



# PT CRUISER CONVERTIBLE BODY REPAIR MANUAL



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Proper service and repair is important to the safe, reliable operation of all motor vehicles. The service produces recommended and described in this publication were developed for professional service personnel, and are effective methods for performing vehicle repair. Following these procedures will help ensure efficient economical vehicle performance and service reliability. Some service procedures require the use of special tools designed for specific procedures. These special tools should be used as recommended throughout this publication.

Special attention should be exercised when working with spring-or tension-loaded fasteners and devices such as E-Clips, Circlips, Snap rings, etc., since careless removal may cause personal injury. Always wear safety goggles when working on vehicles or vehicle components.

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- Main Menu



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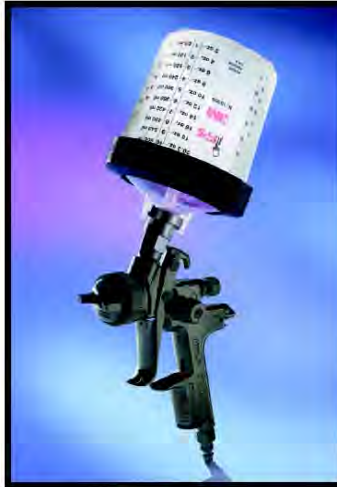
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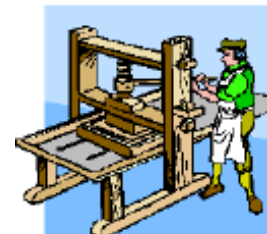
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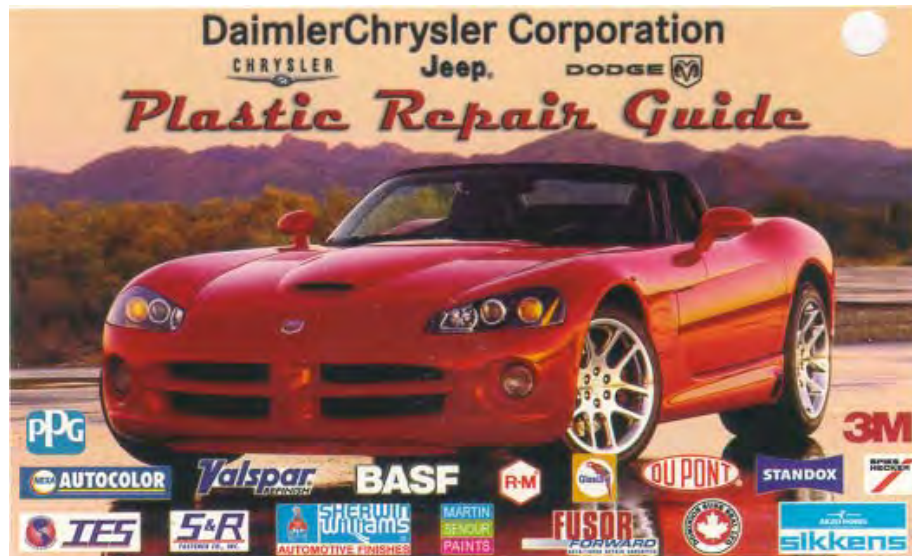
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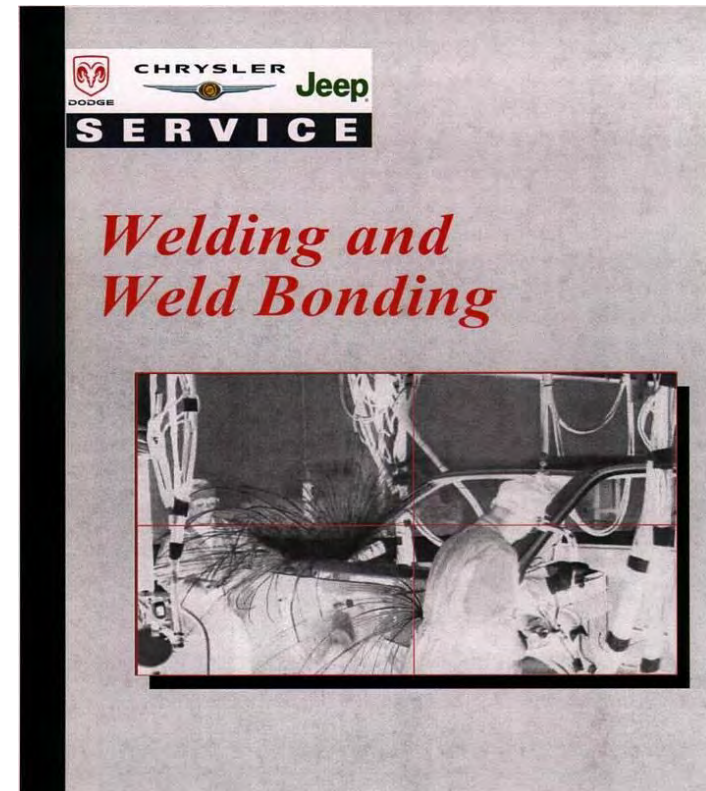
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# INTRODUCTION

## Chrysler PT Cruiser Convertible



This manual has been prepared for use by all body technicians involved in the repair of the Chrysler PT Cruiser Convertible.

This manual shows:

- Typical unibody panels contained in these vehicles
- The types of welds for the panel
- The weld locations for these panels
- Proper sealer types and correct locations

Manufacturer Support/Information.....
Body Construction Characteristics.....
History of Collision Repair.....
Body Code Plate Information.....
Corrosion Protection.....
Vehicle Identification Number Information.....
Welded Panel Replacement.....
Sealer Locations.....
Sound Deadner Locations.....
Structural Adhesive Locations.....
Frame/Body Dimensions.....

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

# BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Chrysler PT Crusier Convertible:

MS 66 - Represents an uncoated Hot Rolled Steel Sheet used mainly for interior braces and reinforcements.

MS 67 - Represents an uncoated Cold Rolled Sheet structural steel used in areas where structural integrity is critical.  
EG., the type of steel used for the "A" pillar.

MS 264 - Represents an uncoated high strength low alloy (HSLA) steel used in applications where structural integrity is critical.

MS 6000-44A - Low carbon, hot dipped galvanneal (or EGA) with 45 g/m<sup>2</sup> minimum coating weight on both sides.  
- Most common Sheet Steel product used by Chrysler

MS 6000-44VA - 50 ksi min. yield strength, HSLA, killed steel, with 44 g/m<sup>2</sup> minimum coating weight on both sides. -  
- Most common high strength coated steel product used by Chrysler

## PARTIAL LIST OF STEEL APPLICATIONS

### Galvannealed Steel

Body Side Aperture

Cowl Plenum Panel

Cowl Side Panel

Dash Panel

Front Door - Inner Panel

Front Door - Outer Panel

Front Fender

Front Floor Pan

Front Hinge Pillar

Front Rail

Front Strut Mounting Tower

Front Wheelhouse (Front and Rear)

Lower Radiator Crossmember

Rear Door - Inner Panel

Rear Door - Outer Panel

Rear Floor Pan

Rear Floor Pan Front Crossmember

Rear Floor Pan Side Rail

Rear Suspension Crossmember

Rear Quarter Panel - Inner

Rear Quarter Panel - Outer

Rear Wheelhouse - Inner

Roof Panel

UpperLoad Path beam

Upper Radiator Crossmember



## **BODY CONSTRUCTION CHARACTERISTICS**

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. Ecoat is used on the complete body in all instances.
3. Body sealing.
4. Stone-chipping resistant primer application.
5. Underbody corrosion prevention.



# HISTORY OF COLLISION REPAIR

Time was, if you had an accident, the call went out to the insurance company - to the collision shop - or several shops - get the lowest bid and in no time at all, the vehicle was repaired.

The facilities, training, and equipment were simple. Use a torch to cut, shape, and bend. Use something substantial as an anchoring point - maybe a tree and then just pull.

Use plenty of solder or body putty to make it look good. With the frame and body vehicle, the job was easy; first straighten the frame - then fix the mechanical components and the body work was cosmetic. This was all well and good until the mid - '70s.

Then, the designers, engineers, and manufacturers had to find ways to make the vehicles energy efficient - and that meant unibody cars. The unibody concept wasn't new - back in the '30s the Chrysler Air Flow had it - race cars have it - and now the driving public worldwide has it.

The change came quickly. Manufacturers devoted time, money, and talent to develop the unibody car.

The public was ready to buy and did!

But then came the problem! The collision repair industry wasn't given the luxury of taking their time to train people in the new technology - or take time to plan for new equipment.

The collision happened and the vehicle had to be fixed. Cars that were repairable were being totalled.

Cars that were repaired were not repaired correctly. Everybody was in a **quandary** - auto manufacturer - insurance company - repair equipment people - body shops - and repair technicians.

The problem started in the early '70s and body shops are still catching up today. Yesterday's "ding" is today's "crash". It takes trained technicians and sophisticated equipment to do the repair today.

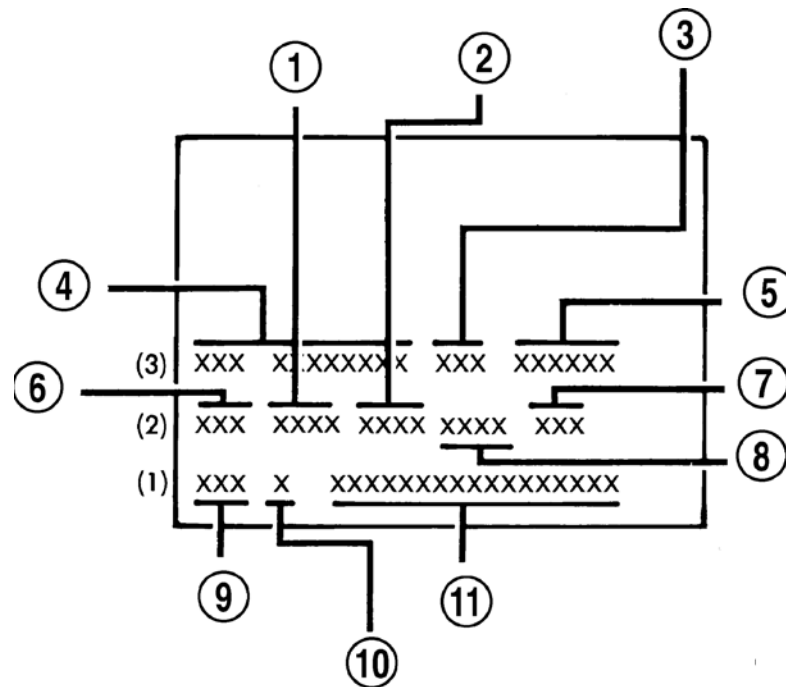
That's why DaimlerChrysler is taking the time and effort to get the right information into the hands of the people that handle the repair job.

## BODY CODE PLATE DESCRIPTION

The Body Code Plate is located in the engine compartment on the plenum behind the right side strut tower. There are seven lines of information on the body code plate. Lines 4, 5, 6, and 7 are not used to define service information. Information reads from left to right, starting with line 3 in the center of the plate to line 1 at the bottom of the plate.

### BODY CODE PLATE

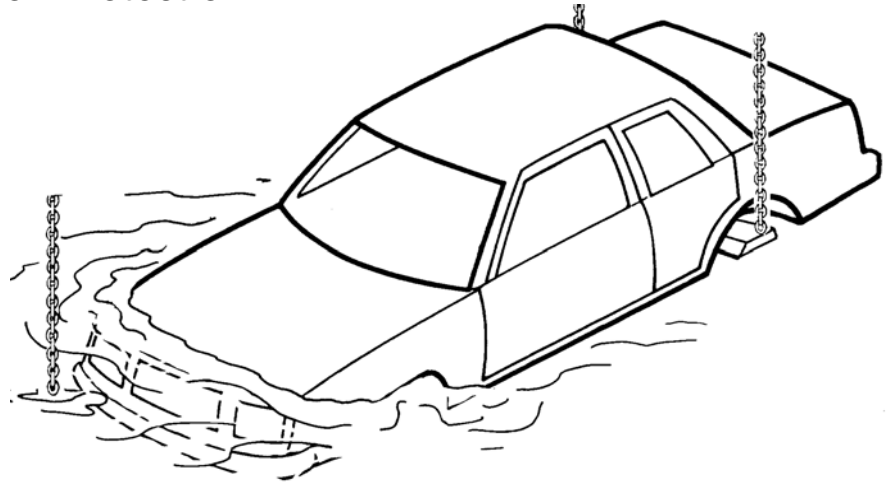
- 1 - PRIMARY PAINT
- 2 - SECONDARY PAINT
- 3 - VINYL ROOF
- 4 - VEHICLE ORDER NUMBER
- 5 - CAR LINE SHELL
- 6 - PAINT PROCEDURE
- 7 - ENGINE
- 8 - TRIM
- 9 - TRANSMISSION
- 10 - MARKET
- 11 - VIN



**NOTE:** Paint Code may also be found on safety certification label on inside of driver side door jamb.



## Corrosion Protection



### Factory Applied Corrosion Protection

During the manufacturing of the unibody car, the manufacturer applies "corrosion protection" using specialized manufacturing processes. This system is not duplicated in the collision repair body shop. However, the body shop still has a responsibility to apply corrosion protection to the unibody vehicle. So, the collision repair shop must use alternative materials to do the corrosion protection job after the repair.

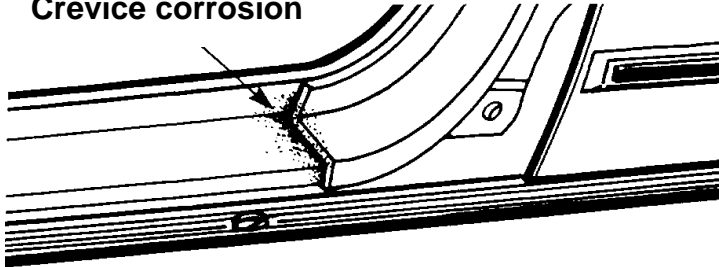
This corrosion protection is required regardless of the environment and weather conditions the vehicle will be operated in. Corrosion protection is as important in the desert as it is at the seaside. Corrosion damage can literally destroy the structural integrity of a unibody vehicle from within. Many corrosion protection systems are destroyed during collision repair operations. Metal finishing, metal working and fatigue can cause the breakdown of many of the corrosion barriers installed at the factory. The use of heat for stress relief and welding also destroys factory installed corrosion barriers. These corrosion barriers and corrosion protection systems must be replaced after collision repair to ensure that the structural integrity of the unibody will remain intact throughout its life. In the past, only vehicles with aftermarket or after-delivery corrosion protection systems installed were serviced after collision repair to restore the corrosion protection system.

An understanding of the types of corrosion which affect the unibody vehicles will assist in understanding why the factory protection systems are important, how the factory protection systems consist of and how the systems' protection is replaced after collision and electrolytic corrosion. Some of the more common types of corrosion are **crevice corrosion, pitting, galvanic corrosion, stress corrosion, cracking, fretting, and erosion corrosion.**

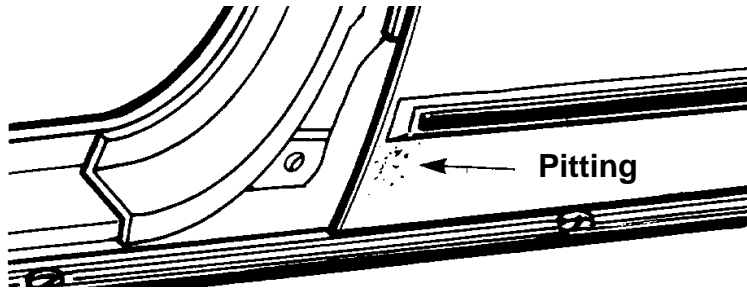


## Corrosion Protection

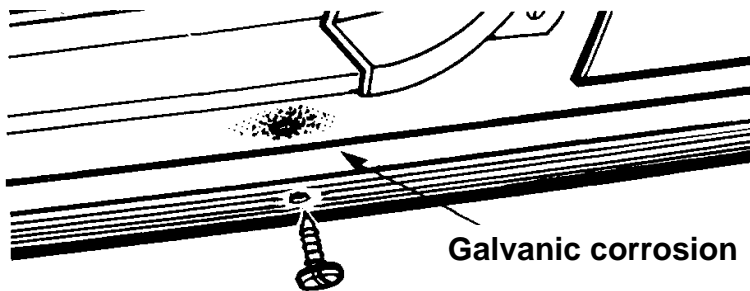
**Crevice corrosion**



**Crevice corrosion** is a form of localized attack that occurs in areas on metal surfaces exposed to the elements. Examples include spot weld lap joints, threaded or riveted connections, gasket fittings, porous welds, valve seats.



**Pitting** is the corrosion of a metal surface at points or small areas which look like a small hole in the metal.



**Galvanic corrosion** is the type that occurs when dissimilar metals are in electrical contact while immersed in an electrolyte.



## Corrosion Protection

The penetration of corrosive solutions into these small areas, with widths that are typically a few thousandths of an inch, can result in various types of failures: the metal surface may become rusty in appearance, operating components may seize when protective coatings may have been removed from the metal surface. The coating of zinc on steel, known as galvanized, is an example of sacrificial cathodic protection.

An example of galvanic corrosion on the automobile is a stainless steel trim molding on a painted mild steel. When the paint becomes damaged, a galvanic corrosion cell is formed between the passive stainless steel (cathode) and the steel (anode). The corrosion leads to what would look like a rust stain. Methods of reducing galvanic corrosion include the use of compatible materials, minimizing of cathode-to-anode areas, the insulation of dissimilar metal contacts and the use of thick, replaceable sections.

### **Stress corrosion, cracking, fretting, and erosion corrosion.**

Corrosion cracking is the early cracking of metals produced by the combined action of tensile stress and a corrosive atmosphere.

Corrosion fatigue is cracking due to the action of stresses and corrosion. Methods of reducing corrosion fatigue include the reduction in stress and the use of coatings.

Fretting is the deterioration of a metal at contact surfaces due to the presence of a corrosive and relative motion between the surfaces. The two metal surfaces initially are covered with an oxide film that becomes abraded during vibration. The results are oxide particles that become corroded. During the collision repair process, the factory protection materials become damaged from working the metals, or from the use of heat in the repair operations. If these factory protection materials are not replaced with some similar protection material after repair, a corrosion hot spot is formed. A corrosion hot spot is a small unprotected area surrounded by a protected area throughout the rest of the vehicle. the hot spot effect causes rapid deterioration of the unprotected area. This deterioration takes place at a much faster rate, sometimes 10-12 times faster than if the entire car were unprotected. The hot spot effect is created because all the corrosive factors are channeled to the unprotected area much the same way all material flowing through a funnel is concentrated in a small area. This hot spot effect means that corrosion failures to the unibody structure could occur in a short period of time even in an atmosphere normally not subject to corrosion. The hot spot effect can cause rapid deterioration of unibody structures from corrosion damage in a desert as well as seaside.



## Corrosion Protection

The types of materials used in rustproofing application include oil based materials, wax base materials, primers and color coats. The most important properties of rustproofing materials are adhesion, toughness, and the resistance to the environment. The best coating in the world is not effective unless it is present in the right place at the right time.

### Corrosion Protection Information

When making the collision repair, refer to the manufacturer's information on where corrosion protection and sealants are applied. Be sure to follow the recommendations. The application process is usually included with the material manufacturer's information so be sure to read and understand it before proceeding with the repair.

### Collision Repair Corrosion Protection Materials

The materials must provide good **electrolyte barriers**. The material must also be able to penetrate **tiny crevices** and prevent **abrasive corrosion**. The material must be **compatible** with **paint systems** as many areas of the car must be treated before paint is applied.

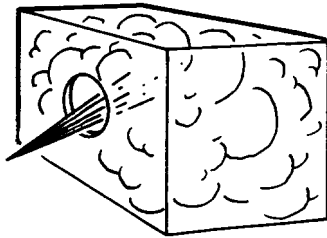
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials are a must for this type of application.

When protecting an enclosed area, fog type properties for the corrosion protection material are a plus. The fog properties make the material much less susceptible to operator error or misapplication. With a fog type material, once the material is introduced inside of an enclosure, the fog spreads rapidly and evenly into all areas including tiny crevices. The fog type materials do not require direct spray application to be effective. Fog type materials are also very effective in coating over any existing rusted or corrosion damaged areas and preventing further corrosion of these areas. This is especially important on repairs of older vehicles.

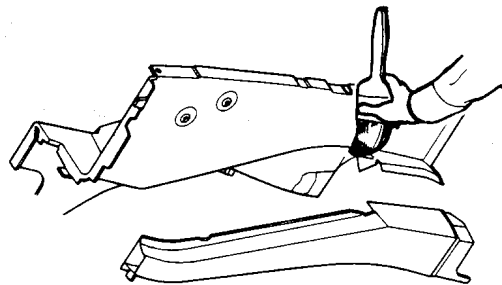


## Corrosion Protection

### Spray Accessibility to the Repair



Being able to achieve fog spray penetration into enclosed cavities as well as open areas requires application equipment, which includes an assortment of wands of various lengths and design.



Some areas are more effectively treated by brush application of corrosion protection material before they are assembled. A good example of this is an inner and outer engine compartment side rail area. Brush application to the inside of these areas as individual pieces is easy before assembly and can be followed by a light fog application to the weld areas and the crevices formed during assembly after the rails are assembled. Brush application keeps the foreign material from getting between welded joints during assembly yet gives good coverage to general areas with easy application. The material selected in addition to paint compatibility features and fog application features is also an excellent brush application material. Repaired areas, boxed in or closed in are more easily treated during assembly using fog and brush on techniques. Care must be taken to keep the corrosion materials away from the welding areas as welding contamination might take place. Brush-on applications are used before welding and fog in applications are used after welding assemblies together.



## Corrosion Protection

### Desired Characteristics of Corrosion Protection Material

- 1. Corrosion prevention material-** The material must displace water to prevent corrosion. This can be tested by spraying water on an open panel on the floor, then spraying the corrosion preventative material over the watered panel and observing if the material displaces the water.
- 2. Creepage of material-** To insure thorough and complete protection coverage, the material should have a "creep" capability, approximately 1/4 inch per minute while drying. This assures protective penetration of pinch welds, cracks, etc.
- 3. Safe material-** Material should be non-combustible when dried and when wet unable to support a fire after ignition.
- 4. Clean-up-** The material should be of a viscosity which inhibits runs or drips. Overspray on a vehicle's painted surface should wipe off easily without solvent when wet, with solvent when dry. The material should also dry clean off clothing.
- 5. Guarantee/Warranty-** The corrosion protection has to be done to maintain factory corrosion warranty. Manufacturer's recommendations must be followed.

### Glossary:

**Abrasion Corrosion** - Rubbing or hitting of one material by another

**Corrosion Protection** - Material applied to deter corrosion (oxidation)

**Crevice Corrosion** - Oxidation when two metals are joined

**Electrolytic Corrosion** - Electrical action taking place between two materials in the presence of an electrolyte (liquid)

**Fogging** - Applying material in a mist form

**Fretting** - Deterioration of metal at contact surfaces due to motion and corrosive elements

**Galvanic Corrosion** - Electrical action (electrolysis) between two dissimilar metals in the presence of electrolyte (liquid)

**Hot Spot** - An unprotected area subject to corrosion

**Pitting Corrosion** - Corrosion on a surface the results in a small "specks" or "pinholes"

**Stress of Fatigue, Cracking Corrosion** - Cracking due to stress and atmospheric elements

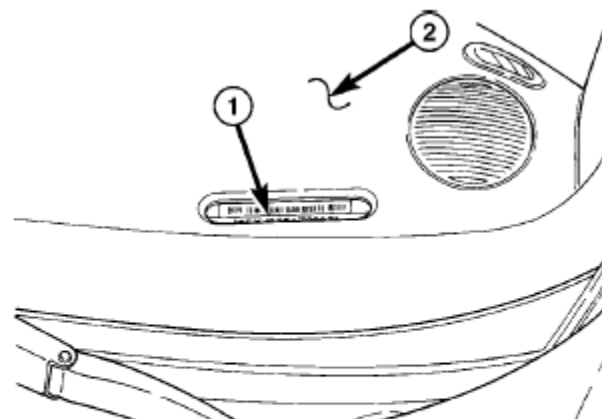


### PT CRUISER VEHICLE IDENTIFICATION NUMBER DESCRIPTION

The Vehicle Identification Number (VIN) can be viewed through the windshield at the upper left corner of the instrument panel, near the left windshield pillar. The VIN consists of 17 characters in a combination of letters and numbers that provide specific information about the vehicle. Refer to VIN Code Breakdown Chart for decoding information. To protect the consumer from theft and possible fraud the manufacturer is required to include a Check Digit at the ninth position of the vehicle identification number. The check digit is used by the manufacturer and government agencies to verify the authenticity of the vehicle and official documentation. The formula to use the check digit is not released to the general public.

#### VEHICLE IDENTIFICATION NUMBER (VIN)

- 1 - VEHICLE IDENTIFICATION NUMBER (VIN)
- 2 - INSTRUMENT PANEL



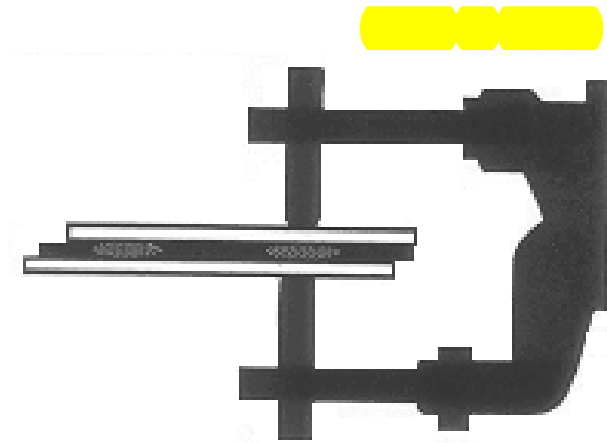
## VIN CODE BREAKDOWN CHART

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	3 = Manufactured by DaimlerChrysler DeMexico
2	Make	C = Chrysler
3	Vehicle Type	3 = Passenger Car 4 = Multi-purpose Passenger Vehicle Less Side Airbags 8 = Multi-purpose Passenger Vehicle With Side Airbags
4	Restraint System	A = Restraint System Active Front And Side Air Bags E = Restraint System Active Driver And Passenger Air Bags Without Side Air Bags
	Weight / G.V.W.	F = 1815 - 2267 KG (4001 - 5000 lbs.)
5	Line	Y = Cruiser (LHD) U.S., Canada, Export 2 = Cruiser (LHD) Mexico 4 = Cruiser (RHD)
6	Series	4 = Cruiser - U.S. Canada 4 = Cruiser Classic - Export 5 = Cruiser Touring - U.S., Canada 5 = Cruiser Touring - U.S., Canada, Export 6 = Cruiser Limited - U.S., Canada, Export 6 = Cruiser Carbrio Limited - Export * = Cruiser Carbrio Limited - Export 7 = Cruiser Carbrio GT - Export * = Cruiser Carbrio GT - Export 7 = Cruiser GT U.S., Canada 7 = Cruiser GT U.S., Canada, Export
	Series P5	4 = Cruiser 5 = Cruiser Touring 6 = Cruiser GT 7 = Cruiser GT
	Transmission	B = 4 Speed Automatic N = 5 Speed Manual
7	Body Style	5 = 2 Door Convertible 8 = Hatchback
	Engine	B = 2.4L I4 Cyl. 16 Valve DOHC Gasoline (SMPI) F = 1.6 L I4 Cyl. 16 Valve Gasoline (SMPI) G = 2.4 L I4 Cyl. 16 Valve DOHC High Output Turbo Gasoline E = 2.4 L I4 Cyl. 16 Valve DOHC Turbo Gasoline S = 2.4 L I4 Cyl. 16 Valve DOHC High Output Turbo Gasoline U = 2.2 L I4 Cyl. Turbo Diesel X = 2.4L I4 Cyl. 16 Valve DOHC Gasoline (SMPI) 8 = 2.4 L I4 Cyl. 16 Valve DOHC Turbo Gasoline
9	Check Digit	See explanation in this section.
10	Model Year	5 = 2005
11	Assembly Plant	T = Toluca Assembly
12 Through 17	Vehicle Build Sequence	6 digit number assigned by assembly plant.



# WELDED PANEL REPLACEMENT

## Chrysler PT Crusier Convertible



The basic parts of the body structure are the welded panels. This section contains a brief description of the placement of some of the panels and their weld locations.

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

Note: Diagrams do not show all of the parts.

Explanation of Manual Contents.....  
Hinge to door.....  
Lift Gate Opening Lower Panel.....  
Framing Station.....  
    Front Assembly.....  
    Central Assembly.....  
    Rear Assembly.....  
    Lift Gate Housing Assembly.....  
    Engine Comp. Assembly.....  
Panel Shelf to Body Install.....  
Toy Tab Complete.....  
Rear Support Seat Install.....  
Door to Body Install.....

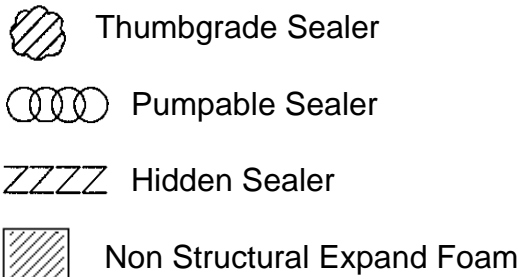
Sport Bar.....  
Gusset RR FLR Pan.....  
Side Impact Bar.....  
RR L/G and Closure.....  
EXT Rear Seat Back Panel.....  
Rear QTR Inner Assembly.....  
Gusset Rear Floor Pan Side.....  
Body Side Inner Complete.....  
Windsheild Header Assembly.....  
Body Side Complete Weld.....  
Panel QTR Inner Rear Assembly.....  
Panel RR Wheel House QTR Assembly  
Panel Qtr RR Inner Assembly.....

## Explanation of Welding/Sealer Information

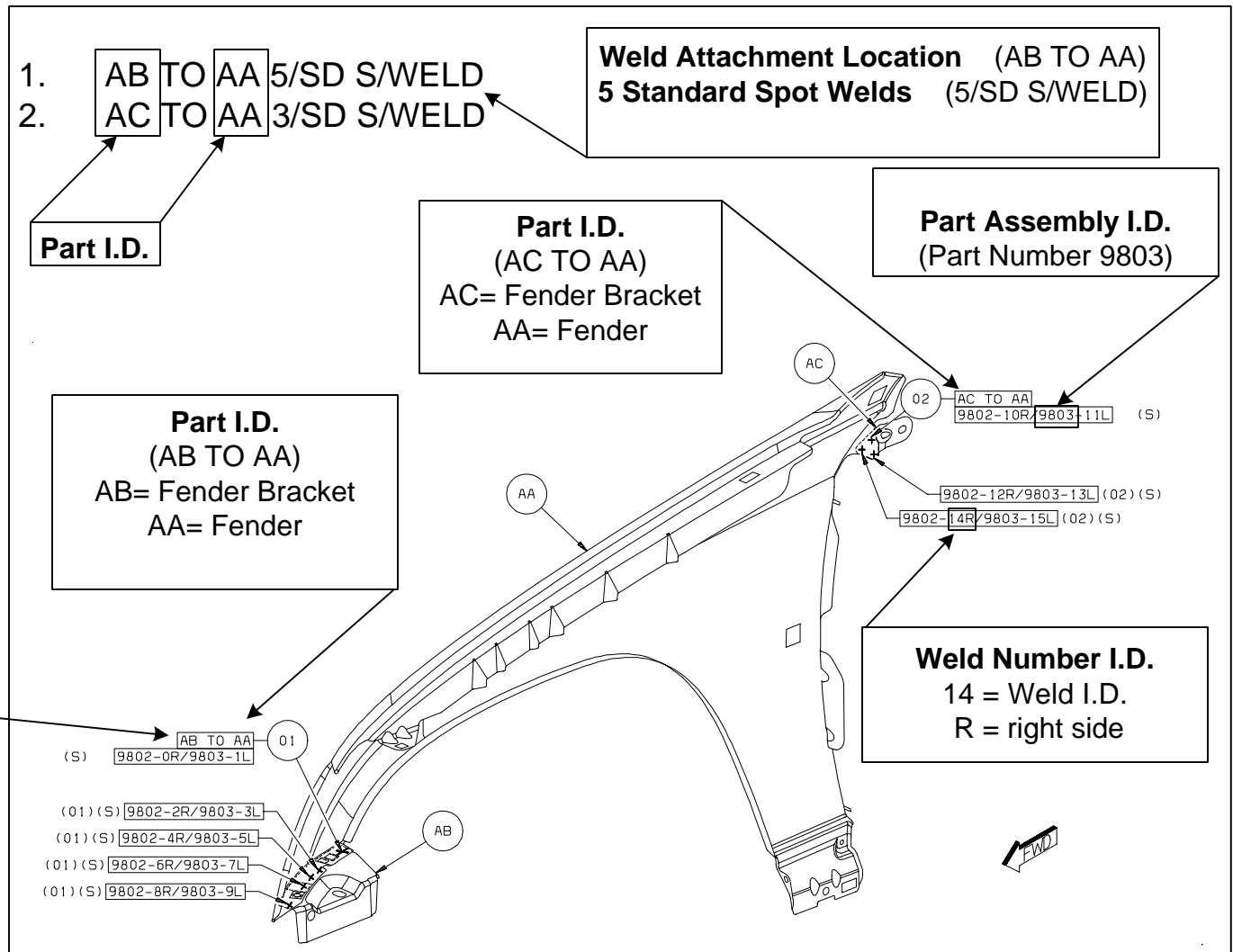
The major construction of a unibody vehicle consists of welded panels that create the supporting structure for all componets and assemblies of the vehicle. Here are some examples for replacement of these parts.

Certain body components must use sealers to ensure proper assembly. Be sure to check the **Body Sealing Locations** and **Structural Adhesive Sections** for location and sealer type.

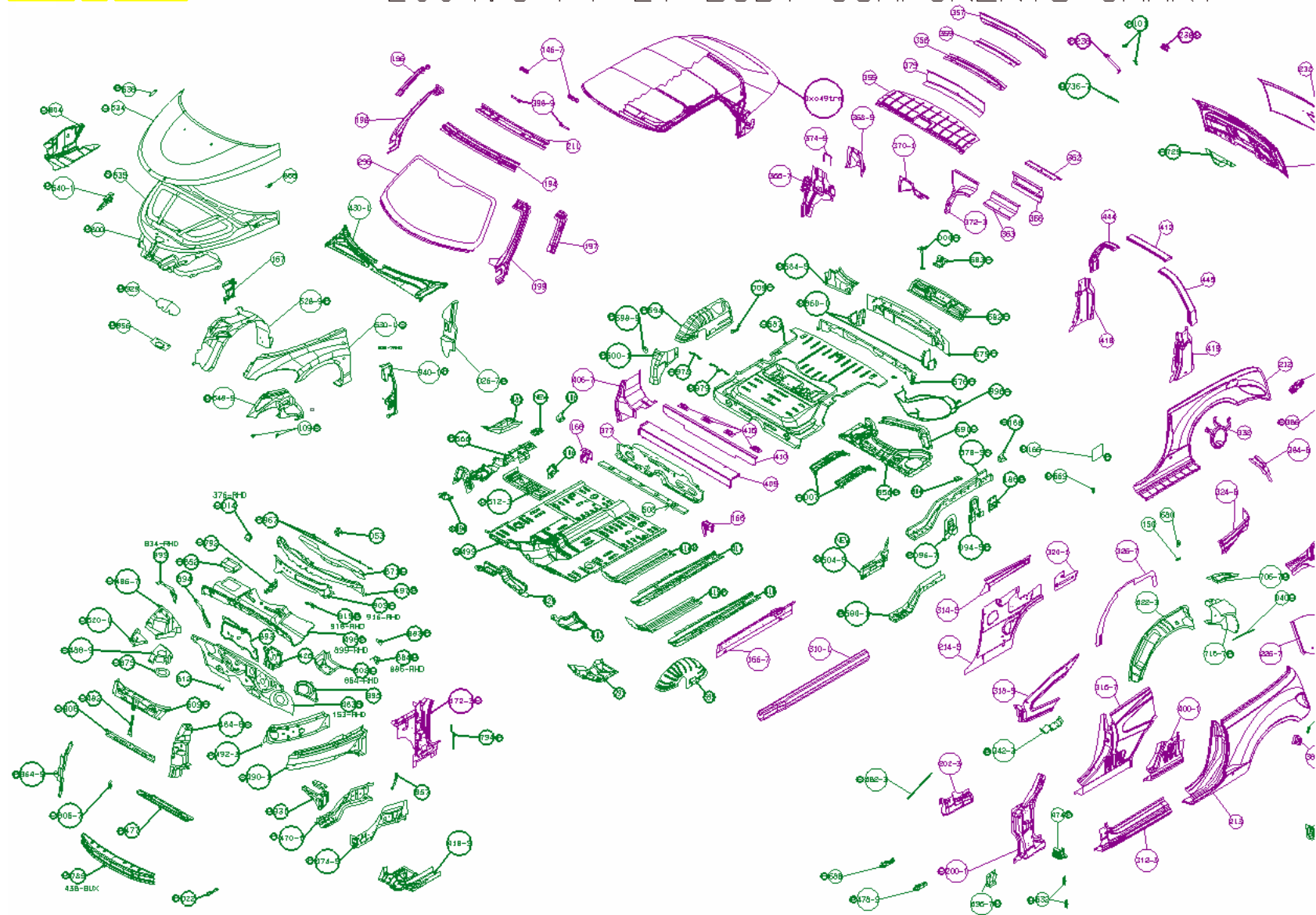
### SEALER LEGEND



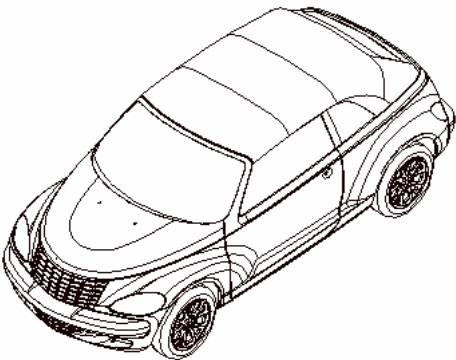
The welded componets are indicated by using the designations given in the illustration below: For example, "AB to AA" indicates that component "AB" and component "AA" shown in this illustration are welded together.



# 2004.5 PT-27 BODY COMPONENTS CHART



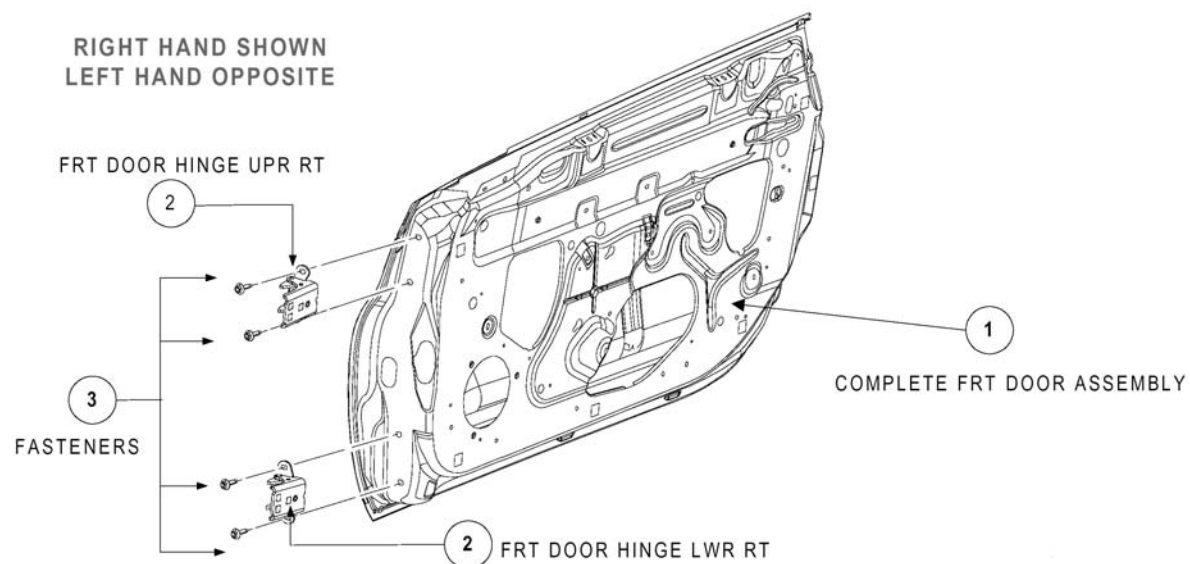
Parts in "Purple" are new PT Crusier Convertible Parts. Parts in "Green" are carry over Parts from PT Crusier.



Parts in "Purple" are new PT Crusier Convertible Parts. Parts in "Green" are carry over parts from current PT Crusier.

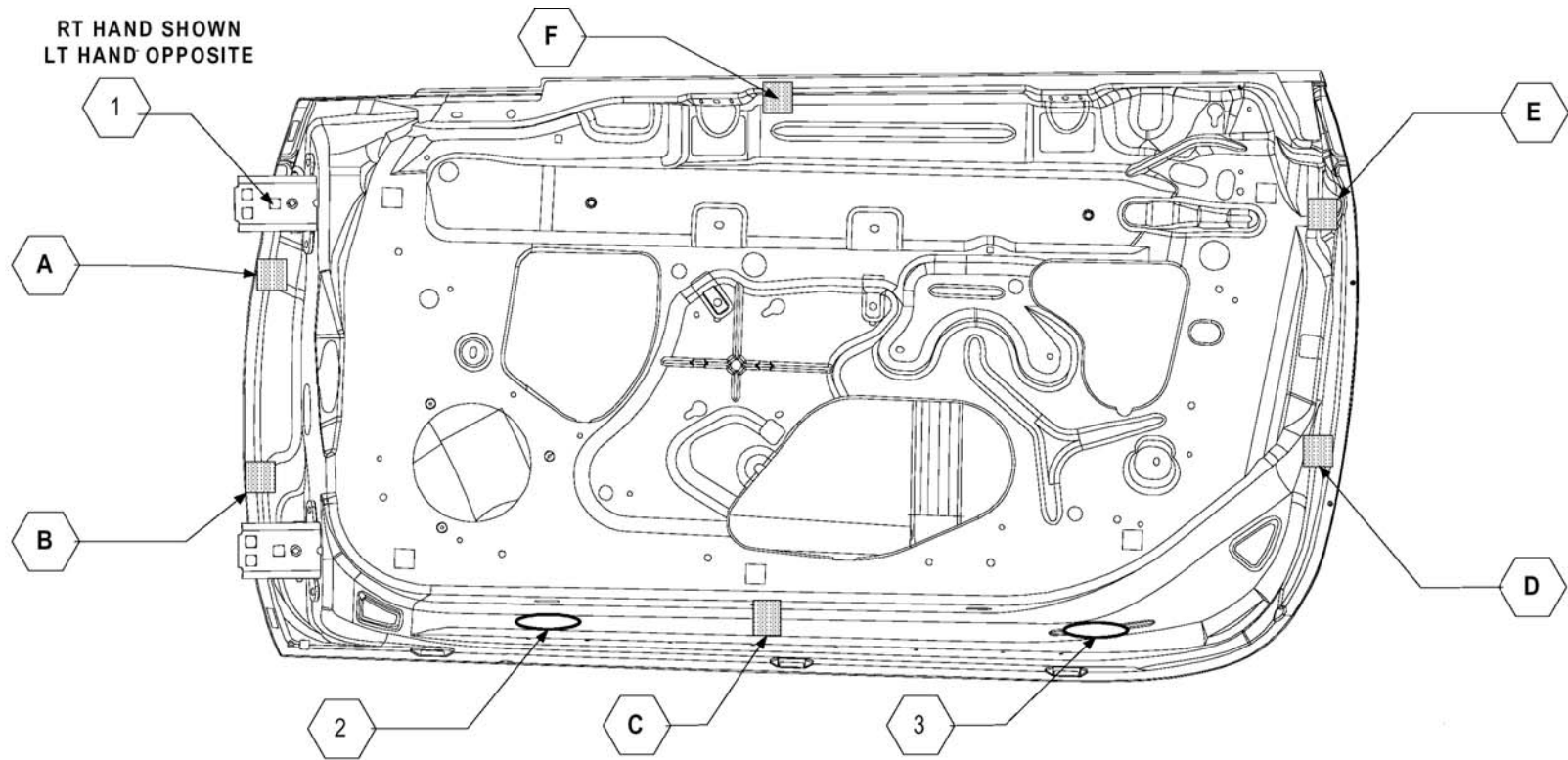




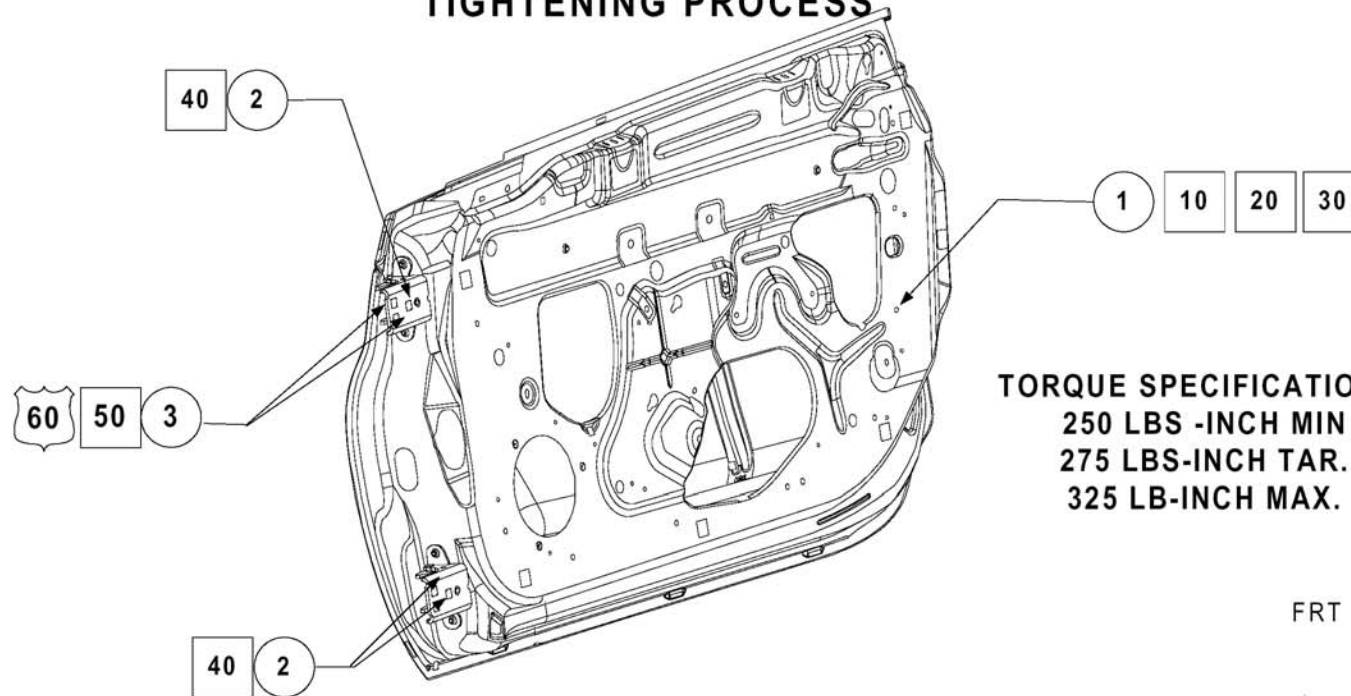


Part No.	Part Name	Carline	Bodystyles
05067244AB	PT DOOR ASSY FRT RT	C	27
05067245AB	PT DOOR ASSY FRT LT	C	27
05257974AB	PT HINGE ASSY FRT DOOR UPR RT & LWR LT	C	27
05257975AB	PT HINGE ASSY FRT DOOR LWR RT & UPR LT	C	27
06507742AA	PT SAFETY HINGE ASSY FRT DR LWR RT & UPR LT	C	27

RT HAND SHOWN  
LT HAND OPPOSITE

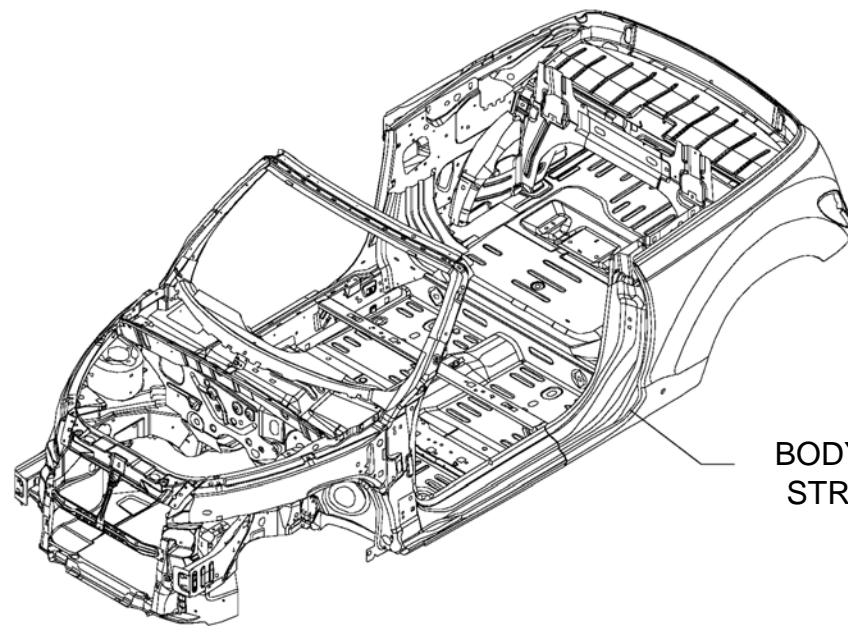


## TIGHTENING PROCESS



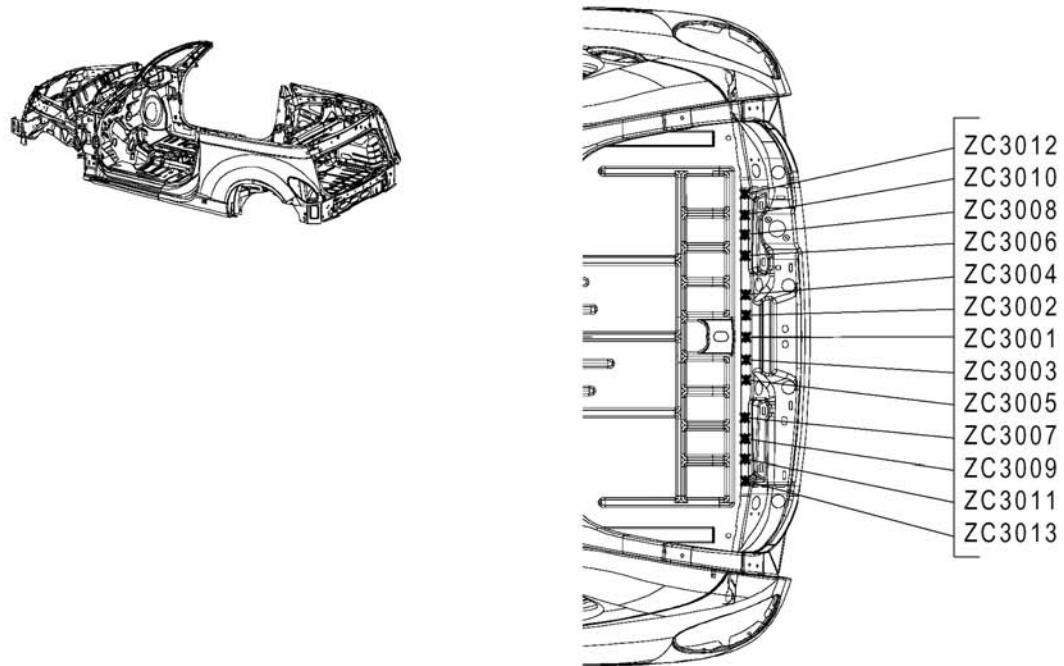
FRT DOOR COMPLETE  
ASSEMBLY  
RH SHOWN  
LH OPPOSITE





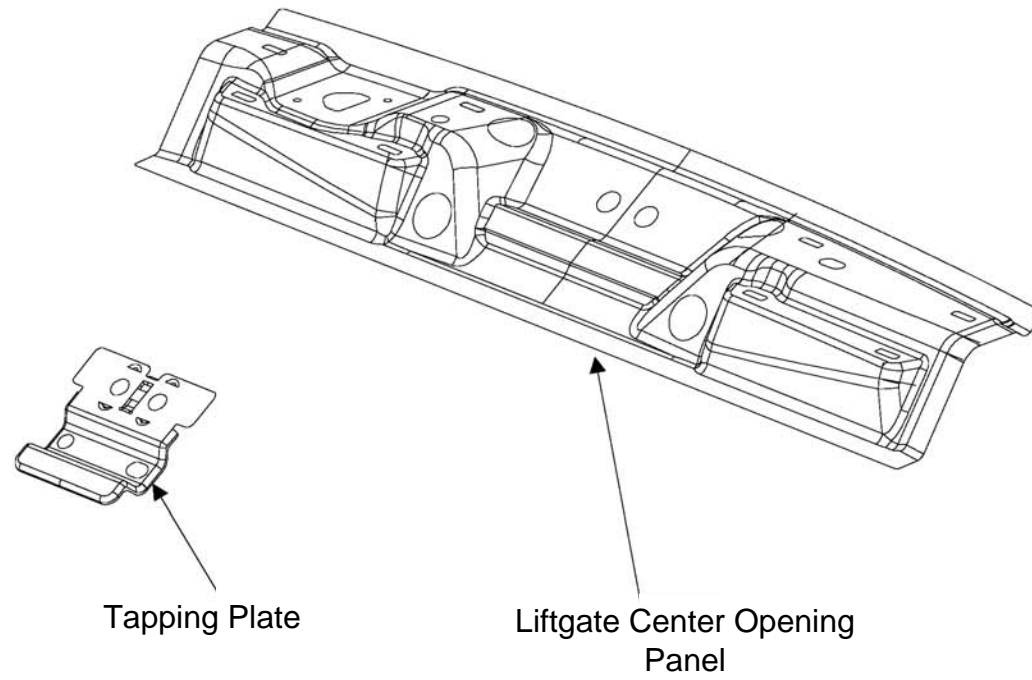
BODY/ FRAME  
STRUCTURE



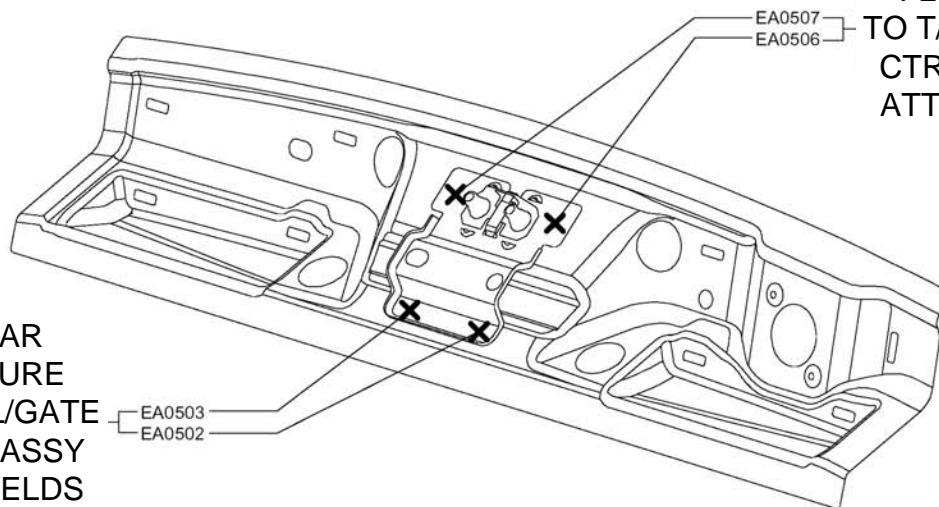


LIFTGATE OPENING CENTER LWR PAN REAR FLOOR & REINF ASSY-RR FLOOR  
PAN TO RR CLOSURE TO PERFORM (13) SPOT WELDS.





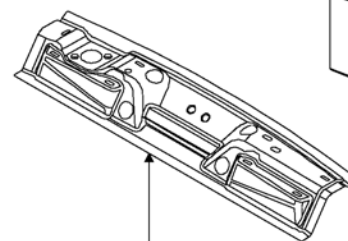
WELD PANEL REAR  
FLOOR PAN CLOSURE  
TO T/PLATE ASSY - L/GATE  
CTR OPNG STRIKE ASSY  
ATTACH (2) SPOTWELDS  
2T



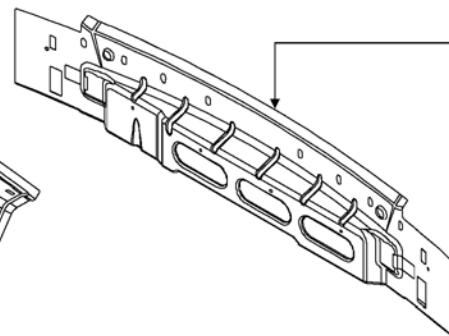
WELD PANEL REAR  
FLOOR PAN CLOSURE  
TO T/PLATE ASSY - L/GATE  
CTR OPNG STRIKE ASSY  
ATTACH (2) SPOTWELDS  
2T



L/G OPENING LOWER  
PANEL



PANEL RR FLOOR PAN  
CLOSURE



WELD PANEL RR  
FLR PAN CLOSURE  
TO PANEL L/GATE  
OPNG LWR CTR (5)  
SPOTS

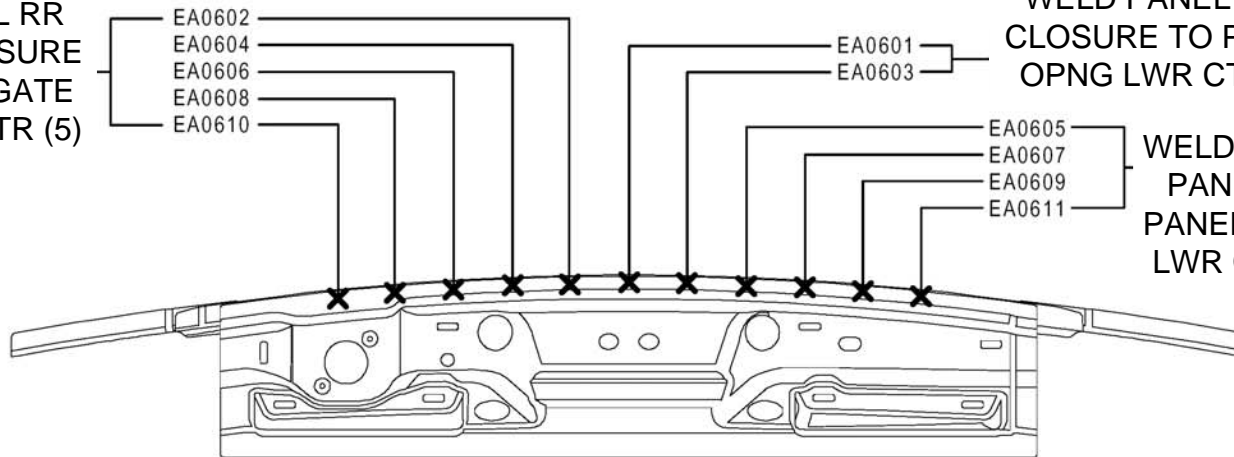
EA0602  
EA0604  
EA0606  
EA0608  
EA0610

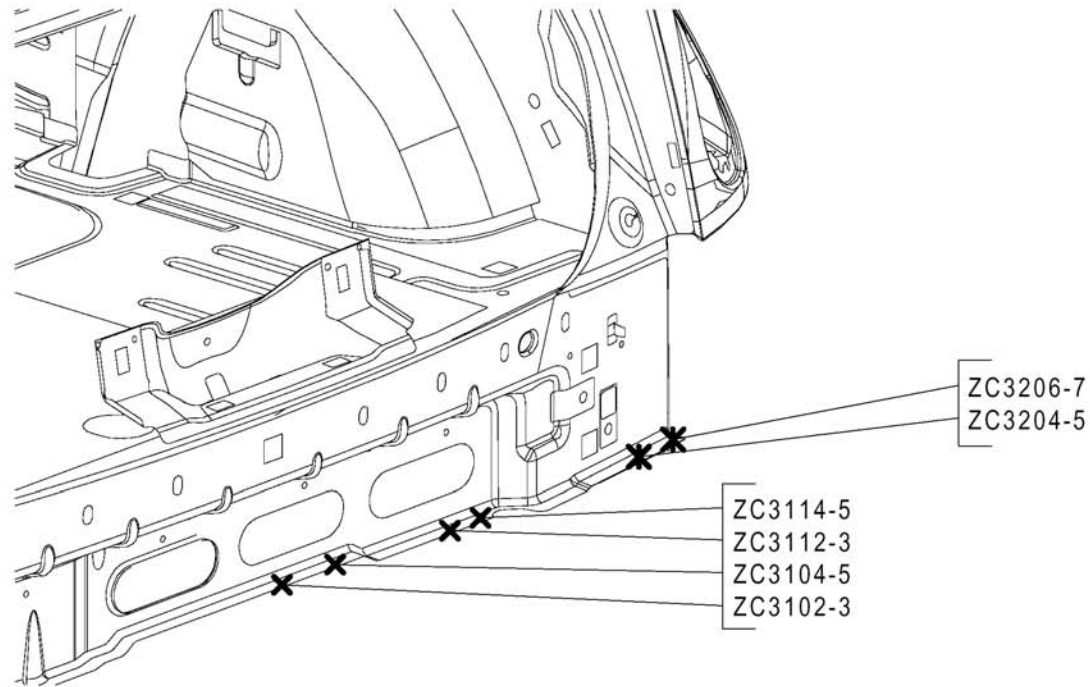
WELD PANEL RR FLR PAN  
CLOSURE TO PANEL L/GATE  
OPNG LWR CTR (2) SPOTS

EA0601  
EA0603

WELD PANEL RR FLR  
PAN CLOSURE TO  
PANEL L/GATE OPNG  
LWR CTR (4) SPOTS

EA0605  
EA0607  
EA0609  
EA0611

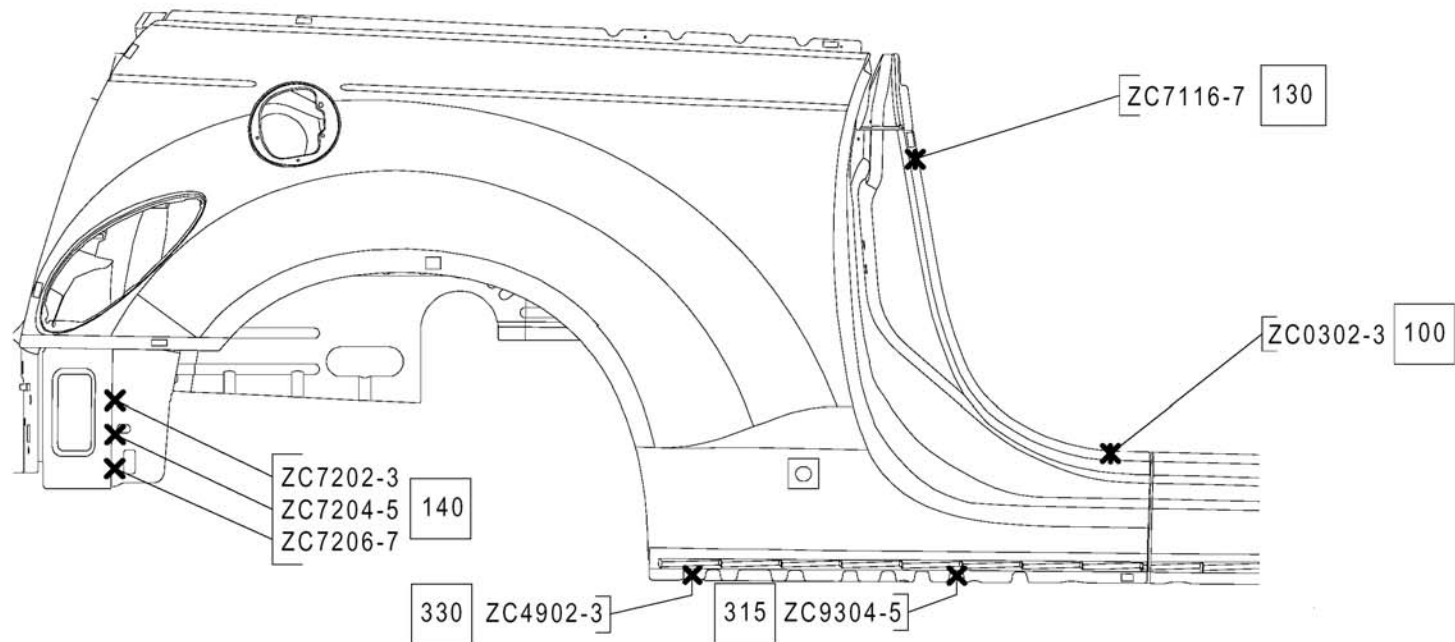




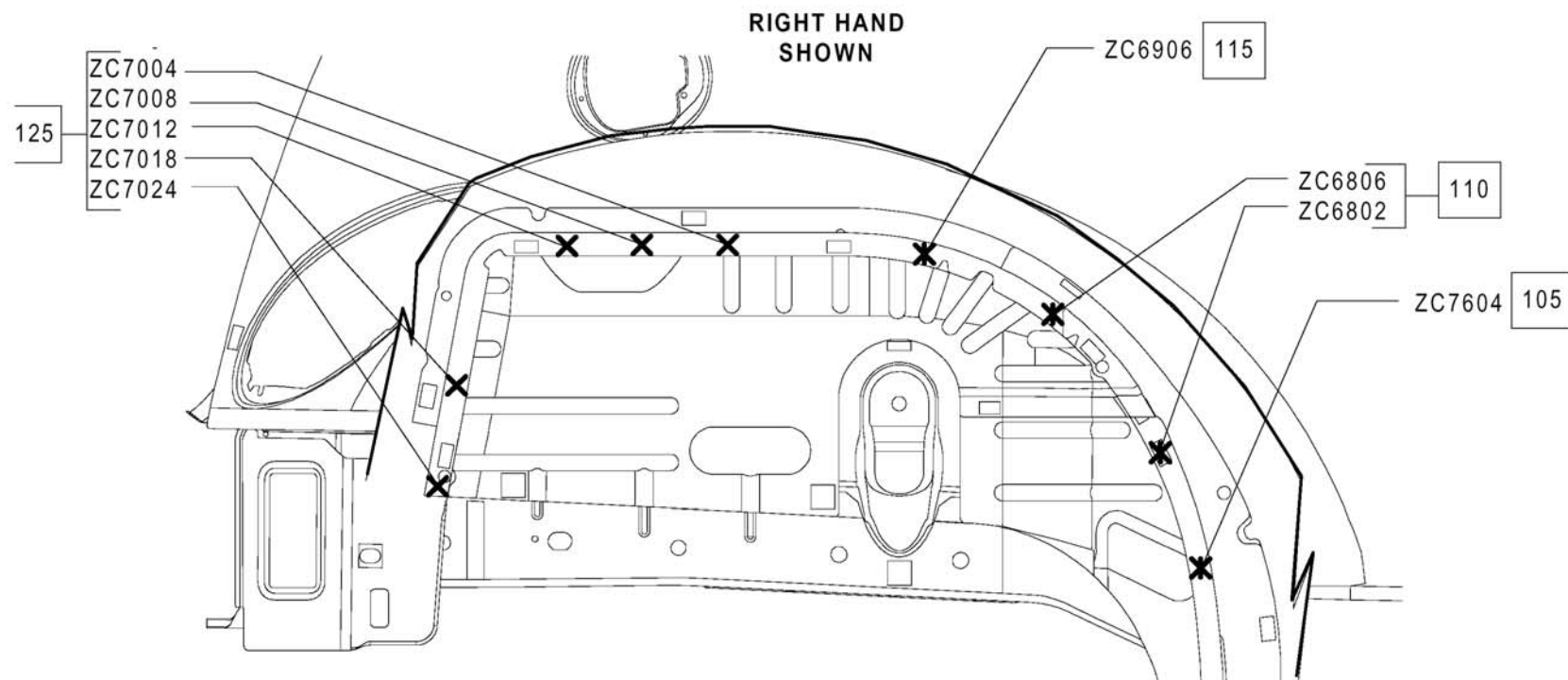
RR FLOOR PAN CLOSURE REINF ASSY- RR FLOOR PAN TO RR CLOSURE TROUGH LIFTGATE SIDE  
DRAIN TO PERFORM (2/2) SPOT WELDS 3T.

RR FLOOR PAN CLOSURE REINF ASSY- RR FLOOR PAN TO RR CLOSURE TO PERFORM (4/4) SPOT  
WELDS 2T.





- (100) POSITION WELD GUN AROUND THE PANEL QTR OTR PANEL SILL OTR PANEL SILL BODY SIDE SILL INR FRT TO PERFORM (1/1) SPOT WELDS 3T.
- (130) POSITION WELD GUN AROUND THE PANEL- QTR OTR PANEL QTR INR FRT REINF- QTR OTR TO PERFORM (1/1) SPOT WELDS 3T.
- (140) POSITION WELD GUN AROUND THE PANEL QTR INR RR REINF ASSY - RR FLR PAN TO RR CLSR TO PERFORM (3/3) SPOT WELDS 2T.
- (315) POSITION WELD GUN AROUND THE REINF QTR OTR EXTENSION SIDE SILL BEAM PANEL ASSY BODY SIDE SILL INR FRT TO PERFORM (1/1) SPOT WELD 3T.
- (330) POSITION WELD GUN AROUND THE PANEL ASSY BODY SIDE SILL INR FRT PANEL QTR OTR TO PERFORM (1/1) SPOT WELD 2T.

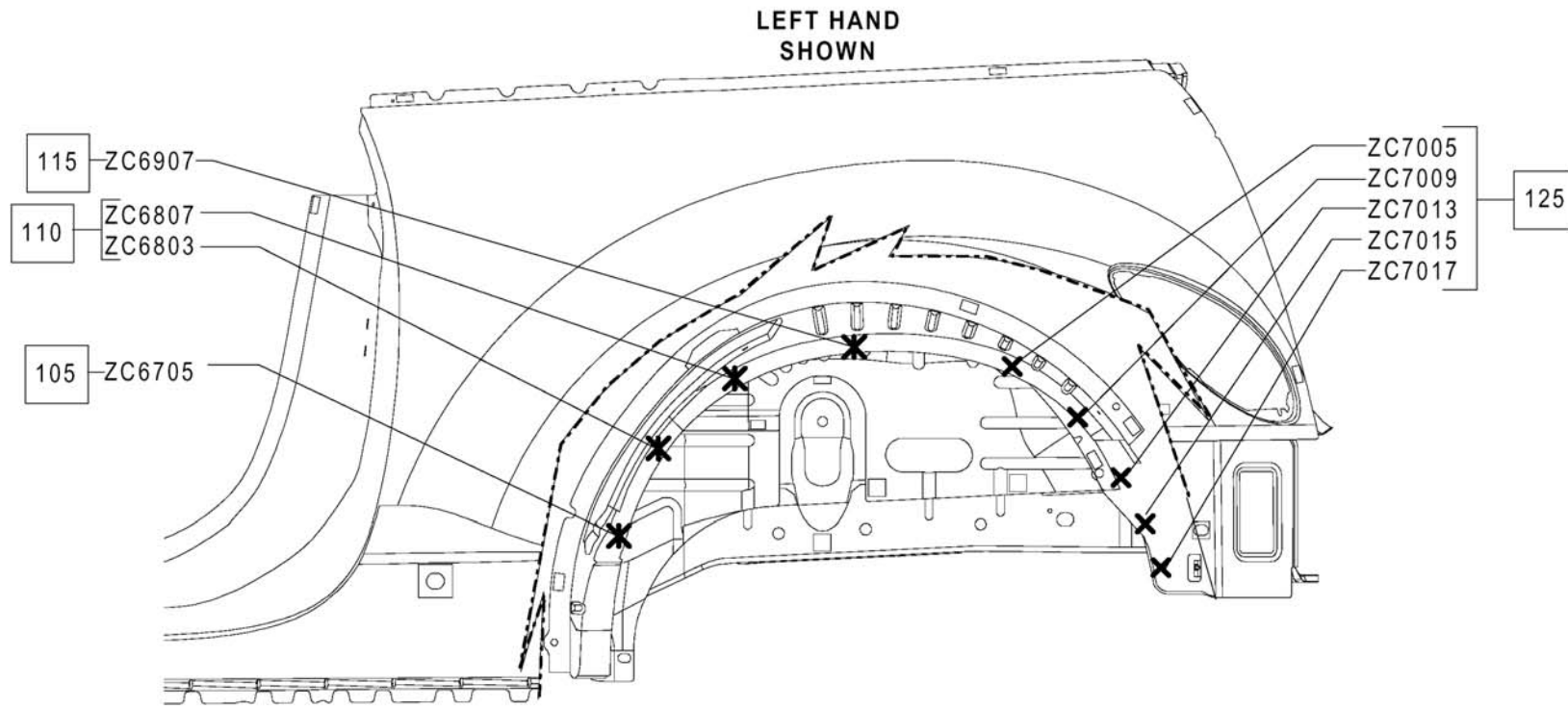


(105) POSITION WELD GUN AROUND THE EXTENSION QTR INR LWR TO WHEELHOUSE INR FRT PANEL QTR INR FRT EXTENSION RR WHEELHOUSE INR FRT TO PERFORM (1/1) SPOT WELDS 3T.

(110) POSITION WELD GUN AROUND THE PANEL RR WHEELHOUSE INR PANEL QTR INR FRT EXTENSION QTR INR LWR TO WHEELHOUSE INR FRT TO PERFORM (2/2) SPOT WELDS 3T.

(115) POSITION WELD GUN AROUND THE PANEL RR WHEELHOUSE INR PANEL QTR INR RR PANEL QTR INR FRT TO PERFORM (1/1) SPOT WELDS 3T.

(125) POSITION WELD GUN AROUND THE PANEL RR WHEELHOUSE INR PANEL QTR INR RR TO PERFORM (5/5) SPOT WELDS 2T.

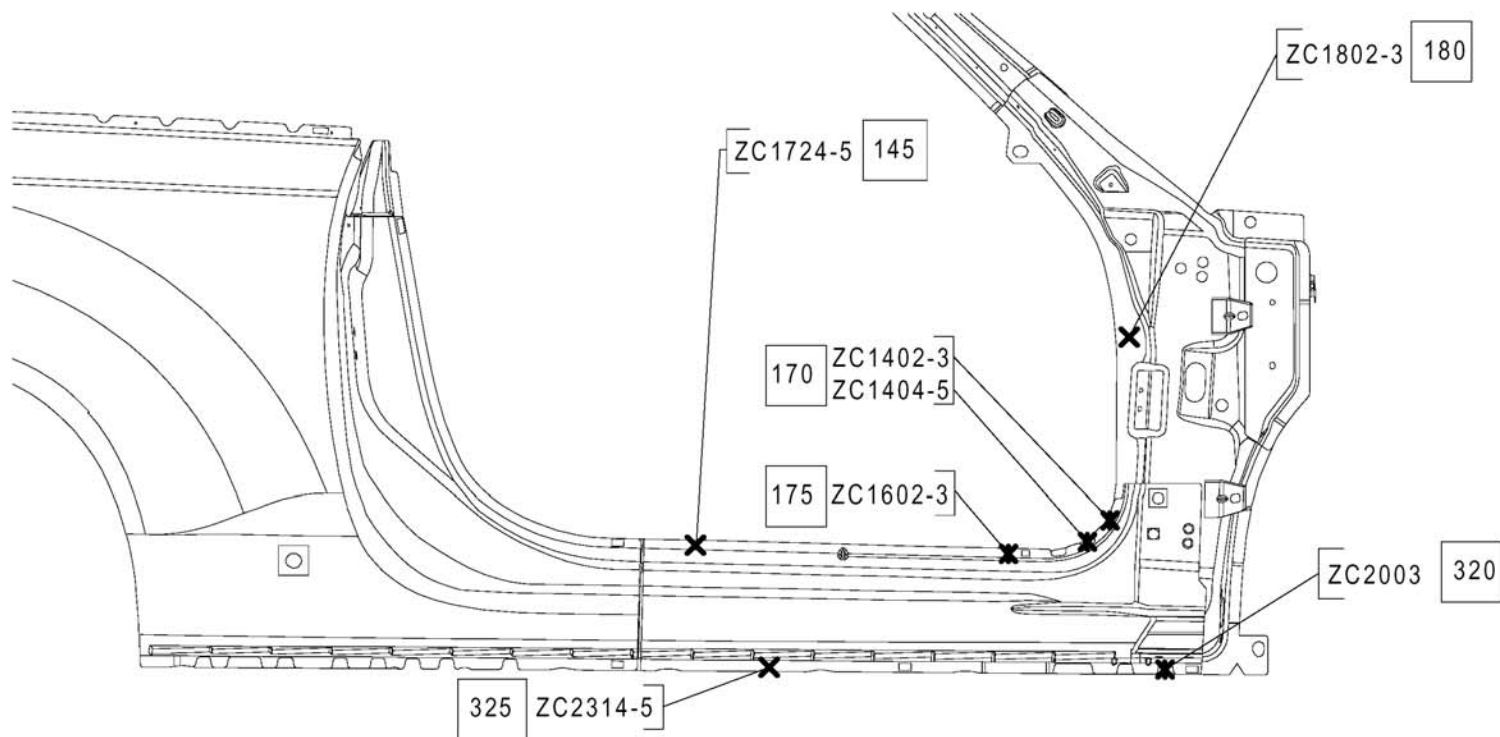


(105) POSITION WELD GUN AROUND THE EXTENSION QTR INR LWR TO WHEELHOUSE INR FRT PANEL QTR INR FRT EXTENSION RR WHEELHOUSE INR FRT TO PERFORM (1/1) SPOT WELDS 3T.

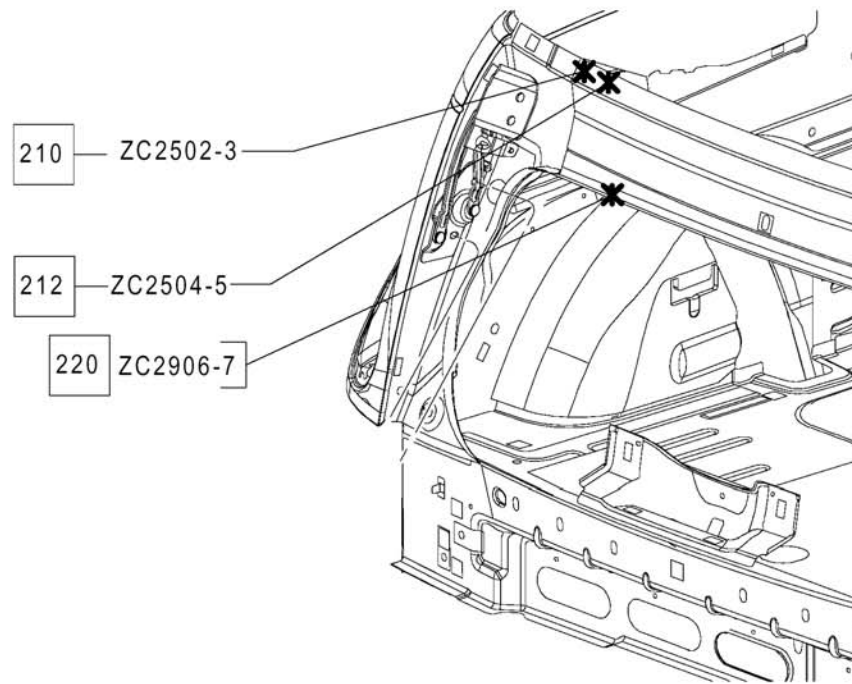
(110) POSITION WELD GUN AROUND THE PANEL RR WHEELHOUSE INR PANEL QTR INR FRT EXTENSION QTR INR LWR TO WHEELHOUSE INR FRT TO PERFORM (2/2) SPOT WELDS 3T.

(115) POSITION WELD GUN AROUND THE PANEL RR WHEELHOUSE INR PANEL QTR INR RR PANEL QTR INR FRT TO PERFORM (1/1) SPOT WELDS 3T.

(125) POSITION WELD GUN AROUND THE PANEL RR WHEELHOUSE INR PANEL QTR INR RR TO PERFORM (5/5) SPOT WELDS 2T.



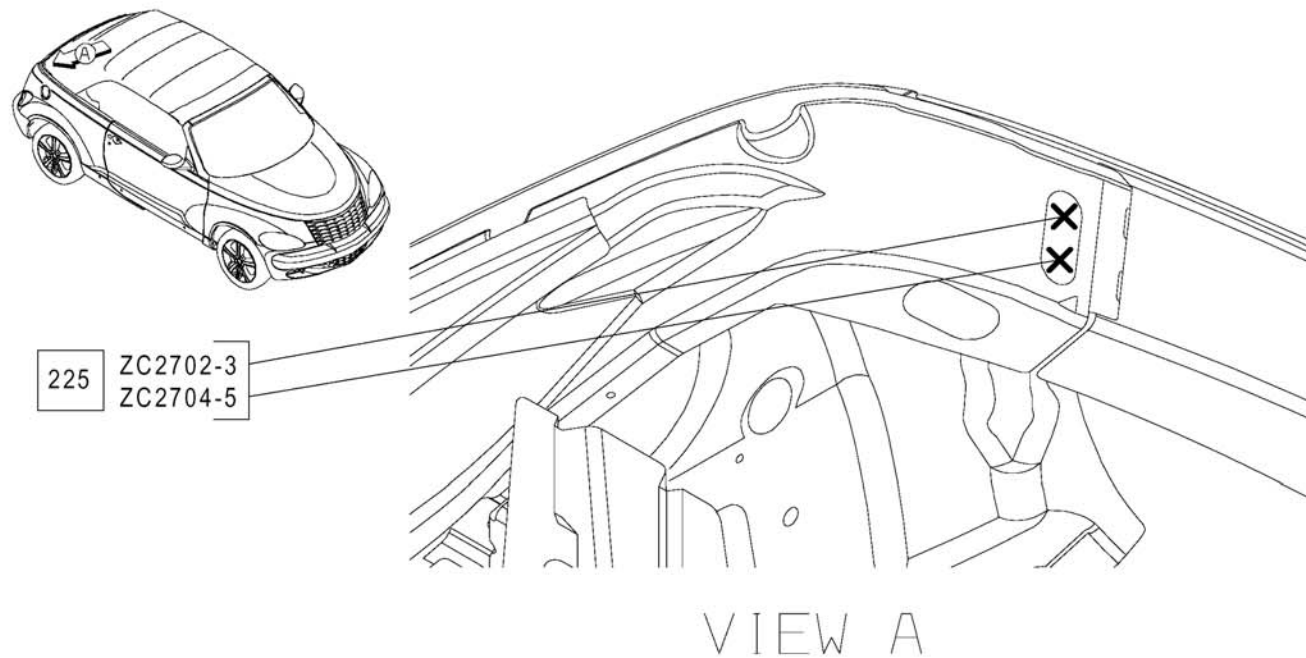
- (145) BODY SIDE SILL INR FRT TO PERFORM (1/1) SPOT WELD 2T.
- (170) BODY FRT HINGE PILLAR LWR DOOR PILLAR- SILL OUTER TO PERFORM (2/2) SPOT WELDS 3T.
- (175) BODY FRT HINGE PILLAR LWR DOOR PANEL- SILL OUTER TO PERFORM (1/1) SPOT WELDS 3T.
- (180) COWL SIDE PILLAR- SILL OUTER TO PERFORM (1/1) SPOT WELDS 2T.
- (320) BODY FRT HINGE PILLAR LWR DOOR PILLAR BODY FRT HINGE TO PERFORM (1/1) SPOT WELD 3T.
- (325) BODY SIDE SILL INR FRT PANEL SILL OTR TO PERFORM (1/1) SPOT WELD 2T.



(210) SHELF PANEL TO LIFTGATE UPR DRAIN TROUGH LIFTGATE SIDE DRAIN TO PERFORM (1/1) SPOT WELDS 3T.

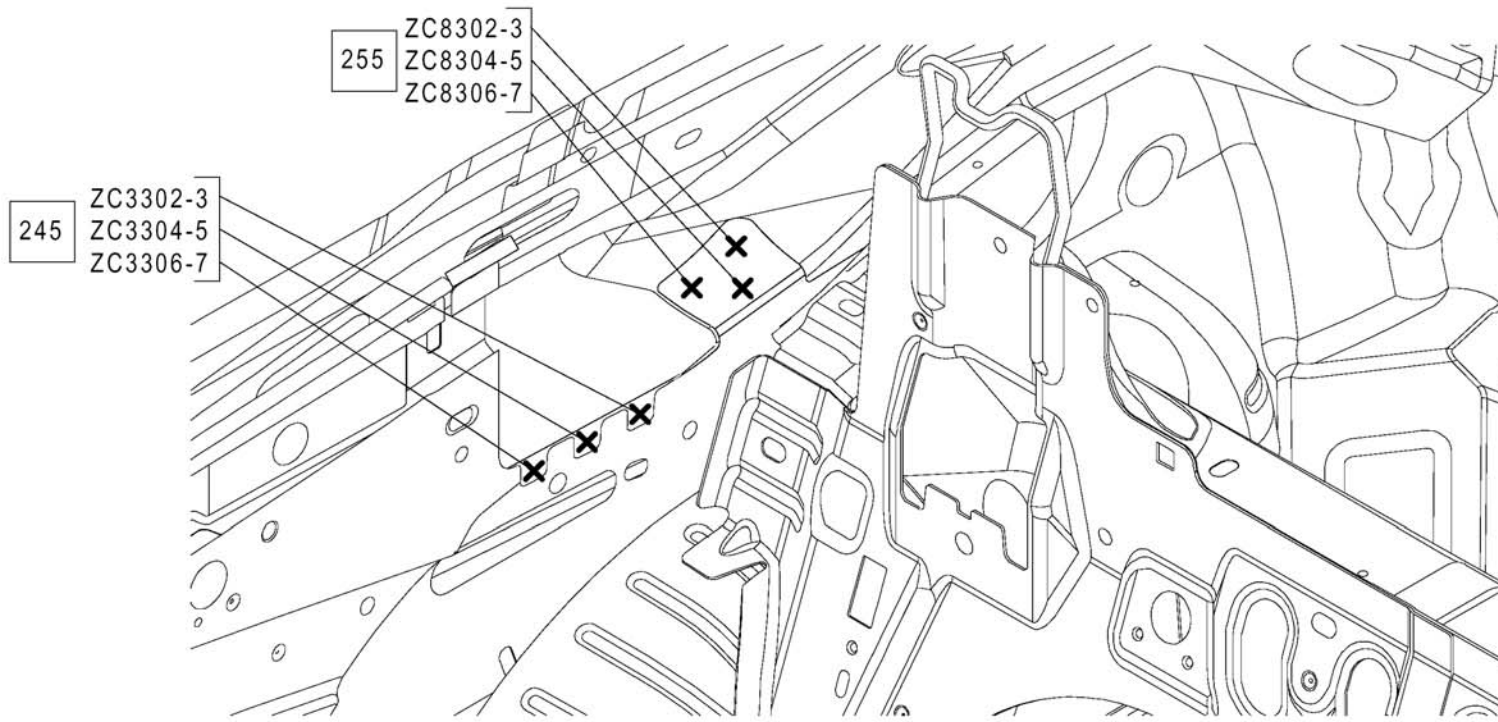
(212) SHELF PANEL TO LIFTGATE UPR DRAIN TROUGH LIFTGATE SIDE DRAIN TO PERFORM (1/1) SPOT WELDS 3T.

(220) SHELF PANEL TO LIFTGATE UPR DRAIN TROUGH LWR TROUGH- SHELF PANEL TO LIFTGATE UPR DRAIN EXTENSION- QTR INR TO DRAIN TROUGH LWR TO PERFORM (1/1) SPOT WELDS 3T.



(225) SHELF PANEL TO LIFTGATE UPR DRAIN TROUGH LIFTGATE SIDE DRAIN TO PERFORM (2/2) SPOT \  
WELDS 2T.

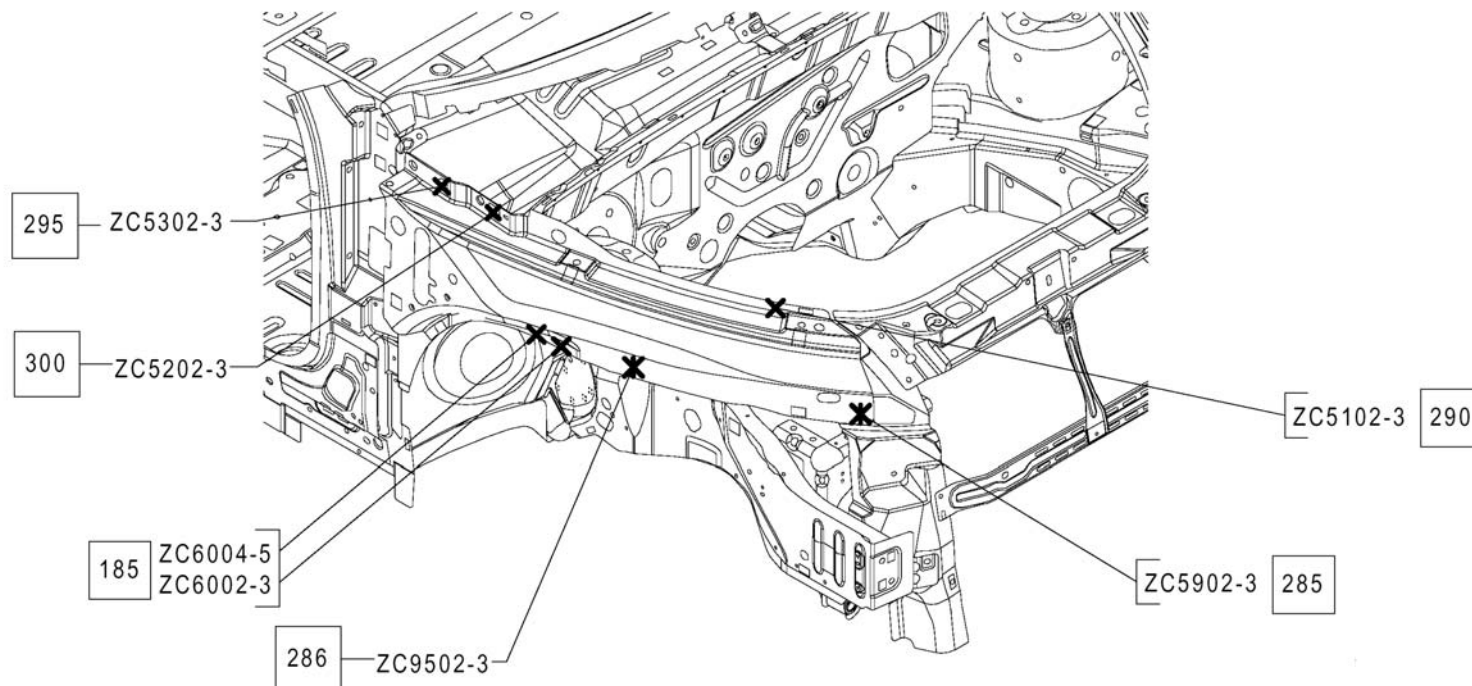




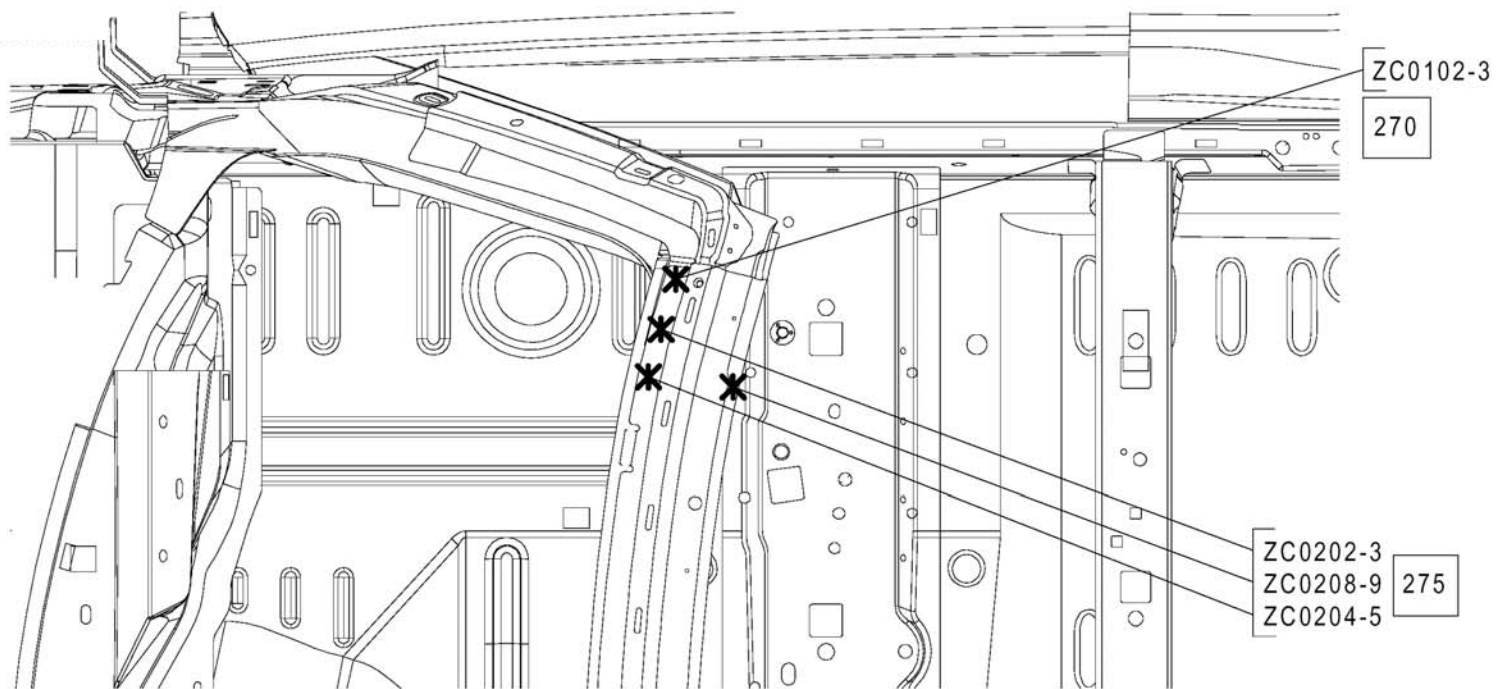
(245) QTR INR PANEL QTR INR RR TO PERFORM (3/3) SPOT WELDS 2T.

(255) QTR OTR PANEL QTR INR FRT TO PERFORM (3/3) SPOT WELDS 2T.





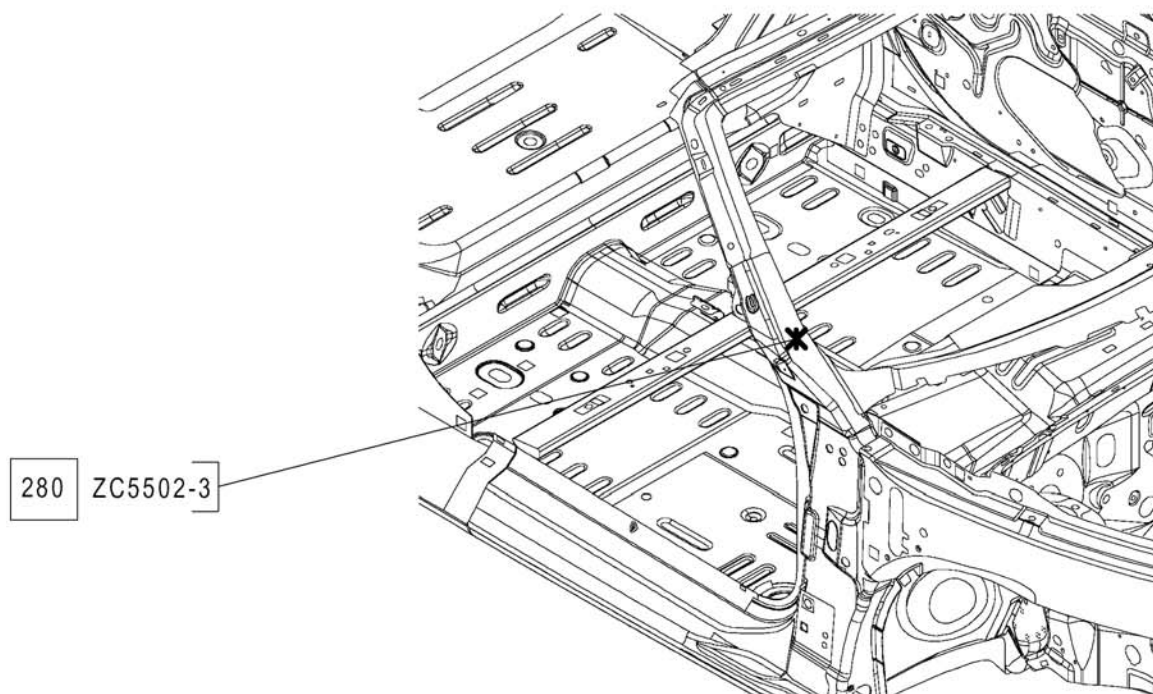
- (185) FRT FENDER UPR LOAD PATH OTR BEAM ASSY- FRT FENDER UPR LOAD PATH INR TO PERFORM (2/2) SPOT WELDS 2T.
- (285) RADIATOR CLOSURE OTR BEAM FRT FENDER UPR LOAD PATH OTR BEAM ASSY- FRT FENDER UPR LOAD PATH INR TO PERFORM (1/1) SPOT WELD 3T.
- (286) FRT FENDER UPR LOAD PATH OTR BEAM ASSY- FRT FENDER UPR LOAD PATH INR TOWER-FRT SUSP ISO STRUT MTG R/L TO PERFORM (1/1) SPOT WELD 3T.
- (290) FRT FENDER UPR LOAD PATH OTR BEAM ASSY- FRT FENDER UPR LOAD PATH INR TO PERFORM (1/1) SPOT WELD 2T.
- (295) FRT FENDER UPR LOAD PATH OTR BEAM ASSY- FRT FENDER UPR LOAD PATH INR TO PERFORM (1/1) SPOT WELDS 2T.
- (300) FRT FENDER UPR LOAD PATH OTR BEAM ASSY- FRT FENDER UPR LOAD PATH INR TO PERFORM (1/1) SPOT WELDS 2T.



(270) WINDSHIELD OPENING UPR FRAME WINDSHIELD SIDE OPENING INR FRAME WINDSHIELD SIDE OPENING OTR TO PERFORM (1/1) SPOT WELDS 3T.

(275) WINDSHIELD OPENING UPR FRAME WINDSHIELD SIDE OPENING INR FRAME WINDSHIELD OPENING LWR TO PERFORM (3/3) SPOT WELDS 3T.

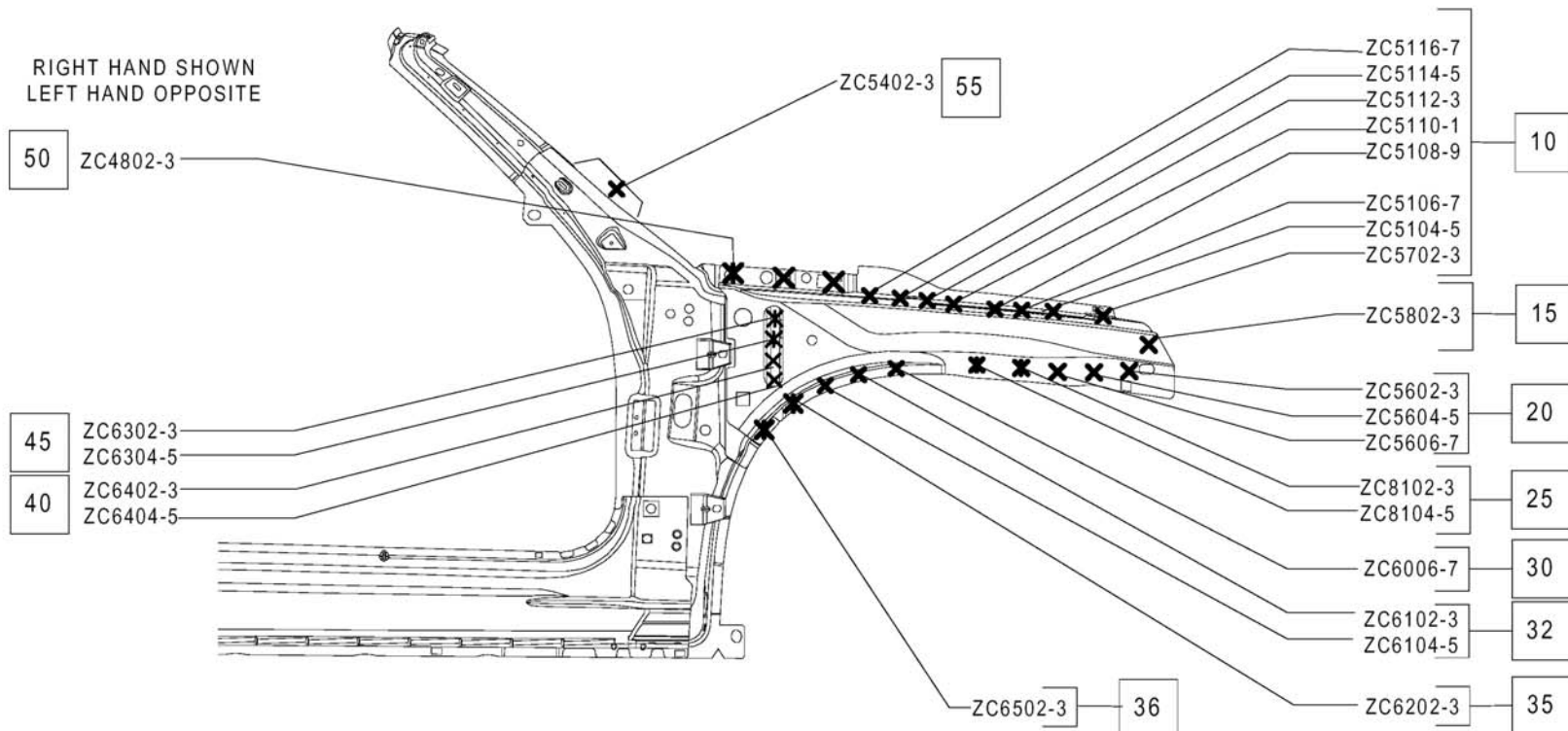




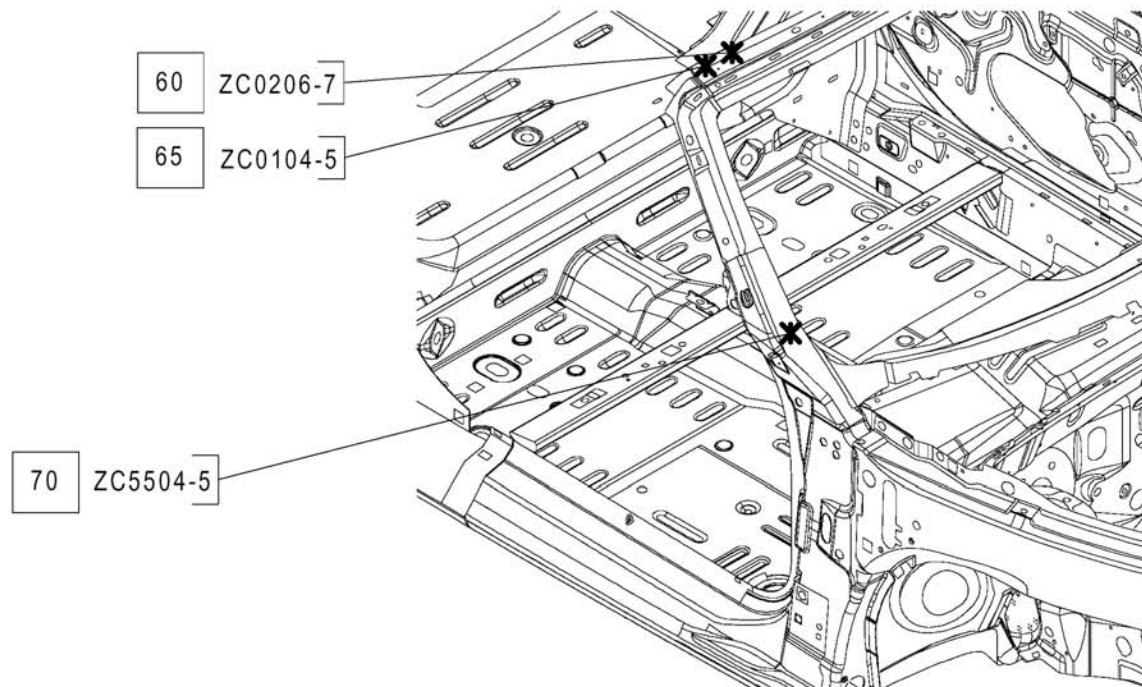
(280) COWL SIDE FRAME WINDSHIELD SIDE OPENING INR PILLAR BODY FRT HINGE TO PERFORM (1/1)  
SPOT WELD 3T.



RIGHT HAND SHOWN  
LEFT HAND OPPOSITE



- (10) WELD UPR LOAD PATH OTR R/L - FRT FENDER UPR LOAD PATH INR R/L (8/8) 2T SPOTWELDS
- (15) WELD RADIATOR CLOSURE OTR R/L - FRT FENDER UPR LOAD PATH INR R/L (1/1) 2T SPOT WELD
- (20) WELD UPR LOAD PATH OTR R/L - FRT FENDER UPR LOAD PATH INR R/L (3/3) 2T SPOT WELD
- (25) WELD UPR LOAD PATH OTR R/L - FRT FENDER UPR LOAD PATH INR R/L (2/2) 2T SPOTWELD
- (30) WELD UPR LOAD PATH OTR R/L - FRT FENDER UPR LOAD PATH INR R/L (3/3) 2T SPOTWELDS
- (35) WELD UPR LOAD PATH OTR R/L COWL SIDE R/L TO PANEL- DASH R/L (1/1) 3T SPOTWELDS
- (36) WELD FRT HGE PLR TO PANEL- COWL SIDE R/L TO PANEL- DASH R/L 1/1) 3T SPOTWELDS
- (40) WELD FRT HINGE PILLAR R/L TO PANEL COWL - SIDE R/L (2/2) 2T SPOTWELDS
- (45) WELD PILLAR FRT HINGE R/L -FRT HINGE PLR R/L TO PANEL COWL SIDE R/L (2/2) 3T SPOT WELDS
- (50) WELD UPR LOAD R/L TO PILLAR BODY FRT HINGE R/L TO PANEL - COWL SIDE R/L (1/1) 3T SPOTWELD

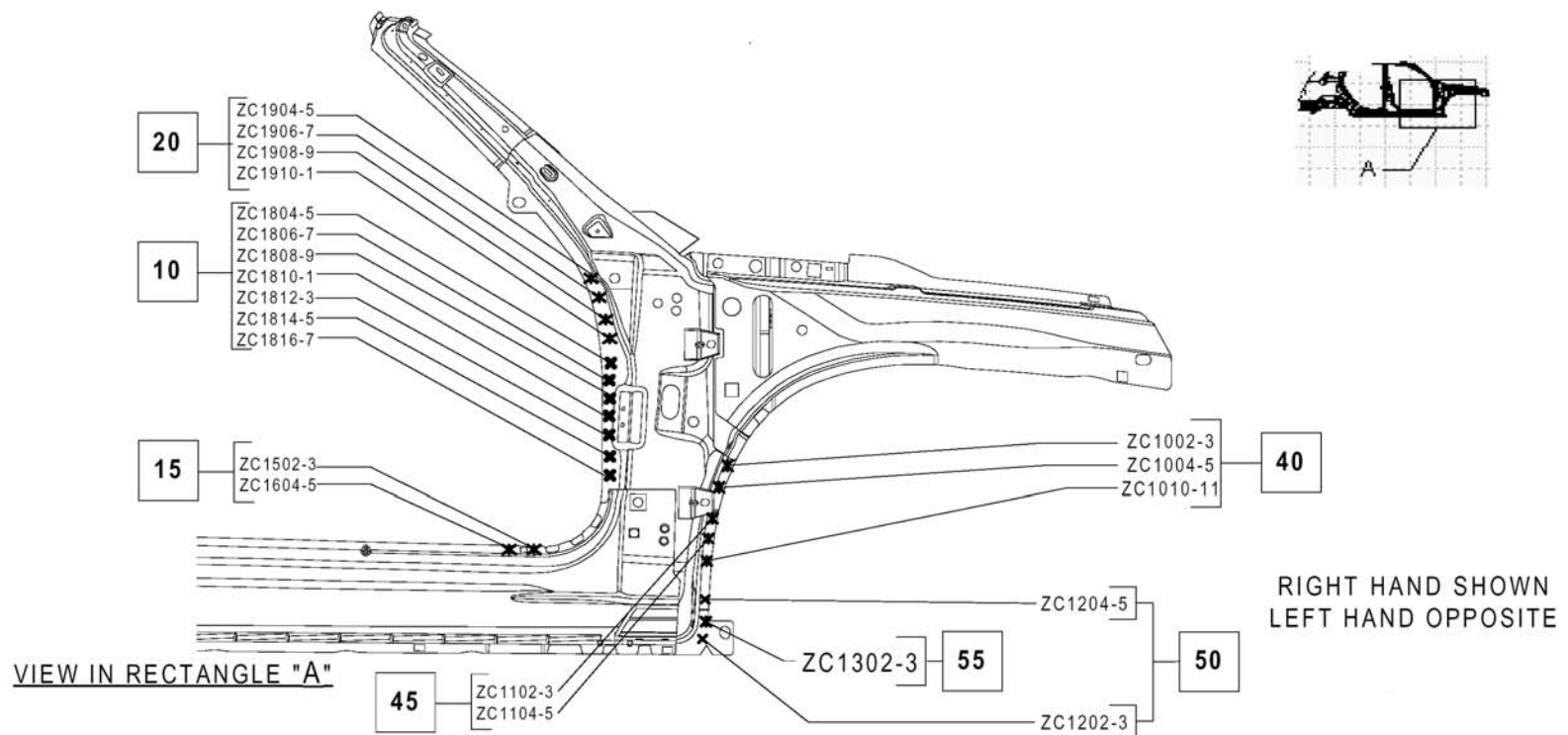


(60) WELD FRAME- WINDSHIELD OPENING UPR TO FRAME- WINDSHIELD SIDE OPENING INR R/L TO FRAME WINDSHIELD OPENING LWR (1/1) 3T SPOTWELD

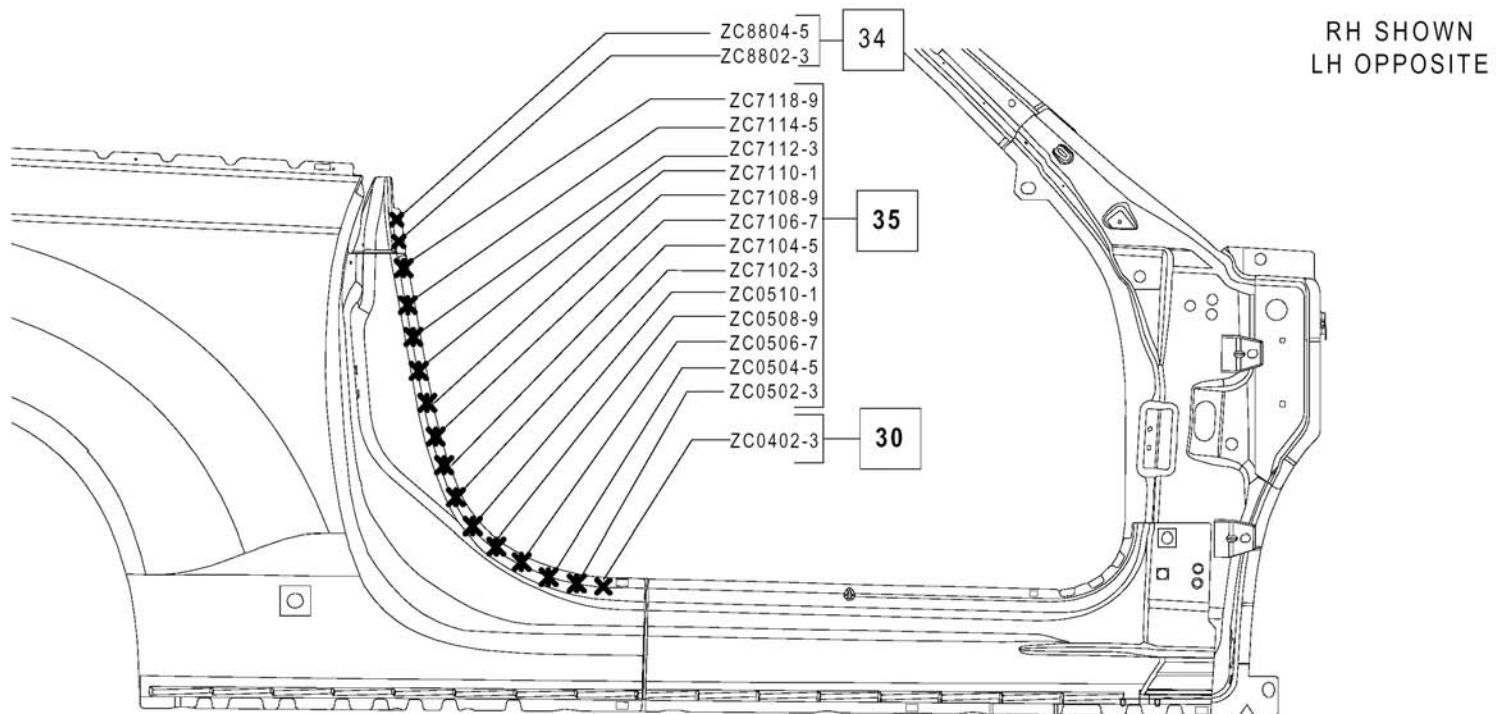
(65) WELD FRAME- WINDSHIELD OPENING UPR TO FRAME- WINDSHIELD SIDE OPENING INR R/L TO FRAME WINDSHIELD SIDE OPENING OTR (1/1) 3T SPOTWELD

(70) WELD PANEL COWL SIDE R/L TO FRAME- WINDSHIELD SIDE OPENING INR R/L TO PILLAR BODY FRT HINGE (1/1) 3T SPOTWELD





- (10) WELD PANEL- COWL SIDE R/L #172-3 TO PILLAR- BODY FRT HINGE R/L #206-7 (7/7) 2T SPOT WELDS
- (15) WELD PANEL-COWL SIDE R/L TO TAPPING PLATE ASSY- BDY F/HGE PLR LWR DOOR TO PANEL- SILL OTR RT (2/2) 3T SPOT WELDS
- (20) WELD PANEL- COWL SIDE R/L TO FRAME- WINDSHIELD SIDE OPENING INR R/L TO PILLAR- BODY FRT HINGE RT #206-7 (4/4) 3T SPOT WELDS
- (40) WELD PANEL - DASH TO PANEL - COWL SIDE TO PILLAR-BODY FRT HINGE (3/3) 3T SPOT WELDS
- (45) WELD PANEL - DASH TO T/PLT-BDY F/HGE PLR LWR TO PILLAR-BODY FRT HINGE (2/2) 3T SPOT WELDS
- (50) WELD PANEL - COWL SIDE TO PILLAR-BODY FRT HINGE (2/2) 2T SPOT WELDS
- (55) WELD EXT - FRT RR TO PANEL-COWL SIDE TO PILLAR-BODY FRT HINGE (1/1) 2T SPOT WELDS

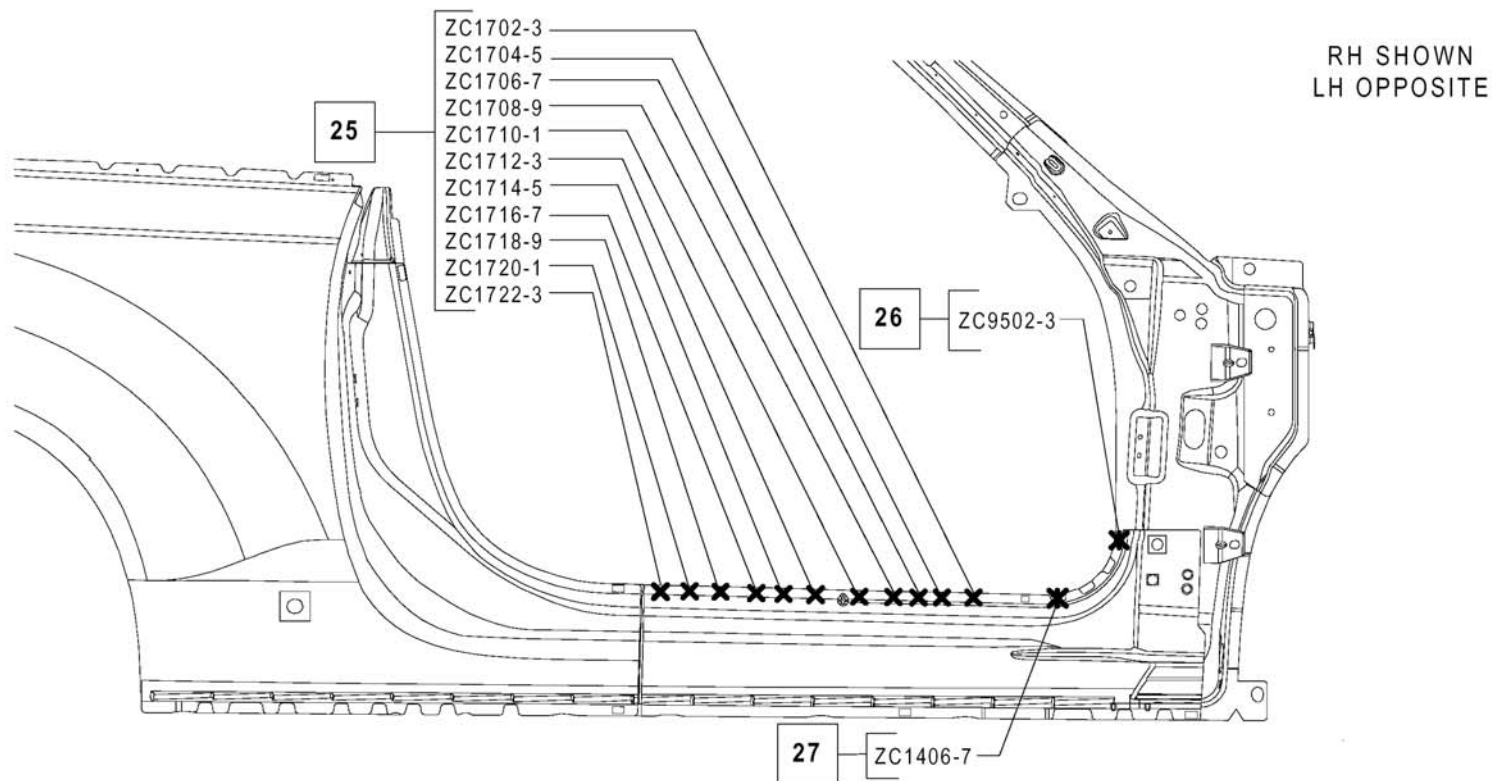


(30) WELD PANEL -QTR OTR R/L TO PANEL ASSY- BODY SIDE SILL INR FRT R/L (1/1) 2T SPOT WELDS

(34) WELD REINF- QTR OTR R/L TO PANEL - QTR INR FRT R/L (2/2) 2T SPOT WELDS

(35) WELD PANEL -QTR OTR R/L TO REINF- QTR OTR R/L TO PANEL - QTR INR FRT R/L (13/13) 3T SPOT WELDS





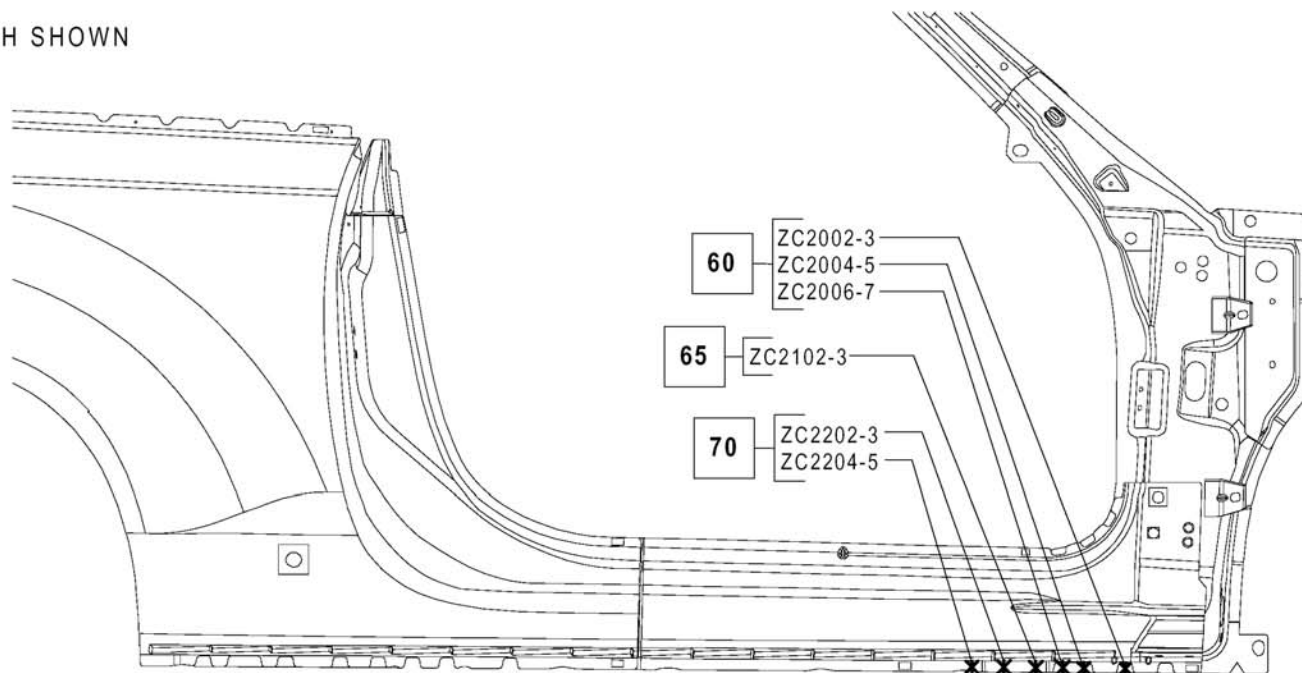
(25) WELD PANEL ASSY- BODY SIDE SILL INR FRT R/L TO PANEL- SILL OTR R/L TO (11/11) 2T SPOT WELDS

(26) COWL SIDE PILLAR- BODY FRT HINGE PANEL- SILL OUTER TO PERFORM (1/1) SPOT WELD 3T.

(27) COWL SIDE TAPPING PLATE ASSY- BODY FRT HINGE PILLAR LWR DOOR PILLAR- SILL OUTER TO PERFORM (1/1) SPOT WELDS 3T.

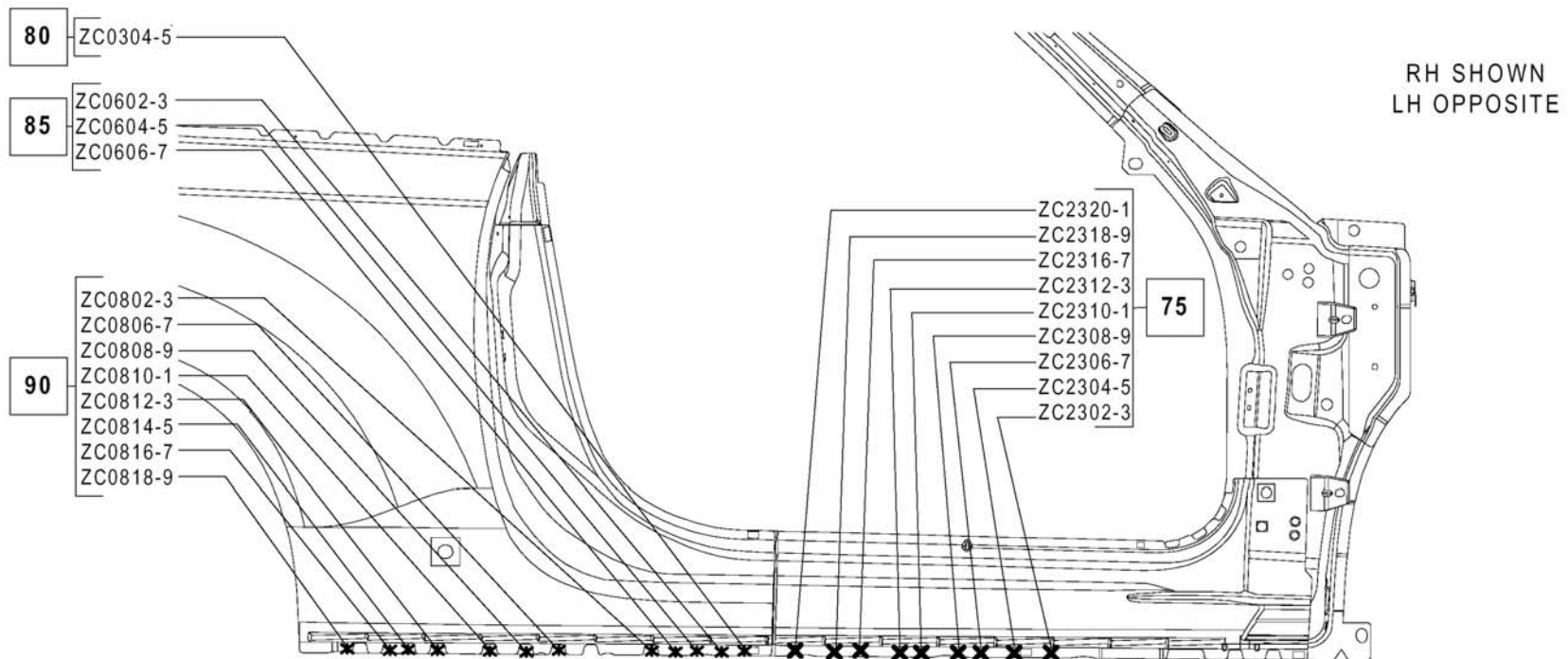


RH SHOWN



- (60) WELD EXT - FRT S/RL RR TO COWL TO T/PLT-BDY F/HGE PLR LWR TO PILLAR-BODY FRT HINGE (3/3) 3T SPOT WELDS
- (65) WELD PANEL - COWL SIDE TO T/PLT-BDY F/HGE PLR LWR TO PILLAR-BODY FRT HINGE (1/1) 3T SPOT WELDS
- (70) WELD PANEL ASSY BODY SIDE SILL INR FRT TO T/PLT-BDY F/HGE PLR LWR TO PANEL- SILL OTR (2/2) 3T SPOT WELDS



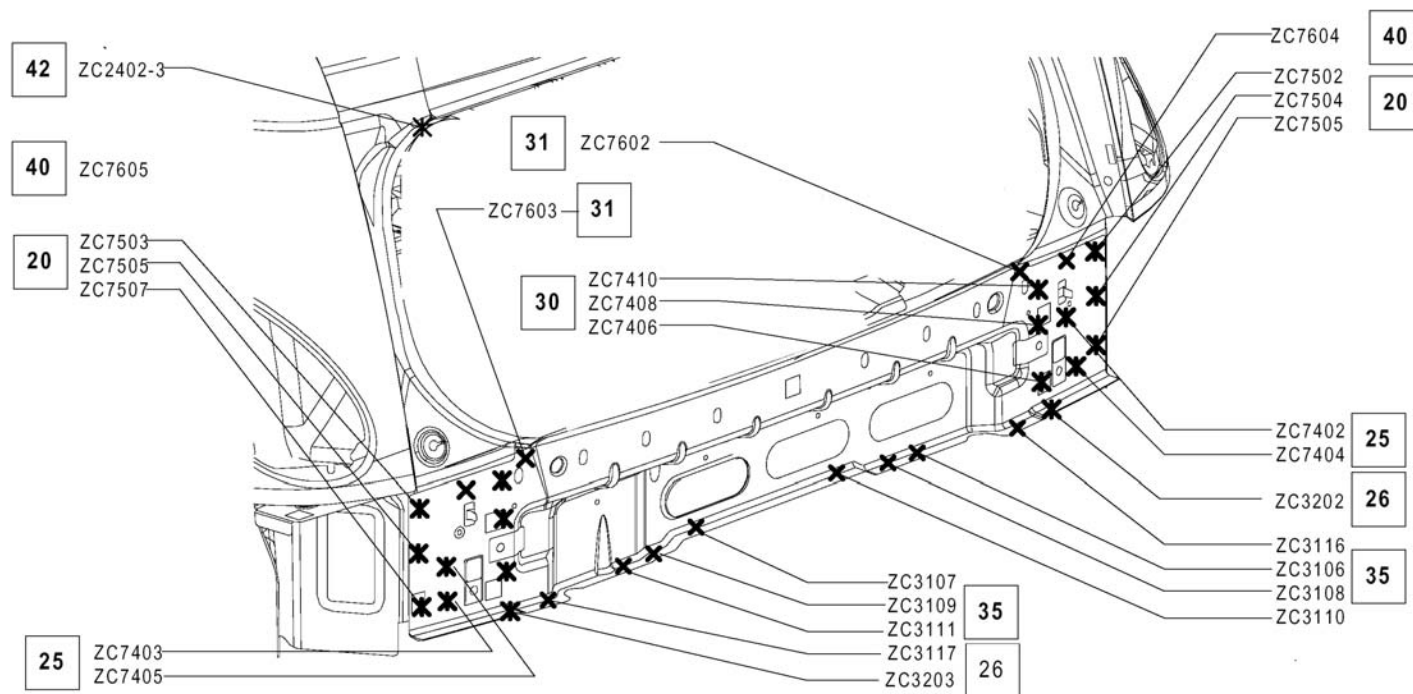


(75) WELD PANEL- SILL OTR TO PANEL ASSY BODY SIDE SILL INR FRT (9/9) 2T SPOT WELDS

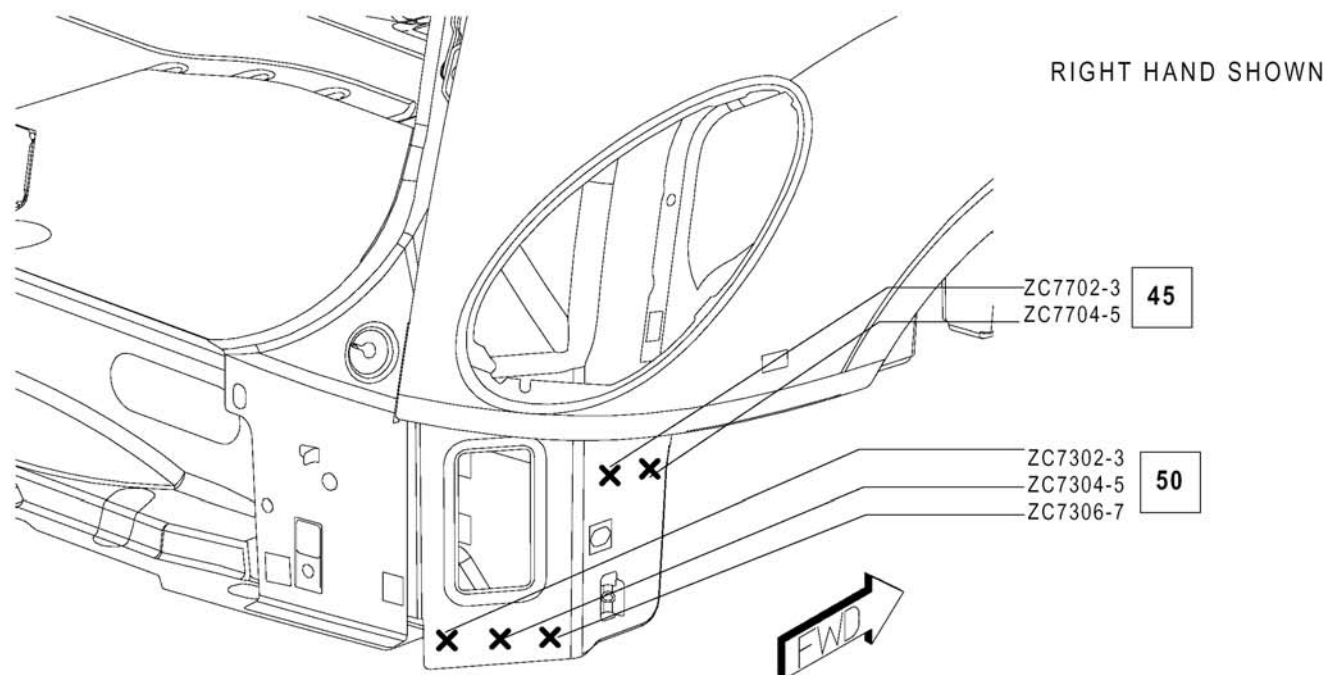
(80) WELD PANEL -QTR OTR R/L TO PANEL- SILL OTR TO PANEL ASSY BODY SIDE SILL INR FRT (1/1) 3T SPOT WELDS

(85) WELD PANEL ASSY BODY SIDE SILL INR FRT TO REINF- QTR OTR R/L TO PANEL -QTR OTR R/L (3/3) 3T SPOT WELDS

(90) WELD REINF- QTR OTR R/L TO EXT - SIDE SILL BEAM TO PANEL BODY SIDE SILL INR RR (8/8) 3T SPOT WELDS



- (20) WELD PANEL- RR FLOOR PAN CLOSURE R/L TO PANEL QTR INR REAR TO TROUGH- L/GATE SIDE DRAIN (3/3) 3T SPOTWELDS
- (25) WELD REINF-RR FLR PAN CLSR-R/L TO PANEL -RR FLOOR PAN CLOSURE R/L TO TROUGH- L/GATE SIDE DRAIN (2/2) 3T SPOT WELDS
- (26) WELD PANEL -RR FLOOR PAN CLOSURE R/L TO REINF ASSY -RR FLOOR PAN TO RR CLOSURE TO TROUGH- L/GATE SIDE DRAIN (1/1) 3T SPOTWELDS
- (30) WELD REINF -RR FLR PAN CLSR-R/L TO PANEL -RR FLOOR PAN CLOSURE R/L TO TROUGH- L/GATE SIDE DRAIN (3/3) 3T SPOT WELDS
- (31) WELD PANEL -RR FLOOR PAN CLOSURE R/L TO TROUGH- L/GATE SIDE DRAIN (1/1) 2T SPOTWELD
- (35) WELD PANEL -RR FLOOR PAN CLOSURE R/L TO REINF REAR FLOOR REAR R/L (4/4) 2T SPOTWELDS
- (40) WELD PANEL -RR FLOOR PAN CLOSURE R/L TO TROUGH-L/GATE SIDE DRAIN R/L (1/1) 2T SPOT WELD
- (42) WELD EXTENSION-QTR INR DRAIN TROUGH LWR TO TROUGH-SHELF PANEL TO LIFTGATE UPR DRAIN TO TROUGH LIFTGATE SIDE DRAIN (1/1) 3T SPOTWELD

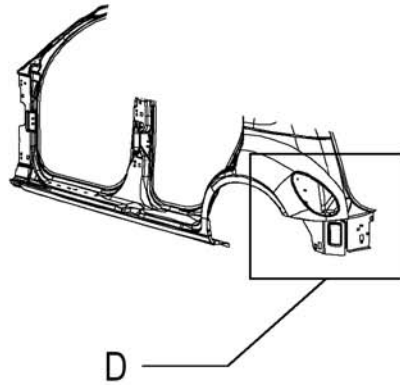


(45) WELD PAN REAR FLOOR R/L AND PANEL QTR INNER REAR R/L (2/2) SPOTWELDS 2T

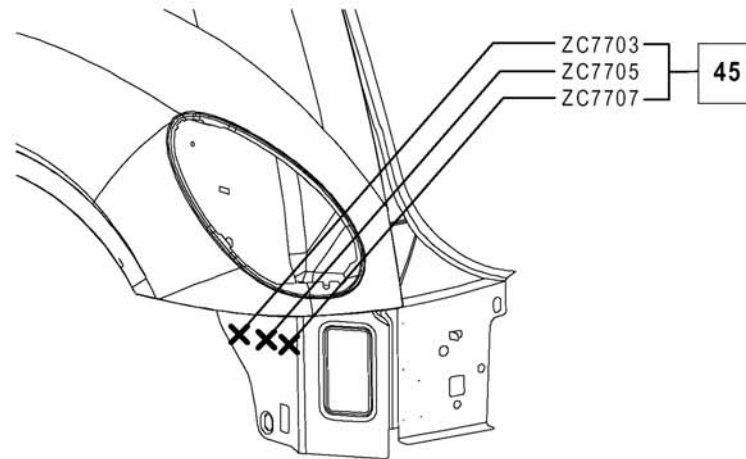
(50) WELD PANEL QTR INNER REAR R/L AND REINF- REAR FLOOR REAR R/L (3/3) SPOTWELDS 2T



LEFT HAND SHOWN



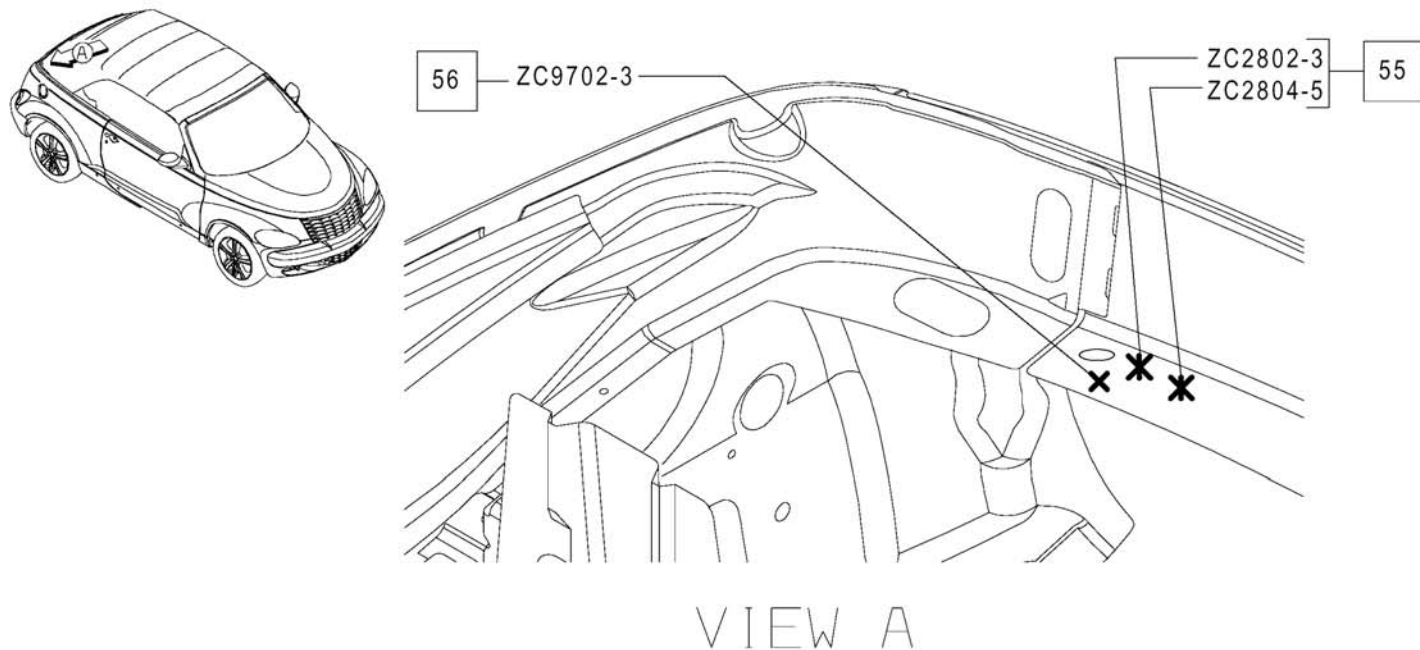
RESPOT WELDING PROCESS



VIEW IN RECTANGLE D

(45) WELD PAN REAR FLOOR R/L AND PANEL QTR INNER REAR R/L (3/3) SPOTWELDS 2T

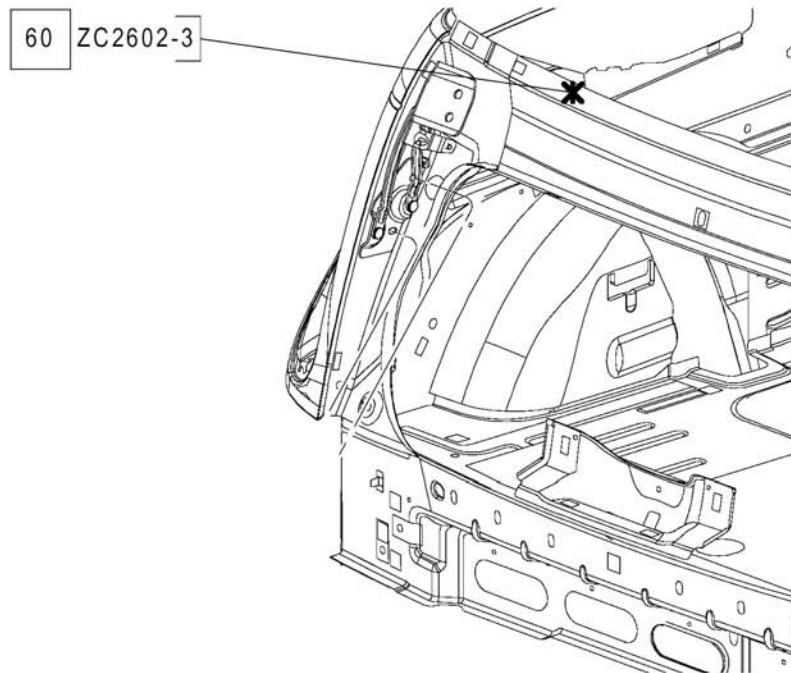




(55) WELD REINF PANEL SHELF TO DRAIN TROUGH UPR TO TROUGH-SHLF PNL TO LIFTGATE UPR DRAIN LWR TO EXTENSION-QTR INR TO DRAIN TROUGH LWR (2/2) SPOTWELDS 3T

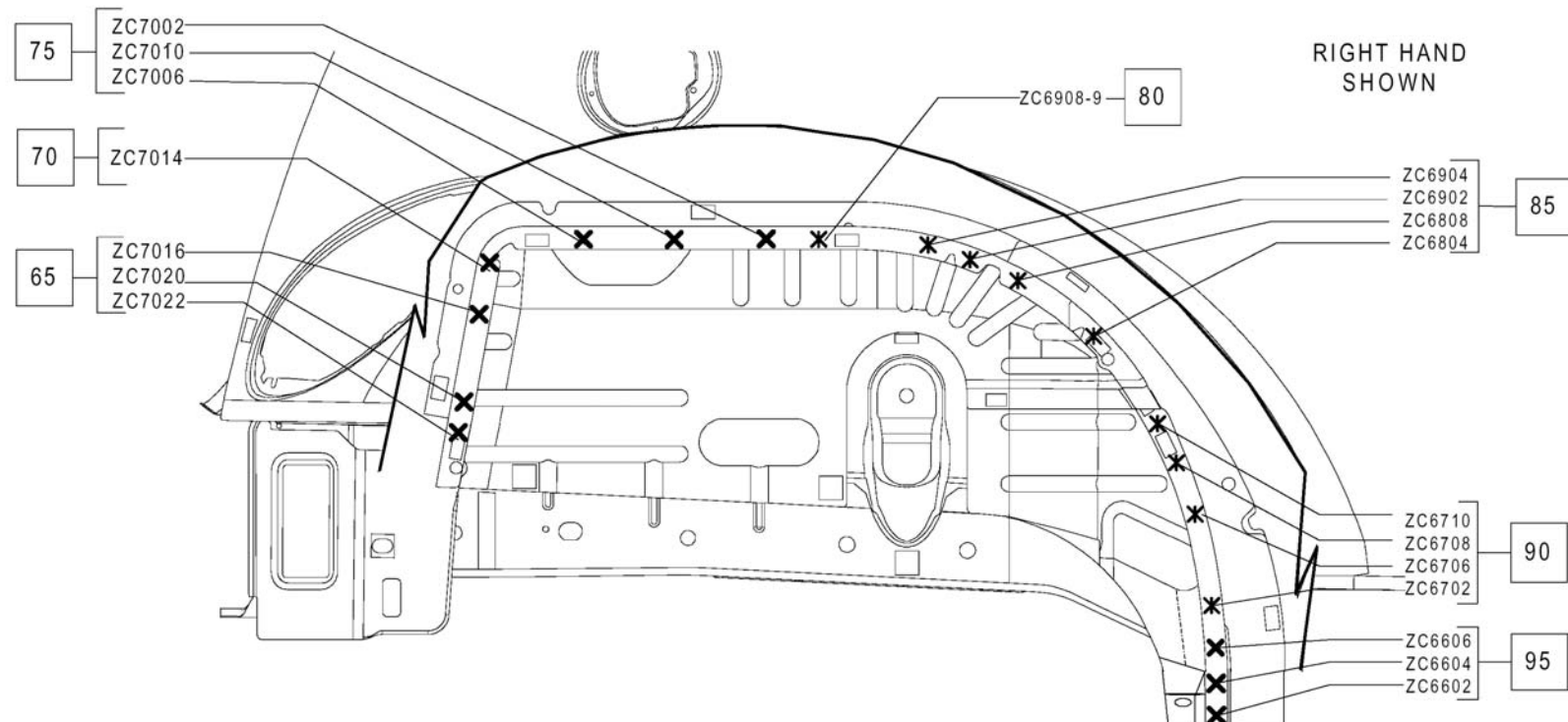
(56) WELD REINF PANEL SHELF TO DRAIN TROUGH UPR TO TROUGH-SHLF PNL TO LIFTGATE UPR DRAIN LWR APPLY (1/1) SPOTWELDS 2T



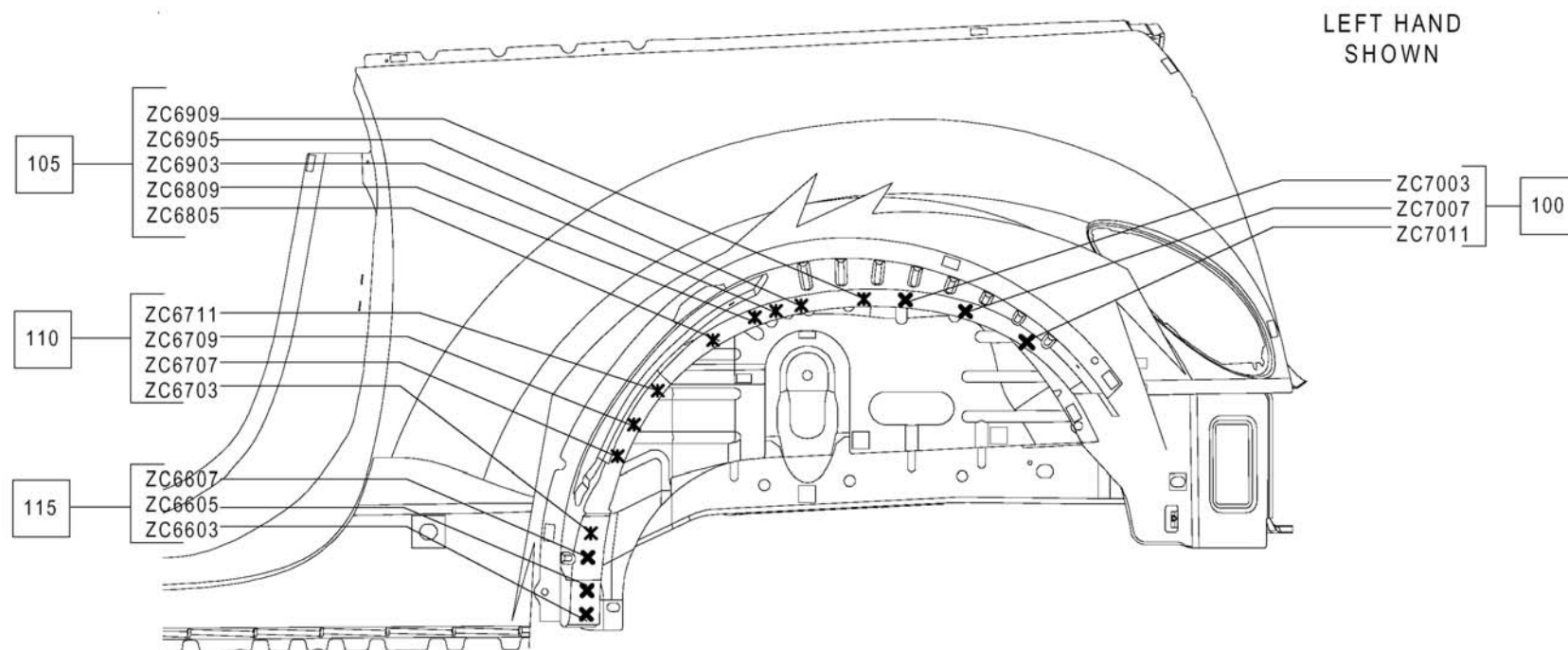


(60) WELD REINF QTR OTR TO TROUGH- SHELF PANEL TO LIFTGATE UPR DRAIN TO REINF PANEL SHELF  
TO DRAIN TROUGH UPR (1/1) SPOTWELD 3T





- (65) WELD PANEL RR WHEELHOUSE INR TO PANEL QTR INR RR (3) SPOTWELD 2T
- (70) WELD PANEL RR WHEELHOUSE INR LT TO PANEL QTR INR RR LT (1) SPOT WELD 2T
- (75) WELD PANEL RR WHEEL HOUSE INR LT TO PANEL QTR INR RR LT (3) SPOT WELD 2T
- (80) WELD PANEL RR WHEEL HOUSE INR TO PANEL- QTR INR FRT RT AND PANEL QTR INR RR LT (1) SPOTWELD 3T
- (85) WELD PANEL RR WHEEL HOUSE INR TO PANEL- QTR INR FRT RT AND PANEL QTR INR RR LT (4) SPOTWELD 3T
- (90) WELD EXTENSION- RR WHEELHOUSE INR FRT RT TO PANEL- QTR INR FRT RT AND EXTENSION- QTR INR LWR TO WHEEL HOUSE INR FRT RT (4) SPOTWELD 3T
- (95) WELD EXTENSION- RR WHEELHOUSE INR FRT RT TO EXTENSION -QTR INR LWR TO WHEEL HOUSE INR FRT RT (3) SPOTWELDS 2T



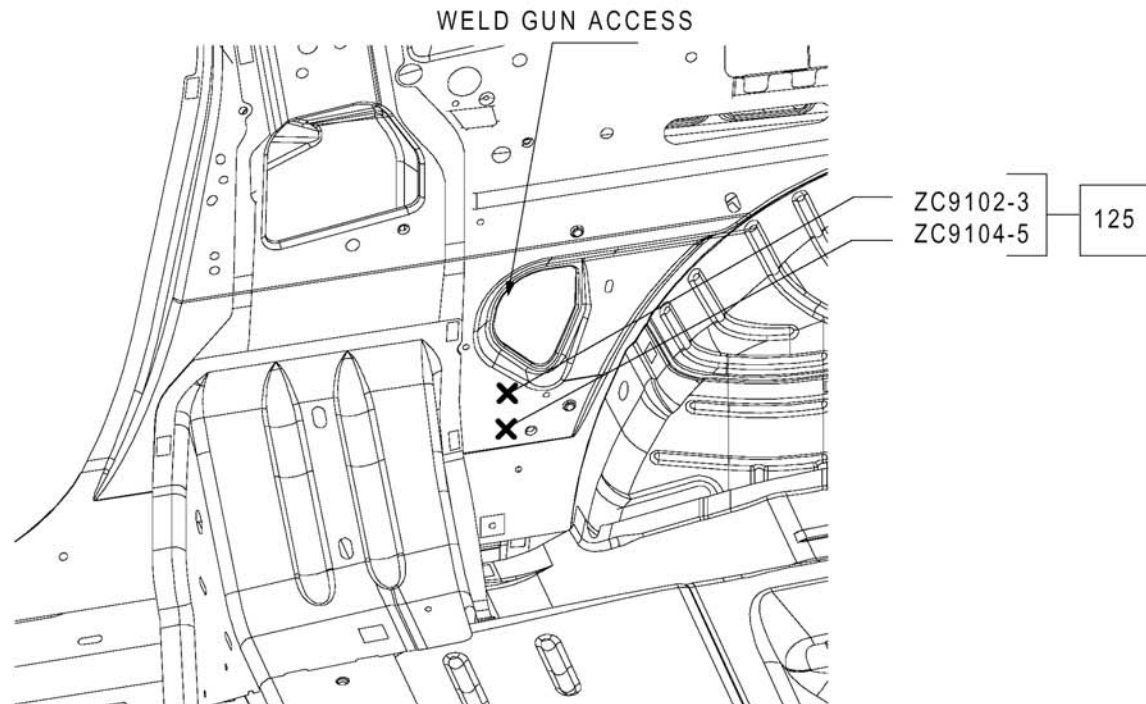
(100) WELD PANEL- RR WHEELHOUSE INR LT TO PANEL- QTR INR RR (3) SPOTWELD 2T

(105) WELD PANEL - RR WHEEL HOUSE INR LT TO PANEL- QTR INR FRT LT AND PANEL- QTR INR RR (5) SPOT WELDS 3T

(110) WELD EXTENSION- RR WHEELHOUSE INR FRT LT TO PANEL- QTR INR FRT LT AND EXTENSION- QTR INR LWR TO WHEELHOUSE INR FRT LT (4) SPOT WELDS 3T

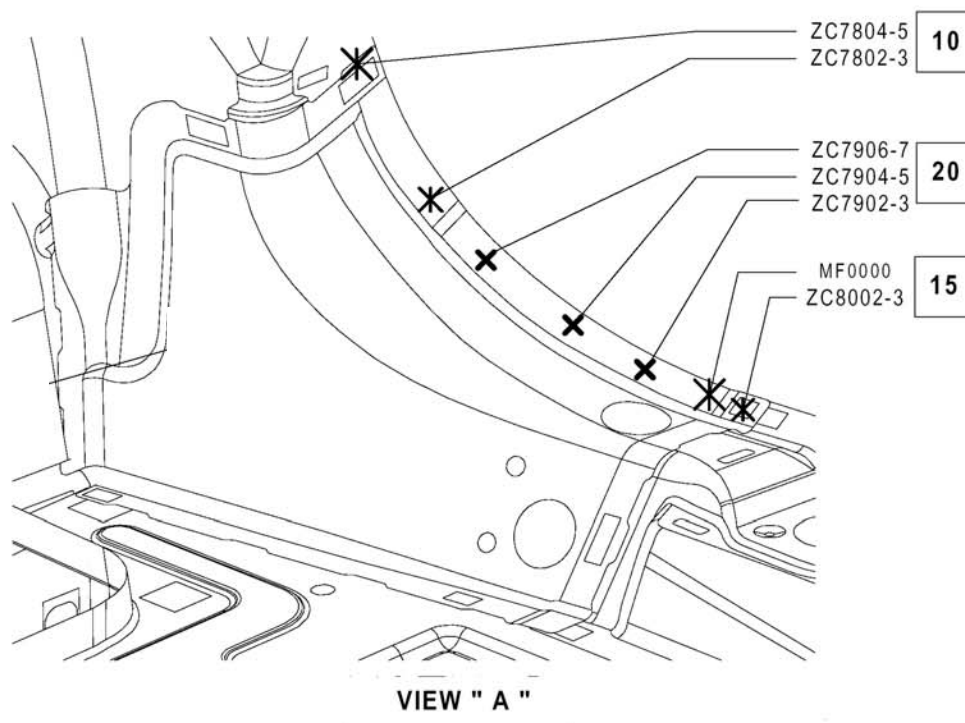
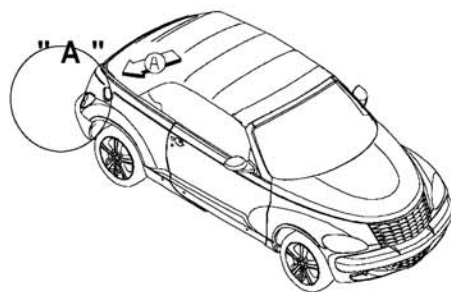
(115) WELD EXTENSION- RR WHEELHOUSE INR FRT LT TO EXTENSION- QTR INR LWR TO WHEELHOUSE INR FRT LT (3) SPOT WELDS 2T

RIGHT HAND SHOWN  
LEFT HAND SYMETRIC  
OPPOSITE



(125) WELD THROUGH THE WELD GUN ACCES HOLE AS SHOWS THE GRAPHIC BETWEEN PANEL WRT INNR TO EXTENTION SIDE SILL BEAM APPLY (2/2) SPOT WELDS 2T.



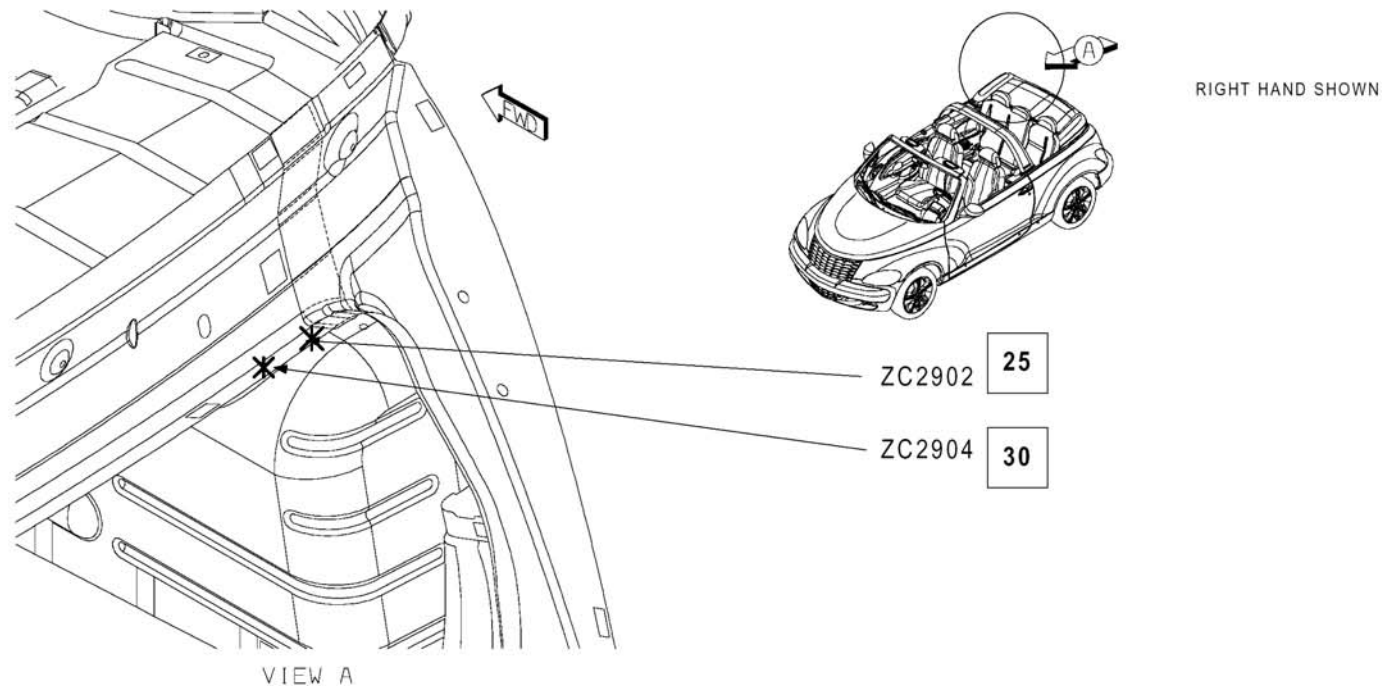


(10) WELD PANEL- LIFTGATE OPENING LWR R/L TO PANEL QTR INR REAR R/L AND TROUGH- LIFTGATE SIDE DRAIN R/L (2/2) SPOTWELDS 3T

(15) WELD PANEL - LIFTGATE OPENING LWR R/L TO PANEL QTR INR REAR R/L AND TROUGH- LIFGATE SIDE DRAIN R/L (2/2) SPOT WELD 3T

(20) WELD PANEL LIFTGATE OPENING LWR R/L TO PANEL QTR INR REAR R/L (3/3) SPOT WELDS 2T

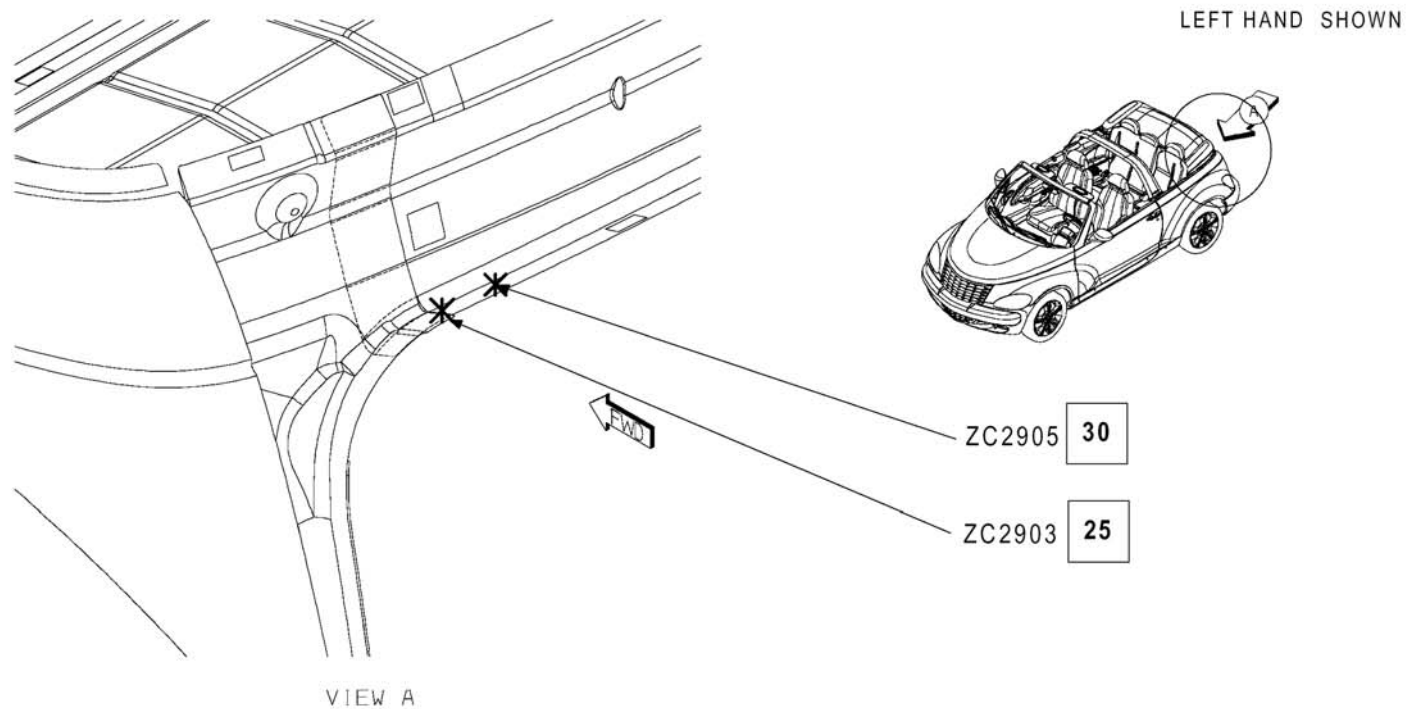




(25) WELD EXTENSION- QTR INR TO DRAIN TROUGH LWR R/L TO TROUGH- SHELF PANEL TO LIFTGATE  
UPR DRAIN TROUGH LW TO TROUGH- SHELF PANEL TO LIFTGATE UPR DRAIN (1) SPOTWELD 3T

(30) WELD EXTENSION - QTR INR TO DRAIN TROUGH LWR R/L TO TROUGH-SHELF PANEL TO LIFTGATE  
UPR DRAIN TROUGH LW TO TROUGH - SHELF PANEL TO LIFTGATE UPR DRAIN (1) SPOT WELD 3T

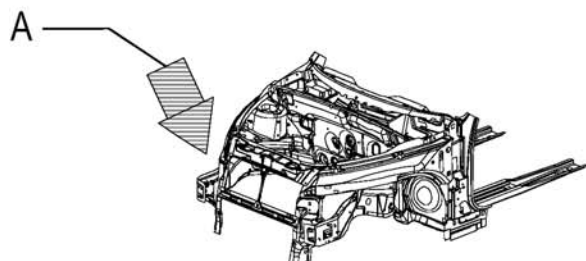




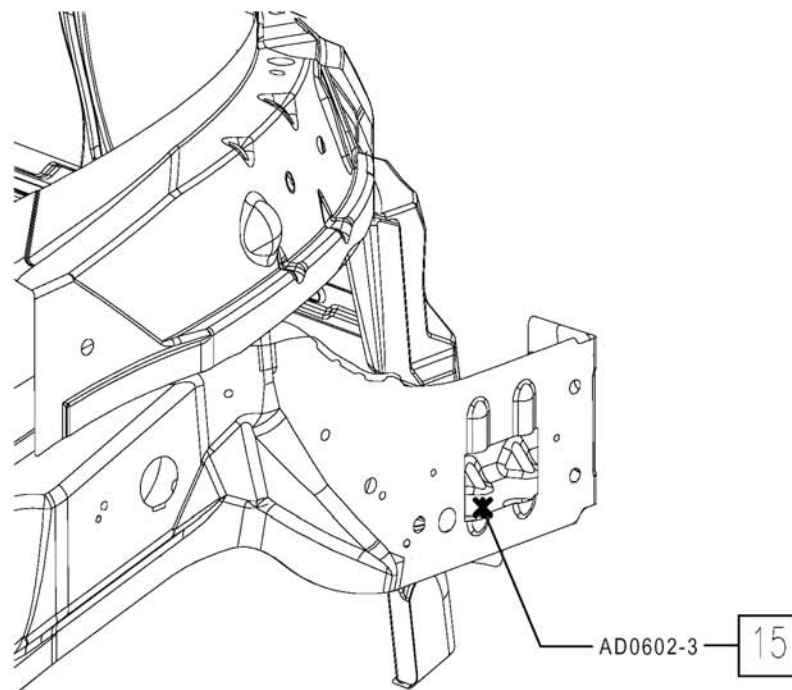
(25) WELD EXTENSION- QTR INR TO DRAIN TROUGH LWR R/L TO TROUGH- SHELF PANEL TO LIFTGATE  
UPR DRAIN TROUGH LW TO TROUGH- SHELF PANEL TO LIFTGATE UPR DRAIN (1) SPOTWELD 3T

(30) WELD EXTENSION - QTR INR TO DRAIN TROUGH LWR R/L TO TROUGH-SHELF PANEL TO LIFTGATE  
UPR DRAIN TROUGH LW TO TROUGH - SHELF PANEL TO LIFTGATE UPR DRAIN (1) SPOT WELD 3T





RIGHT HAND SHOWN  
LEFT HAND OPPOSITE

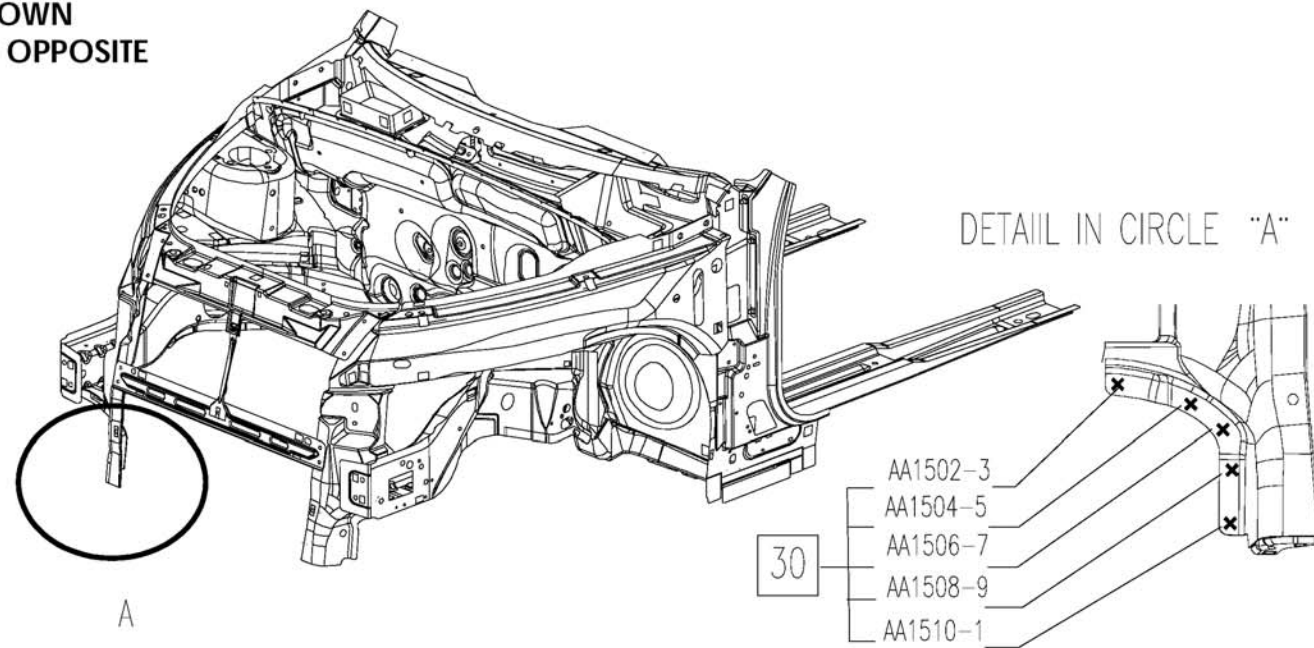


VIEW IN DIRECTION OF ARROW **A**

(15) WELD RAIL ASSY - FRONT SIDE FRONT R/L TO PANEL - RAD CLOSURE OUTER R/L TO PANEL - RAD CLOSURE INNER R/L (1/1) SPOTWELD

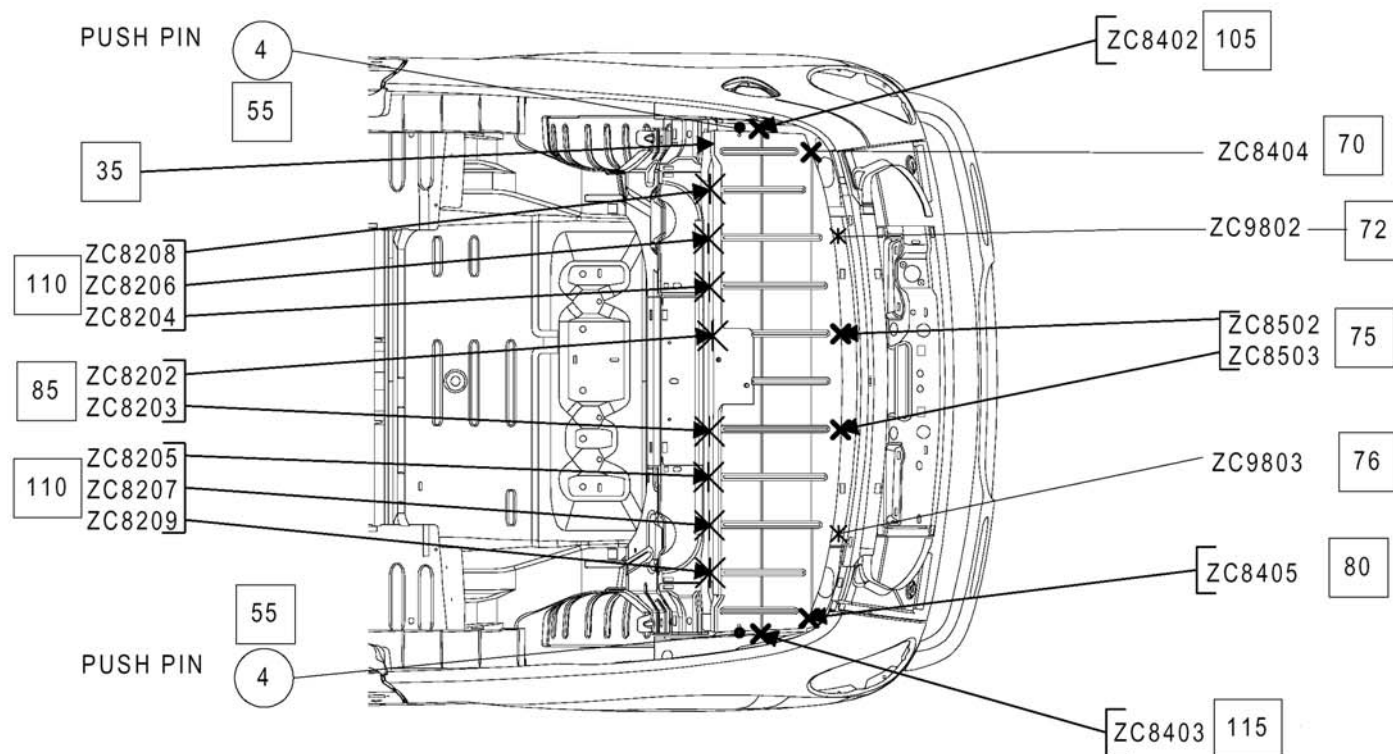


RIGHT HAND SHOWN  
LEFT HAND SYMETRIC OPPOSITE

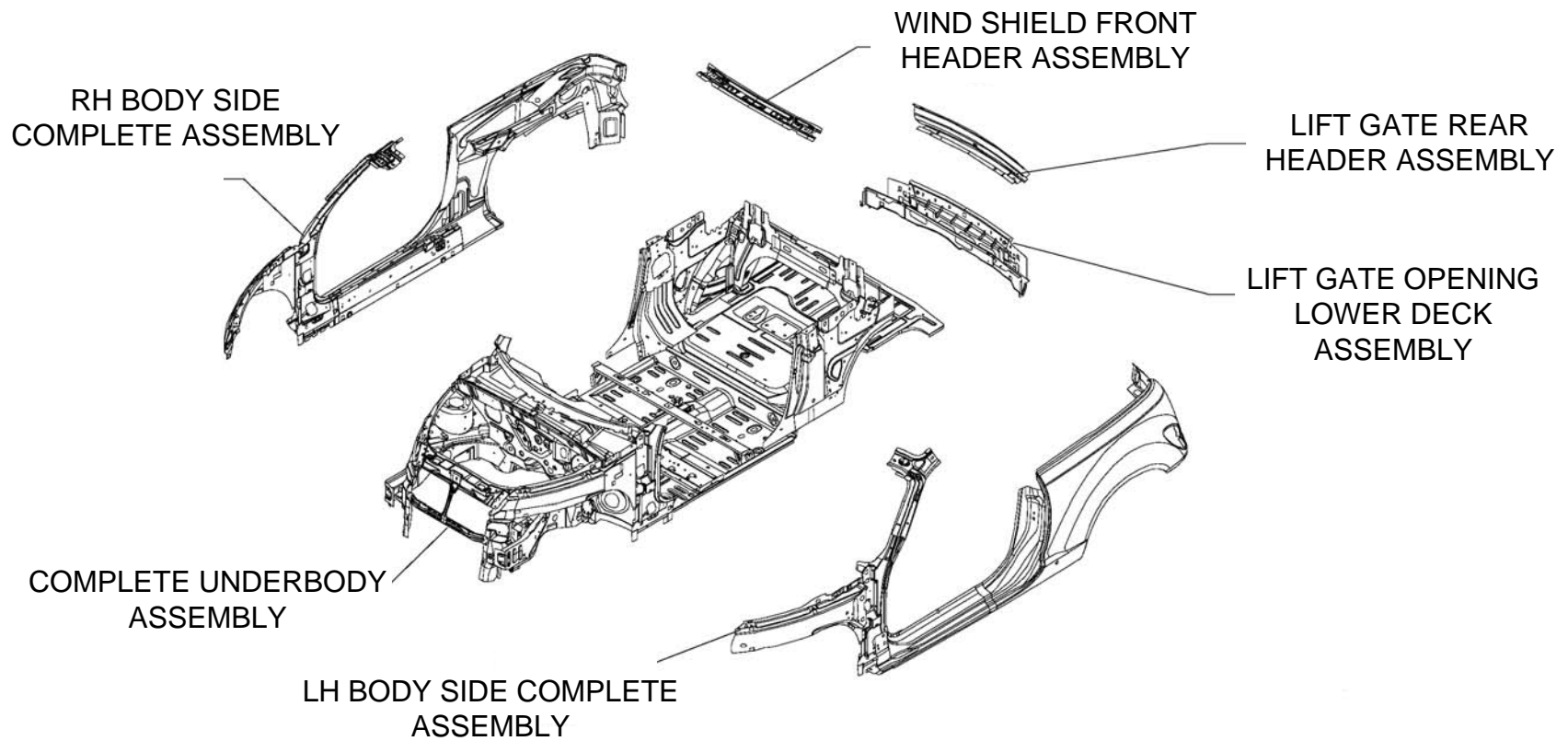


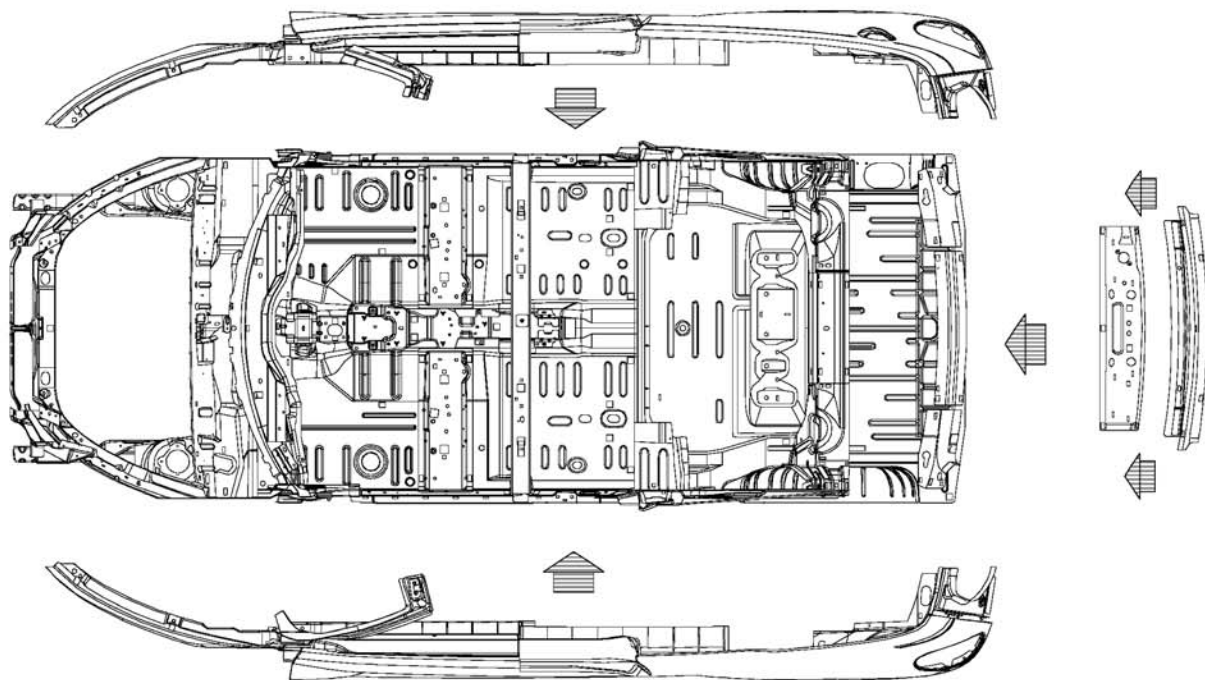
(30) WELD PNL ASSY RADIATOR CLOSURE OTR TO PNL ASSY RADIATOR CLOSURE INNR APPLY(5/5) SPOT WELDS 2T AS SHOWS THE GRAPHIC.





- (35) PANEL SHELF ASSEMBLY FROM RACK CONTAINER USING THE SUPPLIED MAGNETS.
- (55) LOCATE THE PANEL SHELF ASSY WITH THE (2) PUSH PINS.
- (70) PERFORM (1) SPOT WELD TO THE PANEL SHELF ASSEMBLY.
- (72) PERFORM (1) SPOT WELD TO THE PANEL SHELF ASSEMBLY.
- (75) PERFORM (2) SPOT WELDS TO THE PANEL SHELF ASSEMBLY.
- (76) PERFORM (1) SPOT WELD TO THE PANEL SHELF ASSEMBLY.
- (80) PERFORM (1) SPOT WELD TO THE PANEL SHELF ASSEMBLY.
- (85) PERFORM (2) SPOT WELDS, ONE SPOT WELD JOINING THE SEAT BACK ASSY .
- (105) PERFORM (1) SPOT WELD JOINING THE REINF QTR OTR TO THE PANEL SHELF ASSY.
- (110) PERFORM (6) SPOT WELDS TO PANEL SHELF ASSEMBLY.
- (115) PERFORM (1) SPOT WELD JOINING THE REINF QTR OTR, TO THE PANEL SHELF ASSY.

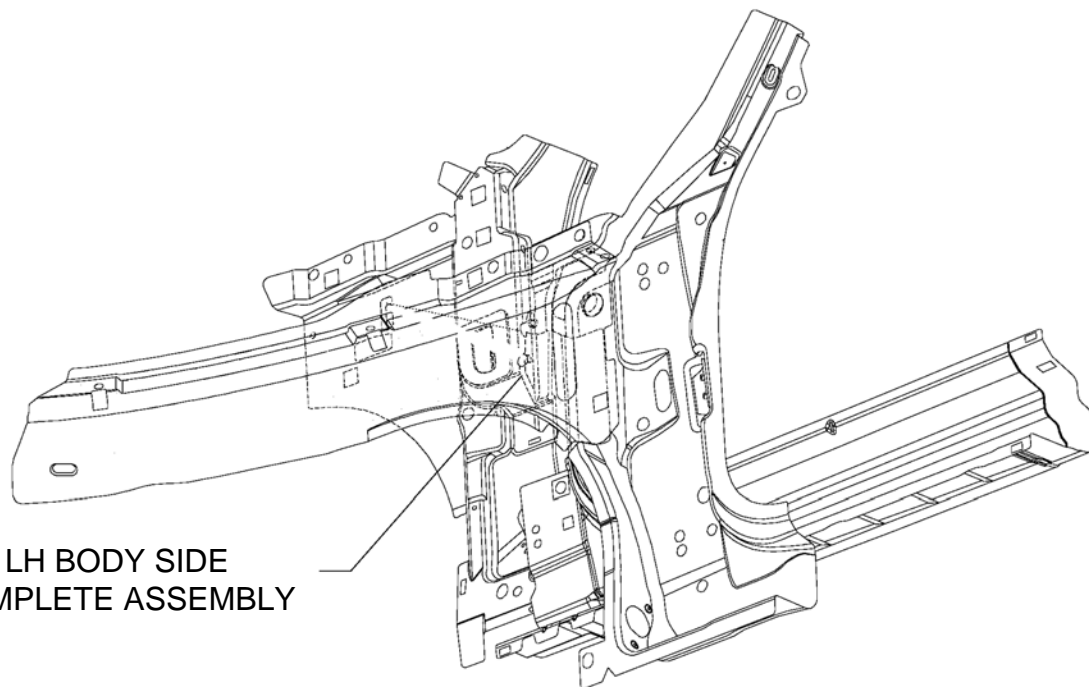


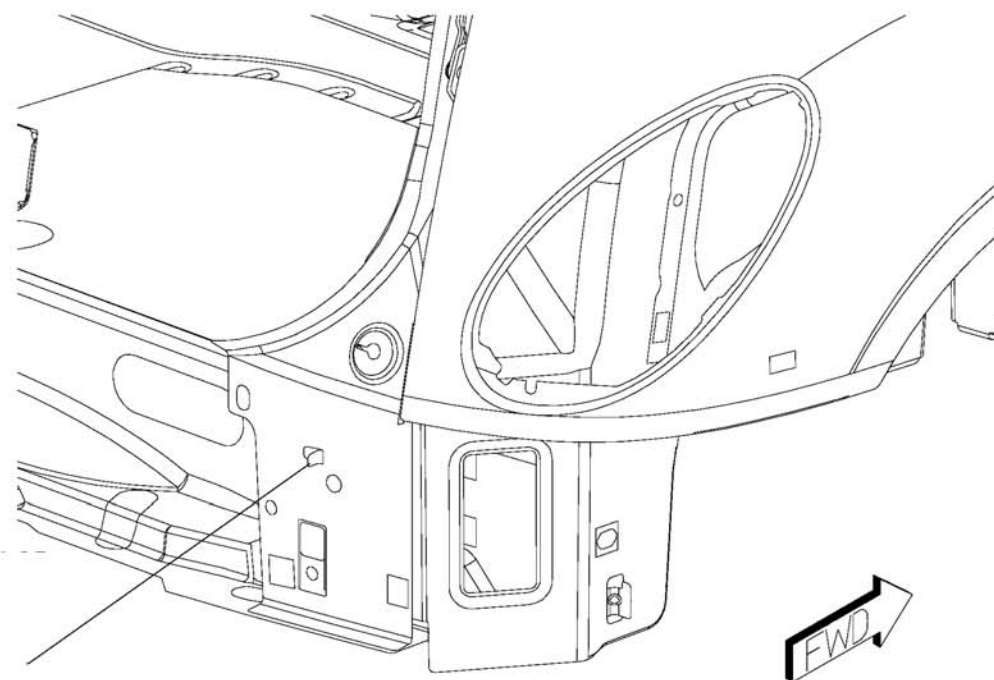


OVERHEAD VIEW



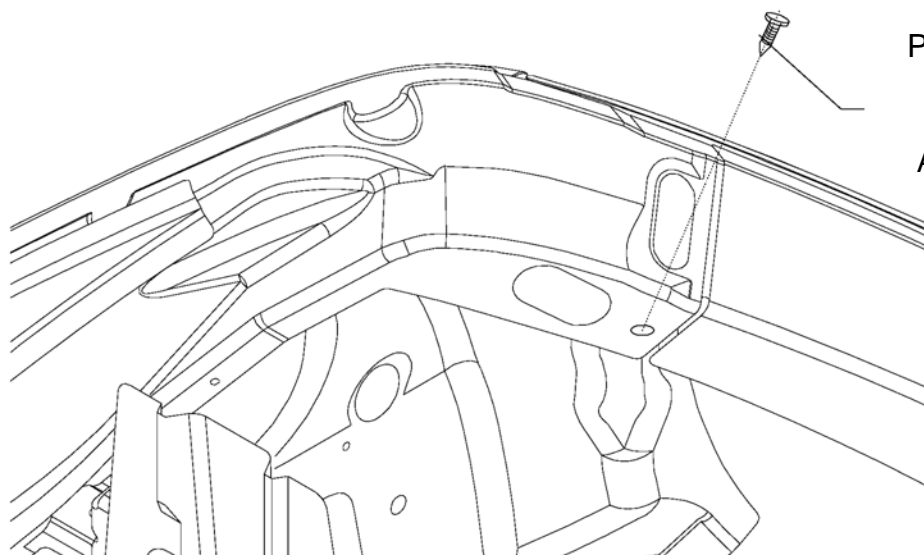
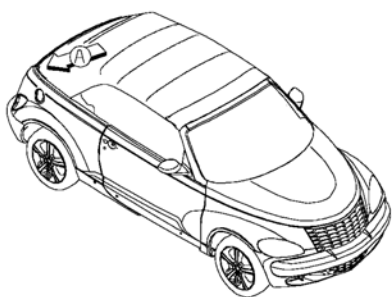
LH BODY SIDE  
COMPLETE ASSEMBLY





RT REAR TAIL SECTION

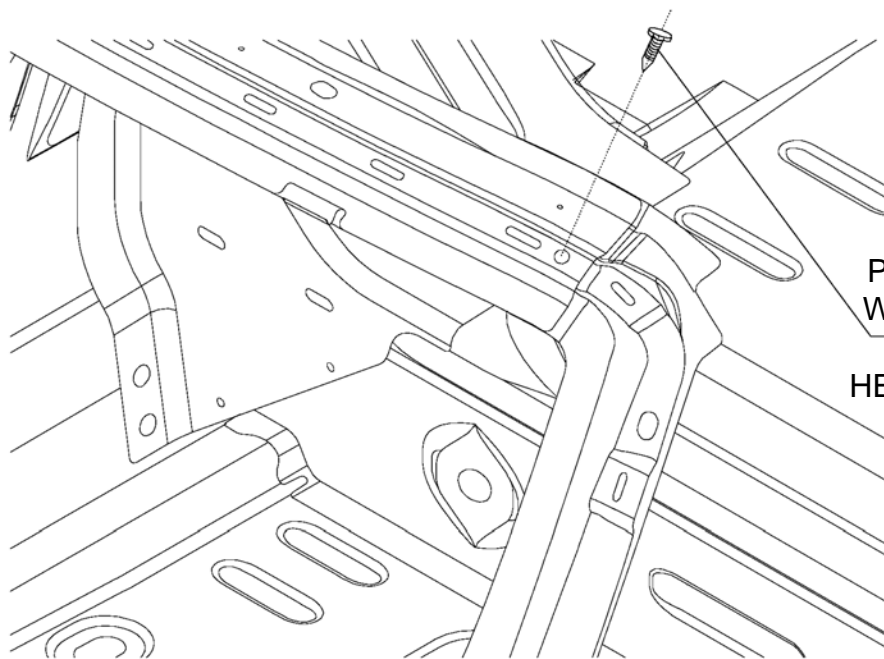
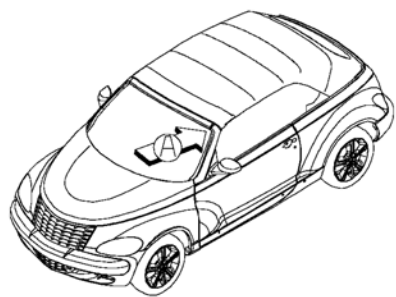




PLASTIC  
PUSH PIN IN  
REAR  
HEADER  
ASSEMBLY

VIEW A

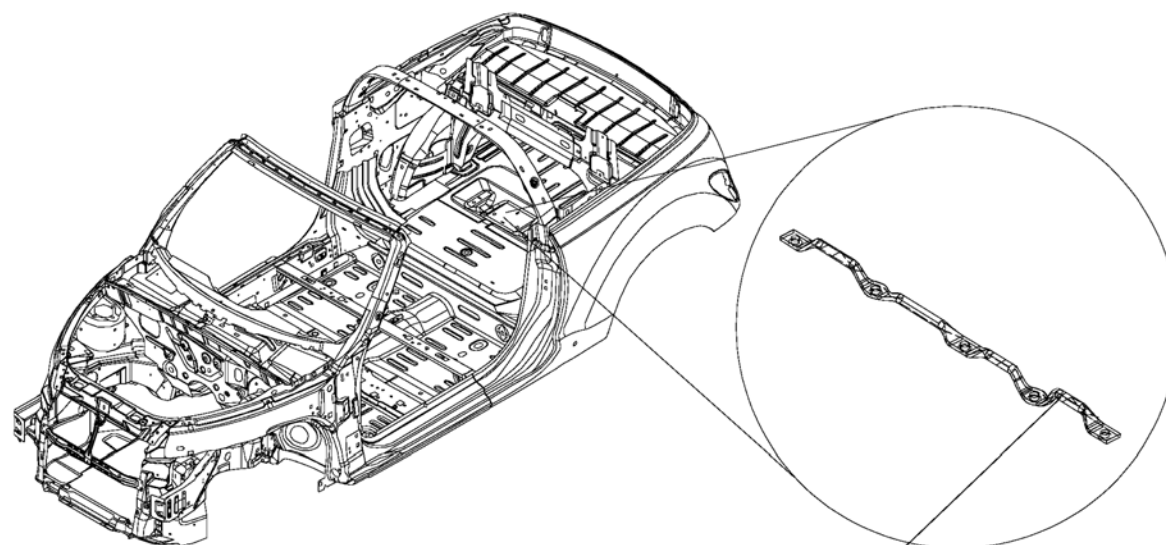




PLASTIC  
PUSH PIN IN  
WINDSHIELD  
FRONT  
HEADER ASSY  
HOLES

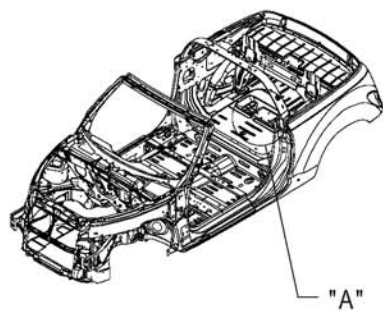
VIEW A



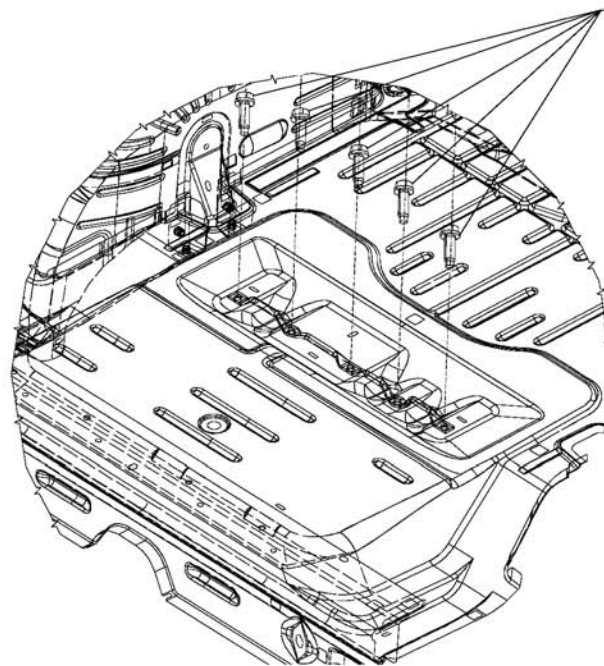


Rear Support Seat Brace





Torque Specification is 50 +\_  
Foot Pounds



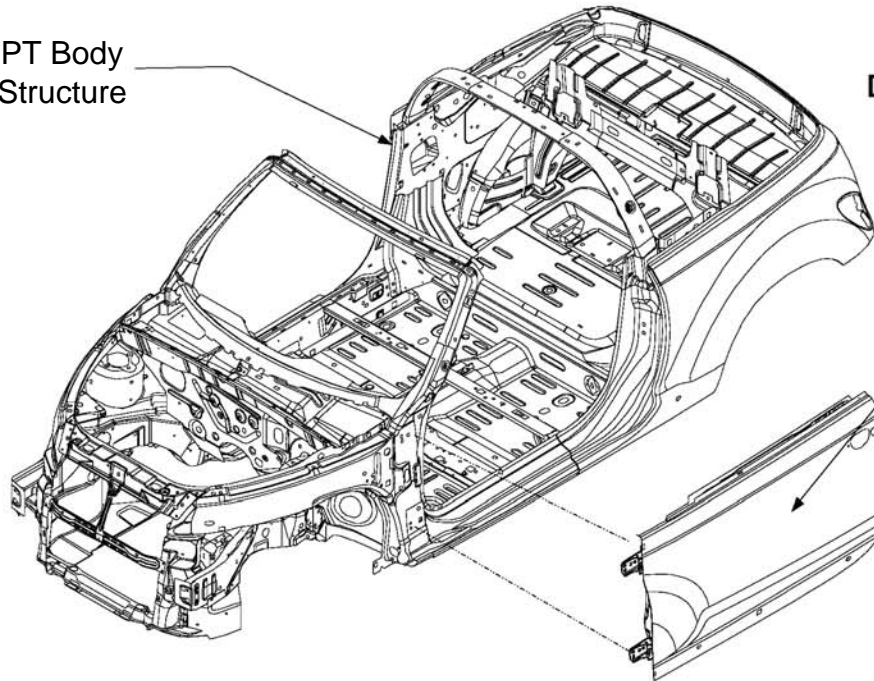
VIEW FROM CIRCLE "A"

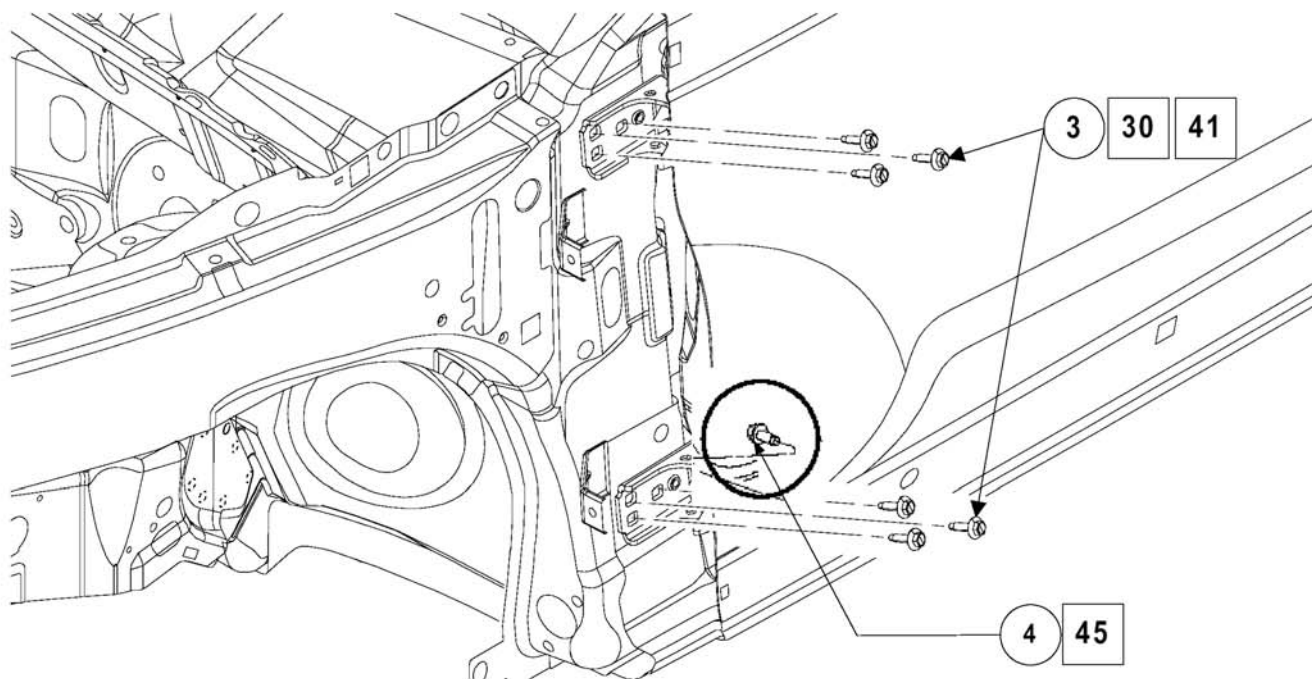


PT Body  
Structure

## DOOR TO BODY INSTALLATION

PT Door Install





(30) MANUALLY START AND TURN THE BOLTS 3 TO 4 TIMES FOR A LOOSE ASSEMBLY.  
NOTE: (3 PER HINGE ,6 PER SIDE, AND 12 TOTAL)

(41) AFTER DOOR IS SET INTO ITS PROPER POSITION TIGHTEN THE (6) HINGE BOLTS TO THERE  
SPECIFIED TORQUE. 250- 275- 325 inch. Lbs.

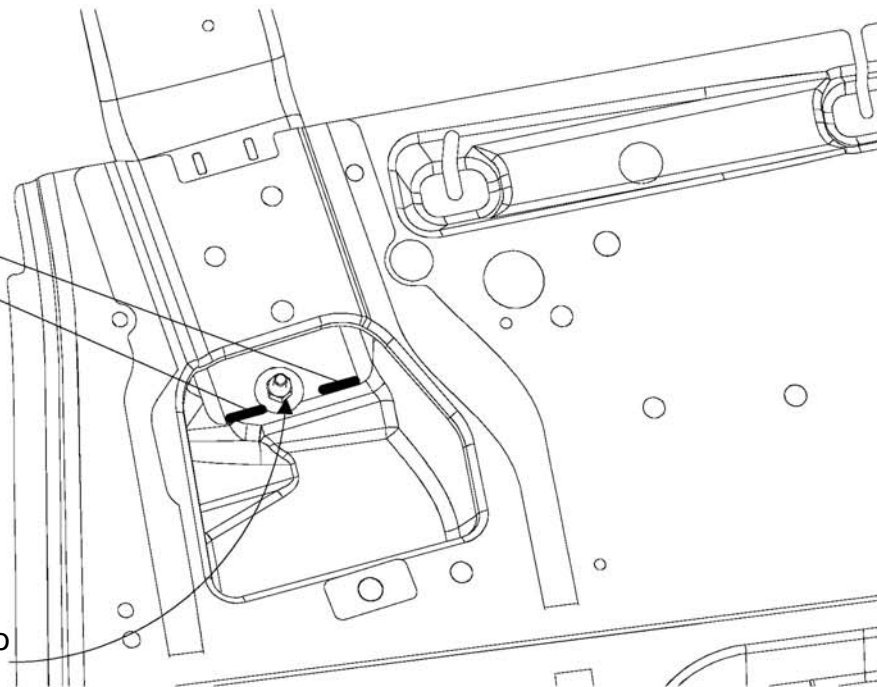
(45) OBTAIN PART #4 (BOLT) AND LOAD TO DRIVER. (NOTE): QTY (1 PER HINGE 2 PER SIDE 4 IN TOTAL).



RH SHOWN  
LH OPPOSITE

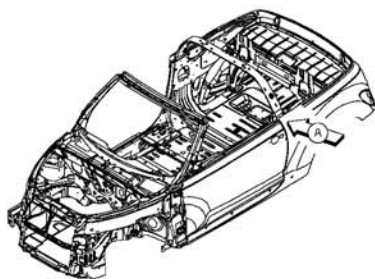
90 ZC3704-5 (20MM LONG)  
ZC3702-3 (20MM LONG)

Install nut and tighten to  
torque specification

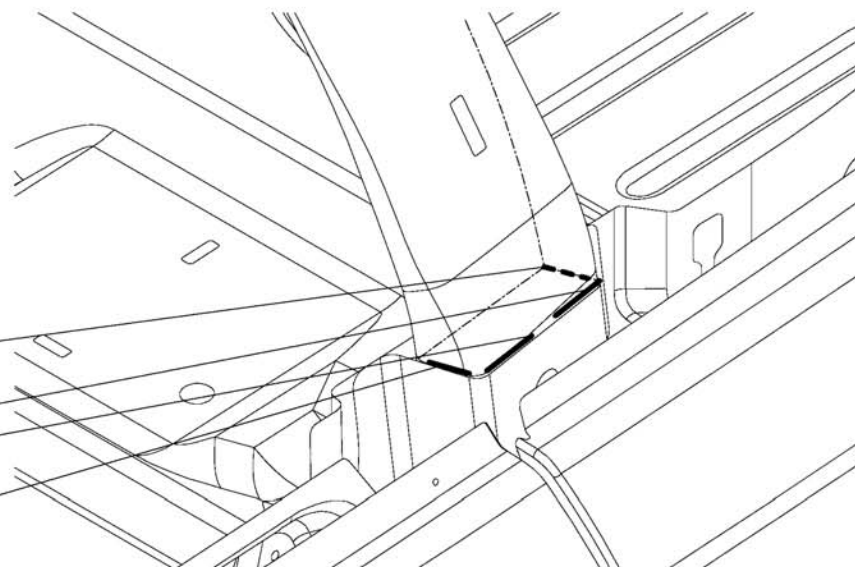


(90) APPLY 2 WELDING STITCHES, 20MM LONG (WELDING THROUGH THE QTR. INNER WINDOW). REPEAT PROCESS ON LEFT SIDE.





- |    |                      |     |
|----|----------------------|-----|
| 75 | ZC3602-3 (15MM LONG) | (2) |
| 85 | ZC3604-5 (25MM LONG) | (4) |
|    | ZC3606-7 (25MM LONG) | (3) |
| 80 | ZC3608-9 (15MM LONG) | (1) |

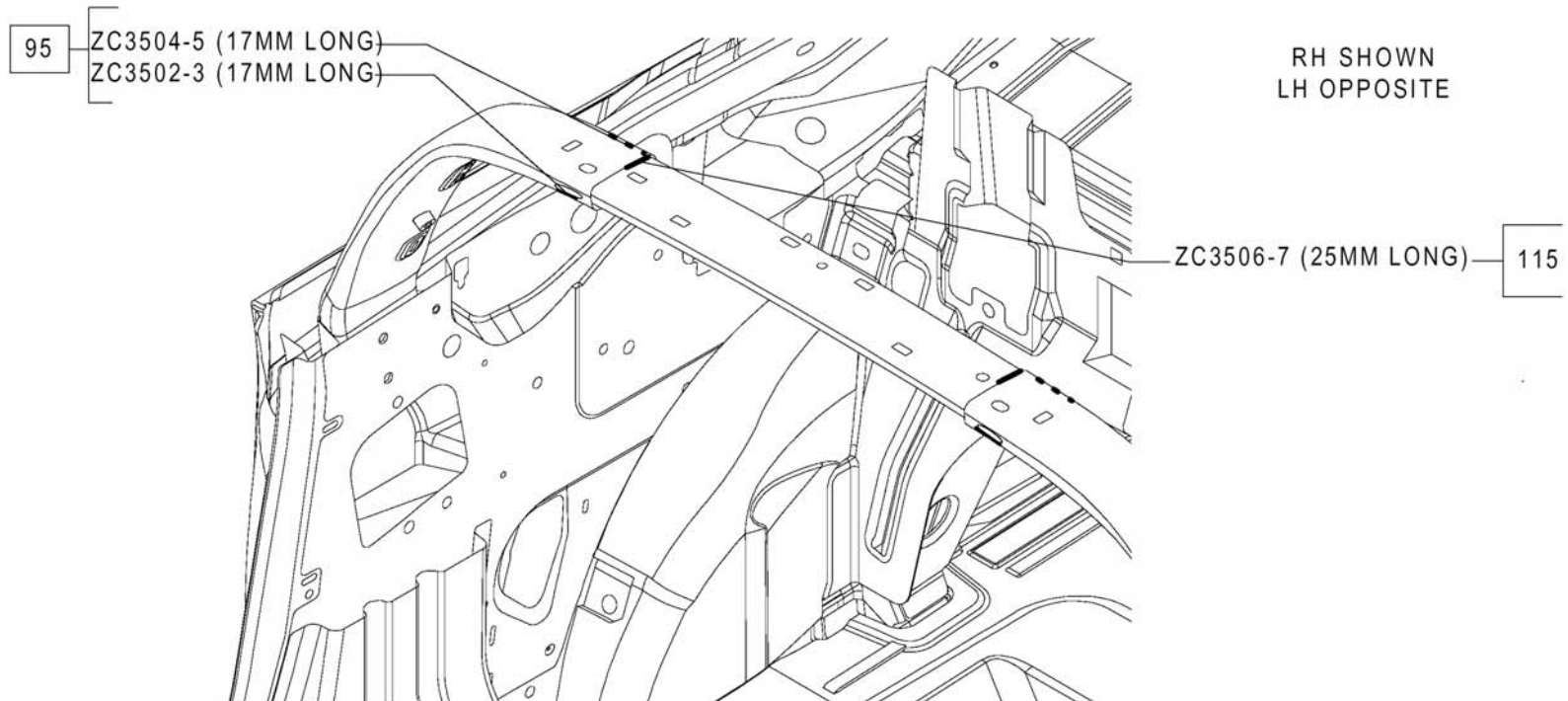


VIEW A

NOTE: CRITICAL WELDING SEQUENCE  
FOLLOW THE NUMBERS IN THE  
PARENTHESIS FOR THIS  
PROCESS.

- (75) APPLY 1 WELD STITCH 15MM LONG AT REAR OF SPORT BAR ASSY. REPEAT PROCESS ON LEFT SIDE.
- (80) APPLY 1 WELD STITCH 15MM LONG AT FRONT OF SPORT BAR ASSY. REPEAT PROCESS ON LEFT SIDE.
- (85) APPLY 2 WELD STITCHES 25MM LONG ON OUTSIDE OF SPORT BAR ASSY. REPEAT PROCESS ON LEFT SIDE.

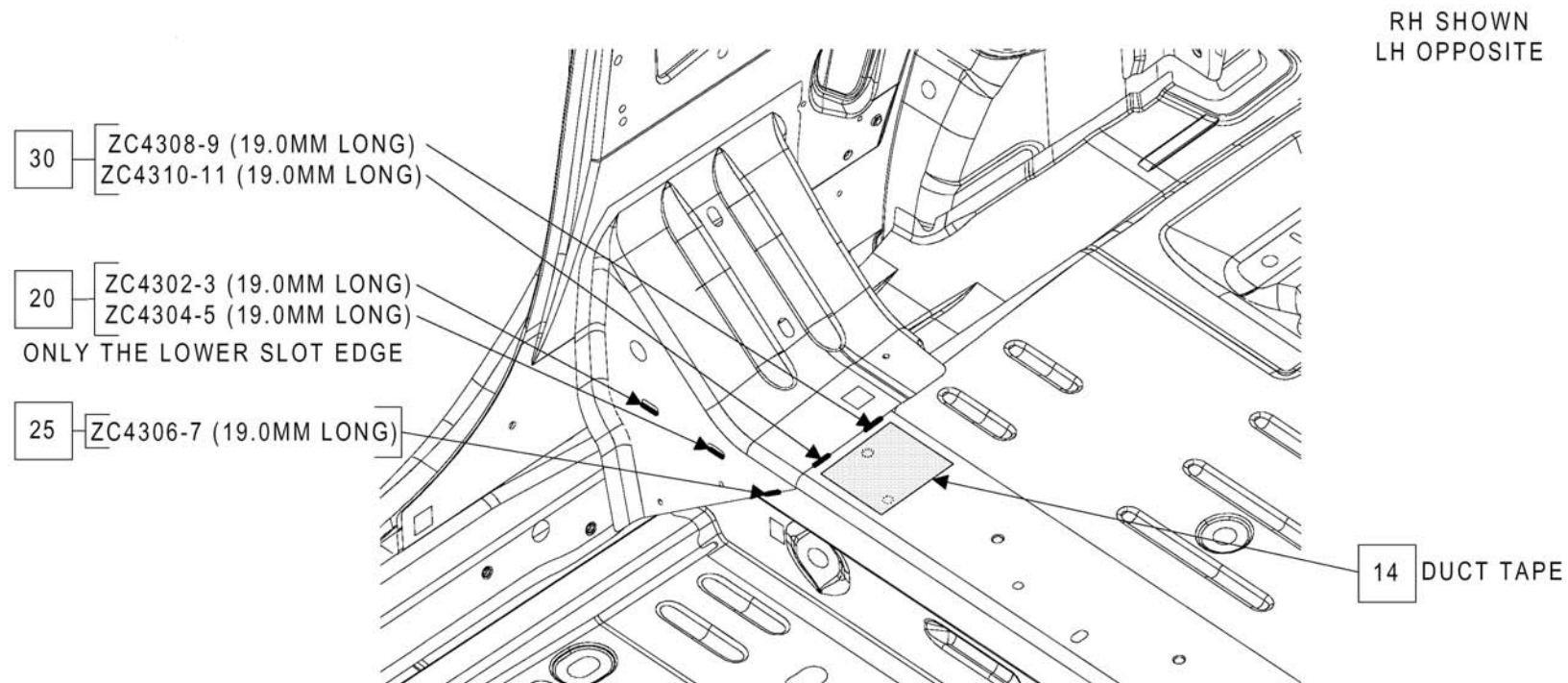




(95) APPLY 2 HORIZONTAL STITCHES 17MM LONG AT THE FRONT AND REAR OF THE SPORT BAR ASSY. REPEAT PROCESS ON LEFT SIDE.

(115) APPLY (1) 25MM STITCH WELDS ON TOP OF SPORT BAR ASSY. REPEAT PROCESS ON LEFT SIDE.





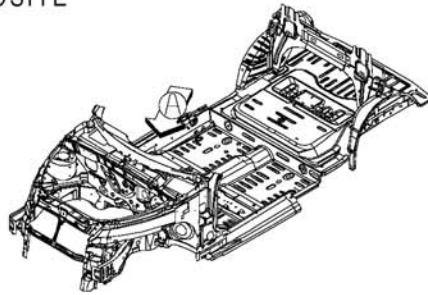
(20) CREATE (2) OVAL WELDS 19.0MM LONG, THIS JOINS THE (REAR QUARTER INNER REINF. TO U/BODY) TO THE (BRACKET RR FLOOR PAN RR SEAT). REPEAT PROCESS ON LEFT HAND SIDE.

(25) WELD 19.0MM LONG, THIS JOINS THE (REAR QUARTER INNER REINF. TO U/BODY) TO THE (BRACKET RR FLOOR PAN RR SEAT). REPEAT PROCESS ON LEFT HAND SIDE.

(30) CREATE (2) WELDS 19.0MM LONG ON TOP, JOINING THE (REAR QUARTER INNER REINF. TO U/BODY) TO THE (BRACKET RR FLOOR PAN RR SEAT). REPEAT PROCESS ON LEFT HAND SIDE.



RH SHOWN  
LH OPPOSITE

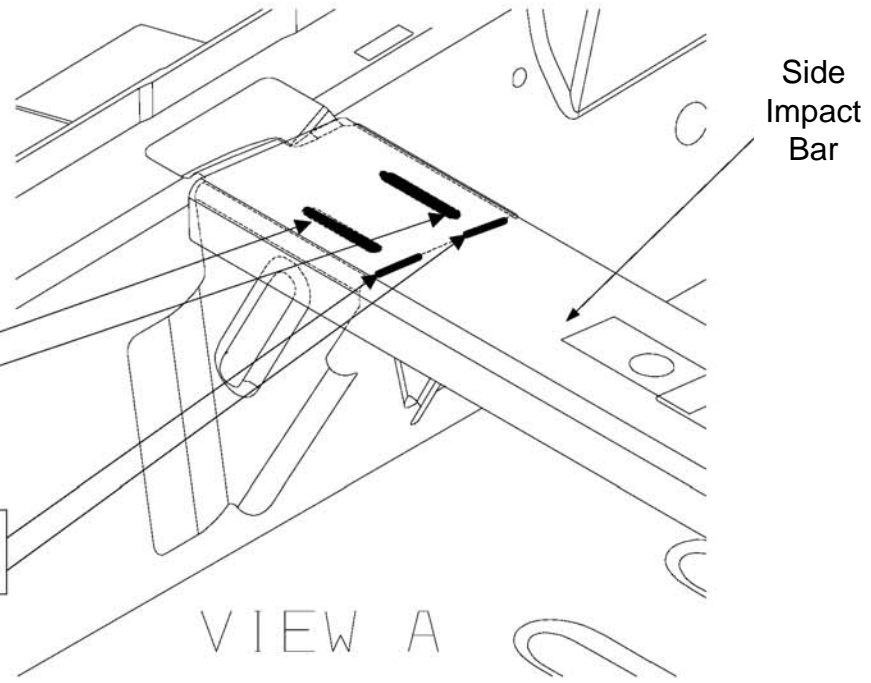


20

ZC3402-3  
ZC3404-5

15

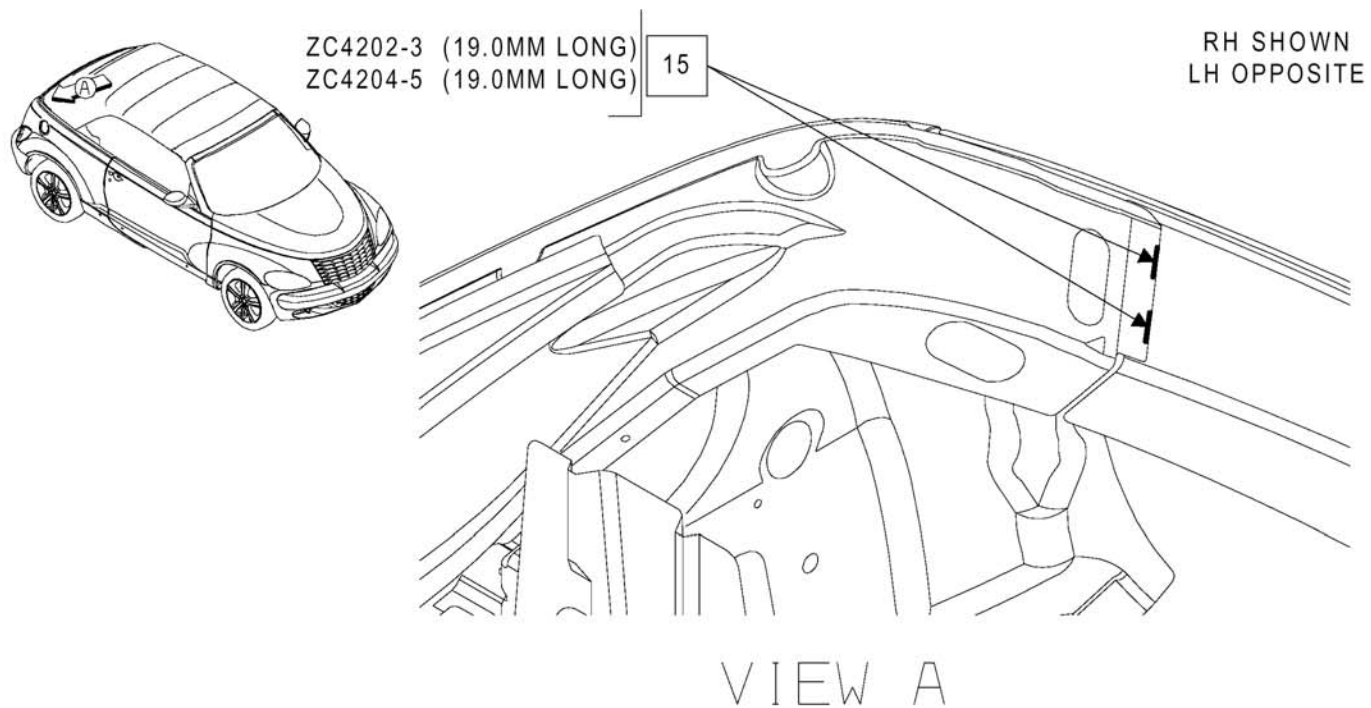
ZC3406-7 (10.0MM LONG)  
ZC3408-9 (10.0MM LONG)



(15) MAKE (2) STITCH WELDS 10.0MM LONG. REPEAT PROCESS ON LEFT SIDE.

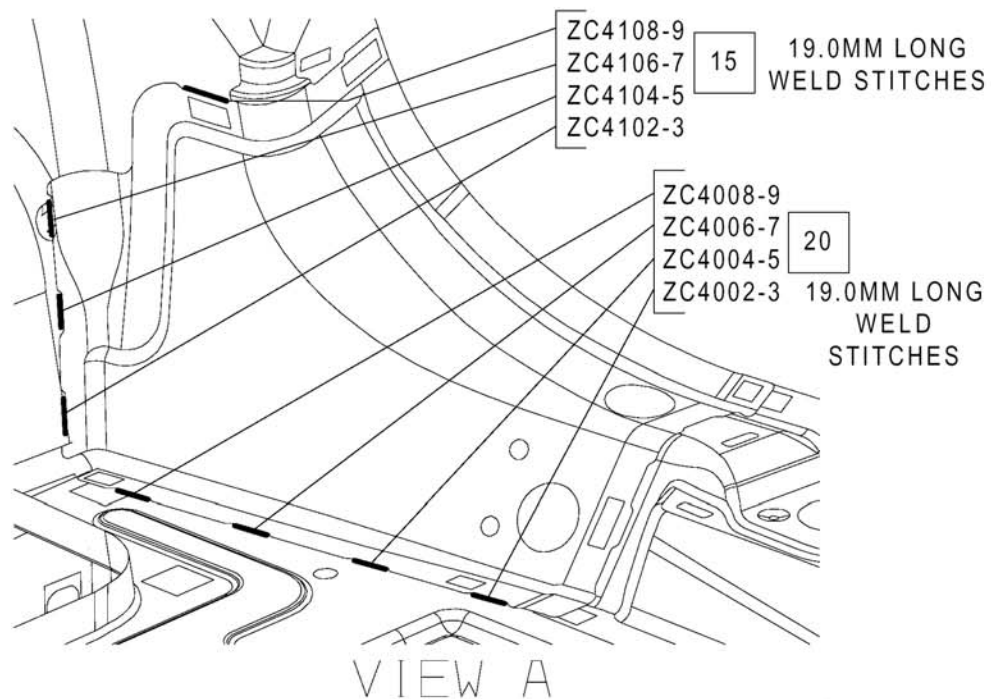
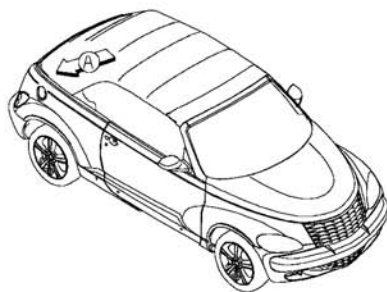
(20) MAKE (2) OVAL STITCH WELDS (FILLING OUT THE COMPLETE SLOT SURFACE) REPEAT PROCESS ON LEFT SIDE.





(15) CREATE (2) WELD STITCHES 19.0MM LONG. REPEAT PROCESS ON THE LEFT HAND SIDE.

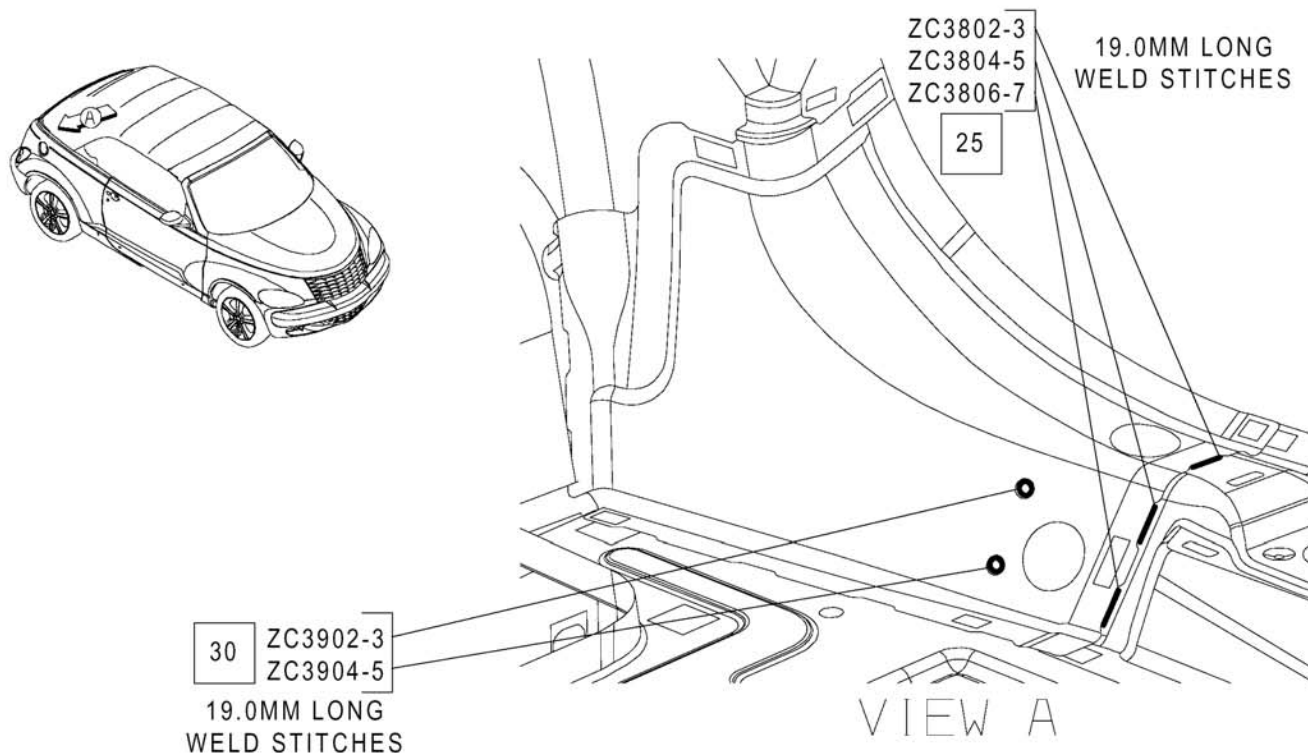




(15) MAKE (4) WELDING STITCHES 19.0MM LONG THAT JOINS THE (PANEL L/GATE OPNG LWR) TO THE (PANEL QTR INR RR). REPEAT PROCESS ON LEFT HAND SIDE.

(20) MAKE (4) STITCH WELDS 19.0MM LONG JOINING THE (PANEL L/GATE OPNG LWR) TO THE (PAN RR FLOOR).

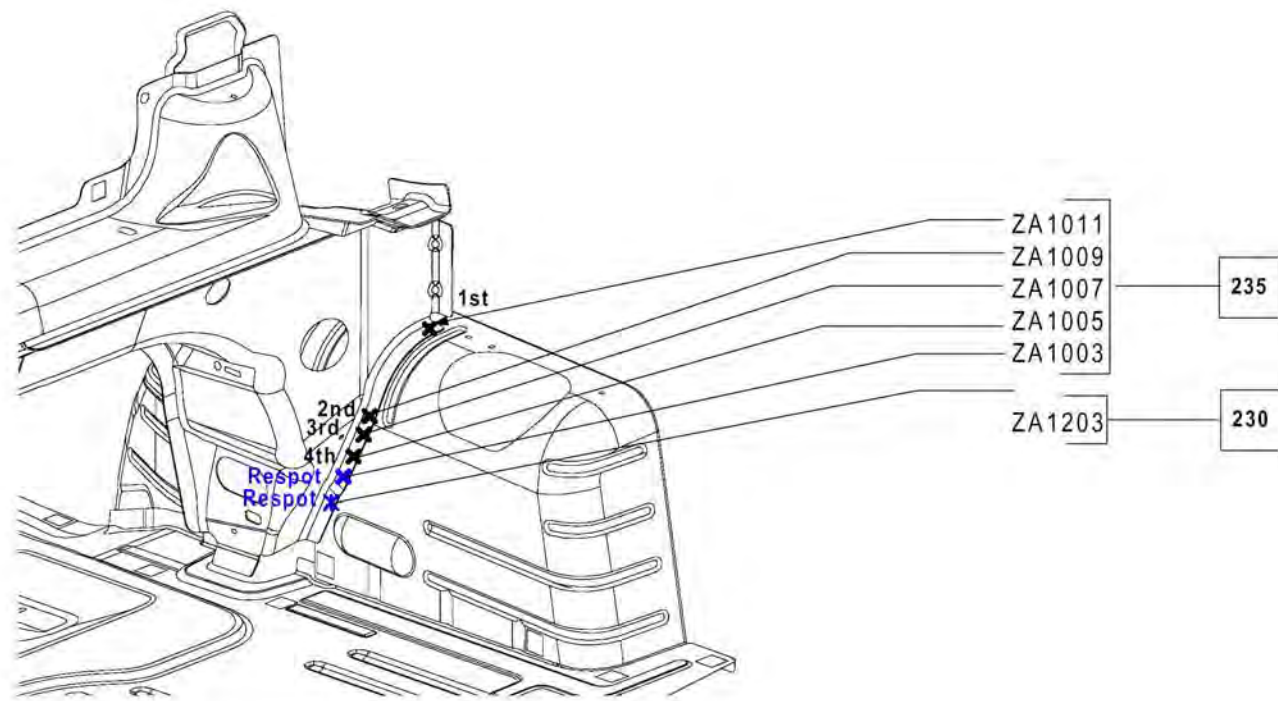




(25) MAKE (3) STITCH WELDS 19.0MM LONG JOINING THE (PANEL L/GATE OPNG LWR) TO THE (PANEL L/GATE OPNG CTR LWR).

(30) MAKE (2) ROUND STITCH WELDS 19.0MM LONG JOINING THE (PANEL L/GATE OPNG LWR), TO THE (REINF RR F/PAN CLSR TO SPARE).

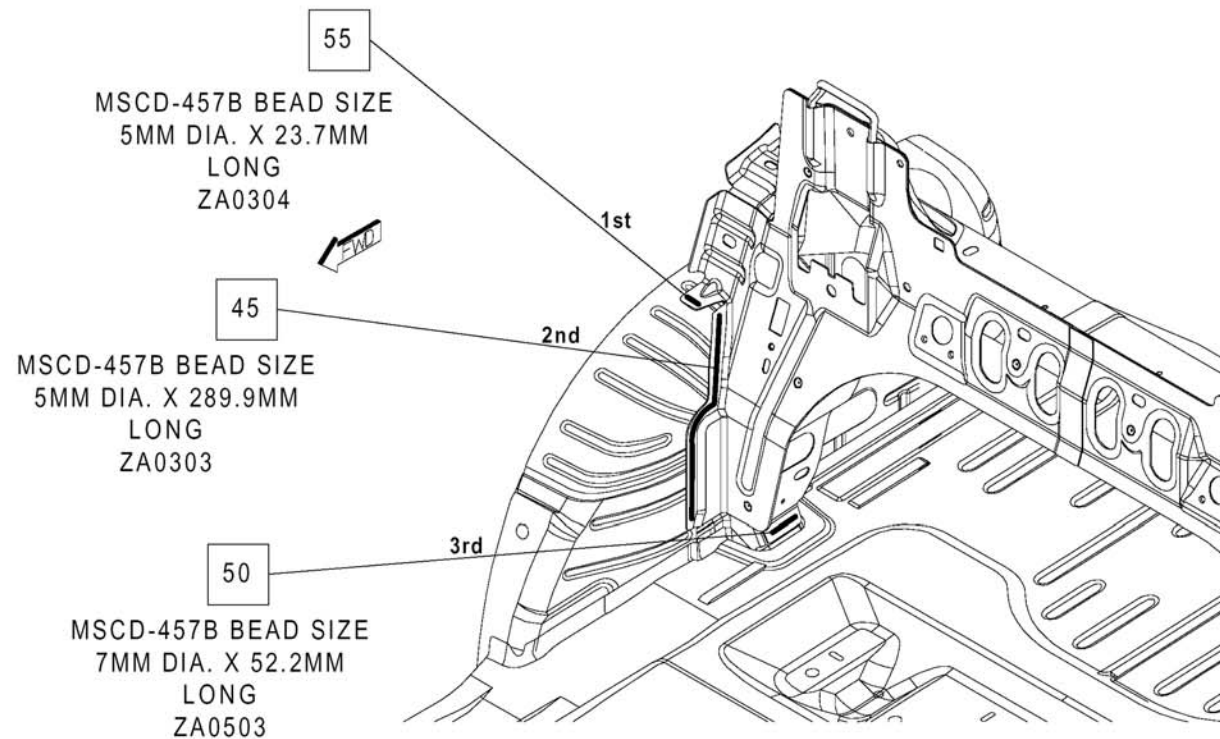




(230) PERFORM (1) SPOT WELD TO THE (REINF-RR WHEELHOUSE INR TO SHELF PANEL) TO REINF- RR WHEELHOUSE INR TO SHELF PANEL RT AND (PANEL-RR W/HSE INR R/L) 3T.

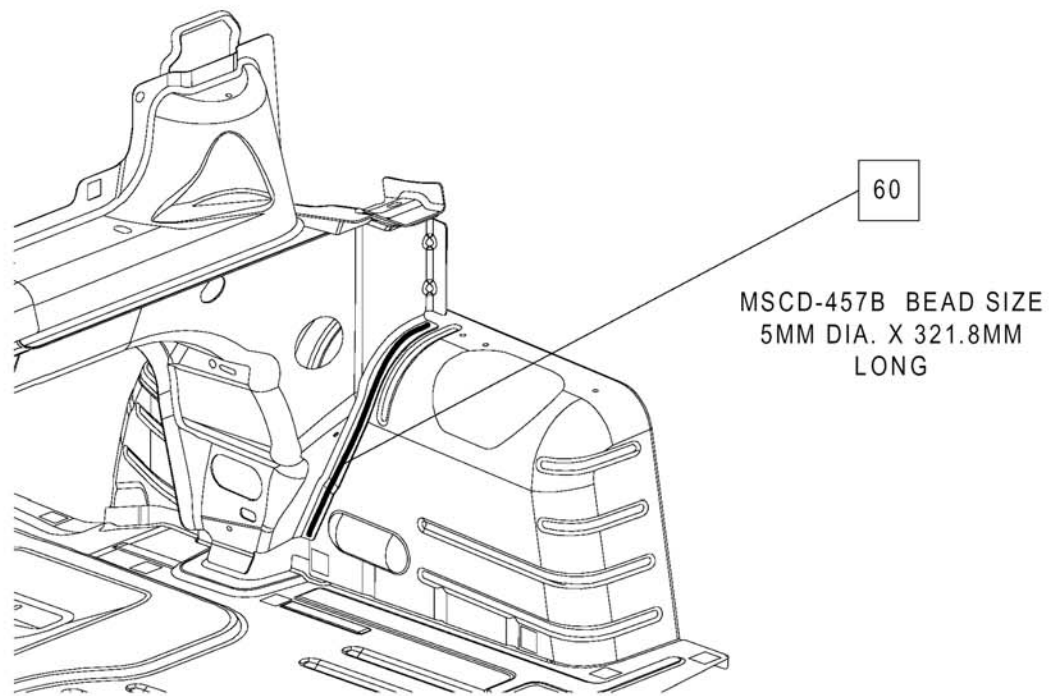
(235) PERFORM (5) SPOT WELDS TO THE (REINF - RR WHEELHOUSE INR TO SHELF PANEL) TO THE (PANEL - RR W/HSE INR). REPEAT ON LEFT HAND SIDE. 2T





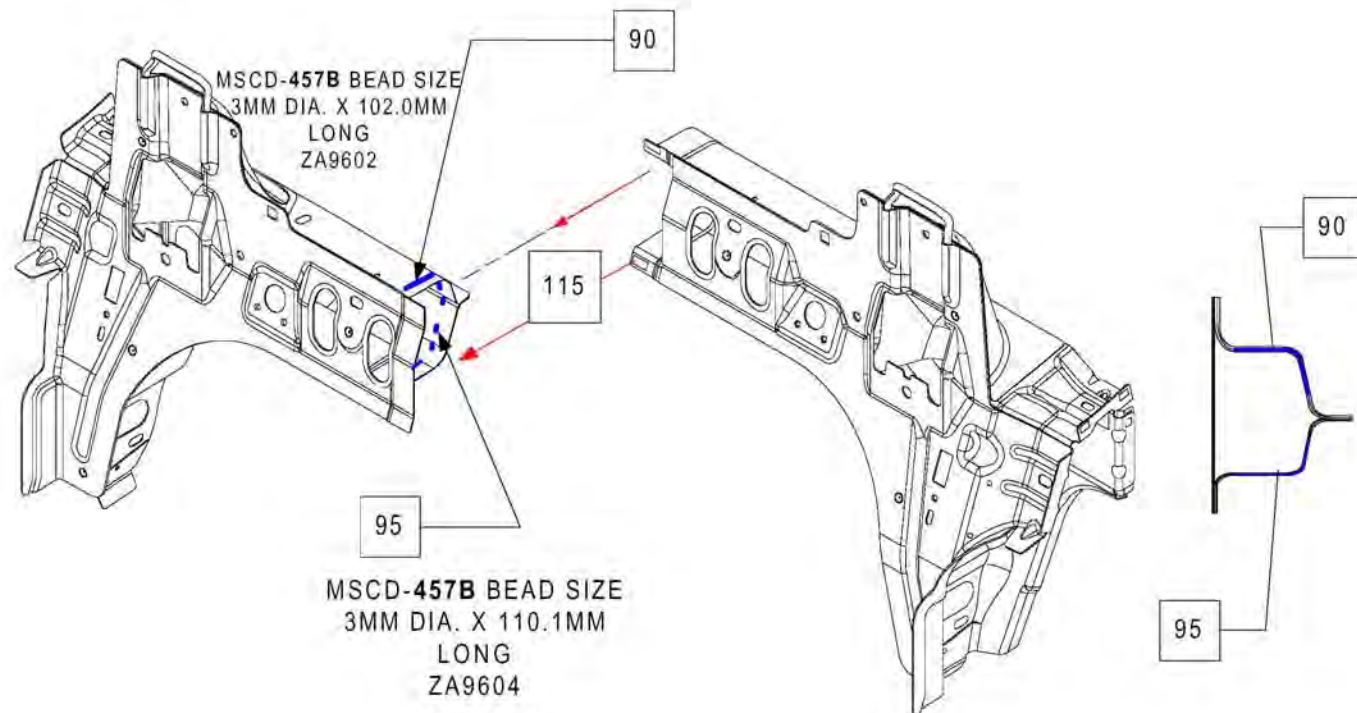
- (45) APPLY ADHESIVE 5MM DIA. X 289.9MM LONG BEAD VERTICALLY ONTO THE (PANEL - RR W/HSE INNER-RT) TO THE (PANEL ASSY - SHELF SEAT BACK). REPEAT ON LEFT HAND SIDE.
- (50) APPLY ADHESIVE 7MM DIA. X 52.2MM LONG BEAD ONTO THE (GUSSET ASSY - REAR FLOOR PAN SIDE) TO THE (REINF - RR WHEELHOUSE INR TO SHELF PANEL). REPEAT ON LEFT HAND SIDE.
- (55) APPLY ADHESIVE 5MM DIA. X 23.7MM LONG BEAD ONTO THE (PANEL - RR W/HSE INNER-RT) TO THE (REINF RR WHEELHOUSE INR TO SHELF PANEL). REPEAT ON LEFT HAND SIDE.





(60) APPLY 5MM DIA. X 321.8MM LONG BEAD VERTICALLY ONTO THE (PANEL RR W/HSE INNER-RT) TO THE (REINF - RR WHEELHOUSE INR TO SHELF PANEL). REPEAT ON LEFT HAND SIDE.



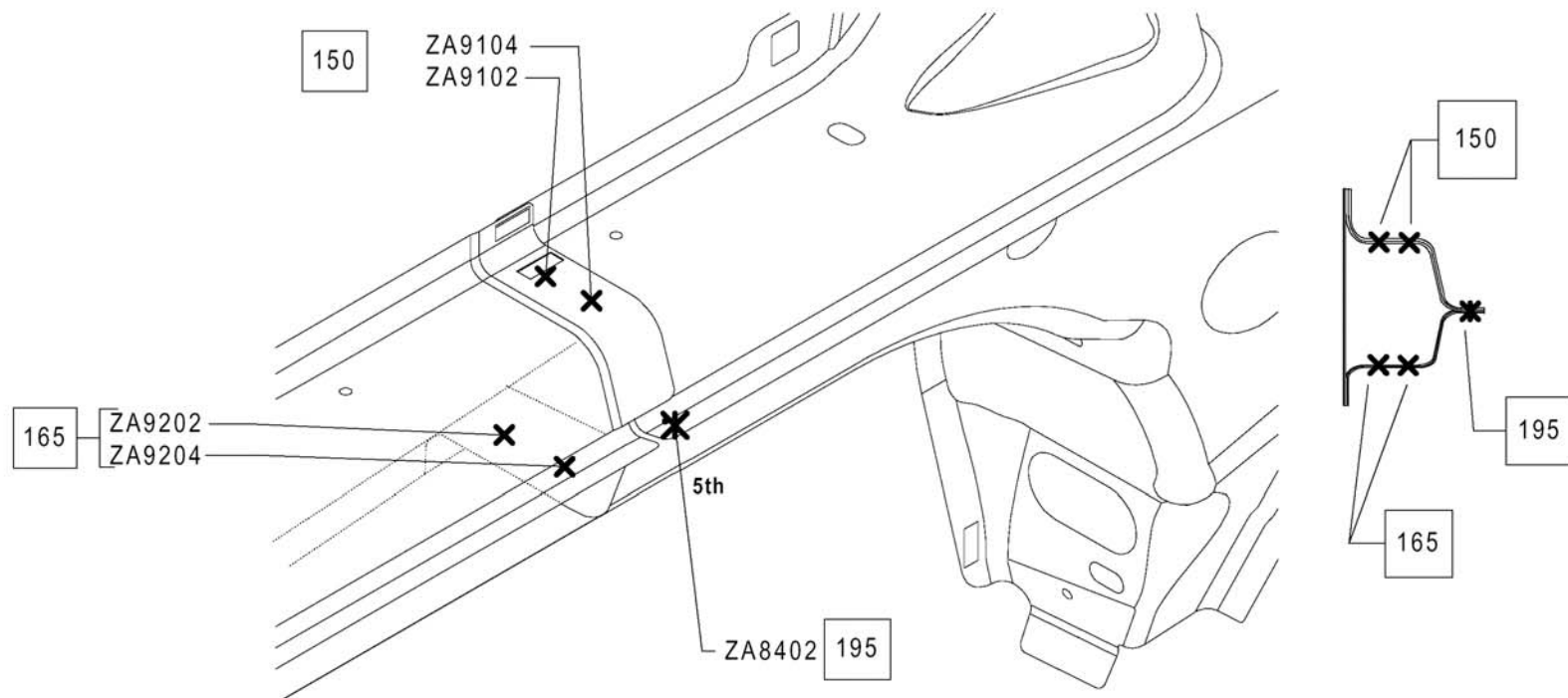


(90) APPLY ADHESIVE 3MM DIA. X 102.0MM LONG BEAD ONTO THE (PANEL - RR SEAT BACK TO SHELF) AS SHOWS THE GRAPHIC

(95) APPLY A 3MM DIA. X 110.1MM LONG BEAD ONTO THE (REINF - RR WHEELHOUSE INR TO SHELF).

(115) MANUALLY INSERT THE PART #3 IN TO THE PART #4 (LOADING IT FROM THE FRONT TO THE BACK AS SHOWS THE GRAPHIC)IN THE "BRIDGE" LOCATING IT THROUGH THE PIN LOCATORS FIXTURE NOTE: VERIFY THE ADHESIVE IN THE MIDDLE JOINT IS NOT SHOVED OUT IF REQUIRES CORRECT IT AND CLEAN



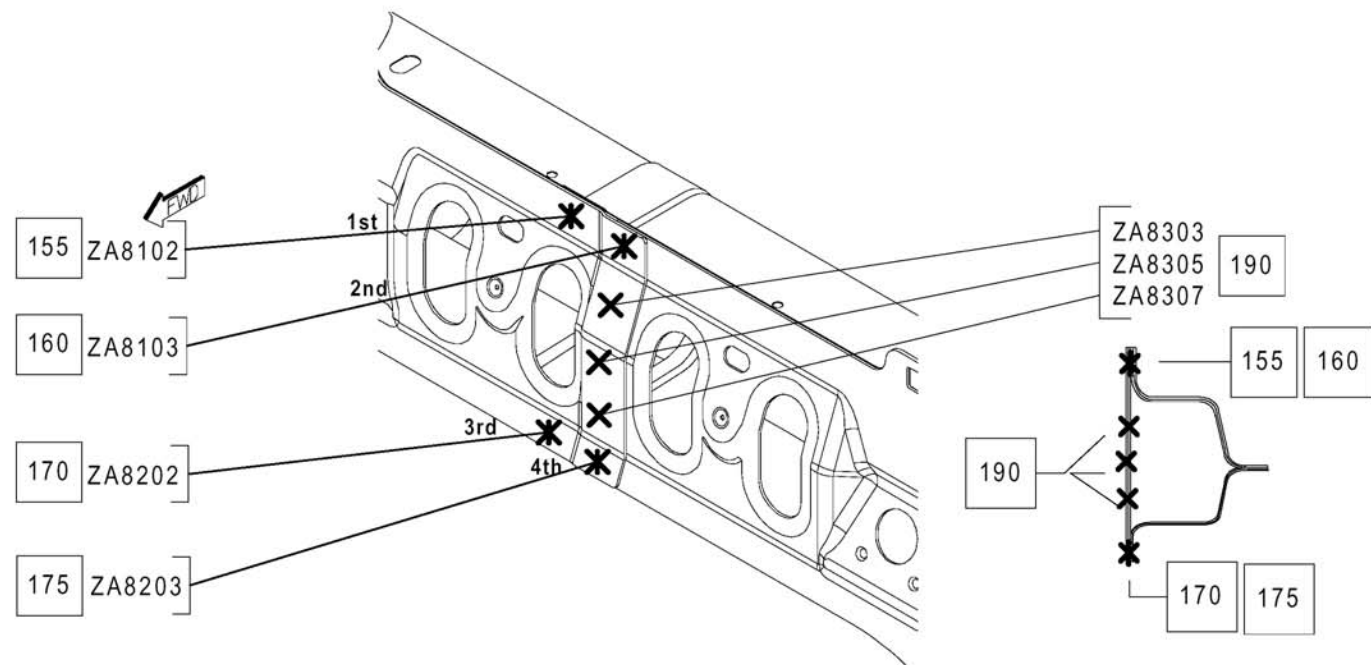


(150) PERFORM (2) SPOT WELD TO THE (PANEL-RR SEAT BACK TO SHELF PANEL). 2T

(165) PERFORM (2) SPOT WELDS TO THE (REINF - RR WHEELHOUSE INR TO SHELF). 2T

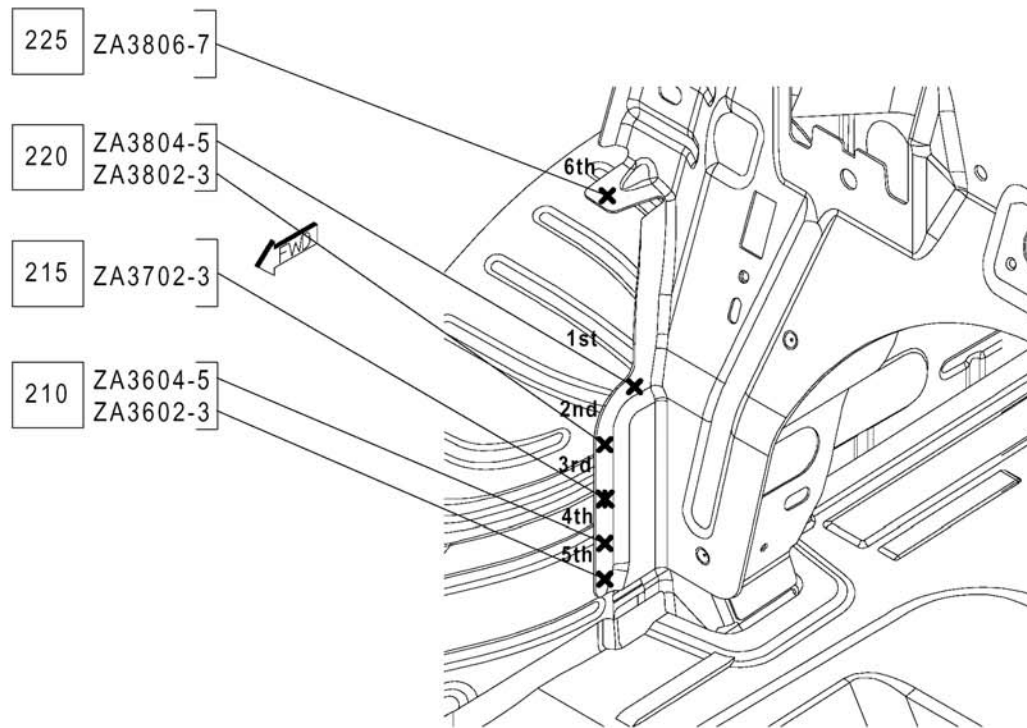
(195) PERFORM (1) SPOT WELD TO THE (REINF - RR WHEELHOUSE INR TO SHELF) TO THE (PANEL-RR SEAT BACK TO SHELF PANEL). 3T





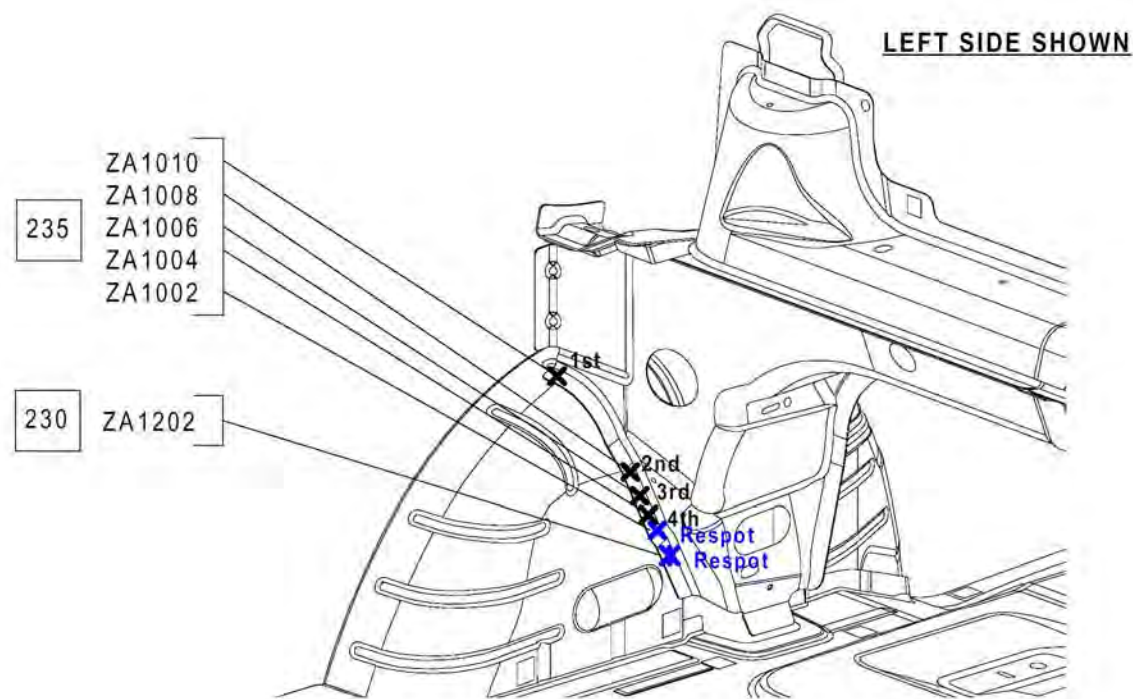
- (155) PERFORM (1) SPOT WELD TO THE (PANEL - RR SEAT BACK TO SHELF) TO THE (PANEL ASSY - SHELF SEAT BACK). 3T
- (160) PERFORM (1) SPOT WELD TO THE (REINF - RR WHEELHOUSE INR TO SHELF PNL) TO THE (PANEL ASSY - SHELF SEAT BACK). 3T
- (170) PERFORM (1) SPOT WELD TO THE (PANEL - RR WHEELHOUSE INR TO SHELF) TO THE (PANEL ASSY - SHELF SEAT BACK). 3T
- (175) PERFORM (1) SPOT WELD TO THE (PANEL ASSY - SHELF SEAT BACK) AND TO THE (REINF - RR WHEELHOUSE INR TO SHELF). 3T
- (190) PERFORM (3) SPOT WELDS TO THE (PANEL ASSY - SHELF SEAT BACK). 2T





- (210) PERFORM (2) SPOT WELDS TO THE (PANEL ASSY - SHELF SEAT BACK) TO THE (EXTENSION RR W/ HSE INR FRT). REPEAT ON LEFT HAND SIDE. 2T
- (215) PERFORM (1) SPOT WELD TO THE (PANEL ASSY - SHELF SEAT BACK), TO THE (PANEL - RR W/HSE INR) AND THE (EXTENSION - RR W/HSE INR FRT). REPEAT ON LEFT HAND SIDE. 3T
- (220) PERFORM (2) SPOT WELDS TO THE (PANEL ASSY - SHELF SEAT BACK) TO THE (PANEL - RR W/HSE INR). REPEAT ON LEFT HAND SIDE. 2T
- (225) PERFORM (1) SPOT WELD TO THE (PANEL ASSY - SHELF SEAT BACK) TO THE (PANEL - RR W/HSE INR). REPEAT ON LEFT HAND SIDE. 2T

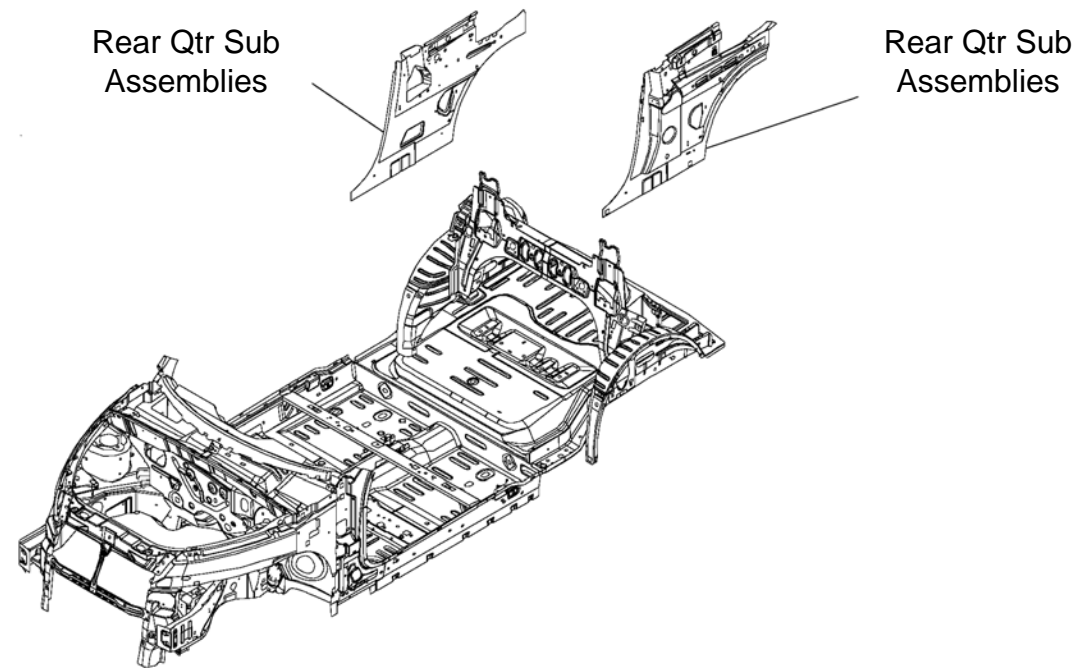


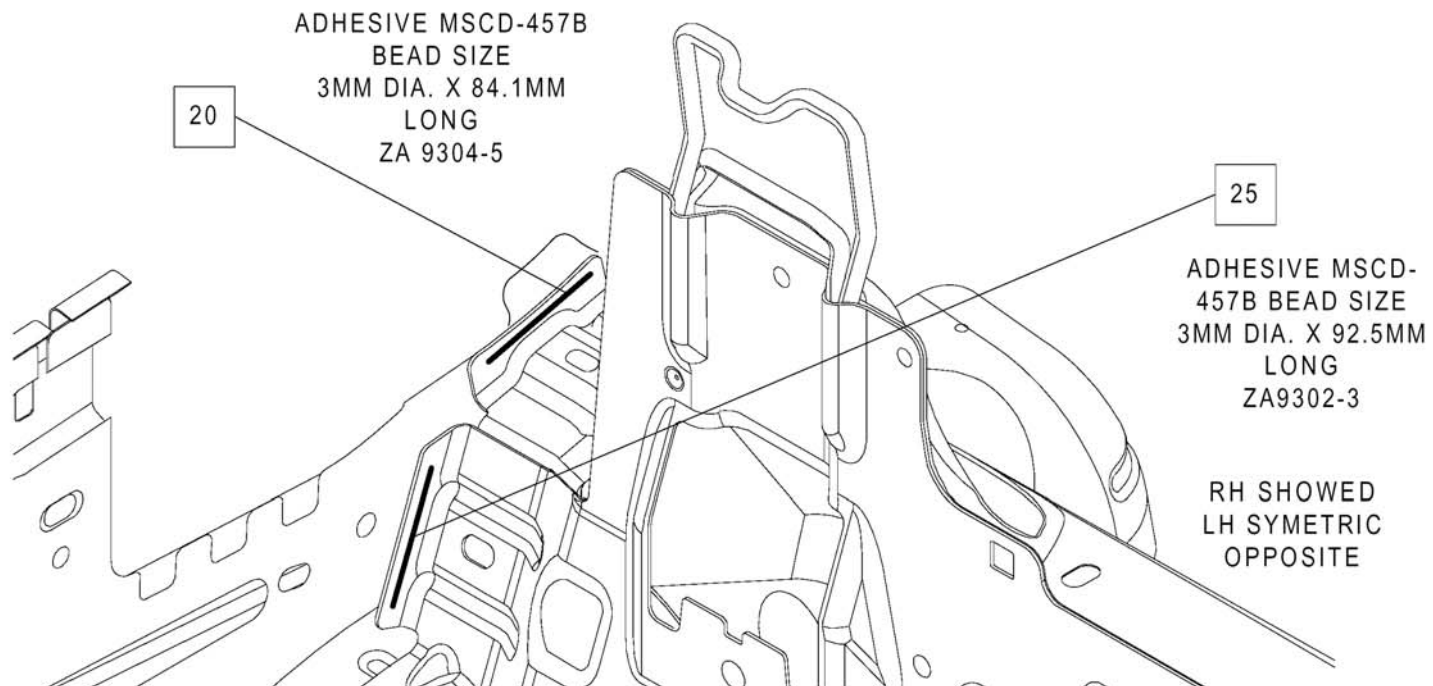


(230) PERFORM (1) SPOT WELD TO THE (REINF-RR WHEELHOUSE INR TO SHELF PANEL) TO REINF- RR WHEELHOUSE INR TO SHELF PANEL RT AND (PANEL-RR W/HSE INR R/L) 3T.

(235) PERFORM (5) SPOT WELDS TO THE (REINF - RR WHEELHOUSE INR TO SHELF PANEL) TO THE (PANEL - RR W/HSE INR). REPEAT ON LEFT HAND SIDE 2T.



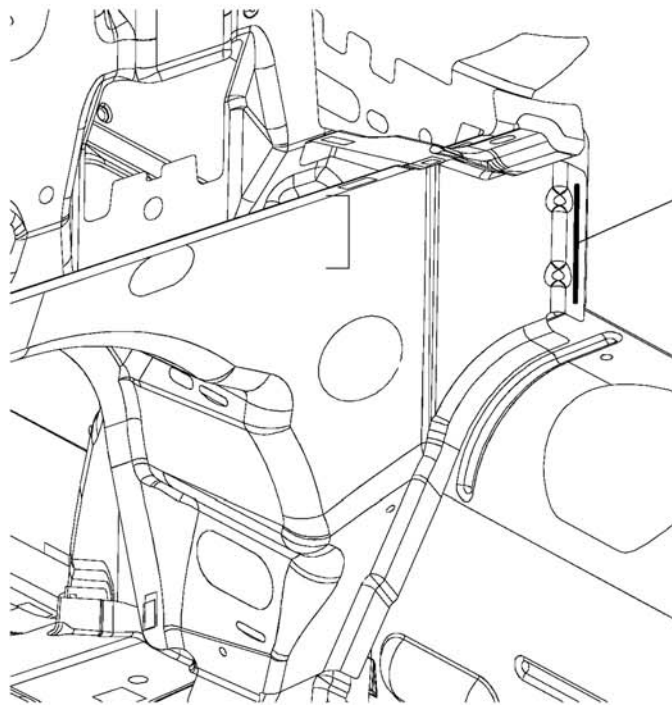




(20) APPLY ADHESIVE 3.0 MM DIA. X 84.1MM LONG BEAD TO THE (REINF - RR SEAT BACK TO SHELF PANEL REINF).

(25) APPLY ADHESIVE 3.0 MM DIA. X 92.5MM LONG BEAD TO THE (PANEL ASSY - SHELF SEAT BACK).





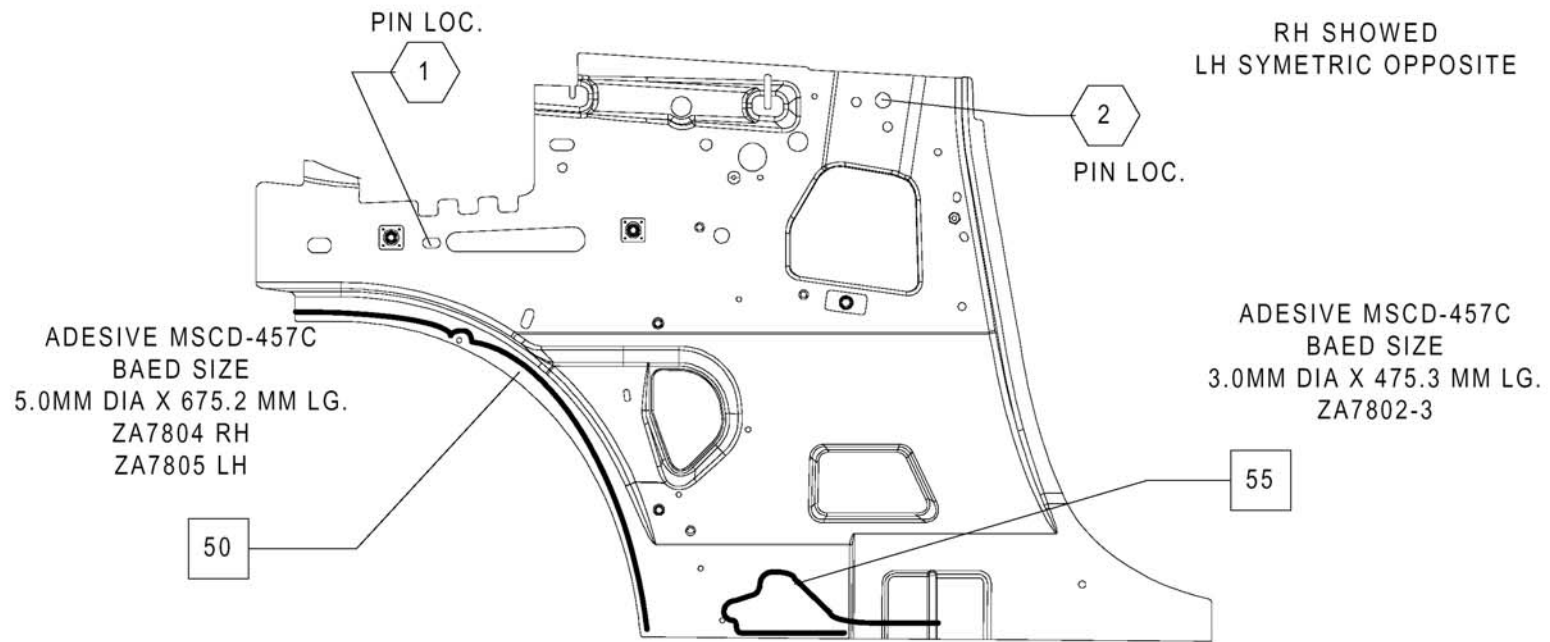
30

ADHESIVE MASCD-  
457B BEAD SIZE  
3MM DIA. X 100.3MM  
LONG  
ZA9306-7

RH SHOWED  
LH SYMETRIC  
OPPOSITE

(30) APPLY ADHESIVE 3MM DIA. X 100.3.0 MM LONG BEAD TO THE (REINF - RR WHEELHOUSE INR TO SHELF PANEL).



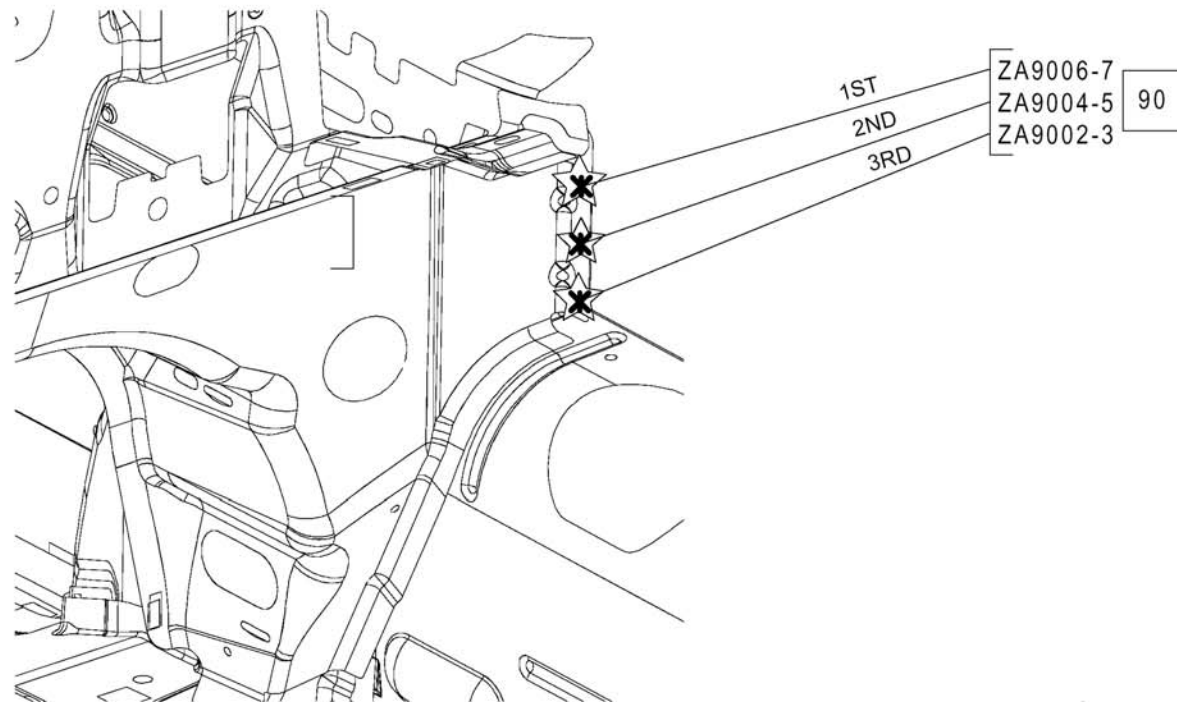


(50) APPLY ADHEDISVE 5.0 MM DIA. X 675.2 MM LONG BEAD TO THE (PANEL - QRT INR). AS SHOWS IN THE GRAPHIC FOR BOTH SIDES

(55) APPLY ADHEDISVE 3.0 MM DIA. X 475.3 MM LONG BEAD TO THE (PANEL - QRT INR). AS SHOWS IN THE GRAPHIC FOR BOTH SIDES

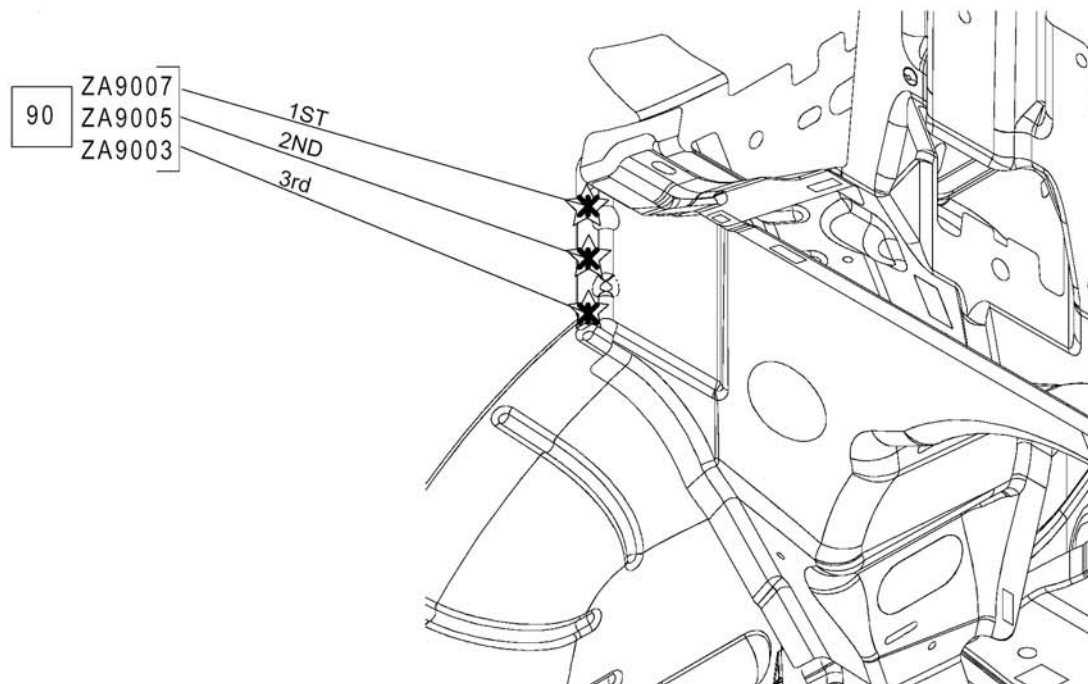


(RH SHOWN)



(90) PERFORM (3/3) SPOT WELDS TO THE (REINF-QTR INNER PANEL) TO THE (PANEL - QTR INR FRT) AND THE (REINF-RR WHEELHOUSE INR TO THE SHELF PANEL). 3T

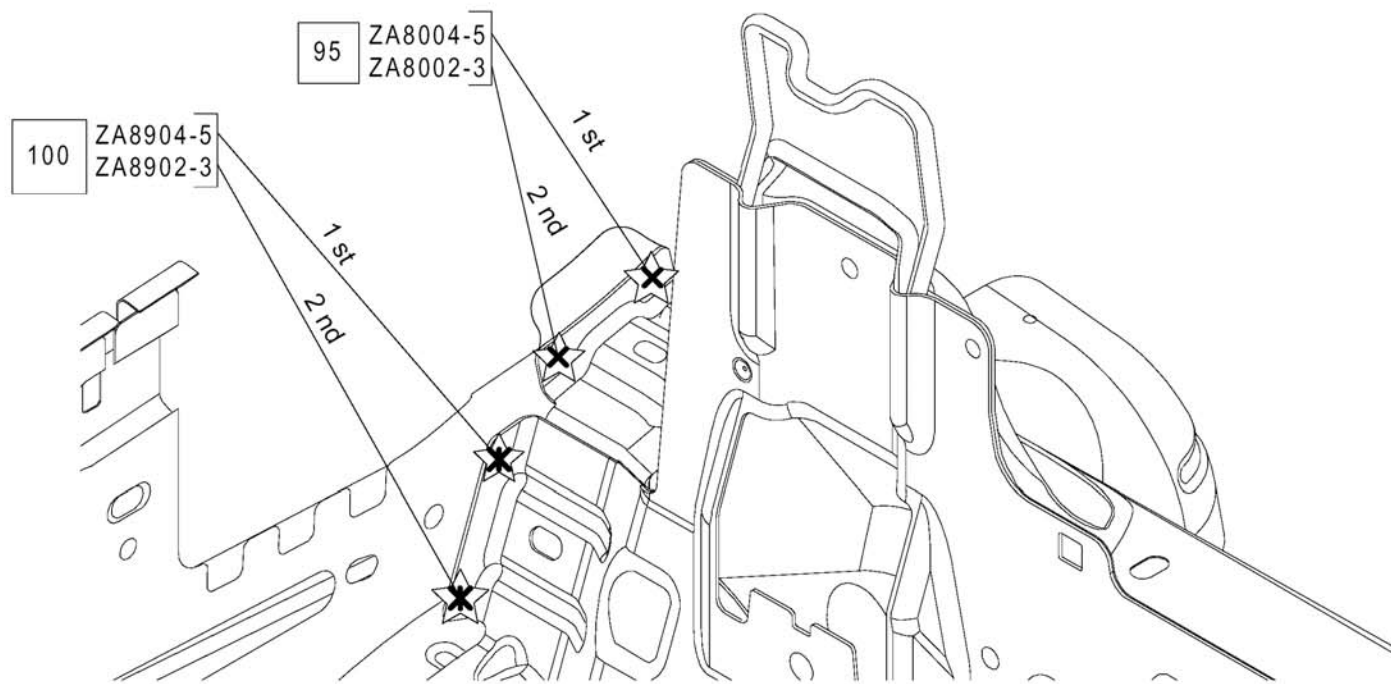




(LH SHOWN)

(90) PERFORM (3/3) SPOT WELDS TO THE (REINF-QTR INNER PANEL) TO THE (PANEL - QTR INR FRT) AND THE (REINF-RR WHEELHOUSE INR TO THE SHELF PANEL). 3T

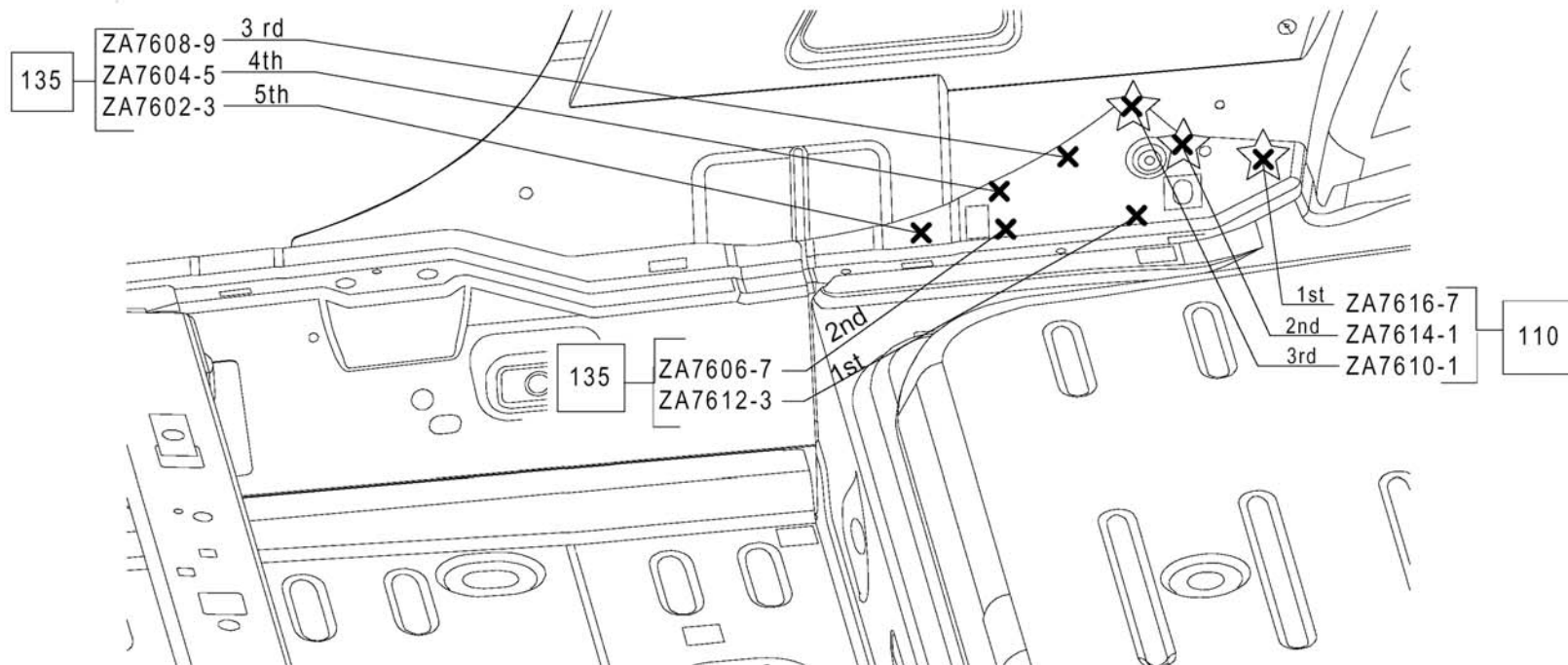




(95) PERFORM (2/2) SPOT WELDS TO THE (PANEL - QTR INR FRT) AND THE (REINF - RR SEAT BACK TO SHELF). 2T

(100) PERFORM (2) SPOT WELDS TO THE (PANEL ASSY - SHELF SEAT BACK) TO THE (PANEL - QTR INR FRT) AND THE (REINF-QTR INNER PANEL). 3T

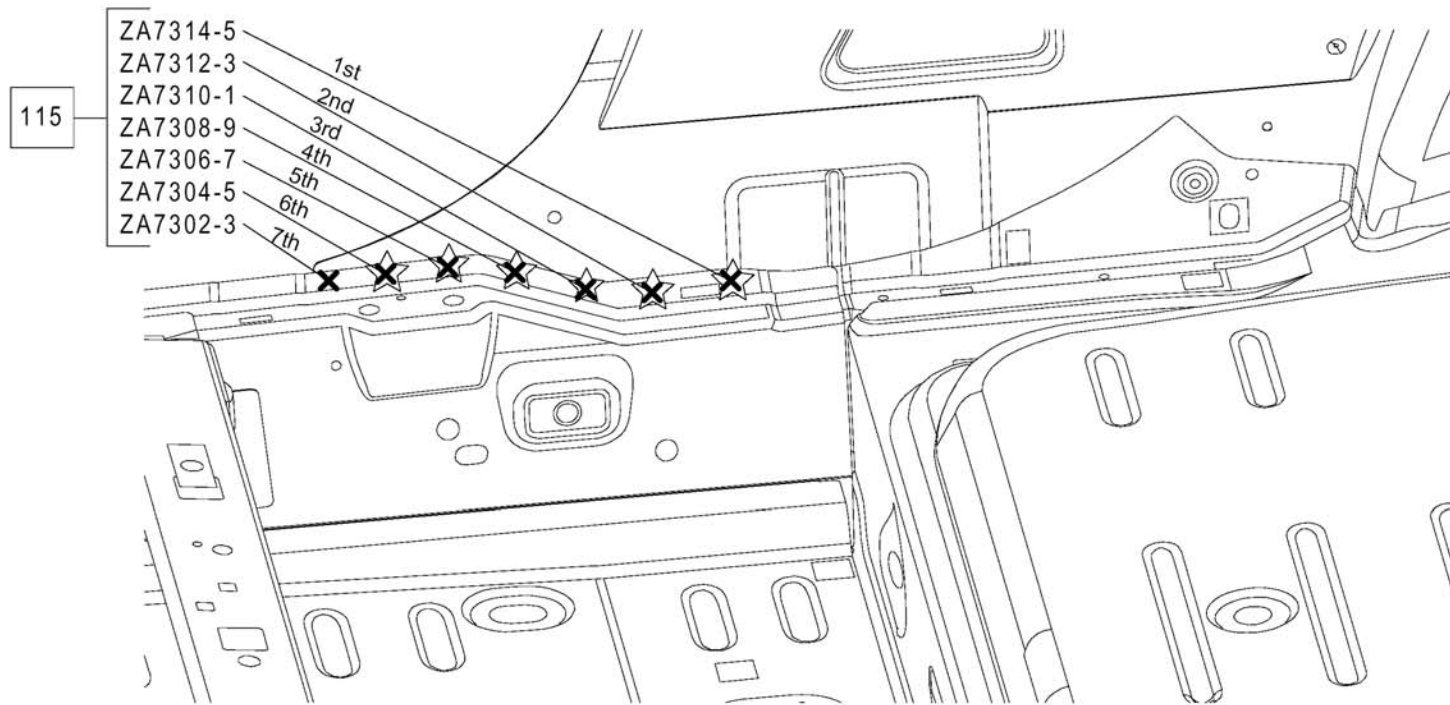




(110) PERFORM (3/3) SPOT WELDS TO THE (PANEL-BODY SIDE SILL INR RR) AND THE (PANEL - QTR INR FRT). 2T

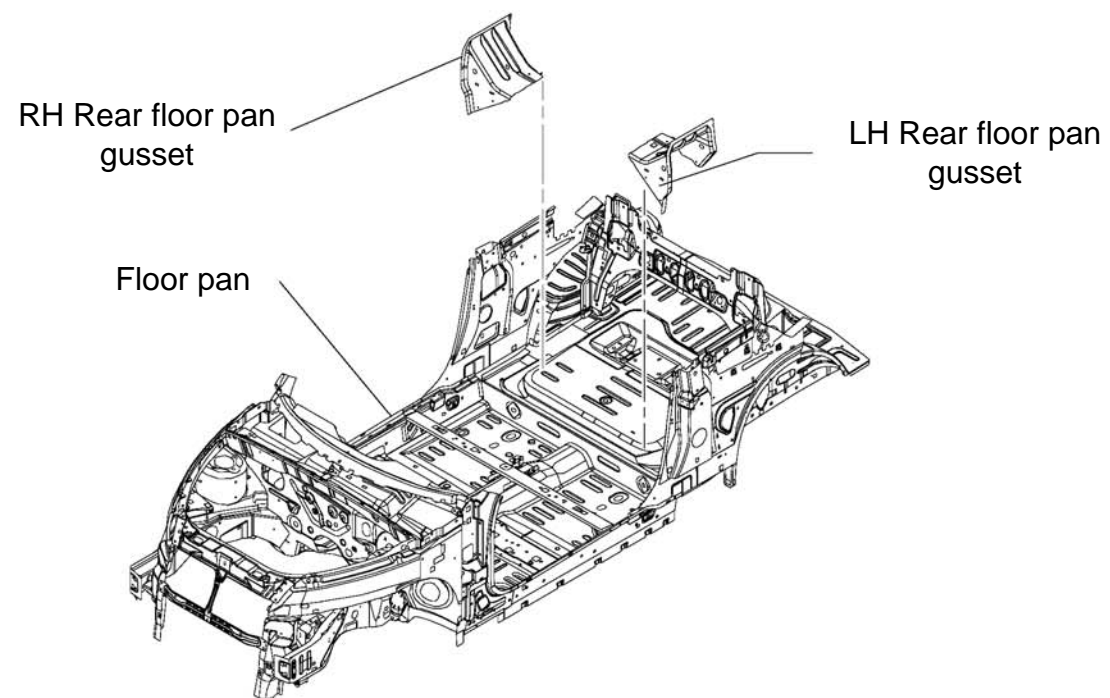
(135) PERFORM (5/5) SPOT WELDS TO THE (PANEL-BODY SIDE SILL INR RR) AND THE (PANEL - QTR INR FRT). 2T

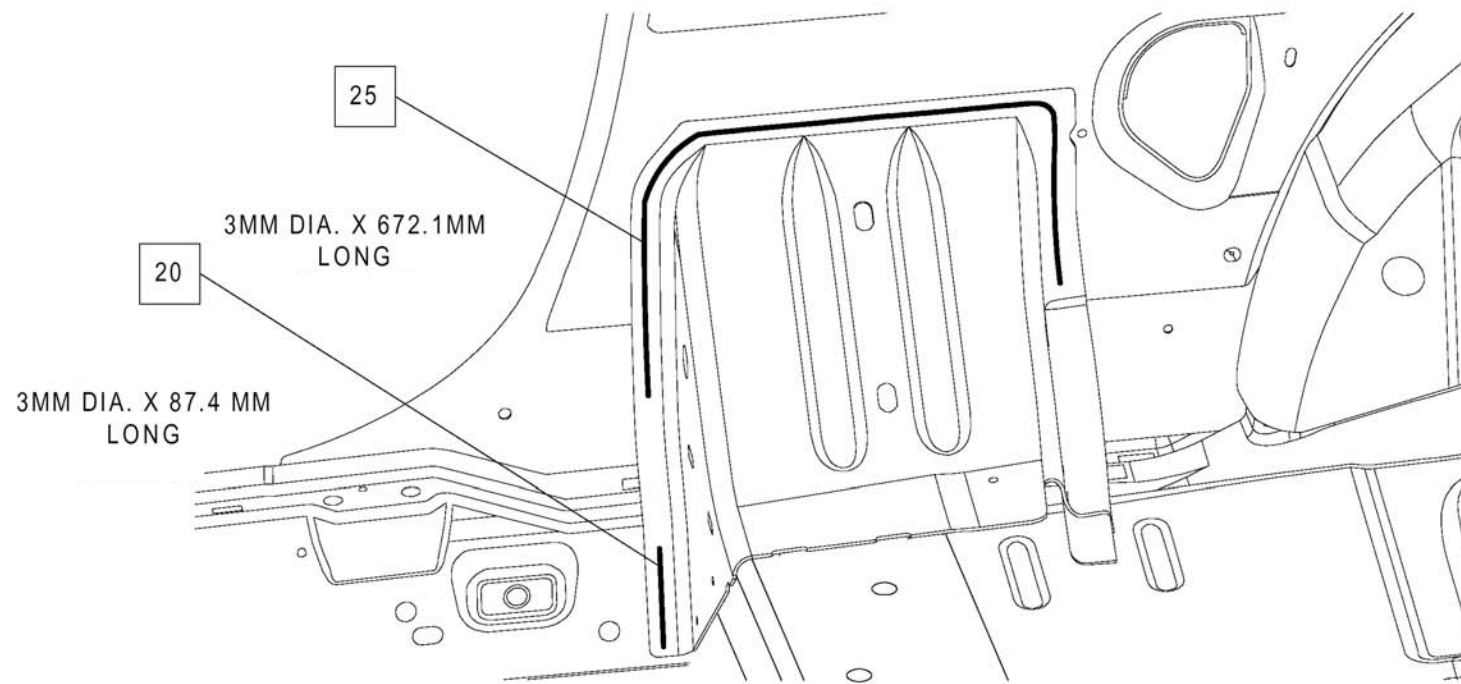




(115) PERFORM (7/7) SPOT WELDS TO THE (PANEL - QTR INR FRT) AND THE (PANEL ASSY-BODY SIDE SILL INR FRT). 2T



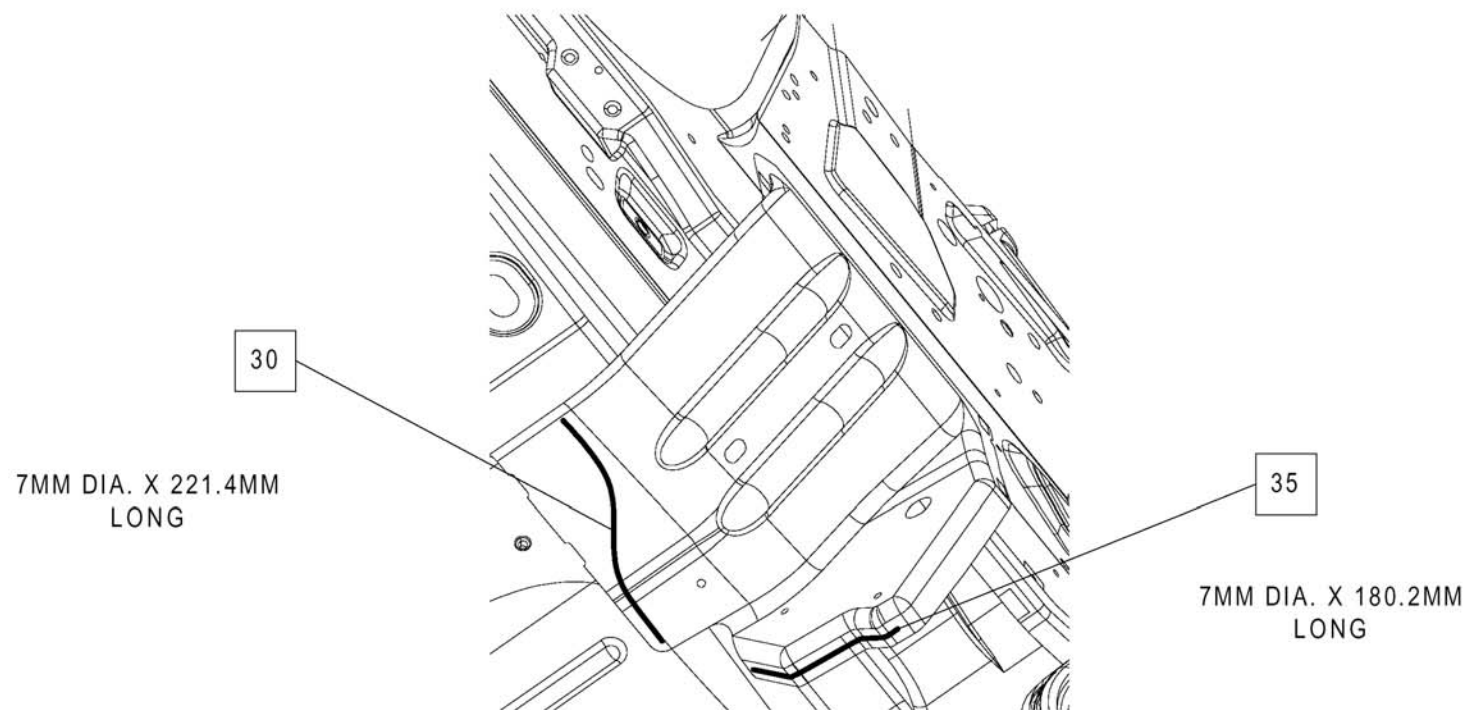




(20) APPLY ADHESIVE 3MM DIA. X 87.4MM LONG BEAD ACROSS THE FLANGE OF THE (GUSSET RR FLOOR PAN SIDE RT/LT).

(25) APPLY ADHESIVE 3MM DIA. X 672.1MM LONG BEAD AROUND THE OUTER TOP FLANGE OF THE (GUSSET RR FLOOR PAN SIDE RT/LT).

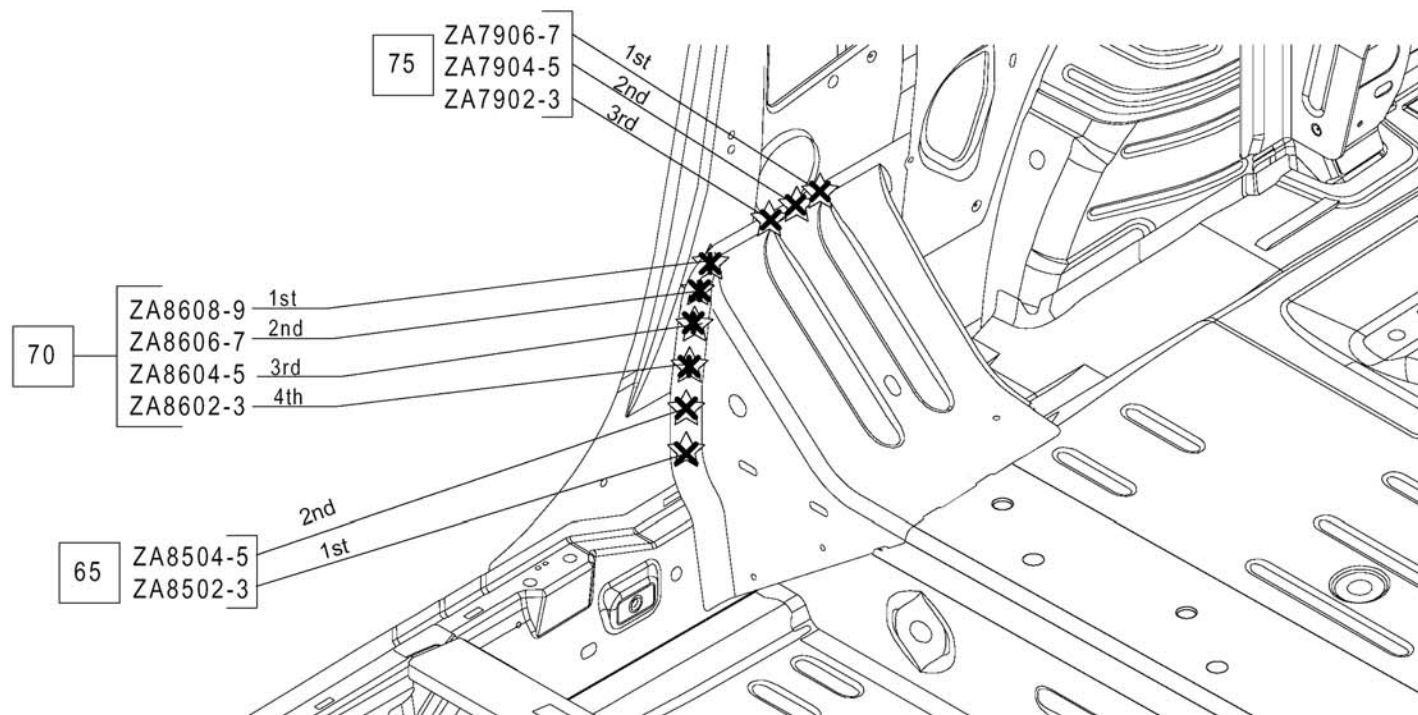




(30) APPLY ADHESIVE 7MM DIA. X 221.4MM LONG BEAD ONTO THE (GUSSET RR FLOOR PAN SIDE RT/LT).

(35) APPLY ADHESIVE 7MM DIA. X 180.2MM LONG BEAD ONTO THE (GUSSET RR FLOOR PAN SIDE RT/LT)  
ON LEFT HAND SIDE.

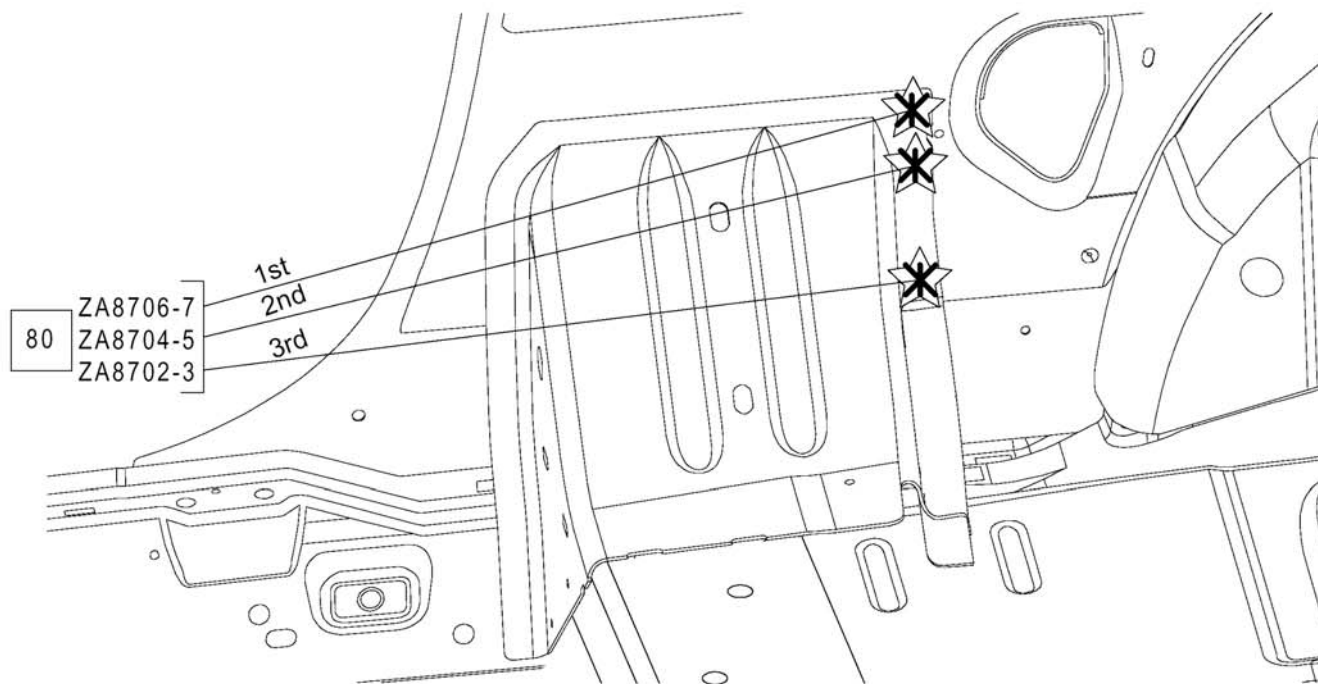




(65) PERFORM (2/2) SPOT WELDS TO THE (GUSSET RR FLOOR PAN SIDE RT/LT) AND TO THE (PANEL-QTR INR FRT RT/LT). 2T

(70) PERFORM (4/4) SPOT WELDS TO THE (GUSSET RR FLOOR PAN SIDE RT/LT) AND TO THE (PANEL-QTR INR FRT RT/LT). AND TO THE (REINF-SPORT BAR SIDE OTR RT/LT). REPEAT PROCESS ON LEFT HAND SIDE. 3T

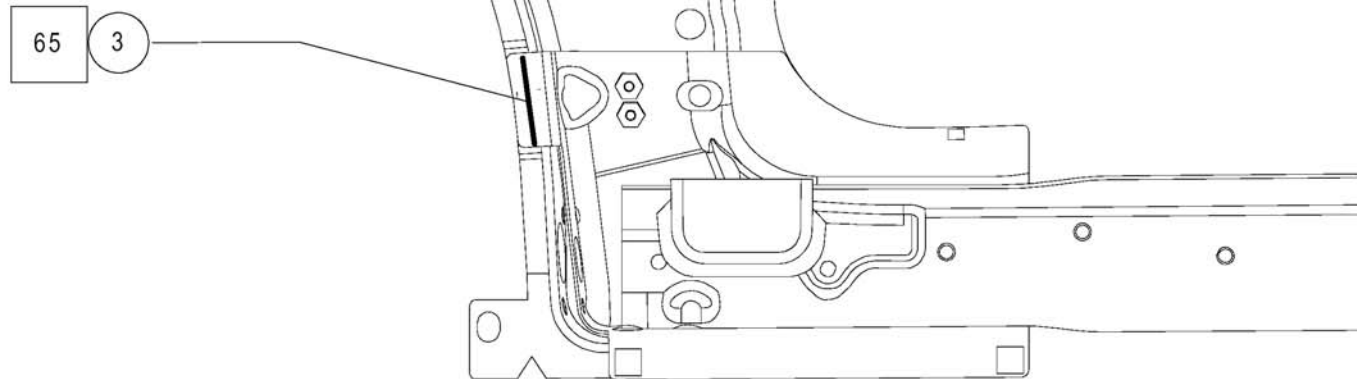
(75) PERFORM (3/3) SPOT WELDS TO THE (GUSSET RR FLOOR PAN SIDE RT/LT) AND TO THE (PANEL-QTR INR FRT RT/LT). REPEAT PROCESS ON LEFT HAND SIDE. 2T



(80) PERFORM (3/3) SPOT WELDS TO THE (GUSSET RR FLOOR PAN SIDE RT/LT) AND TO THE (PANEL-QTR INR FRT RT/LT) AND TO THE (REINF-SPORT BAR SIDE OTR RT/LT). REPEAT PROCESS ON LEFT HAND SIDE. REPEAT PROCESS ON LEFT HAND SIDE. 3T

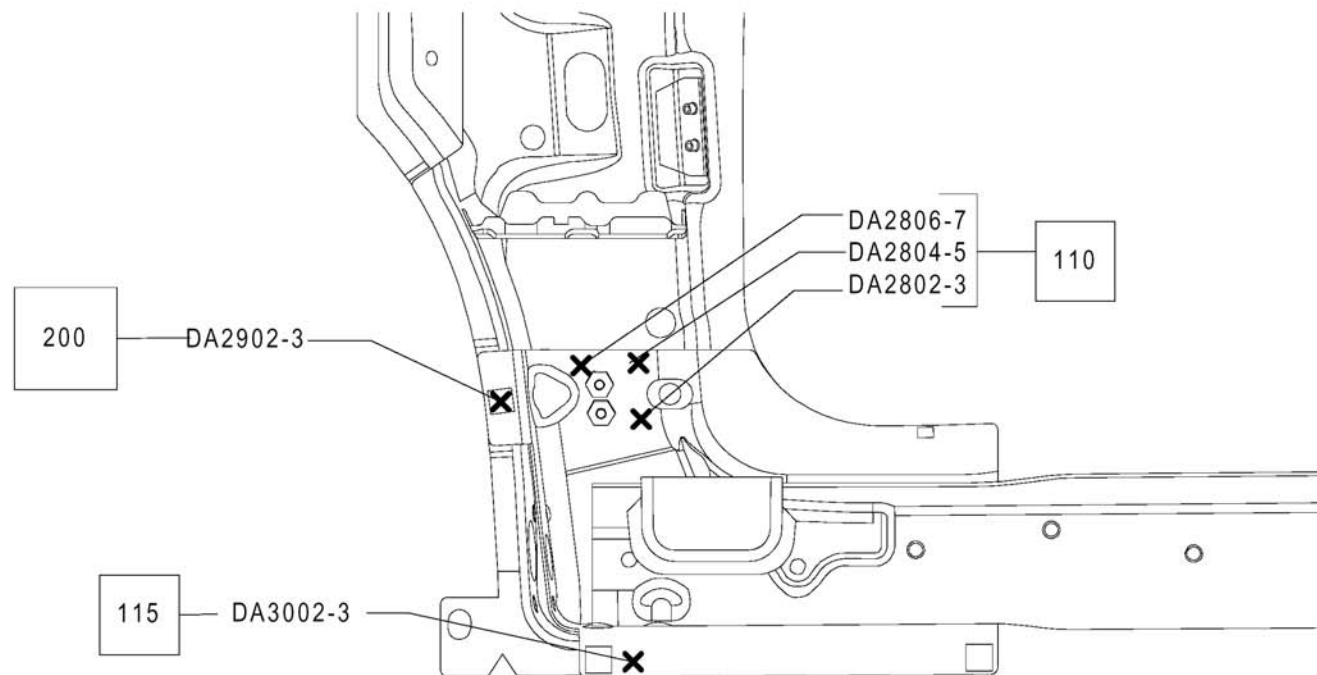


BEAD 6.0 MM DIA. X  
80.0MM LG.



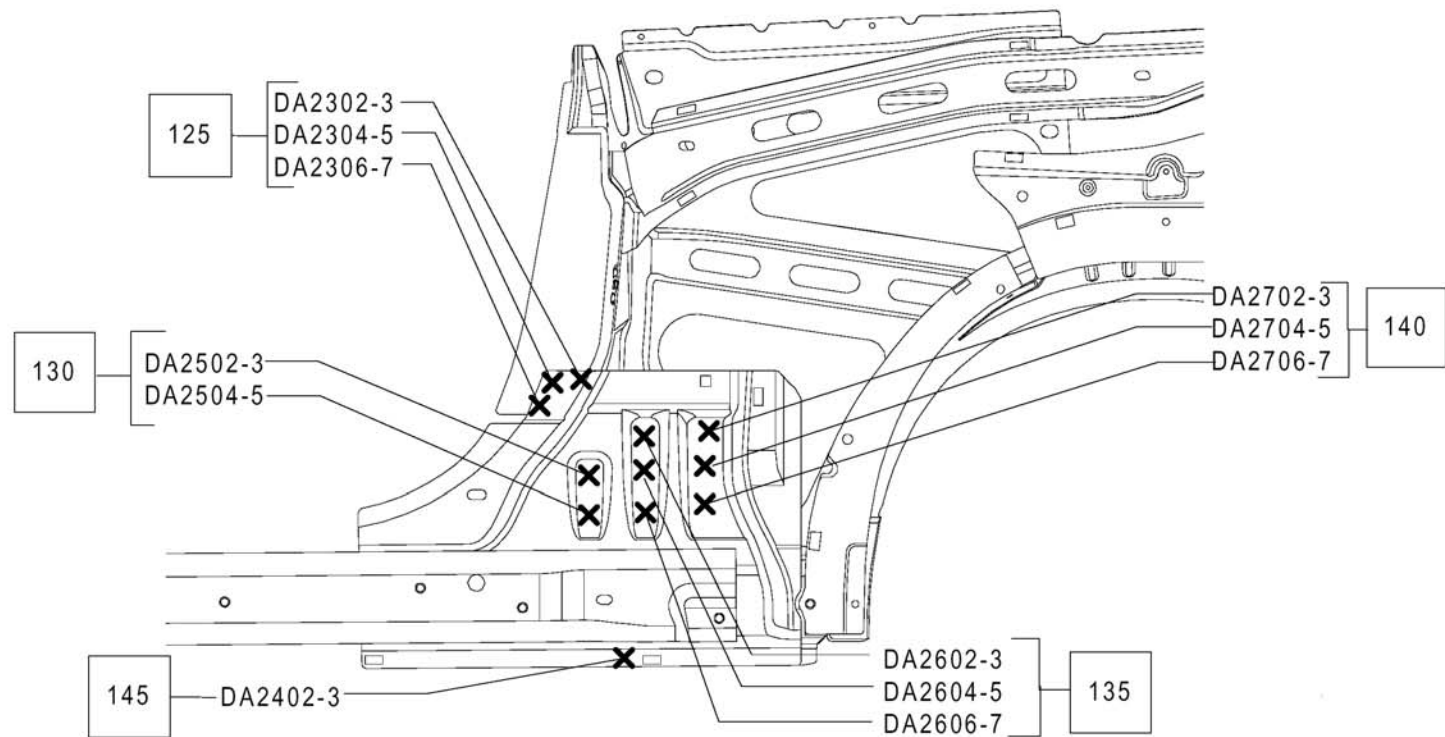
(65) APPLY 6.0 MM DIA. AND 80.0 MM LENGTH OVER THE PART AS SHOWS THE SEQUENCE 65





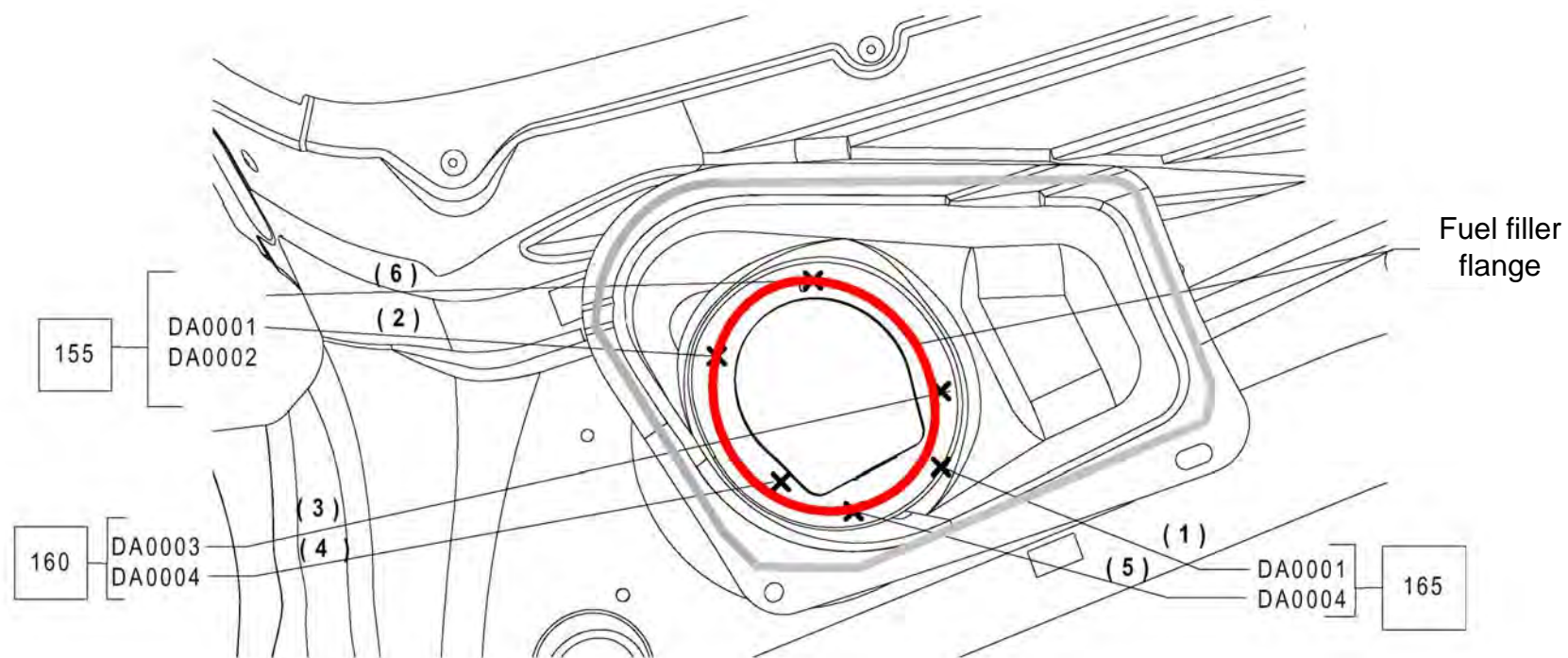
(110) APPLY (3) SPOT WEDLS 2T  
(115) APPLY (1) SPOT WELD 2T  
(200) APPLY (1) SPOT WELD 2T



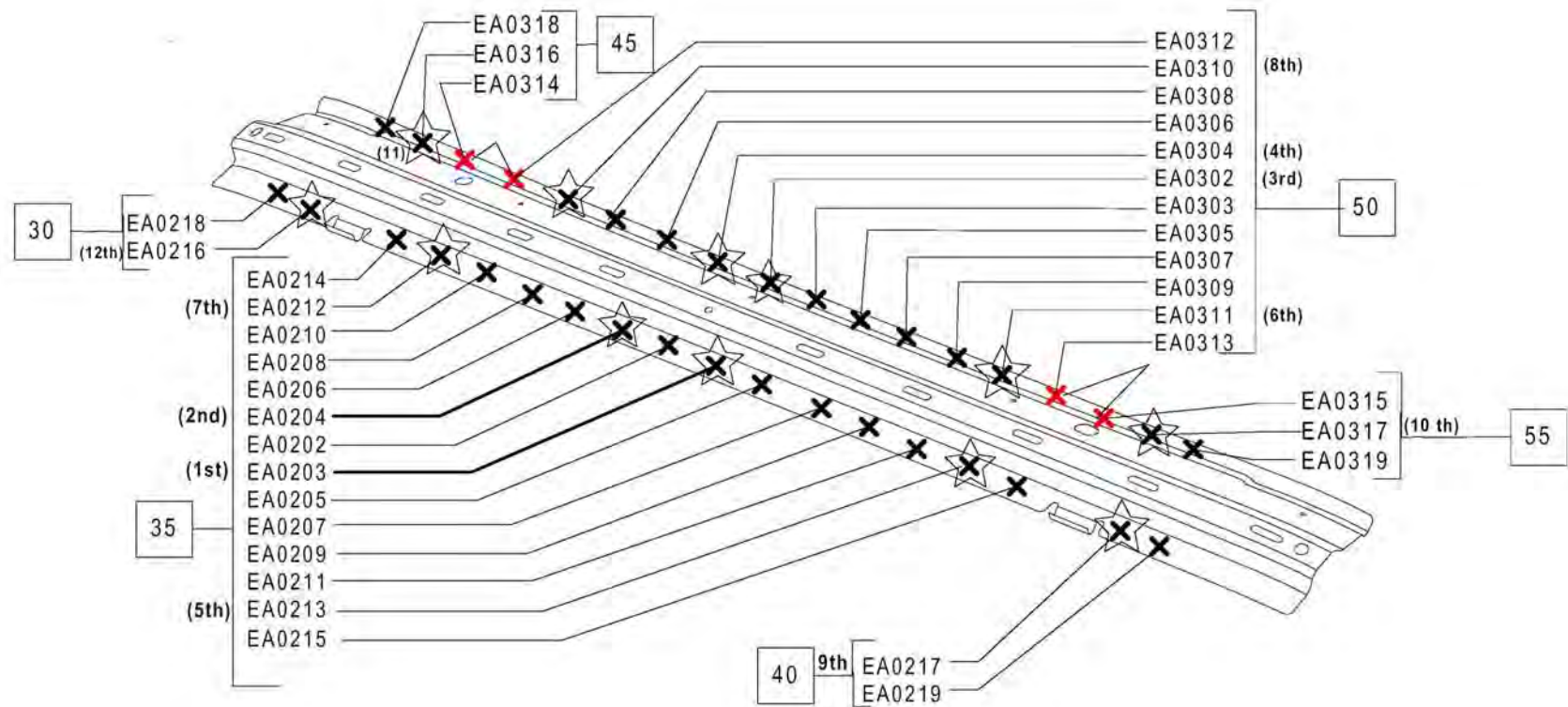


- (125) APPLY (3) SPOT WELD 2T
- (130) APPLY (2) SPOT WELD 2T
- (135) APPLY (3) SPOT WELD 2T
- (140) APPLY (3) SPOT WELD 2T
- (145) APPLY (1) SPOT WELD 2T





- (155) APPLY (2) SPOT WELDS 2T (ONLY RIGHT SIDE OPERATION)
- (160) APPLY (2) SPOT WELDS 2T (ONLY RIGHT SIDE OPERATION)
- (165) APPLY (2) SPOT WELDS 2T (ONLY RIGHT SIDE OPERATION)



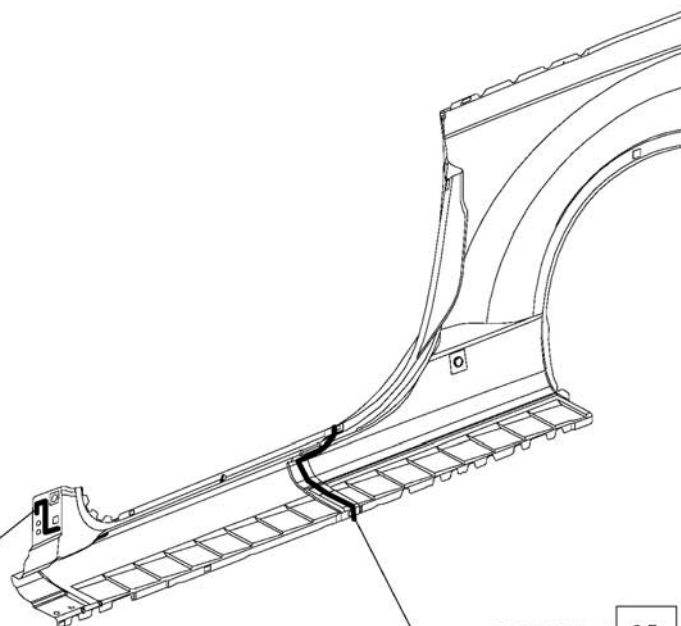
- (30) APPLY (2) SPOT WELDS FRONT FLANGE 2T
- (35) APPLY (14) SPOT WELDS FRONT FLANGE 2T
- (40) APPLY (2) SPOT WELDS FRONT FLANGE 2T
- (45) APPLY (3) SPOT WELDS REAR FLANGE 2T
- (50) APPLY (12) SPOT WELDS REAR FLANGE 2T
- (55) APPLY (3) SPOT WELDS REAR FLANGE 2T



7.0MM DIA.X  
183.6MM LG.

140

ZB3202-3



DB0302-3

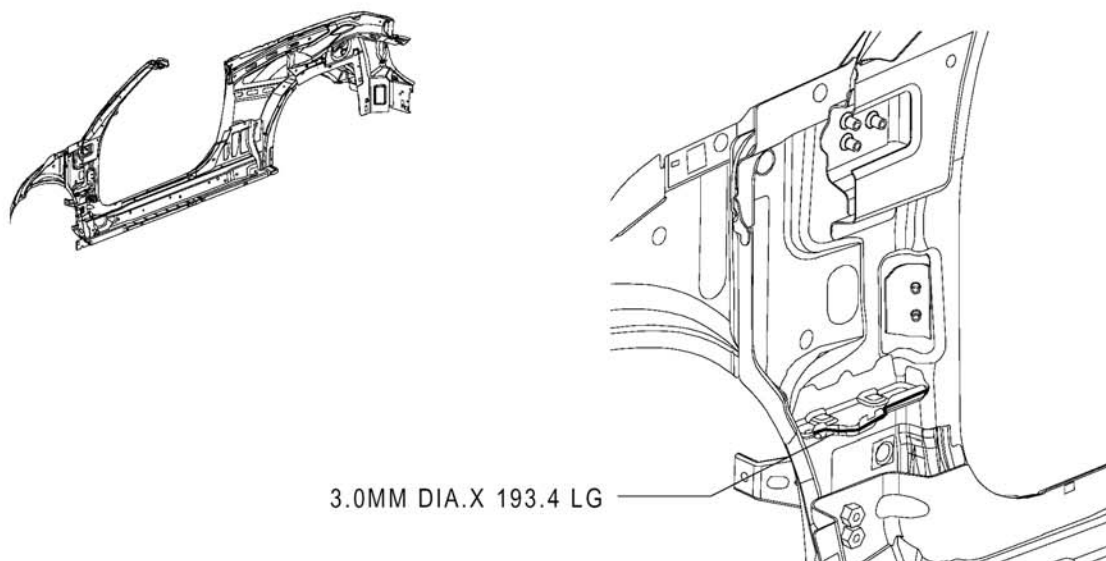
25

7.0MM  
DIA.X403.9MM LG.

RH SHOWN  
LH OPPOSITE

(25) APPLY 7mm x 403mm of adhesive  
(140) APPLY 7mm x 183.6mm of adhesive

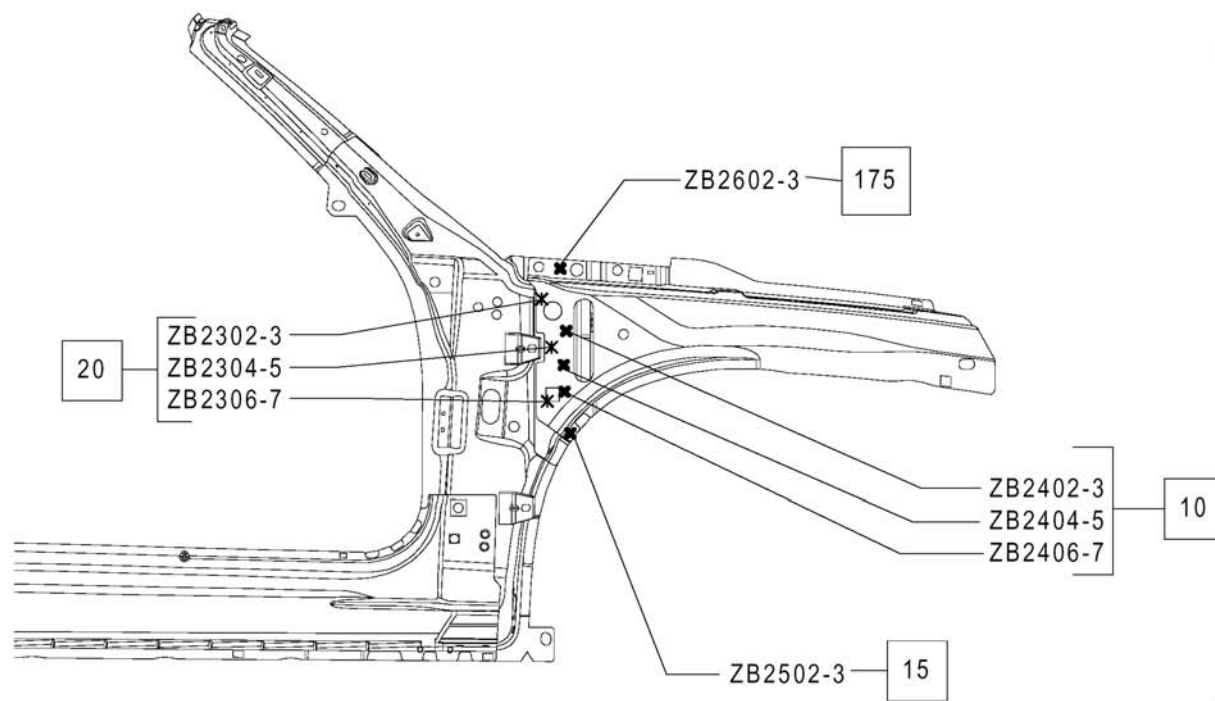




APPLY 3mm x 193.4mm of adhesive

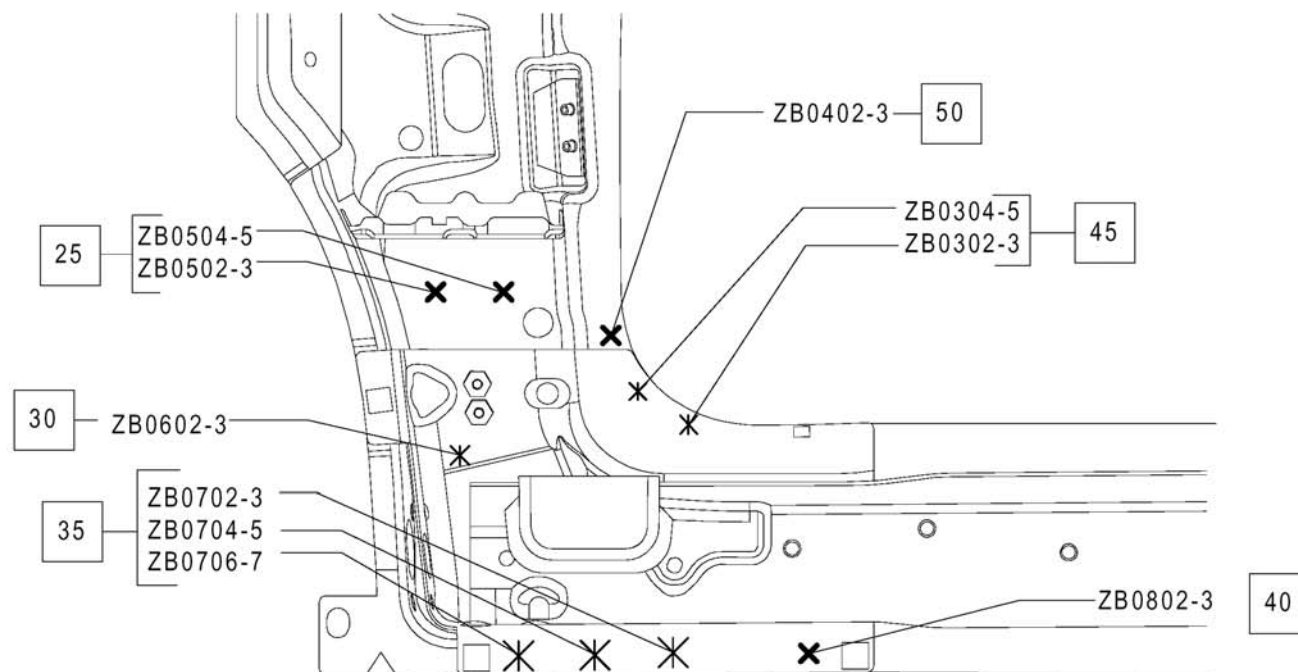


RH SHOWN  
LH OPPOSITE



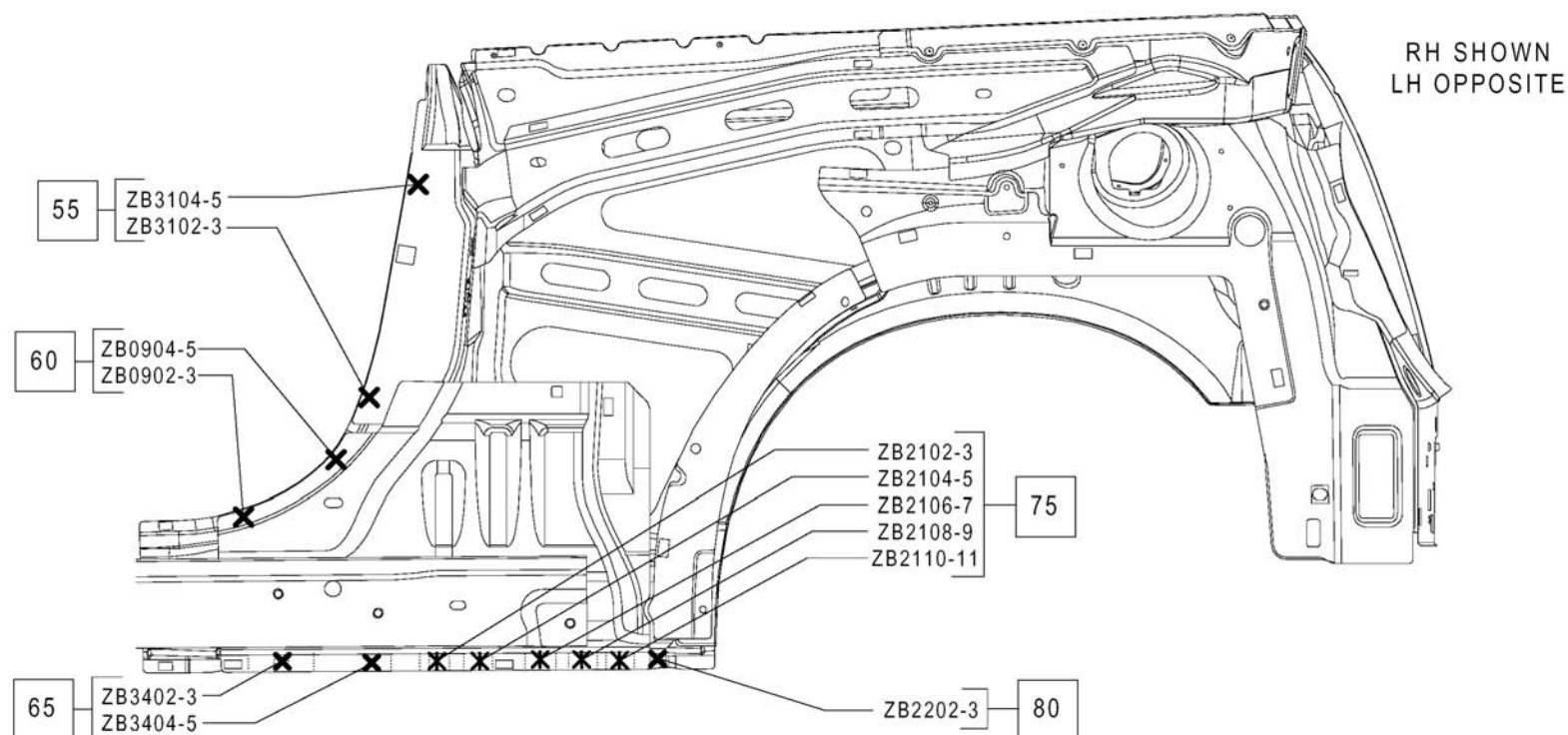
- (10) APPLY (3/3) SPOTS 2T.  
(15) APPLY (1/1) SPOTS 2T.  
(20) APPLY (3/3) SPOT WELDS 3T.  
(175) APPLY (1/1) SPOT 2T.





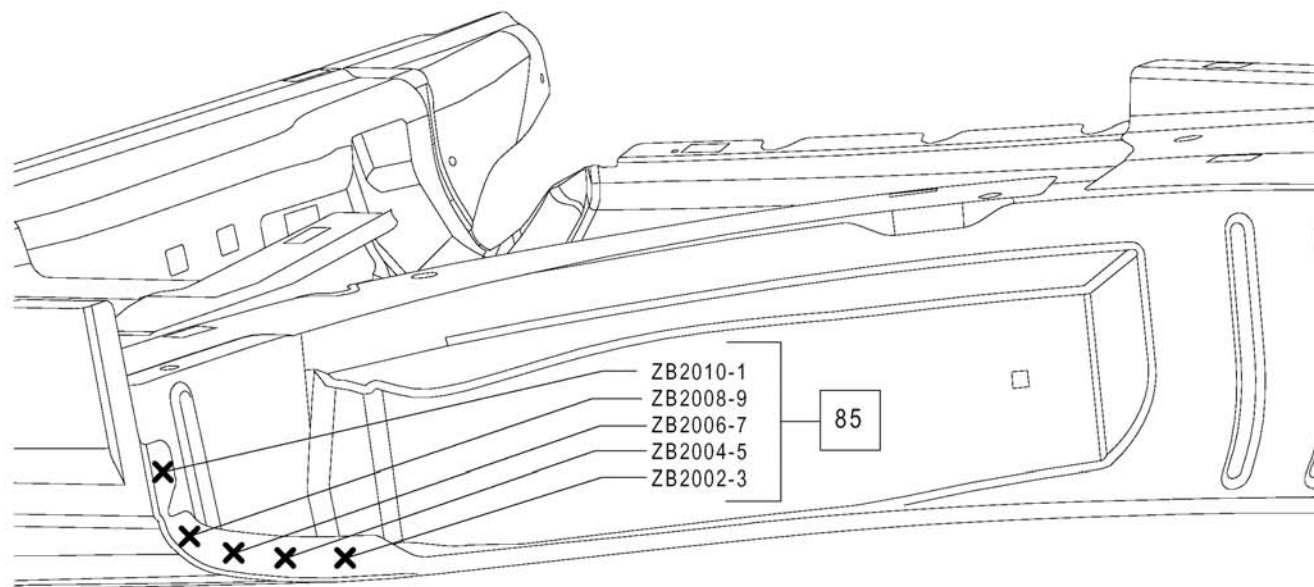
- (25) APPLY (2/2) SPOTS 2T.
- (30) APPLY (1/1) SPOTS 3T.
- (35) APPLY (3/3) SPOTS 3T.
- (40) APPLY (1/1) SPOTS 2T.
- (45) APPLY (2/2) SPOTS 3T.
- (50) APPLY (1/1) SPOTS 2T.





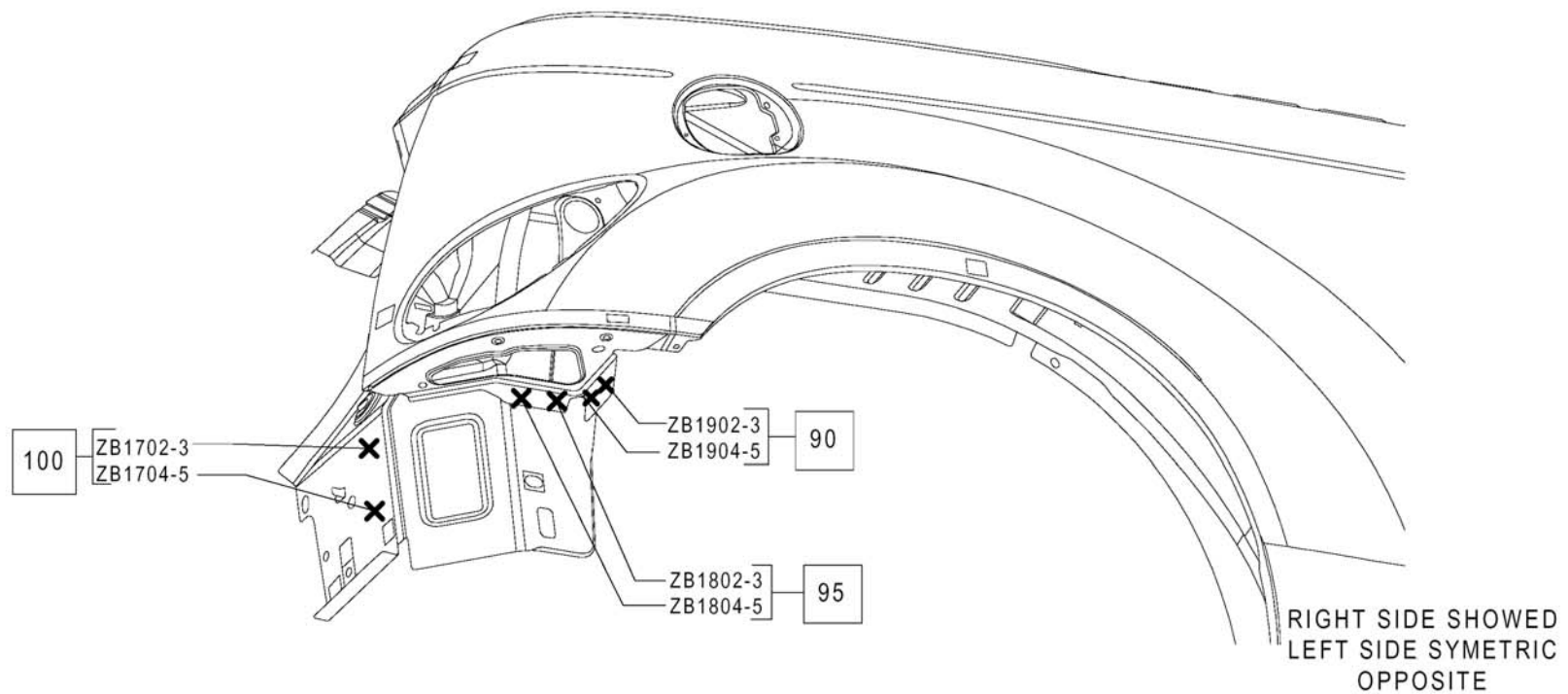
- (55) APPLY (2/2) SPOTS 2T.
- (60) APPLY (2/2) SPOTS 2T.
- (65) APPLY (2/2) SPOTS 3T.
- (75) APPLY (5/5) SPOTS 3T.
- (80) APPLY (1/1) SPOTS 2T.





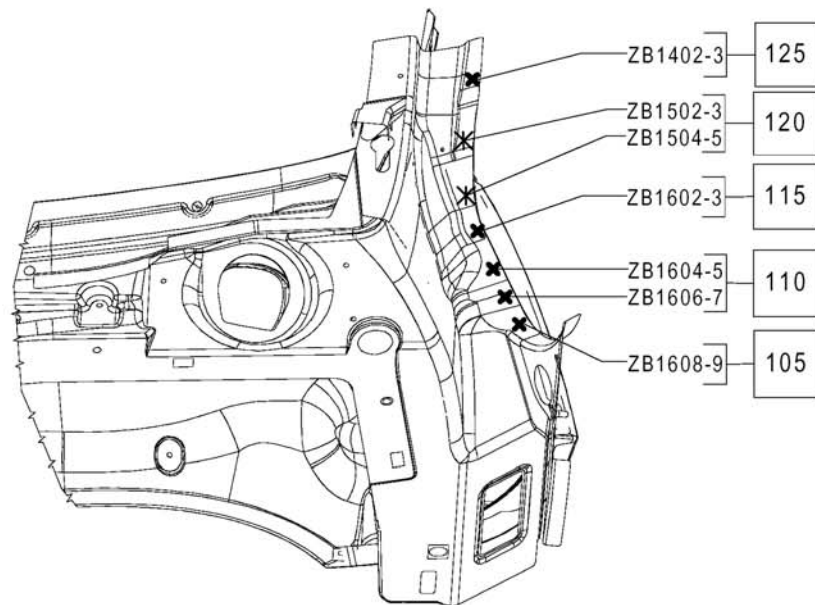
(85) APPLY (5/5) SPOTS 2T.





(90) APPLY (2/2) SPOTS 2T.  
(95) APPLY (3/3) SPOTS 2T.  
(100) APPLY (2/2) SPOTS 2T.

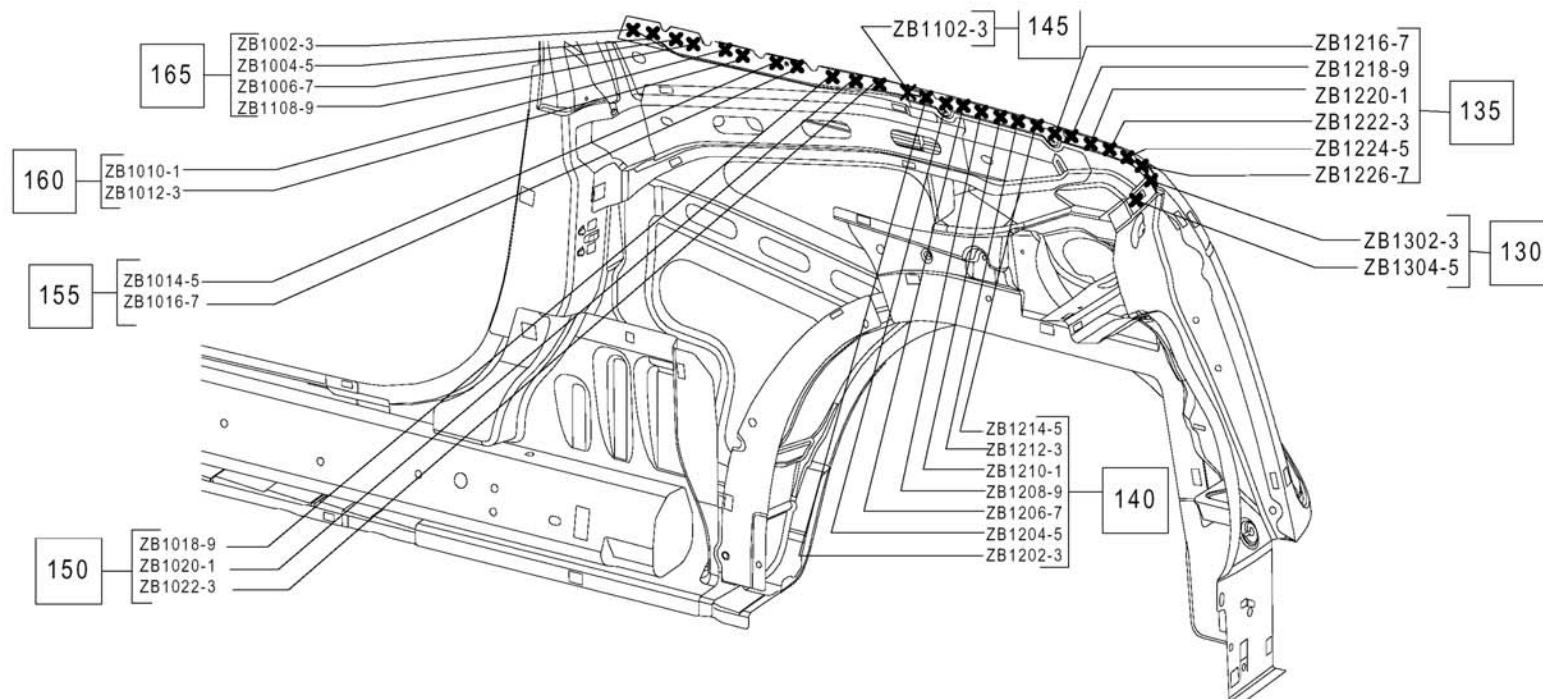




RH SHOWN  
LH OPPOSITE

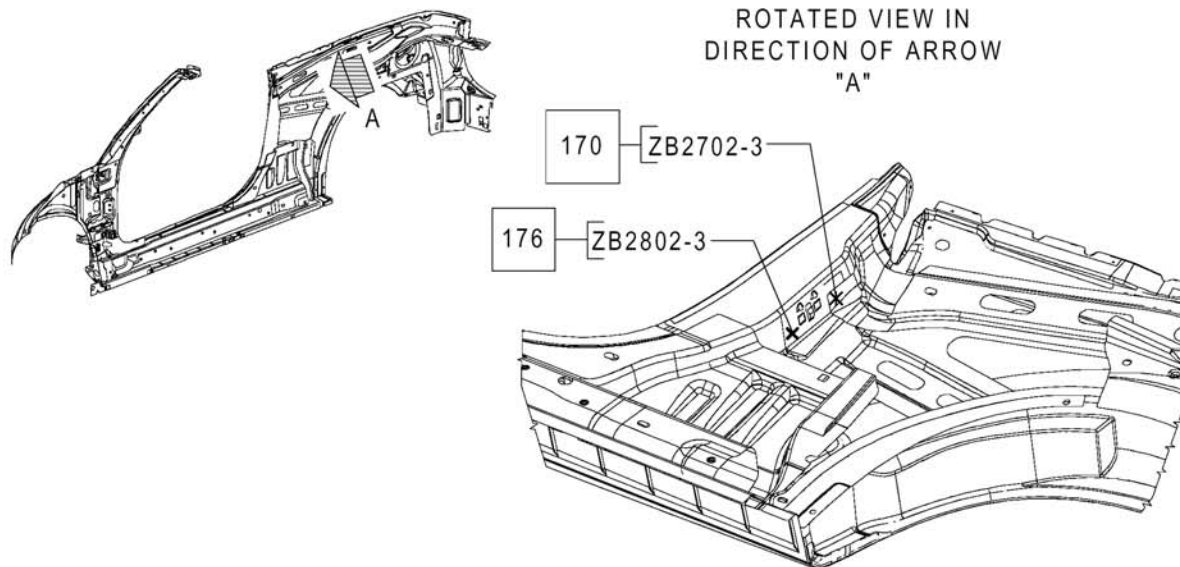
(105) APPLY (1/1) SPOTS 2T.  
 (110) APPLY (2/2) SPOTS 2T.  
 (115) APPLY (1/1) SPOTS 2T.  
 (120) APPLY (2/2) SPOTS 3T.  
 (125) APPLY (1/1) SPOT 2T.





- (130) APPLY (2/2) SPOT 2T.
- (135) APPLY (6/6) SPOT 2T.
- (140) APPLY (7/7) SPOT 2T.
- (145) APPLY (1/1) SPOT 3T.
- (150) APPLY (3/3) SPOT 2T.
- (155) APPLY (2/2) SPOT 2T.
- (160) APPLY (2/2) SPOT 2T.
- (165) APPLY (4/4) SPOT 2T.



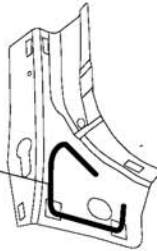


(170) APPLY (1/1) SPOT 3T.  
(176) APPLY (1/1) SPOT 2T.

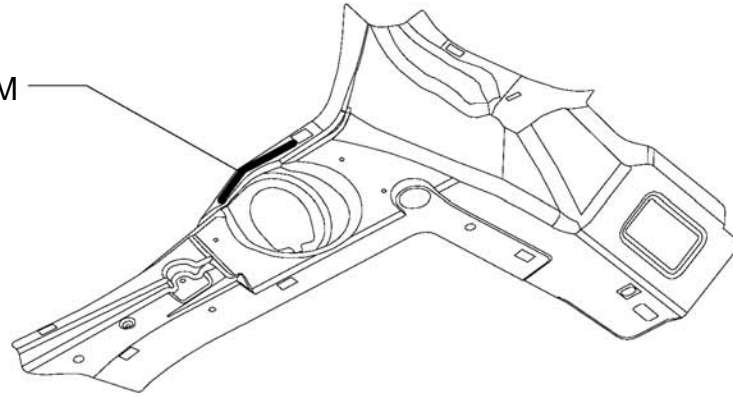


## Quarter Panel Inner Rear Assembly

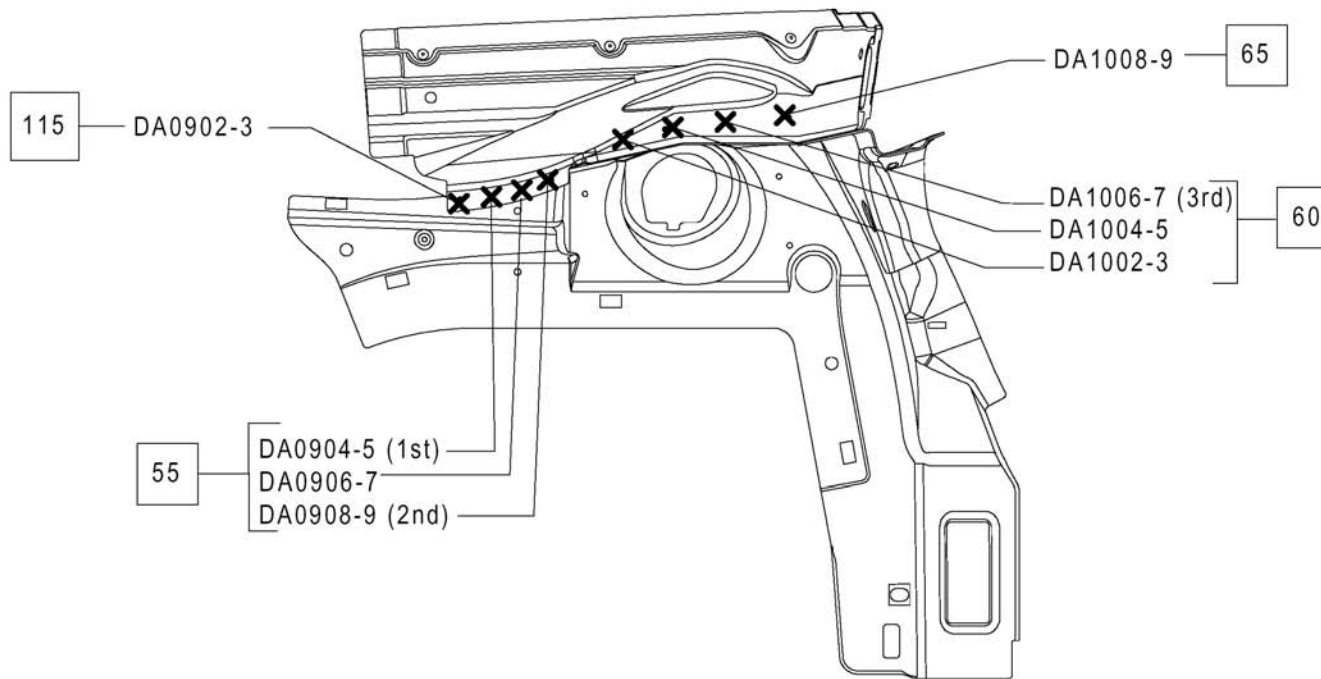
3.0MM X 273.9 MM



3.0MM X 350.0MM



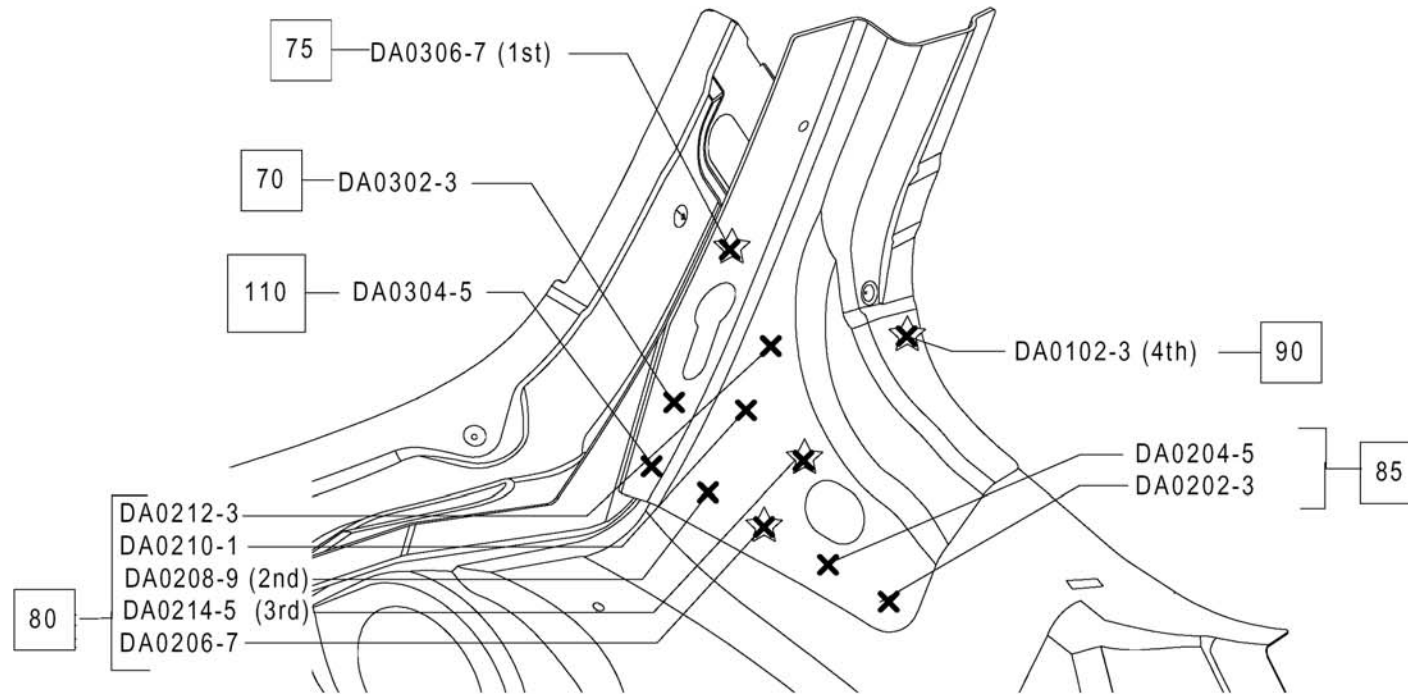
# Quarter Panel Inner Rear Assembly



- (55) WELD REINF-QRT OTR TO PNL QRT INNR RR (3/3) SPOT WELDS 2T.
- (60) WELD EXTENSION -QRT INR TO DRAIN TROUGH (3/3) SPOT WELDS 2T.
- (65) WELD EXTENSION -QRT INR TO DRAIN TROUGH (1/1) SPOT WELDS 2T.
- (115) WELD AND WELD REINF-QRT OTR TO PNL QRT INNR RR (1/1) SPOT WELDS 2T.



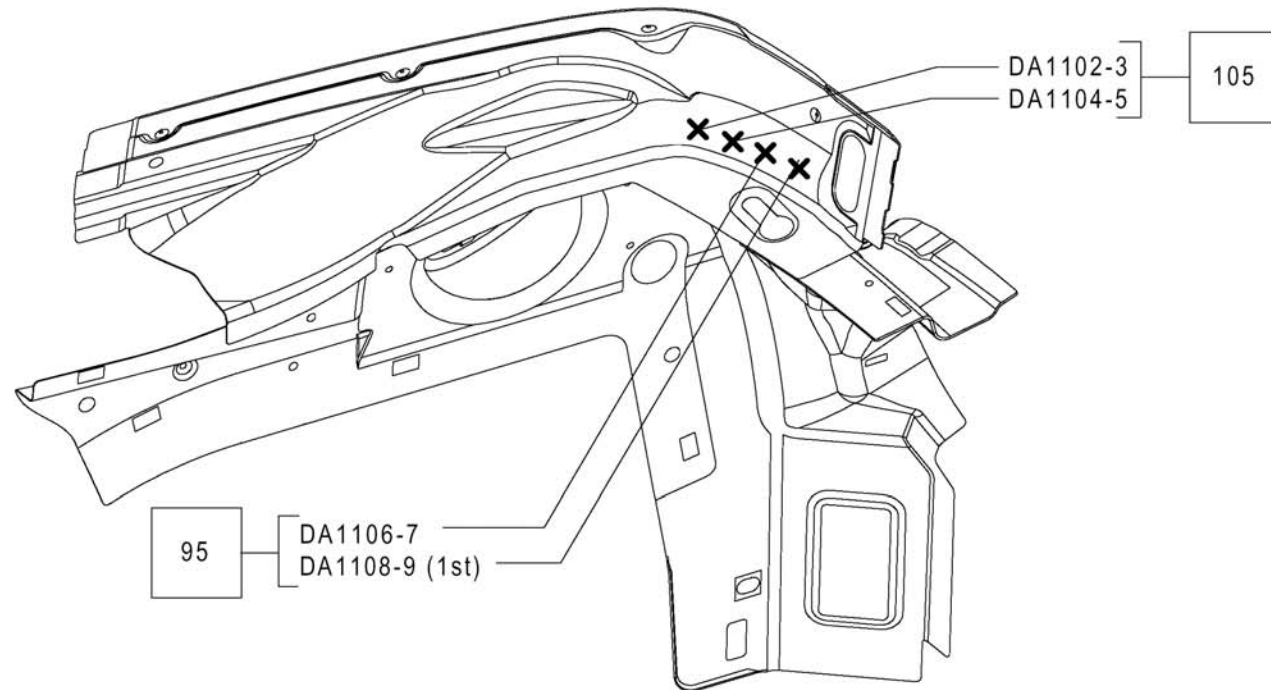
## Quarter Panel Inner Rear Assembly



- (70) WELD EXTENSION -QRT INR TO PANEL QRT INNER (1/1) WELD SPOTS 2T.
- (75) WELD EXTENSION -QRT INR TO PANEL QRT INNER (1/1) WELD SPOTS 2T.
- (80) WELD EXTENSION -QRT INR TO PANEL QRT INNER (5/5) WELD SPOTS 2T.
- (85) WELD EXTENSION -QRT INR TO PANEL QRT INNER (2/2) WELD SPOTS 2T.
- (90) WELD EXTENSION -QRT INR TO PANEL QRT INNER (1/1) WELD SPOTS 2T.
- (110) WELD EXTENSION -QRT INR TO PANEL QRT INNER (1/1) WELD SPOTS 2T.



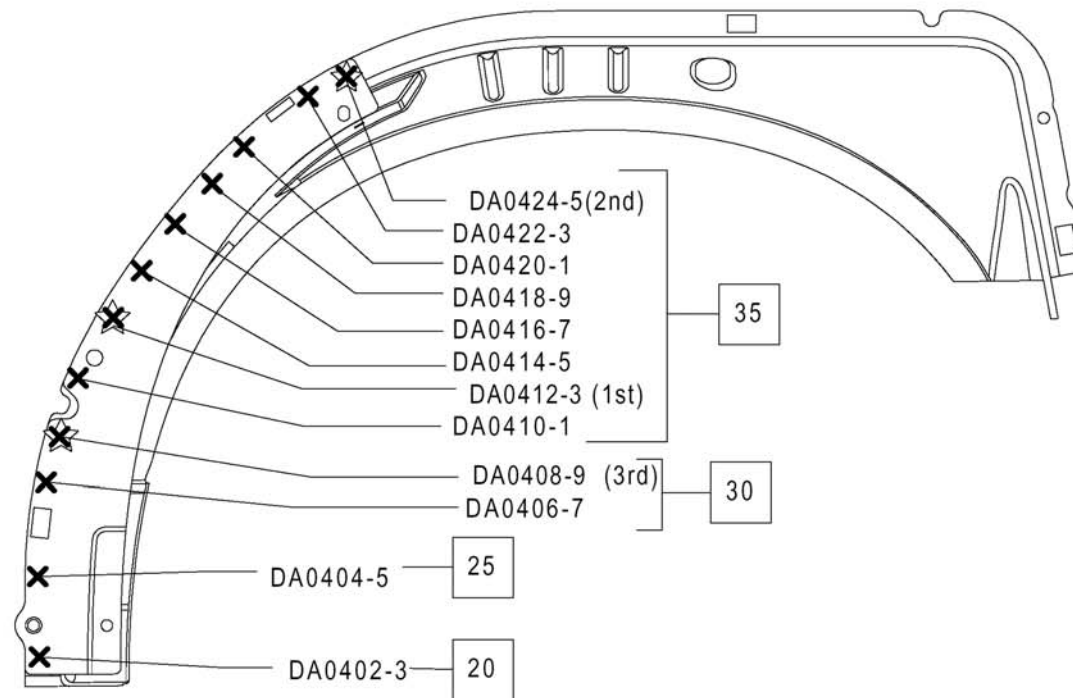
### Quarter Panel Inner Rear Assembly



(95) WELD REINF-QRT OTR TO PANEL QRT INNER APPLY (2/2) WELD SPOTS 2T.  
(105) WELD REINF-QRT OTR TO PANEL QRT INNER APPLY (2/2) WELD SPOTS 2T.



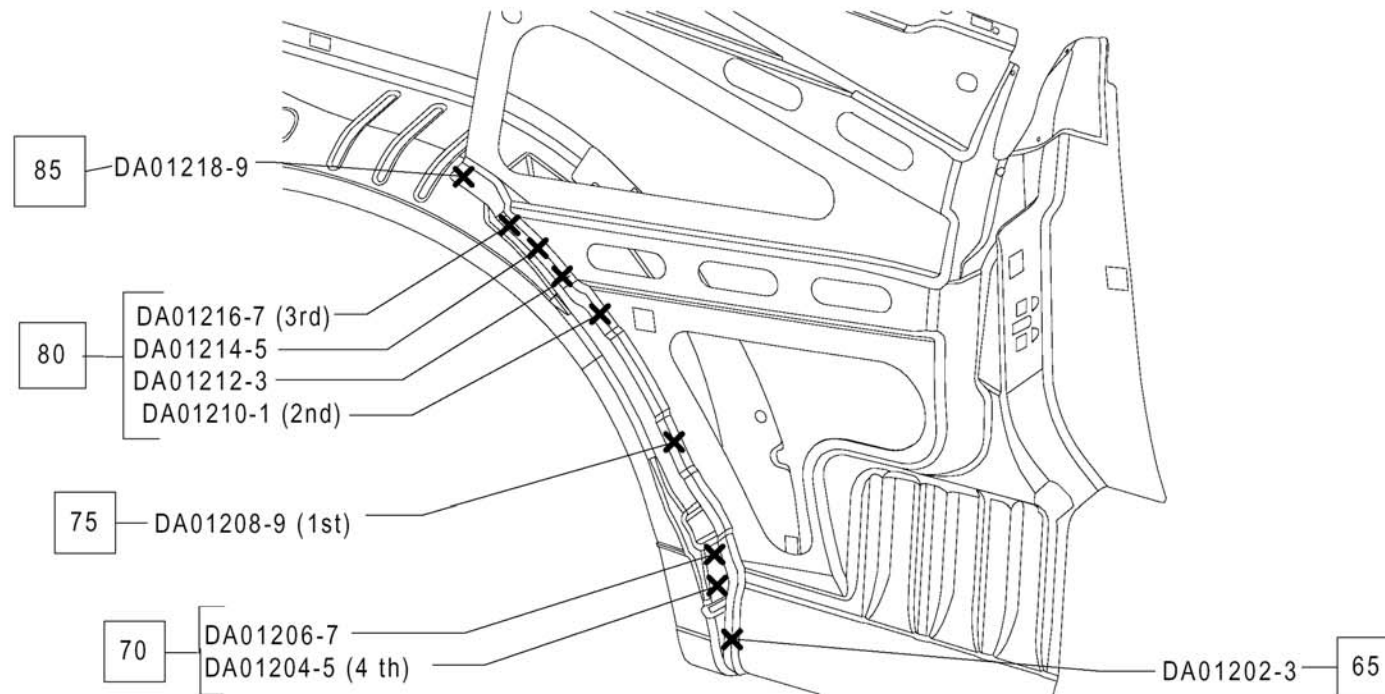
## Right Rear Wheel House Quarter Assembly



- (20) WELD EXTENTION QRT INNR TO WHEEL HOUSE OTR APPLY (1/1) SPOT WELDS 2T
- (25) WELD EXTENTION QRT INNR TO WHEEL HOUSE OTR APPLY (1/1) SPOT WELDS 2T
- (30) WELD EXTENTION QRT INNR TO WHEEL HOUSE OTR APPLY (2/2) SPOT WELDS 2T
- (35) WELD EXTENTION QRT INNR TO WHEEL HOUSE OTR APPLY (8/8) SPOT WELDS 2T



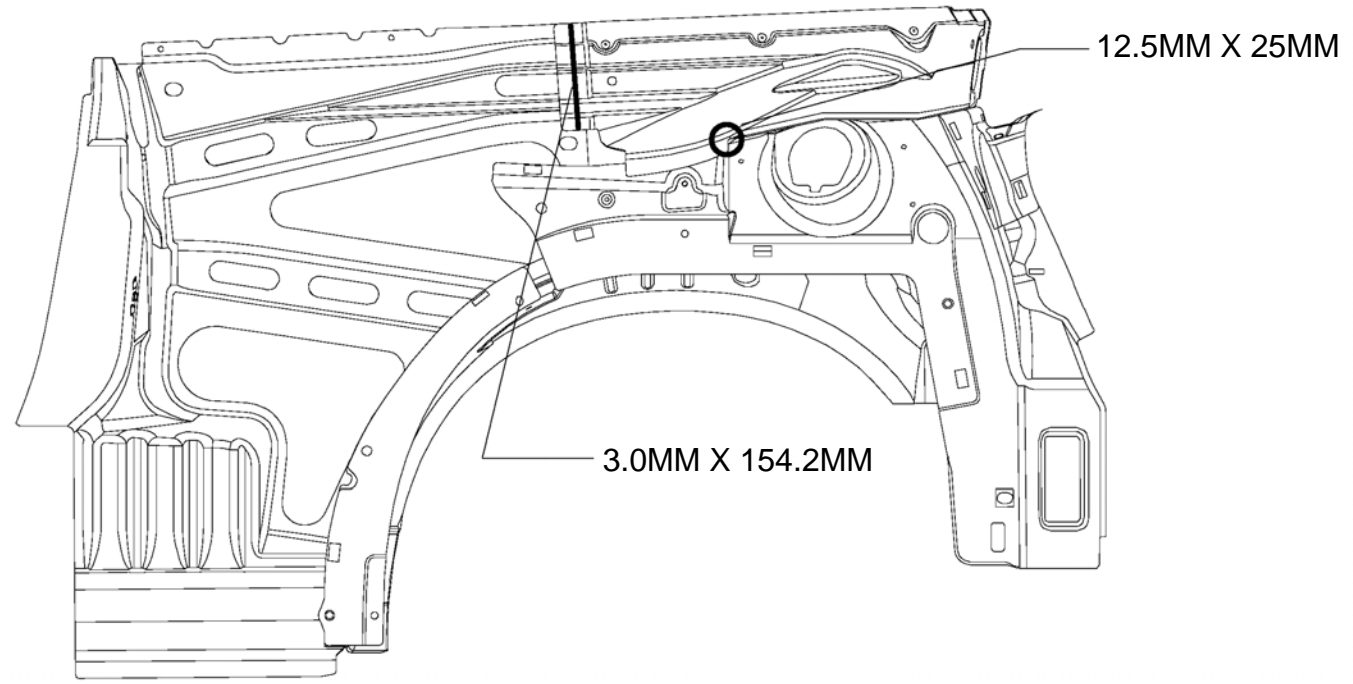
## Right Rear Wheel House Quarter Assembly



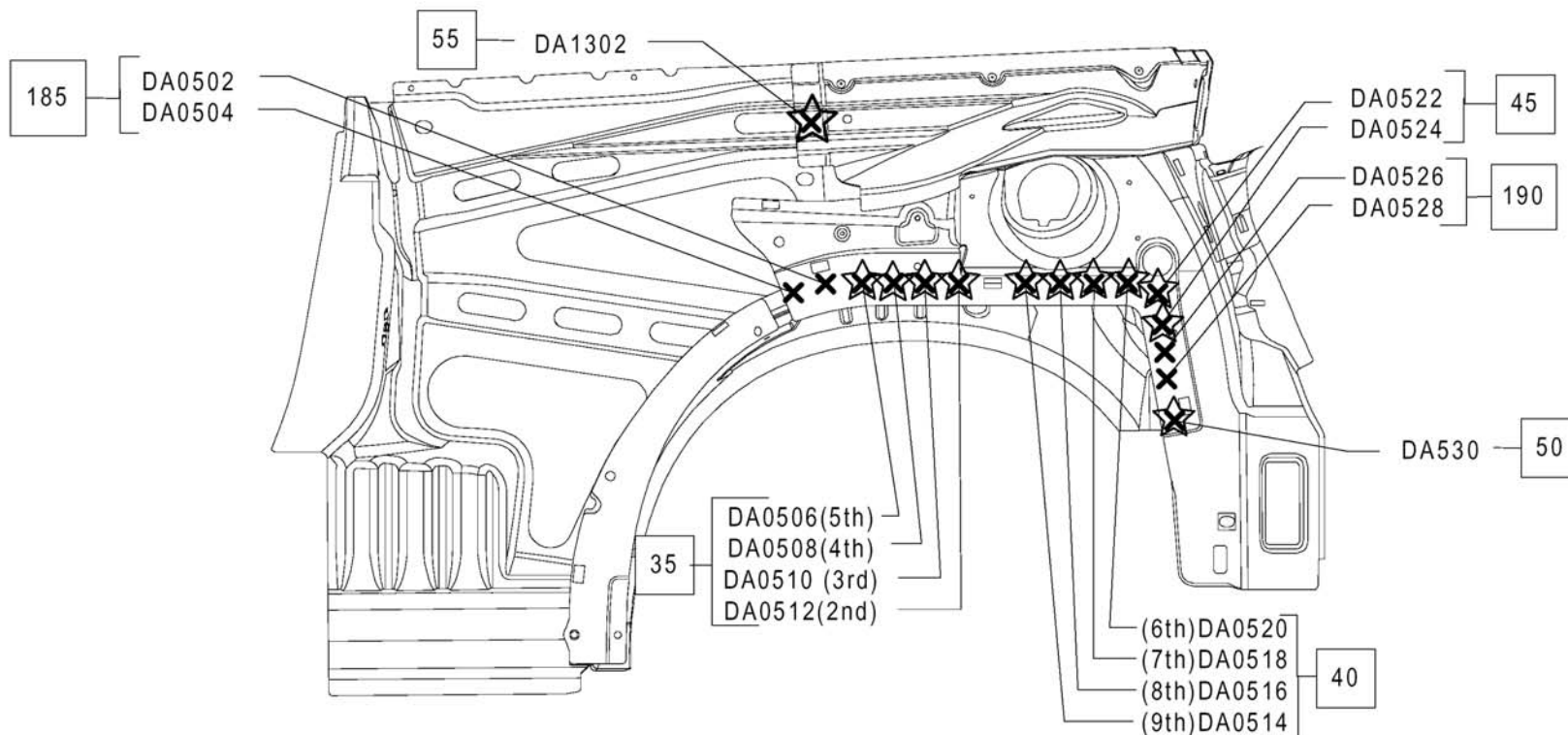
- (65) WELD REINF-QRT OTR TO W/HSE OTR ASSY APPLY (1/1) SPOT WELDS 2T
- (70) WELD REINF-QRT OTR TO W/HSE OTR ASSY APPLY (2/2) SPOT WELDS 2T
- (75) WELD REINF-QRT OTR TO W/HSE OTR ASSY APPLY (1/1) SPOT WELDS 2T
- (80) WELD REINF-QRT OTR TO W/HSE OTR ASSY APPLY (4/4) SPOT WELDS 2T
- (85) WELD REINF-QRT OTR TO W/HSE OTR ASSY APPLY (1/1) SPOT WELDS 2T



## Right Rear Quarter Inner Assembly



## Right Rear Quarter Inner Assembly

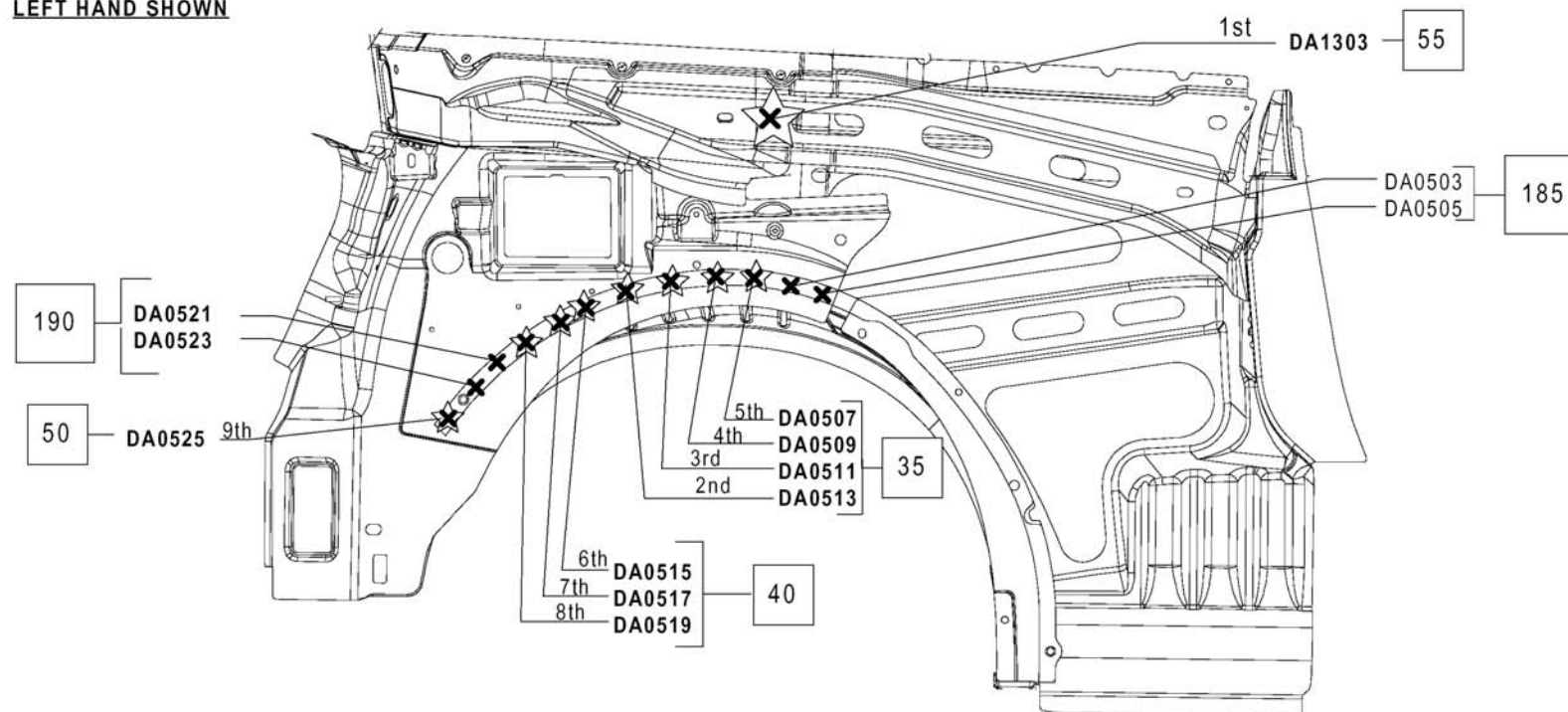


- (35) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (4RH/4LH) SPOT WELDS 2T
- (40) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (4RH/3LH) SPOT WELDS 2T
- (45) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY(2RH) SPOT WELDS 2T
- (50) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (1RH/1LH) SPOT WELDS 2T
- (55) WELD PNL QRT INNR REAR TO REINF QRT OTR APPLY (1RH/1LH) SPOT WELDS 2T
- (185) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (2RH/2LH) SPOT WELDS 2T
- (190) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (2RH/2LH) SPOT WELDS 2T



## Right Rear Quarter Inner Assembly

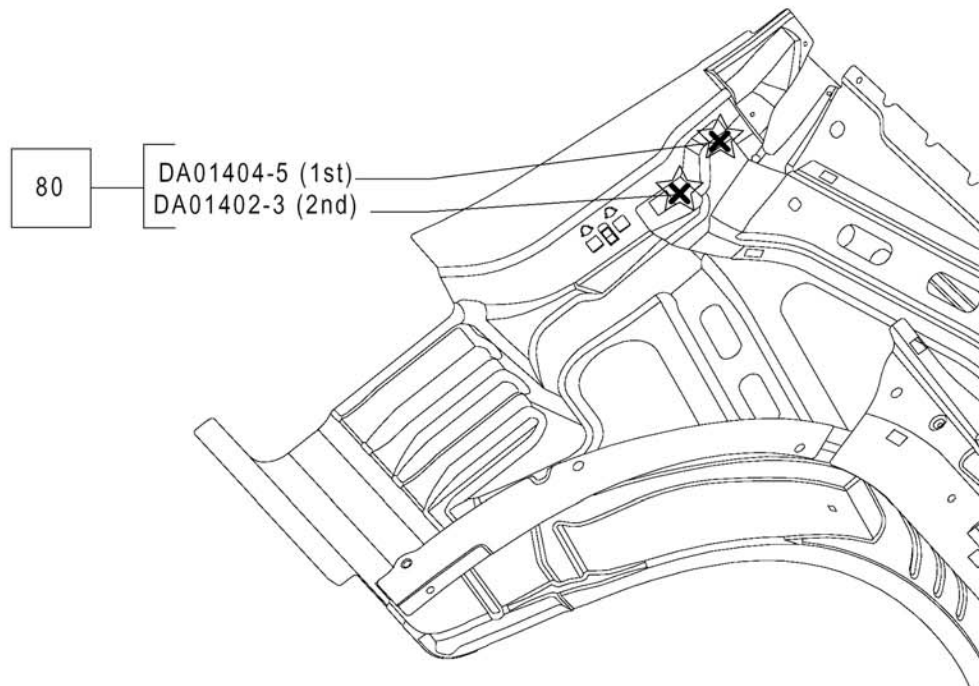
**LEFT HAND SHOWN**



- (35) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (4RH/4LH) SPOT WELDS 2T
- (40) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (4RH/3LH) SPOT WELDS 2T
- (50) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (1RH/1LH) SPOT WELDS 2T
- (55) WELD PNL QRT INNR REAR TO REINF QRT OTR APPLY (1RH/1LH) SPOT WELDS 2T
- (185) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (2RH/2LH) SPOT WELDS 2T
- (190) WELD PNL QRT INNR REAR TO PANEL REAR WHEEL HOUSE APPLY (2RH/2LH) SPOT WELDS 2T



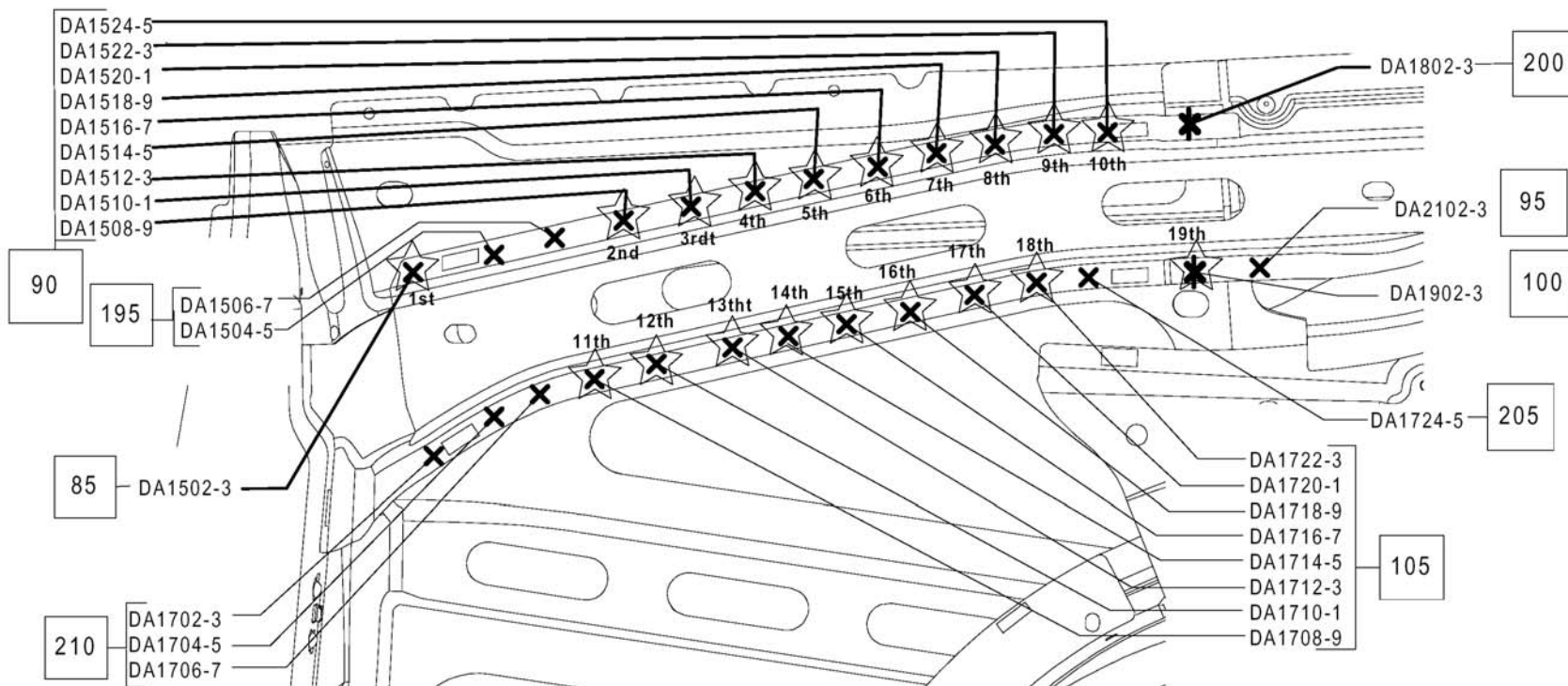
## Right Rear Quarter Inner Assembly



(80) WELD BRACKET QRT OTR TO REINF-QRT OTR APPLY (2RH/2LH) SPOT WELDS 2T



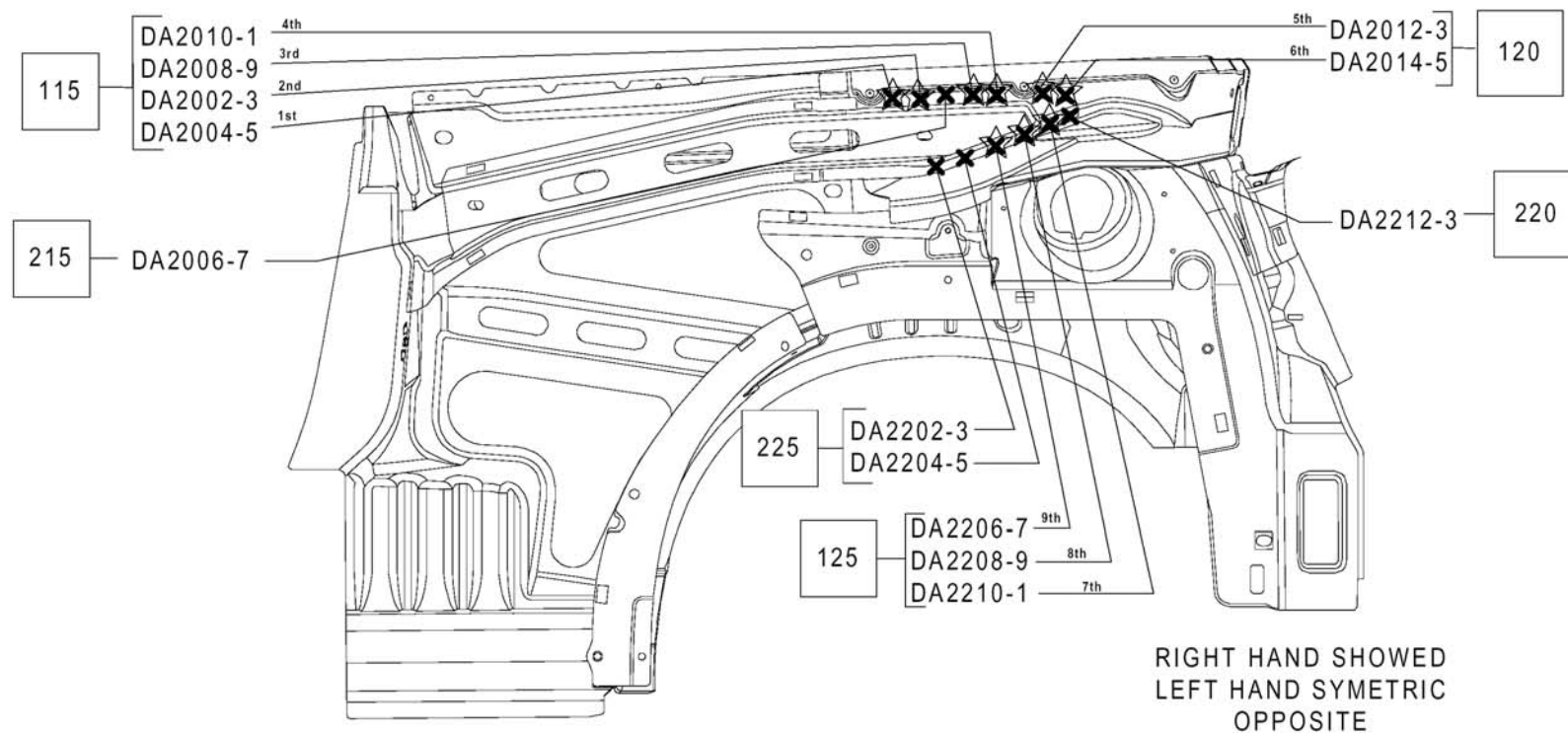
## Right Rear Quarter Inner Assembly



- (85) WELD BRACKET QRT OTR TO REINF-QRT OTR APPLY (1RH /1LH) SPOT WELDS 2T.
- (90) WELD BRACKET QRT OTR TO REINF-QRT OTR APPLY (9RH /9LH) SPOT WELDS 2T.
- (100) WELD BRACKET QRT OTR TO REINF-QRT OTR REINF QRT OTR & APPLY (1RH/1LH) SPOT WELDS 3T.
- (105) WELD BRACKET QRT OTR TO REINF-QRT OTR APPLY (8RH/8LH) SPOT WELDS 2T.
- (195) WELD BRACKET QRT OTR TO REINF-QRT OTR APPLY (2RH /2LH) SPOT WELDS 2T.
- (200) WELD BRACKET QRT OTR TO REINF-QRT OTR REINF QRT OTR & APPLY (1RH/1LH) SPOT WELDS 3T.
- (205) WELD BRACKET QRT OTR TO REINF-QRT OTR APPLY (1RH /1LH) SPOT WELDS 2T.
- (210) WELD BRACKET QRT OTR TO REINF-QRT OTR APPLY (3RH /3LH) SPOT WELDS 2T.



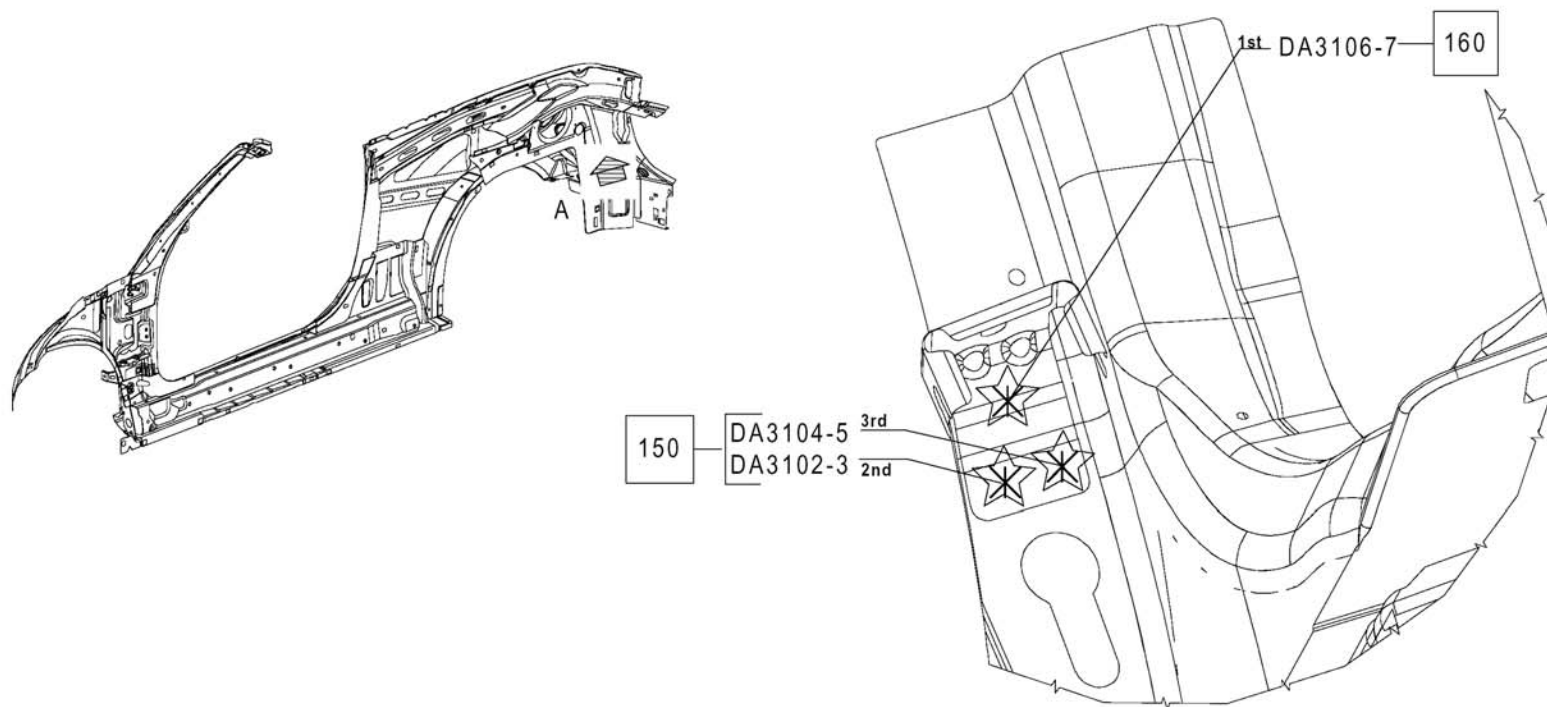
## Right Rear Quarter Inner Assembly



- (115) WELD REINF QRT OTR TO REINF-QRT OTR APPLY (4RH/4LH) SPOT WELDS 2T.
- (120) WELD REINF QRT PTR TO REINF-QRT OTR APPLY (2RH/2LH) SPOT WELDS 2T.
- (125) WELD REINF QRT PTR TO REINF-QRT OTR APPLY (3RH/3LH) SPOT WELDS 2T.
- (215) WELD REINF QRT OTR TO REINF-QRT OTR APPLY (1RH/1LH) SPOT WELDS 2T.
- (220) WELD REINF QRT OTR TO REINF-QRT OTR APPLY (1RH/1LH) SPOT WELDS 2T.
- (225) WELD REINF QRT OTR TO REINF-QRT OTR APPLY (2RH/2LH) SPOT WELDS 2T.



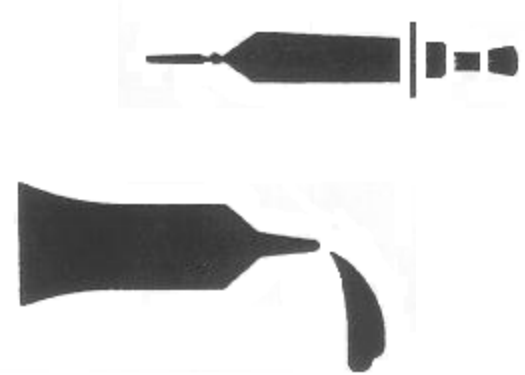
## Right Rear Quarter Inner Assembly



- (150) WELD SEAT RELEASE CABLE BRACKET TO REINF QRT PTR EXTENTIO QRT INNR TO DRAIN TROUGH  
 APPLY (2RH/2LH) SPOT WELDS 3T
- (160) WELD SEAT RELEASE CABLE BRACKET TO EXTENTIO QRT INNR TO DRAIN TROUGH& REINF QRT  
 OUTER APPLY (1RH/LH1) SPOT WELDS 3T.



# Sealer/Sound Deadner/ Structural Adhesive Locations: Chrysler PT Cruiser Convertible



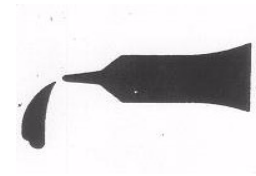
This section shows the different locations for Sealers, Sound Deadners and Structural Adhesives and has been prepared for use by all body technicians involved in the repair of the Chrysler PT Cruiser Convertible.

Sealer Locations.....

Sound Deadner Locations.....

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

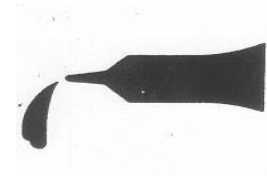




# PT CRUSIER CONVERTIBLE SEALER LOCATIONS



# BODY SHOP SEALER REFERENCE



SEALER AMOUNT / BEAD SIZE

4mm DIA\* X 1000mm  
PUMPABLE

\* = DIAMETER

APPLICATION RECOMMENDATIONS

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 SEALED ARE LISTED IN THIS SECTION. AREAS OF THE INTERIOR THAT MUST BE SEALED ARE FLOOR PANS, WHEEL-HOUSES,DASH PANEL,AND COWL SIDES

## SEALER LEGEND

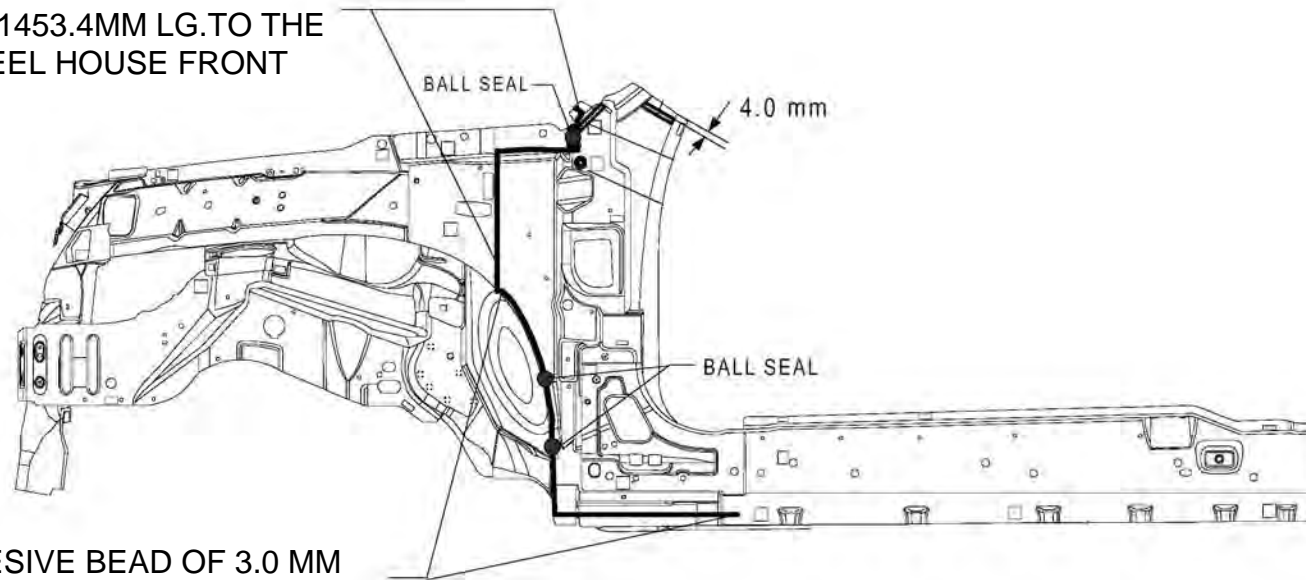
 THUMBGRADE SEALER

 PUMPABLE SEALER

 HIDDEN SEALER

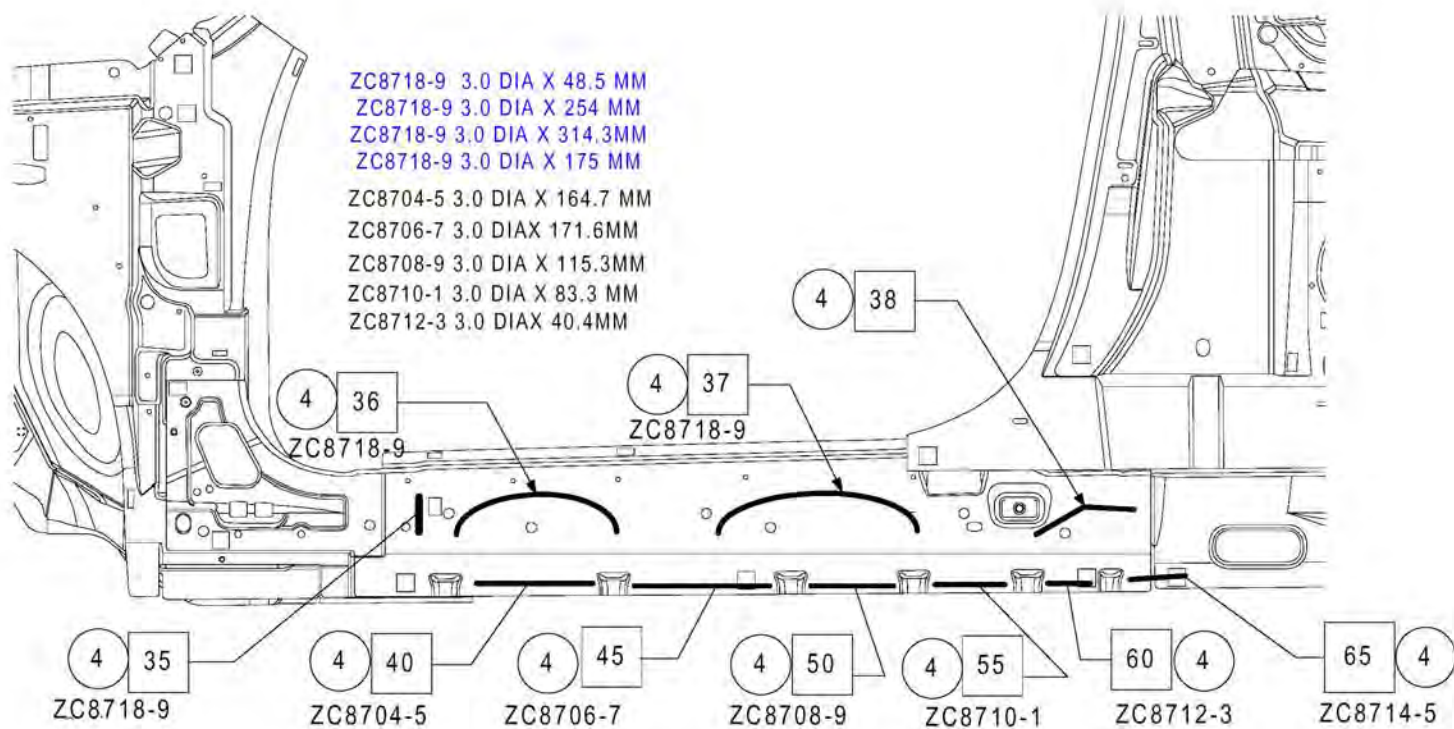


ADHESIVE BEAD OF 3.0 MM  
DIA. X 1453.4MM LG.TO THE  
WHEEL HOUSE FRONT



ADHESIVE BEAD OF 3.0 MM  
DIA. X 1453.4MM LG.TO THE  
WHEEL HOUSE FRONT



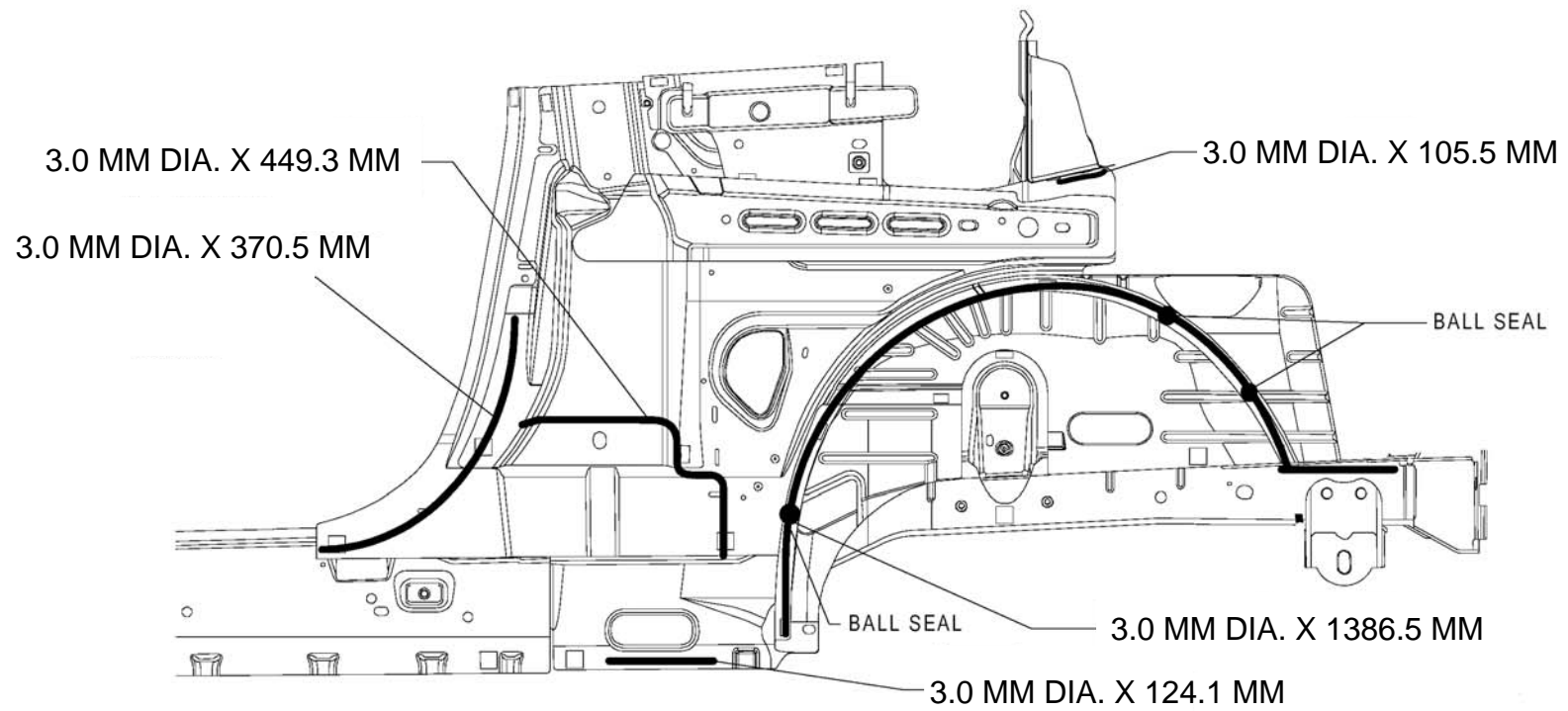


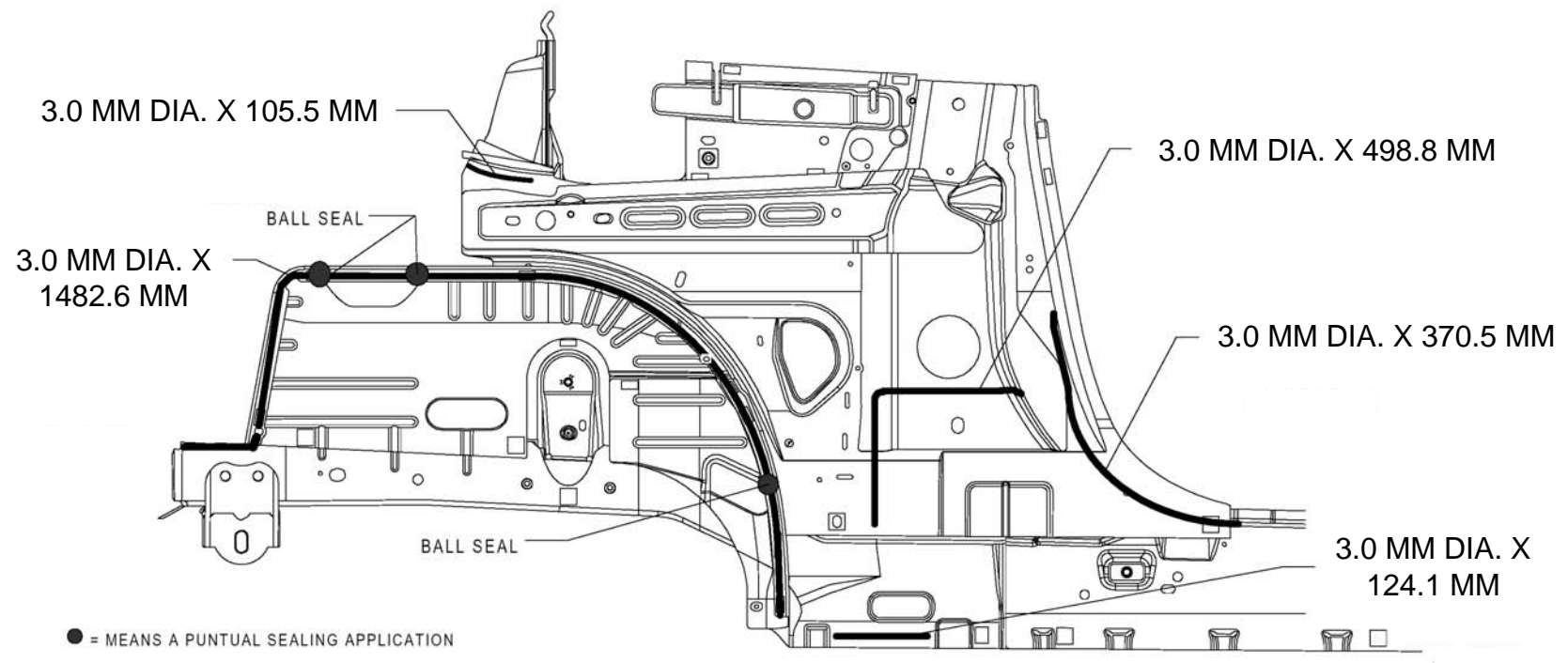
Adhesive Instructions On Next Page



- (35) APPLY ADHESIVE BEAD OF 3.0 MM DIA. X 48.5 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (36) APPLY ADHESIVE BEAD OF 3.0 MM DIA 254 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (37) APPLY ADHESIVE BEAD OF 3.0 MM DIA 314.3 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (38) APPLY ADHESIVE BEAD 3.0 MM DIA 175 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (40) APPLY ADHESIVE BEAD OF 3.0 MM DIA. X 164.7 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (45) APPLY ADHESIVE BEAD OF 3.0 MM DIA. X 171.6 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (50) APPLY ADHESIVE BEAD OF 3.0 MM DIA. X 115.3 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (55) RELOCATE ADHESIVE GUN AND APPLY ADHESIVE BEAD OF 3.0 MM DIA. X 83.3 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (60) RELOCATE ADHESIVE GUN AND APPLY ADHESIVE BEAD OF 3.0 MM DIA. X 40.4 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).
- (65) ADHESIVE BEAD OF 3.0 MM DIA. X 47.6 MM LENGTH TO THE PANEL SILL INNER AREA AS SHOWS IN THE GRAPHIC (THIS OPERATION IS FOR BOTH SIDES).

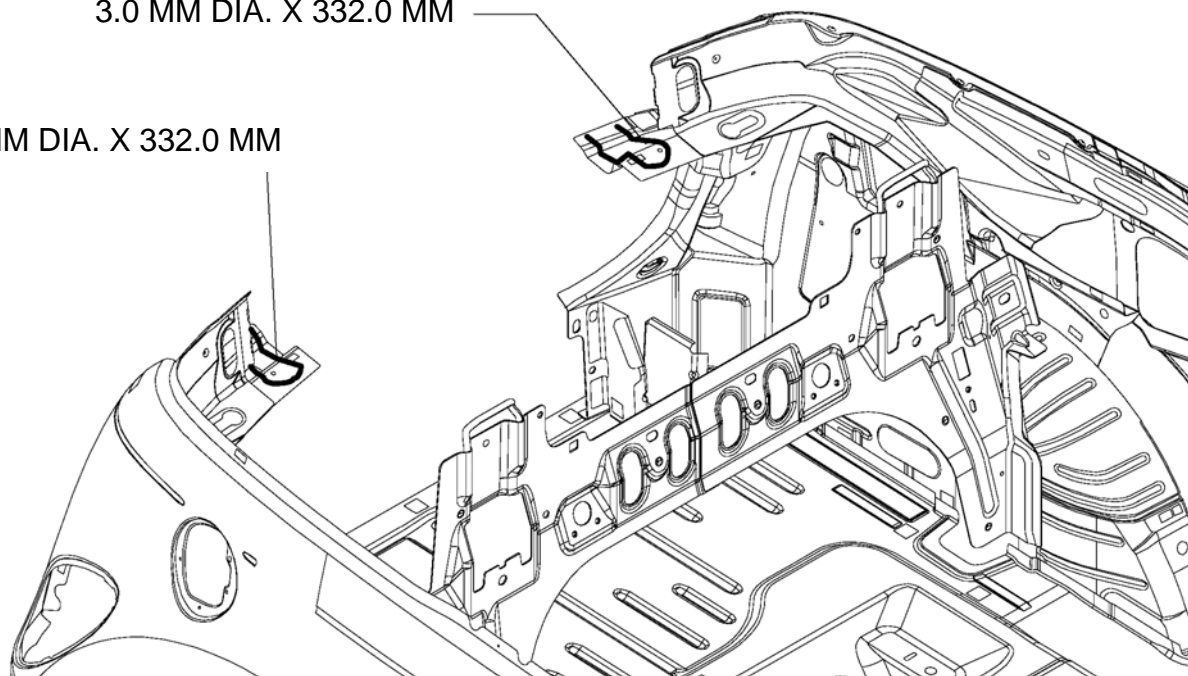


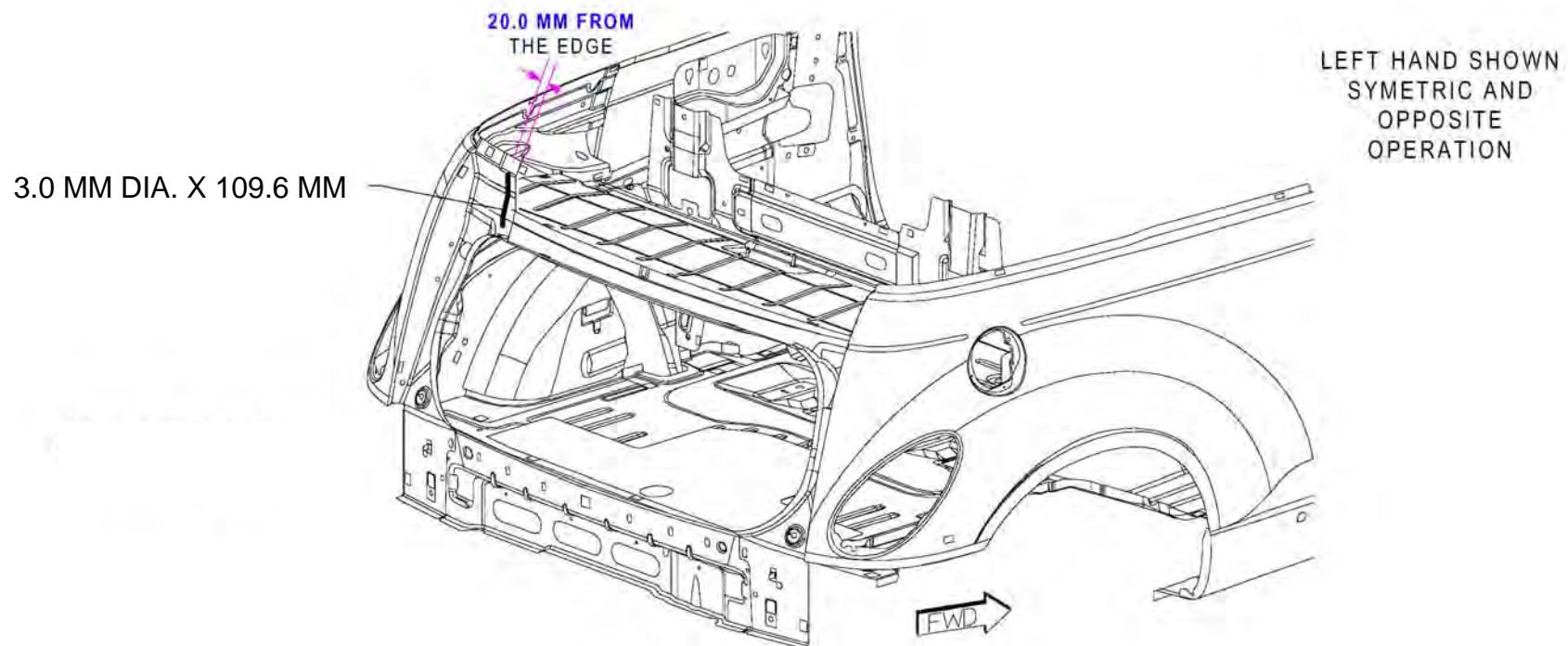


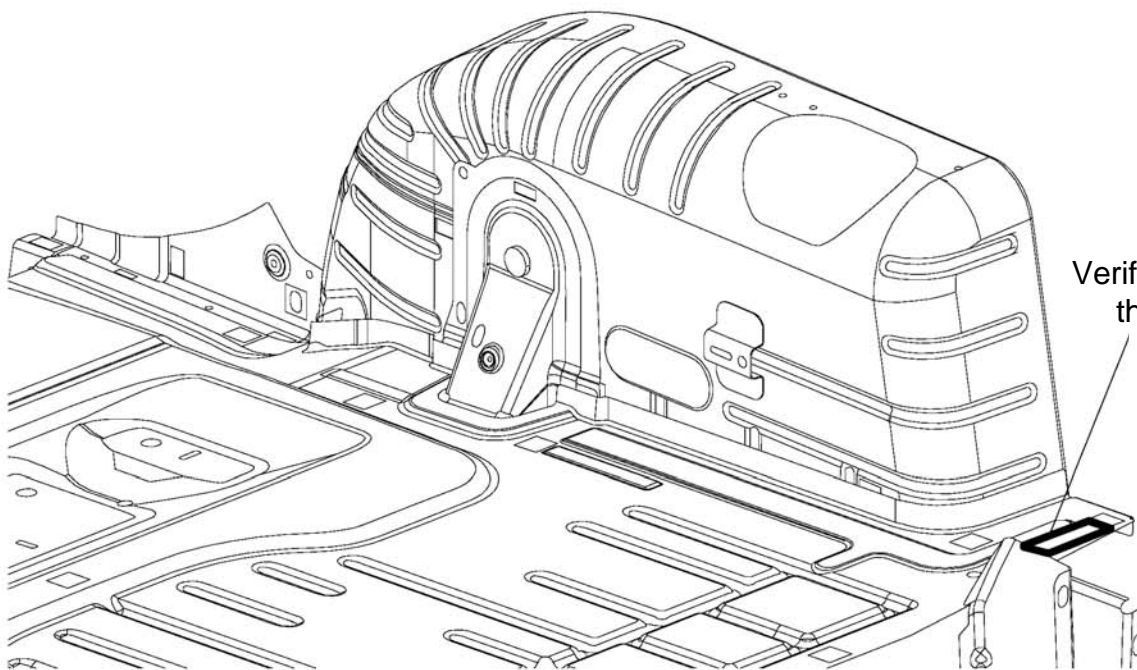


3.0 MM DIA. X 332.0 MM

3.0 MM DIA. X 332.0 MM



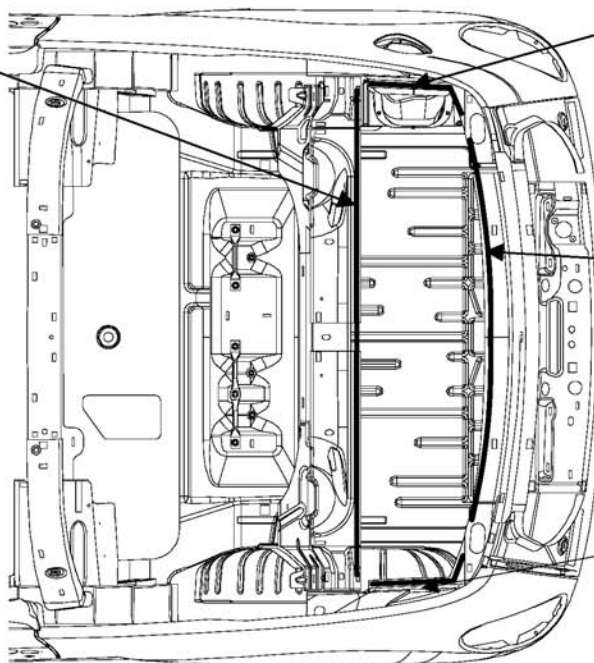




Verify the masking tape covers  
the hole on the rear floor



3MM X 1298.7MM



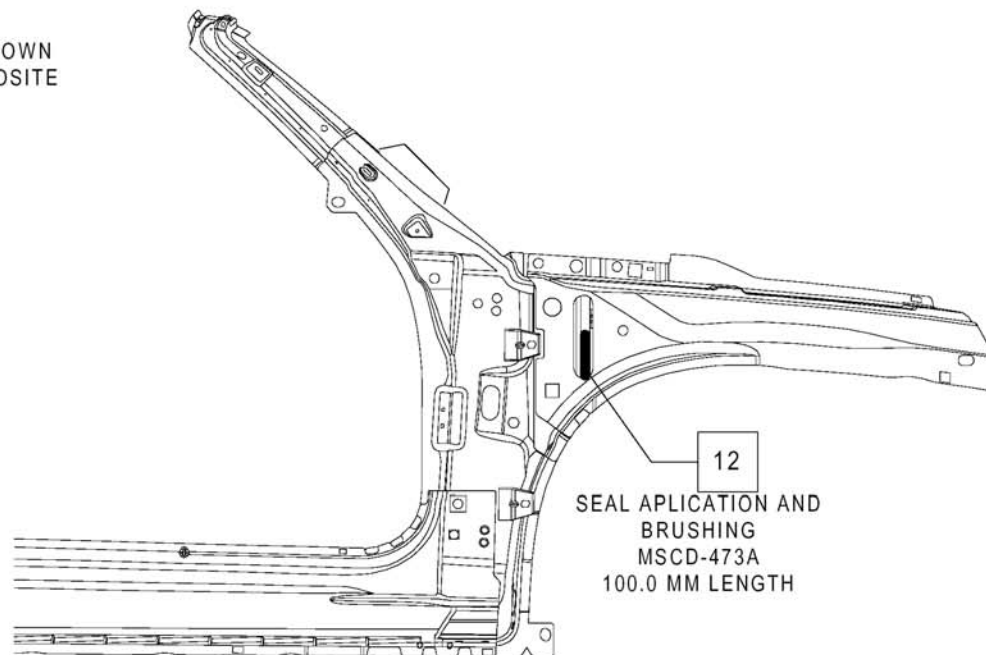
3MM X 291.9MM

3MM X 947.2MM

3MM X 291.9MM

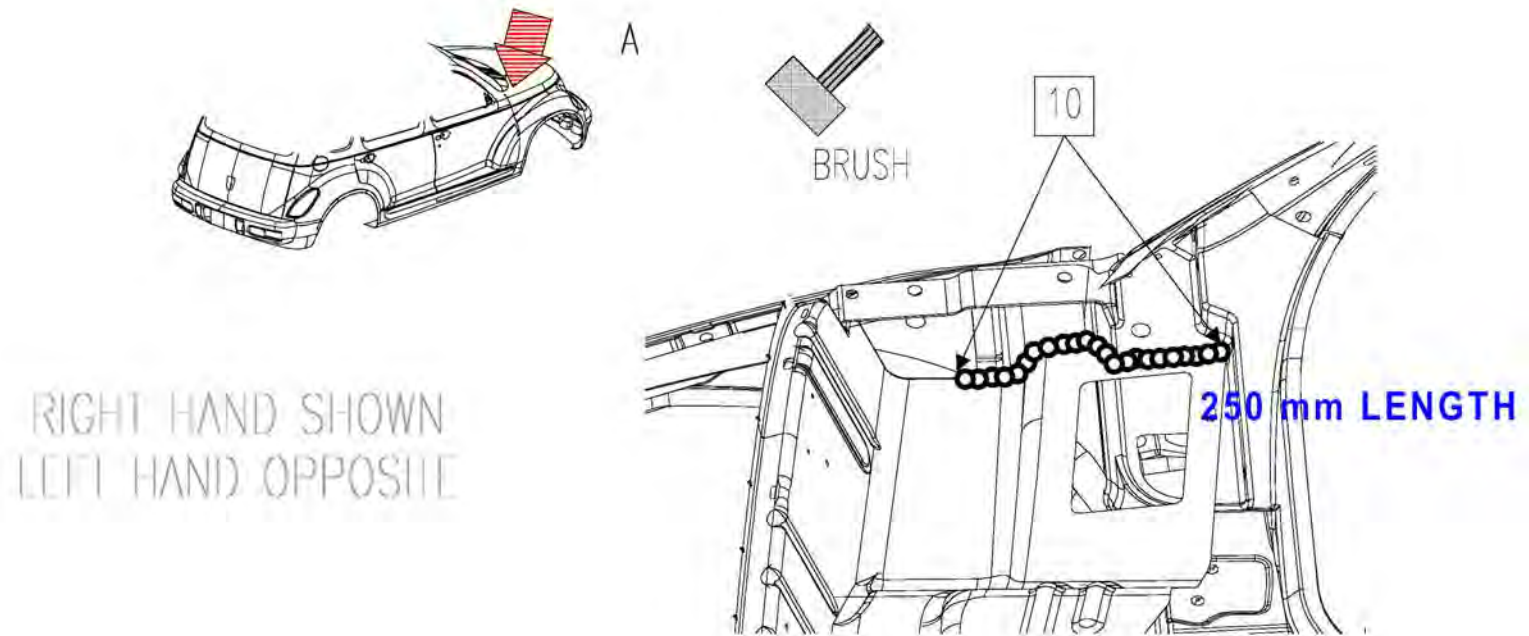


RIGHT HAND SHOWN  
LEFT HAND OPPOSITE



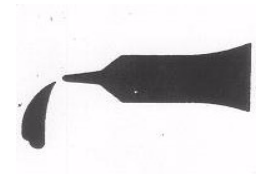
(12) APPLY WITH THE SAME BRUSH AND BRUSHING THE SEAL ONTO COWL SIDE AREA AS SHOWS ILLUSTRATION ,COVERING THE JUNCTION OF THE TWO MATERIALS.IN BOTH SIDES.ALONG THE LENGTH BOTH SIDES.





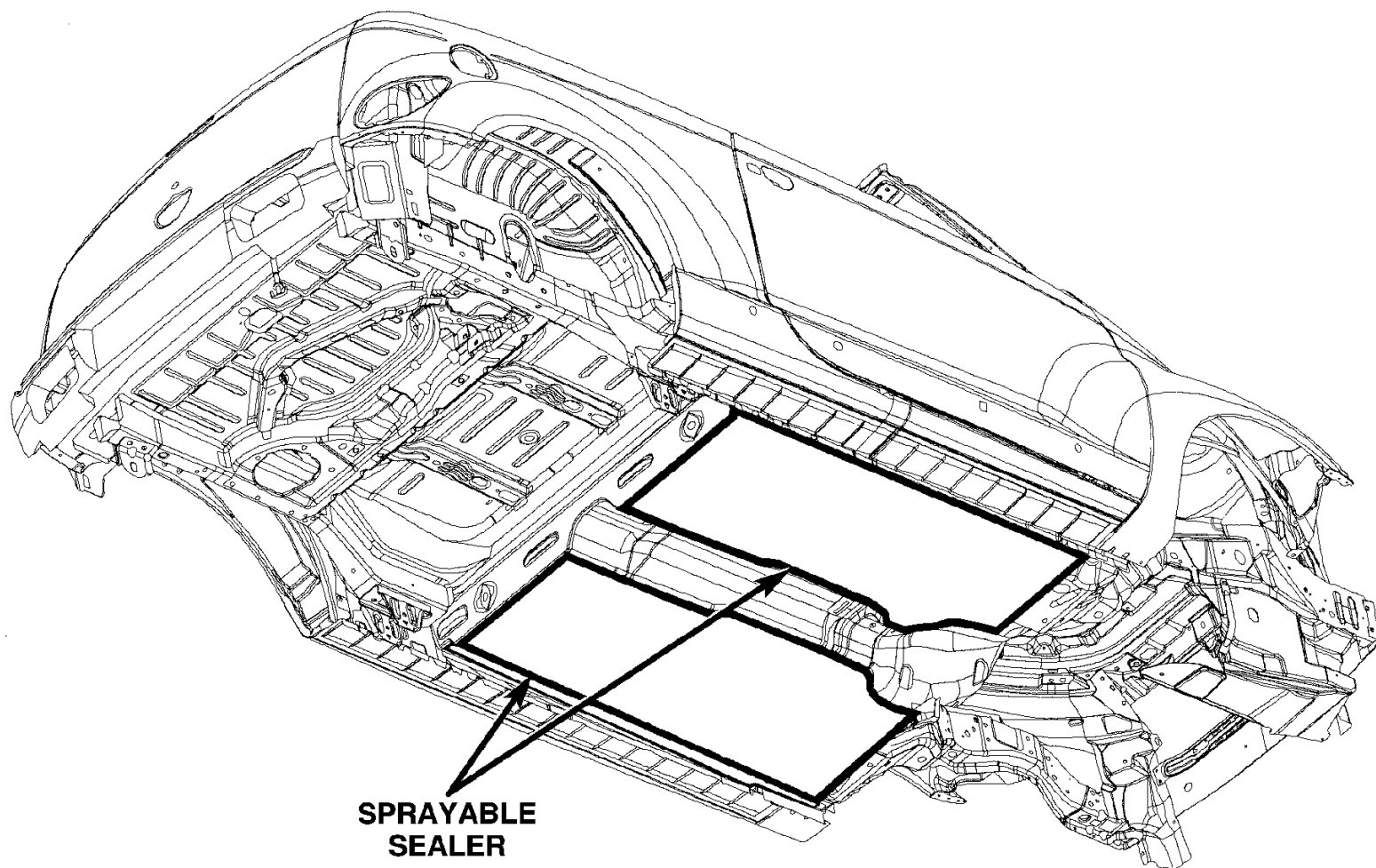
- (10) APPLY A SEALING STRIP OF 250MM LENGTH ONTO JUNCTION COWL PLENUM,SEE ILLUSTRATION THAT SHOWS THE RIGHT SIDE.SEALER MS - CD 473 "A" IMMEDIATELY AFTER.PERFORM A IRONING PROCESS FOR THIS APPLICATION USING A BRUSH 1".





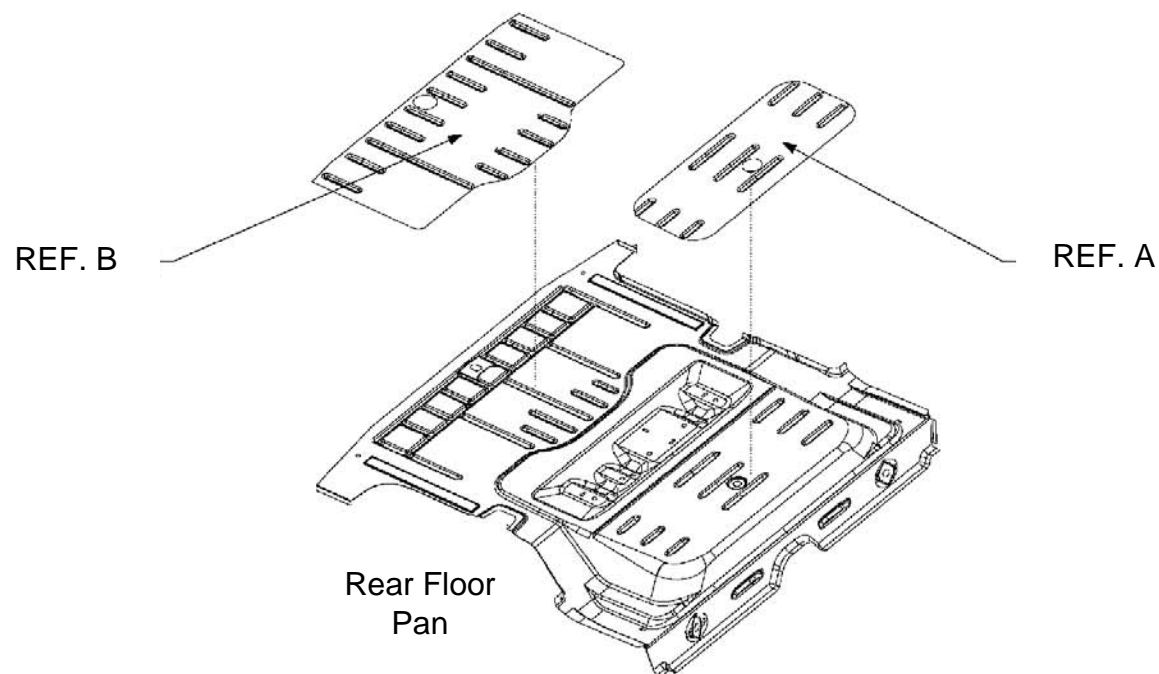
# PT CRUISER CONVERTIBLE SOUND DEADNER LOCATIONS





**SPRAYABLE  
SEALER**

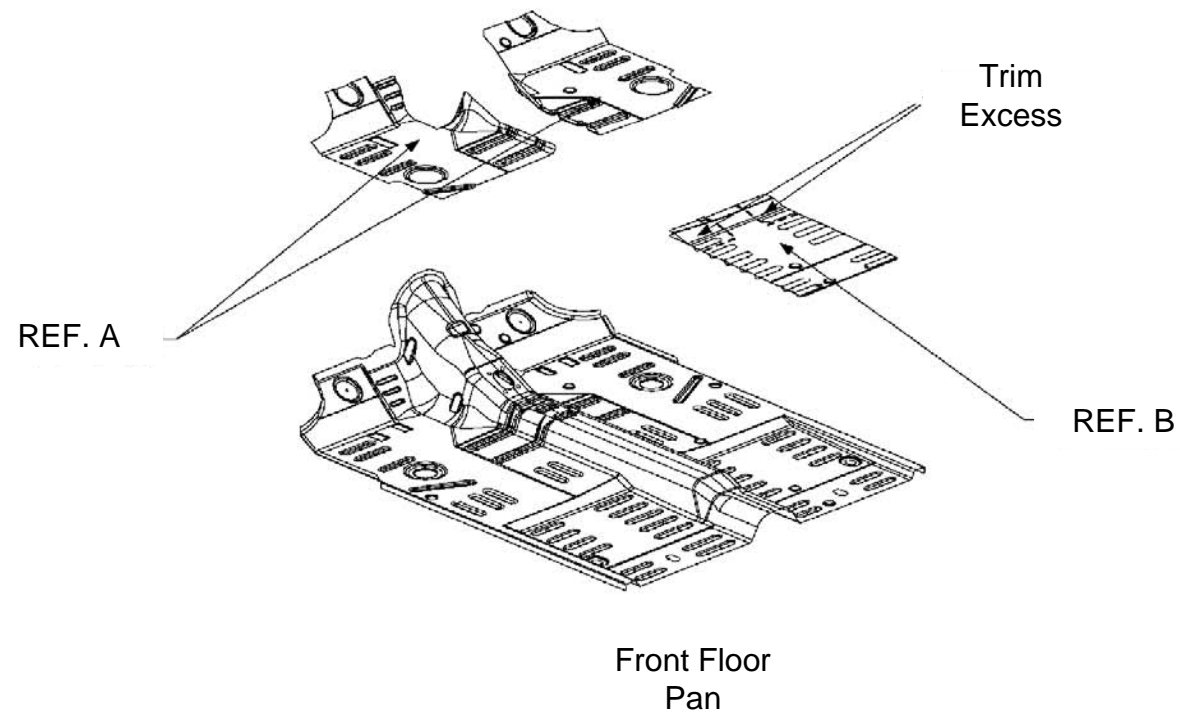




OBTAIN AND POSITION (1) MASTIC PAD AND INSTALL ON THE RR FLOOR PAN RR SEAT AS SHOWN IN ILLUSTRATION (REF "A")

OBTAIN AND POSITION (1) MASTIC PAD AND INSTALL ON RR FLOOR PAN SPARE TIRE WELL AS SHOWN IN ILLUSTRATION (REF "B")



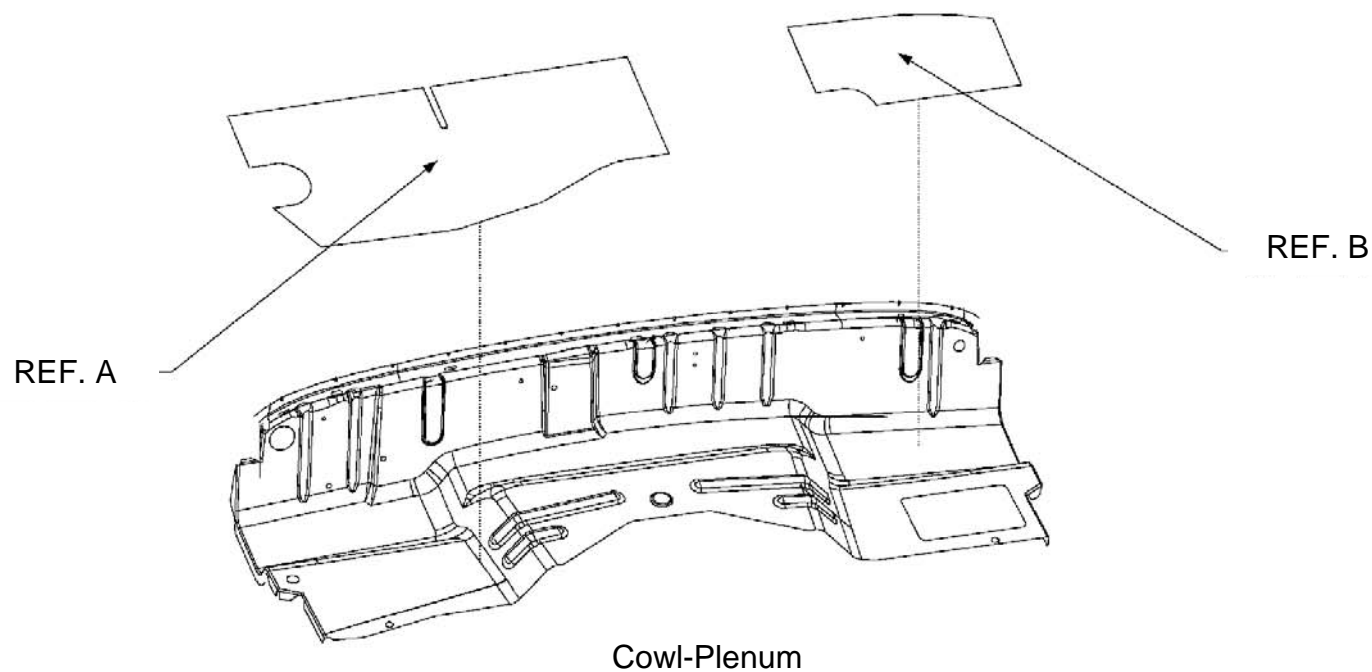


OBTAIN AND POSITION OF MASTIC PAD TO FRONT FLOOR PAN FRONT FOOTWELL REAR RH/ LH AS SHOWN IN ILLUSTRATION (REF "A")

OBTAIN MASTIC PAD TO FLOOR PAN RR FOOTWELL AND REMOVE THE EXCESS OF MATERIAL DOTTED

OBTAIN AND POSITION MASTIC PAD TO FLOOR PAN RR FOOTWELL AS SHOWN IN ILLUSTRATION (REF "B")

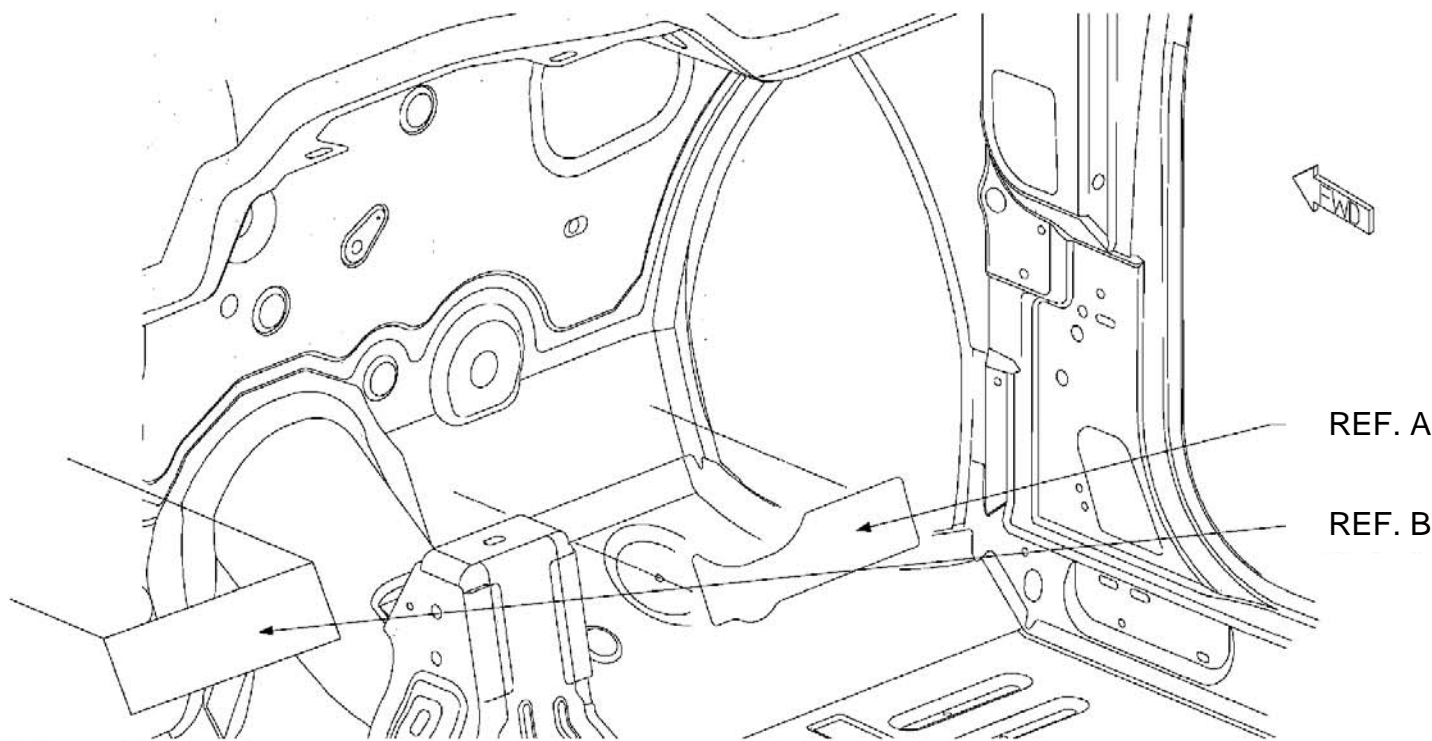




OBTAIN AND POSITION MASTIC PAD OVER COWL PLENUM LOWER RH AS SHOWN IN ILLUSTRATION (REF"A")

OBTAIN AND POSITION MASTIC PAD OVER COWL PLENUM LOWER LT AS SHOWN IN ILLUSTRATION (REF "B")





OBTAIN AND POSITION MASTIC PAD OVER DASH PANEL LOWER RH AS SHOWN IN ILLUSTRATION (REF"A")

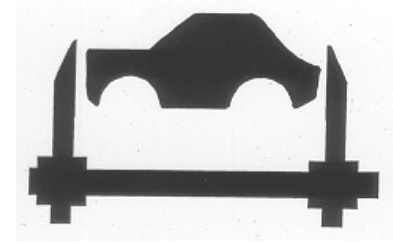
OBTAIN AND POSITION MASTIC PAD OVER DASH PANEL LOWER LT AS SHOWN IN ILLUSTRATION (REF "B")



Additional Structural Adhesive locations may be found in the  
Welded Panel Replacement Location Sections.  
Below is a link.

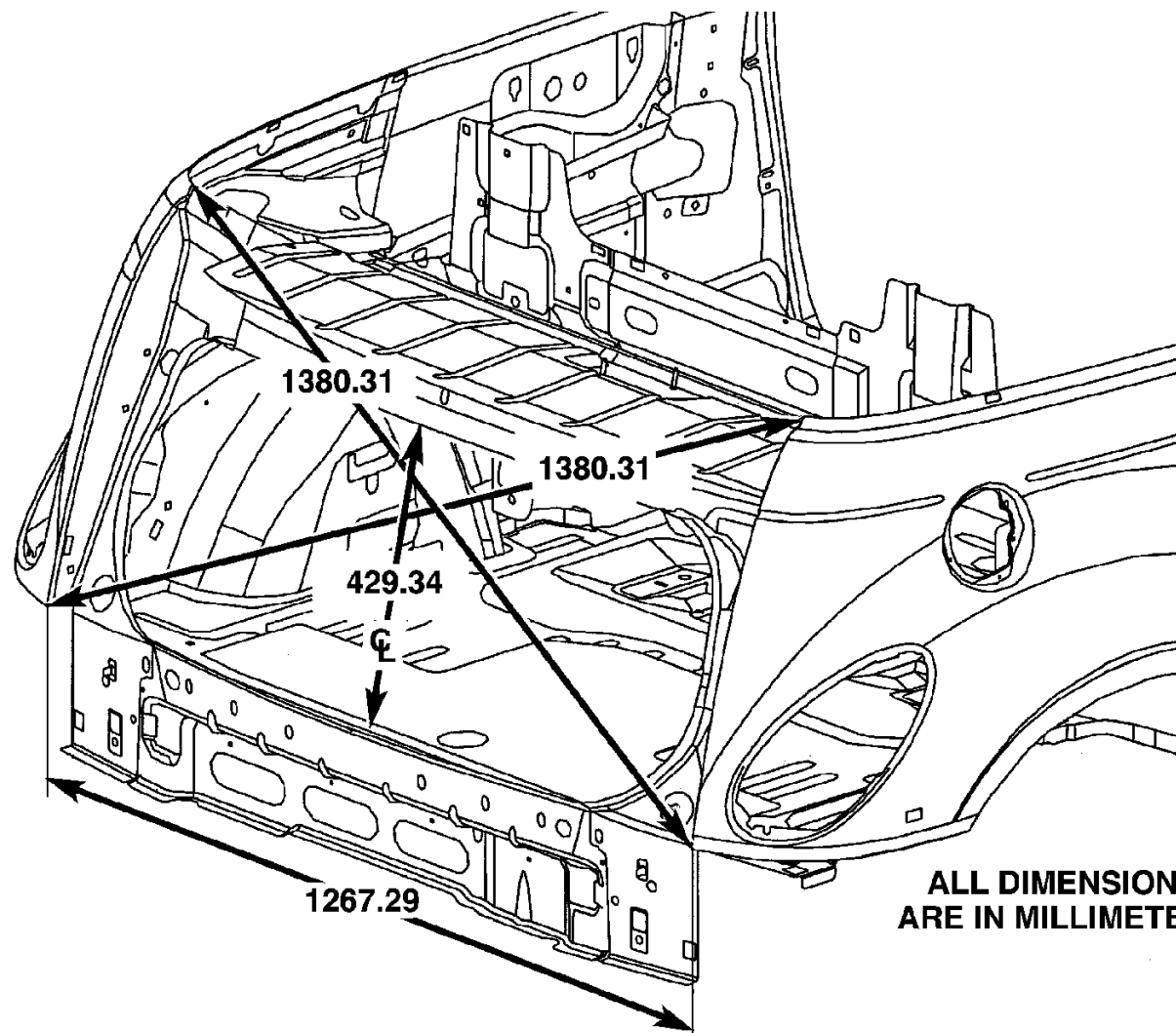
**Welded Panel Replacement Location Sections**





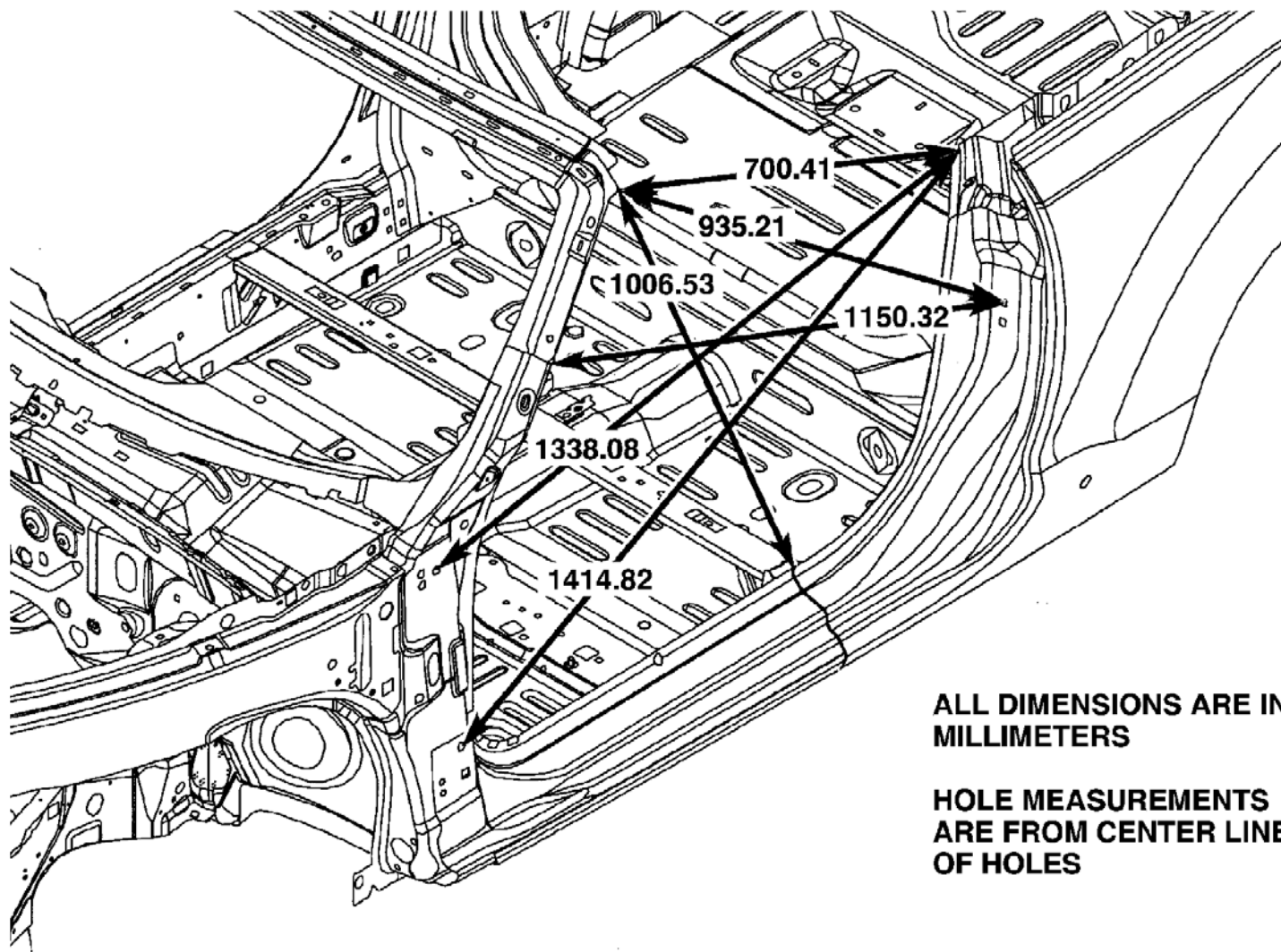
# PT CRUSIER CONVERTIBLE FRAME/BODY DIMENSIONS



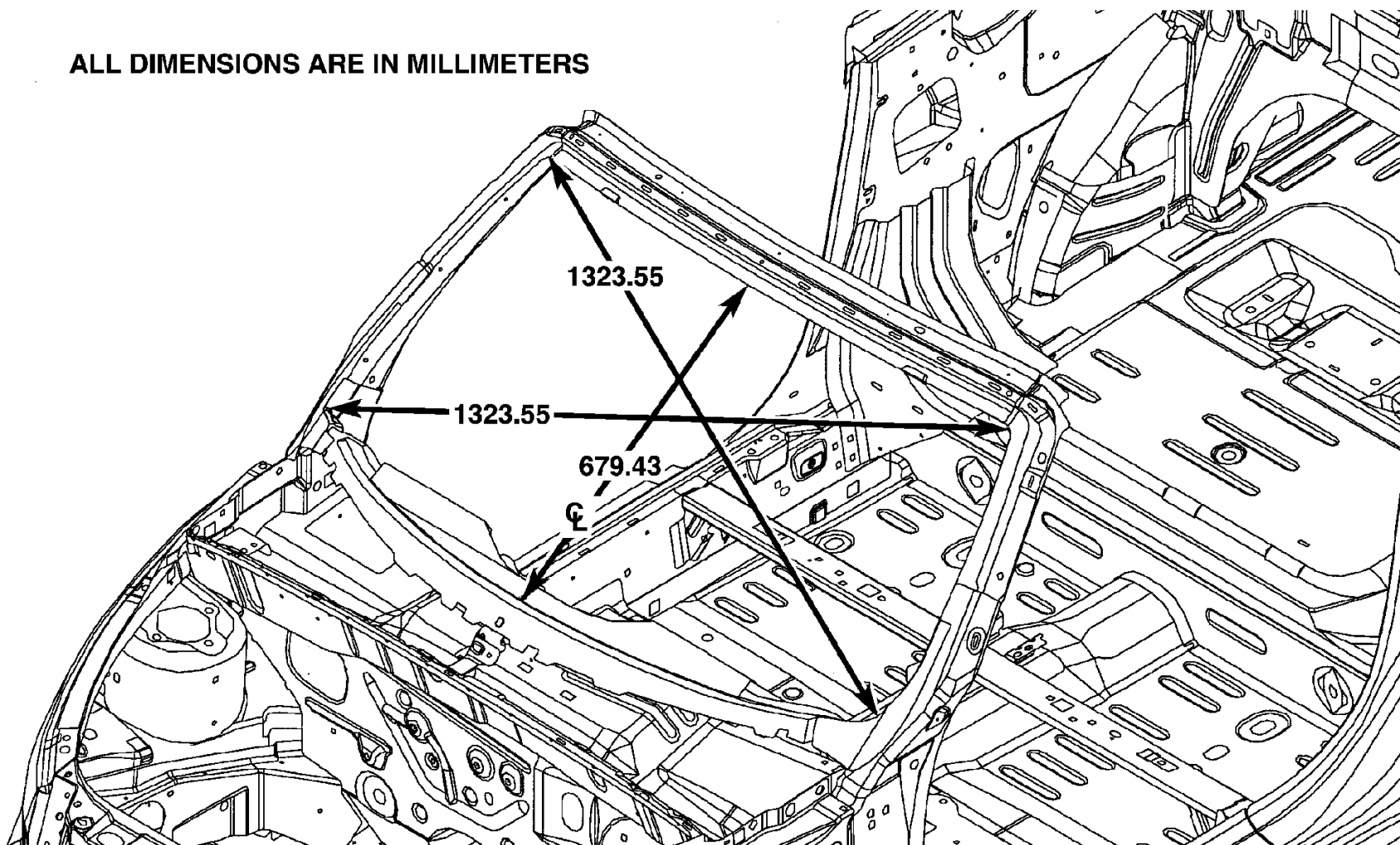


**ALL DIMENSIONS  
ARE IN MILLIMETERS**

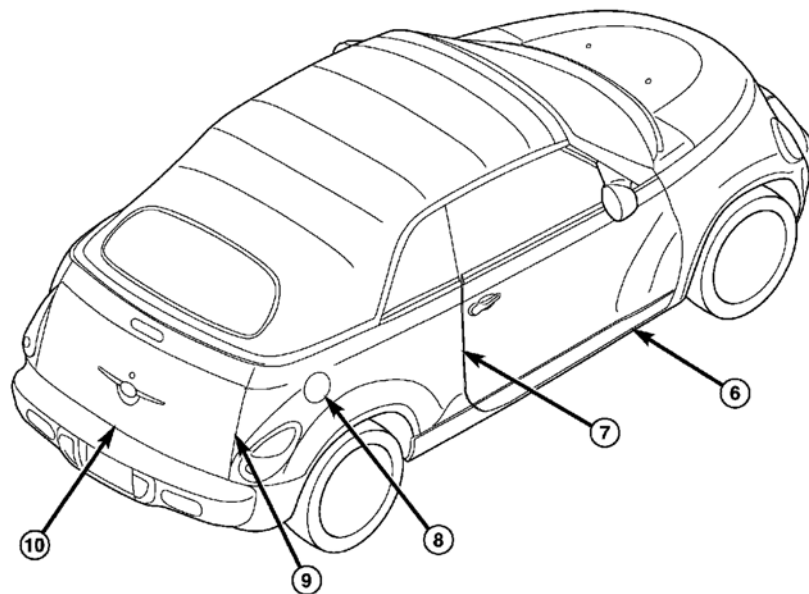
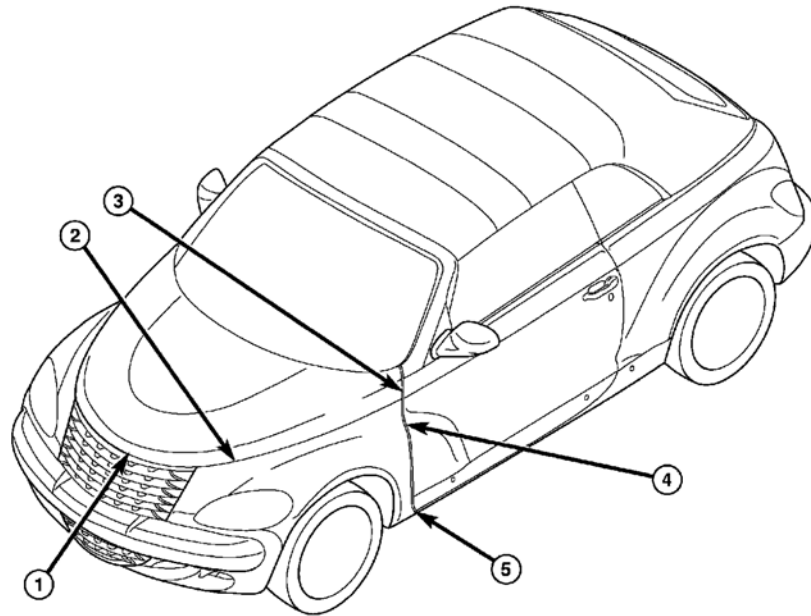




ALL DIMENSIONS ARE IN MILLIMETERS



## 2004 PT Convertible Gap and Flush



## 2004 PT Convertible Gap and Flush with All Measurements in Millimeters

	LOCATION	GAP	FLUSH
1	Hood to Grille	Parallel within 2.0	Grille Ends 5.0 Grille Center 7.0 Underflush $\pm 1.0$
2	Hood to Fender	$6.0 \pm 1.0$ Parallel Within 1.0	Fender Front Overflush $1.5 \pm 1.0$ Fender Middle & Rear $\pm 1.0$ Consistent Within 1.0
3	Hood to Door	$5.0 \pm 1.0$ Parallel Within 1.0	$1.5 \pm$ Consistent Within 1.0
4	Front Door to Fender	$5.2 \pm 1.0$ Parallel Within 1.0	$0.9 +$ Lower Area Underflush $1.0 \pm 1.0$ Consistent Within 1.0
5	Fender to Sill	$4.5 \pm 1.5$ Parallel Within 1.0	$2.0 \pm$ Never Underflush
6	Front Door to Sill	$6.0 \pm 1.5$ Parallel Within 1.0	Underflush $1.0 \pm 1.0$
7	Door to Bodyside	$4.5 \pm 1.0$ Parallel Within 1.0	$1.0 \pm$ Consistent Within 1.0
8	Bodyside to Fuel Filler	$3.0 \pm 1.0$ Consistent Within 1.0	Bodyside 0.5 Overflush $\pm 0.75$
9	Decklid to Bodyside	$4.0 \pm 1.0$ Parallel Within 1.0	Decklid Underflush $1.0 \pm 1.0$ Consistent Within 1.0
10	Decklid to Rear Fascia	$7.0 \pm 1.5$ Parallel Within 1.0	N/A