

INTRODUCTION

Chrysler Sebring Convertible



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

This manual shows:

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

Body Construction Characteristics 2



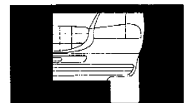
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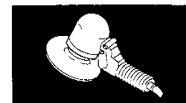
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Chrysler Corporation reserves the right to make improvements in design or to change specifications to these vehicles without incurring any obligation upon itself.

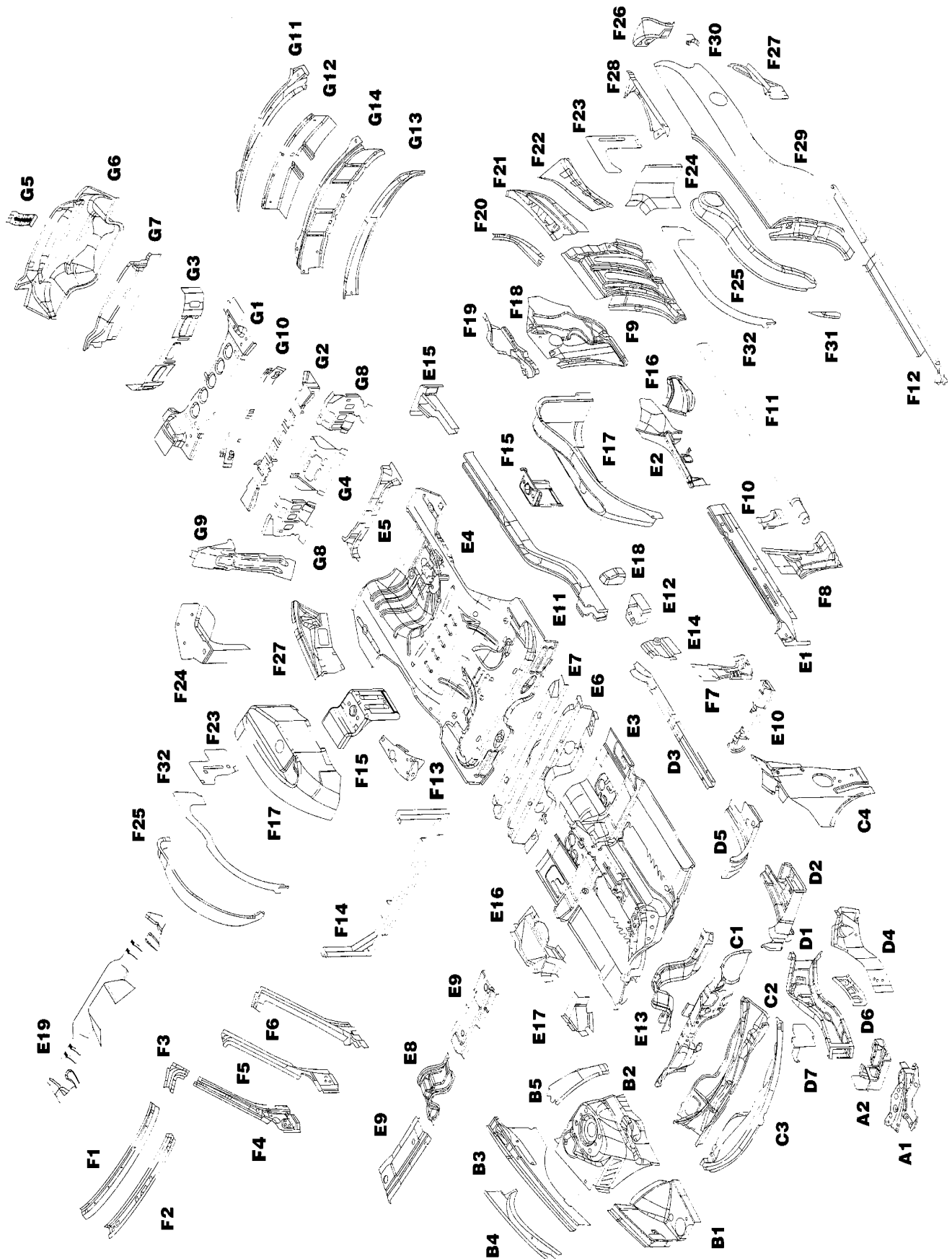
CHRYSLER SEBRING CONVERTIBLE

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Body Construction Characteristics





Radiator Support Components

1. Headlamp Mounting Panel
2. Lower Radiator Crossmember Support

Upper Rail Components

1. Side Shield Panel
2. Strut Mounting Tower
3. Upper Load Path Beam, Inner
4. Upper Load Path Beam, Outer
5. Strut Mounting Tower Extension

Dash Components

1. Dash Panel
2. Cowl Plenum Panel, Lower
3. Cowl Plenum Panel, Upper
4. Cowl Side Panel

Front Side Rail Components

1. Front Side Rail Assembly
2. Front Side Rail Rear
3. Front Side Rail Extension
4. Front Side Rail Reinforcement
5. Front Side Rail Rear Cap
6. Inner Reinforcement
7. Front Suspension Mounting Bracket

Front and Rear Floor Pan

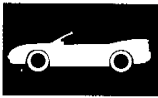
1. Inner Body Side Sill Panel
2. Inner Side Sill Extension
3. Front Floor Pan
4. Rear Floor Pan
5. Rear Floor Pan Rear Suspension Crossmember
6. Rear Floor Pan Front Crossmember
7. Rear Seat Pickup Crossmember
8. Tunnel to Front Seat Crossmember
9. Front Seat Mounting Crossmember
10. Front Floor Pan Seat Track Mounting
11. Rear Floor Pan Side Rail
12. Rear Floor Pan Side Rail to Sill Extension
13. Front Floor Pan Reinforcement
14. Floor Pan Side Sill Reinforcement
15. Rear Floor Pan Side Rail Extension
16. Front Seat Mounting Crossmember Reinforcement
17. Front Floor Pan Seat Track Mounting
18. Inner Side Sill Reinforcement Gusset
19. Rear Floor Pan Reinforcement

Body Side Aperture Components

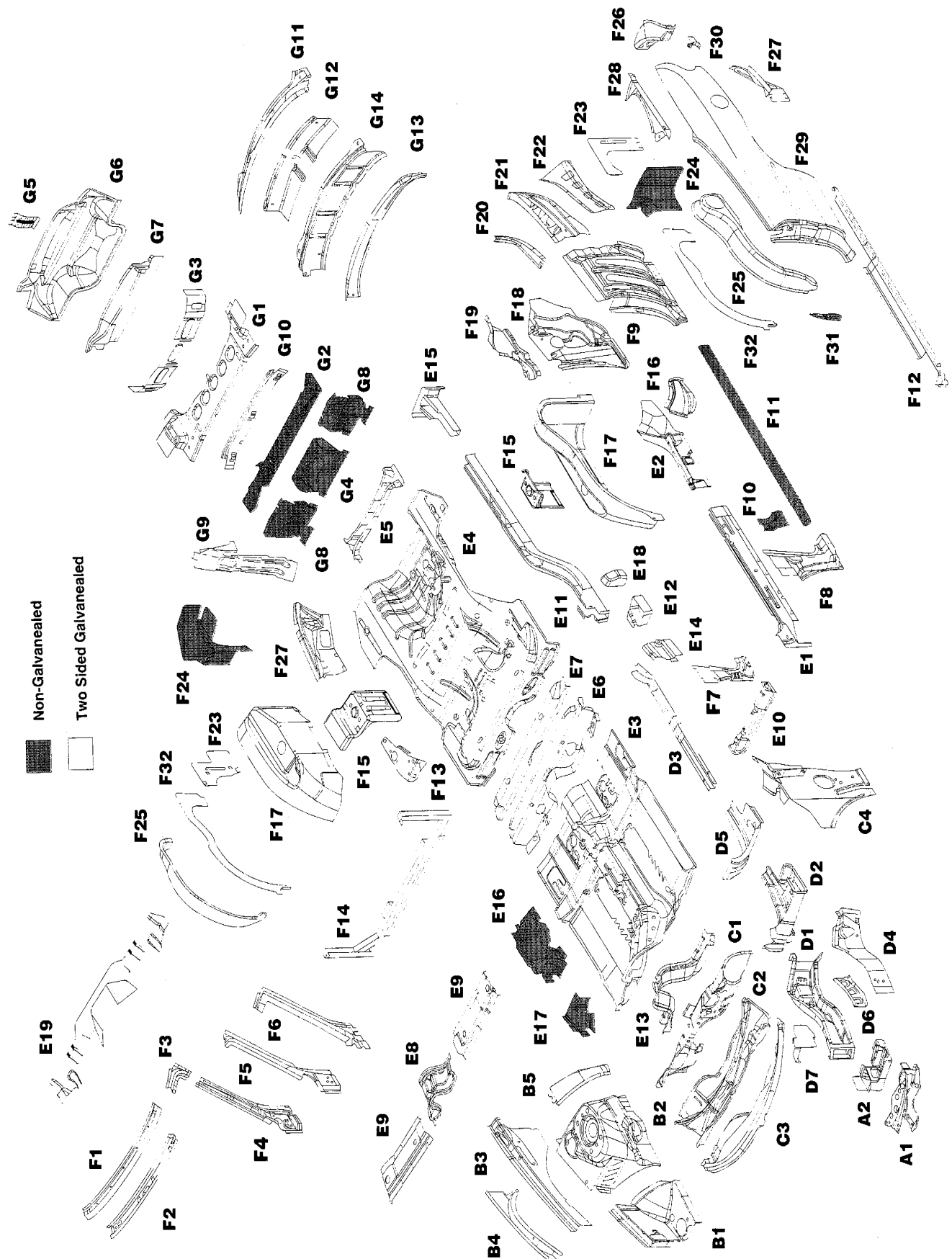
1. Windshield Opening Upper Frame
2. Windshield Opening Lower Frame
3. Windshield Frame to Side Extension
4. Windshield Side Inner Frame
5. Windshield Side Frame Reinforcement
6. Windshield Side Outer Frame
7. Front Hinge Pillar Reinforcement
8. Hinge Pillar
9. Quarter Inner Reinforcement Panel
10. Hinge Pillar Sill Reinforcement
11. Sill Reinforcement (D-Tube)
12. Sill Outer Panel
13. Wheelhouse Inner Seat Belt Reinforcement
14. B-Post to Floor Reinforcement
15. Rear Wheelhouse Inner Panel Shock Absorber Mounting Reinforcement
16. Sill Inner Extension Reinforcement
17. Rear Inner Wheelhouse Panel
18. Front Inner Quarter Panel
19. Convertible Top Mounting Reinforcement
20. Upper Deck Trough Reinforcement
21. Quarter Outer Reinforcement Panel
22. Outer Wheelhouse Reinforcement
23. Rear Inner Wheelhouse Extension
24. Inner Wheelhouse Upper Deck Panel Gusset
25. Outer Wheelhouse
26. Tail Lamp Mounting
27. Quarter Panel Lower Extension
28. Quarter Panel Drain Trough
29. Quarter Panel
30. Tail Lamp to Quarter Lower Extension Filler
31. Rear Wheelhouse Outer Extension
32. Inner to Outer Wheelhouse Extension

Topwell and Tail Components

1. Wheelhouse Inner Shoulder Belt Crossmember
2. Floor Pan Shoulder Belt Gusset
3. Shoulder Belt Rear Floor Pan Gusset
4. Convertible Top Motor Mounting
5. Lower Deck Opening Striker Plate
6. Deck Opening Lower Panel
7. Deck Opening Lower Panel Reinforcement
8. Rear Wheelhouse Inner Crossmember
9. Rear Seat Shoulder Belt Support
10. Rear Seat Back to Shoulder Belt Brace
11. Upper Deck Trough Panel
12. Upper Deck Rear Reinforcement
13. Upper Deck Front Trough
14. Upper Deck Front Reinforcement



Body Construction Characteristics





Definitions of Steels used in Chrysler Sebring Convertible:

MS 66 — Represents an uncoated cold-rolled structural steel used mainly for interior braces and reinforcements.

MS 67 — Represents an uncoated structural steel used in areas where structural integrity is critical. Eg., the type of steel used for the "A" pillar.

MS 264-050-XK — Represents an uncoated high strength steel used in applications where structural integrity is critical.

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

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

PARTIAL LIST OF STEEL APPLICATIONS

Galvannealed Steel

Body Sill Panel — Inner
Cowl Plenum Panels — Upper and Lower
Cowl Side Panel
Dash Panel
Deck Opening Lower Panel
Deck Opening Lower Panel Reinforcement
Fender Side Shield Panel
Front Door — Inner Panel*
Front Door — Outer Panel*
Front Fender*
Front Floor Pan
Front Floor Pan Seat Track Mounting
Front Hinge Pillar
Front Seat Mounting Crossmember
Front Side Rail Assembly
Front Side Rail Inner Reinforcement
Front Side Rail Reinforcement
Front Side Rail Rear
Front Side Rail Rear Extension
Front Side Rail Rear Cap
Front Suspension Mounting Bracket
Headlamp Mounting Panel
Lower Deck Opening Striker Plate
Lower Radiator Crossmember Support
Quarter Panel
Lower Quarter Panel Extension
Quarter Panel Drain Trough
Rear Floor Pan
Rear Floor Pan Front Crossmember
Rear Floor Pan Side Rail
Rear Floor Pan Side Rail to Sill Extension
Rear Floor Pan Suspension Crossmember
Rear Quarter Panel Extension
Rear Seat Kickup Crossmember
Rear Wheelhouse — Inner Panel
Rear Wheelhouse Inner Panel Shock Absorber
Mounting Reinforcement
Sill Extension — Inner
Strut Mounting Tower
Strut Mounting Tower Extension
Tunnel to Front Seat Crossmember
Upper Load Path Beam — Inner/Outer

* Not shown in illustration



Body Construction Characteristics

HIGH STRENGTH STEELS (HSS)

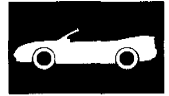
High tensile steel strengthened by solid solution has been used for the parts listed below.

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

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

CHRYSLER SEBRING CONVERTIBLE HIGH STRENGTH STEEL APPLICATIONS

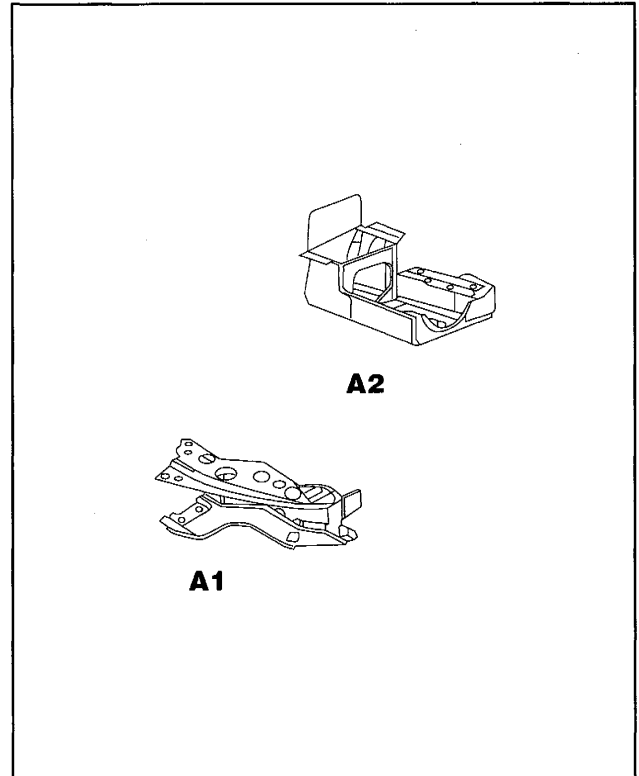
Part Description	Materials Specification
Front Door Impact Beam Rear Extension	MS-264-050XK
Front Door Lower Hinge Tap Plate	MS-264-050XK
Front Hinge Pillar	MS-264-050XK
Front Seat Mounting Crossmember	MS-6000-44VA
Front Side Rail Inner Reinforcement	MS-6000-44VA
Front Side Rail	MS-6000-44VA
Front Side Rail Rear	MS-6000-44VA
Front Side Rail Rear Cap	MS-6000-44VA
Front Side Rail Reinforcement	MS-6000-44VA
Front Strut Mounting Tower	MS-6000-44VA
Inner Body Sill Panel	MS-6000-44VA
Outer Quarter Panel	MS-6000-44VAE
Rear Floor Pan Side Rail	MS-6000-44VA
Rear Rail Rear Bumper Attachment Bracket	MS-6000-44VA
Rear Rail to Sill Extension	MS-6000-44VA
Rear Seat Kickup Crossmember Reinforcement	MS-6000-44VA
Rear Shock Mounting Bracket	MS-6000-44VA
Tunnel to Front Seat Crossmember Rear Reinforcement	MS-6000-44VA
Upper Load Path Inner Beam	MS-6000-44VA
Upper Load Path Outer Beam	MS-6000-44VA



RADIATOR SUPPORT COMPONENTS

The Lower Radiator Crossmember Support and Headlamp Mounting Panels are serviced as sub-assemblies.

1. Headlamp Mounting Panel*
2. Lower Radiator Crossmember Support*

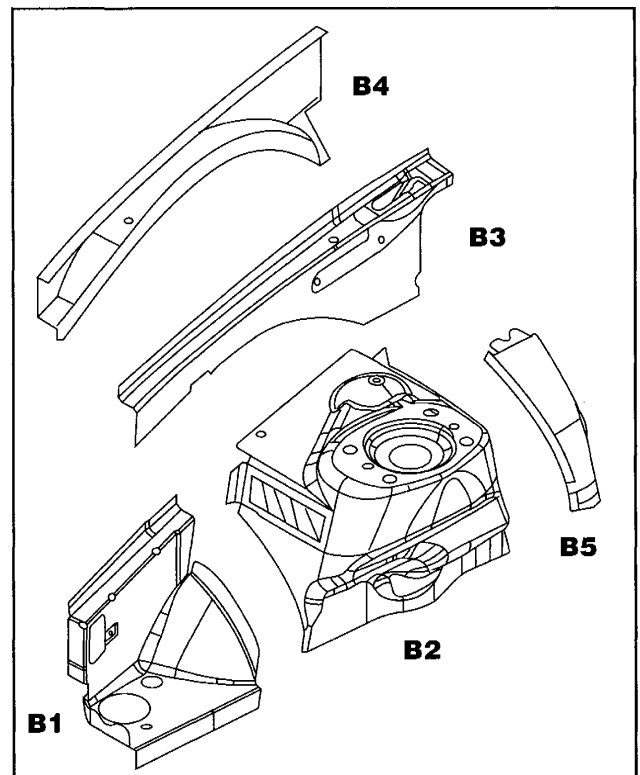


UPPER RAIL COMPONENTS

The Inner Upper Load Path Beam is serviced as a sub-assembly that includes the Hood Hinge Tap Plate. The Strut Mounting Tower is also serviced as a sub-assembly. All other components of the upper rail are serviced as individual components.

1. Side Shield Panel
2. Strut Mounting Tower*
3. Upper Load Path Beam, Inner*
4. Upper Load Path Beam, Outer
5. Strut Mounting Tower Extension

* Serviced as an assembly



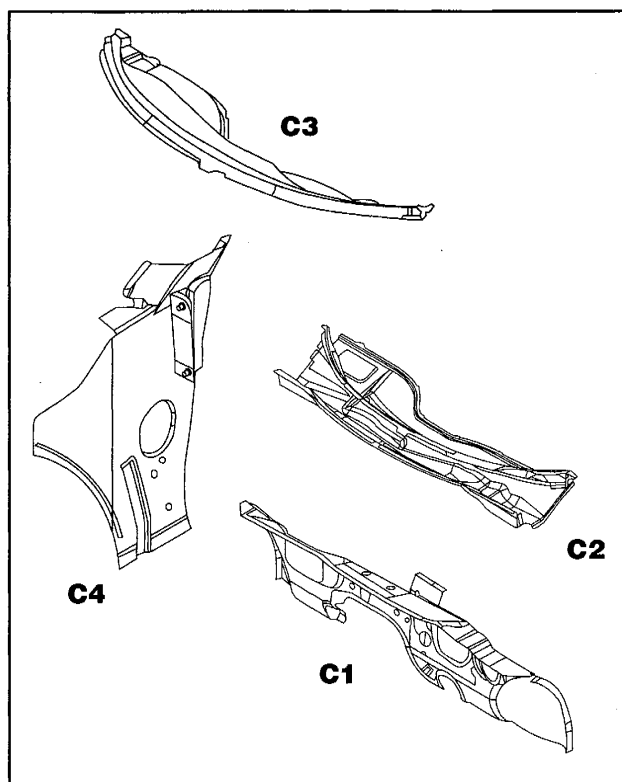


Body Construction Characteristics

DASH COMPONENTS

The Lower Cowl Plenum Panel and Cowl Plenum Closure are included in a larger service assembly which includes the Plenum Steering Column Support Lower Reinforcement.

1. Dash Panel
2. Cowl Plenum Panel, Lower*
3. Cowl Plenum Panel, Upper
4. Cowl Side Panel

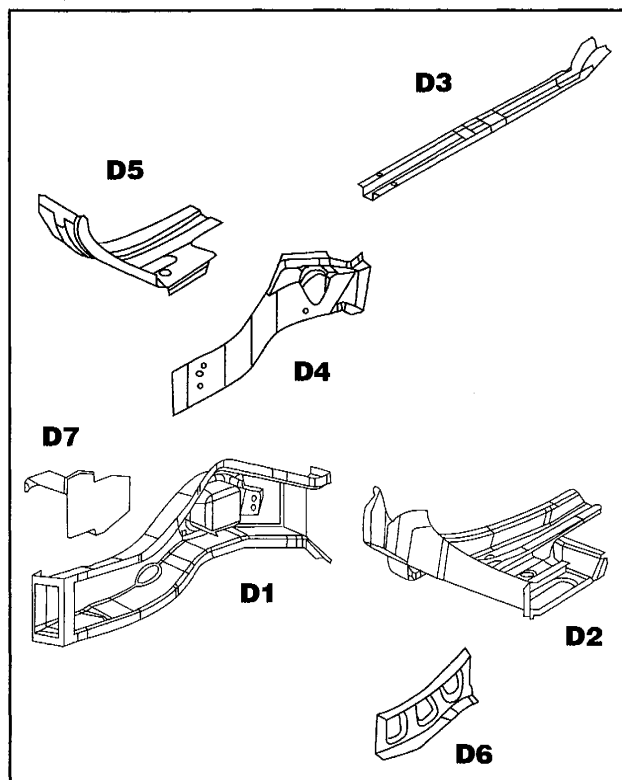


FRONT SIDE RAIL COMPONENTS

All Front Side Rail Components are serviced as individual components.

1. Front Side Rail Assembly*
2. Front Side Rail Rear*
3. Front Side Rail Rear Extension*
4. Front Side Rail Reinforcement
5. Front Side Rail Rear Cap
6. Inner Reinforcement
7. Front Suspension Mounting Bracket

*Serviced as an assembly





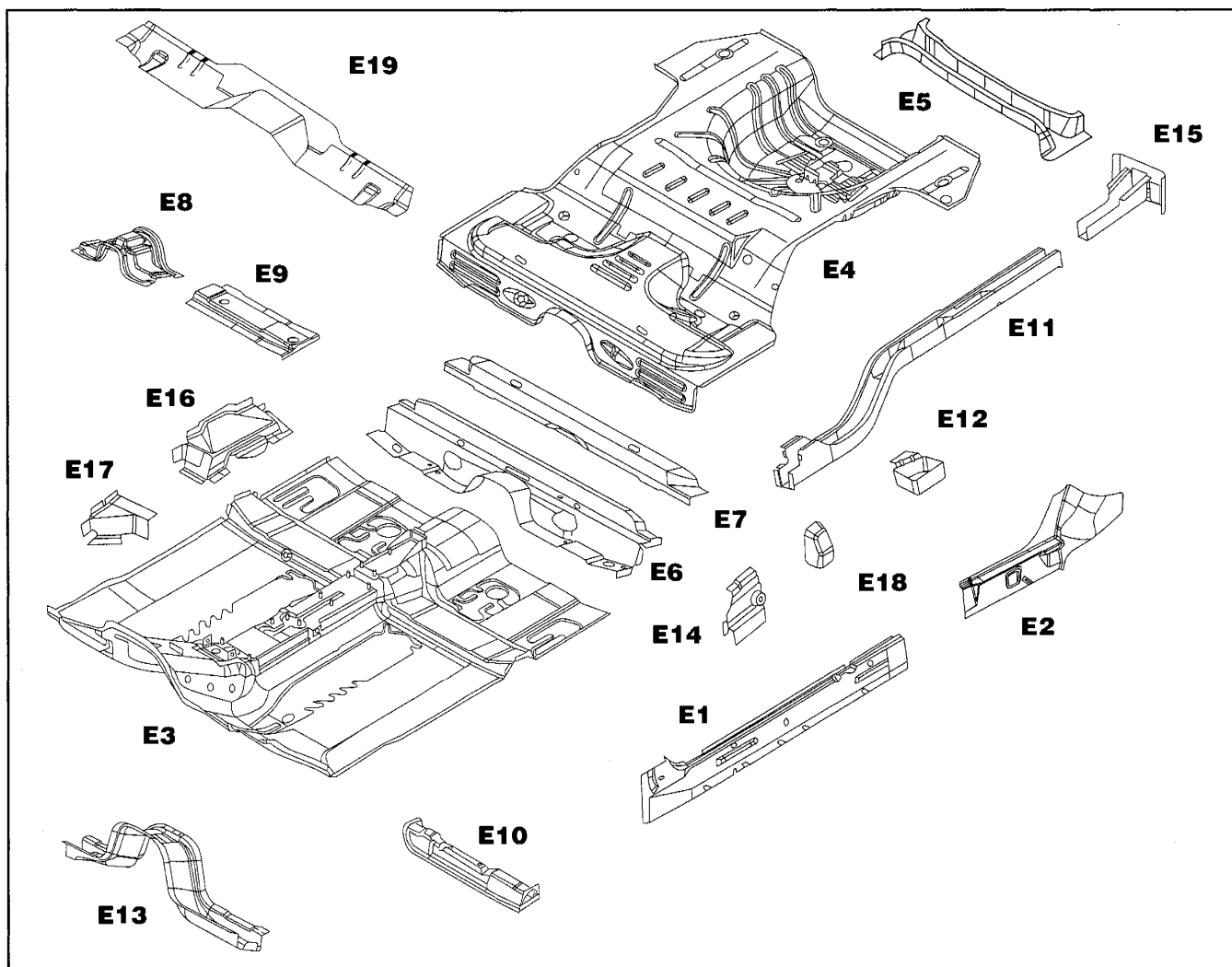
FRONT AND REAR FLOOR PAN

The Rear Floor Pan Side Rail is serviced as a sub-assembly. The Front Floor Pan Reinforcement is also serviced as a sub-assembly.

1. Inner Body Side Sill Panel
2. Inner Side Sill Extension
3. Front Floor Pan
4. Rear Floor Pan
5. Rear Floor Pan Rear Suspension Crossmember
6. Rear Floor Pan Front Crossmember
7. Rear Seat Kickup Crossmember
8. Tunnel to Front Seat Crossmember
9. Front Seat Mounting Crossmember
10. Front Floor Pan Seat Track Mounting
11. Rear Floor Pan Side Rail*
12. Rear Floor Pan Side Rail to Sill Extension

13. Front Floor Pan Reinforcement*
14. Floor Pan Side Sill Reinforcement
15. Rear Floor Pan Side Rail Extension
16. Front Seat Mounting Crossmember Reinforcement
17. Front Floor Pan Seat Track Mounting
18. Inner Side Sill Reinforcement Gusset
19. Rear Floor Pan Reinforcement

* Serviced as an assembly



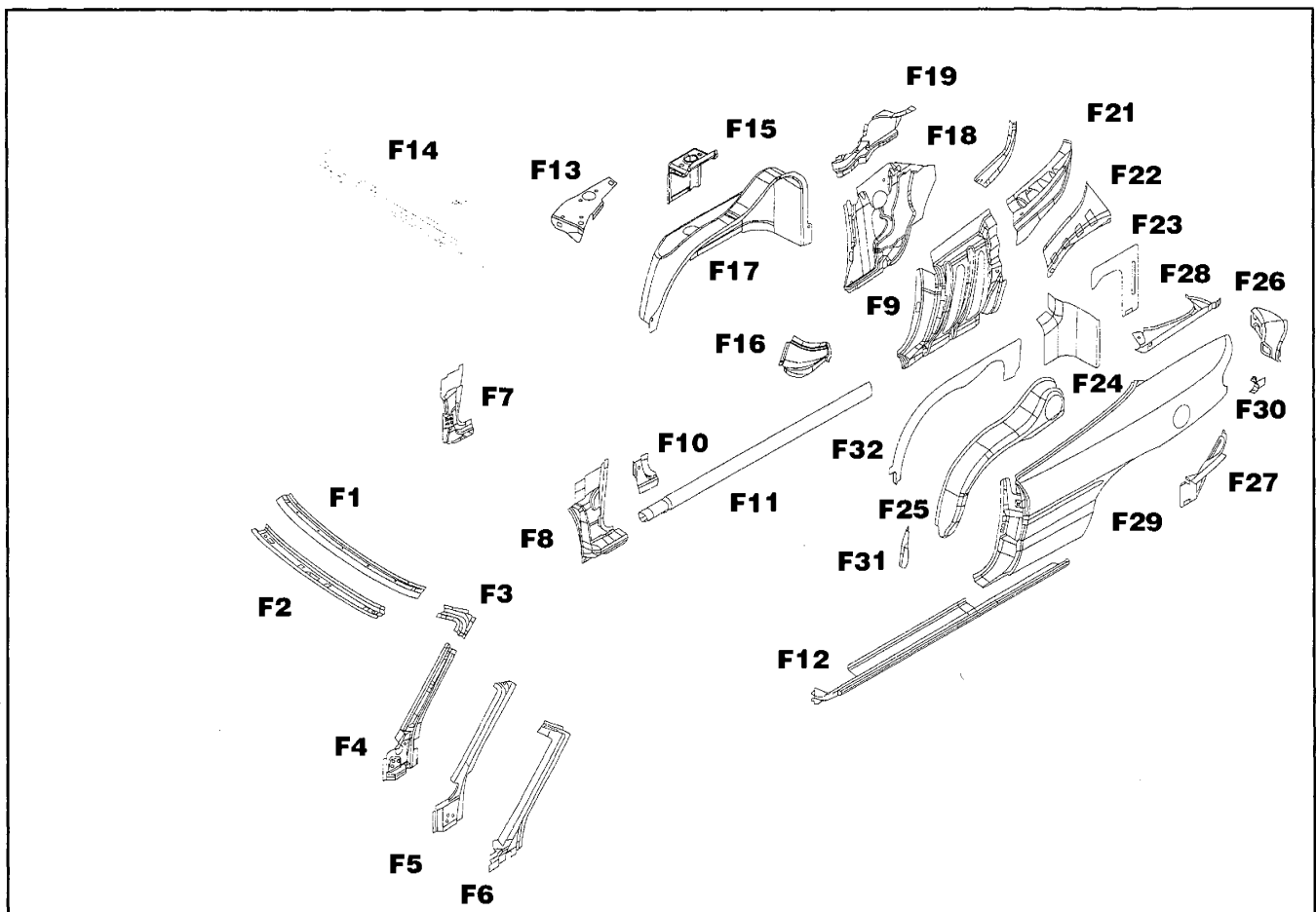


Body Construction Characteristics

BODY SIDE APERTURE

For service, following components of the Body Side Aperture are grouped together as sub-assemblies: the Windshield Frame to Side Extension and Windshield Side Inner Frame, the Windshield Side Outer Frame and Hinge Pillar, the Rear Wheelhouse Inner Panel Shock Absorber Mounting Reinforcement and Rear Inner Wheelhouse Panel, the Inner to Outer Wheelhouse Extension and the Outer Wheelhouse. All other Body Side Aperture components are serviced individually.

1. Windshield Opening Upper Frame
2. Windshield Opening Lower Frame
3. Windshield Frame to Side Extension
4. Windshield Side Inner Frame
5. Windshield Side Frame Reinforcement
6. Windshield Side Outer Frame
7. Front Hinge Pillar Reinforcement
8. Hinge Pillar
9. Quarter Inner Reinforcement Panel
10. Hinge Pillar Sill Reinforcement
11. Sill Reinforcement (D-Tube)
12. Sill Outer Panel
13. Wheelhouse Inner Seat Belt Reinforcement
14. B-Post to Floor Reinforcement
15. Rear Wheelhouse Inner Panel Shock Absorber Mounting Reinforcement
16. Sill Inner Extension Reinforcement
17. Rear Inner Wheelhouse Panel
18. Front Inner Quarter Panel
19. Convertible Top Mounting Reinforcement
20. Upper Deck Trough Reinforcement
21. Quarter Outer Reinforcement Panel
22. Outer Wheelhouse Reinforcement
23. Rear Inner Wheelhouse Extension
24. Inner Wheelhouse Upper Deck Panel Gusset
25. Outer Wheelhouse
26. Tail Lamp Mounting
27. Quarter Panel Lower Extension
28. Quarter Panel Drain Trough
29. Quarter Panel
30. Tail Lamp to Quarter Lower Extension Filler
31. Rear Wheelhouse Outer Extension
32. Inner to Outer Wheelhouse Extension



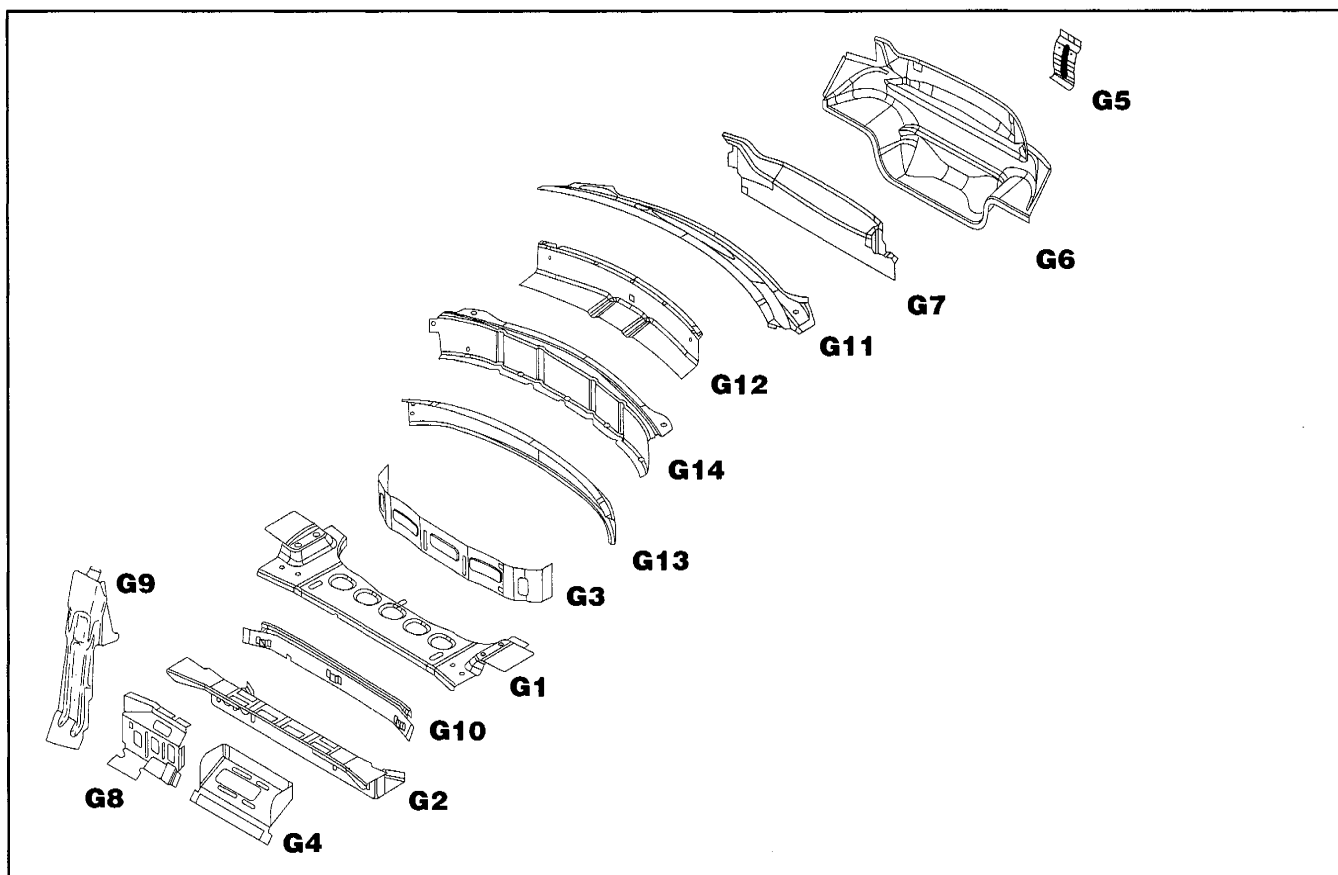


TOPWELL AND TAIL COMPONENTS

The following Topwell and Tail components are grouped together as sub-assemblies: the Lower Deck Opening Striker Plate and Deck Opening Lower Panel, the Upper Deck Rear Reinforcement, Upper Deck Front Trough and the Upper Deck Front Reinforcement, the Floor Pan Shoulder Belt Gusset, Convertible Top Motor Mounting, and the Rear Wheelhouse Inner Crossmember. All other Topwell and Tail components are serviced individually.

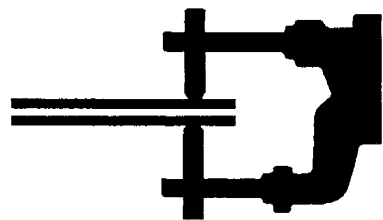
1. Wheelhouse Inner Shoulder Belt Crossmember
2. Floor Pan Shoulder Belt Gusset
3. Shoulder Belt Rear Floor Pan Gusset
4. Convertible Top Motor Mounting
5. Lower Deck Opening Striker Plate
6. Deck Opening Lower Panel
7. Deck Opening Lower Panel Reinforcement
8. Rear Wheelhouse Inner Crossmember
9. Rear Seat Shoulder Belt Support
10. Rear Seat Back to Shoulder Belt Brace
11. Upper Deck Trough Panel
12. Upper Deck Rear Reinforcement
13. Upper Deck Front Trough
14. Upper Deck Front Reinforcement

*Serviced as an assembly



WELDED PANEL REPLACEMENT

Chrysler Sebring Convertible



The basic parts of the body structure are the welded panels. This section contains a brief description of the placement of some of these 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.

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Inner Wheelhouse — Rear	36
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Quarter Panel	41
Rear Frame Rail	46
Front Floor Pan	50
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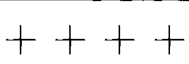

Explanation of Contents





EXPLANATION OF MANUAL CONTENTS

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

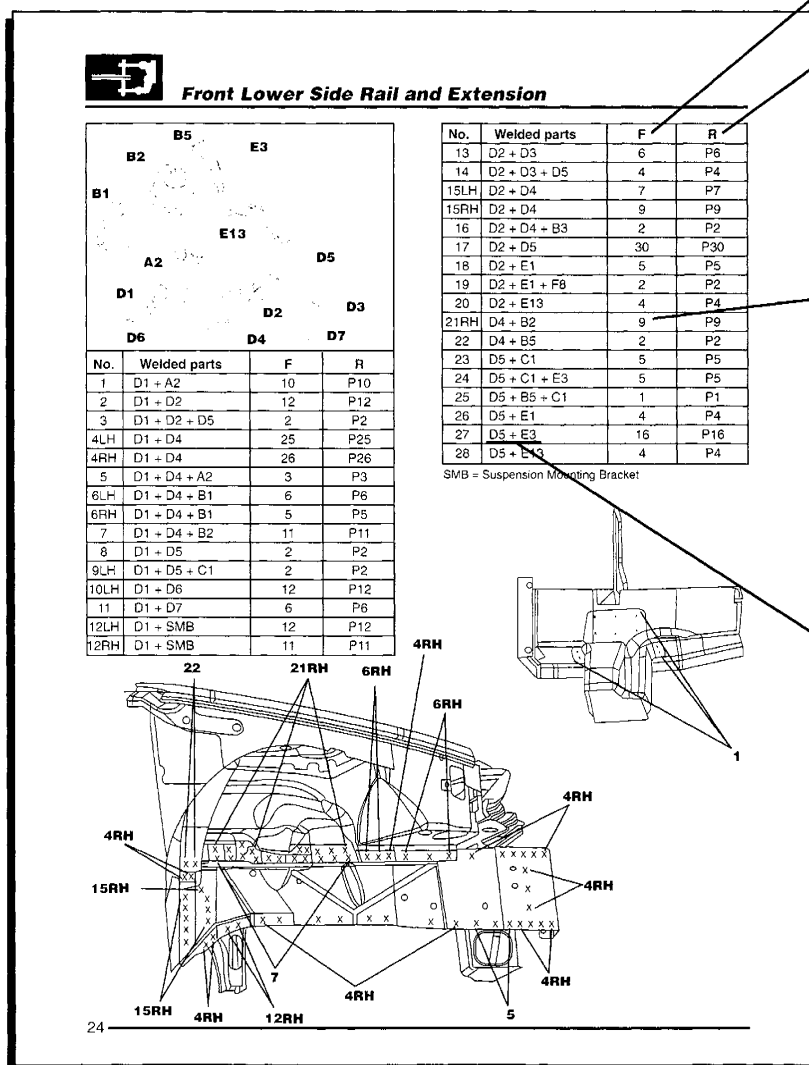
Symbols

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

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

				Alternate stitch welds until you have a continuous MIG weld.
Continuous	Stitch			MIG Weld

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



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

If only a number is listed under "F," it indicates that the method used at the factory was a spot weld; for all other methods, both the welding method and the number of welds are indicated. For example, "F9, RP9" indicates that the 9 spot welds made at the factory should be replaced by 9 plug welds if repairs are made.

The welded components are indicated by using the designations given in the illustration below. For example, "D5 + E3" indicates that component "D5" and component "E3," which are shown in the top left corner illustration on the page, are welded together.



NOTE: Before beginning repair procedures, perform test welds to verify your equipment and to ensure your welds are the best quality. All welds should conform to the American Welding Society standards.

For weld specifications contact:

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

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

When dealing with panels that contact both the right and left sides of the vehicle (eg., roof panel) the artwork may depict only one-half of the panel being welded. In these cases, the referenced panel will be split on the vehicle centerline, and the number of welds shown will be half of the true amount. The corresponding chart will show the true number of welds. Remember, even though the artwork may show 12 welds, the chart may call for 24 welds total.

Points that require particular attention during welded panel replacement work.

Removal instructions and accompanying illustration are given in the order in which the work is to be performed.

Installation instructions and accompanying illustrations are given in the order in which the work is to be performed. In order to keep the instructions brief and simple, obvious work procedures (such as removal of a panel after it has been cut) have been omitted, where possible.



Front Lower Side Rail and Extension

NOTES WITH REGARD TO REPAIR WORK

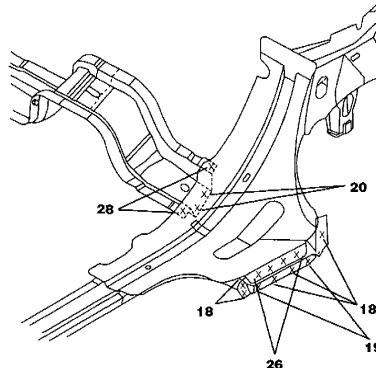
- Because the engine and some front suspension components mount to the Front Rail, it is extremely important that the alignment and workmanship are perfect when doing repair work in this area.
- There are many reinforcements and brackets that are encased by the Inner and Outer Rails.
- Avoid cutting any welded nuts, reinforcements or brackets during your repair.
- List areas where the frame rails are welded to other panels.

REMOVAL

1. Use a drill bit or hole saw designed to cut spot welds to remove welds on the damaged rail.
2. Use old components as a template for weld locations on new pieces wherever necessary.
3. Note location of brackets and reinforcements when removing rail.

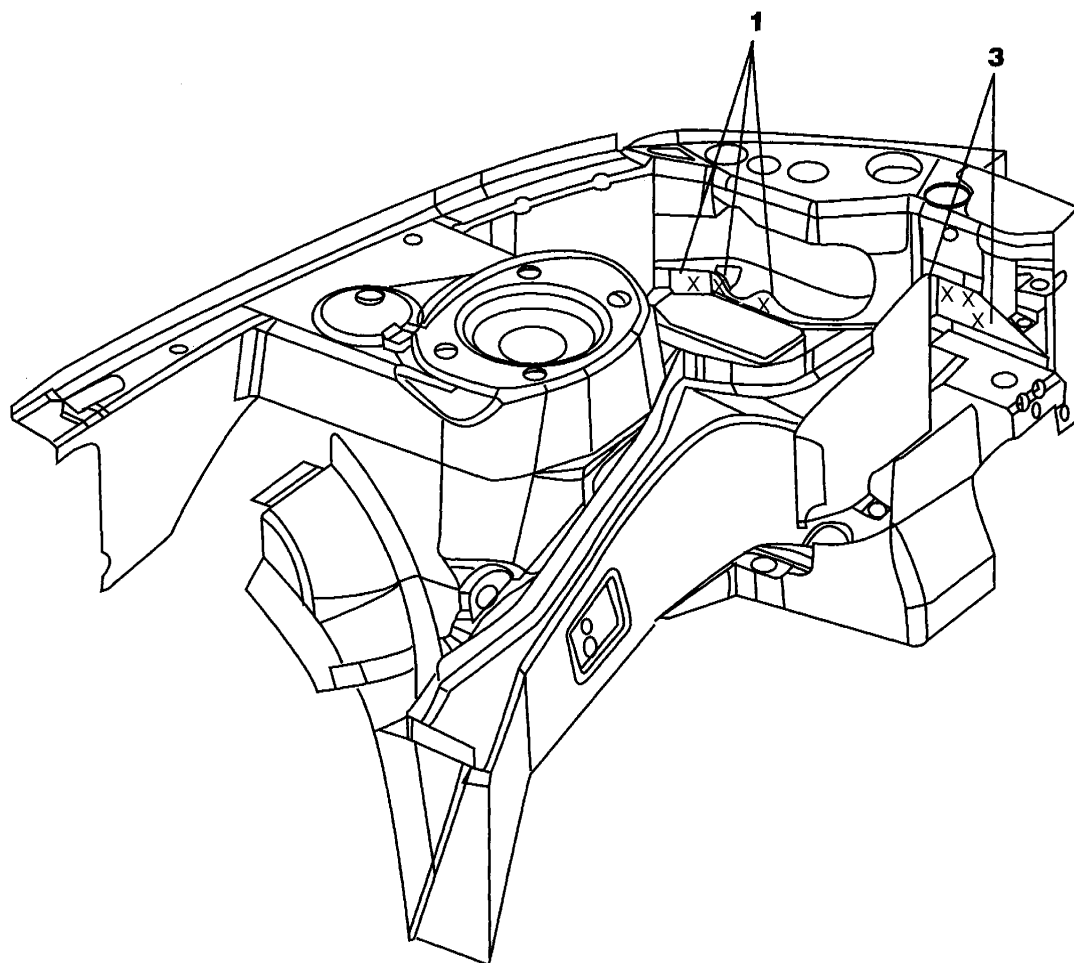
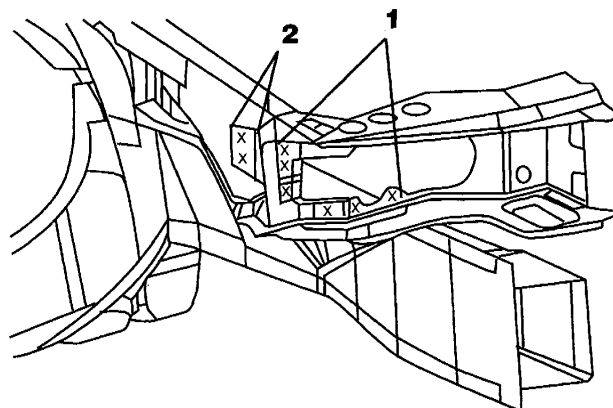
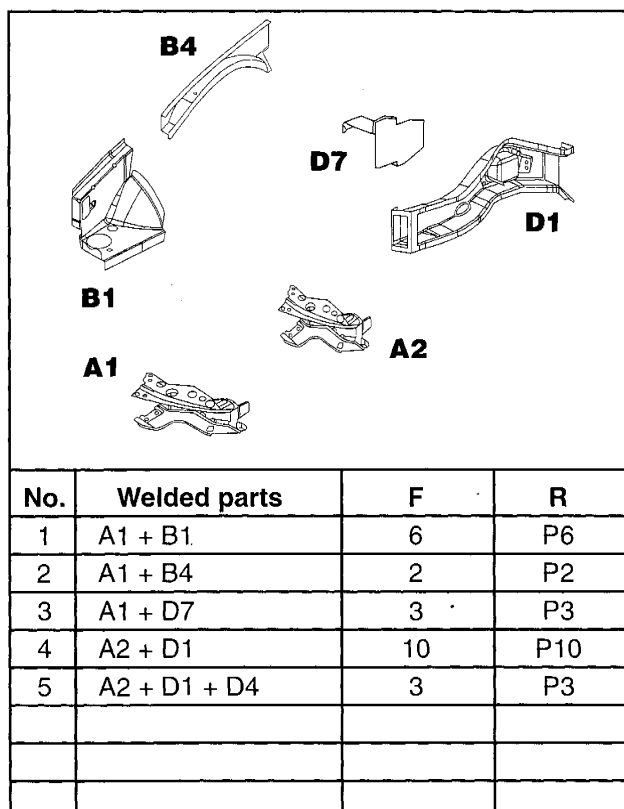
INSTALLATION

1. Clean all attaching surfaces and prep for new panel installation.
2. Temporarily mount new panel and check fit and alignment.
3. Check all reference measurements.
4. Use weld-thru primer to promote corrosion protection.
5. Plug weld new panel in place.
6. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.





Headlamp and Radiator Supports





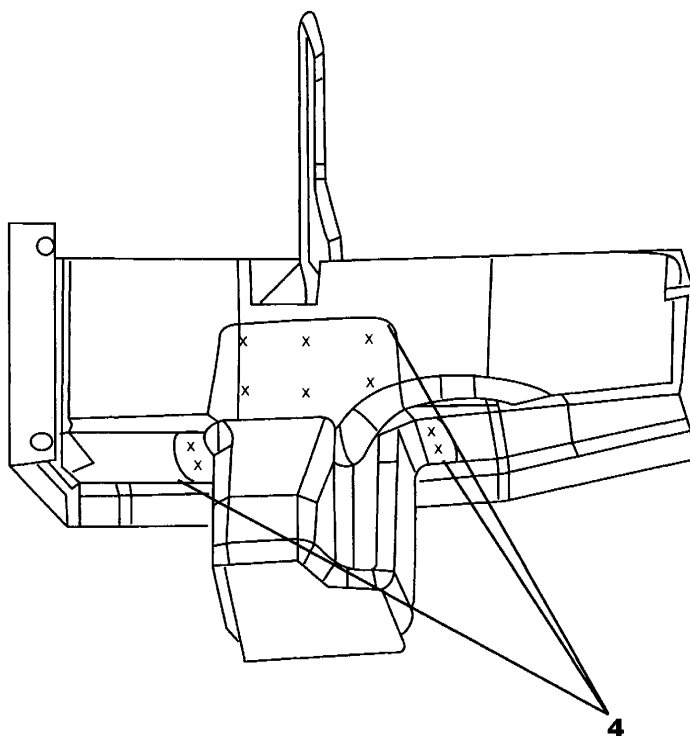
NOTES WITH REGARD TO REPAIR WORK

- Because the Headlamp and Radiator Support components create the mounting points for many critical front body components, be sure to make careful measurements and maintain the correct dimensions when doing the repairs.
- The Headlamp Support Panels are both welded and bolted to the upper and lower rails. The Lower Radiator Crossmember Supports are welded to the lower rails.
- The left and right sides are serviced in the same manner.

REMOVAL

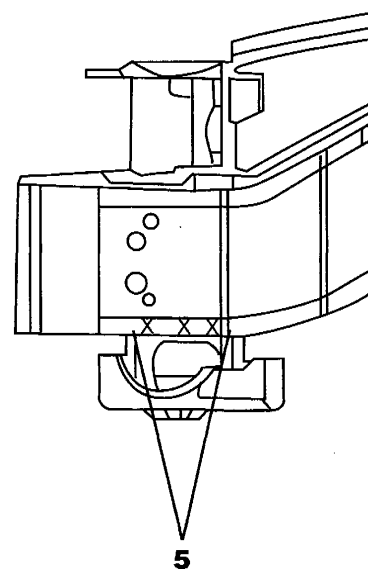
1. Cut all spot welds on the section being removed. Use care not to damage any other panels.
2. Separate all welds.
3. Remove the old panel and prepare mating surfaces of existing panels.

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



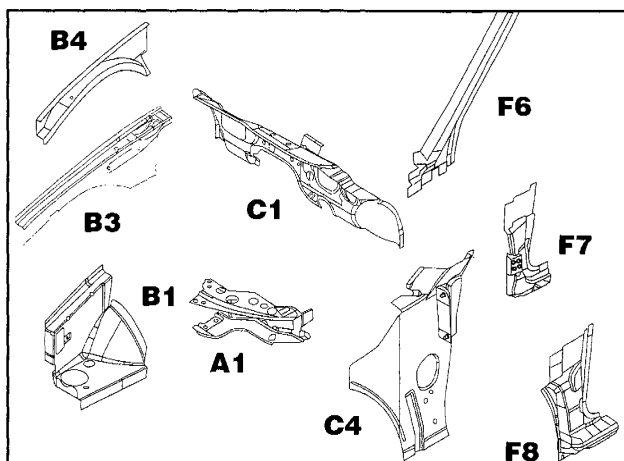
INSTALLATION

1. Temporarily mount the new panel.
2. Measure each part and make any necessary corrections to match the proper body dimensions.
3. Apply anti-corrosion agent to the repair area (inside and out).
4. Plug weld the new panel in place.
5. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



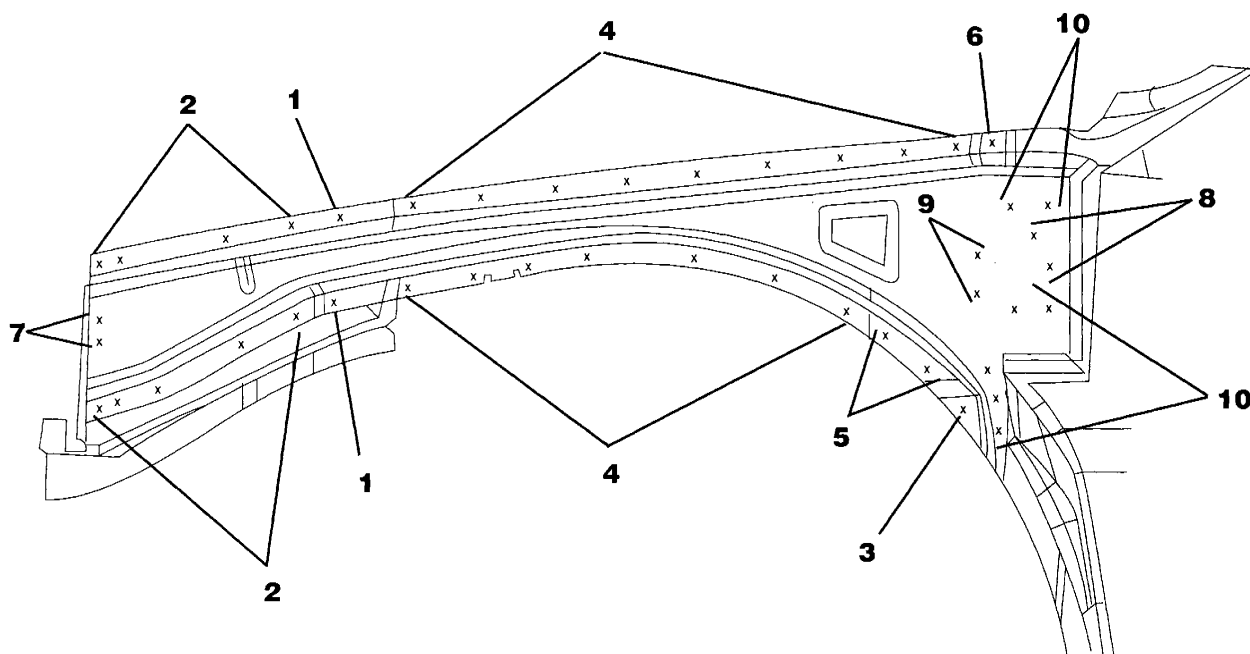


Upper Load Path Beam - Outer



No.	Welded parts	F	R
8	B4 + F6 + F8	2	P2
9	B4 + F7 + F8	2	P2
10	B4 + F8	7	P7

No.	Welded parts	F	R
1	B1 + B3 + B4	2	P2
2	B1 + B4	9	P9
3	B4 + C4 + C1	1	P1
4	B3 + B4	16	P16
5	B3 + B4 + C1 + C4	2	P2
6	B3 + B4 + F5	1	P1
7	B4 + A1	2	P2





NOTES WITH REGARD TO REPAIR WORK

- The Upper Load Path Beam is the final “tie-in” for the Headlamp Support to the rest of the unibody. These panels also provide mounting points for the fender, which makes beam alignment crucial.
- The Upper Load Path Beam Outer Panel can be replaced without removing any other welded panels.
- Use care when cutting near cowl area.
- For additional information, refer to the Upper Load Path Beam Inner Panel and Fender Side Shield sections.

REMOVAL

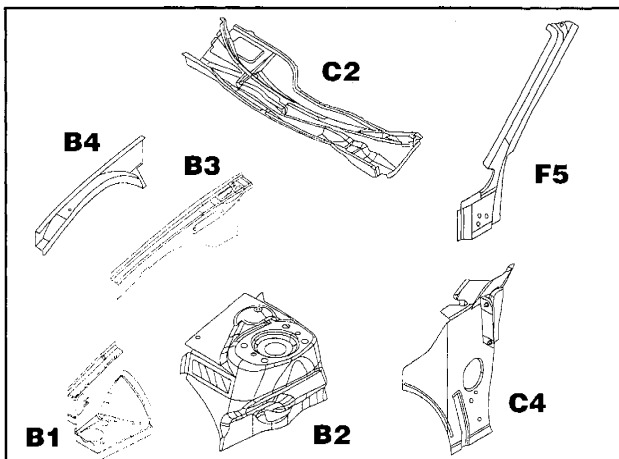
1. Cut and separate all spot welds. Use care not to damage any other panels.
2. Remove the old panel and prepare mating surfaces of existing panels.
3. Use removed panel as a template for weld placement on the new panel.

INSTALLATION

1. Transfer marks to new panel from old for weld locations.
2. Clamp new panel in place and check alignment and measurements.
3. Plug weld the new panel.
4. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

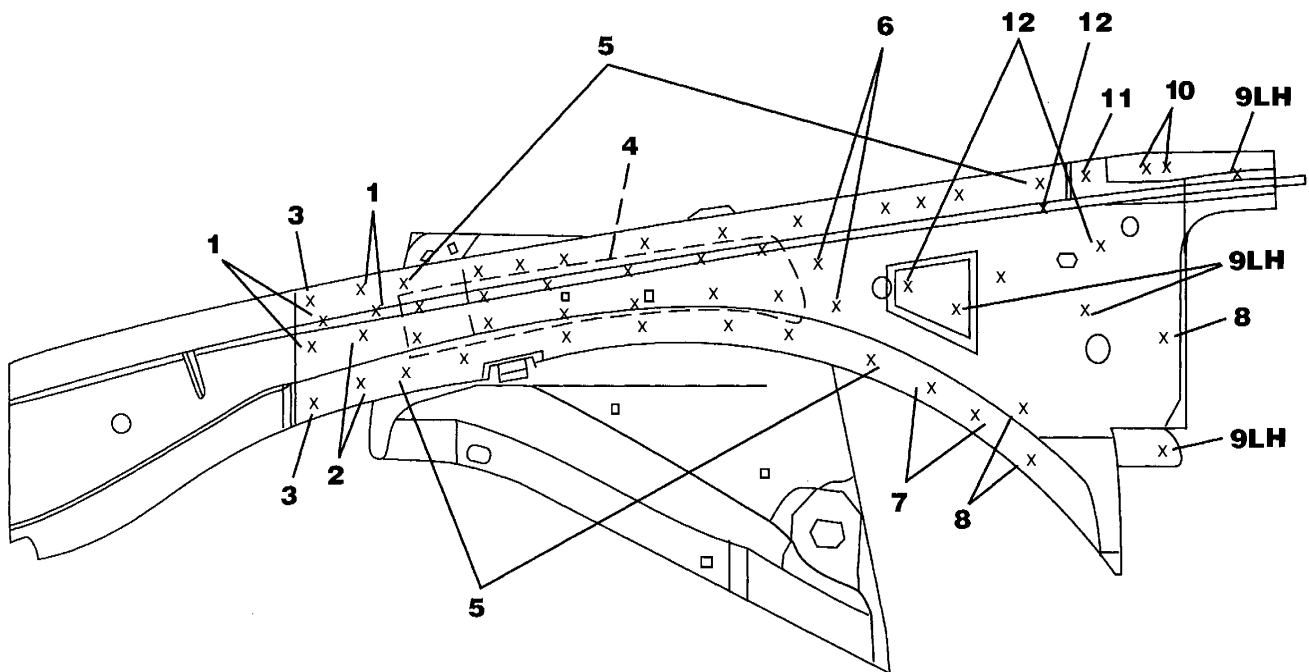


Upper Load Path Beam - Inner



No.	Welded parts	F	R
9LH	B3 + C4	4	P4
9RH	B3 + C4	3	P3
10	B3 + F5	2	P2
11	B3 + F5 + B4	1	P1
12	B3 + Sub Assembly	4	P4

No.	Welded parts	F	R
1	B1 + B3	4	P4
2	B1 + B2 + B3	2	P2
3	B1 + B3 + B4	2	P2
4	B2 + B3	12	P12
5	B3 + B4	18	P18
6	B3 + C2	2	P2
7	B3 + B4 + C1 + C4	2	P2
8	B3 + C2 + C4	3	P3



LEFT SIDE



NOTES WITH REGARD TO REPAIR WORK

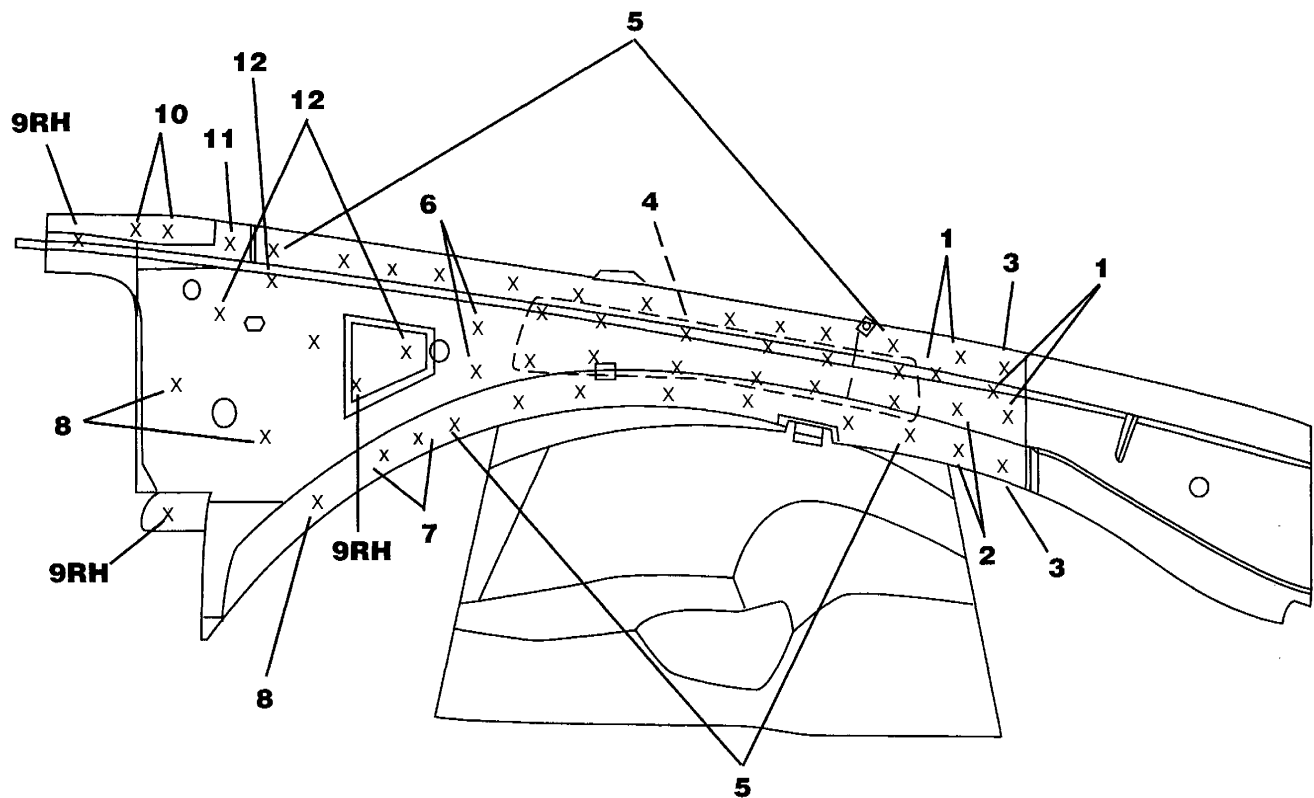
- Before beginning panel removal, refer to Upper Load Path Beam Outer Panel for additional information.
- Use care when cutting spot welds near the cowl area.
- For additional information, refer to the Inner Upper Load Path Beam and Fender Side Shield sections.

REMOVAL

1. Cut and separate all spot welds. Use care not to damage any other panels.
2. Remove the old panel.
3. Note the weld locations of panels not damaged.
4. Use removed panel as a template for weld hole placement on the new panel.

INSTALLATION

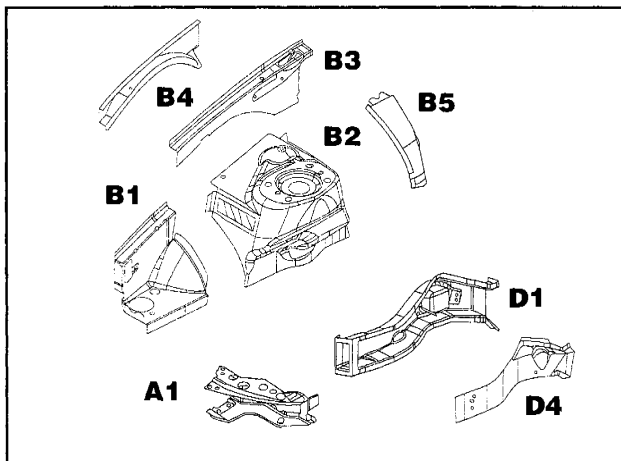
1. Clean all attaching surfaces and prep for new panel installation.
2. Temporarily mount the new panel in place and check for proper alignment. Correct as necessary.
3. Check all reference measurements.
4. Plug weld the new panel in place.
5. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



RIGHT SIDE

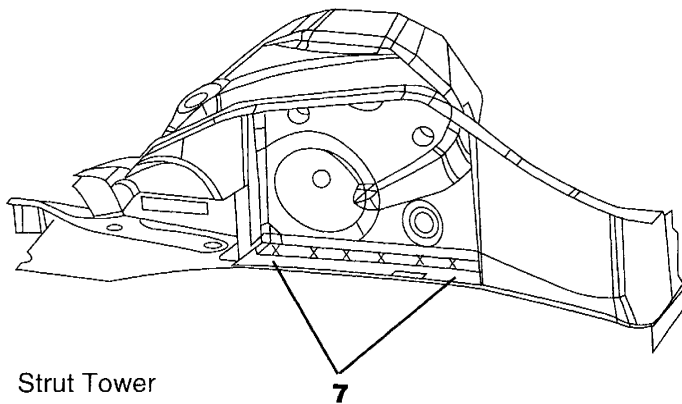
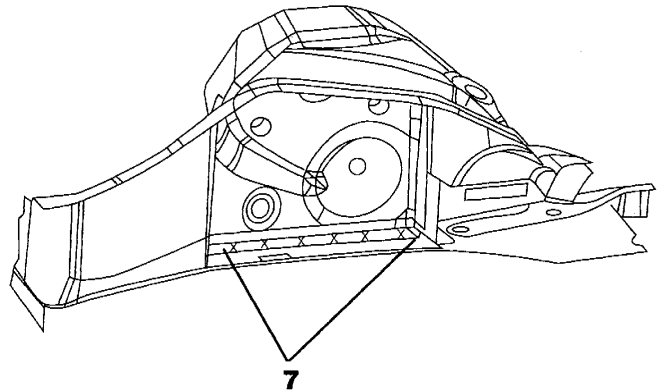


Fender Side Shield and Strut Tower

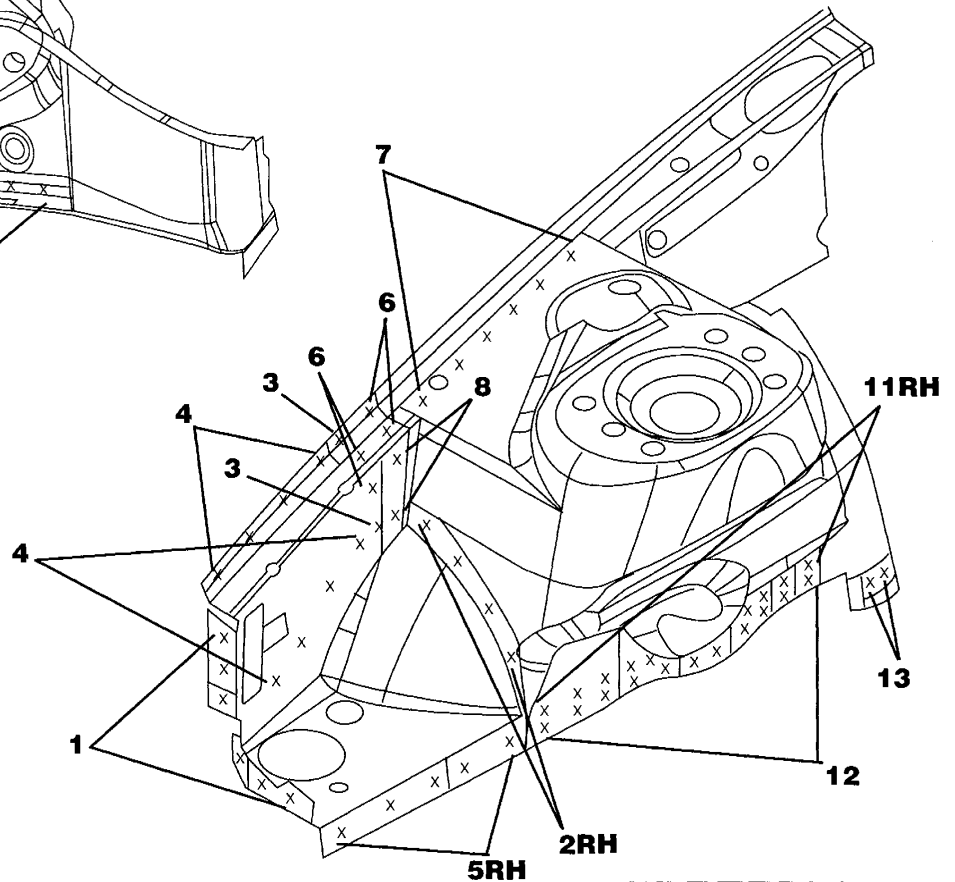


No.	Welded parts	F	R
1	B1 + A1	6	P6
2LH	B1 + B2	5	P5
2RH	B1 + B2	4	P4
3	B1 + B3 + B4	2	P2
4	B1 + B4	8	P8
5L	B1 + D1 + D4	7	P7
5R	B1 + D1 + D4	5	P5
6	B1 + B3	4	P4
7	B2 + B3	12	P12

No.	Welded parts	F	R
8	B2 + B3 + B1	2	P2
9LH	B2 + B5	5	P5
9RH	B2 + B5	6	P6
10	B2 + B3 + C2	2	P2
11RH	B2 + D4	9	P9
12	B2 + D4 + D1	11	P11
13	B5 + D4 + D1	2	P2
14	B5 + C1	6	P6



Strut Tower
viewed from
below showing
additional welds.





NOTES WITH REGARD TO REPAIR WORK

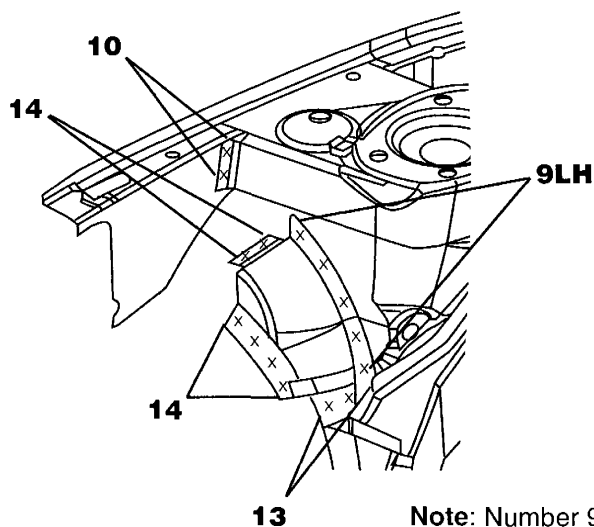
- The strut tower is serviced as a sub-assembly.
- Because the Fender Side Shield and Strut Tower touch so many of the front structure parts and determine accuracy of the alignment, they have to be perfectly aligned when mounted.
- Refer to the Upper Load Path Beam and Lower Rail sections for additional information.
- Access to Strut Tower can be difficult. Specialty tools such as tight corner drill motors with the 5/16" hole saw will help. A die grinder and any other tool designed to get into tight places and cut accurately will also be useful.

REMOVAL

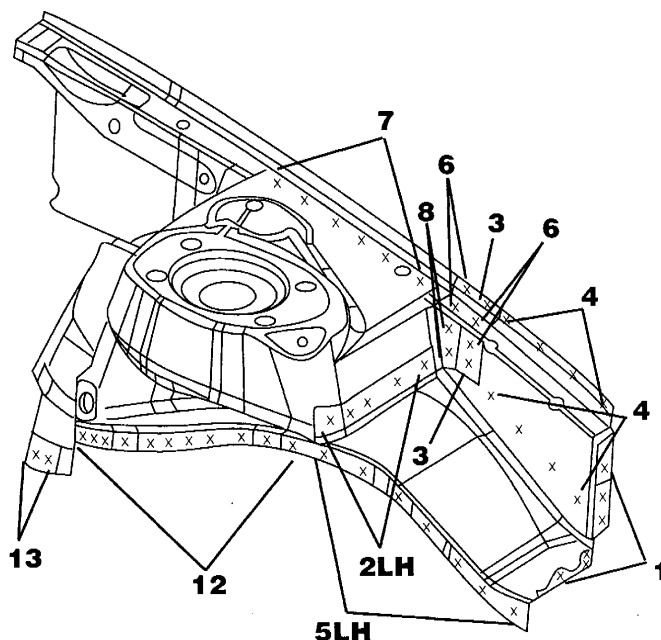
1. Cut and separate all spot welds. Use care not to damage any other panels.
2. Remove the old panels.

INSTALLATION

1. Clean all attaching surfaces and prep for new panel installation.
2. Temporarily mount all panels in place and check for proper alignment. Correct as necessary.
3. Use a Whitney punch to prepunch holes for plug welds on new components.
4. Make sure alignment is correct to the point of perfection.
5. Use weld-thru primer where necessary.
6. Plug weld the new panels in place.
7. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

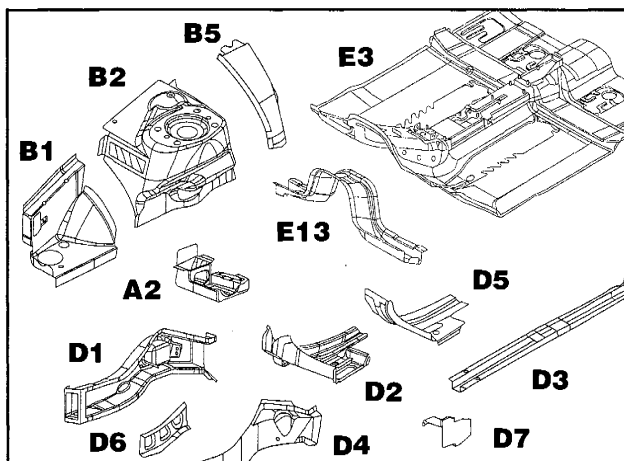


Note: Number 9RH has six welds (not shown).





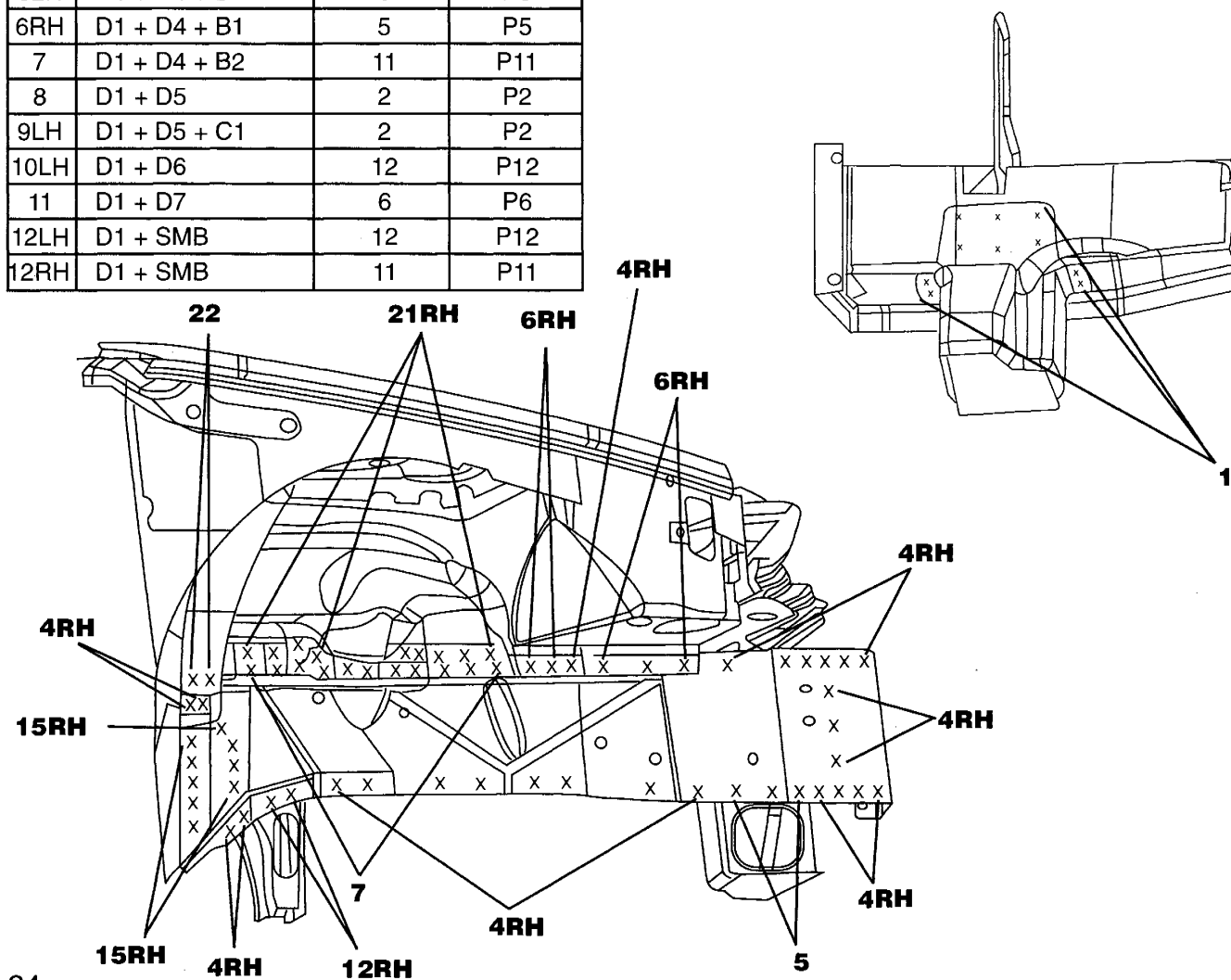
Front Lower Side Rail and Extension



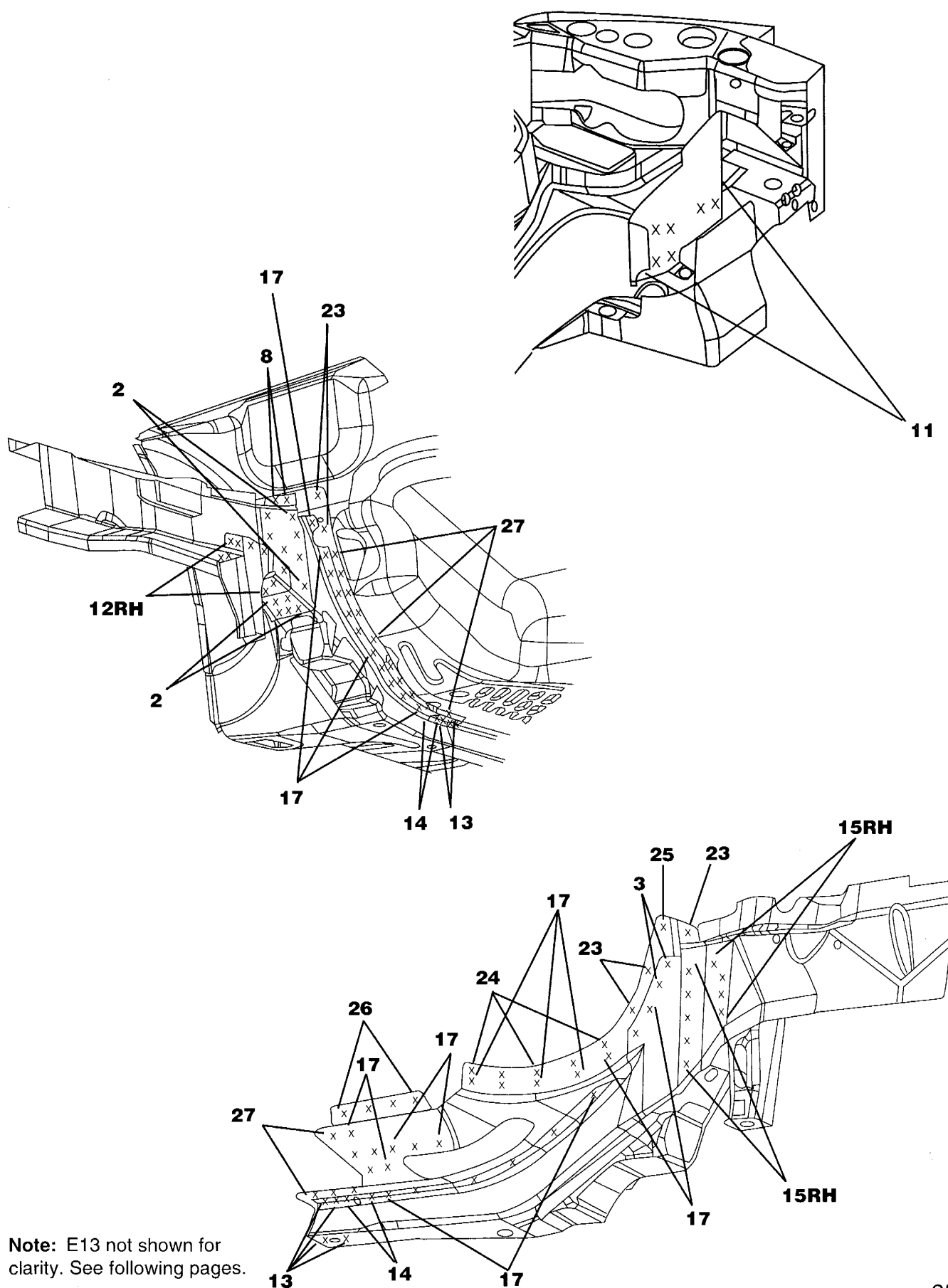
No.	Welded parts	F	R
1	D1 + A2	10	P10
2	D1 + D2	12	P12
3	D1 + D2 + D5	2	P2
4LH	D1 + D4	25	P25
4RH	D1 + D4	26	P26
5	D1 + D4 + A2	3	P3
6LH	D1 + D4 + B1	6	P6
6RH	D1 + D4 + B1	5	P5
7	D1 + D4 + B2	11	P11
8	D1 + D5	2	P2
9LH	D1 + D5 + C1	2	P2
10LH	D1 + D6	12	P12
11	D1 + D7	6	P6
12LH	D1 + SMB	12	P12
12RH	D1 + SMB	11	P11

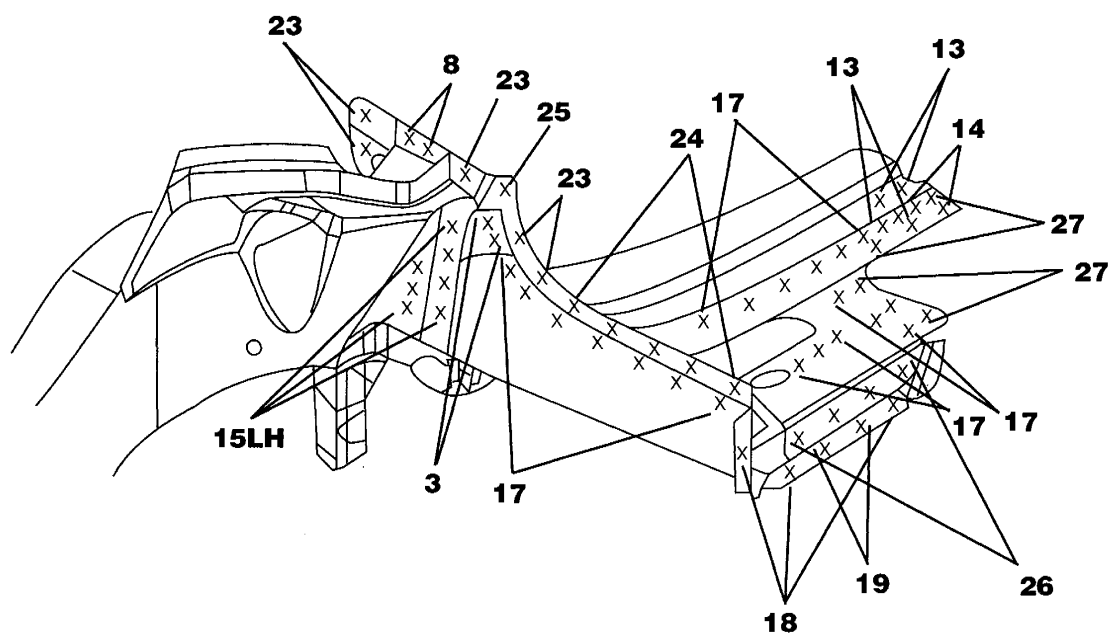
No.	Welded parts	F	R
13	D2 + D3	6	P6
14	D2 + D3 + D5	4	P4
15LH	D2 + D4	7	P7
15RH	D2 + D4	9	P9
16	D2 + D4 + B3	2	P2
17	D2 + D5	30	P30
18	D2 + E1	5	P5
19	D2 + E1 + F8	2	P2
20	D2 + E13	4	P4
21RH	D4 + B2	9	P9
22	D4 + B5	2	P2
23	D5 + C1	5	P5
24	D5 + C1 + E3	5	P5
25	D5 + B5 + C1	1	P1
26	D5 + E1	4	P4
27	D5 + E3	16	P16
28	D5 + E13	4	P4

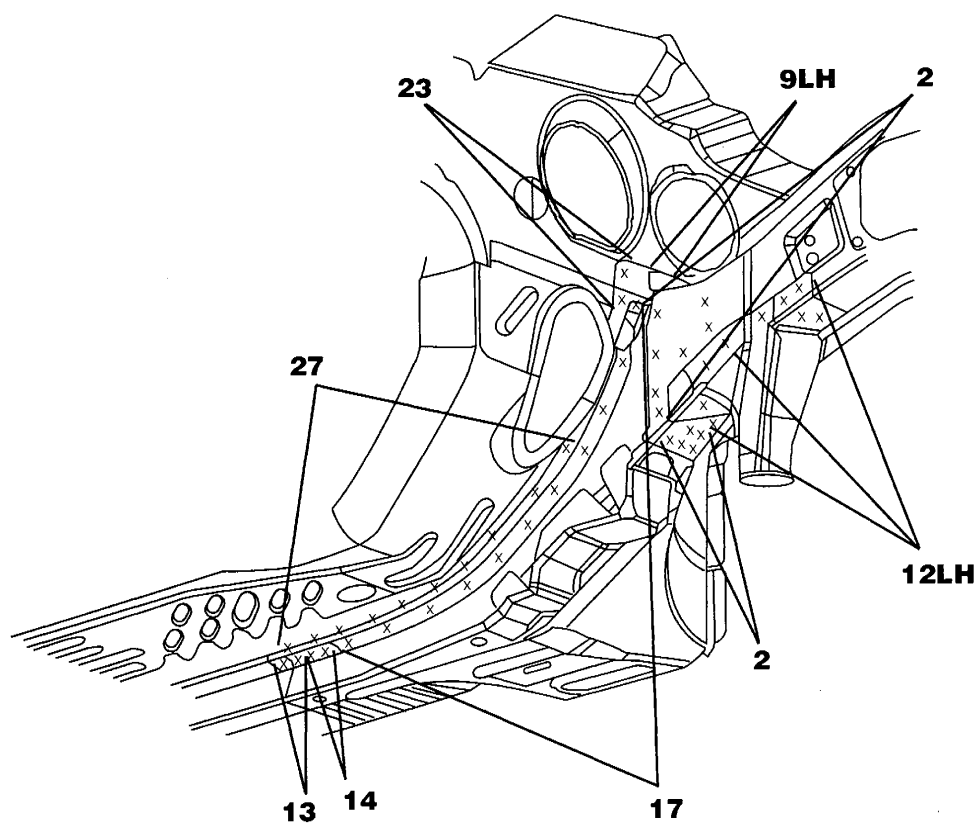
SMB = Suspension Mounting Bracket



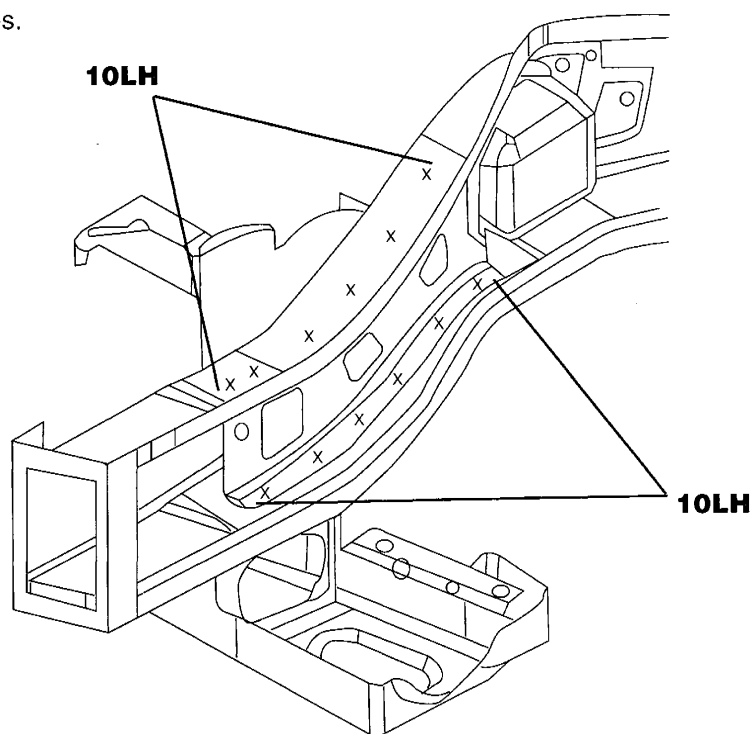
Front Lower Side Rail and Extension







Note: E13 not shown for clarity. See following pages.





Front Lower Side Rail and Extension

NOTES WITH REGARD TO REPAIR WORK

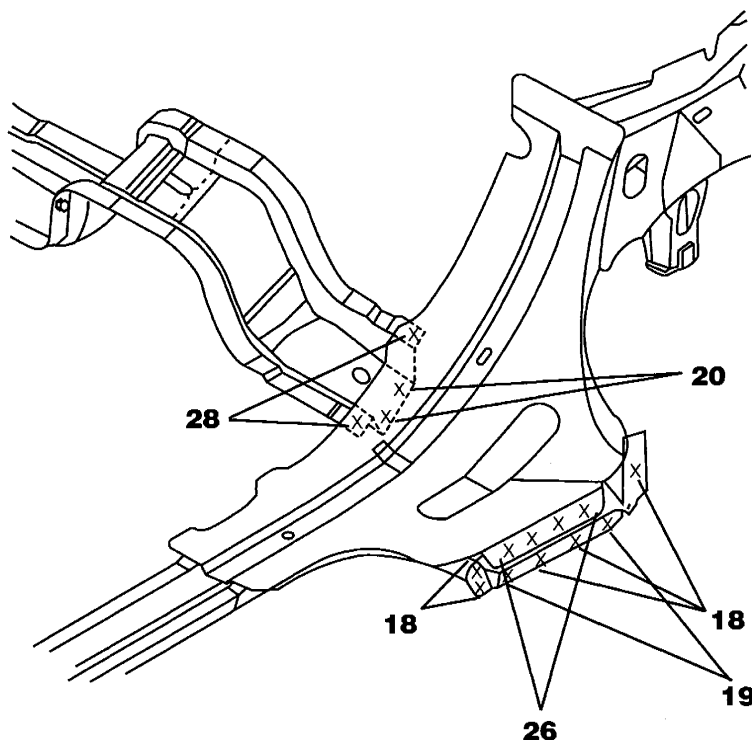
- Because the engine and some front suspension components mount to the Front Rail, it is extremely important that the alignment and workmanship are perfect when doing repair work in this area.
- There are many reinforcements and brackets that are encased by the Inner and Outer Rails.
- Avoid cutting any welded nuts, reinforcements or brackets during your repair.
- List areas where the frame rails are welded to other panels.

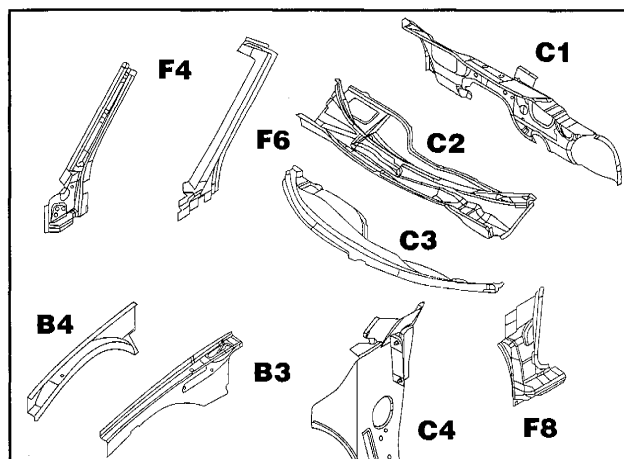
REMOVAL

1. Use a drill bit or hole saw designed to cut spot welds to remove welds on the damaged rail.
2. Use old components as a template for weld locations on new pieces wherever necessary.
3. Note location of brackets and reinforcements when removing rail.

INSTALLATION

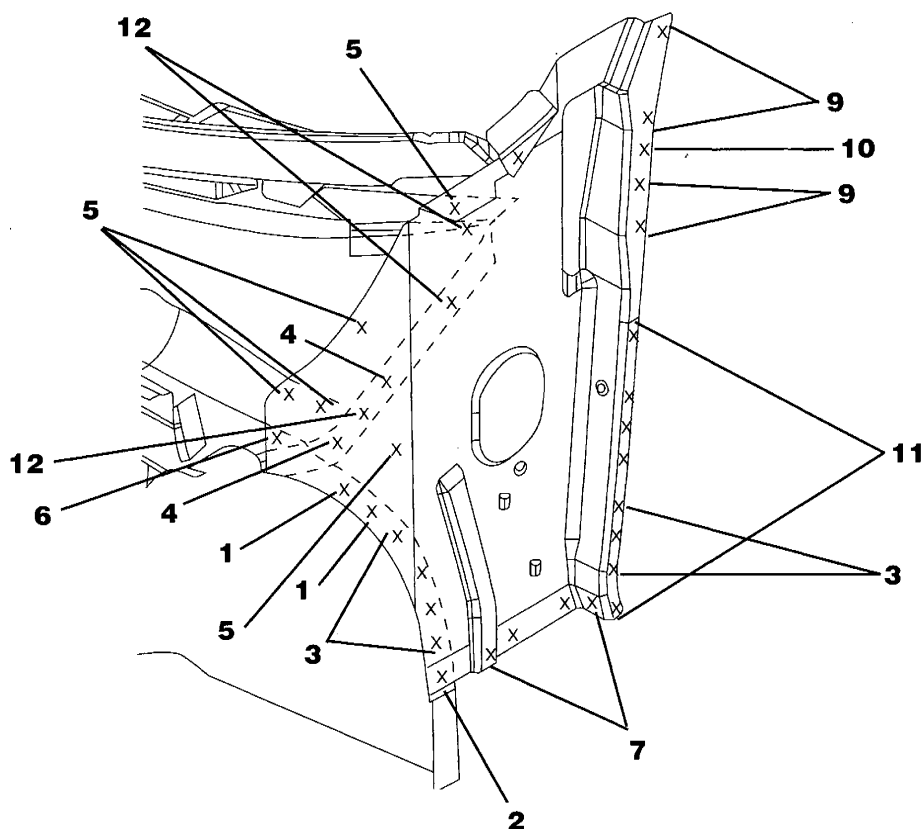
1. Clean all attaching surfaces and prep for new panel installation.
2. Temporarily mount new panel and check fit and alignment.
3. Check all reference measurements.
4. Use weld-thru primer to promote corrosion protection.
5. Plug weld new panel in place.
6. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.





No.	Welded parts	F	R
5	C4 + B3	5	P5
6	C4 + B3 + B4	1	P1
7	C4 + E1	4	P4
8	C4 + F4	3	S3
9	C4 + F4 + F6	4	P4
10	C4 + F6 + F8	1	P1
11	C4 + F7 + F8	6	P6
12	C4 + C2	4	P4

No.	Welded parts	F	R
1	C1 + C4 + B3 + B4	2	P2
2	C1 + C4 + E1	1	P1
3	C1 + C4 + F8	6	P6
4	C2 + C4 + B3	2	P2



Left side cowl panel



Cowl Side Panel

NOTES WITH REGARD TO REPAIR WORK

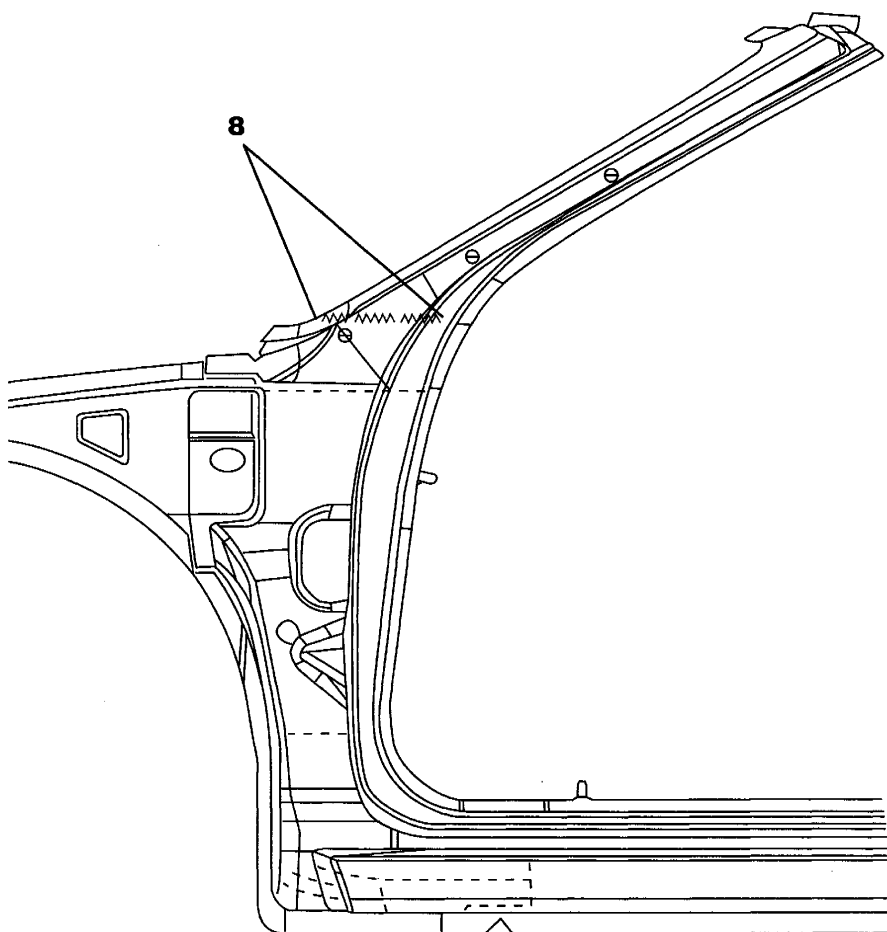
- Remove side aperture/hinge pillar and outer A-post to complete repair.
- The Cowl Side Panel is the connecting point for the Upper Load Path Beam and the rest of the unibody. Correct mounting location and weld integrity are critical to replacement of this panel.

REMOVAL

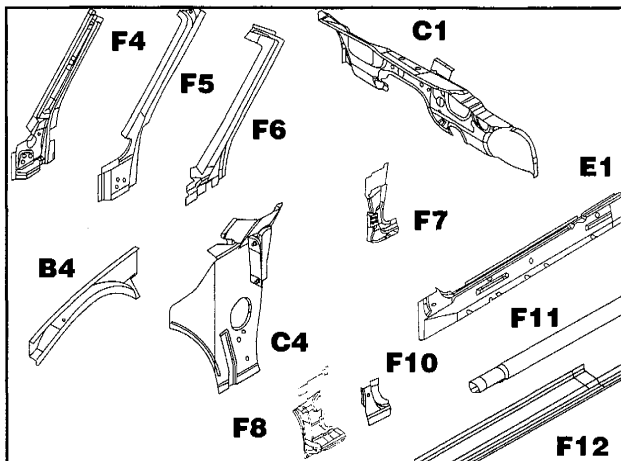
1. Use a spot weld cutter to remove old welds.
2. Clean attaching area on remaining panels.
3. Use removed panel as template for weld placement on new panel.

INSTALLATION

1. Transfer markings to new panel from old for weld locations.
2. Clamp new panel in place and check alignment and measurements.
3. Use weld-through primer at weld locations.
4. Plug weld new panel.
5. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.

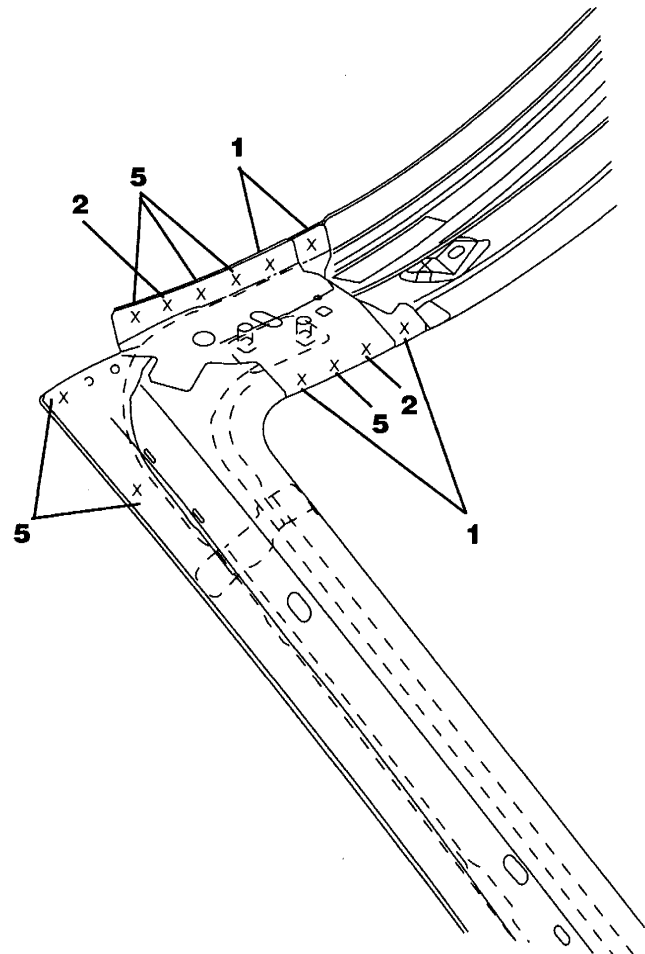


Hinge Pillar and Upper A-Pillar



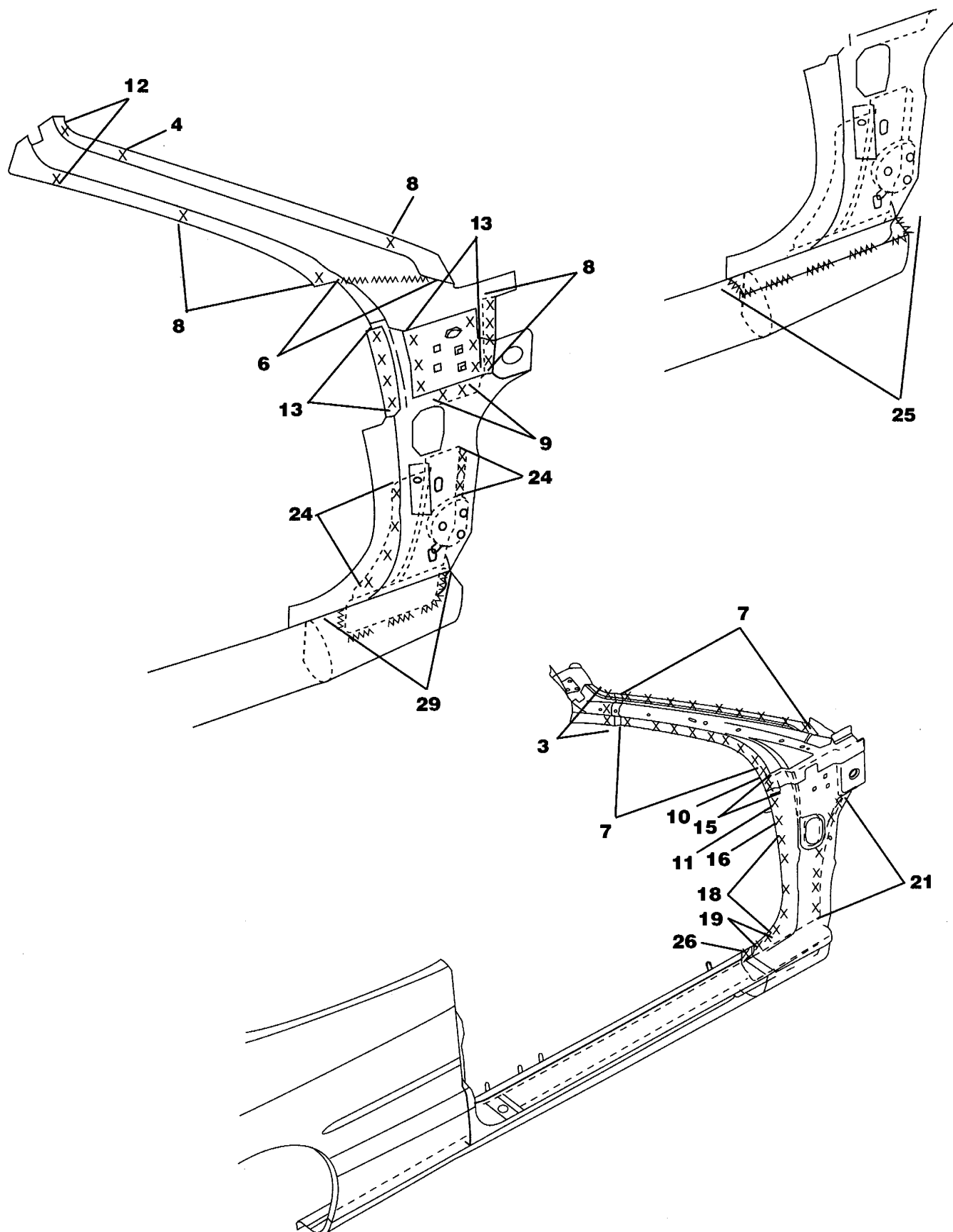
No.	Welded parts	F	R
1	F1 + F2 + F3	4	P4
2	F2 + F3 + F6	2	P2
3	F3 + F4	3	P3
4	F3 + F4 + F5	1	P1
5	F3 + F6	6	P6
6	F4 + C4	3	S3
7	F4 + F5 + F6	17	P17
8	F4 + F5	7	P7
9	F4 + F5 + F7	2	P2
10	F4 + F6 + C4	1	P1
12	F5 + F3	2	P2
13	F5 + F7	10	P10
14	F6 + F8 + B4	2	P2
15	F6 + F8 + C4	2	P2

No.	Welded parts	F	R
16	F7 + F8	1	P1
17	F7 + F8 + B4	2	P2
18	F7 + F8 + C4	5	P5
19	F7 + F8 + E1	2	P2
20	F8 + B4	9	P9
21	F8 + C1 + C4	6	P6
22	F8 + E1 + D2	3	P3
23	F8 + F6	5	P5
24	F7 + F10	7	P6
25	F7 + F11	8	S8
26	F8 + F12 + F7	1	P1
27	F8 + F12	5	S5
28	F8 + F12	5	P5
29	F10 + F11	5	S5





Hinge Pillar and Upper A-Pillar





NOTES WITH REGARD TO REPAIR WORK

- The Hinge Pillar is comprised of multiple components layered to create the pillar.
- The Front Hinge Pillar is a sub-assembly of the Front Side Aperture. If damaged, the Hinge Pillar may be sectioned-in or, depending on the extent of the damage, the entire aperture assembly may have to be replaced.
- The Side Aperture must be removed to gain access to the Hinge Pillar.

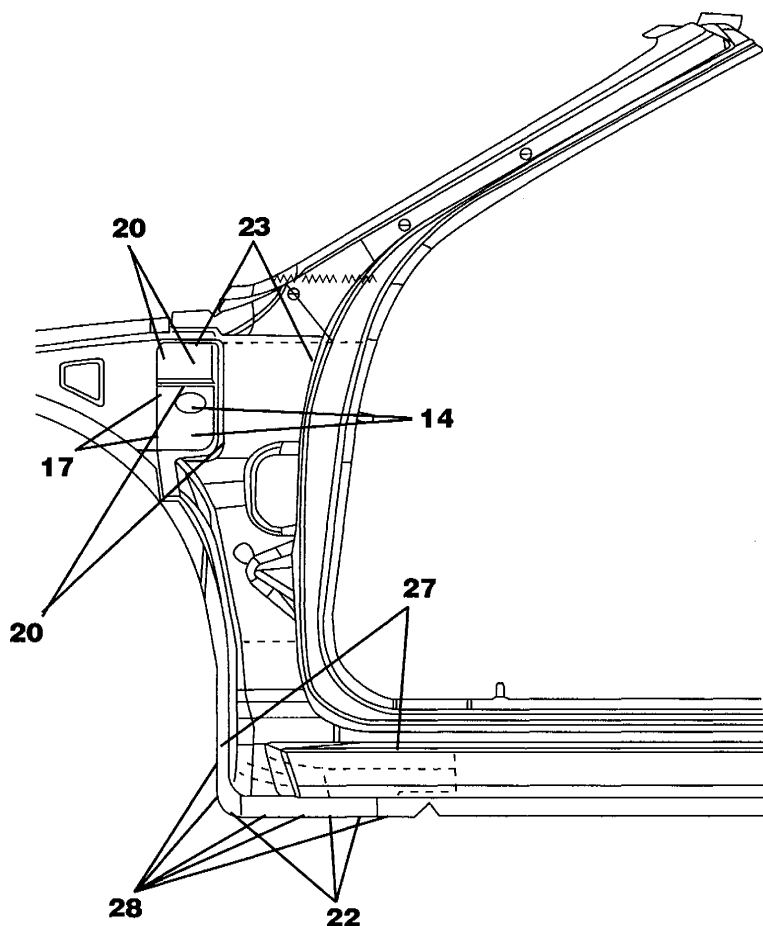
REMOVAL

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

INSTALLATION

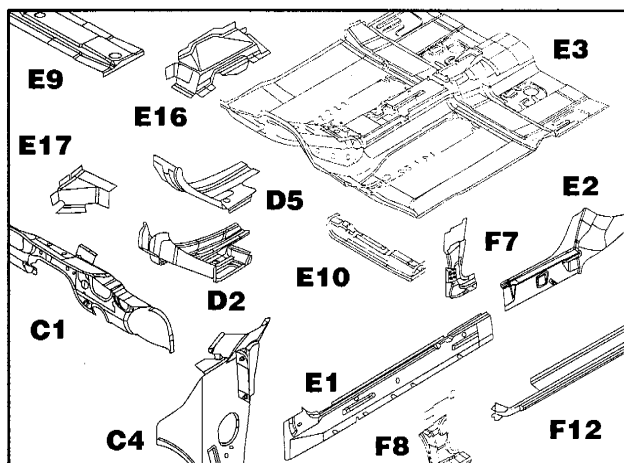
1. If replacing as a sub-assembly, always overlap in areas where you can not weld at OEM welds. Use stitch welds to make a continuous MIG weld where specified.
2. After fitting your new panel and cutting the new holes for the plug welds, double check to be sure of alignment.
3. Plug and stitch weld your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

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



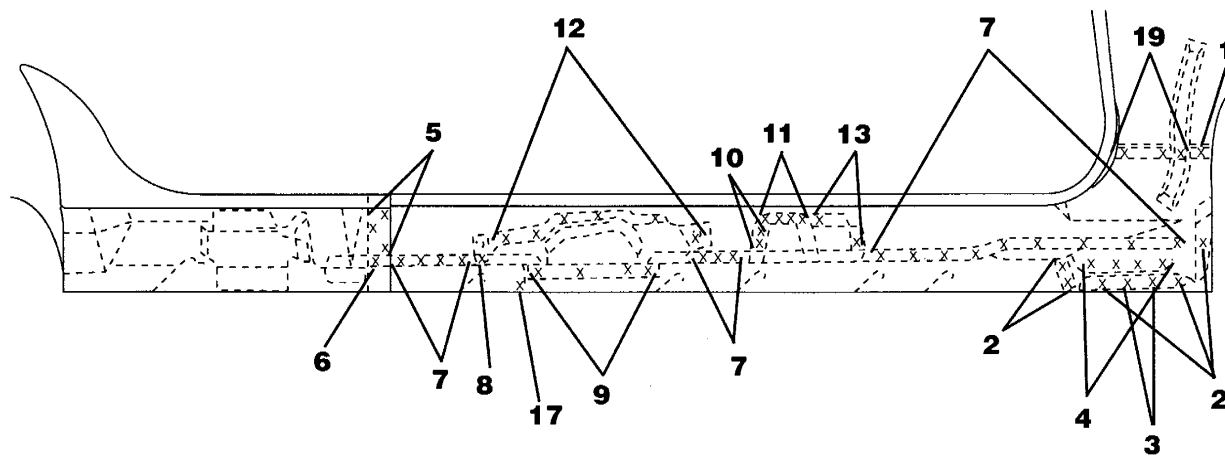


Side Sill — Inner & Outer



No.	Welded parts	F	R
1	E1 + C1 + C4	1	P1
2	E1 + D2	5	P5
3	E1 + D2 + F8	2	P2
4	E1 + D5	4	P4
5	E1 + E2	3	P3
6	E1 + E2 + E3	1	P1

No.	Welded parts	F	R
7	E1 + E3	23	P23
8	E1 + E3 + E16	1	P1
9	E1 + E9	4	P4
10	E1 + E10	2	P2
11	E1 + E10 + E17	4	P4
12	E1 + E16	6	P6
13	E1 + E17	2	P2
14	E1 + F7 + F8	3	P3
15	E1 + F12	37	P37
16	E1 + F18 + F29	2	P2
17	E1 + tap plate	1	P1
18	E1 + F7 + D2	1	P1
19	E1 + C4	3	P3





NOTES WITH REGARD TO REPAIR WORK

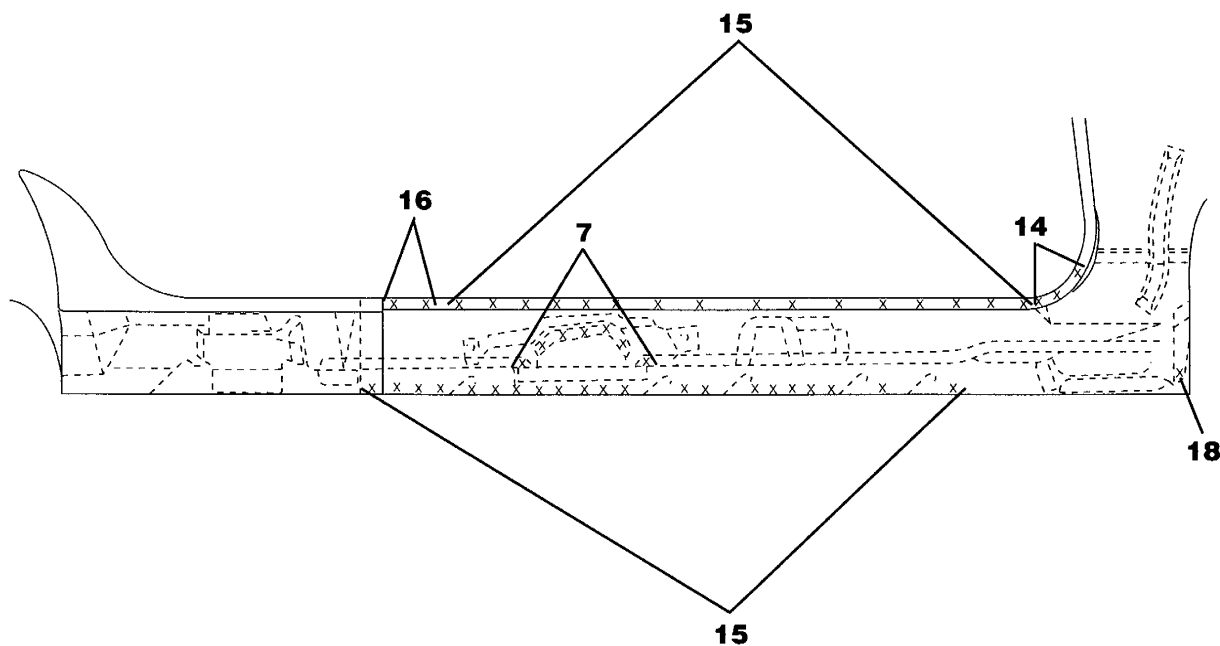
- The Side Sill overlaps multiple components as well as being overlapped by numerous bodyside components.
- If you choose to section the Side Sill, overlap on a sleeve or reinforcement and use continuous stitch and plug welds.

REMOVAL

1. Locate all spot and MIG welds and remove as required.
2. If sectioning, do not cut or remove any reinforcements.
3. Clean and prepare panels for new panel installation.

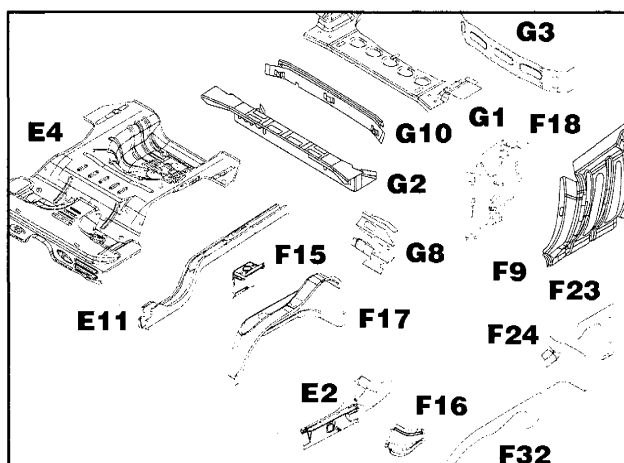
INSTALLATION

1. Using the old Inner Side Rail as a template, mark plug weld locations on new inner side rail panel.
2. Tack weld new rail in place. Recheck all measurements and alignments.
3. Use weld-thru primer at weld locations.
4. Plug and stitch-weld the panel in place as necessary.



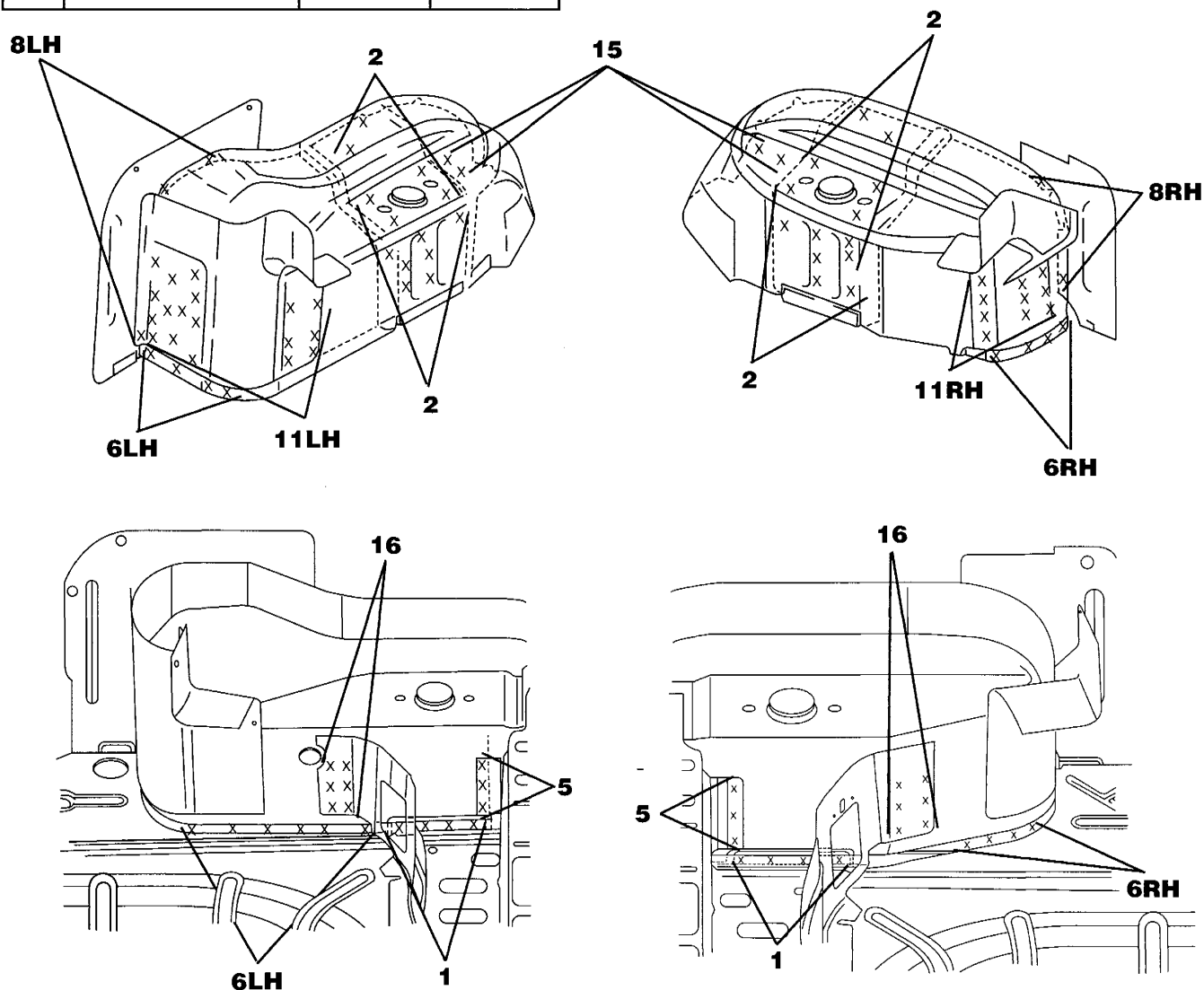


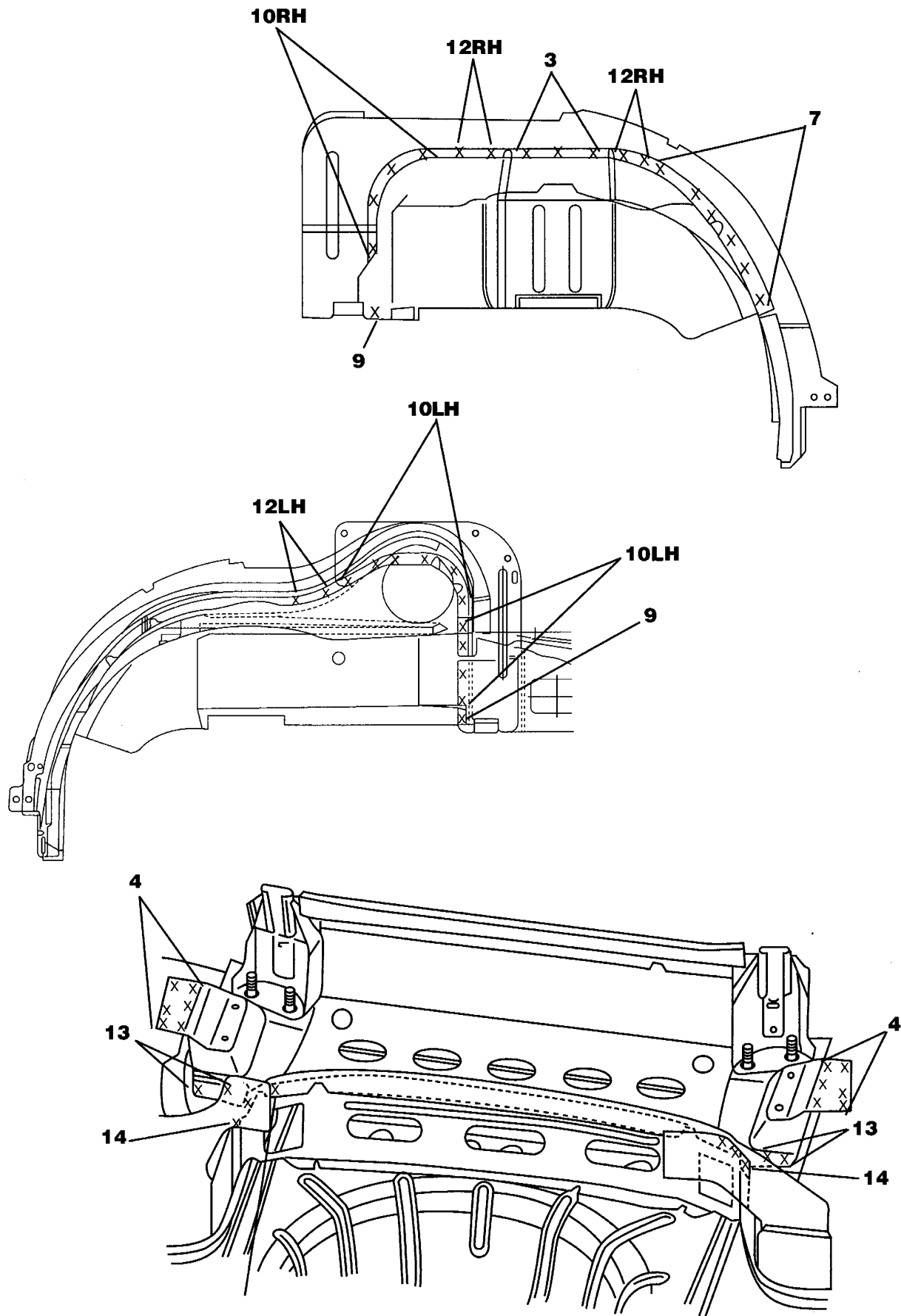
Inner Wheelhouse — Rear



No.	Welded parts	F	R
1	F15 + E4	4	P4
2	F15 + F17	13	P13
3	F15 + F17 + F32	3	P3
4	F15 + F17 + G1	6	P6
5	F15 + F17 + G2	3	P3

No.	Welded parts	F	R
6LH	F17 + E4	10	P10
6RH	F17 + E4	8	P8
7	F17 + F18 + F32	6	P6
8LH	F17 + F23	3	P2
8RH	F17 + F23	2	P2
9	F17 + F23 + F27	1	P1
10LH	F17 + F23 + F32	10	P10
10RH	F17 + F23 + F32	4	P4
11LH	F17 + F24	18	P18
11RH	F17 + F24	10	P10
12LH	F17 + F32	2	P2
12RH	F17 + F32	4	P4
13	F17 + G1	2	P2
14	F17 + G1 + G3	1	P1
15	F17 + G2	2	P2
16	F17 + G3	6	P6
17	F17 + E2 + F16	15	P15







Inner Wheelhouse — Rear

NOTES WITH REGARD TO REPAIR WORK

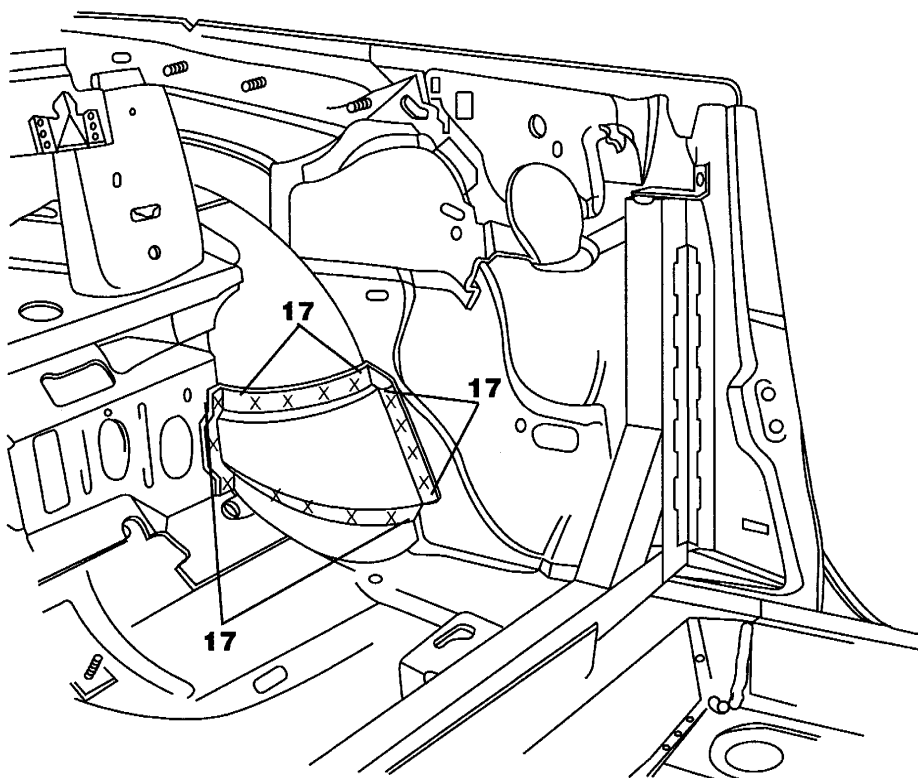
- The Inner Wheelhouse Panel is welded at the seam where it mounts to the Outer Wheelhouse.
- Always remove flammable materials from areas being welded.

REMOVAL

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

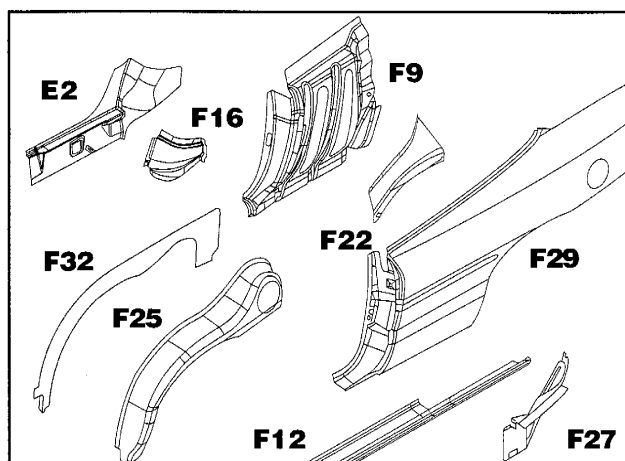
INSTALLATION

1. Using old panel as a guide, mark and punch holes in new Wheelhouse Panel.
2. Temporarily mount Wheelhouse in place.
3. Check fit and alignment.
4. Plug weld new panel in place.
5. Use an appropriate sealer to seal all seams.
6. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



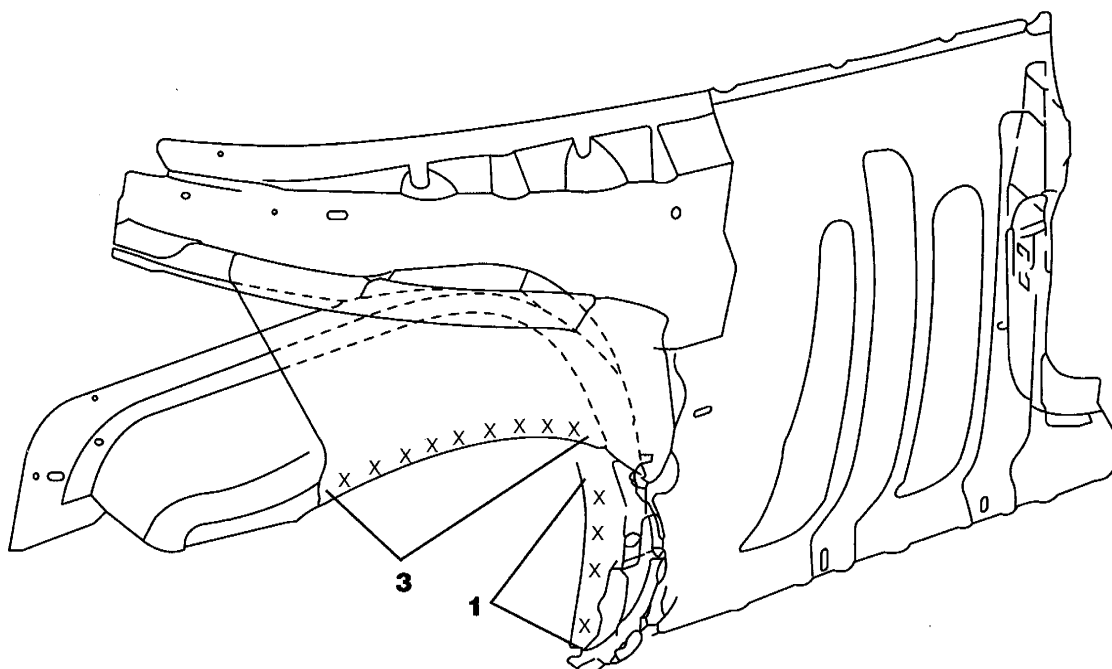


Outer Wheelhouse — Rear



No.	Welded parts	F	R
4	F25 + F29	8	P8

No.	Welded parts	F	R
1	F9 + F25	4	P4
2	F12 + F25	1	P1
3	F22 + F25	9	P9





Outer Wheelhouse — Rear

NOTES WITH REGARD TO REPAIR WORK

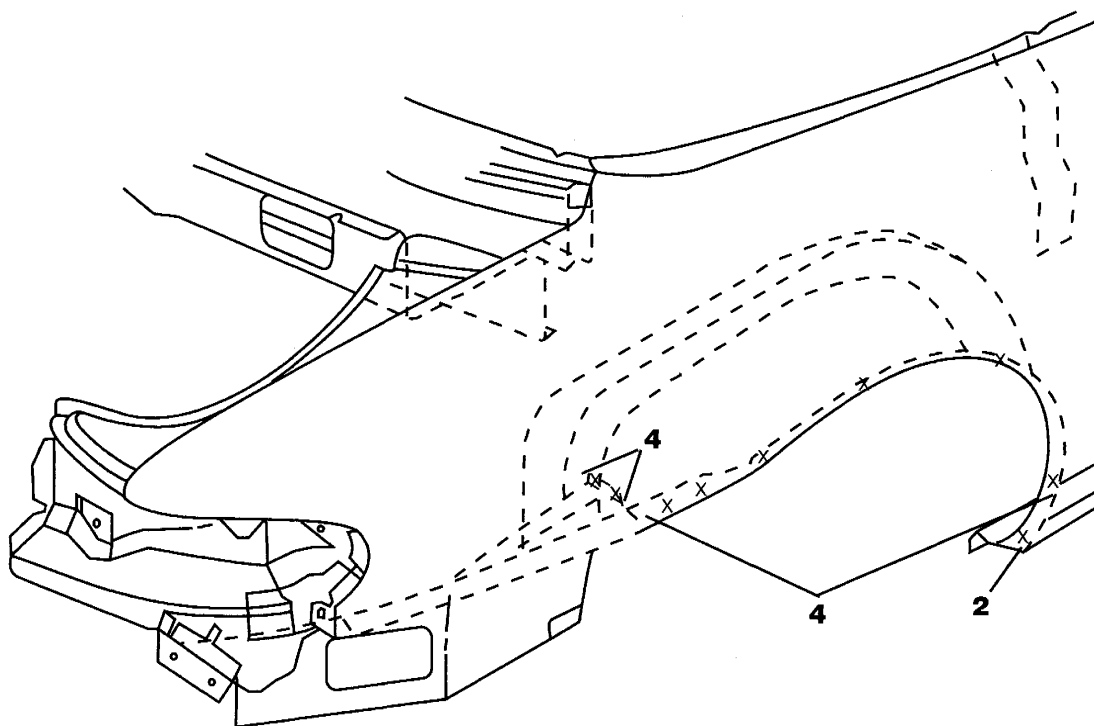
- For safety reasons, remove the fuel tank before performing work.
- On vehicles equipped with a sun roof, there are drain hoses running down the C pillars. You may also encounter wiring harnesses in these pillars — be careful not to cut any of these materials.
- Remove all flammable materials from areas where working before welding.

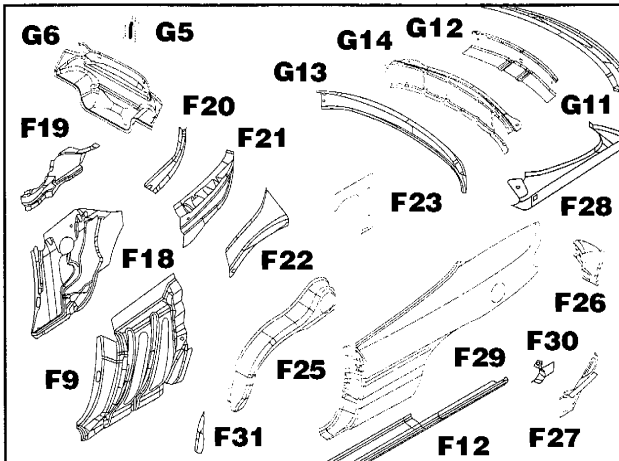
REMOVAL

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

INSTALLATION

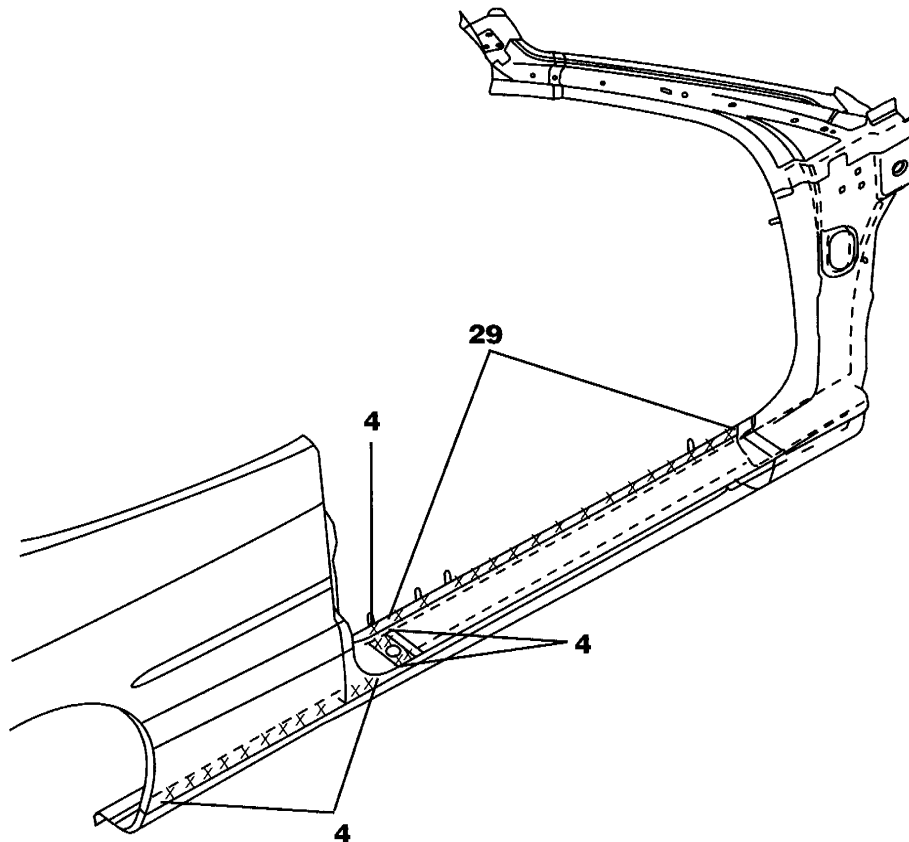
1. Mount the new Outer Wheelhouse and check fit to Inner Rear Wheelhouse and Quarter Panel.
2. Tack weld the new Outer Wheelhouse into place.
3. Check the fit again to make sure everything fits perfectly.
4. Weld the Outer Wheelhouse into place.
5. Spray anti-corrosion weld-thru primer on weld surfaces prior to welding.





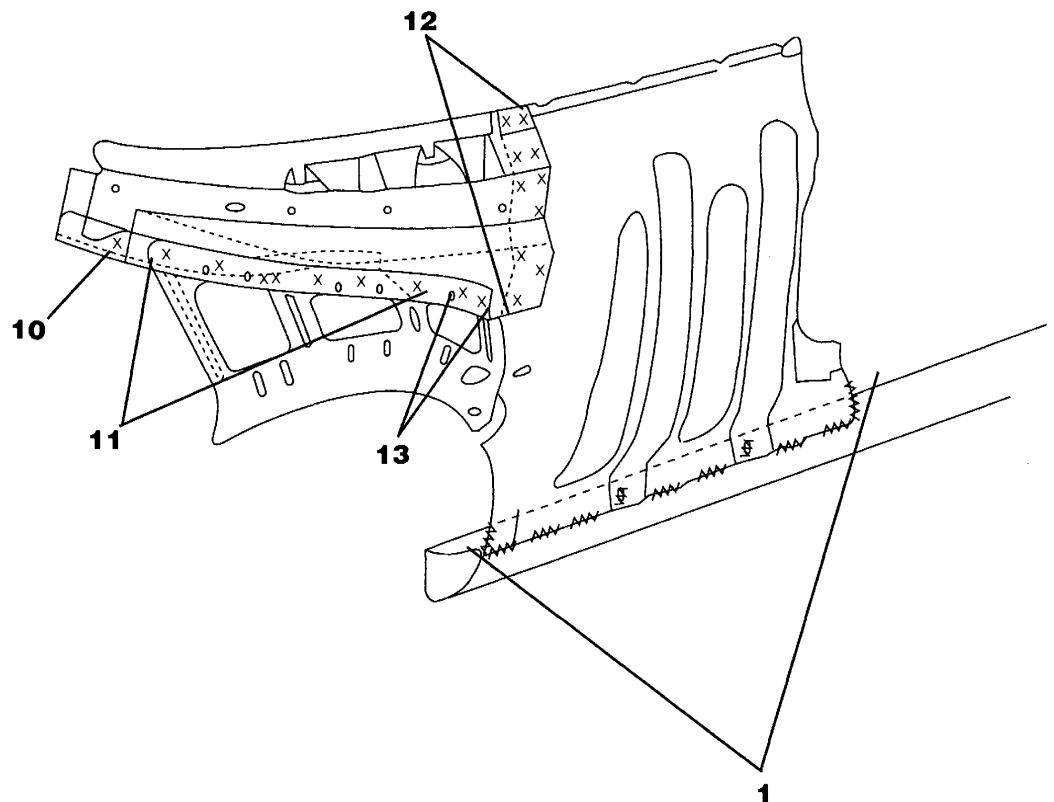
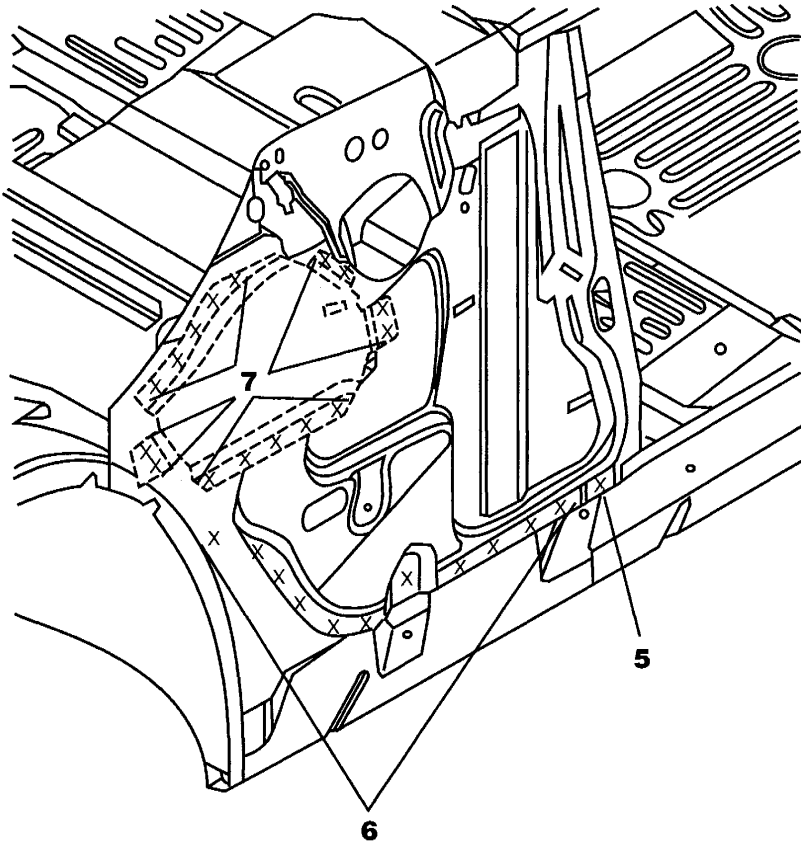
No.	Welded parts	F	R
1	F9 + F11	12	S12
2	F9 + F18 + F29	6	P6
3	F9 + F29	13	P13
4	F12 + F29	16	P16
5	F18 + E1 + E2	1	P1
6	F18 + E2	11	P11
7	F18 + F19	16	P16
8	F18 + F29	2	P2
9	F18 + F29 + E1	2	P2

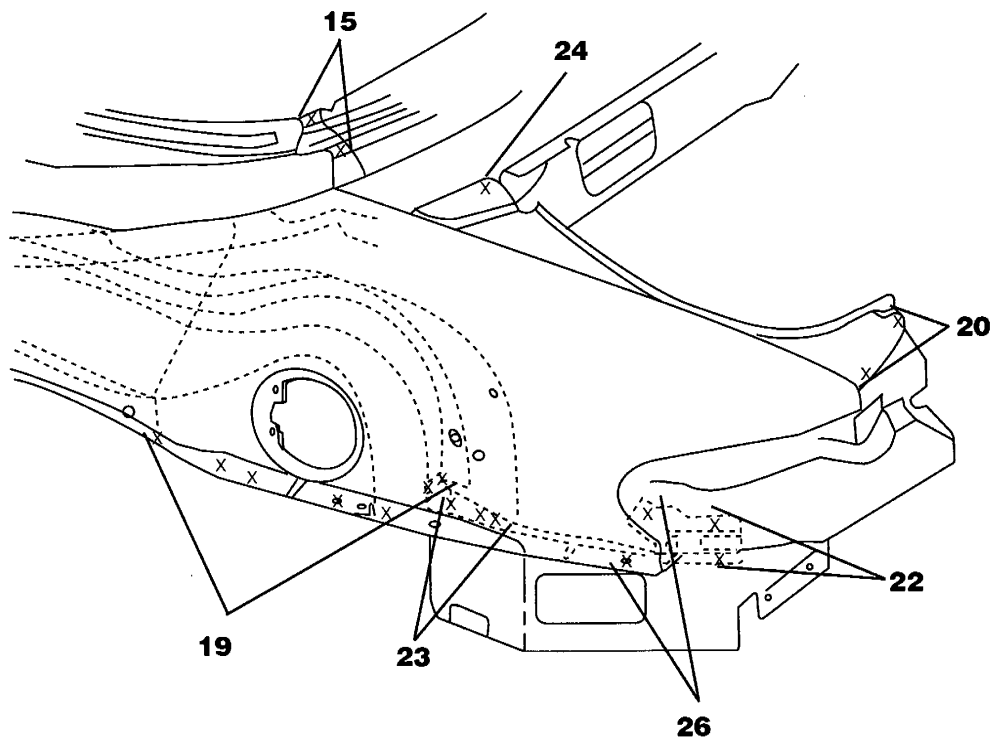
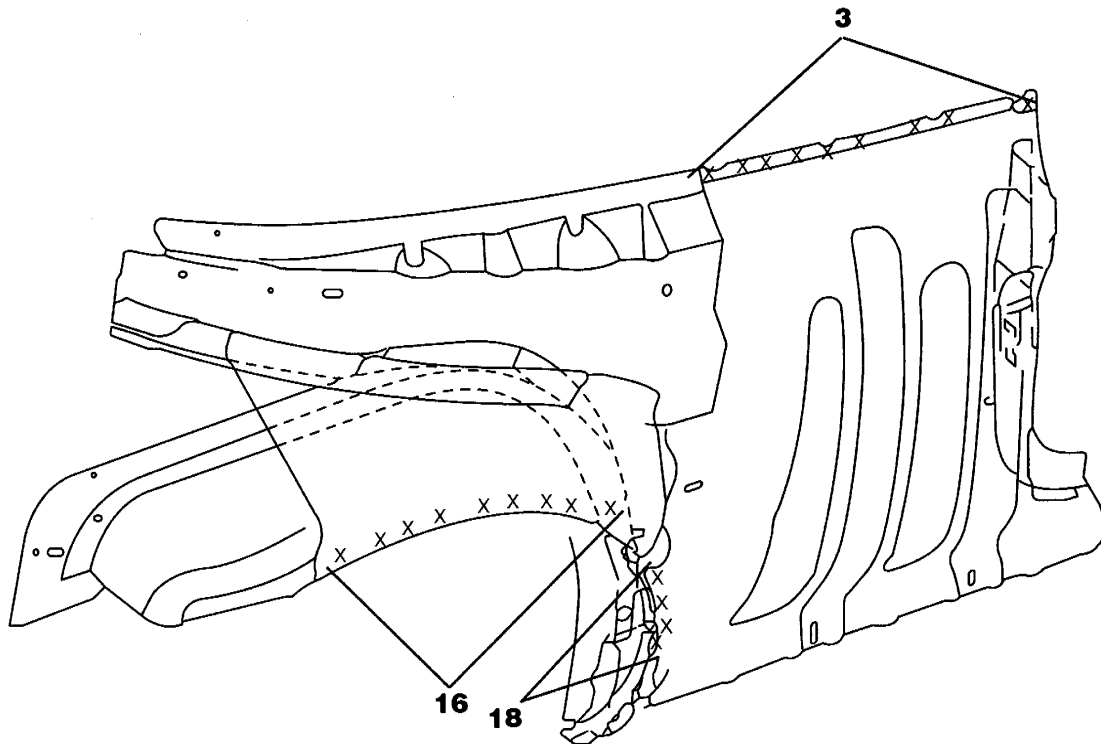
No.	Welded parts	F	R
10	F20 + F21	1	P1
11	F20 + F21 + F22	7	P7
12	F21 + F9	10	P12
13	F21 + F22	2	P2
14	F21 + F29	11	P11
15	F21 + G13	2	P2
16	F22 + F25	9	P9
17	F25 + F12	1	P1
18	F25 + F9	4	P4
19	F25 + F29	8	P8
20	F26 + F28	2	P2
21	F26 + F29	4	P4
22	F26 + F30	4	P4
23	F27 + F32	3	P3
24	F28 + G12	1	P1
25	F29 + F28	11	P11
26	F29 + F30	2	P2
27	F26 + G6	4	P4
28	F18 + F14	12	S12
29	F12 + E1	37	P37
30	F12 + E2	8	P8





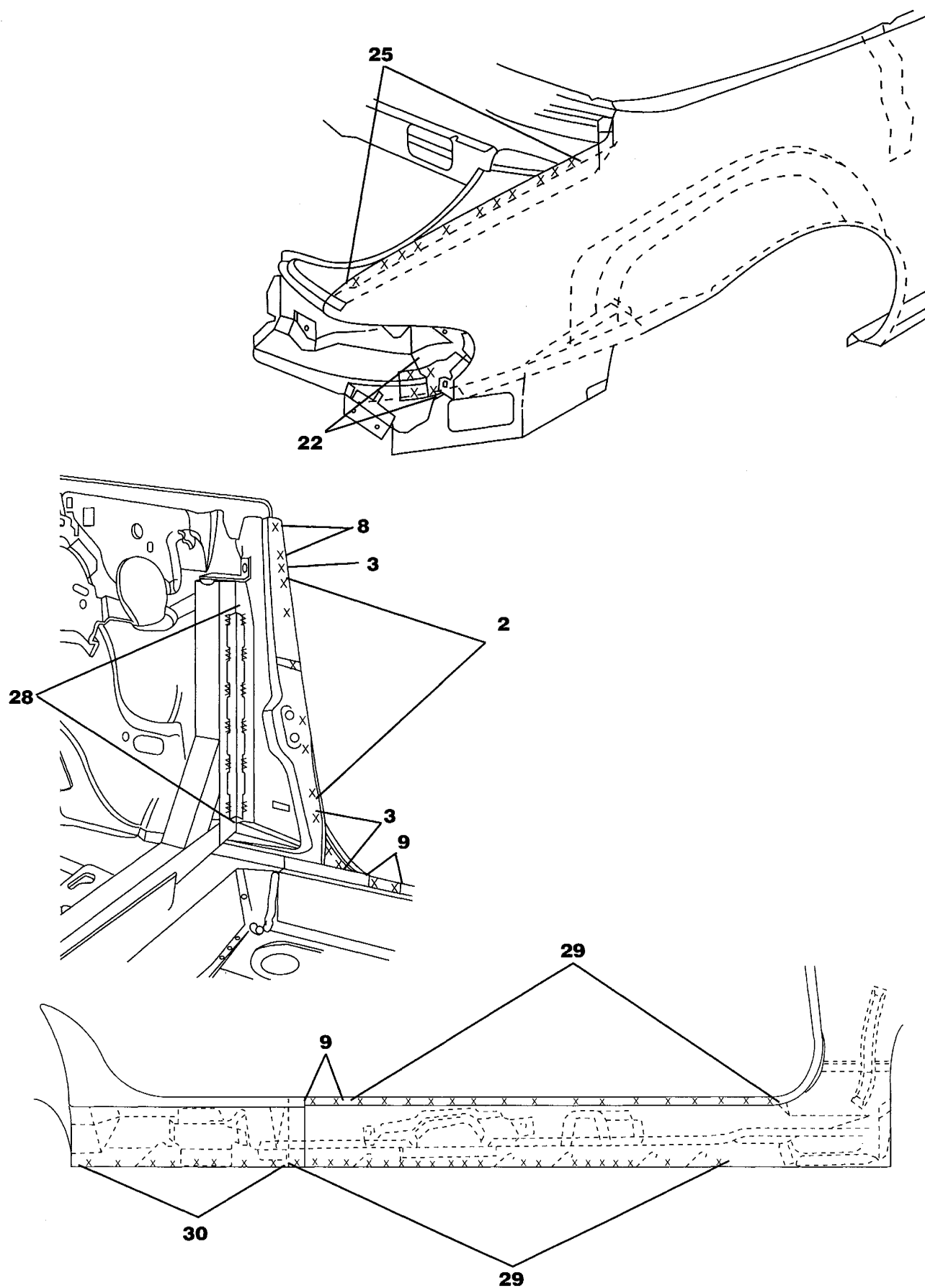
Quarter Panel







Quarter Panel





NOTES WITH REGARD TO REPAIR WORK

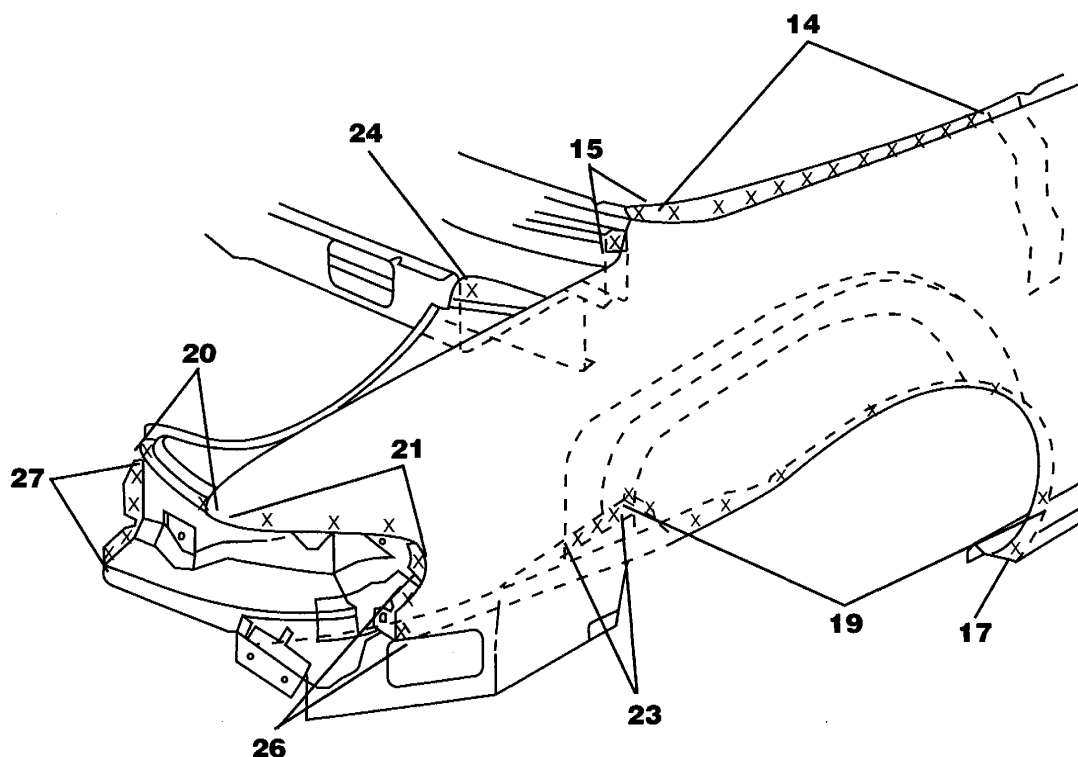
- For safety reasons, remove the fuel tank before performing work.
- Quarter Panel Extension Panels provide mounting points for many exterior components. It is critical to check for precise alignment when mounting these components.
- Remove all flammable materials from areas where working before welding.
- Protect all glass from sparks during cutting and welding.

REMOVAL

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

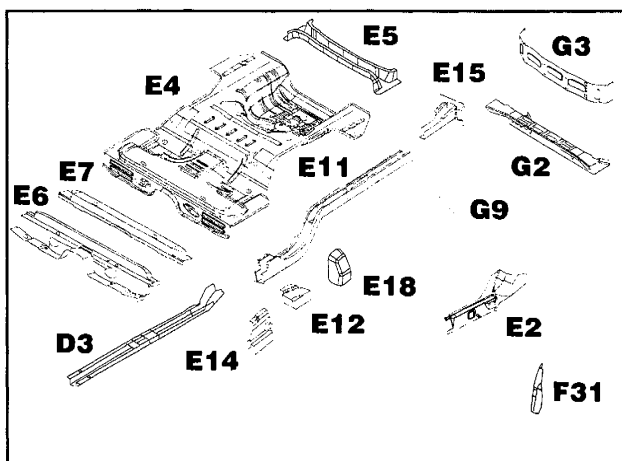
INSTALLATION

1. Mount the new Quarter Panel and check fit to Wheelhouse and other mating surfaces.
2. Tack weld the new Quarter Panel into place.
3. Check the fit again to make sure everything fits perfectly.
4. Weld the Quarter Panel into place.
5. Spray anti-corrosion weld-thru primer on weld surfaces prior to welding.



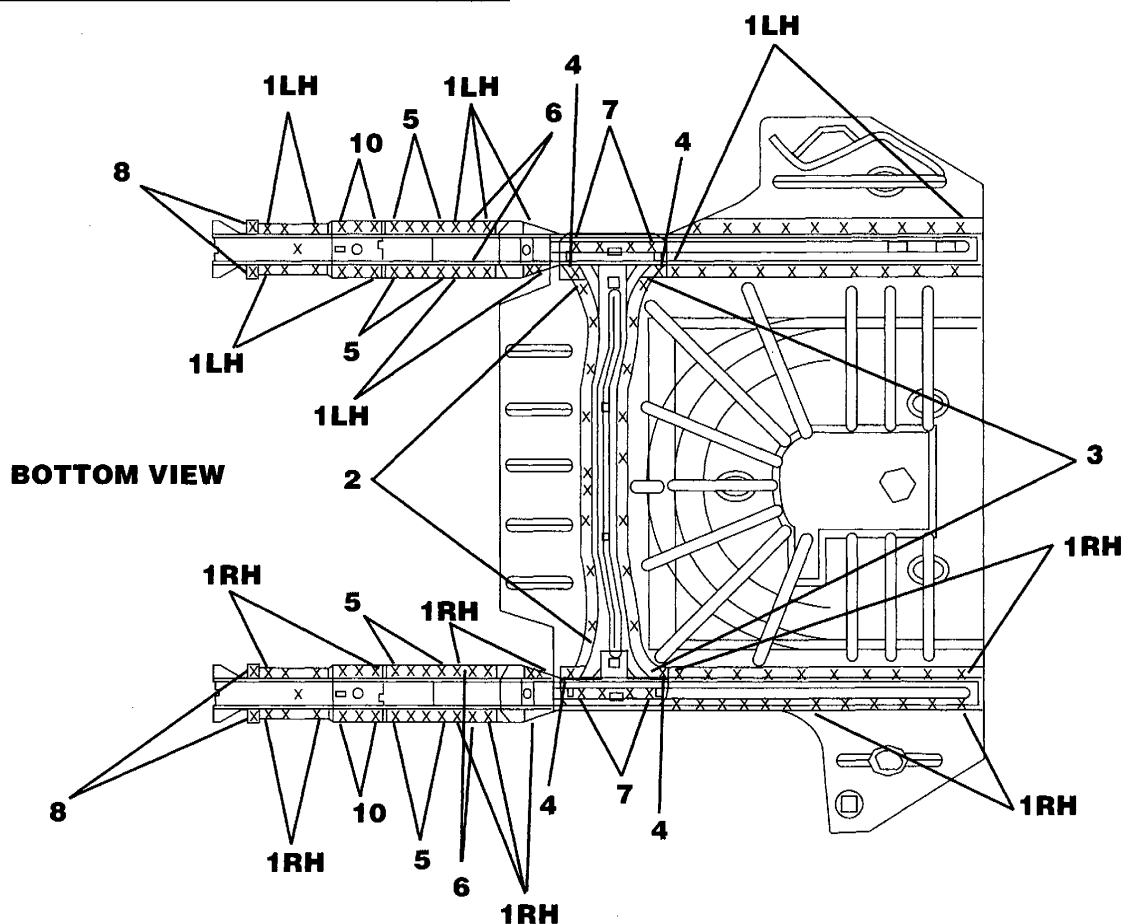


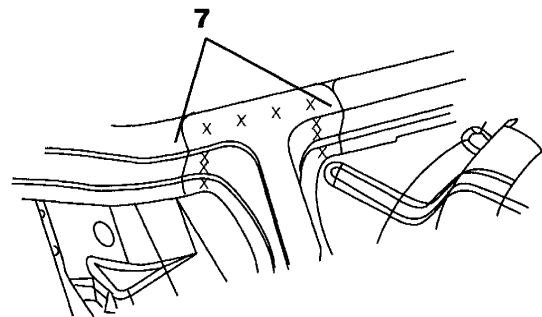
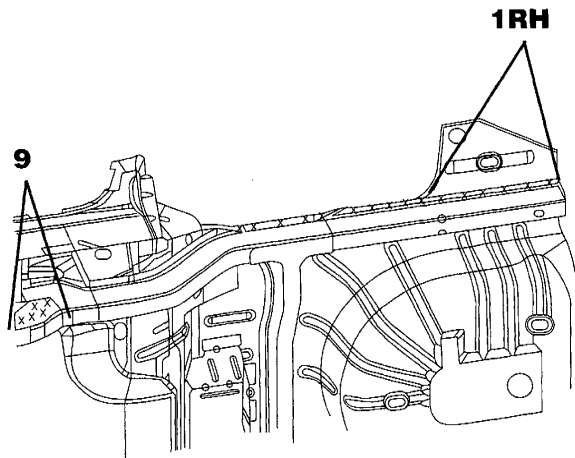
Rear Frame Rail



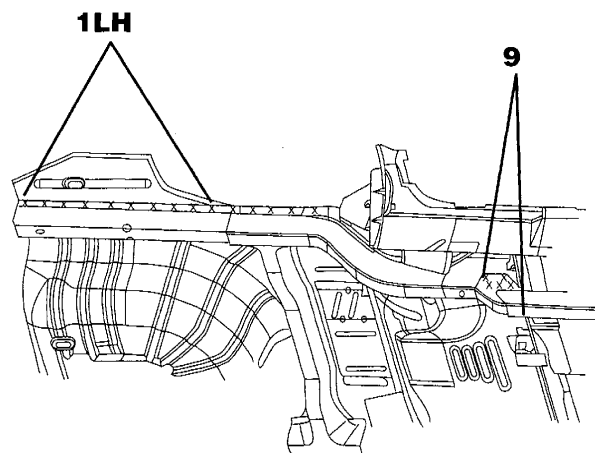
No.	Welded parts	F	R
10	E11 + E12	6	P6
11	E11 + E15	12	P12
12	E11 + E6	4	P4
13	E6 + E7 + E14	3	P3
14	E12 + E2	5	P5
15	E12 + E18	2	P2
16	E12 + E14	2	P2
17	E14 + E2	3	P3
18	E14 + E4	2	P2
19	E18 + F31 + E2	2	P2

No.	Welded parts	F	R
1LH	E4 + E11	37	P37
1RH	E4 + E11	33	P33
2	E4 + E5 + G2	12	P12
3	E4 + E5 + G3	9	P4
4	E4 + E5 + E11	4	P4
5	E4 + E11 + E19	16	P16
6	E4 + E11 + G9	4	P4
7	E5 + E11	8	P8
8	E6 + E7 + E11	4	P4
9	E11 + D3	11	P11



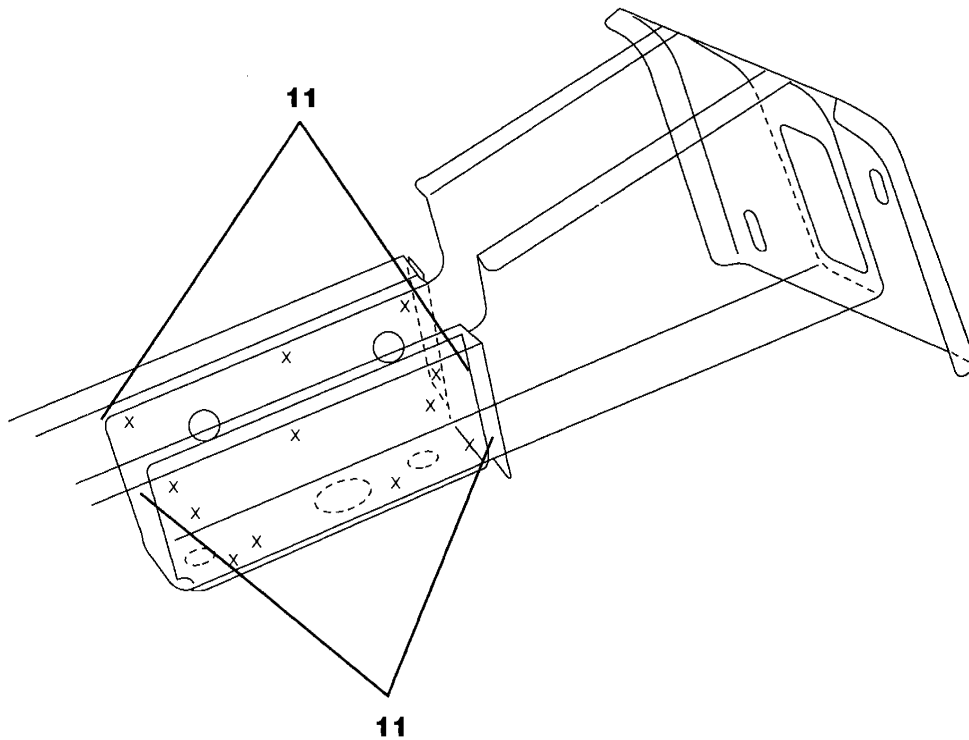
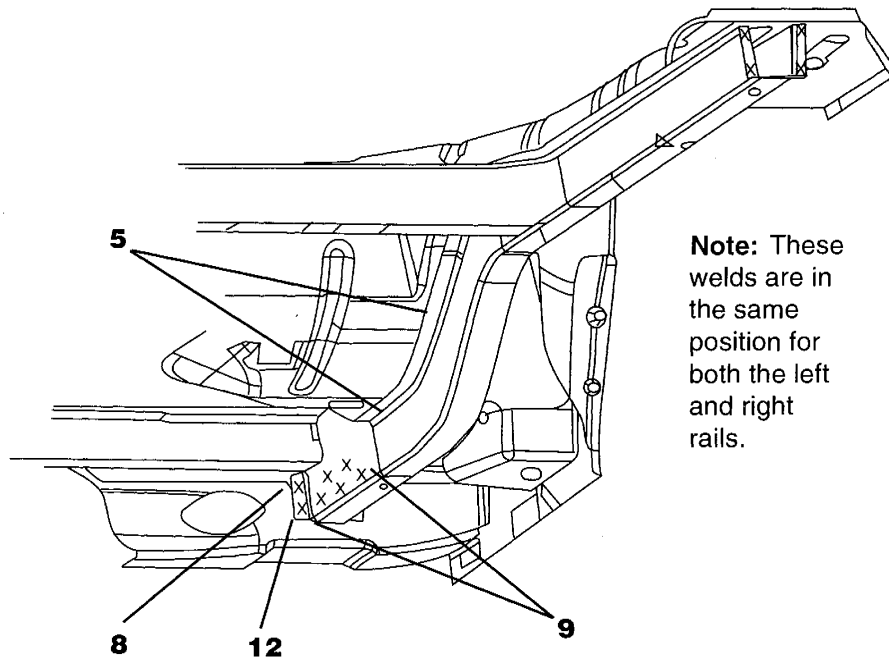


Note: These welds are in the same position for both the left and right rails.





Rear Frame Rail





NOTES WITH REGARD TO REPAIR WORK

- The Rear Frame Rail is comprised of several rear structural components. The Rear Floor Pan Side Rail and Side Rail Reinforcement are serviced as assemblies.
- Remove all flammable materials from passenger compartment, rear seat area and trunk area. Cap all open fuel lines.

REMOVAL

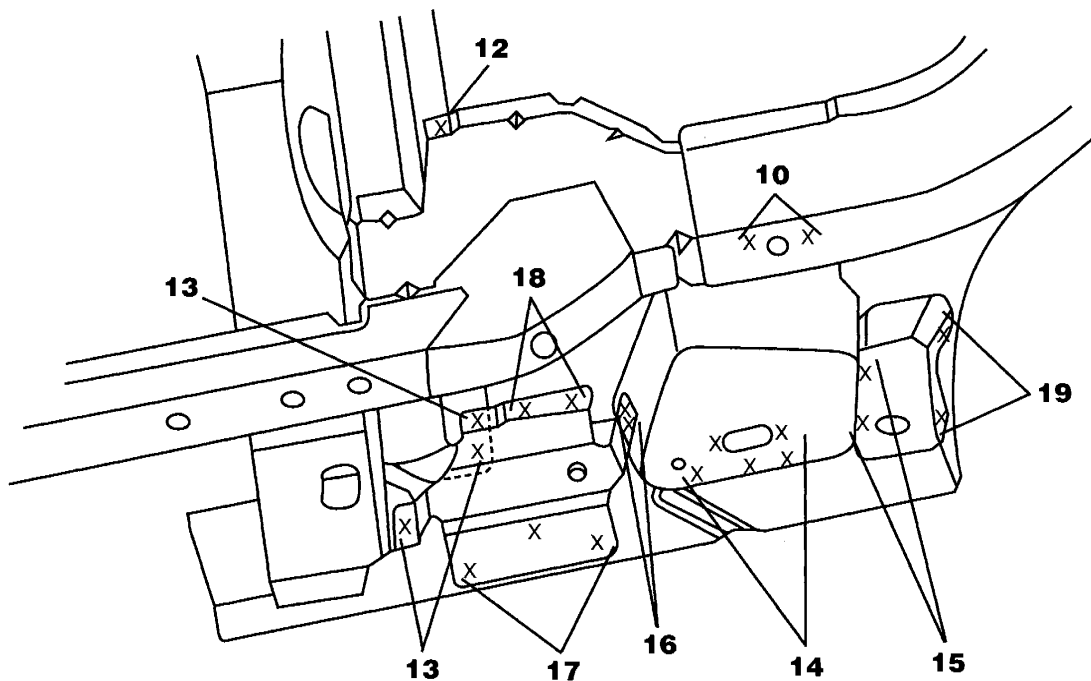
1. Use a spot weld cutter to remove spot welds.
2. Use an air chisel to remove Rear Frame Rail components. Do not damage adjacent parts.

PREPARATION

1. Repair any damage that may have been caused by removal of Rear Frame Rail assembly.
2. Use old Rear Rail as a guide for plug weld placement.

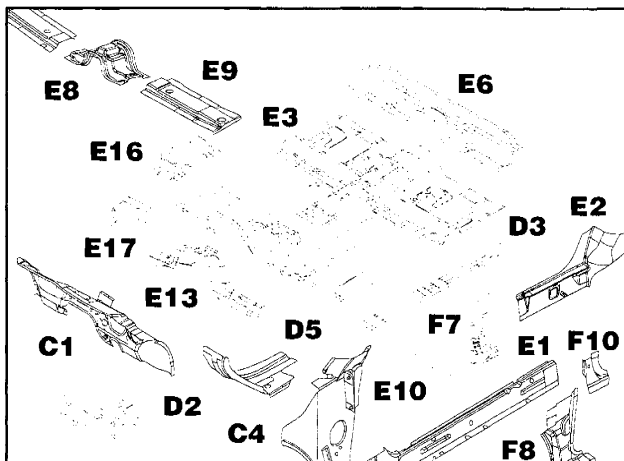
INSTALLATION

1. Temporarily mount the new Rear Frame Rail components to the Rear Floor Pan.
2. Measure each part and make corrections necessary to obtain perfect agreement with the other parts involved.
3. Plug weld the new components, making sure they are at least as strong as the original.



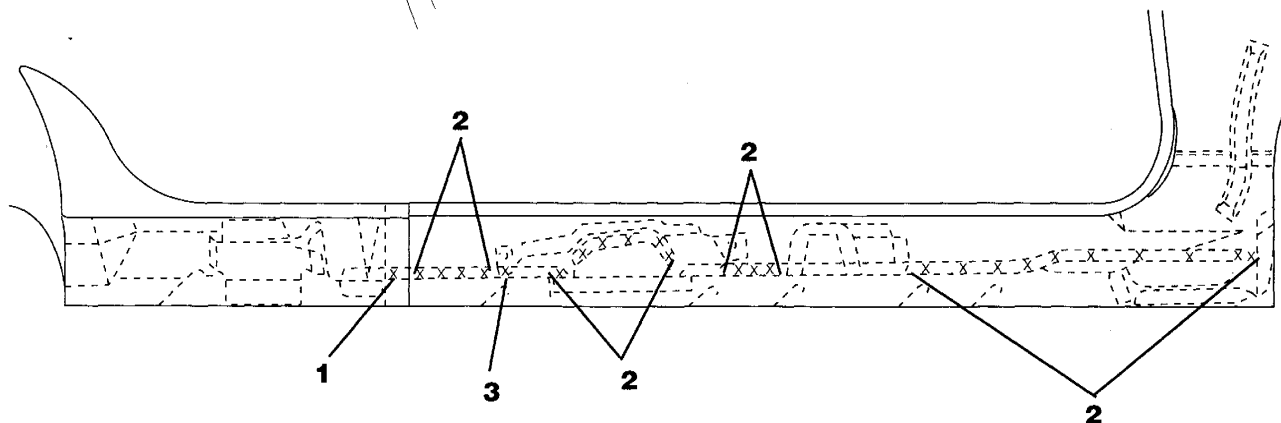
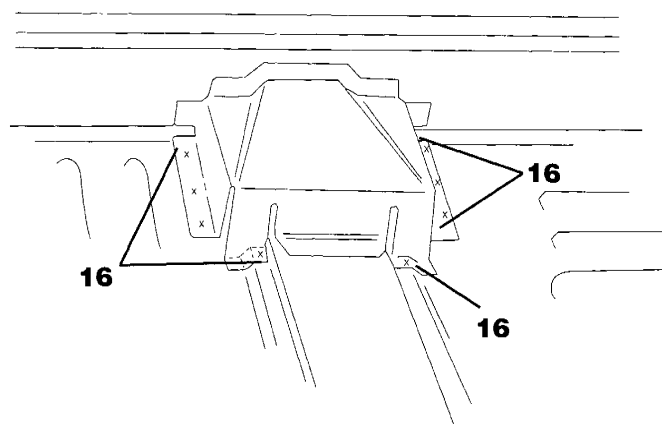
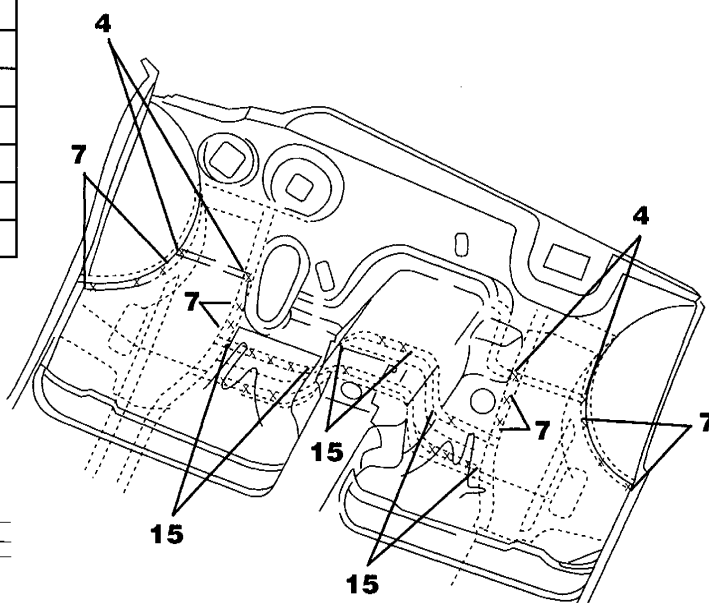


Front Floor Pan



No.	Welded parts	F	R
1	E1 + E2 + E3	1	P1
2	E1 + E3	46	P46
3	E1 + E3 + E16	2	P2
4	E3 + C1 + D5	4	P4
5	E3 + D2 + D5	12	P12
6	E3 + D3	34	P34

No.	Welded parts	F	R
7	E3 + D5	20	P20
8	E3 + E4 + E6	14	P14
9	E3 + E6	18	P18
10	E3 + E6 + D3	4	P4
11	E3 + E8 + E9	6	P6
12	E3 + E8 + E9	22	P22
13	E3 + E10	24	P24
14	E3 + E10 + D3	8	P8
15	E3 + E13	13	P13
16	E3 + E16	16	P16





NOTES WITH REGARD TO REPAIR WORK

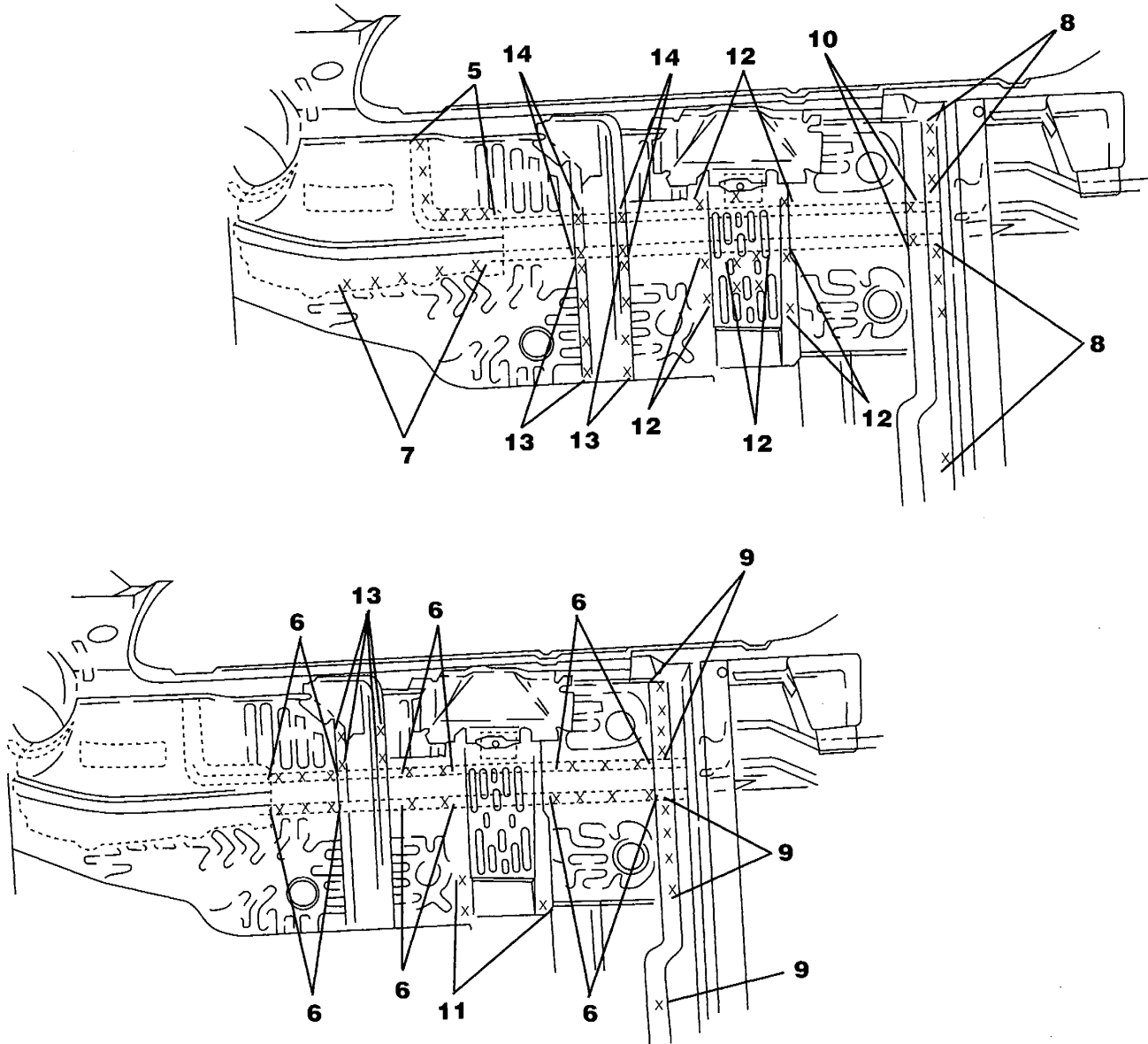
- Remove fuel tank and cap open fuel lines.
- Remove all flammable materials from passenger compartment, rear seat area and interior area.
- Refer to Front and Rear Frame Rail section for Rail to Rear Front Pan weld locations.

REMOVAL

1. Drill 1/8" hole in the center of each spot weld to be used as a guide if using a hole saw.
2. Use a 5/16"-3/8" hole saw to cut all spot welds or a drill designed to cut spot welds.
3. Use an air chisel to remove Front Floor Pan, but be careful not to damage any mating components.

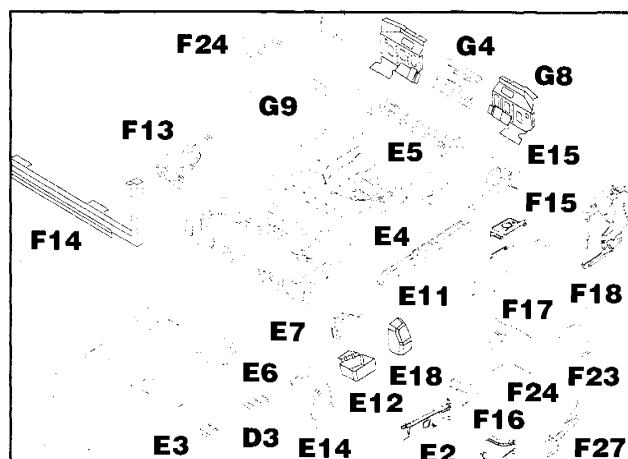
INSTALLATION

1. Repair any damage that may have been caused by removal of the Front Floor Pan or other components.
2. Re-use the Floor Pan as a guide for plug weld placement and refer to the appropriate section for weld placement.
3. Temporarily mount the new Front Floor Pan.
4. Measure each part and make corrections necessary to obtain perfect agreement with the other parts involved.
5. Plug weld the new Front Floor Pan, making sure it is at least as strong as the original.
6. You will need to use weld-through primer at the seams to ensure good corrosion protection.



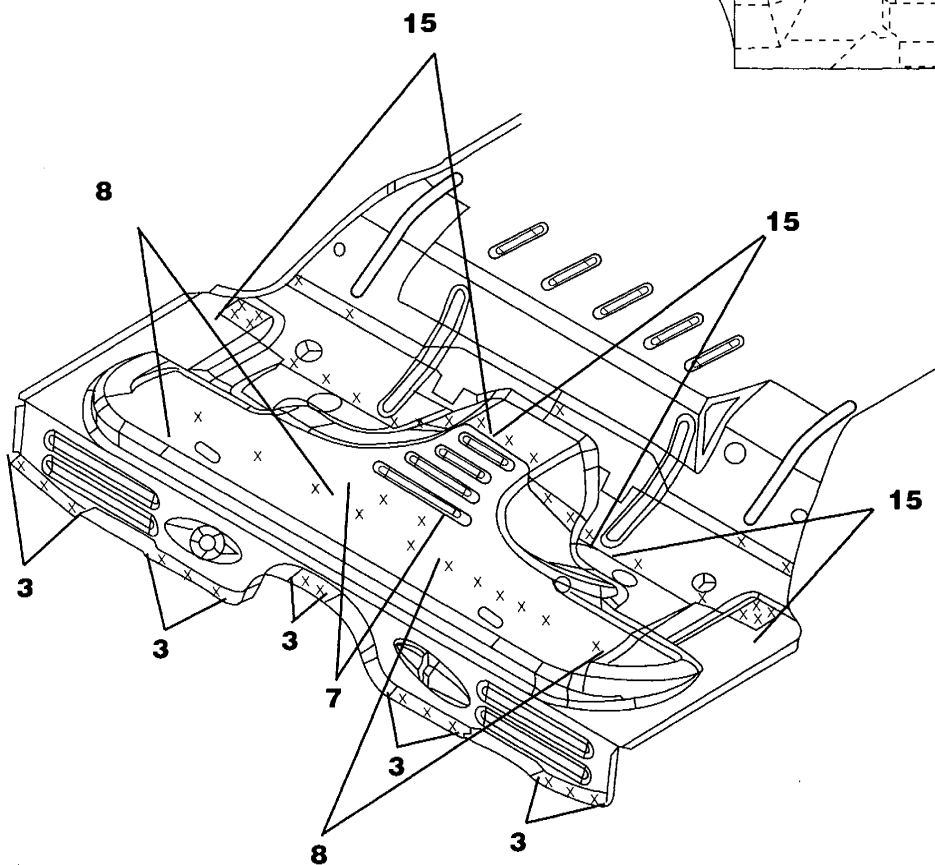
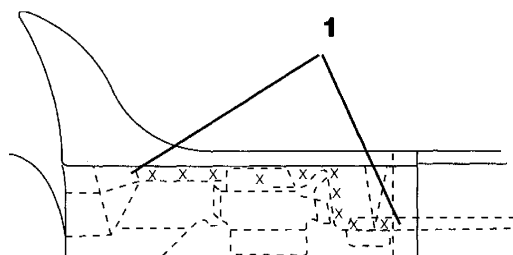


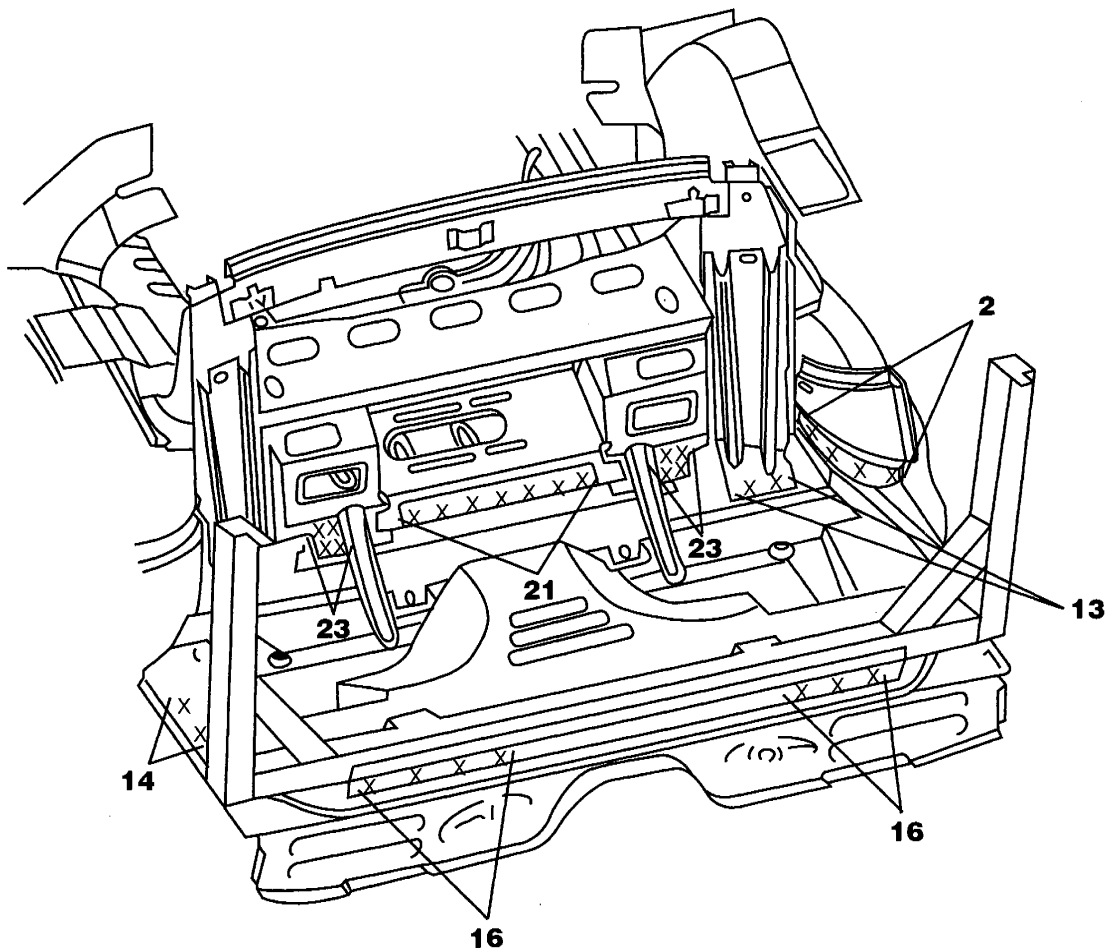
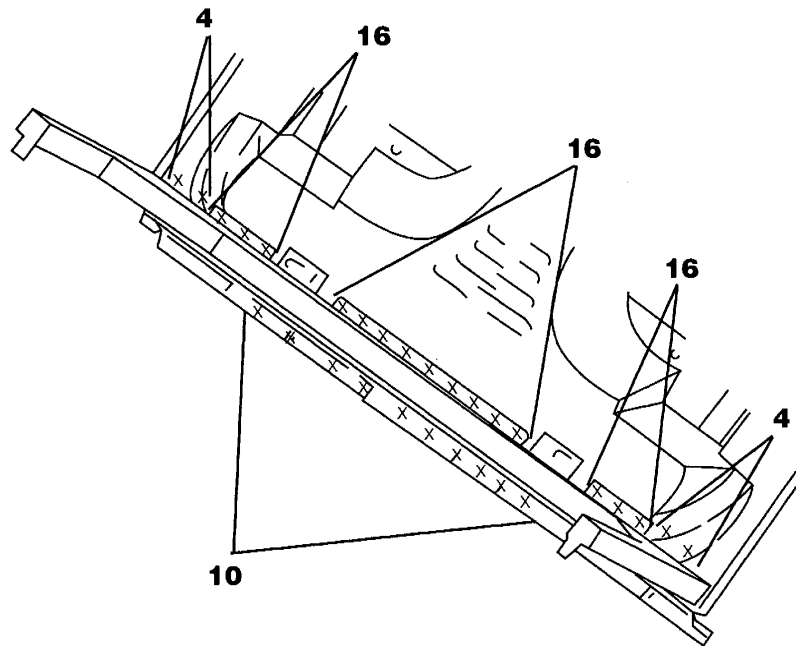
Rear Floor Pan



No.	Welded parts	F	R
1	E2 + E4	20	P20
2	E2 + E4 + F16	8	P8
3	E3 + E4 + E6	14	P14
4	E4 + E5 + E11	4	P4
5	E4 + E5 + G2	12	P12
6	E4 + E5 + G3	9	P9
7	E4 + E6	4	P4
8	E4 + E6 + E7	9	P9
9	E4 + E6 + E11	6	P6
10	E4 + E7	10	P10

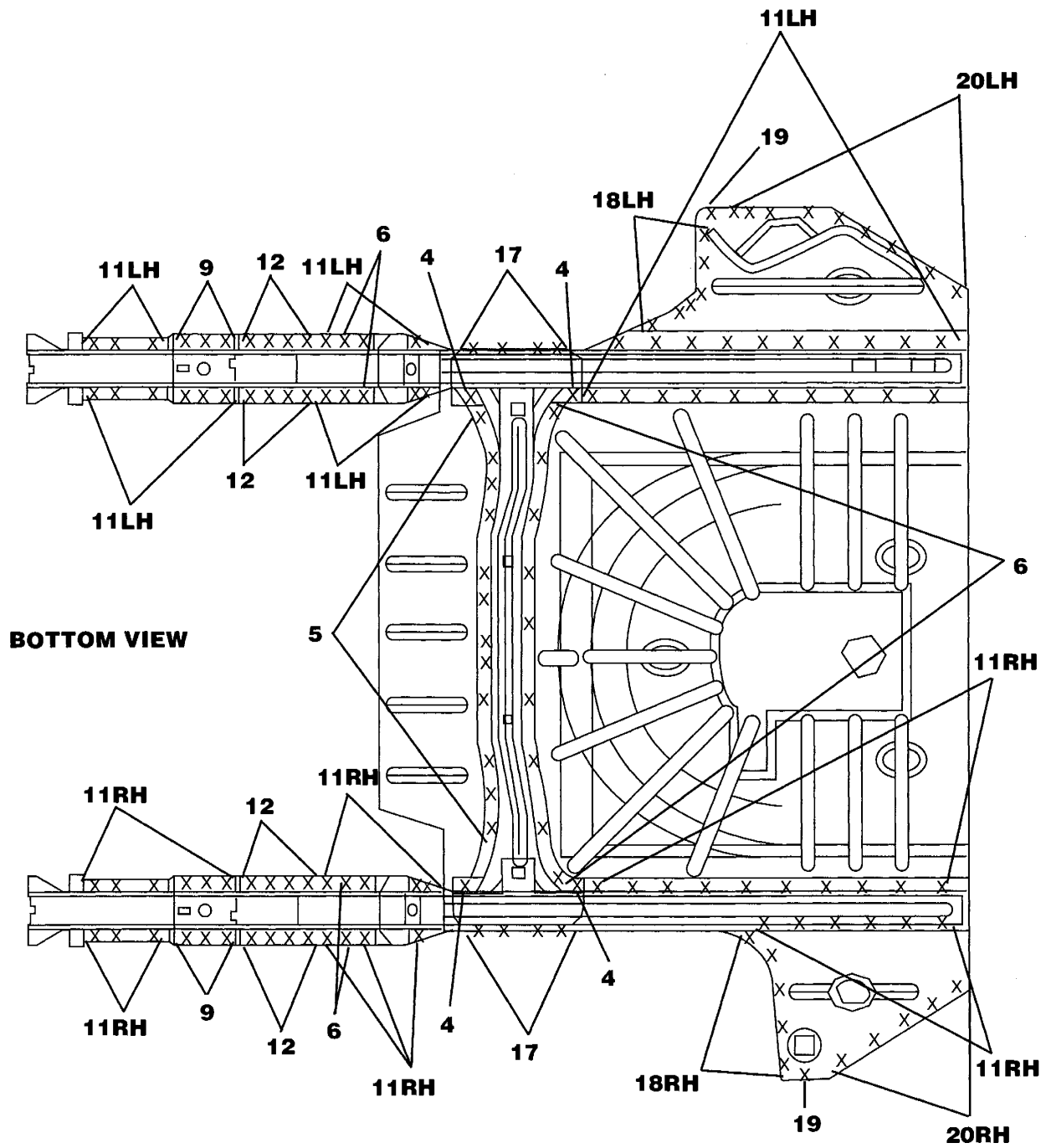
No.	Welded parts	F	R
11LH	E4 + E11	37	P37
11RH	E4 + E11	33	P33
12	E4 + E11 + E19	16	P16
13	E4 + E11 + G9	4	P4
14	E4 + E14	4	P4
15	E4 + E19	27	P27
16	E4 + F14	22	P22
17	E4 + F15	8	P8
18LH	E4 + F17	6	P6
18RH	E4 + F17	5	P5
19	E4 + F23	2	P2
20LH	E4 + F27	9	P9
20RH	E4 + F27	5	P5
21	E4 + G4	7	P7
22	E4 + G6	20	P20
23	E4 + G8	8	P8







Rear Floor Pan



**NOTES WITH REGARD TO REPAIR WORK**

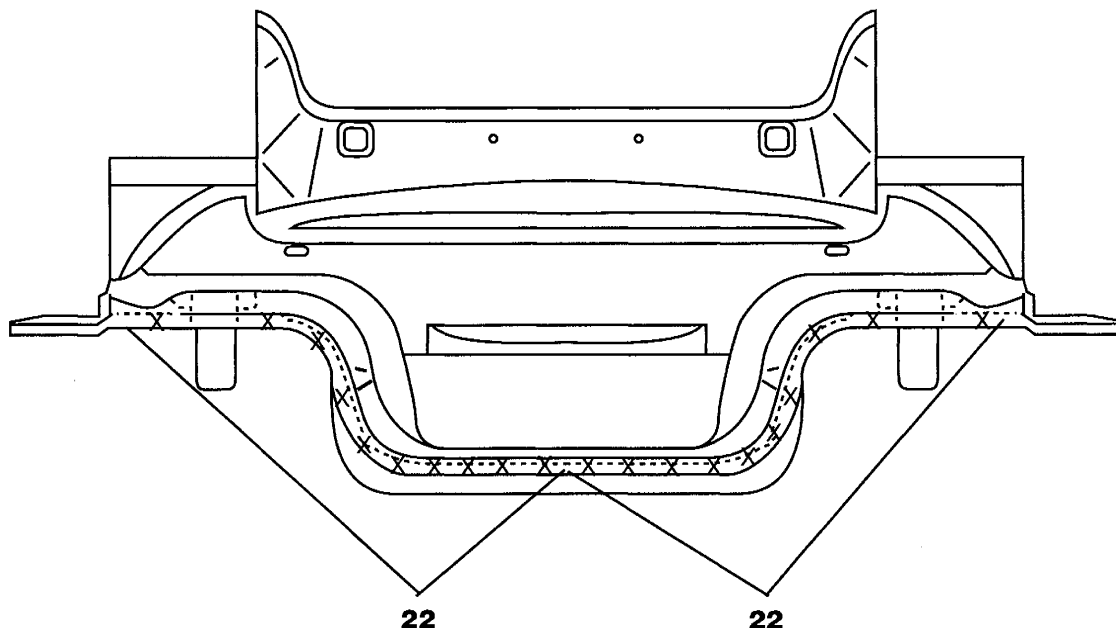
- Remove fuel tank and cap open fuel lines.
- Remove all flammable materials from passenger compartment, rear seat area and interior area.
- Refer to Inner and Outer Wheelhouse sections for Wheelhouse to Rear Floor Pan weld locations.
- Refer to Rear Frame Rail section for Rail to Rear Floor Pan weld locations.
- Refer to Rear Deck Opening section for Deck Opening Panels to Rear Floor Pan weld locations.

REMOVAL

1. Drill 1/8" hole in the center of each spot weld to be used as a guide if using a hole saw.
2. Use a 5/16"-3/8" hole saw to cut all spot welds or a drill designed to cut spot welds.
3. Use an air chisel to remove Rear Floor Pan, but be careful not to damage any mating components.

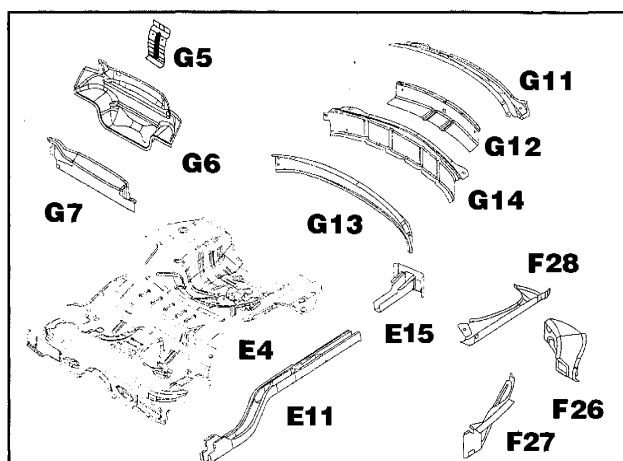
INSTALLATION

1. Repair any damage that may have been caused by removal of the Rear Floor Pan or other components.
2. Re-use the Floor Pan as a guide for plug weld placement and refer to the appropriate section for weld placement.
3. Temporarily mount the new Rear Floor Pan.
4. Measure each part and make corrections necessary to obtain perfect agreement with the other parts involved.
5. Plug weld the new Rear Floor Pan, making sure it is at least as strong as the original.
6. You will need to use weld-through primer at the seams to ensure good corrosion protection.



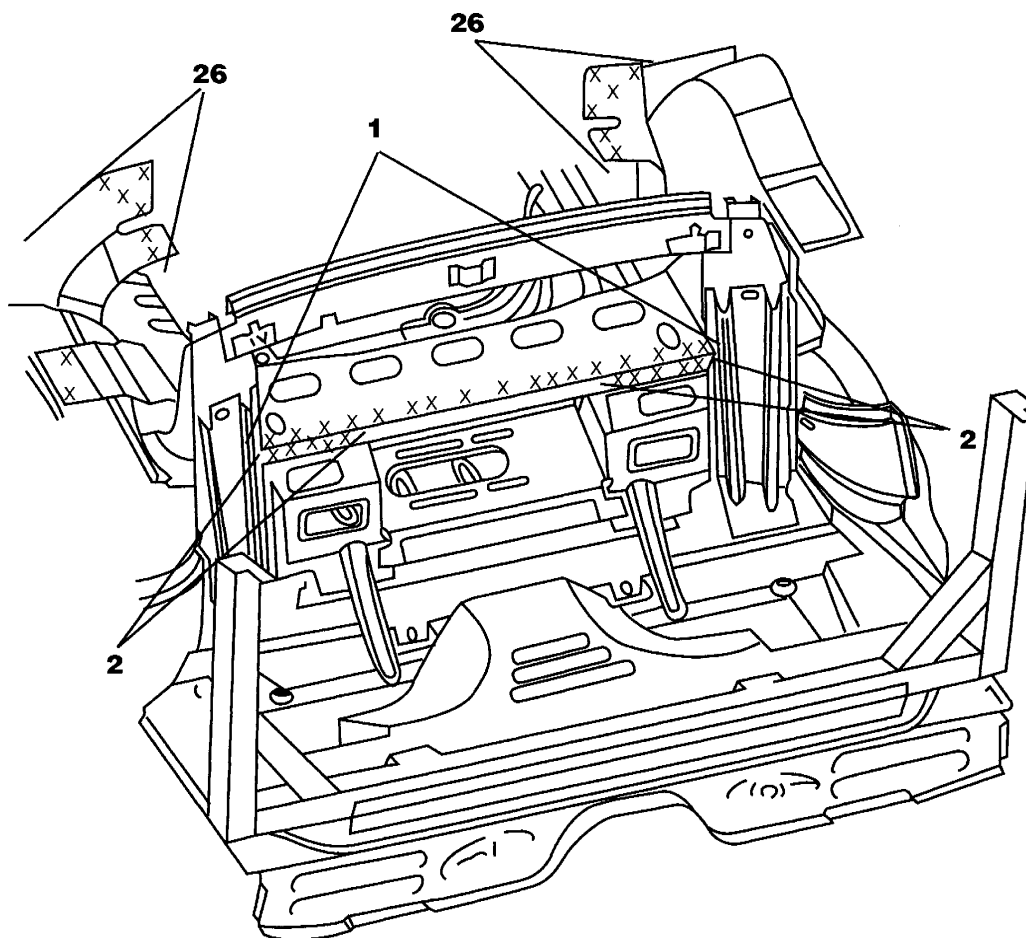


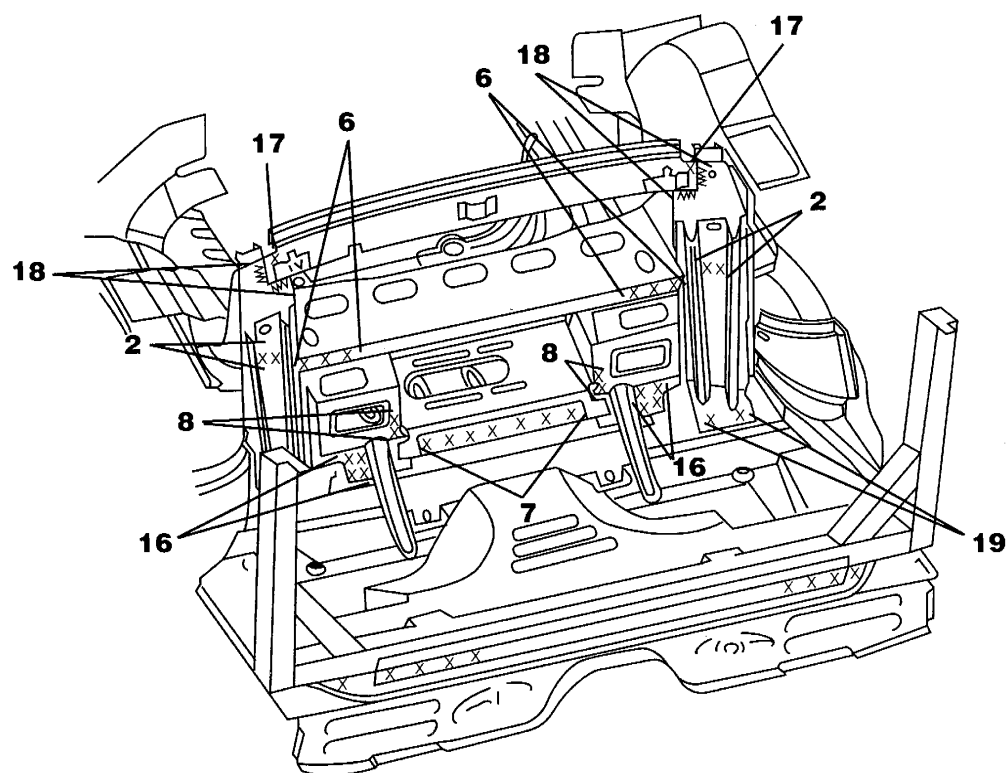
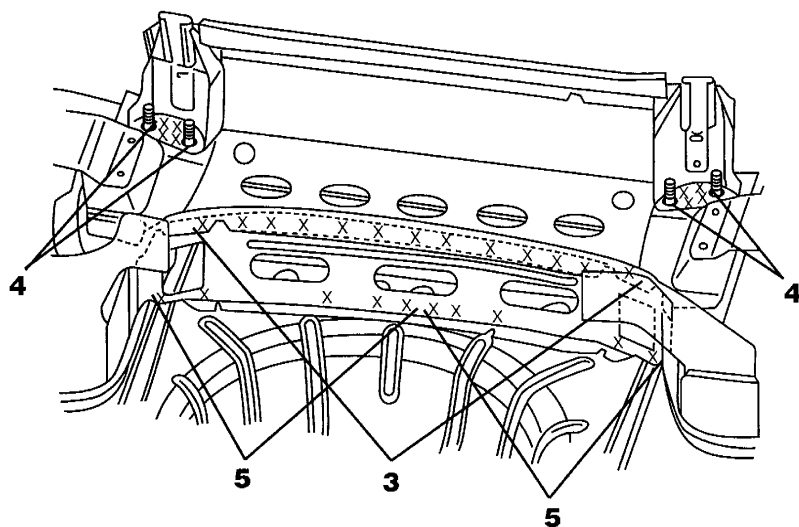
Rear Deck Opening & Topwell



No.	Welded parts	F	R
1	G1 + G2	17	P17
2	G1 + G2 + G8	10	P10
3	G1 + G3	13	P13
4	G1 + G9	4	P4
5	G2 + G3	10	P10
6	G2 + G8	6	P6
7	G4 + E4	7	P7
8	G4 + G8	2	P2

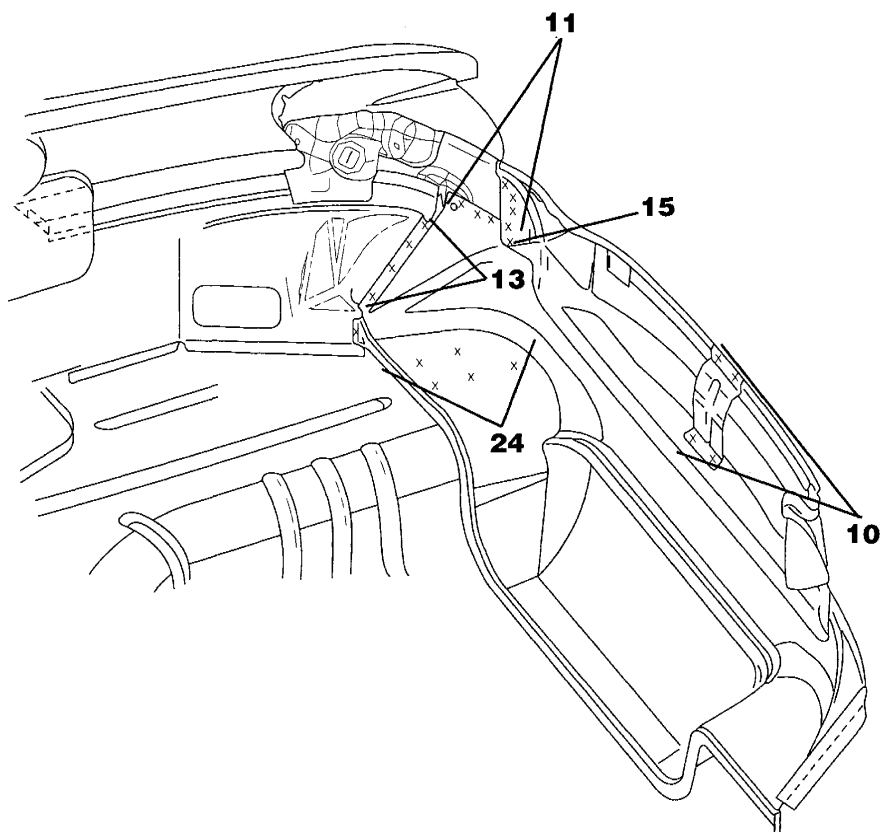
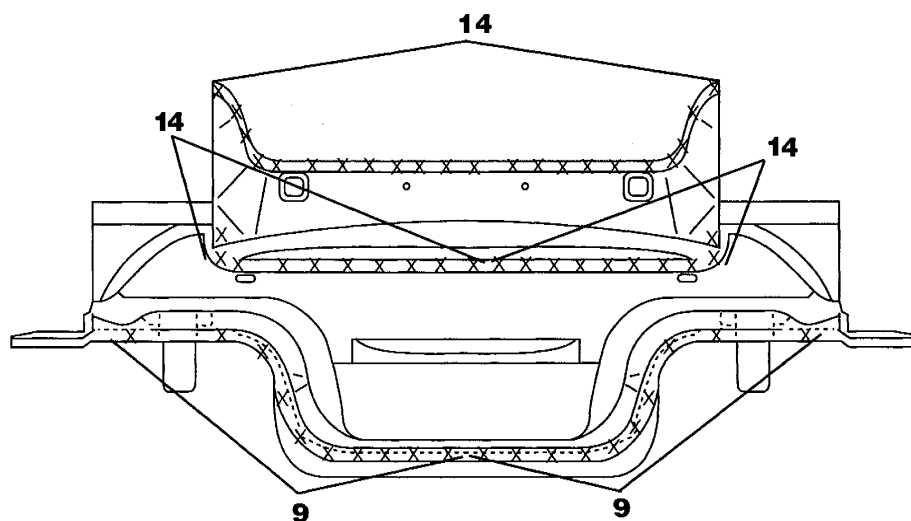
No.	Welded parts	F	R
9	G6 + E4	20	20
10	G6 + G5	4	P4
11	G6 + F26	14	P14
12	G6 + F28	8	P8
13	G6 + F27	8	P8
14	G6 + G7	42	P42
15	G6 + G7 + F26	1	P1
16	G8 + E4	4	P4
17	G9 + G10	2	P2
18	G9 + G10	4	S4
19	G9 + E4 + E11	2	P2
20	G11 + F28	7	P7
21	G11 + G13	19	P19
22	G11 + G12 + G14	20	P20
23	G11 + G13 + F21	2	P2
24	G6 + E15	10	P10
25	G12 + F13 + F21	2	P2
26	G12 + F24	12	P12
27	G12 + F28	2	P2
28	G13 + F21	4	P4







Rear Deck Opening & Topwell





NOTES WITH REGARD TO REPAIR WORK

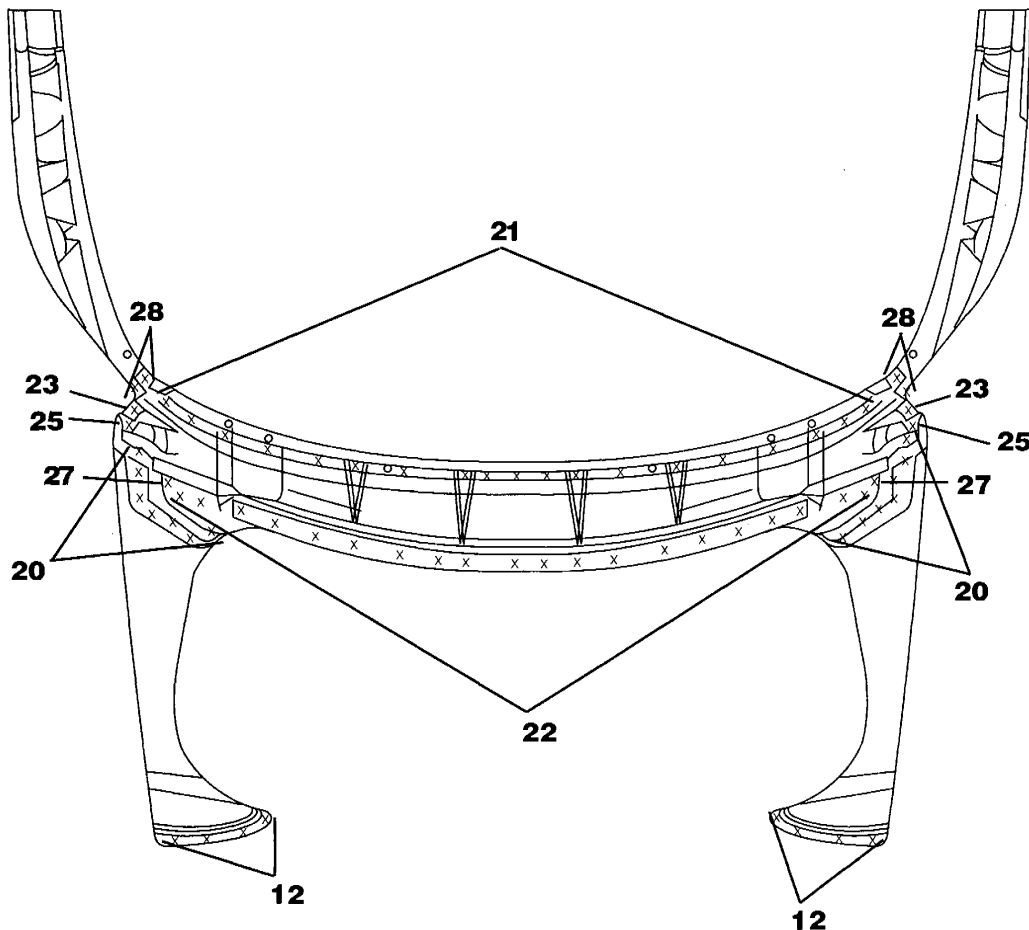
- Deck Opening components provide mounting points for many exterior components. It is critical to check for precise alignment when mounting these components.
- The Deck Opening Lower Panel and Reinforcement are serviced as a sub-assembly.
- For safety reasons, do the repair with the fuel tank removed. Remove all flammable materials from interior area before welding.
- Refer to Quarter Panel section for additional information.

REMOVAL

1. Cut the spot welds with a hole saw or equivalent.
2. Clean and prep all the panels to which you will be fitting the new Deck Opening components.

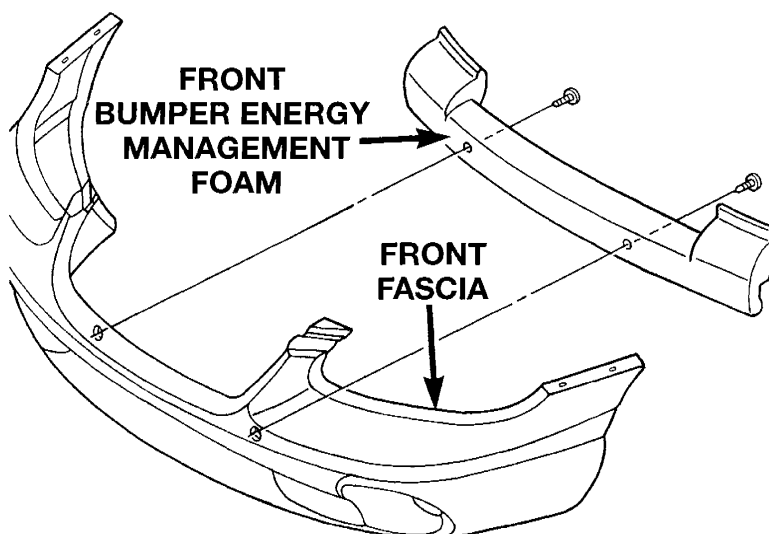
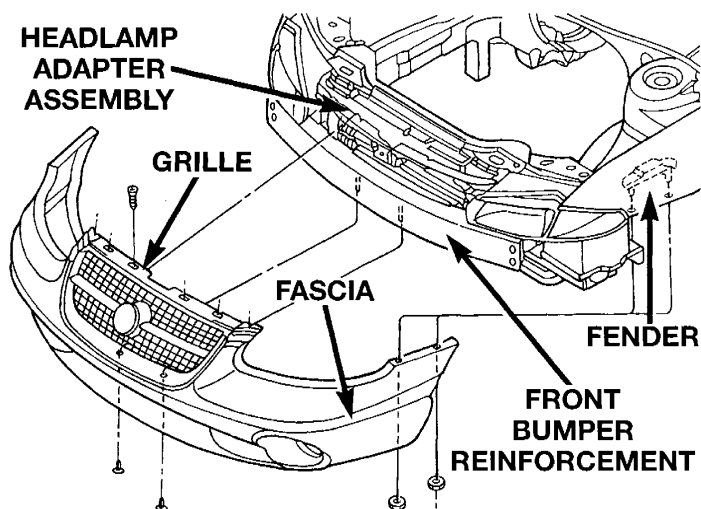
INSTALLATION

1. It may take a little extra time to fit the new panels for proper alignment.
2. Tack weld the new panels into place.
3. Plus weld the panels for a permanent repair.
4. Treat all exposed metal with an appropriate metal conditioner or self-etching primer. Follow paint manufacturer's instructions for corrosion protection.



BUMPER SYSTEMS

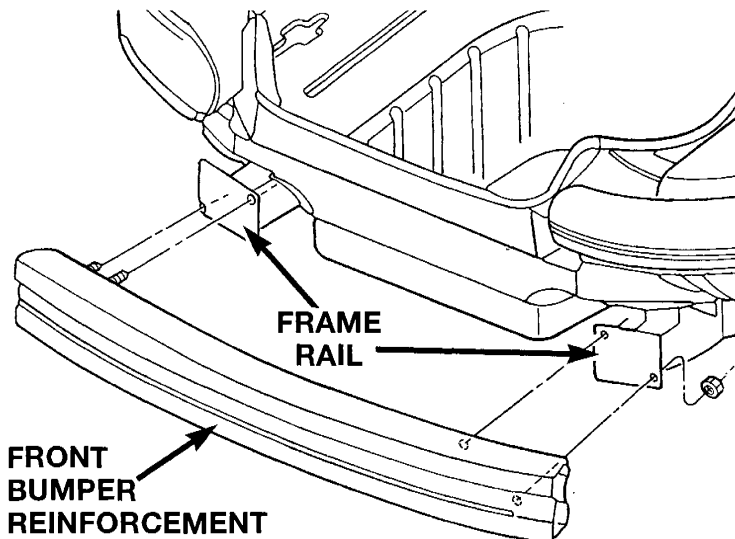
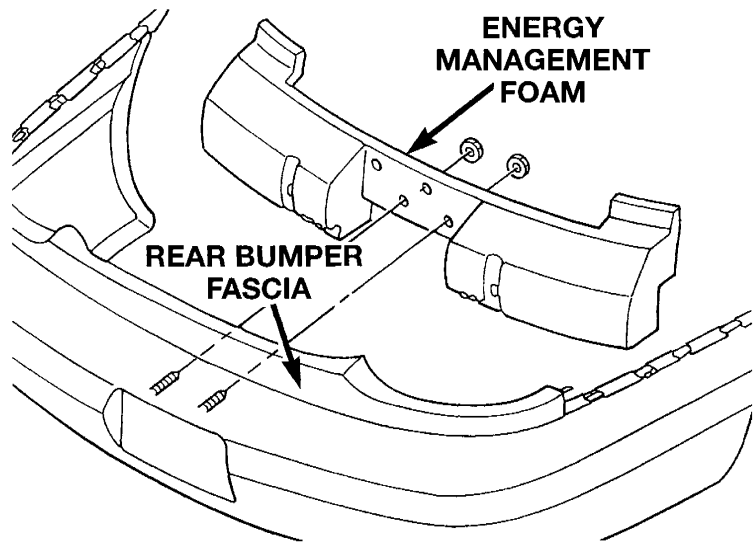
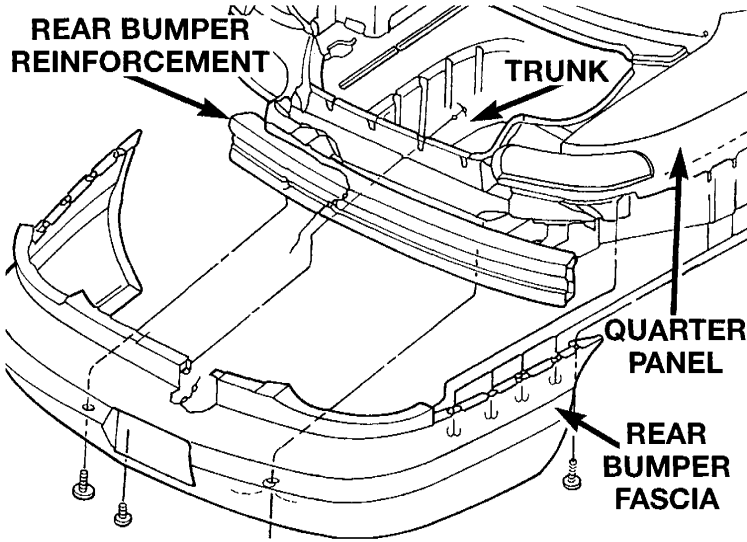
*Chrysler Sebring
Convertible*



NOTE: AN IMPACT ABSORBER IS MOUNTED INSIDE THE FASCIA.

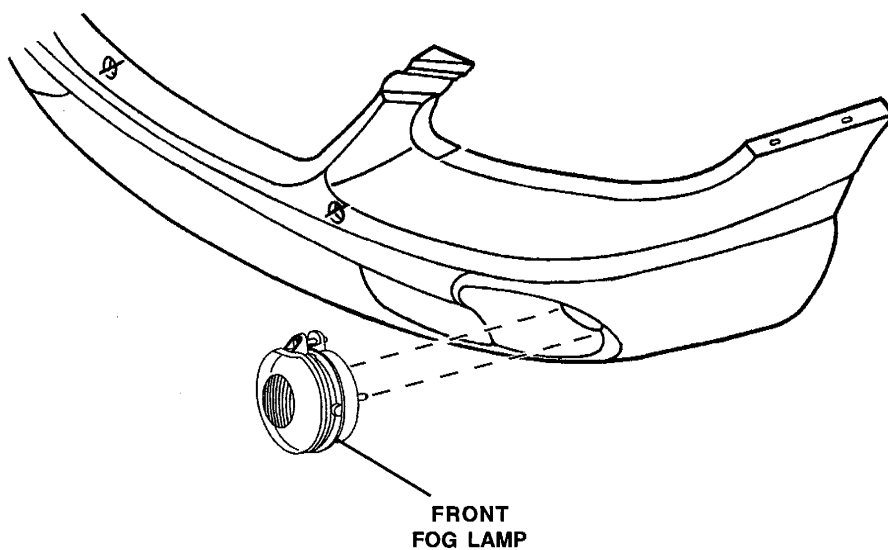
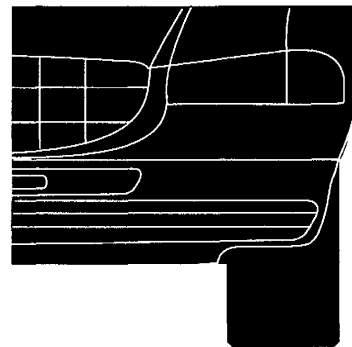


Bumper Systems

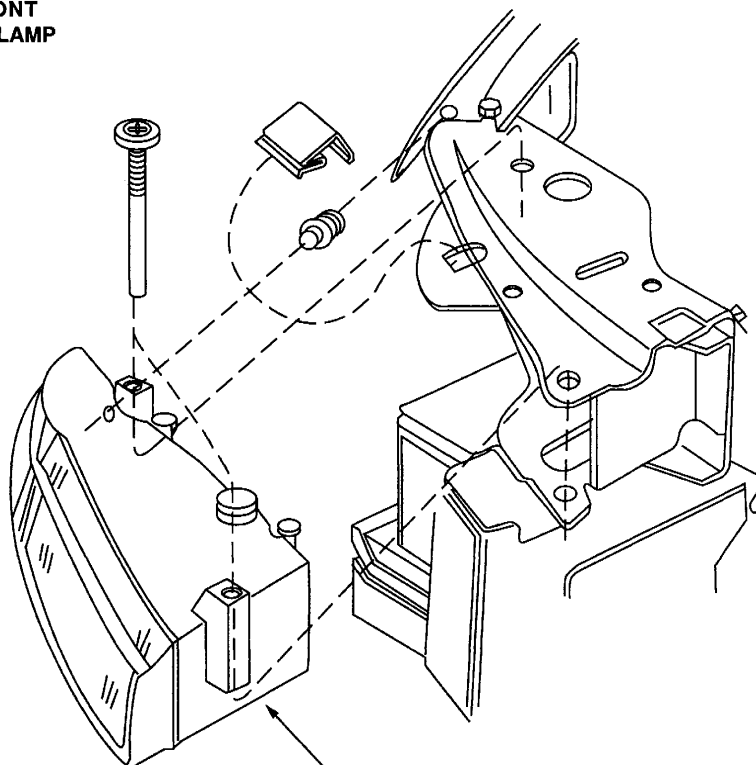


EXTERIOR LIGHTING

*Chrysler Sebring
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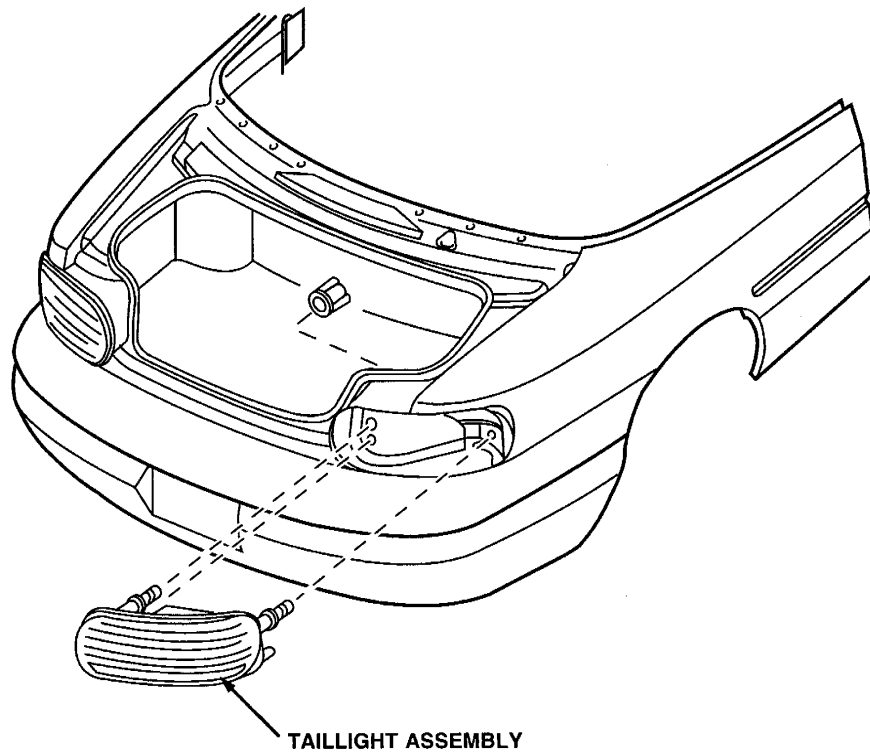
**FRONT
FOG LAMP**



HEADLAMP ASSEMBLY



Exterior Lighting

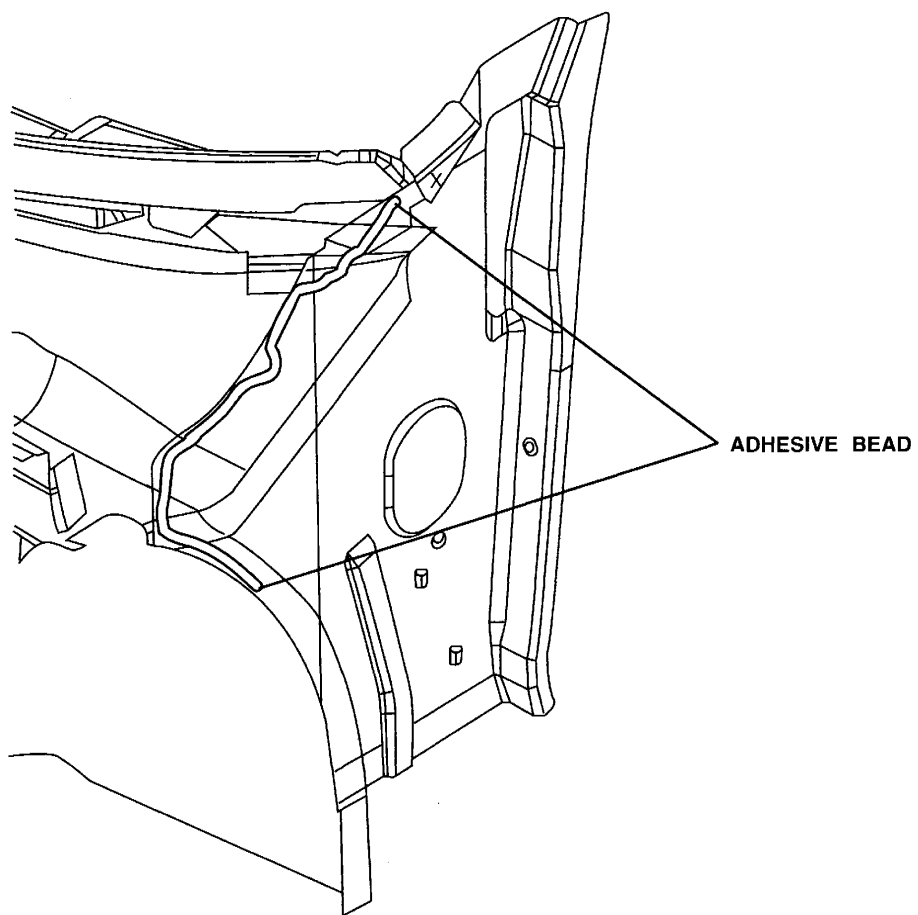


STRUCTURAL ADHESIVES

*Chrysler Sebring
Convertible*

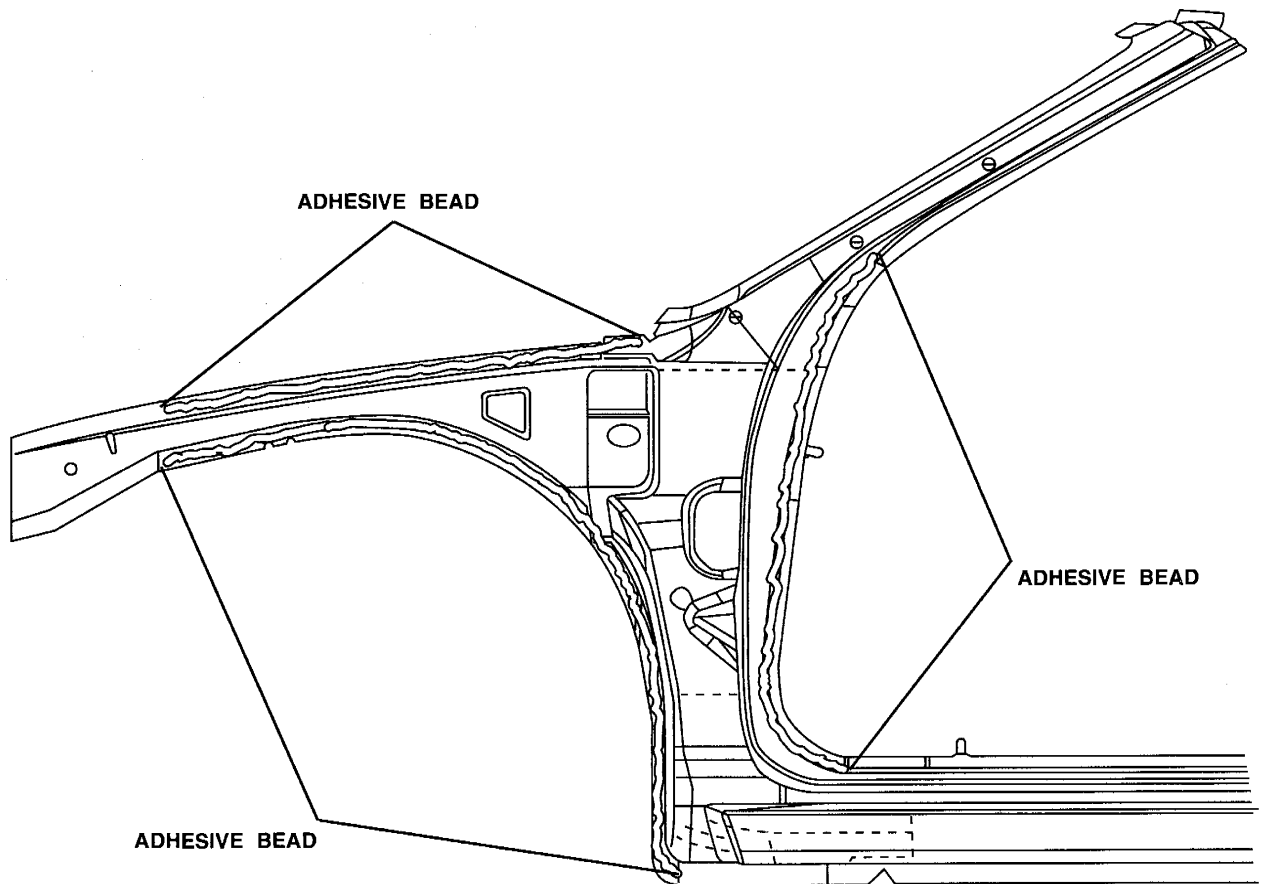


COWL AREA



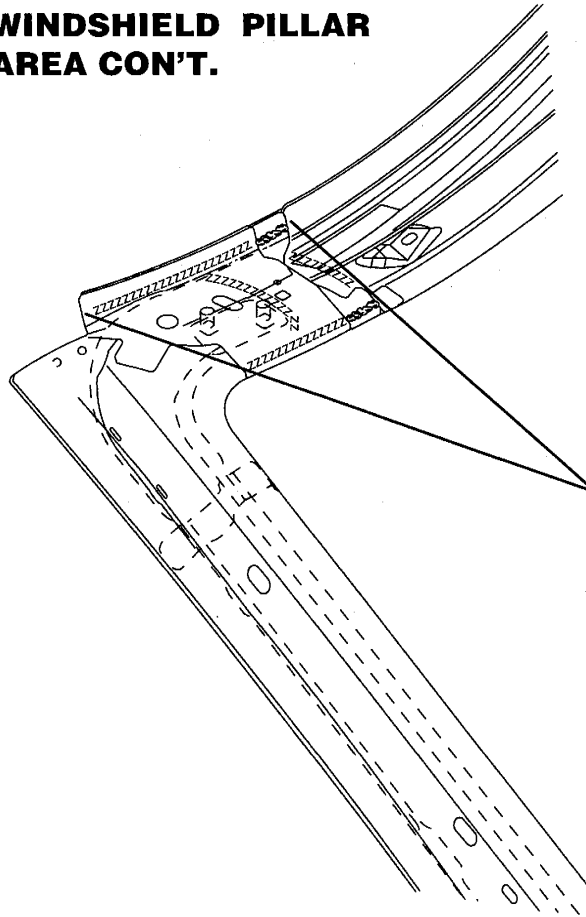


WINDSHIELD PILLAR AREA

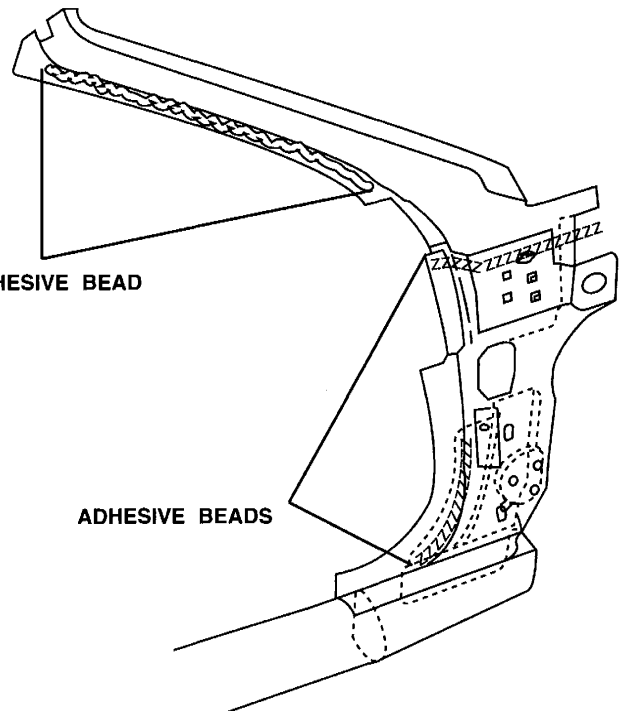




**WINDSHIELD PILLAR
AREA CON'T.**



ADHESIVE BEADS

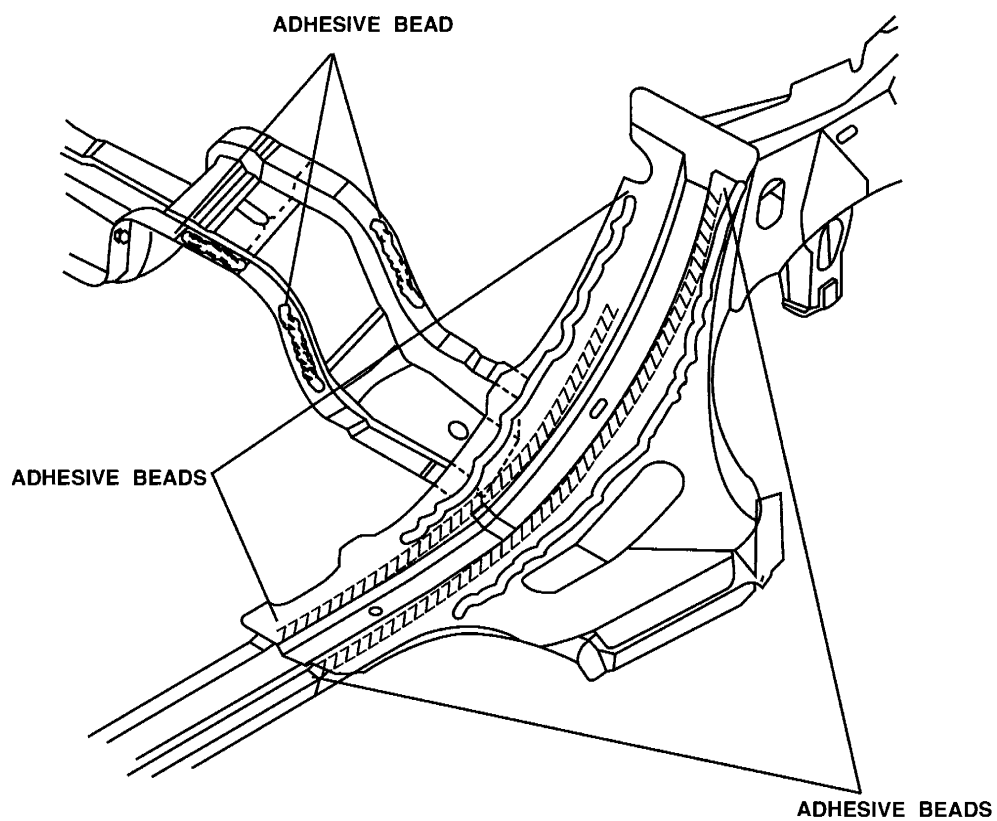


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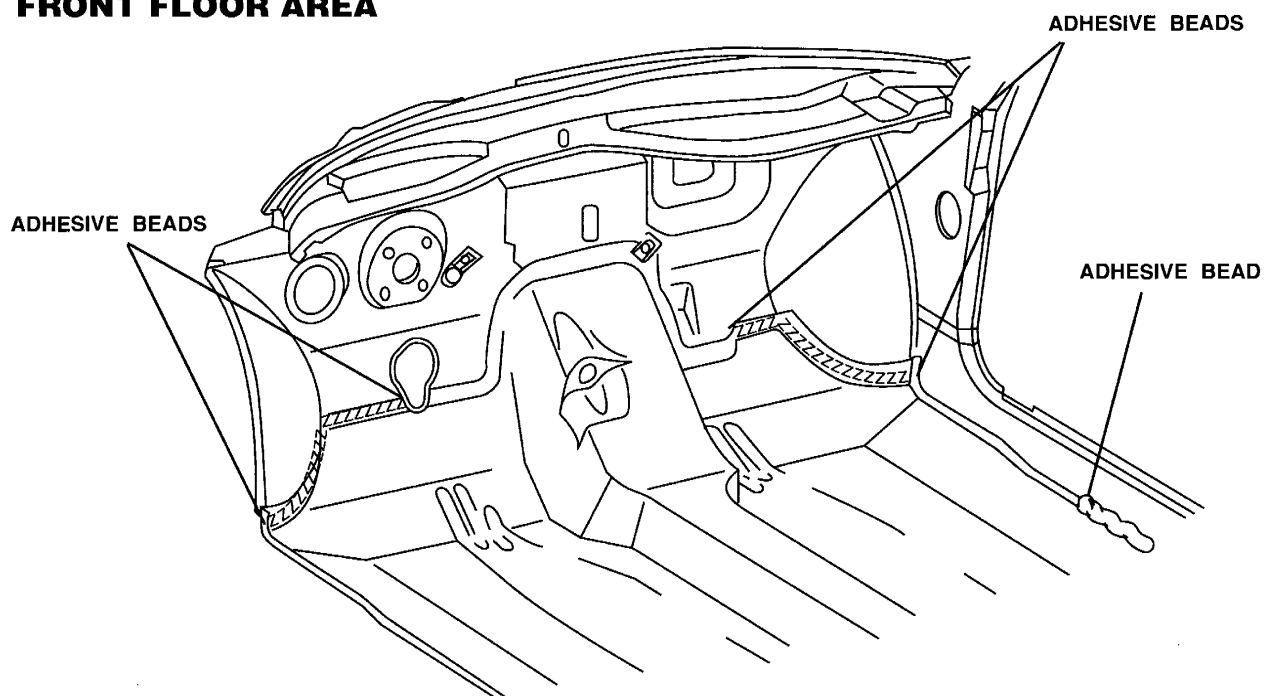
ADHESIVE BEADS



FRONT FRAME AREA

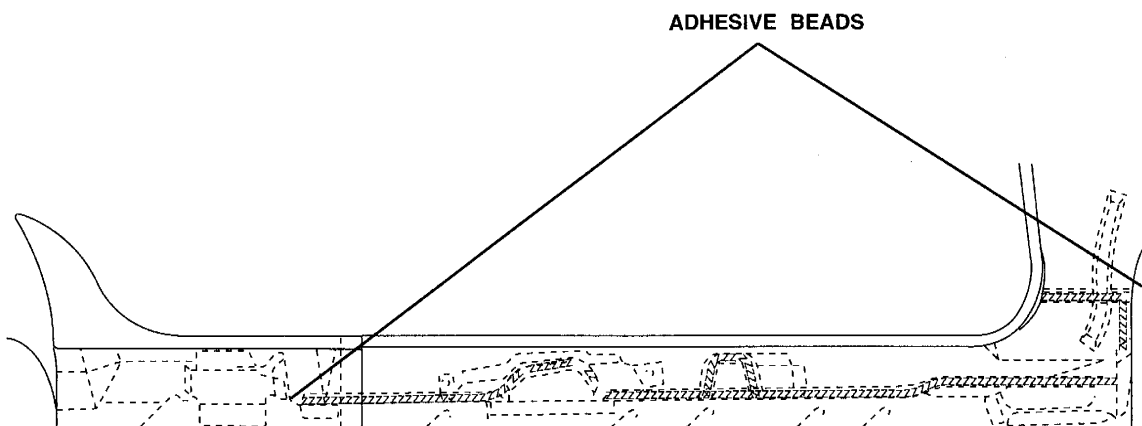
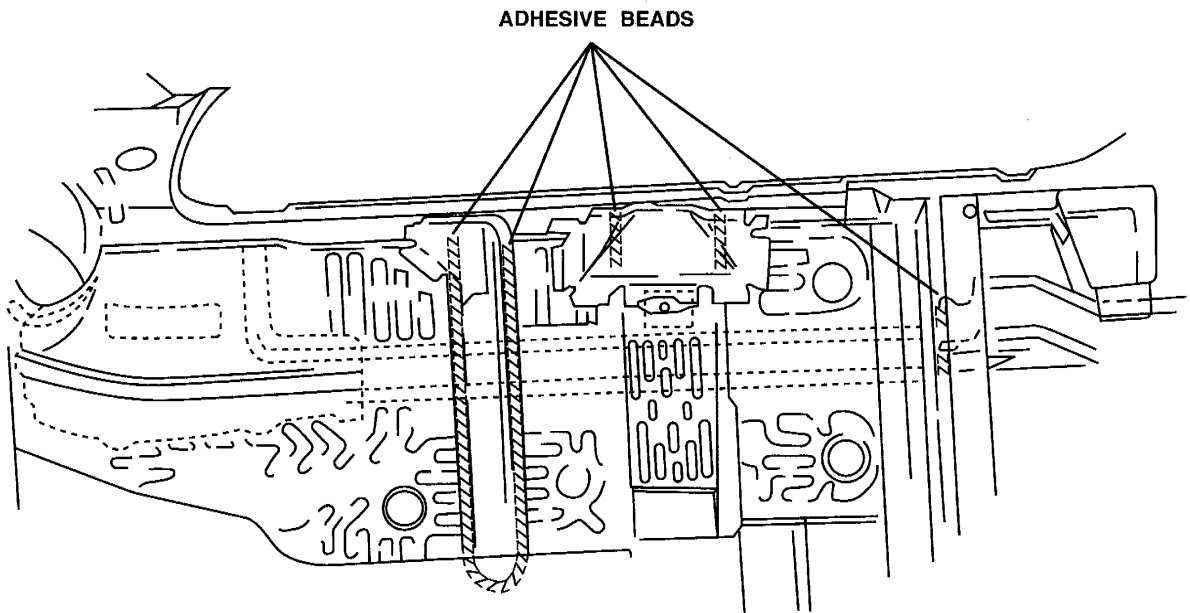


FRONT FLOOR AREA



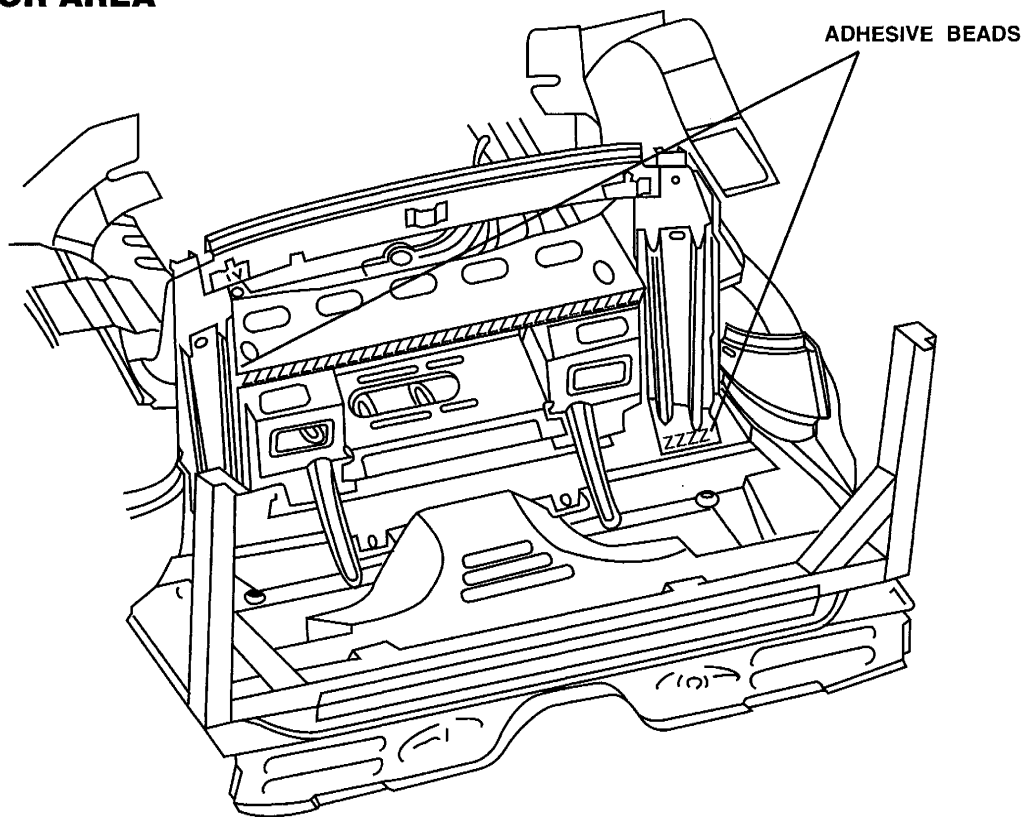


FRONT FLOOR AREA CON'T.

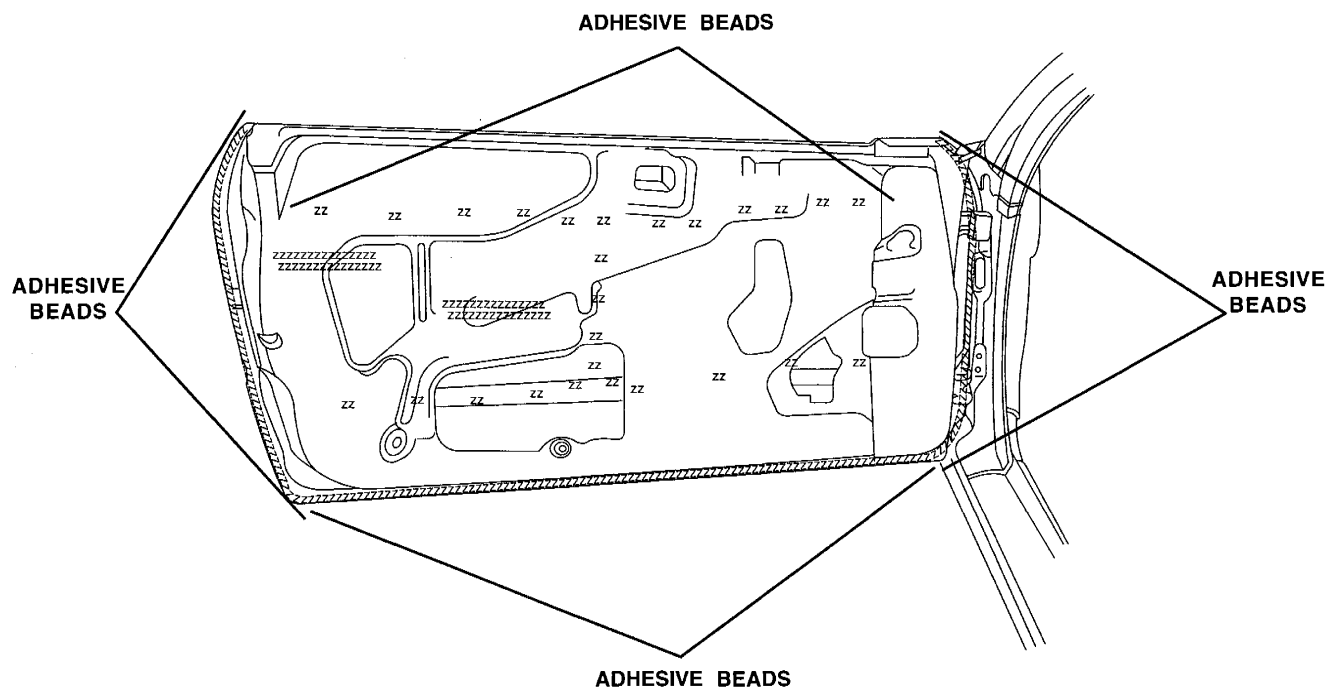




REAR FLOOR AREA

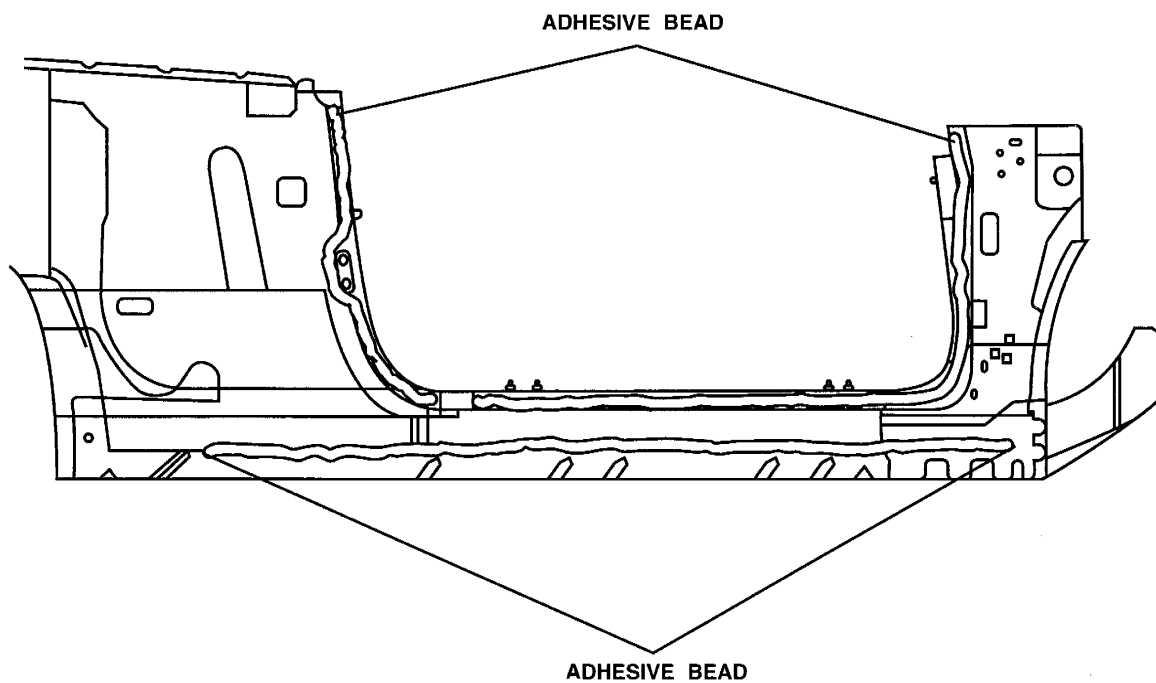


DOOR AREA

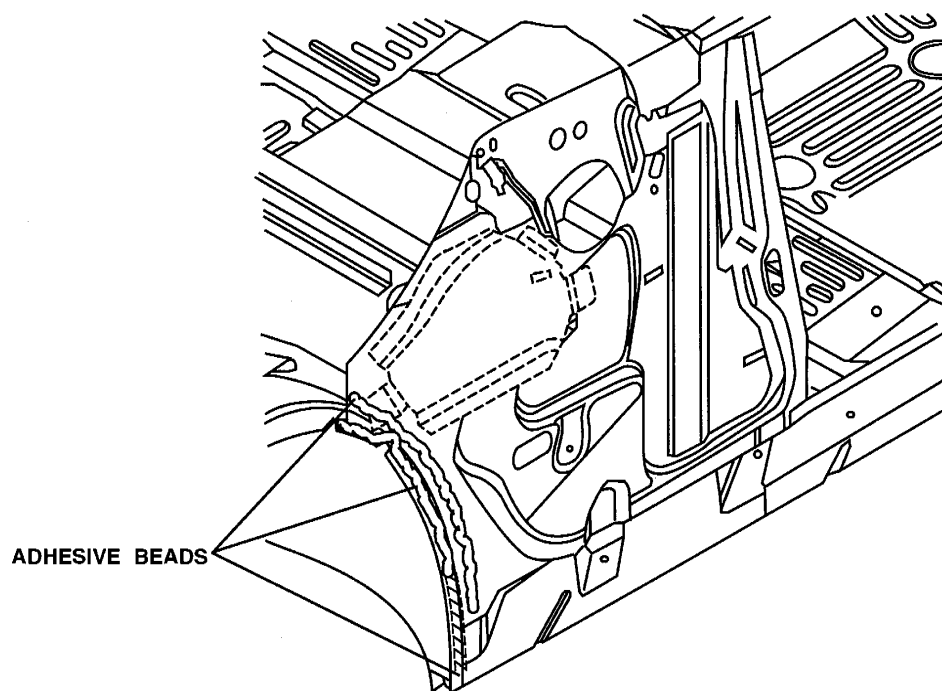




BODY SIDE APERTURE AREA

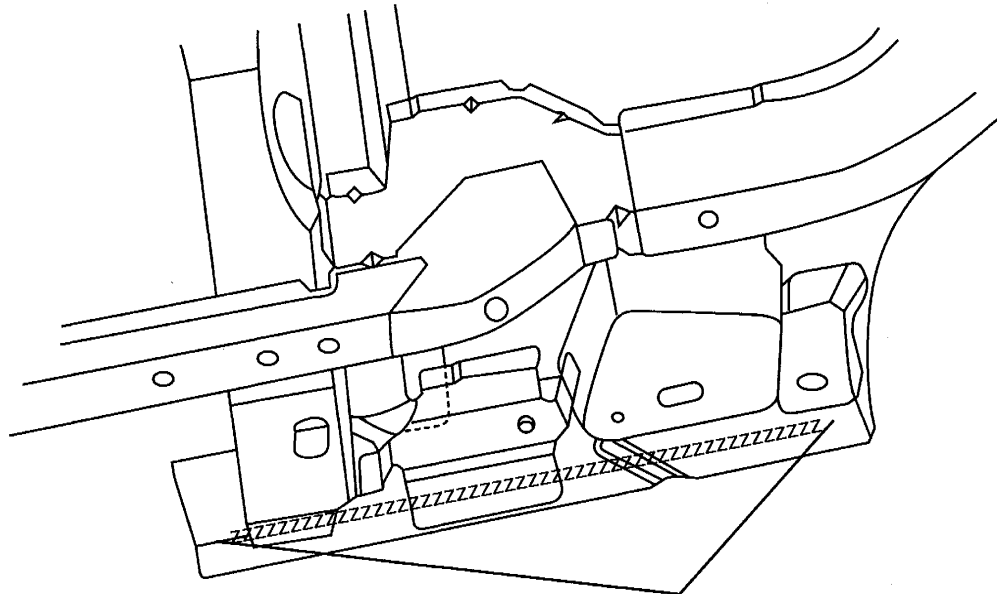


INNER QUARTER AREA

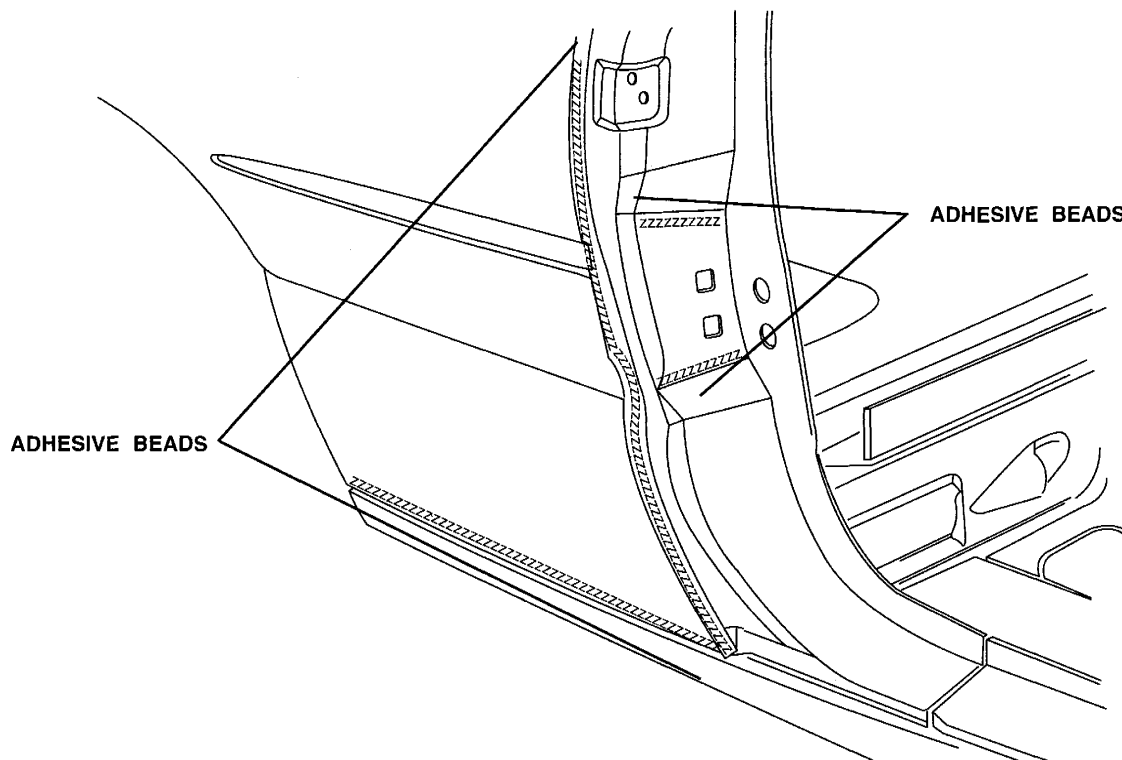




LOWER QUARTER AREA

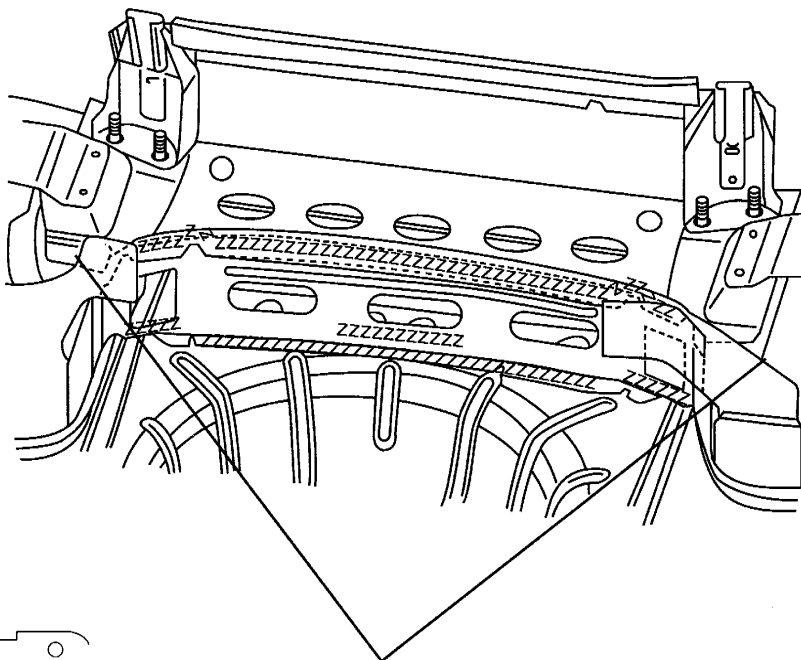


ADHESIVE BEADS

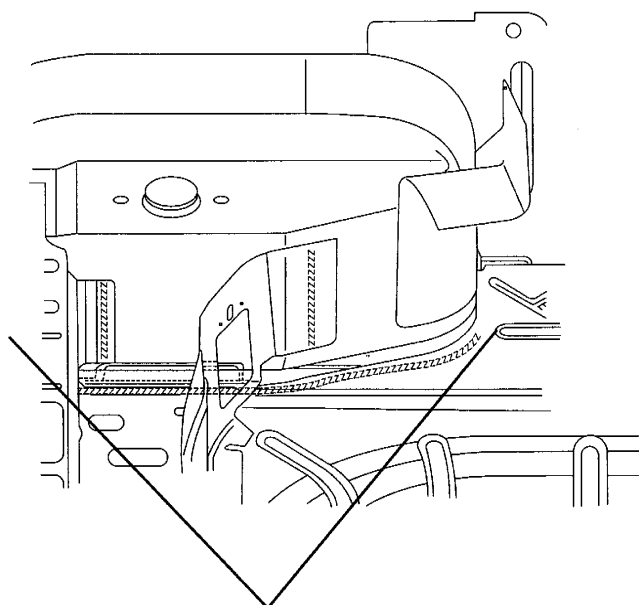




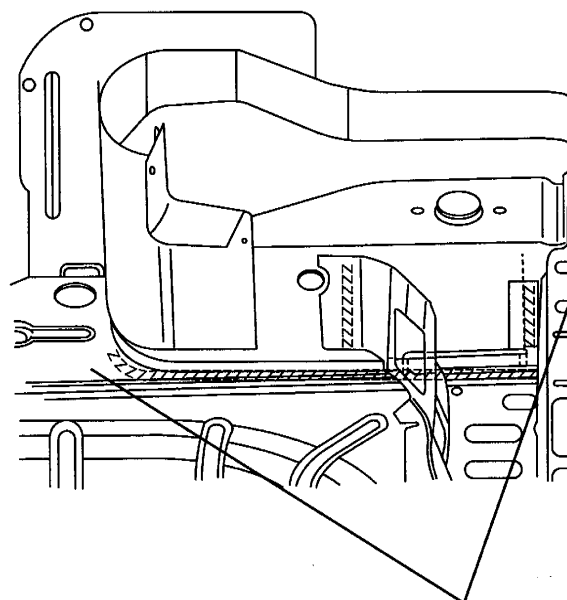
FORWARD TRUNK AREA



ADHESIVE BEADS



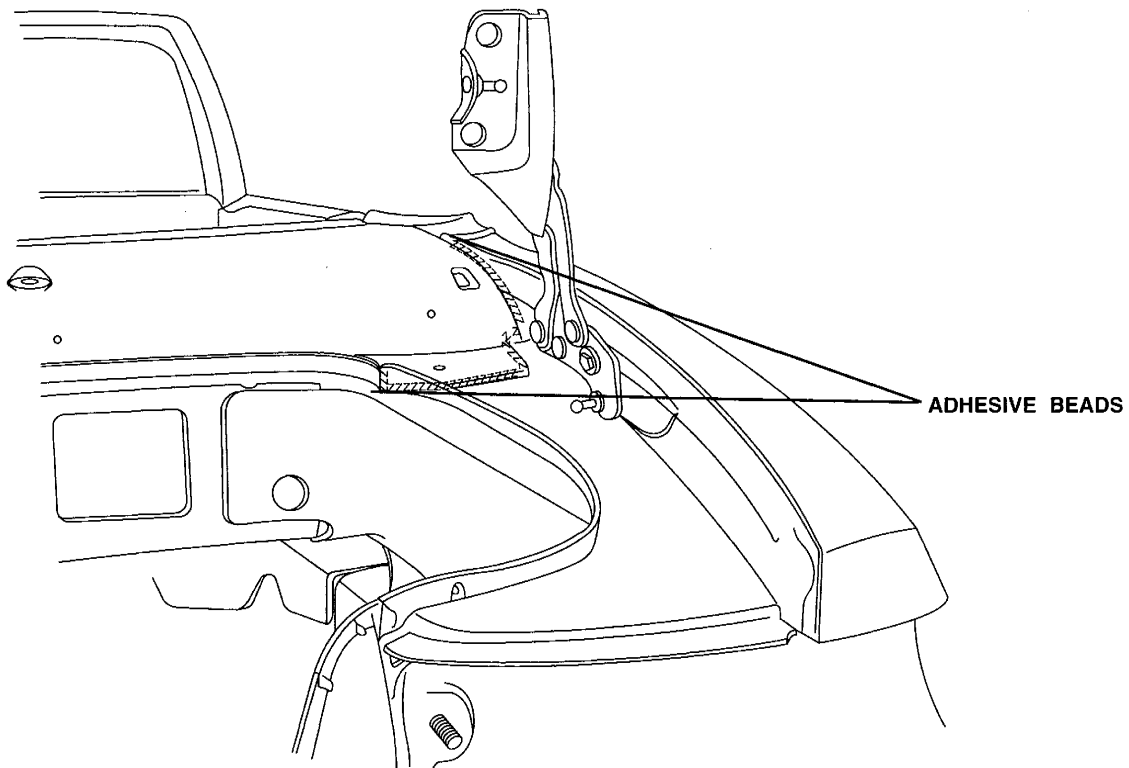
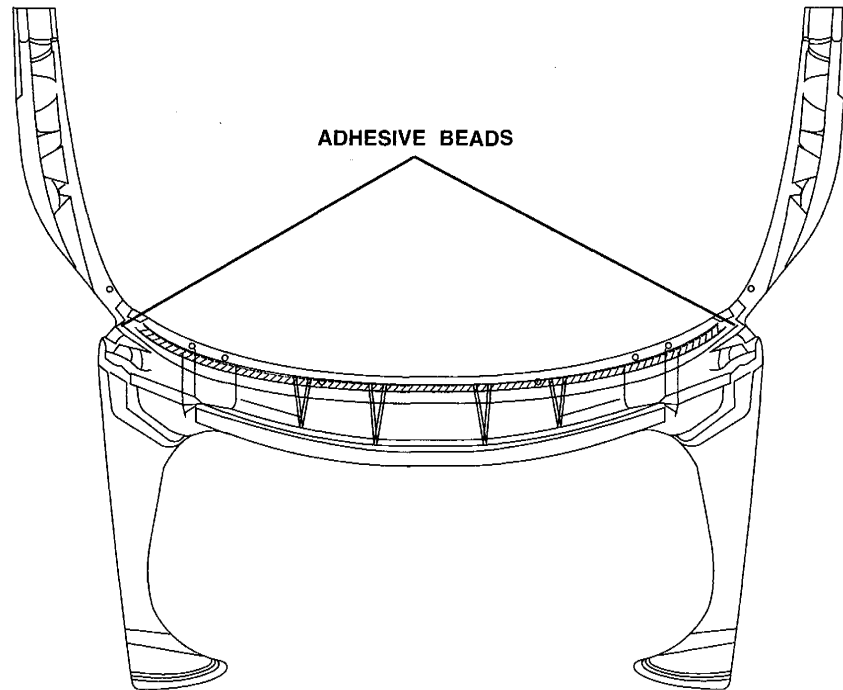
ADHESIVE BEADS



ADHESIVE BEADS

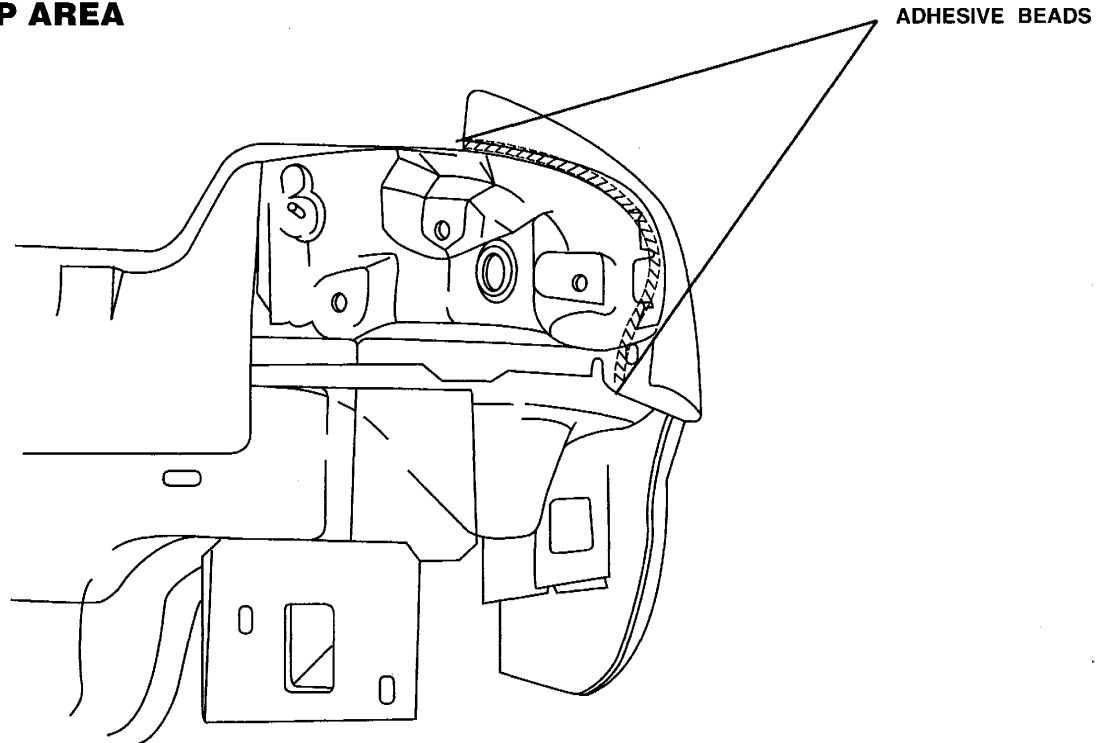


TRUNK OPENING AREA

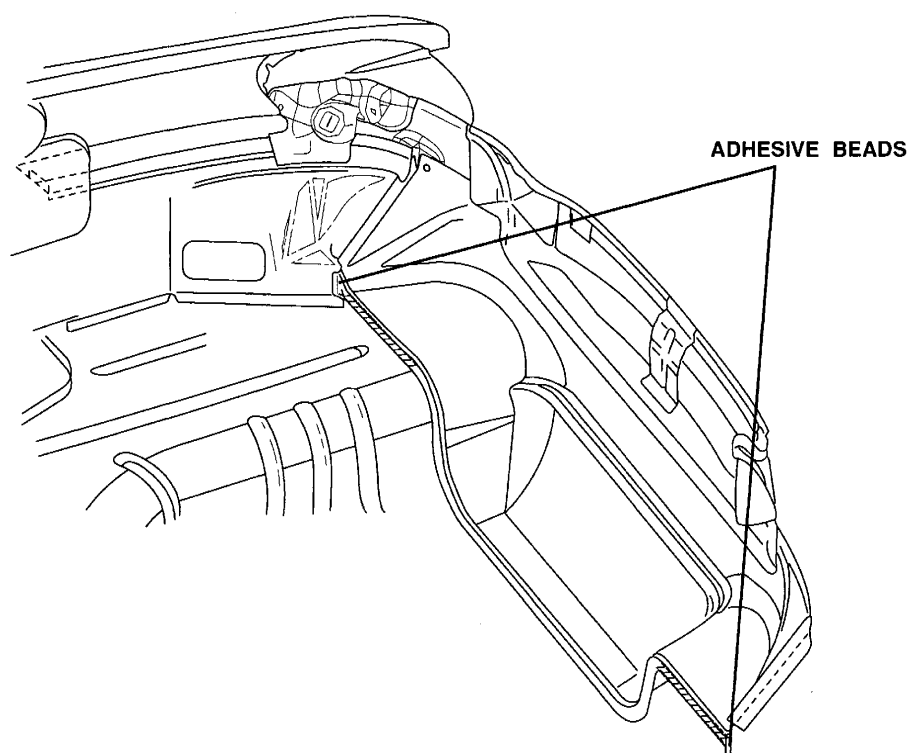




TAIL LAMP AREA



TAIL PANEL AREA



BODY SEALING LOCATIONS

Chrysler Sebring Convertible

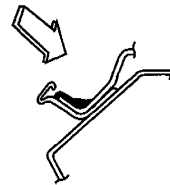


All repairs where panels were replaced have voids that must be filled with sealant. Sealant should be applied to all skips, pin holes in sealers and weld burn through holes on the interior and exterior of the vehicle that would permit leakage of water, air or exhaust fumes.

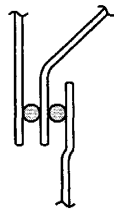
METHODS OF APPLYING AUTO BODY SEALANT



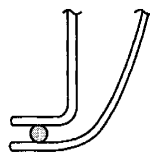
Hold gun nozzle in direction of arrow in order to effectively seal metal joints.



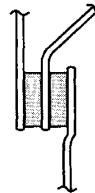
Do not hold gun nozzle in direction of arrow. Sealer applied as shown is ineffective.



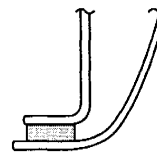
3 metal thickness



2 metal thickness



3 metal thickness



2 metal thickness

Exposed surface

Work seal on metal surface to get good adhesion. Edge must be feathered as shown.

Sealer must be applied as illustrated. To lock seal in place, force seal beyond hole.

Hidden surface

Hidden surface

Exposed Surface

Sealer incorrectly applied

SYMBOLS

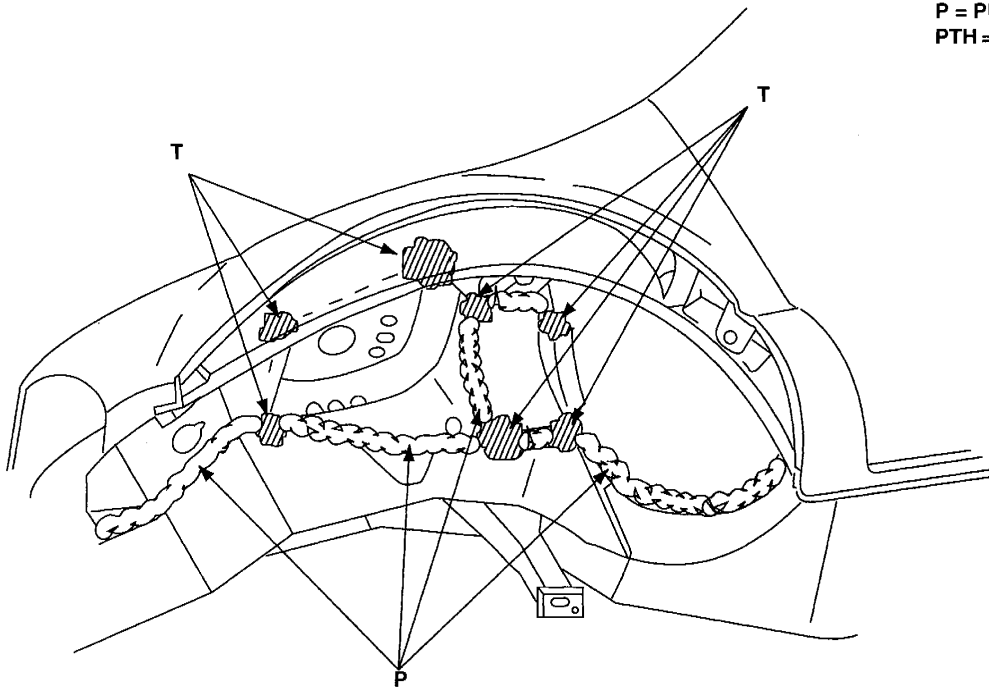
	Extrudable thermoplastic
	Exposed sealant
	Hidden sealant



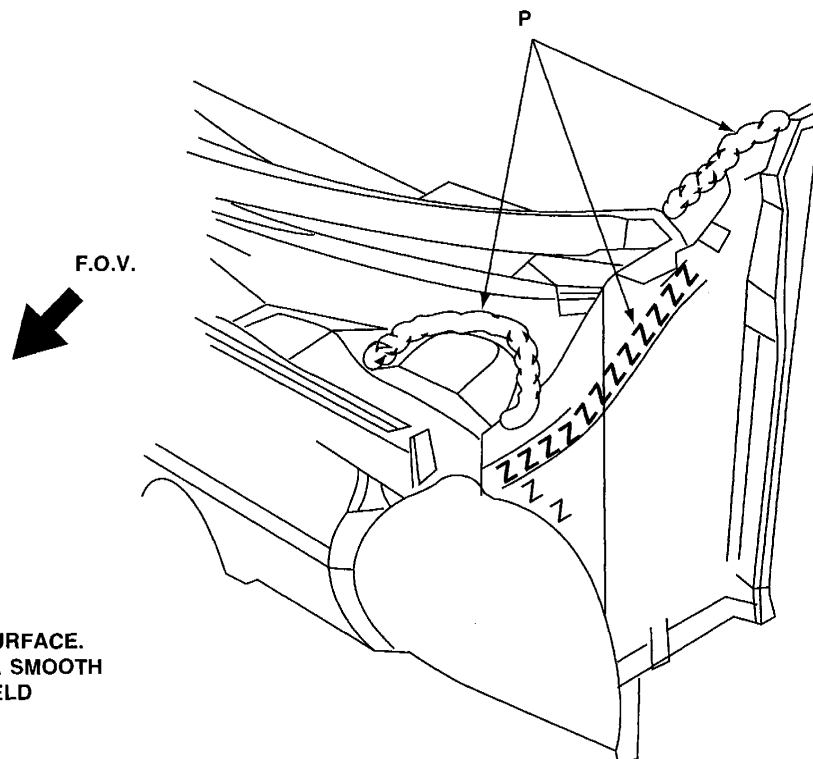
Body Sealing Locations

STRUT TOWER AND COWL AREA

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



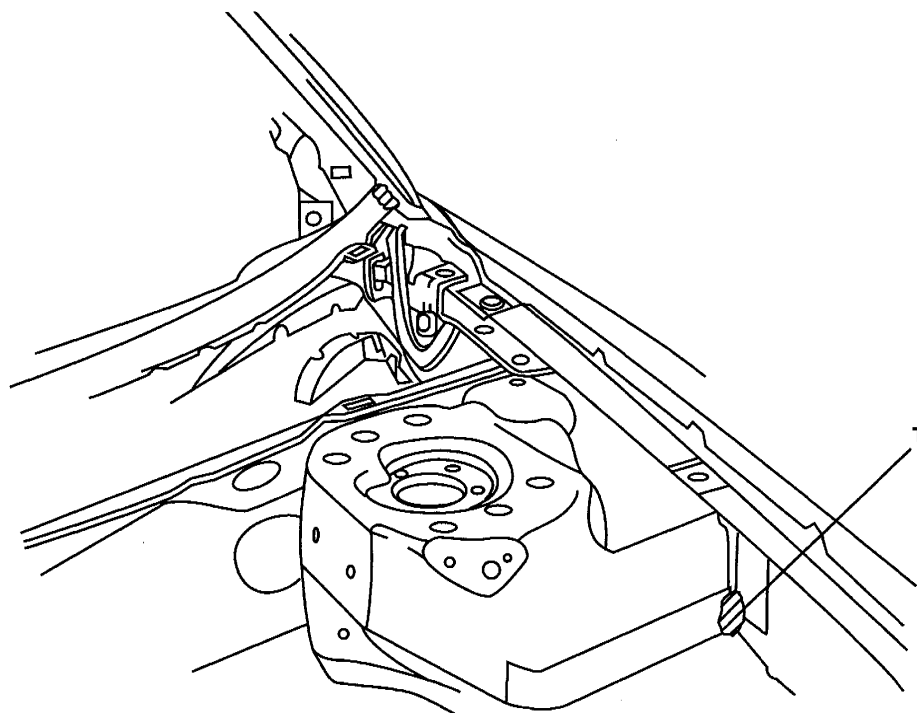
← F.O.V.



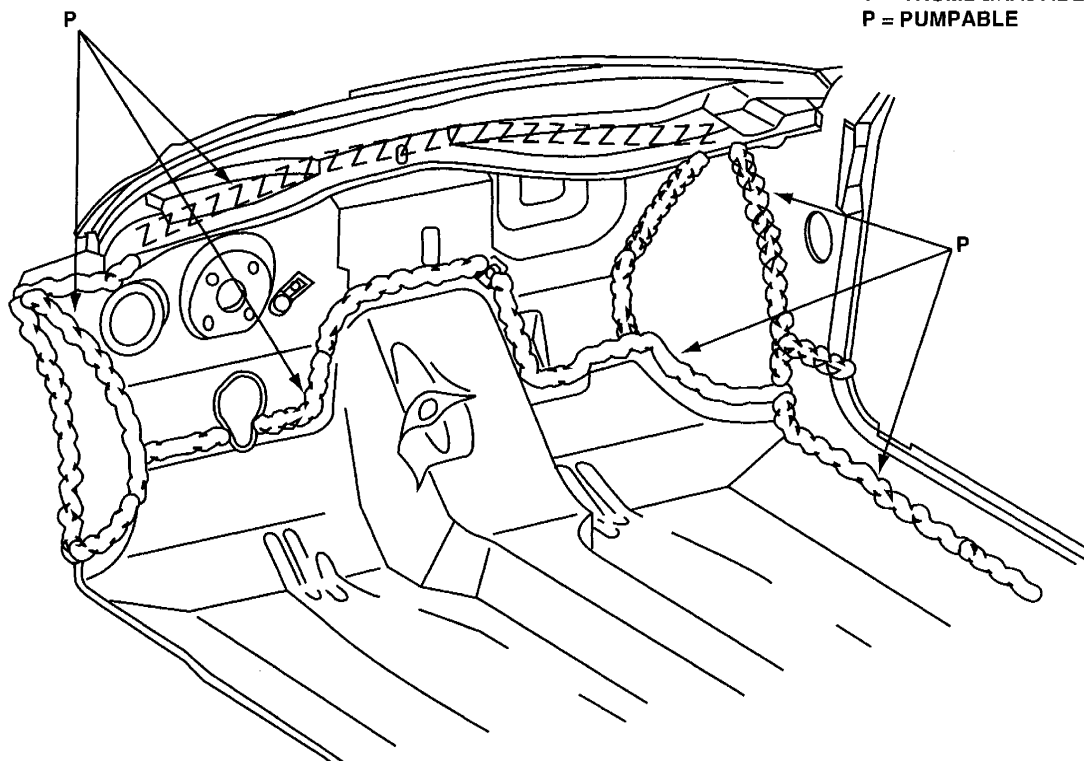
NOTE: KEEP SEALER OFF
WINDSHIELD SEALING SURFACE.
SEALER MUST PROVIDE A SMOOTH
TRANSITION TO WINDSHIELD
SEALING SURFACE.



STRUT TOWER & COWL AREA— CON'T



T = THUMBGRADABLE
P = PUMPABLE



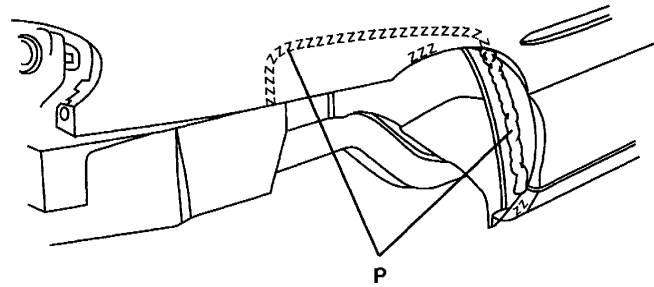
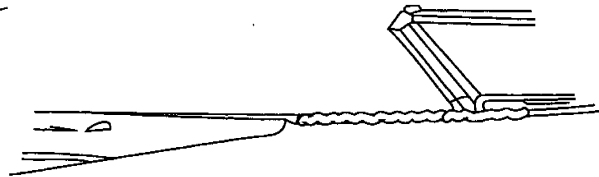
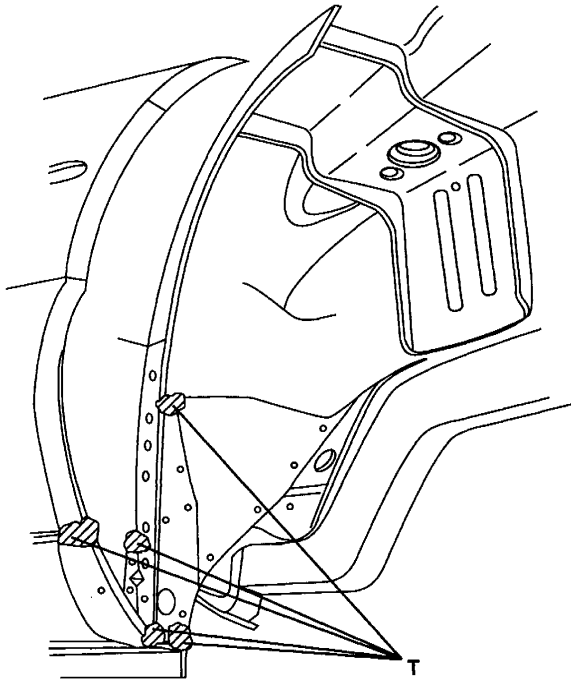
NOTE: KEEP ALL ACCESS HOLES AND I/P
MOUNTING BRACKET SURFACES FREE OF
SEALER.



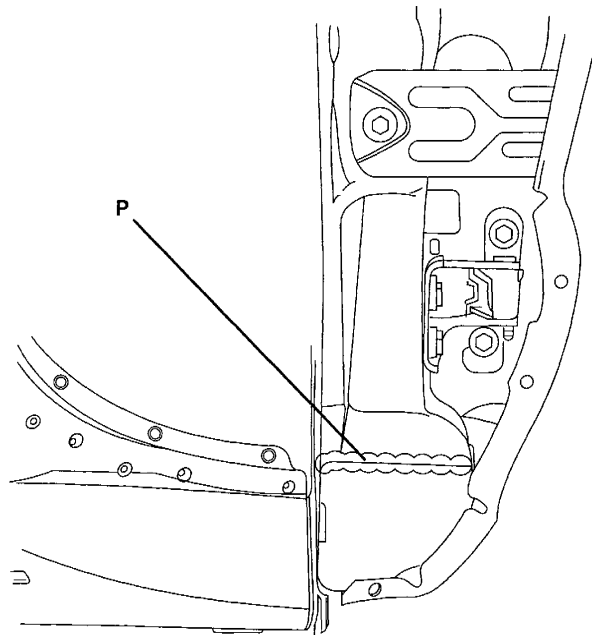
Body Sealing Locations

INNER WHEELHOUSE AND REAR QUARTER PANEL

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



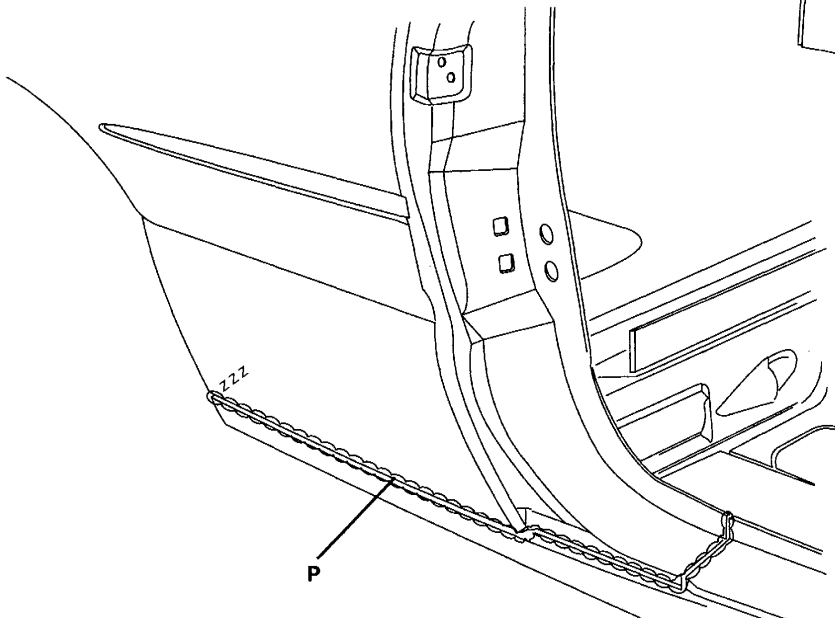
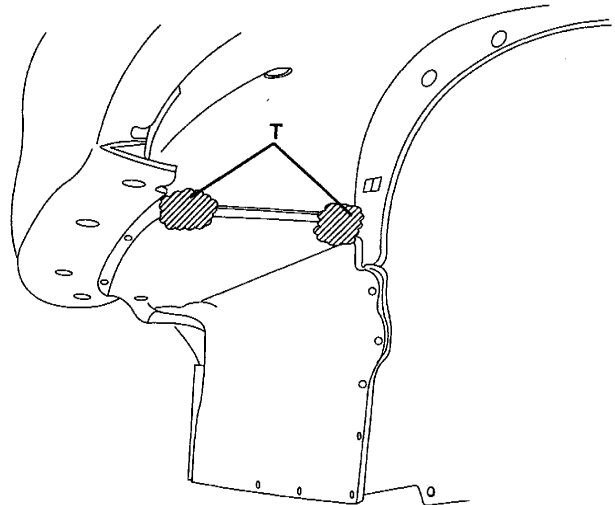
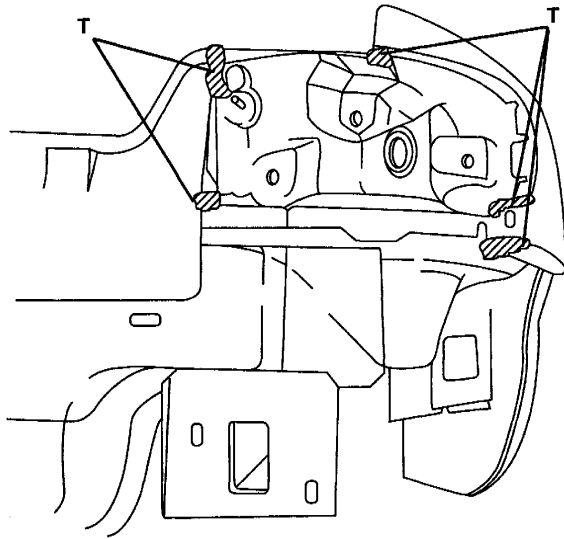
REAR OF FRONT FENDERWELL





REAR QUARTER PANEL AND TAILLIGHT AREA

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH

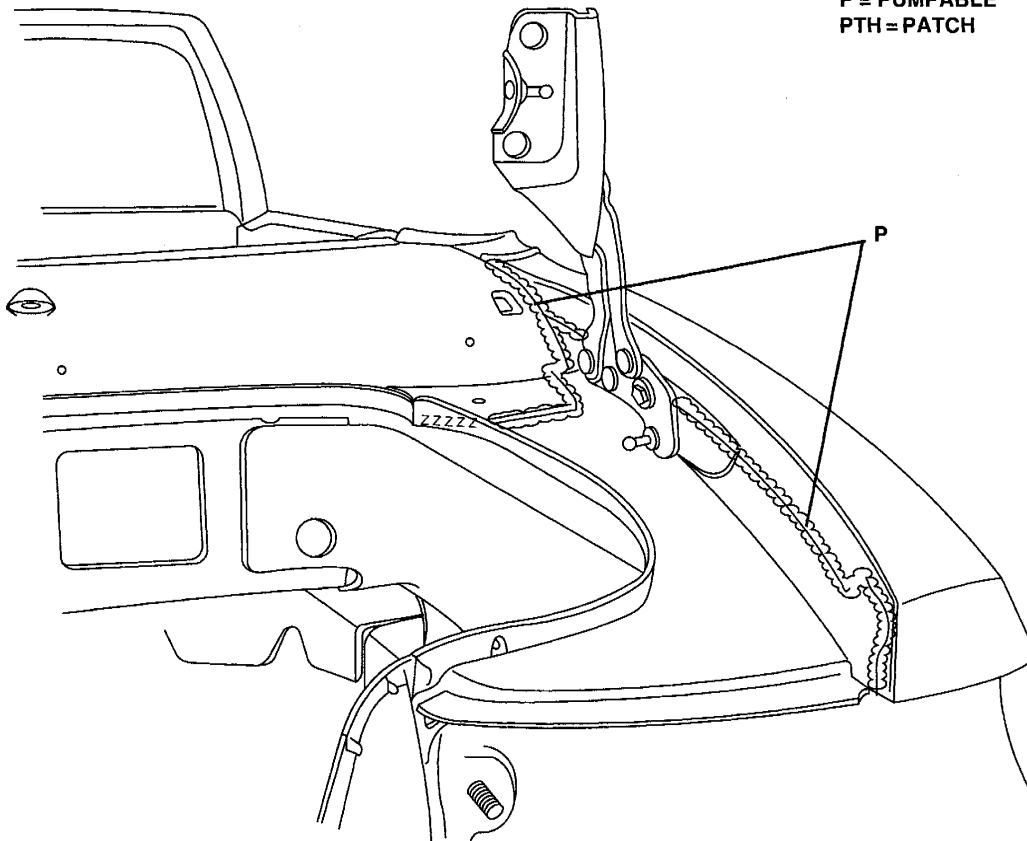




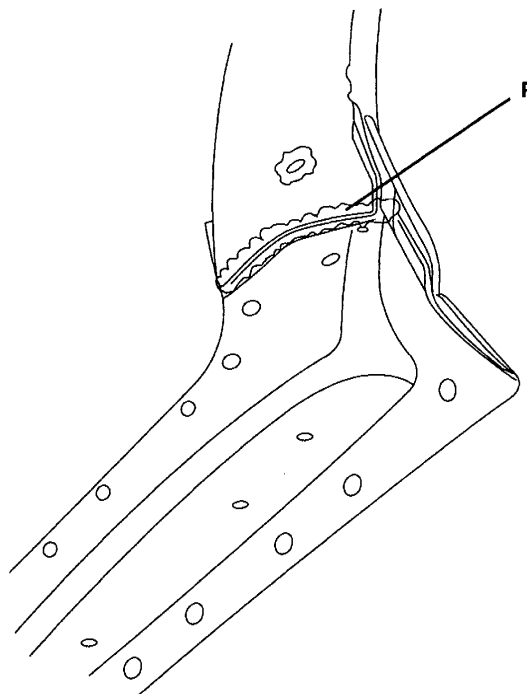
Body Sealing Locations

REAR QUARTER PANEL AND TAILLIGHT AREA — CON'T

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH



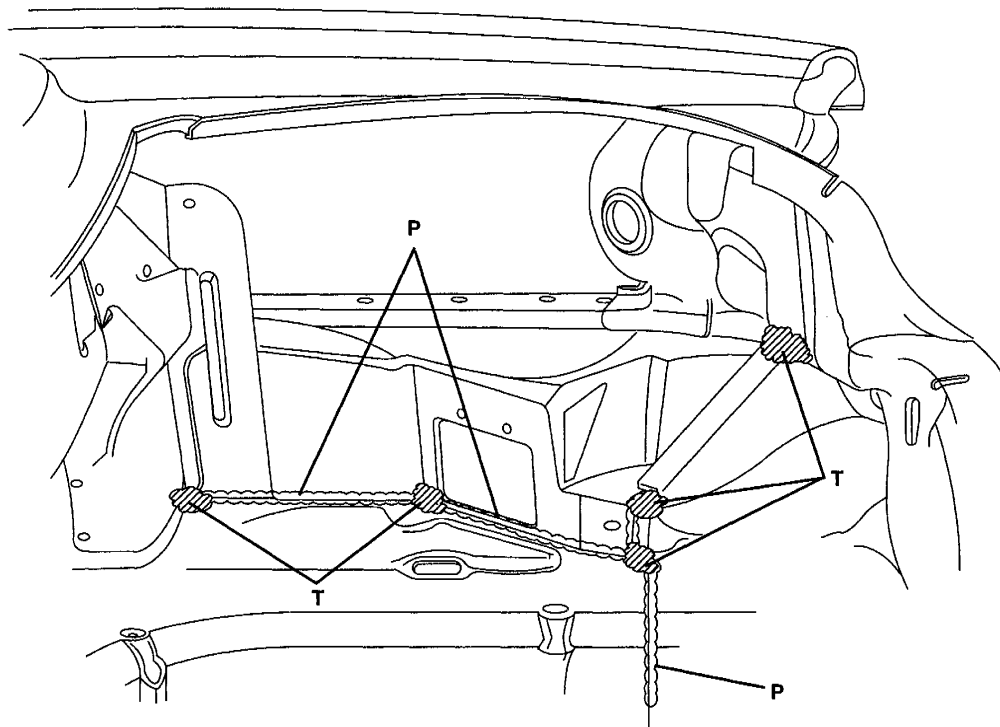
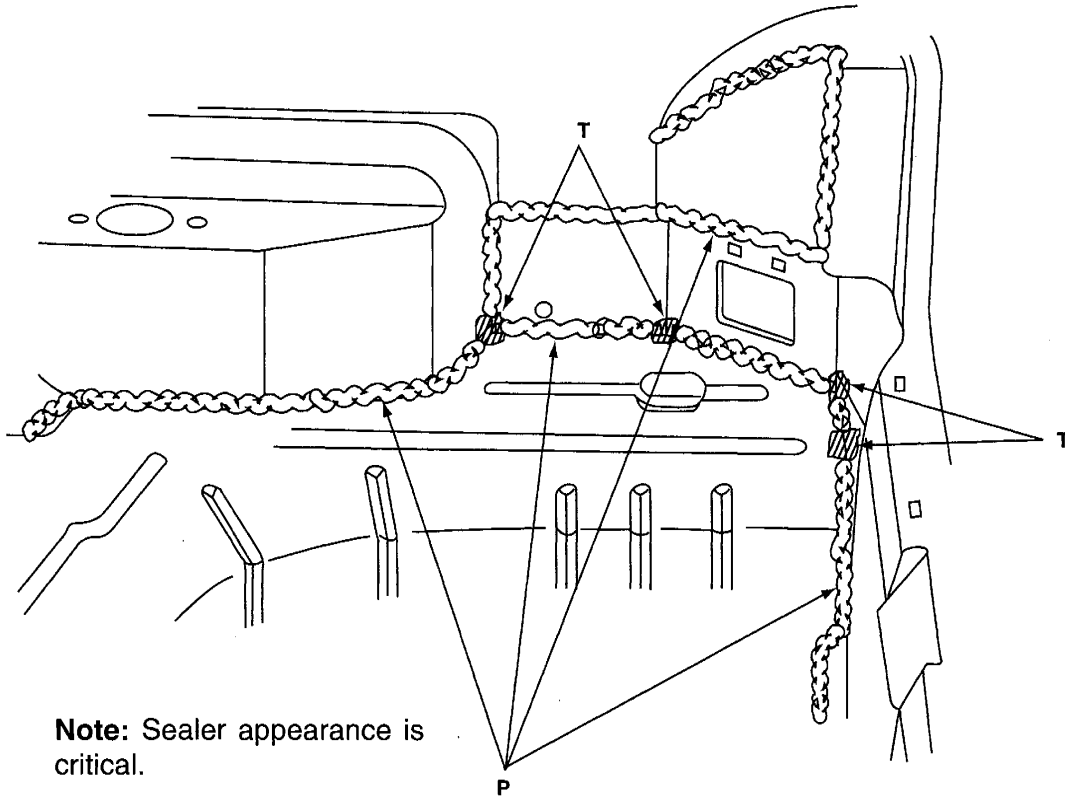
WINDSHIELD PILLAR





TRUNK FLOOR AREA

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH

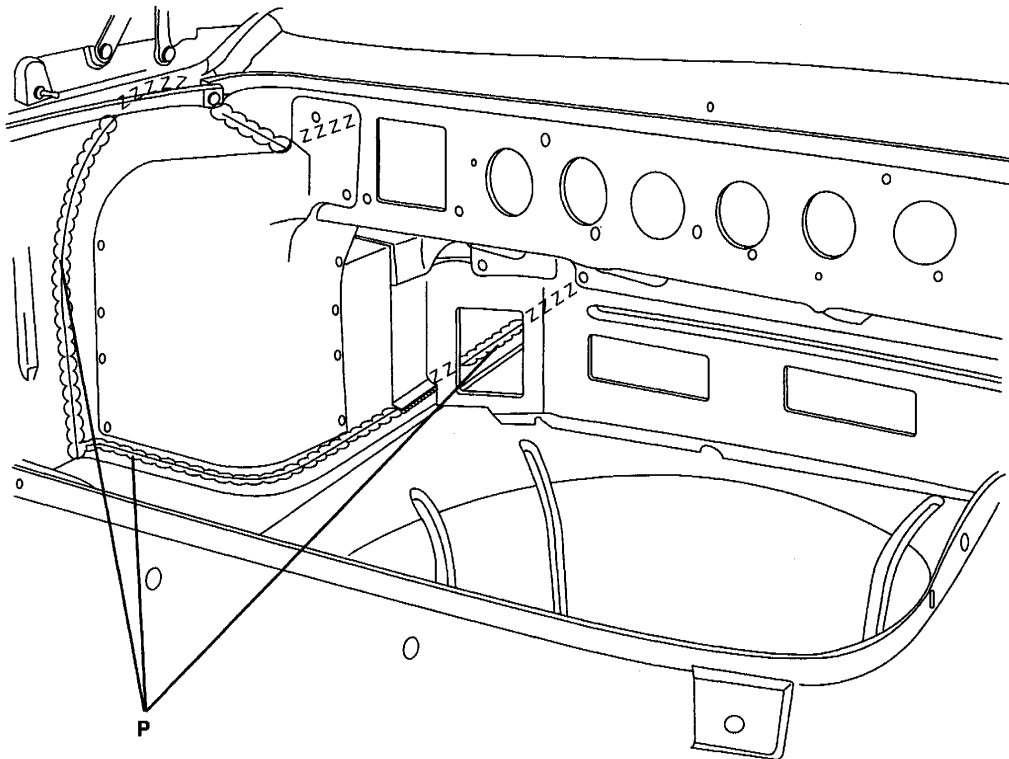




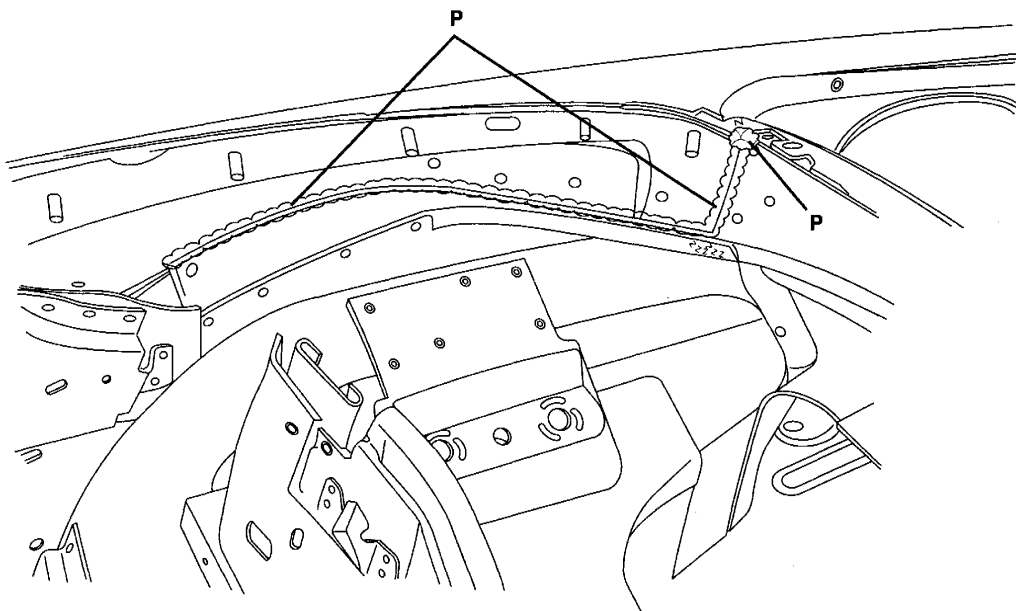
Body Sealing Locations

TRUNK FLOOR AREA — CON'T

T = THUMBGRADABLE
P = PUMPABLE
PTH = PATCH

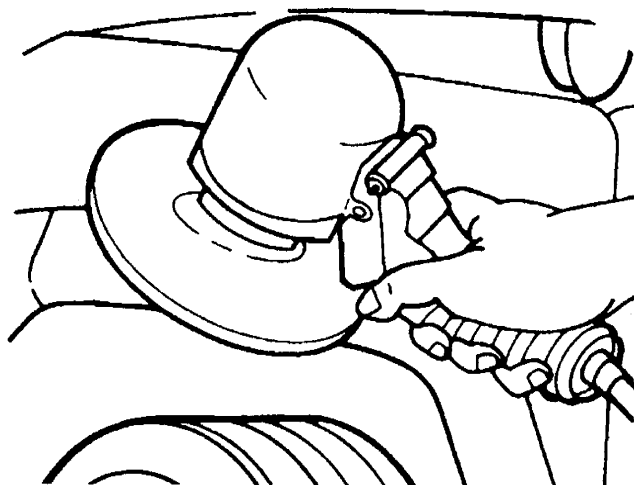
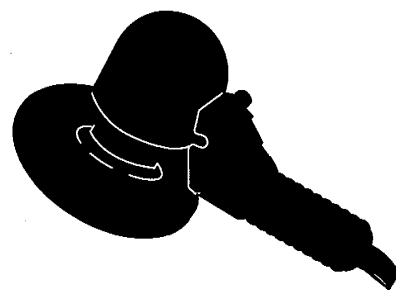


TOPWELL AREA



HOOD, DECK LID AND FASCIA PANEL REPAIR

*Chrysler Sebring
Convertible*



General Information

Resin Transfer Molded (RTM) body panels are reinforced with a continuous fiberglass mesh. Epoxy resin is injected into a gel-coated and fiberglass-lined mold to form a body panel. Sheet molded compound (SMC) body panels are constructed with fiberglass strands usually 2" or shorter. Epoxy resin is injected into a gel-coated, fiberglass-lined mold to form an Sheet Molded Compound (SMC) body panel. RTM and SMC body panels can be repaired with epoxy adhesive aftermarket products. Refer to instructions provided by the manufacturer of products being used to repair RTM or SMC. Chrysler Corporation recommends that a trained automotive body technician perform body panel repair procedures.

Safety Precautions and Warnings

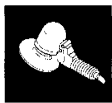
WARNING: EYE PROTECTION SHOULD BE USED WHEN SERVICING RTM AND SMC COMPONENTS. PERSONAL INJURY CAN RESULT.

USE AN OSHA APPROVED BREATHING DEVICE WHEN MIXING EPOXY, GRINDING RTM AND SMC, OR SPRAYING PAINT OR SOLVENTS IN A CONFINED AREA. PERSONAL INJURY CAN RESULT.

AVOID PROLONGED SKIN CONTACT WITH EPOXY RESIN, PETROLEUM OR ALCOHOL BASED SOLVENTS. PERSONAL INJURY CAN RESULT. DO NOT VENTURE UNDER A HOISTED VEHICLE THAT IS NOT PROPERLY SUPPORTED ON SAFETY STANDS. PERSONAL INJURY CAN RESULT.

Cautions:

- When holes must be drilled or cut in body panels, verify locations of internal body components and electrical wiring. Damage to vehicle can result.
- Do not use abrasive chemicals or compounds on undamaged painted surfaces around repair areas. Damage to finish can result.



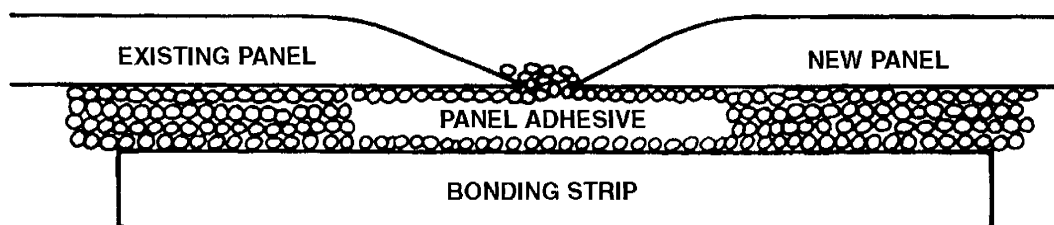
Hood, Deck Lid and Fascia Panel Repair

Panel Sectioning

If it is required to section a large panel for an SMC or RTM repair, it will be necessary to reinforce the panel with epoxy structural adhesive (rigid repair adhesive). To bond two plastic panels together, a reinforcement must overlap both panels. The panels must be "V'd" at a 20 degree angle. The area to be reinforced should be washed, then sanded. Be sure to wipe off any excess soap and water when finished. Lightly sand or abrade the plastic with an abrasive pad or sandpaper. Blow off any dust with compressed air or wipe with a clean dry rag.

When bonding SMC or RTM panels, use a two-part epoxy adhesive. Properly mix parts A and B, and apply it to the panels being repaired. Be sure that enough adhesive is applied to allow squeeze out and to fill the full bond line. Once the pieces have been brought together, do not move them until the adhesive is cured. The assembly can be held together with clamps, rivets, etc. A faster cure can be obtained by heating with a heat lamp or heat gun.

After the parts have been bonded and have had time to cure, rough sand the seam and apply the final adhesive filler to the area being repaired. Smooth the filler with a spatula, wooden tongue depressor, or squeegee. For fine texturing, a small amount of water can be applied to the filler surface while smoothing. The cured filler can be sanded as necessary and, as a final step, cleanup can be done with soapy water. Wipe the surface clean with a dry cloth allowing time for the panel to dry before moving on with the repair.



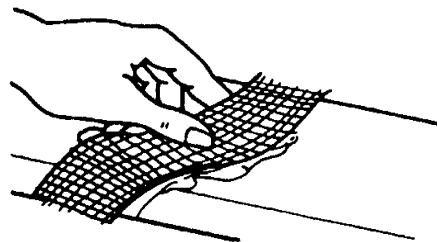
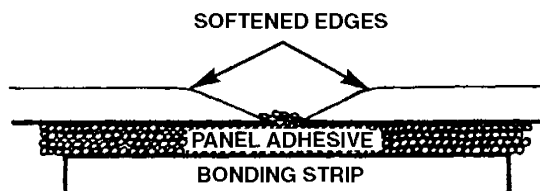
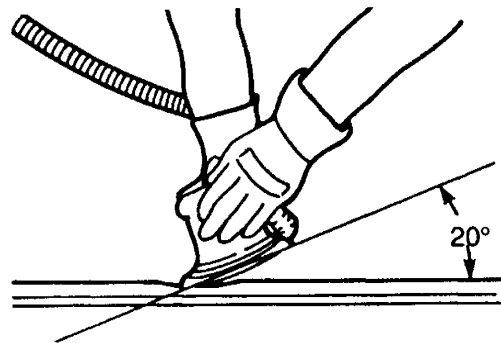


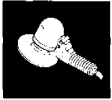
Panel Reinforcement

Structural repair procedures for rigid panels such as Sheet Molding Compound (SMC) or Resin Transfer Molding (RTM) with large cracks and holes will require a reinforcement backing. Reinforcements can be made of several applications of glass cloth saturated with epoxy structural adhesive. Semi-rigid or flexible part repair materials should be used for semi-rigid or flexible part repairs. Open meshed fiberglass drywall tape can be used to form a reinforcement. The drywall tape allows the resin to penetrate through and make a good bond between the panel and the epoxy adhesive. Structurally, the more drywall tape used, the stronger the repair.

Another kind of repair that can be done to repair large cracks and holes is to use a scrap piece of similar plastic, and bond with structural adhesive. The reinforcement should cover the entire break and should have a generous amount of overlap on either side of the cracked or broken area.

When repairing plastic, the damaged area is first "V'd" out, or beveled. Large bonding areas are desirable when repairing plastic because small repairs are less likely to hold permanently. Beveling the area around a crack at a 20 degree angle will increase the bonding surface for a repair. It is recommended that sharp edges be avoided because the joint may show through after the panel is refinished.





Hood, Deck Lid and Fascia Panel Repair

Notes:

Panel repair for both flexible and rigid panels are basically the same. The primary difference between flexible panel repair and rigid panel repair is in the adhesive materials used.

The technician should first decide what needs to be done when working on any type of body panel. One should determine if it is possible to return the damaged part to its original strength and appearance without exceeding the value of the replacement part.

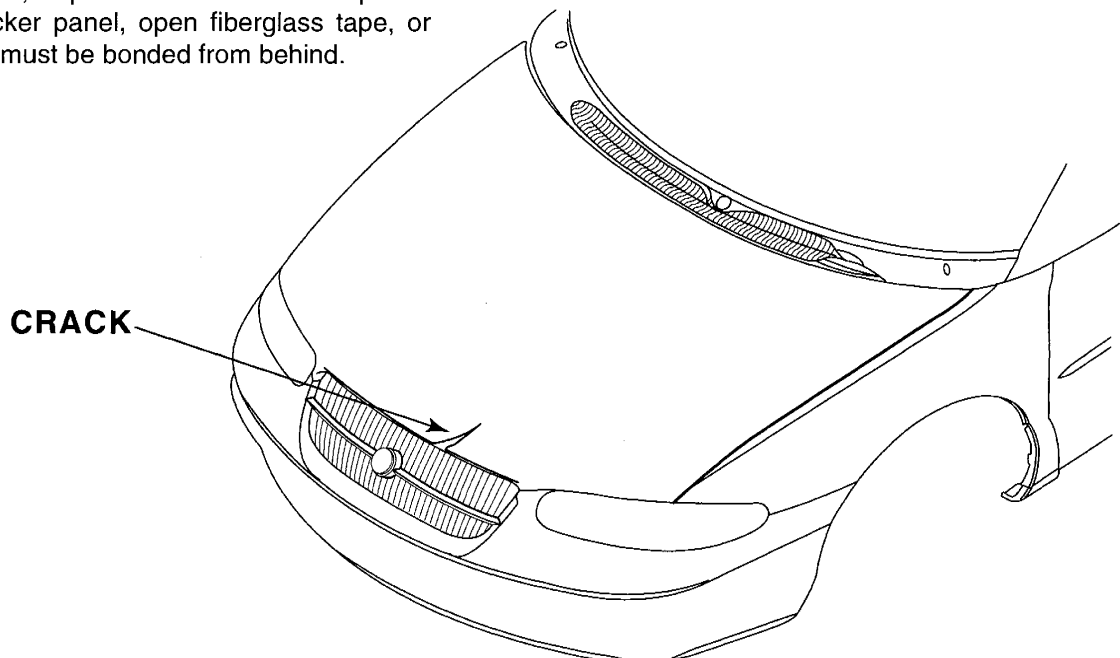
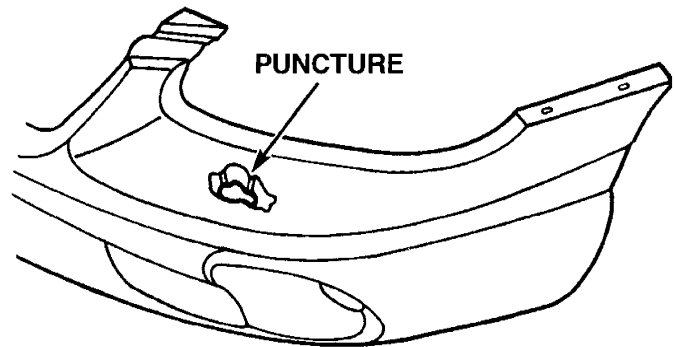
When plastic repairs are required, it is recommended that the part be left on the vehicle whenever possible. That will save time, and the panel will remain stationary during the repair. misalignment can cause stress in the repair areas and can result in future failure.

Visual Inspection

Sheet Molded Compound (SMC) and Resin Transfer Molded (RTM), because they are composites, react differently to impact than sheet metal does. Composite materials can mask the severity of an accident. Adhesive bond lines, interior structure of the doors, and steel structure need to be inspected carefully to get a true damage assessment. Close inspection may require partial removal of interior trim or inner panels.

Identify the type of repair:

Puncture or Crack – Damage that has penetrated completely through the panel. Damage is confined to one general area; a panel section is not required. However, a backer panel, open fiberglass tape, or matted material must be bonded from behind.





Panel Surface Preparation

If a body panel has been punctured, cracked or crushed, the damaged area must be removed from the panel to achieve a successful repair. All spider web cracks leading away from a damaged area must be stopped or removed. To stop a running crack in an SMC or RTM panel, drill a 6mm (0.250 in.) hole at the end of the crack farthest away from the damage. If spider web cracks cannot be stopped the panel would require replacement. The surfaces around the damaged area should be stripped of paint and free from wax and oil. Scuff surfaces around repair area with 360 grit wet/dry sand paper or equivalent to assure adhesion of epoxy repair materials.

Patching Panels

An RTM or SMC panel that has extensive puncture type damage can be repaired by cutting out the damaged material (Fig. A). Use a suitable reciprocating saw or cut-off wheel to remove the section of the SMC or RTM panel that is damaged. The piece cut out can be used as a template to shape the new patch. It is not necessary to have access to the back of the panel to install a patch. Bevel edges of cutout at 20 degrees to expose a larger bonding area on the outer side. This will allow for an increased reinforcement area.

Panel Patch Fabrication

A patch can be fabricated from any rigid fiberglass panel that has compatible contour with the repair area. Discarded SMC or RTM panels, such as lift gates and fenders can be used to supply patch material. If existing material is not available or compatible, a patch can be constructed with epoxy and reinforcement mesh (drywall tape). Perform the following operations if required.

- (1) Cover waxed paper or plastic with adhesive backed nylon mesh (drywall tape) larger than the patch required (Fig. B).
- (2) Tape waxed paper or plastic sheet with mesh to a surface that has a compatible contour to the repair area.
- (3) Apply a liberal coat of epoxy adhesive over the reinforcement mesh (Fig. B). If necessary apply a second or third coat of epoxy and mesh after first coat has cured. The thickness of the patch should be the same as the repair area.

- (4) After patch has cured, peel waxed paper or plastic from the back of the patch.
- (5) If desired, a thin film coat of epoxy can be applied to the back of the patch to cover mesh for added strength.

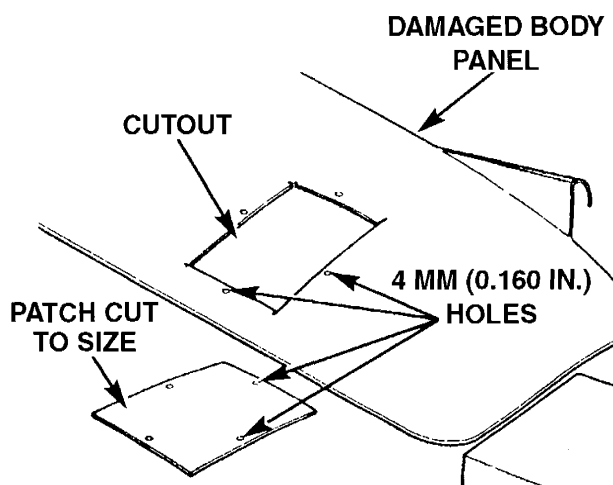


Fig A. Damaged Panel Cutout and Patch

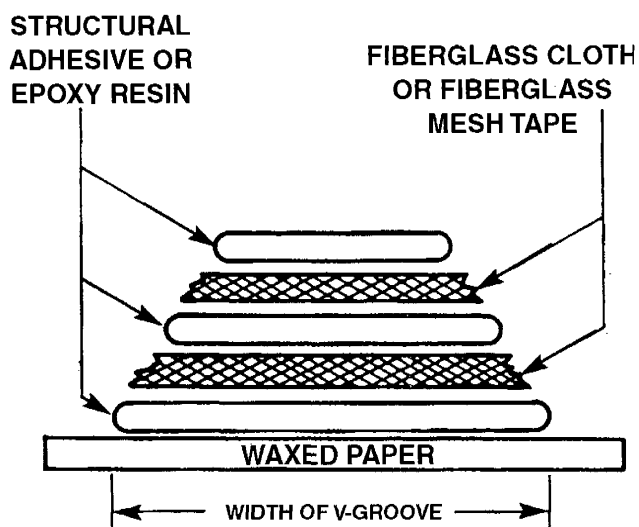


Fig B. Fabricated Panel



Hood, Deck Lid and Fascia Panel Repair

Panel Patch Installation

- (1) Make a paper or cardboard pattern the size and shape of the cutout hole in the panel.
- (2) Trim 3mm (0.125 in.) from edges of pattern so patch will have a gap between connecting surfaces.
- (3) Using the pattern as a guide, cut the patch to size.
- (4) Cut scrap pieces of patch material into 50mm (2 in.) squares to use as patch supports to hold the patch in the cutout area.
- (5) Drill 4mm (0.160 in.) holes 13mm (0.5 in.) from edge of cutout hole (Fig. A)
- (6) Drill 4mm (0.160 in.) holes 13mm (0.5 in.) away from edge of patch across from holes drilled around cutout (Fig. A)
- (7) Drill 3mm (.0125 in.) holes in the support squares 13mm (0.5 in.) from the edge in the center of one side.
- (8) Scuff the backside of the body panel around the cutout hole with a scuff pad or sandpaper.
- (9) Mix enough epoxy to cover one side of all support squares.
- (10) Apply epoxy to the support squares on the half with the hole predrilled in it.
- (11) Using number 8 sheet metal screws, secure support squares to backside of body panel with epoxy sandwiched between the panel and the squares (Fig. C)
- (12) Position patch in cutout against support squares and adjust patch until the gap is equal along all sides (Fig. E).
- (13) Drill 3mm (0.125 in.) holes in the support squares through the pre-drilled holes in the patch.
- (14) Apply a coat of epoxy to the exposed ends of the support squares (Fig. D)

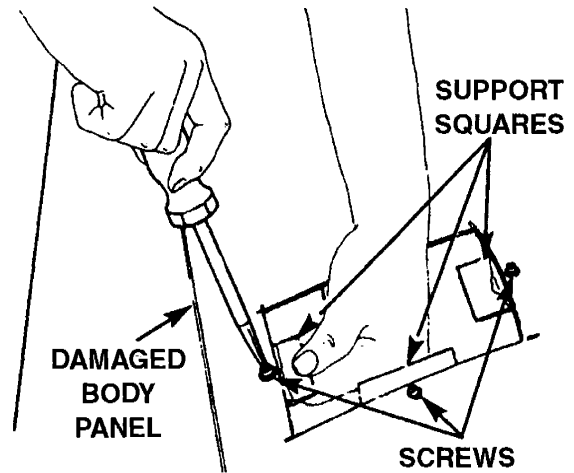


Fig C. Secure Support Squares to Body Panel

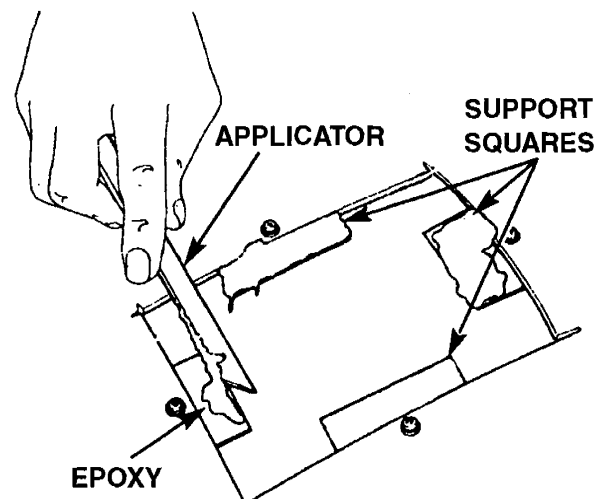


Fig D. Apply Epoxy to Support Squares

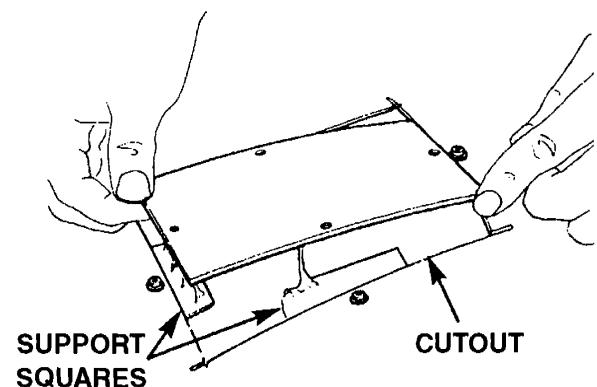
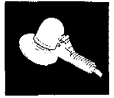


Fig E. Position Patch in Cutout and Align



- (15) Install screws to hold the patch to support squares (Fig. F). Tighten screws until patch surface is flush with panel surface if possible. Do not over tighten screws.
- (16) Allow epoxy to cure and remove all screws.
- (17) Using a 125 mm (5 in.) 24 grit disc grinder, grind a 50 mm (2 in.) to 75 mm (3 in.) wide and 2 mm (0.080 in.) deep path across the gaps around the patch (Fig. G). With compressed air, blow dust from around patch.
- (18) Apply adhesive backed nylon mesh (drywall tape) over gaps around patch (Fig. H).
- (19) Mix enough epoxy to cover the entire patch area.
- (20) Apply epoxy over the mesh around patch and smooth epoxy with a wide spreader to reduce finish grinding. The more mesh and epoxy layers you use, the stronger the repair will be (Fig. J).

Patched Panel Surfacing

After patch panel is installed, the patch area can be finished using the same methods as finishing other types of body panels. If mesh material is exposed in the patched area, grind surface down and apply a coat of high quality rigid plastic body filler. Prime, block sand and paint as required.

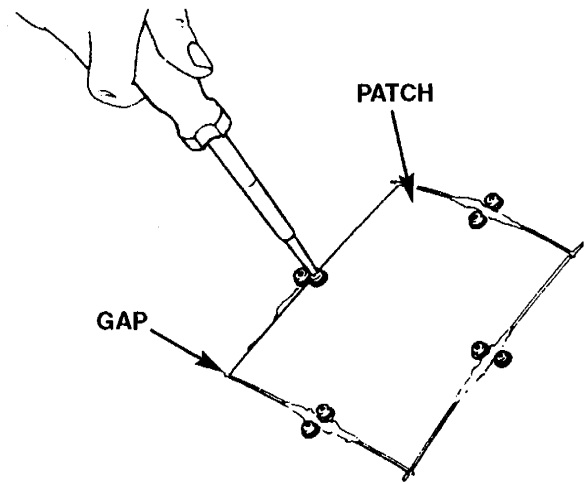


Fig F. Install Screws

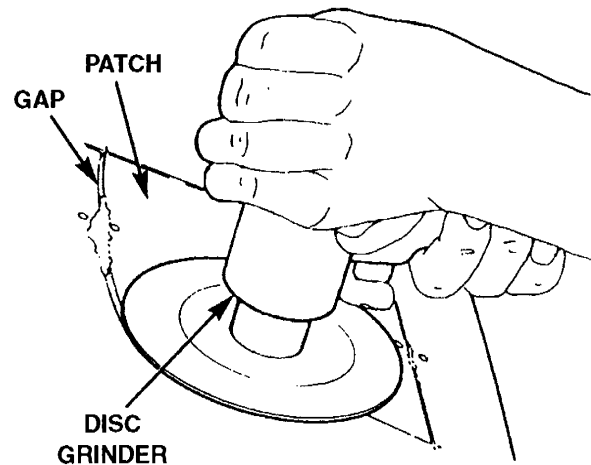


Fig G. Grind Surface

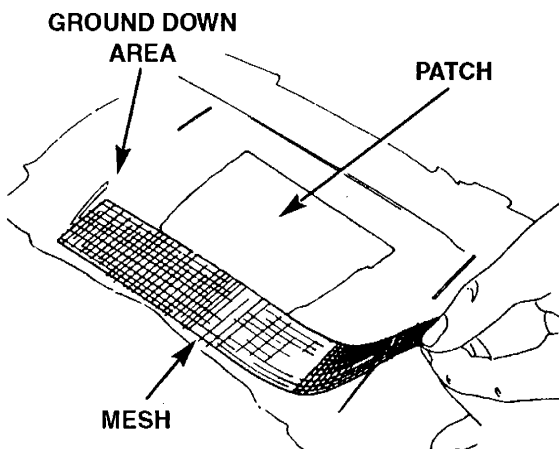


Fig H. Cover Gaps With Mesh

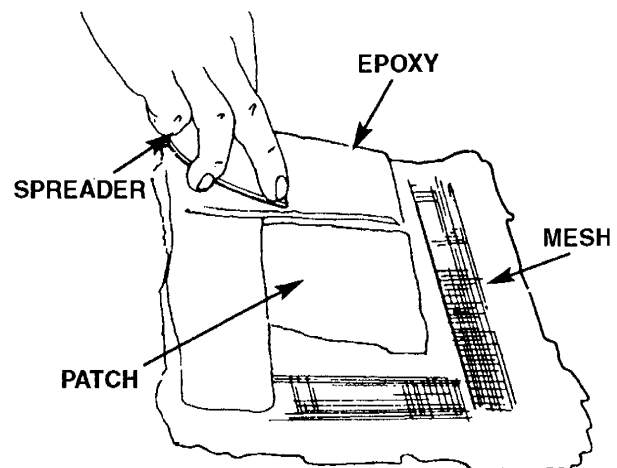


Fig J. Cover Mesh With Epoxy

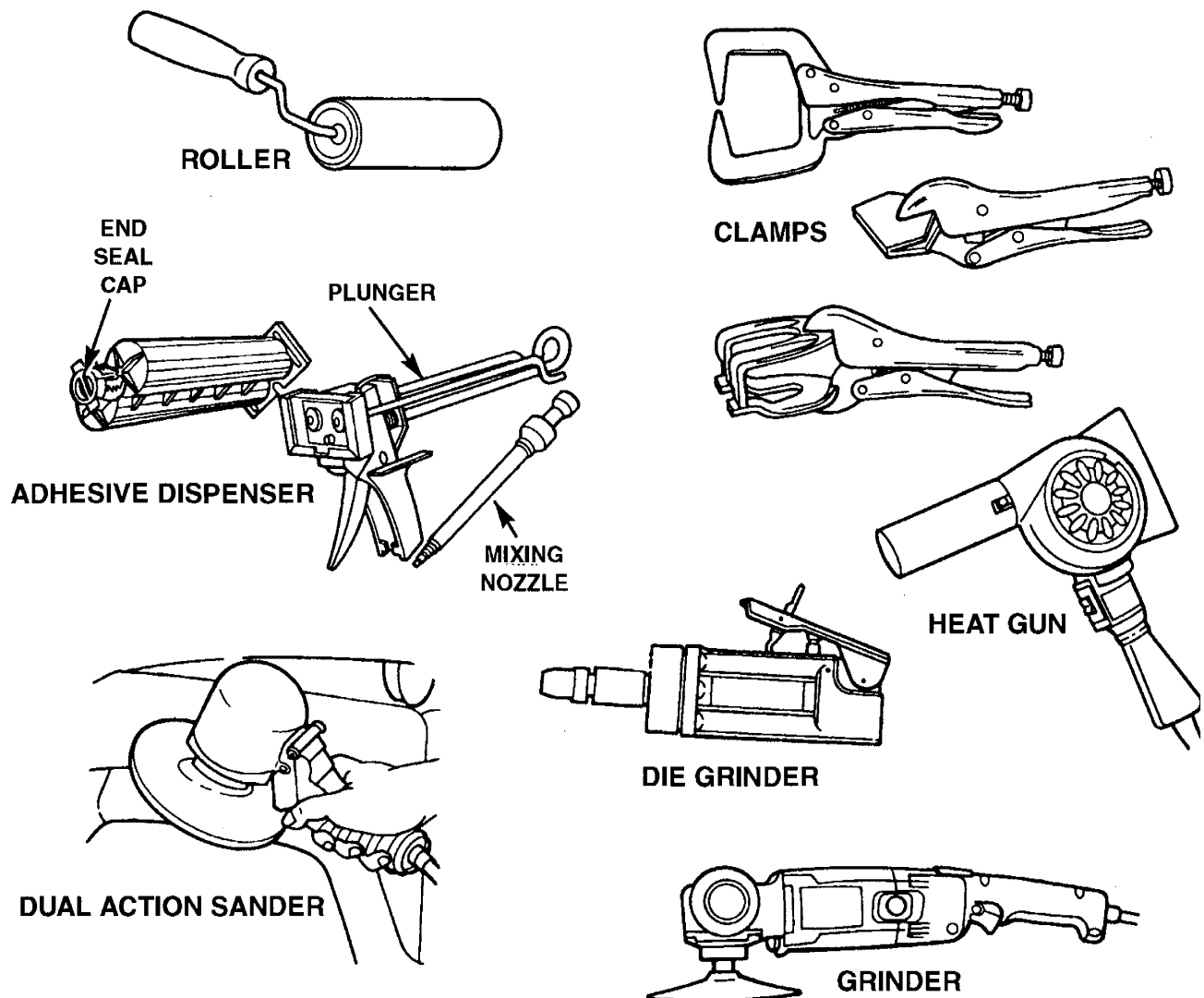


Hood, Deck Lid and Fascia Panel Repair

Refinishing

Plastic panel refinishing is not different from refinishing metal surfaces, except that plastic panels do not require corrosion protection. After the damaged area has been repaired, the surface is then sanded, filled, and sanded again, to provide a smooth finish into the surrounding painted area. A plastic parts primer coating may be required with some plastics to enhance paint or filler adhesion. When applying the final coats of paint, they must be blended into the surrounding undamaged area in the usual fashion. During the final steps of the refinishing process, it is recommended that you follow the paint manufacturer's instructions for painting plastic surfaces.

Tools





Adhesives

Structural adhesives are available from American Sure Seal, Kent, 3M, and other manufacturers. The bonding procedures must be performed using a structural compound for rigid panels and a flexible compound for flexible plastics.

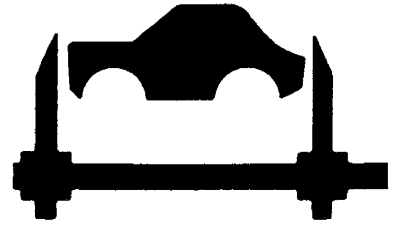
Materials

Fiberglass Cloth or Mat

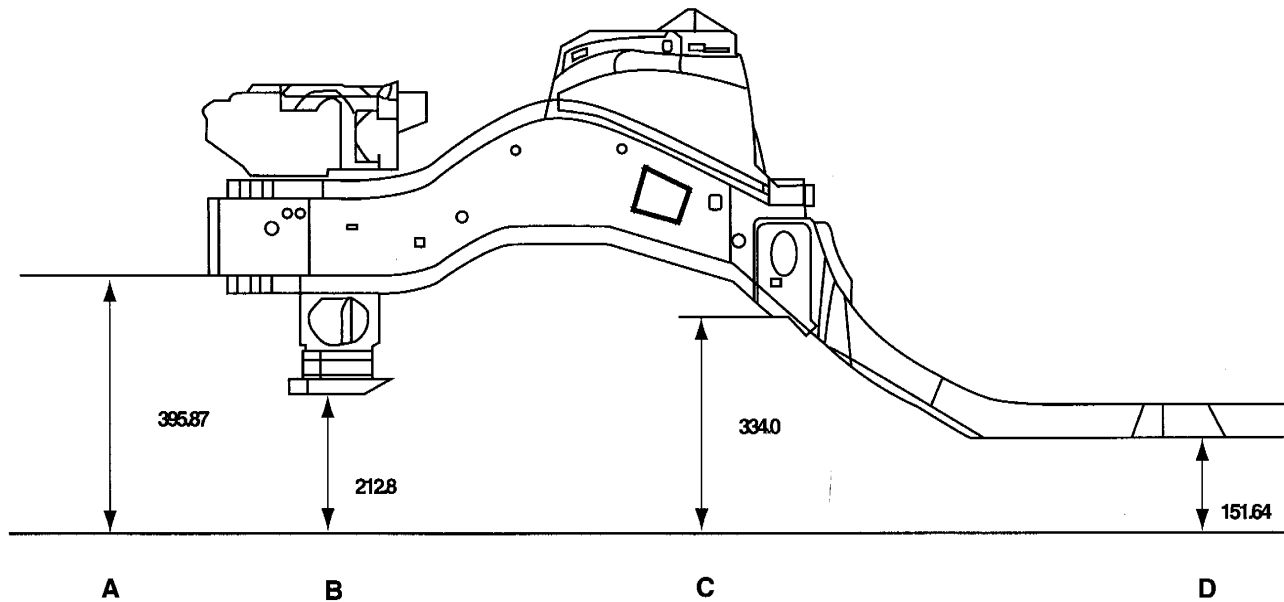
- Open Mesh Fiberglass or Nylon Drywall Tape (Available at hardware stores)
- Rigid Adhesives
- Flexible Adhesives
- Finishing Products
- Wax Paper

BODY DIMENSIONS & SPECIFICATIONS

*Chrysler Sebring
Convertible*



FRONT SIDE RAIL



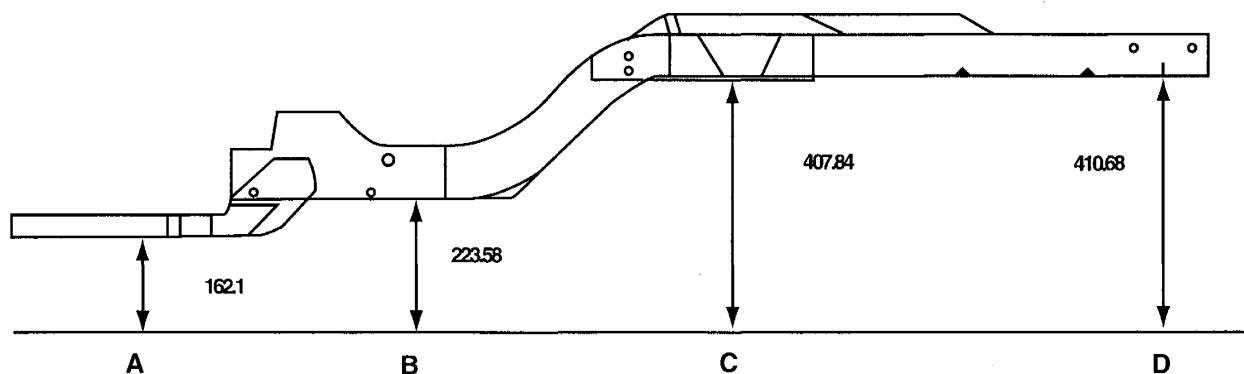
- A. LOWER SURFACE OF FRONT RAIL
- B. LOWER SURFACE OF RADIATOR CROSSMEMBER
- C. LOWER SURFACE OF FRONT SIDE RAIL REAR RAIL
- D. FRONT LOWER SURFACE OF FRONT SIDE RAIL REAR EXTENSION

Note: All measurements are in mm. Dimensions referenced from
PLP holes are from centerline of hole.



Body Dimensions & Specifications

REAR RAIL SIDE

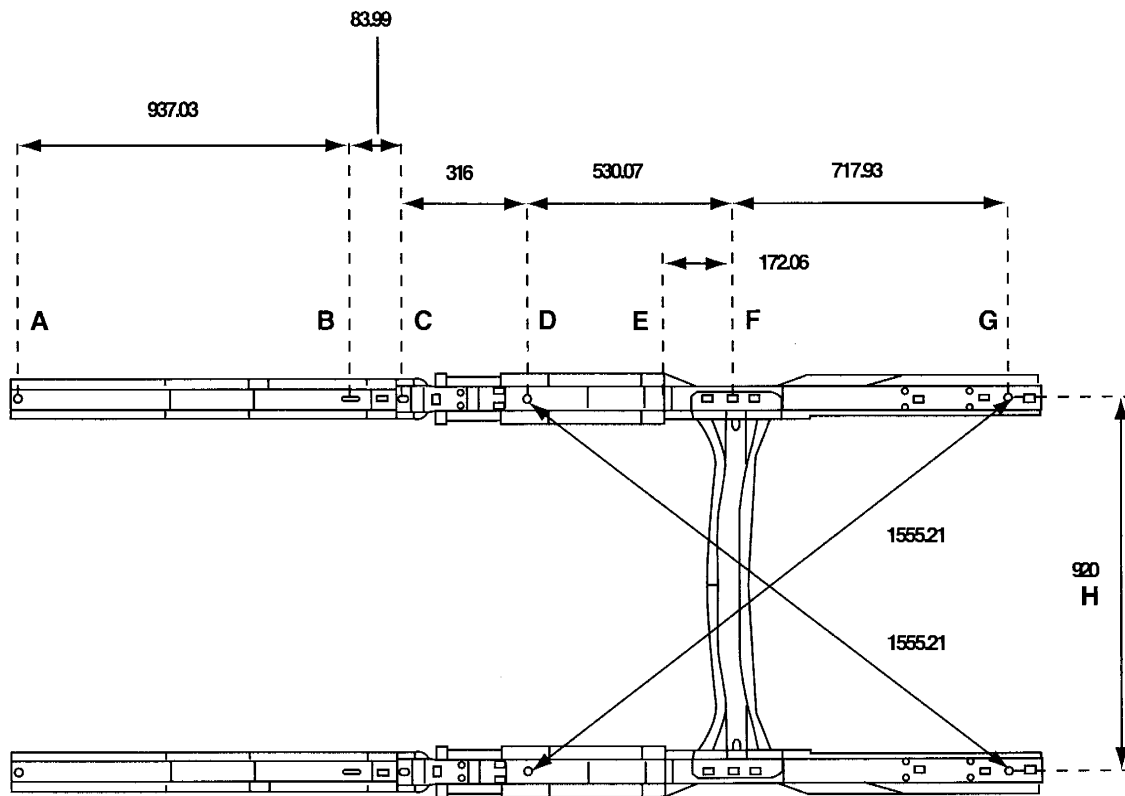


- A. REAR LOWER SURFACE OF FRONT SIDE RAIL REAR EXTENSION
- B. FRONT LOWER SURFACE OF REAR RAIL
- C. LOWER SURFACE OF SUSPENSION CROSSMEMBER
- D. REAR LOWER SURFACE OF REAR RAIL

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



REAR RAIL BOTTOM



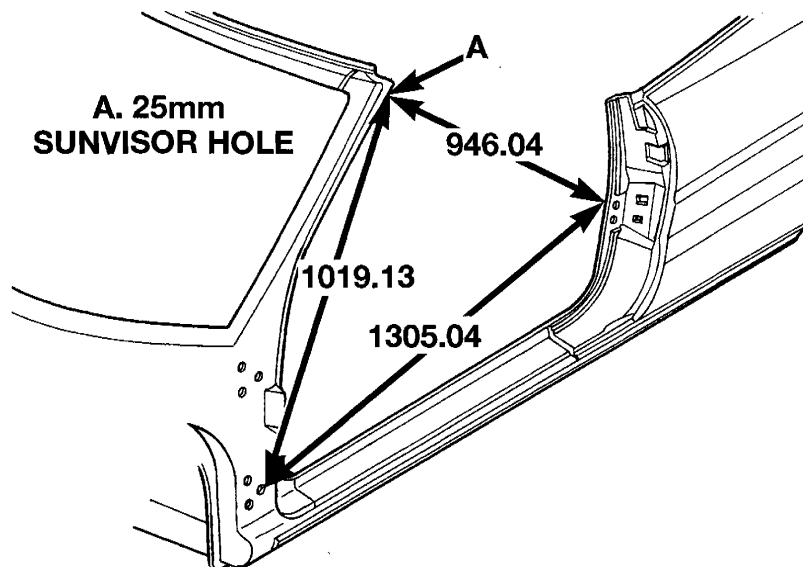
- A. FRONT RAIL REAR PRINCIPLE LOCATING POINT (PLP)
- B. REAR PLP OF FRONT RAIL REAR EXTENSION
- C. FRONT OF REAR RAIL
- D. REAR RAIL FORWARD PLP
- E. FORWARD EDGE OF REAR RAIL WHEELHOUSE MOUNTING FLANGE
- F. CENTER OF REAR SUSPENSION CROSSMEMBER
- G. REAR RAIL REAR PLP
- H. WIDTH OF REAR RAIL PLP

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.

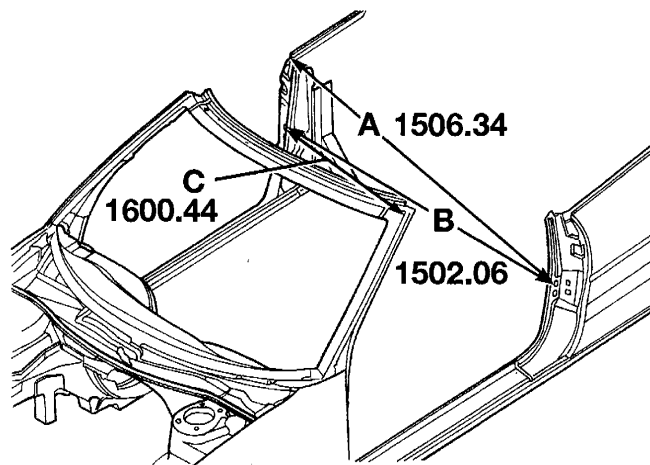


Body Dimensions & Specifications

DOOR OPENING

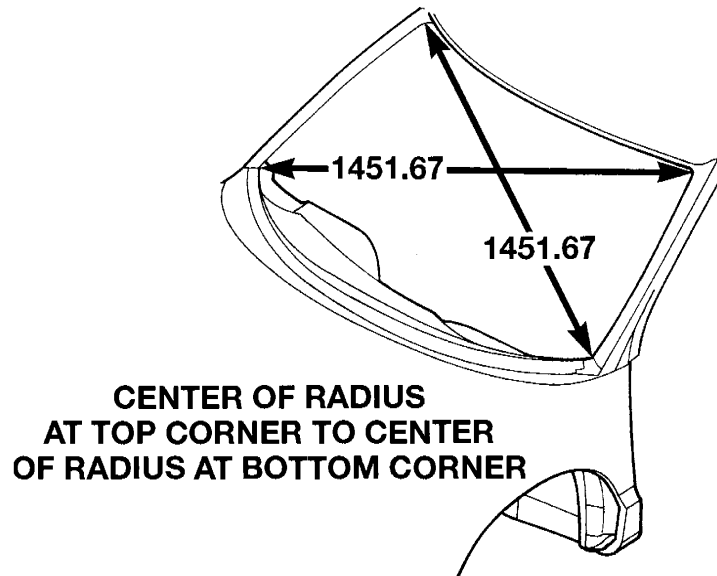


CROSS BODY

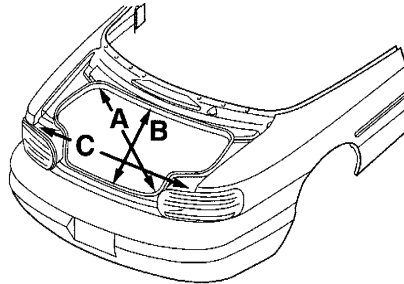


- A. DOOR OPENING PLP TO TOP CORNER OF OPPOSITE B-PILLAR.
- B. DOOR OPENING PLP TO OPPOSITE DOOR OPENING PLP.
- C. CENTER OF 25mm SUNVISOR HOLE TO OPPOSITE DOOR OPENING PLP.

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.

**WINDSHIELD****TRUNK OPENING**

- A. 998.43
- B. 568.72
- C. 1192.67



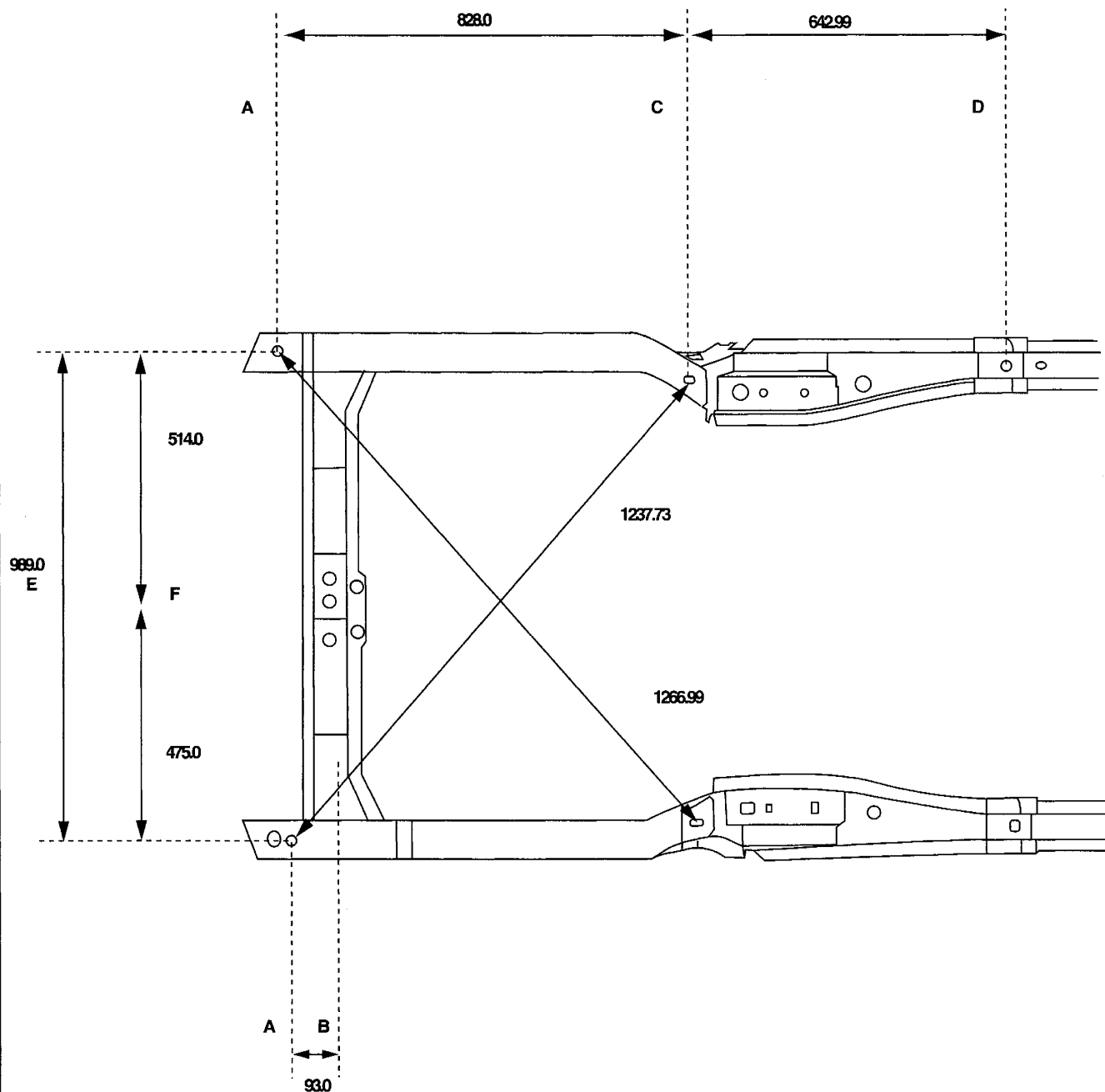
- A. CENTER OF DECK OPENING FRONT CORNER
RADIUS TO REAR TAIL PANEL DECK OPENING
RADIUS.
- B. FRONT DECK OPENING WEATHERSTRIP
FLANGE TO DECK OPENING TAIL PANEL
WEATHERSTRIP FLANGE.
- C. REAR OF QUARTER PANEL AT TAIL-LIGHT
OPENING TO OPPOSITE POINT.

Note: All measurements are in mm. Dimensions referenced from
PLP holes are from centerline of hole.



Body Dimensions & Specifications

FRONT FRAME RAILS

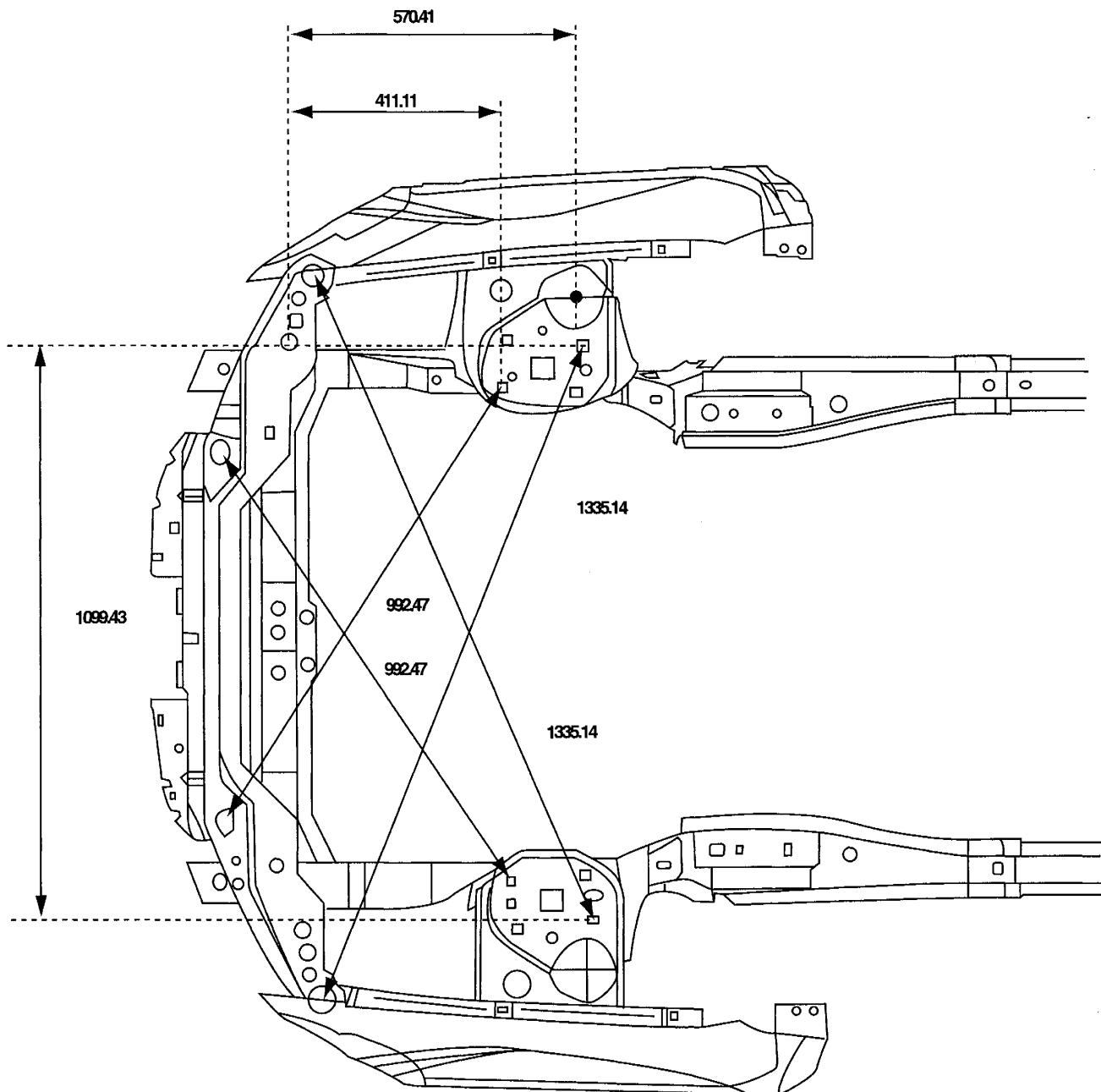


- A. ENGINE COMPARTMENT FORWARD PRINCIPLE LOCATING POINT (PLP)
- B. CENTER OF LOWER CROSSMEMBER
- C. ENGINE COMPARTMENT REAR PLP
- D. FRONT RAIL REAR PLP
- E. WIDTH OF ENGINE COMPARTMENT FORWARD PLP
- F. CENTER OF LOWER CROSSMEMBER TO ENGINE COMPARTMENT FORWARD PLP

Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.



ENGINE COMPARTMENT



Note: All measurements are in mm. Dimensions referenced from PLP holes are from centerline of hole.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
A														
B														
C														
D														
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This is a very easy way to write up your measurement information. You can tell at a glance when a dimension changes, and you can do what is necessary to stay in specification before you proceed.

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

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

The A-B-C, etc. are the measuring point dimensions. The 1-2-3, etc. are the readings taken at measurement step 1 — measurement step 2, etc.

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

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

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

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

MANUFACTURING & STAMPING:

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

FIT:

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

WARRANTY:

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

COATING:

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

MATERIAL:

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

IF YOU CARE ABOUT YOUR BUSINESS AND YOUR CUSTOMERS' LONG-TERM SATISFACTION, USE ONLY MOPAR SHEET METAL PARTS ON CHRYSLER CORPORATION VEHICLES.

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