



DODGE CALIBER BODY REPAIR MANUAL



SAFETY NOTICE

CAUTION

ALL SERVICE AND REBUILDING INSTRUCTIONS CONTAINED HEREIN ARE APPLICABLE TO, AND FOR THE CONVENIENCE OF, THE AUTOMOTIVE TRADE ONLY. All test and repair procedures on components or assemblies in non-automotive applications should be repaired in accordance with instructions supplied by the manufacturer of the total product.

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

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

It is important to note that this publication contains various Cautions and Warnings. These should be read carefully in order to minimize risk of personal injury or the possibility that improper service methods may damage the vehicle or render it unsafe. It is important to note that these Cautions and Warnings cover only the situations and procedures DaimlerChrysler Corporation has encountered and recommended. DaimlerChrysler Corporation cannot possibly know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or of the possible hazards of each. Consequently, DaimlerChrysler has not undertaken any such broad service review. Accordingly, anyone uses a service procedure or tool that is not recommended in this publication must be certain that neither personal safety, nor vehicle safety, will be jeopardized by the service methods they select.

[Back to Index](#)



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[Back to Index](#)

INTRODUCTION

Dodge Caliber



This manual has been prepared for use by all body technicians involved in the repair of the Dodge Caliber.

This manual shows:

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

Body Construction Characteristics
History of Collision Repair.....
Corrosion Protection
Vehicle Identification Number Information
Paint Codes Information
Welded Panel Replacement.....
Sealer Locations
Structural Adhesive Locations
NVH/Structural Foam Locations
Sound Deadener Locations
Frame/Body Dimensions.....
Front Frame Rail Sectioning Procedure
Additional Support/Information.....

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

BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Jeep Compass:

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

MS 67 - Represents an uncoated Cold Rolled Sheet structural steel used in areas where structural integrity is critical.

EG., the type of steel used for the "A" pillar.

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

MS 6000-44A - Low carbon, hot dipped galvanneal (or EGA) with 45 g/m² minimum coating weight on both sides.

- Most common Sheet Steel product used by Chrysler.

MS 6000-44VA - 50 ksi min. yield strength, HSLA, killed steel, with 44 g/m² minimum coating weight on both sides.

- Most common high strength coated steel product used by Chrysler.

MS 10176 - Boron-alloyed steels ate analogy with 22MnB5 which are matched to the hardening process die. Sheet blanks are heat treated in the furnace on an inert gas or air atmosphere and then formed in the press die and hardened at the same time. The boron is produced in two configurations one for use in upper body and one that has hot-dip aluminized coating for corrosion protection.

MS82-1228 - Represent a coated high strength low alloy (HSLA) hot or cold rolled sheet steel used in applications where structural integrity is critical.

PARTIAL LIST OF STEEL APPLICATIONS

Galvannealed Steel

Body Side Aperture

Cowl Plenum Panel

Cowl Side Panel

Dash Panel

Front Door - Inner Panel

Front Door - Outer Panel

Front Fender

Front Floor Pan

Front Hinge Pillar

Front Rail

Front Strut Mounting Tower

Front Wheelhouse (Front and Rear)

Lower Radiator Crossmember

Rear Door - Inner Panel

Rear Door - Outer Panel

Rear Floor Pan

Rear Floor Pan Front Crossmember

Rear Floor Pan Side Rail

Rear Suspension Crossmember

Rear Quarter Panel - Inner

Rear Quarter Panel - Outer

Rear Wheelhouse - Inner

Roof Panel

UpperLoad Path Beam

Upper Radiator Crossmember

[Back to Index](#)

BODY CONSTRUCTION CHARACTERISTICS

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

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

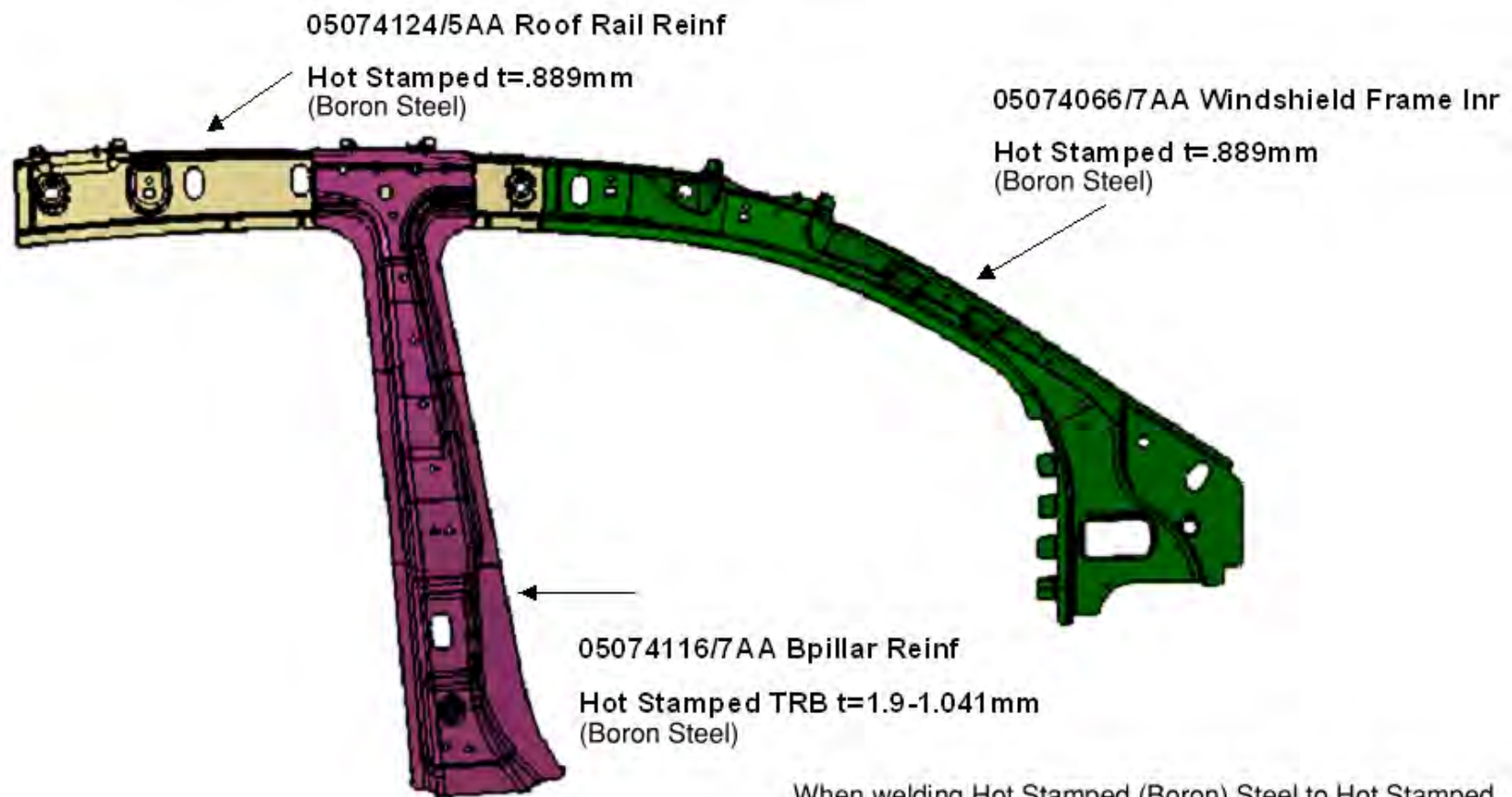
[Back to Index](#)

Boron Hot Stamped Steel 140 KSI yield Strength



n/a	0.056
	9.4624

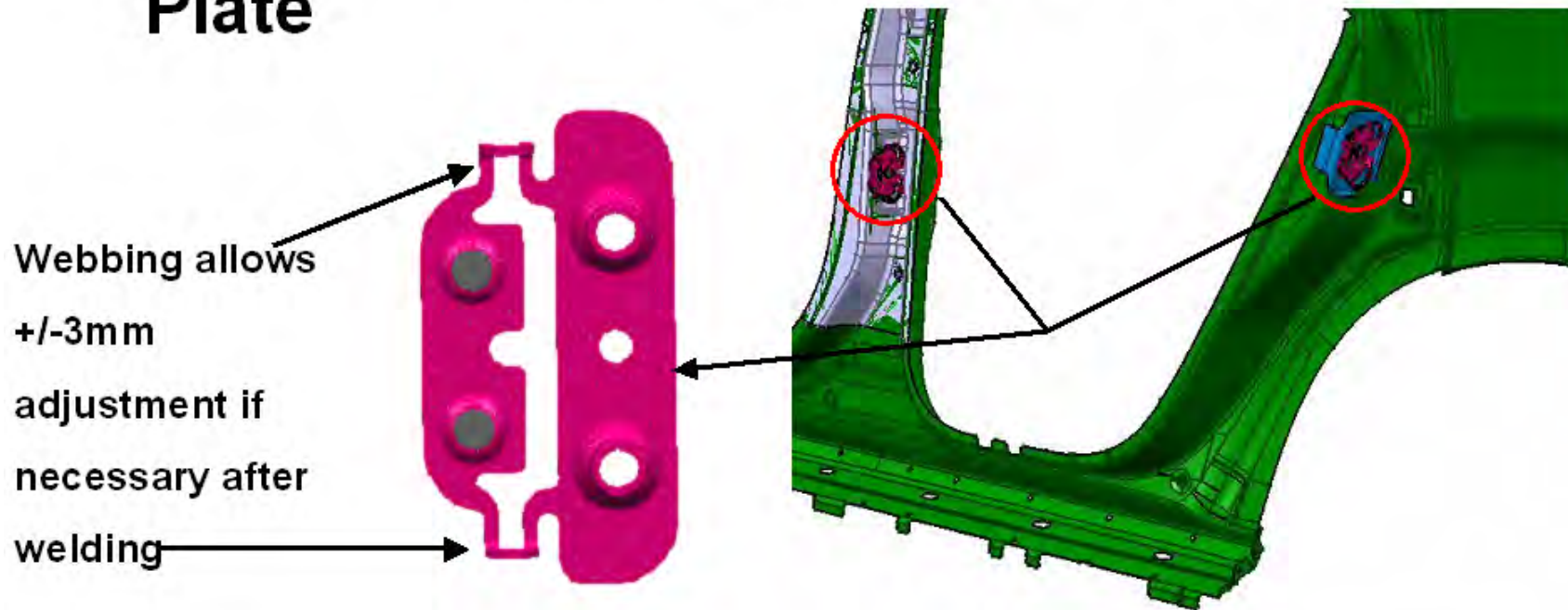
[Back to Index](#)



When welding Hot Stamped (Boron) Steel to Hot Stamped (Boron) Steel use resistance spot welds and Mopar structural adhesive.
Weld nuggets should be 6.5mm.

[Back to Index](#)

PM-49 New Net Build Door Striker Tap Plate



To Adjust striker in the field loosen striker screws to 100 In-Lbs, bump or pull striker in desired direction, re-torque to 250 In-Lb.

[Back to Index](#)



Tech Authority Website contains the most complete listings, descriptions, and ordering information for DaimlerChrysler Corporation service information materials. The materials included in Tech Authority cover every aspect of repairing and maintaining Chrysler, Plymouth, Dodge, Dodge Truck and Jeep® vehicles.

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Back to Index

HISTORY OF COLLISION REPAIR

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

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

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

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

The change came quickly. Manufacturers devoted time, money, and talent to develop the unibody car. The public was ready to buy and did!

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

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

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

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

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

[Back to Index](#)

Corrosion Protection



Factory Applied Corrosion Protection

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

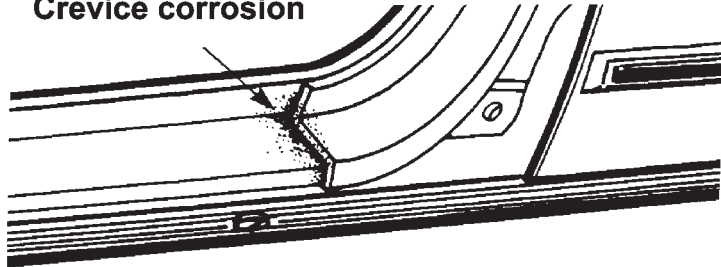
This corrosion protection is required regardless of the environment and weather conditions the vehicle will be operated in. Corrosion protection is as important in the desert as it is at the seaside. Corrosion damage can literally destroy the structural integrity of a unibody vehicle from within. Many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

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

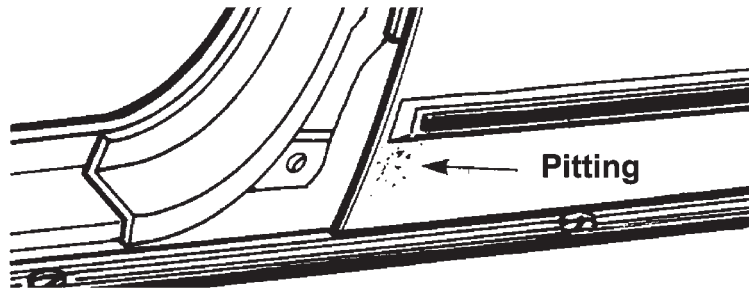
[Back to Index](#)

Corrosion Protection

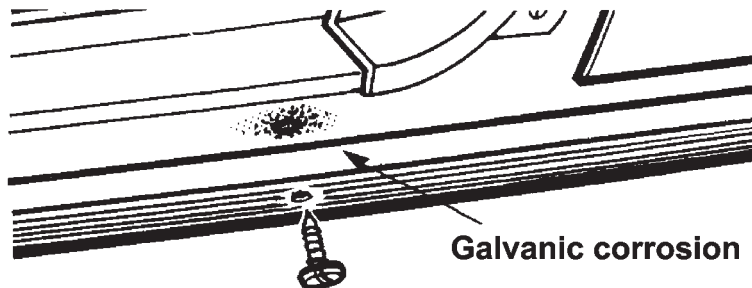
Crevice corrosion



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



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



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

[Back to Index](#)

Corrosion Protection

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

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

Stress corrosion, cracking, fretting, and erosion corrosion.

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

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

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

[Back to Index](#)

Corrosion Protection

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

Corrosion Protection Information

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

Collision Repair Corrosion Protection Materials

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

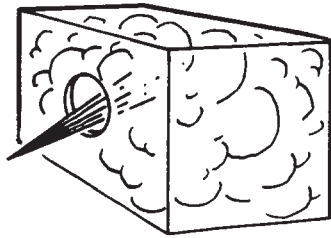
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials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

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

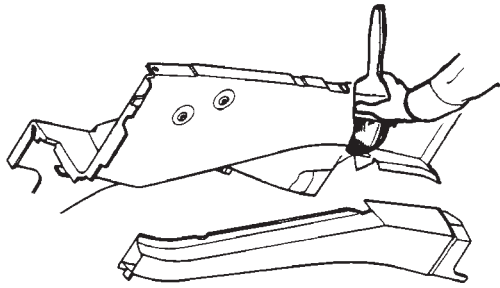
[Back to Index](#)

Corrosion Protection

Spray Accessibility to the Repair



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



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

[Back to Index](#)

Corrosion Protection

Desired Characteristics of Corrosion Protection Material

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

Glossary:

Abrasion Corrosion - Rubbing or hitting of one material by another

Corrosion Protection - Material applied to deter corrosion (oxidation)

Crevice Corrosion - Oxidation when two metals are joined

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

Fogging - Applying material in a mist form

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

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

Hot Spot - An unprotected area subject to corrosion

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

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

[Back to Index](#)

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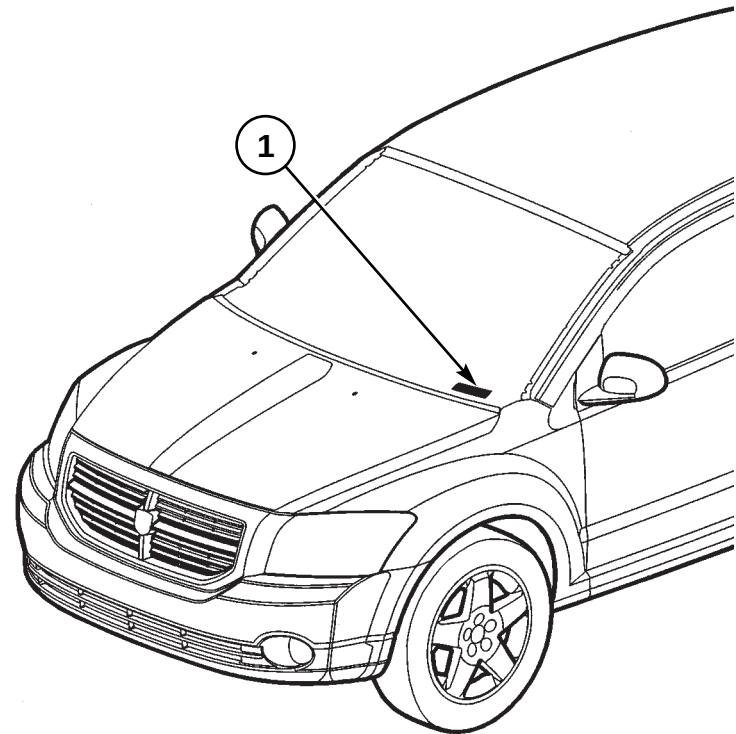


[Back to Index](#)

DODGE CALIBER VEHICLE IDENTIFICATION NUMBER DESCRIPTION

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

VEHICLE IDENTIFICATION NUMBER (VIN)
1 - VEHICLE IDENTIFICATION NUMBER (VIN)



[Back to Index](#)

VEHICLE IDENTIFICATION NUMBER DECODING CHART

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = Manufactured by Daimler Chrysler Corporation
2	Make	B = Dodge
3	Vehicle Type	3 = Passenger Car
4	Restraint System	J = Without Side Air Bags H = With Side Air Bags
5	Vehicle Line (PM)	3 = Caliber Right Hand Drive (FWD) B = Caliber Left Hand Drive (FWD) E = Caliber Left Hand Drive (AWD)
6	Series	2 = Caliber 4 = Caliber SXT 7 = Caliber R/T
7	Body Style	8 = Hatchback 4 Door
8	Engine	C = 1.8L 4 Cyl. 16V DOHC Dual VVT Gasoline A = 2.0L 4 Cyl. 16V DOHC Diesel B = 2.0L 4 Cyl. 16V DOHC 5MPI Gasoline K = 2.4L 4 Cyl. 16V Dual VVT Gasoline
9	Check Digit	0 through 9 or X
10	Model Year	7 = 2007
11	Assembly Plant	D = Belvidere Assembly
12 through 17	Vehicle Build Sequence	

[Back to Index](#)

VEHICLE CERTIFICATION LABEL

DESCRIPTION

A vehicle certification label is attached to every DaimlerChrysler Corporation vehicle. The label certifies that the vehicle conforms to all applicable Federal Motor Vehicle Standards. The label also lists:

- Month and year of vehicle manufacture.
- Gross Vehicle Weight Rating (GVWR). The gross front and rear axle weight ratings (GAWR's) are based on a minimum rim size and maximum cold tire inflation pressure.
- Vehicle Identification Number (VIN).
- Type of vehicle.
- Type of rear wheels.
- Bar code.
- Month, Day and Hour (MDH) of final assembly.
- Paint and Trim codes.
- Country of origin.

The label is located on the driver-side door shut-face.

MFD BY	DAIMLER CHRYSLER CORPORATION	DATE OF MFR	1-96 C	GVWR	2268 KG (05000 LB)
GAWR FRONT	WITH TIRES	RIMS AT	COLD		
1203 KG (2850 LB)	P185/75R14	14 X 5.5	380 KPA(35 PSI)		
GAWR REAR	WITH TIRES	RIMS AT	COLD		
1225 KG (2700 LB)	P195/75R14	14 X 5.5	380 KPA(35 PSI)		
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.					
VIN: XXXXXXXXXXXXXXXX		TYPE:		SINGLE X DUAL	
					
MDH: 010615 021 PAINT:POP VEHICLE MADE IN CANADA TRIM:C503 4848505					
8086df7b					

[Back to Index](#)

DODGE CALIBER PAINT CODES

EXTERIOR

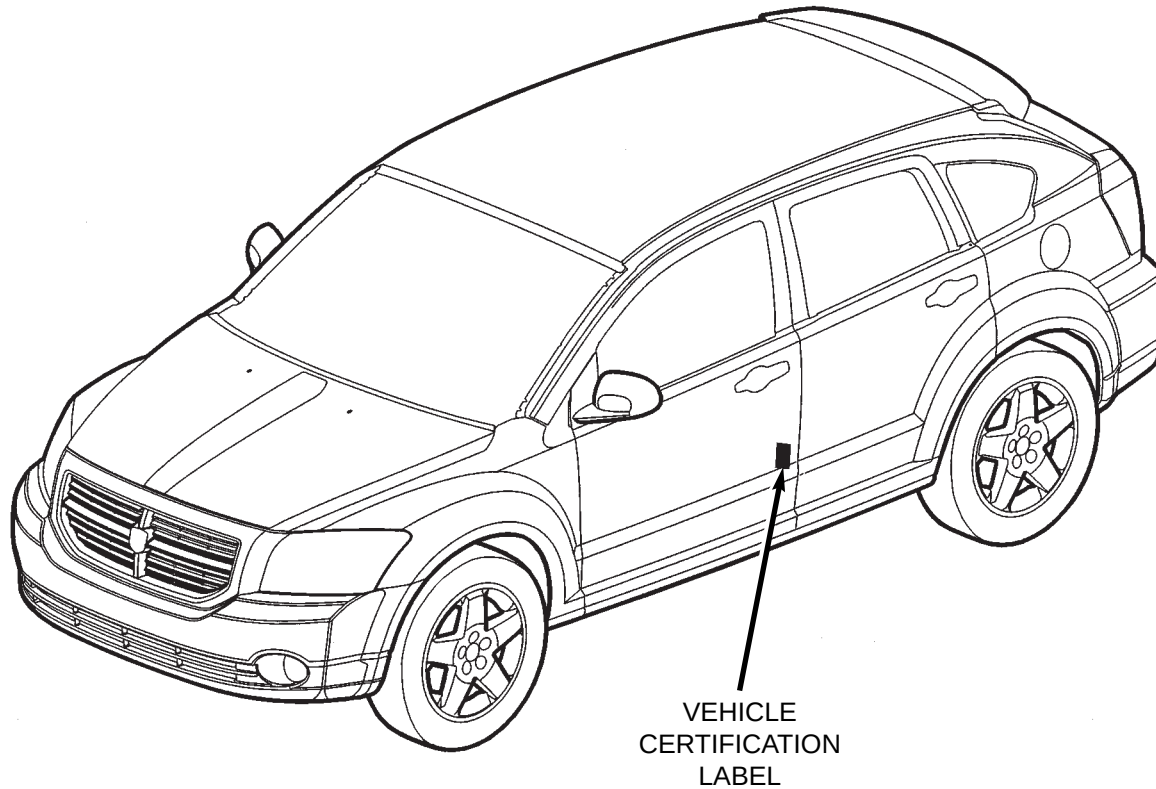
CODE	COLOR
ARH	Inferno Red Crystal Pearl Coat
VYH	Solar Yellow Clear Coat
DV6	Sunburst Orange Pearl Coat
CB6	Marine Blue Pearl Coat
DBM	Steel Blue Metallic Pearl Coat
WS2	Bright Silver Metallic Clear Coat
DX8	Black Clear Coat
SW1	Stone White Clear Coat

INTERIOR

CODE	COLOR
S	Pastel Slate Gray (DA)
B	Pastel Pebble Beidge/Medium Pebble Beidge (KA)

[Back to Index](#)

DODGE CALIBER PAINT CODE LOCATION



The vehicle certification label identifies the paint code. This label is located on the driver's door shut face.

[Back to Index](#)

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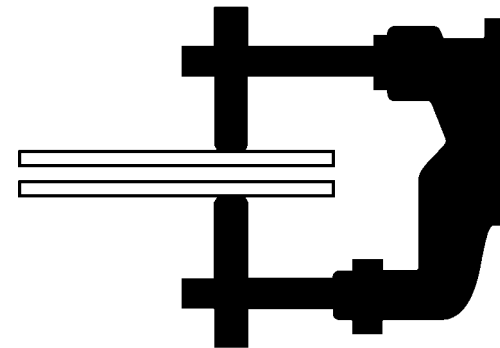
Speed up your cycle time without
compromising a premium finish.



[Back to Index](#)

WELD PANEL REPLACEMENT

Dodge Caliber



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

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

Note: Diagrams do not show all of the parts.

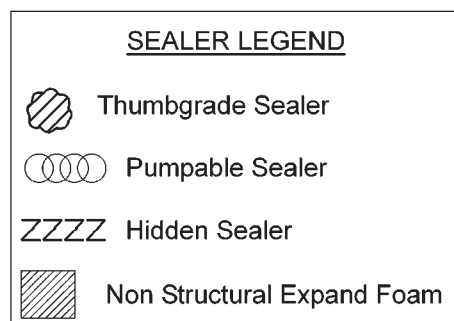
Explanation of Manual Contents	Liftgate
Front Floor	Engine Box Assembly
Sidemember	Plenum/Dash
Rear Floor	Engine Box Complete.....
Front Rails	Front Floor Complete
Plenum	Rear Floor Complete
Dash	Underbody Complete.....
Engine Box.....	Body Side Aperture Inner
Body Side Aperture	Body Side Aperture Outer
Hood and Front Fenders	Body Side Aperture Complete.....
Front Door	Roof without Sunroof
Rear Door	Body in White Complete

[Back to Index](#)

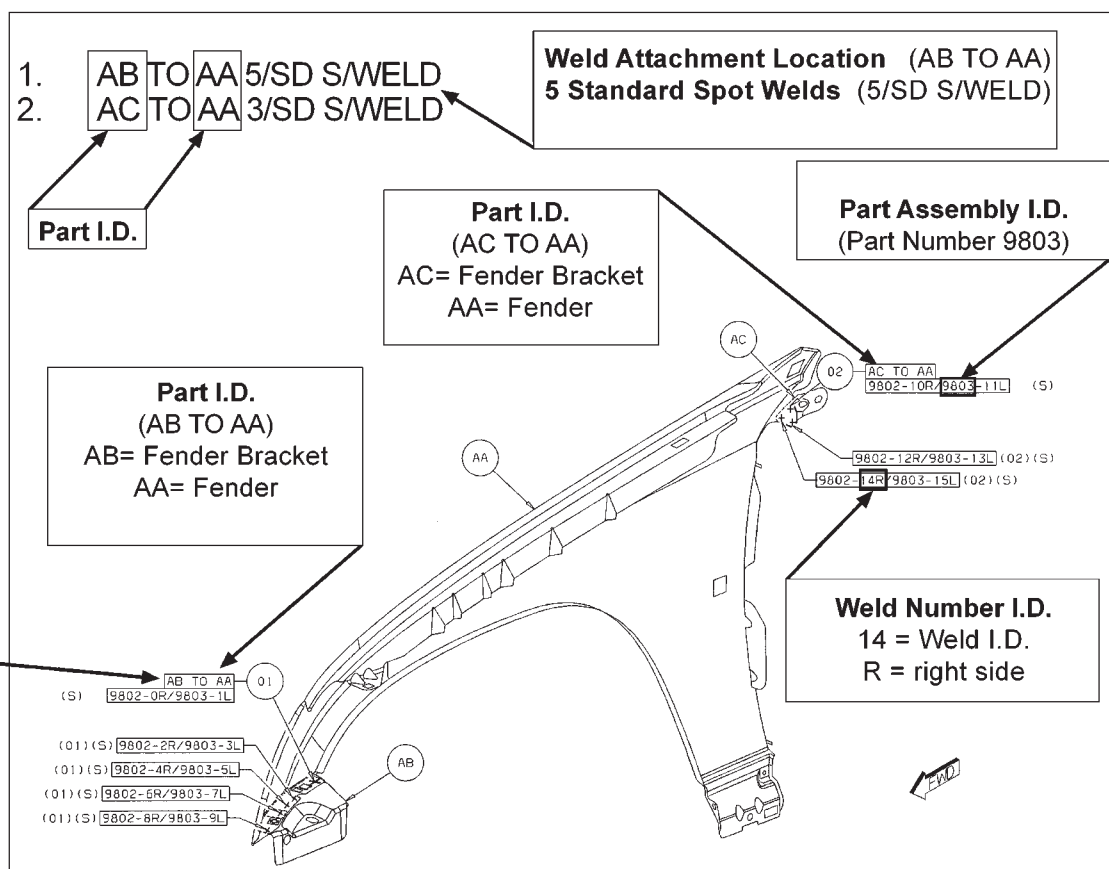
Explanation of Welding/Sealer Information

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.

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



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



[Back to Index](#)

Explanation of Welding Abbreviations

Definitions

Weld Type

(ORD)=Ordinary Weld or Standard

(CRT)=Critical Weld or Diamond

(SAF)=Safety Weld

PROJ=Projection Weld

FCAW=Flex Core Arc Weld

MFG=Manufacturing Weld

S/WELD=Spot Welds

/SD=Per Side

Examples

AA TO AB 5/SD S/WELDS (ORD)=

PART AA WELDED TO PART AB 5 PER SIDE (5 RIGHT/5 LEFT) SPOT WELDS STANDARD

AA TO AB 12 PROJ WELDS (CRT)=

PART AA WELDED TO PART AB 12 PROJECTION WELDS CRITICAL OR DIAMOND

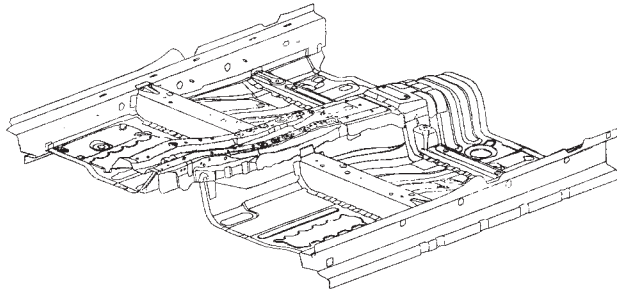
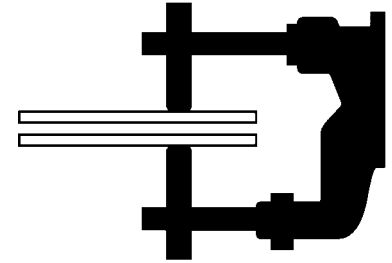
Adhesives

STRUCT ADH (ORD) = Ordinary Structural Adhesive

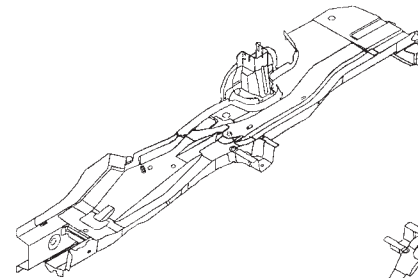
ADH (ORD) = Ordinary Adhesive

[Back to Index](#)

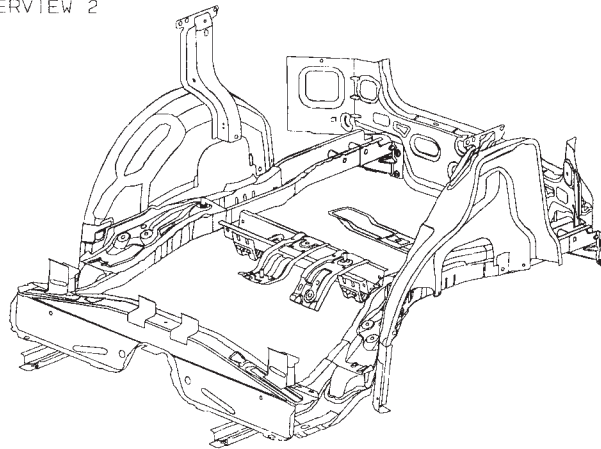
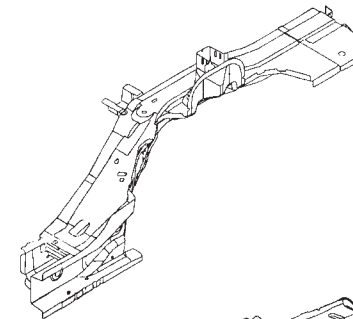
WELD LOCATION OVERVIEW ZONES



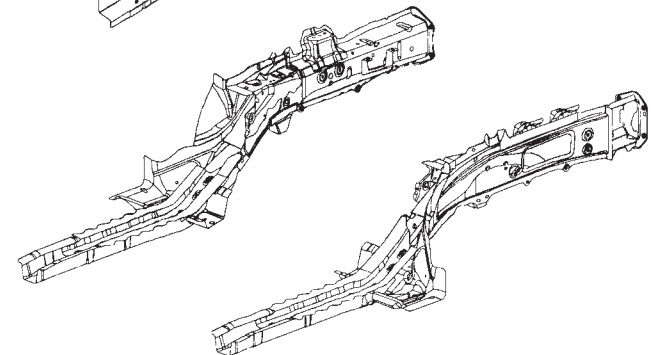
OVERVIEW 2



OVERVIEW 3



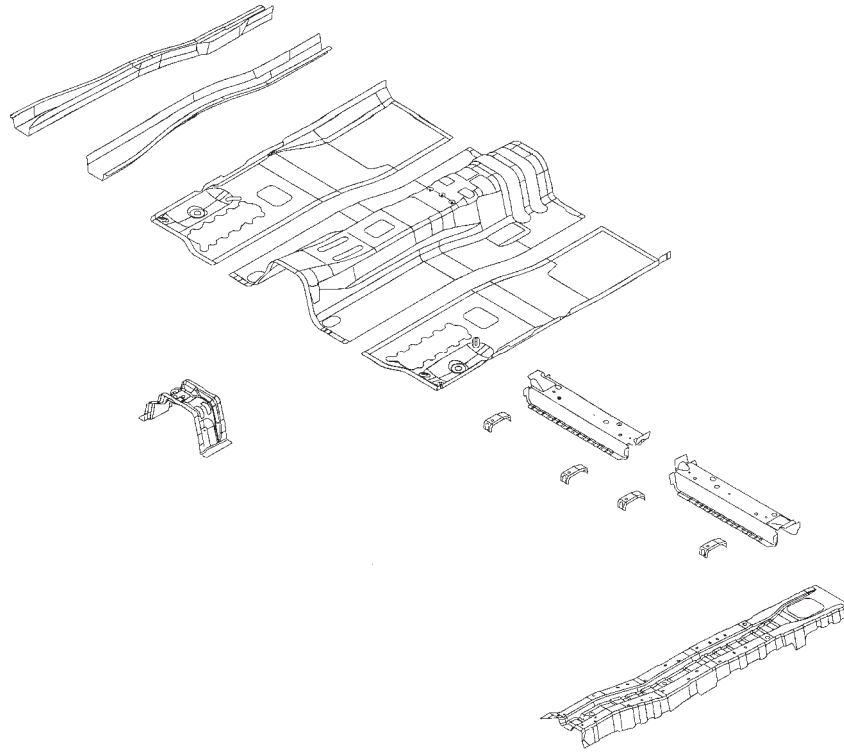
OVERVIEW 4



OVERVIEW 5

[Back to Index](#)

DODGE CALIBER FRONT FLOOR SECTION

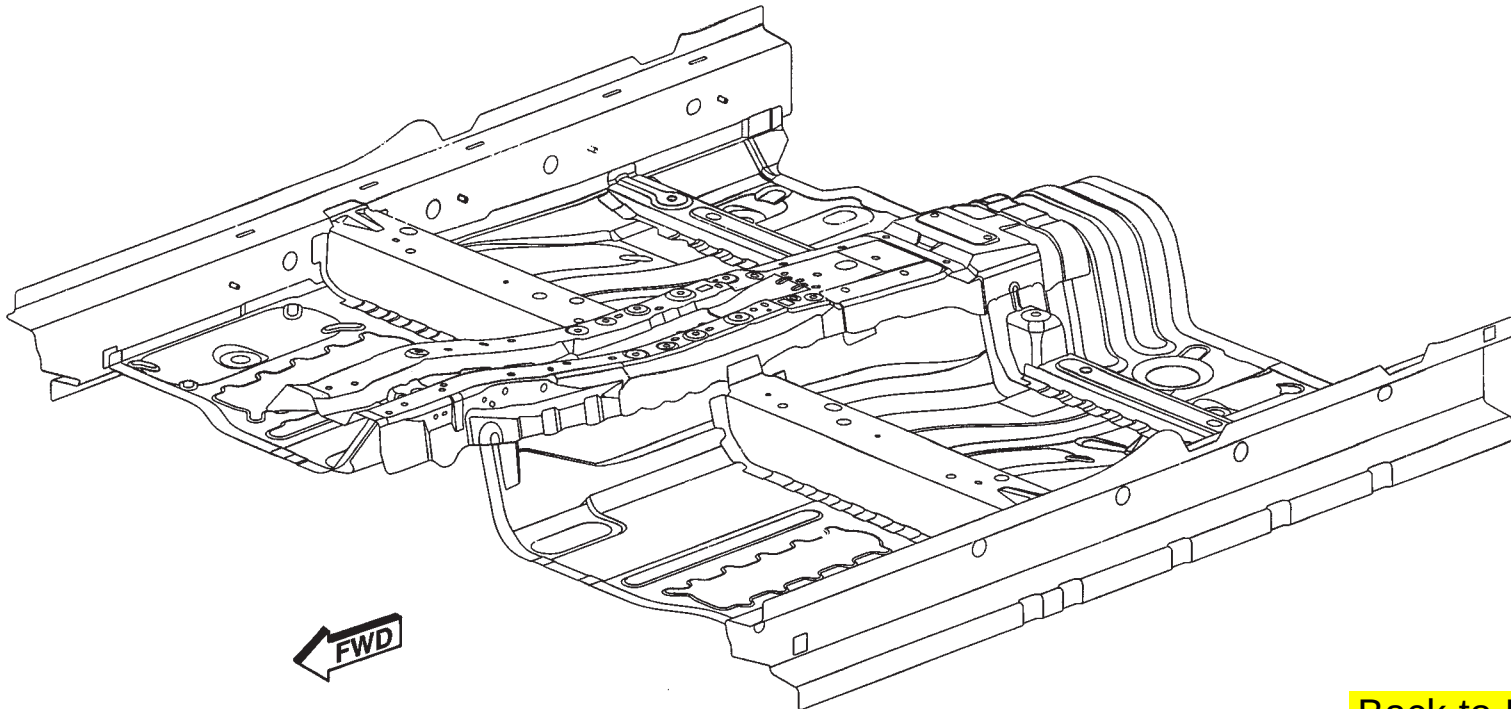


- | | |
|--|---|
| AA REINF – TUNNEL – | AK STUD.WELD/INTERNAL – HEADER.PT.NIBS.NO. |
| AB REINF – HAND BRAKE MTG – | FIN – PARK BRAKE LEVER TO TUNNEL REINF |
| AC CROSSMEMBER – FRT FLOOR PAN FRT RT – | AL NUT/WELD.HEX – NIB.NO.FIN.PILET. PT – FUEL |
| AC CROSSMEMBER – FRT FLOOR PAN FRT LT – | TUBE TO RAIL EXT |
| AD 05115421 | AM STUD.WELD/EXTERNAL – HEADER.PT.PNT. |
| AE CROSSMEMBER – TUNNEL FRT – | CUTTER.SPECIAL – WIRING TO SILL INR RT |
| AF NUT/WELD.HEX – NIBS.NO.FIN. – DRIVE | AM STUD.WELD/EXTERNAL – HEADER.PT.PNT. |
| SHAFT TO CROSSMEMBER | CUTTER.SPECIAL – WIRING TO SILL INR LT |
| AG HOOK – MUFLER HANGER BRACKET – | AN SILL – FRT FLOOR – |
| AH BRACKET – CONSOLE – | AN SILL – FRT FLOOR – |
| AJ NUT/WELD.HEX – NIBS.NO.FIN.PILET.PT – | AP RAIL – TUNNEL FRT RT – |
| ESP MODULE TO TUNNEL REINF | AP RAIL – TUNNEL FRT LT – |

[Back to Index](#)

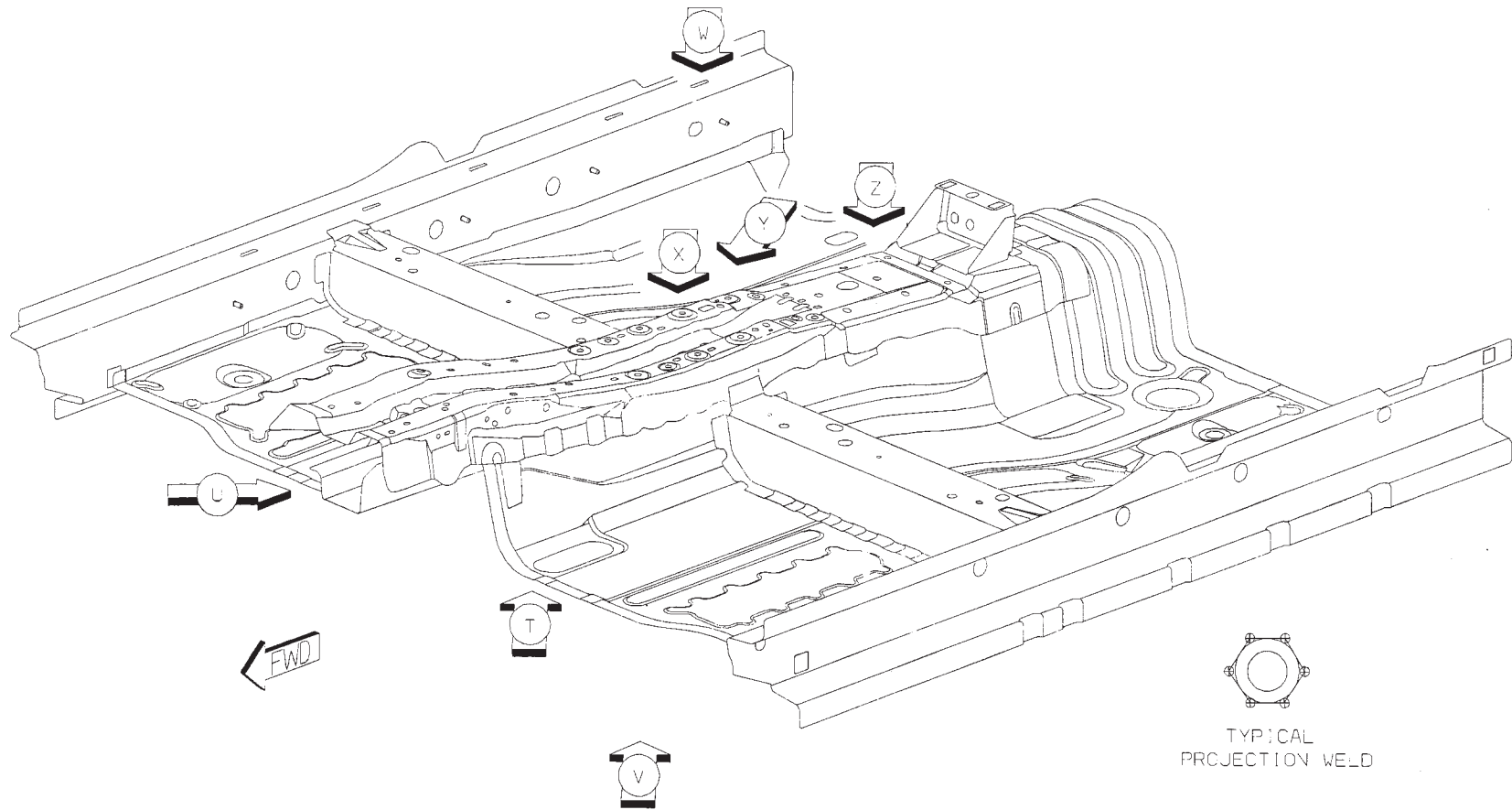
PARTS IDENTIFICATION LEGEND, OVERVIEW 2

AA	REINF – TUNNEL –	AK	STUD.WELD/INTERNAL – HEADER.PT.NIBS.NO. FIN – PARK BRAKE LEVER TO TUNNEL REINF
AB	REINF – HAND BRAKE MTG –	AL	NUT/WELD.HEX – NIB.NO.FIN.PILET. PT – FUEL TUBE TO RAIL EXT
AC	CROSSMEMBER – FRT FLOOR PAN FRT RT –	AM	STUD.WELD/EXTERNAL – HEADER.PT.PNT. CUTTER.SPECIAL – WIRING TO SILL INR RT
AC	CROSSMEMBER – FRT FLOOR PAN FRT LT –	AM	STUD.WELD/EXTERNAL – HEADER.PT.PNT. CUTTER.SPECIAL – WIRING TO SILL INR LT
AD	05115421	AN	SILL – FRT FLOOR –
AE	CROSSMEMBER – TUNNEL FRT –	AN	SILL – FRT FLOOR –
AF	NUT/WELD.HEX – NIBS.NO.FIN. – DRIVE SHAFT TO CROSSMEMBER	AP	RAIL – TUNNEL FRT RT –
AG	HOOK – MUFLER HANGER BRACKET –	AP	RAIL – TUNNEL FRT LT –
AH	BRACKET – CONSOLE –		
AJ	NUT/WELD.HEX – NIBS.NO.FIN.PILET.PT – ESP MODULE TO TUNNEL REINF		



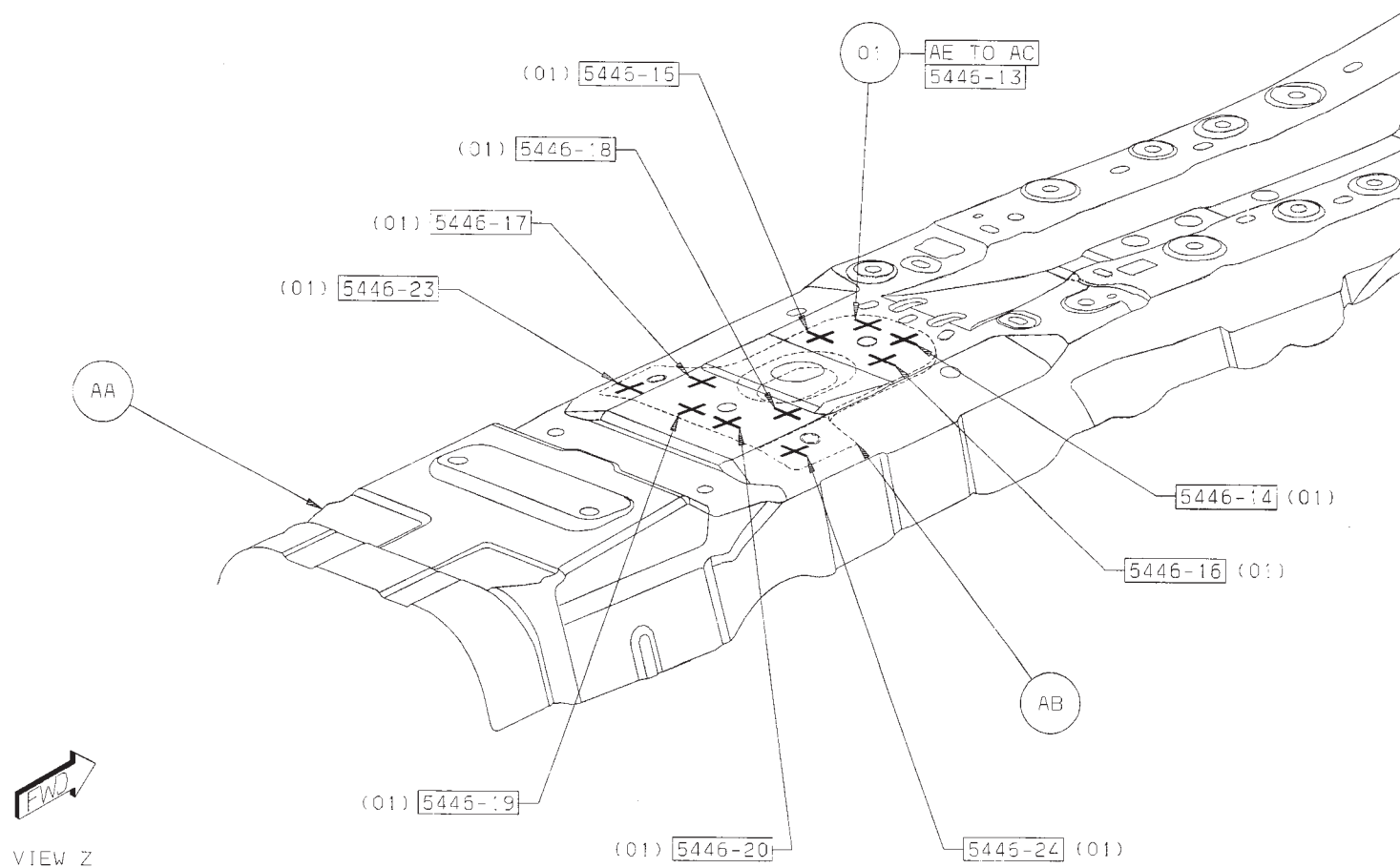
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



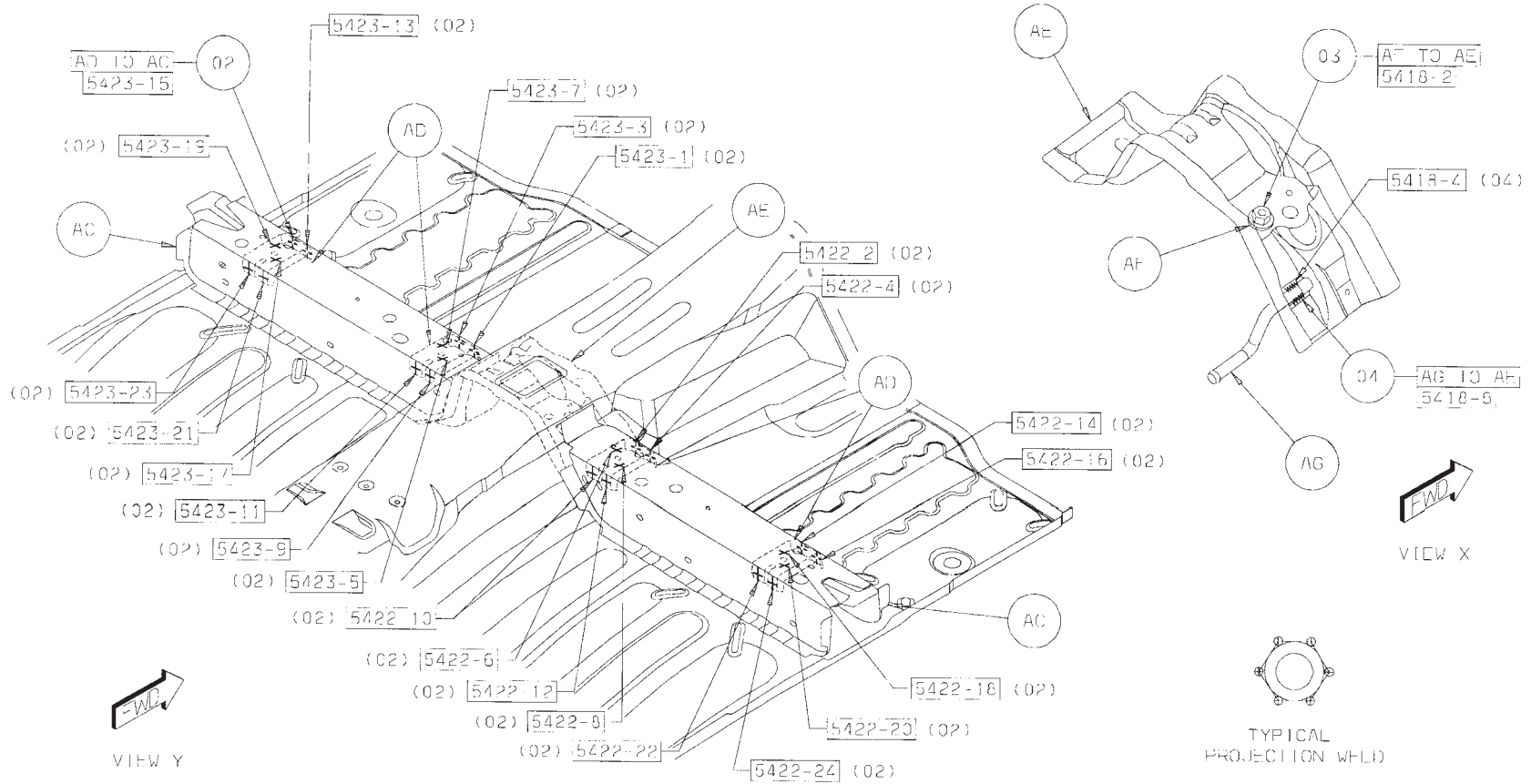
[Back to Index](#)

01 AB TO AA 10 SWELDS (ORD)



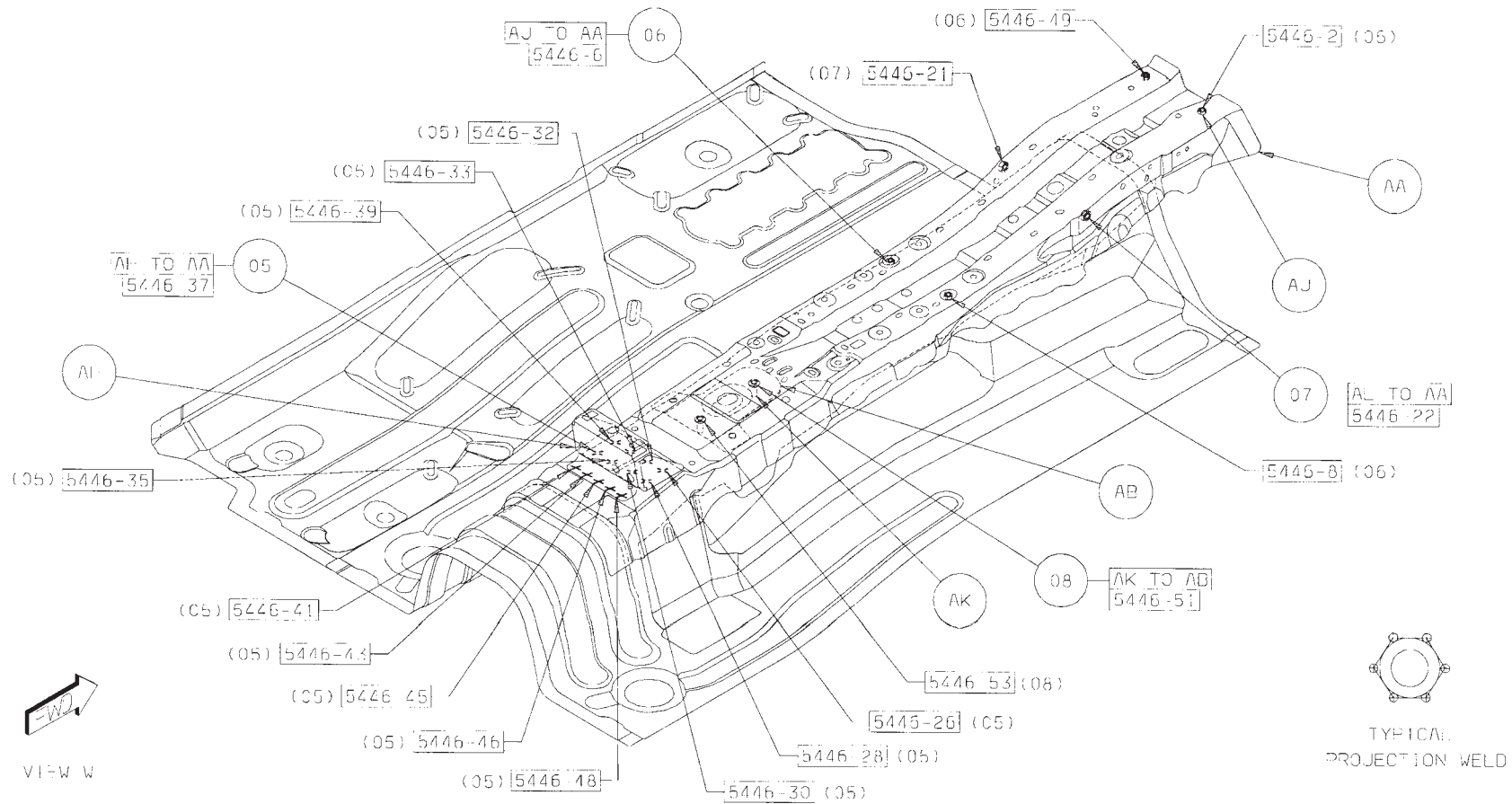
[Back to Index](#)

- 02 AD TO AC 24 S/WELDS (ORD)
- 03 AF TO AE 1 PROJ WELD (ORD)
- 04 AG TO AE 2 ARC WELDS (ORD)



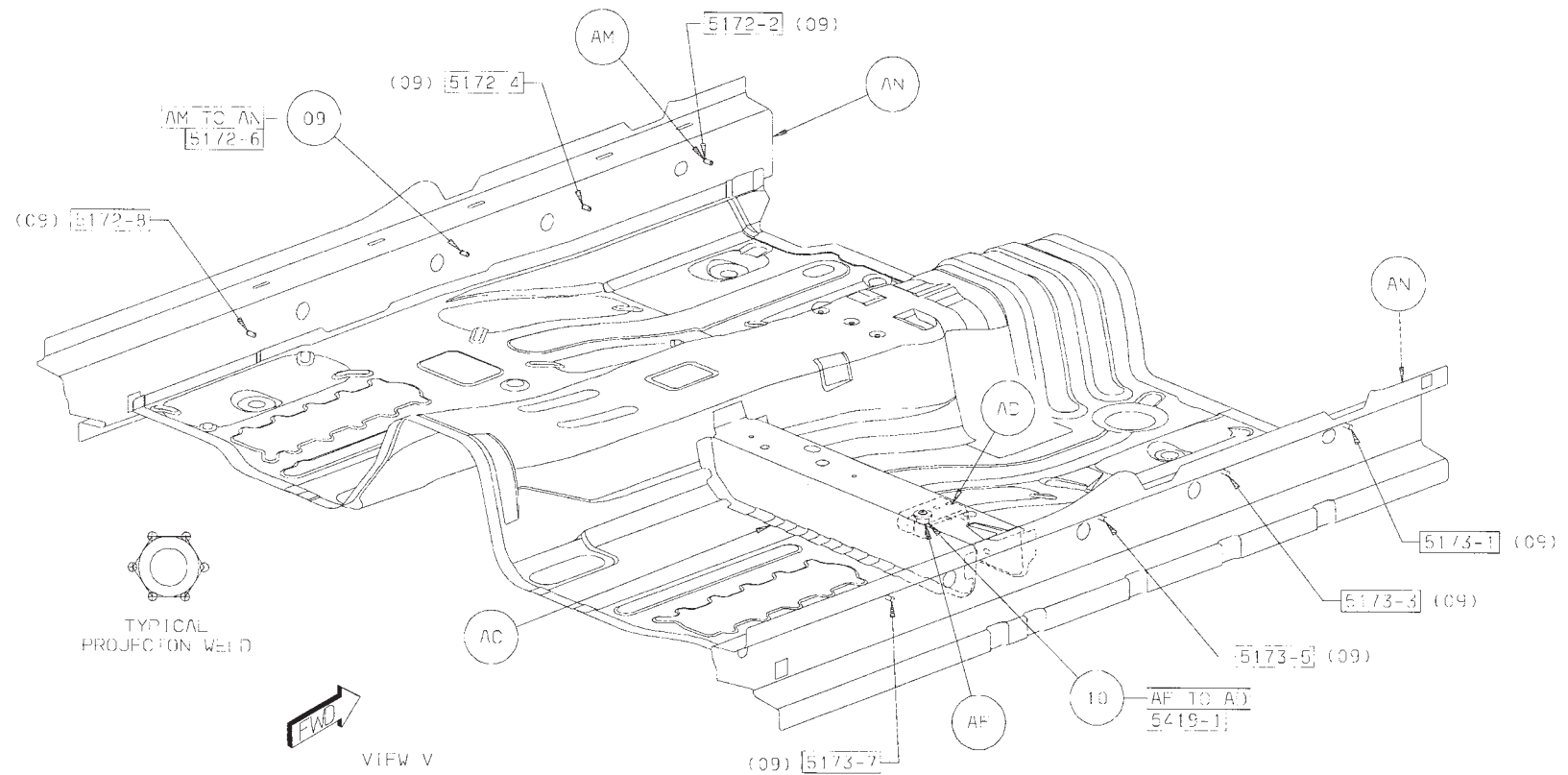
[Back to Index](#)

- 05 AH TO AA 13 S/WELDS (ORD)
- 06 AJ TO AA 4 PROJ WELDS (ORD)
- 07 AL TO AA 2 PROJ WELDS (ORD)
- 08 AK TO AB 2 PROJ WELDS (ORD)



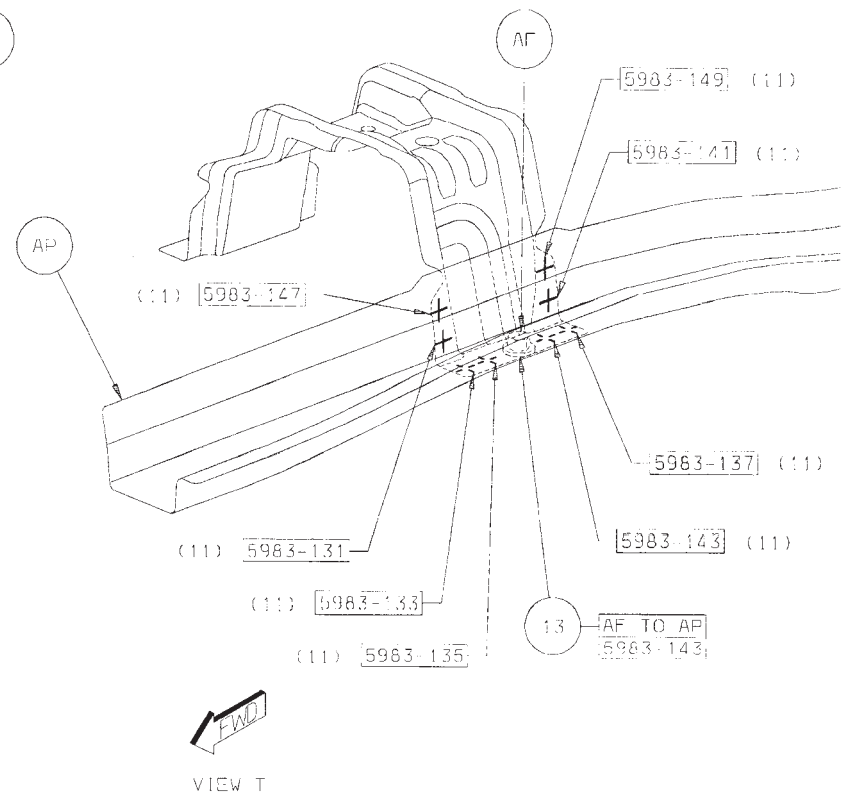
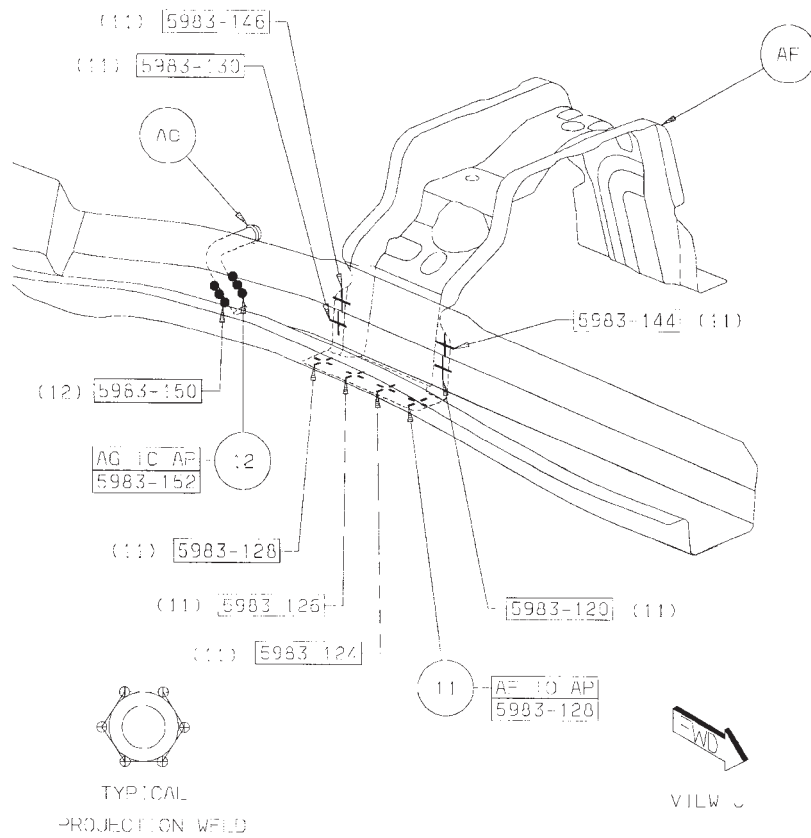
[Back to Index](#)

- 09 AM TO AN 8 PROJ WELDS (ORD)
- 10 AF TO AD 1 PROJ WELD (ORD)



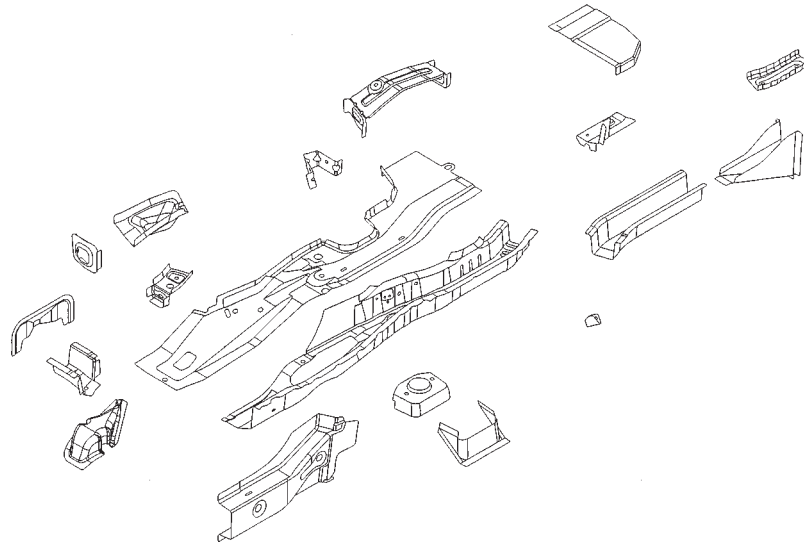
[Back to Index](#)

- 11 AR TO AP 8/SD S/WELDS (ORD)
- 12 AS TO AP 2 S/WELDS (ORD)
- 13 AT TO TP 1 PROJ WELD (ORD)



[Back to Index](#)

DODGE CALIBER SIDEMEMBER SECTION



AA SIDEMEMBER – RR FLOOR UPR RT –
 AA SIDEMEMBER – RR FLOOR UPR LT –
 AB EXTENSION – RR FLOOR PAN RT –
 AB EXTENSION – RR FLOOR PAN LT –
 AC SIDEMEMBER – RR FLOOR LWR RT –
 AC SIDEMEMBER – RR FLOOR LWR LT –
 AD 05115200AA/05115201AA – EXTENSION – RR
 FLOOR SIDEMEMBER – RT/LT
 AE SILL – RR FLOOR SIDEMEMBER RT –
 AE SILL – RR FLOOR SIDEMEMBER LT –
 AF REINF – RR SPRING –
 AF REINF – RR SPRING –
 AG BRACKET – RR SPRING –
 AG BRACKET – RR SPRING –
 AH PANEL – RR SPRING –
 AH PANEL – RR SPRING –
 AJ 05115204AA/05115205AA – SUPPORT ASSY –
 RR BUMPER RT/LT

AK EXTENSION – RR FLOOR CROSSMEMBER
 FRT RT –
 AK EXTENSION – RR FLOOR CROSSMEMBER
 FRT LT –
 AL BRACKET – TRAILING ARM RT –
 AL BRACKET – TRAILING ARM LT –
 AM BULKHEAD – RR FLOOR SIDEMEMBER RT –
 AM BULKHEAD – RR FLOOR SIDEMEMBER LT –
 AN EXTENSION – RR FLOOR SIDEMEMBER RT –
 AN EXTENSION – RR FLOOR SIDEMEMBER LT –
 AP REINF – RR FLOOR SIDEMEMBER EXTENSION
 RT –
 AP REINF – RR FLOOR SIDEMEMBER EXTENSION
 LT –
 AR BULKHEAD – RR FLOOR SIDEMEMBER
 EXTENSION RT –
 AR BULKHEAD – RR FLOOR SIDEMEMBER
 EXTENSION LT –

AS REINF – MUFFLER HANGER BRACKET –
 AT BRACKET – PARKING BRAKE CABLE RR RT –
 AT BRACKET – PARKING BRAKE CABLE RR LT –
 AU BRACKET – RR BRAKE HOSE –
 AU BRACKET – RR BRAKE HOSE –
 AV BULKHEAD – RR FLOOR SIDEMEMBER RT –
 CENTER
 AV BULKHEAD – RR FLOOR SIDEMEMBER LT –
 CENTER
 AW BRACKET – RR SUSPENSION FRT –
 AX BRACKET – RR SUSPENSION RR RT –
 AX BRACKET – RR SUSPENSION RR LT –
 AY REINF – RR FLOOR SIDEMEMBER RT –
 AY REINF – RR FLOOR SIDEMEMBER LT –
 AZ BULKHEAD – RR FLOOR SIDEMEMBER RT –
 AZ BULKHEAD – RR FLOOR SIDEMEMBER LT –
 BA NUT– PIPE – RR SUSPENSION TO BODY
 BA NUT– PIPE – RR SUSPENSION TO BODY

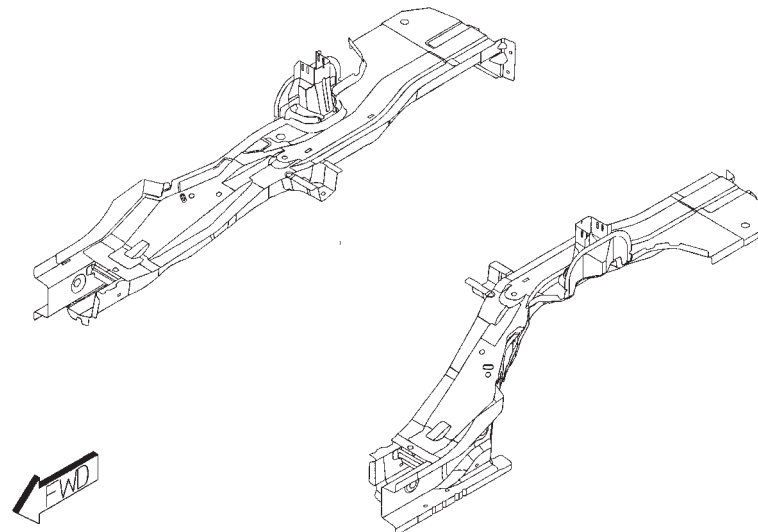
[Back to Index](#)

PARTS IDENTIFICATION LEGEND, OVERVIEW 3

AA SIDEMEMBER – RR FLOOR UPR RT –
 AA SIDEMEMBER – RR FLOOR UPR LT –
 AB EXTENSION – RR FLOOR PAN RT –
 AB EXTENSION – RR FLOOR PAN LT –
 AC SIDEMEMBER – RR FLOOR LWR RT –
 AC SIDEMEMBER – RR FLOOR LWR LT –
 AD 05115200AA/05115201AA – EXTENSION – RR
 FLOOR SIDEMEMBER – RT/LT
 AE SILL – RR FLOOR SIDEMEMBER RT –
 AE SILL – RR FLOOR SIDEMEMBER LT –
 AF REINF – RR SPRING –
 AF REINF – RR SPRING –
 AG BRACKET – RR SPRING –
 AG BRACKET – RR SPRING –
 AH PANEL – RR SPRING –
 AH PANEL – RR SPRING –
 AJ 05115204AA/05115205AA – SUPPORT ASSY –
 RR BUMPER RT/LT

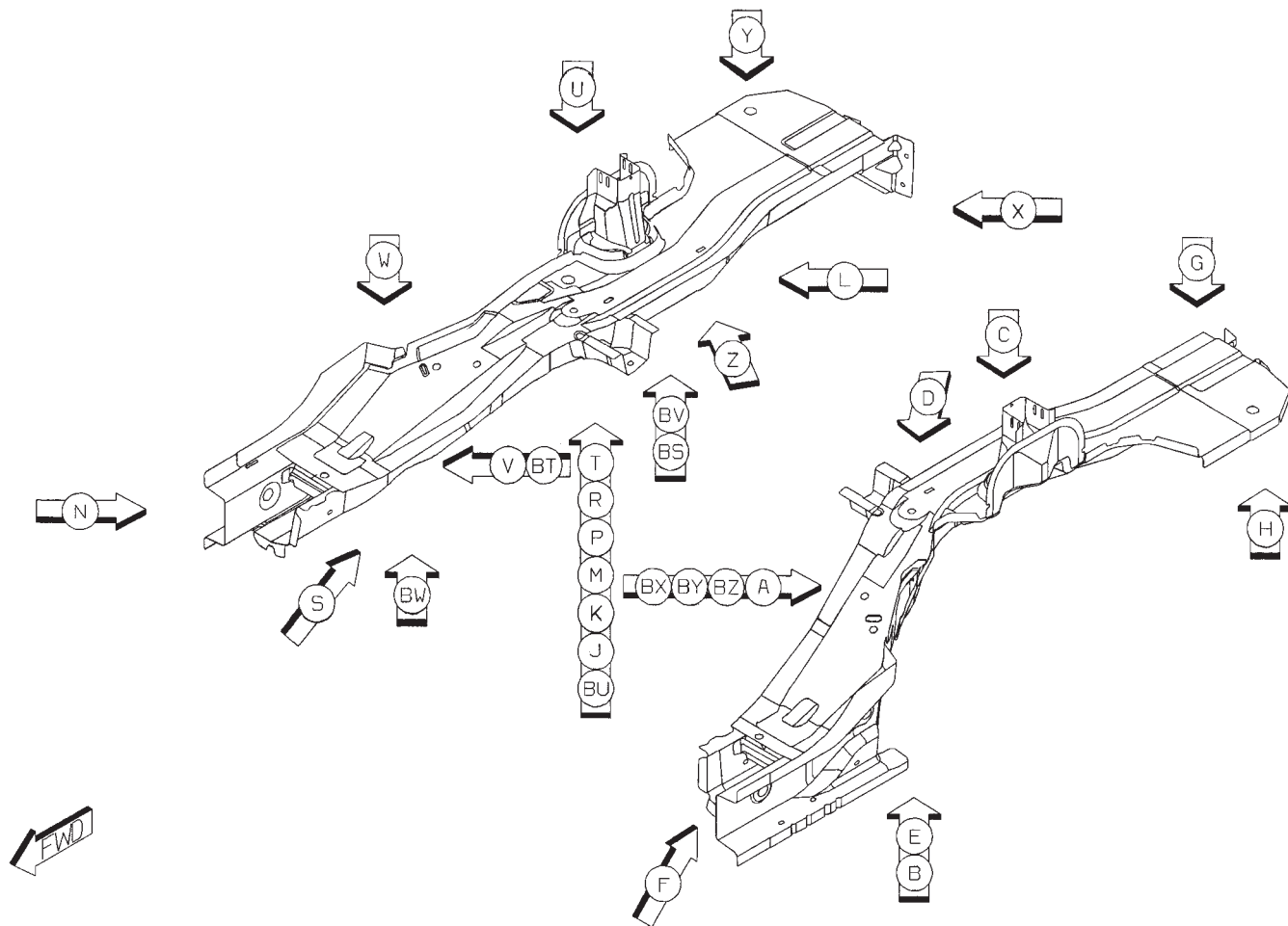
AK EXTENSION – RR FLOOR CROSSMEMBER
 FRT RT –
 AK EXTENSION – RR FLOOR CROSSMEMBER
 FRT LT –
 AL BRACKET – TRAILING ARM RT –
 AL BRACKET – TRAILING ARM LT –
 AM BULKHEAD – RR FLOOR SIDEMEMBER RT –
 AM BULKHEAD – RR FLOOR SIDEMEMBER LT –
 AN EXTENSION – RR FLOOR SIDEMEMBER RT –
 AN EXTENSION – RR FLOOR SIDEMEMBER LT –
 AP REINF – RR FLOOR SIDEMEMBER EXTENSION
 RT –
 AP REINF – RR FLOOR SIDEMEMBER EXTENSION
 LT –
 AR BULKHEAD – RR FLOOR SIDEMEMBER
 EXTENSION RT –
 AR BULKHEAD – RR FLOOR SIDEMEMBER
 EXTENSION LT –

AS REINF – MUFFLER HANGER BRACKET –
 AT BRACKET – PARKING BRAKE CABLE RR RT –
 AT BRACKET – PARKING BRAKE CABLE RR LT –
 AU BRACKET – RR BRAKE HOSE –
 AU BRACKET – RR BRAKE HOSE –
 AV BULKHEAD – RR FLOOR SIDEMEMBER RT –
 CENTER
 AV BULKHEAD – RR FLOOR SIDEMEMBER LT –
 CENTER
 AW BRACKET – RR SUSPENSION FRT –
 AX BRACKET – RR SUSPENSION RR RT –
 AX BRACKET – RR SUSPENSION RR LT –
 AY REINF – RR FLOOR SIDEMEMBER RT –
 AY REINF – RR FLOOR SIDEMEMBER LT –
 AZ BULKHEAD – RR FLOOR SIDEMEMBER RT –
 AZ BULKHEAD – RR FLOOR SIDEMEMBER LT –
 BA NUT– PIPE – RR SUSPENSION TO BODY
 BA NUT– PIPE – RR SUSPENSION TO BODY



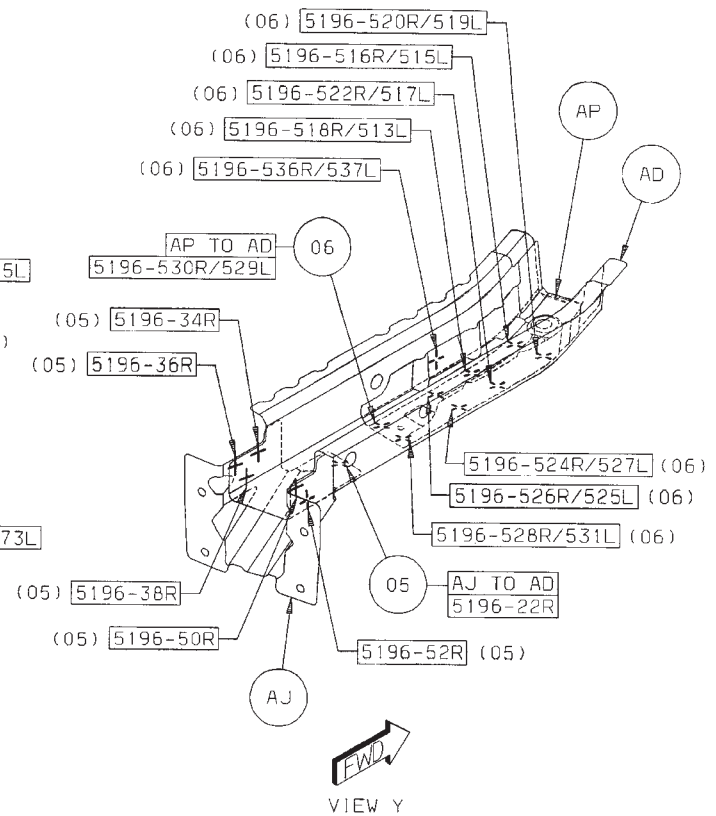
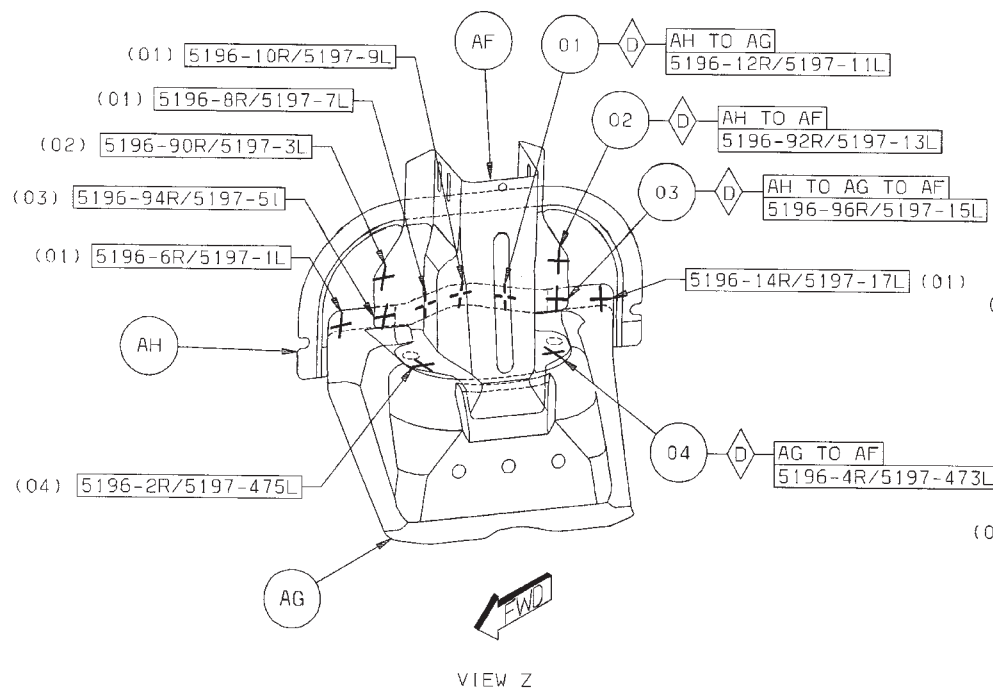
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



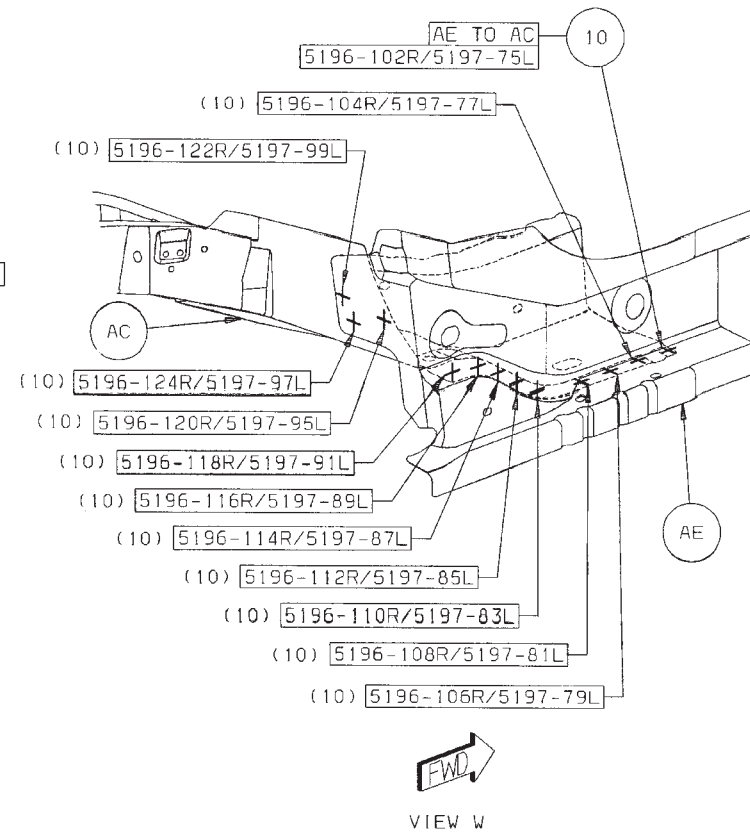
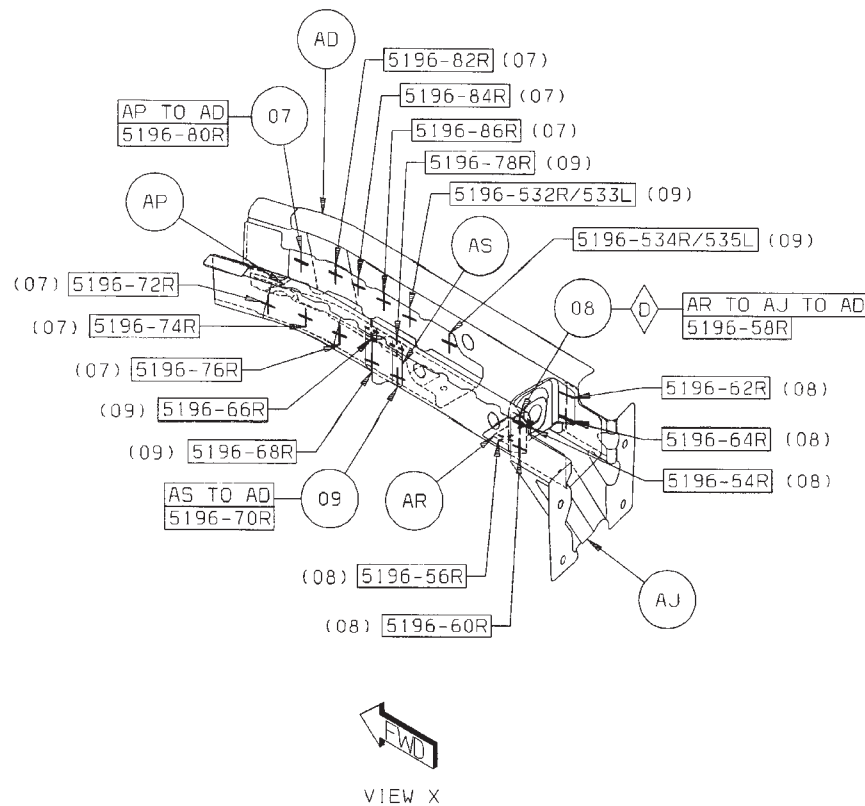
[Back to Index](#)

- 01 AH TO AG 5/SD S/WELD (CRT)
- 02 AH TO AF 2/SD S/WELD (CRT)
- 03 AH TO AG TO AF 2/SD S/WELD (CRT)
- 04 AG TO AF 2/SD S/WELD (ORD)
- 05 AJ TO AD 6 S/WELD (ORD)
- 06 AF TO AD 9 SD S/WELD (ORD)



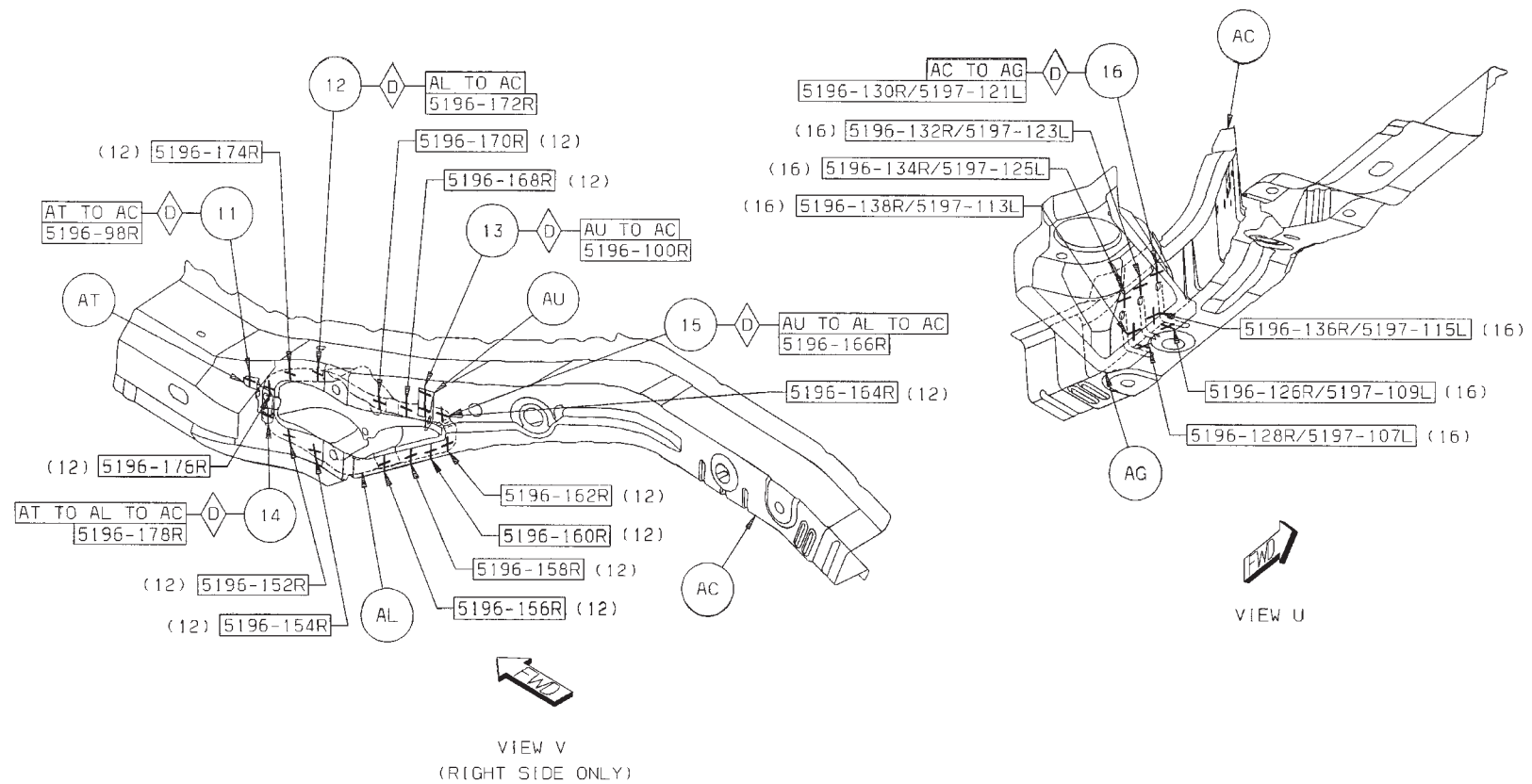
[Back to Index](#)

- 07 AP TO AD 7/SD S/WELD (ORD)
- 08 AR TO AJ TO AD 6 S/WELD (CRT)
- 09 AS TO AD 4 S/WELD (ORD)
- 10 AE TO AC 12/SD S/WELD (ORD)



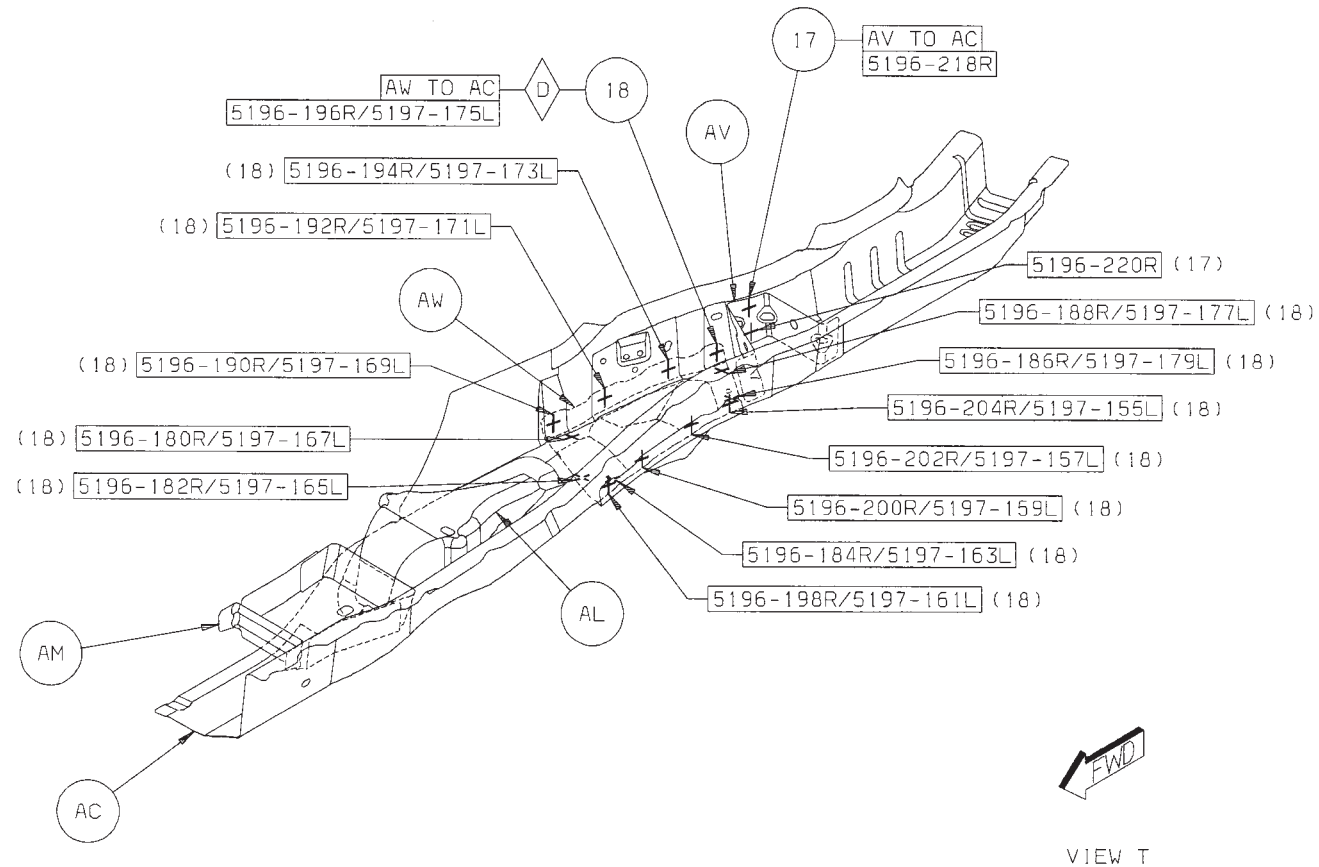
[Back to Index](#)

- 11 AT TO AC 1 S/WELD (ORD)
- 12 AL TO AC 12 S/WELD (ORD)
- 13 AU TO AC 1 S/WELD (ORD)
- 14 AT TO AL TO AC 1 S/WELD (ORD)
- 15 AU TO AL TO AC 1 S/WELD (ORD)
- 16 AC TO AG 7/SD S/WELD (CRT)



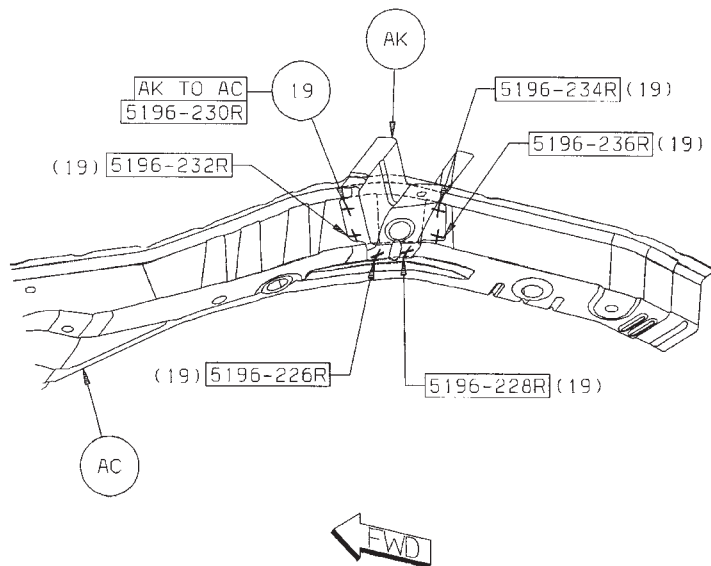
[Back to Index](#)

- 17 AV TO AC 2 SWELD (ORD)
 18 AW TO AC 13 SWELD (CRT)

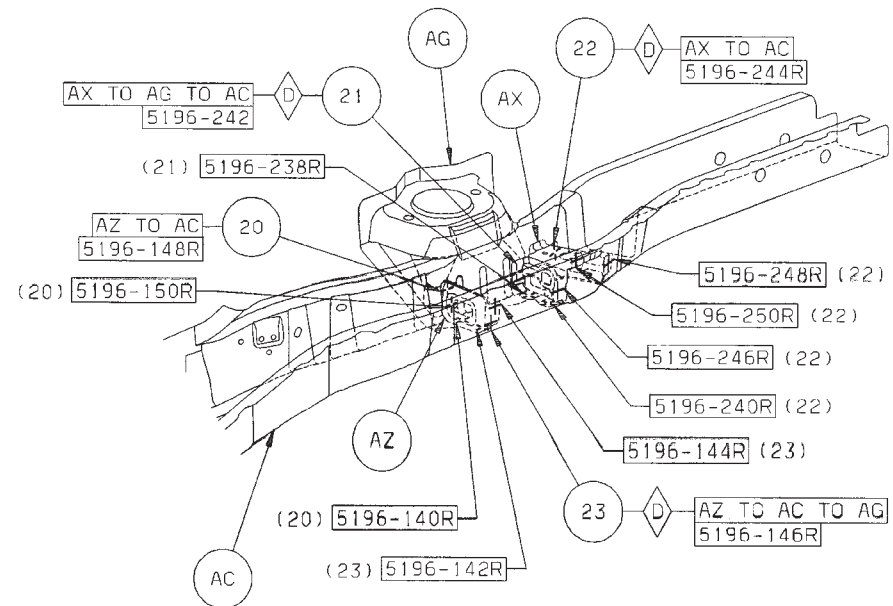


[Back to Index](#)

- 19 AK TO AC 6R S/WELD (ORD)
- 20 AZ TO AC 3R S/WELD (ORD)
- 21 AX TO AG TO AC 2R S/WELD (CRT)
- 22 AX TO AC 5R S/WELD (CRT)
- 23 AZ TO AC TO AG 3R S/WELD (CRT)



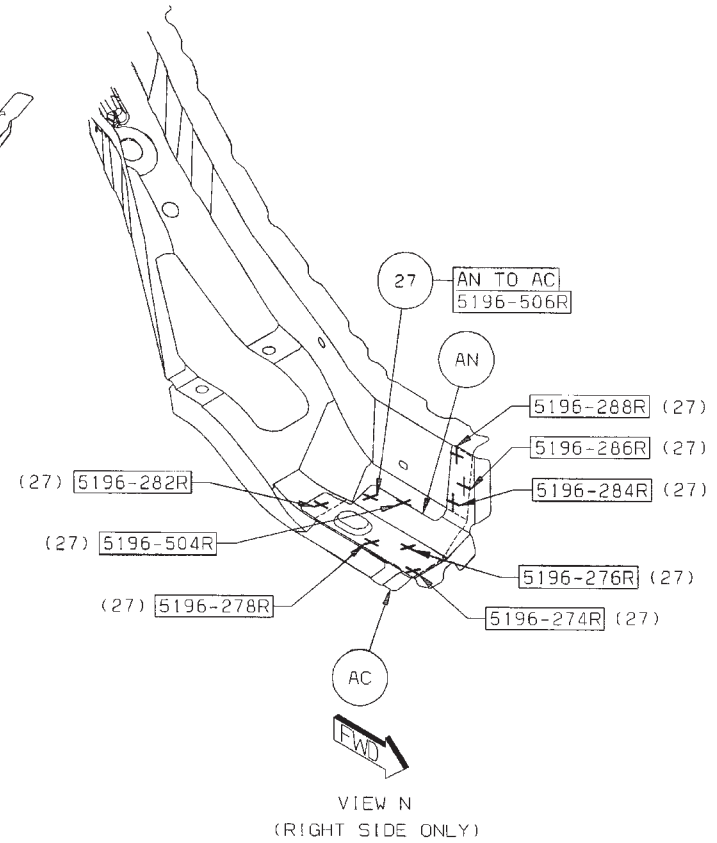
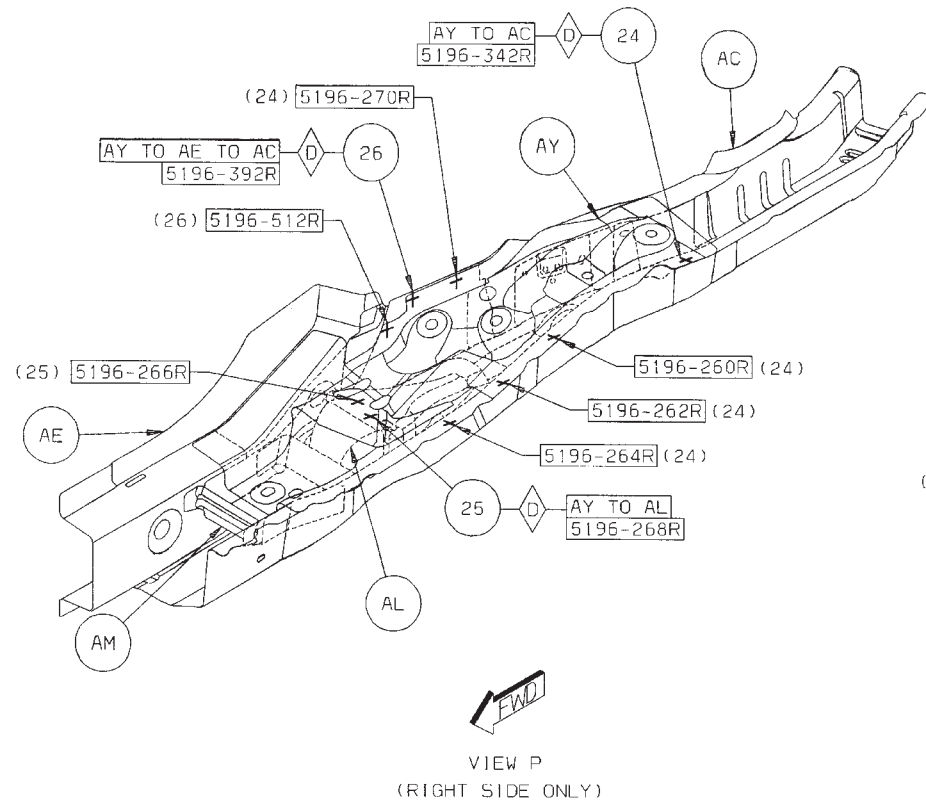
VIEW S
(RIGHT SIDE ONLY)



VIEW R
(RIGHT SIDE ONLY)

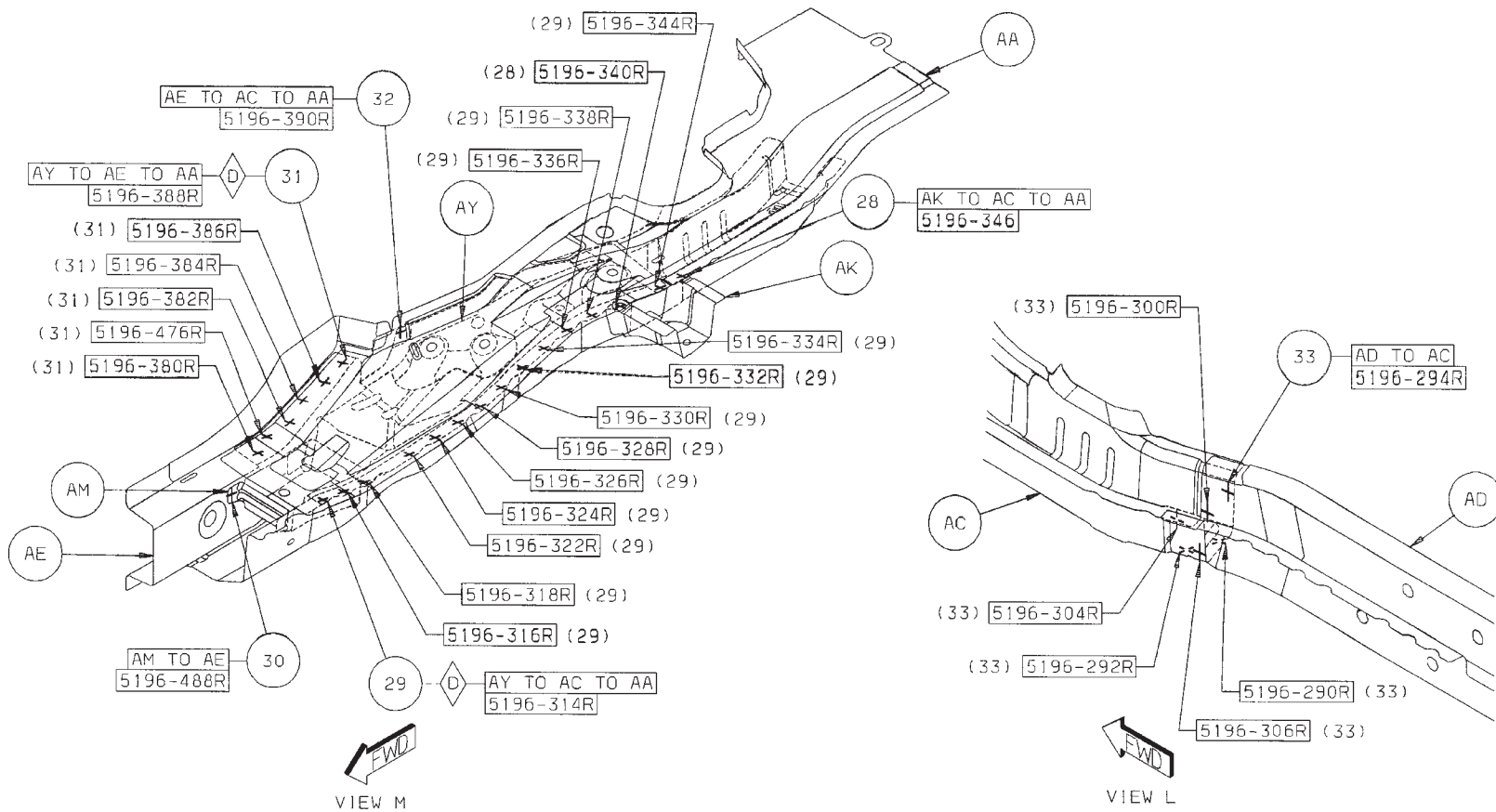
[Back to Index](#)

- 24 AY TO AC 5R S/WELD (CRT)
- 25 AY TO AL 2R S/WELD (CRT)
- 26 AY TO AE TO AC 2R S/WELD (CRT)
- 27 AN TO AC 10R S/WELD (ORD)



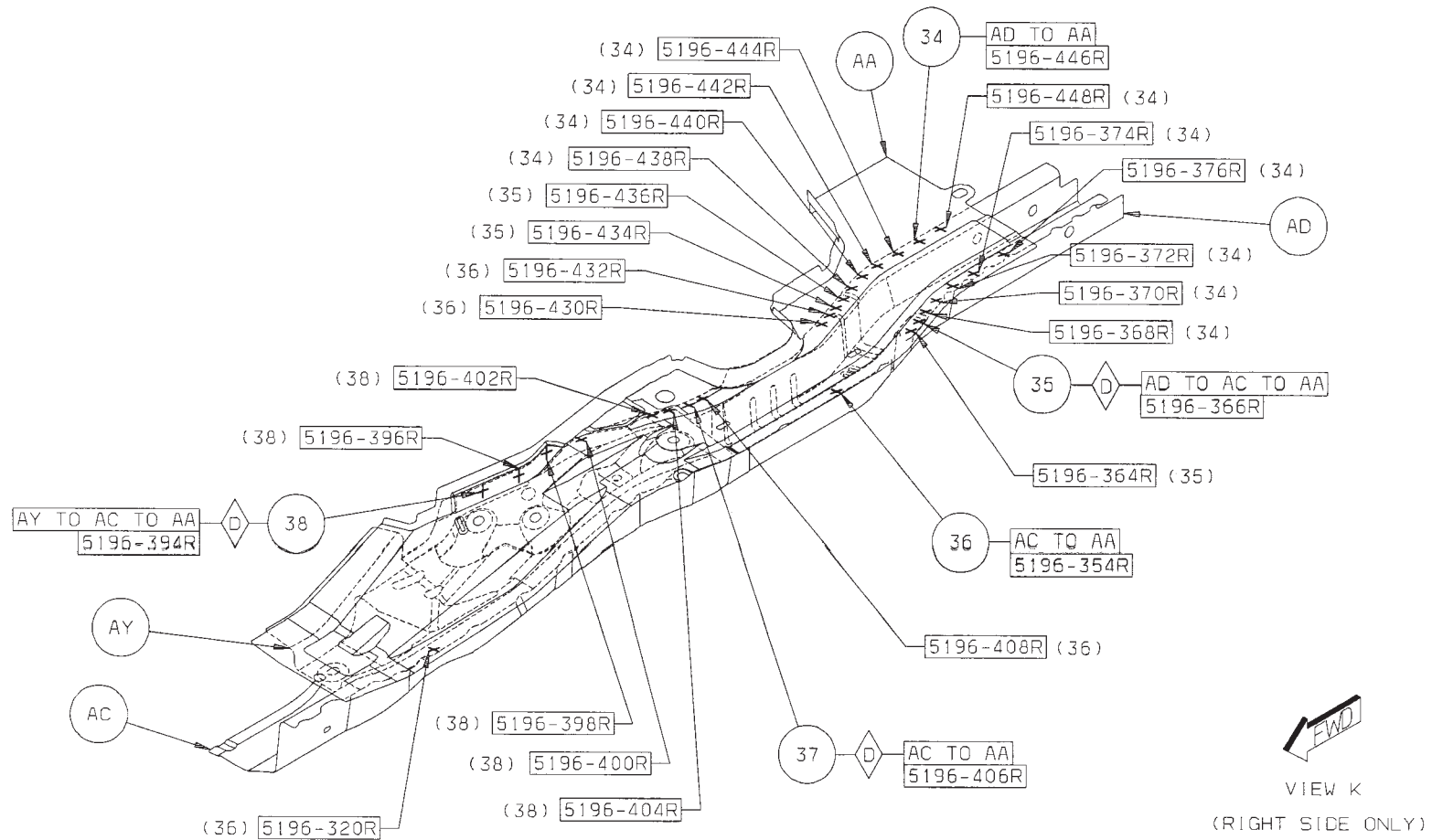
[Back to Index](#)

- 28 AK TO AC TO AR 2R S/WELD (ORD)
- 29 AY TO AC TO AA 13R S/WELD (CRT)
- 30 AM TO AE 3R S/WELD (ORD)
- 31 AY TO AE TO AA 6R S/WELD (CRT)
- 32 AE TO AC TO AA 1R S/WELD (ORD)
- 33 AD TO AC 10R S/WELD (ORD)



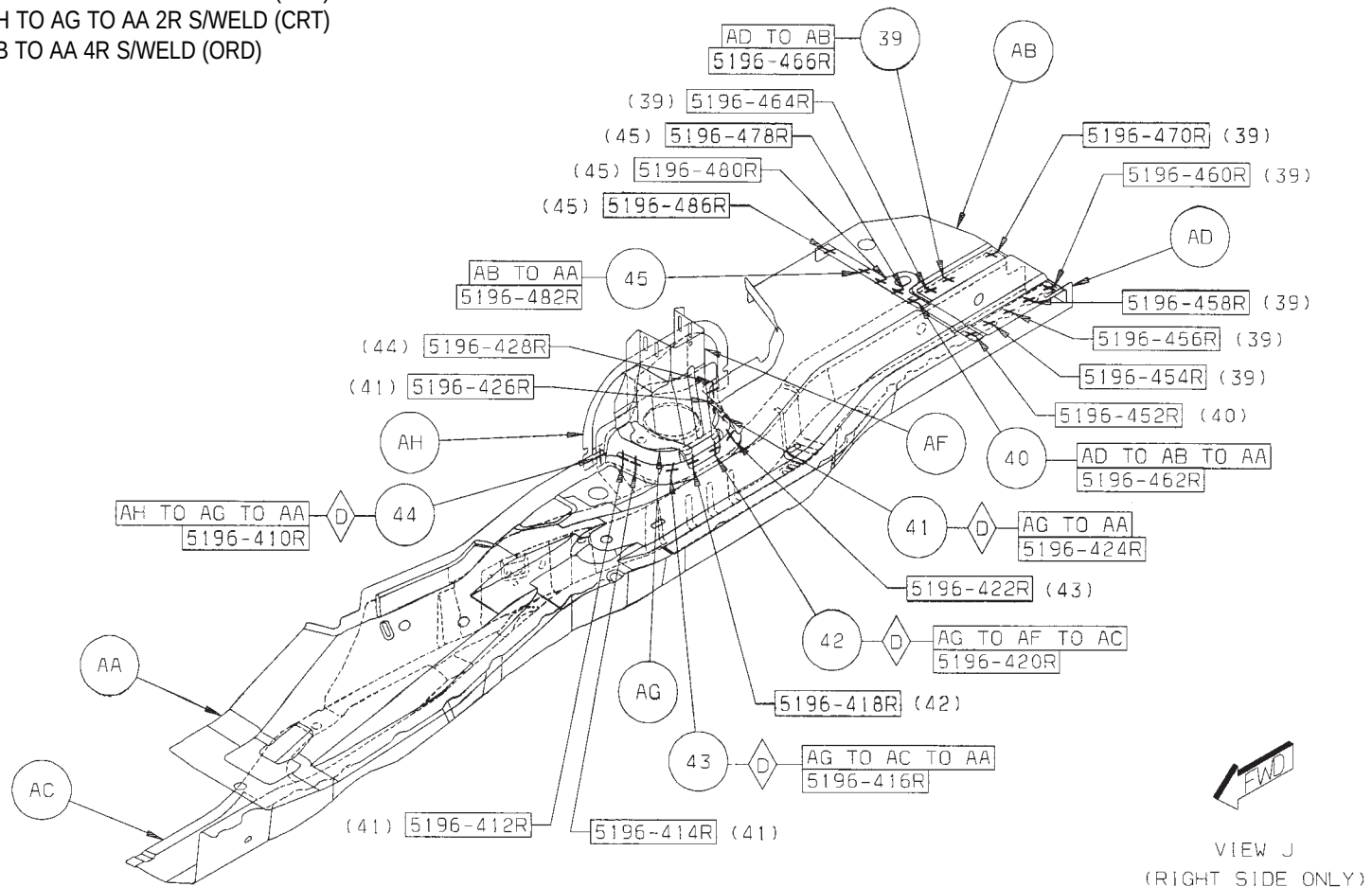
[Back to Index](#)

- 34 AD TO AA 11R S/WELD (ORD)
- 35 AD TO AC TO AA 4R S/WELD (CRT)
- 36 AC TO AA 5R S/WELD (ORD)
- 37 AC TO AA 1R S/WELD (CRT)
- 38 AY TO AC TO AA 6R S/WELD (CRT)



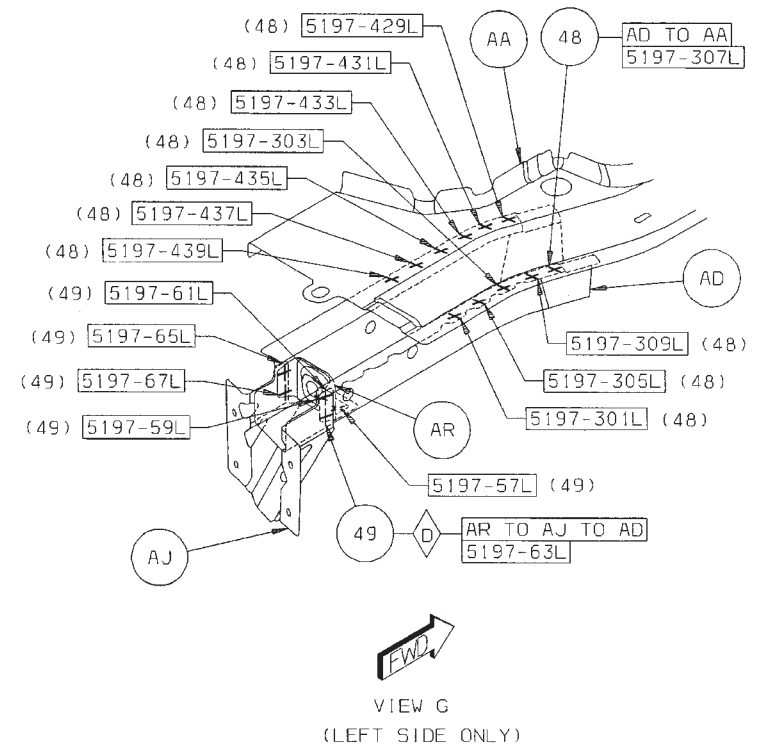
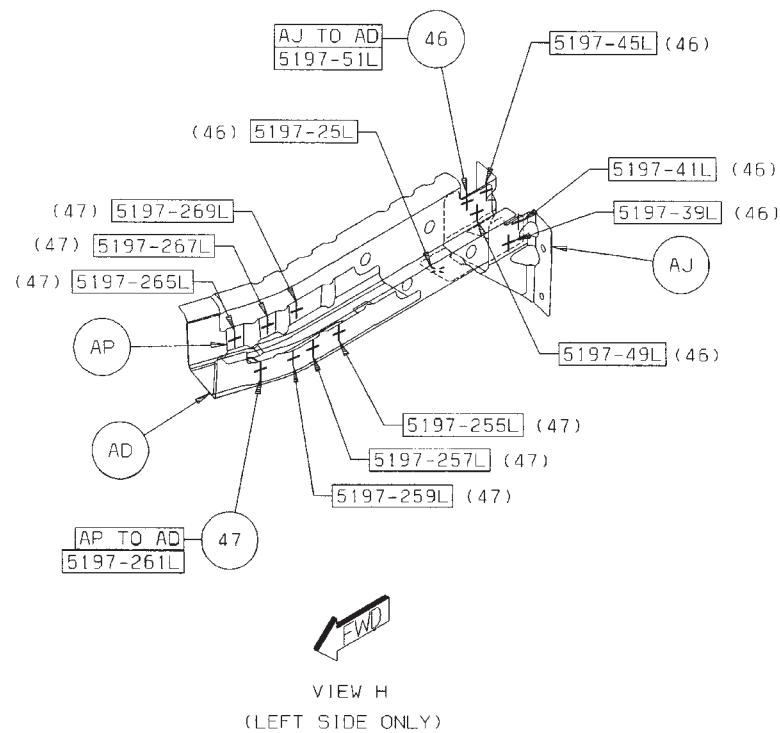
[Back to Index](#)

- 39 AD TO AB 7R SWELD (ORD)
- 40 AD TO AB TO AA 2R SWELD (ORD)
- 41 AG TO AA 2R SWELD (CRT)
- 42 AG TO AF TO AC 2R SWELD (CRT)
- 43 AG TO AC TO AA 2R SWELD (CRT)
- 44 AH TO AG TO AA 2R SWELD (CRT)
- 45 AB TO AA 4R SWELD (ORD)



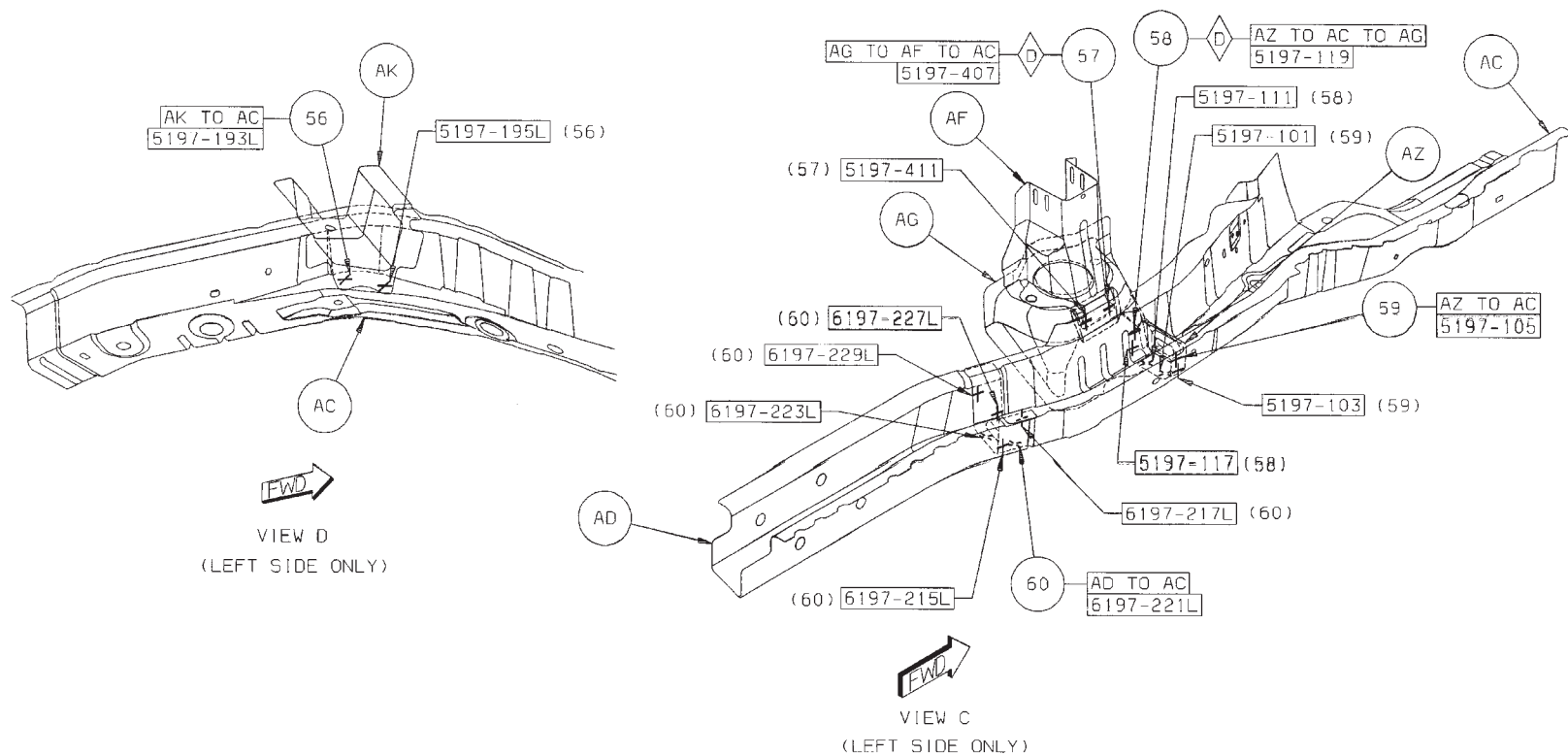
[Back to Index](#)

- 46 AJ TO AD 6L S/WELD (ORD)
- 47 AP TO AD 6L S/WELD (ORD)
- 48 AD TO AA 11L S/WELD (ORD)
- 49 AR TO AJ TO AD 6L S/WELD (CRT)



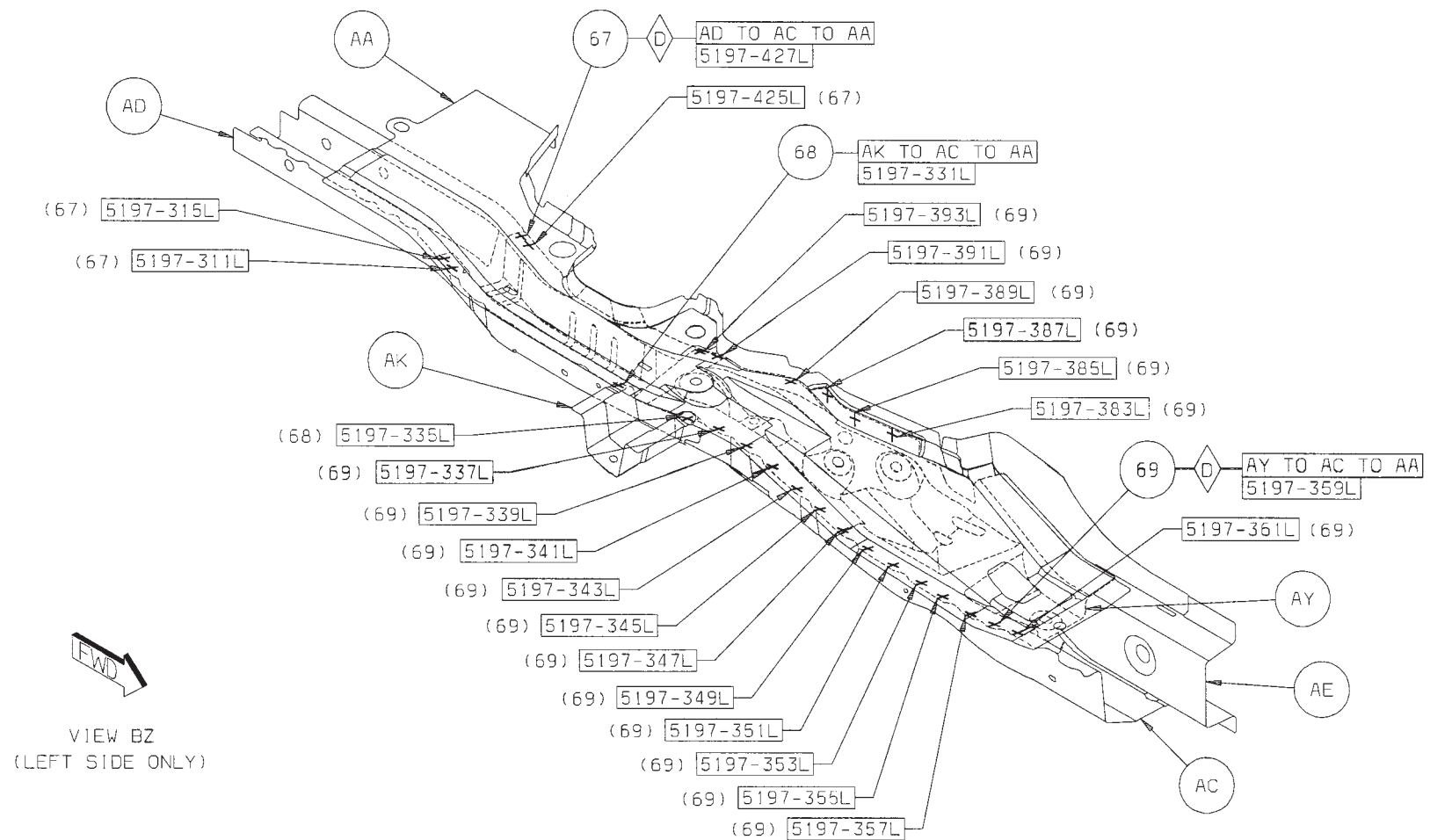
[Back to Index](#)

- 56 AK TO AC 2L S/WELD (ORD)
- 57 AG TO AF TO AC 2L S/WELD (CRT)
- 58 AZ TO AC TO AG 3L S/WELD (CRT)
- 59 AZ TO AC 3L S/WELD (ORD)
- 60 AD TO AC 6L S/WELD (ORD)



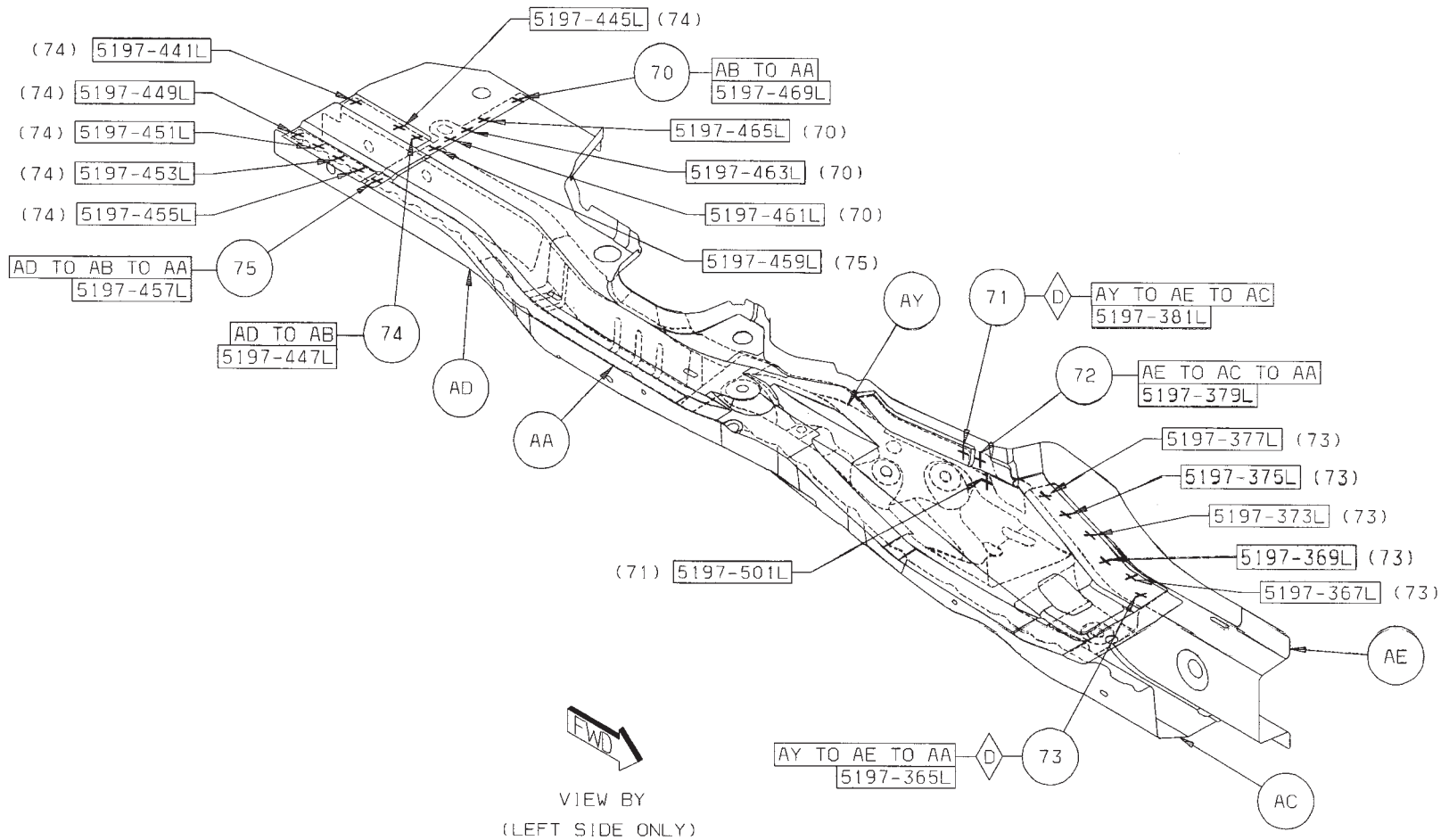
[Back to Index](#)

- 67 AD TO AC TO AA 4L S/WELD (CRT)
- 68 AK TO AC TO AA 2L S/WELD (ORD)
- 69 AY TO AC TO AA 19L S/WELD (CRT)



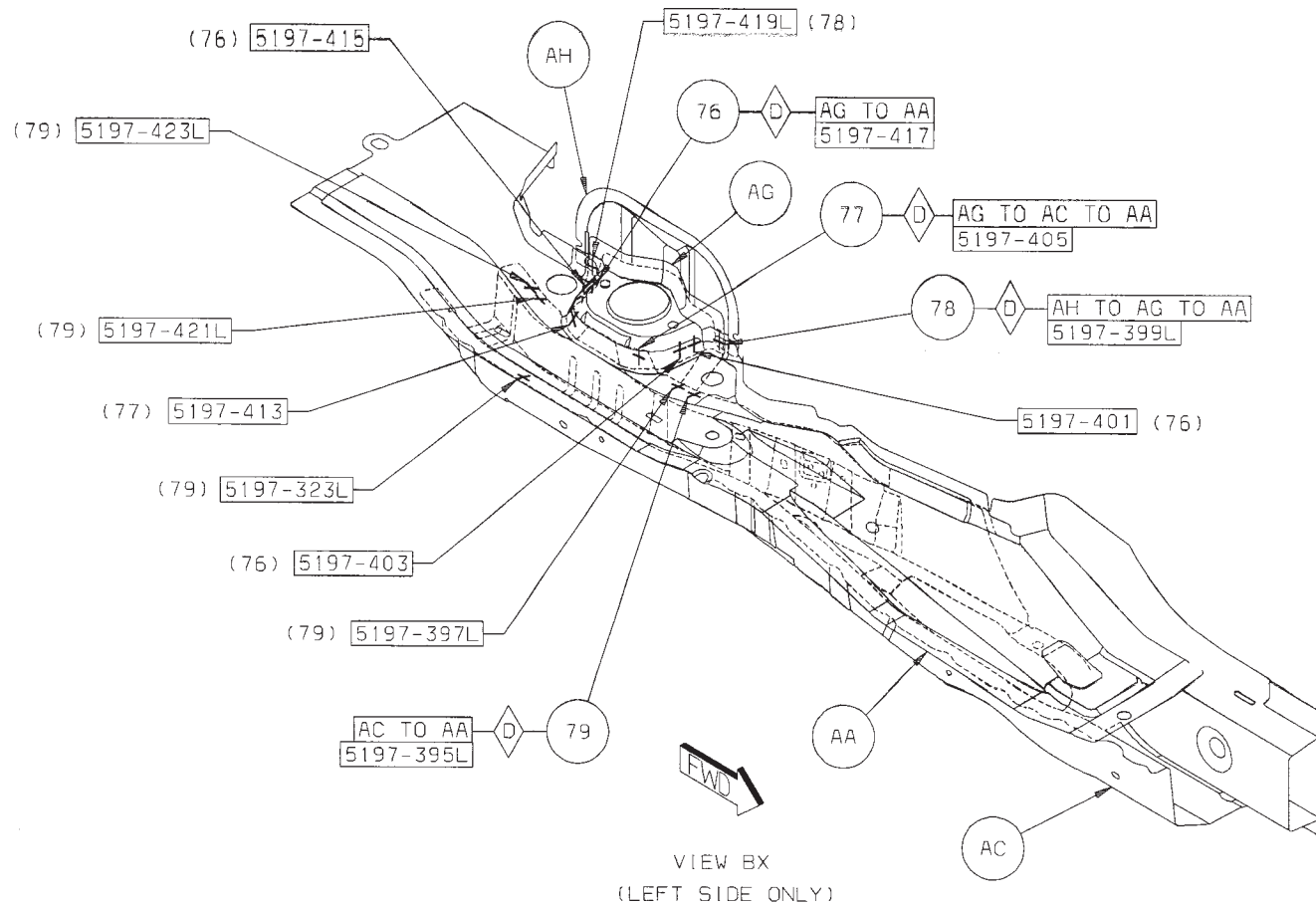
[Back to Index](#)

- 70 AB TO AA 4L S/WELD (ORD)
- 71 AY TO AE TO AC 2L S/WELD (CRT)
- 72 AE TO AC TO AA 1L S/WELD (CRT)
- 73 AY TO AE TO AA 6L S/WELD (CRT)
- 74 AD TO AB 7L S/WELD (ORD)
- 75 AD TO AB TO AA 2L S/WELD (ORD)



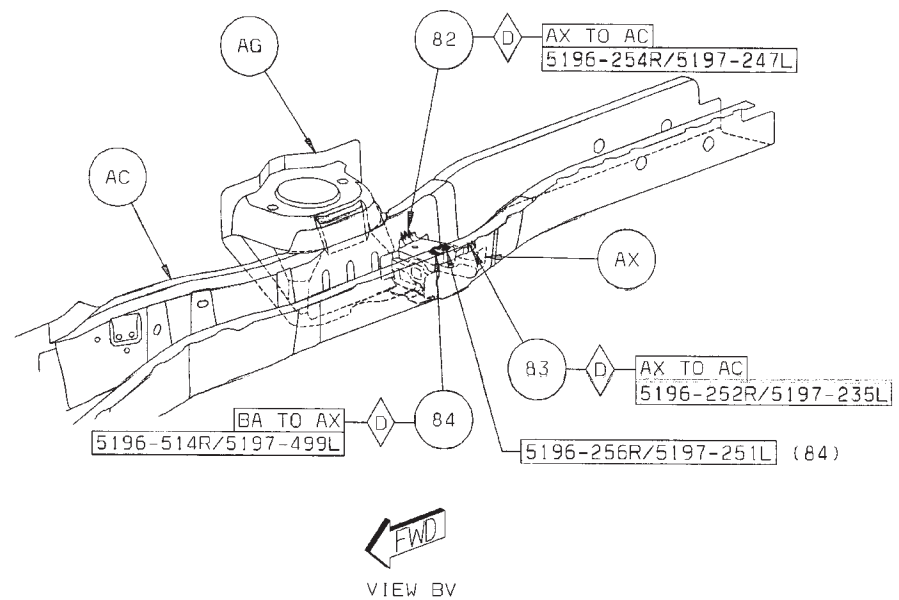
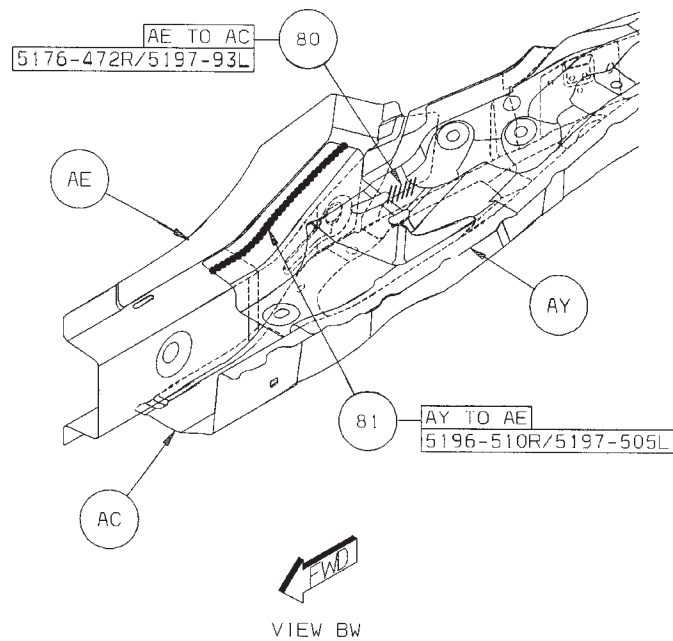
[Back to Index](#)

- 76 AG TO AA 4L S/WELD (CRT)
- 77 AH TO AG TO AA 2L S/WELD (CRT)
- 78 AG TO AC TO AA 2L S/WELD (CRT)
- 79 AC TO AA 5L S/WELD (CRT)



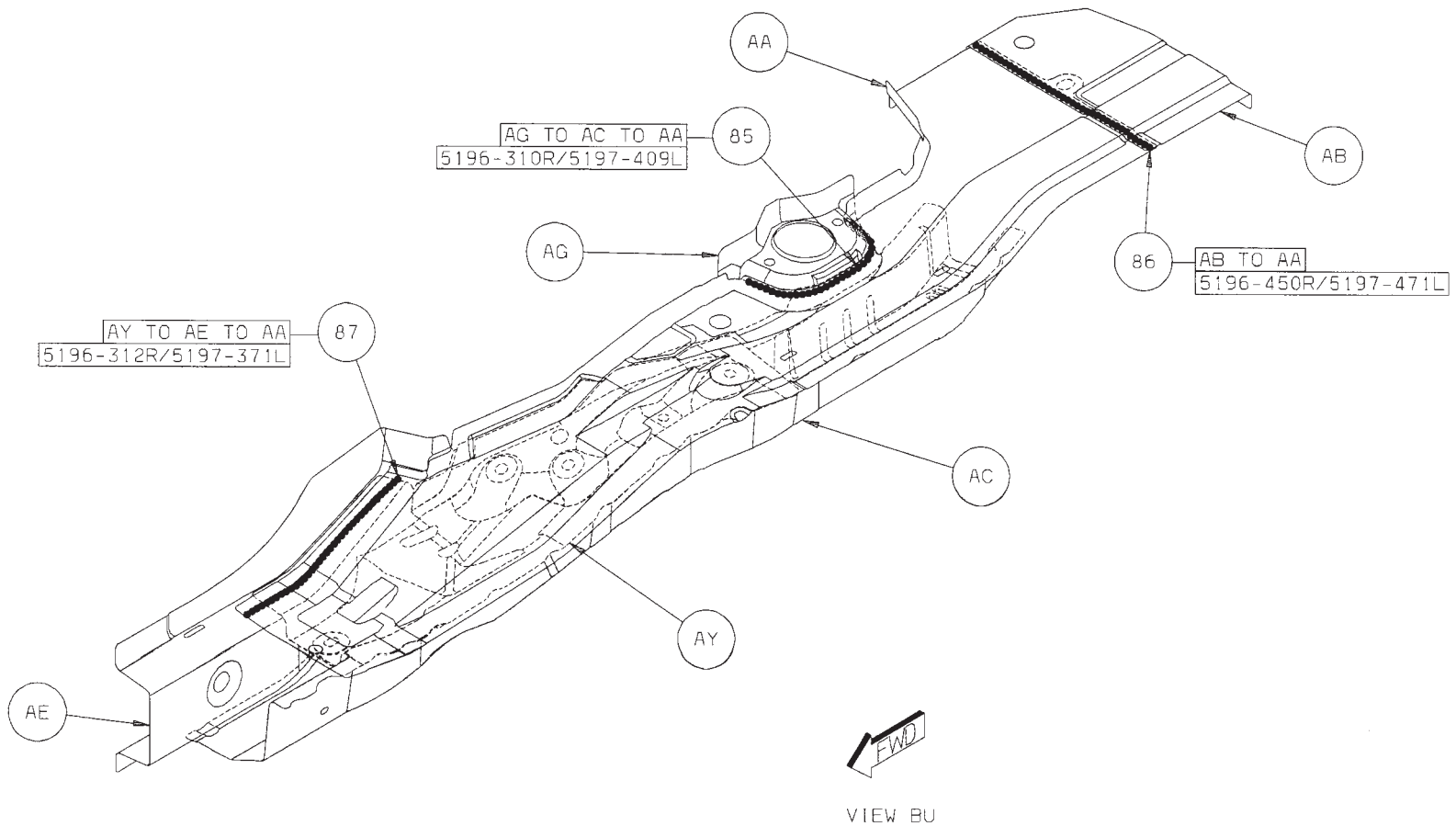
[Back to Index](#)

- 80 AE TO AC 1/SD FCAW (ORD)
- 81 AY TO AE 1/SD ADH BESAD (ORD)
- 82 AX TO AC 1/SD FCAW (CRT)
- 83 AX TO AC 1/SD FCAW (CRT)
- 84 BA TO AX 2/SD FCAW (CRT)



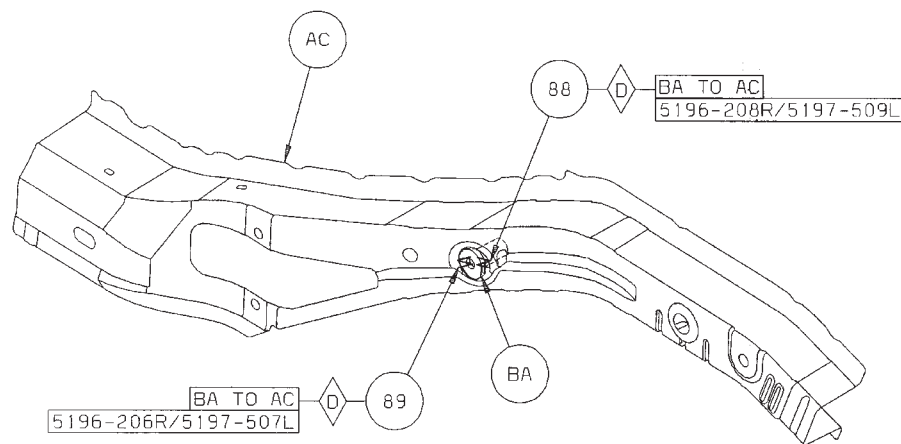
[Back to Index](#)

- 85 AG TO AC TO AA 1/SD ADH BEAD 90RD)
86 AB TO AA 1/SD ADH BEAD (ORD)
87 AY TO AE TO AA 1/SD ADH BEAD (ORD)

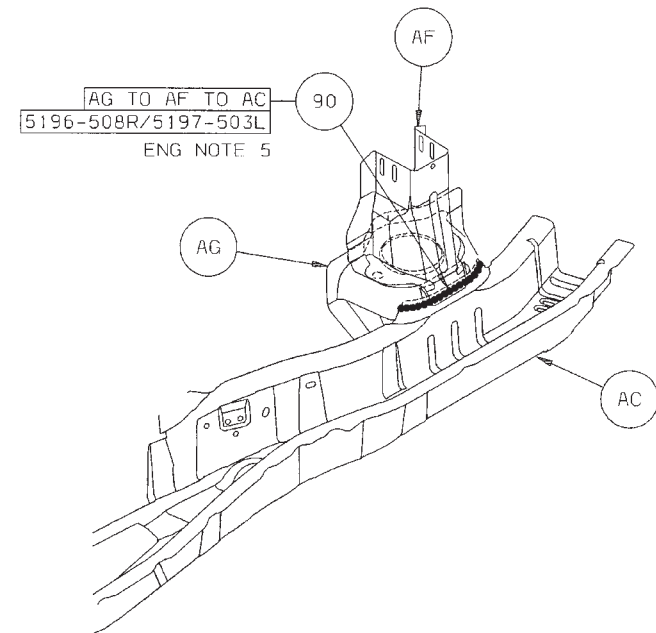


[Back to Index](#)

- 88 BA TO AC 1/SD FCAW (CRT)
- 89 BA TO AC 1/SD FCAW (CRT)
- 90 AG TO AF TO AC 1/SD ADH BEAD (ORD)



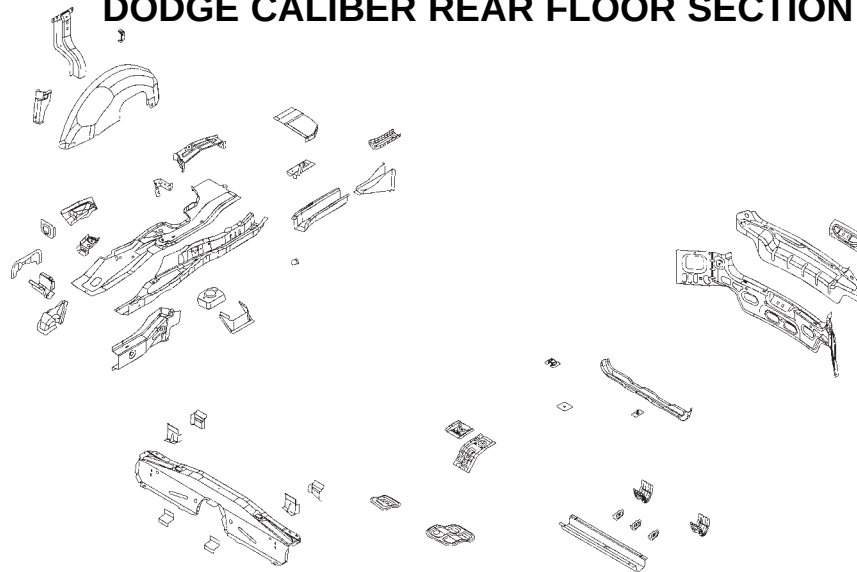
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[Back to Index](#)

DODGE CALIBER REAR FLOOR SECTION

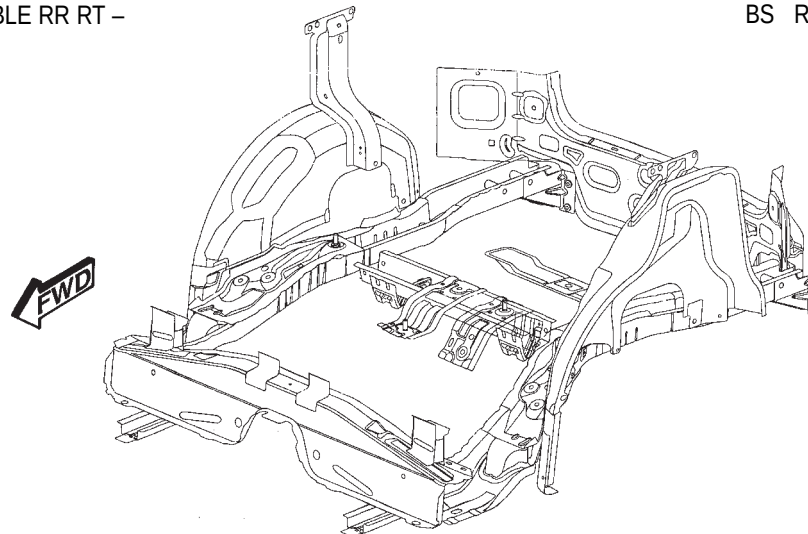


AA SIDEMEMBER – RR FLOOR LWR RT –	AM BRACKET – PARKING BRAKE CABLE RR LT –	BD REINF – SPARE TIRE HOLD-DOWN –
AA SIDEMEMBER – RR FLOOR LWR LT –	AN NUT/WELD.HEX – NIBS.NO.FIN.PIOLT.PT –	BE TAPPING PLATE –
AB NUT – PIPE	AP PANEL – RR WHEELHOUSE INR RT –	BF EXTENSION – RR FLOOR –
AC EXTENSION – RR FLOOR –	AP PANEL – RR WHEELHOUSE INR LT –	BG BRACKET – RR FLOOR EXTENSION SIDE RT –
AC EXTENSION – RR FLOOR SIDEMEMBER LT	AR REINF – RR WHEELHOUSE RT –	BG BRACKET – RR FLOOR EXTENSION SIDE LT –
AD SUPPORT – RR BUMPER RT –	AR REINF – RR WHEELHOUSE LT –	BH BRACKET – RR FLOOR EXTENSION CTR RT –
AD SUPPORT – RR BUMPER LT –	AS BRACKET – FILLER –	BH BRACKET – RR FLOOR EXTENSION CTR LT –
AE 06104968AA	AT PLATE – SIDE SILL RT –	BJ CROSSMEMBER – RR SEAT –
AF SPACER – RR FLOOR SIDEMEMBER EXTENSION –	AT PLATE – SIDE SILL LT –	BK EXTENSION – SIDEMEMBER FRT FLOOR RT –
AG REINF – RR FLOOR SIDEMEMBER RT –	AU CROSSMEMBER – RR FLOOR FRT –	BK BULKHEAD – CROSSMEMBER RR SEAT LT –
AG REINF – RR FLOOR SIDEMEMBER LT –	AV BRACKET – FUEL TANK RR –	BL STUD.WELD/INTERNAL – HEADER.PT.NIBS.NO.
AH STUD.WELD/INTERNAL – HEADER.PT.NIBS.	AW BRACKET – RR SEAT –	FIN – BRAKE LINE TO RH WHEELHOUSE ASSY
NO.FIN – RR SEAT TO RAIL COVER	AX SHIELD – FUEL TANK –	BM BULKHEAD – CROSSMEMBER RR SEAT RT –
AJ NUT WELD HEX – NIBS.NO.FIN – RR SEAT TO	AY BRACKET – RR BRAKE HOSE –	BN NUT/WELD.HEX – NIBS.NO.FIN – FUEL TANK
RAIL COVER	AZ BRACKET – RR SUSPENSION FRT –	TO RR SEAT X-MBR –
AK NUT – PIPE – TRAILING ARM TO RAIL	BA REINF – RR SEAT BELT –	BP REINF – RR CLOSURE – RR END REINF
AL BRACKET – TRAILING ARM RT –	BB BULKHEAD – FRR FLOOR CROSSMEMBER	BR PANEL – RR CLOSURE – RR END CLOSURE
AL BRACKET – TRAILING ARM LT –	FRT RT –	BS REINF – LIFTGATE STRIKER –
AM BRACKET – PARKING BRAKE CABLE RR RT –	BC CROSSMEMBER – RR FLOOR RR –	

[Back to Index](#)

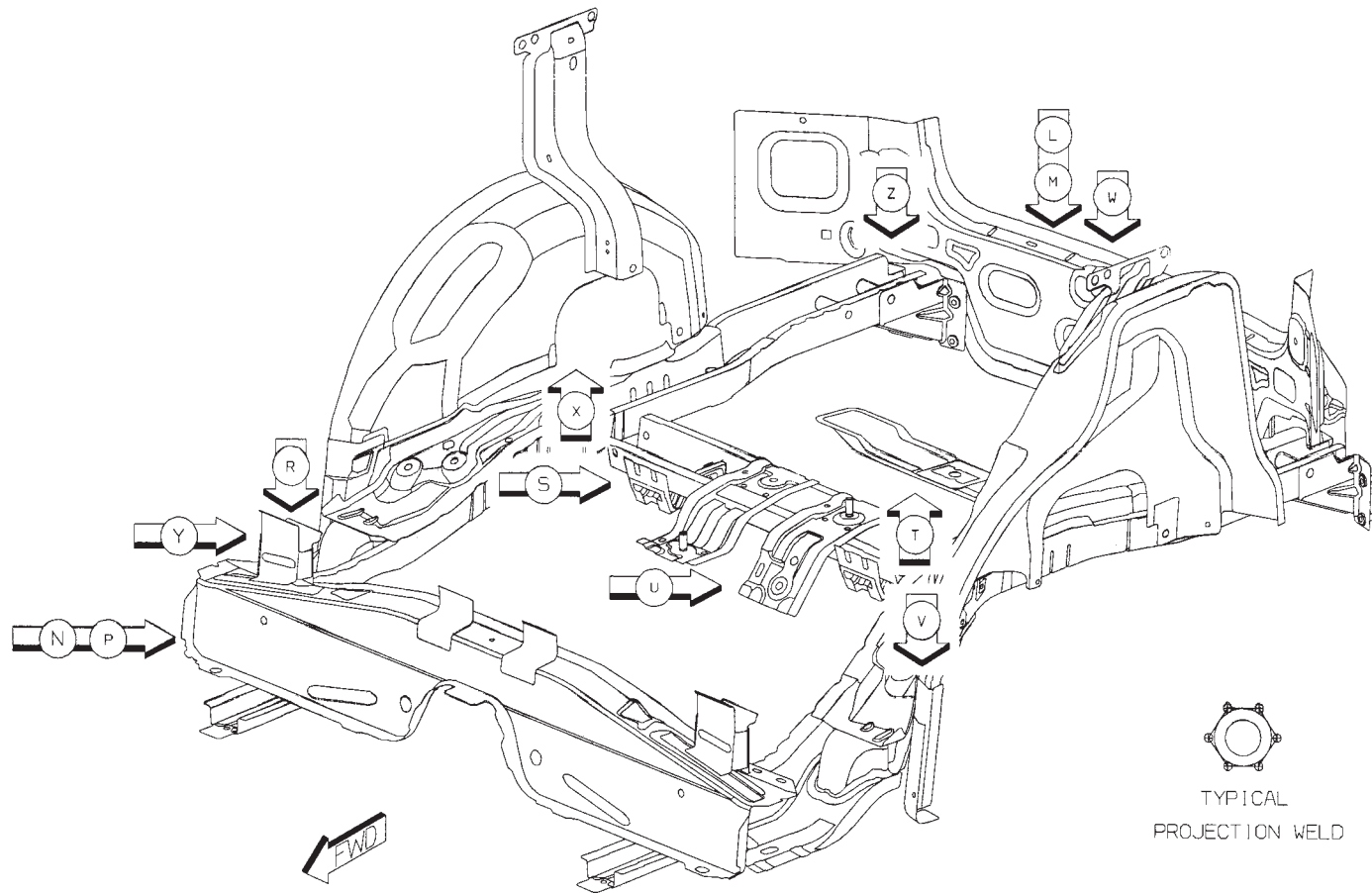
PARTS IDENTIFICATION LEGEND, OVERVIEW 4

AA SIDEMEMBER – RR FLOOR LWR RT –	AM BRACKET – PARKING BRAKE CABLE RR LT –	BC CROSSMEMBER – RR FLOOR RR –
AA SIDEMEMBER – RR FLOOR LWR LT –	AN NUT/WELD.HEX – NIBS.NO.FIN.PIOLT.PT –	BD REINF – SPARE TIRE HOLD-DOWN –
AB NUT – PIPE	AP PANEL – RR WHEELHOUSE INR RT –	BE TAPPING PLATE –
AC EXTENSION – RR FLOOR –	AP PANEL – RR WHEELHOUSE INR LT –	BF EXTENSION – RR FLOOR –
AC EXTENSION – RR FLOOR SIDEMEMBER LT	AR REINF – RR WHEELHOUSE RT –	BG BRACKET – RR FLOOR EXTENSION SIDE RT –
AD SUPPORT – RR BUMPER RT –	AR REINF – RR WHEELHOUSE LT –	BG BRACKET – RR FLOOR EXTENSION SIDE LT –
AD SUPPORT – RR BUMPER LT –	AS BRACKET – FILLER –	BH BRACKET – RR FLOOR EXTENSION CTR RT –
AE 06104968AA	AT PLATE – SIDE SILL RT –	BH BRACKET – RR FLOOR EXTENSION CTR LT –
AF SPACER – RR FLOOR SIDEMEMBER EXTENSION –	AT PLATE – SIDE SILL LT –	BJ CROSSMEMBER – RR SEAT –
AG REINF – RR FLOOR SIDEMEMBER RT –	AU CROSSMEMBER – RR FLOOR FRT –	BK EXTENSION – SIDEMEMBER FRT FLOOR RT –
AG REINF – RR FLOOR SIDEMEMBER LT –	AV BRACKET – FUEL TANK RR –	BK BULKHEAD – CROSSMEMBER RR SEAT LT –
AH STUD.WELD/INTERNAL – HEADER.PT.NIBS. NO.FIN – RR SEAT TO RAIL COVER	AW BRACKET – RR SEAT –	BL STUD.WELD/INTERNAL – HEADER.PT.NIBS.NO. FIN – BRAKE LINE TO RH WHEELHOUSE ASSY
AJ NUT WELD HEX – NIBS.NO.FIN – RR SEAT TO RAIL COVER	AX SHIELD – FUEL TANK –	BM BULKHEAD – CROSSMEMBER RR SEAT RT –
AK NUT – PIPE – TRAILING ARM TO RAIL	AY BRACKET – RR BRAKE HOSE –	BN NUT/WELD.HEX – NIBS.NO.FIN – FUEL TANK TO RR SEAT X-MBR –
AL BRACKET – TRAILING ARM RT –	AZ BRACKET – RR SUSPENSION FRT –	BP REINF – RR CLOSURE – RR END REINF
AL BRACKET – TRAILING ARM LT –	BA REINF – RR SEAT BELT –	BR PANEL – RR CLOSURE – RR END CLOSURE
AM BRACKET – PARKING BRAKE CABLE RR RT –	BB BULKHEAD – FRR FLOOR CROSSMEMBER FRT RT –	BS REINF – LIFTGATE STRIKER –



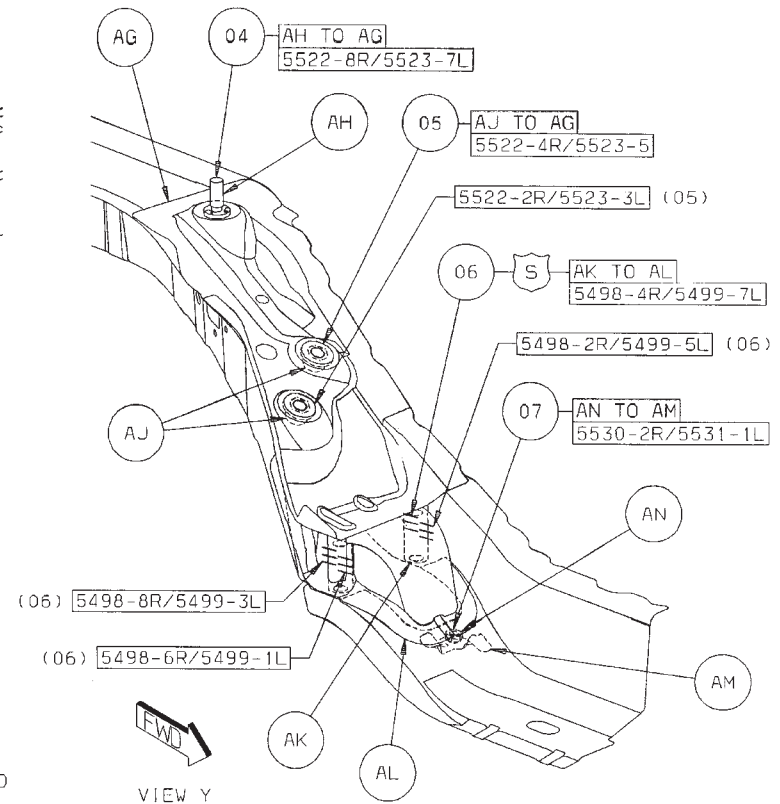
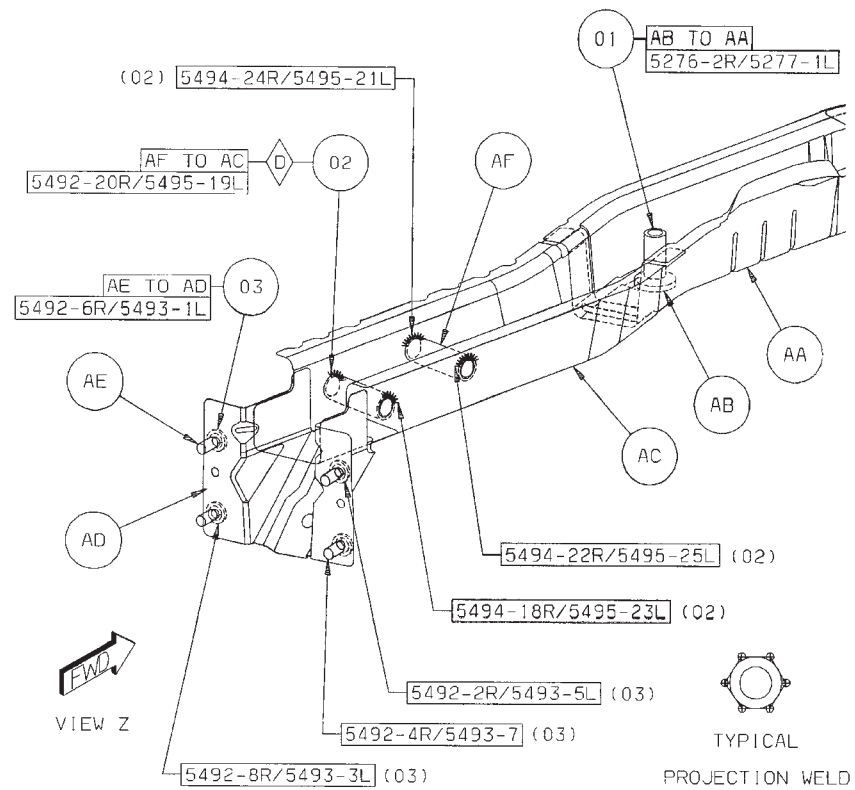
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



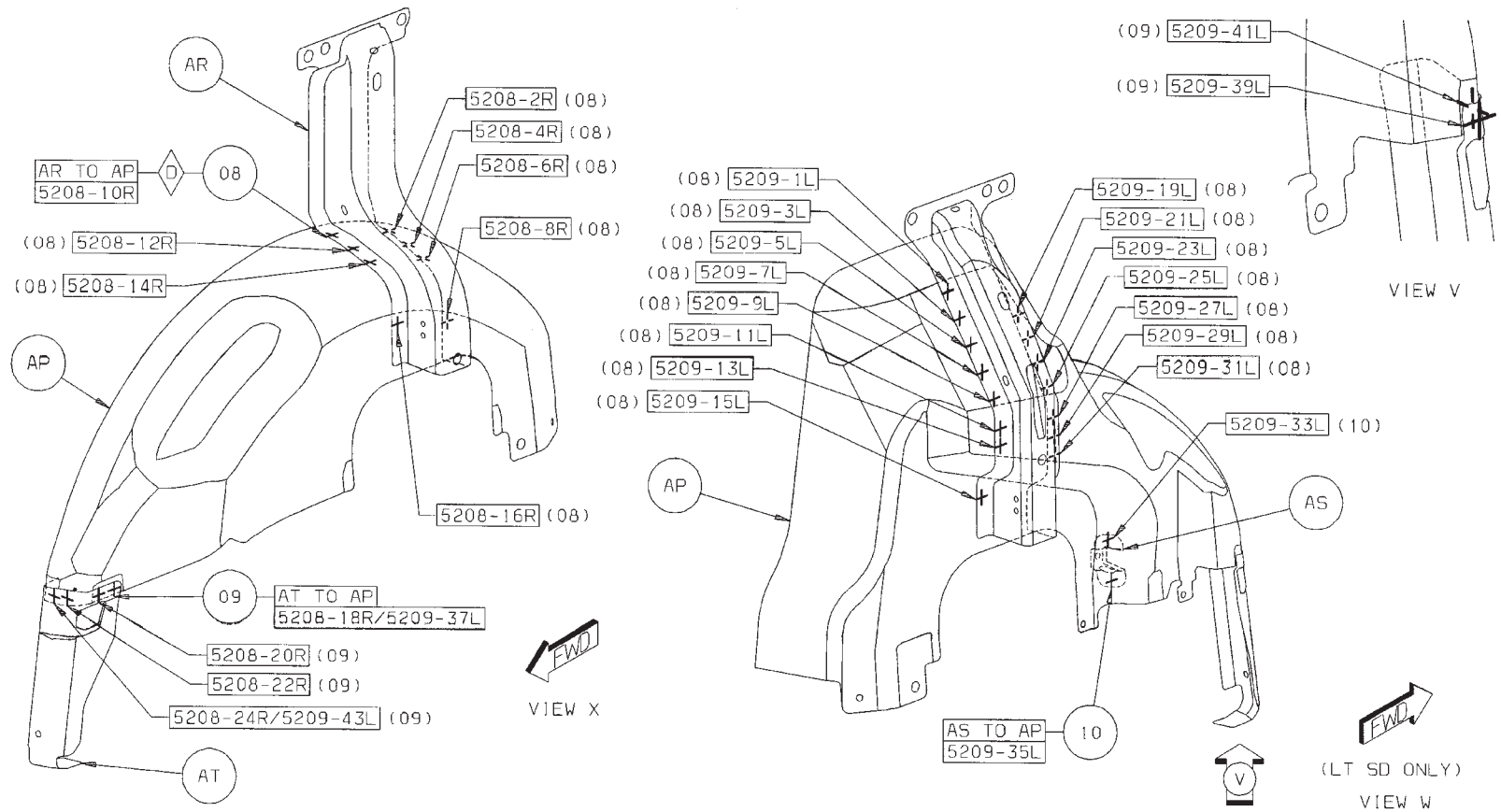
[Back to Index](#)

- 01 AB TO AA 1/SD PROJ WELD (ORD)
- 02 AF TO AC 4/SD ARC WELDS (CRT)
- 03 AE TO AD 4/SD PROJ WELDS (ORD)
- 04 AH TO AG 1/SD PROJ WELDS (ORD)
- 05 AJ TO AG 2/SD PROJ WELDS (ORD)
- 06 AK TO AL 4/SD ARC WELDS (SAF)
- 07 AN TO AM 1/SD PROJ WELD (ORD)



[Back to Index](#)

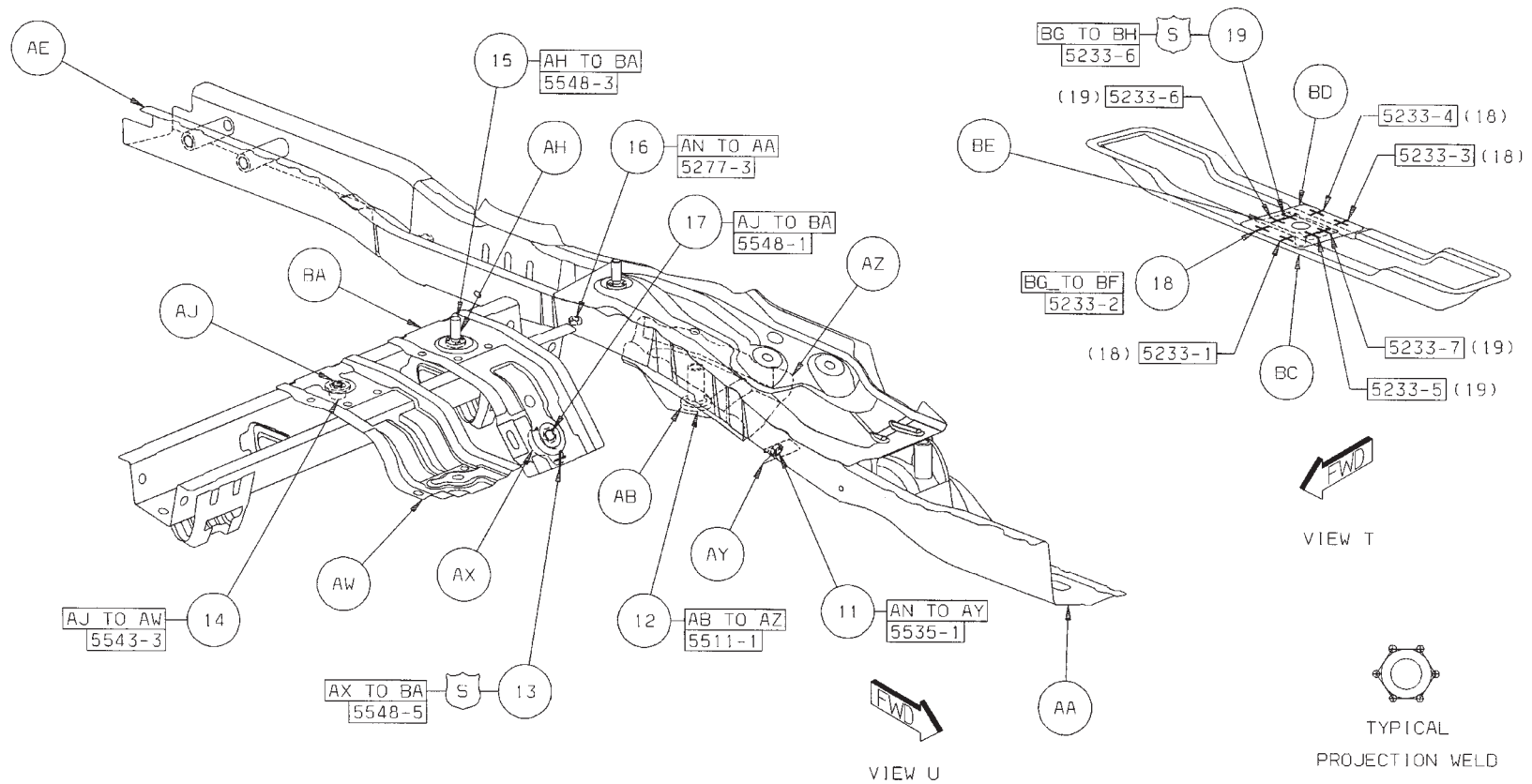
- 08 AR TO AP 8R/15L S/WELDS (CRT)
- 09 AT TO AP 8/SD S/WELDS (ORD)
- 10 AS TO AP 2L S/WELDS (ORD)



[Back to Index](#)

- 11 AN TO AY 1L PROJ WELD (ORD)
- 12 AB TO AZ 1L PROJ WELD (ORD)
- 13 AX TO BA 1 PROJ WELD (SAF)
- 14 AJ TO AW 1 PROJ WELD (ORD)
- 15 AH TO BA 1 PROJ WELD (ORD)

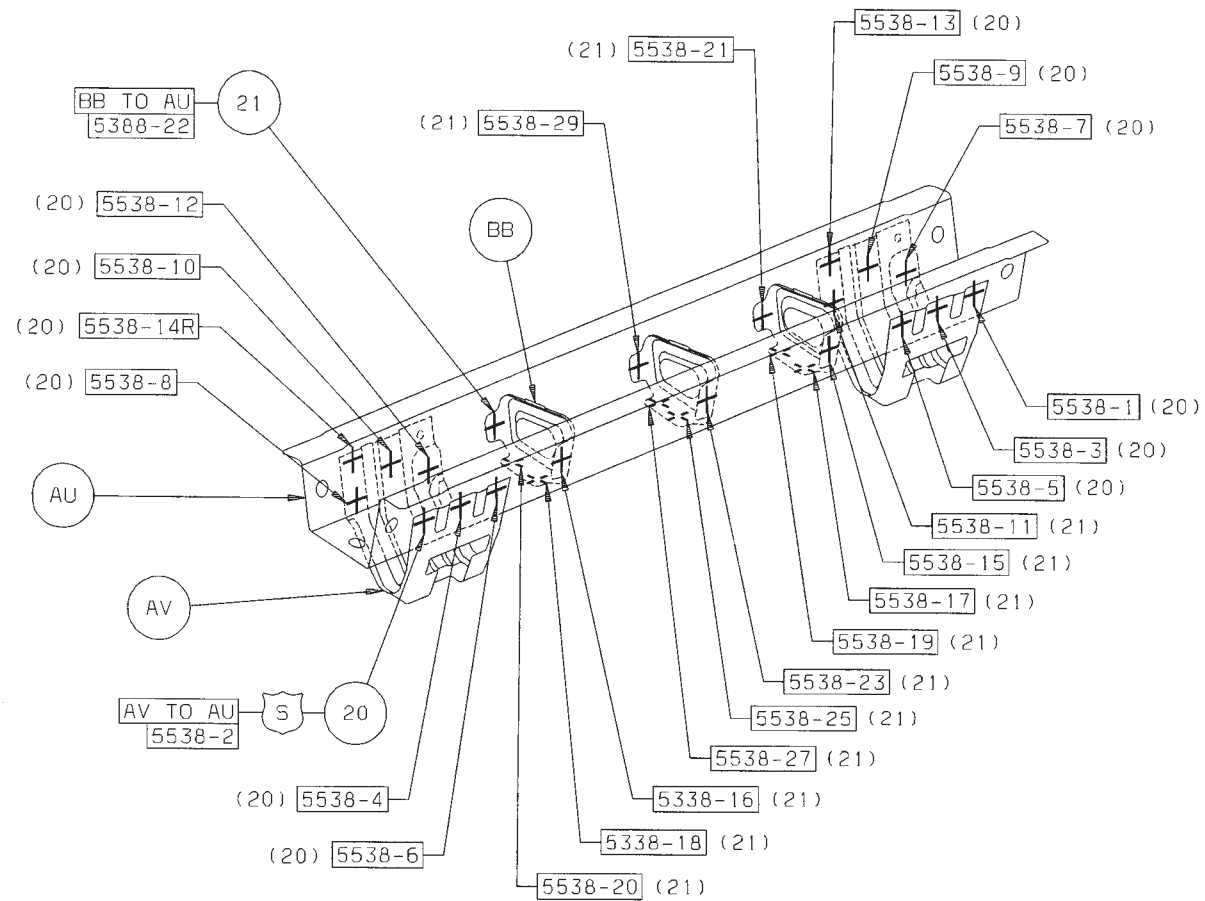
- 16 AN TO AA 1L PROJ WELD (ORD)
- 17 AJ TO BA 1 PROJ WELD (ORD)
- 18 BG TO BF 4 S/WELDS (ORD)
- 19 BG TO BH 4 S/WELDS (SAF)



[Back to Index](#)

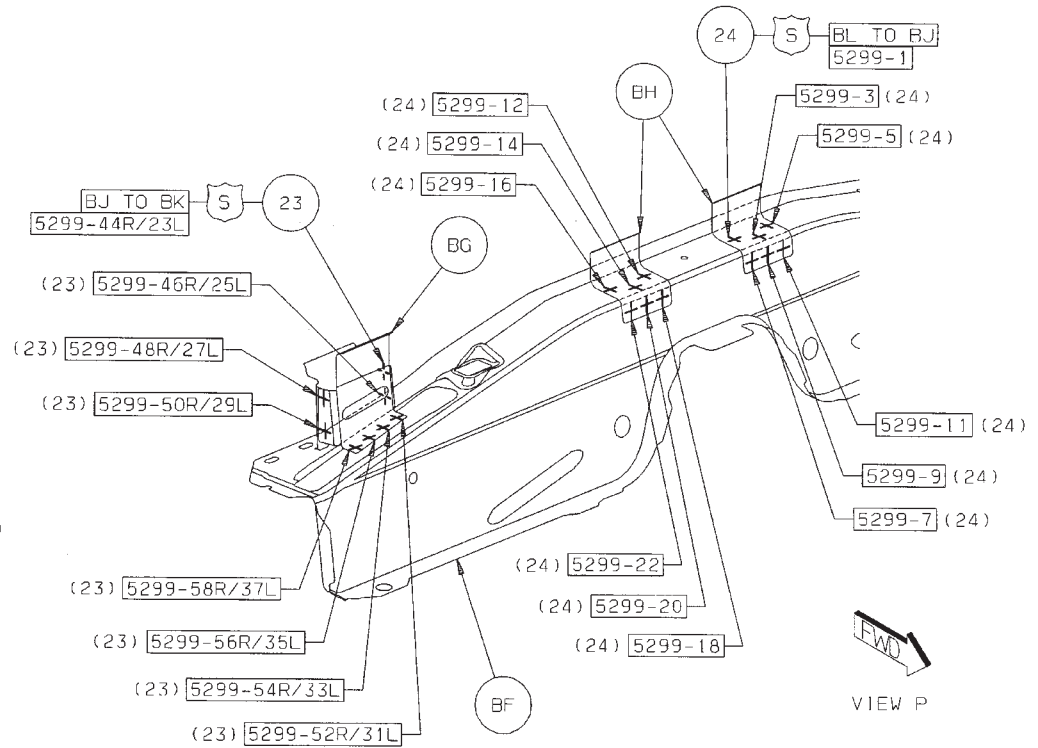
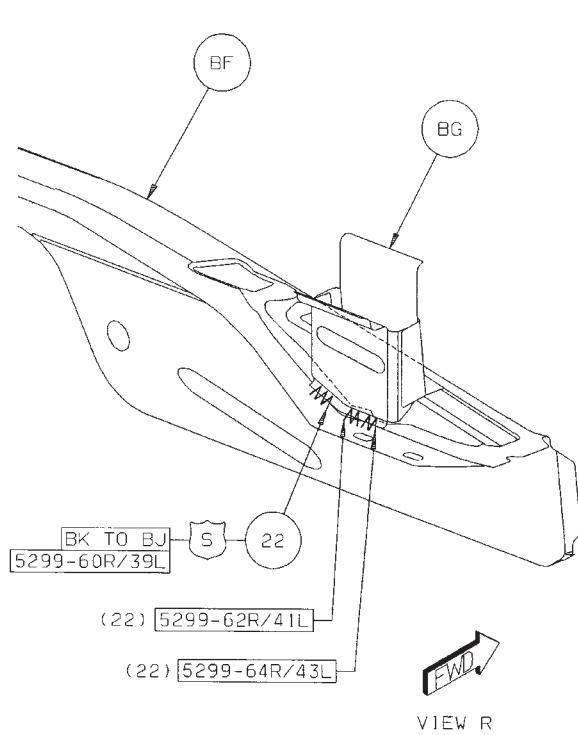
20 AV TO AU 7/SD S/WELDS (SAF)

21 BB TO AU 12 S/WELDS (ORD)



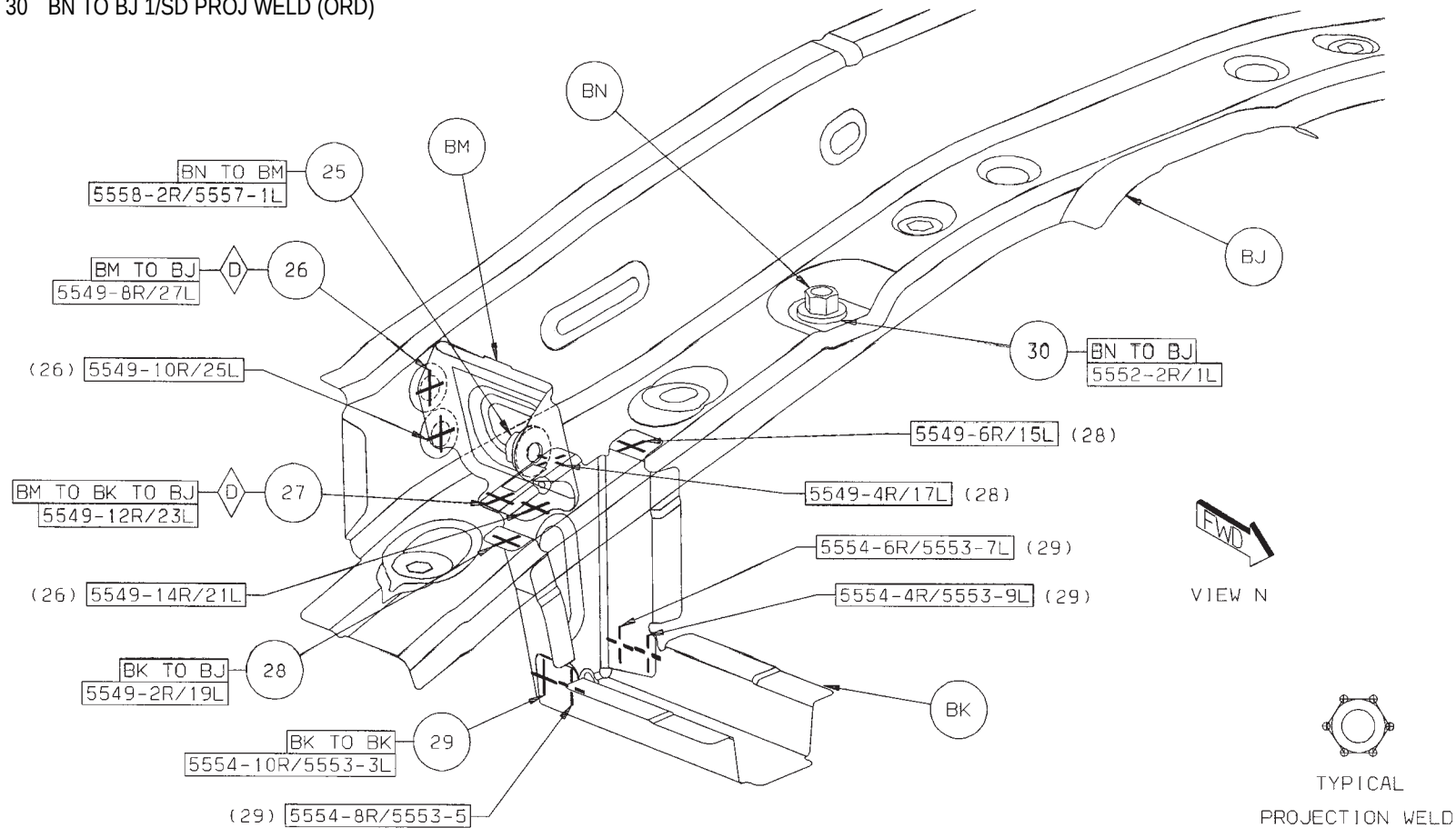
[Back to Index](#)

- 22 BK TO BJ 3/SD ARC WELDS (SAF)
- 23 BJ TO BK 8/SD S/WELDS (SAF)
- 24 BL TO BJ 12 S/WELDS (SAF)



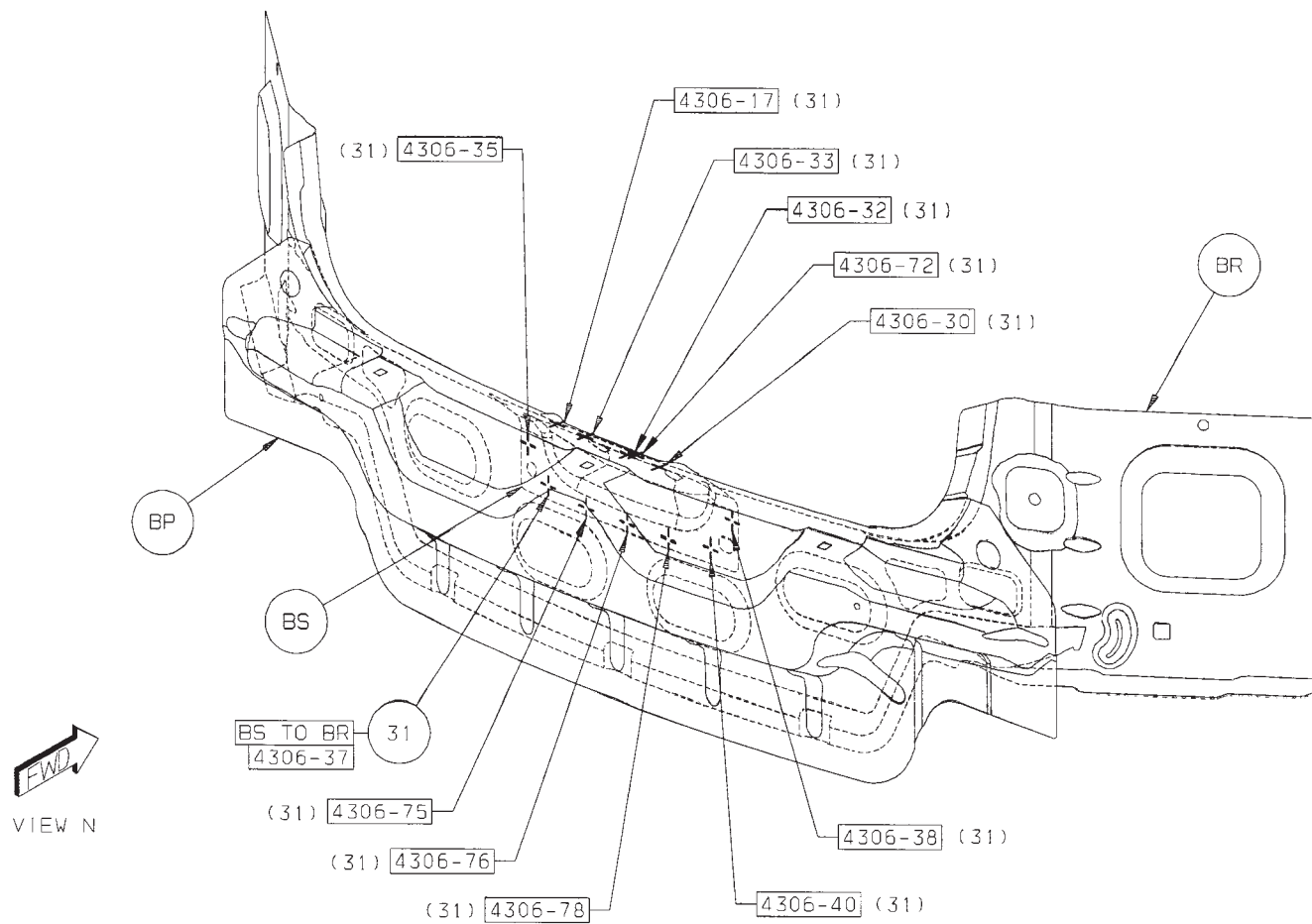
[Back to Index](#)

- 25 BN TO BM 1/SD PROJ WELD (ORD)
- 26 BM TO BJ 3/SD S/WELDS (CRT)
- 27 BM TO BK TO BJ 1/SD S/WELDS (CRT)
- 28 BK TO BJ 3/SD S/WELDS (ORD)
- 29 BK TO BK 4/SD S/WELDS (ORD)
- 30 BN TO BJ 1/SD PROJ WELD (ORD)



[Back to Index](#)

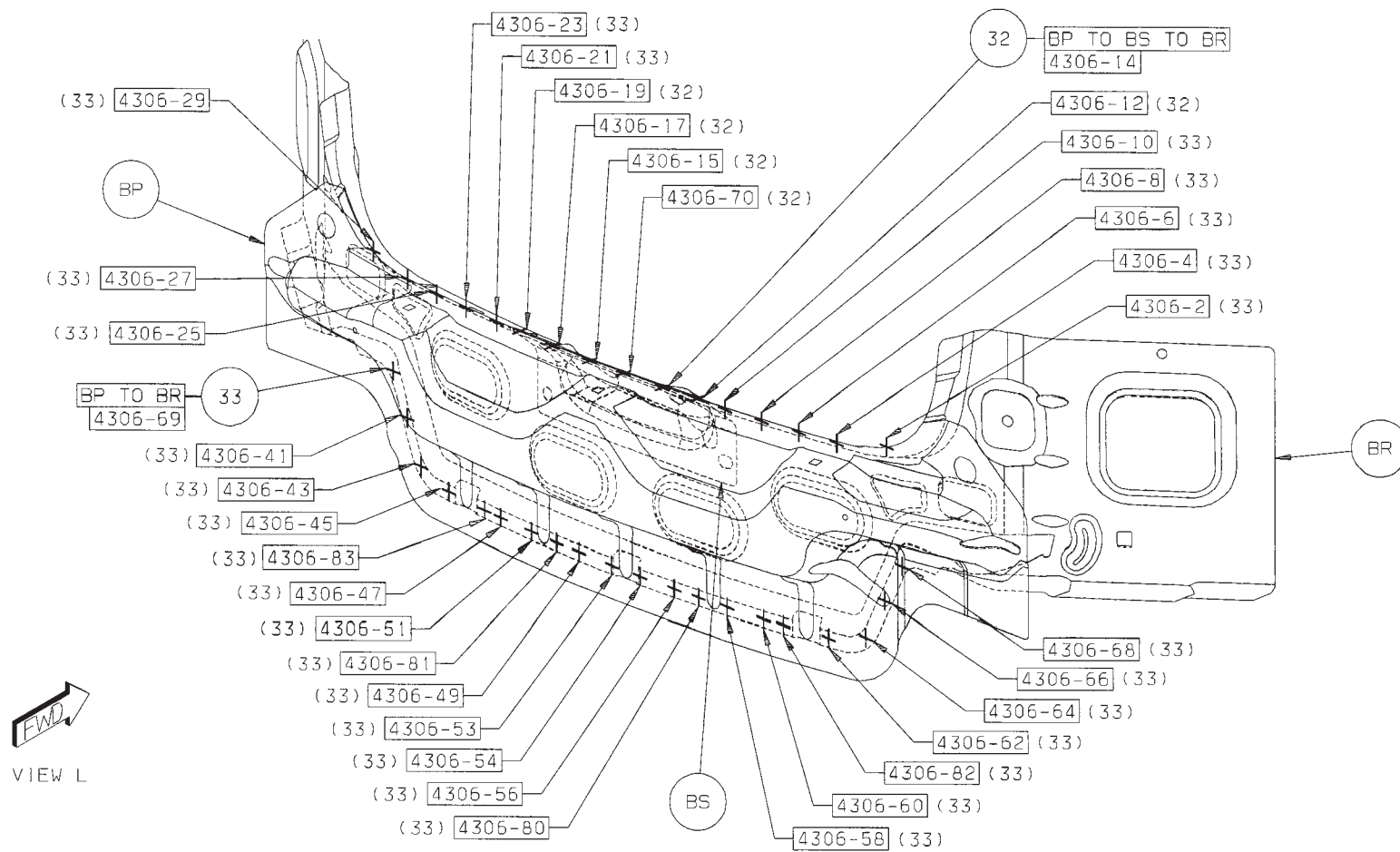
31 BS TO BR 12 S/WELDS (ORD)



[Back to Index](#)

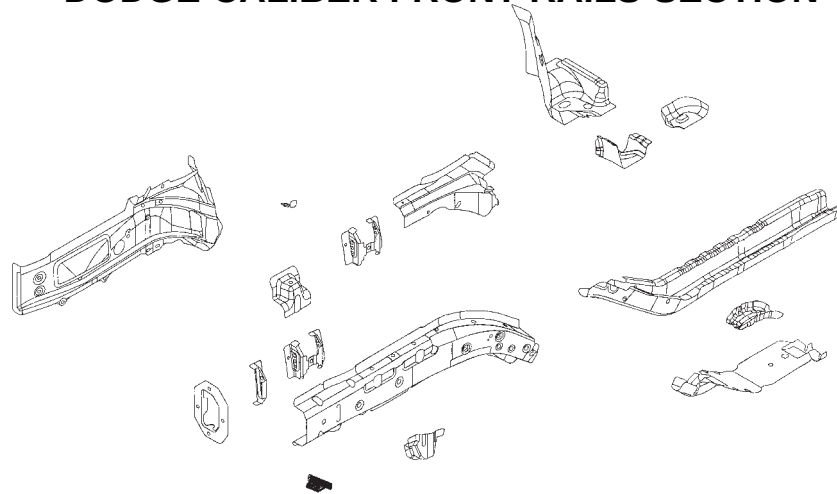
32 BP TO BS TO BR 6 SWELDS (ORD)

33 BP TP BR 30 SWELDS (ORD)



[Back to Index](#)

DODGE CALIBER FRONT RAILS SECTION



AA PANEL – FRT SIDE RAIL INR RT –
 AA PANEL – FRT SIDE RAIL INR LT –
 AB PANEL – SIDE FRT RAIL QTR RT –
 AB PANEL – SIDE FRT RAIL QTR LT –
 AC BULKHEAD – FRT SUSPENSION CROSSMEMBER RT –
 AC BULKHEAD – FRT SUSPENSION CROSSMEMBER LT –
 AD BRACKET – FRONT ENGINE MOUNT –
 AD BRACKET – TRANS MOUNTING LT–
 AF BRACKET – FRT SUSP RT –
 AF BRACKET – FRT SUSP LT –
 AG PANEL – EXTENSION FRT RAIL INR RT –
 AG PANEL – EXTENSION FRT RAIL INR LT –
 AH BRACE – TORQUE BOX RT –
 AH BRACE – TORQUE BOX LT –
 AJ BRACE – FRT SIDE FRT RT –
 AJ BRACE – FRT SIDE FRT LT –
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT – SPEED
 SENSOR TO RAIL QTR RT
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
 ACCUM TO FRT RAIL QTR RT

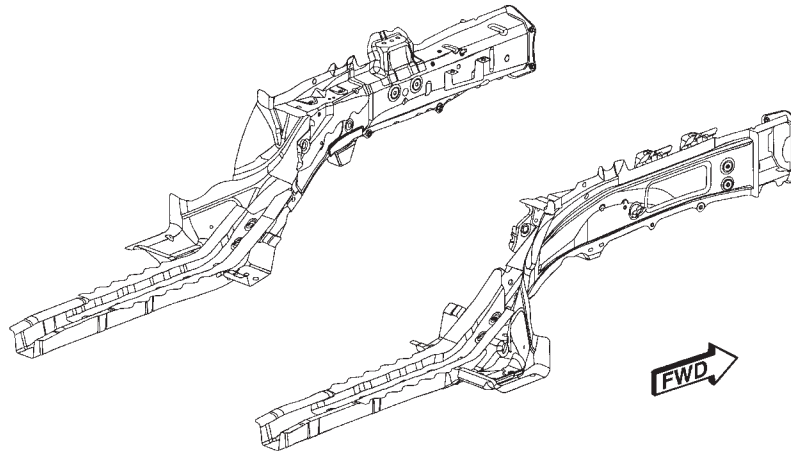
AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
 SPEED SENSOR TO RAIL QTR LT
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
 DIESEL INT TO RAIL QTR LT
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
 POWER STEERING LINE TO RAIL INR RT
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
 RAIL ASSY TO BATTERY BRKT
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
 RAIL ASSY TO BATTERY TRAY
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
 LHD ABS UNIT TO RAIL INR RT
 AL REINF – FRT RAIL INR RT –
 AM NUT/WELD.HEX – NIBS.NO.FIN. – ENGINE MOUNT
 TO RAIL ASSY FRT RT
 AM NUT/WELD.HEX – NIBS.NO.FIN. – TRANS MOUNT
 TO RAIL ASSY
 AN BRACKET – BATTERY HOLD-DOWN –
 AP 06104961AA – NUT/WELD.HEX –
 HEADER.PT.NILES.NO.FIN QTY.1
 AR NUT – PIPE – FRT SUSPENSION TO BODY

AR NUT – PIPE – FRT SUSPENSION TO BODY
 AR NUT – PIPE – FRT SUSPENSION TO BODY
 AR NUT – PIPE – FRT SUSPENSION TO BODY
 AS REINF – FRT SIDE RAIL BUMPER
 MOUNTING RT –
 AS REINF – FRT SIDE RAIL BUMPER
 MOUNTING LT –
 AT BRACKET – BRAKE HOSE FRT –
 AT BRACKET – BRAKE HOSE FRT –
 AU REINF – TIE DOWN MTG –
 AU REINF – TIE DOWN MTG –
 AV REINF – EXTENSION FRT RAIL INR RT –
 AV REINF – EXTENSION FRT RAIL INR LT –
 AW BULKHEAD – EXTENSION FRT RAIL INR LT –
 AX EXTENSION – DASH LWR –
 AX EXTENSION – DASH LWR –
 AY BRACKET – FRT SUSPENSION CROSS
 MEMBER LWR RT –
 AY BRACKET – FRT SUSPENSION CROSS
 MEMBER LWR LT –

[Back to Index](#)

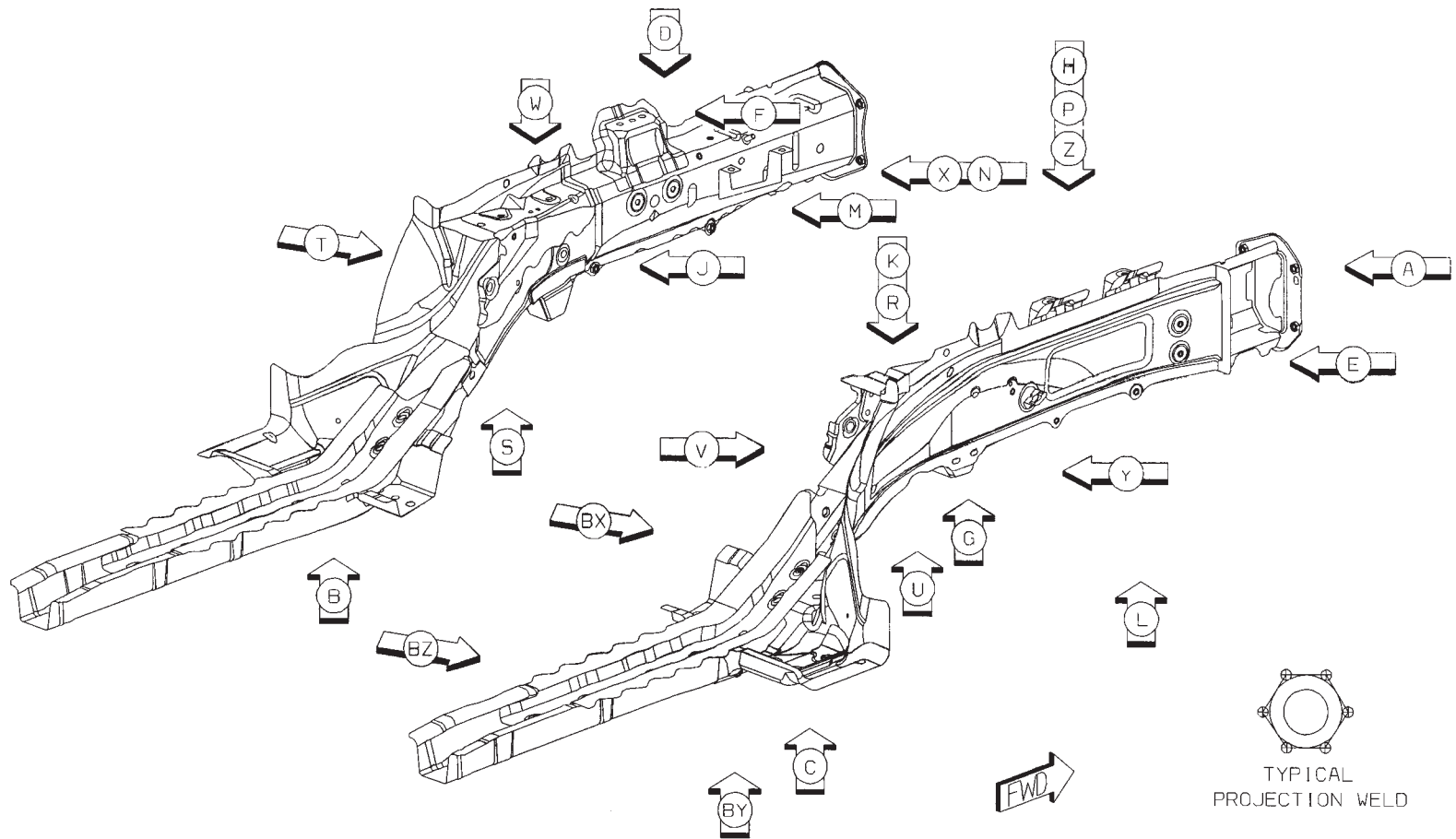
PARTS IDENTIFICATION LEGEND, OVERVIEW 5

AA PANEL – FRT SIDE RAIL INR RT –	AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	AR NUT – PIPE – FRT SUSPENSION TO BODY
AA PANEL – FRT SIDE RAIL INR LT –	SPEED SENSOR TO RAIL QTR LT	AR NUT – PIPE – FRT SUSPENSION TO BODY
AB PANEL – SIDE FRT RAIL QTR RT –	AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	AR NUT – PIPE – FRT SUSPENSION TO BODY
AB PANEL – SIDE FRT RAIL QTR LT –	DIESEL INT TO RAIL QTR LT	AS REINF – FRT SIDE RAIL BUMPER
AC BULKHEAD – FRT SUSPENSION CROSSMEMBER RT –	AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	MOUNTING RT –
AC BULKHEAD – FRT SUSPENSION CROSSMEMBER LT –	POWER STEERING LINE TO RAIL INR RT	AS REINF – FRT SIDE RAIL BUMPER
AD BRACKET – FRONT ENGINE MOUNT –	AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	MOUNTING LT –
AD BRACKET – TRANS MOUNTING LT–	RAIL ASSY TO BATTERY BRKT	AT BRACKET – BRAKE HOSE FRT –
AF BRACKET – FRT SUSP RT –	AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	AT BRACKET – BRAKE HOSE FRT –
AF BRACKET – FRT SUSP LT –	RAIL ASSY TO BATTERY TRAY	AU REINF – TIE DOWN MTG –
AG PANEL – EXTENSION FRT RAIL INR RT –	AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	AU REINF – TIE DOWN MTG –
AG PANEL – EXTENSION FRT RAIL INR LT –	LHD ABS UNIT TO RAIL INR RT	AV REINF – EXTENSION FRT RAIL INR RT –
AH BRACE – TORQUE BOX RT –	AL REINF – FRT RAIL INR RT –	AV REINF – EXTENSION FRT RAIL INR LT –
AH BRACE – TORQUE BOX LT –	AM NUT/WELD.HEX – NIBS.NO.FIN. – ENGINE MOUNT	AW BULKHEAD – EXTENSION FRT RAIL INR LT –
AJ BRACE – FRT SIDE FRT RT –	TO RAIL ASSY FRT RT	AX EXTENSION – DASH LWR –
AJ BRACE – FRT SIDE FRT LT –	AM NUT/WELD.HEX – NIBS.NO.FIN. – TRANS MOUNT	AX EXTENSION – DASH LWR –
AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT – SPEED	TO RAIL ASSY	AY BRACKET – FRT SUSPENSION CROSS
SENSOR TO RAIL QTR RT	AN BRACKET – BATTERY HOLD-DOWN –	MEMBER LWR RT –
AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –	AP 06104961AA – NUT/WELD.HEX –	AY BRACKET – FRT SUSPENSION CROSS
ACCUM TO FRT RAIL QTR RT	HEADER.PT.NILES.NO.FIN QTY.1	MEMBER LWR LT –
	AR NUT – PIPE – FRT SUSPENSION TO BODY	



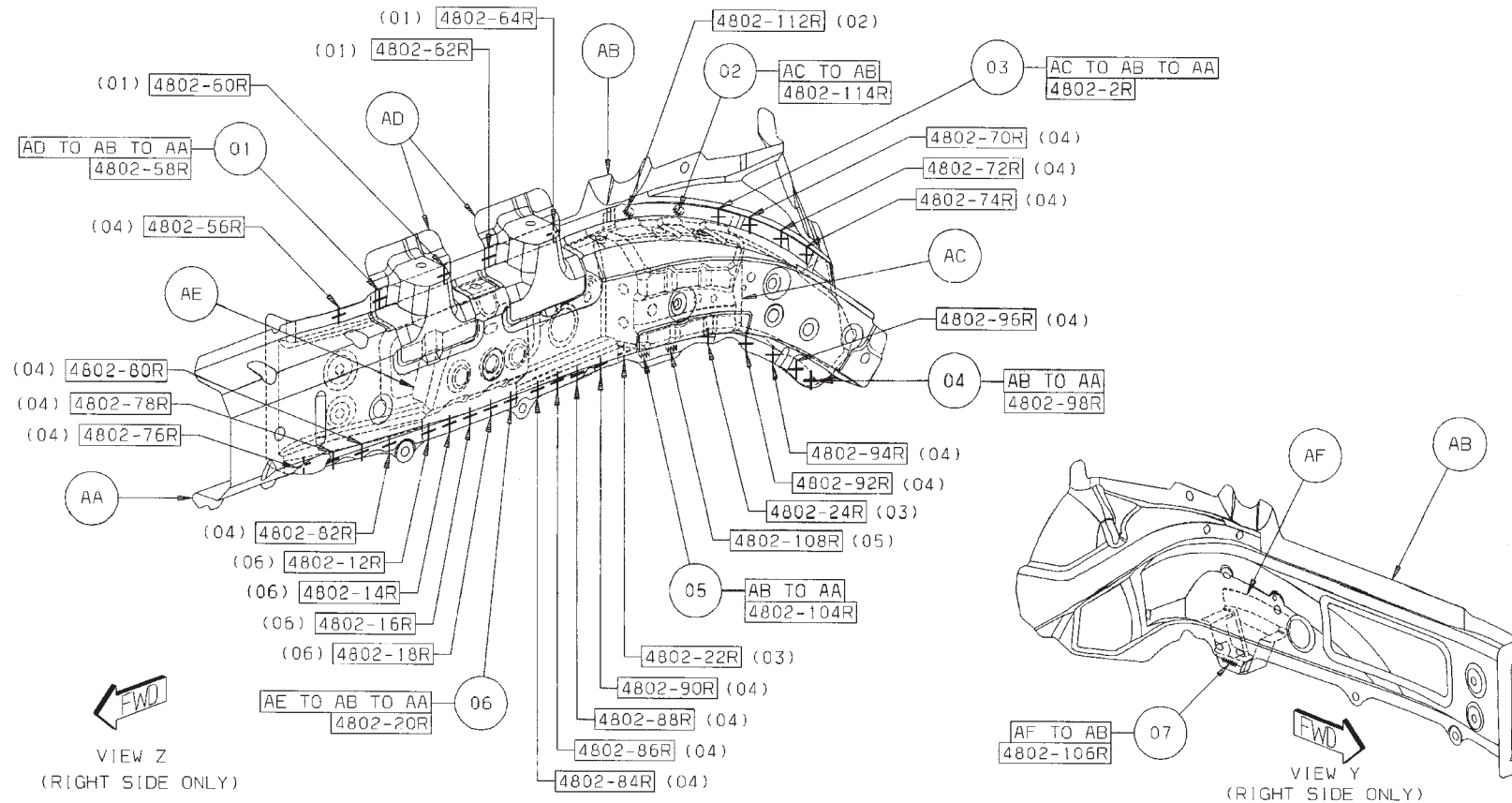
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



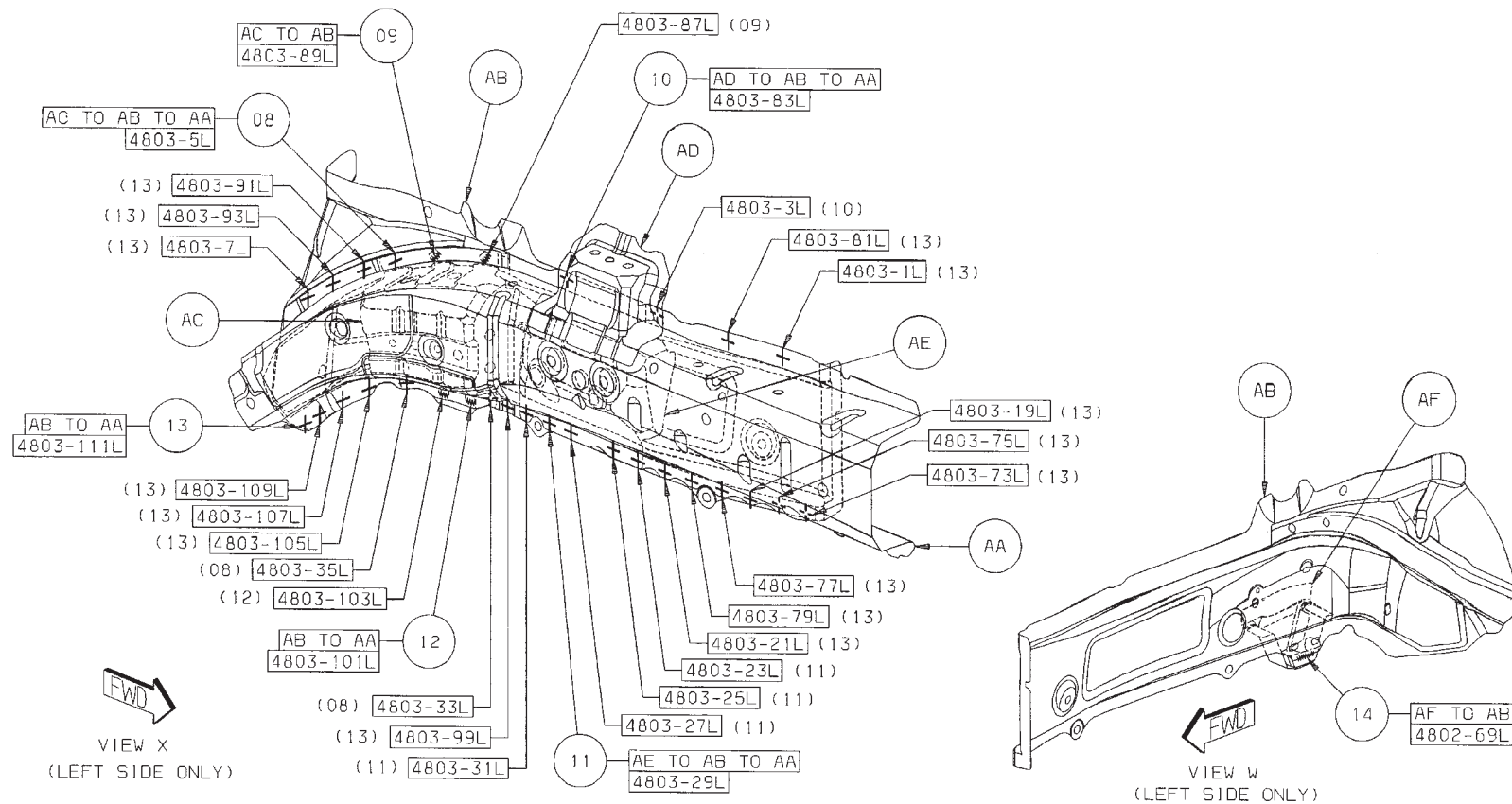
[Back to Index](#)

- 01 AD TO AB TO AA 4R S/WELDS (ORD)
- 02 AC TO AB TO 2R FCAW (ORD)
- 03 AC TO AB TO AA 3R S/WELDS (ORD)
- 04 AB TO AA 16R S/WELDS (ORD)
- 05 AB TO AA 2R FCAW (ORD)
- 06 AE TO AB TO AA 5R S/WELDS (ORD)
- 07 AF TO AB 1R FCAW (ORD)



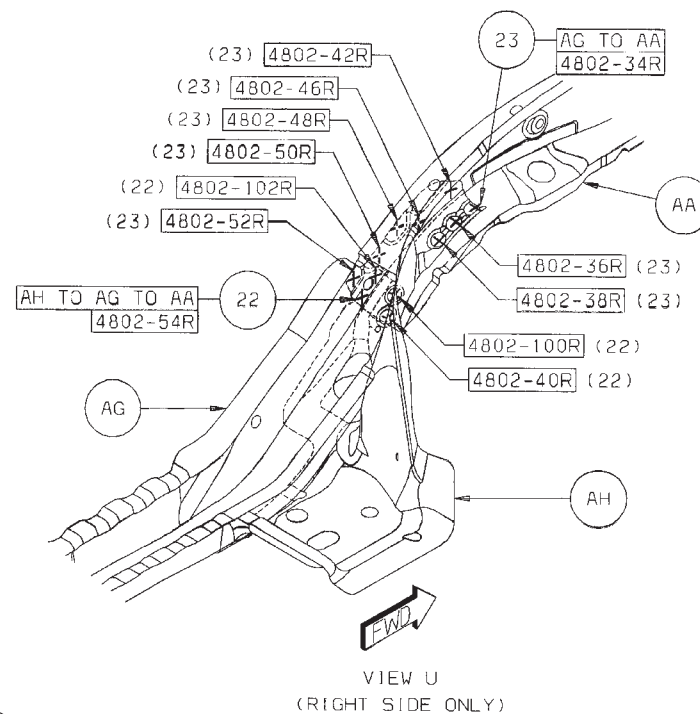
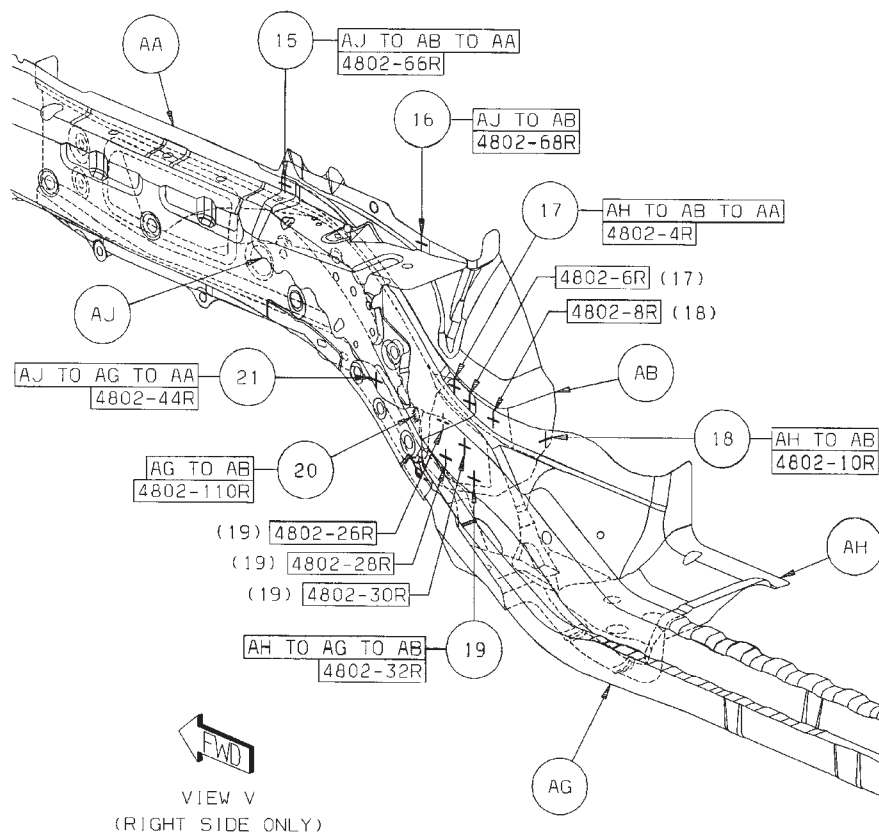
[Back to Index](#)

- 08 AC TO AB TO AA 3L S/WELDS (ORD)
- 09 AC TO AB 2L FCAW (ORD)
- 10 AD TO AB TO AA 2L S/WELDS (ORD)
- 11 AE TO AB TO AA 5L S/WELDS (ORD)
- 12 AB TO AA 2L FCAW (ORD)
- 13 AB TO AA 16L S/WELDS (ORD)
- 14 AF TO AB 1L FCAW (ORD)



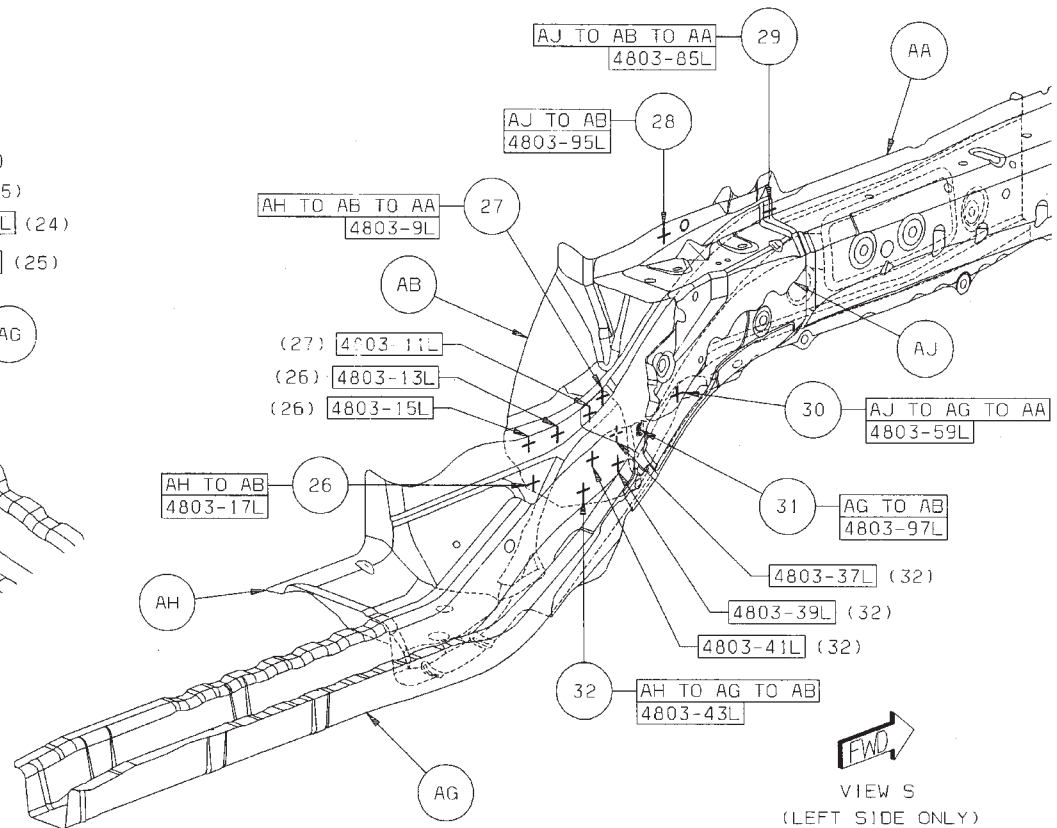
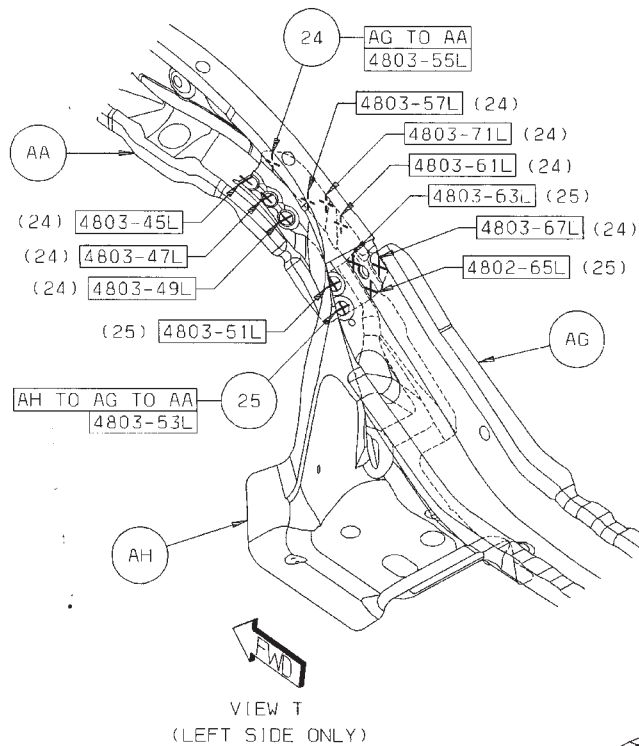
[Back to Index](#)

- | | |
|------------------------------------|------------------------------------|
| 15 AJ TO AB TO AA 1R S/WELD (ORD) | 20 AG TO AB 1R FCAW (ORD) |
| 16 AJ TO AB 1R S/WELD (ORD) | 21 AJ TO AG TO AA 1R S/WELD (ORD) |
| 17 AH TO AB TO AA 2R S/WELDS (ORD) | 22 AH TO AG TO AA 4R S/WELDS (ORD) |
| 18 AH TO AB 2R S/WELDS (ORD) | 23 AG TO AA 8R S/WELDS (ORD) |
| 19 AH TO AG TO AB 4R S/WELDS (ORD) | |



[Back to Index](#)

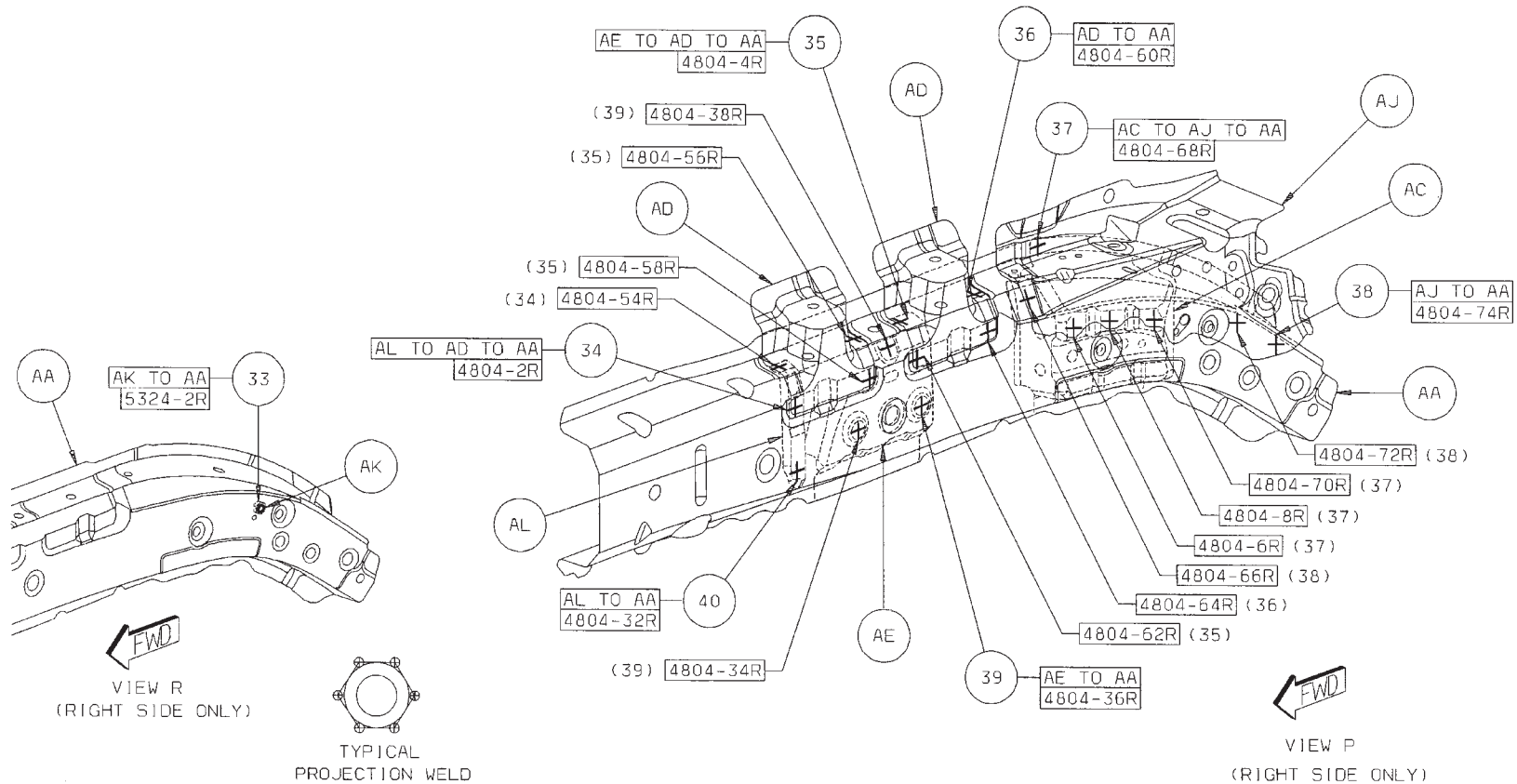
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| 24 AG TO AA 8L S/WELDS (ORD) | 29 AJ TO AB TO AA 1L SWELD (ORD) |
| 25 AH TO AG TO AA 4L S/WELDS (ORD) | 30 AJ TO AG TO AA 1L SWELD (ORD) |
| 26 AH TO AB 3L S/WELDS (ORD) | 31 AG TO AB 1L FCAW (ORD) |
| 27 AH TO AB TO AA 2L S/WELDS (ORD) | 32 AH TO AG TO AB 4L S/WELDS (ORD) |
| 28 AJ TO AB 1L SWELD (ORD) | |



[Back to Index](#)

33 AK TO AA 1R PROJ WELD (ORD)
 34 AL TO AD TO AA 2R S/WELDS (ORD)
 35 AE TO AD TO AA 4R S/WELDS (ORD)
 36 AD TO AA 2R S/WELDS (ORD)

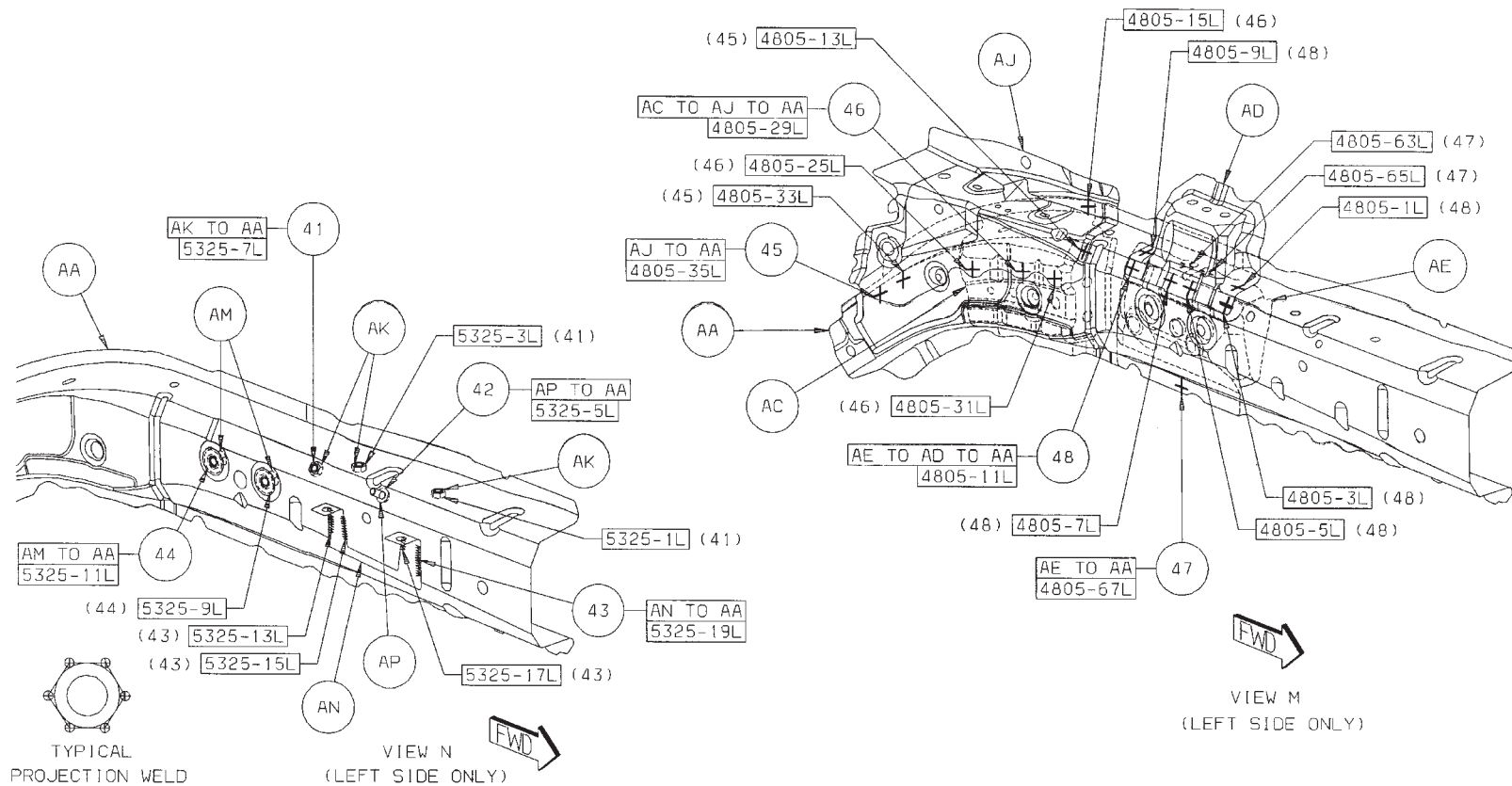
37 AC TO AJ TO AA 4R S/WELDS (ORD)
 38 AJ TO AA 3R S/WELDS (ORD)
 39 AE TO AA 3R S/WELDS (ORD)
 40 AL TO AA 1R S/WELDS (ORD)



[Back to Index](#)

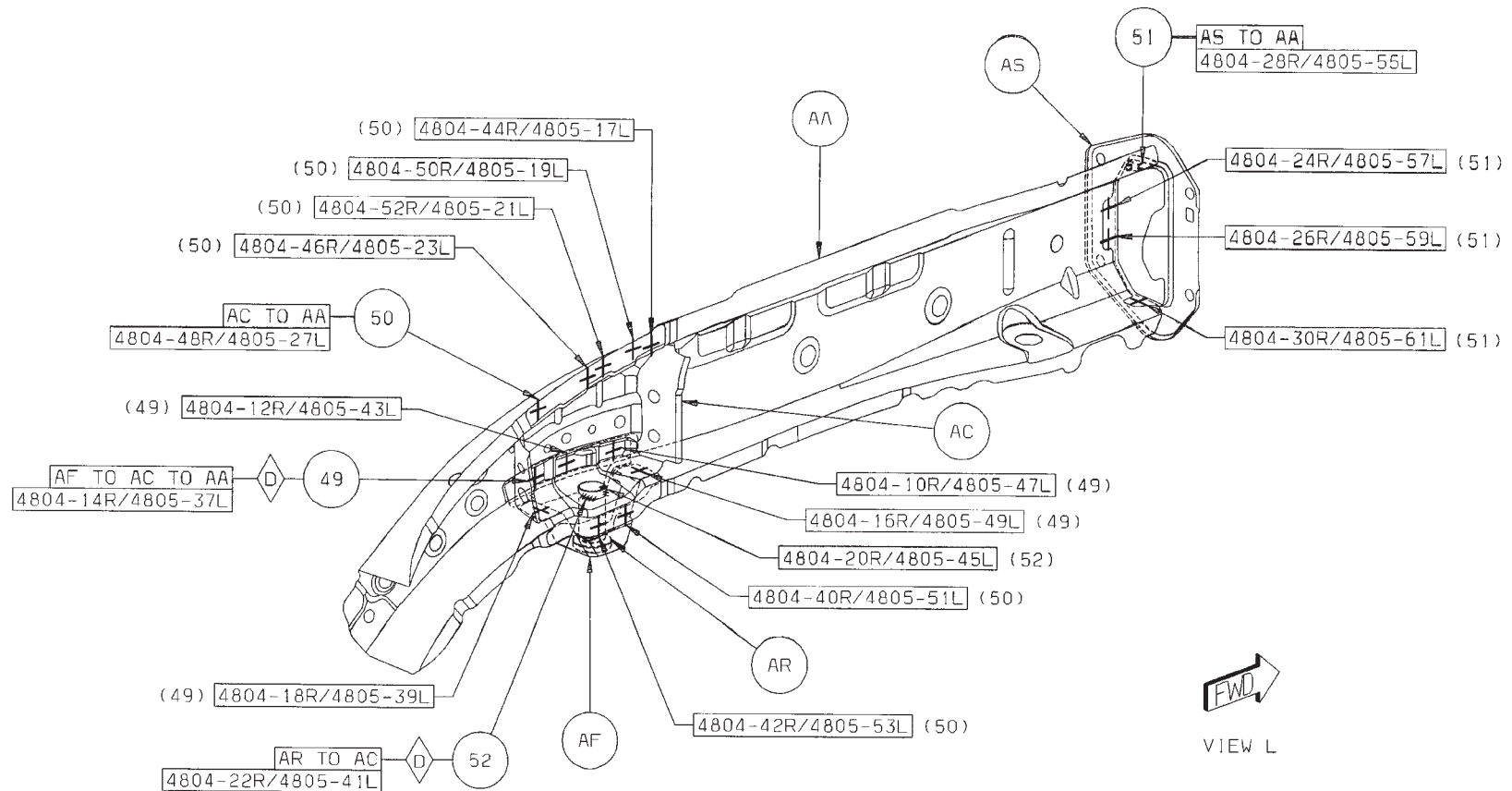
- 41 AK TO AA 3L PROJ WELDS (ORD)
- 42 AP TO AA 1L PROJ WELD (ORD)
- 43 AN TO AA 4L FCAW (ORD)
- 44 AM TO AA 2L PROJ WELDS (ORD)

- 45 AJ TO AA 3L S/WELDS 90RD
- 46 AC TO AJ TO AA 4L S/WELDS (ORD)
- 47 AE TO AA 3L S/WELDS (ORD)
- 48 AE TO AD TO AA 4L S/WELDS (ORD)



[Back to Index](#)

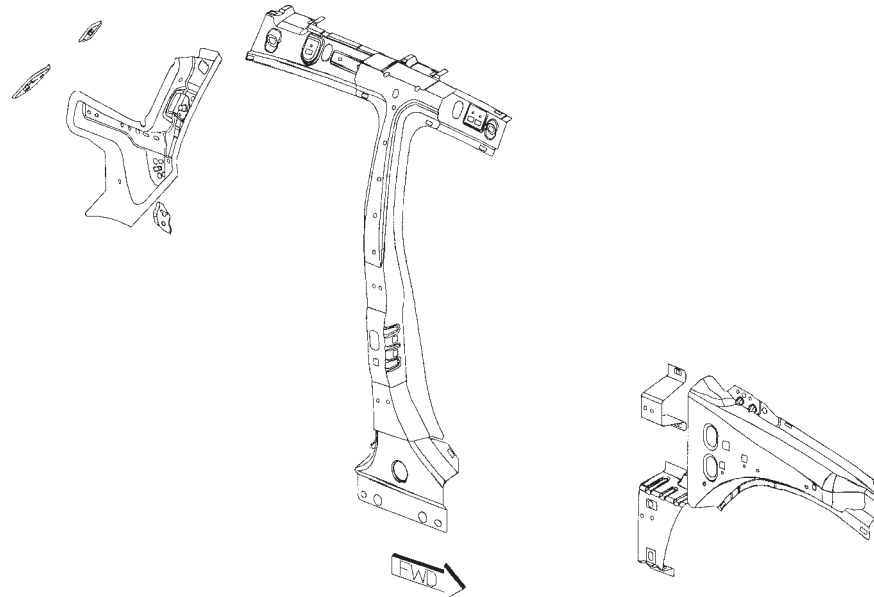
- 49 AF TO AC TO AA S/WELDS (CRT)
- 50 AC TO AA 7/SD S/WELDS (ORD)
- 51 AS TO AA 4/SD S/WELDS (ORD)
- 52 AR TO AC 2/SD FCAW (CRT)



[Back to Index](#)

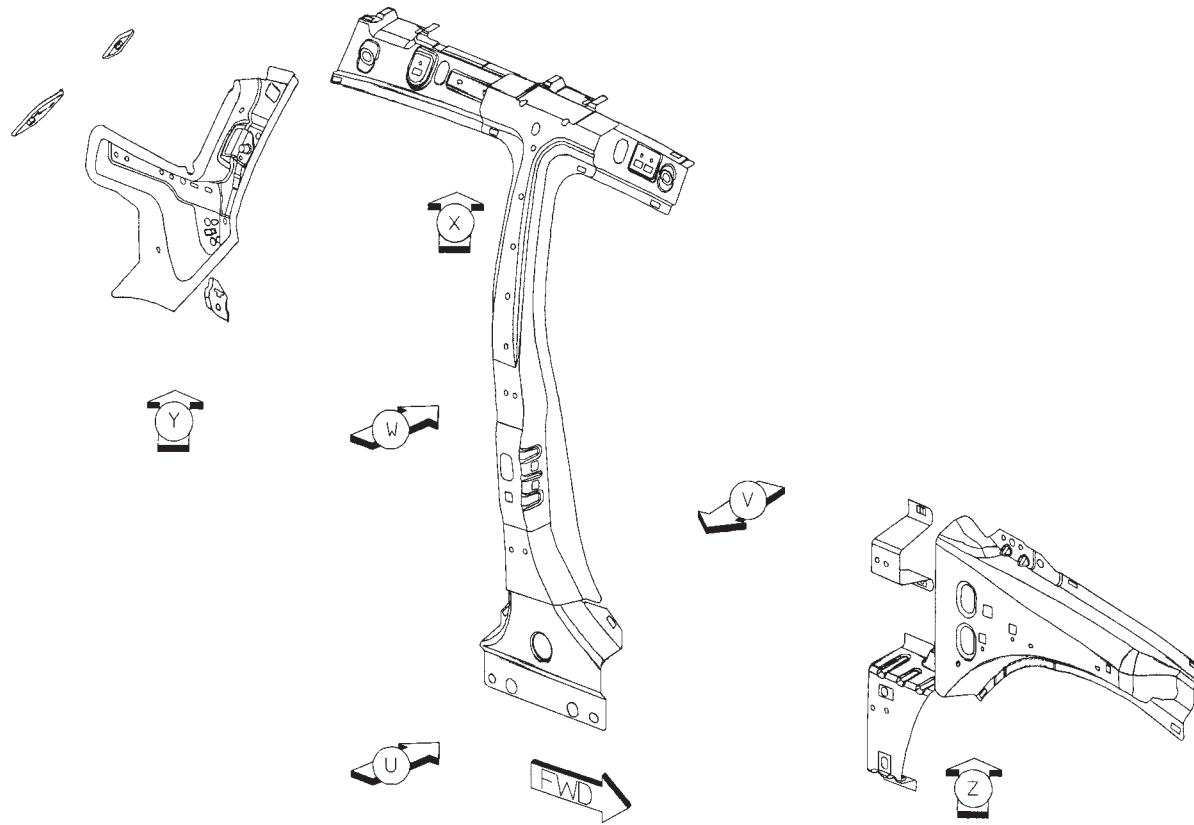
PARTS IDENTIFICATION LEGEND, OVERVIEW 9

AA 05074076AA REINF-W/SHLD FRM INR LWR & FRT DR	AG REINF ASSY – RETRACTOR D-PILLAR – D-PILLAR RETRACTOR	AP NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT – D-PILLAR RETRACTOR TO BSA INR
AB NUT/WELD.HEX – NIBS.NO.FIN – UPR DR HINGE TO BODY	AH REINF – RETRACTOR D-PILLAR –	AR RAIL – ROOF SIDE INR RT –
AC REINF ASSY – BODY FRT HINGE PILLAR LWR RT –	AJ REINF – QTR INR D-PILLAR TURNING LOOP –	AR RAIL – ROOF SIDE INR LT –
AD REINF ASSY – BODY FRT HINGE PILLAR LWR RT –	AK NUT/WELD./HEX – NIBS.NO.FIN.PILOT.PT – W/HOUSE INR REINF TO QTR INR B/LINE	AS REINF – GRAB HANDLE MOUNTING –
AD REINF ASSY – BODY FRT HINGE PILLAR LWR LT –	AL REINF – QTR INR BELTLINE RT –	AS REINF – GRAB HANDLE MOUNTING –
AD REINF ASSY – BODY FRT HINGE PILLAR LWR LT –	AL REINF – QTR INR BELTLINE LT –	AT REINF – BODY CTR PILLAR INR RT –
AE 06104983AA NUT/WELD.SQ – NIBS.NO.FIN.SQUARE –	AM TAPPING PLATE – C-PILLAR SEAT BELT D-LOOP MOUNTING –	AT REINF – BODY CTR PILLAR INR LT –
AF 05074604AA BEAM – UPR LOAD PATH OTR RT –	AM TAPPING PLATE – C-PILLAR SEAT BELT D-LOOP MOUNTING –	AU REINF – BODY CTR PILLAR INR LWR RT –
AG REINF ASSY – QTR INR D-PILLAR TURNING LOOP –	AN REINF –RETRACTOR C-PILLAR –	AU REINF – BODY CTR PILLAR INR LWR LT –
	AN REINF –RETRACTOR C-PILLAR –	AV NUT/WELD.HEX – NIBS.NO.FIN – LWR DOOR HINGE TO BODY
	AP NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT – D-PILLAR TURN LOOP TO BSA INR	AV NUT/WELD.HEX – NIBS.NO.FIN – LWR DOOR HINGE TO BODY



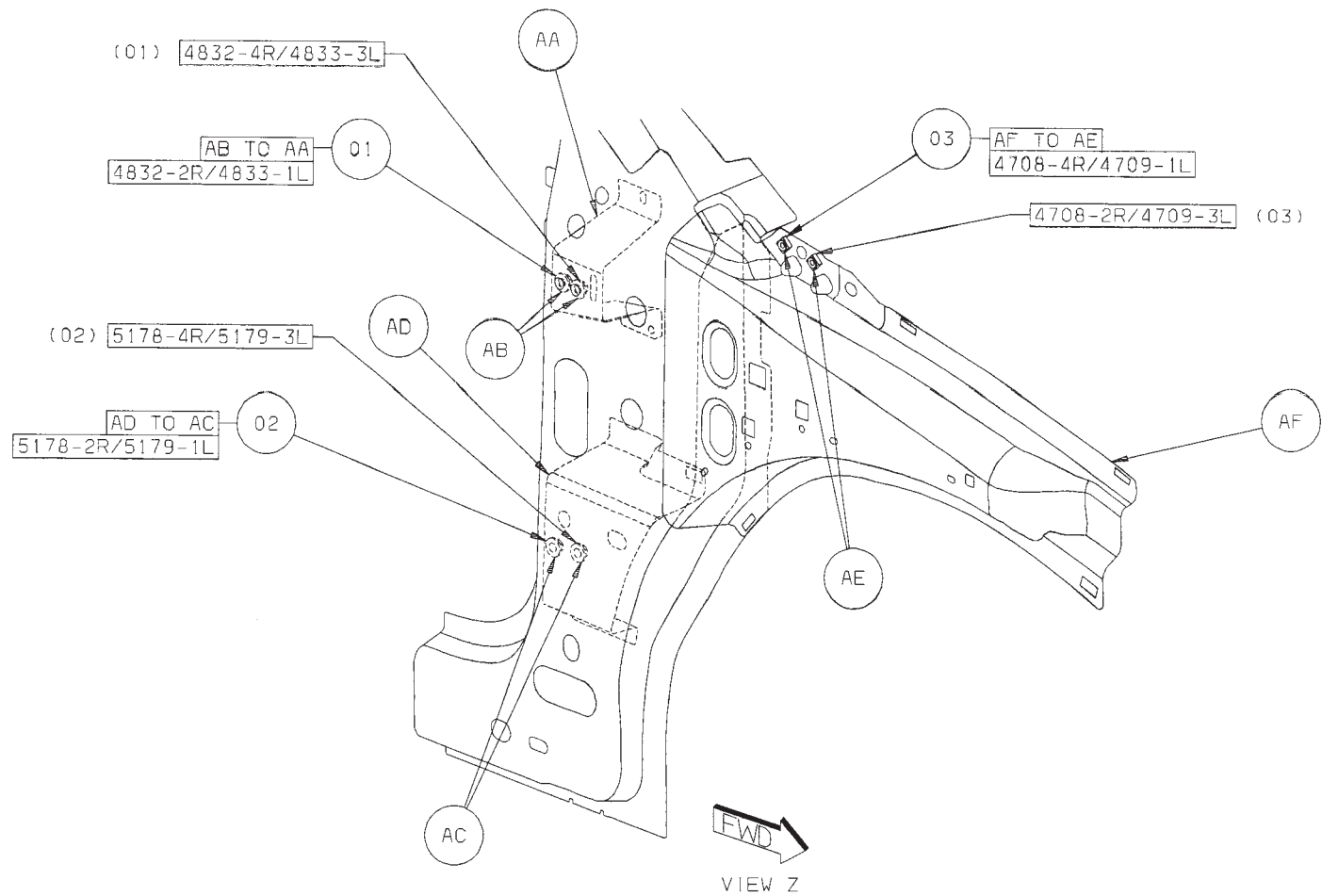
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



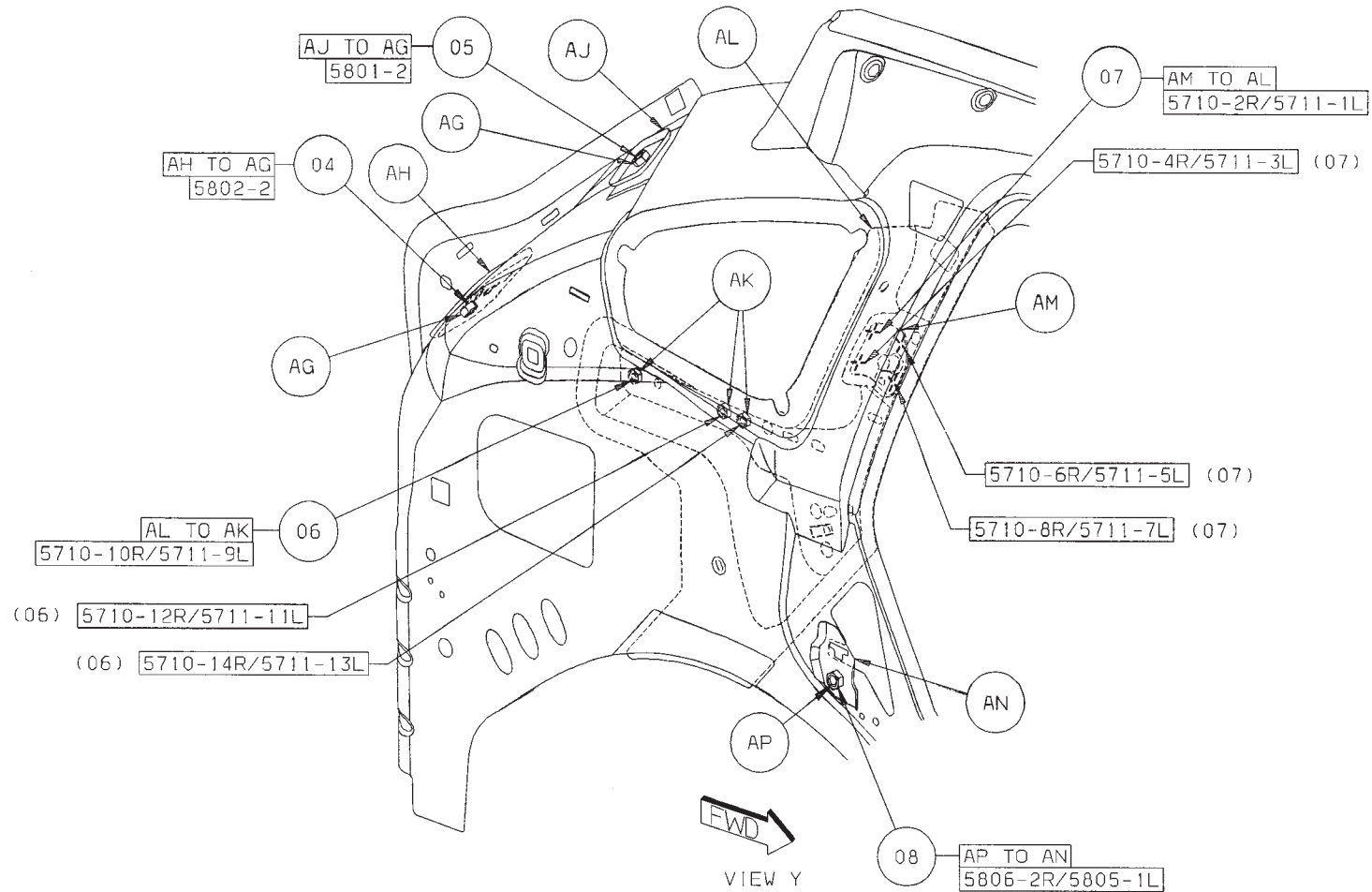
[Back to Index](#)

- 01 AB TO AA 2 PROJ WELDS (ORD)
- 02 AD TO AC 2 PROJ WELDS (ORD)
- 03 AF TO AE 2 PROJ WELDS (ORD)



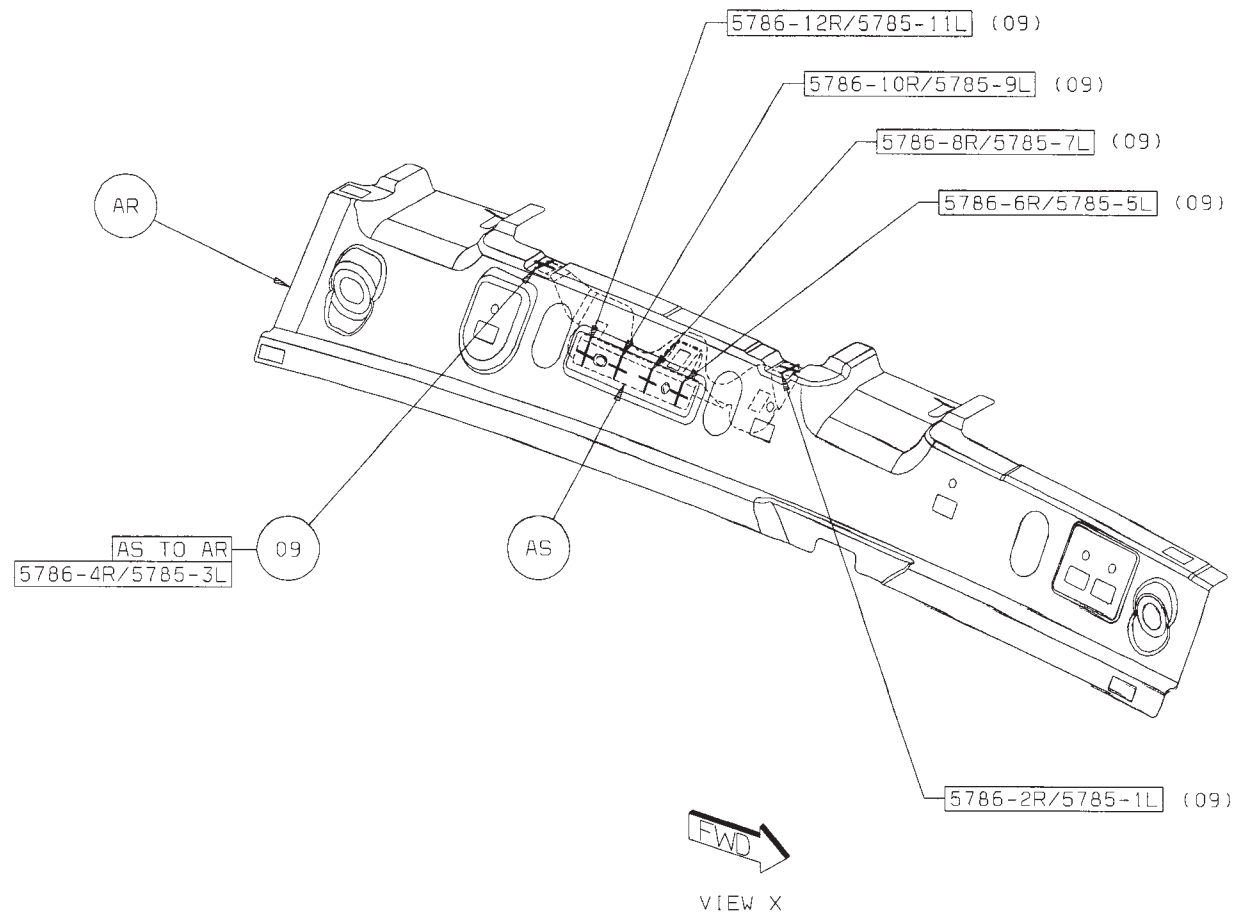
[Back to Index](#)

- 04 AH TO AG 1 PROJ WELD (ORD)
- 05 AJ TO AG 1 PROJ WELD (ORD)
- 06 AL TO AK 3 PROJ WELDS (ORD)
- 07 AM TO AL 4/SD S/WELDS (ORD)
- 08 AP TO AN 1 PROJ WELD (ORD)



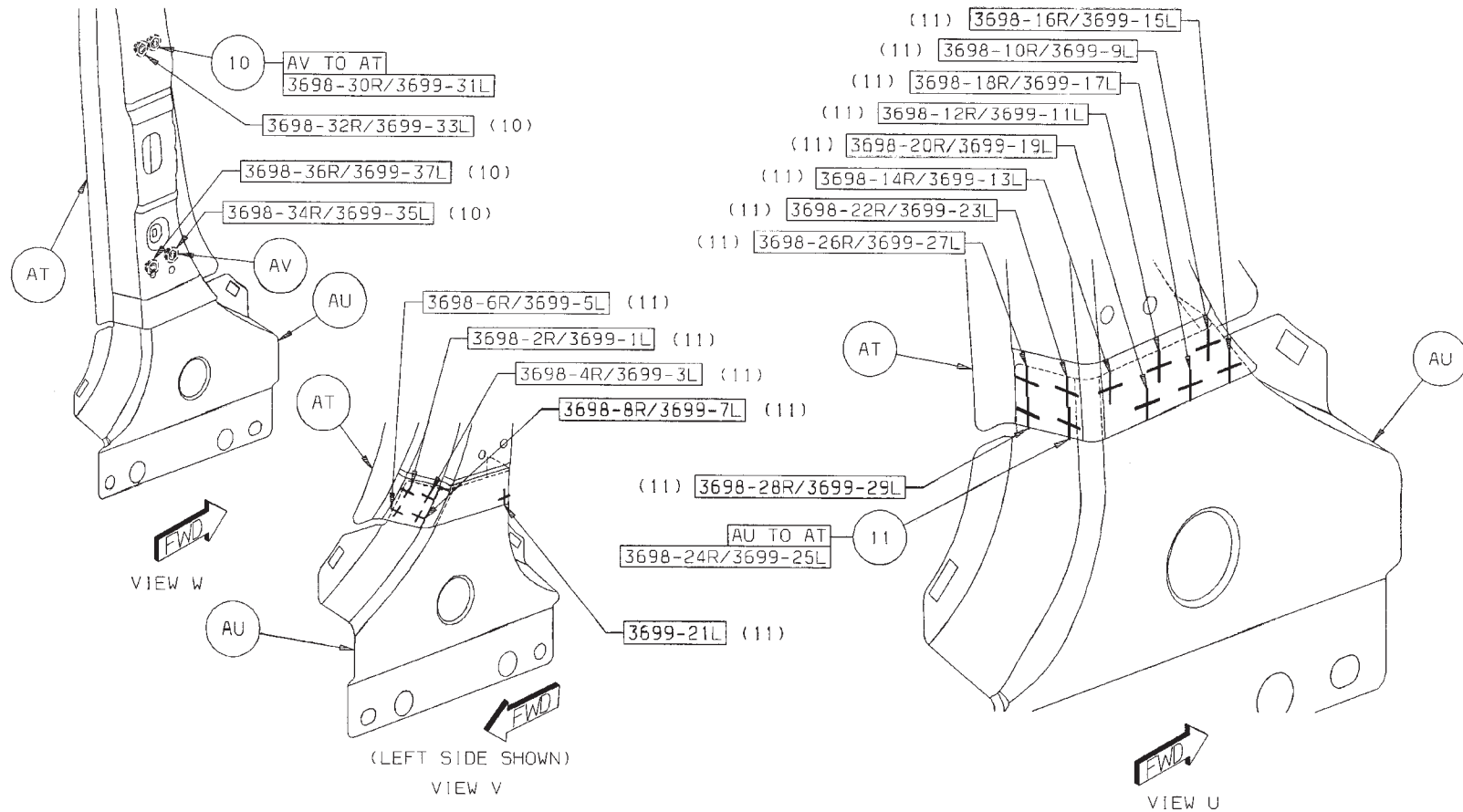
[Back to Index](#)

09 AS TO AR 6/SD S/WELDS (ORD)



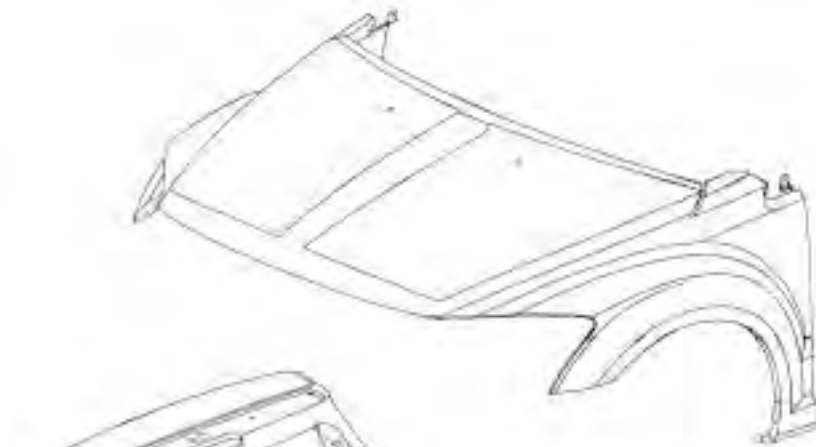
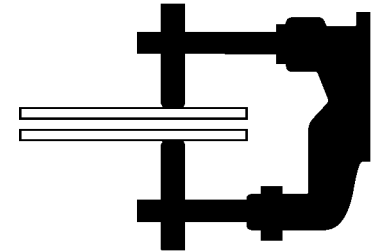
[Back to Index](#)

- 10 AV TO AT 4 PROJ WELDS (ORD)
 11 AU TO AT 14R/15L S/WELDS (ORD)



[Back to Index](#)

WELD LOCATION OVERVIEW ZONES



OVERVIEW 11



OVERVIEW 14



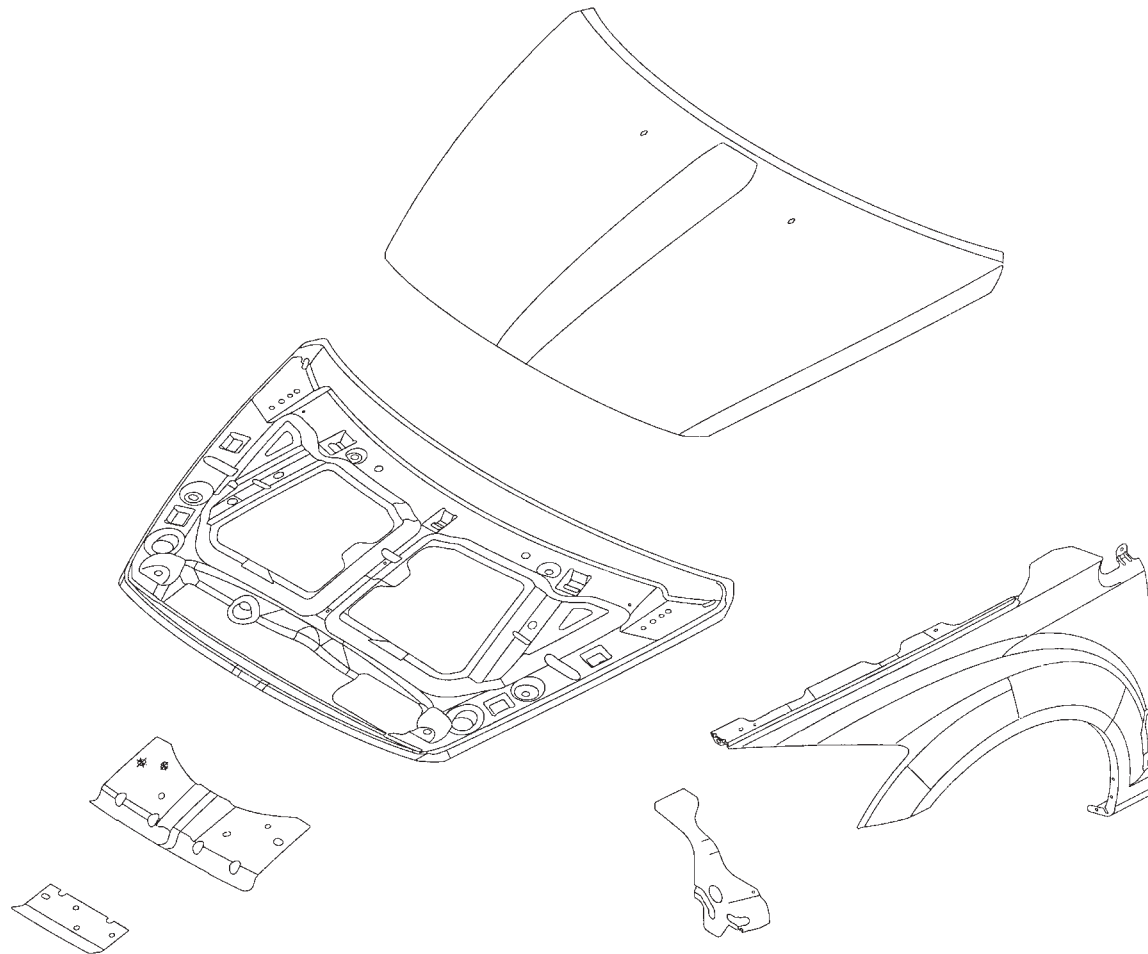
OVERVIEW 12



OVERVIEW 13

[Back to Index](#)

DODGE CALIBER HOOD AND FRONT FENDERS SECTION



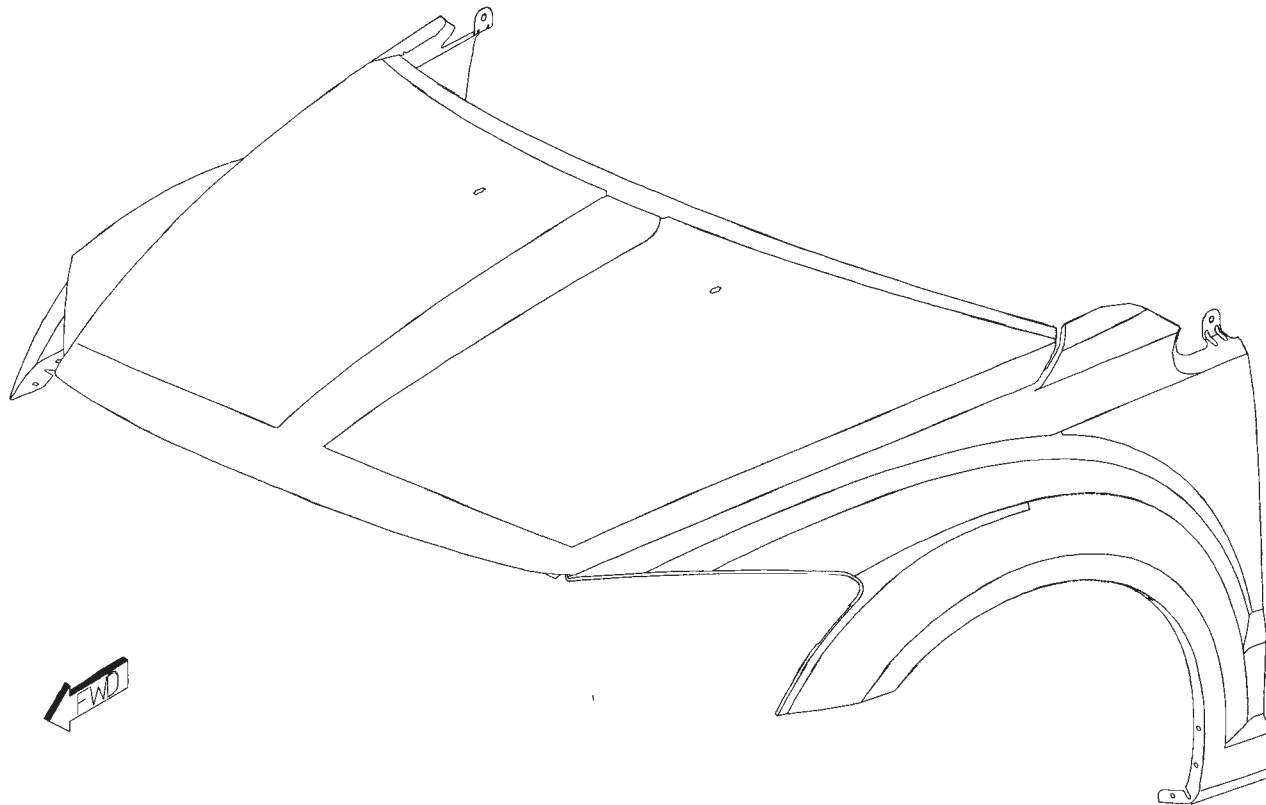
AA PANEL – FRONT FENDER RT –
AA PANEL – FRONT FENDER LT –
AB PANEL – FRT FENDER HEADLAMP CLOSURE RT –
AB PANEL – FRT FENDER HEADLAMP CLOSURE LT –
AC PANEL – HOOD INR –

AD 05074287AA REINF – HOOD INR PANEL LATCH –
AE PANEL – HOOD LATCH –
AF REINF – HOOD INR PANEL HINGE –
AG PANEL – HOOD OTR –

[Back to Index](#)

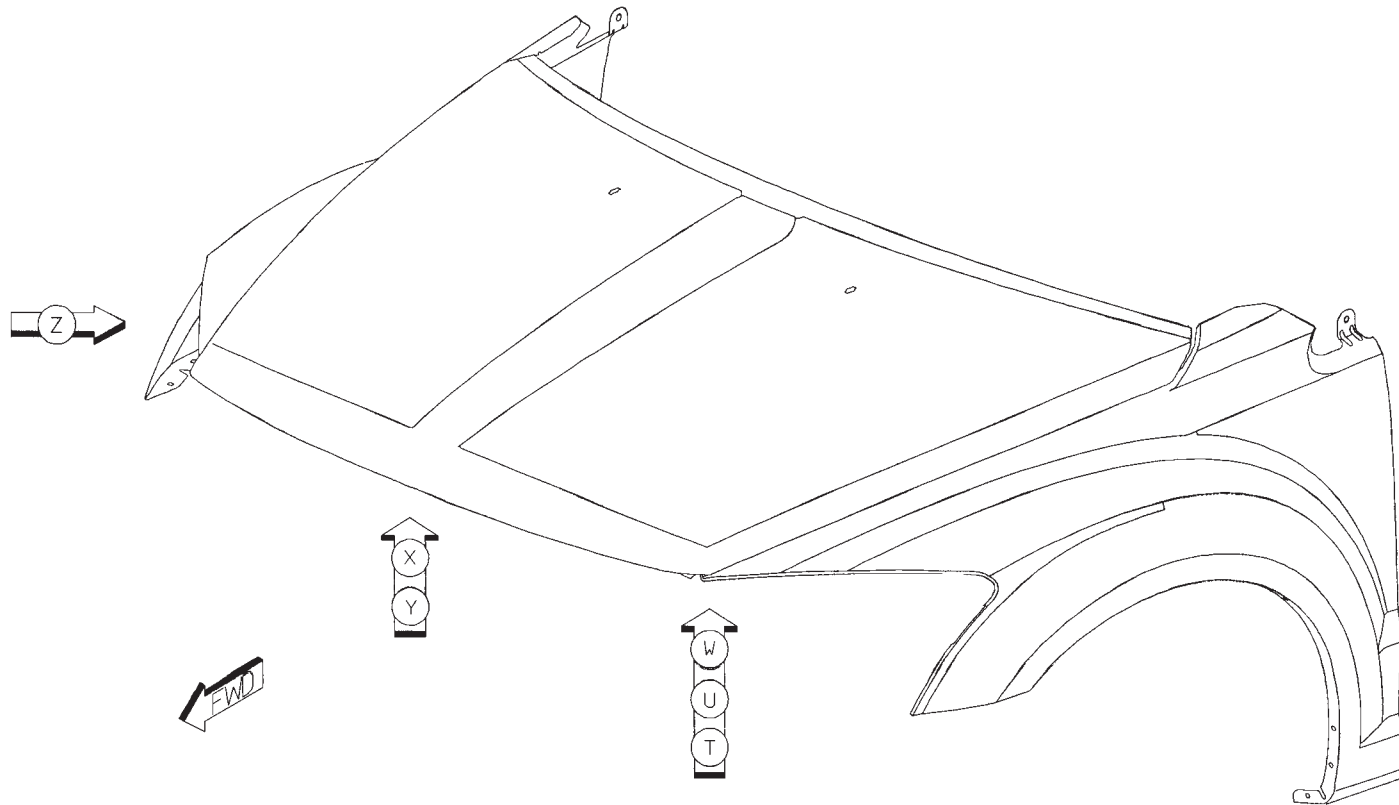
PARTS IDENTIFICATION LEGEND, OVERVIEW 11

AA	PANEL – FRONT FENDER RT –	AD	05074287AA REINF – HOOD INR PANEL LATCH –
AA	PANEL – FRONT FENDER LT –	AE	PANEL – HOOD LATCH –
AB	PANEL – FRT FENDER HEADLAMP CLOSURE RT –	AF	REINF – HOOD INR PANEL HINGE –
AB	PANEL – FRT FENDER HEADLAMP CLOSURE LT –	AG	PANEL – HOOD OTR –
AC	PANEL – HOOD INR –		



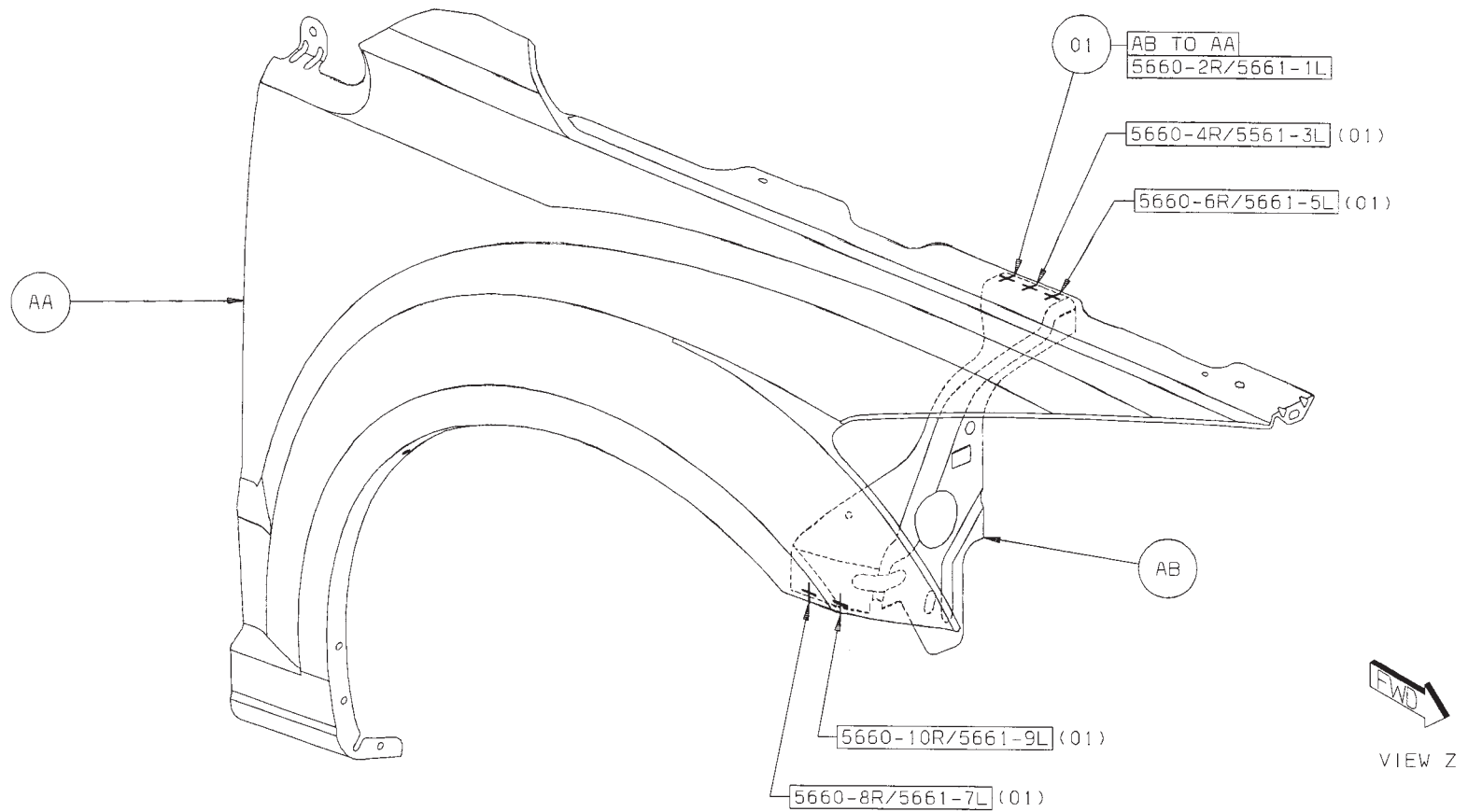
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



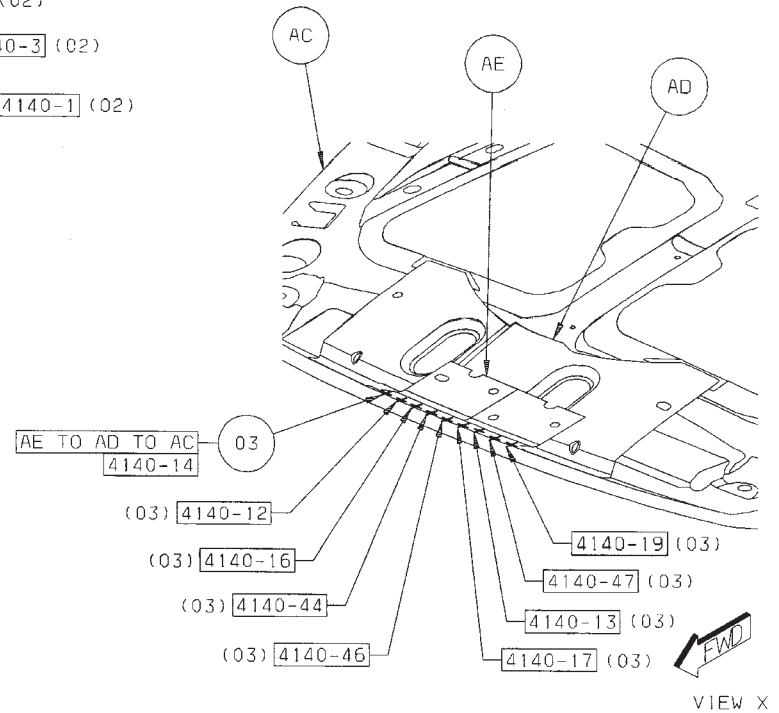
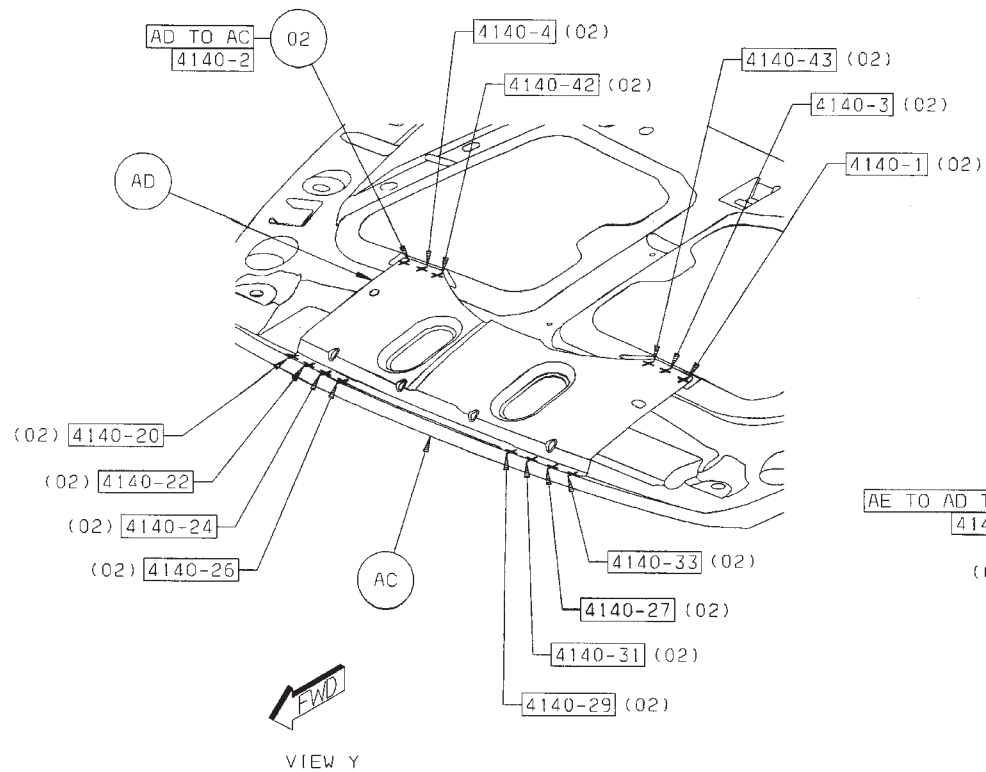
[Back to Index](#)

01 AB TO AA 5/SD S/WELDS (ORD)



[Back to Index](#)

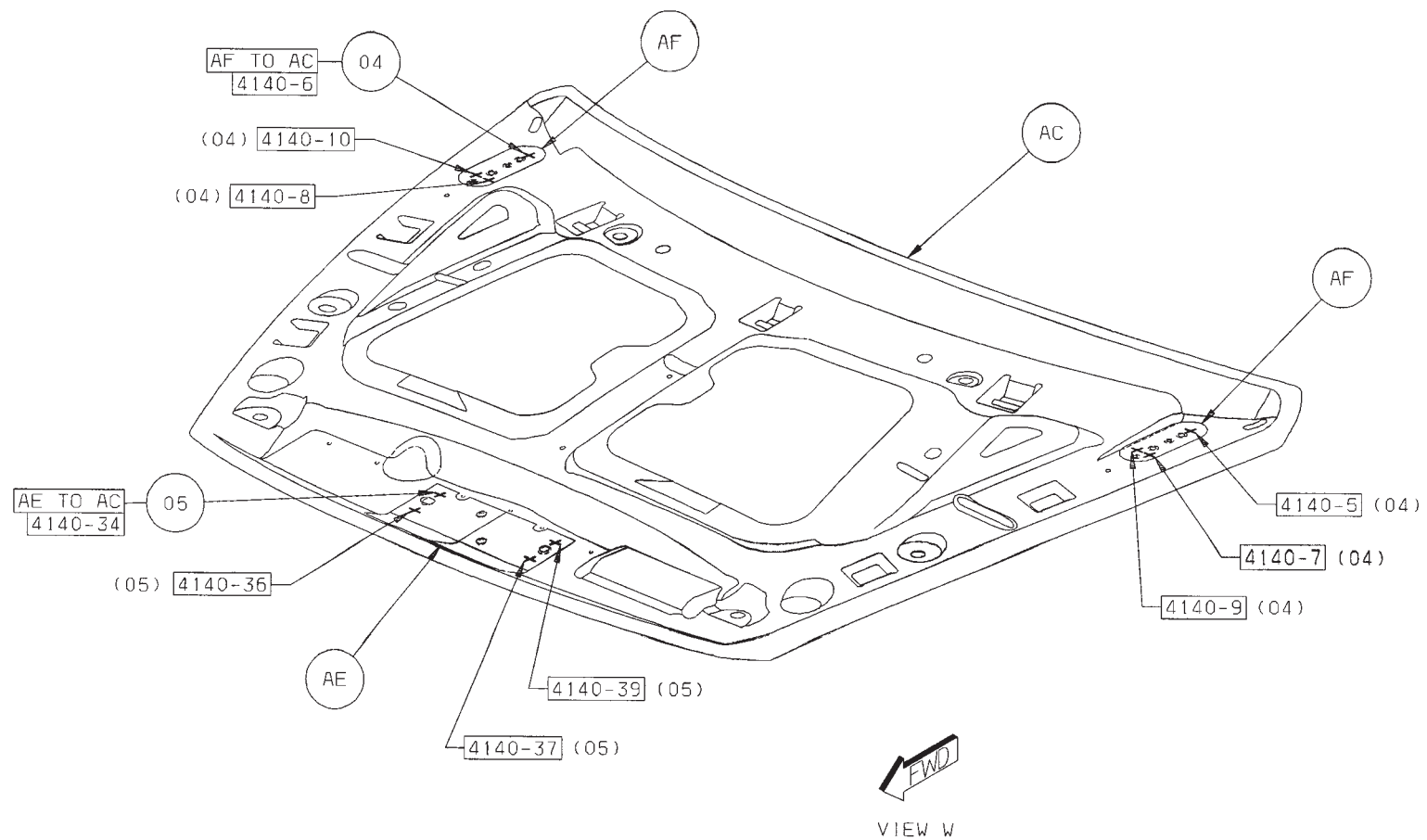
- 02 AD TO AC 14 SWELDS (ORD)
03 AE TO AD TO AC 9 SWELDS (ORD)



[Back to Index](#)

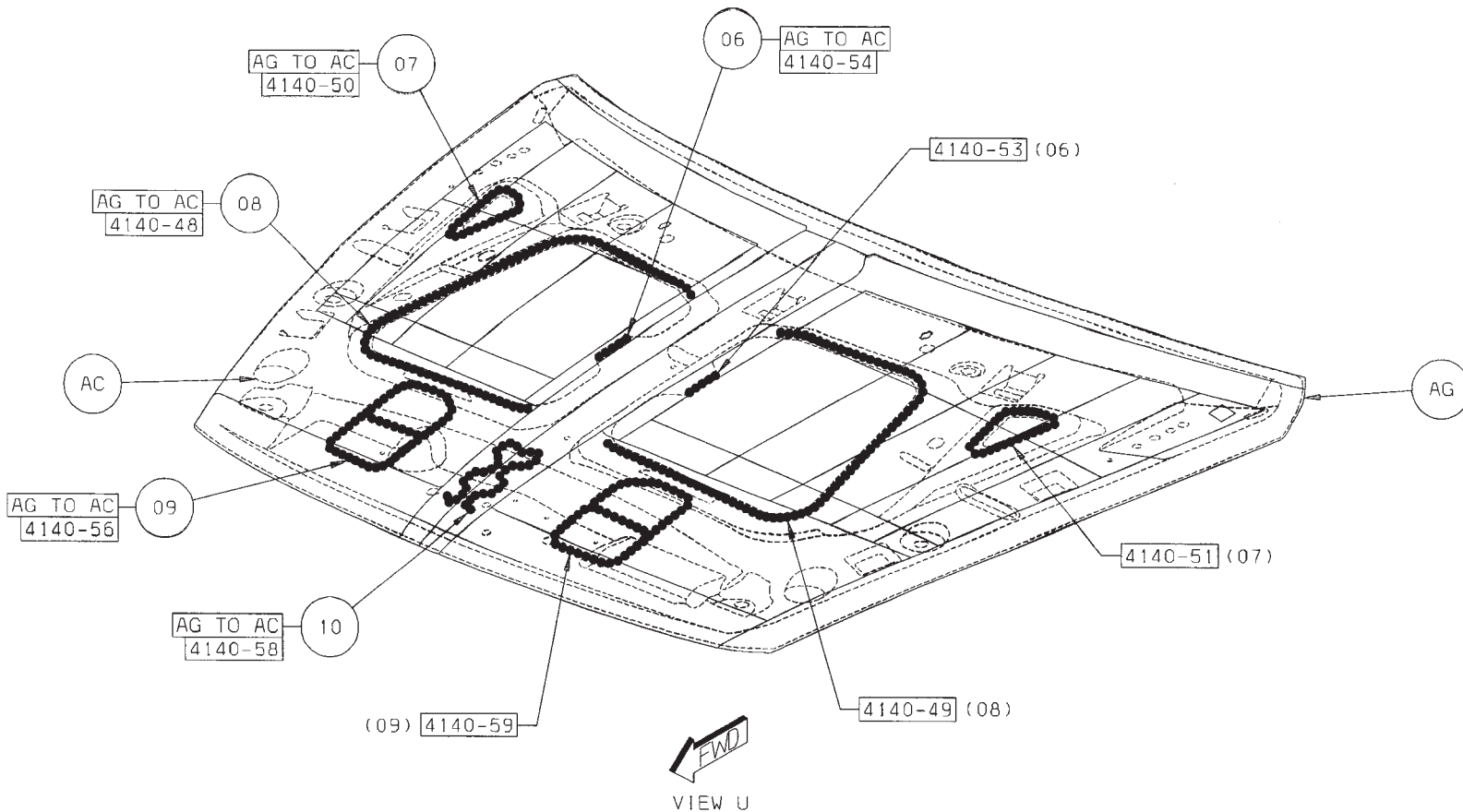
04 AF TO AC 6 S/WELDS (ORD)

05 AE TO AC 4 S/WELDS (ORD)



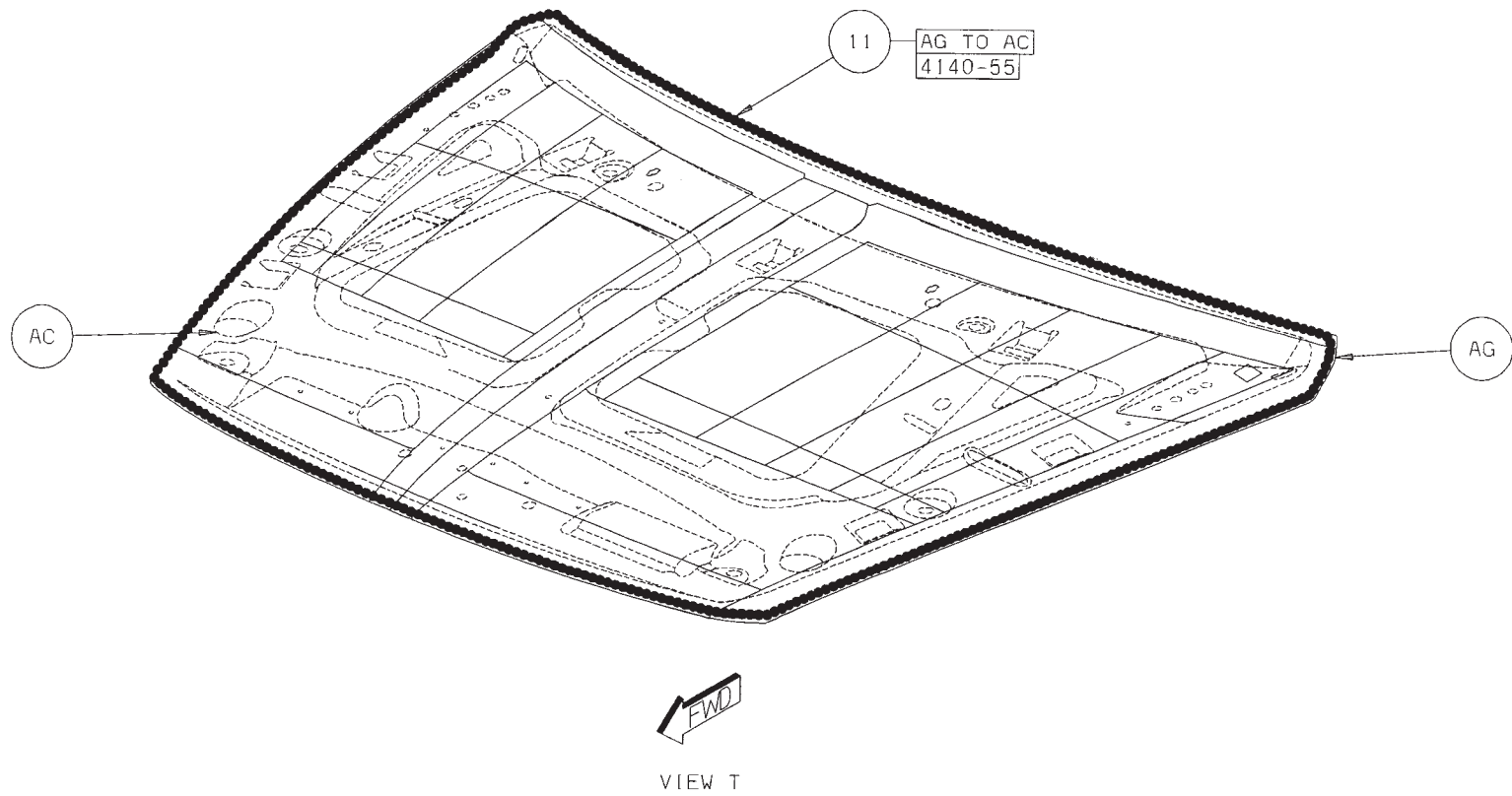
[Back to Index](#)

- 06 AG TO AC 2 STRUC ADH
- 07 AG TO AC 2 STRUC ADH
- 08 AG TO AC 2 STRUC ADH
- 09 AG TO AC 2 STRUC ADH
- 10 AG TO AC 1 STRUC ADH



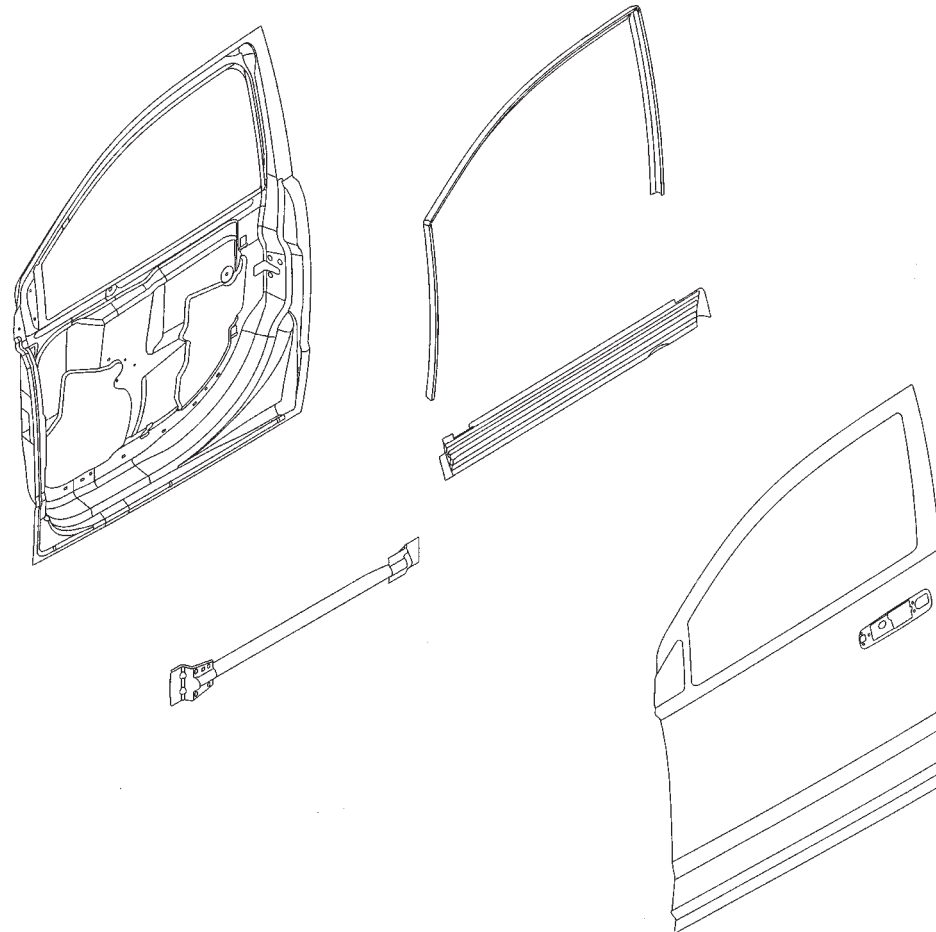
[Back to Index](#)

11 AG TO AC 1 STRUC ADH



[Back to Index](#)

DODGE CALIBER FRONT DOOR SECTION



AA PANEL - FRT DOOR INR RT -
 AA PANEL - FRT DOOR INR LT
 AB CHANNEL - FRT DOOR GLASS RUN RT -
 AB CHANNEL - FRT DOOR GLASS RUN LT -
 AC REINF - FRT DOOR LATCH RT -
 AC REINF - FRT DOOR LATCH LT -
 AD BEAM ASSY - IMPACT DOOR FRT -

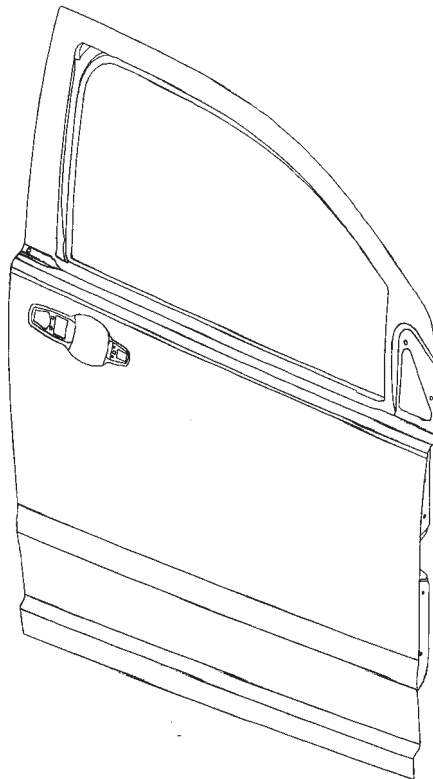
AD BEAM ASSY - IMPACT DOOR FRT -
 AE PANEL - FRT DOOR OTR RT -
 AE PANEL - FRT DOOR OTR LT -
 AF STUD PLATE ASSY - FRT DOOR TO HINGE -
 AF STUD PLATE ASSY - FRT DOOR TO HINGE -
 AG REINF - FRT DOOR OTR BELT RT -
 AG REINF - FRT DOOR OTR BELT LT -

[Back to Index](#)

PARTS IDENTIFICATION LEGEND, OVERVIEW 12

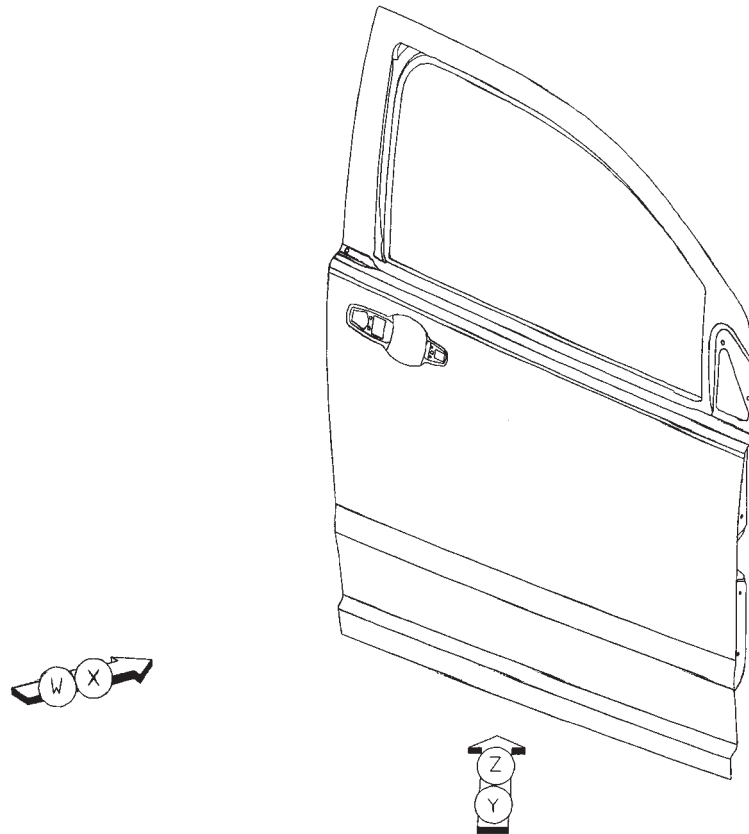
AA PANEL – FRT DOOR INR RT –
AA PANEL – FRT DOOR INR LT
AB CHANNEL – FRT DOOR GLASS RUN RT –
AB CHANNEL – FRT DOOR GLASS RUN LT –
AC REINF – FRT DOOR LATCH RT –
AC REINF – FRT DOOR LATCH LT –
AD BEAM ASSY – IMPACT DOOR FRT –

AD BEAM ASSY – IMPACT DOOR FRT –
AE PANEL – FRT DOOR OTR RT –
AE PANEL – FRT DOOR OTR LT –
AF STUD PLATE ASSY – FRT DOOR TO HINGE –
AF STUD PLATE ASSY – FRT DOOR TO HINGE –
AG REINF – FRT DOOR OTR BELT RT –
AG REINF – FRT DOOR OTR BELT LT –



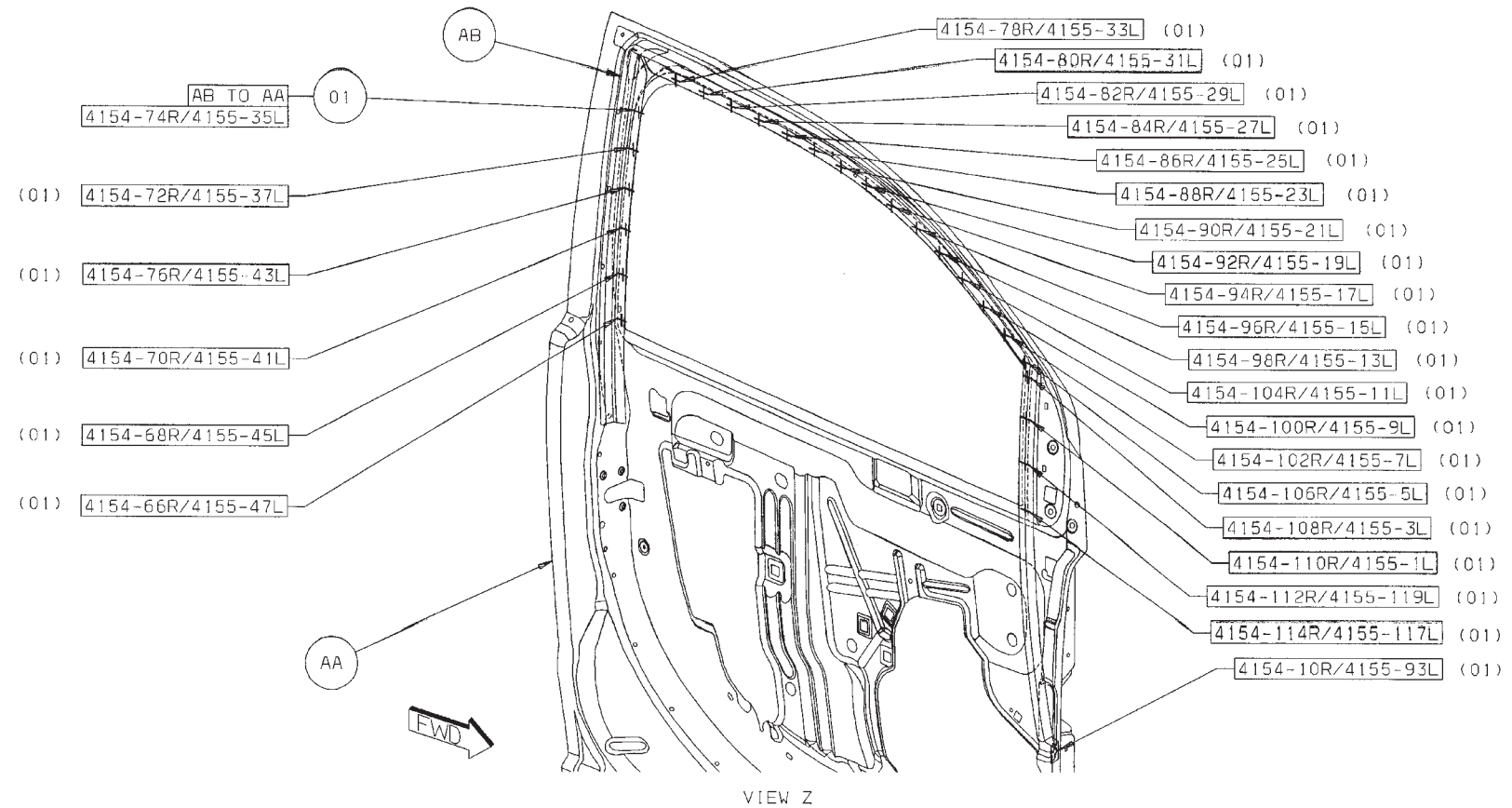
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



[Back to Index](#)

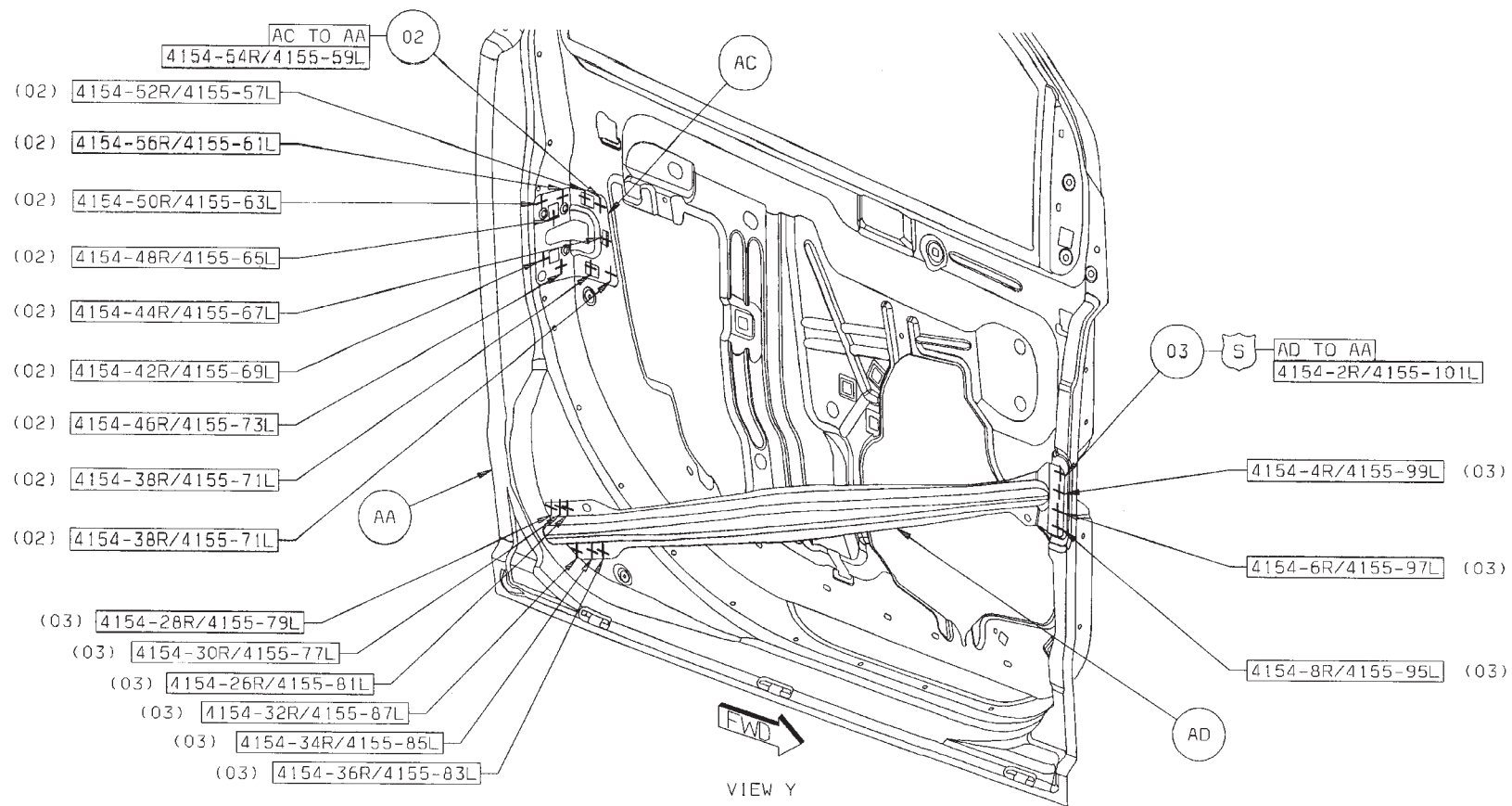
01 AB TO AA 26/SD SWELDS (ORD)



[Back to Index](#)

02 AC TO AA 10/SD S/WELDS (ORD)

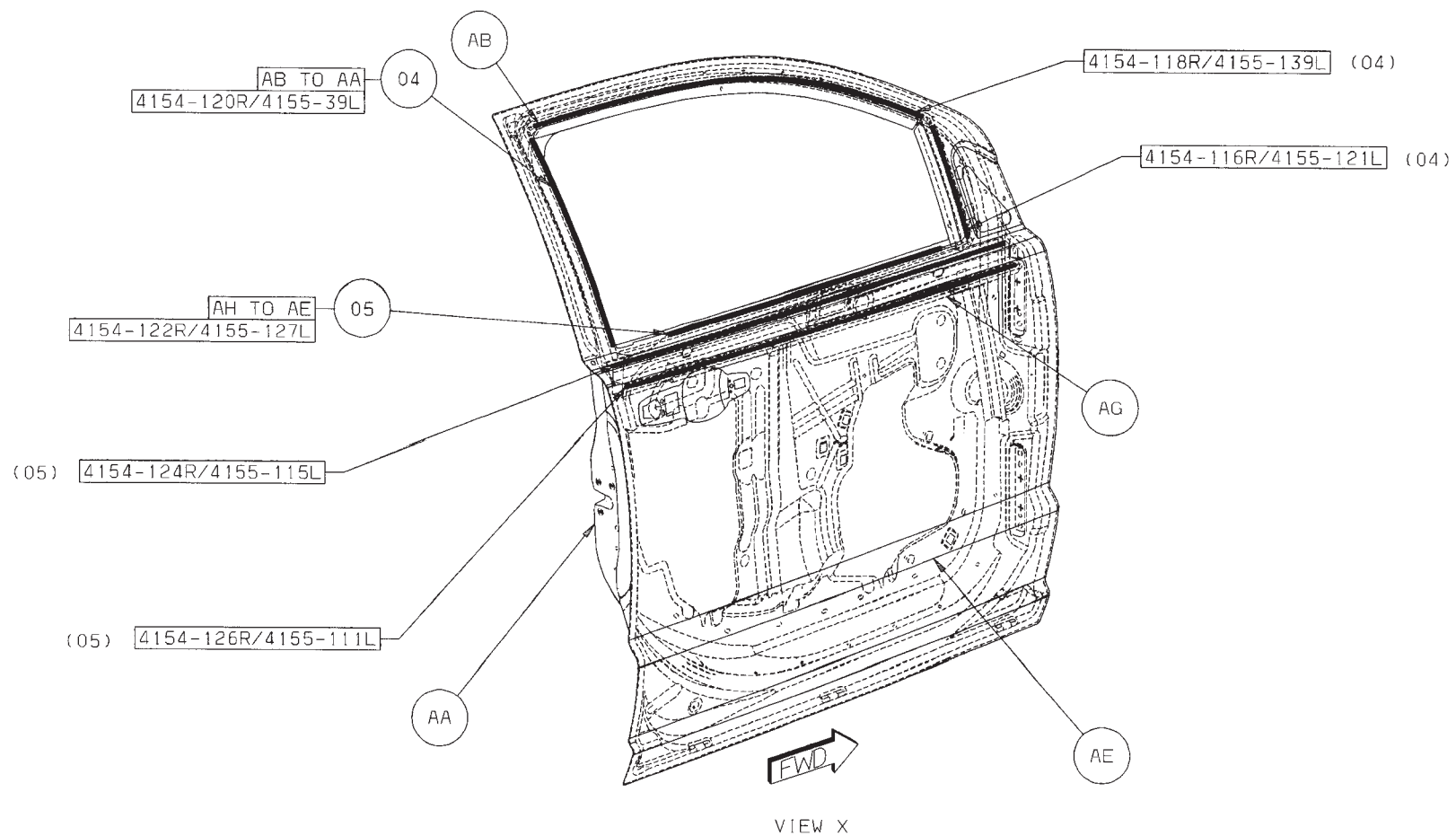
03 AD TO AA 10/SD S/WELDS (SAF)



[Back to Index](#)

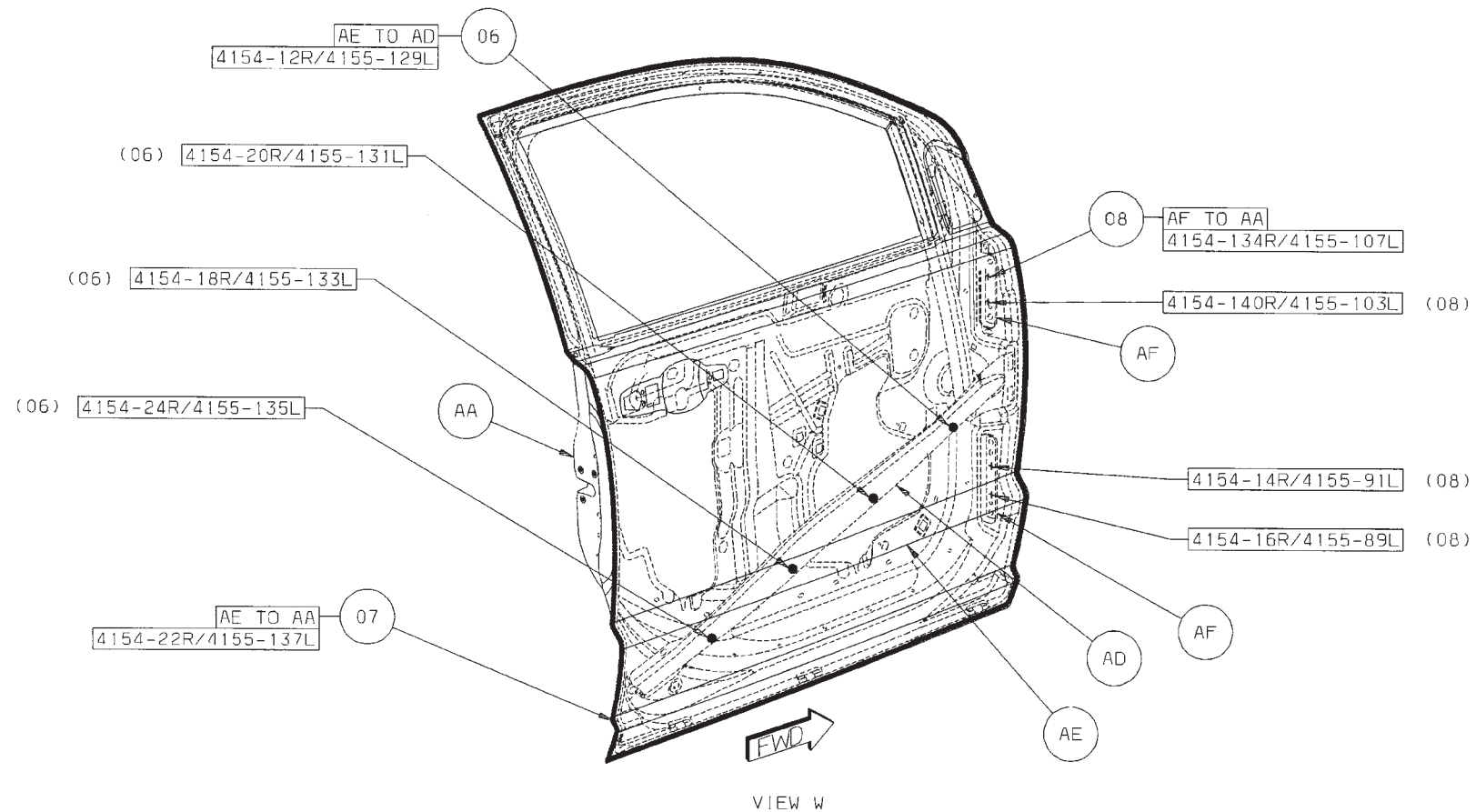
04 AB TO AA S/SD STRUC ADH

05 AH TO AE3/SD STRUC ADH



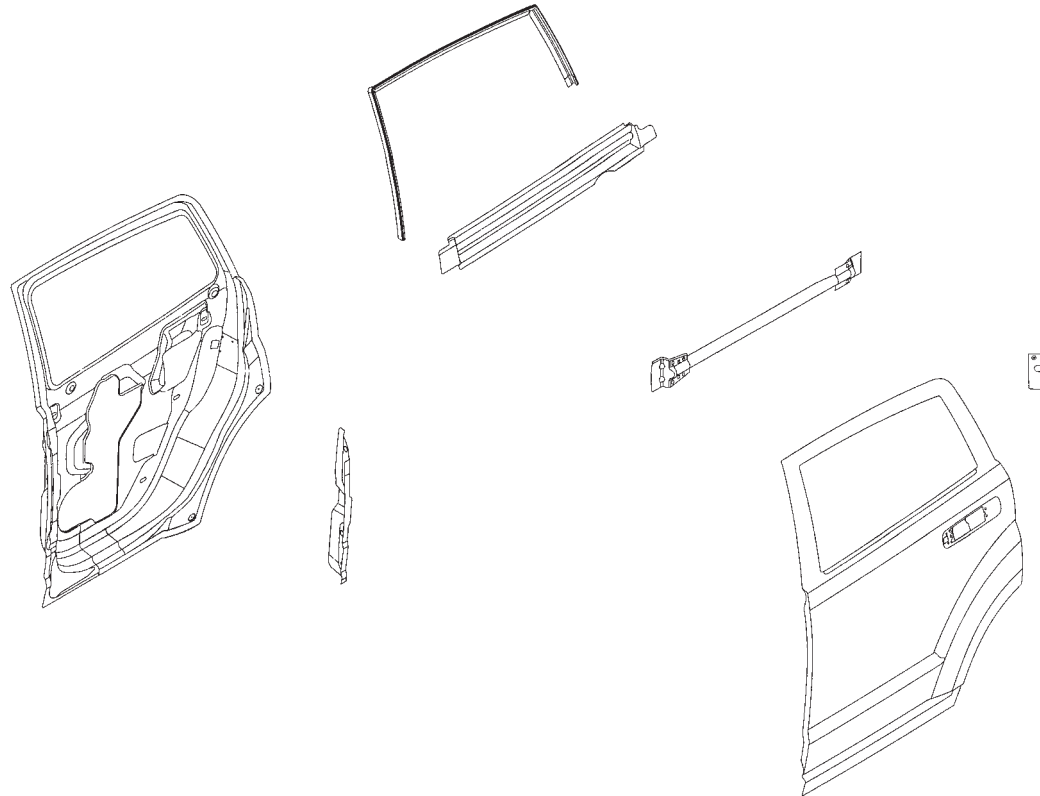
[Back to Index](#)

- 06 AE TO AD 4/SD GUM DROPS
- 07 AE TO AA 1/SD STRUC ADH
- 08 AF TO AA A/SD S/WELDS (ORD)



[Back to Index](#)

DODGE CALIBER REAR DOOR SECTION



AA PANEL – RR DOOR OTR RT –
 AA PANEL – FRT DOOR OTR LT –
 AB PANEL – RR DOOR INR RT –
 AB PANEL – FRT DOOR INR LT –
 AC REINF – RR DOOR OTR BELT RT –
 AC REINF – RR DOOR OTR BELT LT –
 AD BEAM – IMPACT RR DOOR RT –
 AD BEAM – IMPACT RR DOOR LT –
 AE BRACKET – GLASS CHANEL MOUNTING RR RT –
 AE BRACKET – GLASS CHANEL MOUNTING RR LT –
 AF CHANNEL – RR DOOR GLASS RUN RT –

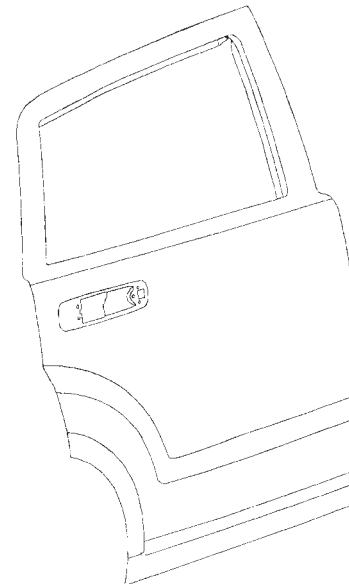
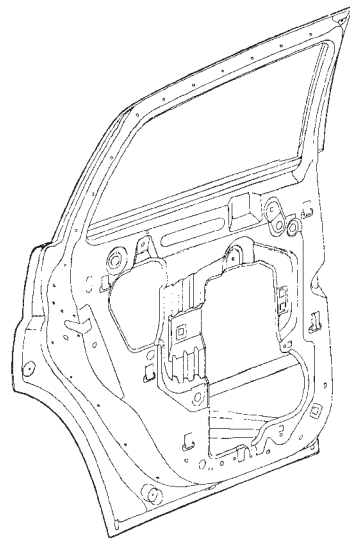
AF CHANNEL – RR DOOR GLASS RUN LT –
 AG REINF – RR DOOR LATCH RT –
 AG REINF – RR DOOR LATCH LT –
 AH STUD PLATE – DOOR HINGE –
 AJ STUD PLATE – DOOR HINGE MTG STUD –
 AJ STUD PLATE – DOOR HINGE MTG STUD –
 AK BRACKET – REINF OTR BELT RR DR FRT RT –
 AK BRACKET – REINF OTR BELT RR DR FRT LT –
 AL BRACKET – REINF OTR BELT RR DR RR RT –
 AL BRACKET – REINF OTR BELT RR DR RR LT –

[Back to Index](#)

PARTS IDENTIFICATION LEGEND, OVERVIEW 13

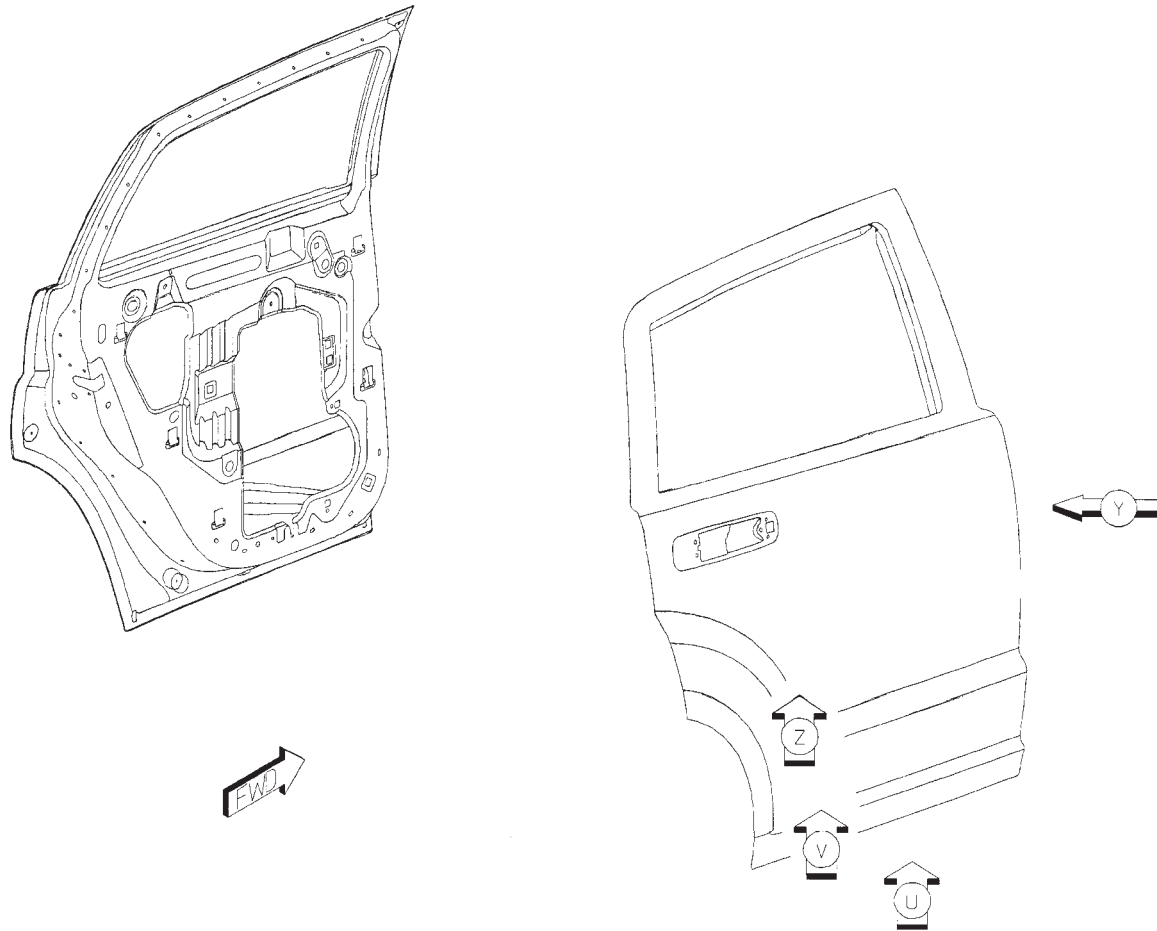
AA PANEL – RR DOOR OTR RT –
AA PANEL – FRT DOOR OTR LT –
AB PANEL – RR DOOR INR RT –
AB PANEL – FRT DOOR INR LT –
AC REINF – RR DOOR OTR BELT RT –
AC REINF – RR DOOR OTR BELT LT –
AD BEAM – IMPACT RR DOOR RT –
AD BEAM – IMPACT RR DOOR LT –
AE BRACKET – GLASS CHANEL MOUNTING RR RT –
AE BRACKET – GLASS CHANEL MOUNTING RR LT –
AF CHANNEL – RR DOOR GLASS RUN RT –

AF CHANNEL – RR DOOR GLASS RUN LT –
AG REINF – RR DOOR LATCH RT –
AG REINF – RR DOOR LATCH LT –
AH STUD PLATE – DOOR HINGE –
AJ STUD PLATE – DOOR HINGE MTG STUD –
AJ STUD PLATE – DOOR HINGE MTG STUD –
AK BRACKET – REINF OTR BELT RR DR FRT RT –
AK BRACKET – REINF OTR BELT RR DR FRT LT –
AL BRACKET – REINF OTR BELT RR DR RR RT –
AL BRACKET – REINF OTR BELT RR DR RR LT –



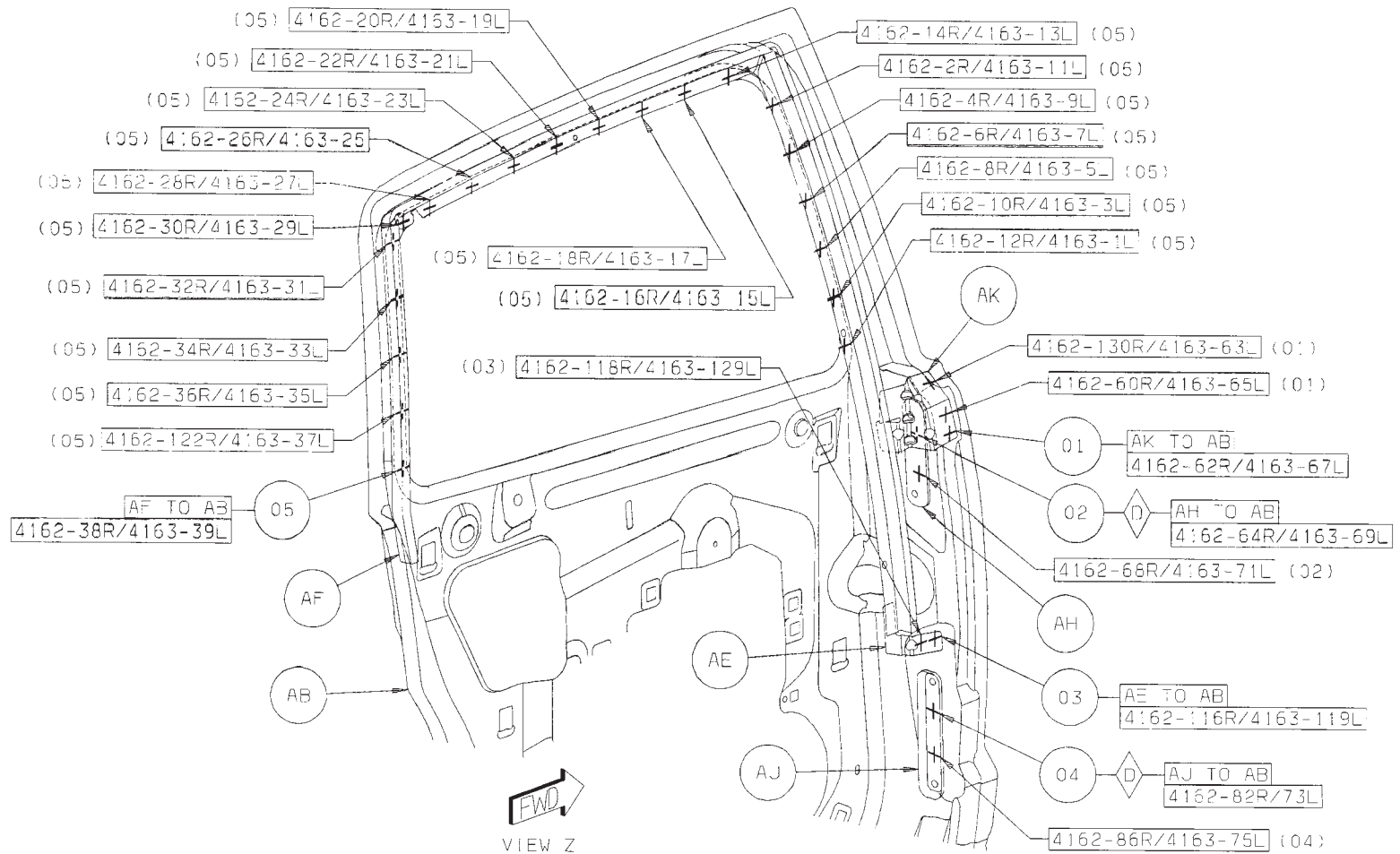
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



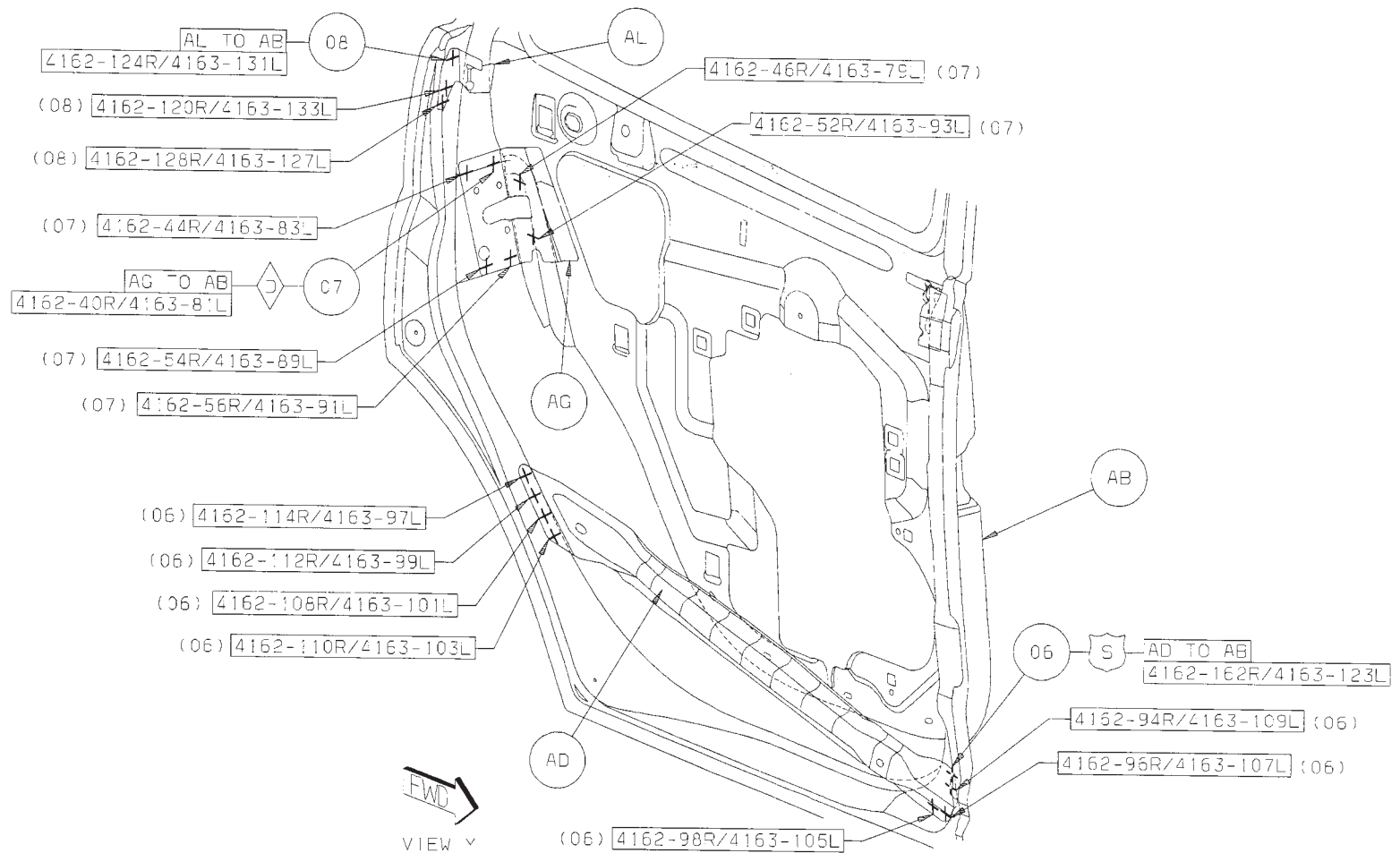
[Back to Index](#)

- 01 AK TO AB 3/SD S/WELDS (ORD)
- 02 AH TO AB 2/SD S/WELDS (CRT)
- 03 AE TO AB 2/SD S/WELDS (ORD)
- 04 AJ TO AB 2/SD S/WELDS (CRT)
- 05 AF TO AB 20/SD S/WELDS (ORD)



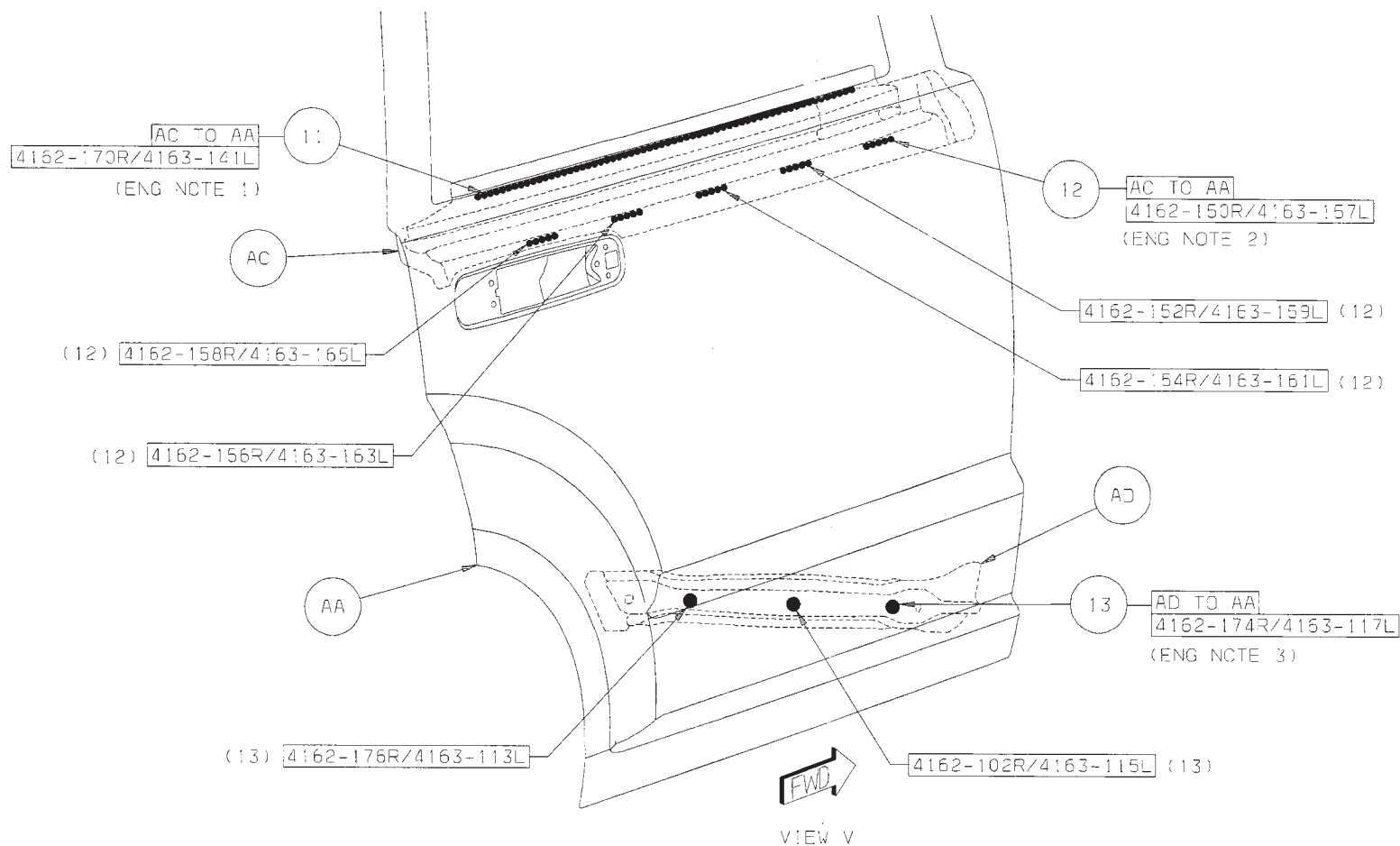
[Back to Index](#)

- 06 AD TO AB 8/SD S/WELDS (SAF)
- 07 AG TO AB 6/SD S/WELDS (CRT)
- 08 AL TO AB 3/SD S/WELDS (ORD)



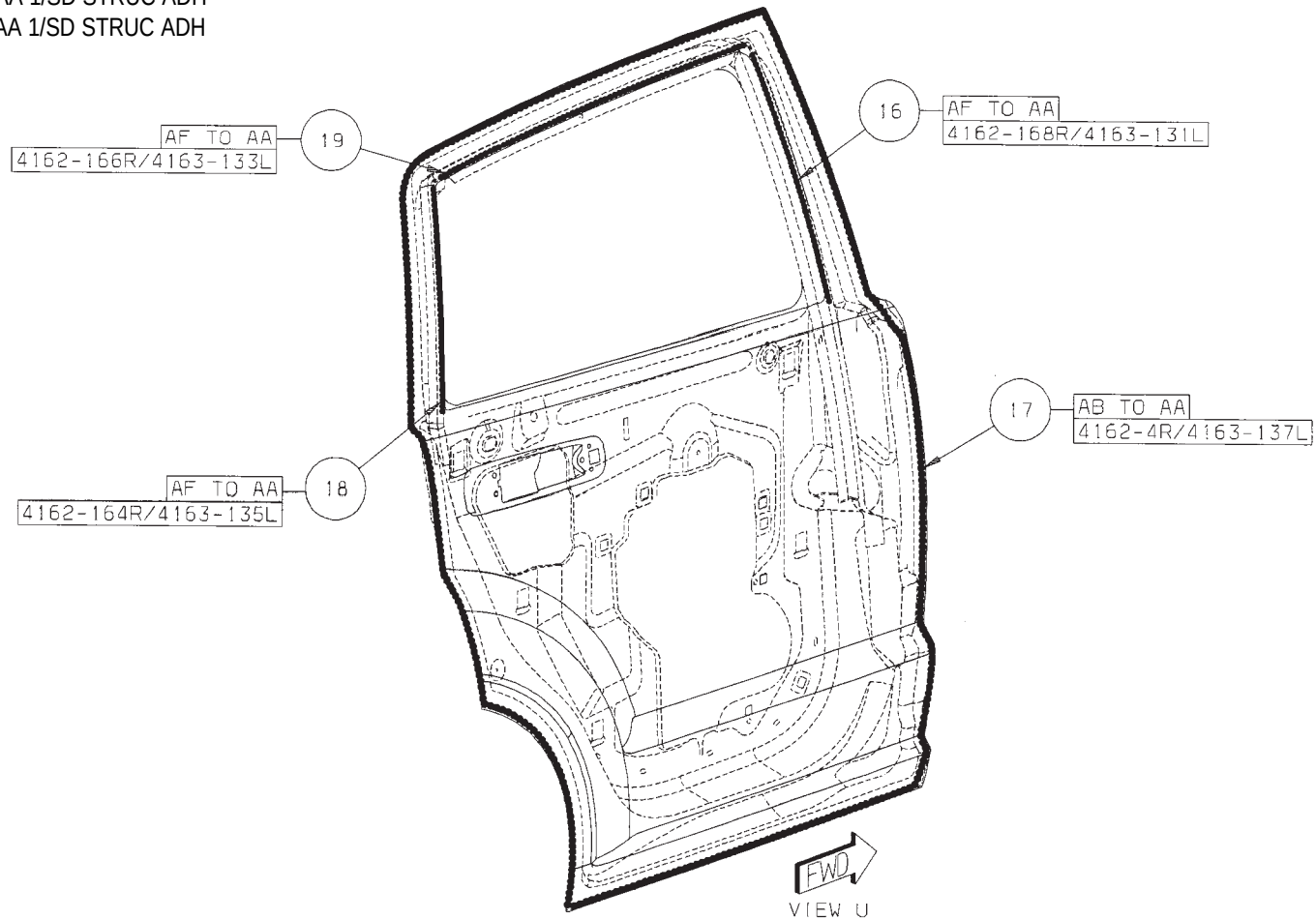
[Back to Index](#)

- 11 AC TO AA 1/SD STRUC ADH
- 12 AC TO AA 5/SD STRUC ADH
- 13 AD TO AA 3/SD GUM DROP



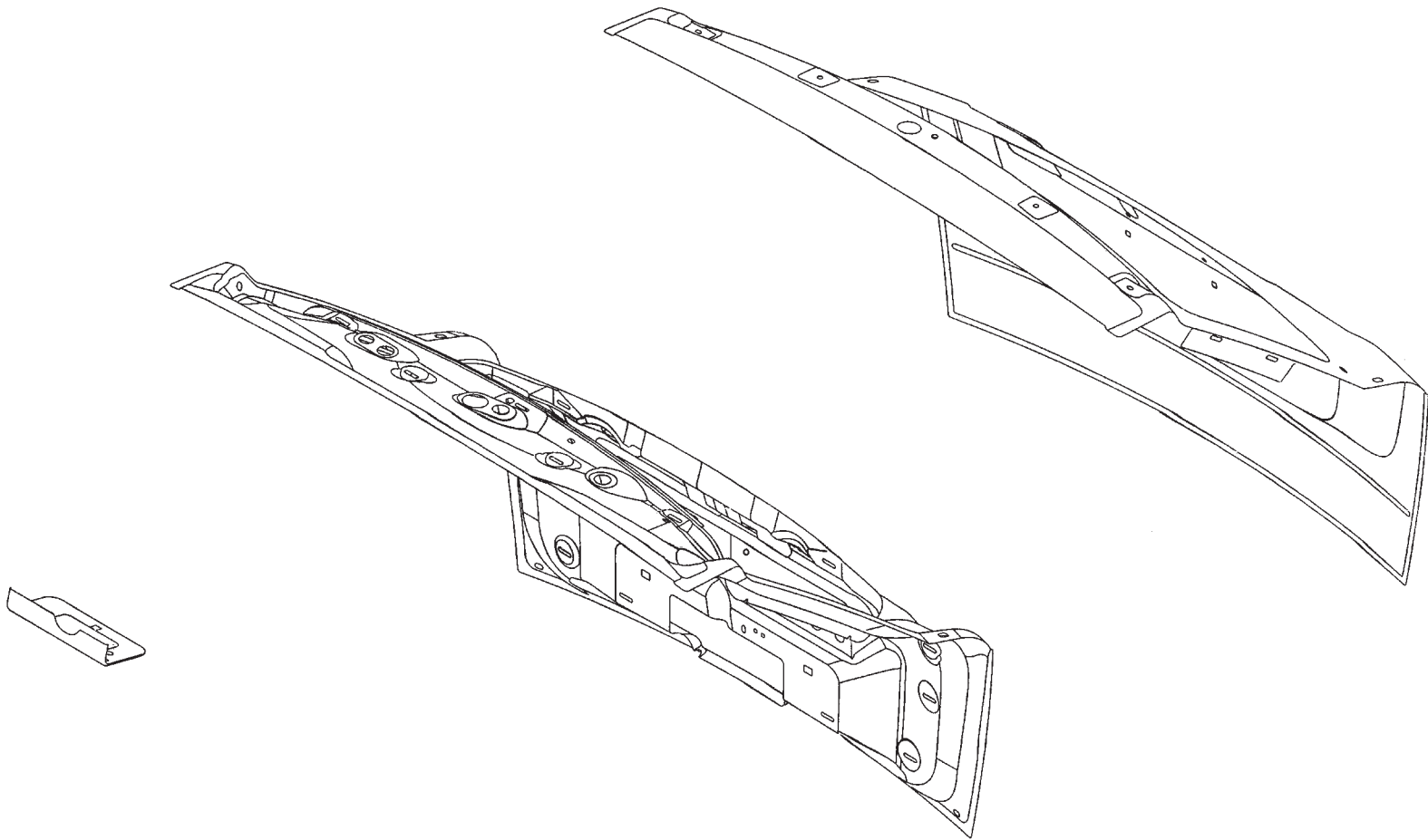
[Back to Index](#)

- 14 AF TO AA 1/SD STRUC ADH
- 15 AB TO AA 1/SD STRUC ADH
- 16 AF TO AA 1/SD STRUC ADH
- 17 AB TO AA 1/SD STRUC ADH
- 18 AB TO AA 1/SD STRUC ADH
- 19 AF TO AA 1/SD STRUC ADH



[Back to Index](#)

DODGE CALIBER LIFTGATE SECTION



- AA PANEL – LIFTGATE INR –
- AB PANEL – LIFTGATE OTR –
- AC REINF – LATCH MOUNT LIFT GATE –
- AD HINGE ASSY – LIFTGATE –
- AE TAPPING PLATE

[Back to Index](#)

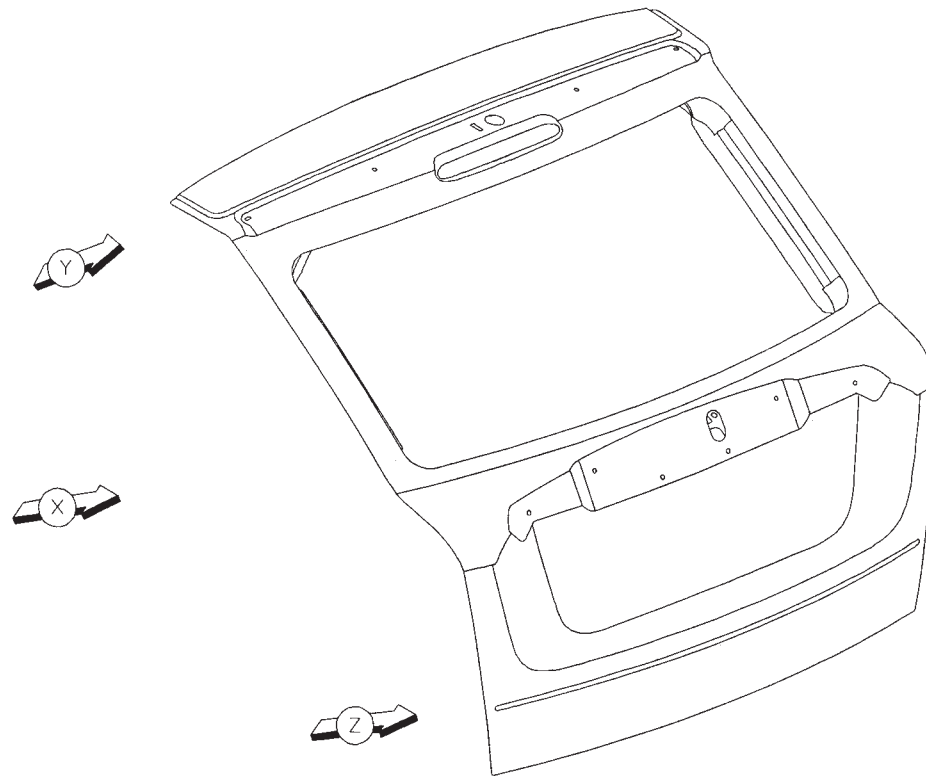
PARTS IDENTIFICATION LEGEND, OVERVIEW 14

AA PANEL – LIFTGATE INR –
AB PANEL – LIFTGATE OTR –
AC REINF – LATCH MOUNT LIFT GATE –
AD HINGE ASSY – LIFTGATE –
AE TAPPING PLATE



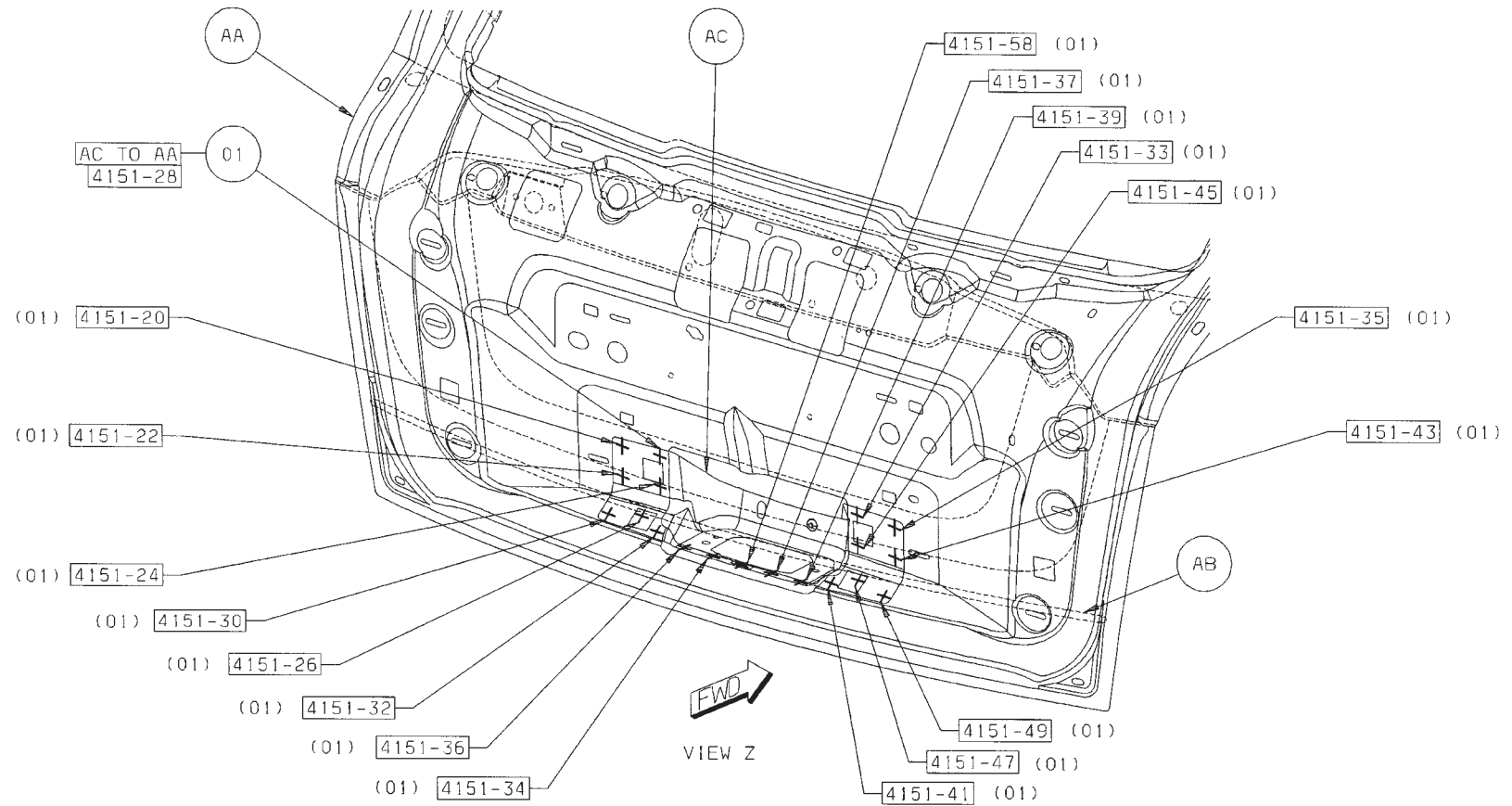
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



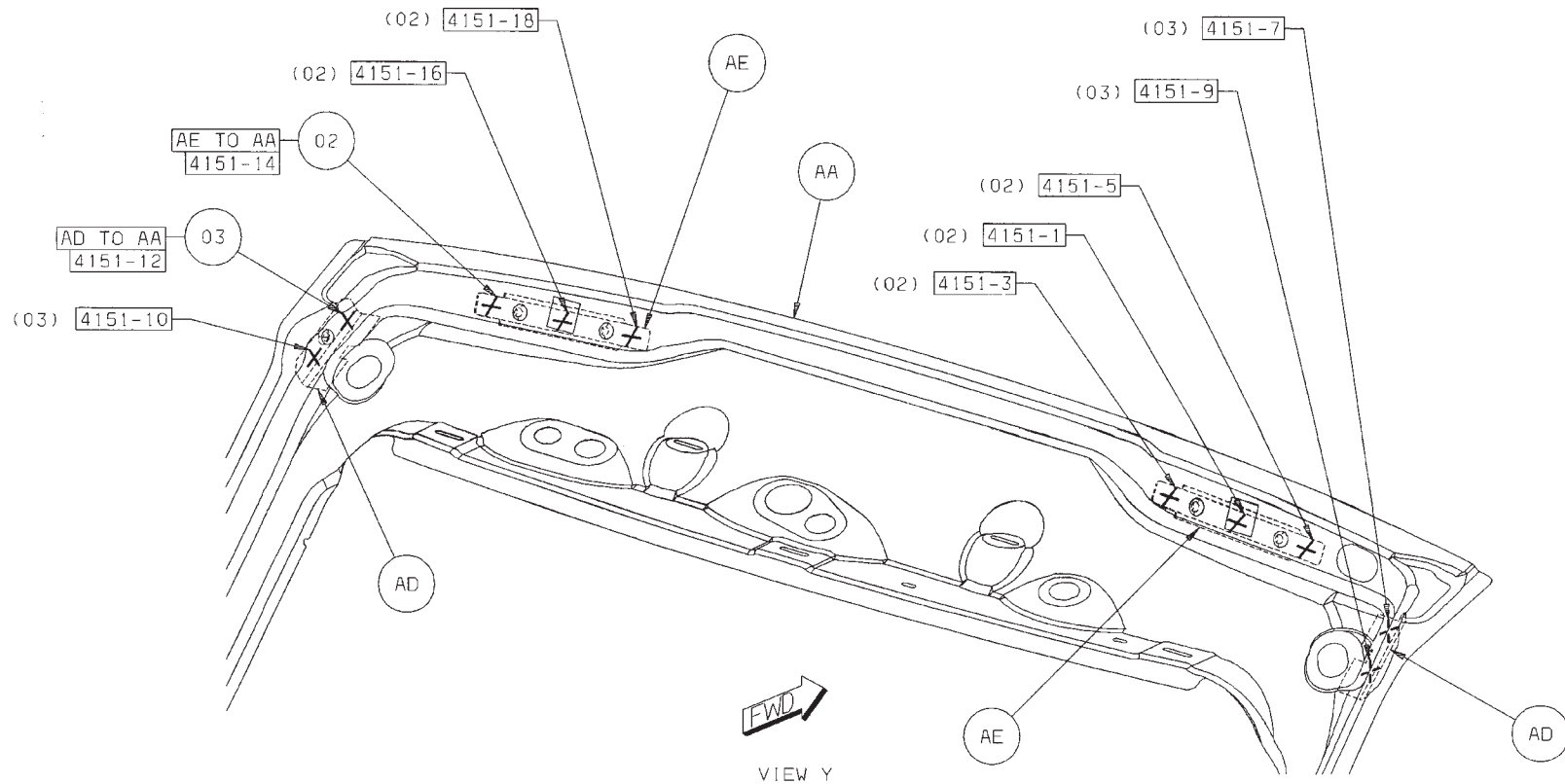
[Back to Index](#)

01 AC TO AA 19/S SWELDS (ORD)



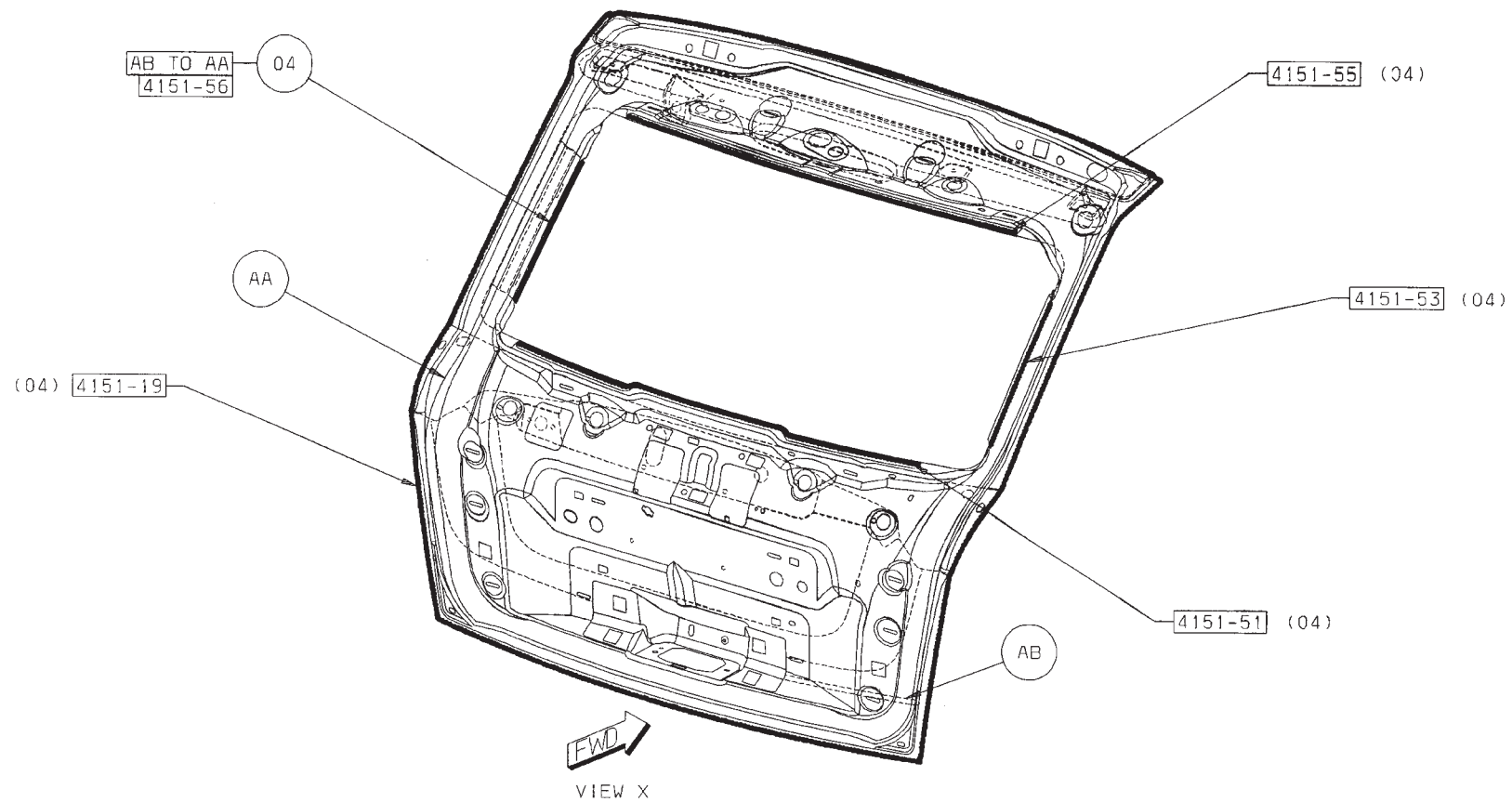
[Back to Index](#)

- 02 AE TO AA 6/S S/WELDS (ORD)
03 AD TO AA 4/S S/WELDS (ORD)



[Back to Index](#)

04 AB TO AA 5/S (ADH)



[Back to Index](#)

teamPSE FACILITY PLANNING SERVICES

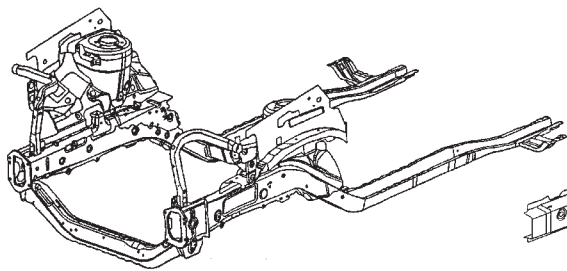
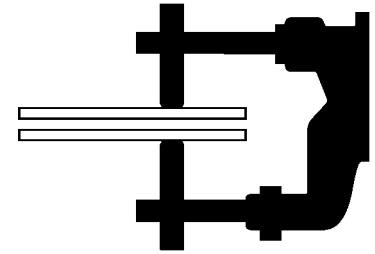
We can design a body shop that optimizes service efficiency and maximizes profitability.
teamPSE Facility Planning Services makes the difference!



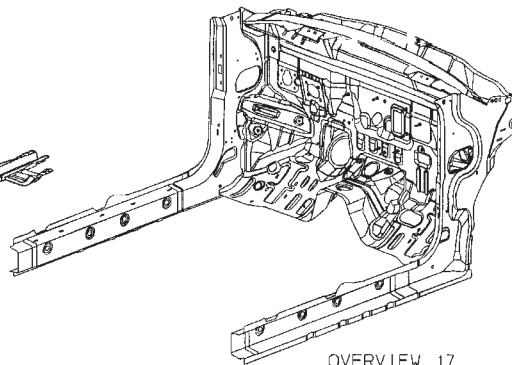
Contact teamPSE for your Body Shop needs — 1.800.223.5623 or
teamPSE eStore on DealerCONNECT (located under the eStoreMarketCenter tab)

[Back to Index](#)

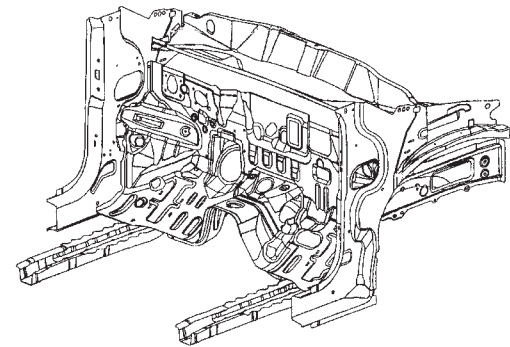
WELD LOCATION OVERVIEW ZONES



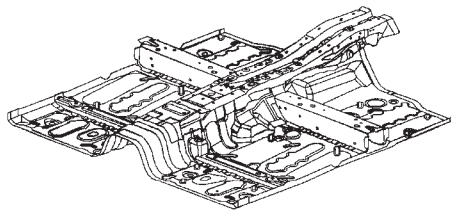
OVERVIEW 16



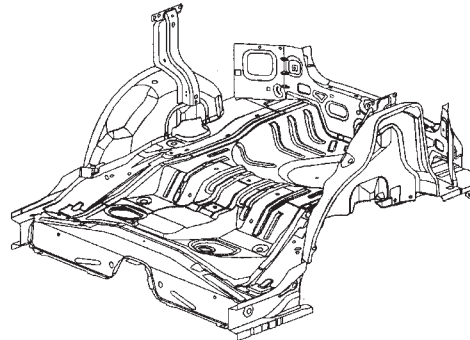
OVERVIEW 17



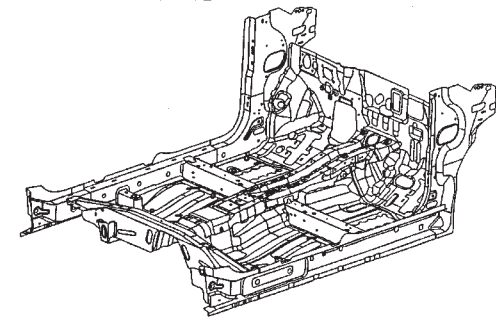
OVERVIEW 18



OVERVIEW 19



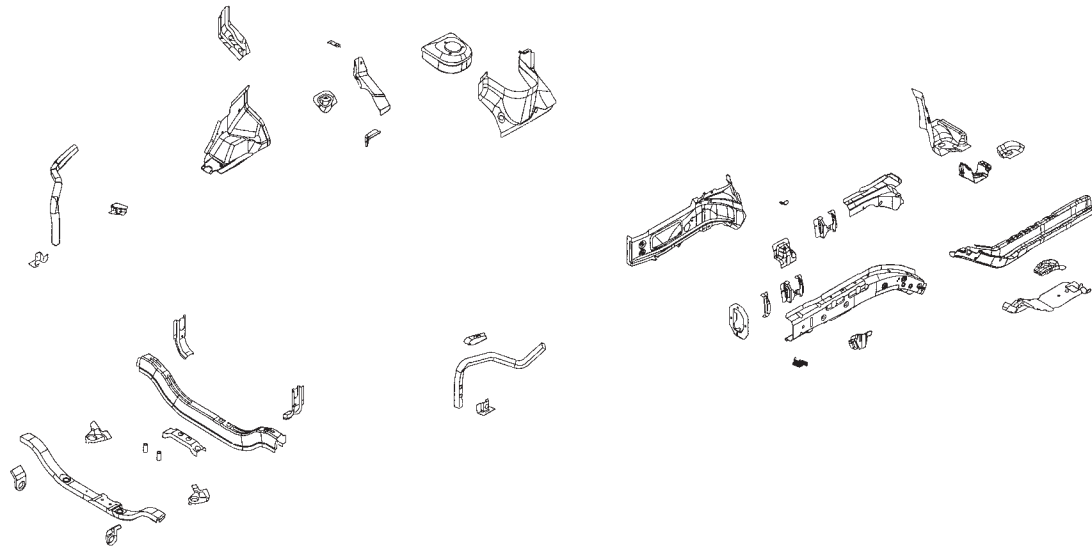
OVERVIEW 20



OVERVIEW 21

[Back to Index](#)

DODGE CALIBER ENGINE BOX ASSEMBLY SECTION



AA PANEL – FRT FENDER SHIELD RT –
 AA SHIELD – FRT FENDER SIDE SHIELD LT –
 AB BAR – HEADLAMP RT –
 AB BAR – HEADLAMP LT –
 AC 05115032AA 05115033AA
 AD 05115684AA 05115685AA
 AE PANEL – SHOCK TOWER MOUNTING FRT RT –
 AE PANEL – SHOCK TOWER MOUNTING FRT LT –
 AF BRACKET – POWER STEERING RESERVOIR –
 AG GUSSET – ENGINE MOUNT –
 AH GUSSET – FRT SUSPENSION ISOLATOR
 STRUT MOUNTING RT –
 AH GUSSET – FRT SUSPENSION ISOLATOR
 STRUT MOUNTING LT –
 AJ REINF – FRT SIDE RAIL BUMPER MOUNTING RT –
 AJ REINF – FRT SIDE RAIL BUMPER MOUNTING LT –
 AK PANEL – FRT RAIL CAP RT –
 AK PANEL – FRT RAIL CAP LT –
 AL EXTENSION – DASH LWR –

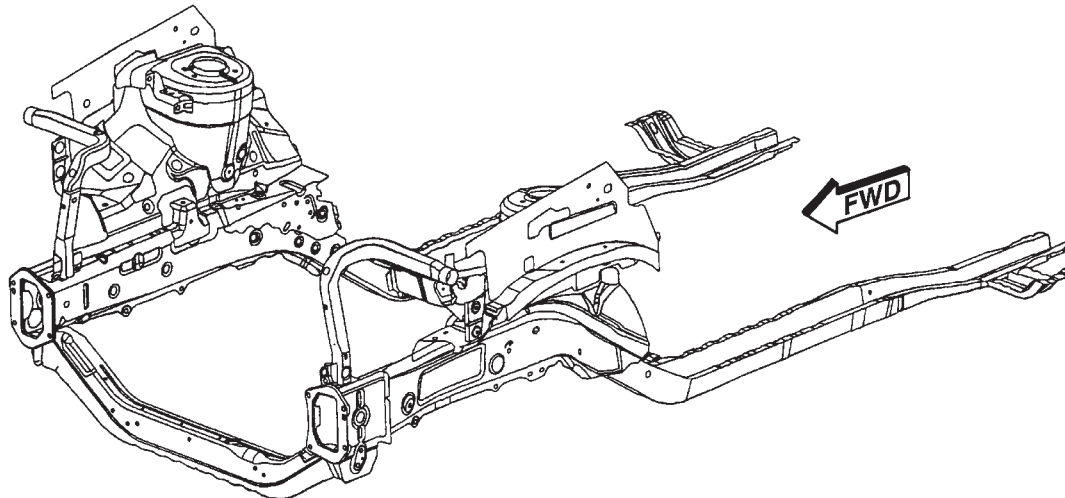
AL EXTENSION – DASH LWR –
 AM BULKHEAD – CROSSMEMBER –
 AN CROSSMEMBER – DASH –
 AP BRACKET – FRT ENGINE MOUNT –
 AR PANEL – SIDE FRT RAIL QTR RT –
 AR PANEL – SIDE FRT RAIL QTR LT –
 AS PANEL – FRT SIDE RAIL INR RT –
 AS PANEL – FRT SIDE RAIL INR LT –
 AT SHIELD – FRT FENDER SIDE SHIELD LT –
 AU GUSSET – TRANSMISSION –
 AV REINF – SHOCK TOWER MOUNTING FRT RT –
 AV REINF – SHOCK TOWER MOUNTING FRT LT –
 AW PANEL – SIDE FRT RAIL OTR RT –
 AW PANEL – SIDE FRT RAIL OTR LT –
 AX REINF – FRT FLOOR RT –
 AX REINF – FRT FLOOR LT –
 AY SIDEMEMBER – FRT FLOOR –
 AZ PANEL – EXTENSION FRT RAIL INR RT –
 AZ PANEL – EXTENSION FRT RAIL INR LT –

BA GUSSET – CROSSMEMBER FRT LWR –
 BB BAR – HEADLAMP RT –
 BB BAR – HEADLAMP LT –
 BC GUSSET – PANEL RT –
 BC GUSSET – PANEL LT –
 BD 05115406AA
 BE CROSSMEMBER – FRT LWR –
 BF PANEL – SHOCK TOWER MOUNTING FRT LT –
 BF REINF – SHOCK TOWER MOUNTING FRT RT –
 BG STUD.WELD/EXTERNAL – HEADER.PT.NO.FIN.
 SPECIAL – ELECTRICAL GROUND TO BODY
 BH STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – ELECT.WIRING BUNDLE TO BODY
 BJ BEAM – LOAD PATH INR UPR RT –
 BJ BEAM – LOAD PATH INR UPR LT –
 BK BRACKET – FENDER MIDPOINT MTG RT –
 BK BRACKET – FENDER MIDPOINT MTG LT –
 BM REINF – TAPPING PLATE –

[Back to Index](#)

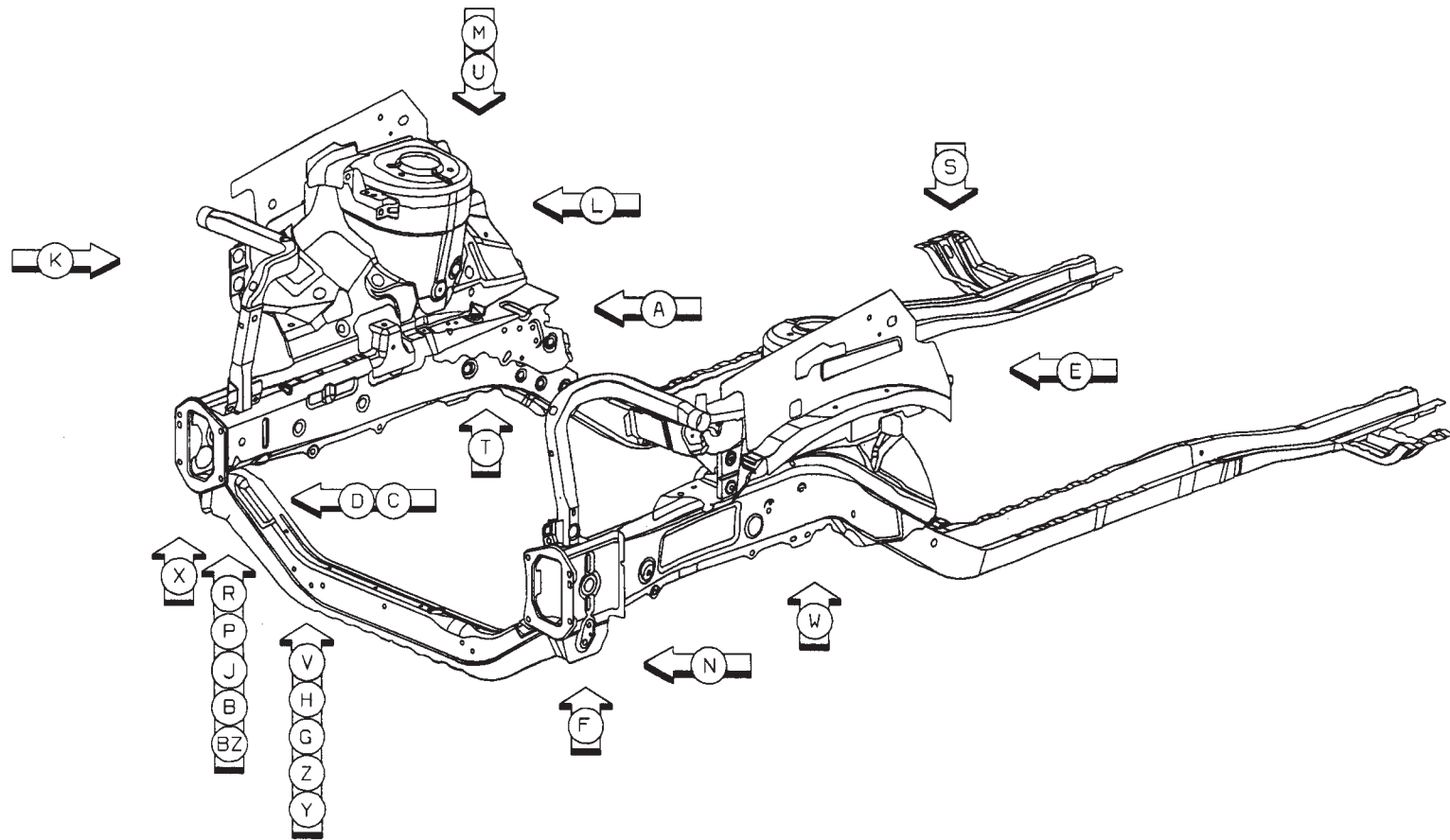
PARTS IDENTIFICATION LEGEND, OVERVIEW 16

AA PANEL – FRT FENDER SHIELD RT –	AL EXTENSION – DASH LWR –	BA GUSSET – CROSSMEMBER FRT LWR –
AA SHIELD – FRT FENDER SIDE SHIELD LT –	AM BULKHEAD – CROSSMEMBER –	BB BAR – HEADLAMP RT –
AB BAR – HEADLAMP RT –	AN CROSSMEMBER – DASH –	BB BAR – HEADLAMP LT –
AB BAR – HEADLAMP LT –	AP BRACKET – FRT ENGINE MOUNT –	BC GUSSET – PANEL RT –
AC 05115032AA 05115033AA	AR PANEL – SIDE FRT RAIL QTR RT –	BC GUSSET – PANEL LT –
AD 05115684AA 05115685AA	AR PANEL – SIDE FRT RAIL QTR LT –	BD 05115406AA
AE PANEL – SHOCK TOWER MOUNTING FRT RT –	AS PANEL – FRT SIDE RAIL INR RT –	BE CROSSMEMBER – FRT LWR –
AE PANEL – SHOCK TOWER MOUNTING FRT LT –	AS PANEL – FRT SIDE RAIL INR LT –	BF PANEL – SHOCK TOWER MOUNTING FRT LT –
AF BRACKET – POWER STEERING RESERVOIR –	AT SHIELD – FRT FENDER SIDE SHIELD LT –	BF REINF – SHOCK TOWER MOUNTING FRT RT –
AG GUSSET – ENGINE MOUNT –	AU GUSSET – TRANSMISSION –	BG STUD.WELD/EXTERNAL – HEADER.PT.NO.FIN.
AH GUSSET – FRT SUSPENSION ISOLATOR	AV REINF – SHOCK TOWER MOUNTING FRT RT –	SPECIAL – ELECTRICAL GROUND TO BODY
STRUT MOUNTING RT –	AV REINF – SHOCK TOWER MOUNTING FRT LT –	BH STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
AH GUSSET – FRT SUSPENSION ISOLATOR	AW PANEL – SIDE FRT RAIL OTR RT –	PT.SPECIAL – ELECT.WIRING BUNDLE TO BODY
STRUT MOUNTING LT –	AW PANEL – SIDE FRT RAIL OTR LT –	
AJ REINF – FRT SIDE RAIL BUMPER MOUNTING RT –	AX REINF – FRT FLOOR RT –	BJ BEAM – LOAD PATH INR UPR RT –
AJ REINF – FRT SIDE RAIL BUMPER MOUNTING LT –	AX REINF – FRT FLOOR LT –	BJ BEAM – LOAD PATH INR UPR LT –
AK PANEL – FRT RAIL CAP RT –	AY SIDEMEMBER – FRT FLOOR –	BK BRACKET – FENDER MIDPOINT MTG RT –
AK PANEL – FRT RAIL CAP LT –	AZ PANEL – EXTENSION FRT RAIL INR RT –	BK BRACKET – FENDER MIDPOINT MTG LT –
AL EXTENSION – DASH LWR –	AZ PANEL – EXTENSION FRT RAIL INR LT –	BM REINF – TAPPING PLATE –



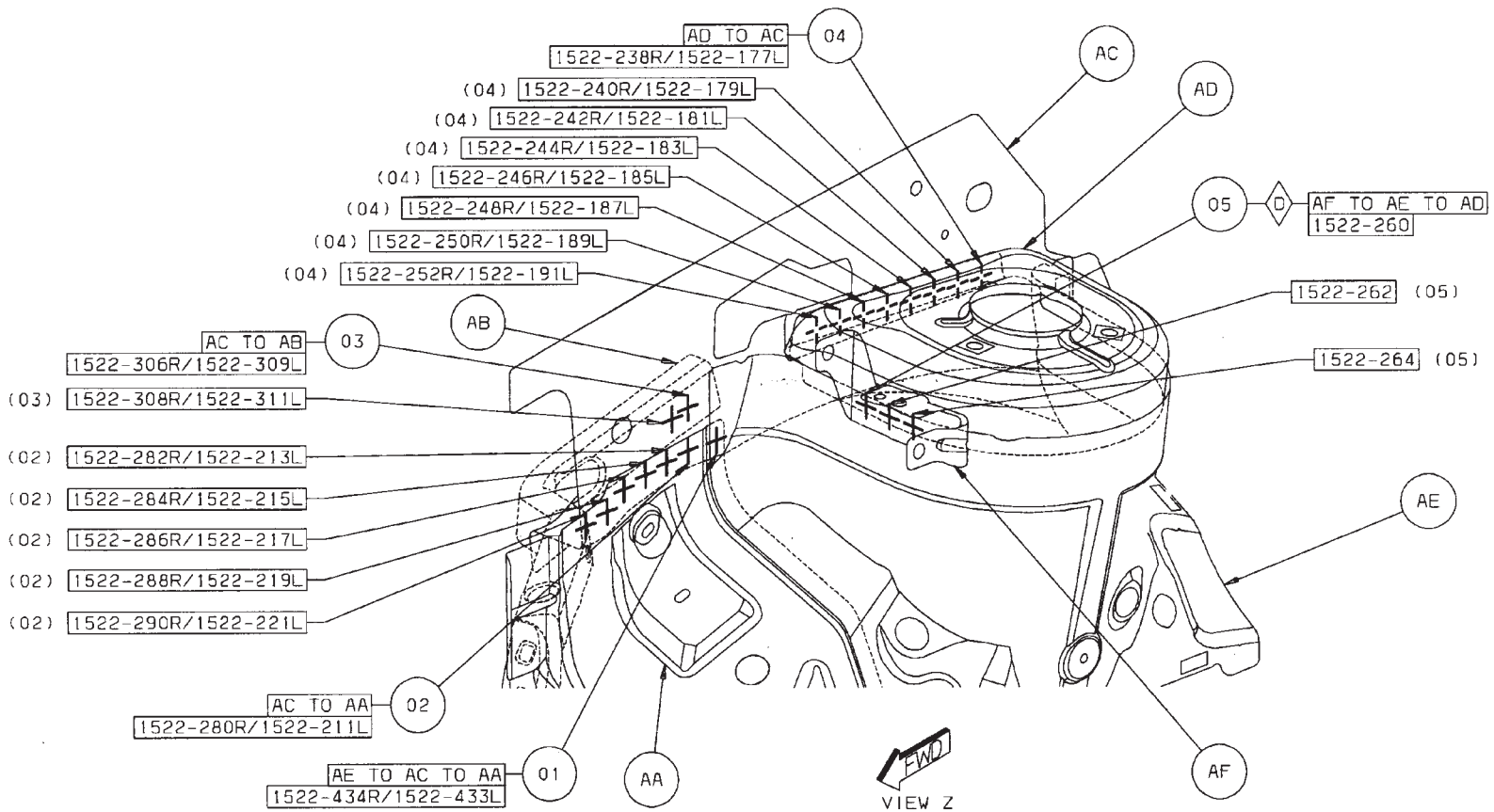
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



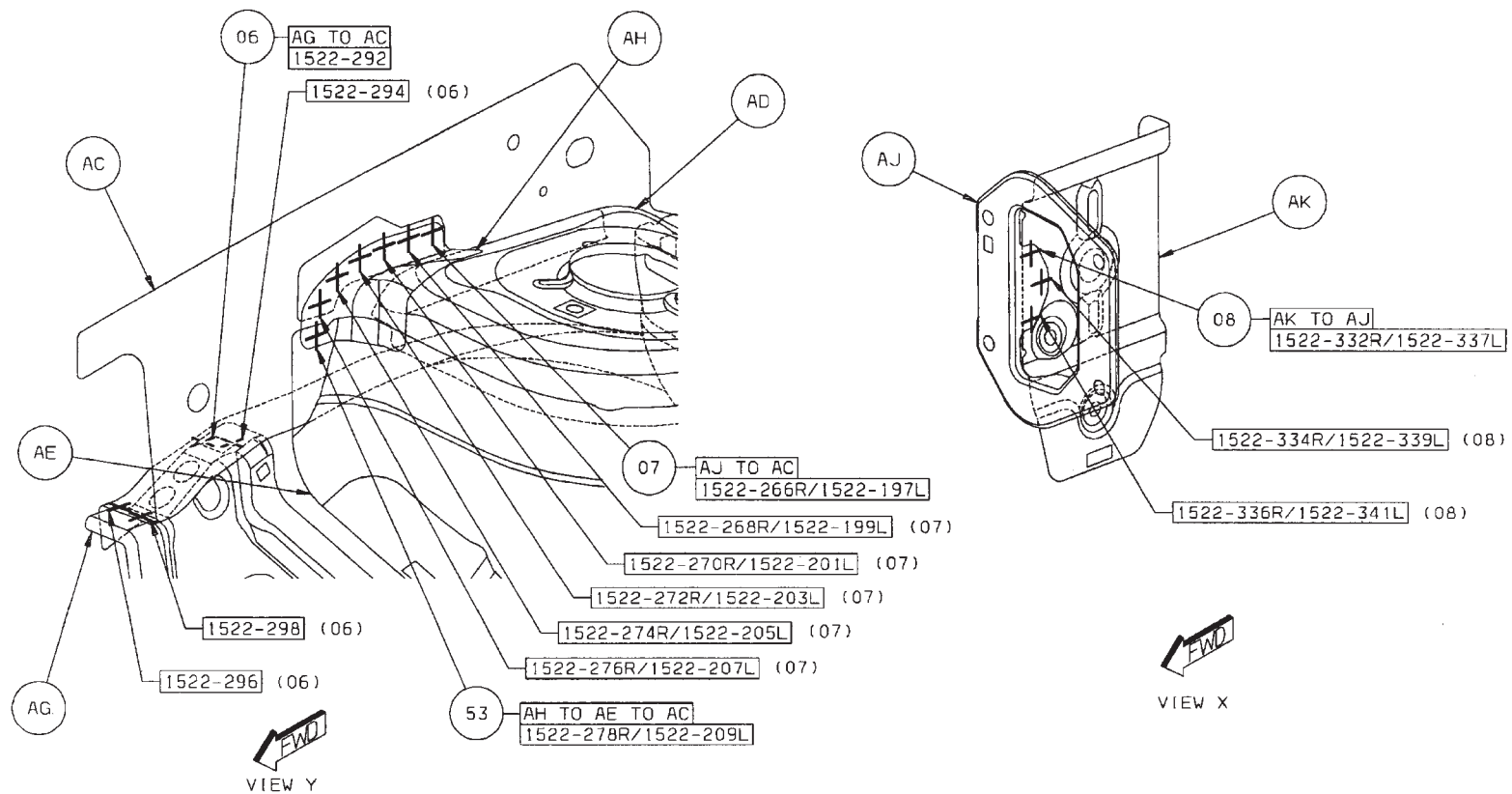
[Back to Index](#)

- 01 AE TO AC TO AA 1 SD S/WELDS (ORD)
- 02 AC TO AA 6 SD S/WELDS (ORD)
- 03 AC TO AB 2 SD S/WELD (ORD)
- 04 AD TO AC 8 SD S/WELD (ORD)
- 05 AF TO AE TO AD 3 S/WELD (CRT)



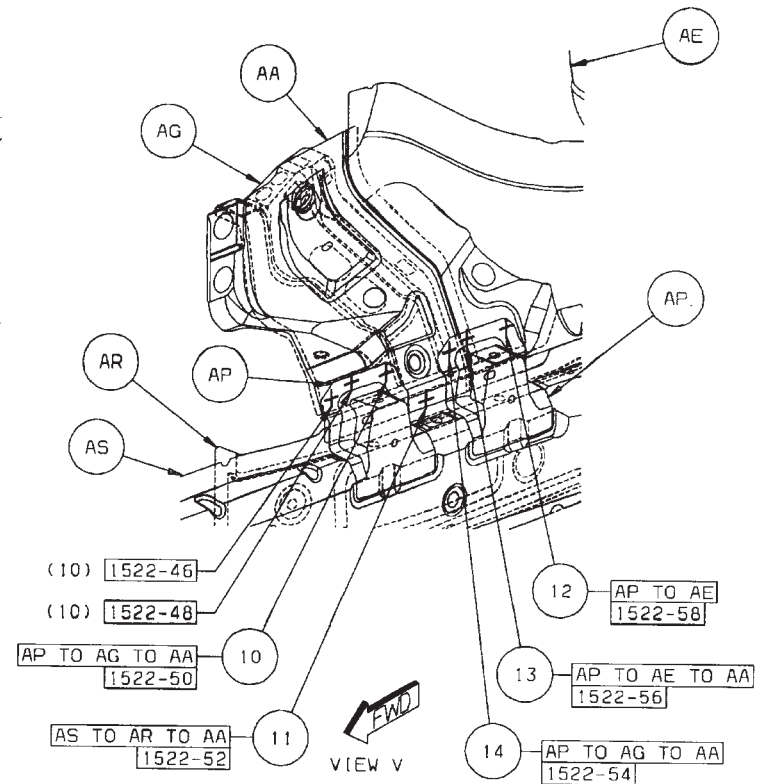
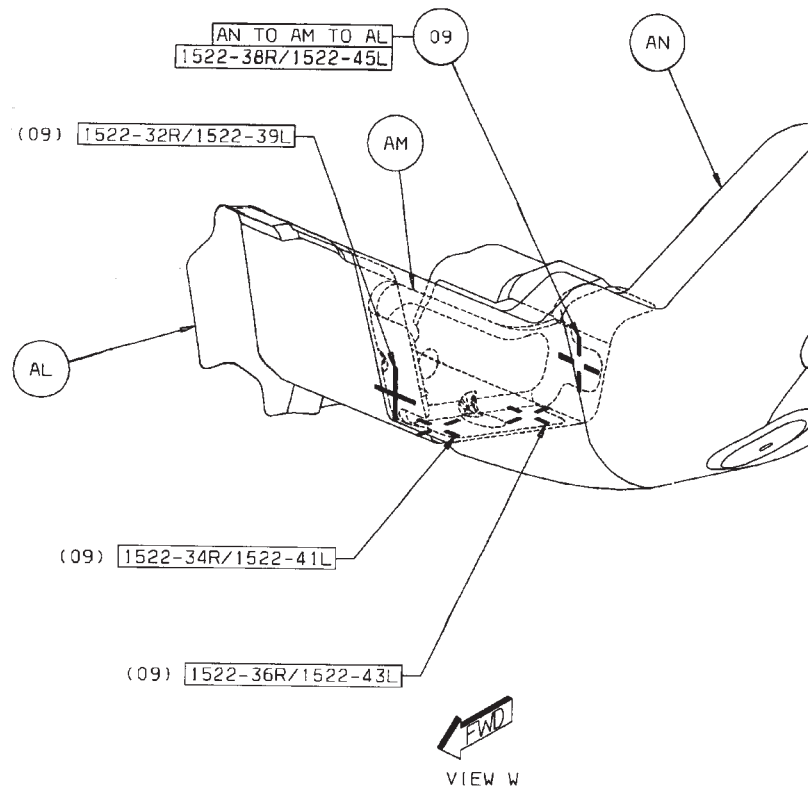
[Back to Index](#)

- 06 AG TO AC 4 SWELD (ORD)
- 07 AJ TO AC 6 SD SWELDS (ORD)
- 08 AK TO AJ 3 SD SWELDS (ORD)
- 53 AH TO AE TO AC 1 SD SWELDS (ORD)



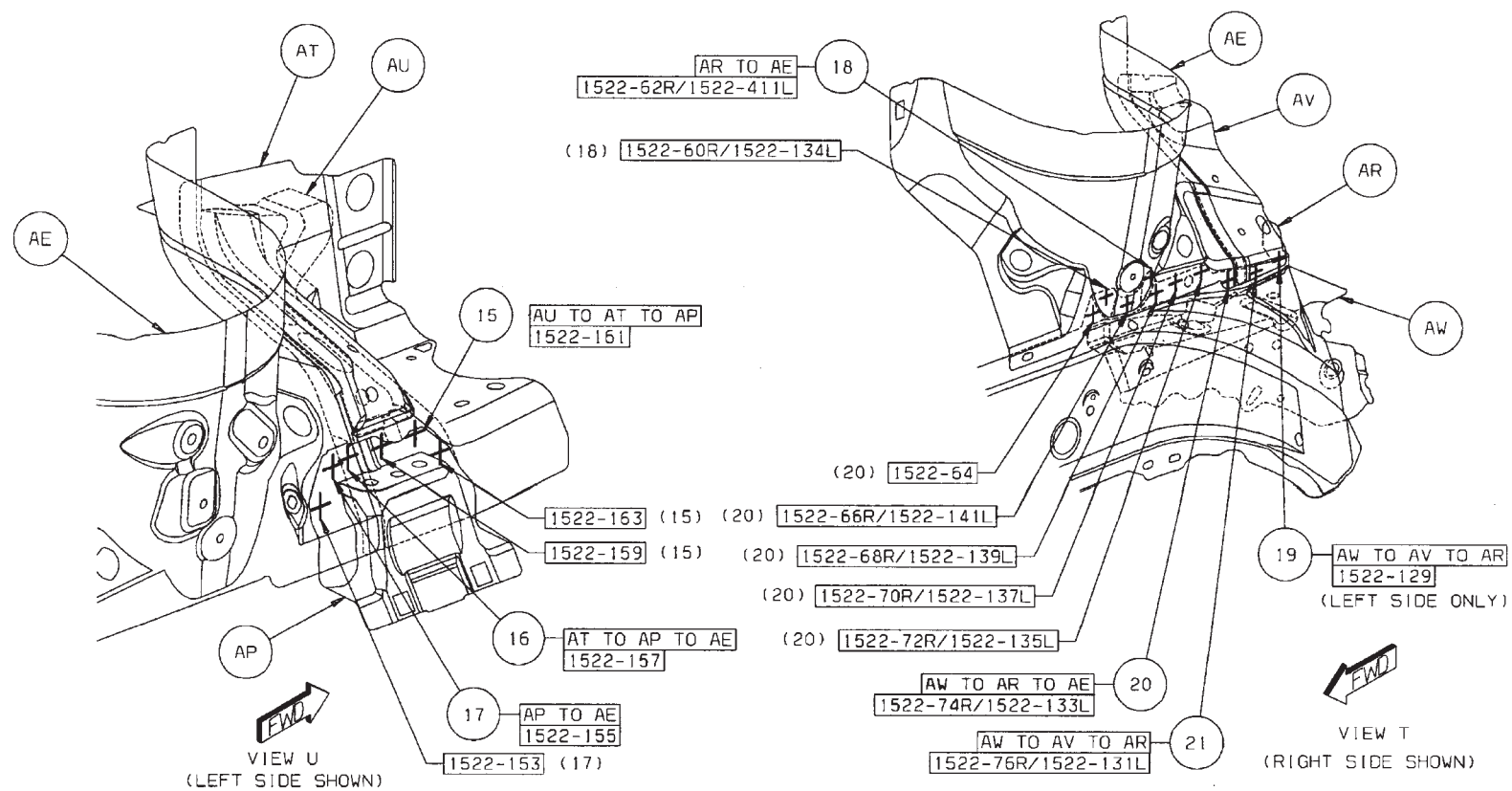
[Back to Index](#)

- 09 AN TO AM TO AL 4 SD S/WELDS (ORD)
- 10 AP TO AG TO AA 3 S/WELDS (ORD)
- 11 AS TO AR TO AA 1 S/WELD (ORD)
- 12 AP TO AE 1 S/WELD (ORD)
- 13 AP TO AE TO AA 1 S/WELD (ORD)
- 14 AP TO AG TO AA 1 S/WELD (ORD)



[Back to Index](#)

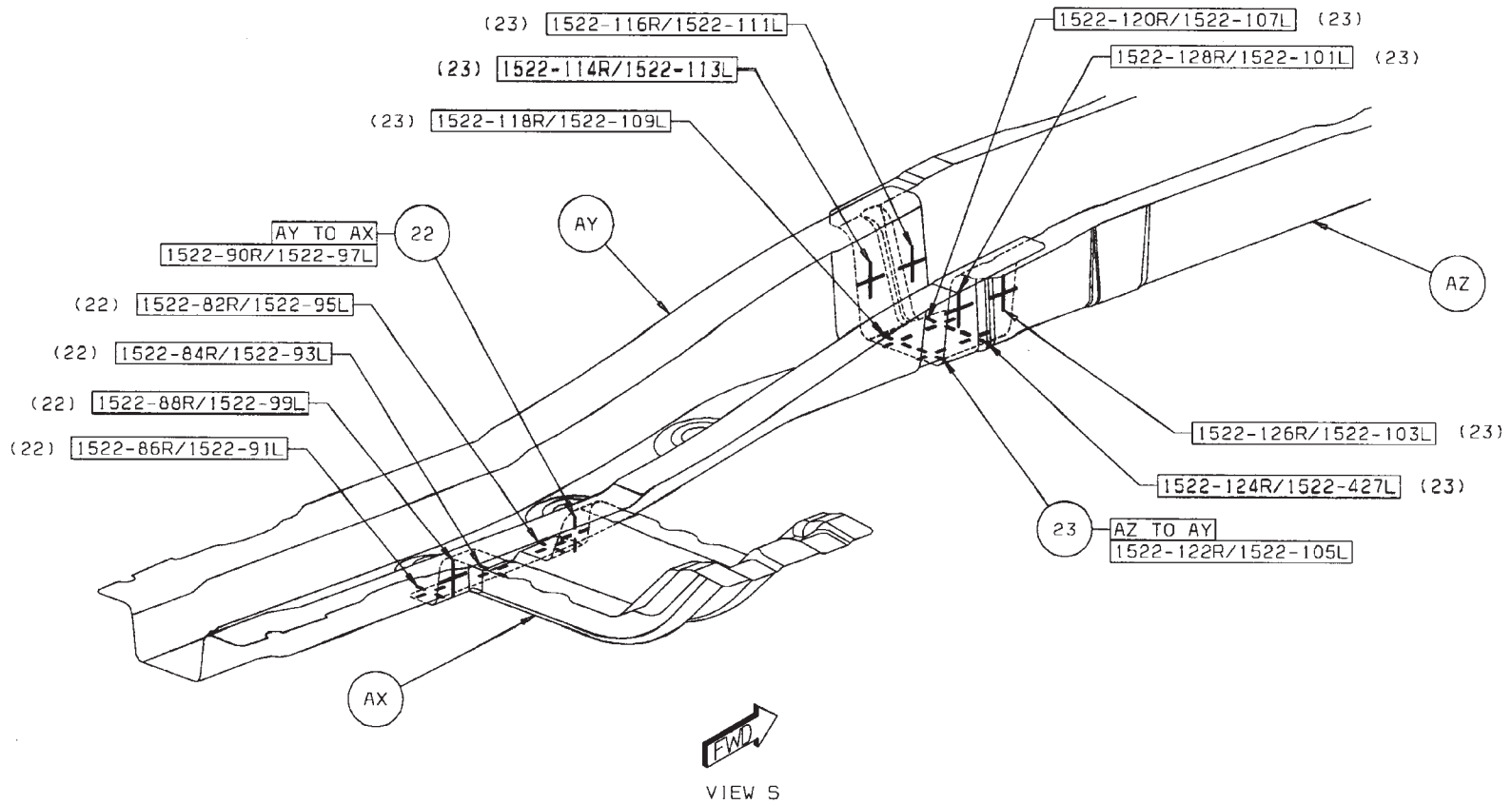
- 15 AU TO AT TO AP 3 SWELDS (ORD)
- 16 AT TO AP TO AE 1 SWELD (ORD)
- 17 AP TO AE 2 SWELDS (ORD)
- 18 AR TO AE 2 SD SWELDS (ORD)
- 19 AW TO AV TO AR 1 SWELD (ORD)
- 20 AW TO AR TO AE 6 SD SWELDS (ORD)
- 21 AW TO AV TO AR 1 SD SWELD (ORD)



[Back to Index](#)

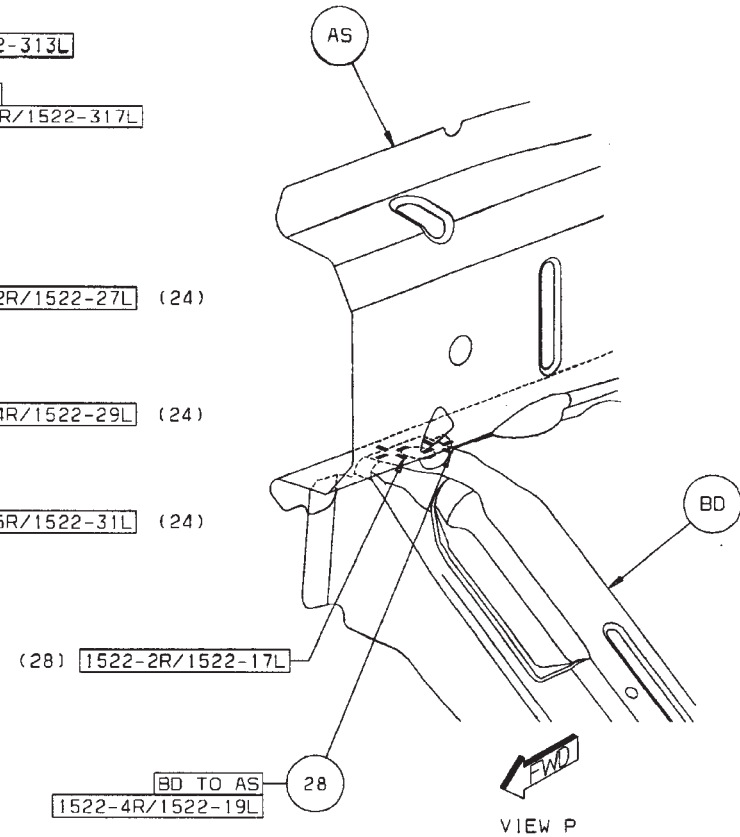
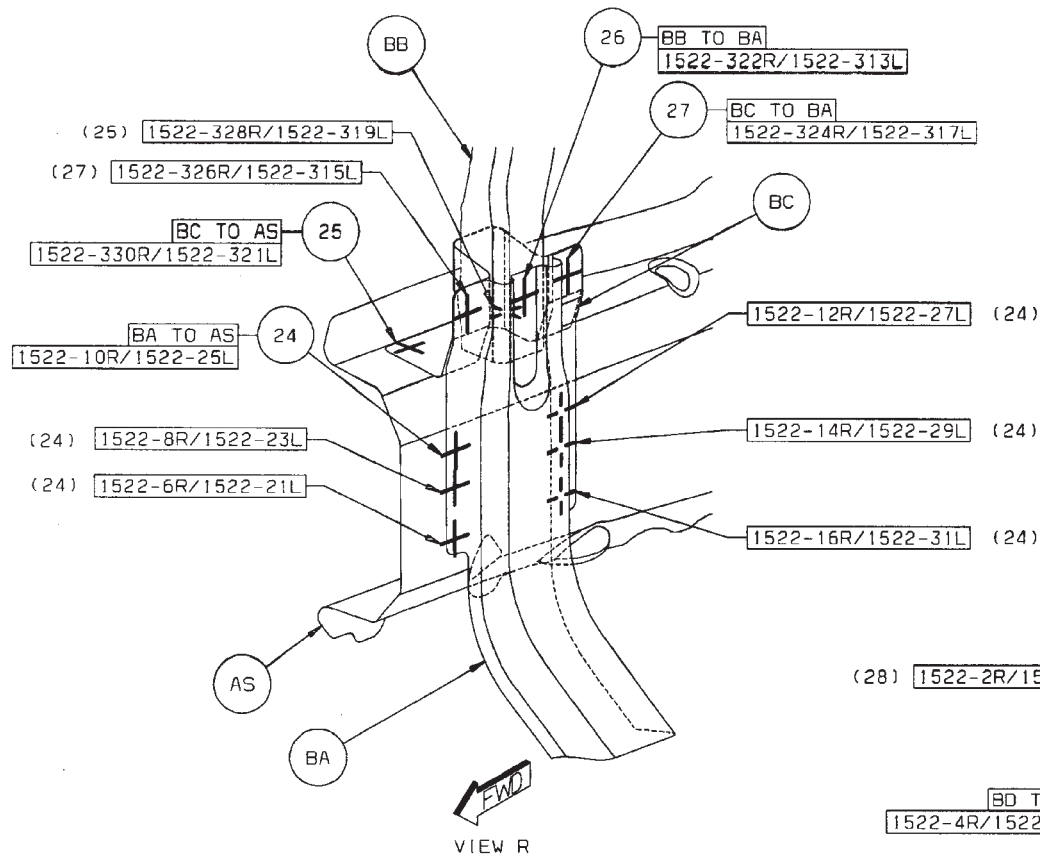
22 AY TO AX 5 SD SWELDS (ORD)

23 AZ TO AY 8 SD SWELDS (ORD)



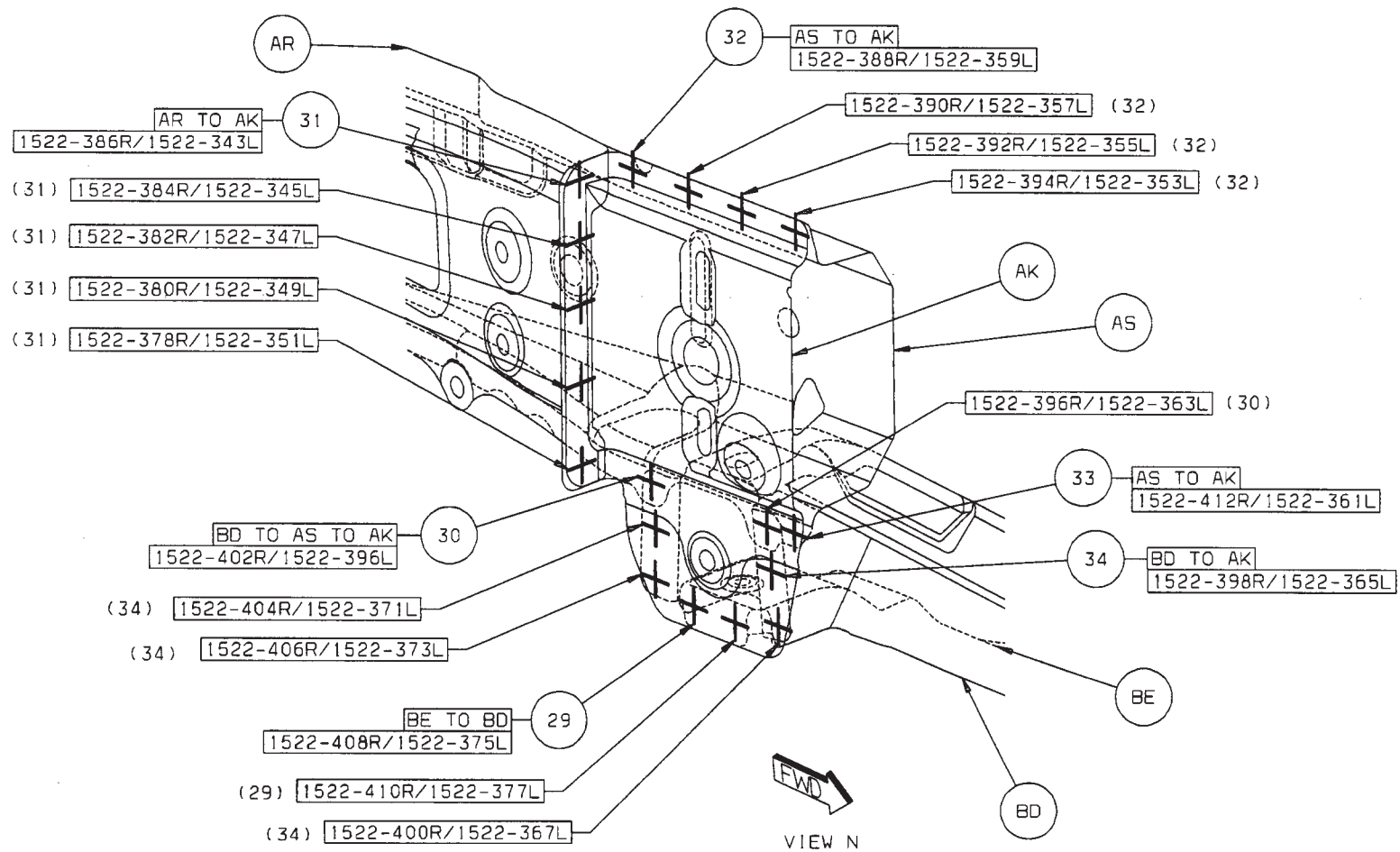
[Back to Index](#)

- 24 BA TO AS 6 SD S/WELDS (ORD)
- 25 BC TO AS 2 SD S/WELDS (ORD)
- 26 BB TO BA 1 SD S/WELDS (ORD)
- 27 BC TO BA 1 SD S/WELD (ORD)
- 28 BD TO AS 2 SD S/WELDS (ORD)



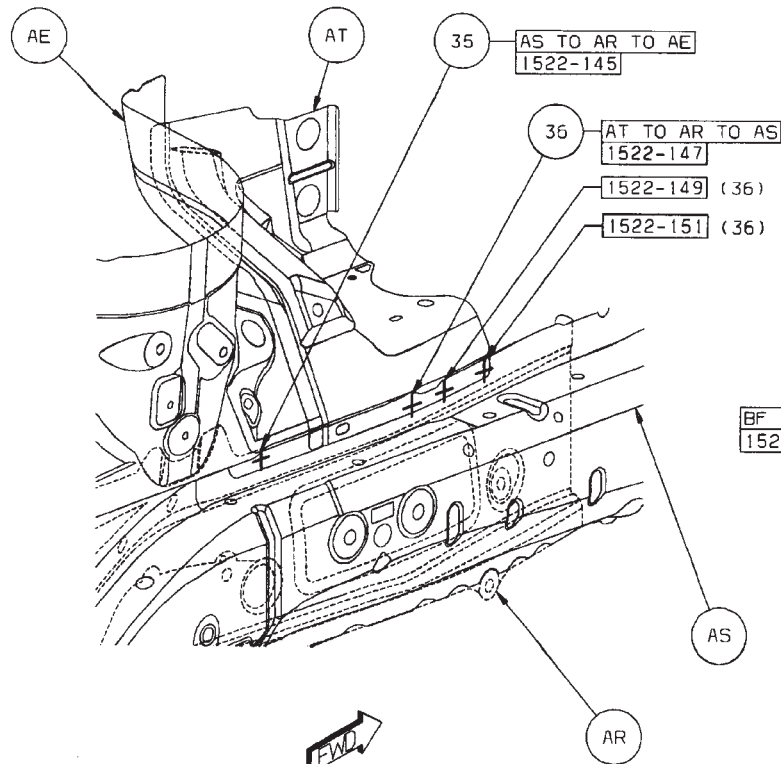
[Back to Index](#)

- 29 BE TO BD 2 SD S/WELDS (ORD)
- 30 BD TO AS TO AK 2 SD S/WELDS (ORD)
- 31 AR TO AK 5 SD S/WELDS (ORD)
- 32 AS TO AK 4 SD S/WELDS (ORD)
- 33 AS TO AK 1 SD S/WELDS (ORD)
- 34 BD TO AK 4 SD S/WELDS (ORD)

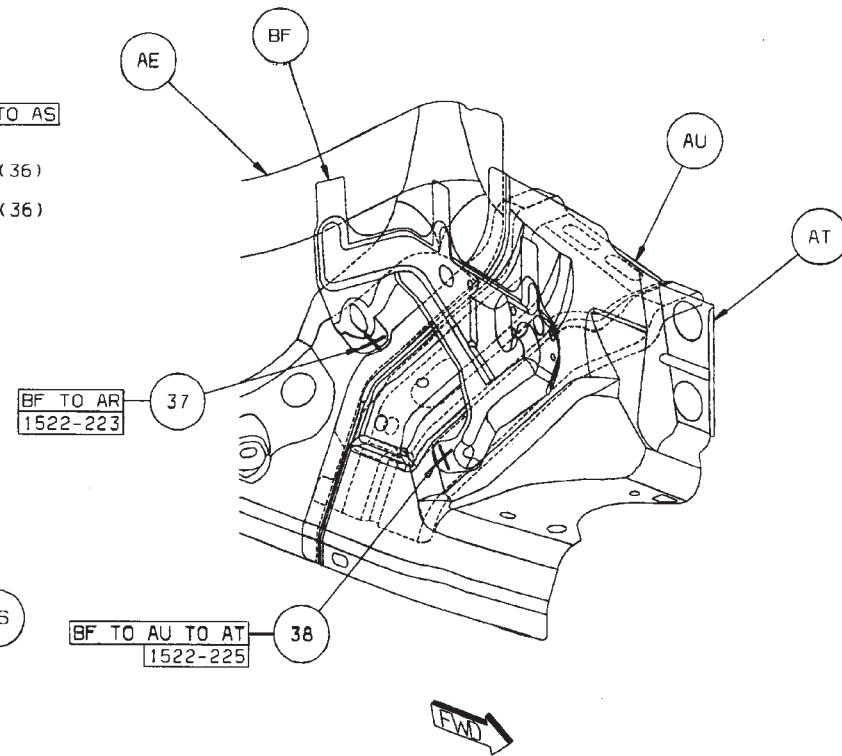


[Back to Index](#)

- 35 AS TO AR TO AE 1 S/WELD (ORD)
- 36 AT TO AR TO AS 3 S/WELDS (ORD)
- 37 BF TO AR 1 S/WELD (ORD)
- 38 BF TO AU TO AT 1 S/WELD (ORD)



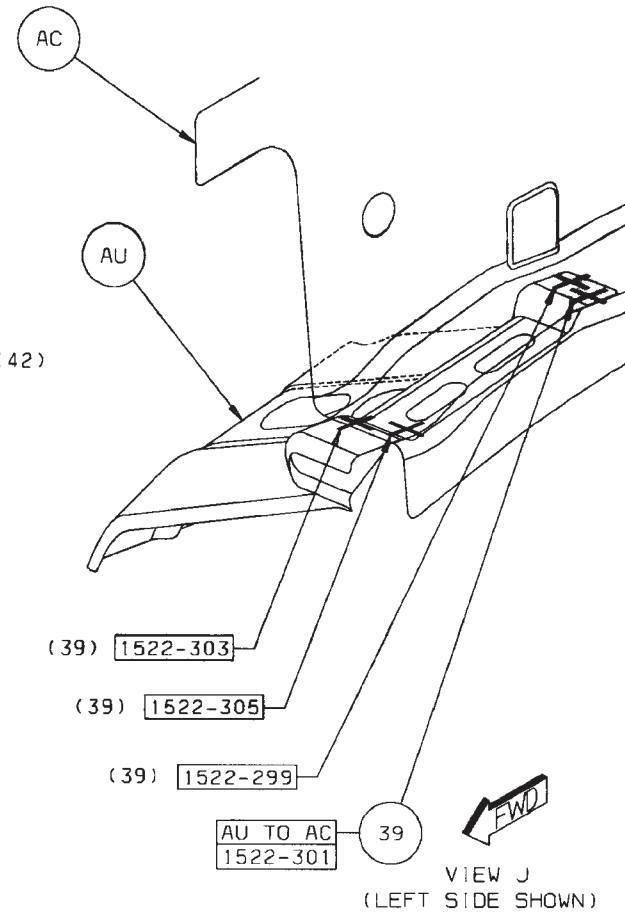
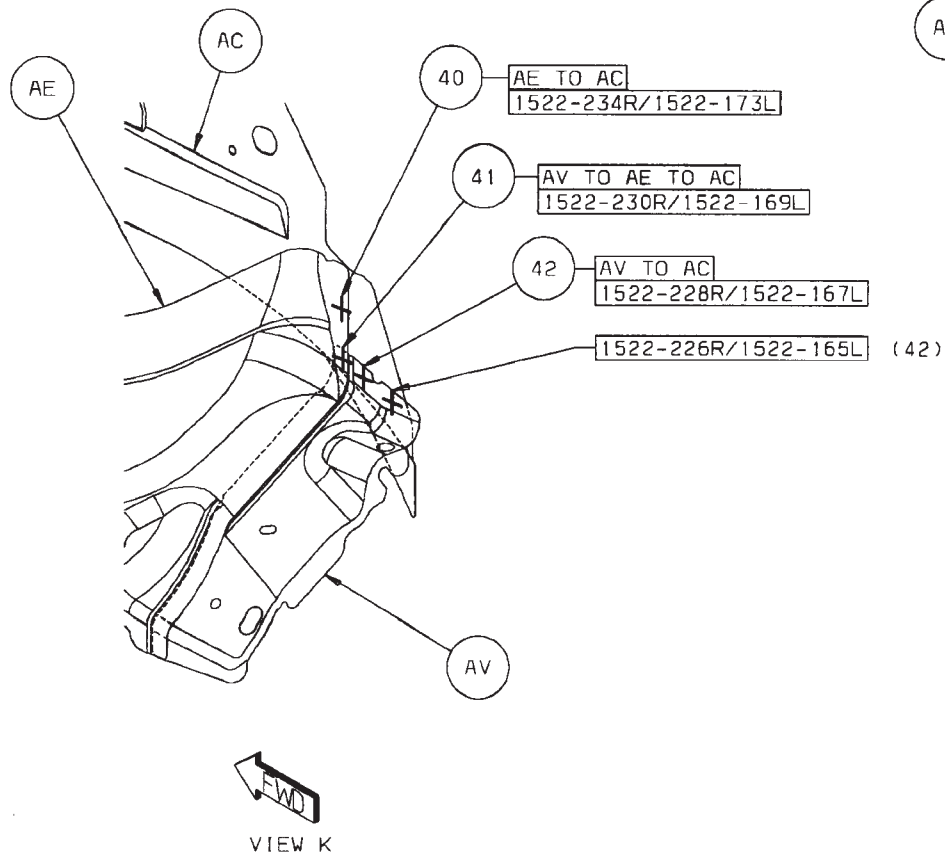
VIEW M
(LEFT SIDE SHOWN)



VIEW L
(LEFT SIDE SHOWN)

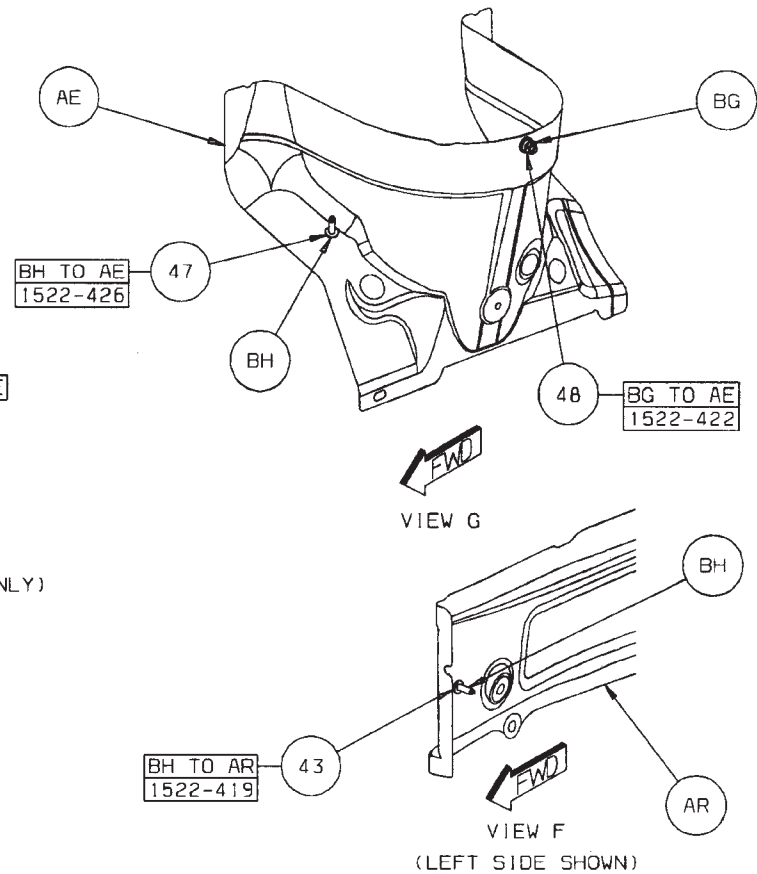
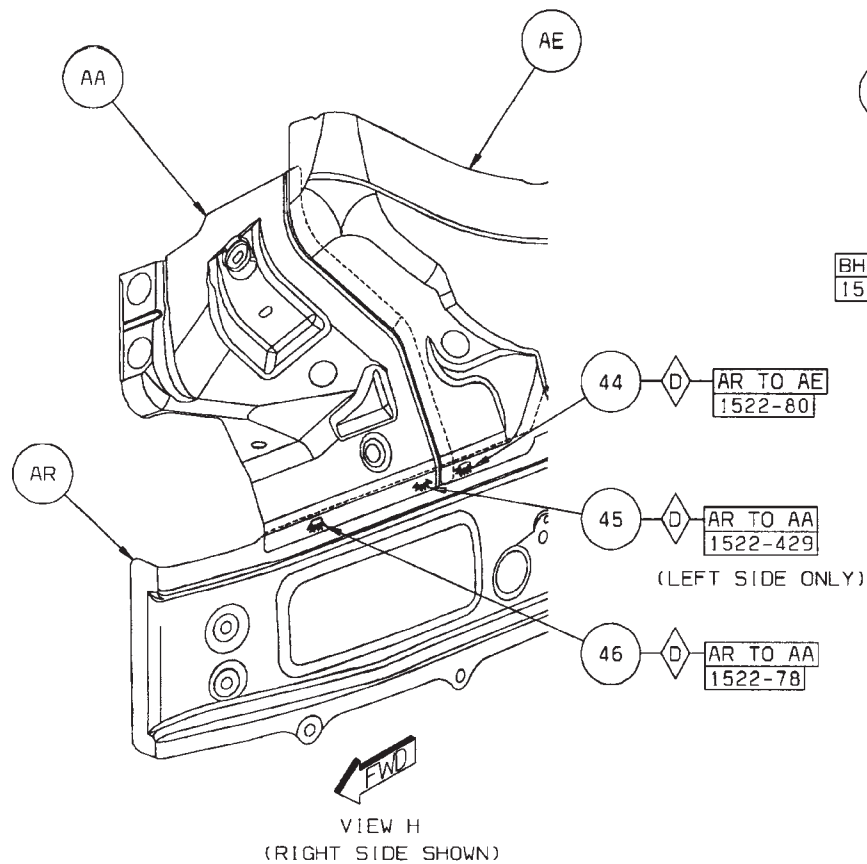
[Back to Index](#)

- 39 AU TO AC 4 S/WELDS (ORD)
- 40 AE TO AC 1 SD S/WELDS (ORD)
- 41 AV TO AE TO AC 1 SD S/WELD (ORD)
- 42 AV TO AC 2 SD S/WELDS (ORD)



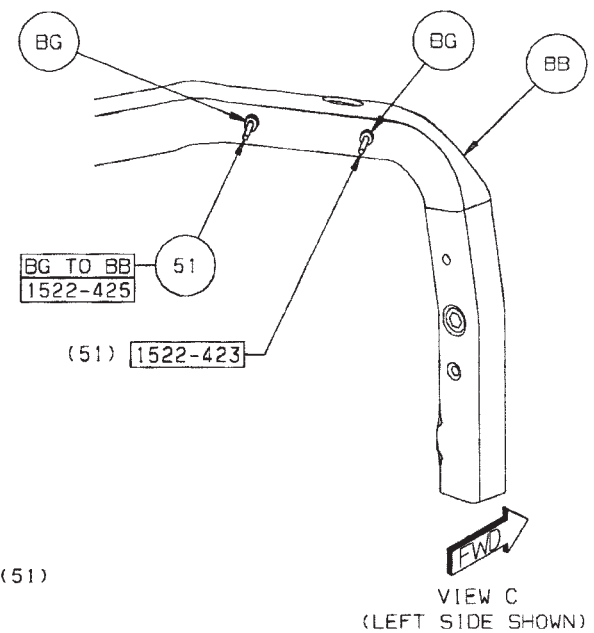
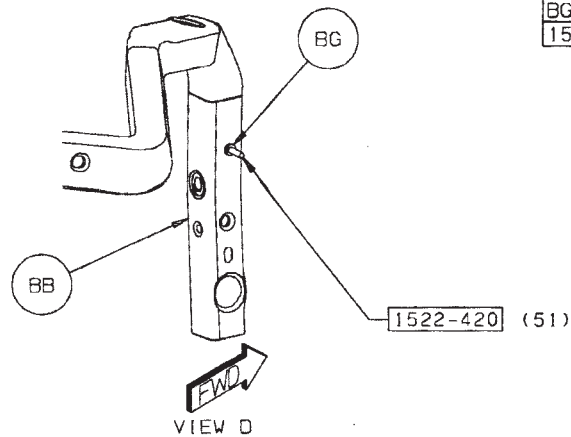
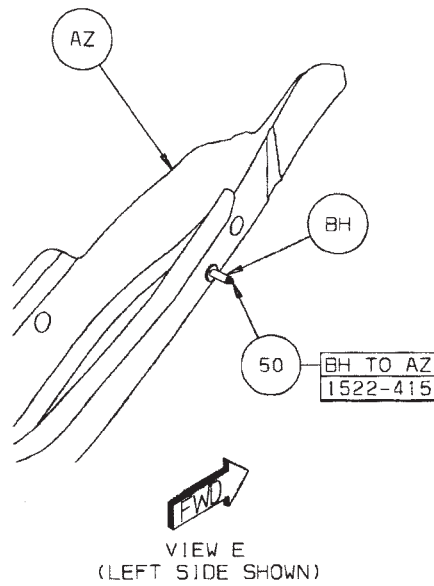
[Back to Index](#)

- 43 BH TO AR 1 S/WELD (ORD)
- 44 AR TO AE 1 MIGBRZ (CRT)
- 45 AR TO AA 1 MIGBRZ (CRT)
- 46 AR TO AA 1 MIGBRZ (CRT)
- 47 BH TO AE 1 PROJ WELD (ORD)
- 48 BG TO AE 1 PROJ WELD (ORD)



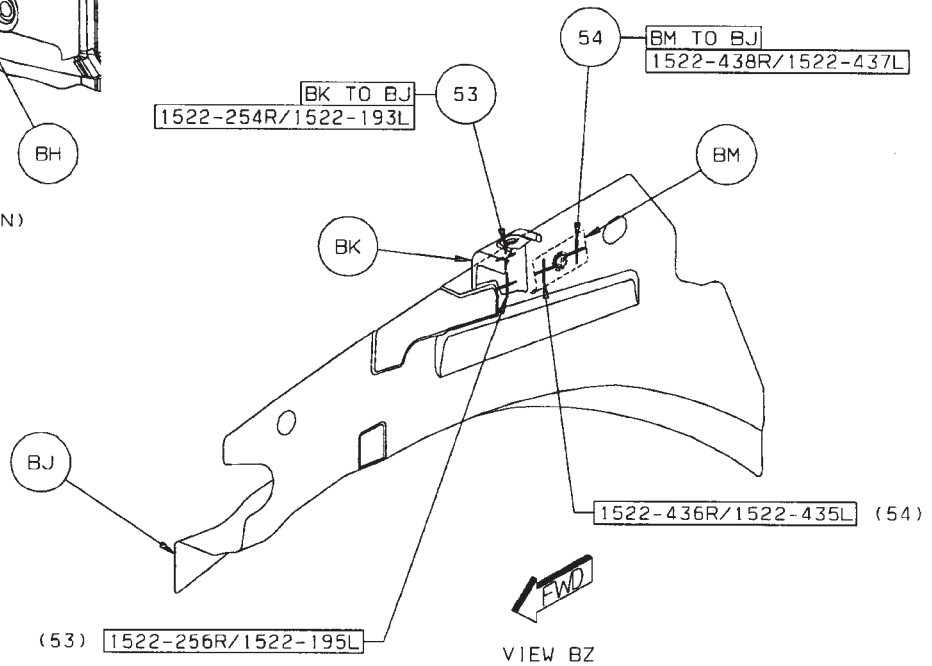
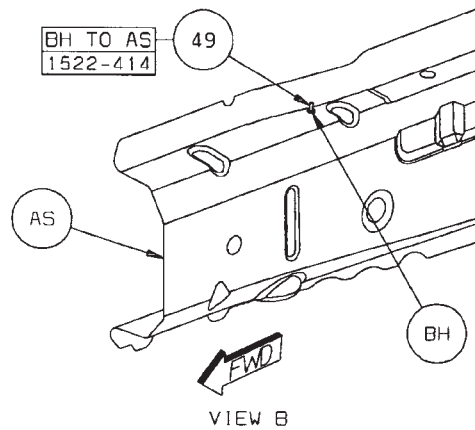
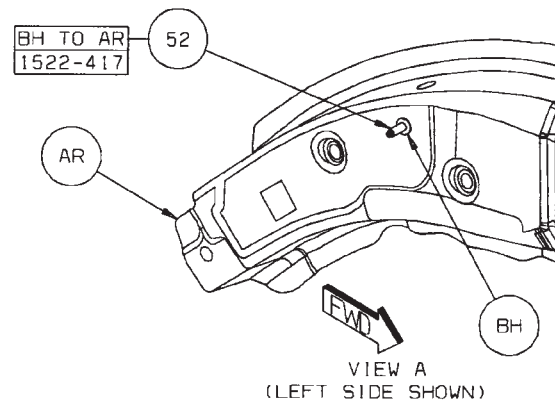
[Back to Index](#)

- 50 BH TO AZ 1 PROJ WELD (ORD)
- 51 BG TO BB 3 PROJ WELDS (ORD)



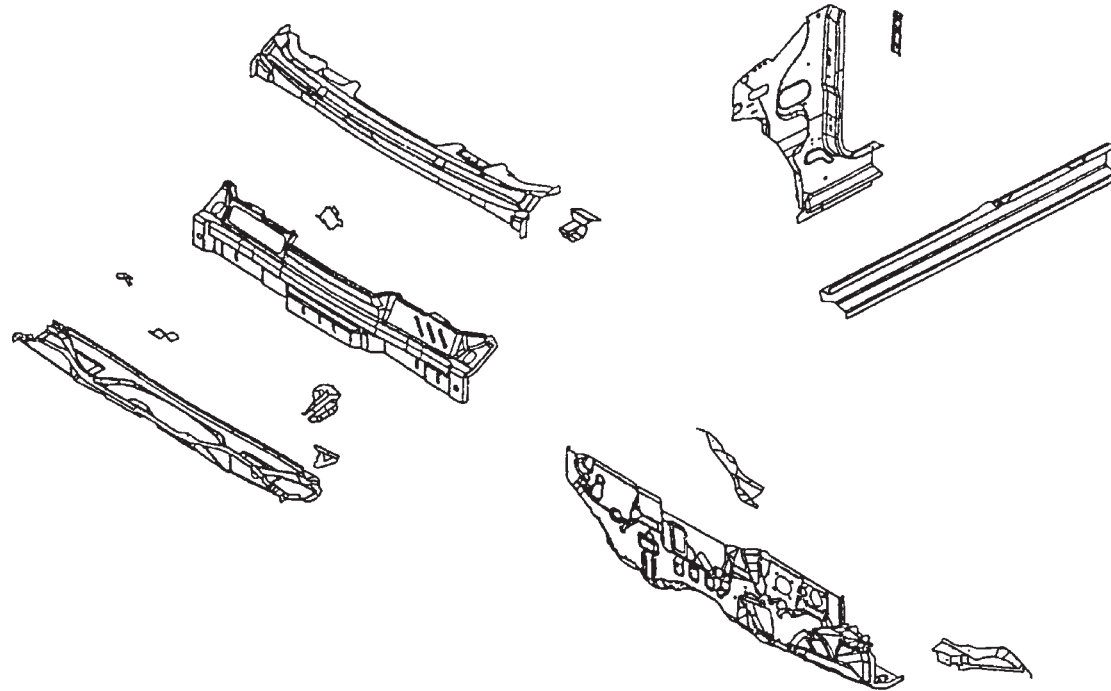
[Back to Index](#)

- 49 BH TO AS 1 PROJ WELD (ORD)
- 52 BH TO AR 1 PROJ WELDS (ORD)
- 54 BK TO BJ 2 SD S/WELDS (ORD)
- 55 BM TO BJ 2 SD S/WELDS (ORD)



[Back to Index](#)

DODGE CALIBER PLENUM/DASH ASSEMBLY SECTION



AA PANEL – COWL SIDE RT –
 AA PANEL – COWL SIDE LT –
 AB PANEL – DASH –
 AC CROSSMEMBER – DASH –
 AC CROSSMEMBER – DASH –
 AD PANEL – COWL TOP INNER – COWL TOP, INR
 AE PANEL – COWL TOP INNER – COWL TOP, LWR
 AF REINF – DASH PANEL –
 AG CROSSMEMBER – DASH –
 AH SILL ASSY – FRT FLOOR –
 AJ REINF – I/P –
 AK BRACKET ASSY – ACCELERATOR PEDAL –
 AL REINF ASSY – TUNNEL FRT –
 AM PANEL – DASH LWR –

AN BRACKET – STEERING SHAFT –
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – CONTROL HARNESS TO COWL
 TOP INR
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – CONTROL HARNESS (CABIN
 SIDE) TO DASH
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – COWL SIDE TRIM TO DASH
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – SHIFTLCK TO DASH
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – HVAC TO DASH

AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – DEAD PEDAL TO DASH
 AR STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – VACUUM HOSE TO DASH
 AR STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – HEAL BLOCKER TO DASH
 AS REINF – SILL RT –
 AS REINF – SILL LT –
 AT CROSSMEMBER – DASH –
 AU PANEL – COWL SIDE RT –
 AU PANEL – COWL SIDE LT –

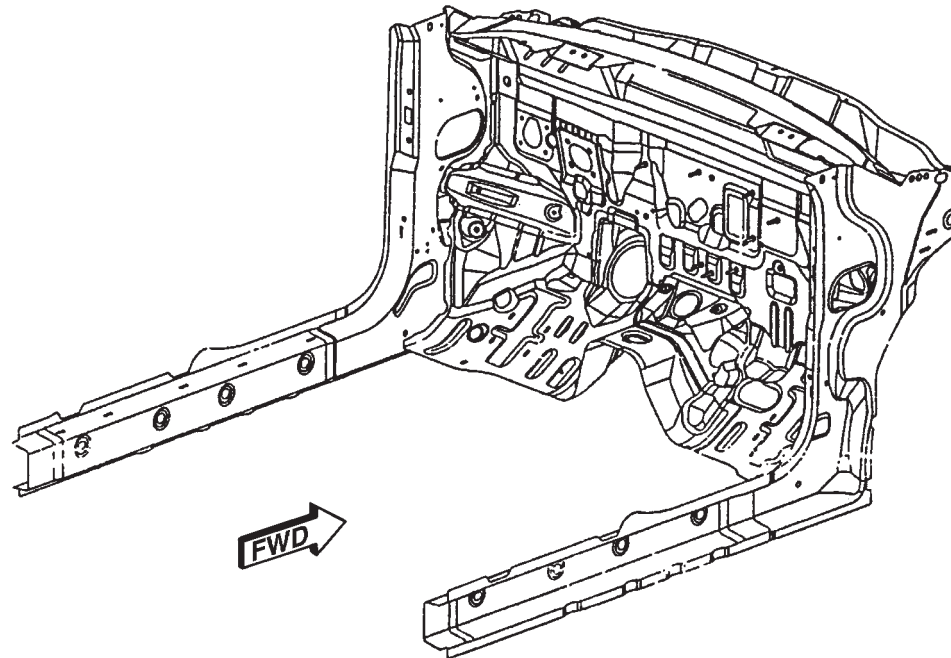
[Back to Index](#)

PARTS IDENTIFICATION LEGEND, OVERVIEW 17

AA PANEL – COWL SIDE RT –
 AA PANEL – COWL SIDE LT –
 AB PANEL – DASH –
 AC CROSSMEMBER – DASH –
 AC CROSSMEMBER – DASH –
 AD PANEL – COWL TOP INNER – COWL TOP, INR
 AE PANEL – COWL TOP INNER – COWL TOP, LWR
 AF REINF – DASH PANEL –
 AG CROSSMEMBER – DASH –
 AH SILL ASSY – FRT FLOOR –
 AJ REINF – I/P –
 AK BRACKET ASSY – ACCELERATOR PEDAL –
 AL REINF ASSY – TUNNEL FRT –
 AM PANEL – DASH LWR –

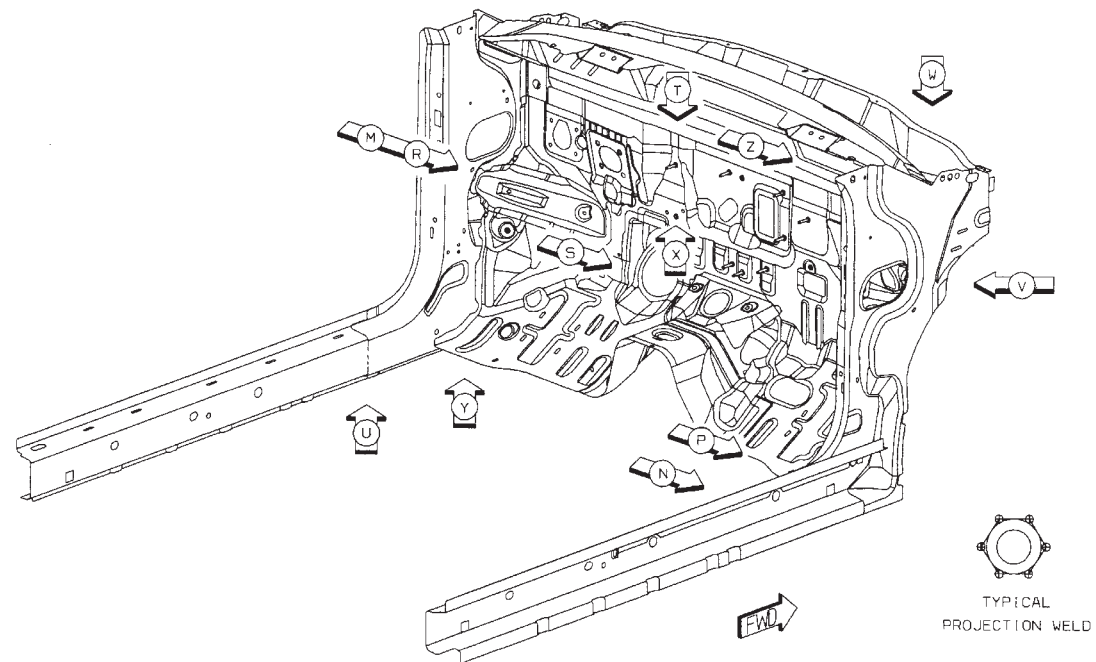
AN BRACKET – STEERING SHAFT –
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – CONTROL HARNESS TO COWL
 TOP INR
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – CONTROL HARNESS (CABIN
 SIDE) TO DASH
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – COWL SIDE TRIM TO DASH
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – SHIFTLOCK TO DASH
 AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – HVAC TO DASH

AP STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – DEAD PEDAL TO DASH
 AR STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – VACUUM HOSE TO DASH
 AR STUD.WELD/EXTERNAL – PNT.CUTTER.PILOT.
 PT.SPECIAL – HEAL BLOCKER TO DASH
 AS REINF – SILL RT –
 AS REINF – SILL LT –
 AT CROSSMEMBER – DASH –
 AU PANEL – COWL SIDE RT –
 AU PANEL – COWL SIDE LT –



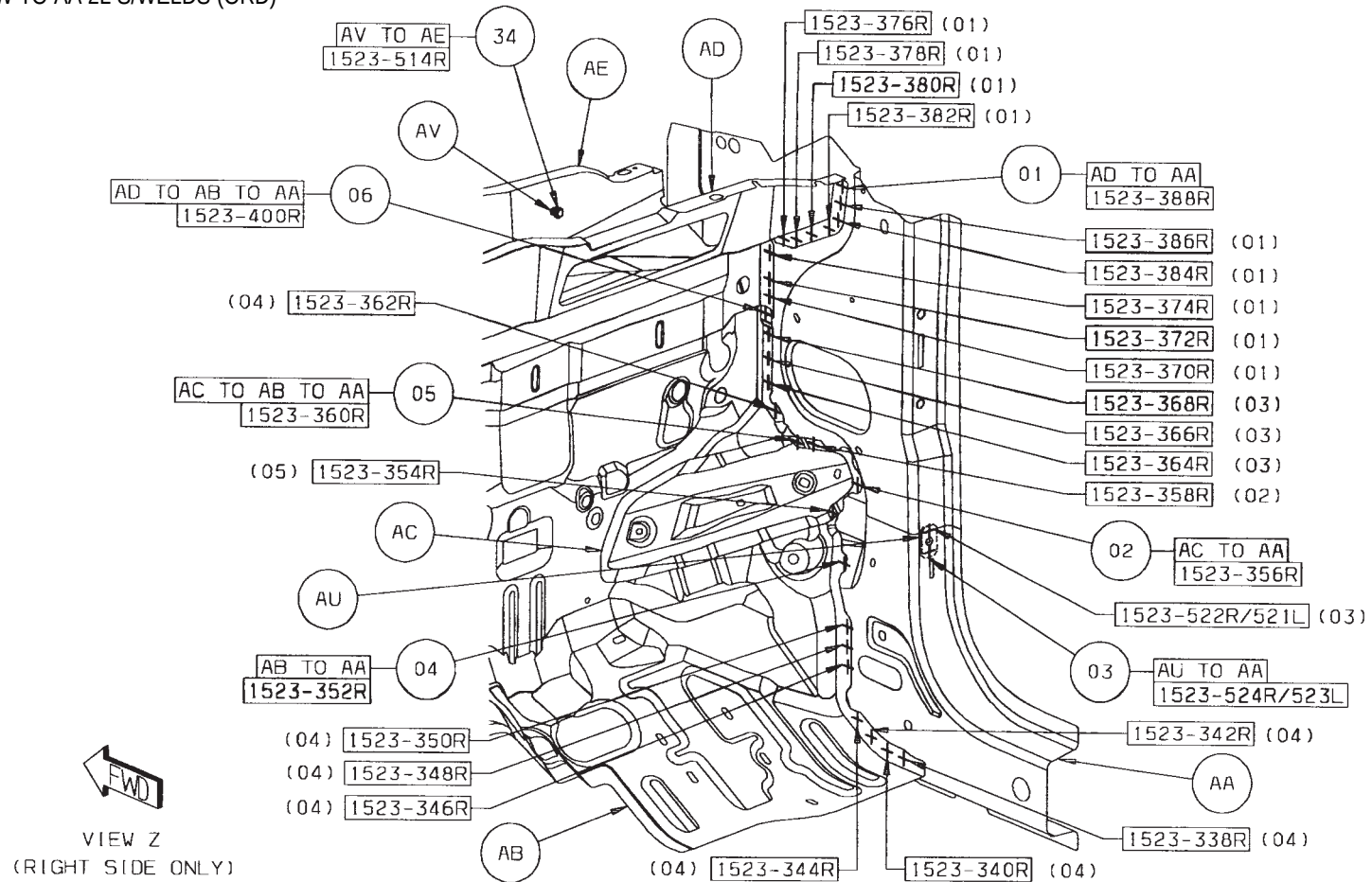
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



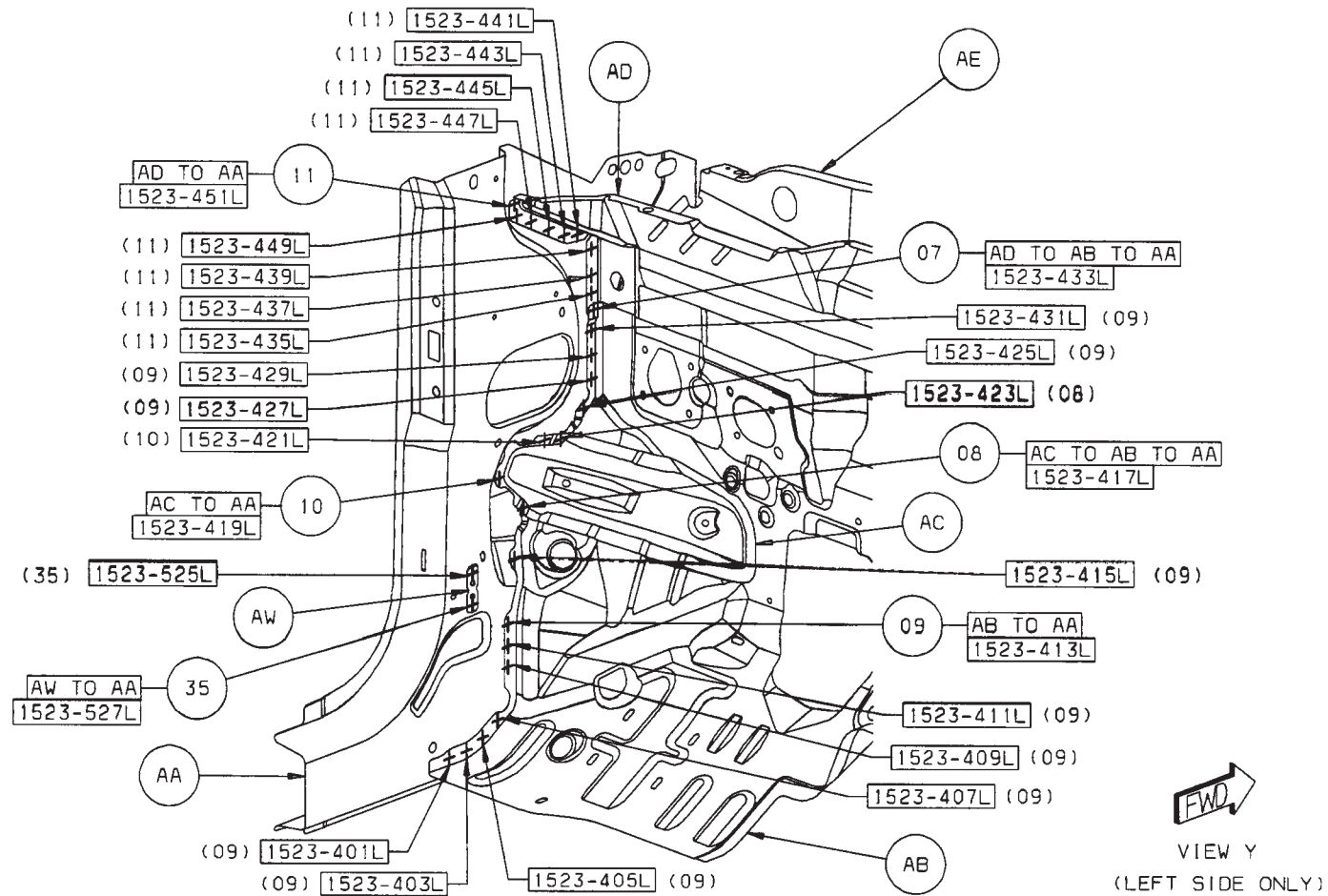
[Back to Index](#)

- 01 AD TO AA 9R S/WELDS (ORD)
- 02 AC TO AA 2R S/WELDS (ORD)
- 03 AU TO AA 2/SD S/WELDS (ORD)
- 04 AB TO AA 12R S/WELDS (ORD)
- 05 AC TO AB TO AA 2R S/WELDS (ORD)
- 06 AD TO AB TO AA 1R S/WELD (ORD)
- 34 AW TO AA 2L S/WELDS (ORD)



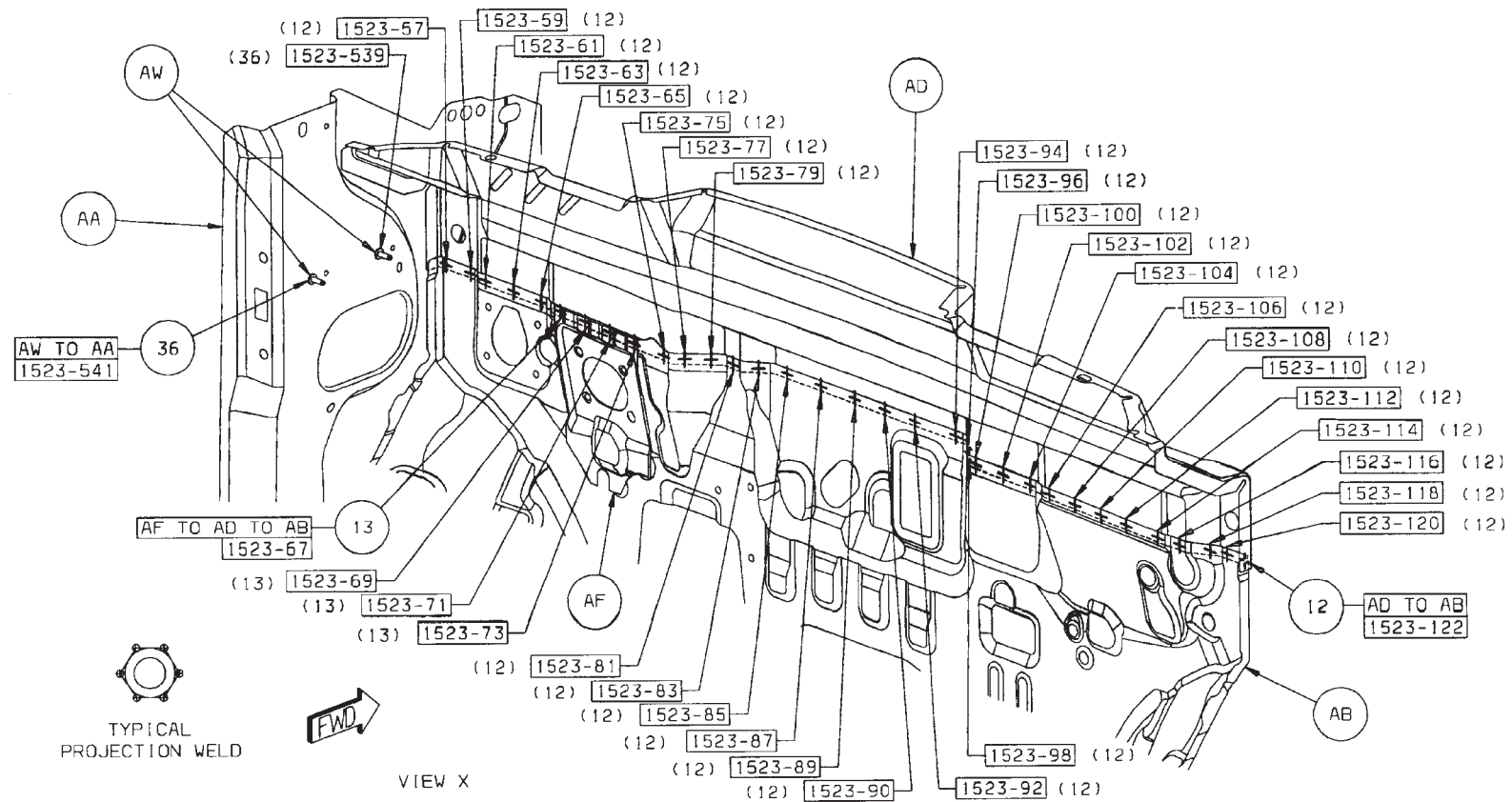
[Back to Index](#)

- 07 AD TO AB TO AA 1L SWELD (ORD)
- 08 AC TO AB TO AA 2L SWELDS (ORD)
- 09 AB TO AA 12L SWELDS (ORD)
- 10 AC TO AA 2L SWELDS (ORD)
- 11 AD TO AA 9L SWELDS (ORD)
- 35 AW TO AA 2L SWELDS (ORD)



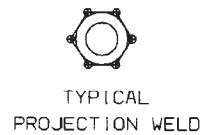
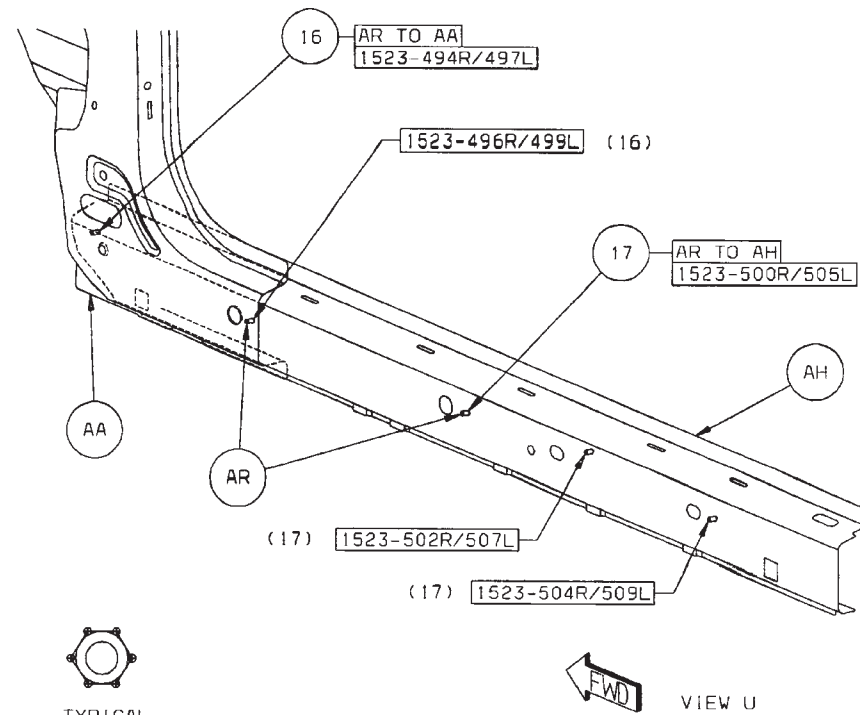
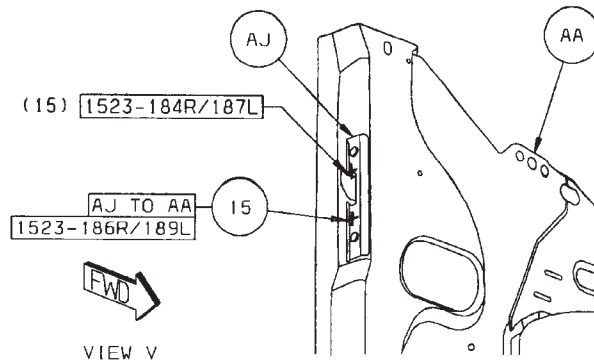
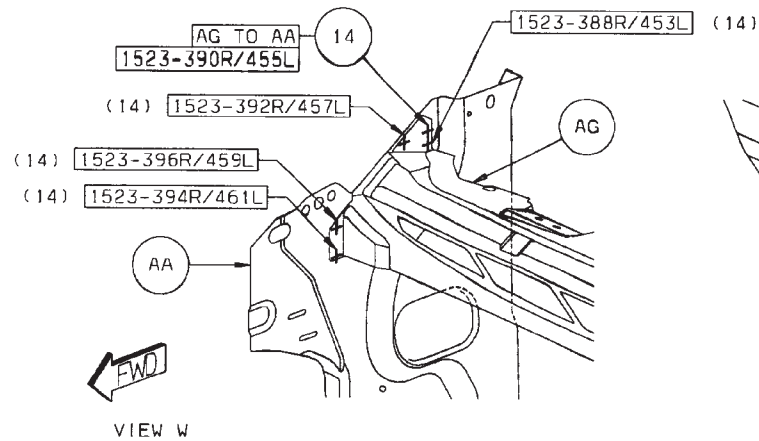
[Back to Index](#)

- 12 AD TO AB 30 S/WELDS (ORD)
- 13 AF TO AD TO AB 4 S/WELDS (ORD)
- 36 AW TO AA 2L S/WELDS (ORD)



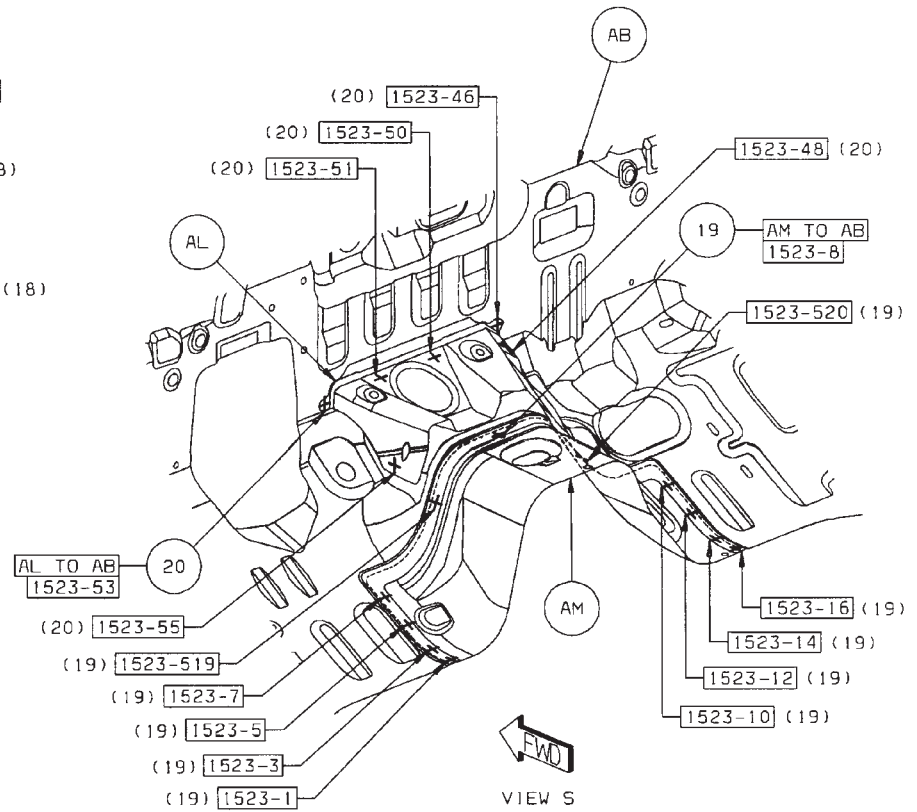
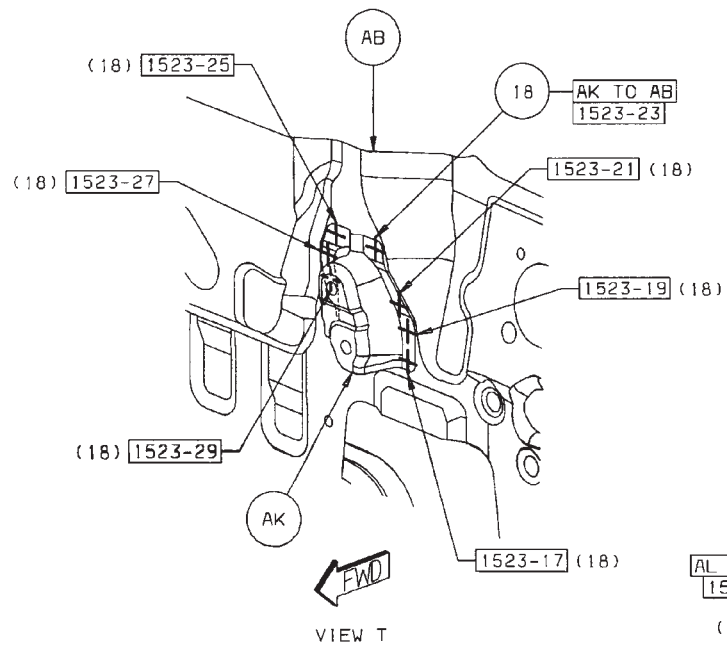
[Back to Index](#)

- 14 AG TO AA 5/SD S/WELDS (ORD)
- 15 AJ TO AA 2/SD S/WELDS (ORD)
- 16 AR TO AA 2 PROJ WELDS (ORD)
- 17 AR TO AH 3 PROJ WELDS (ORD)



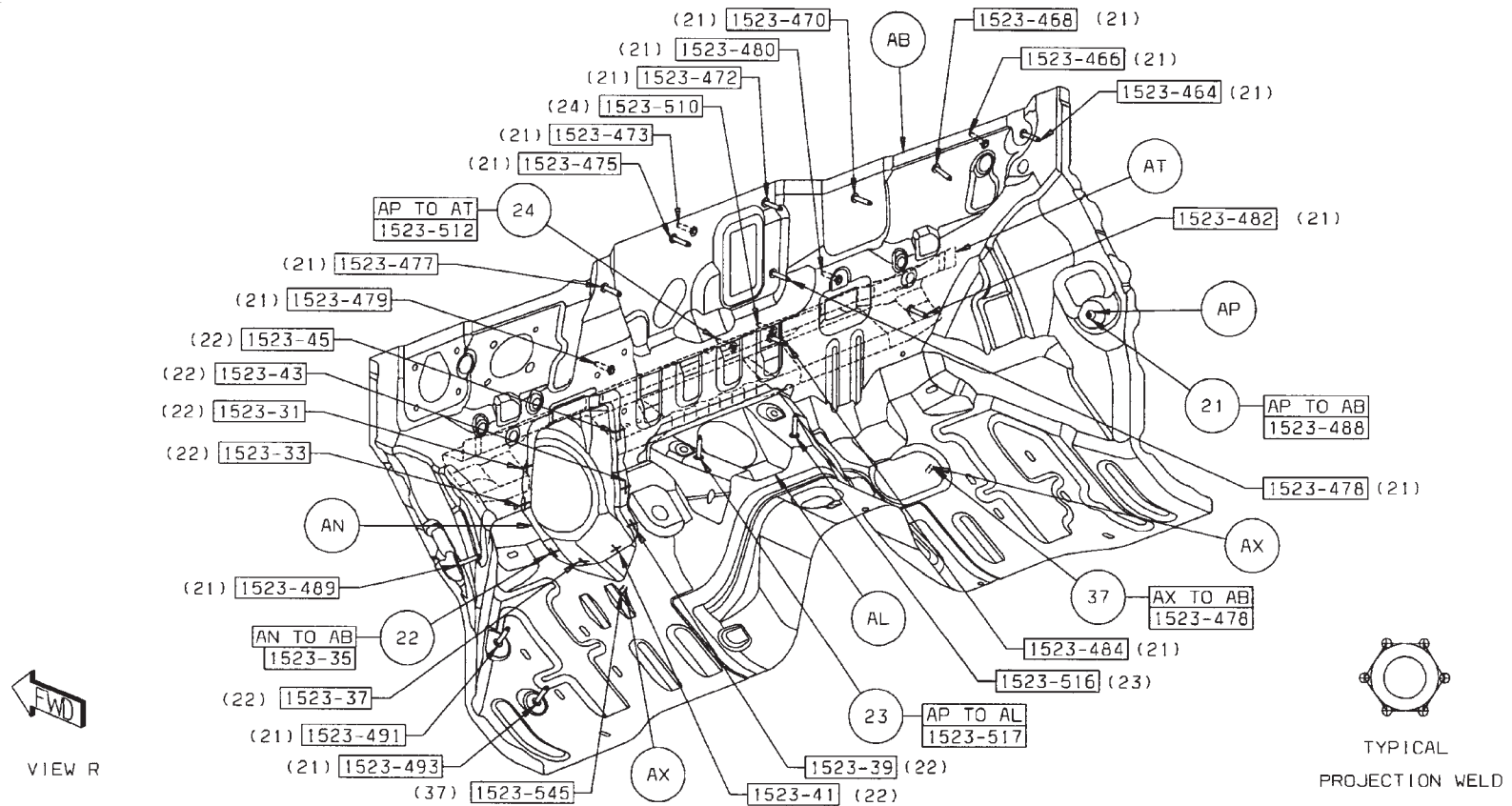
[Back to Index](#)

- 18 AK TO AB 7 S/WELDS (ORD)
19 AM TO AB 11 S/WELDS (ORD)
20 AL TO AB 6 S/WELDS (ORD)



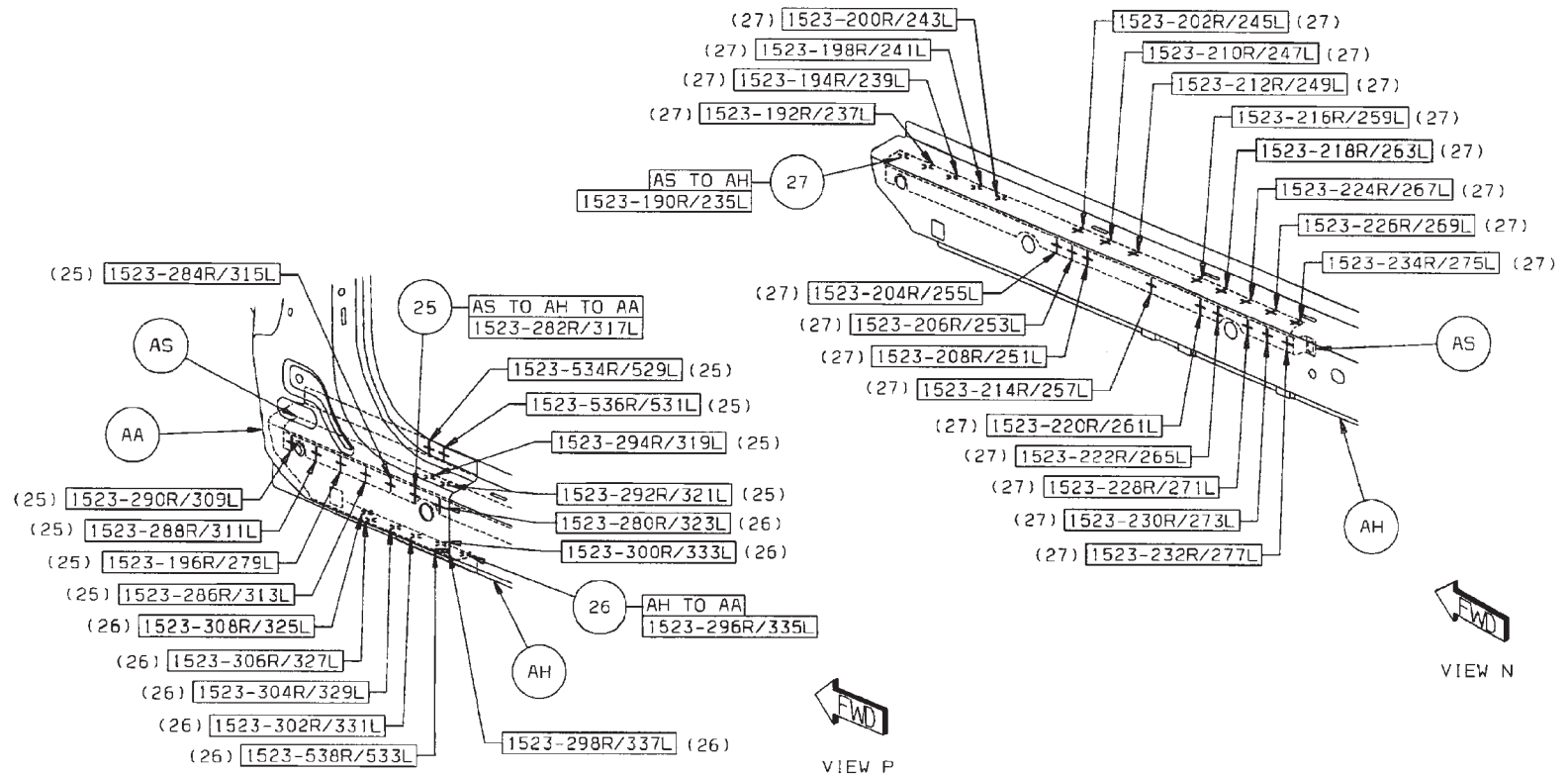
[Back to Index](#)

- 21 AP TO AB 15 PROJ WELDS (ORD)
22 AN TO AB 8 S/WELDS (ORD)
23 AP TO AL 2 PROJ WELDS (ORD)
24 AP TO AT 2 PROJ WELDS (ORD)
37 AX TO AB 2 PROJ WELDS (ORD)



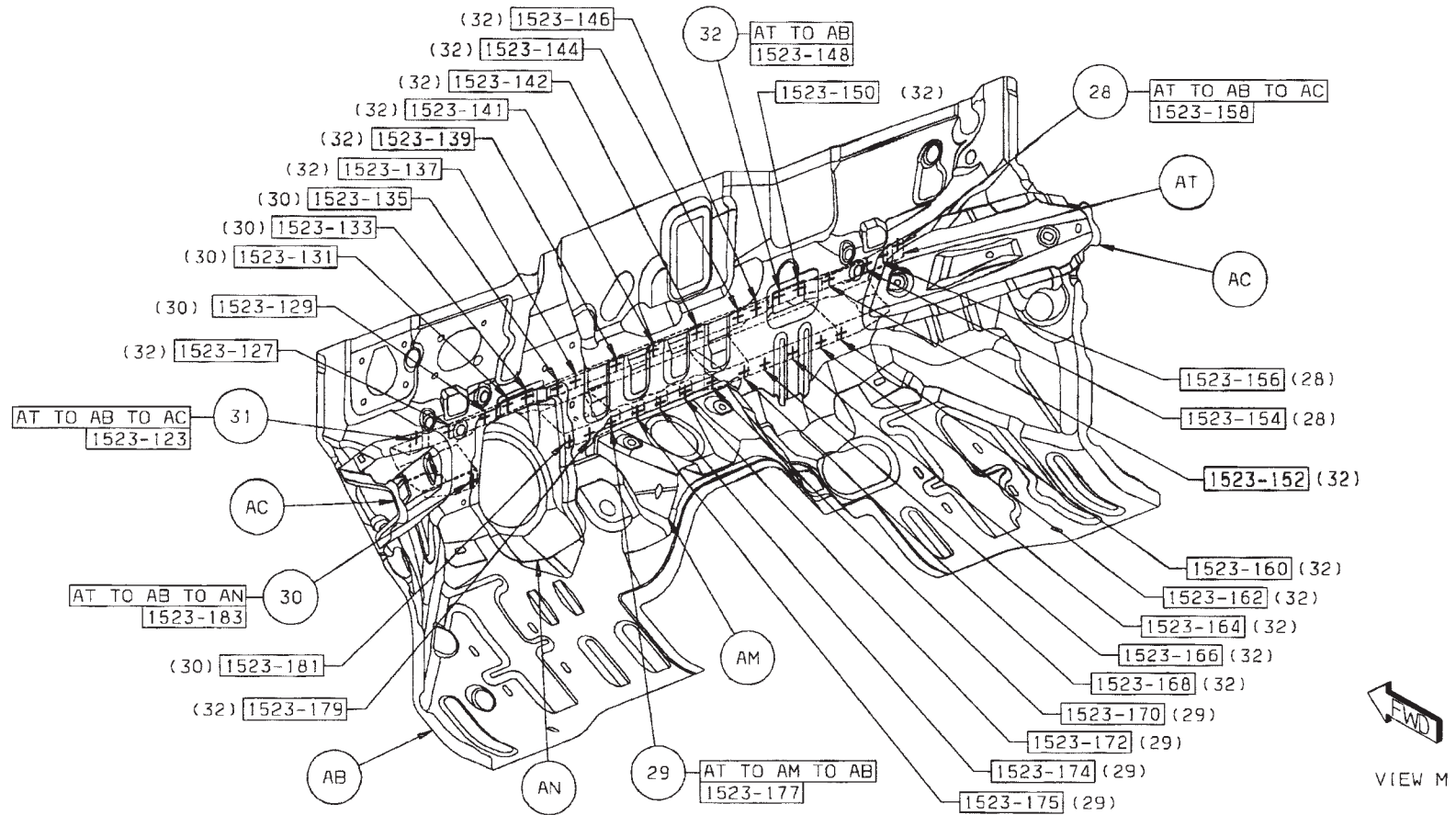
[Back to Index](#)

- 25 AS TO AH TO AA 10/SD S/WELDS (ORD)
- 26 AH TO AA 9/SD S/WELDS (ORD)
- 27 AS TO AH 22/SD S/WELDS (ORD)



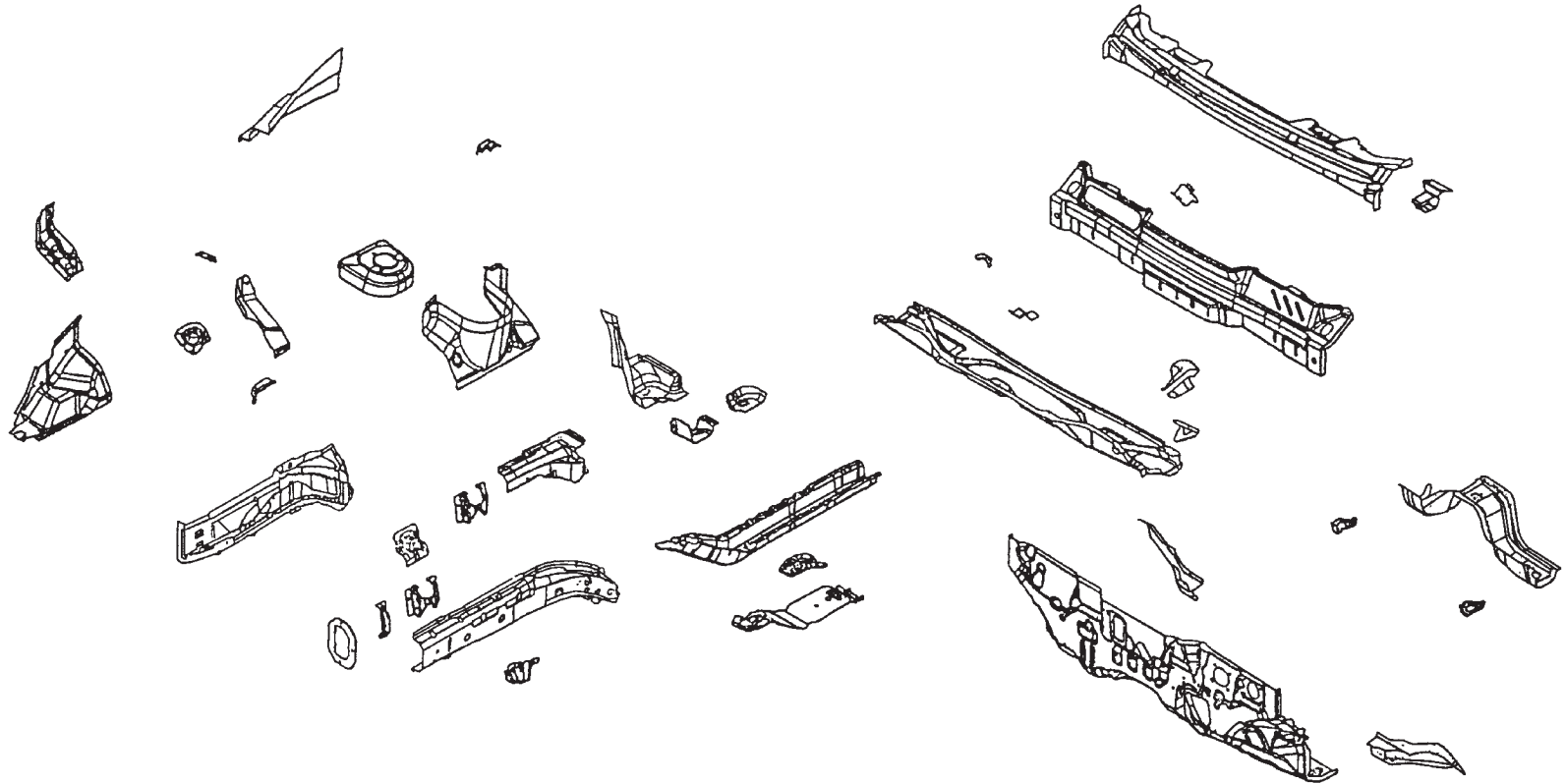
[Back to Index](#)

- 28 AT TO AB TO AC 3 S/WELDS (ORD)
- 29 AT TO AM TO AB 5 S/WELDS (ORD)
- 30 AT TO AB TO AN 6 S/WELDS (ORD)
- 31 AT TO AB TO AC 1 S/WELD (ORD)
- 32 AT TO AB 16 S/WELDS (ORD)



[Back to Index](#)

DODGE CALIBER ENGINE BOX SECTION



AA PANEL – COWL TOP LOWER – COWL TOP, LWR
 AB PANEL – COWL SIDE RT –
 AC BEAM – LOAD PATH INR UPR RT –
 AC BEAM – LOAD PATH INR UPR LT –
 AD SILL – FRT FLOOR –
 AD SILL – FRT FLOOR –
 AE BRACE – TORQUE BOX RT –
 AE BRACE – TORQUE BOX LT –
 AF REINF – FRT FLOOR RT –
 AF REINF – FRT FLOOR LT –

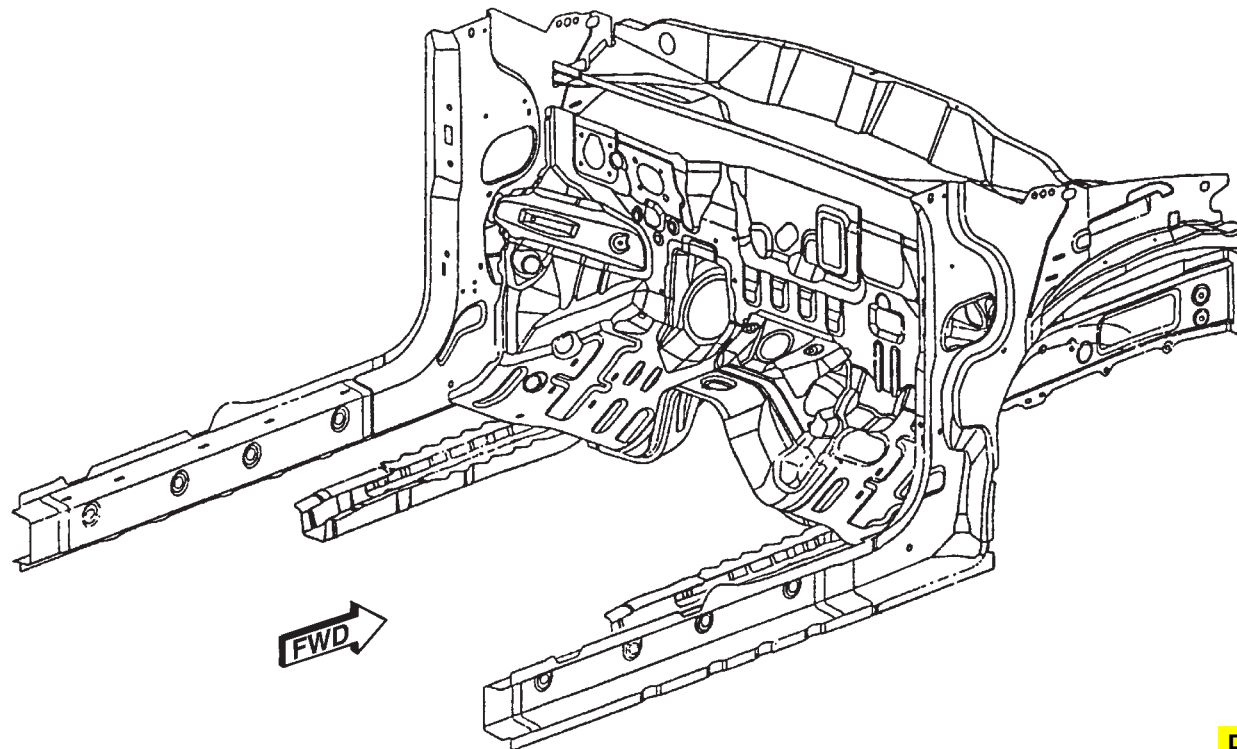
AG PANEL – SHOCK TOWER MOUNTING FRT RT –
 AG PANEL – SHOCK TOWER MOUNTING FRT LT –
 AH REINF – FRT SUSPENSION ISOLATOR STRUT
 MOUNTING RT –
 AH REINF – FRT SUSPENSION ISOLATOR STRUT
 MOUNTING LT –
 AJ PANEL – DASH –
 AK PANEL – EXTENSION FRT RAIL INR RT –
 AK PANEL – EXTENSION FRT RAIL INR LT –
 AL REINF – EXTENSION FRT RAIL INR RT –

AL REINF – EXTENSION FRT RAIL INR LT –
 AM BRACKET – PARKING BRAKE CABLE RR RT –
 AM BRACKET – PARKING BRAKE CABLE RR LT –
 AN CROSSMEMBER – DASH –
 AP REINF – SHOCK TOWER MOUNTING FRT RT –
 AP REINF – SHOCK TOWER MOUNTING FRT LT –
 AR PANEL – SIDE FRT RAIL QTR RT –
 AR PANEL – SIDE FRT RAIL QTR LT –
 AS CROSSMEMBER – DASH –

[Back to Index](#)

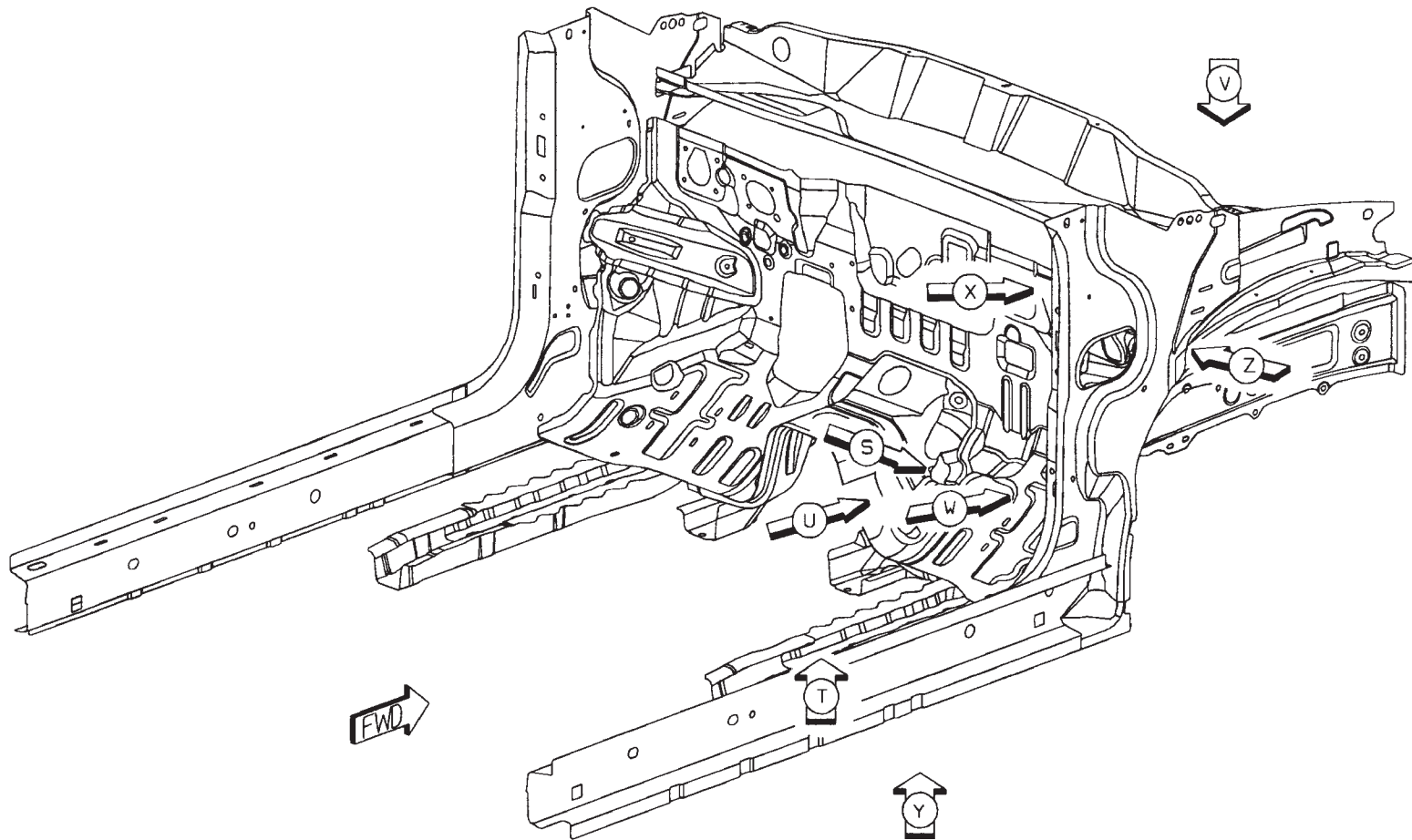
PARTS IDENTIFICATION LEGEND, OVERVIEW 18

AA	PANEL – COWL TOP LOWER – COWL TOP, LWR	AG	PANEL – SHOCK TOWER MOUNTING FRT RT –	AL	REINF – EXTENSION FRT RAIL INR LT –
AB	PANEL – COWL SIDE RT –	AG	PANEL – SHOCK TOWER MOUNTING FRT LT –	AM	BRACKET – PARKING BRAKE CABLE RR RT –
AC	BEAM – LOAD PATH INR UPR RT –	AH	REINF – FRT SUSPENSION ISOLATOR STRUT MOUNTING RT –	AM	BRACKET – PARKING BRAKE CABLE RR LT –
AC	BEAM – LOAD PATH INR UPR LT –	AH	REINF – FRT SUSPENSION ISOLATOR STRUT MOUNTING LT –	AN	CROSSMEMBER – DASH –
AD	SILL – FRT FLOOR –	AJ	PANEL – DASH –	AP	REINF – SHOCK TOWER MOUNTING FRT RT –
AD	SILL – FRT FLOOR –	AK	PANEL – EXTENSION FRT RAIL INR RT –	AP	REINF – SHOCK TOWER MOUNTING FRT LT –
AE	BRACE – TORQUE BOX RT –	AK	PANEL – EXTENSION FRT RAIL INR LT –	AR	PANEL – SIDE FRT RAIL QTR RT –
AE	BRACE – TORQUE BOX LT –	AL	REINF – EXTENSION FRT RAIL INR RT –	AR	PANEL – SIDE FRT RAIL QTR LT –
AF	REINF – FRT FLOOR RT –			AS	CROSSMEMBER – DASH –
AF	REINF – FRT FLOOR LT –				



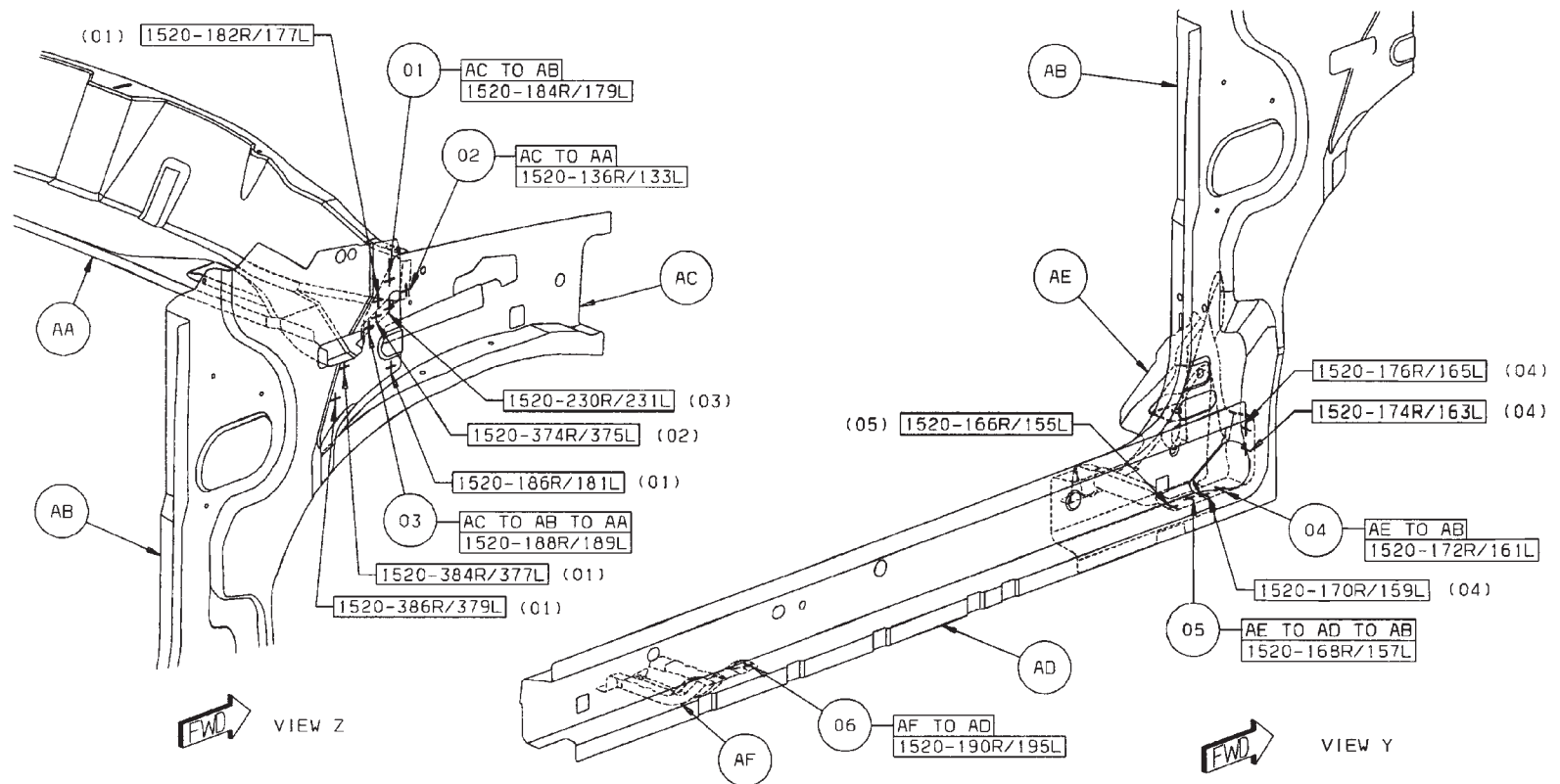
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



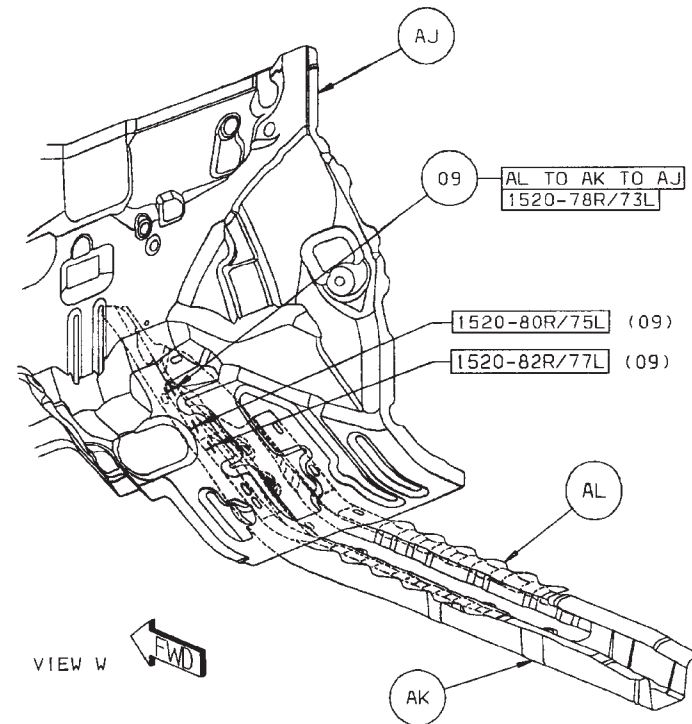
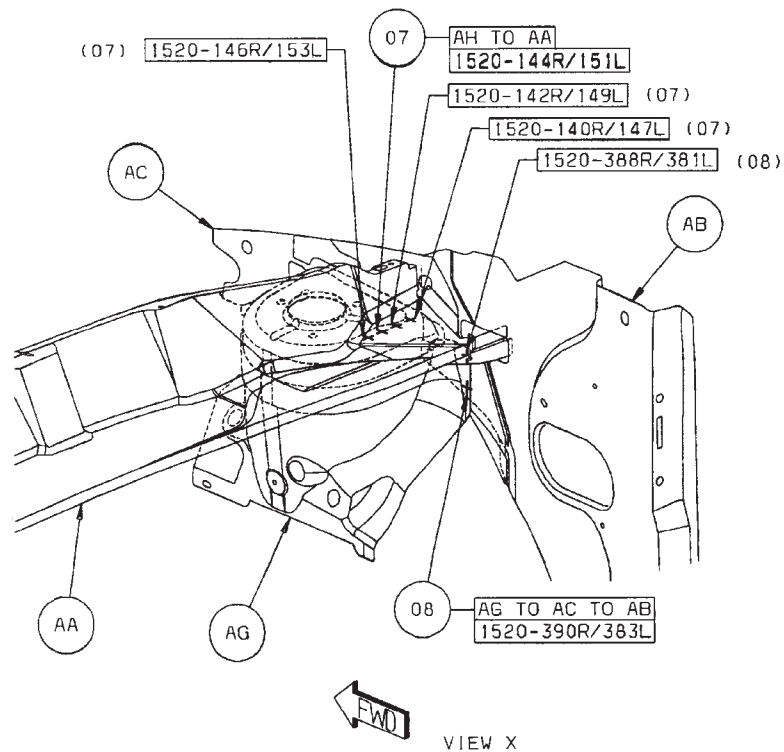
[Back to Index](#)

- 01 AC TO AB 5/SD S/WELDS (ORD)
- 02 AC TO AA 2/SD S/WELDS (ORD)
- 03 AC TO AB TO AA 2/SD S/WELDS (ORD)
- 04 AE TO AB 4/SD S/WELDS (ORD)
- 05 AE TO AD TO AB 2/SD S/WELDS (ORD)
- 06 AF TO AD 1/SD S/WELDS (ORD)



[Back to Index](#)

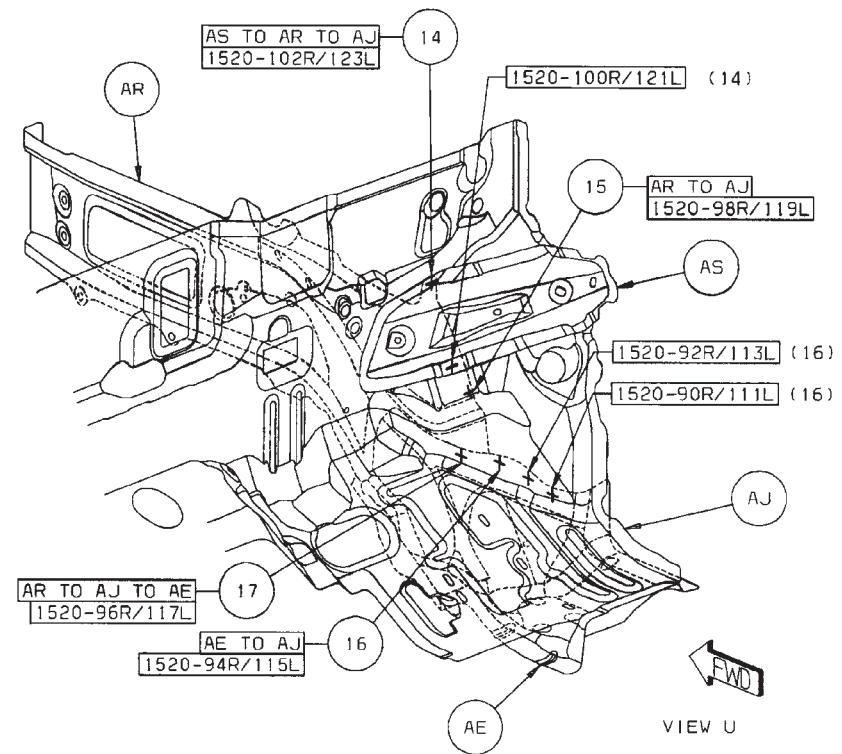
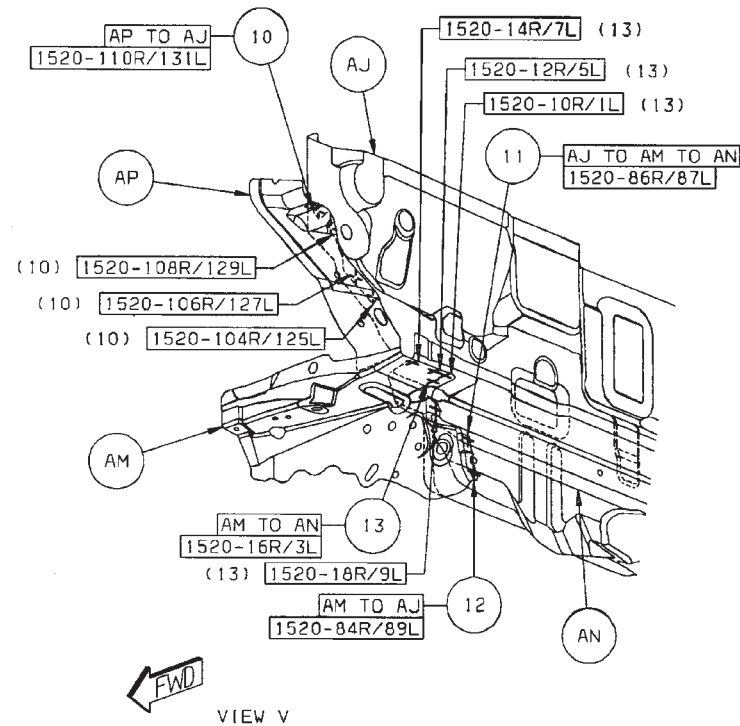
- 07 AH TO AA 4/SD S/WELDS (ORD)
- 08 AG TO AC TO AB 2/SD S/WELDS (ORD)
- 09 AL TO AK TO AJ 3/SD S/WELDS (ORD)



[Back to Index](#)

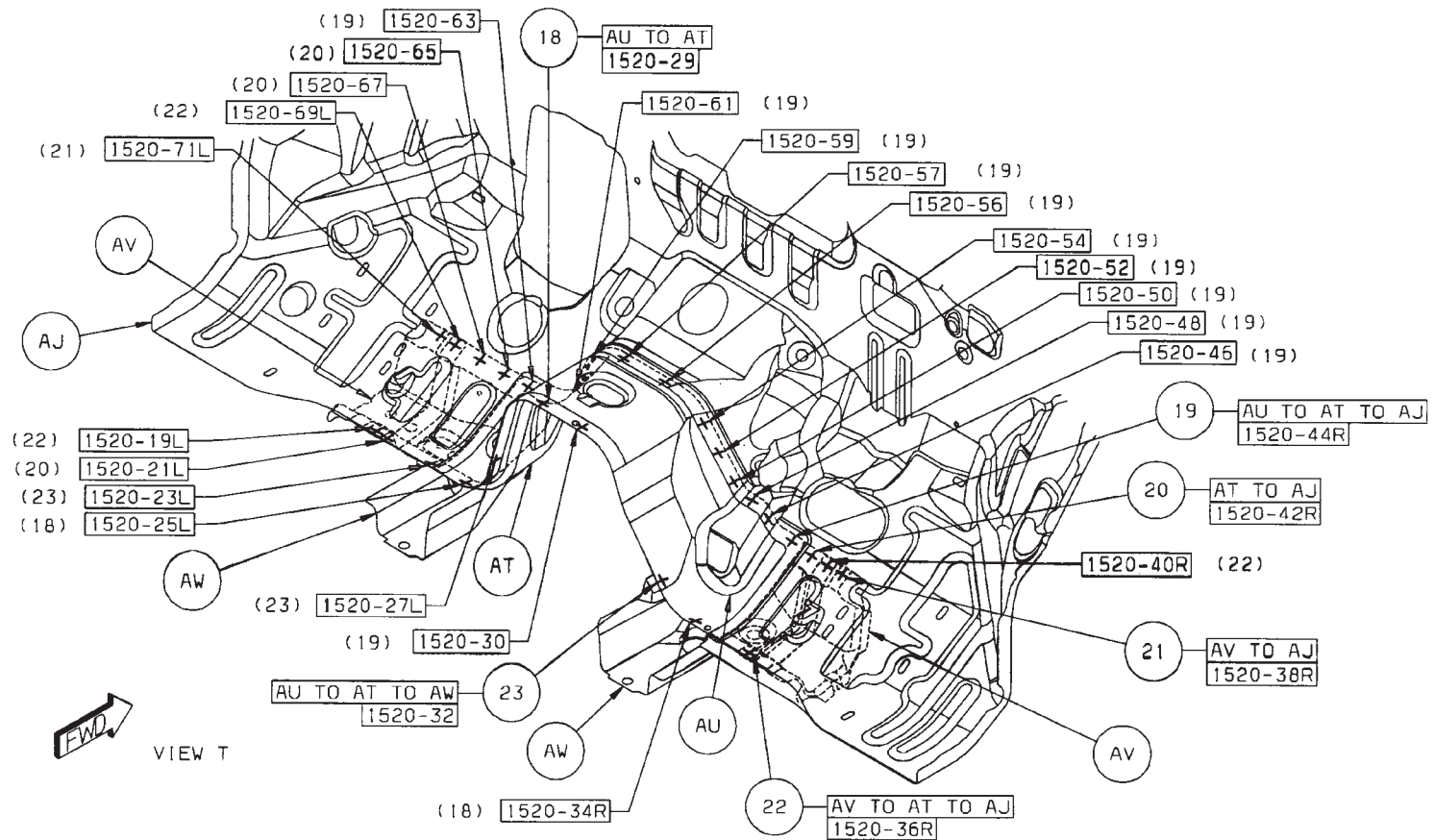
- 10 AP TO AJ 4/SD S/WELDS (ORD)
- 11 AJ TO AM TO AN 1/SD S/WELDS (ORD)
- 12 AM TO AJ 1/SD S/WELDS (ORD)
- 13 AM TO AN 5/SD S/WELDS (ORD)

- 14 AS TO AR TO AH 2/SD S/WELDS (ORD)
- 15 AR TO AJ 1/SD S/WELD (ORD)
- 16 AE TO AJ 3/SD S/WELDS (ORD)
- 17 AR TO AJ TO AE 1/SD S/WELD (ORD)



[Back to Index](#)

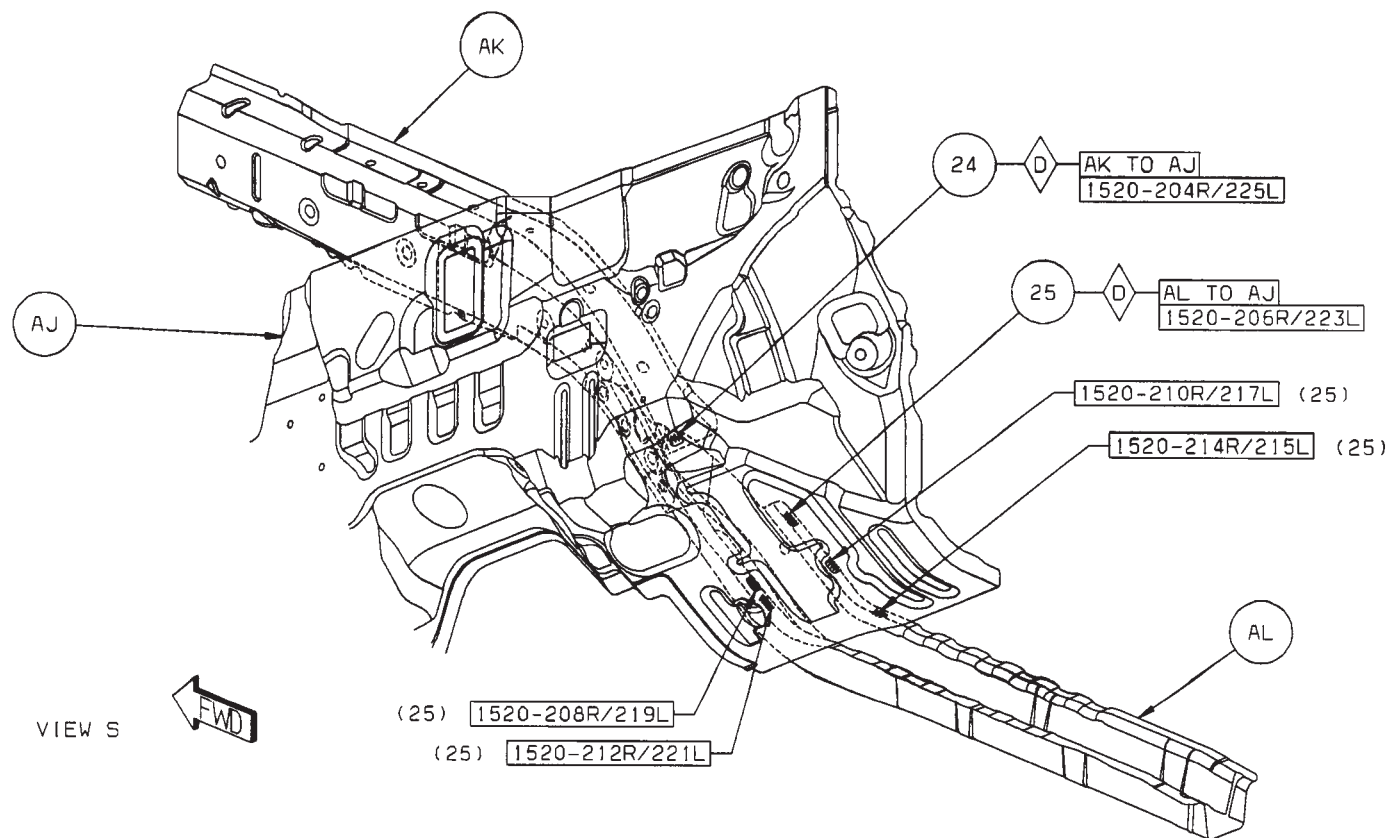
- 18 AU TO AT 3 S/WELDS (ORD)
- 19 AU TO AT TO AJ 12 S/WELDS (ORD)
- 20 AT TO AJ 4 S/WELDS (ORD)
- 21 AV TO AJ 2 S/WELDS (ORD)
- 22 AV TO AT TO AJ 1R/2/L S/WELDS (ORD)
- 23 AU TO AT TO AW 1R/1L S/WELDS (ORD)



[Back to Index](#)

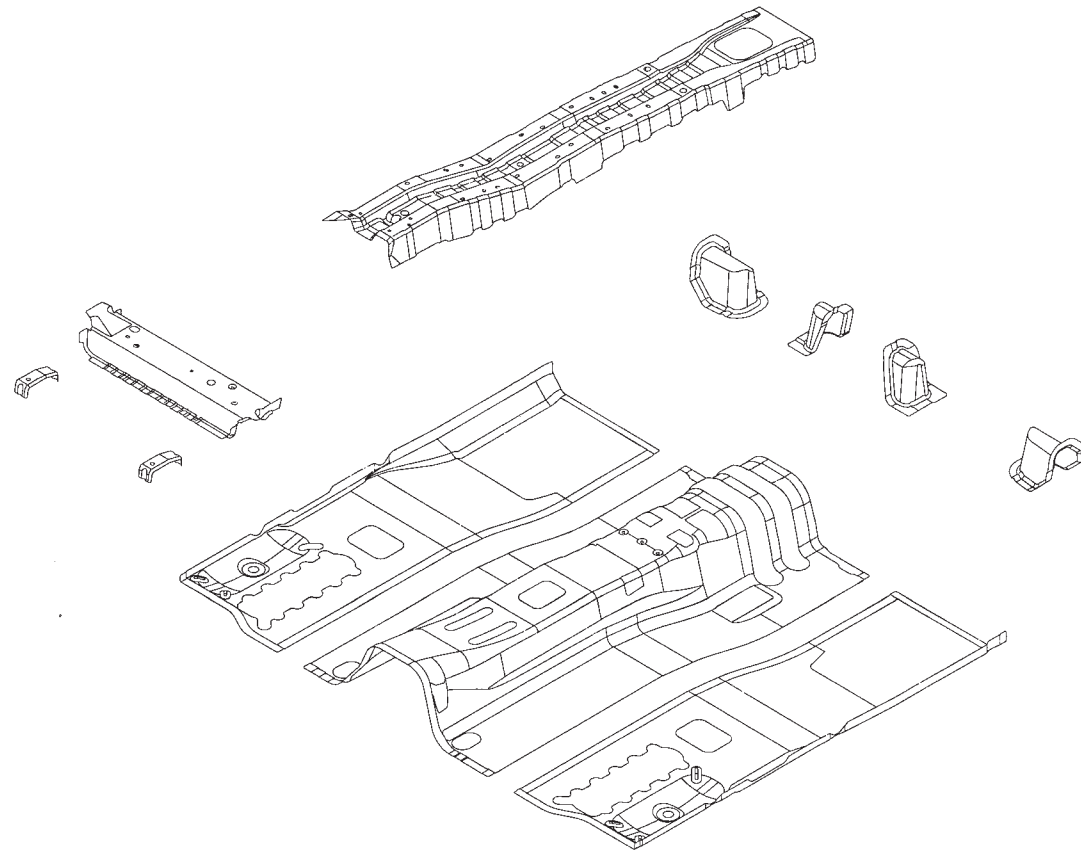
24 AK TO AJ 1/SD FCAW (CRT)

25 AL TO AJ 5/SD FCAW (CRT)



[Back to Index](#)

DODGE CALIBER FRONT FLOOR ASSEMBLY SECTION

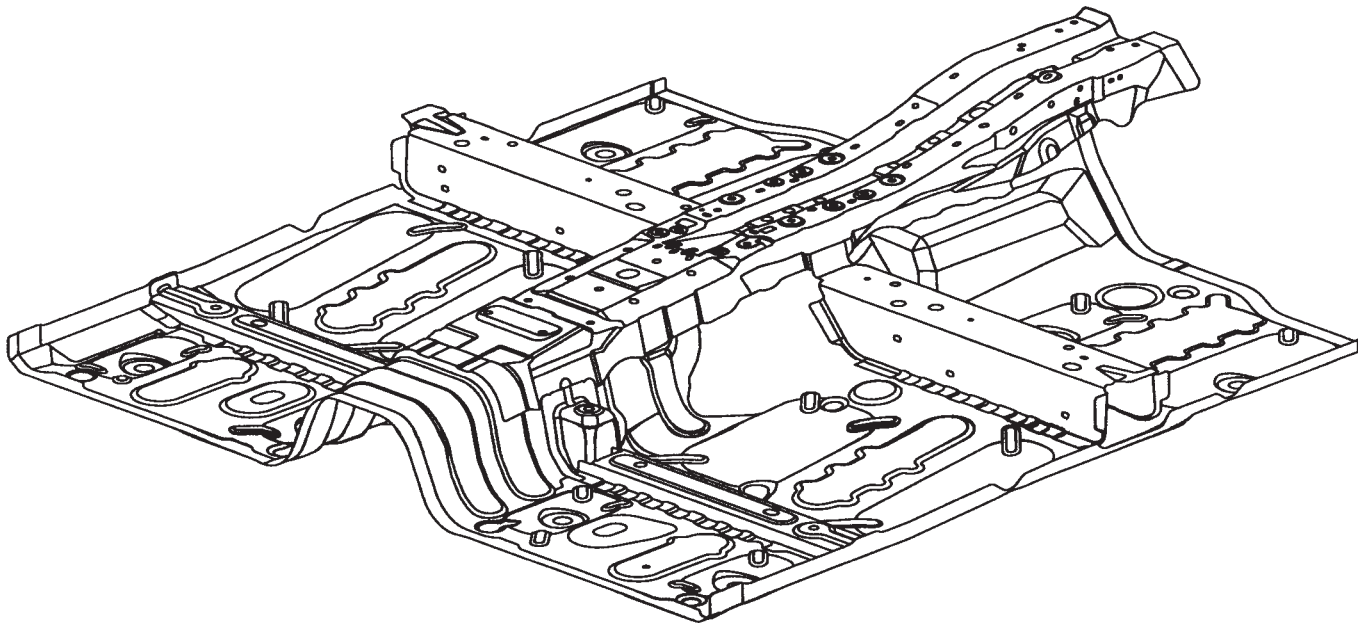


- AA PAN - FRONT FLOOR -
- AB REINF - TUNNEL -
- AC BRACKET - FRONT SEAT RR -
- AD BRACKET - FRONT SEAT RR -
- AE CROSSMEMBER - FRONT FLOOR PAN FRT RT -
- AE CROSSMEMBER - FRONT FLOOR PAN FRT LT -
- AF CROSSMEMBER - TUNNEL FRT -
- AG RAIL - TUNNEL FRT RT -
- AG RAIL - TUNNEL FRT LT -

[Back to Index](#)

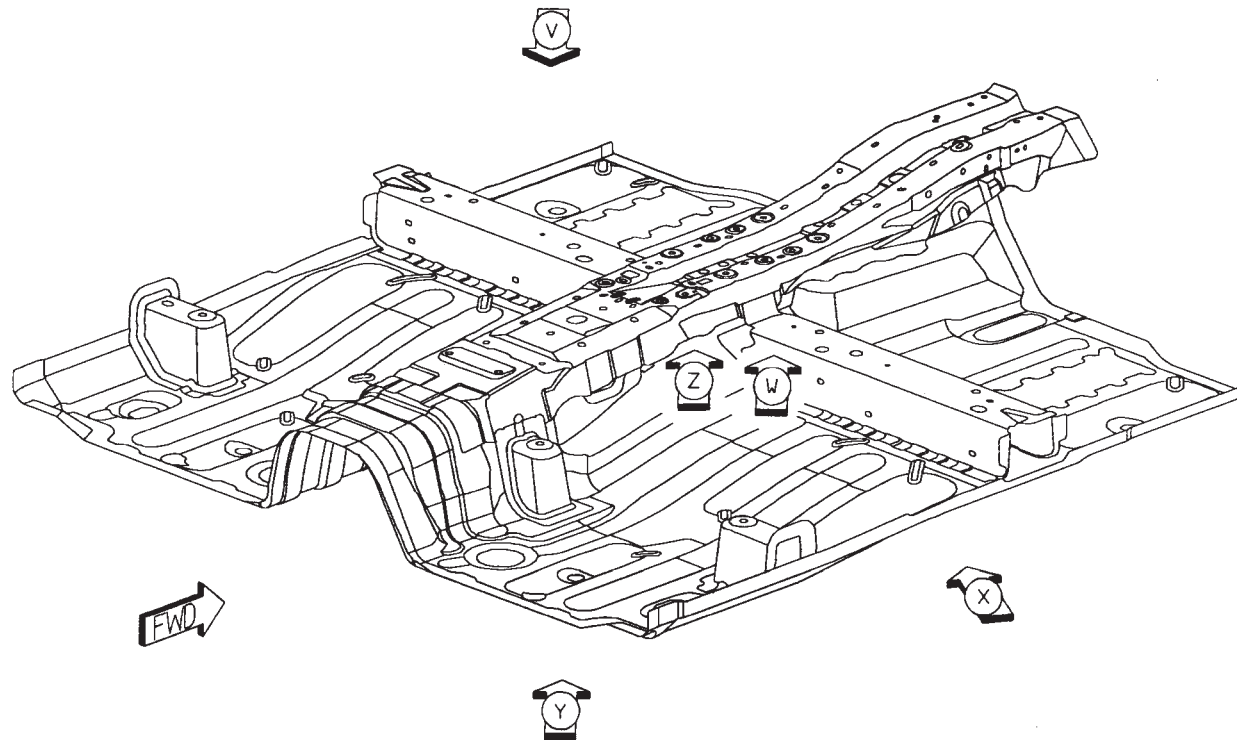
PARTS IDENTIFICATION LEGEND, OVERVIEW 19

AA PAN – FRONT FLOOR –
AB REINF – TUNNEL –
AC BRACKET – FRONT SEAT RR –
AD BRACKET – FRONT SEAT RR –
AE CROSSMEMBER – FRONT FLOOR PAN FRT RT –
AE CROSSMEMBER – FRONT FLOOR PAN FRT LT –
AF CROSSMEMBER – TUNNEL FRT –
AG RAIL – TUNNEL FRT RT –
AG RAIL – TUNNEL FRT LT –



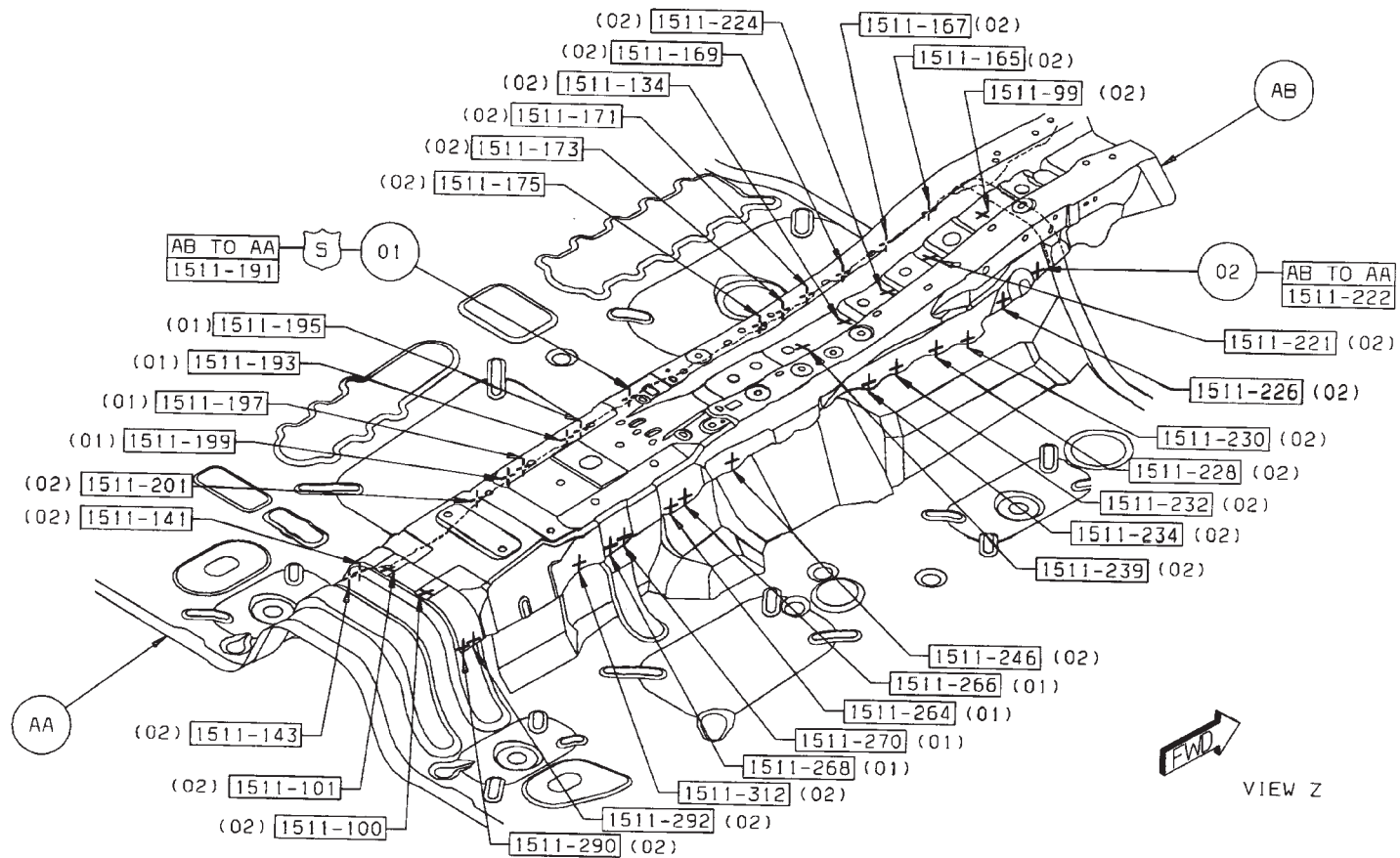
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



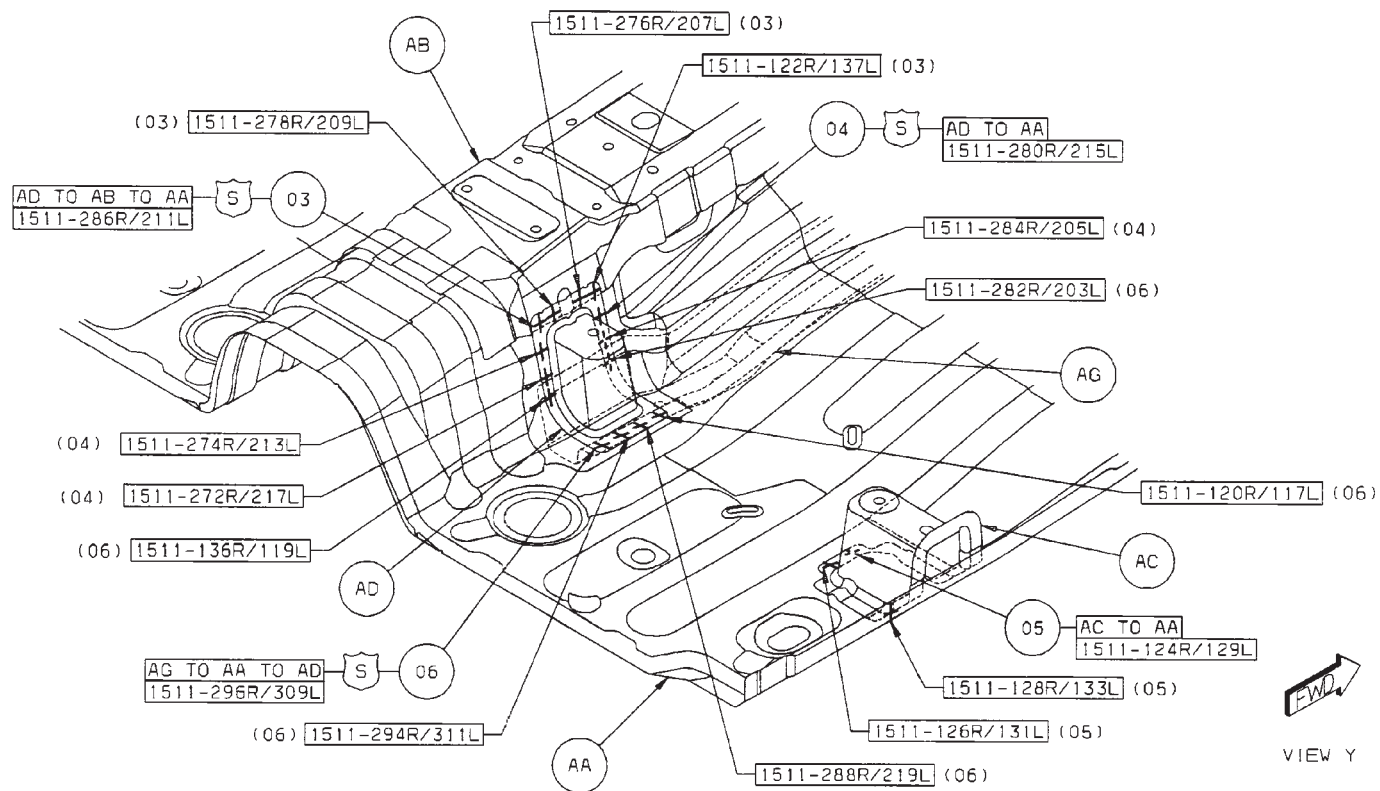
[Back to Index](#)

- 01 AB TO AA 9 SWELDS (SAF)
- 02 AB TO AA 26 SWELDS (ORD)

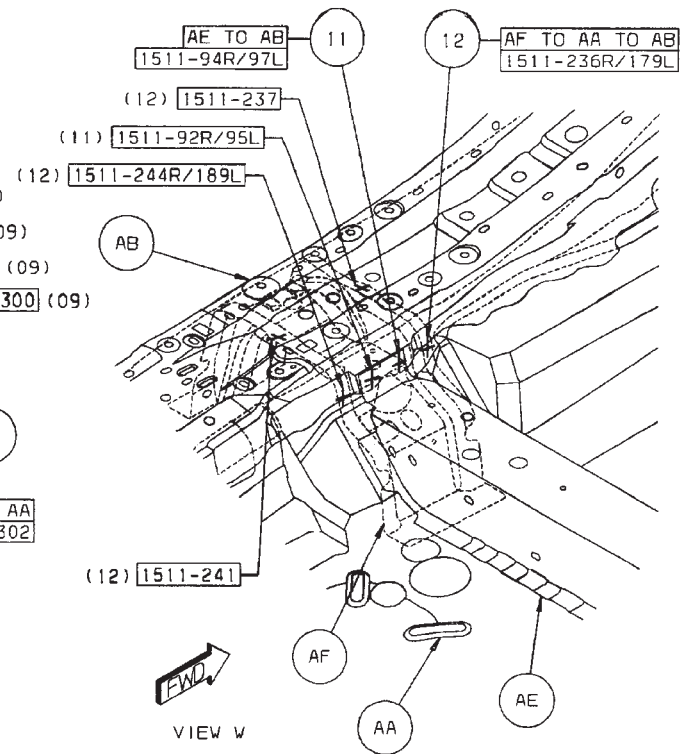


[Back to Index](#)

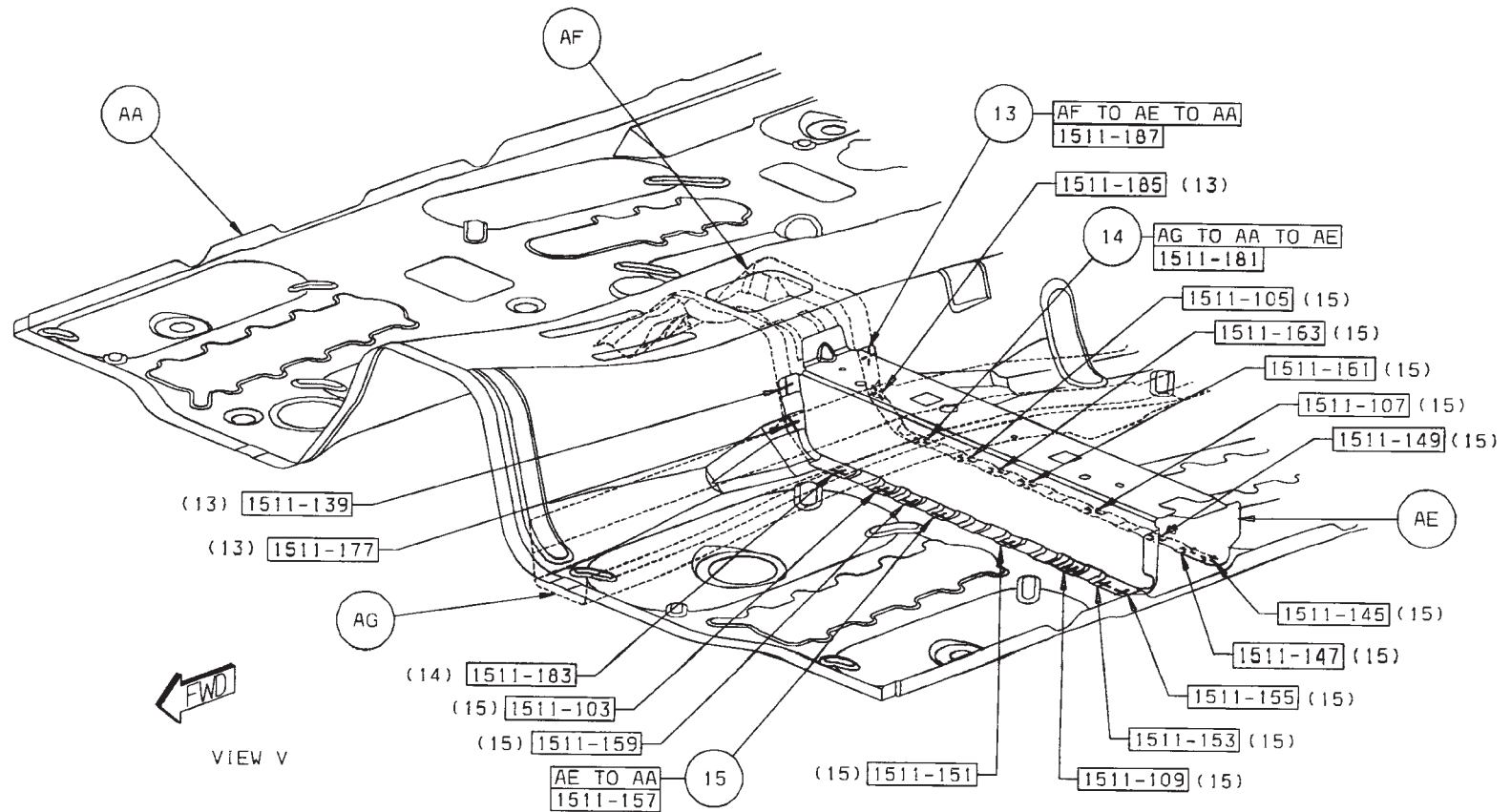
- 03 AD TO AB TO AA 4 S/WELDS (SAF)
- 04 AD TO AA 2 S/WELDS (SAF)
- 05 AH TO AA 3/SD S/WELDS (ORD)
- 06 AG TO AA TO AD 4/SD S/WELDS (SAF)



[Back to Index](#)

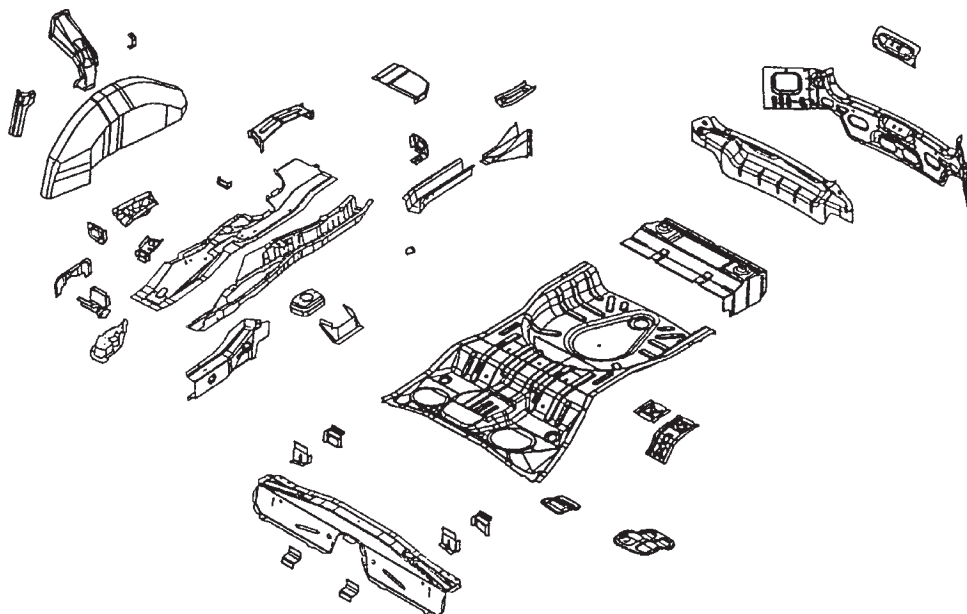


- 13 AF TO AE TO AA 2 S/WELDS (ORD)
- 14 AG TO AA TO AE 4 S/WELDS (ORD)
- 15 AE TO AA 14 S/WELDS (ORD)



[Back to Index](#)

DODGE CALIBER REAR FLOOR ASSEMBLY SECTION



AA PAN – RR FLOOR
 AB REINF – RR CLOSURE – RR END REINF
 AC EXTENSION – RR FLOOR PAN RT –
 AC EXTENSION – RR FLOOR PAN LT –
 AD PANEL – RR CLOSURE – RR END CLOSURE
 AE EXTENSION – RR FLOOR –
 AE EXTENSION – RR FLOOR SIDEMEMBER LT –
 AF SIDEMEMBER – RR FLOOR UPR RT –
 AF SIDEMEMBER – RR FLOOR UPR LT –
 AG CROSSMEMBER – RR FLOOR RR –
 AH REINF – SPARE TIRE HOLD-DOWN –
 AJ SILL – RR FLOOR SIDEMEMBER RT –
 AJ SILL – RR FLOOR SIDEMEMBER LT –
 AK PLATE – SIDE SILL RT –
 AK PLATE – SIDE SILL LT –
 AL PANEL – RR WHEELHOUSE INR RT –
 AL PANEL – RR WHEELHOUSE INR LT –

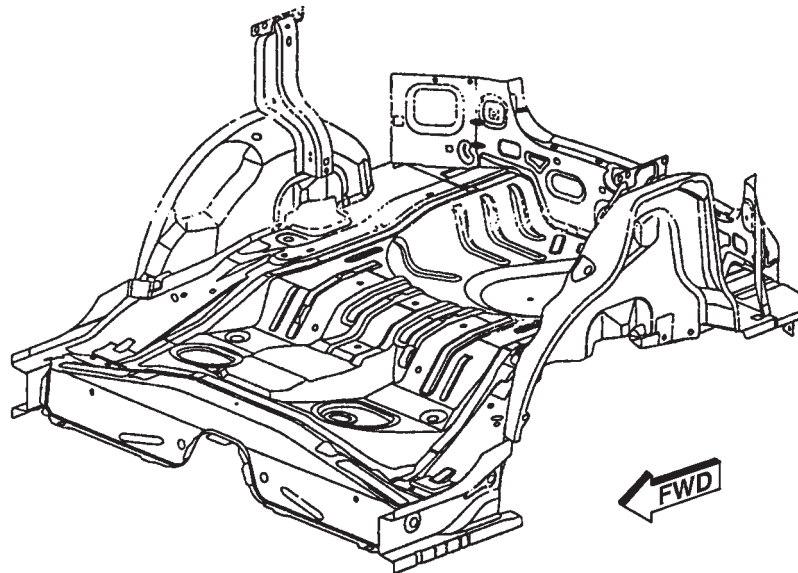
AM PANEL – RR SPRING –
 AR PANEL – RR SPRING –
 AN BULKHEAD – RR FLOOR SIDEMEMBER
 EXTENSION RT –
 AN BULKHEAD – RR FLOOR SIDEMEMBER
 EXTENSION LT –
 AP REINF – RR SPRING –
 AP REINF – RR SPRING –
 AR SIDEMEMBER – RR FLOOR LWR RT –
 AR SIDEMEMBER – RR FLOOR LWR LT –
 AS REINF – RR SEAT BELT –
 AT EXTENSION – RR FLOOR CROSSMEMBER FRT RT –
 AT EXTENSION – RR FLOOR CROSSMEMBER FRT LT –
 AW STUD.WELD/EXTERNAL – HEADER.PT.PNT.
 CUTTER.SPECIAL – MUFFLER TO HEAT SHIELD
 AX BRACKET – RR FLOOR EXTENSION SIDE RT –
 AX BRACKET – RR FLOOR EXTENSION SIDE LT –

AY BEAM – SIDE IMPACT –
 AZ BRACKET – RR FLOOR EXTENSION CTR RT –
 AZ BRACKET – RR FLOOR EXTENSION CTR LT –
 BA CROSSMEMBER – RR SEAT –
 BB EXTENSION – RR FLOOR SIDEMEMBER RT –
 BB EXTENSION – RR FLOOR SIDEMEMBER LT –
 BC EXTENSION – RR FLOOR –
 BD BULKHEAD – RR FLOOR SIDEMEMBER RT –
 BD BULKHEAD – RR FLOOR SIDEMEMBER LT –
 BE EXTENSION – SIDEMEMBER FRT FLOOR RT –
 BF REINF – FLOOR EXTENSION RT –
 BF REINF – FLOOR EXTENSION LT –
 BG STUD.WELD/EXTERNAL – HEADER.PT.NO.
 FIN.SPECIAL – RR WHEELHOUSE TO AMP

[Back to Index](#)

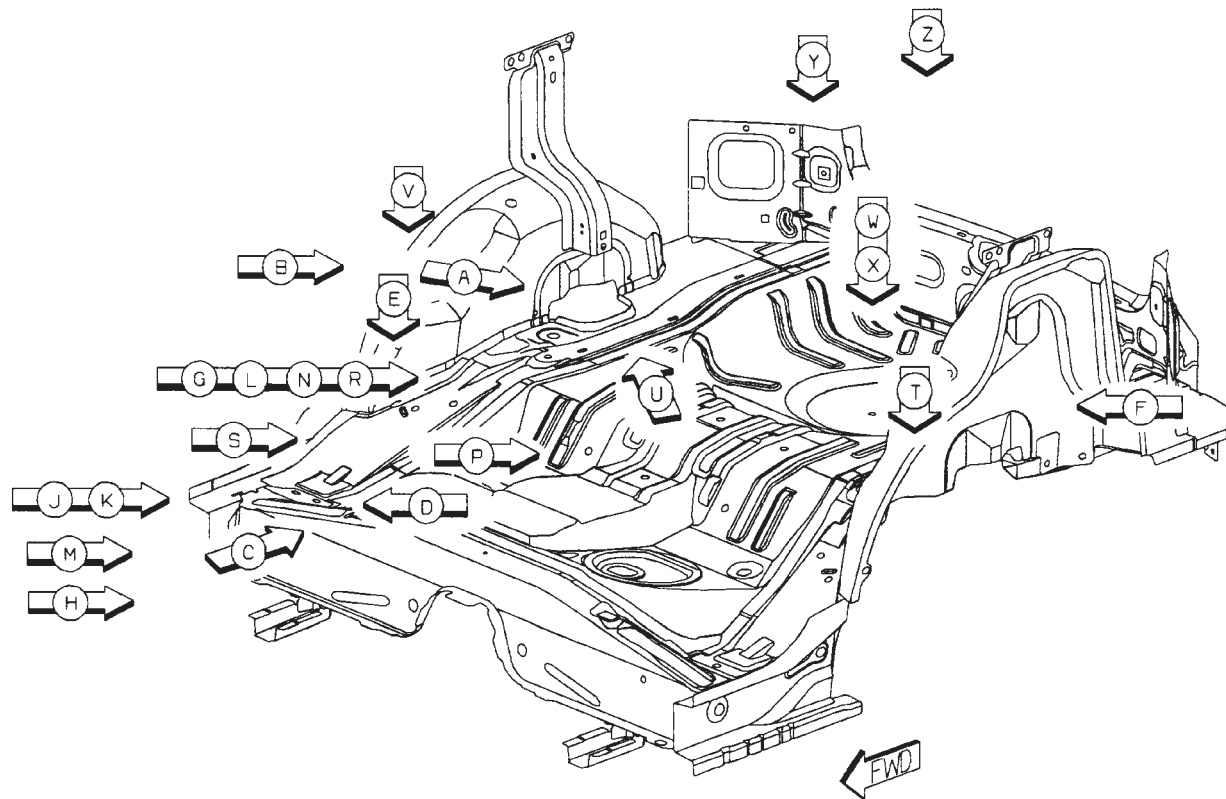
PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AA	PAN – RR FLOOR	AM	PANEL – RR SPRING –	AY	BEAM – SIDE IMPACT –
AB	REINF – RR CLOSURE – RR END REINF	AR	PANEL – RR SPRING –	AZ	BRACKET – RR FLOOR EXTENSION CTR RT –
AC	EXTENSION – RR FLOOR PAN RT –	AN	BULKHEAD – RR FLOOR SIDEMEMBER	AZ	BRACKET – RR FLOOR EXTENSION CTR LT –
AC	EXTENSION – RR FLOOR PAN LT –		EXTENSION RT –	BA	CROSSMEMBER – RR SEAT –
AD	PANEL – RR CLOSURE – RR END CLOSURE	AN	BULKHEAD – RR FLOOR SIDEMEMBER	BB	EXTENSION – RR FLOOR SIDEMEMBER RT –
AE	EXTENSION – RR FLOOR –		EXTENSION LT –	BB	EXTENSION – RR FLOOR SIDEMEMBER LT –
AE	EXTENSION – RR FLOOR SIDEMEMBER LT –	AP	REINF – RR SPRING –	BC	EXTENSION – RR FLOOR –
AF	SIDEMEMBER – RR FLOOR UPR RT –	AP	REINF – RR SPRING –	BD	BULKHEAD – RR FLOOR SIDEMEMBER RT –
AF	SIDEMEMBER – RR FLOOR UPR LT –	AR	SIDEMEMBER – RR FLOOR LWR RT –	BD	BULKHEAD – RR FLOOR SIDEMEMBER LT –
AG	CROSSMEMBER – RR FLOOR RR –	AR	SIDEMEMBER – RR FLOOR LWR LT –	BE	EXTENSION – SIDEMEMBER FRT FLOOR RT –
AH	REINF – SPARE TIRE HOLD-DOWN –	AS	REINF – RR SEAT BELT –	BF	REINF – FLOOR EXTENSION RT –
AJ	SILL – RR FLOOR SIDEMEMBER RT –	AT	EXTENSION – RR FLOOR CROSSMEMBER FRT RT –	BF	REINF – FLOOR EXTENSION LT –
AJ	SILL – RR FLOOR SIDEMEMBER LT –	AT	EXTENSION – RR FLOOR CROSSMEMBER FRT LT –	BG	STUD.WELD/EXTERNAL – HEADER.PT.NO.
AK	PLATE – SIDE SILL RT –	AW	STUD.WELD/EXTERNAL – HEADER.PT.PNT.		FIN.SPECIAL – RR WHEELHOUSE TO AMP
AK	PLATE – SIDE SILL LT –		CUTTER.SPECIAL – MUFFLER TO HEAT SHIELD		
AL	PANEL – RR WHEELHOUSE INR RT –	AX	BRACKET – RR FLOOR EXTENSION SIDE RT –		
AL	PANEL – RR WHEELHOUSE INR LT –	AX	BRACKET – RR FLOOR EXTENSION SIDE LT –		



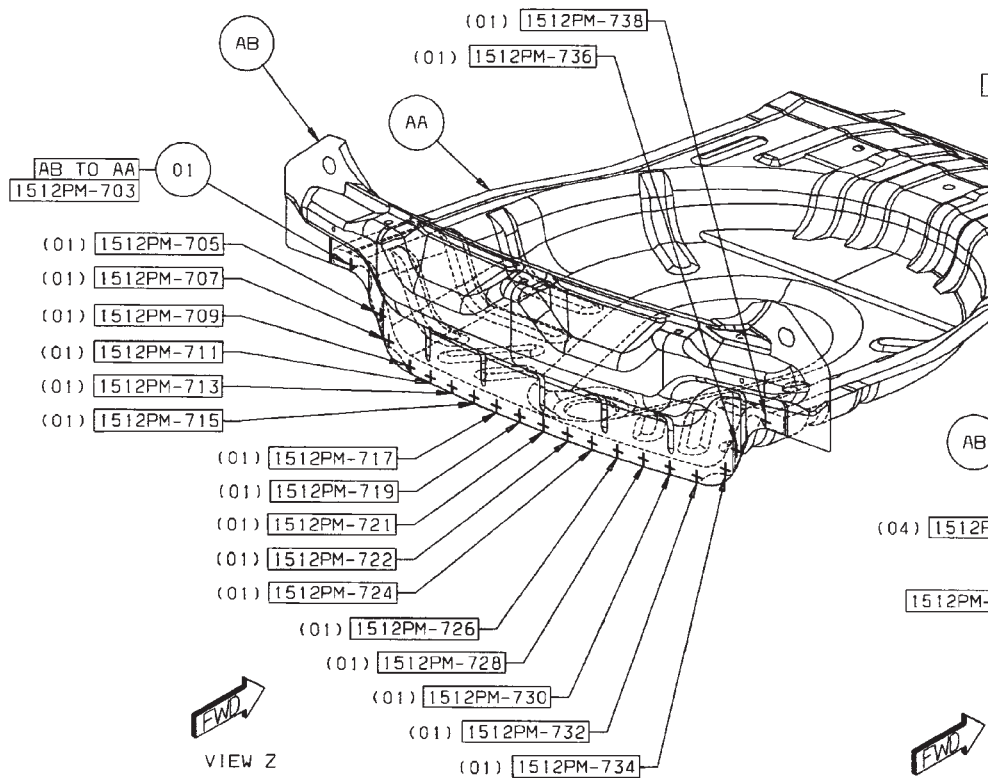
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE

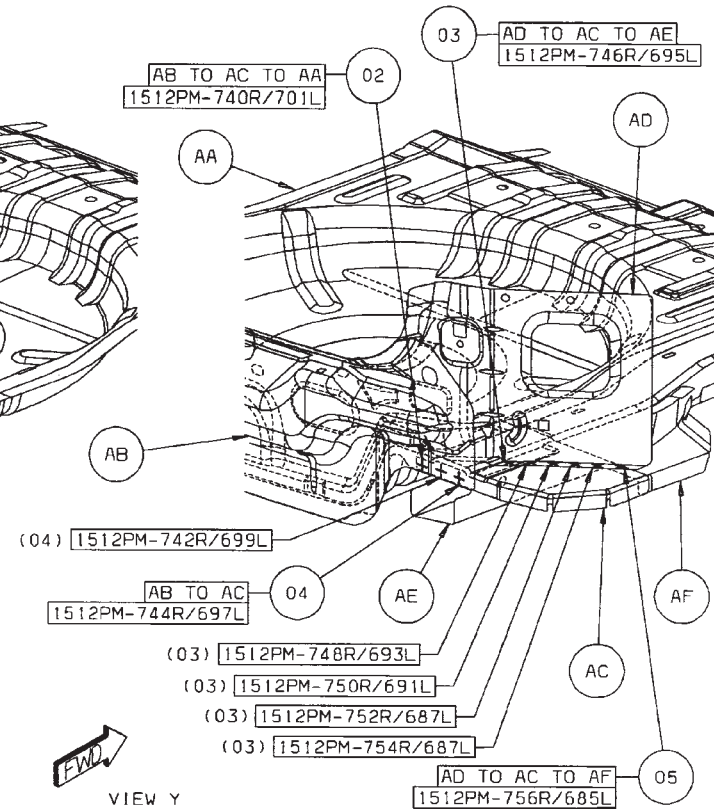


[Back to Index](#)

- 01 AB TO AA 19 S/WELDS (ORD)
- 02 AB TO AC TO AA 1/SD S/WELD (ORD)
- 03 AD TO AC TO AE 5/SD S/WELDS (ORD)
- 04 AB TO AC 2/SD S/WELDS (ORD)
- 05 AD TO AC TO AF 1/SD S/WELD (ORD)



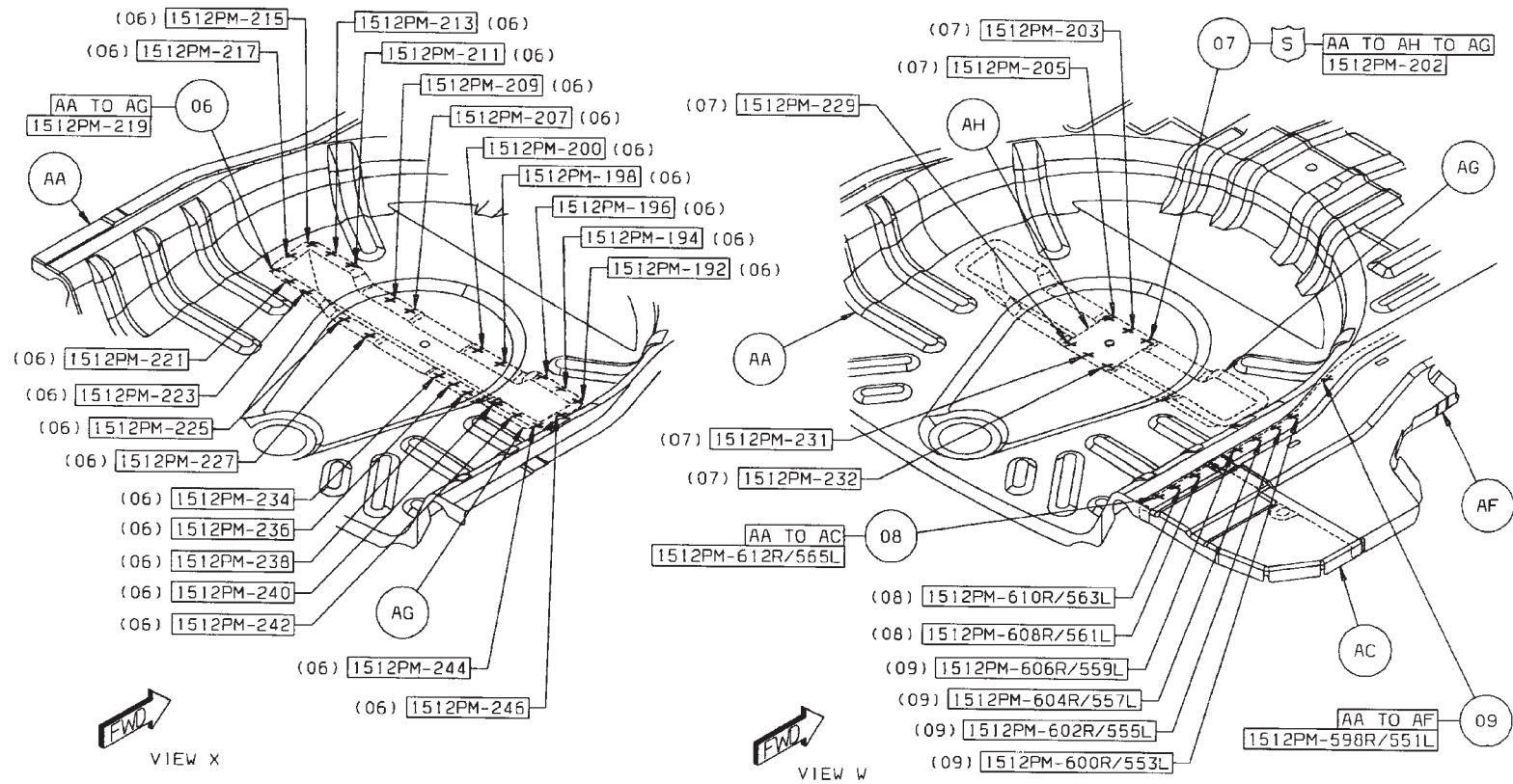
VIEW Z



VIEW Y

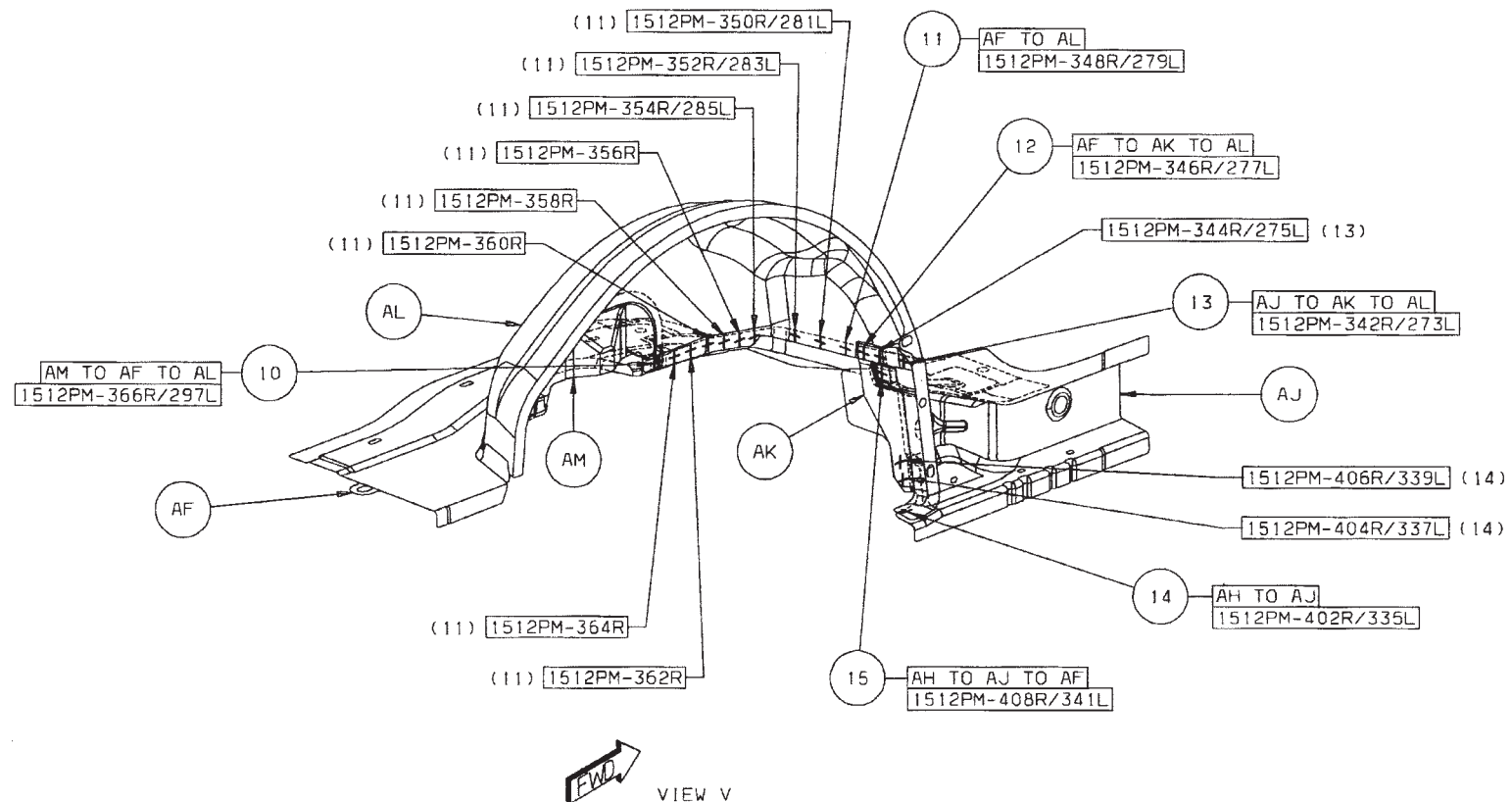
[Back to Index](#)

- 06 AA TO AG 23 S/WELDS (ORD)
- 07 AA TO AH TO AG 6 S/WELDS (SAF)
- 08 AA TO AC 3/SD S/WELDS (ORD)
- 09 AA TO AF 5/SD S/WELDS (ORD)



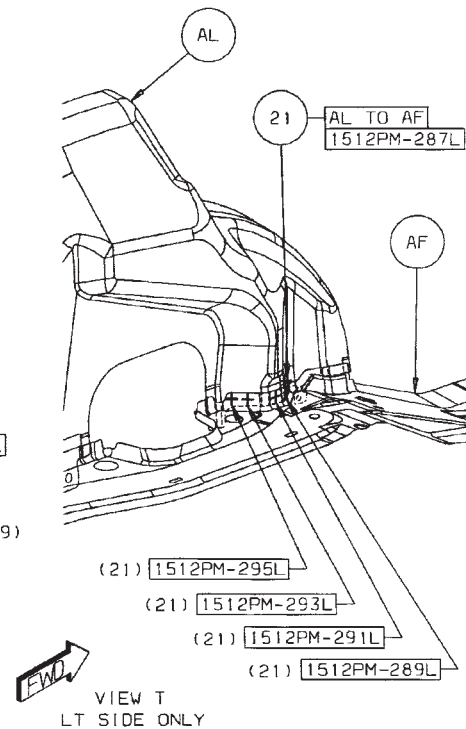
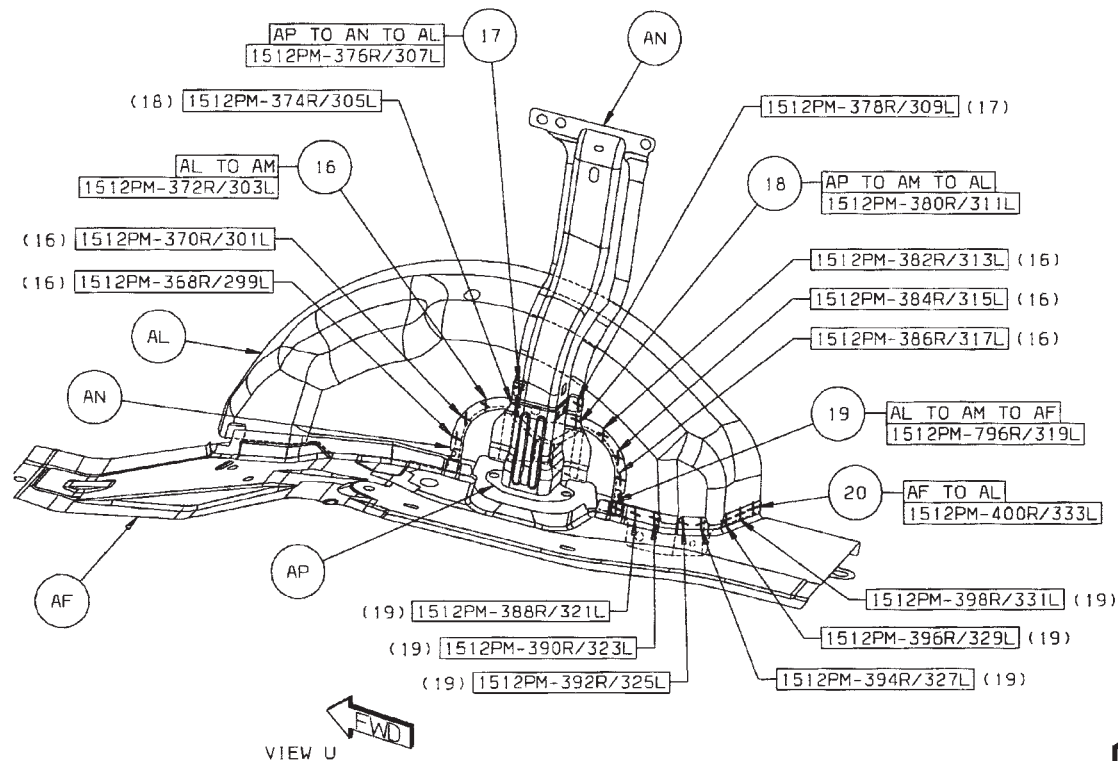
[Back to Index](#)

- 10 AM TO AF TO AL 1/SD SWELD (ORD)
- 11 AF TO AL 9R/4L SWELDS (ORD)
- 12 AF TO AK TO AL 1/SD SWELD (ORD)
- 13 AJ TO AK TO AL 2/SD SWELDS (ORD)
- 14 AH TO AJ 3/SD SWELDS (ORD)
- 15 AH TO AJ TO AF 1/SD SWELD (ORD)



[Back to Index](#)

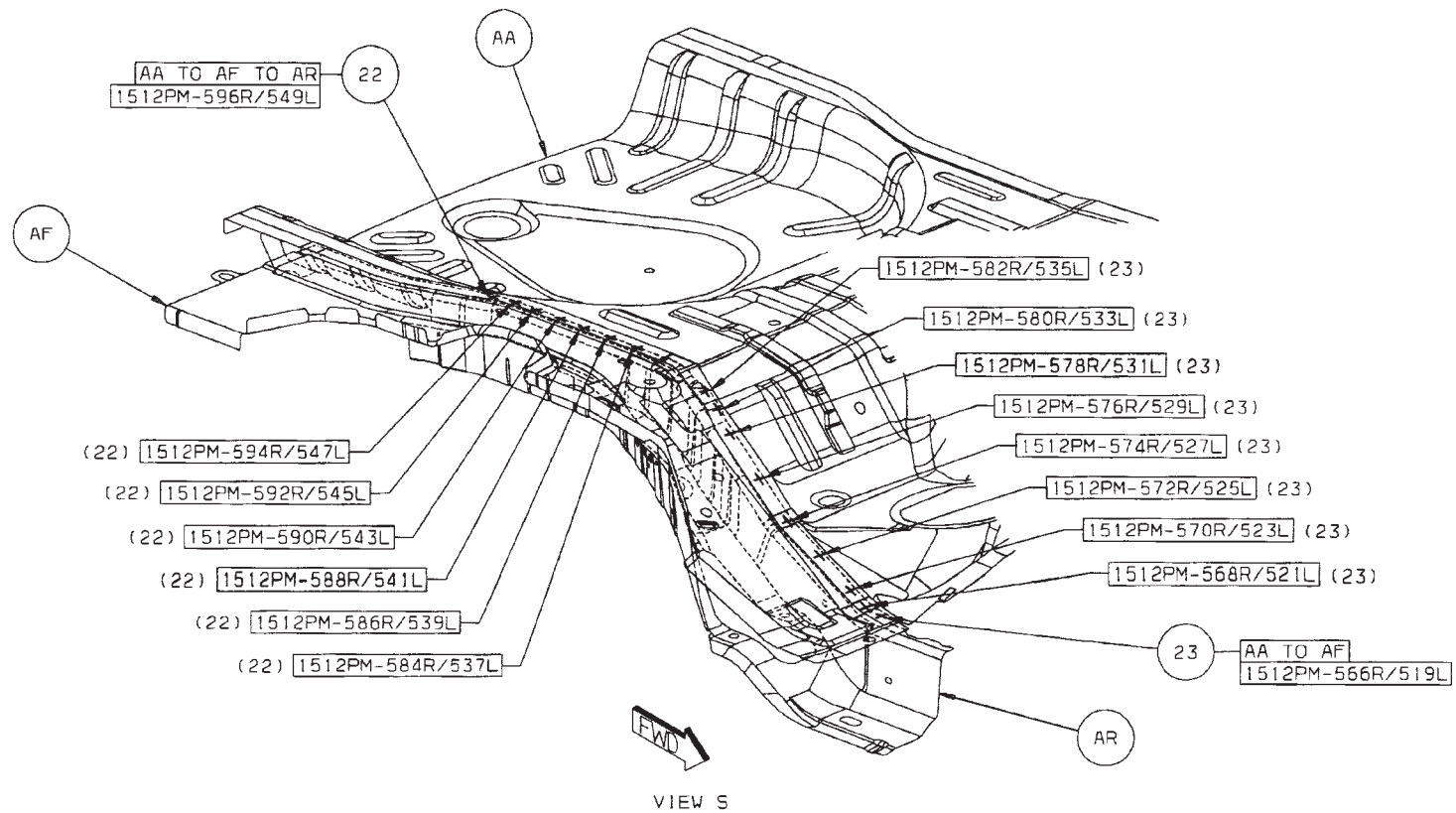
- 16 AL TO AM 6/SD S/WELDS (ORD)
- 17 AP TO AN TO AL 2/SD S/WELDS (ORD)
- 18 AP TO AM TO AL 2/SD S/WELDS (ORD)
- 19 AL TO AM TO AF 7/SD S/WELDS (ORD)
- 20 AF TO AL 1/SD S/WELD (ORD)
- 21 AL TO AF 5L S/WELDS (ORD)



[Back to Index](#)

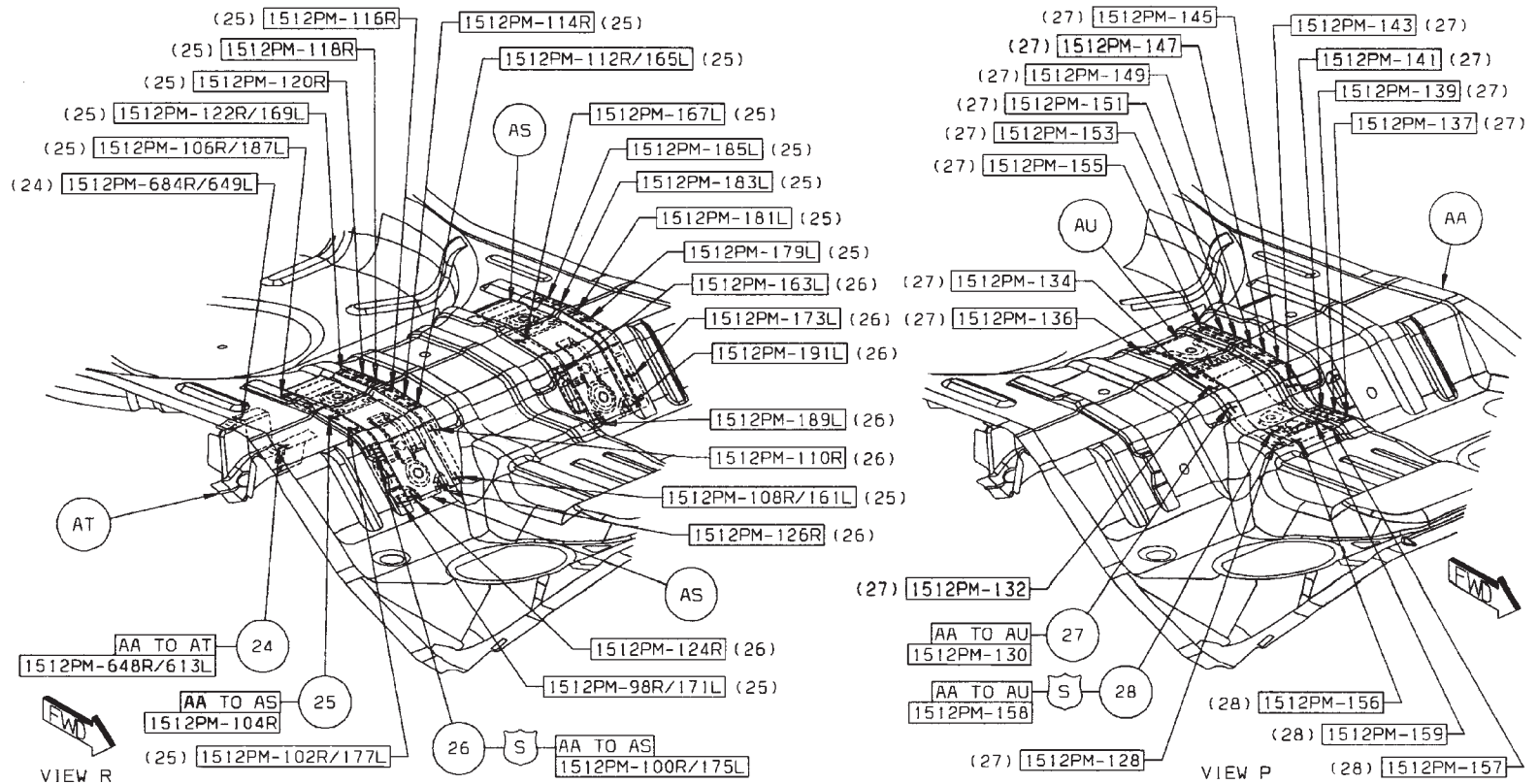
22 AA TO AF TO AR 7/SD S/WELDS (ORD)

23 AA TO AF 9/SD S/WELDS (ORD)



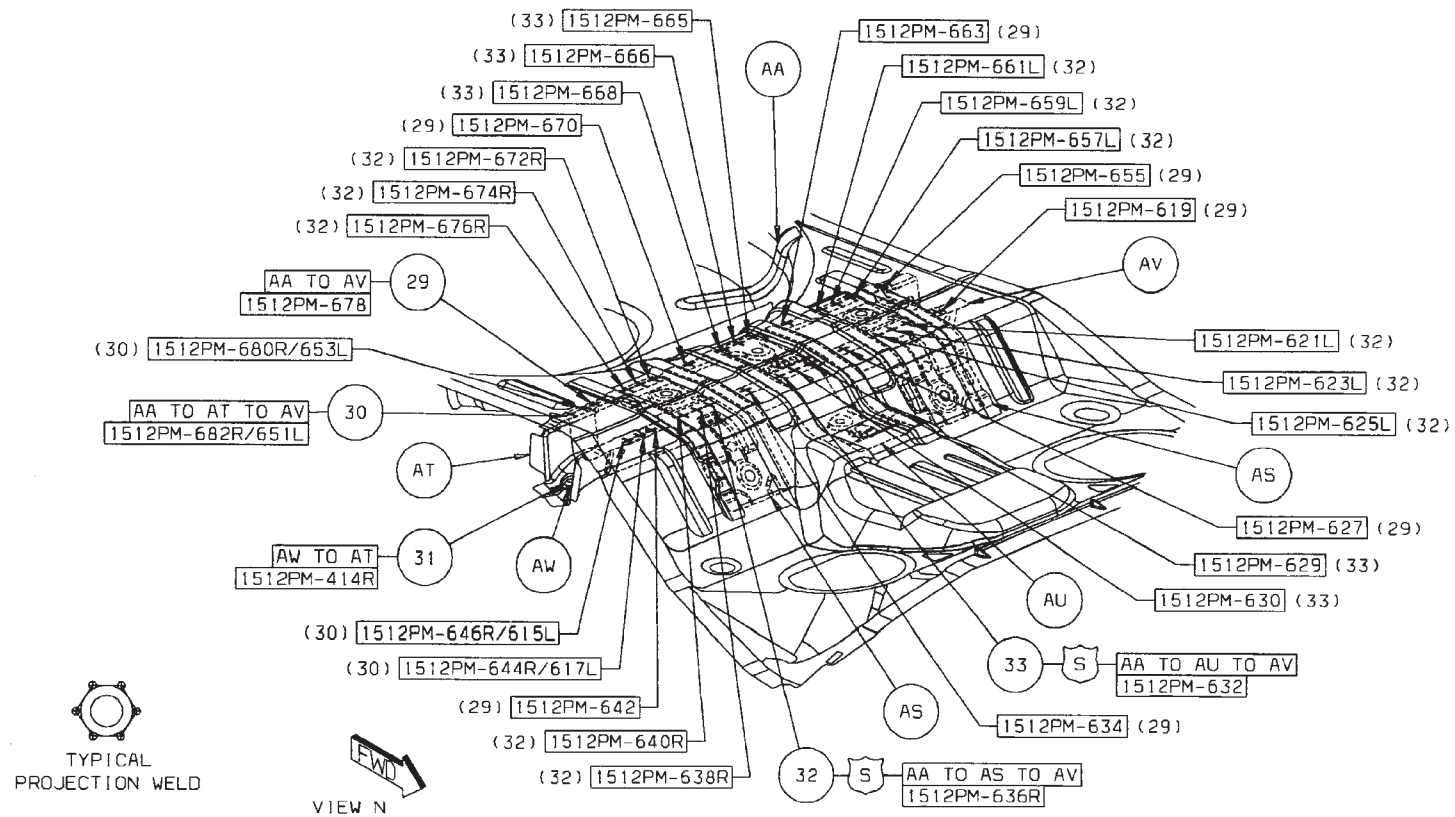
[Back to Index](#)

- 24 AA TO AT 2/SD SWELDS (ORD)
- 25 AA TO AS 10R/10L SWELDS (ORD)
- 26 AA TO AS 4R/5L SWELDS (SAF)
- 27 AA TO AU 15 SWELDS (ORD)
- 28 AA TO AU 4 SWELDS (SAF)



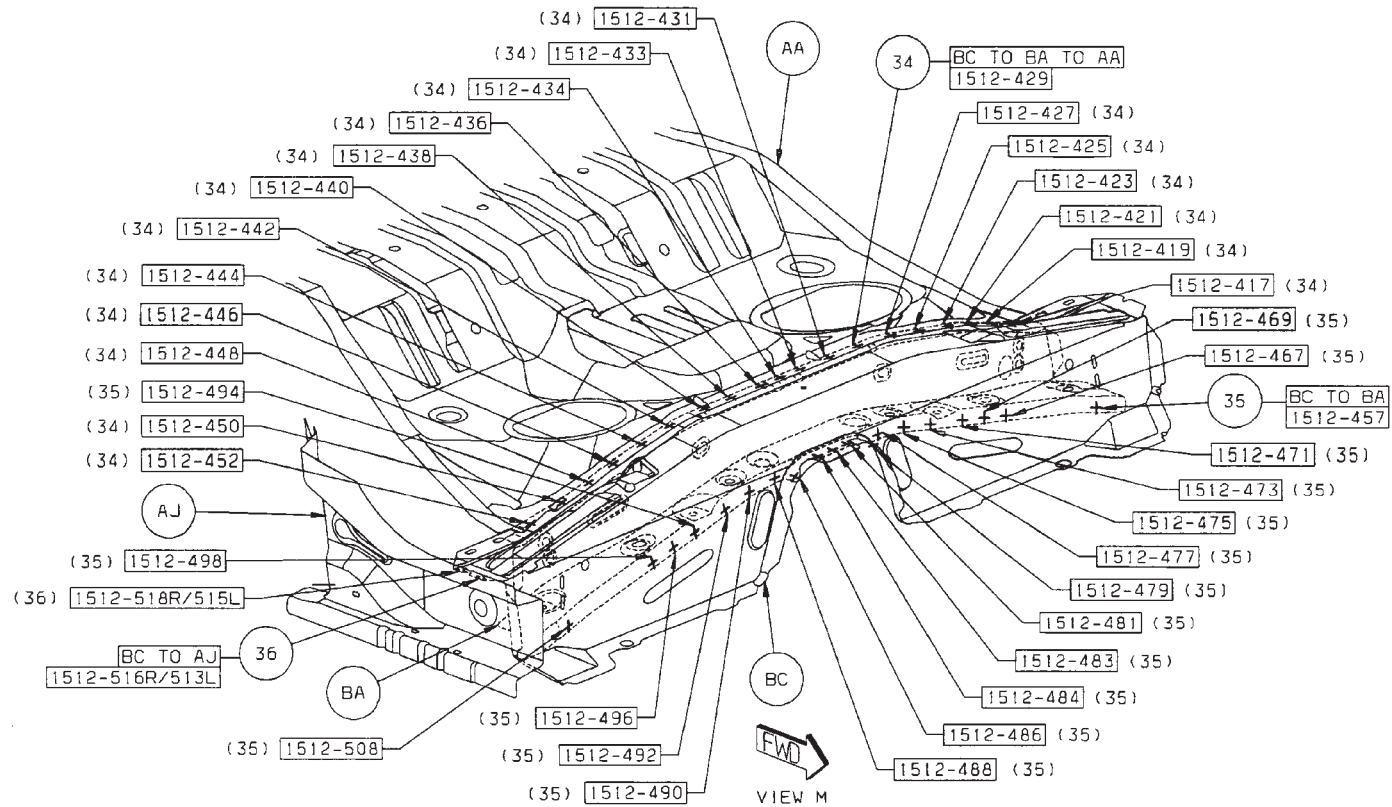
[Back to Index](#)

- 29 AA TO AV 8 S/WELDS (ORD)
- 30 AA TO AT TO AV 4/SD S/WELDS (ORD)
- 31 AW TO AT 1 PROJ WELD (ORD)
- 32 AA TO AS TO AV 4R/6L S/WELDS (SAF)
- 33 AA TO AU TO AV 5 S/WELDS (SAF)



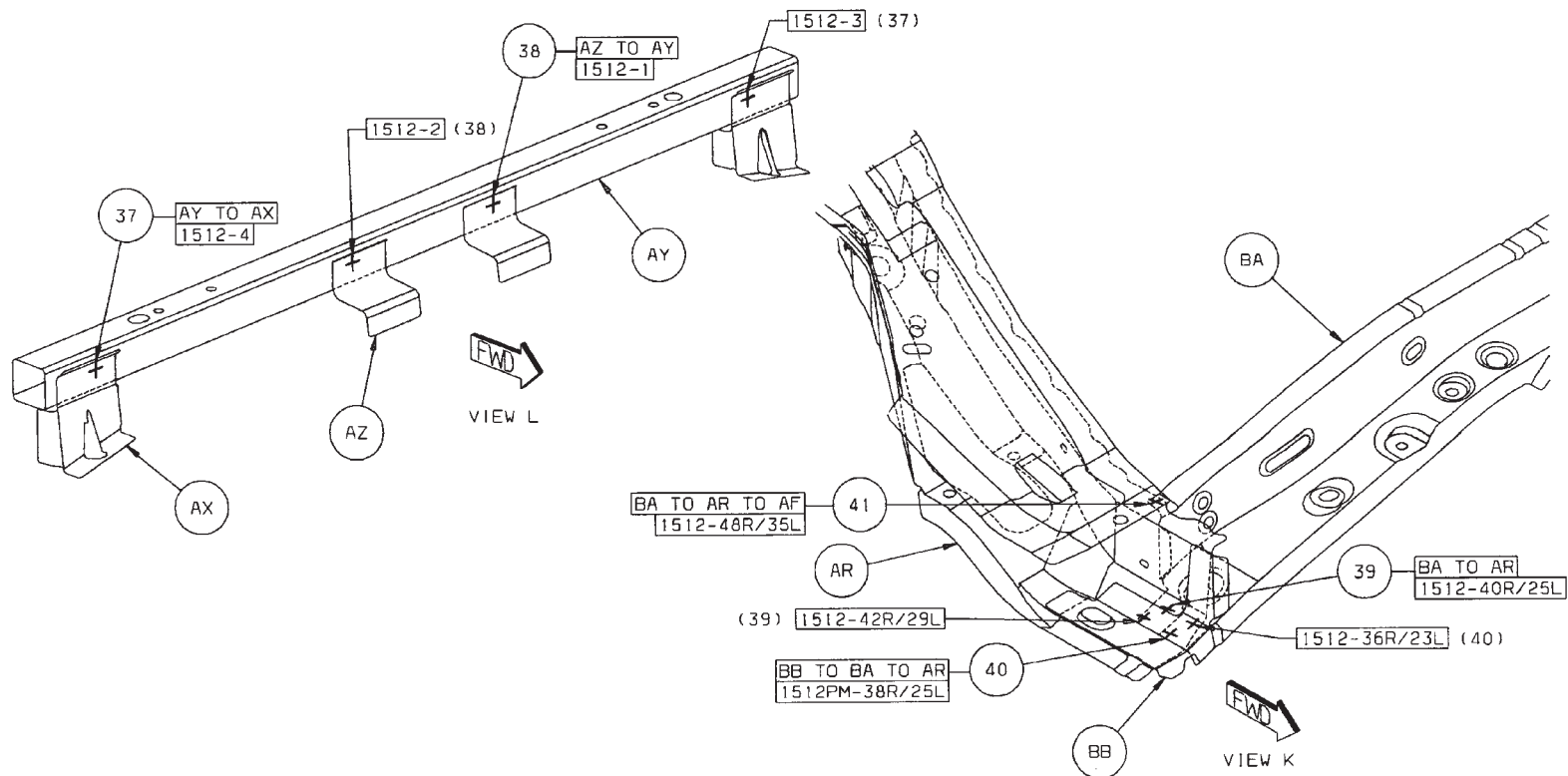
[Back to Index](#)

- 34 BC TO BA TO AA 19 S/WELDS (ORD)
- 35 BC TO BA 18 S/WELDS (ORD)
- 36 BC TO AJ 2 S/WELDS (ORD)



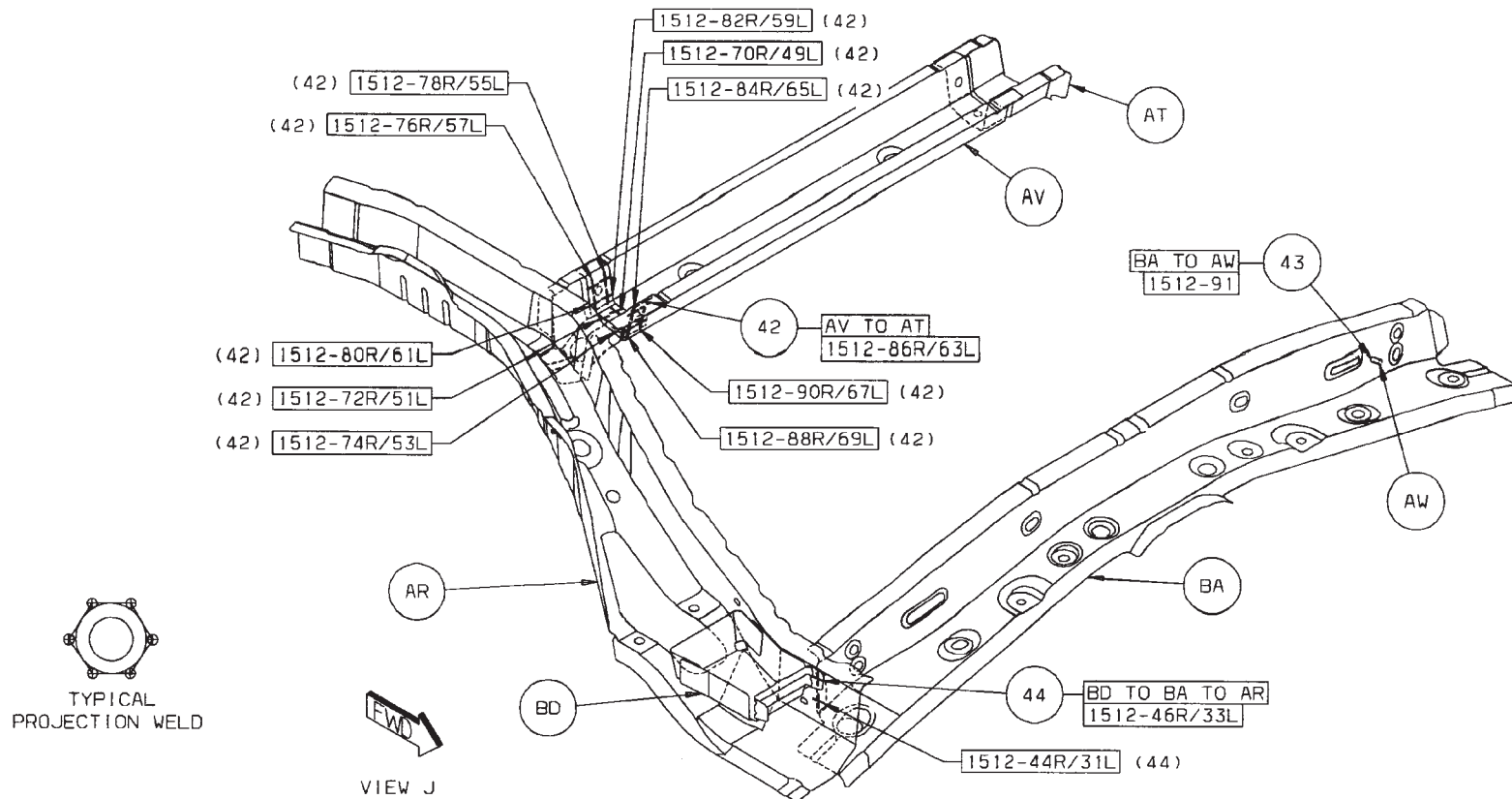
[Back to Index](#)

- 37 AY TO AX 2 S/WELDS (ORD)
- 38 AZ TO AY 2 S/WELDS (ORD)
- 39 BA TO AR 2/SD S/WELDS (ORD)
- 40 BB TO AB TO AR 2/SD S/WELDS (ORD)
- 41 BA TO AR TO AF 1/SD S/WELD (ORD)



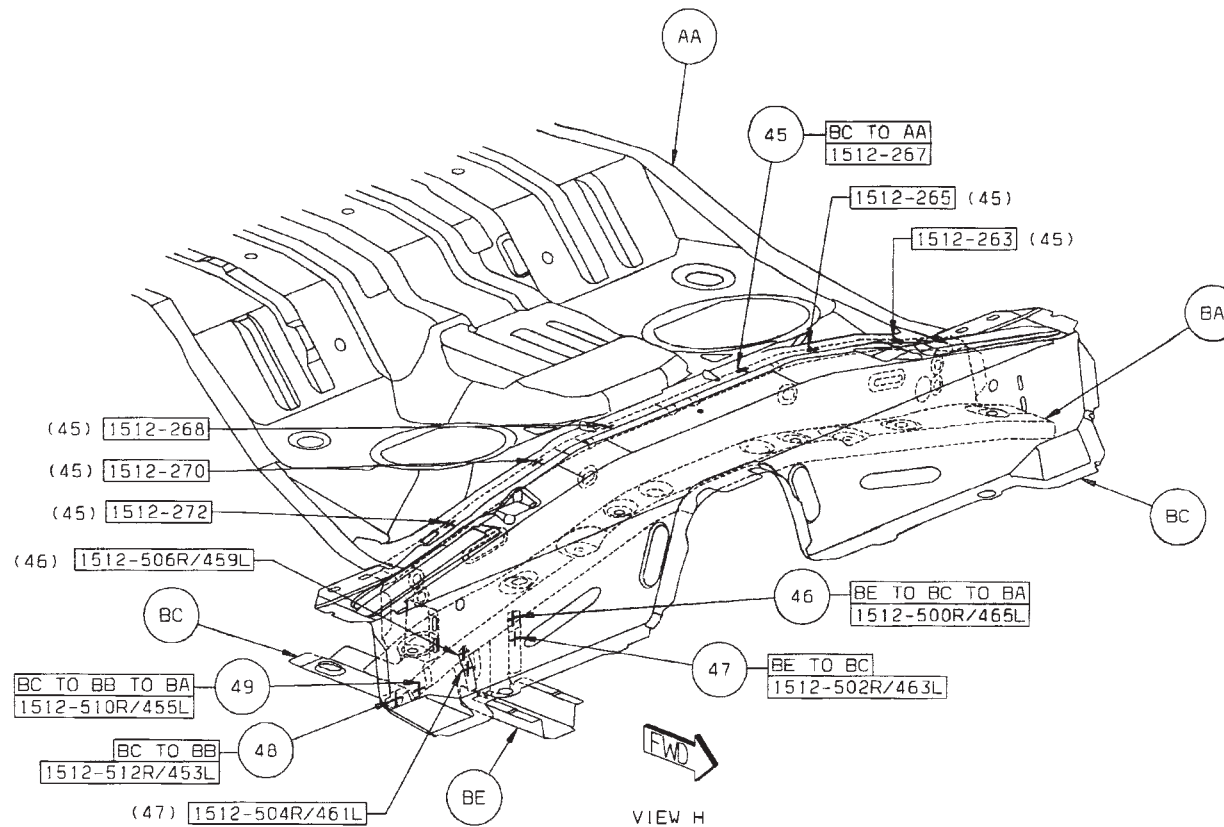
[Back to Index](#)

- 42 AV TO AT 11/SD S/WELDS (ORD)
- 43 BA TO AW 1 PROJ WELD (ORD)
- 44 BD TO BA TO AR 2/SD S/WELDS (ORD)



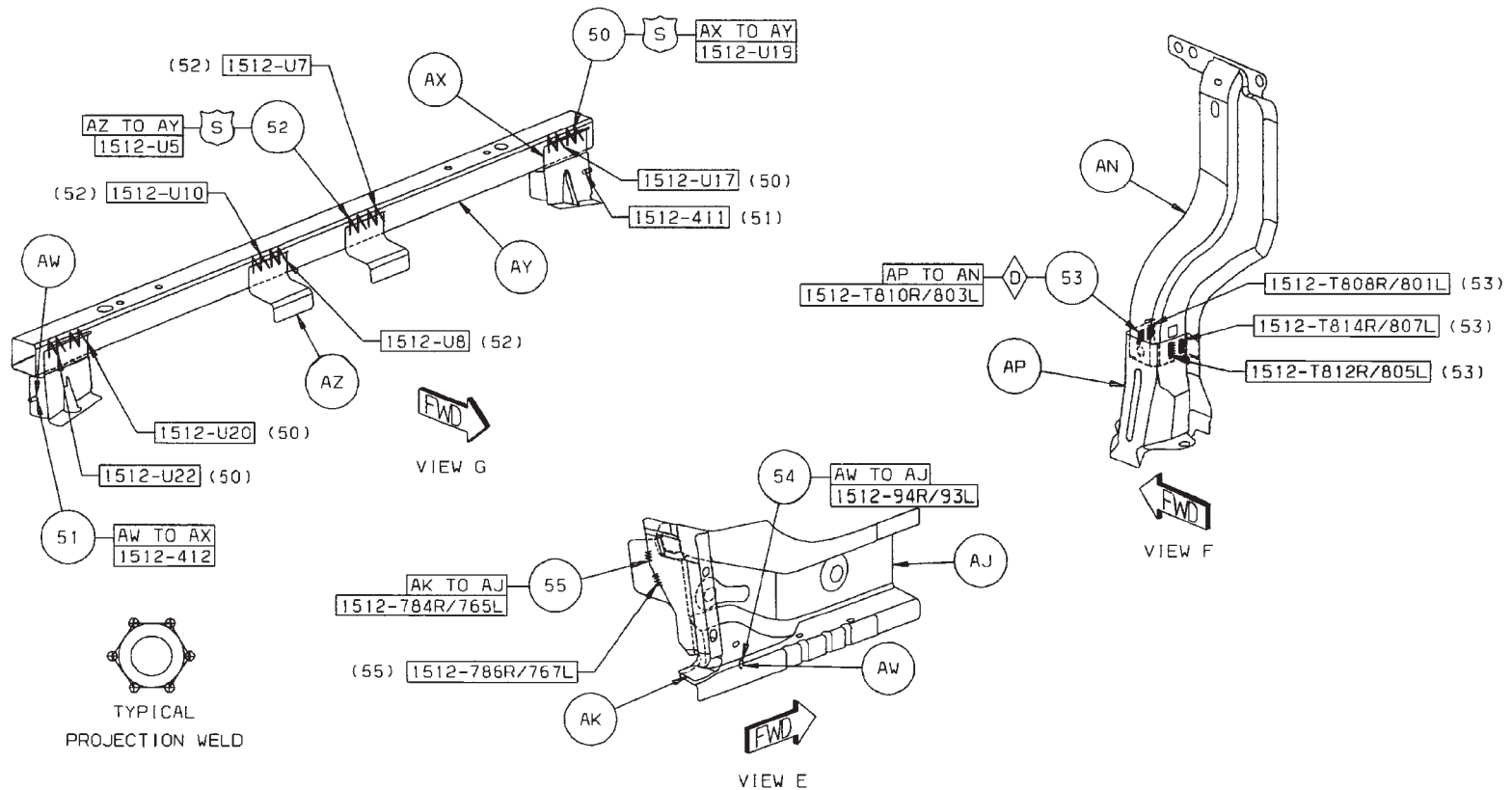
[Back to Index](#)

- 45 BC TO AA 6 S/WELDS (ORD)
- 46 BE TO BC TO BA 2/SD S/WELDS (ORD)
- 47 BE TO BC 2/SD S/WELDS (ORD)
- 48 BC TO BB 1/SD S/WELDS (ORD)
- 49 BC TO BB TO BA 1/SD S/WELDS (ORD)



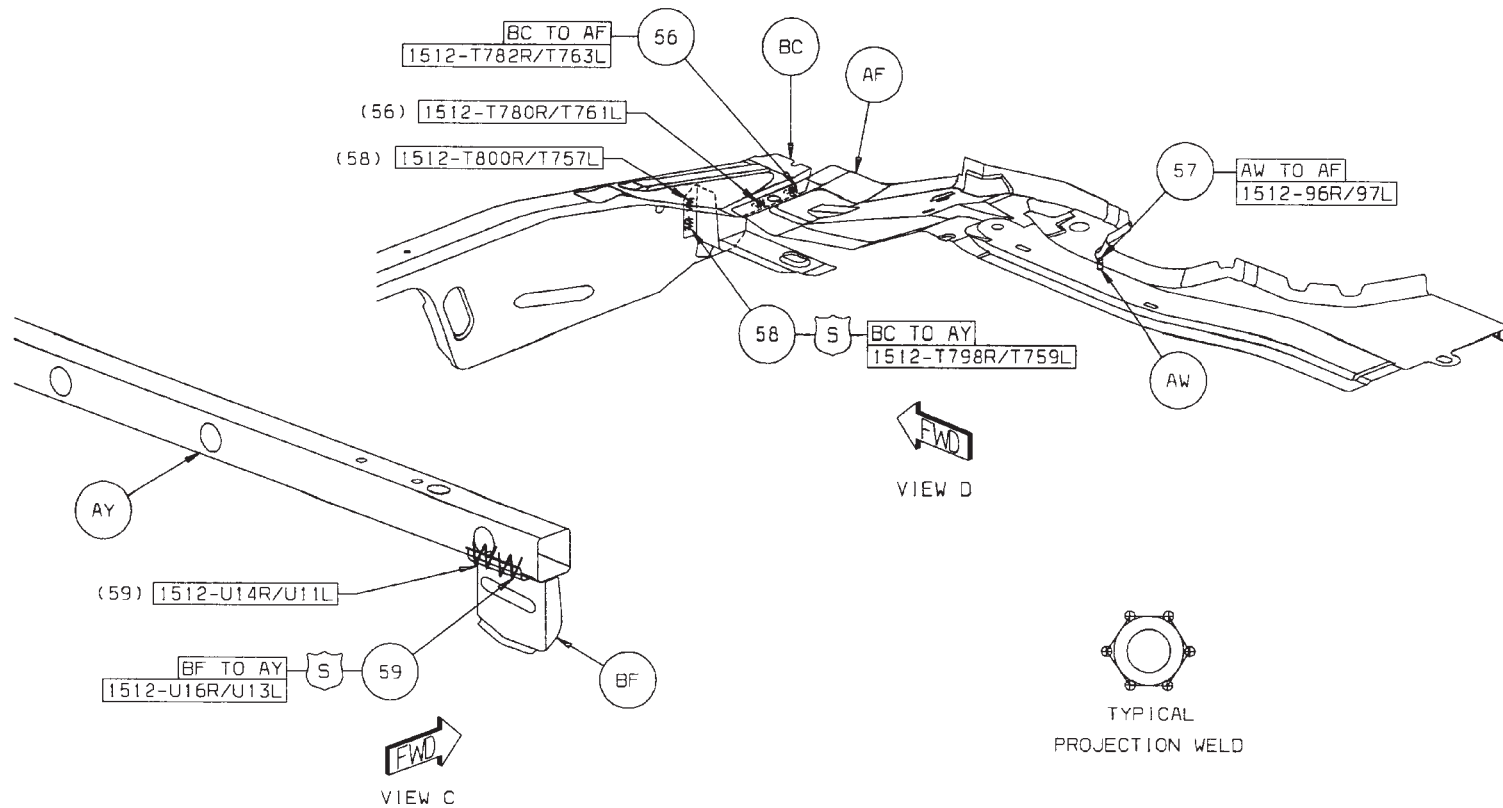
[Back to Index](#)

- 50 AX TO AY 4 FCAW (SAF)
- 51 AW TO AX 2 FCAW (ORD)
- 52 AZ TO AY FCAW (SAF)
- 53 AP TO AN 4/SD FCAW (CRT)
- 54 AW TO AJ 1 PROJ WELD (ORD)
- 55 AK TO AJ 2 SD/ FCAW (ORD)



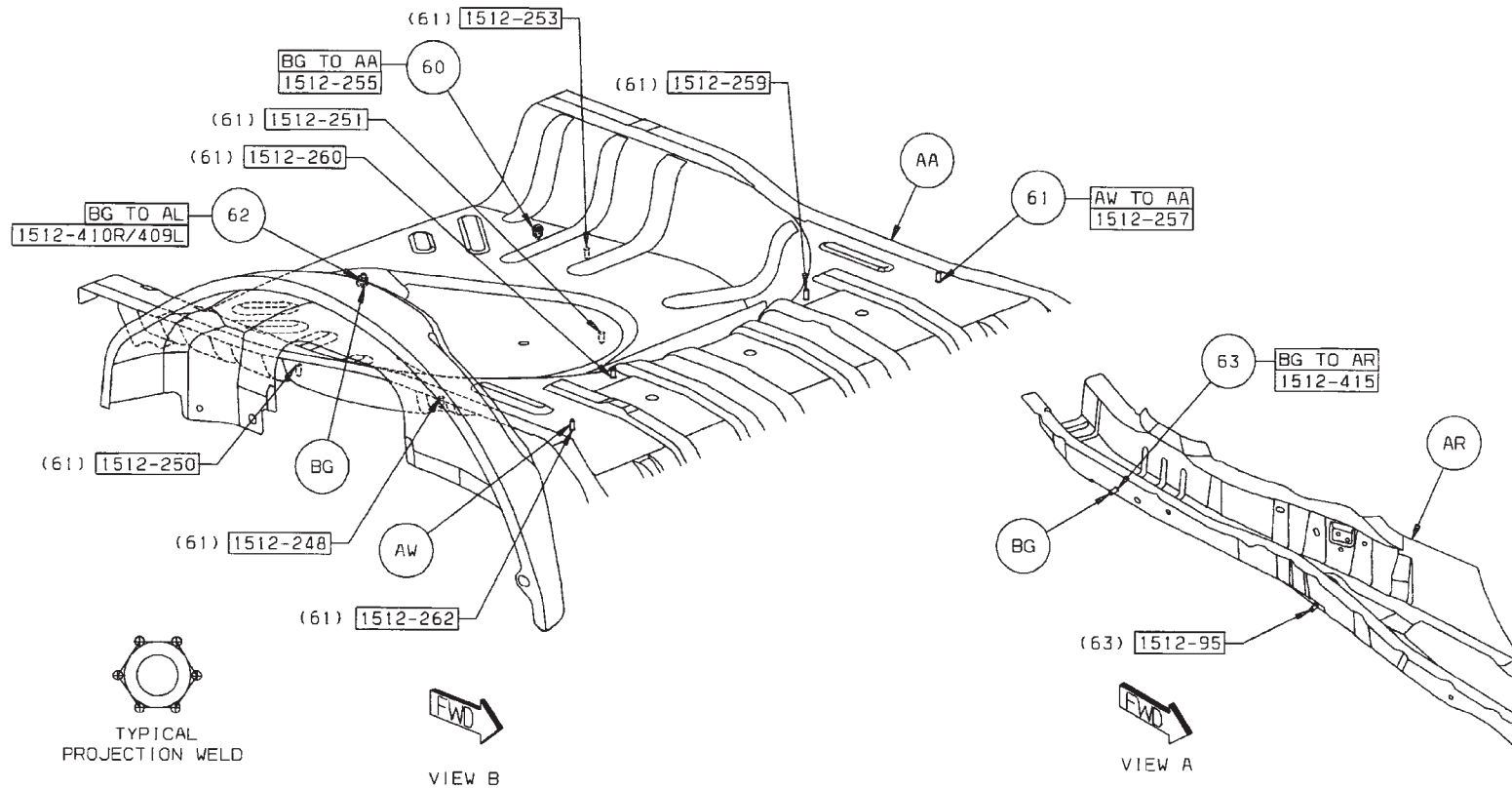
[Back to Index](#)

- 56 BC TO AF 2/SD FCAW
- 57 AW TO AF 1 PROJ WELD (ORD)
- 58 BC TO AY 2/SD FCAW (SAF)
- 59 BF TO AY 2/SD FCAW (SAF)



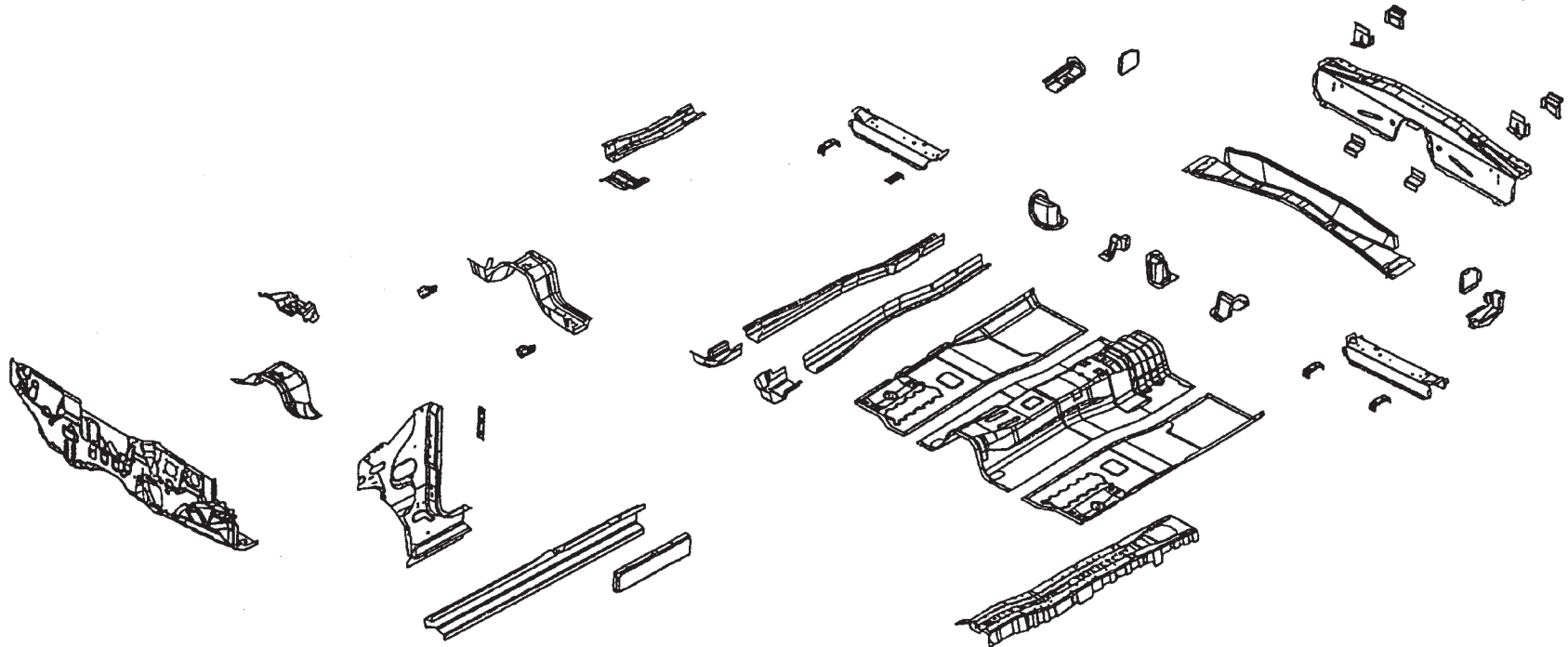
[Back to Index](#)

- 60 BF TO AA 1 PROJ WELD (ORD)
- 61 AW TO AA 8 PROJ WELDS (ORD)
- 62 BG TO AL 1 PROJ WELD (ORD)
- 63 BG TO AR 2 PROJ WELDS (ORD)



[Back to Index](#)

DODGE CALIBER UNDERBODY COMPLETE SECTION



AA PANEL – DASH –
 AB PAN – FRT FLOOR –
 AC REINF – TUNNEL –
 AD CROSSMEMBER – DASH –
 AE REINF – TUNNEL –
 AF PANEL – DASH LWR –
 AG EXTENSION – RAIL FRT RT –
 AG EXTENSION – RAIL FRT LT –
 AH RAIL – TUNNEL FRT RT –
 AH RAIL – TUNNEL FRT LT –
 AJ REINF – EXTENSION FRT RAIL INR RT –
 AJ REINF – EXTENSION FRT RAIL INR LT –

AK EXTENSION – DASH LWR –
 AK EXTENSION – DASH LWR –
 AL BRACE – TORQUE BOX RT –
 AL BRACE – TORQUE BOX LT –
 AM CROSSMEMBER – FRT FLOOR PAN FRT RT –
 AM CROSSMEMBER – FRT FLOOR PAN FRT LT –
 AN BRACKET – FRT SEAT RR –
 AP SILL – FRT FLOOR –
 AP SILL – FRT FLOOR –
 AR SILL – RR FLOOR SIDEMEMBER RT –
 AR SILL – RR FLOOR SIDEMEMBER LT –
 AS REINF – SILL RT –

AS REINF – SILL LT –
 AT PANEL – EXTENSION FRT RAIL INR RT –
 AT PANEL – EXTENSION FRT RAIL INR LT –
 AU REINF – FRT FLOOR RT –
 AU REINF – FRT FLOOR LT –
 AV SIDEMEMBER – FRT FLOOR –
 AW EXTENSION – SIDEMEMBER FRT FLOOR LT –
 AW EXTENSION – SIDEMEMBER FRT FLOOR RT –
 AY EXTENSION – RR FLOOR –
 AZ REINF – FRT SILL INR FRT RT –
 AZ REINF – FRT SILL INR FRT LT –

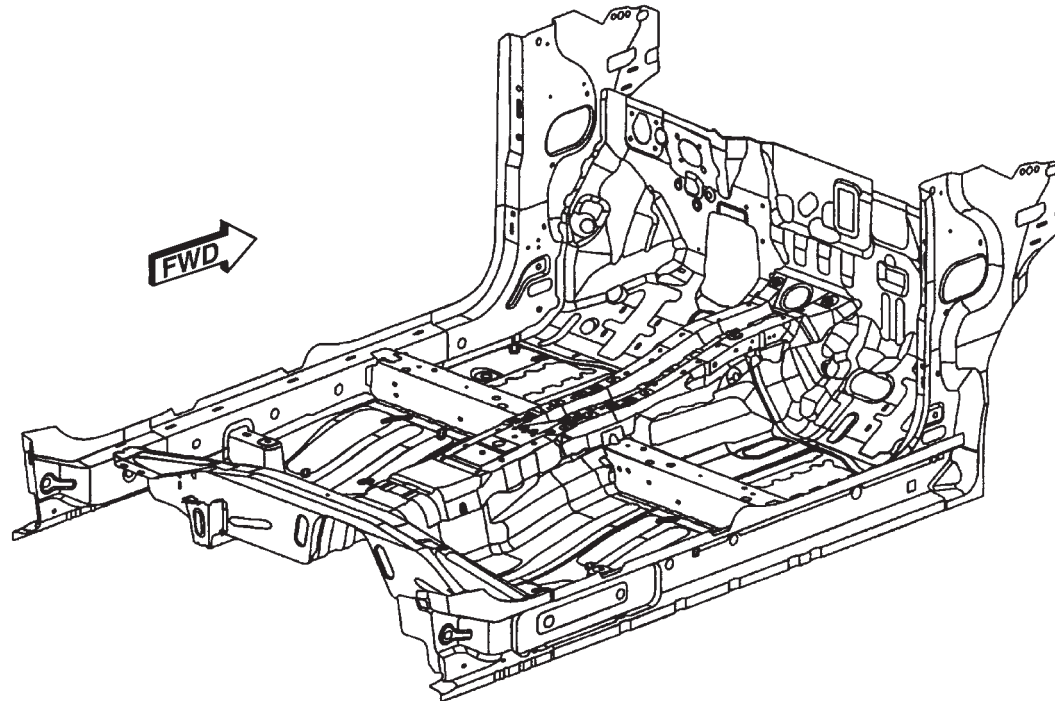
[Back to Index](#)

PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AA PANEL – DASH –
 AB PAN – FRT FLOOR –
 AC REINF – TUNNEL –
 AD CROSSMEMBER – DASH –
 AE REINF – TUNNEL –
 AF PANEL – DASH LWR –
 AG EXTENSION – RAIL FRT RT –
 AG EXTENSION – RAIL FRT LT –
 AH RAIL – TUNNEL FRT RT –
 AH RAIL – TUNNEL FRT LT –
 AJ REINF – EXTENSION FRT RAIL INR RT –
 AJ REINF – EXTENSION FRT RAIL INR LT –

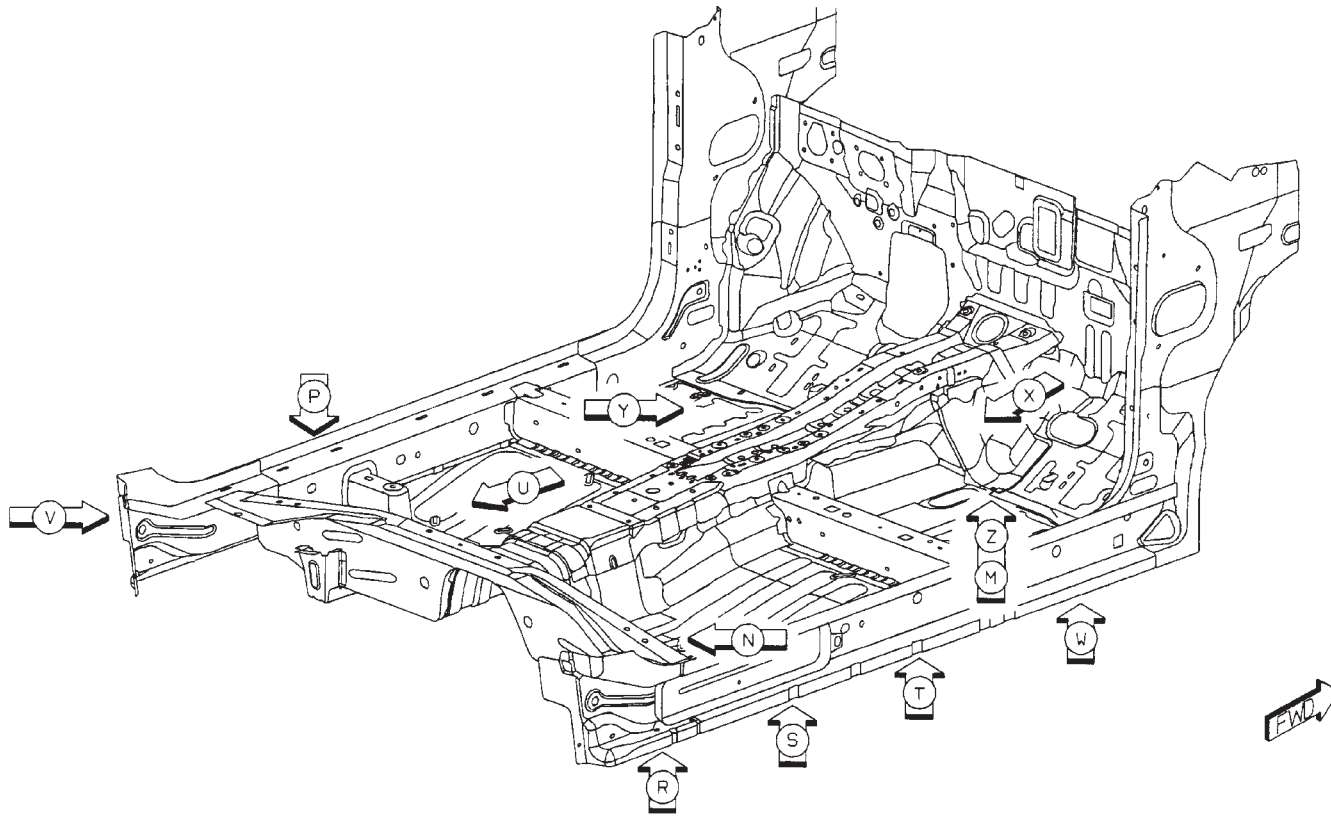
AK EXTENSION – DASH LWR –
 AK EXTENSION – DASH LWR –
 AL BRACE – TORQUE BOX RT –
 AL BRACE – TORQUE BOX LT –
 AM CROSSMEMBER – FRT FLOOR PAN FRT RT –
 AM CROSSMEMBER – FRT FLOOR PAN FRT LT –
 AN BRACKET – FRT SEAT RR –
 AP SILL – FRT FLOOR –
 AP SILL – FRT FLOOR –
 AR SILL – RR FLOOR SIDEMEMBER RT –
 AR SILL – RR FLOOR SIDEMEMBER LT –
 AS REINF – SILL RT –

AS REINF – SILL LT –
 AT PANEL – EXTENSION FRT RAIL INR RT –
 AT PANEL – EXTENSION FRT RAIL INR LT –
 AU REINF – FRT FLOOR RT –
 AU REINF – FRT FLOOR LT –
 AV SIDEMEMBER – FRT FLOOR –
 AW EXTENSION – SIDEMEMBER FRT FLOOR LT –
 AW EXTENSION – SIDEMEMBER FRT FLOOR RT –
 AY EXTENSION – RR FLOOR –
 AZ REINF – FRT SILL INR FRT RT –
 AZ REINF – FRT SILL INR FRT LT –



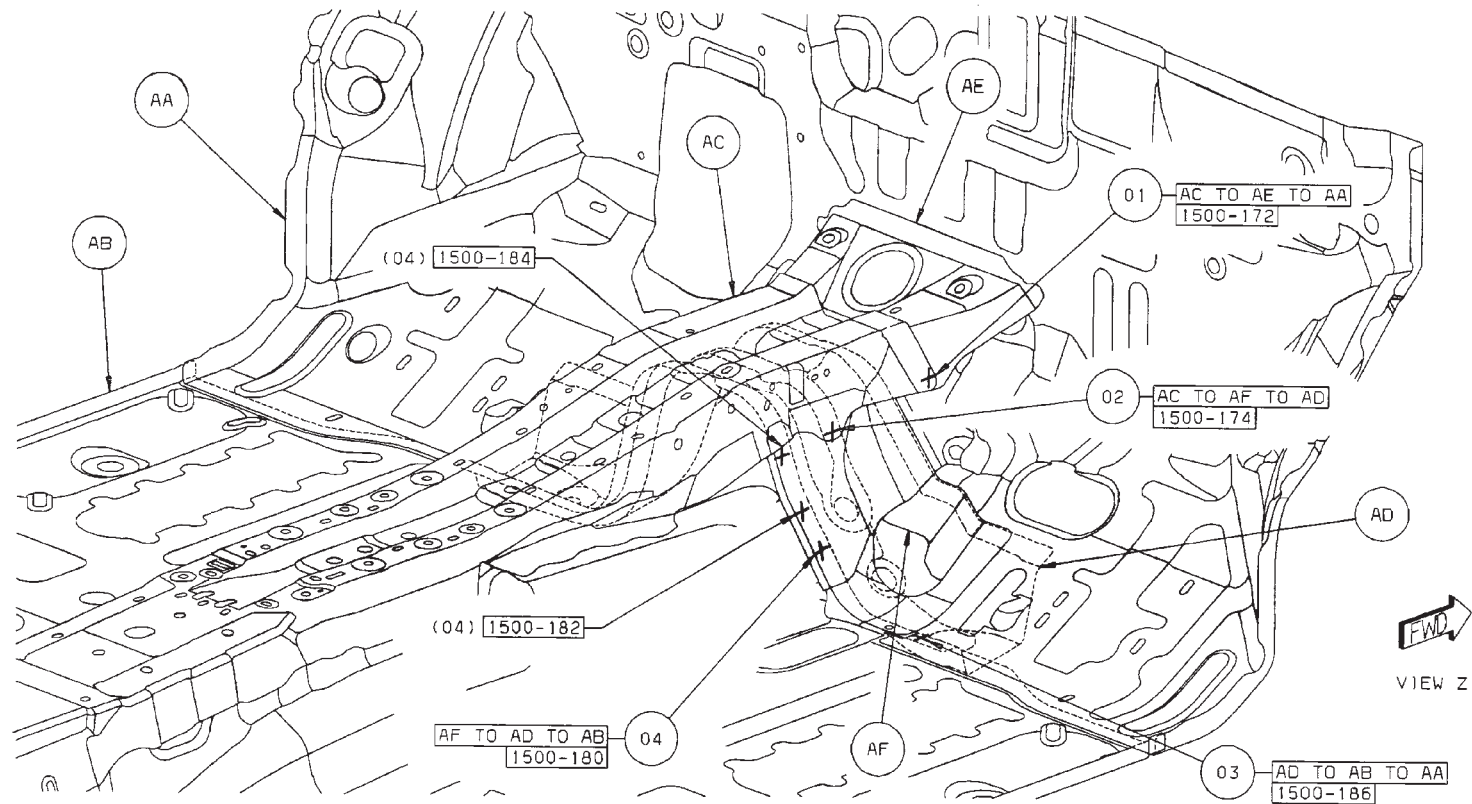
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



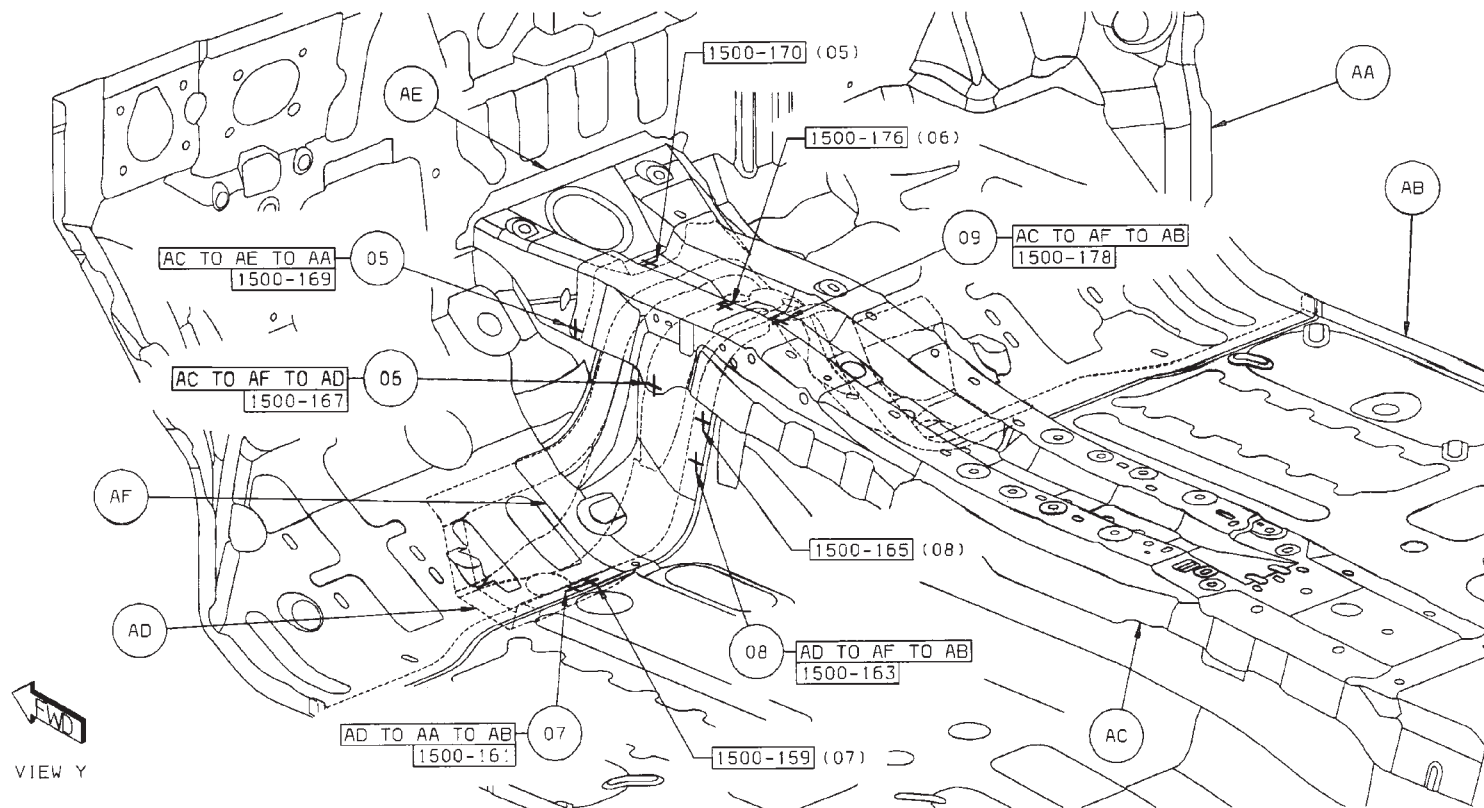
[Back to Index](#)

- 01 AC TO AE TO AA 1 S/WELD (ORD)
- 02 AC TO AF TO AD 1 S/WELD (ORD)
- 03 AD TO AB TO AA 1 S/WELD (ORD)
- 04 AF TO AD TO AB 3 S/WELDS (ORD)



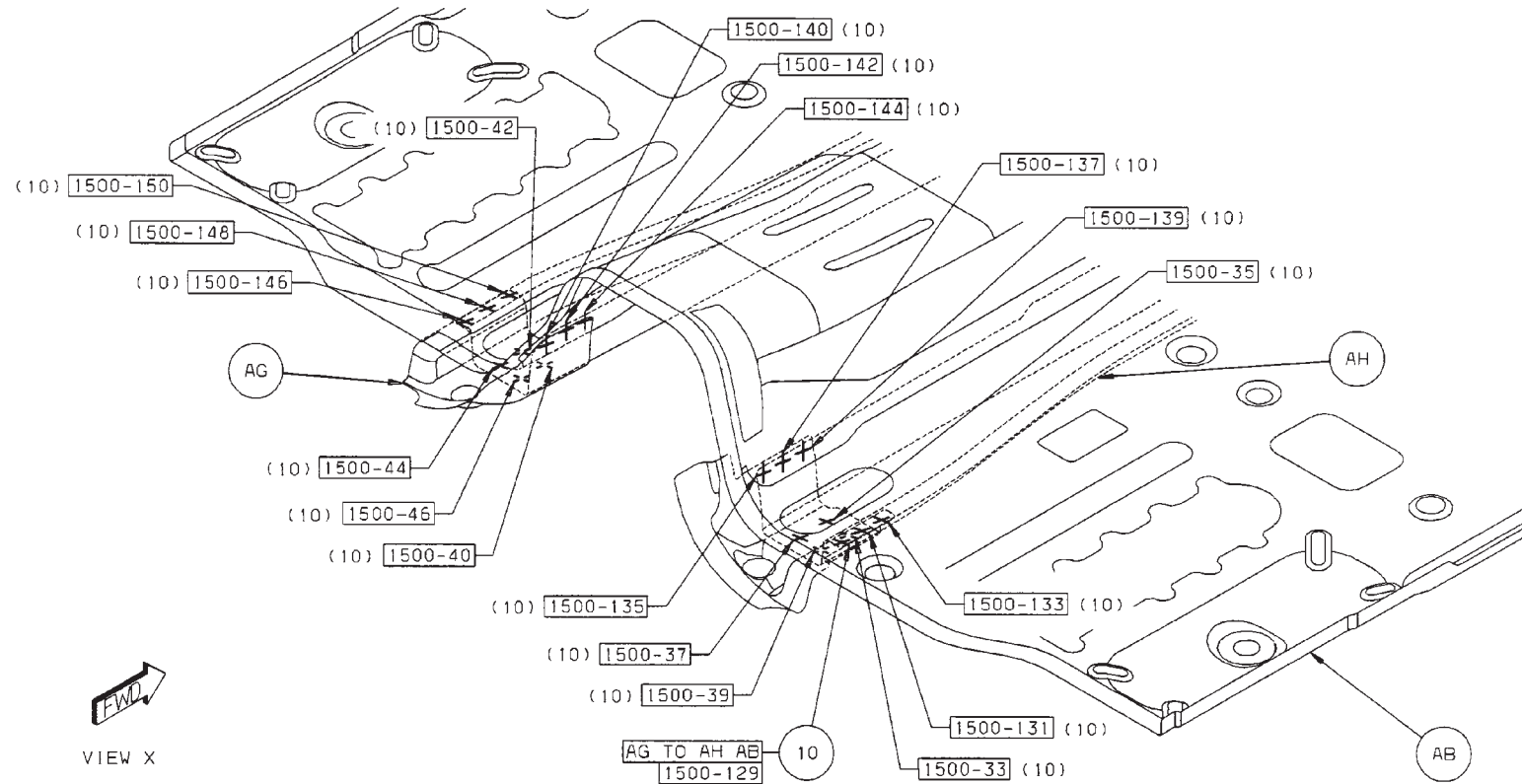
[Back to Index](#)

- 05 AC TO AE TO AA 2 S/WELDS (ORD)
- 06 AC TO AF TO AD 2 S/WELDS (ORD)
- 07 AD TO AA TO AB 2 S/WELDS (ORD)
- 08 AD TO AF TO AB 2 S/WELDS (ORD)
- 09 AC TO AF TO AB 1 S/WELD (ORD)



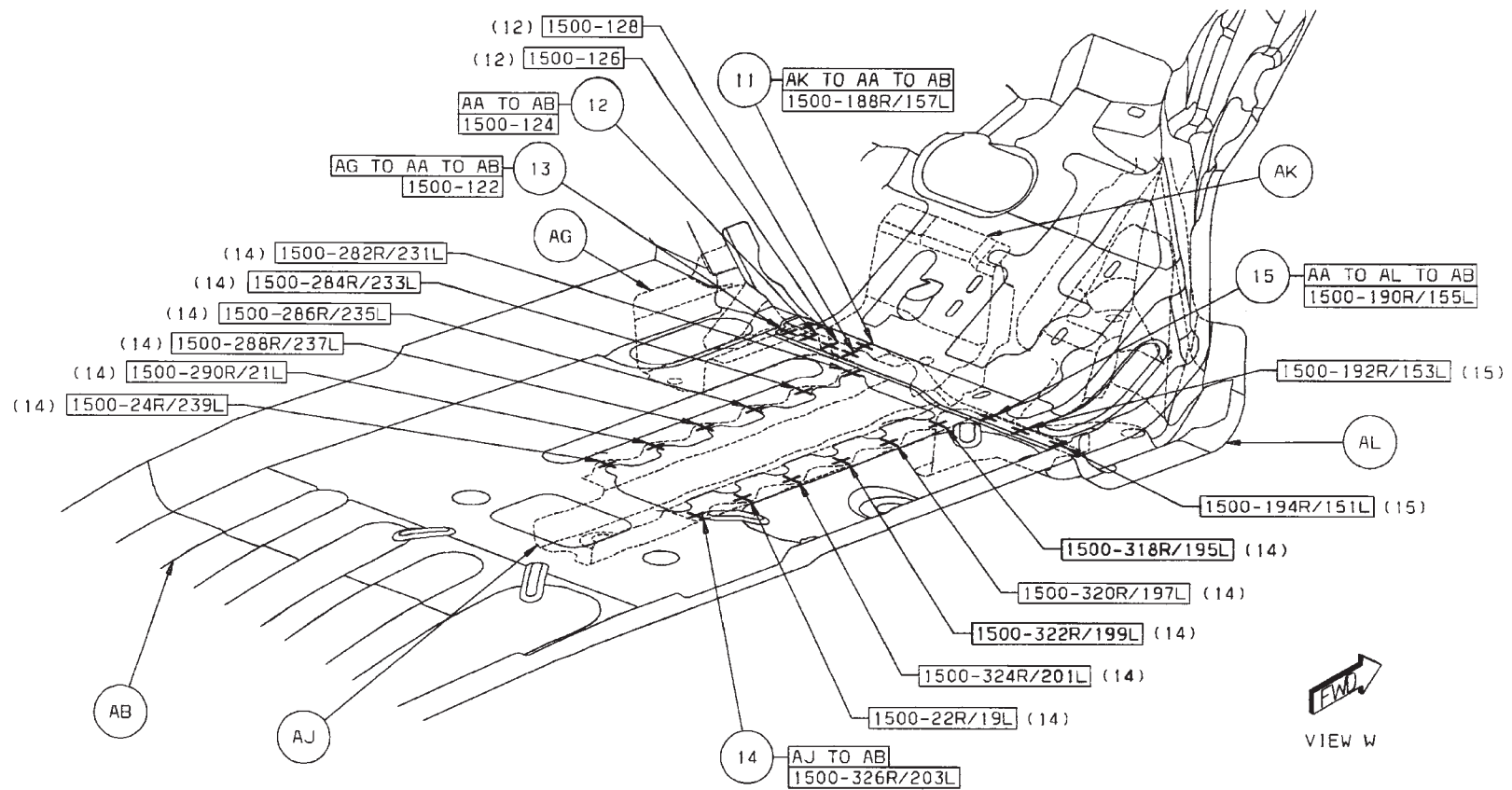
[Back to Index](#)

10 AG TO AH TO AB 19 S/WELDS (ORD)



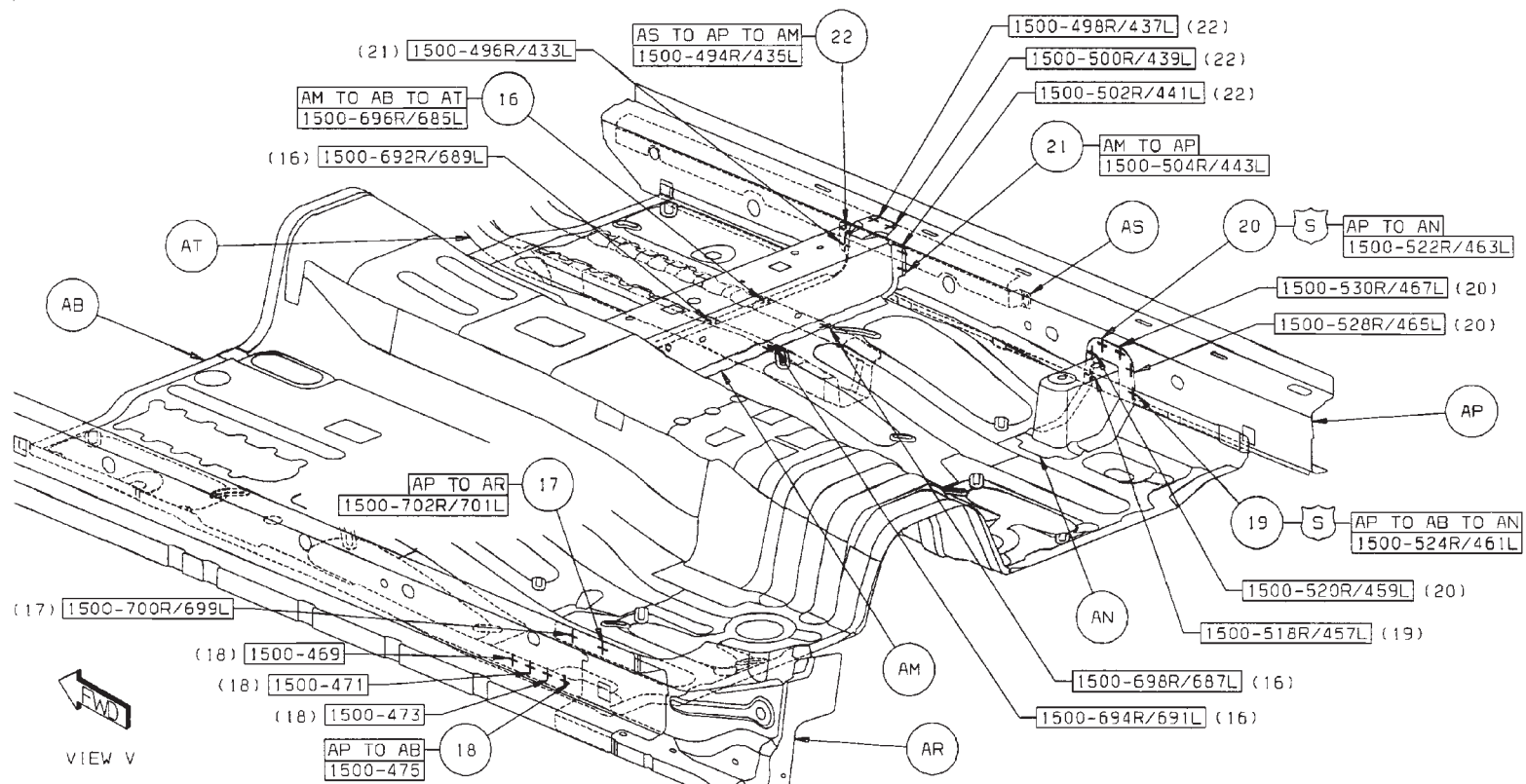
[Back to Index](#)

- 11 AK TO AA TO AB 1 S/WELD (ORD)
- 12 AA TO AB 3 S/WELDS (ORD)
- 13 AG TO AA TO AB 1 S/WELD (ORD)
- 14 AJ TO AB 12 S/WELDS (ORD)
- 15 AA TO AL TO AB 3 S/WELDS (ORD)



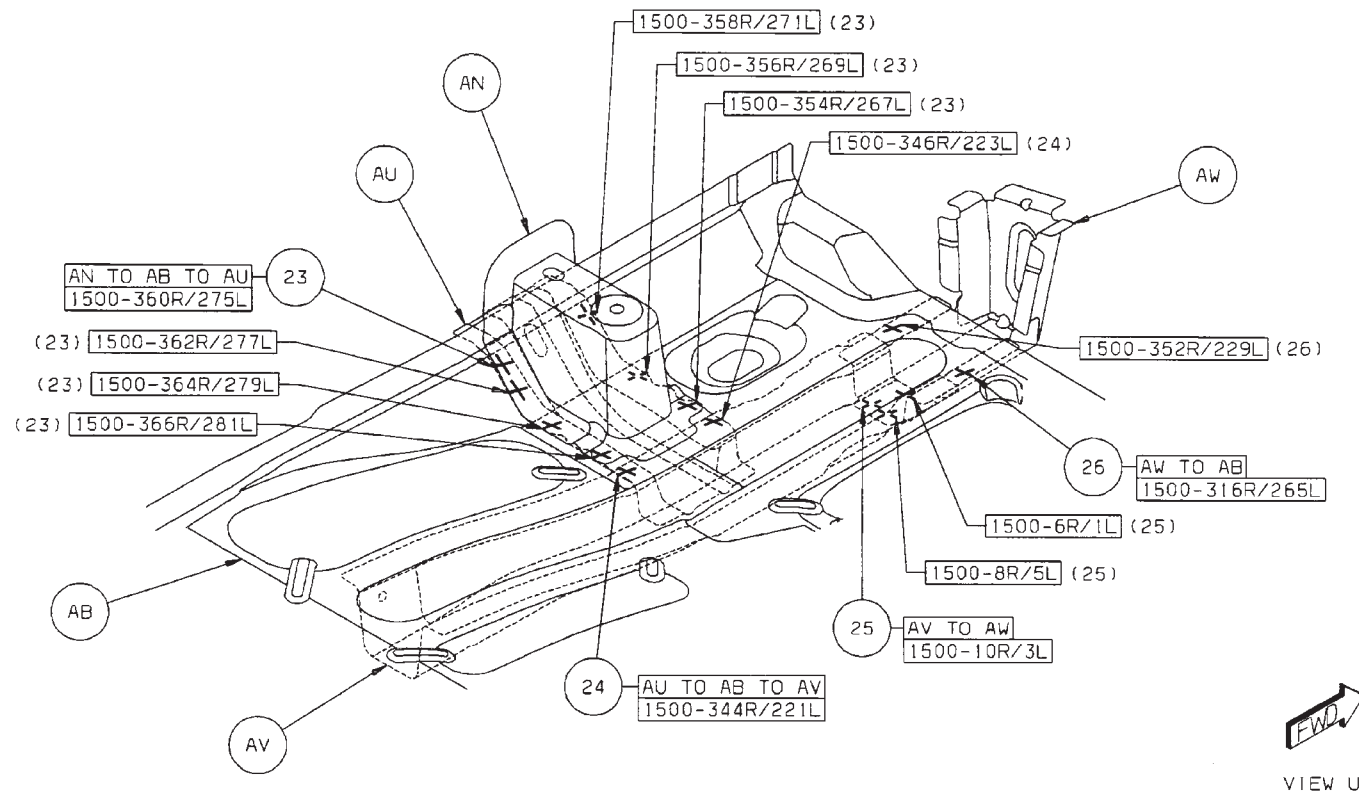
[Back to Index](#)

- 16 AM TO AB TO AT 4/SD S/WELDS (ORD)
- 17 AP TO AR 2/SD S/WELDS (ORD)
- 18 AP TO AB 4/SD S/WELDS (ORD)
- 19 AP TO AB TO AN 2/SD S/WELDS (SAF)
- 20 AP TO AN 4/SD S/WELDS (SAF)
- 21 AM TO AP 1/SD S/WELD (ORD)
- 22 AS TO AP TO AM 4/SD S/WELDS (ORD)



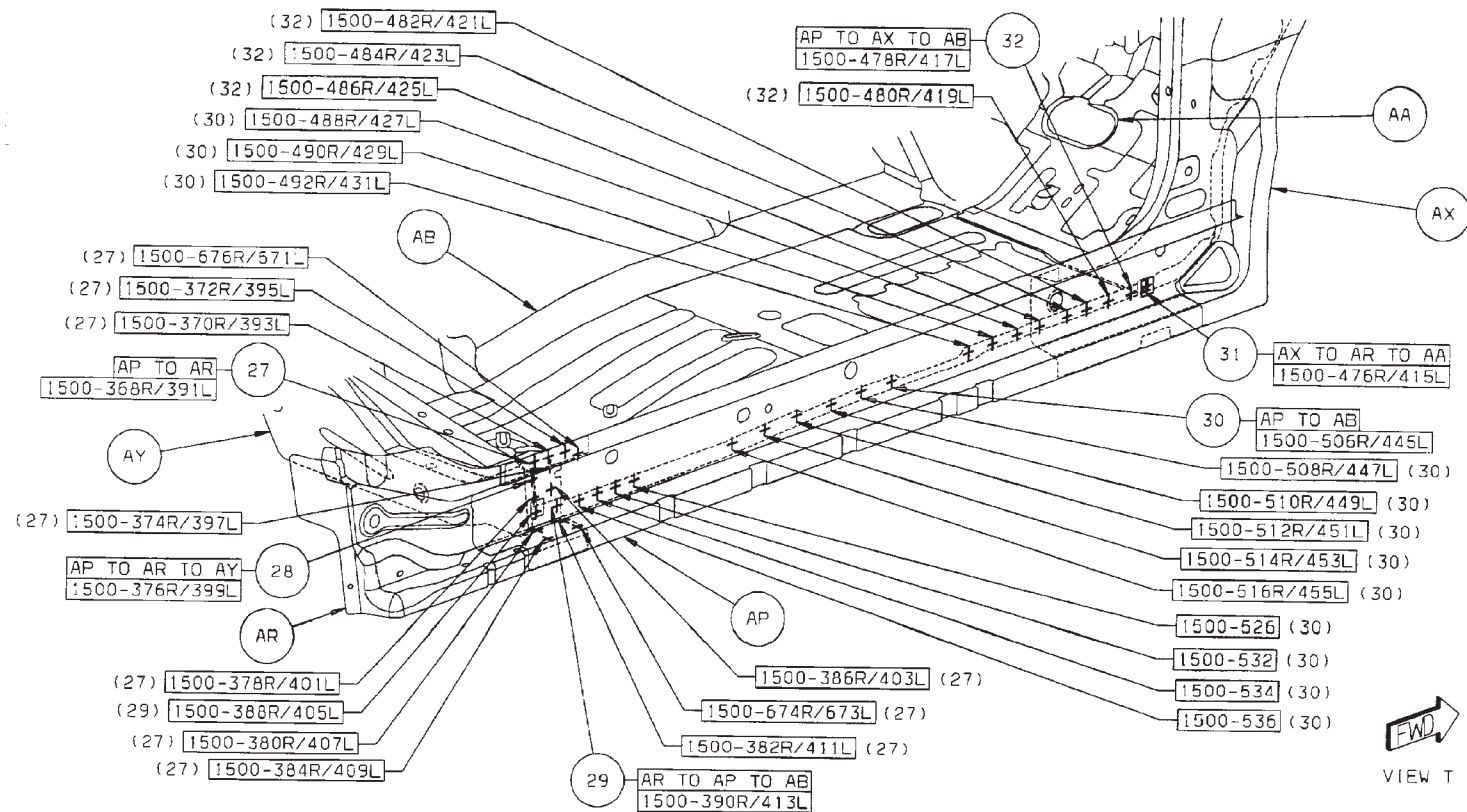
[Back to Index](#)

- 23 AN TO AB TO AU 7/SD S/WELDS (ORD)
- 24 AU TO AB TO AV 2/SD S/WELDS (ORD)
- 25 AV TO AW 3/SD S/WELDS (ORD)
- 26 AW TO AB 2/SD S/WELDS (ORD)



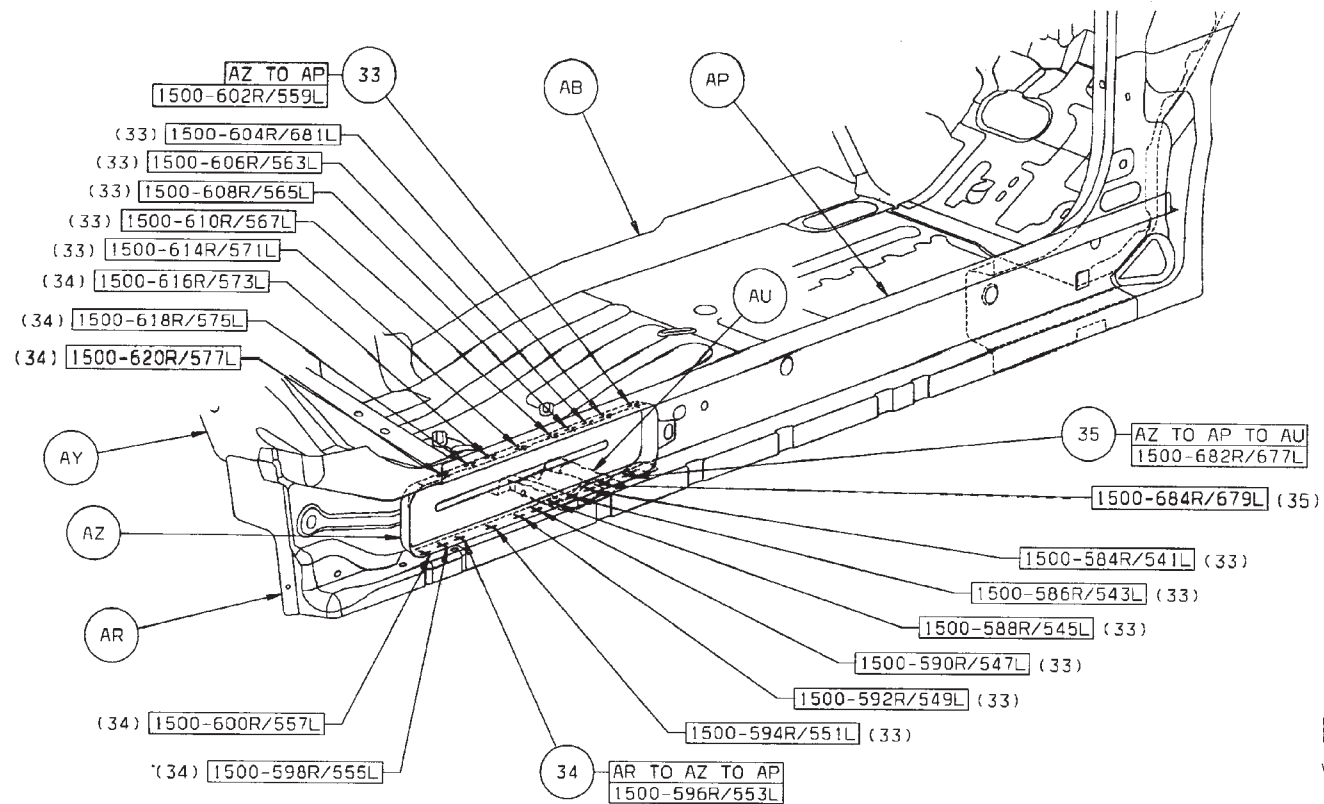
[Back to Index](#)

- 27 AP TO AR 11/SD S/WELDS (ORD)
- 28 AP TO AR TO AY 1/SD S/WELD (ORD)
- 29 AR TO AP TO AB 2/SD S/WELDS (ORD)
- 30 AP TO AB 12/SD S/WELDS (ORD)
- 31 AX TO AR TO AA 2/SD S/WELDS (ORD)
- 32 AP TO AX TO AB 5/SD S/WELDS (ORD)



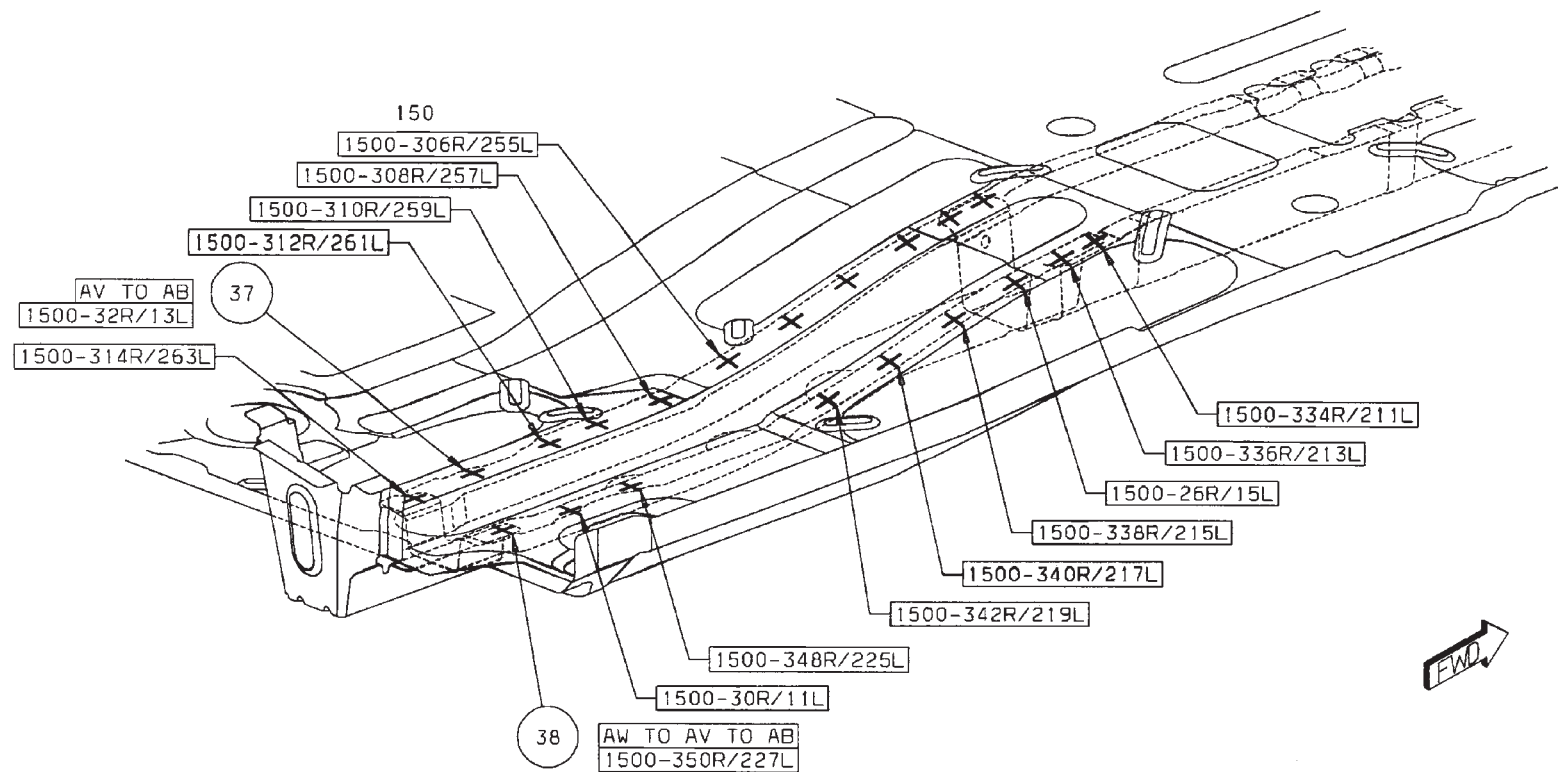
[Back to Index](#)

- 33 AZ TO AP 12/SD SWELDS (ORD)
- 34 AR TO AZ TO AP 6/SD SWELDS (ORD)
- 35 AZ TO AP TO AU 2/SD SWELDS (ORD)



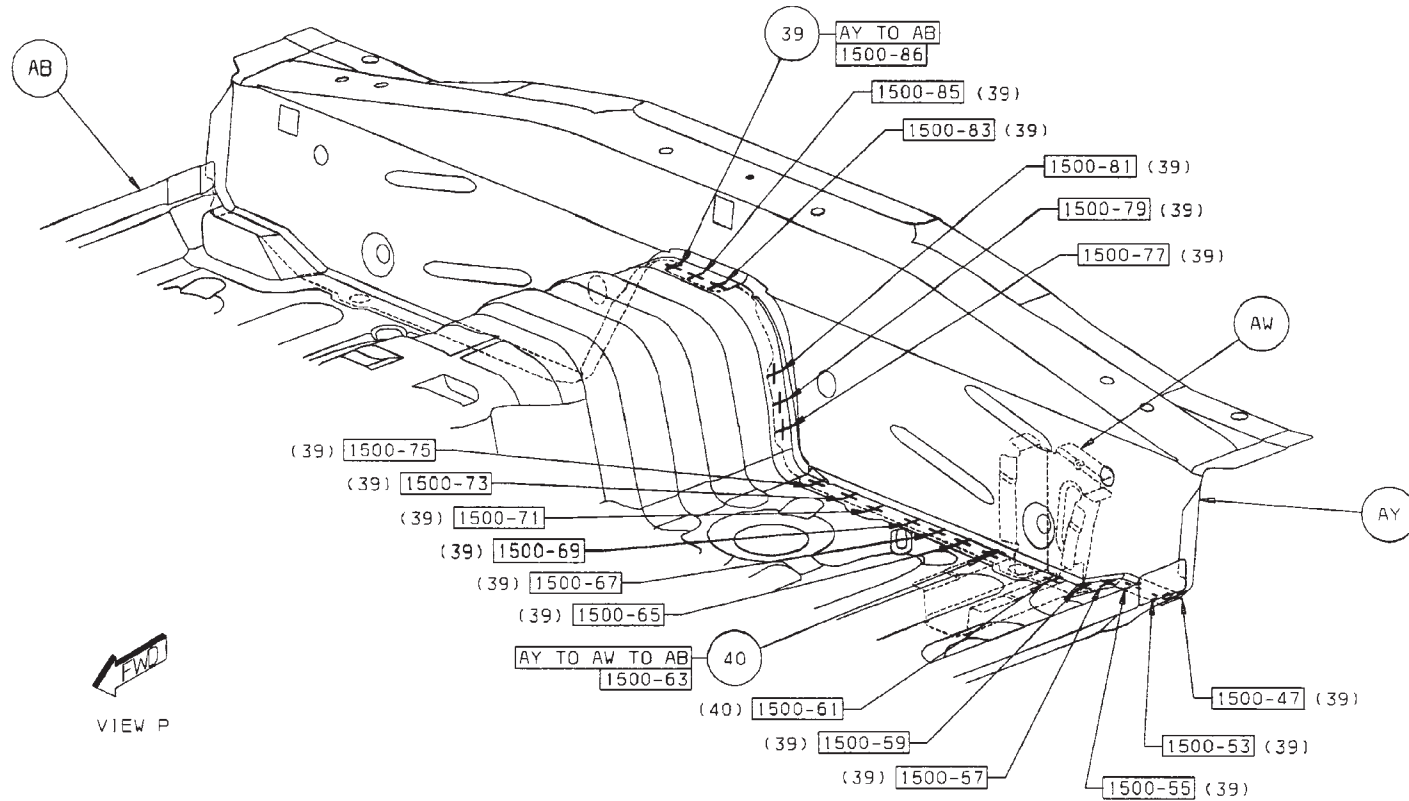
[Back to Index](#)

- 36 AV TO AT TO AB 4/SD S/WELDS (ORD)
- 37 AV TO AB 14 AD S/WELDS (ORD)
- 38 AW TO AV TO AB 2/SD S/WELDS (ORD)



[Back to Index](#)

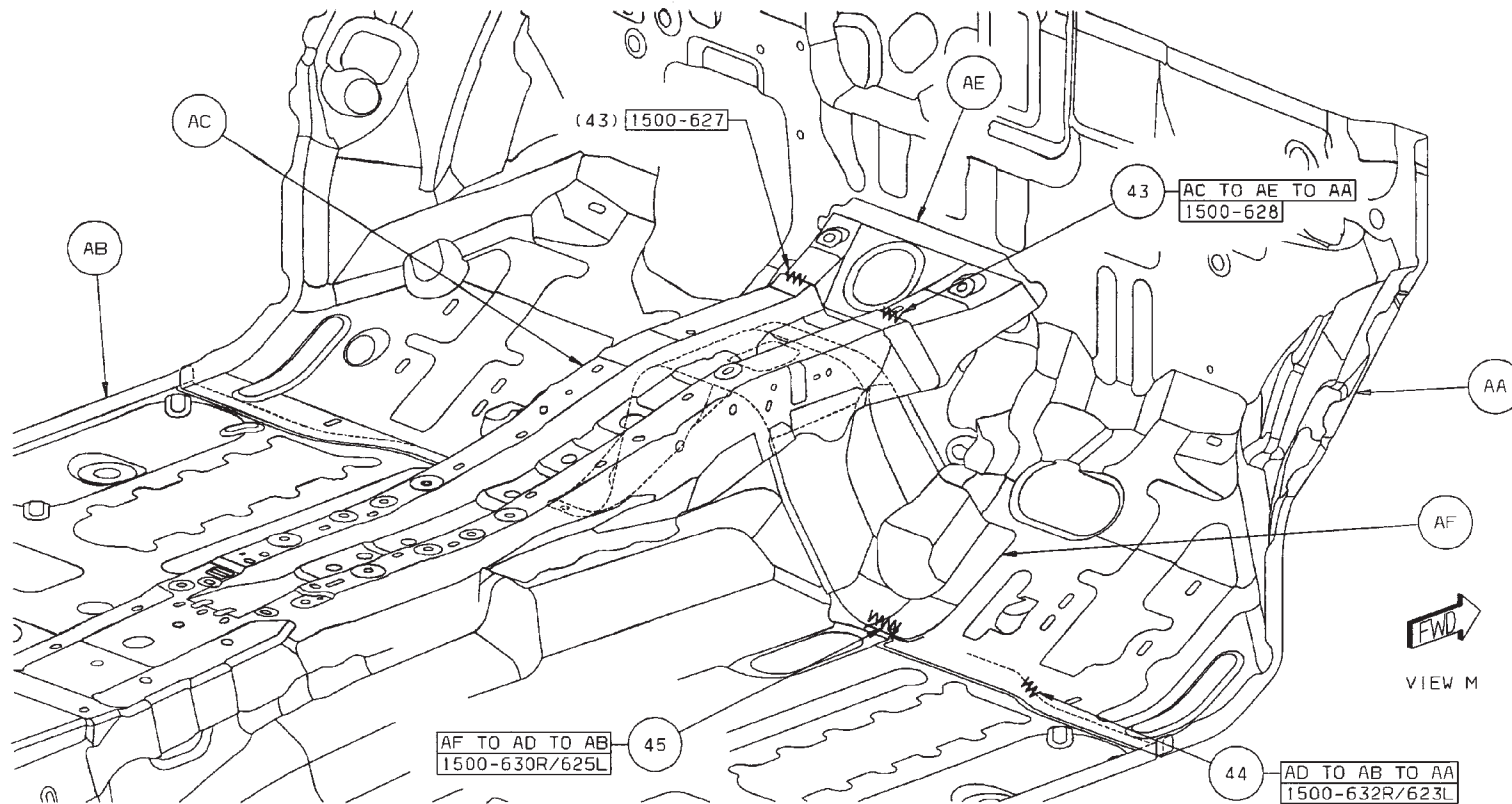
- 39 AY TO AB 17/SD SWELDS (ORD)
 40 AY TO AW TO AB 2/SD SWELDS (SAF)



[Back to Index](#)

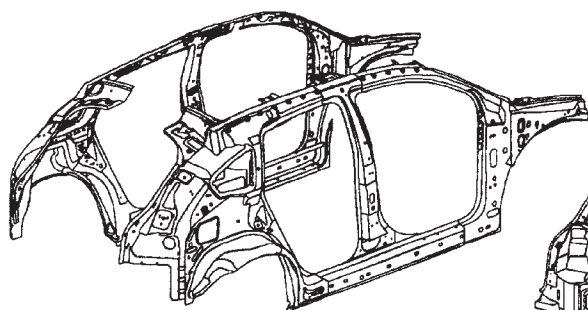
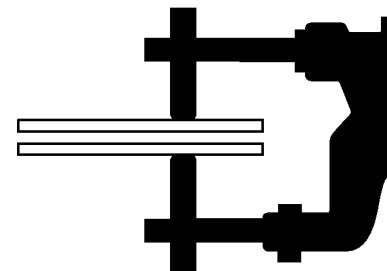
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- 43 AC TO AE TO AA 2 MIG BLZ (ORD)
- 44 AD TO AB TO AA 1/SD MIG BLZ (ORD)
- 45 AF TO AD TO AB 1/SD MIG BLZ (ORD)

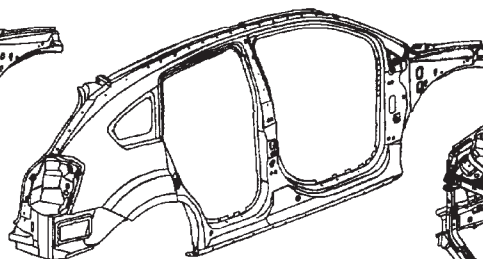


[Back to Index](#)

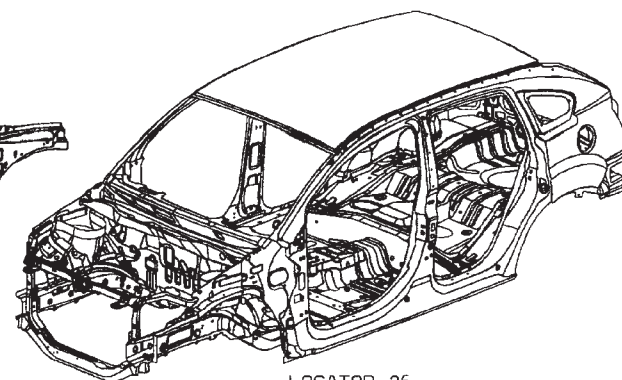
WELD LOCATION OVERVIEW ZONES



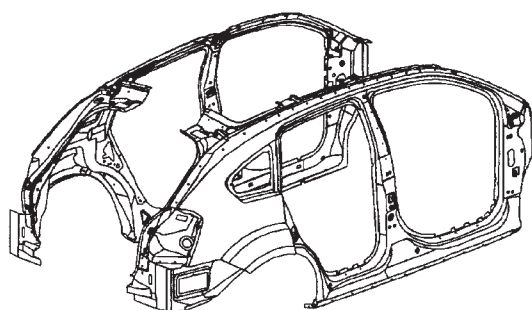
OVERVIEW 22



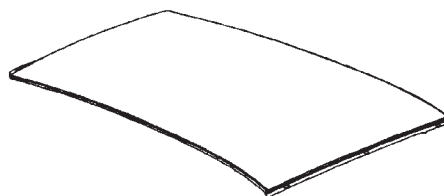
OVERVIEW 23



LOCATOR 26



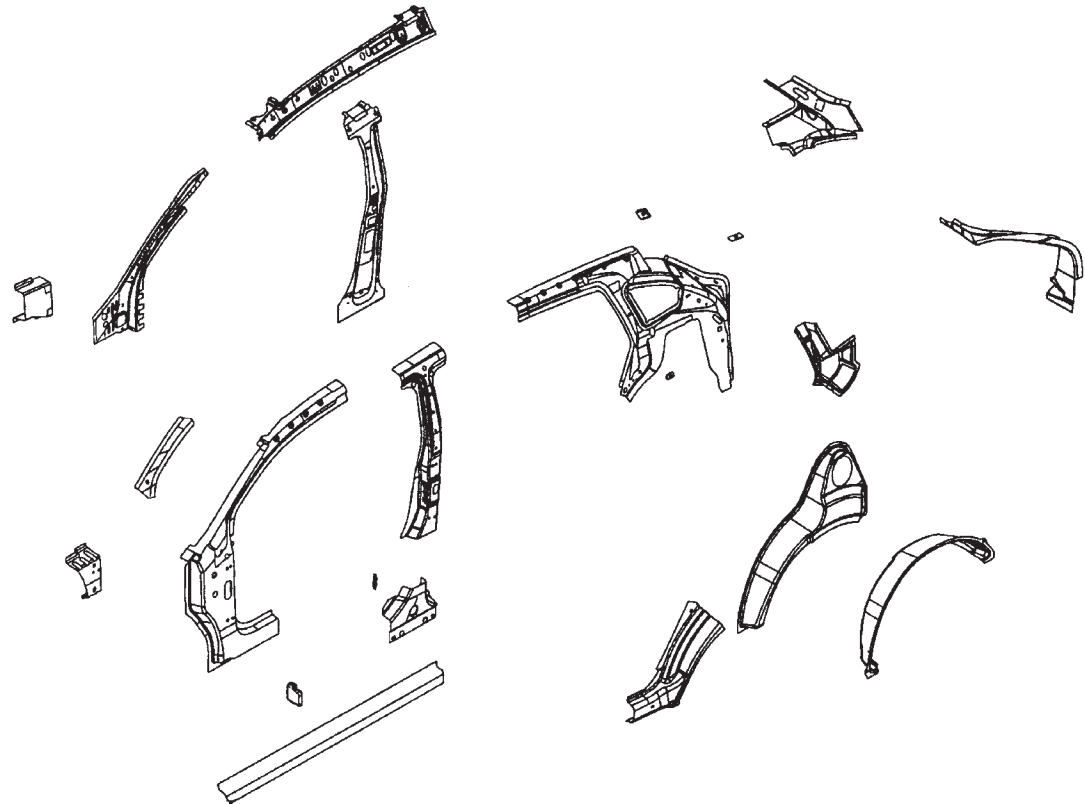
OVERVIEW 24



OVERVIEW 25

[Back to Index](#)

DODGE CALIBER BODY SIDE APERTURE INNER ASSEMBLY SECTION



AA BEAM – UPR LOAD PATH OTR RT –
 AA BEAM – UPR LOAD PATH OTR LT –
 AB PILLAR – BODY FRT HINGE RT –
 AB PILLAR – BODY FRT HINGE LT –
 AC FRAME – WINDSHIELD SIDE OPENING INR RT –
 AC FRAME – WINDSHIELD SIDE OPENING INR LT –
 AD REINF – W/SHIELD FRM INR LWR & FRT DR
 HGE MTG UPR RT –
 AD REINF – W/SHLD FRM INR LWR & FRT DR
 HGE MTG UPR LT –
 AE RAIL – ROOF SIDE INR RT –

AE RAIL – ROOF SIDE INR LT –
 AF REINF – INNR BODY SILL RT –
 AF REINF – INNR BODY SILL LT –
 AG PANEL – B-PILLAR INR RT –
 AG PANEL – B-PILLAR INR LT –
 AH PANEL – QTR INR RR RT –
 AH PANEL – QTR INR RR LT –
 AJ REINF – BODY CTR PILLAR INR RT –
 AJ REINF – BODY CTR PILLAR INR LT –
 AK REINF – D-PILLAR UPR RT – ROOF SUPPORT
 AK REINF – D-PILLAR UPR LT – ROOF SUPPORT

AL REINF – QTR INR BELTLINE RT –
 AL REINF – QTR INR BELTLINE LT –
 AM REINF – QTR INR D-PILLAR TURNING LOOP –
 AN REINF – RETRACTOR D-PILLAR –
 AP PANEL – RR WHEELHOUSE QTR RT –
 AP PANEL – RR WHEELHOUSE QTR LT –
 AR REINF – C-PILLAR LWR RT –
 AR REINF – C-PILLAR LWR LT –
 AS REINF – RETRACTOR C-PILLAR –
 AS REINF – RETRACTOR C-PILLAR –

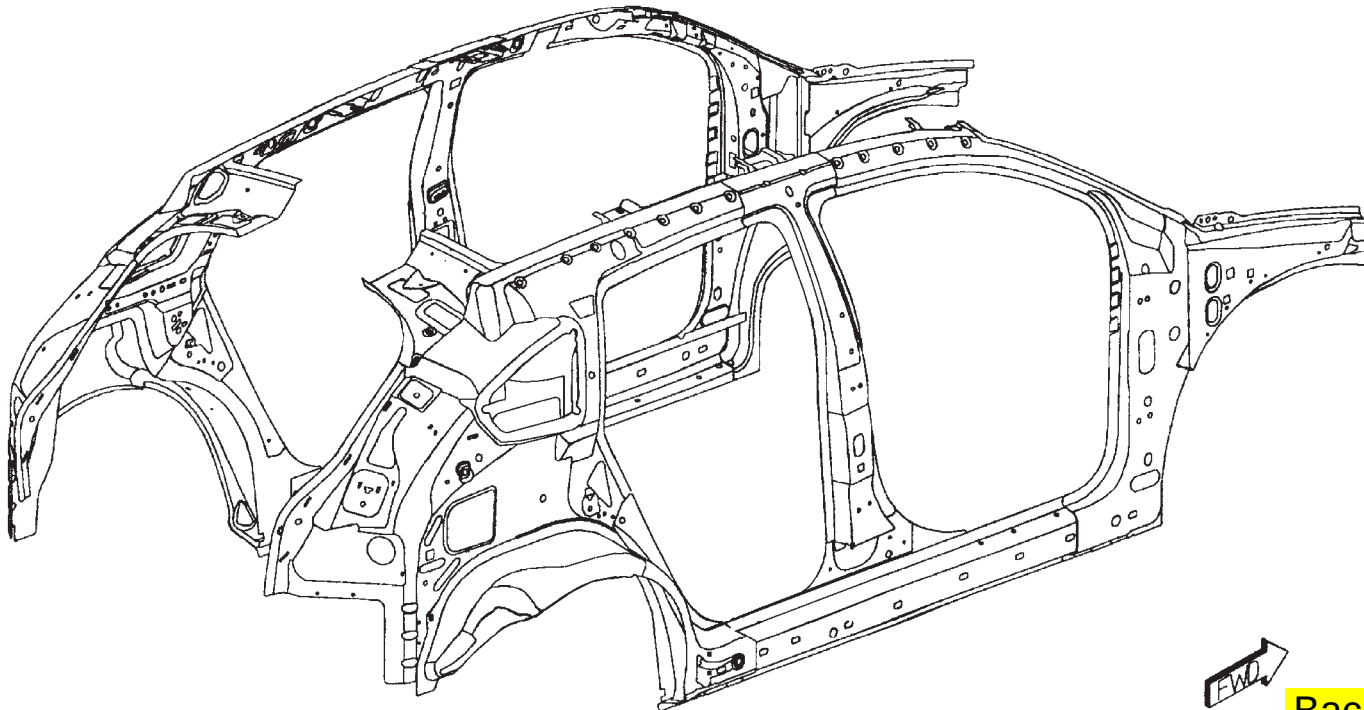
[Back to Index](#)

PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AA BEAM – UPR LOAD PATH OTR RT –
 AA BEAM – UPR LOAD PATH OTR LT –
 AB PILLAR – BODY FRT HINGE RT –
 AB PILLAR – BODY FRT HINGE LT –
 AC FRAME – WINDSHIELD SIDE OPENING INR RT –
 AC FRAME – WINDSHIELD SIDE OPENING INR LT –
 AD REINF – W/SHIELD FRM INR LWR & FRT DR
 HGE MTG UPR RT –
 AD REINF – W/SHLD FRM INR LWR & FRT DR
 HGE MTG UPR LT –
 AE RAIL – ROOF SIDE INR RT –

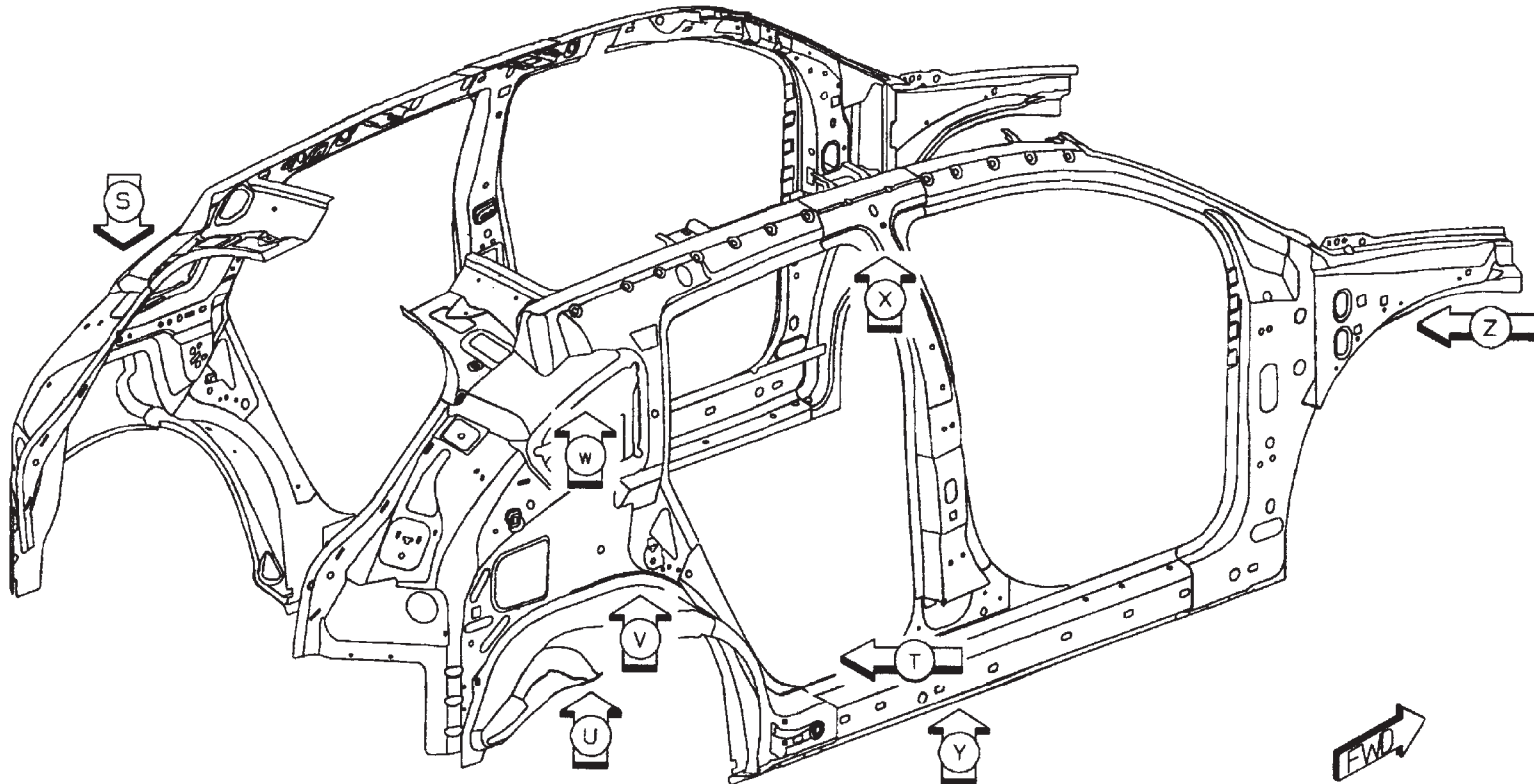
AE RAIL – ROOF SIDE INR LT –
 AF REINF – INNR BODY SILL RT –
 AF REINF – INNR BODY SILL LT –
 AG PANEL – B-PILLAR INR RT –
 AG PANEL – B-PILLAR INR LT –
 AH PANEL – QTR INR RR RT –
 AH PANEL – QTR INR RR LT –
 AJ REINF – BODY CTR PILLAR INR RT –
 AJ REINF – BODY CTR PILLAR INR LT –
 AK REINF – D-PILLAR UPR RT – ROOF SUPPORT
 AK REINF – D-PILLAR UPR LT – ROOF SUPPORT

AL REINF – QTR INR BELTLINE RT –
 AL REINF – QTR INR BELTLINE LT –
 AM REINF – QTR INR D-PILLAR TURNING LOOP –
 AN REINF – RETRACTOR D-PILLAR –
 AP PANEL – RR WHEELHOUSE QTR RT –
 AP PANEL – RR WHEELHOUSE QTR LT –
 AR REINF – C-PILLAR LWR RT –
 AR REINF – C-PILLAR LWR LT –
 AS REINF – RETRACTOR C-PILLAR –
 AS REINF – RETRACTOR C-PILLAR –



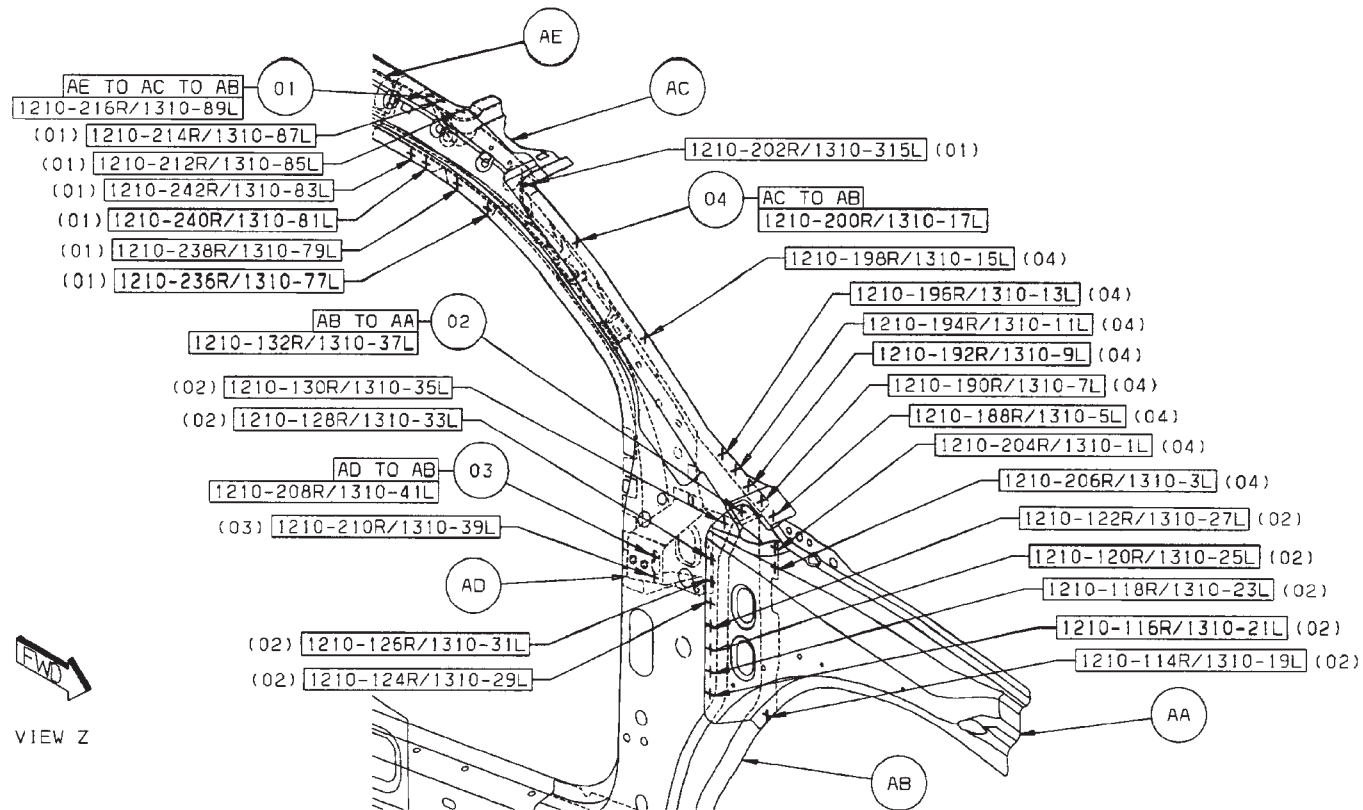
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



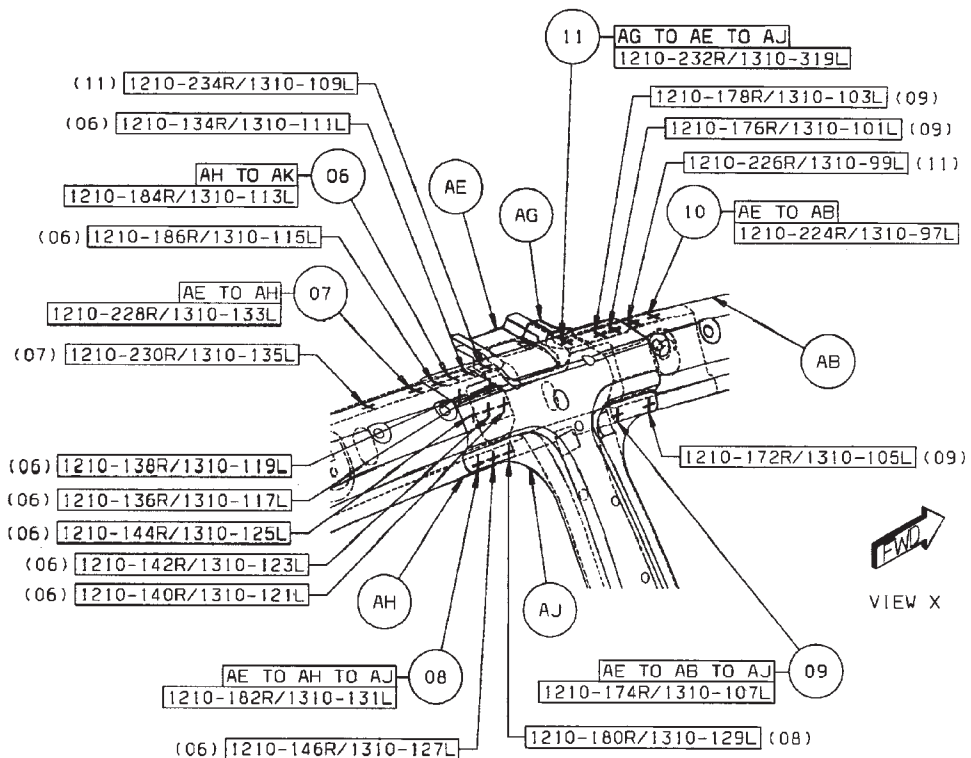
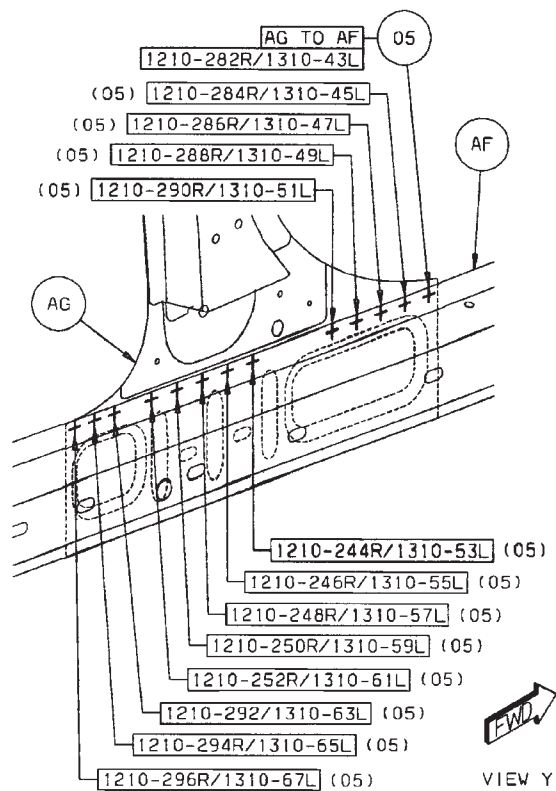
[Back to Index](#)

- 01 AE TO AC TO AB 8/SD S/WELDS
- 02 AB TO AA 10/SD S/WELDS
- 03 AD TO AB 2/SD S/WELDS
- 04 AC TO AB 9/SD S/WELDS



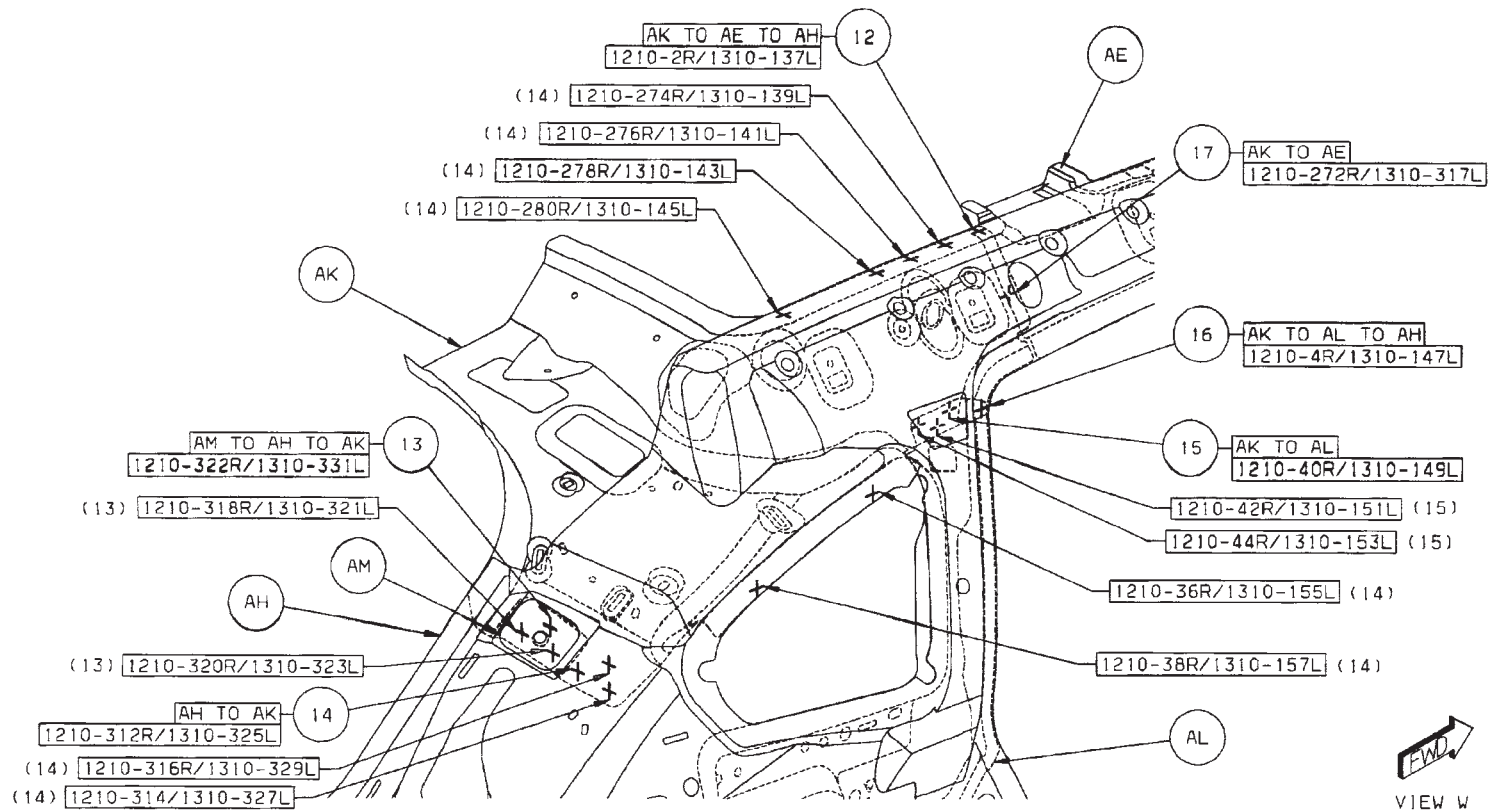
[Back to Index](#)

- 05 AG TO AF 13/SD SWELDS
- 06 AH TO AJ 9/SD SWELDS
- 07 AE TO AH 2/SD SWELDS
- 08 AE TO AH TO AJ 2/SD SWELDS
- 09 AE TO AB TO AJ 4/SD SWELDS
- 10 AE TO AB 2/SD SWELDS
- 11 AG TO AE TO AJ 2/SD SWELDS



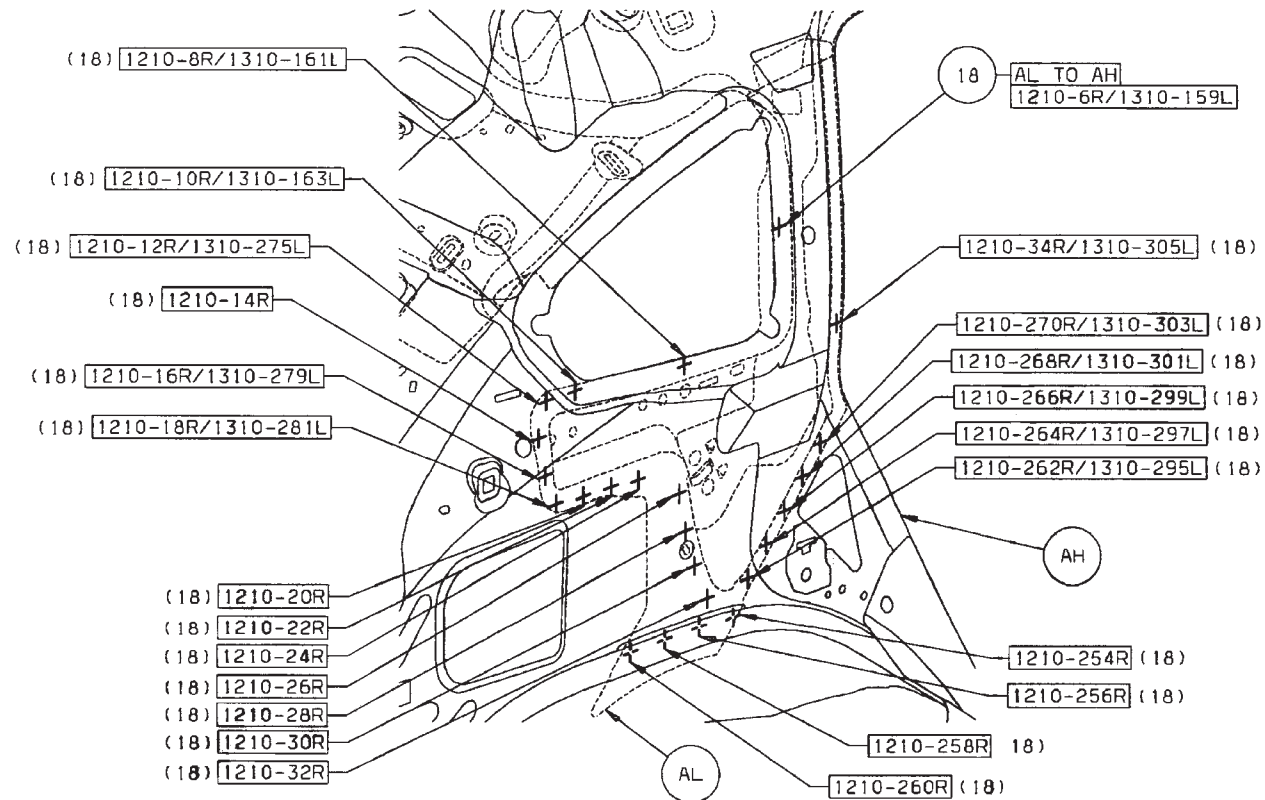
[Back to Index](#)

- 12 AK TO AE TO AH 1/SD S/WELD
- 13 AM TO AK TO AH 3/SD S/WELDS
- 14 AK TO AH 9/SD S/WELDS
- 15 AK TO AL 3/SD S/WELDS
- 16 AK TO AL TO AH 1/SD S/WELD
- 17 AK TO AE 1/SD S/WELD



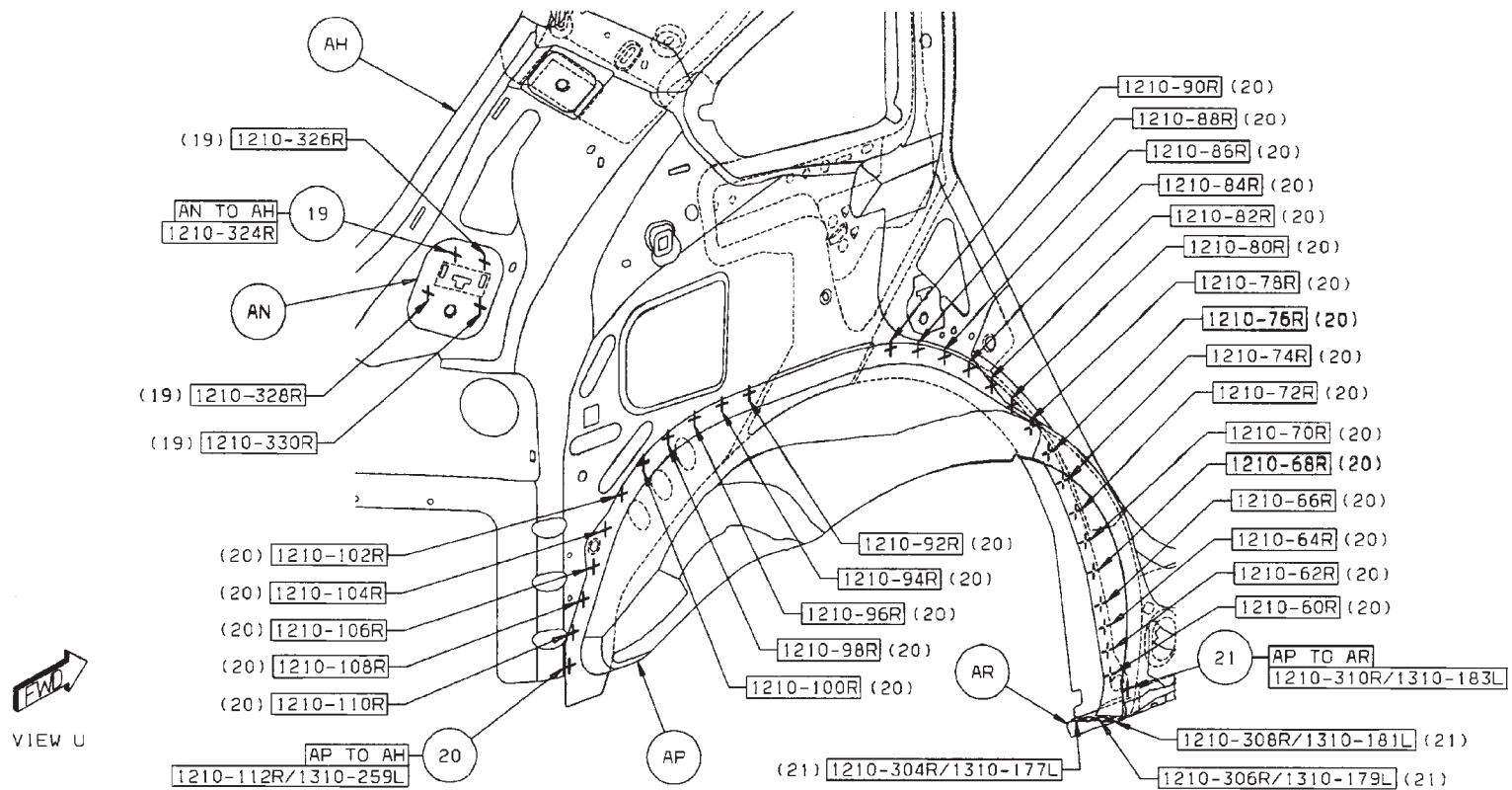
[Back to Index](#)

18 AL TO AH 24/R 12/L SWELDS



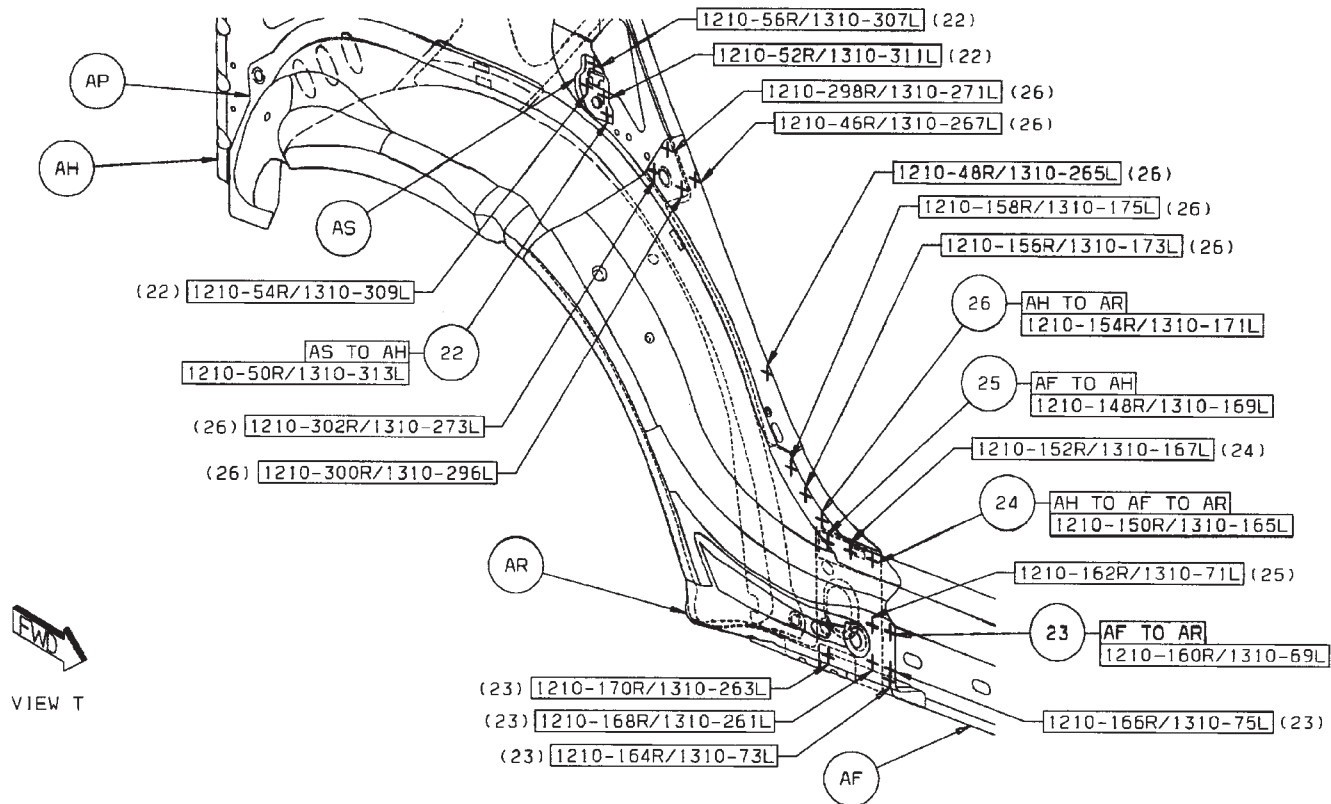
[Back to Index](#)

- 19 AN TO AH 4/R S/WELDS
- 20 AP TO AH 27/R 1/L S/WELDS
- 21 AP TO AR 4/SD S/WELDS



[Back to Index](#)

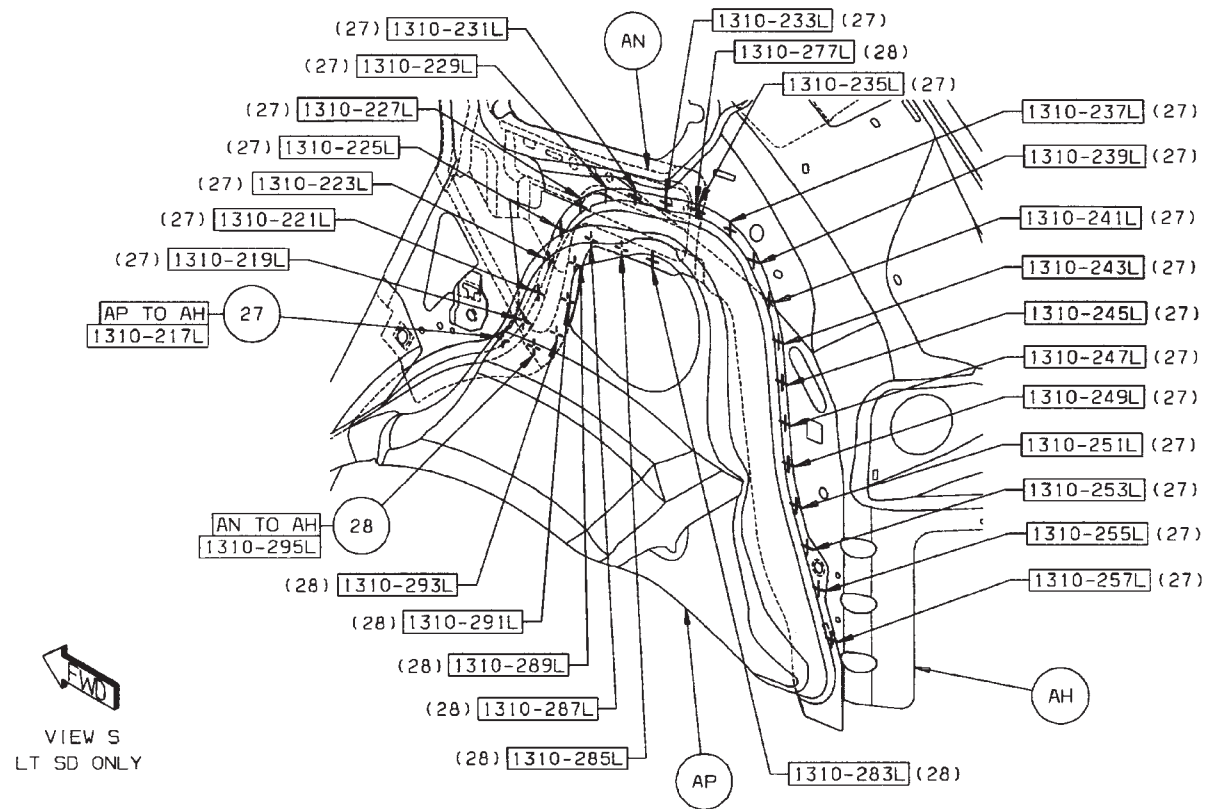
- 22 AS TO AH 4/SD S/WELDS
- 23 AF TO AR 6/SD S/WELDS
- 24 AH TO AF TO AR 2/SD S/WELDS
- 25 AF TO AH 1/SD S/WELDS
- 26 AH TO AR 8/SD S/WELDS



[Back to Index](#)

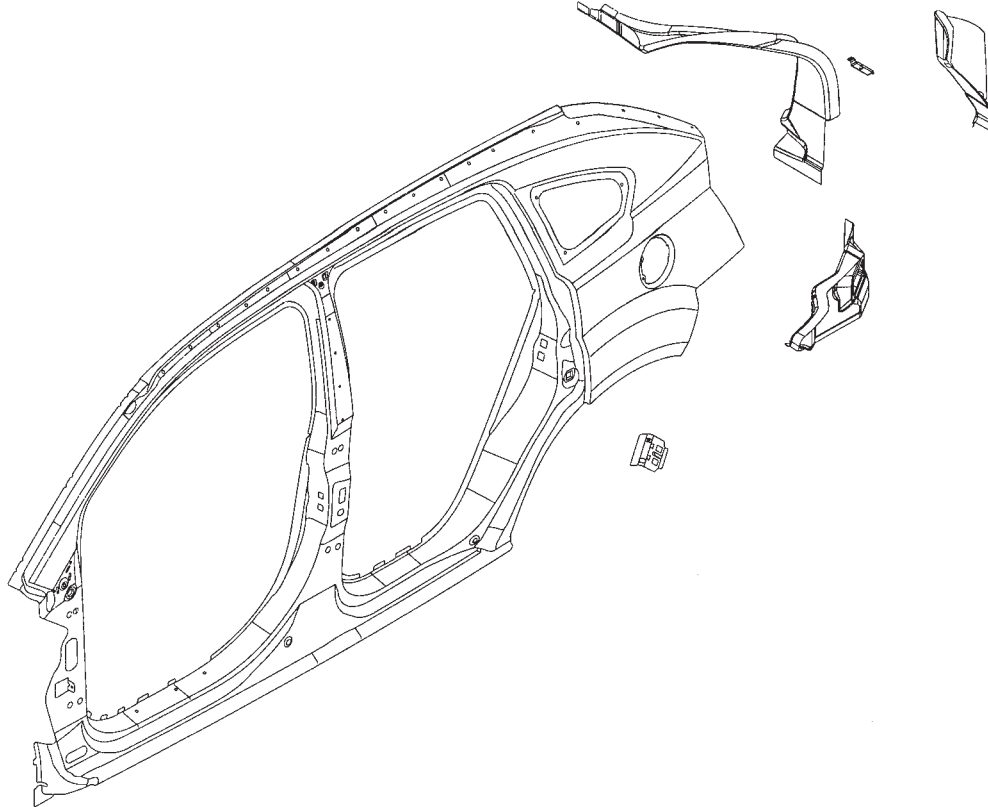
27 AP TO AH 21/L SWELDS

28 AN TO AH 8/L SWELDS



[Back to Index](#)

DODGE CALIBER BODY SIDE APERTURE ASSEMBLY SECTION

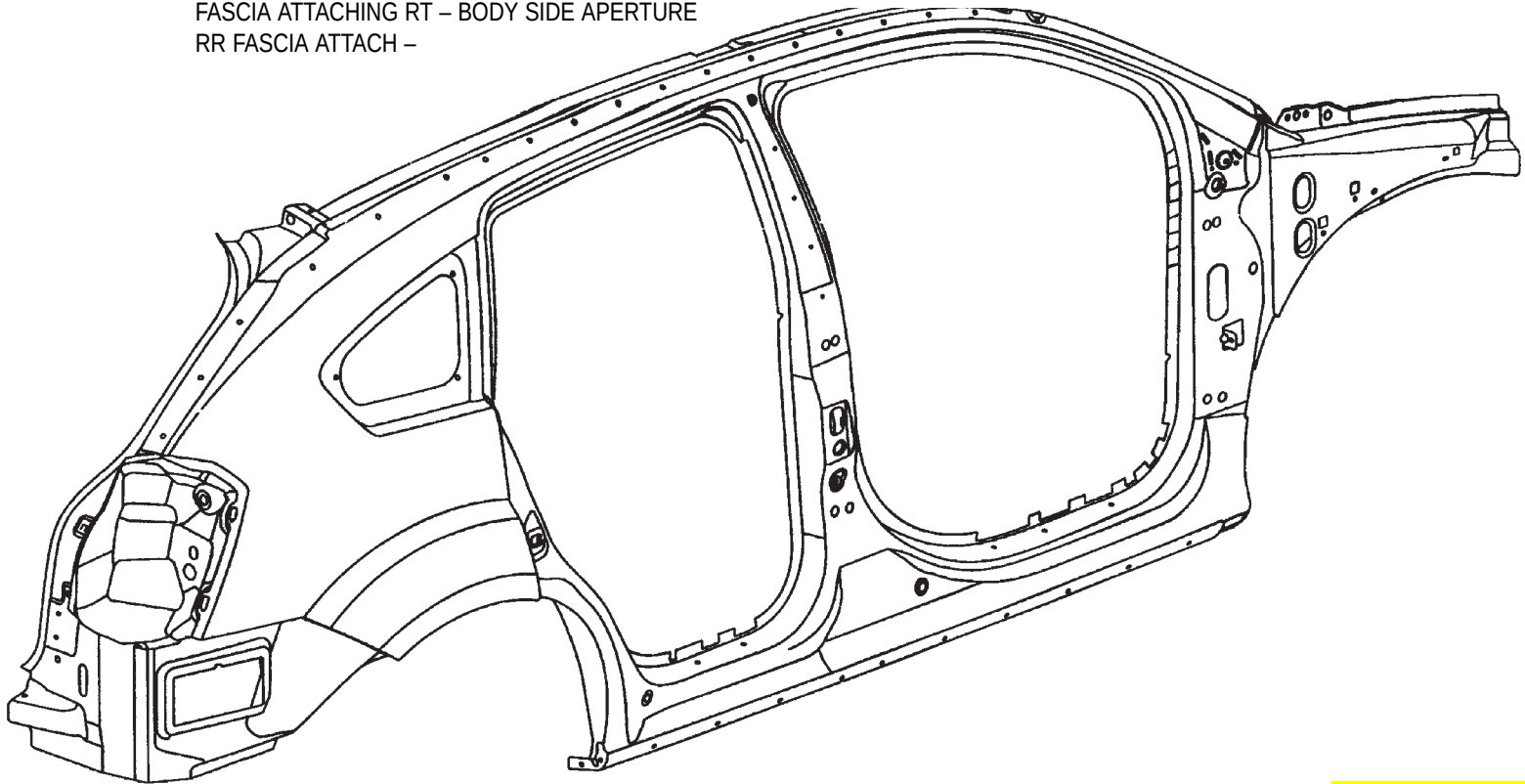


- | | | | |
|----|--|----|--|
| AA | PANEL – BODY SIDE APERTURE RT – W/O CLADDING | AE | EXTENSION – BODY SIDE APERTURE RR |
| AA | PANEL – BODY SIDE APERTURE LT – W/O CLADDING | | FASCIA ATTACHING LT – BODY SIDE APERTURE |
| AB | TROUGH – LIFTGATE SIDE DRAIN RT – | | RR FASCIA ATTACH – |
| AB | TROUGH – LIFTGATE SIDE DRAIN LT – | AF | PANEL – TAIL LAMP RT – |
| AC | REINF – BODY CTR PILLAR INR RT – | AF | PANEL – TAIL LAMP LT – |
| AC | REINF – BODY CTR PILLAR INR LT – | AG | REINF & RETAINER ASSY – BODY SIDE APERTURE |
| AD | REINF – BODY CTR PILLAR INR LWR RT – | | C-PILLAR DOOR LATCH STRKR |
| AD | REINF – BODY CTR PILLAR INR LWR LT – | | |
| AE | EXTENSION – BODY SIDE APERTURE RR | | |
| | FASCIA ATTACHING RT – BODY SIDE APERTURE | | |
| | RR FASCIA ATTACH – | | |

[Back to Index](#)

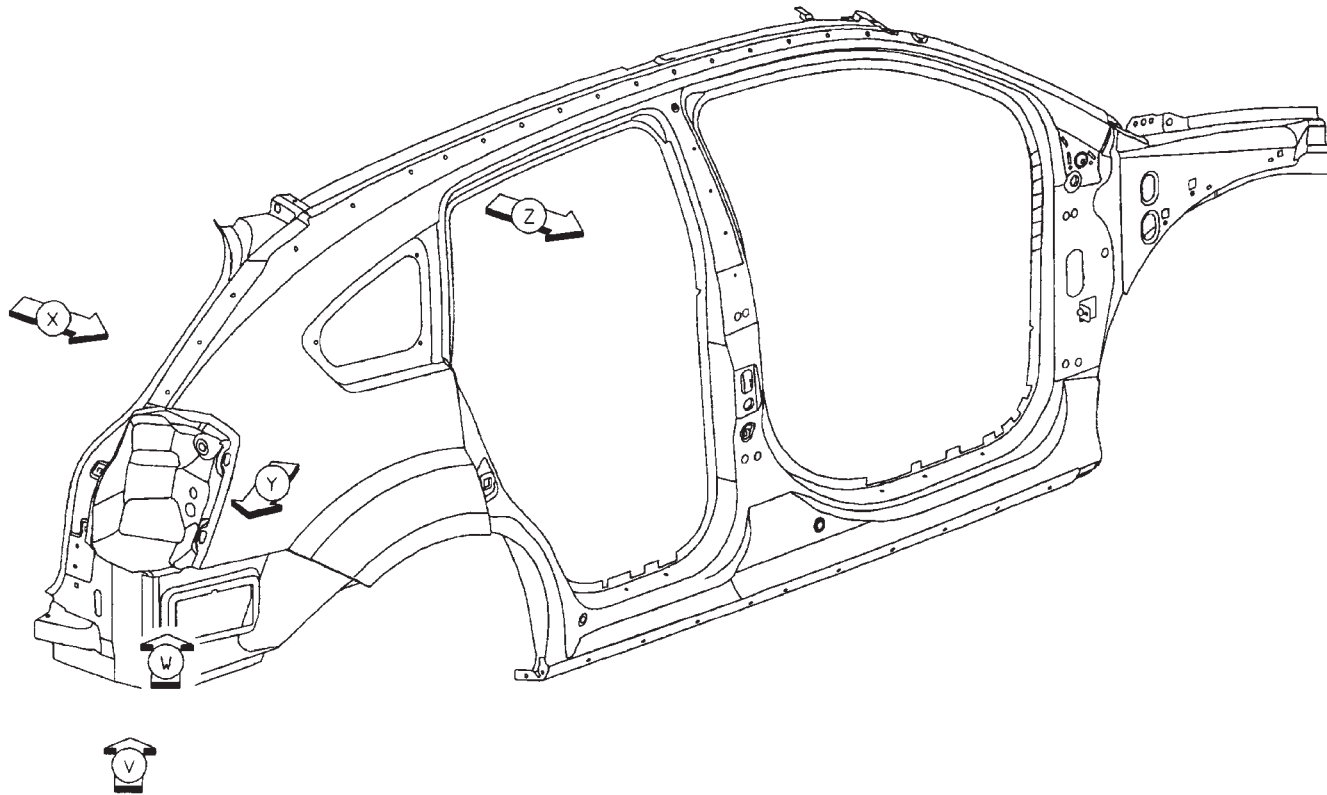
PARTS IDENTIFICATION LEGEND, OVERVIEW 23

AA	PANEL – BODY SIDE APERTURE RT – W/O CLADDING	AE	EXTENSION – BODY SIDE APERTURE RR
AA	PANEL – BODY SIDE APERTURE LT – W/O CLADDING		FASCIA ATTACHING LT – BODY SIDE APERTURE
AB	TROUGH – LIFTGATE SIDE DRAIN RT –		RR FASCIA ATTACH –
AB	TROUGH – LIFTGATE SIDE DRAIN LT –	AF	PANEL – TAIL LAMP RT –
AC	REINF – BODY CTR PILLAR INR RT –	AF	PANEL – TAIL LAMP LT –
AC	REINF – BODY CTR PILLAR INR LT –	AG	REINF & RETAINER ASSY – BODY SIDE APERTURE
AD	REINF – BODY CTR PILLAR INR LWR RT –		C-PILLAR DOOR LATCH STRKR
AD	REINF – BODY CTR PILLAR INR LWR LT –		
AE	EXTENSION – BODY SIDE APERTURE RR		
	FASCIA ATTACHING RT – BODY SIDE APERTURE		
	RR FASCIA ATTACH –		



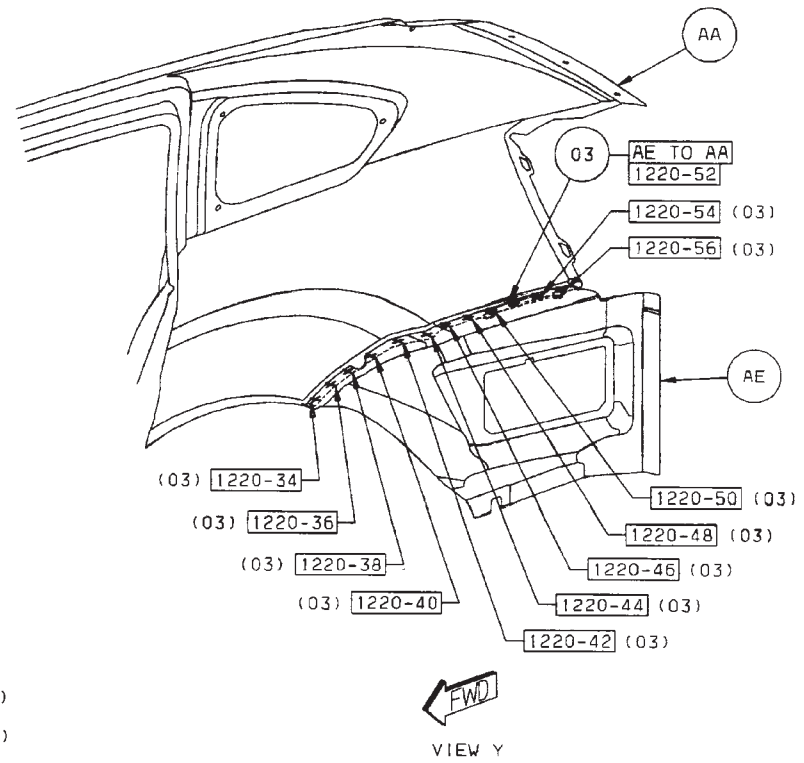
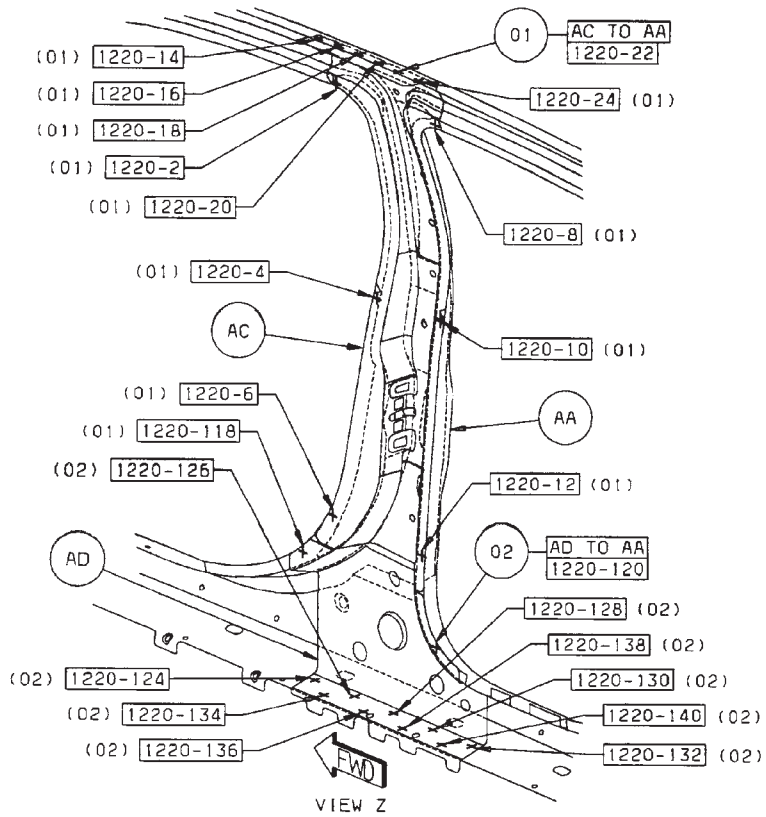
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



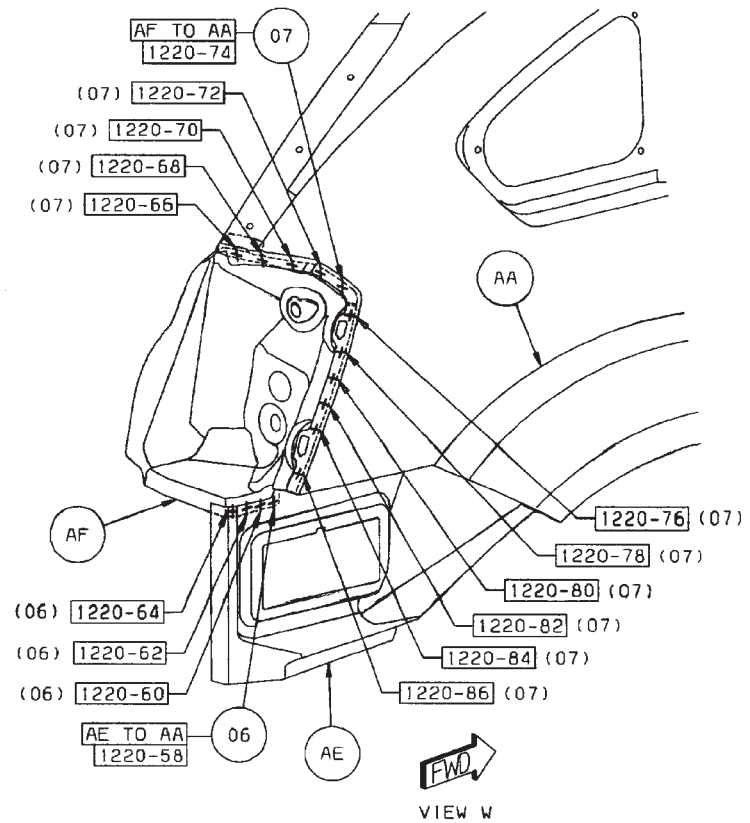
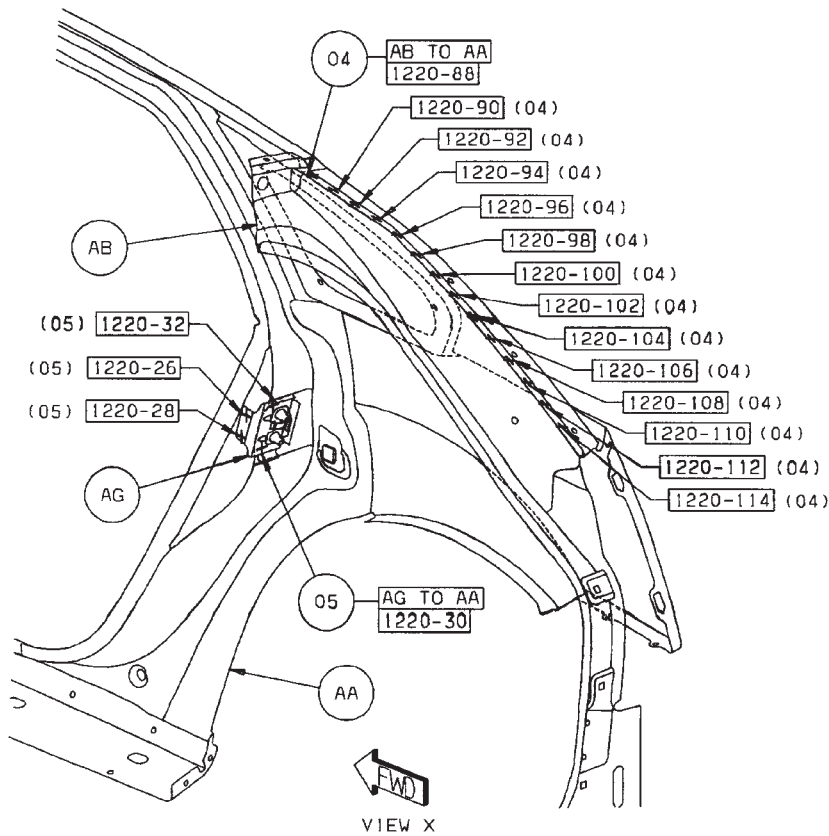
[Back to Index](#)

- 01 AC TO AA 12 S/WELDS (ORD)
02 AD TO AA 10 S/WELDS (ORD)
03 AE TO AA 12 S/WELDS (ORD)



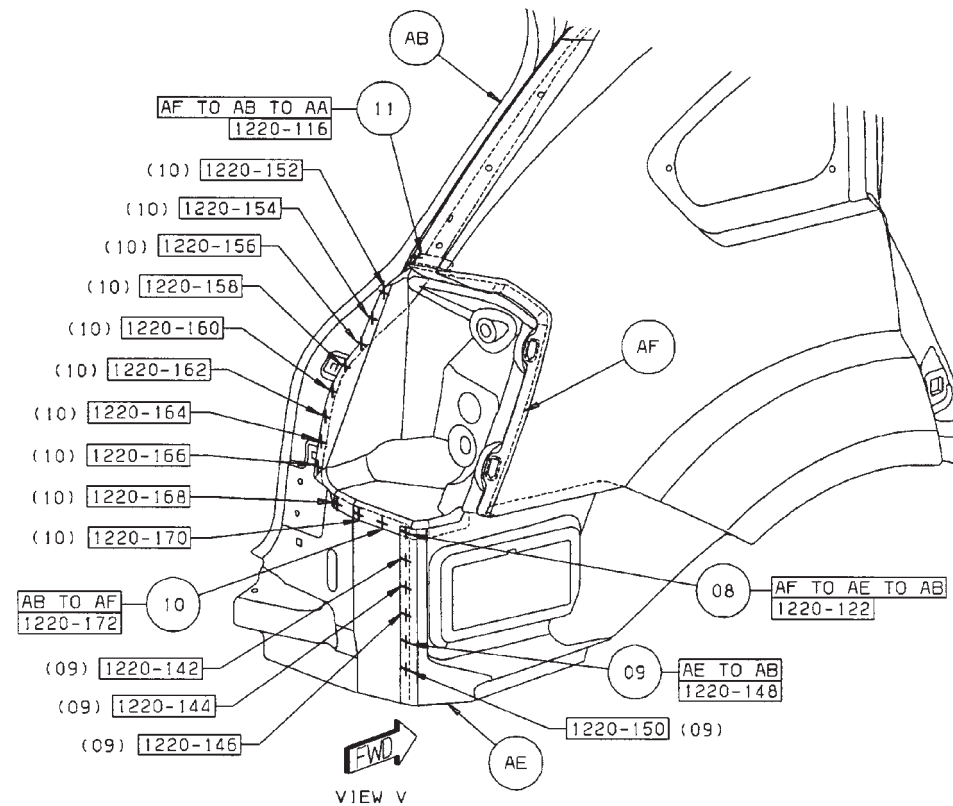
[Back to Index](#)

- 04 AB TO AA 14 S/WELDS (ORD)
- 05 AG TO AA 4 S/WELDS (ORD)
- 06 AE TO AA 4 S/WELDS (ORD)
- 07 AF TO AA 10 S/WELDS (ORD)



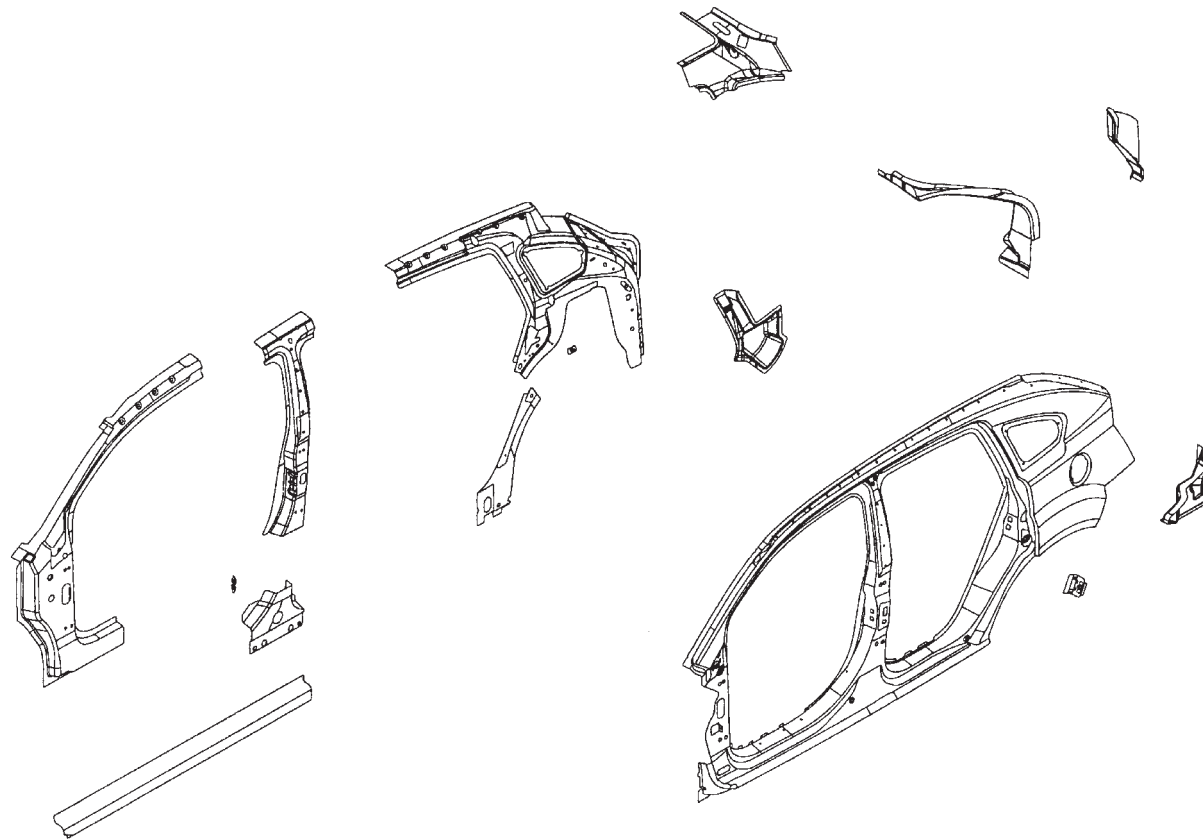
[Back to Index](#)

- 08 AF TO AE TO AB 1 S/WELD (ORD)
- 09 AE TO AB 5 S/WELDS (ORD)
- 10 AB TO AF 11 S/WELDS (ORD)
- 11 AF TO AB TO AA 1 S/WELD (ORD)



[Back to Index](#)

DODGE CALIBER BODY SIDE APERTURE COMPLETE SECTION

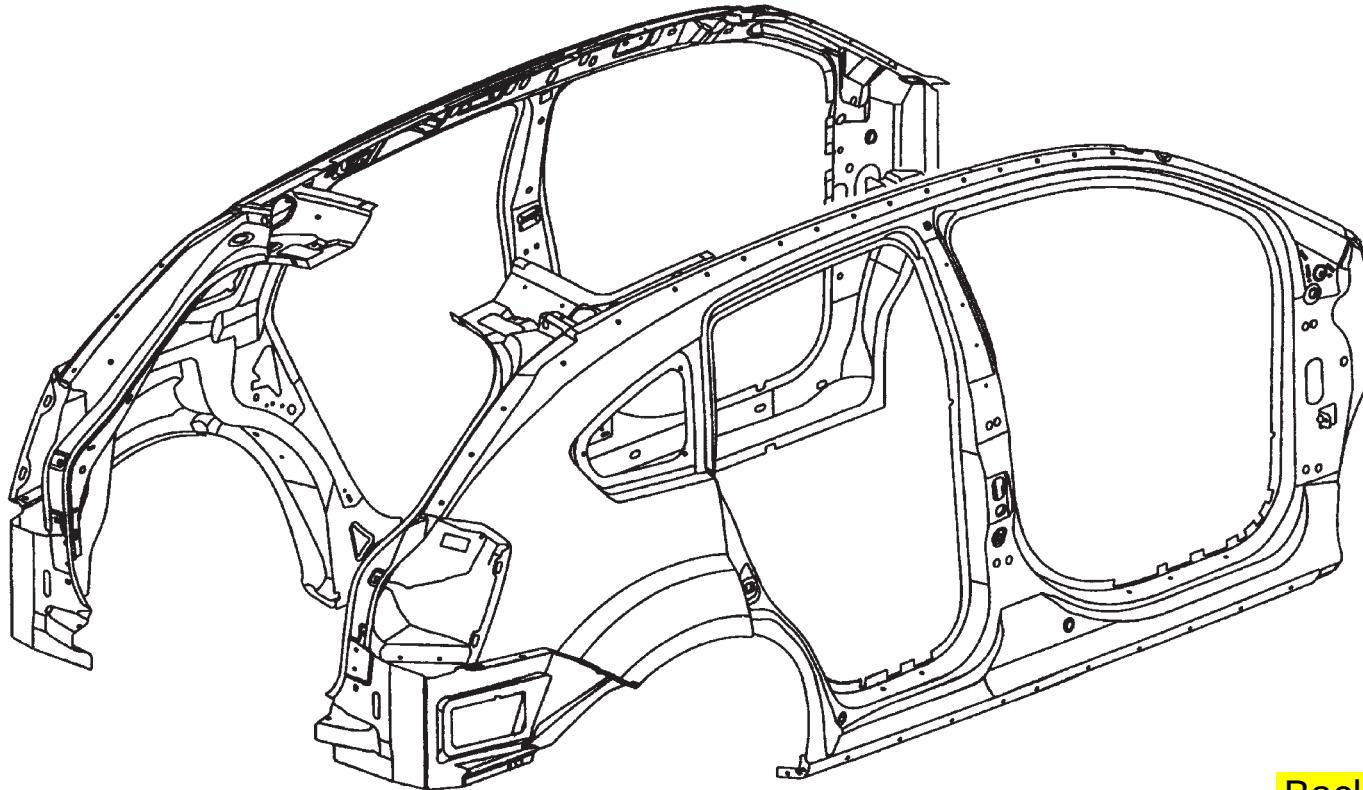


- | | | | |
|----|--|----|--|
| AA | PANEL – QTR INR RR RT – | AJ | PANEL – B-PILLAR INR RT – |
| AB | TROUGH – LIFTGATE SIDE DRAIN RT – | AK | REINF – BODY CTR PILLAR INR RT – |
| AC | REINF – D-PILLAR UPR RT – ROOF SUPPORT | AL | PILLAR – BODY FRT HINGE RT – |
| AD | PANEL – BODY SIDE APERTURE RT – W/O CLADDING | AM | FRAME – WINDSHIELD SIDE OPENING INR RT – |
| AE | REINF – QTR INR BELTLINE RT – | AN | REINF – INR BODY SILL RT – |
| AF | PANEL – RR WHEELHOUSE OTR RT – | AP | REINF – BODY CTR PILLAR INR LWR RT – |
| AG | REINF – C-PILLAR LWR RT – | AR | RAIL – ROOF SIDE INR RT – |
| AH | EXTENSION – BODY SIDE APERTURE RR | | |
| | FASCIA ATTACHING RT – BODY SIDE APERTURE | | |
| | RR FASCIA ATTACH – | | |

[Back to Index](#)

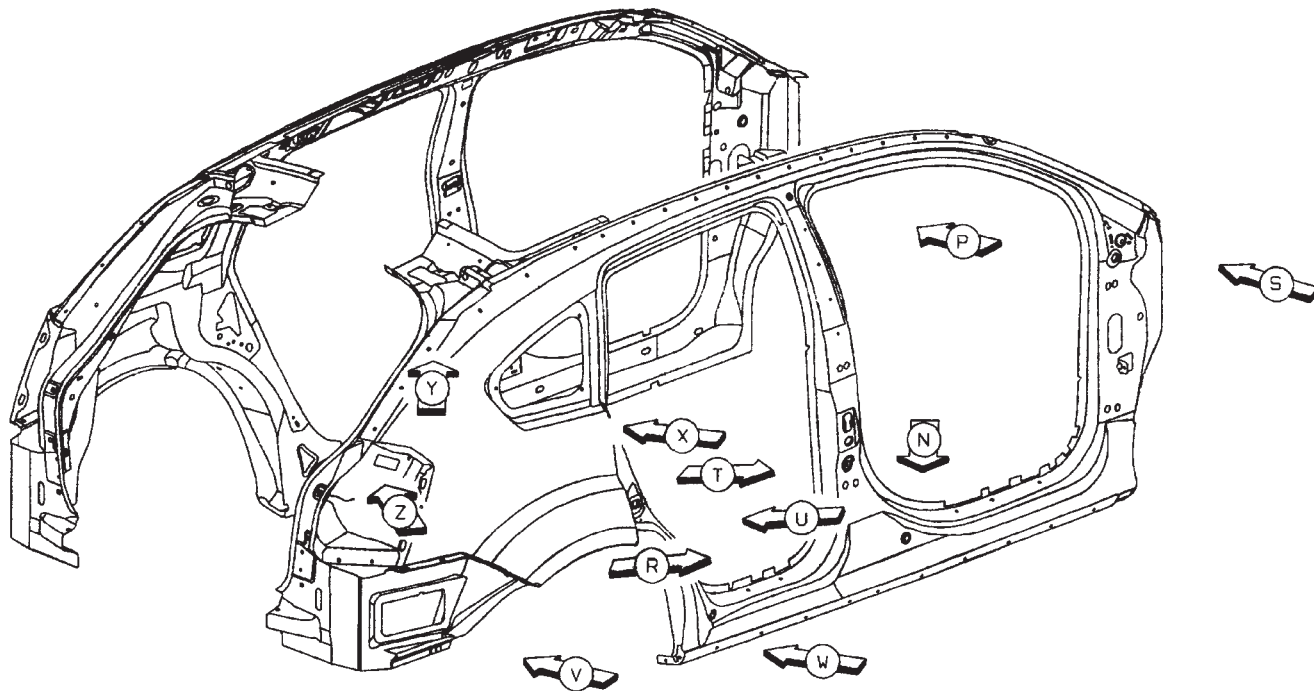
PARTS IDENTIFICATION LEGEND, OVERVIEW 24

AA	PANEL – QTR INR RR RT –	AJ	PANEL – B-PILLAR INR RT –
AB	TROUGH – LIFTGATE SIDE DRAIN RT –	AK	REINF – BODY CTR PILLAR INR RT –
AC	REINF – D-PILLAR UPR RT – ROOF SUPPORT	AL	PILLAR – BODY FRT HINGE RT –
AD	PANEL – BODY SIDE APERTURE RT – W/O CLADDING	AM	FRAME – WINDSHIELD SIDE OPENING INR RT –
AE	REINF – QTR INR BELTLINE RT –	AN	REINF – INR BODY SILL RT –
AF	PANEL – RR WHEELHOUSE OTR RT –	AP	REINF – BODY CTR PILLAR INR LWR RT –
AG	REINF – C-PILLAR LWR RT –	AR	RAIL – ROOF SIDE INR RT –
AH	EXTENSION – BODY SIDE APERTURE RR FASCIA ATTACHING RT – BODY SIDE APERTURE RR FASCIA ATTACH –		



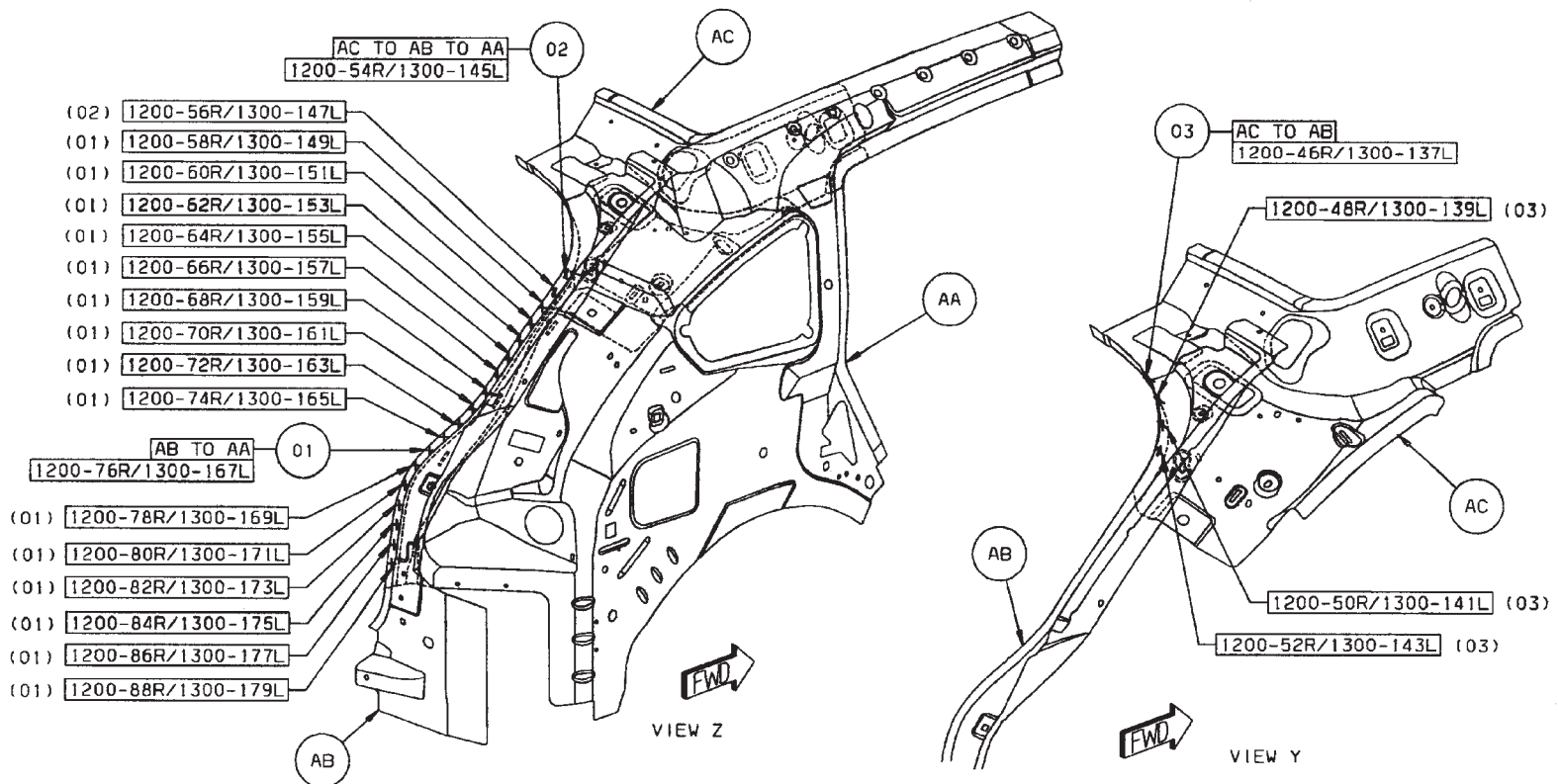
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



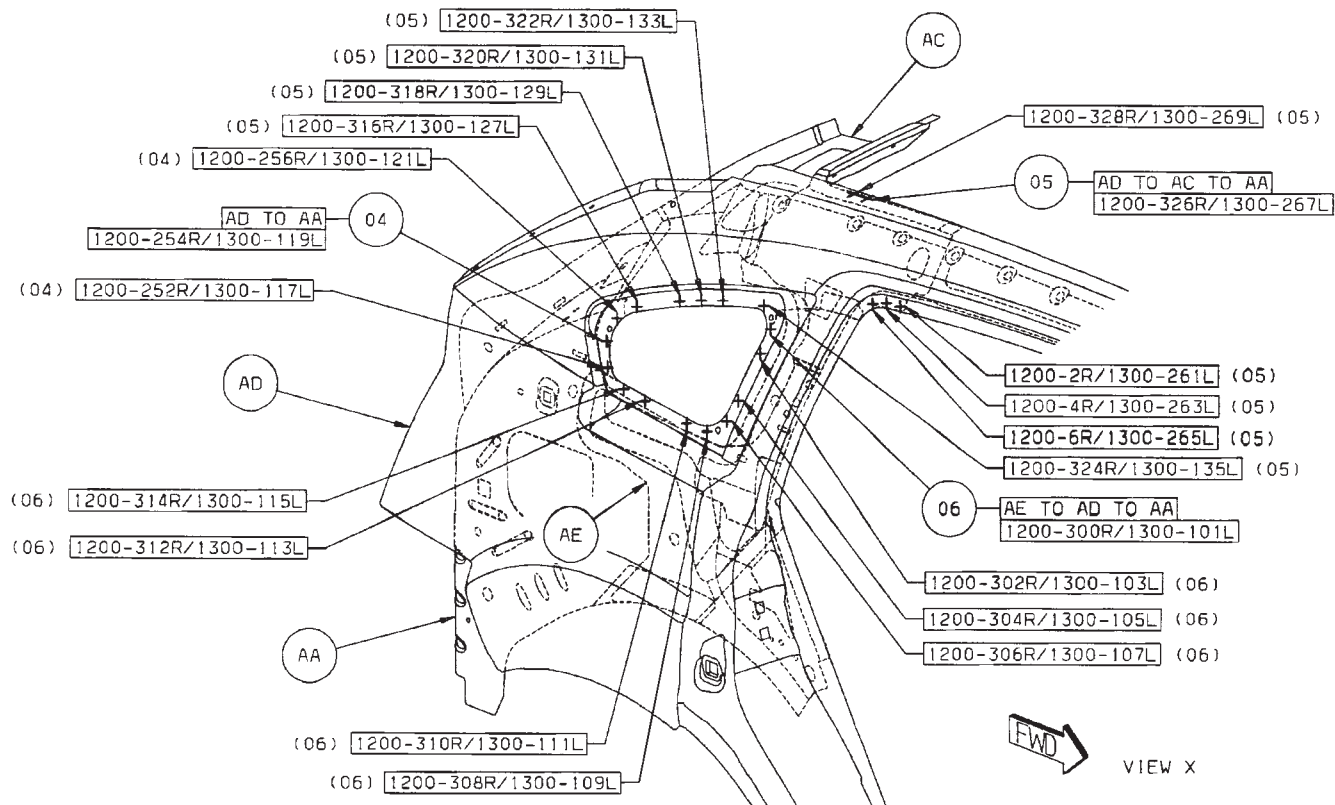
[Back to Index](#)

- 01 AB TO AA 16/SD S/WELDS (ORD)
- 02 AC TO AB TO AA 2/SD S/WELDS (ORD)
- 03 AC TO AB 4/SD S/WELDS (ORD)



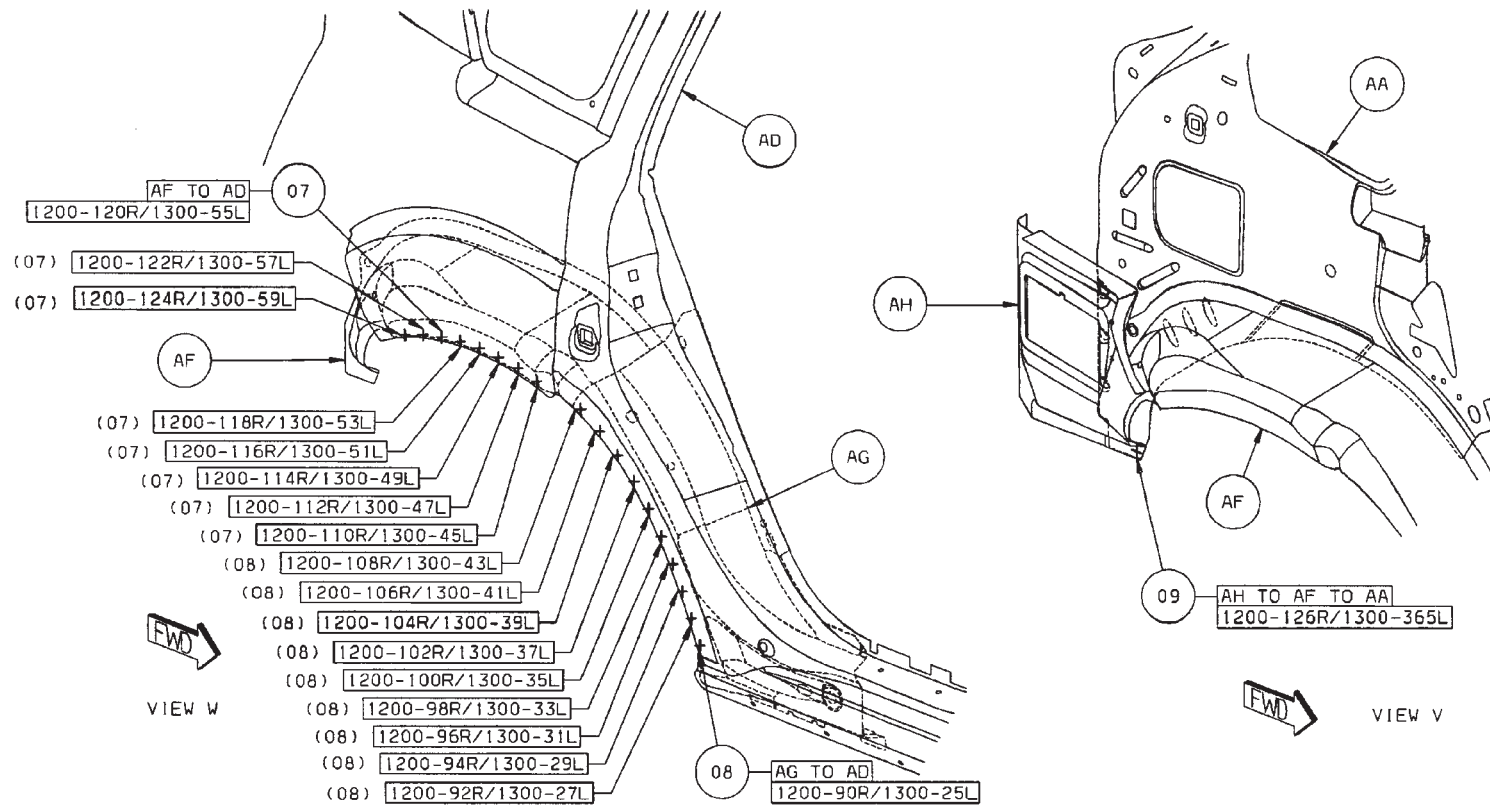
[Back to Index](#)

- 04 AD TO AA 3/SD S/WELDS (ORD)
- 05 AD TO AC TO AA 10 S/D S/WELDS (ORD)
- 06 AE TO AD TO AA 8/SD S/WELDS (ORD)



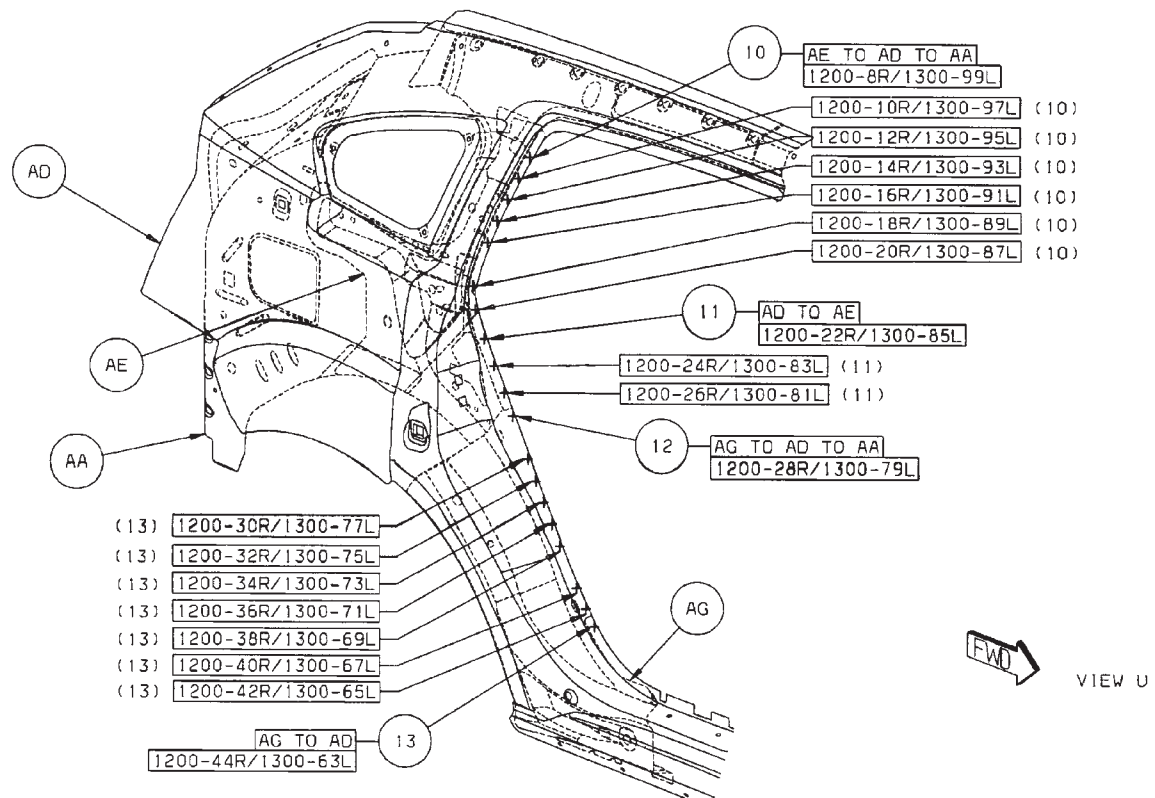
[Back to Index](#)

- 07 AF TO AD 8/SD S/WELDS (ORD)
- 08 AG TO AD 10/SD S/WELDS (ORD)
- 09 AH TO AF TO AA 1/SD S/WELD (ORD)



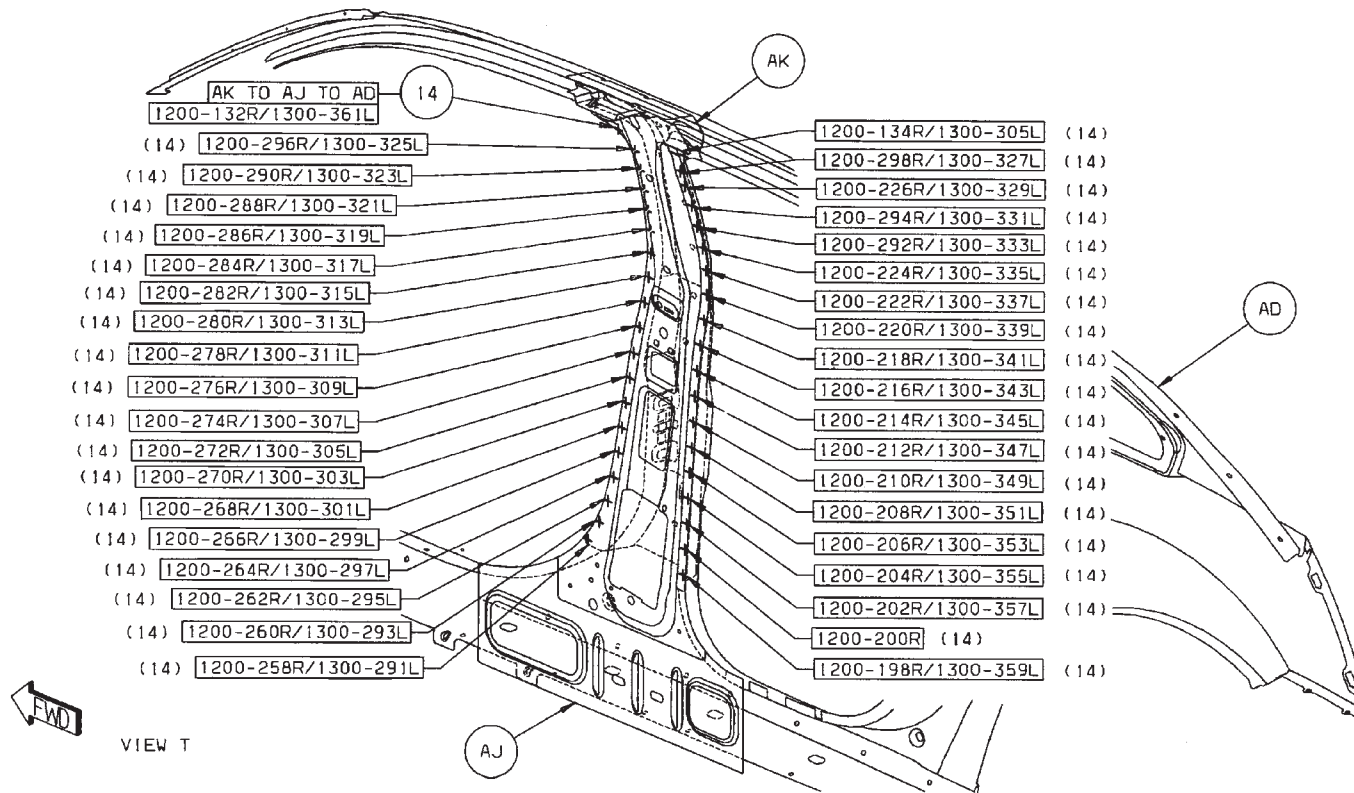
[Back to Index](#)

- 10 AE TO AD TO AA 7/SD S/WELDS (ORD)
- 11 AD TO AE 3/SD S/WELDS (ORD)
- 12 AG TO AD TO AA 1/SD S/WELD (ORD)
- 13 AG TO AD 8/SD S/WELDS (ORD)



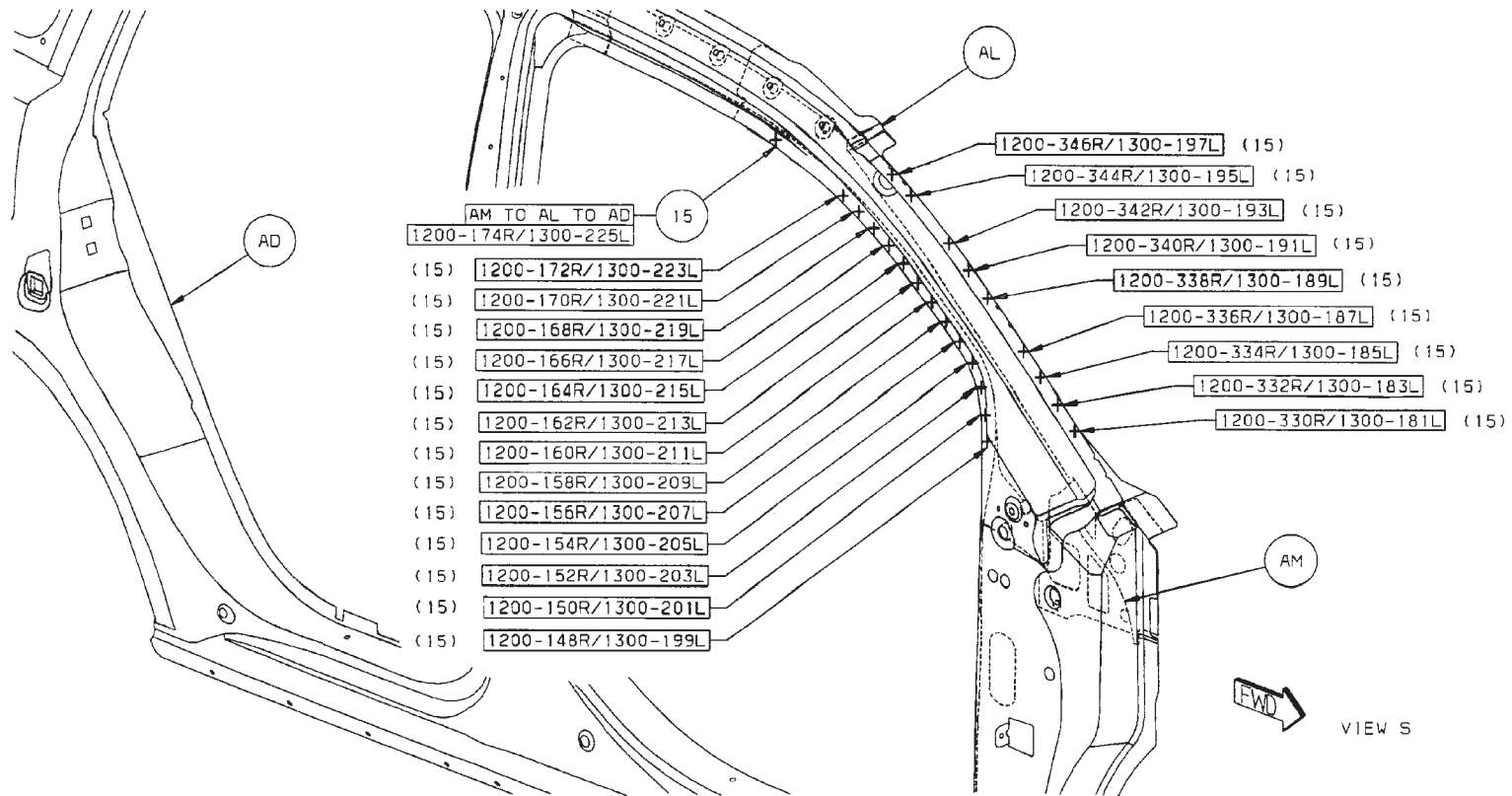
[Back to Index](#)

14 AK TO AJ TO AD 38R/37L S/WELDS (ORD)



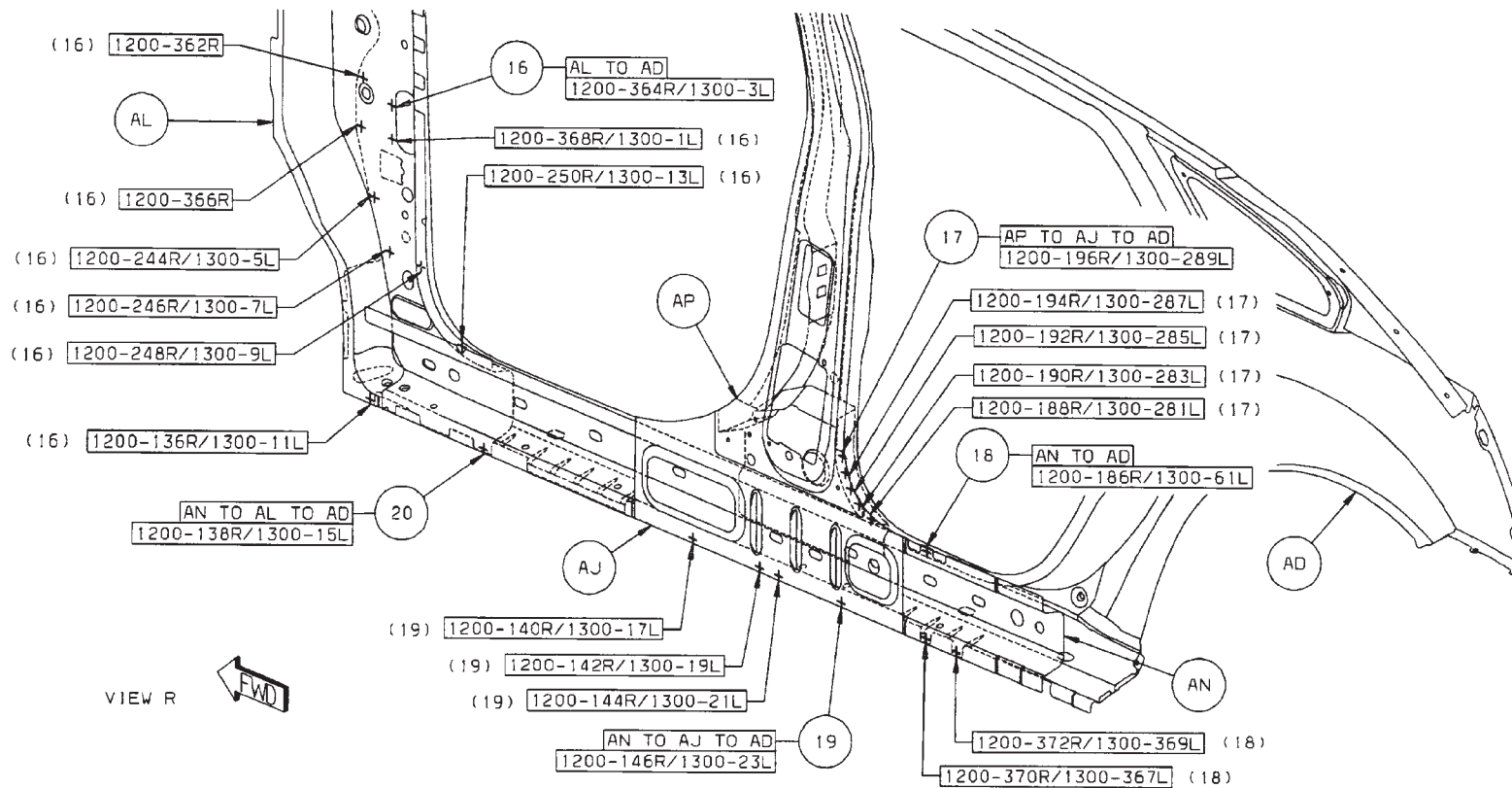
Back to Index

15 AM TO AL TO AD 23/SD S/WELDS (ORD)



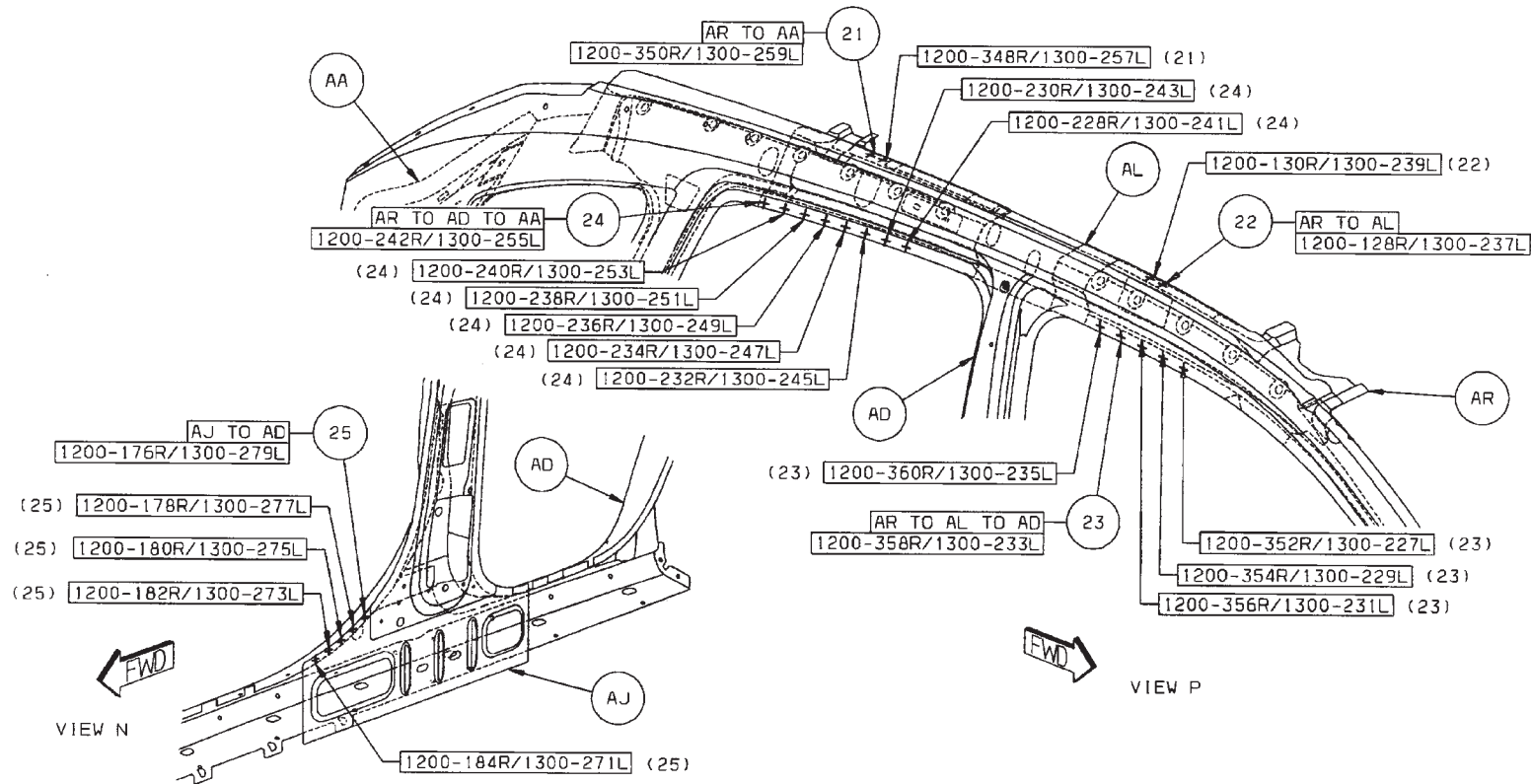
Back to Index

- 16 AL TO AD 9R/7L S/WELDS (ORD)
- 17 AP TO AJ TO AD 5/SD S/WELDS (ORD)
- 18 AN TO AD 3/SD S/WELDS (ORD)
- 19 AN TO AJ TO AD 4/SD S/WELDS (ORD)
- 20 AN TO AL TO AD 1/SD S/WELD (ORD)



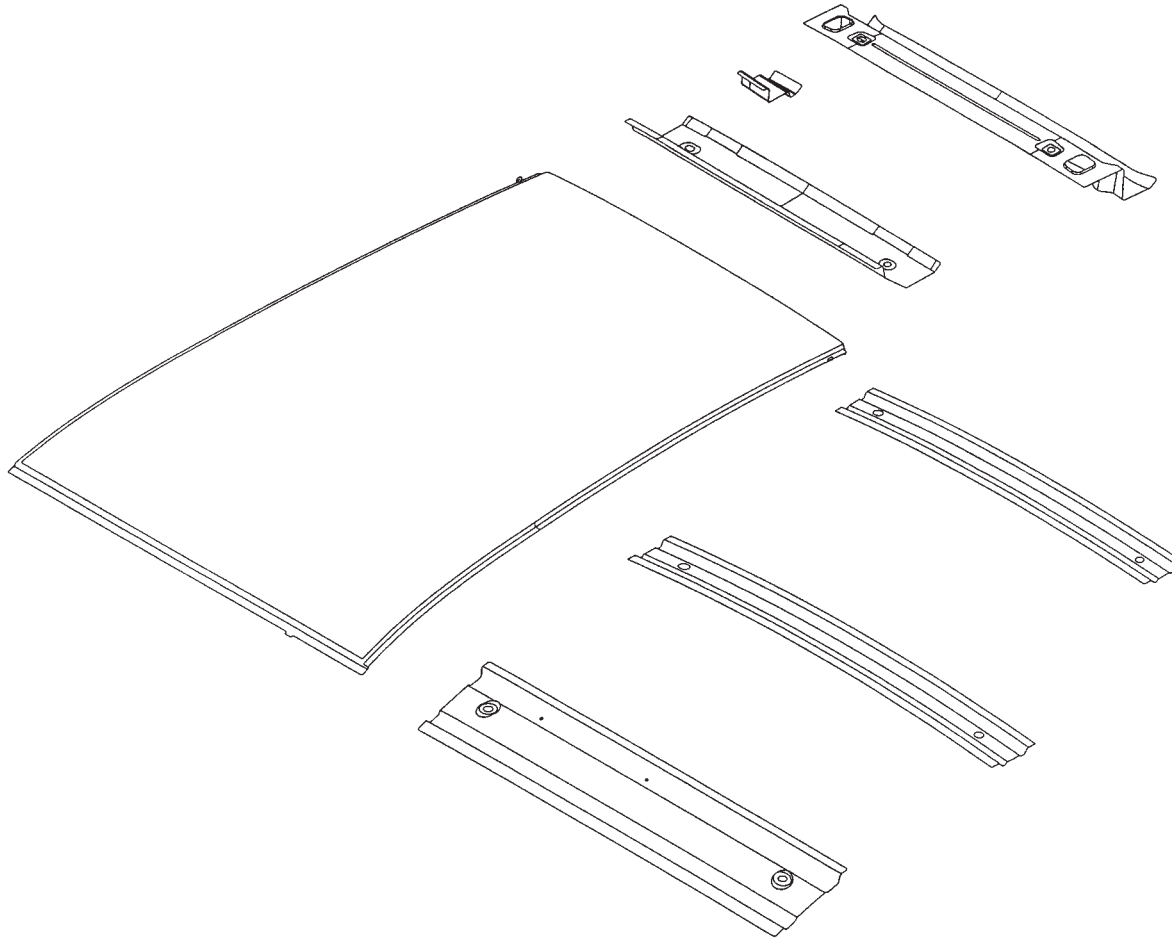
[Back to Index](#)

- 21 AR TO AA 2/SD S/WELDS (ORD)
- 22 AR TO AL 2/SD S/WELDS (ORD)
- 23 AR TO AL TO AD 5/SD S/WELDS (ORD)
- 24 AR TO AD TO AA 8/SD S/WELDS (ORD)
- 25 AJ TO AD 5/SD S/WELDS (ORD)



[Back to Index](#)

DODGE CALIBER ROOF SECTION

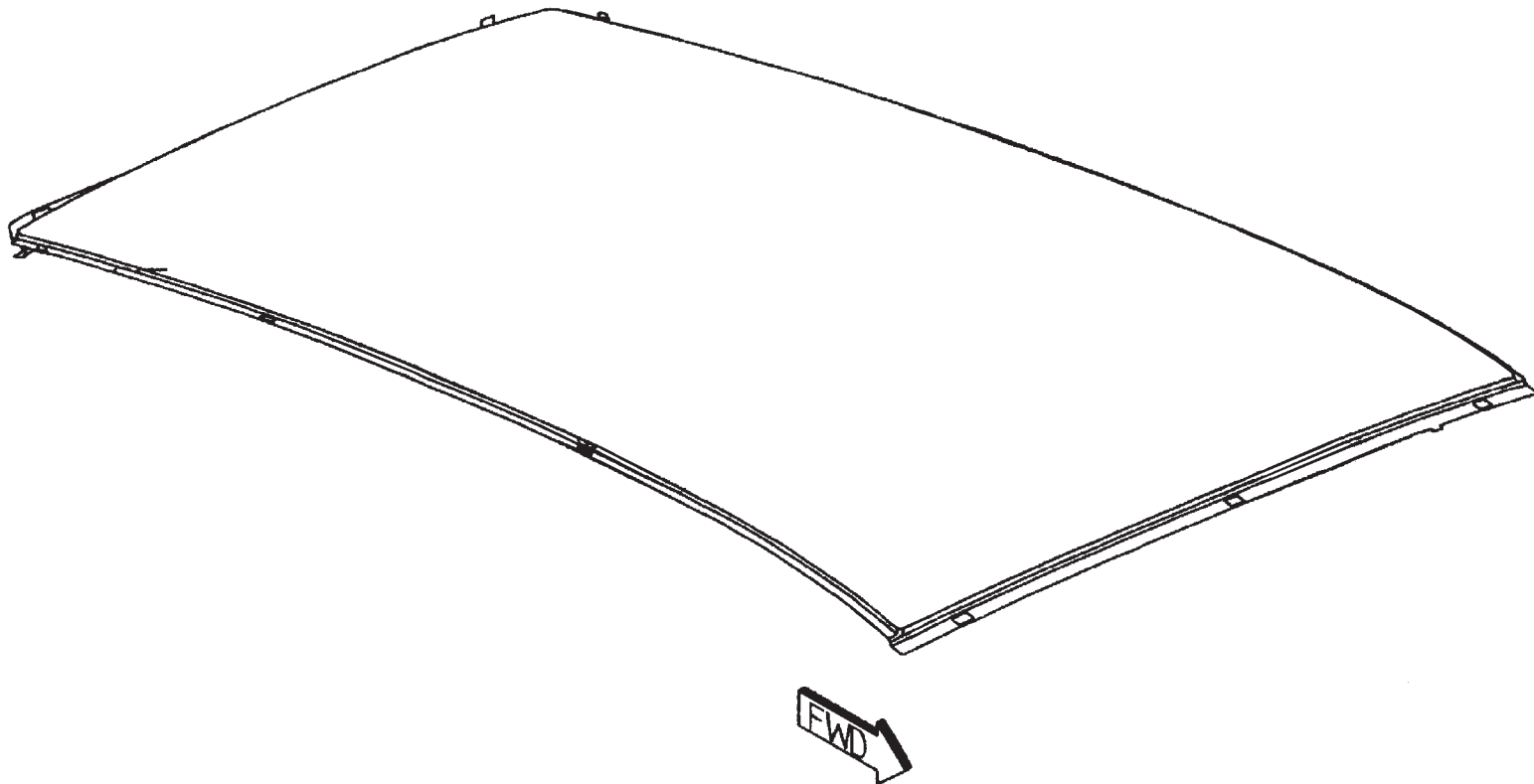


AA PANEL – ROOF OTR –
AB HEADER – ROOF FRT LWR –
AC HEADER – ROOF FRT UPR –
AE BOW – B-PILLAR LWR –

[Back to Index](#)

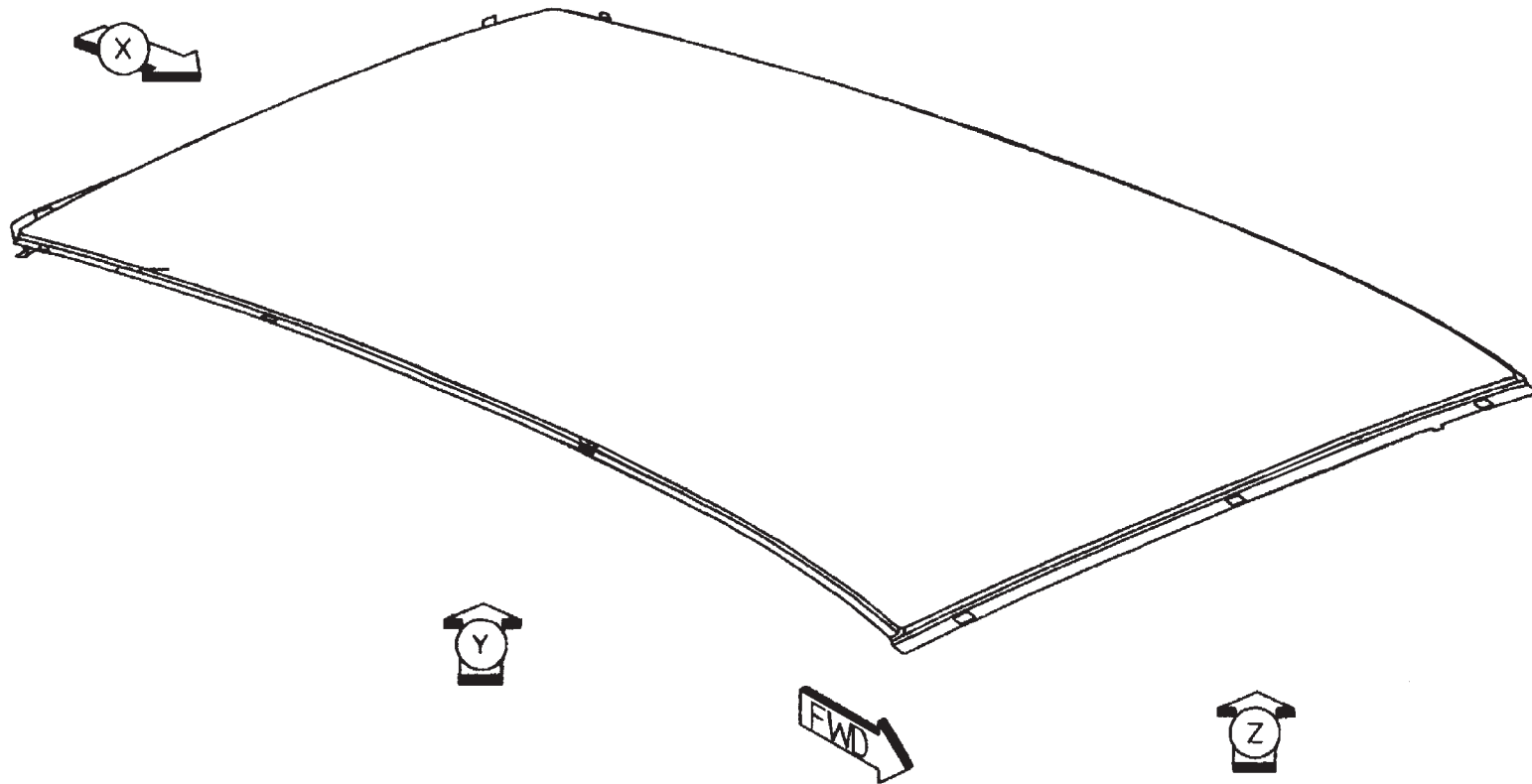
PARTS IDENTIFICATION LEGEND, OVERVIEW 25

AA PANEL – ROOF OTR –
AB HEADER – ROOF FRT LWR –
AC HEADER – ROOF FRT UPR –
AE BOW – B-PILLAR LWR –



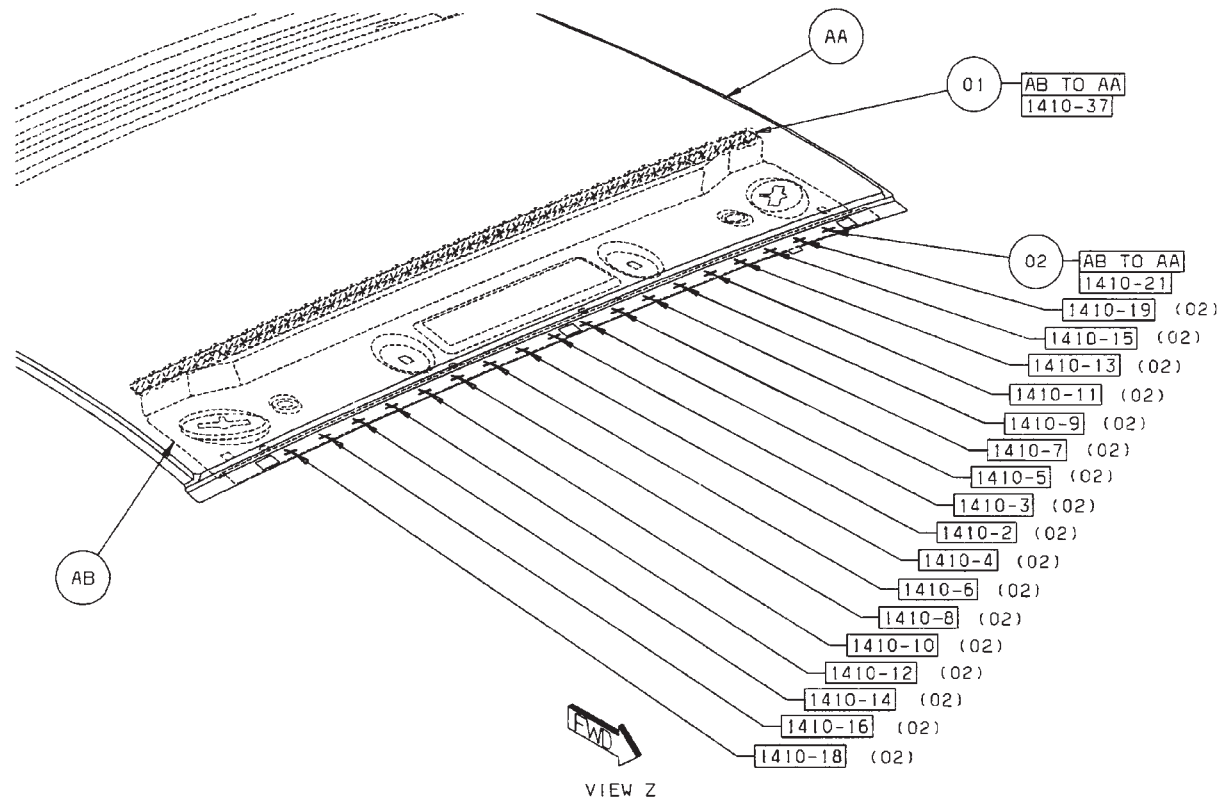
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



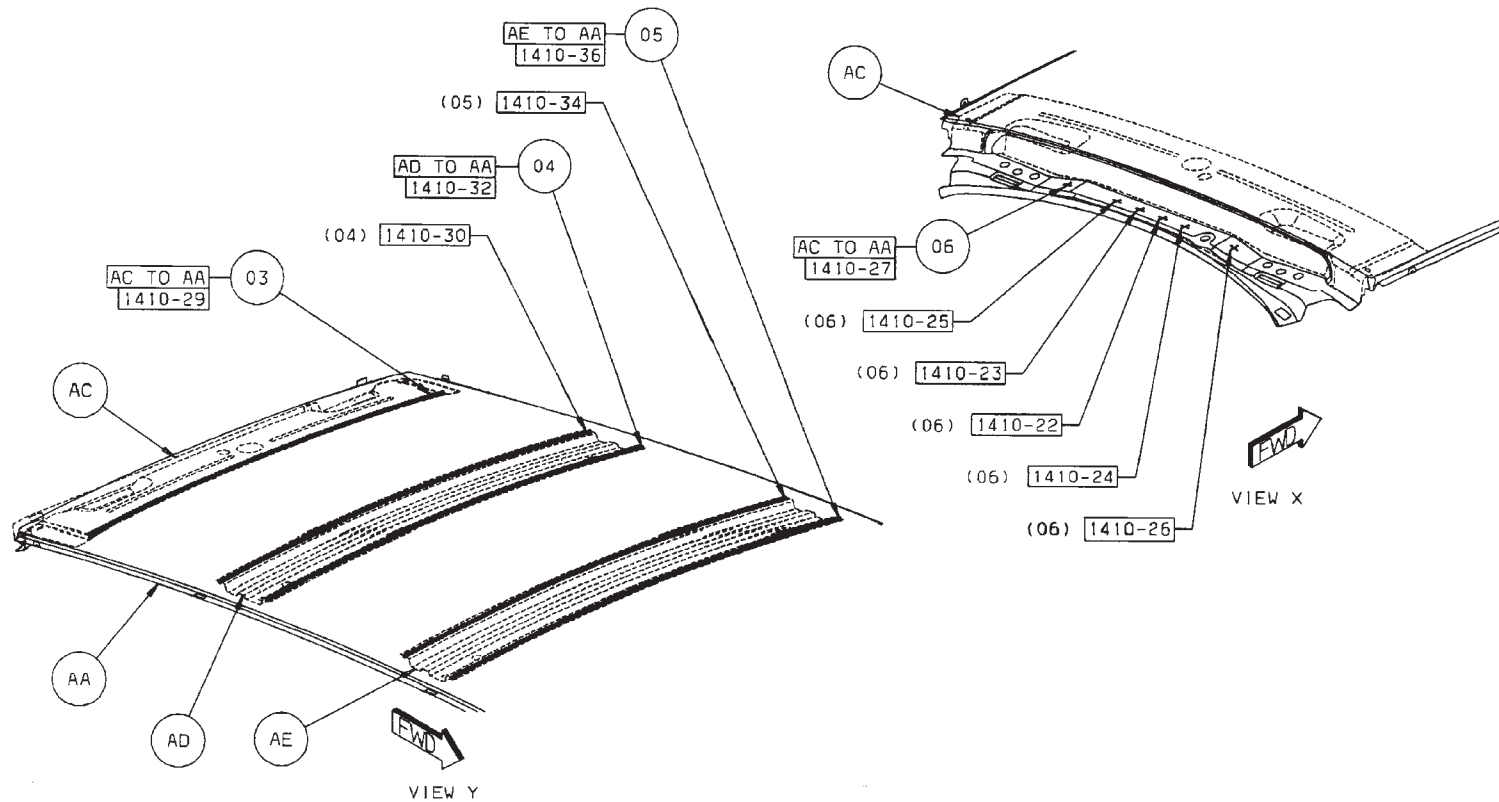
[Back to Index](#)

- 01 AB TO AA 1 STRUC ADH
- 02 AB TO AA 18 S/WELDS (ORD)



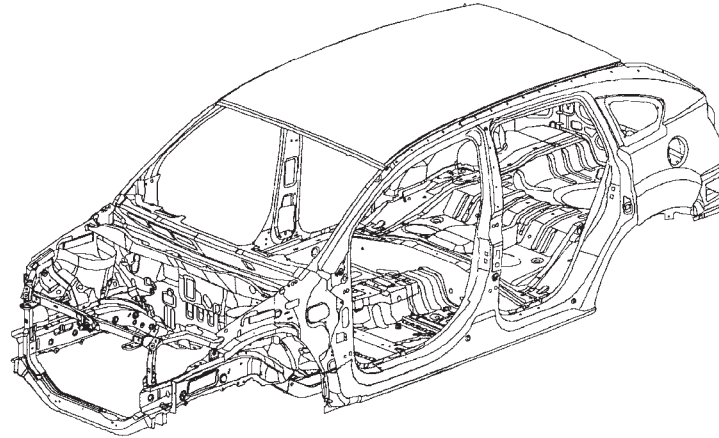
[Back to Index](#)

- 03 AC TO AA 1 STRUC ADH
- 04 AD TO AA 2 STRUC ADH
- 05 AE TO AA 2 STRUC ADH
- 06 AC TO AA 6 SWELDS (ORD)



[Back to Index](#)

DODGE CALIBER BODY IN WHITE COMPLETE SECTION



AA PANEL – COWL SIDE RT –
 AA PANEL – COWL SIDE LT –
 AB BEAM – UPR LOAD PATH OTR RT –
 AB BEAM – UPR LOAD PATH OTR LT –
 AC BEAM – LOAD PATH INR UPR RT –
 AC BEAM – LOAD PATH INR UPR LT –
 AD BAR – HEADLAMP RT –
 AD BAR – HEADLAMP LT –
 AE PILLAR – BODY FRT HINGE RT –
 AE PILLAR – BODY FRT HINGE LT –
 AF FRAME – WINDSHIELD SIDE OPENING INR RT –
 AF FRAME – WINDSHIELD SIDE OPENING INR LT –
 AG PANEL – COWL TOP UPPER – COWL TOP, UPR
 AH PANEL – COWL TOP INNER – COWL TOP, INR
 AJ PANEL – BODY SIDE APERTURE RT – W/O CLADDING
 AJ PANEL – BODY SIDE APERTURE LT – W/O CLADDING
 AK REINF – INNER BODY SILL RT –
 AK REINF – INNER BODY SILL LT –
 AL SILL – FRT FLOOR –
 AL SILL – FRT FLOOR –
 AM SILL – RR FLOOR SIDEMEMBER RT –
 AM SILL – RR FLOOR SIDEMEMBER LT –

AN REINF – C-PILLAR LWR RT –
 AN REINF – C-PILLAR LWR LT –
 AP PANEL – B-PILLAR INR RT –
 AP PANEL – B-PILLAR INR LT –
 AR CROSSMEMBER – DASH –
 AR CROSSMEMBER – DASH –
 AS REINF – BODY FRT HINGE PILLAR LWR DOOR
HINGE RT –
 AS REINF – BODY FRT HINGE PILLAR LWR DOOR
HINGE LT –
 AT PANEL – OTR INR LWR RR RT –
 AT PANEL – OTR INR LWR RR LT –
 AU PANEL – OTR INR RR RT –
 AU PANEL – OTR INR RR LT –
 AV REINF – RR WHEELHOUSE RT –
 AW REINF – OTR INR BELTLINE RT –
 AX PANEL – RR WHEELHOUSE INR RT –
 AX PANEL – RR WHEELHOUSE INR LT –
 AY PLATE – SIDE SILL RT –
 AY PLATE – SIDE SILL LT –
 AZ SIDEMEMBER – RR FLOOR UPR RT –
 AZ SIDEMEMBER – RR FLOOR UPR LT –

BA EXTENSION – BODY SIDE APERTURE RR
FASCIA ATTACHING RT – BODY SIDE
APERTURE RR FASCIA ATTACH
 BA EXTENSION – BODY SIDE APERTURE RR
FASCIA ATTACHING LT – BODY SIDE
APERTURE RR FASCIA ATTACH
 BB EXTENSION – RR FLOOR PAN RT –
 BB EXTENSION – RR FLOOR PAN LT –
 BC REINF – RR CLOSURE – RR END REINF
 BD TROUGH – LIFTGATE SIDE DRAIN RT –
 BD TROUGH – LIFTGATE SIDE DRAIN LT –
 BE PANEL – RR CLOSURE – RR END CLOSURE
 BF REINF – D-PILLAR UPR RT – ROOF SUPPORT
 BF REINF – D-PILLAR UPR LT – ROOF SUPPORT
 BG HEADER – ROOF RR LWR –
 BH HEADER – ROOF RR UPR –
 BJ PANEL – ROOF OTR –
 BK HEADER – ROOF FRT LWR –
 BL RAIL – ROOFSIDE INR RT –
 BM BOW – B-PILLAR LWR –

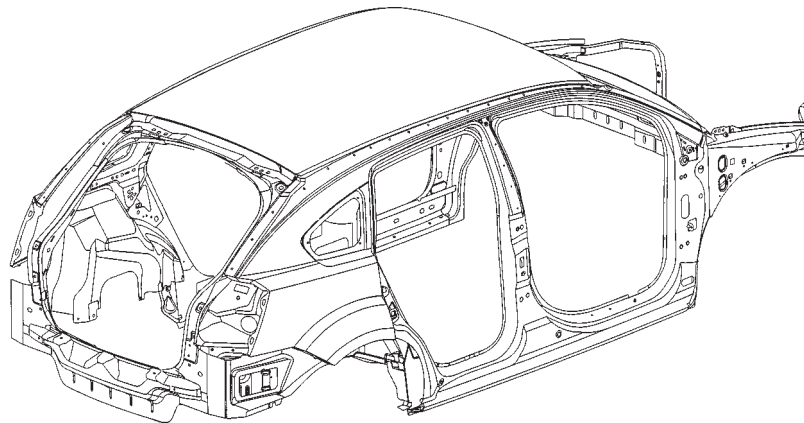
[Back to Index](#)

PARTS IDENTIFICATION LEGEND, OVERVIEW 26

AA PANEL – COWL SIDE RT –
 AA PANEL – COWL SIDE LT –
 AB BEAM – UPR LOAD PATH OTR RT –
 AB BEAM – UPR LOAD PATH OTR LT –
 AC BEAM – LOAD PATH INR UPR RT –
 AC BEAM – LOAD PATH INR UPR LT –
 AD BAR – HEADLAMP RT –
 AD BAR – HEADLAMP LT –
 AE PILLAR – BODY FRT HINGE RT –
 AE PILLAR – BODY FRT HINGE LT –
 AF FRAME – WINDSHIELD SIDE OPENING INR RT –
 AF FRAME – WINDSHIELD SIDE OPENING INR LT –
 AG PANEL – COWL TOP UPPER – COWL TOP, UPR
 AH PANEL – COWL TOP INNER – COWL TOP, INR
 AJ PANEL – BODY SIDE APERTURE RT – W/O CLADDING
 AJ PANEL – BODY SIDE APERTURE LT – W/O CLADDING
 AK REINF – INNER BODY SILL RT –
 AK REINF – INNER BODY SILL LT –
 AL SILL – FRT FLOOR –
 AL SILL – FRT FLOOR –
 AM SILL – RR FLOOR SIDEMEMBER RT –
 AM SILL – RR FLOOR SIDEMEMBER LT –

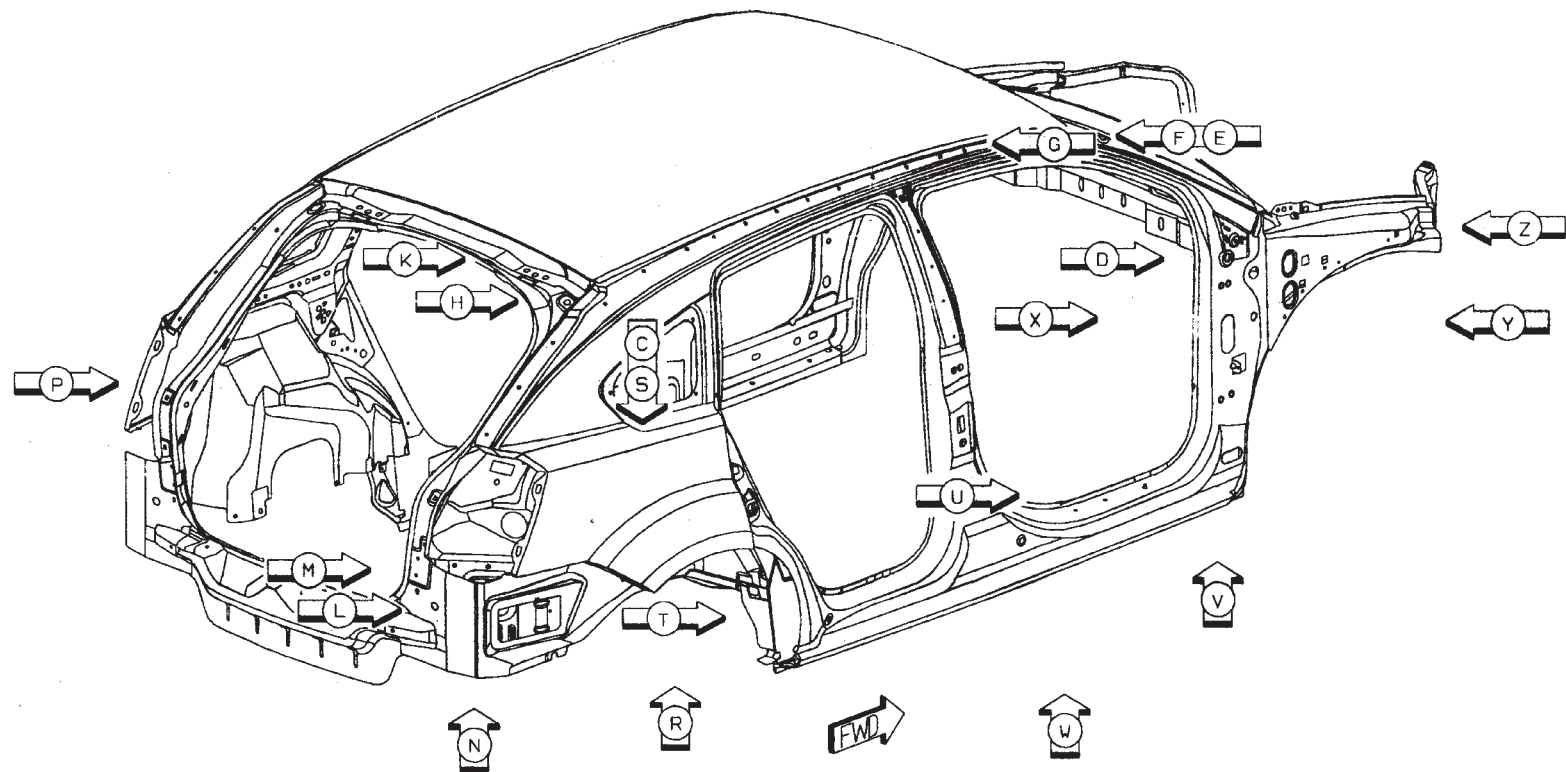
AN REINF – C-PILLAR LWR RT –
 AN REINF – C-PILLAR LWR LT –
 AP PANEL – B-PILLAR INR RT –
 AP PANEL – B-PILLAR INR LT –
 AR CROSSMEMBER – DASH –
 AR CROSSMEMBER – DASH –
 AS REINF – BODY FRT HINGE PILLAR LWR DOOR
 HINGE RT –
 AS REINF – BODY FRT HINGE PILLAR LWR DOOR
 HINGE LT –
 AT PANEL – OTR INR LWR RR RT –
 AT PANEL – OTR INR LWR RR LT –
 AU PANEL – OTR INR RR RT –
 AU PANEL – OTR INR RR LT –
 AV REINF – RR WHEELHOUSE RT –
 AW REINF – OTR INR BELTLINE RT –
 AX PANEL – RR WHEELHOUSE INR RT –
 AX PANEL – RR WHEELHOUSE INR LT –
 AY PLATE – SIDE SILL RT –
 AY PLATE – SIDE SILL LT –
 AZ SIDEMEMBER – RR FLOOR UPR RT –
 AZ SIDEMEMBER – RR FLOOR UPR LT –

BA EXTENSION – BODY SIDE APERTURE RR
 FASCIA ATTACHING RT – BODY SIDE
 APERTURE RR FASCIA ATTACH
 BA EXTENSION – BODY SIDE APERTURE RR
 FASCIA ATTACHING LT – BODY SIDE
 APERTURE RR FASCIA ATTACH
 BB EXTENSION – RR FLOOR PAN RT –
 BB EXTENSION – RR FLOOR PAN LT –
 BC REINF – RR CLOSURE – RR END REINF
 BD TROUGH – LIFTGATE SIDE DRAIN RT –
 BD TROUGH – LIFTGATE SIDE DRAIN LT –
 BE PANEL – RR CLOSURE – RR END CLOSURE
 BF REINF – D-PILLAR UPR RT – ROOF SUPPORT
 BF REINF – D-PILLAR UPR LT – ROOF SUPPORT
 BG HEADER – ROOF RR LWR –
 BH HEADER – ROOF RR UPR –
 BJ PANEL – ROOF OTR –
 BK HEADER – ROOF FRT LWR –
 BL RAIL – ROOFSIDE INR RT –
 BM BOW – B-PILLAR LWR –



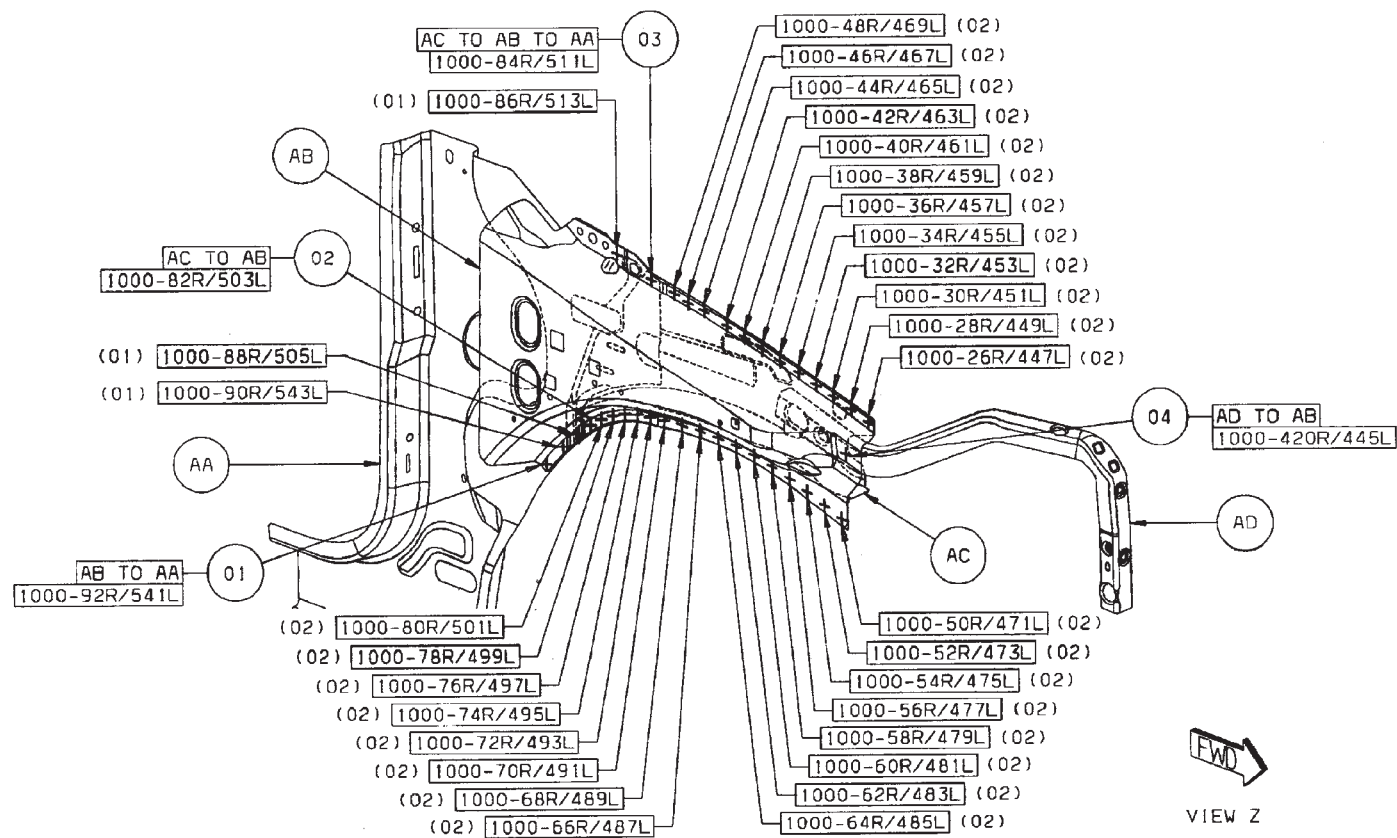
[Back to Index](#)

WELD LAYOUT LOCATION GUIDE



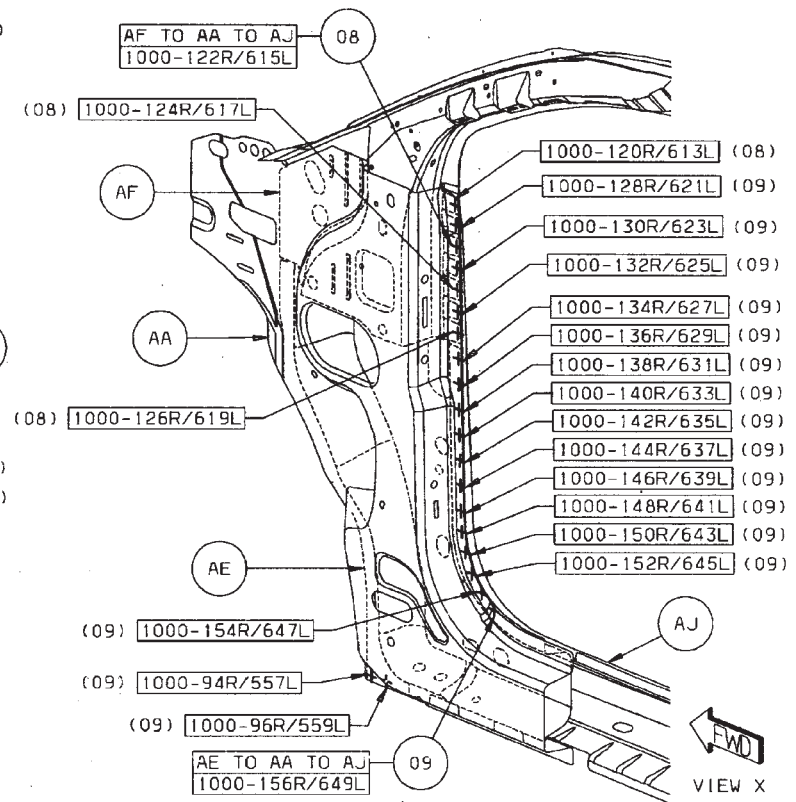
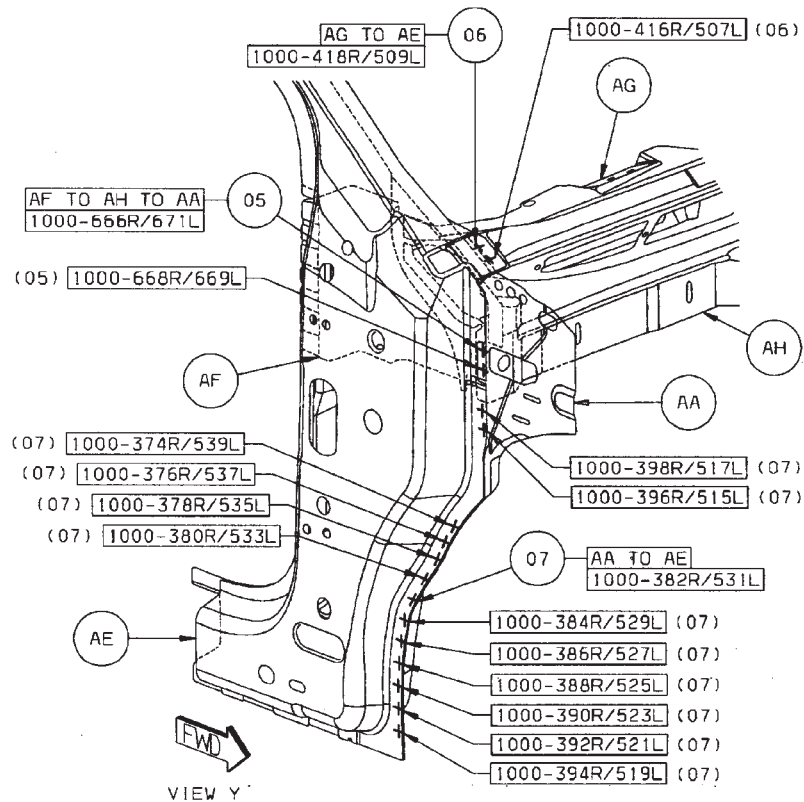
[Back to Index](#)

- 01 AB TO AA 4/SD S/WELDS (ORD)
- 02 AC TO AB 29/SD S/WELDS (ORD)
- 03 AC TO AB TO AA 1/SD S/WELD (ORD)
- 04 AD TO AB 1/SD S/WELD (ORD)



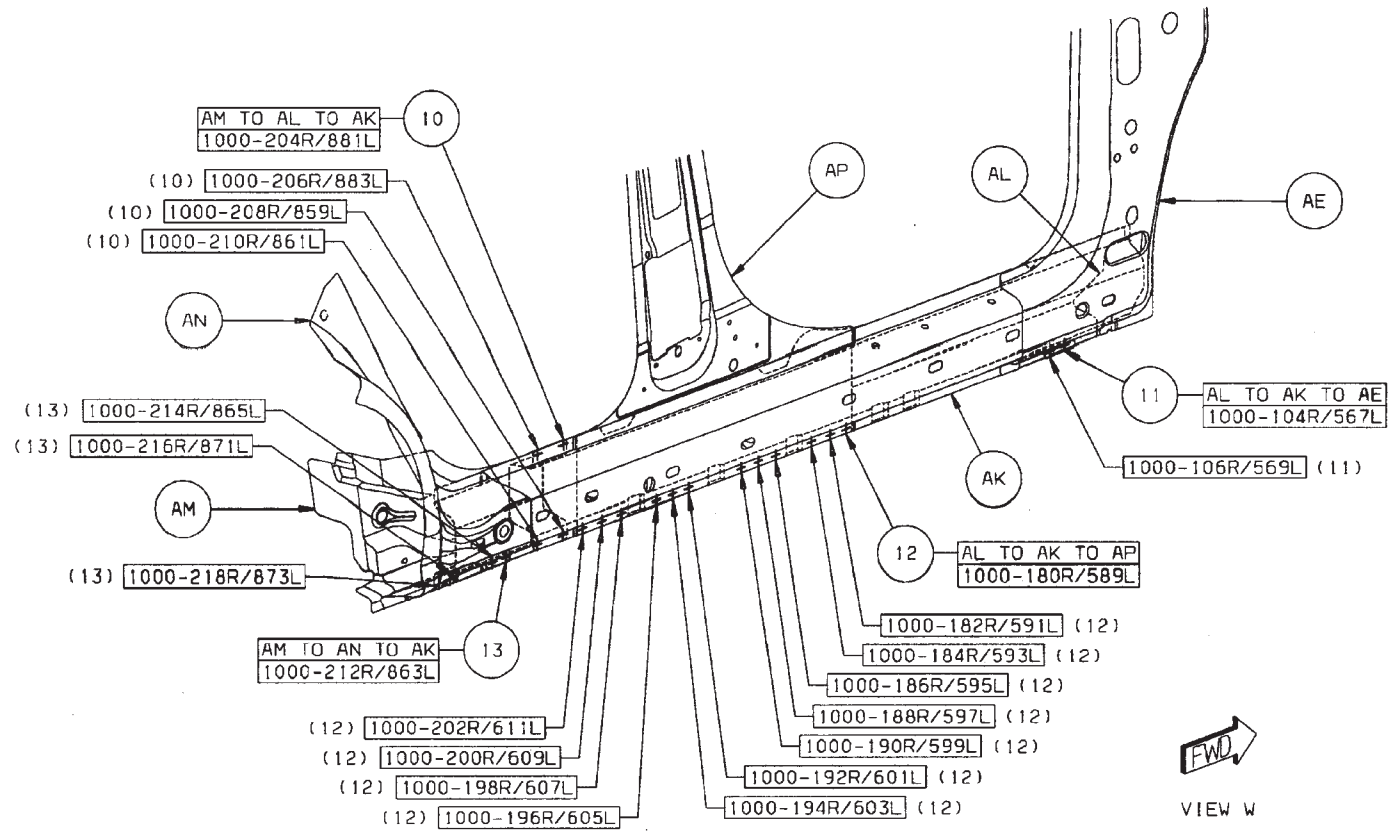
[Back to Index](#)

- 05 AF TO AH TO AA 2/SD S/WELDS (ORD)
- 06 AG TO AE 2/SD S/WELDS (ORD)
- 07 AA TO AE 13/SD S/WELDS (ORD)
- 08 AF TO AA TO AJ 4/SD S/WELDS (ORD)
- 09 AE TO AA TO AJ 17/SD S/WELDS (ORD)



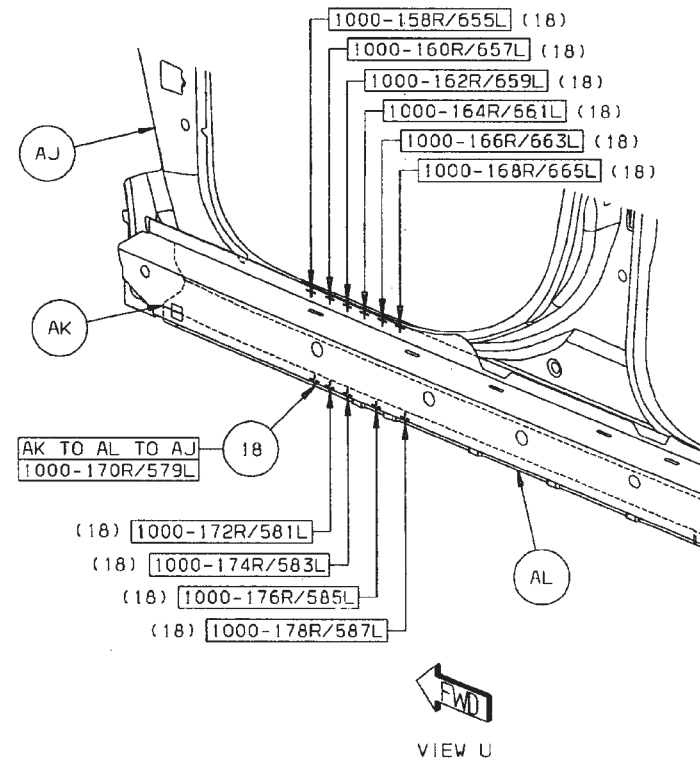
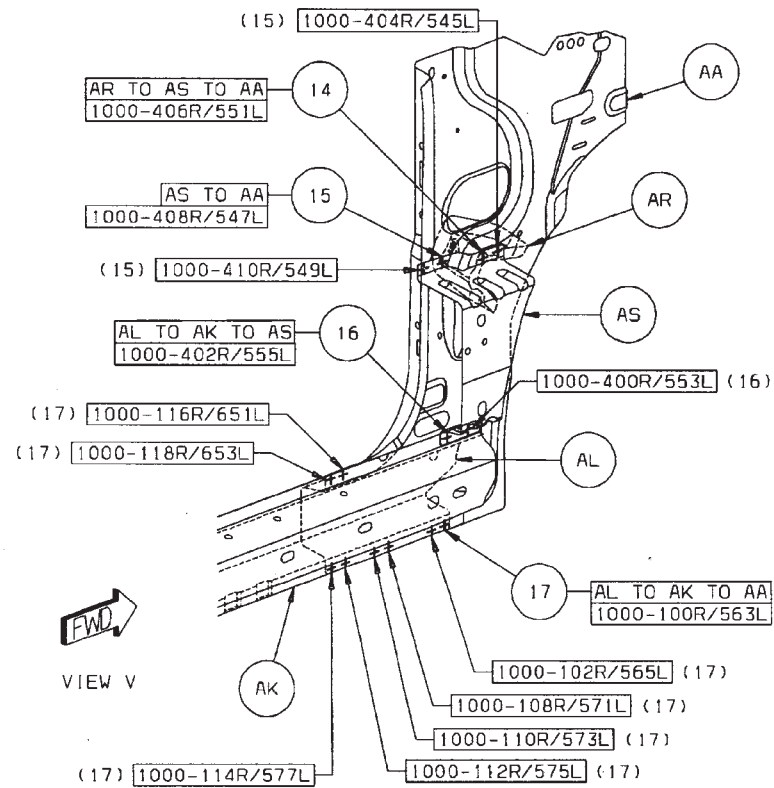
[Back to Index](#)

- 10 AM TO AL TO AK 4/SD S/WELDS (ORD)
- 11 AL TO AK TO AE 2/SD S/WELDS (ORD)
- 12 AL TO AK TO AP 12/SD S/WELDS (ORD)
- 13 AM TO AN TO AK 4/SD S/WELDS (ORD)



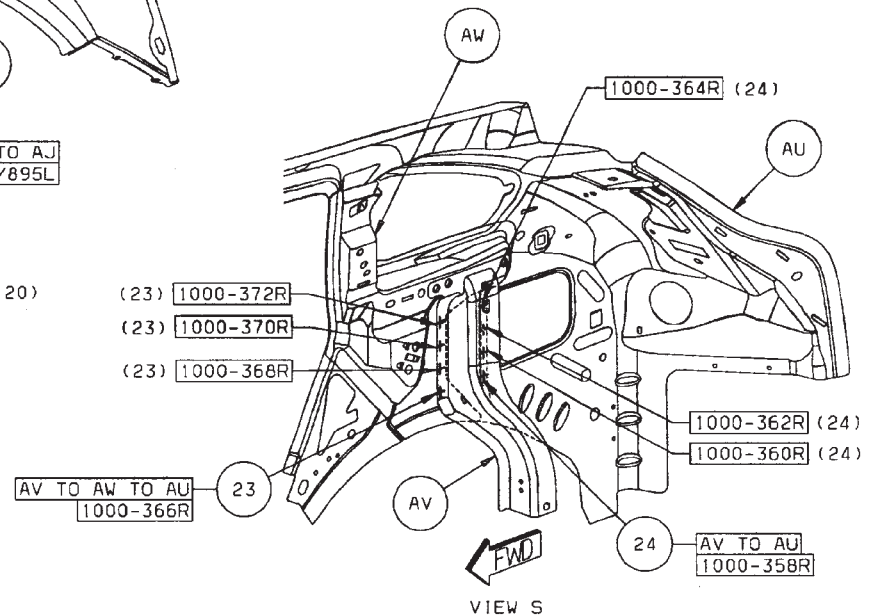
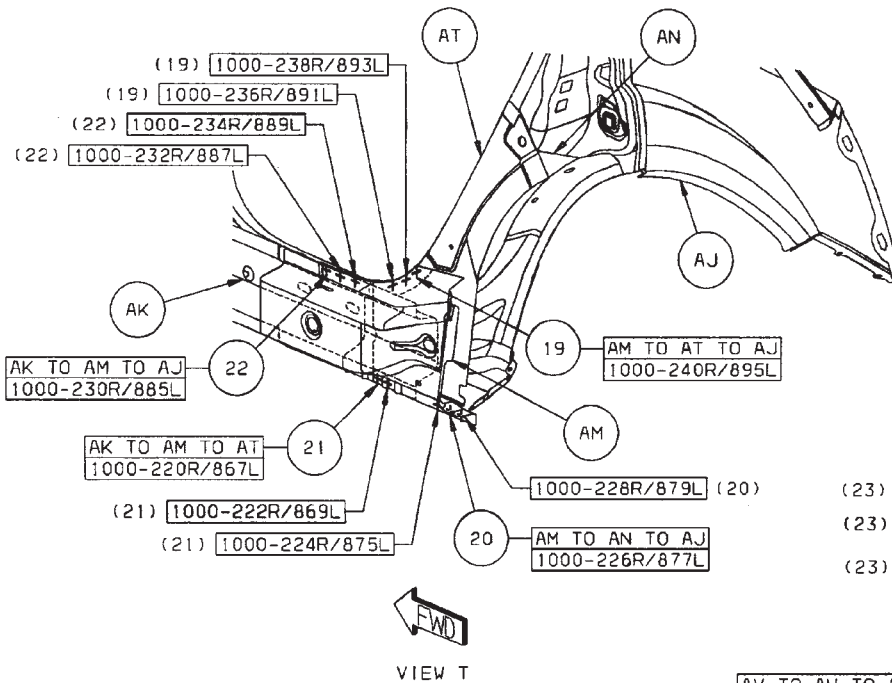
[Back to Index](#)

- 14 AR TO AS TO AA 1/SD S/WELD (ORD)
- 15 AS TO AA 3/SD S/WELDS (ORD)
- 16 AL TO AK TO AS 2/SD S/WELDS (ORD)
- 17 AL TO AK TO AA 8/SD S/WELDS (ORD)
- 18 AK TO AL TO AJ 11/SD S/WELDS (ORD)



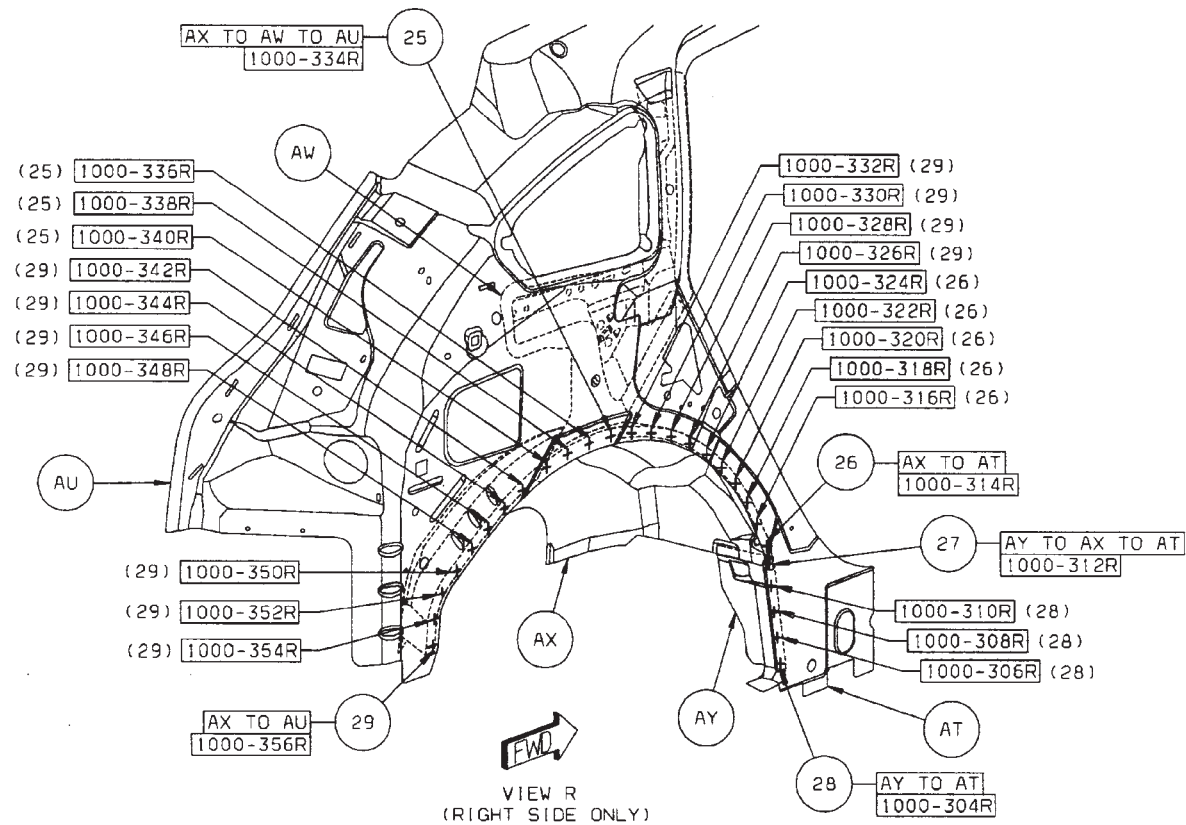
[Back to Index](#)

- 19 AM TO AT TO AJ 3/SD S/WELDS (ORD)
- 20 AM TO AN TO AJ 2/SD S/WELDS (ORD)
- 21 AK TO AM TO AT 3/SD S/WELDS (ORD)
- 22 AK TO AM TO AJ 3/SD S/WELDS (ORD)
- 23 AV TO AW TO AU 4R S/WELDS (ORD)
- 24 AV TO AU 4R S/WELDS (ORD)



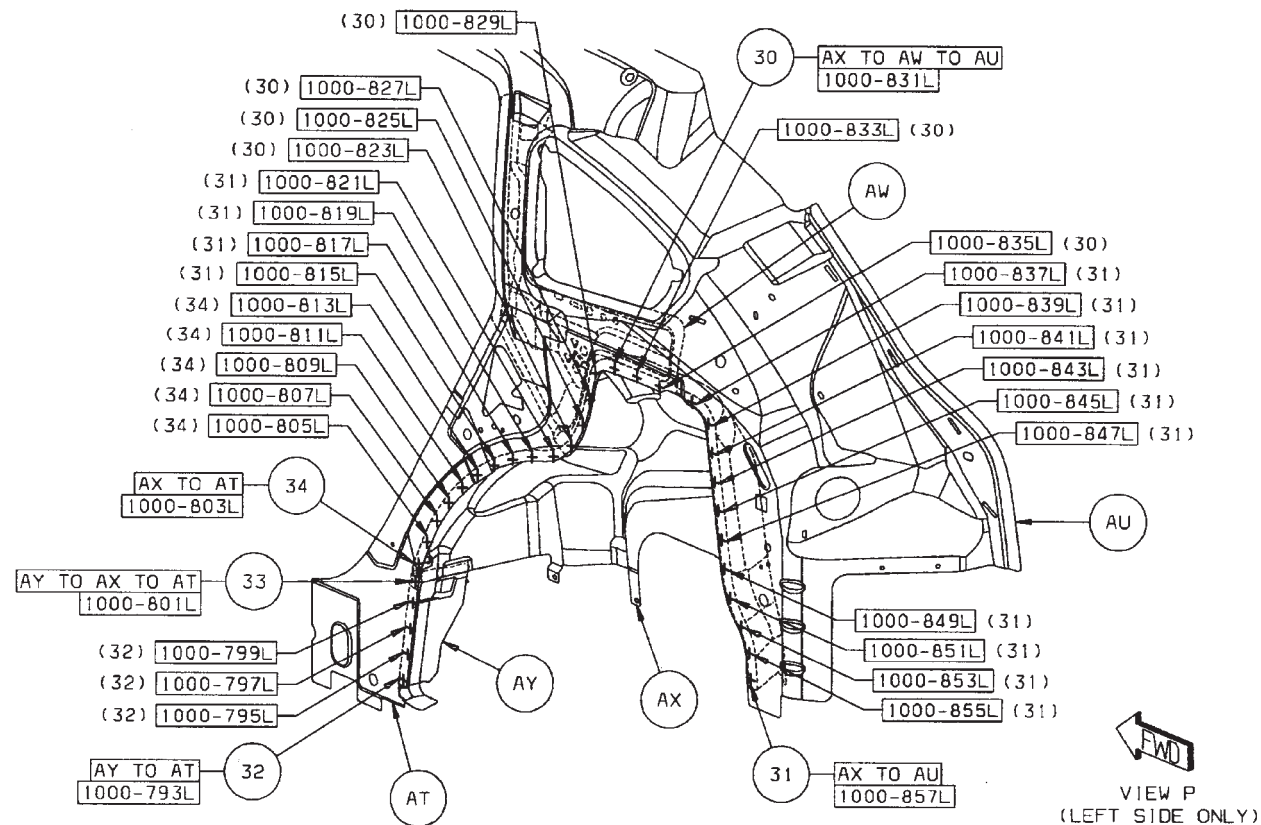
[Back to Index](#)

- 25 AX TO AW TO AU 4R S/WELDS (ORD)
- 26 AX TO AT 6R S/WELDS (ORD)
- 27 AT TO AX TO AT 1R S/WELDS (ORD)
- 28 AY TO AT 4R S/WELDS (ORD)
- 29 AX TO AU 12R S/WELDS (ORD)



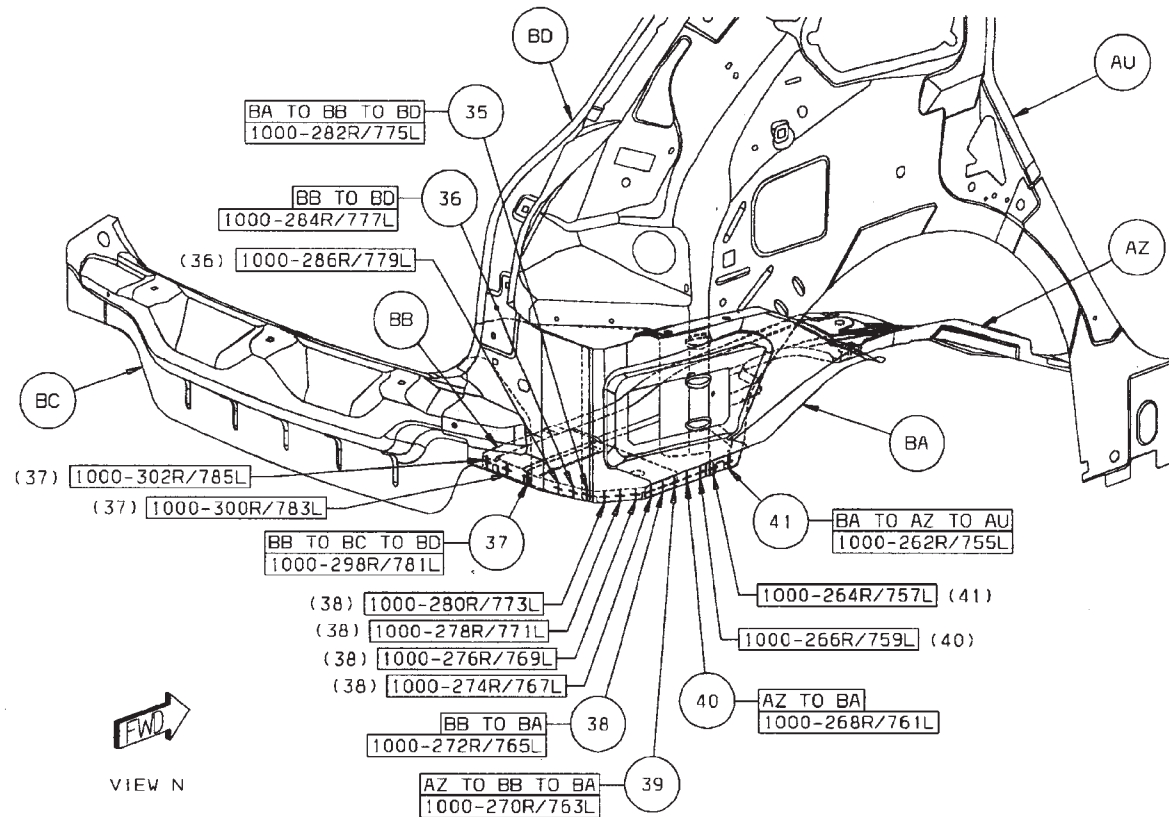
[Back to Index](#)

- 30 AX TO AW TO AU 7L S/WELDS (ORD)
- 31 AX TO AU 15L S/WELDS (ORD)
- 32 AY TO AT 4L S/WELDS (ORD)
- 33 AY TO AX TO AT 1L S/WELDS (ORD)
- 34 AX TO AT 6L S/WELDS (ORD)



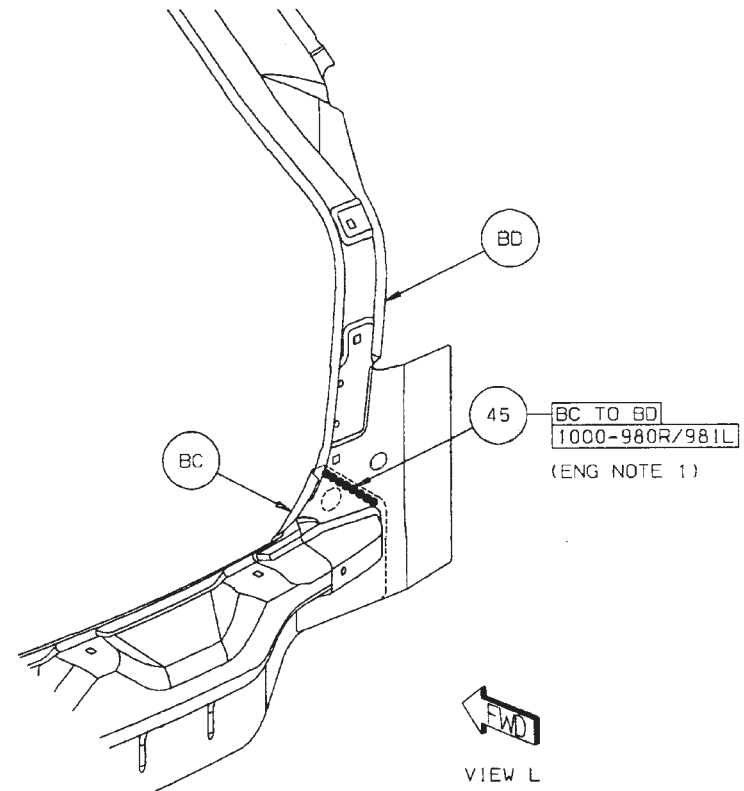
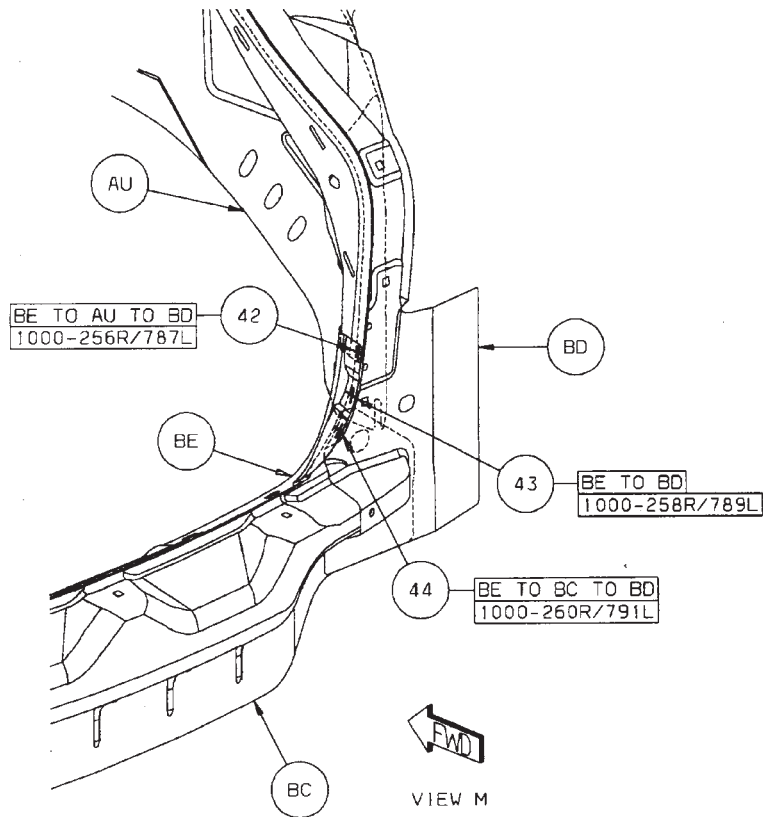
[Back to Index](#)

- 35 BA TO BB TO BD 1/SD S/WELDS (ORD)
- 36 BB TO BD 2/SD S/WELDS (ORD)
- 37 BB TO BC TO BD 3/SD S/WELDS (ORD)
- 38 BB TO BA 5/SD S/WELDS (ORD)
- 39 AZ TO BB TO BA 1/SD S/WELDS (ORD)
- 40 AZ TO BA 2/SD S/WELDS (ORD)
- 41 BA TO AZ TO AU 2/SD S/WELDS (ORD)



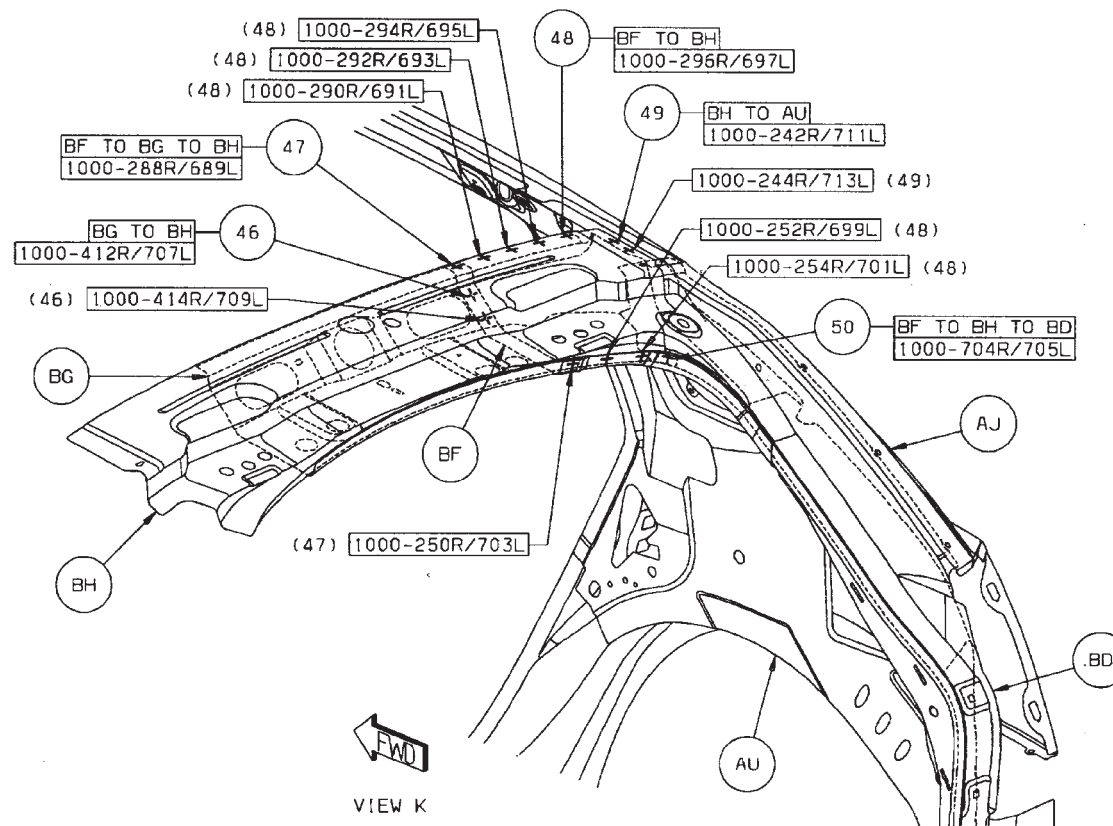
[Back to Index](#)

- 42 BE TO AU TO BD 1/SD S/WELD (ORD)
- 43 BE TO BD 1/SD S/WELD (ORD)
- 44 BE TO BC TO BD 1/SD S/WELDS (ORD)
- 45 BC TO BD 1/SD STRUCT ADH (ORD)



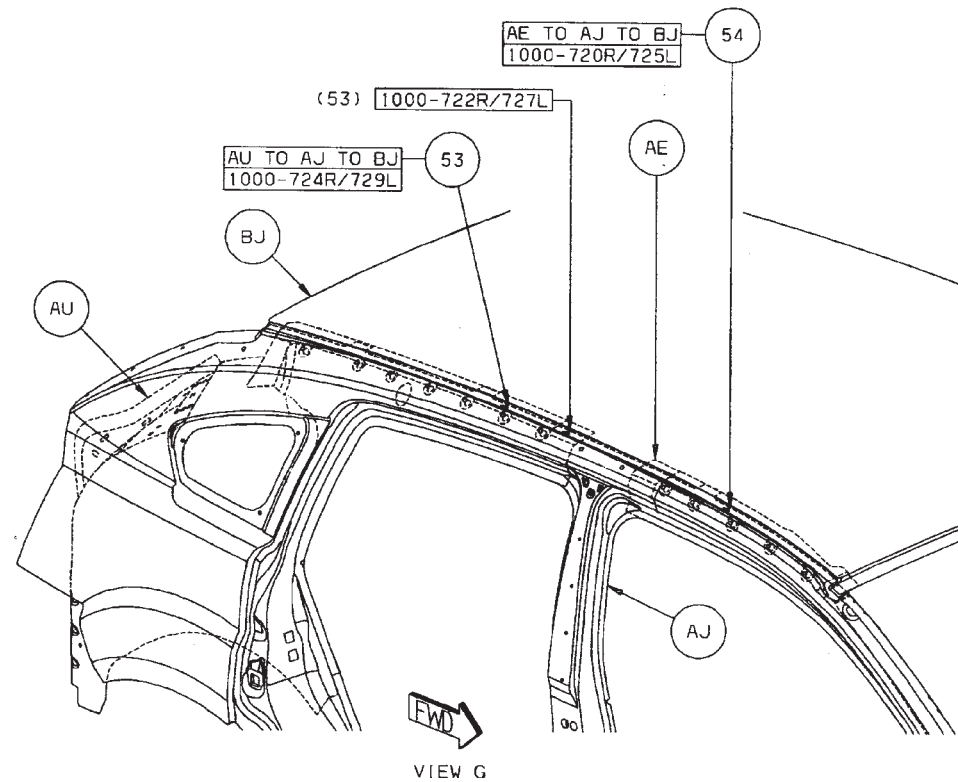
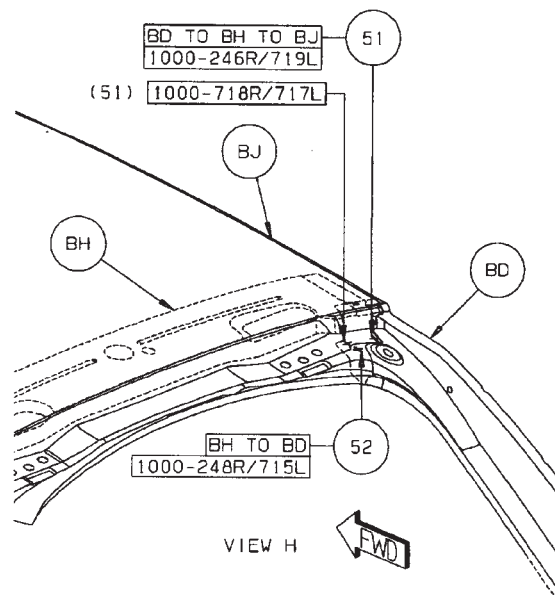
[Back to Index](#)

- 46 BG TO BH 2/SD S/WELDS (ORD)
- 47 BF TO BG TO BH 2/SD S/WELDS (ORD)
- 48 BF TO BH 6/SD S/WELDS (ORD)
- 49 BH TO AU 2/SD S/WELDS (ORD)
- 50 BF TO BH TO BD 1/SD S/WELDS (ORD)



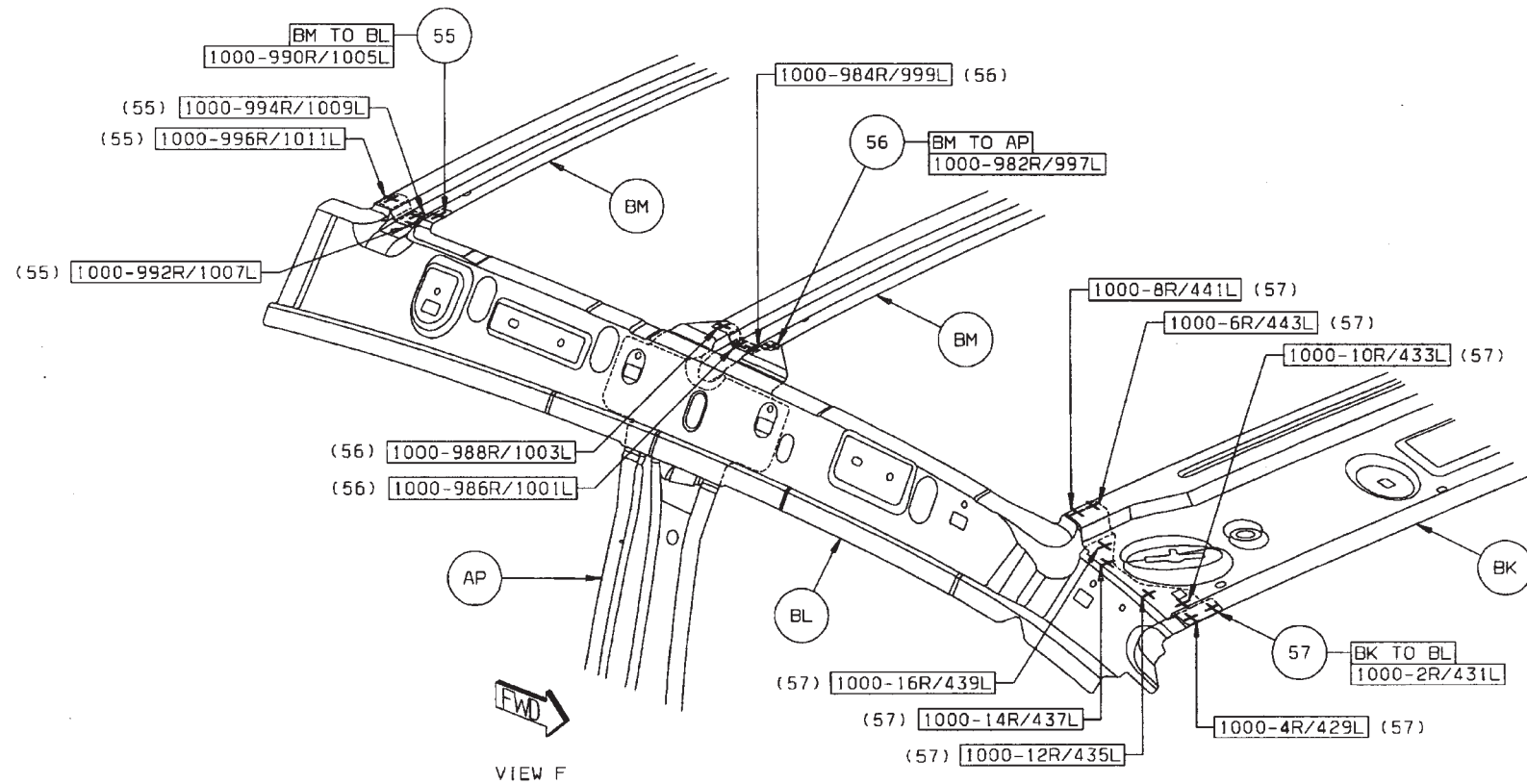
[Back to Index](#)

- 51 BD TO BH TO BJ 2/SD S/WELDS (ORD)
- 52 BH TO BD 1/SD S/WELDS (ORD)
- 53 AU TO AJ TO BJ 2/SD S/WELDS (ORD)
- 54 AE TO AJ TO BJ 1/SD S/WELD (ORD)



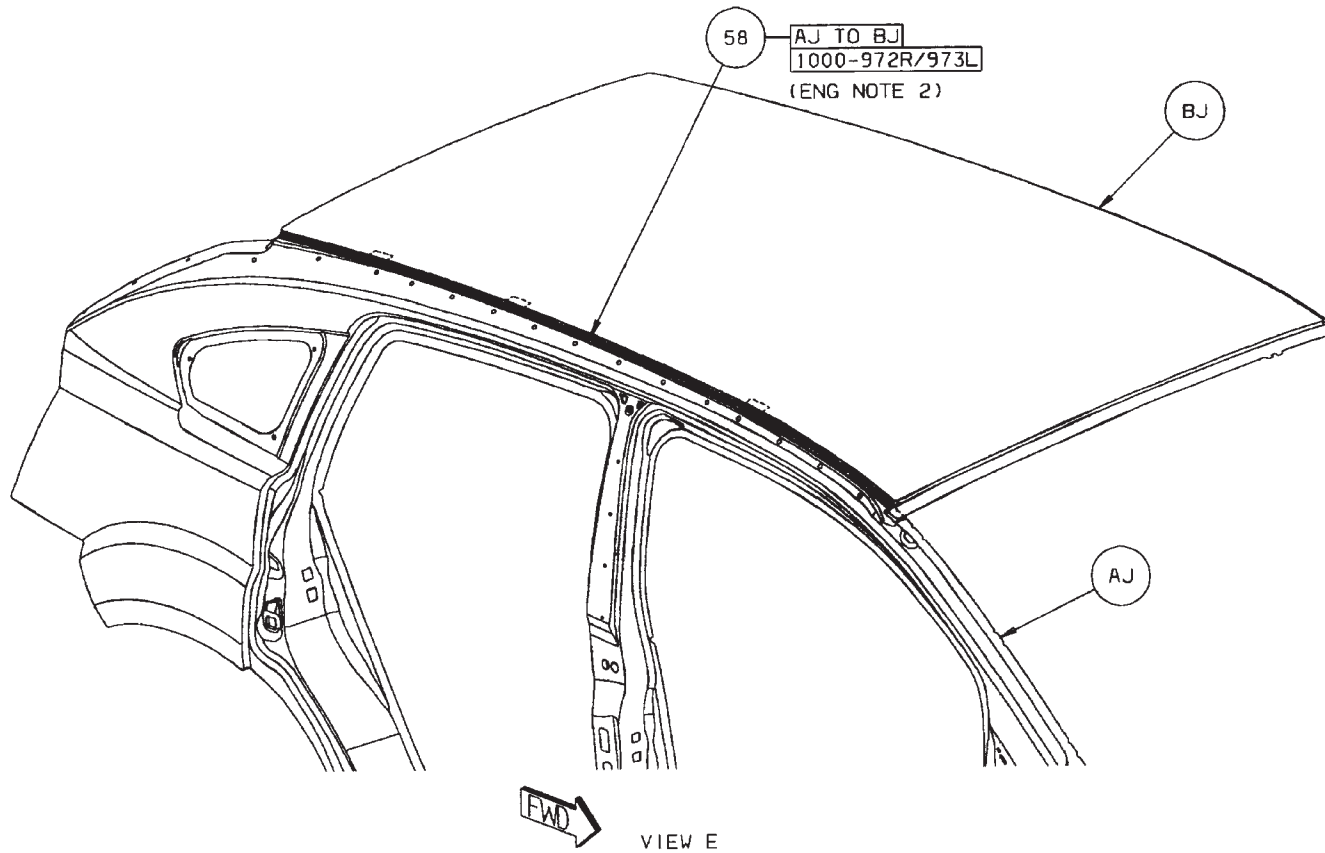
[Back to Index](#)

- 55 BM TO BL 4/SD S/WELDS (ORD)
- 56 BM TO AP 4/SD S/WELDS (ORD)
- 57 BK TO BL 8/SD S/WELDS (ORD)



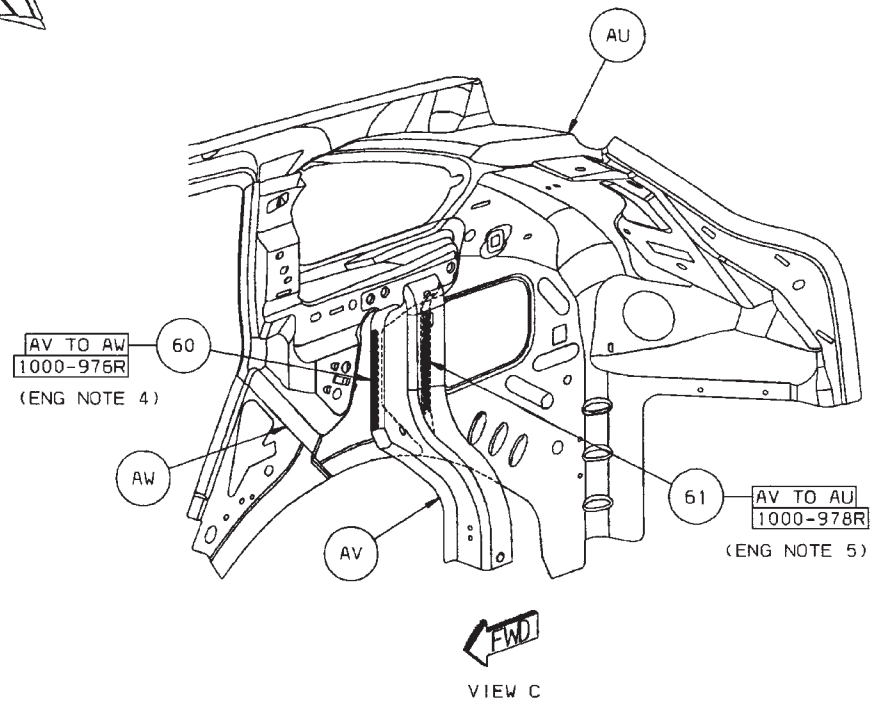
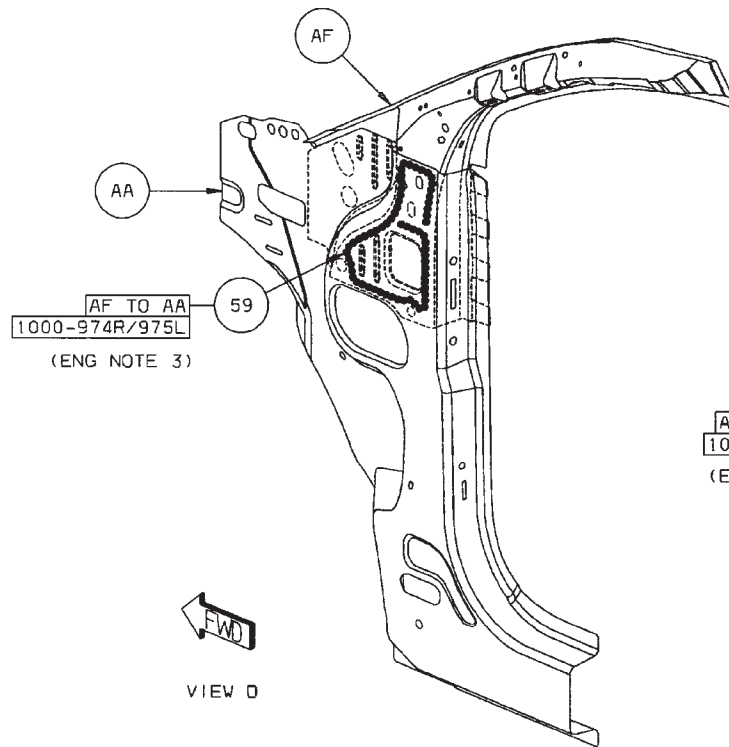
[Back to Index](#)

58 AJ TO BJ 1/SD STRUCT ADH (ORD)



[Back to Index](#)

- 59 AF TO AA 1/SD STRUCT ADH (ORD)
- 60 AV TO AW 1R STRUCT ADH (ORD)
- 61 AV TO AU 1R STRUCT ADH (ORD)



[Back to Index](#)



Publication # 81-316-0431

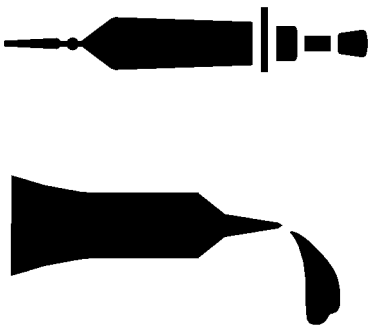


Publication # 81-316-0507

Addition copies of these publications are available by calling:
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[Back to Index](#)

Sealer/Sound Deadener/ Structural Adhesive/ Foam Locations Dodge Caliber



This section shows the different locations for Sealers, Sound Deadeners and Structural Adhesives and has been prepared for use by all body technicians involved in the repair of Dodge Caliber.

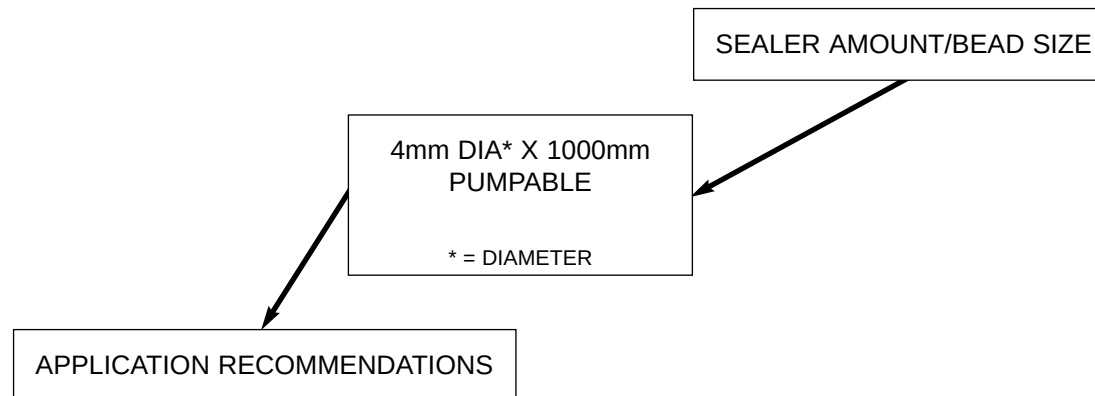
- Body/Paint Sealer Locations
- Structural Adhesive Locations
- NVH/Structural Foam Locations
- Sound Deadener Locations

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

[Back to Index](#)



SEALER INFORMATION



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 TH VEHICLE THAT WOULD PERMIT LEAKAGE OF WATER, AIR OR EXHAUST FUMES. TYPICAL AREAS OF THE EXTERIOR THAT MUST BE SEALED ARE LISTED IN THIS SECTION. AREAS OF THE INTERIOR THAT MUST BE SEALED ARE FLOOR PANS, WHEELHOUSES, DASH PANEL, AND COWL SIDES.

SEALER LEGEND

-  THUMBGRADE SEALER
-  PUMPABLE SEALER
-  HIDDEN SEALER

[Back to Index](#)

BODY SEALER LOCATIONS

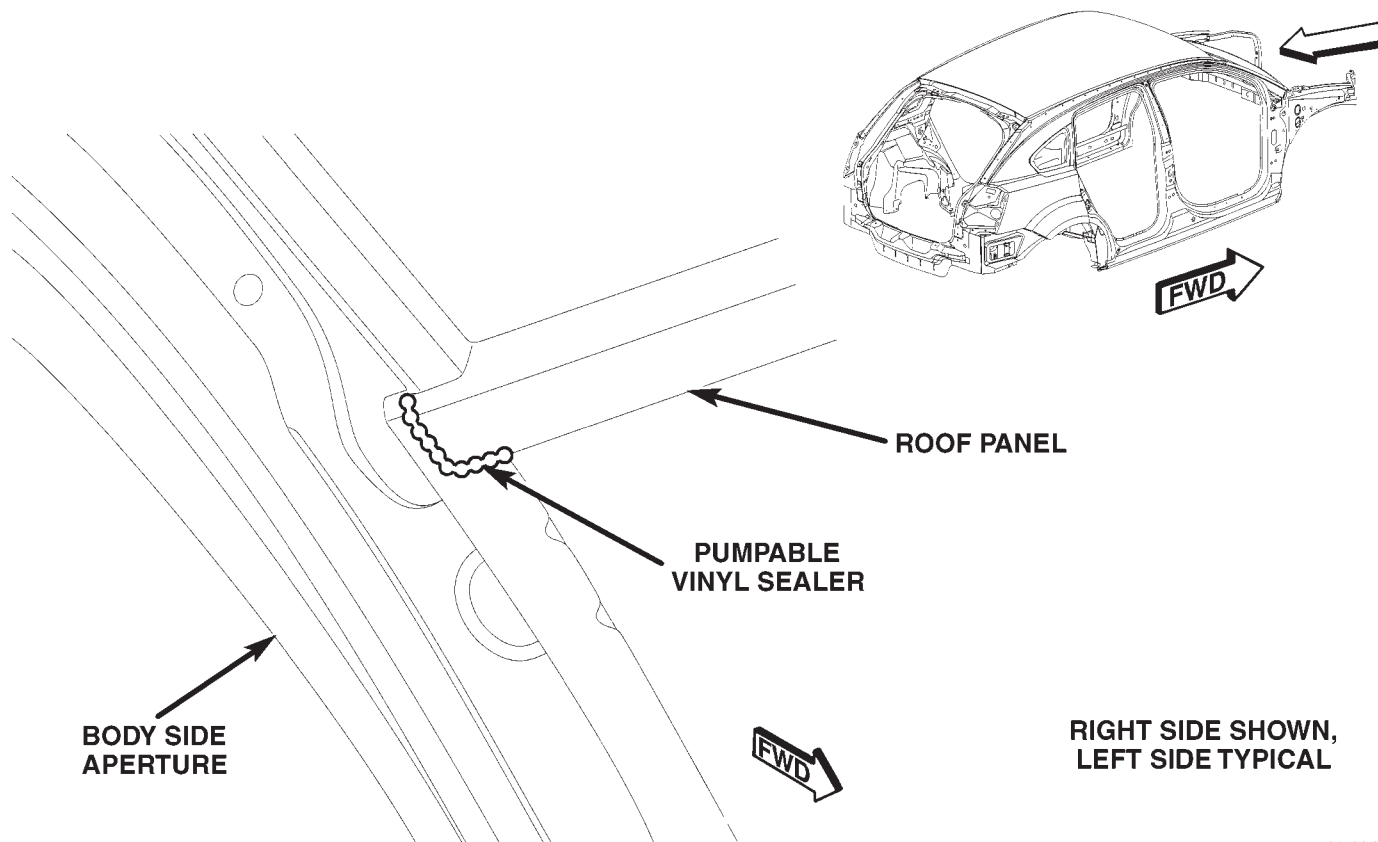
DESCRIPTION	FIGURE
FRONT ROOF CORNER/APERTURE PANEL	1
UPPER COWL TOP/COWL SIDE	2
FRONT WHEELHOUSE	3
DASH/PLENUM/COWL SIDE PANEL	4
DASH/STEERING SHAFT BRACKET	5
DASH/FRONT FLOOR PAN	6
REAR WHEELHOUSES	7
RIGHT REAR INNER QUARTER PANEL	8
LEFT REAR INNER QUARTER PANEL	9
UNDERBODY	10
ROOF/BODY SIDE APERTURE	11
ROOF/ROOF REAR UPPER HEADER	12
BODY SIDE APERTURE/LIFTGATE DRAIN TROUGH	13
TAIL LAMP PANEL	14
REAR FLOOR PAN	15

Preferred Mopar Product:

- Paintable Seam Sealer – Part No. 04318026

[Back to Index](#)

BODY SEALER LOCATIONS

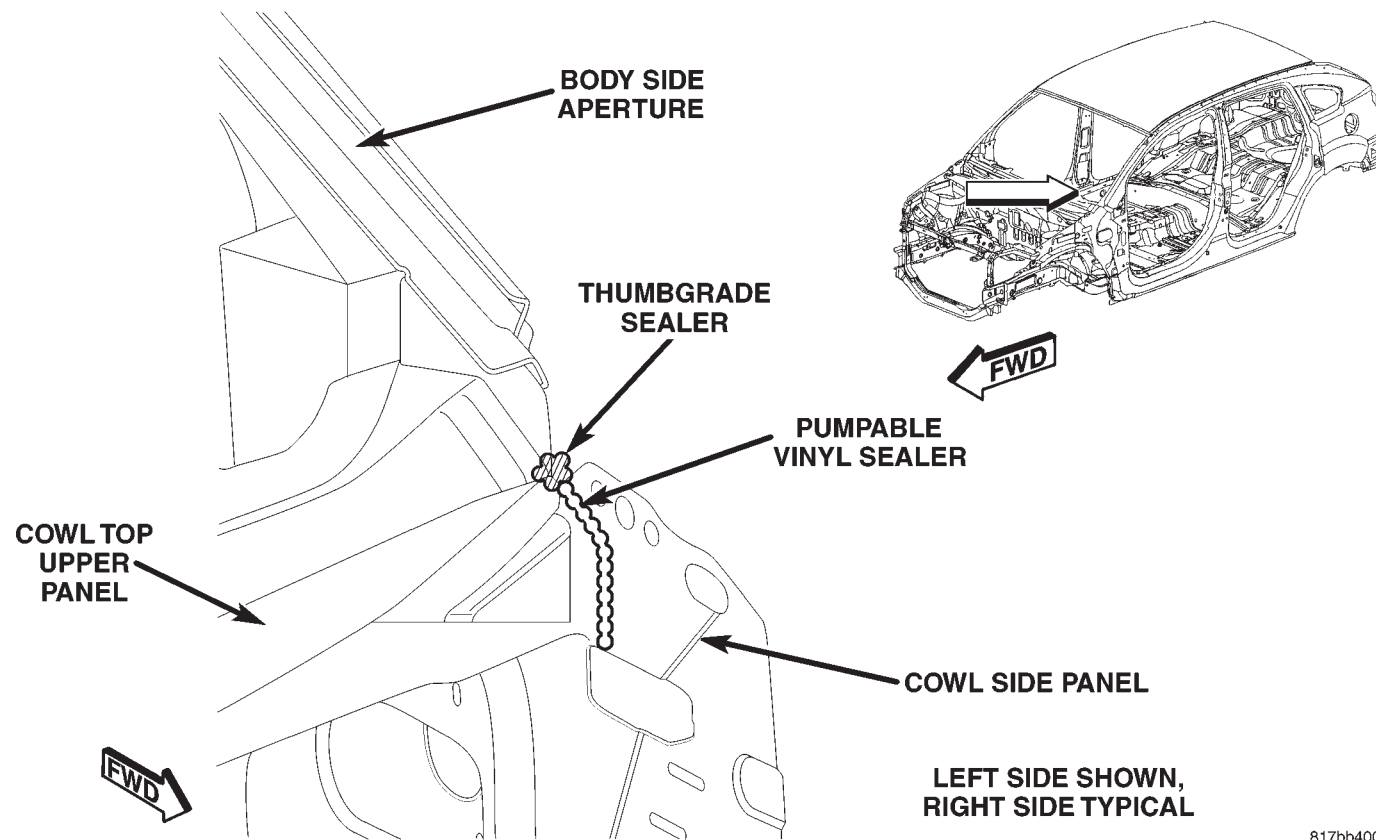


817bb3db

Figure 1. ROOF CORNER/APERTURE PANEL

[Back to Index](#)

BODY SEALER LOCATIONS



817bb400

Figure 2. UPPER COWL TOP/COWL SIDE

[Back to Index](#)

BODY SEALER LOCATIONS

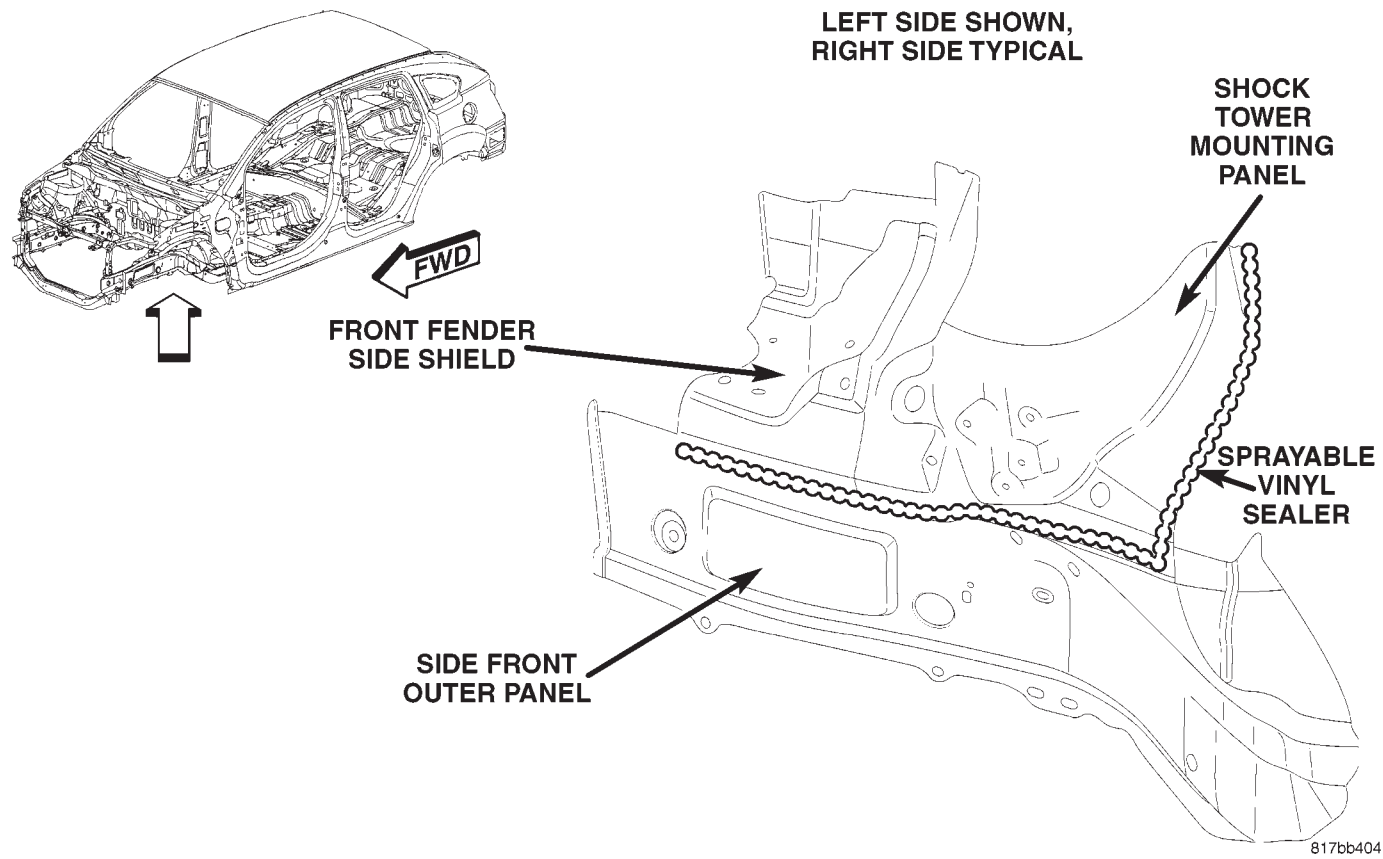
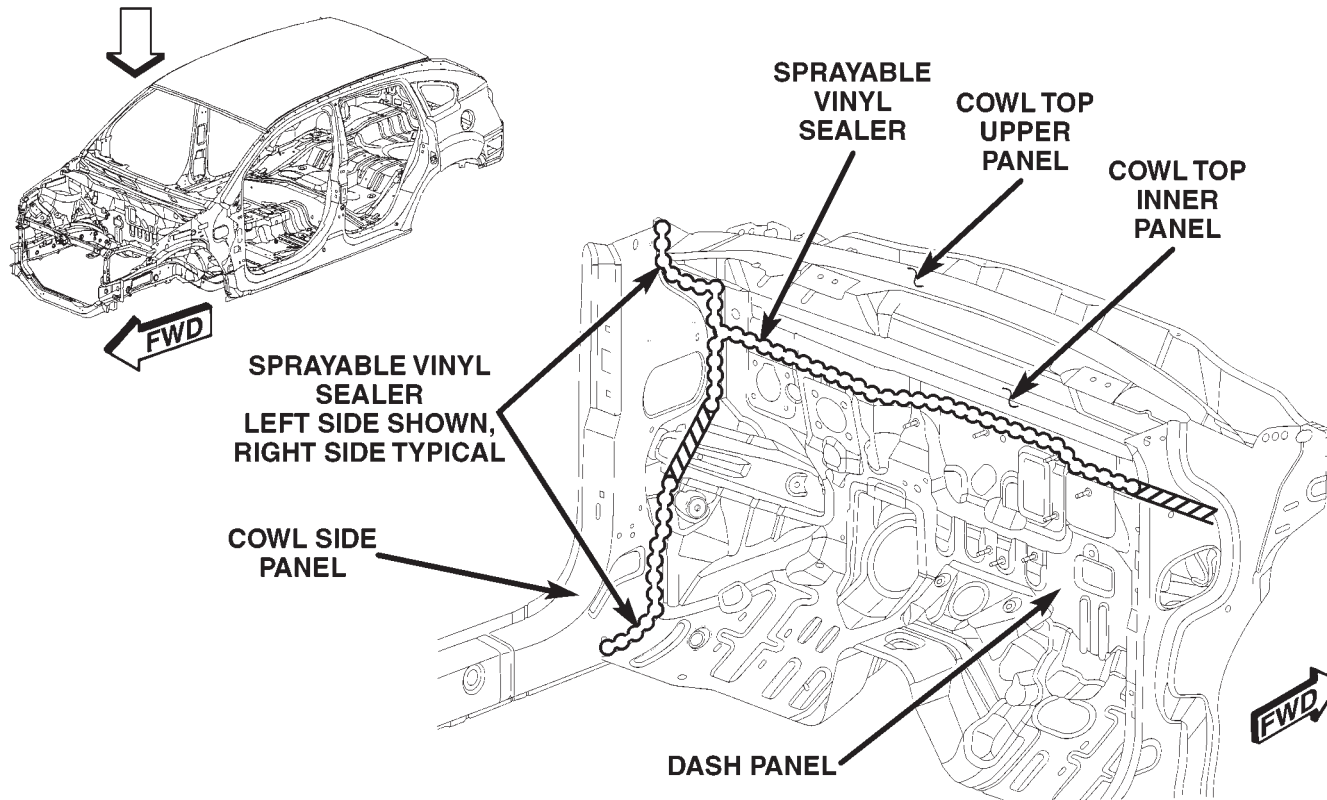


Figure 3. FRONT WHEELHOUSE

[Back to Index](#)

BODY SEALER LOCATIONS

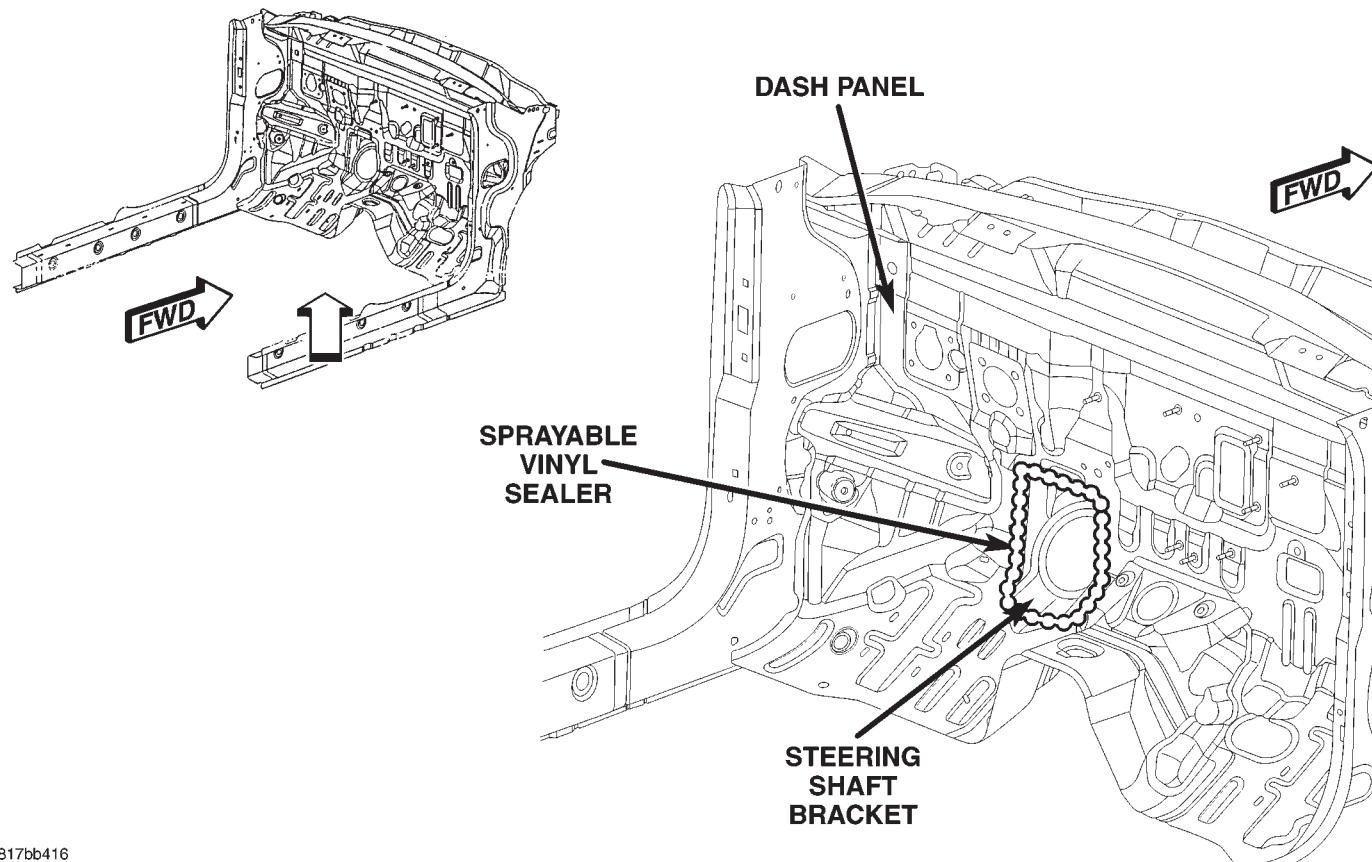


817bb40b

Figure 4. DASH/PLENUM/COWL SIDE PANEL

[Back to Index](#)

BODY SEALER LOCATIONS



817bb416

Figure 5. DASH/STEERING SHAFT BRACKET

[Back to Index](#)

BODY SEALER LOCATIONS

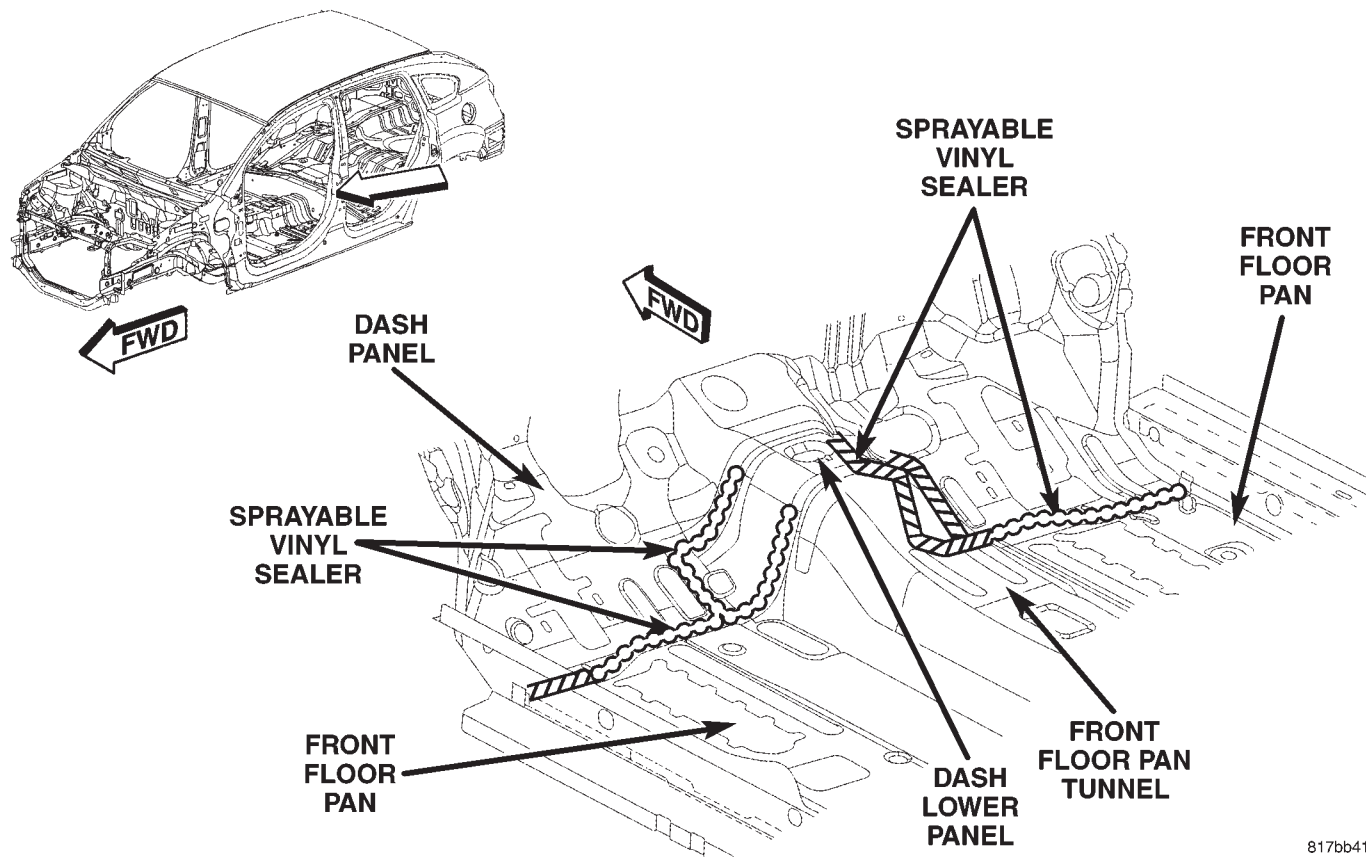


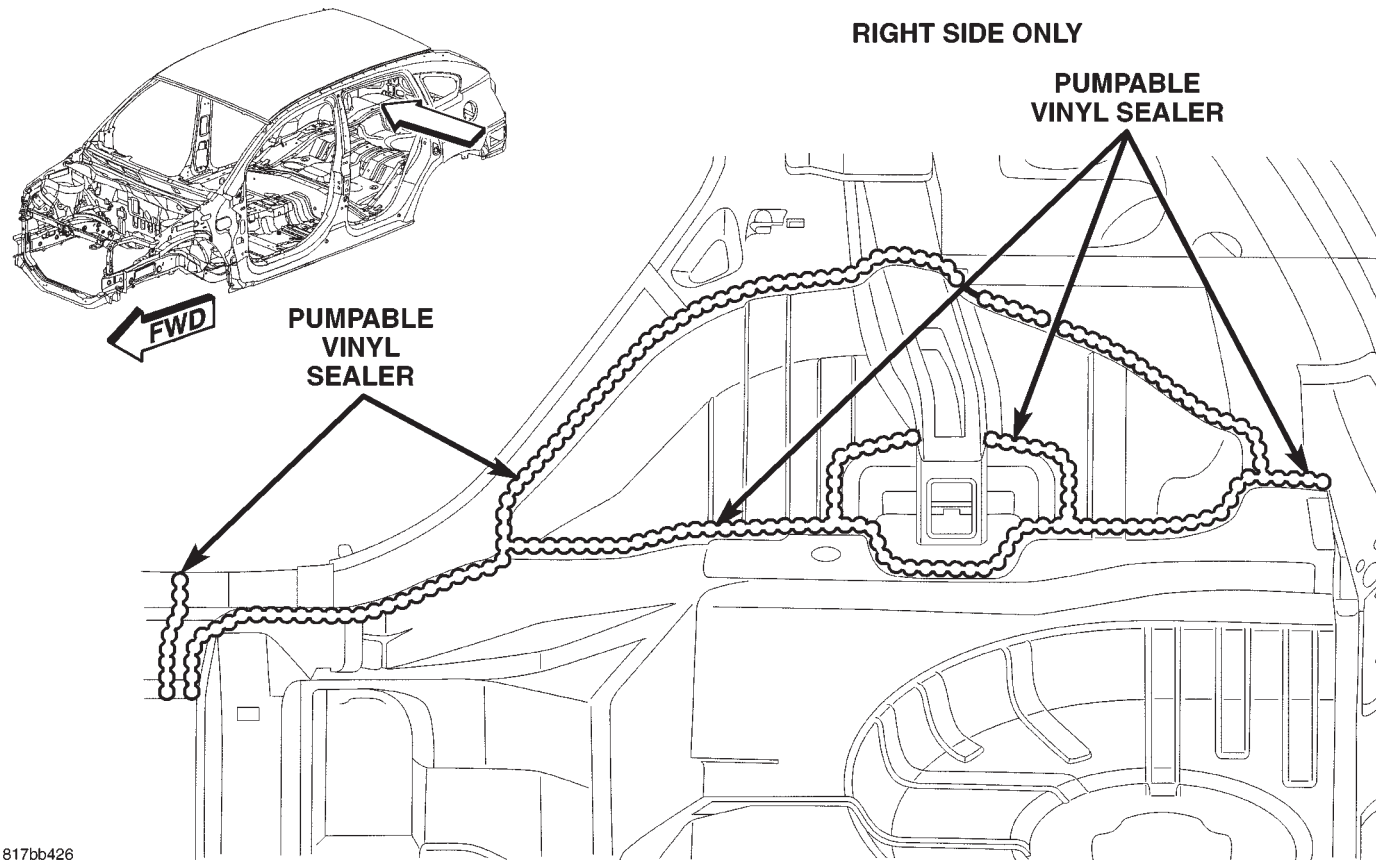
Figure 6. DASH/FRONT FLOOR PAN

[Back to Index](#)

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[Back to Index](#)

BODY SEALER LOCATIONS

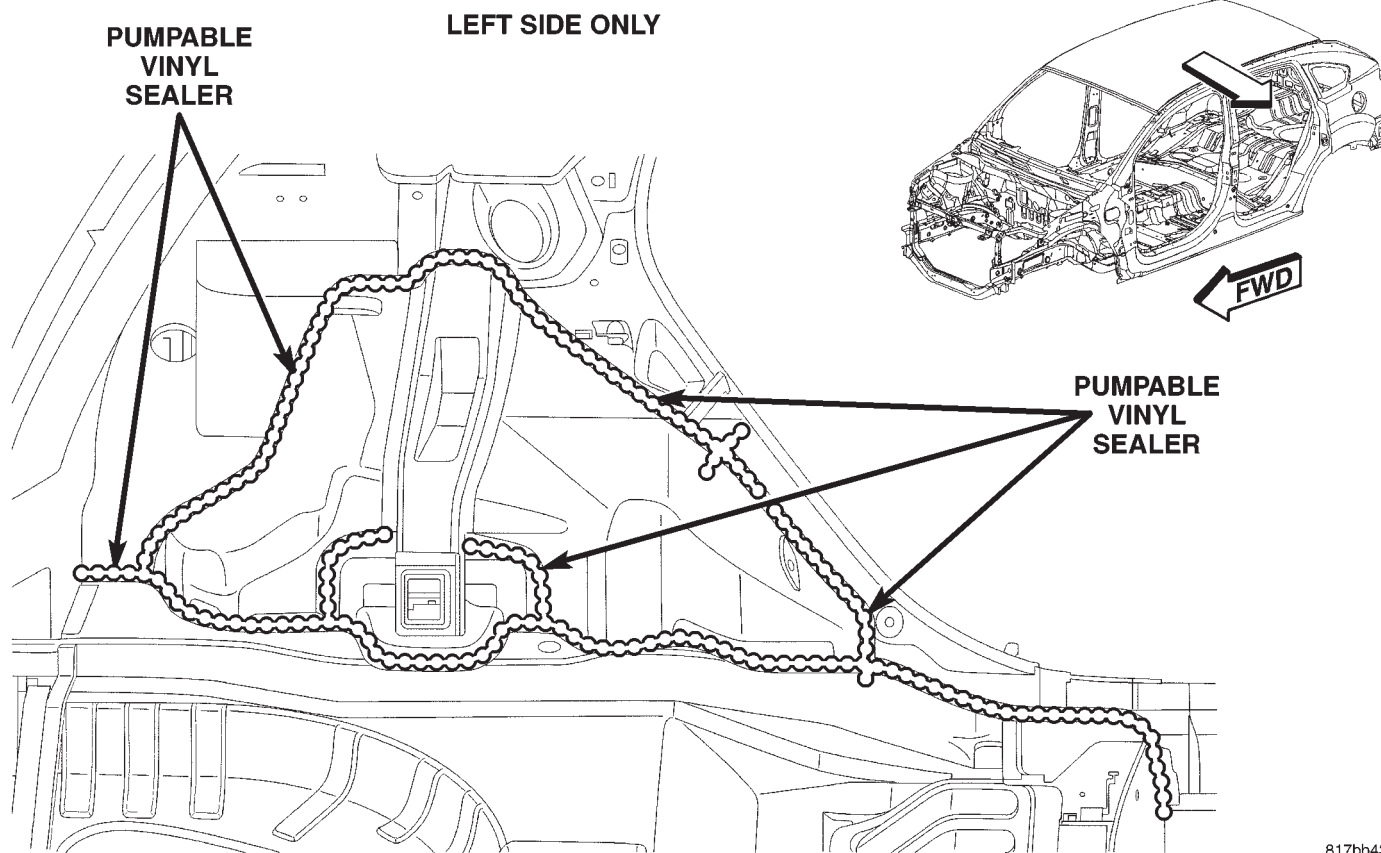


817bb426

Figure 8. RIGHT INNER QUARTER PANEL

[Back to Index](#)

BODY SEALER LOCATIONS

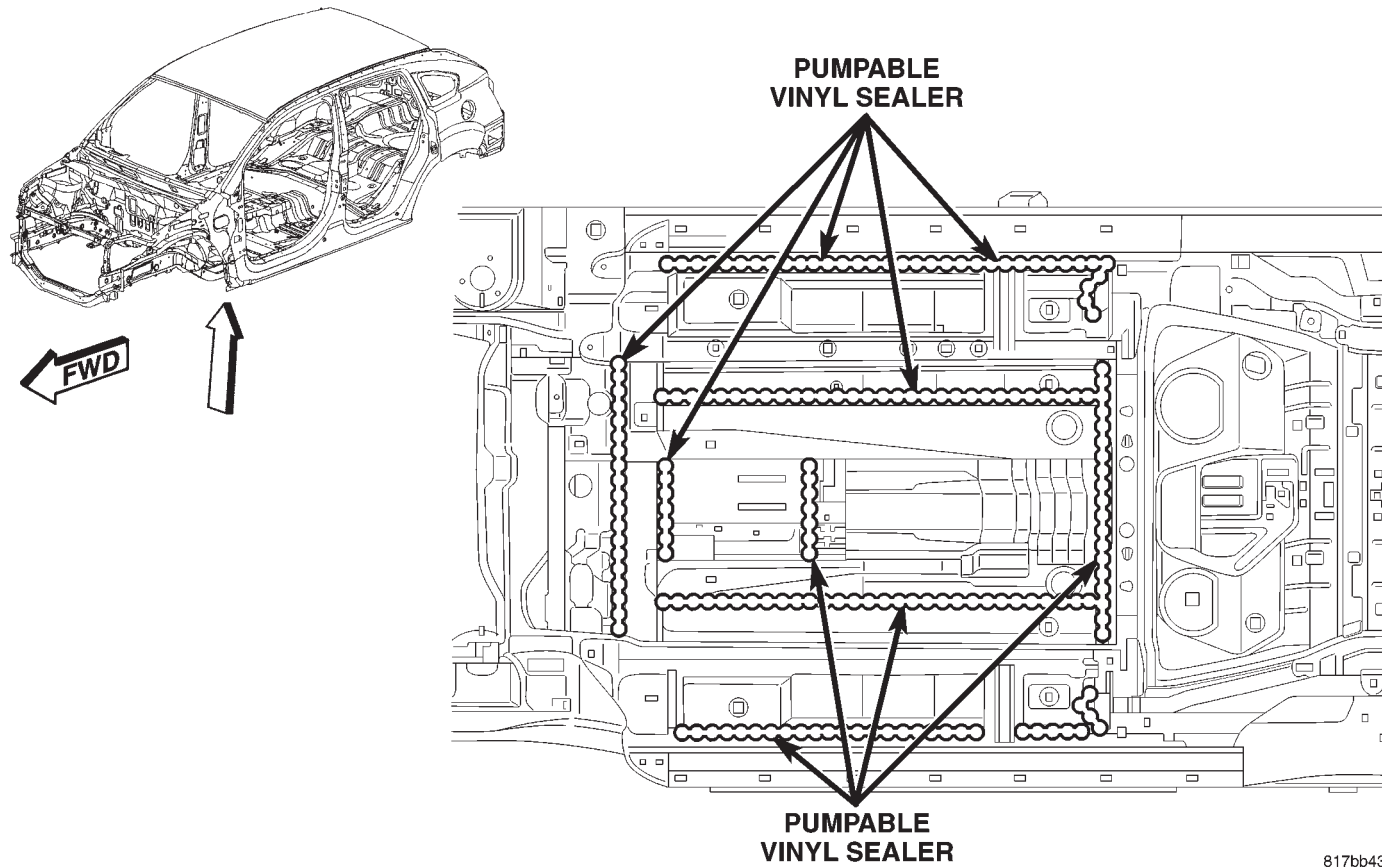


817bb433

Figure 9. LEFT INNER QUARTER PANEL

[Back to Index](#)

BODY SEALER LOCATIONS



817bb437

Figure 10. UNDERBODY

[Back to Index](#)

BODY SEALER LOCATIONS

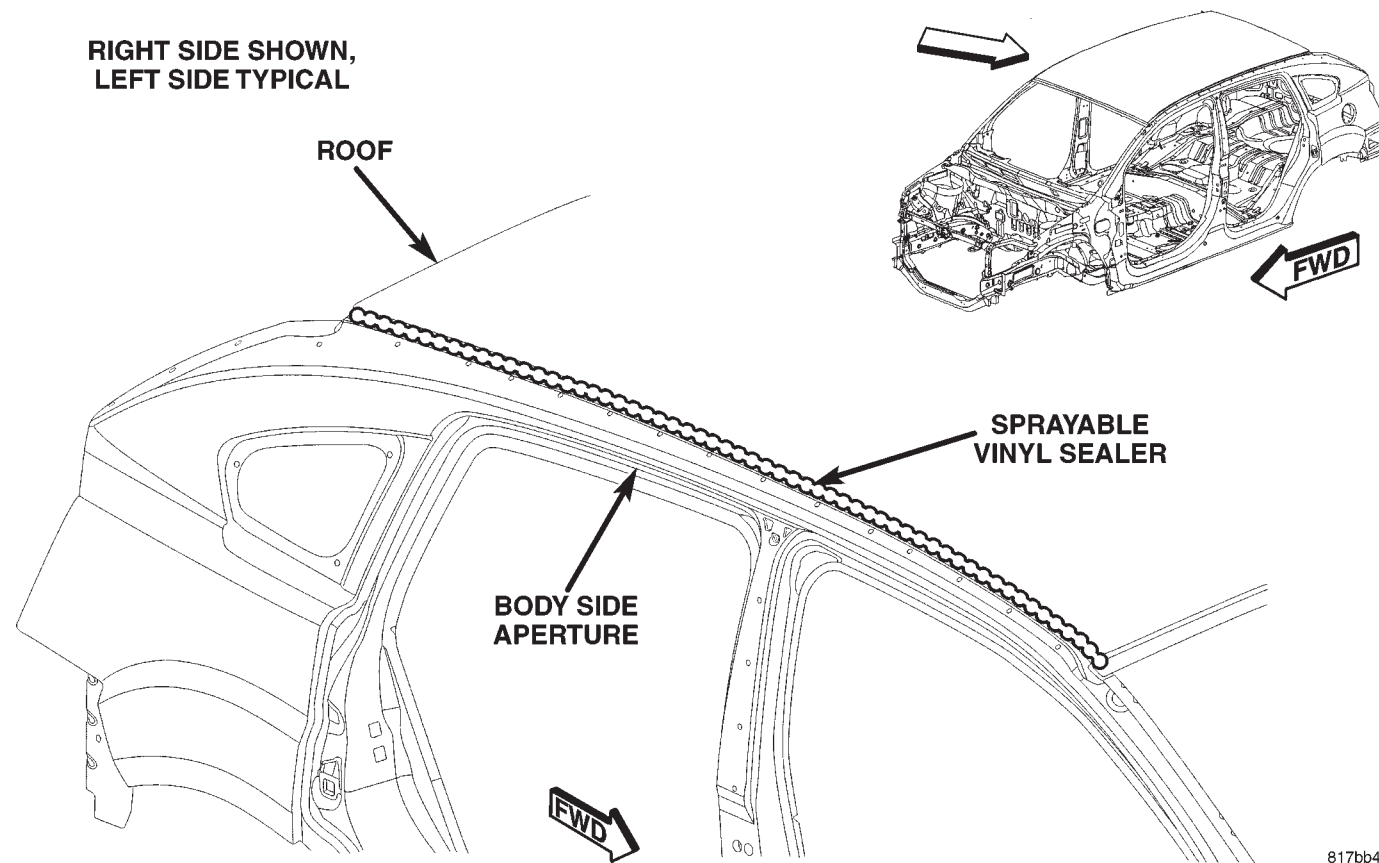


Figure 11. ROOF/BODY SIDE APERTURE

[Back to Index](#)

BODY SEALER LOCATIONS

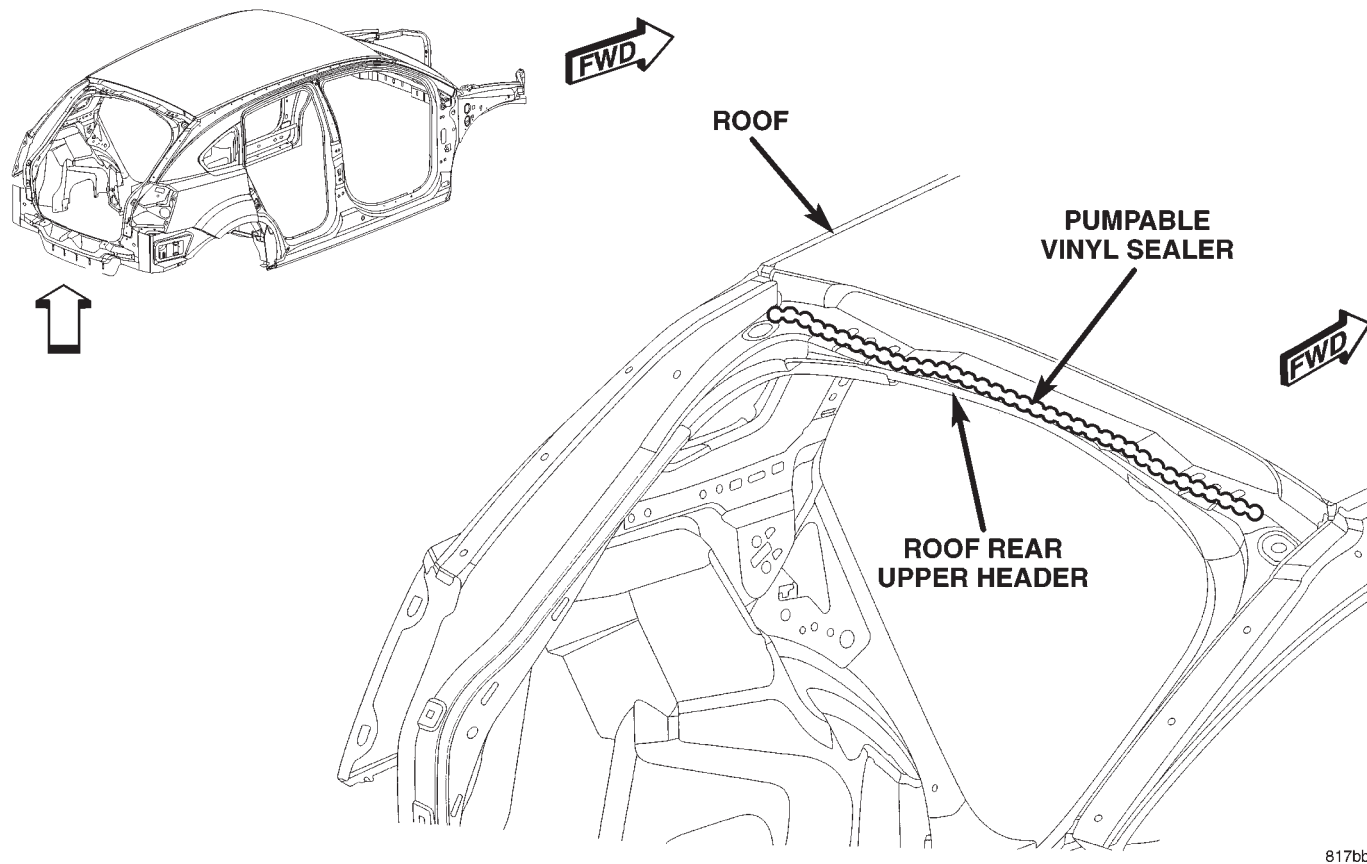


Figure 12. ROOF/ROOF REAR UPPER HEADER

[Back to Index](#)

BODY SEALER LOCATIONS

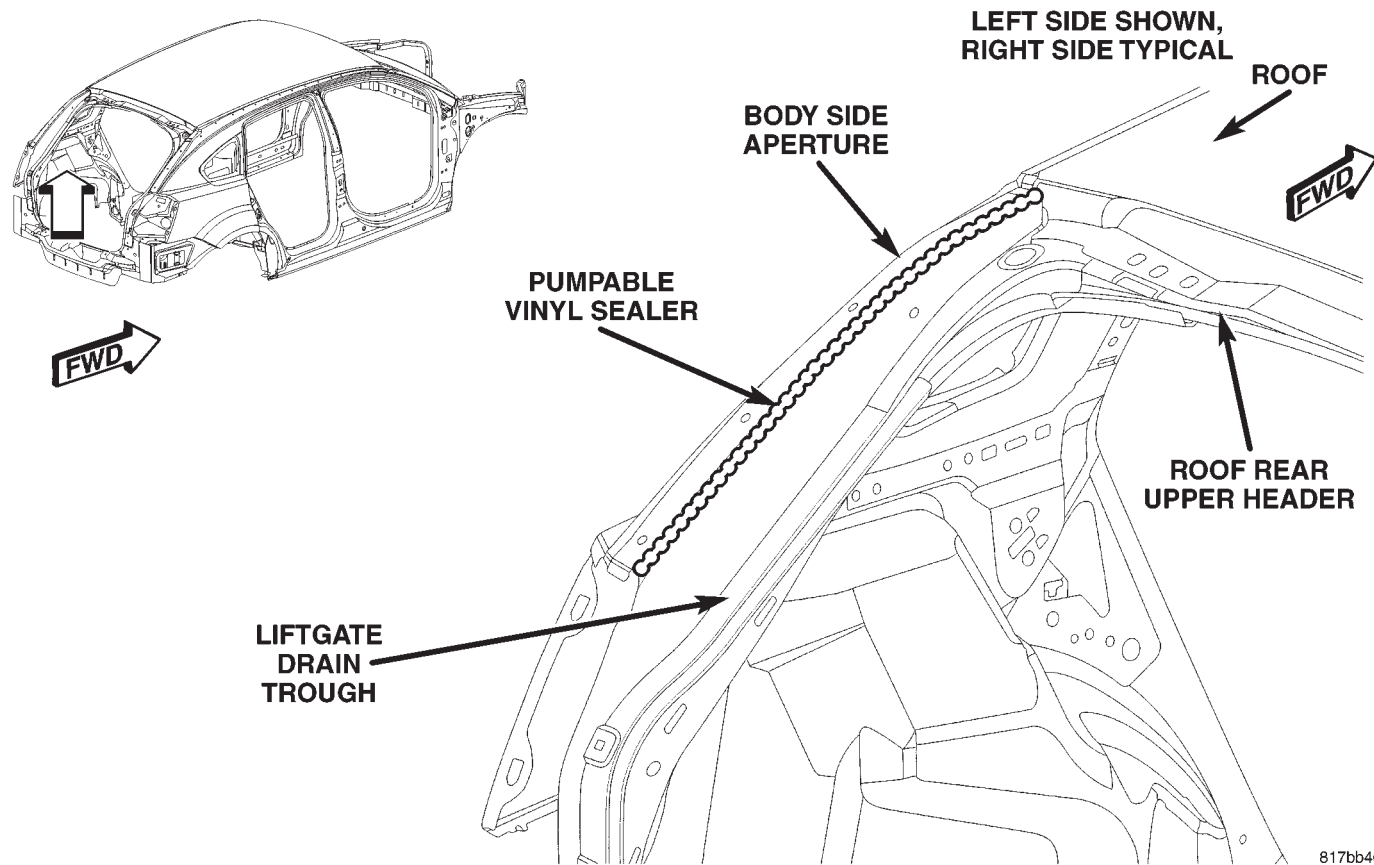
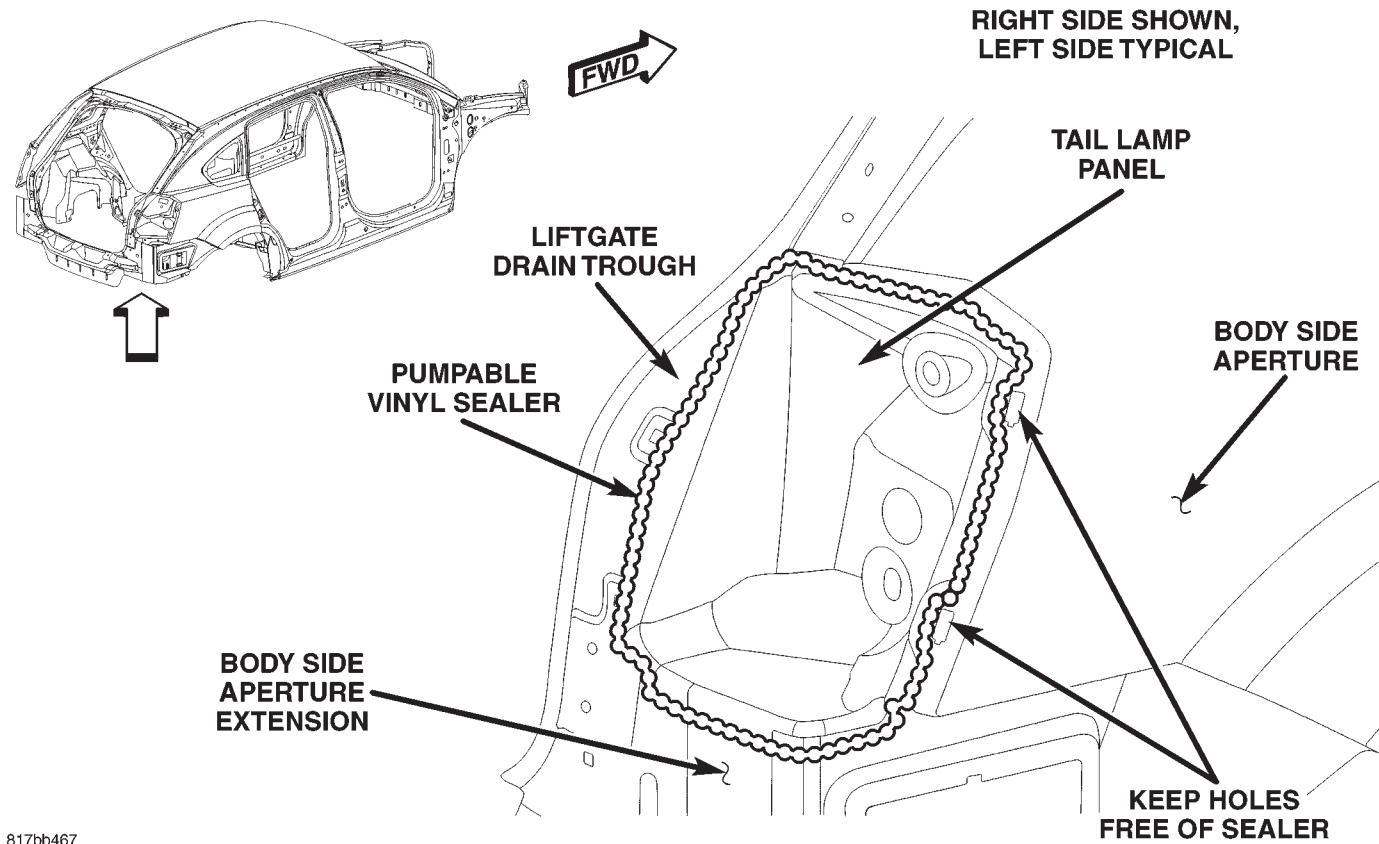


Figure 13. BODY SIDE APERTURE/LIFTGATE DRAIN TROUGH

[Back to Index](#)

BODY SEALER LOCATIONS



817bb467

Figure 14. TAIL LAMP PANEL

[Back to Index](#)

BODY SEALER LOCATIONS

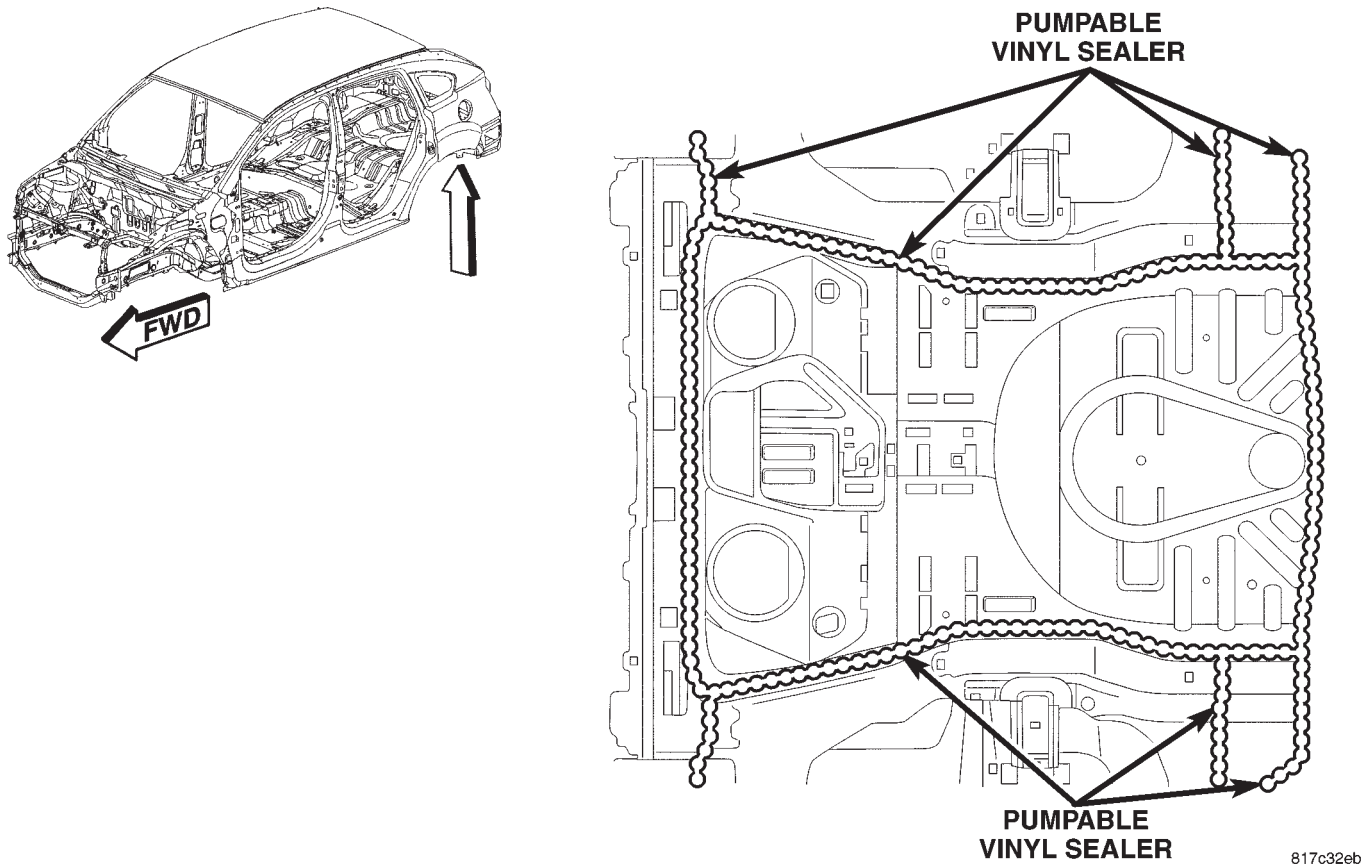


Figure 15. REAR FLOOR PAN

[Back to Index](#)



DODGE CALIBER STRUCTURAL ADHESIVE LOCATIONS

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATION INDEX

NOTE: Structural Adhesives used are a high strength epoxy and a high expansion lower strength antifleutter material. High strength epoxy is used on all areas.

DESCRIPTION	FIGURE
PLENUM ASSEMBLY	1
SIDEMEMBER ASSEMBLY (1 OF 2)	2
SIDEMEMBER ASSEMBLY (2 OF 2)	3
ROOF (1 OF 2)	4
ROOF (2 OF 2)	5
BODY IN WHITE – COMPLETE (1 OF 3)	6
BODY IN WHITE – COMPLETE (2 OF 3)	7
BODY IN WHITE – COMPLETE (3 OF 3)	8

Preferred Mopar Products:

- Fusor 147 – Part No. 05017147AA
- Fusor 112B – Part No. 05083855AA
- Dispenser – Part No. 05016570AA

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATIONS

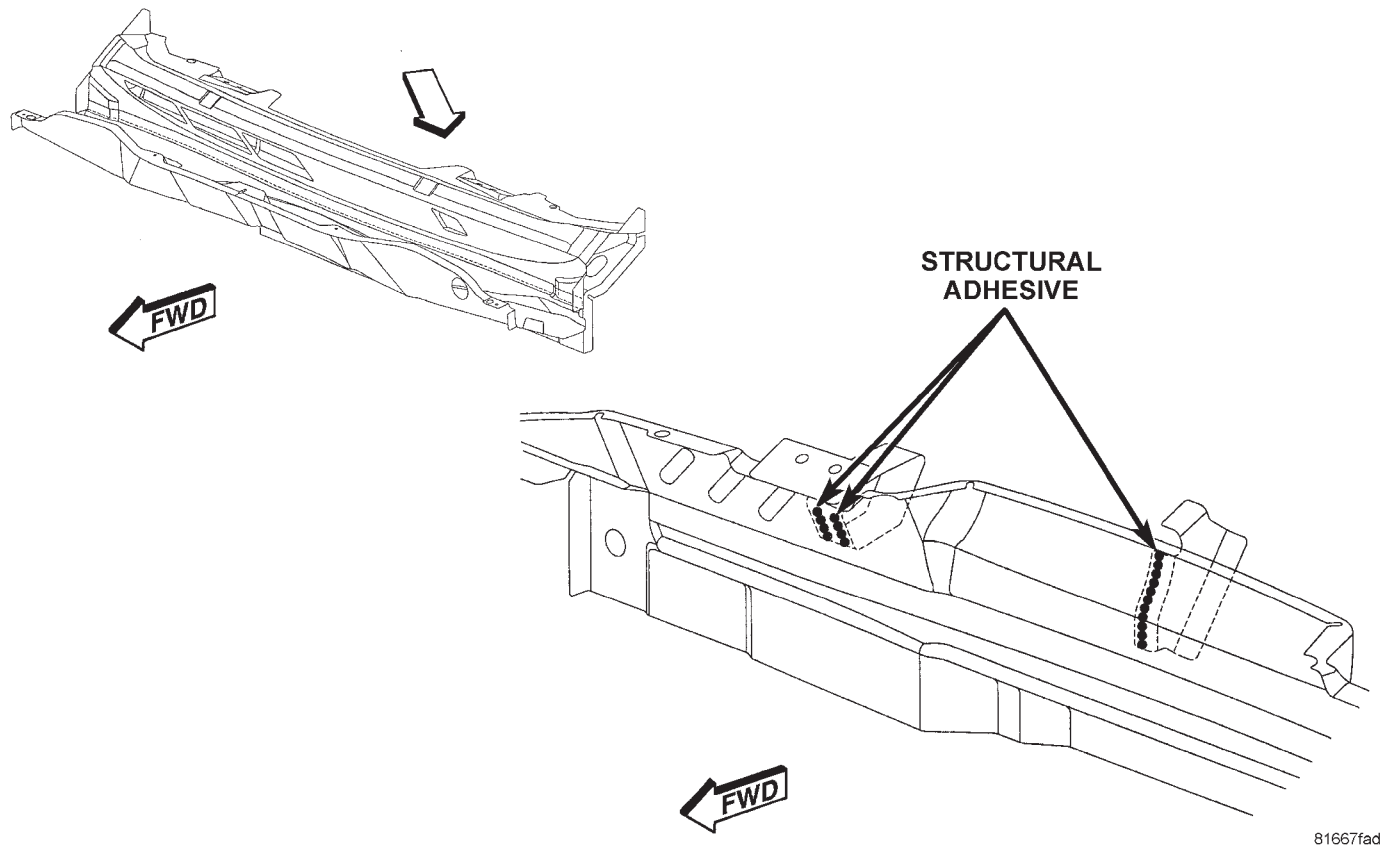
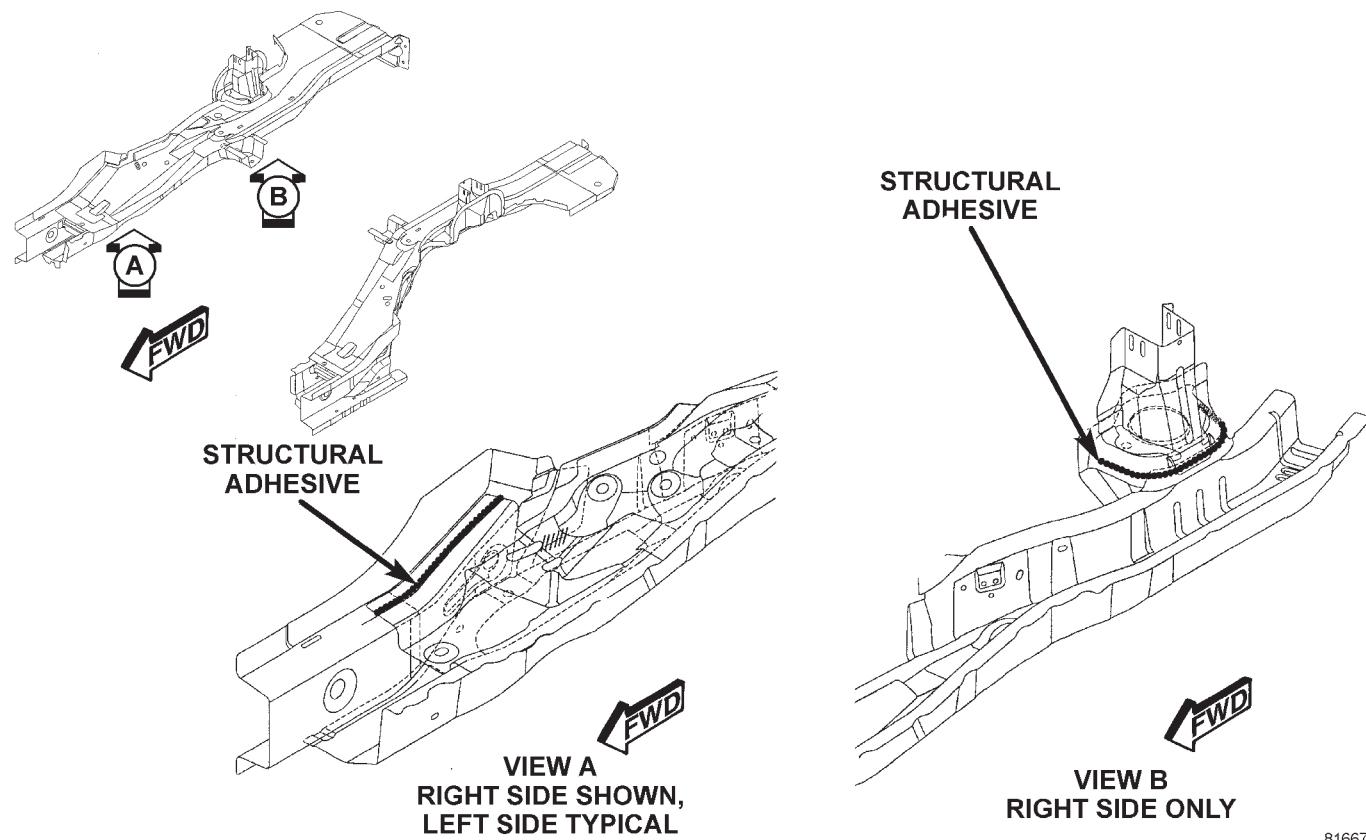


Figure 1. PLENUM ASSEMBLY

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATIONS



81667fb4

Figure 2. SIDEMEMBER ASSEMBLY (1 OF 2)

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATIONS

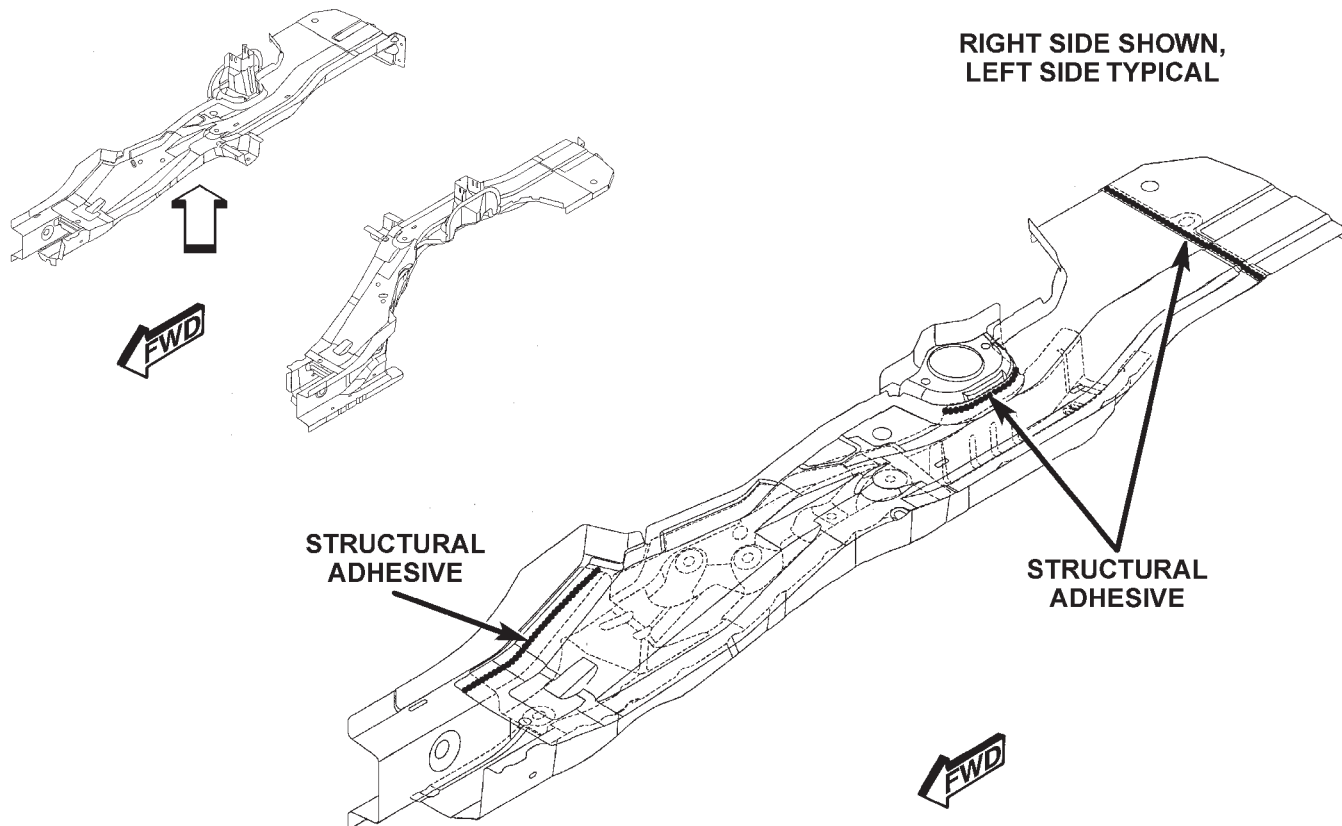
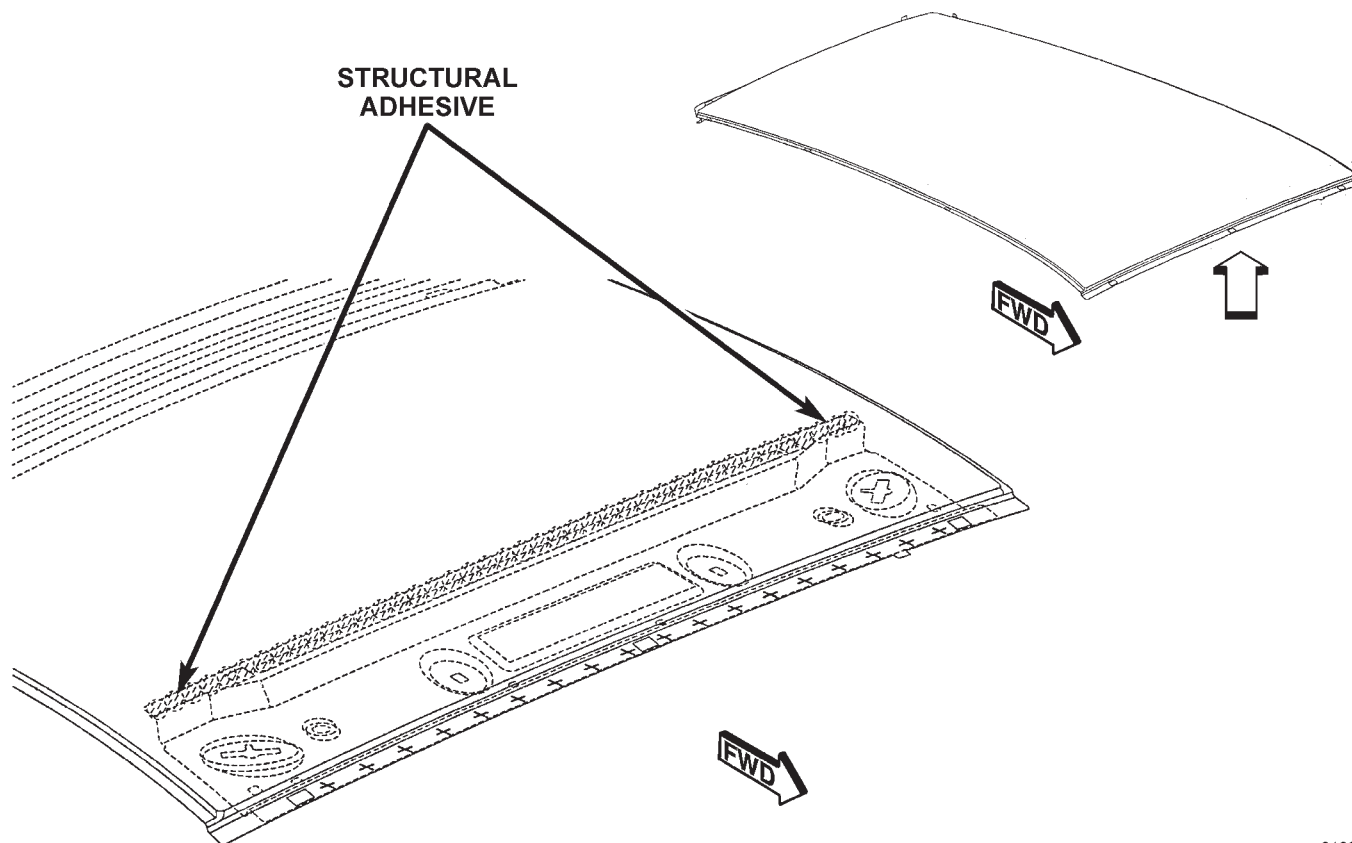


Figure 3. SIDEMEMBER ASSEMBLY (2 OF 2)

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATIONS

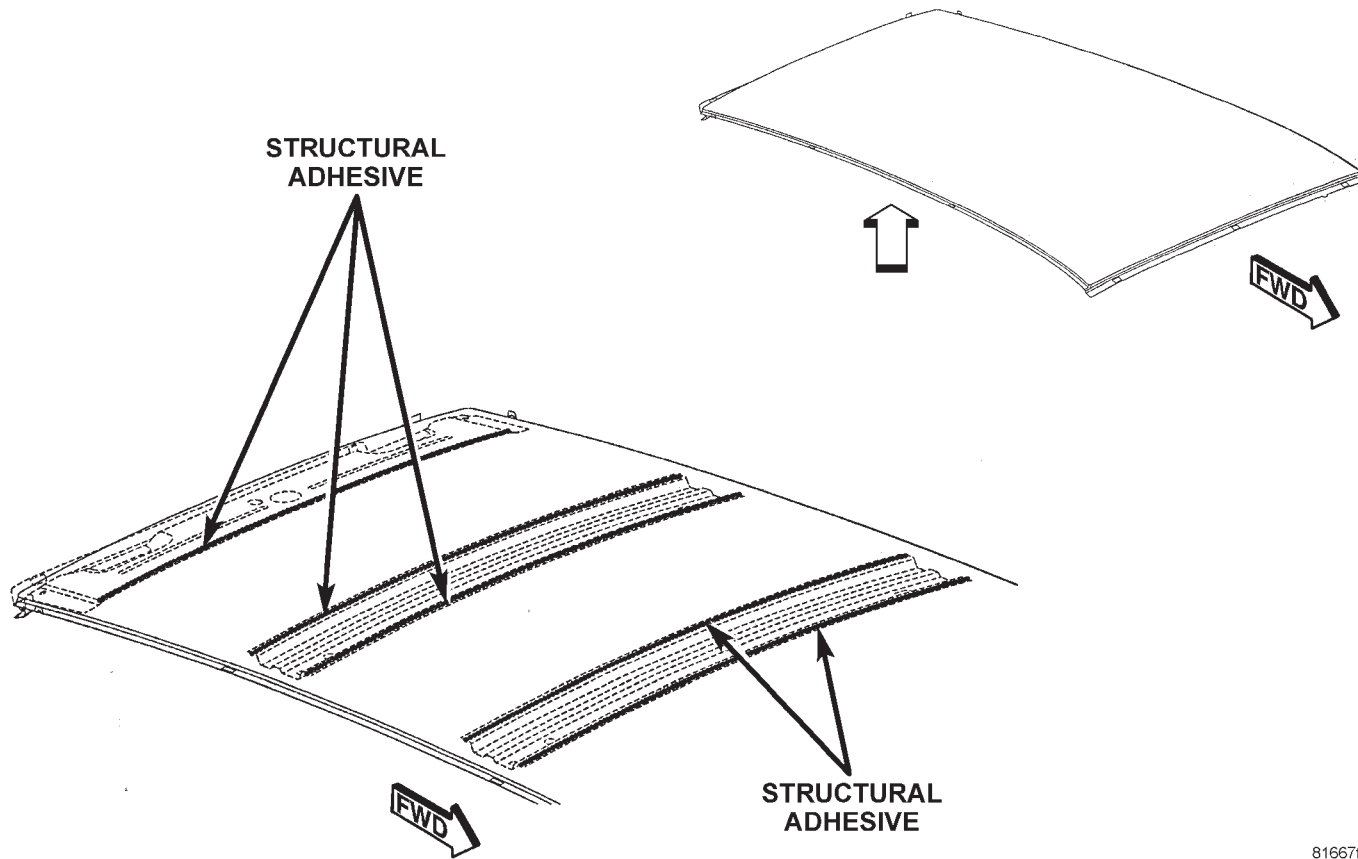


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Figure 4. ROOF (1 OF 2)

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATIONS

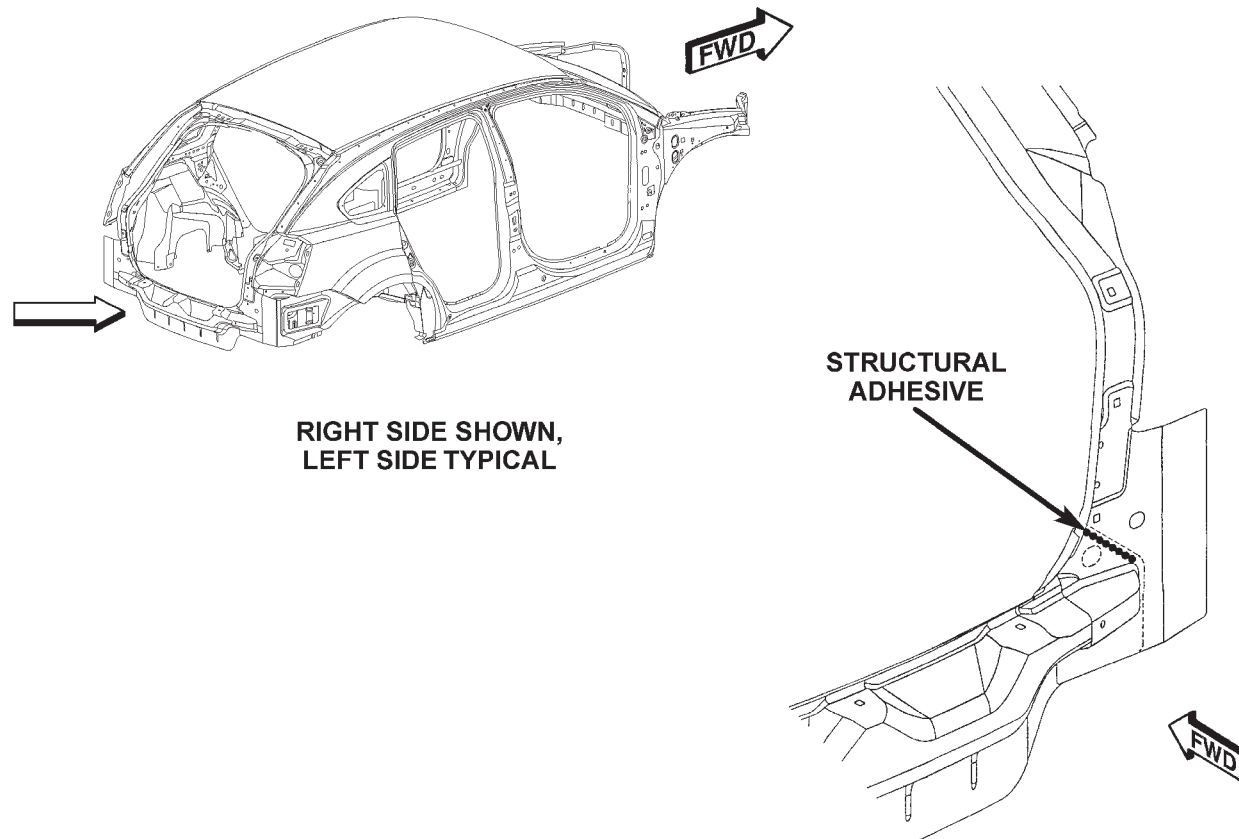


81667fe3

Figure 5. ROOF (2 OF 2)

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATIONS

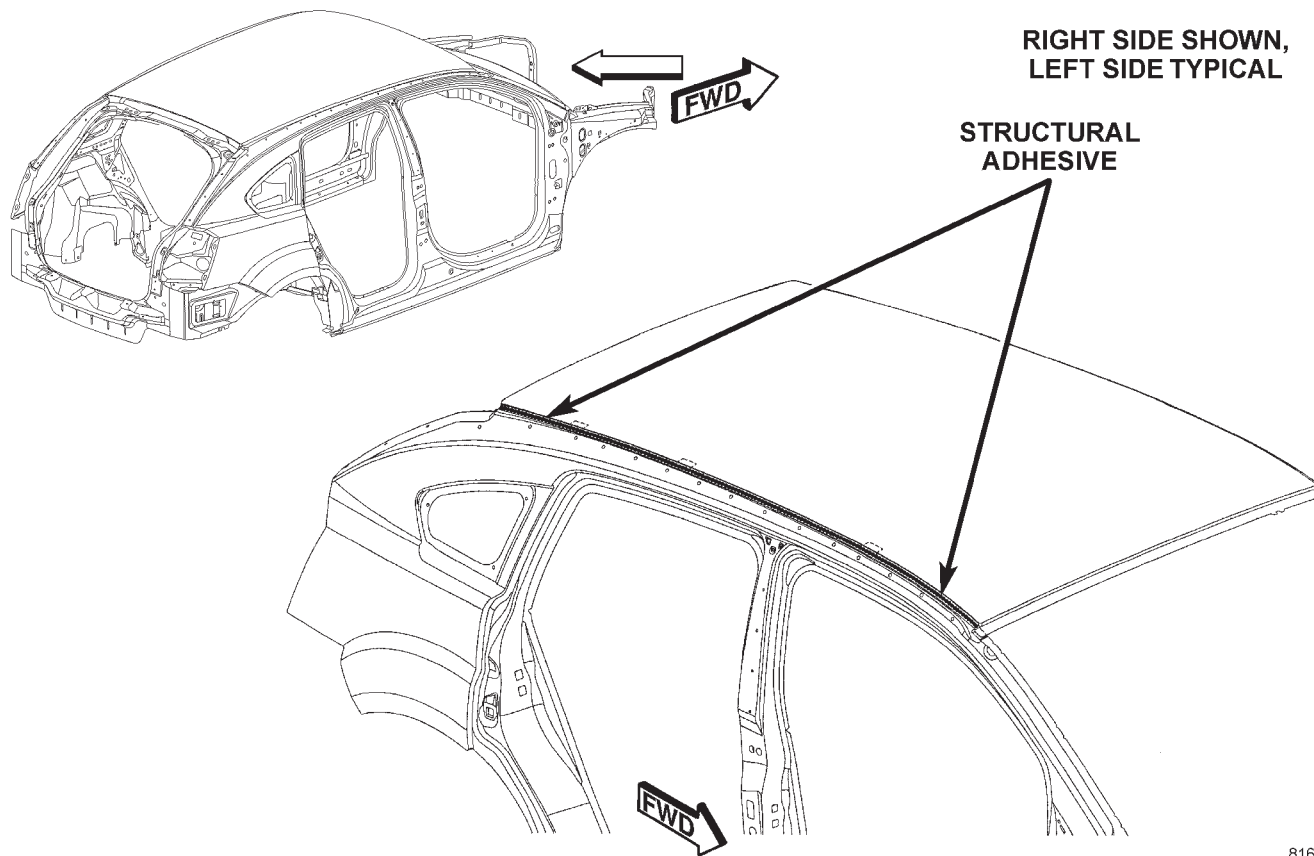


81668020

Figure 6. BODY IN WHITE – COMPLETE (1 OF 3)

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATIONS



8166802b

Figure 7. BODY IN WHITE – COMPLETE (2 OF 3)

[Back to Index](#)

STRUCTURAL ADHESIVE LOCATIONS

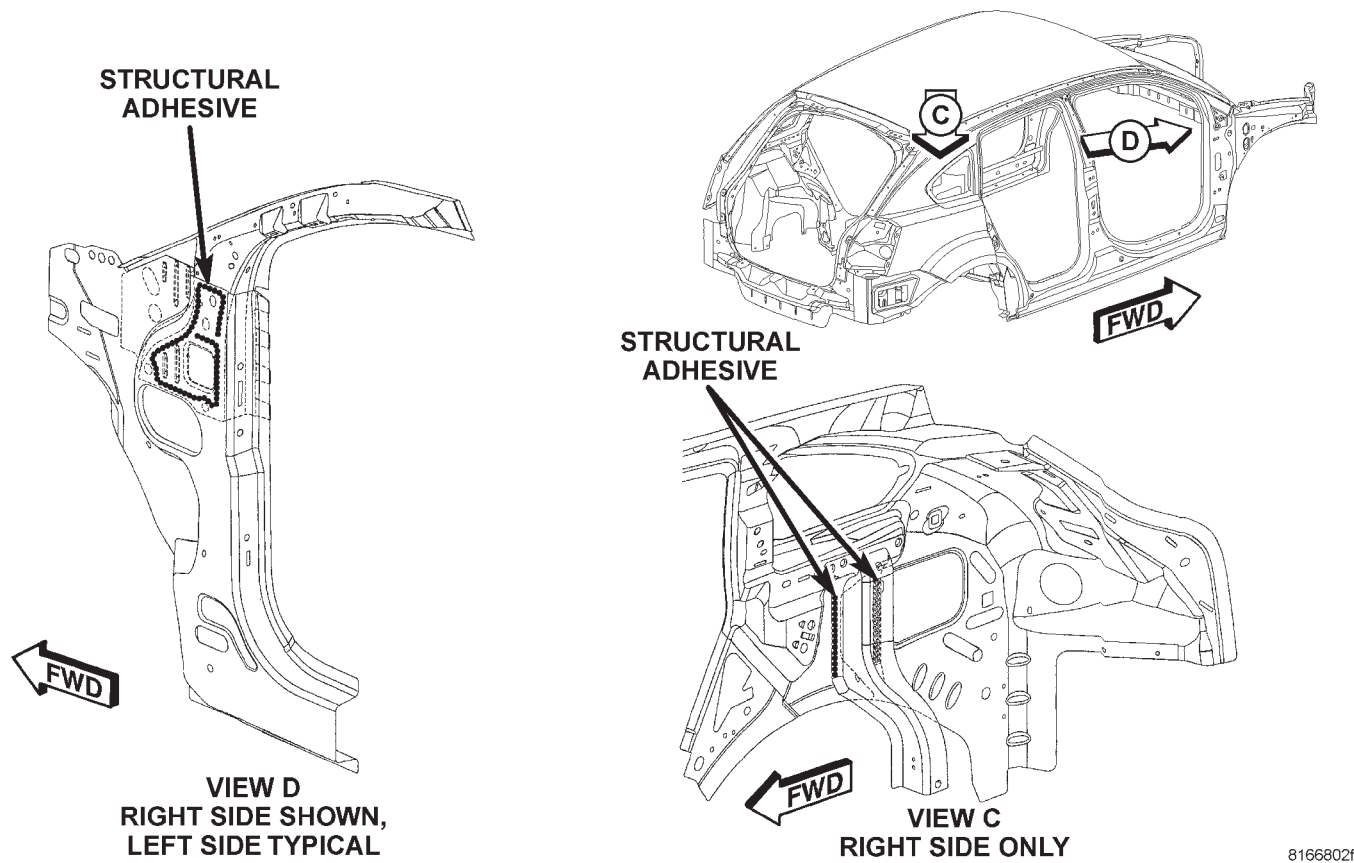


Figure 8. BODY IN WHITE – COMPLETE (3 OF 3)

[Back to Index](#)

Dodge Caliber

**NVH/STRUCTURAL FOAM
INFORMATION**

SOUND DEADENER

[Back to Index](#)

**DODGE CALIBER
NVH/STRUCTURAL FOAM/
SOUND DEADENER LOCATIONS**

DESCRIPTION	FIGURE
UPPER "A" PILLAR	1
LOWER "B" PILLAR	2
INNER "B" PILLAR	3
LOWER "C" PILLAR	4
FRONT FLOOR PAN	5
REAR FLOOR PAN	6
SPARE WHEEL WELL	7

Preferred Mopar Products:

- Expandable Foam – Part No. 05142864AA
- Dispenser – Part No. 05016570AA

[Back to Index](#)

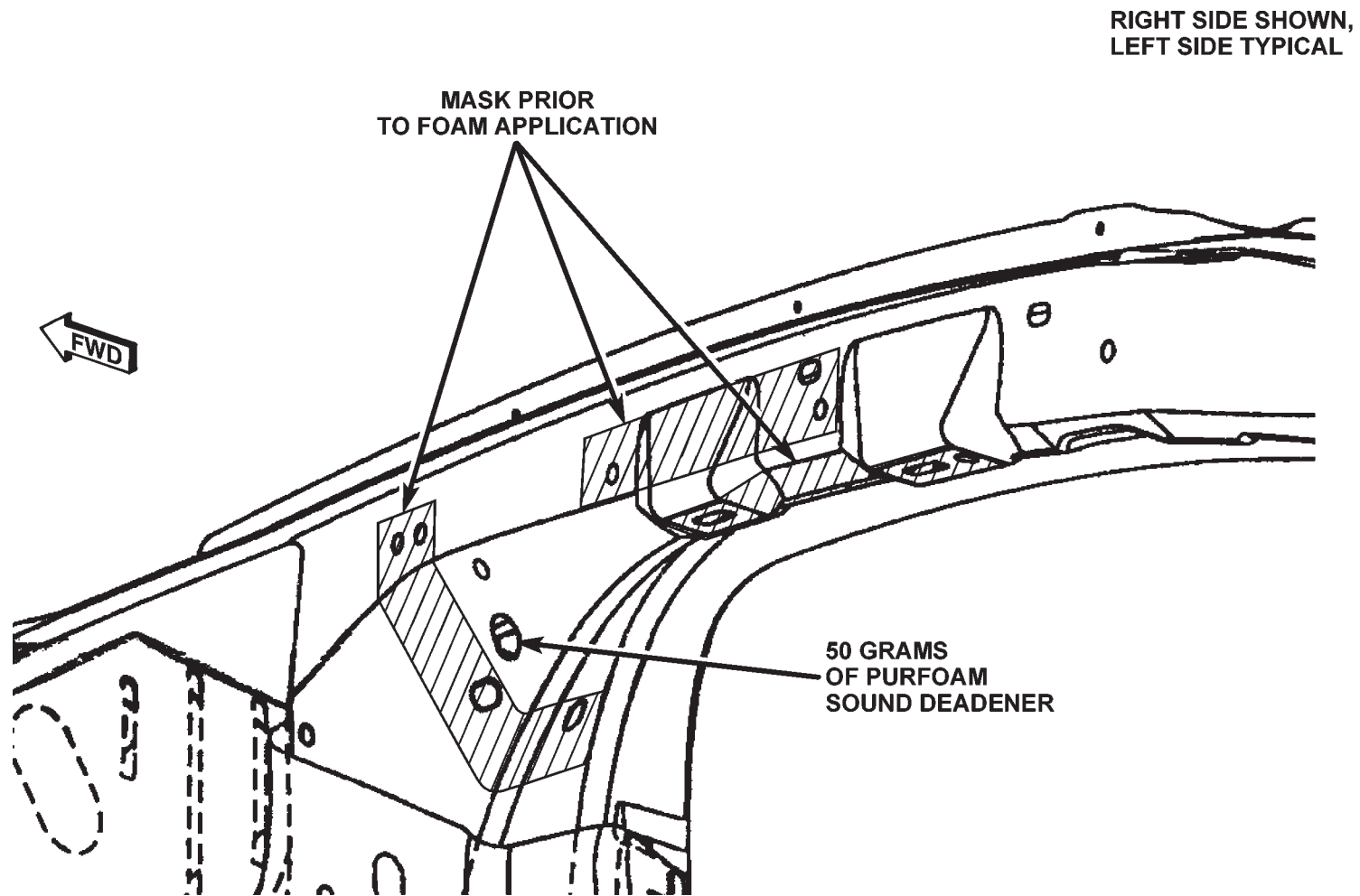


Figure 1. UPPER "A" PILLAR

[Back to Index](#)

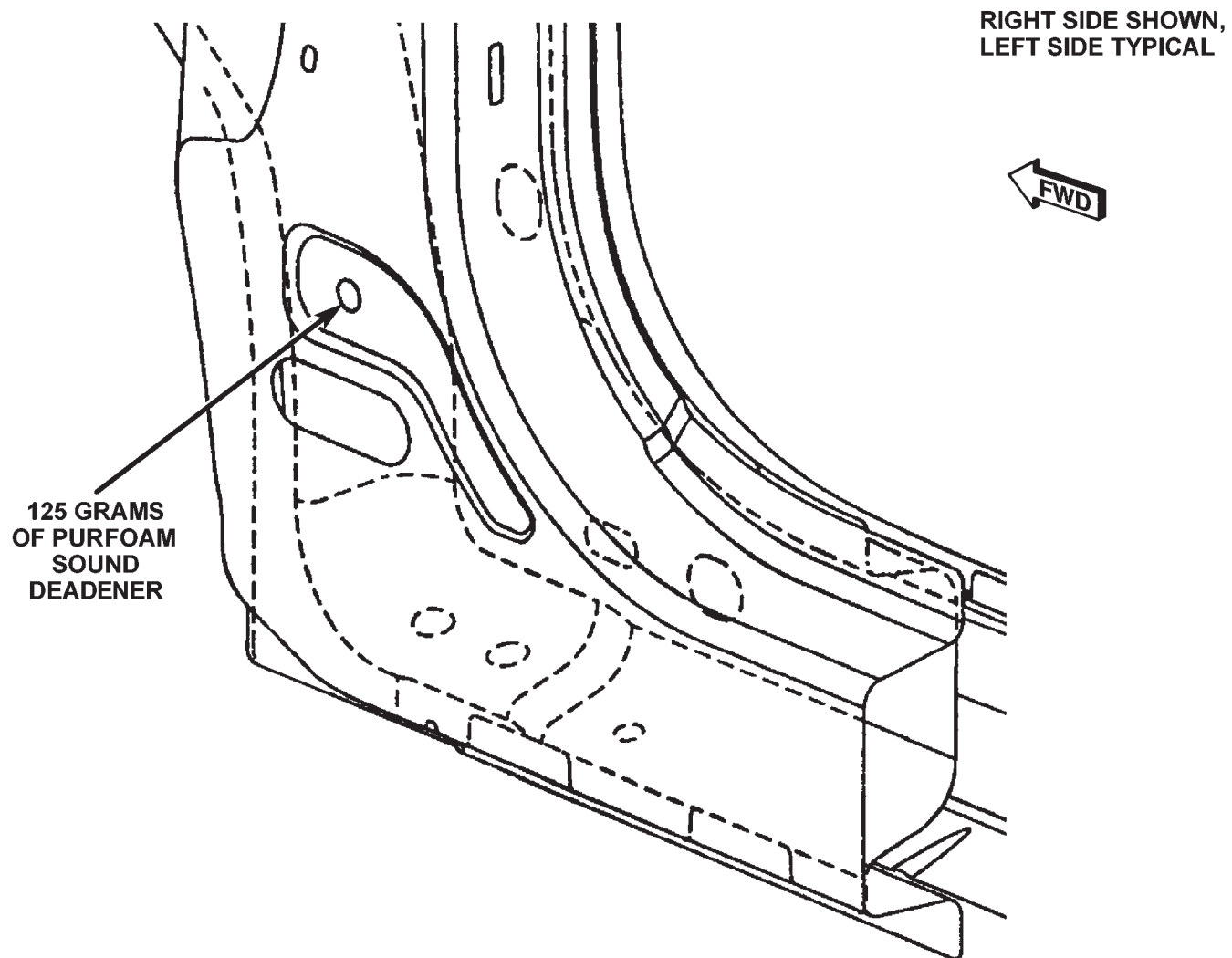


Figure 2. LOWER "A" PILLAR

[Back to Index](#)

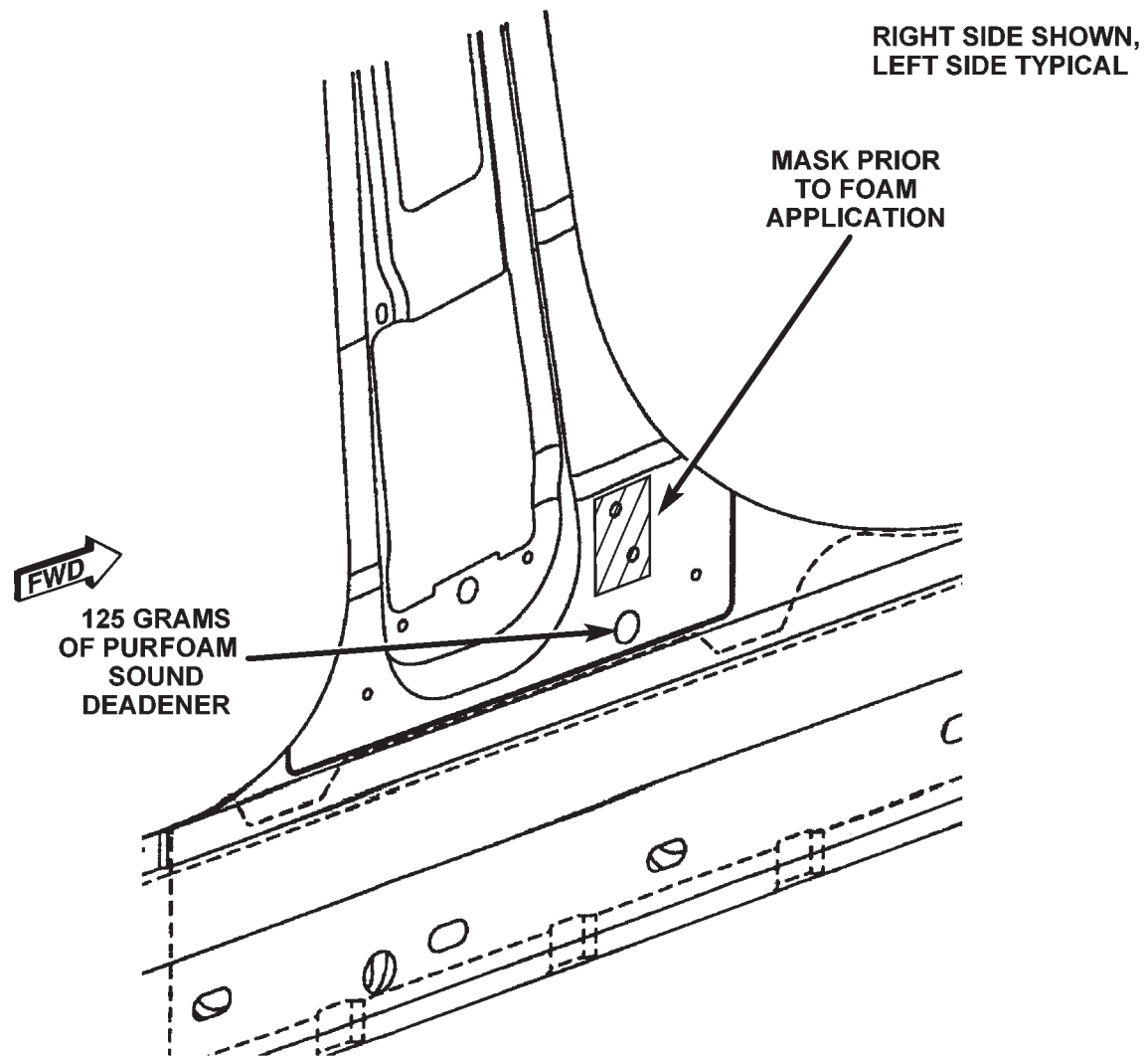


Figure 3. INNER "B" PILLAR

[Back to Index](#)

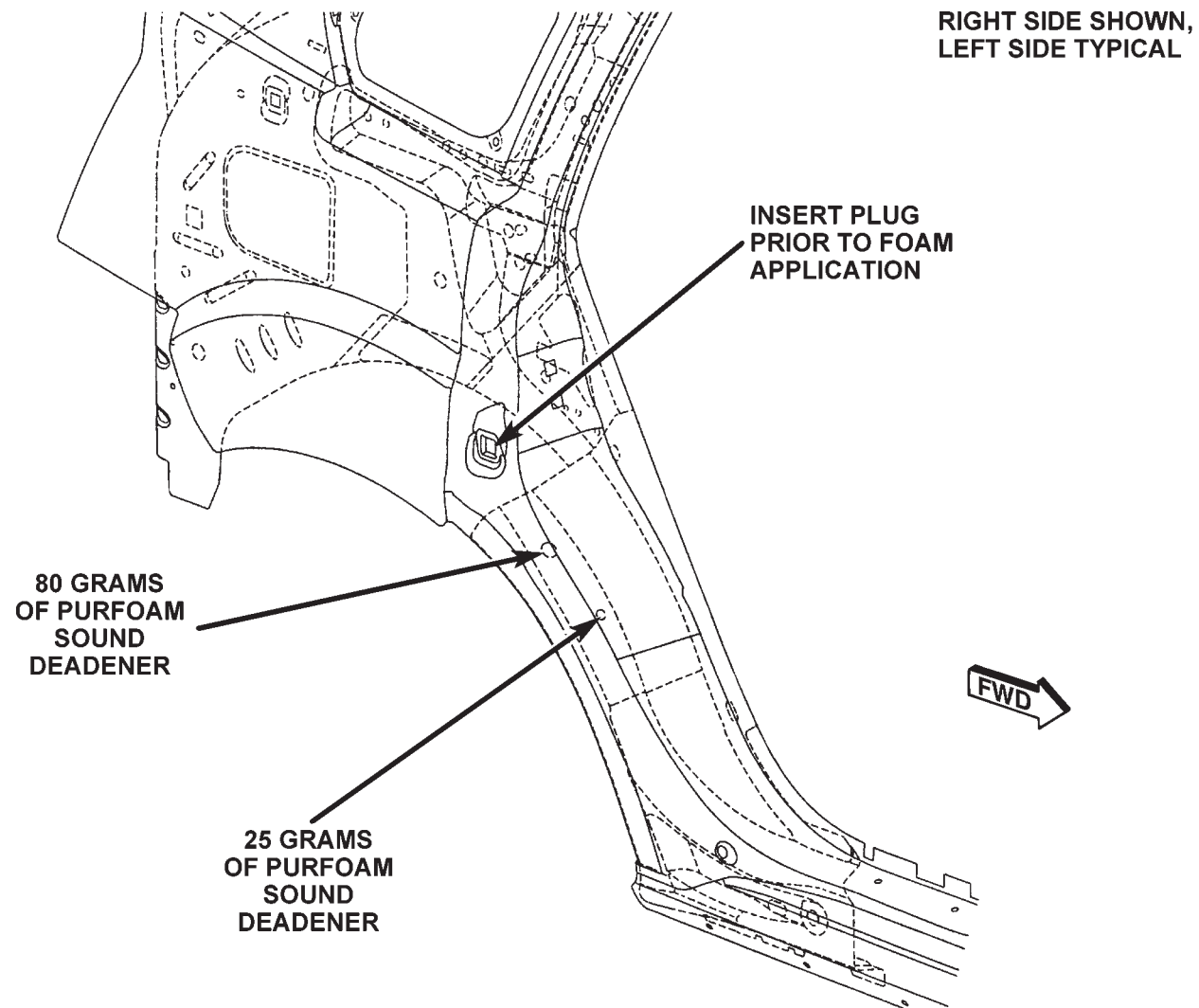


Figure 4. LOWER "C" PILLAR

[Back to Index](#)

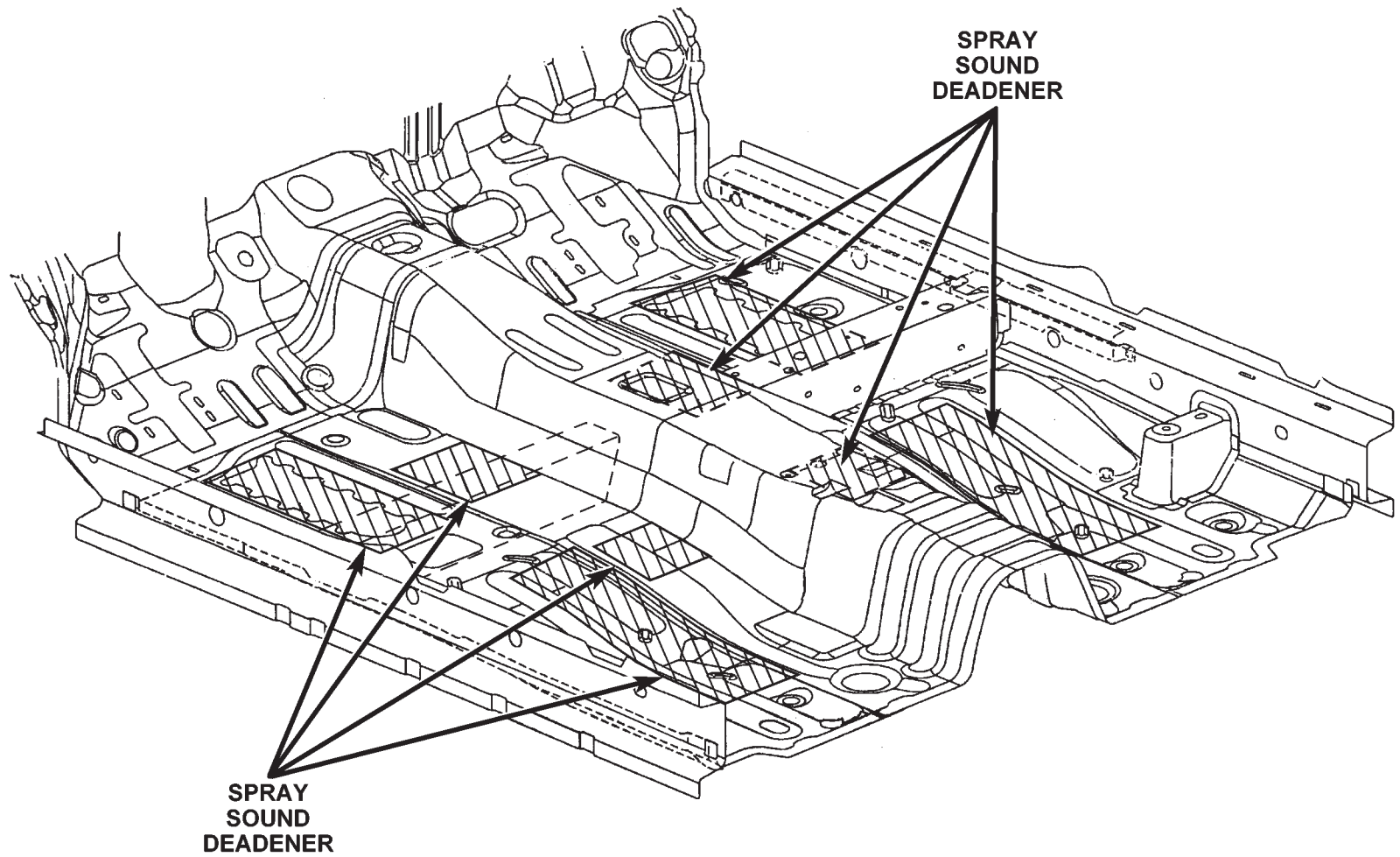


Figure 5. FRONT FLOOR PAN

[Back to Index](#)

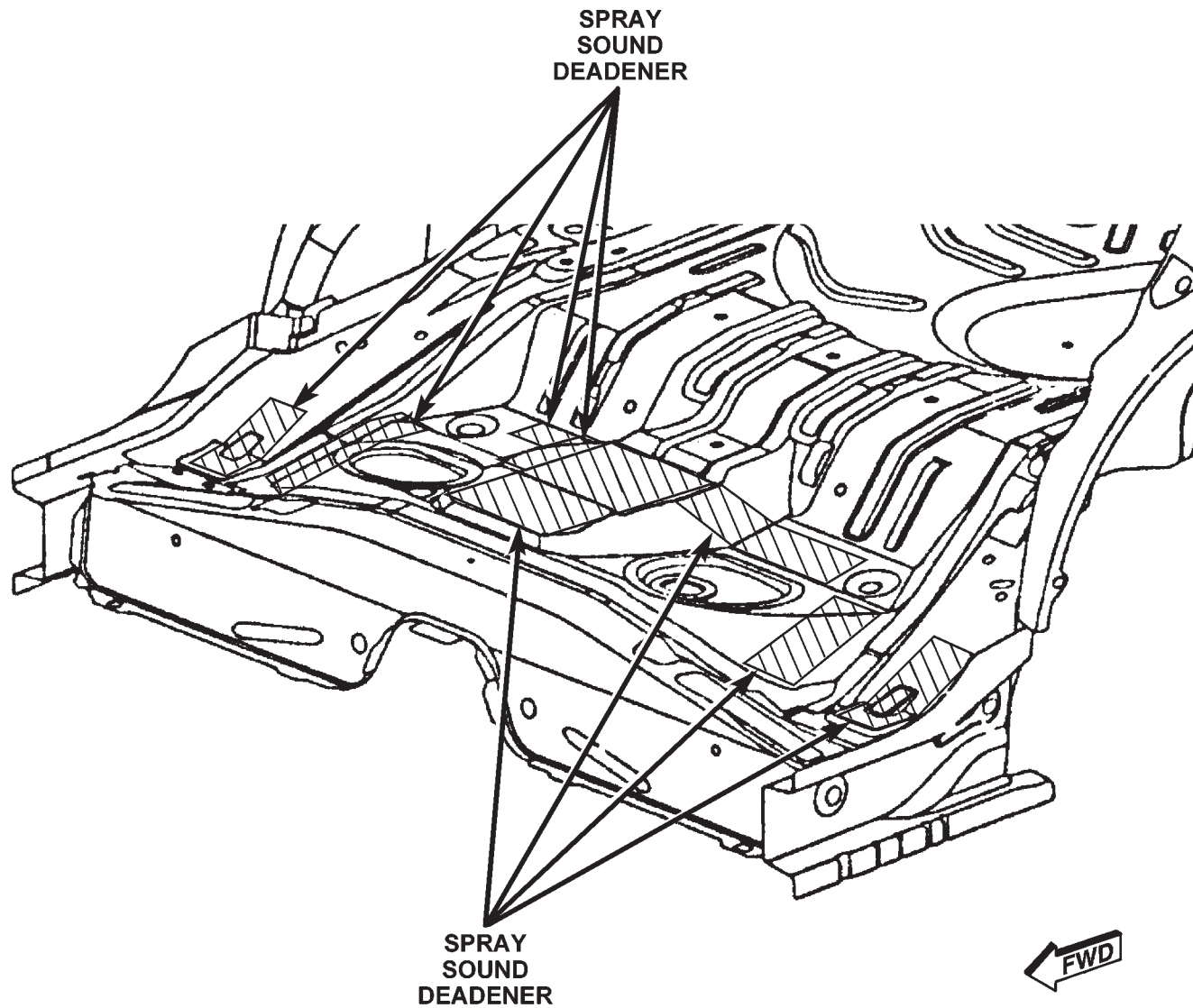


Figure 6. REAR FLOOR PAN

[Back to Index](#)

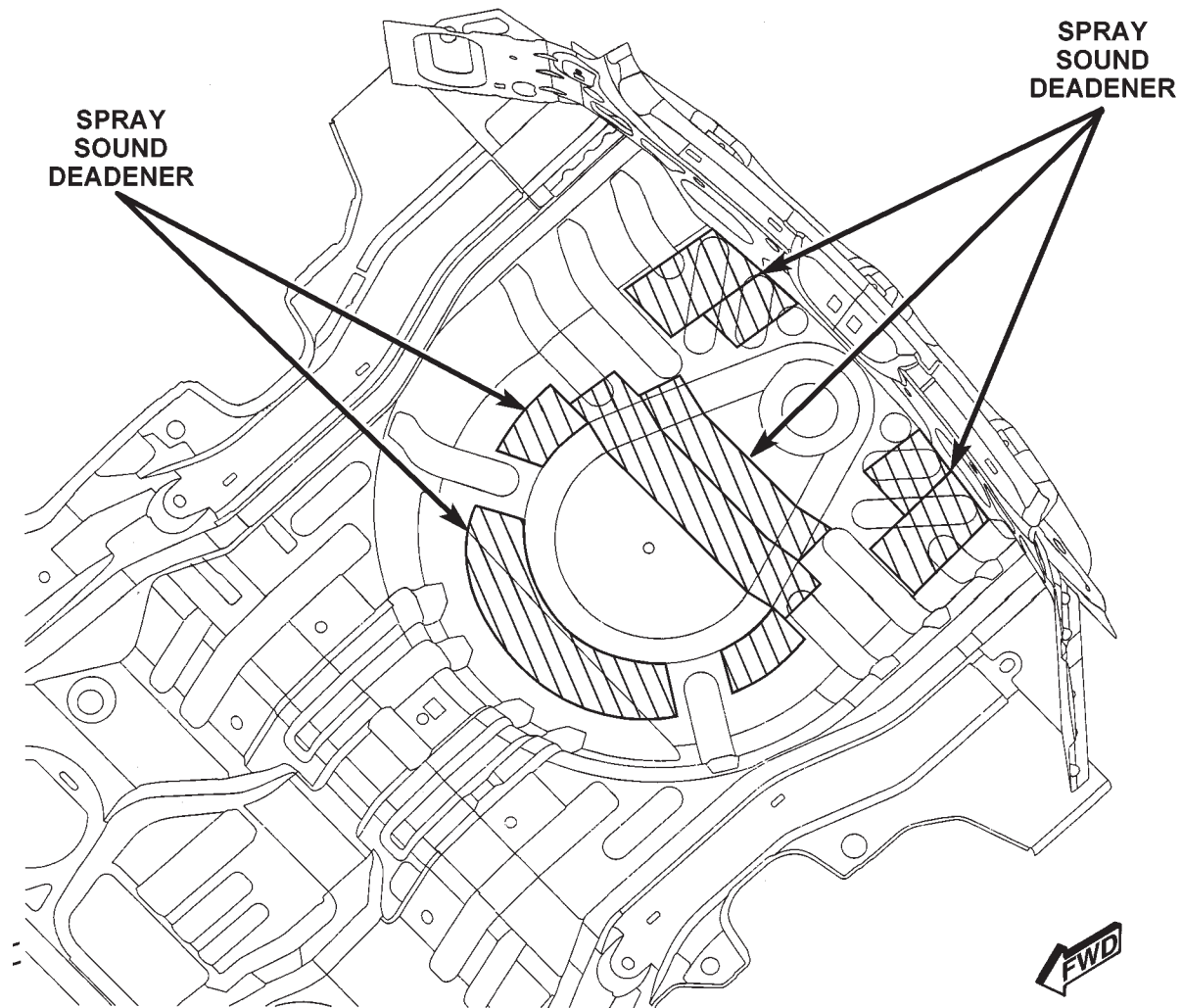


Figure 7. SPARE WHEEL WELL

[Back to Index](#)



DODGE CALIBER FRAME/BODY DIMENSIONS

[Back to Index](#)



FRAME DIMENSIONS

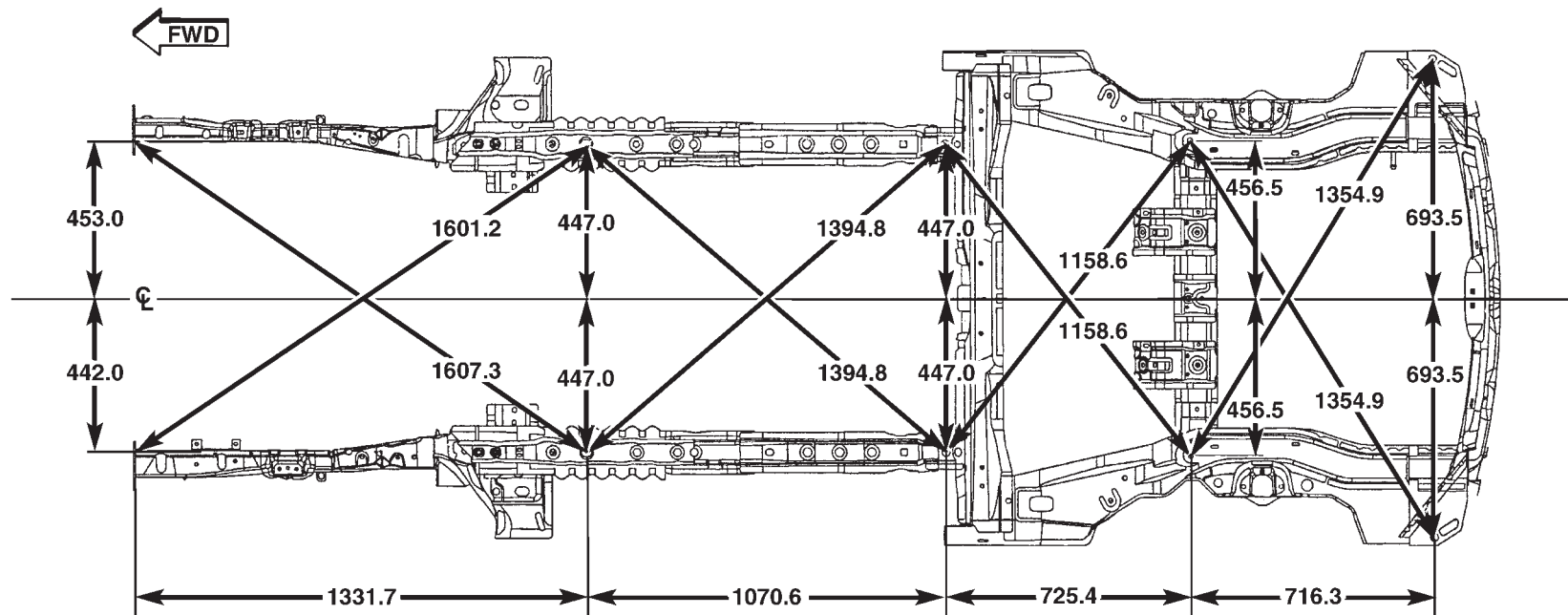
Frame dimensions are listed in metric scale. All dimensions are from center of Principal Locating Point (PLP), or from center to center of PLP and transfer location. Vertical dimensions can be taken from the work surface to the locations indicated.

INDEX

DESCRIPTION	FIGURE
FRAME DIMENSIONS (PLAN VIEW)	1
FRAME DIMENSIONS (SIDE VIEW)	2

[Back to Index](#)

FRAME/BODY DIMENSIONS



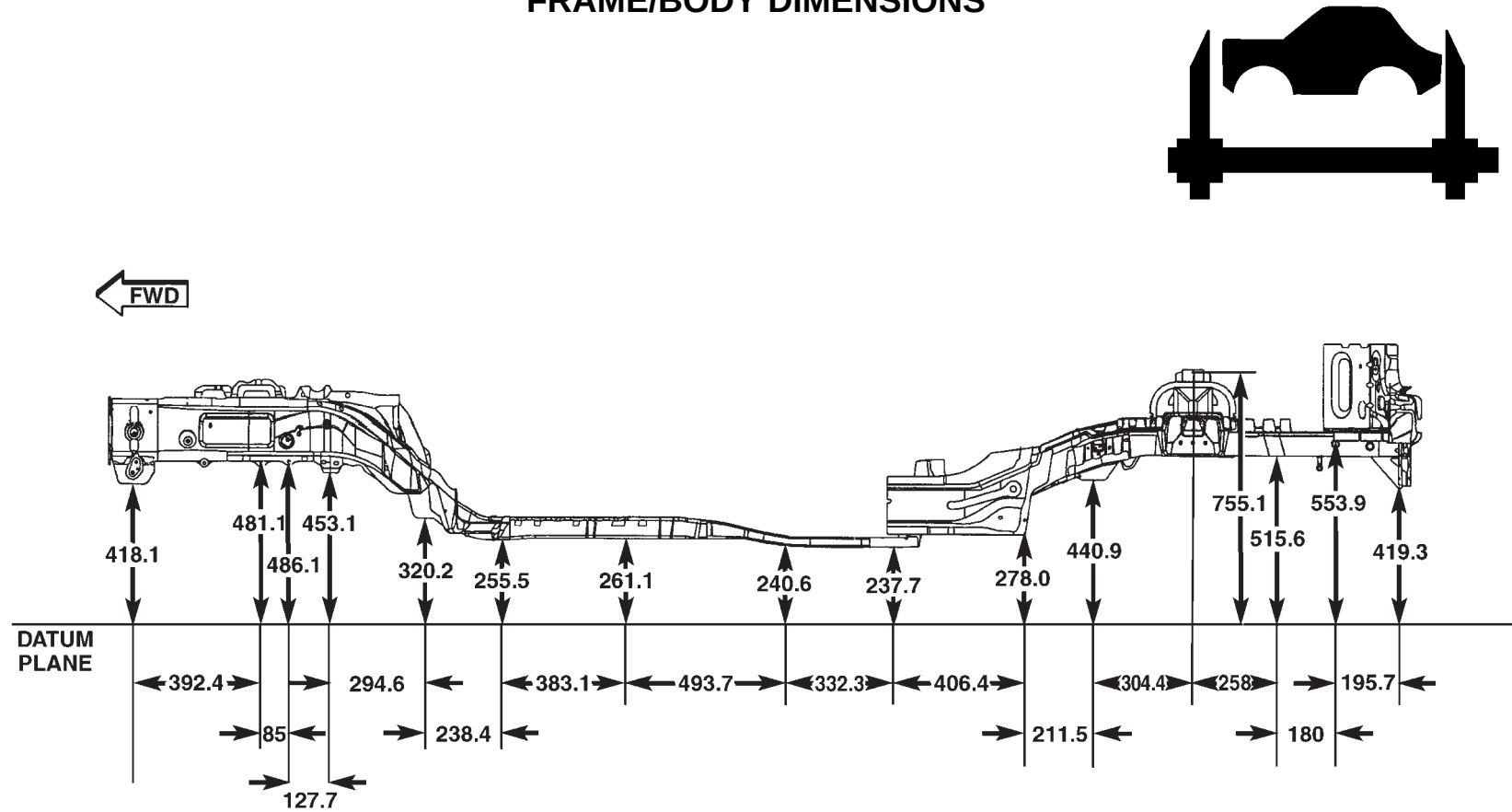
MEASUREMENTS ARE FROM
CENTER LINE TO HOLES (PLP's)

ALL DIMENSIONS ARE IN MILLIMETERS

Figure 1. FRAME DIMENSIONS (PLAN VIEW)

[Back to Index](#)

FRAME/BODY DIMENSIONS



NOTE: P215/55R18 BSW TIRE USED FOR DATUM PLANE

ALL DIMENSIONS ARE IN MILLIMETERS

Figure 2. FRAME DIMENSIONS (SIDE VIEW)

[Back to Index](#)



OPENING DIMENSIONS

DESCRIPTION	FIGURE
ENGINE BOX OPENING	1
WINDSHIELD OPENING	2
FRONT DOOR OPENING	3
REAR DOOR OPENING	4
QUARTER WINDOW OPENING	5
LIFTGATE OPENING	6

[Back to Index](#)

FRAME/BODY DIMENSIONS

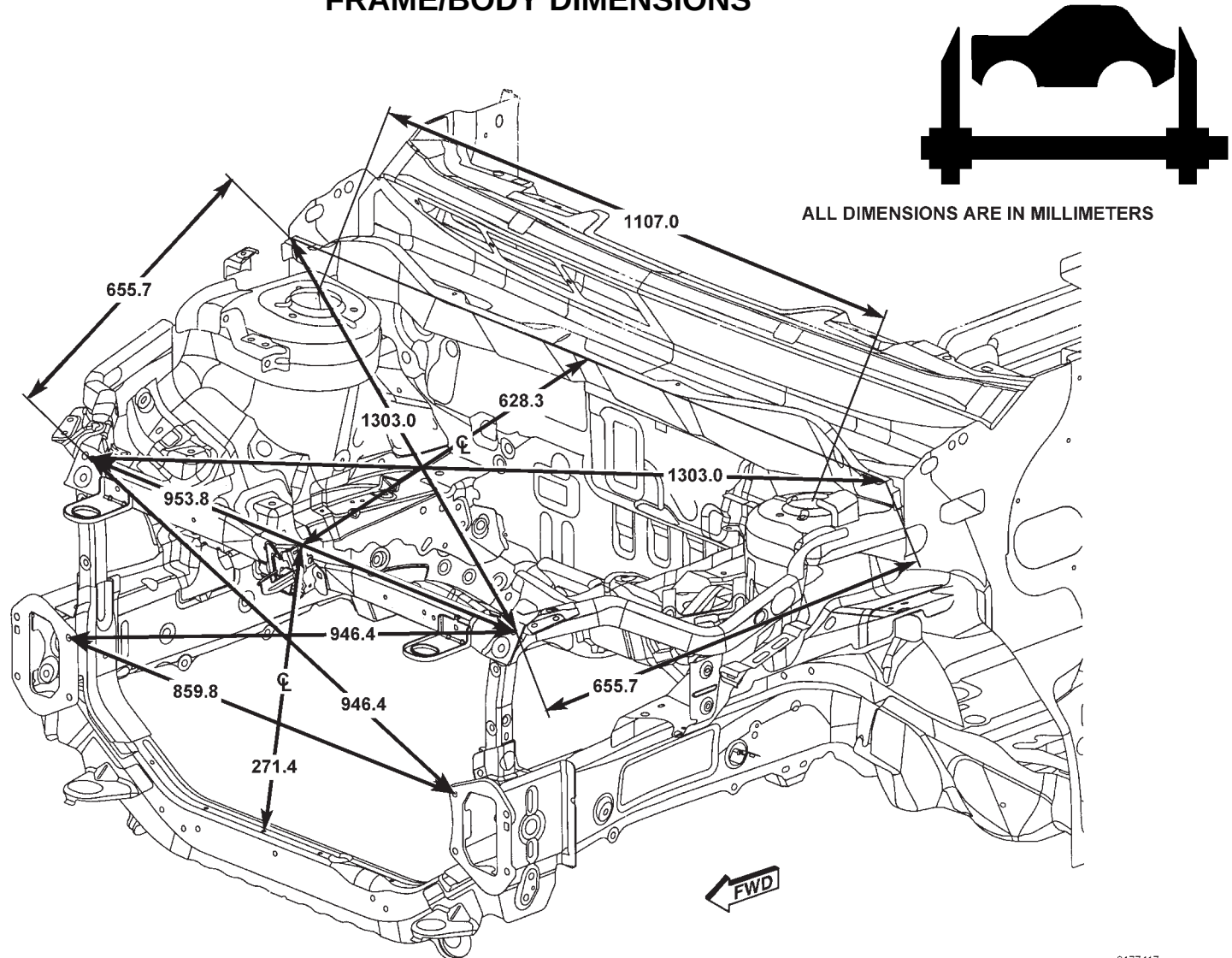


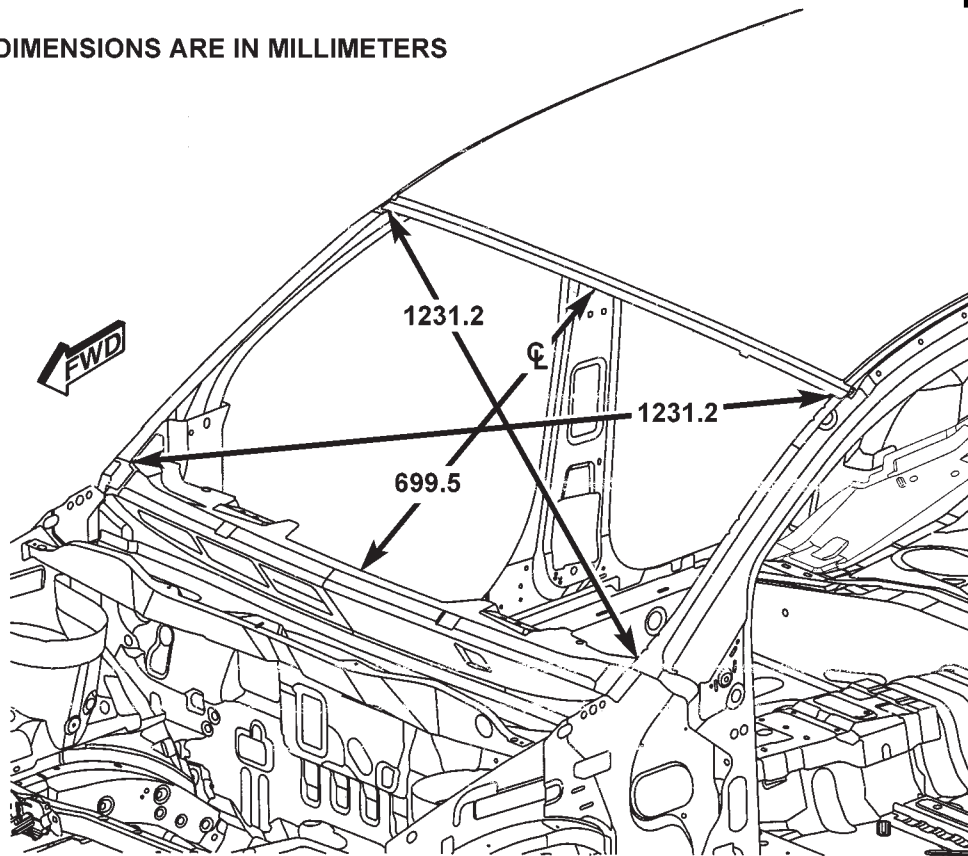
Figure 1. ENGINE BOX OPENING

[Back to Index](#)

FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

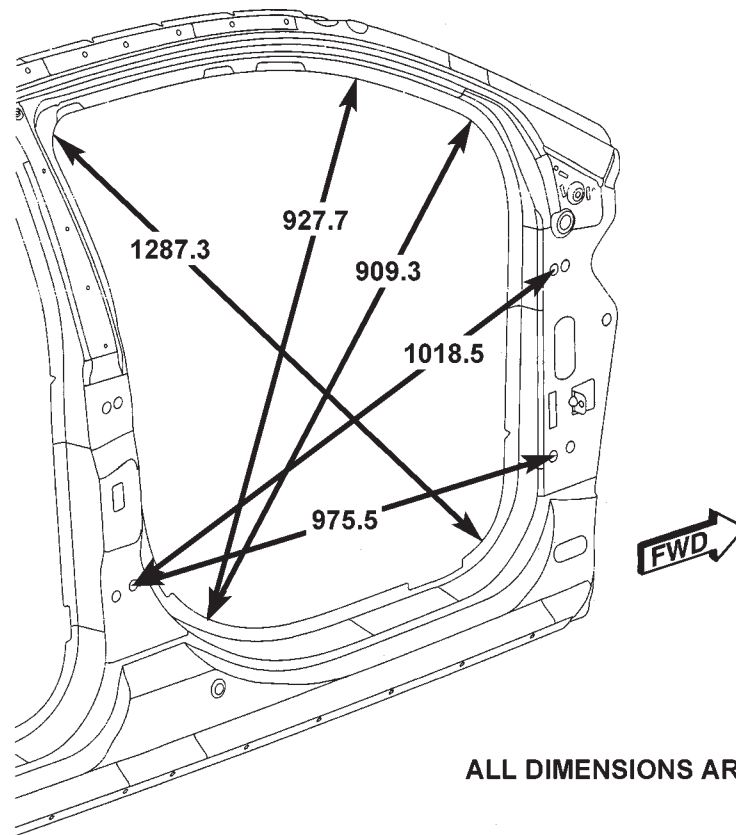


817742be

Figure 2. WINDSHIELD OPENING

[Back to Index](#)

FRAME/BODY DIMENSIONS



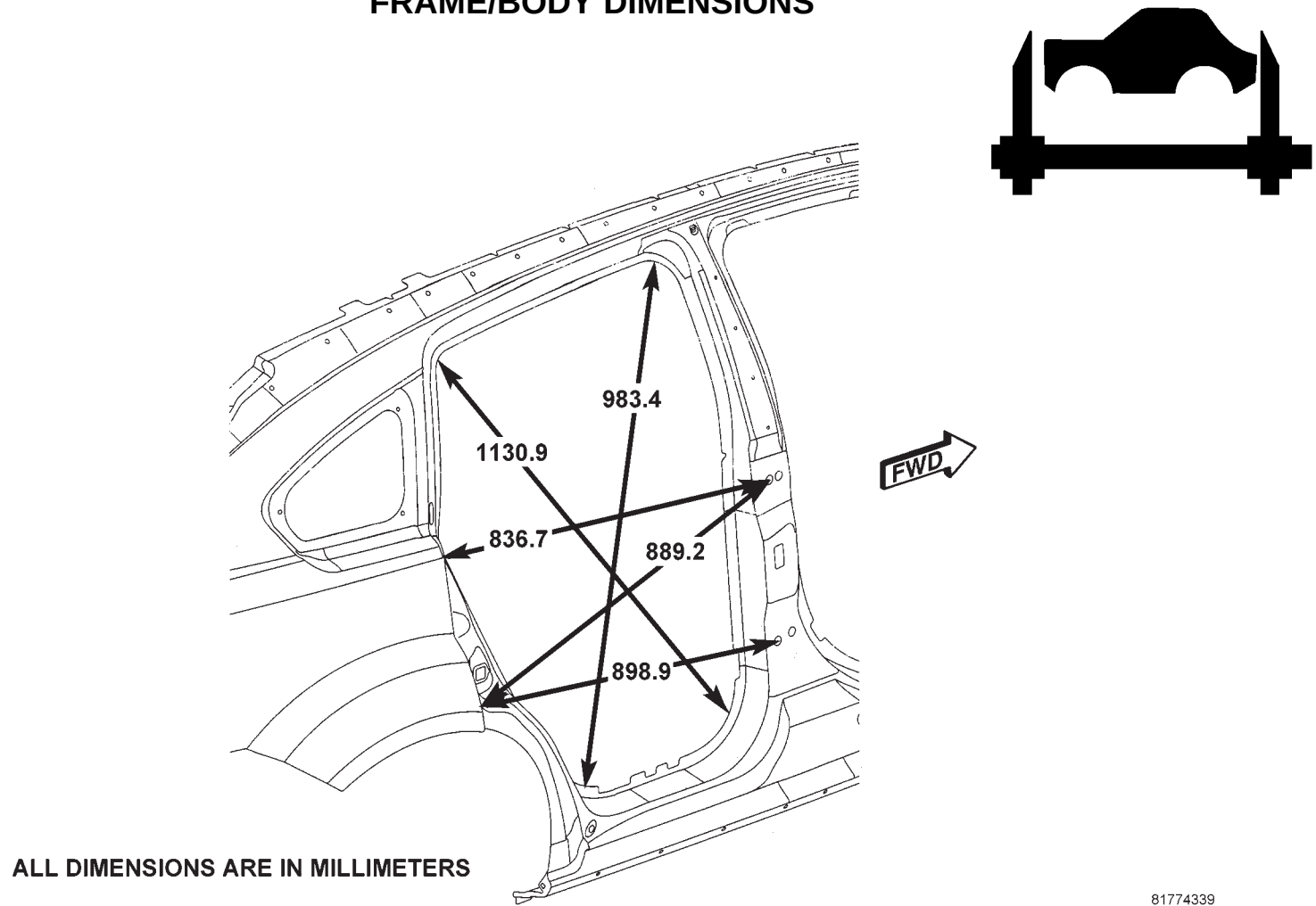
ALL DIMENSIONS ARE IN MILLIMETERS

81774319

Figure 3. FRONT DOOR OPENING

[Back to Index](#)

FRAME/BODY DIMENSIONS



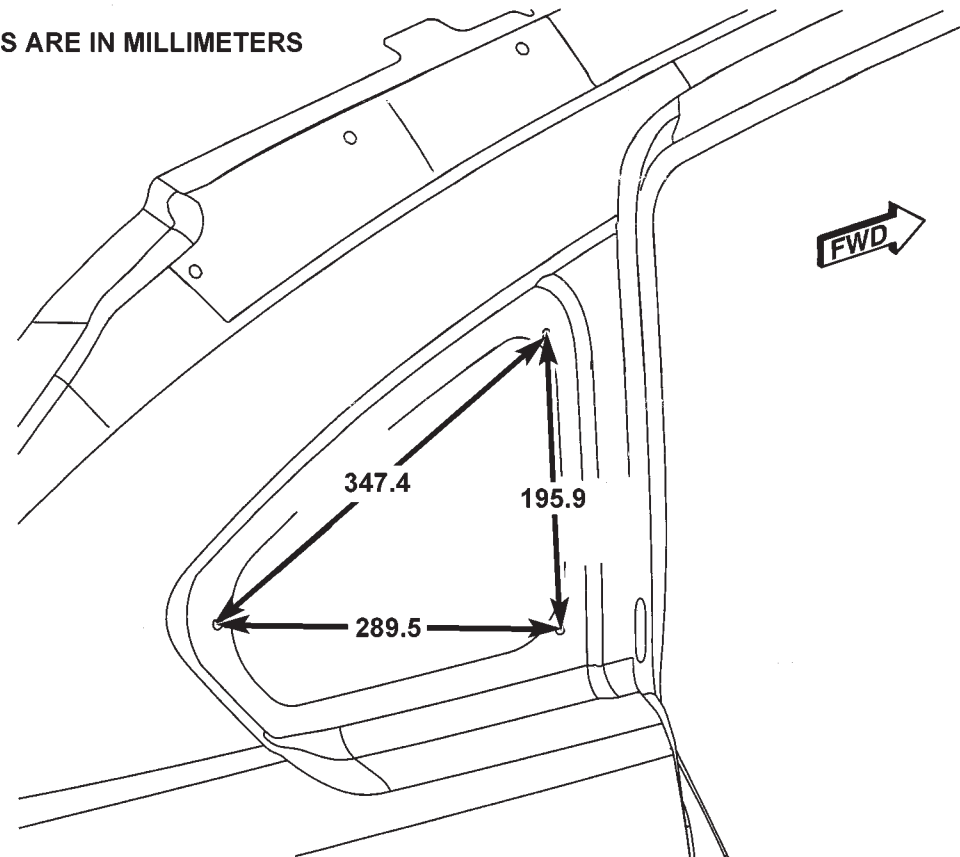
81774339

Figure 4. REAR DOOR OPENING

[Back to Index](#)

FRAME/BODY DIMENSIONS

ALL DIMENSIONS ARE IN MILLIMETERS

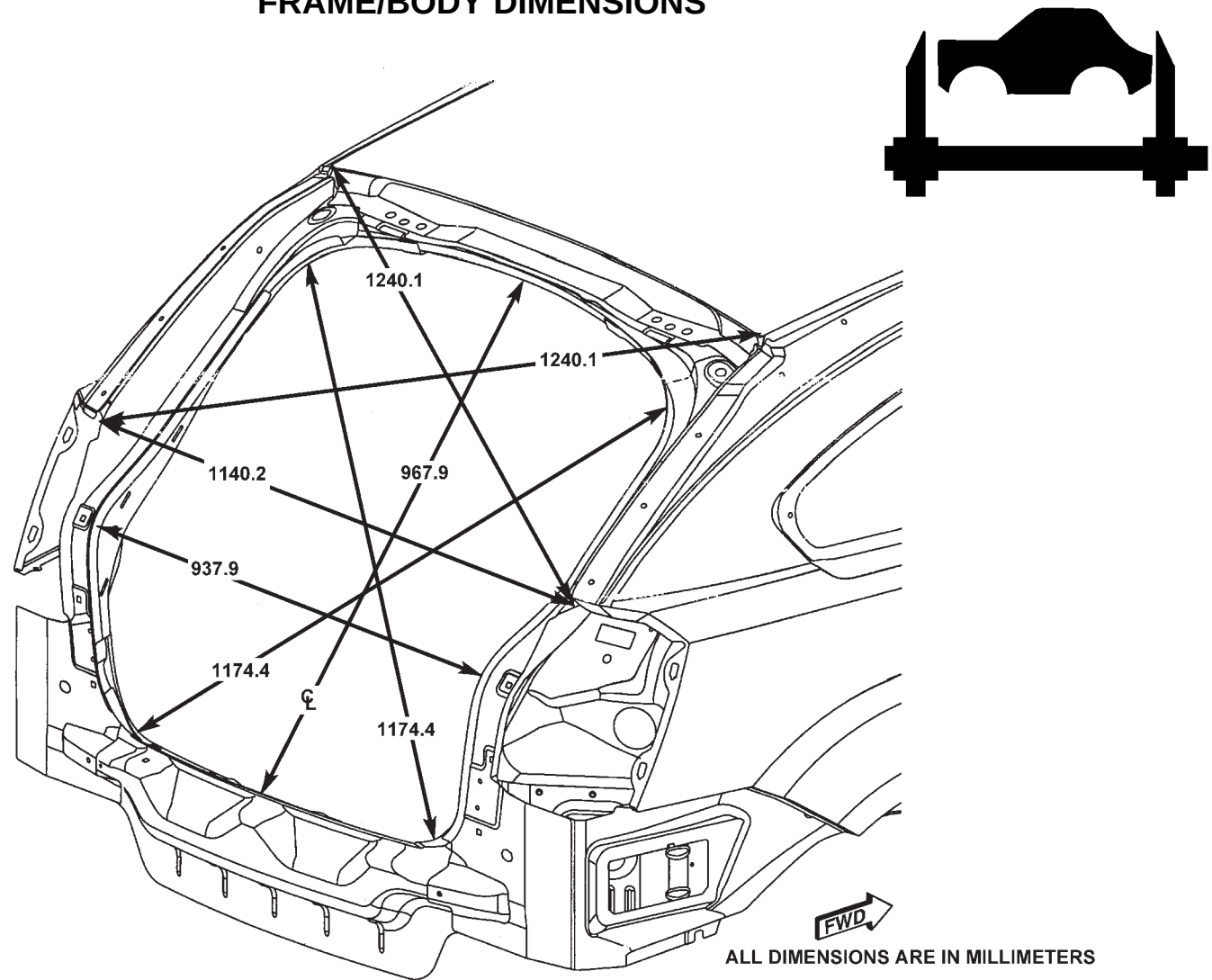


817743cf

Figure 5. QUARTER WINDOW OPENING

[Back to Index](#)

FRAME/BODY DIMENSIONS

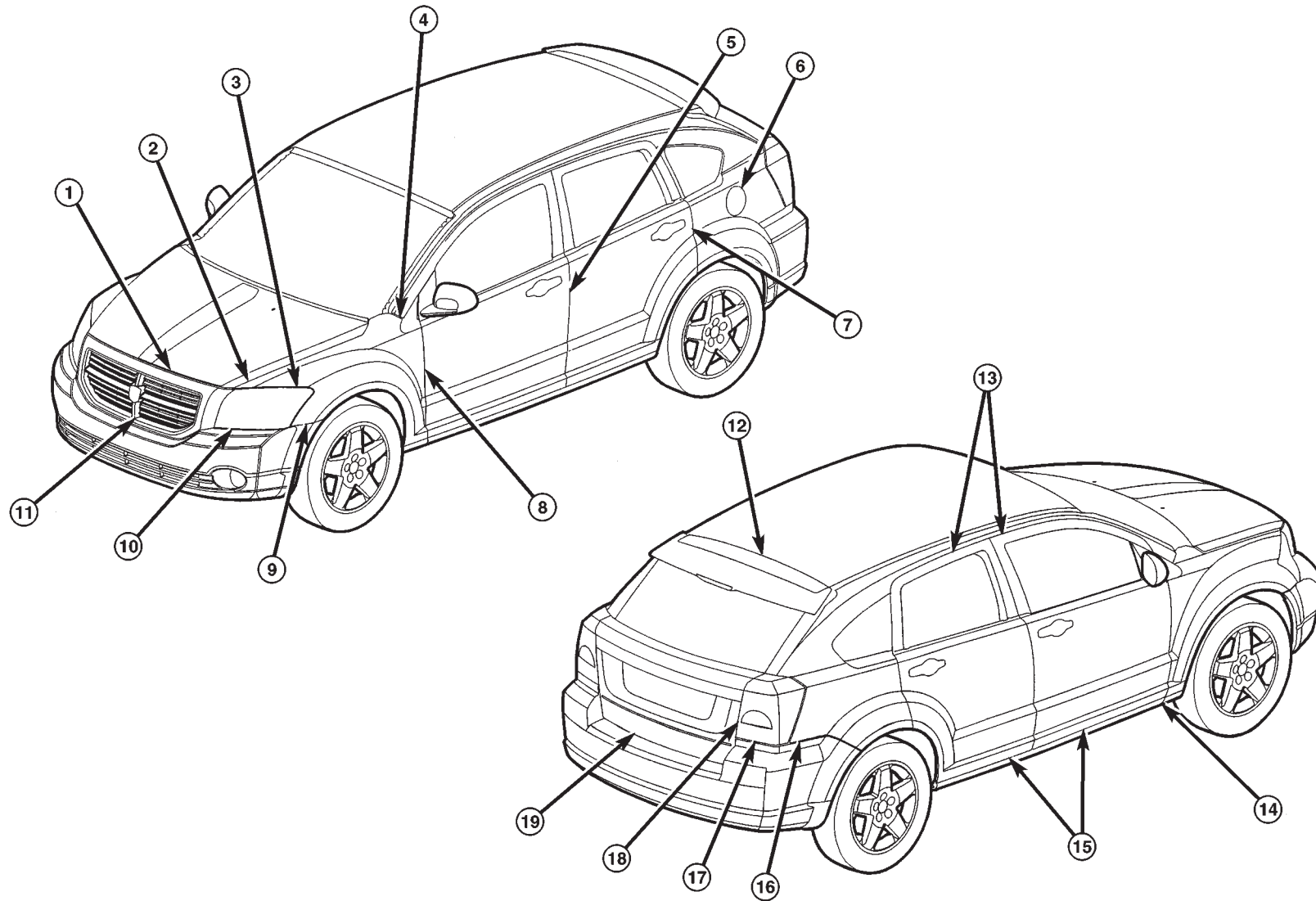


81774466

Figure 6. LIFTGATE OPENING

[Back to Index](#)

GAP AND FLUSH DIMENSIONS



[Back to Index](#)

GAP AND FLUSH

DIMENSION	DESCRIPTION	GAP	FLUSH
1	Fascia to Hood	5.0 +/- 1.5 Parallel within 2.0	Fascia U/F 2.4 @ Y = 0 U/F 2.7 @ Y = 300 & 4.75 +/- 1.5 within 2.0
2	Fender to Hood	5.0 +/- 1.2 Parallel within 1.5	Fender U/F U/D 1.0 and C/C 1.4 +/- 1.5
3	Headlamp to Fender	2.0 +/- 1.7 Parallel within 2.0	Headlamp U/F 1.0 +/- 2.0 C within 2.0
4	"A" Pillar to Fender	3.0 +/- 1.0 Parallel within 1.5	+/- 1.5 C within 1.5
5	Front Door to Rear Door	4.5 +/- 1.2 Parallel within 1.5	Flush above belt and Front Door O/F 1.0 C within 2.0 Below belt 1.5
6	Fuel Filler Door to Body Side	3.0 +/- 0.8 Parallel within 0.75	Fuel Door U/F 0.5 +/- 0.75 C within 1.0
7	Rear Door to Body Side	4.5 +/- 1.2 Parallel within 1.2	1.0 C within 1.5
8	Fender to Front Door	4.5 +/- 1.0 Parallel within 1.0	Fender O/F 1.0 +/- 1.0 C within 1.0
9	Fascia to Fender	Net +/- 1.0	Fascia U/F 1.0 +/- 1.0 C within 1.5
10	Headlamp to Fascia	C/C 2.0 +/- 2.0 U/D Net to 4.5 Nom = 2.5 Parallel within 2.5	-
11	Grille to Fascia	U/D Net +/- 1.0	Grille U/F 3.0 +/- 1.0
12	Liftgate to Roof	6.0 +/- 1.5 Parallel within 2.0	Liftgate U/F 1.0 +/- 1.2 C within 2.0
13	Body Side to Door Header	4.5 +/- 1.2 Parallel within 1.2	Body Side O/F 1.9 +/- 1.2 C within 1.5
14	Fender to Sill	4.5 +/- 1.2	Fender O/F 1.0 +/- 1.0
15	Sill to Doors	6.0 +/- 1.5 Parallel within 2.0	Sill O/F 2.8 +/- 2.0 C within 2.0
16	Fascia to Body Side	Net to 1.0	Fascia U/F 1.0 +/- 1.0 C within 1.5
17	Tail Lamp to Fascia	Net to 3.0 (Nom = 1.5)	+/- 2.0
18	Tail Lamp to Liftgate	4.0 +/- 2.0	Tail Lamp O/F 1.0 +/- 2.0
19	Fascia to Liftgate	U/D 6.0 +/- 2.0 Parallel within 2.0 C/C 4.0 +/- 2.0	Fascia O/F 1.0 +/- 1.7

2007 PM49

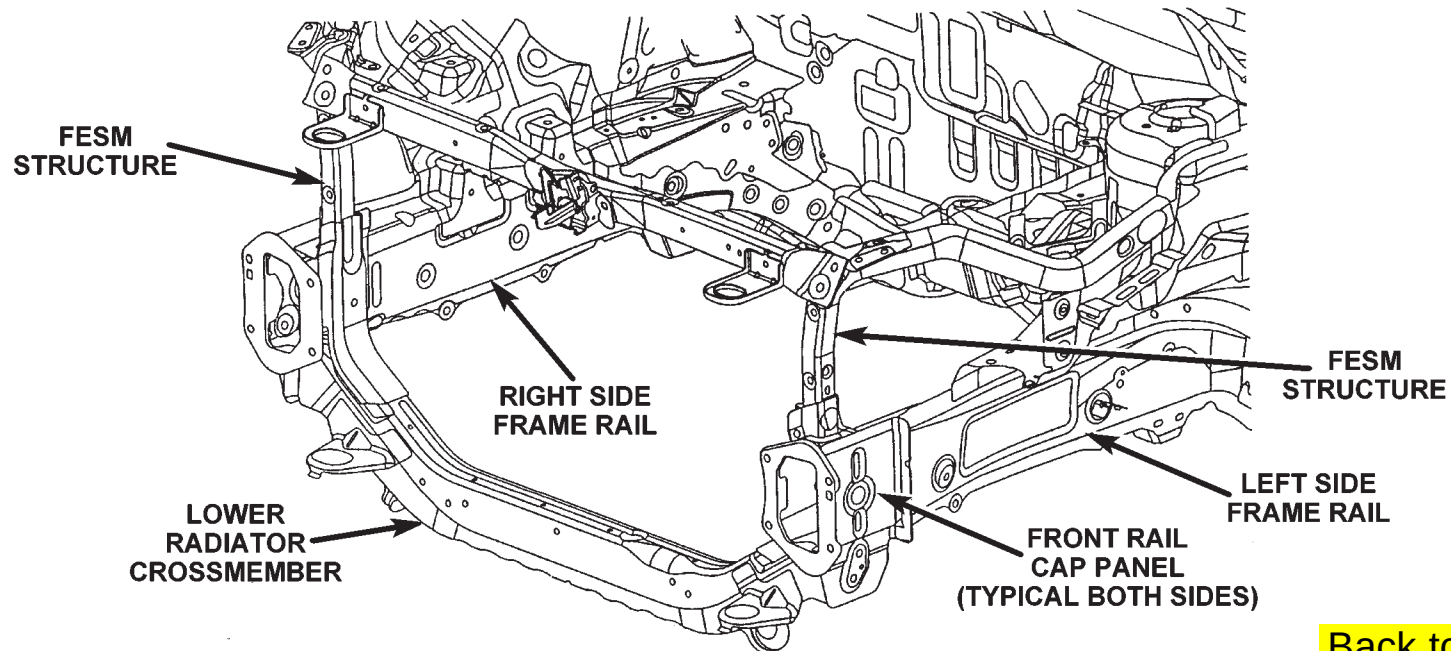
NOTE:

All measurements are in millimeters. O/F = Over Flush U/F = Under Flush

[Back to Index](#)

DODGE CALIBER FRONT FRAME RAIL SECTIONING PROCEDURE

1. With vehicle mounted to appropriate pulling and 3-dimensional measuring equipment, complete the following procedure paying particular attention to body dimensions while fitting and welding panels.
2. Remove bumper components, cooling module, headlamp, and all other components for clear access to repair area.
3. Remove front rail cap panel on damaged rail.
4. Remove welds holding lower radiator crossmember to damaged rail (if crossmember is damaged, remove completely).
5. Remove welds holding FESM structure to rail (if damaged, remove complete assembly).

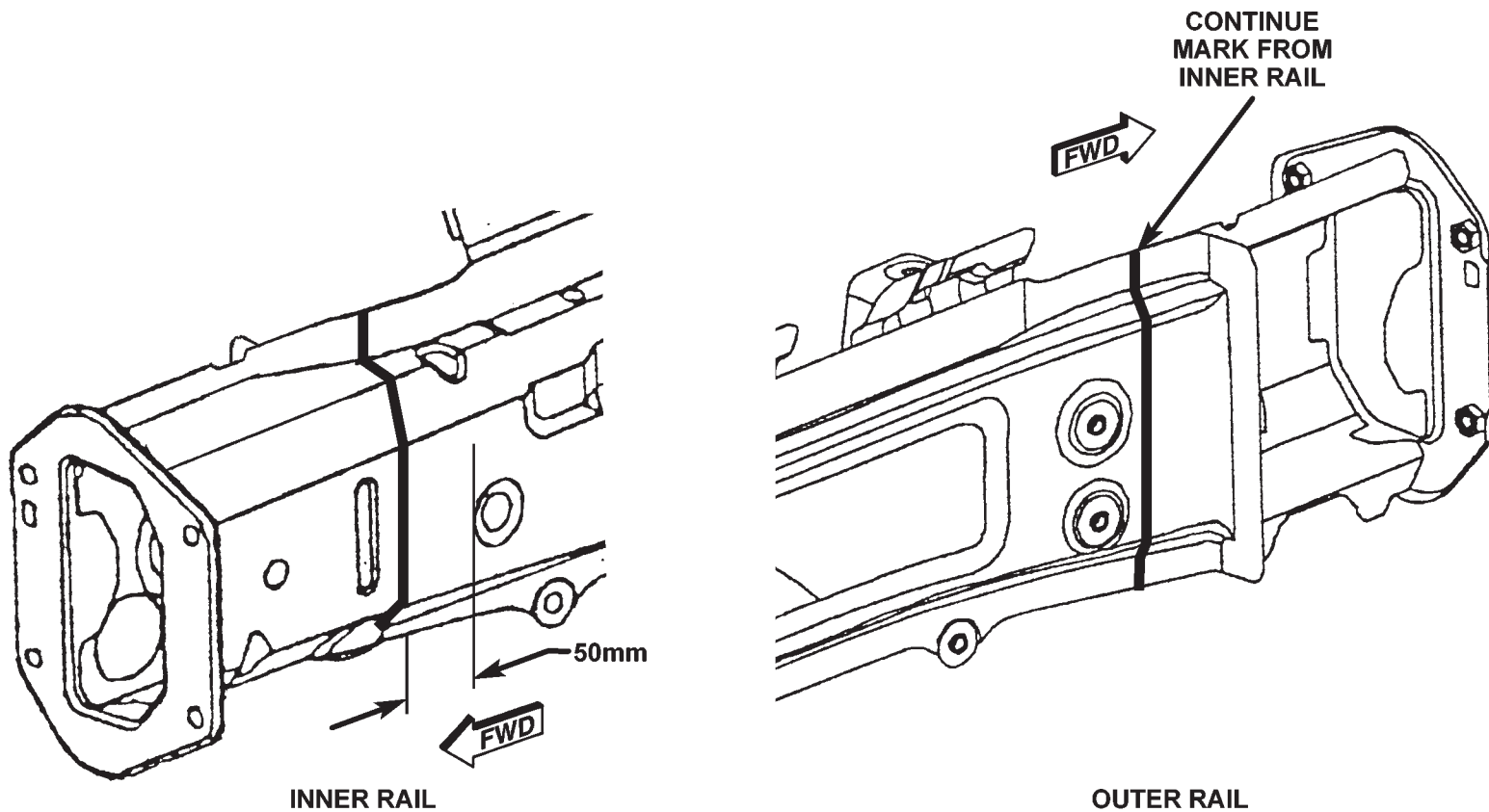


[Back to Index](#)

6. Mark existing rail as follows:

a. Right side

- i. On inner rail, mark at 50mm forward of the leading edge of flanged hole in rail.
- ii. On outer rail, continue mark from inner rail.

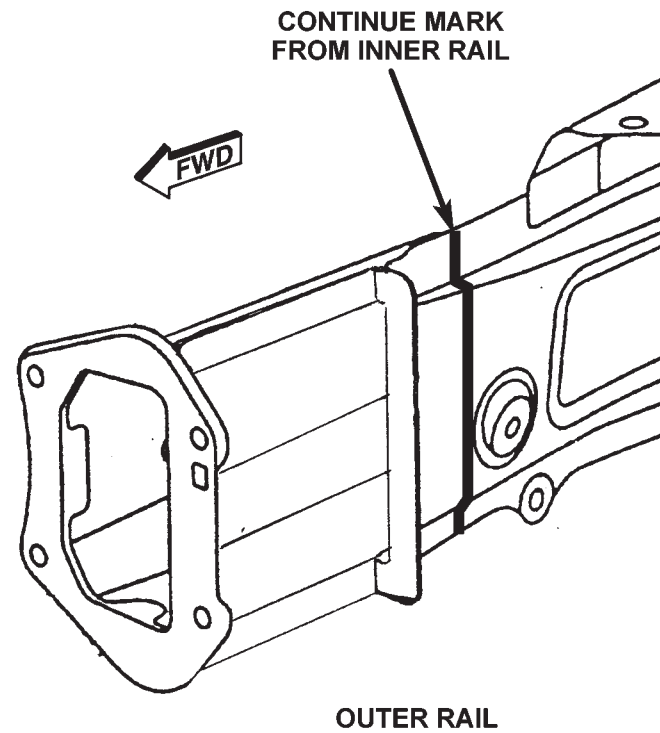
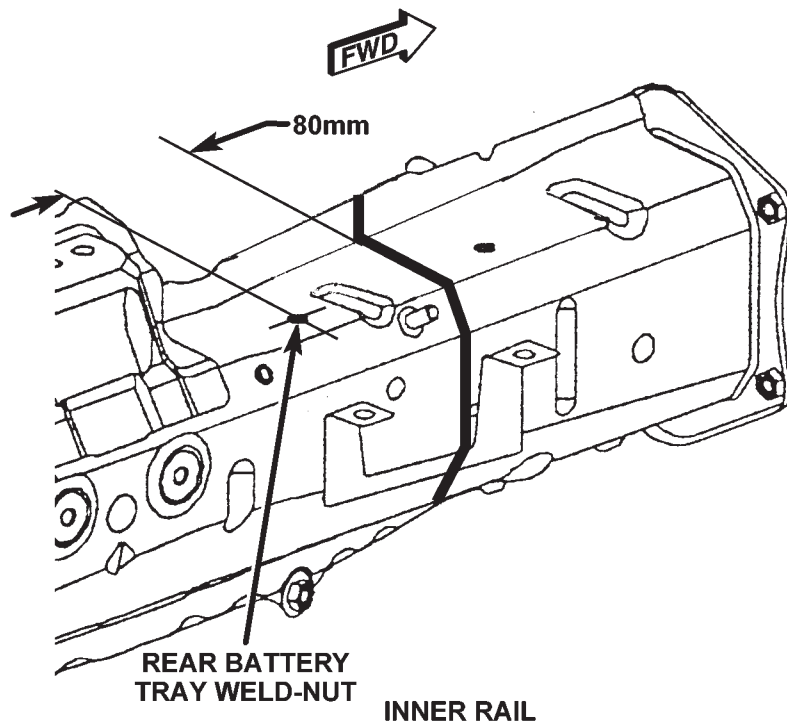


RIGHT SIDE ONLY

[Back to Index](#)

b. Left side

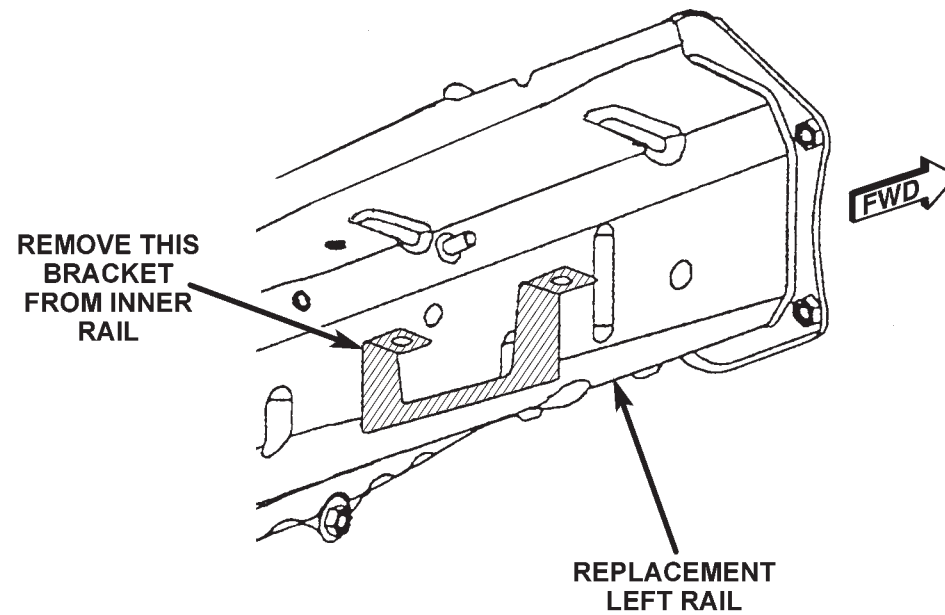
- i. On inner rail, mark at 80mm forward of centerline of rear battery tray weld-nut (located on top of rail).
- ii. On outer rail, continue mark from inner rail.



LEFT SIDE ONLY

[Back to Index](#)

7. Mark replacement part in same location.
8. On left rail, remove bracket located on inner rail.



[Back to Index](#)

9. Using a cut-off wheel, reciprocating saw, or equivalent:

a. Cut all existing parts on the forward side of the scribe line using care not to damage the material that will not be removed.

i. Right rail section location:

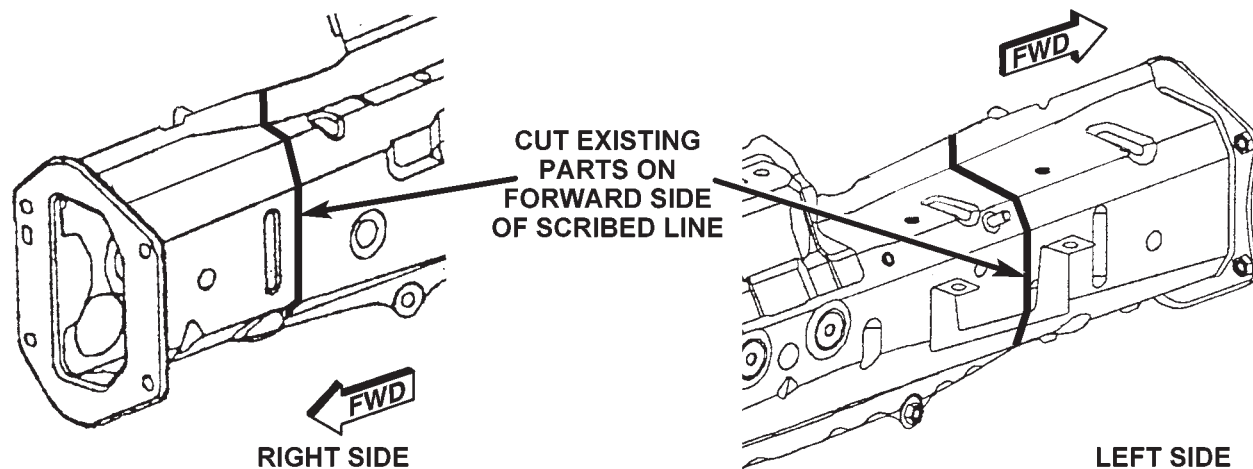
When installation of new tip is complete, there is a 6mm hole on the inner rail at the forward edge of the section joint which may need to be recreated or restored.

ii. Left rail section location:

When installation of new tip is complete, there is a 10mm hole in bottom horizontal surface of rail which may need to be restored.

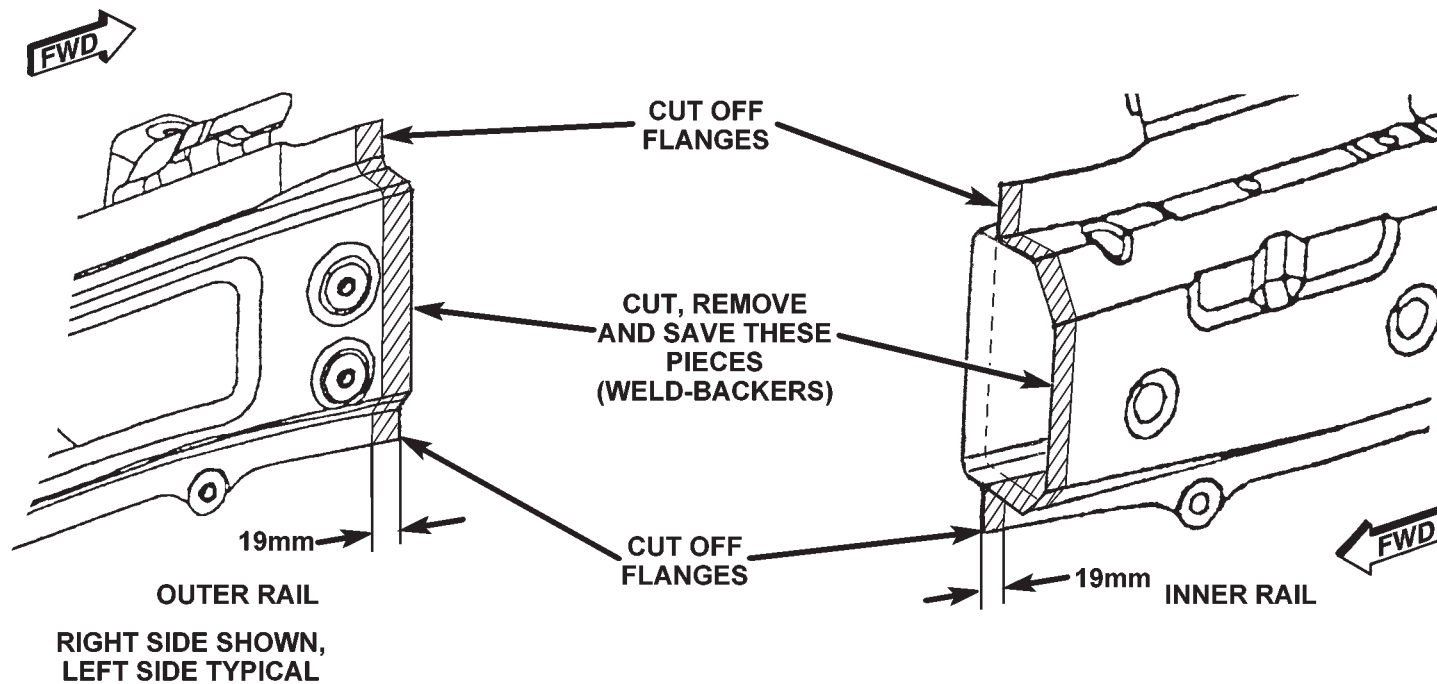
b. Cut all replacement parts on the rearward side of the scribe line again using care not to make any additional damage but do not discard any material yet.

10. Clean all sharp edges and create a slight taper for weld purposes.



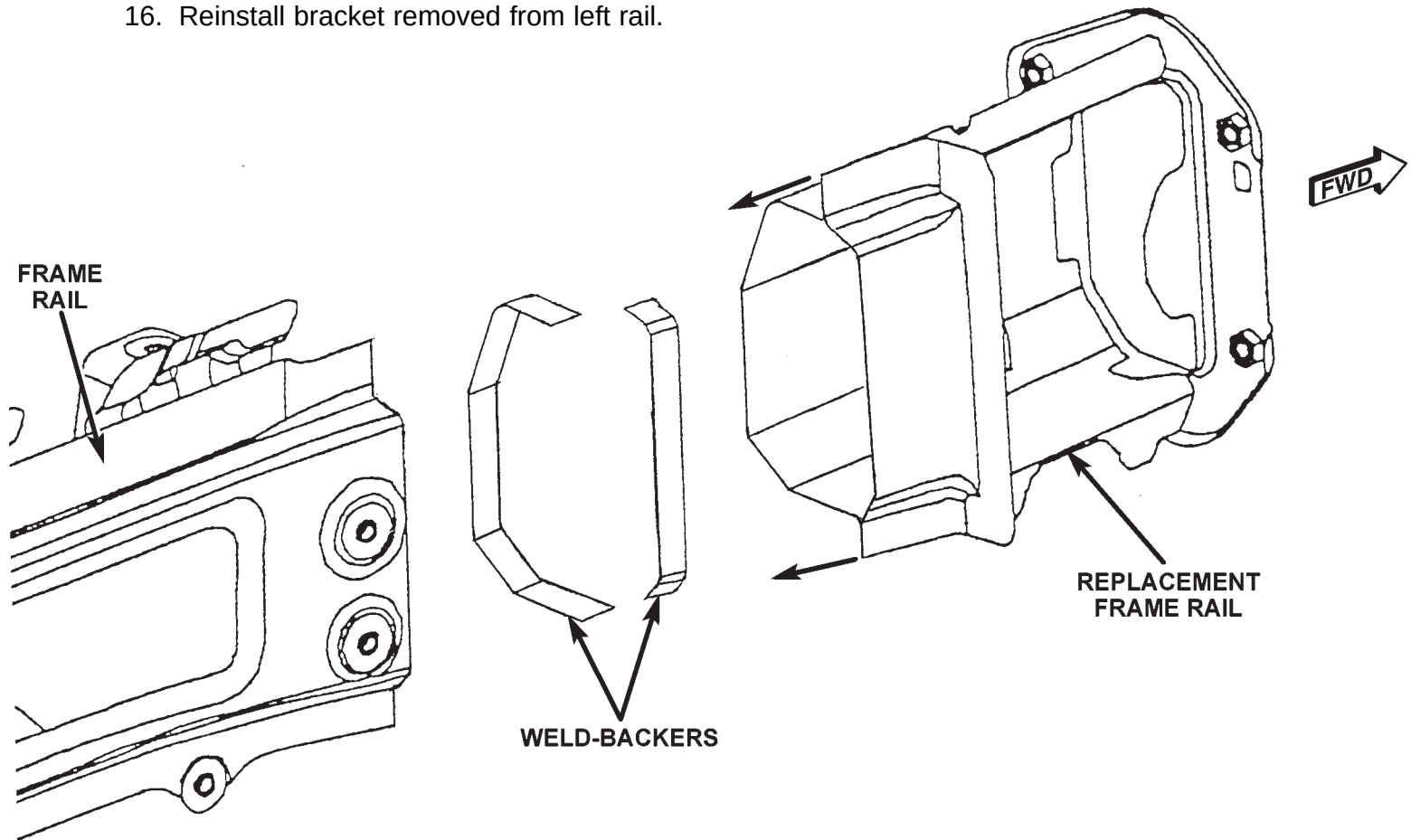
[Back to Index](#)

11. From the remaining replacement part, cut a 19mm strip from both the inner and outer rail. Clip off the weld flanges, top and bottom, and dress edges. These pieces will be the weld-backer.
12. Prepare welding equipment per the weld chart at the end of procedure.
13. Install the weld-backers into the frame rail, centering them on cut edge. Clamp and tack the weld in position when proper fit is confirmed.



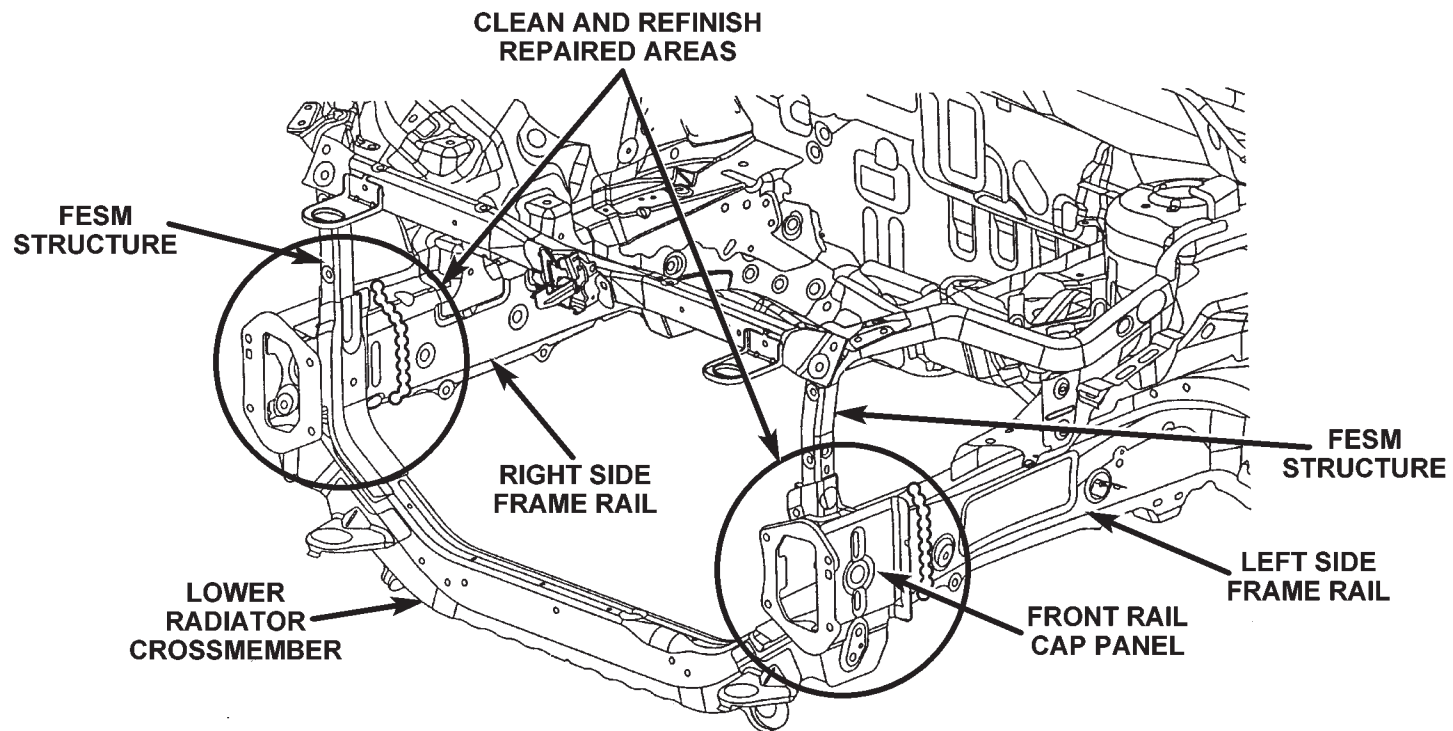
[Back to Index](#)

14. Weld using a skip-stitch method until the full length of the joint is completed on both the inner and outer rail. To avoid excessive heat buildup, move between inner and outer rail during welding.
15. Dress welds without removing any base material paying particular attention to the mounting surface of the outer rail.
16. Reinstall bracket removed from left rail.



[Back to Index](#)

17. Either install new or reposition the lower radiator crossmember and FESM structure and clamp in place and weld.
18. Install new front rail cap panel.
19. Clean all repaired areas and apply appropriate refinish and corrosion protection materials.



[Back to Index](#)

INNER RAIL TO OUTER RAIL PM49, MK49 AND MK74

WELD PROCESS

CAUTION: All welds should conform to Daimler Chrysler vehicle engineering process standard "PS 9472".

WELDING PROCESS	*FLUX CORED ARC		GAS METAL (MIG) ARC	SHIELDED METAL ARC (STICK)
Material Thickness	1.80mm to 1.80mm	1.80mm to 1.80mm	1.80mm to 1.80mm	1.80mm to 1.80mm
Electrode Type	Lincoln Electric Product No. NP-211 MP	Lincoln Electric Co. Product No: NR-211 MP (Do not Substitute)	AWS ER70S-3 (Do not Substitute)	AWS E 7018
Electrode Size Inches	.035 Tubular	.045 Tubular	.035 Solid	3/32
Electrode Stick Out	3/8"	3/8" - 1/2"	1/2" - 5/8"	N/A
Polarity	Electrode "-" Work Piece "+"	Electrode "-" Work Piece "+"	Electrode "+" Work Piece "-"	Electrode "+" Work Piece "-"
Shielding Gas	Self Shielded	Self Shielded	75% Ar 25%CO2	Self Shielded
Gas Flow Rate	N/A	N/A	25-35 CFH	N/A
Wire Feed Speed (inches per min.)	90-110 Vertical 60-70 Flat & Horizontal	110-130 Vertical Down 70-90 Flat & OH	245-250 Vertical Down 210-225 Flat & OH	N/A
Approx. Amperage Vertical Position Flat & Overhead	110-120 50-60	160-170 120-140	175 155	85 (3/32 Dia.) 90 (3/32 Dia.)
Voltage	15-16	15-18	19-20	
Direction of Welding Vertical Position Flat & Overhead Position	Vertical Down Hill (only) Flat - Push or Drag	Vertical Down Hill (only) Flat - Push or Drag	Vertical Down (only) Flat - Push or Drag	Vertical - Up (only) Flat - Drag

***First choice—*Flux Cored Arc Welding Process:** Butt joints - Vertical position welds - maintain end of electrode wire at leading edge of weld puddle while traveling down hill to produce maximum penetration into sleeve. This technique works for Gas Metal Arc (MIG) as well. Note: If MIG welding process is selected the galvanized coating must be removed from both sides of the material adjacent to the weld joint.

Back to Index

Additional Support and Technical Information



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[Back to Index](#)