

## BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Dodge Challenger:

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

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

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

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

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

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**

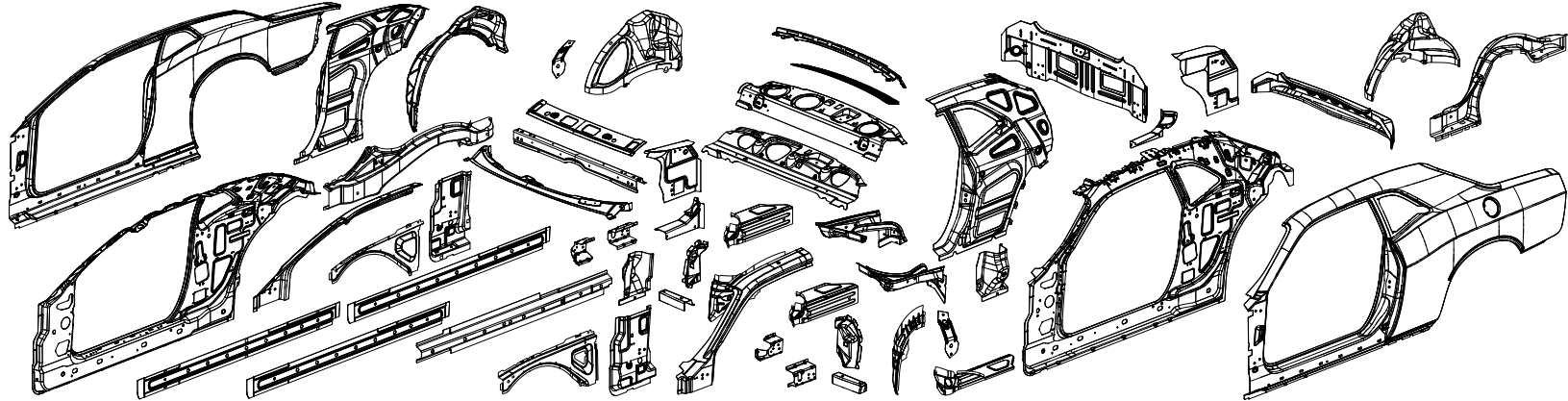
The following measures have been implemented in order to provide maximum corrosion prevention and protection.

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](#)



## DODGE CHALLENGER BODY IN WHITE BEFORE ROOF SECTION



AA REINF – DOOR HINGE LWR RT –  
 AA REINF – DOOR HINGE LWR LT –  
 AB REINF – A-PILLAR LWR RT – BODY SIDE  
 REINF RT  
 AB REINF – A-PILLAR LWR LT – BODY SIDE  
 REINF LT  
 AC REINF – A-PILLAR UPR RT –  
 AC REINF – A-PILLAR UPR LT –  
 AD PANEL – BODY SIDE OTR RT – BODY SIDE  
 OTR RT  
 AD PANEL – BODY SIDE OTR LT – BODY SIDE  
 OTR LT  
 AE REINF – DOOR HINGE UPR RT –  
 AE REINF – DOOR HINGE UPR LT –  
 AF PANEL – BODY SIDE INR RT – BODY SIDE  
 INR RT  
 AF PANEL – BODY SIDE INR LT – BODY SIDE  
 INR LT  
 AG PANEL – TOEBOARD CROSSMEMBER –  
 AH PANEL – UPR LOAD PATH OTR RT – BODY  
 SIDE OTR RT  
 AH PANEL – UPR LOAD PATH OTR LT – BODY  
 SIDE OTR LT  
 AJ REINF – SILL RT – BODY SIDE REINF RT  
 AJ REINF – SILL LT – BODY SIDE REINF LT  
 AK HEADER – FRT UPR –

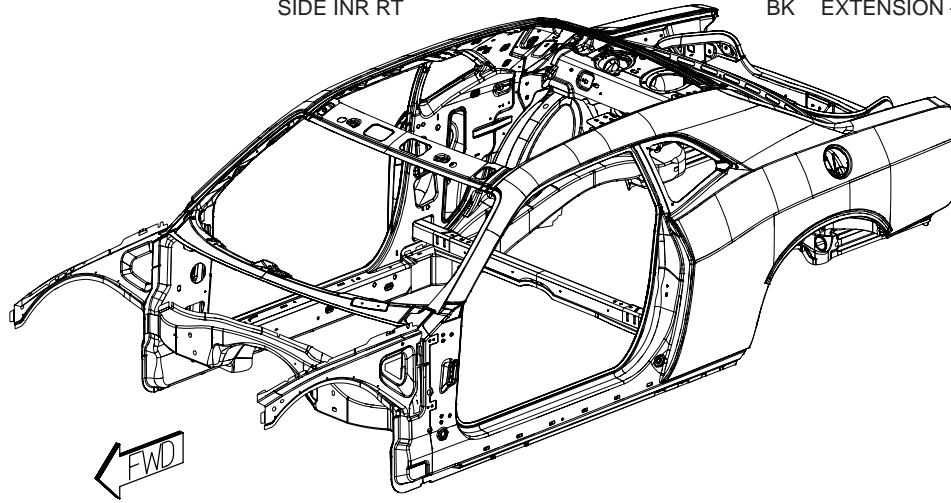
AL PANEL – COWL UPR –  
 AM REINF – C-PILLAR RT – BODY SIDE REINF  
 RT  
 AM REINF – C-PILLAR LT – BODY SIDE REINF  
 LT  
 AN GUSSET – BODY SIDE RT – BODY SIDE  
 REINF RT  
 AN GUSSET – BODY SIDE LT – BODY SIDE  
 REINF LT  
 AP HEADER – RR WINDOW OPENING –  
 AR REINF – BODY SIDE SILL OTR RT – BODY  
 SIDE REINF RT  
 AR REINF – BODY SIDE SILL OTR LT – BODY  
 SIDE REINF LT  
 AS REINF – RR BELT RETRACTOR RT –  
 AS REINF – RR BELT RETRACTOR LT –  
 AT RAIL – RR OTR RT –  
 AT RAIL – RR OTR LT –  
 AU REINF – RR SHELF PANEL RR –  
 AV TROUGH – DECK OPENING SIDE RT  
 – BODY SIDE OTR RT  
 AV TROUGH – DECK OPENING SIDE LT  
 – BODY SIDE INR LT  
 AW PANEL – RR SHELF –  
 AX EXTENSION – BODY SIDE INR RT – BODY  
 SIDE INR RT

AX EXTENSION – BODY SIDE INR LT – BODY  
 SIDE INR LT  
 AY CROSSMEMBER – RR UPR –  
 AZ PANEL – DECK OPENING LWR INR –  
 BA EXTENSION – BODY SIDE OTR RT – BODY  
 SIDE OTR RT  
 BA EXTENSION – BODY SIDE OTR LT – BODY  
 SIDE OTR LT  
 BB PANEL – DECK OPENING LWR OTR –  
 BC PANEL – TAIL LAMP RT – BODY SIDE OTR  
 RT  
 BC PANEL – TAIL LAMP LT – BODY SIDE OTR  
 LT  
 BD PANEL – RR WHEELHOUSE INR RT –  
 BD PANEL – RR WHEELHOUSE INR LT –  
 BE COVER PLATE – RR RAIL EXTENSION RT –  
 BE COVER PLATE – RR RAIL EXTENSION LT –  
 BF RR WHEELHOUSE OTR RT – BODY SIDE  
 REINF RT  
 BF PANEL – RR WHEELHOUSE OTR LT –  
 BG COVER PLATE – RAIL RR RT – FRONT  
 BG COVER PLATE – RAIL RR LT – FRONT  
 BH BEAM – KICKUP CROSSMEMBER –  
 BJ BEAM – KICKUP CROSSMEMBER –  
 BK EXTENSION – UPR RT –  
 BK EXTENSION – UPR LT –

[Back to Index](#)

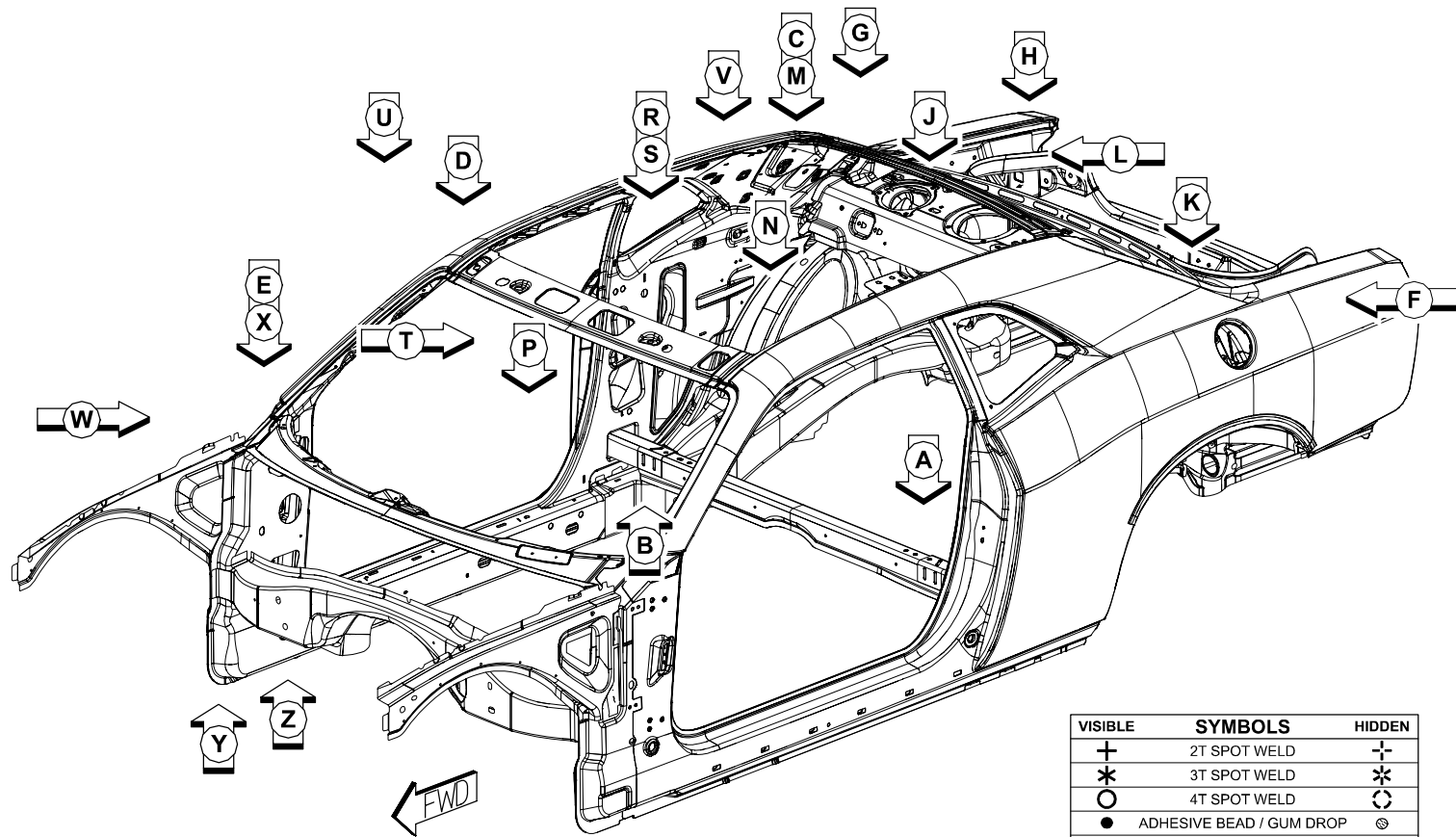
## PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AA	REINF – DOOR HINGE LWR RT –	AL	PANEL – COWL UPR –	AX	EXTENSION – BODY SIDE INR LT – BODY
AA	REINF – DOOR HINGE LWR LT –	AM	REINF – C-PILLAR RT – BODY SIDE REINF		SIDE INR LT
AB	REINF – A-PILLAR LWR RT – BODY SIDE	RT		AY	CROSSMEMBER – RR UPR –
	REINF RT	AM	REINF – C-PILLAR LT – BODY SIDE REINF	AZ	PANEL – DECK OPENING LWR INR –
AB	REINF – A-PILLAR LWR LT – BODY SIDE	LT		BA	EXTENSION – BODY SIDE OTR RT – BODY
	REINF LT	AN	GUSSET – BODY SIDE RT – BODY SIDE		SIDE OTR RT
AC	REINF – A-PILLAR UPR RT –	REINF RT		BA	EXTENSION – BODY SIDE OTR LT – BODY
AC	REINF – A-PILLAR UPR LT –	AN	GUSSET – BODY SIDE LT – BODY SIDE		SIDE OTR LT
AD	PANEL – BODY SIDE OTR RT – BODY SIDE	REINF LT		BB	PANEL – DECK OPENING LWR OTR –
	OTR RT	AP	HEADER – RR WINDOW OPENING –	BC	PANEL – TAIL LAMP RT – BODY SIDE OTR
AD	PANEL – BODY SIDE OTR LT – BODY SIDE	AR	REINF – BODY SIDE SILL OTR RT – BODY		RT
	OTR LT	AR	REINF – BODY SIDE SILL OTR LT – BODY	BC	PANEL – TAIL LAMP LT – BODY SIDE OTR
AE	REINF – DOOR HINGE UPR RT –	SIDE REINF RT			LT
AE	REINF – DOOR HINGE UPR LT –	AR	REINF – BODY SIDE SILL OTR LT – BODY	BD	PANEL – RR WHEELHOUSE INR RT –
AF	PANEL – BODY SIDE INR RT – BODY SIDE	SIDE REINF LT		BD	PANEL – RR WHEELHOUSE INR LT –
	INR RT	AS	REINF – RR BELT RETRACTOR RT –	BE	COVER PLATE – RR RAIL EXTENSION RT –
AF	PANEL – BODY SIDE INR LT – BODY SIDE	AS	REINF – RR BELT RETRACTOR LT –	BE	COVER PLATE – RR RAIL EXTENSION LT –
	INR LT	AT	RAIL – RR OTR RT –	BF	RR WHEELHOUSE OTR RT – BODY SIDE
AG	PANEL – TOEBOARD CROSSMEMBER –	AT	RAIL – RR OTR LT –		REINF RT
AH	PANEL – UPR LOAD PATH OTR RT – BODY	AU	REINF – RR SHELF PANEL RR –	BF	PANEL – RR WHEELHOUSE OTR LT –
	SIDE OTR RT	AV	TROUGH – DECK OPENING SIDE RT	BG	COVER PLATE – RAIL RR RT – FRONT
AH	PANEL – UPR LOAD PATH OTR LT – BODY	– BODY SIDE OTR RT		BG	COVER PLATE – RAIL RR LT – FRONT
	SIDE OTR LT	AV	TROUGH – DECK OPENING SIDE LT	BH	BEAM – KICKUP CROSSMEMBER –
AJ	REINF – SILL RT – BODY SIDE REINF RT	– BODY SIDE INR LT		BJ	BEAM – KICKUP CROSSMEMBER –
AJ	REINF – SILL LT – BODY SIDE REINF LT	AW	PANEL – RR SHELF –	BK	EXTENSION – UPR RT –
AK	HEADER – FRT UPR –	AX	EXTENSION – BODY SIDE INR RT – BODY	BK	EXTENSION – UPR LT –
		SIDE INR RT			



[Back to Index](#)

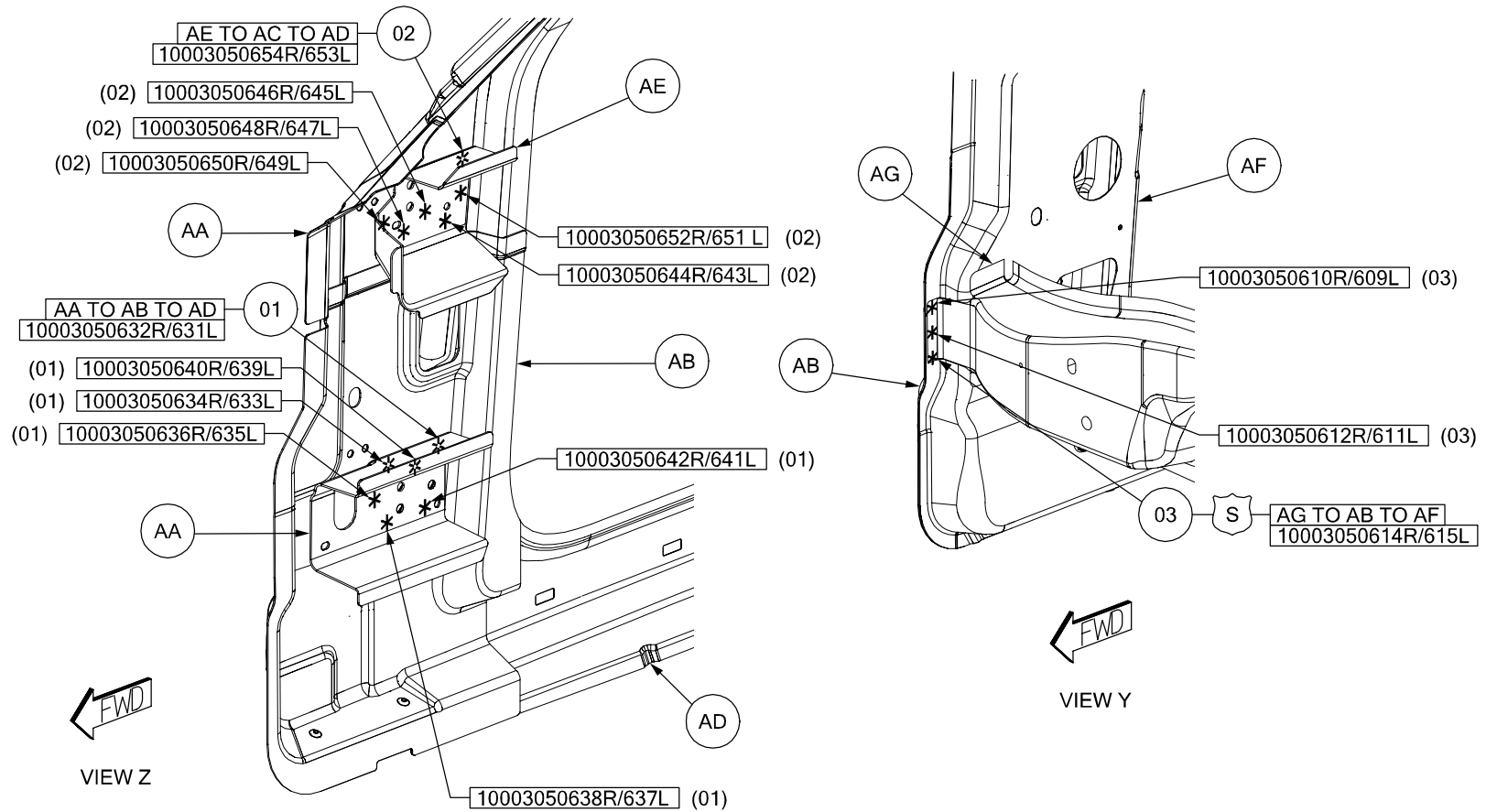
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	+
*	3T SPOT WELD	*
○	4T SPOT WELD	○
●	ADHESIVE BEAD / GUM DROP	●
V	FCAW / MIG BRZ	/

[Back to Index](#)

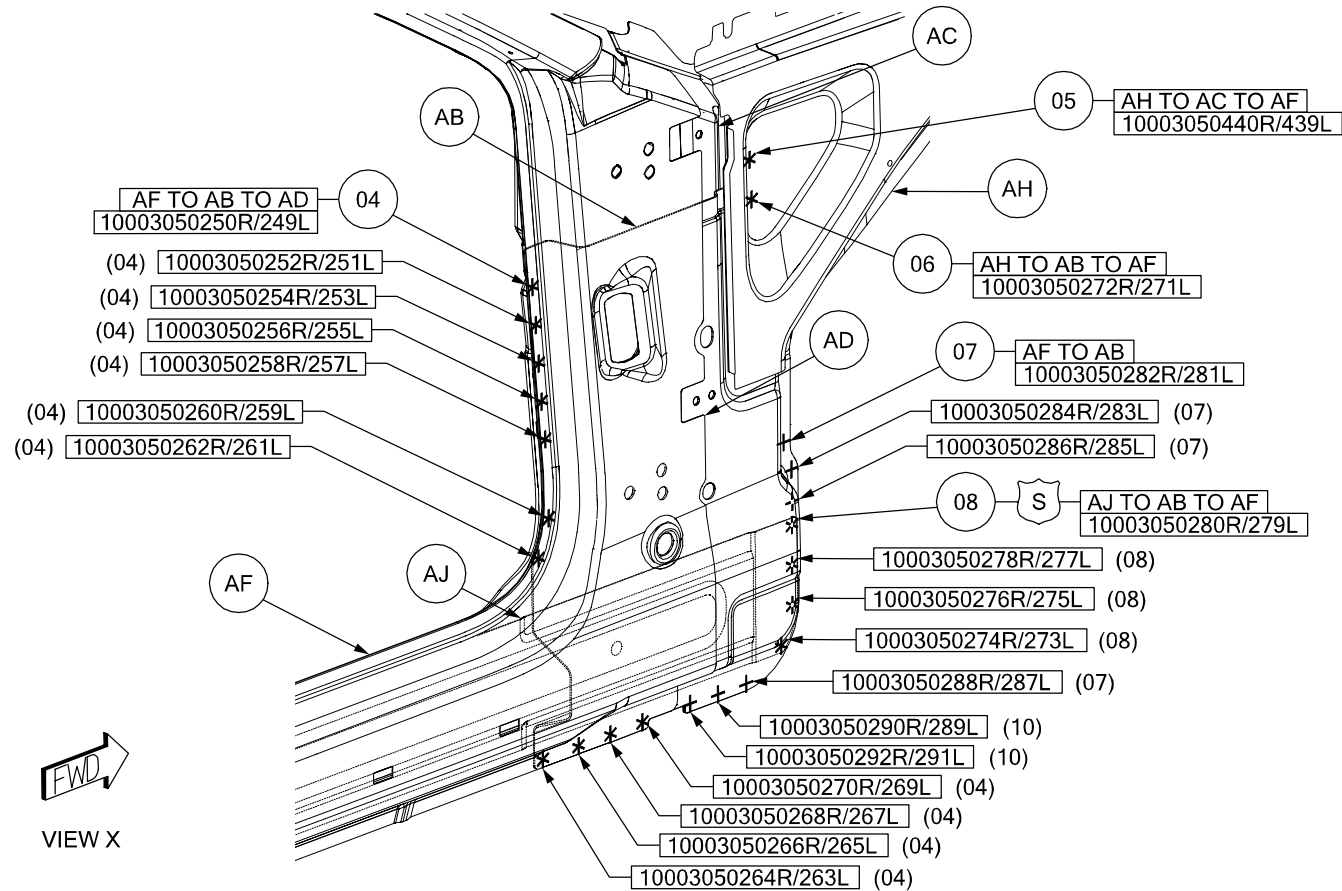
- 01 AA TO AB TO AD 6/SD S/WELDS (ORD)
- 02 AE TO AC TO AD 6/SD S/WELDS (ORD)
- 03 AG TO AB TO AF 3/SD S/WELDS (SAF)



[Back to Index](#)

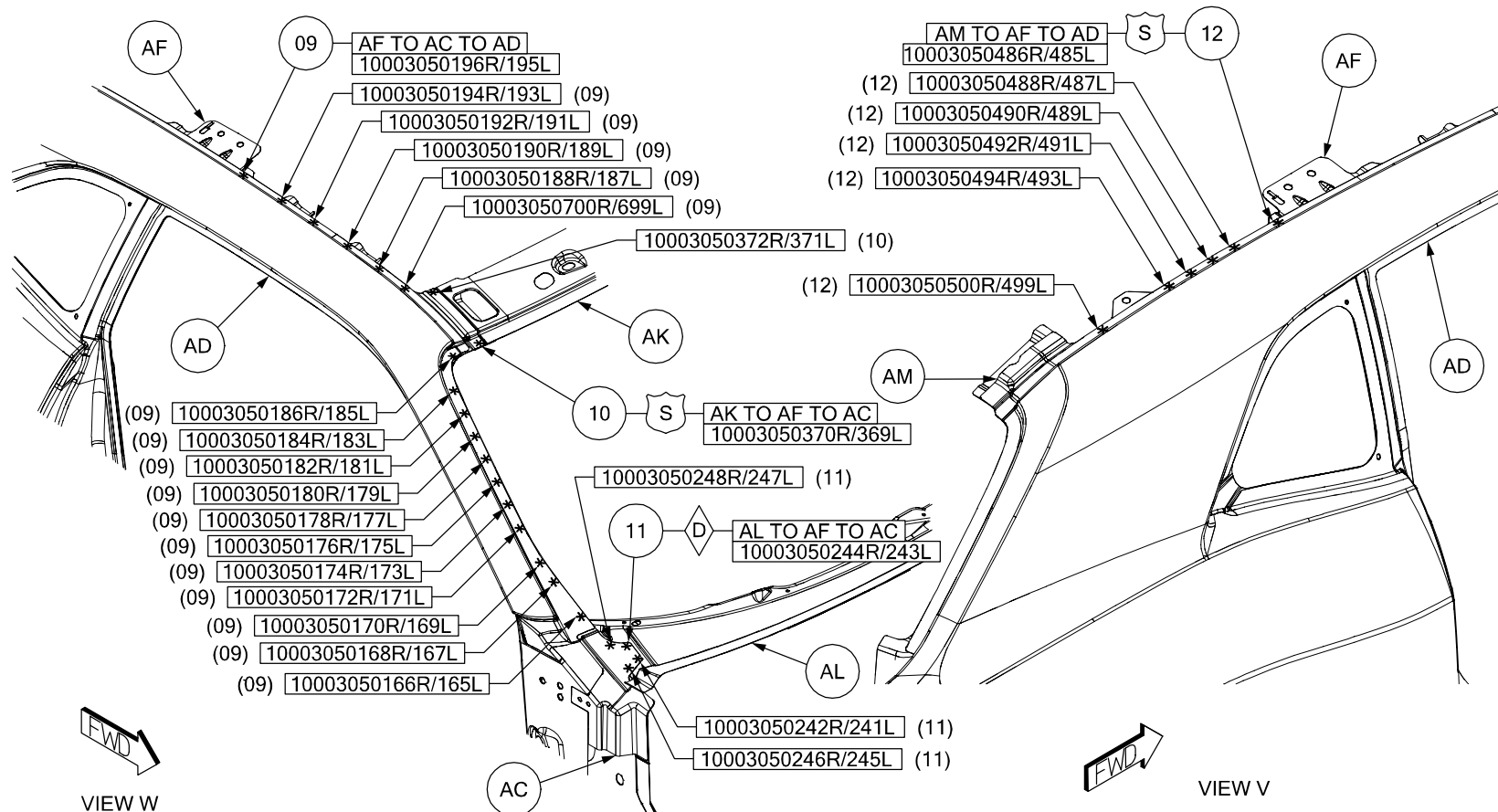
04 AF TO AB TO AD 11/SD S/WELDS (ORD)  
 05 AH TO AC TO AF 1/SD S/WELD (ORD)  
 06 AH TO AB TO AF 1/SD S/WELD (ORD)

07 AF TO AB 6/SD S/WELDS (ORD)  
 08 AJ TO AB TO AF 4/SD S/WELDS (SAF)



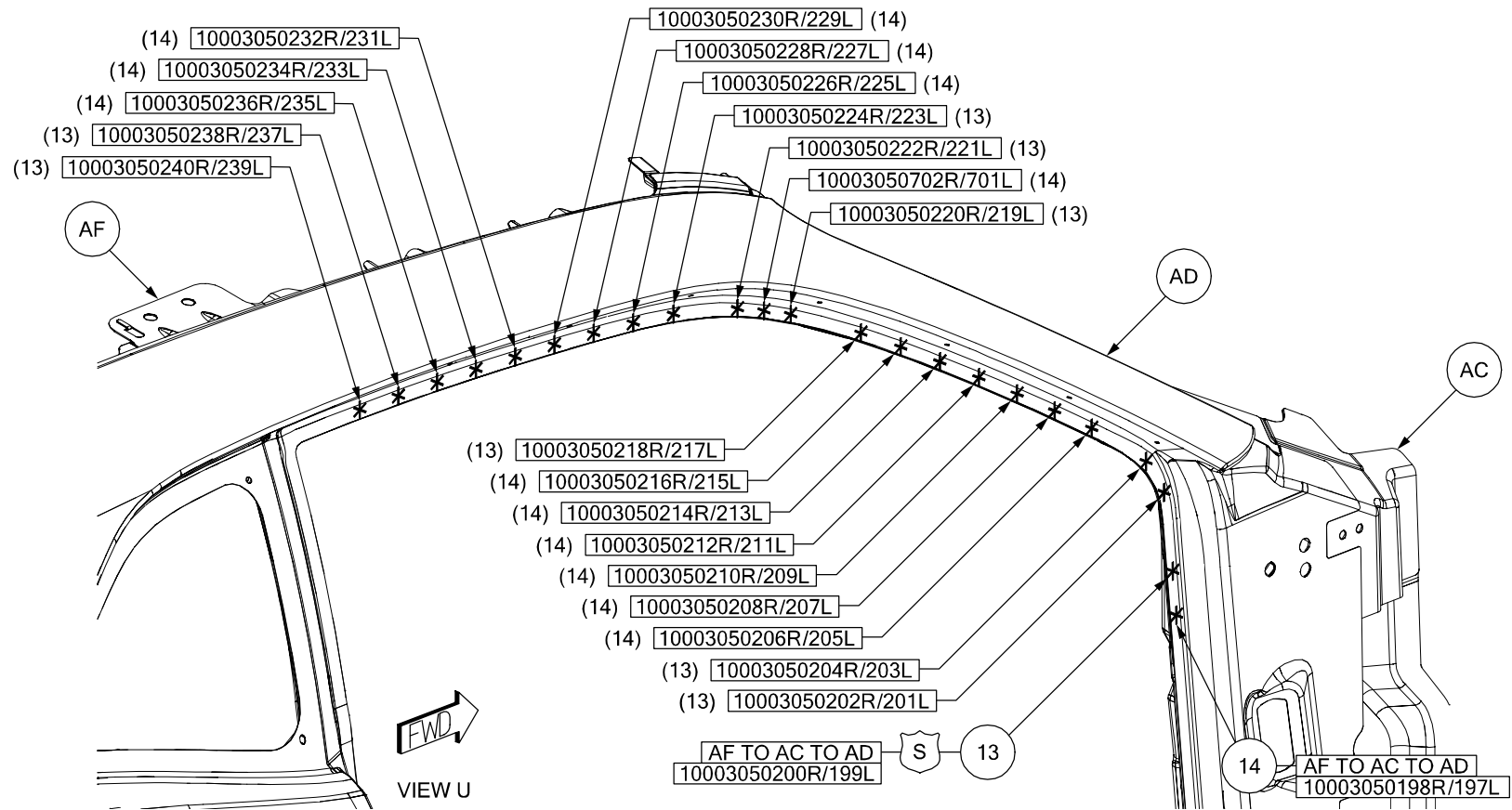
[Back to Index](#)

- 09 AF TO AC TO AD 17/SD S/WELDS (ORD)
- 10 AK TO AF TO AC 2/SD S/WELDS (SAF)
- 11 AL TO AF TO AC 4/SD S/WELDS (CRT)
- 12 AM TO AF TO AD 6/SD S/WELDS (SAF)



[Back to Index](#)

- 13 AF TO AC TO AD 9/SD S/WELDS (SAF)  
 14 AF TO AC TO AD 14/SD S/WELDS (ORD)

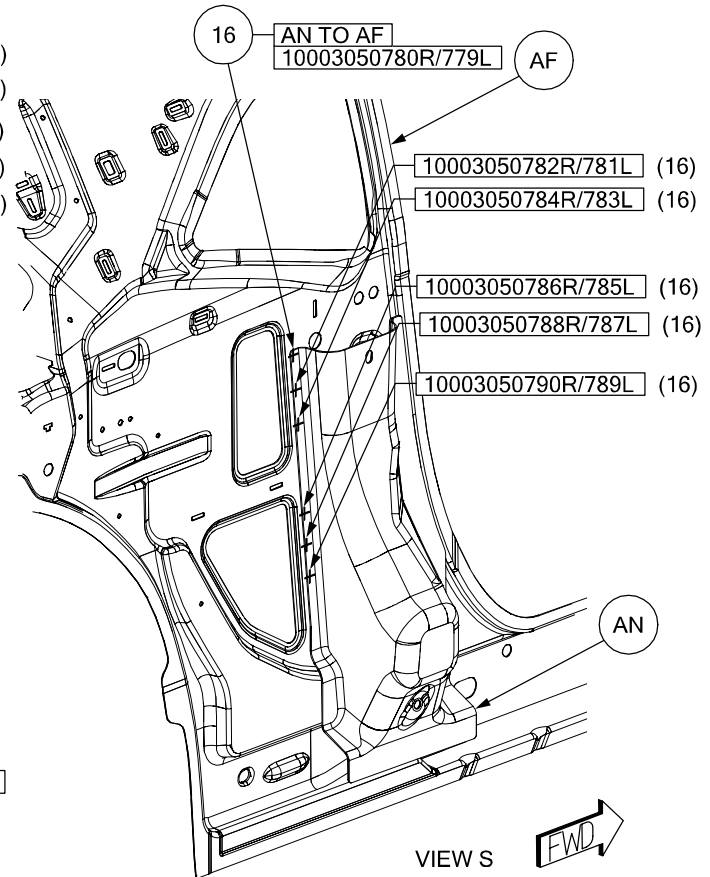
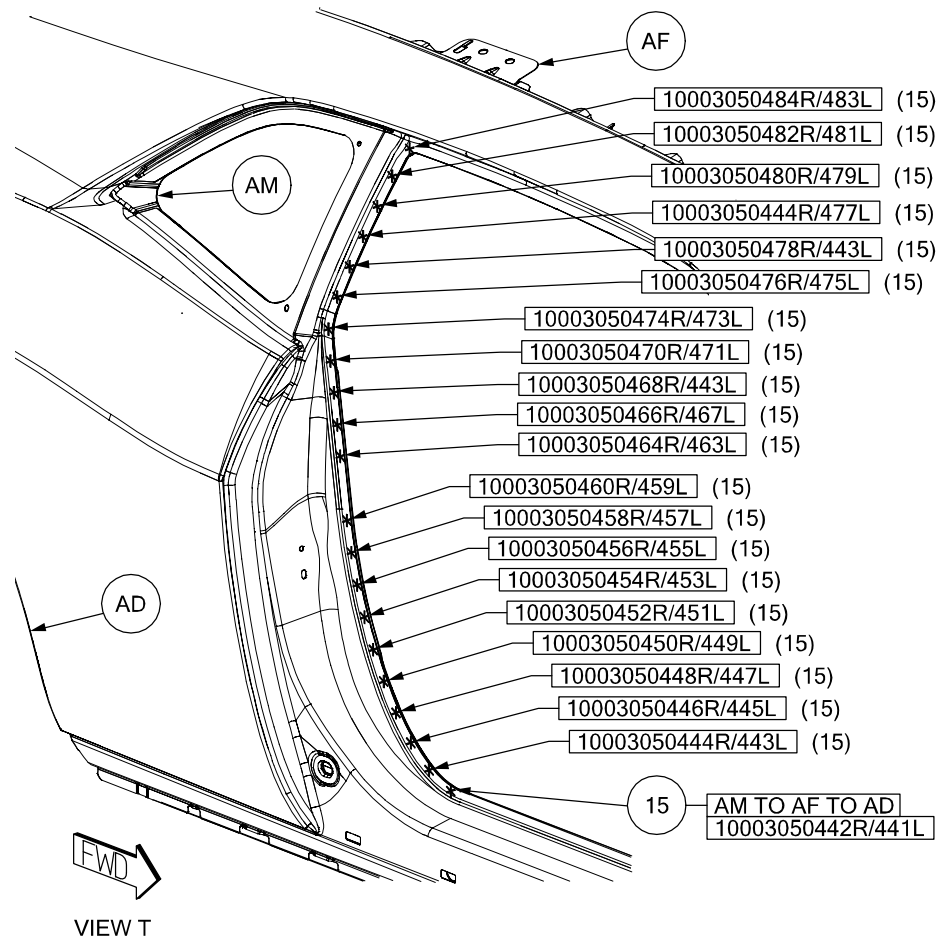


Back to Index



15 AM TO AF TO AD 21/SD S/WELDS (ORD)

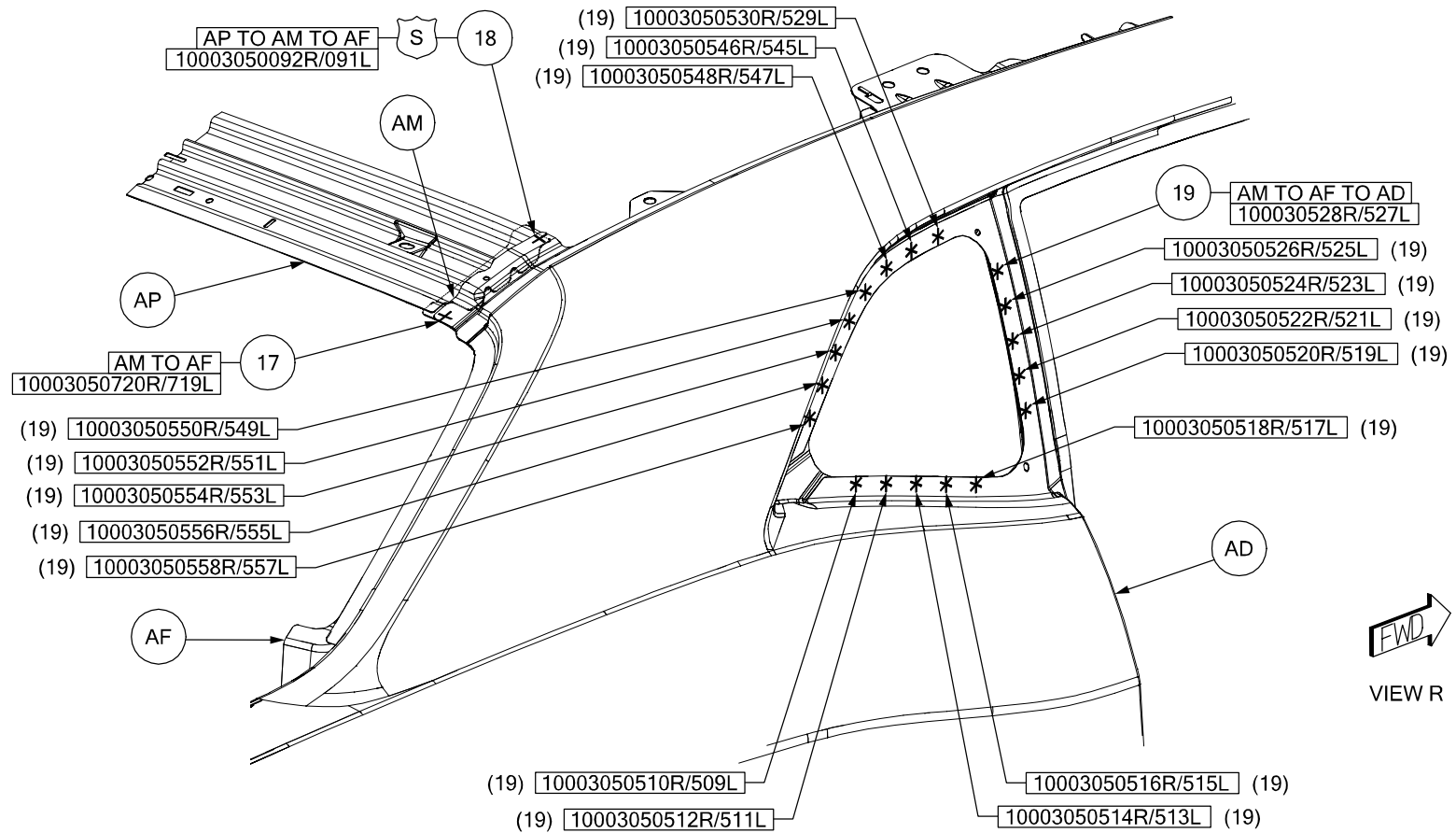
16 AN TO AF 6/SD S/WELDS (ORD)



[Back to Index](#)

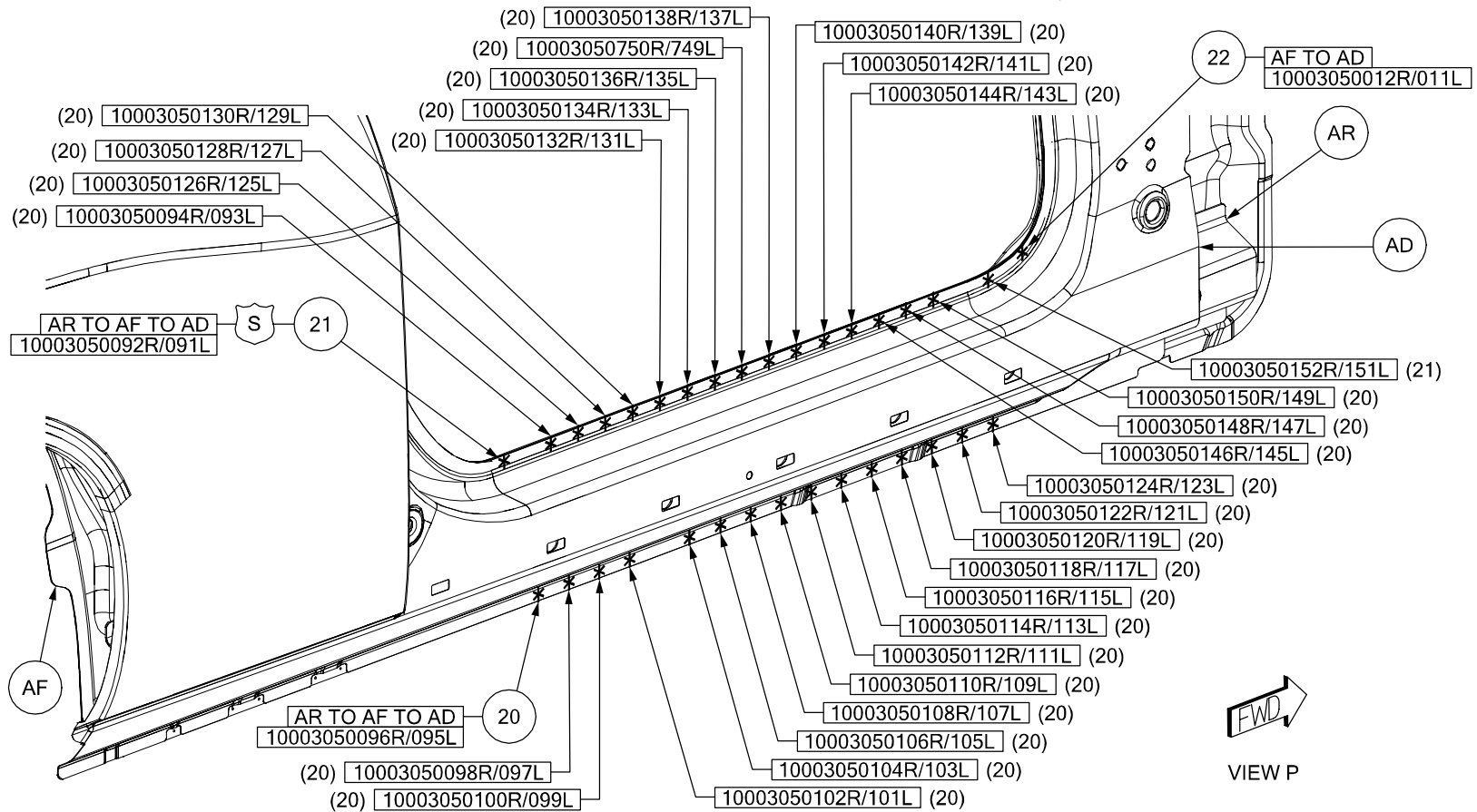


- 17 AM TO AF 1/SD S/WELD (ORD)
- 18 AP TO AM TO AF 1/SD S/WELD (SAF)
- 19 AM TO AF TO AD 18/SD S/WELDS (ORD)



[Back to Index](#)

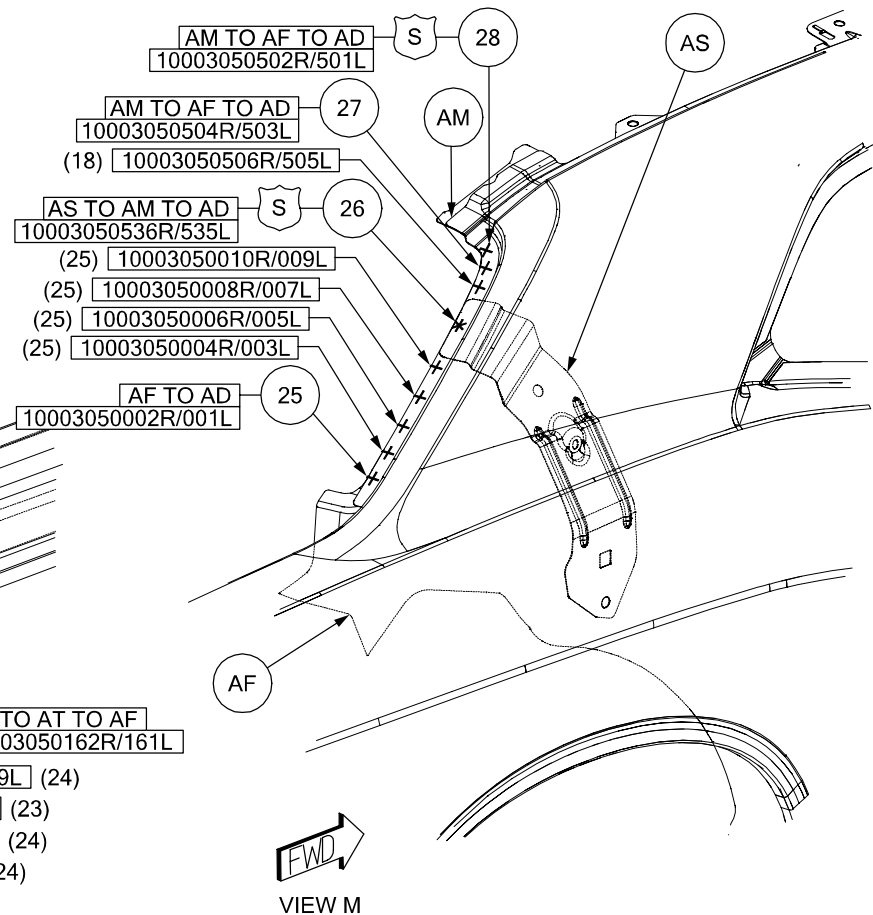
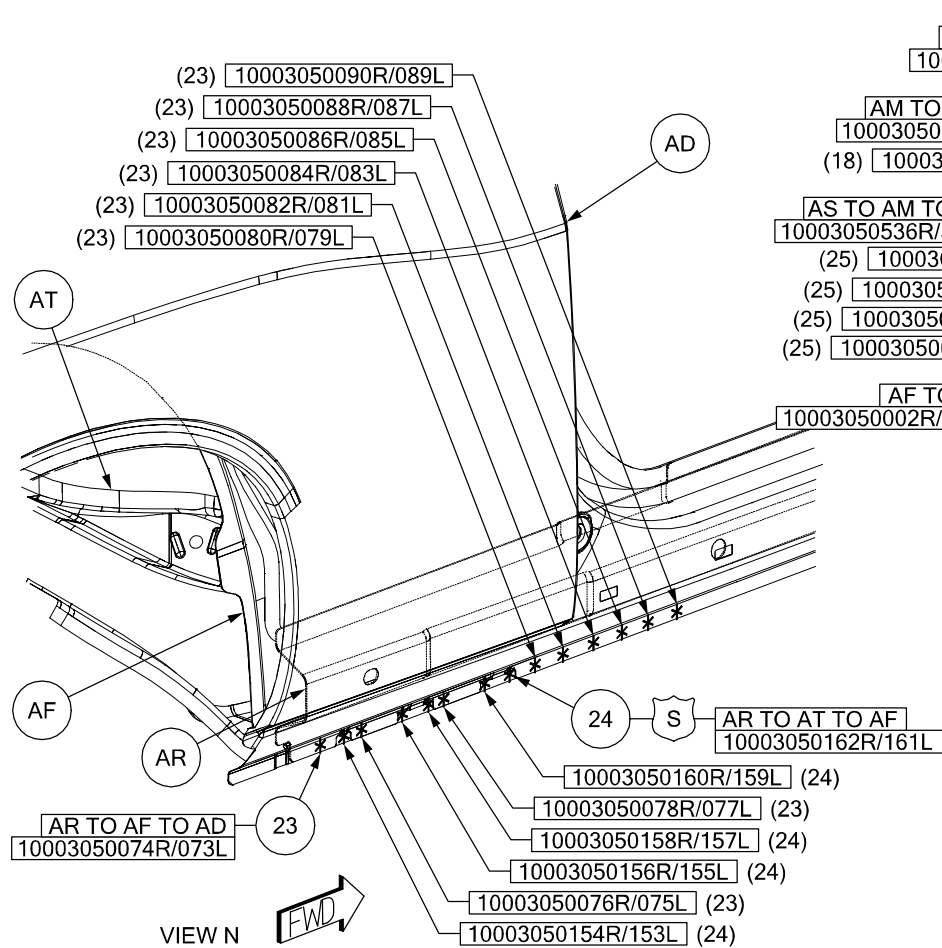
- 20 AR TO AF TO AD 30/SD S/WELDS (ORD)
- 21 AR TO AF TO AD 2/SD S/WELDS (SAF)
- 22 AF TO AD 1/SD S/WELD (ORD)



Back to Index

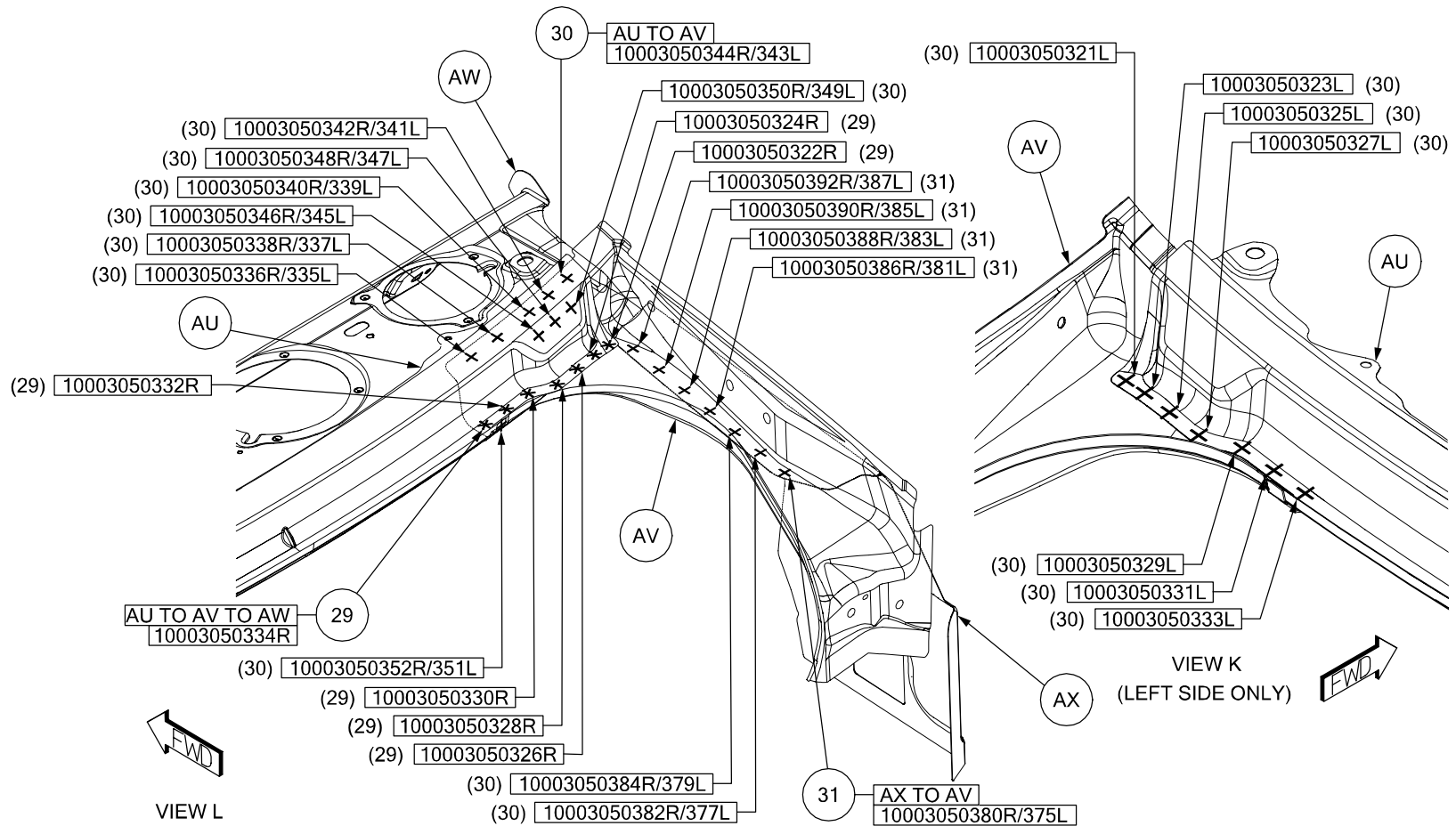
23 AR TO AF TO AD 9/SD S/WELDS (ORD)  
 24 AR TO AT TO AF 5/SD S/WELDS (SAF)  
 25 AF TO AD 5/SD S/WELDS (ORD)

26 AS TO AM TO AD 1/SD S/WELD (SAF)  
 27 AM TO AF TO AD 2/SD S/WELDS (ORD)  
 28 AM TO AF TO AD 1/SD S/WELD (SAF)

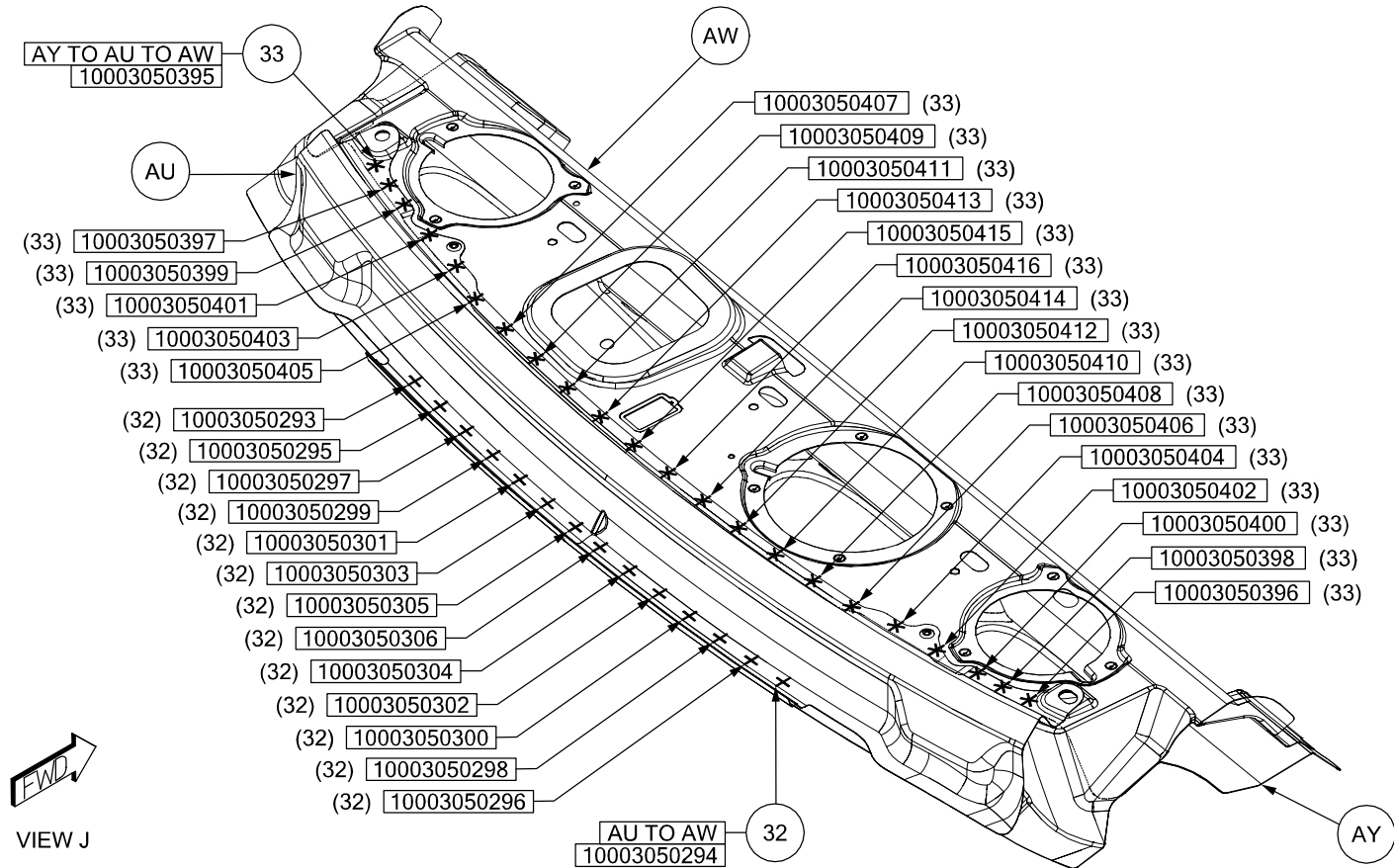


[Back to Index](#)

- 29 AU TO AV TO AW 7/SD S/WELDS (ORD)
- 30 AU TO AV 11R/18L S/WELDS (ORD)
- 31 AX TO AV 5/SD S/WELDS (ORD)



- 32 AU TO AW 14 S/WELDS (ORD)  
 33 AY TO AU TO AW 22 S/WELDS (ORD)

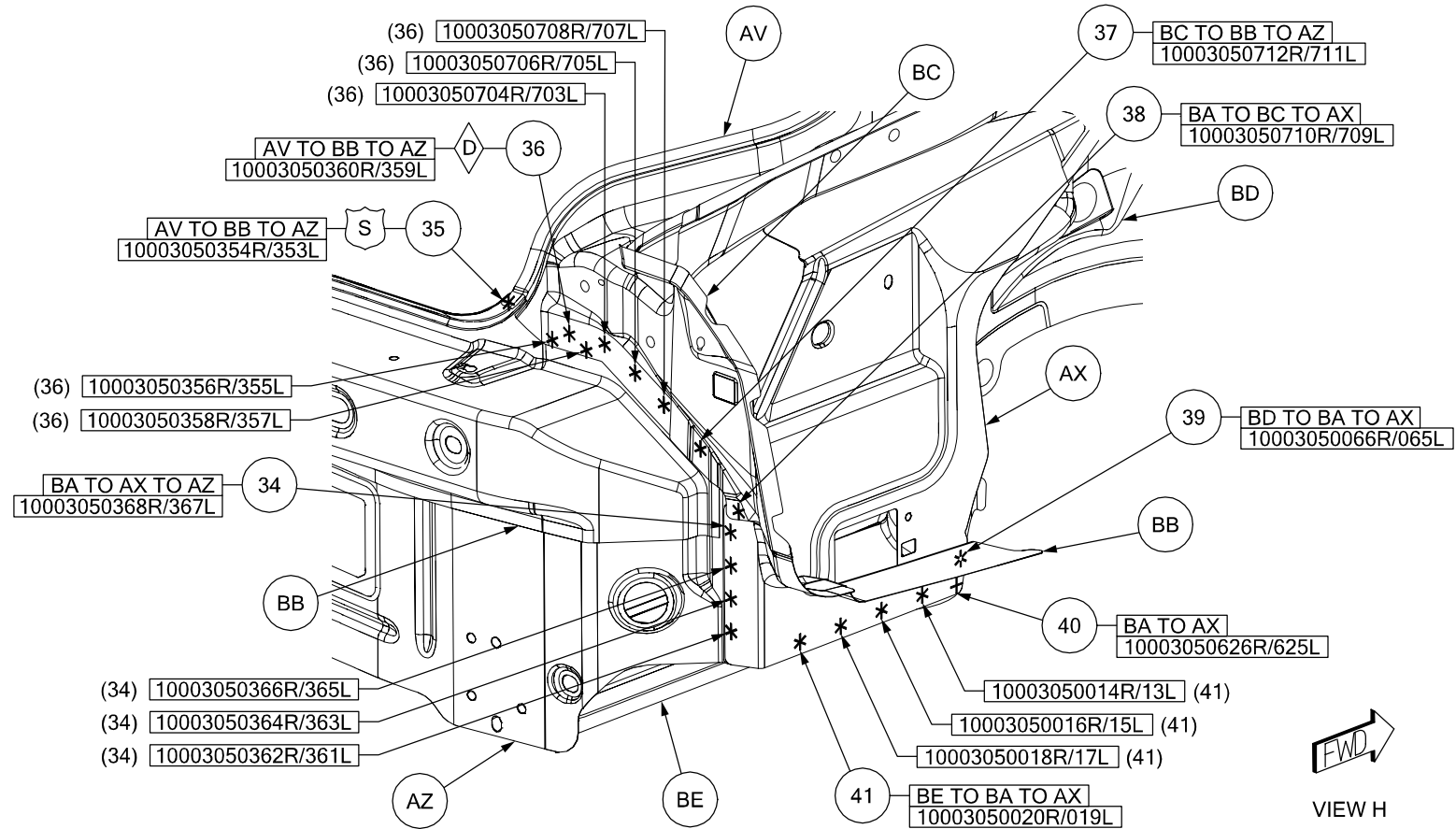


[Back to Index](#)

34 BA TO AX TO AZ 4/SD S/WELDS (ORD)  
 35 AV TO BB TO AZ 1/SD S/WELD (SAF)  
 36 AV TO BB TO AZ 6/SD S/WELDS (CRT)

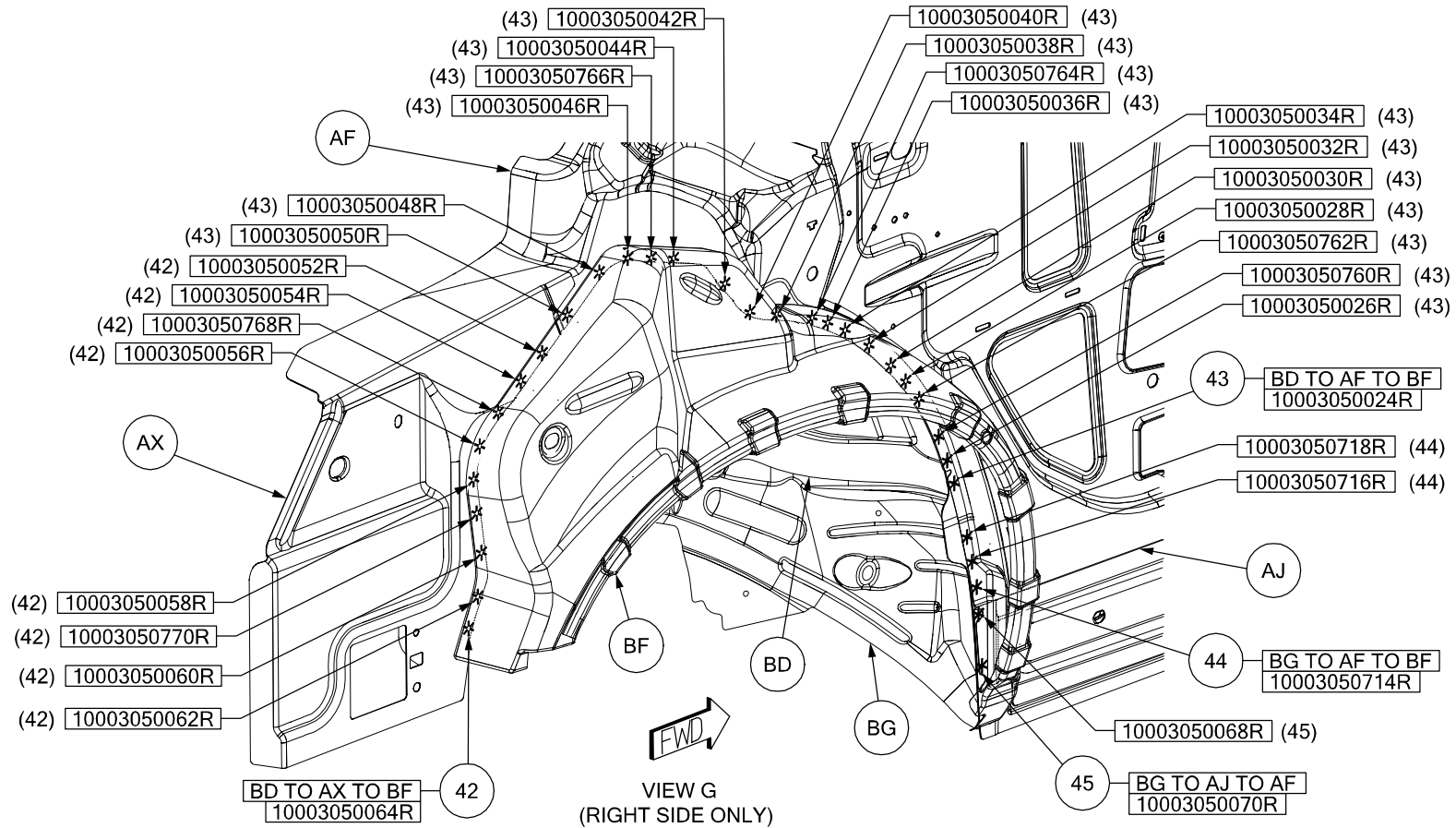
37 BC TO BB TO AZ 1/SD S/WELD (ORD)  
 38 BA TO BC TO AX 1/SD S/WELD (ORD)  
 39 BD TO BA TO AX 1/SD S/WELD (ORD)

40 AB TO AX 1/SD S/WELD (ORD)  
 41 BE TO BA TO AX 4/SD S/WELDS (ORD)



Back to Index

- 42 BD TO AX TO BF 9R SWELDS (ORD)
- 43 BD TO AF TO BF 18R SWELDS (ORD)
- 44 BG TO AF TO BF 3R SWELDS (ORD)
- 45 BG TO AJ TO AF 2L SWELDS (ORD)

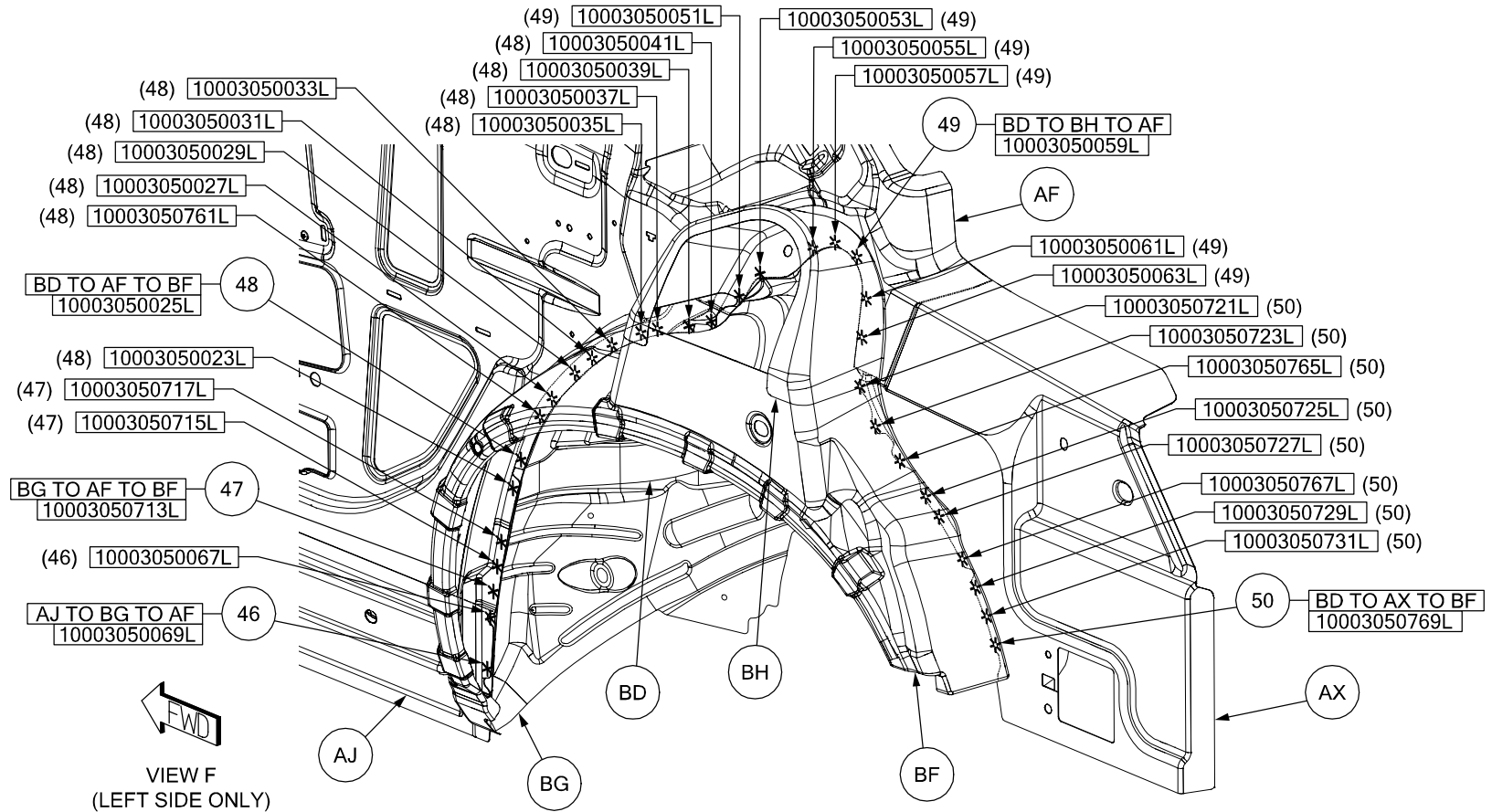


[Back to Index](#)



46 AJ TO BG TO AF 2R S/WELDS (ORD)  
 47 BG TO AF TO BF 3L S/WELDS (ORD)  
 48 BD TO AF TO BF 11L S/WELDS (ORD)

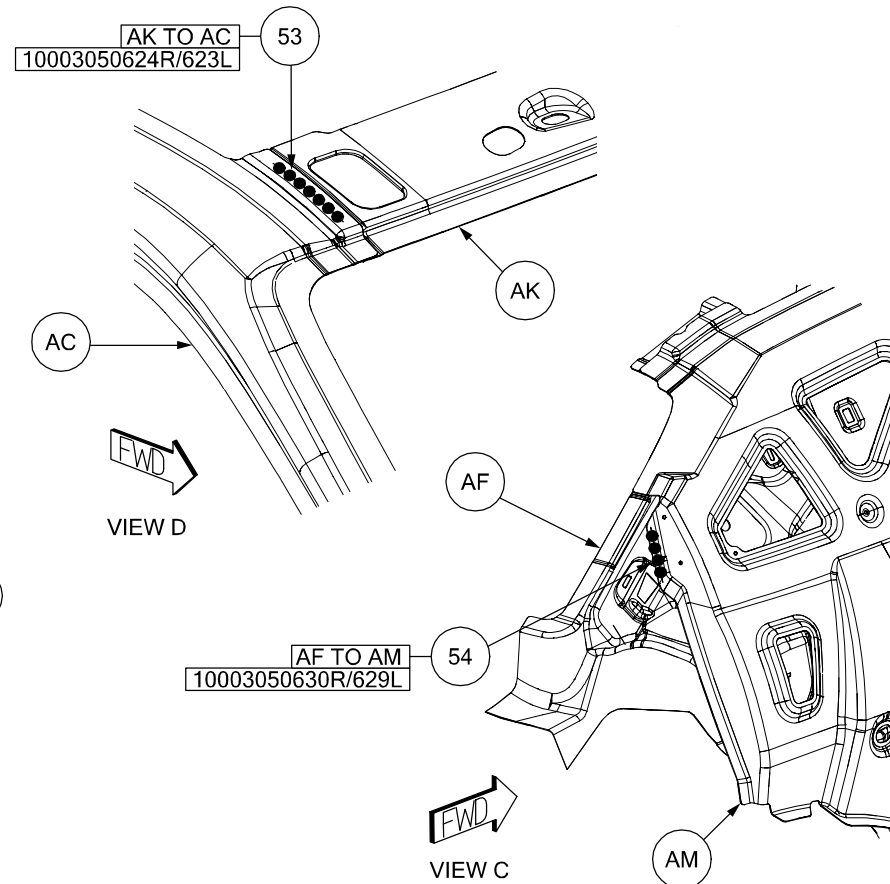
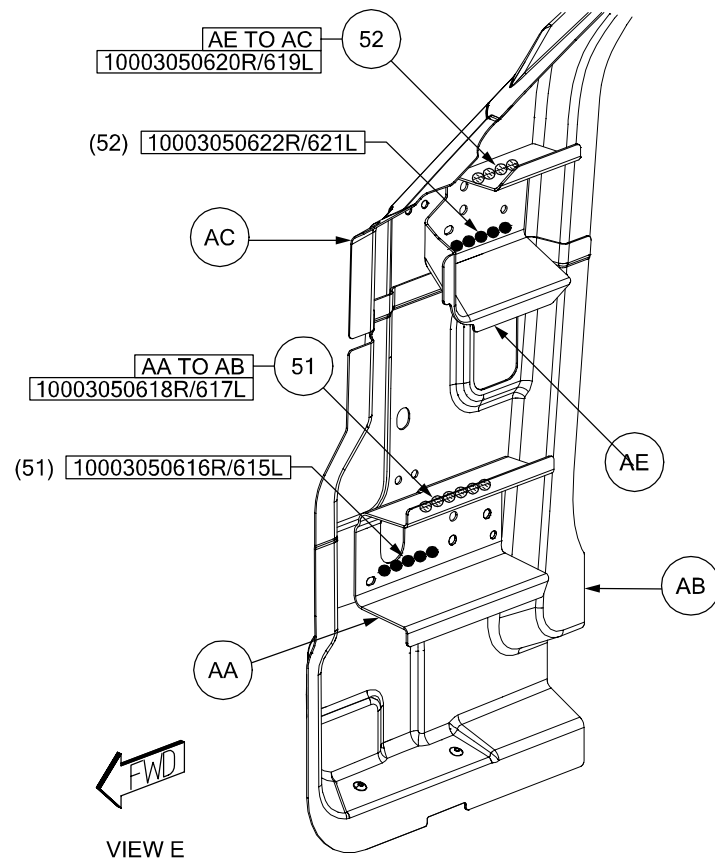
49 BD TO BH TO AF 7L S/WELDS (ORD)  
 50 BD TO AX TO BF S/WELDS (ORD)



Back to Index

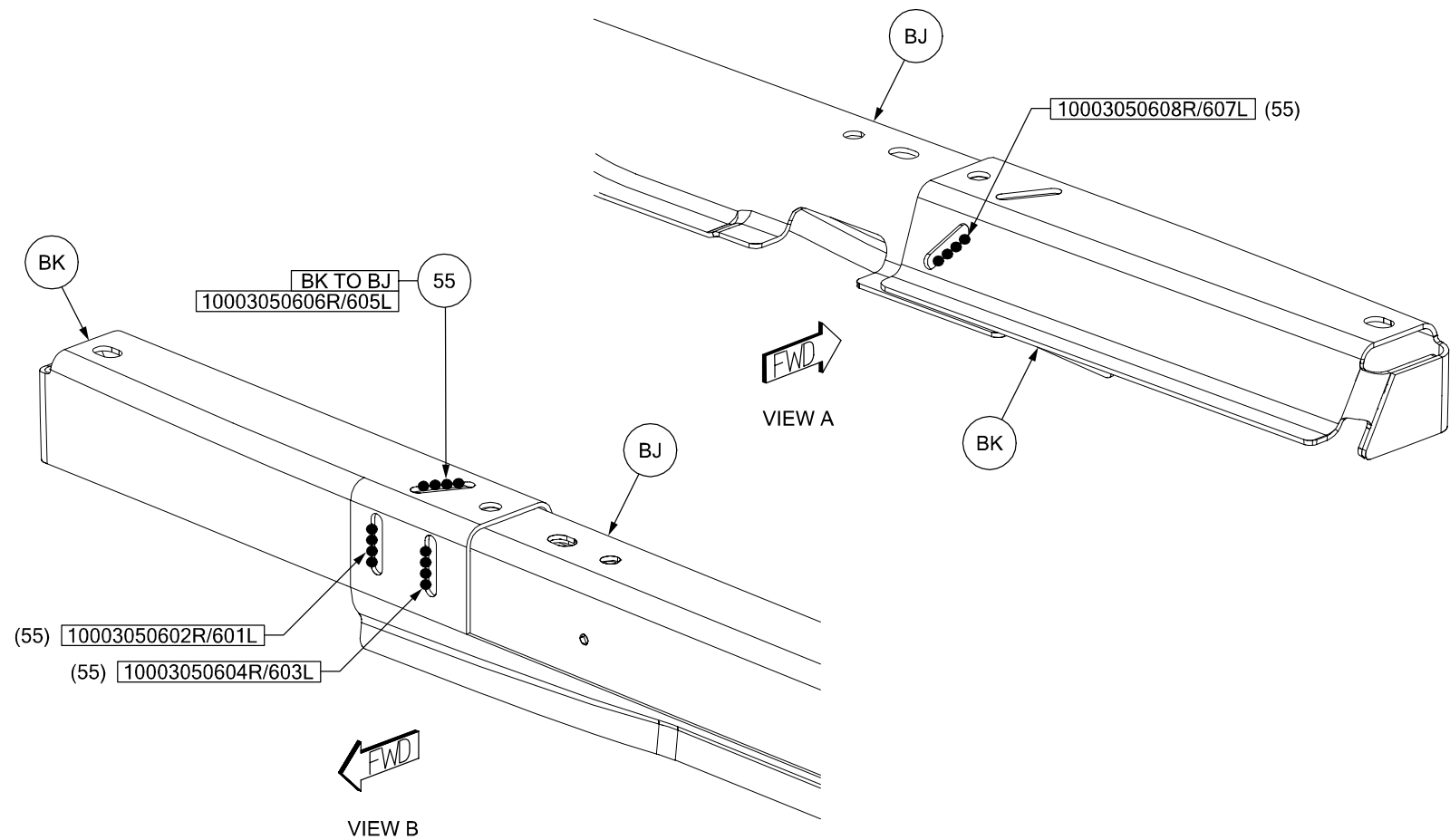


- 51 AA TO AB 2/SD STRUC ADH (ORD)
- 52 AE TO AC 2/SD STRUC ADH (ORD)
- 53 AK TO AC 1/SD STRUC ADH (ORD)
- 54 AF TO AM 1/SD STRUC ADH (ORD)



[Back to Index](#)

55 BK TO BJ 4/SD STRUC ADH (ORD)



[Back to Index](#)

## DODGE CHALLENGER BODY SIDE APERTURE SECTION



AA HEADER – FRT UPR –  
 AB HEADER – WINDSHIELD OPENING –  
 AC REINF – A-PILLAR UPR RT –  
 AC REINF – A-PILLAR UPR LT –  
 AD REINF – DOOR HINGE LWR RT –  
 AD REINF – DOOR HINGE LWR LT –  
 AE REINF – DOOR HINGE UPR RT –  
 AE REINF – DOOR HINGE UPR LT –  
 AF NUT/WELD/HEX – NO.FIN – FENDER  
 BRACKET TO B/S REINF RT  
 AG NUT/WELD.HEX – NO.FIN – DOOR HINGE  
 TO BODY SIDE INR RT  
 AG NUT/WELD.HEX – NO.FIN – DOOR HINGE  
 TO BODY SIDE INR LT  
 AH REINF – RR BELT RETRACTOR RT –

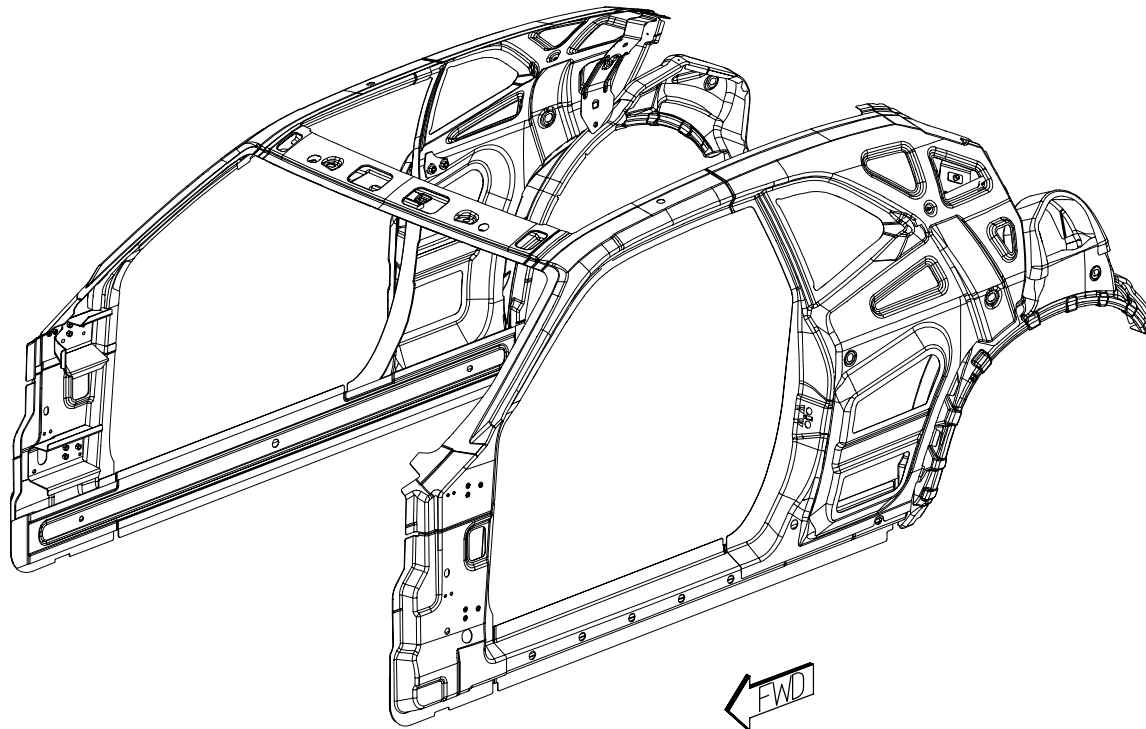
AH REINF – RR BELT RETRACTOR LT –  
 AJ NUT/PLATE.EXTRUDED – SPECIAL.PF-  
 SAFETY – RR RETRACTOR TO BODY SIDE  
 INR RT  
 AJ NUT/PLATE.EXTRUDED – SPECIAL.PF-  
 SAFETY – RR RETRACTOR TO BODY SIDE  
 INR LT  
 AK REINF – FRT SEAT BELT RT –  
 AK REINF – FRT SEAT BELT LT –  
 AL NUT/WELD.HEX.FLG – FREE.PILOT.  
 PT.SPECIAL – SEAT BELT TO BODY SIDE  
 INR RT  
 AL NUT/WELD.HEX.FLG – FREE.PILOT.  
 PT.SPECIAL – SEAT BELT TO BODY SIDE  
 INR LT

AM REINF – RR WHEELHOUSE OTR LT –  
 AN REINF – RR WHEELHOUSE OTR LT –  
 AP REINF – PARKING BRAKE MOUNTING  
 BRACKET –  
 AR STUD.WELD/INTERNAL – HEADER.PT.NO.  
 FIN.ROUND – PARK BRAKE MTG BRKT TO  
 B/S INR LT  
 AS TUBE – A-PILLAR RT –  
 AS TUBE – A-PILLAR LT –  
 AT BRACKET – A-PILLAR UPR RT –  
 AT BRACKET – A-PILLAR UPR LT –  
 AU BRACKET – A-PILLAR LWR RT –  
 AU BRACKET – A-PILLAR LWR LT –

[Back to Index](#)

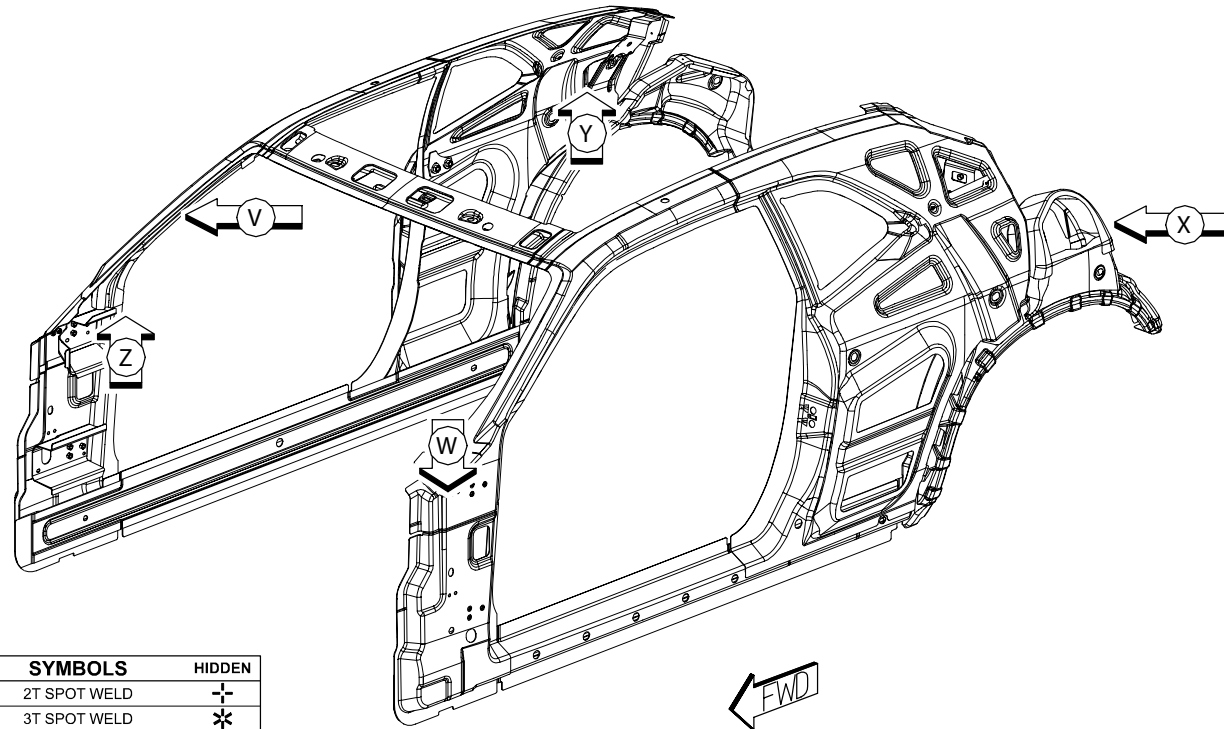
## PARTS IDENTIFICATION LEGEND, OVERVIEW 8

AA	HEADER – FRT UPR –	AH	REINF – RR BELT RETRACTOR LT –	AM	REINF – RR WHEELHOUSE OTR LT –
AB	HEADER – WINDSHIELD OPENING –	AJ	NUT/PLATE.EXTRUDED – SPECIAL.PF- SAFETY – RR RETRACTOR TO BODY SIDE INR RT	AN	REINF – RR WHEELHOUSE OTR LT –
AC	REINF – A-PILLAR UPR RT –	AJ	NUT/PLATE.EXTRUDED – SPECIAL.PF- SAFETY – RR RETRACTOR TO BODY SIDE INR LT	AP	REINF – PARKING BRAKE MOUNTING BRACKET –
AC	REINF – A-PILLAR UPR LT –			AR	STUD.WELD/INTERNAL – HEADER.PT.NO. FIN.ROUND – PARK BRAKE MTG BRKT TO B/S INR LT
AD	REINF – DOOR HINGE LWR RT –	AK	REINF – FRT SEAT BELT RT –	AS	TUBE – A-PILLAR RT –
AD	REINF – DOOR HINGE LWR LT –	AK	REINF – FRT SEAT BELT LT –	AS	TUBE – A-PILLAR LT –
AE	REINF – DOOR HINGE UPR RT –	AL	NUT/WELD.HEX.FLG – FREE.PILOT. PT.SPECIAL – SEAT BELT TO BODY SIDE INR RT	AT	BRACKET – A-PILLAR UPR RT –
AE	REINF – DOOR HINGE UPR LT –	AL	NUT/WELD.HEX.FLG – FREE.PILOT. PT.SPECIAL – SEAT BELT TO BODY SIDE INR LT	AT	BRACKET – A-PILLAR UPR LT –
AF	NUT/WELD/HEX – NO.FIN – FENDER BRACKET TO B/S REINF RT			AU	BRACKET – A-PILLAR LWR RT –
AG	NUT/WELD.HEX – NO.FIN – DOOR HINGE TO BODY SIDE INR RT			AU	BRACKET – A-PILLAR LWR LT –
AG	NUT/WELD.HEX – NO.FIN – DOOR HINGE TO BODY SIDE INR LT				
AH	REINF – RR BELT RETRACTOR RT –				



[Back to Index](#)

## WELD LAYOUT LOCATION GUIDE

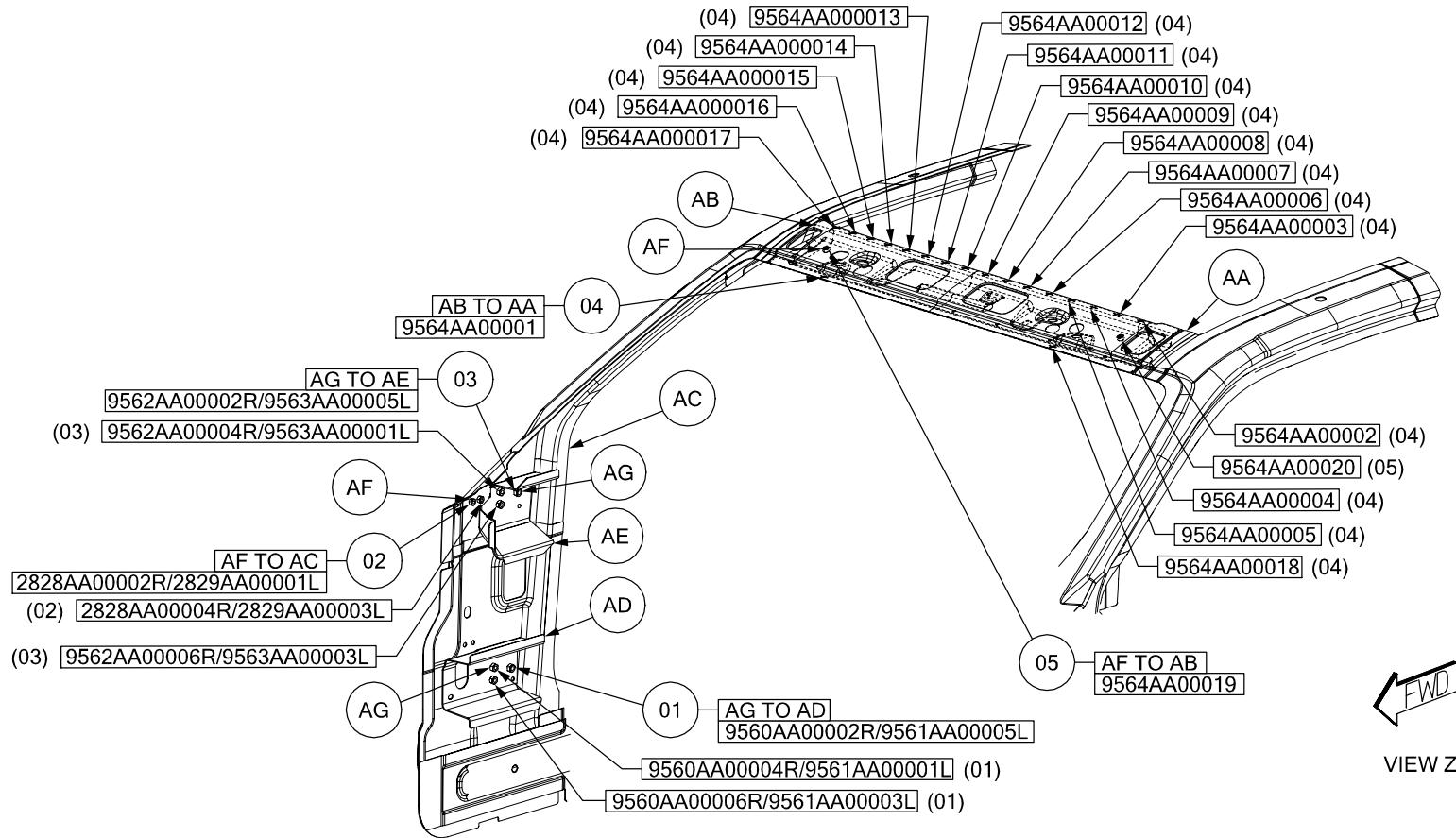


VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	+
*	3T SPOT WELD	*
○	4T SPOT WELD	○
●	ADHESIVE BEAD / GUM DROP	●
V	FCAW / MIG BRZ	/

[Back to Index](#)

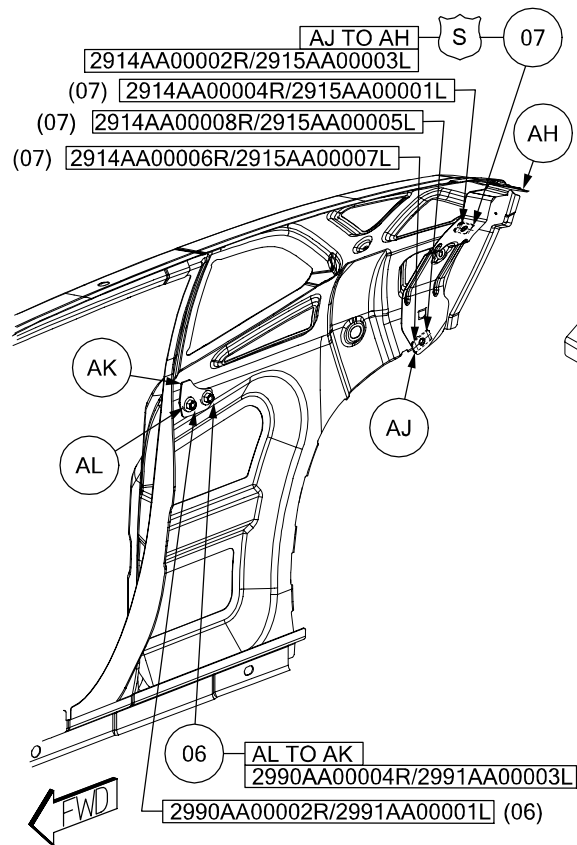
01 AG TO AD 3/SD PROJ WELDS (ORD)  
 02 AF TO AC 2/SD PROJ WELDS (ORD)  
 03 AG TO AE 3/SD PROJ WELDS (ORD)

04 AB TO AA 18 S/WELDS (ORD)  
 05 AF TO AB 2 PROJ WELDS (ORD)

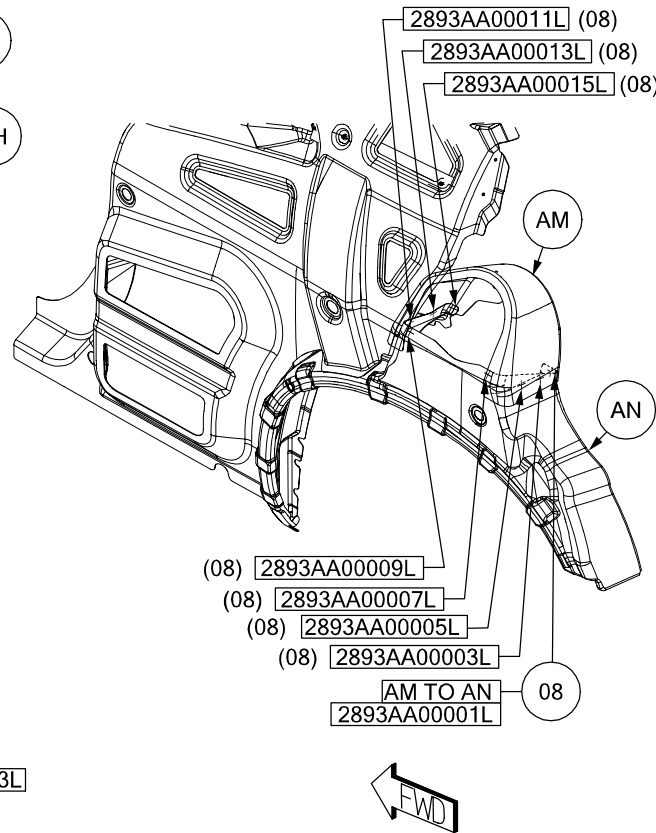


[Back to Index](#)

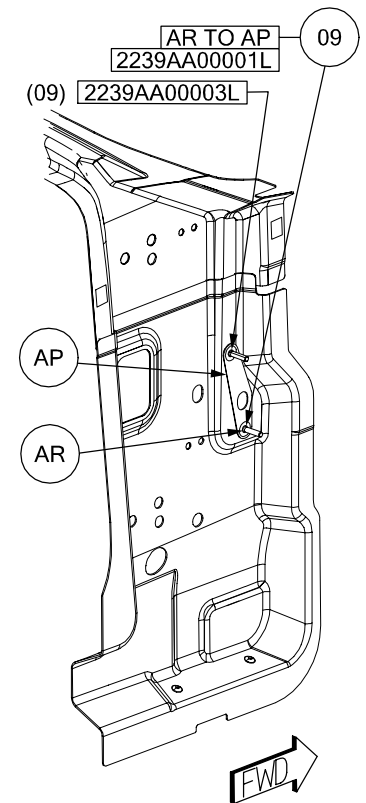
- 06 AL TO AK 2/SD PROJ WELDS (ORD)
- 07 AJ TO AH 4/SD S/WELDS (SAF)
- 08 AM TO AN 8 S/WELDS (ORD) LT
- 09 AR TO AP 2 PROJ WELDS (ORD) LT



VIEW Y



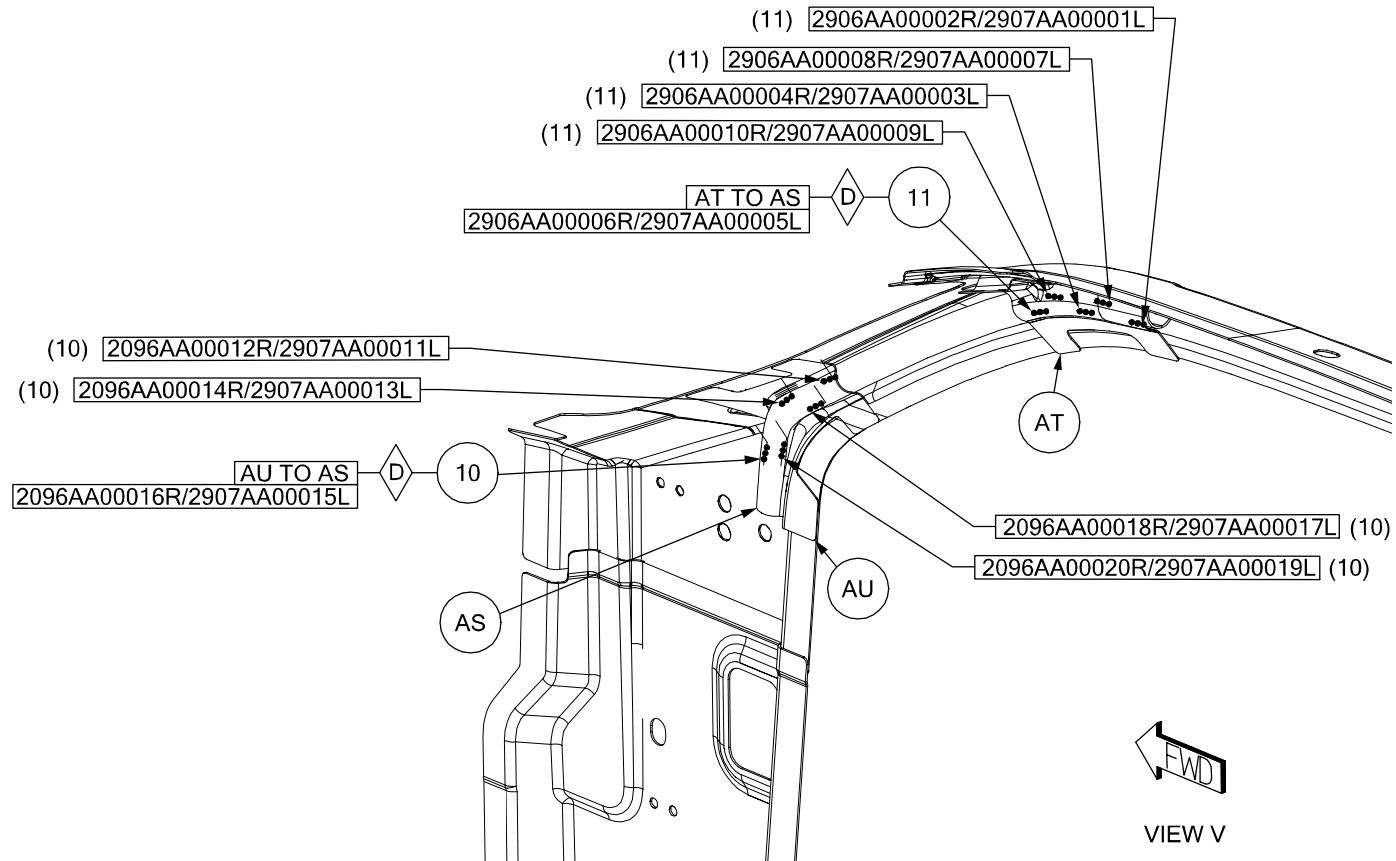
VIEW X  
(LEFT SIDE ONLY)



VIEW W  
(LEFT SIDE ONLY)

[Back to Index](#)

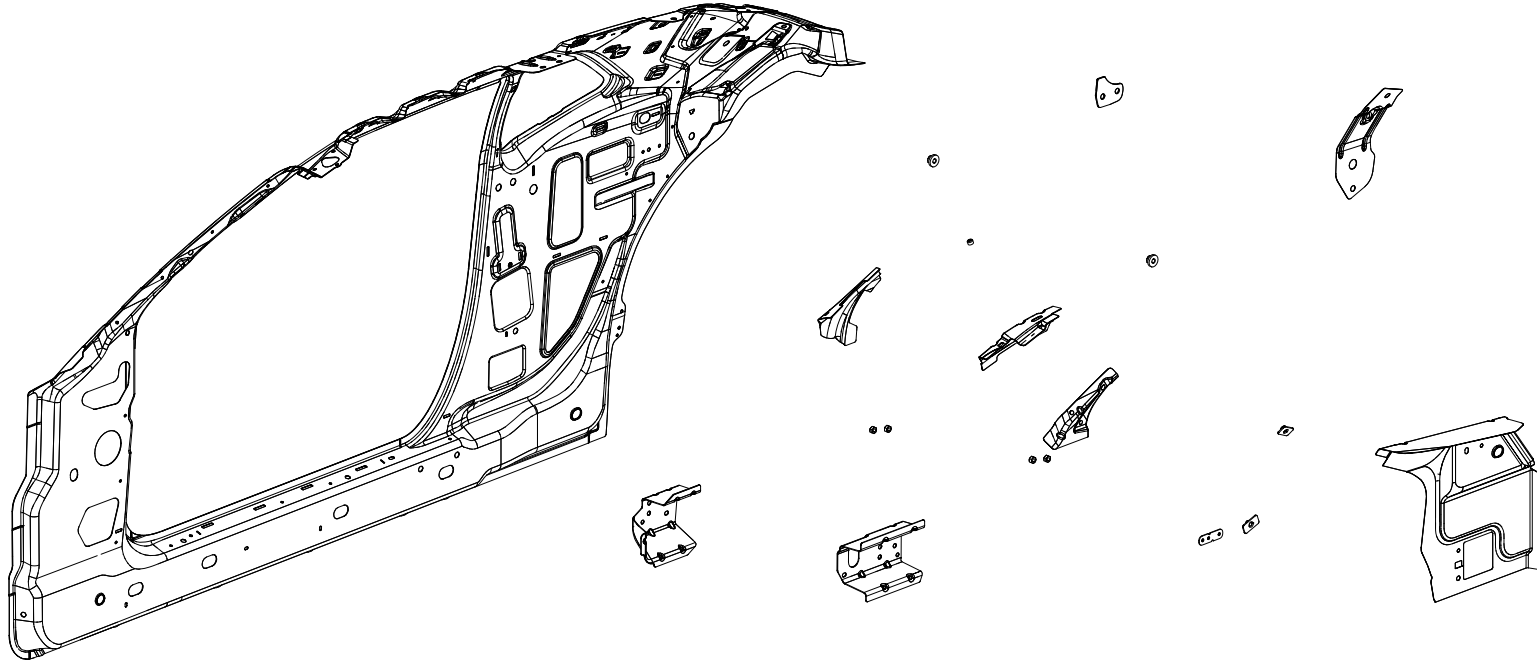
- 10 AU TO AS 5/SD ADH BEADS (CRT)
- 11 AT TO AS 5/SD ADH BEADS (CRT)



[Back to Index](#)



## DODGE CHALLENGER BODY SIDE APERTURE INNER SECTION



AA PANEL – BODY SIDE INR RT – BODY SIDE INR RT  
 AA PANEL – BODY SIDE INR LT – BODY SIDE INR LT  
 AB REINF – DOOR HINGE LWR RT –  
 AB REINF – DOOR HINGE LWR LT –  
 AC REINF – DOOR HINGE UPR RT –  
 AC REINF – DOOR HINGE UPR LT –  
 AD TAPPING PLATE – NAVIGATION – BODY SIDE INR RT TO I/P  
 AD TAPPING PLATE – NAVIGATION – BODY SIDE INR LT TO I/P  
 AE REINF – A-PILLAR INR UPR RT – BODY SIDE INR RT  
 AE REINF – A-PILLAR INR UPR LT – BODY SIDE INR LT  
 AF BRACKET – A-PILLAR LWR RT –

AF BRACKET – A-PILLAR LWR LT –  
 AG BRACKET – A-PILLAR UPR RT –  
 AG BRACKET – A-PILLAR UPR LT –  
 AH NUT/WELD.RD – NO.FIN.SPECIAL – SUN VISOR REINF TO BODY SIDE INR RT  
 AH NUT/WELD.RD – NO.FIN.SPECIAL – SUN VISOR REINF TO BODY SIDE INR LT  
 AJ REINF – PARKING BRAKE MOUNTING BRACKET –  
 AK REINF – TAPPING PLATE – PARK BRAKE TO BODY SIDE INR LT  
 AL NUT/PLATE.EXTRUDED – SPECIAL.PF-SAFETY – SEAT BELT TO BODY SIDE INR PANEL RT  
 AL NUT/PLATE.EXTRUDED – SPECIAL.PF-SAFETY – SEAT BELT TO BODY SIDE INR PANEL LT

AM REINF – FRT SEAT BELT RT –  
 AM REINF – FRT SEAT BELT LT –  
 AN TAPPING PLATE – SIDE AIR BAG SENSOR MOUNTING – SIDE AIR BAG SENSOR TO B/S INR RT  
 AN TAPPING PLATE – SIDE AIR BAG SENSOR MOUNTING – SIDE AIR BAG SENSOR TO B/S INR LT  
 AP REINF – RR BELT RETRACTOR RT –  
 AP REINF – RR BELT RETRACTOR LT –  
 AR EXTENSION – BODY SIDE INR RT – BODY SIDE INR RT  
 AR EXTENSION – BODY SIDE INR LT – BODY SIDE INR LT

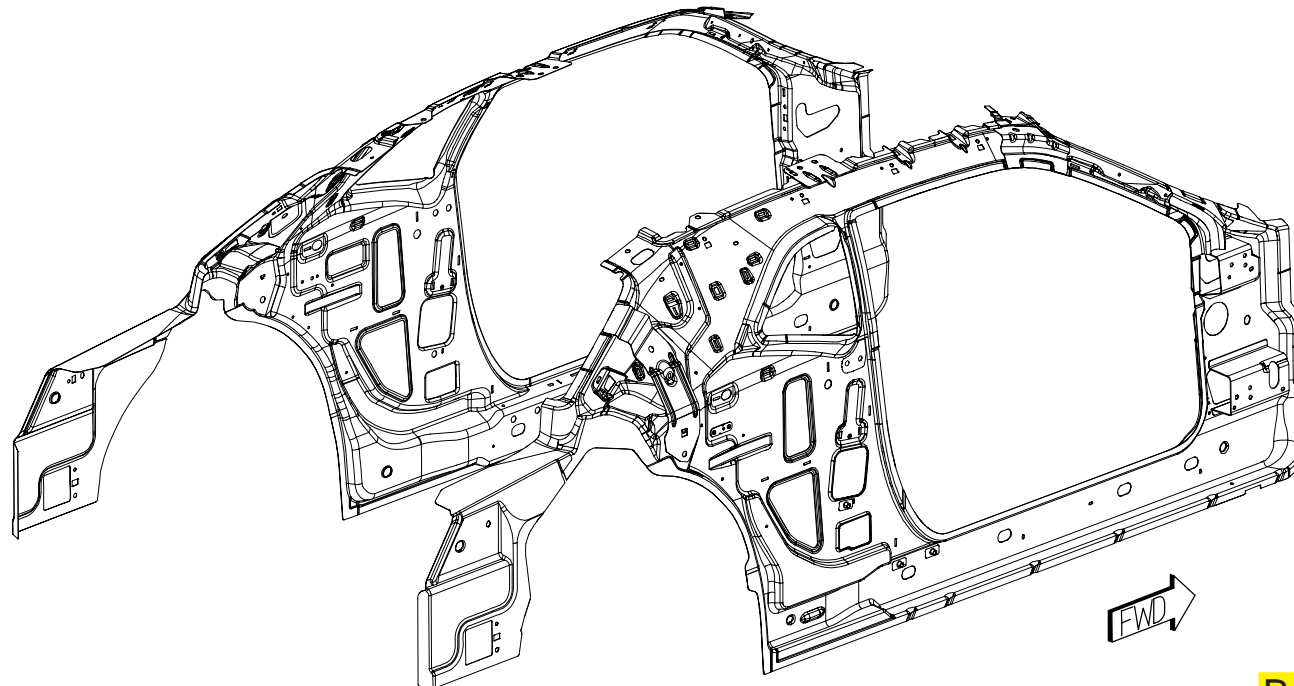
[Back to Index](#)

## PARTS IDENTIFICATION LEGEND, OVERVIEW 18

AA PANEL – BODY SIDE INR RT – BODY SIDE INR RT  
 AA PANEL – BODY SIDE INR LT – BODY SIDE INR LT  
 AB REINF – DOOR HINGE LWR RT –  
 AB REINF – DOOR HINGE LWR LT –  
 AC REINF – DOOR HINGE UPR RT –  
 AC REINF – DOOR HINGE UPR LT –  
 AD TAPPING PLATE – NAVIGATION – BODY SIDE INR RT TO I/P  
 AD TAPPING PLATE – NAVIGATION – BODY SIDE INR LT TO I/P  
 AE REINF – A-PILLAR INR UPR RT – BODY SIDE INR RT  
 AE REINF – A-PILLAR INR UPR LT – BODY SIDE INR LT  
 AF BRACKET – A-PILLAR LWR RT –

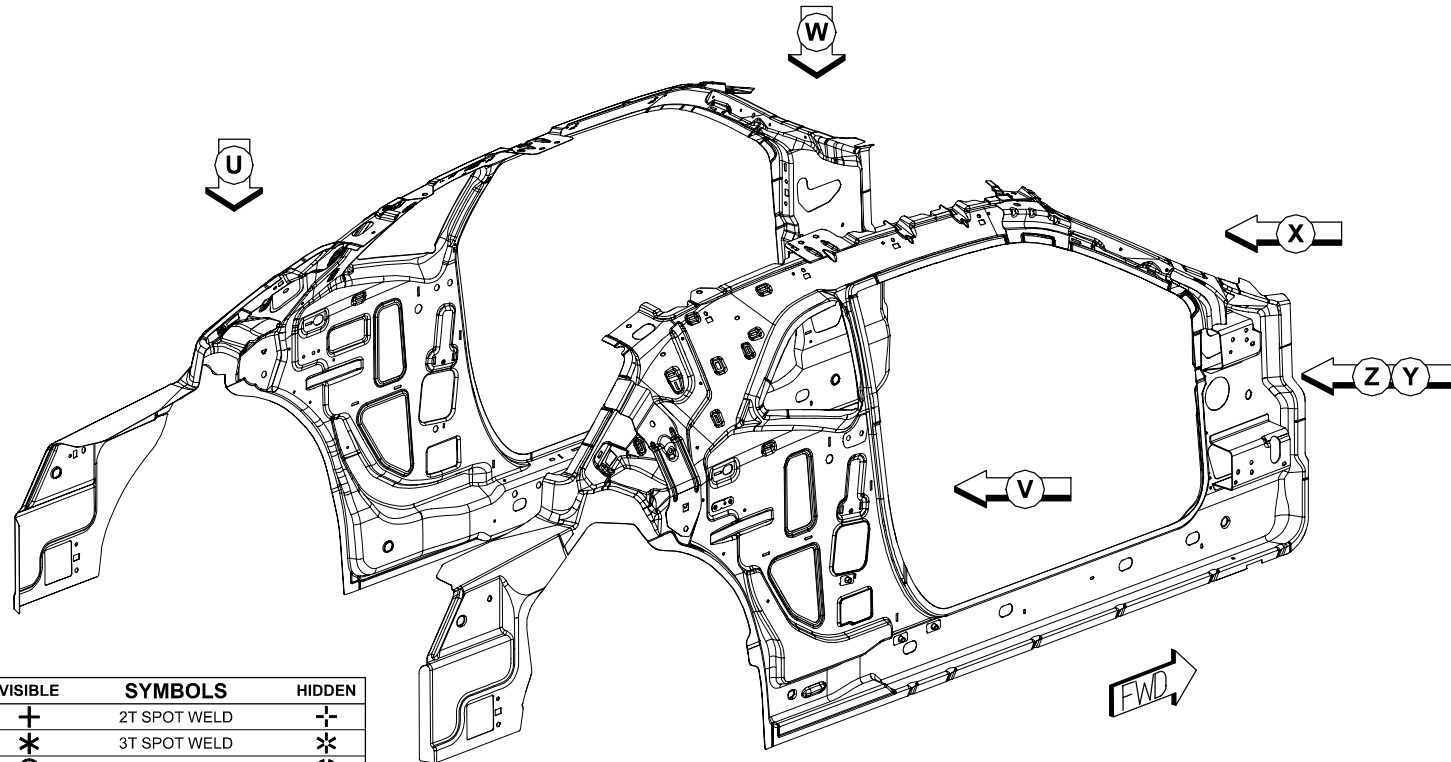
AF BRACKET – A-PILLAR LWR LT –  
 AG BRACKET – A-PILLAR UPR RT –  
 AG BRACKET – A-PILLAR UPR LT –  
 AH NUT/WELD.RD – NO.FIN.SPECIAL – SUN VISOR REINF TO BODY SIDE INR RT  
 AH NUT/WELD.RD – NO.FIN.SPECIAL – SUN VISOR REINF TO BODY SIDE INR LT  
 AJ REINF – PARKING BRAKE MOUNTING BRACKET –  
 AK REINF – TAPPING PLATE – PARK BRAKE TO BODY SIDE INR LT  
 AL NUT/PLATE.EXTRUDED – SPECIAL.PF-SAFETY – SEAT BELT TO BODY SIDE INR PANEL RT  
 AL NUT/PLATE.EXTRUDED – SPECIAL.PF-SAFETY – SEAT BELT TO BODY SIDE INR PANEL LT

AM REINF – FRT SEAT BELT RT –  
 AM REINF – FRT SEAT BELT LT –  
 AN TAPPING PLATE – SIDE AIR BAG SENSOR MOUNTING – SIDE AIR BAG SENSOR TO B/S INR RT  
 AN TAPPING PLATE – SIDE AIR BAG SENSOR MOUNTING – SIDE AIR BAG SENSOR TO B/S INR LT  
 AP REINF – RR BELT RETRACTOR RT –  
 AP REINF – RR BELT RETRACTOR LT –  
 AR EXTENSION – BODY SIDE INR RT – BODY SIDE INR RT  
 AR EXTENSION – BODY SIDE INR LT – BODY SIDE INR LT



[Back to Index](#)

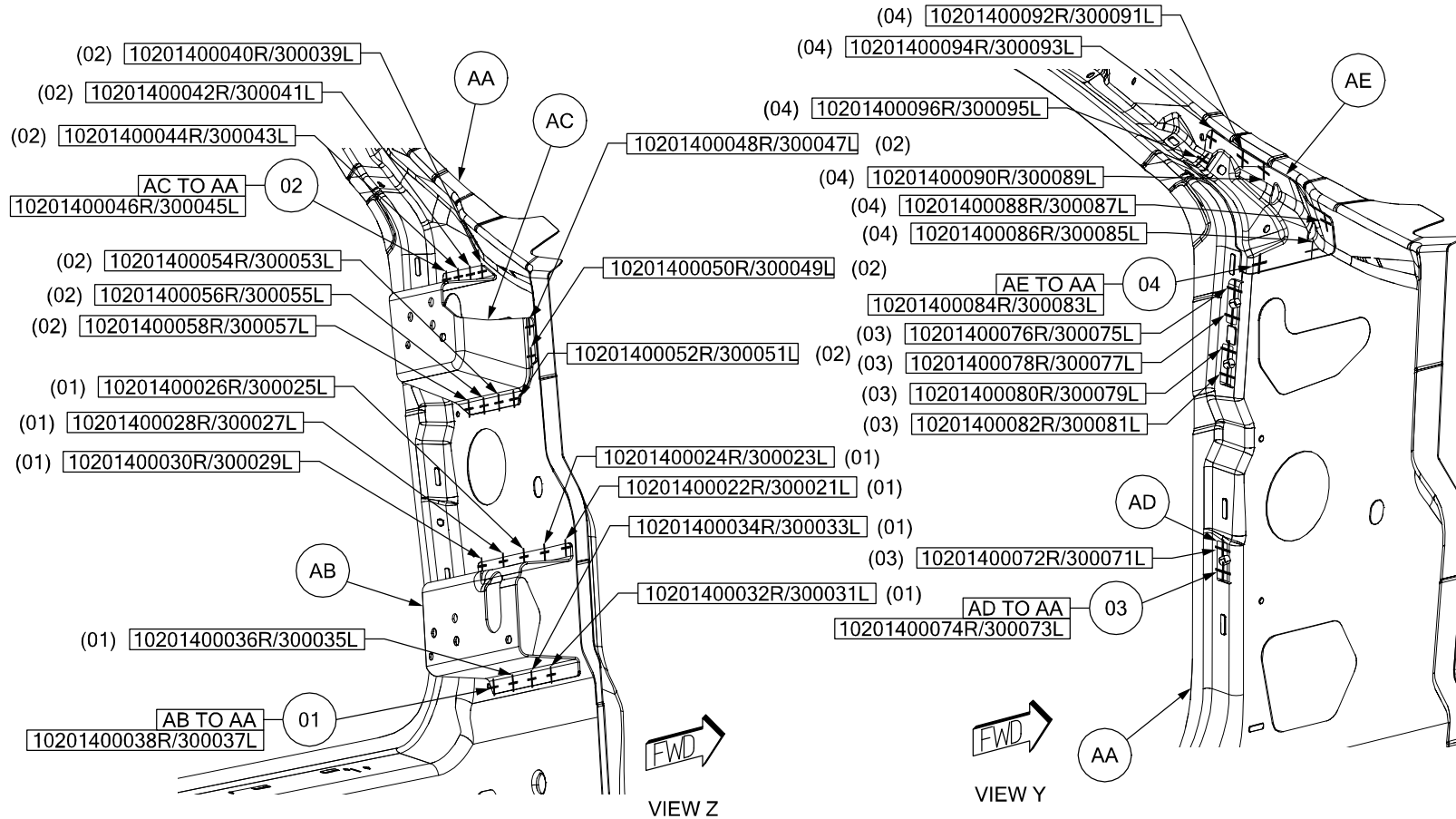
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⊗
V	FCAW / MIG BRZ	∕

[Back to Index](#)

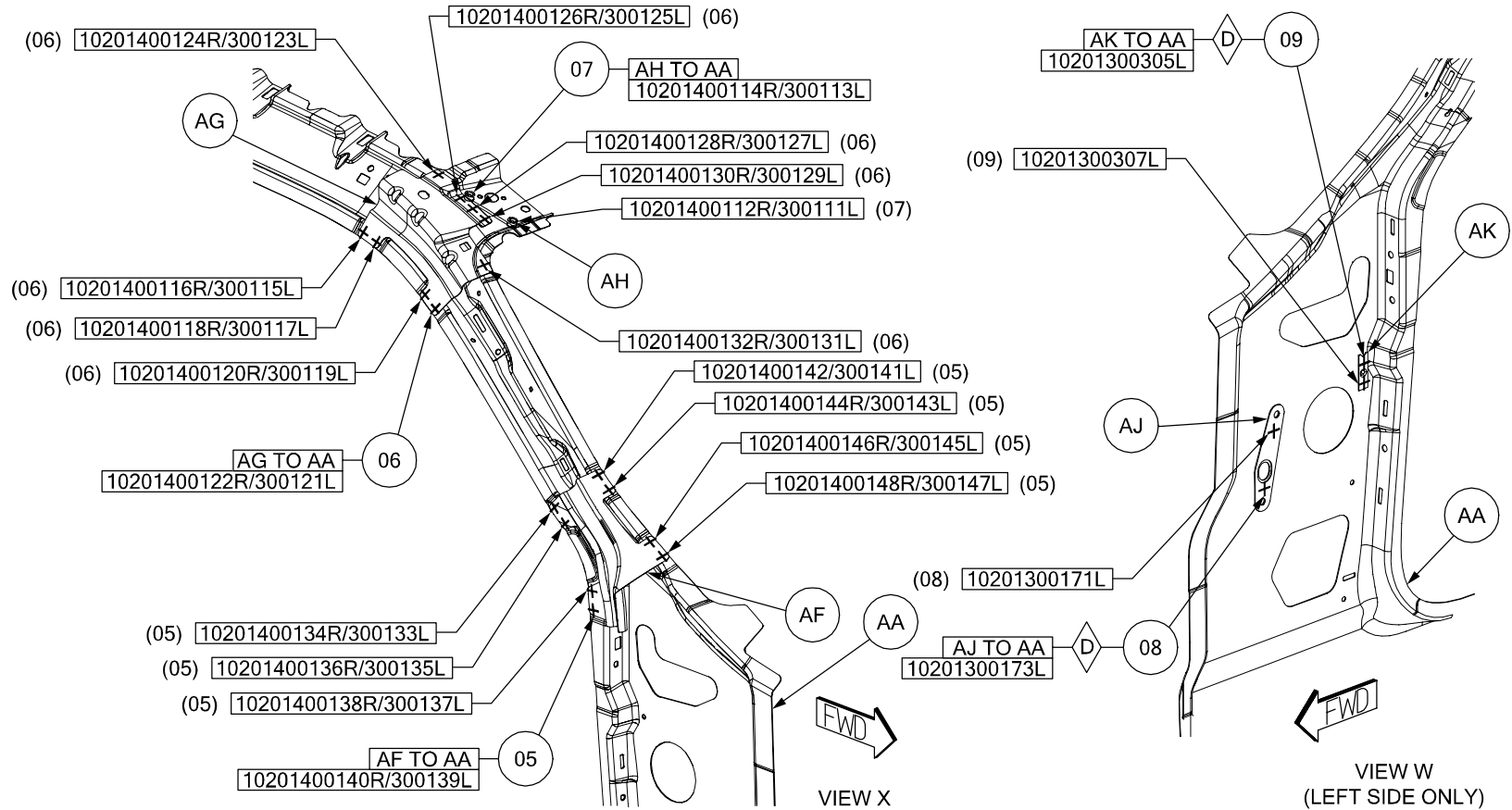
- 01 AB TO AA 9/SD S/WELDS (ORD)
- 02 AC TO AA 10/SD S/WELDS (ORD)
- 03 AD TO AA 6/SD S/WELDS (ORD)
- 04 AE TO AA 7/SD S/WELDS (ORD)



[Back to Index](#)

05 AF TO AA 8/SD S/WELDS (ORD)  
 06 AG TO AA 9/SD S/WELDS (ORD)  
 07 AH TO AA 2/SD PROJ WELDS (ORD)

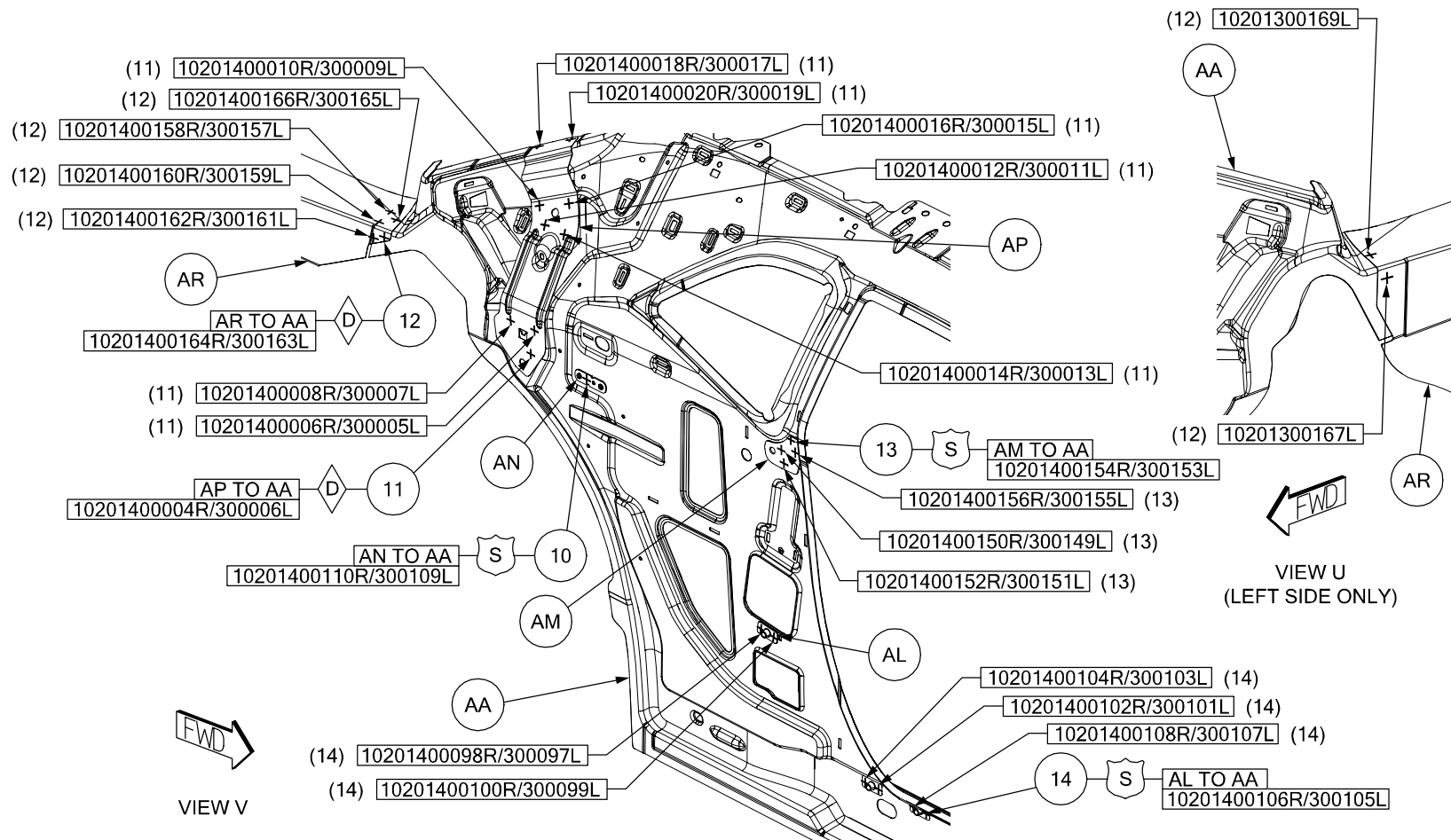
08 AJ TO AA 2L S/WELDS (CRT)  
 09 AK TO AA 2L S/WELDS (CRT)



Back to Index

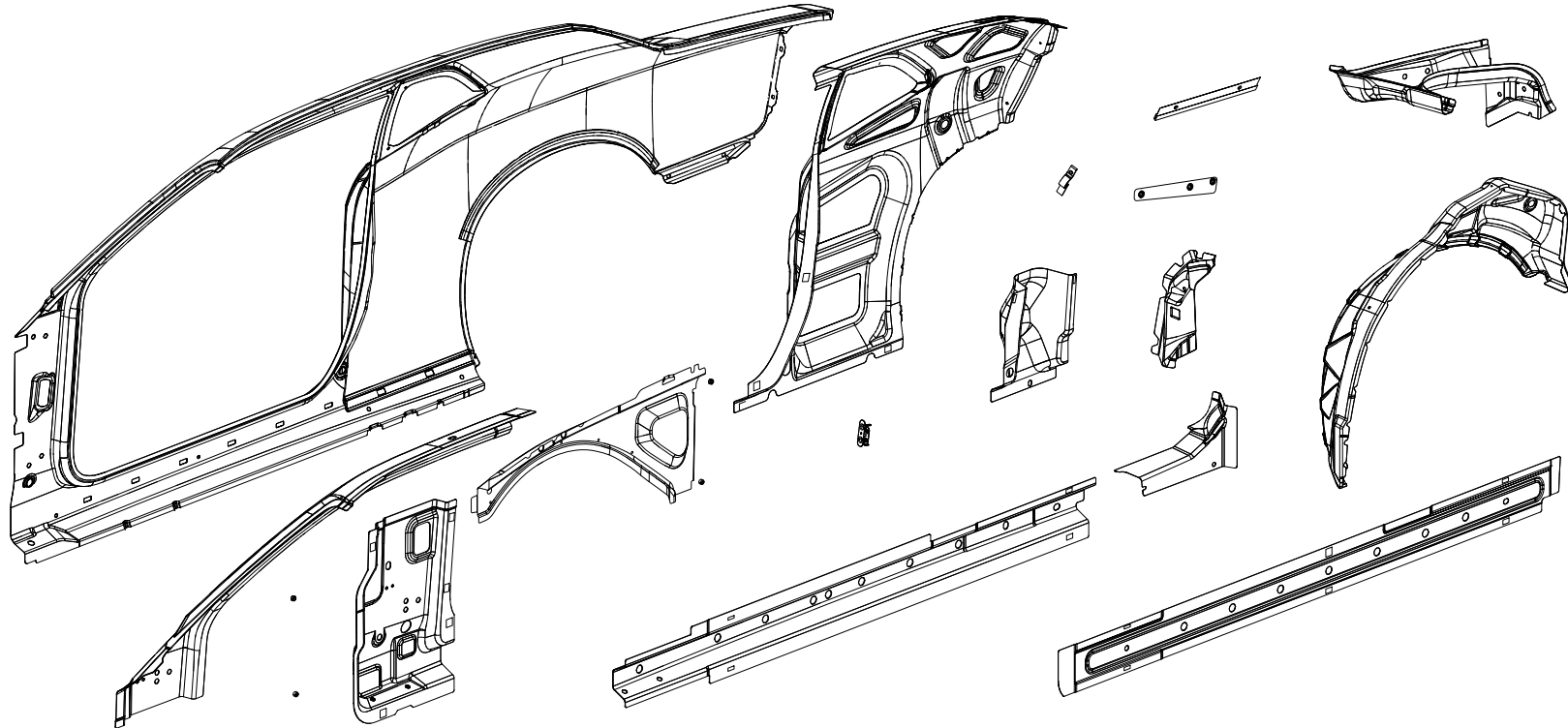
- 10 AN TO AA 1/SD S/WELD (SAF)  
 11 AP TO AA 9/SD S/WELDS (CRT)  
 12 AR TO AA 5R/7L S/WELDS (CRT)

- 13 AM TO AA 4/SD S/WELDS (SAF)  
 14 AL TO AA 6/SD S/WELDS (SAF)



Back to Index

## DODGE CHALLENGER BODY SIDE APERTURE OUTER SECTION



AA PANEL – BODY SIDE OUTER RT – BODY  
SIDE OTR RT  
AA PANEL – BODY SIDE OUTER LT – BODY  
SIDE OTR LT  
AB REINF – BODY SIDE SILL OTR RT – BODY  
SIDE REINF RT  
AB REINF – BODY SIDE SILL OTR LT – BODY  
SIDE REINF LT  
AC REINF – A-PILLAR UPR RT –  
AC REINF – A-PILLAR UPR LT –  
AD REINF – A-PILLAR LWR RT – BODY SIDE  
REINF RT  
AD REINF – A-PILLAR LWR LT – BODY SIDE  
REINF LT

AE PANEL – UPR LOAD PATH OTR RT – BODY  
SIDE OTR RT  
AE PANEL – UPR LOAD PATH OTR LT – BODY  
SIDE OTR LT  
AF REINF – C-PILLAR RT – BODY SIDE REINF  
RT  
AF REINF – C-PILLAR LT – BODY SIDE REINF  
LT  
AG PANEL – RR WHEELHOUSE OTR RT –  
BODY SIDE REINF RT  
AG PANEL – RR WHEELHOUSE OTR LT –  
BODY SIDE REINF LT  
AH EXTENSION – BODY SIDE OTR RT – BODY  
SIDE OTR RT

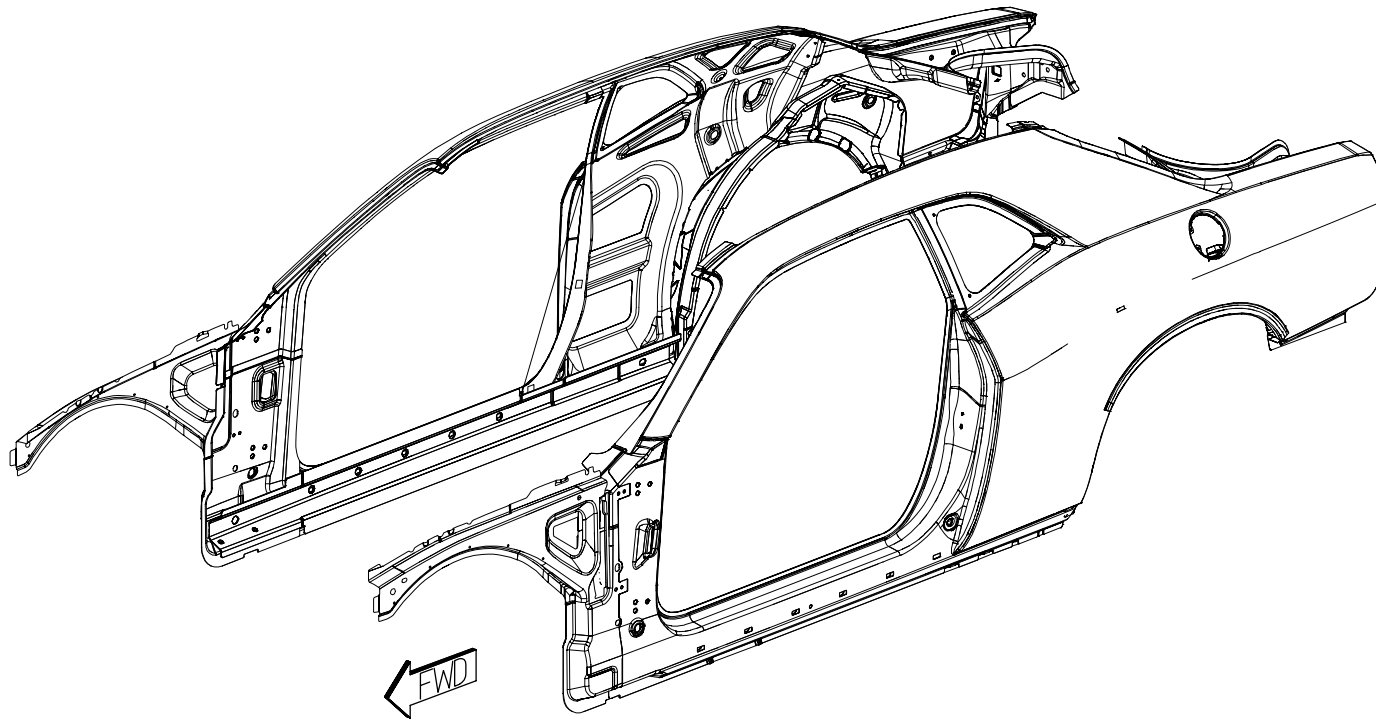
AH EXTENSION – BODY SIDE OTR LT – BODY  
SIDE OTR LT  
AJ PANEL – TAIL LAMP RT – BODY SIDE OTR  
RT  
AJ PANEL – TAIL LAMP LT – BODY SIDE OTR  
LT  
AK TROUGH – DECK OPENING SIDE RT –  
BODY SIDE OTR RT  
AK TROUGH – DECK OPENING SIDE LT –  
BODY SIDE OTR LT  
AL TAPPING PLATE – DECKLID HINGE RT –  
BODY SIDE OTR RT  
AL TAPPING PLATE – DECKLID HINGE LT –  
BODY SIDE OTR LT

[Back to Index](#)



## PARTS IDENTIFICATION LEGEND, OVERVIEW 17

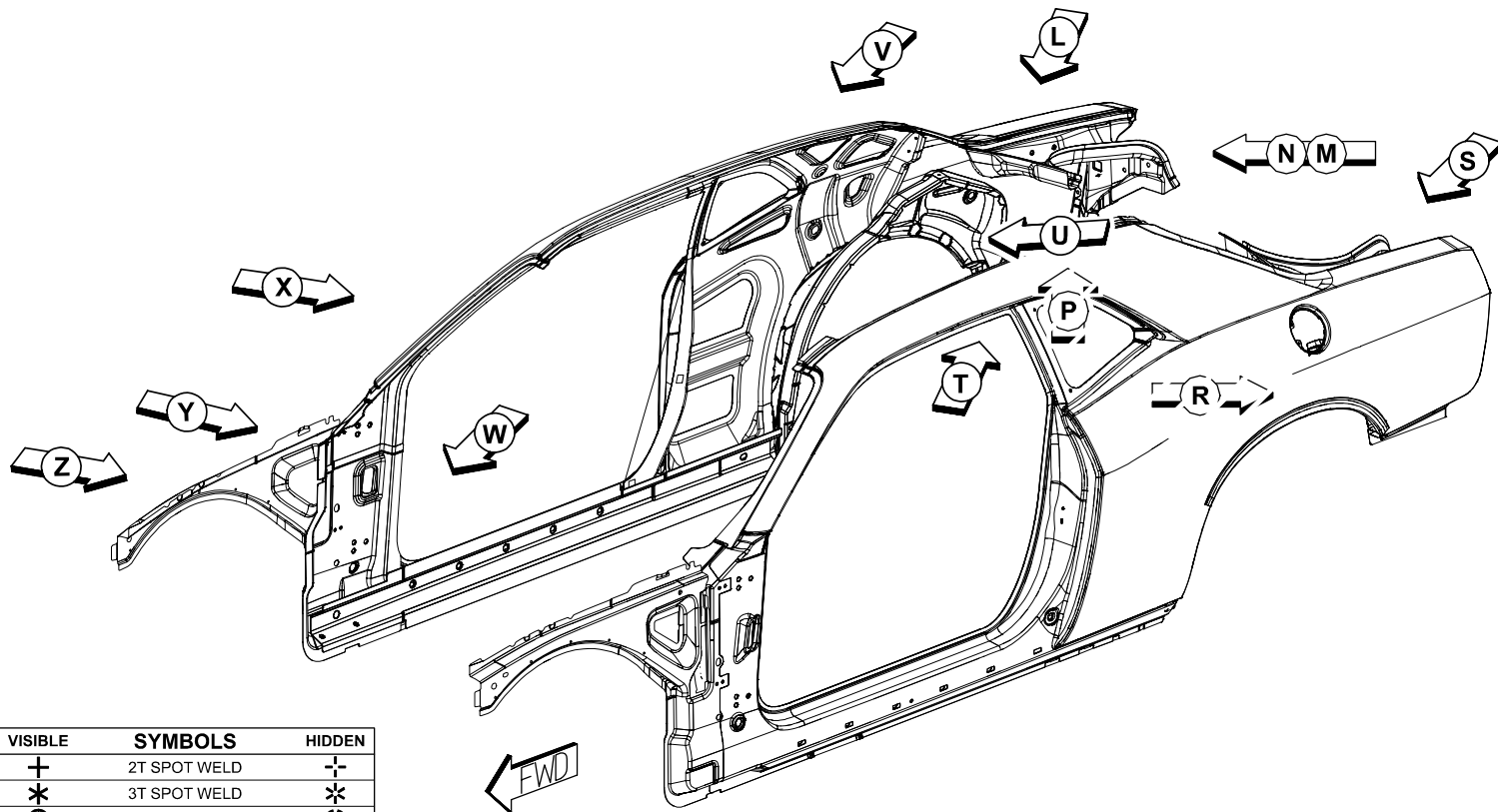
AA	PANEL – BODY SIDE OUTER RT – BODY SIDE OTR RT	AE	PANEL – UPR LOAD PATH OTR RT – BODY SIDE OTR RT	AH	EXTENSION – BODY SIDE OTR LT – BODY SIDE OTR LT
AA	PANEL – BODY SIDE OUTER LT – BODY SIDE OTR LT	AE	PANEL – UPR LOAD PATH OTR LT – BODY SIDE OTR LT	AJ	PANEL – TAIL LAMP RT – BODY SIDE OTR RT
AB	REINF – BODY SIDE SILL OTR RT – BODY SIDE REINF RT	AF	REINF – C-PILLAR RT – BODY SIDE REINF RT	AJ	PANEL – TAIL LAMP LT – BODY SIDE OTR LT
AB	REINF – BODY SIDE SILL OTR LT – BODY SIDE REINF LT	AF	REINF – C-PILLAR LT – BODY SIDE REINF LT	AK	TROUGH – DECK OPENING SIDE RT – BODY SIDE OTR RT
AC	REINF – A-PILLAR UPR RT –	AG	PANEL – RR WHEELHOUSE OTR RT – BODY SIDE REINF RT	AK	TROUGH – DECK OPENING SIDE LT – BODY SIDE OTR LT
AC	REINF – A-PILLAR UPR LT –	AG	PANEL – RR WHEELHOUSE OTR LT – BODY SIDE REINF LT	AL	TAPPING PLATE – DECKLID HINGE RT – BODY SIDE OTR RT
AD	REINF – A-PILLAR LWR RT – BODY SIDE REINF RT	AH	EXTENSION – BODY SIDE OTR RT – BODY SIDE OTR RT	AL	TAPPING PLATE – DECKLID HINGE LT – BODY SIDE OTR LT
AD	REINF – A-PILLAR LWR LT – BODY SIDE REINF LT				



[Back to Index](#)



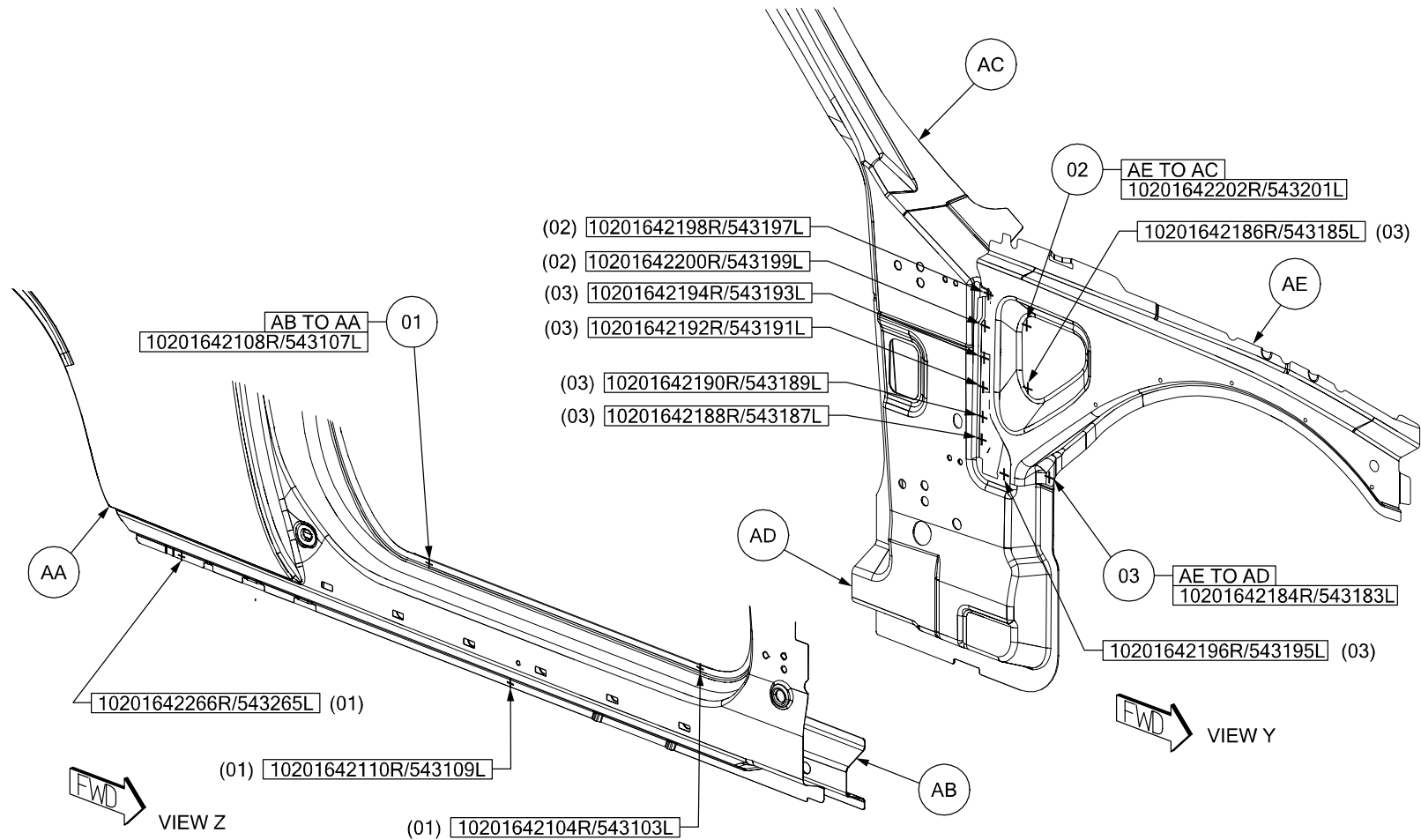
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⊗
V	FCAW / MIG BRZ	∕

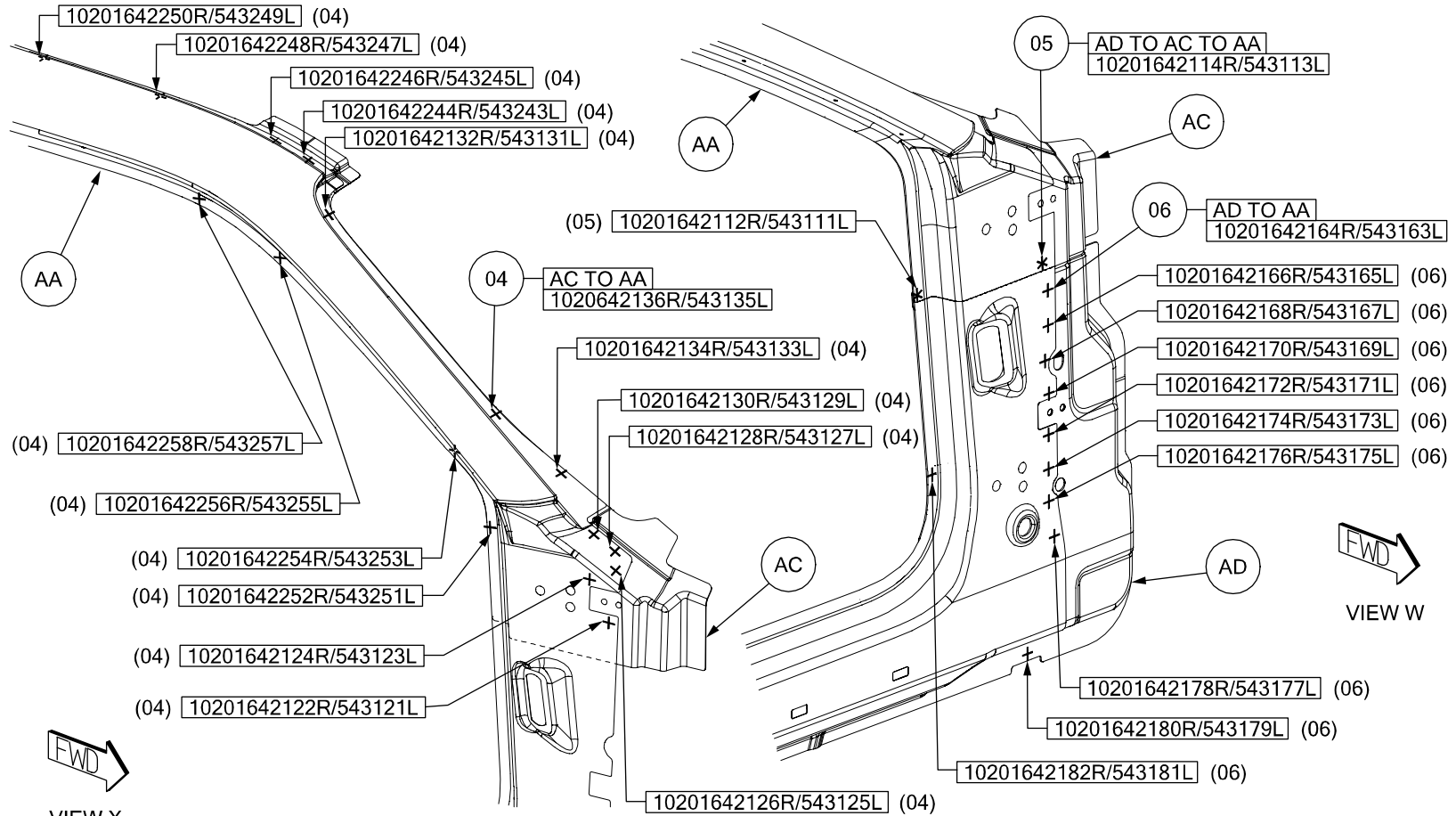
[Back to Index](#)

- 01 AB TO AA 4/SD S/WELDS (ORD)
- 02 AE TO AC 3/SD S/WELDS (ORD)
- 03 AE TO AD 7/SD S/WELDS (ORD)



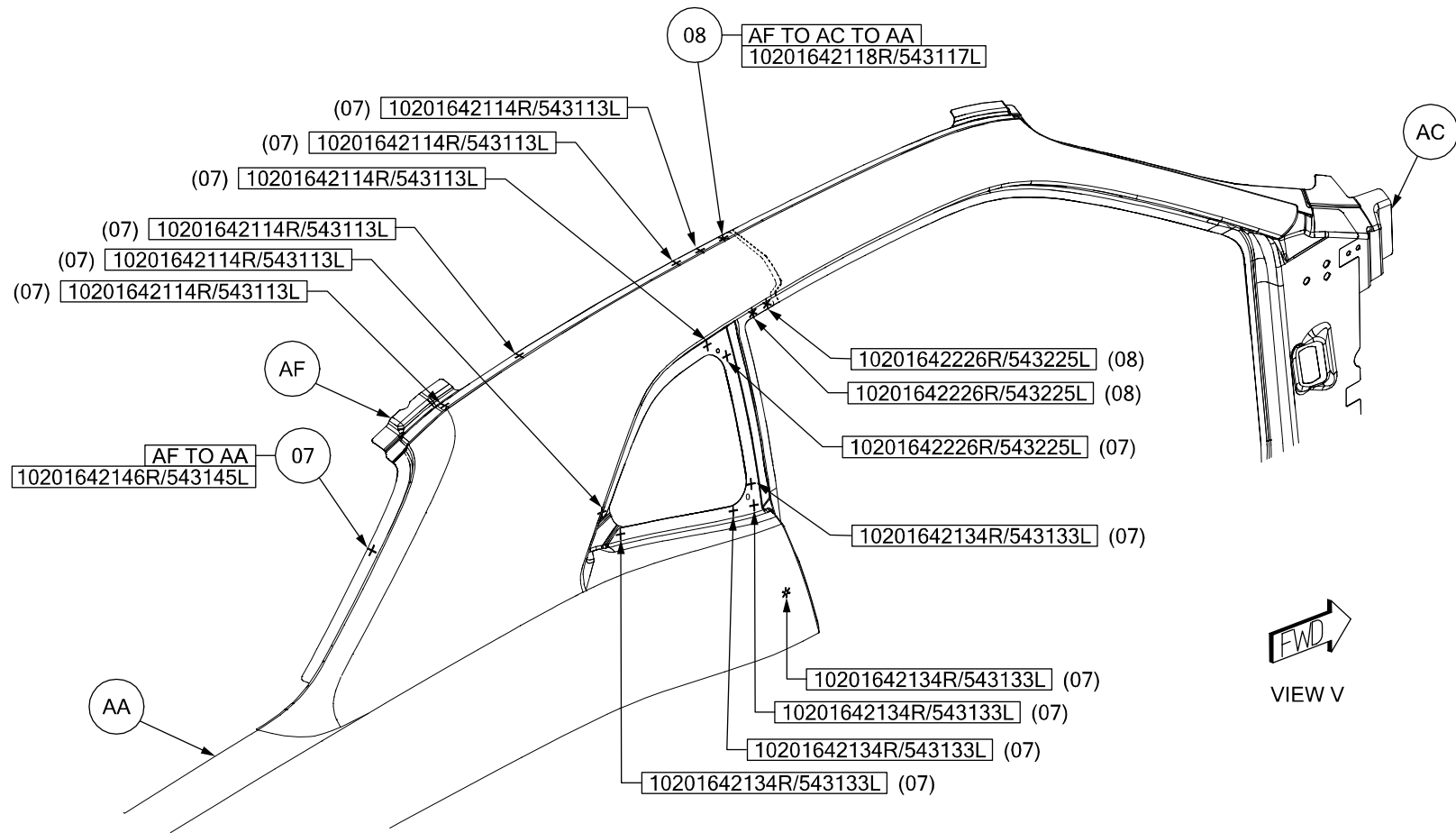
[Back to Index](#)

- 04 AC TO AA 16/SD S/WELDS (ORD)
- 05 AD TO AC TO AA 2/SD S/WELDS (ORD)
- 06 AD TO AA 10/SD S/WELDS (ORD)



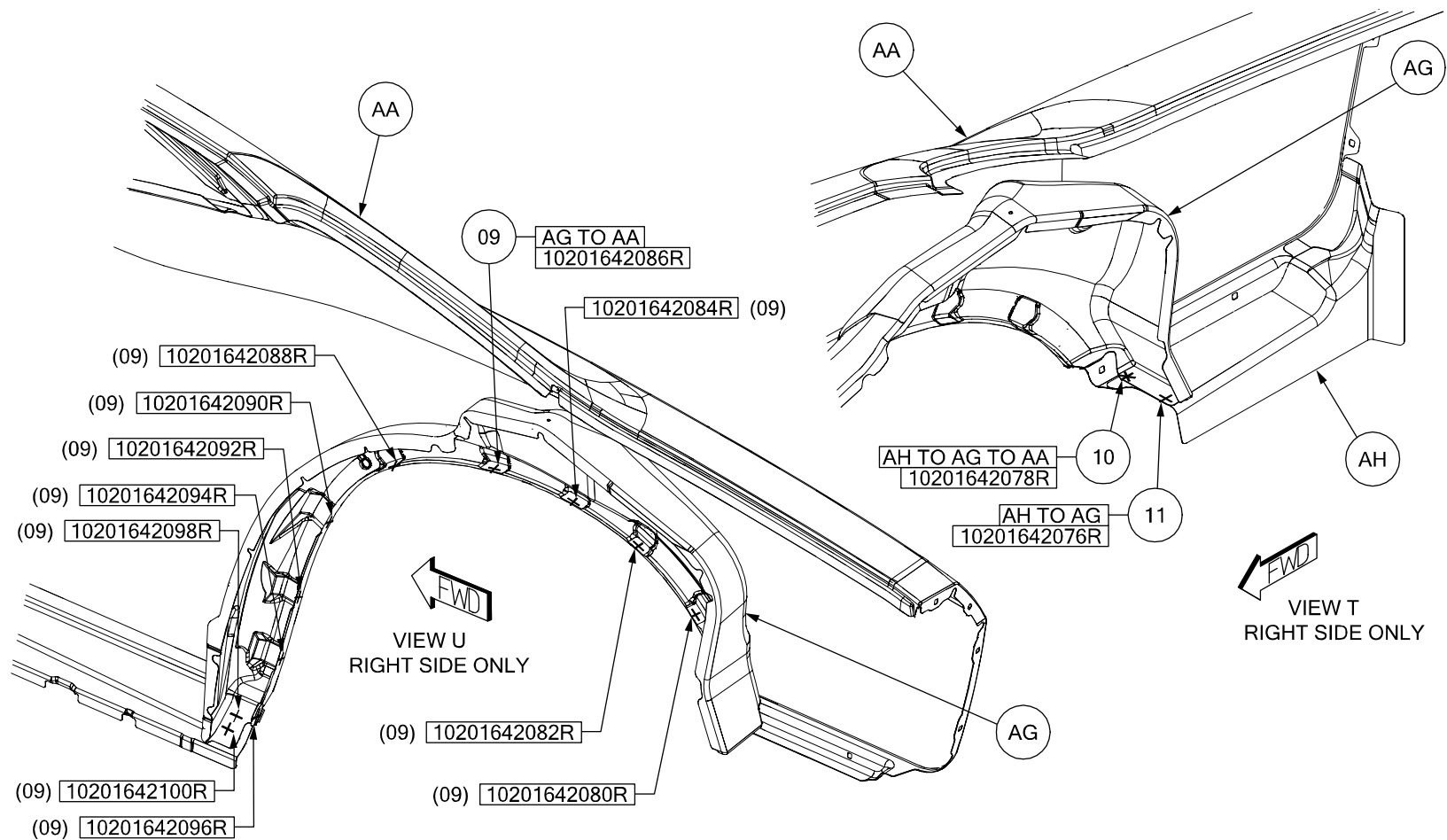
Back to Index

- 07 AF TO AA 13/SD S/WELDS (ORD)  
 08 AF TO AC TO AA 3/SD S/WELDS (ORD)



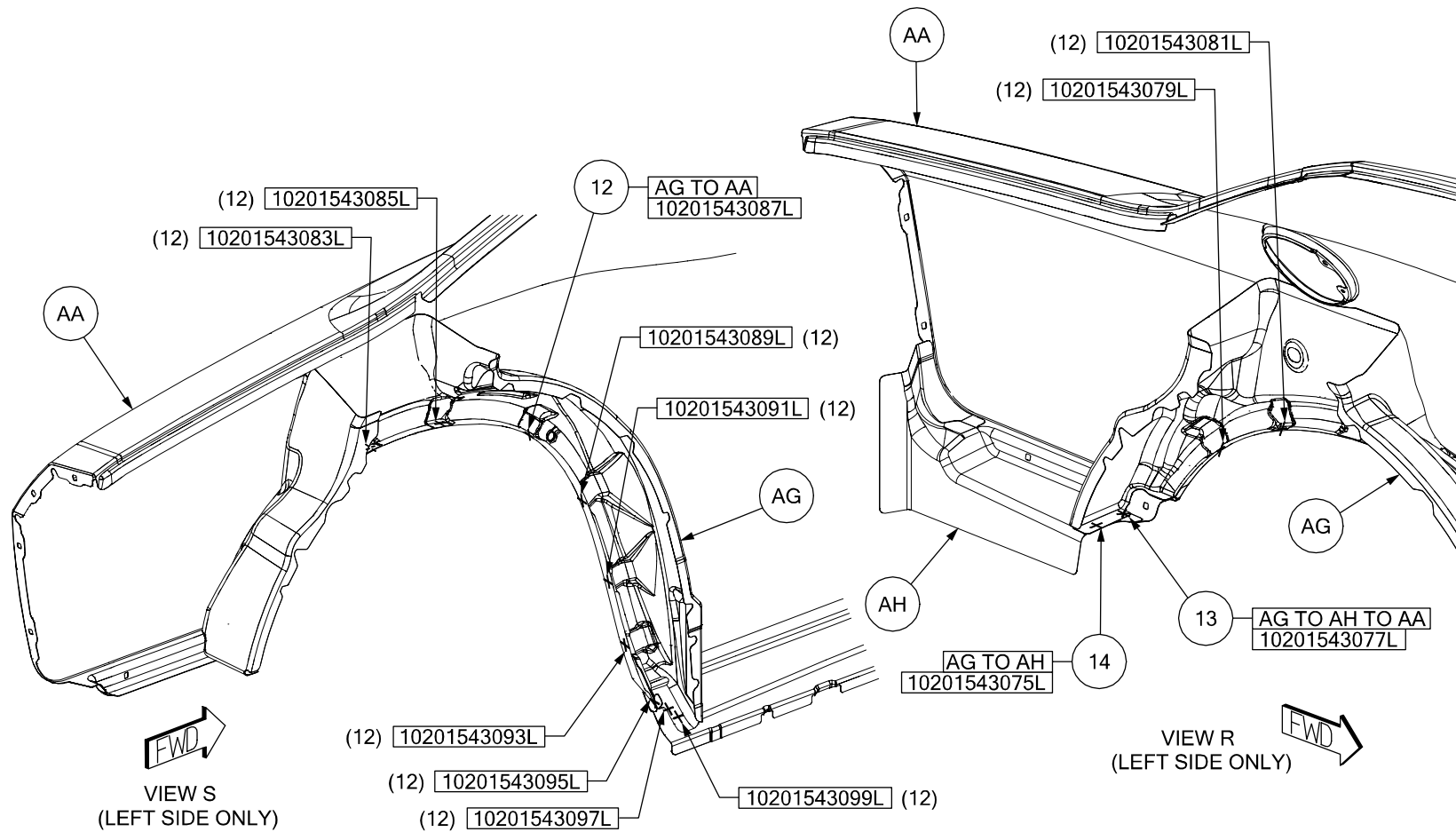
Back to Index

- 09 AG TO AA 11R S/WELDS (ORD)
- 10 AH TO AG TO AA 1R S/WELD (ORD)
- 11 AH TO AG 1R S/WELD (ORD)



[Back to Index](#)

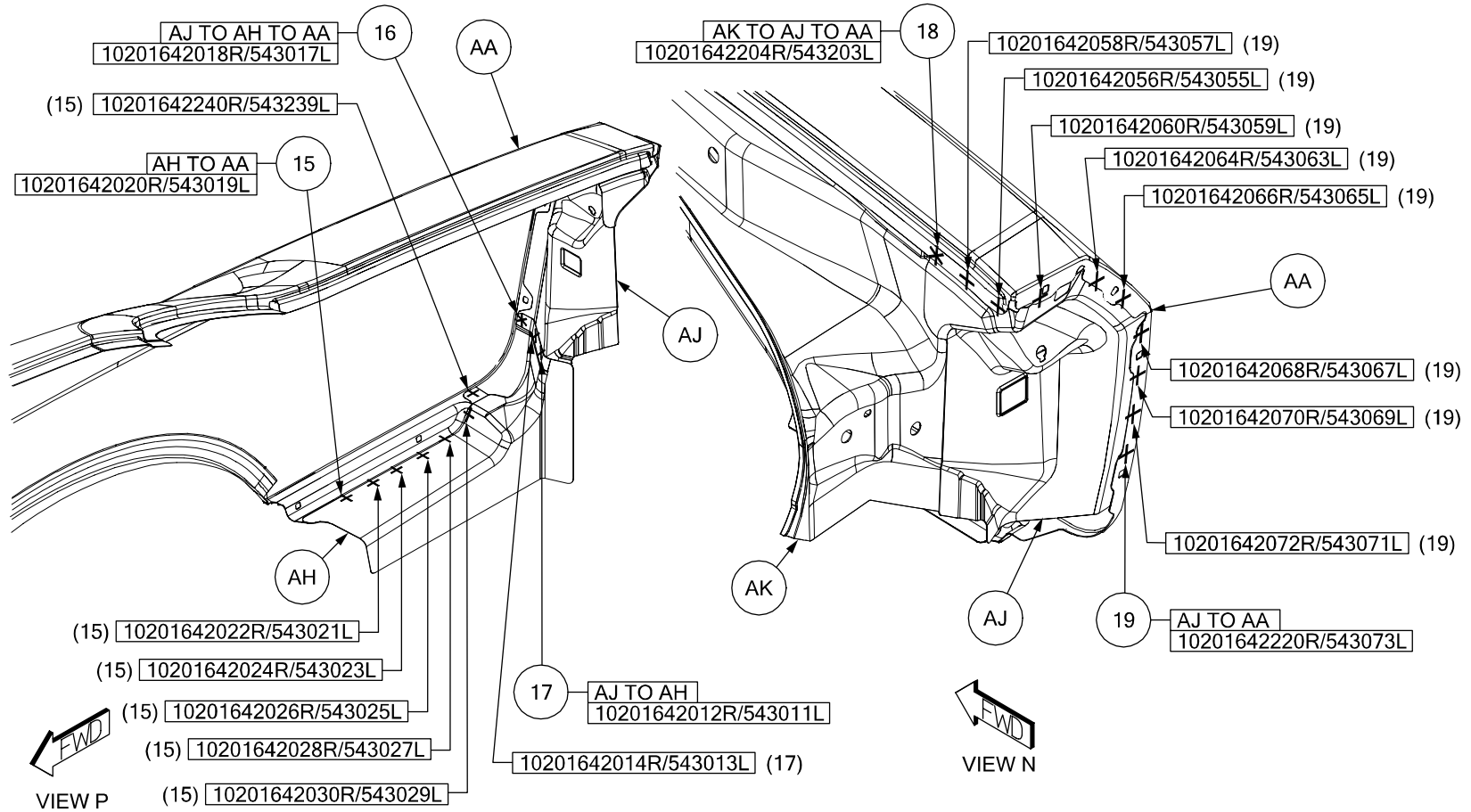
- 12 AG TO AA 11L S/WELDS (ORD)
- 13 AG TO AH TO AA 1L S/WELD (ORD)
- 14 AG TO AH 1L S/WELD (ORD)



[Back to Index](#)

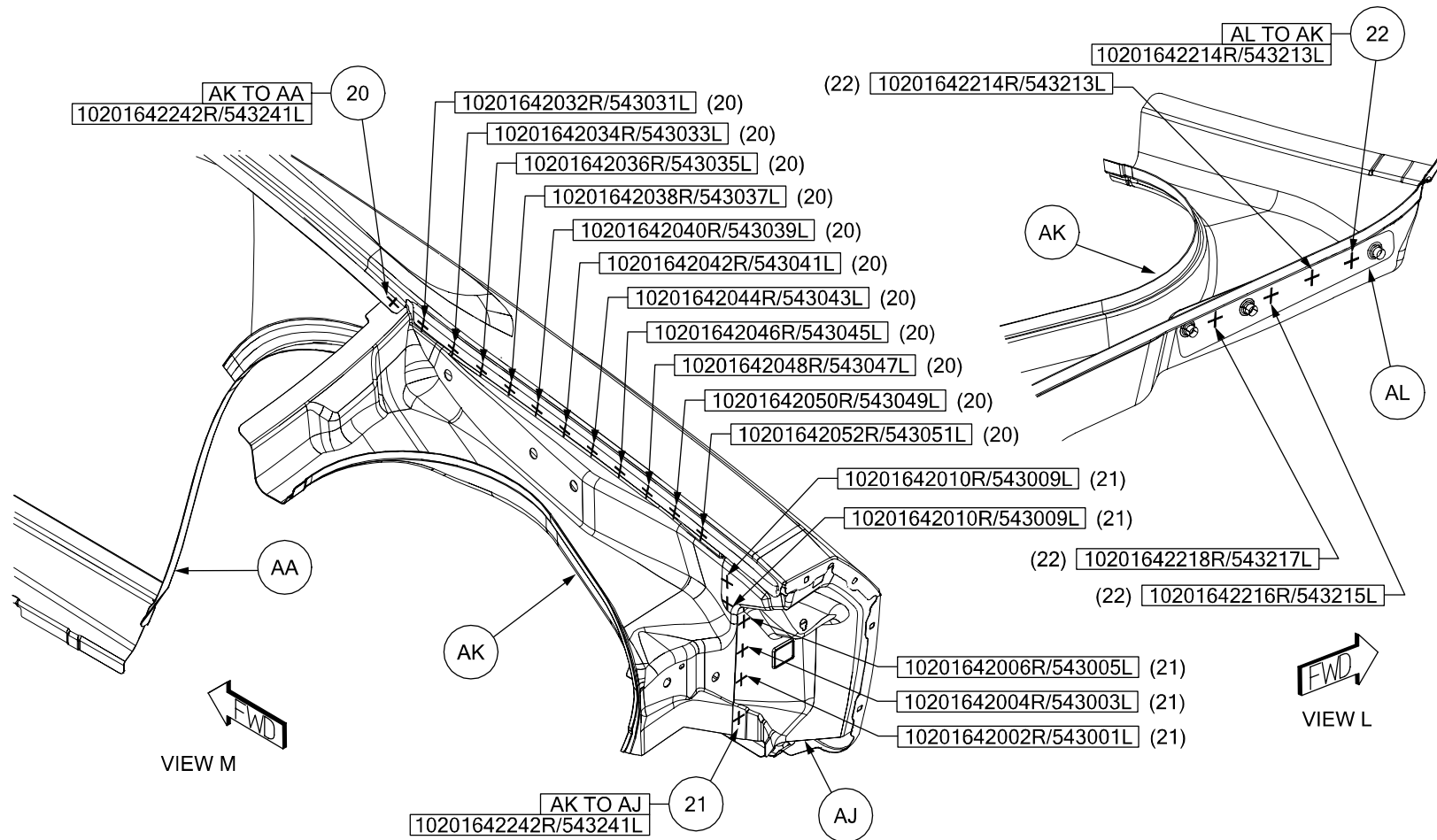
- 15 AH TO AA 7/SD S/WELDS (ORD)
- 16 AJ TO AH TO AA 1/SD S/WELD (ORD)
- 17 AJ TO AH 2/SD S/WELDS (ORD)

- 18 AK TO AJ TO AA 1/SD S/WELD (ORD)
- 19 AJ TO AA 9/SD S/WELDS (ORD)



[Back to Index](#)

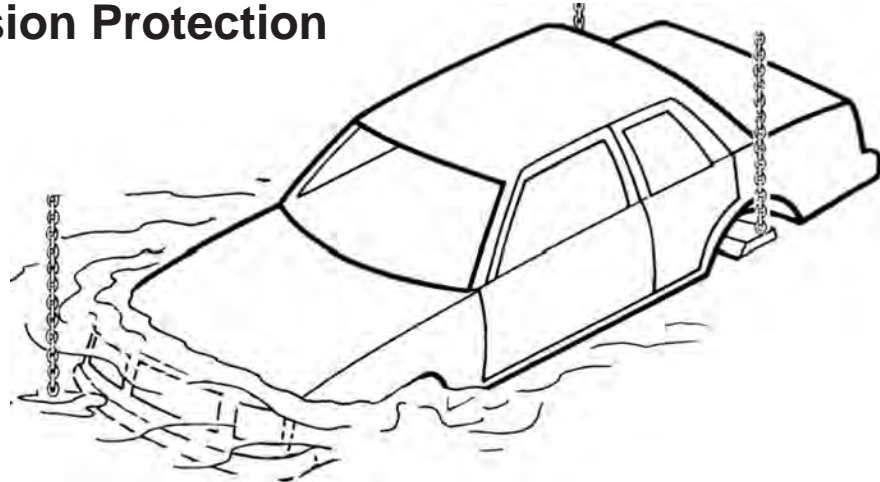
- 20 AK TO AA 12/SD S/WELDS (ORD)  
 21 AK TO AJ 6/SD S/WELDS (ORD)  
 22 AL TO AK 4/SD S/WELDS (ORD)



[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.

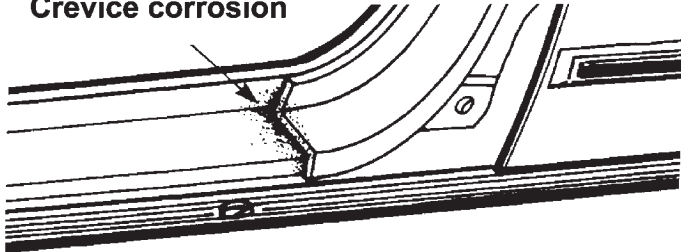
This corrosion protection is required regardless of the environment and weather conditions the vehicle will be operated in. Corrosion protection is as important in the desert as it is at the seaside. Corrosion damage can literally destroy the structural integrity of a unibody vehicle from within. Many 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.**

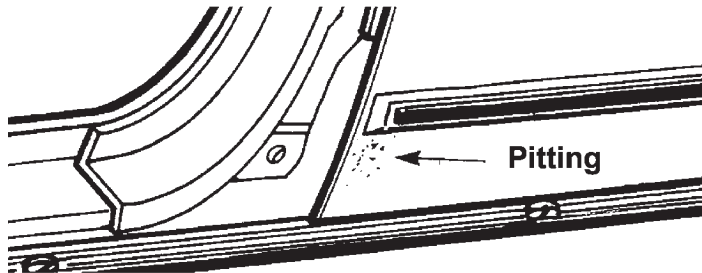
[Back to Index](#)

## Corrosion Protection

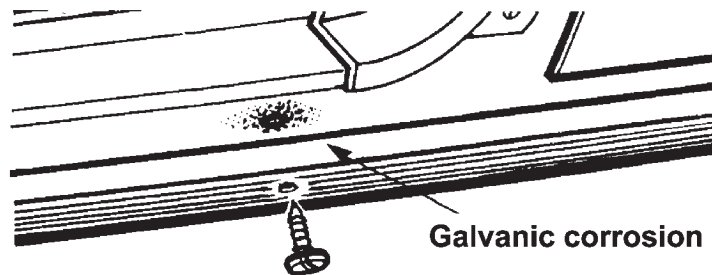
**Crevice corrosion**



**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.

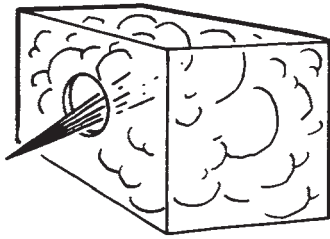
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials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

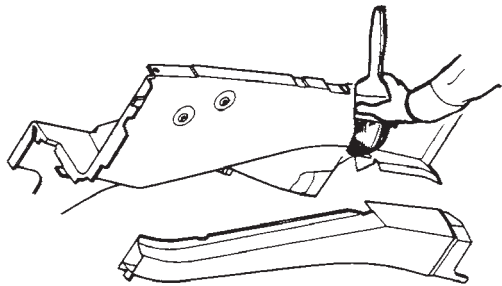
[Back to Index](#)

## 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)

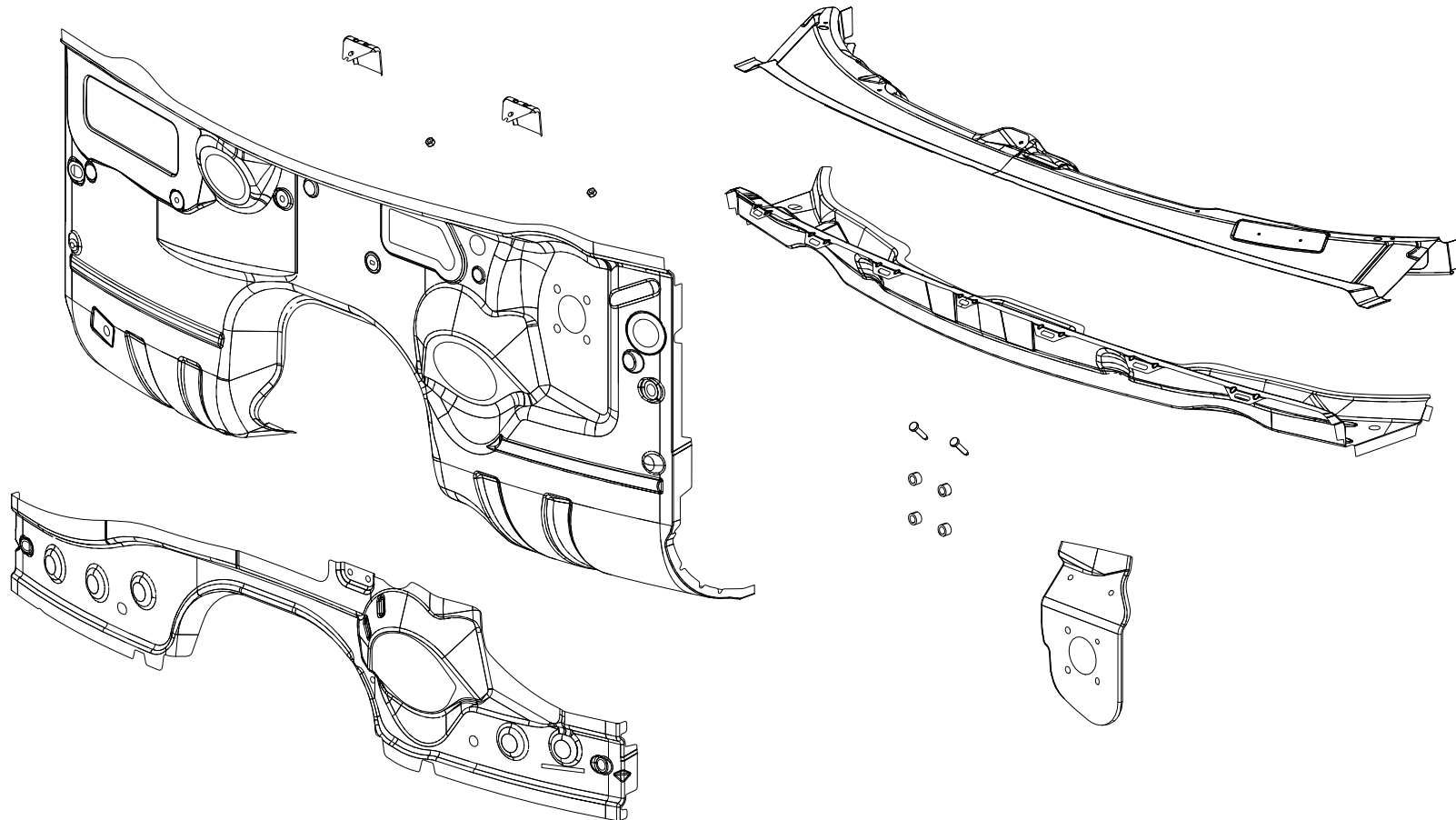
**Hot Spot** - An unprotected area subject to corrosion

**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](#)

## DODGE CHALLENGER DASH/COWL/PLENUM SECTION



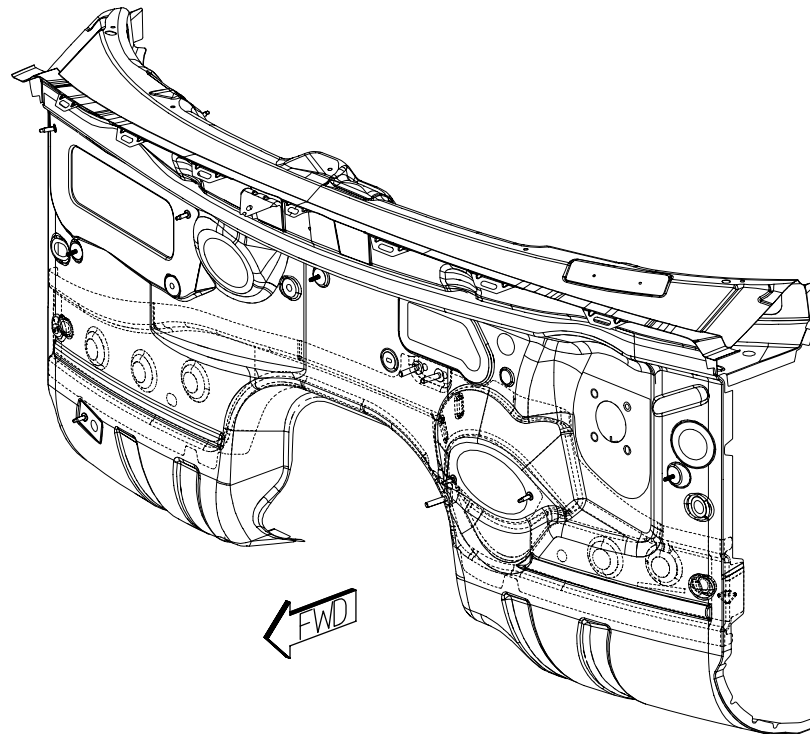
AA PANEL – DASH –  
 AB REINF – DASH PANEL –  
 AC REINF – BRAKE BOOSTER –  
 AD PANEL – COWL LWR –  
 AE PANEL – COWL UPR –  
 AF STUD.WELD/EXTERNAL – PILOT.  
 PT.SPECIAL.PF-SAFETY – HVAC

AG BRACKET – WIPER MODULE MTG –  
 AH STUD.WELD/EXTERNAL – HEADER.PT  
 – SILENCER TO DASH PANEL  
 AJ STUD.WELD/INTERNAL – HEADER.PT.NO.  
 FIN.ROUND – ACCEL PEDAL MOUNTING

[Back to Index](#)

## PARTS IDENTIFICATION LEGEND, OVERVIEW 10

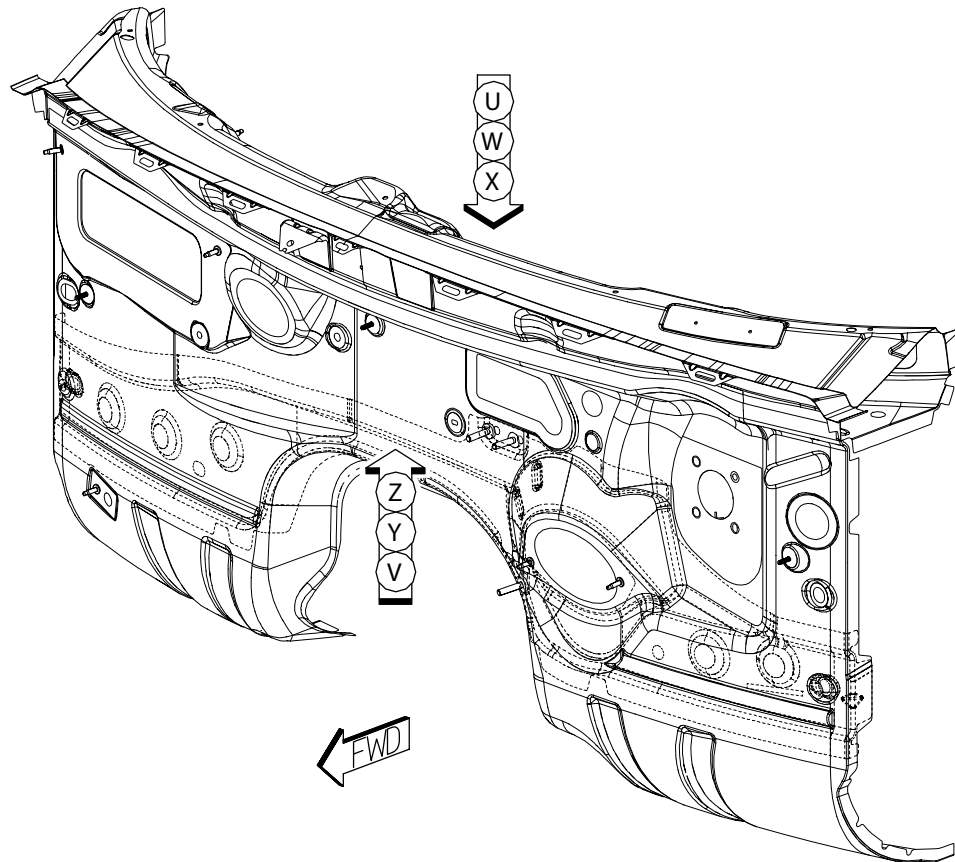
AA	PANEL – DASH –	AG	BRACKET – WIPER MODULE MTG –
AB	REINF – DASH PANEL –	AH	STUD.WELD/EXTERNAL – HEADER.PT
AC	REINF – BRAKE BOOSTER –		– SILENCER TO DASH PANEL
AD	PANEL – COWL LWR –	AJ	STUD.WELD/INTERNAL – HEADER.PT.NO.
AE	PANEL – COWL UPR –		FIN.ROUND – ACCEL PEDAL MOUNTING
AF	STUD.WELD/EXTERNAL – PILOT.		
	PT.SPECIAL.PF-SAFETY – HVAC		



[Back to Index](#)



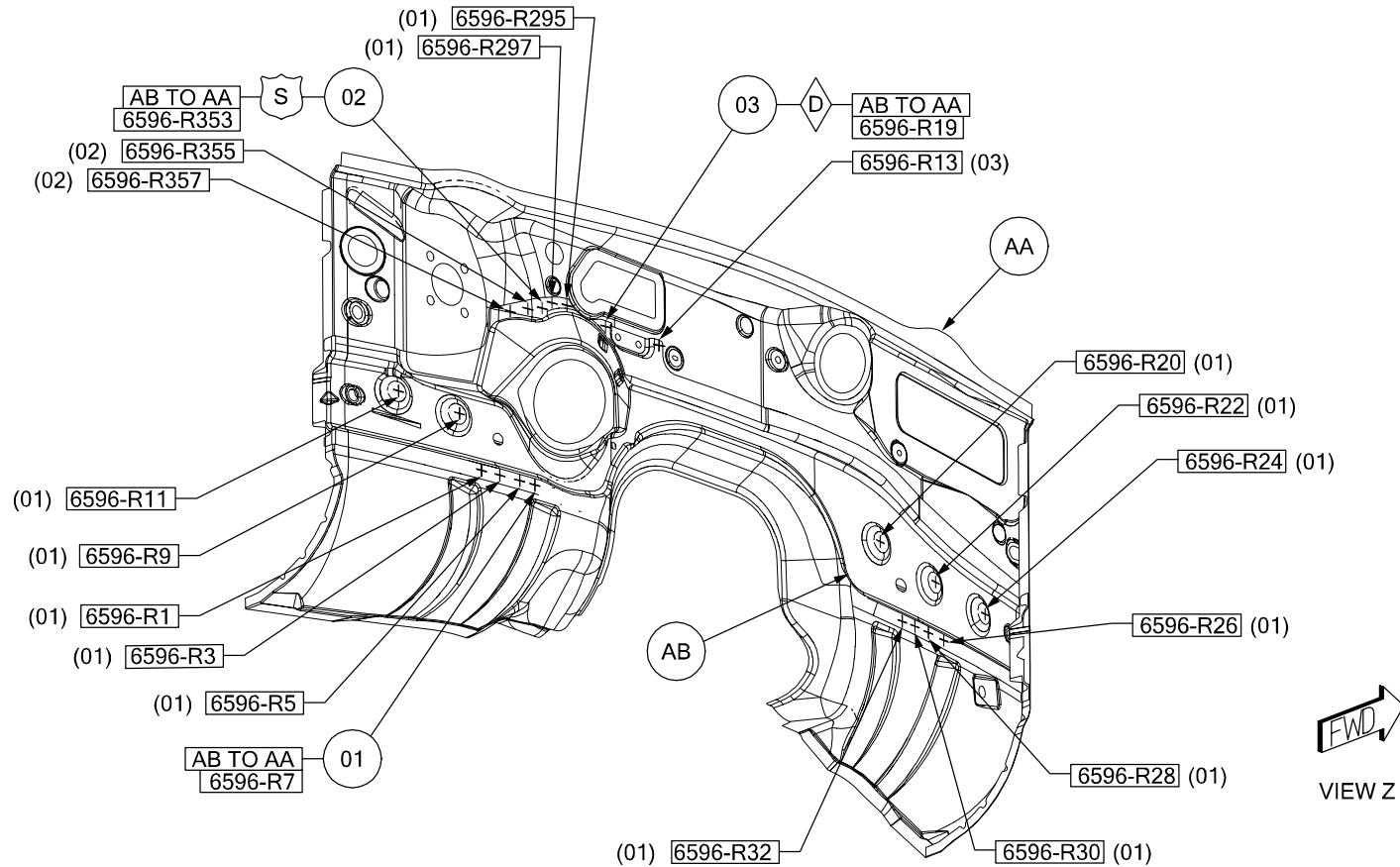
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⊗
V	FCAW / MIG BRZ	/

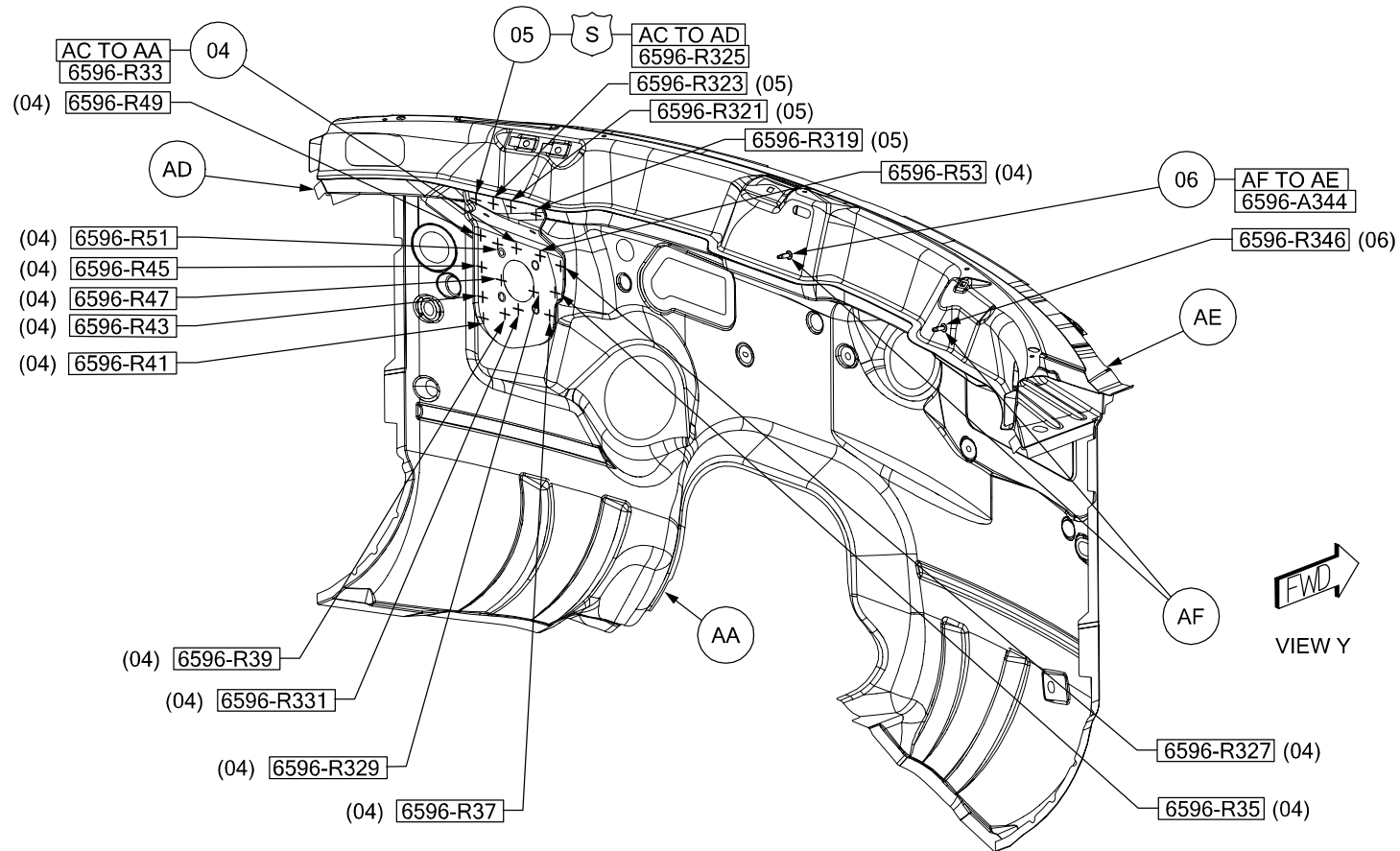
[Back to Index](#)

- 01 AB TO AA 15 S/WELDS (ORD)
- 02 AB TO AA 3 S/WELDS (SAF)
- 03 AB TO AA 2 S/WELDS (CRT)



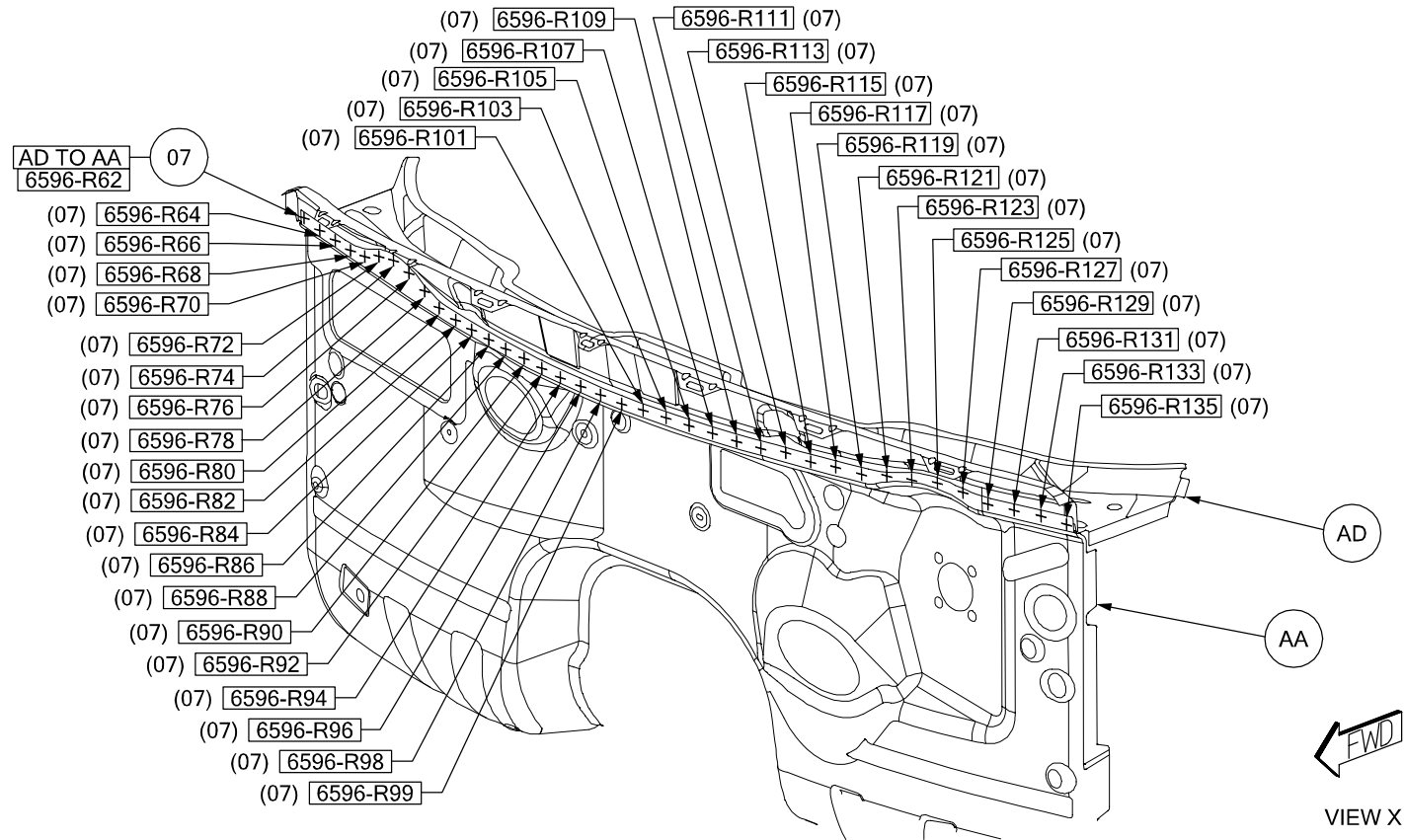
[Back to Index](#)

- 04 AA TO AC 14 S/WELDS (ORD)
- 05 AC TO AD 4 S/WELDS (SAF)
- 06 AF TO AE 2 PROJ WELDS



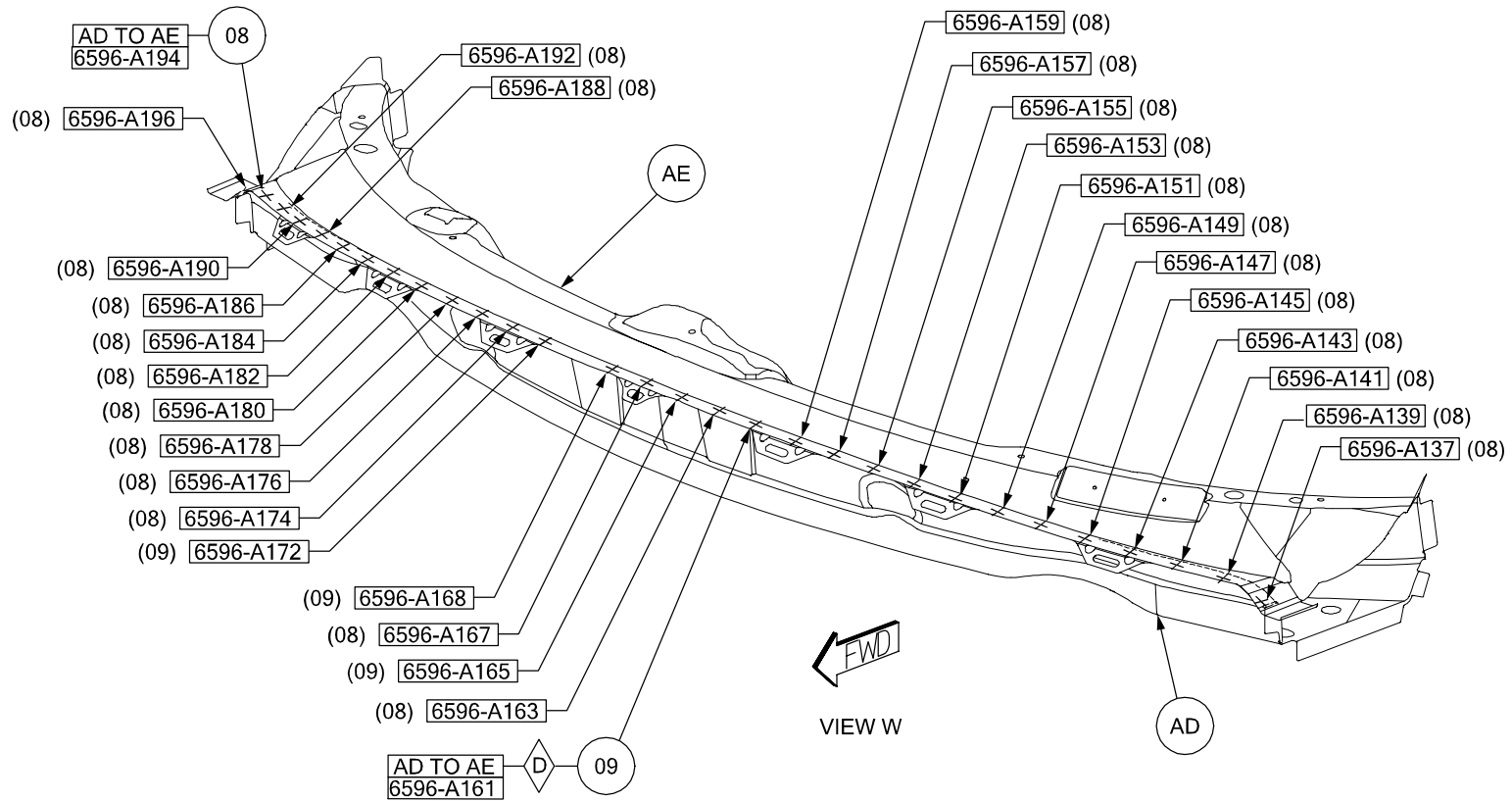
[Back to Index](#)

07 AD TO AA 38 S/WELDS (ORD)



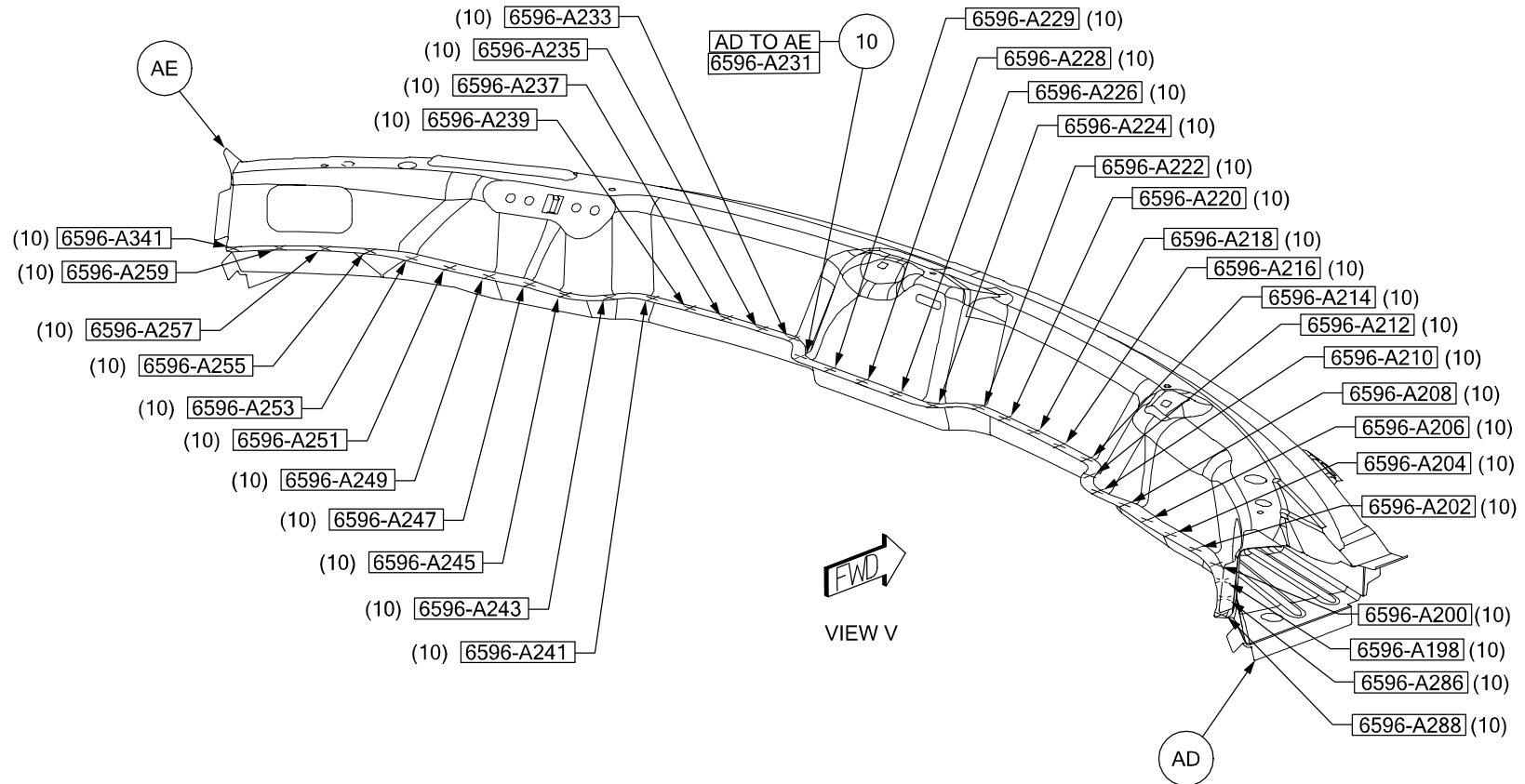
Back to Index

- 08 AD TO AE 26 S/WELDS (ORD)  
 09 AD TO AE 4 S/WELDS (CRT)



Back to Index

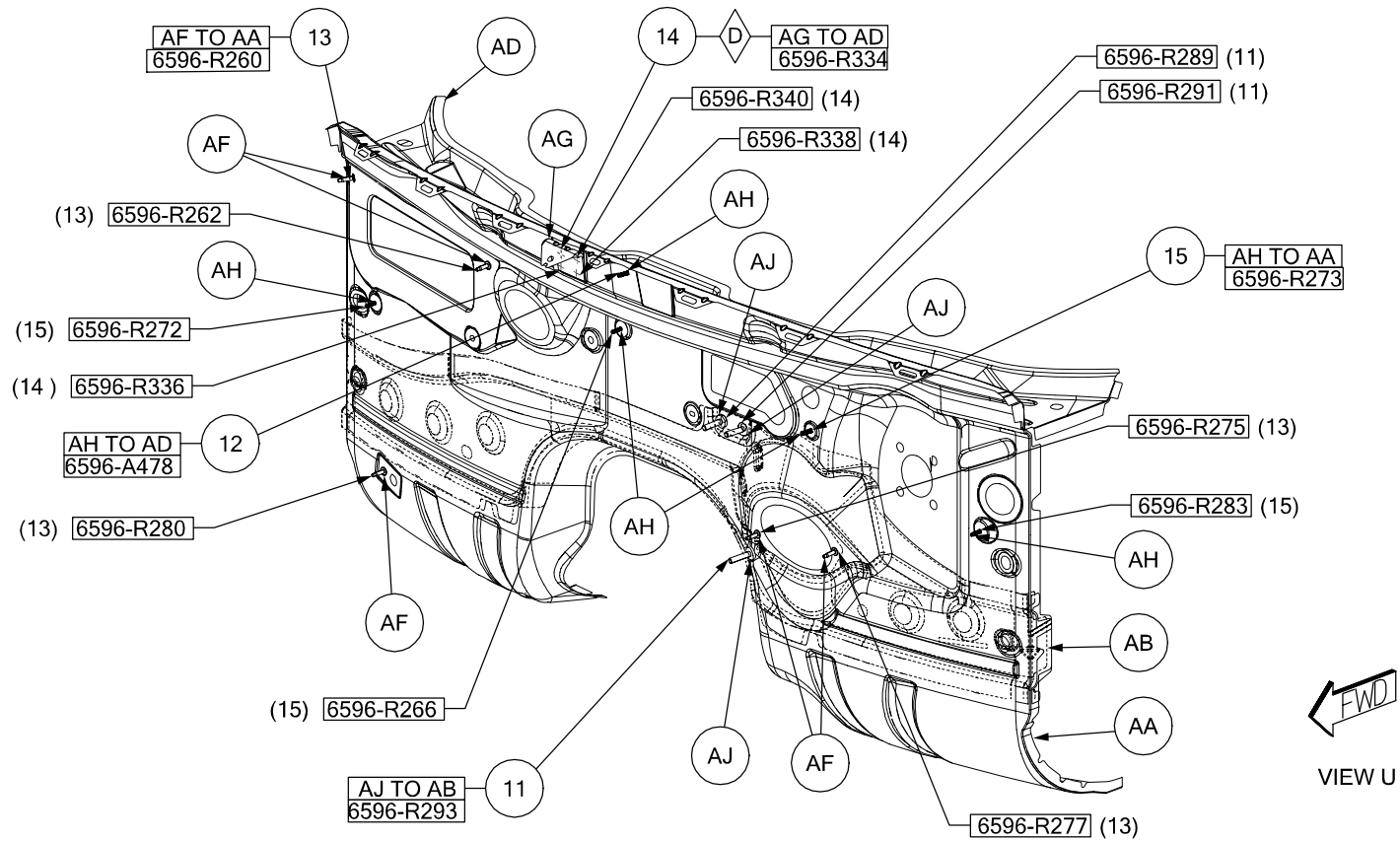
10 AD TO AE 35 S/WELDS (ORD)



Back to Index

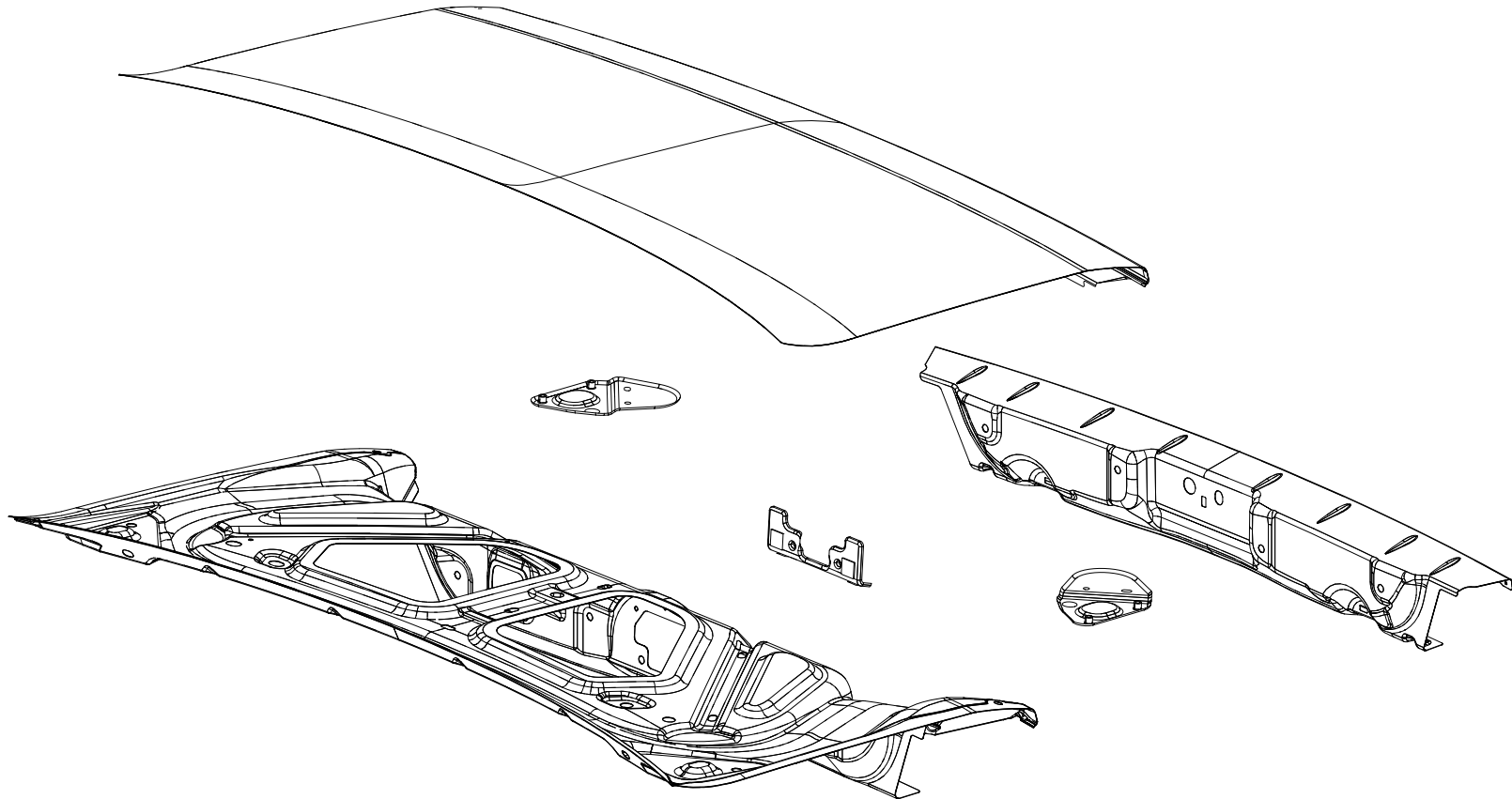
- 11 AJ TO AB 3 PROJ WELDS (ORD)
- 12 AH TO AD 1 PROJ WELD (ORD)
- 13 AF TO AA 5 PROJ WELDS (ORD)

- 14 AG TO AD 4 S/WELDS (CRT)
- 15 AH TO AA 4 S/WELDS (ORD)



[Back to Index](#)

## DODGE CHALLENGER DECKLID SECTION



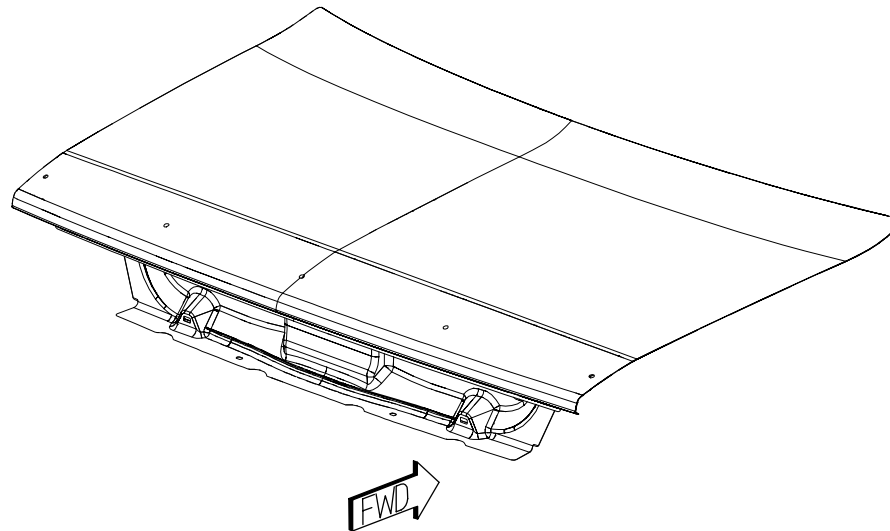
- AA PANEL – DECK LID INR –
- AB REINF – DECKLID HINGE TO DECK LID  
MOUNTING RT –
- AB REINF – DECKLID HINGE TO DECK LID  
MOUNTING LT –
- AC REINF – DECKLID INR PANEL LATCH  
MOUNTING –
- AD PANEL – DECKLID OTR LWR –
- AE PANEL – DECKLID OTR UPR –

[Back to Index](#)



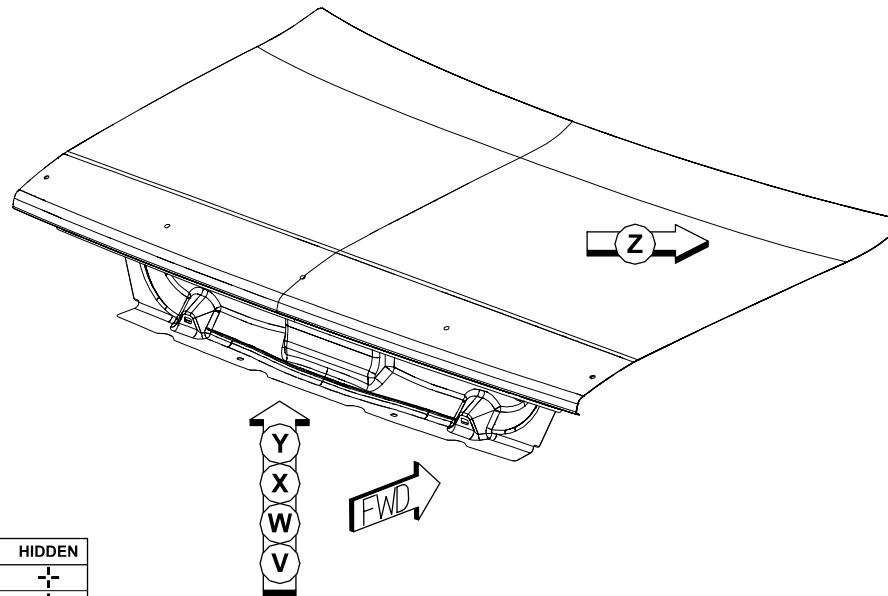
## PARTS IDENTIFICATION LEGEND, OVERVIEW 25

- AA PANEL – DECK LID INR –
- AB REINF – DECKLID HINGE TO DECK LID  
MOUNTING RT –
- AB REINF – DECKLID HINGE TO DECK LID  
MOUNTING LT –
- AC REINF – DECKLID INR PANEL LATCH  
MOUNTING –
- AD PANEL – DECKLID OTR LWR –
- AE PANEL – DECKLID OTR UPR –



[Back to Index](#)

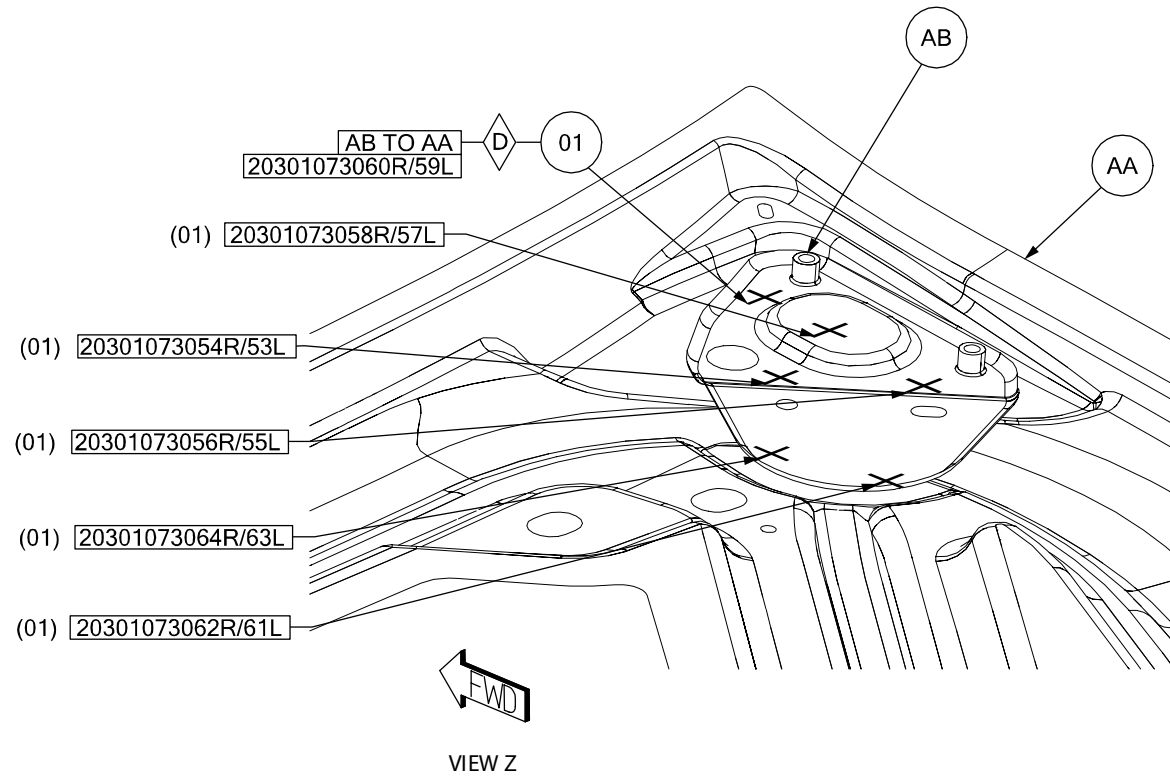
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
O	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⊗
V	FCAW / MIG BRZ	/

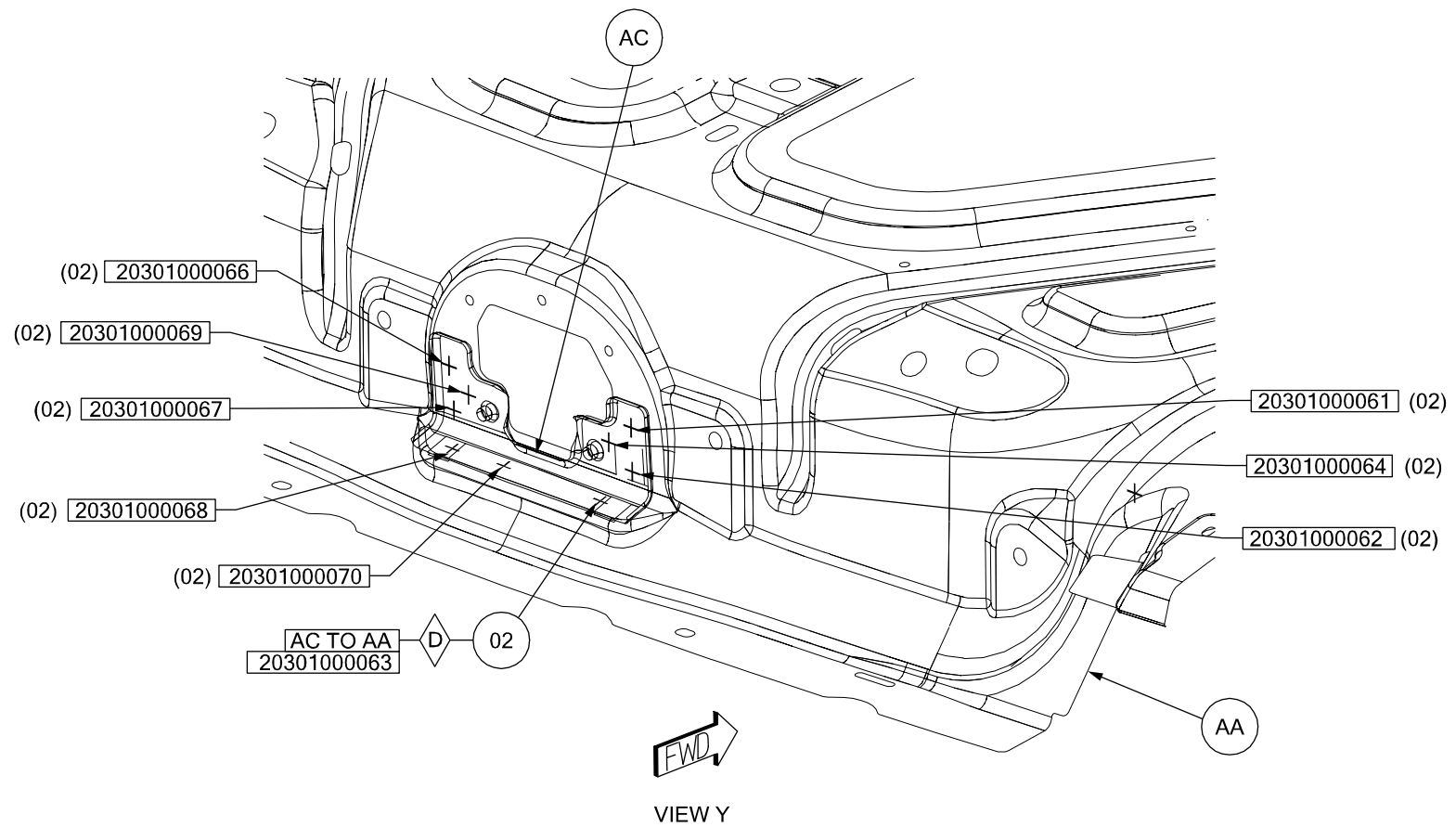
[Back to Index](#)

01 AB TO AA 6/SD S/WELDS (CRT)



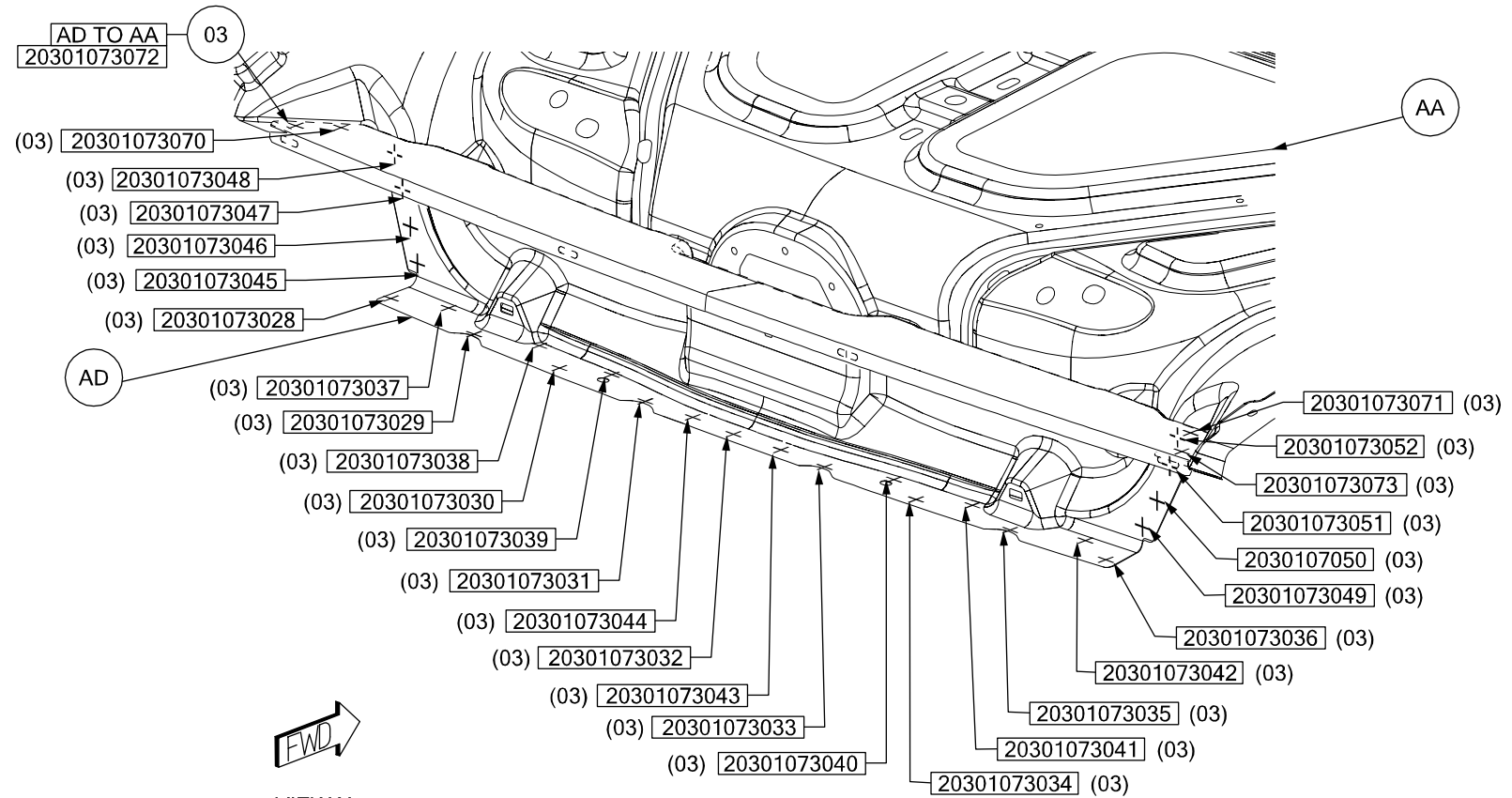
[Back to Index](#)

02 AC TO AA 9/SD S/WELDS (CRT)



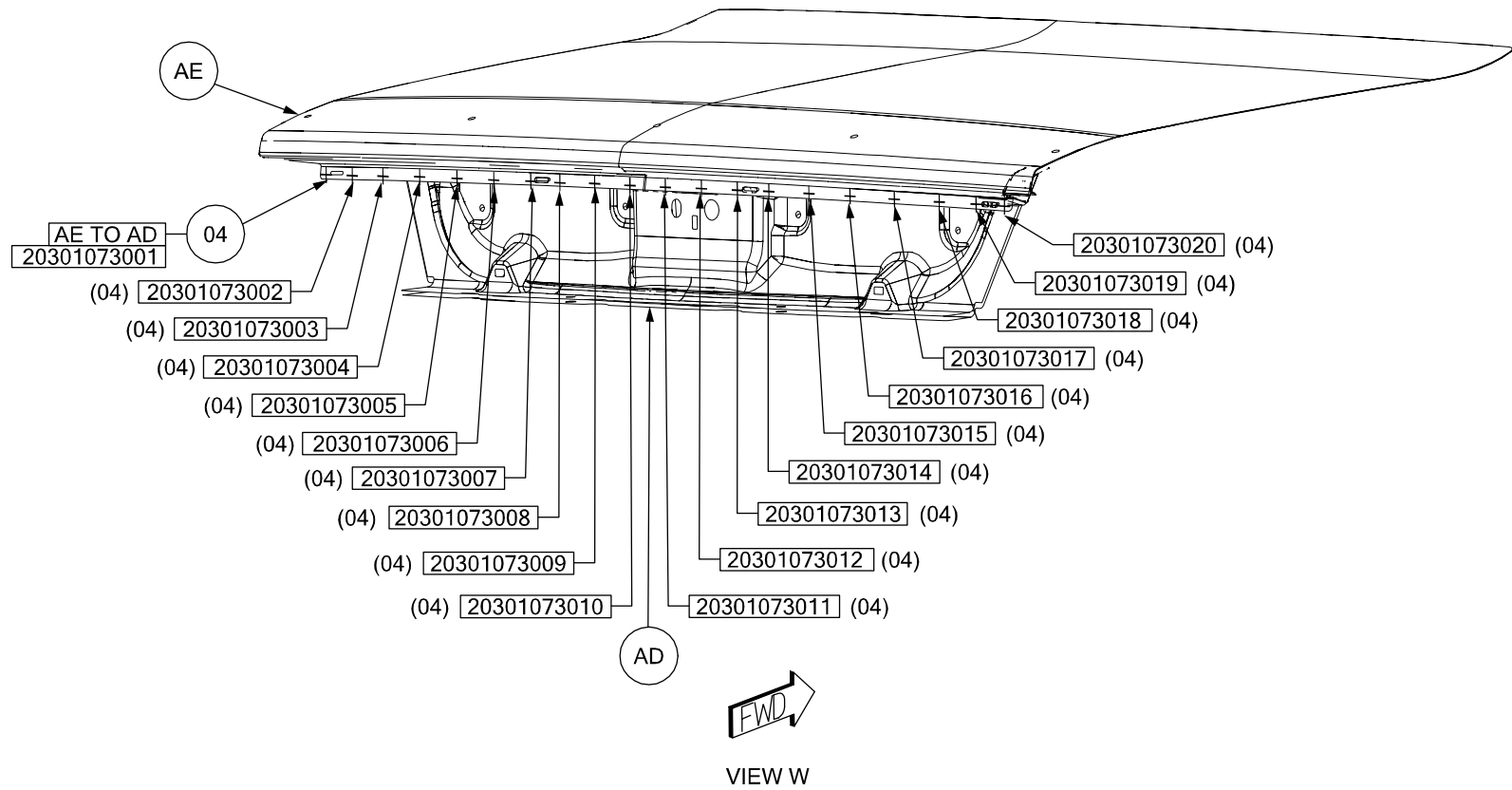
[Back to Index](#)

03 AD TO AA 29 S/WELDS (ORD)



[Back to Index](#)

04 AE TO AD 20 S/WELDS (ORD)

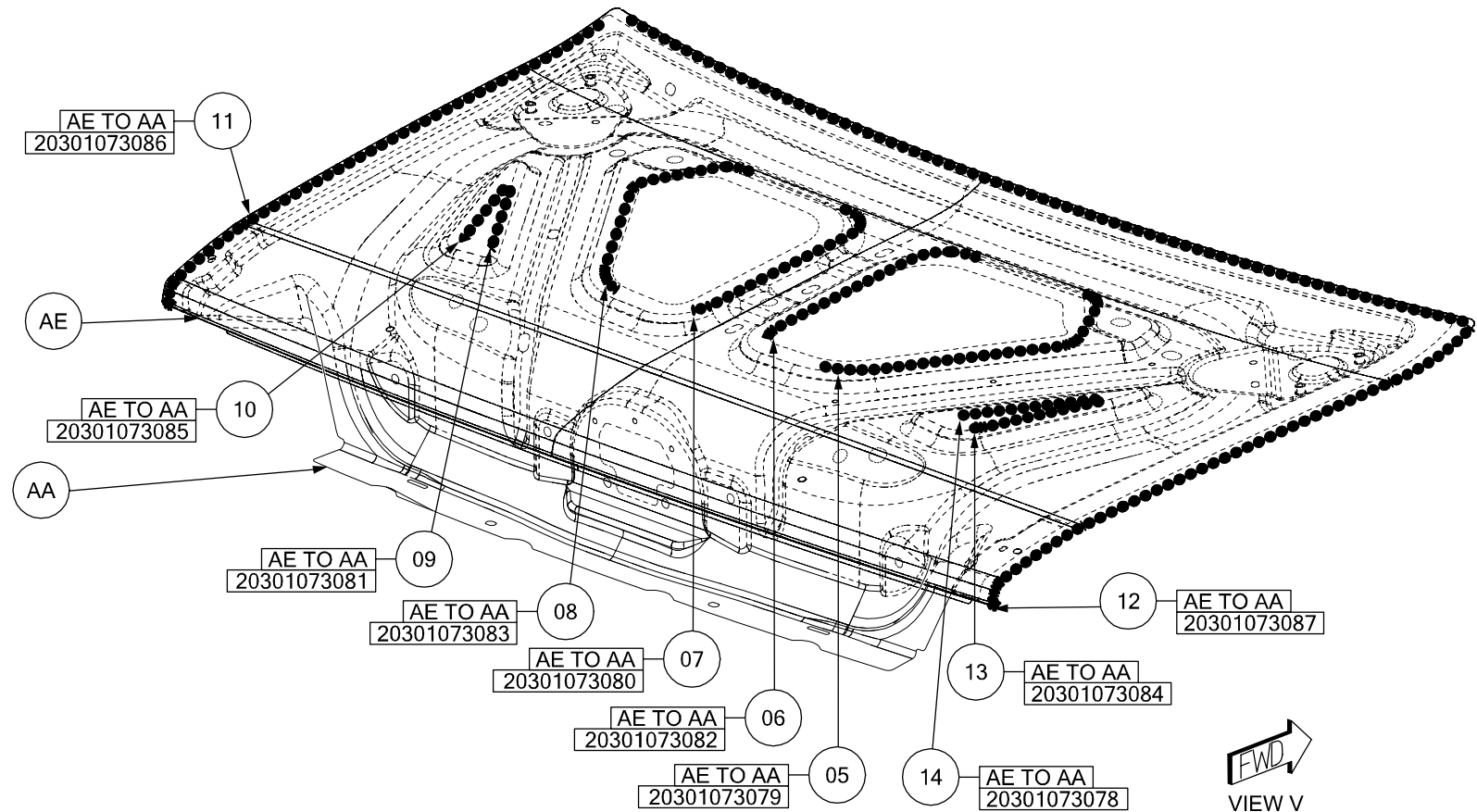


[Back to Index](#)

05 AE TO AA 1 STRUC ADH  
06 AE TO AA 1 STRUC ADH  
07 AE TO AA 1 STRUC ADH  
08 AE TO AA 1 STRUC ADH

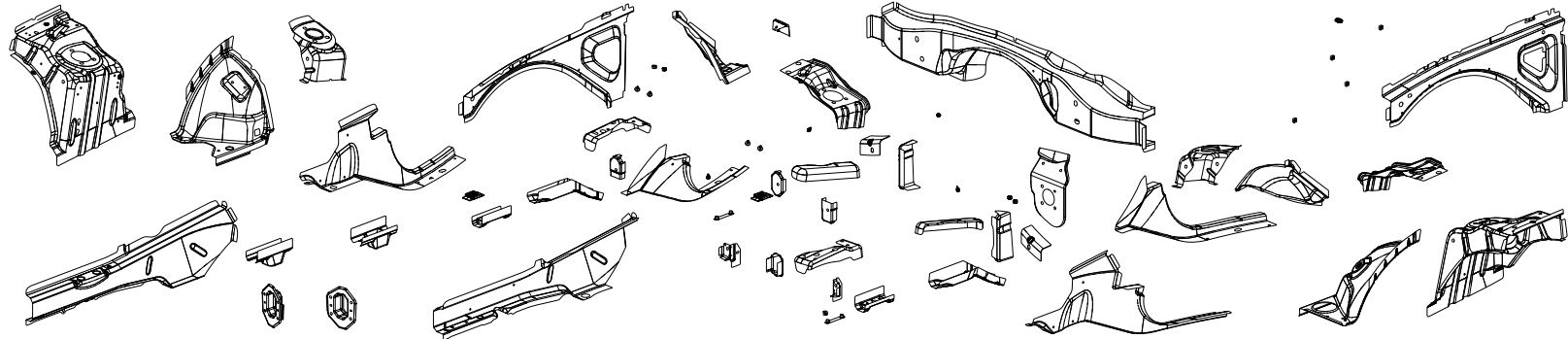
09 AE TO AA 1 STRUC ADH  
10 AE TO AA 1 STRUC ADH  
11 AE TO AA 1 STRUC ADH

12 AE TO AA 1 STRUC ADH  
13 AE TO AA 1 STRUC ADH  
14 AE TO AA 1 STRUC ADH



[Back to Index](#)

## DODGE CHALLENGER ENGINE BOX SECTION



AA PANEL – FRT SIDE RAIL INR RT –  
 AA PANEL – FRT SIDE RAIL INR LT –  
 AB BRACKET – ENGINE CRADLE MOUNTING  
 LWR FRT RT –  
 AB BRACKET – ENGINE CRADLE MOUNTING  
 LWR FRT LT –  
 AC BRACKET – ENGINE CRADLE MOUNTING  
 UPR FRT RT –  
 AC BRACKET – ENGINE CRADLE MOUNTING  
 UPR FRT LT –  
 AD REINF – RAIL FRT –  
 AE NUT.WELD.SQ – SQUARE – BEAM TO RAIL  
 AF BRACKET – HEADLAMP MOUNTING RT –  
 AF BRACKET – HEADLAMP MOUNTING LT –  
 AG REINF – FRT SIDE RAIL BUMPER  
 MOUNTING RT –  
 AG REINF – FRT SIDE RAIL BUMPER  
 MOUNTING LT –  
 AH TAPPING PLATE – FLOATING –  
 AH TAPPING PLATE – FLOATING –  
 AJ REINF – RAIL FRT –  
 AK PANEL – SHOCK TOWER MOUNTING FRT  
 RT –  
 AK PANEL – SHOCK TOWER MOUNTING FRT  
 LT –  
 AL PANEL – FRT WHEELHOUSE FRT RT –  
 AL PANEL – FRT WHEELHOUSE FRT LT –  
 AM STUD.WELD/EXTERNAL – HEADER.  
 PT.LOCK.FEAT.SPECIAL – SHOCK TOWER  
 GROUND

AN STUD.WELD/INTERNAL – HEADER.PT.NO.  
 FIN.ROUND – FRT STRUT TWR TO TWR  
 BEAM ATTACH  
 AP REINF – SHOCK TOWER TO LOAD BEAM  
 RT – SHOCK TOWER RH  
 AP REINF – SHOCK TOWER TO LOAD BEAM  
 LT – SHOCK TOWER LT  
 AR REINF – SHOCK TOWER RT – SHOCK  
 TOWER UPR RT  
 AR REINF – SHOCK TOWER LT – SHOCK  
 TOWER UPR LT  
 AS NUT/WELD.HEX – NO.FIN – FRT STRUT  
 TWR TO TWR BEAM ATTACH  
 AS NUT/WELD.HEX – NO.FIN – FRT STRUT  
 TWR TO TWR BEAM ATTACH  
 AT BRACKET – FRT SUSP UPR CONTROL  
 ARM RT –  
 AT BRACKET – FRT SUSP UPR CONTROL  
 ARM LT –  
 AU REINF – FRT SHOCK TOWER RT –  
 AU REINF – FRT SHOCK TOWER LT –  
 AV PANEL – FRT WHEELHOUSE RR RT –  
 AV PANEL – FRT WHEELHOUSE RR LT –  
 AW 04780776AB / 7  
 AX 05065290AB / 91  
 AY NUT/WELD.HEX – NO.FIN – BRACKET TO  
 MODULE  
 AZ BRACKET – WIPER MODULE MTG –

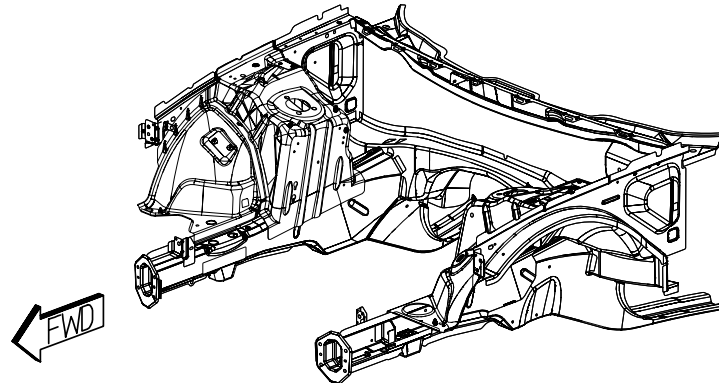
BA BRACKET – ENGINE CRADLE MOUNTING  
 UPR RR RT –  
 BA BRACKET – ENGINE CRADLE MOUNTING  
 UPR RR LT –  
 BB PANEL – EXTENSION FRT RAIL INR RT –  
 BB PANEL – EXTENSION FRT RAIL INR LT –  
 BC REINF – RAIL FRT – FRT RAIL  
 BD PANEL – EXTENSION FRT RAIL OTR RT –  
 BD PANEL – EXTENSION FRT RAIL OTR LT –  
 BE BRACKET – RETAINER ENGINE CRADLE  
 TAPPING PLATE FRT –  
 BE BRACKET – RETAINER ENGINE CRADLE  
 TAPPING PLATE FRT –  
 BF 06506095AA  
 BG REINF – RAIL FRT –  
 BH PANEL – TOEBOARD CROSSMEMBER –  
 BJ REINF – TOEBOARD CROSSMEMBER INR  
 RT –  
 BJ REINF – TOEBOARD CROSSMEMBER INR  
 LT –  
 BK REINF – TOEBOARD CROSSMEMBER INR  
 RT –  
 BK REINF – TOEBOARD CROSSMEMBER INR  
 LT –  
 BL REINF – BRAKE BOOSTER –  
 BM 06507124AA  
 BN 05065403AA

[Back to Index](#)



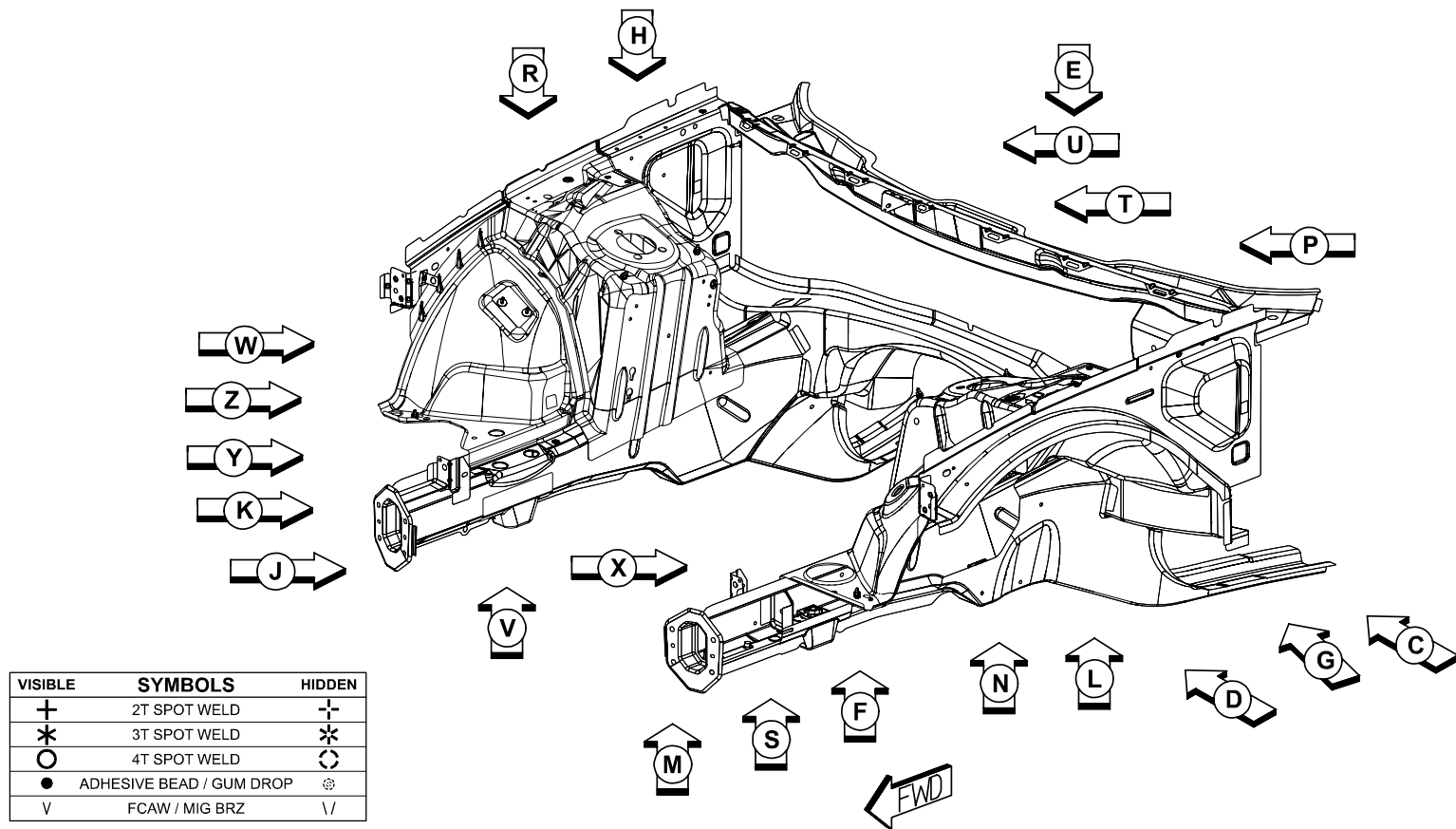
### PARTS IDENTIFICATION LEGEND, OVERVIEW 3

AA	PANEL – FRT SIDE RAIL INR RT –	AN	STUD.WELD/INTERNAL – HEADER.PT.NO.	BA	BRACKET – ENGINE CRADLE MOUNTING
AA	PANEL – FRT SIDE RAIL INR LT –		FIN.ROUND – FRT STRUT TWR TO TWR		UPR RR RT –
AB	BRACKET – ENGINE CRADLE MOUNTING		BEAM ATTACH	BA	BRACKET – ENGINE CRADLE MOUNTING
	LWR FRT RT –				UPR RR LT –
AB	BRACKET – ENGINE CRADLE MOUNTING	AP	REINF – SHOCK TOWER TO LOAD BEAM	BB	PANEL – EXTENSION FRT RAIL INR RT –
	LWR FRT LT –		RT – SHOCK TOWER RH	BB	PANEL – EXTENSION FRT RAIL INR LT –
AC	BRACKET – ENGINE CRADLE MOUNTING	AP	REINF – SHOCK TOWER TO LOAD BEAM	BC	REINF – RAIL FRT – FRT RAIL
	UPR FRT RT –		LT – SHOCK TOWER LT	BD	PANEL – EXTENSION FRT RAIL OTR RT –
AC	BRACKET – ENGINE CRADLE MOUNTING	AR	REINF – SHOCK TOWER RT – SHOCK	BD	PANEL – EXTENSION FRT RAIL OTR LT –
	UPR FRT LT –		TOWER UPR RT	BE	BRACKET – RETAINER ENGINE CRADLE
AD	REINF – RAIL FRT –	AR	REINF – SHOCK TOWER LT – SHOCK		TAPPING PLATE FRT –
AE	NUT.WELD.SQ – SQUARE – BEAM TO RAIL		TOWER UPR LT	BE	BRACKET – RETAINER ENGINE CRADLE
AF	BRACKET – HEADLAMP MOUNTING RT –	AS	NUT/WELD.HEX – NO.FIN – FRT STRUT		TAPPING PLATE FRT –
AF	BRACKET – HEADLAMP MOUNTING LT –		TWR TO TWR BEAM ATTACH	BF	06506095AA
AG	REINF – FRT SIDE RAIL BUMPER	AS	NUT/WELD.HEX – NO.FIN – FRT STRUT	BG	REINF – RAIL FRT –
	MOUNTING RT –		TWR TO TWR BEAM ATTACH	BH	PANEL – TOEBOARD CROSSMEMBER –
AG	REINF – FRT SIDE RAIL BUMPER	AT	BRACKET – FRT SUSP UPR CONTROL	BJ	REINF – TOEBOARD CROSSMEMBER INR
	MOUNTING LT –		ARM RT –		RT –
AH	TAPPING PLATE – FLOATING –	AT	BRACKET – FRT SUSP UPR CONTROL	BJ	REINF – TOEBOARD CROSSMEMBER INR
AH	TAPPING PLATE – FLOATING –		ARM LT –		LT –
AJ	REINF – RAIL FRT –	AU	REINF – FRT SHOCK TOWER RT –	BK	REINF – TOEBOARD CROSSMEMBER INR
AK	PANEL – SHOCK TOWER MOUNTING FRT		LT –		RT –
	RT –	AU	REINF – FRT SHOCK TOWER LT –	BK	REINF – TOEBOARD CROSSMEMBER INR
AK	PANEL – SHOCK TOWER MOUNTING FRT				LT –
	LT –	AV	PANEL – FRT WHEELHOUSE RR RT –	BL	REINF – BRAKE BOOSTER –
AL	PANEL – FRT WHEELHOUSE FRT RT –		PANEL – FRT WHEELHOUSE RR LT –	BM	06507124AA
AL	PANEL – FRT WHEELHOUSE FRT LT –	AW	04780776AB / 7	BN	05065403AA
AM	STUD.WELD/EXTERNAL – HEADER.	AX	05065290AB / 91		
	PT.LOCK.FEAT.SPECIAL – SHOCK TOWER	AY	NUT/WELD.HEX – NO.FIN – BRACKET TO		
	GROUND		MODULE		
		AZ	BRACKET – WIPER MODULE MTG –		



[Back to Index](#)

## WELD LAYOUT LOCATION GUIDE

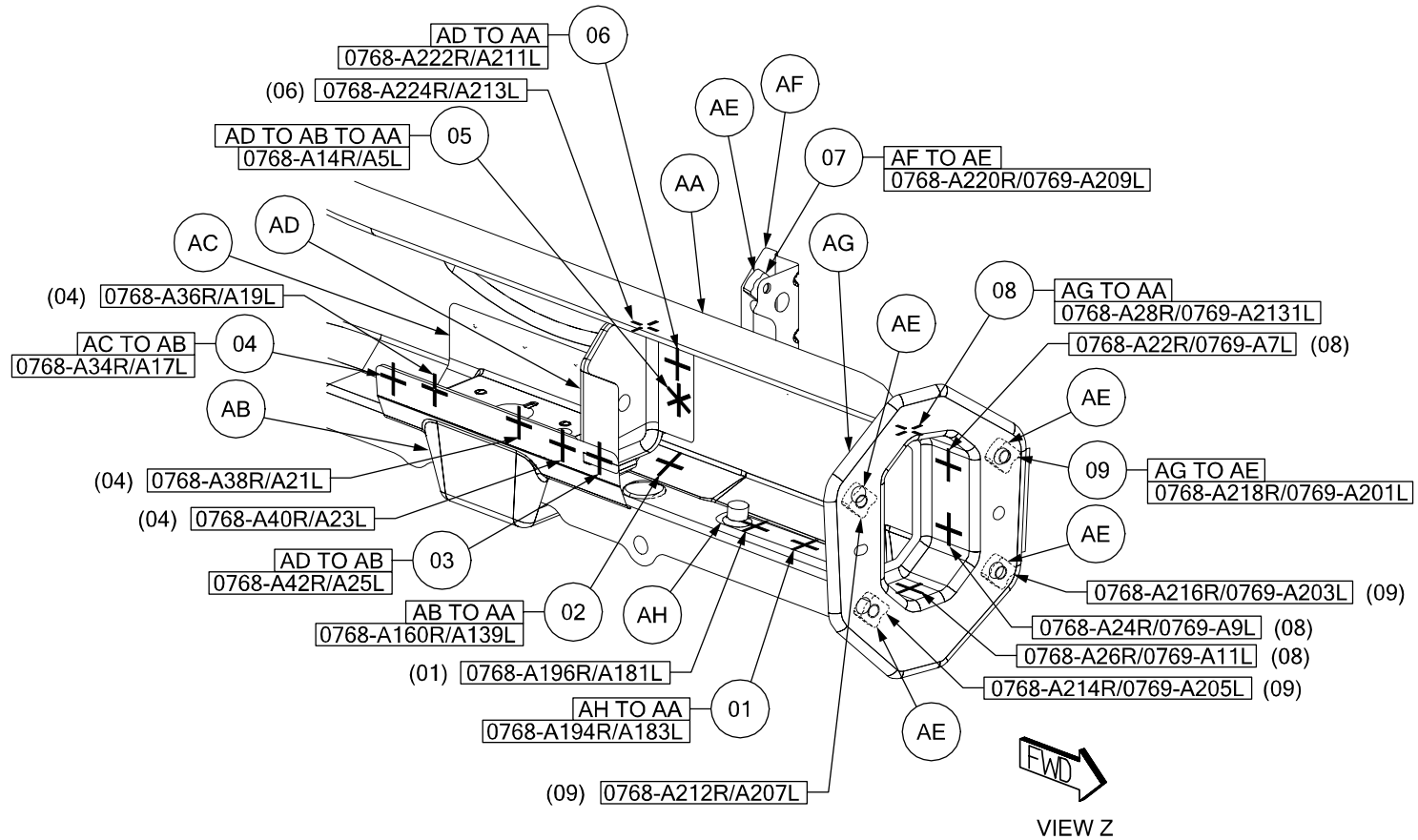


[Back to Index](#)

01 AH TO AA 2/SD S/WELDS (ORD)  
 02 AB TO AA 1/SD S/WELD (ORD)  
 03 AD TO AB 1/SD S/WELD (ORD)

04 AC TO AB 4/SD S/WELDS (ORD)  
 05 AD TO AB TO AA 1/SD S/WELD (ORD)  
 06 AD TO AA 2/SD S/WELDS (ORD)

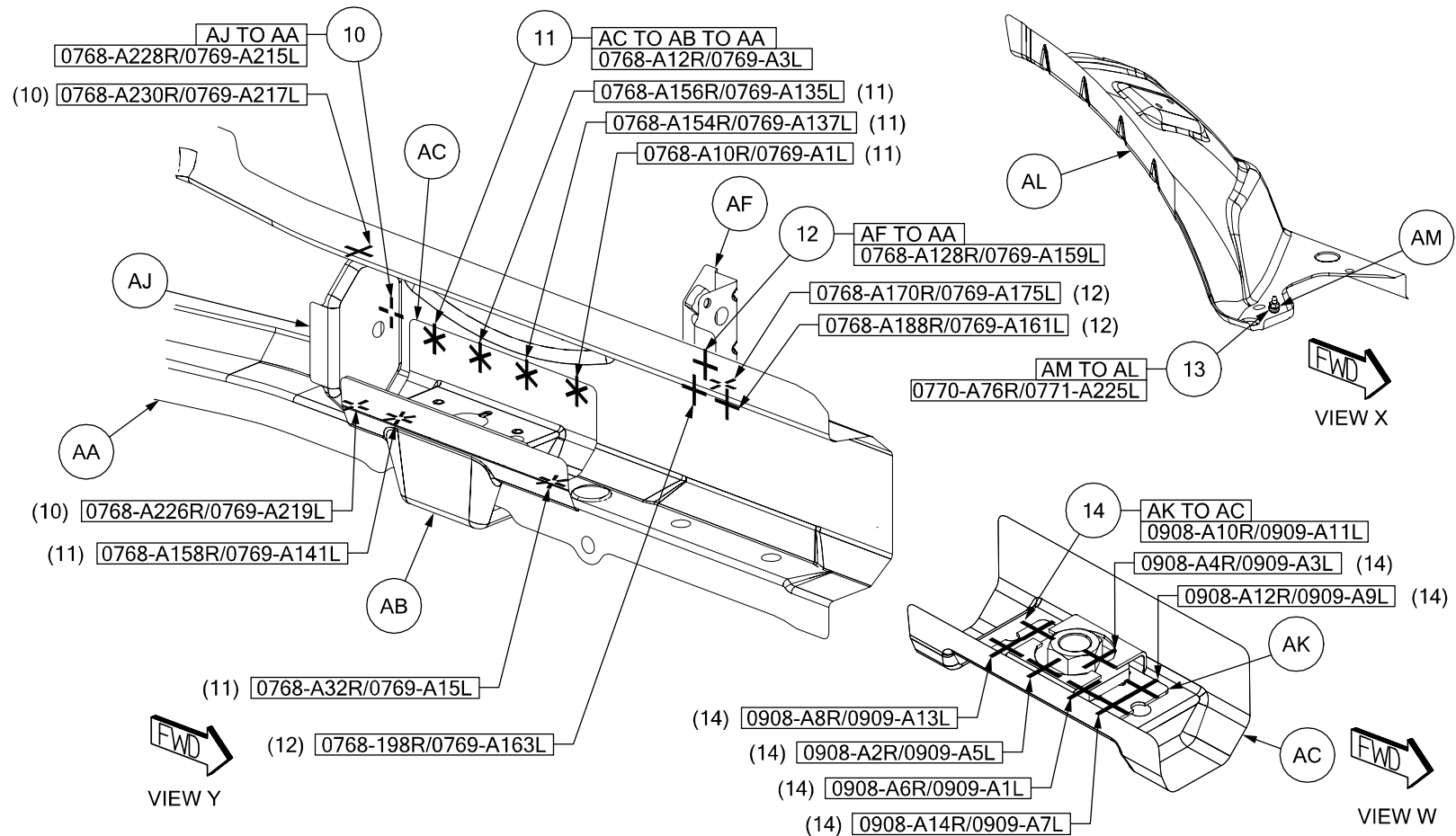
07 AF TO AE 1/SD S/WELD (ORD)  
 08 AG TO AA 4/SD S/WELDS (ORD)  
 09 AG TO AE 4/SD S/WELDS (ORD)



[Back to Index](#)

- 10 AJ TO AA 3/SD S/WELDS (ORD)  
 11 AC TO AB TO AA 6/SD S/WELDS (ORD)  
 12 AF TO AA 4/SD S/WELDS (ORD)

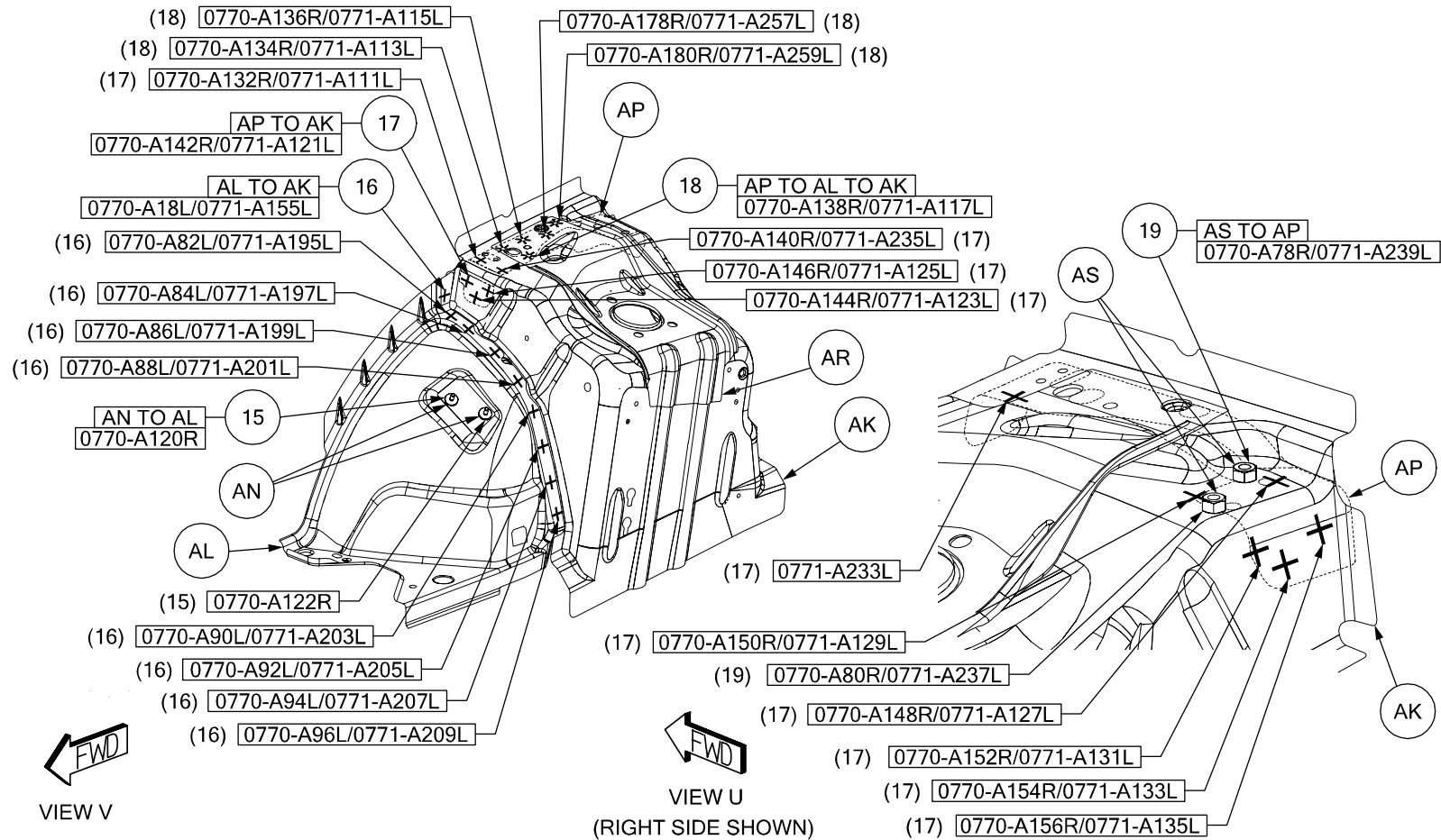
- 13 AM TO AL 1/SD S/WELD (ORD)  
 14 AK TO AC 7/SD S/WELDS (ORD)



[Back to Index](#)

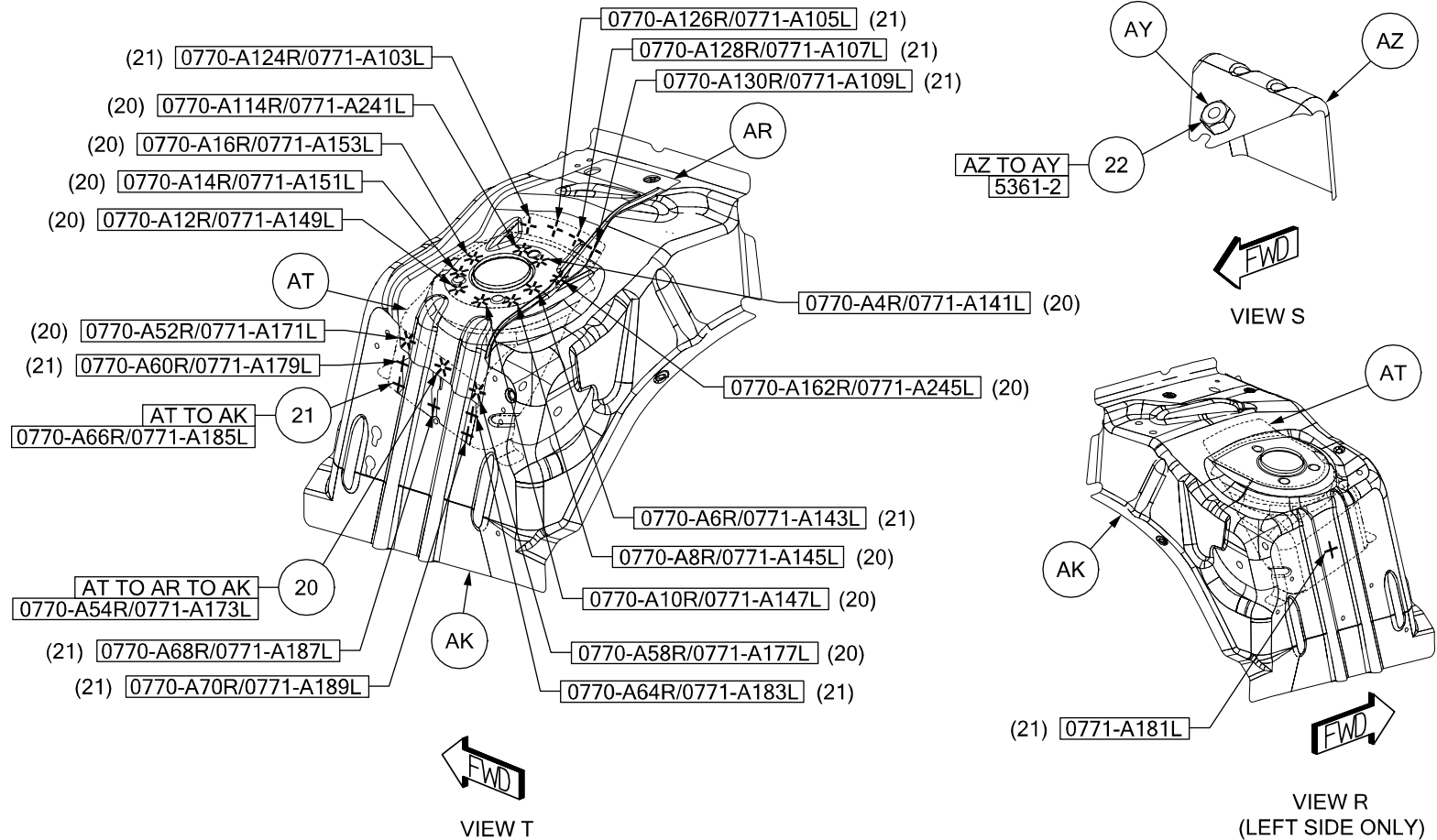
- 15 AN TO AL 2R PROJ WELDS (ORD)
- 16 AL TO AK 9/SD S/WELDS (ORD)
- 17 AP TO AK 10R/11L S/WELDS (ORD)

- 18 AP TO AL TO AK 5/SD S/WELDS (ORD)
- 19 AS TO AP 2/SD S/WELDS (ORD)



[Back to Index](#)

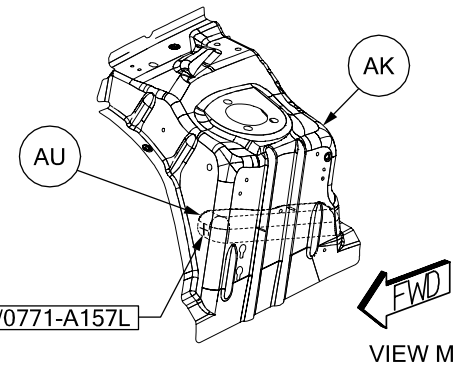
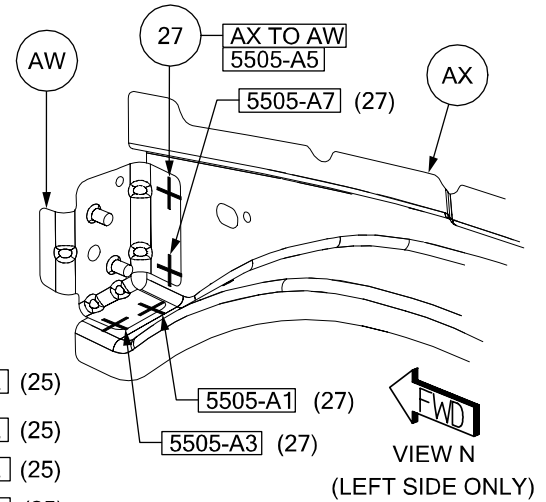
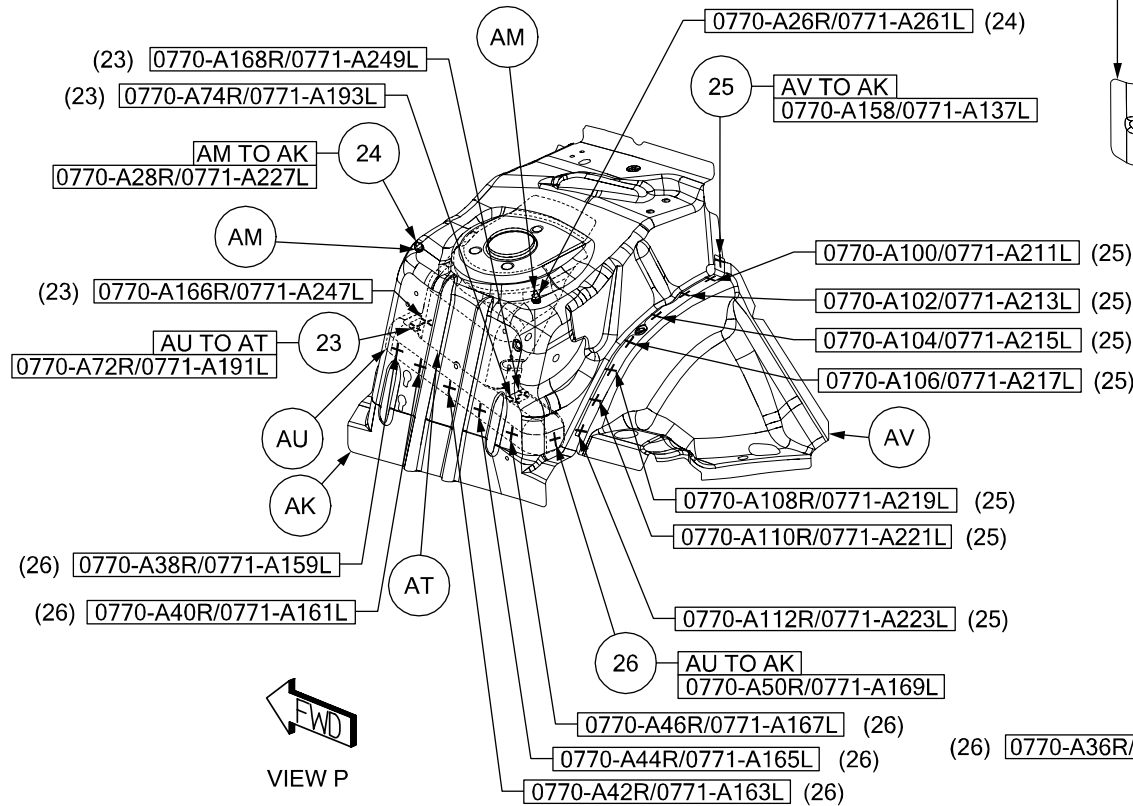
- 20 AT TO AR TO AK 12/SD SWELDS (ORD)  
 21 AT TO AK 9R/10L SWELDS (ORD)  
 22 AZ TO AY 1 PROJ WELD (ORD)



Back to Index

23 AU TO AT 4/SD S/WELDS (ORD)  
 24 AM TO AK 2/SD S/WELDS (ORD)  
 25 AV TO AK 8/SD S/WELDS (ORD)

26 AU TO AK 7/SD S/WELDS (ORD)  
 27 AX TO AW 4 S/WELDS (ORD)

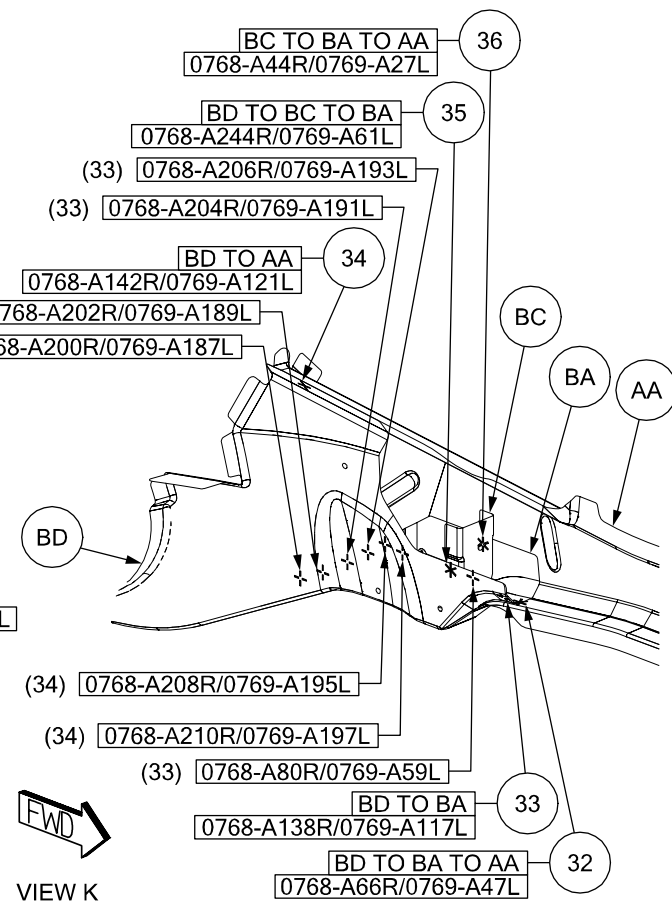
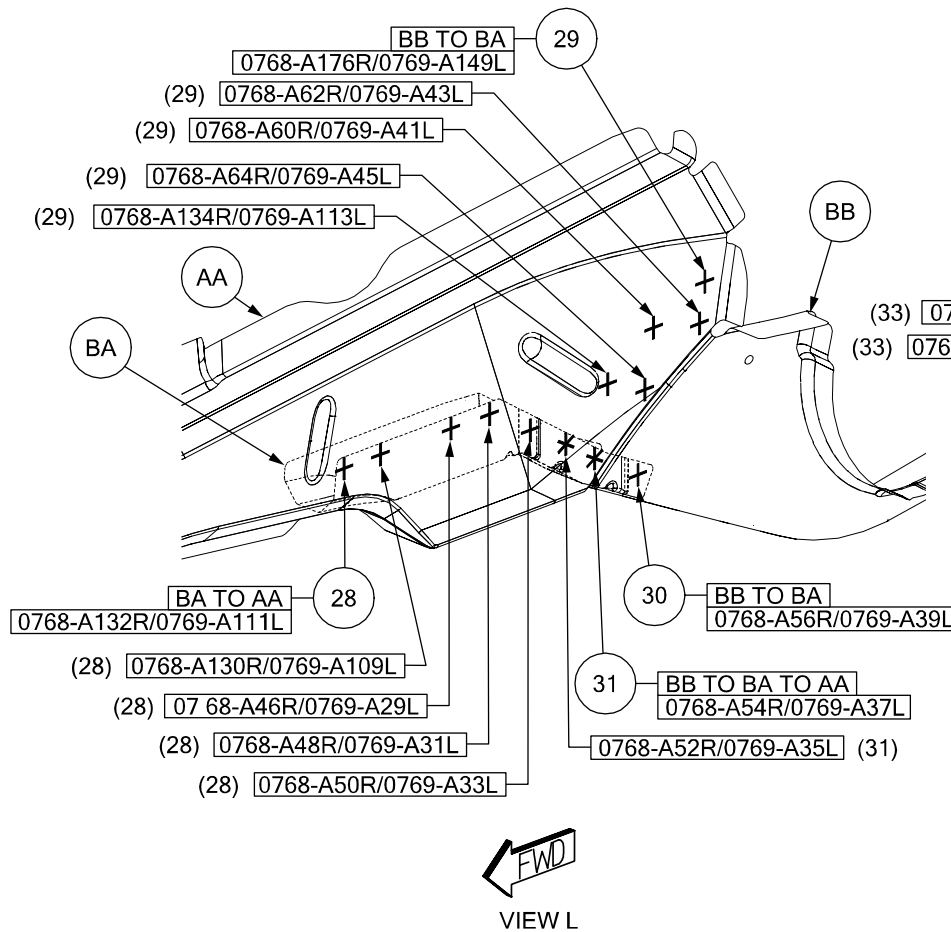


[Back to Index](#)

28 BA TO AA 5/SD S/WELDS (ORD)  
 29 BB TO AA 5/SD S/WELDS (ORD)  
 30 BB TO BA 1/SD S/WELD (ORD)

31 BB TO BA TO AA 2/SD S/WELDS (ORD)  
 32 BD TO BA TO AA 1/SD S/WELD (ORD)  
 33 BD TO BA 6/SD S/WELDS (ORD)

34 BD TO AA 3/SD S/WELDS (ORD)  
 35 BD TO BC TO BA 1/SD S/WELD (ORD)  
 36 BC TO BA TO AA 1/SD S/WELD (ORD)

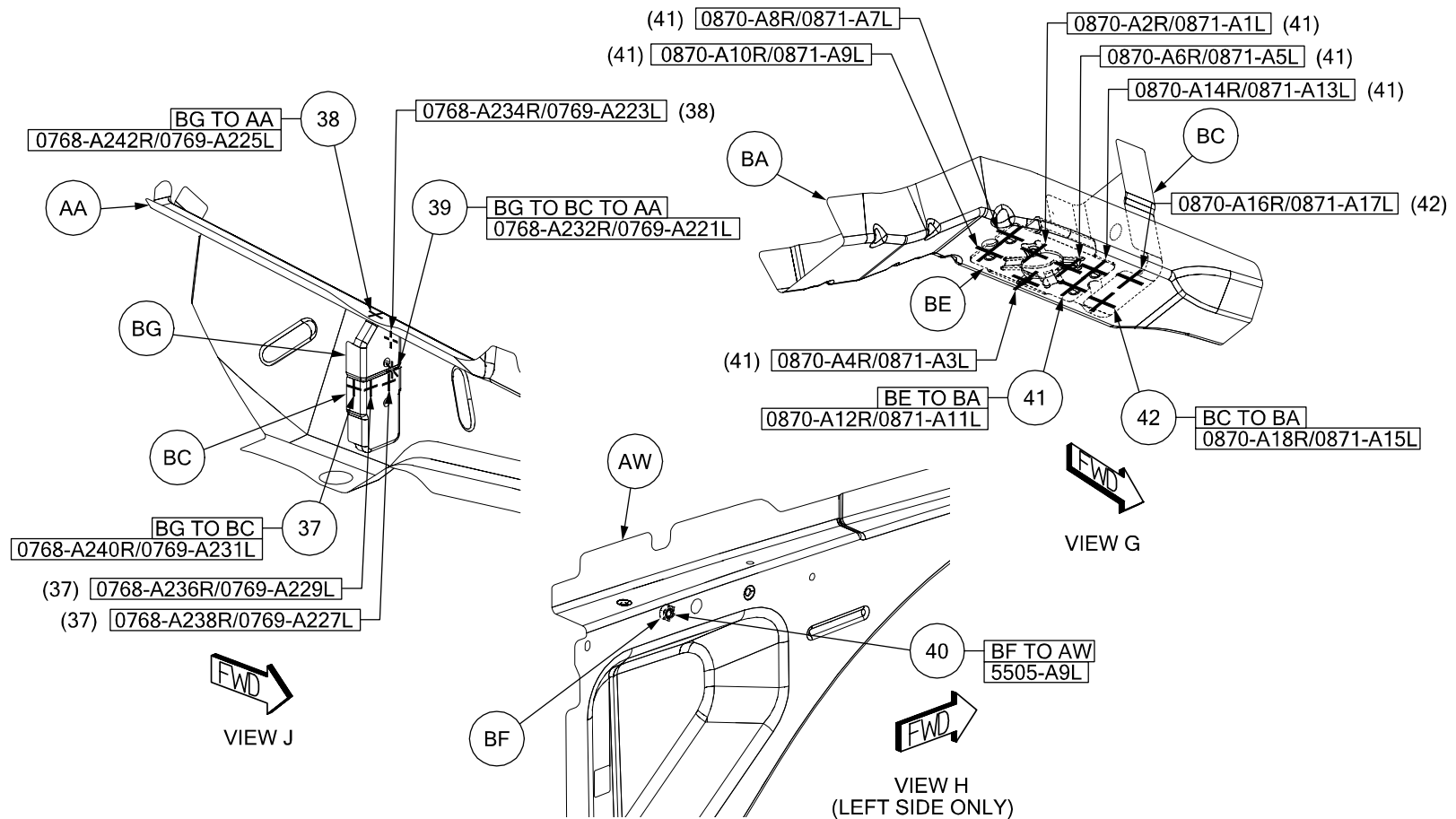


[Back to Index](#)



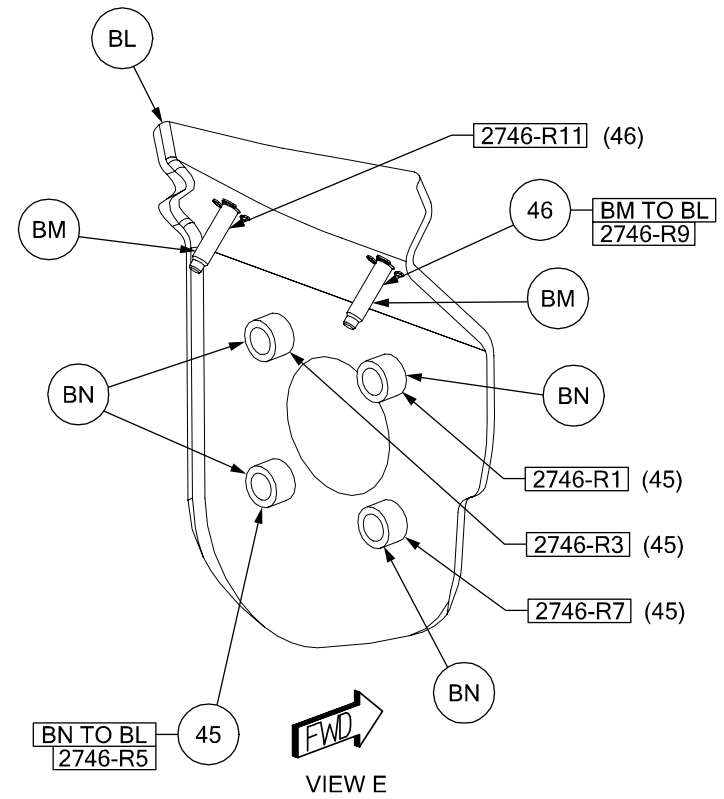
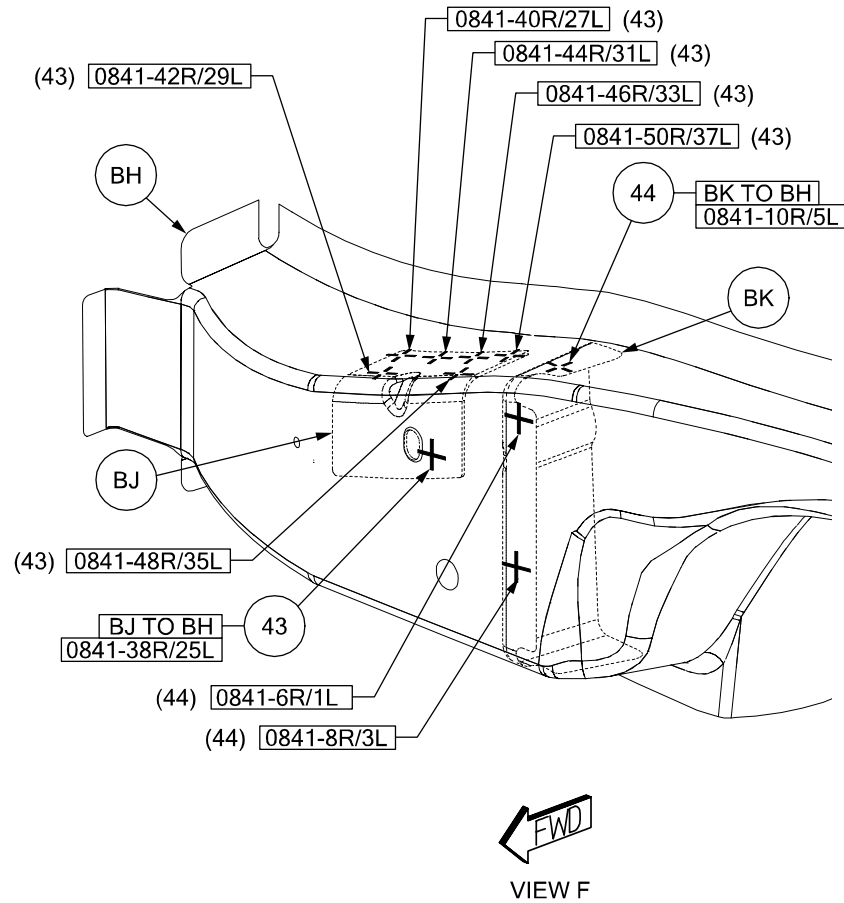
- 37 BG TO BC 3/SD S/WELDS (ORD)  
 38 BG TO AA 2/SD S/WELDS (ORD)  
 39 BG TO BC TO AA 1/SD S/WELD (ORD)

- 40 BF TO AW 1L PROJ WELD (ORD)  
 41 BE TO BA 7/SD S/WELDS (ORD)  
 42 BC TO BA 2/SD S/WELDS (ORD)



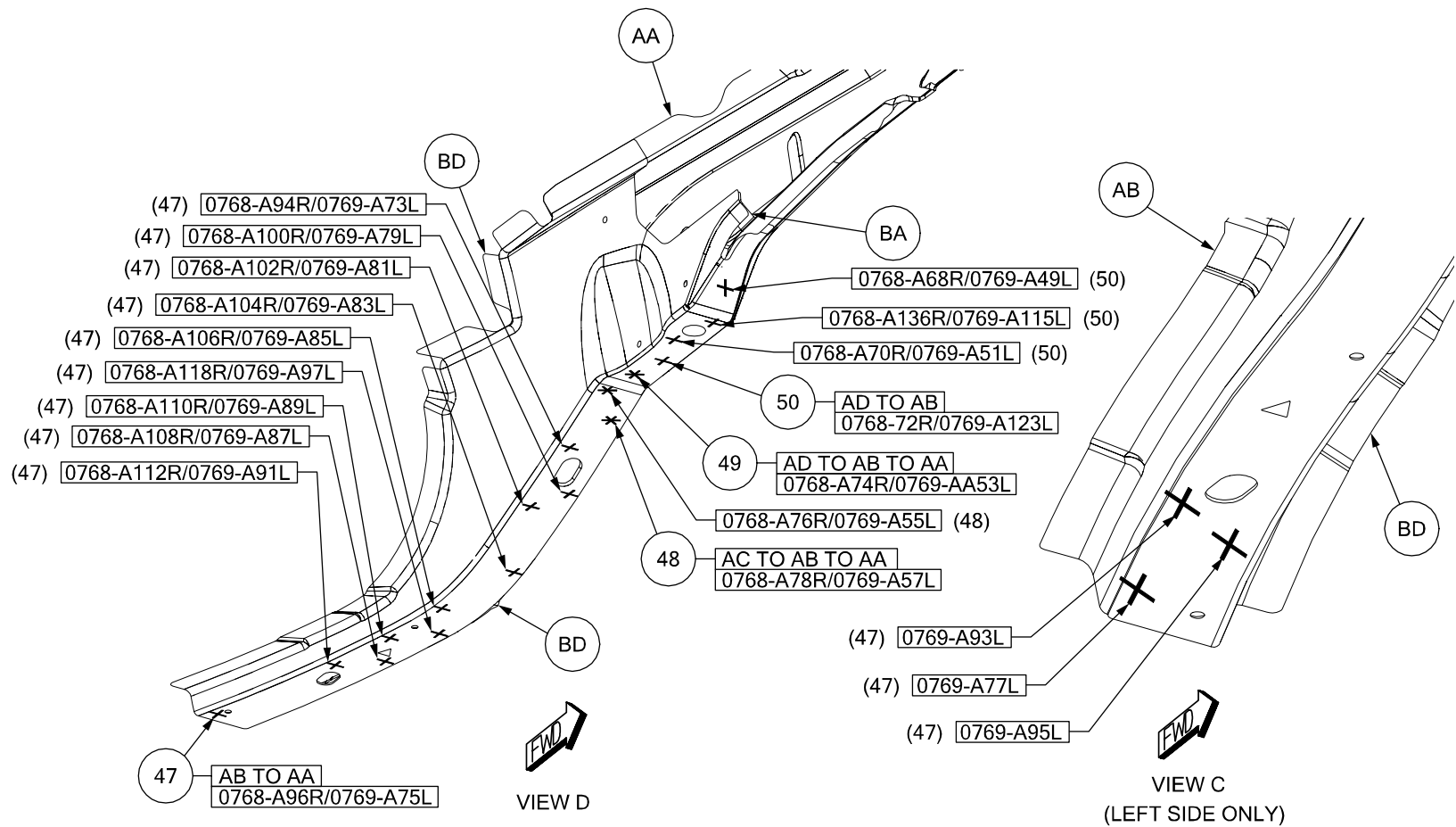
[Back to Index](#)

- 43 BJ TO BH 7/SD S/WELDS (ORD)
- 44 BK TO BH 3/SD S/WELDS (ORD)
- 45 BN TO BL 4 PROJ WELD (ORD)
- 46 BM TO BL 2 PROJ WELDS (ORD)



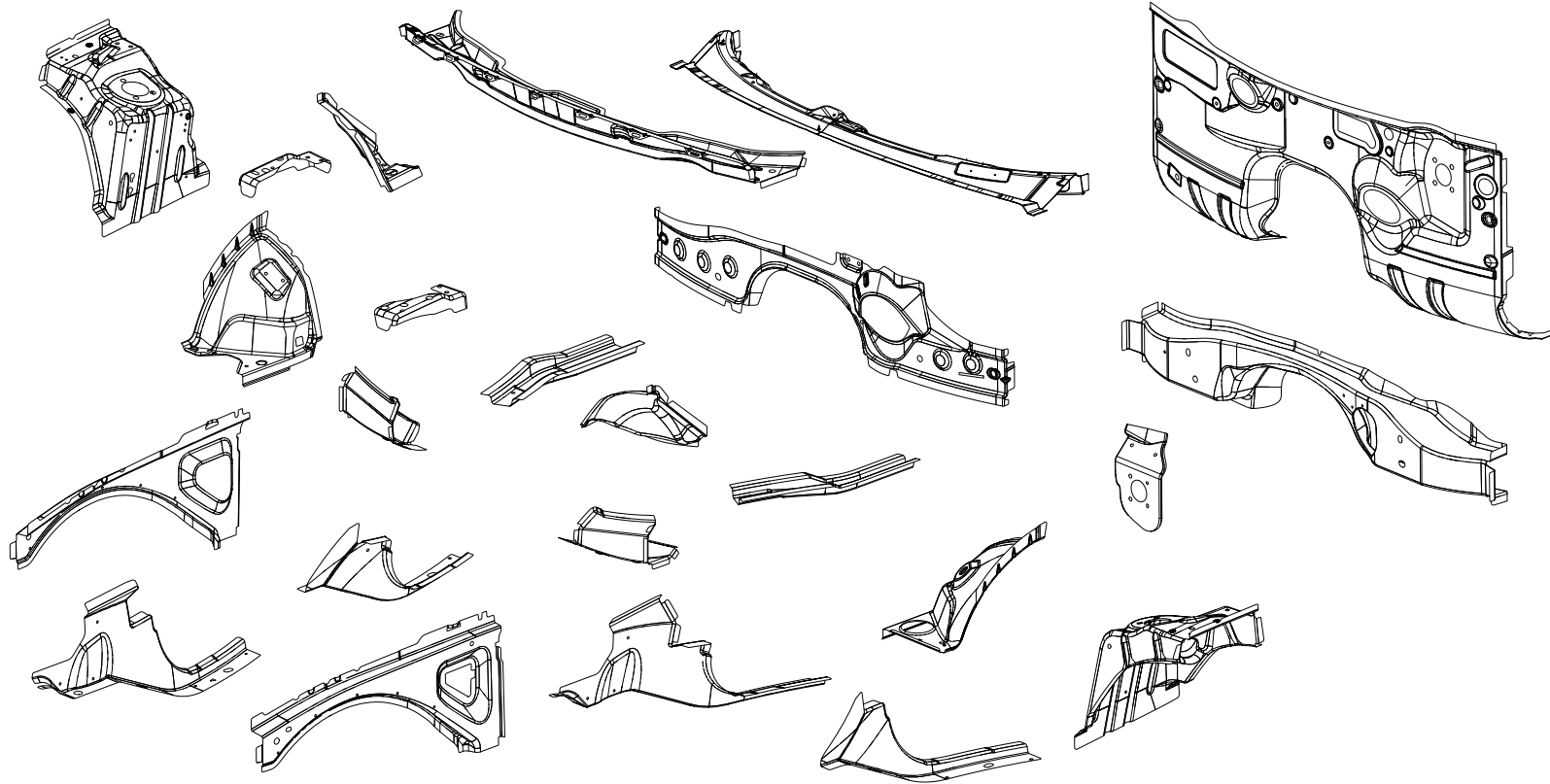
[Back to Index](#)

- 47 AB TO AA 10R/13L S/WELDS (ORD)
- 48 AC TO AB TO AA 2/SD S/WELDS (ORD)
- 49 AD TO AB TO AA 1/SD S/WELD (ORD)
- 50 AD TO AB 4/SD S/WELDS (ORD)



[Back to Index](#)

## DODGE CHALLENGER ENGINE BOX SECTION



AA 04780776/77AB PANEL – LOAD PATH BEAM  
UPR INR RT/LT  
AB PANEL – FRT WHEELHOUSE FRT RT –  
AB PANEL – FRT WHEELHOUSE FRT LT –  
AC PANEL – SHOCK TOWER MOUNTING FRT  
RT –  
AC PANEL – SHOCK TOWER MOUNTING FRT  
LT –  
AD REINF – SHOCK TOWER TO LOAD BEAM  
RT – SHOCK TOWER RT

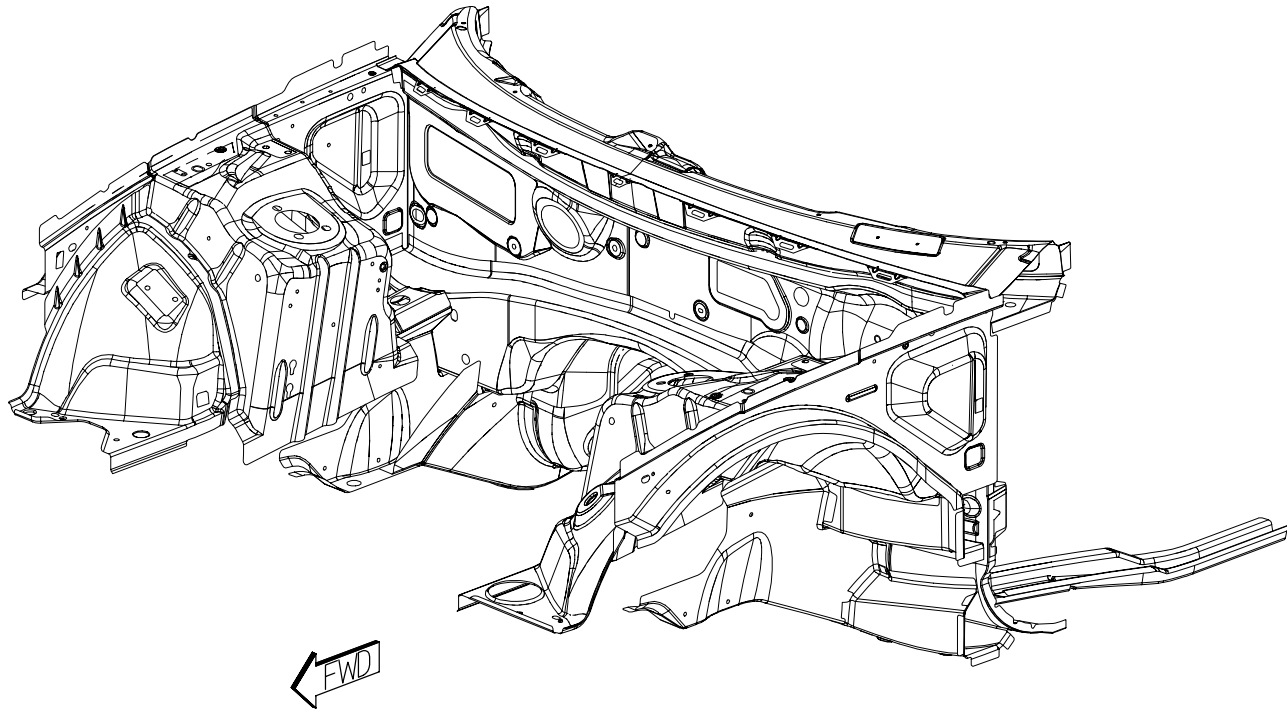
AD REINF – SHOCK TOWER TO LOAD BEAM  
LT – SHOCK TOWER LT  
AE PANEL – COWL UPR –  
AF PANEL – COWL LWR –  
AG PANEL – FRT WHEELHOUSE RR RT –  
AG PANEL – FRT WHEELHOUSE RR LT –  
AH PANEL – DASH –  
AJ PANEL – TOEBOARD CROSSMEMBER –  
AK REINF – DASH PANEL –  
AL REINF – BRAKE BOOSTER –

AM EXTENSION – RAIL TO SILL RT – FRONT  
AM EXTENSION – RAIL TO SILL LT – FRONT  
AN PANEL – EXTENSION FRT RAIL OTR RT –  
AN PANEL – EXTENSION FRT RAIL OTR LT –  
AP PANEL – EXTENSION FRT RAIL INR RT –  
AP PANEL – EXTENSION FRT RAIL INR LT –  
AR DOUBLER – FRT SIDE RAIL RT – RAIL  
EXTENSION  
AR DOUBLER – FRT SIDE RAIL LT – RAIL  
EXTENSION

[Back to Index](#)

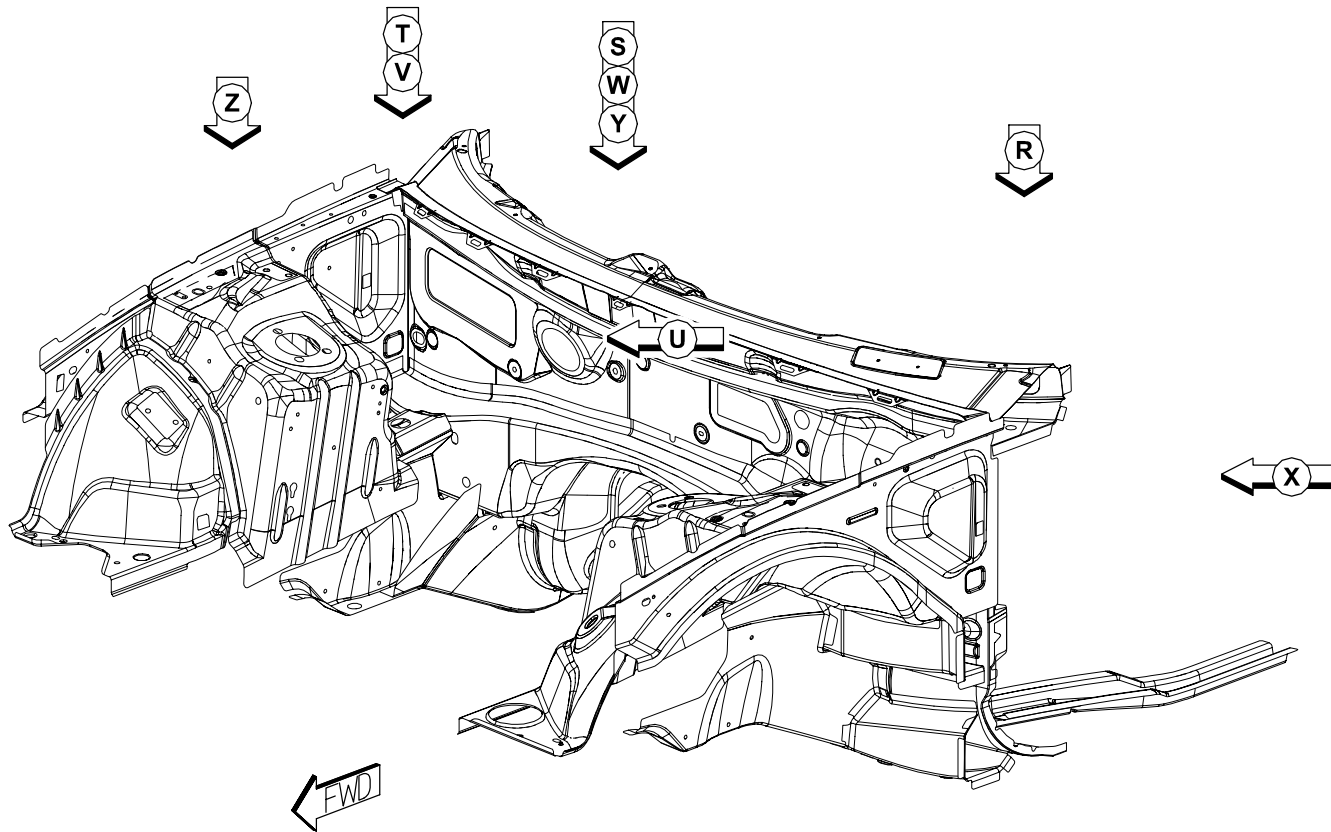
## PARTS IDENTIFICATION LEGEND, OVERVIEW 12

AA	04780776/77AB PANEL – LOAD PATH BEAM UPR INR RT/LT	AD	REINF – SHOCK TOWER TO LOAD BEAM LT – SHOCK TOWER LT	AM	EXTENSION – RAIL TO SILL RT – FRONT
AB	PANEL – FRT WHEELHOUSE FRT RT –	AE	PANEL – COWL UPR –	AM	EXTENSION – RAIL TO SILL LT – FRONT
AB	PANEL – FRT WHEELHOUSE FRT LT –	AF	PANEL – COWL LWR –	AN	PANEL – EXTENSION FRT RAIL OTR RT –
AC	PANEL – SHOCK TOWER MOUNTING FRT RT –	AG	PANEL – FRT WHEELHOUSE RR RT –	AN	PANEL –EXTENSION FRT RAIL OTR LT –
AC	PANEL – SHOCK TOWER MOUNTING FRT LT –	AG	PANEL – FRT WHEELHOUSE RR LT –	AP	PANEL – EXTENSION FRT RAIL INR RT –
AD	REINF – SHOCK TOWER TO LOAD BEAM RT – SHOCK TOWER RT	AH	PANEL – DASH –	AP	PANEL – EXTENSION FRT RAIL INR LT –
		AJ	PANEL – TOEBOARD CROSSMEMBER –	AR	DOUBLER – FRT SIDE RAIL RT – RAIL EXTENSION
		AK	REINF – DASH PANEL –	AR	DOUBLER – FRT SIDE RAIL LT –RAIL EXTENSION
		AL	REINF – BRAKE BOOSTER –		



[Back to Index](#)

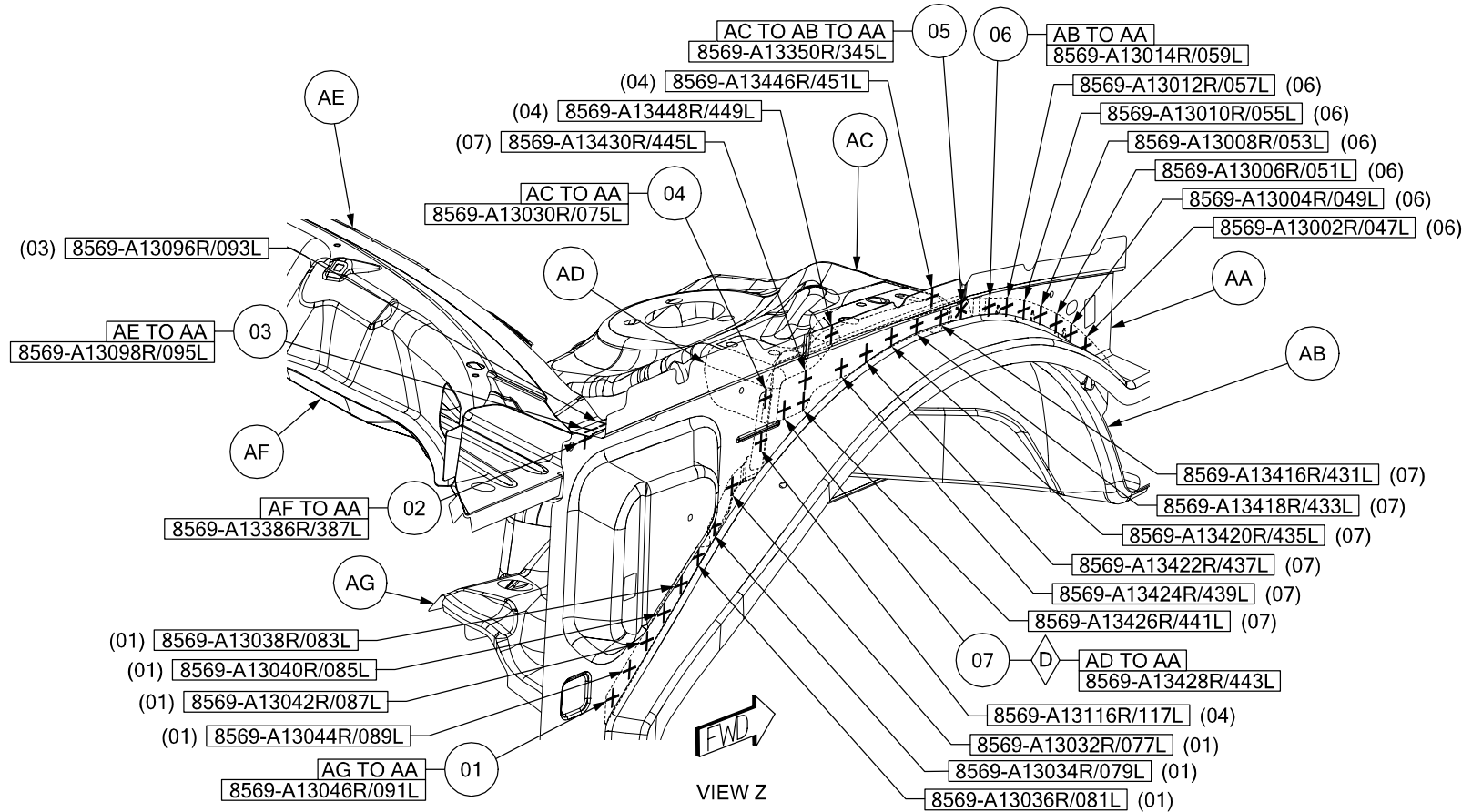
## WELD LAYOUT LOCATION GUIDE



[Back to Index](#)

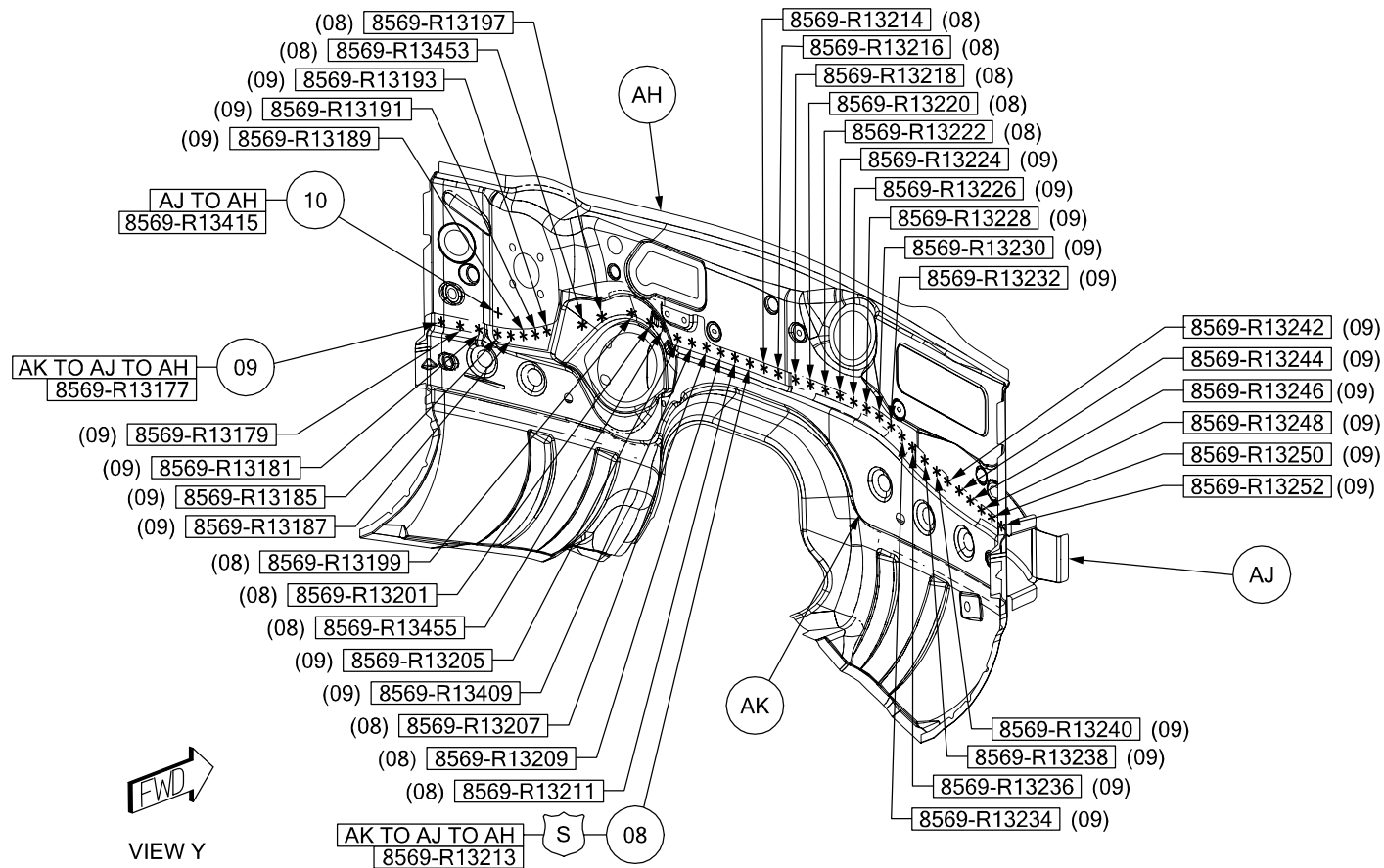
01 AG TO AA 8/SD S/WELDS (ORD)  
 02 AF TO AA 1/SD S/WELD (ORD)  
 03 AE TO AA 2/SD S/WELDS (ORD)  
 04 AC TO AA 4/SD S/WELDS (ORD)

05 AC TO AB TO AA 1/SD S/WELDS (ORD)  
 06 AB TO AA 7/SD S/WELDS (ORD)  
 07 AD TO AA /SD S/WELDS (CRT)



[Back to Index](#)

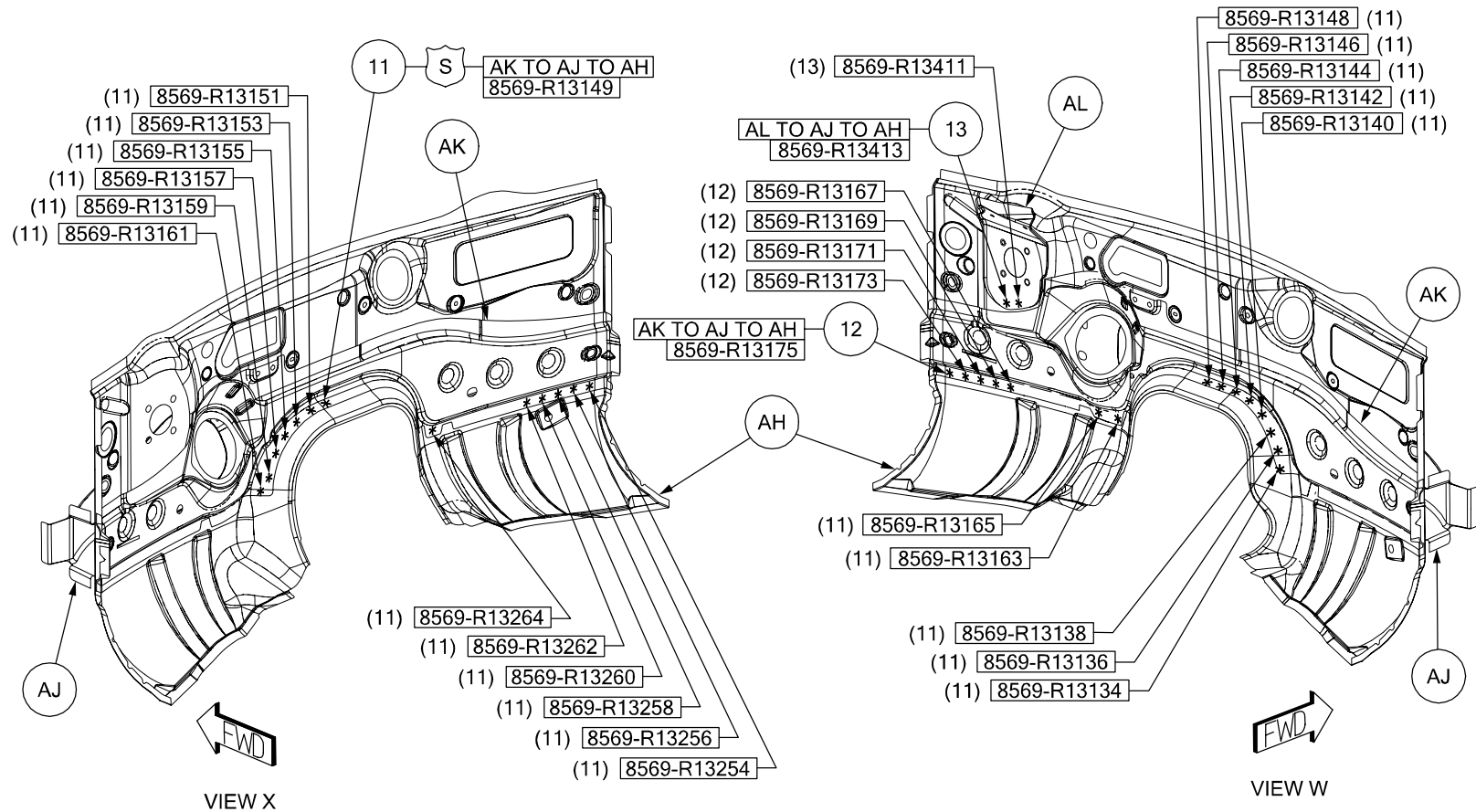
- 08 AK TO AJ TO AH 14 S/WELDS (SAF)
- 09 AK TO AJ TO AH 25 S/WELDS (ORD)
- 10 AJ TO AH 1 S/WELD (ORD)



Back to Index



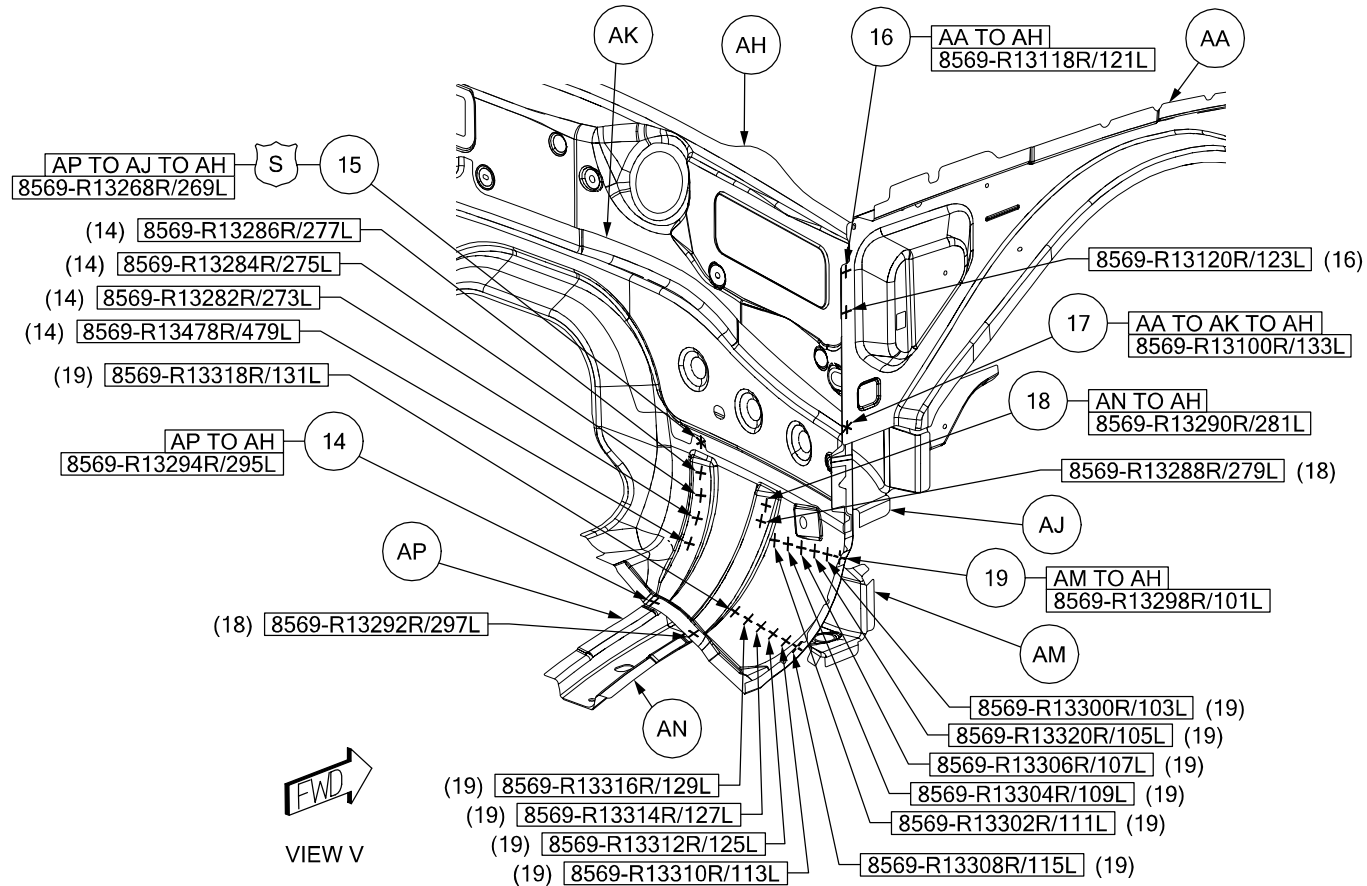
- 11 AK TO AJ TO AH 23 S/WELDS (SAF)
- 12 AK TO AJ TO AH 5 S/WELDS (ORD)
- 13 AL TO AJ TO AH 2 S/WELDS (ORD)



[Back to Index](#)

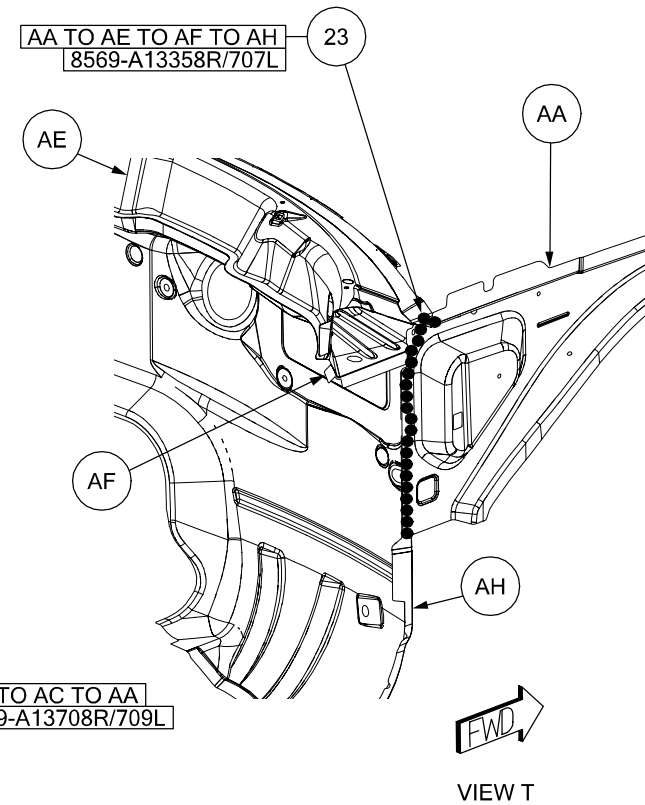
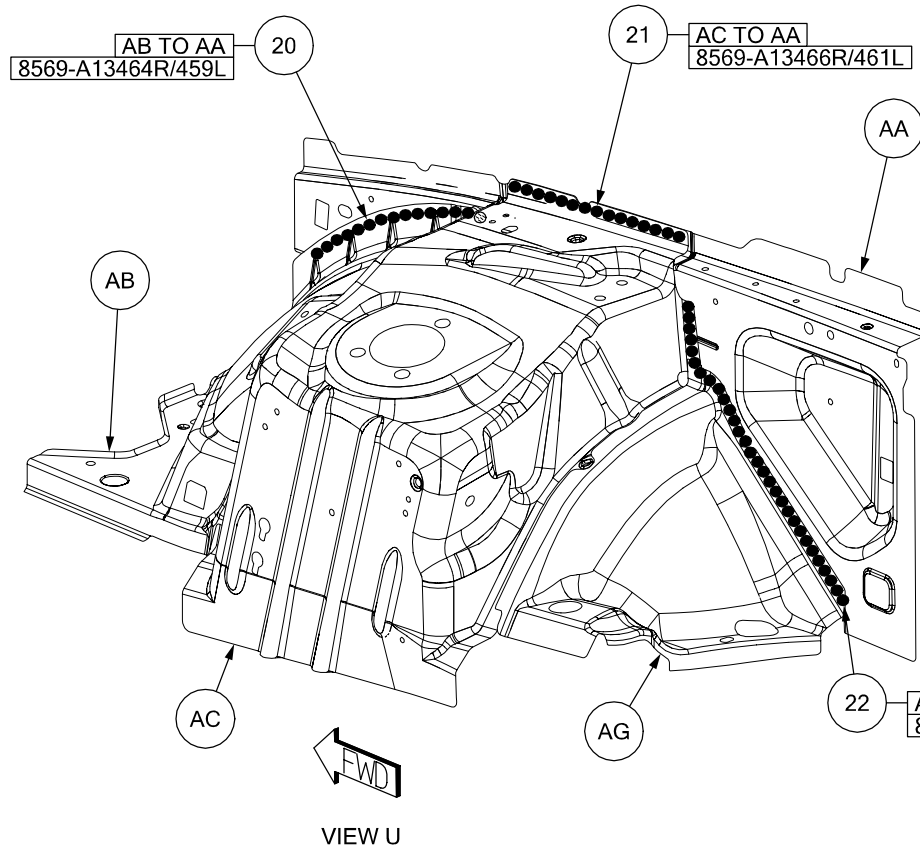
- 14 AP TO AH 5/SD MFG WELDS
- 15 AP TO AJ TO AH 1/SD S/WELD (SAF)
- 16 AA TO AH 2/SD S/WELDS (ORD)

- 17 AA TO AK TO AH 1/SD S/WELD (ORD)
- 18 AN TO AH 3/SD MFG WELDS
- 19 AM TO AH 12/SD S/WELDS (ORD)



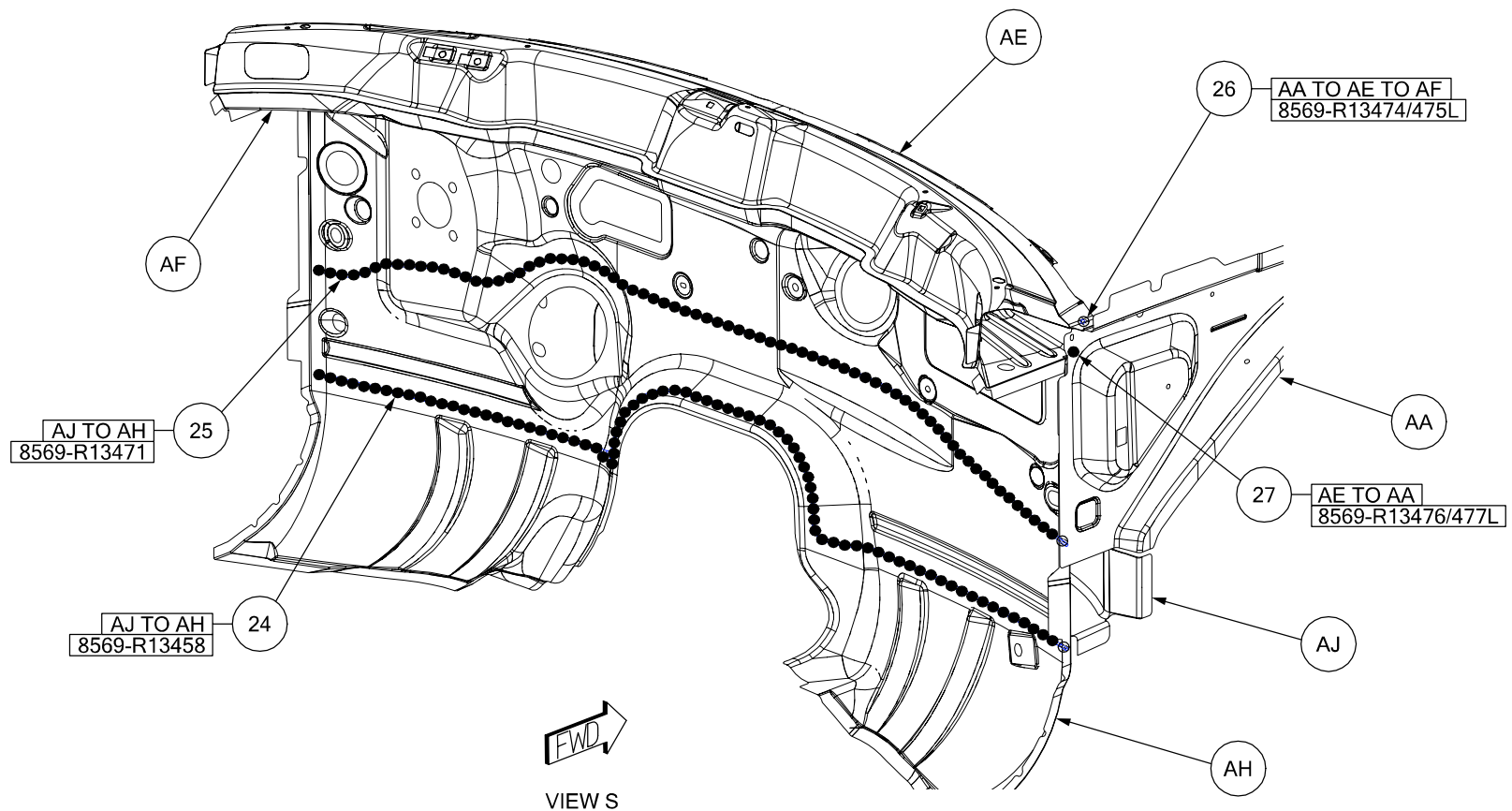
[Back to Index](#)

- 20 AB TO AA 1/SD STRUC ADH
- 21 AC TO AA 1/SD STRUC ADH
- 22 AG TO AC TO AA 1/SD STRUC ADH
- 23 AA TO AE TO AF TO AH 1/SD STRUC ADH



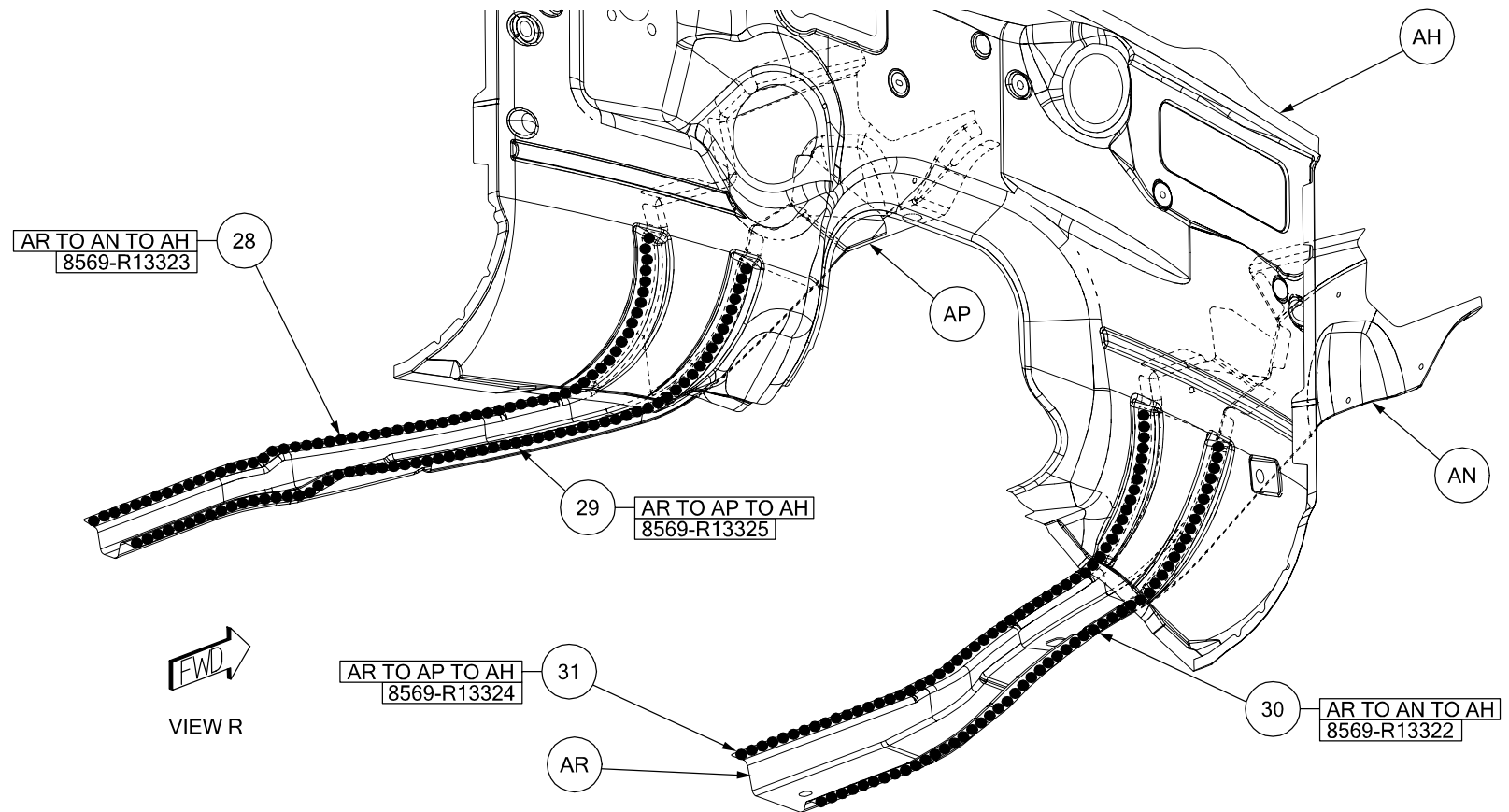
[Back to Index](#)

- 24 AJ TO AH 1 STRUC ADH
- 25 AJ TO AH 1 STRUC ADH
- 26 AA TO AE TO AF 1 GUM DROP
- 27 AE TO AA 1 GUM DROP



[Back to Index](#)

- 28 AR TO AN TO AH 1 STRUC ADH
- 29 AR TO AP TO AH 1 STRUC ADH
- 30 AR TO AN TO AH 1 STRUC ADH
- 31 AR TO AP TO AH 1 STRUC ADH

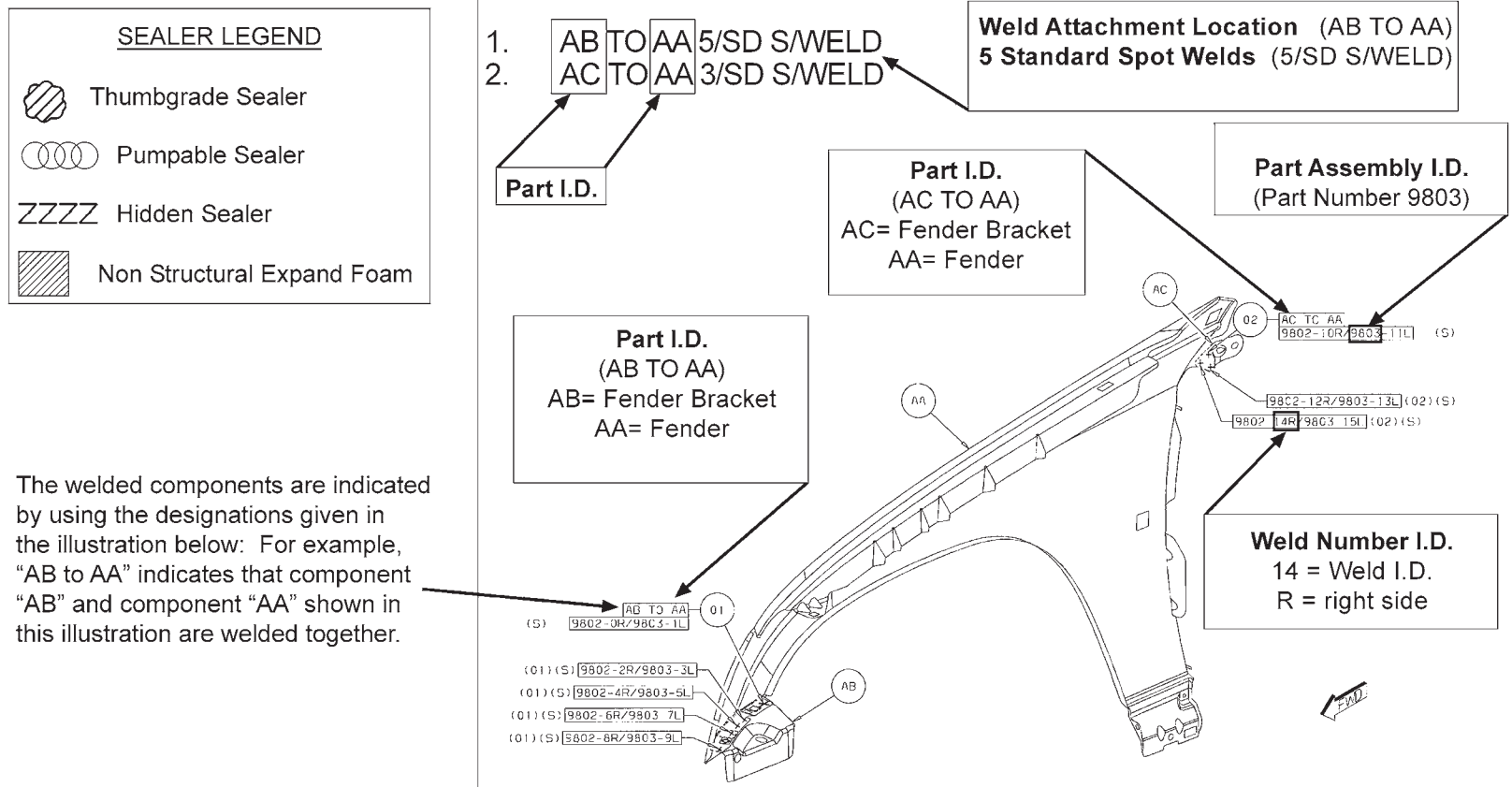


[Back to Index](#)

## 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.



[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](#)



# **DODGE CHALLENGER FRAME/BODY DIMENSIONS**

[Back to Index](#)





## FRAME DIMENSIONS

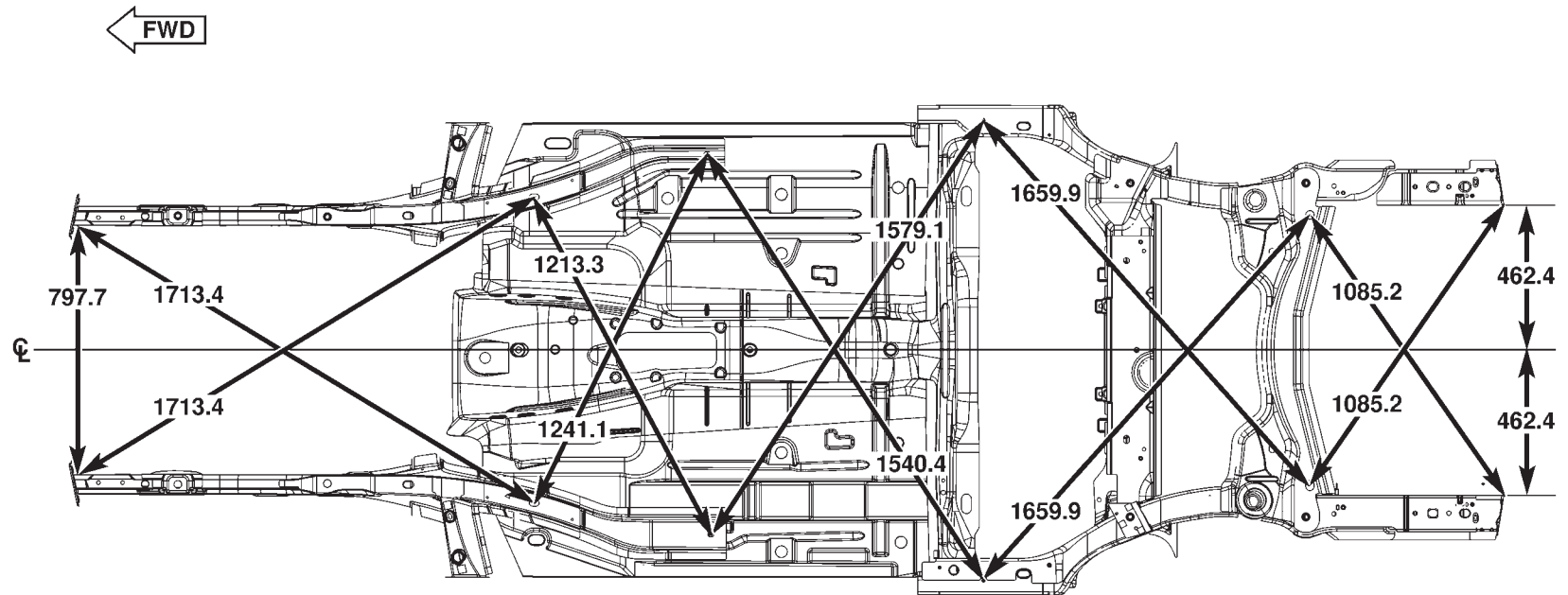
Frame dimensions are listed in metric scale. All dimensions are from center of Principal Locating Point (PLP), or from center to center of PLP and transfer location. Vertical dimensions can be taken from the work surface to the locations indicated.

### INDEX

DESCRIPTION	FIGURE
BOTTOM VIEW	1
SIDE VIEW	2

[Back to Index](#)

## FRAME/BODY DIMENSIONS

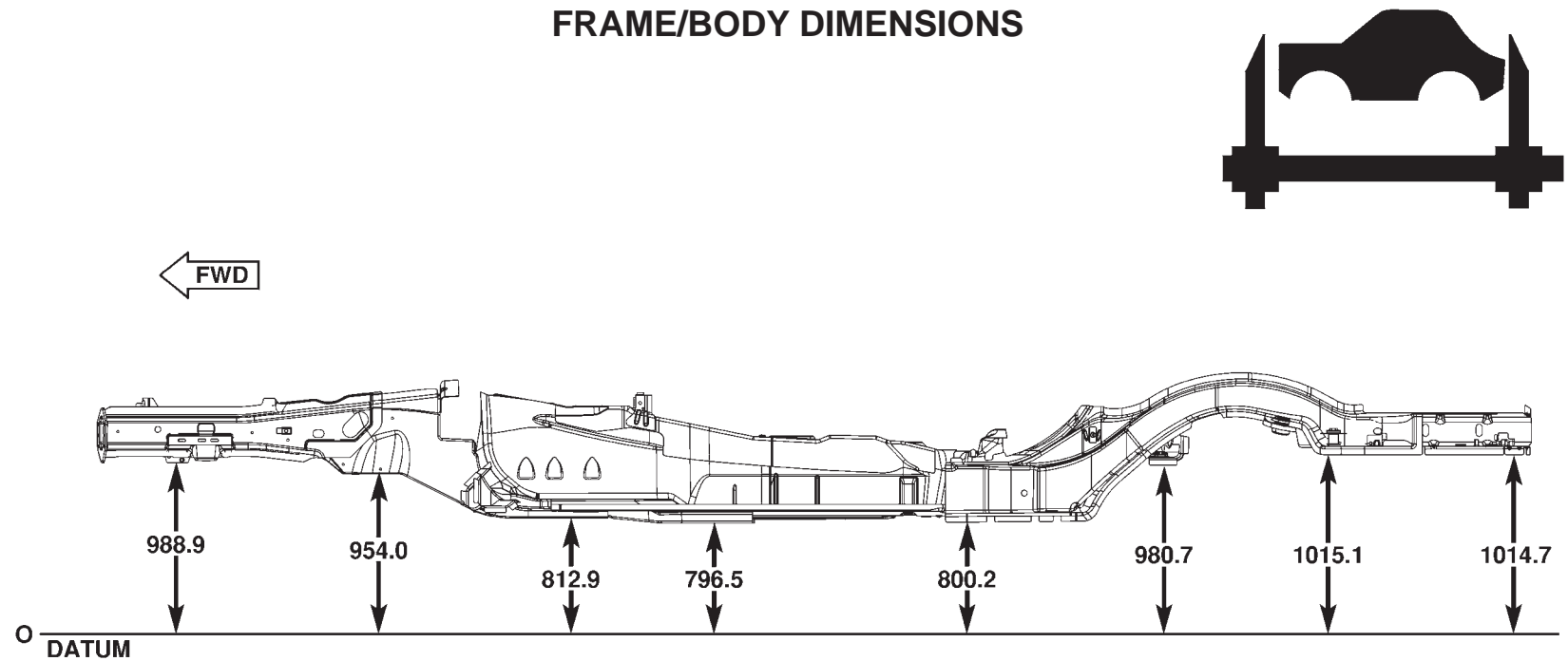


ALL DIMENSIONS ARE IN MILLIMETERS

Figure 1. BOTTOM VIEW

[Back to Index](#)

## FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

Figure 2. SIDE VIEW

[Back to Index](#)

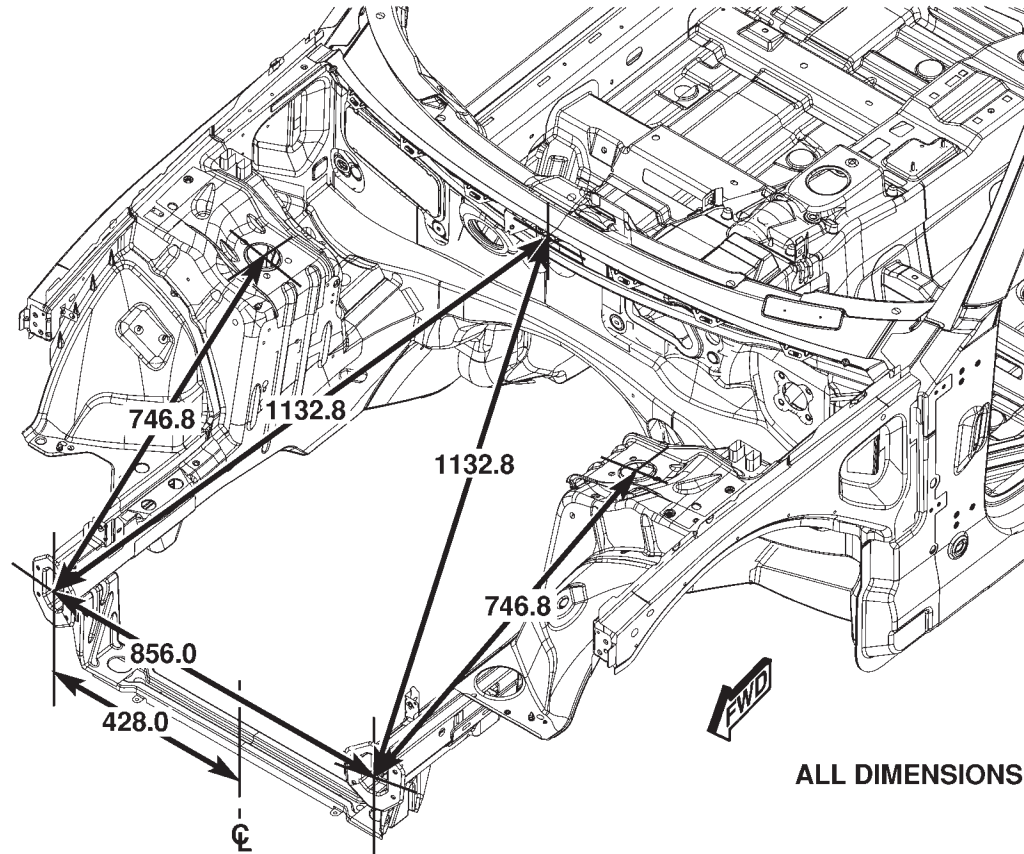


## OPENING DIMENSIONS

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

[Back to Index](#)

## FRAME/BODY DIMENSIONS



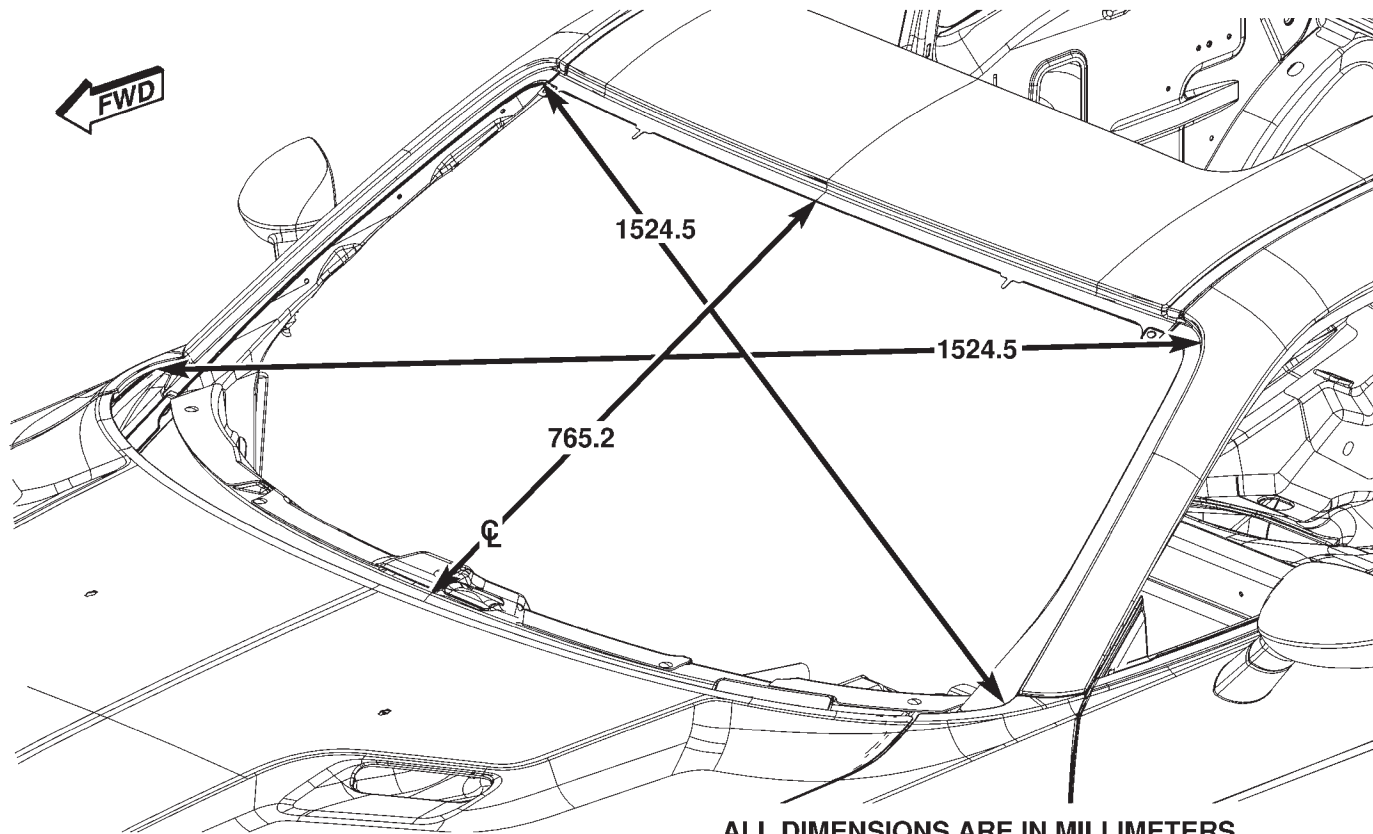
ALL DIMENSIONS ARE IN MILLIMETERS

LC11\_01

Figure 1. ENGINE BOX OPENING

[Back to Index](#)

## FRAME/BODY DIMENSIONS



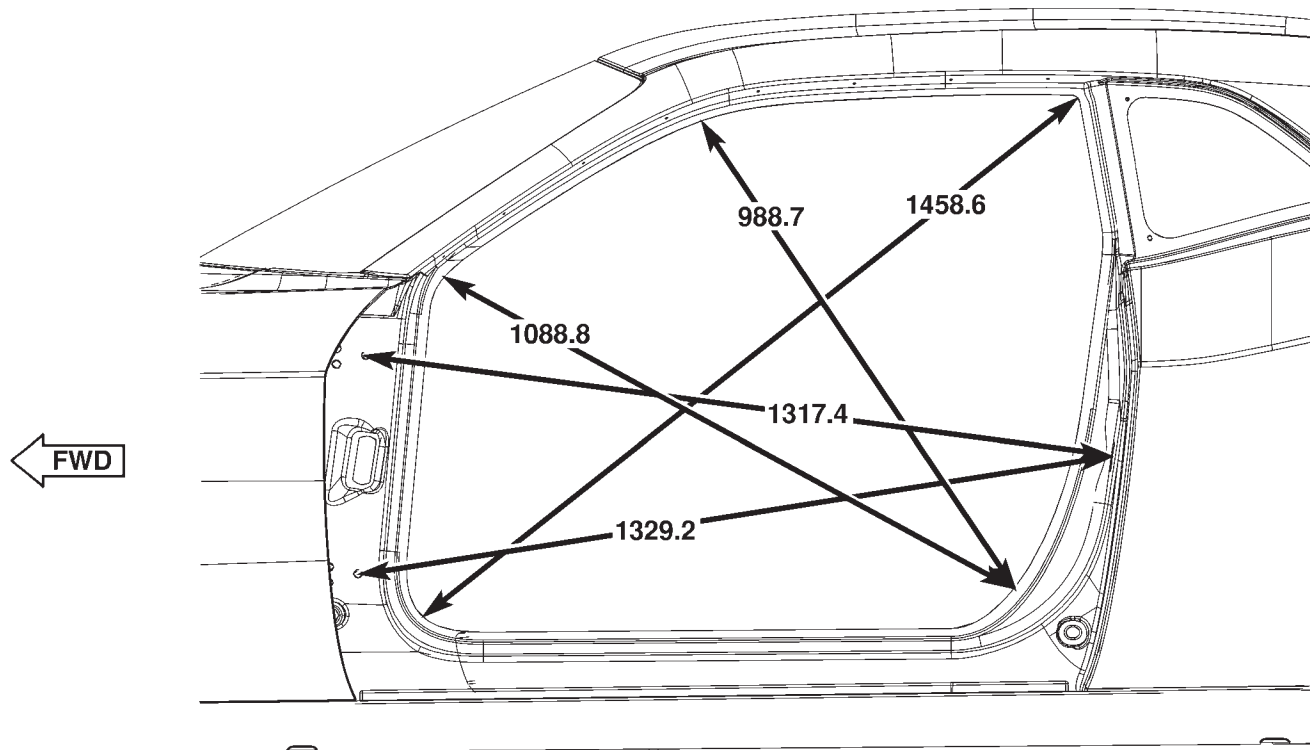
ALL DIMENSIONS ARE IN MILLIMETERS

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Figure 2. WINDSHIELD OPENING

[Back to Index](#)

## FRAME/BODY DIMENSIONS



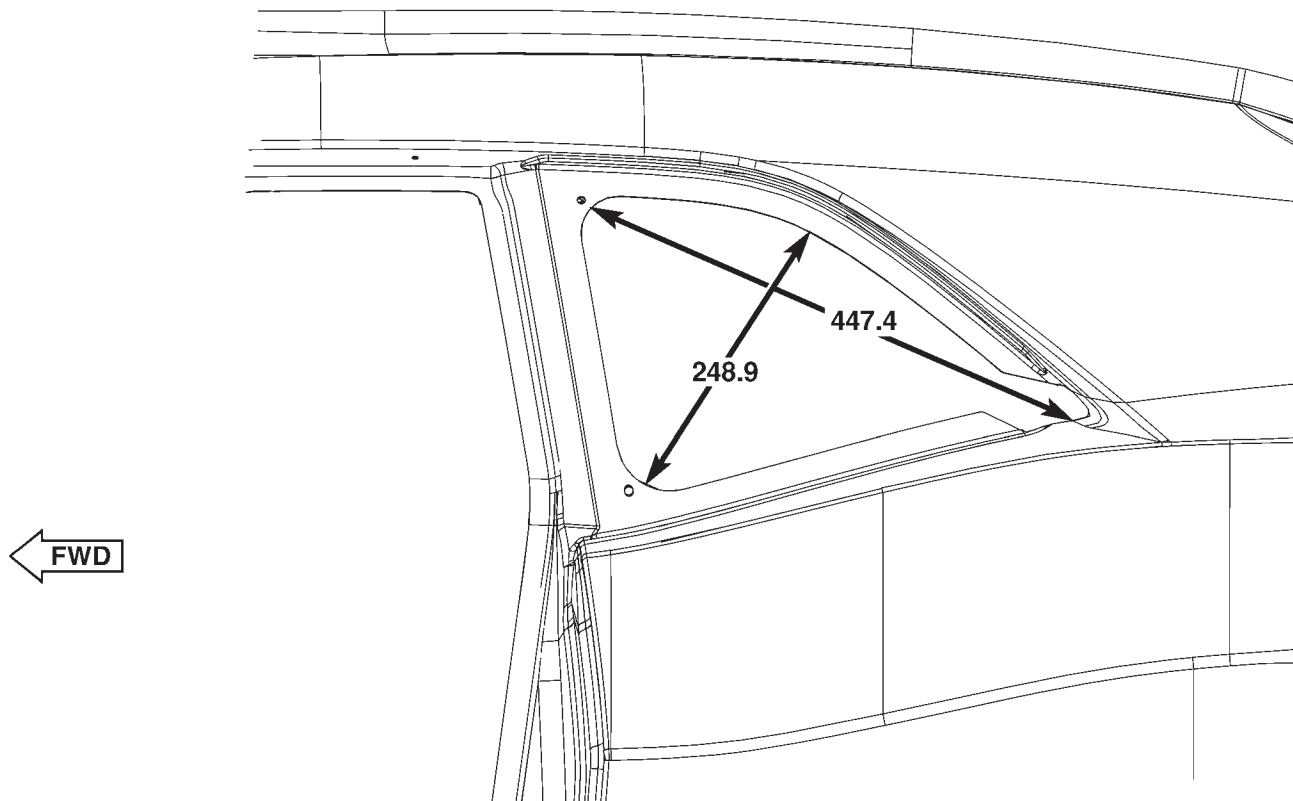
ALL DIMENSIONS ARE IN MILLIMETERS

LC11\_03

Figure 3. DOOR OPENING

[Back to Index](#)

## FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

LC11\_04

Figure 4. QUARTER WINDOW OPENING

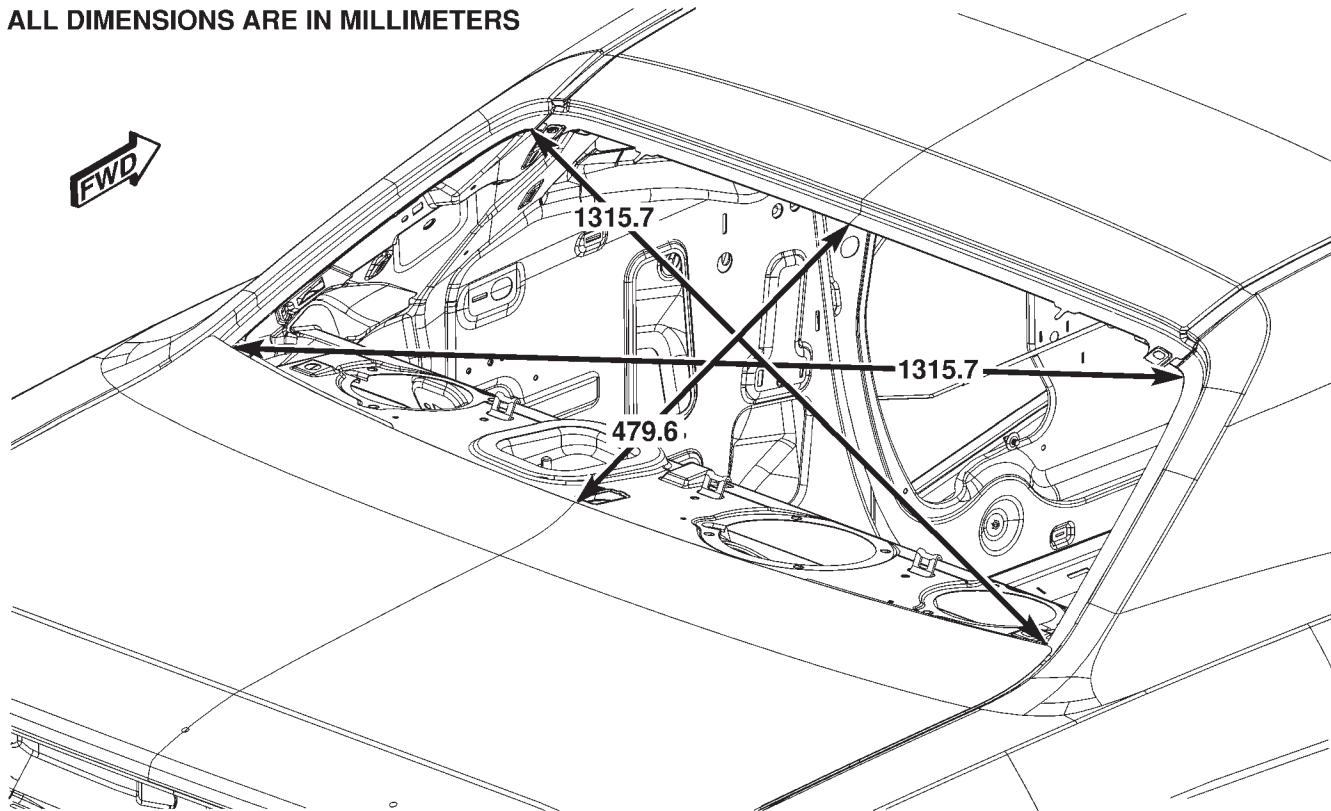
[Back to Index](#)



## FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

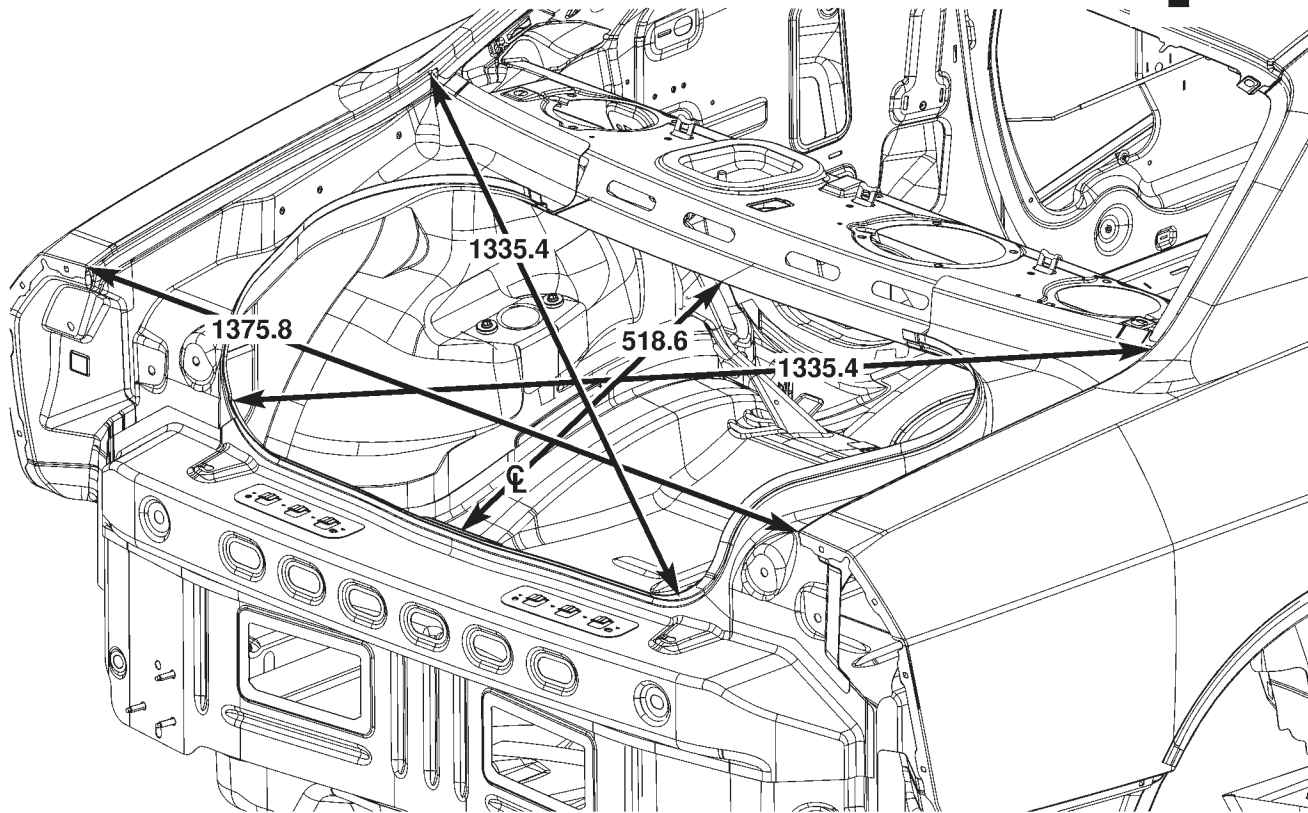


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Figure 5. REAR WINDOW OPENING

[Back to Index](#)

## FRAME/BODY DIMENSIONS



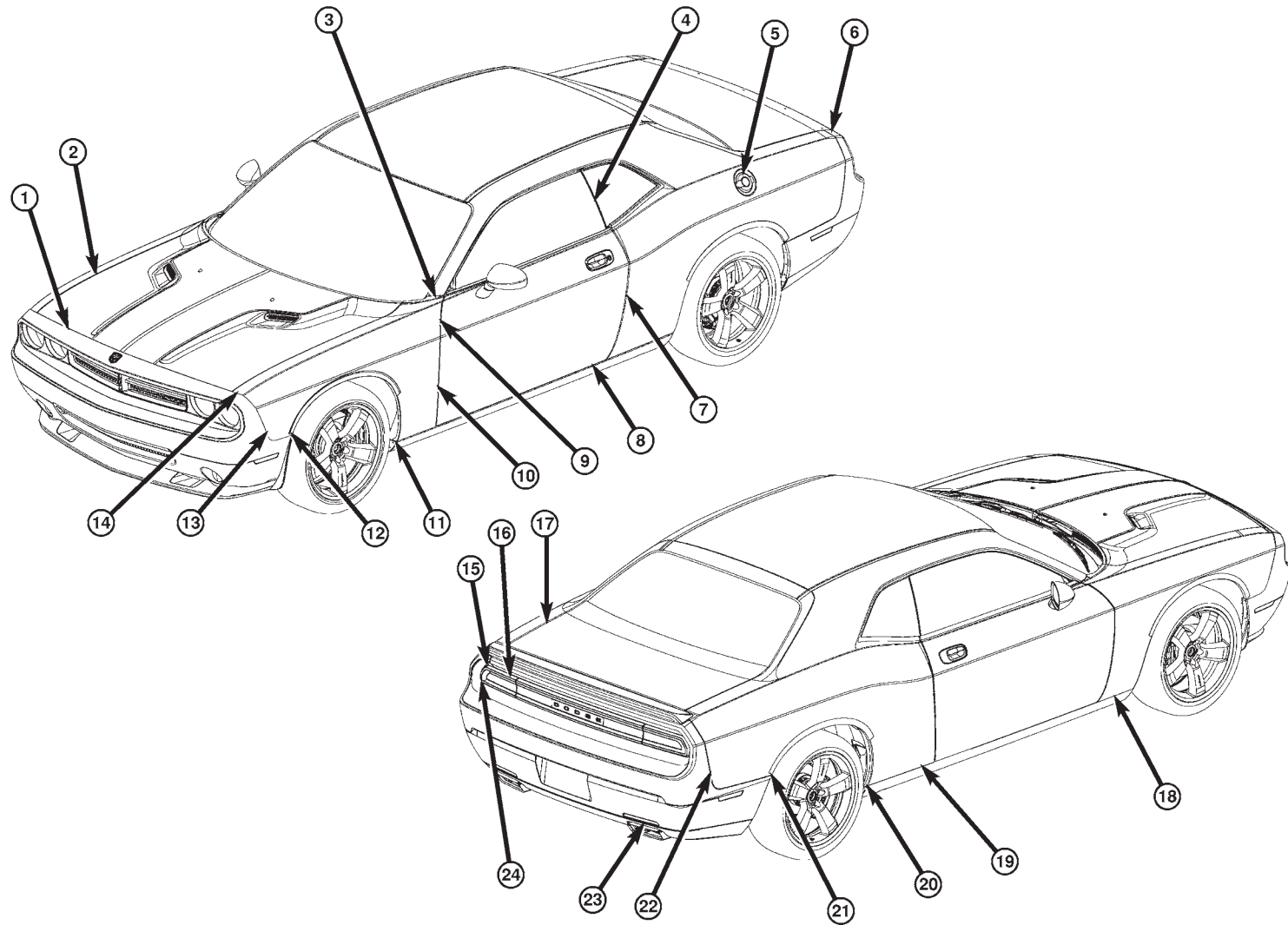
ALL DIMENSIONS ARE IN MILLIMETERS

LC11\_06

Figure 6. DECKLID OPENING

[Back to Index](#)

## GAP AND FLUSH DIMENSIONS



[Back to Index](#)

## GAP AND FLUSH DIMENSIONS

DIMENSION	DESCRIPTION	GAP	FLUSH
1	Hood to Fascia	3.5 +/- 1.5 Parallel within 2.0	Fascia O/F 0.5 +0.5/-1.0 Consistent within 1.5
2	Hood to Fender	3.5 +/- 1.0 Parallel within 1.0	Hood 1.0 U/F +/- 1.5
3	Fender to Body Side Aperture (A-Pillar)	3.0 +/- 1.0	--
4	Door Glass to Quarter Glass (Fixed)	6.0 +/- 2.0 Parallel within 2.0	By Design +0/-3.0
5	Fuel Filler Door to Body Side Aperture	Base: 3.0 +/- 1.0 Premium: 1.0 +/-0.5	Base: Body Side Aperture O/F 0.5 +/- 1.0 Premium: No Flush Required
6	Decklid to Fascia Cross/Car	4.0 +/- 1.5	Decklid U/F 0.8 +/- 1.5
7	Door to Body Side Aperture	4.0 +/- 1.0 Parallel within 1.0	0.0 +/- 1.0 Parallel within 1.0
8	Door to Side Sill Cladding	6.0 +/- 2.0 Parallel within 2.0	3.25 +/-2.0
9	Fender to Door (Above Character Line)	4.5 +/- 1.0 Parallel within 1.0	+0/-2.0
10	Fender to Door (Below Character Line)	4.5 +/- 1.0 Parallel within 1.0	Fender O/F 1.0 +/- 1.0 Parallel within 1.0
11	Fender to Side Sill F/A @ Wheel Opening	--	U/F 1.0 +/- 2.0
12	Fascia to Fender F/A @ Wheel Opening Base Only	--	O/F 1.0 +/- 2.0
13	Fascia to Fender (Side)	0.0/+ 1.0	O/F 0.5 +/- 1.0 Consistent within 1.0
14	Fascia to Fender	0.0/+ 1.0	U/F 0.5 +/- 1.0
15	Decklid to Fascia F/A		+/- 1.5
16	Tail Lamp to Decklid	8.0 +/- 2.0 Parallel within 2.0 Right to Left	--
17	Decklid to Body Side Aperture	4.0 +/- 1.0 Parallel within 1.5	Decklid U/F 0.8 +/- 1.5
18	Fender to Side Sill Cladding	3.0 +/- 1.5	2.5 +/- 2.0
19	Body Side Aperture to Side Sill Cladding	3.0 +/- 1.5	3.0 +/- 2.0
20	Body Side Aperture to Side Sill Cladding F/A @ Wheel Opening	--	U/F 1.0 +/- 2.0
21	Fascia to Body Side Aperture F/A @ Wheel Opening	--	O/F 1.0 +/- 2.0
22	Rear Fascia to Body Side Aperture	0.0/ +1.0	Fascia 0.0 +/- 1.0
23	Exhaust Tip to Fascia	25.0 +/- 4.0	--
24	Tail Lamp to Fascia	4.5 +/- 1.0	--

### 2009 LC

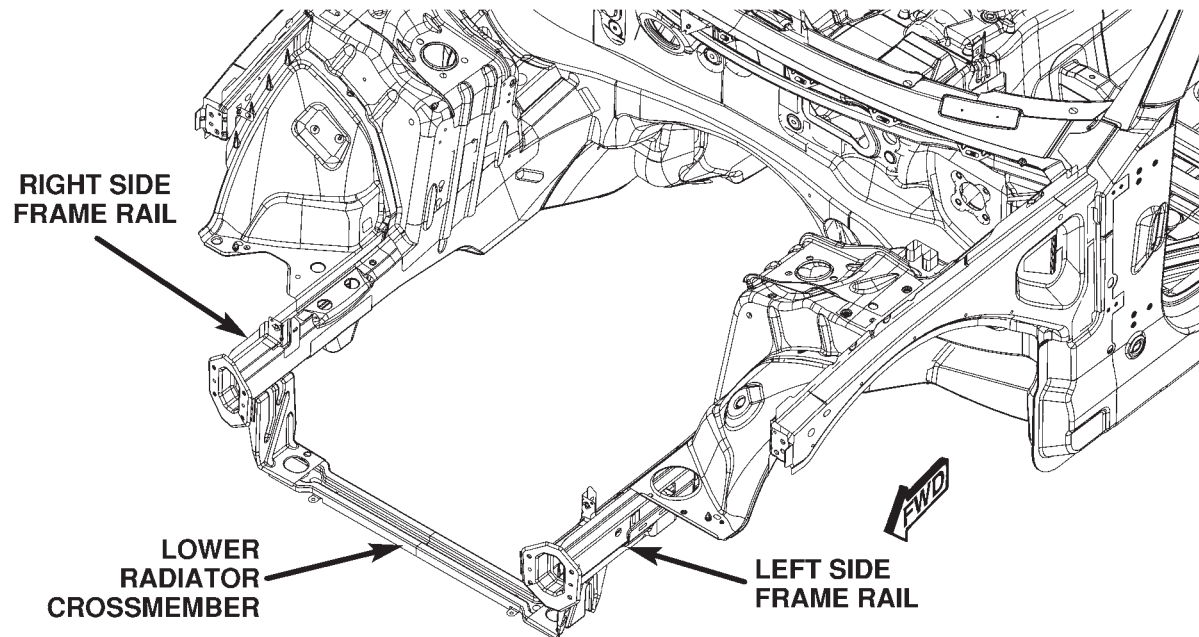
NOTE: All measurements are in millimeters. O/F = Over Flush U/F = Under Flush  
U/D = Up/Down F/A = Fore/Aft

[Back to Index](#)

## **DODGE CHALLENGER FRONT FRAME RAIL SECTIONING PROCEDURE**

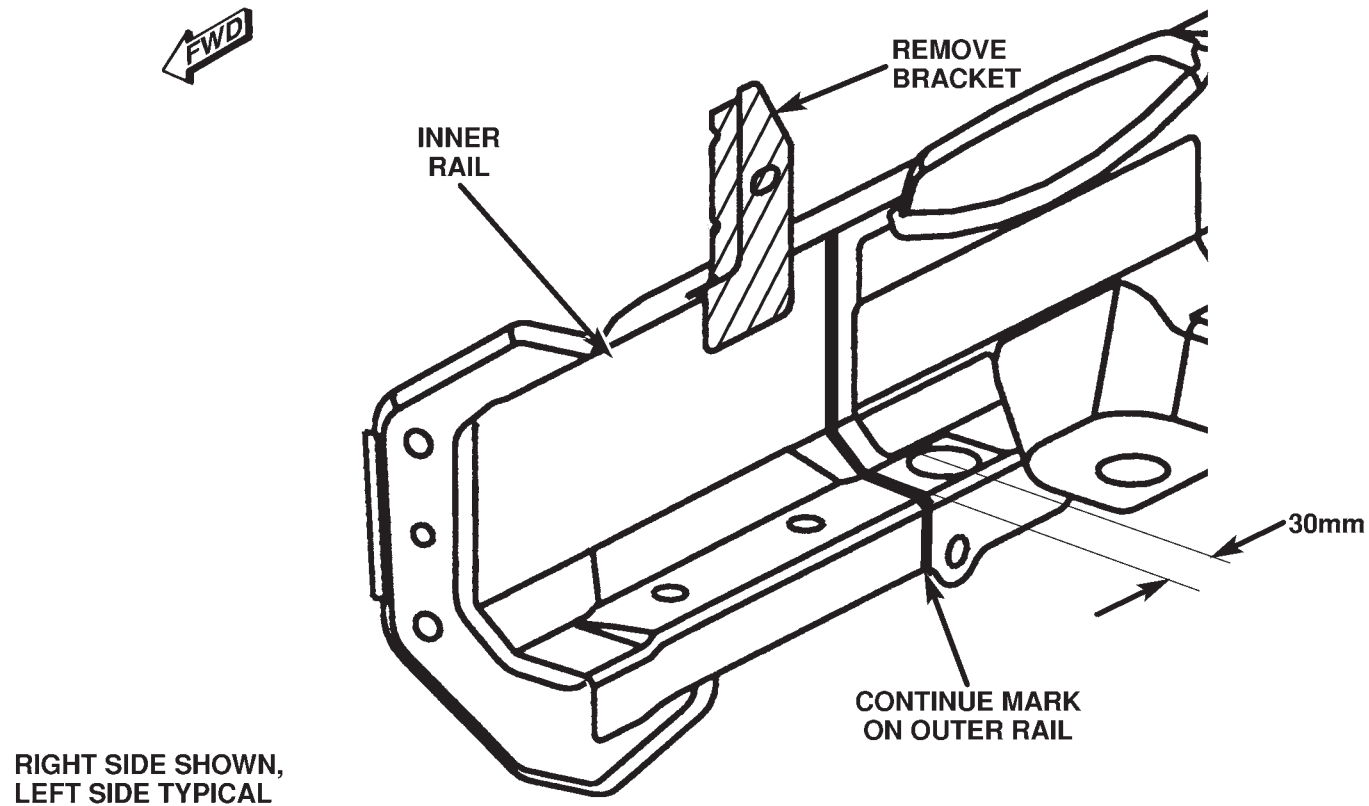
Damage to the frame rail, rearward of the area covered by this procedure, which is not eliminated during preliminary structural corrections and pulls, necessitates complete rail replacement to restore the vehicle to pre-loss conditions.

1. Mount, measure, and make structural corrections using 3-dimensional measuring equipment.
2. Remove all components in area of repair allowing unimpeded access for cutting and welding operations.
3. Remove bolts holding lower radiator crossmember to rail — if crossmember is to be replaced, remove completely.



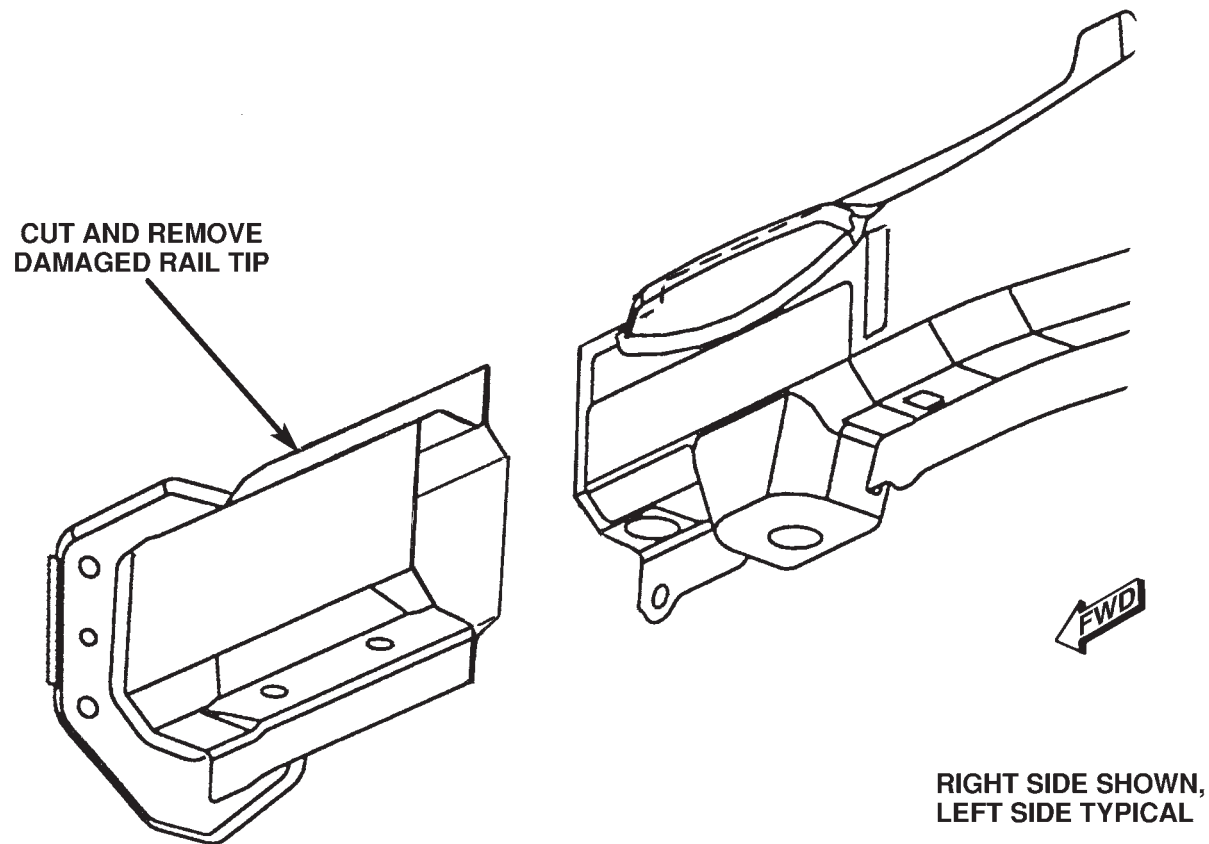
[Back to Index](#)

4. Using the Principal Location Point (PLP) hole in bottom of frame rail, measure 30mm forward from center of PLP and mark rail. Using appropriate straightedge, complete a vertical cut line on rail inner and outer.



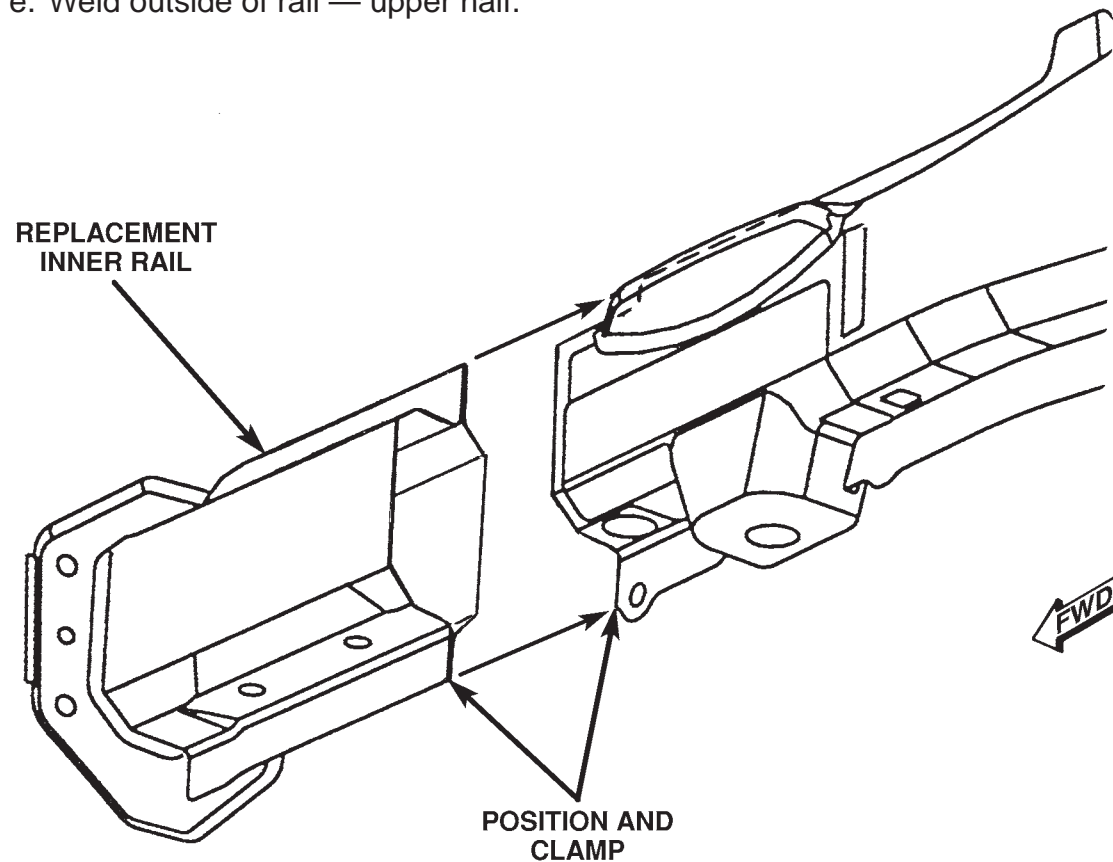
[Back to Index](#)

5. Using a reciprocating saw or cut-off wheel, cut through the rail and remove damaged rail tip.
6. Utilize the same measuring and cutting process above to remove the rail tip from the inner rail service part.
7. Using a surface conditioning disk, remove all e-coat within 1-inch of the cut location of the original rail and the inner service component also de-bur and slightly taper the cut edge.



[Back to Index](#)

8. Position and clamp the replacement inner rail and confirm proper position with measuring equipment.
9. Weld the service part in position in four steps as follows:
  - a. Weld inside of rail — upper half.
  - b. Weld outside of rail — lower half.
  - c. Clean the back side of the above welds in preparation for welding
  - d. Weld inside of rail — lower half.
  - e. Weld outside of rail — upper half.

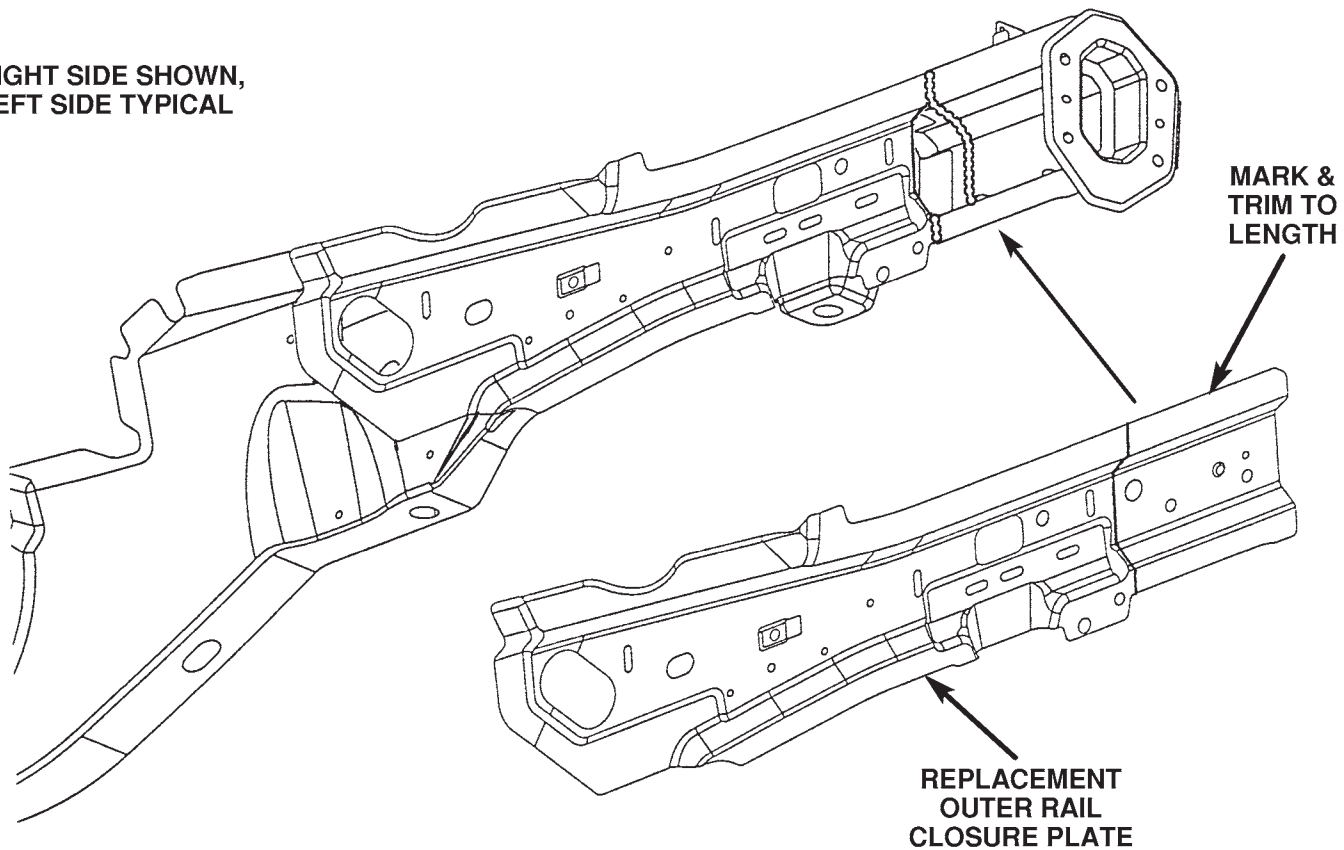


[Back to Index](#)



10. Roughly trim the outer rail closure plate to length.
11. Hold cover plate in proper position and mark top and bottom at cut location and mark. Remove plate and trim to proper dimension then remove e-coat within 1-inch of the cut line.
12. From the cover plate waste, cut a 3/4" wide strip of material and fabricate into a weld backer and tack to the rail cover

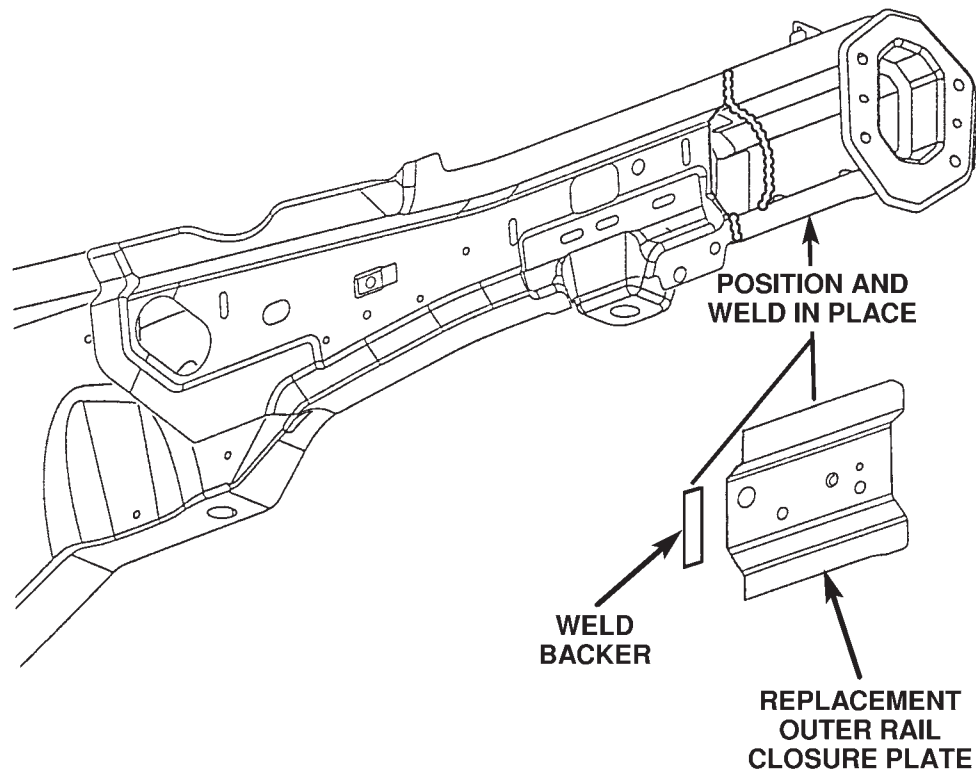
**RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL**



[Back to Index](#)

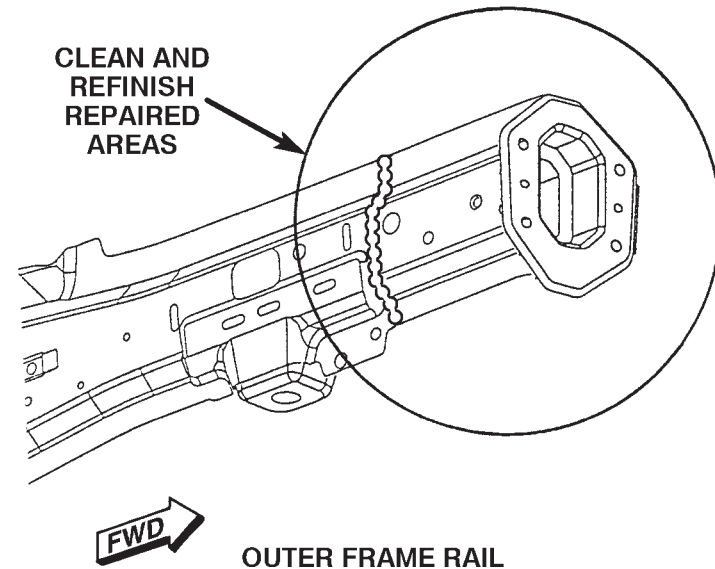
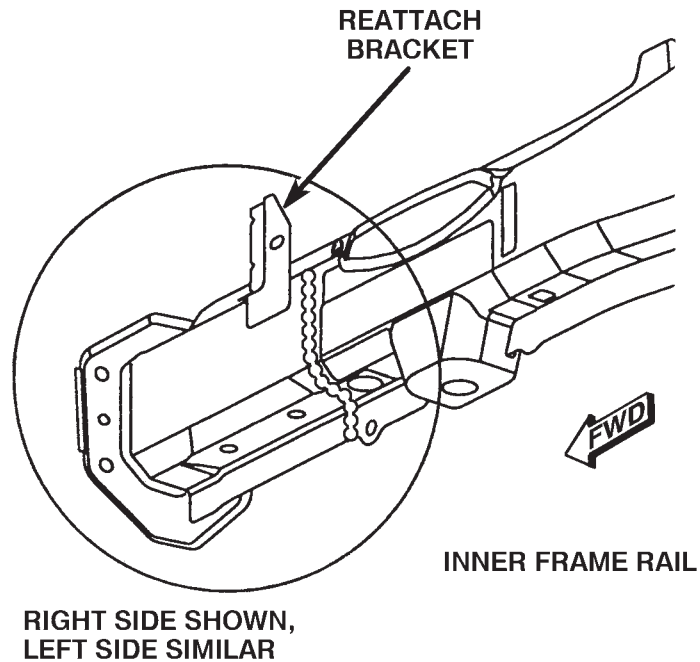
13. Install cover plate and weld:

- a. The inner rail and cover plate are welded preferably using squeeze type resistance spot welding (STRSW) equipment as were the original. If STRSW equipment is not available, then MIG ring fillet welds may be substituted.
- b. MIG weld the but-joint location.



[Back to Index](#)

14. Reattach lower radiator crossmember to rail inner.
15. Dress the welded area and apply corrosion resistant coatings inside and out.
  - a. Apply etch-primer to the inside of the frame rail repair area.
  - b. Inside the rail, inject a creeping wax based rust inhibitor compound through the existing holes in the frame ensuring 100% coverage including the space between the original frame rail and the reinforcing sleeve; using Mopar Cavity wax kit (part # 68042969AA) / Undercoating kit (part # 68042967AA) or equivalent.
  - c. Apply a durable top coat to the outside of the repair area.
16. Complete other repairs.



NOTE: Use Mopar Cavity wax kit (part # 68042969AA) / Undercoating kit (part # 68042967AA) or equivalent.

[Back to Index](#)

# **COLLISION AND FIELD REPAIR** **FUSION ARC WELDING PROCEDURE SPECIFICATIONS**

COMPONENT PARTS	TRUCK FRAME		BODYSHELL EXTERIOR & UNDERBODY PANELS			
Material Type	Chrysler MS 264 (High Strength and Structural Quality Steels which includes HSLA, Martensitic, and Dual Phase materials) Chrysler MS 6000 (Zinc and Zinc Iron Alloy coated sheet steels)					
Material Thickness Range	2 mm - 4 mm		0.6 mm - 1.02 mm		>1.02 mm - 3.0 mm	
WELDING PROCESS	GAS METAL ARC (Note: 1)	FLUX CORED ARC	GAS METAL ARC (Note: 1)	MIG BRAZE (Note: 2)	GAS METAL ARC (Note: 1)	FLUX CORED ARC
ELECTRODE TYPE (AWS SPEC. A5.18)	AWS CLASS. ER70S-6	AWS CLASS. E71T-11 (Note 3)	AWS CLASS. ER70S-6	AWS CLASS. ERCuSi - A Silicon Bronze	AWS CLASS. ER70S-6	AWS CLASS. E71T-11 (Note 3)
ELECTRODE SIZE	0.035	0.045	0.023 - 0.025	0.035	0.035	0.045
ELECTRODE MAKER	Lincoln	Lincoln NR-211-MP	Lincoln		Lincoln	Lincoln NR-211-MP
WIRE FEED SPEED (in/min)	245-250 Vertical Down 70-90 Flat & Horizontal	110 Vertical Down 70-90 Flat & Horizontal	95-115 All Welds	150-155 Flat & Horizontal	245-250 Vertical Down 70-90 Flat & Horizontal	110 Vertical Down 70-90 Flat & Horizontal
TRAVEL SPEED (in/min)			10			
VOLTAGE	19-20	15-18	16-19	18-19	19-20	15-18
POLARITY	DCEP	DCEN	DCEP	DCEP	DCEP	DCEN
GAS FLOW (cfh)	25-35	N/A	25-35	25-35	25-35	N/A
ELECTRICAL STICKOUT (in)	1/2 - 5/8	3/8 - 1/2	1/2 - 5/8	5/8 - 3/4	1/2 - 5/8	3/8 - 1/2
GAS TYPE	75% Ar 25% CO2	N/A	75% Ar 25% CO2	100% Ar	75% Ar 25% CO2	N/A
TYPE OF ARC TRANSFER	Short Circuit		Short Circuit	Spray	Short Circuit	

## **NOTES:**

**Caution:** All welds should conform to the Chrysler vehicle engineering process standard PS 9472

These Procedure Specifications are appropriate as of this publication date 8/1/2007. Procedures may be superceeded with new spec's at a later date.

Always process to the thinner material thickness (TMT)

All persons performing welding must be qualified to weld in all positions.

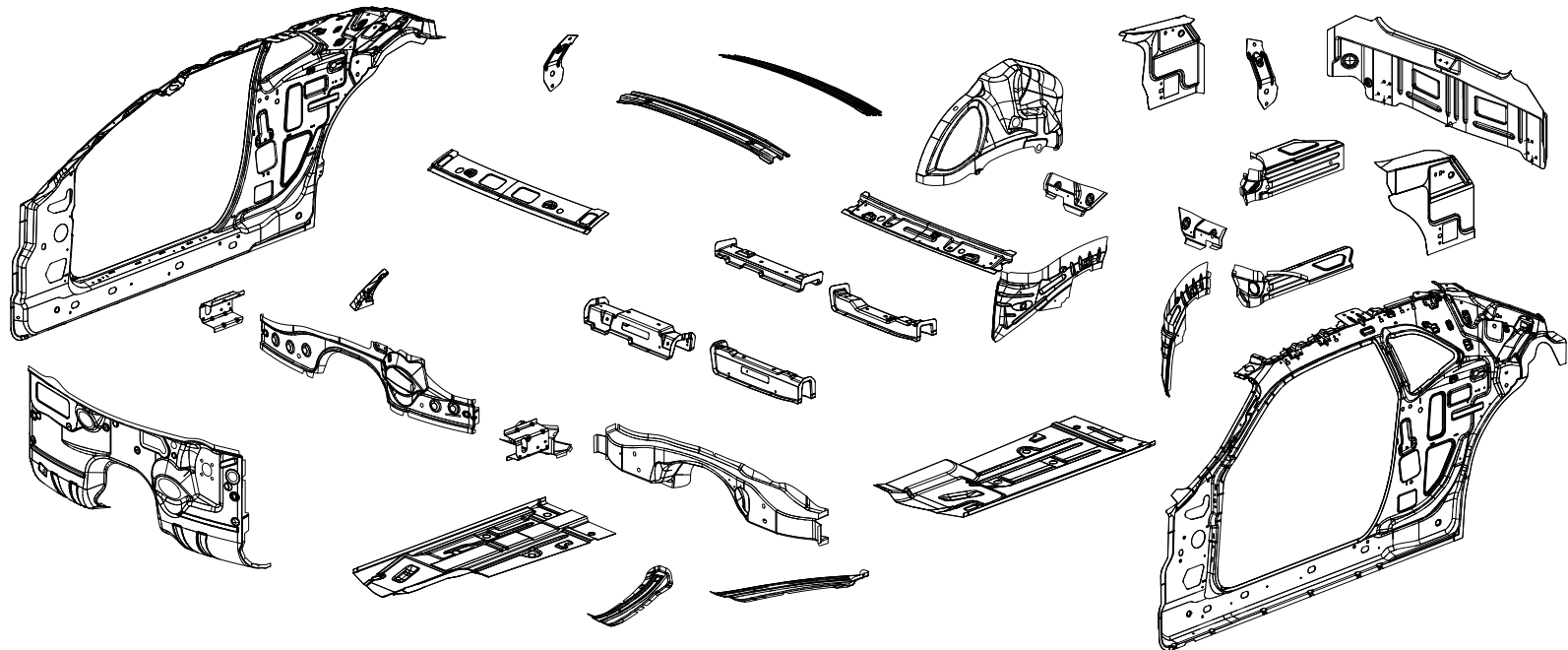
- (1) Must remove Zinc Coating on both sides of metal at the weld zone.
- (2) MIG Braze welding process requires use of Pulse Arc or STT welding machine.
- (3) Must use Lincoln product since E 71T-11 product differs from other suppliers.

**Back to Index**

## **Additional Information and Guidelines**

- Chrysler highly recommends all repairers obtain weld training and demonstrate weld proficiency through testing programs such as I-CAR or the American Welding Society (AWS).
- As vehicle designs incorporate increasing amounts of advanced high strength steel (AHSS), at thinner thicknesses to reduce vehicle weight, engineers are in effect designing to the limits of the base materials and electrodes. The repair person job increases in importance when performing panel replacements. Especially when the repair weld differs from the production weld (resistance weld versus fusion weld). For this reason it is imperative that the technician not only be highly trained, and be able to demonstrate his abilities to follow both the original equipment manufacturer's and weld equipment manufacturer's recommendations. In addition, he should be provided with quality welding equipment and welding consumables. Ensure that all electrodes purchased meet AWS specifications and that there is a certification program in place to guarantee their quality. Cheap, inferior electrodes will compromise the integrity of the repair.
- Welding information may be obtained from:
  - AWS (<http://www.aws.org/w/a/>)
  - Lincoln Equipment (<http://www.lincolnelectric.com/>)
  - Miller Equipment (<http://www.millerwelds.com/>)
  - ESAB (<http://www.esabna.com/us/en/>)
  - Local welding and trade schools
  - Public and university libraries
  - Many other sources

## DODGE CHALLENGER FRAMED BODY IN WHITE WITHOUT BODY SIDE APERTURE SECTION



AA PANEL – BODY SIDE INR RT – BODY SIDE INR RT  
 AA PANEL – BODY SIDE INR LT – BODY SIDE INR LT  
 AB 04780776AB  
 AC PANEL – TOEBOARD CROSSMEMBER –  
 AD PANEL – DASH  
 AE REINF – DASH PANEL –  
 AF HEADER – WINDSHIELD OPENING –  
 AG HEADER – FRT UPR –  
 AH REINF – A-PILLAR INR UPR RT – BODY SIDE INR RT  
 AH REINF – A-PILLAR INR UPR LT – BODY SIDE INR LT  
 AJ PANEL – COWL UPR –  
 AK 05109784AA

AL PANEL – FLOOR PAN RT –  
 AL PANEL – FLOOR PAN LT –  
 AM REINF – DOOR HINGE LWR RT –  
 AM REINF – DOOR HINGE LWR LT –  
 AN EXTENSION – RAIL TO SILL RT – FRONT  
 AN EXTENSION – RAIL TO SILL LT – FRONT  
 AP EXTENSION – RAIL FRT RT –  
 AP EXTENSION – RAIL FRT LT –  
 AR CROSSMEMBER – FRT SEAT FRT RT –  
 AR CROSSMEMBER – FRT SEAT FRT LT –  
 AS CROSSMEMBER – FRT SEAT RR RT –  
 AS CROSSMEMBER – FRT SEAT RR LT –  
 AT 04780824AA  
 AU HEADER – RR WINDOW OPENING –  
 AV BOW – ROOF –

AW REINF – RR BELT RETRACTOR RT –  
 AW REINF – RR BELT RETRACTOR LT –  
 AX PANEL – RR SHELF –  
 AY PANEL – RR SHELF SUPPORT RT –  
 AY PANEL – RR SHELF SUPPORT LT –  
 AZ EXTENSION – BODY SIDE INR RT – BODY SIDE INR RT  
 AZ EXTENSION – BODY SIDE INR LT – BODY SIDE INR LT  
 BA COVER PLATE – RR RAIL EXTENSION RT –  
 BA COVER PLATE – RR RAIL EXTENSION LT –  
 BB PANEL – DECK OPENING LWR INR –  
 BC PANEL – RR WHEELHOUSE INR RT –  
 BD COVER PLATE – RAIL RR RT – FRONT  
 BD COVER PLATE – RAIL RR LT – FRONT

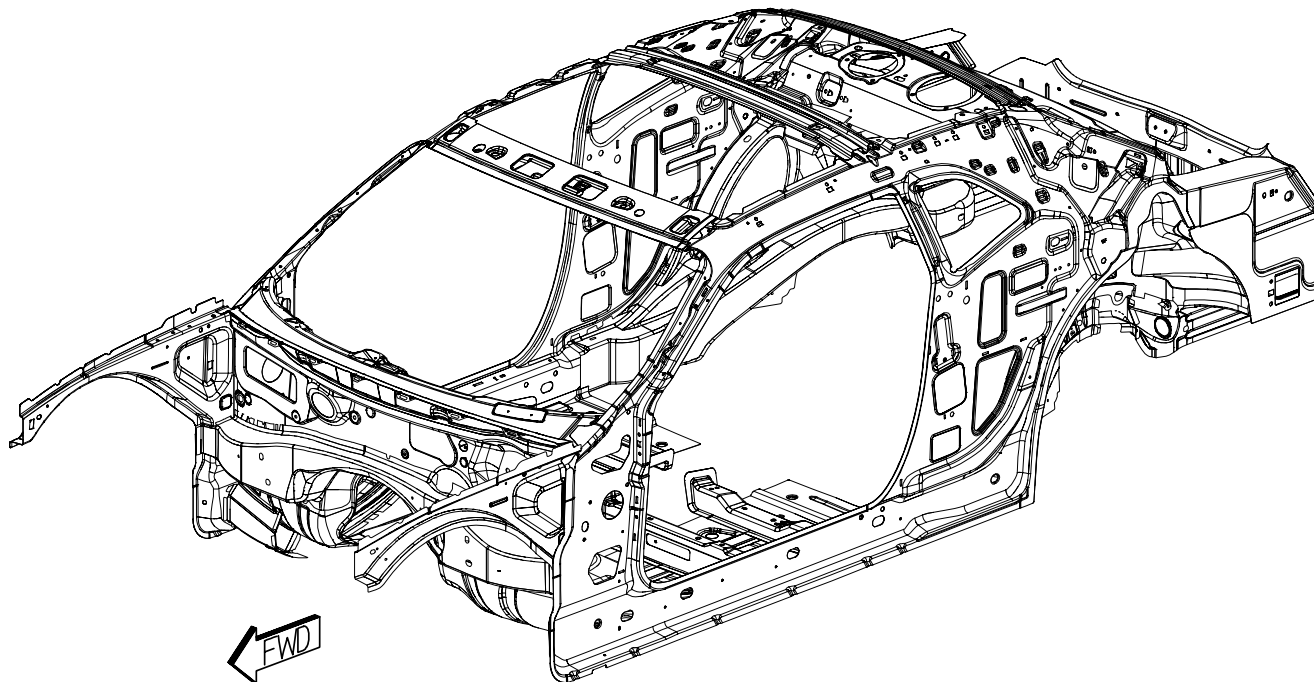
[Back to Index](#)

## PARTS IDENTIFICATION LEGEND, OVERVIEW 19

AA PANEL – BODY SIDE INR RT – BODY SIDE INR RT  
AA PANEL – BODY SIDE INR LT – BODY SIDE INR LT  
AB 04780776AB  
AC PANEL – TOEBOARD CROSSMEMBER –  
AD PANEL – DASH  
AE REINF – DASH PANEL –  
AF HEADER – WINDSHIELD OPENING –  
AG HEADER – FRT UPR –  
AH REINF – A-PILLAR INR UPR RT – BODY SIDE INR RT  
AH REINF – A-PILLAR INR UPR LT – BODY SIDE INR LT  
AJ PANEL – COWL UPR –  
AK 05109784AA

AL PANEL – FLOOR PAN RT –  
AL PANEL – FLOOR PAN LT –  
AM REINF – DOOR HINGE LWR RT –  
AM REINF – DOOR HINGE LWR LT –  
AN EXTENSION – RAIL TO SILL RT – FRONT  
AN EXTENSION – RAIL TO SILL LT – FRONT  
AP EXTENSION – RAIL FRT RT –  
AP EXTENSION – RAIL FRT LT –  
AR CROSSMEMBER – FRT SEAT FRT RT –  
AR CROSSMEMBER – FRT SEAT FRT LT –  
AS CROSSMEMBER – FRT SEAT RR RT –  
AS CROSSMEMBER – FRT SEAT RR LT –  
AT 04780824AA  
AU HEADER – RR WINDOW OPENING –  
AV BOW – ROOF –

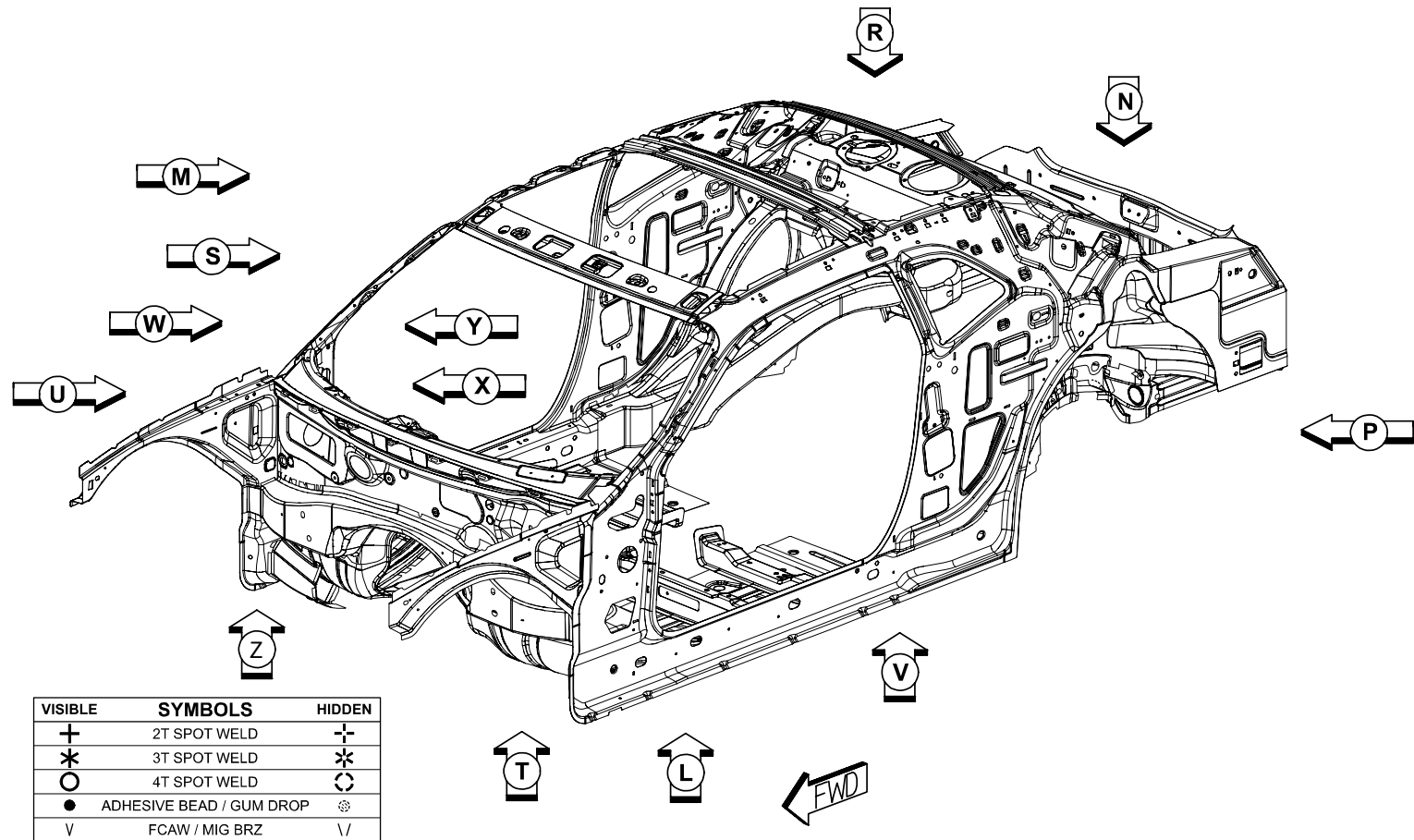
AW REINF – RR BELT RETRACTOR RT –  
AW REINF – RR BELT RETRACTOR LT –  
AX PANEL – RR SHELF –  
AY PANEL – RR SHELF SUPPORT RT –  
AY PANEL – RR SHELF SUPPORT LT –  
AZ EXTENSION – BODY SIDE INR RT – BODY SIDE INR RT  
AZ EXTENSION – BODY SIDE INR LT – BODY SIDE INR LT  
BA COVER PLATE – RR RAIL EXTENSION RT –  
BA COVER PLATE – RR RAIL EXTENSION LT –  
BB PANEL – DECK OPENING LWR INR –  
BC PANEL – RR WHEELHOUSE INR RT –  
BD COVER PLATE – RAIL RR RT – FRONT  
BD COVER PLATE – RAIL RR LT – FRONT



[Back to Index](#)



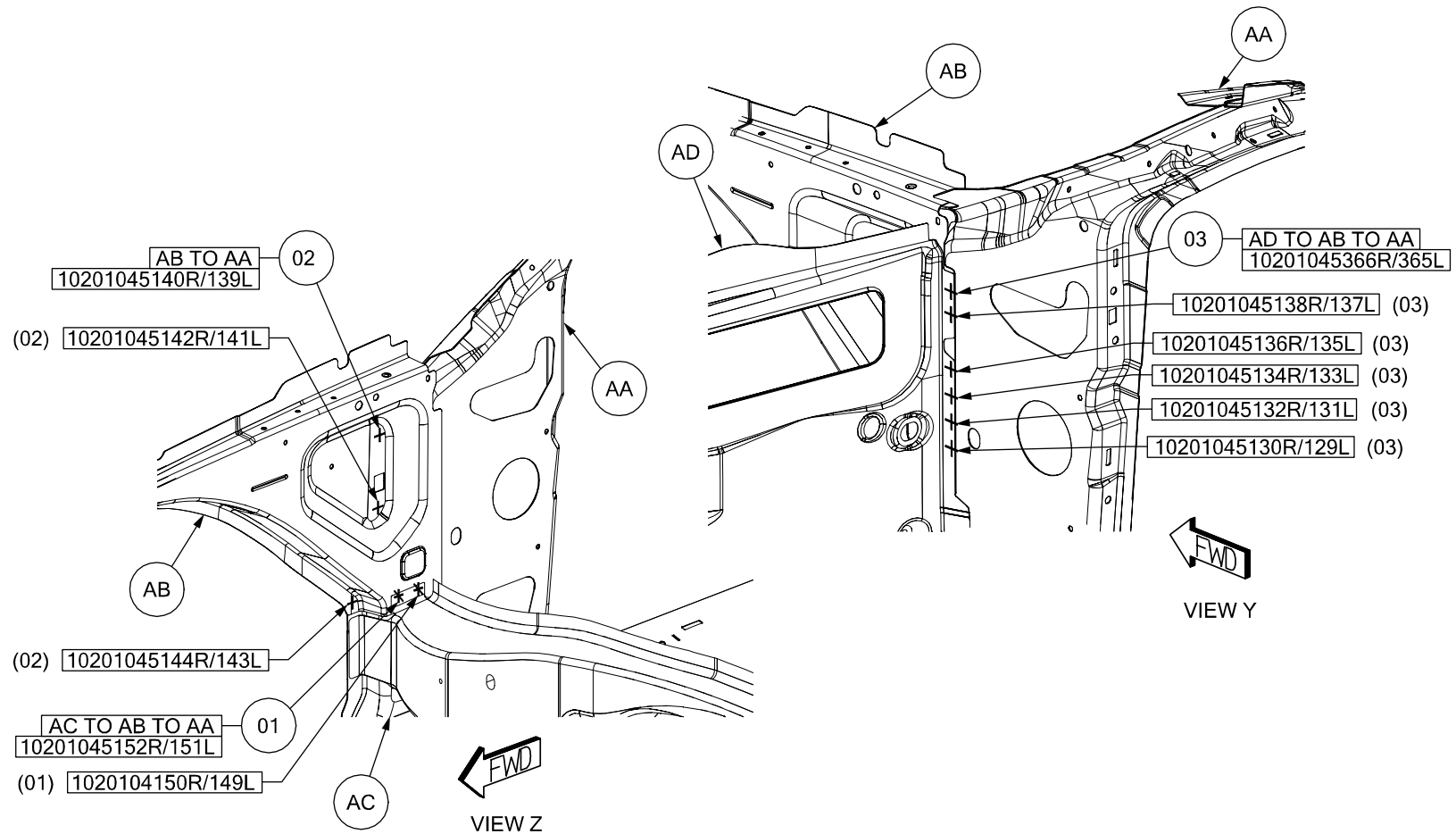
## WELD LAYOUT LOCATION GUIDE



[Back to Index](#)



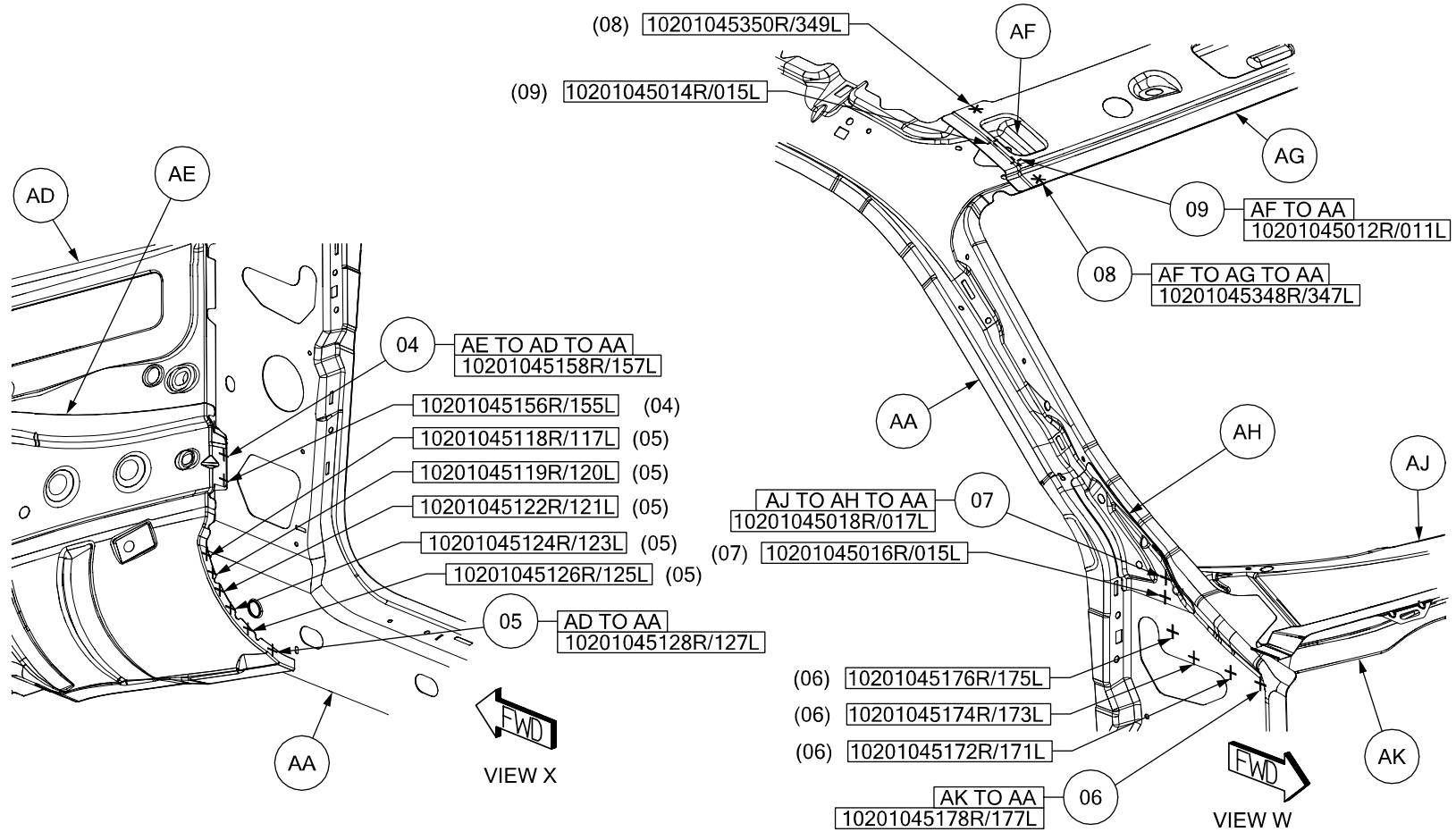
- 01 AC TO AB TO AA 2/SD S/WELDS (ORD)
- 02 AB TO AA 3/SD S/WELDS (ORD)
- 03 AD TO AB TO AA 6/SD S/WELDS (ORD)



[Back to Index](#)

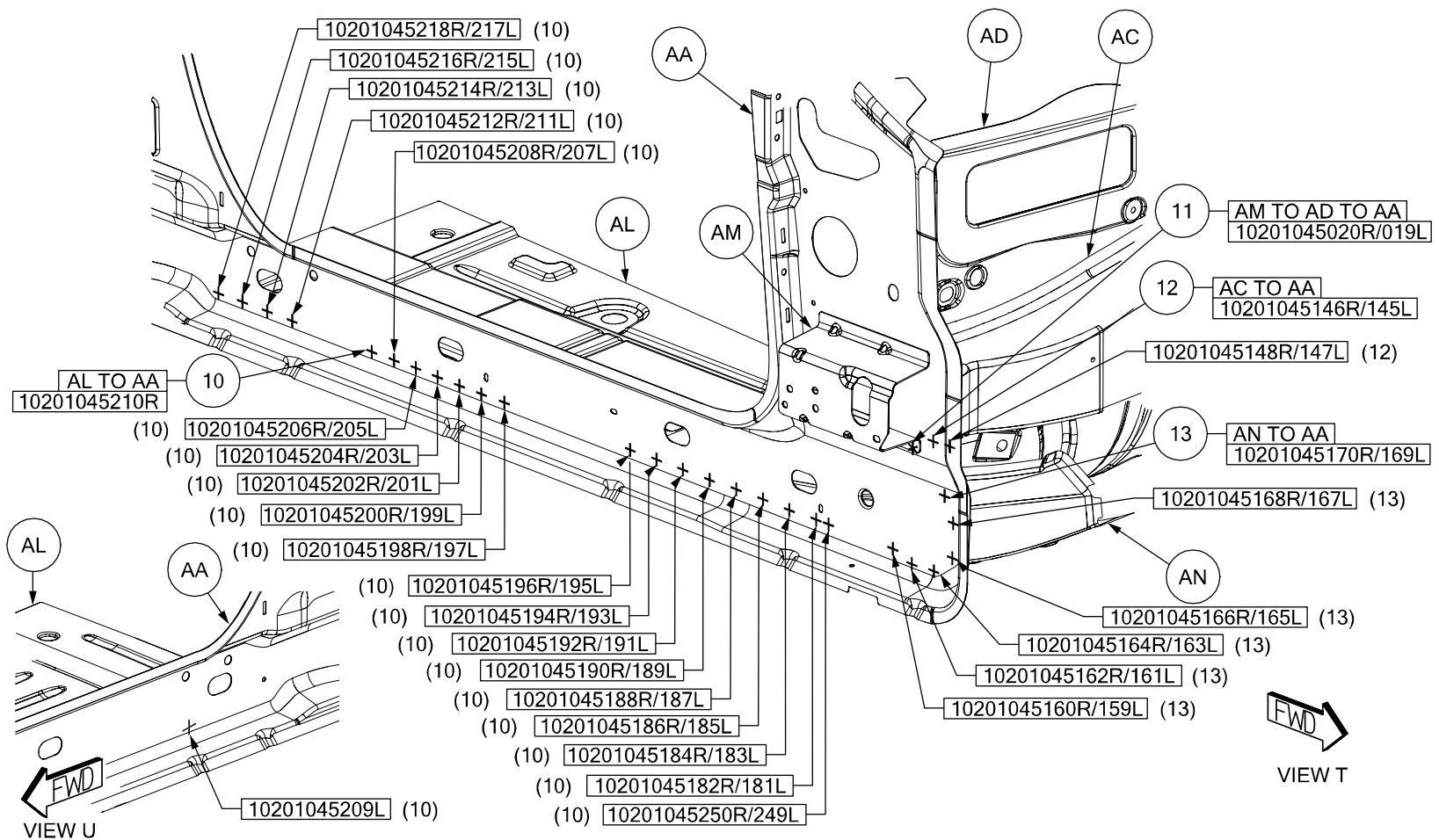
04 AE TO AD TO AA 2/SD S/WELDS (ORD)  
 05 AD TO AA 6/SD S/WELDS (ORD)  
 06 AK TO AA 4/SD S/WELDS (ORD)

07 AJ TO AH TO AA 2/SD S/WELDS (ORD)  
 08 AF TO AG TO AA 2/SD S/WELDS (ORD)  
 09 AF TO AA 2/SD S/WELDS (ORD)



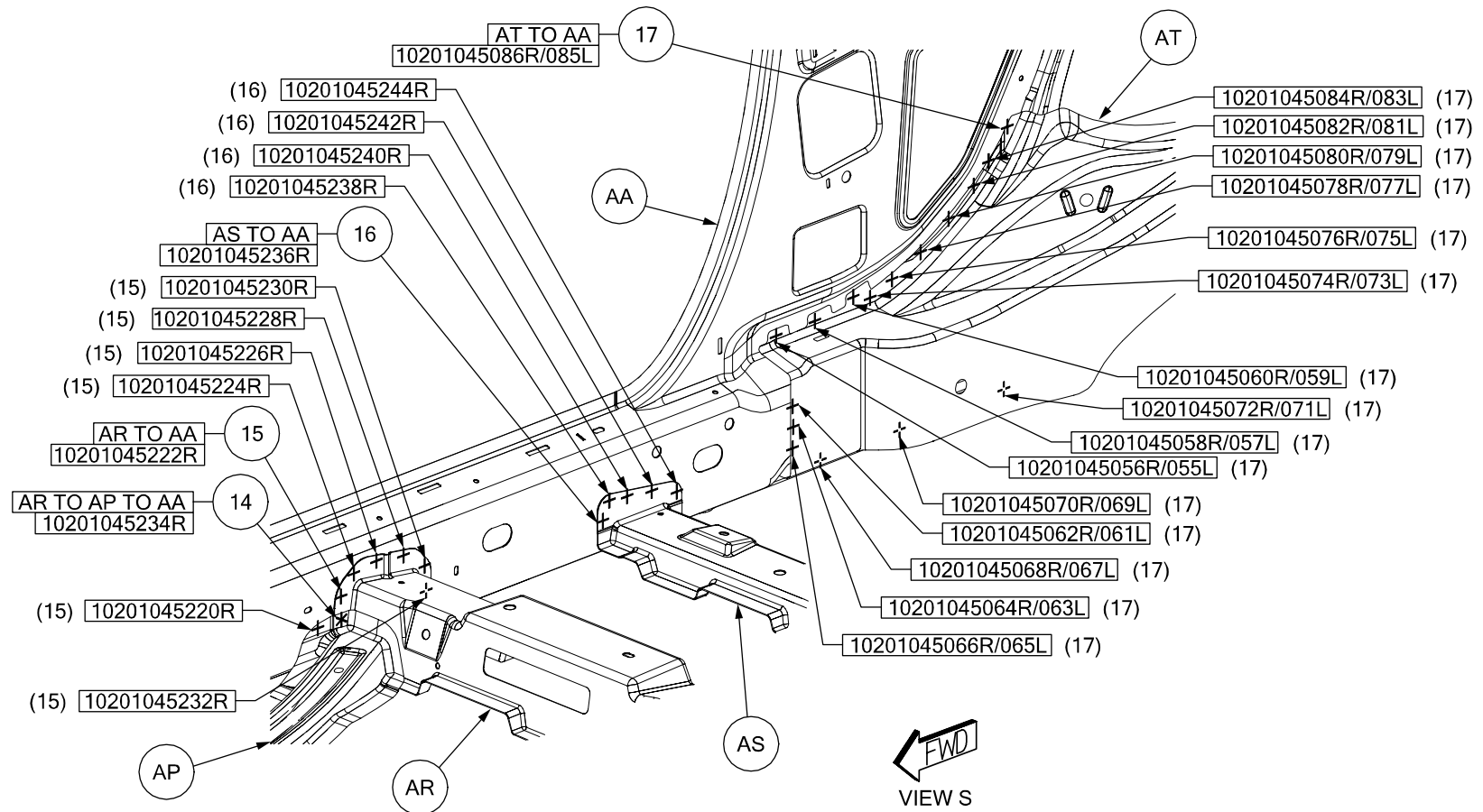
[Back to Index](#)

- 10 AL TO AA 20R/21L S/WELDS (ORD)
- 11 AM TO AD TO AA 1/SD S/WELD (ORD)
- 12 AC TO AA 2/SD S/WELDS (ORD)
- 13 AN TO AA 6/SD S/WELDS (ORD)



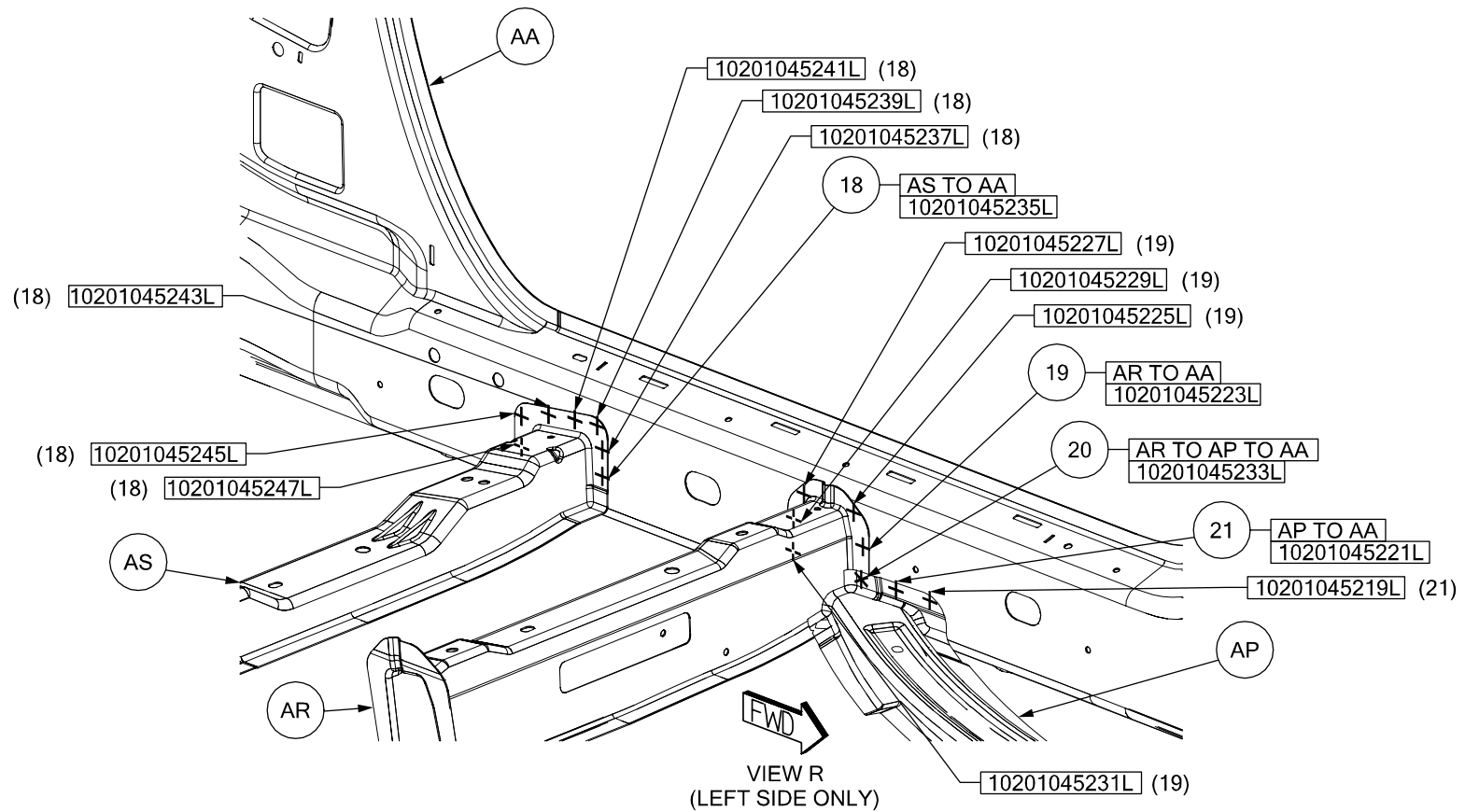
[Back to Index](#)

- 14 AR TO AP TO AA 1/SD S/WELD (ORD)
- 15 AR TO AA 7R S/WELDS (ORD)
- 16 AS TO AA 5R S/WELDS (ORD)
- 17 AT TO AA 16/SD S/WELDS (ORD)



[Back to Index](#)

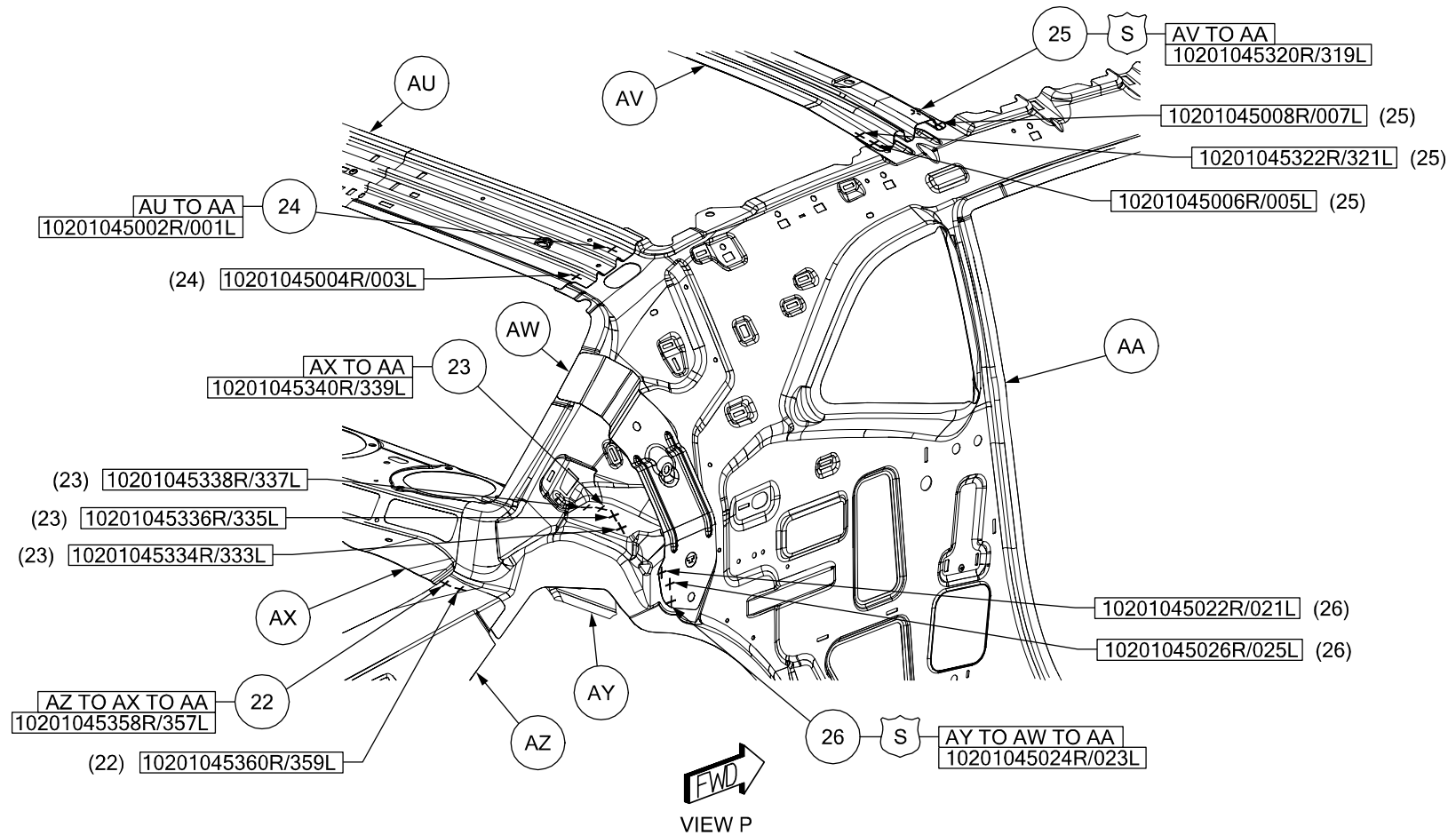
- 18 AS TO AA 7L S/WELDS (ORD)
- 19 AR TO AA 5L S/WELDS (ORD)
- 20 AR TO AP TO AA 1L S/WELD (ORD)
- 21 AP TO AA 2L S/WELDS (ORD)



[Back to Index](#)

22 AZ TO AX TO AA 2/SD S/WELDS (ORD)  
23 AX TO AA 4/SD S/WELDS (ORD)  
24 AU TO AA 2/SD S/WELDS (ORD)

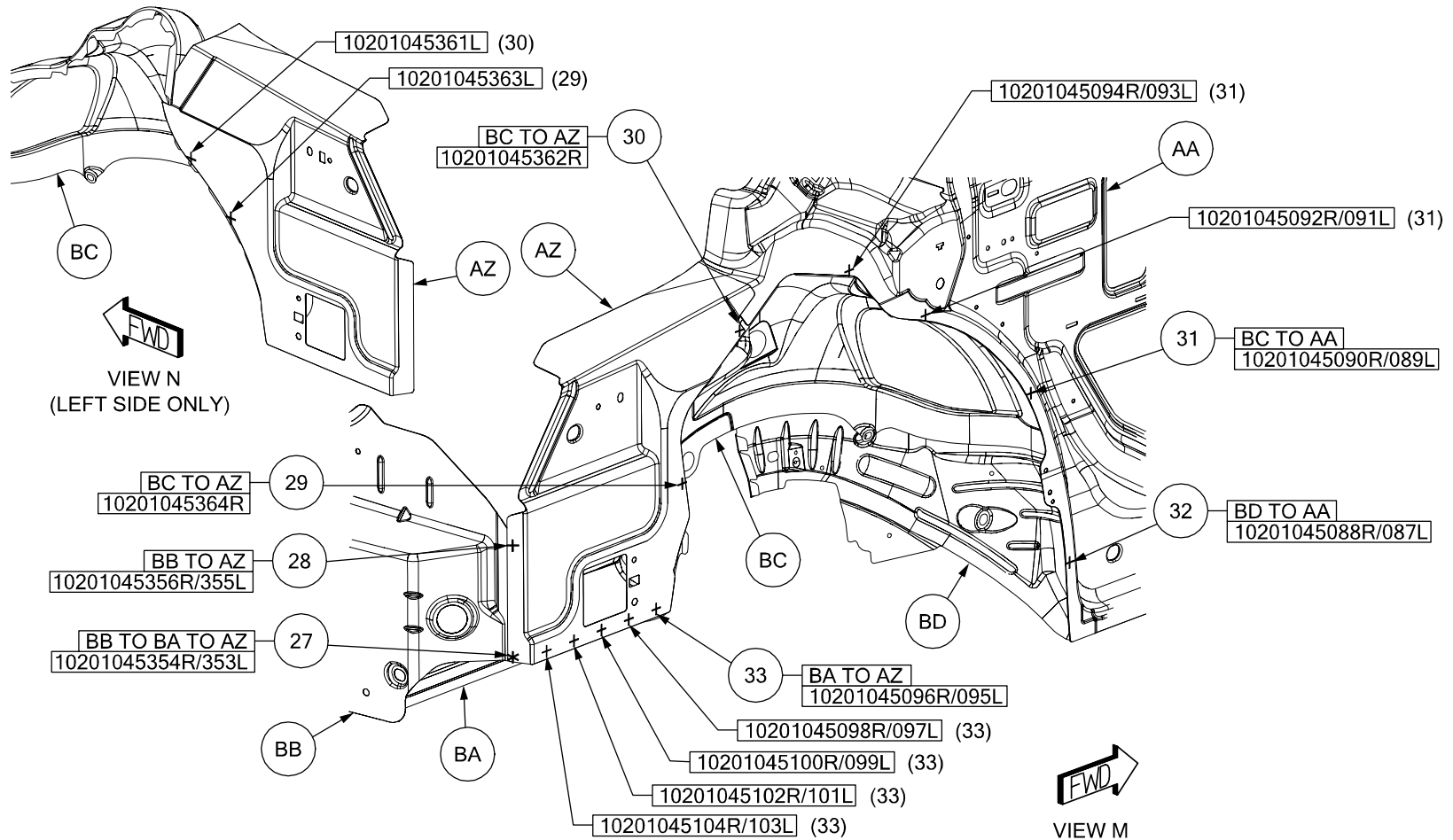
25 AV TO AA 4/SD S/WELDS (SAF)  
26 AY TO AW TO AA 3/SD S/WELDS (SAF)



[Back to Index](#)

- 27 BB TO BA TO AZ 1/SD S/WELD (ORD)
- 28 BB TO AZ 1/SD S/WELD (ORD)
- 29 BC TO AZ 1R/1L S/WELD (ORD)
- 30 BC TO AZ 1R/1L S/WELD (ORD)

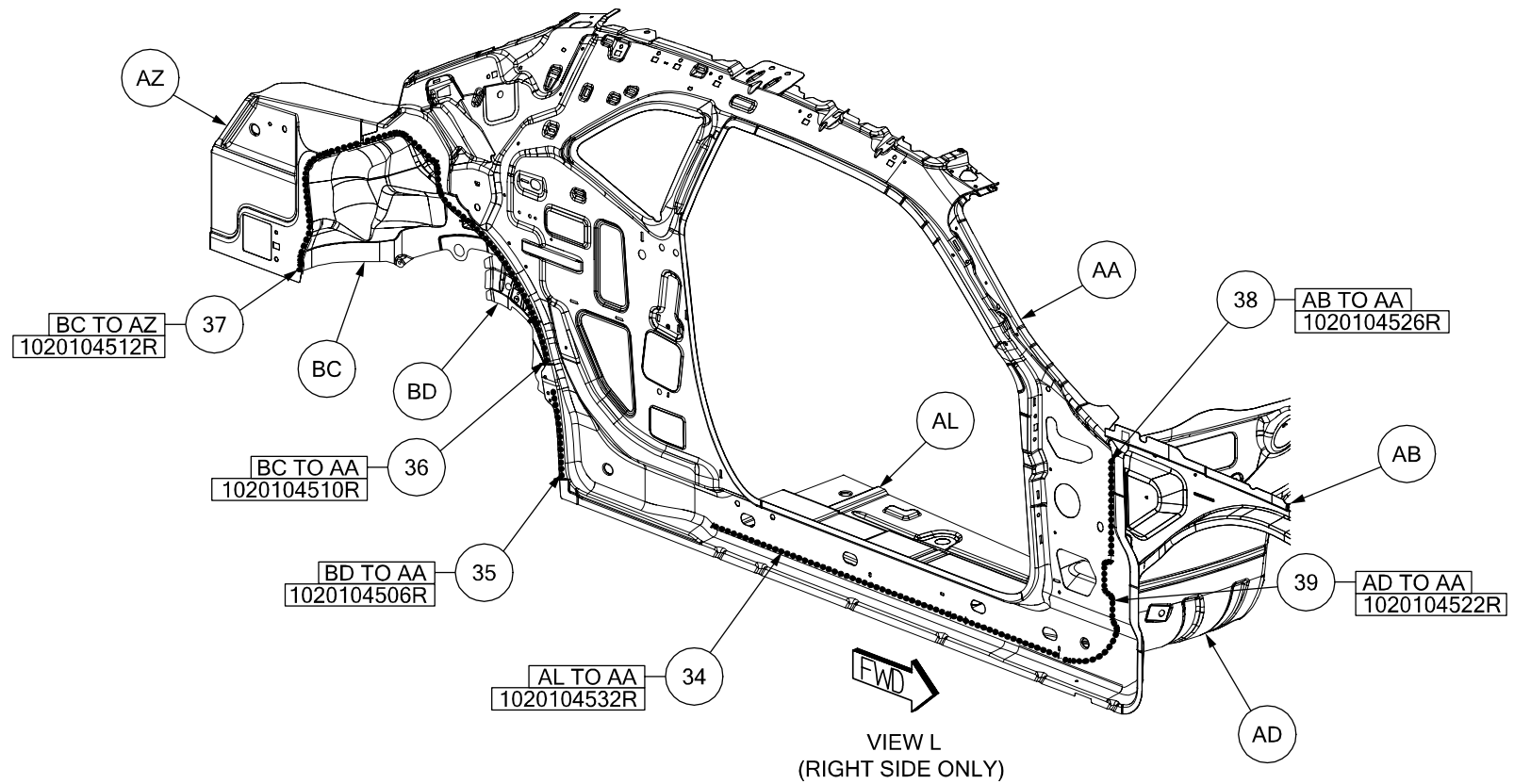
- 31 BC TO AA 3SD S/WELDS (ORD)
- 32 BD TO AA 1/SD S/WELD (ORD)
- 33 BA TO AZ 5/SD S/WELDS (ORD)



[Back to Index](#)

34 AL TO AA 1R STRUC ADH  
35 BD TO AA 1R STRUC ADH  
36 BC TO AA 1R STRUC ADH

37 BC TO AZ 1R STRUC ADH  
38 AB TO AA 1R STRUC ADH  
39 AD TO AA 1R STRUC ADH

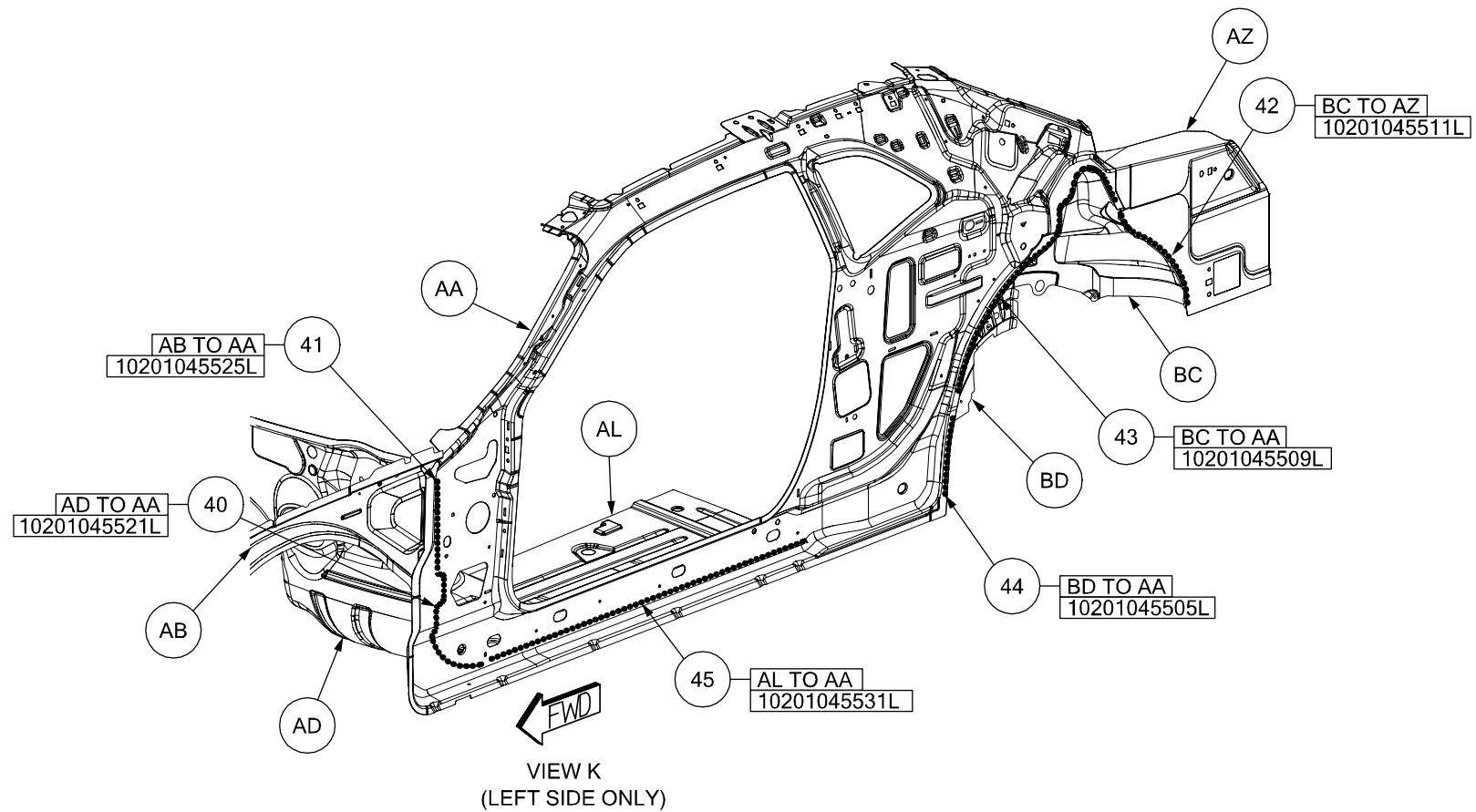


[Back to Index](#)



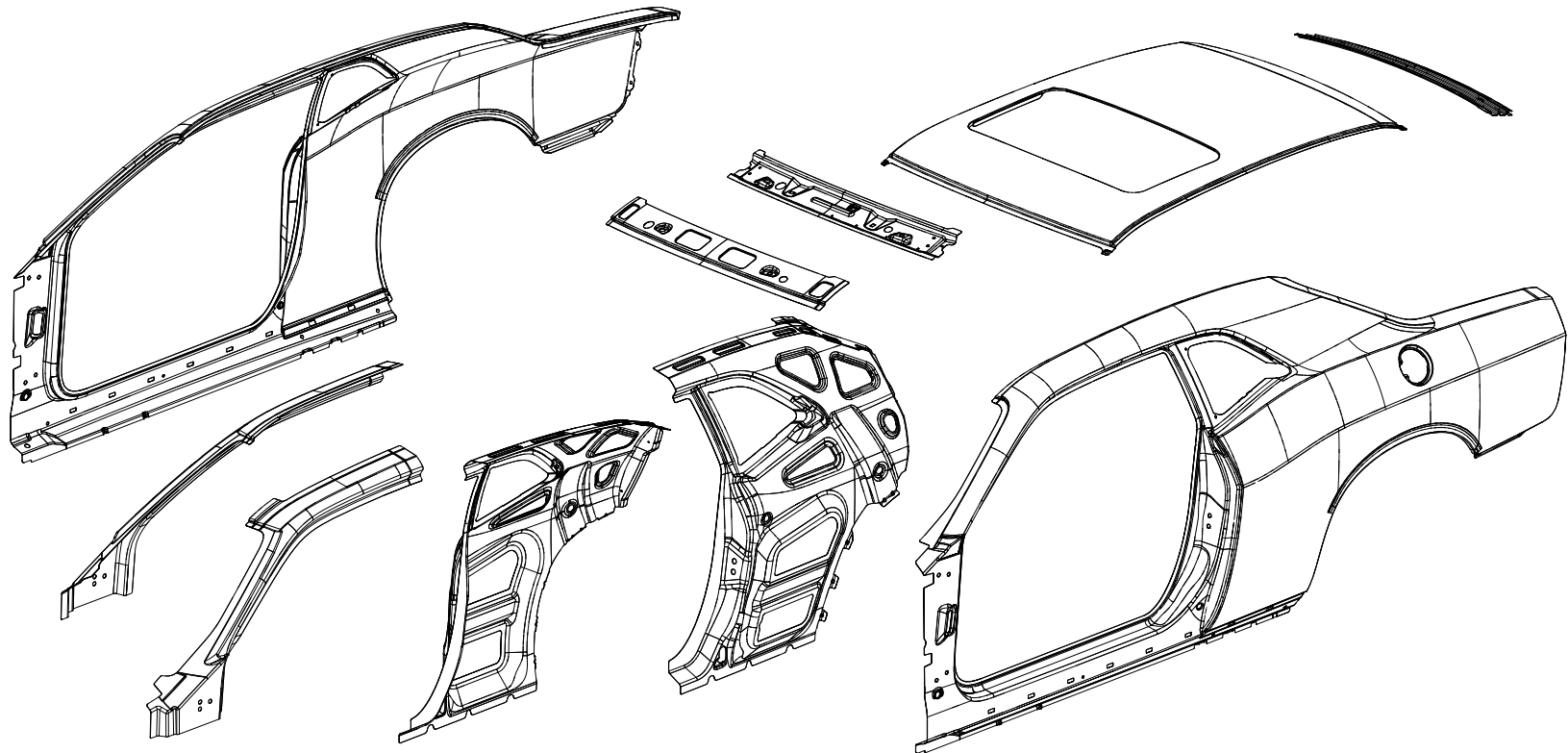
40 AD TO AA 1L STRUC ADH  
41 AB TO AA 1L STRUC ADH  
42 BC TO AZ 1L STRUC ADH

43 BC TO AA 1L STRUC ADH  
44 BD TO AA 1L STRUC ADH  
45 AL TO AA 1L STRUC ADH



[Back to Index](#)

## DODGE CHALLENGER FRAMED BODY IN WHITE WITHOUT CLOSURES WITH SUNROOF SECTION



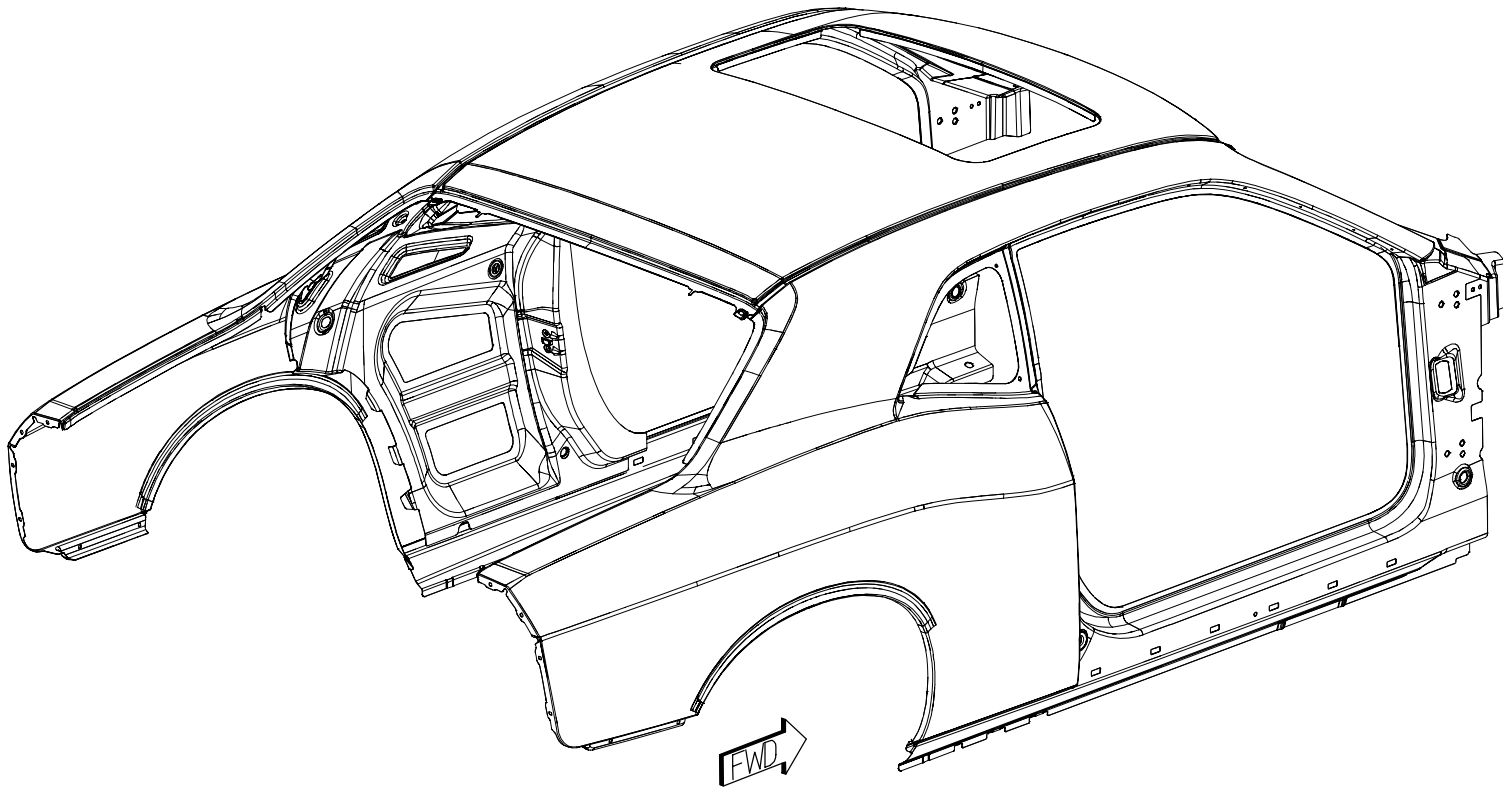
AA PANEL – ROOF PANEL W/SUNROOF  
OPENING –  
AB HEADER – FRT UPR –  
AC HEADER – WINDSHIELD OPENING –  
AD REINF – A-PILLAR UPR RT –  
AD REINF – A-PILLAR UPR LT –  
AE PANEL – BODY SIDE OTR RT – BODY SIDE  
OTR RT

AE PANEL – BODY SIDE OTR LT – BODY SIDE  
OTR LT  
AF REINF – C-PILLAR RT – BODY SIDE REINF  
RT  
AF REINF – C-PILLAR LT – BODY SIDE REINF  
LT  
AG HEADER – RR WINDOW OPENING –

[Back to Index](#)

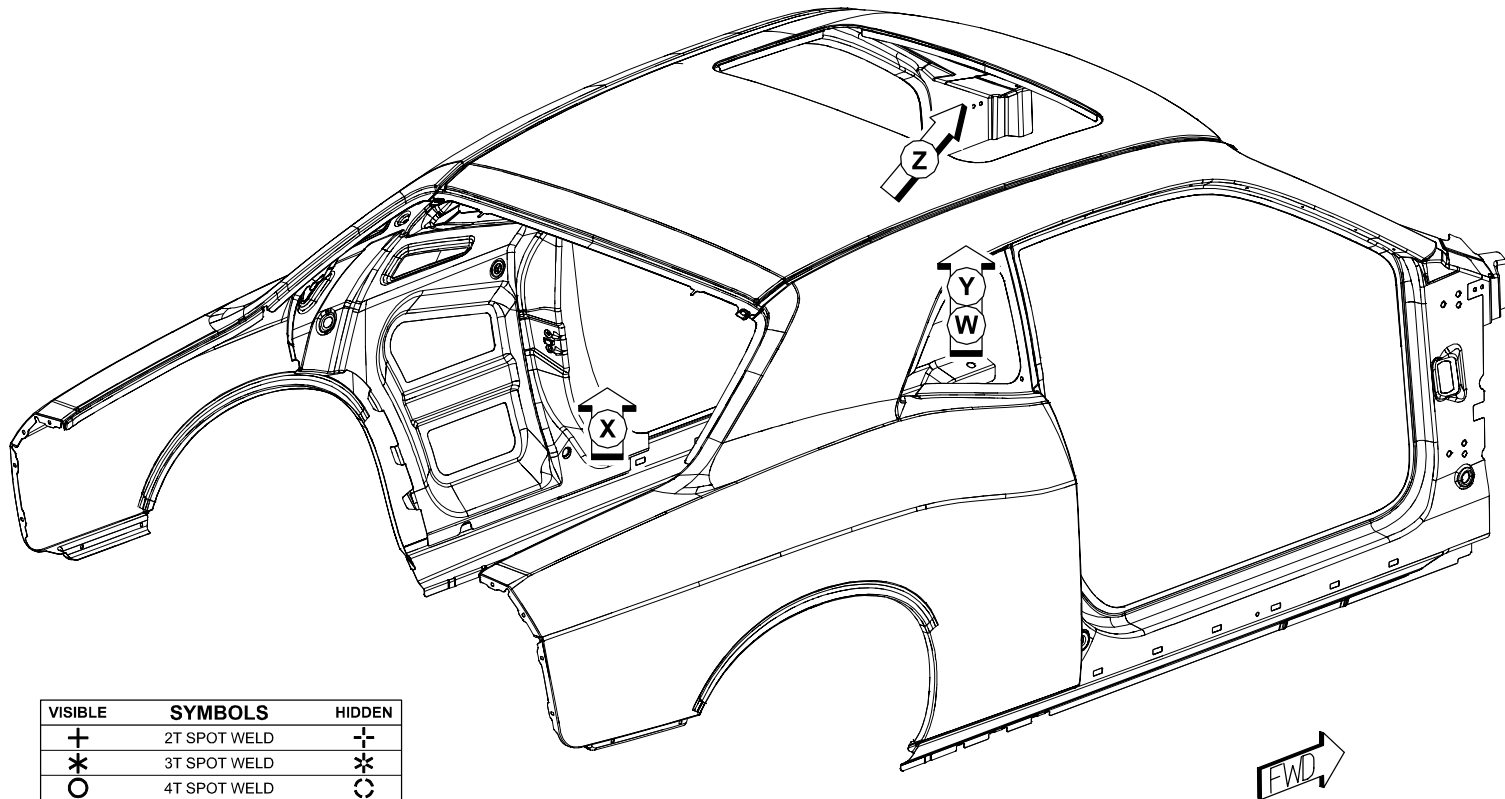
## PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AA	PANEL – ROOF PANEL W/SUNROOF OPENING –	AE	PANEL – BODY SIDE OTR LT – BODY SIDE OTR LT
AB	HEADER – FRT UPR –	AF	REINF – C-PILLAR RT – BODY SIDE REINF RT
AC	HEADER – WINDSHIELD OPENING –	AF	REINF – C-PILLAR LT – BODY SIDE REINF LT
AD	REINF – A-PILLAR UPR RT –	AG	HEADER – RR WINDOW OPENING –
AD	REINF – A-PILLAR UPR LT –		
AE	PANEL – BODY SIDE OTR RT – BODY SIDE OTR RT		



[Back to Index](#)

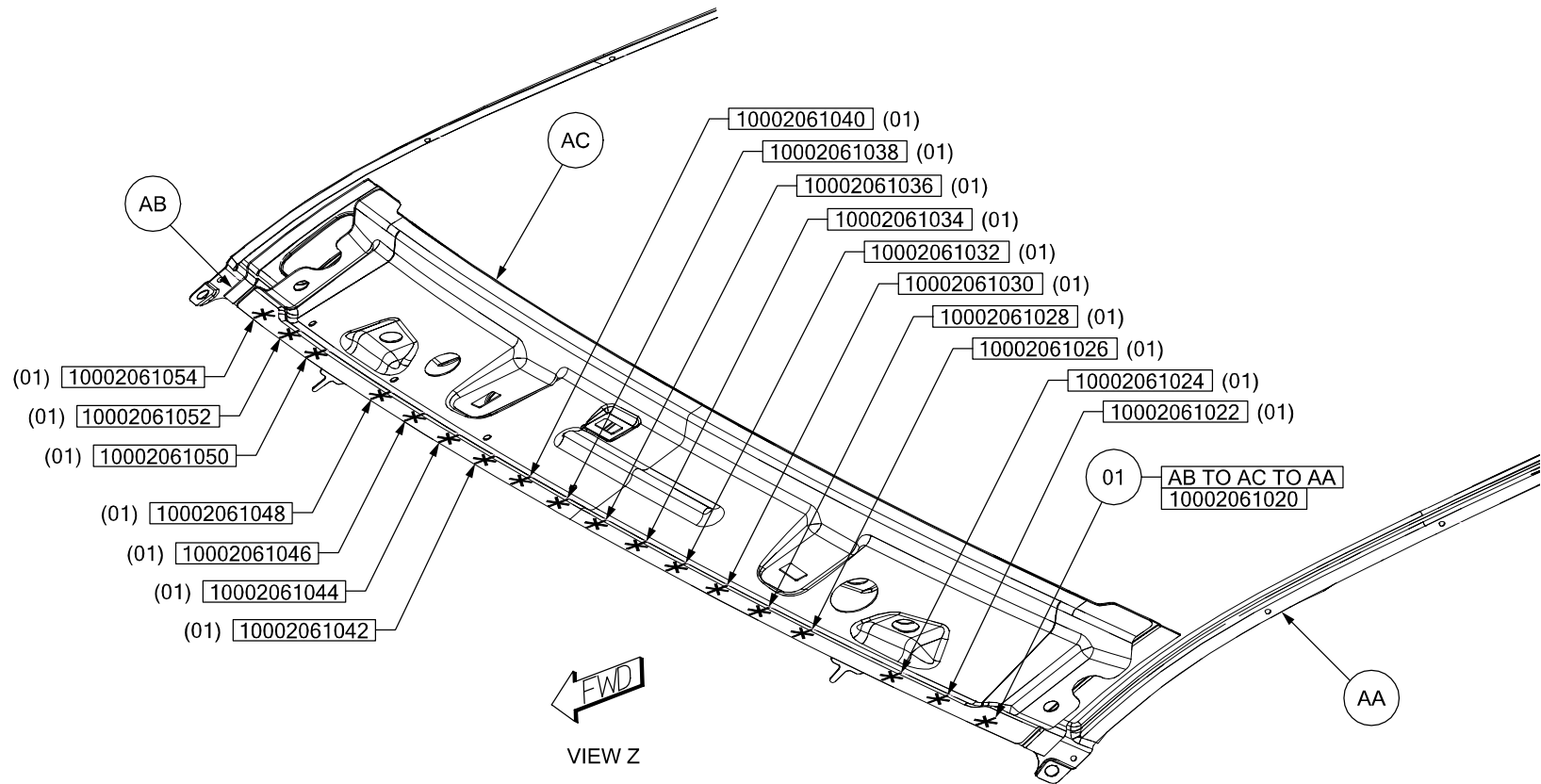
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⊗
V	FCAW / MIG BRZ	/

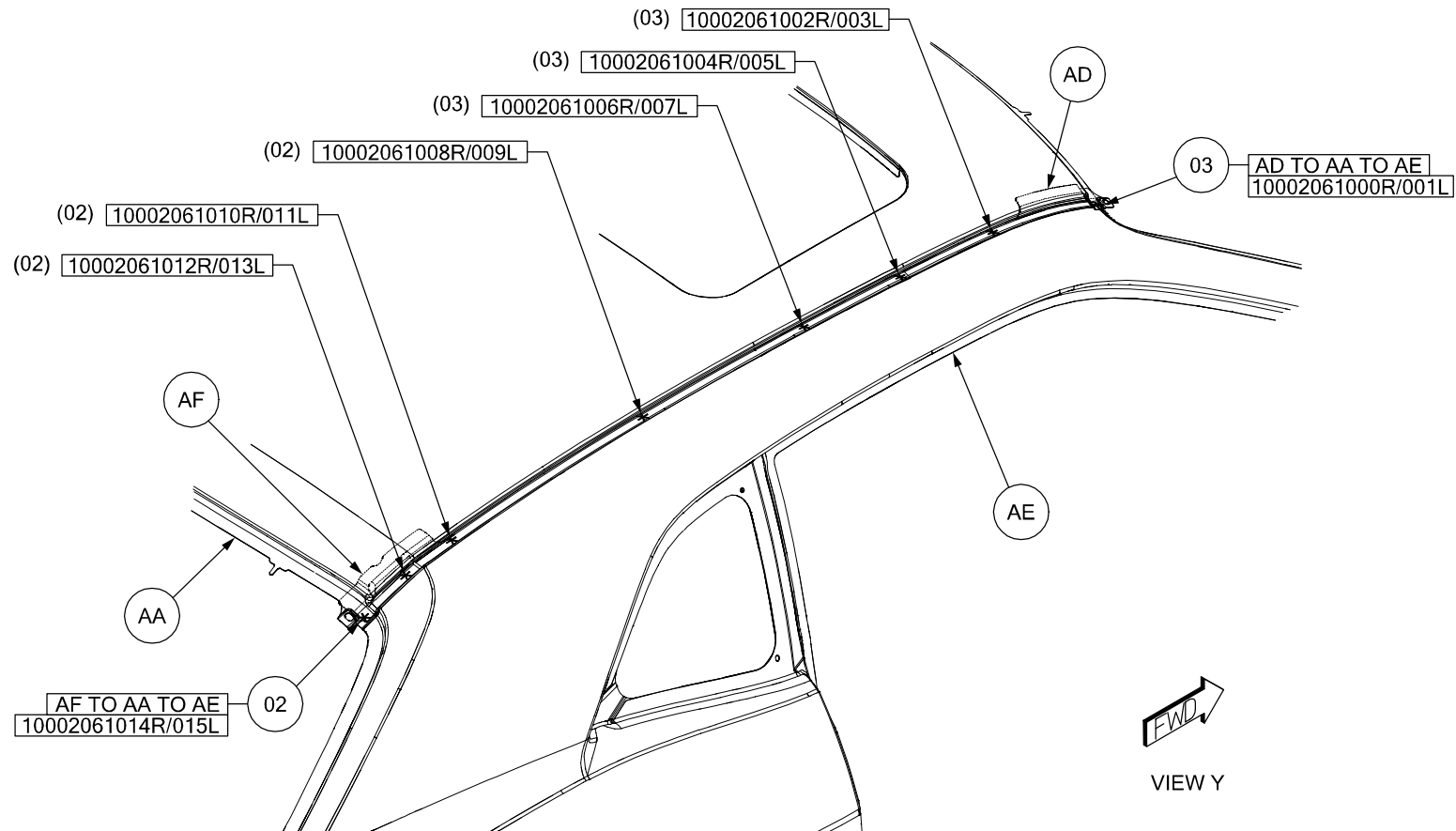
[Back to Index](#)

01 AB TO AC TO AA 18 S/WELDS (ORD)



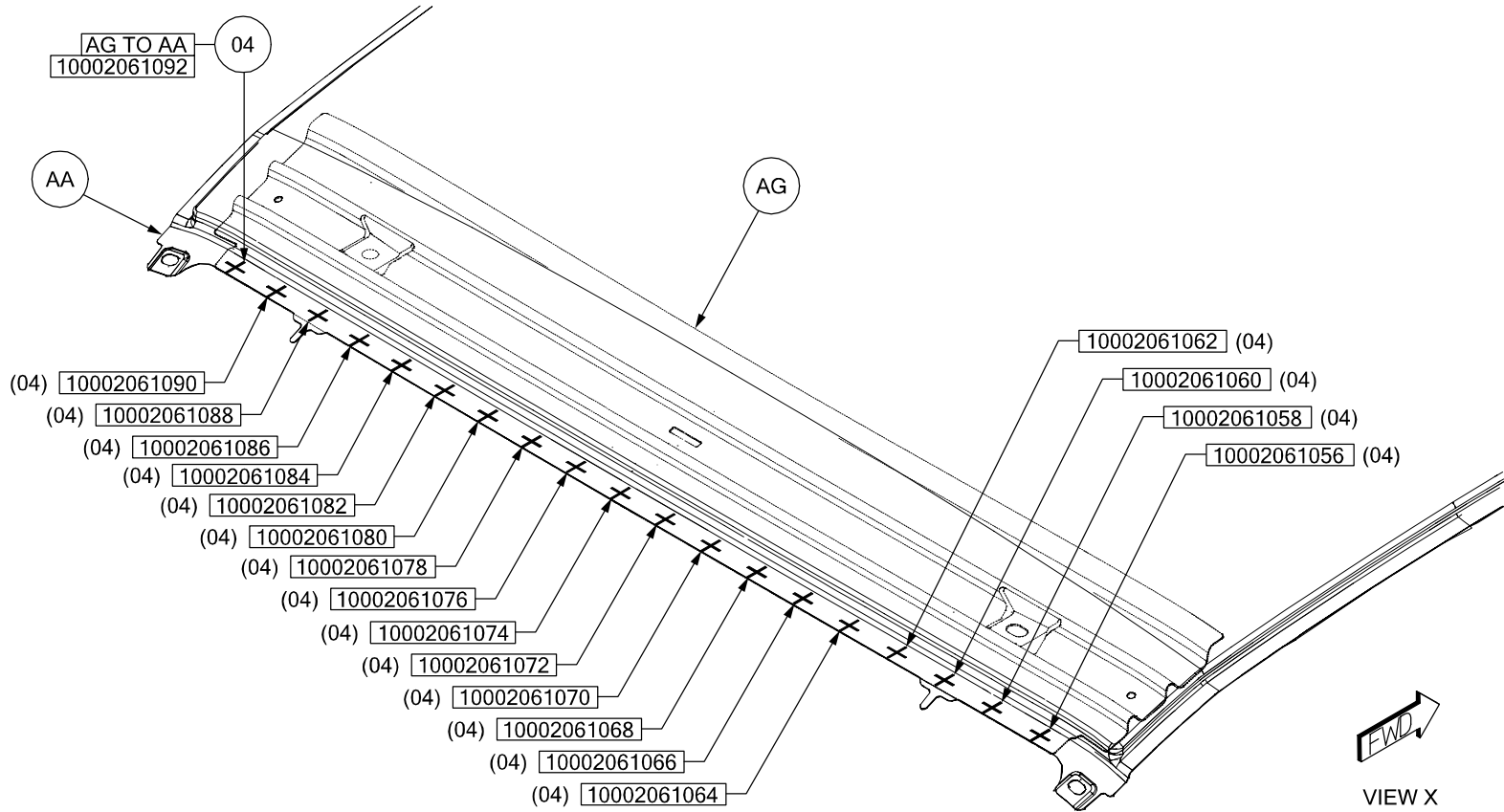
[Back to Index](#)

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



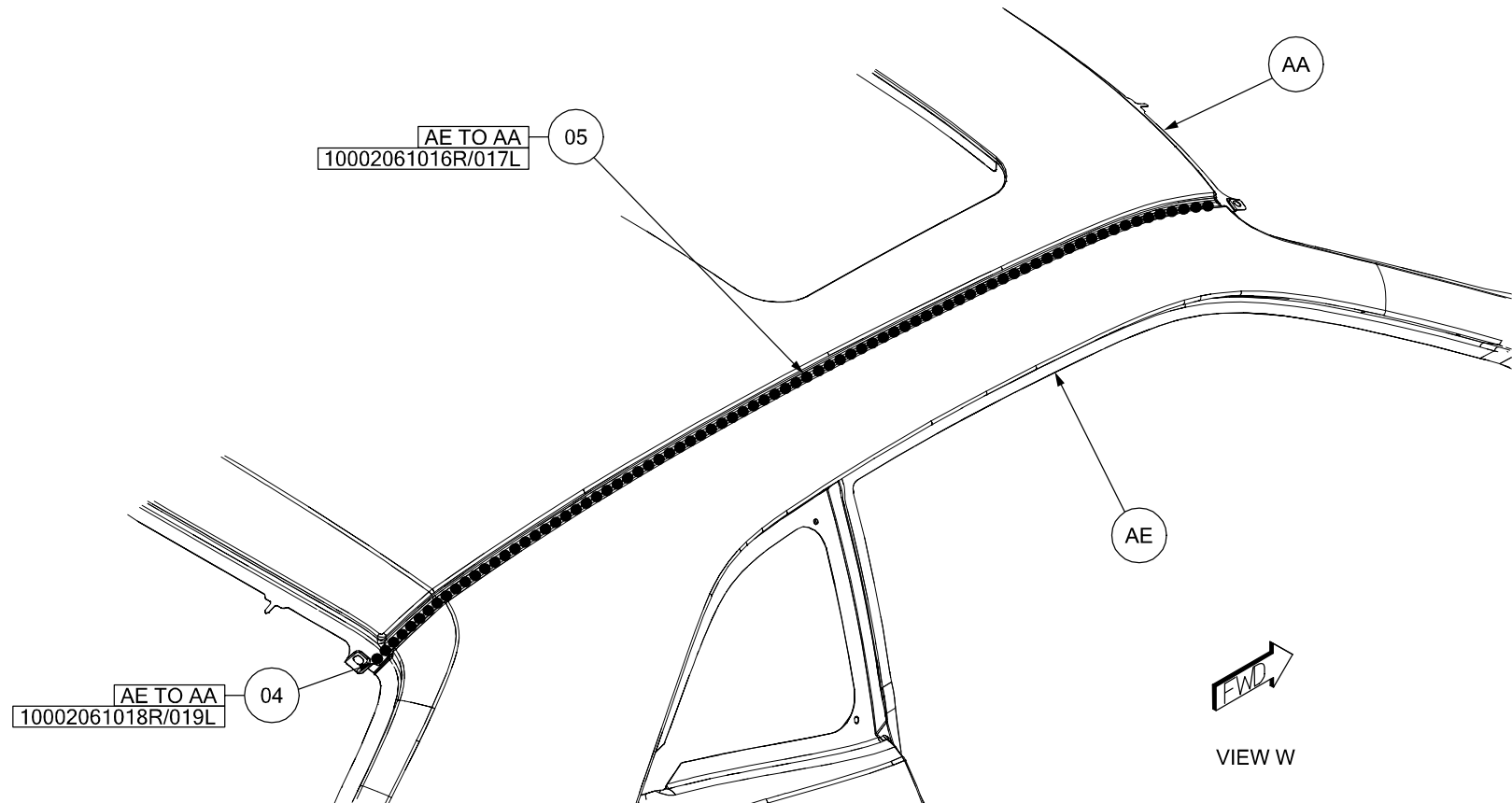
[Back to Index](#)

04 AG TO AA 19 S/WELDS (ORD)



[Back to Index](#)

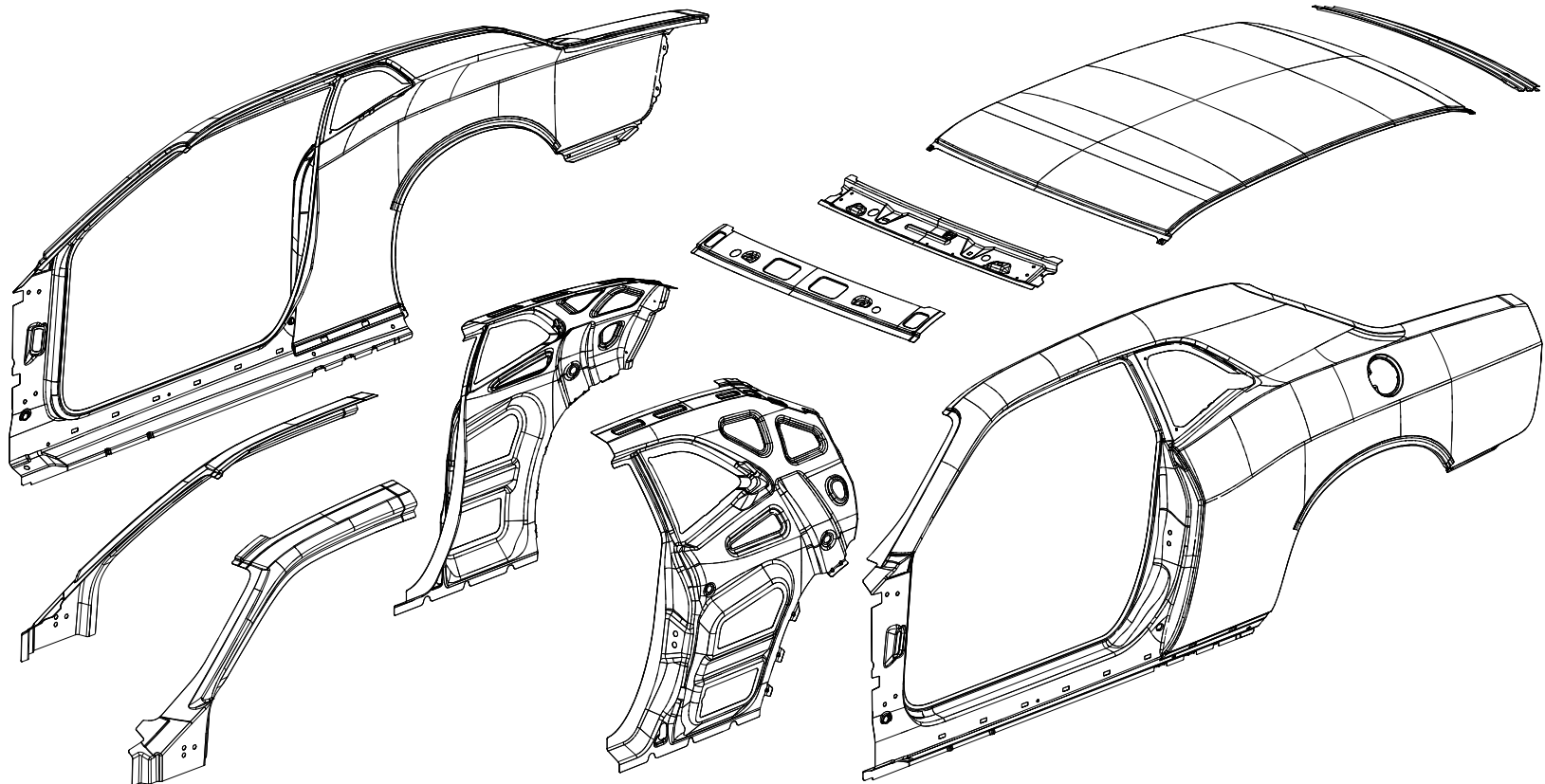
- 05 AE TO AA 1/SD STRUC ADH (ORD)
- 06 AE TO AA 1/SD STRUC ADH (ORD)



[Back to Index](#)



# **DODGE CHALLENGER FRAMED BODY IN WHITE WITHOUT CLOSURES WITHOUT SUNROOF SECTION**



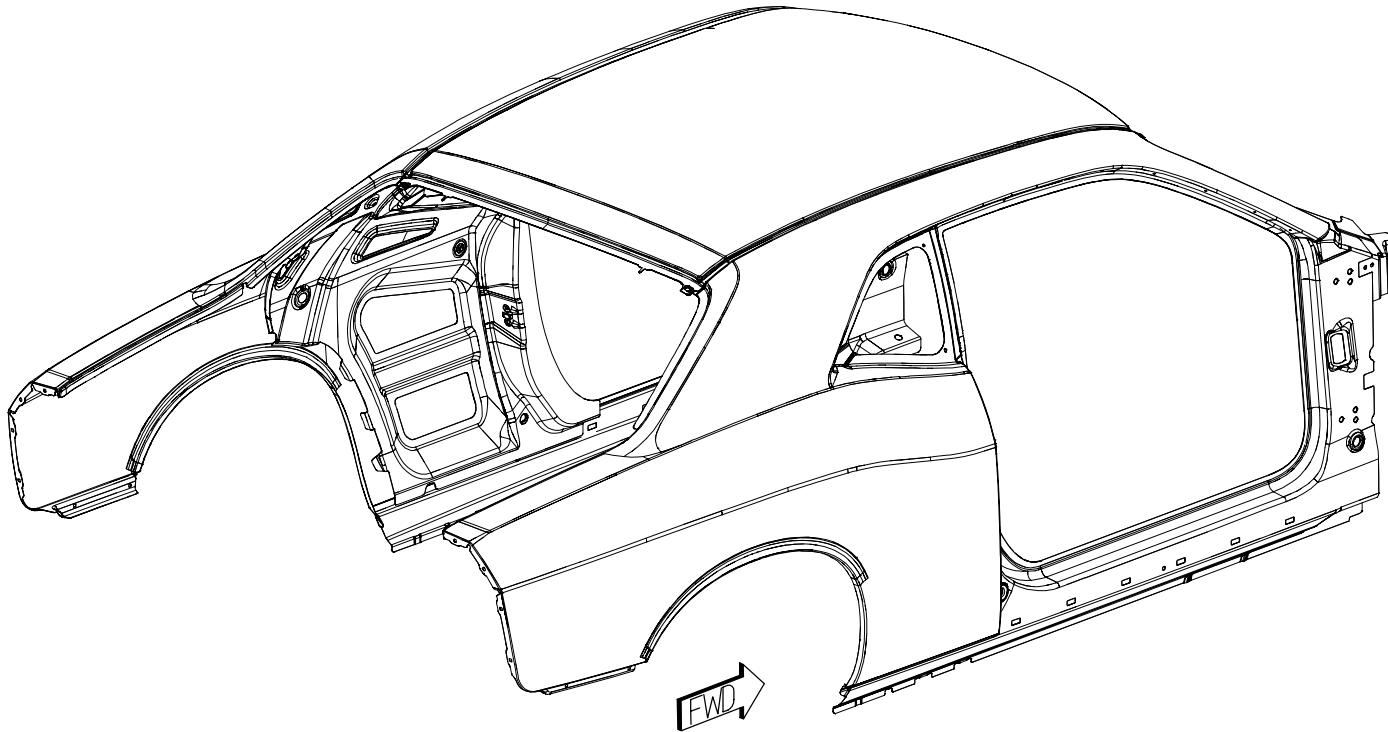
AA PANEL – ROOF OTR –  
 AB HEADER – FRT UPR –  
 AC HEADER – WINDSHIELD OPENING –  
 AD REINF – A-PILLAR UPR RT –  
 AD REINF – A-PILLAR UPR LT –  
 AE PANEL – BODY SIDE OTR RT – BODY SIDE  
 OTR RT

AE PANEL – BODY SIDE OTR LT – BODY SIDE  
 OTR LT  
 AF REINF – C-PILLAR RT – BODY SIDE REINF  
 RT  
 AF REINF – C-PILLAR LT – BODY SIDE REINF  
 LT  
 AG HEADER – RR WINDOW OPENING –

[Back to Index](#)

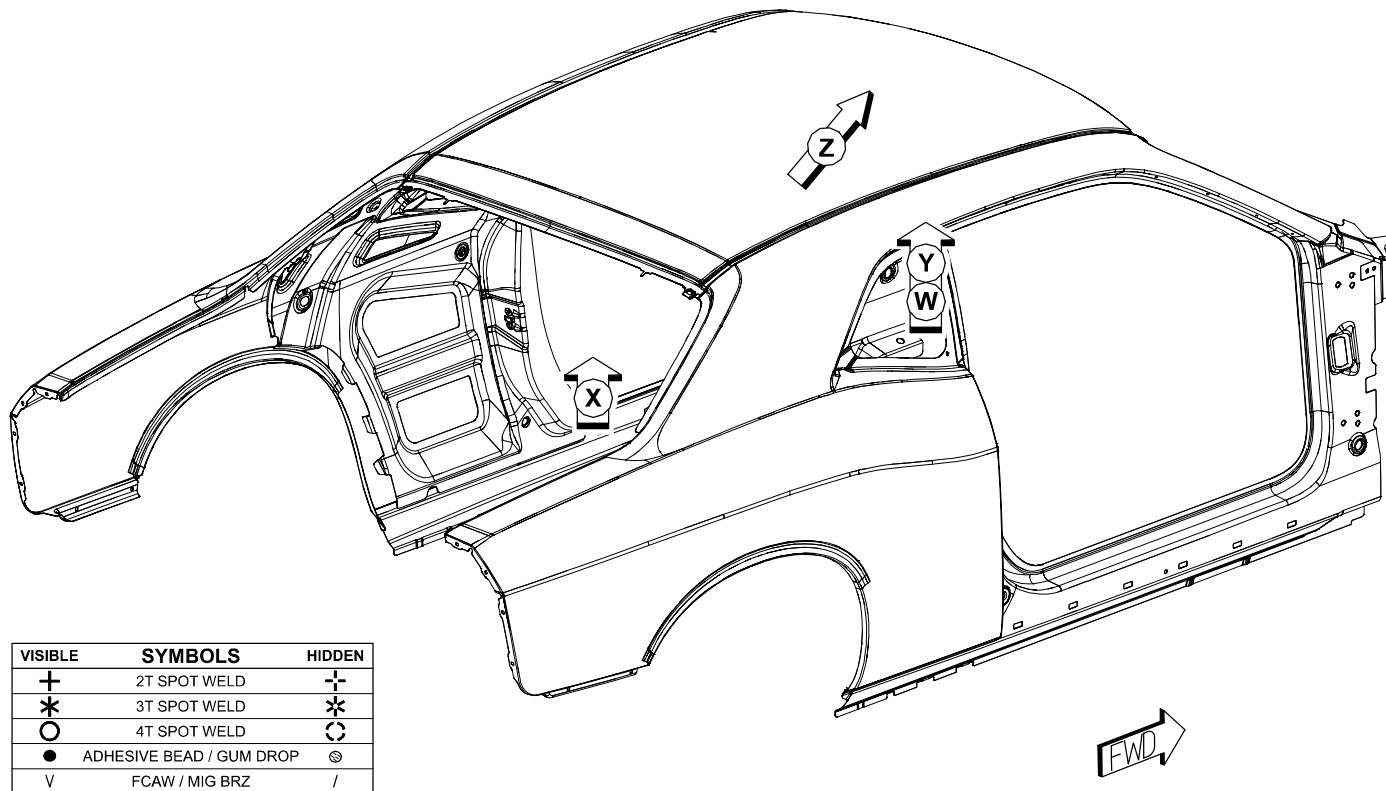
## PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AA	PANEL – ROOF OTR –	AE	PANEL – BODY SIDE OTR LT – BODY SIDE
AB	HEADER – FRT UPR –		OTR LT
AC	HEADER – WINDSHIELD OPENING –	AF	REINF – C-PILLAR RT – BODY SIDE REINF
AD	REINF – A-PILLAR UPR RT –		RT
AD	REINF – A-PILLAR UPR LT –	AF	REINF – C-PILLAR LT – BODY SIDE REINF
AE	PANEL – BODY SIDE OTR RT – BODY SIDE		LT
	OTR RT	AG	HEADER – RR WINDOW OPENING –



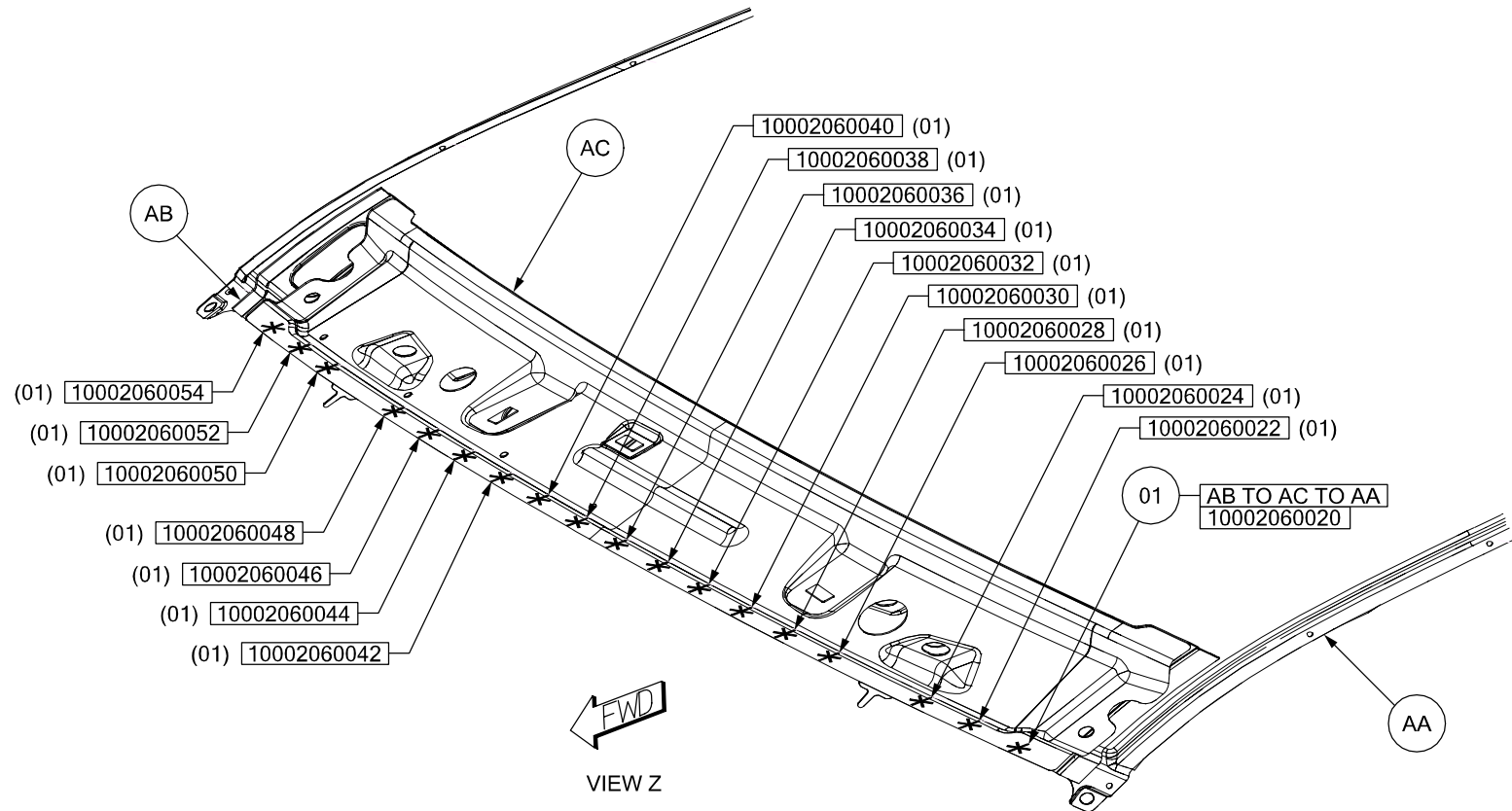
[Back to Index](#)

## WELD LAYOUT LOCATION GUIDE



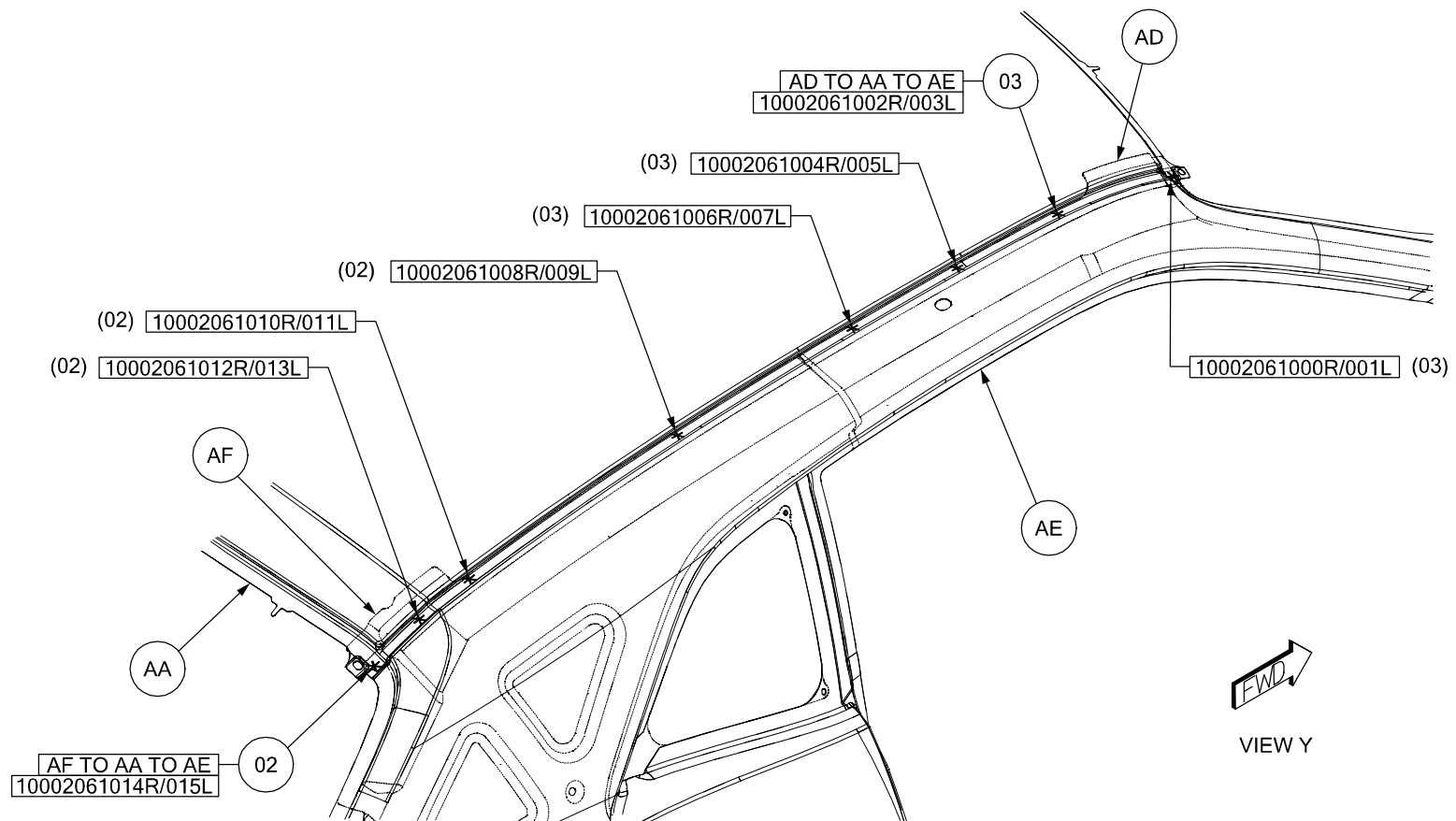
[Back to Index](#)

01 AF TO AA TO AE 4/SD S/WELDS (ORD)



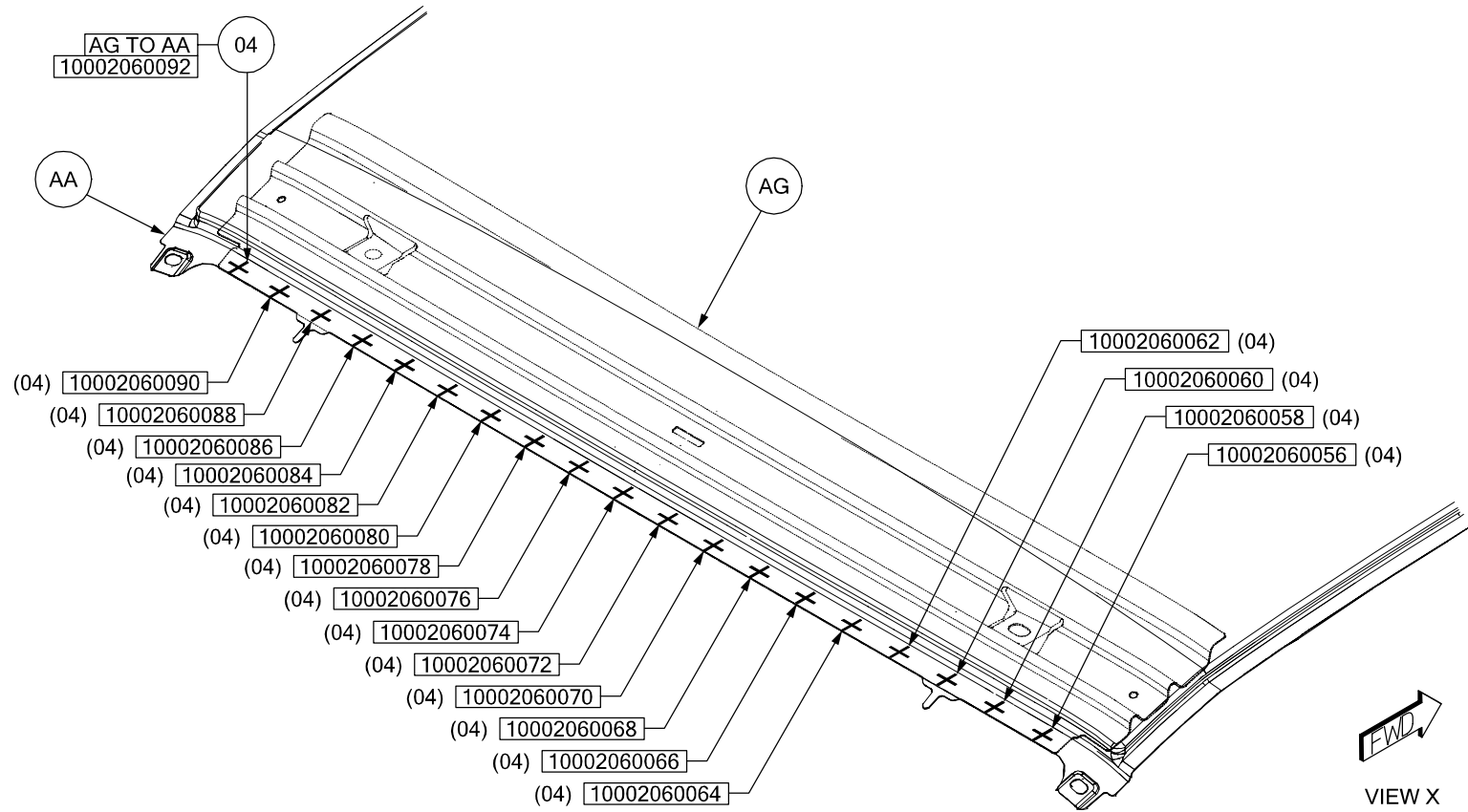
[Back to Index](#)

- 02 AB TO AC TO AA 18 S/WELDS (ORD)  
03 AD TO AA TO AE 4/SD S/WELDS (ORD)



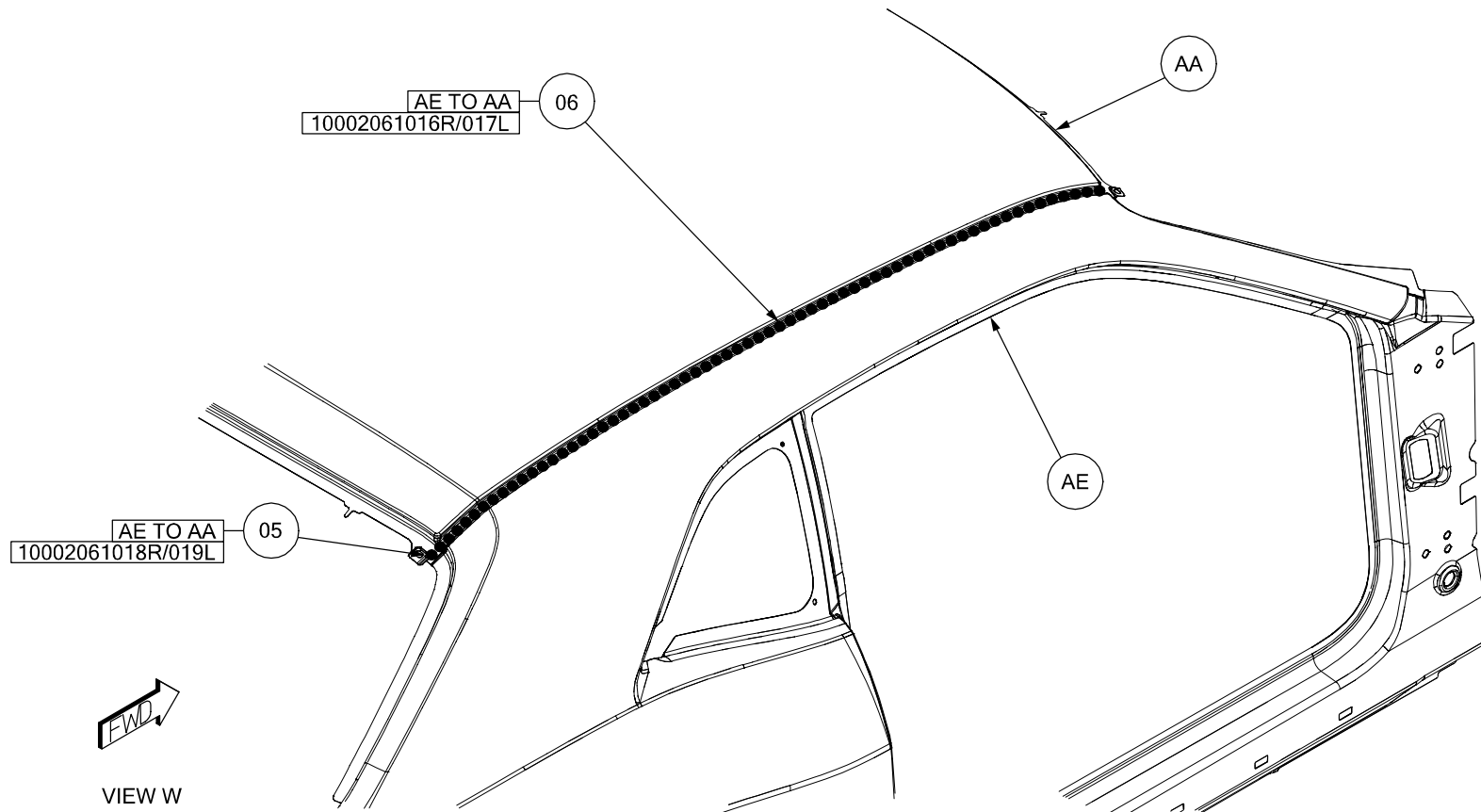
[Back to Index](#)

04 AG TO AA 19 S/WELDS (ORD)



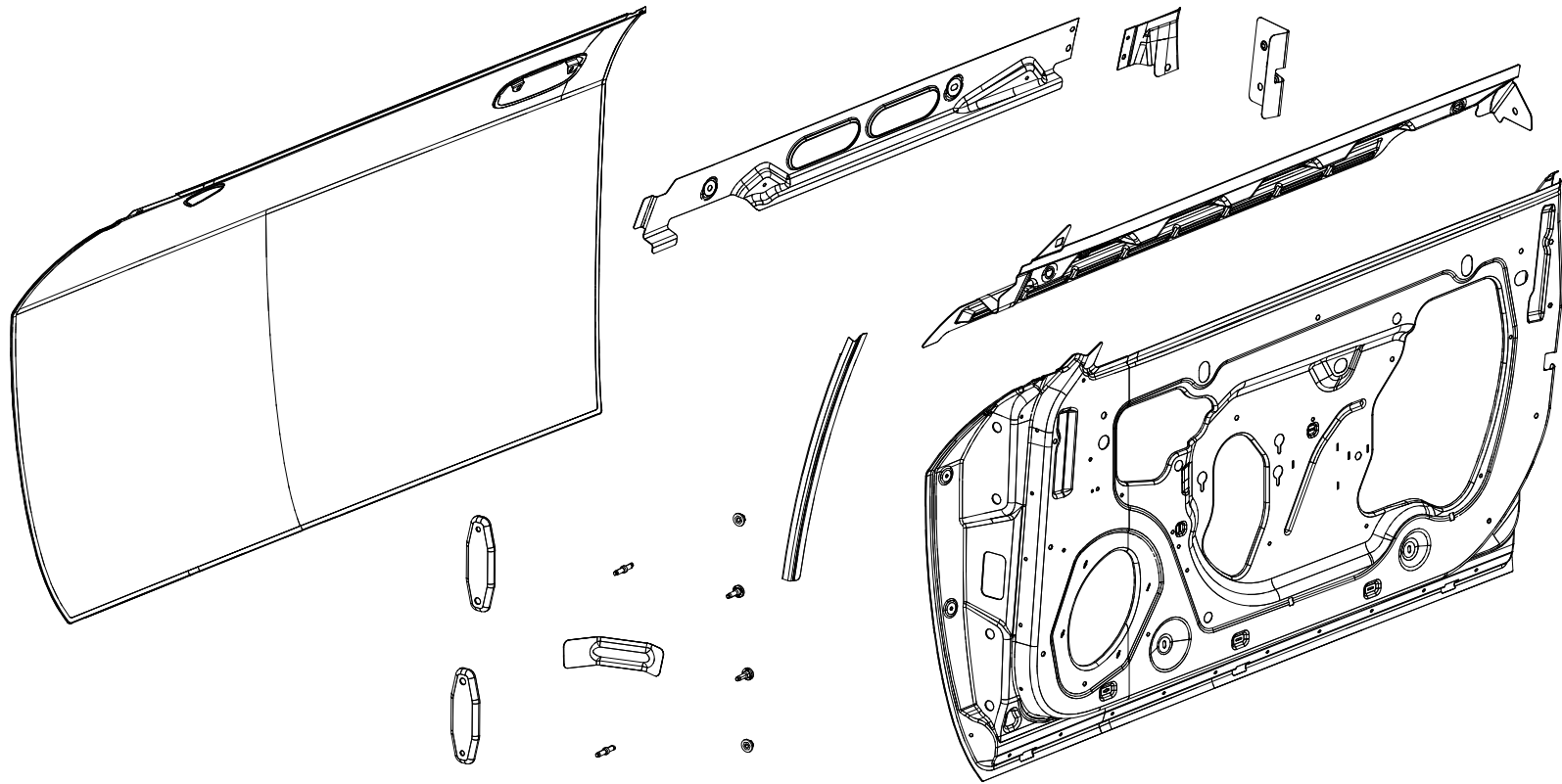
[Back to Index](#)

- 05 AE TO AA 1/SD STRUC ADH (ORD)  
06 AE TO AA 1/SD STRUC ADH (ORD)



[Back to Index](#)

## DODGE CHALLENGER FRONT DOORS SECTION



AA PANEL – FRT DOOR INR RT –  
 AA PANEL – FRT DOOR INR LT –  
 AB REINF – FRT DOOR BELT INR RT –  
 AB REINF – FRT DOOR BELT INR LT –  
 AC CHANNEL – FRT DOOR GLASS RUN RT –  
 AC CHANNEL – FRT DOOR GLASS RUN LT –  
 AD REINF – FRT DOOR LATCH RT –  
 AD REINF – FRT DOOR LATCH LT –  
 AE STUD PLATE ASSY – FRT DOOR TO HINGE  
 – FRT DOOR TO HINGE

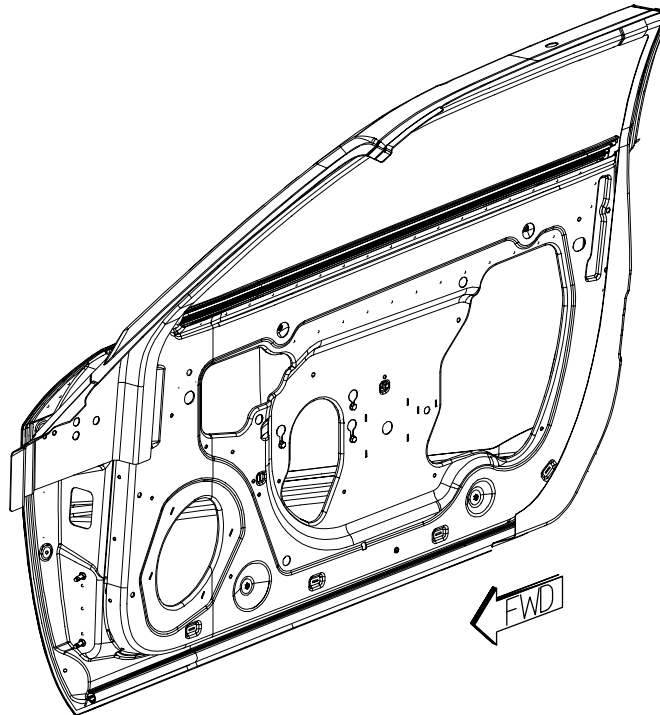
AF BRACKET – GLASS CHANNEL MOUNTING  
 FRT RT –  
 AF BRACKET – GLASS CHANNEL MOUNTING  
 FRT LT –  
 AG REINF – FRT DOOR BELT OTR RT –  
 AG REINF – FRT DOOR BELT OTR LT –  
 AH BAR – IMPACT FRT DOOR RT –  
 AH BAR – IMPACT FRT DOOR LT –  
 AJ PANEL – FRT DOOR OTR RT –  
 AJ PANEL – FRT DOOR OTR LT –

[Back to Index](#)



## PARTS IDENTIFICATION LEGEND, OVERVIEW 24

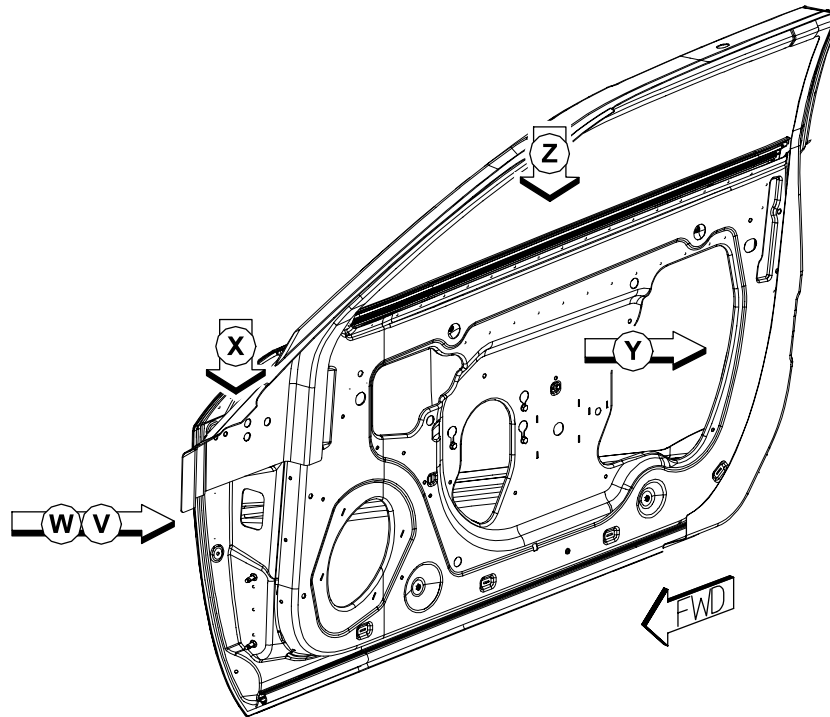
AA	PANEL – FRT DOOR INR RT –	AF	BRACKET – GLASS CHANNEL MOUNTING FRT RT –
AA	PANEL – FRT DOOR INR LT –	AF	BRACKET – GLASS CHANNEL MOUNTING FRT LT –
AB	REINF – FRT DOOR BELT INR RT –	AG	REINF – FRT DOOR BELT OTR RT –
AB	REINF – FRT DOOR BELT INR LT –	AG	REINF – FRT DOOR BELT OTR LT –
AC	CHANNEL – FRT DOOR GLASS RUN RT –	AH	BAR – IMPACT FRT DOOR RT –
AC	CHANNEL – FRT DOOR GLASS RUN LT –	AH	BAR – IMPACT FRT DOOR LT –
AD	REINF – FRT DOOR LATCH RT –	AJ	PANEL – FRT DOOR OTR RT –
AD	REINF – FRT DOOR LATCH LT –	AJ	PANEL – FRT DOOR OTR LT –
AE	STUD PLATE ASSY – FRT DOOR TO HINGE – FRT DOOR TO HINGE		



[Back to Index](#)

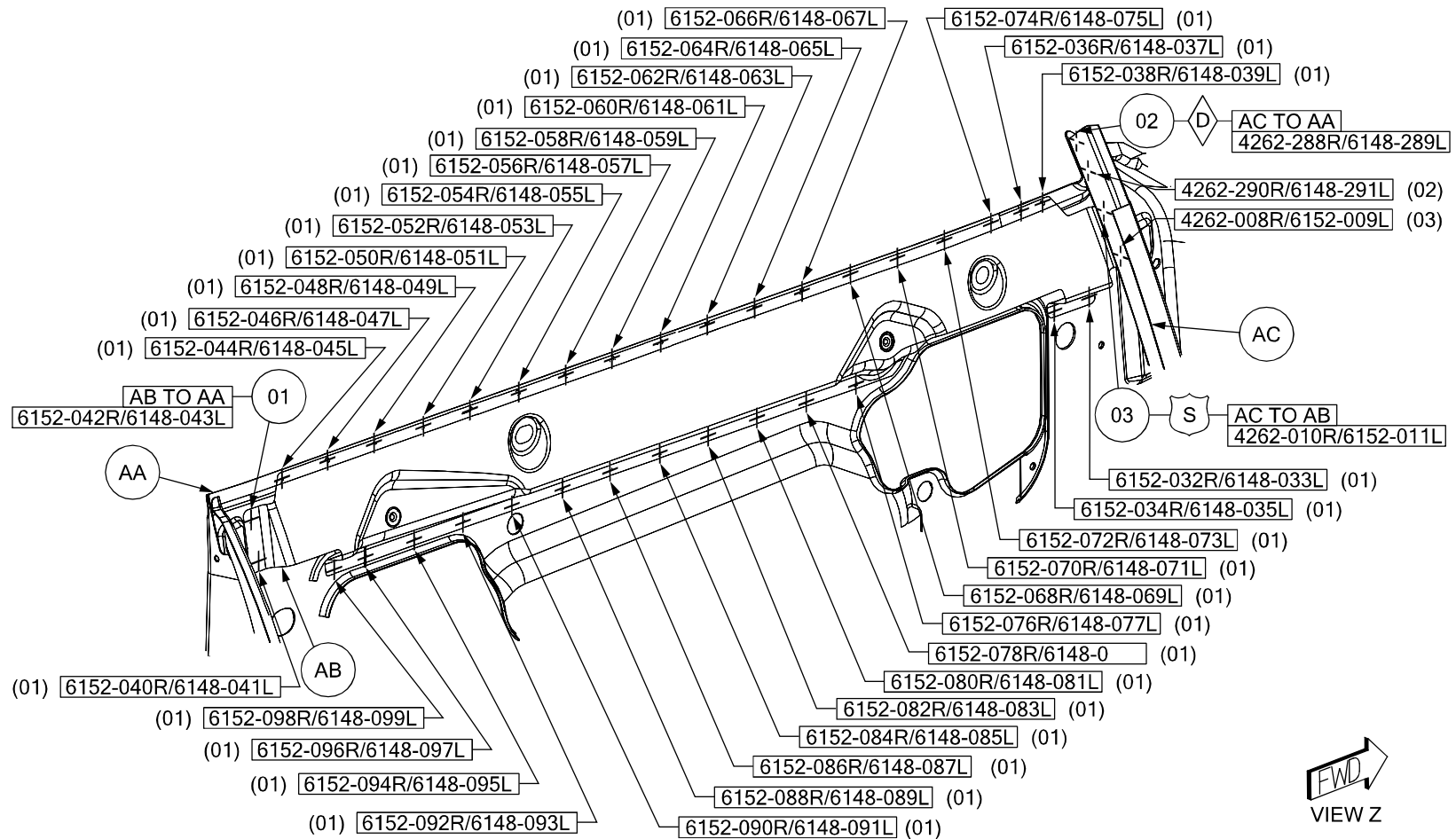
## WELD LAYOUT LOCATION GUIDE

VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⊗
V	FCAW / MIG BRZ	/



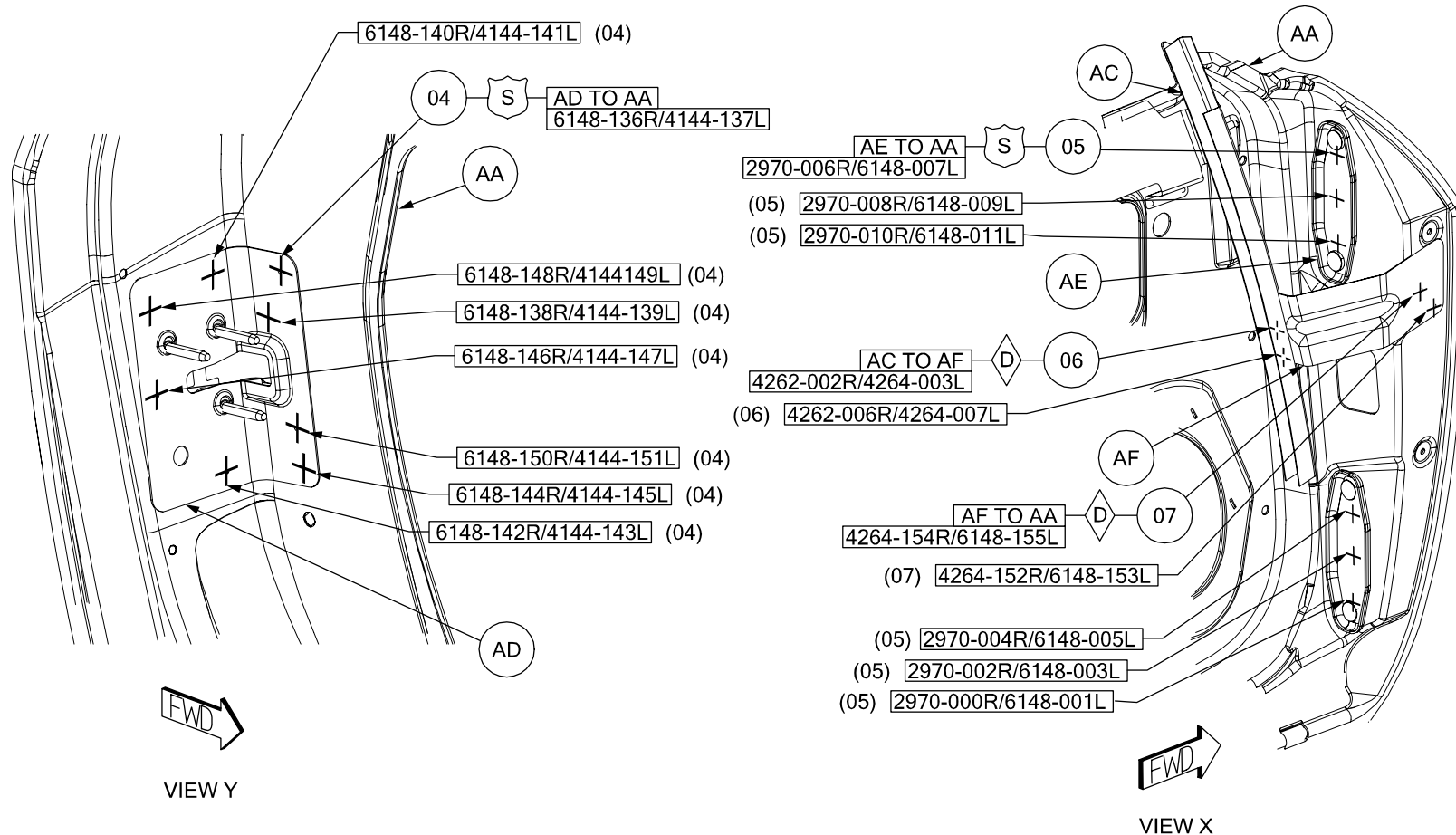
[Back to Index](#)

- 01 AB TO AA 34/SD S/WELDS (ORD)
- 02 AC TO AA 2/SD S/WELDS (CRT)
- 03 AC TO AB 2/SD S/WELDS (SAF)



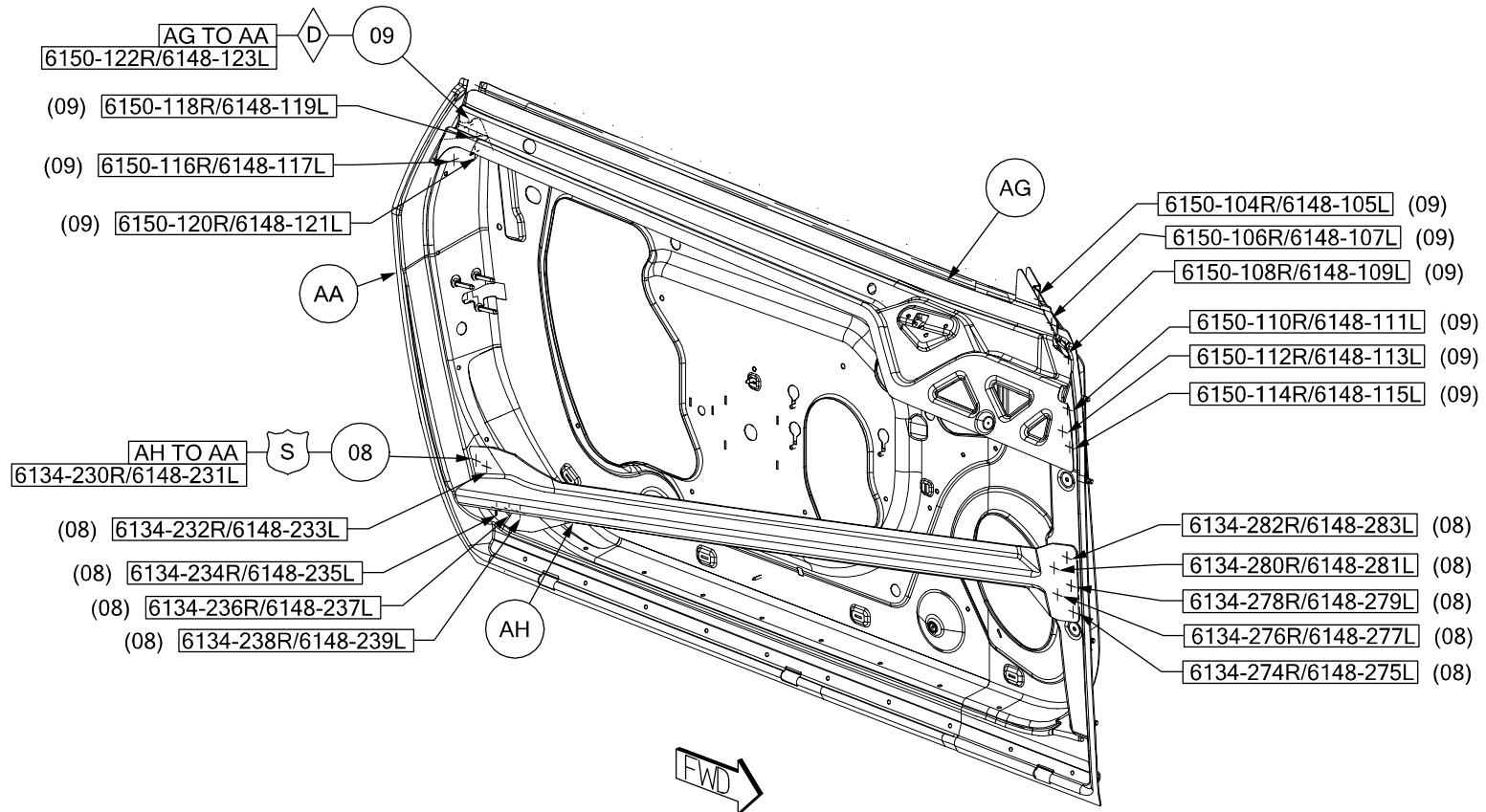
Back to Index

- 04 AD TO AA 8/SD S/WELDS (SAF)
- 05 AE TO AA 6/SD S/WELDS (SAF)
- 06 AC TO AF 2/SD S/WELDS (CRT)
- 07 AF TO AA 2/SD S/WELDS (ORD)



[Back to Index](#)

- 08 AH TO AA 10/SD S/WELDS (SAF)  
 09 AG TO AA 10/SD S/WELDS (CRT)

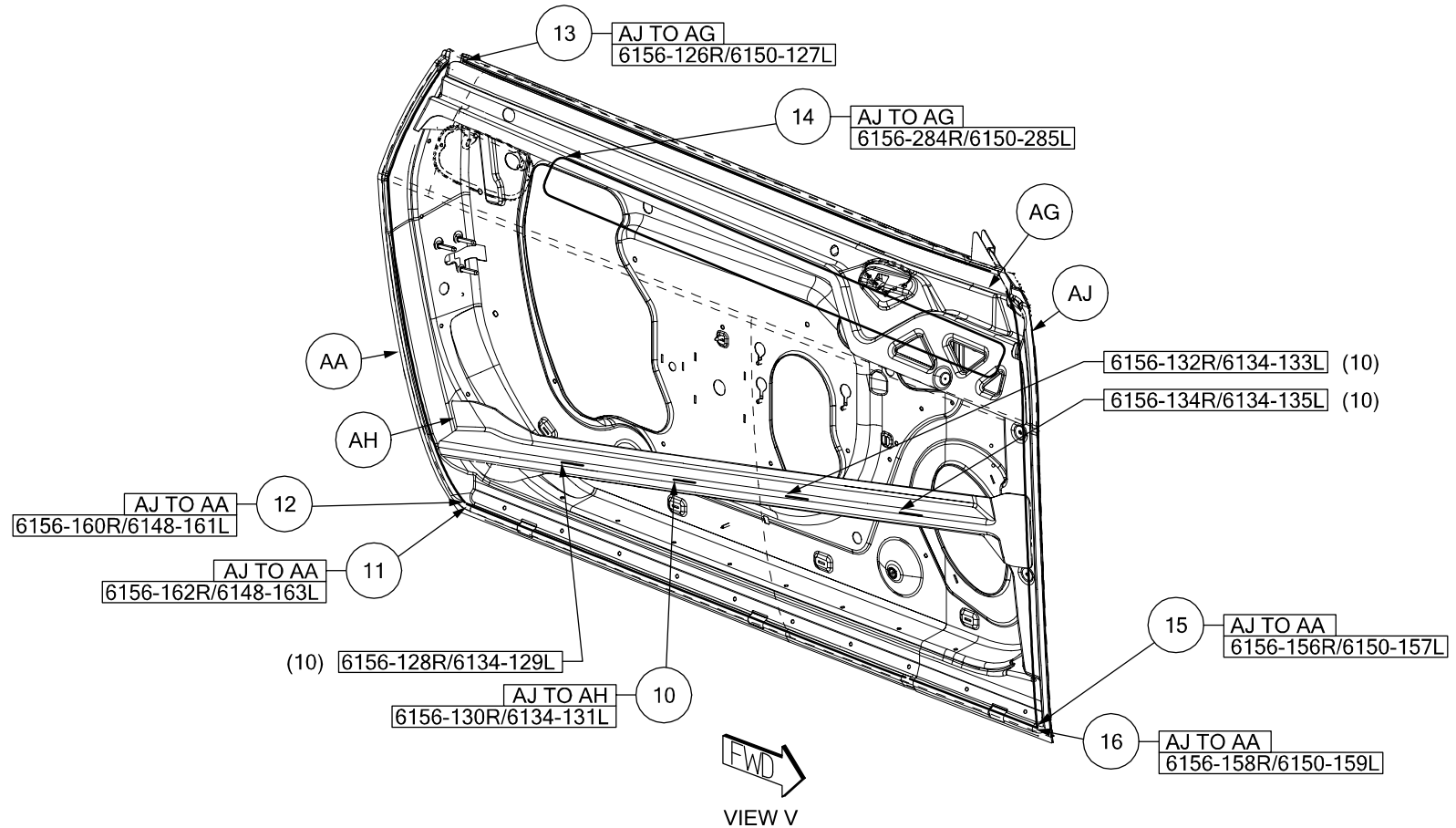


VIEW W

[Back to Index](#)

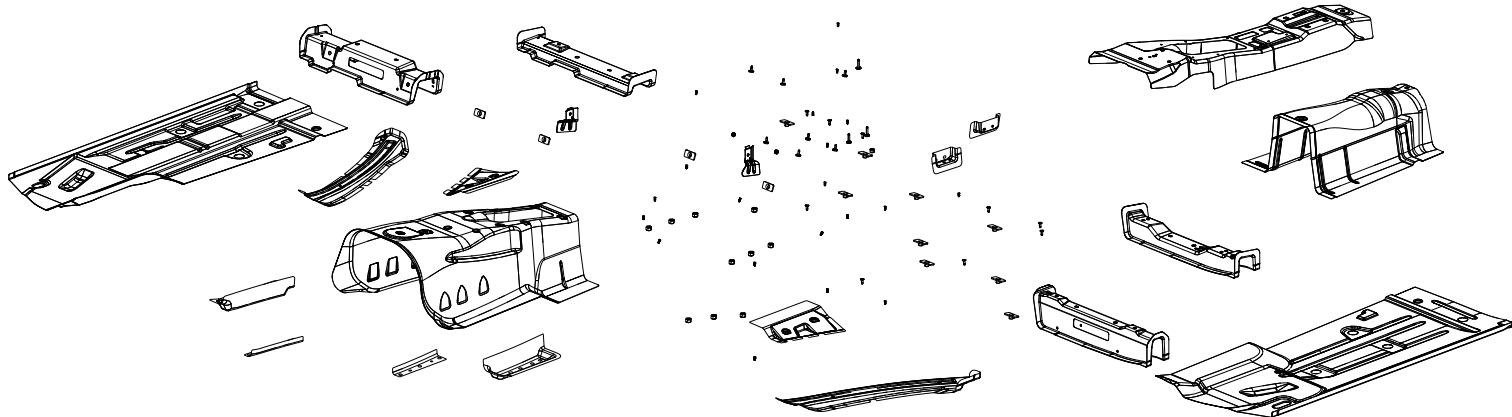
- 10 AJ TO AH 4/SD STRUC ADH
- 11 AJ TO AH 1/SD STRUC ADH
- 12 AJ TO AA 1/SD STRUC ADH
- 13 AJ TO AG 1/SD STRUC ADH

- 14 AJ TO AG 1/SD STRUC ADH
- 15 AJ TO AA 1/SD STRUC ADH
- 16 AJ TO AA 1/SD STRUC ADH



[Back to Index](#)

## DODGE CHALLENGER FRONT FLOOR SECTION



AA EXTENSION – TUNNEL -  
 AB PANEL – FRT FLOOR PAN TUNNEL CTR -  
 AC REINF – TUNNEL -  
 AD REINF – I/P BRACKET RT -  
 AD REINF – I/P BRACKET LT -  
 AE NUT/WELD.HEX – NO.FIN – I/P TO FRT  
 FLOOR TUNNEL REINF  
 AF STUD.WELD/INTERNAL – PILOT.PT  
 – SHIFTER TO FRT FLOOR TUNNEL REINF  
 AF STUD.WELD/INTERNAL – PILOT.PT  
 – SHIFTER TO FRT FLOOR TUNNEL REINF  
 AG PANEL – FLOOR PAN RT -  
 AG PANEL – FLOOR PAN LT -  
 AH BRACKET – TRANS MOUNT RT -  
 AH BRACKET – TRANS MOUNT LT -  
 AJ DOUBLER – TRANS MOUNTING – TRANS  
 MOUNT  
 AJ DOUBLER – TRANS MOUNTING – TRANS  
 MOUNT  
 AK NUT/WELD.HEX – NO.FIN.THICK – TRANS  
 MOUNT DOUBLER TO CROSSMEMBER  
 AK NUT/WELD.HEX – NO.FIN.THICK – TRANS  
 MOUNT DOUBLER TO CROSSMEMBER  
 AL REINF – RAIL TO TUNNEL RT -  
 AL REINF – RAIL TO TUNNEL LT -  
 AM EXTENSION – RAIL FRT RT -

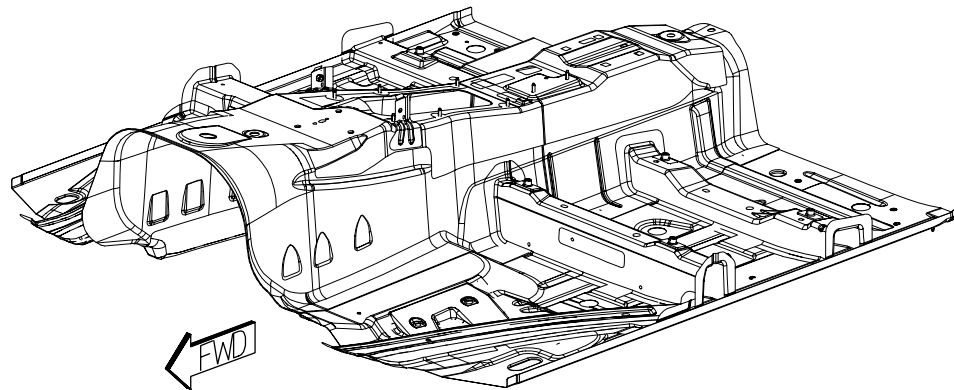
AM EXTENSION – RAIL FRT LT -  
 AN CROSSMEMBER – FRT SEAT FRT RT -  
 AN CROSSMEMBER – FRT SEAT FRT LT -  
 AP TAPPING PLATE – CROSSMEMBER RR  
 FLOOR PAN -  
 AP TAPPING PLATE – CROSSMEMBER RR  
 FLOOR PAN -  
 AP TAPPING PLATE – CROSSMEMBER RR  
 FLOOR PAN -  
 AP TAPPING PLAT – CROSSMEMBER RR  
 FLOOR PAN -  
 AR STUD.WELD/EXTERNAL – HEADER.  
 PT.LOCK.FEAT.SPECIAL – CROSSMEMBER  
 FRT SEAT RT TO ELEC GND  
 AR STUD.WELD/EXTERNAL – HEADER.  
 PT.LOCK.FEAT.SPECIAL – CROSSMEMBER  
 FRT SEAT LT TO ELEC GND  
 AS CROSSMEMBER – FRT SEAT RR RT -  
 AS CROSSMEMBER – FRT SEAT RR LT -  
 AT BRACKET – CTR BEARING MOUNTING RT -  
 AT BRACKET – CTR BEARING MOUNTING LT -  
 AU NUT/WELD.HEX – THICK – BRACKET TO  
 CTR BEARING RT  
 AU NUT/WELD.HEX – THICK – BRACKET TO  
 CTR BEARING LT

AV STUD.WELD/EXTERNAL – SPECIAL – HEAT  
 SHIELD TO CTR TUNNEL  
 AV STUD.WELD/EXTERNAL – SPECIAL – HEAT  
 SHIELD FRT LT TO FRT FLOOR LT  
 AV STUD.WELD/EXTERNAL – SPECIAL – HEAT  
 SHIELD FRT RT TO FRT FLOOR RT  
 AV STUD.WELD/EXTERNAL – SPECIAL – FUEL  
 BRAKE LINE TO FRT FLOOR RT  
 AV STUD.WELD/EXTERNAL – SPECIAL – DEAD  
 PEDAL TRIM PAD TO FRT FLOOR LT  
 AV STUD.WELD/EXTERNAL – SPECIAL  
 – BATTERY CABLE TO FRT FLOOR RT  
 AV STUD.WELD/EXTERNAL – SPECIAL  
 – TUNNEL SILENCER TO TUNNEL  
 EXTENSION  
 AV STUD.WELD/EXTERNAL – SPECIAL – HVAC  
 DUCT TO REINF RAIL TUNNEL LT  
 AW STUD.WELD/EXTERNAL – NO.FIN.PILOT.  
 PT.SPECIAL – AERO SHIELD LT TO FRT  
 FLOOR LT  
 AW STUD.WELD/EXTERNAL – NO.FIN.PILOT.  
 PT.SPECIAL – AERO SHIELD RT TO FRT  
 FLOOR RT  
 AW STUD.WELD/EXTERNAL – NO.FIN.PILOT.  
 PT.SPECIAL – PARK BRAKE CABLE TO FRT  
 FLOOR LT

[Back to Index](#)

## PARTS IDENTIFICATION LEGEND, OVERVIEW 2

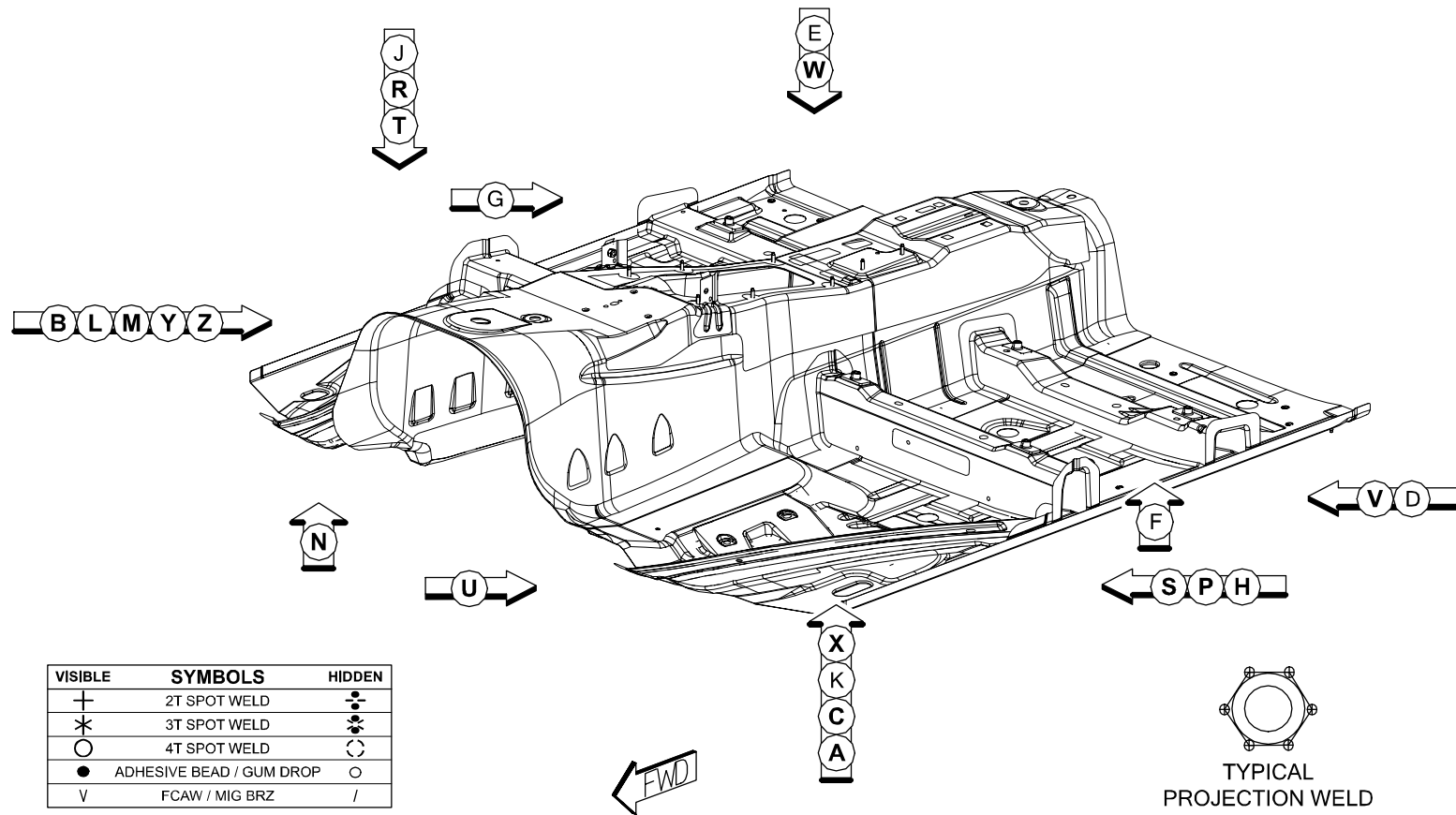
AA	EXTENSION – TUNNEL -	AM	EXTENSION – RAIL FRT LT -	AV	STUD.WELD/EXTERNAL – SPECIAL – HEAT SHIELD TO CTR TUNNEL
AB	PANEL – FRT FLOOR PAN TUNNEL CTR -	AN	CROSSMEMBER – FRT SEAT FRT RT -	AV	STUD.WELD/EXTERNAL – SPECIAL – HEAT SHIELD FRT LT TO FRT FLOOR LT
AC	REINF – TUNNEL -	AN	CROSSMEMBER – FRT SEAT FRT LT -	AV	STUD.WELD/EXTERNAL – SPECIAL – HEAT SHIELD FRT RT TO FRT FLOOR RT
AD	REINF – I/P BRACKET RT -	AP	TAPPING PLATE – CROSSMEMBER RR FLOOR PAN -	AV	STUD.WELD/EXTERNAL – SPECIAL – FUEL BRAKE LINE TO FRT FLOOR RT
AD	REINF – I/P BRACKET LT -	AP	TAPPING PLATE – CROSSMEMBER RR FLOOR PAN -	AV	STUD.WELD/EXTERNAL – SPECIAL – DEAD PEDAL TRIM PAD TO FRT FLOOR LT
AE	NUT/WELD.HEX – NO.FIN – I/P TO FRT FLOOR TUNNEL REINF	AP	TAPPING PLATE – CROSSMEMBER RR FLOOR PAN -	AV	STUD.WELD/EXTERNAL – SPECIAL – BATTERY CABLE TO FRT FLOOR RT
AF	STUD.WELD/INTERNAL – PILOT.PT – SHIFTER TO FRT FLOOR TUNNEL REINF	AP	TAPPING PLAT – CROSSMEMBER RR FLOOR PAN -	AV	STUD.WELD/EXTERNAL – SPECIAL – TUNNEL SILENCER TO TUNNEL EXTENSION
AF	STUD.WELD/INTERNAL – PILOT.PT – SHIFTER TO FRT FLOOR TUNNEL REINF	AR	STUD.WELD/EXTERNAL – HEADER. PT.LOCK.FEAT.SPECIAL – CROSSMEMBER FRT SEAT RT TO ELEC GND	AV	STUD.WELD/EXTERNAL – SPECIAL – HVAC DUCT TO REINF RAIL TUNNEL LT
AG	PANEL – FLOOR PAN RT -	AR	STUD.WELD/EXTERNAL – HEADER. PT.LOCK.FEAT.SPECIAL – CROSSMEMBER FRT SEAT LT TO ELEC GND	AW	STUD.WELD/EXTERNAL – NO.FIN.PILOT. PT.SPECIAL – AERO SHIELD LT TO FRT FLOOR LT
AG	PANEL – FLOOR PAN LT -	AS	CROSSMEMBER – FRT SEAT RR RT -	AW	STUD.WELD/EXTERNAL – NO.FIN.PILOT. PT.SPECIAL – AERO SHIELD RT TO FRT FLOOR RT
AH	BRACKET – TRANS MOUNT RT -	AS	CROSSMEMBER – FRT SEAT RR LT -	AW	STUD.WELD/EXTERNAL – NO.FIN.PILOT. PT.SPECIAL – PARK BRAKE CABLE TO FRT FLOOR LT
AH	BRACKET – TRANS MOUNT LT -	AT	BRACKET – CTR BEARING MOUNTING RT -		
AJ	DOUBLER – TRANS MOUNTING – TRANS MOUNT	AT	BRACKET – CTR BEARING MOUNTING LT -		
AJ	DOUBLER – TRANS MOUNTING – TRANS MOUNT	AU	NUT/WELD.HEX – THICK – BRACKET TO CTR BEARING RT		
AK	NUT/WELD.HEX – NO.FIN.THICK – TRANS MOUNT DOUBLER TO CROSSMEMBER	AU	NUT/WELD.HEX – THICK – BRACKET TO CTR BEARING LT		
AK	NUT/WELD.HEX – NO.FIN.THICK – TRANS MOUNT DOUBLER TO CROSSMEMBER				
AL	REINF – RAIL TO TUNNEL RT -				
AL	REINF – RAIL TO TUNNEL LT -				
AM	EXTENSION – RAIL FRT RT -				



[Back to Index](#)

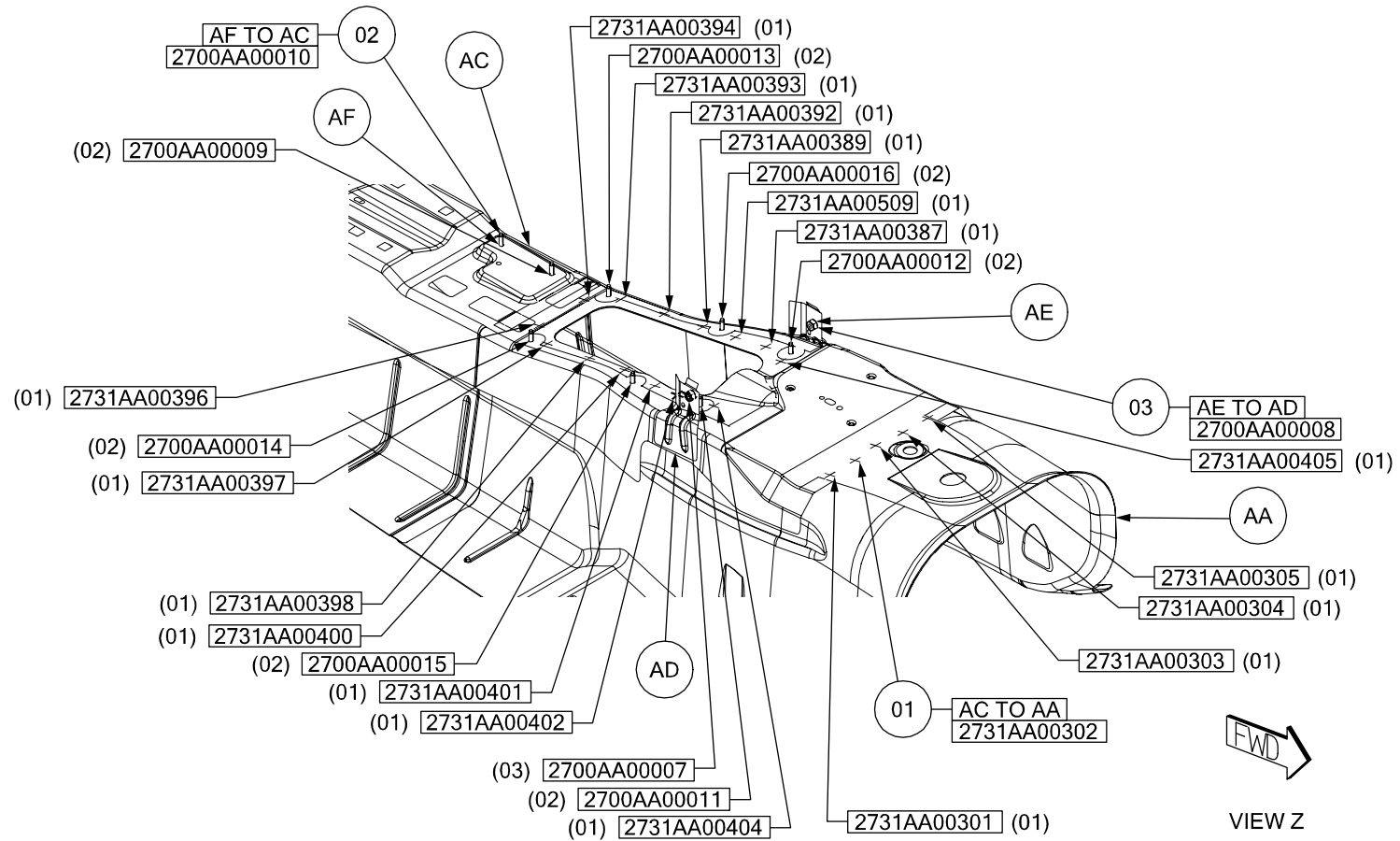


## WELD LAYOUT LOCATION GUIDE



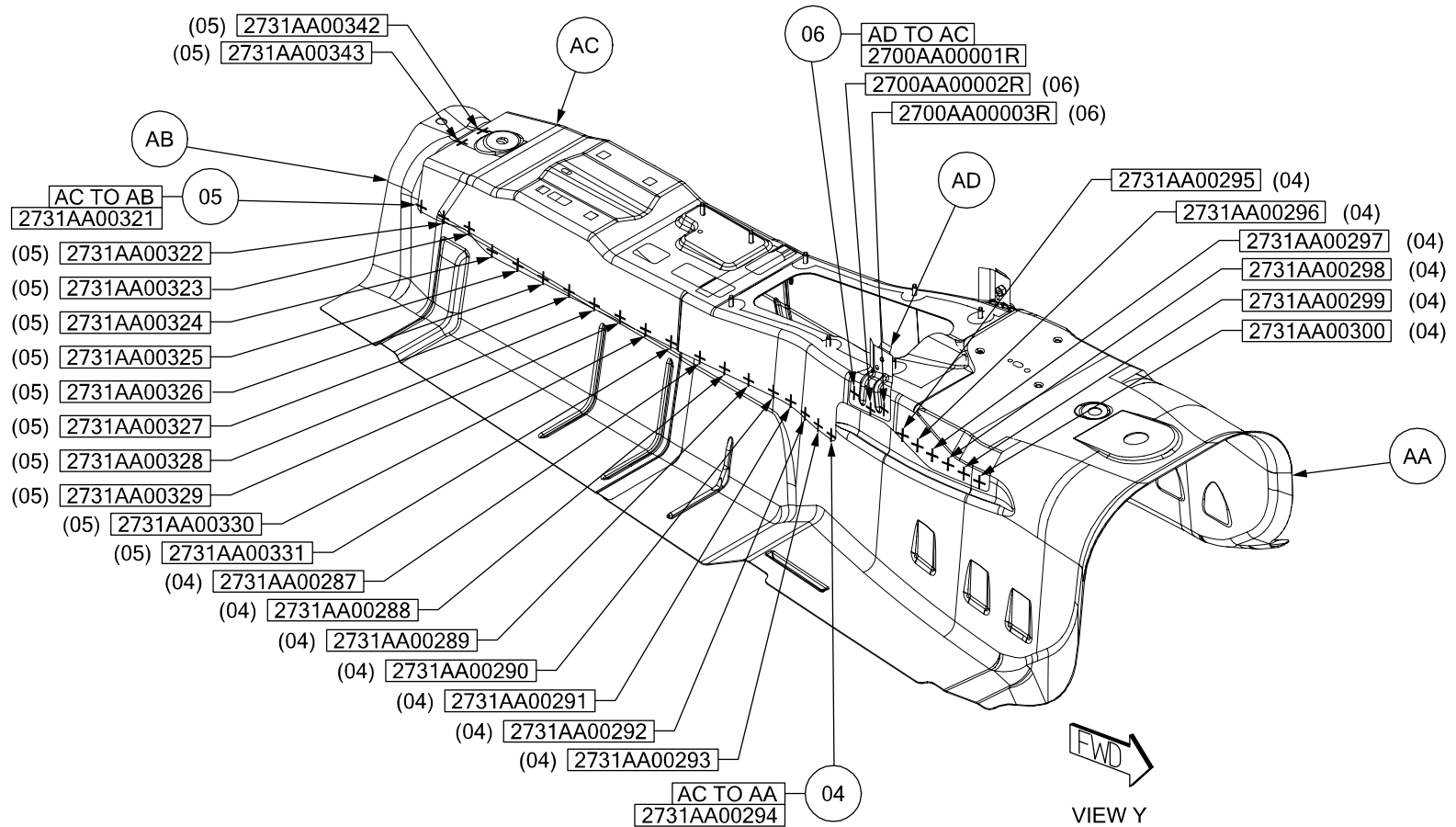
[Back to Index](#)

- 01 AC TO AA 19 S/WELDS (ORD)
- 02 AF TO AC 8 S/WELDS (ORD)
- 03 AE TO AD 2 PROJ WELDS (ORD)



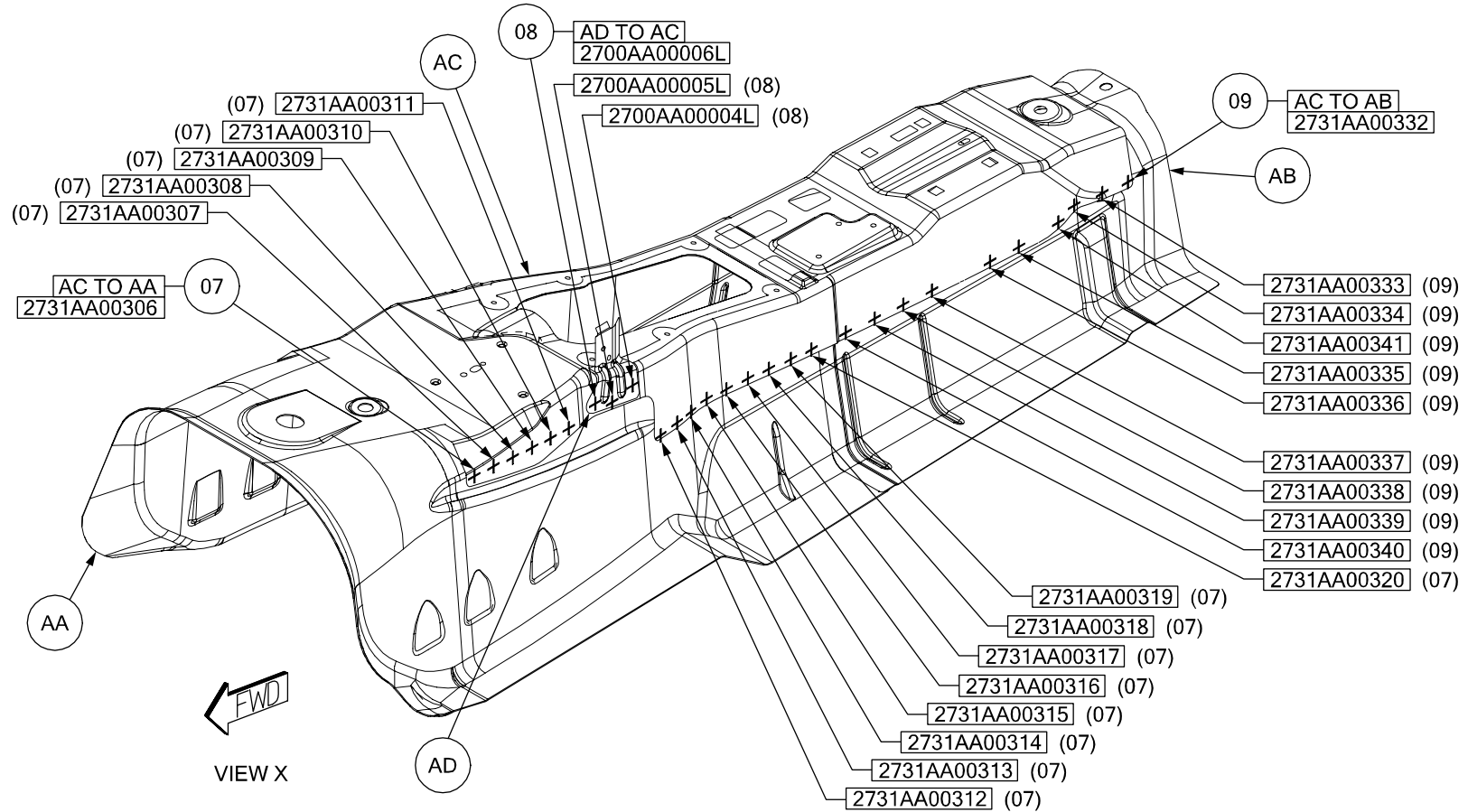
[Back to Index](#)

- 04 AC TO AA 14 S/WELDS (ORD)
- 05 AC TO AB 13 S/WELDS (ORD)
- 06 AD TO AC 3R S/WELDS (ORD)



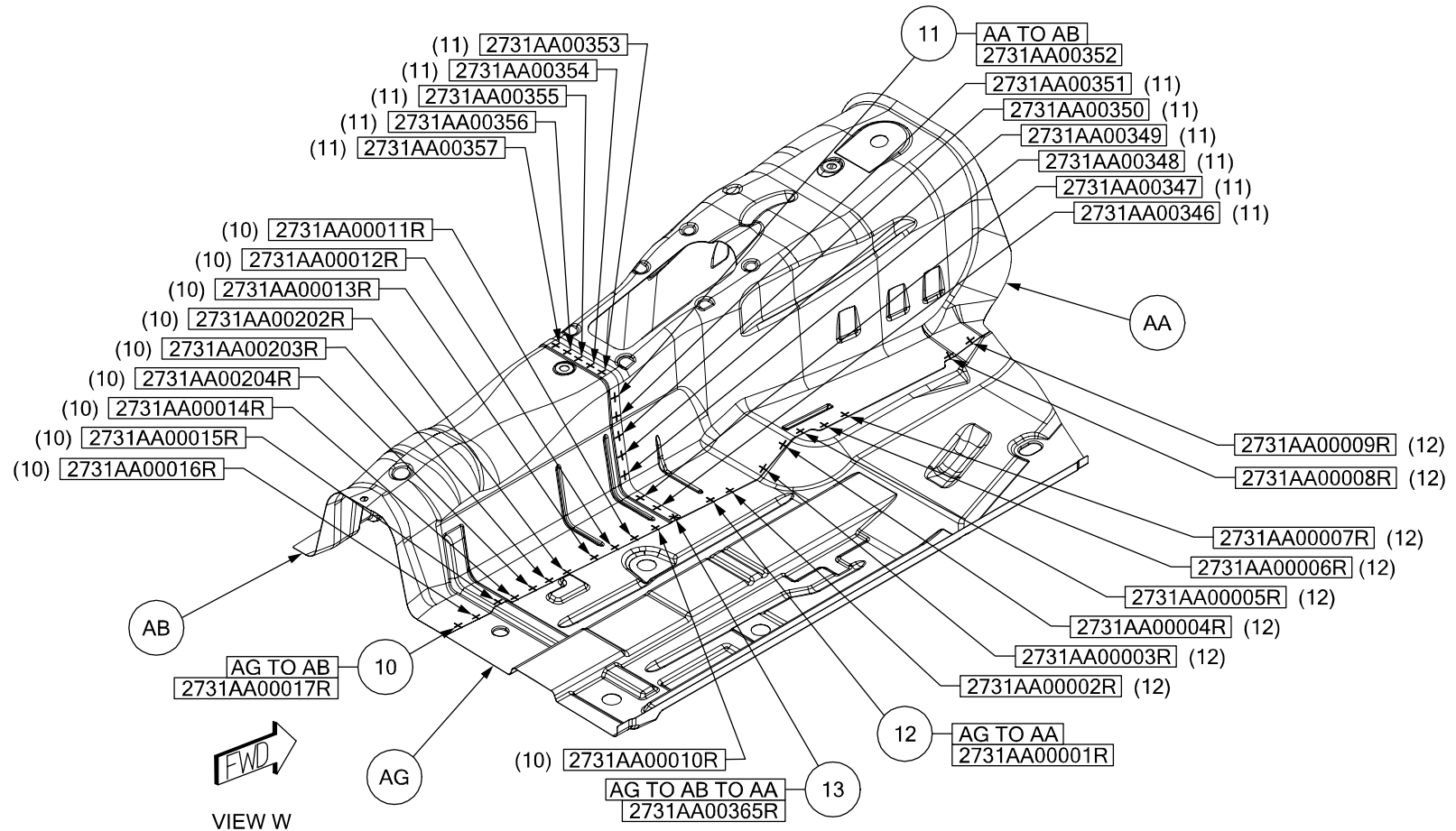
[Back to Index](#)

- 07 AC TO AA 15 S/WELDS (ORD)
- 08 AD TO AC 3L S/WELDS (ORD)
- 09 AC TO AB 9 S/WELDS (ORD)



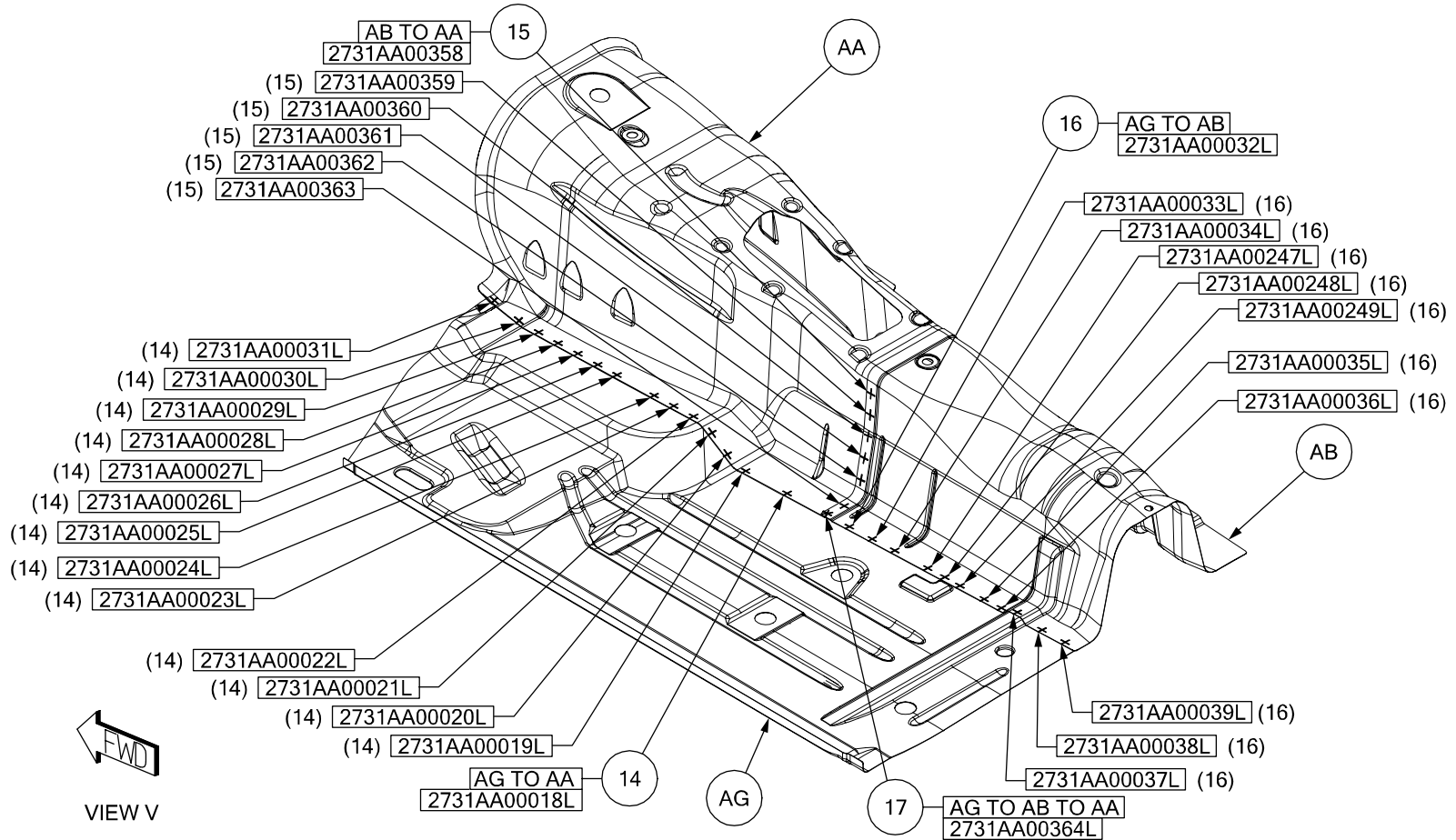
[Back to Index](#)

- 10 AG TO AB 11R S/WELDS (ORD)
- 11 AA TO AB 12 S/WELDS (ORD)
- 12 AG TO AA 9R S/WELDS (ORD)
- 13 AG TO AB TO AA 1R S/WELD (ORD)

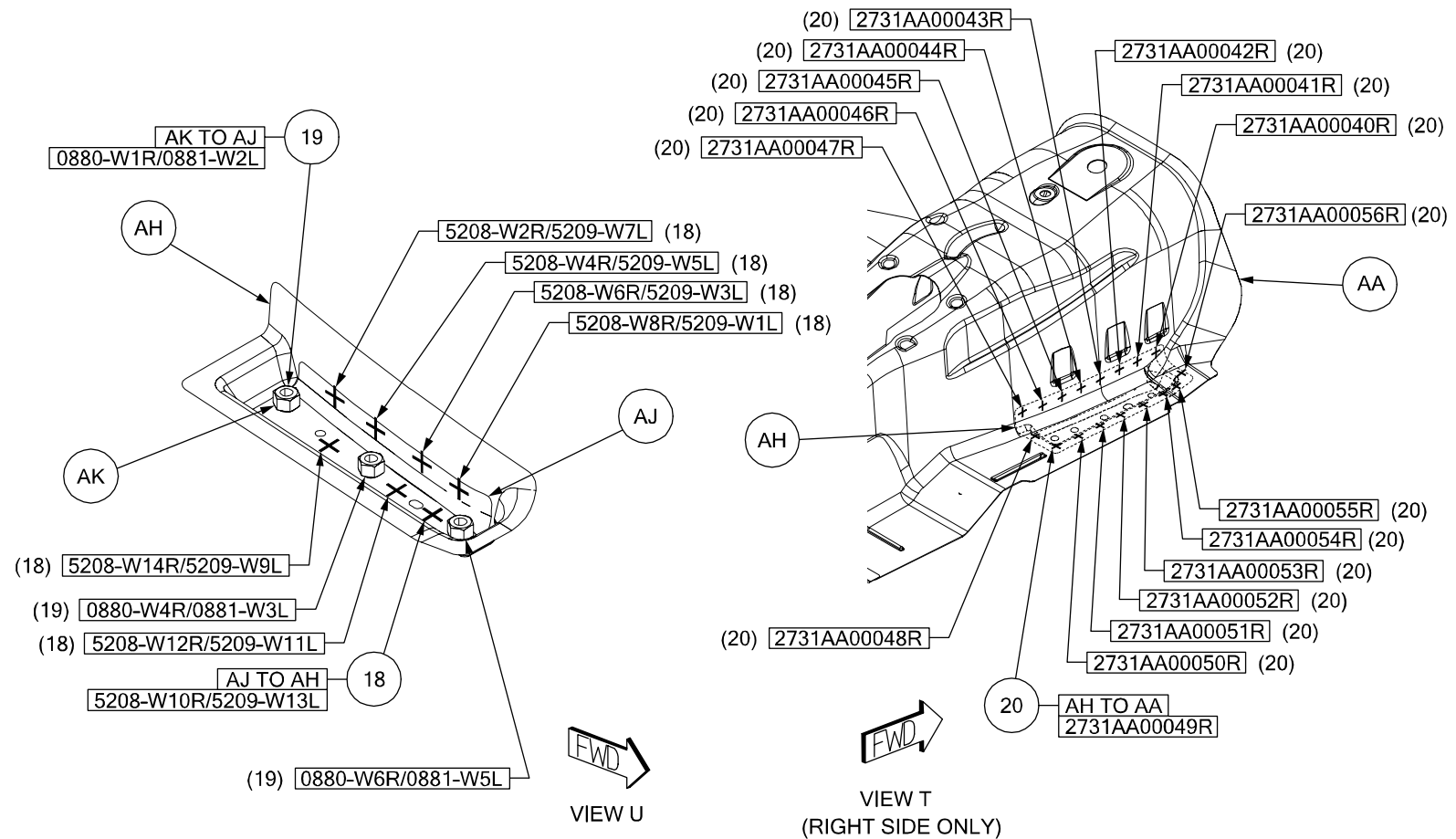


[Back to Index](#)

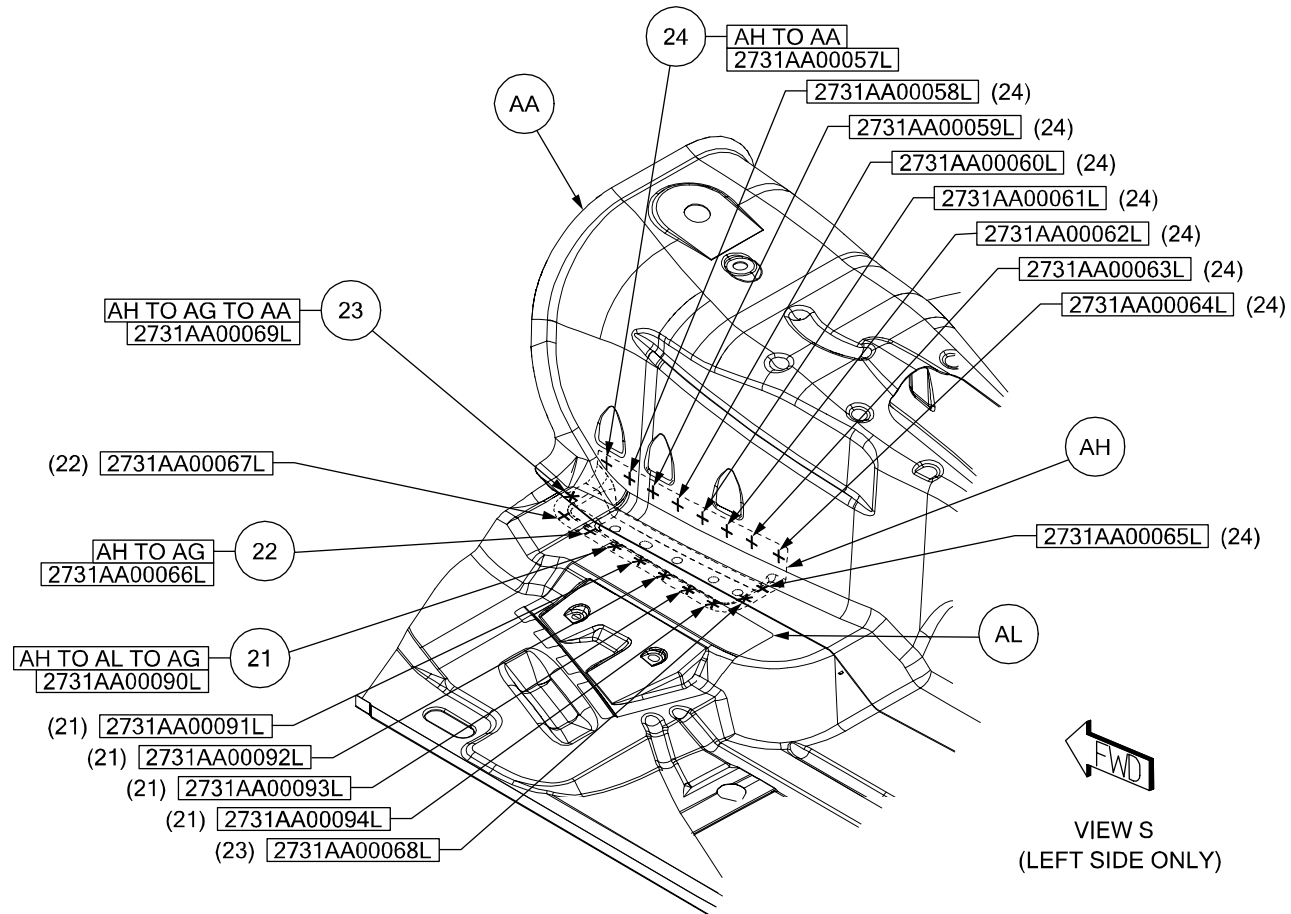
- 14 AG TO AA 14L S/WELDS (ORD)
- 15 AB TO AA 6 S/WELDS (ORD)
- 16 AG TO AB 11L S/WELDS (ORD)
- 17 AG TO AB TO AA 1L S/WELD (ORD)



[Back to Index](#)

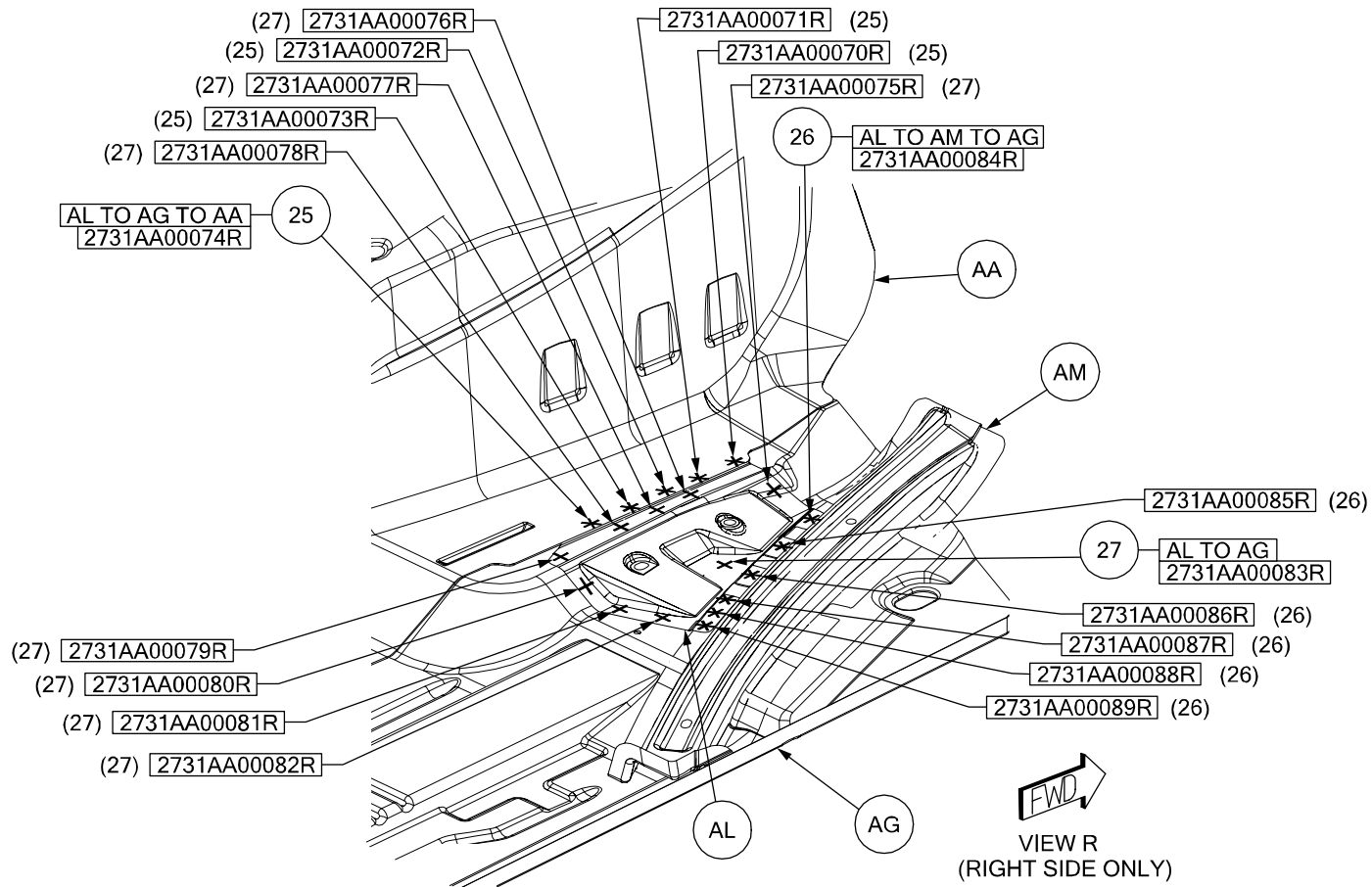


- 21 AH TO AL TO AG 5L S/WELDS (ORD)  
22 AH TO AG 2L S/WELDS (ORD)  
23 AH TO AG TO AA 2L S/WELDS (ORD)  
24 AH TO AA 9L S/WELDS (ORD)

[Back to Index](#)

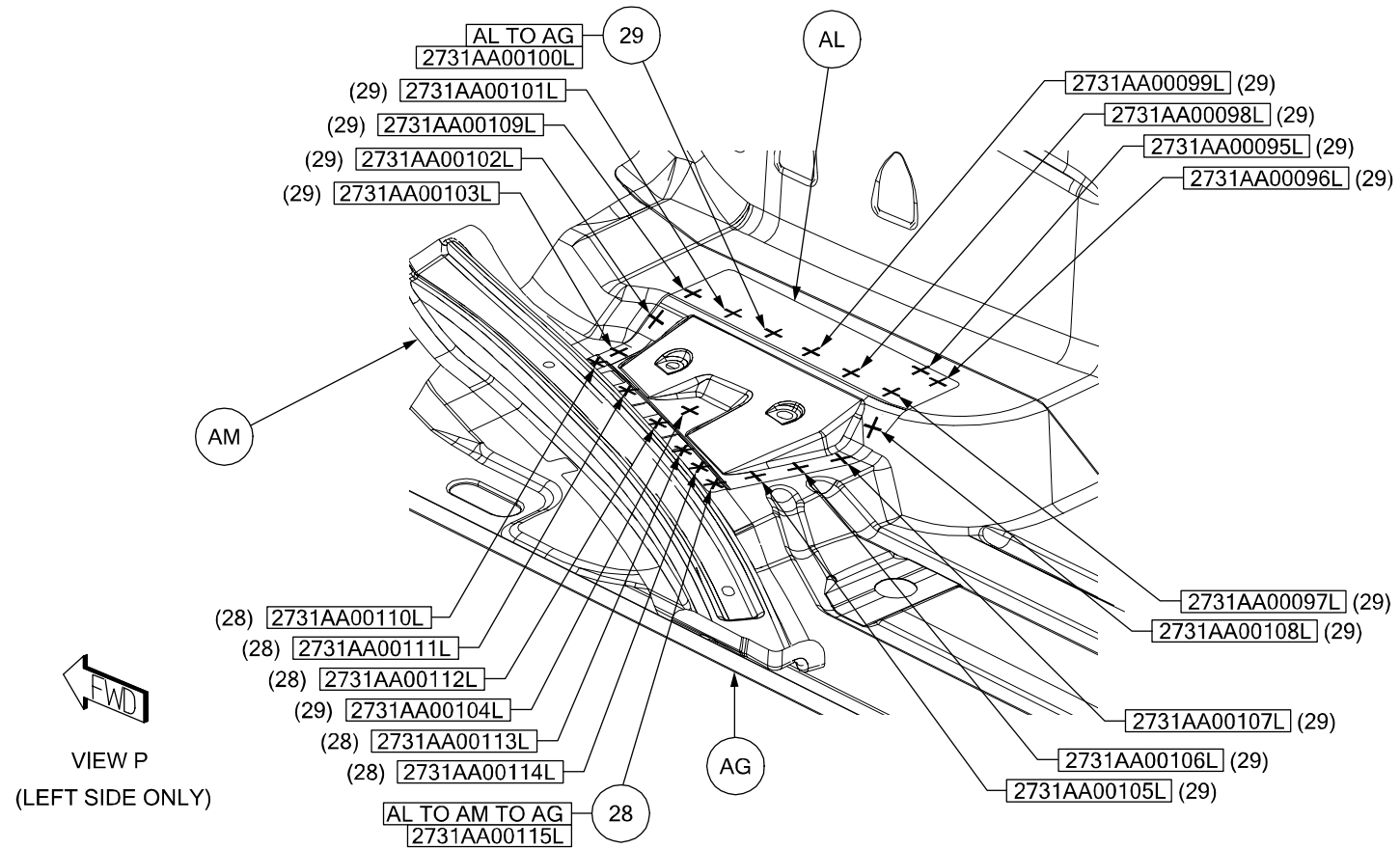


- 25 AL TO AG TO AA 5R S/WELDS (ORD)
- 26 AL TO AM TO AG 6R S/WELDS (ORD)
- 27 AL TO AG 9R S/WELDS (ORD)



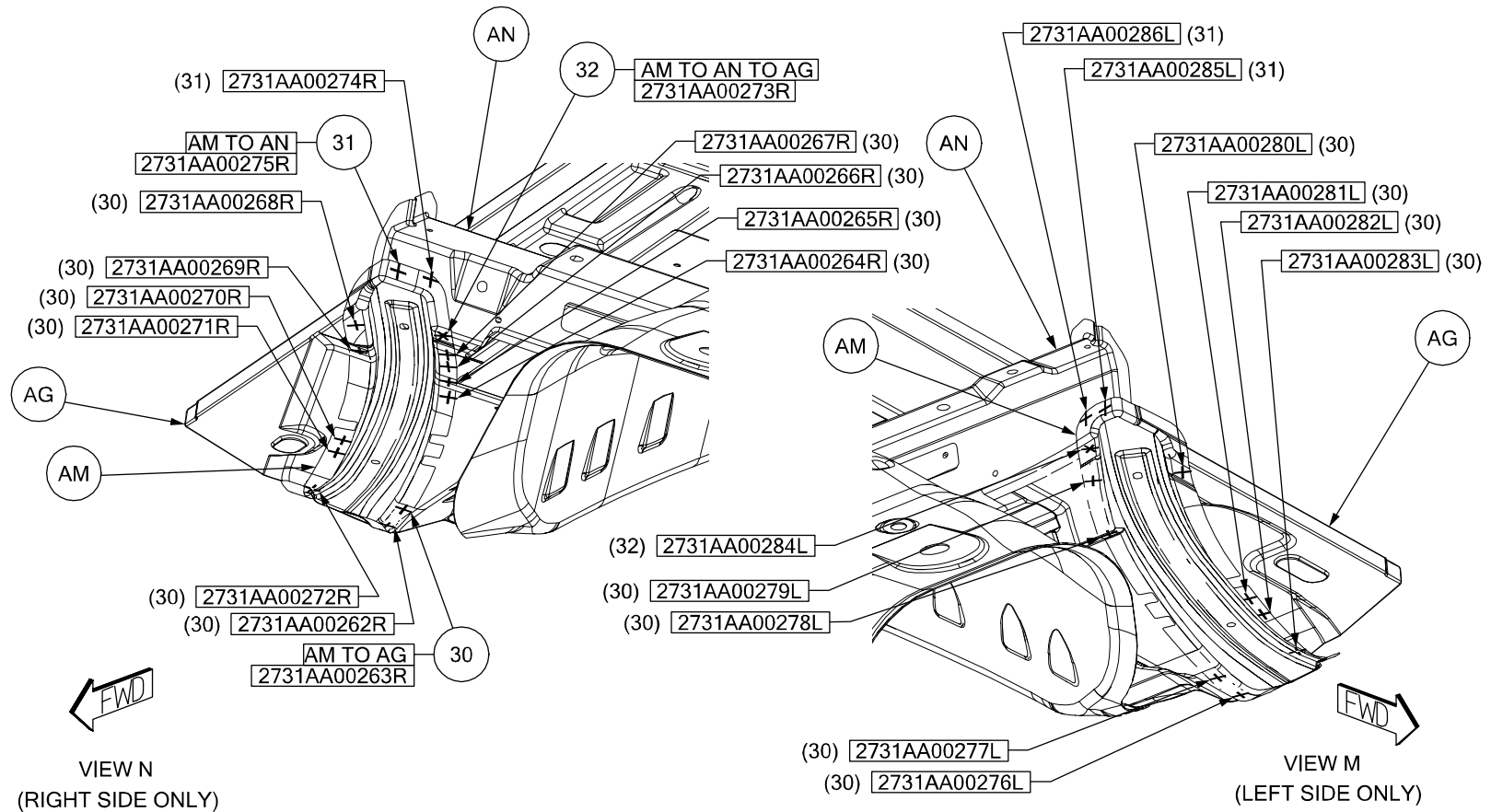
[Back to Index](#)

- 28 AL TO AM TO AG 6L SWELDS (ORD)  
 29 AL TO AG 15L SWELDS (ORD)



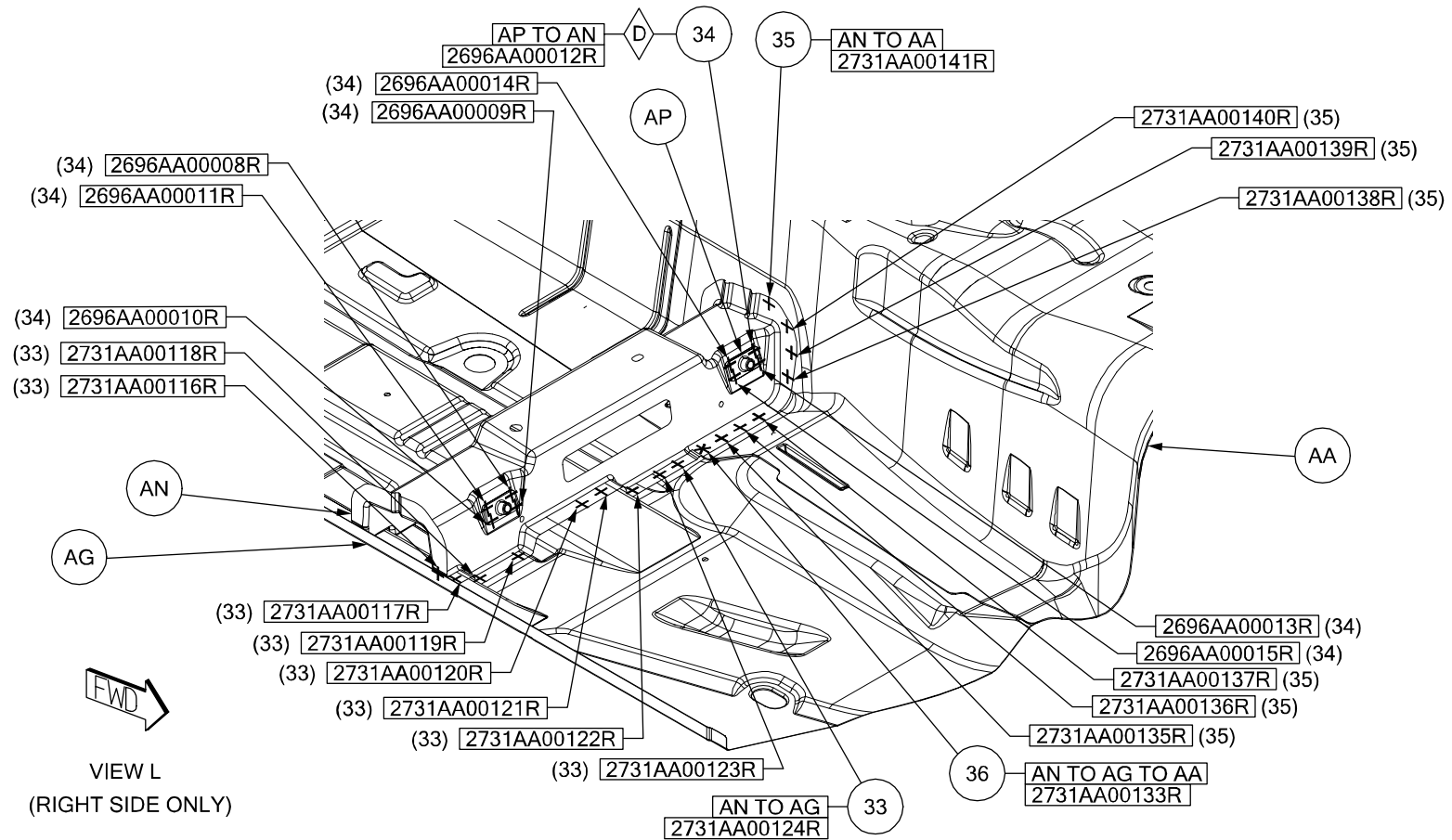
Back to Index

- 30 AM TO AG 11R/8L S/WELDS (ORD)
- 31 AM TO AN 2R/2L S/WELDS (ORD)
- 32 AM TO AN TO AG 1R/1L S/WELDS (ORD)



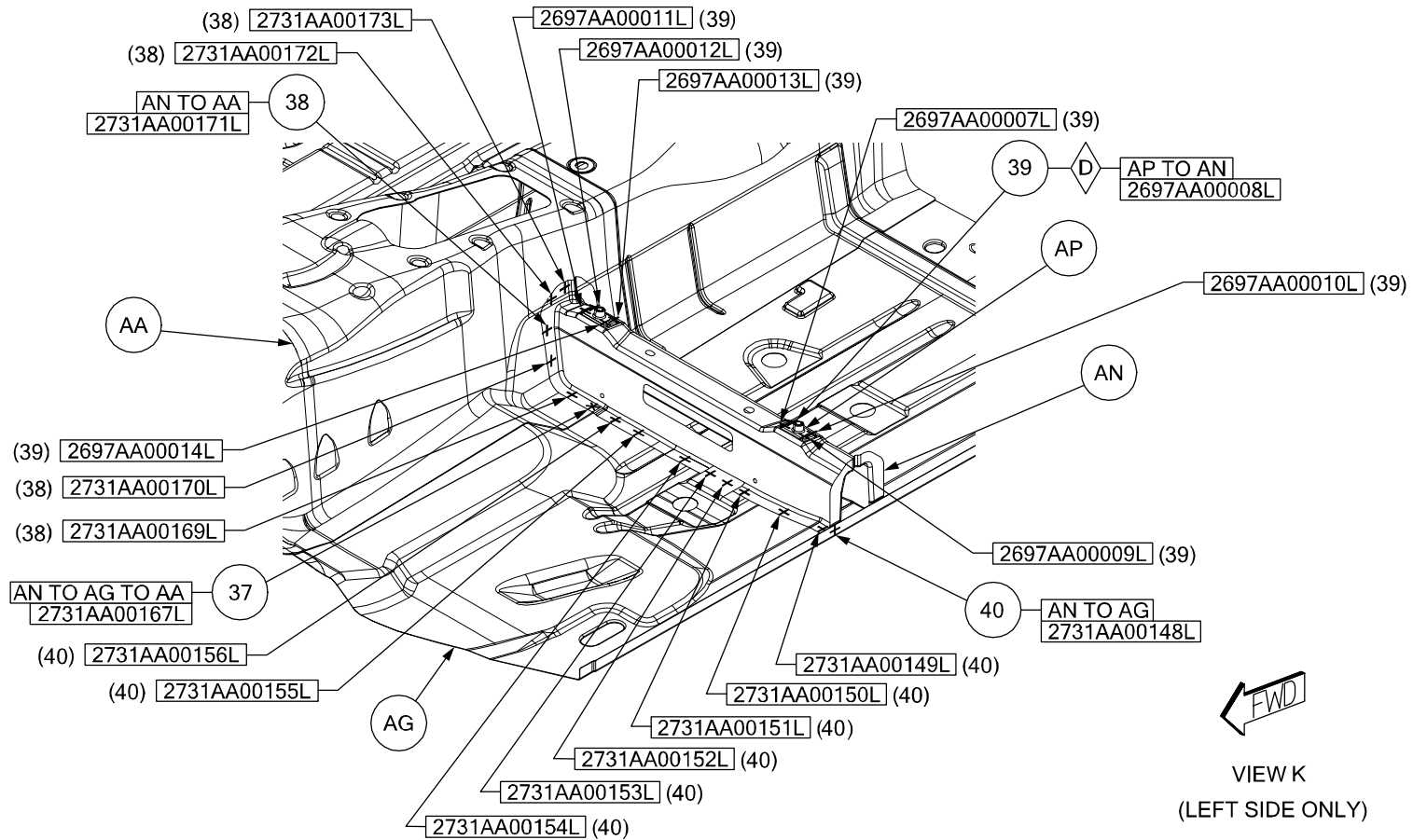
[Back to Index](#)

- 33 AN TO AG 9R S/WELDS (ORD)
- 34 AP TO AN 8R S/WELDS (CRT)
- 35 AN TO AA 7R S/WELDS (ORD)
- 36 AN TO AG TO AA 1R S/WELDS (ORD)



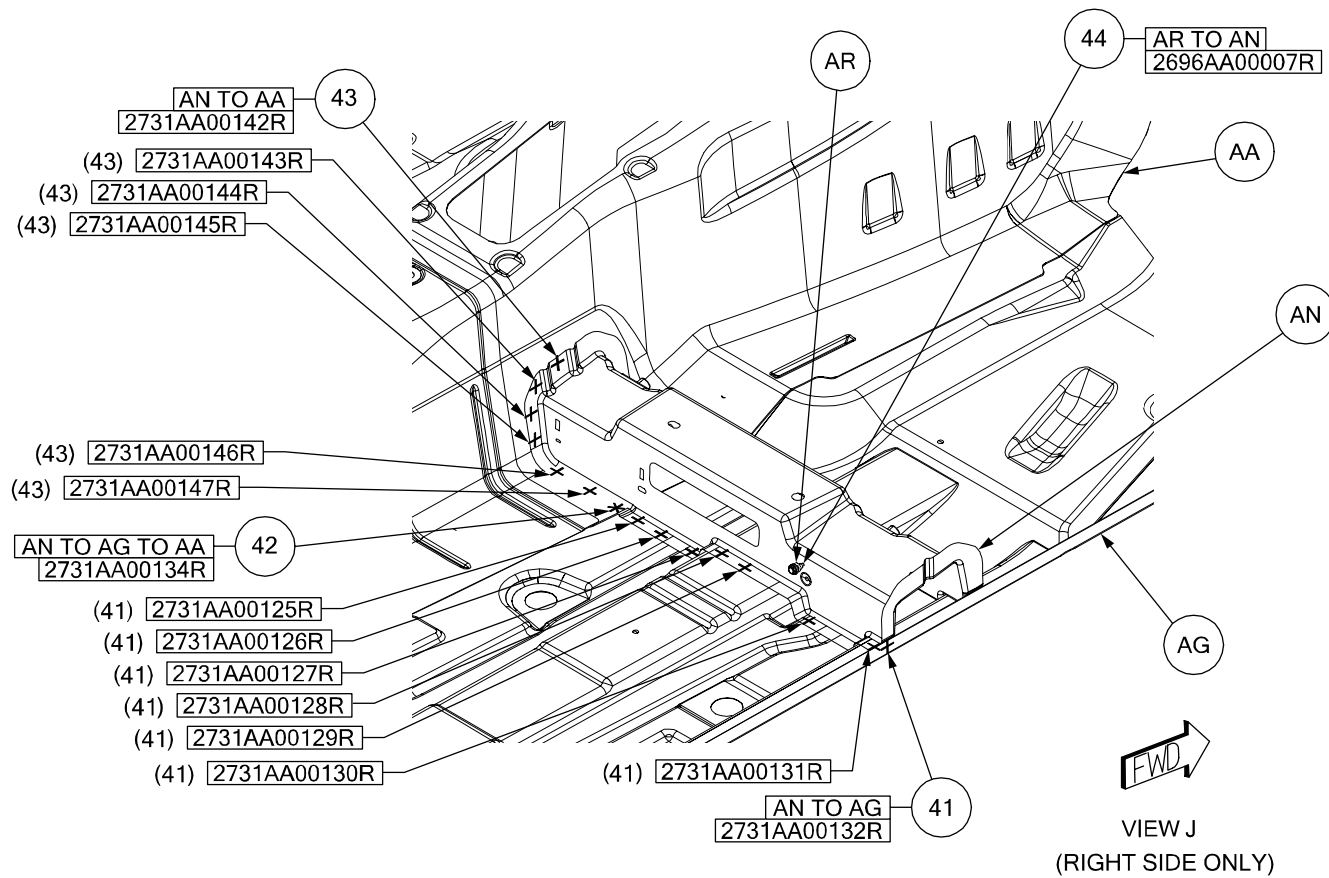
[Back to Index](#)

- 37 AN TO AG TO AA 1L S/WELDS (ORD)
- 38 AN TO AA 5L S/WELDS (ORD)
- 39 AP TO AN 8L S/WELDS (CRT)
- 40 AN TO AG 9L S/WELDS (ORD)



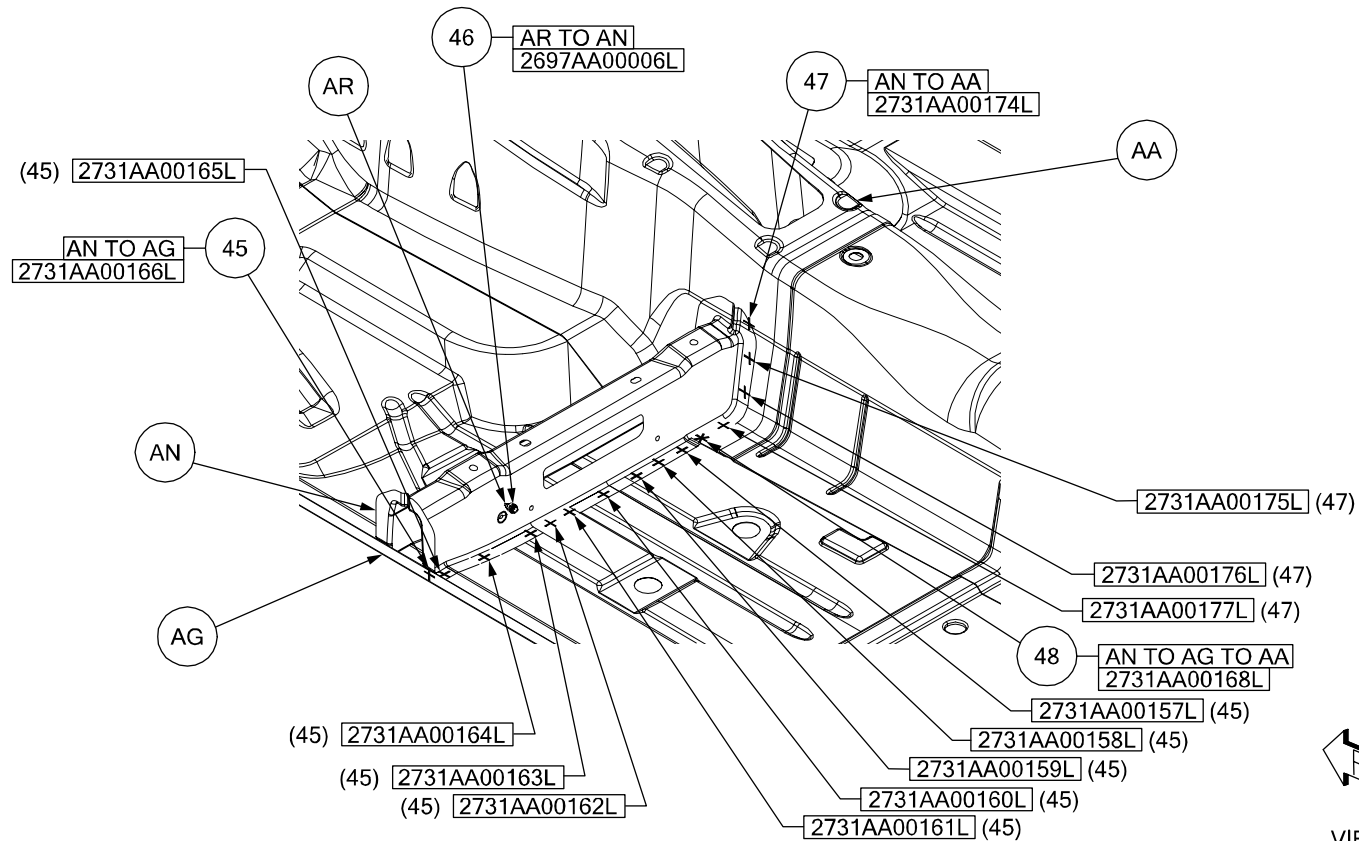
[Back to Index](#)

- 41 AN TO AG 8R S/WELDS (ORD)
- 42 AN TO AG TO AA 1R S/WELDS (ORD)
- 43 AN TO AA 6R S/WELDS (ORD)
- 44 AR TO AN 1R PROJ WELD (ORD)



[Back to Index](#)

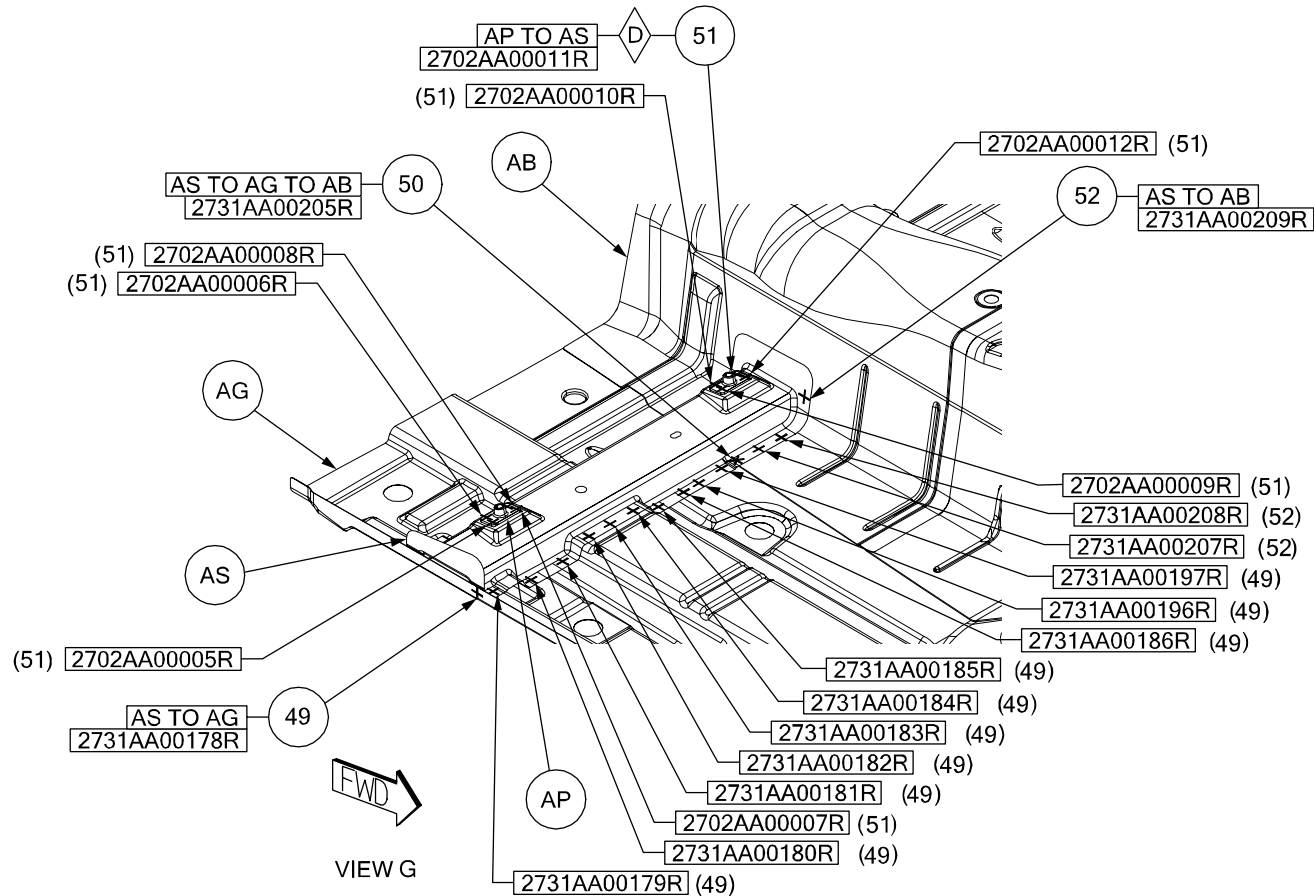
- 45 AN TO AG 10L S/WELDS (ORD)
- 46 AR TO AN 1L PROJ WELD (ORD)
- 47 AN TO AA 4L S/WELDS (ORD)
- 48 AN TO AG TO AA 1L S/WELDS (ORD)



VIEW H  
(LEFT SIDE ONLY)

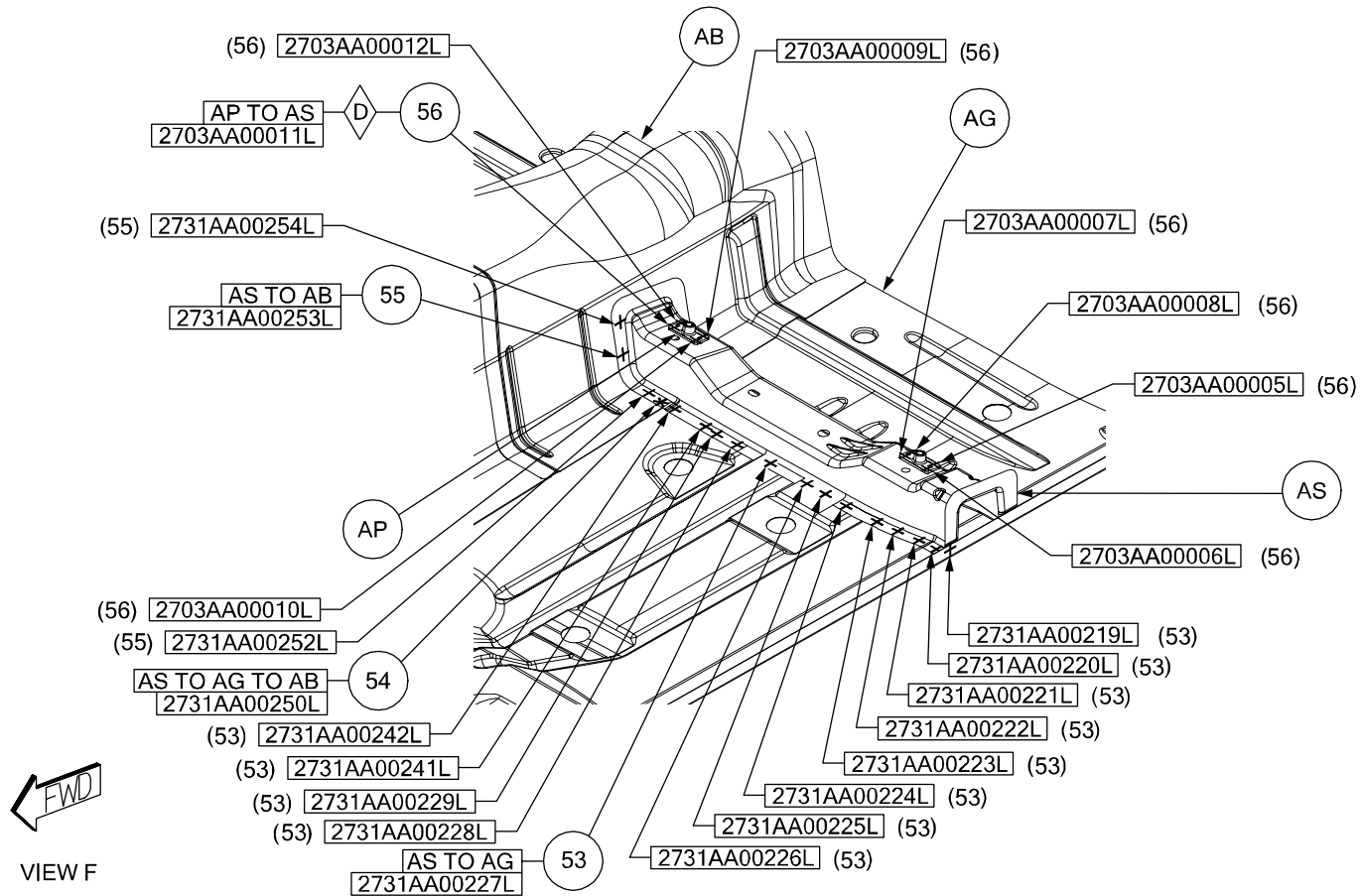
[Back to Index](#)

- 49 AS TO AG 11R S/WELDS (ORD)  
50 AS TO AG TO AB 1R S/WELDS (ORD)  
51 AP TO AS 8R S/WELDS (CRT)  
52 AS TO AB 3R S/WELDS (ORD)

[Back to Index](#)



- 53 AS TO AG 13L S/WELDS (ORD)
- 54 AS TO AG TO AB 1L S/WELD (ORD)
- 55 AS TO AB 3L S/WELDS (ORD)
- 56 AP TO AS 8L S/WELDS (CRT)



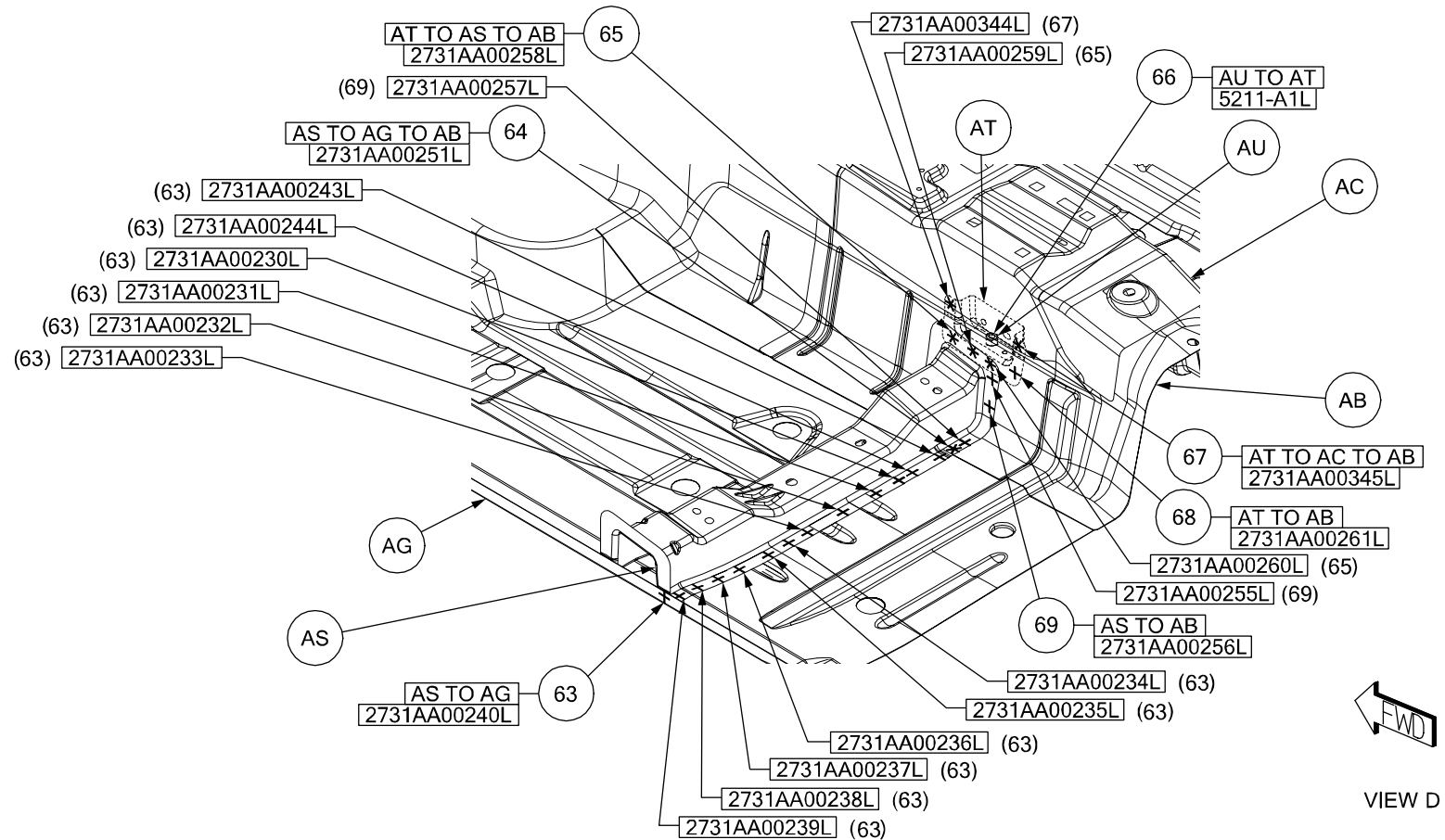
[Back to Index](#)

- 60 AU TO AT 1R PROJ WELD (ORD)  
61 AT TO AB 3R S/WELDS (ORD)  
62 AS TO AG 11R S/WELDS (ORD)

[Back to Index](#)

63 AS TO AG 13L S/WELDS (ORD)  
 64 AS TO AG TO AB 1L S/WELD (ORD)  
 65 AT TO AS TO AB 3L S/WELDS (ORD)  
 66 AU TO AT 1L PROJ WELD (ORD)

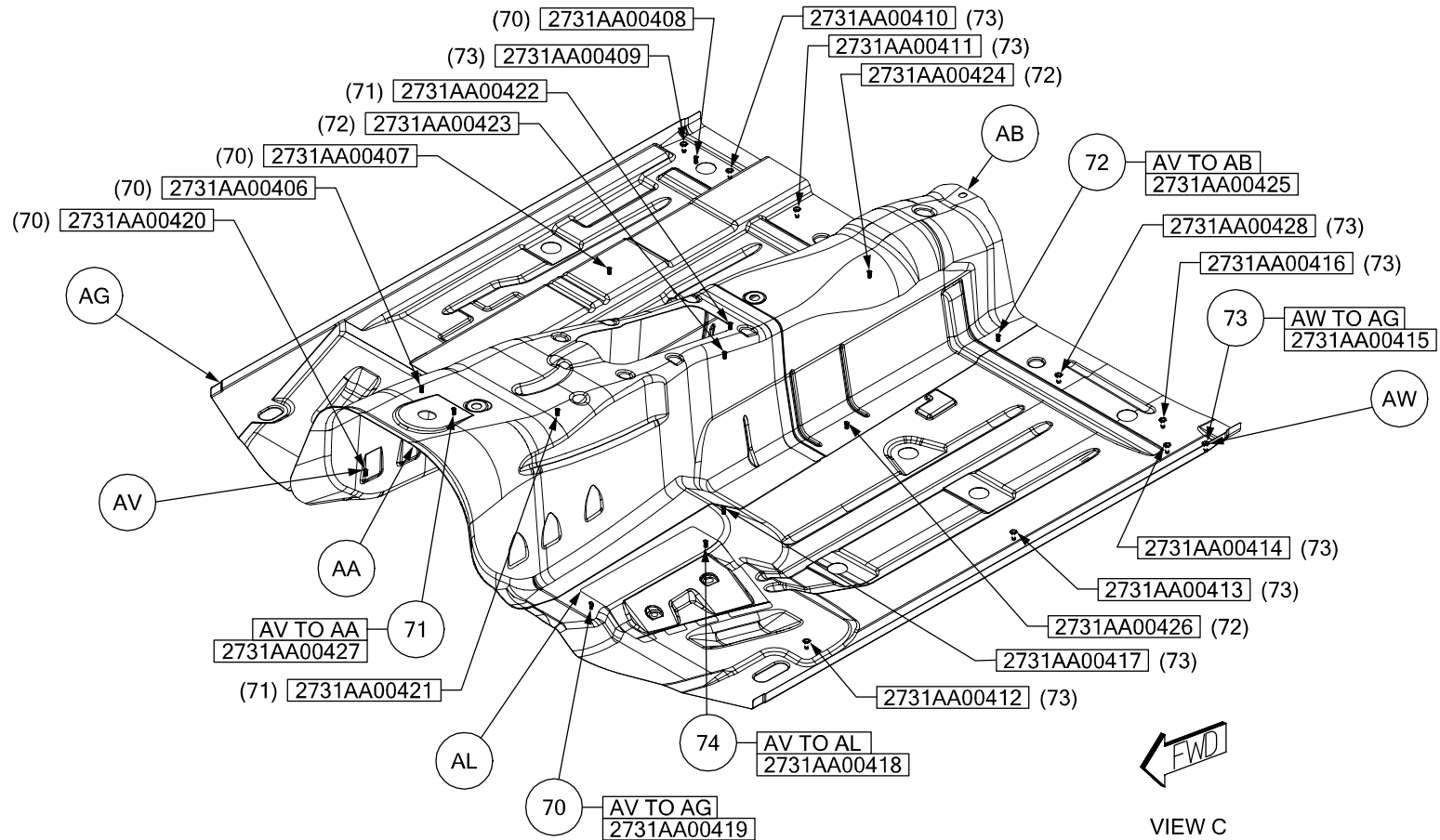
67 AT TO AC TO AB 2L S/WELDS (ORD)  
 68 AT TO AB 1L S/WELD (ORD)  
 69 AS TO AB 3L S/WELDS (ORD)



[Back to Index](#)

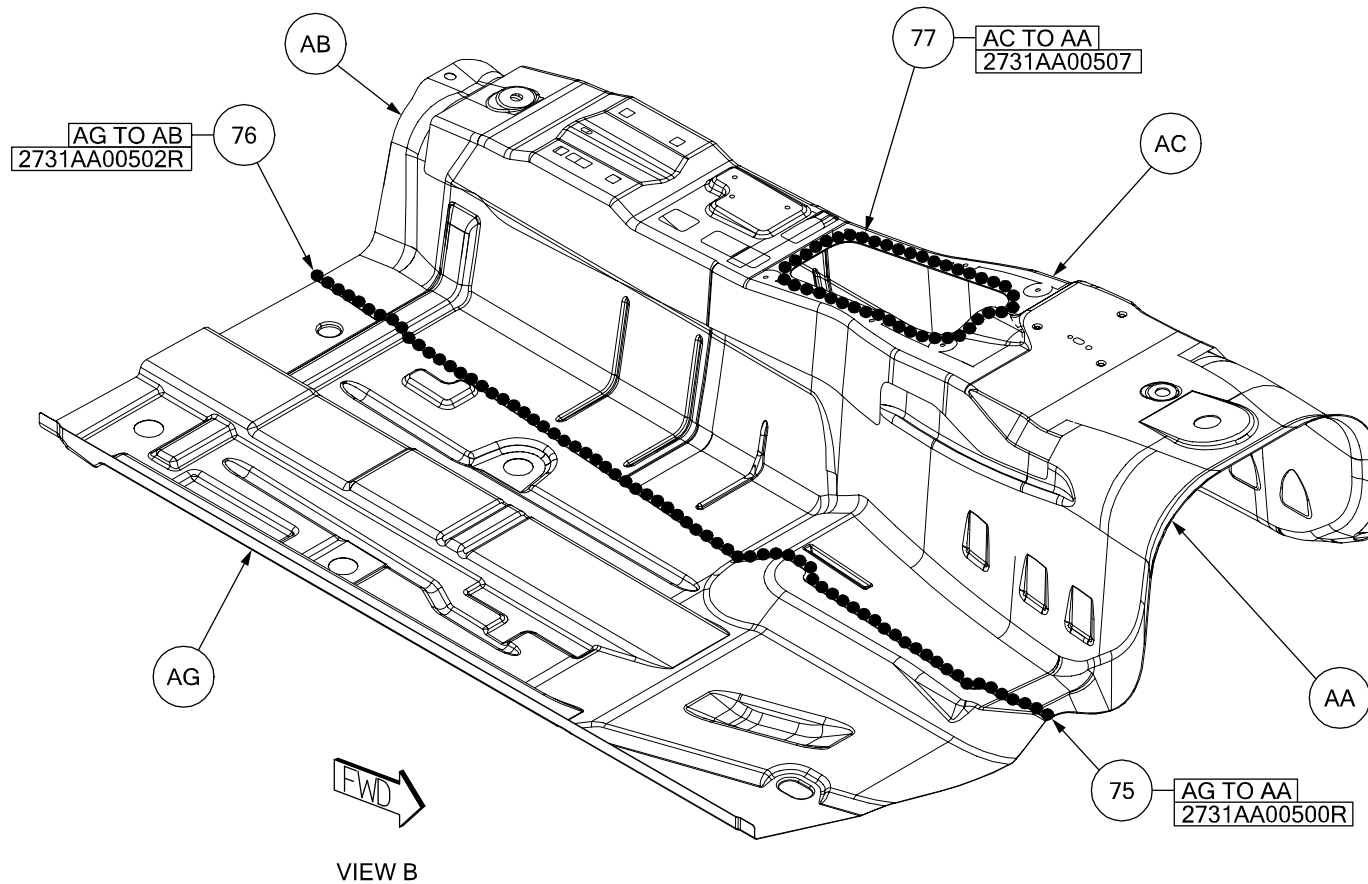
70 AV TO AG 5 PROJ WELDS (ORD)  
 71 AV TO AA 3 PROJ WELDS (ORD)  
 72 AV TO AB 4 PROJ WELDS (ORD)

73 AW TO AG 10 PROJ WELDS (ORD)  
 74 AV TO AL 1 PROJ WELD (ORD)



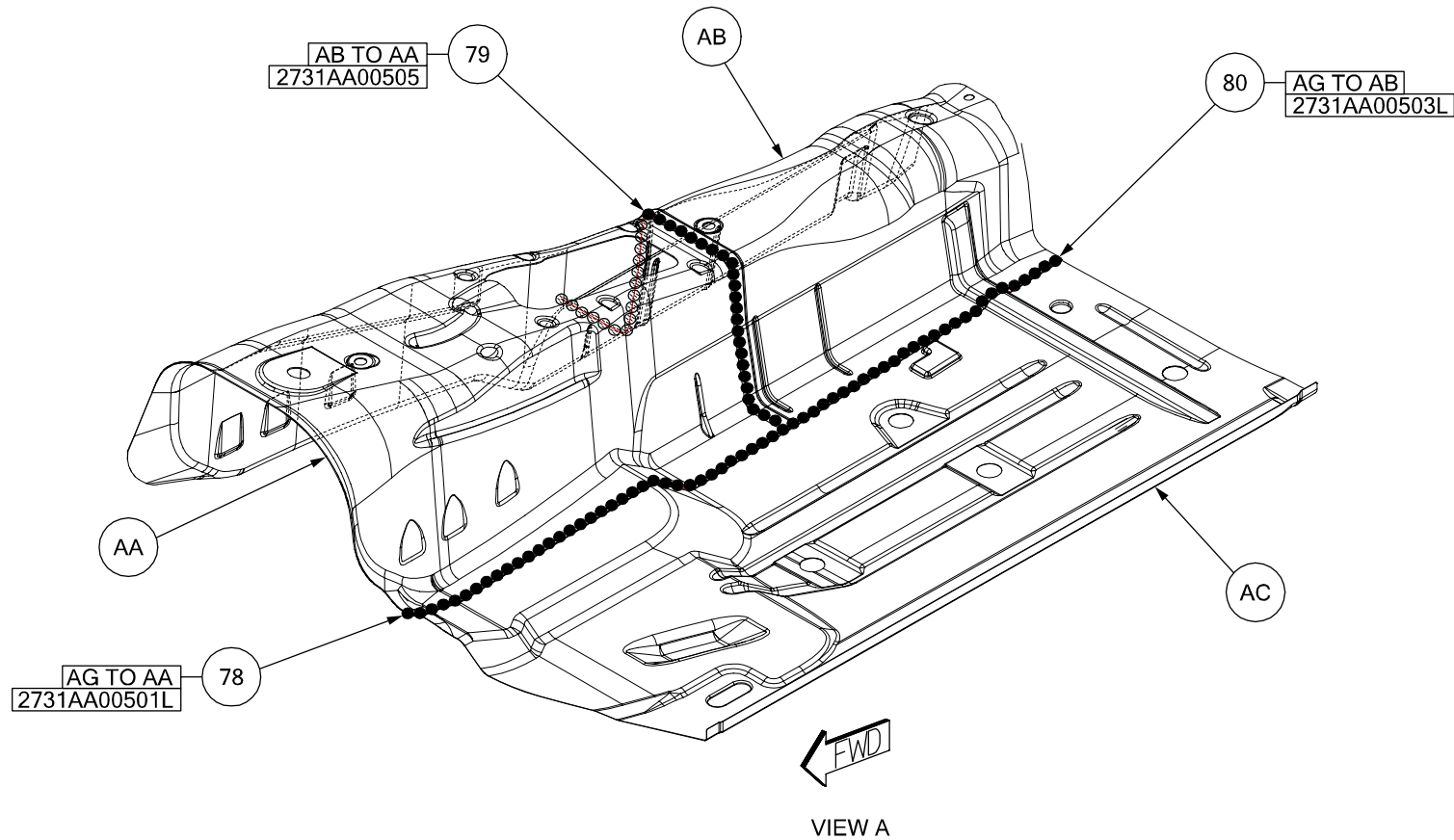
[Back to Index](#)

- 75 AG TO AA 1R STRU ADH (ORD)
- 76 AG TO AB 1R STRU ADH (ORD)
- 77 AC TO AA 1 STRU ADH (ORD)



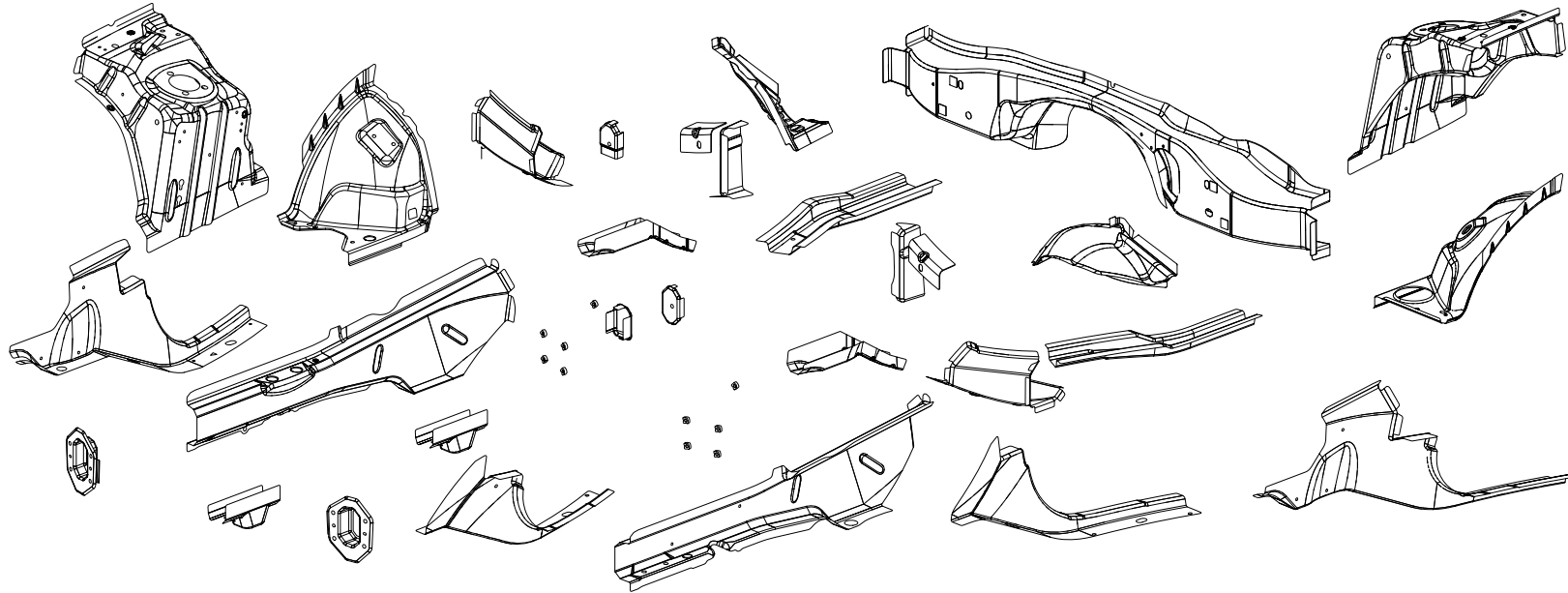
[Back to Index](#)

- 78 AG TO AA 1L STRU ADH (ORD)
- 79 AB TO AA 1 STRU ADH (ORD)
- 80 AG TO AB 1L STRU ADH (ORD)



[Back to Index](#)

## DODGE CHALLENGER FRONT LADDER, RAILS AND WHEELHOUSE SECTION



AA PANEL – FRT SIDE RAIL INR RT –  
 AA PANEL – FRT SIDE RAIL INR LT –  
 AB 04780866/7AC – PANEL – RAIL FRONT  
 COVER RT/LT  
 AC REINF – FRT SIDE RAIL BUMPER  
 MOUNTING RT –  
 AC REINF – FRT SIDE RAIL BUMPER  
 MOUNTING LT –  
 AD 04805874/5AA – BRACKET – FRT BUMPER  
 MOUNTING RT/LT  
 AE NUT/WELD.SQ – SQUARE – FRT SIDE RAIL  
 ASSY RT  
 AE NUT/WELD.SQ – SQUARE – FRT SIDE RAIL  
 ASSY LT  
 AF PANEL – FRT WHEELHOUSE FRT RT –  
 AF PANEL – FRT WHEELHOUSE FRT LT –  
 AG PANEL – SHOCK TOWER MOUNTING FRT  
 RT –

AG PANEL – SHOCK TOWER MOUNTING FRT  
 LT –  
 AH PANEL – FRT WHEELHOUSE RR RT –  
 AH PANEL – FRT WHEELHOUSE RR LT –  
 AJ PANEL – EXTENSION FRT RAIL OTR RT –  
 AJ PANEL – EXTENSION FRT RAIL OTR LT –  
 AK EXTENSION – RAIL TO SILL RT – FRONT  
 AK EXTENSION – RAIL TO SILL LT – FRONT  
 AL PANEL – EXTENSION FRT RAIL INR RT –  
 AL PANEL – EXTENSION FRT RAIL INR LT –  
 AM BRACKET – ENGINE CRADLE MOUNTING  
 UPR RR RT –  
 AM BRACKET – ENGINE CRADLE MOUNTING  
 UPR RR LT –  
 AN DOUBLER – FRT SIDE RAIL RT – RAIL  
 EXTENSION  
 AN DOUBLER – FRT SIDE RAIL LT – RAIL  
 EXTENSION

AP PANEL – TOEBOARD CROSSMEMBER –  
 AR REINF – TOEBOARD CROSSMEMBER INR  
 RT –  
 AR REINF – TOEBOARD CROSSMEMBER INR  
 LT –  
 AS REINF – TOEBOARD CROSSMEMBER INR  
 RT –  
 AS REINF – TOEBOARD CROSSMEMBER INR  
 LT –  
 AT BRACKET – ENGINE CRADLE MOUNTING  
 LWR FRT RT –  
 AT BRACKET – ENGINE CRADLE MOUNTING  
 LWR FRT LT –  
 AU REINF – RAIL FRT –  
 AV REINF – RAIL FRT –  
 AW REINF – RAIL FRT –

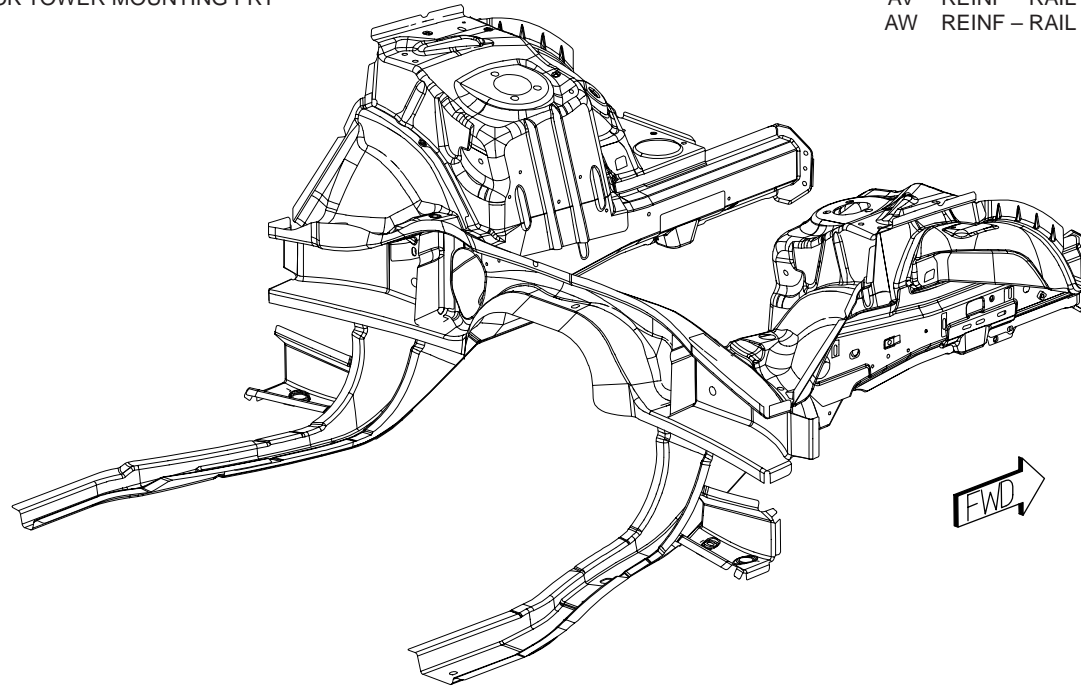
[Back to Index](#)

## PARTS IDENTIFICATION LEGEND, OVERVIEW 11

AA PANEL – FRT SIDE RAIL INR RT –  
AA PANEL – FRT SIDE RAIL INR LT –  
AB 04780866/7AC – PANEL – RAIL FRONT  
COVER RT/LT  
AC REINF – FRT SIDE RAIL BUMPER  
MOUNTING RT –  
AC REINF – FRT SIDE RAIL BUMPER  
MOUNTING LT –  
AD 04805874/5AA – BRACKET – FRT BUMPER  
MOUNTING RT/LT  
AE NUT/WELD.SQ – SQUARE – FRT SIDE RAIL  
ASSY RT  
AE NUT/WELD.SQ – SQUARE – FRT SIDE RAIL  
ASSY LT  
AF PANEL – FRT WHEELHOUSE FRT RT –  
AF PANEL – FRT WHEELHOUSE FRT LT –  
AG PANEL – SHOCK TOWER MOUNTING FRT  
RT –

AG PANEL – SHOCK TOWER MOUNTING FRT  
LT –  
AH PANEL – FRT WHEELHOUSE RR RT –  
AH PANEL – FRT WHEELHOUSE RR LT –  
AJ PANEL – EXTENSION FRT RAIL OTR RT –  
AJ PANEL – EXTENSION FRT RAIL OTR LT –  
AK EXTENSION – RAIL TO SILL RT – FRONT  
AK EXTENSION – RAIL TO SILL LT – FRONT  
AL PANEL – EXTENSION FRT RAIL INR RT –  
AL PANEL – EXTENSION FRT RAIL INR LT –  
AM BRACKET – ENGINE CRADLE MOUNTING  
UPR RR RT –  
AM BRACKET – ENGINE CRADLE MOUNTING  
UPR RR LT –  
AN DOUBLER – FRT SIDE RAIL RT – RAIL  
EXTENSION

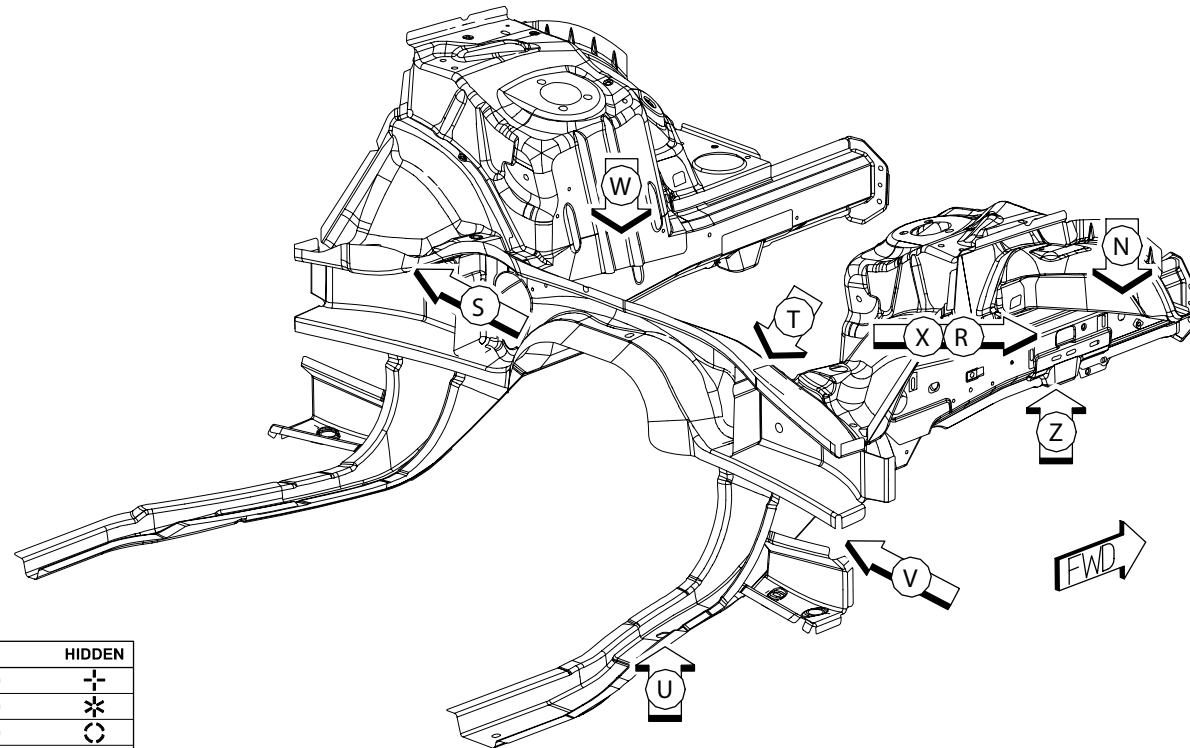
AN DOUBLER – FRT SIDE RAIL LT – RAIL  
EXTENSION  
AP PANEL – TOEBOARD CROSSMEMBER –  
AR REINF – TOEBOARD CROSSMEMBER INR  
RT –  
AR REINF – TOEBOARD CROSSMEMBER INR  
LT –  
AS REINF – TOEBOARD CROSSMEMBER INR  
RT –  
AS REINF – TOEBOARD CROSSMEMBER INR  
LT –  
AT BRACKET – ENGINE CRADLE MOUNTING  
LWR FRT RT –  
AT BRACKET – ENGINE CRADLE MOUNTING  
LWR FRT LT –  
AU REINF – RAIL FRT –  
AV REINF – RAIL FRT –  
AW REINF – RAIL FRT –



[Back to Index](#)



## WELD LAYOUT LOCATION GUIDE

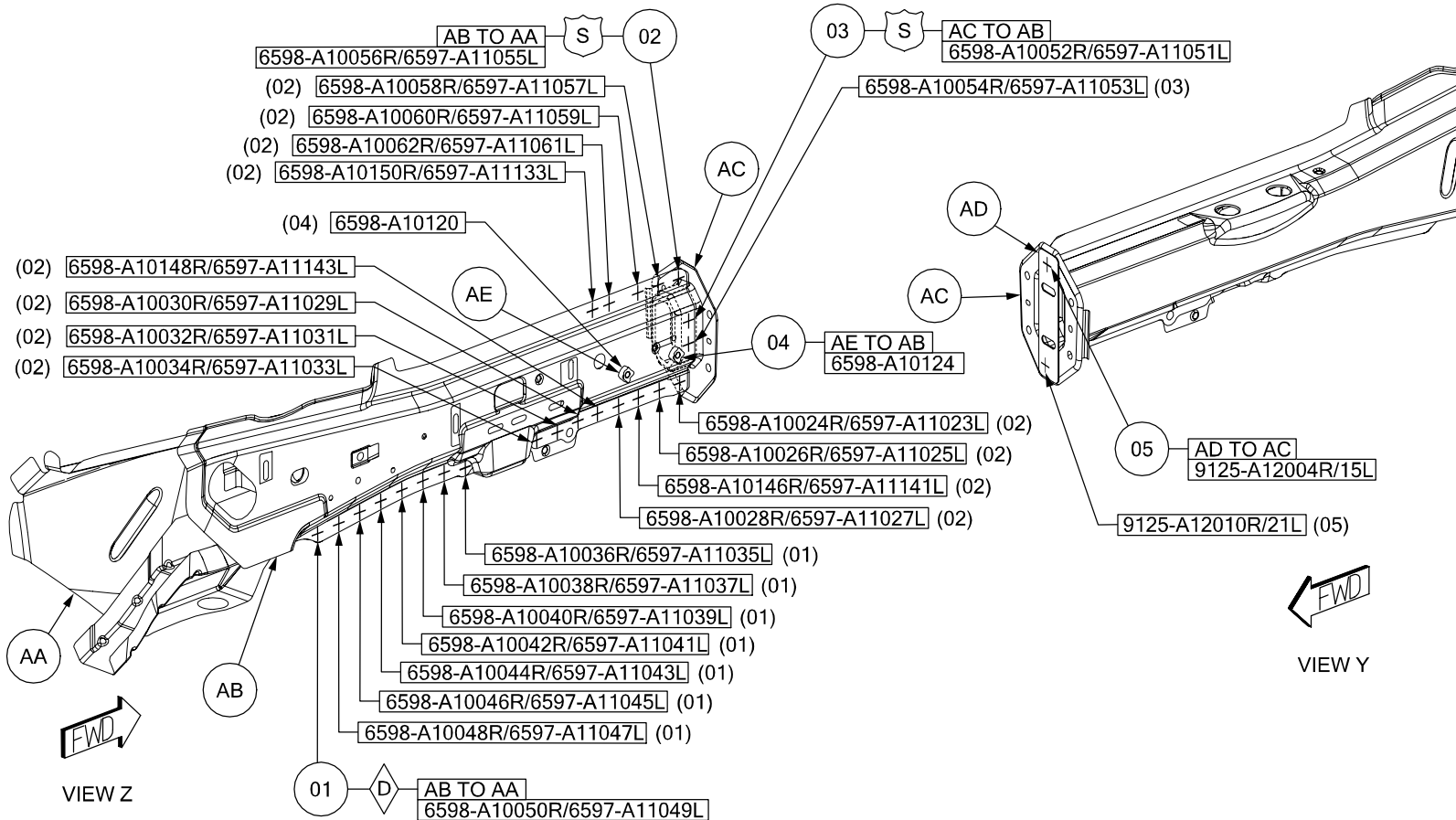


VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	+
*	3T SPOT WELD	*
○	4T SPOT WELD	○
●	ADHESIVE BEAD / GUM DROP	◎
V	FCAW / MIG BRZ	/

[Back to Index](#)

- 01 AB TO AA 8/SD S/WELDS (CRT)
- 02 AB TO AA 13/SD S/WELDS (SAF)
- 03 AC TO AB 2/SD S/WELDS (SAF)

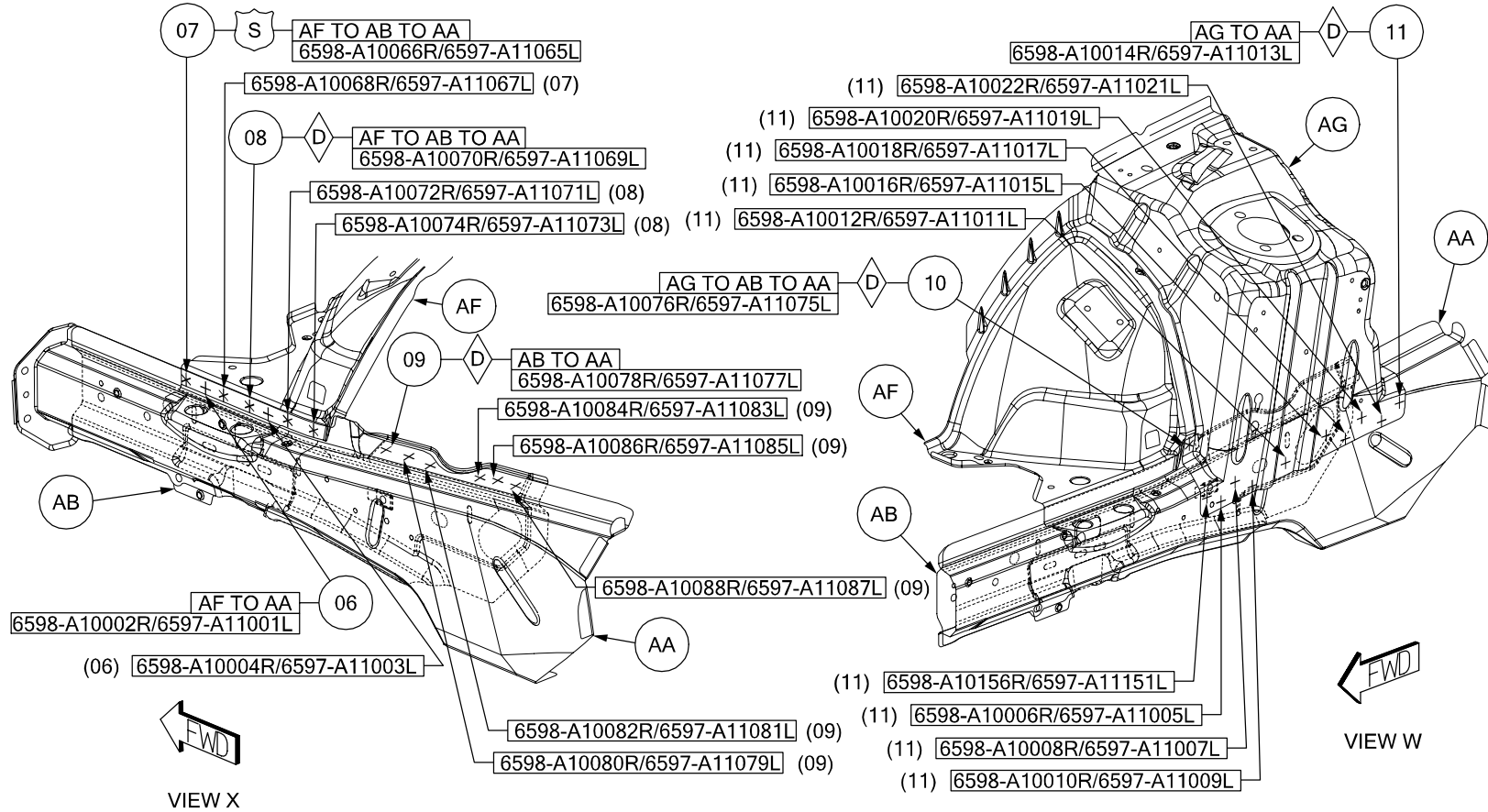
- 04 AE TO AB 2 PROJ WELDS (ORD)
- 05 AD TO AC 2/SD S/WELDS (ORD)



[Back to Index](#)

06 AF TO AA 2/SD S/WELDS (ORD)  
 07 AF TO AB TO AA 2/SD S/WELDS (SAF)  
 08 AF TO AB TO AA 3/SD S/WELDS (CRT)

09 AB TO AA 6/SD S/WELDS (CRT)  
 10 AG TO AB TO AA 1/SD S/WELD (CRT)  
 11 AG TO AA 10/SD S/WELDS (CRT)

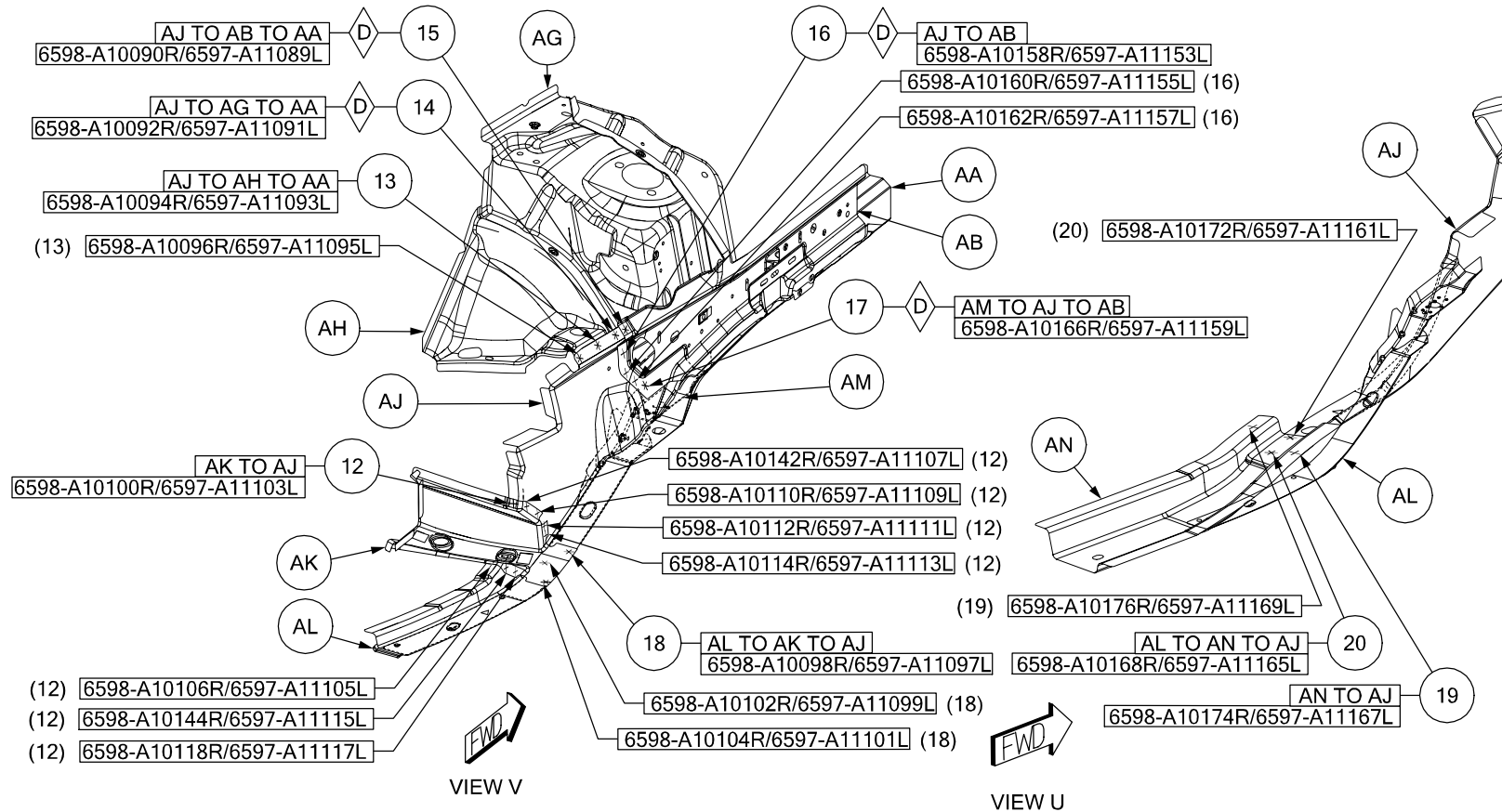


Back to Index

- 12 AK TO AJ 8/SD S/WELDS (ORD)  
 13 AJ TO AH TO AA 2/SD S/WELDS (ORD)  
 14 AJ TO AG TO AA 1/SD S/WELD (CRT)

- 15 AJ TO AB TO AA 1/SD S/WELD (CRT)  
 16 AJ TO AB 3/SD S/WELDS (CRT)  
 17 AM TO AJ TO AB 1/SD S/WELD (CRT)

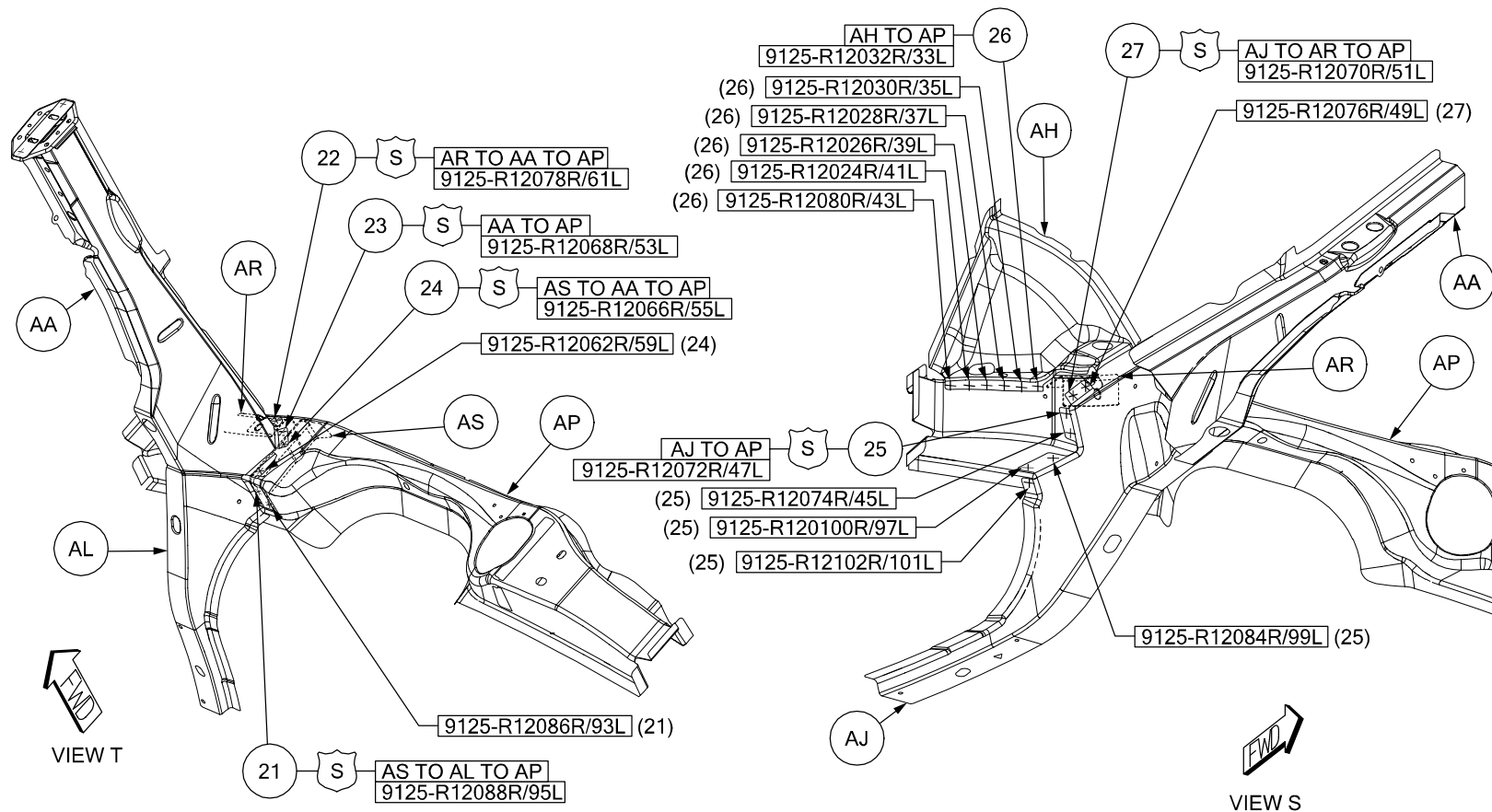
- 18 AL TO AK TO AJ 3/SD S/WELDS (ORD)  
 19 AN TO AJ 2/SD S/WELDS (ORD)  
 20 AL TO AN TO AJ 2/SD S/WELDS (ORD)



[Back to Index](#)

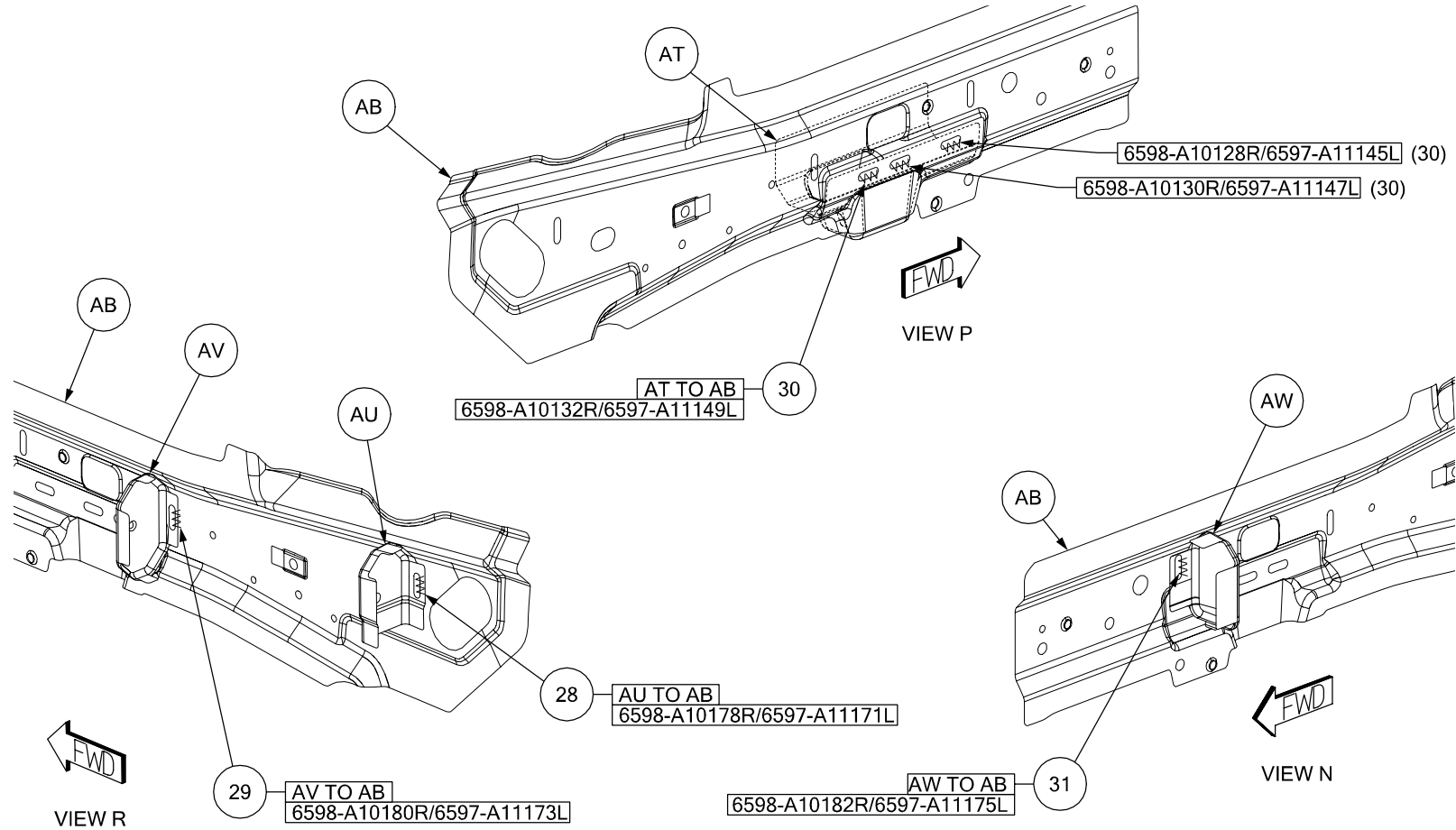
- 21 AS TO AL TO AP 2/SD S/WELDS (SAF)
- 22 AR TO AA TO AP 1/SD S/WELD (SAF)
- 23 AA TO AP 1/SD S/WELD (SAF)
- 24 AS TO AA TO AP 2/SD S/WELDS (SAF)

- 25 AJ TO AP 5/SD S/WELDS (SAF)
- 26 AH TO AP 6/SD S/WELDS (ORD)
- 27 AJ TO AR TO AP 2/SD S/WELDS (SAF)



[Back to Index](#)

- 28 AU TO AB 1/SD FCAW (ORD)
- 29 AV TO AB 1/SD FCAW (ORD)
- 30 AT TO AB 3/SD FCAW (ORD)
- 31 AW TO AB 1/SD FCAW (ORD)



[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.

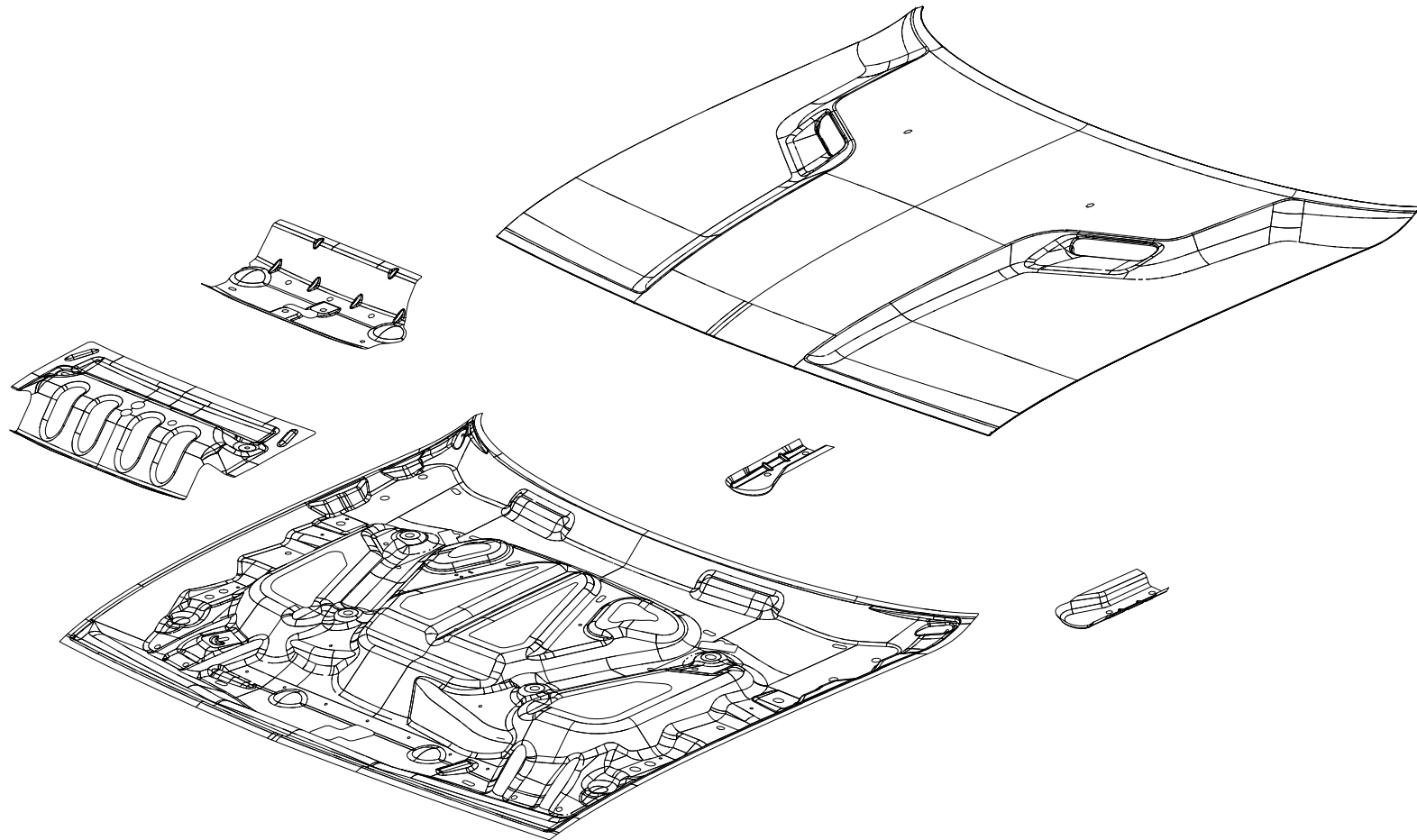
Cars that were repaired were not repaired correctly. Everybody was in a **quandary** - auto manufacturer - insurance company - repair equipment people - body shops - and repair technicians.

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 Chrysler LLC 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](#)

## DODGE CHALLENGER HOOD SECTION



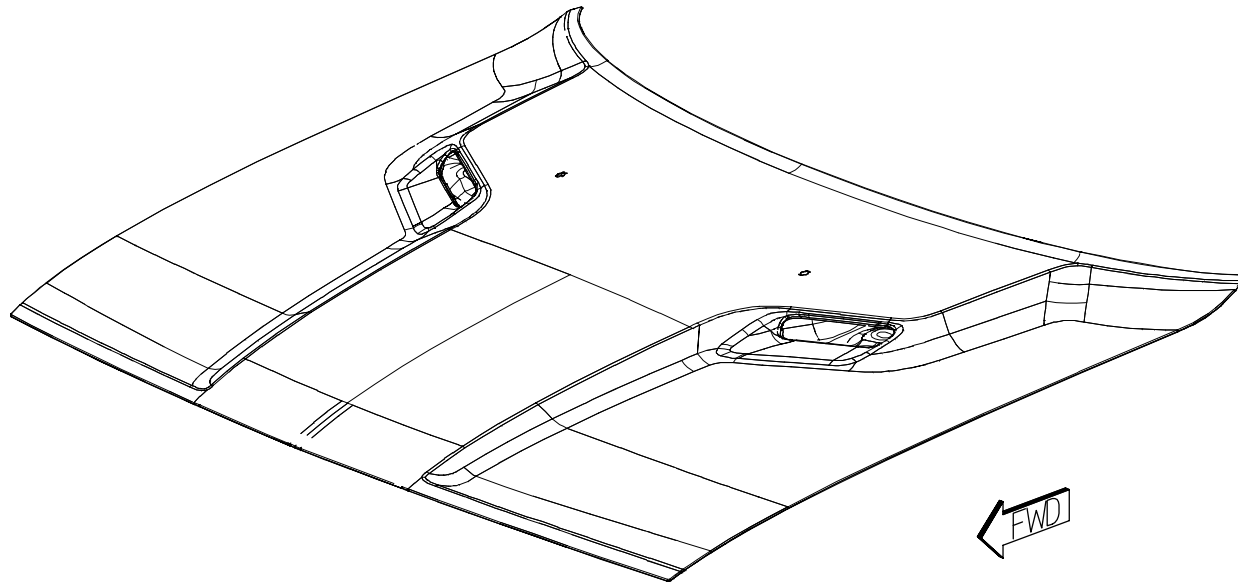
- AA PANEL – HOOD INR –
- AB TAPPING PLATE – HOOD INR PANEL HINGE RT –
- AC REINF – HOOD INR PANEL STRIKER –
- AD REINF – HOOD INR PANEL SLAM –
- AE PANEL – HOOD OTR –

[Back to Index](#)



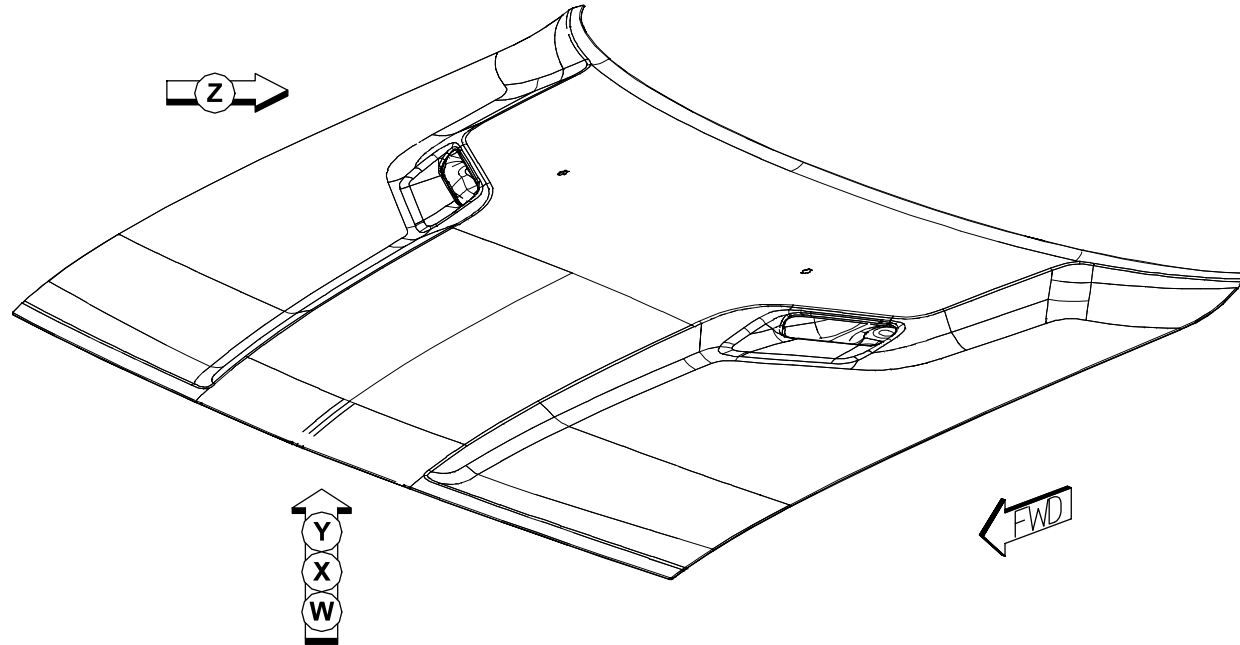
## PARTS IDENTIFICATION LEGEND, OVERVIEW 23

AA PANEL – HOOD INR –  
AB TAPPING PLATE – HOOD INR PANEL HINGE RT –  
AC REINF – HOOD INR PANEL STRIKER –  
AD REINF – HOOD INR PANEL SLAM –  
AE PANEL – HOOD OTR –



[Back to Index](#)

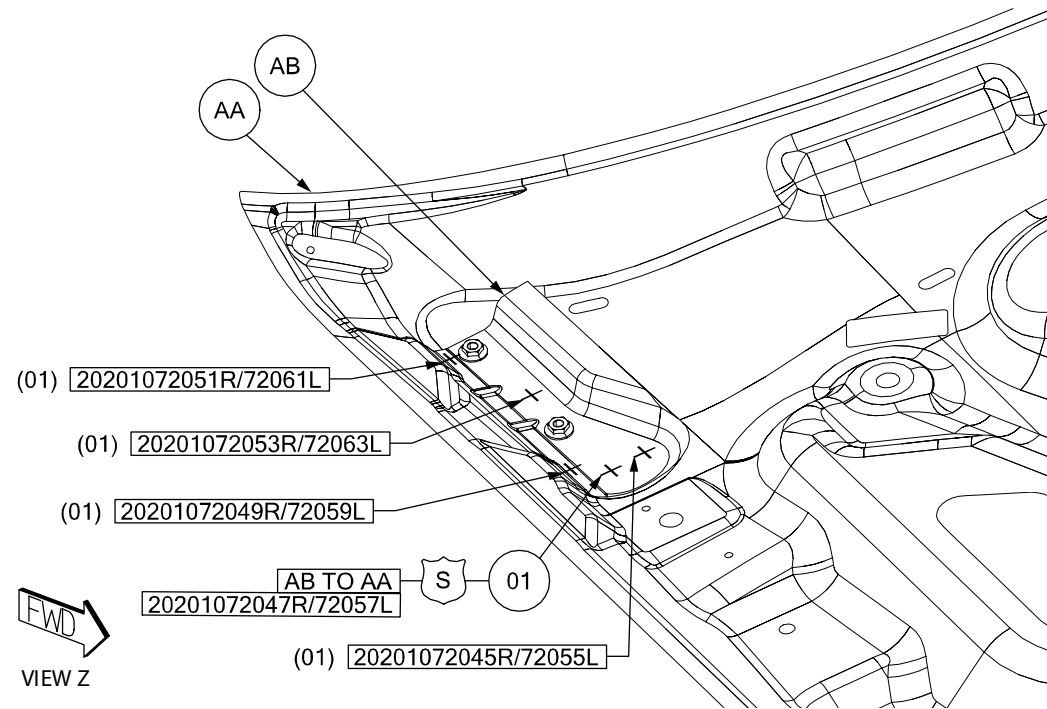
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⊗
V	FCAW / MIG BRZ	/

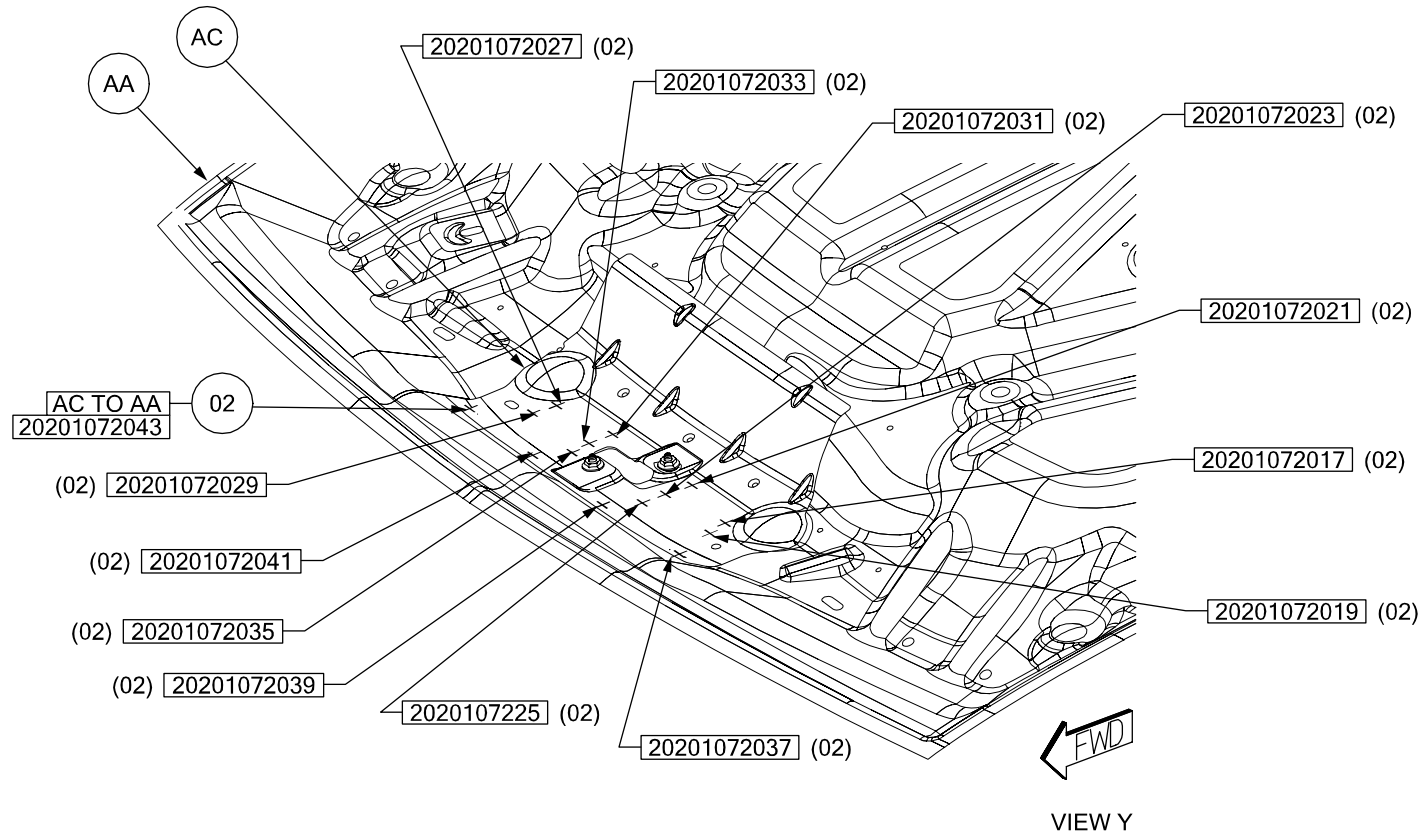
[Back to Index](#)

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



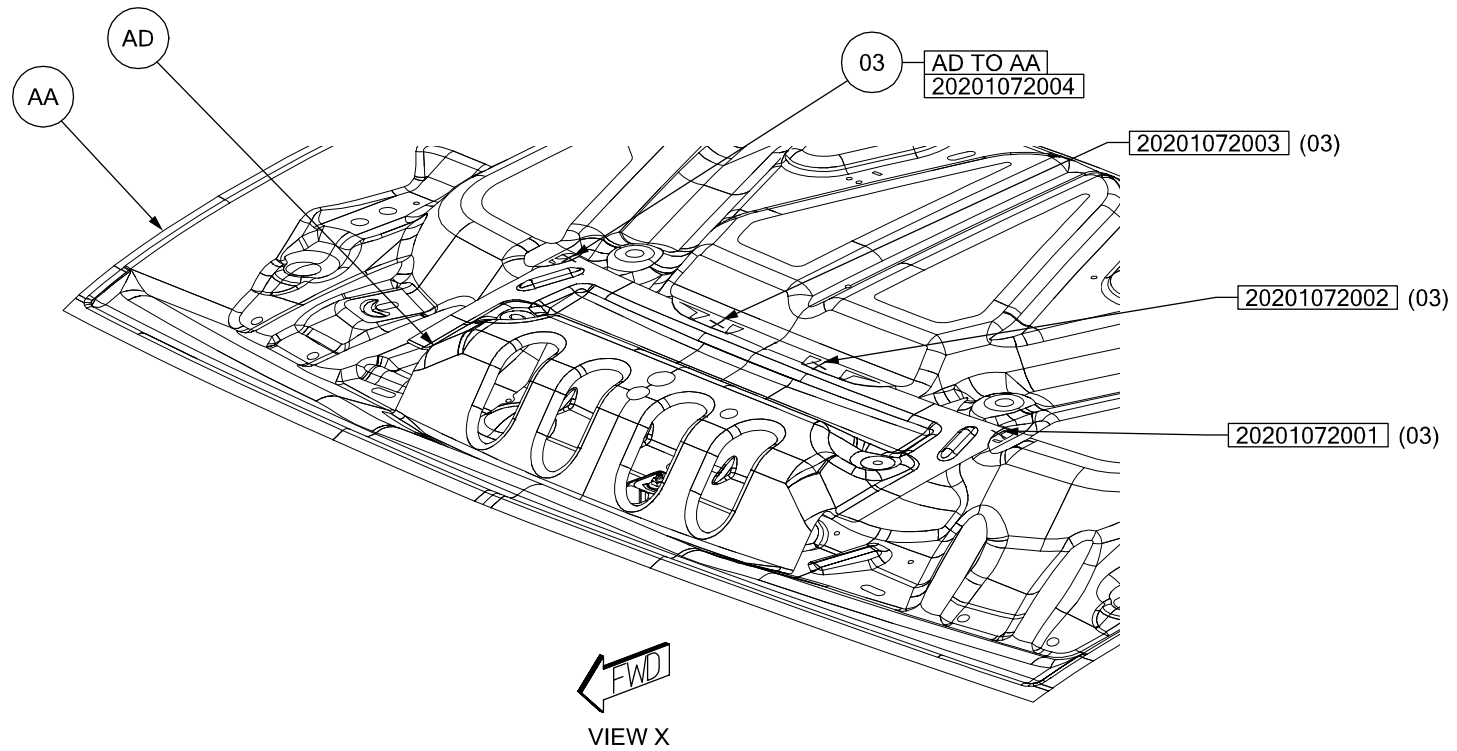
[Back to Index](#)

02 AC TO AA 14 S/WELDS (ORD)



[Back to Index](#)

03 AD TO AA 4 S/WELDS (ORD)

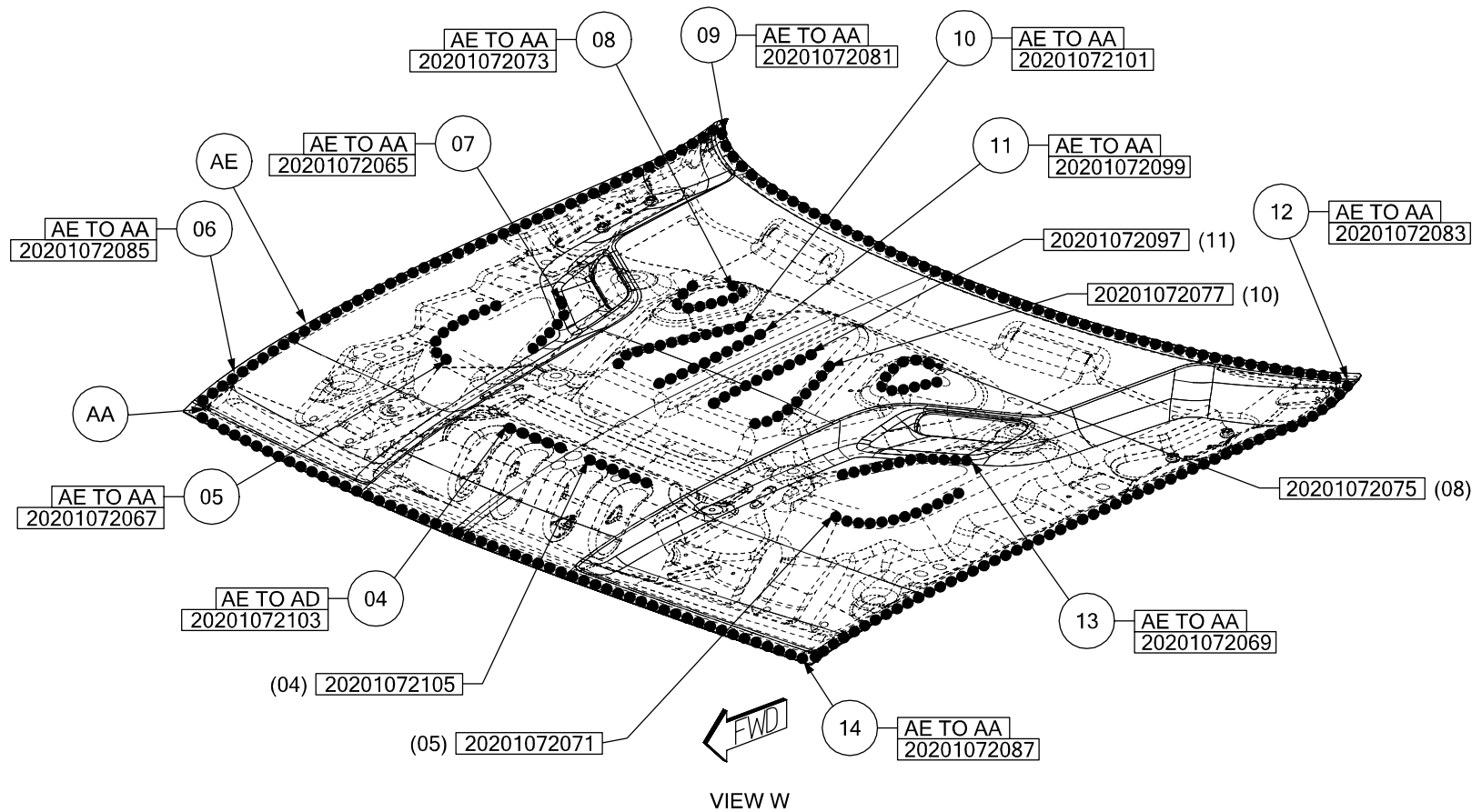


[Back to Index](#)

04 AE TO AC 2 STRUC ADH  
05 AE TO AA 2 STRUC ADH  
06 AE TO AA 1 STRUC ADH  
07 AE TO AA 1 STRUC ADH

08 AE TO AA 2 STRUC ADH  
09 AE TO AA 1 STRUC ADH  
10 AE TO AA 2 STRUC ADH  
11 AE TO AA 2 STRUC ADH

12 AE TO AA 1 STRUC ADH  
13 AE TO AA 1 STRUC ADH  
14 AE TO AA 1 STRUC ADH



[Back to Index](#)

# INTRODUCTION

## Dodge Challenger



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

This manual shows:

- Typical 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 . . . . .	
Standardized Steel Identification . . . . .	
History of Collision Repair . . . . .	
Corrosion Protection. . . . .	
Vehicle Identification Number Information . . . . .	
Paint Codes Information. . . . .	
Welded Panel Replacement. . . . .	
Sealer Locations. . . . .	
Structural Adhesive Locations . . . . .	
Sound Deadener Locations . . . . .	
Frame/Body Dimensions . . . . .	
Frame Rail Sectioning Procedure . . . . .	
Manufacturer Advertisements. . . . .	

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



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- **CHRYSLER LLC NON-STRUCTURAL SHEET METAL REPAIR MANUAL**
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- **PPG HIGH PERFORMANCE COATINGS**
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- **TEAM PSE FACILITY PLANNING SERVICES, CHRYSLER LLC**
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[Back to Index](#)





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by calling 1-800-890-4038**

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- Chrysler Pacifica (81-316-0530CD)
- Chrysler PT Convertible (81-316-0531CD)
- Chrysler Sebring/Dodge Avenger (81-316-0743CD)
- Chrysler Sebring Convertible (81-316-0849CD)
- Chrysler Town and Country/Dodge Grand Caravan (RT) (81-316-0851CD)
- Dodge Caliber (81-316-0737CD)
- Dodge Dakota (81-316-0634CD)
- Dodge Durango (81-316-0430CD)
- Dodge Nitro (81-316-0741CD)
- Dodge Ram (81-316-0739CD)
- Dodge Sprinter Van (VA) (81-316-0533CD)
- Jeep Commander (81-316-0636CD)
- Jeep Compass (81-316-0738CD)
- Jeep Grand Cherokee (81-316-0635CD)
- Jeep Liberty (81-316-0852CD)
- Jeep Patriot (81-316-0740CD)
- Jeep Wrangler (81-316-0742CD)

[Back to Index](#)



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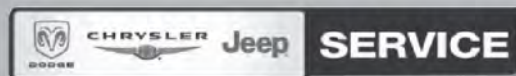
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Sikkens – people best at enabling bodyshop profitability.



[Back to Index](#)



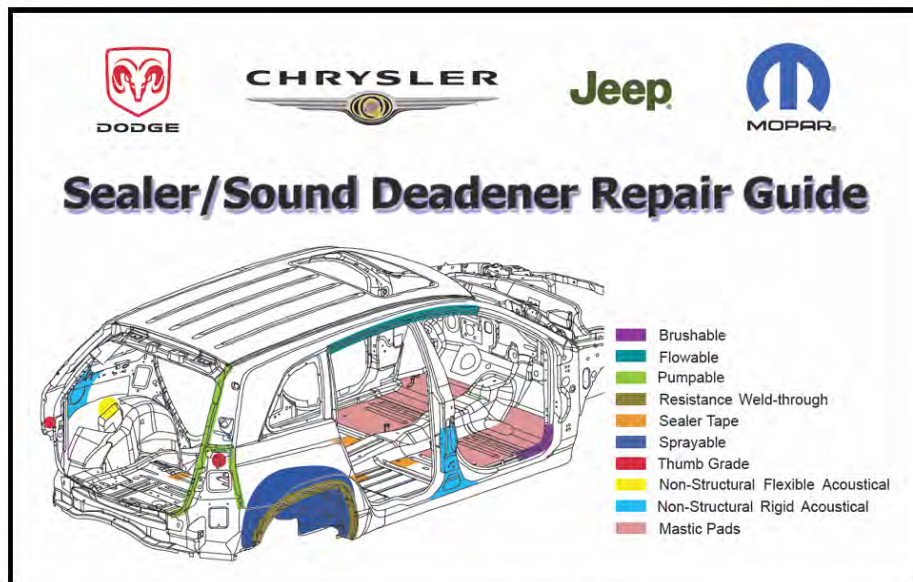
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Publication # 81-316-0610

[Back to Index](#)



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Publication # 81-316-0507

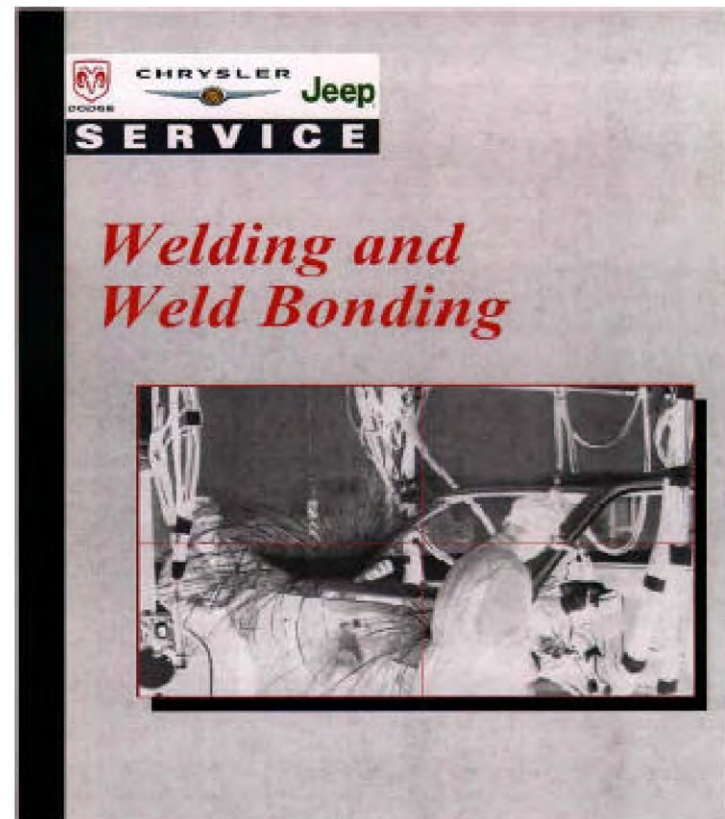
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[Back to Index](#)





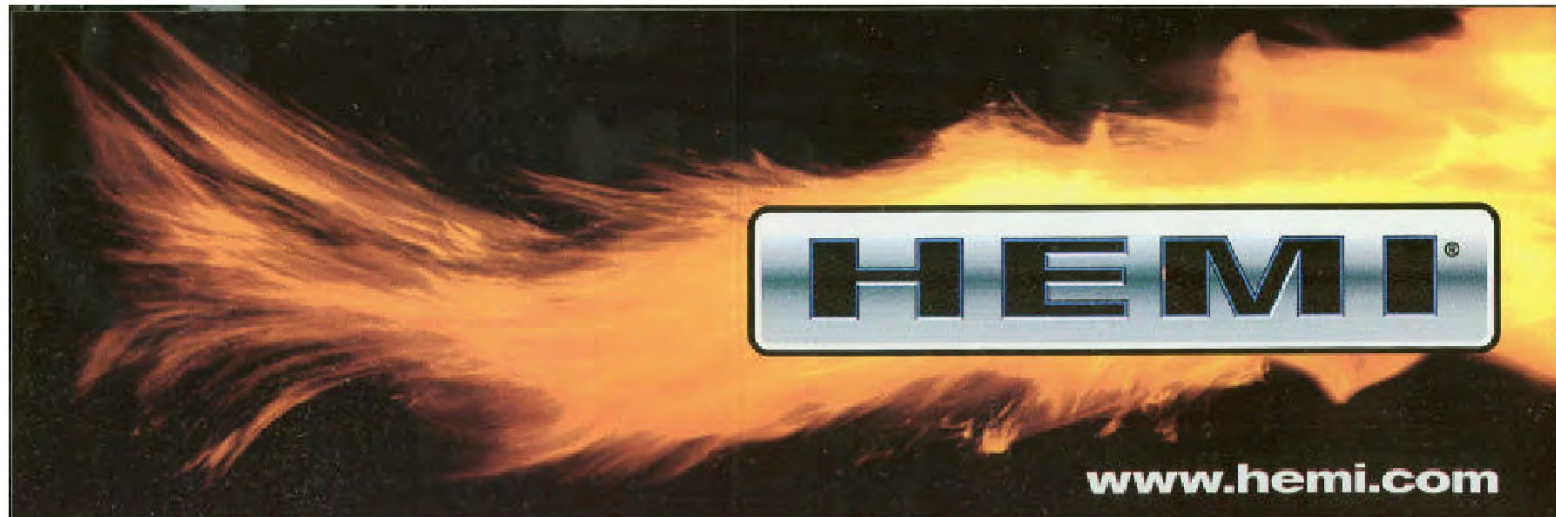
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[Back to Index](#)



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[Back to Index](#)



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[Back to Index](#)



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[Back to Index](#)





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**Back to Index**



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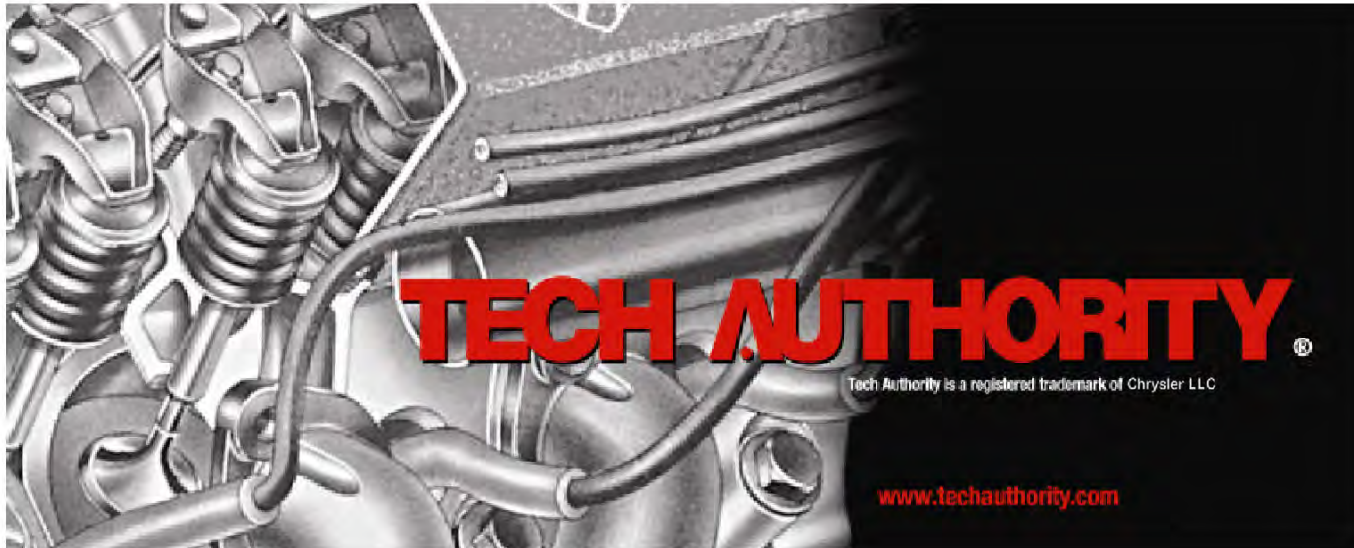


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Back to Index





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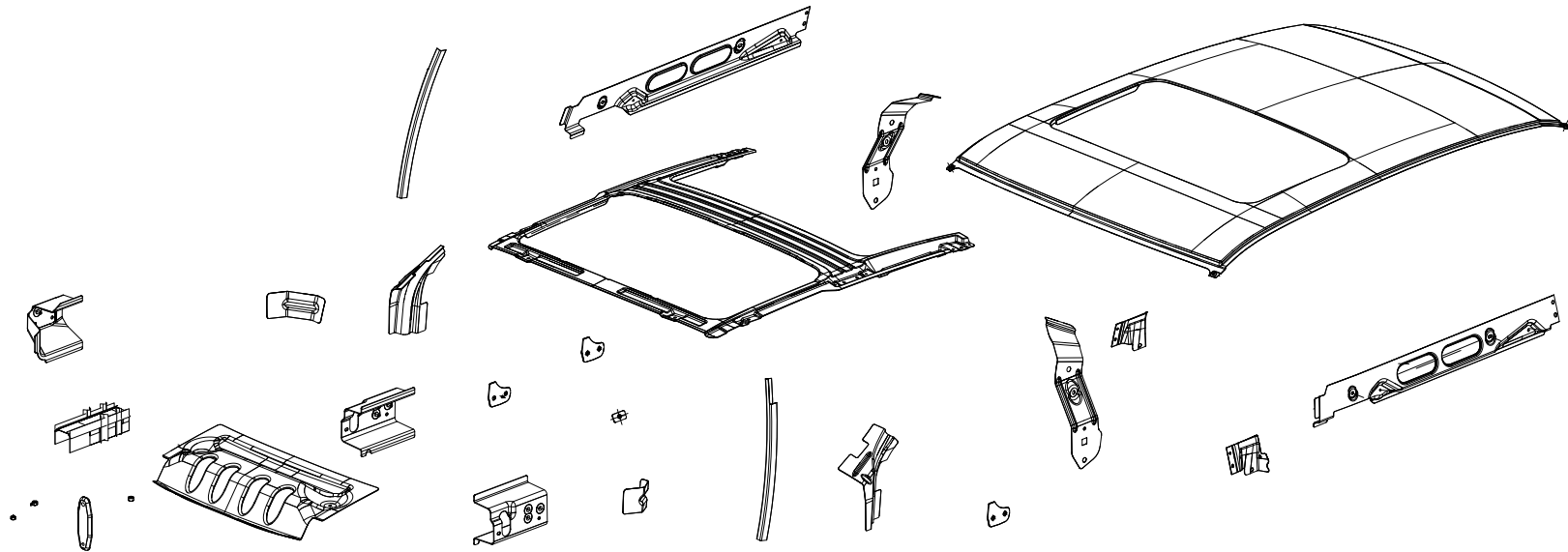
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**Back to Index**

## DODGE CHALLENGER MISCELLANEOUS BODY SECTION



AA REINF – SUNROOF –  
 AB NUT/WELD.HEX – HEX.DRIVE.SPECIAL  
 – PROJECTION WELD NUT  
 AC PANEL – ROOF PANEL W/SUNROOF  
 OPENING –  
 AD HEADER ASSY – WINDSHIELD OPENING –  
 AE HEADER – WINDSHIELD OPENING –  
 AF NUT/WELD.HEX – NO.FIN – FENDER  
 BRACKET TO B/S REINF LT  
 AG TUBE – A-PILLAR RT –  
 AG TUBE – A-PILLAR LT –  
 AH BRACKET – A-PILLAR LWR RT –  
 AH BRACKET – A-PILLAR LWR LT –  
 AJ REINF – RR BELT RETRACTOR RT –  
 AJ REINF – RR BELT RETRACTO R LT –  
 AK NUT/PLATE.EXTRUDED – SPECIAL.PF-  
 SAFETY – RR RETRACTOR TO BODY SIDE  
 INR RT

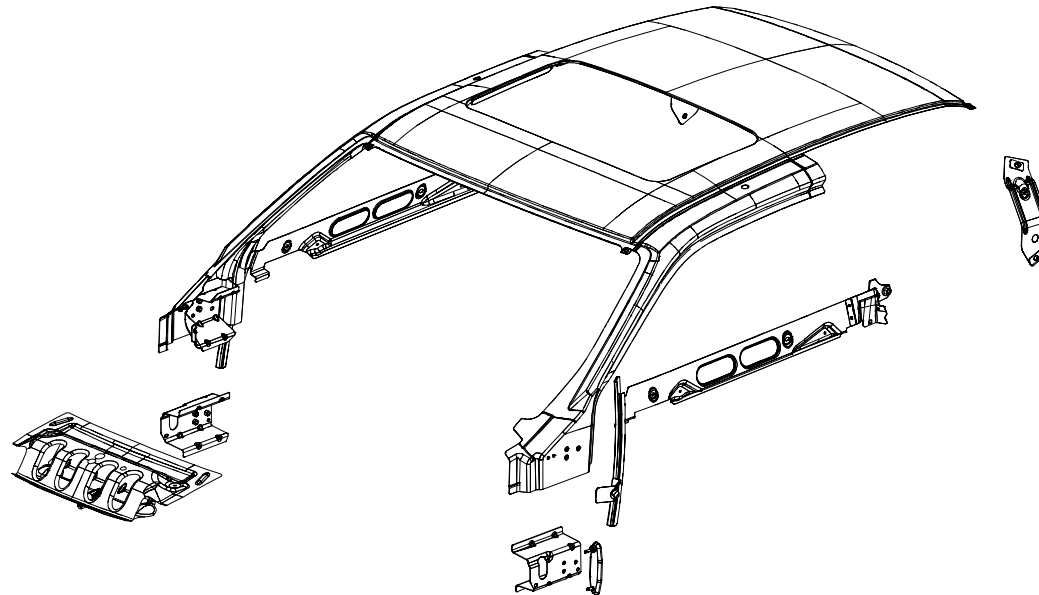
AK SAFETY – RR RETRACTOR TO BODY SIDE  
 INR RT  
 AL CHANNEL – FRT DOOR GLASS RUN RT –  
 AL CHANNEL – FRT DOOR GLASS RUN LT –  
 AM BRACKET – GLASS CHANNEL MOUNTING  
 FRT RT –  
 AM BRACKET – GLASS CHANNEL MOUNTING  
 FRT LT –  
 AN REINF – FRT DOOR BELT INR FRT RT –  
 AN REINF – FRT DOOR BELT INR FRT LT –  
 AP REINF – FRT DOOR BELT INR RR RT –  
 AP REINF – FRT DOOR BELT INR RR LT –  
 AR NUT/WELD.HEX.FLG – FREE.PILOT.  
 PT.SPECIAL – SEAT BELT TO BODY SIDE  
 INR RT  
 AR NUT/WELD.HEX.FLG – FREE.PILOT.  
 PT.SPECIAL – SEAT BELT TO BODY SIDE  
 INR LT

AS REINF – FRT SEAT BELT RT –  
 AS REINF – FRT SEAT BELT LT –  
 AT REINF – DOOR HINGE UPR RT –  
 AT REINF – DOOR HINGE UPR LT –  
 AU STUD PLATE – DOOR HINGE MTG STUD –  
 AV NUT/WELD.HEX – NO.FIN – DOOR HINGE  
 TO BODY SIDE INR RT  
 AV NUT/WELD.HEX – NO.FIN – DOOR HINGE  
 TO BODY SIDE INR LT  
 AW REINF – A-PILLAR UPR RT –  
 AW REINF – A-PILLAR UPR LT –  
 AX REINF – DOOR HINGE LWR RT –  
 AX REINF – DOOR HINGE LWR LT –  
 AY REINF – HOOD INR PANEL SLAM –  
 AZ REINF – HOOD INR PANEL STRIKER –  
 BA STUD.SHL.WELD/INT – MAT.PT.PIA.  
 SPECIAL.SHOULDER – DOOR HINGE TO  
 DOOR  
 BB 06508908AA

[Back to Index](#)

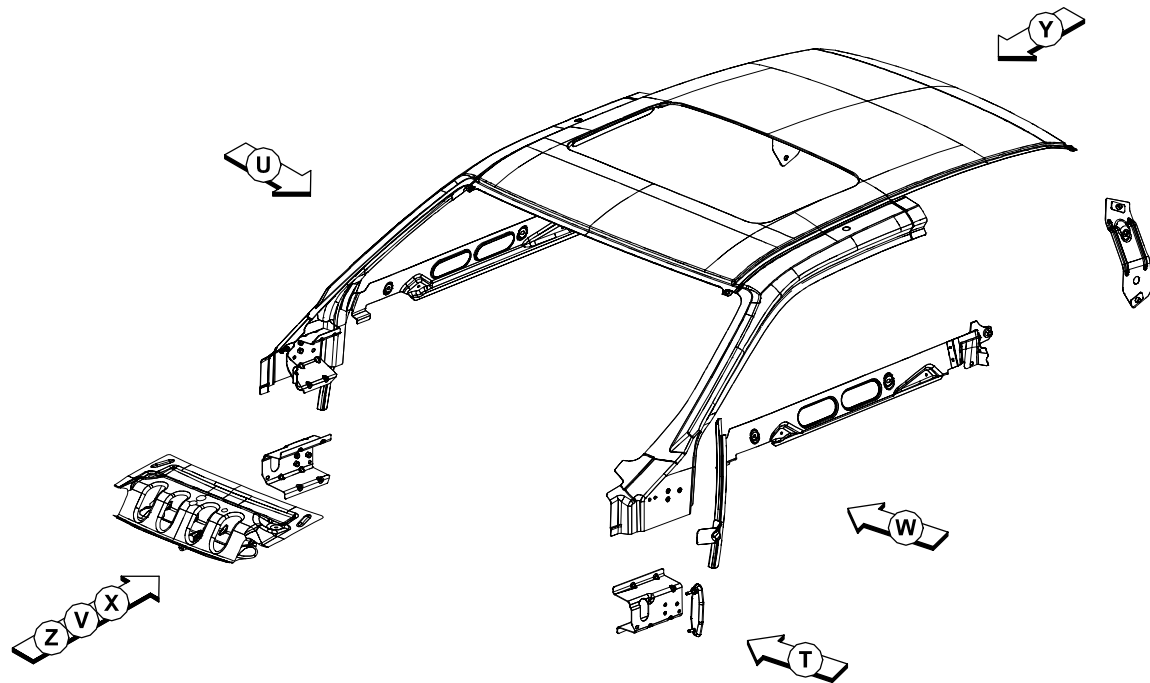
## PARTS IDENTIFICATION LEGEND, OVERVIEW 6

AA	REINF – SUNROOF –	AK	SAFETY – RR RETRACTOR TO BODY SIDE INR RT	AS	REINF – FRT SEAT BELT RT –
AB	NUT/WELD.HEX – HEX.DRIVE.SPECIAL – PROJECTION WELD NUT	AL	CHANNEL – FRT DOOR GLASS RUN RT –	AS	REINF – FRT SEAT BELT LT –
AC	PANEL – ROOF PANEL W/SUNROOF OPENING –	AL	CHANNEL – FRT DOOR GLASS RUN LT –	AT	REINF – DOOR HINGE UPR RT –
AD	HEADER ASSY – WINDSHIELD OPENING –	AM	BRACKET – GLASS CHANNEL MOUNTING FRT RT –	AT	REINF – DOOR HINGE UPR LT –
AE	HEADER – WINDSHIELD OPENING –	AM	BRACKET – GLASS CHANNEL MOUNTING FRT LT –	AU	STUD PLATE – DOOR HINGE MTG STUD –
AF	NUT/WELD.HEX – NO.FIN – FENDER BRACKET TO B/S REINF LT	AN	REINF – FRT DOOR BELT INR FRT RT –	AV	NUT/WELD.HEX – NO.FIN – DOOR HINGE TO BODY SIDE INR RT
AG	TUBE – A-PILLAR RT –	AN	REINF – FRT DOOR BELT INR FRT LT –	AV	NUT/WELD.HEX – NO.FIN – DOOR HINGE TO BODY SIDE INR LT
AG	TUBE – A-PILLAR LT –	AP	REINF – FRT DOOR BELT INR RR RT –	AW	REINF – A-PILLAR UPR RT –
AH	BRACKET – A-PILLAR LWR RT –	AP	REINF – FRT DOOR BELT INR RR LT –	AW	REINF – A-PILLAR UPR LT –
AH	BRACKET – A-PILLAR LWR LT –	AR	NUT/WELD.HEX.FLG – FREE.PILOT. PT.SPECIAL – SEAT BELT TO BODY SIDE INR RT	AX	REINF – DOOR HINGE LWR RT –
AJ	REINF – RR BELT RETRACTOR RT –	AR	NUT/WELD.HEX.FLG – FREE.PILOT. PT.SPECIAL – SEAT BELT TO BODY SIDE INR LT	AX	REINF – DOOR HINGE LWR LT –
AJ	REINF – RR BELT RETRACTO R LT –			AY	REINF – HOOD INR PANEL SLAM –
AK	NUT/PLATE.EXTRUDED – SPECIAL.PF-SAFETY – RR RETRACTOR TO BODY SIDE INR RT			AZ	REINF – HOOD INR PANEL STRIKER –
				BA	STUD.SHL.WELD/INT – MAT.PT.PIA. SPECIAL.SHOULDER – DOOR HINGE TO DOOR
				BB	06508908AA



[Back to Index](#)

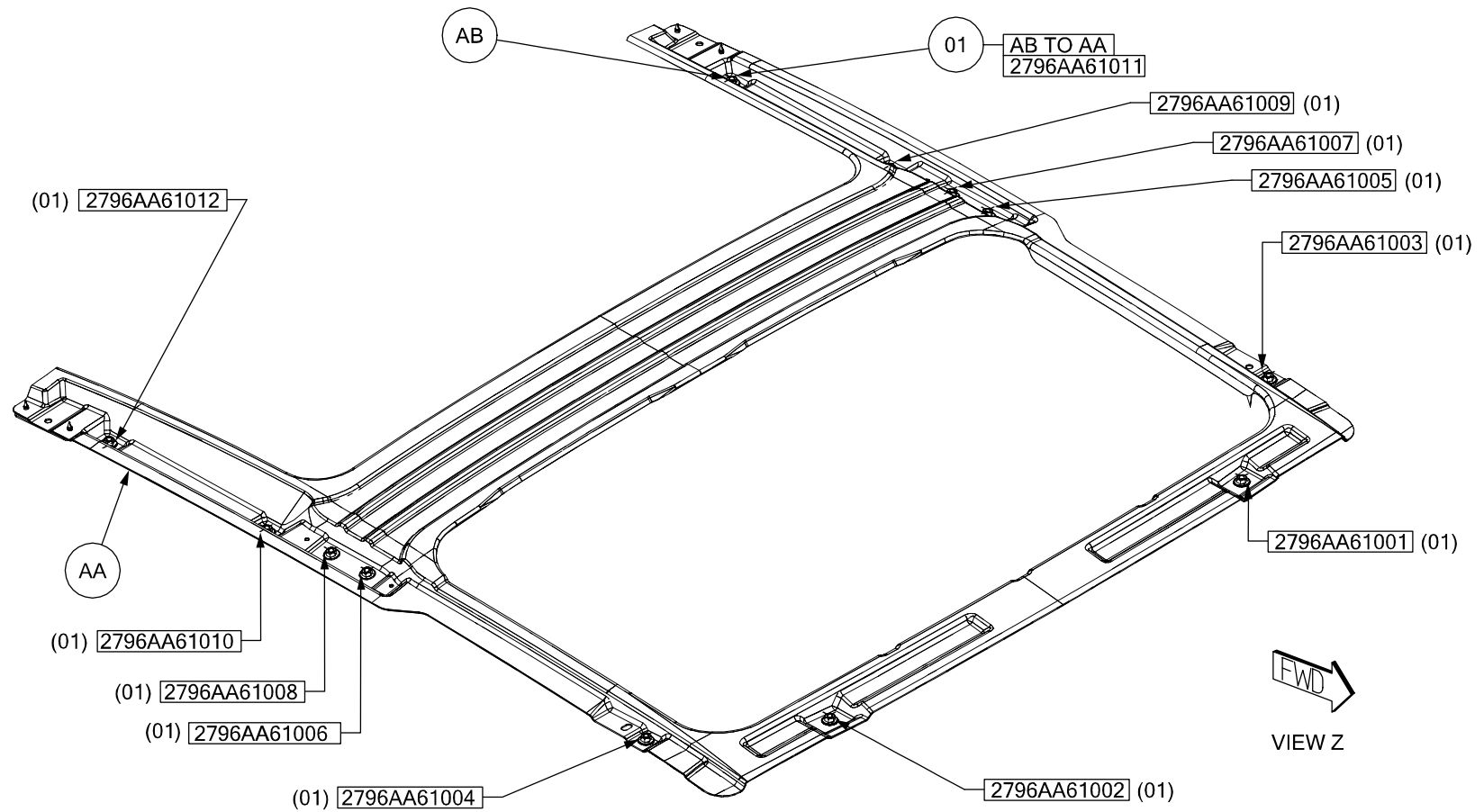
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊗
●	ADHESIVE BEAD / GUM DROP	⦿
V	FCAW / MIG BRZ	∕

[Back to Index](#)

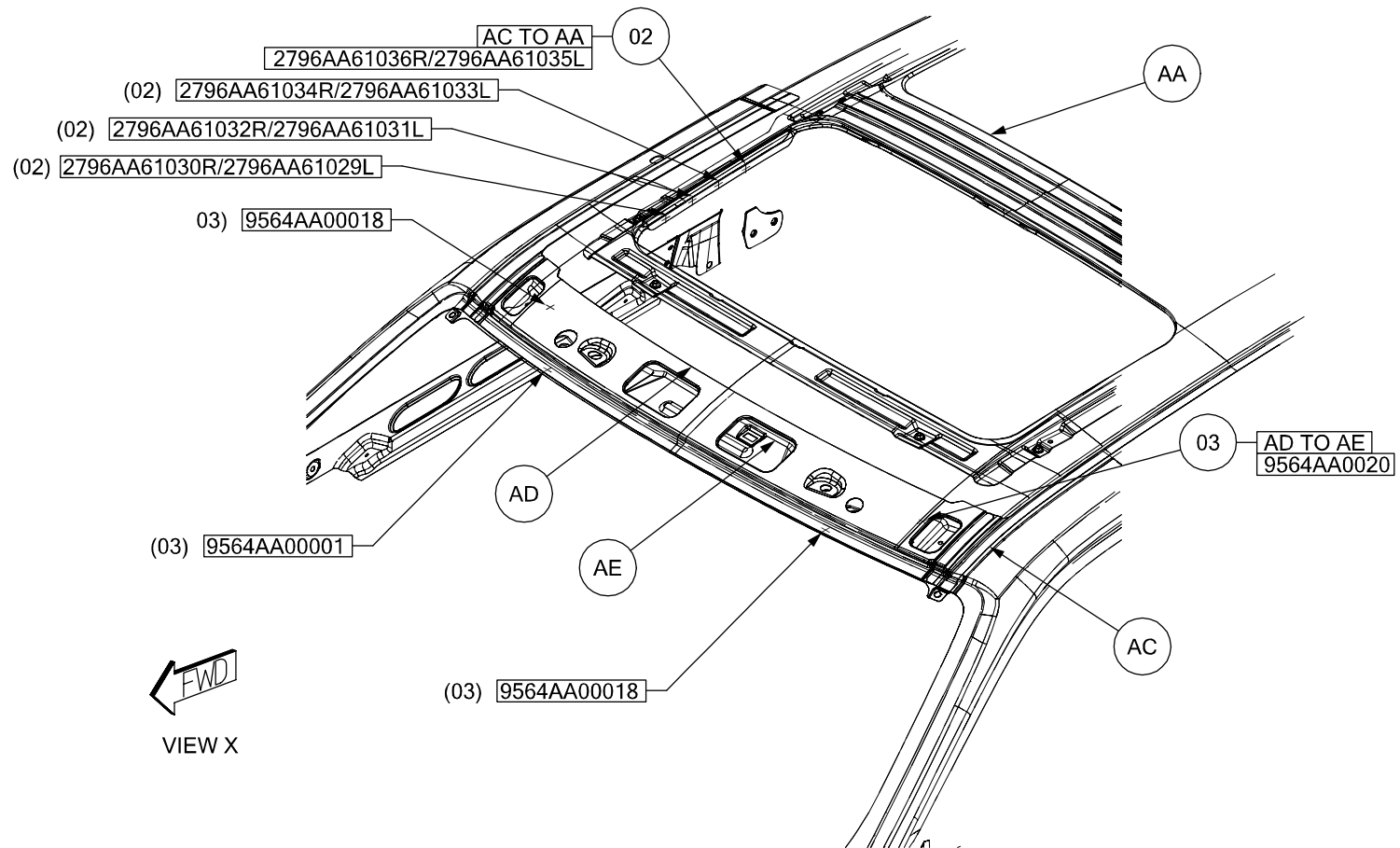
01 AB TO AA 11/SD S/WELDS (ORD)



[Back to Index](#)



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



[Back to Index](#)

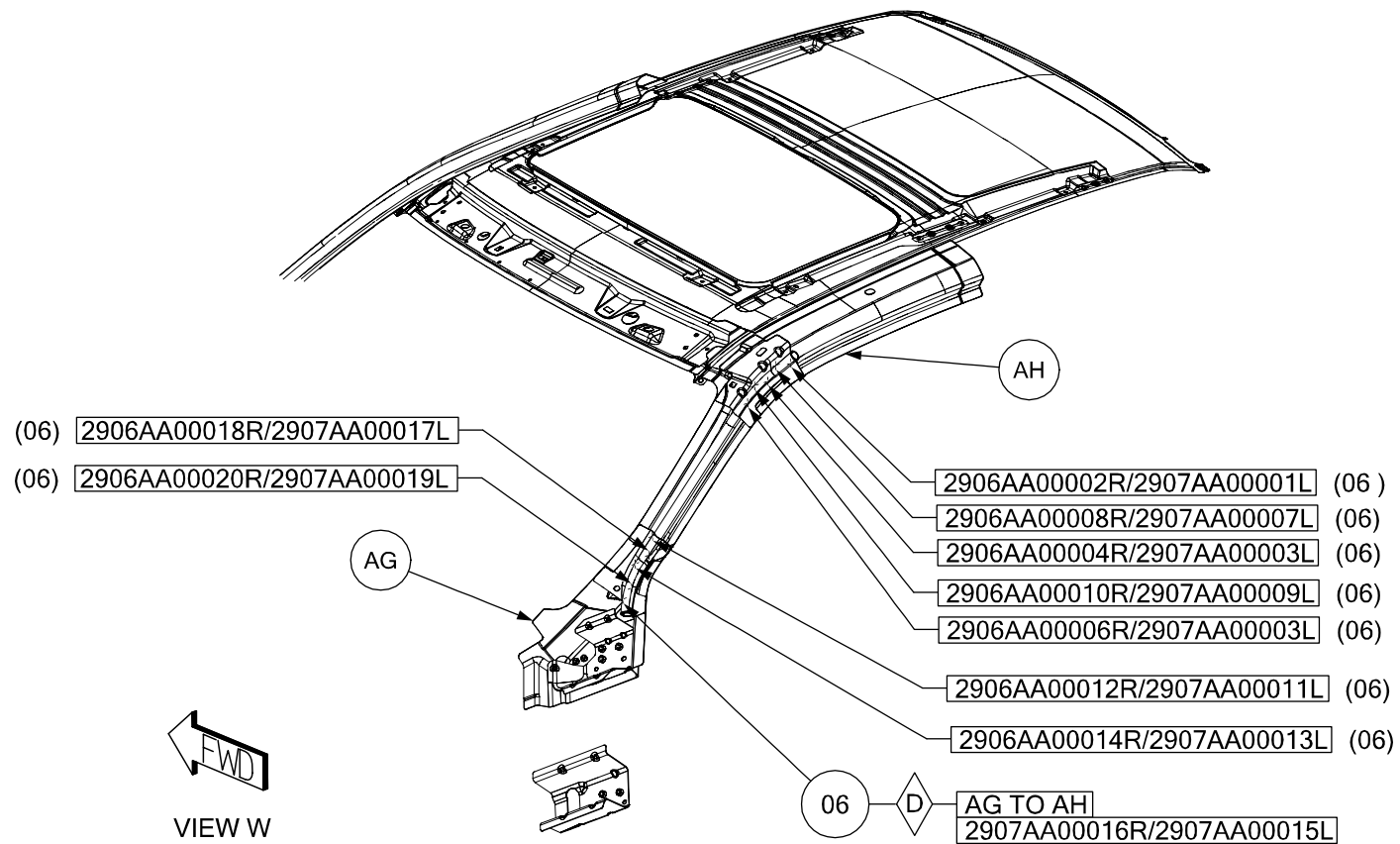
05 AD TO AE 16/SD S/WELDS (ORD)



VIEW Y

[Back to Index](#)

06 AG TO AH 10/SD S/WELDS (CRT)

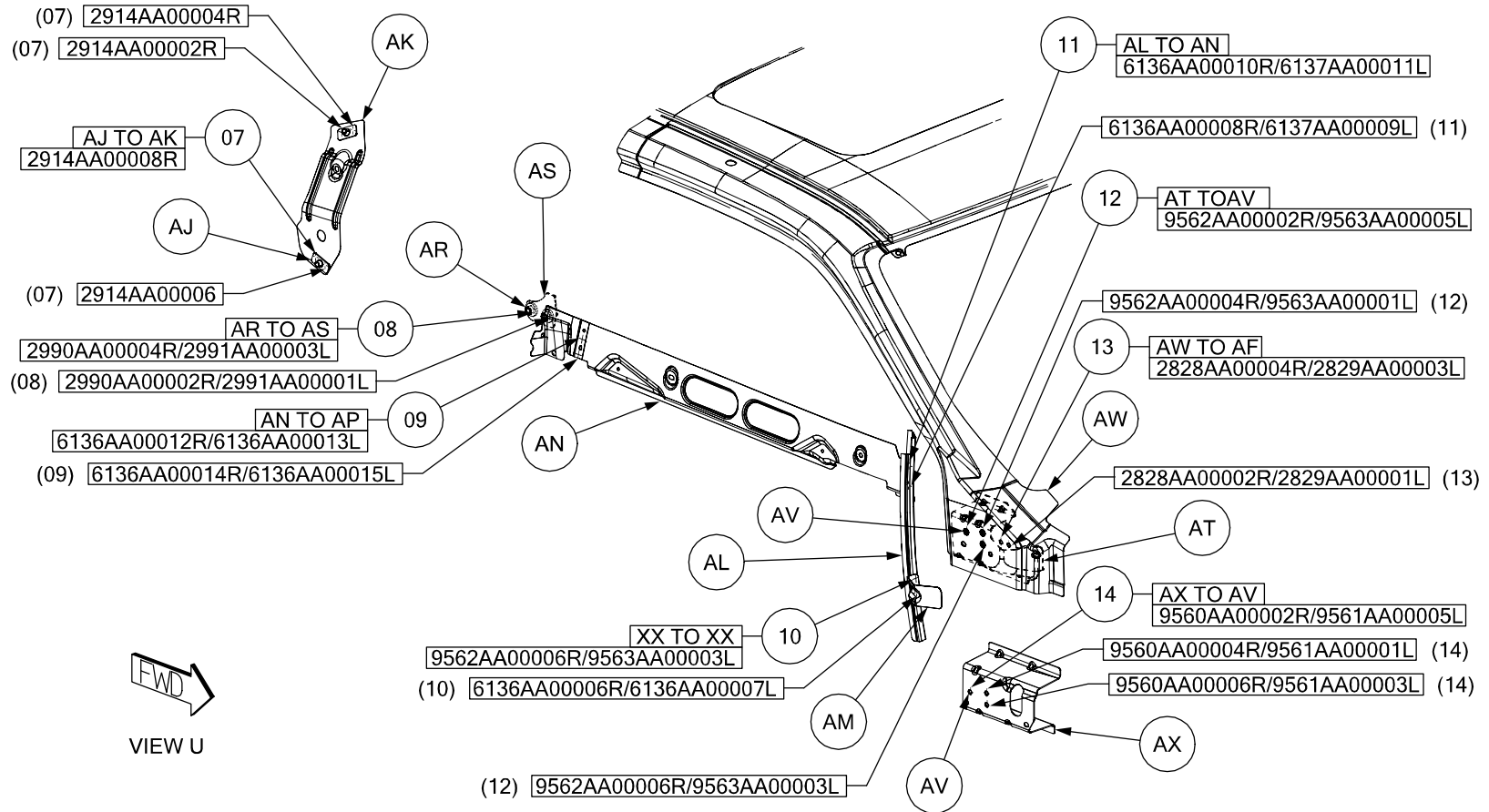


Back to Index

07 AJ TO AK 4/SD S/WELDS (ORD)  
 08 AR TO AS 2/SD S/WELDS (ORD)  
 09 AN TO AP 2/SD S/WELDS (ORD)

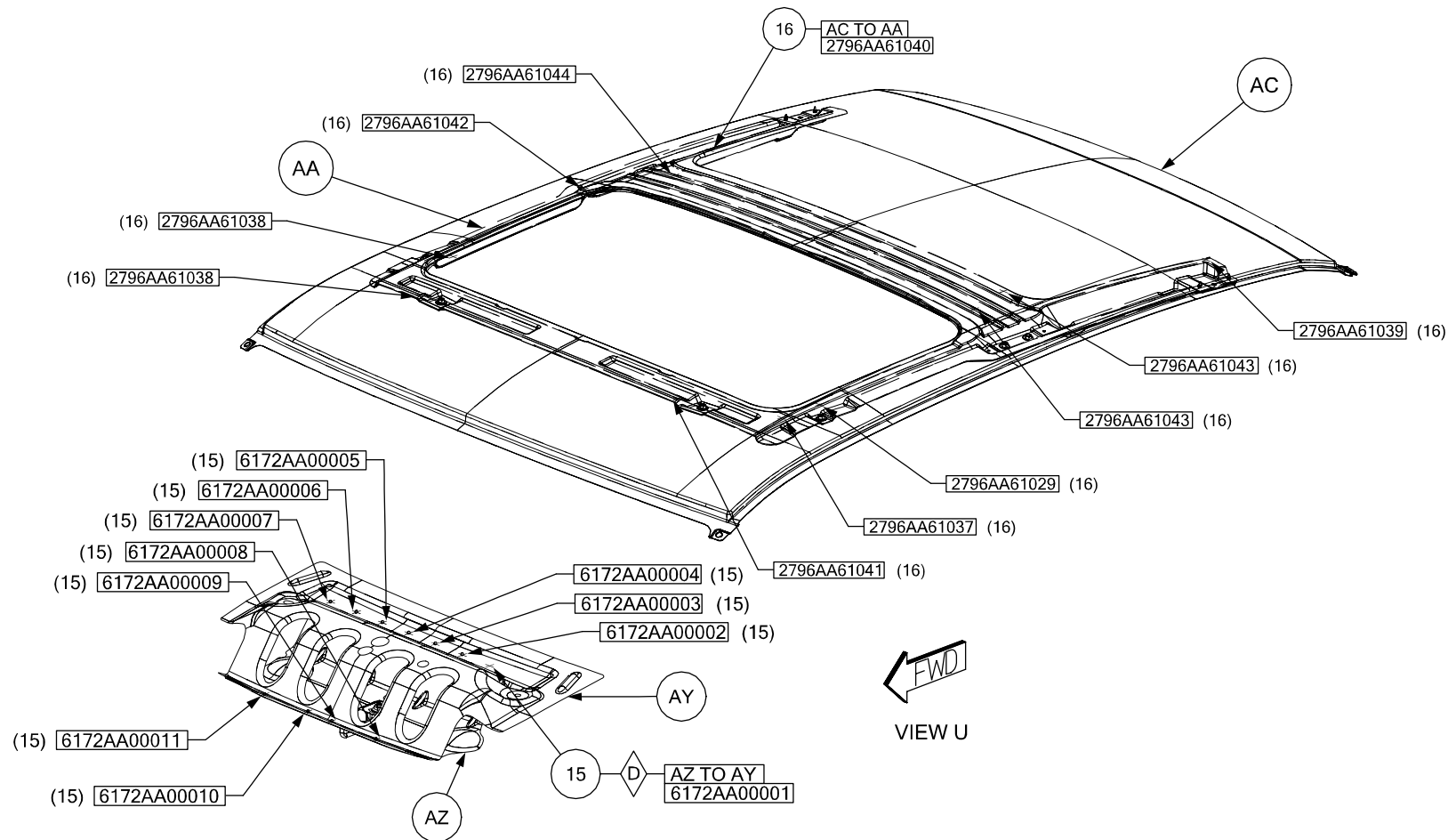
10 AL TO AM 2/SD S/WELDS (ORD)  
 11 AL TO AN 3/SD S/WELDS (ORD)  
 12 AT TO AV 2/SD S/WELDS (ORD)

13 AW TO AF 2/SD S/WELDS (ORD)  
 14 AX TO AV 3/SD S/WELDS (ORD)



[Back to Index](#)

- 15 AZ TO AY 11/SD S/WELDS (CRT)
- 16 AC TO AA 11/SD S/WELDS (ORD)

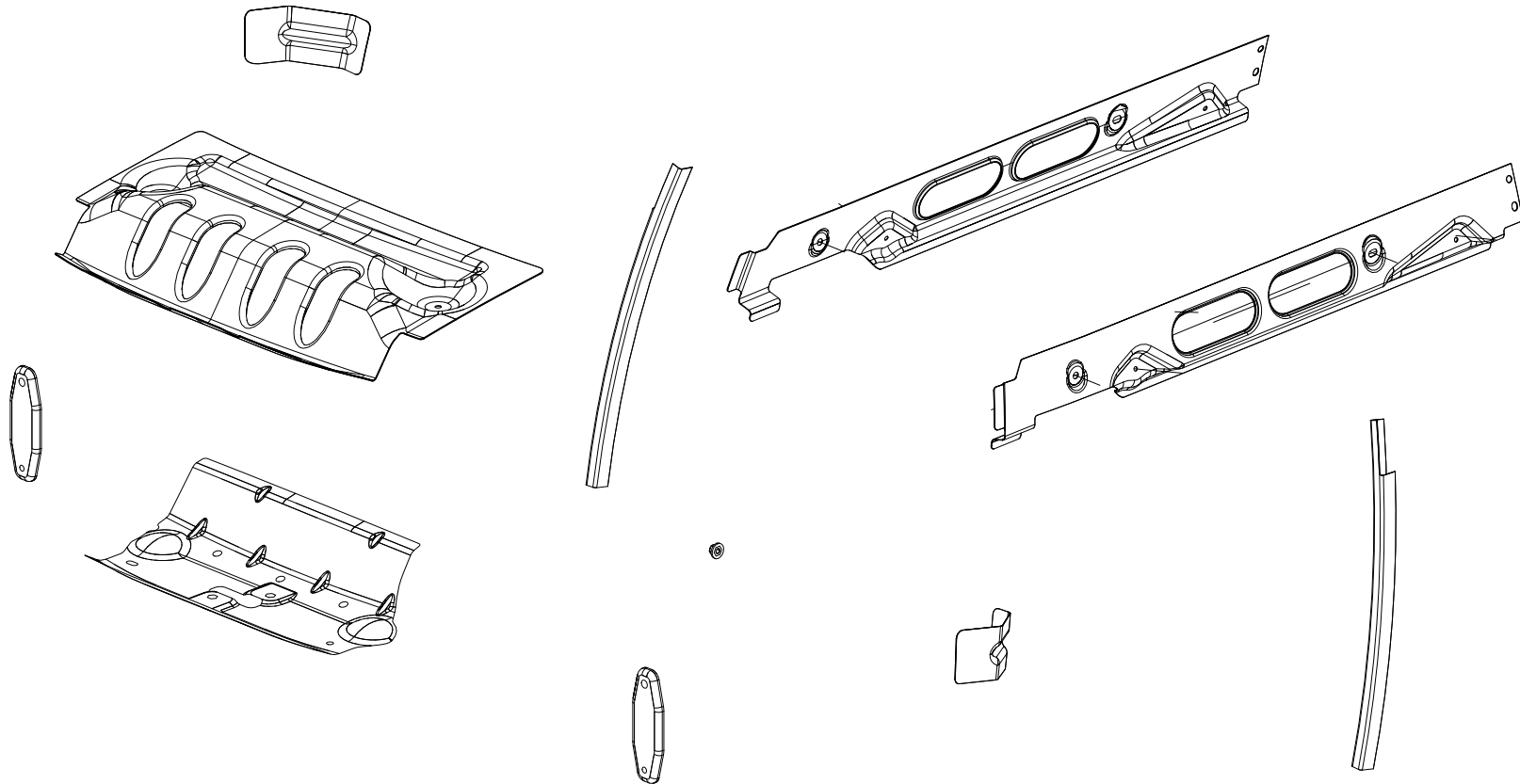


[Back to Index](#)

- 
- 16 AU TO BA  
680329700000
- BA
- AU
- BB
- 17 AU TO BB  
680329700001

[Back to Index](#)

## DODGE CHALLENGER MISCELLANEOUS CLOSURE WELDING SECTION



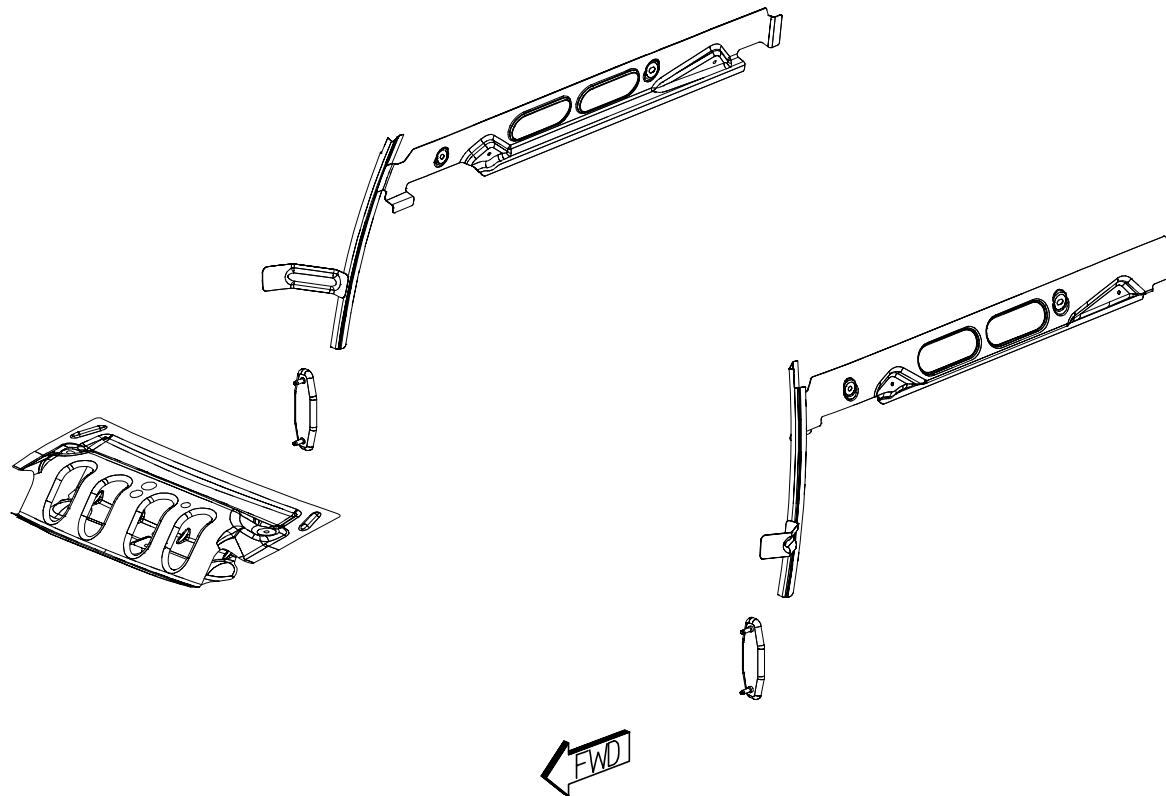
AA REINF – HOOD INR PANEL SLAM –  
 AB REINF – HOOD INR PANEL STRIKER –  
 AC STUD PLATE – DOOR HINGE MTG STUD –  
 AD STUD.SHL.WELD/INT – MAT.PT.PIA.  
 SPECIAL.SHOULDER – DOOR HINGE TO  
 DOOR  
 AE BRACKET – GLASS CHANNEL MOUNTING  
 FRT RT –

AE BRACKET – GLASS CHANNEL MOUNTING  
 FRT LT –  
 AF CHANNEL – FRT DOOR GLASS RUN RT –  
 AF CHANNEL – FRT DOOR GLASS RUN LT –  
 AG REINF – FRT DOOR BELT INR RT –  
 AG REINF – FRT DOOR BELT INR LT –

[Back to Index](#)

## PARTS IDENTIFICATION LEGEND, OVERVIEW 26

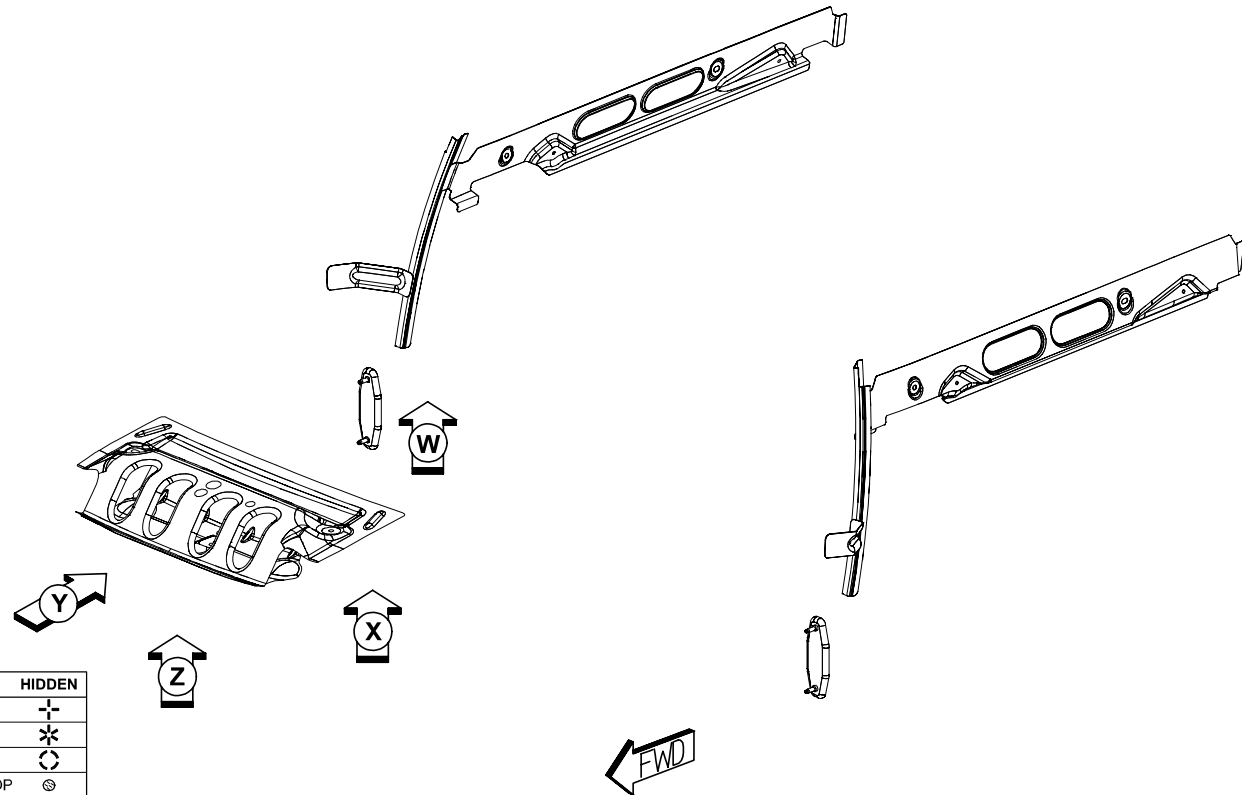
AA	REINF – HOOD INR PANEL SLAM –	AE	BRACKET – GLASS CHANNEL MOUNTING
AB	REINF – HOOD INR PANEL STRIKER –		FRT LT –
AC	STUD PLATE – DOOR HINGE MTG STUD –	AF	CHANNEL – FRT DOOR GLASS RUN RT –
AD	STUD.SHL.WELD/INT – MAT.PT.PIA.	AF	CHANNEL – FRT DOOR GLASS RUN LT –
	SPECIAL.SHOULDER – DOOR HINGE TO	AG	REINF – FRT DOOR BELT INR RT –
	DOOR	AG	REINF – FRT DOOR BELT INR LT –
AE	BRACKET – GLASS CHANNEL MOUNTING		
	FRT RT –		



[Back to Index](#)



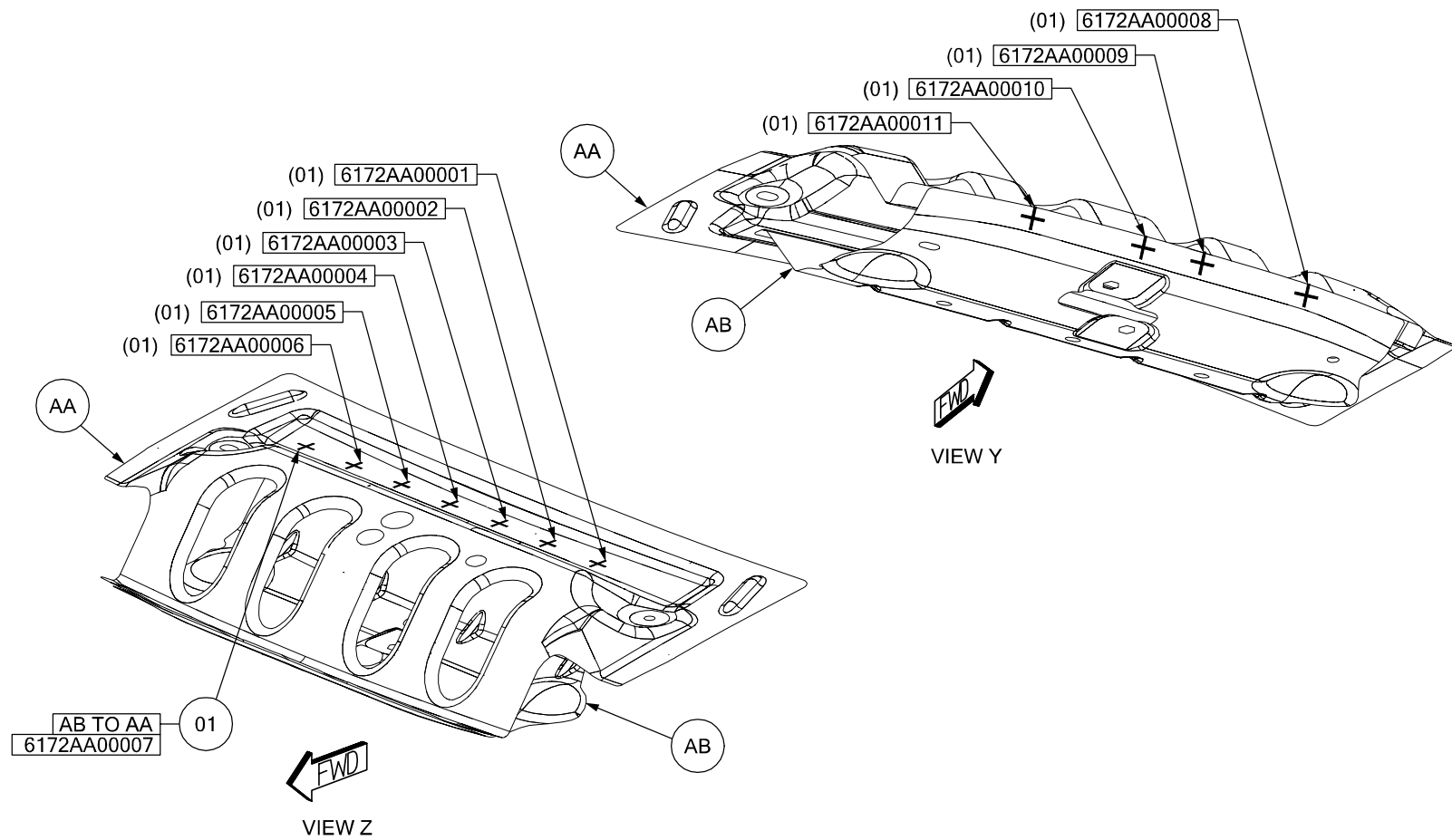
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	*
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⦿
/	FCAW / MIG BRZ	/

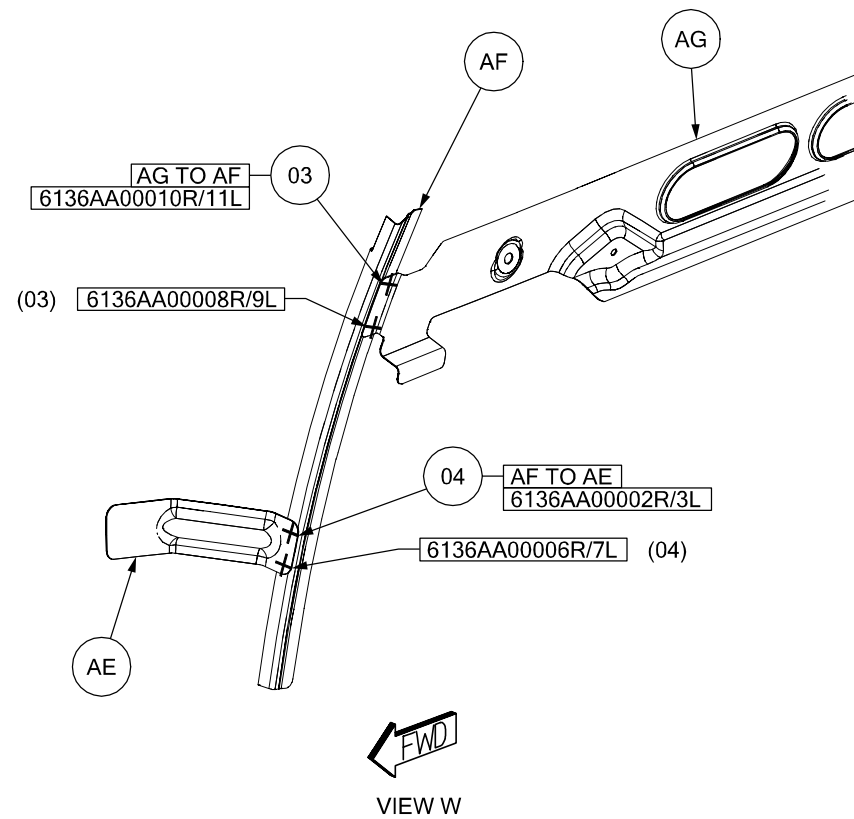
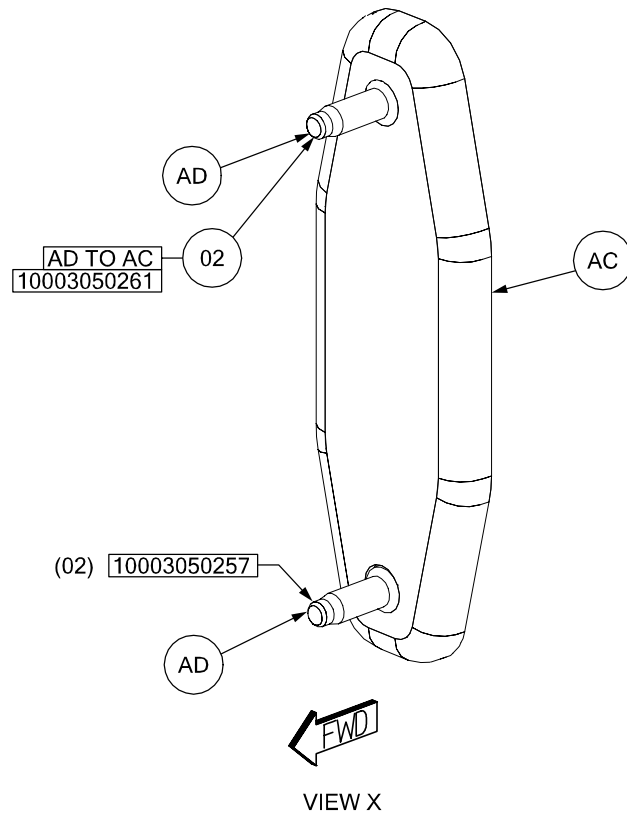
[Back to Index](#)

01 AB TO AA 11 S/WELDS (ORD)



[Back to Index](#)

- 02 AD TO AC 2 PROJ WELDS (ORD)
- 03 AG TO AF 2/SD S/WELDS (ORD)
- 04 AF TO AE 2/SD S/WELDS (ORD)



[Back to Index](#)

## DODGE CHALLENGER PAINT CODES

### EXTERIOR

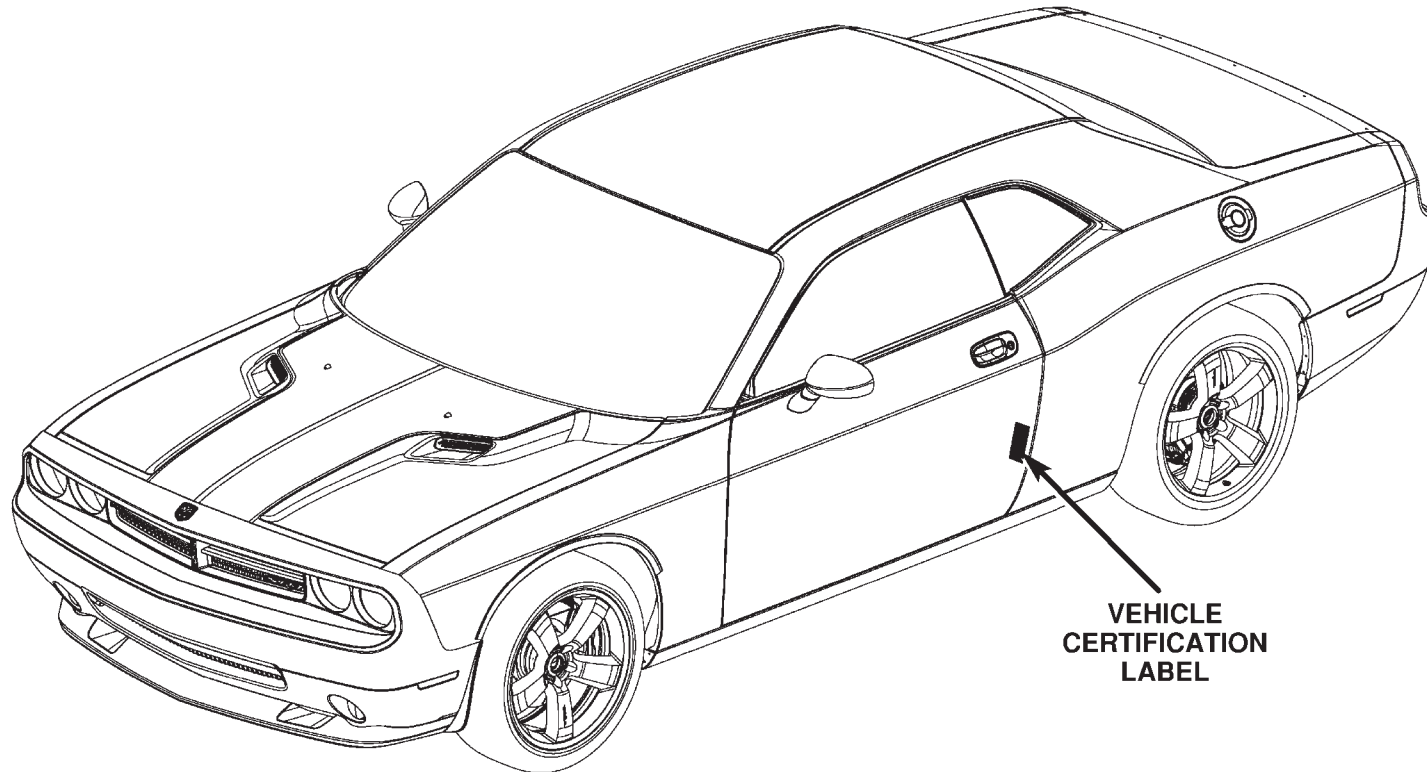
CODE	COLOR
ARH	Inferno Red Crystal Pearl Coat
ZR3	Torred Clear Coat
FLC	Hemi Orange Pearl Coat
GBS	Deep Water Blue Pearl Coat
FQD	B-5 Blue Pearl Coat
WS2	Bright Silver Metallic Clear Coat
FDT	Dark Titanium Metallic Clear Coat
AXR	Brilliant Black Crystal Pear Coat
SW1	Stone White Clear Coat

### INTERIOR

CODE	COLOR
DV	Dark Slate Gray

[Back to Index](#)

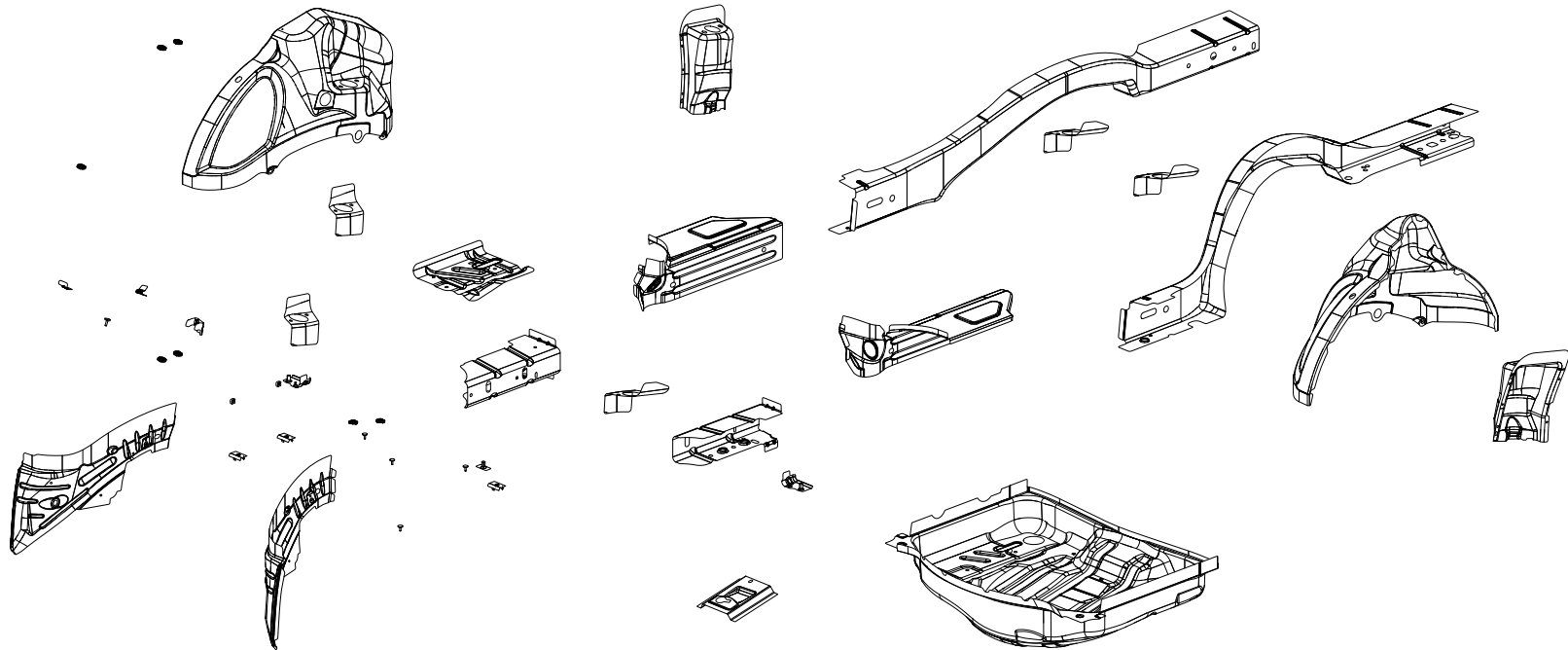
## DODGE CHALLENGER PAINT CODE LOCATION



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

[Back to Index](#)

## DODGE CHALLENGER REAR FLOOR, LADDER AND WHEELHOUSE SECTION



AA PANEL – RR WHEELHOUSE INR RT –  
 AA PANEL – RR WHEELHOUSE INR LT –  
 AB COVER PLATE – RAIL RR RT – FRONT  
 AB COVER PLATE – RAIL RR LT – FRONT  
 AC BRACKET – VAPOR CANISTER –  
 AD BRACKET – VAPOR CANISTER –  
 AE STUD.WELD/INTERNAL – HEADER.PT.NO.  
 FIN.ROUND – RR WHEELHOUSE INR  
 PANEL RT  
 AF PANEL – RR SHOCK MOUNTING RT –  
 AF PANEL – RR SHOCK MOUNTING LT –  
 AG REINF ASSY – SHOCK ATTACHMENT RR  
 RT –

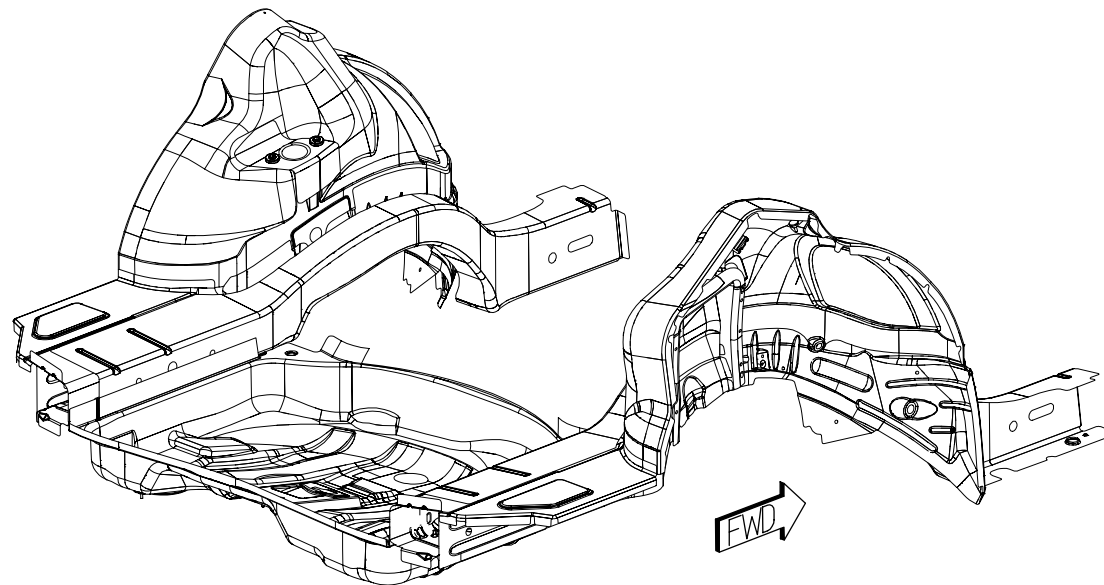
AG REINF ASSY – SHOCK ATTACHMENT RR LT  
 –  
 AH NUT/WELD.RD – ROUND.SPECIAL  
 – SHOCK ATT RR RT  
 AH NUT/WELD.RD – ROUND.SPECIAL  
 – SHOCK ATT RR LT  
 AJ BRACKET – VAPOR CANISTER –  
 AK COVER PLATE – RR RAIL EXTENSION RT –  
 AK COVER PLATE – RR RAIL EXTENSION LT –  
 AL REINF – RR FLOOR PAN –  
 AM REINF – TAPPING PLATE – BATTERY TRAY  
 ATTACH  
 AN PAN – RR FLOOR –

AP STUD.WELD/INTERNAL – HEADER.PT.NO.  
 FIN.ROUND – AIR DIFFUSER  
 AR REINF – SPARE TIRE HOLD-DOWN –  
 AS RAIL – RR INR RT –  
 AS RAIL – RR INR LT –  
 AT REINF – RR RAIL INR RR RT –  
 AT REINF – RR RAIL INR RR LT –  
 AU BRACKET – EXHAUST FRT RT –  
 AU BRACKET – EXHAUST FRT LT –  
 AV TAPPING PLATE – SEAT BELT RETRACTOR  
 ANCHOR RR CTR –  
 AW NUT/WELD.SQ – SQUARE – BEAM TO RAIL  
 AX STUD.WELD/EXTERNAL – HEADER.  
 PT.LOCK.FEAT.SPECIAL – BATTERY STUD

[Back to Index](#)

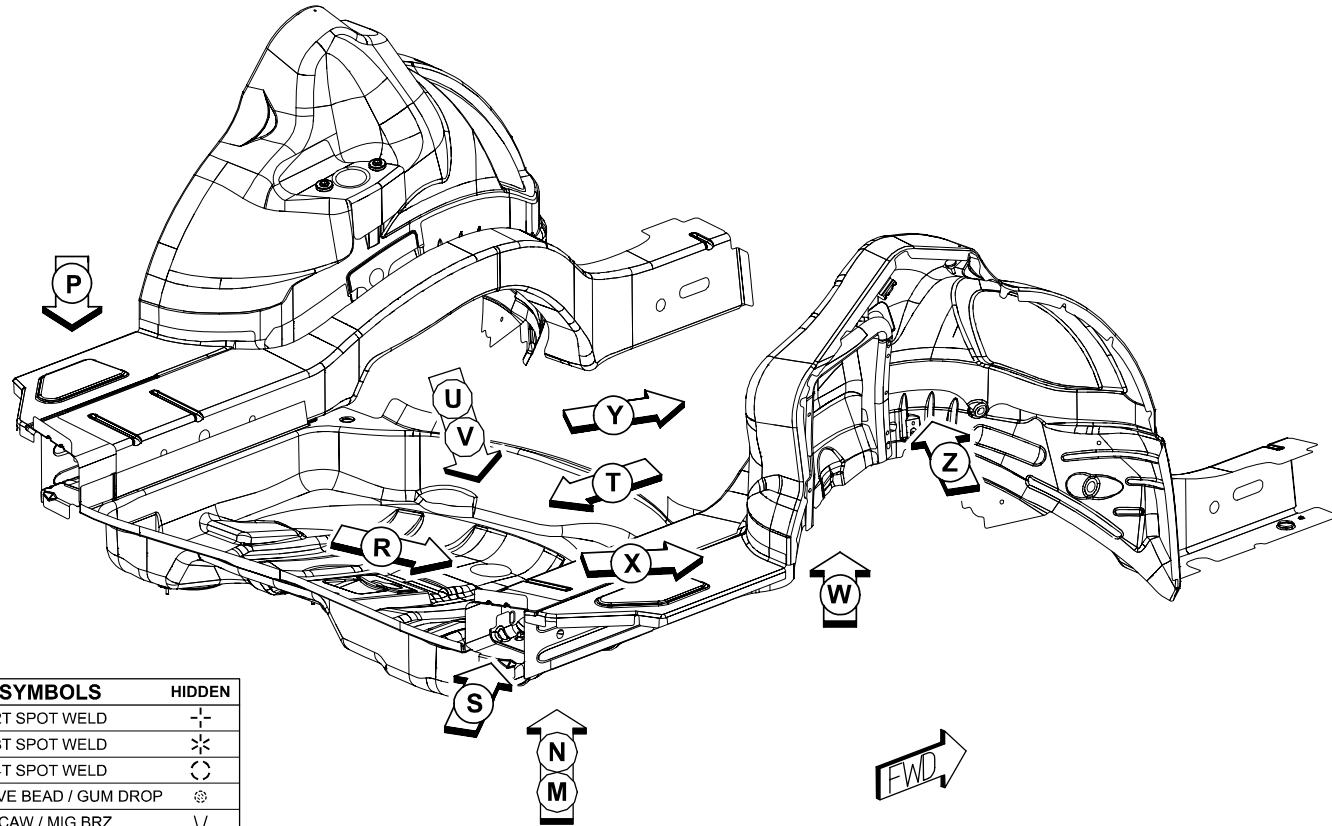
## PARTS IDENTIFICATION LEGEND, OVERVIEW 4

AA	PANEL – RR WHEELHOUSE INR RT –	AG	REINF ASSY – SHOCK ATTACHMENT RR LT –	AP	STUD.WELD/INTERNAL – HEADER.PT.NO. FIN.ROUND – AIR DIFFUSER
AA	PANEL – RR WHEELHOUSE INR LT –	AH	NUT/WELD.RD – ROUND.SPECIAL – SHOCK ATT RR RT	AR	REINF – SPARE TIRE HOLD-DOWN –
AB	COVER PLATE – RAIL RR RT – FRONT	AH	NUT/WELD.RD – ROUND.SPECIAL – SHOCK ATT RR LT	AS	RAIL – RR INR RT –
AB	COVER PLATE – RAIL RR LT – FRONT	AJ	BRACKET – VAPOR CANISTER –	AS	RAIL – RR INR LT –
AC	BRACKET – VAPOR CANISTER –	AK	COVER PLATE – RR RAIL EXTENSION RT –	AT	REINF – RR RAIL INR RR RT –
AD	BRACKET – VAPOR CANISTER –	AK	COVER PLATE – RR RAIL EXTENSION LT –	AT	REINF – RR RAIL INR RR LT –
AE	STUD.WELD/INTERNAL – HEADER.PT.NO. FIN.ROUND – RR WHEELHOUSE INR PANEL RT	AL	REINF – RR FLOOR PAN –	AU	BRACKET – EXHAUST FRT RT –
AF	PANEL – RR SHOCK MOUNTING RT –	AM	REINF – TAPPING PLATE – BATTERY TRAY ATTACH	AU	BRACKET – EXHAUST FRT LT –
AF	PANEL – RR SHOCK MOUNTING LT –	AN	PAN – RR FLOOR –	AV	TAPPING PLATE – SEAT BELT RETRACTOR ANCHOR RR CTR –
AG	REINF ASSY – SHOCK ATTACHMENT RR RT –			AW	NUT/WELD.SQ – SQUARE – BEAM TO RAIL
				AX	STUD.WELD/EXTERNAL – HEADER. PT.LOCK.FEAT.SPECIAL – BATTERY STUD



[Back to Index](#)

## WELD LAYOUT LOCATION GUIDE

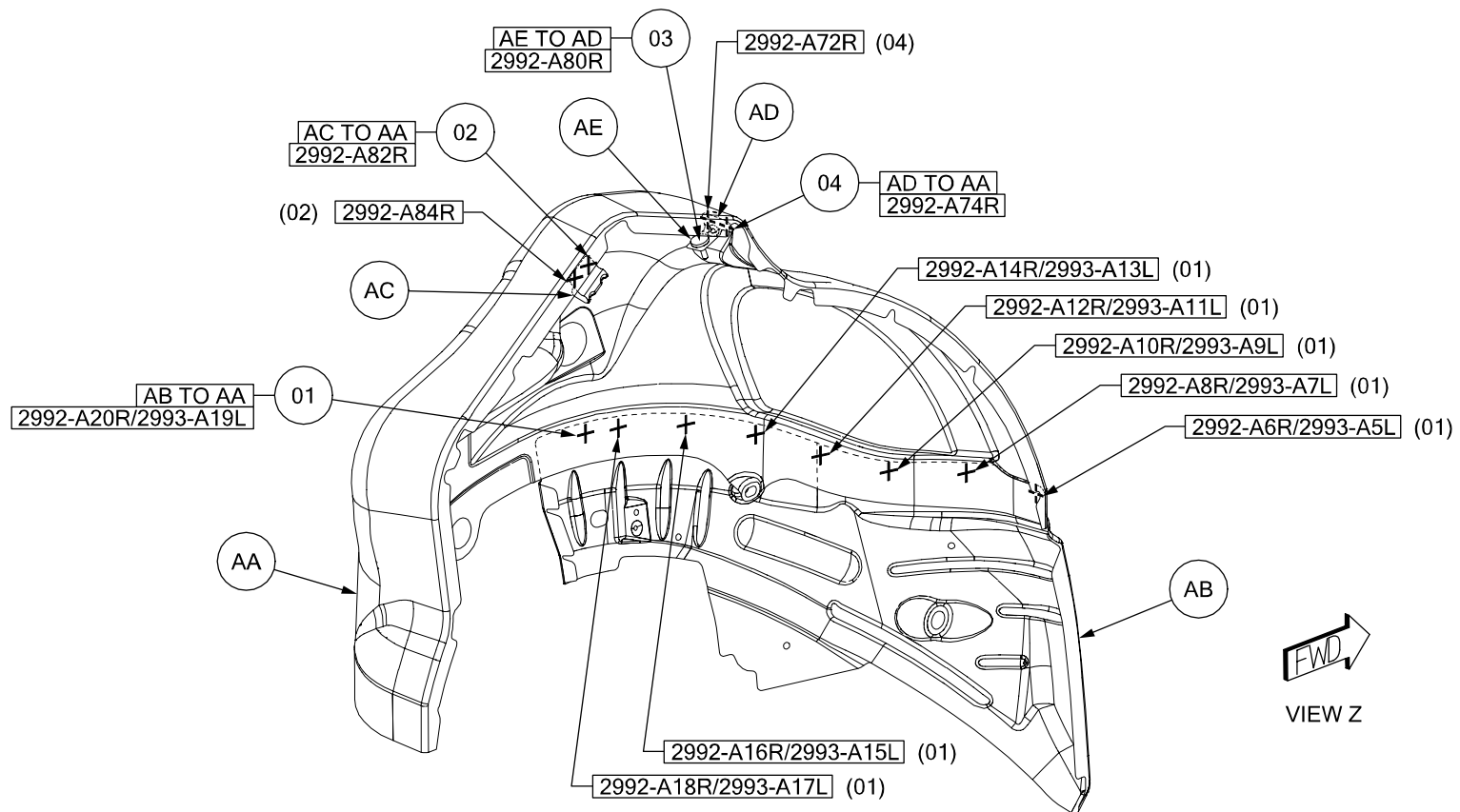


VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⦿
V	FCAW / MIG BRZ	∕

[Back to Index](#)



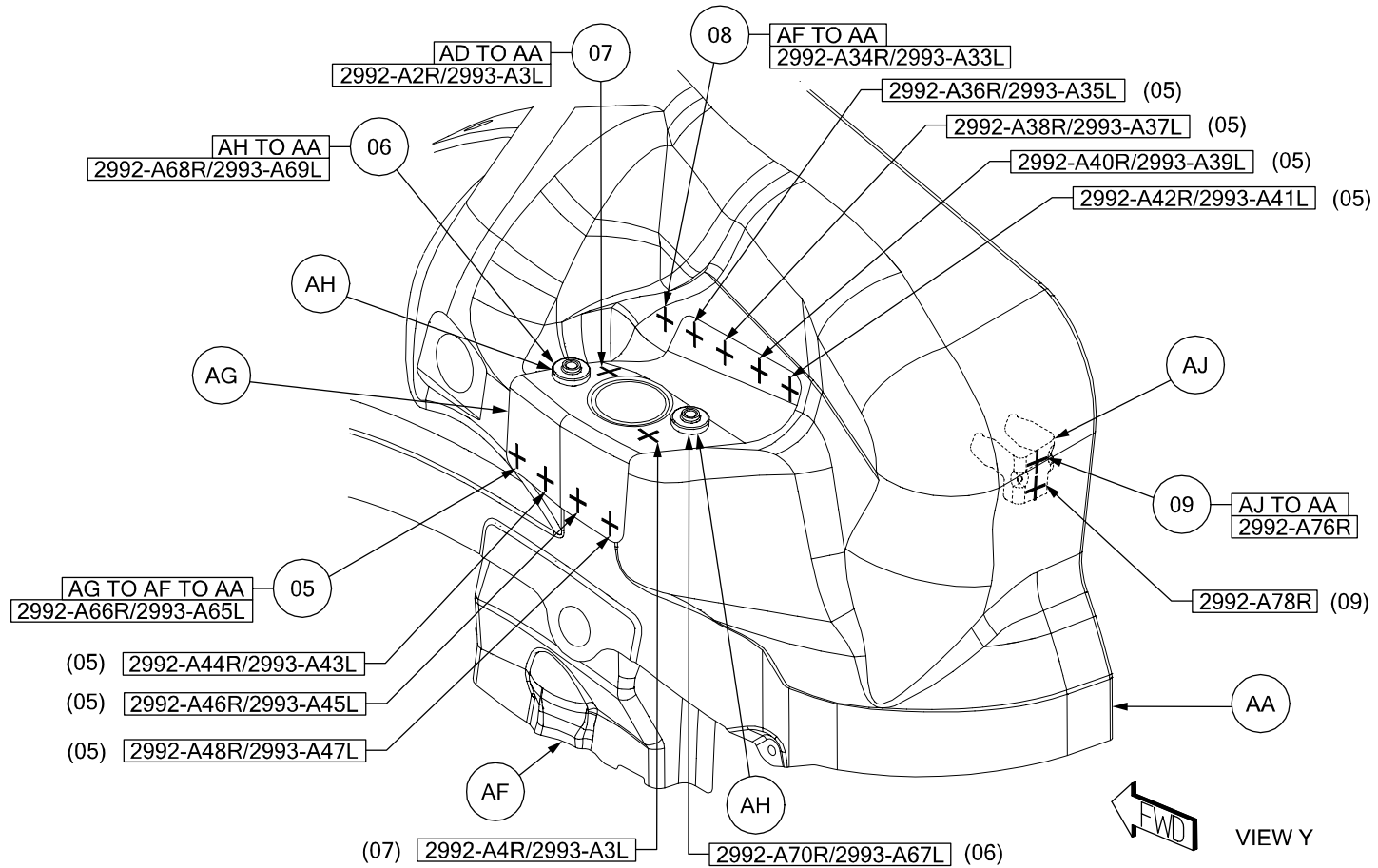
- 01 AB TO AA 8/SD S/WELDS (ORD)
- 02 AC TO AA 2R S/WELDS (ORD)
- 03 AE TO AD 1 PROJ WELD (ORD)
- 04 AD TO AA 2R S/WELDS (ORD)



[Back to Index](#)

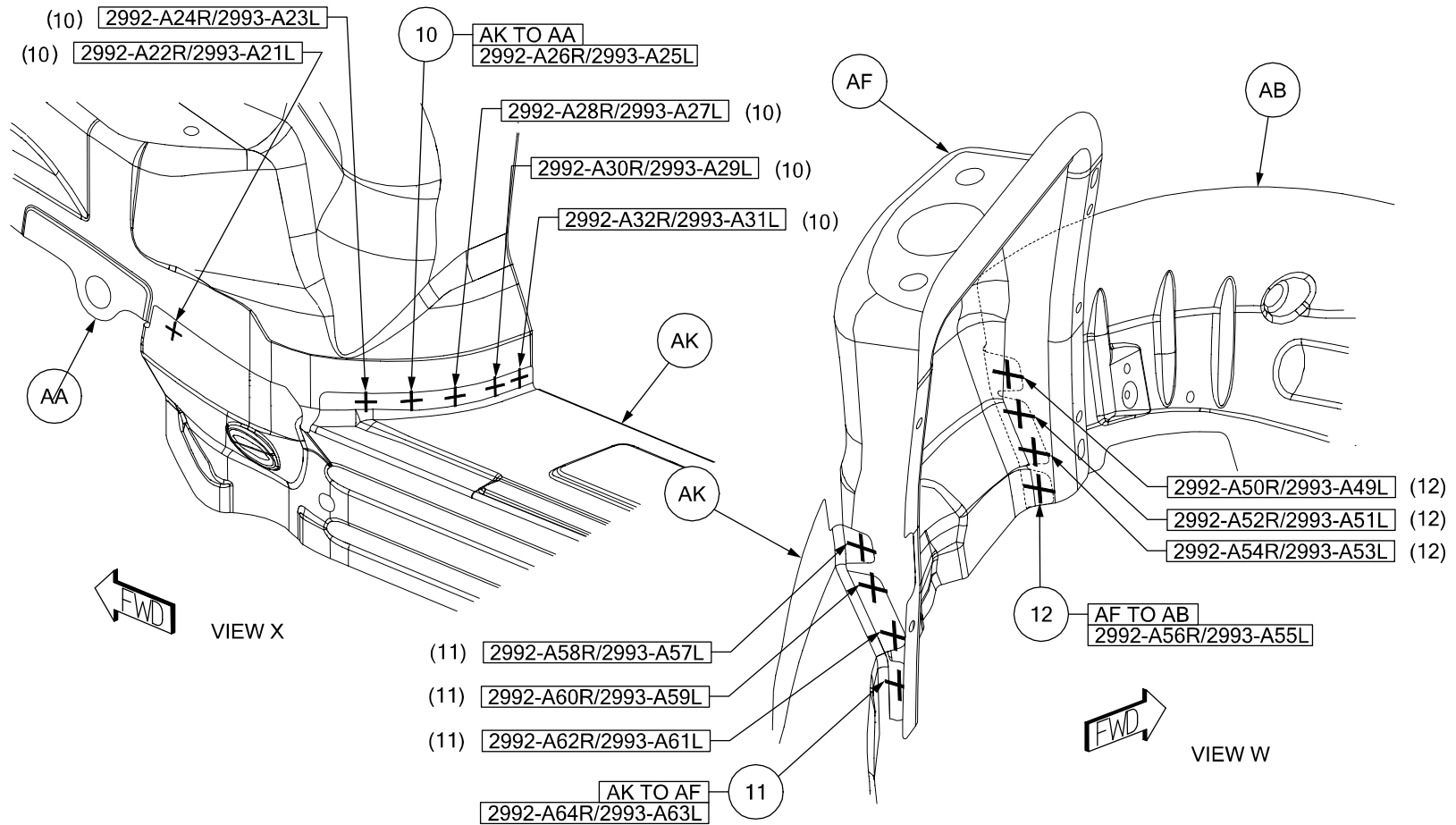
05 AG TO AF TO AA 8/SD S/WELDS (ORD)  
 06 AH TO AA 2/SD PROJ WELDS (ORD)  
 07 AD TO AA 2/SD S/WELDS (ORD)

08 AF TO AA 1/SD S/WELD (ORD)  
 09 AJ TO AA 2R S/WELDS (ORD)



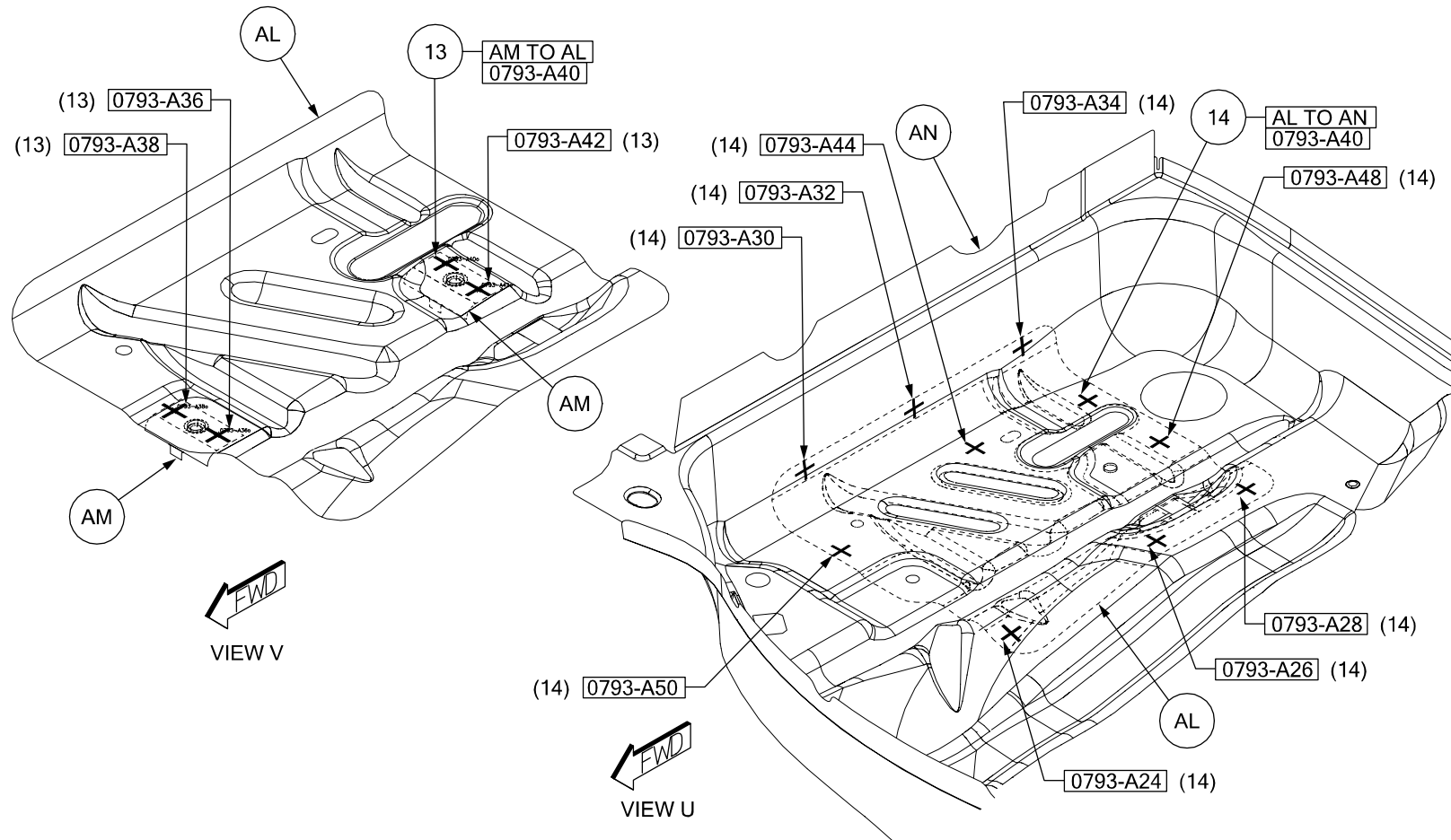
Back to Index

- 10 AK TO AA 6/SD S/WELDS (ORD)
- 11 AK TO AF 4/SD S/WELDS (ORD)
- 12 AF TO AB 4/SD S/WELDS (ORD)



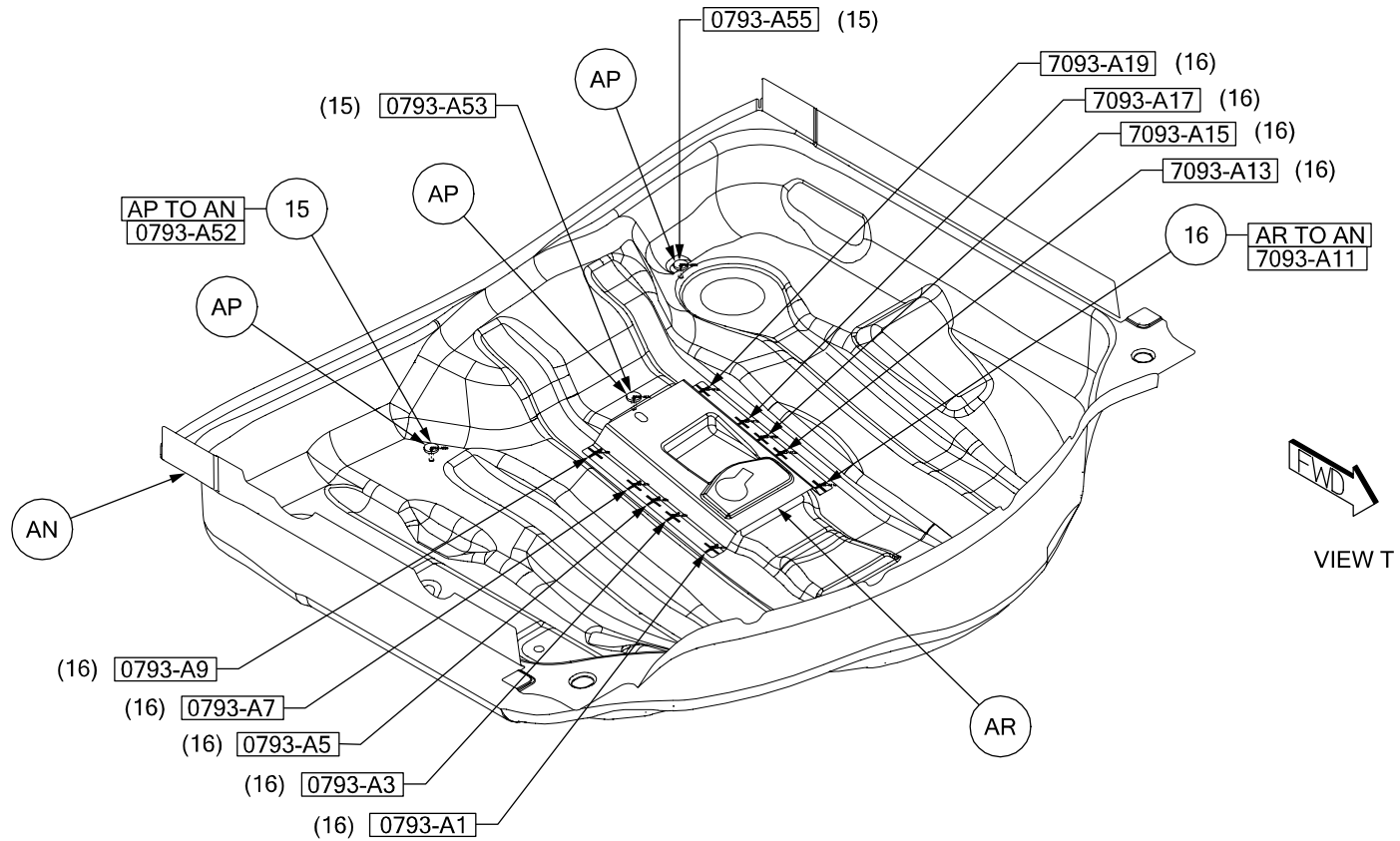
[Back to Index](#)

- 13 AM TO AL 4 S/WELDS (ORD)  
 14 AL TO AN 10 S/WELDS (ORD)



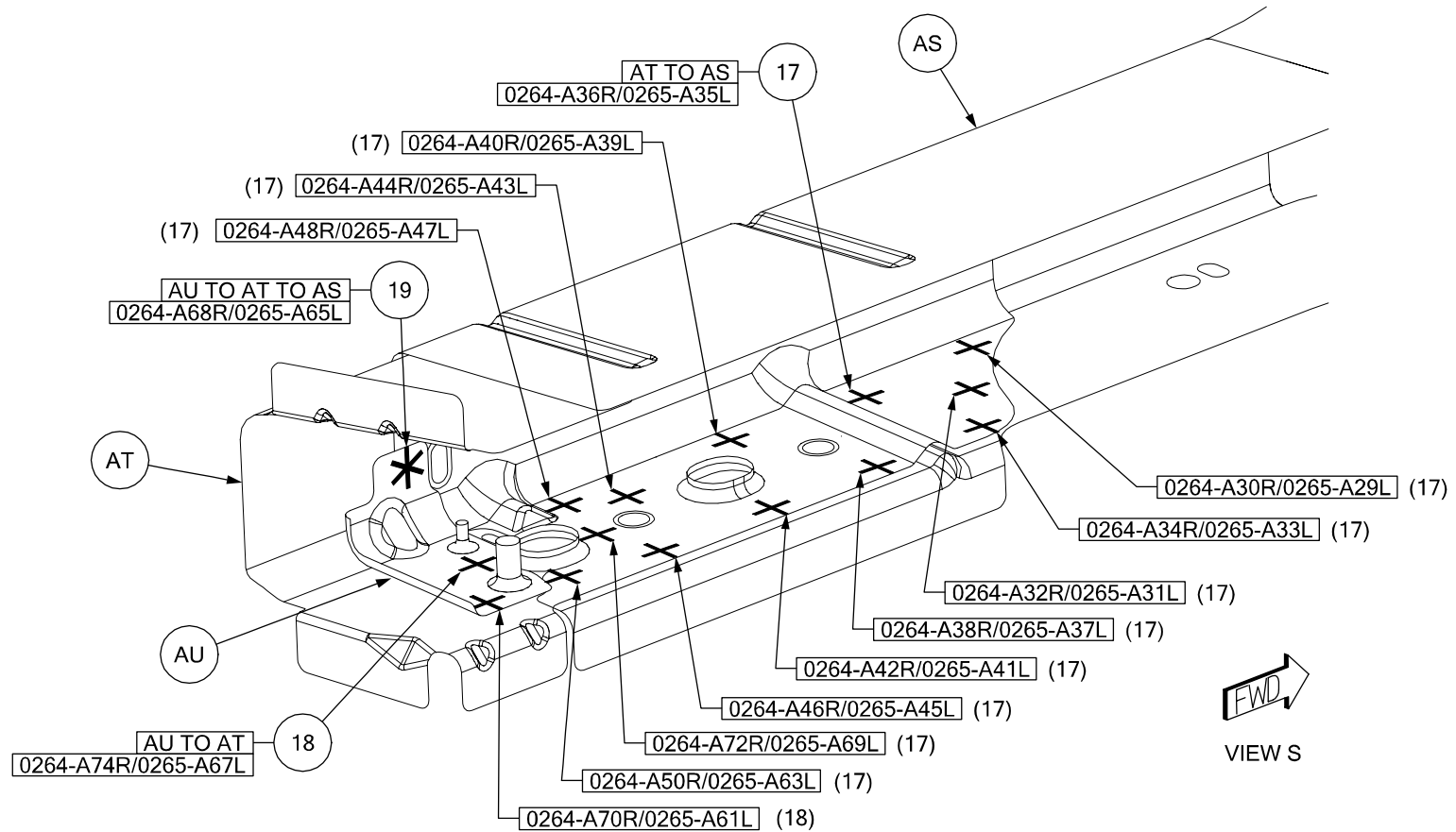
[Back to Index](#)

- 15 AP TO AN 3 PROJ WELDS (ORD)  
16 AR TO AN 10 S/WELDS (ORD)



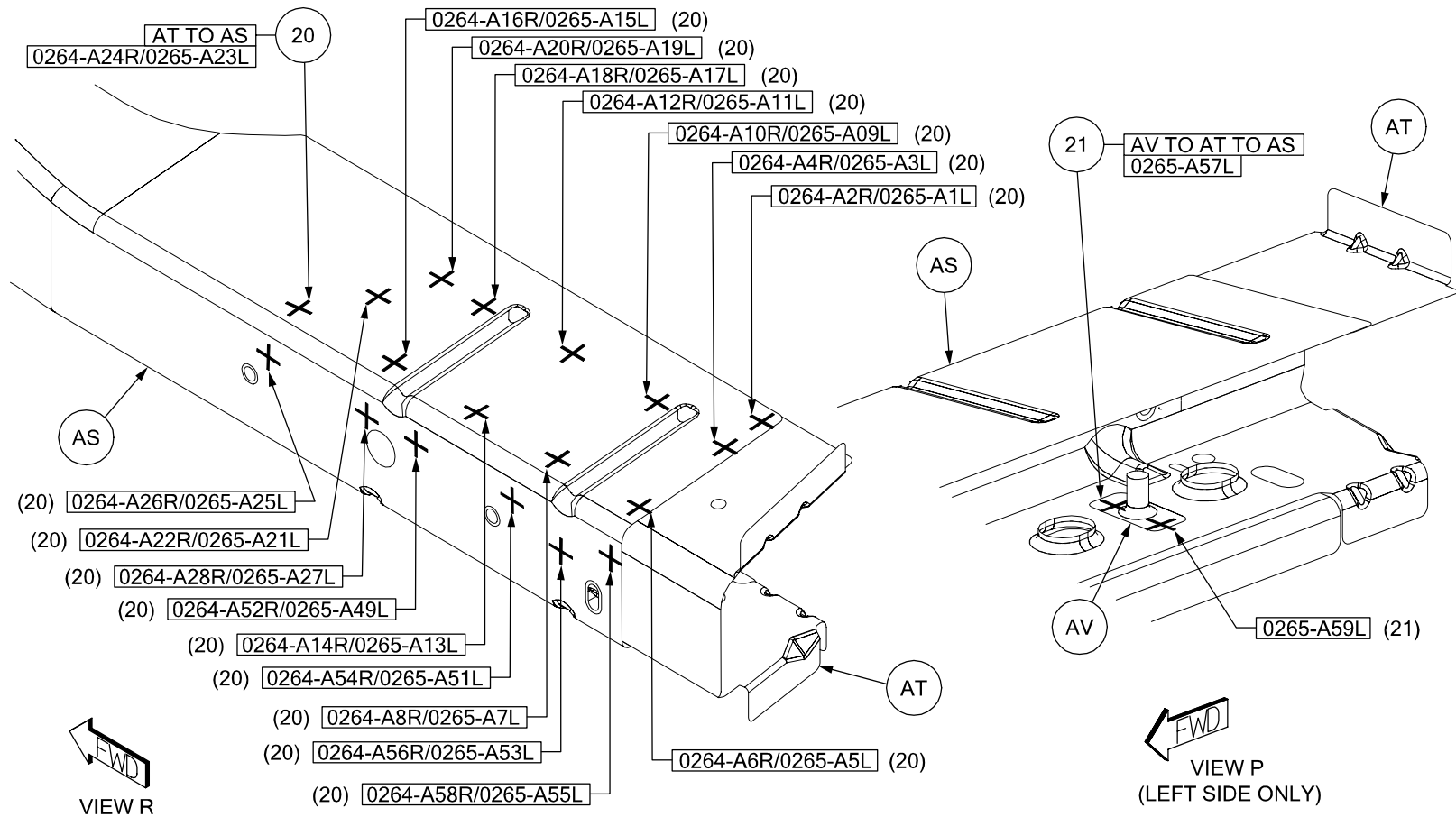
[Back to Index](#)

- 17 AT TO AS 12/SD S/WELDS (ORD)
- 18 AU TO AT 2/SD S/WELDS (ORD)
- 19 AU TO AT TO AS 1/SD S/WELD (ORD)



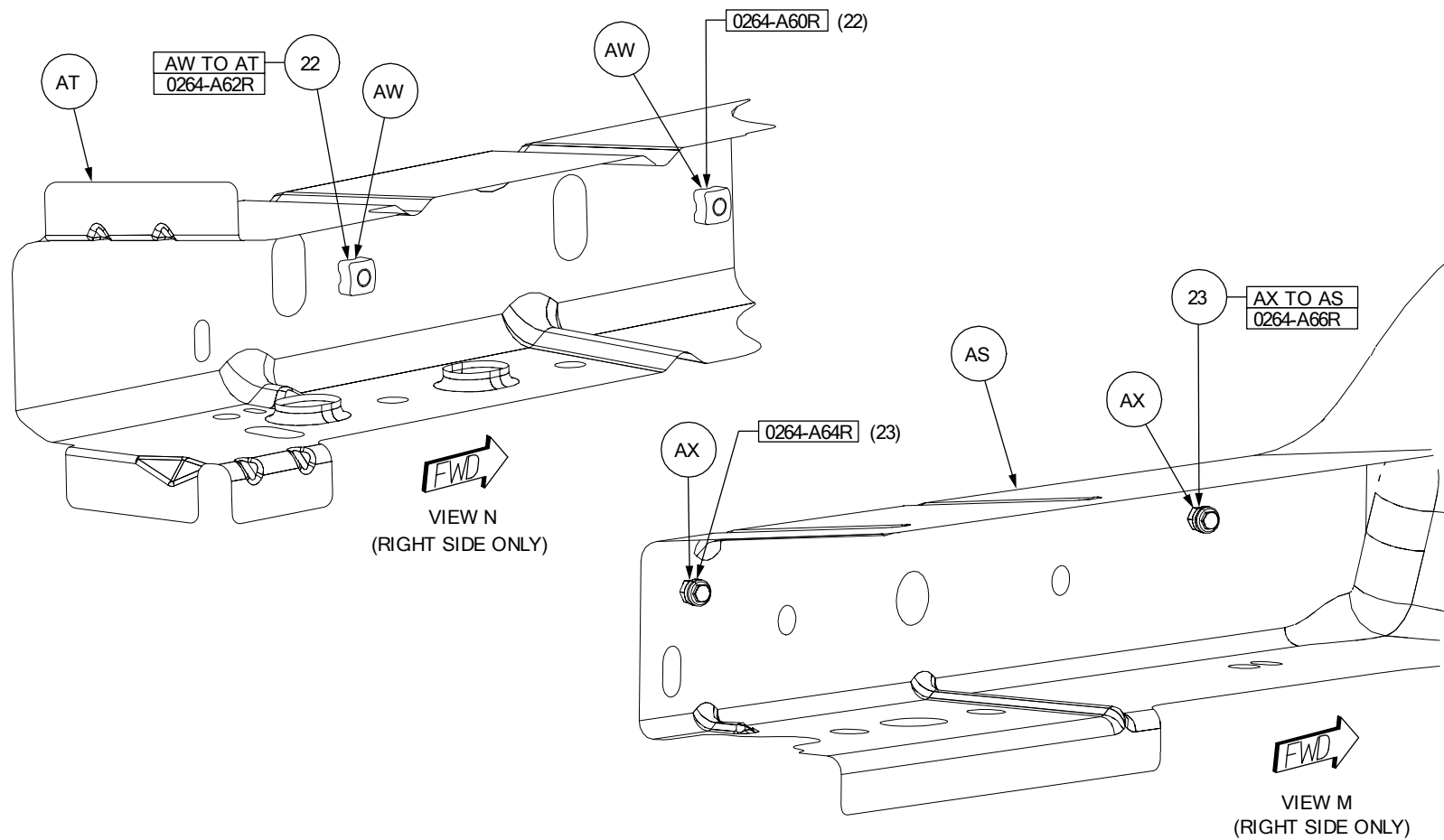
[Back to Index](#)

- 20 AT TO AS 18/SD S/WELDS (ORD)  
 21 AV TO AT TO AS 2L S/WELDS (ORD)



[Back to Index](#)

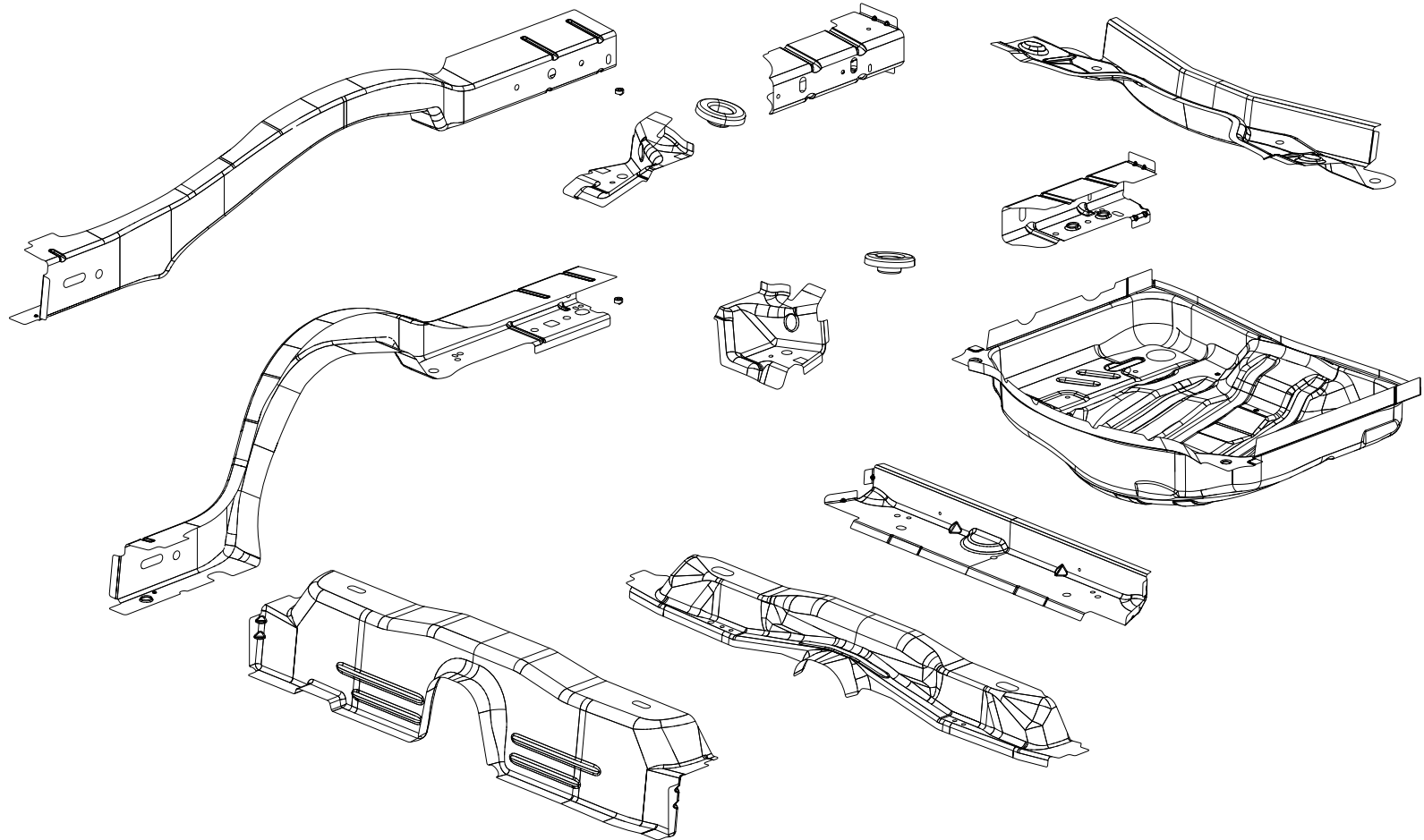
- 22 AW TO AT 2R PROJ WELDS (ORD)  
23 AX TO AS 2R PROJ WELDS (ORD)



[Back to Index](#)



## DODGE CHALLENGER REAR LADDER SECTION



AA CROSSMEMBER – RR KICK-UP –  
 AB REINF – KICK-UP CROSSMEMBER –  
 AC NUT/WELD.RD – NO.FIN.ROUND.PF-  
 SAFETY – FUEL TANK ATTACHMENT  
 AD RAIL – RR INR RT –  
 AD RAIL – RR INR LT –

AE CROSSMEMBER – RR SUSPENSION FRT –  
 AF EXTENSION – CROSSMEMBER END  
 SUPPORT RT –  
 AF EXTENSION – CROSSMEMBER END  
 SUPPORT LT –  
 AG CROSSMEMBER – RR SUSPENSION RR –

AH PAN – RR FLOOR –  
 AJ REINF – JOUNCE –  
 AK REINF – RR RAIL INR RR RT –  
 AK REINF – RR RAIL INR RR LT –

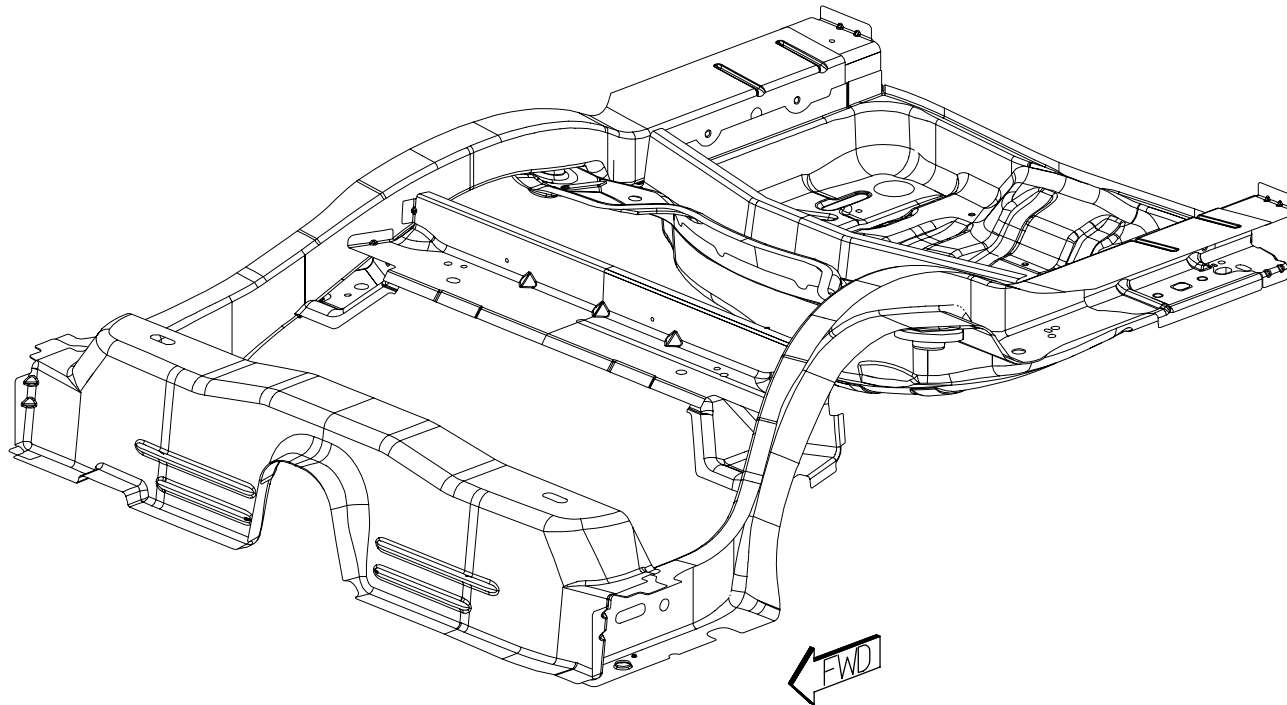
[Back to Index](#)

## PARTS IDENTIFICATION LEGEND, OVERVIEW 13

AA CROSSMEMBER – RR KICK-UP –  
 AB REINF – KICK-UP CROSSMEMBER –  
 AC NUT/WELD.RD – NO.FIN.ROUND.PF-  
 SAFETY – FUEL TANK ATTACHMENT  
 AD RAIL – RR INR RT –  
 AD RAIL – RR INR LT –

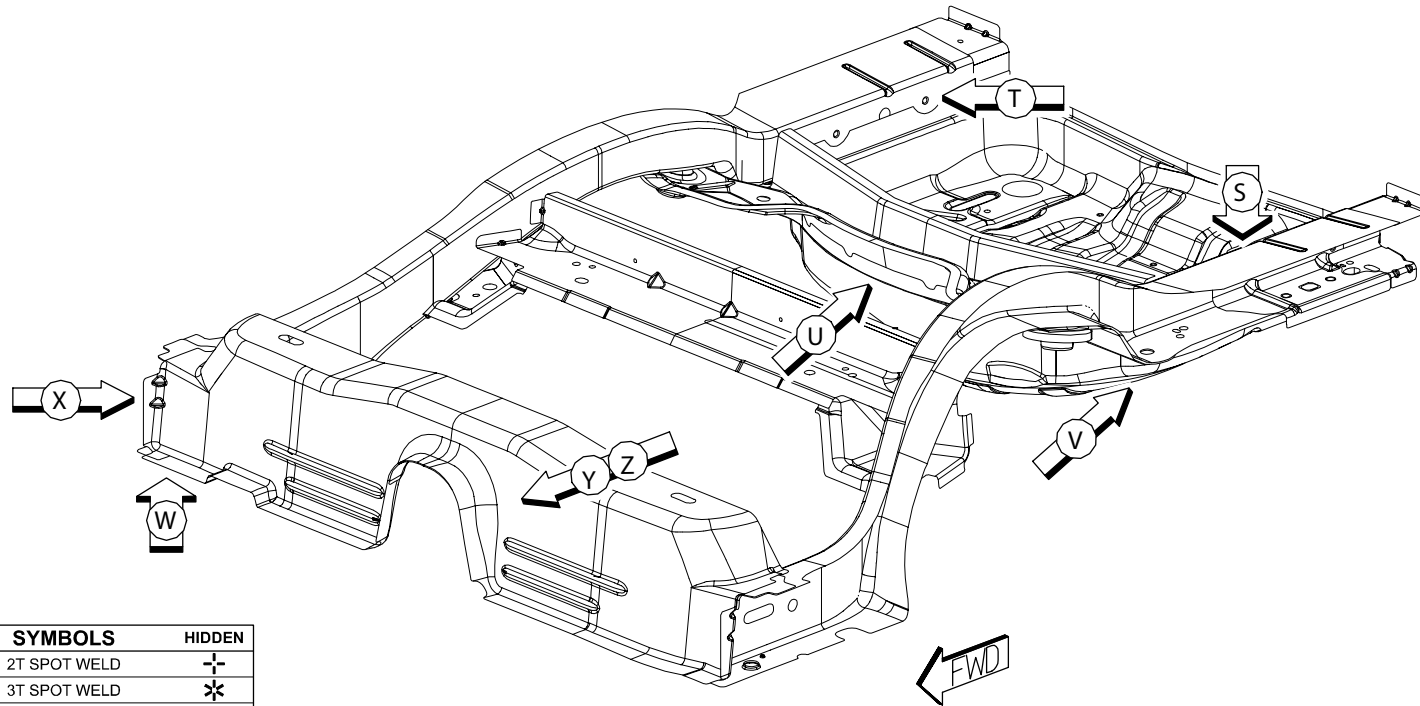
AE CROSSMEMBER – RR SUSPENSION FRT –  
 AF EXTENSION – CROSSMEMBER END  
 SUPPORT RT –  
 AF EXTENSION – CROSSMEMBER END  
 SUPPORT LT –  
 AG CROSSMEMBER – RR SUSPENSION RR –

AH PAN – RR FLOOR –  
 AJ REINF – JOUNCE –  
 AK REINF – RR RAIL INR RR RT –  
 AK REINF – RR RAIL INR RR LT –



[Back to Index](#)

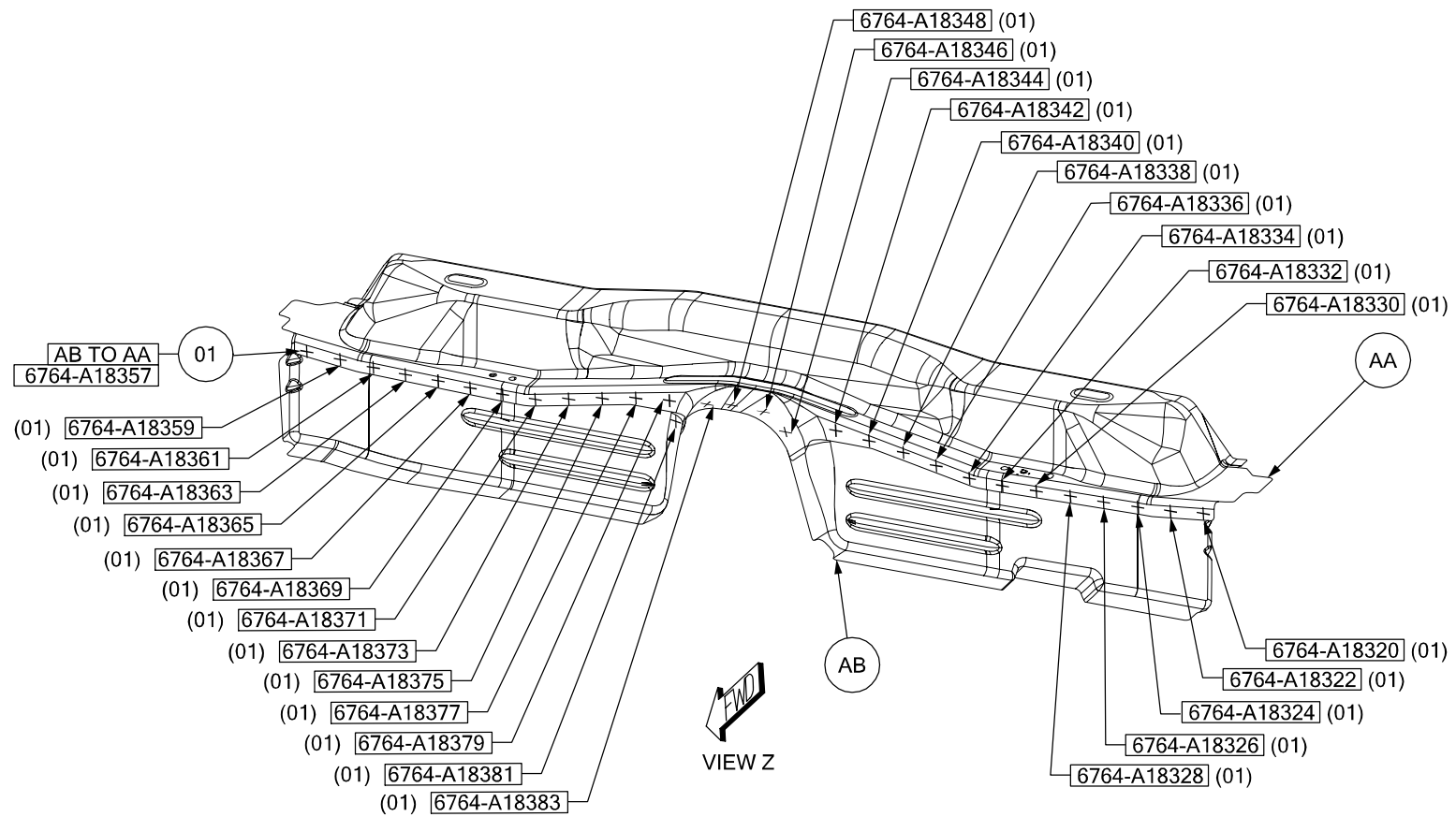
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	+
*	3T SPOT WELD	*
○	4T SPOT WELD	○
●	ADHESIVE BEAD / GUM DROP	●
V	FCAW / MIG BRZ	/

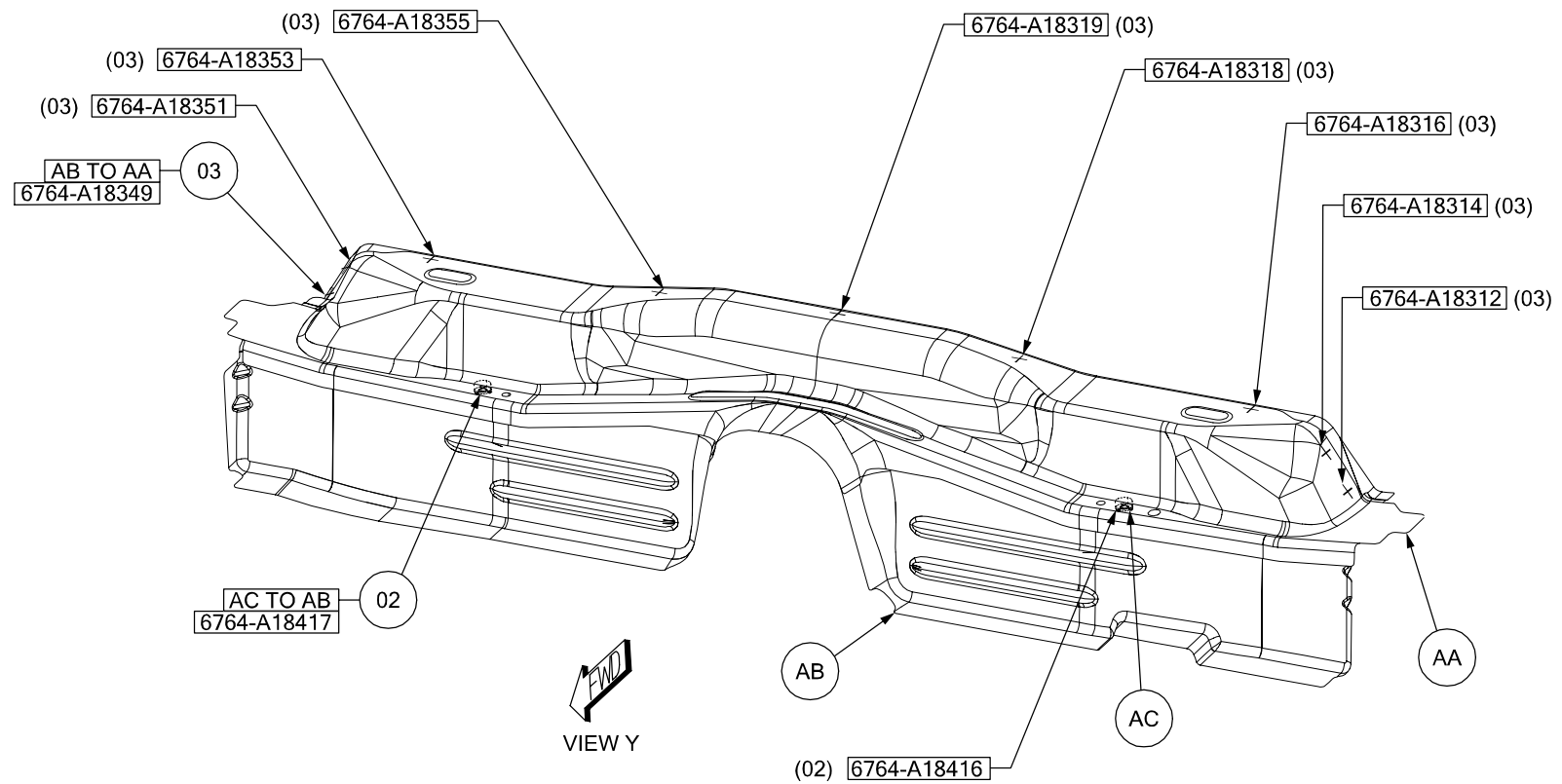
[Back to Index](#)

01 AB TO AA 29 S/WELDS (ORD)



[Back to Index](#)

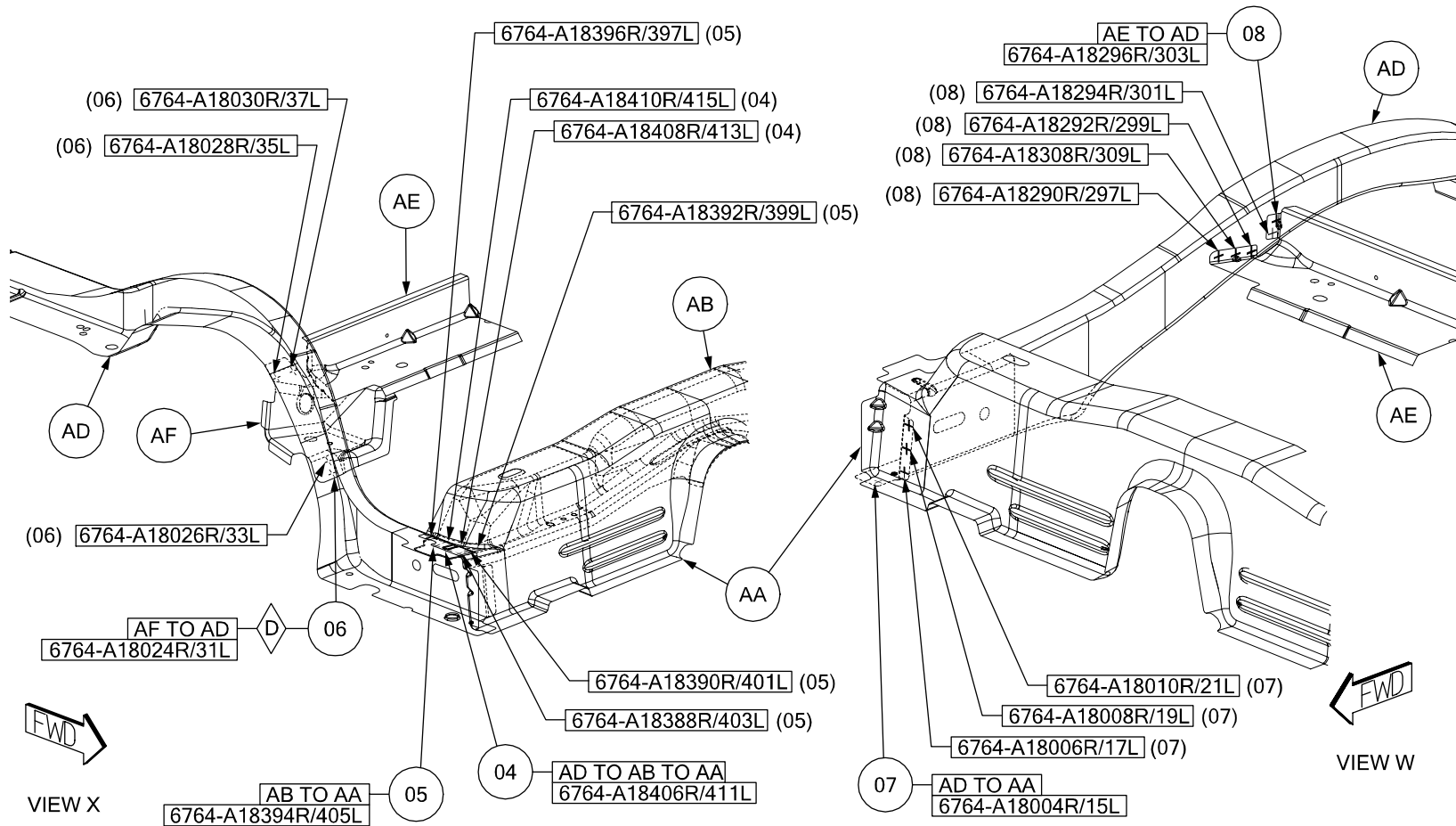
- 02 AC TO AB 2 PROJ WELDS (ORD)  
03 AB TO AA 9 S/WELDS (ORD)



[Back to Index](#)

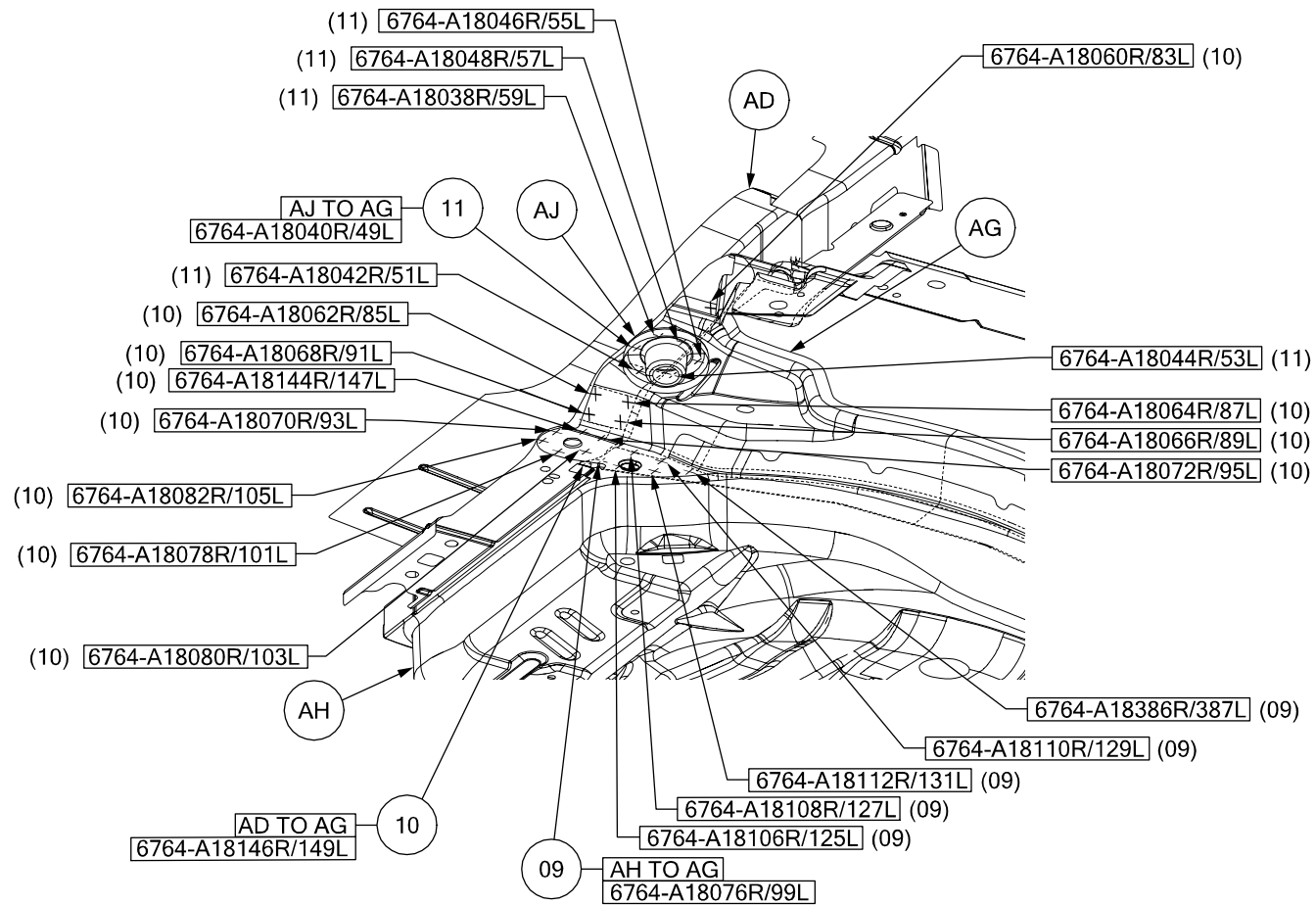
04 AD TO AB TO AA 3/SD S/WELDS (ORD)  
 05 AB TO AA 5/SD S/WELDS (ORD)  
 06 AF TO AD 4/SD S/WELDS (CRT)

07 AD TO AA 4/SD S/WELDS (ORD)  
 08 AE TO AD 5/SD S/WELDS (ORD)



[Back to Index](#)

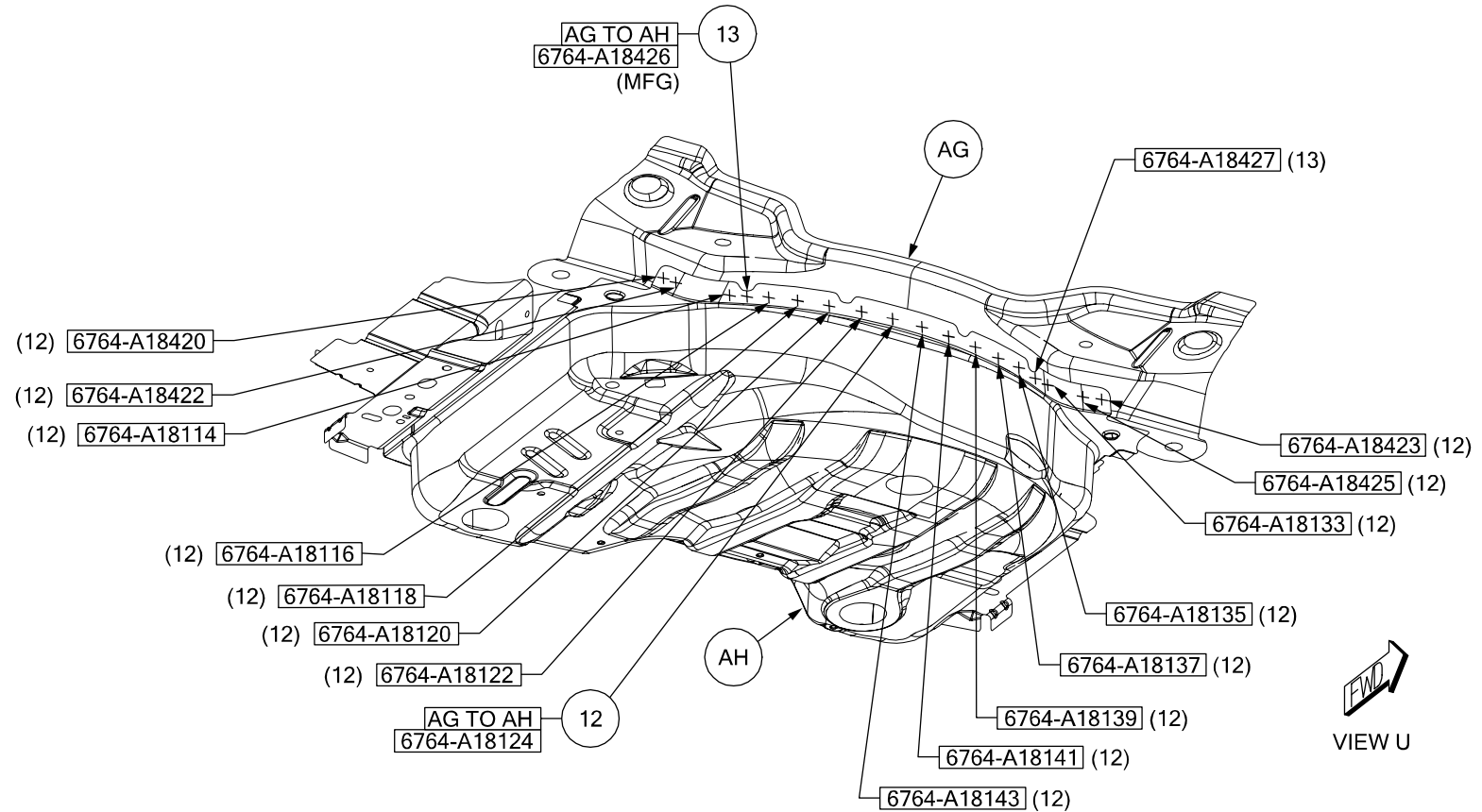
- 09 AH TO AG 6/SD S/WELDS (ORD)
- 10 AD TO AG 12/SD S/WELDS (ORD)
- 11 AJ TO AG 6/SD S/WELDS (ORD)



**FWD**  
VIEW V

**Back to Index**

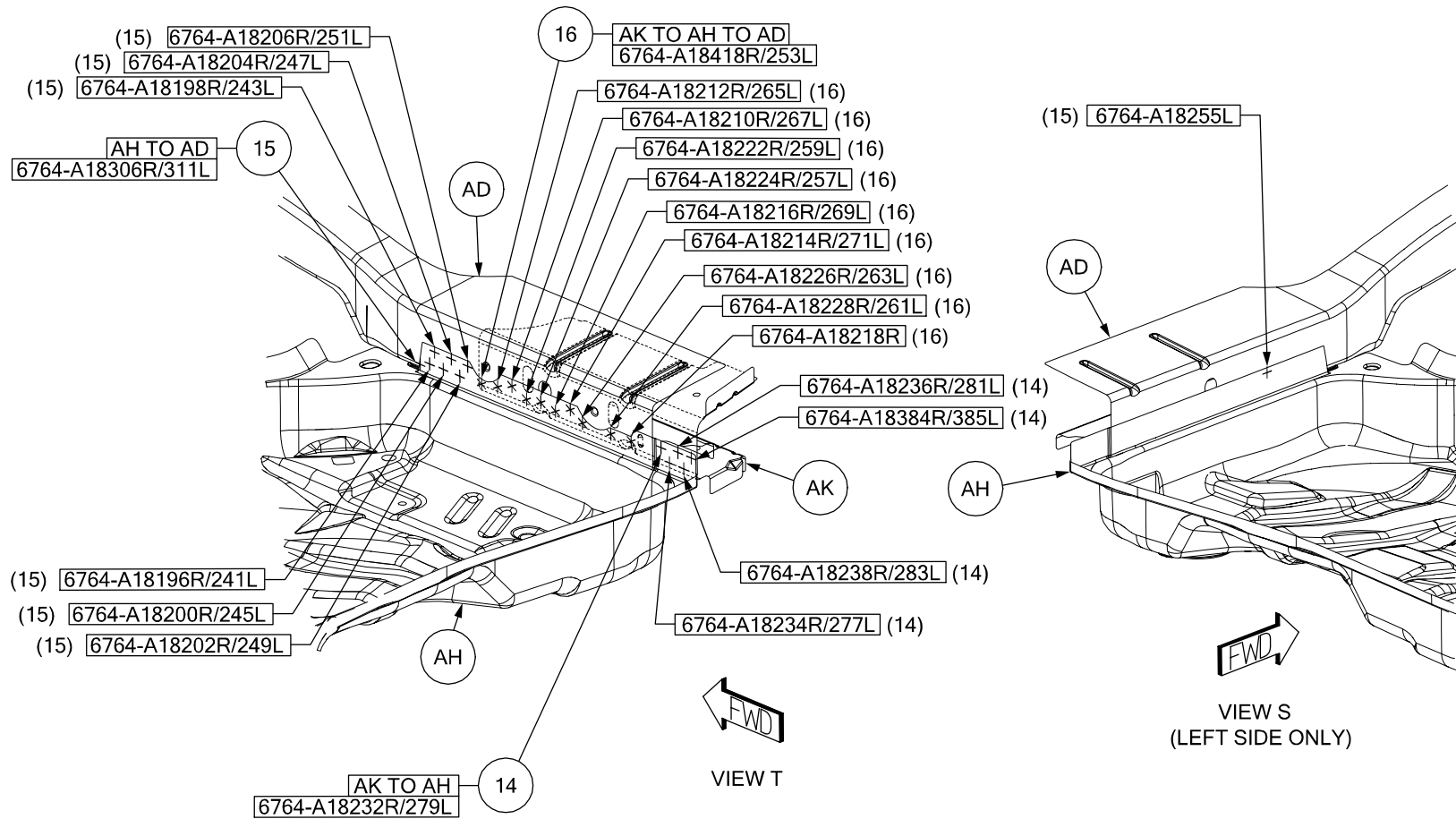
- 12 AG TO AH 16 S/WELDS (ORD)
- 13 AG TO AH 2 S/WELDS (ORD)



[Back to Index](#)

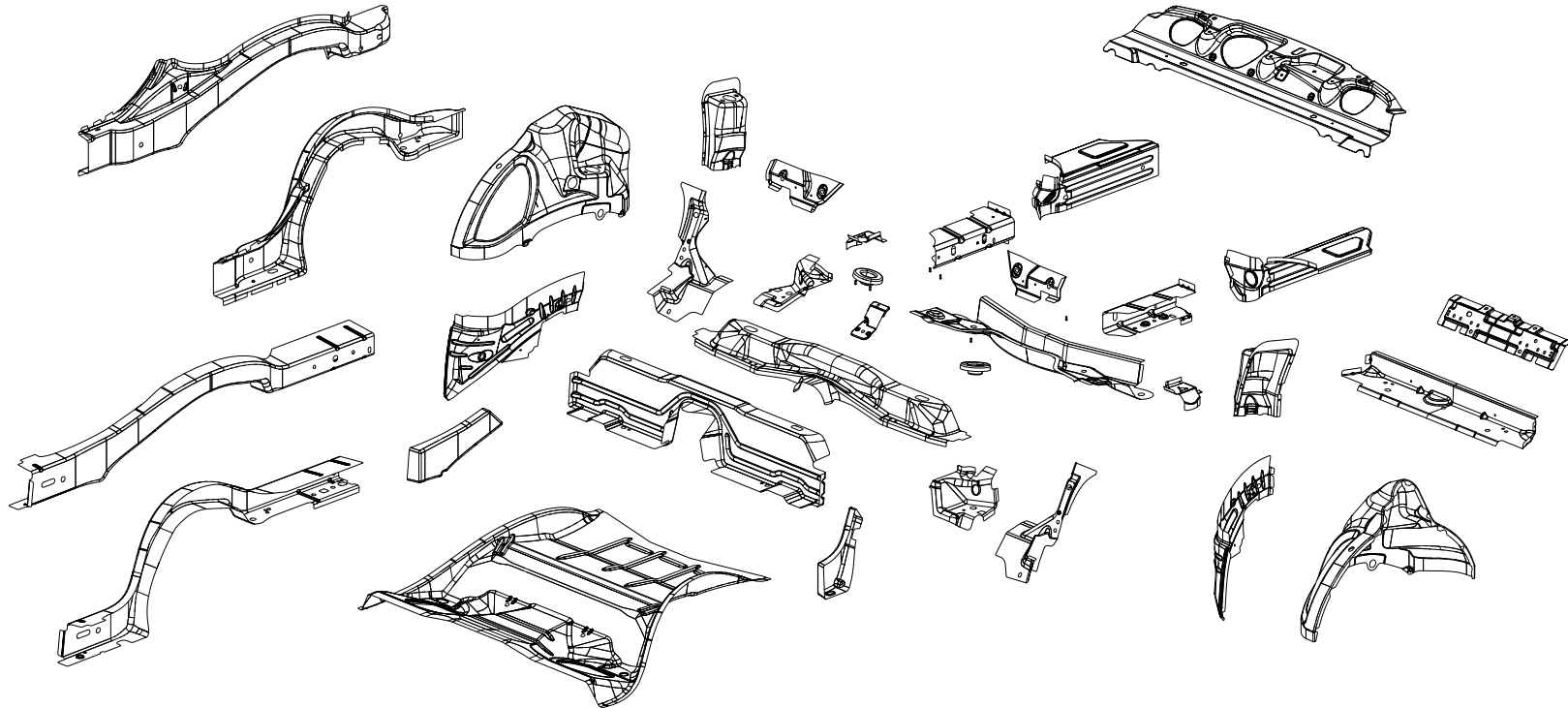


- 14 AK TO AH 5/SD S/WELDS (ORD)
- 15 AH TO AD 7R/8L S/WELDS (ORD)
- 16 AK TO AH TO AD 10R/9L S/WELDS (ORD)



[Back to Index](#)

## DODGE CHALLENGER REAR LADDER AND FLOOR SECTION



AA PAN – CTR FLOOR PAN –  
 AB CROSSMEMBER –RR KICK-UP –  
 AC REINF – KICK-UP CROSSMEMBER –  
 AD RAIL – RR INR RT –  
 AD RAIL – RR INR LT –  
 AE RAIL – RR OTR RT –  
 AE RAIL – RR OTR LT –  
 AF REINF – RR RAIL OTR RT –  
 AF REINF – RR RAIL OTR LT –  
 AG GUSSET – ISO FIX –  
 AG GUSSET – ISO FIX –  
 AH PANEL – RR WHEELHOUSE INR RT –  
 AH PANEL – RR WHEELHOUSE INR LT –

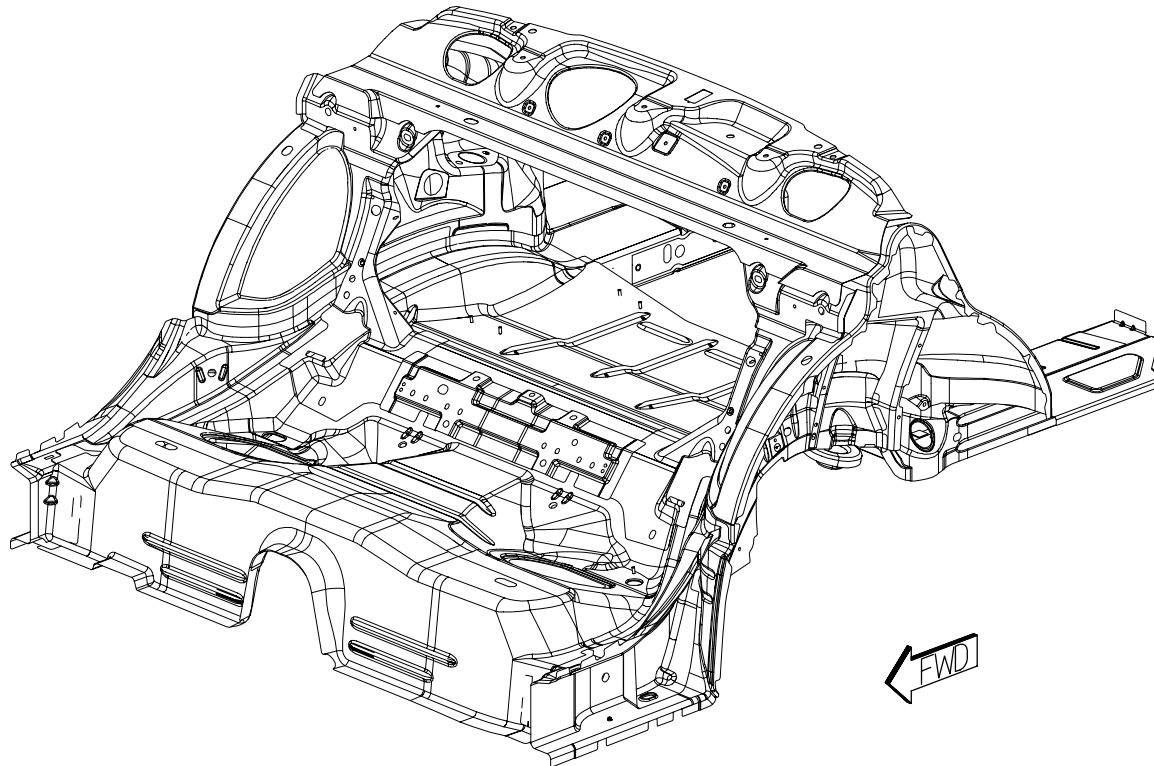
AJ PANEL – RR SHOCK MOUNTING RT –  
 AJ PANEL – RR SHOCK MOUNTING LT –  
 AK COVER PLATE – RR RAIL EXTENSION RT –  
 AK COVER PLATE – RR RAIL EXTENSION LT –  
 AL COVER PLATE – RAIL RR RT – FRONT  
 AL COVER PLATE – RAIL RR LT – FRONT  
 AM CROSSMEMBER – RR SUSPENSION RR –  
 AN REINF – JOUNCE –  
 AP REINF – RR RAIL INR RR RT –  
 AP REINF – RR RAIL INR RR LT –  
 AR BRACKET – CRADLE ATTACHING RT –  
 AR BRACKET – CRADLE ATTACHING LT –

AS EXTENSION – CROSSMEMBER END  
 SUPPORT RT –  
 AS EXTENSION – CROSSMEMBER END  
 SUPPORT LT –  
 AT REINF – SEAT BELT ANCHOR RR INBOARD  
 –  
 AU CROSSMEMBER – RR SUSPENSION FRT –  
 AV CROSSMEMBER – ISO FIX –  
 AW STUD.WELD/EXTERNAL – HEADER.  
 PT.SPECIAL – WIRE STUD ROUTING  
 AX PANEL – RR SHELF SUPPORT RT –  
 AX PANEL – RR SHELF SUPPORT LT –  
 AY CROSSMEMBER – RR UPR –

[Back to Index](#)

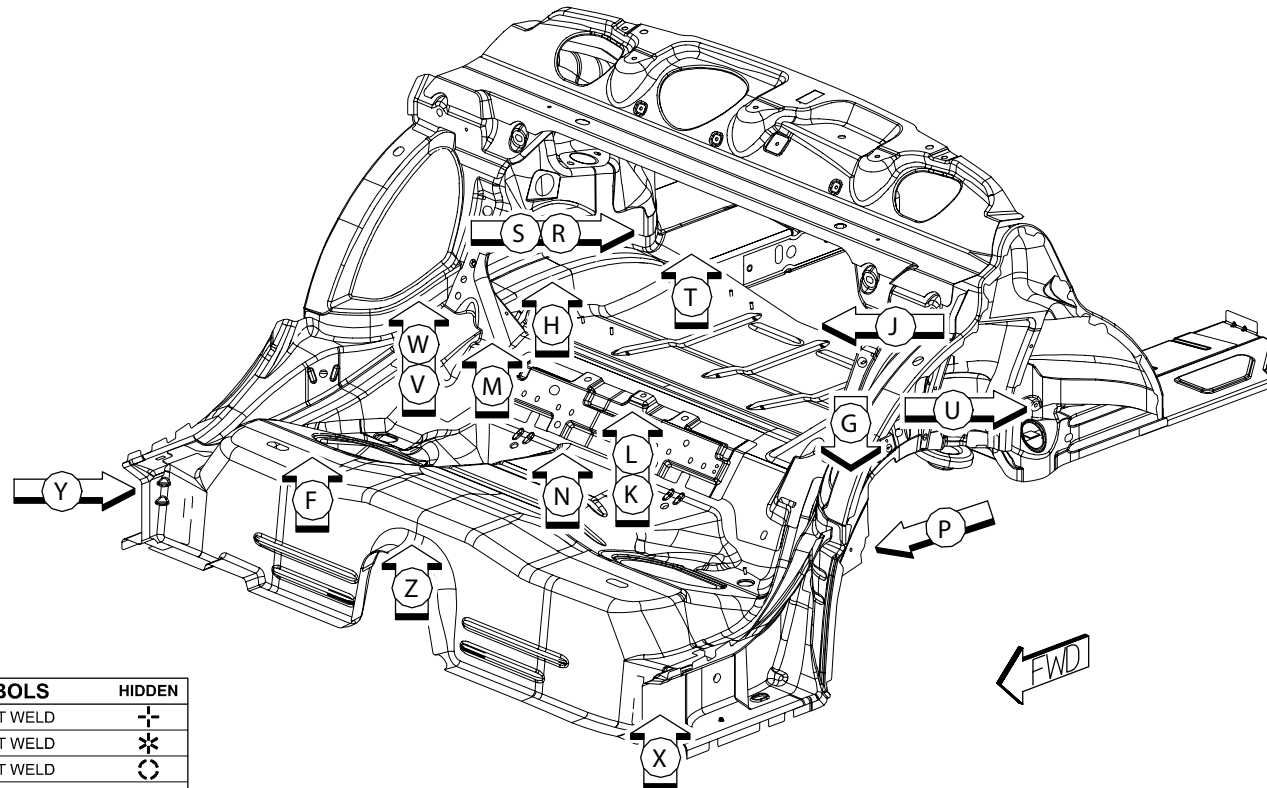
## PARTS IDENTIFICATION LEGEND, OVERVIEW 14

AA	PAN – CTR FLOOR PAN –	AJ	PANEL – RR SHOCK MOUNTING RT –	AS	EXTENSION – CROSSMEMBER END
AB	CROSSMEMBER –RR KICK-UP –	AJ	PANEL – RR SHOCK MOUNTING LT –		SUPPORT RT –
AC	REINF – KICK-UP CROSSMEMBER –	AK	COVER PLATE – RR RAIL EXTENSION RT –	AS	EXTENSION – CROSSMEMBER END
AD	RAIL – RR INR RT –	AK	COVER PLATE – RR RAIL EXTENSION LT –		SUPPORT LT –
AD	RAIL – RR INR LT –	AL	COVER PLATE – RAIL RR RT – FRONT	AT	REINF – SEAT BELT ANCHOR RR INBOARD
AE	RAIL – RR OTR RT –	AL	COVER PLATE – RAIL RR LT – FRONT		–
AE	RAIL – RR OTR LT –	AM	CROSSMEMBER – RR SUSPENSION RR –	AU	CROSSMEMBER – RR SUSPENSION FRT –
AF	REINF – RR RAIL OTR RT –	AN	REINF – JOUNCE –	AV	CROSSMEMBER – ISO FIX –
AF	REINF – RR RAIL OTR LT –	AP	REINF – RR RAIL INR RR RT –	AW	STUD.WELD/EXTERNAL – HEADER.
AG	GUSSET – ISO FIX –	AP	REINF – RR RAIL INR RR LT –		PT.SPECIAL – WIRE STUD ROUTING
AG	GUSSET – ISO FIX –	AR	BRACKET – CRADLE ATTACHING RT –	AX	PANEL – RR SHELF SUPPORT RT –
AH	PANEL – RR WHEELHOUSE INR RT –	AR	BRACKET – CRADLE ATTACHING LT –	AX	PANEL – RR SHELF SUPPORT LT –
AH	PANEL – RR WHEELHOUSE INR LT –			AY	CROSSMEMBER – RR UPR –



[Back to Index](#)

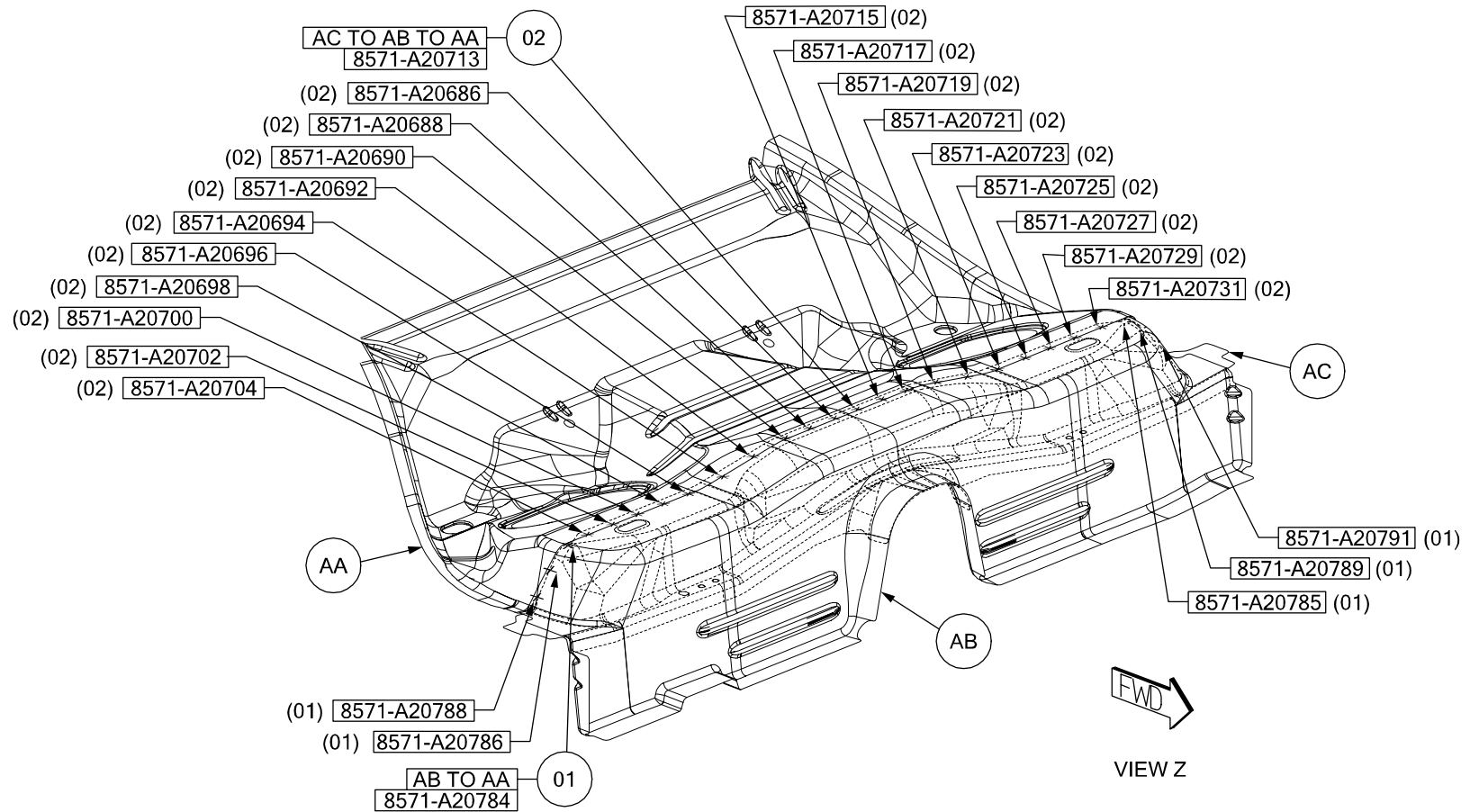
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	+
*	3T SPOT WELD	*
○	4T SPOT WELD	○
●	ADHESIVE BEAD / GUM DROP	●
V	FCAW / MIG BRZ	/

[Back to Index](#)

- 01 AB TO AA 6 S/WELDS (ORD)
- 02 AC TO AB TO AA 20 S/WELDS (ORD)

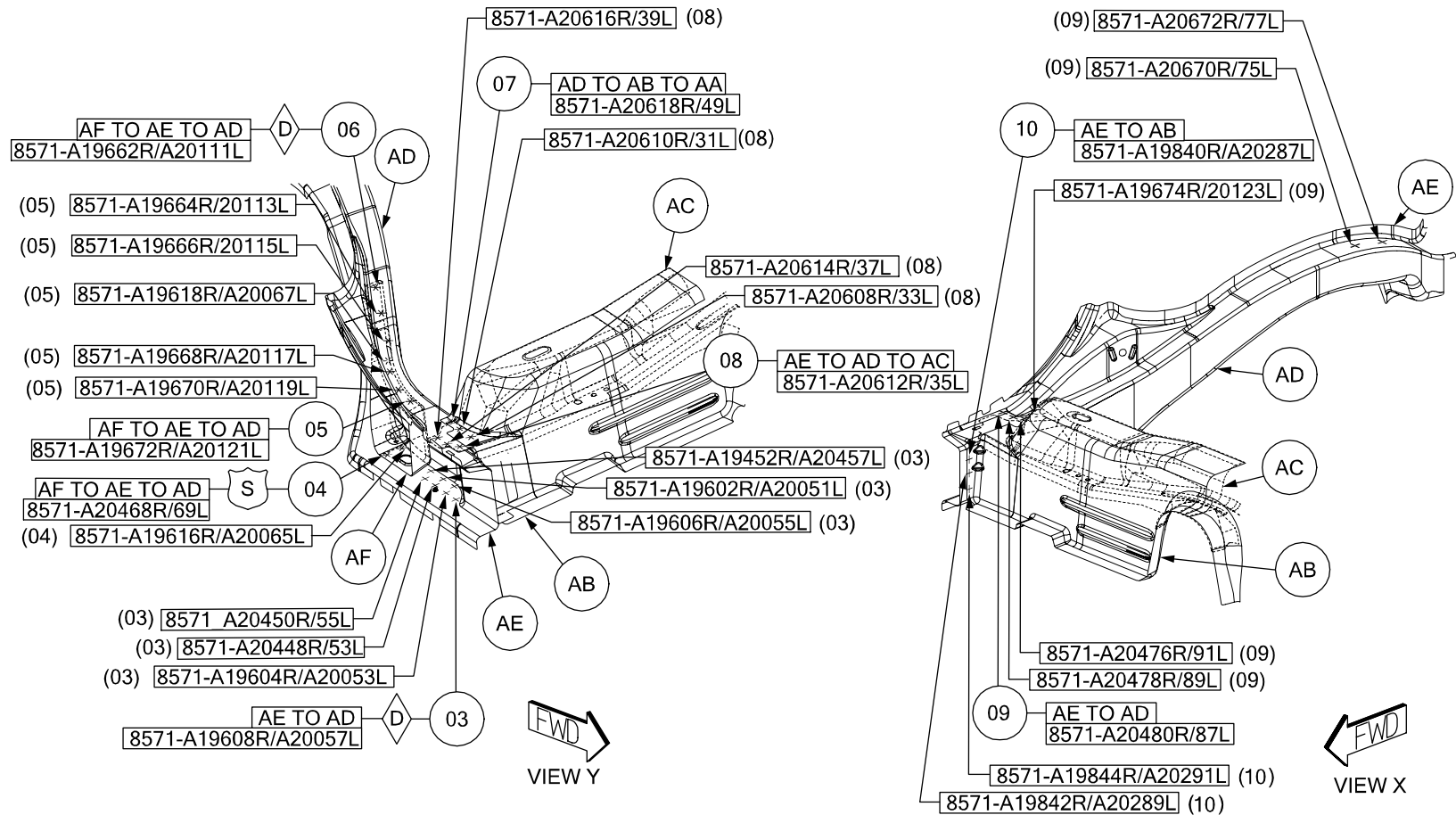


[Back to Index](#)

03 AE TO AD 7/SD S/WELDS (CRT)  
 04 AF TO AE TO AD 2/SD S/WELDS (CRT)  
 05 AF TO AE TO AD 6/SD S/WELDS (ORD)

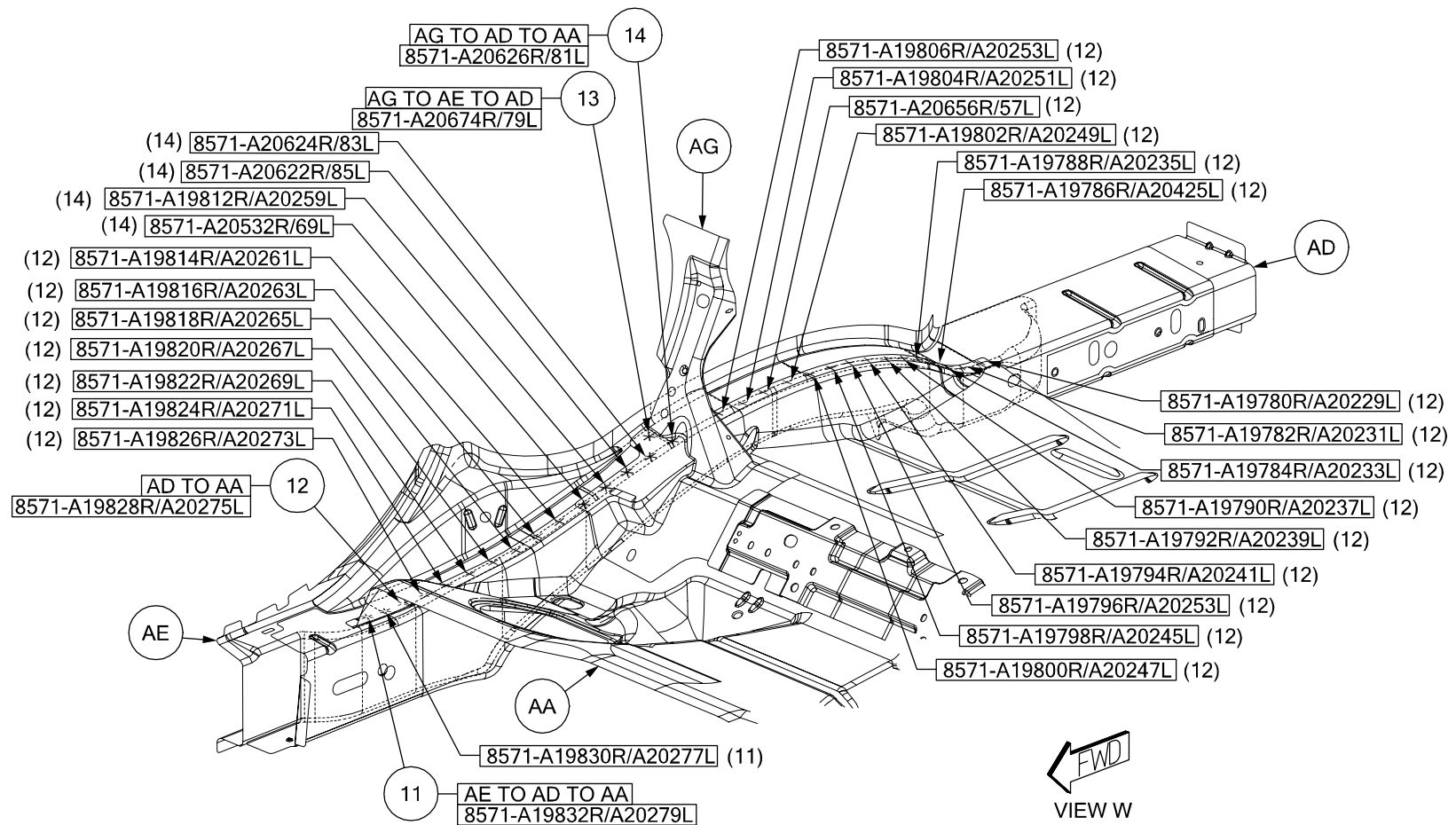
06 AF TO AE TO AD 1/SD S/WELD (CRT)  
 07 AD TO AB TO AA 1/SD S/WELD (ORD)  
 08 AE TO AD TO AC 5/SD S/WELDS (ORD)

09 AE TO AD 6/SD S/WELDS (ORD)  
 10 AE TO AB 3/SD S/WELDS (ORD)



Back to Index

- 11 AE TO AD TO AA 2/SD S/WELDS (ORD)
- 12 AD TO AA 23/SD S/WELDS (ORD)
- 13 AG TO AE TO AD 1/SD S/WELD (ORD)
- 14 AG TO AD TO AA 5/SD S/WELDS (ORD)

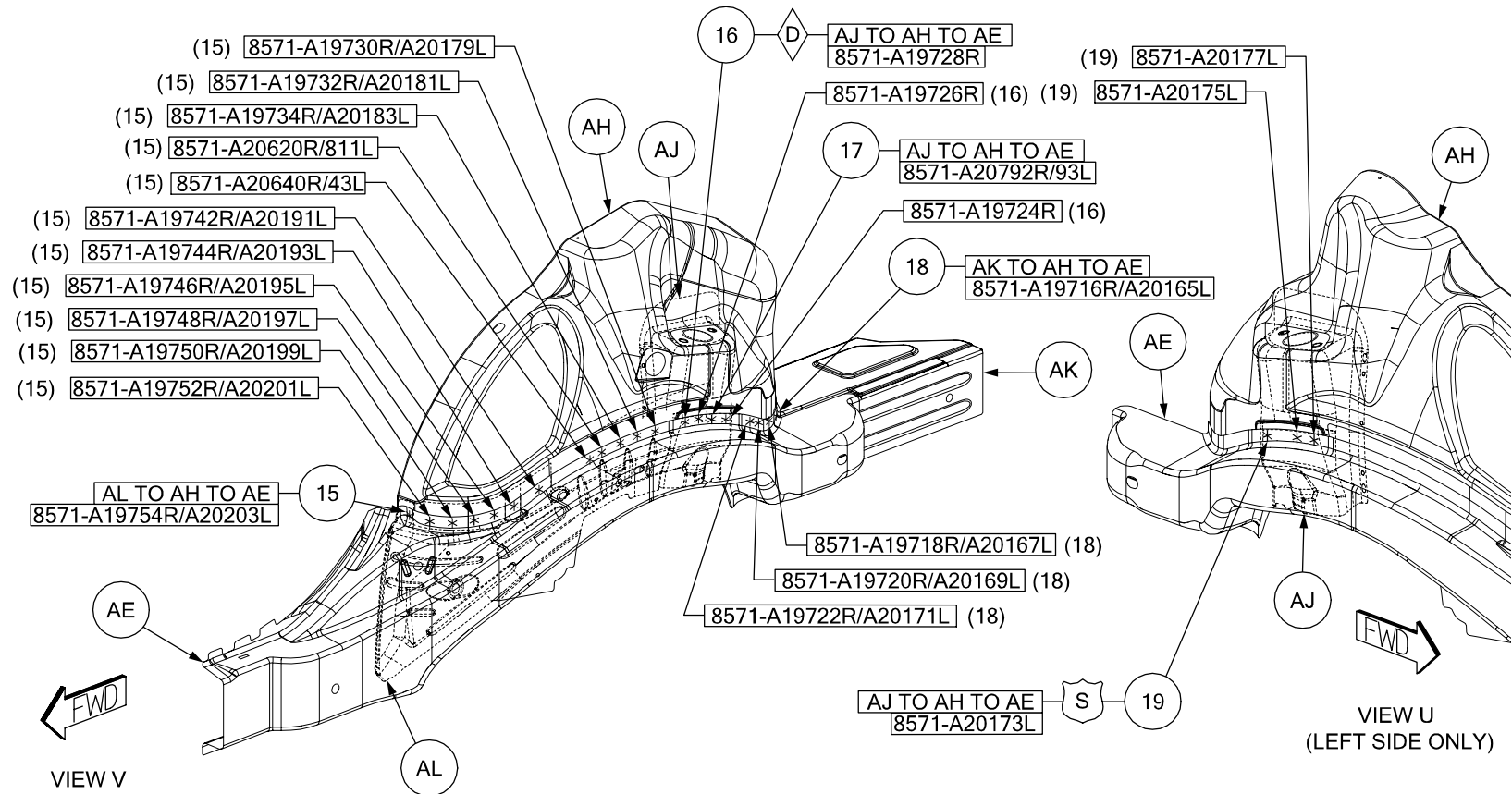


[Back to Index](#)



15 AL TO AH TO AE 12/SD S/WELDS (ORD)  
 16 AJ TO AH TO AE 3R S/WELDS (CRT)  
 17 AJ TO AH TO AE 1/SD S/WELD (ORD)

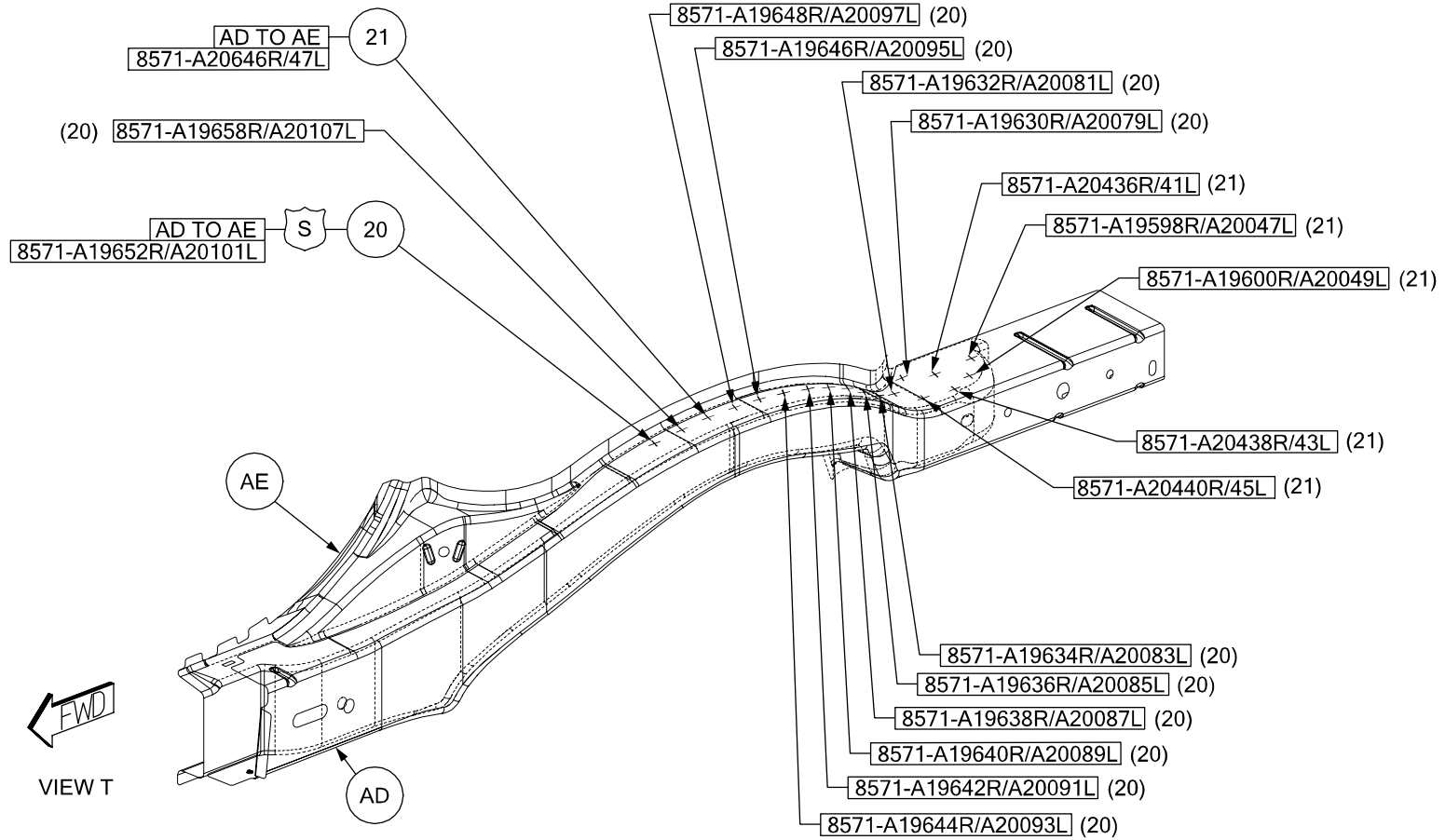
18 AK TO AH TO AE 4/SD S/WELDS (ORD)  
 19 AJ TO AH TO AE 3L S/WELDS (SAF)



[Back to Index](#)



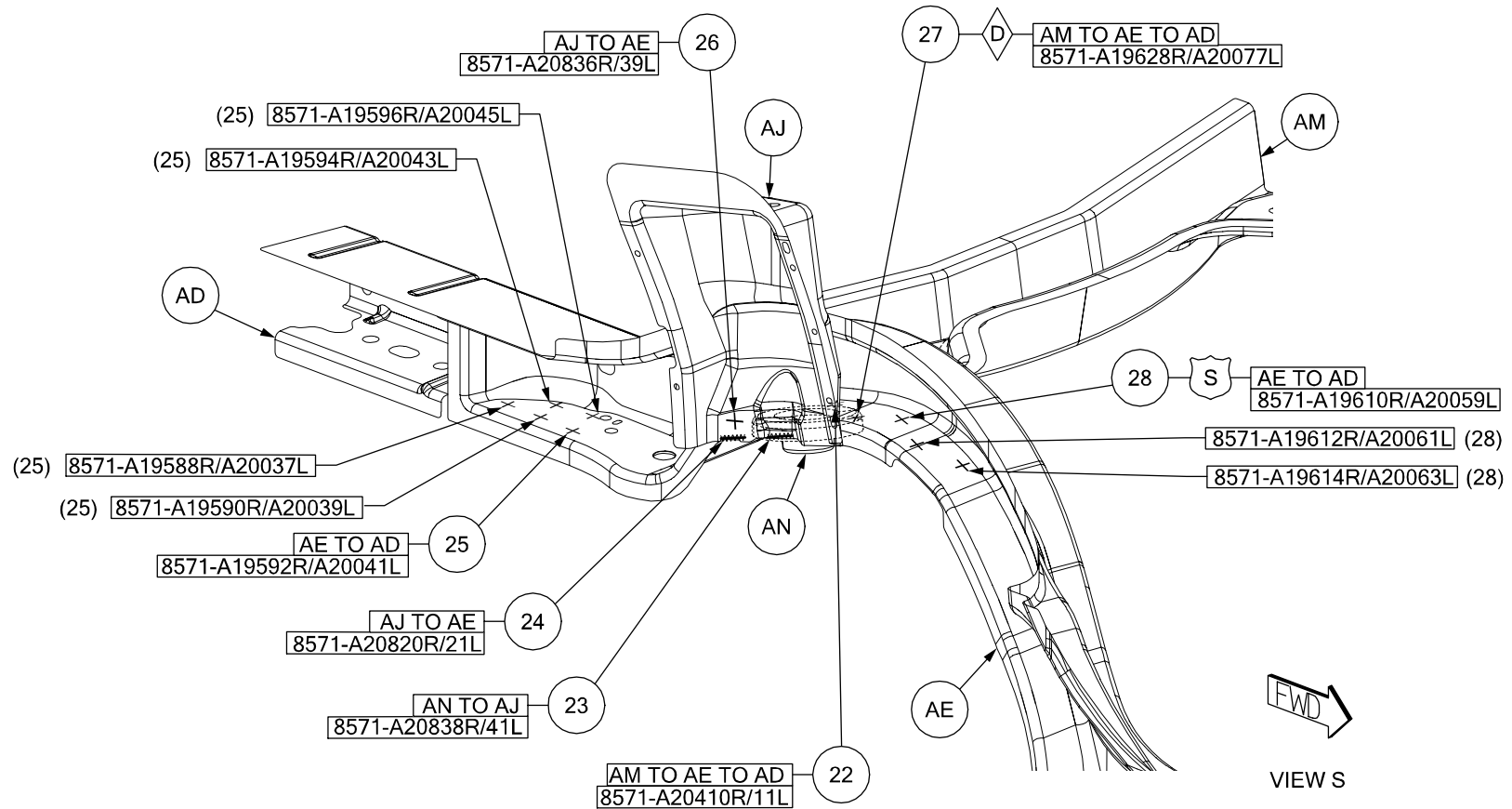
- 20 AD TO AE 12/SD S/WELDS (SAF)  
 21 AD TO AE 6/SD S/WELDS (ORD)



[Back to Index](#)

22 AM TO AE TO AD 1/SD S/WELD (ORD)  
 23 AN TO AJ 1/SD FCAW  
 24 AJ TO AE 1/SD FCAW  
 25 AE TO AD 5/SD S/WELDS (ORD)

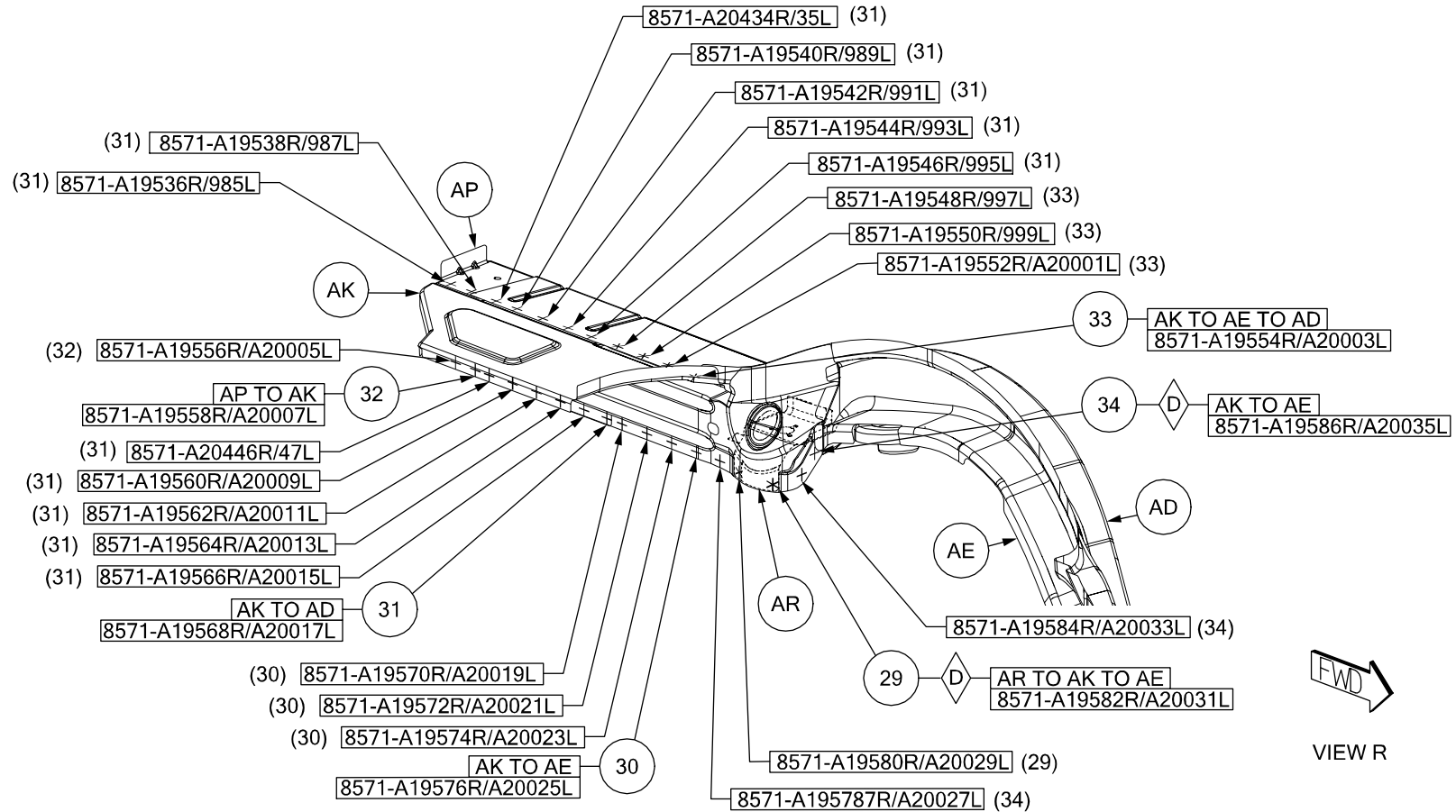
26 AJ TO AE 1/SD S/WELD (MFG)  
 27 AM TO AE TO AD 1/SD S/WELD (CRT)  
 28 AE TO AD 3/SD S/WELDS (SAF)



[Back to Index](#)

29 AR TO AK TO AE 2/SD S/WELDS (CRT)  
 30 AK TO AE 4/SD S/WELDS (ORD)  
 31 AK TO AD 12/SD S/WELDS (ORD)

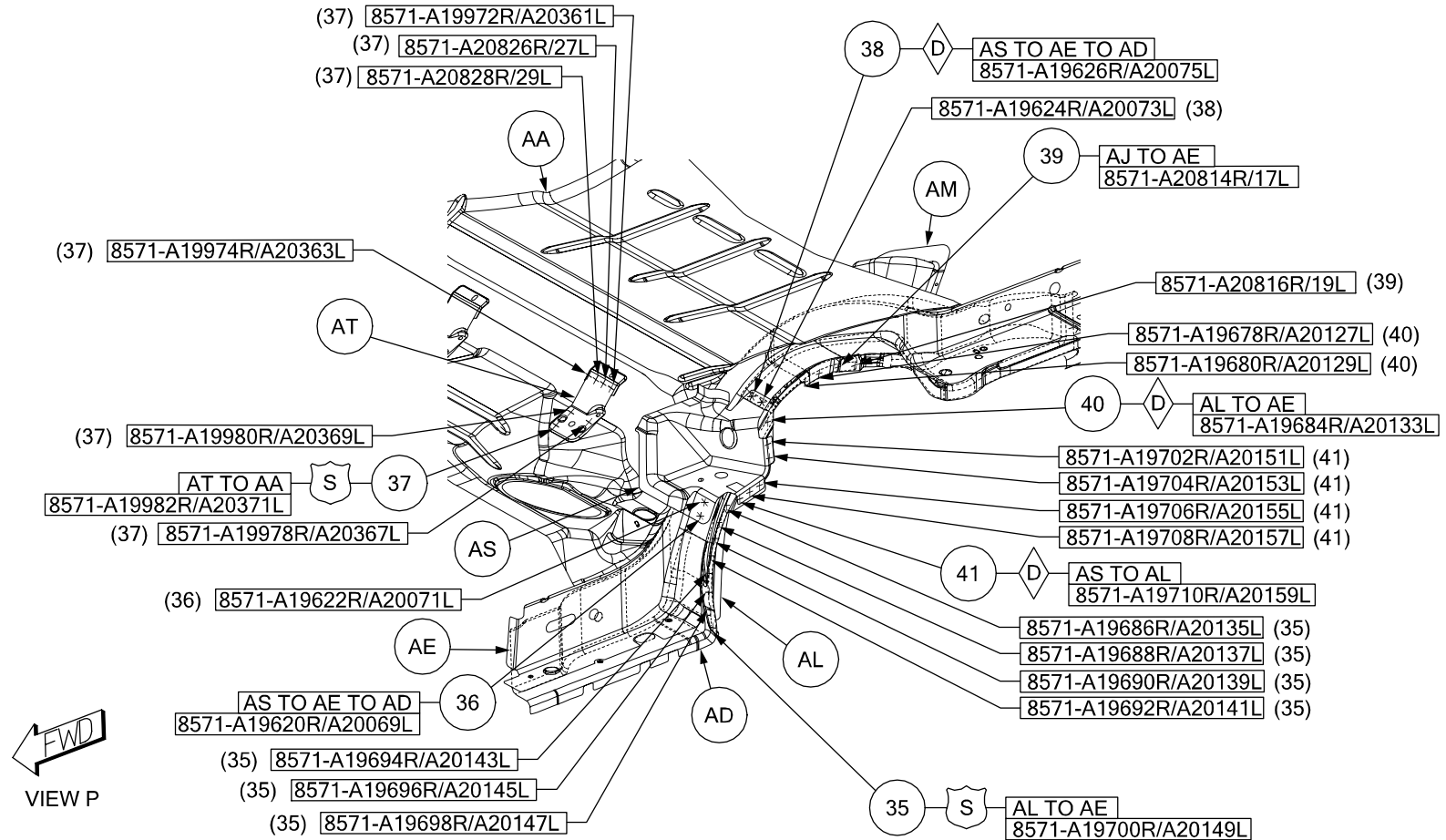
32 AP TO AK 2/SD S/WELDS (ORD)  
 33 AK TO AE 3/SD S/WELDS (CRT)  
 34 AK TO AE TO AD 4/SD S/WELDS (ORD)



Back to Index

35 AL TO AE 8/SD S/WELDS (SAF)  
 36 AS TO AE TO AD 2/SD S/WELDS (ORD)  
 37 AT TO AA 7/SD S/WELDS (SAF)  
 38 AS TO AE TO AD 2/SD S/WELDS (SAF)

39 AJ TO AE 2/SD S/WELDS (ORD)  
 40 AL TO AE 3/SD S/WELDS (CRT)  
 41 AS TO AL 5/SD S/WELDS (CRT)



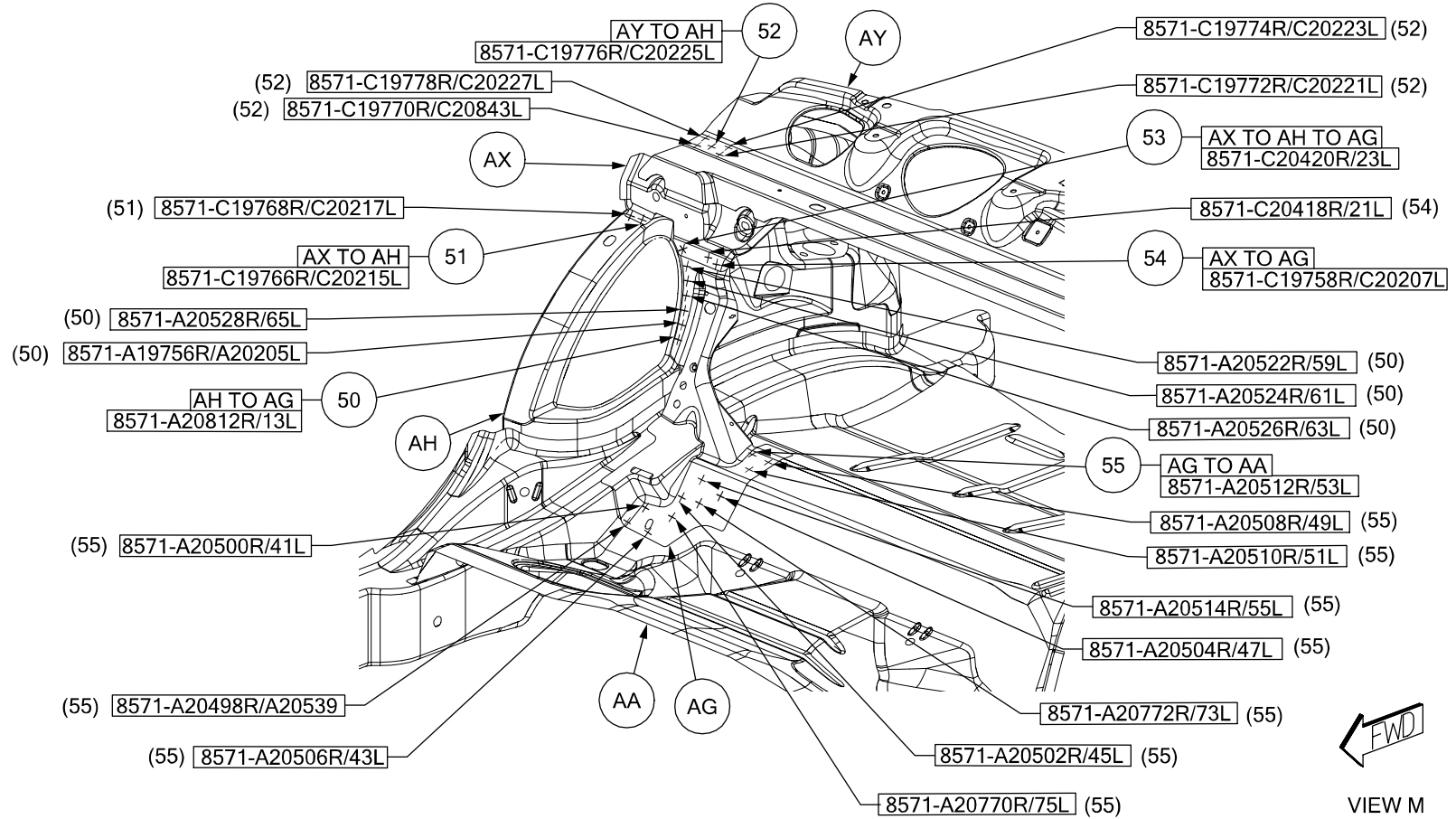
Back to Index

- 48 AT TO AV TO AA 4 S/WELDS (SAF)  
49 AT TO AU TO AA 2 S/WELDS (ORD)



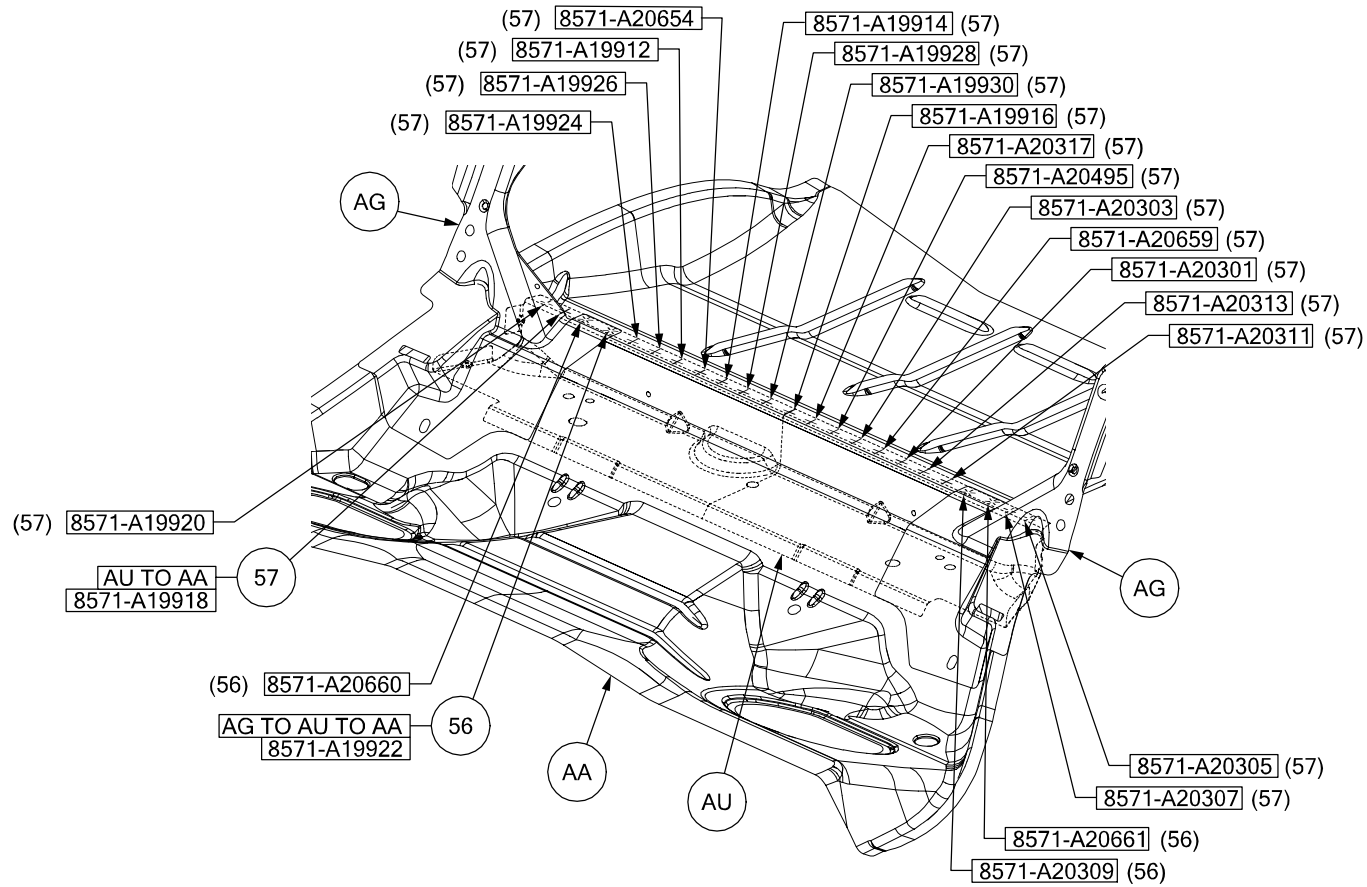
50 AH TO AG 6/SD S/WELDS (ORD)  
 51 AX TO AH 2/SD S/WELDS (ORD)  
 52 AY TO AH 5/SD S/WELDS (ORD)

53 AX TO AH TO AG 1/SD S/WELD (ORD)  
 54 AX TO AG 2/SD S/WELDS (ORD)  
 55 AG TO AA 11/SD S/WELDS (ORD)



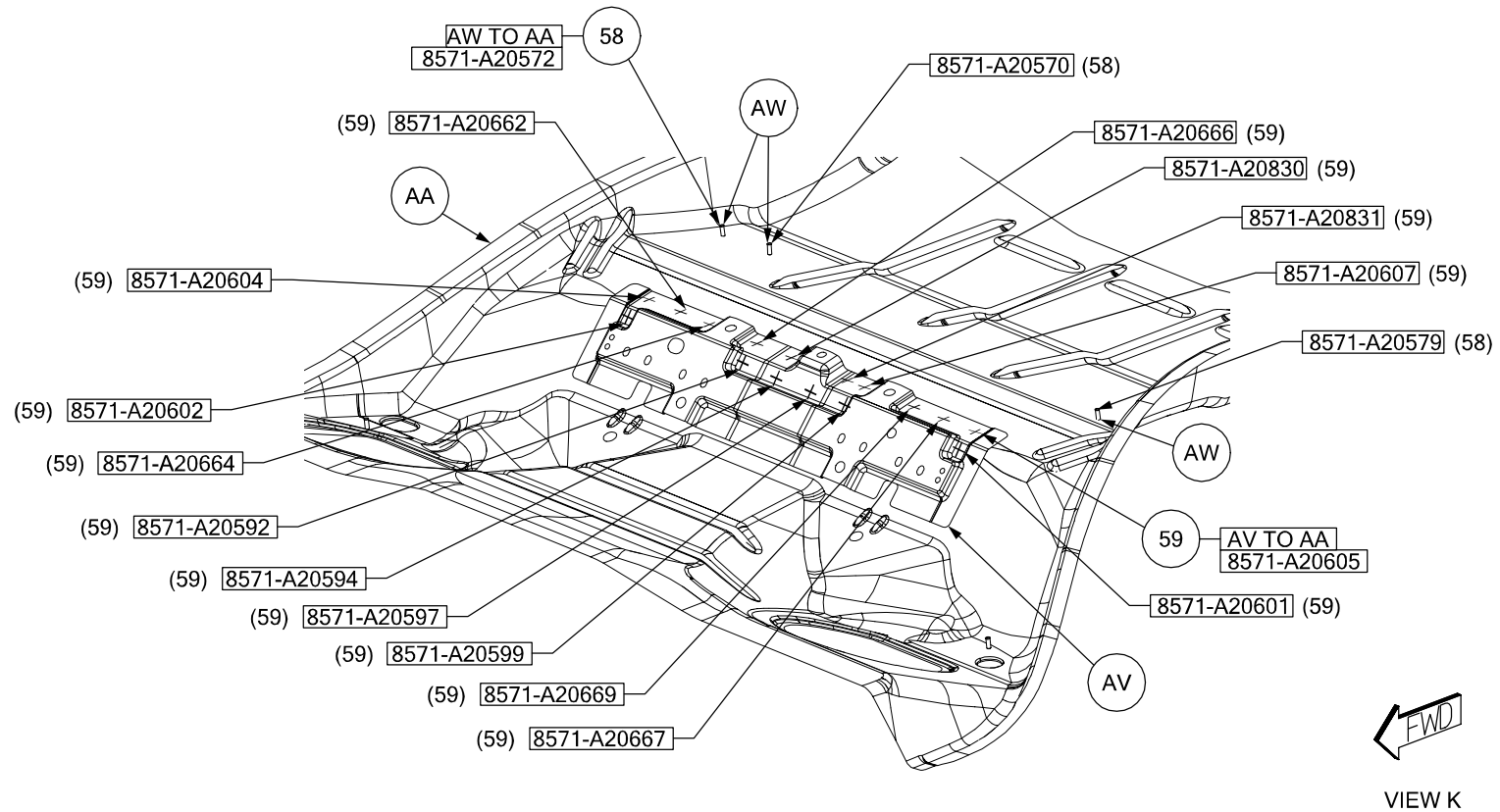
Back to Index

- 56 AG TO AU TO AA 4 S/WELDS (ORD)  
 57 AU TO AA 19 S/WELDS (ORD)



[Back to Index](#)

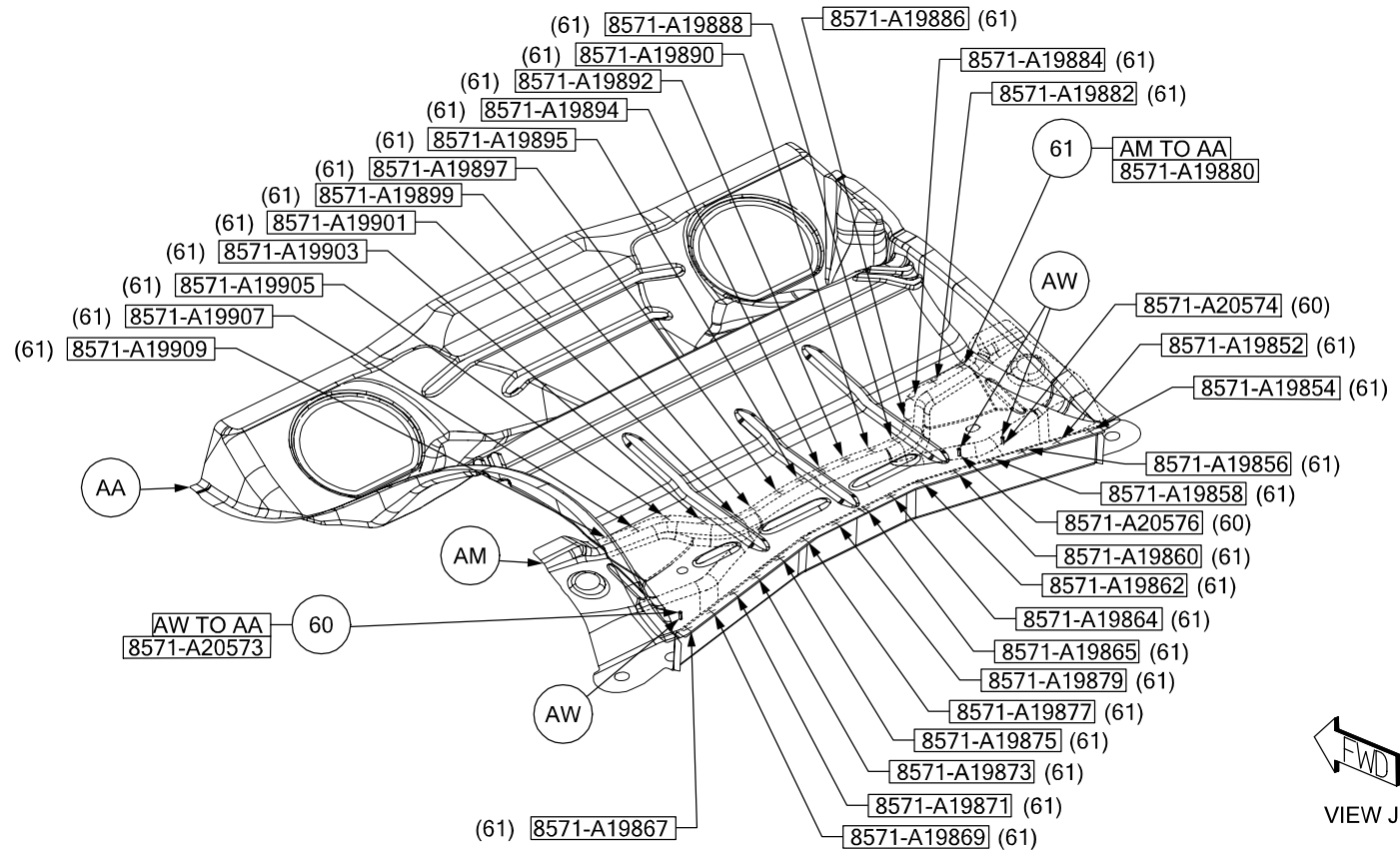
- 58 AW TO AA 3 PROJ WELDS  
 59 AV TO AA 16 S/WELDS (ORD)



Back to Index

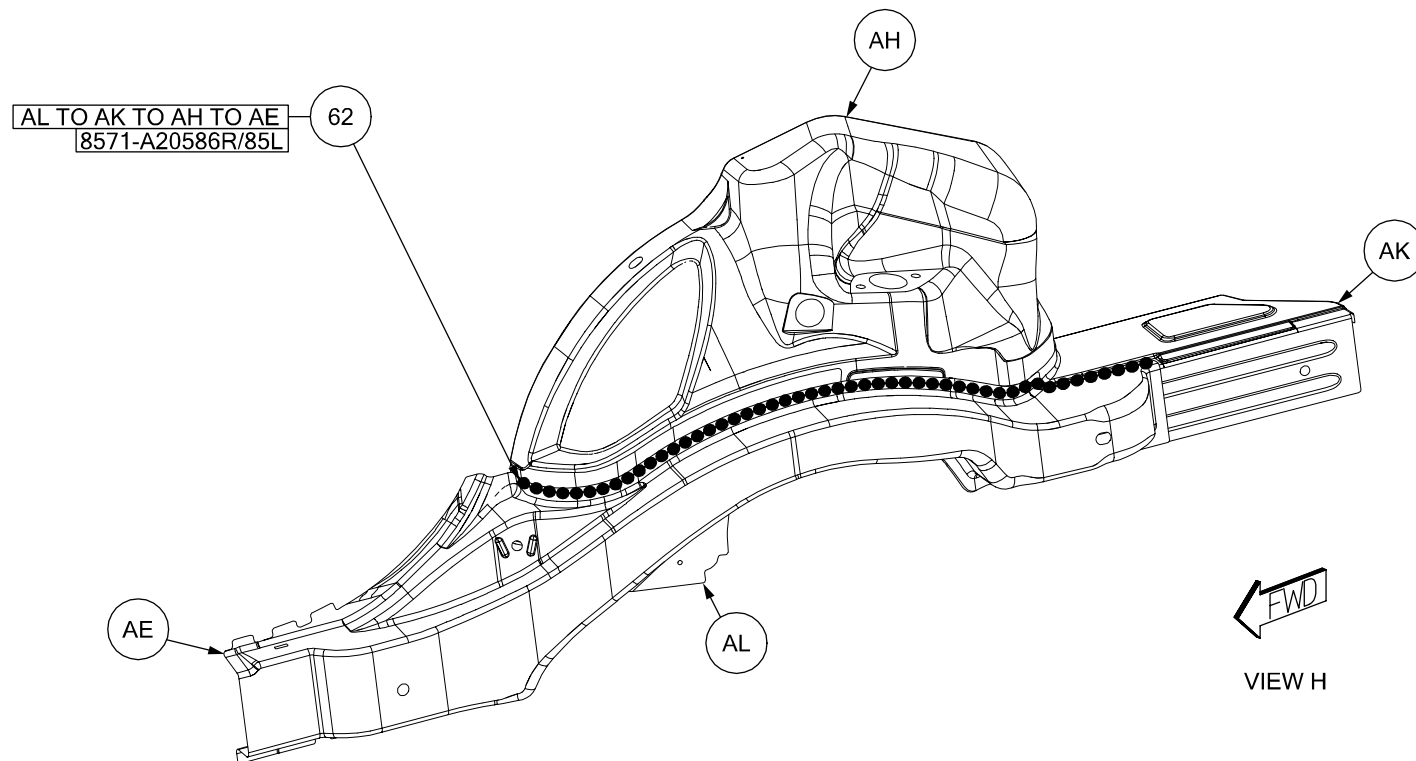


60 AW TO AA 3 PROJ WELDS  
61 AM TO AA 31 S/WELDS (ORD)



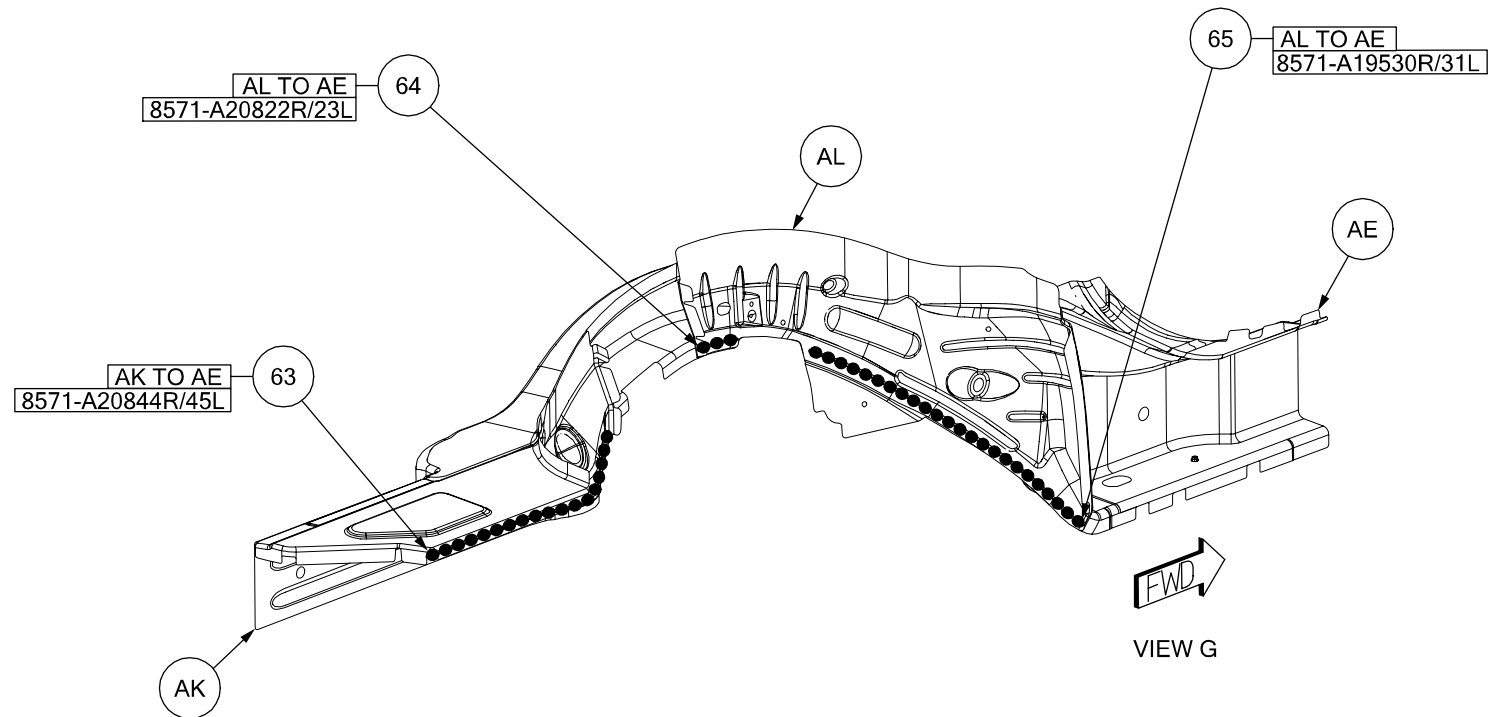
[Back to Index](#)

62 AL TO AK TO AH TO AE 1/SD STRUC ADH



[Back to Index](#)

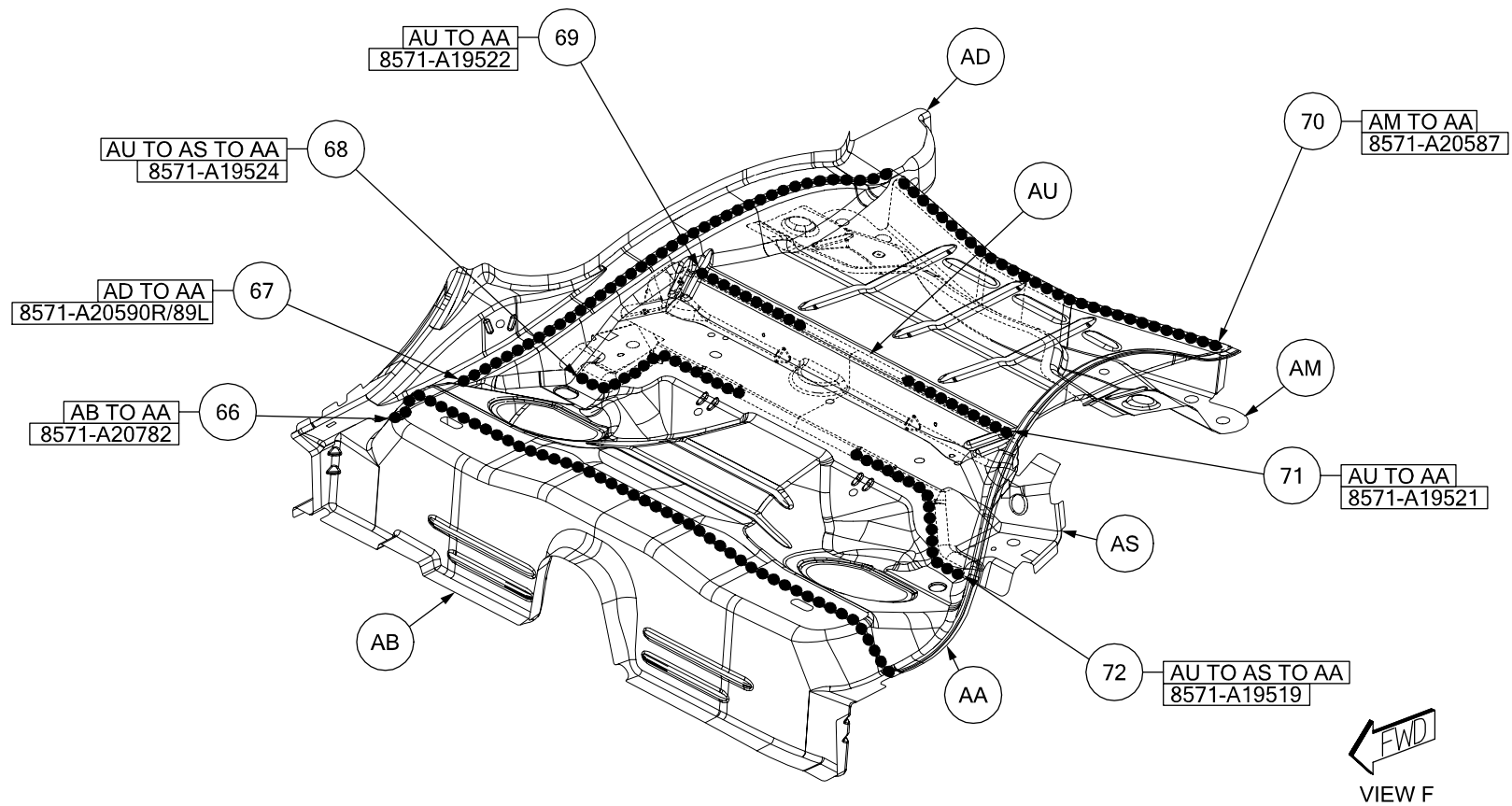
- 63 AK TO AE 1/SD STRUC ADH
- 64 AL TO AE 1/SD STRUC ADH
- 65 AL TO AE 1/SD STRUC ADH



[Back to Index](#)

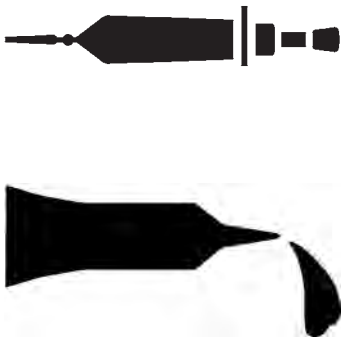
66 AB TO AA 1 STRUC ADH  
67 AD TO AA 1/SD STRUC ADH  
68 AU TO AS TO AA 1 STRUC ADH  
69 AU TO AA 1 STRUC ADH

70 AM TO AA 1 STRUC ADH  
71 AU TO AA 1 STRUC ADH  
72 AU TO AS TO AA 1 STRUC ADH



[Back to Index](#)

# Sealer/Structural Adhesive/Sound Deadener/Locations Dodge Challenger



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

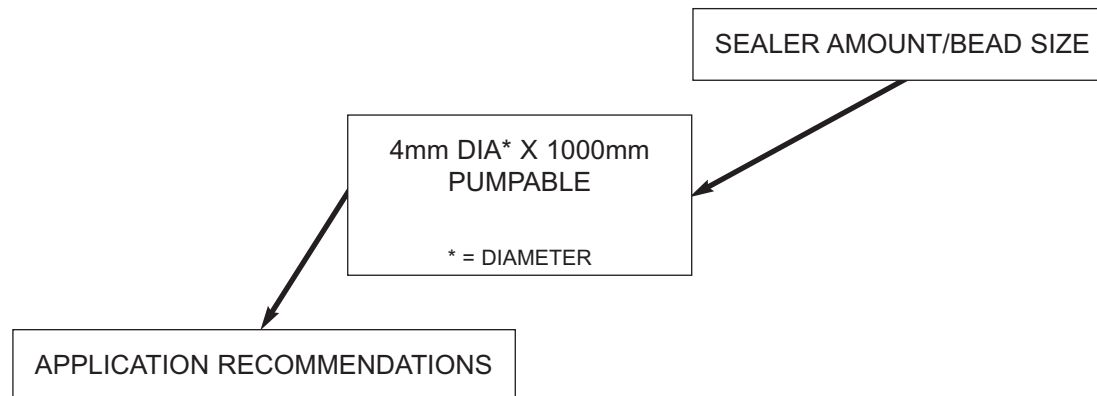
Body/Paint Sealer Locations .....  
Structural Adhesive Locations .....  
Sound Deadener Locations .....

Chrysler LLC 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 COWL/LOAD BEAM	1
COWL/INNER BODY SIDE APERTURE	2
UPPER COWL/LOAD BEAM	3
FRONT FLOOR PAN/CENTER FLOOR PAN	4
FLOOR/BODY SIDE INNER UNDERSIDE	5
BODY SIDE APERTURE OUTER SILL	6
ROOF/BODY SIDE APERTURE (1 OF 2)	7
ROOF/BODY SIDE APERTURE (2 OF 2)	8
QUARTER WINDOW	9
ROOF/UPPER "C" PILLAR	10
KICK-UP CROSSMEMBER/FLOOR PAN	11
CROSSMEMBER/OUTER RAIL SEAM	12
OUTER REAR WHEELHOUSE/INNER PANEL (1 OF 2)	13
OUTER REAR WHEELHOUSE/INNER PANEL (2 OF 2)	14
REAR WHEELHOUSE (FRONT)/RAIL INNER/CENTER FLOOR PAN	15
INNER RAIL/OUTER RAIL AT REAR WHEELHOUSE	16
REAR FLOOR/BODY SIDE APERTURE INNER/LOWER DECK	17
REAR WHEELHOUSE INNER/REAR FLOOR PAN	18
UPPER DRAIN TROUGH/BODY SIDE APERTURE	19
DECK LID TROUGH	20
REAR FLOOR/LOWER DECK AND REAR RAILS	21
REAR FLOOR PAN/REAR SUSPENSION CROSSMEMBER	22
LOWER EXTENSION/LOWER WHEELHOUSE OUTER	23
INNER TAIL LAMP CAN/LOWER DECK	24
OUTER TAIL LAMP CAN	25

### Preferred Mopar Product:

- Paintable Seam Sealer—Part No. 04318026

[Back to Index](#)

## BODY SEALER LOCATIONS

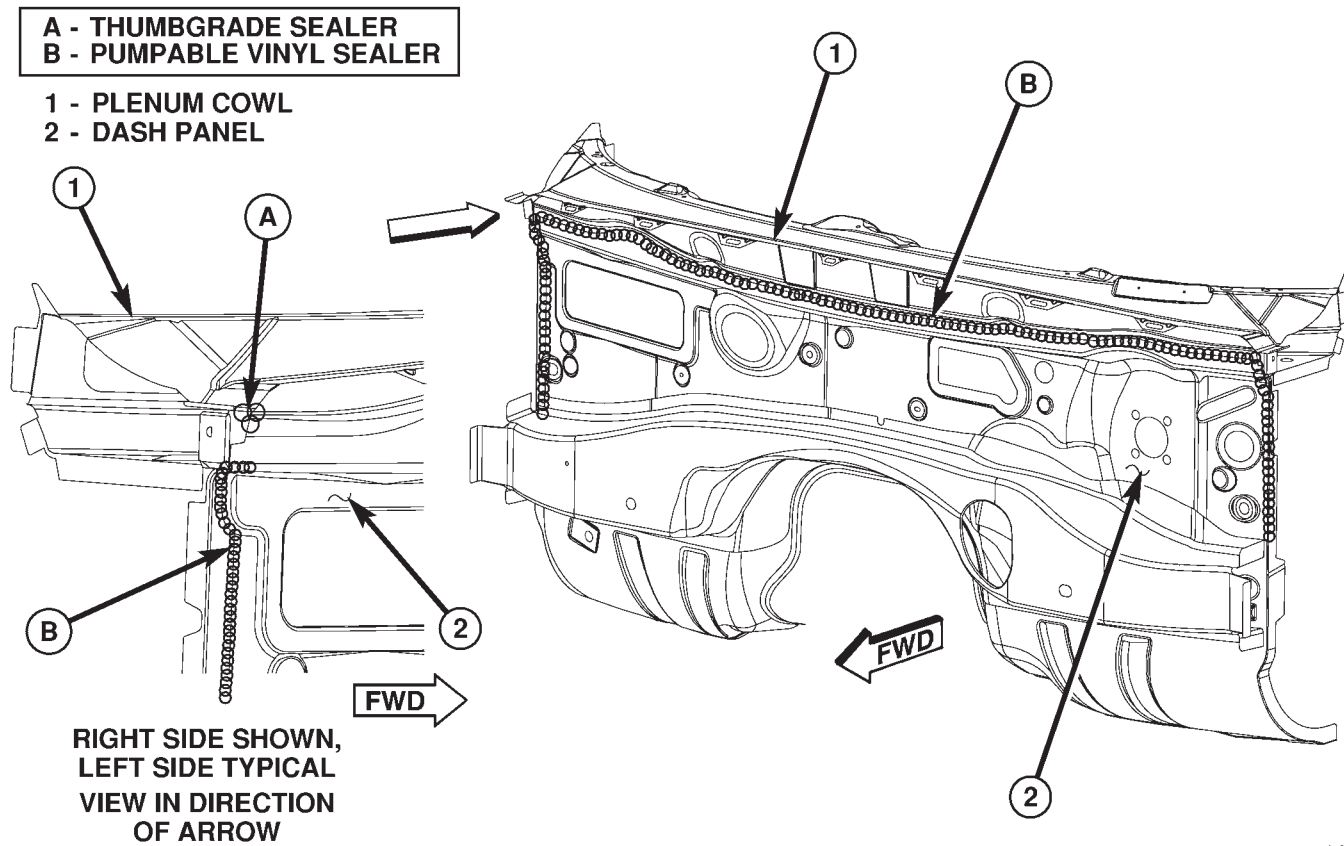


Figure 1. FRONT COWL/LOAD BEAM

[Back to Index](#)

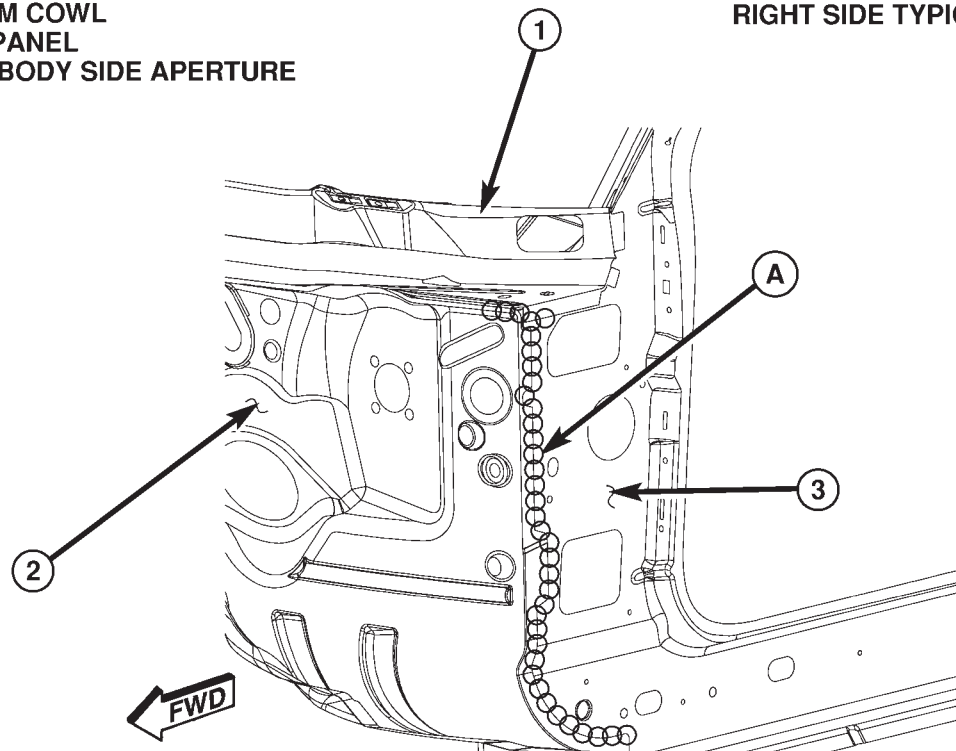


## BODY SEALER LOCATIONS

### A - PUMPABLE VINYL SEALER

- 1 - PLENUM COWL
- 2 - DASH PANEL
- 3 - INNER BODY SIDE APERTURE

LEFT SIDE SHOWN,  
RIGHT SIDE TYPICAL



LC2\_02

Figure 2. COWL/INNER BODY SIDE APERTURE

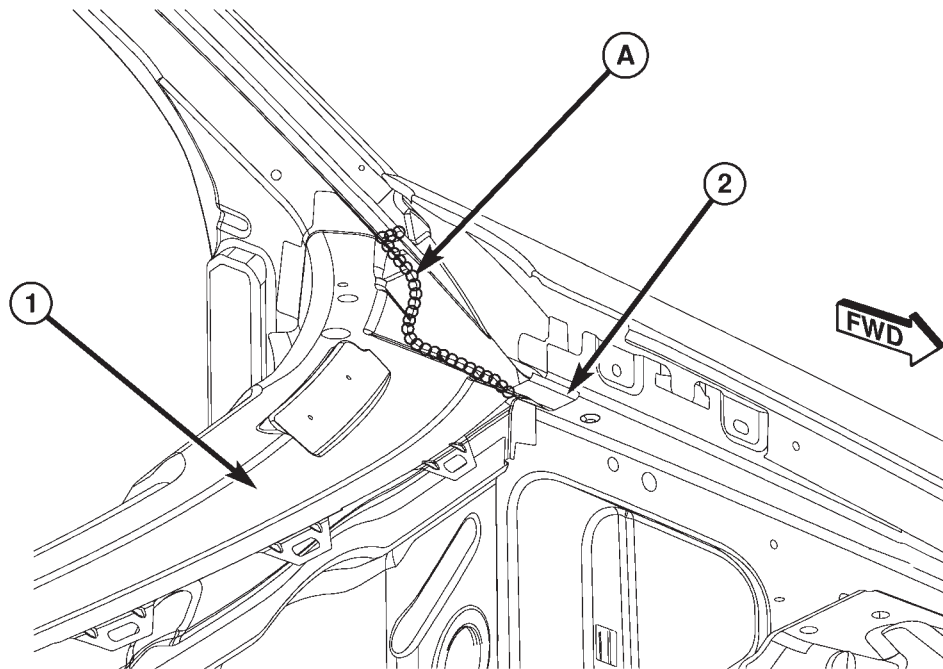
[Back to Index](#)

## BODY SEALER LOCATIONS

LEFT SIDE SHOWN,  
RIGHT SIDE TYPICAL

A - PUMPABLE VINYL SEALER

1 - UPPER COWL  
2 - LOAD BEAM



LC2\_03

Figure 3. UPPER COWL/LOAD BEAM

[Back to Index](#)

## BODY SEALER LOCATIONS

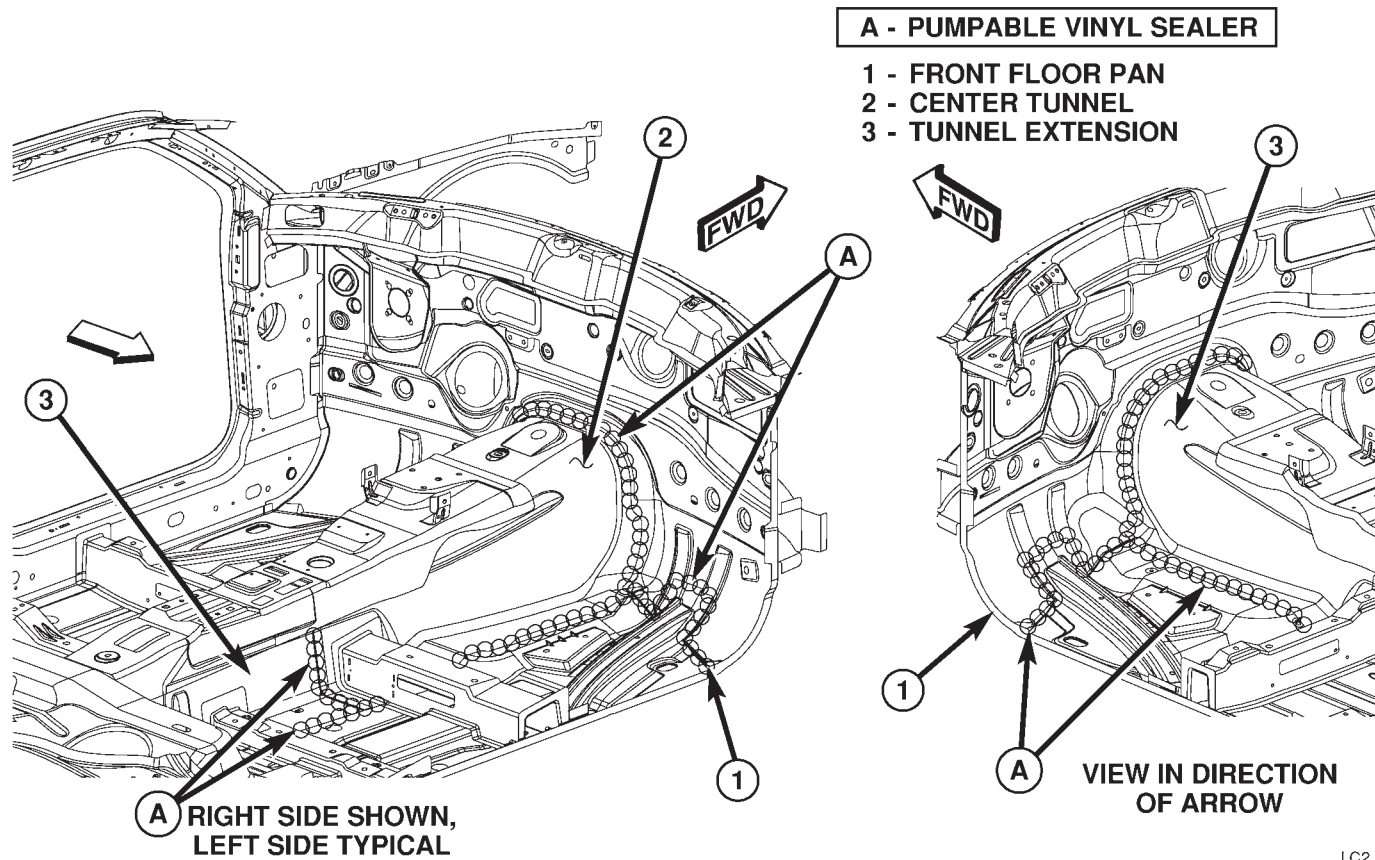
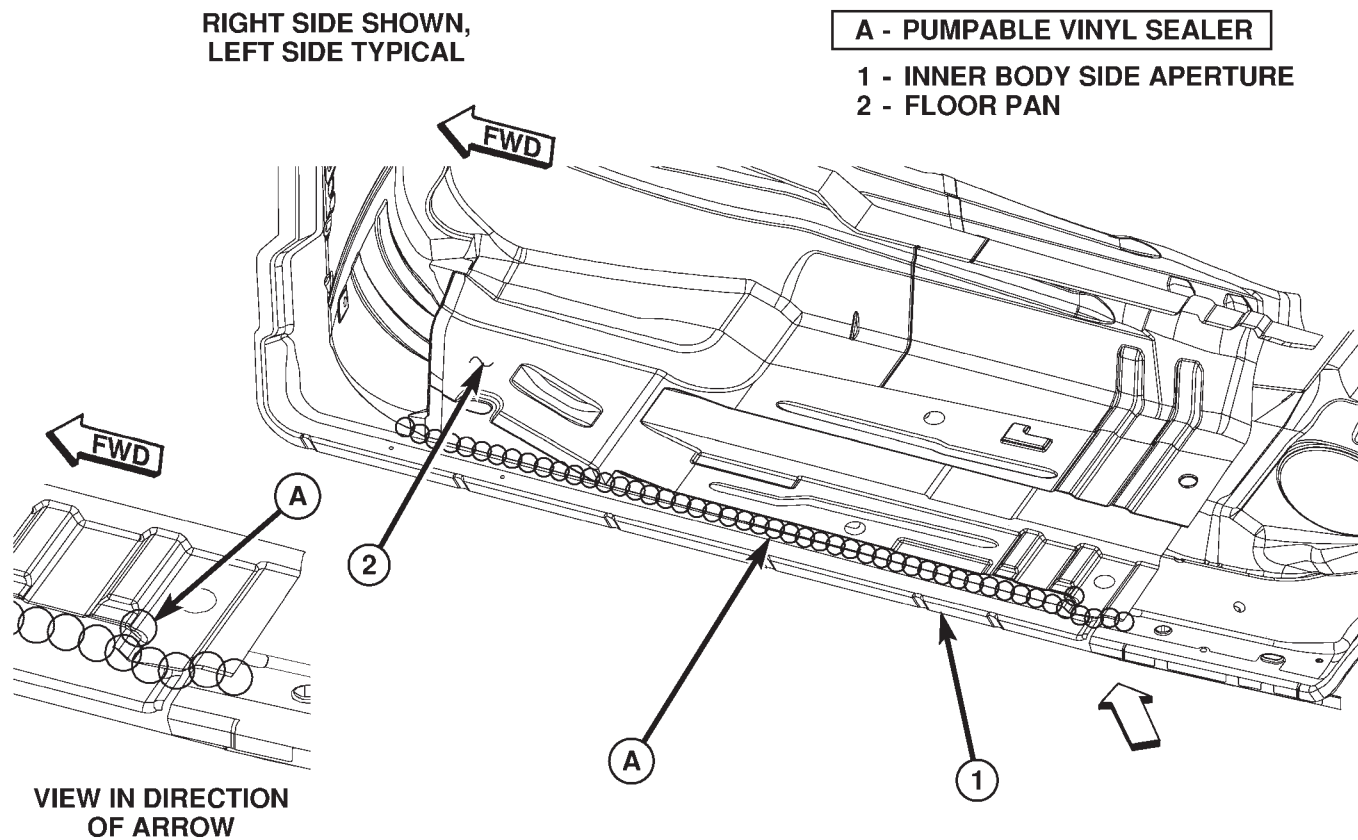


Figure 4. FRONT FLOOR PAN/CENTER FLOOR PAN

[Back to Index](#)

## BODY SEALER LOCATIONS

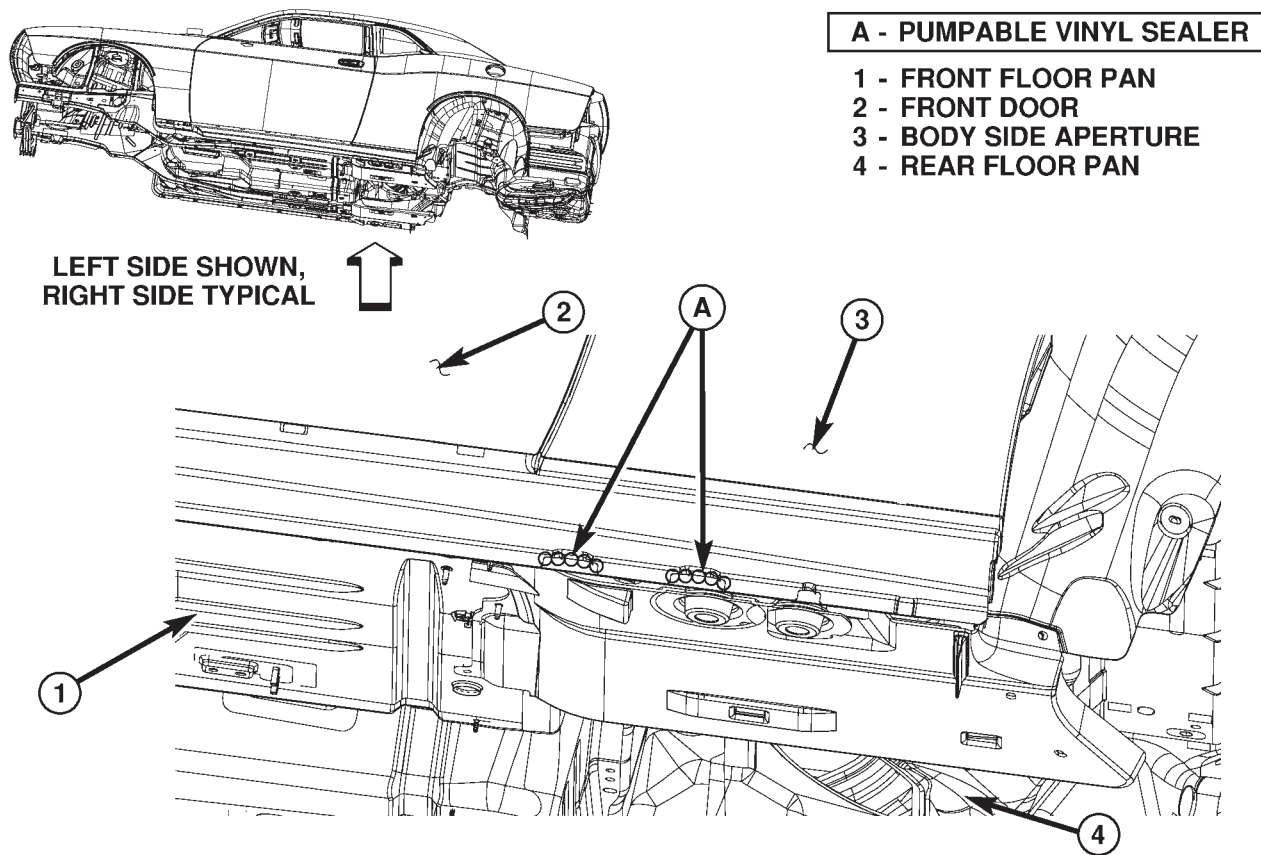


LC2\_05

Figure 5. FLOOR/BODY SIDE INNER UNDERSIDE

[Back to Index](#)

## BODY SEALER LOCATIONS

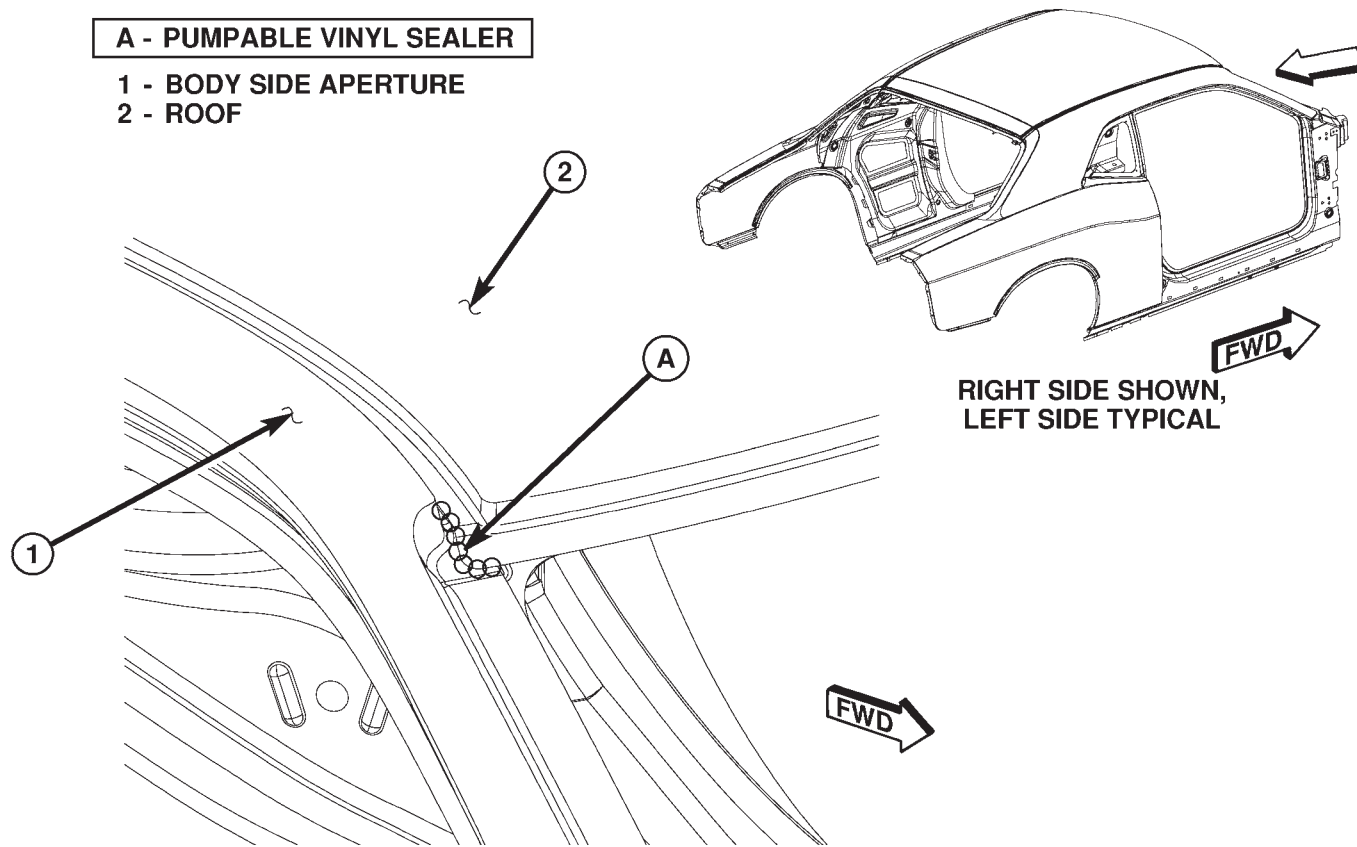


LC2\_06

Figure 6. BODY SIDE APERTURE OUTER SILL

[Back to Index](#)

## BODY SEALER LOCATIONS

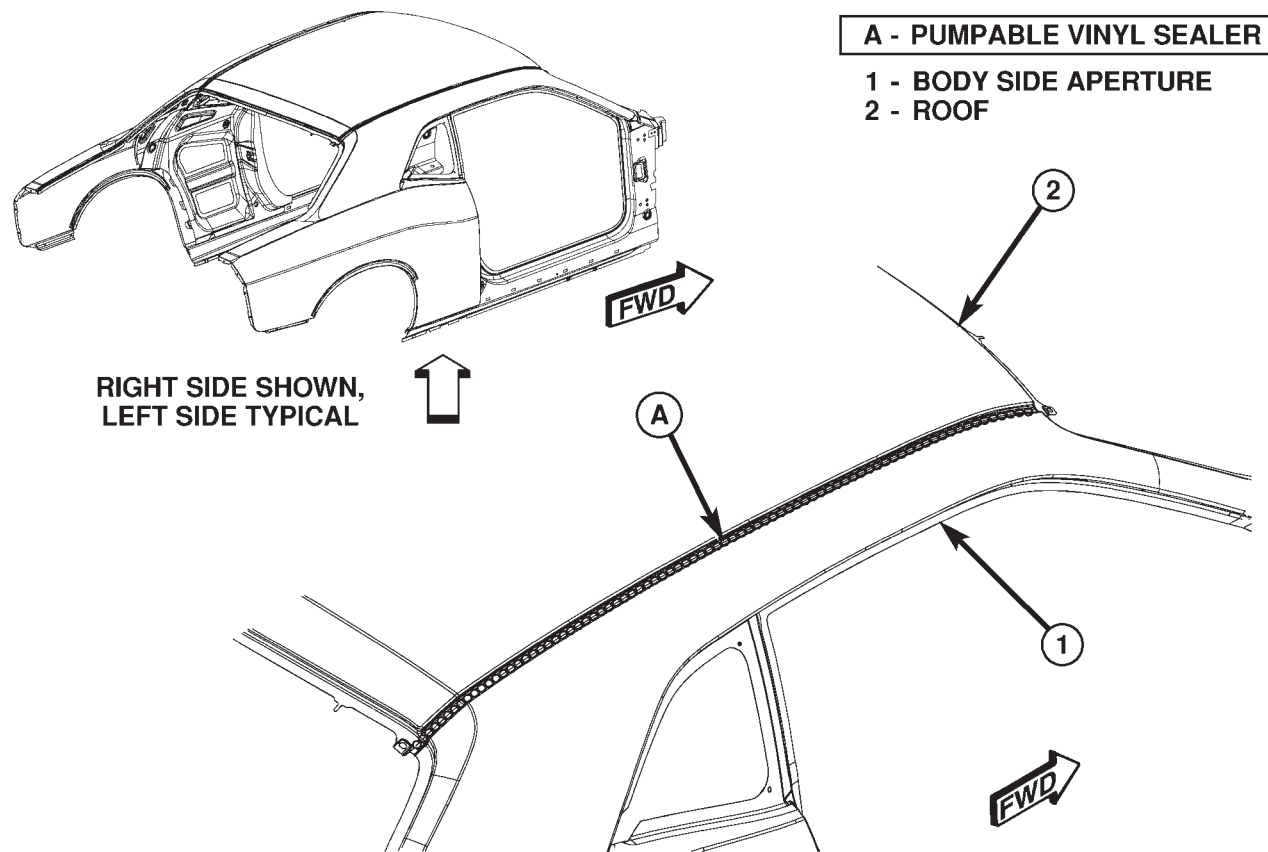


LC2\_07

Figure 7. ROOF/BODY SIDE APERTURE (1 OF 2)

[Back to Index](#)

## BODY SEALER LOCATIONS

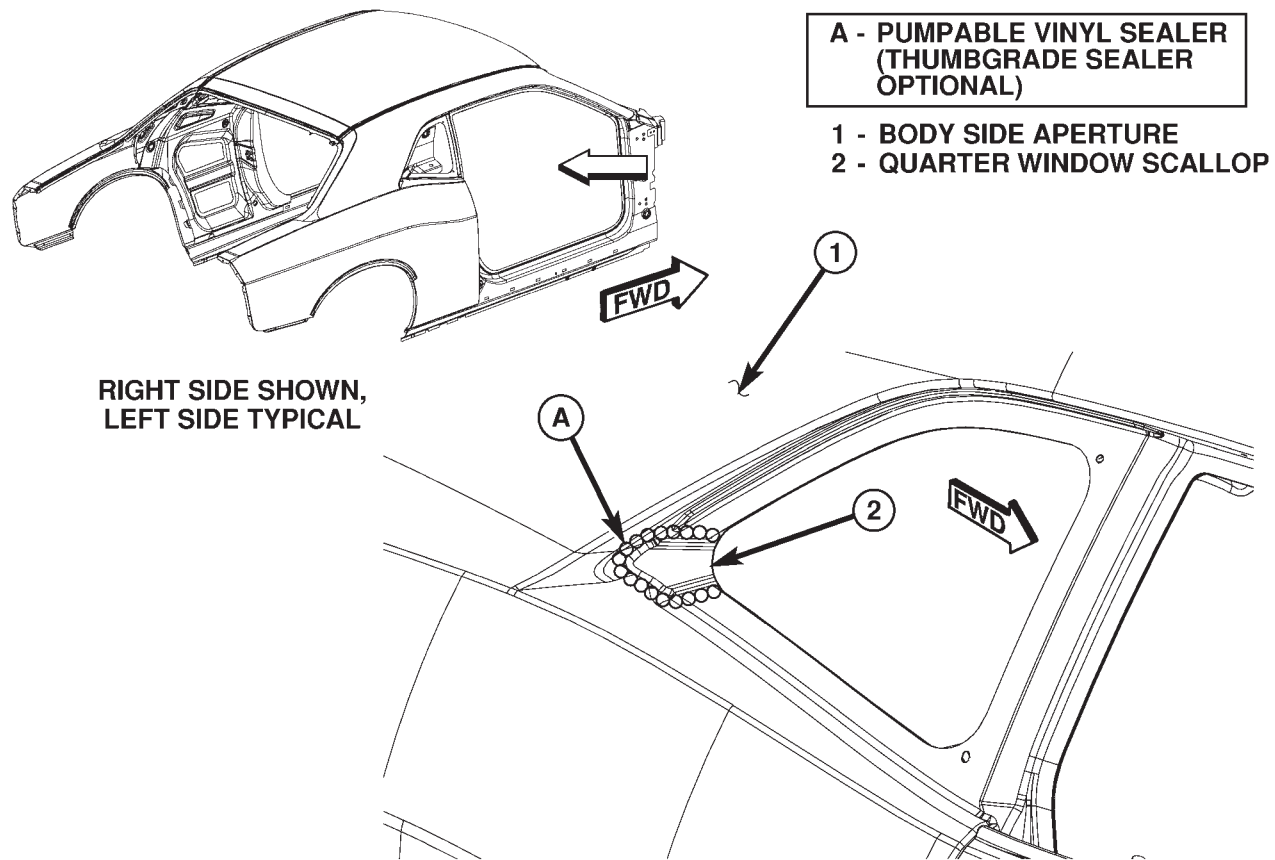


LC2\_08

Figure 8. ROOF/BODY SIDE APERTURE (2 OF 2)

[Back to Index](#)

## BODY SEALER LOCATIONS



LC2\_09

Figure 9. QUARTER WINDOW

[Back to Index](#)



## BODY SEALER LOCATIONS

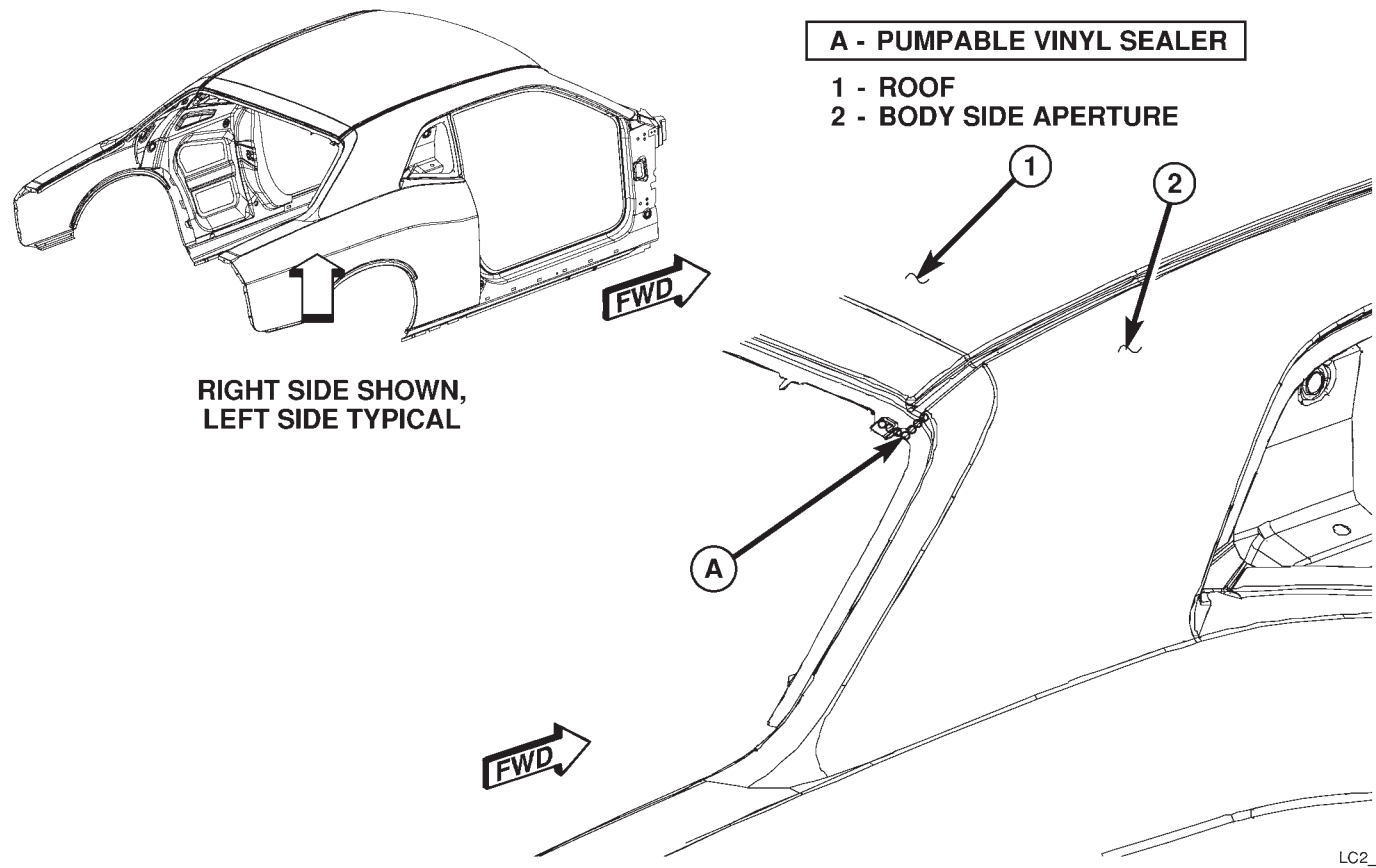


Figure 10. ROOF/UPPER "C" PILLAR

[Back to Index](#)

## BODY SEALER LOCATIONS

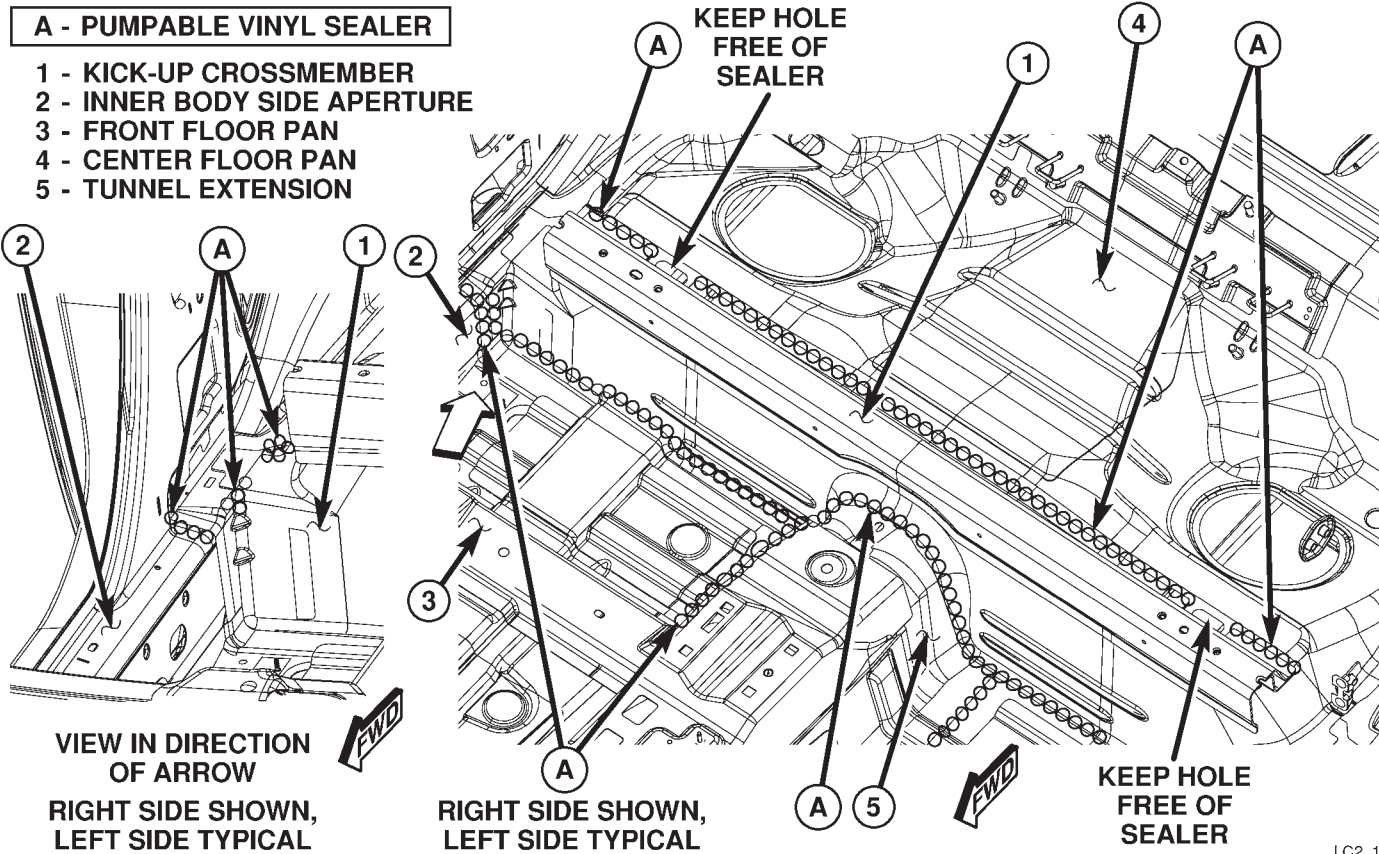


Figure 11. KICK-UP CROSSMEMBER/FLOOR PAN

## BODY SEALER LOCATIONS

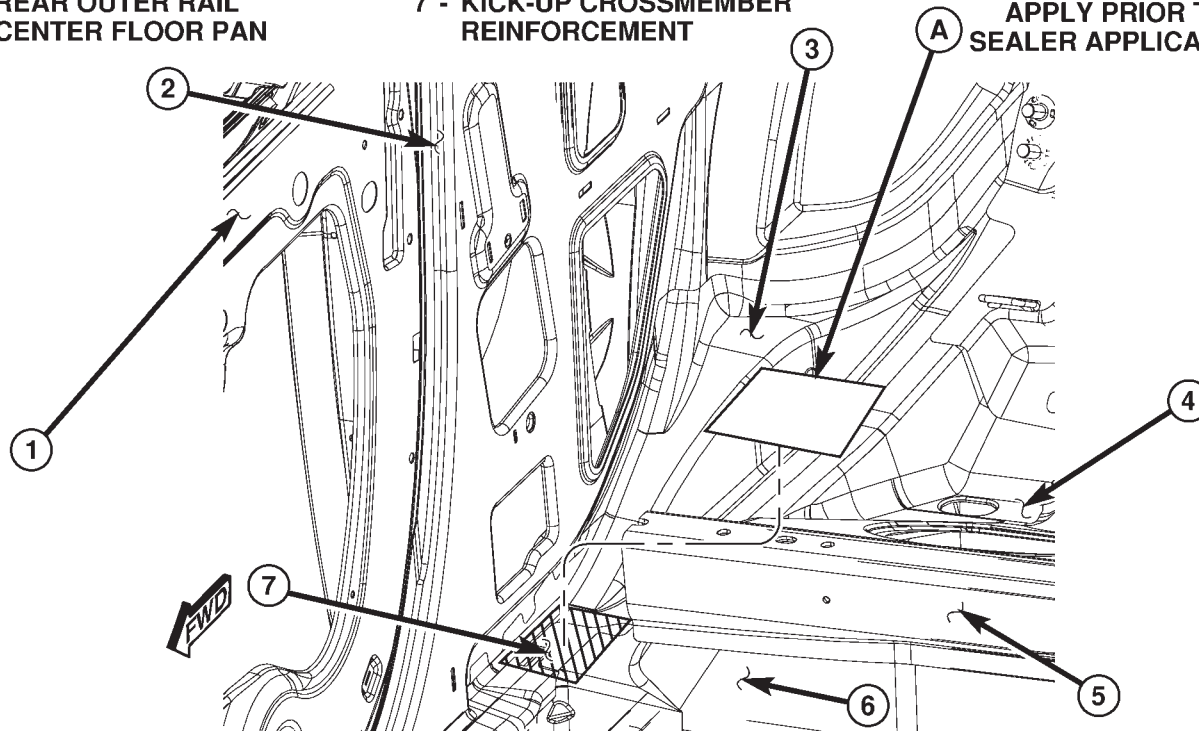
### A - SEALER TAPE

- 1 - INNER DOOR
- 2 - INNER BODY SIDE APERTURE
- 3 - REAR OUTER RAIL
- 4 - CENTER FLOOR PAN

- 5 - KICK-UP CROSSMEMBER BEAM
- 6 - REAR KICK-UP CROSSMEMBER
- 7 - KICK-UP CROSSMEMBER REINFORCEMENT

RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL

APPLY PRIOR TO  
SEALER APPLICATION

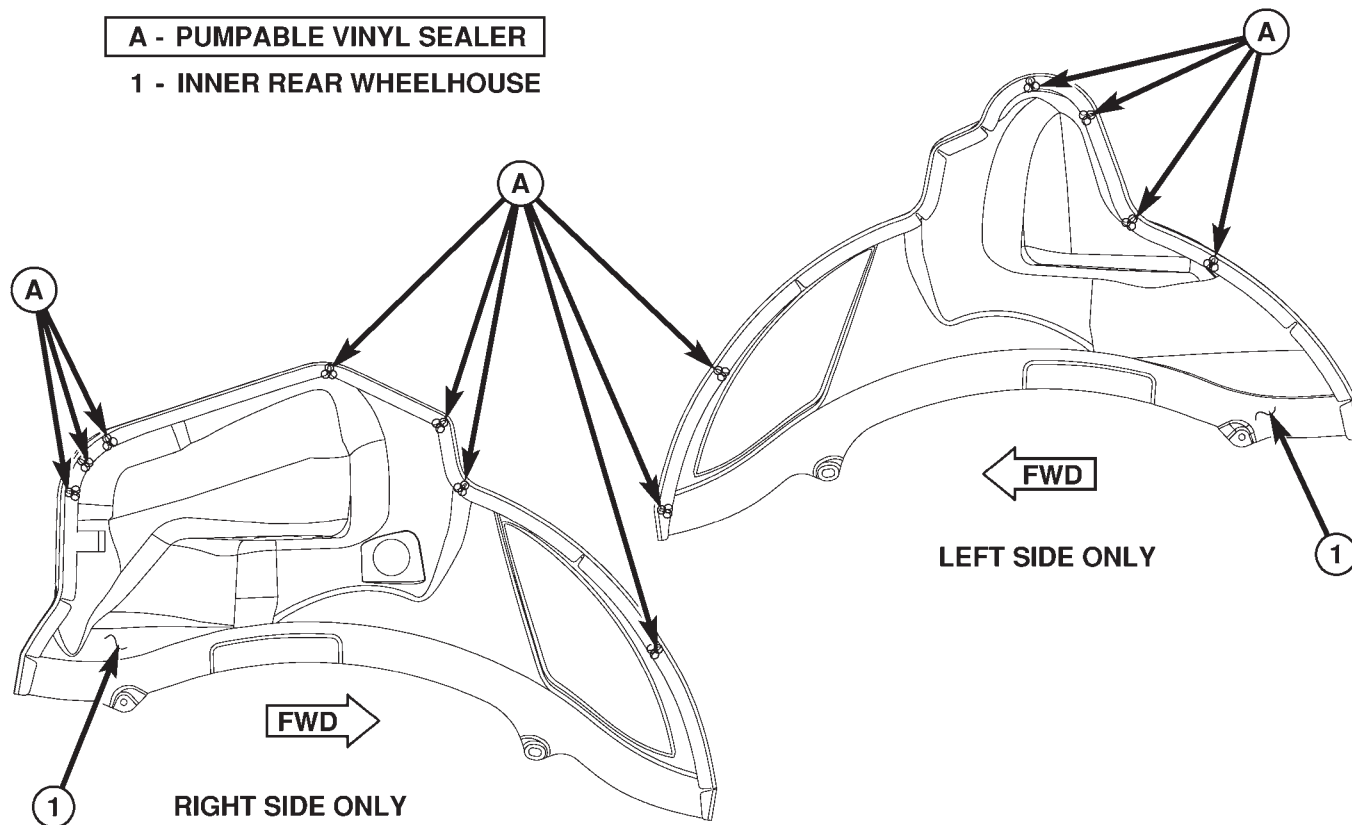


LC2\_12

Figure 12. CROSSMEMBER/OUTER RAIL SEAM

[Back to Index](#)

## BODY SEALER LOCATIONS

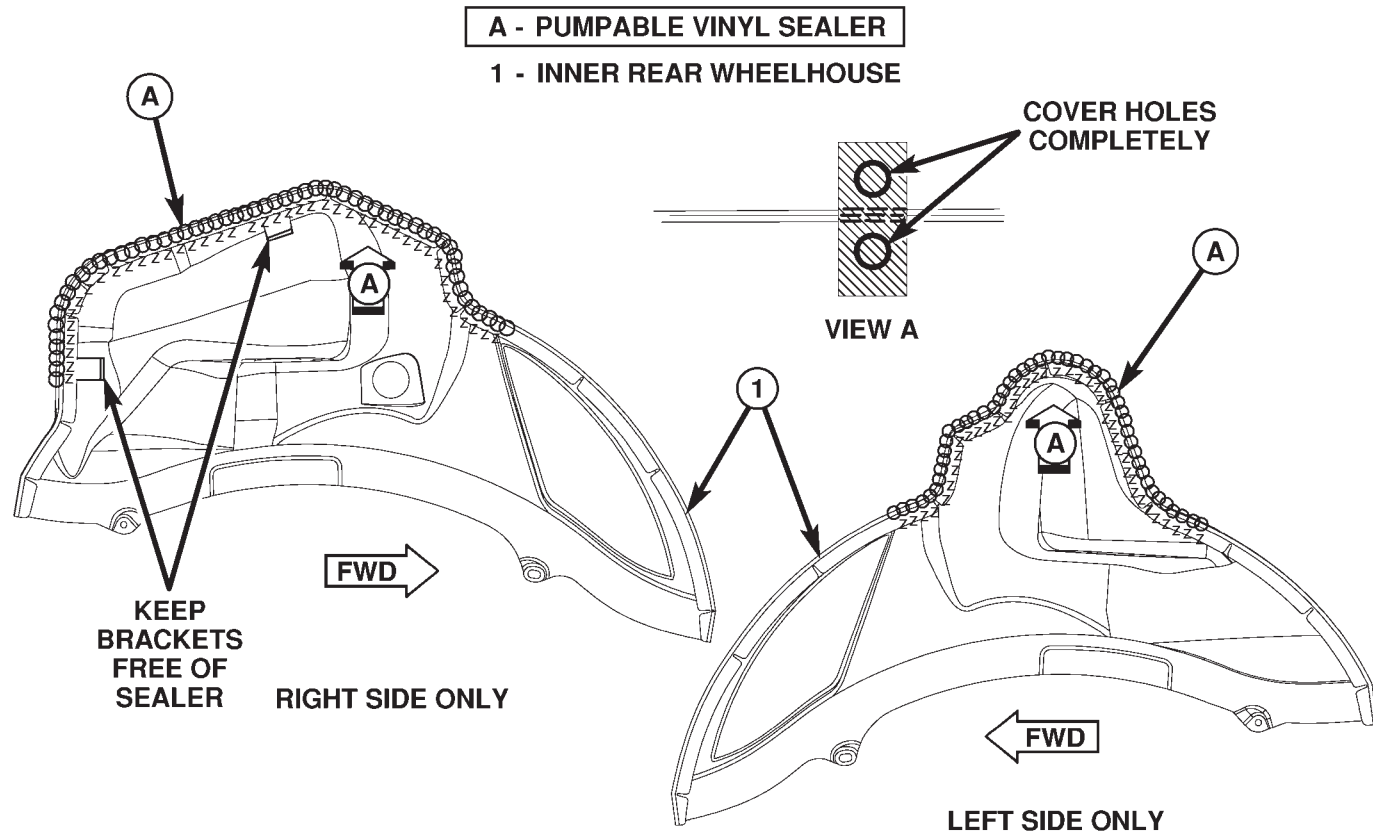


LC2\_13

Figure 13. OUTER REAR WHEELHOUSE/INNER PANEL (1 OF 2)

[Back to Index](#)

## BODY SEALER LOCATIONS



LC2\_14

Figure 14. OUTER REAR WHEELHOUSE/INNER PANEL (2 OF 2)

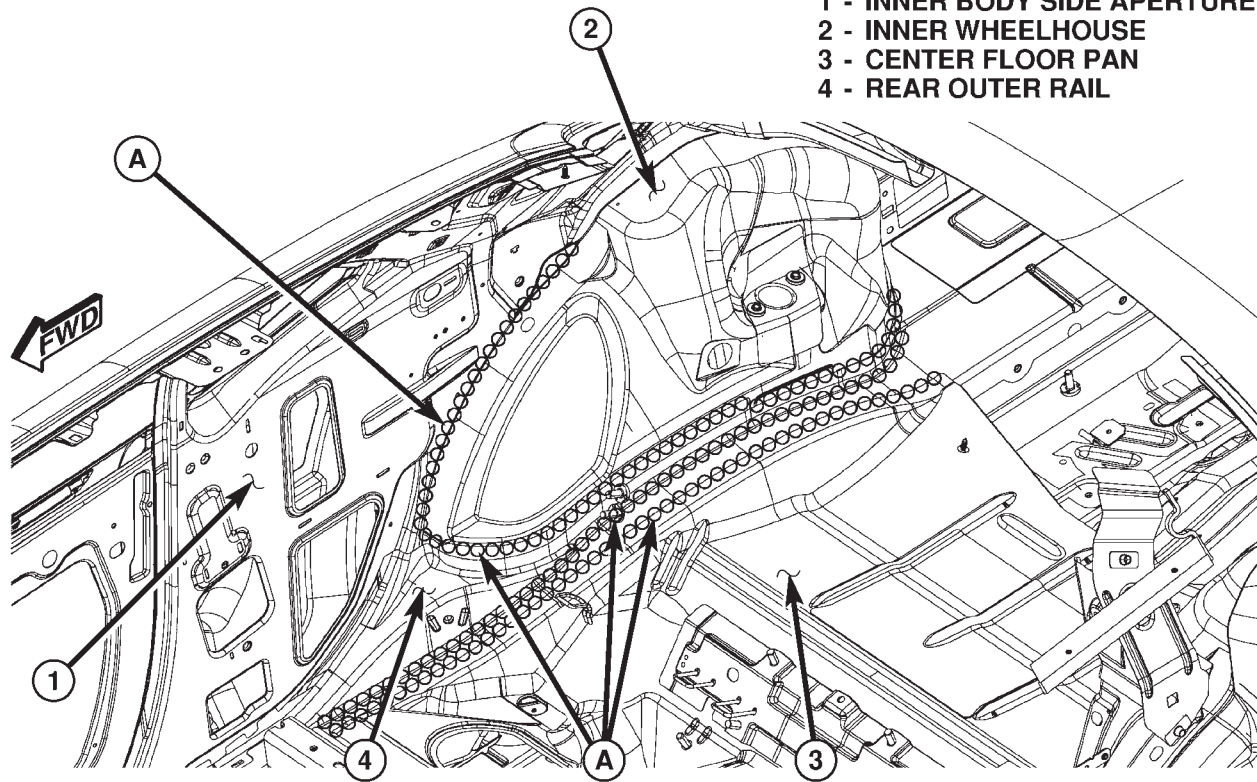
[Back to Index](#)

## BODY SEALER LOCATIONS

RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL

A - PUMPABLE VINYL SEALER

- 1 - INNER BODY SIDE APERTURE
- 2 - INNER WHEELHOUSE
- 3 - CENTER FLOOR PAN
- 4 - REAR OUTER RAIL



LC2\_15

Figure 15. REAR WHEELHOUSE (FRONT)/RAIL INNER/CENTER FLOOR PAN

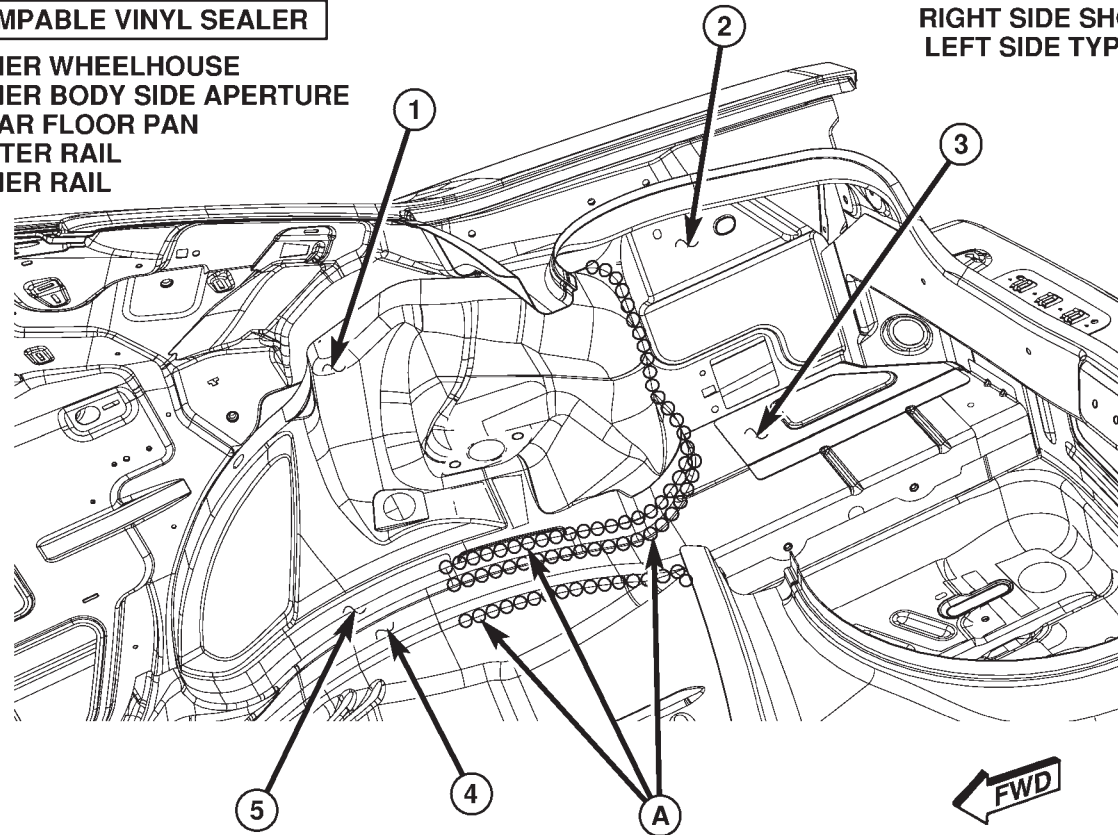
[Back to Index](#)

## BODY SEALER LOCATIONS

### A - PUMPABLE VINYL SEALER

- 1 - INNER WHEELHOUSE
- 2 - INNER BODY SIDE APERTURE
- 3 - REAR FLOOR PAN
- 4 - OUTER RAIL
- 5 - INNER RAIL

RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL



LC3\_01

Figure 16. INNER RAIL/OUTER RAIL AT REAR WHEELHOUSE

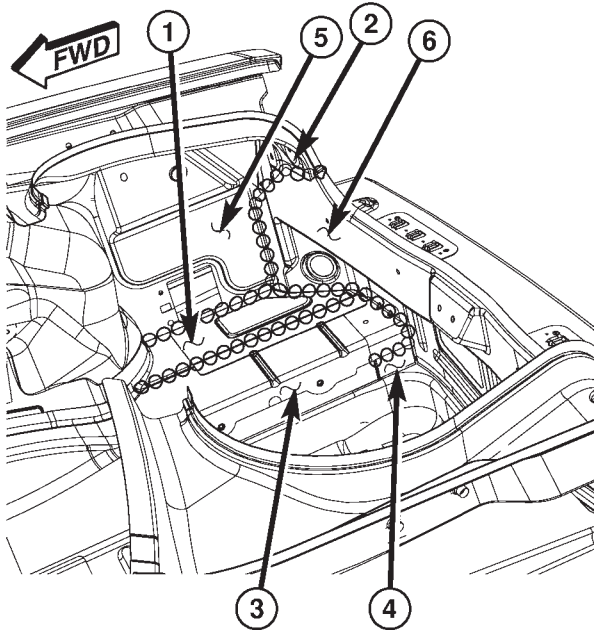
[Back to Index](#)



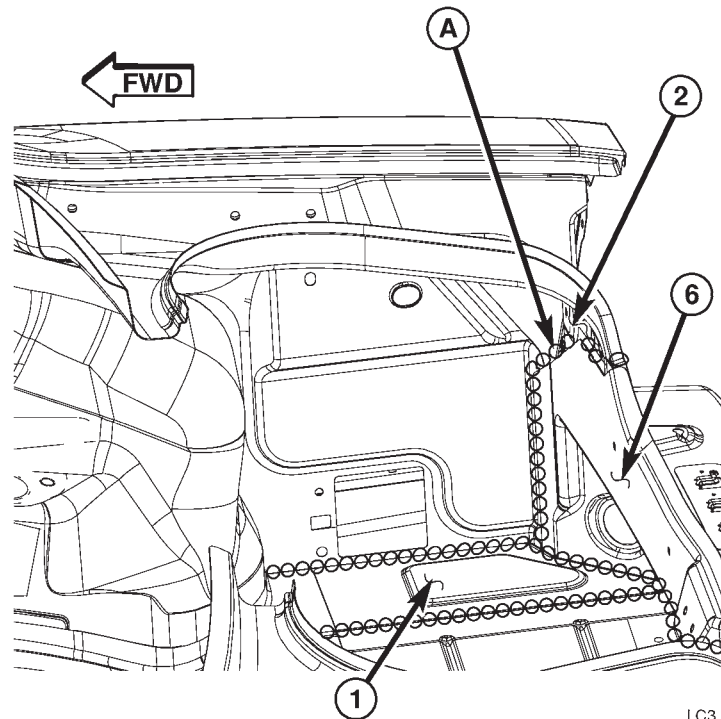
## BODY SEALER LOCATIONS

### A - PUMPABLE VINYL SEALER

- 1 - LOWER QUARTER EXTENSION
- 2 - INNER TAIL LAMP CAN
- 3 - INNER LOWER RAIL
- 4 - KICK-UP CROSSMEMBER
- 5 - INNER BODY SIDE APERTURE
- 6 - LOWER DECK



RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL



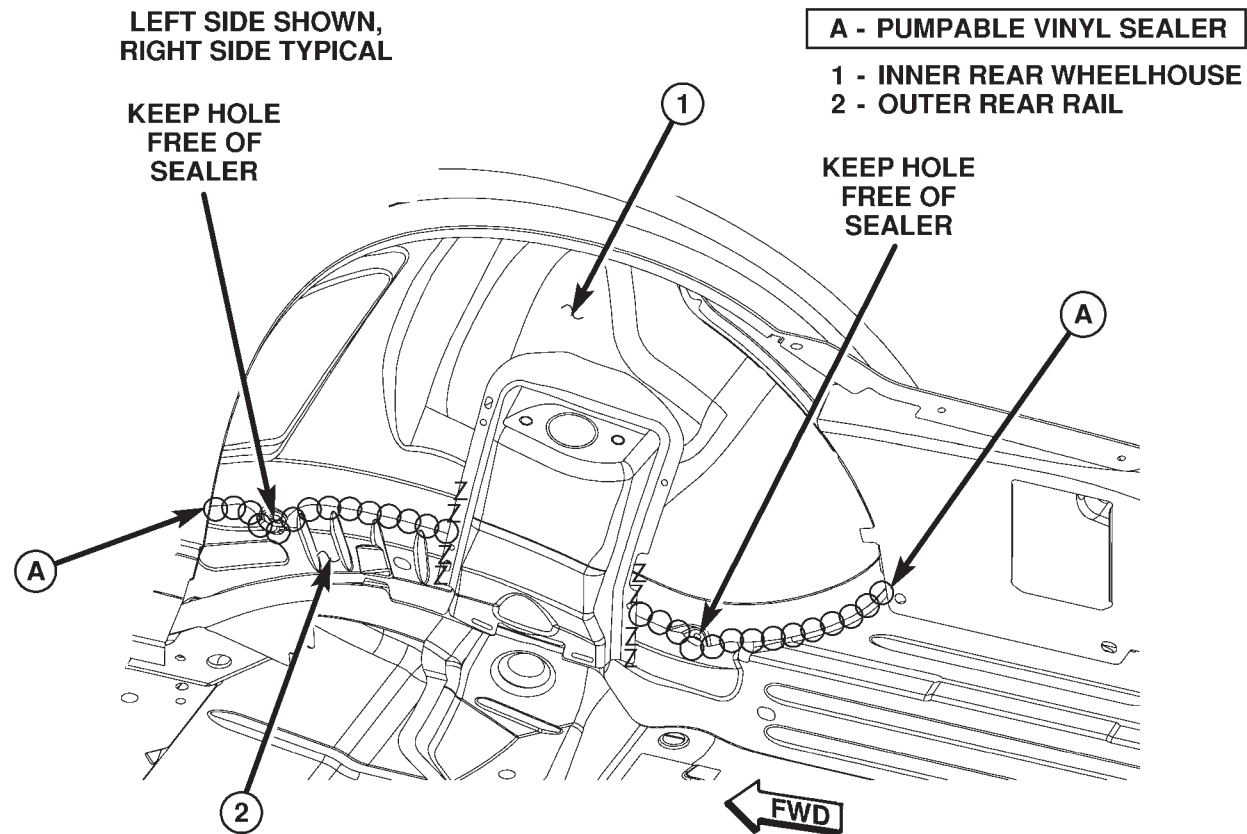
LC3\_02

Figure 17. REAR FLOOR/BODY SIDE APERTURE INNER/LOWER DECK

[Back to Index](#)



## BODY SEALER LOCATIONS



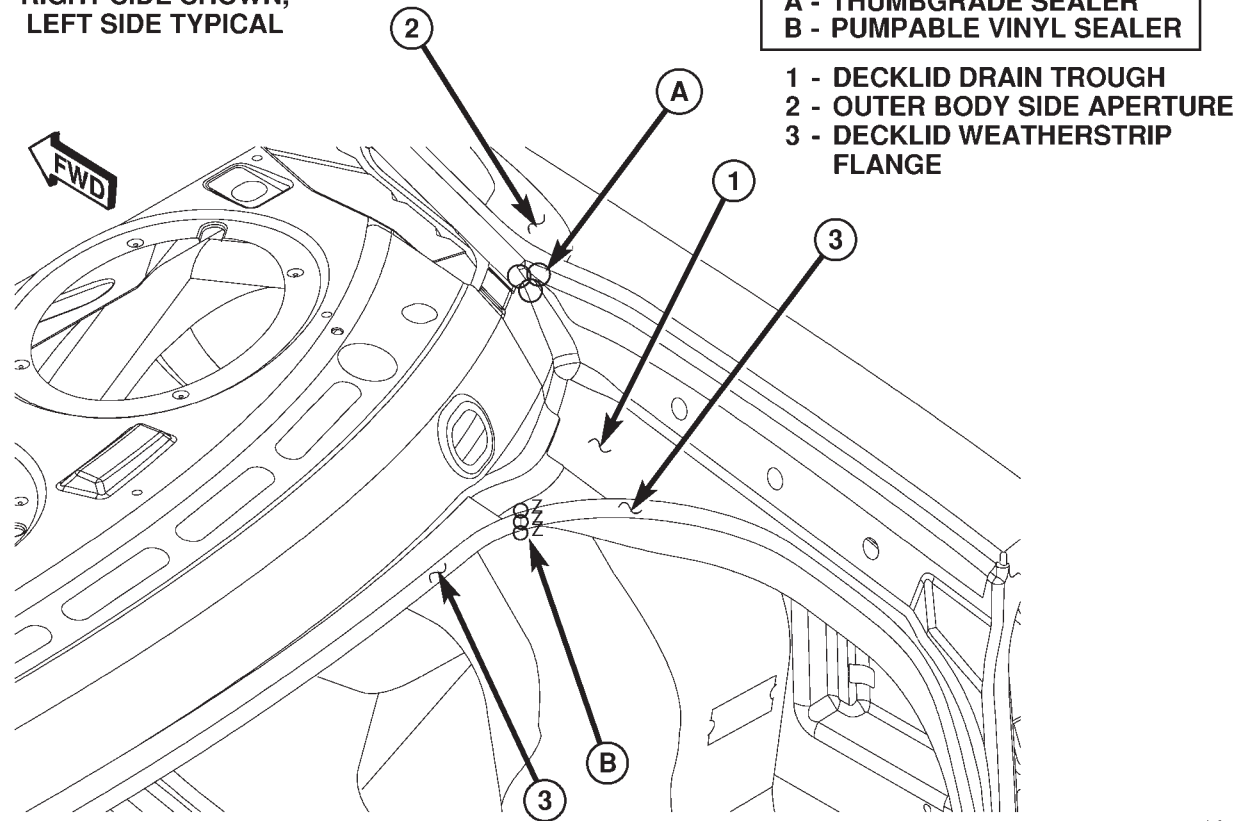
LC3\_03

Figure 18. REAR WHEELHOUSE INNER/REAR FLOOR PAN

[Back to Index](#)

## BODY SEALER LOCATIONS

RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL



LC3\_04

Figure 19. UPPER DRAIN TROUGH/BODY SIDE APERTURE

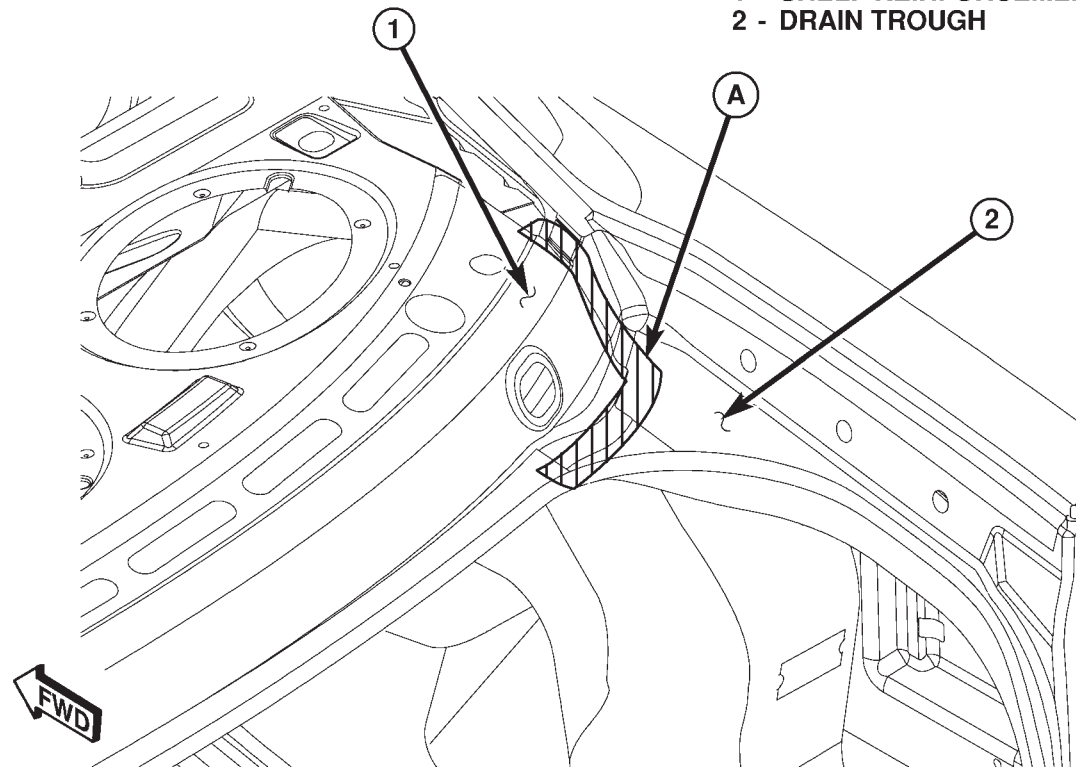
[Back to Index](#)

## BODY SEALER LOCATIONS

RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL

A - SEALER TAPE

- 1 - SHELF REINFORCEMENT
- 2 - DRAIN TROUGH



LC3\_05

Figure 20. DECK LID TROUGH

[Back to Index](#)

## BODY SEALER LOCATIONS

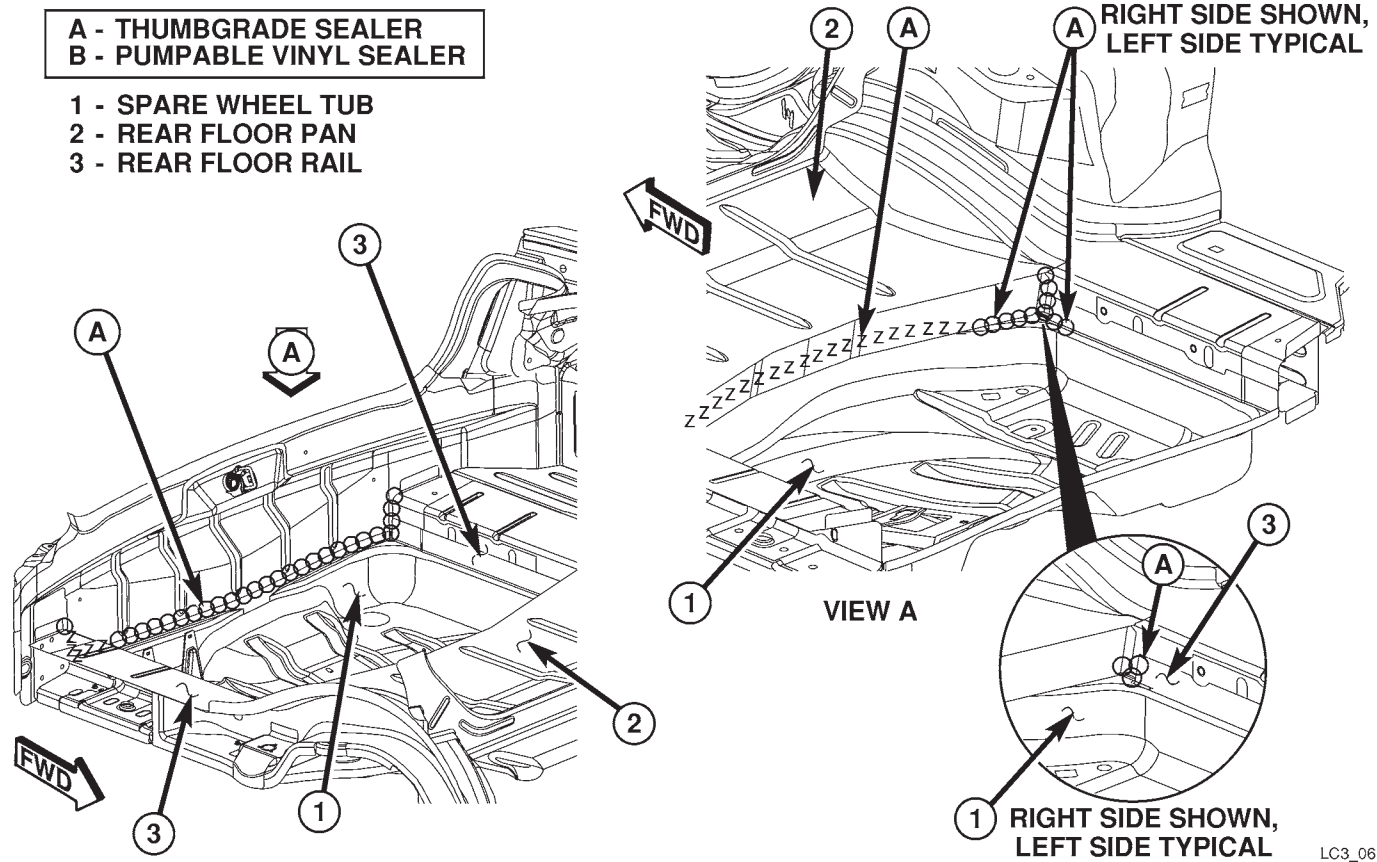


Figure 21. REAR FLOOR/LOWER DECK AND REAR RAILS

[Back to Index](#)

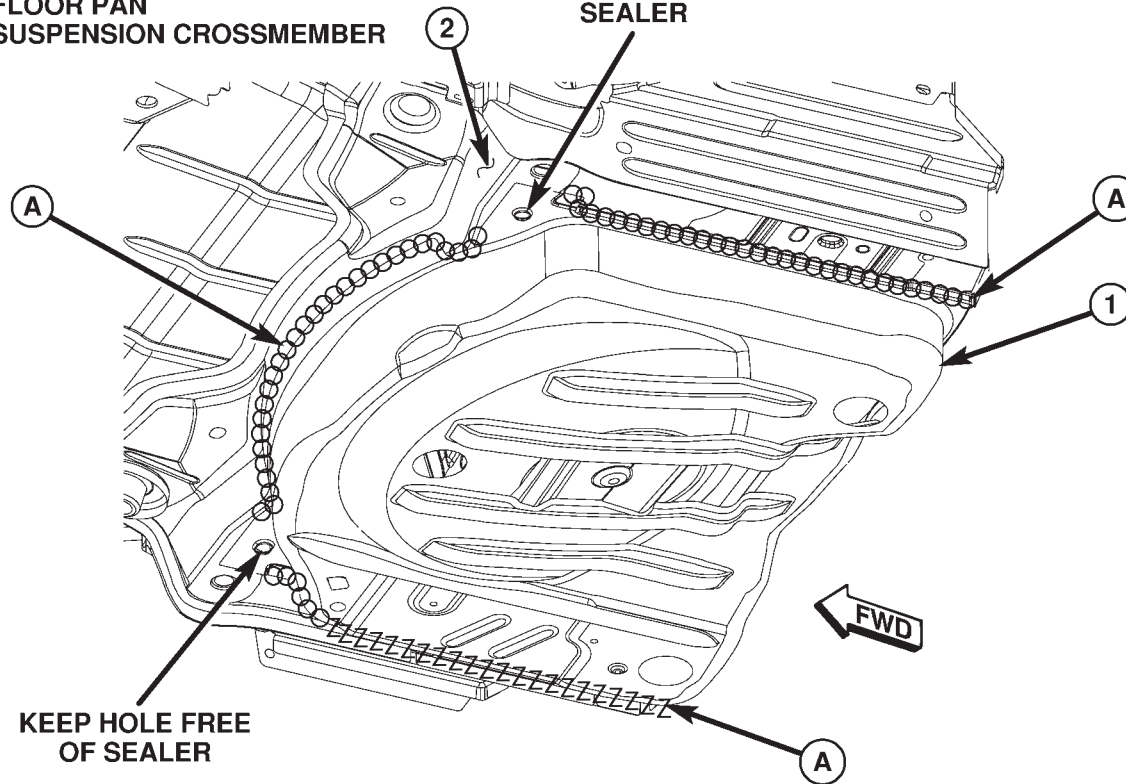
## BODY SEALER LOCATIONS

**A - PUMPABLE VINYL SEALER**

**1 - REAR FLOOR PAN**

**2 - REAR SUSPENSION CROSSMEMBER**

**KEEP HOLE  
FREE OF  
SEALER**



LC3\_07

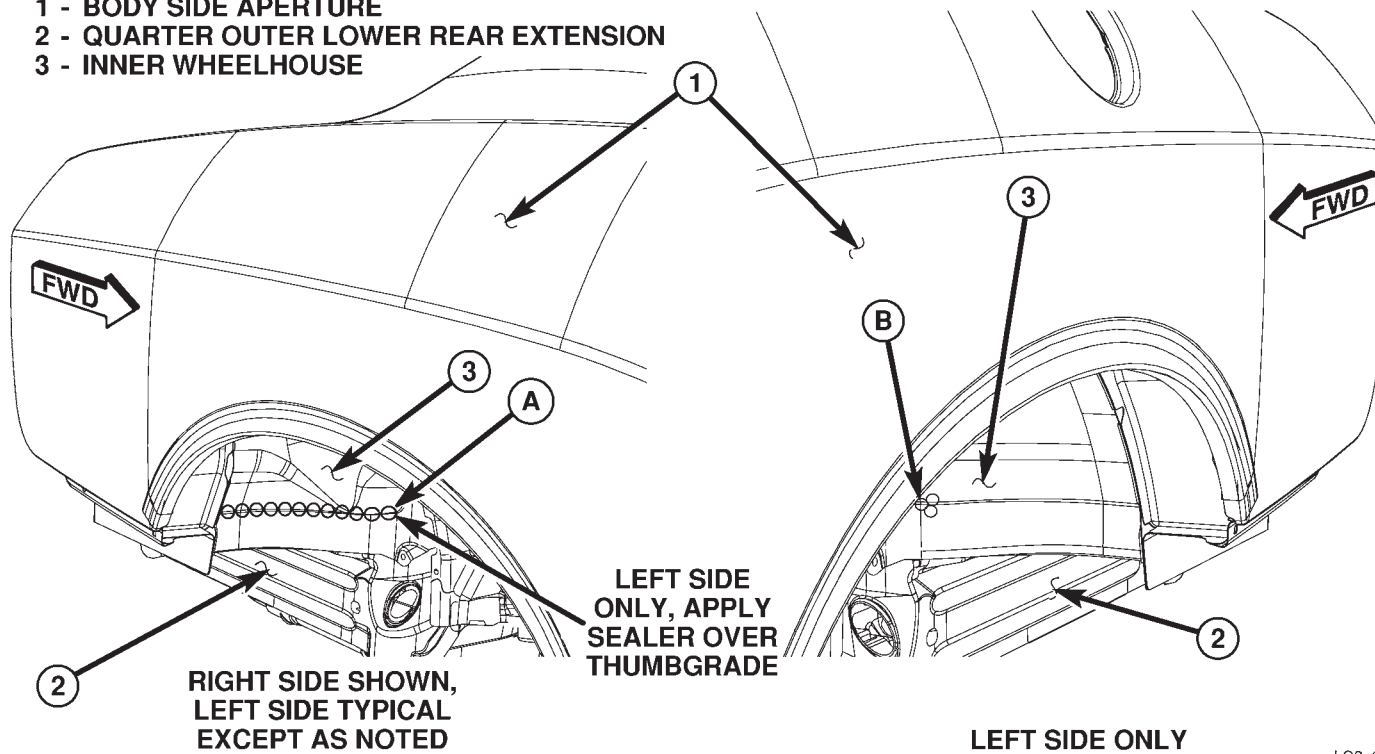
Figure 22. REAR FLOOR PAN/REAR SUSPENSION CROSSMEMBER

[Back to Index](#)

## BODY SEALER LOCATIONS

A - THUMBGRADE SEALER  
B - PUMPABLE VINYL SEALER

- 1 - BODY SIDE APERTURE
- 2 - QUARTER OUTER LOWER REAR EXTENSION
- 3 - INNER WHEELHOUSE



LC3\_08

Figure 23. LOWER EXTENSION/LOWER WHEELHOUSE OUTER

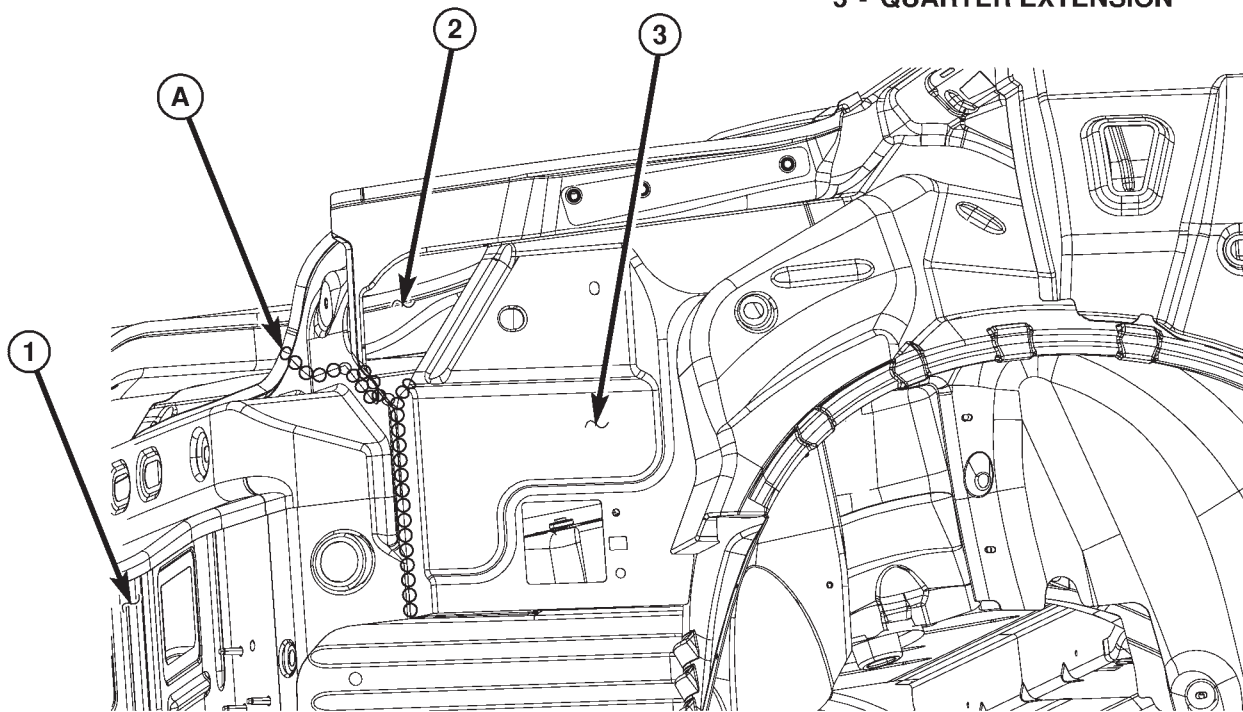
[Back to Index](#)

## BODY SEALER LOCATIONS

LEFT SIDE SHOWN,  
RIGHT SIDE TYPICAL

A - PUMPABLE VINYL SEALER

- 1 - LOWER INNER DECK
- 2 - DRAIN TROUGH
- 3 - QUARTER EXTENSION



LC3\_09

Figure 24. INNER TAIL LAMP CAN/LOWER DECK

[Back to Index](#)

## BODY SEALER LOCATIONS

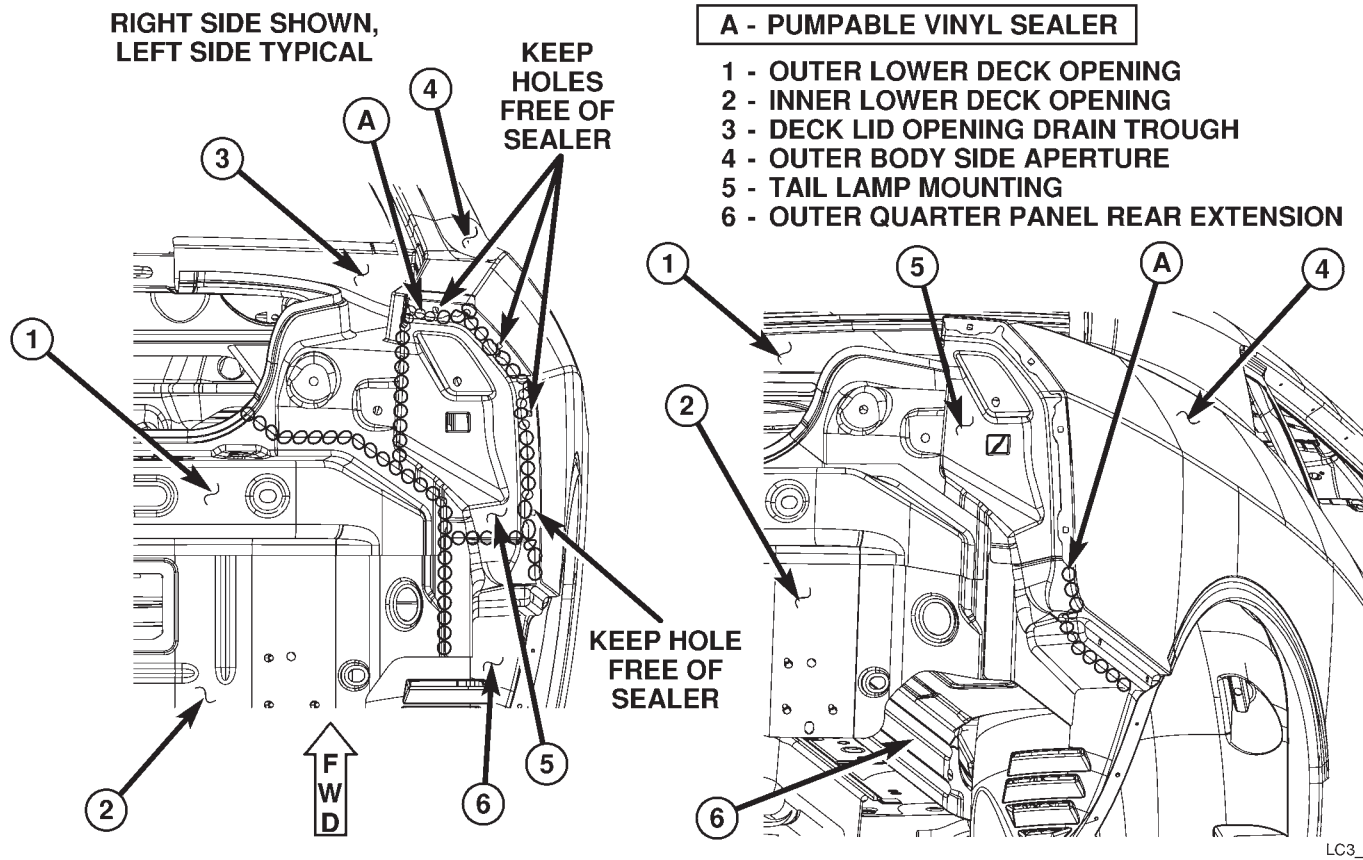


Figure 25. OUTER TAIL LAMP CAN



# **DODGE CHALLENGER SOUND DEADENER LOCATIONS**

[Back to Index](#)

## SOUND DEADENER LOCATIONS

DESCRIPTION	FIGURE
FRONT FLOOR PAN	1
REAR FLOOR PAN	2
SPARE TIRE WELL	3
REAR TRUNK	4
ROOF DAMPERS	5
PURFOAM OVERVIEW	6

[Back to Index](#)

## SOUND DEADENER LOCATIONS

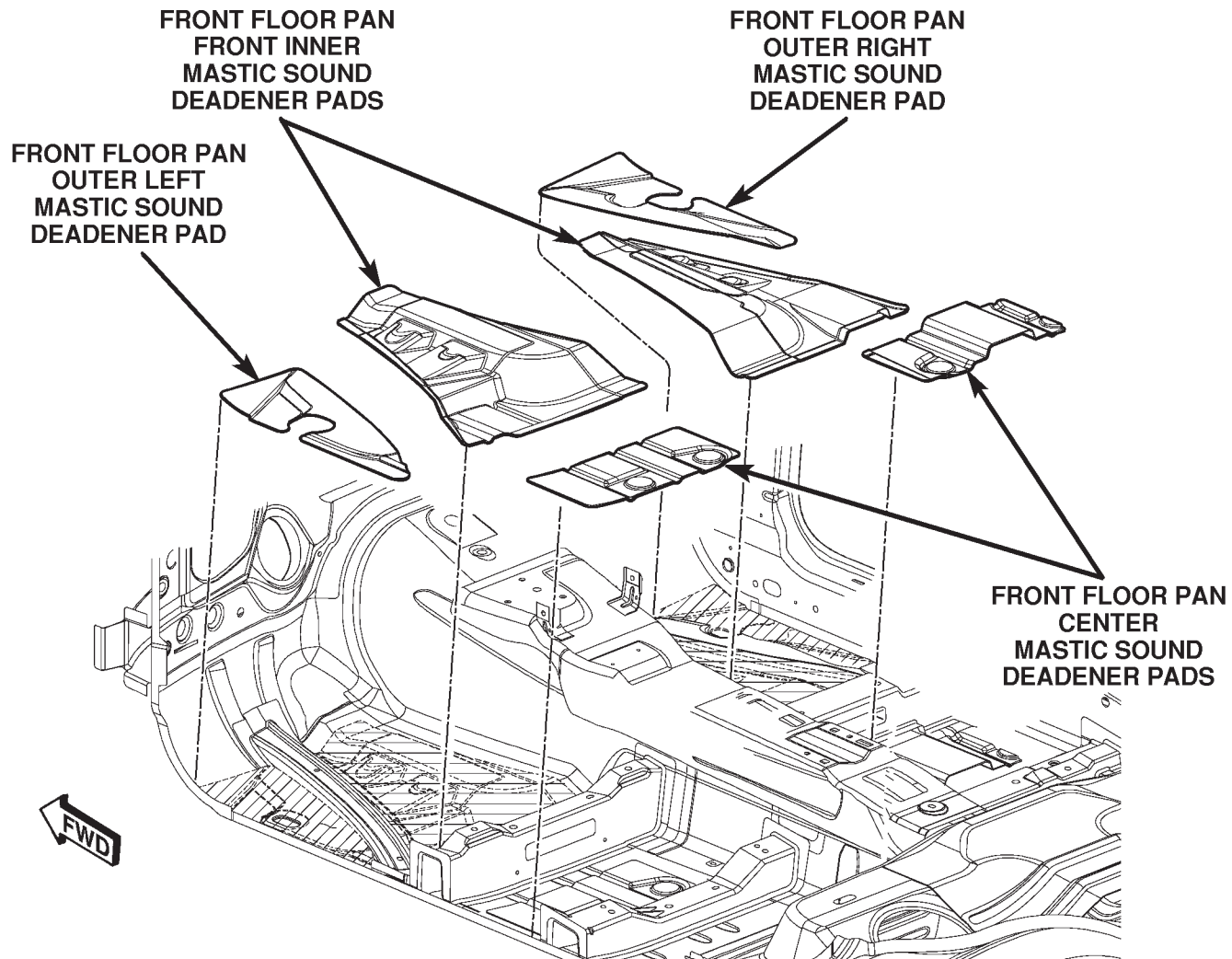


Figure 1. FRONT FLOOR PAN

[Back to Index](#)

## SOUND DEADENER LOCATIONS

CENTER FLOOR PAN  
UNDER REAR SEAT  
MASTIC SOUND  
DEADENER PAD

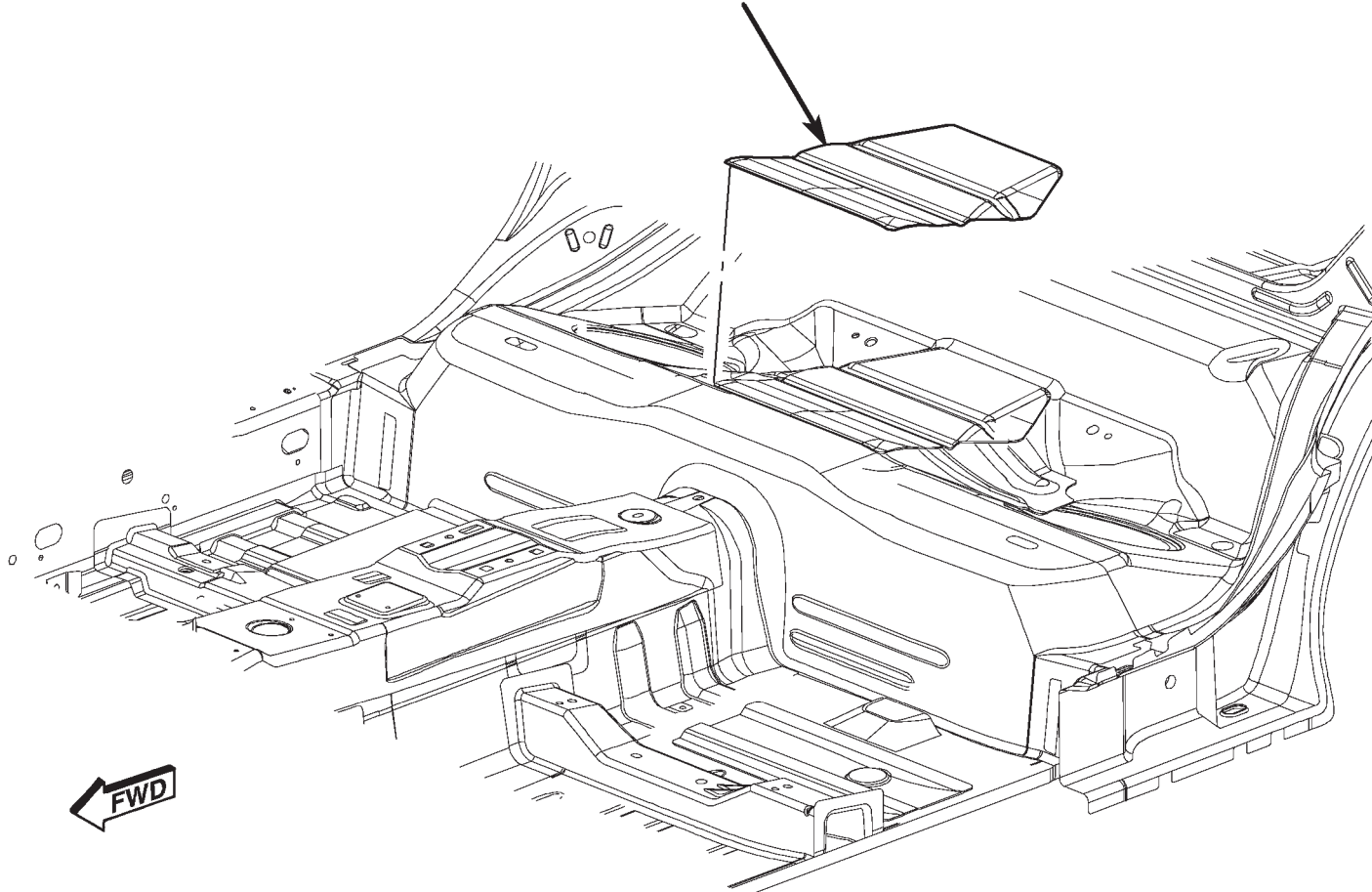


Figure 2. REAR FLOOR PAN

[Back to Index](#)

## SOUND DEADENER LOCATIONS

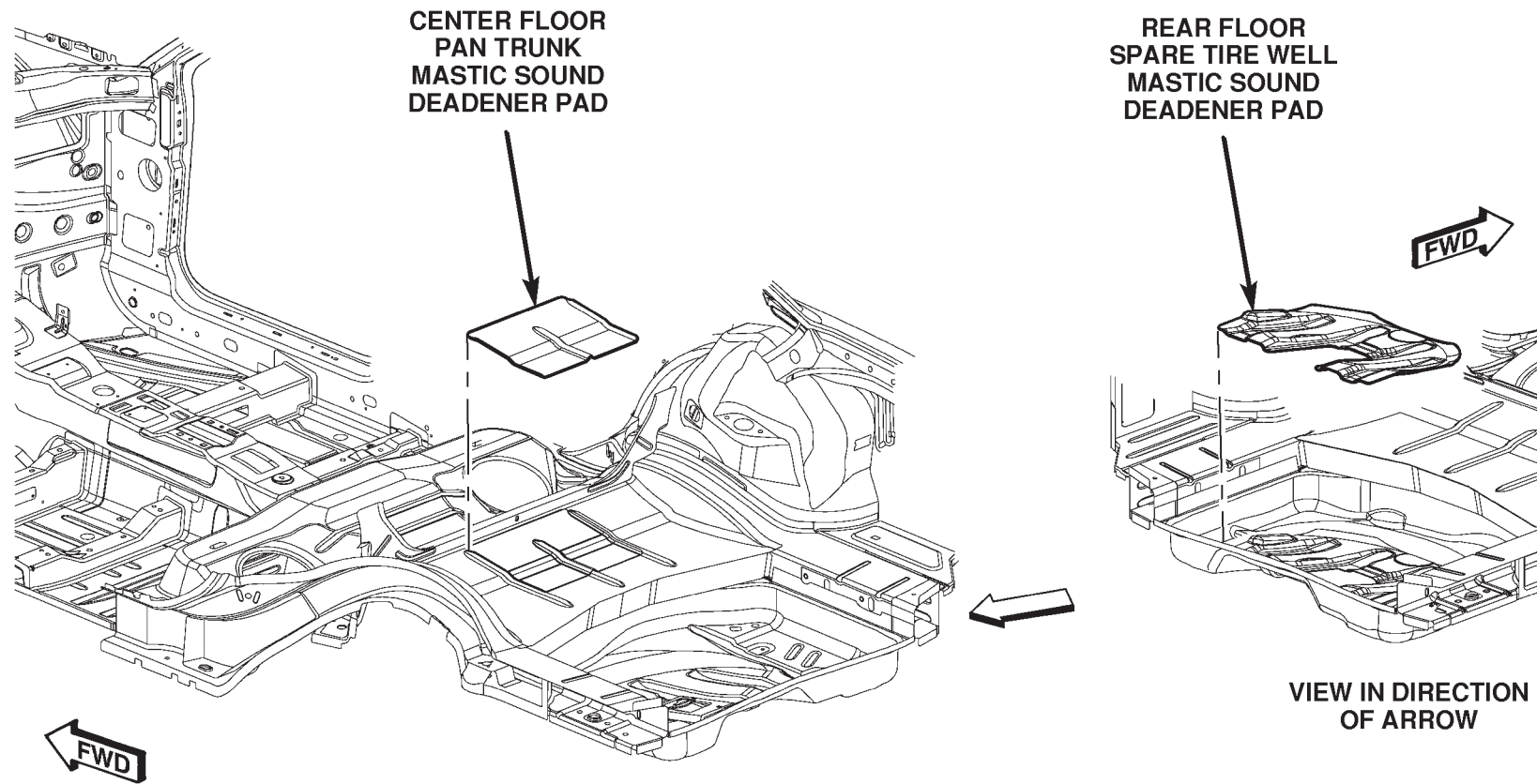


Figure 3. SPARE TIRE WELL

[Back to Index](#)

## SOUND DEADENER LOCATIONS

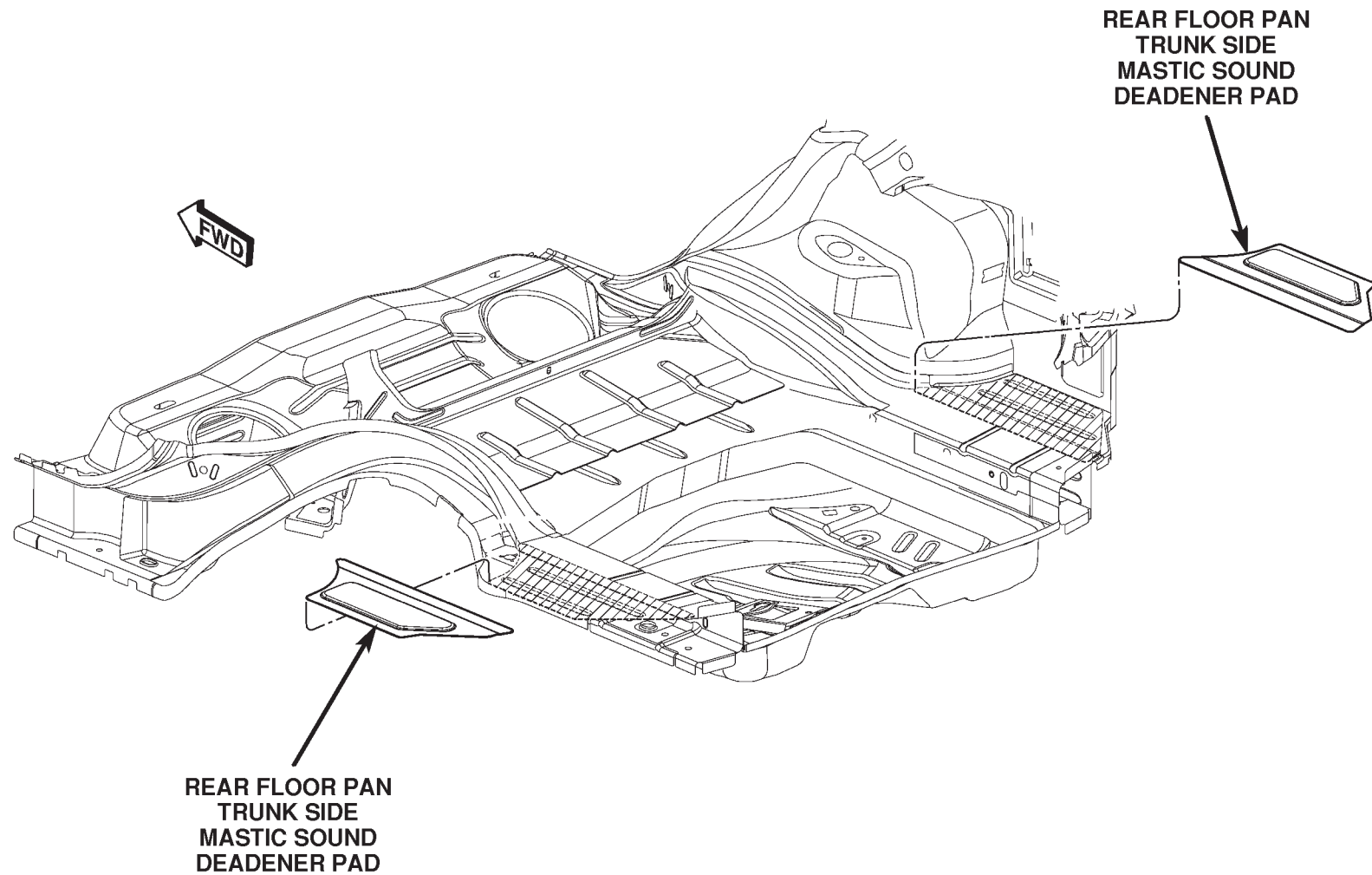
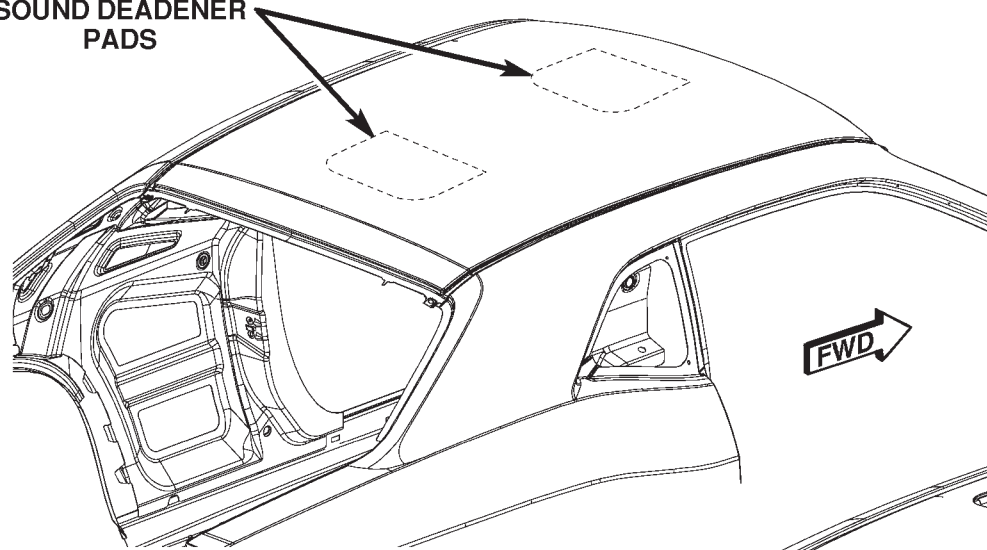


Figure 4. REAR TRUNK

[Back to Index](#)

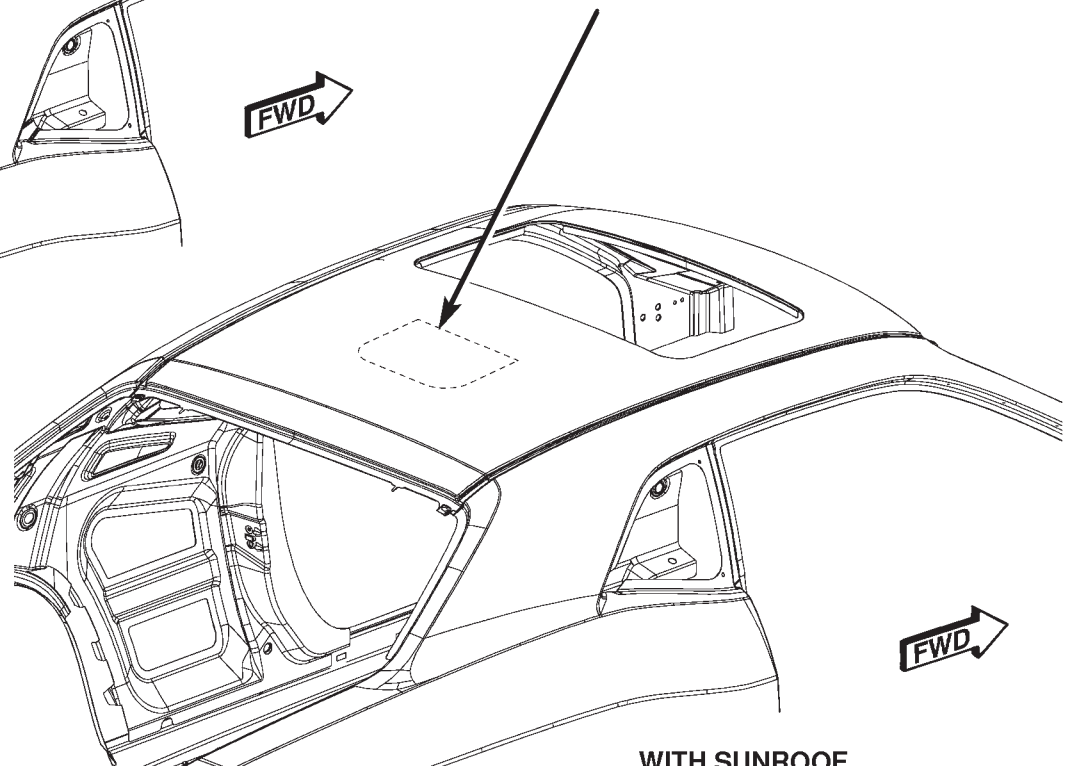
## SOUND DEADENER LOCATIONS

MAGNETIC ROOF  
SOUND DEADENER  
PADS



WITHOUT SUNROOF

MAGNETIC ROOF  
SOUND DEADENER  
PAD



WITH SUNROOF

Figure 5.ROOF DAMPERS

[Back to Index](#)

## SOUND DEADENER LOCATIONS

### PURFOAM LOCATIONS

LEFT SIDE SHOWN,  
RIGHT SIDE TYPICAL

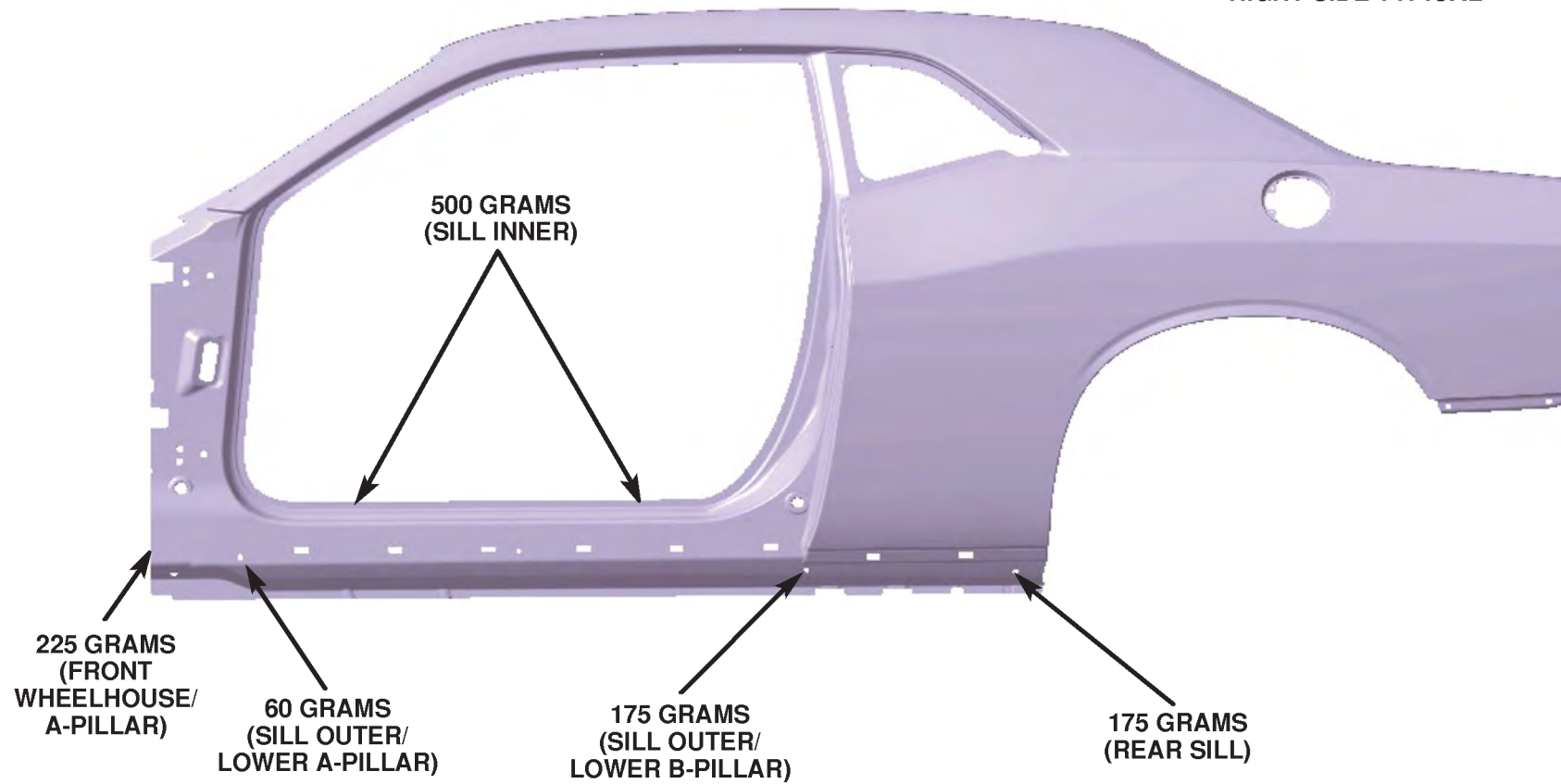


Figure 6. PURFOAM OVERVIEW

[Back to Index](#)



## STANDARDIZED STEEL IDENTIFICATION

In an effort to reduce confusion over the large number of steel grades in use, and the repairability and weldability concerns involved with each, Chrysler has instituted new nomenclature which is applicable to material call-outs and BIW blow-ups released for use in the repair industry.

In place of the steel industry terminology, the following three types of steel will be identified:

- **Low-Strength Steel**
- **High-Strength Steel**
- **Very High-Strength Steel**

**Low-strength steel**, or “LS”, is the least sensitive to heat input and offers good repairability and weldability. LS may be attached using the Chrysler preferred squeeze type resistance spot welding (STRSW) process, weld bonding where appropriate, or MIG welding. Materials in this category have a tensile strength of less than 270 MPa.

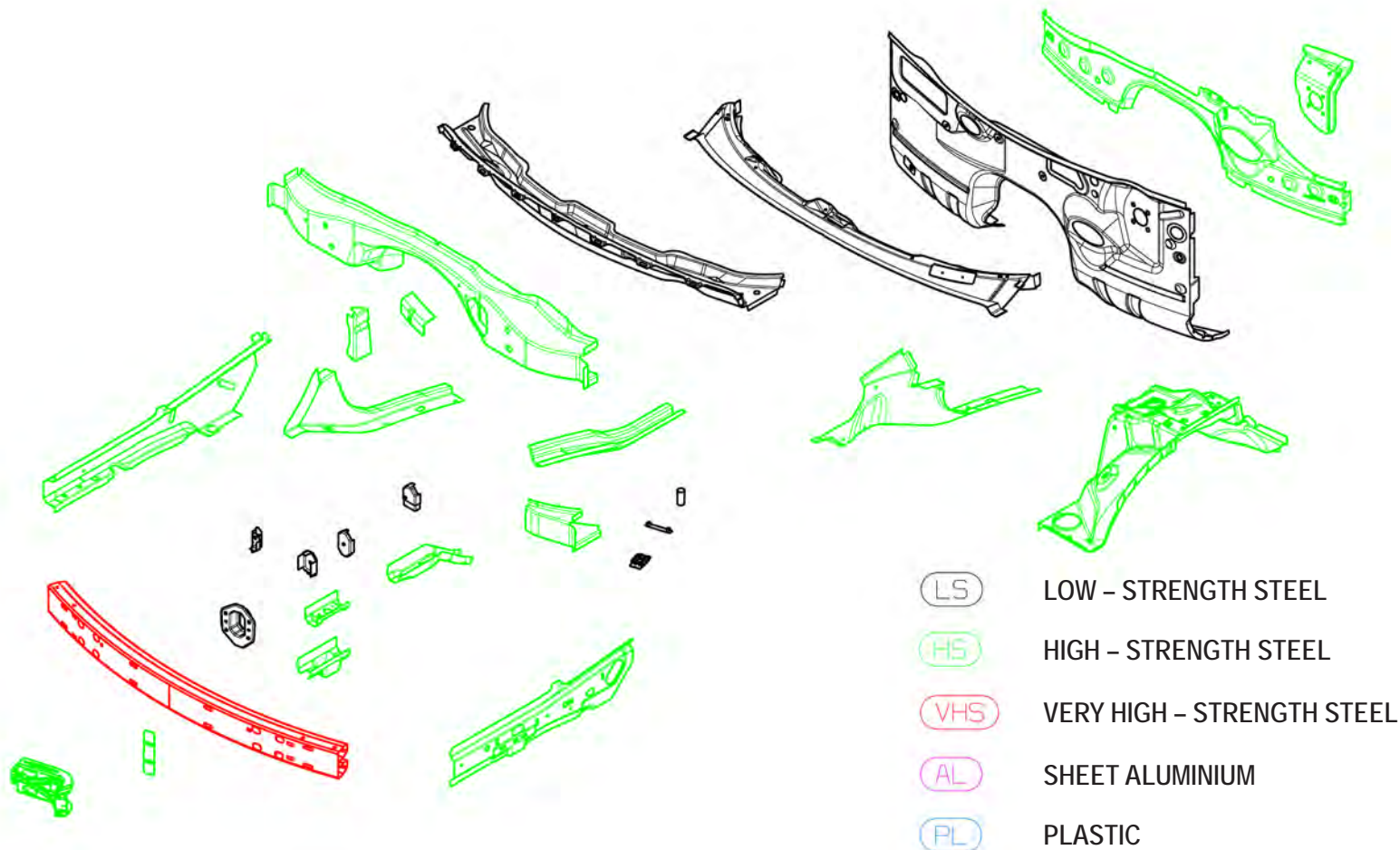
**High-strength steel**, or “HS”, has a greater sensitivity to heat input and offers some repairability and good weldability (the higher the strength of the steel, the greater the sensitivity to heat). HS may be attached using STRSW, weld bonding, and MIG welding. Material tensile strengths in this group range between 270 MPa and 600 MPa.

**Very high-strength steel**, or “VHS”, is extremely sensitive to heat input and has very limited repairability and weldability. VHS should only be installed at OE defined locations using OE defined procedures. Material tensile strengths are greater than 600 MPa. This category includes hot-stamped boron materials which are also termed “press hardened”, and specialized cutters are required with most materials in this group.

Additional information on sectioning of components will be identified in the Body Repair Manual (BRM) and also in publications such as the Chrysler **Non-Structural Sheet Metal Repair Guide** (81-316-0610) and **Structural Sectioning Guide** (81-316-0859).

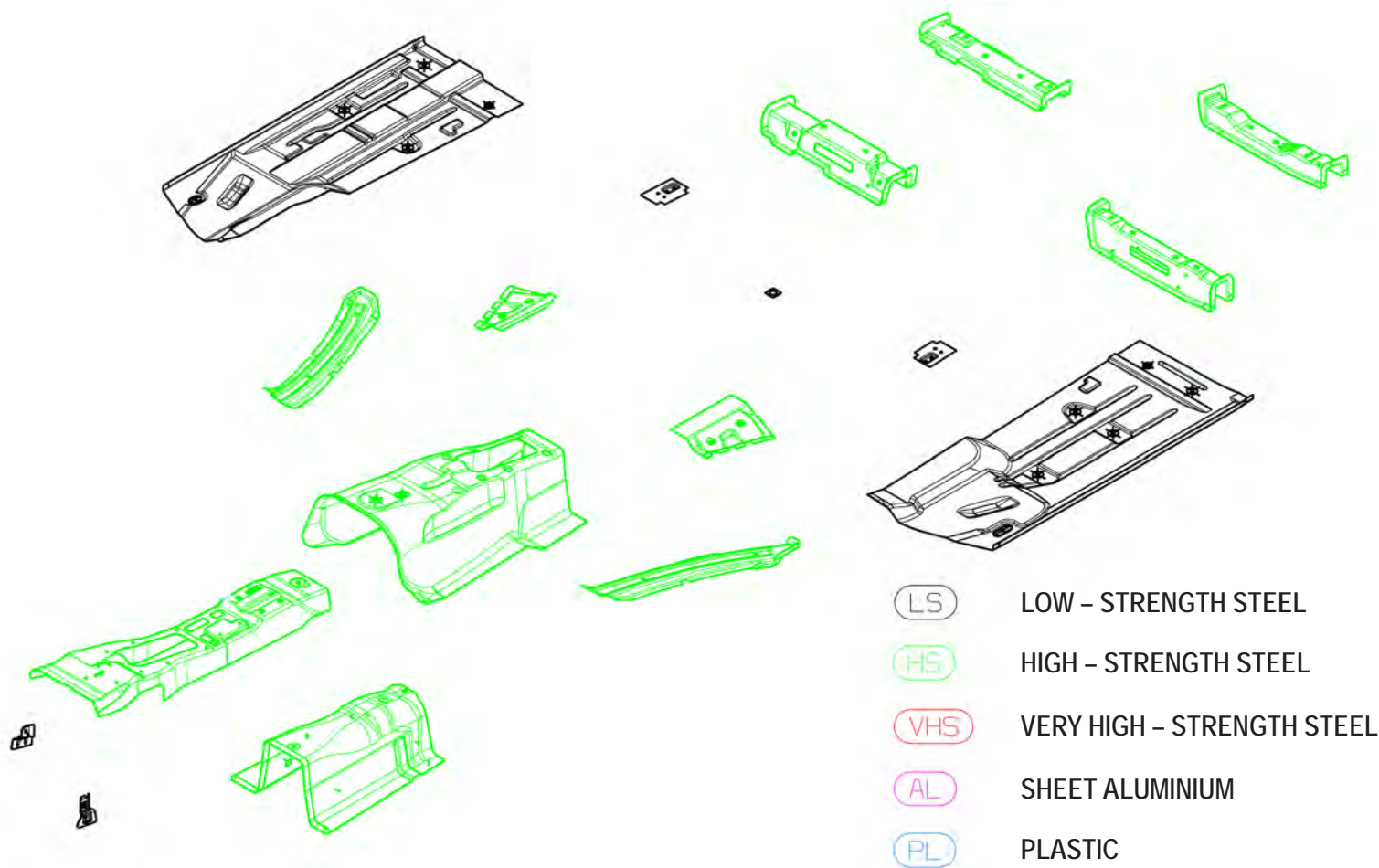
[Back to Index](#)

# DODGE CHALLENGER BODY IN WHITE COMPONENT CHART LADDER ASSEMBLY



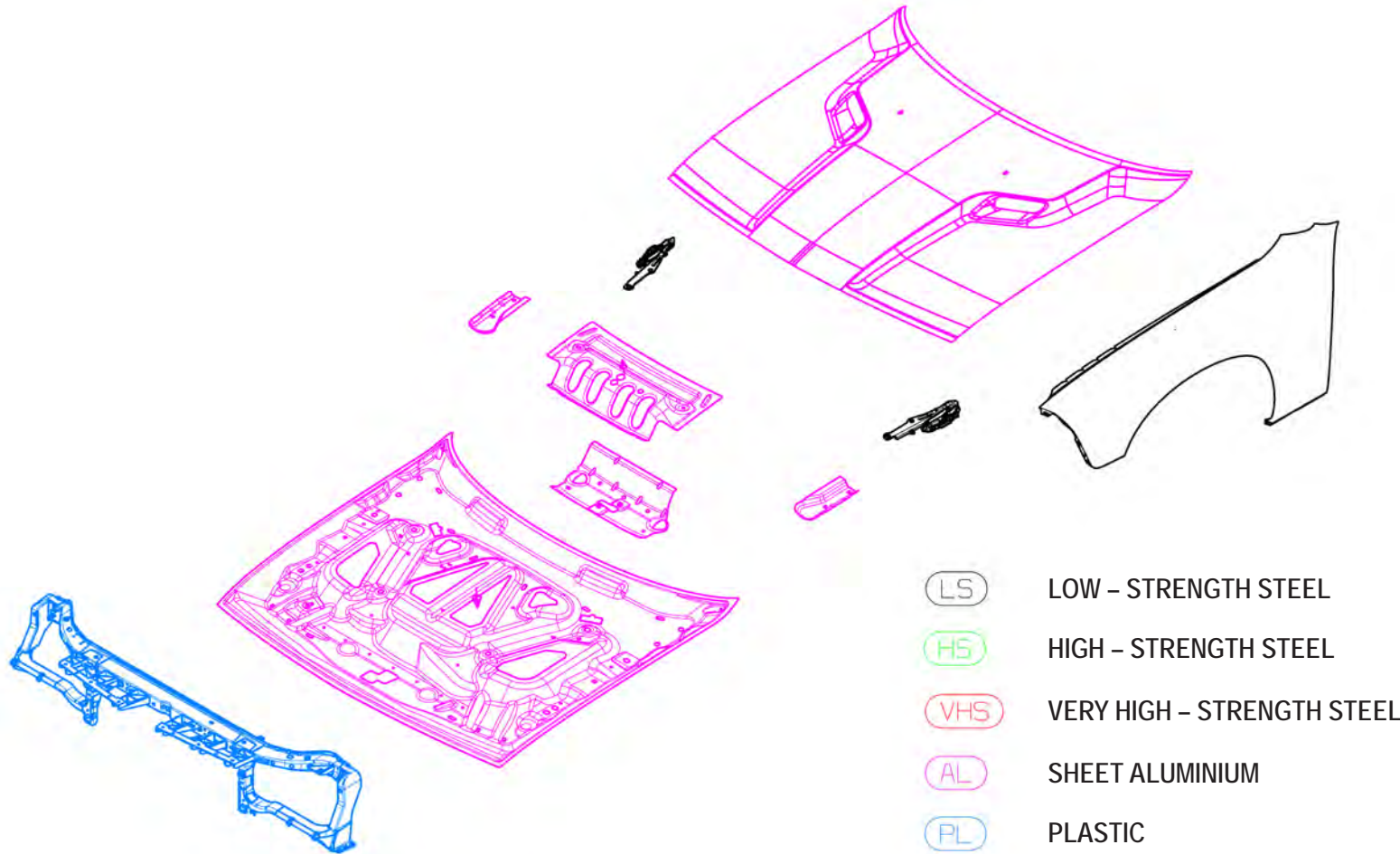
[Back to Index](#)

# DODGE CHALLENGER BODY IN WHITE COMPONENT CHART FRONT FLOOR ASSEMBLY



[Back to Index](#)

# **DODGE CHALLENGER** **BODY IN WHITE COMPONENT CHART** **FENDER AND HOOD ASSEMBLY**

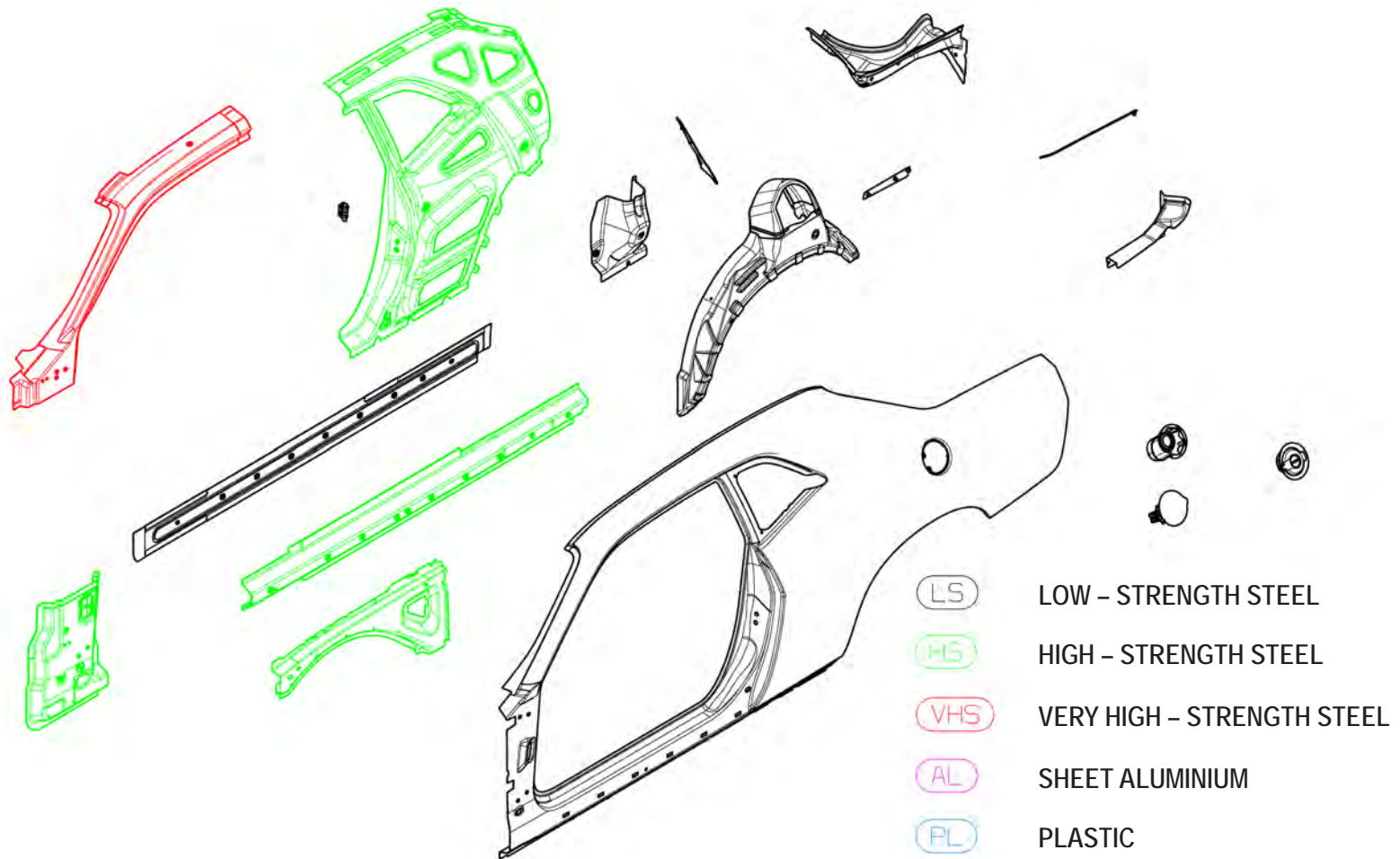


[Back to Index](#)

## DODGE CHALLENGER

### BODY IN WHITE COMPONENT CHART

#### OUTER BODY SIDE APERTURE ASSEMBLY



## Back to Index

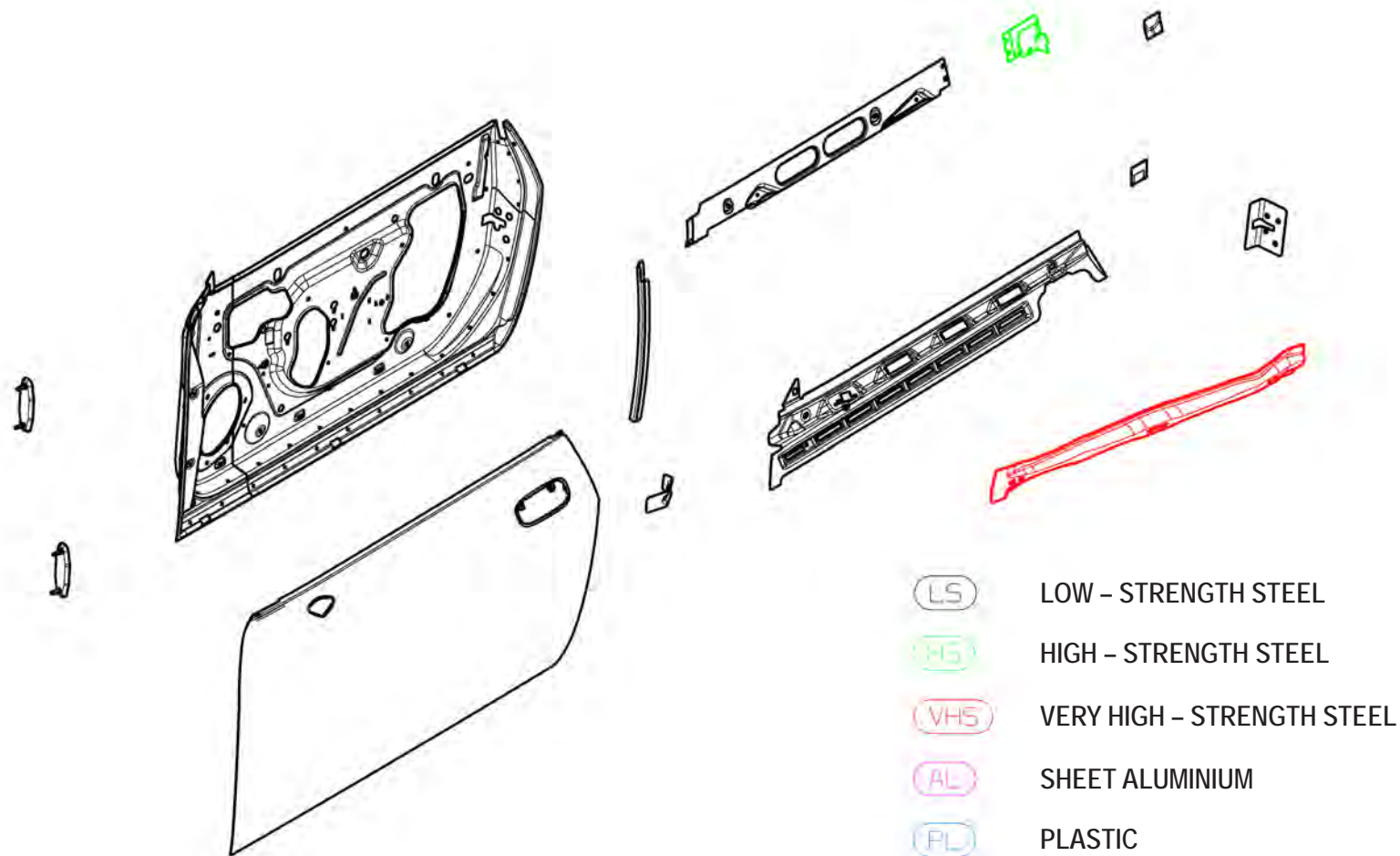


The diagram illustrates the material specifications for various components of a car chassis. The components are color-coded according to the legend:

- LS (Low-Strength Steel):** Represented by a light blue outline. Includes the main chassis frame, a front suspension component, a rear suspension component, and a small bracket.
- HS (High-Strength Steel):** Represented by a green outline. Includes a front suspension component and a rear suspension component.
- VHS (Very High-Strength Steel):** Represented by a red outline. Includes a front suspension component.
- AL (Sheet Aluminium):** Represented by a pink outline. Includes a front suspension component.
- PL (Plastic):** Represented by a light blue outline. Includes a front suspension component.

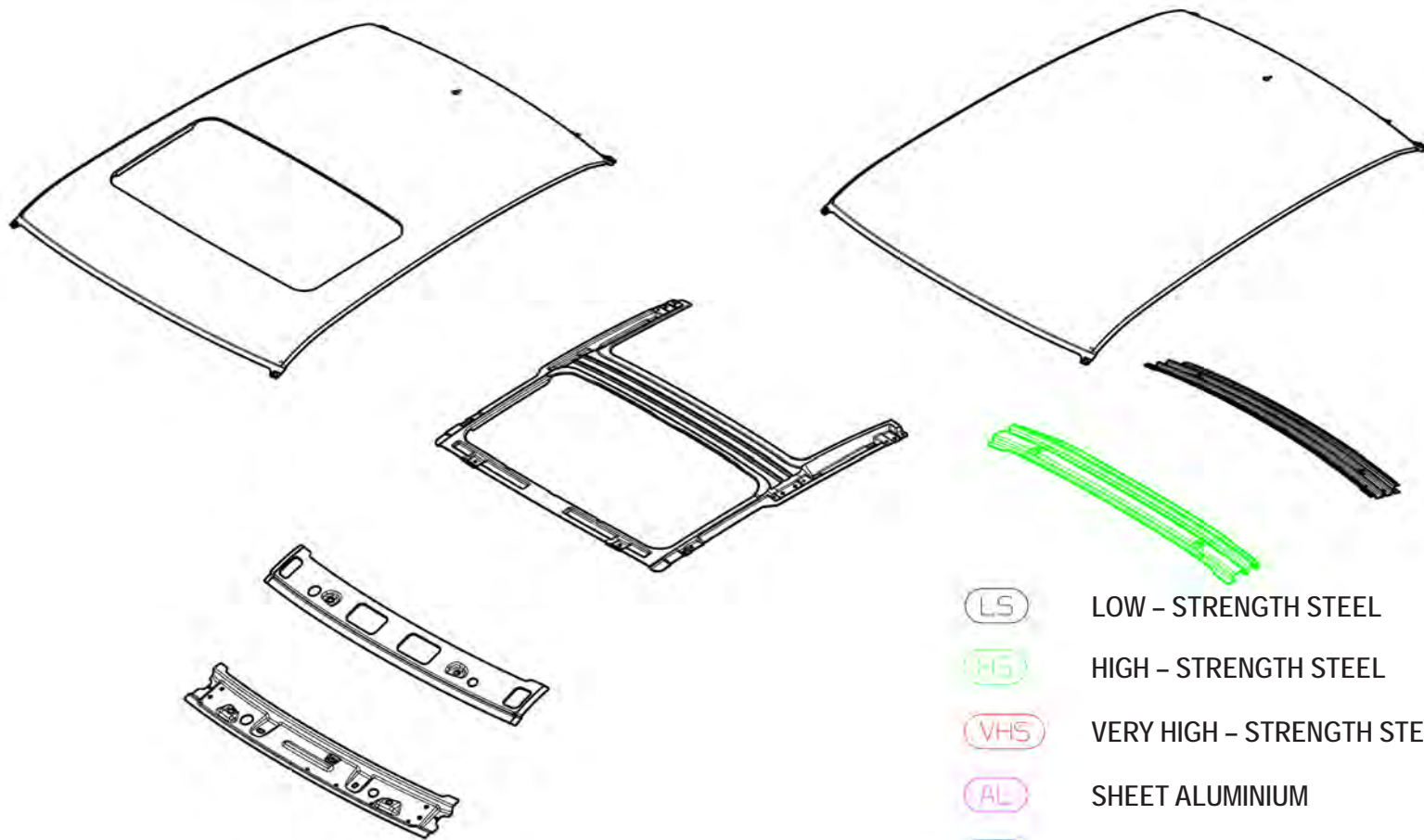
## Back to Index

## DODGE CHALLENGER BODY IN WHITE COMPONENT CHART DOORS



[Back to Index](#)

**DODGE CHALLENGER  
BODY IN WHITE COMPONENT CHART  
ROOF ASSEMBLY**

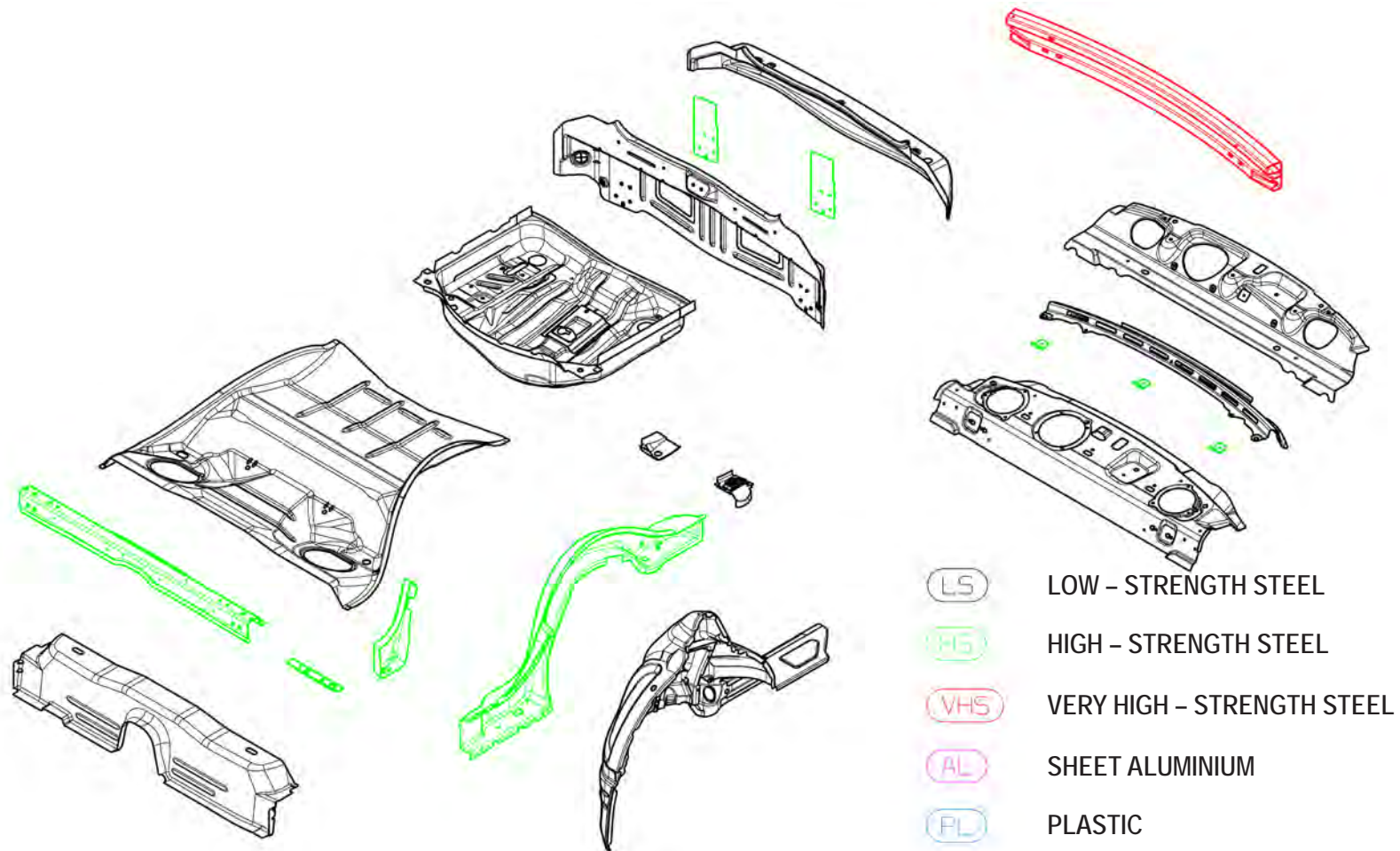


- LS** LOW - STRENGTH STEEL
- HS** HIGH - STRENGTH STEEL
- VHS** VERY HIGH - STRENGTH STEEL
- AL** SHEET ALUMINIUM
- PL** PLASTIC

[Back to Index](#)

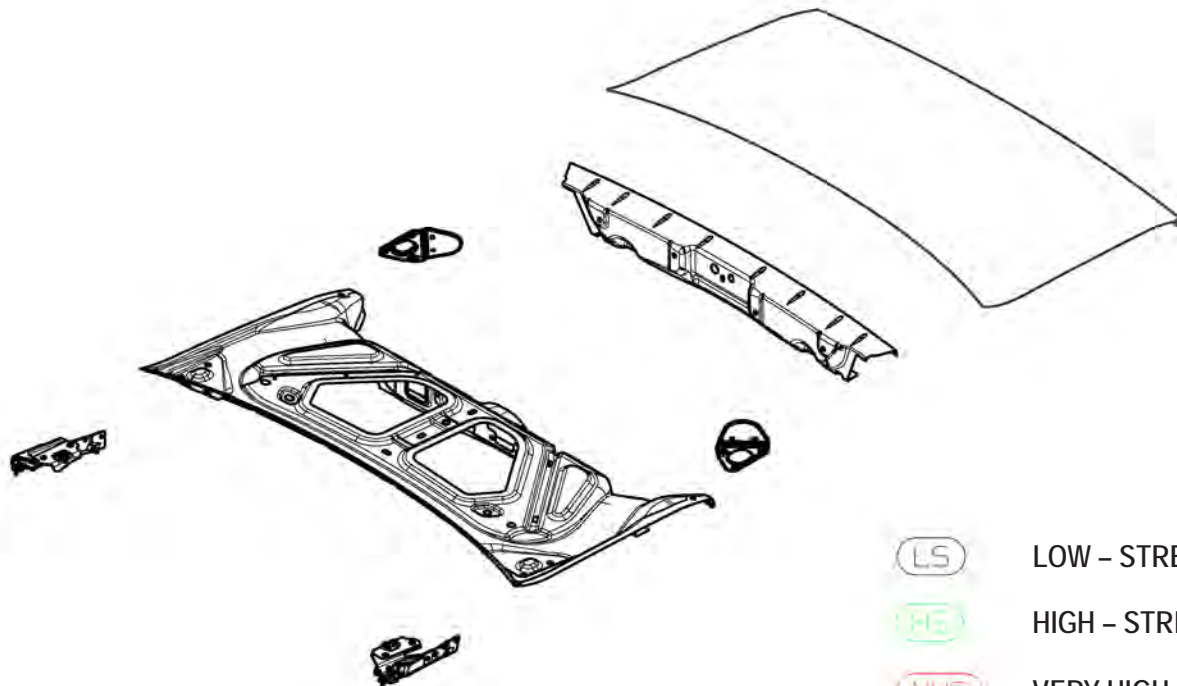


# DODGE CHALLENGER BODY IN WHITE COMPONENT CHART REAR FLOOR ASSEMBLY



[Back to Index](#)

**DODGE CHALLENGER  
BODY IN WHITE COMPONENT CHART  
DECK LID ASSEMBLY**



- LS LOW - STRENGTH STEEL
- HS HIGH - STRENGTH STEEL
- VHS VERY HIGH - STRENGTH STEEL
- AL SHEET ALUMINIUM
- PL PLASTIC

[Back to Index](#)



# **DODGE CHALLENGER 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 antilflutter material.  
High strength expoxy is used on all areas.

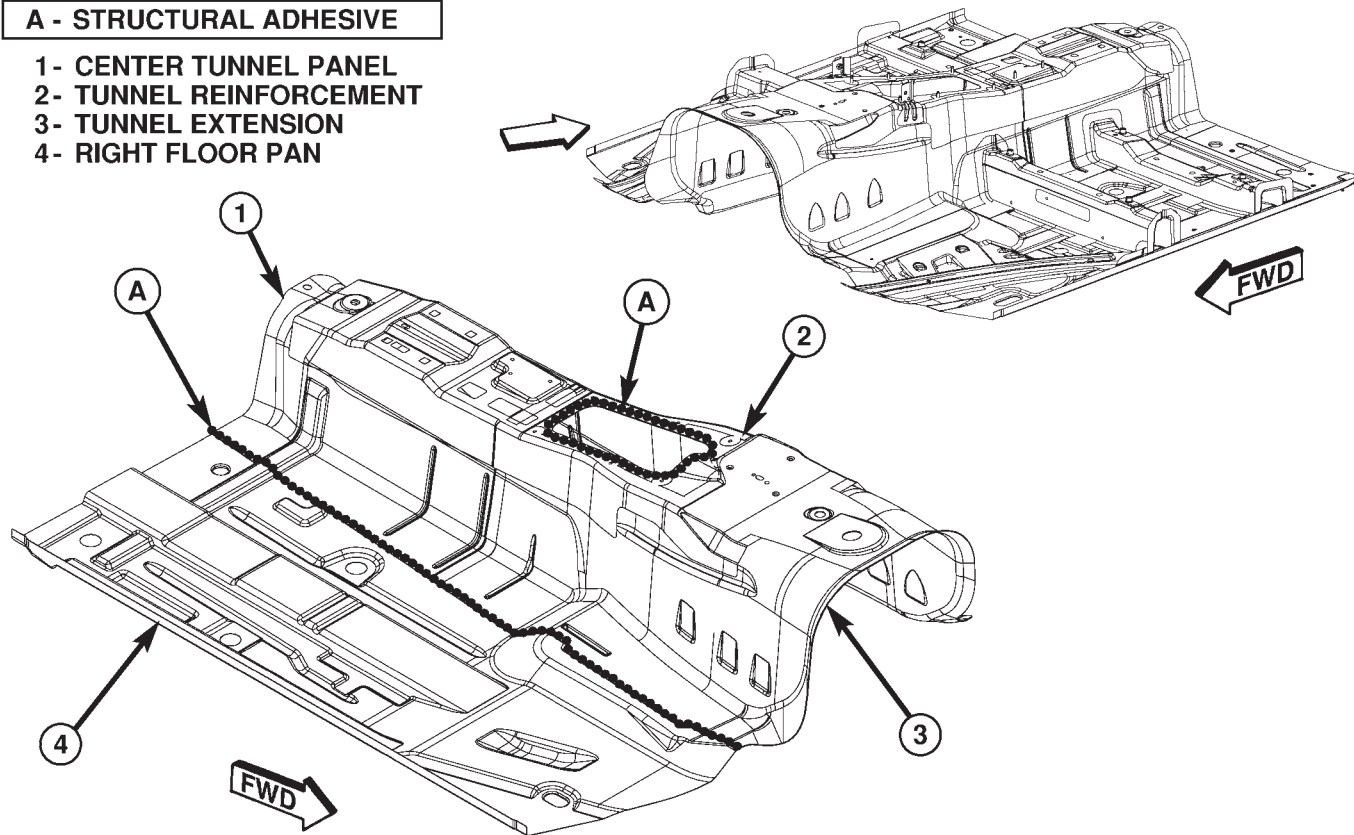
DESCRIPTION	FIGURE
FRONT FLOOR (1 OF 2)	1
FRONT FLOOR (2 OF 2)	2
BODY SIDE APERTURE	3
ENGINE BOX (1 OF 3)	4
ENGINE BOX (2 OF 3)	5
ENGINE BOX (3 OF 3)	6
REAR LADDER AND FLOOR (1 OF 3)	7
REAR LADDER AND FLOOR (2 OF 3)	8
REAR LADDER AND FLOOR (3 OF 3)	9
UNDERBODY COMPLETE	10
FRAMED BODY IN WHITE WITHOUT BODY SIDE APERTURE (1 OF 2)	11
FRAMED BODY IN WHITE WITHOUT BODY SIDE APERTURE (2 OF 2)	12
BODY IN WHITE BEFORE ROOF (1 OF 2)	13
BODY IN WHITE BEFORE ROOF (2 OF 2)	14
FRAMED BODY IN WHITE WITHOUT CLOSURES WITH SUN ROOF	15
FRAMED BODY IN WHITE WITHOUT CLOSURES WITHOUT SUN ROOF	16
HOOD	17
FRONT DOORS	18
DECK LID	19

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

### A - STRUCTURAL ADHESIVE

- 1- CENTER TUNNEL PANEL
- 2- TUNNEL REINFORCEMENT
- 3- TUNNEL EXTENSION
- 4- RIGHT FLOOR PAN

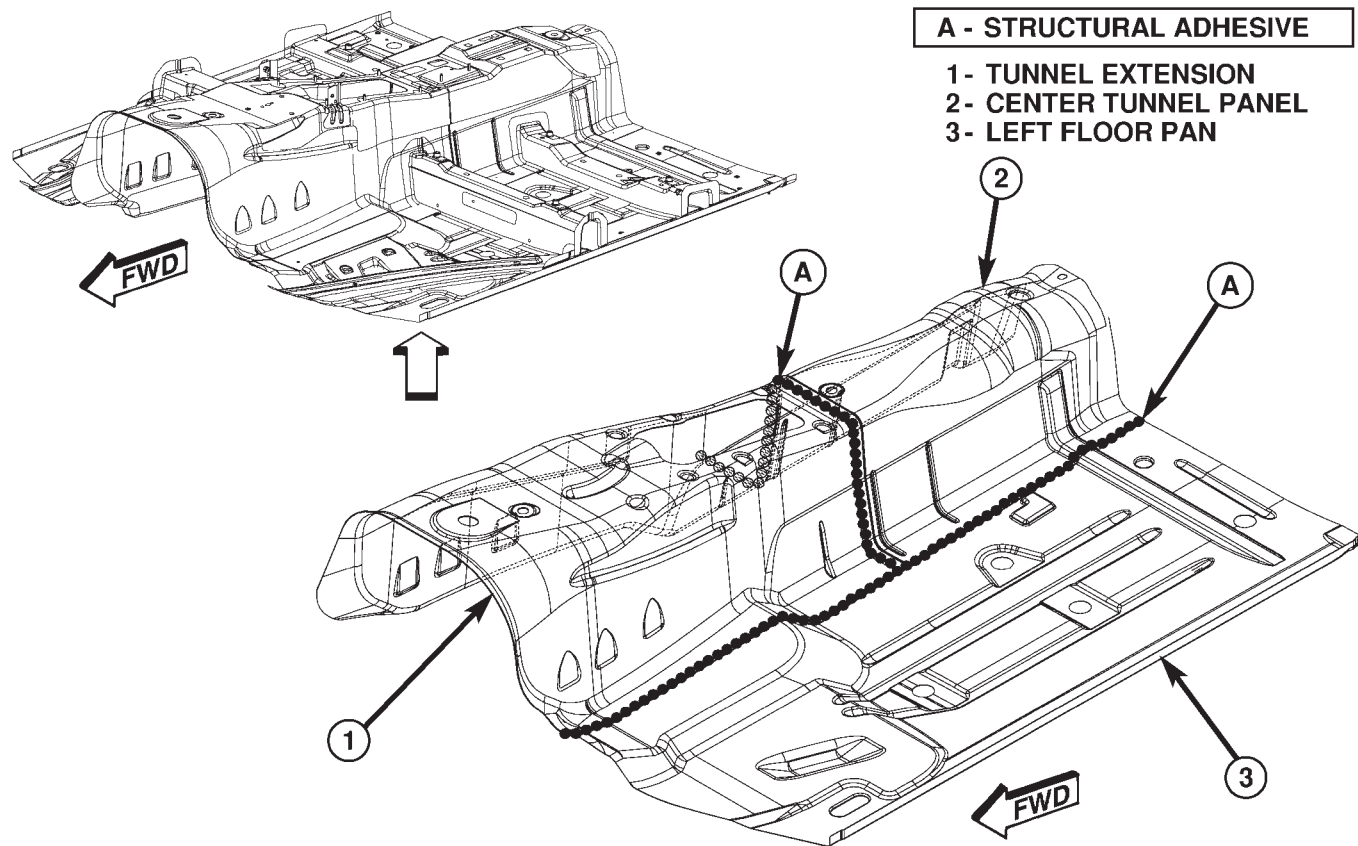


LC4\_01

Figure 1. FRONT FLOOR (1 OF 2)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS



LC4\_02

Figure 2. FRONT FLOOR (2 OF 2)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

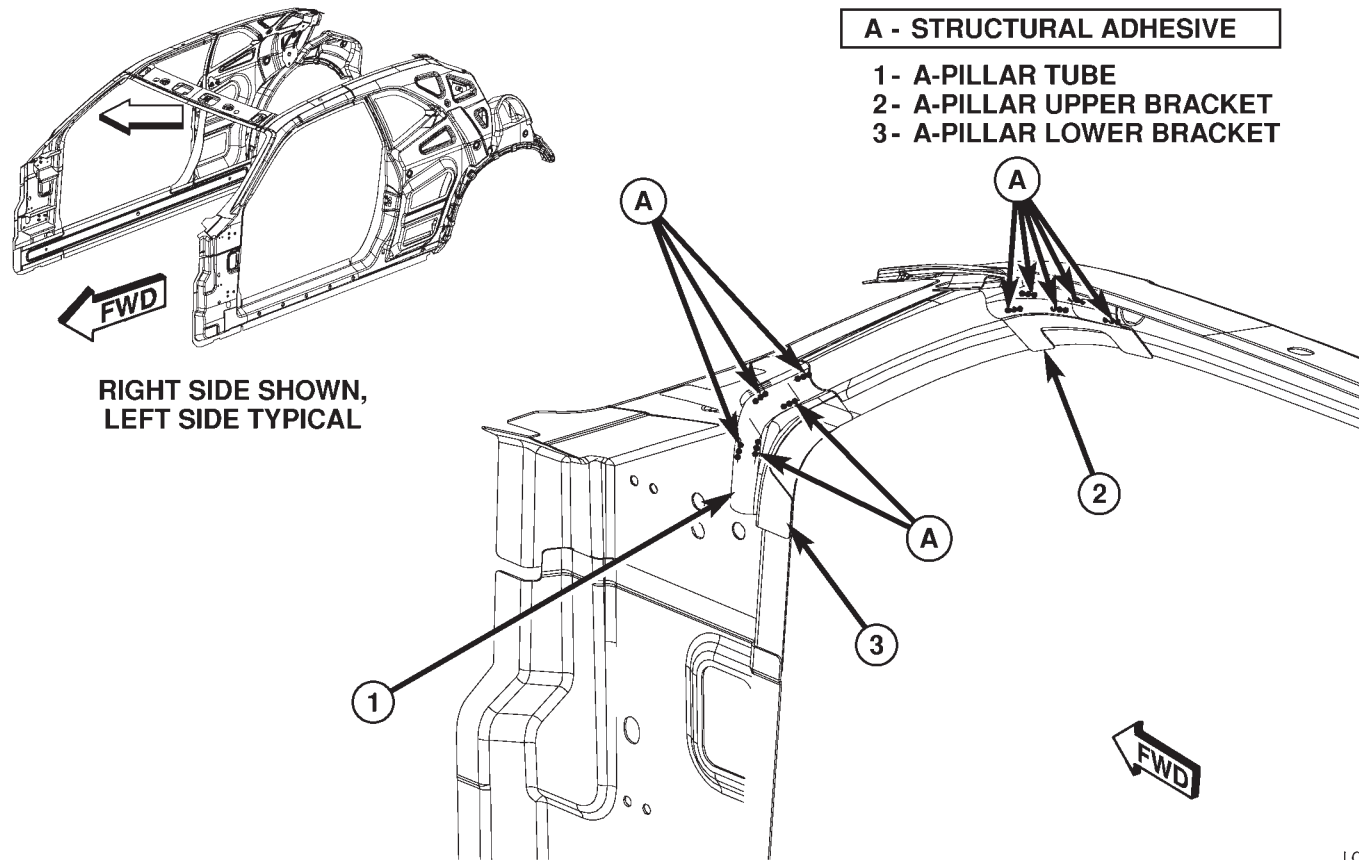


Figure 3. BODY SIDE APERTURE

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

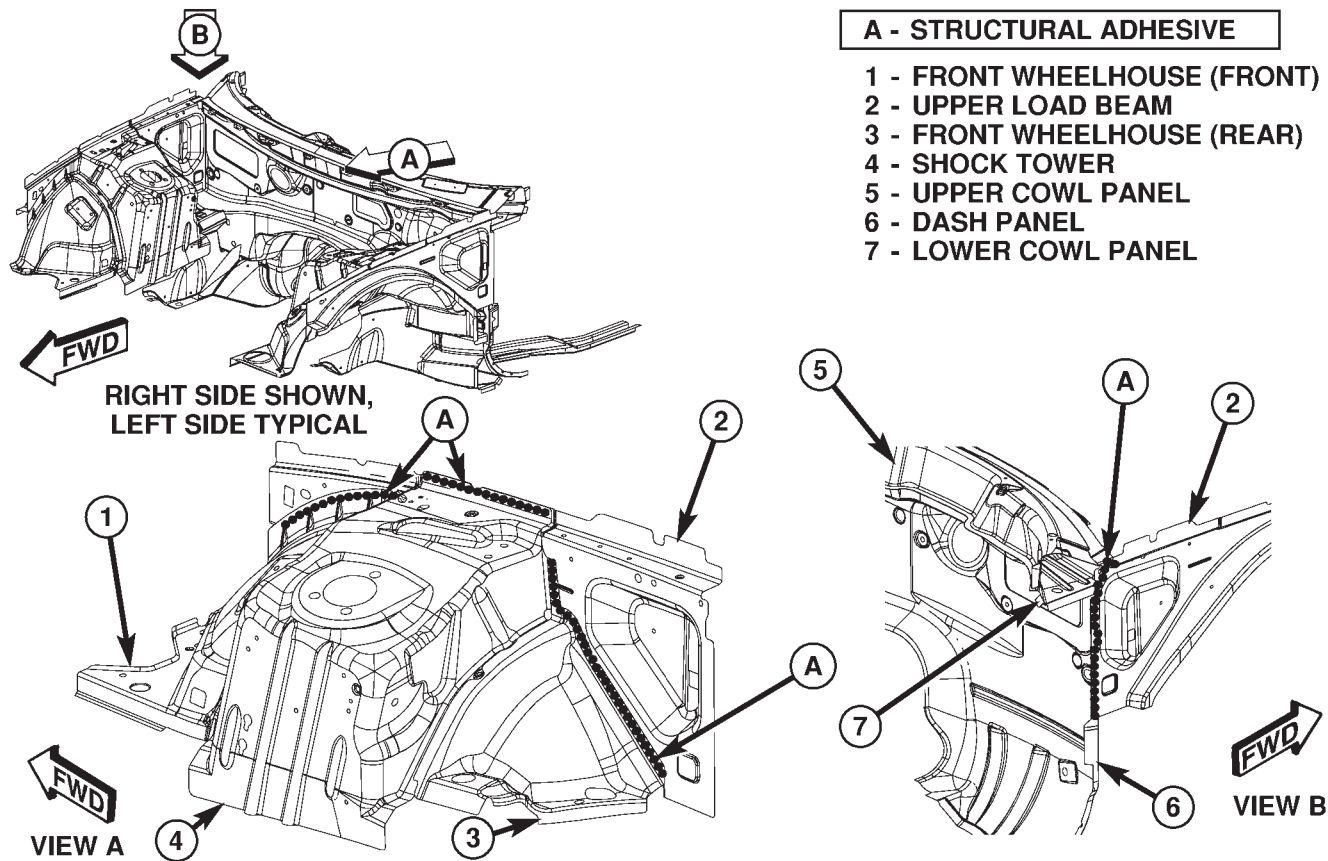


Figure 4. ENGINE BOX (1 OF 3)

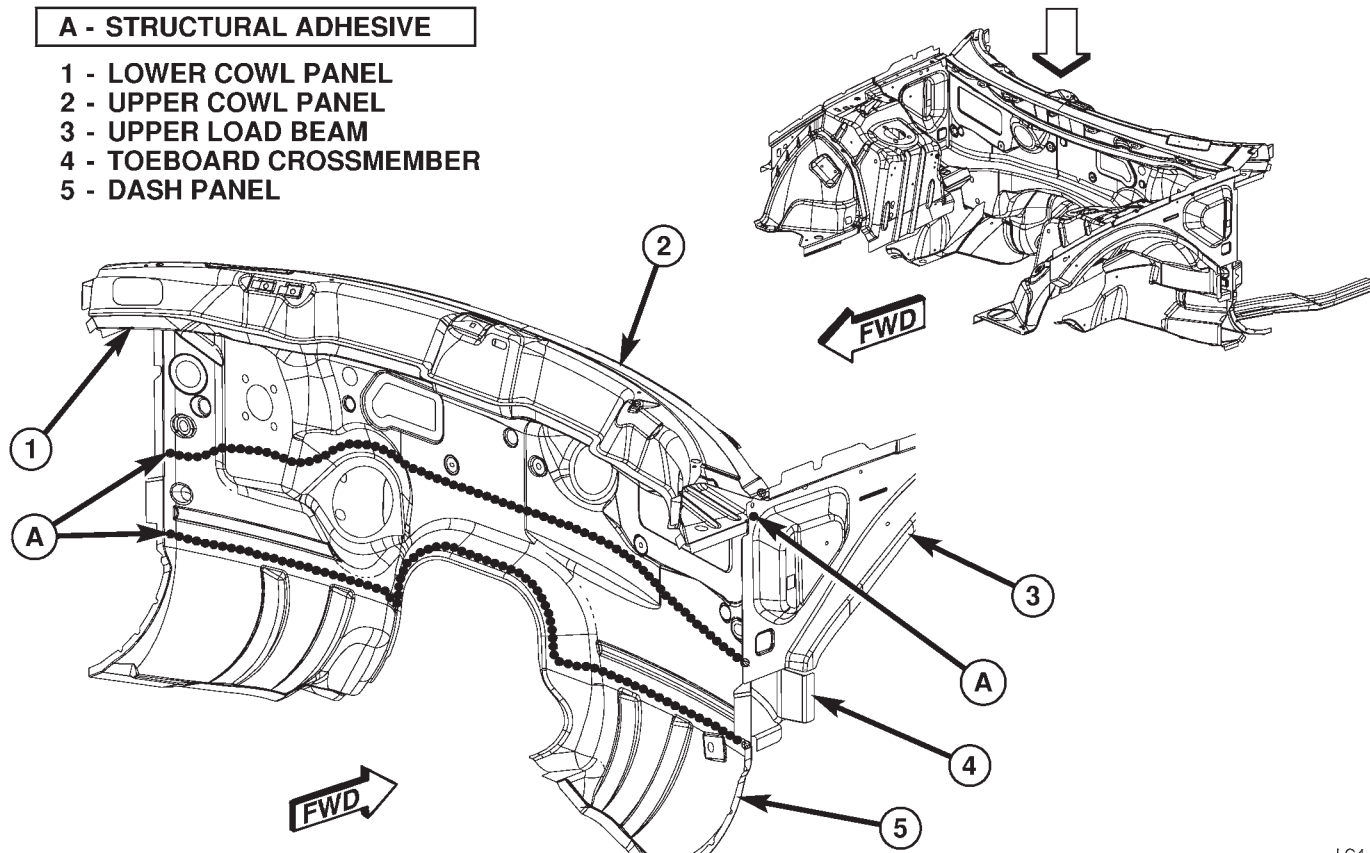
[Back to Index](#)



## STRUCTURAL ADHESIVE LOCATIONS

### A - STRUCTURAL ADHESIVE

- 1 - LOWER COWL PANEL
- 2 - UPPER COWL PANEL
- 3 - UPPER LOAD BEAM
- 4 - TOEBOARD CROSSMEMBER
- 5 - DASH PANEL

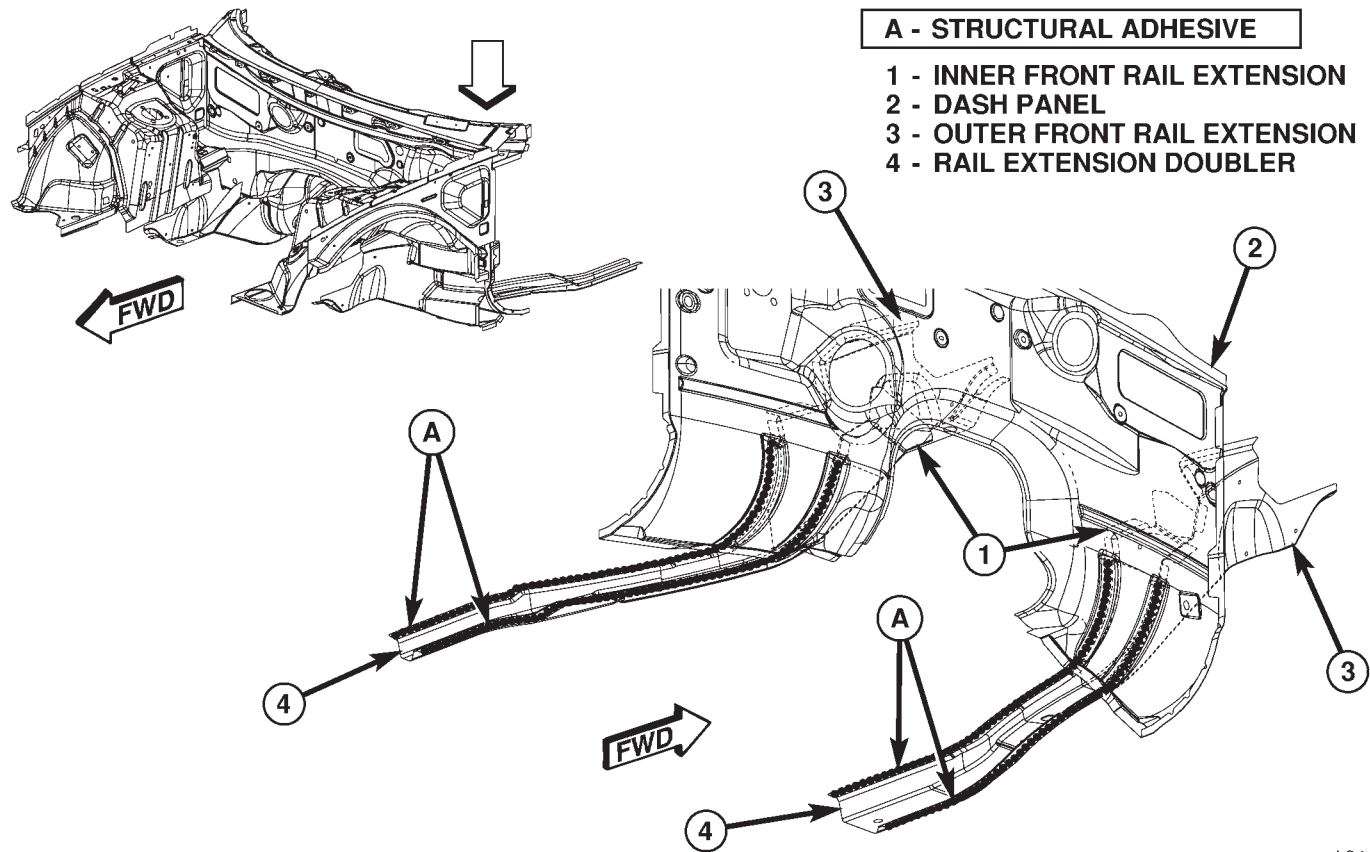


LC4\_05

Figure 5. ENGINE BOX (2 OF 3)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

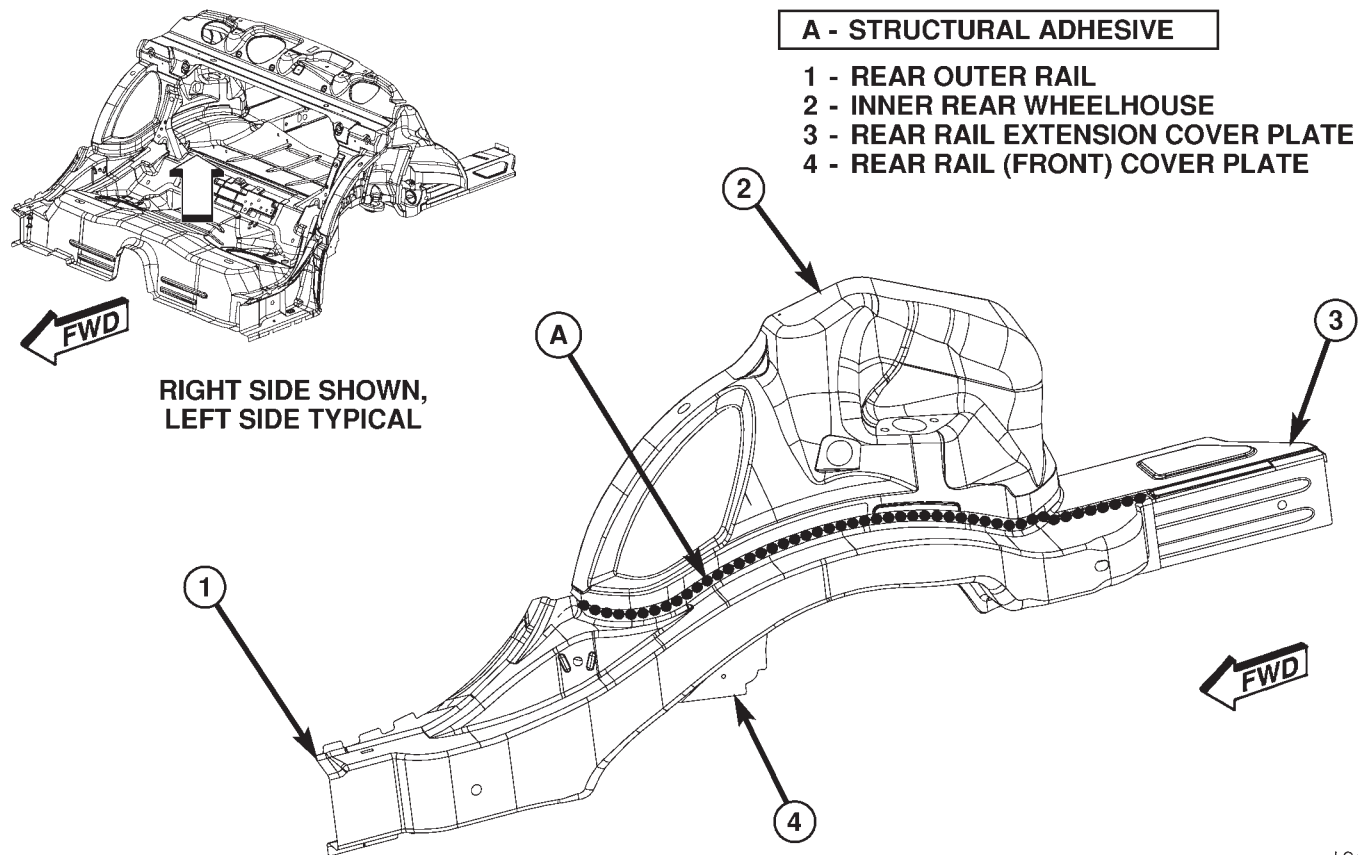


LC4\_06

Figure 6. ENGINE BOX (3 OF 3)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

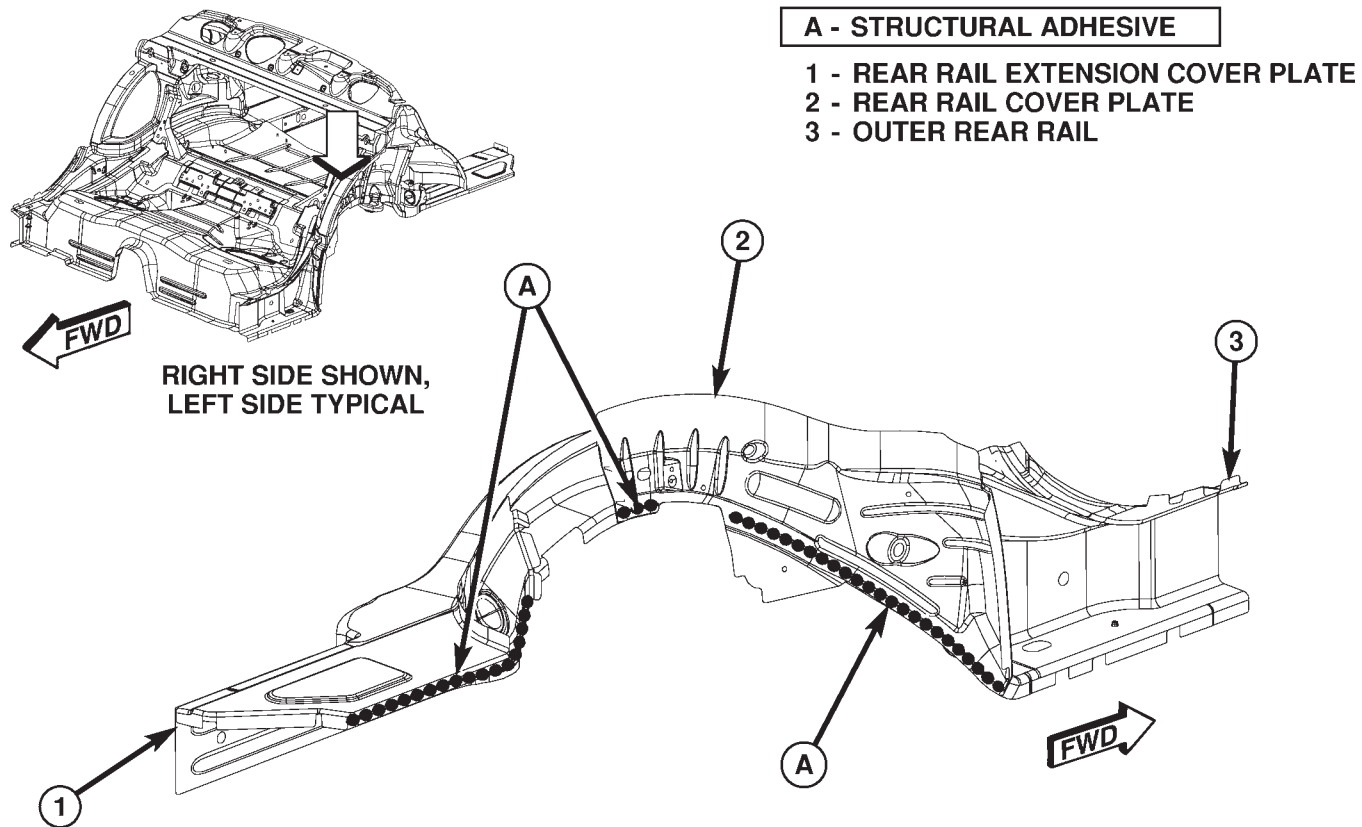


LC4\_07

Figure 7. REAR LADDER AND FLOOR (1 OF 3)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

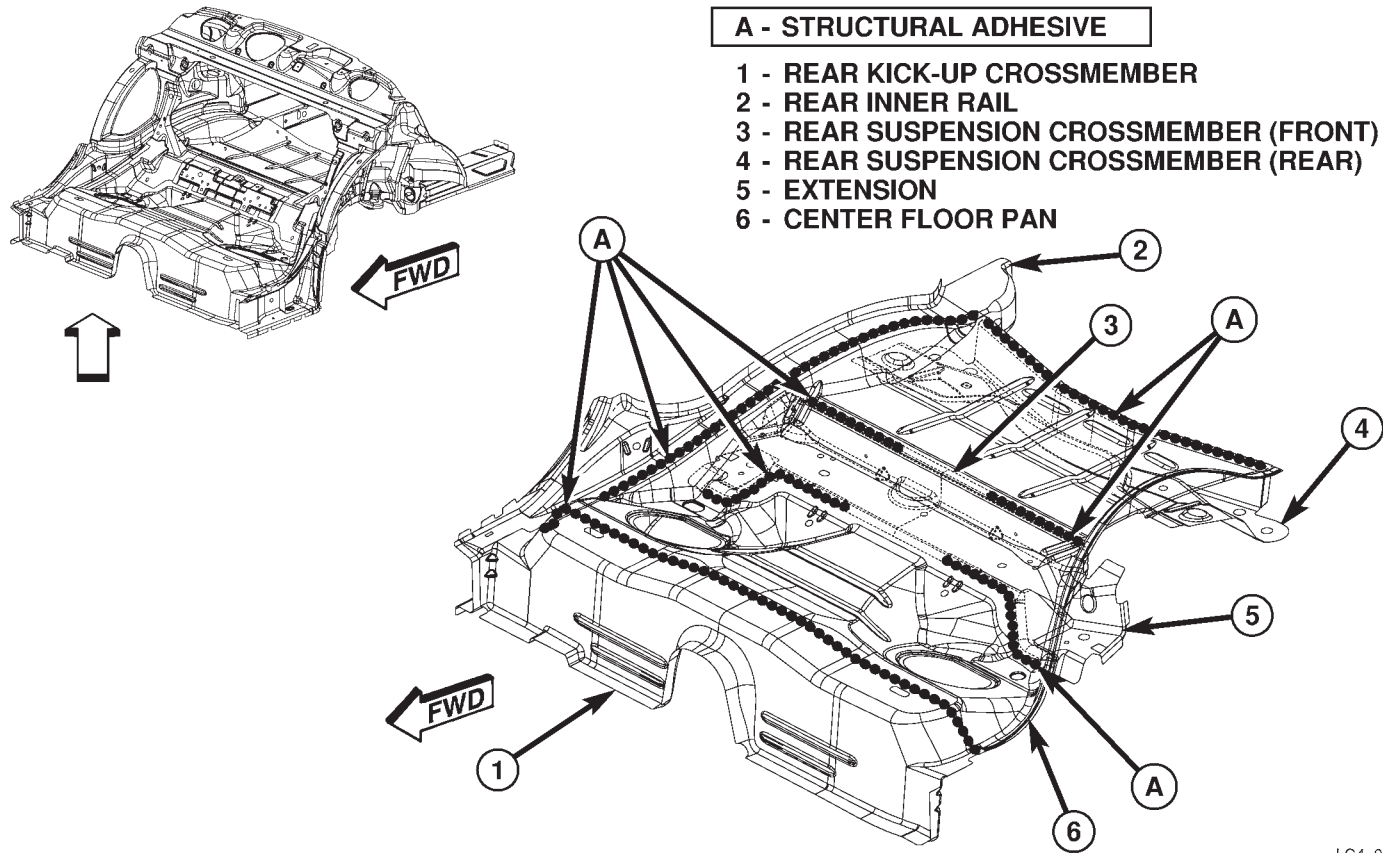


LC4\_08

Figure 8. REAR LADDER AND FLOOR (2 OF 3)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS



LC4\_09

Figure 9. REAR LADDER AND FLOOR (3 OF 3)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

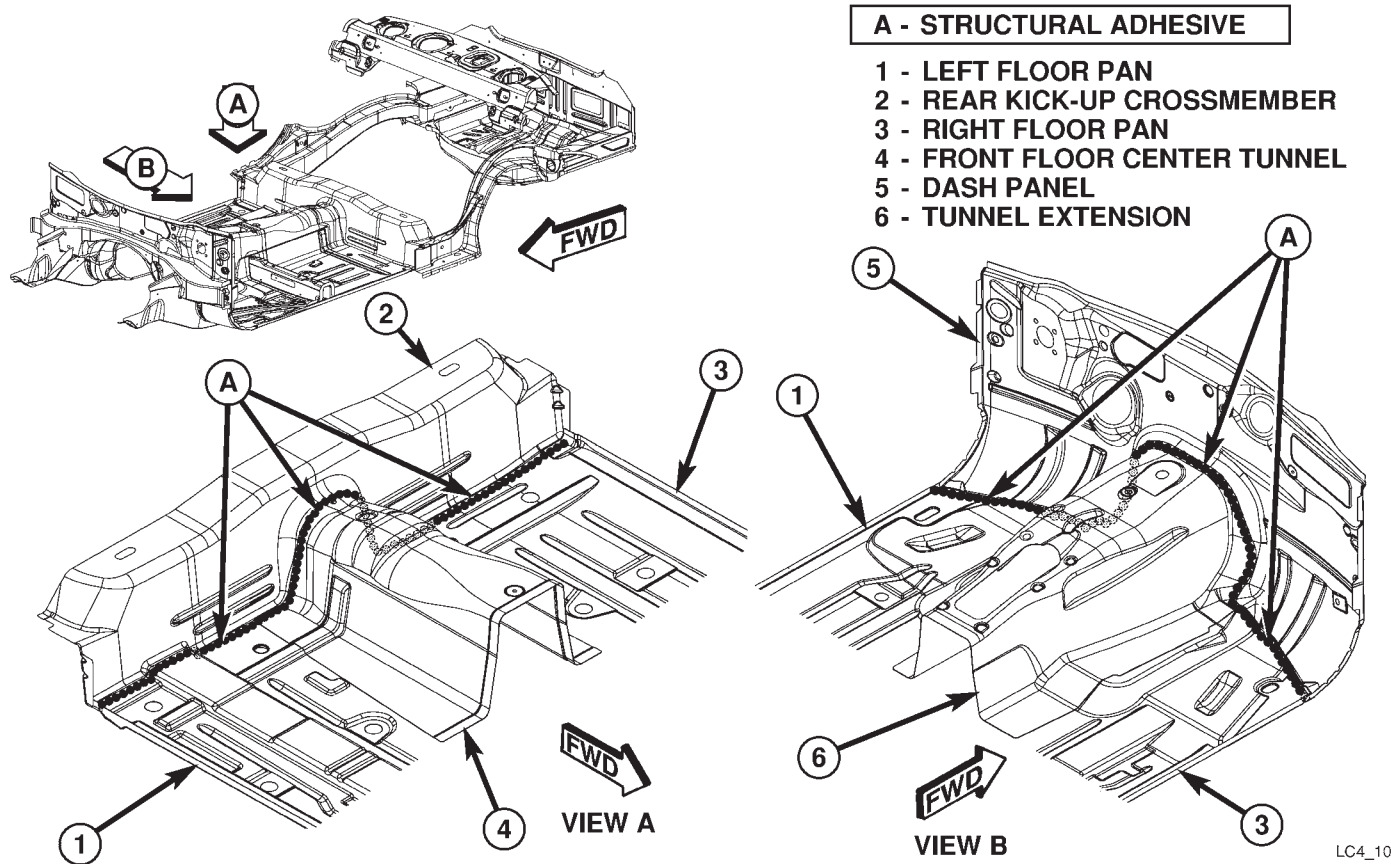


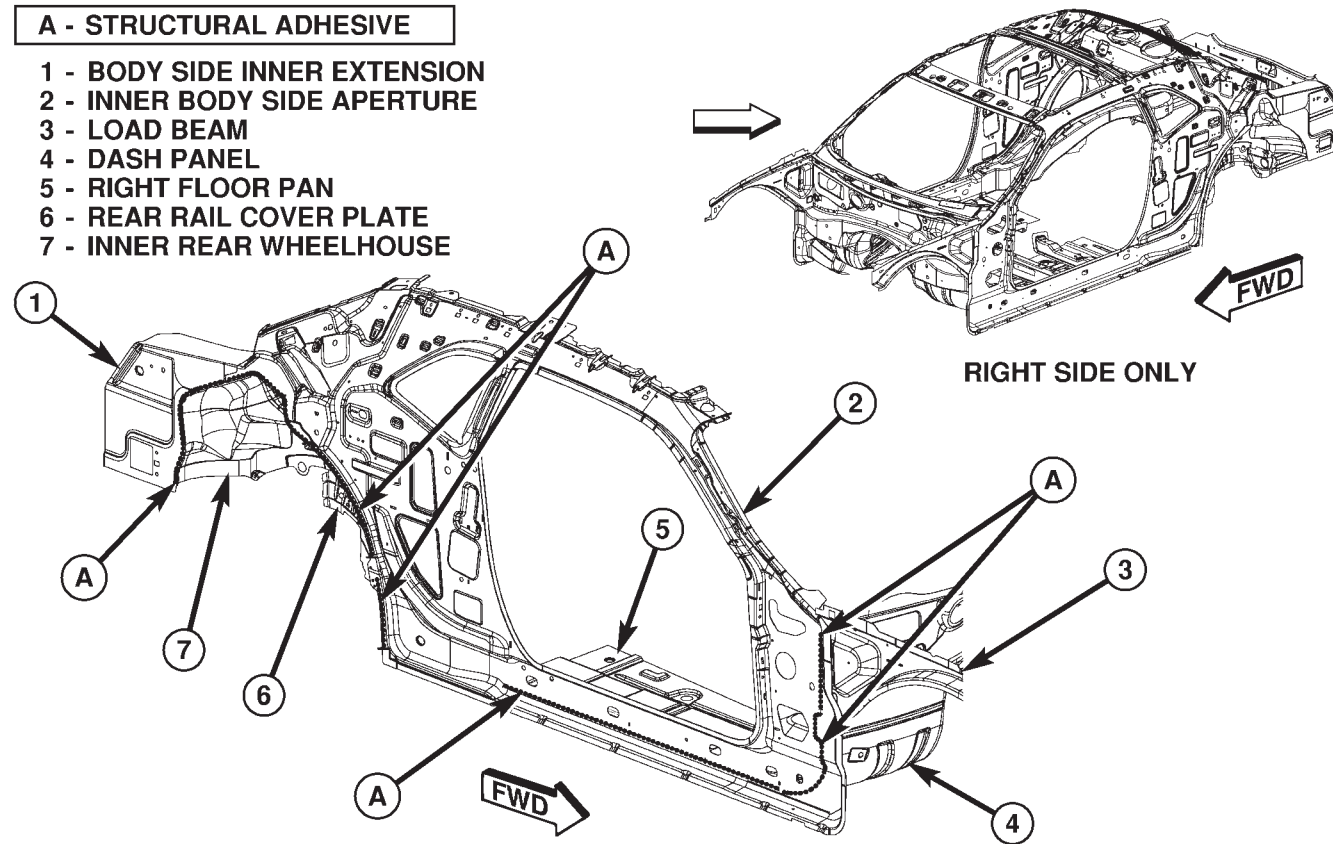
Figure 10. UNDERBODY COMPLETE

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

### A - STRUCTURAL ADHESIVE

- 1 - BODY SIDE INNER EXTENSION
- 2 - INNER BODY SIDE APERTURE
- 3 - LOAD BEAM
- 4 - DASH PANEL
- 5 - RIGHT FLOOR PAN
- 6 - REAR RAIL COVER PLATE
- 7 - INNER REAR WHEELHOUSE



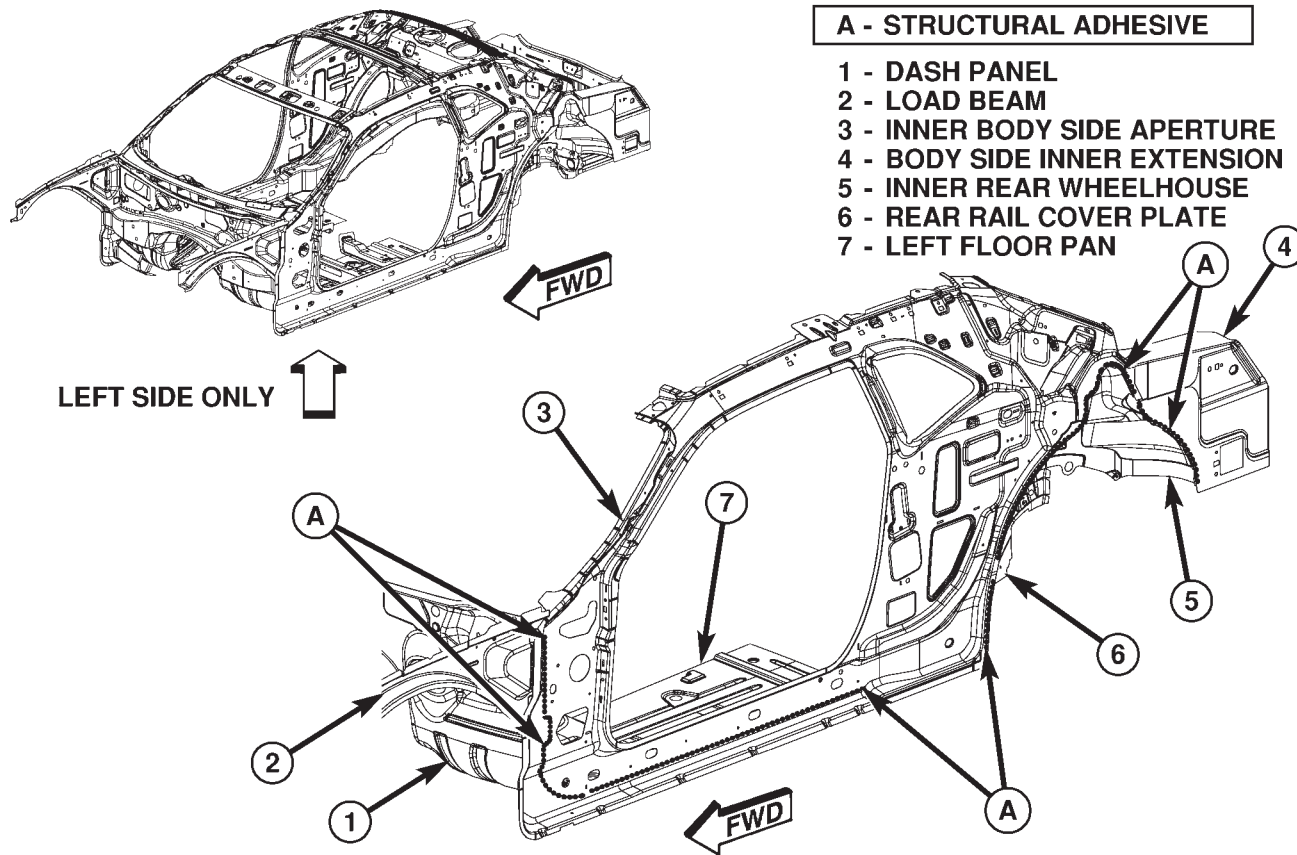
LC4\_11

Figure 11. FRAMED BODY IN WHITE WITHOUT BODY SIDE APERTURE (1 OF 2)

[Back to Index](#)



## STRUCTURAL ADHESIVE LOCATIONS



LC4\_12

Figure 12. FRAMED BODY IN WHITE WITHOUT BODY SIDE APERTURE (2 OF 2)

[Back to Index](#)



## STRUCTURAL ADHESIVE LOCATIONS

### A - STRUCTURAL ADHESIVE

- 1 - LOWER DOOR HINGE REINFORCEMENT
- 2 - UPPER A-PILLAR REINFORCEMENT
- 3 - UPPER DOOR HINGE REINFORCEMENT
- 4 - LOWER A-PILLAR REINFORCEMENT
- 5 - UPPER HEADER-FRONT
- 6 - INNER BODY SIDE APERTURE
- 7 - C-PILLAR REINFORCEMENT

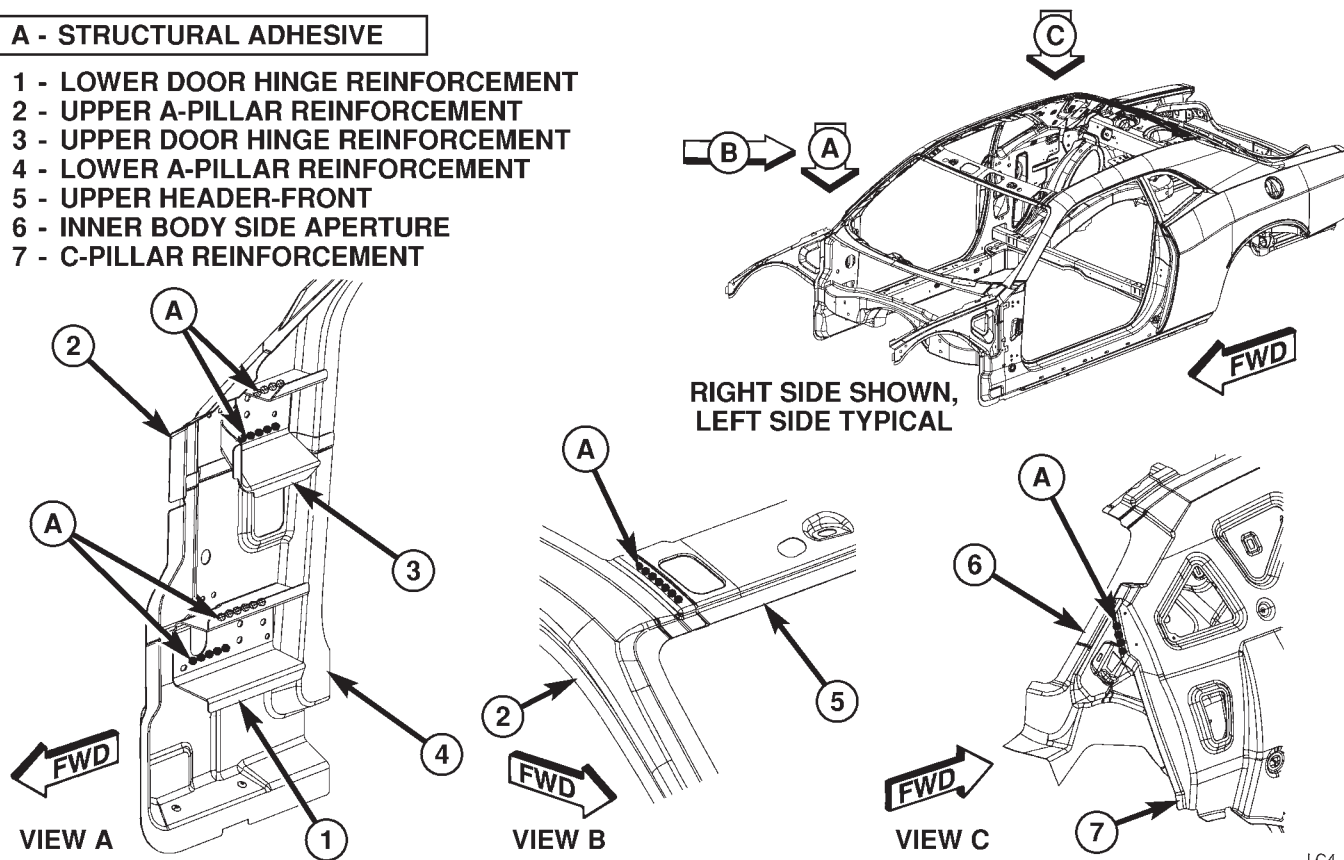


Figure 13. BODY IN WHITE BEFORE ROOF (1 OF 2)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

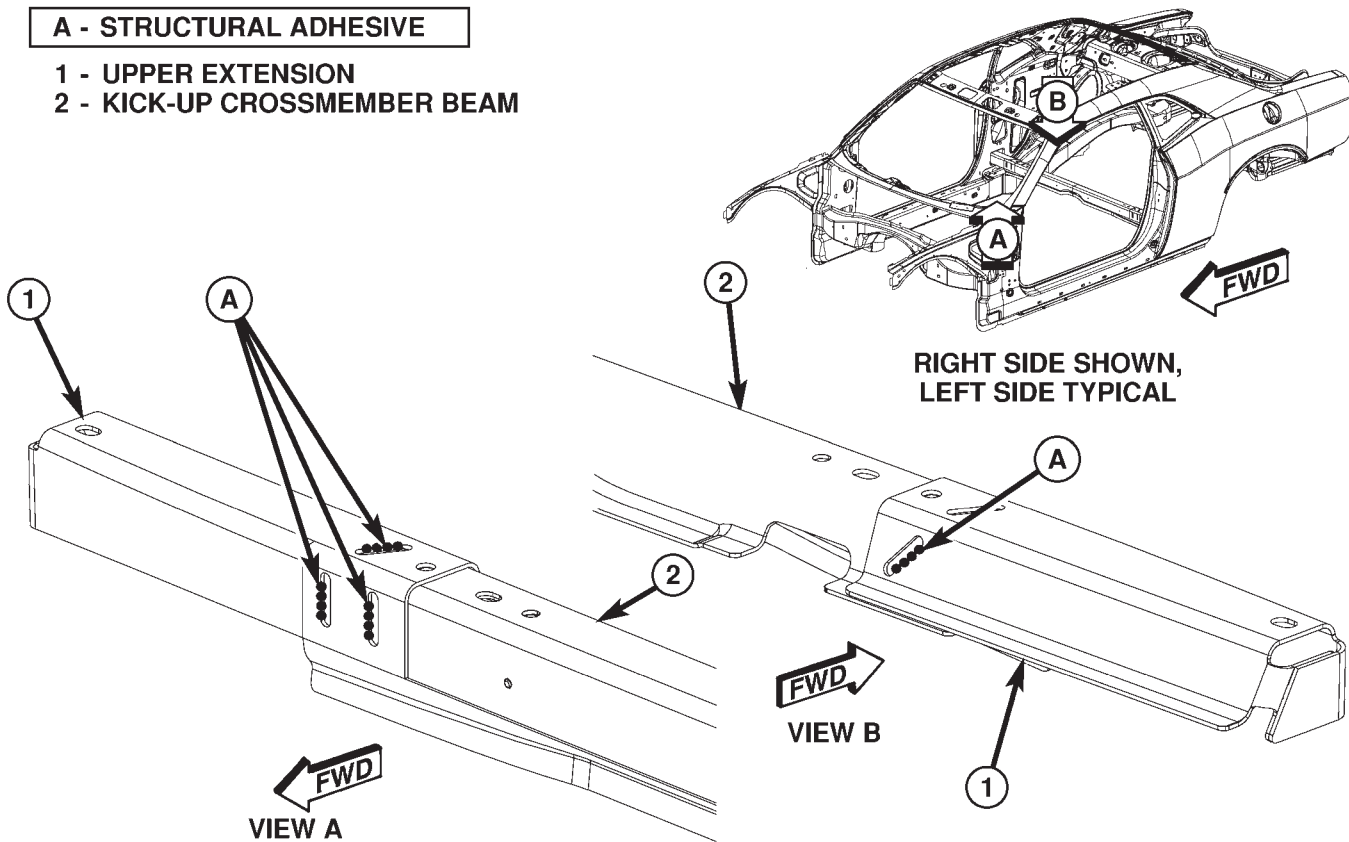
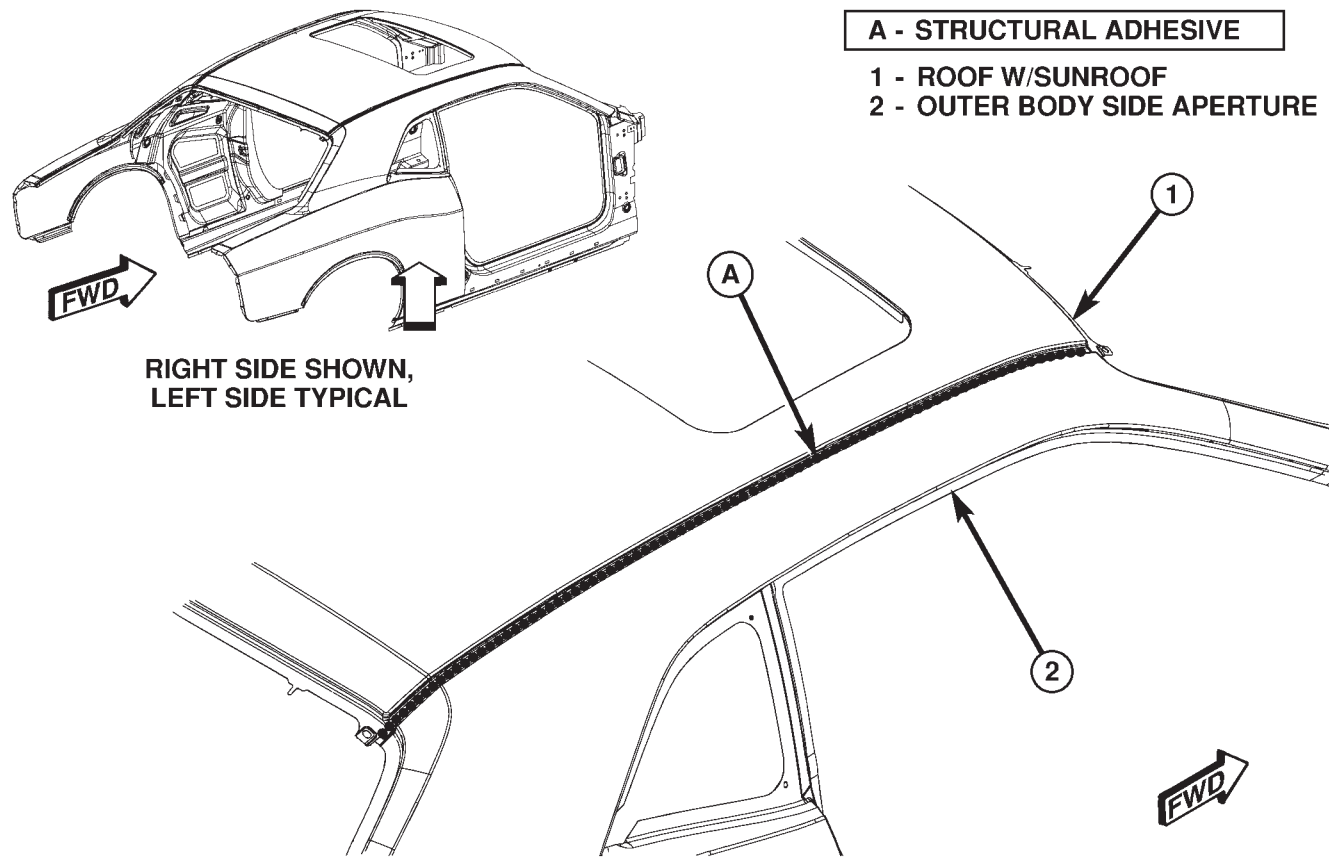


Figure 14. BODY IN WHITE BEFORE ROOF (2 OF 2)

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

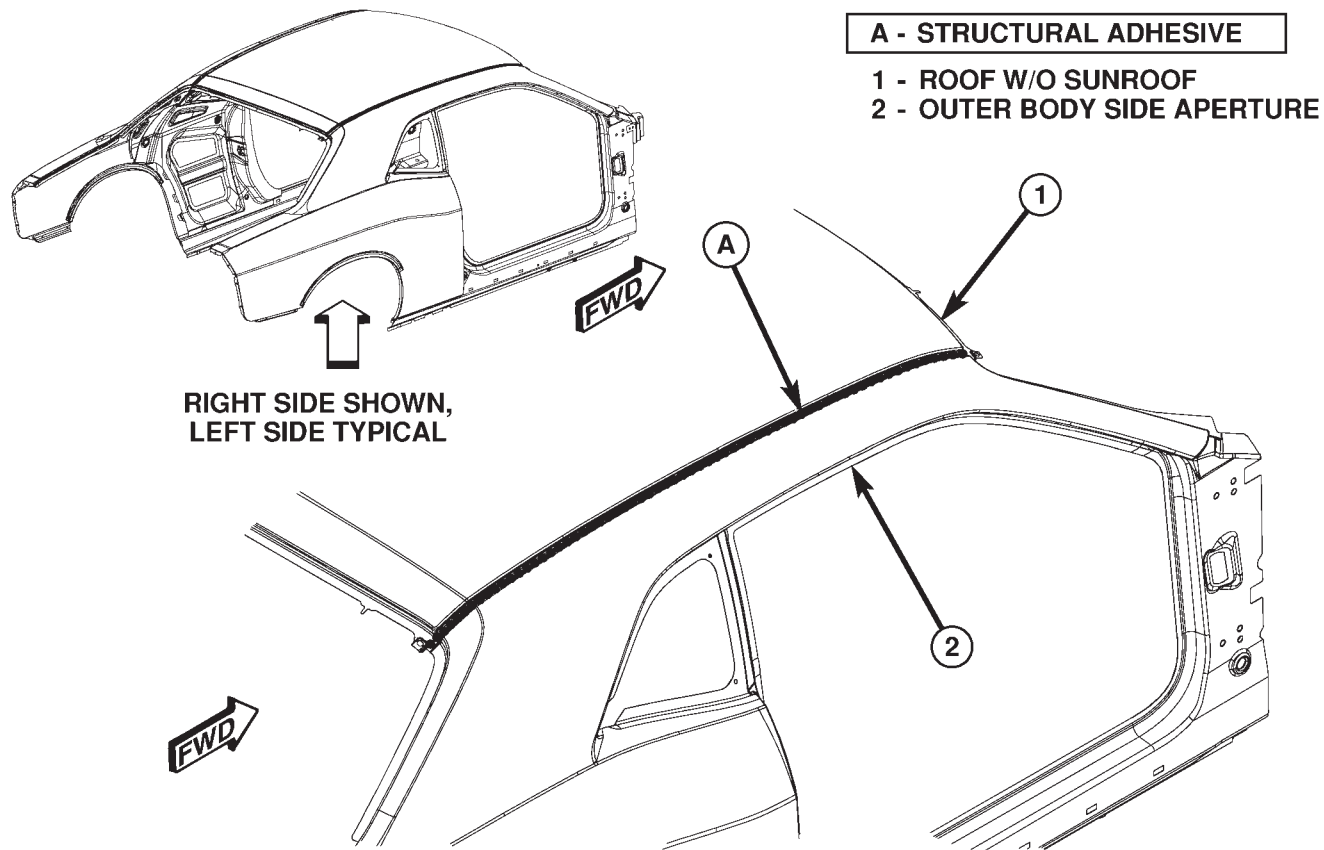


LC4\_15

Figure 15. FRAMED BODY IN WHITE WITHOUT CLOSURES WITH SUN ROOF

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

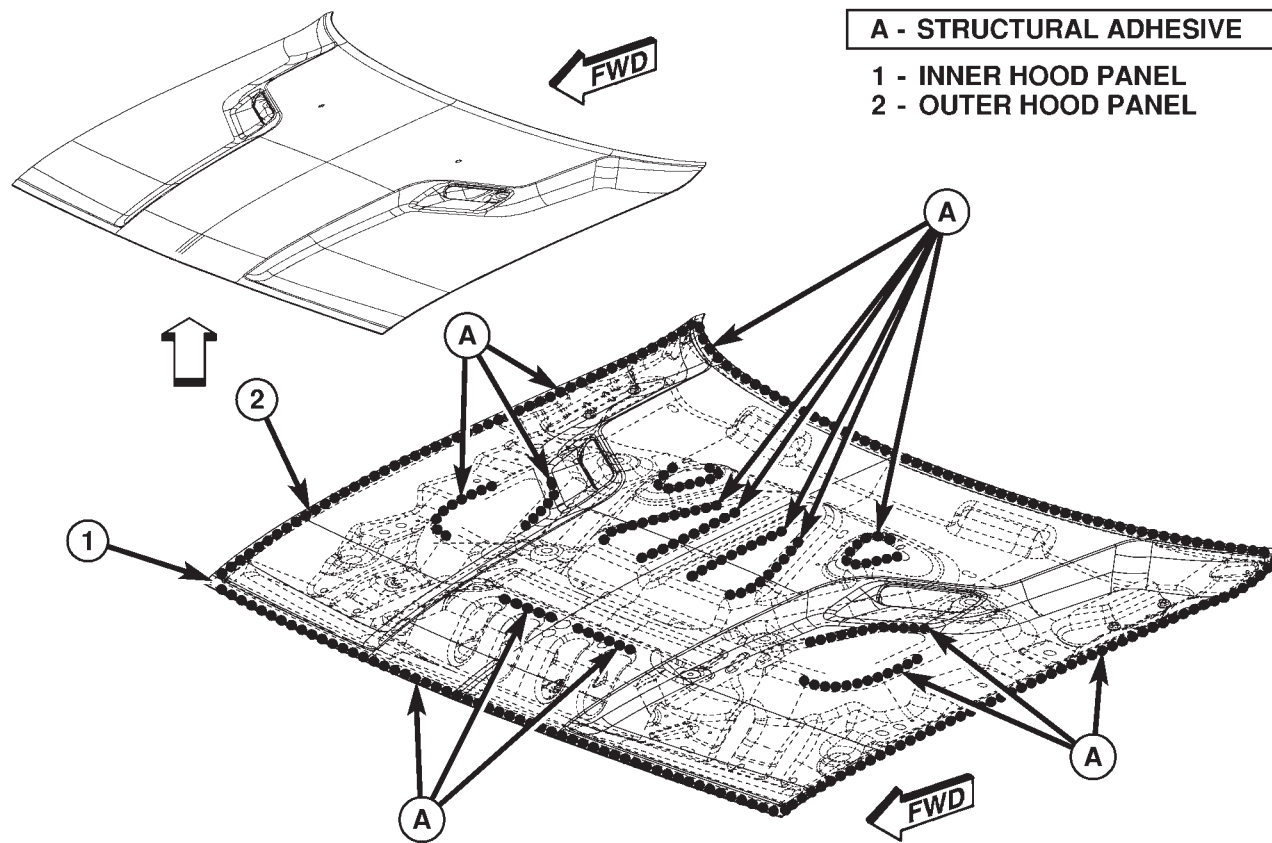


LC5\_01

Figure 16. FRAMED BODY IN WHITE WITHOUT CLOSURES WITHOUT SUN ROOF

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS



LC5\_02

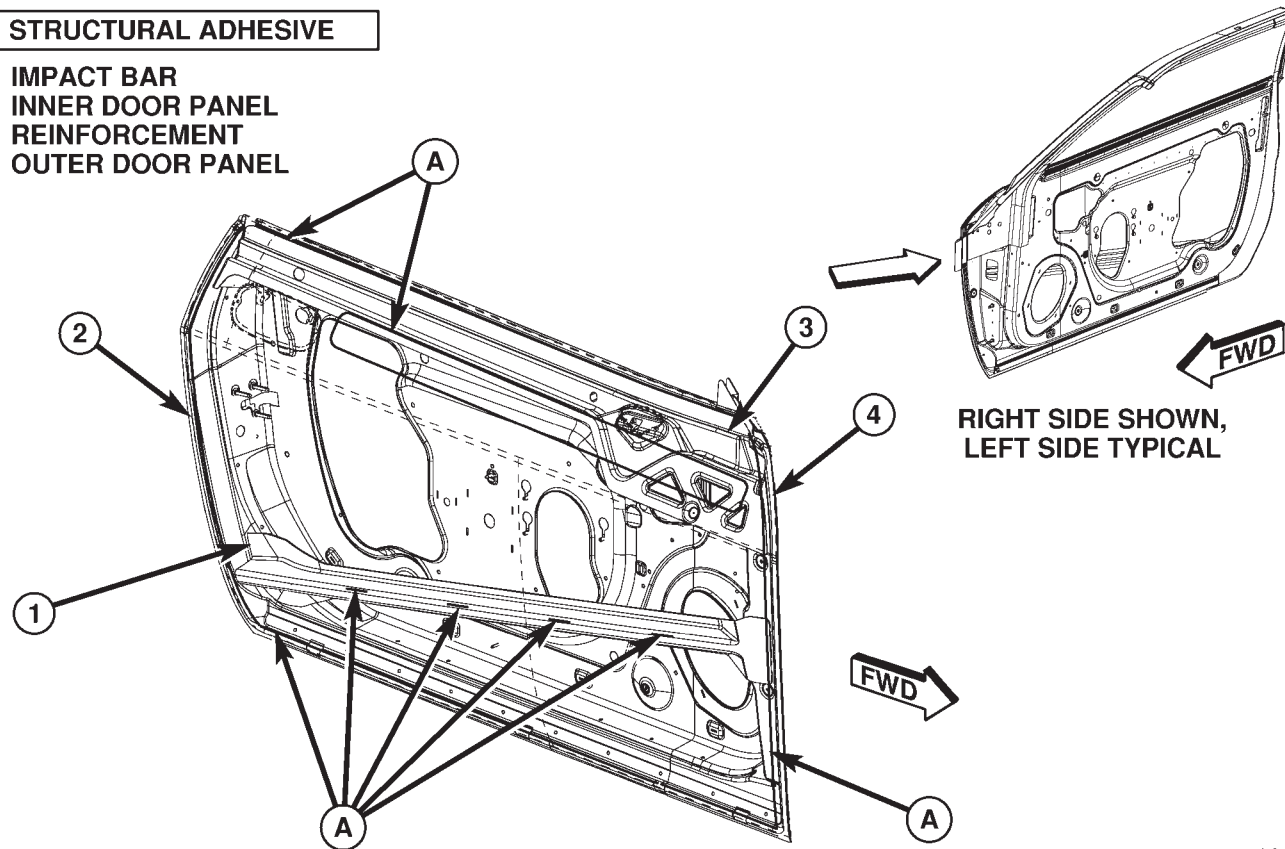
Figure 17. HOOD

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS

### A - STRUCTURAL ADHESIVE

- 1 - IMPACT BAR
- 2 - INNER DOOR PANEL
- 3 - REINFORCEMENT
- 4 - OUTER DOOR PANEL

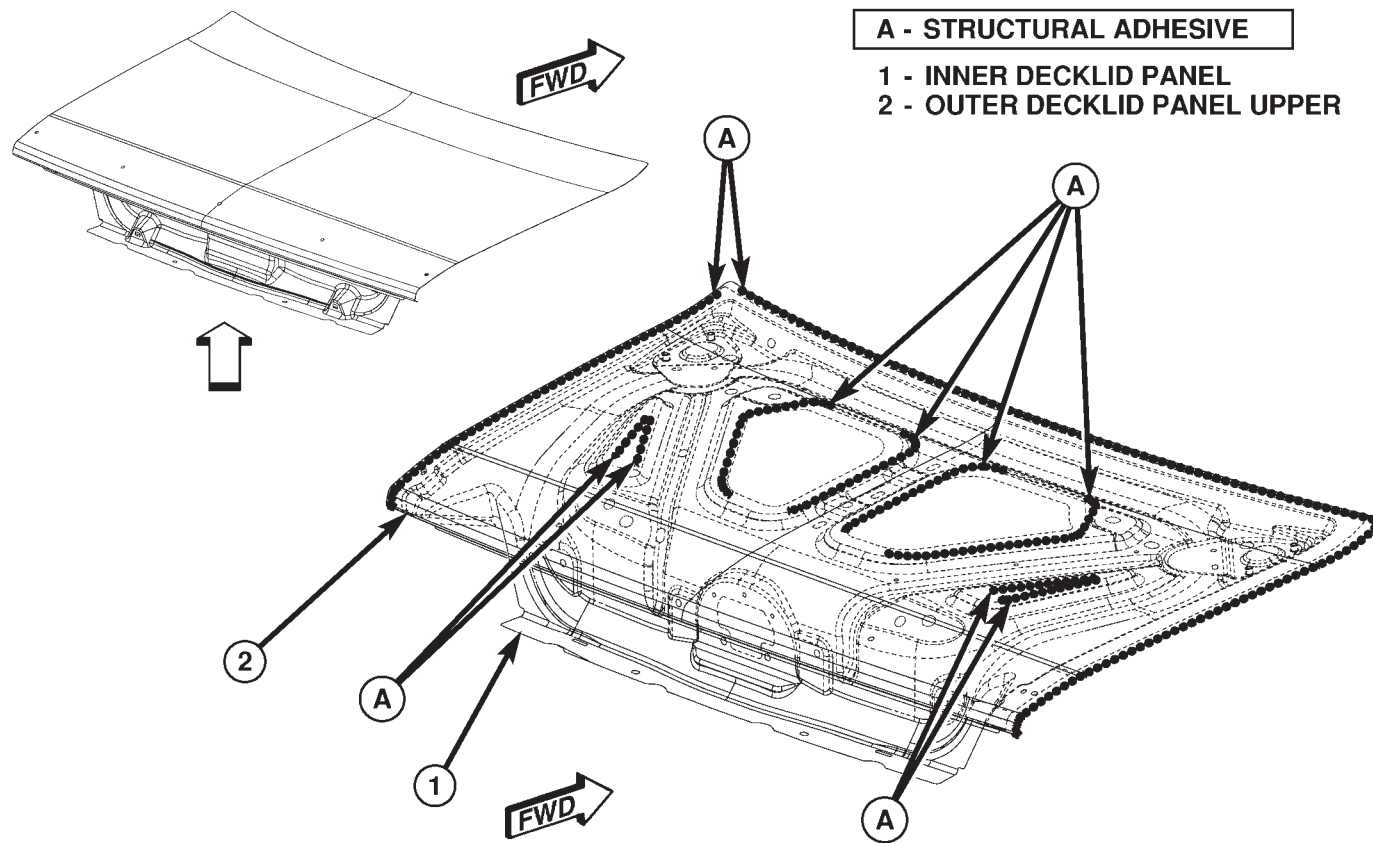


LC5\_03

Figure 18. FRONT DOORS

[Back to Index](#)

## STRUCTURAL ADHESIVE LOCATIONS



LC5\_04

Figure 19. DECK LID

[Back to Index](#)





# DODGE CHALLENGER 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 Chrysler LLC has encountered and recommended. Chrysler LLC 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, Chrysler LLC 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](#)

## **USE OF HEAT DURING REPAIR**

**WARNING:** Chrysler LLC engineering's position on the use of heat during collision repair is as follows:

- Any body panel or frame component damaged which is to be repaired and reused, must be repaired using the “cold straightening” method. No heat may be used during the straightening process.
- During rough straightening prior to panel replacement, damaged panels or frame components may be heated to assist in body/frame realignment. The application of heat must be constrained to the parts which will be replaced and not allowed to affect any other components.

This “no heat” recommendation is due to the extensive use of high strength and advanced high strength steels in Chrysler LLC products. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer.

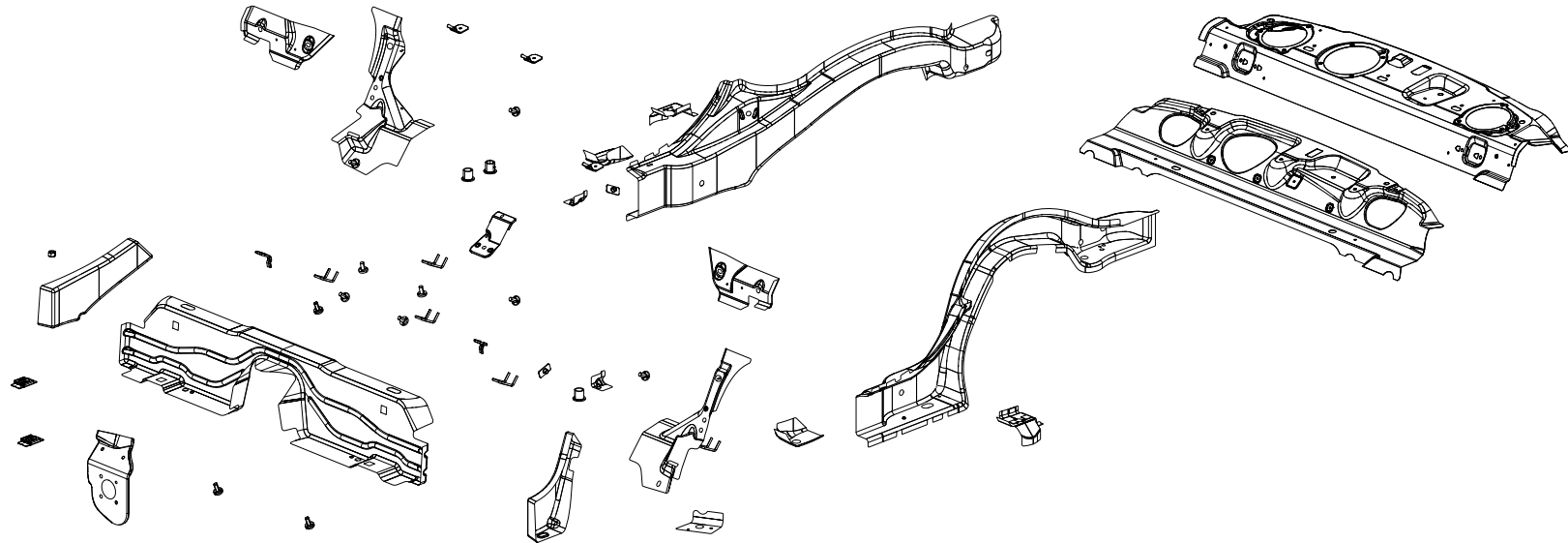
Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.

Failure to follow these instructions may result in serious or fatal injury.

This statement supersedes any previously released information by Chrysler LLC.

[Back to Index](#)

## DODGE CHALLENGER UNDERBODY SECTION



AA BEAM – KICKUP CROSSMEMBER –  
 AB CROSSMEMBER – RR KICK-UP –  
 AC REINF – BEAM RT –  
 AC REINF – BEAM LT –  
 AD NUT/WELD.HEX – THICK – BEAM  
 EXTENSION ATTACHMENT  
 AE EXTENSION – UPR RT –  
 AE EXTENSION – UPR LT –  
 AF EXTENSION – LWR RT –  
 AF EXTENSION – LWR LT –  
 AG NUT/PLATE.EXTRUDED – SPECIAL.  
 PF-SAFETY – SEAT BELT RETRACTOR  
 ANCHOR RR CTR  
 AG NUT/PLATE.EXTRUDED – SPECIAL.  
 PF-SAFETY – SEAT BELT RETRACTOR  
 ANCHOR RR CTR  
 AH REINF – RR RAIL OTR RT –  
 AH REINF – RR RAIL OTR LT –  
 AJ RAIL – RR OTR RT –  
 AJ RAIL – RR OTR LT –

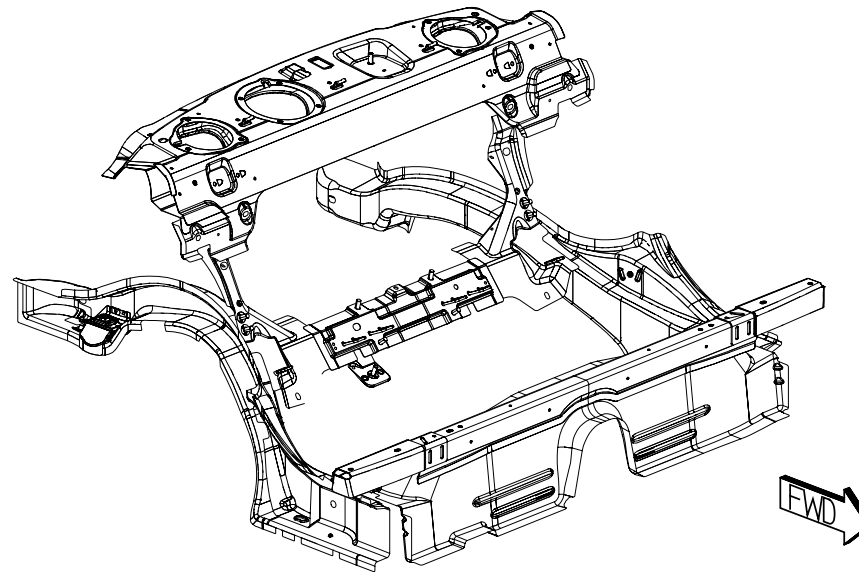
AK REINF – RR SUSPENSION RR RT –  
 AK REINF – RR SUSPENSION RR LT –  
 AL BRACKET – CRADLE ATTACHING RT –  
 AL BRACKET – CRADLE ATTACHING LT –  
 AM BRACKET – EXHAUST FRT RT –  
 AM BRACKET – EXHAUST FRT LT –  
 AN BRACKET – RETAINER ENGINE CRADLE  
 TAPPING PLATE FRT –  
 AN BRACKET – RETAINER ENGINE CRADLE  
 TAPPING PLATE FRT –  
 AP SPACER – CRADLE RR –  
 AP SPACER – CRADLE RR –  
 AR PANEL – RR SHELF SUPPORT RT –  
 AR PANEL – RR SHELF SUPPORT LT –  
 AS PANEL – RR SHELF –  
 AT CROSSMEMBER – RR UPR –  
 AU STUD.WELD/INTERNAL – HEADER.PT.NO.  
 FIN.PF-SAFETY – CENTER SEAT BELT  
 RETRACTOR ATT

AV BRACKET – CHILD TETHER –  
 AW WIRE – ISO FIX – RIGHT  
 AW WIRE – ISO FIX – LEFT  
 AX GUSSET – ISO FIX –  
 AX GUSSET – ISO FIX –  
 AY STUD.WELD/INTERNAL – HEADER.PT.NO.  
 FIN.PF-SAFETY – ISO FIX BODY  
 AZ REINF – CROSSMEMBER RR SUSPENSION  
 MOUNTING LT –  
 BA WIRE – ISO FIX – CENTER POSITION ISO-  
 WIRE  
 BB REINF – SEAT BELT ANCHOR RR INBOARD  
 –  
 BC STUD.WELD/INTERNAL – HEADER.PT.NO.  
 FIN.PF-SAFETY – SEAT BELT ANCHOR/ISO  
 FIX  
 BD WIRE – ISO FIX – CENTER

[Back to Index](#)

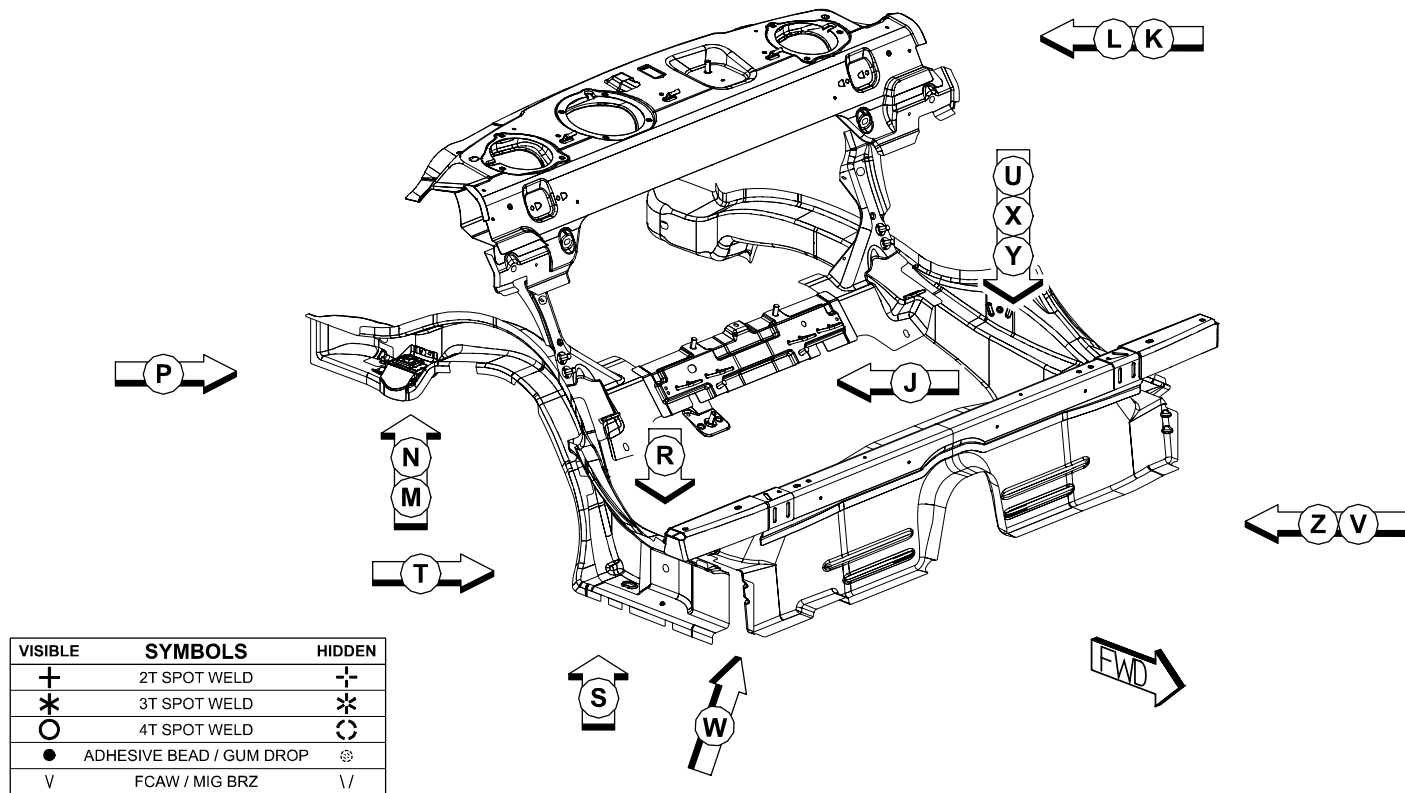
## PARTS IDENTIFICATION LEGEND, OVERVIEW 7

AA	BEAM – KICKUP CROSSMEMBER –	AK	REINF – RR SUSPENSION RR RT –	AV	BRACKET – CHILD TETHER –
AB	CROSSMEMBER – RR KICK-UP –	AK	REINF – RR SUSPENSION RR LT –	AW	WIRE – ISO FIX – RIGHT
AC	REINF – BEAM RT –	AL	BRACKET – CRADLE ATTACHING RT –	AW	WIRE – ISO FIX – LEFT
AC	REINF – BEAM LT –	AL	BRACKET – CRADLE ATTACHING LT –	AX	GUSSET – ISO FIX –
AD	NUT/WELD.HEX – THICK – BEAM EXTENSION ATTACHMENT	AM	BRACKET – EXHAUST FRT RT –	AX	GUSSET – ISO FIX –
AE	EXTENSION – UPR RT –	AM	BRACKET – EXHAUST FRT LT –	AY	STUD.WELD/INTERNAL – HEADER.PT.NO. FIN.PF-SAFETY – ISO FIX BODY
AE	EXTENSION – UPR LT –	AN	BRACKET – RETAINER ENGINE CRADLE TAPPING PLATE FRT –	AZ	REINF – CROSSMEMBER RR SUSPENSION MOUNTING LT –
AF	EXTENSION – LWR RT –	AN	BRACKET – RETAINER ENGINE CRADLE TAPPING PLATE FRT –	BA	WIRE – ISO FIX – CENTER POSITION ISO- WIRE
AF	EXTENSION – LWR LT –	AP	SPACER – CRADLE RR –	BB	REINF – SEAT BELT ANCHOR RR INBOARD –
AG	NUT/PLATE.EXTRUDED – SPECIAL. PF-SAFETY – SEAT BELT RETRACTOR ANCHOR RR CTR	AP	SPACER – CRADLE RR –	BC	STUD.WELD/INTERNAL – HEADER.PT.NO. FIN.PF-SAFETY – SEAT BELT ANCHOR/ISO FIX
AG	NUT/PLATE.EXTRUDED – SPECIAL. PF-SAFETY – SEAT BELT RETRACTOR ANCHOR RR CTR	AR	PANEL – RR SHELF SUPPORT RT –	BD	WIRE – ISO FIX – CENTER
		AR	PANEL – RR SHELF SUPPORT LT –		
AH	REINF – RR RAIL OTR RT –	AS	PANEL – RR SHELF –		
AH	REINF – RR RAIL OTR LT –	AT	CROSSMEMBER – RR UPR –		
AJ	RAIL – RR OTR RT –	AU	STUD.WELD/INTERNAL – HEADER.PT.NO. FIN.PF-SAFETY – CENTER SEAT BELT RETRACTOR ATT		
AJ	RAIL – RR OTR LT –				



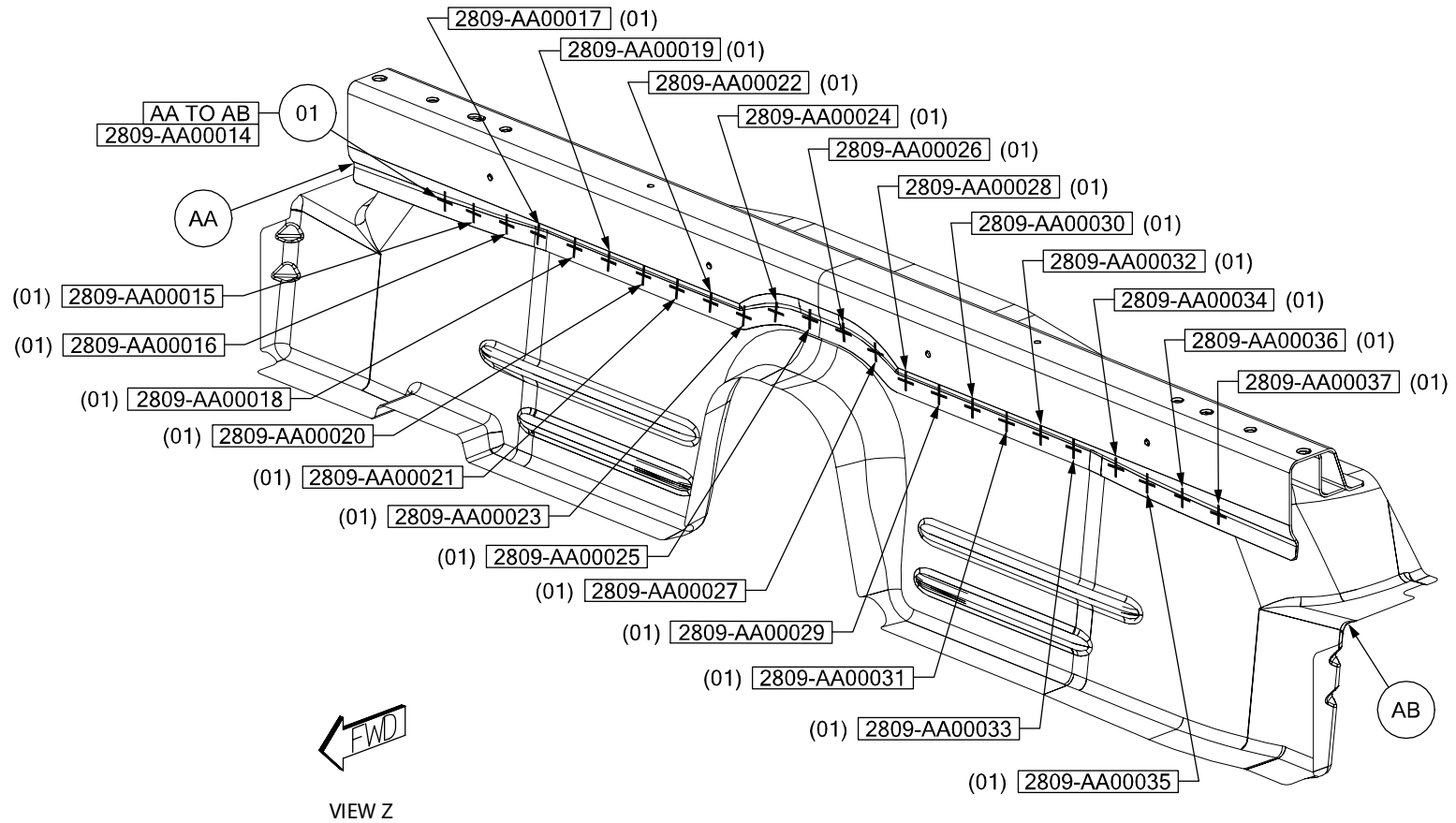
[Back to Index](#)

## WELD LAYOUT LOCATION GUIDE



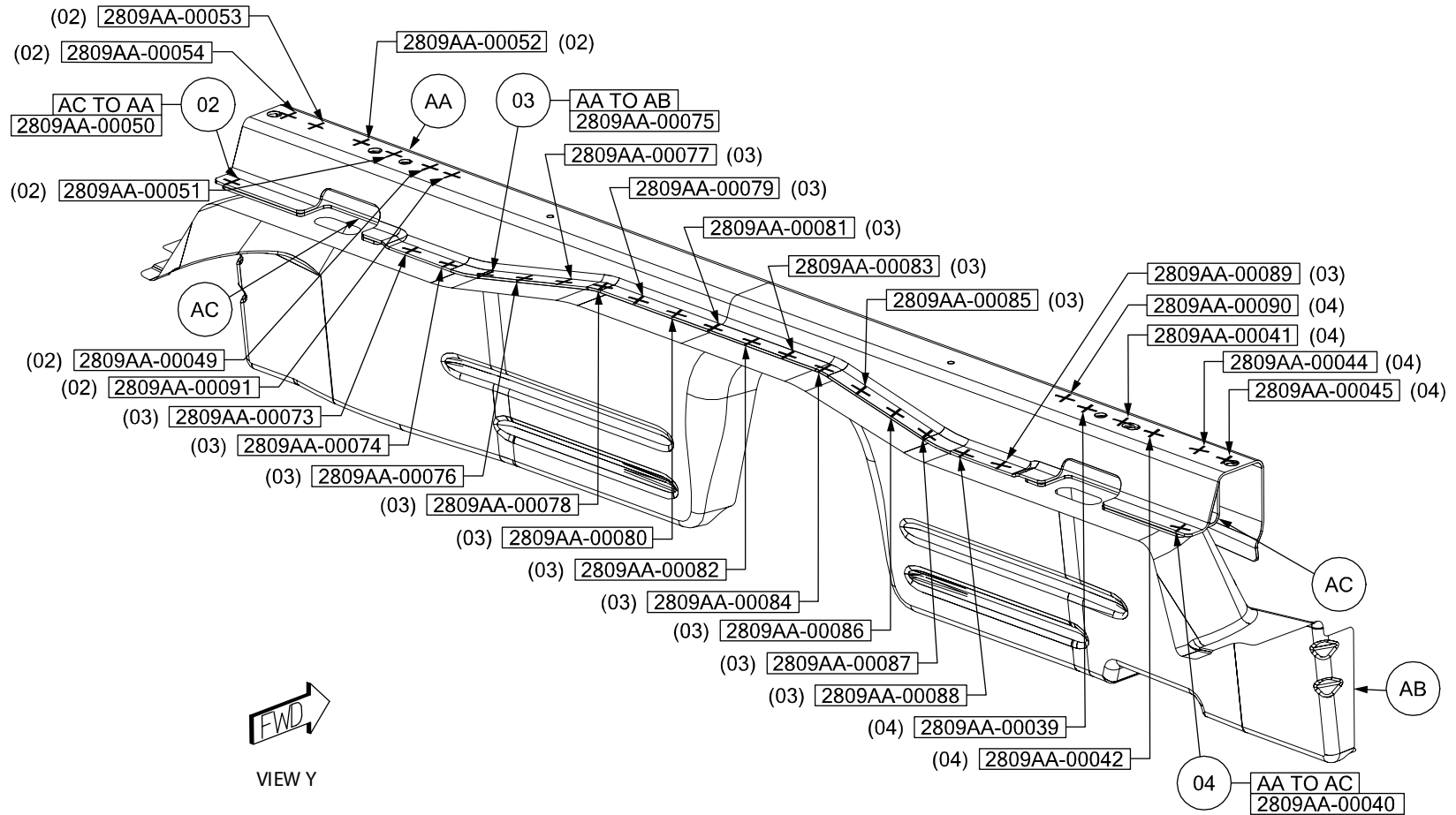
[Back to Index](#)

01 AA TO AB 24 S/WELDS (ORD)



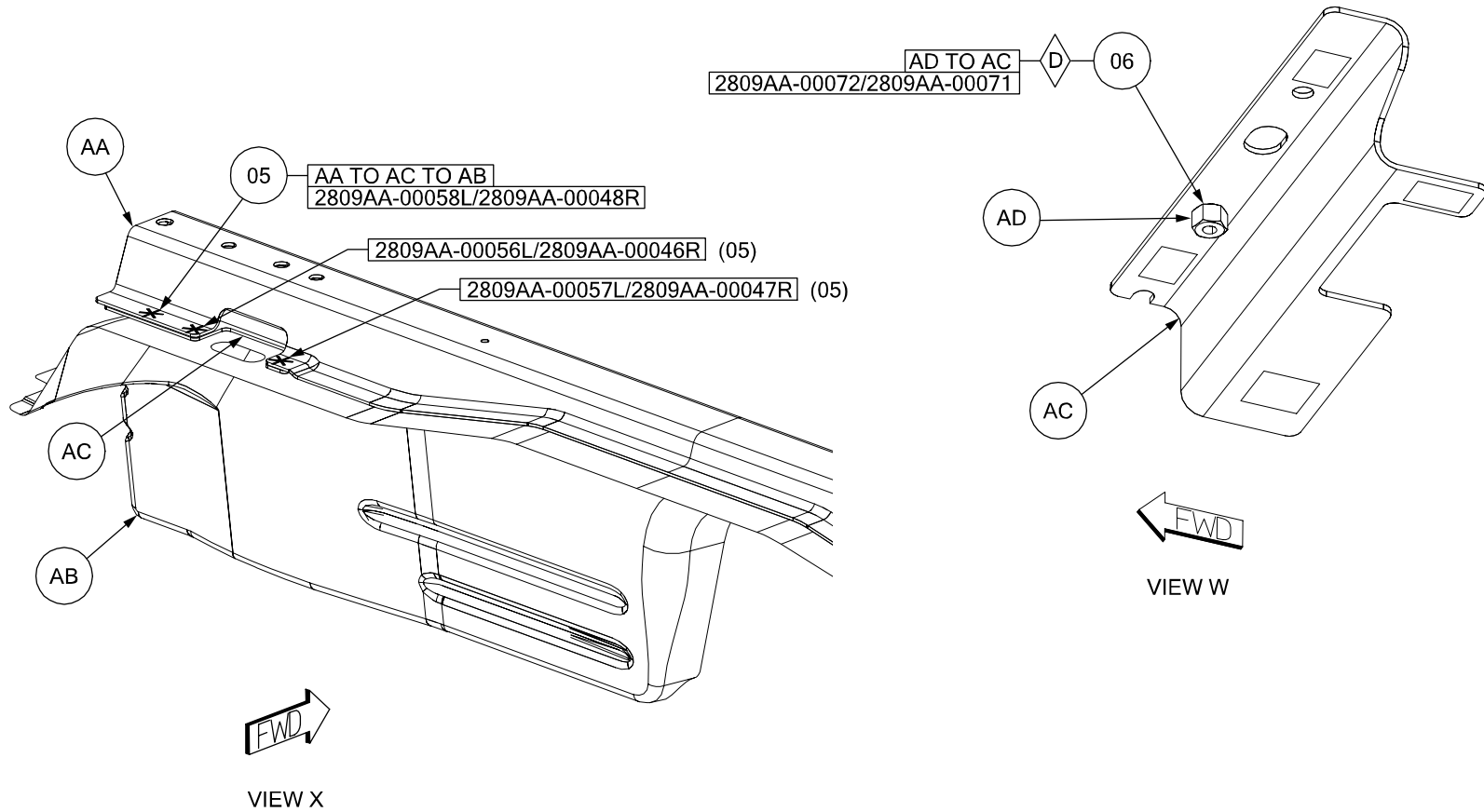
Back to Index

- 02 AC TO AA 7 S/WELDS (ORD)
- 03 AA TO AB 17 S/WELDS (ORD)
- 04 AA TO AC 7 S/WELDS (ORD)



[Back to Index](#)

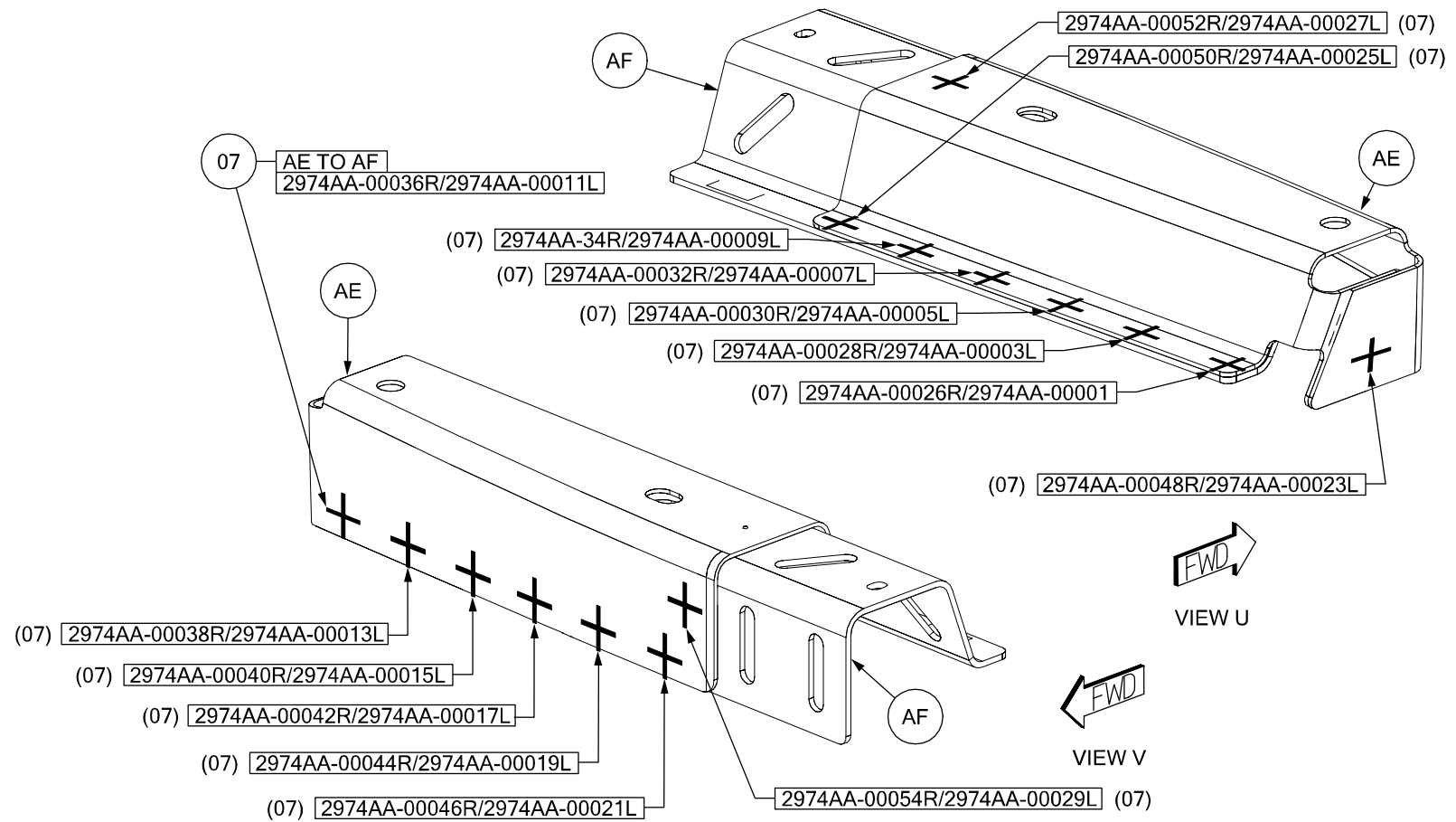
- 05 AA TO AC TO AB 3/SD S/WELDS (ORD)  
06 AD TO AC 1 PROJ WELD (CRT)



[Back to Index](#)

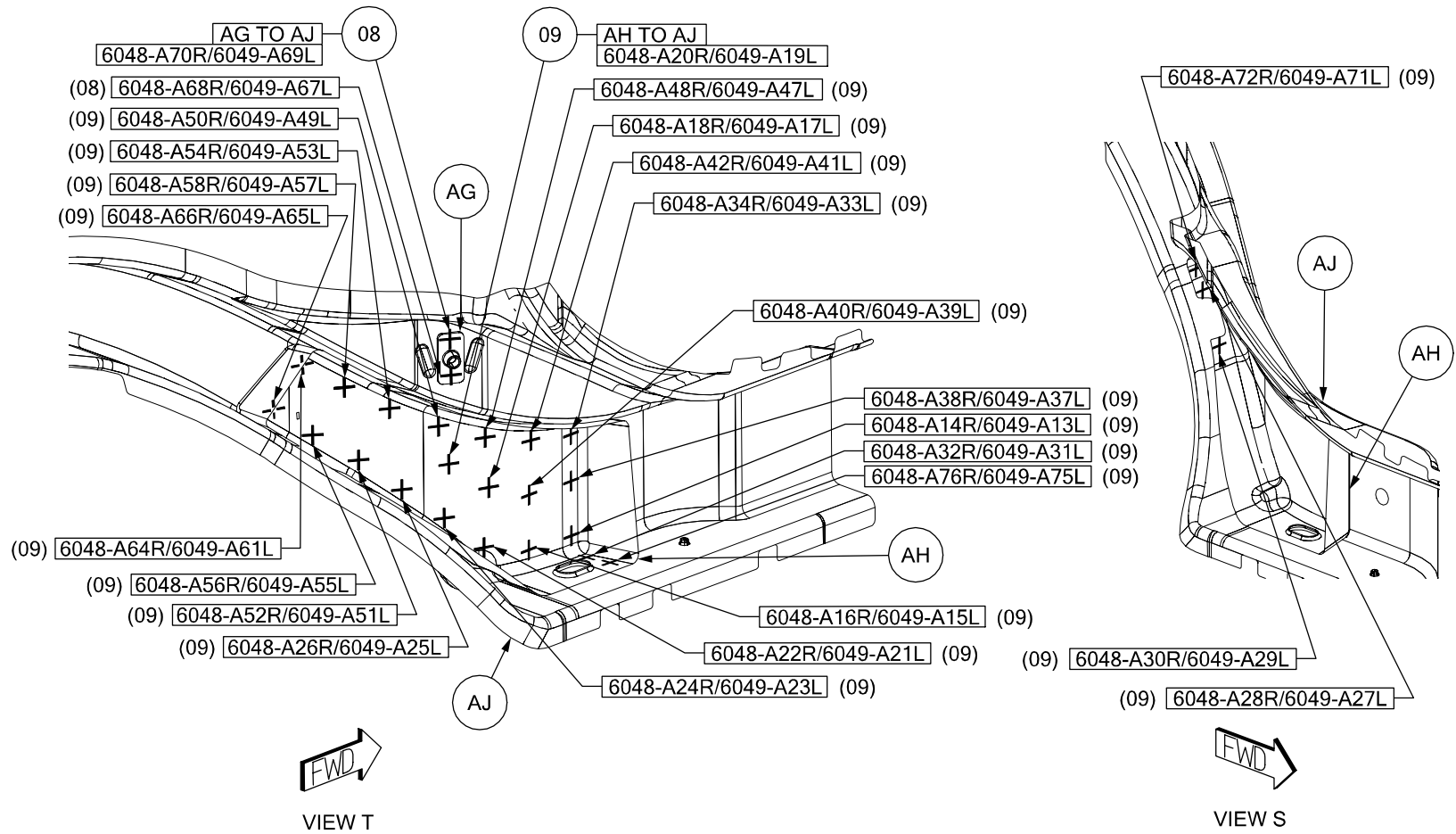


07 AE TO AF 15/SD S/WELDS (ORD)



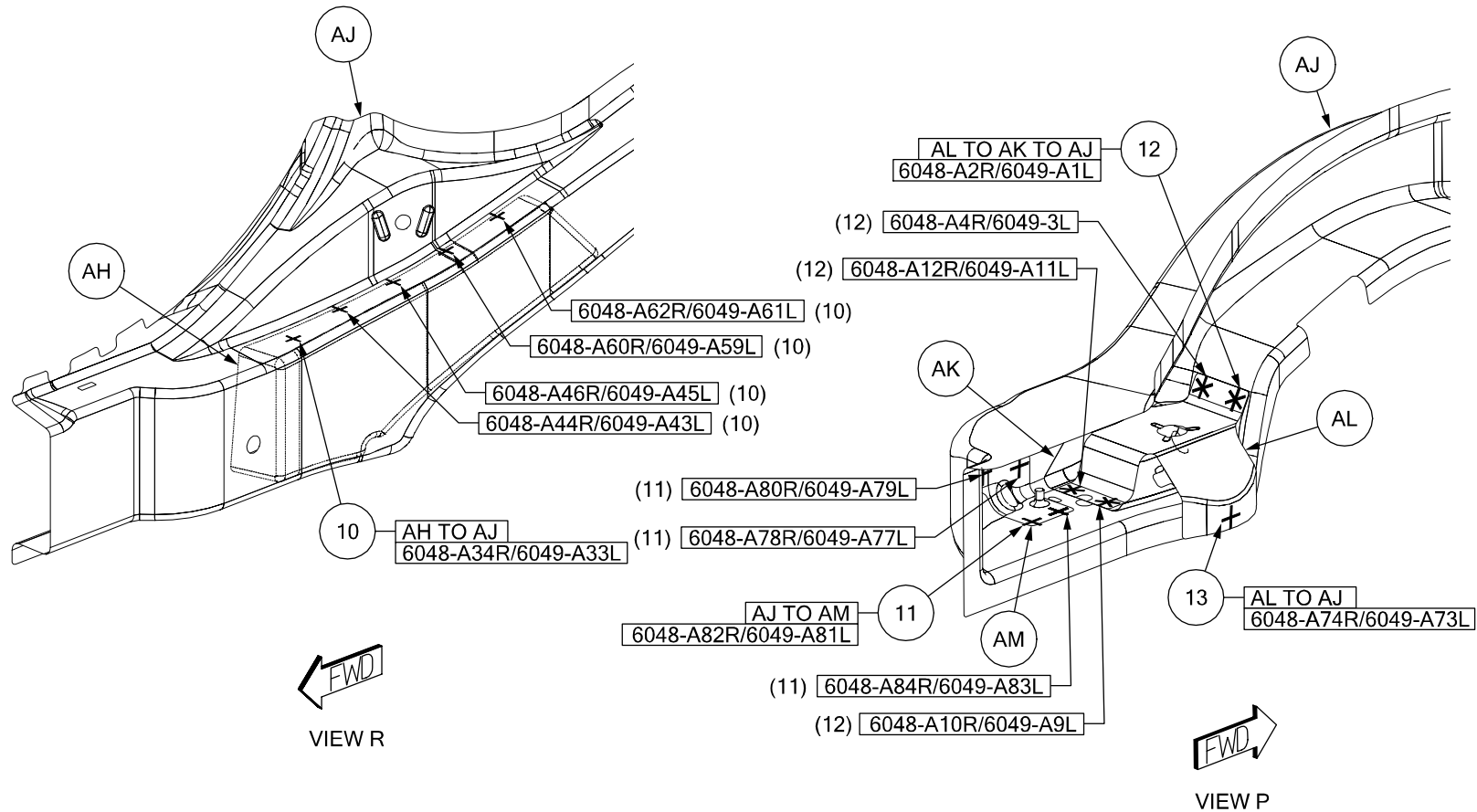
Back to Index

- 08 AG TO AJ 2/SD S/WELDS (ORD)  
 09 AH TO AJ 24/SD S/WELDS (ORD)



[Back to Index](#)

- 10 AH TO AJ 5/SD S/WELDS (ORD)
- 11 AJ TO AM 4/SD S/WELDS (ORD)
- 12 AL TO AK TO AJ 4/SD S/WELDS (ORD)
- 13 AL TO AJ 1/SD S/WELD (ORD)

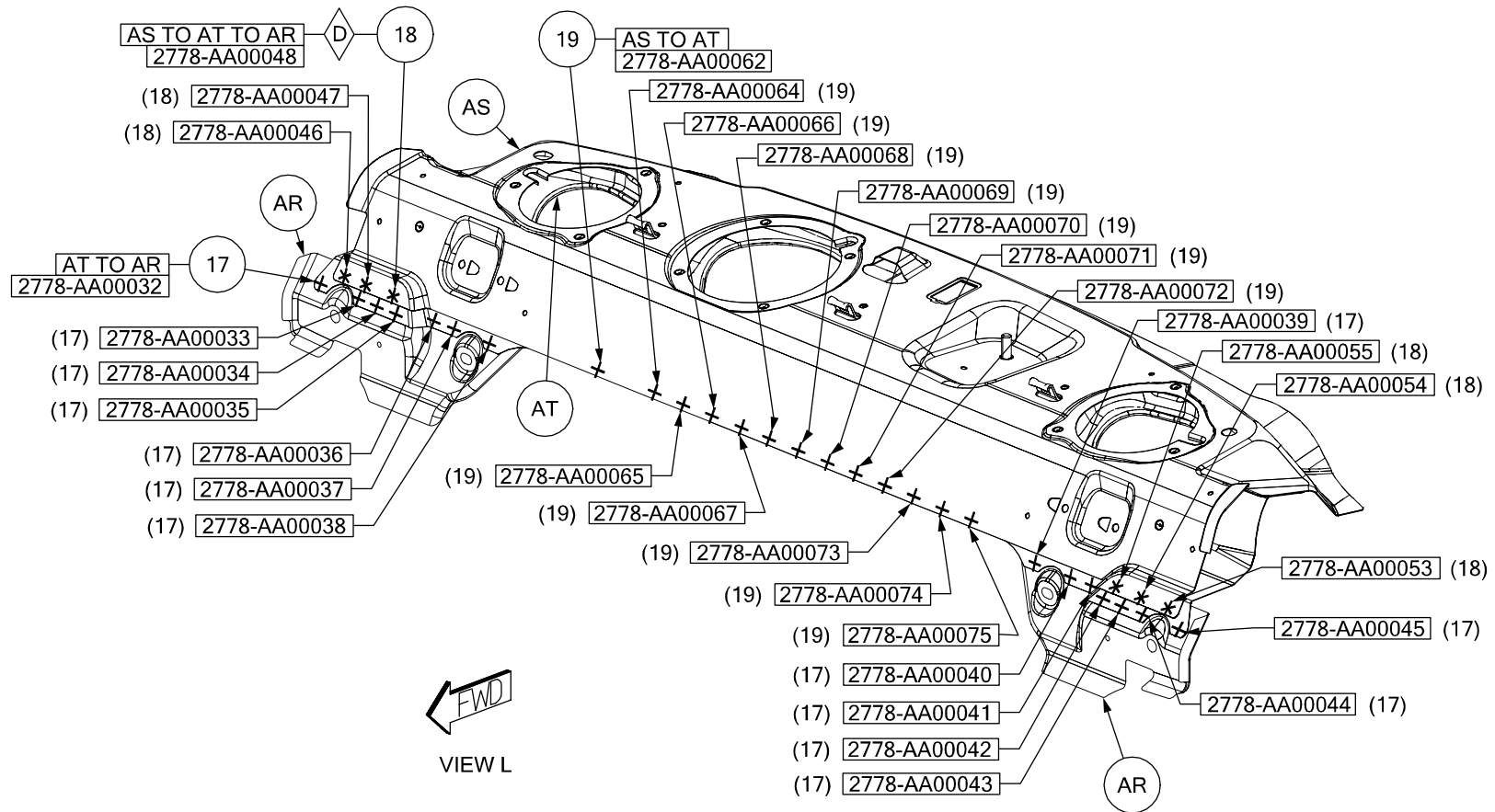


[Back to Index](#)

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[Back to Index](#)

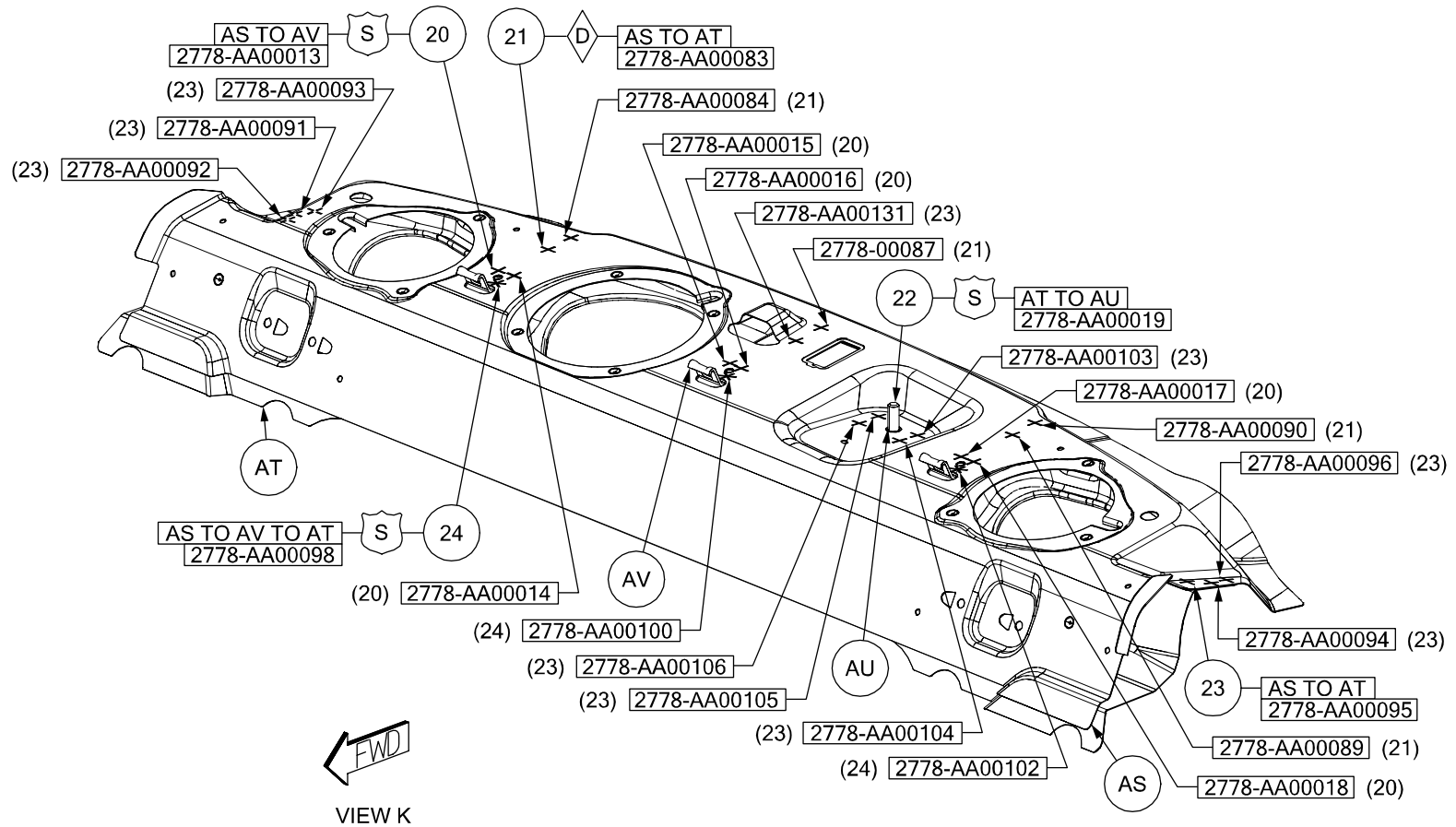
- 17 AT TO AR 14 S/WELDS (ORD)
- 18 AS TO AT TO AR 6 S/WELDS (ORD)
- 19 AS TO AT 12 S/WELDS (ORD)



[Back to Index](#)

20 AS TO AV 6 S/WELDS (SAF)  
 21 AS TO AT 5/SD S/WELDS (CRT)  
 22 AT TO AU 1 PROJ WELD (SAF)

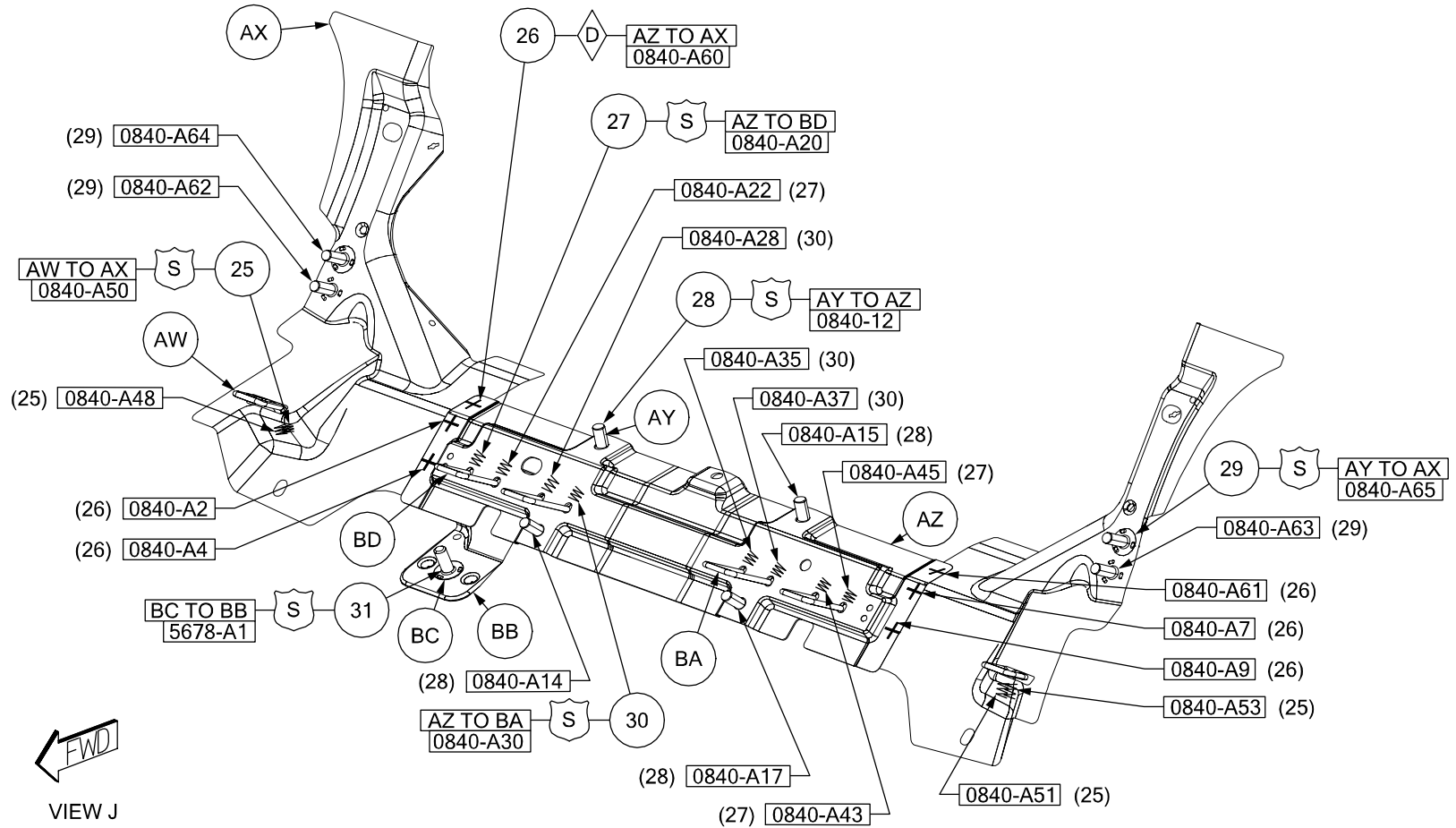
23 AS TO AT 11 S/WELDS (ORD)  
 24 AS TO AV TO AT 3 S/WELDS (SAF)



[Back to Index](#)

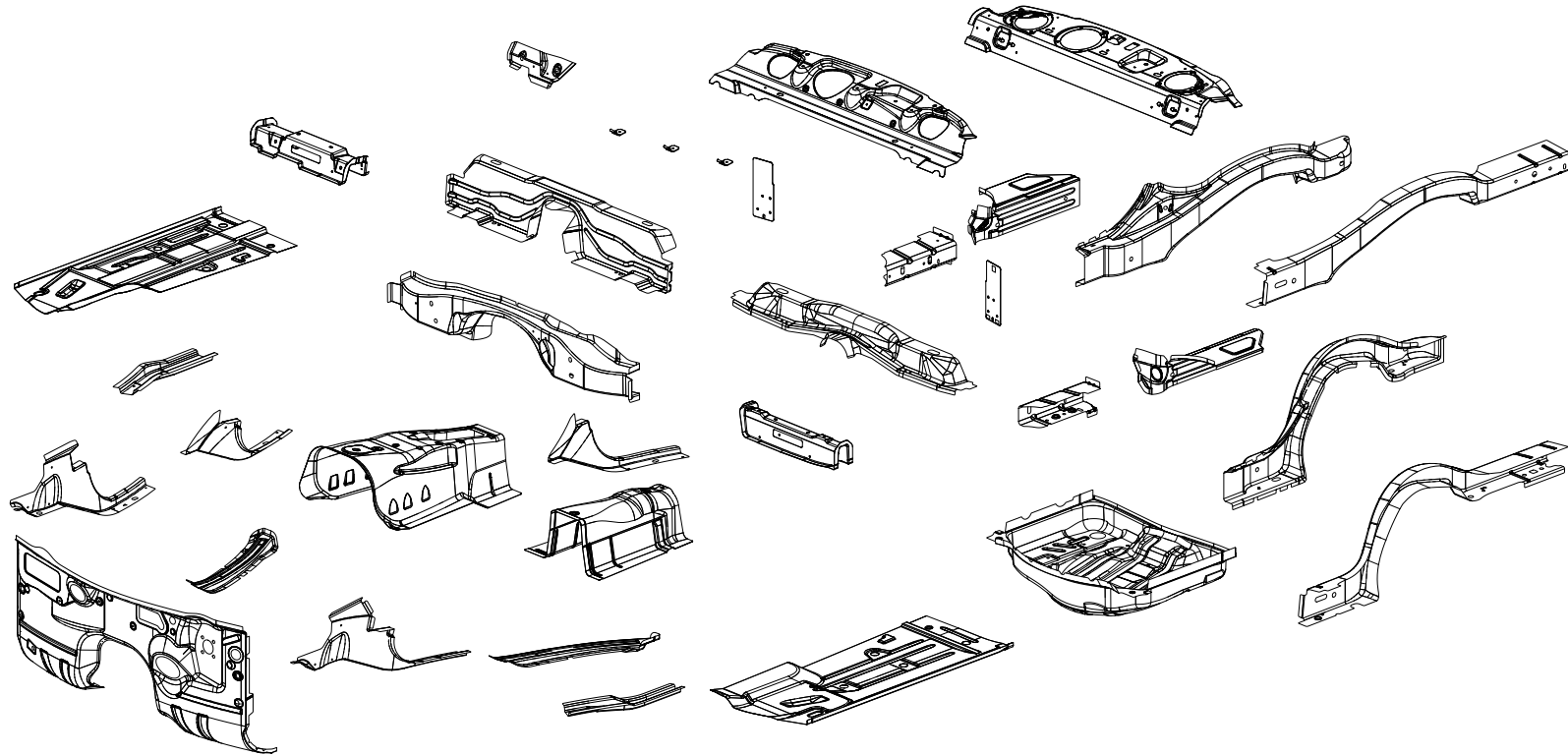
25 AW TO AX 4 ARC WELDS (SAF)  
 26 AZ TO AX 6 S/WELDS (CRT)  
 27 AZ TO BD 4 ARC WELDS (SAF)  
 28 AY TO AZ 4 S/WELDS (SAF)

29 AY TO AX 4 PROJ WELDS (SAF)  
 30 AZ TO BA 4 ARC WELDS (SAF)  
 31 BC TO BB 1 PROJ WELD (SAF)



[Back to Index](#)

## DODGE CHALLENGER UNDERBODY COMPLETE SECTION



AA PANEL – DASH –  
 AB EXTENSION – TUNNEL –  
 AC PANEL – FLOOR PAN RT –  
 AC PANEL – FLOOR PAN LT –  
 AD PANEL – TOEBOARD CROSSMEMBER –  
 AE PANEL – EXTENSION FRT RAIL OTR RT –  
 AE PANEL – EXTENSION FRT RAIL OTR LT –  
 AF PANEL – EXTENSION FRT RAIL INR RT –  
 AF PANEL – EXTENSION FRT RAIL INR LT –  
 AG EXTENSION – RAIL FRT RT –  
 AG EXTENSION – RAIL FRT LT –  
 AH DOUBLER – FRT SIDE RAIL RT – RAIL  
 EXTENSION

AH DOUBLER – FRT SIDE RAIL LT –RAIL  
 EXTENSION  
 AJ CROSSMEMBER – FRT SEAT FRT RT –  
 AJ CROSSMEMBER – FRT SEAT FRT LT –  
 AK RAIL – RR OTR RT –  
 AK RAIL – RR OTR LT –  
 AL CROSSMEMBER – RR KICK-UP –  
 AM RAIL – RR INR RT –  
 AM RAIL – RR INR LT –  
 AN REINF – KICK-UP CROSSMEMBER –  
 AP PANEL – FRT FLOOR PAN TUNNEL CTR –  
 AR COVER PLATE – RR RAIL EXTENSION RT –  
 AR COVER PLATE – RR RAIL EXTENSION LT –

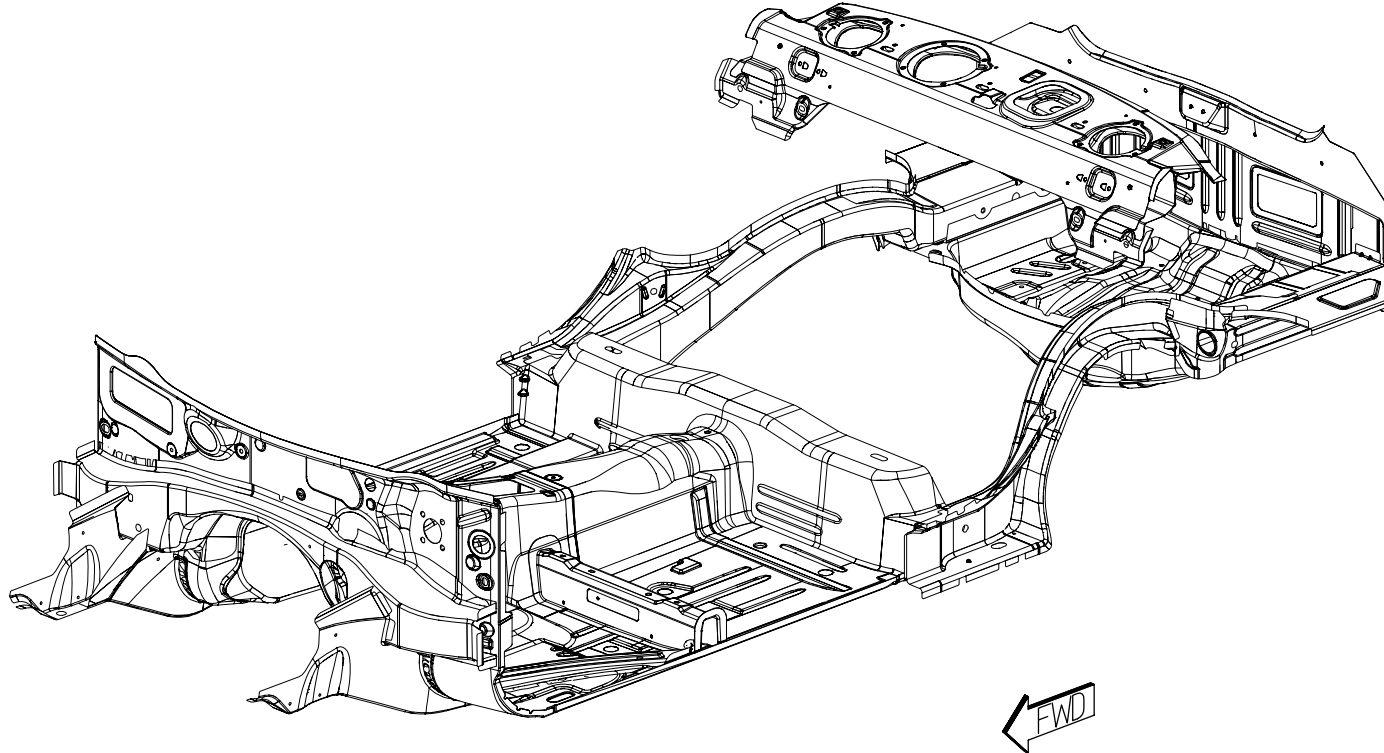
AS PANEL – DECK OPENING LWR INR –  
 AT REINF – RR RAIL INR RR RT –  
 AT REINF – RR RAIL INR RR LT –  
 AU BRACKET – BUMPER RR –  
 AU BRACKET – BUMPER RR –  
 AV PAN – RR FLOOR –  
 AW PANEL – RR SHELF –  
 AX CROSSMEMBER – RR UPR –  
 AY PANEL – RR SHELF SUPPORT RT –  
 AZ BRACKET – CHILD TETHER –

[Back to Index](#)



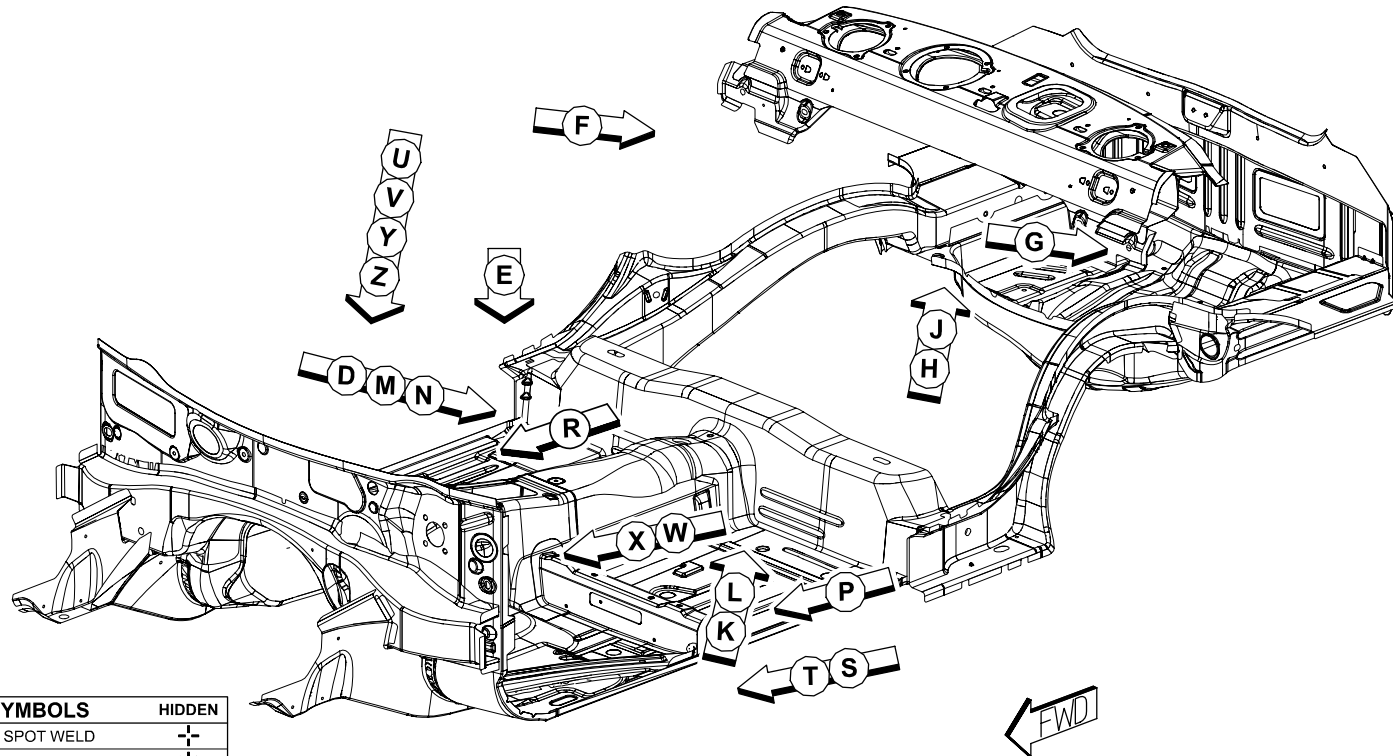
## PARTS IDENTIFICATION LEGEND, OVERVIEW 16

AA	PANEL – DASH –	AH	DOUBLER – FRT SIDE RAIL LT –RAIL EXTENSION	AS	PANEL – DECK OPENING LWR INR –
AB	EXTENSION – TUNNEL –	AJ	CROSSMEMBER – FRT SEAT FRT RT –	AT	REINF – RR RAIL INR RR RT –
AC	PANEL – FLOOR PAN RT –	AJ	CROSSMEMBER – FRT SEAT FRT LT –	AT	REINF – RR RAIL INR RR LT –
AC	PANEL – FLOOR PAN LT –	AK	RAIL – RR OTR RT –	AU	BRACKET – BUMPER RR –
AD	PANEL – TOEBOARD CROSSMEMBER –	AK	RAIL – RR OTR LT –	AU	BRACKET – BUMPER RR –
AE	PANEL – EXTENSION FRT RAIL OTR RT –	AL	CROSSMEMBER – RR KICK-UP –	AV	PAN – RR FLOOR –
AE	PANEL – EXTENSION FRT RAIL OTR LT –	AM	RAIL – RR INR RT –	AW	PANEL – RR SHELF –
AF	PANEL – EXTENSION FRT RAIL INR RT –	AM	RAIL – RR INR LT –	AX	CROSSMEMBER – RR UPR –
AF	PANEL – EXTENSION FRT RAIL INR LT –	AN	REINF – KICK-UP CROSSMEMBER –	AY	PANEL – RR SHELF SUPPORT RT –
AG	EXTENSION – RAIL FRT RT –	AP	PANEL – FRT FLOOR PAN TUNNEL CTR –	AZ	BRACKET – CHILD TETHER –
AG	EXTENSION – RAIL FRT LT –	AR	COVER PLATE – RR RAIL EXTENSION RT –		
AH	DOUBLER – FRT SIDE RAIL RT – RAIL EXTENSION	AR	COVER PLATE – RR RAIL EXTENSION LT –		



[Back to Index](#)

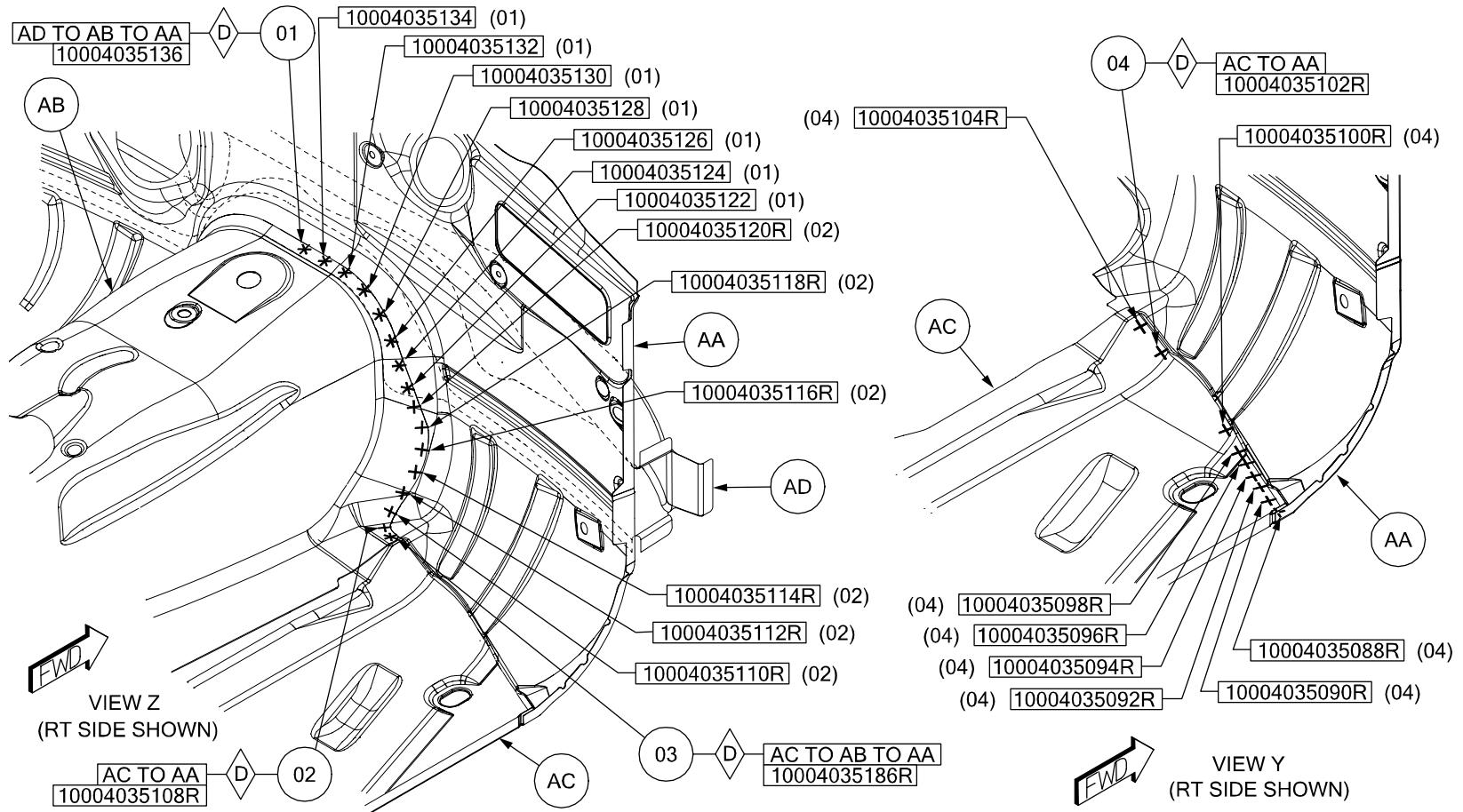
## WELD LAYOUT LOCATION GUIDE



VISIBLE	SYMBOLS	HIDDEN
+	2T SPOT WELD	⊕
*	3T SPOT WELD	⊛
○	4T SPOT WELD	⊙
●	ADHESIVE BEAD / GUM DROP	⦿
V	FCAW / MIG BRZ	∕

[Back to Index](#)

- 01 AD TO AB TO AA 8 S/WELDS (CRT)
- 02 AC TO AA 7R S/WELDS (CRT)
- 03 AC TO AB TO AA 1R S/WELDS (CRT)
- 04 AC TO AA 9R S/WELDS (CRT)



[Back to Index](#)

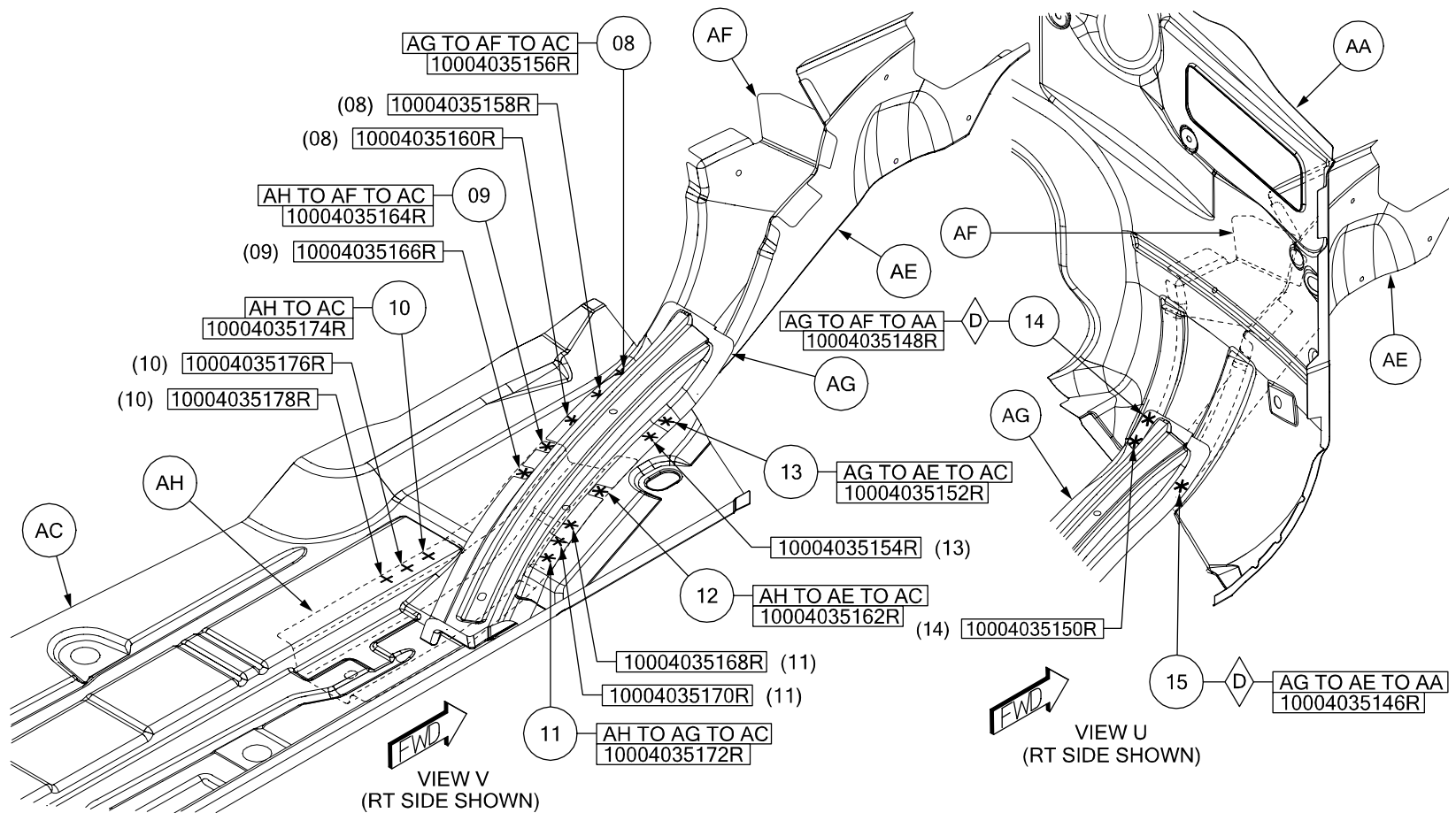
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[Back to Index](#)

08 AG TO AF TO AC 3R SWELDS (ORD)  
 09 AH TO AF TO AC 2R SWELDS (ORD)  
 10 AH TO AC 3R SWELDS (ORD)

11 AH TO AG TO AC 3R SWELDS (ORD)  
 12 AH TO AE TO AC 1R SWELDS (ORD)  
 13 AG TO AE TO AC 2R SWELDS (ORD)

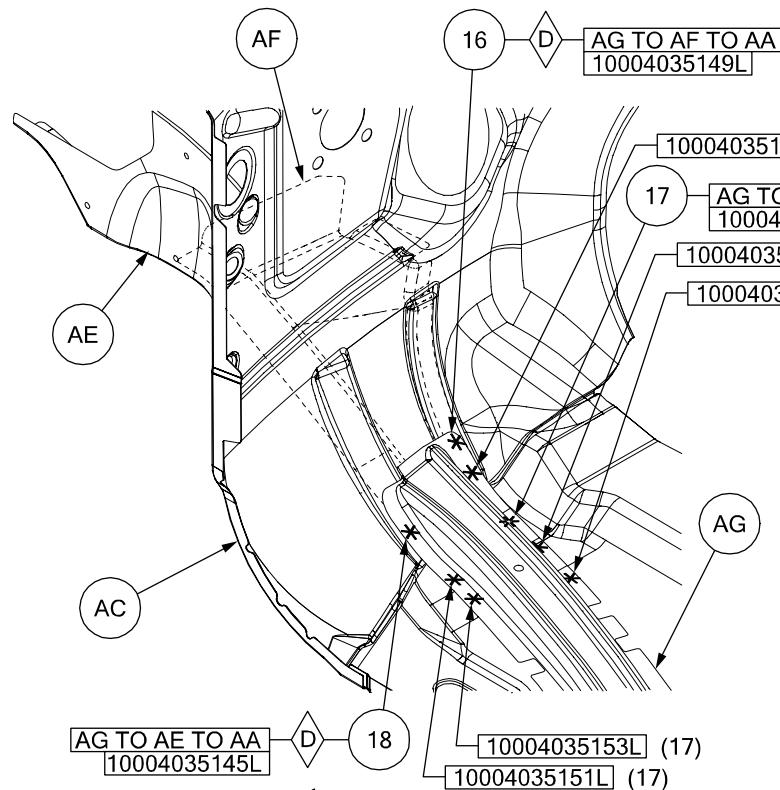
14 AG TO AF TO AA 2R SWELDS (CRT)  
 15 AG TO AE TO AA 1R SWELDS (CRT)



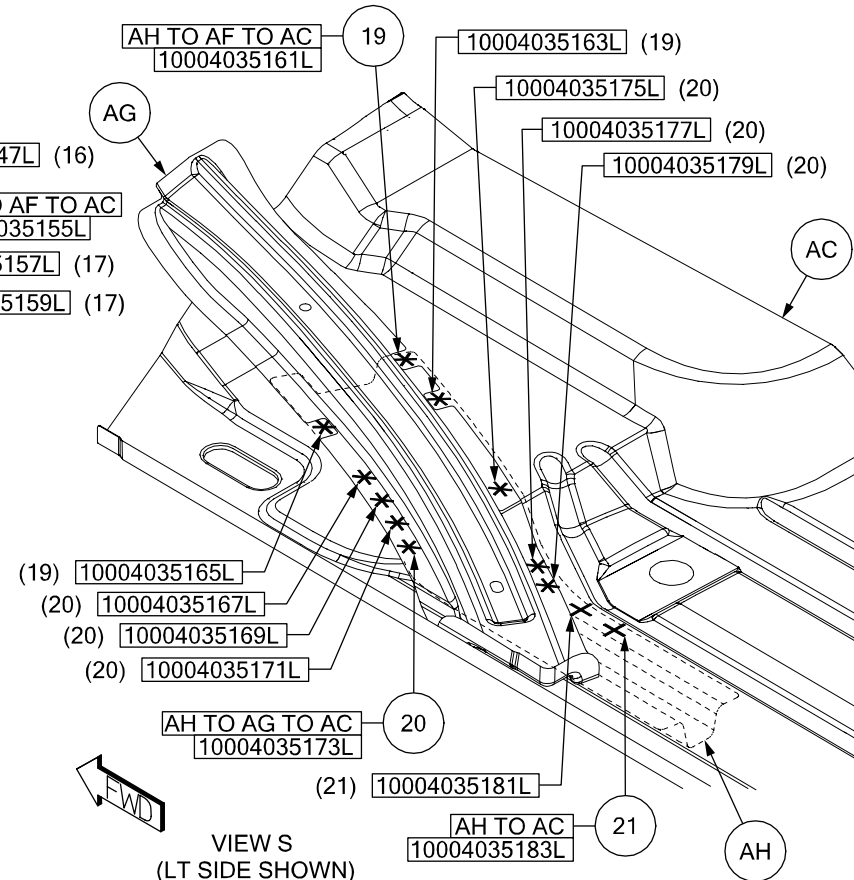
[Back to Index](#)

- 16 AG TO AF TO AA 2L S/WELDS (CRT)
- 17 AG TO AF TO AC 5L S/WELDS (ORD)
- 18 AG TO AE TO AA 1L S/WELD (CRT)

- 19 AH TO AF TO AC 3L S/WELDS (ORD)
- 20 AH TO AG TO AC 7L S/WELDS (ORD)
- 21 AH TO AC 2L S/WELDS (ORD)



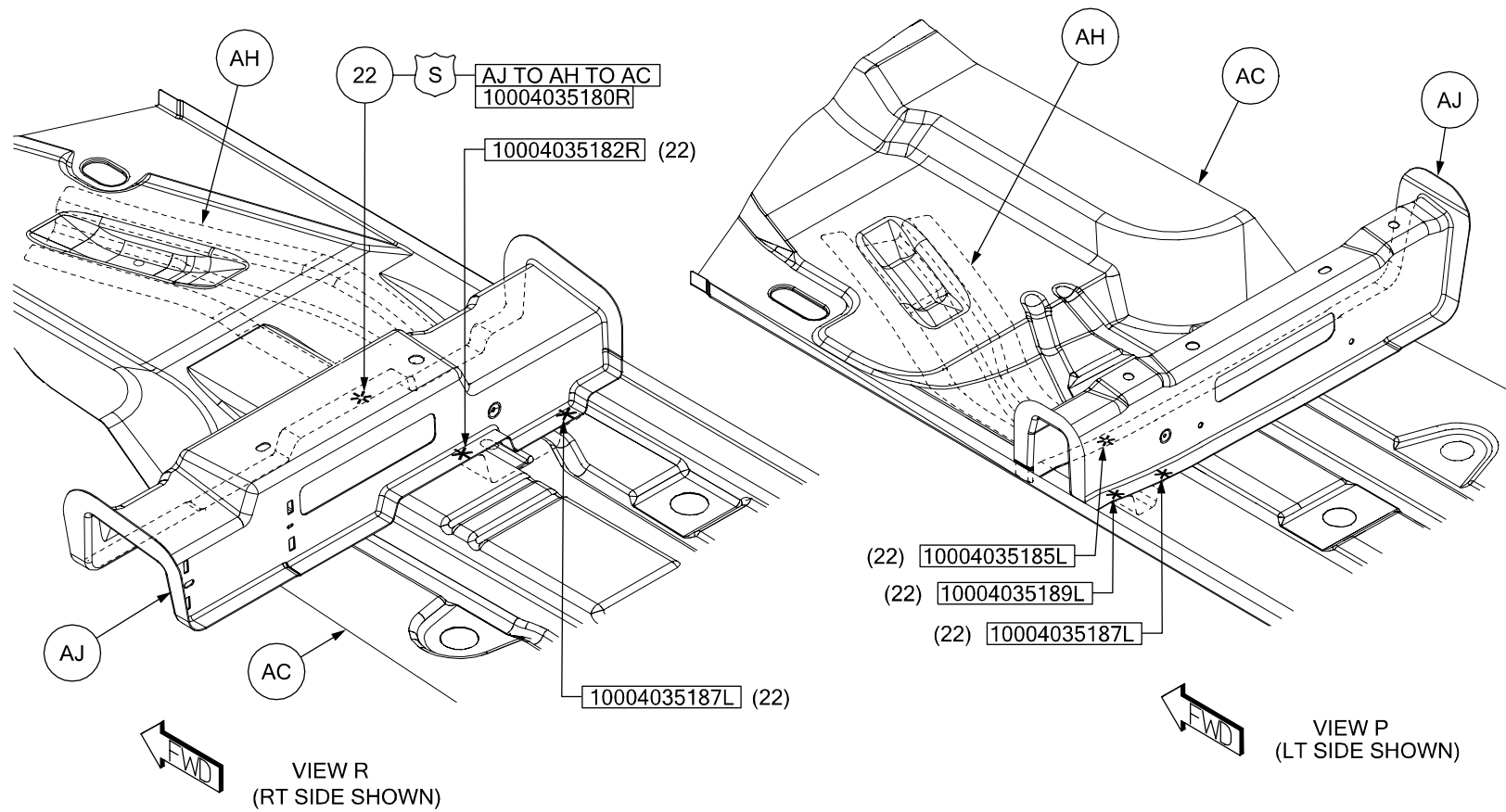
VIEW T  
(LT SIDE SHOWN)



VIEW S  
(LT SIDE SHOWN)

[Back to Index](#)

22 AJ TO AH TO AC 3/SD S/WELDS (SAF)

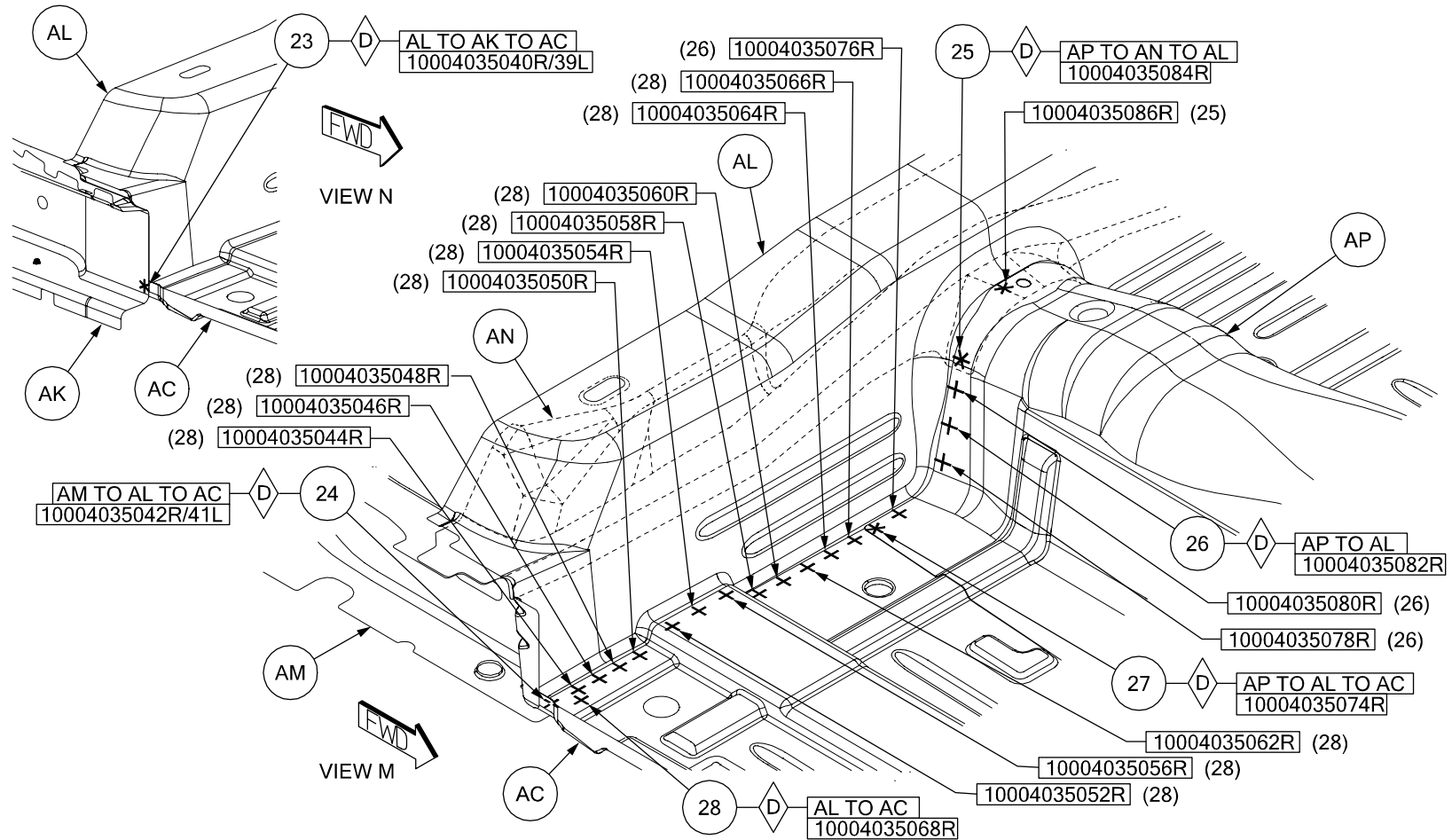


[Back to Index](#)



23 AL TO AK TO AC 1/SD S/WELD (CRT)  
 24 AM TO AL TO AC 1/SD S/WELD (CRT)  
 25 AP TO AN TO AL 2 S/WELDS (CRT)

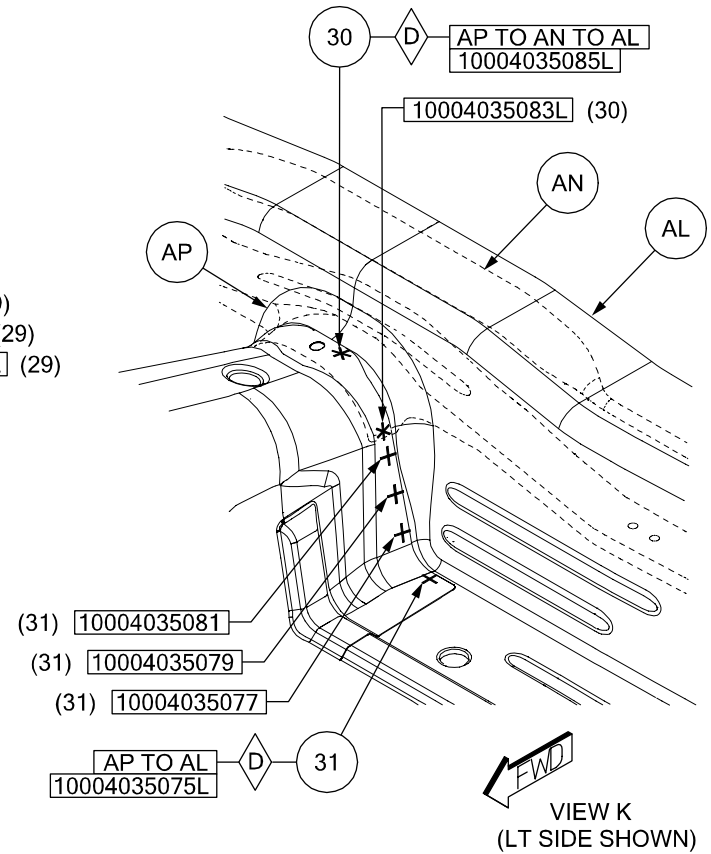
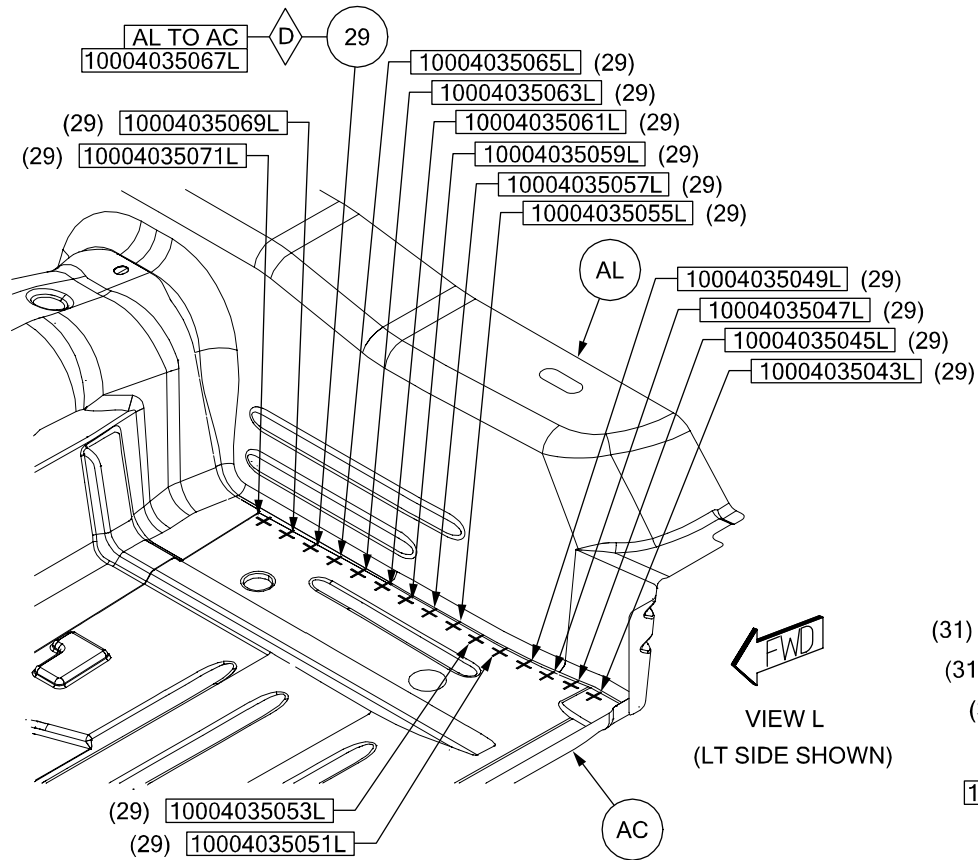
26 AP TO AL 4R S/WELDS (CRT)  
 27 AP TO AL TO AC 1R S/WELD (CRT)  
 28 AL TO AC 13R S/WELDS (CRT)



Back to Index

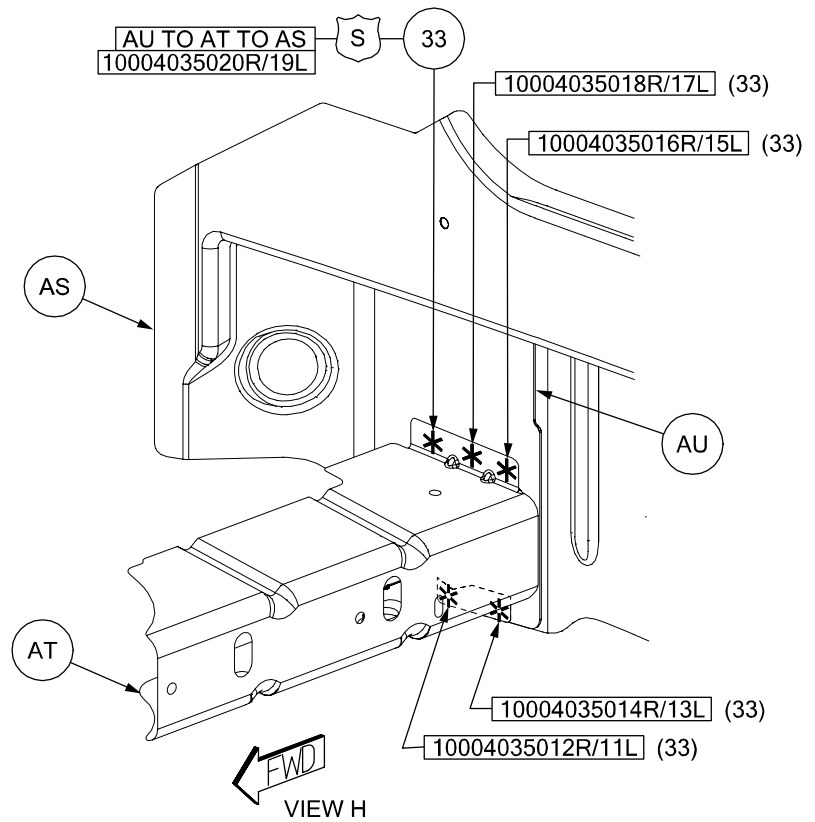
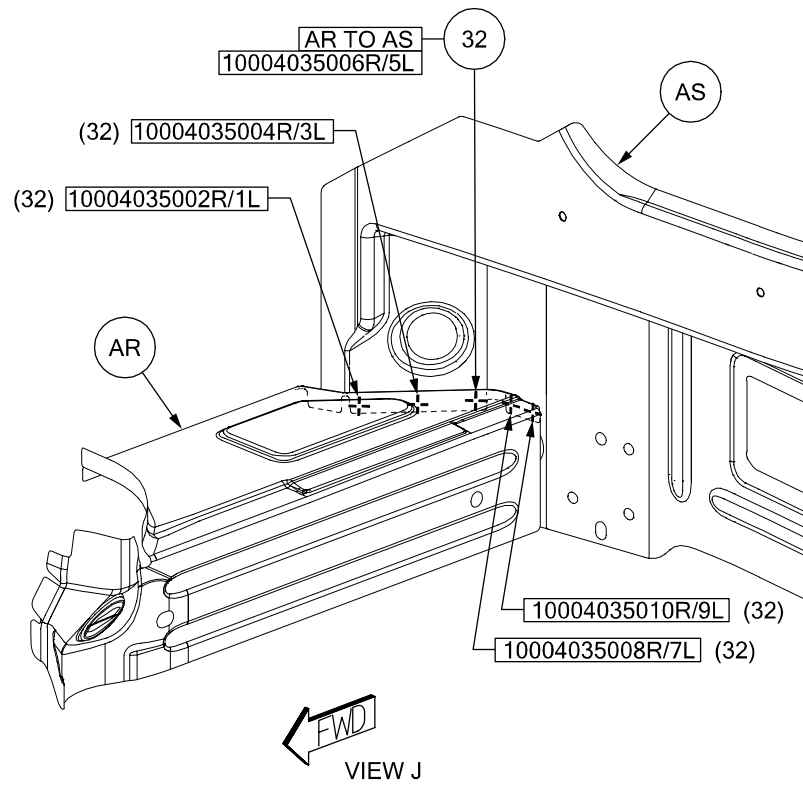


- 29 AL TO AC 15L S/WELDS (CRT)
- 30 AP TO AN TO AL 2L S/WELDS (CRT)
- 31 AP TO AL 4L S/WELDS (CRT)



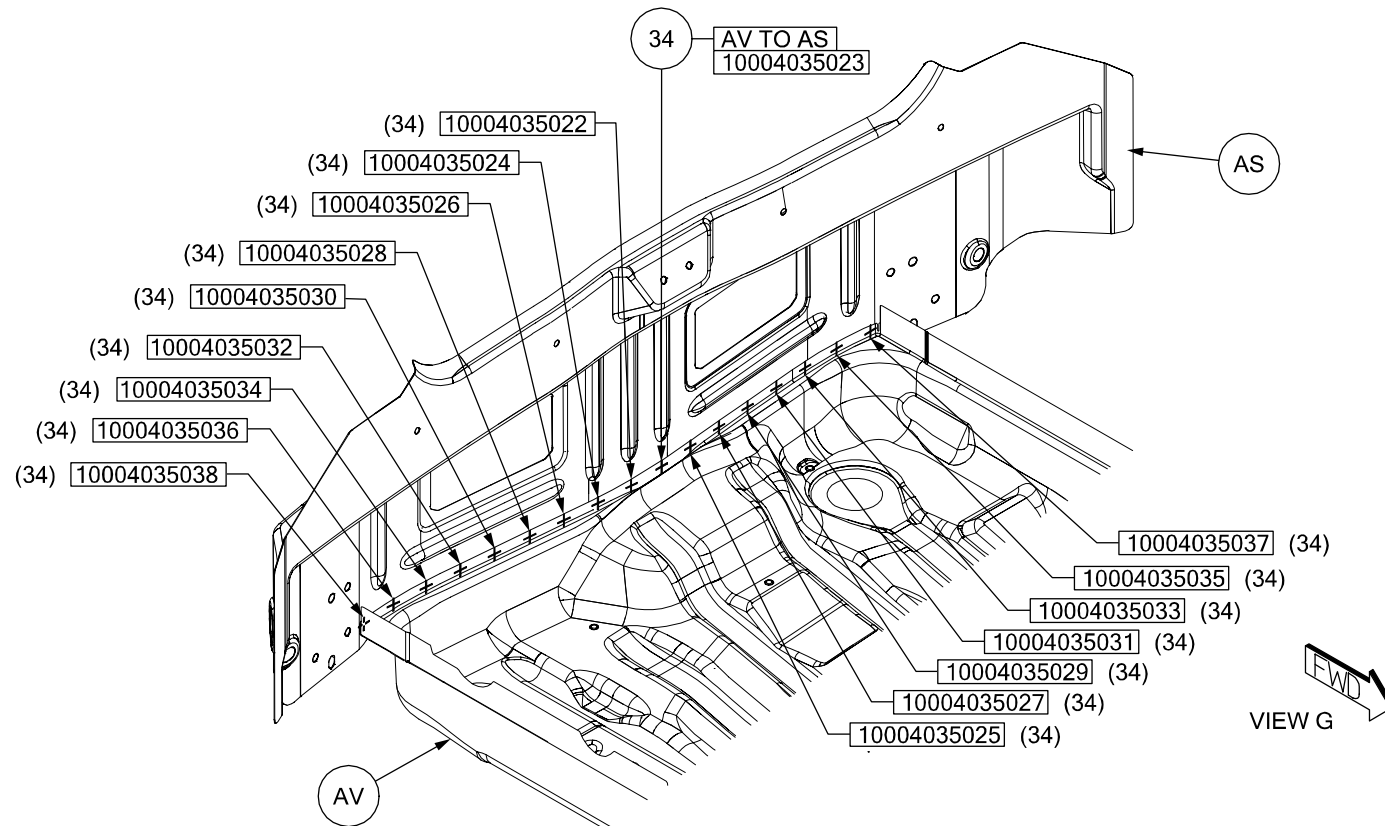
Back to Index

- 32 AR TO AS 5/SD S/WELDS (ORD)  
 33 AU TO AT TO AS 5/SD S/WELDS (SAF)



[Back to Index](#)

34 AV TO AS 17 S/WELDS (ORD)



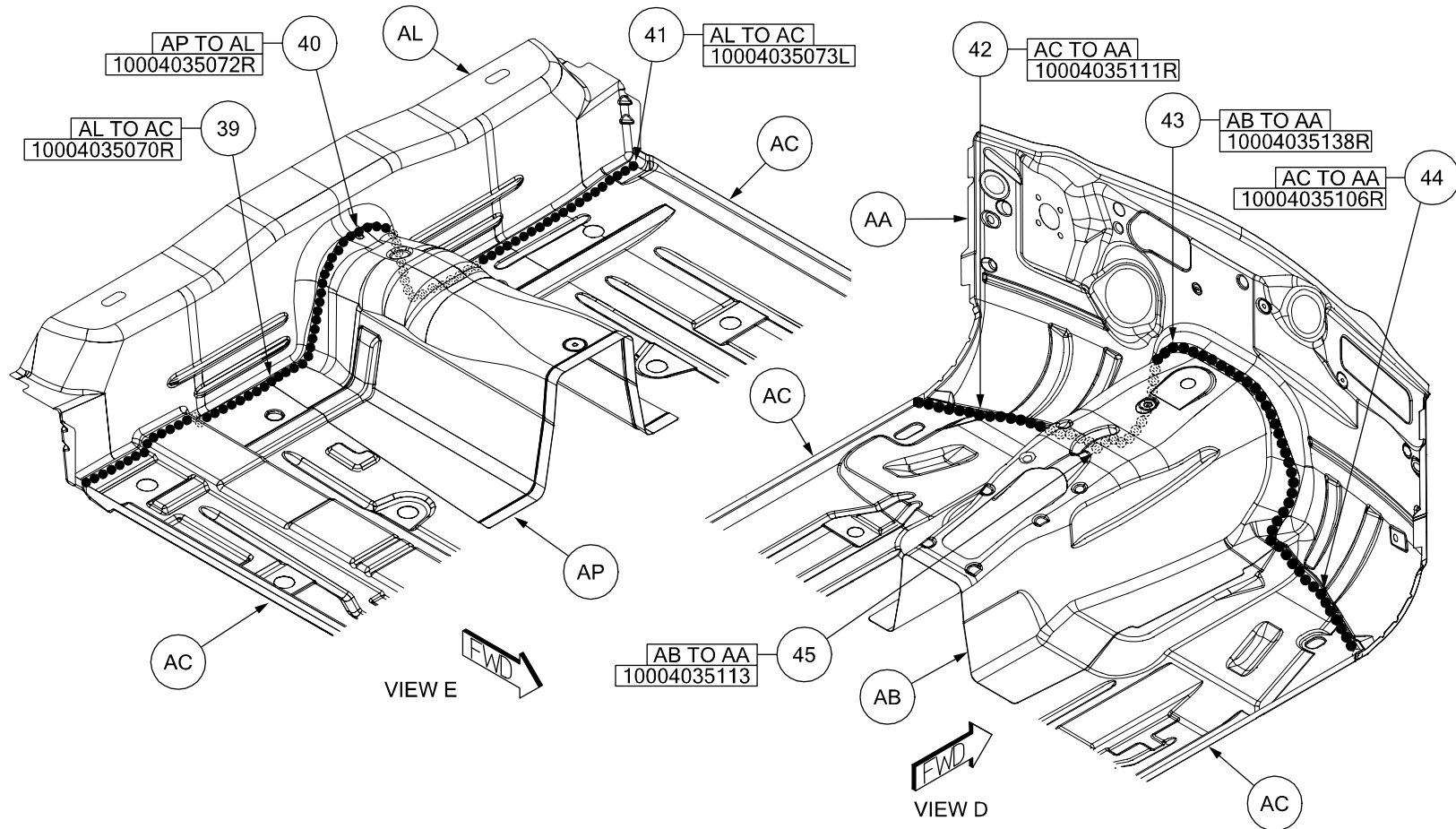
[Back to Index](#)

- 

## Back to Index

- 39 AL TO AC 1 STRUC ADH (ORD)
- 40 AP TO AL 1 STRUC ADH (ORD)
- 41 AL TO AC 1 STRUC ADH (ORD)
- 42 AC TO AA 1 STRUC ADH (ORD)

- 43 AC TO AA 1 STRUC ADH (ORD)
- 44 AC TO AA 1 STRUC ADH (ORD)
- 45 AB TO AA 1 STRUC ADH (ORD)



[Back to Index](#)

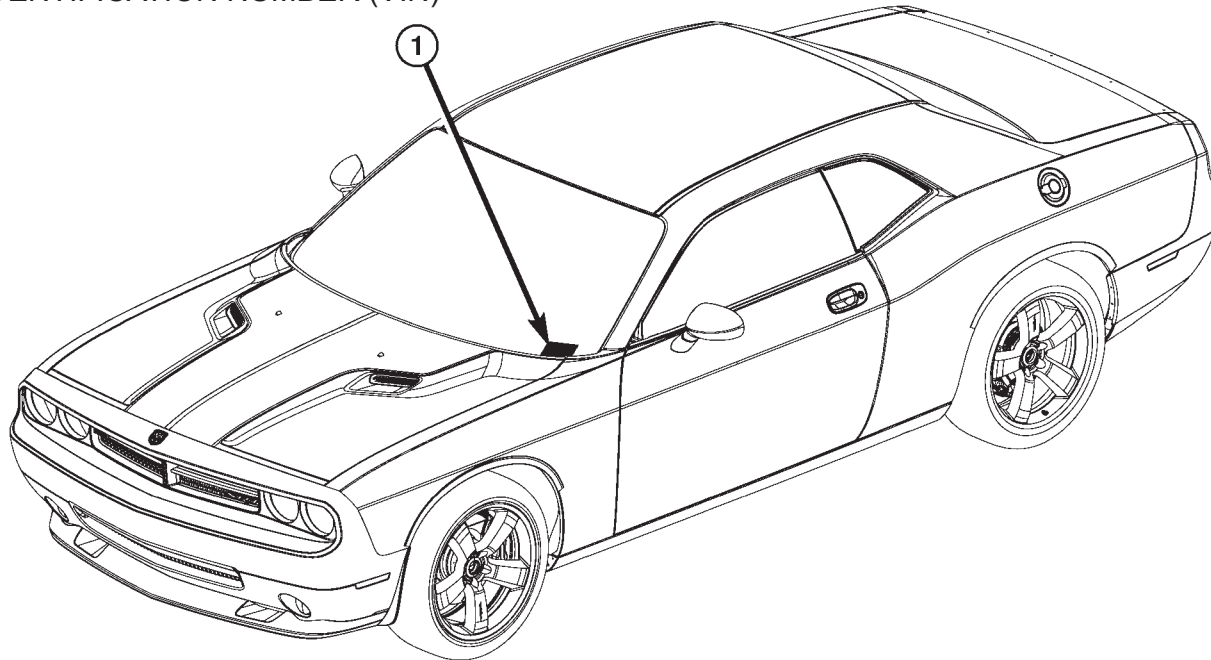
## **DODGE CHALLENGER**

### **VEHICLE IDENTIFICATION NUMBER DESCRIPTION**

The Vehicle Identification Number (VIN) plate is located on the lower left A-pillar and is visible through the windshield. 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 Chrysler LLC 2 = Manufactured by Chrysler LLC Canada
2	Make	B = Dodge
3	Vehicle Type	3 = Passenger Car
4	Restraint System	H = Restraint System Air bags Front Next Generation MultiStage Sales Code (CG1) With Side Air Bags Sales Code (CGS) J = Restraint System Air Bags Front Next Generation Multi Stage Sales Code (CG1) Without Side Air Bags Sales Code (CGS) K = Restraint System Advanced Multistages Front Air Bags Sales Code (CG3) Without Side Air Bags Sales Code (CGS) L = Restraint System Advanced Multistage Front Air Bags Sales Code (CG3) With Side Air Bags Sales Code (CGS)
5	Vehicle Line	J = Challenger (RWD) (LHD) U.S., Canada, Mexico
6	Series	7 = Challenger SRT8 DX 22 U.S., Canada, Mexico
7	Body Style	4 = 2 Door Pillared Hardtop
8	Engine	W = 6.1L 8 CYL Gasoline Non – Turbo (ESF)
9	Check Digit	0 through 9 or X
10	Model Year	8 = 2008
11	Assembly Plant	H = Brampton Assembly
12 Through 17	Vehicle Build Sequence	Six Digit Number Assigned By Assembly Plant

### VIN CHECK DIGIT

To protect the customer 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.

[Back to Index](#)


# VEHICLE CERTIFICATION LABEL

## DESCRIPTION

A vehicle certification label is attached to every Chrysler LLC 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.

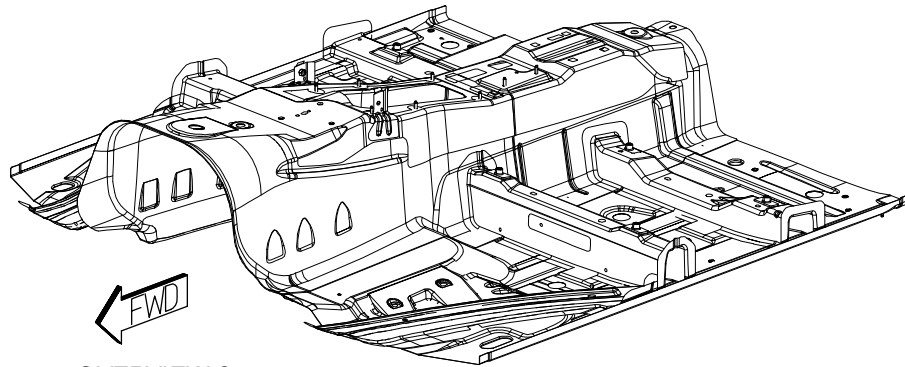
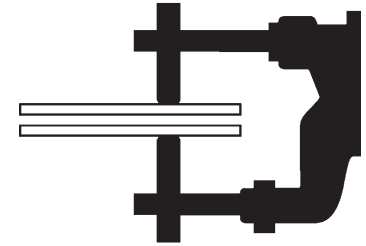
MFD BY	CHRYSLER LLC	DATE OF MFR	1-98 C	GVWR	2268 KG (05000 LB)
GAWR FRONT	WITH TIRES	RIMS AT	COLD		
1203 KG (2650 LB)	P195/75R14	14 X 5.5	380 KPA(35 PSI)		
GAWR REAR	WITH TIRES	RIMS AT	COLD		
1225 KG (2700 LB)	P195/75R14	14 X 5.5	380 KPA(35 PSI)		
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.					
VIN: XXXXXXXXXXXXXXXXX		TYPE:	SINGLE X DUAL		
					
MDH: 010615 021 PAINT:POP VEHICLE MADE IN CANADA TRIM:C5C3 4048505					

8086df7b

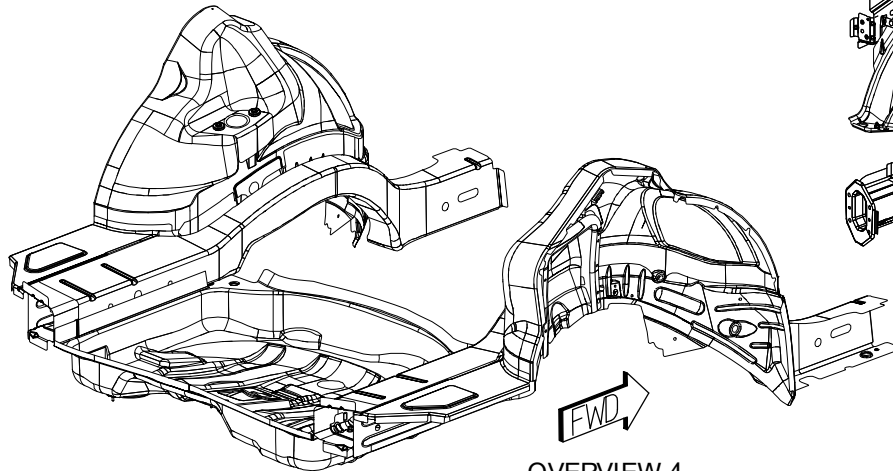
[Back to Index](#)



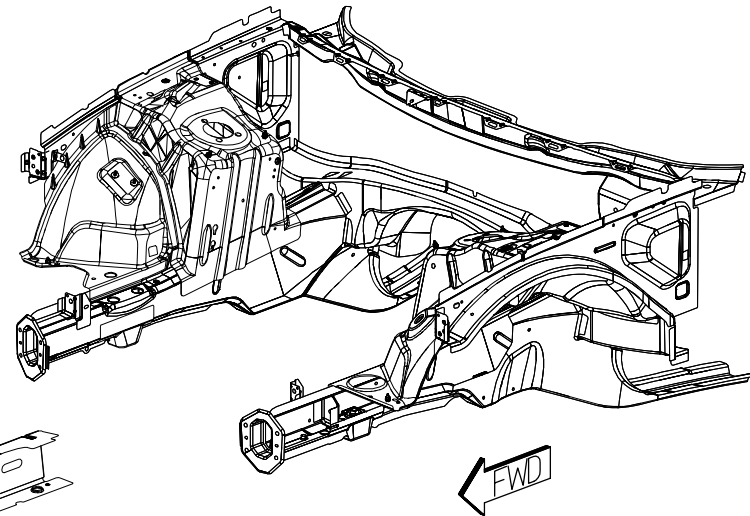
## WELD LOCATION OVERVIEW ZONES



OVERVIEW 2



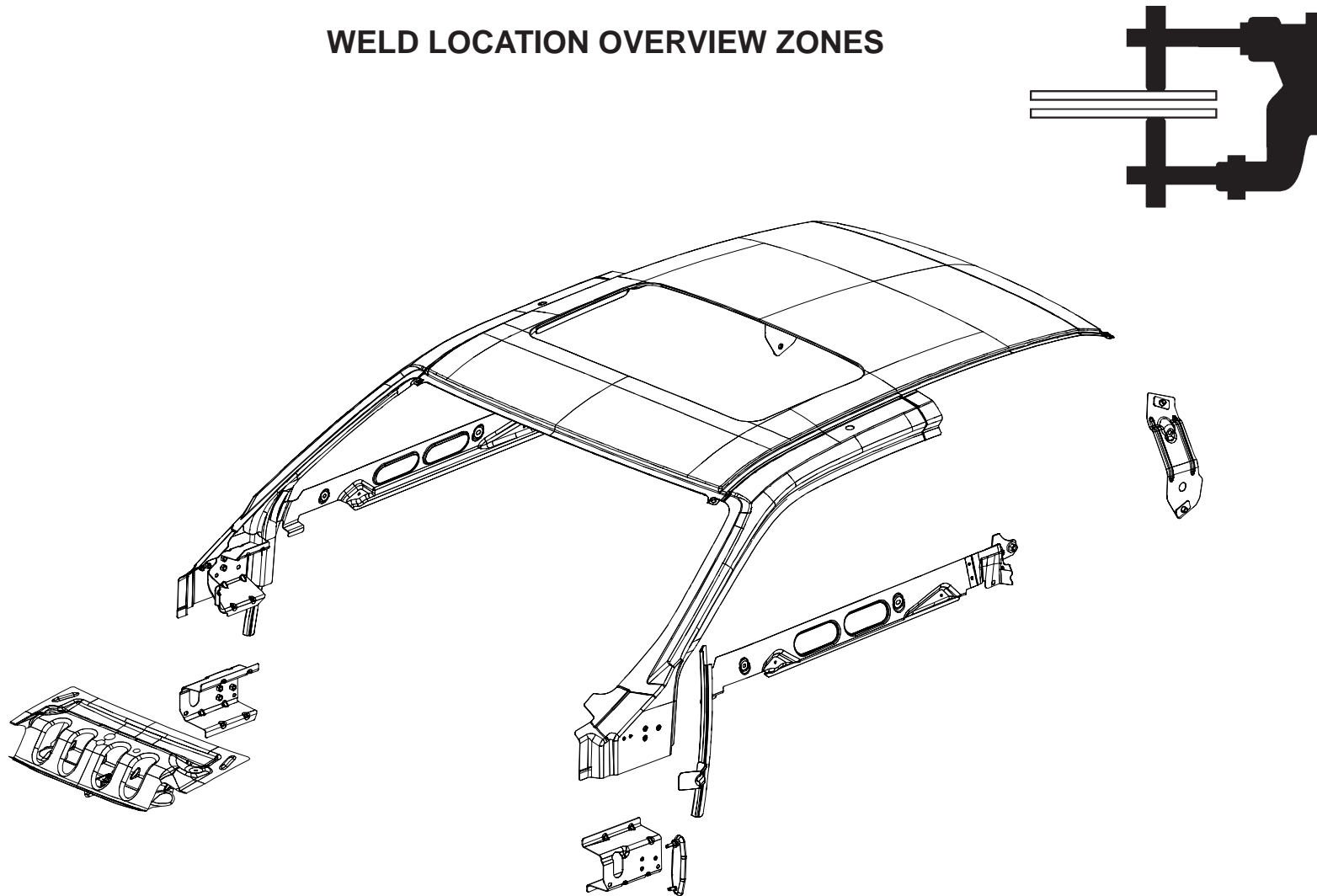
OVERVIEW 4



OVERVIEW 3

[Back to Index](#)

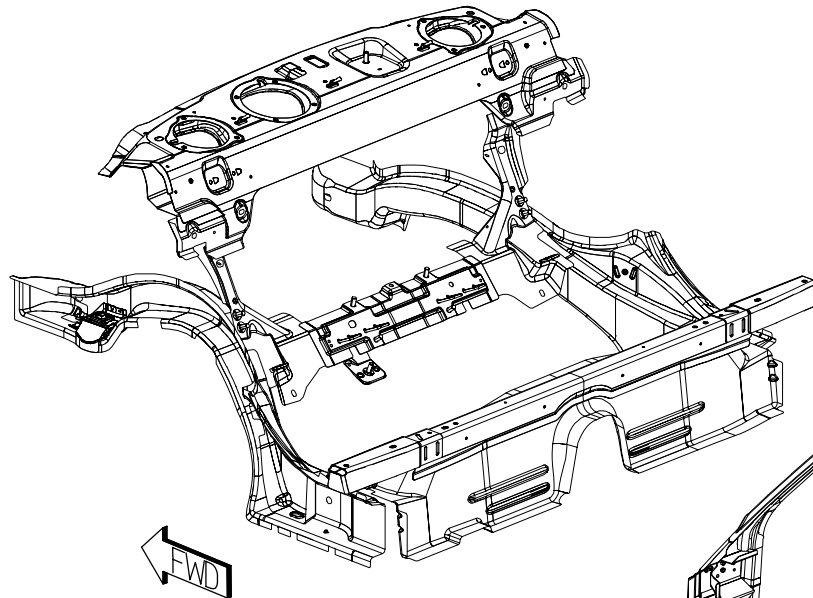
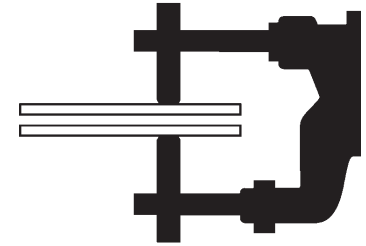
## WELD LOCATION OVERVIEW ZONES



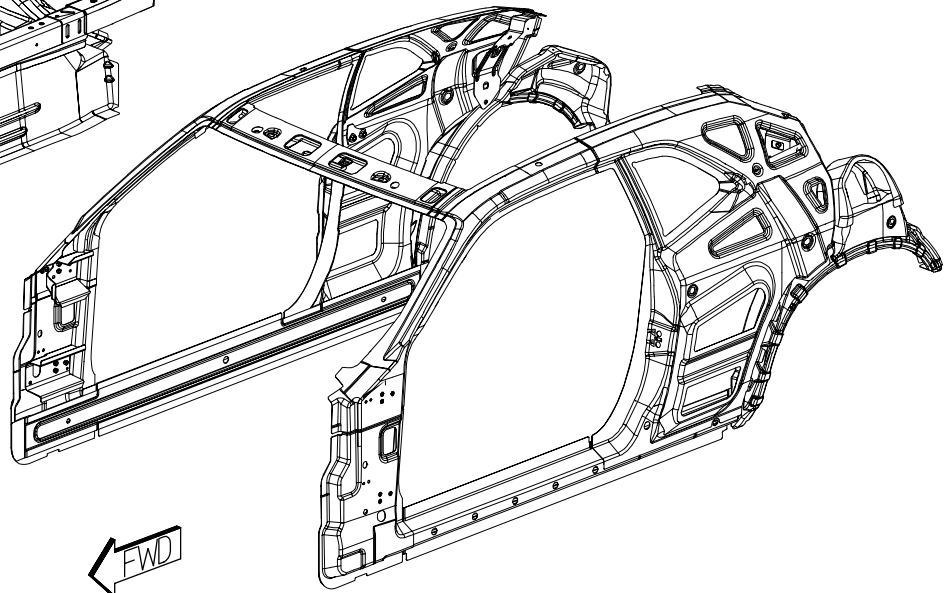
OVERVIEW 6

[Back to Index](#)

## WELD LOCATION OVERVIEW ZONES



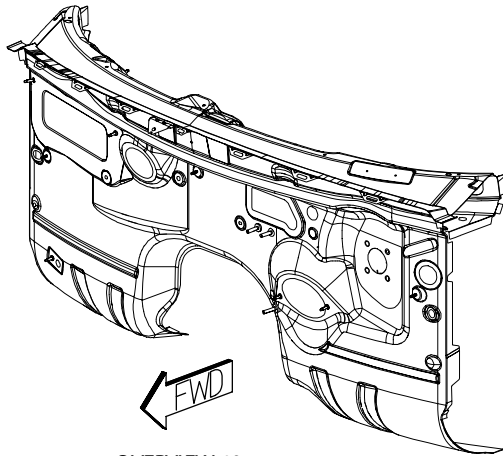
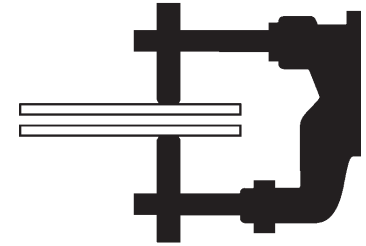
OVERVIEW 7



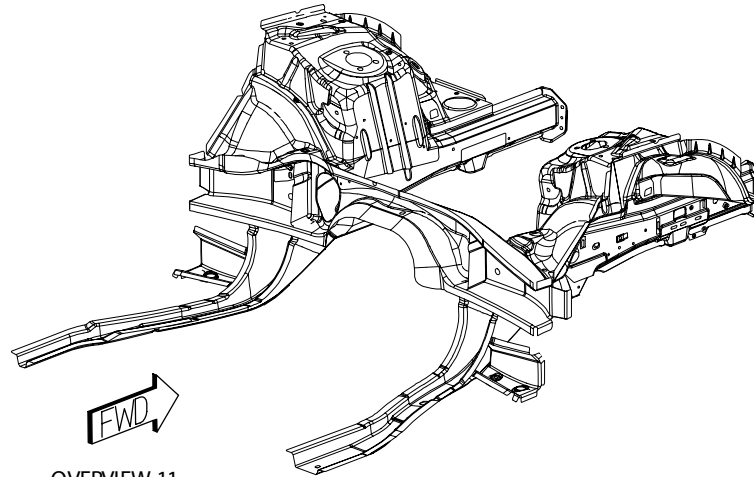
OVERVIEW 8

[Back to Index](#)

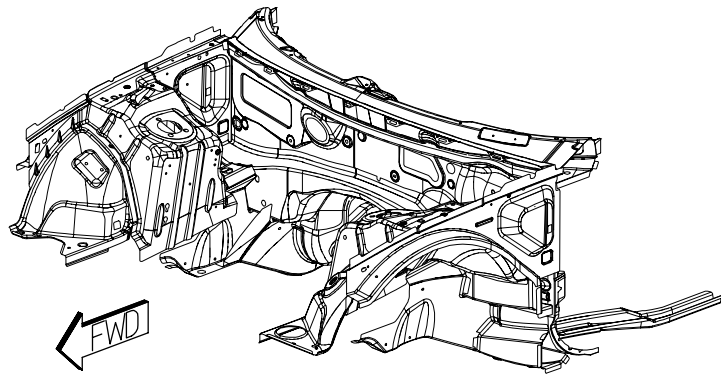
## WELD LOCATION OVERVIEW ZONES



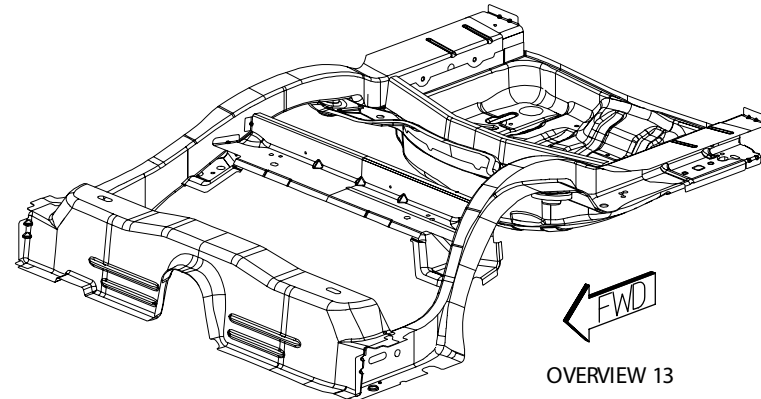
OVERVIEW 10



OVERVIEW 11



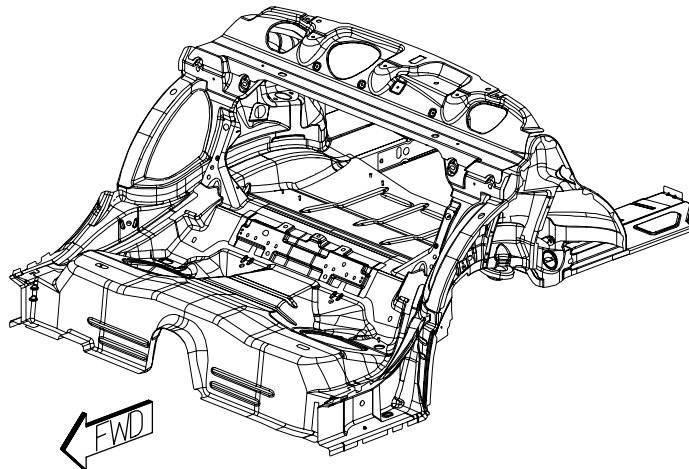
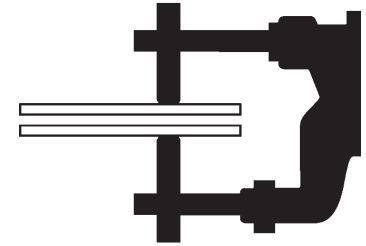
OVERVIEW 12



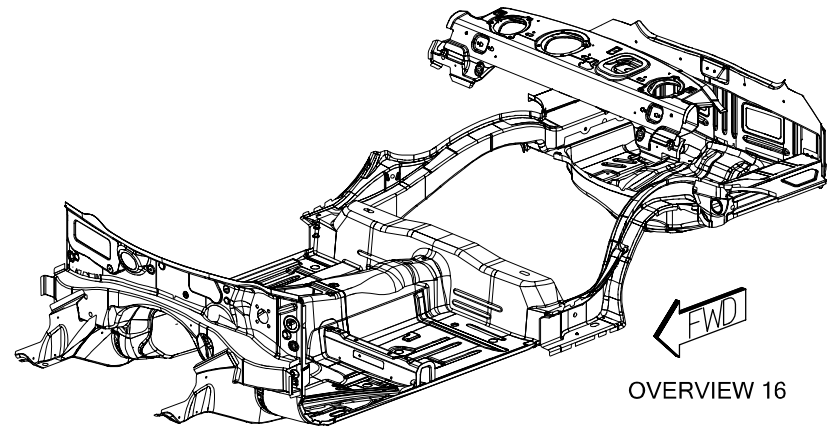
OVERVIEW 13

[Back to Index](#)

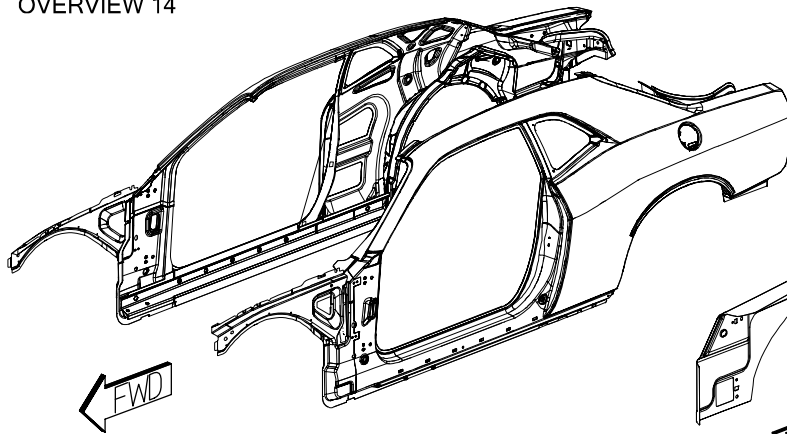
## WELD LOCATION OVERVIEW ZONES



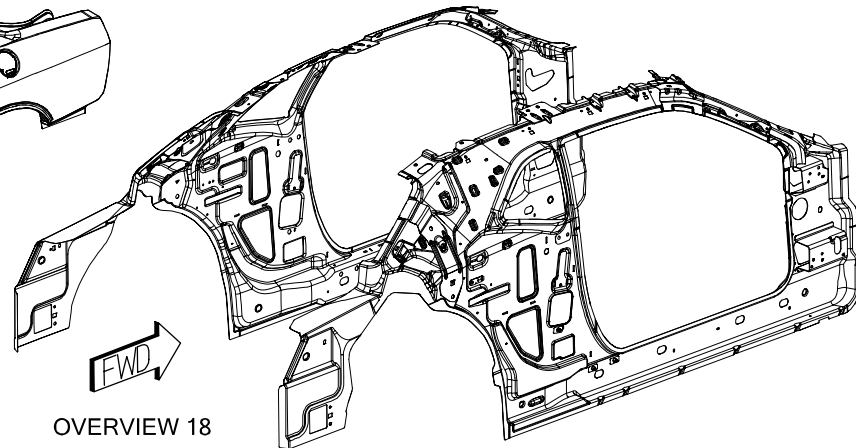
OVERVIEW 14



OVERVIEW 16



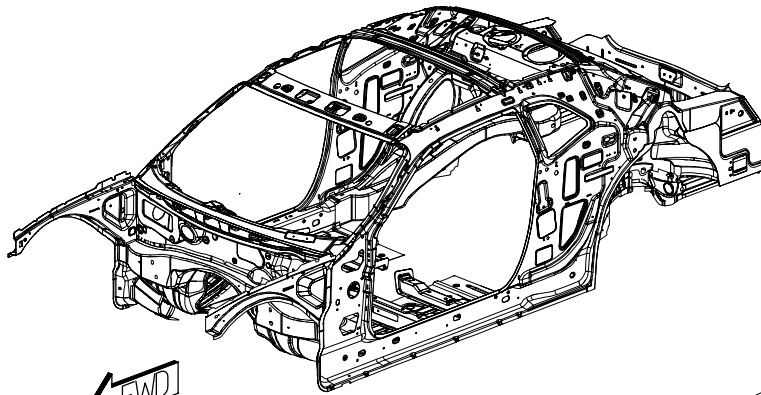
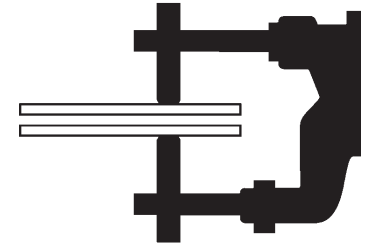
OVERVIEW 17



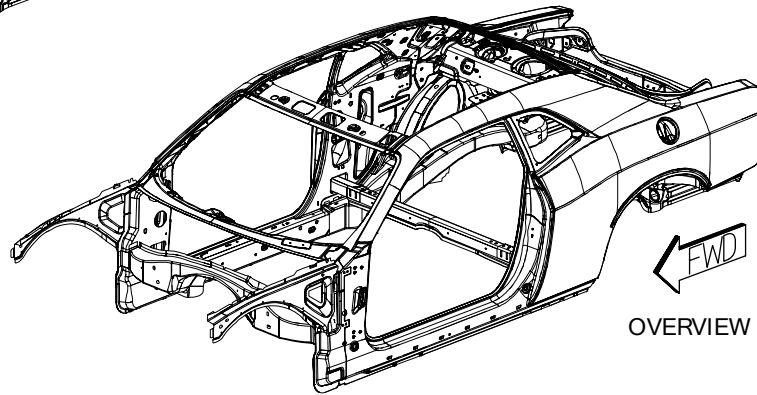
OVERVIEW 18

[Back to Index](#)

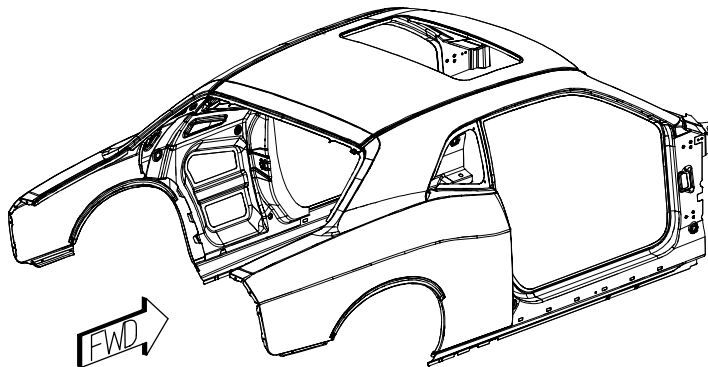
## WELD LOCATION OVERVIEW ZONES



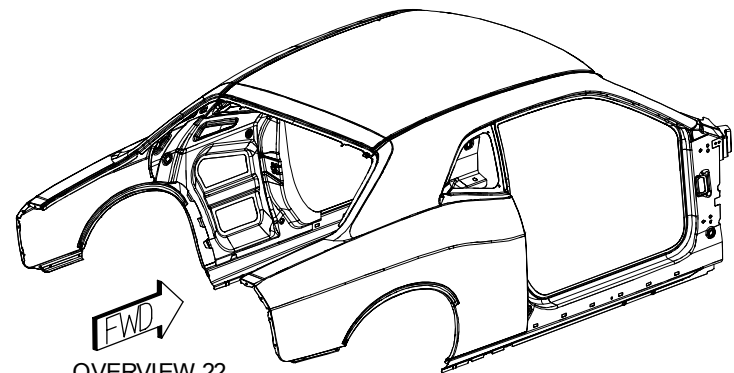
OVERVIEW 19



OVERVIEW 20



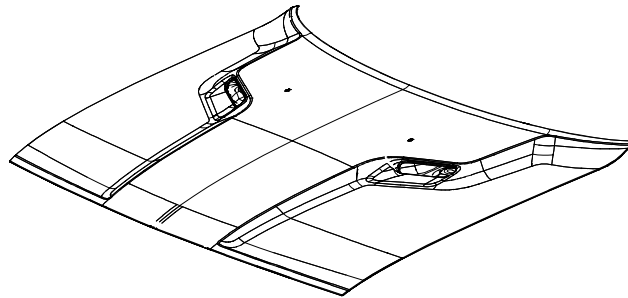
OVERVIEW 21



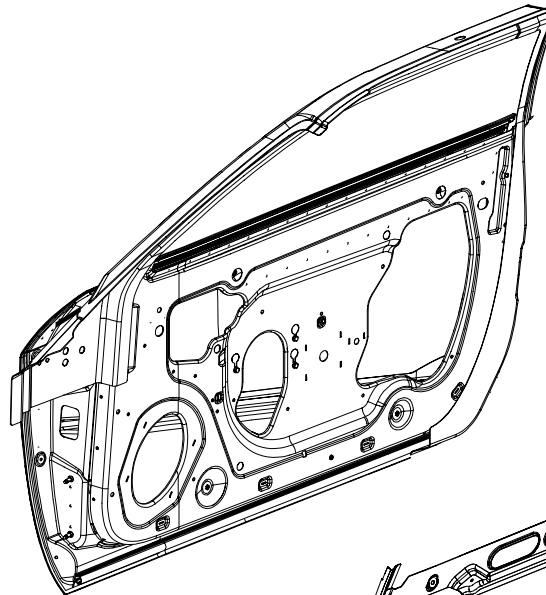
OVERVIEW 22

[Back to Index](#)

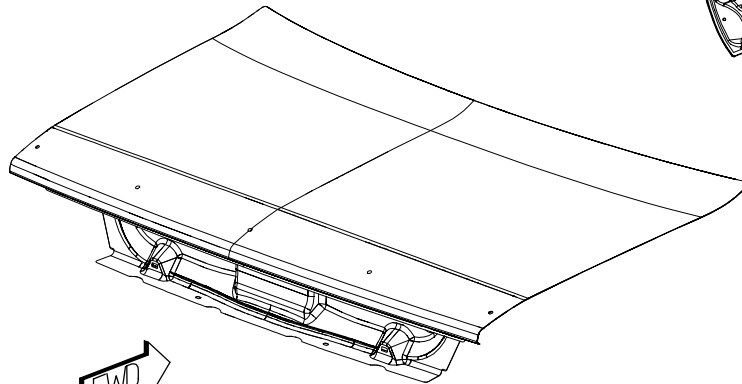
## WELD LOCATION OVERVIEW ZONES



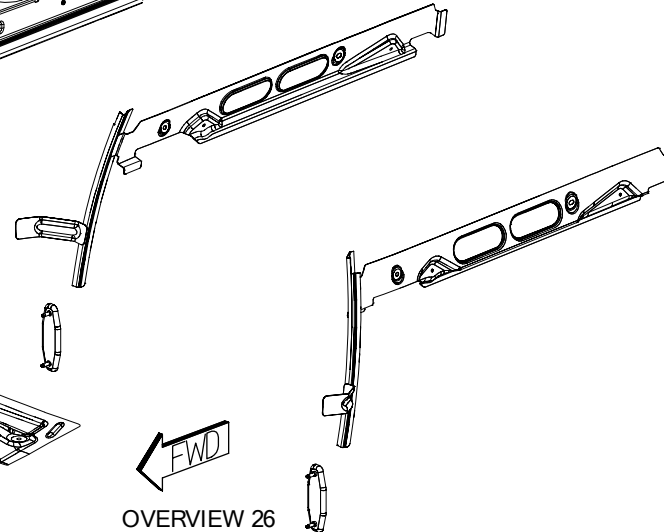
OVERVIEW 23



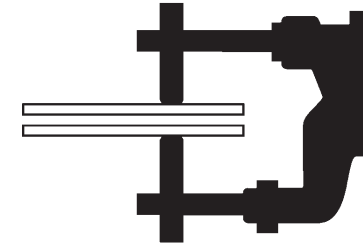
OVERVIEW 24



OVERVIEW 25



OVERVIEW 26

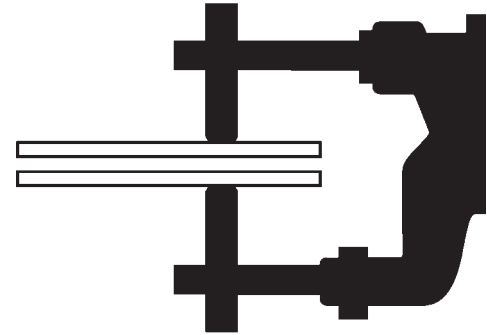


[Back to Index](#)



# WELDED PANEL REPLACEMENT

## Dodge Challenger



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 .....	Underbody Complete .....
Front Floor .....	Body Side Aperture Outer .....
Engine Box .....	Body Side Aperture Inner .....
Rear Floor, Ladder and Wheelhouse .....	Framed Body In White without Body Side Aperture .....
Miscellaneous Body .....	Body In White before Roof .....
Underbody .....	Framed Body In White without Closures with Sunroof .....
Body Side Aperture .....	Framed Body In White without Closures without Sunroof .....
Dash/Cowl/Plenum .....	Hood .....
Front Ladder, Rails and Wheelhouse .....	Front Doors .....
Engine Box .....	Decklid .....
Rear Ladder .....	Miscellaneous Closures .....
Rear Ladder and Floor .....	

[Back to Index](#)