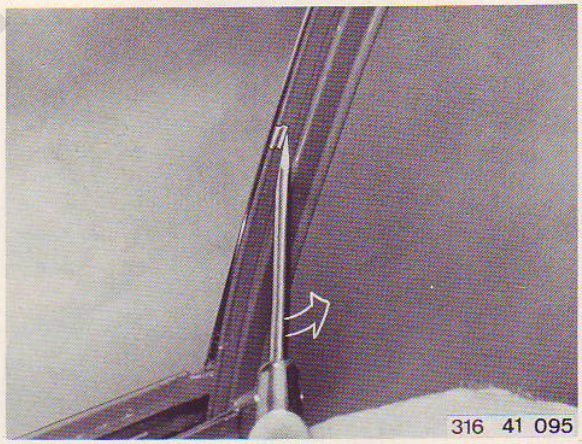
Close the rotary catch.
Remove the door lock.
Take out the door catch complete with remote operating linkage.



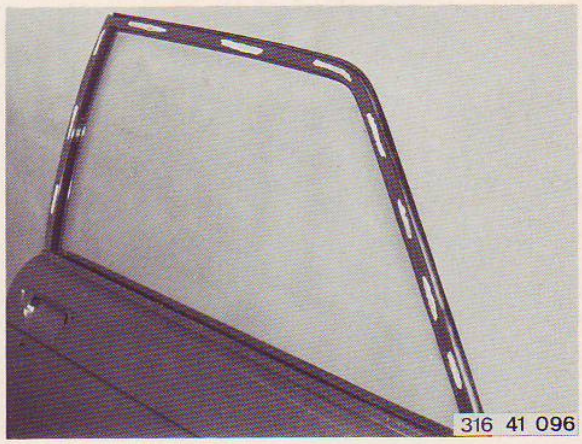
Remove the lock barrel keeper.
Remove the lock barrel outwards.



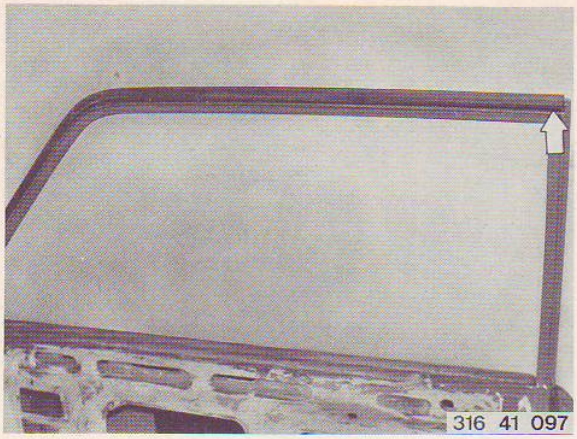
Detach the trim surround.
Warning: **Raise the clips only, using a screwdriver.**
Take off the trim surround.



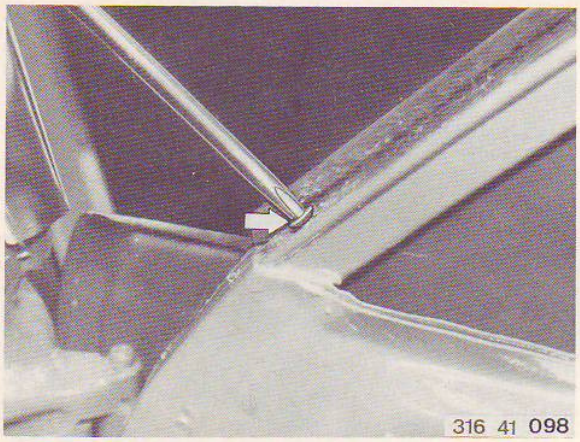
When installing: **To prevent the trim surround from rattling, place "Terostat" cord underneath at several points.**



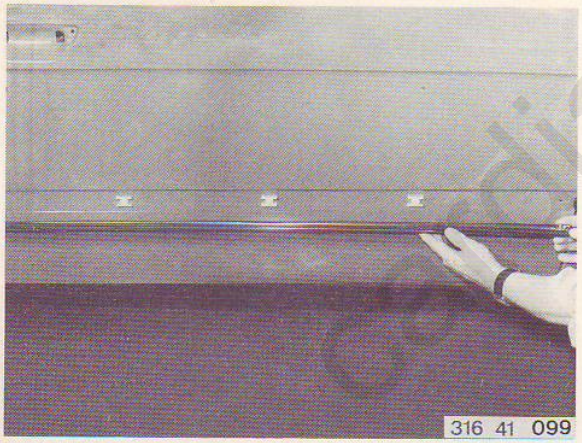
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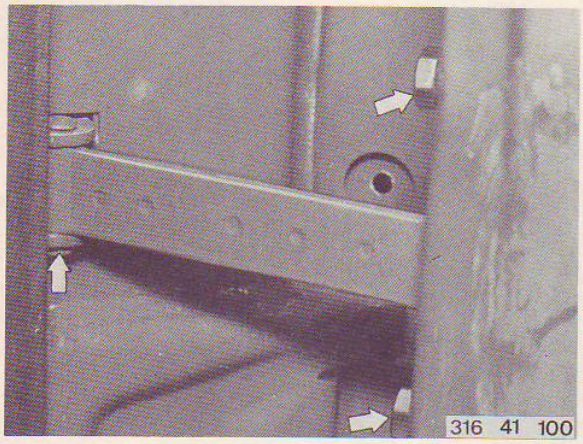
Detach the door seal.
When installing: **Renew seal if porous or cracked. Attach the new seal with "Teroson" 2444 anthracite grey adhesive.**



Detach the filler piece.

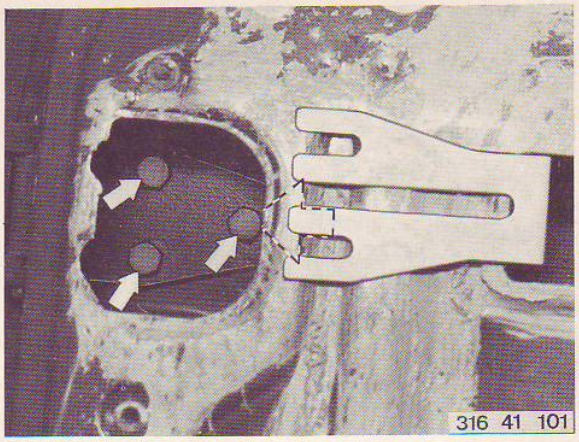


Remove the nuts at each end of the rubbing strip.
Press off the rubbing strip.
When installing: **Use new clips.**



Drill into the door stay pivot pin from below, and remove.
When installing: **Rivet the door stay pivot pin.**
Detach the door stay bolts and remove the door stay assembly.

Transfer all sheet metal nuts, plastic nuts and retaining clips to the new door, or renew.
Unscrew and remove the door hinge bolts.
When installing: **Use shim plates to bring the door level with the side panel.**



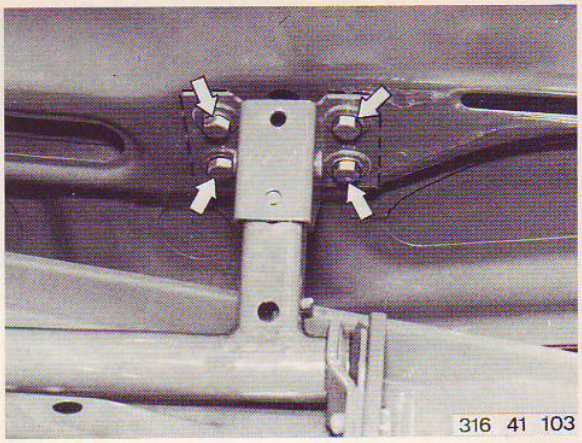
Adjust the door at the hinges and door catch until the front and rear door gaps (A) are uniform.
The outer panel of the door should be at the same level as the side panel. Align the door vertically with the aid of the panel molding.



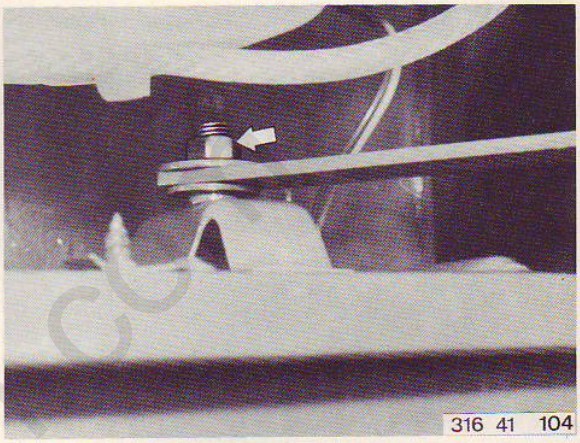
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41 61 000 Engine compartment lid (hood) – detaching and attaching

Mark position of hinges.
Unscrew three of the bolts.
Loosen the fourth bolt.

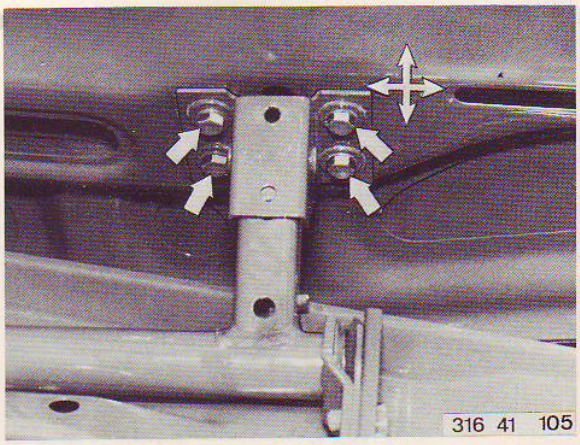


Detach the support arms.
Unscrew the fourth hinge bolt.
Take off the lid.

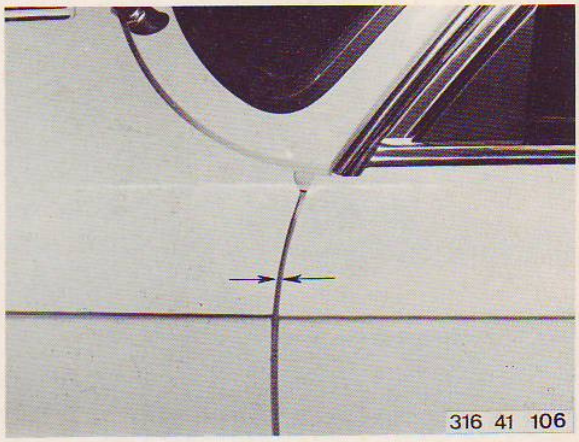


41 61 014 Engine compartment lid – fitting

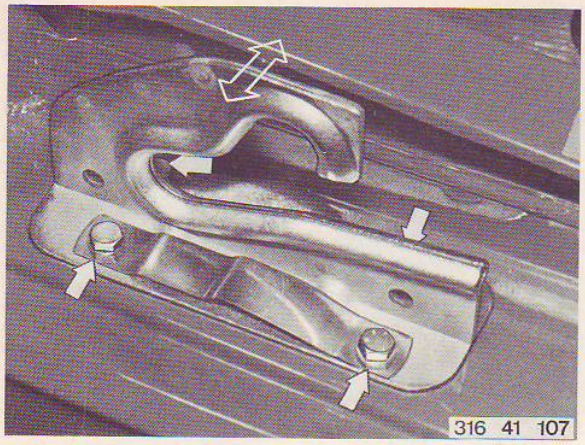
Loosen the bolts holding both hinges.
The lid can be moved sideways at the box nuts and forward or backward at the slots in the hinges.



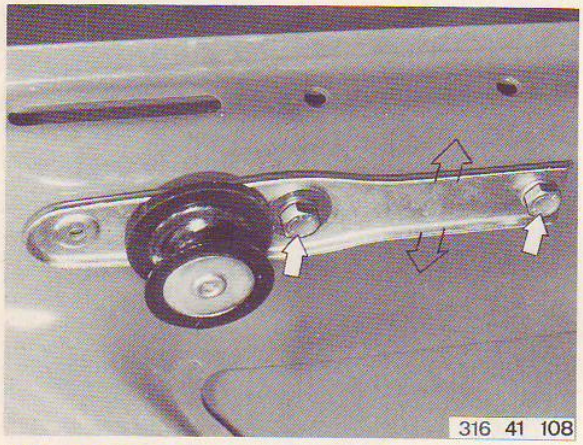
Adjust until the gap between the engine compartment lid and front door is uniform.



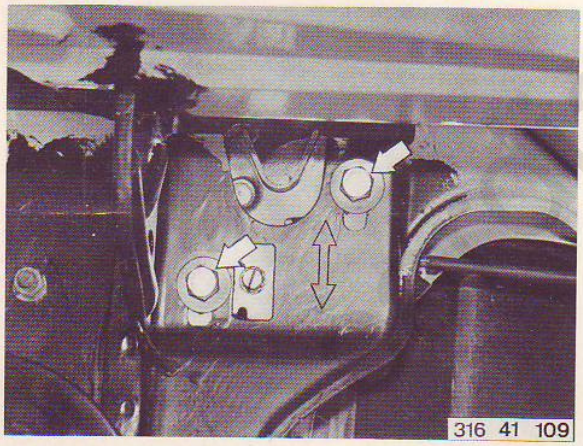
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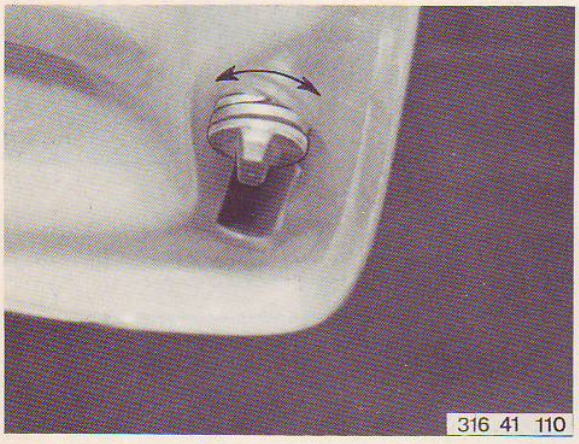
Adjust the transition between the engine compartment lid and outer door panel by moving the catch sideways. The ideal position is with the outer panel of the door 1 mm (0.04 in) deeper than the engine compartment lid panel.



Adjust the engine compartment lid to suit the height of the door by sliding the guide roller.



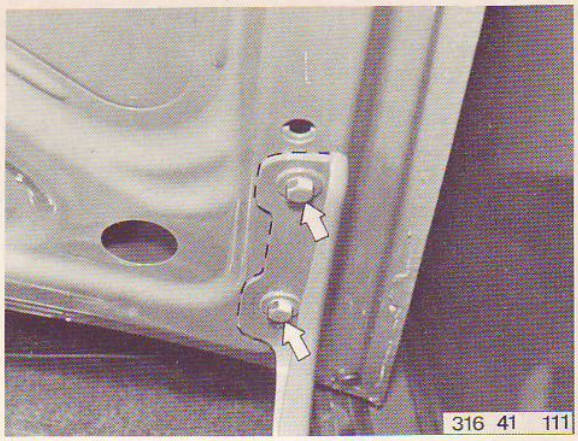
Adjust the gap between the front side panel and the engine compartment lid by sliding the lid catch.



Turn the buffer pad until the lid is supported firmly at the front on each side.

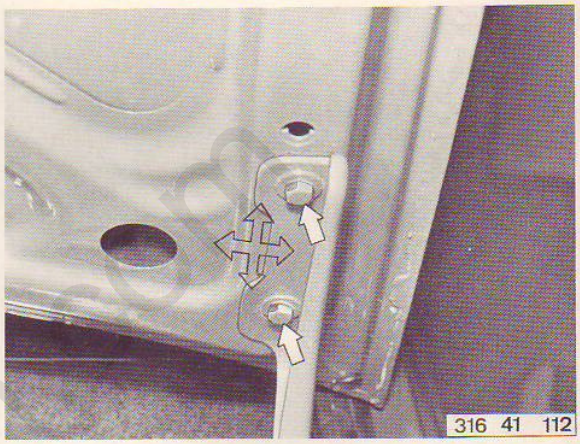
41 62 000 Luggage compartment lid (trunk) – detaching and attaching

Mark position of hinges.
Remove hinge bolts.
Take off the lid.

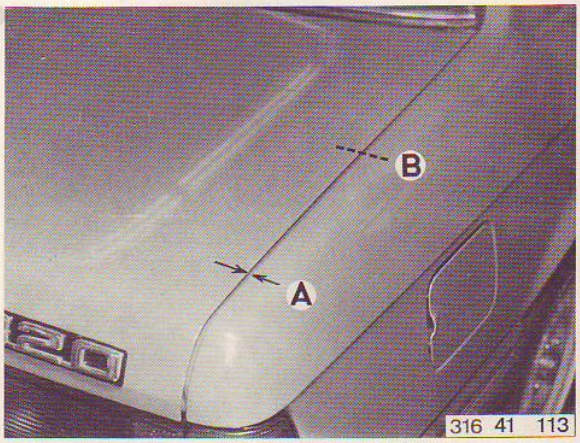


41 62 014 Luggage compartment lid – fitting

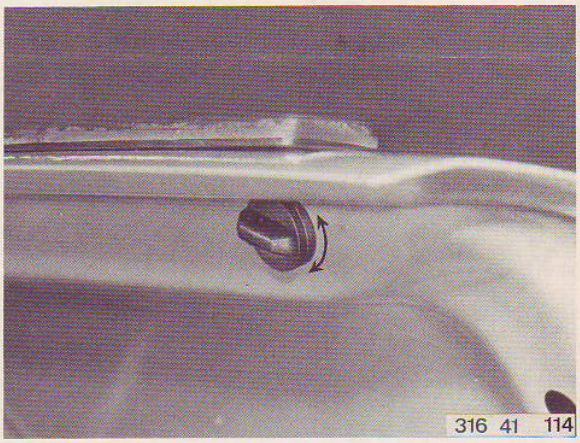
Loosen hinge bolts and move lid until correctly positioned.



Adjust luggage compartment lid gap (A) and joint line (B) between lid and side panel.



Adjust upper part of luggage compartment lid lock – 51 24 134.
Adjust rubber buffers until luggage compartment lid is firmly supported when closed.



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