

INTRODUCTION

*Chrysler Concorde · New Yorker · LHS
Dodge Intrepid · Eagle Vision*



This manual has been prepared for use by all body technicians involved in the repair of the Concorde, New Yorker, LHS, Intrepid and Vision vehicles.

This manual shows:

- Typical panels contained in the Concorde, New Yorker, LHS, Intrepid and Vision vehicles
- The weld locations for panels
- The types of welds for the panel
- What panels must be replaced and not required

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Chrysler Motors reserves the right to make improvements in design or to change specifications to these automobiles without incurring any obligation upon itself.

CHRYSLER CONCORDE, DODGE INTREPID, EAGLE VISION

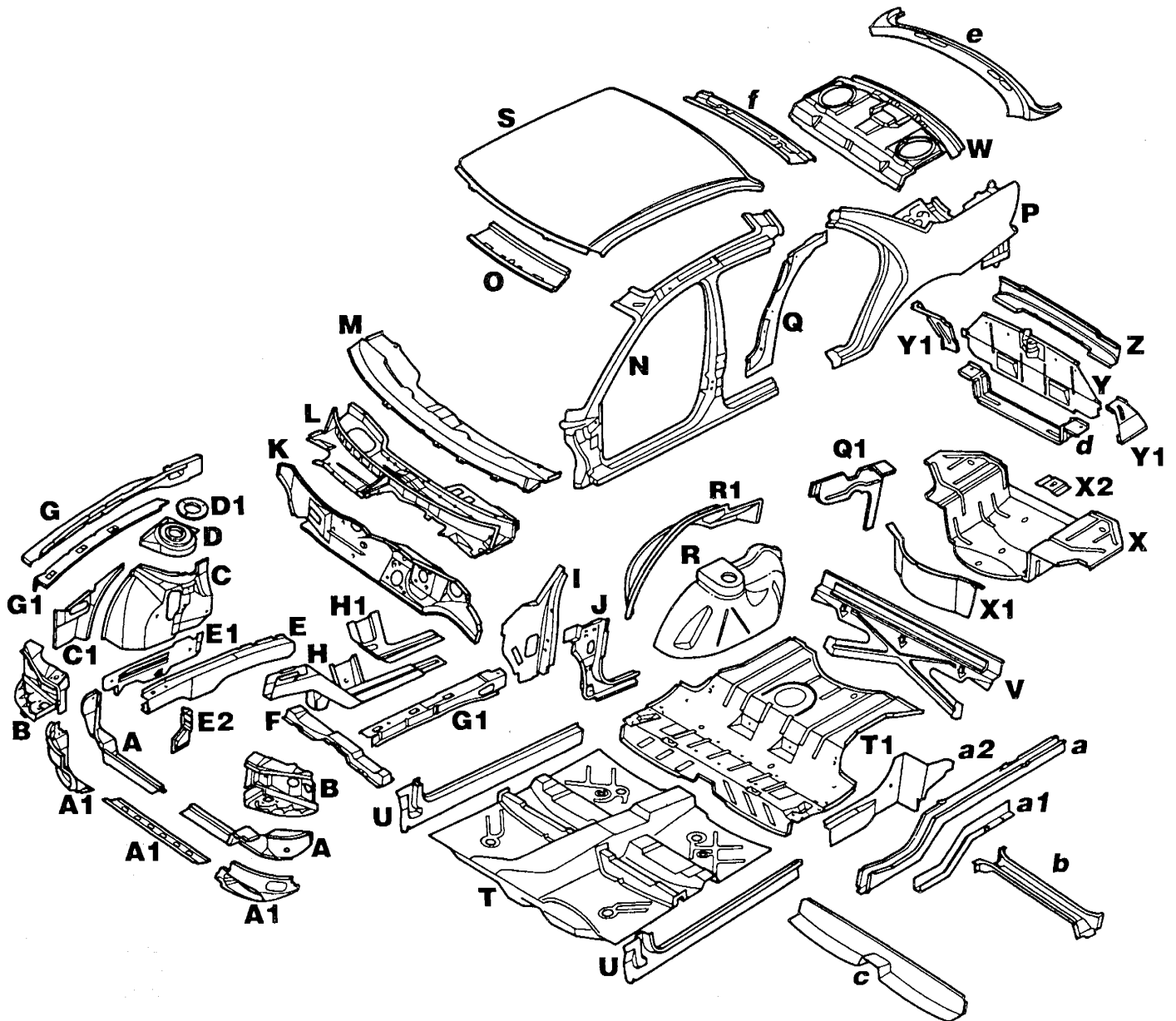
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Body Construction Characteristics

BODY COMPONENTS — 1993 CONCORDE, NEW YORKER, LHS, INTREPID, AND VISION VEHICLES





BODY PANELS ILLUSTRATED

- A** Lower Radiator Crossmember Top RH
- A** Lower Radiator Crossmember Top LH
- A1** Lower Radiator Crossmember Bottom RH
- A1** Lower Radiator Crossmember Bottom Center
- A1** Lower Radiator Crossmember Bottom LH
- B** Headlamp Mounting Panel
- C** Front Suspension Strut Mounting Panel
- C1** Front Fender Shield
- D** Front Suspension Strut Mounting Panel
- D1** Front Suspension Strut Mounting Plate
- E** Front Side Rail (Lower)
- E1** Front Side Rail Reinforcement (Lower)
- E2** Headlamp Panel Reinforcement
- F** Steering Gear Crossmember
- G** Upper Load Path Beam (Inner)
- G1** Upper Load Path Beam (Outer)
- H** Front Floor Pan Rail
- H1** Front Floor Pan Rail Cap
- I** Cowl Side Panel
- J** Front Door Hinge Reinforcement
- K** Dash Panel
- L** Cowl Plenum Lower Panel
- M** Cowl Plenum Upper Panel
- N** Door Opening Aperture
- O** Windshield Opening Header
- P** Outer Quarter Panel
- Q** Lower Front Inner Quarter Panel
- Q1** Inner Quarter Panel
- R** Rear Wheel House Inner Panel
- R1** Rear Wheelhouse Outer Panel
- S** Outer Roof Panel
- T** Front Floor Pan
- T1** Center Floor Pan
- U** Side Inner Sill Panel
- V** Rear Suspension Strut Mount Crossmember
- W** Shelf Panel
- X** Rear Floor Pan
- X1** Spare Tire Closure Panel
- X2** Spare Tire Hold Down Bracket
- Y** Deck Opening Lower Panel
- Y1** Rear Floor Pan Outer Extension Panel
- Z** Deck Opening Outer Reinforcement Panel

BODY PANELS ILLUSTRATED (CONT'D)

- a** Rear Rail
- a1** Rear Rail Reinforcement
- a2** Inner Rear Sill Extension Assembly
- b** Center Floor Rear Suspension Crossmember
- c** Center Floor Extension
- d** Rear Floor Pan Extension
- e** Shelf Panel Reinforcement
- f** Rear Window Opening Header

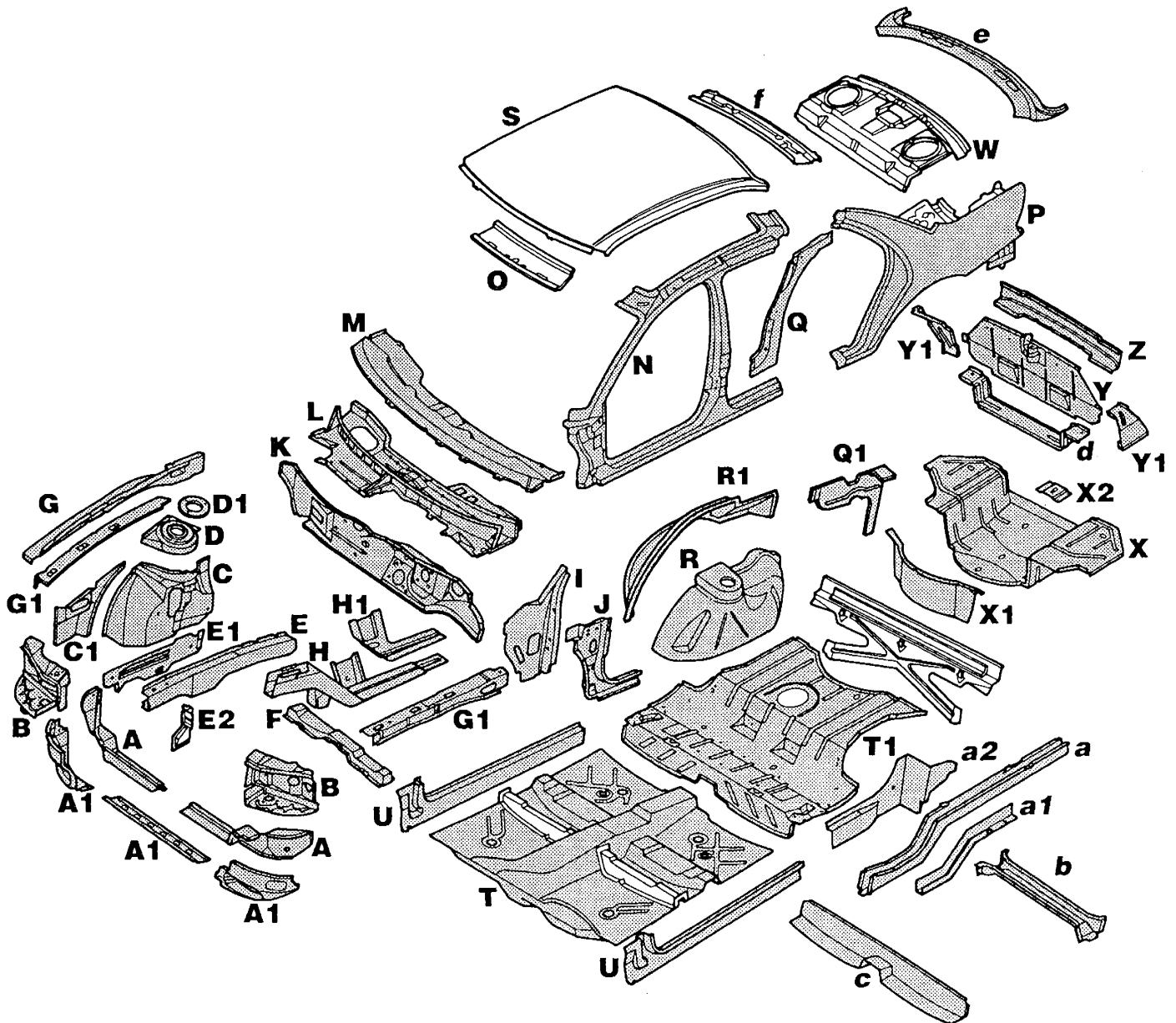
Parts Not Illustrated (Partial List):

- Front Side Rail Bumper Reinforcement
- Frame Rail Engine Mount Reinforcement
- Outer Windshield Pillar
- Outer Windshield Post
- Center Pillar Repair Panel
- Rear Inner Upper Quarter Panel
- Gas Filler Door Reinforcement
- Upper Quarter Extension Panel
- Quarter Panel Lower Extension
- Quarter Panel Extension
- Upper Rear Quarter Panel Filler
- Deck Opening Trough
- Rear Window Opening Inner Panel
- Upper Quarter Panel Inner Reinforcement
- Rear Rail Extension Flange
- Center Floor Pan Rear Support Assembly
- Tension Strut Mounting Bracket
- Quarter Panel Extension Filler
- Rear Rail Extension



Body Construction Characteristics

CORROSION PROTECTION — 1993 CONCORDE, NEW YORKER, LHS, INTREPID, AND VISION VEHICLES



2 Sided GALVANNEALED



The following measures have been implemented in order to provide maximum corrosion prevention and protection.

1. The use of galvanized coatings throughout the body structure.
2. Cationic electrode position undercoating is used on the complete body in almost all instances.
3. Body sealing.
4. Stone-chipping resistant primer application.
5. Underbody corrosion prevention.

Definitions of Coated Steels:

Two-Sided Galvanized MS 6000-44VA — Represents a two-sided zinc-iron coated high strength steel in which the coating is fully alloyed with the sheet or strip surface.

Two-Sided Galvanized MS 6000-44BA — Represents a two-sided zinc-iron coated steel in which the coating is fully alloyed with the sheet or strip surface.

Two-Sided Galvanized MS 6000-44VA-050-XF — Represents two-sided differential zinc/zinc-iron coated high strength steel in which the coating is fully alloyed with the sheet or strip surface. Exposed surface finish is non-critical in appearance.

Two-Sided Galvanized 6000-44A — Represents a two-sided zinc coated steel in which the coating is fully alloyed with the sheet or strip surface.

Two-Sided Galvanized MS 6000-44AE — Represents a two-sided zinc-iron alloy coated steel in which the coating is fully alloyed with the sheet or strip surface. Surface finish is critical.

Two-Sided Galvanized MS 6000-44A-XF — Represents a differential zinc/zinc-iron coated steel in which the coating is fully alloyed to the sheet or strip.

PARTIAL LIST OF STEEL APPLICATIONS

Galvanized Steel

- * Hood — inner and outer panels
- * Deck lid — inner and outer panels
- Front floor pan
- Center floor pan
- Rear floor pan
- Spare tire closure panel
- Front side rail
- Front floor pan rail
- Steering gear crossmember
- Upper load path beam
- Front strut mounting panel
- Front fender shield
- Headlamp mounting panel
- Lower radiator mounting crossmember
- * Upper radiator mounting crossmember
- Body side sill inner panel
- Body side aperture panel
- Rear quarter panel
- Rear side panel
- Rear wheelhouse - inner
- Rear wheelhouse - outer
- * Front door - inner panel
- * Front door - outer panel
- * Rear door - inner panel
- * Rear door - outer panel

* Not shown in illustration



Body Construction Characteristics

HIGH STRENGTH STEELS (HSS)

High tensile steel strengthened by solid solution has been used for the parts listed below.

The tensile strength of these high strength steel panels is much greater than the tensile strength of mild steel, nevertheless body work (sheet metal work, painting, etc.) can be performed by using the same procedures as those for mild steels.

**DO NOT HEAT ANY OF THESE
STEELS OVER 700°F.**

1993 CONCORDE, NEW YORKER, LHS, INTREPID AND VISION BODY HSS

Part Description	Material Specifications
Front Side Rail	MS-6000-44VA-050XF
Front Side Rail Reinforcement	MS-6000-44VA
Front Floor Pan Rail & Reinforcement	MS-6000-44VA
Steering Gear Crossmember	MS-6000-44VA
Steering Gear Crossmember — Center Reinforcement	MS-6000-44A
Steering Gear Crossmember — Right & Left Reinforcement	MS-6000-44VA
Cowl Side Panel	MS-6000-44A
Upper Load Path Beam Extension — Inner	MS-6000-44VA
Upper Load Path Beam — Inner	MS-6000-44VA-045SK
Upper Load Path Beam Reinforcement — Outer	MS-6000-44VA
Upper Load Path Beam — Outer	MS-6000-44VA
Front Suspension Strut Mounting Panel	MS-6000-44VA
Front Strut Mounting Panel Cap	MS-6000-44VA
Front Strut Mounting Plate	MS-6000-44VA
Front Fender Shield Panel	MS-6000-44VA
Headlamp Mounting Panel	MS-6000-44A
Lower Radiator Mounting Crossmember — Bottom Center	MS-6000-44A
Lower Radiator Mounting Crossmember — Bottom Outer Right, Left	MS-6000-44A
Lower Radiator Mounting Crossmember — Top Right, Left	MS-6000-44A-XF
Lower Radiator Mounting Crossmember — Top Right & Left Reinforcement	MS-6000-44A
Upper Radiator Mounting Crossmember — Top Inner & Outer	MS-6000-44A
Body Side Sill — Inner	MS-6000-44BA (037)
Front Door Hinge Pillar Reinforcement	MS-6000-44A
Front Door Hinge Pillar Reinforcement Lower	MS-6000-44A
Hood Panel — Inner	MS-6000-44A
Hood Panel — Outer	MS-6000-44AE
Front Floor Pan	MS-6000-44A
Front Floor Pan Tunnel Reinforcement	MS-6000-44A
Front Seat Mounting Crossmember — Rear	MS-6000-44A
Front Seat Mounting Crossmember — Front	MS-67
*Front Door Impact Bar	MS-264M
*Front Door Impact Bar Front Extension	MS-67
Impact Beam Plate	MS-264M
*Rear Door Impact Bar	MS-264-190SK
*Rear Door Impact Bar Front Extension	MS-67
Rear Door Striker Reinforcement	MS-6000-44A
Rear Shoulder Belt Mounting Reinforcement	MS-66

Body Construction Characteristics

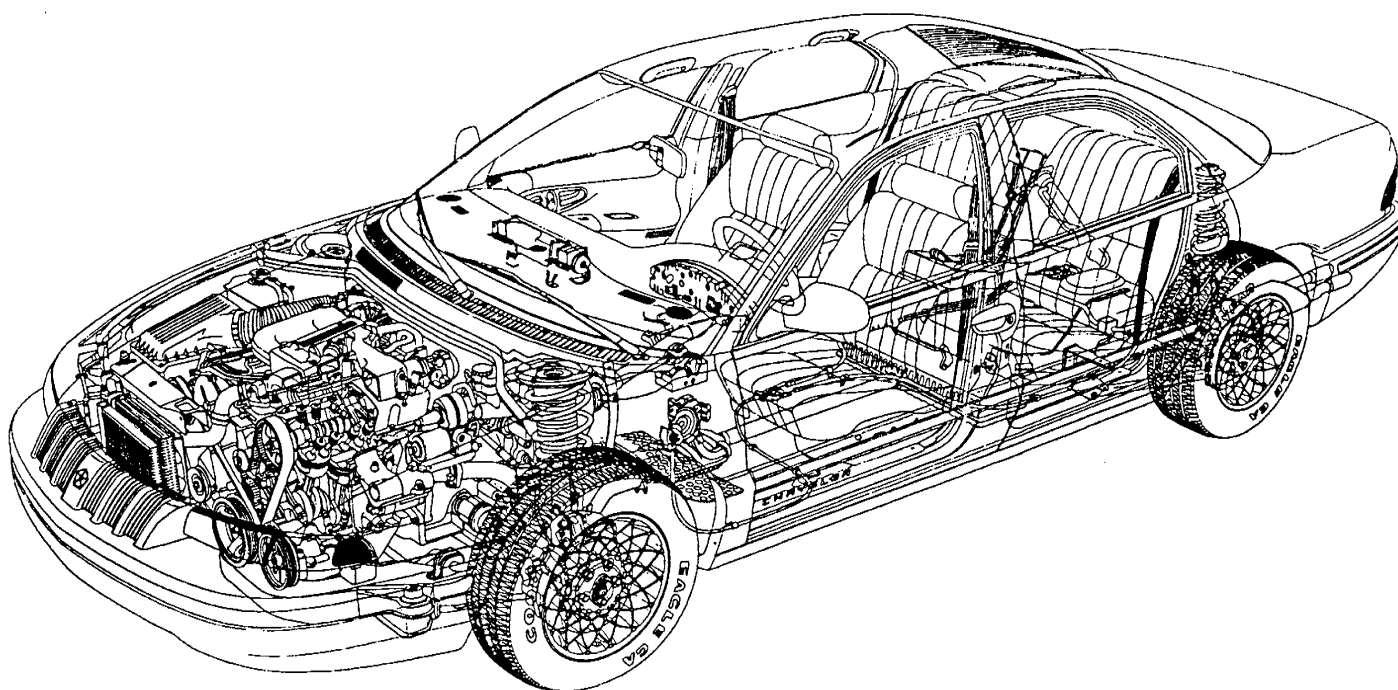


1993 CONCORDE, NEW YORKER, LHS, INTREPID AND VISION BODY HSS (CONTINUED)

Part Description	Material Specifications
Rear Rail	MS-6000-44VA-040XF
Rear Rail Reinforcement	MS-6000-44VA
Rear Stabilizer Bar Attaching Bracket	MS-6000-44A
Center Floor Rear Suspension Crossmember	MS-6000-44A
Rear Floor Pan	MS-6000-44A
Side Body Sill Inner Rear Extension	MS-6000-44A
Spare Tire Hold Down Reinforcement	MS-67
Deck Lid — Outer	MS-6000-44AE
Deck Lid — Inner	MS-6000-44A
*Front Bumper Reinforcing Beam	MS-264-190SK
*Rear Bumper Reinforcing Beam	MS-264-190SK
Rear Quarter Panel	MS-6000-44AE
Inner Wheelhouse	MS-6000-44A
Outer Wheelhouse	MS-6000-44A
Windshield Frame Inner Panel	MS-264-50-XK
Windshield Frame Outer Panel	MS-6000-44AE

Note: When not sure of steel materials, always treat as high strength steel.

*All door impact bars and bumper impact bars are ultra high strength steel and should not be heated or straightened if damaged.



1993 CONCORDE CUTAWAY



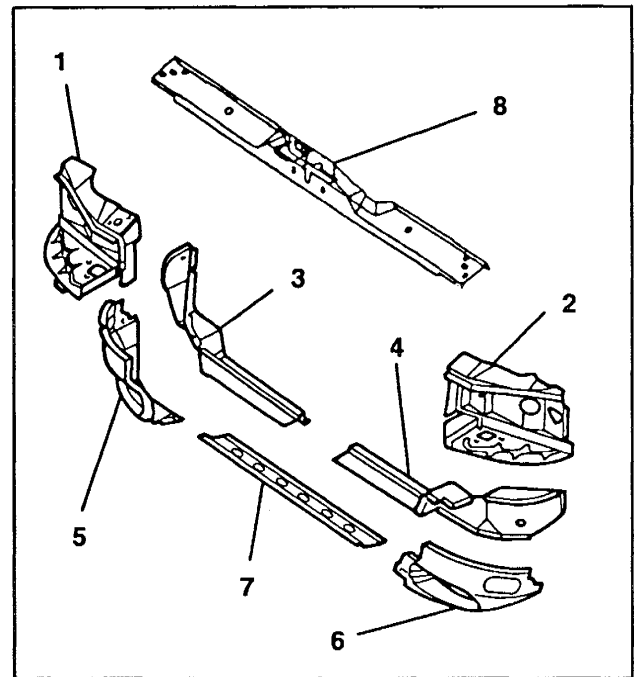
Body Construction Characteristics

FRONT BODY

HEADLAMP AND RADIATOR SUPPORTS

All components of the headlamp and radiator supports are available for replacement separately. All panels are welded together with the exception of the upper radiator crossmember which is bolted.

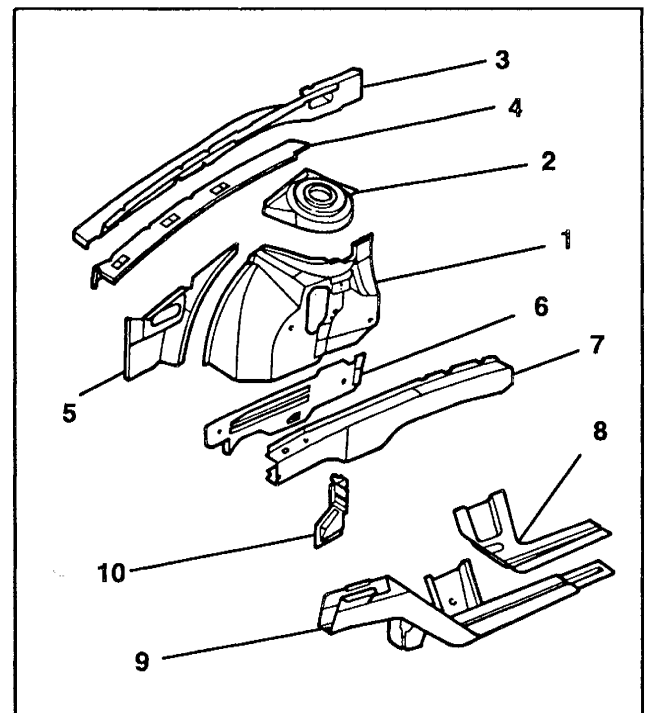
1. Headlamp mounting panel RH
2. Headlamp mounting panel LH
3. Lower radiator mounting crossmember top RH
4. Lower radiator mounting crossmember top LH
5. Lower radiator mounting crossmember lower RH
6. Lower radiator mounting crossmember lower LH
7. Lower radiator mounting crossmember lower center
8. Upper radiator mounting crossmember (not welded)



FRONT STRUT TOWER AND SIDE RAILS

All components of the strut towers and upper and lower frame rails are serviced separately.

1. Front strut mounting panel
2. Front strut mounting panel cap
3. Upper load path inner beam
4. Upper load path outer beam
5. Front fender shield
6. Front side rail reinforcement
7. Front side rail
8. Front floor pan rail cap
9. Front floor pan rail
10. Headlamp reinforcement to front rail support



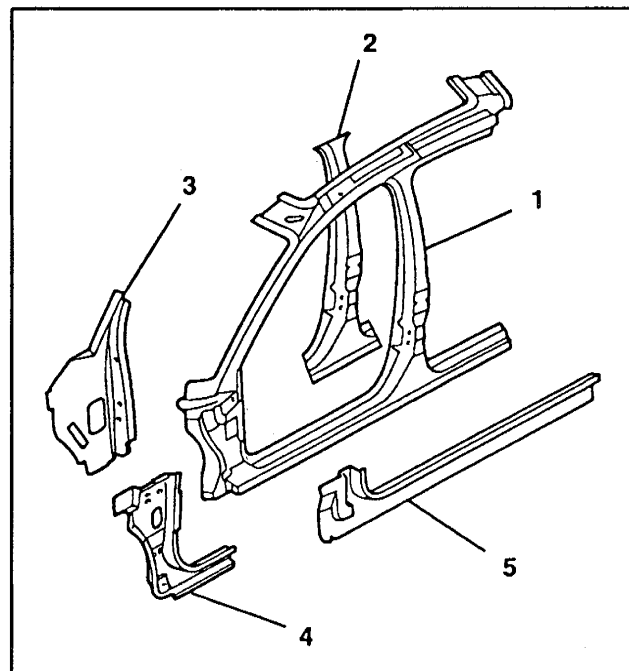


SIDE BODY

FRONT DOOR OPENING

The side body construction is made up of separate panels. When welded together they form the front and rear door openings.

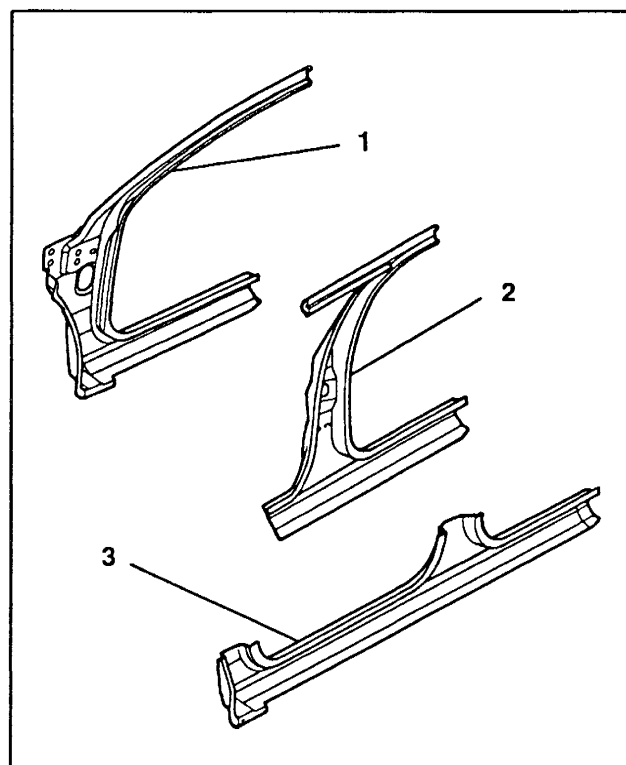
1. Door opening aperture (not serviced as a complete unit)
2. Center pillar inner reinforcement panel
3. Cowl side panel
4. Front door hinge reinforcement panel
5. Inner sill panel



DOOR OPENINGS

The side body opening structure is available in three separate pieces for repair purposes.

1. Front door A-pillar and sill panel
2. B-pillar and sill
3. Side sill outer panel



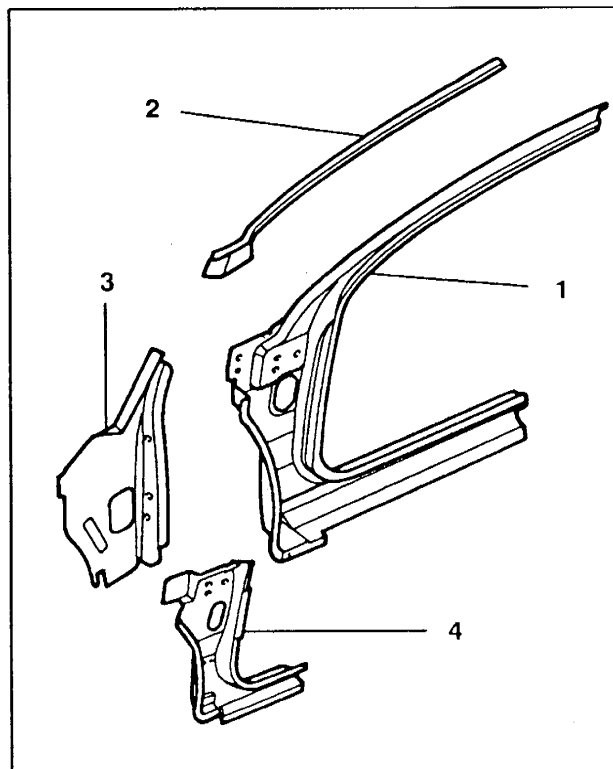


Body Construction Characteristics

FRONT PILLAR

Replacement parts are available in sub-assembly form.

1. A-pillar and sill panel
2. Windshield frame inner panel
3. Cowl side panel
4. Front door hinge reinforcement panel



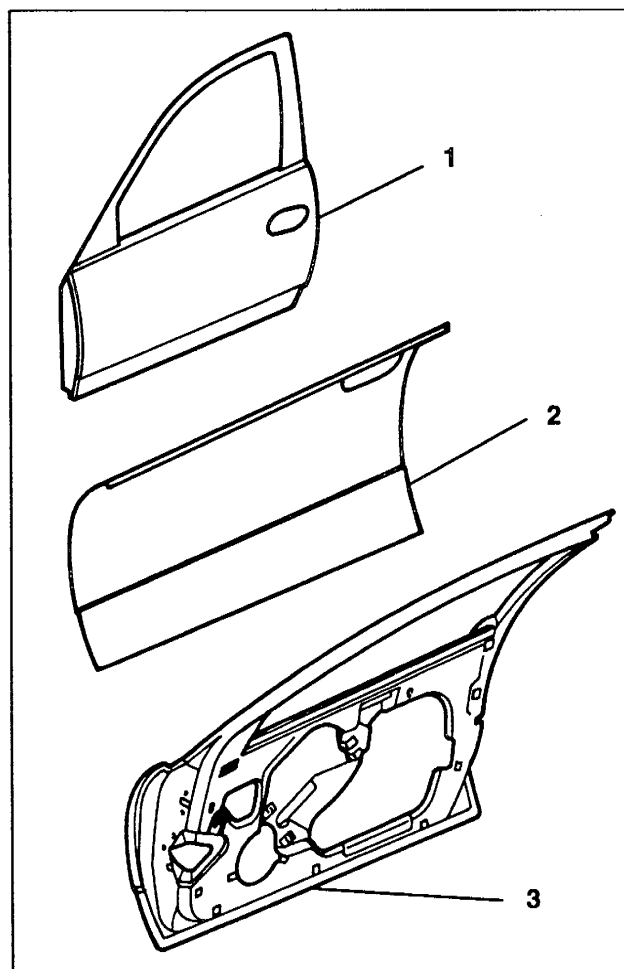
FRONT DOOR

The front door is available as a complete shell assembly or also an outer skin panel is available. The door skin is attached to the inner shell structure with adhesive and by crimping the edges of the skin over the shell.

1. Door shell assembly (LH shown)
2. Door outer skin panel (RH shown)
- *3. Door inner shell assembly (RH shown)

* (Not serviced separately)

* Rear doors typical

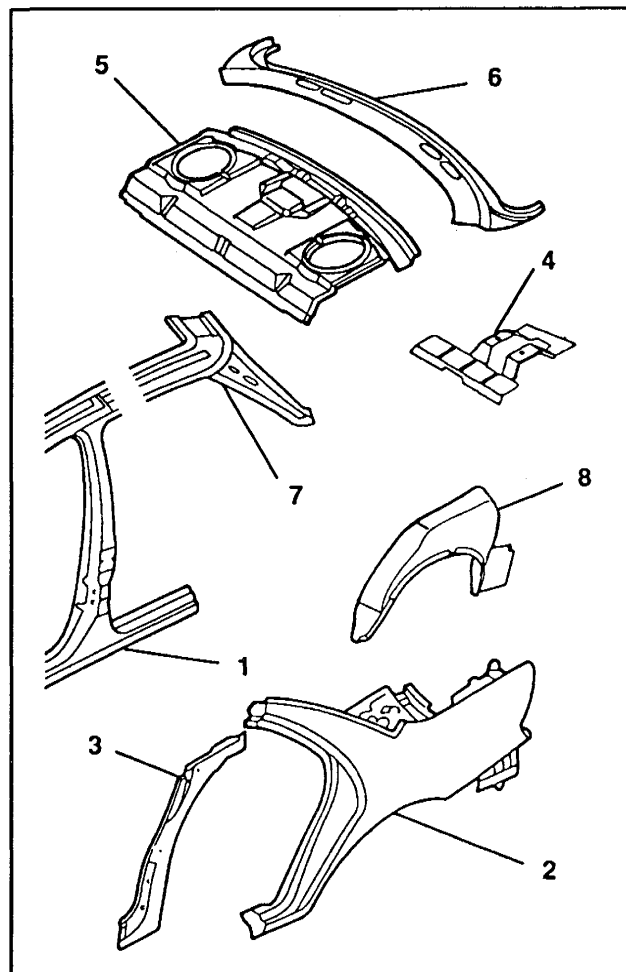




SIDE BODY

The rear door opening and side body is made up from several components. All are serviced separately with the exception of the rear shelf panel.

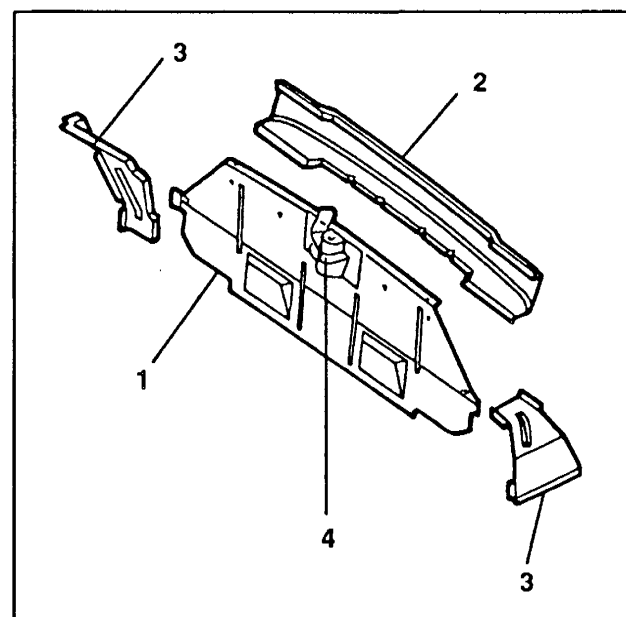
1. B-pillar and sill
2. Quarter panel
3. Quarter panel lower front reinforcement
4. Shelf extension reinforcement
5. Rear shelf panel (not serviced separately)
6. Rear shelf panel reinforcement
7. Quarter inner upper panel
8. Outer wheelhouse panel



REAR BODY

The rear body tail panel components are serviced as a complete assembly except as noted below.

1. Deck opening lower panel
* (Not serviced separately)
2. Deck opening outer reinforcement
3. Rear floor pan outer extensions
* (Not serviced separately)
4. Deck lid latch striker

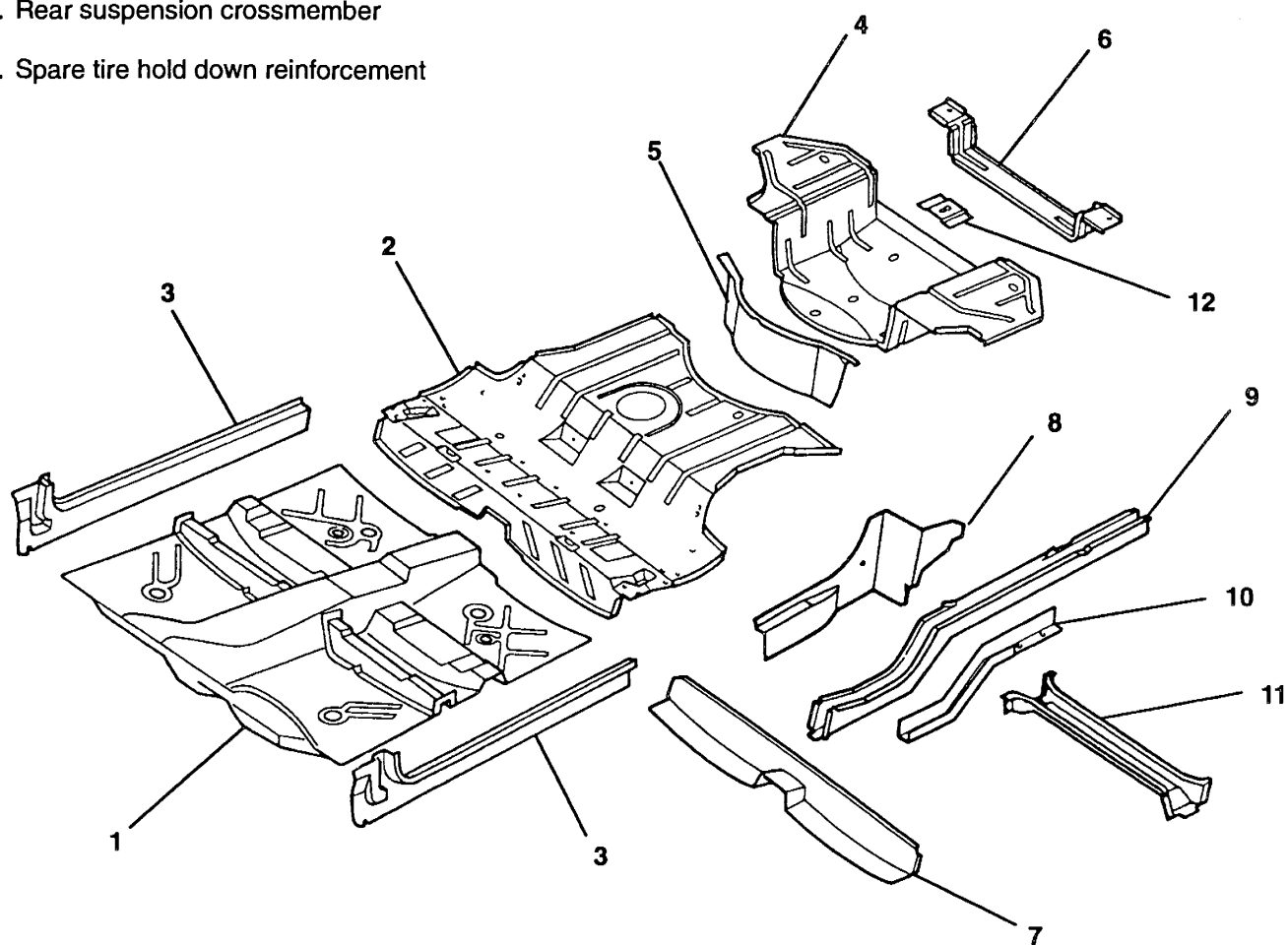




Body Construction Characteristics

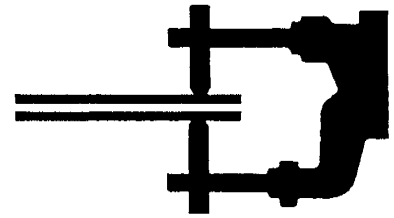
The front, rear and spare tire enclosure floor pans along with the rear frame rails, side sill panels and crossmember make up the main underbody of the vehicle. All components are serviced separately.

1. Front floor pan
2. Center floor pan
3. Side sill inner panel
4. Rear floor pan
5. Spare tire front enclosure
6. Rear floor pan extension
7. Center floor pan crossmember
8. Rear side sill inner extension panel
9. Rear frame rail
10. Rear frame rail reinforcement
11. Rear suspension crossmember
12. Spare tire hold down reinforcement



WELDED PANEL REPLACEMENT

*Chrysler Concorde · New Yorker · LHS
Dodge Intrepid · Eagle Vision*



The basic parts of the body structure are the welded outer panels. Herein is a brief description of the placement of some of these panels.

NOTE: To insure the strongest, most durable and cleanest welds possible, do testing before and during all weld procedures. Always follow American Weld Society specifications and procedures.

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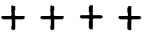

Explanation of Contents

EXPLANATION OF MANUAL CONTENTS

The major construction of a unibody automobile are welded panels and parts. Here are some examples for replacement of these parts.

Symbols

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

		
Rough cutting of panel to be replaced	MIG Plug Weld	MIG Arc Welding

1 3 2 4
Continuous Stitch MIG Weld

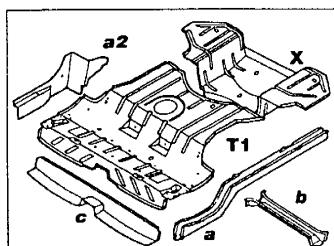
Alternate stitch welds until you have a continuous MIG weld.

NOTE

Although spot welds are the nuts and bolts of the unibody vehicle, they will not be used as a repair symbol because of the lack of proper spot weld equipment in most shops.

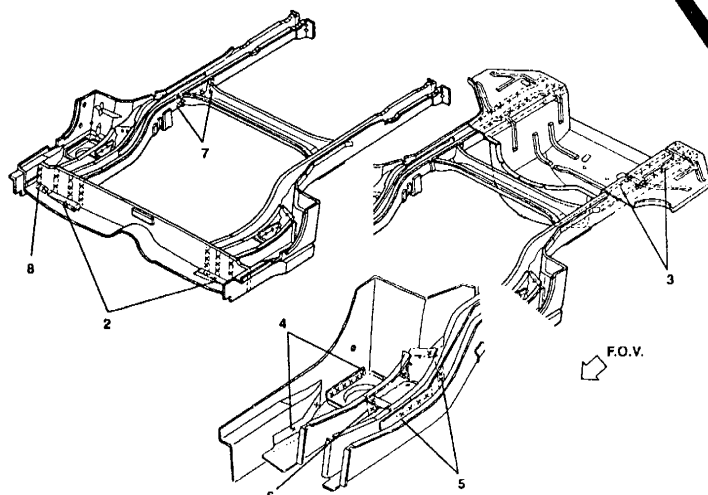


Rear Side Rail Assembly



No.	Welded parts	F	R
1	a + Rear Rail Extension Flange	7	P7
2	a + c	8	P8
3	a + X	16	P16
4	a2 + Center Floor Pan Rear Support Assembly	8	P8
5	a + Tension Strut Mounting Bracket	8	P8

No.	Welded parts	F	R
6	Tension Strut Mounting Bracket + Center Floor Pan Rear Support Assembly	10	P10
7	a + b	8	P8
8	a2 + c	2	P2
9	a + T1	30	P30
10	T1 + a2	4	P4



"F" indicates the number of factory welds to be separated.

"R" indicates the number of welds to be made and the method to be used when making repairs.

If only a number is listed under the "F" it indicates that the method used at the factory was a spot weld; for all other methods, both the welding method and the number of welds will be indicated. For example, "F2, RP2" indicates that the 2 spot welds made at the factory should be replaced by 2 plug welds if repairs are made.

The welded components are indicated by using the designations given in the illustration below: For example, "a + b" indicates that component a and component b shown in the top illustration are welded together.

Explanation of Contents



NOTE

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

NOTE: For weld specifications contact:

American Welding Society
550 Northwest Le Jeune Rd.
P.O. Box 351040
Miami, Florida 33135
Phone: (305) 443-9353

Points which require particular attention during welded panel replacement work.

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

The panel installation instructions and accompanying illustrations are given in the order in which the work is to be performed.

In order to keep the instructions brief and simple, obvious work procedures (such as removal of a panel after it has been cut) have been omitted where possible.

Rear Side Rail Assembly



NOTES WITH REGARD TO REPAIR WORK

- Because of the difficulty in the removal of these parts, take special care not to damage any adjacent parts.
- Remove fuel tank and cap open fuel lines.
- Remove all flammable materials from passenger compartment, rear seat area and from trunk area.

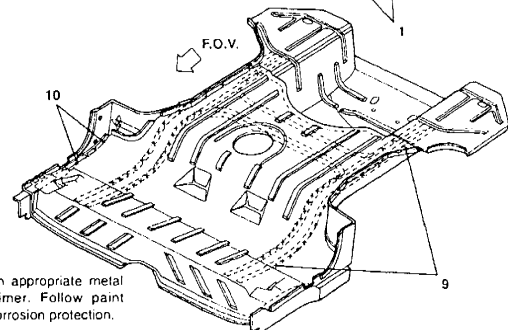
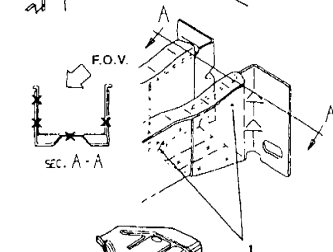
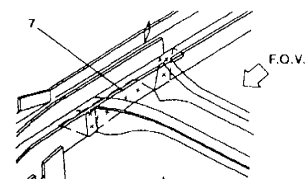
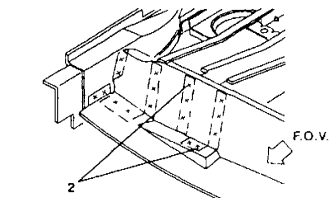
REMOVAL

1. Drill 1/8" hole in the center of each spot weld to be used as a guide.
2. Use a 5/16-3/8 hole saw to cut all spot welds.
3. Use an air chisel to remove side rail.

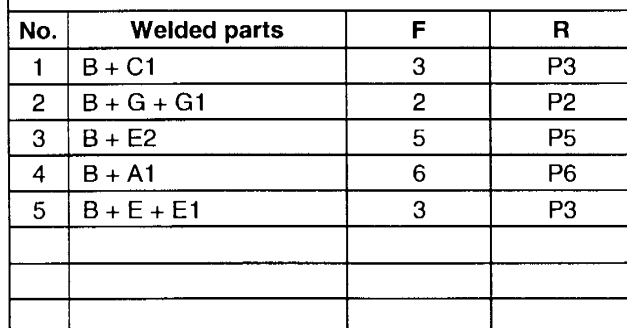
Note: Do not damage any other panels during removal process.

INSTALLATION

1. Temporarily mount the new rear side rail to the body.
2. Measure each part and make corrections necessary to obtain perfect agreement with the other parts involved.
3. Apply adhesive before rail installation.
4. Plug weld the new side member, making sure it is at least as strong as original.



Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

[illegible]



NOTES WITH REGARD TO REPAIR WORK

- The headlamp support panel is serviced as a partial assembly.
- Left and right sides are serviced in the same manner.

REMOVAL

1. Carefully cut all spot welds and use care not to damage any other panel.
2. Separate all spot welds.
3. Remove old panel and clean remaining panels.

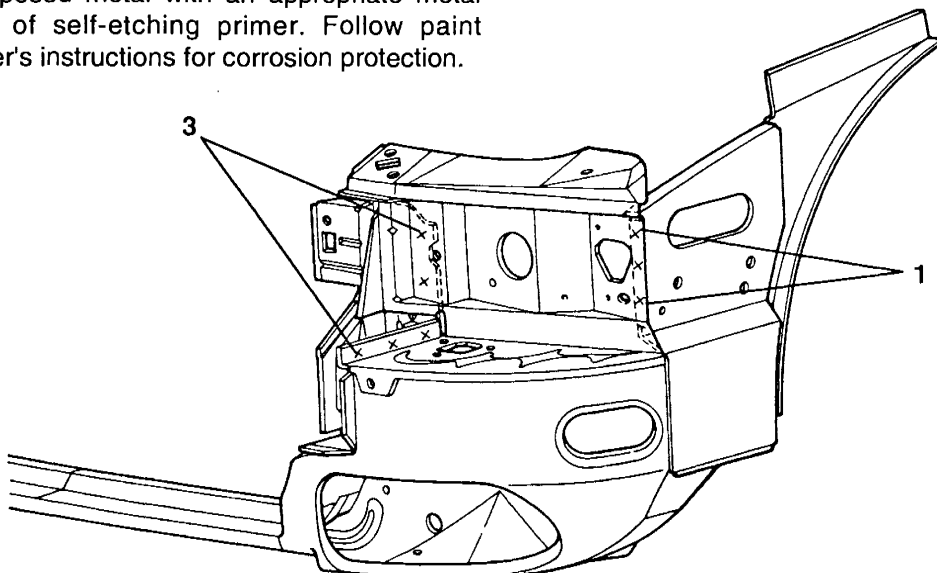
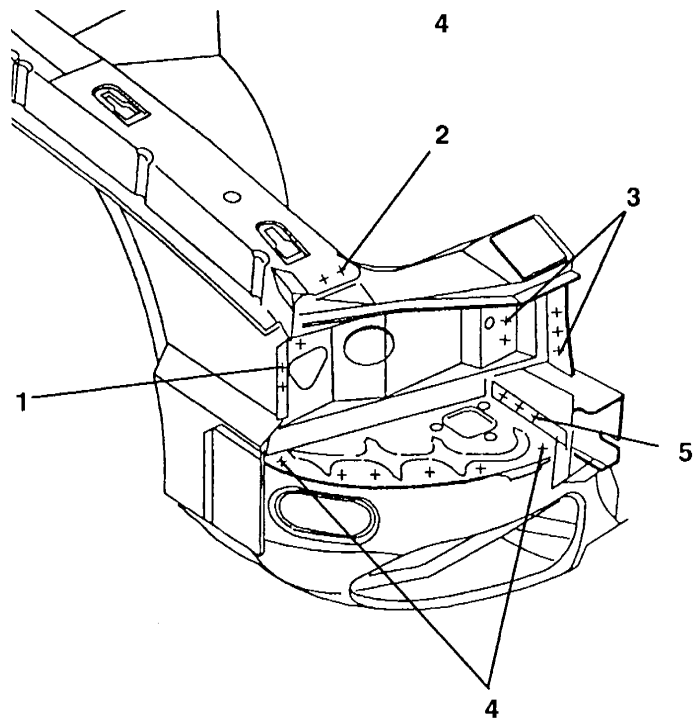
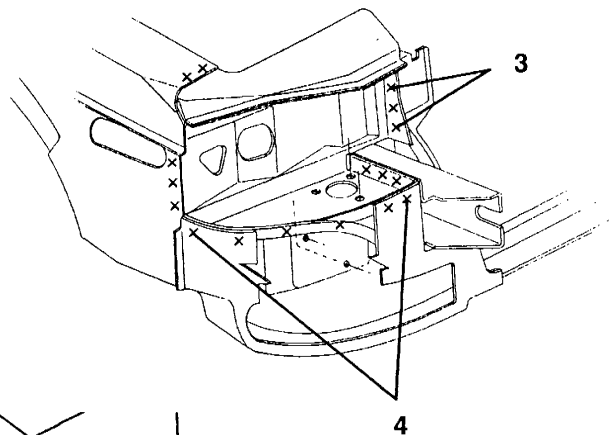
Caution:

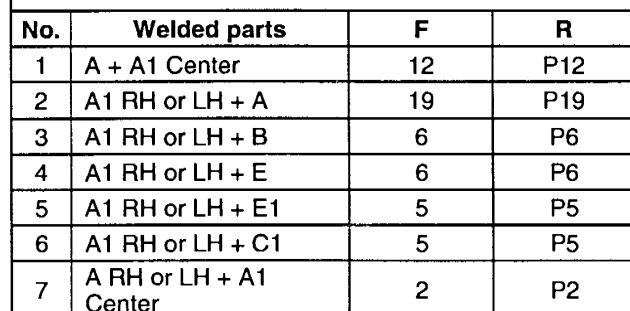
- Do not cut at a location where there is a weld bead or a welded nut.

INSTALLATION

1. Measure the upper and lower parts of the headlamp supports and mark them according to your measurements.
2. Temporarily mount new panel.
3. Check all measurements and alignments.
4. Do the plug welding work.
5. Spray anti-corrosion agent over repair area (inside and out).

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

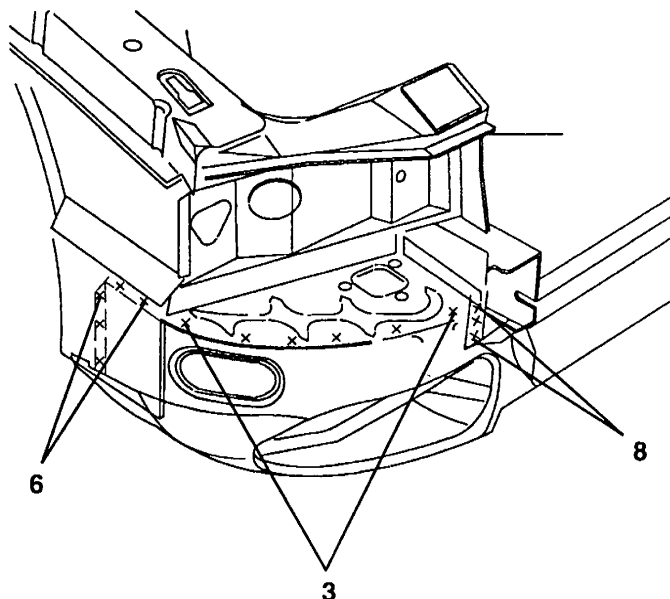


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NOTES WITH REGARD TO REPAIR WORK

- Because the headlamps support panel, front side rail, splash shield, load beam and other parts are mounted to the lower radiator crossmember, be sure to make careful measurements and maintain the correct dimensions when doing the repairs.
- For points which have no specific instructions with regard to measurements in "Body Dimensions," determine two points on the radiator support which are positioned symmetrically, and then confirm that the distances from the body center point to the left point and to the right point are the same.
- The radiator crossmember is serviced with five separate pieces. Each one can be replaced separately.



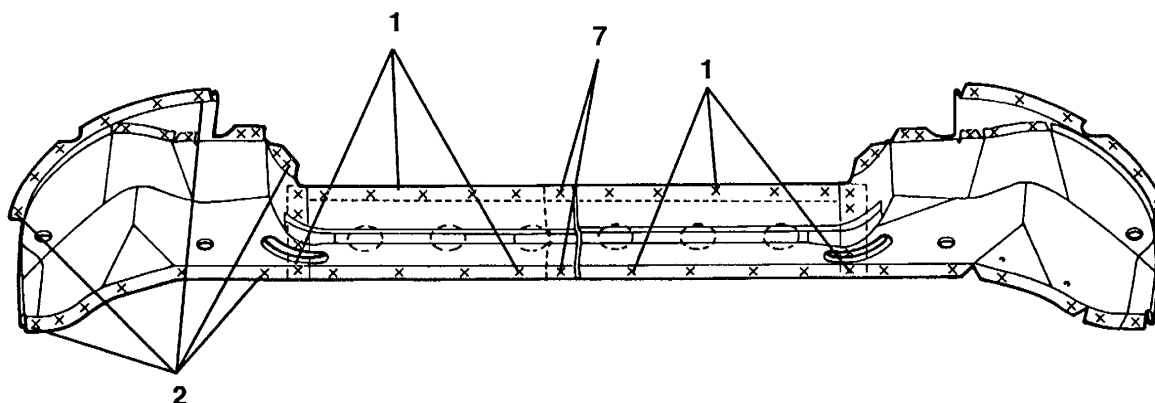
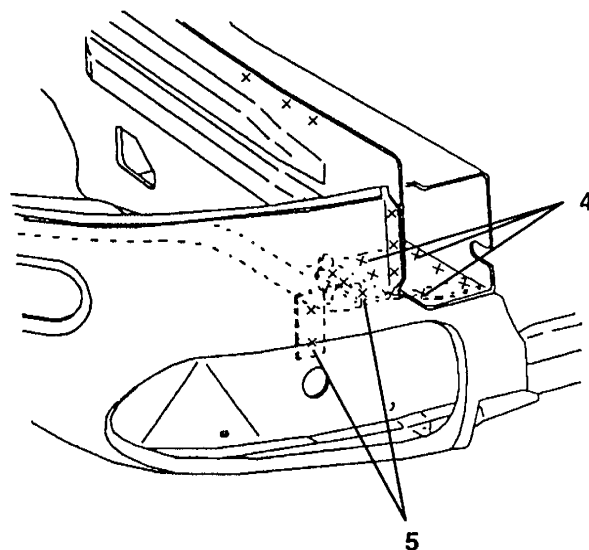
REMOVAL

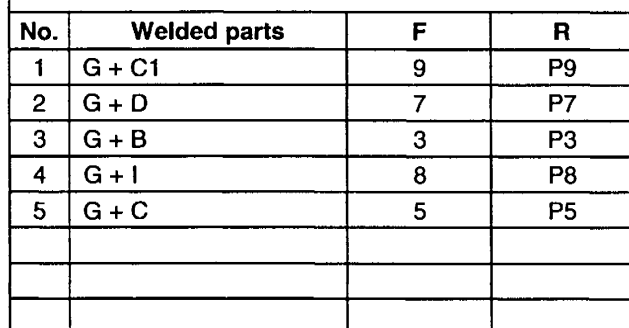
1. Cut spot welds on section being removed. Use care not to damage other panels.
2. Separate panels and remove.

INSTALLATION

1. Temporarily mount the new lower radiator support panel(s) onto the body.
2. Measure each part and make any corrections necessary to obtain agreement with the proper body dimensions.
3. Do the plug welding.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



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NOTES WITH REGARD TO REPAIR WORK

- Before beginning panel removal, refer to upper load path beam outer panel for additional information.
- Use care when cutting spot welds near cowl area.

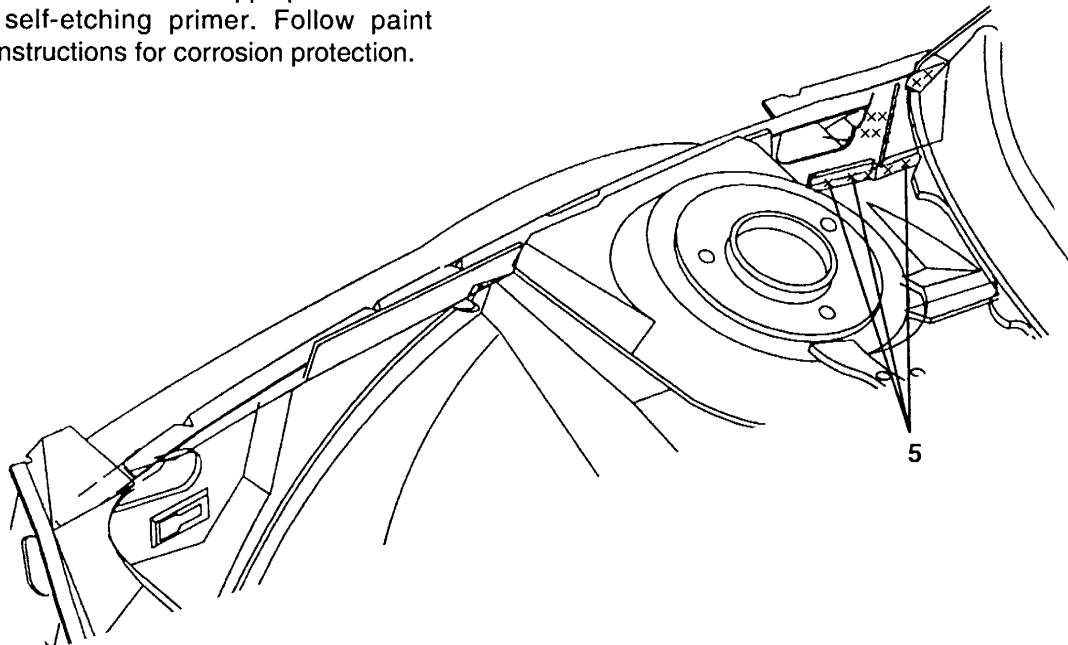
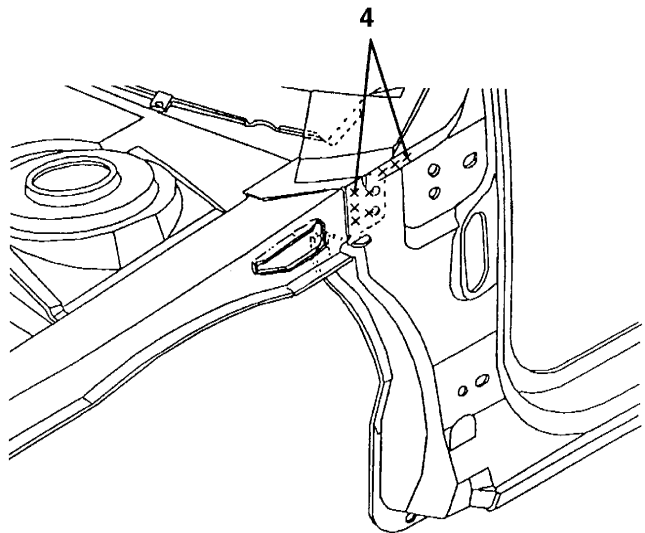
REMOVAL

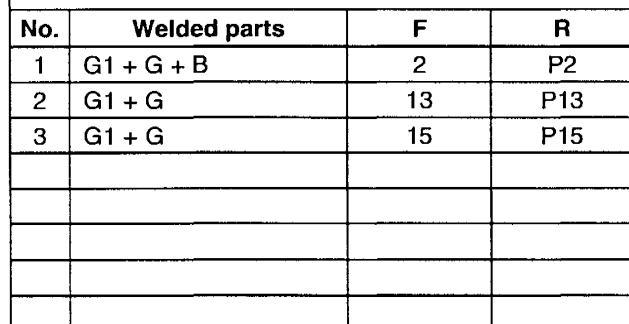
1. Use a spot weld cutter to remove welds on damaged panel.
2. Use removed panel as template for weld location on new panel.
3. Note location of sealers during panel removal.

INSTALLATION

1. Clean all attaching surfaces and prep for new panel installation.
2. Temporarily mount new panel and check fit and alignment.
3. Check all reference measurements.
4. Plug weld new panel in place.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

- The upper load path beam can be replaced without removing any other panels.
- For additional information refer to upper load path beam inner section.

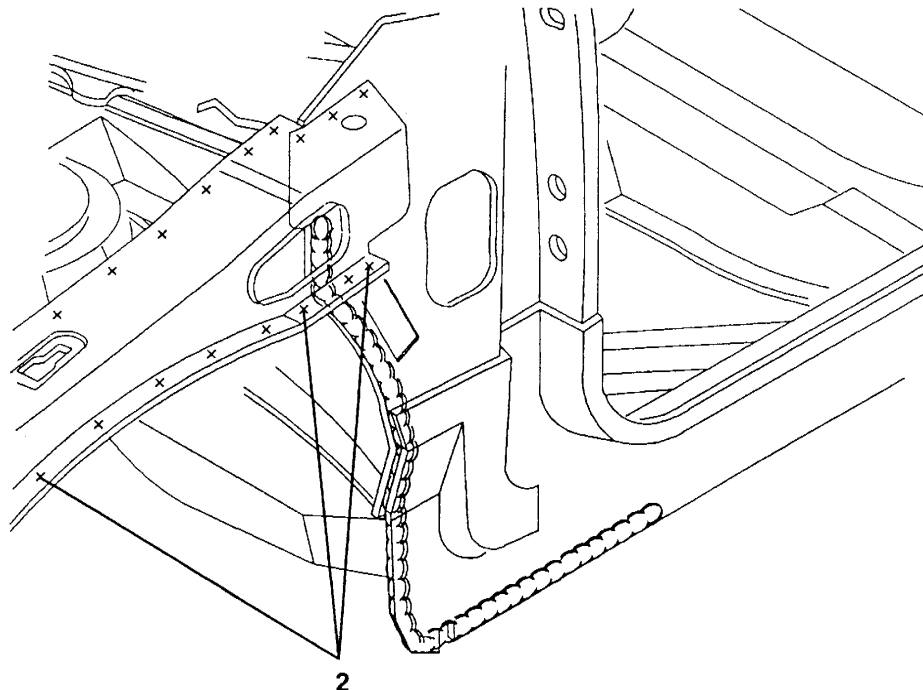
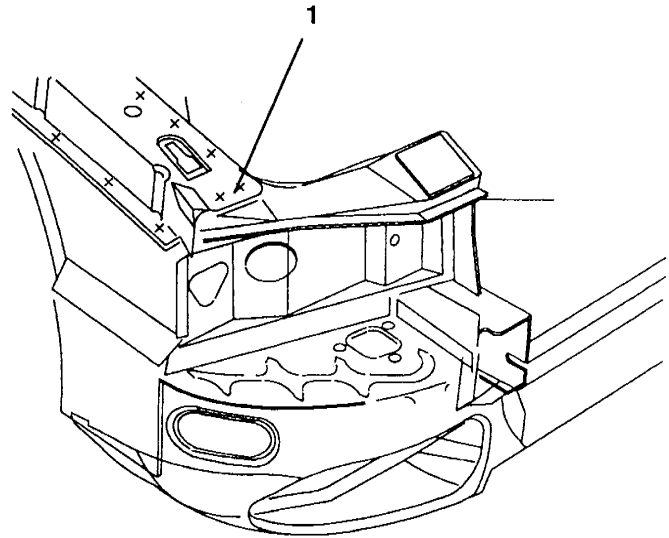
REMOVAL

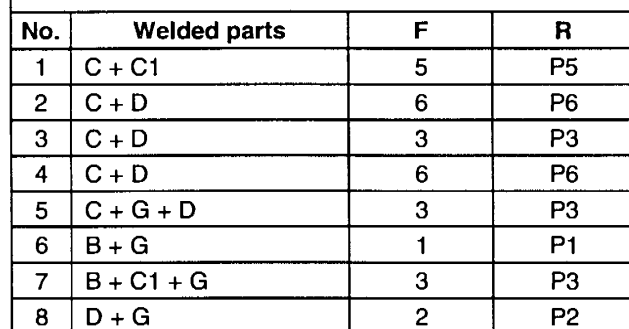
1. Use a spotweld cutter to remove old welds.
2. Clean attaching area on remaining panels.
3. Use removed panel as template for weld placement on new panel.

INSTALLATION

1. Transfer marks to new panel from old for weld locations.
2. Clamp new panel in place and check alignment and measurements.
3. Plug weld new panel.

Treat all exposed material with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.





The image contains two technical line drawings of a mechanical assembly, likely a camera or projector. The top drawing is a perspective view showing a main body with a circular lens or aperture at the top. Callout 1 points to a hinge mechanism on the left side. Callout 2 points to a top flange with four screws. The bottom drawing is a detailed view of the top flange and its attachment. Callout 3 points to the top flange. Callout 4 points to a curved bracket or support arm. Callout 5 points to a hinge or pivot point where the bracket meets the main body.



NOTES WITH REGARD TO REPAIR WORK

- Because the tower touches so many of the front structure parts, and determines accuracy of the alignment, it has to be perfect.

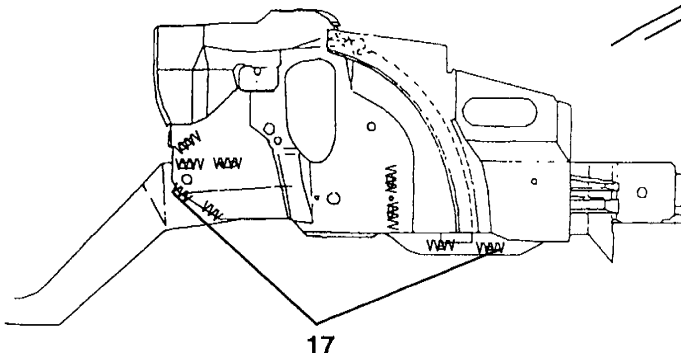
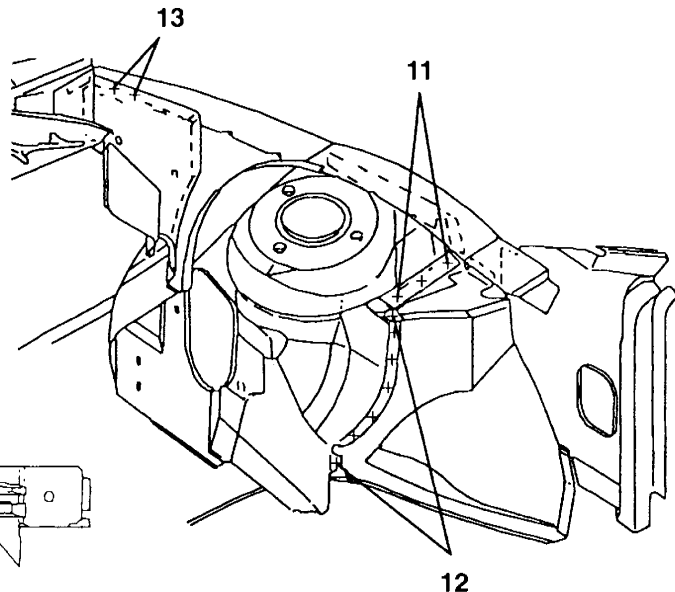
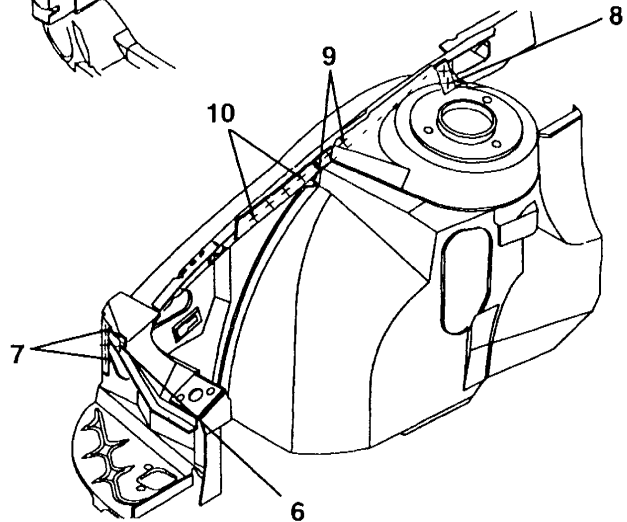
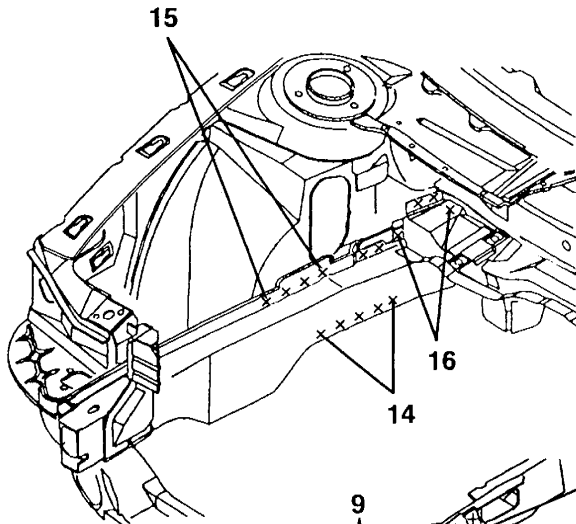
REMOVAL

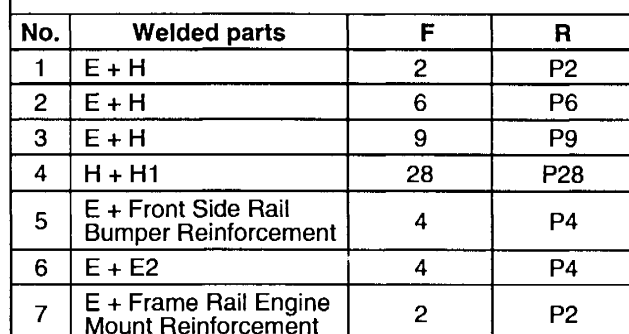
This panel can be difficult to get to; specialty tools such as tight corner drill motors with the 5/16 hole saw will help. A die grinder will be helpful and any other tool designed to get into tight places and cut accurately.

INSTALLATION

- Clean all connecting parts to make installation easier.
- If using a new tower, prepunch holes for plug welds.
- Make sure alignment is correct to the point of perfection.
- Plug weld the tower reinforcement into place.
- MIG stitch weld where previously MIG welded.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

- Because the motor and transmission as well as the front suspension assembly all mount to the front side rails, it is extremely important that the alignment, as well as the workmanship, are perfect when doing repair or replacement work in this area.

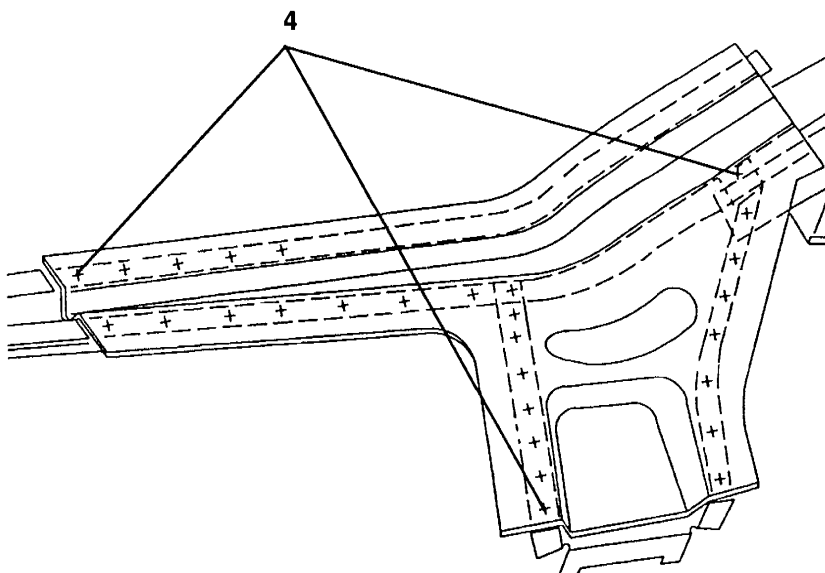
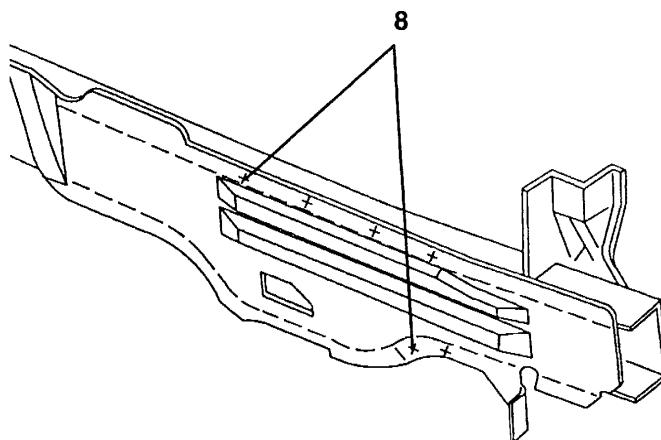
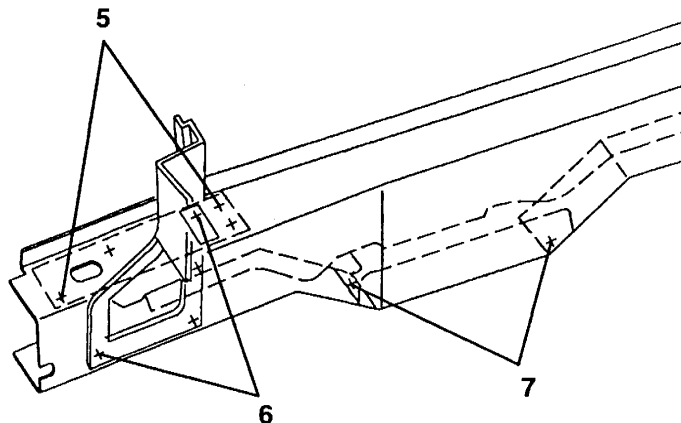
REMOVAL

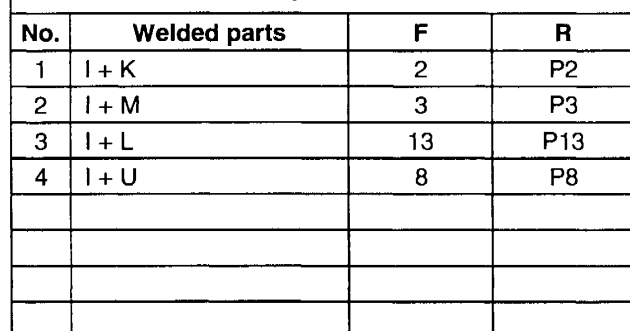
1. Cut the spot welds as cleanly as possible and then the MIG should be ground apart.
2. Refer to Strut Tower & Reinforcement section of this manual for MIG weld locations.
3. Clean and prep all surfaces to be welded later.

INSTALLATION

1. Temporarily mount the front side rail and make sure all adjoining panels line up. Don't estimate, make perfect measurements.
2. Use a tool to place 7/16" holes in the front side rail at the same place the spot welds were located in the old rail.
3. Refer to Strut Tower & Reinforcement section for MIG weld locations.
4. Do the plug welding, do the MIG welding.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]

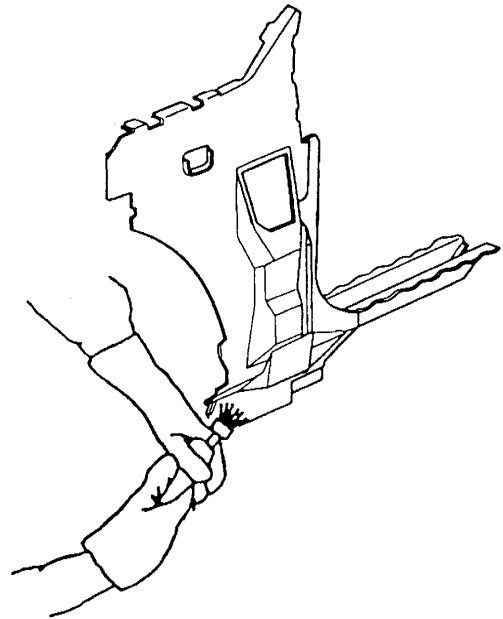


NOTES WITH REGARD TO REPAIR WORK

- The cowl side panel is one of the most difficult to replace because of the other panels that have to be removed before you can even get to it.

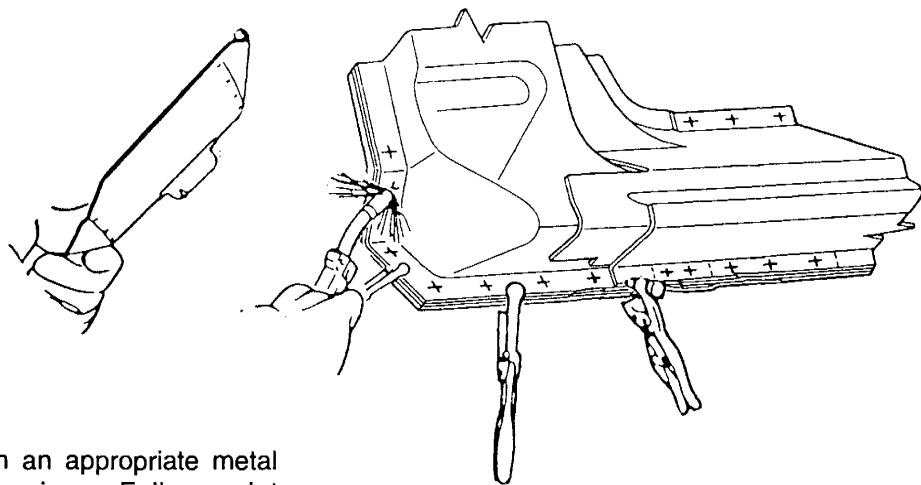
REMOVAL

1. We have already removed the front side aperture and the front hinge pillar. Now cut the remaining spot welds holding the cowl side panel in position.
2. Take the cowl side panel off, prepare the surfaces for the new panel.

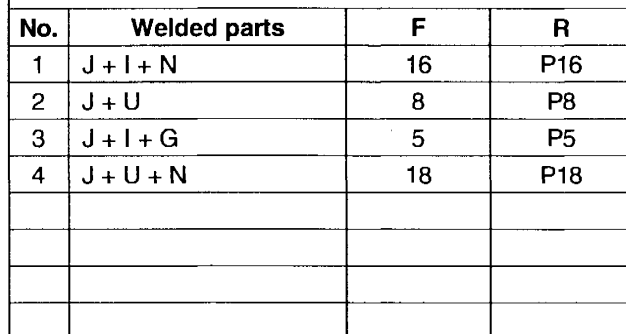


INSTALLATION

1. Check alignment with adjoining panels, double check alignment with adjoining panels.
2. Place your holes in the proper places so you can plug weld the cowl side panel into place.



Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

[illegible]



NOTES WITH REGARD TO REPAIR WORK

- This panel is serviced as part of a sub-assembly. You may want to do a section on this or these panels.

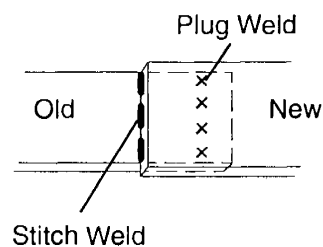
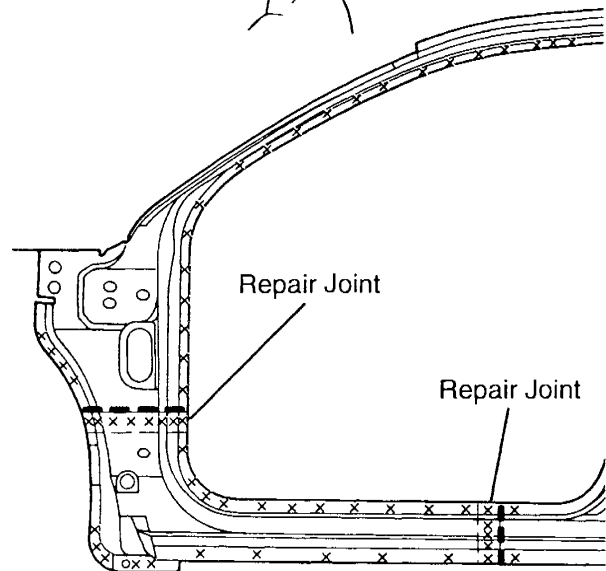
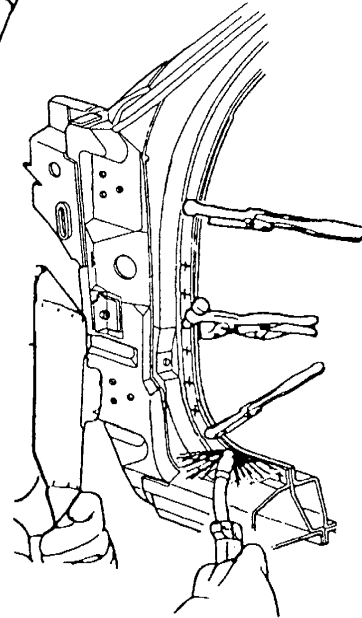
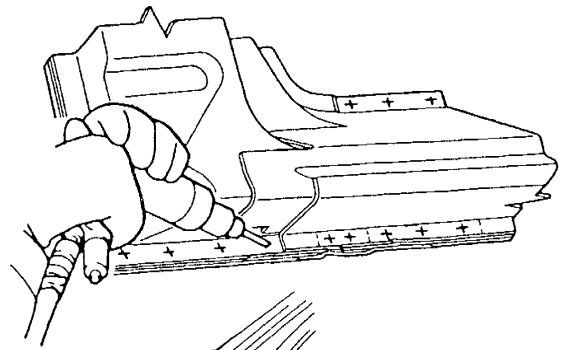
REMOVAL

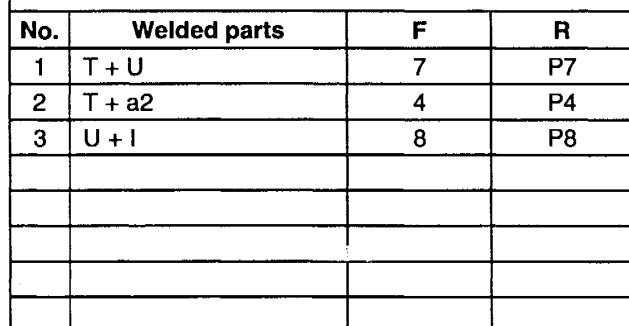
1. The way you intend to replace this panel will determine how you remove it as a single component or as a sub-assembly.
2. When cutting these welds be sure to cut them as cleanly as possible. This will make your cleanup work much easier.

INSTALLATION

1. If replacing as a sub-assembly, always overlap in areas where you can not weld at OEM welds. Use stitch welds to make a continuous MIG weld at the outer edge and plug welds to the inner panel from the outside.
2. After fitting your new panel and cutting the new holes for the plug welds, double check to be sure of alignment.
3. Plug and stitch weld your new panels into place.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

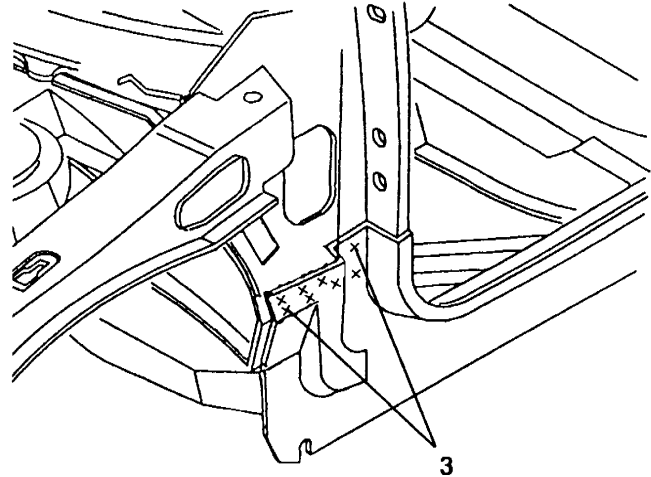


[illegible]



NOTES WITH REGARD TO REPAIR WORK

- If replacing only part of the panel, butt weld over solid structures such as sill reinforcements.



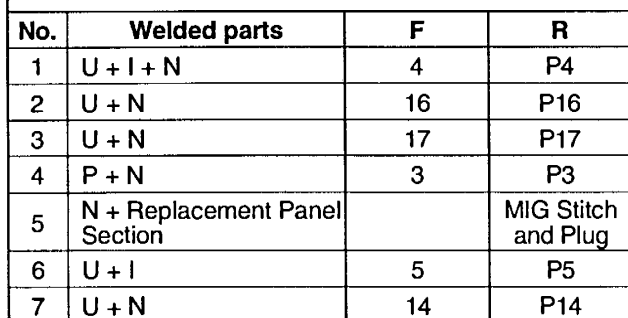
REMOVAL

1. Remove outer sill panel as outlined in outer side sill section.
2. The entire inner side sill panel can be replaced or it can be sectioned.
3. Remove spot welds with spot weld cutter. Clean and prepare panels for new panel installation.

INSTALLATION

1. Using the old inner sill panel as a template, mark plug weld locations on new inner sill panel.
2. Tack weld new sill in place. Recheck all measurements and alignments.
3. Plug weld panel in place.
4. Refer to outer side sill section to complete repair.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

[illegible]

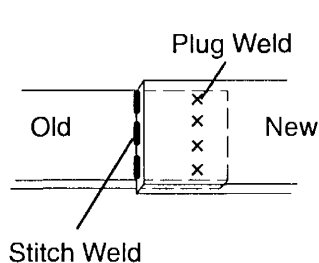
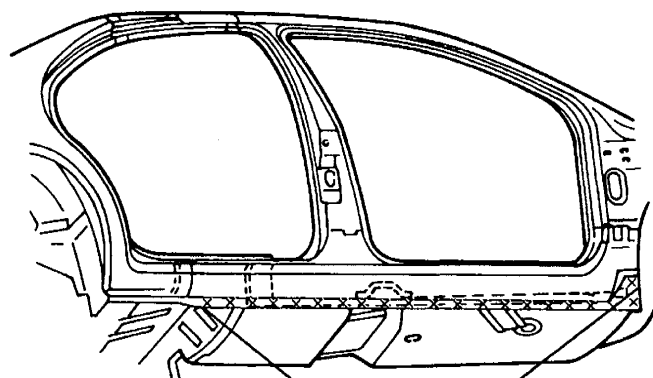


NOTES WITH REGARD TO REPAIR WORK

- This panel is serviced as part of a sub-assembly. You may want to do a section on this or these panels.
- If replacing only part of the panel, butt weld over solid structures such as sill reinforcements.
- If you have no reinforcement at the joint area, overlap and use continuous stitch welds and plug welds.

REMOVAL

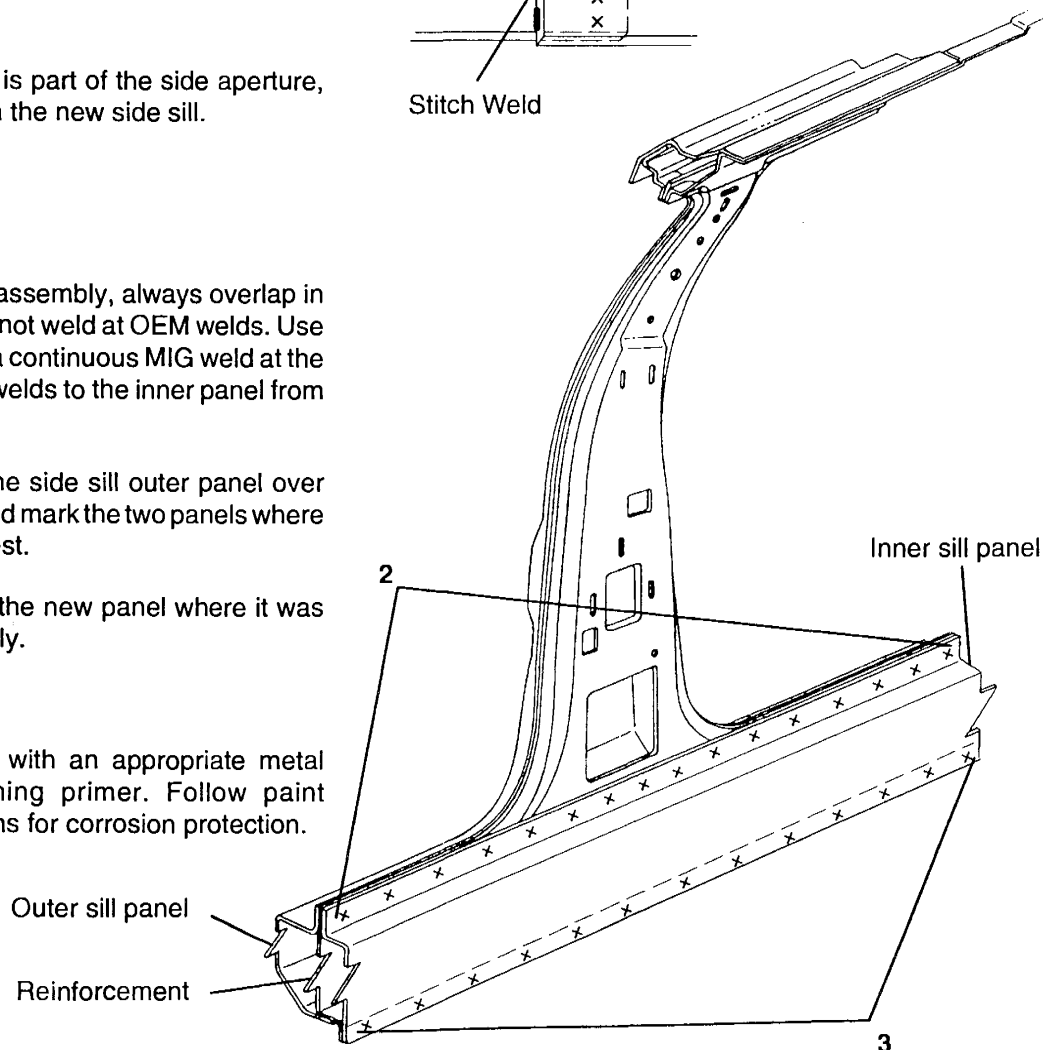
1. The way you intend to replace this panel will determine how you remove it as a single component or as a sub-assembly.
2. Cut and separate the spot-welded locations.
3. Make a clean rough cut and remove the outer panel.
4. Because the side sill is part of the side aperture, you will have to cut in the new side sill.

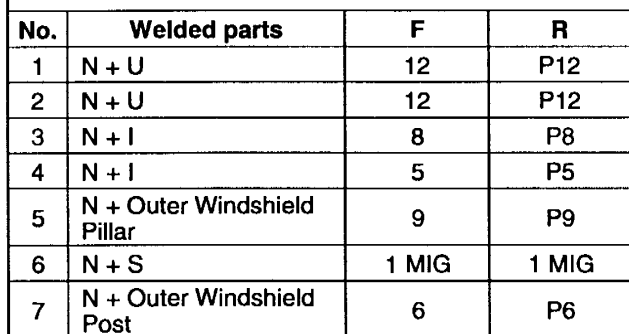
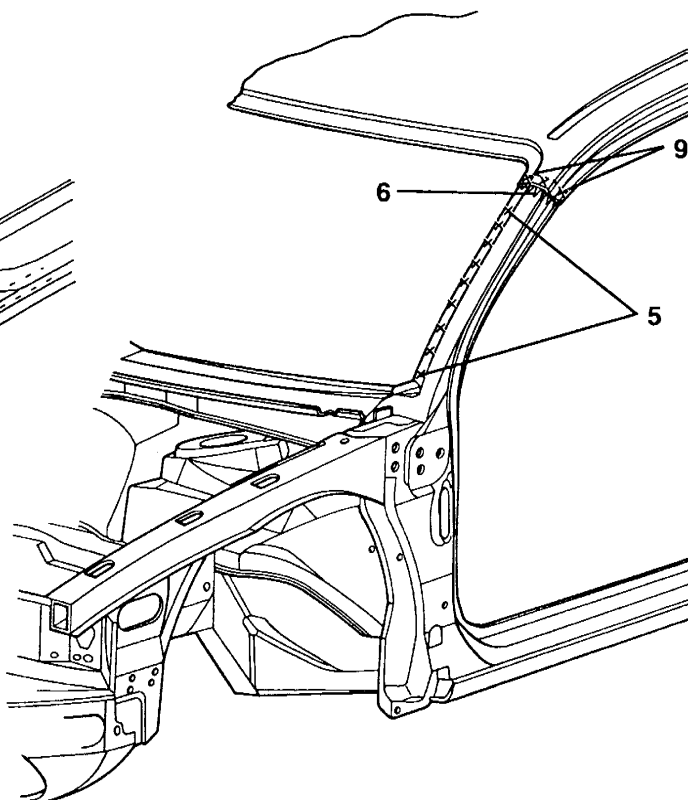


INSTALLATION

1. If replacing as a sub-assembly, always overlap in areas where you can not weld at OEM welds. Use stitch welds to make a continuous MIG weld at the outer edge and plug welds to the inner panel from the outside.
2. Temporarily mount the side sill outer panel over the old outer panel, and mark the two panels where they will splice the best.
3. Plug and stitch weld the new panel where it was spot welded previously.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

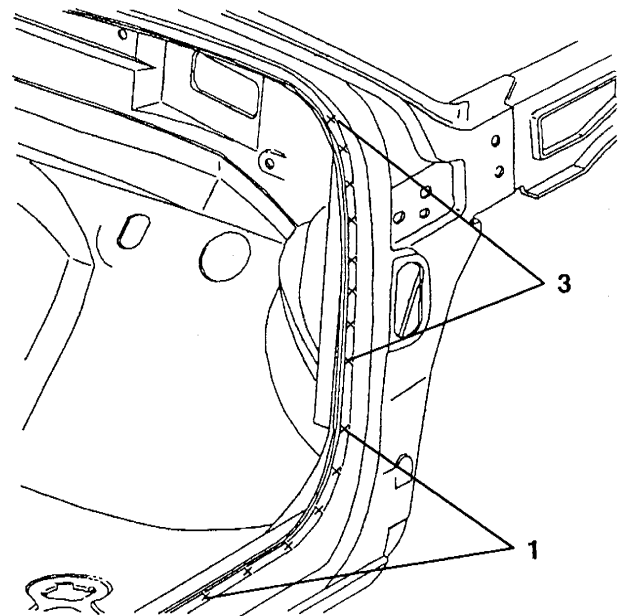
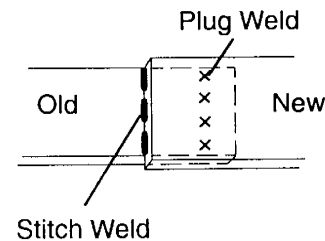
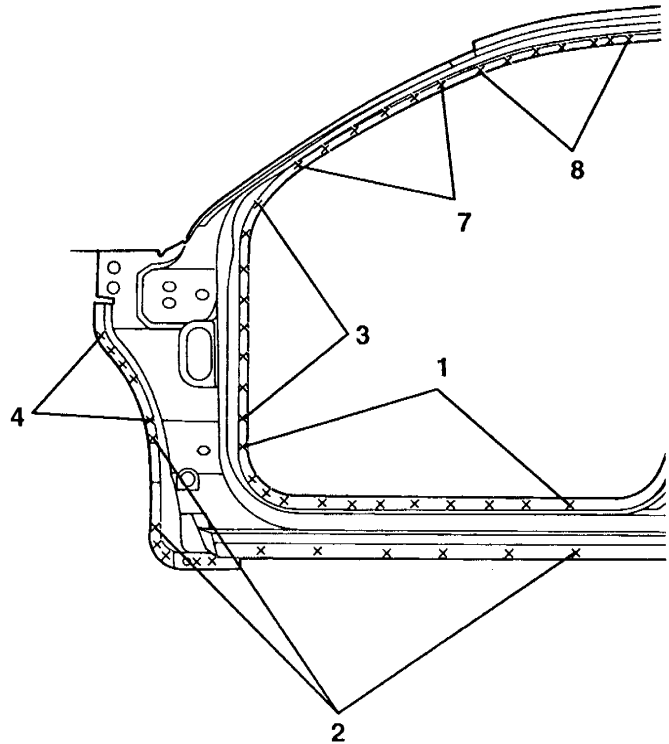
- This panel is serviced as part of a sub-assembly. You may want to do a section on this or these panels.
- Because the side aperture originally came as one full piece, when replacing the front you will have to section this piece.
- Replacement assemblies are available in three different sections:
 - A. Front hinge pillar with windshield opening pillar, roof inner structure and lower sill.
 - B. Center pillar with rear door hinge plates, lower sill and inner roof structure.
 - C. Lower sill from cowl to center of rear door opening.

REMOVAL

1. The way you intend to replace this panel will determine how you remove it as a single component or as a sub-assembly.
2. First you have to decide where would be the best place to section the panel, then find a spot on both panels that you can use for measurement.
3. Remember to stagger your overlap section for added strength.
4. Make a rough cut on the old panel, cut all the spot welds and remove the old front side aperture.
5. Make a second measure (a more accurate one), now make the final cuts and do a good clean job.

INSTALLATION

1. If replacing as a sub-assembly, always overlap in areas where you can not weld at OEM welds. Use stitch welds to make a continuous MIG weld at the outer edge and plug welds to the inner panel from the outside.
2. Place the new front side aperture in place, making sure it lines up.
3. Plug weld the new panel into place, MIG stitch weld the seams where the old panel and the new panel overlap. Then plug weld into existing panel.
4. Spray anti-corrosion agent onto the back side of the weld traces.



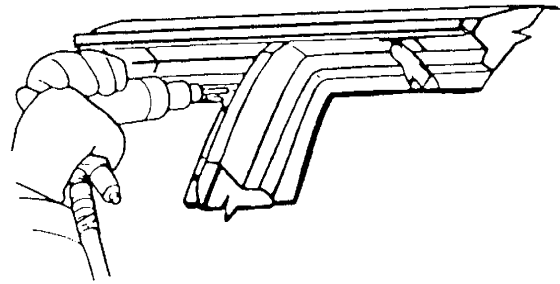
[illegible]



NOTES WITH REGARD TO REPAIR WORK

- This panel is serviced as part of a sub-assembly. You may want to do a section on this or these panels.
- For the outside pillar, drill 1/8" holes in the center of each spot weld as a guide for a 5/16 to 3/8 hole saw.
- The original factory B-pillar is part of the complete side aperture assembly. A service replacement outer B-pillar panel is available.

If the inner B-pillar has to be replaced, refer to the side aperture section.

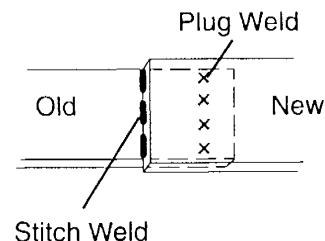
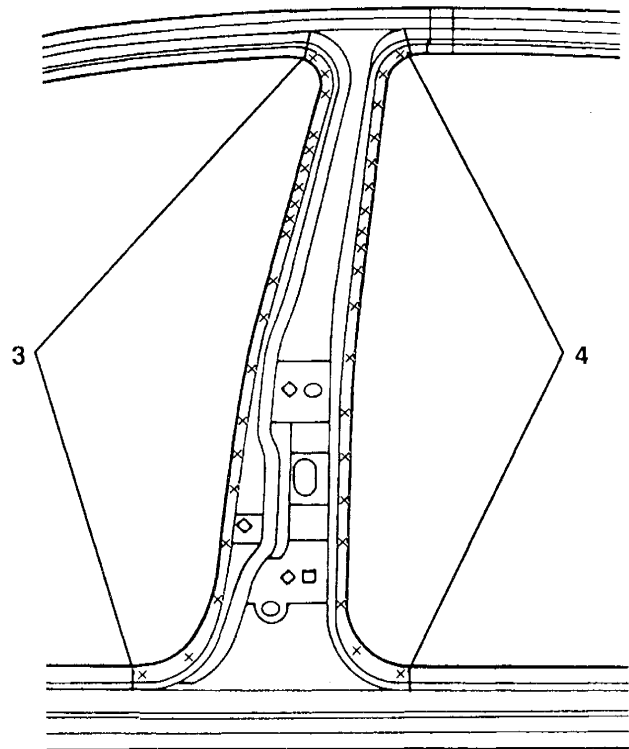


REMOVAL

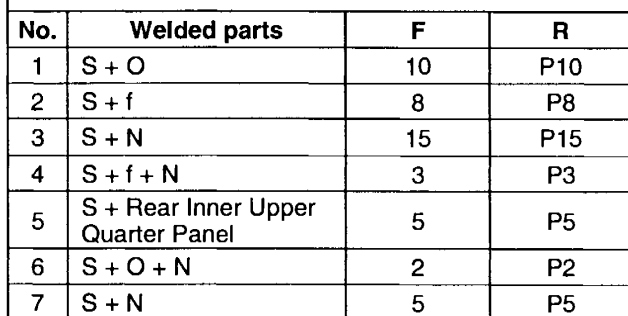
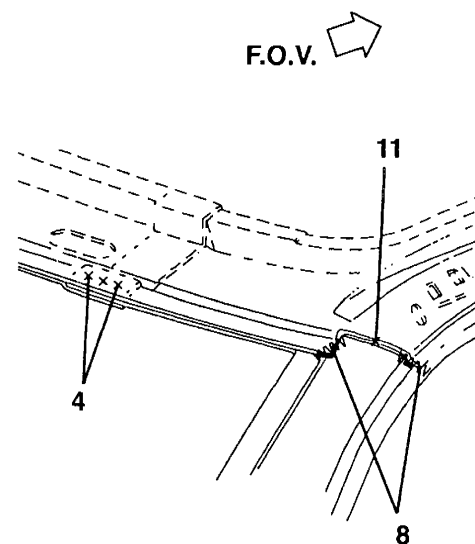
1. The way you intend to replace this panel will determine how you remove it as a single component or as a sub-assembly.
2. Cut all spot welds, cut center pillar at sill area using new panel as a guide.
3. Clean all mating surfaces to ensure a good fit of the new panel.

INSTALLATION

1. If replacing as a sub-assembly, always overlap in areas where you can not weld at OEM welds. Use stitch welds to make a continuous MIG weld at the outer edge and plug welds to the inner panel from the outside.
2. After placing holes in the new panel for the plug welds, fit the panel into position.
3. Plug weld the new center pillar into place.
4. Spray anti-corrosion agent onto the new welds and inner surfaces.



Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

[illegible]

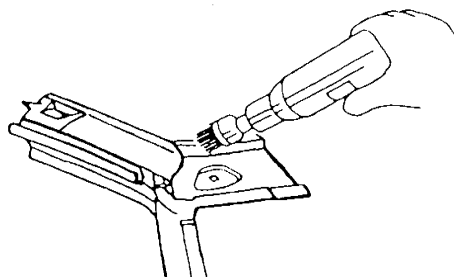
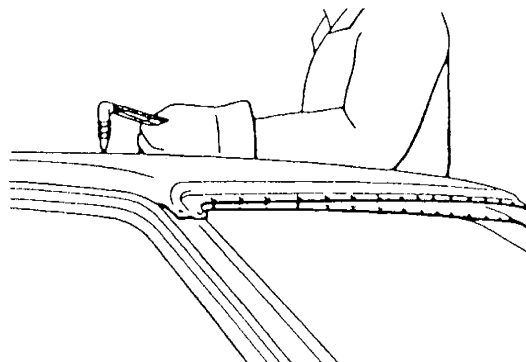


NOTES WITH REGARD TO REPAIR WORK

- Take care when handling a roof panel. The panels can be easily damaged by mishandling.
- Make sure to use the recommended adhesive for the roof bows.
- Before heating roof panel to soften old adhesive, make sure all flammable materials are removed from roof inner and outer areas.

REMOVAL

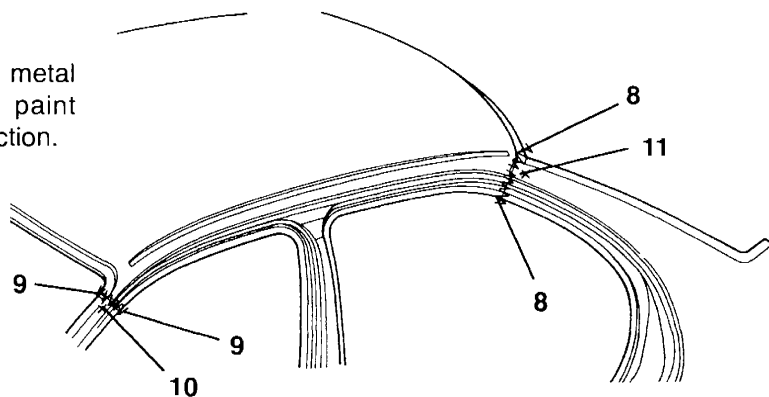
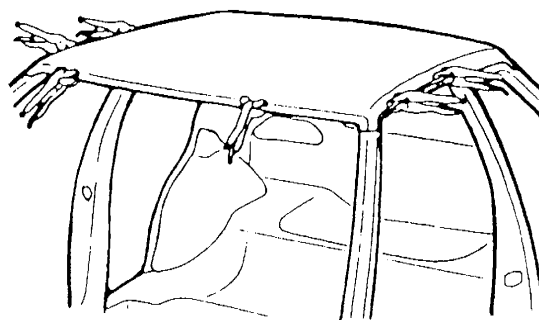
1. Cut and separate the spot-welded and brazed locations, being careful not to damage any other panels.
2. Heat the top of the roof panel at the areas where it has adhesives applied. It will make it easier to remove.
3. Remove the roof panel.
4. Remove any old adhesive on roof braces, using a mule skinner's wire brush or something as aggressive.

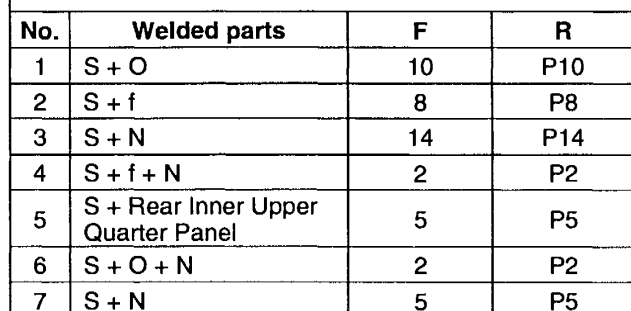
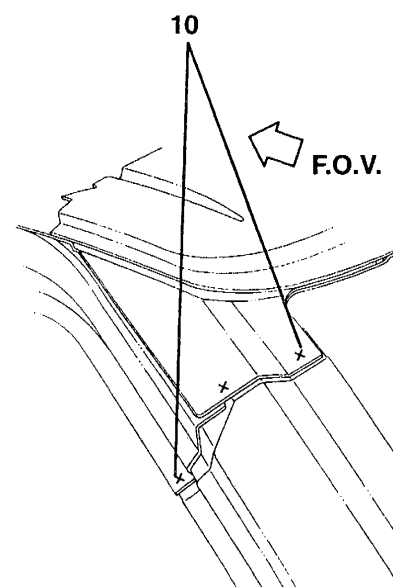


INSTALLATION

1. Temporarily align and mount the new roof panel onto the body. Make corresponding reference marks on the roof panel and body structure for later use.
2. Use the old roof panel as a template to mark locations for plug welds on the new roof panel.
3. Apply the adhesive to the roof bows and place roof panel into position as marked previously.
4. After a double check for alignment, clamp panel down.
5. Plug weld the roof into place.
6. Put the MIG welds at locations showing in the welding charts.
7. Finish seams as required.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]

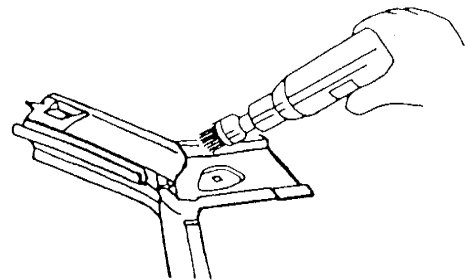
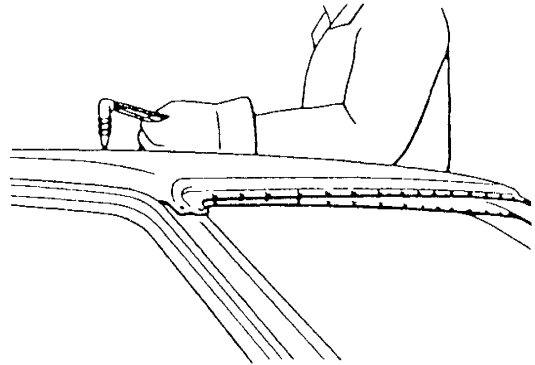


NOTES WITH REGARD TO REPAIR WORK

- Take care when handling a roof panel. The panels can be easily damaged by mis-handling.
- Make sure to use the recommended adhesive for the roof bows.
- Before heating roof panel to soften old adhesive make sure all flammable materials are removed from roof inner and outer areas.

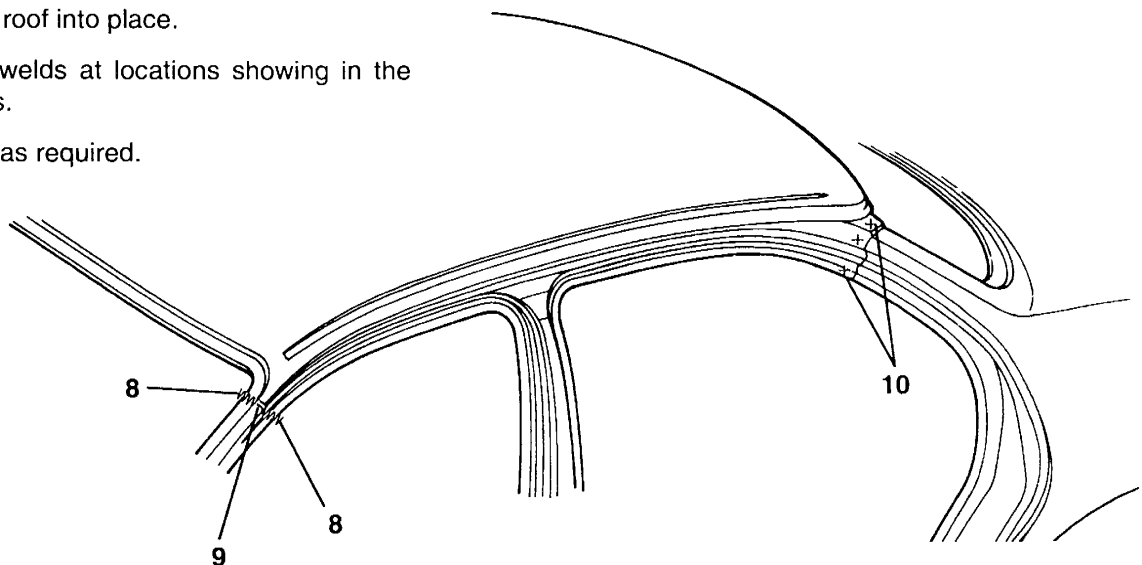
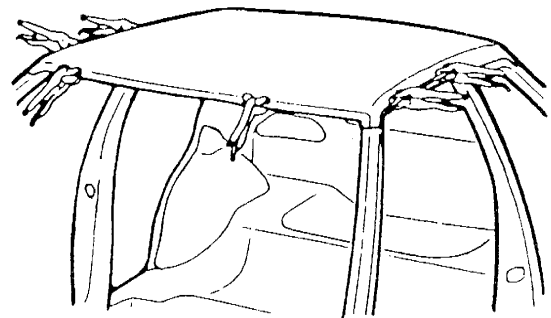
REMOVAL

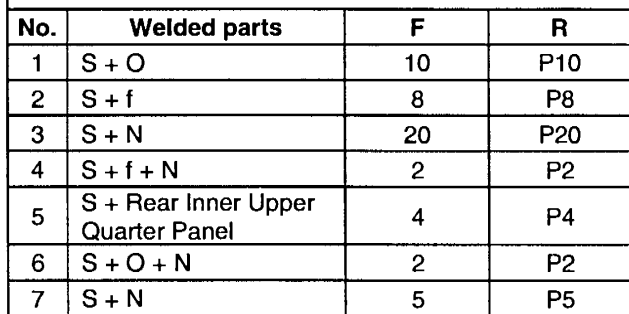
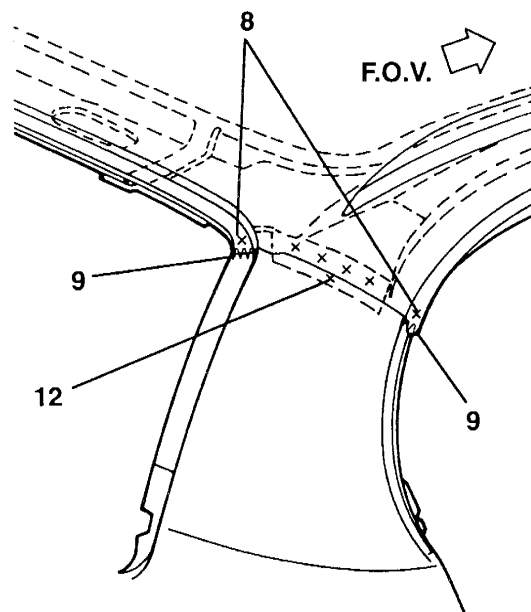
1. Cut and separate the spot-welded and brazed locations, being careful not to damage any other panels.
2. Heat the top of the roof panel at the areas where it has adhesives applied. It will make it easier to remove.
3. Remove the roof panel.
4. Remove any old adhesive on roof braces, using a mule skinner's wire brush or something as aggressive.



INSTALLATION

1. Temporarily align and mount the new roof panel onto the body. Make corresponding reference marks on the roof panel and body structure for later use.
2. Use the old roof panel as a template to mark locations for plug welds on the new roof panel.
3. Apply the adhesive to the roof bows and place roof panel into position as marked previously.
4. After a double check for alignment, clamp panel down.
5. Plug weld the roof into place.
6. Put the MIG welds at locations showing in the welding charts.
7. Finish seams as required.



[illegible]

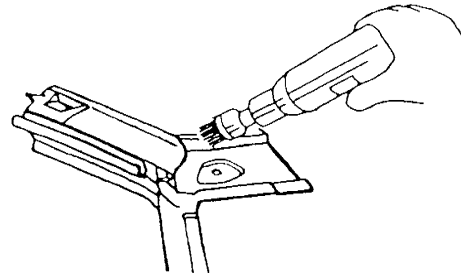
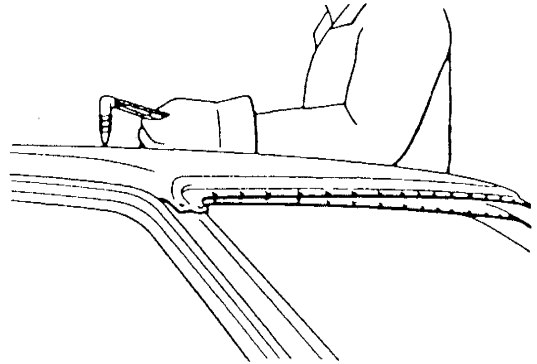


NOTES WITH REGARD TO REPAIR WORK

- Take care when handling a roof panel. The panels can be easily damaged by mis-handling.
- Make sure to use the recommended adhesive for the roof bows.
- Before heating roof panel to soften old adhesive make sure all flammable materials are removed from roof inner and outer areas.

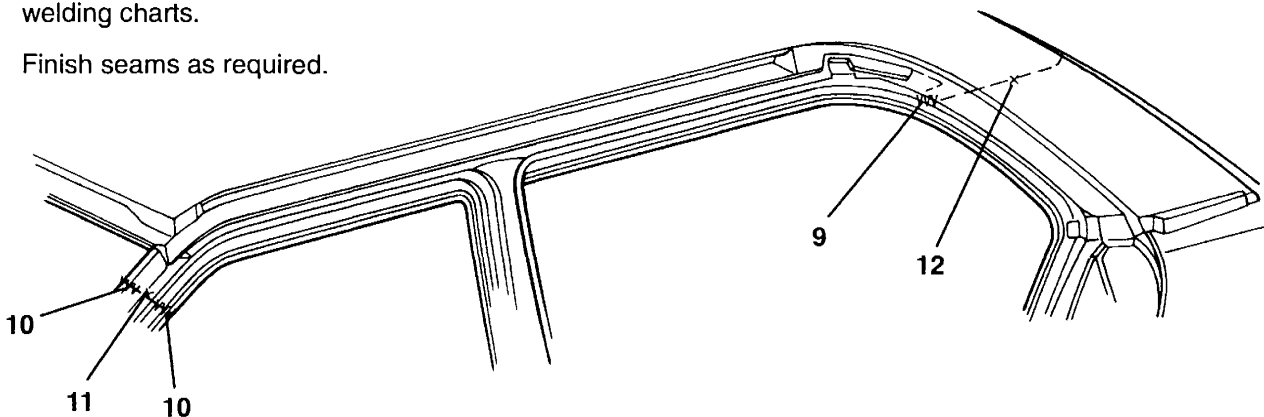
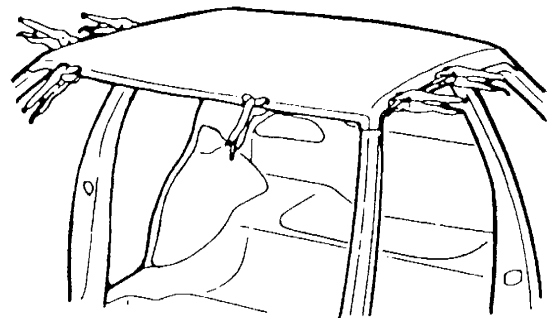
REMOVAL

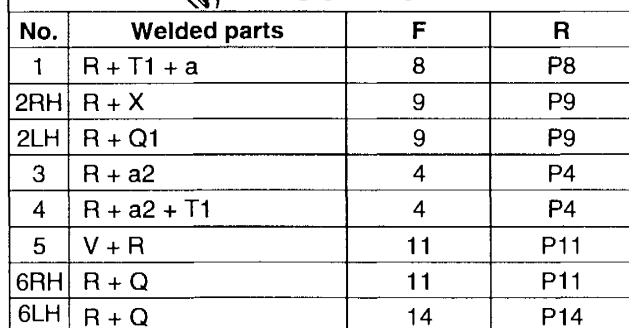
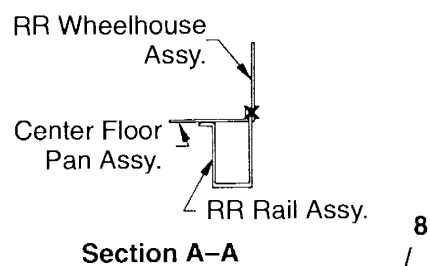
1. Cut and separate the spot-welded and brazed locations, being careful not to damage any other panels.
2. Heat the top of the roof panel at the areas where it has adhesives applied. It will make it easier to remove.
3. Remove the roof panel.
4. Remove any old adhesive on roof braces, using a mule skinner's wire brush or something as aggressive.



INSTALLATION

1. Temporarily align and mount the new roof panel onto the body. Make corresponding reference marks on the roof panel and body structure for later use.
2. Use the old roof panel as a template to mark locations for plug welds on the new roof panel.
3. Apply the adhesive to the roof bows and place roof panel into position as marked previously.
4. After a double check for alignment, clamp panel down.
5. Plug weld the roof into place.
6. Put the MIG welds at locations showing in the welding charts.
7. Finish seams as required.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

- The inner wheelhouse panel is welded with spot welds at the seam where it mounts to the outer wheelhouse. There are so many spot welds here it is comparable to a seam weld.
- Remove all flammable materials from area being repaired.

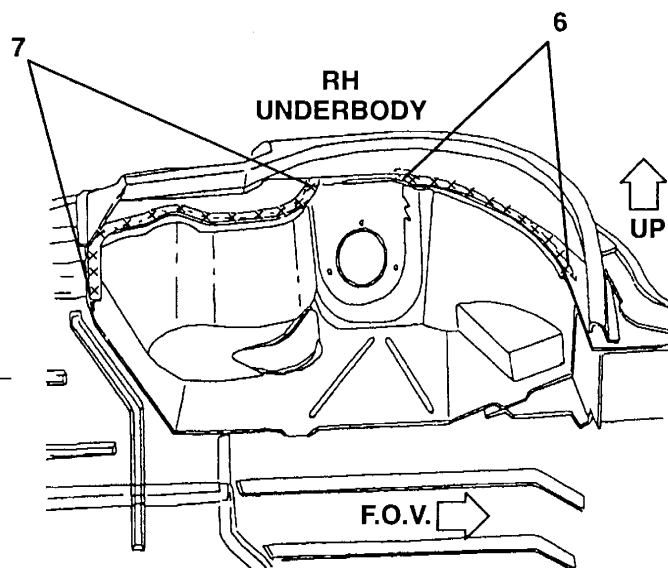
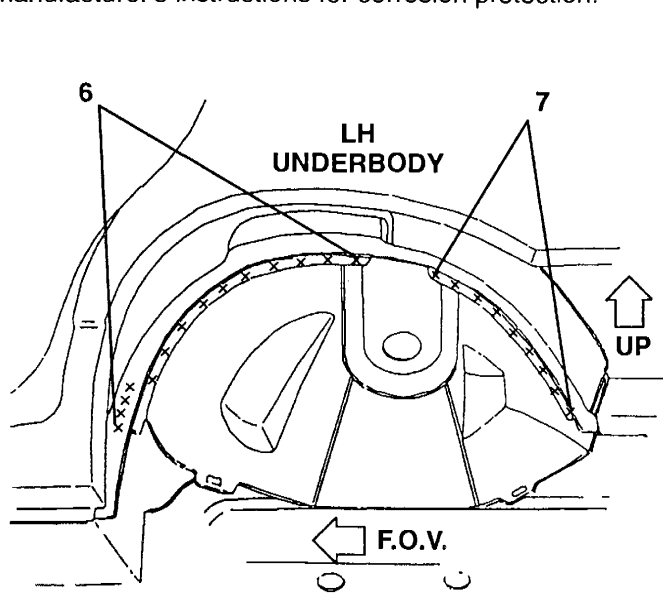
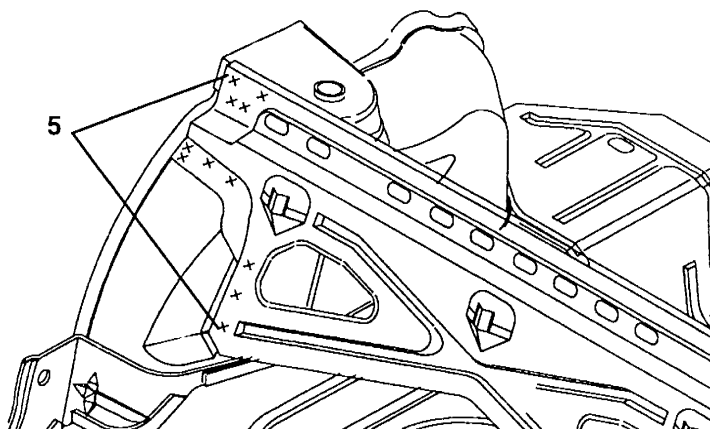
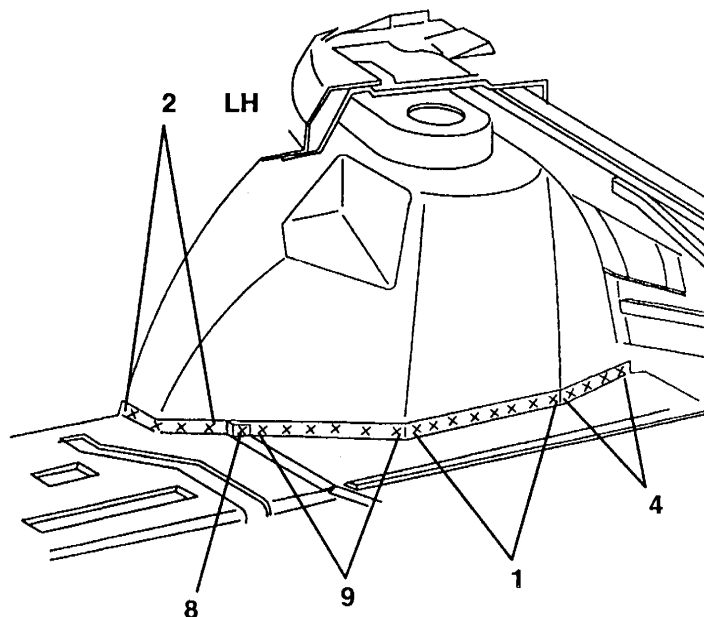
REMOVAL

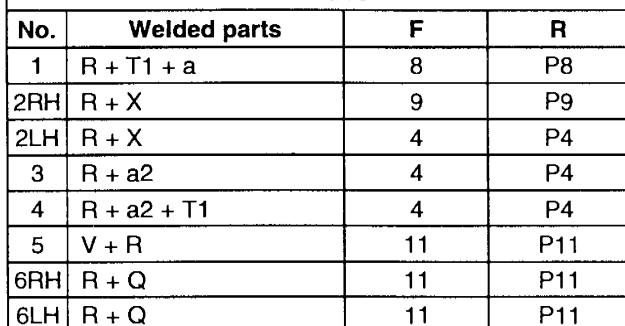
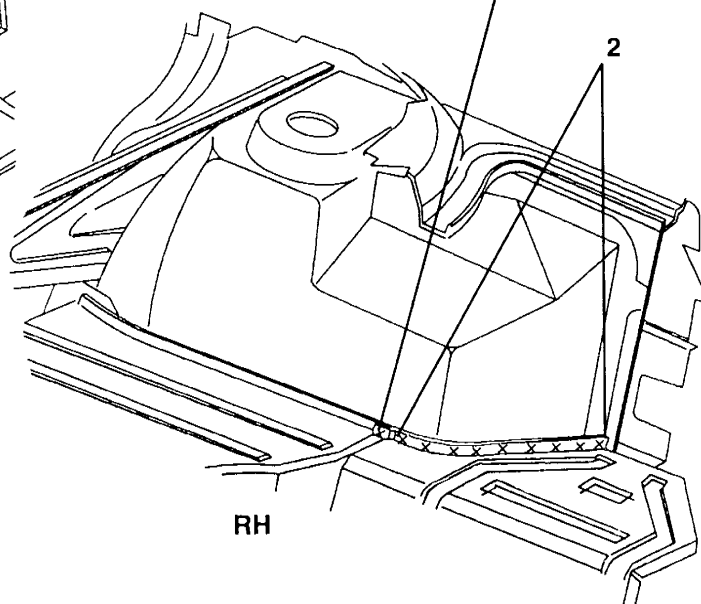
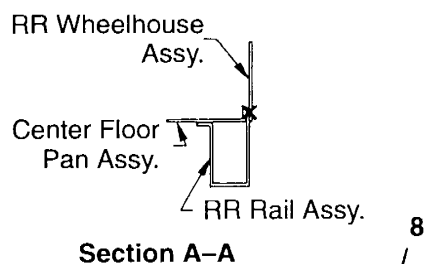
1. Begin removal of inner wheelhouse by rough cutting old panel to obtain access to spot welds.
2. Remove spot welds with a 5/16 or 3/8 spot weld cutter. Remove remainder of panel.
3. Clean old sealer from remaining panels and prep them for reassembly.

INSTALLATION

1. Using old panel as a guide, mark and punch holes in new wheelhouse panel.
2. Temporarily mount wheelhouse in place.
3. Check fit and alignment.
4. Plug weld new panel in place.
5. Use an appropriate sealer to seal all seams.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

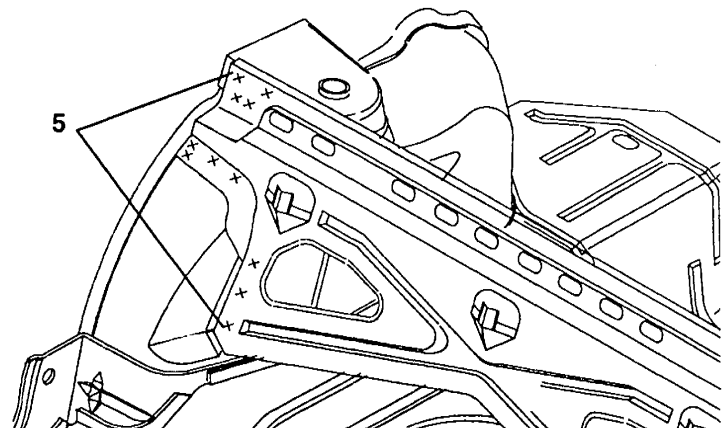
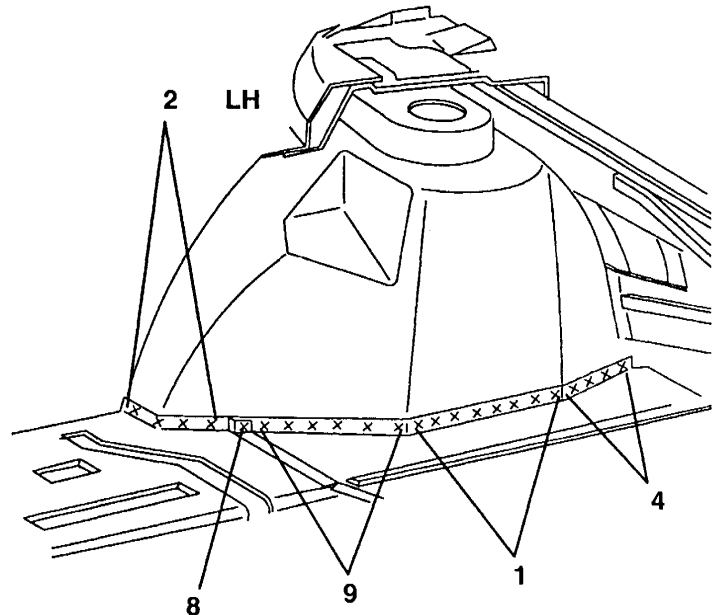
- The inner wheelhouse panel is welded with spot welds at the seam where it mounts to the inner front and rear quarter panels. There are so many spot welds here it is comparable to a seam weld.
- Remove all flammable materials from area being repaired.

REMOVAL

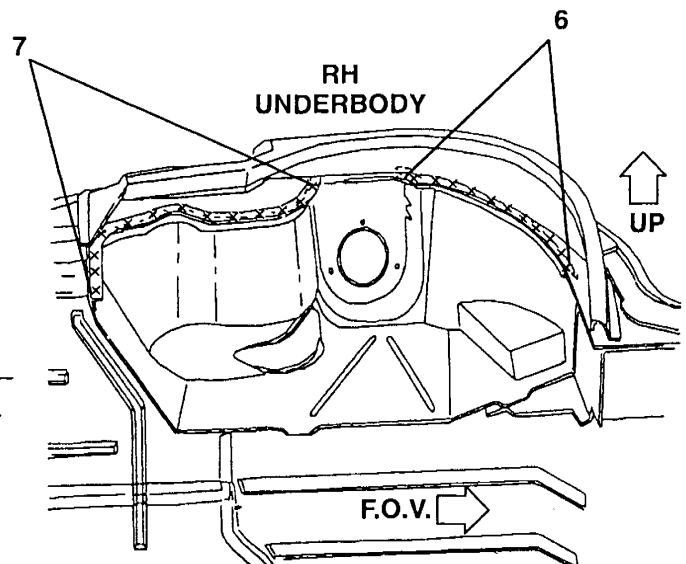
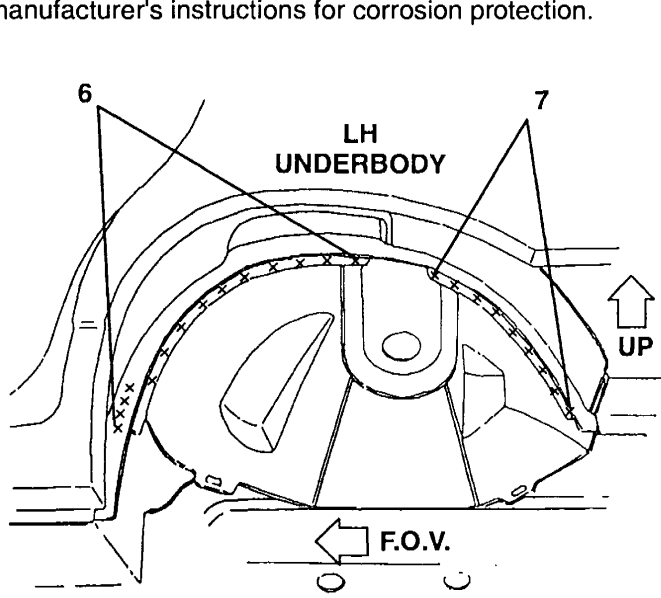
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2. Remove spot welds with a 5/16 or 3/8 spot weld cutter. Remove remainder of panel.
3. Clean old sealer from remaining panels and prep them for reassembly.

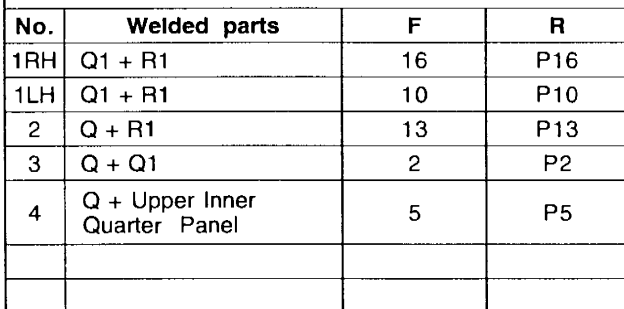
INSTALLATION

1. Using old panel as a guide, mark and punch holes in new wheelhouse panel.
2. Temporarily mount wheelhouse in place.
3. Check fit and alignment.
4. Plug weld new panel in place.
5. Use an appropriate sealer to seal all seams.



Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.







NOTES WITH REGARD TO REPAIR WORK

- The inner wheelhouse, outer wheelhouse and inner quarter panels are assembled in a stacked manner. Removal will be very difficult, so be sure to take your time.
- The inner quarter panel structure is made up of several panels, all are available individually.
- Use caution when removing damaged panel.

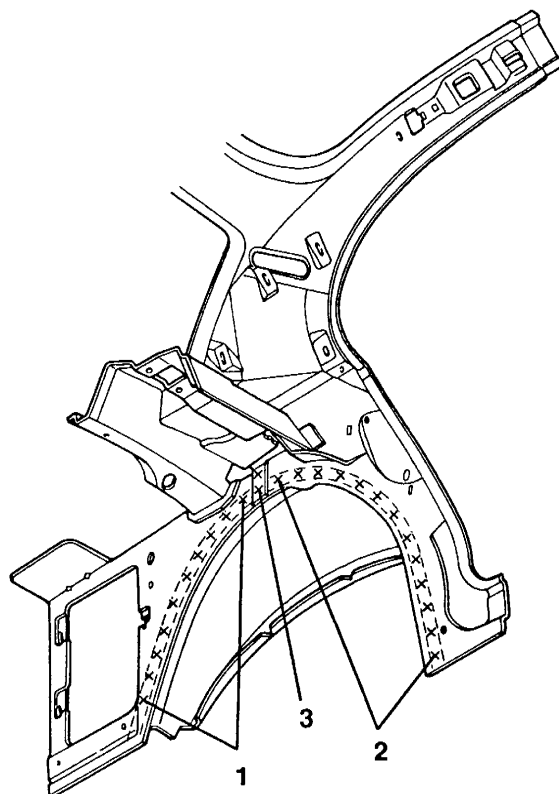
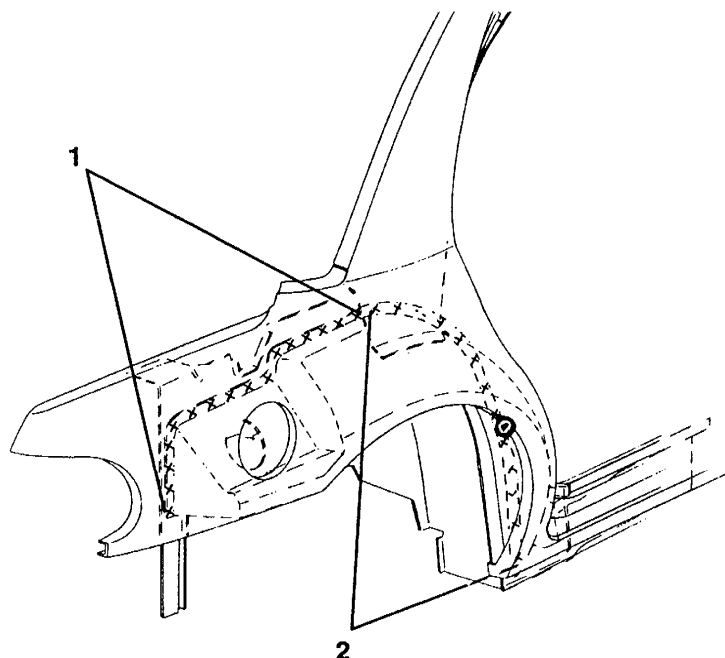
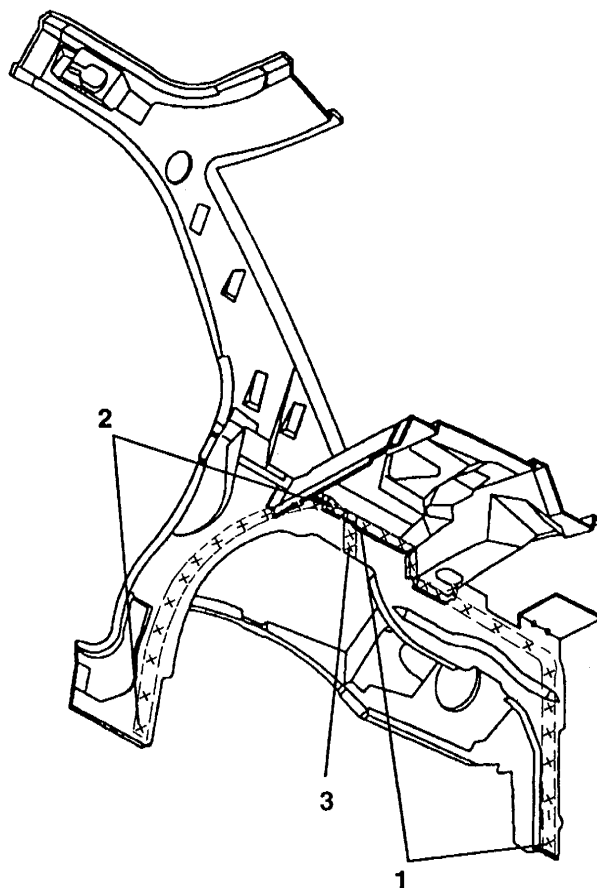
REMOVAL

1. Refer to inner wheelhouse section.
2. Use the hole saw for spot welds, the die grinder for hard to get at spots and a pneumatic saw where needed.
3. Clean all sealers from panels that are to be reused.

INSTALLATION

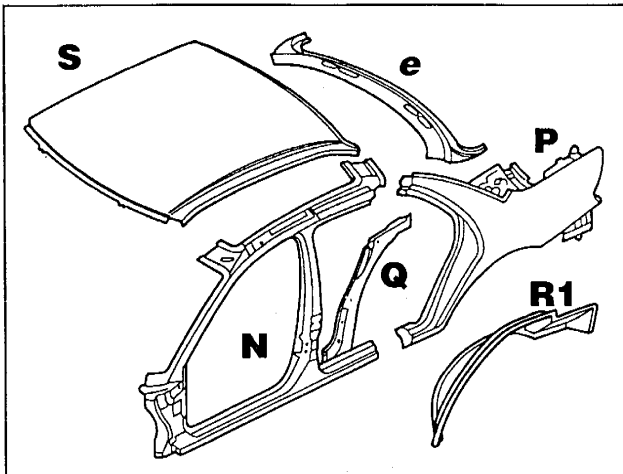
1. Use removed panels as templates to mark weld locations on new panels.
2. Tack weld new panel in place.
3. Check all measurements and alignment.
4. Plug weld panel(s) at locations previously marked.
5. Seal all areas required.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



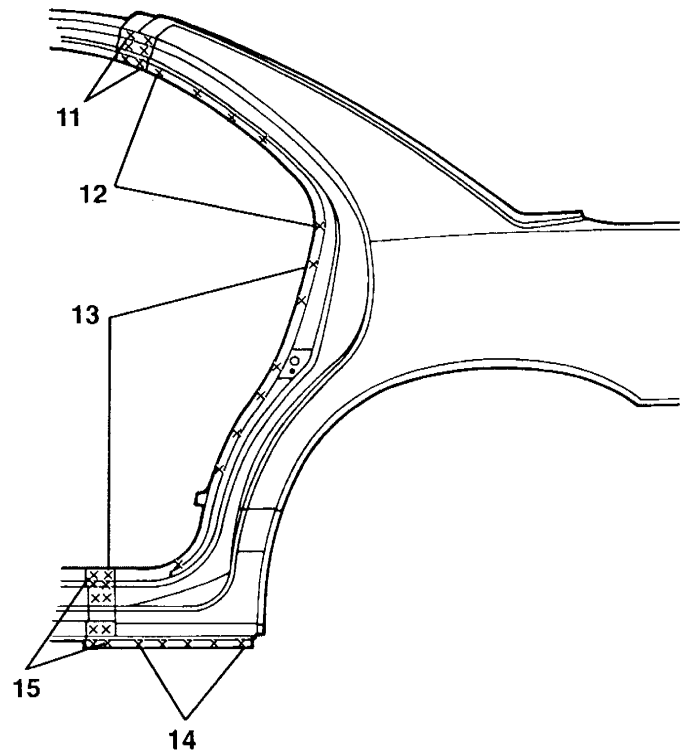
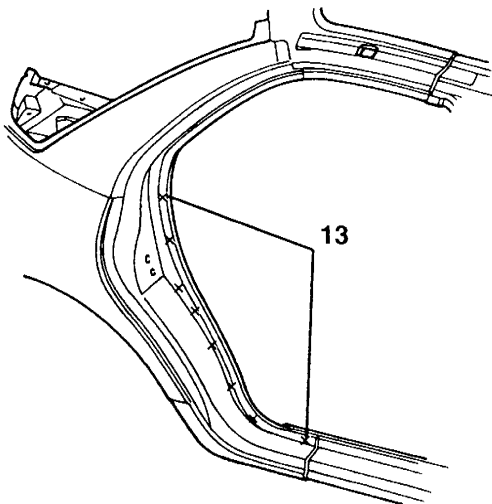


Quarter Panel, Outer — Concorde, Vision



No.	Welded parts	F	R
1	P + Gas Filler Door Reinforcement	3	P3
2	P + S	2	P2
3	P + Upper Quarter Extension Panel	10	P10
4	P + Quarter Panel Lower Extension	4	P4
5	P + Quarter Panel Extension	6	P6

No.	Welded parts	F	R
6	P + R1	5	P5
7	P + Upper Rear Quarter Panel Filler	3	P3
8	P + Deck Opening Trough	8	P8
9	e + P	5	P5
10	e + Deck Opening Trough	2	P2
11	P + N	6	P6
12	P + Upper Inner Quarter Panel	5	P5
13	P + Q	8	P8
14	P + Q	5	P5
15	P + N	10	P10
16	P + S	2 MIG	2 MIG





NOTES WITH REGARD TO REPAIR WORK

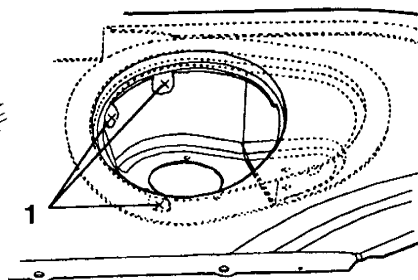
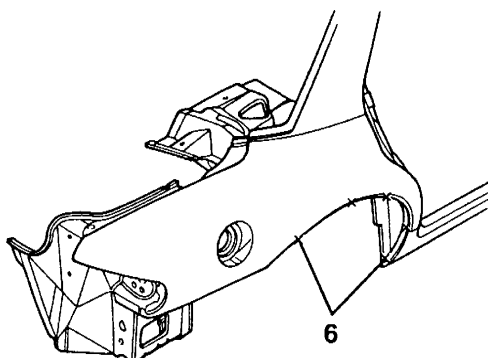
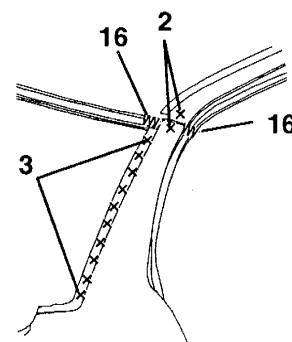
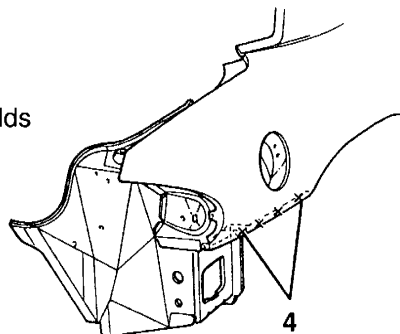
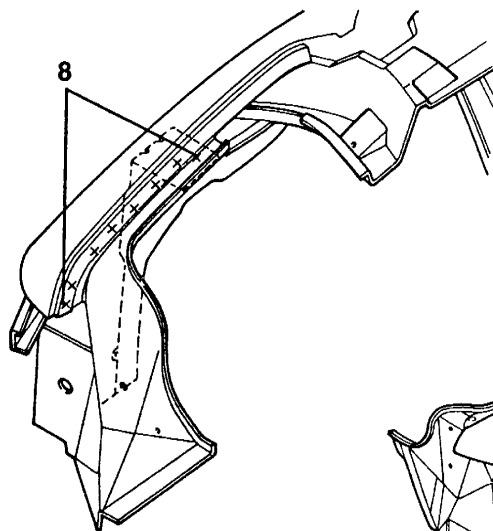
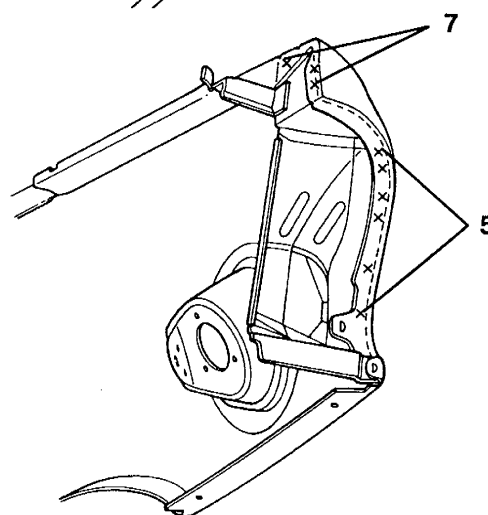
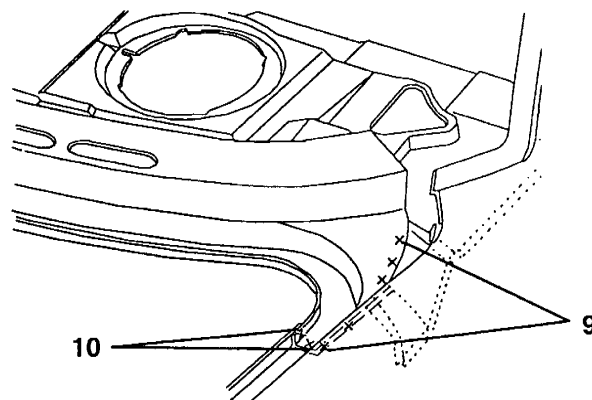
- For safety reasons, do the work with fuel tank removed.
- On vehicles equipped with a sun roof there are drain hoses running down the front and rear pillars. You may also encounter wiring harnesses in these pillars; be careful not to cut any of these materials.
- Remove any flammable materials from trunk and interior areas before welding.

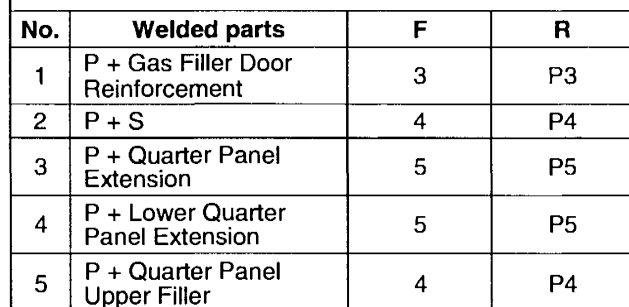
REMOVAL

1. After removal of all spot welds, you may have to use an air chisel to cut the old quarter away from the inner panels.
2. Clean all adjoining panels and prep them for placement of the new quarter panel.

INSTALLATION

1. Mount the new outer quarter panel and check the door fit as well as the rear deck fit.
2. Apply adhesive as specified in the Structural Adhesives section.
3. Tack weld the new quarter into place.
4. Check the fit again to make sure everything fits perfectly.
5. Weld the quarter into place.
6. Spray anti-corrosion protection onto the new welds from inside.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

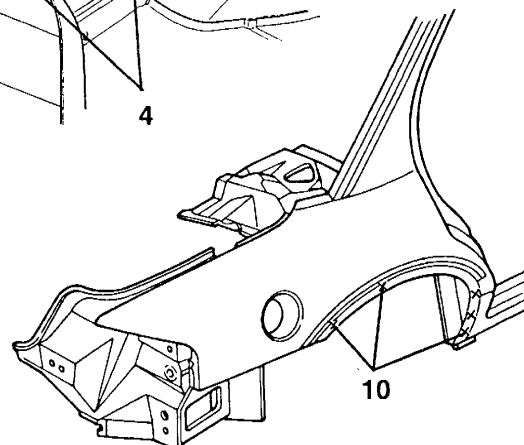
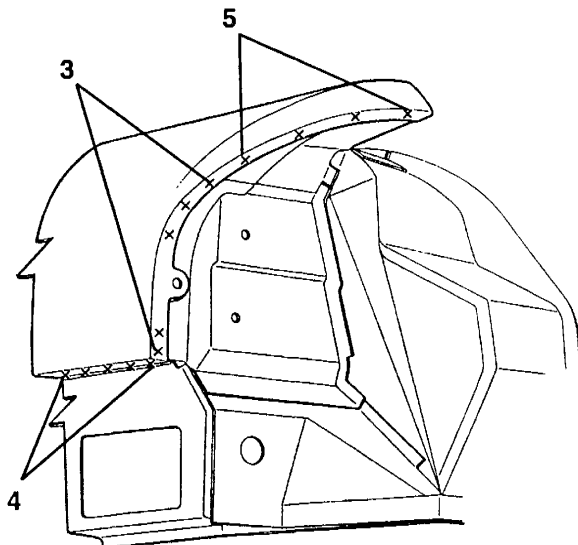
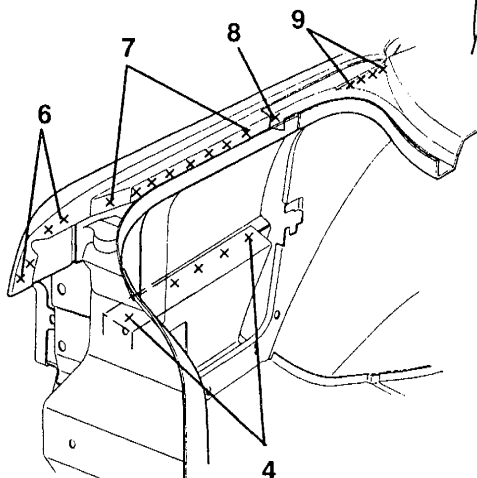
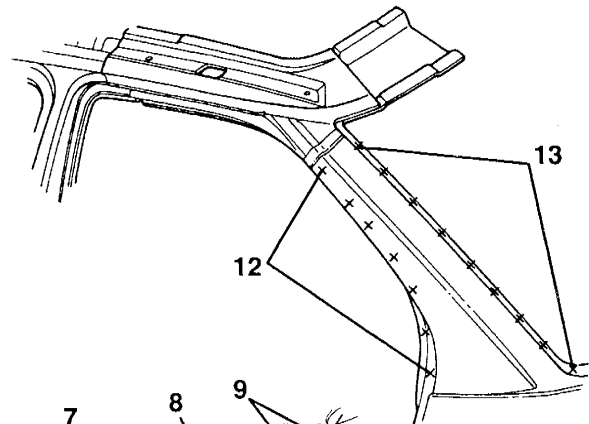
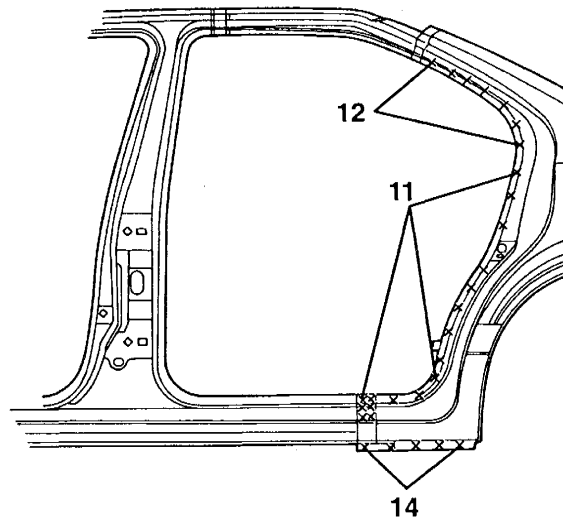
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- Remove any flammable materials from trunk and interior area before welding.

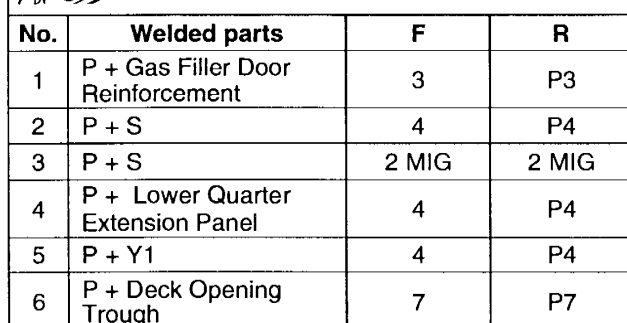
REMOVAL

1. After removal of all spot welds, you may have to use an air chisel to cut the old quarter away from the inner panels.
2. Clean all adjoining panels and prep them for placement of the new quarter panel.

INSTALLATION

1. Mount the new outer quarter panel and check the door fit as well as the rear deck fit.
2. Apply adhesive as specified in the Structural Adhesives section.
3. Tack weld the new quarter into place.
4. Check the fit again to make sure everything fits perfectly.
5. Weld the quarter into place.
6. Spray anti-corrosion protection onto the new welds from inside.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

- For safety reasons, do the work with fuel tank removed.
- On vehicles equipped with a sun roof there are drain hoses running down the front and rear pillars. You may also encounter wiring harnesses in these pillars; be careful not to cut any of these materials.
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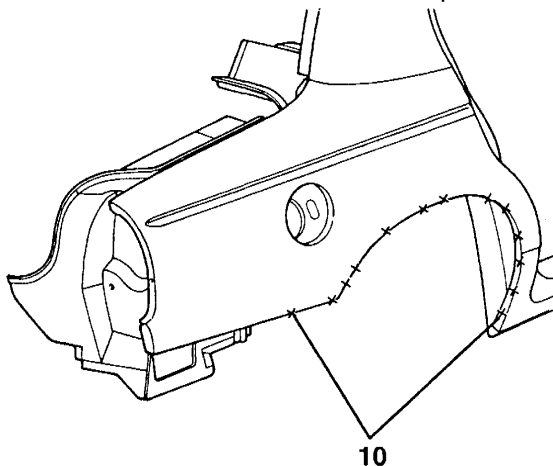
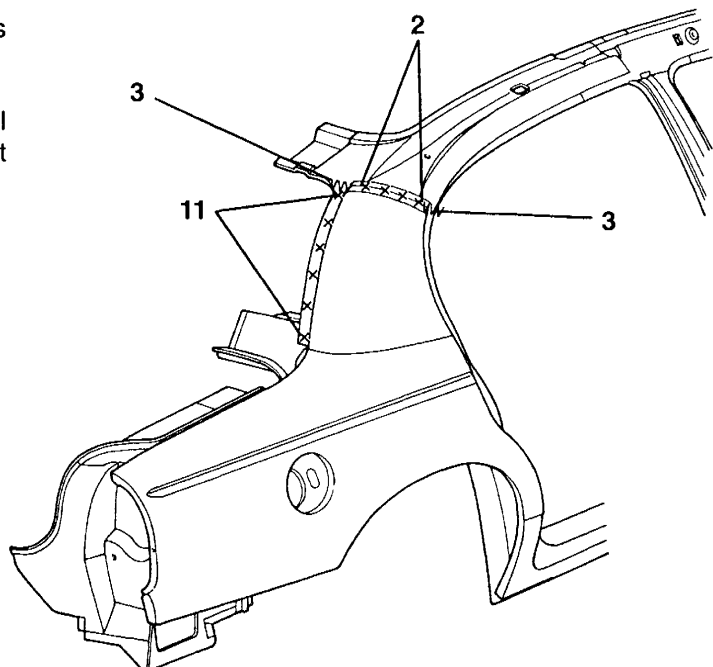
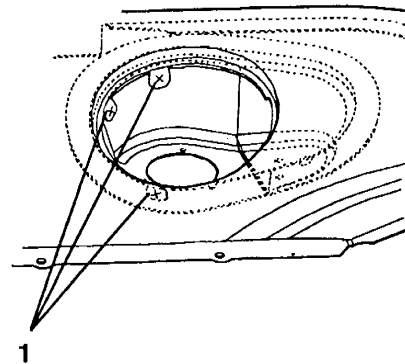
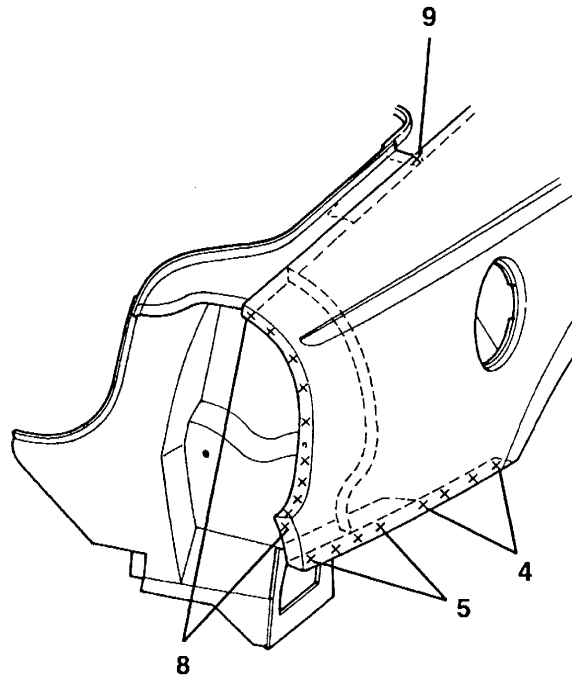
REMOVAL

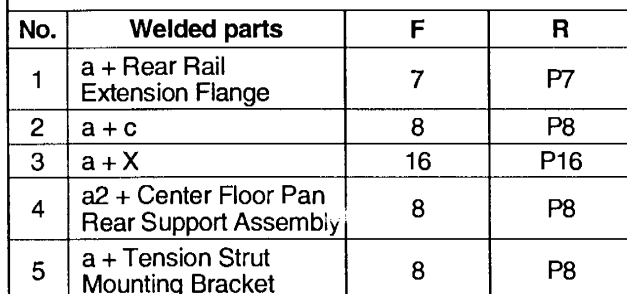
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INSTALLATION

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2. Apply adhesive as specified in the Structural Adhesives section.
3. Tack weld the new quarter into place.
4. Check the fit again to make sure everything fits perfectly.
5. Weld the quarter into place.
6. Spray anti-corrosion protection onto the new welds from inside.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

- Because of the difficulty in the removal of these parts, take special care not to damage any adjacent parts.
- Remove fuel tank and cap open fuel lines.
- Remove all flammable materials from passenger compartment, rear seat area and from trunk area.

REMOVAL

1. Drill 1/8" hole in the center of each spot weld to be used as a guide.
2. Use a 5/16-3/8 hole saw to cut all spot welds.
3. Use an air chisel to remove side rail.

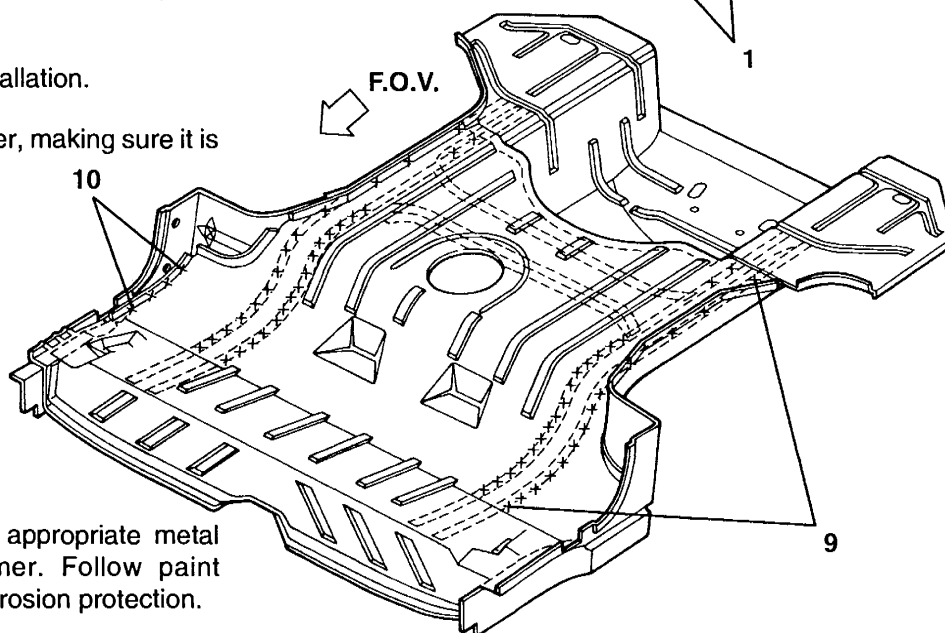
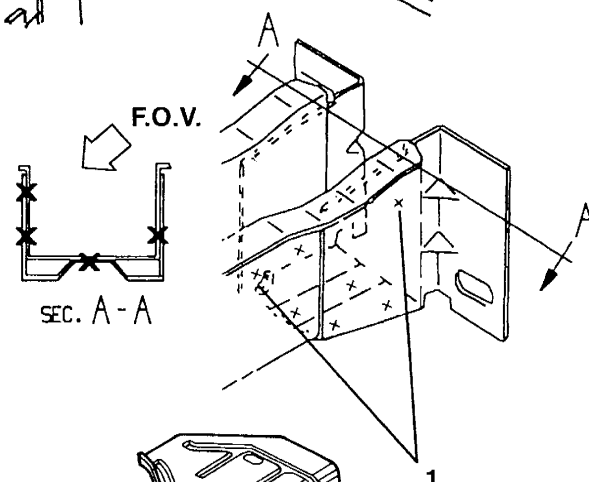
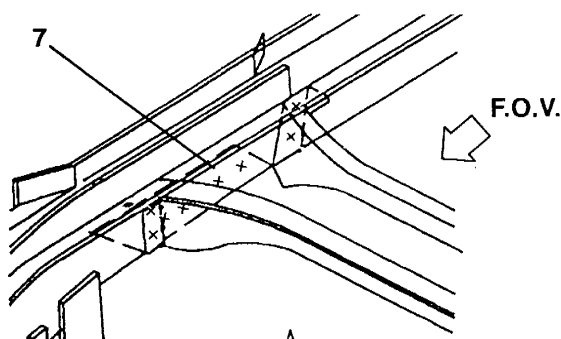
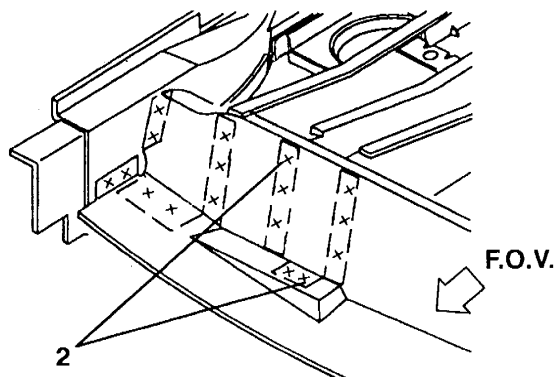
Note: Do not damage any other panels during removal process.

PREPARATION

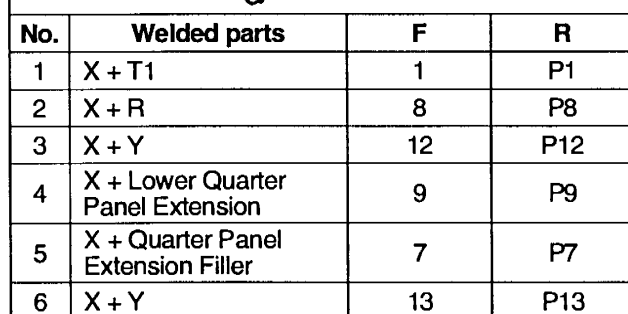
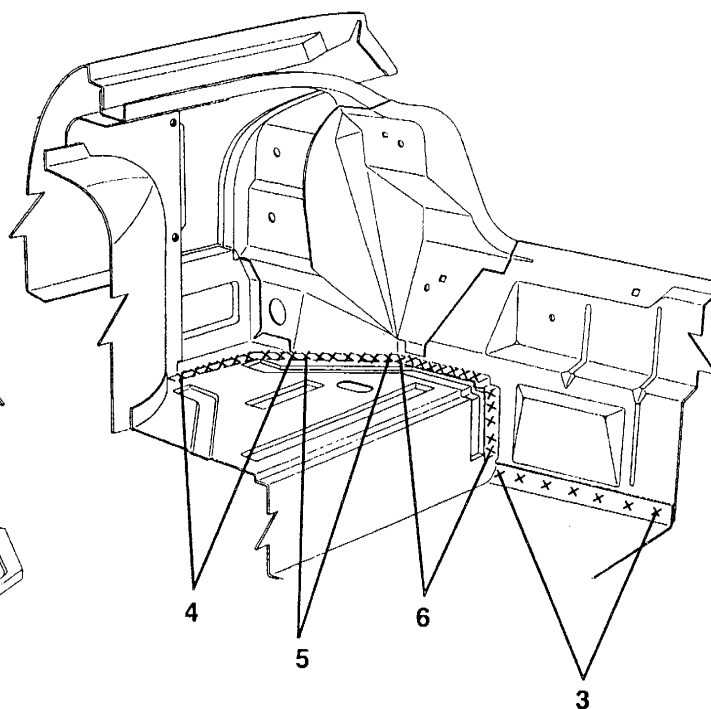
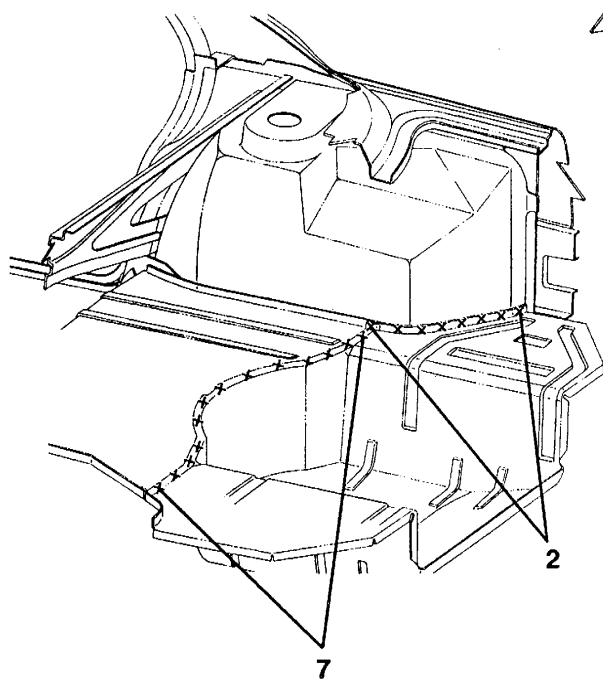
1. Repair any damage that may have been caused by removal of the side rail.
2. Use old side rail as a guide for plug weld placement.

INSTALLATION

1. Temporarily mount the new rear side rail to the body.
2. Measure each part and make corrections necessary to obtain perfect agreement with the other parts involved.
3. Apply adhesive before rail installation.
4. Plug weld the new side member, making sure it is at least as strong as original.



Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

[illegible]

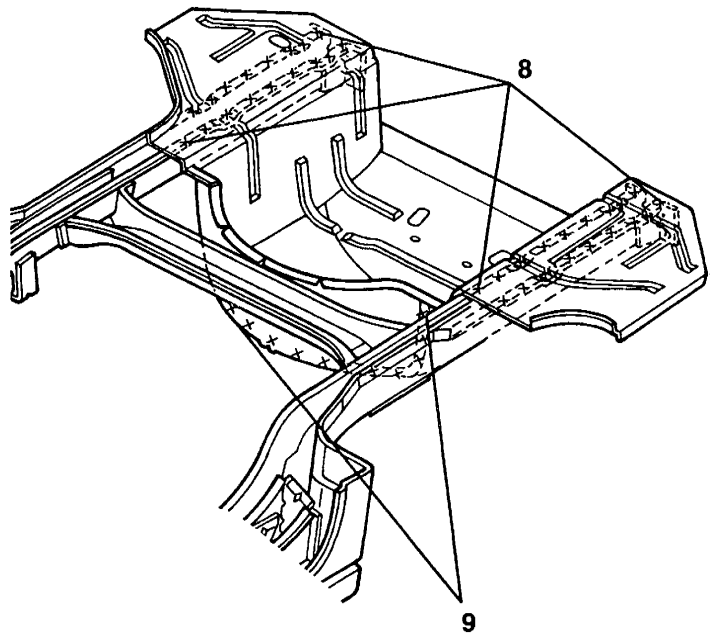


NOTES WITH REGARD TO REPAIR WORK

- The fuel tank must be removed to make this repair.
- Refer to Tail Panel Section for additional information.

REMOVAL

1. Remove the tail panel as outlined in the Tail Panel Section.
2. Make a rough cut of the floor pan; it will make the removal easier.
3. Cut and separate the spot welds using a 5/16-3/8 hole saw. Using this technique will give you a template with which to mark spot-weld locations on the new panel.
4. The panel can be replaced without removing the spare tire closure panel.

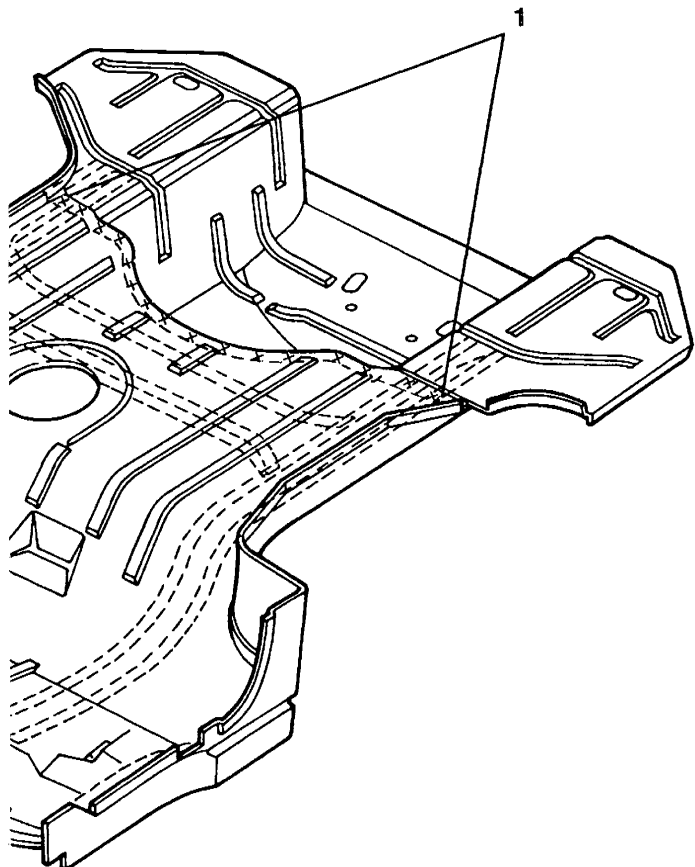


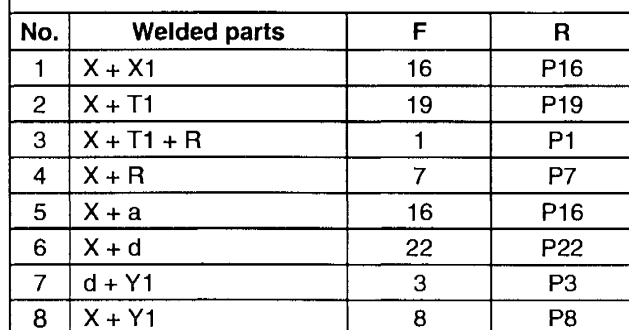
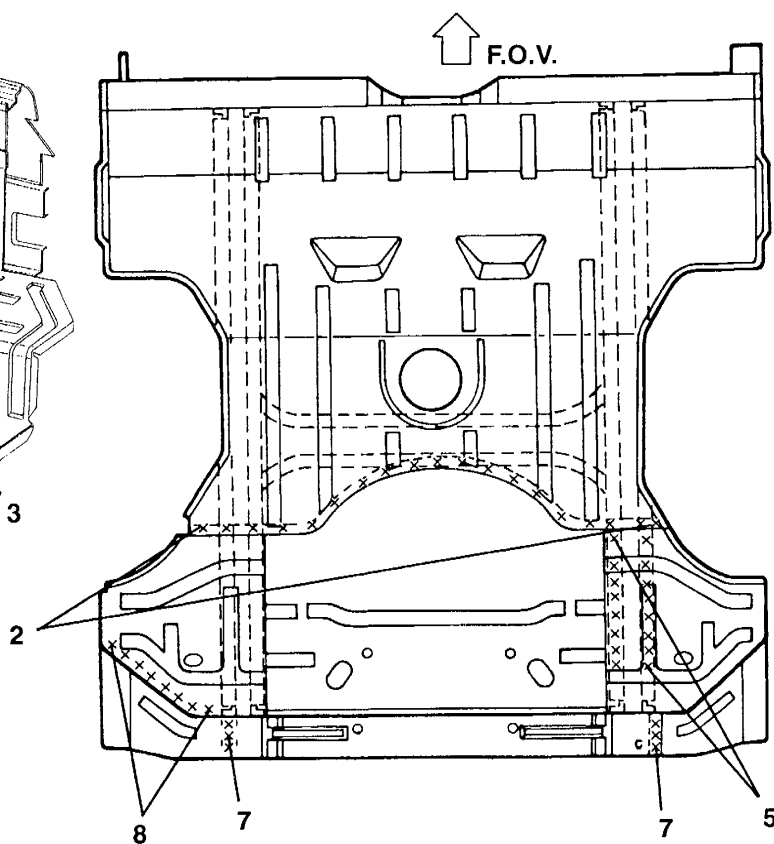
PREPARATION

1. Use old rear floor pan as a guide if possible to ready new pan for installation.
2. Prep all adjacent panels so the rear tail panel will fit into place.

INSTALLATION

1. Apply adhesive as necessary.
2. Place new rear floor pan into rear cavity and fit to adjacent panels.
3. Check all measurements.
4. Tack weld rear floor pan to adjacent panels.
5. Fit tail panel to rear floor and frame rails, tack into place.
6. Double check measurements and alignment.
7. Plug and spot weld all panels to factory specifications.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

- The fuel tank must be removed to make this repair.
- Refer to Tail Panel Section for additional information.

REMOVAL

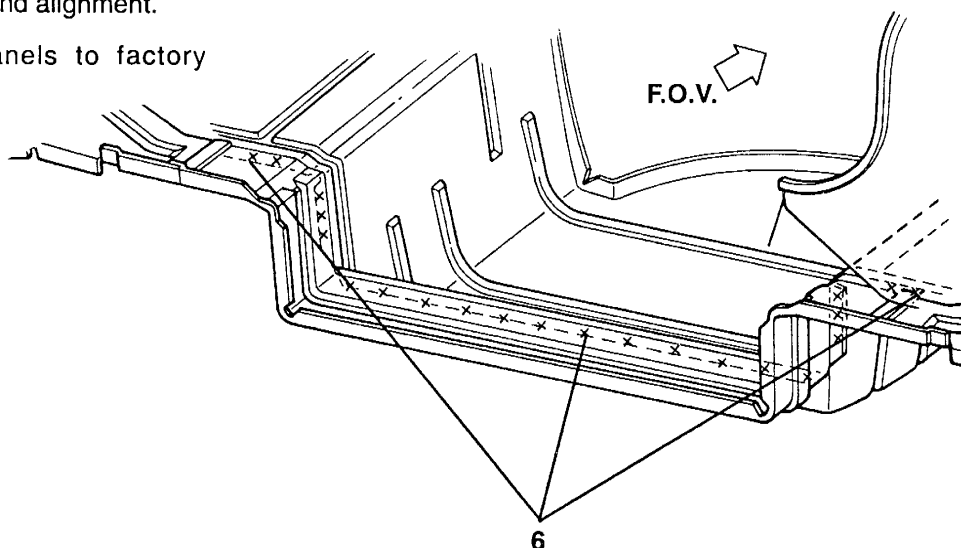
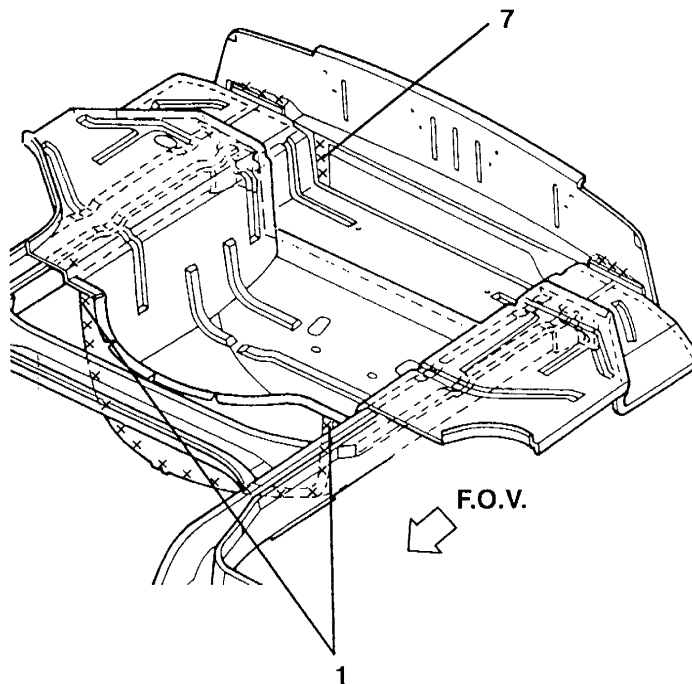
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4. The panel can be replaced without removing the spare tire closure panel.

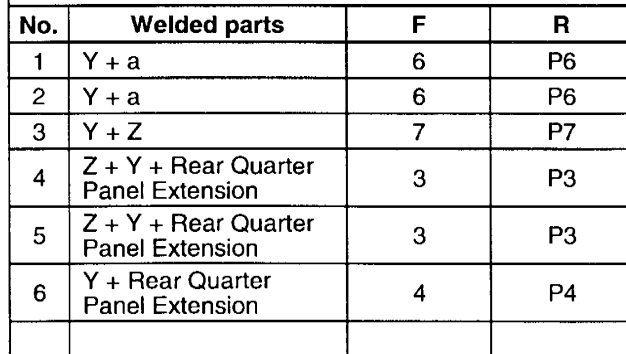
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INSTALLATION

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2. Place new rear floor pan into rear cavity and fit to adjacent panels.
3. Check all measurements.
4. Tack weld rear floor pan to adjacent panels.
5. Fit tail panel to rear floor and frame rails, tack into place.
6. Double check measurements and alignment.
7. Plug and spot weld all panels to factory specifications.







NOTES WITH REGARD TO REPAIR WORK

- For safety reasons, do the work with the fuel tank removed.
- Remove all flammable materials from trunk area before welding.
- Refer to quarter panel-outer and rear floor pan sections for additional information.

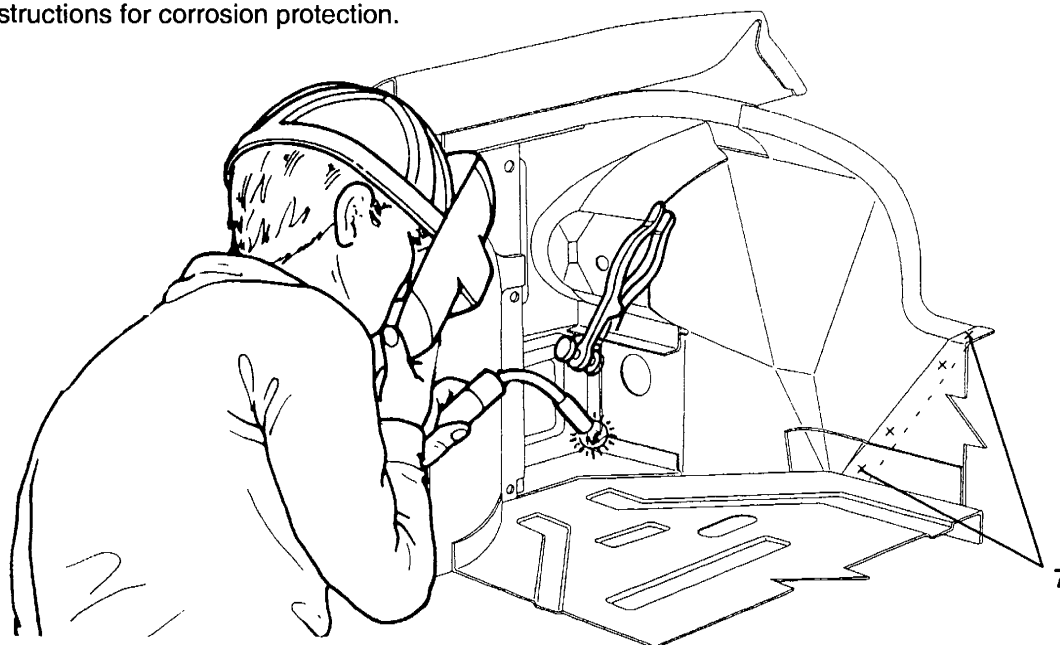
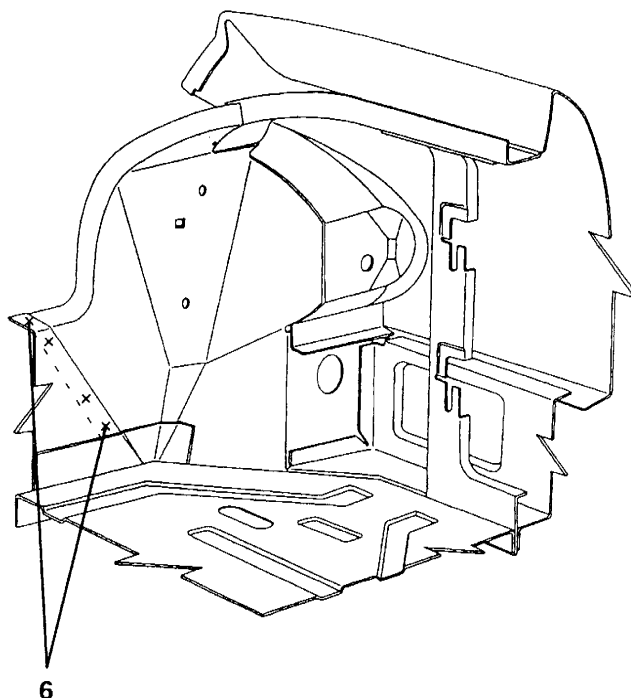
REMOVAL

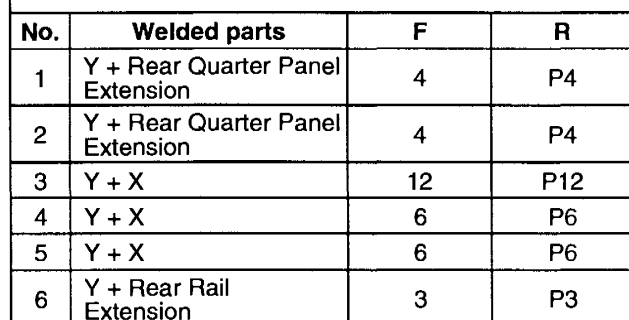
1. Cut the spot welds with a hole saw.
2. You may want to cut the tail panel into two pieces to make it easier to remove.
3. Clean and prep all the panels to which you will be fitting the new tail panel.

INSTALLATION

1. It may take a little extra time to fit the new panel for a good fit.
2. Tack weld the new panel into place.
3. Plug weld the panel for a permanent repair.

Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

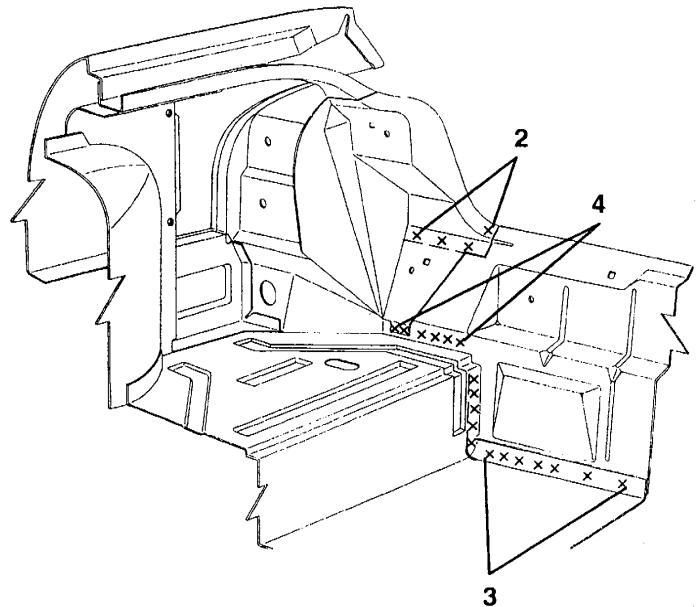
- For safety reasons, do the work with the fuel tank removed.
- Remove flammable material from trunk area before welding.
- Refer to Quarter Panel, Outer and Rear Floor Pan Sections for additional information.

REMOVAL

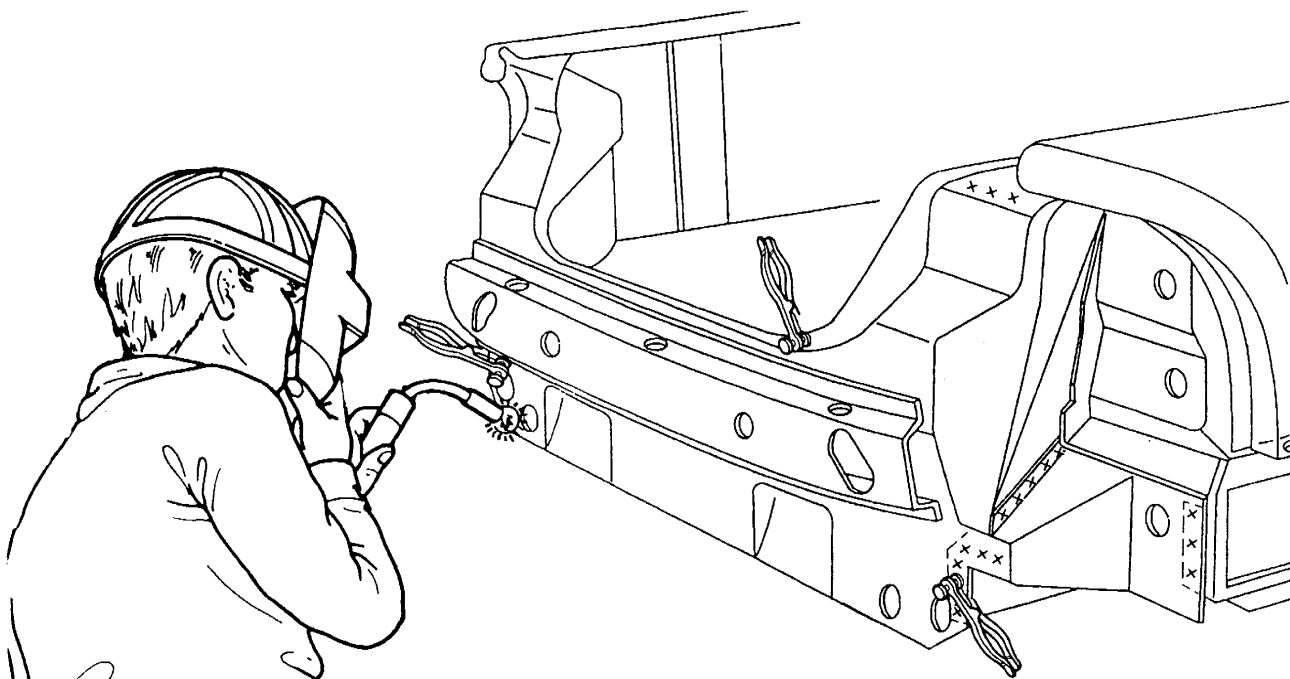
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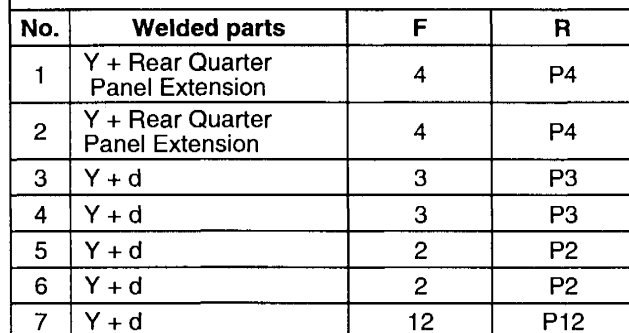
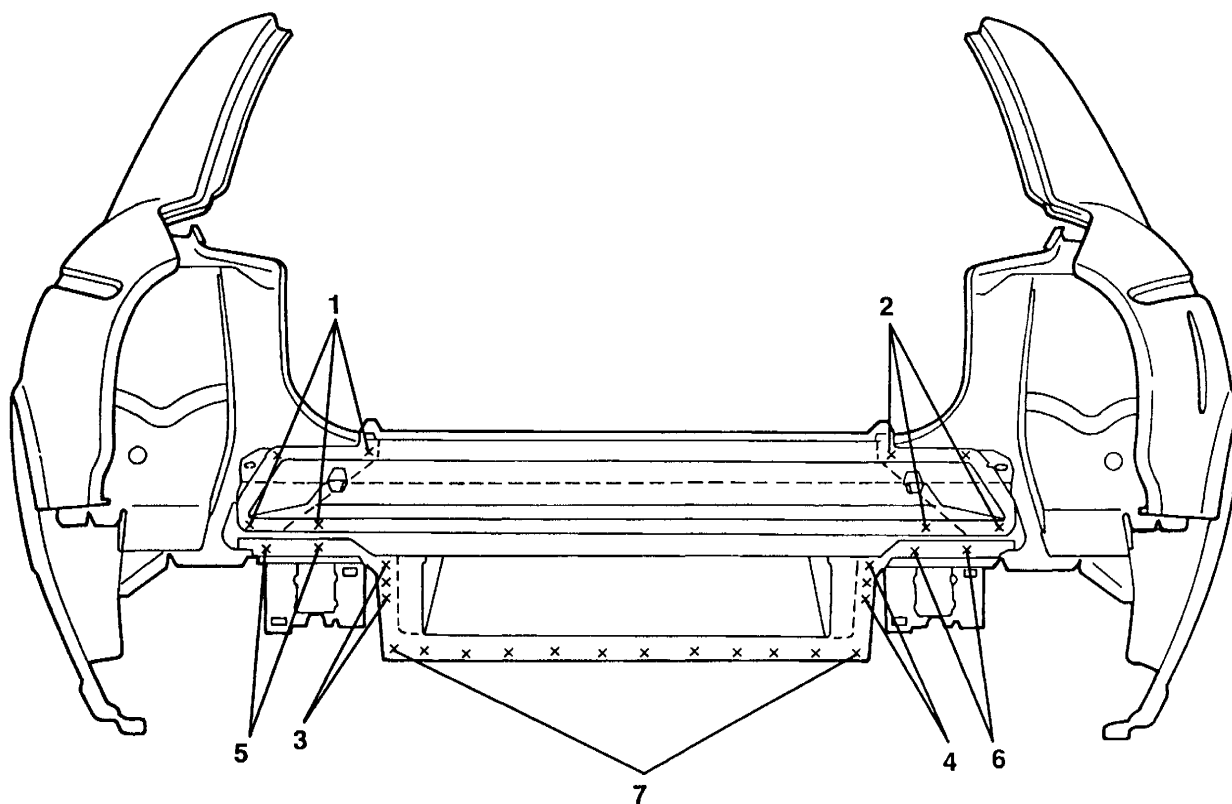
INSTALLATION

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2. Tack weld the new panel into place.
3. Plug weld the panel for a permanent repair.



Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



[illegible]



NOTES WITH REGARD TO REPAIR WORK

- For safety reasons, do the work with the fuel tank removed.
- Remove all flammable materials from trunk area before welding.
- Refer to Quarter Panel, Outer Section for additional information.

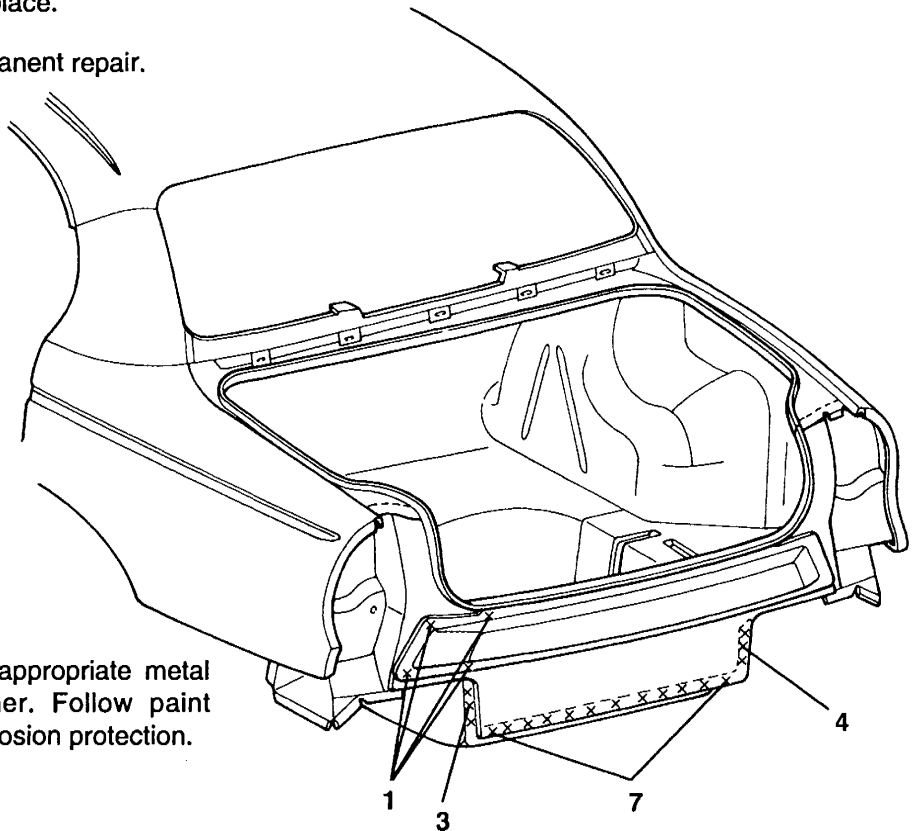
REMOVAL

1. Cut the spot welds with a hole saw.
2. You may want to cut the tail panel into two pieces to make it easier to remove.
3. Clean and prep all the panels to which you will be fitting the new tail panel.



INSTALLATION

1. It may take a little extra time to fit the new panel for a good fit.
2. Tack weld the new panel into place.
3. Plug weld the panel for a permanent repair.



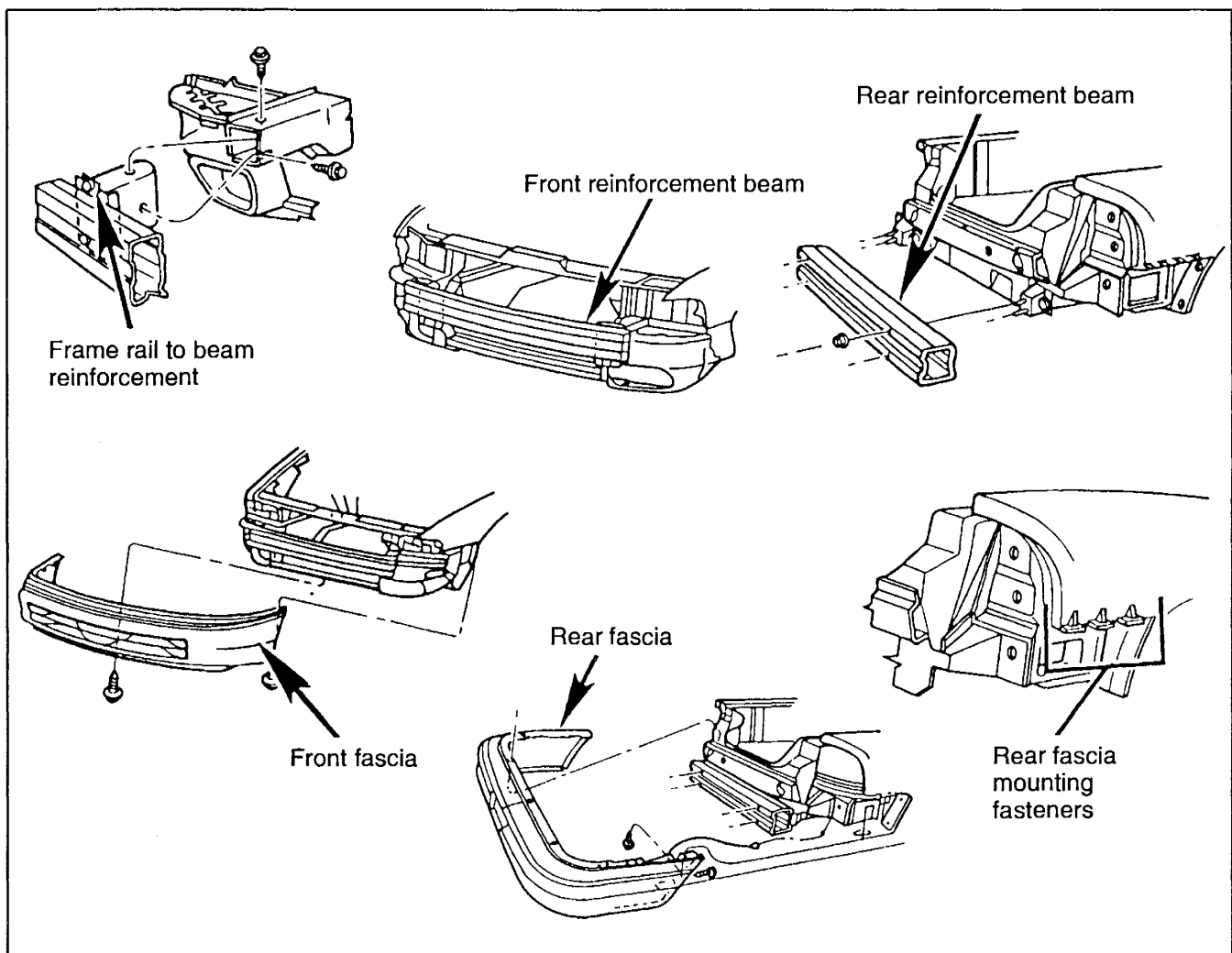
Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

BUMPER SYSTEMS

*Chrysler Concorde · New Yorker · LHS
Dodge Intrepid · Eagle Vision*



The bumper systems are designed to look different for each model, but will be made of the same materials. They will use a TPO fascia front and rear. The isolators, or energy absorbers, are constructed of a foam material. They are designed to meet all federal safety standards, and arrive at the assembly plant attached to the fascia. They are secured to the vehicle when the fascias are secured to the reinforcement and the body. The reinforcements are secured to the body via bumper reinforcement brackets. The fascias, are positioned in place using a slide type fastener at the sides and a combination of other fasteners at the bottom and top.



STRUCTURAL ADHESIVES

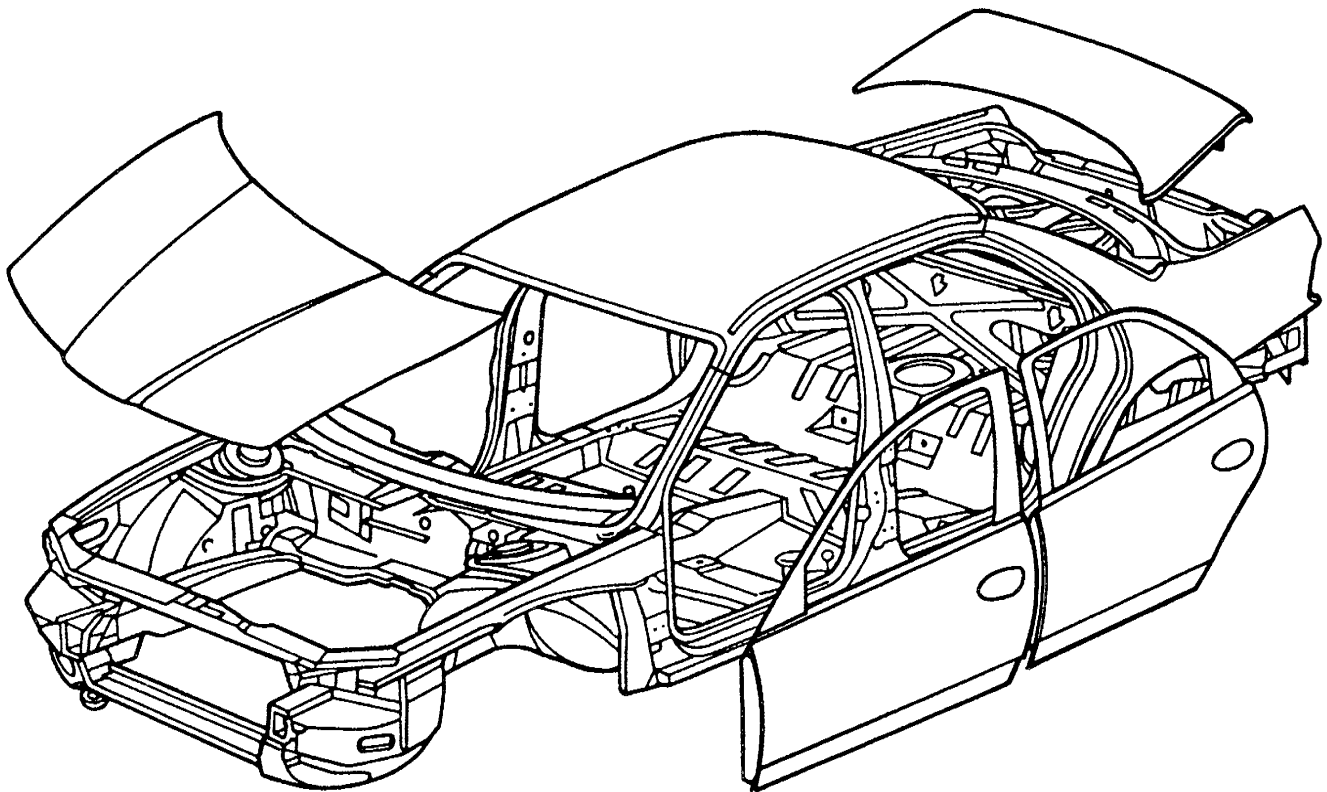
*Chrysler Concorde · New Yorker · LHS
Dodge Intrepid · Eagle Vision*



Replacing a door skin used to be a time consuming repair with a variety of tools and equipment needed to perform the repair. Now with the aid of structural adhesive there is an alternative repair for door skin replacement. There are many benefits for using structural adhesive.

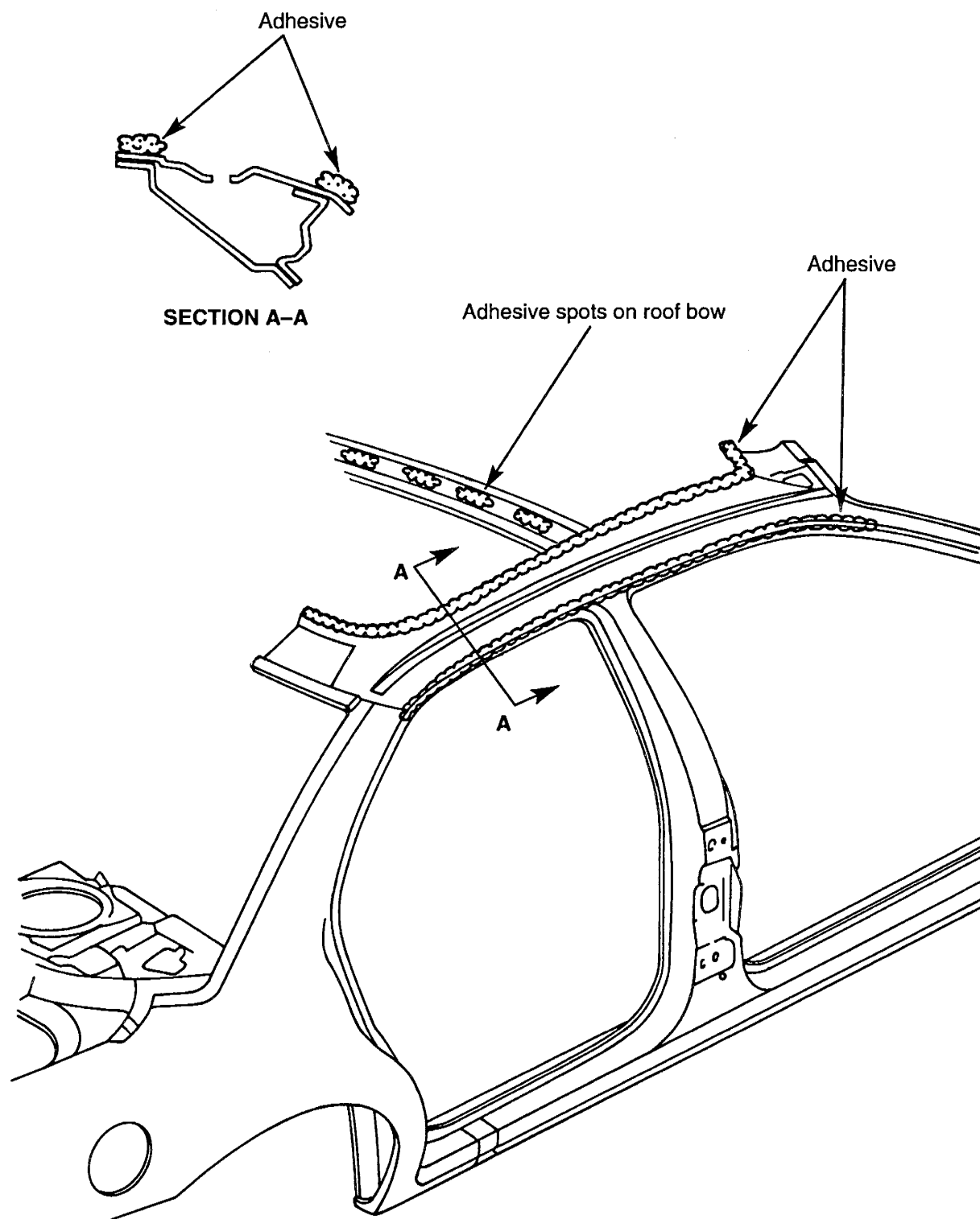
For example:

- No welding required
- Added strength
- Reduces door flange distortion



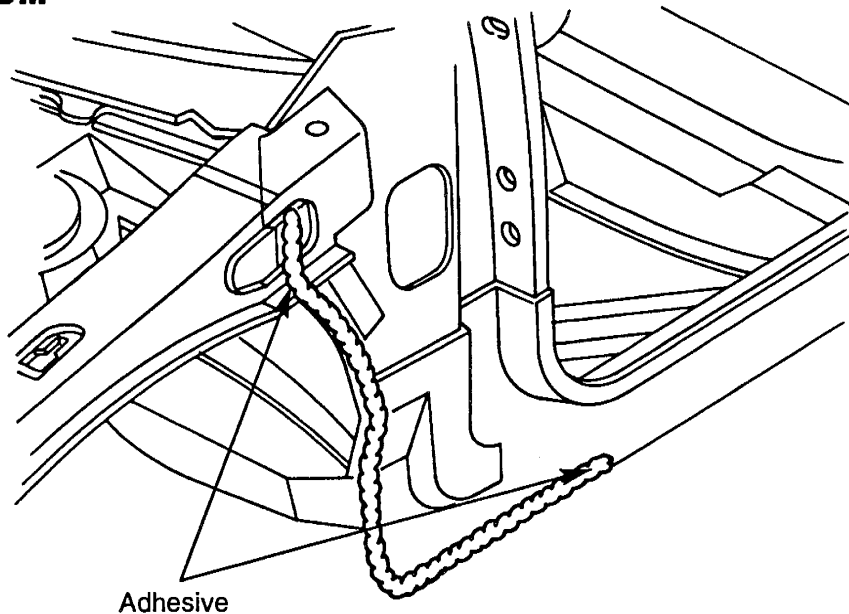


ROOF PANEL

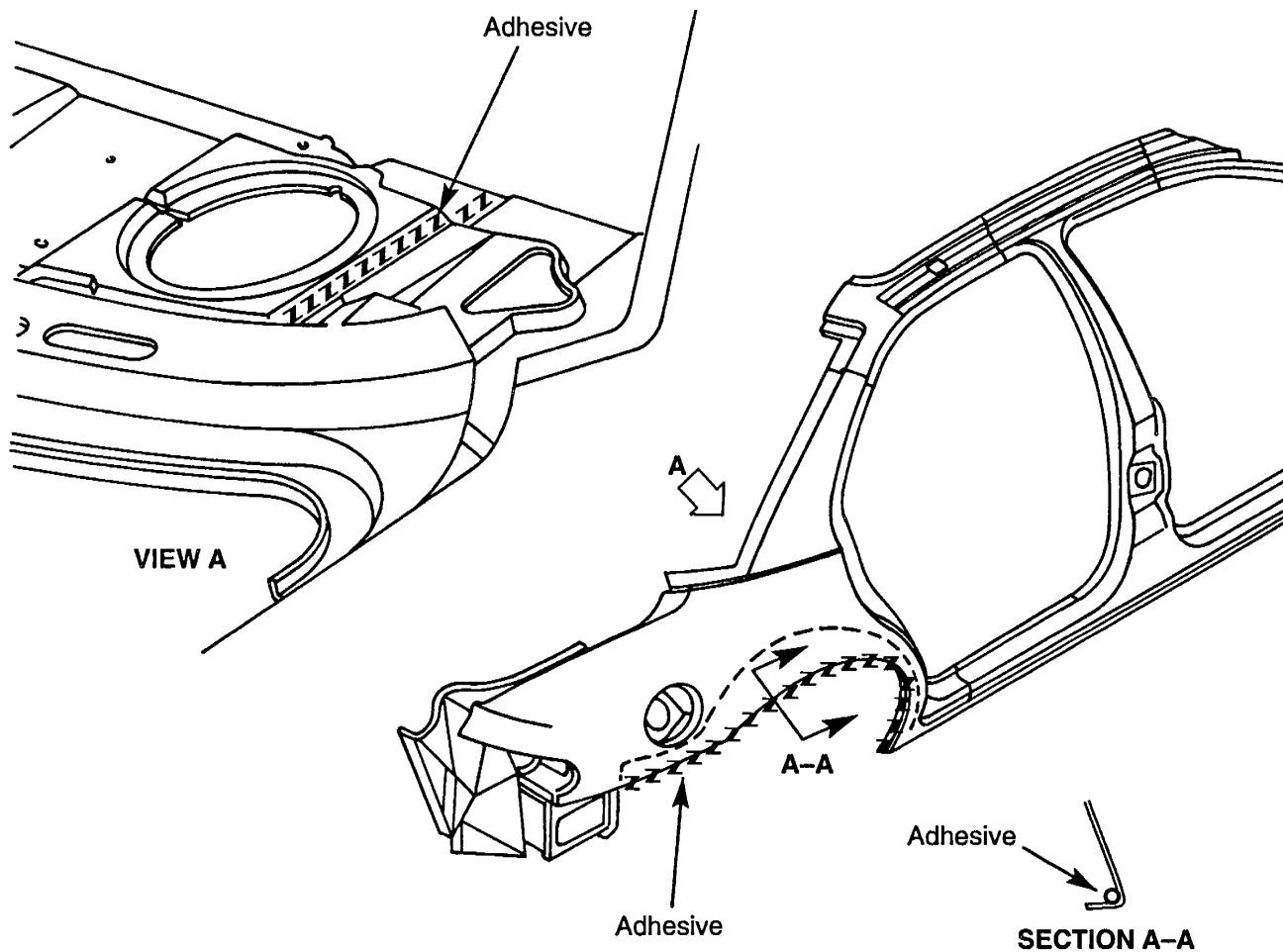




COWL AND DASH PLENUM TO APERTURE



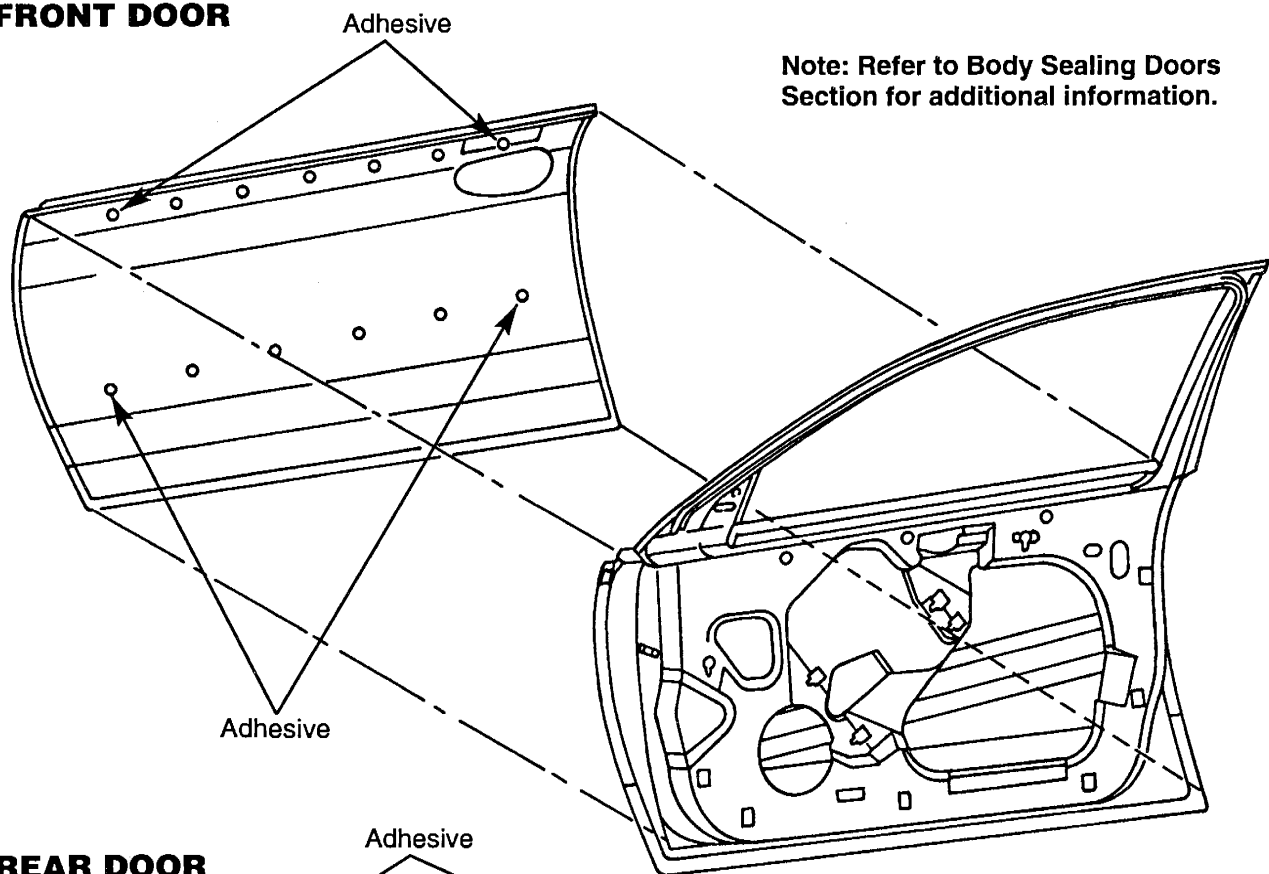
REAR QUARTER PANEL





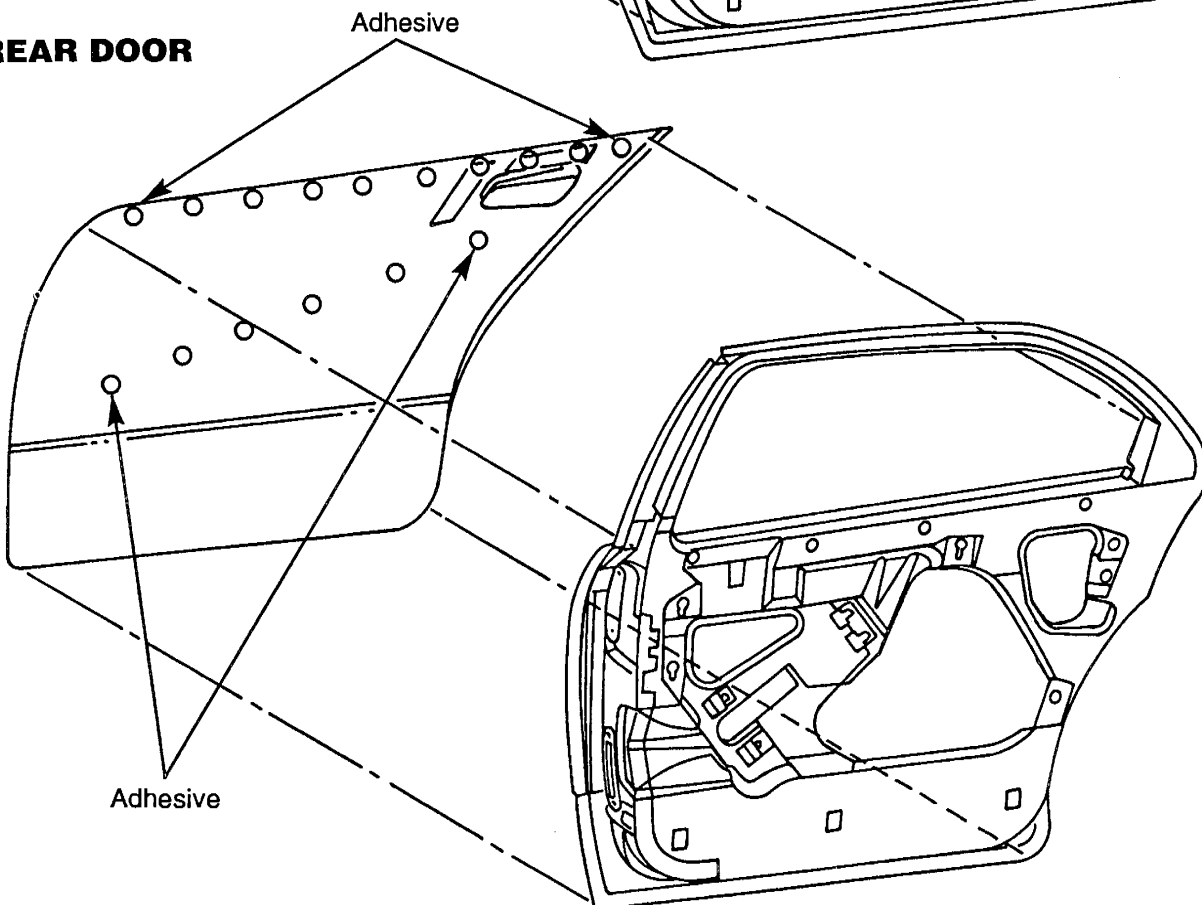
Structural Adhesives

FRONT DOOR



Note: Refer to Body Sealing Doors Section for additional information.

REAR DOOR



BODY SEALING LOCATIONS

*Chrysler Concorde · New Yorker · LHS
Dodge Intrepid · Eagle Vision*

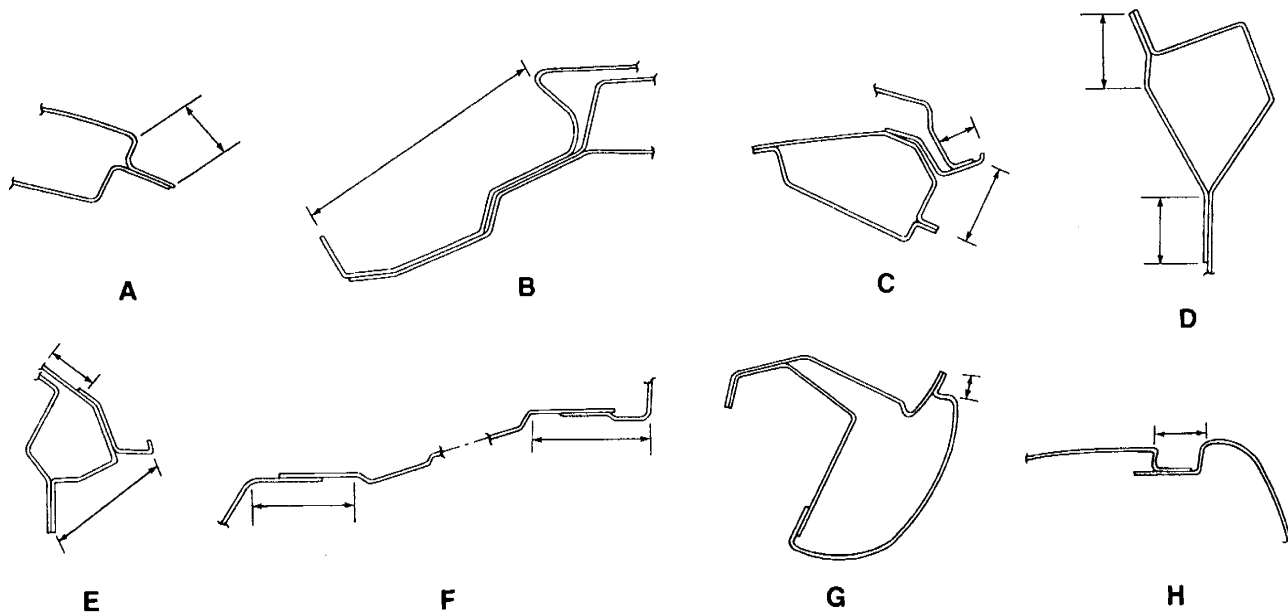
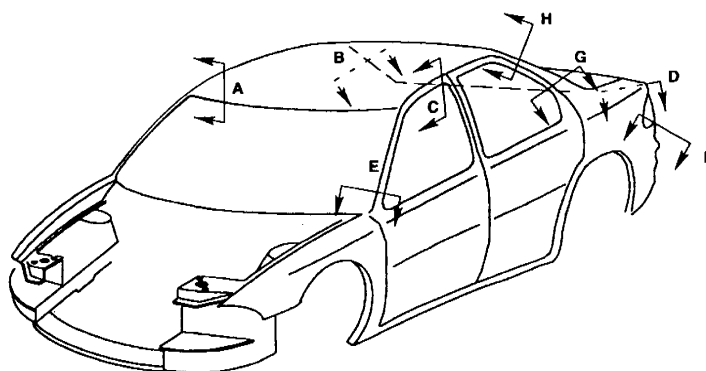


All repairs where panels were replaced have voids that must be filled with sealant. Sealant should be applied to all skips, pin holes in sealers and weld burn through holes on the interior and exterior of the vehicle that would permit leakage of water, air or exhaust fumes.

Typical areas of the exterior that must be repaired are listed on this page. Typical areas of the interior that must be repaired are floor pans, wheelhouses, dash panel and cowl sides.

AREAS AFFECTED

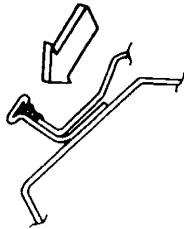
- A — Windshield opening and back lite.
- B — Deck lid opening upper.
- C — Roof side drain upper and lower.
- D — Deck lid opening lower.
- E — Door opening.
- F — Taillight quarter panel extension area.
- G — Rear door opening.
- H — Roof aperture joint.



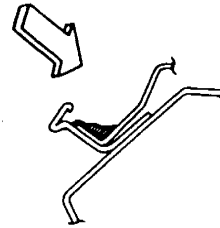


Body Sealing Locations

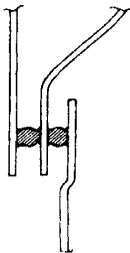
METHODS OF APPLYING AUTO BODY SEALANT



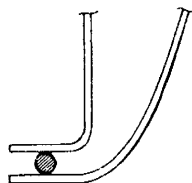
Hold gun nozzle in direction of arrow in order to effectively seal metal joints.



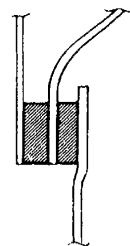
Do not hold gun nozzle in direction of arrow. Sealer applied as shown is ineffective.



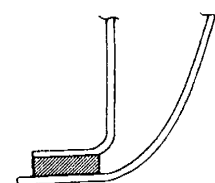
3 metal thickness



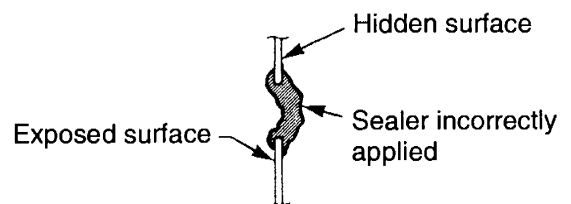
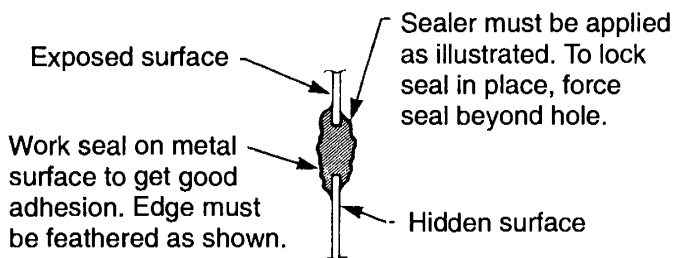
2 metal thickness



3 metal thickness



2 metal thickness



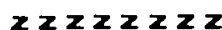
SYMBOLS



Extrudable thermoplastic



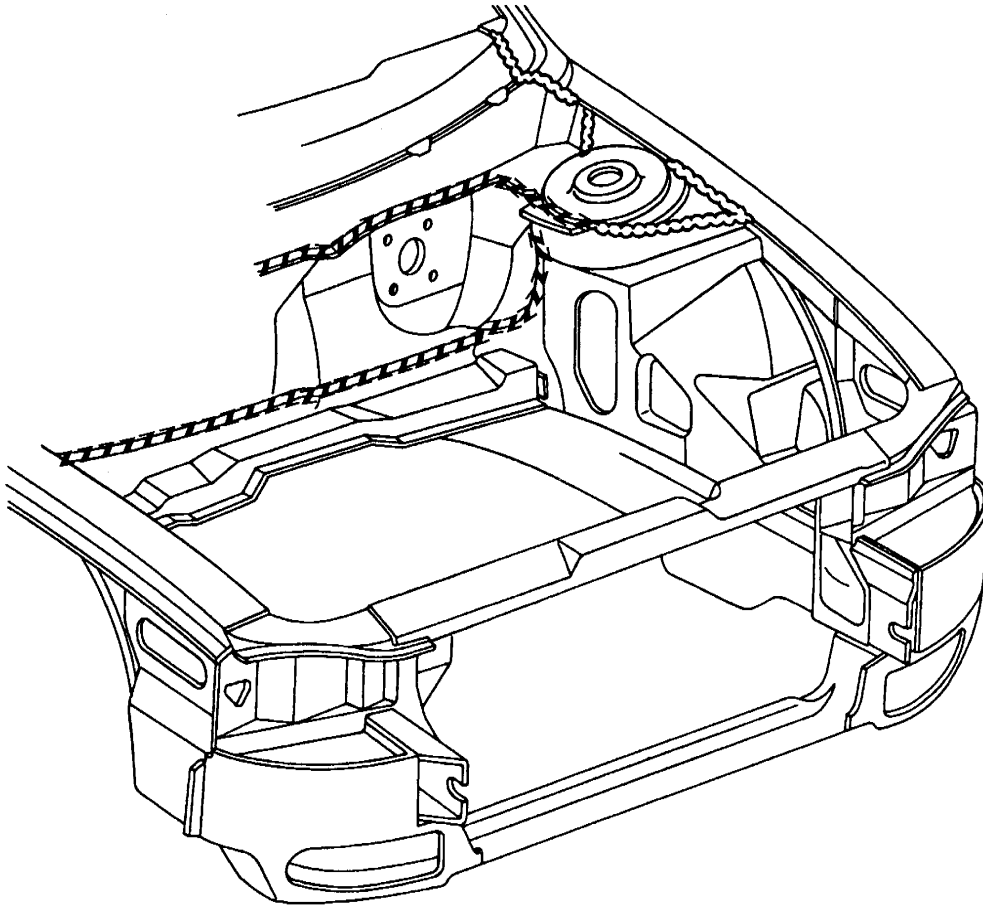
Exposed sealant



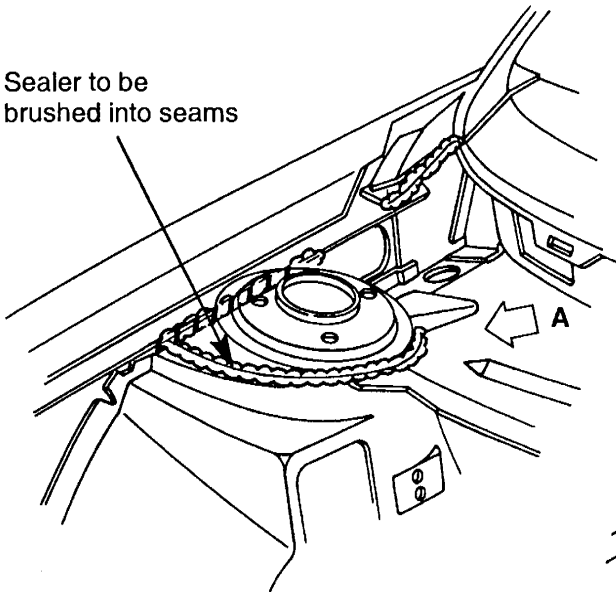
Hidden sealant



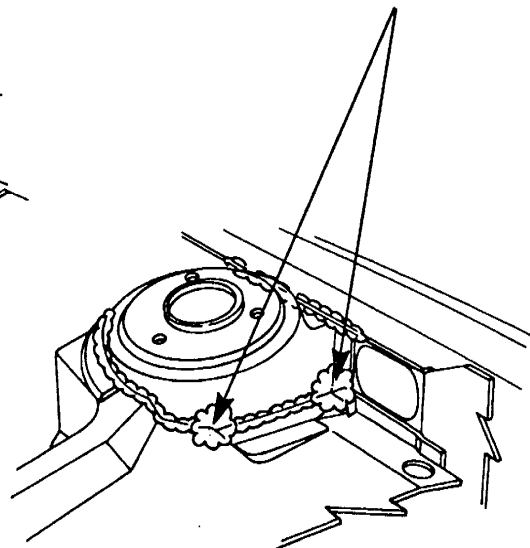
STRUT TOWER AND COWL AREA



Sealer to be
brushed into seams



Thumbgradeable sealer
pressed into these locations

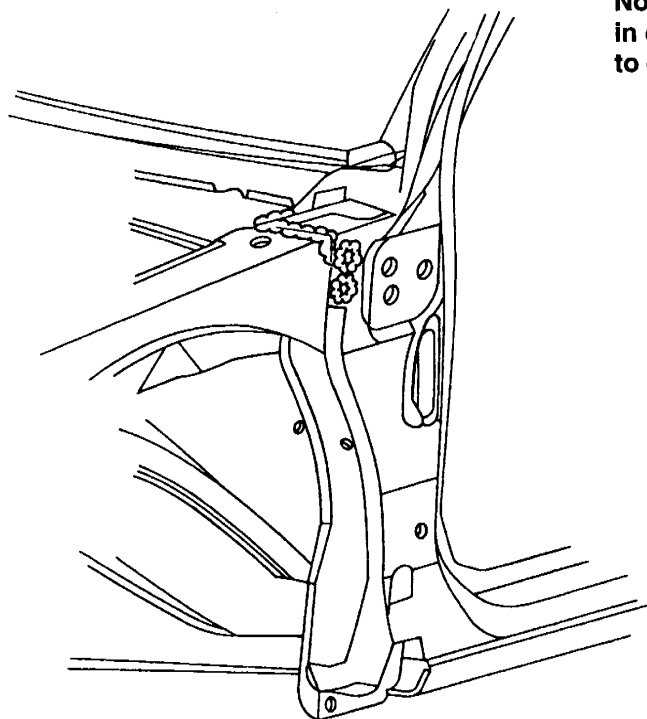


VIEW A



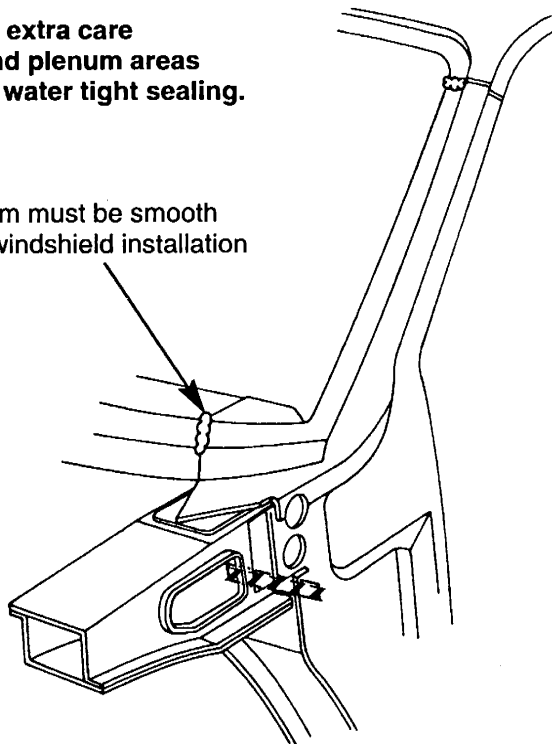
Body Sealing Locations

LOAD BEAM AND COWL AREA

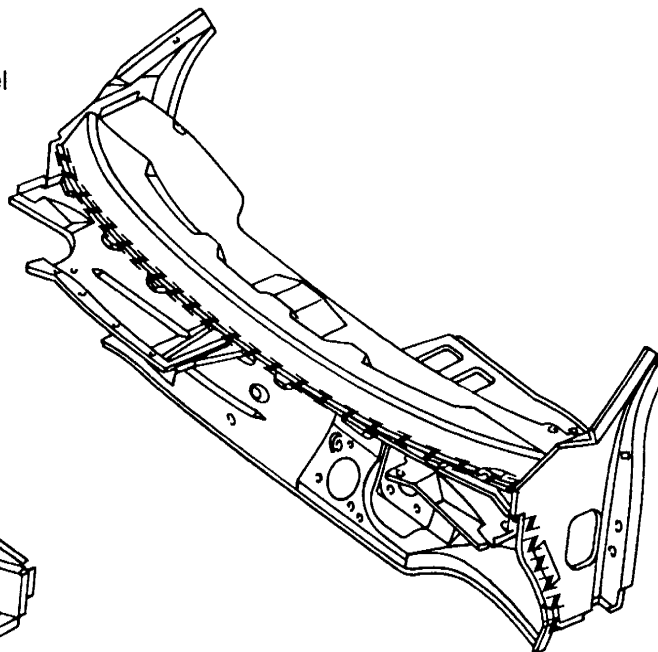
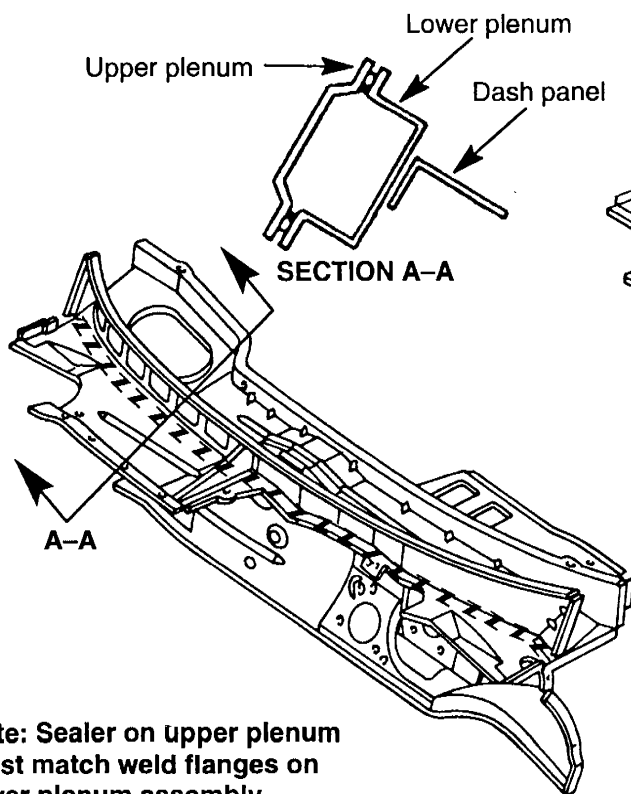


Note: Use extra care
in cowl and plenum areas
to ensure water tight sealing.

Seam must be smooth
for windshield installation



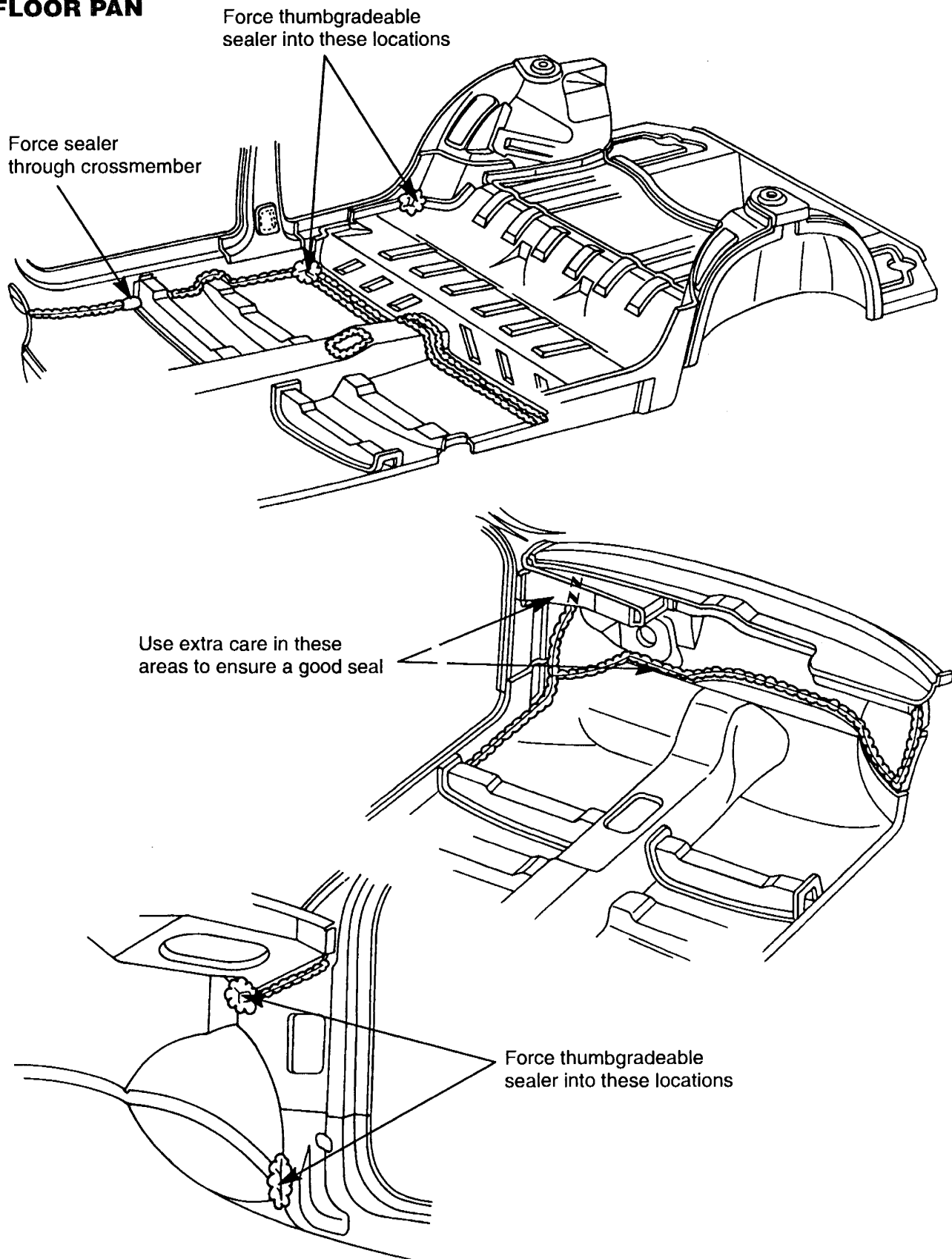
COWL AND PLENUM AREA



Note: Sealer on upper plenum
must match weld flanges on
lower plenum assembly.



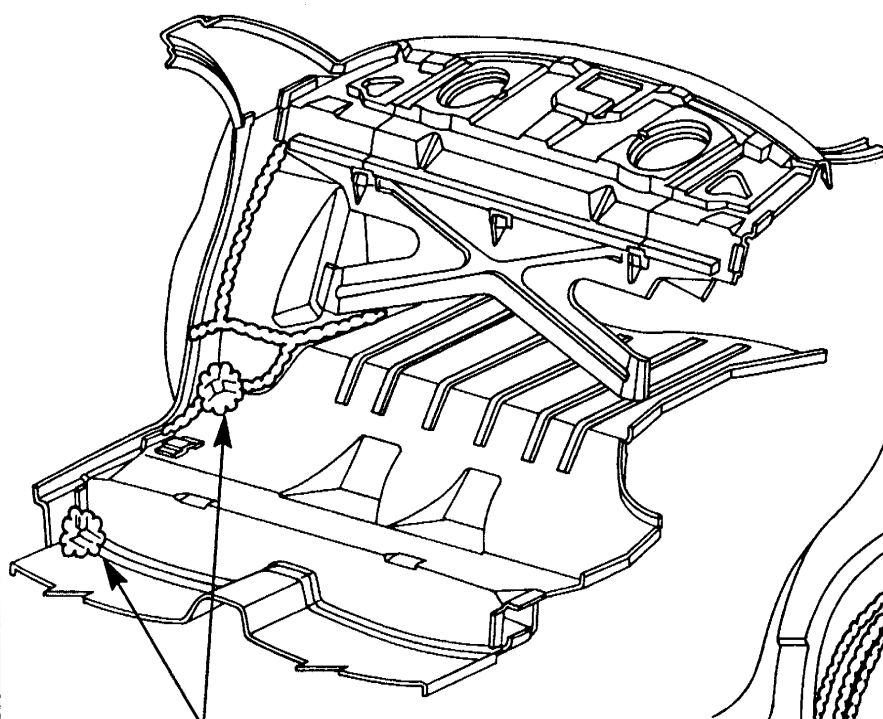
FLOOR PAN



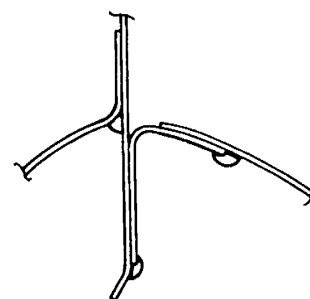


Body Sealing Locations

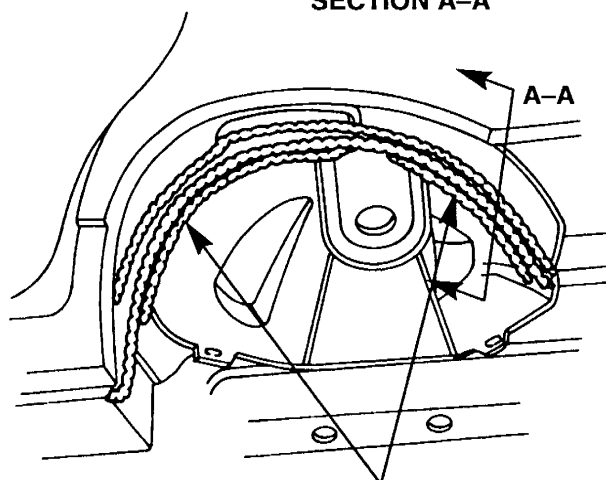
INNER WHEELHOUSE



Force thumbgradeable sealer into these locations

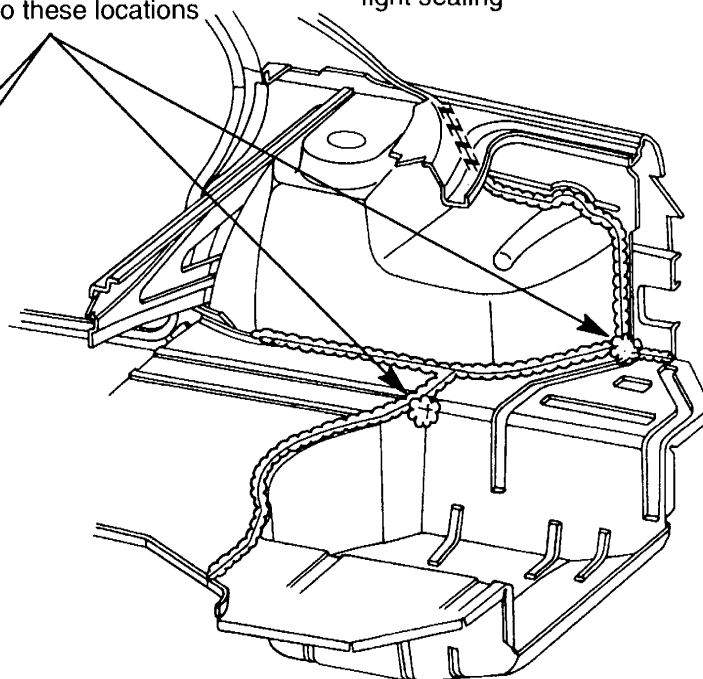
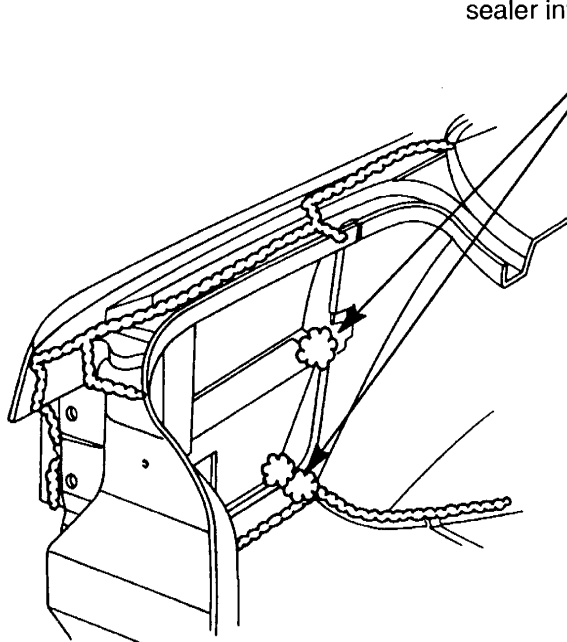


SECTION A-A



Use extra care when sealing these areas to ensure water tight sealing

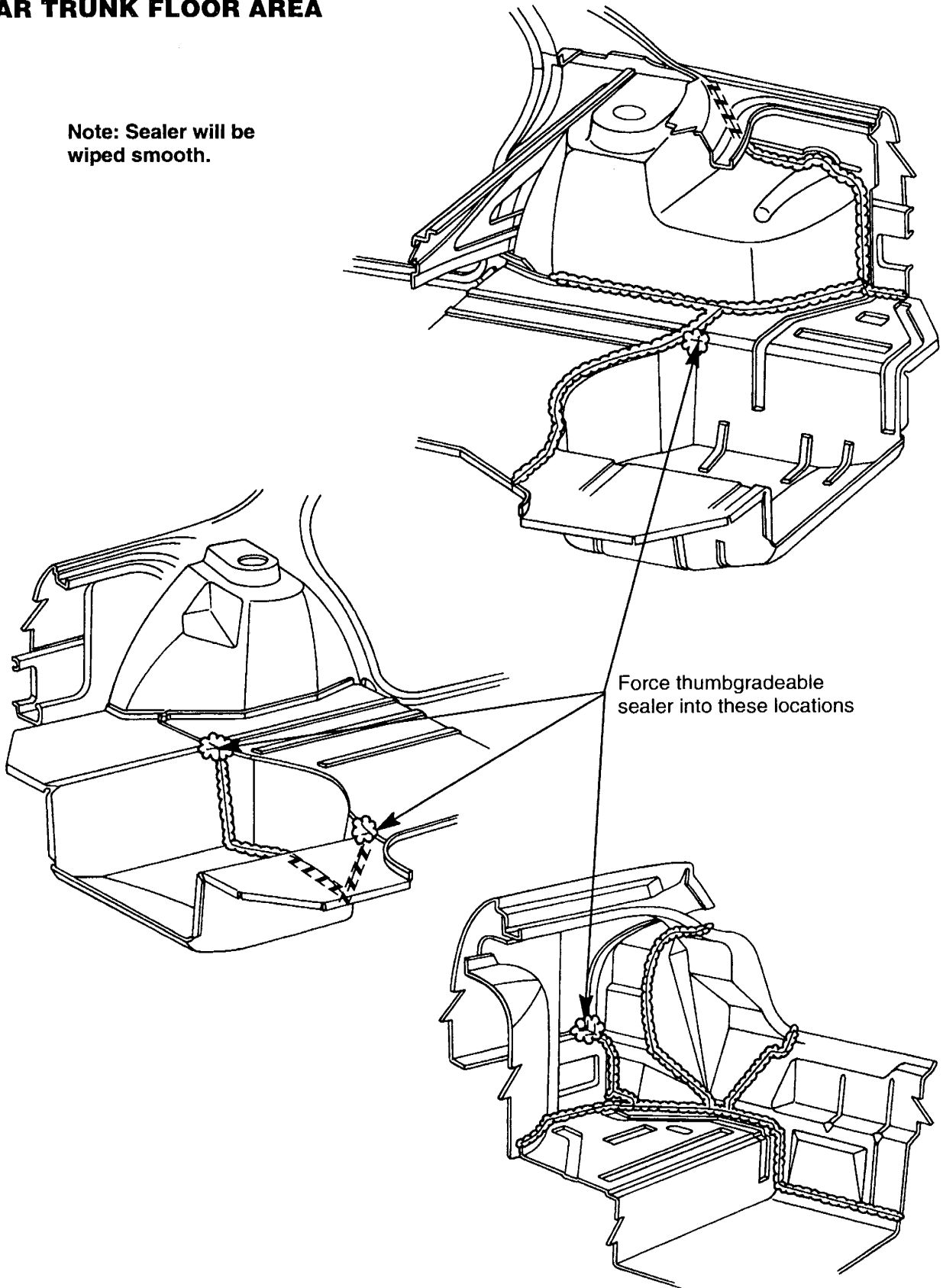
Force thumbgradeable sealer into these locations





REAR TRUNK FLOOR AREA

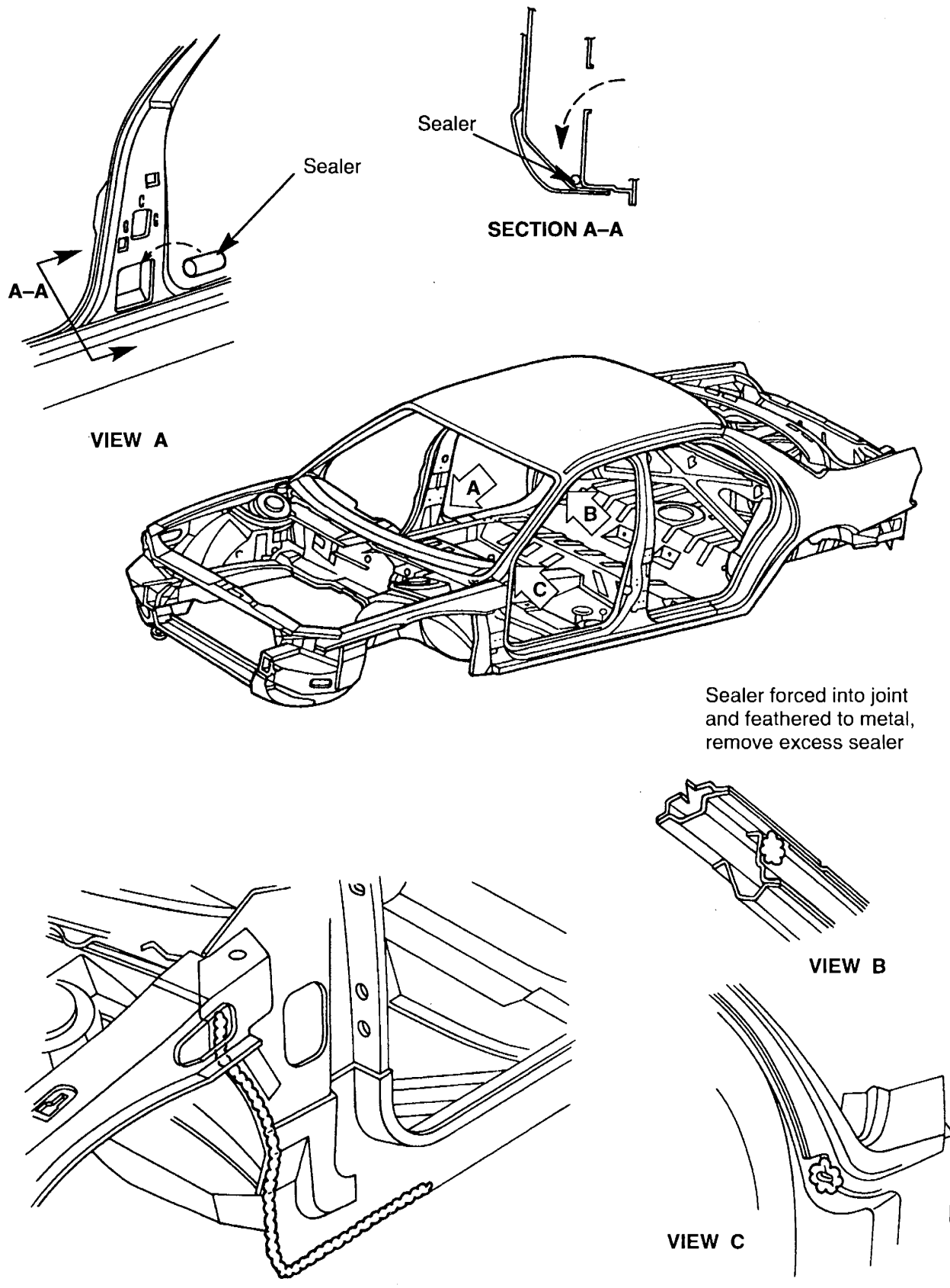
Note: Sealer will be
wiped smooth.





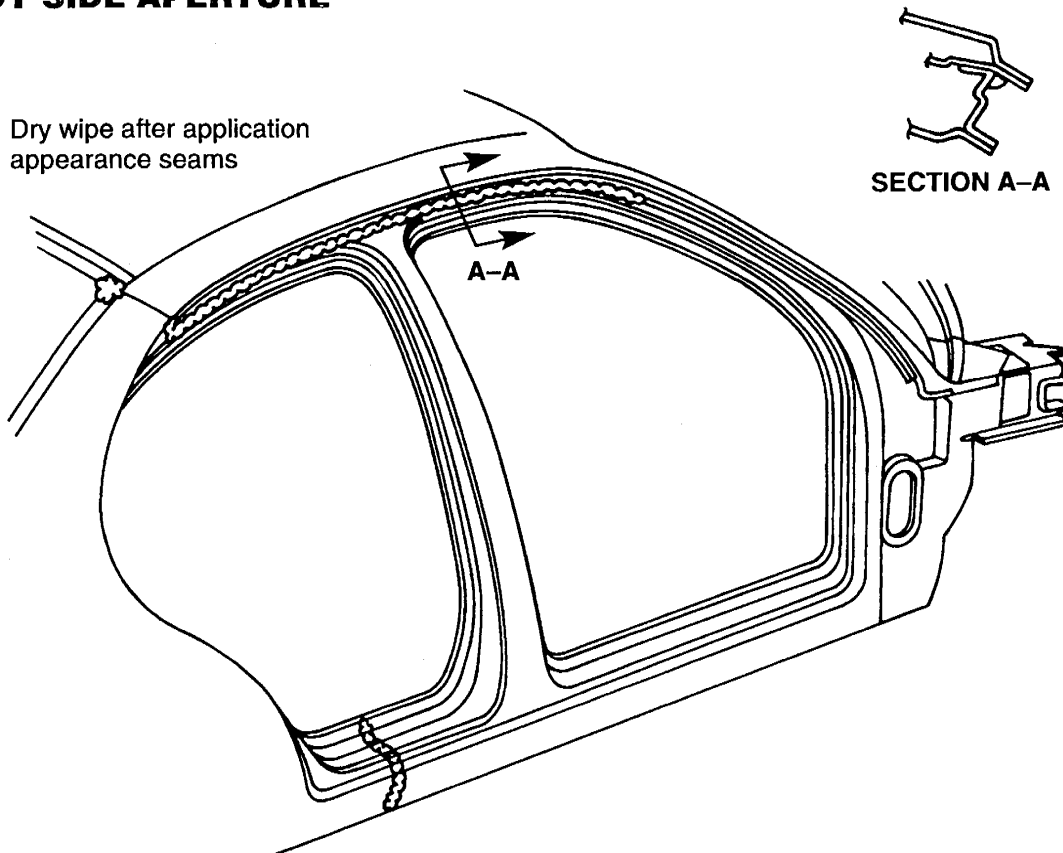
Body Sealing Locations

BODY SIDE APERTURE



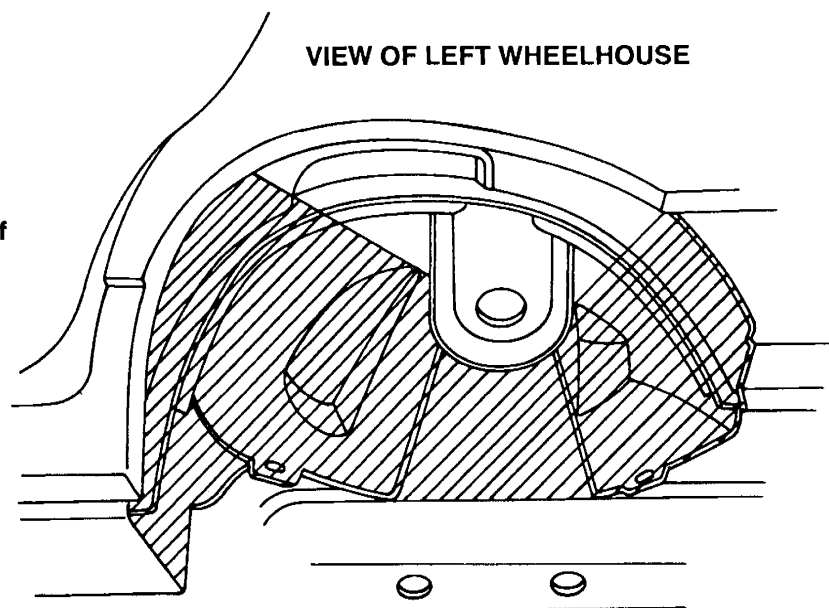


BODY SIDE APERTURE



REAR WHEELHOUSE

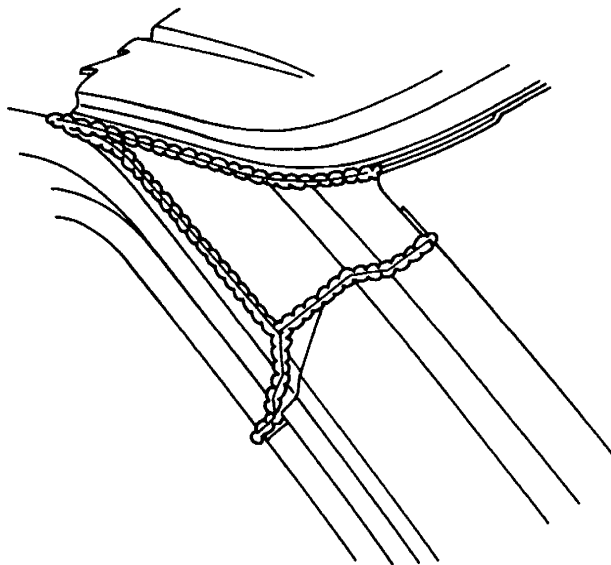
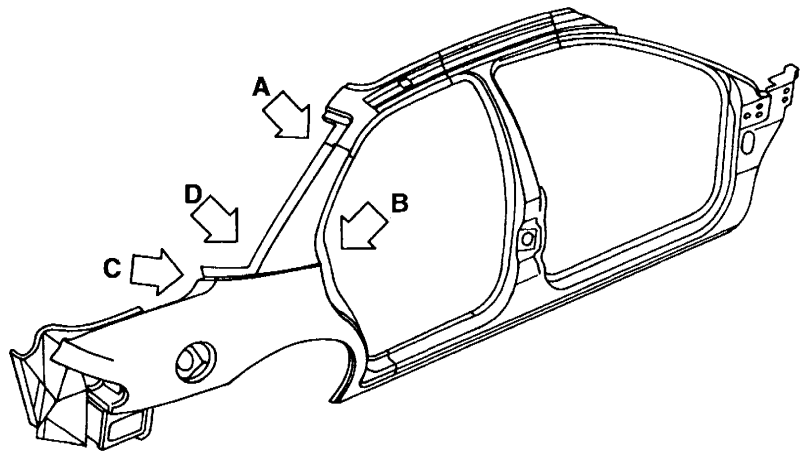
Note: Keep sealer free of
ABS grommet hole
(left and right sides).



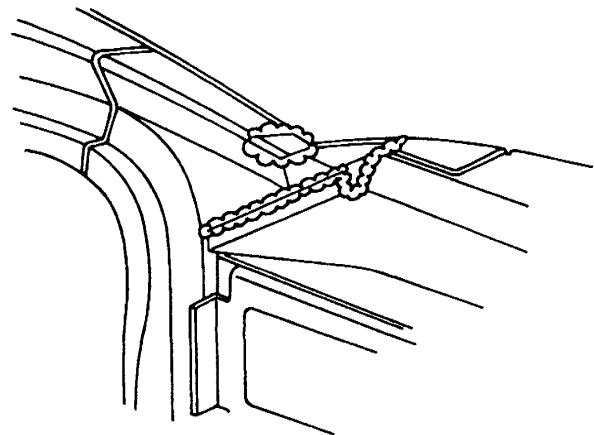


Body Sealing Locations

REAR QUARTER PANEL

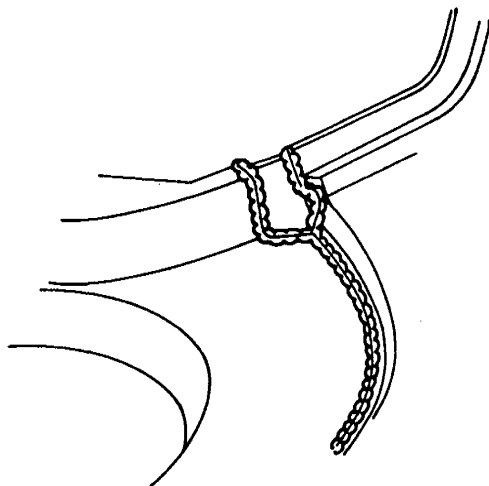


VIEW A

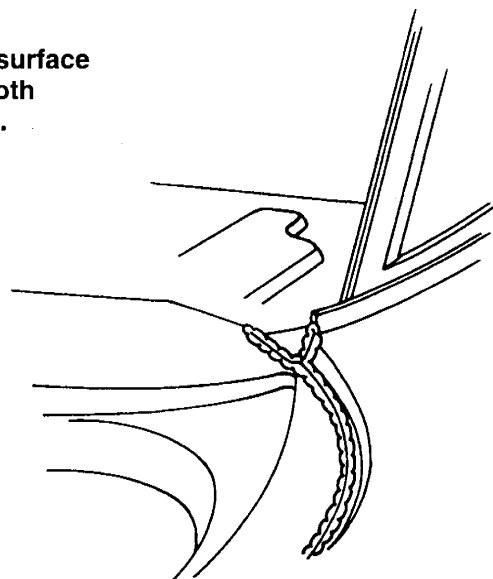


VIEW B

Note: Critical sealing surface
wipe sealer for a smooth
b/lite bonding surface.



VIEW C



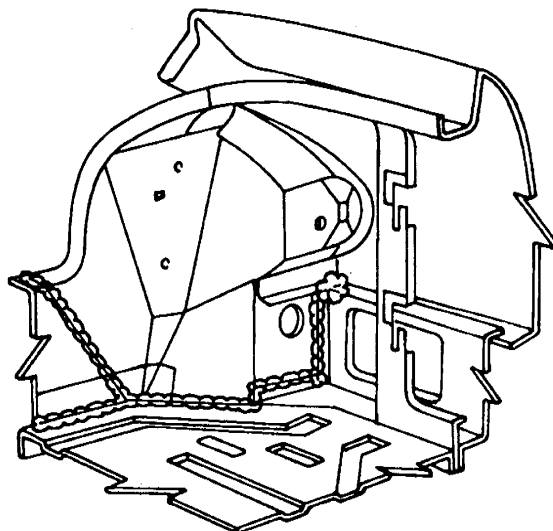
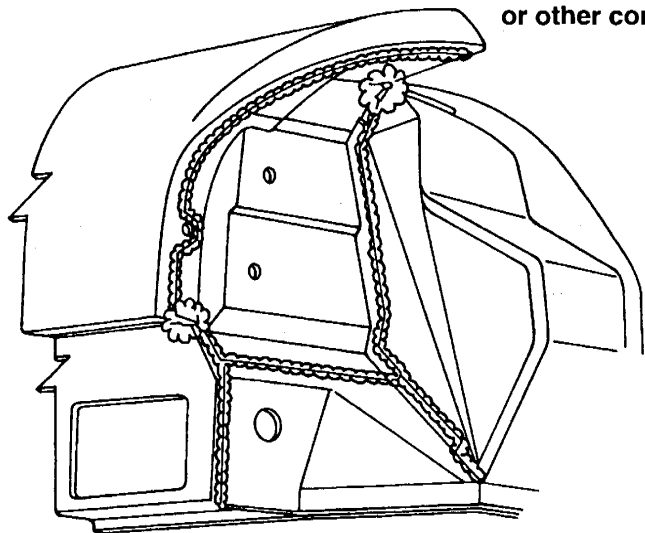
Highly visible appearance area

VIEW D



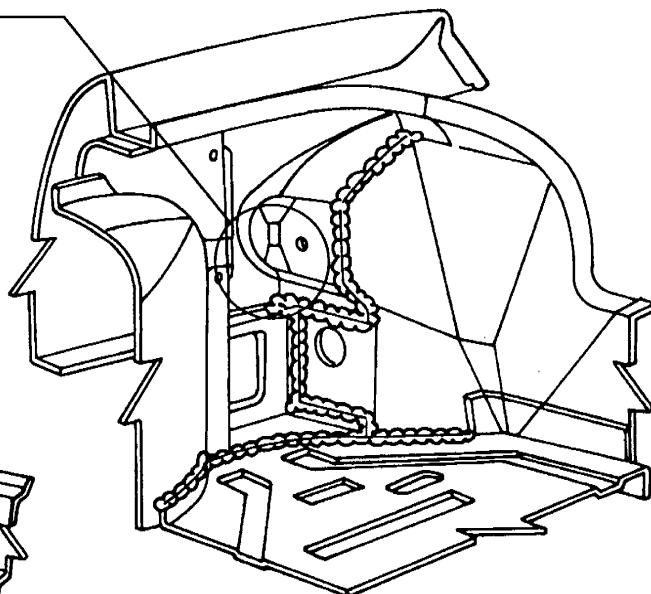
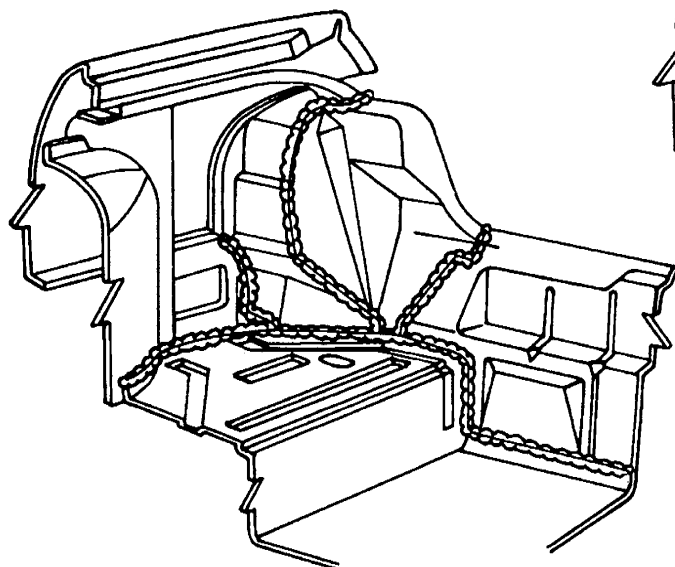
INSIDE REAR TRUNK AREA

Note: Application of sealer in this area should not interfere with fascia or other component mounting areas.



Note: Sealer must be smooth so it will not interfere with component mounting.

Note: Keep fascia attaching holes free of all sealers.

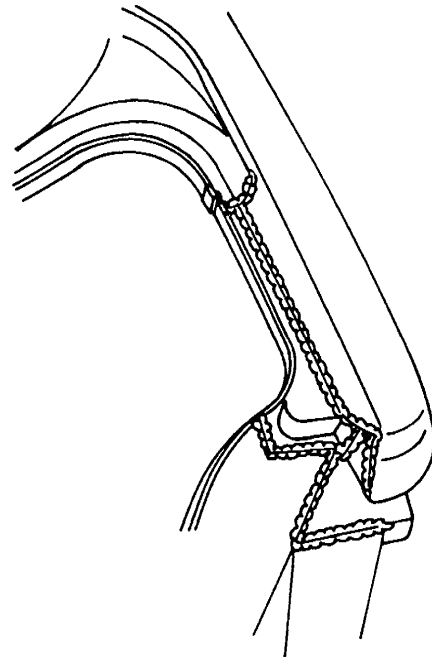
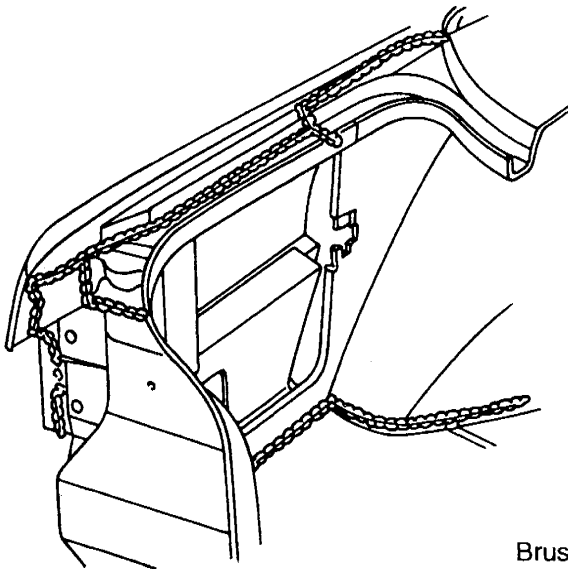
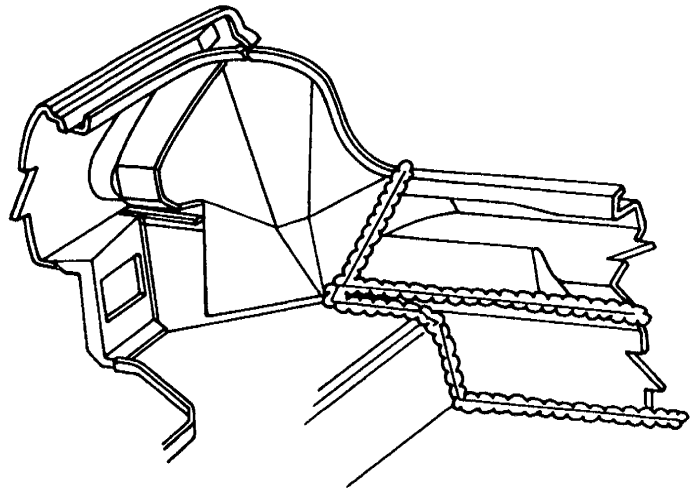
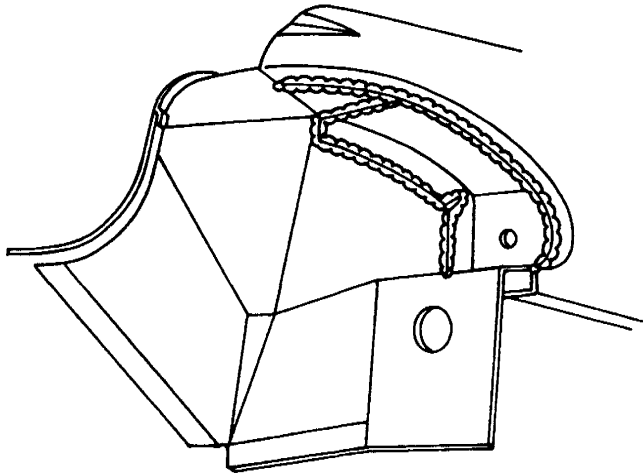




Body Sealing Locations

INSIDE REAR TRUNK AREA

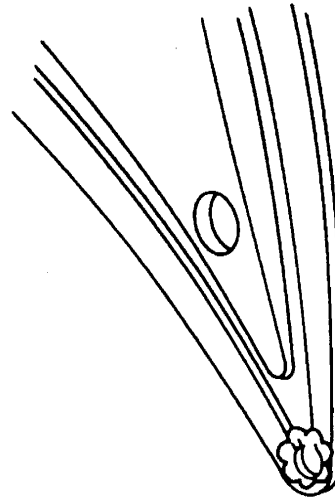
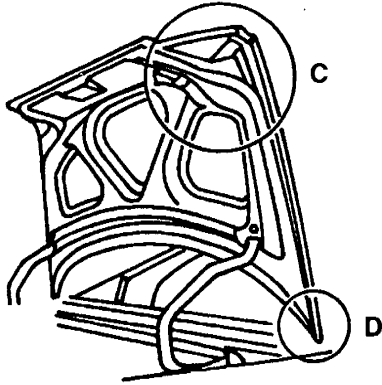
Right rear view shown,
left similar/symmetrical



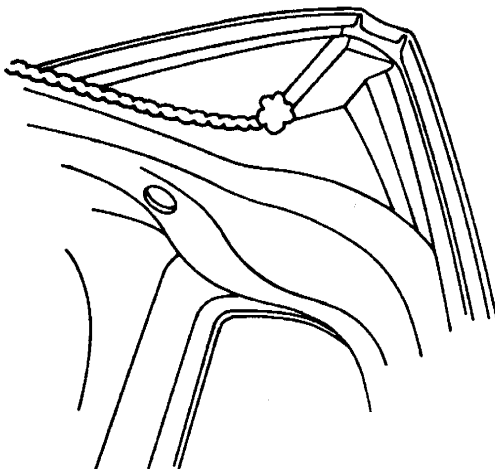
Brush sealer into seams and
wipe for appearance



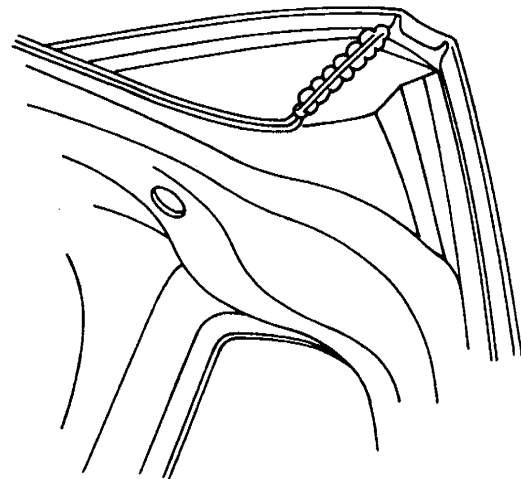
DECK LID — CONCORDE, VISION



VIEW IN CIRCLE D



VIEW IN CIRCLE C

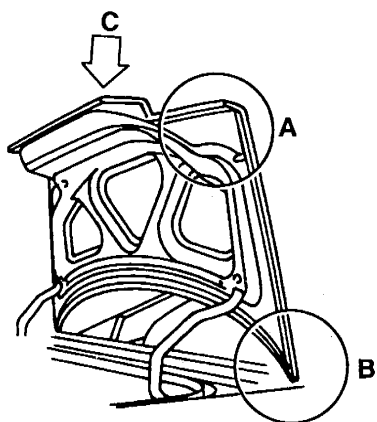


VIEW IN CIRCLE C

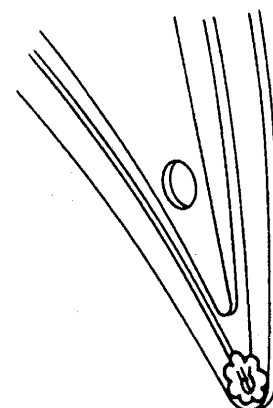


Body Sealing Locations

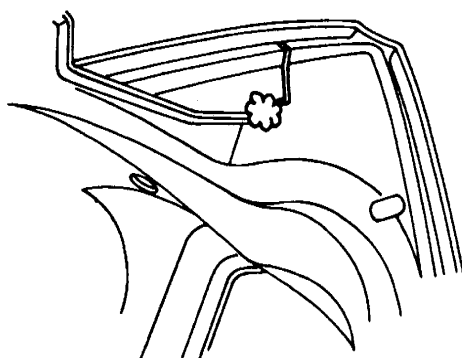
DECK LID — INTREPID



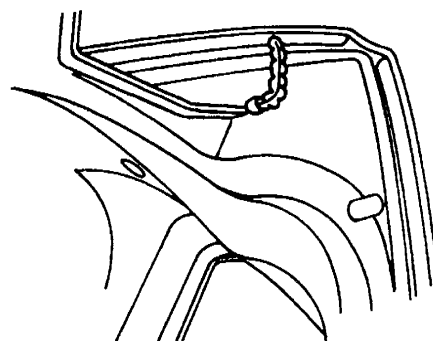
Press sealer into joints
and feather to metal.
Remove all excess material



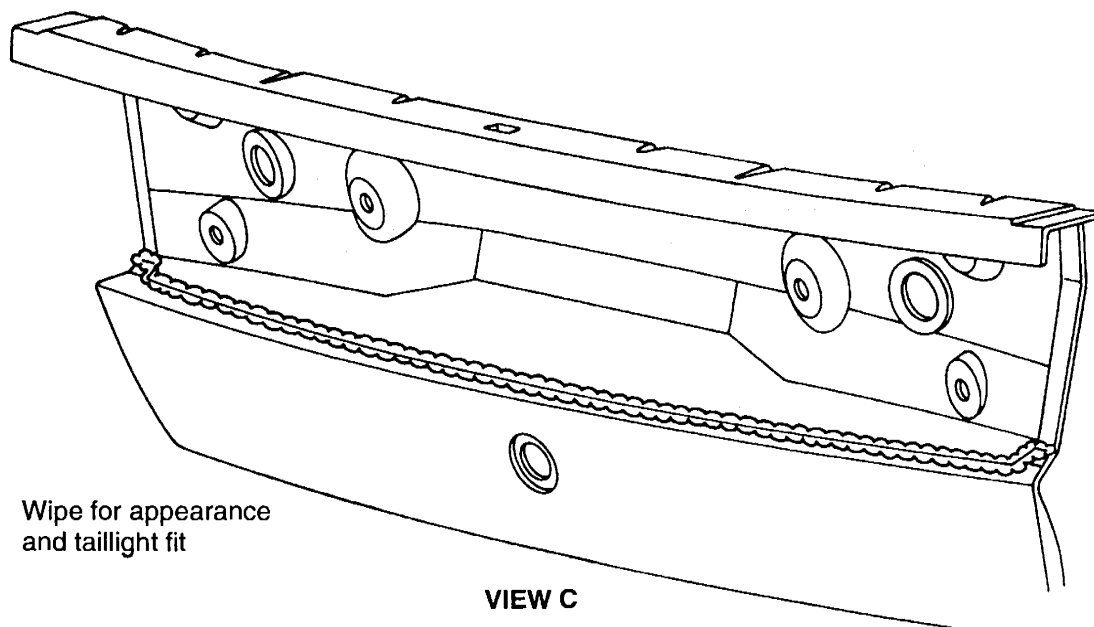
VIEW IN CIRCLE B



VIEW IN CIRCLE A



VIEW IN CIRCLE A



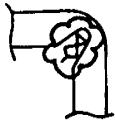
Wipe for appearance
and taillight fit

VIEW C

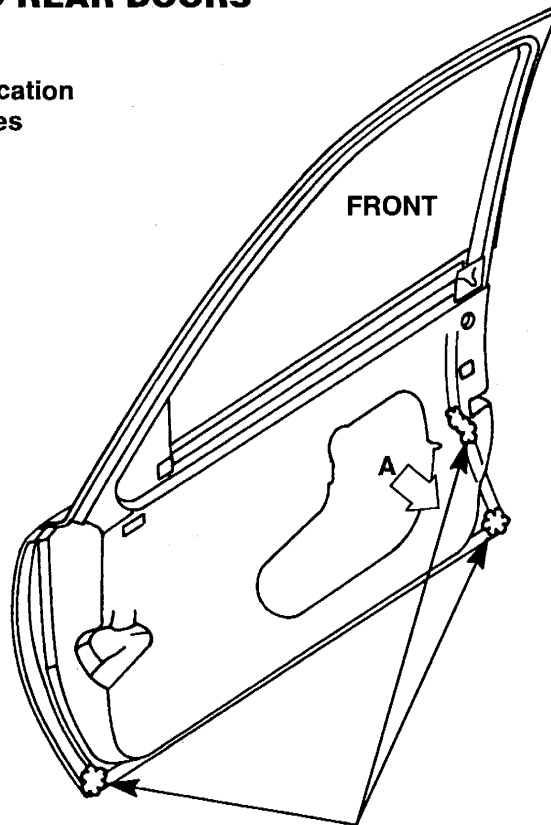


FRONT AND REAR DOORS

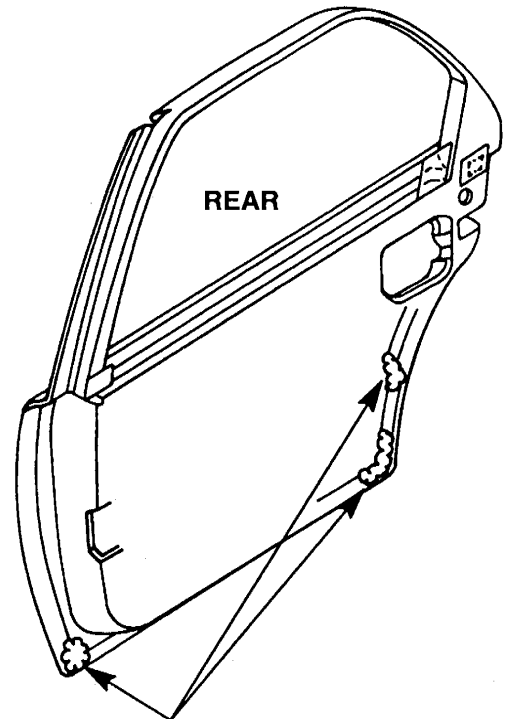
Typical application
to metal edges



VIEW A
Typical



FRONT



REAR

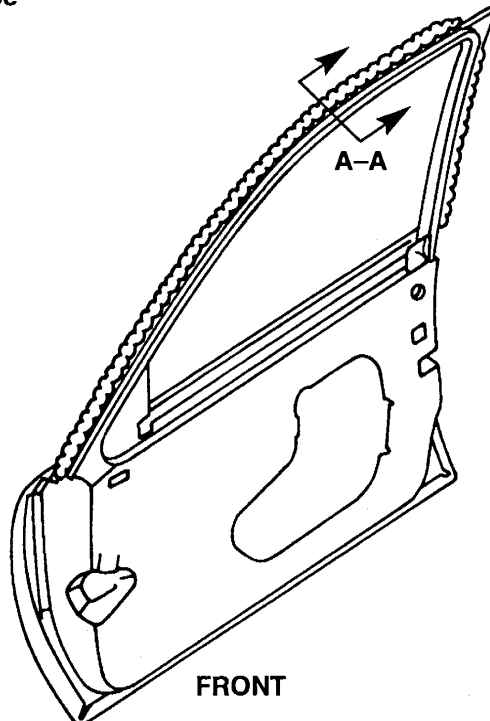
Thumbgradeable
sealer

Note: Seal seam and coat
raw metal edge. Wipe
smooth.

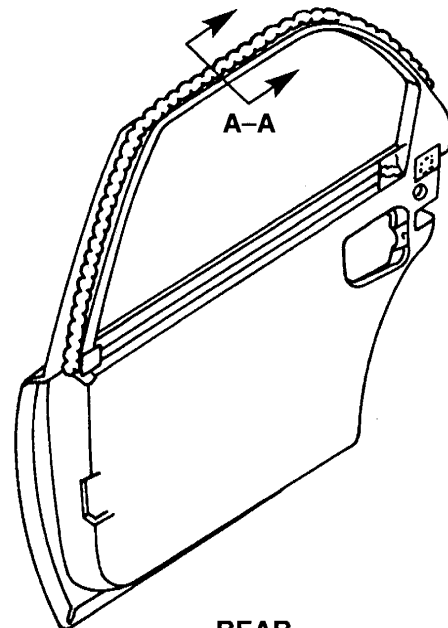
Thumbgradeable
sealer



SECTION A-A
Typical,
front/rear doors



FRONT

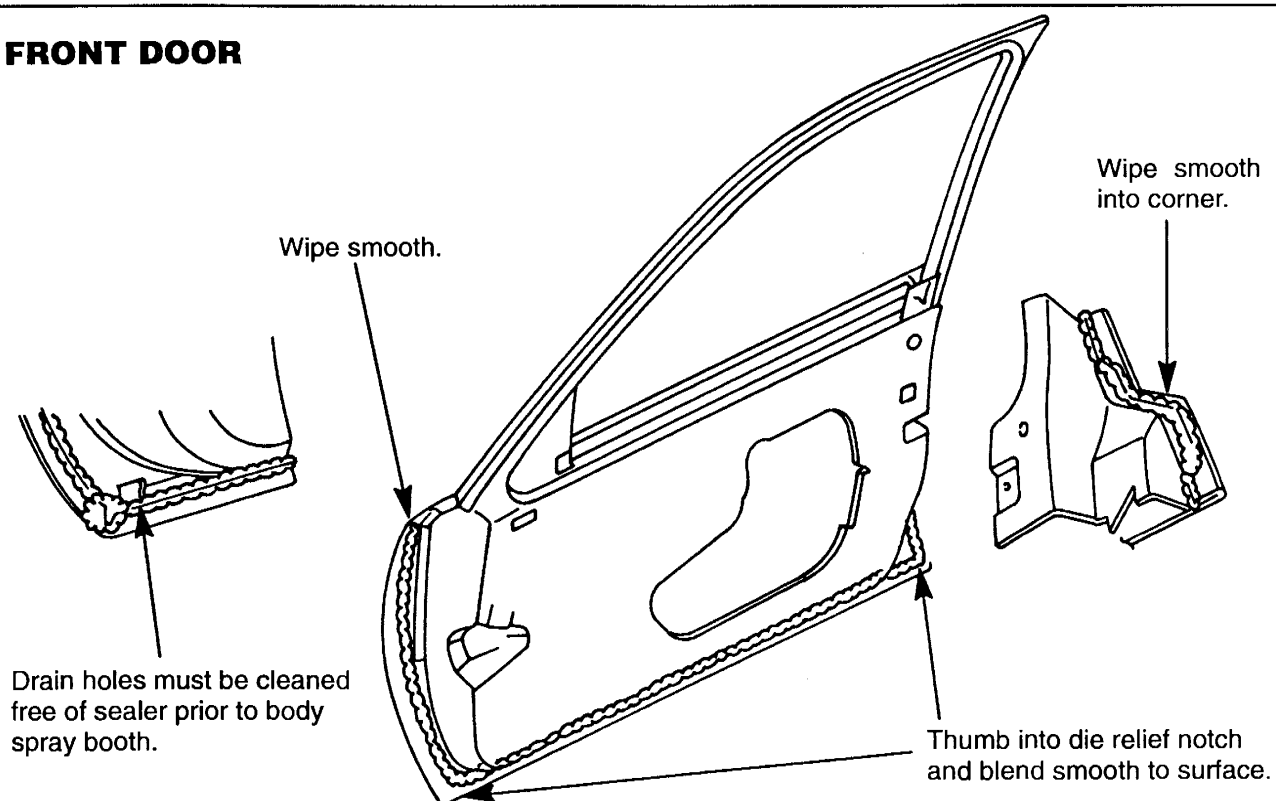


REAR

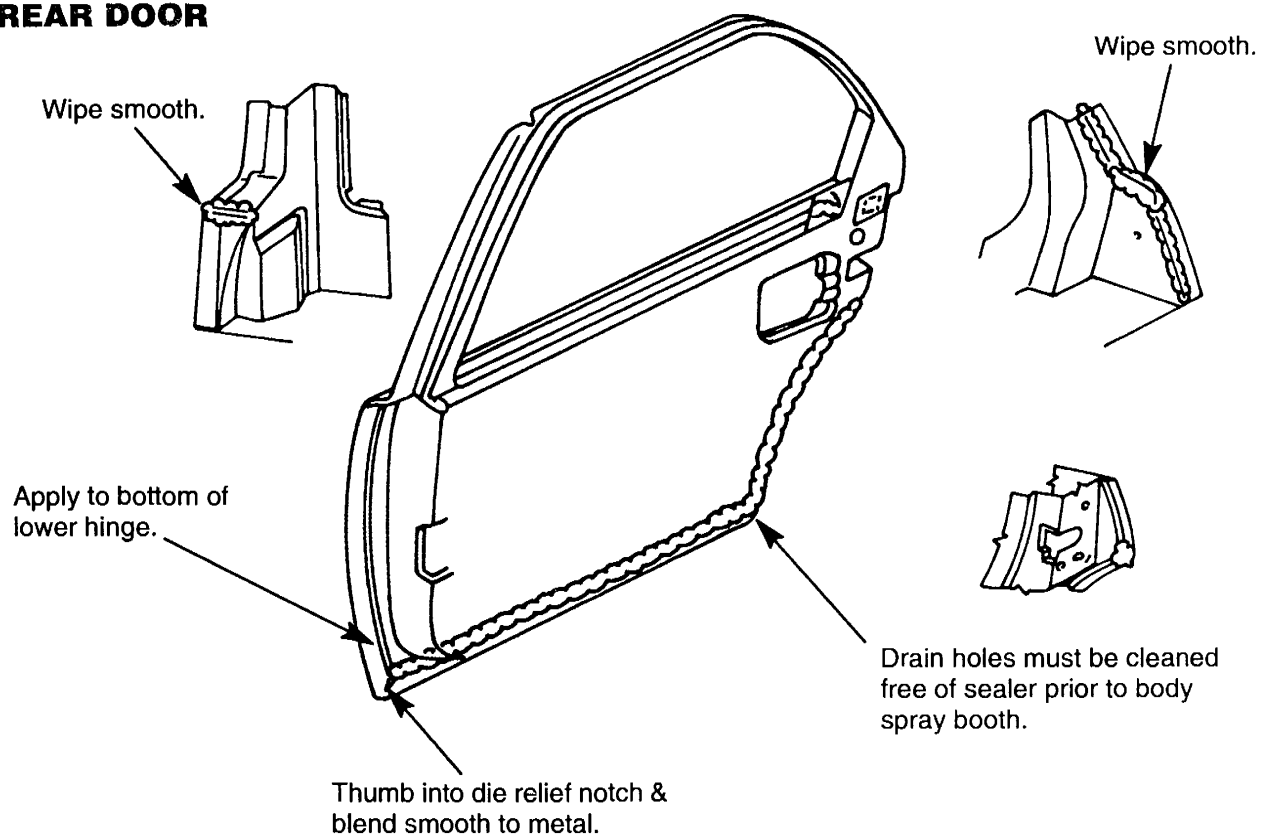


Body Sealing Locations

FRONT DOOR



REAR DOOR



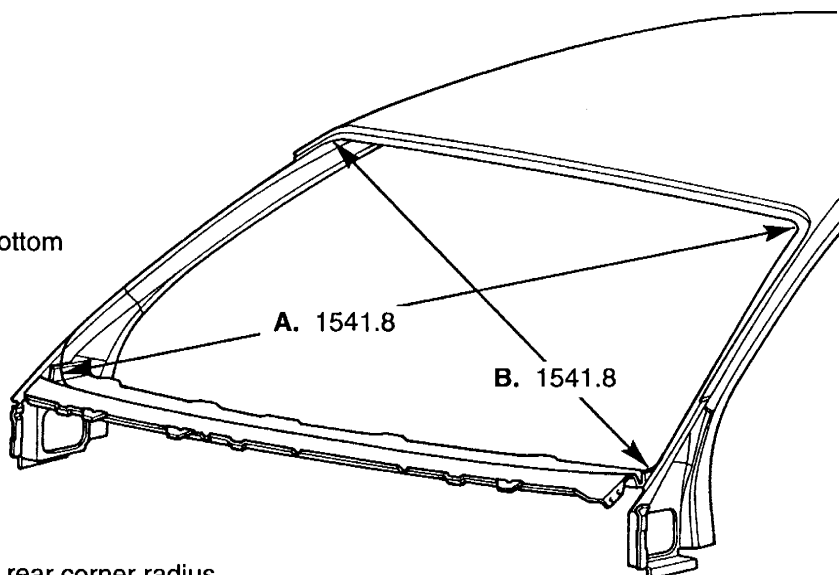
BODY DIMENSIONS & SPECIFICATIONS

*Chrysler Concorde · New Yorker · LHS
Dodge Intrepid · Eagle Vision*



ALL VEHICLES

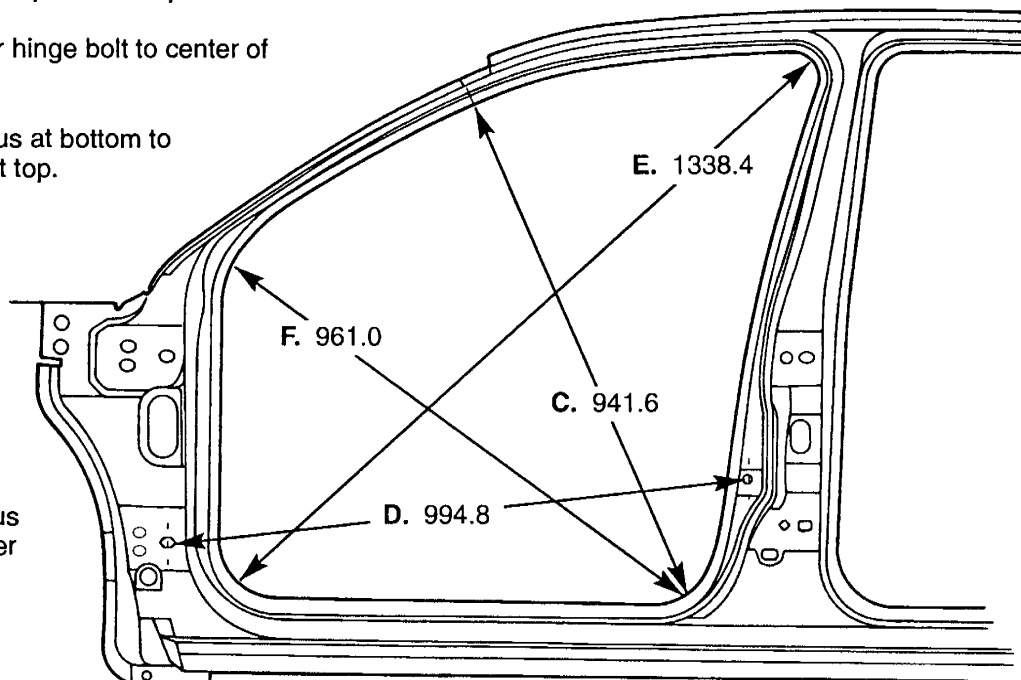
A. & B. Center of radius at bottom to center of radius at top.



C. Center of front door lower rear corner radius to front edge of roof panel at A-pillar.

D. Center of door hinge bolt to center of hole in B-pillar.

E. Center of radius at bottom to center of radius at top.

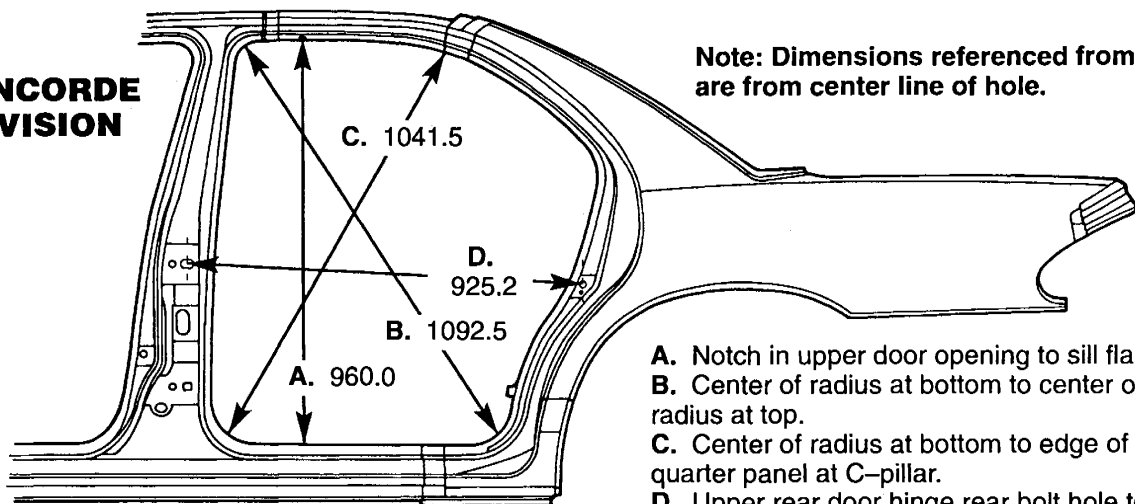


F. Center of radius at bottom to center of radius at lower A-pillar.



Body Dimensions & Specifications

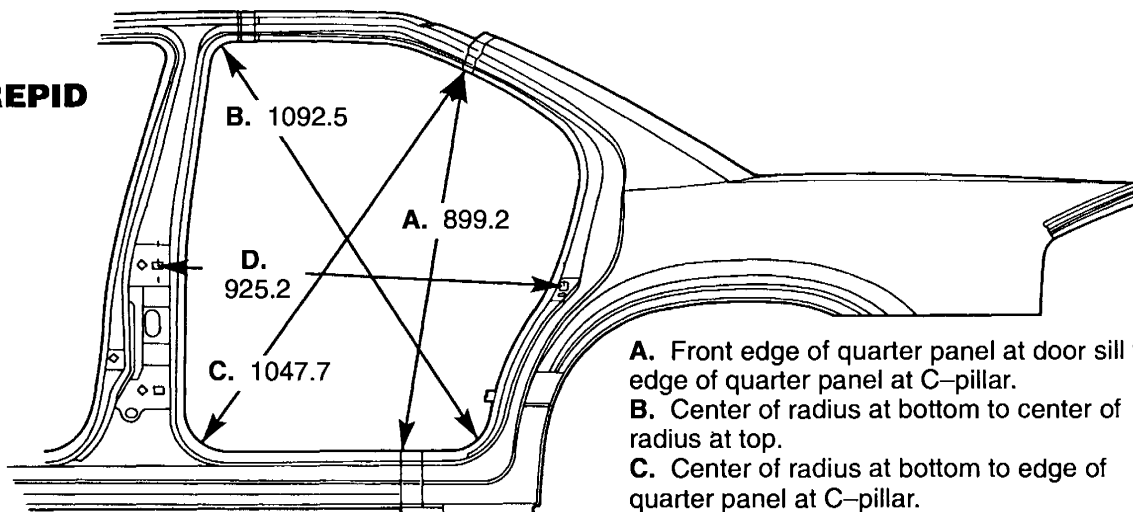
CONCORDE & VISION



Note: Dimensions referenced from holes are from center line of hole.

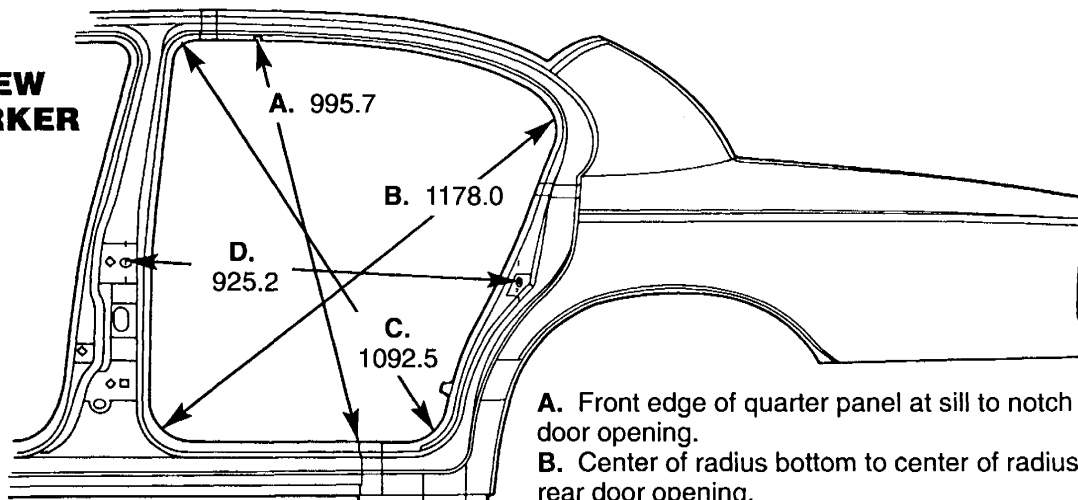
- A. Notch in upper door opening to sill flange.
- B. Center of radius at bottom to center of radius at top.
- C. Center of radius at bottom to edge of quarter panel at C-pillar.
- D. Upper rear door hinge rear bolt hole to door latch hole.

INTREPID



- A. Front edge of quarter panel at door sill to edge of quarter panel at C-pillar.
- B. Center of radius at bottom to center of radius at top.
- C. Center of radius at bottom to edge of quarter panel at C-pillar.
- D. Upper rear door hinge rear bolt hole to door latch hole.

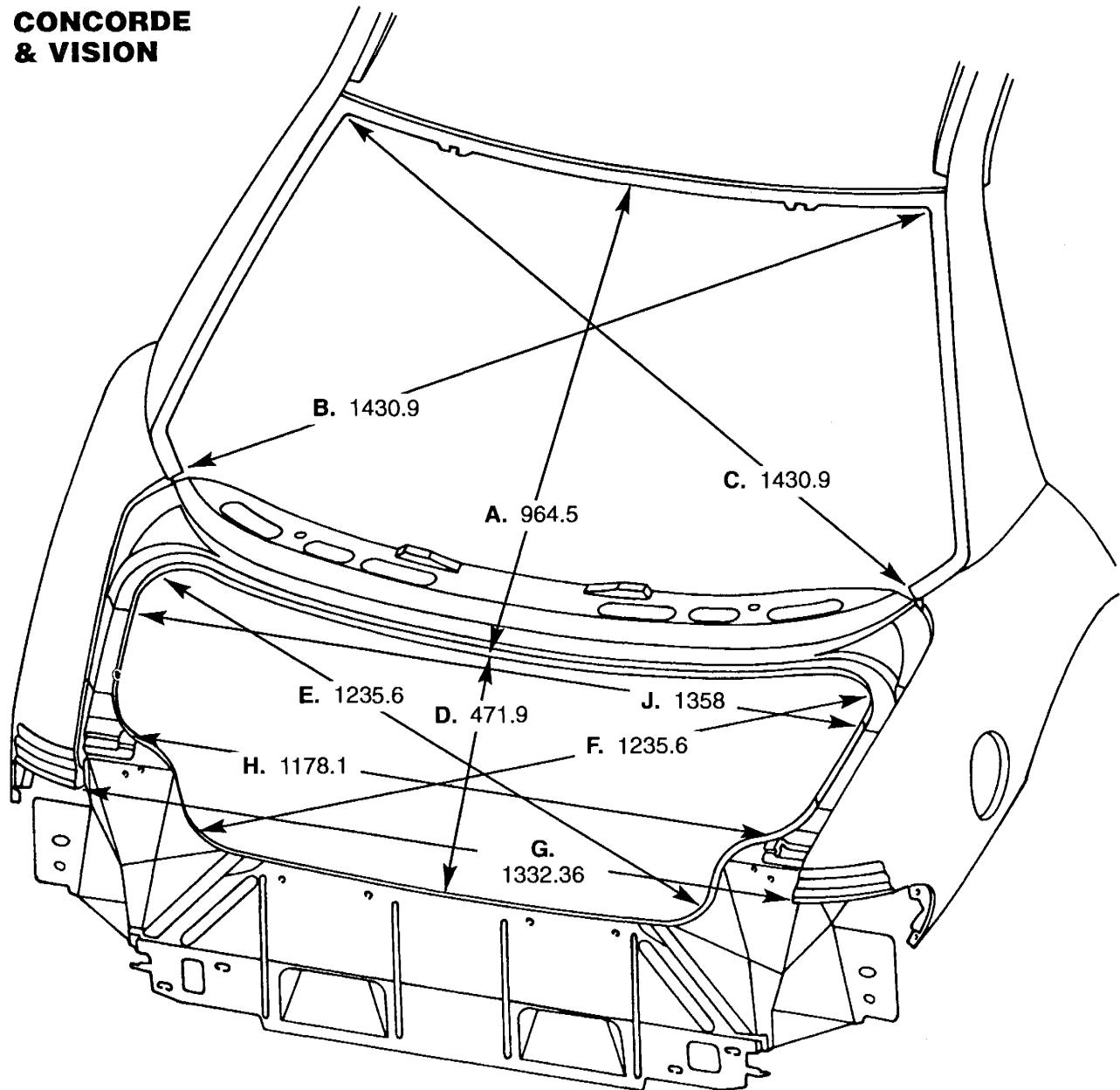
NEW YORKER



- A. Front edge of quarter panel at sill to notch at top of door opening.
- B. Center of radius bottom to center of radius at upper rear door opening.
- C. Center of radius bottom to center of radius at top.
- D. Upper rear door hinge rear bolt hole to door latch hole.



CONCORDE & VISION



A. Lower edge of back glass upper mounting flange to front of rear deck opening weatherstrip flange.

B. & C. Upper rear corner of glass mounting flange to edge of rear quarter panel.

D. Front deck opening weatherstrip flange to deck opening tailpanel weatherstrip flange.

E. & F. Center of deck opening front corner radius to rear tailpanel deck opening radius.

G. Rear tip of quarter panels.

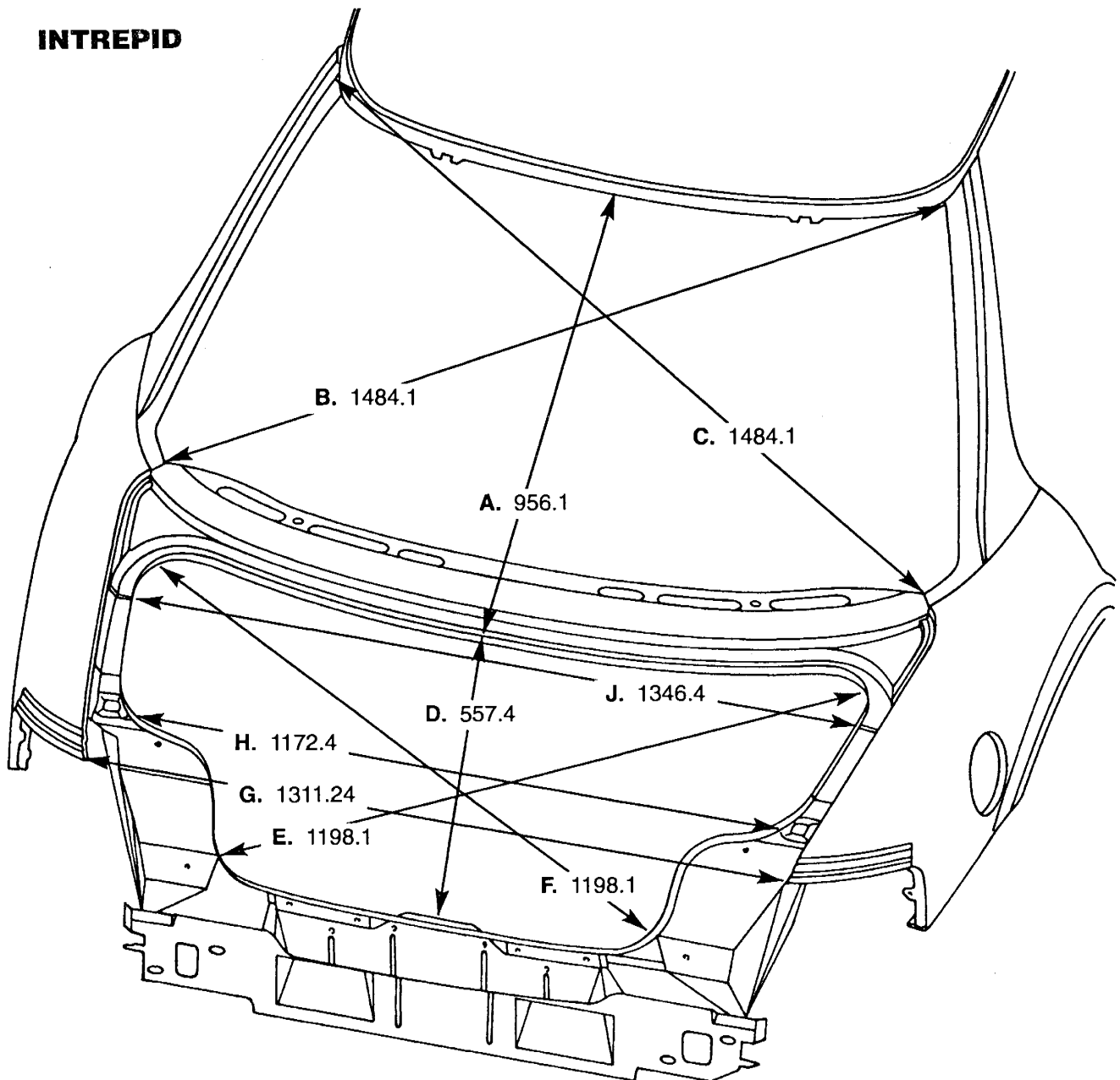
H. Rear edge of trough rails.

J. Front edge of trough rails.



Body Dimensions & Specifications

INTREPID



A. Lower edge of back glass upper mounting flange to front of rear deck opening weatherstrip flange.

B. & C. Upper rear corner of glass mounting flange to edge of rear quarter panel.

D. Front deck opening weatherstrip flange to deck opening tailpanel weatherstrip flange.

E. & F. Center of deck opening front corner radius to rear tailpanel deck opening radius.

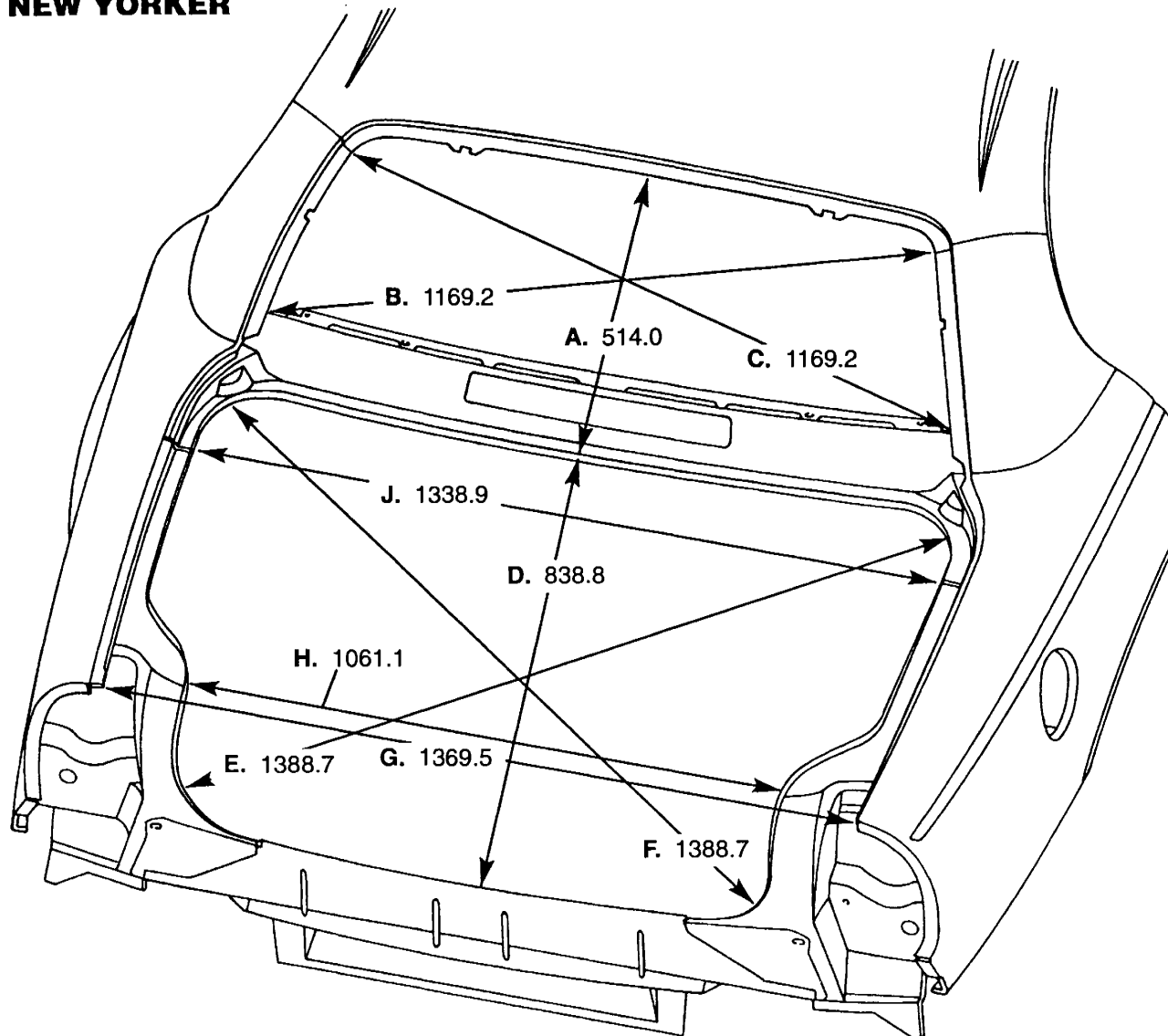
G. Rear tip of quarter panels.

H. Rear edge of trough rails.

J. Front edge of trough rails.



NEW YORKER



A. Lower edge of back glass upper mounting flange to front of deck opening weatherstrip flange.

B. & C. Upper corner of rear quarter panel glass opening to lower glass opening at quarter panel.

D. Front deck opening weatherstrip flange to deck opening tailpanel weatherstrip flange.

E. & F. Center of deck opening front corner radius to rear tailpanel deck opening radius.

G. Rear tip of quarter panels.

H. Rear edge of trough rails.

J. Front edge of trough rails.



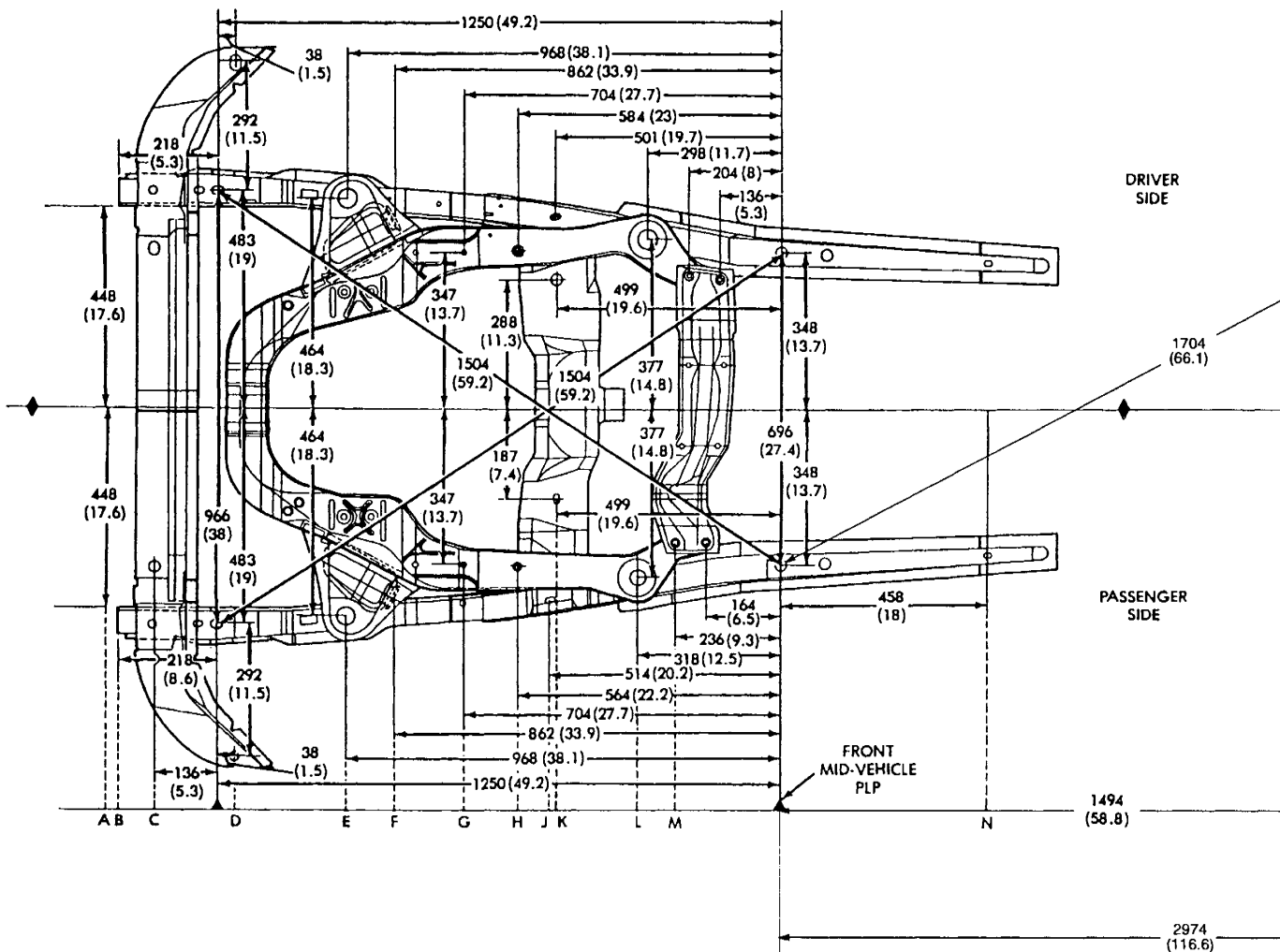
Body Dimensions & Specifications

A = INBOARD SIDE OF RAIL TO C/L
 B = FRONT OF RAIL
 C = HOLE, BOTTOM OF CLOSURE PANEL
 D = HOLE, TOP OUTBOARD OF CLOSURE PANEL
 E = FORWARD CRADLE MOUNTING BOLT
 F = CENTER OF TENSION STRUT BUSHING

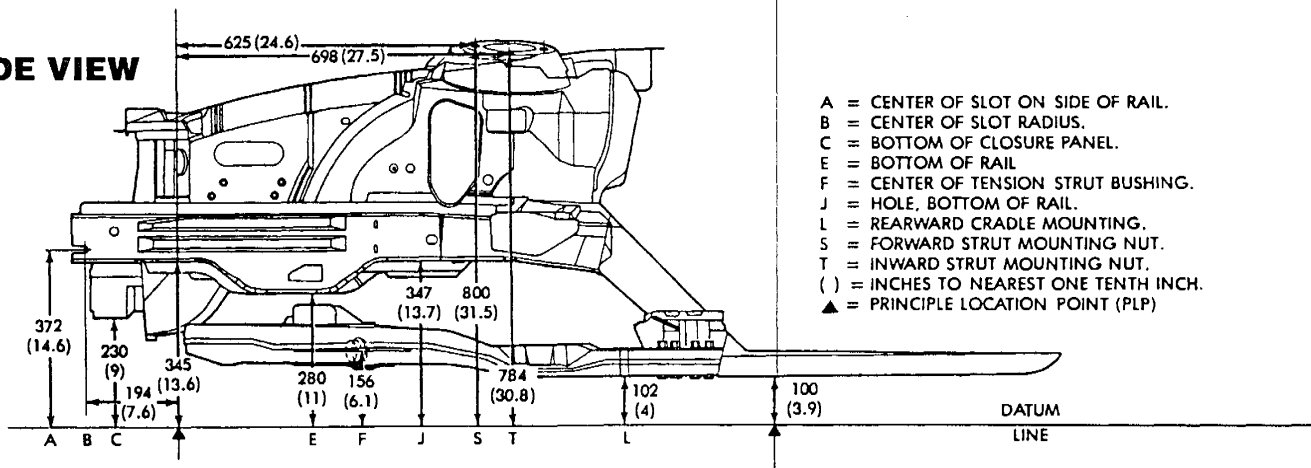
G = REARWARD ENGINE MOUNTING BOLT
 H = HOLE, BOTTOM OF CRADLE
 J = HOLE, BOTTOM OF RAIL
 K = HOLE, BOTTOM OF COWL
 L = REARWARD CRADLE MOUNTING BOLT

M = REAR CROSSMEMBER MOUNTING BOLTS
 N = HOLE, BETWEEN MID-VEHICLE PLPS
 P = BOLT, SUSPENSION MOUNTING FORWARD
 Q = BOLT, SUSPENSION MOUNTING REARWARD
 R = END OF FRAME RAIL ADAPTER
 () = INCH EQUIVALENT TO ONE TENTH INCH
 ▲ = PRINCIPLE LOCATION POINT (PLP)
 ◆ = CENTER LINE (C/L)

BOTTOM VIEW



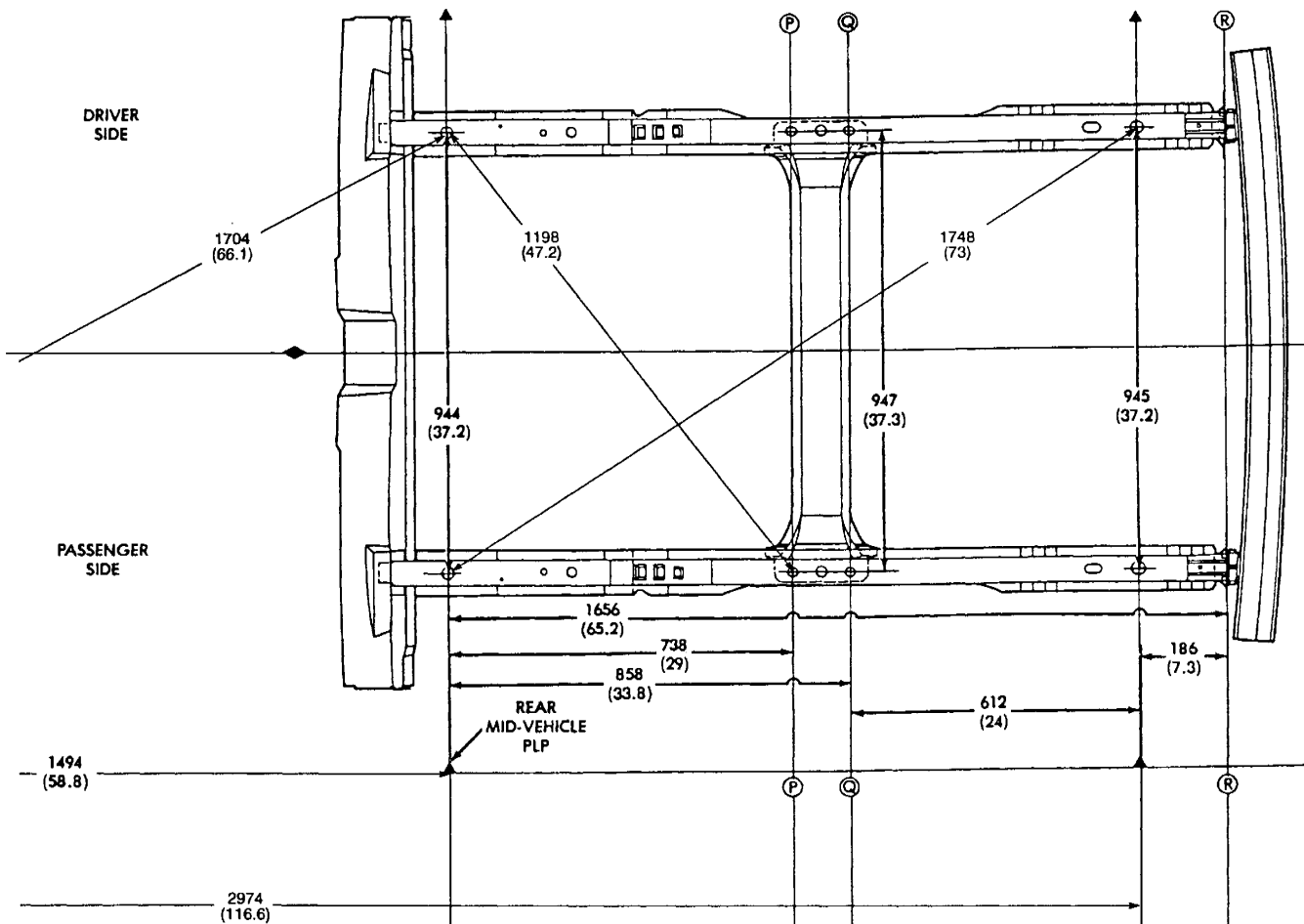
SIDE VIEW



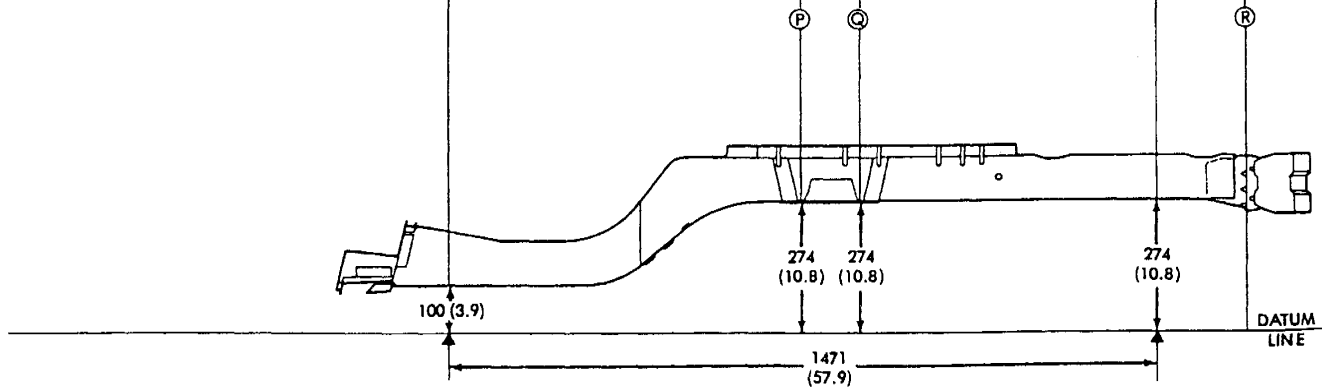
Body Dimensions & Specifications



BOTTOM VIEW



SIDE VIEW



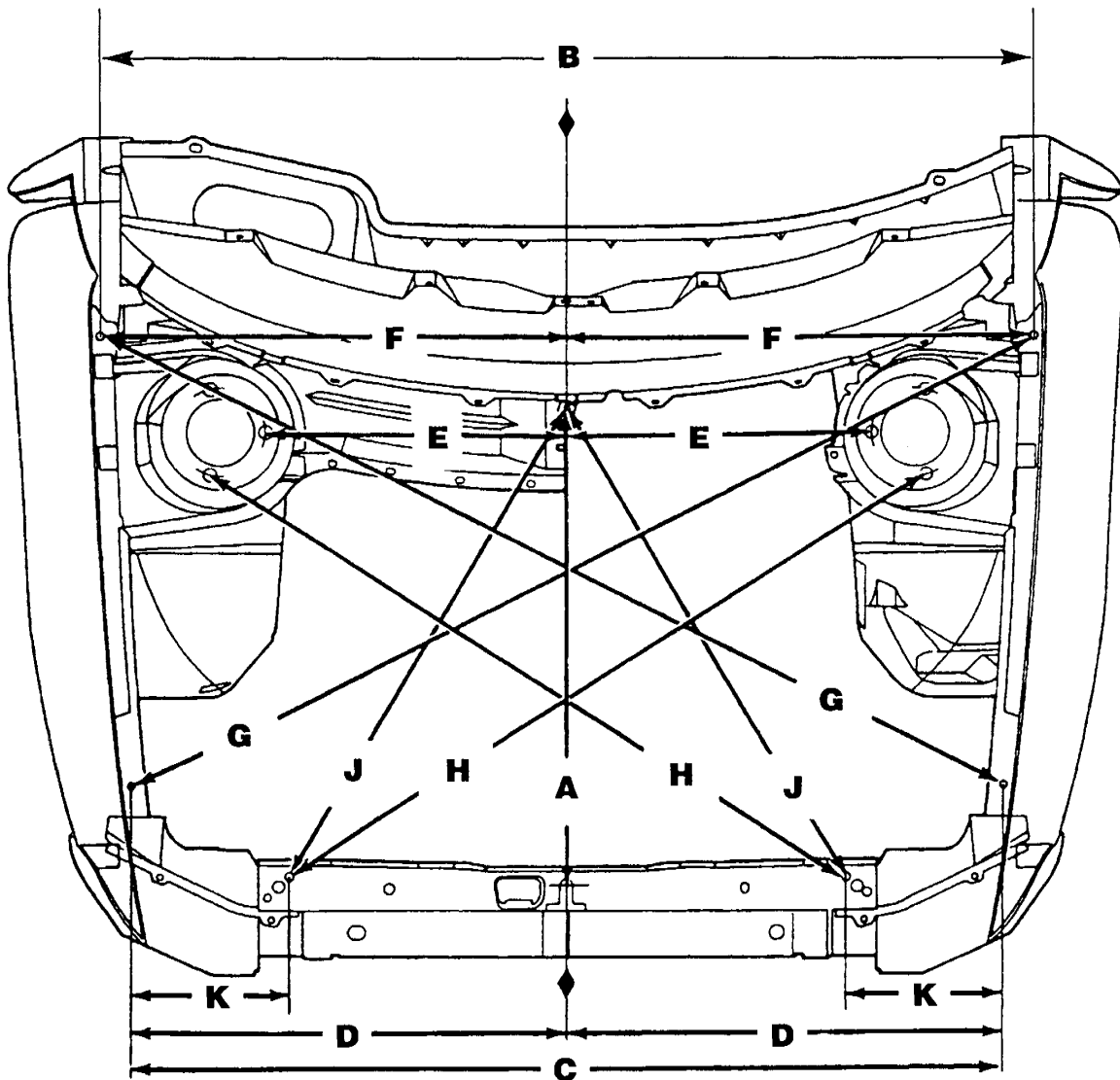


Body Dimensions & Specifications

	MM	IN
A	796	(31.3)
B	1556	(61.2)
C	1456	(57.3)
D	728	(28.7)
E	508	(20.0)

	MM	IN
F	778	(30.6)
G	1684	(66.3)
H	1264	(49.8)
J	912	(35.9)
K	261	(10.3)

Note: All dimensions are from center of hole.



	1	2	3	4	5	6	7	8	9	10	11	12	13	14
A														
B														
C														
D														
E														
F														
G														
H														
I														
J														
K														
L														
M														
N														
O														
P														
Q														
R														
S														
T														
U														
V														
W														

This is a very easy way to write up your measurement information. You can tell at a glance when a dimension changes and you can do what is necessary to stay in specification before you proceed.

Here's how to use this sheet or a similar one since each vehicle manufacturer supplies critical measuring point information.

Each time a correction is made to restore the unibody to its proper dimension, all readings should be taken again, in addition to the dimension you have just corrected.

The A-B-C etc. are the measuring point dimensions.

The 1-2-3 etc. are the readings taken at measurement step 1 — measurement step 2, etc.

This sheet tells you at a glance how you stand in restoring the unibody to its proper state.

When using the tram and centering gauge system, always compile a list of dimensions each time you measure. This provides the information for measurement comparison, especially during the pulling and straightening phase of unibody collision repair.

The manufacturer of the equipment supplies information, so be sure you constantly review it and bulletins so you will be up to date on repair techniques.

**TAKE FULL ADVANTAGE OF
WHAT MOPAR SHEET METAL CAN DO FOR YOUR BUSINESS!**

**MANUFACTURING
&
STAMPING:**

ONLY MOPAR SHEET METAL REPLACEMENT PARTS ARE COMPUTER MANUFACTURED ON THE SAME STAMPING DIES AS THE ORIGINAL SHEET METAL THAT'S USED ON CHRYSLER CORPORATION VEHICLES, AND MEETS OR EXCEEDS ALL FEDERAL SAFETY STANDARDS.

FIT:

ONLY MOPAR SHEET METAL MEETS CHRYSLER'S HIGH QUALITY STANDARDS FOR FIT AND FINISH BY USING A SPECIALLY-CONSTRUCTED FIXTURE TO DUPLICATE THE VEHICLE'S ORIGINAL DESIGN DIMENSIONS.

WARRANTY:

MOPAR SHEET METAL IS BACKED BY A 7-YEAR/UNLIMITED MILEAGE LIMITED WARRANTY.*

COATING:

ALL MOPAR SHEET METAL INCLUDE A GALVANNEALED COATING BETWEEN THE SPRAY PRIMER AND BASE METAL TO PROVIDE SUPERIOR CORROSION RESISTANCE.

MATERIAL:

MOPAR USES ONE-AND-A-HALF and TWO-SIDED GALVANIZED (ZINC-COATED) STEEL and TWO-SIDED GALVANNEALED (ZINC/IRON-COATED) STEEL TO CONSTRUCT TOUGH SHEET METAL PARTS TO PROVIDE MAXIMUM PROTECTION.

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USE ONLY MOPAR SHEET METAL PARTS ON CHRYSLER CORPORATION VEHICLES.**

***SEE YOUR LOCAL CHRYSLER CORPORATION DEALER FOR A COPY OF THE WARRANTY.**