



# DAKOTA BODY REPAIR MANUAL



## SAFETY NOTICE

### CAUTION

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

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

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

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

[Back to Index](#)

# INTRODUCTION

## DODGE DAKOTA



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

This manual shows:

- Typical unibody panels contained in these vehicles
- The weld locations for these panels

- The types of welds for the panel
- Proper sealer types and correct locations

Body Construction Characteristics  
History of Collision Repair  
Body Code Plate Information  
Corrosion Protection  
Vehicle Identification Number Information  
Vehicle Emission Control Information  
Vehicle Certification Label  
Color Information

Welded Panel Replacement  
Sealer Locations  
Sound Deadener Locations  
Structural Adhesive Locations  
Frame/Body Dimensions  
Frame Rail Tip Replacement  
Fender Rail Repair  
Additional Support/Information

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



## **MANUFACTURER ADVERTISEMENTS**

(CLICK ON LINKS )

- **AKZO-NOBEL**
- **BASF**
- **DAIMLERCHRYSLER PAINT CONDITION DECK-SEALER/SOUND DEADNER REPAIR GUIDE**
- **DUPONT**
- **LORD CORPORATION**
- **MOPAR PARTS**
- **PPG**
- **SHERWIN-WILLIAMS**
- **TEAM PSE-PENTASTAR SERVICE EQUIPMENT**
- **TECH AUTHORITY**
- **DAIMLERCHRYSLER PLASTIC REPAIR GUIDE – WELDING & WELD BONDING MANUAL**
- **VALSPAR**

Copies of the Pacifica (81-316-0530CD), Durango (81-31-0430CD), PT Convertible (81-316-0531CD), 300/Magnum (81-316-0531CD), Sprinter (81-316-0508), Body Repair Manuals are available by calling 1-800-890-4038

[Back To Index](#)



# BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Dodge Dakota:

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

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

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

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

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

## PARTIAL LIST OF STEEL APPLICATIONS

### Galvannealed Steel

Body Side Aperture

Cowl Plenum Panel

Cowl Side Panel

Dash Panel

Front Door - Inner Panel

Front Door - Outer Panel

Front Fender

Front Floor Pan

Front Hinge Pillar

Front Rail

Front Strut Mounting Tower

Front Wheelhouse (Front and Rear)

Lower Radiator Crossmember

Rear Door - Inner Panel

Rear Door - Outer Panel

Rear Floor Pan

Rear Floor Pan Front Crossmember

Rear Floor Pan Side Rail

Rear Suspension Crossmember

Rear Quarter Panel - Inner

Rear Quarter Panel - Outer

Rear Wheelhouse - Inner

Roof Panel

Upper Load 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.

## ND COMPONENT CHART PART SPECIFICATION LIST

CAR LINE					
A	D	D			
L	3	8			
L	3	4			
			PART DESCRIPTION	MIN GAGE METRIC	MATERIAL
A			Baffle Assy - A Plr Lwr - Rt	0.60	MS-67
A			Baffle Assy - A Plr Lwr - Lt	0.60	MS-67
A			Reinf - Body Side Aperture Ext - Rt	2.007	MS-66
A			Reinf - Body Side Aperture Ext - Lt	2.007	MS-66
A			Panel - A Plr Inr - Rt	1.60	MS-67
A			Panel - A Plr Inr - Lt	1.60	MS-67
	D		Panel - Body Side Aperture - Rt	2.108/1.524 0.914	MS-6000-44A/MS-264-050-XK MS-67
	D		Panel - Body Side Aperture - Lt	2.108/1.524 0.914	MS-6000-44A/MS-264-050-XK MS-67
A			T/Plate - A Plr Up - Rt	3.50	MS-67
A			T/Plate - A Plr Up - Lt	3.50	MS-67
A			T/Plate - A Plr Lwr - Rt	3.50	MS-67
A			T/Plate - A Plr Lwr - Lt	3.50	MS-67
A			Baffle Assy - A Plr Sealing - Rt	0.61	MS-67
A			Baffle Assy - A Plr Sealing - Lt	0.61	MS-67
	D		Retainer - Tapping Plate Mtg Lwr	1.00	MS-6000-44A
	D		Fastener - Plate, Extruded Special	3.00	MS-66/PS-79

[Back to Index](#)

D	Panel - Body Side Aperture - Rt	2.108/1.524 0.914	MS-6000-44VA-050-XK/MS-264-050-XK MS-6000-44A
D	Panel - Body Side Aperture - Lt	2.108/1.524 0.914	MS-6000-44VA-050-XK/MS-264-050-XK MS-6000-44A
D	T/Plate - RR Dr Hinge Upr	3.500	MS-66 / PS-79
D	T/Plate - RR Dr HingeLwr	3.500	MS-66 / PS-79
D	Retainer - Tapping Plate	1.00	MS-6000-44A
D	Tapping Plate - Door Striker	3.00	MS-66/PS-79
A	Gusset - Cowl to A Plr Inr Rt	1.09	MS-67
A	Gusset - Cowl to A Plr Inr Lt	1.09	MS-67
D	Panel - B Plr Inr Upr- Rt	2.00	MS-264-050-XK
D	Panel - B Plr Inr Upr- Lt	2.00	MS-264-050-XK
	Panel - B Plr Inr Lwr- Rt	1.00	MS-67
	Panel - B Plr Inr Lwr- Lt	1.00	MS-67
D	Nut/Plate - Extruded	2.50	MS-66
D	Panel - RR Qtr Otr - Rt	0.89	MS-6000-44AE
D	Panel - RR Qtr Otr - Lt	0.89	MS-6000-44AE
D	Reinf - C Pillar - Rt	1.52	MS-6000-44A
D	Reinf - C Pillar - Lt	1.52	MS-6000-44A
D	Reinf - Cargo Dr Hinge - Rt	2.50	MS-66
D	Reinf - Cargo Dr Hinge - Lt	2.50	MS-66
D	Panel - Qtr Rr Otr - Rt	0.89	MS-6000-44AE
D	Panel - Qtr Rr Otr - Lt	0.89	MS-6000-44AE

[Back to Index](#)

D	Reinf - C Pillar - Rt	0.81	MS-67
D	Reinf - C Pillar - Lt	0.81	MS-67
A	Reinf - C Plr Turning Loop	2.50	MS-66
A	Panel - Cab Back	0.79	MS-6000-44A
D	Reinf - RR Pnl Lwr & Chld St Anchor	1.47	MS-66
D	Panel - Cab Back Inr Ext Cab	0.79	MS-67
D	Reinf - Cab Back	1.30	MS-264-080-XF
A	T/Plate - Tie Rod to Dash	2.00	MS-66/PS-79
D	Reinf - Shoulder Belt RR Ctr	1.98	MS-264-050-XK
D	Tapping Plate - Door Striker	1.50	MS-6000
D	Panel - Roof Otr	0.71	MS-67
D	Panel - Roof Otr 4 Dr	0.80	MS-67
D	Rail - Roof Side Inr 4 Door - Rt	1.26	MS-67
D	Rail - Roof Side Inr 4 Door - Lt	1.26	MS-67
D	Rail - Roof Side Inr Ext Cab - Rt	1.26	MS-67
D	Rail - Roof Side Inr Ext Cab - Lt	1.26	MS-67
D	Reinf - RR Door Striker - Rt	2.20	MS-66
D	Reinf - RR Door Striker - Lt	2.20	MS-66
A	Header - Roof Frt	1.30	MS-264-120-XK
D	Bow - Roof Center Ext Cab	0.75	MS-67

[Back to Index](#)

D

Bow - Roof Center

0.75

MS-67

D

Header - Roof Rr

0.74

MS-67

D

Header - Roof Rr

0.80

MS-67

[Back to Index](#)





## The world's largest coatings supplier.

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[Back to Index](#)

# HISTORY OF COLLISION REPAIR

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

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

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

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

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

The public was ready to buy and did!

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

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

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

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

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

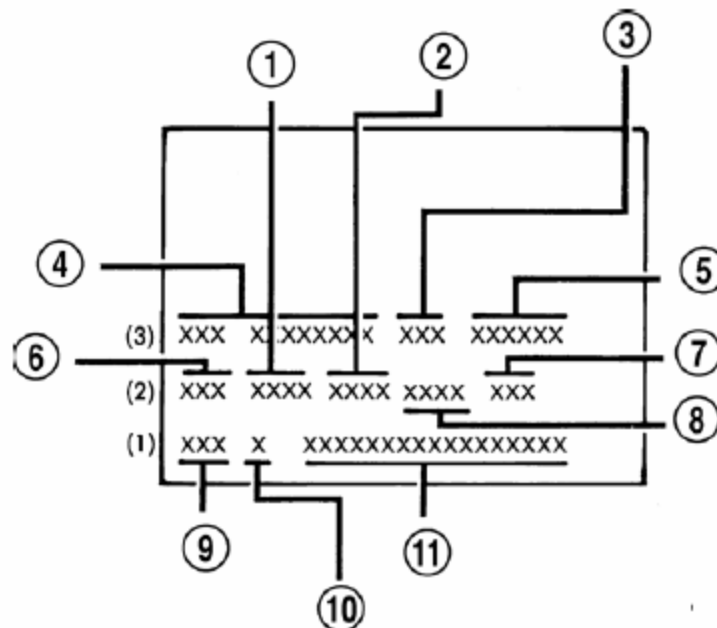
[Back to Index](#)

### BODY CODE PLATE DESCRIPTION

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

#### BODY CODE PLATE

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



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

[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.

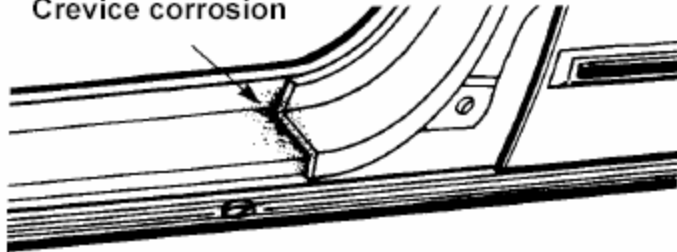
This corrosion protection is required regardless of the environment and weather conditions the vehicle will be operated in. Corrosion protection is as important in the desert as it is at the seaside. Corrosion damage can literally destroy the structural integrity of a unibody vehicle from within. Many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

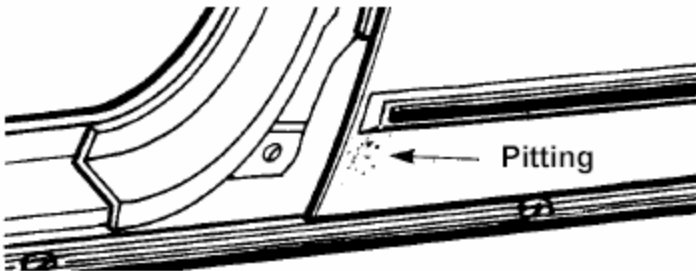
[Back to Index](#)

## Corrosion Protection

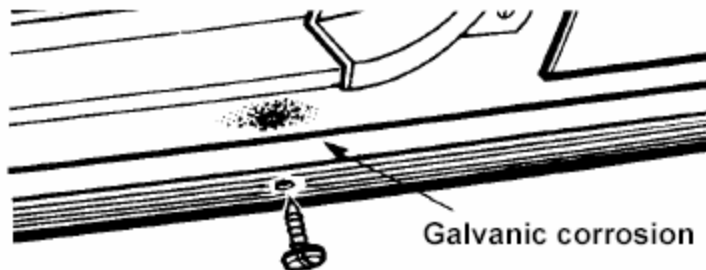
Crevice corrosion



**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.

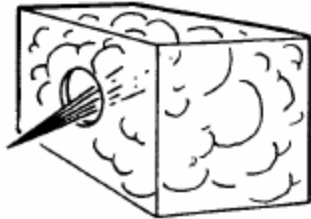
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials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

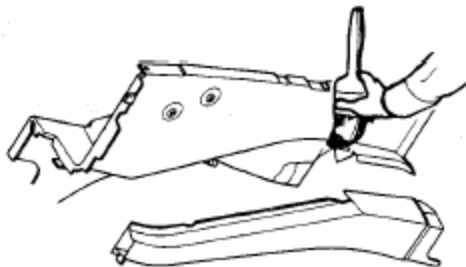
[Back to Index](#)

## 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](#)



## DURANGO BODY REPAIR MANUAL



## PACIFICA BODY REPAIR MANUAL



		SIZES	APPLICATIONS	WORK TIME	DCX APPROVALS
SECONDARY METAL BODY PANEL INSTALLATION	<b>1088/1098/T30</b>	1088: 7.6 oz (225 ml) 1098: 1.7 oz (50 ml) T30: 7.6 oz (225 ml)	Secondary panel bonding of bare metals including aluminum. Quarter panels, rear body panels, roof panels and door skins.	40 to 50 min. @ 70°F Res Mix: 0.75 0.30 0.45 1.00 1.15+	Weld bonding per #81-170-03005
	<b>1128/1138</b>	1128: 7.6 oz (225 ml) 1138: 1.7 oz (50 ml)	Secondary panel bonding of bare metals including aluminum. Quarter panels, rear body panels, roof panels and door skins.	35 to 40 min. @ 90°F 70 min. @ 70°F Res Mix: 0.75 0.30 0.45 1.00 1.15+	Weld bonding per #81-170-03005, meets MS-CD507, TSB#23-026-02, TSB#23-044-02
	<b>114/TR9</b>	114: 5.1 oz (150 ml) TR9: 5.1 oz (150 ml)	Finishing adhesive for minor scratches and gouges for all plastic including TPO, TEO, PP and urethane.	3 to 5 min. @ 70°F Res Mix: 0.75 0.30 0.45 1.00 1.15+	
SMC AND FIBERGLASS INSTALLATION AND REPAIR	<b>100EZ/101EZ/T10</b>	100EZ: 10.1 oz (300 ml) 101EZ: 1.7 oz (50 ml) T10: 10.1 oz (300 ml)	Structural and cosmetic repair of all types of rigid body plastics such as body panels, hoods, decks and doors.	40 min. @ 70°F Res Mix: 0.75 0.30 0.45 1.00 1.15+	
	<b>129</b>	129: 10.1 oz (300 ml)	Two-component, controlled flow cosmetic sealer is excellent for standing and sloping seams. No tooling needed.	5 to 8 min. @ 70°F Res Mix: 0.75 0.30 0.45 1.00 1.15+	
	<b>800/801/803</b>	800: 10.3 oz (305 ml) 801: 10.3 oz (305 ml) 803: 10.3 oz (305 ml)	Single-component sealer/adhesive duplicates factory look on seams and bonds to all primed or painted metals and most plastics.	30 min. @ 70°F Res Mix: 0.75 0.30 0.45 1.00 1.15+	
FOAM APPLICATION	<b>121/124</b>	121: 10.1 oz (300 ml) 124: 1.7 oz (50 ml)	Sound deadening, sealing and filling of door skins to crash bar; hood panel to supports; trunk panel to supports; gas tank filler area.	5 to 10 sec. @ 70°F Res Mix: 0.75 0.30 0.45 1.00 1.15+	

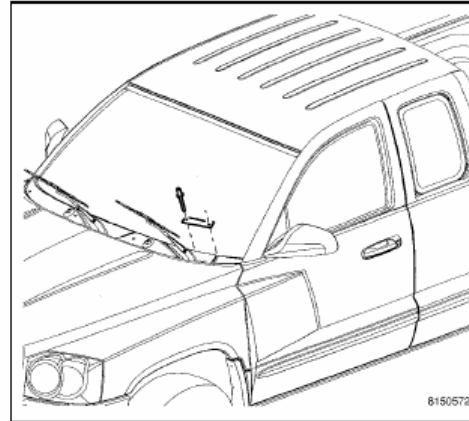
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## VEHICLE IDENTIFICATION NUMBER

### DESCRIPTION

The Vehicle Identification Number (VIN) plate is attached to the top left side of the instrument panel. The VIN contains 17 characters that provide data concerning the vehicle. Refer to the decoding chart to determine the identification of a vehicle.

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.



### VIN DECODING INFORMATION

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = Manufactured by DaimlerChrysler Corporation
2	Make	D = Dodge
3	Vehicle Type	7 = Truck less Side Airbags 3 = Truck with Side Airbags
4	Gross Vehicle Weight Rating	H = 6001-7000 lbs.
5	Vehicle Line	E = Dakota 4x2 W = Dakota 4x4
6	Series	2 = Dakota ST 4 = Dakota SLT/Sport 5 = Dakota LARAMIE/SPORT
7	Body Style	2 = Club Cab Dakota 8 = Quad Cab Dakota
8	Engine	K = 3.7L 6 cyl. MPI Gasoline N = 4.7L 8 cyl. MPI Gasoline J = 4.7L 8 cyl. MPI High Output Gasoline
9	Check Digit	0 through 9 or X
10	Model Year	5 = 2005
11	Assembly Plant	S = Warren Truck Assembly
12 Thru 17	Vehicle Build Sequence	

[Back to Index](#)



## VEHICLE EMISSION CONTROL INFORMATION (VECI) LABEL

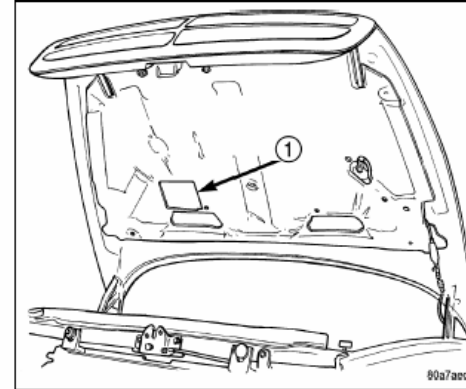
### DESCRIPTION

All vehicles are equipped with a combined VECI label. This label is located in the engine compartment.

The VECI label contains the following:

























- Engine family and displacement
- Evaporative family
- Emission control system schematic
- Certification application
- Engine timing specifications (if adjustable)
- Idle speeds (if adjustable)
- Spark plug and gap

The label also contains an engine vacuum schematic. There are unique labels for vehicles built for sale in the state of California and the country of Canada. Canadian labels are written in both the English and French languages. These labels are permanently attached and cannot be removed without defacing information and destroying label.



## INTERNATIONAL SYMBOLS

### DESCRIPTION

 1	 2	 3	 4	 5	 6
 7	 8	 9	 10	 11	 12
 13	 14	 15	 16	 17	 18
 19	 20	 21	 22	 23	 24

The graphic symbols illustrated in the following International Control and Display Symbols Chart are used to identify various instrument controls. The symbols correspond to the controls and displays that are located on the instrument panel.

[Back to Index](#)




## VEHICLE CERTIFICATION LABEL

### DESCRIPTION

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

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

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

MFD BY	DAIMLER CHRYSLER CORPORATION	DATE OF MFR	1-96 C	GVWR	2268 KG (5000 LB)		
GAWR FRONT	1203 KG (2650 LB)	WITH TIRES	P195/75R14	RIMS AT	14 X 5.5	COLD	380 KPA(35 PSI)
GAWR REAR	1225 KG (2700 LB)	WITH TIRES	P195/75R14	RIMS AT	14 X 5.5	COLD	380 KPA(35 PSI)
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.							
VIN: XXXXXXXXXXXXXXXX		TYPE:		SINGLE X DUAL			
							
MDH: 010615 021 PAINT:POP VEHICLE MADE IN CANADA TRIM:C5C3 4848505							

8086d7b

[Back to Index](#)

## 2006 ND BODY EXTERIOR COLOR AVAILABILITY

EXTERIOR PAINT		PAINT CODE	STATUS	DAKOTA ST		DAKOTA SLT		DAKOTA NIGHT RUNNER	DAKOTA LARAMIE		DAKOTA SPORT		DAKOTA R/T (ASU)	
\$\$	INFERNO RED CRYSTAL P/C	ARJ	*NEW	D5 (CD7)	SLV	D5 J3 (CD7)	SLV		D5 J3	SLV				
	FLAME RED C/C	PR4	C/O	D5 (CD7)	BLK	D5 J3 (CD7)	BLK		D5 J3	BLK	D5 J3	BLK	D5	BLK
	LT. KHAKI MET. C/C	AJC	*NEW			J3 (CD7)	BLK		J3	BLK				
	ATLANTIC BLUE P/C	ZBJ	C/O	D5 (CD7)		D5 (CD7)	SLV		D5	SLV	D5	SLV		
	PATROIT BLUE P/C	WB7	C/O	D5 (CD7)	SLV	D5 J3 (CD7)	SLV		D5 J3	SLV				
\$	MINERAL GRAY MET. C/C	CDM	C/O	D5 (CD7)	SLV	D5 (CD7)	SLV	D5	D5	SLV	D5	SLV		
	BRT. SILVER MET. C/C	WSB	C/O	D5 (CD7)	BLK	D5 (CD7)	BLK		D5	BLK	D5	BLK		
	BLACK C/C	DX8	C/O	D5 (CD7)	SLV	D5 J3 (CD7)	SLV	D5	D5 J3	SLV	D5 J3	SLV	D5	SLV
	BRIGHT WHITE C/C	GW7	C/O	D5 (CD7)	BLK	D5 J3 (CD7)	BLK		D5 J3	BLK	D5 J3	BLK		
INTERIOR COLOR TOTAL				1		2		1	2		2		1	
EXTERIOR COLOR TOTAL				8		9		2	9		6		2	
DECAL TOTALS				2		2		1	2		2		1	

NEW = NEW CORPORATE COLOR  
 \*NEW = NEW TO VEHICLE LINE

☐ = RECOMMENDED INTERIOR COLOR  
 \$ = PREMIUM COLOR

( ) FASCIA  
 \$\$ = SPECIALTY COLOR

[Back to Index](#)



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ordering instructions, or call 1-800-223-5623.

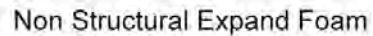
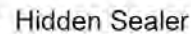
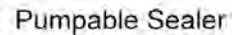
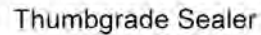
#### **Approved Body/Paint Suppliers**

Chief Automotive Systems	Milweld Inc.
Blackhawk	Norco Industries
Bruno Wessel	Nu Star Inc.
Dell Curing	OTC Division/SPX Corp.
Global Finishing Solutions	ProMotorcar Products, Inc.
Goff's Enterprises	Pro Spot International
Herkules Equipment	Wright Tool Co.
ITW Automotive Refinishing	

[Back to Index](#)

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

### SEALER LEGEND



1.	AB	TO	AA	5/SD	S/WELD
2.	AC	TO	AA	3/SD	S/WELD

Part I.D.

**Part I.D.**  
(AC TO AA)

AC= Fender Bracket  
AA= Fender

**Part Assembly I.D.**  
(Part Number 9803)

**Part I.D.**  
(AB TO AA)  
AB= Fender Bracket  
AA= Fender

**Weld Attachment Location (AB TO AA)**  
**5 Standard Spot Welds (5/SD S/WELD)**

**Weld Number I.D.**  
14 = Weld I.D.  
R = right side

[Back To Index](#)

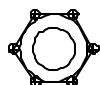
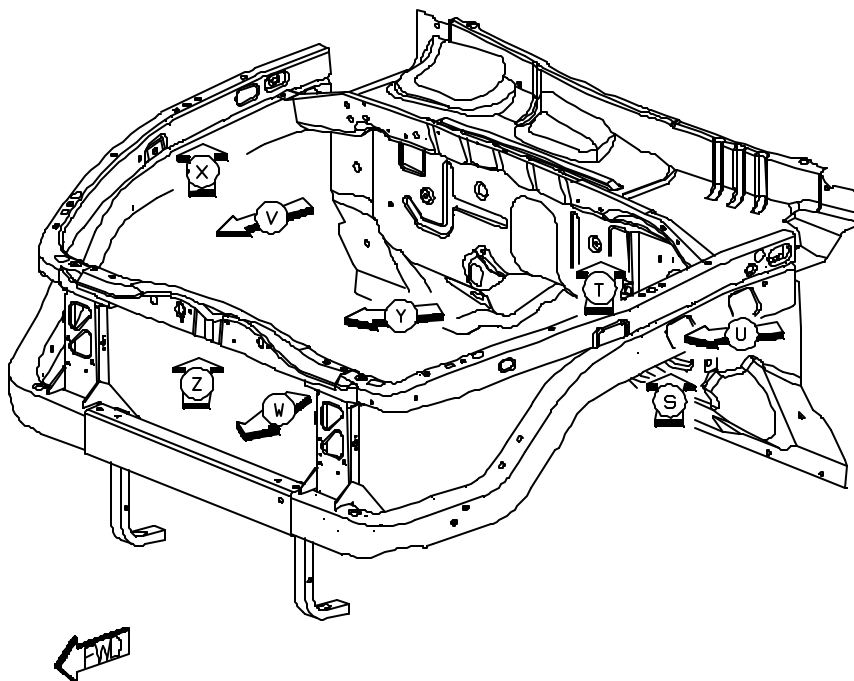
## INDEX-VENDER WELDS

- |                                 |                               |
|---------------------------------|-------------------------------|
| 1. INDEX-VENDER WELDS           | 15. INDEX-ASSEMBLY            |
| 2. HYDROFORM/DASH/PLENUM-VENDOR | 16. DASH-ASSEMBLY             |
| 3. UNDERBODY 33-VENDOR          | 17. U/BODY COMPLETE 33-ASSY   |
| 4. UNDERBODY 84-VENDOR          | 18. U/BODY COMPLETE 84-ASSY   |
| 5. MISC. BODY 33-VENDOR         | 19. BODYSIDE COMPLETE 33-ASSY |
| 6. MISC. BODY 84-VENDOR         | 20. BODYSIDE COMPLETE 84-ASSY |
| 7. INDEX STAMPING               | 21. CAB COMPLETE 33-ASSY      |
| 8. DASH/PLENUM-STAMPING         | 22. CAB COMPLETE 84-ASSY      |
| 9. HOOD-STAMPING                | 23. BOX FLOOR 5.5-ASSY        |
| 10. FENDERS-STAMPING            | 24. BOX FLOOR 6.5-ASSY        |
| 11. FRT DOORS-STAMPING          | 25. BOX SIDE 5.5-ASSY         |
| 12. RR CARGO DOORS 33-STAMPING  | 26. BOX SIDE 6.5-ASSY         |
| 13. RR DOORS 84-STAMPING        | 27. BOX COMPLETE 5.5 ASSY     |
| 14. MISC BODY 33/84-STAMPING    | 28. BOX COMPLETE 6.5 ASSY     |

[Back to Index](#)

# INDEX-HYDROFORM/DASH/PLENUM-VENDOR

AA	CROSSMEMBER - RADIATOR UPR -	AG	TUBE - VERTICAL RADIATOR CLOSURE RT -
AB	55359952	AH	BRACKET ASSY - RADIATOR CLOSURE FRM MTG LT -
AC	TUBE - RADIATOR & FRT FENDER LT -	AJ	REINF - NONE.
AD	TUBE - FRT FENDER SUPPORT RT -	AK	REINF - DASH PANEL ACCELERATOR SUPPORT -
AE	TUBE - RADIATOR CLOSURE LWR -	AL	STUD.SHL.WELD/INT - NO.FIN.PILOT.PT.SHOULDER -
AF	GUSSET - HOOD HINGE MOUNTING RT -	AM	BRACKET - WIPER MOTOR TO PLENUM LWR -
AF	GUSSET - HOOD HINGE MOUNTING LT -	AN	SC/STAKE.FL.HD - HEADER.PT.ROUND -
AG	TUBE - VERTICAL RADIATOR CLOSURE RT -		



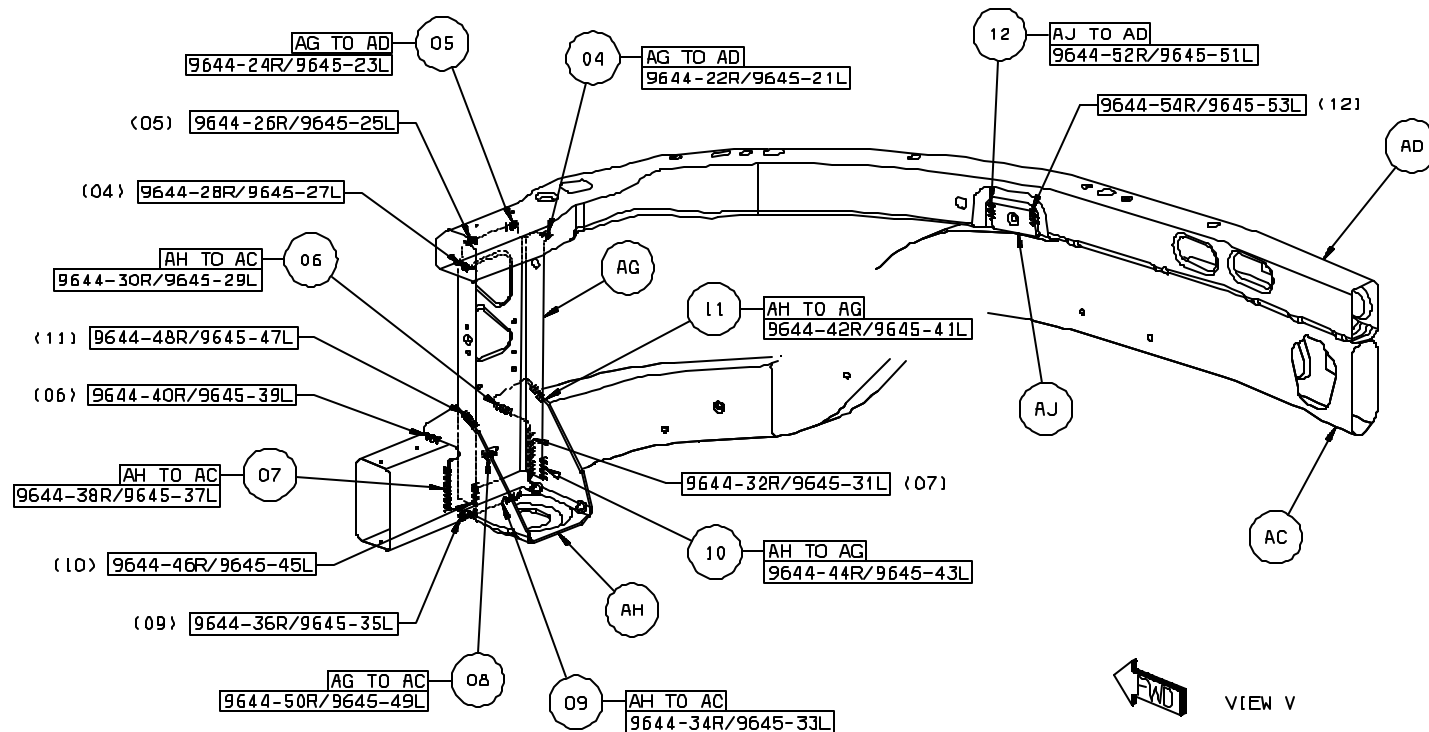
TYPICAL  
PROJECTION WELD

[Back to Index](#)



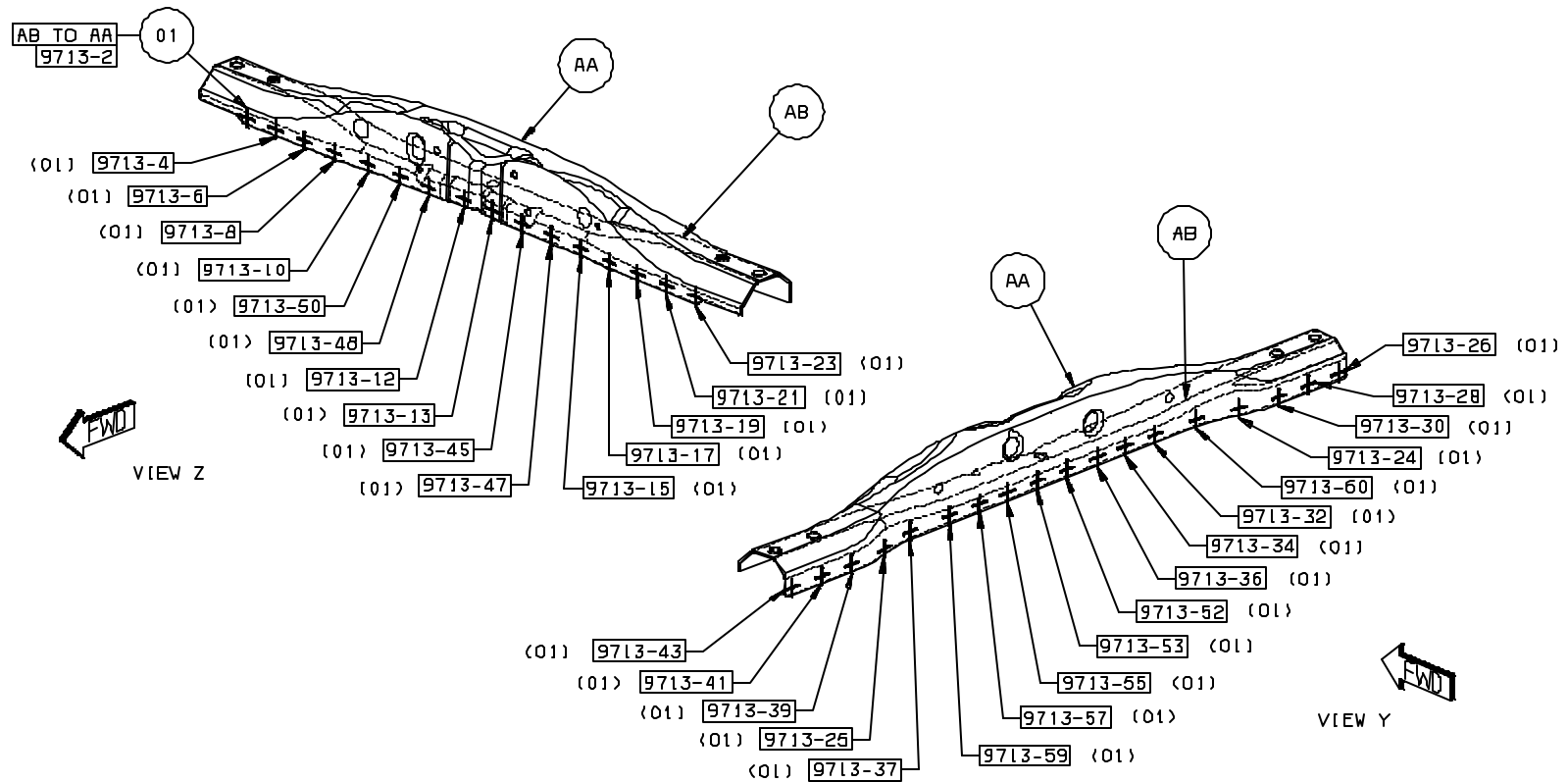
# HYDROFORM/DASH/PLENUM-VENDOR

AH TO AC 2/SD MIG BRZ (ORD)  
 AH TO AG 2/SD MIG BRZ (ORD)  
 AJ TO AD 2/SD MIG BRZ (ORD)  
 AG TO AD 2/SD MIG BRZ (ORD)  
 AG TO AC 1/SD MIG BRZ (ORD)

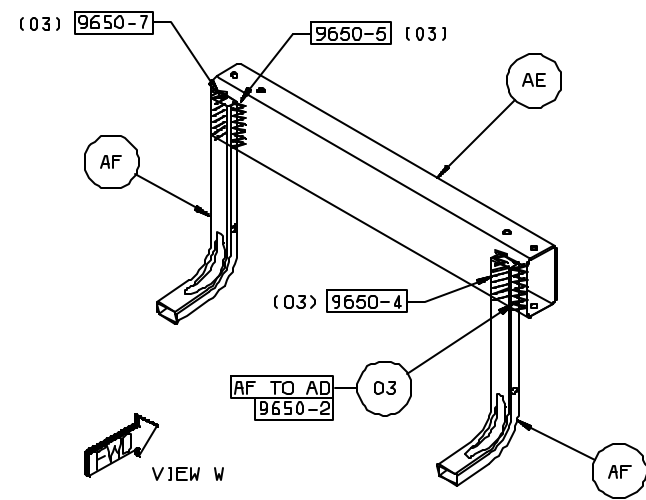
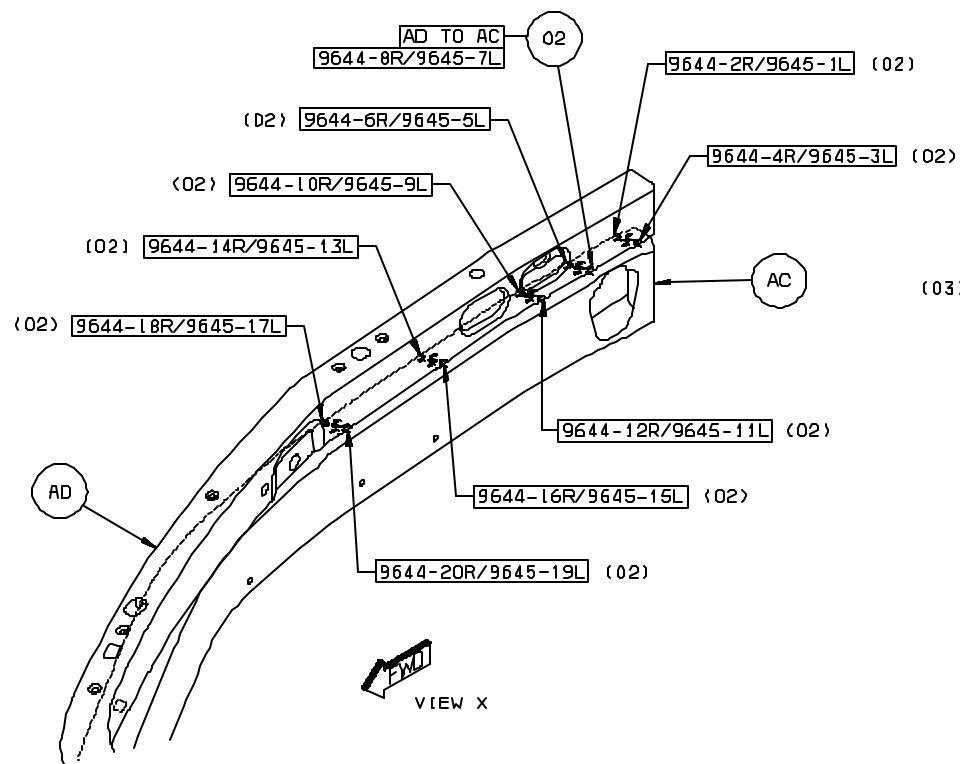


[Back to Index](#)

AA CROSSMEMBER - RADIATOR UPR -  
AB 55359952

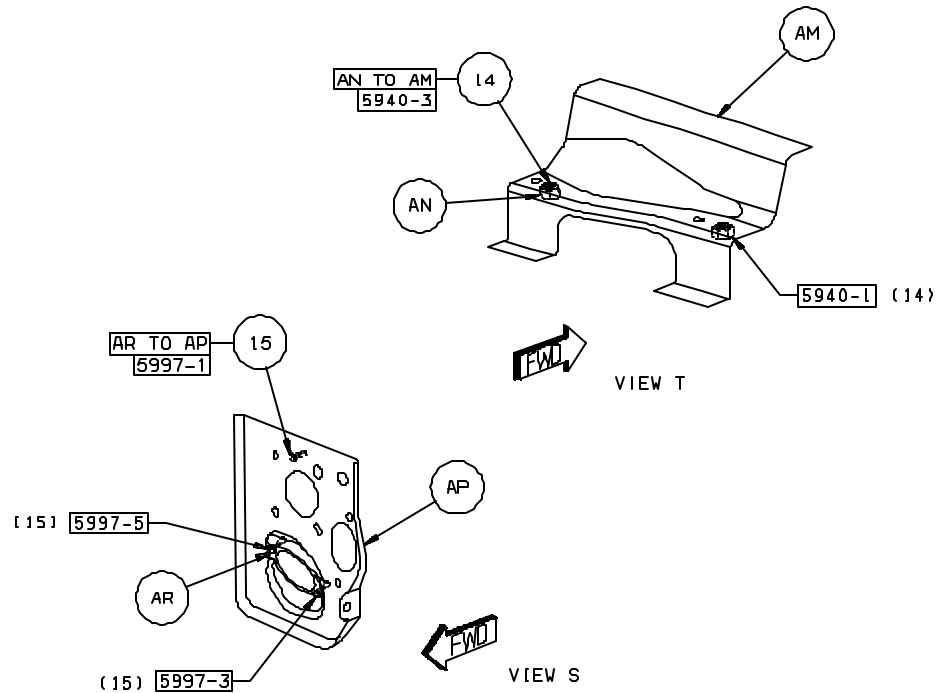
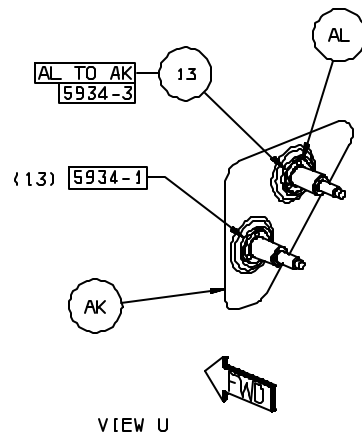


[Back to Index](#)



[Back to Index](#)

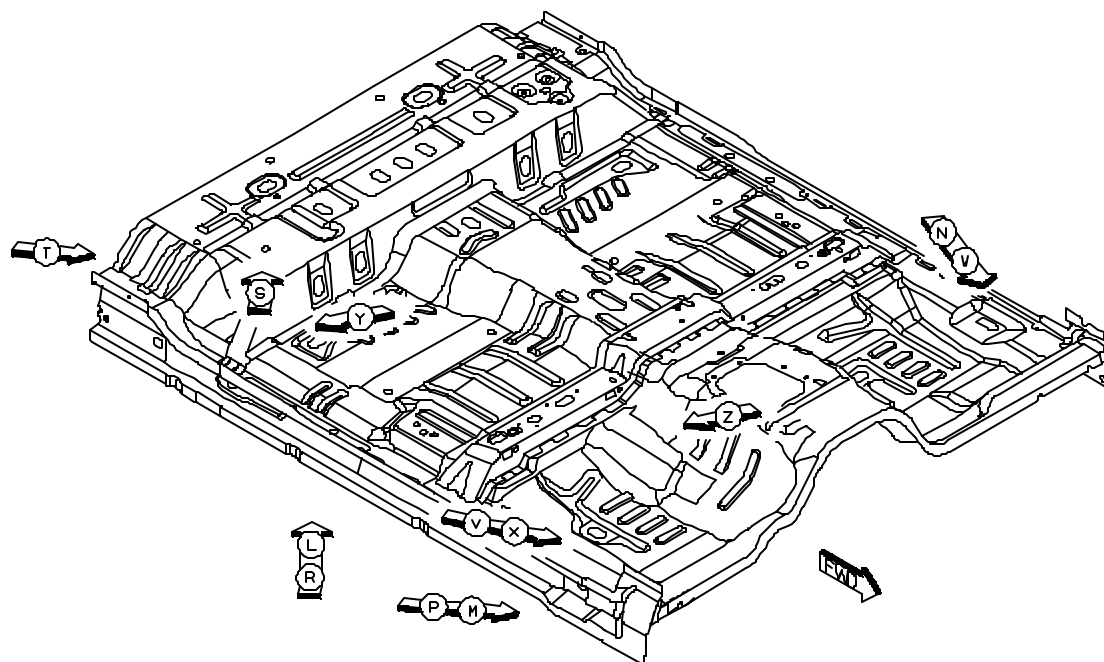
AK REINF - DASH PANEL ACCELERATOR SUPPORT -  
 AL STUD.SHL.WELD/INT - NO.FIN.PILOT.PT.SHOULDER -  
 AM BRACKET - WIPER MOTOR TO PLENUM LWR -  
 AN SC/STAKE.FL.HD - HEADER.PT.ROUND -



[Back to Index](#)

## INDEX-UNDERBODY 33-VENDOR

AA	PAN-FLOOR-FRT-	AG	REINF-FLOOR FRT LT-
AB	PAN-FLOOR RR-	AH	CROSSMEMBER-C-PILLAR RT-
AC	CROSSMEMBER-RR SEAT SUPPORT-	AH	CROSSMEMBER-C-PILLAR LT-
AD	PANEL-SILL-INNER-RT-	AJ	SUPPORT-UNDERBODY HOLD-DOWN FRT RT-
AD	PANEL-SILL- INNER-LT-	AJ	SUPPORT-UNDERBODY HOLD-DOWN FRT LT-
AE	CROSSMEMBER ASSY-FRT SEAT MOUNTING-	AK	REINF-UNDERBODY HOLD DOWN-
AF	CROSSMEMBER-B PILLAR RT-	AL	TAPPING PLATE-RR SEAT BELT ANCHOR MTG RT-
AF	CROSSMEMEBR-B-PILLAR LT-	AL	TAPPING PLATE-RR SEAT BELT ANCHOR MTG LT-
AG	REINF-FLOOR FRT RT HAND DRIVE RT-	AM	TAPPING PLATE-FRT SEAT MOUNTING-

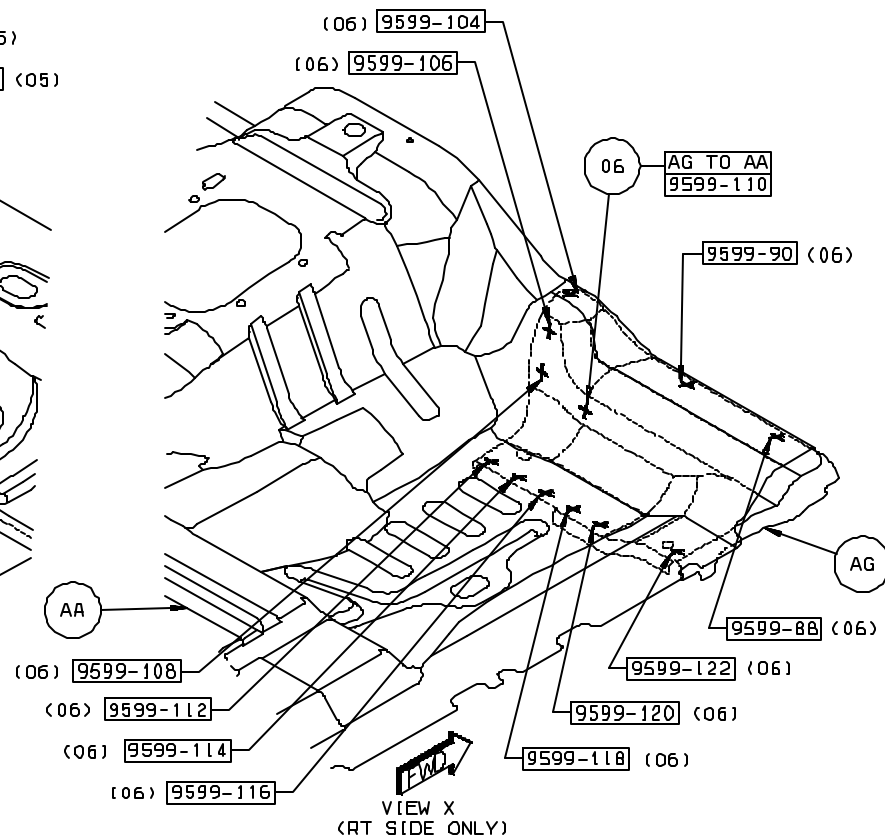
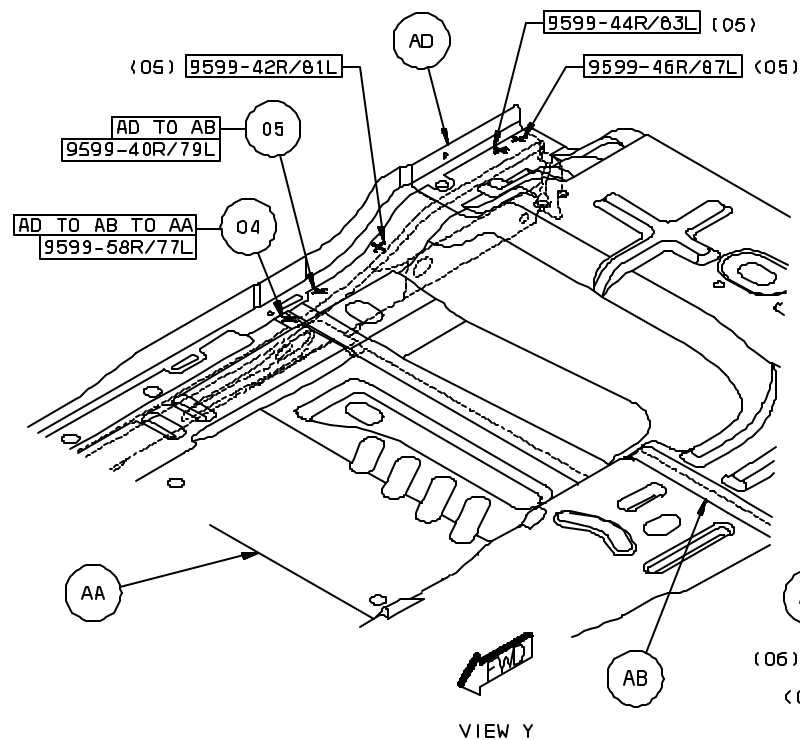


[Back to Index](#)

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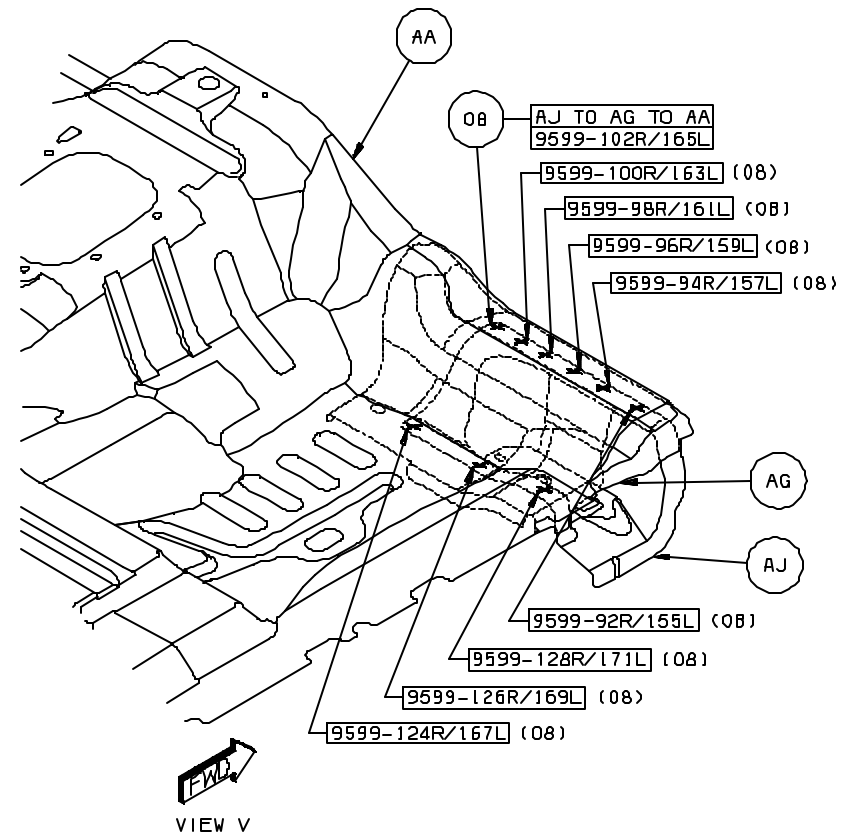
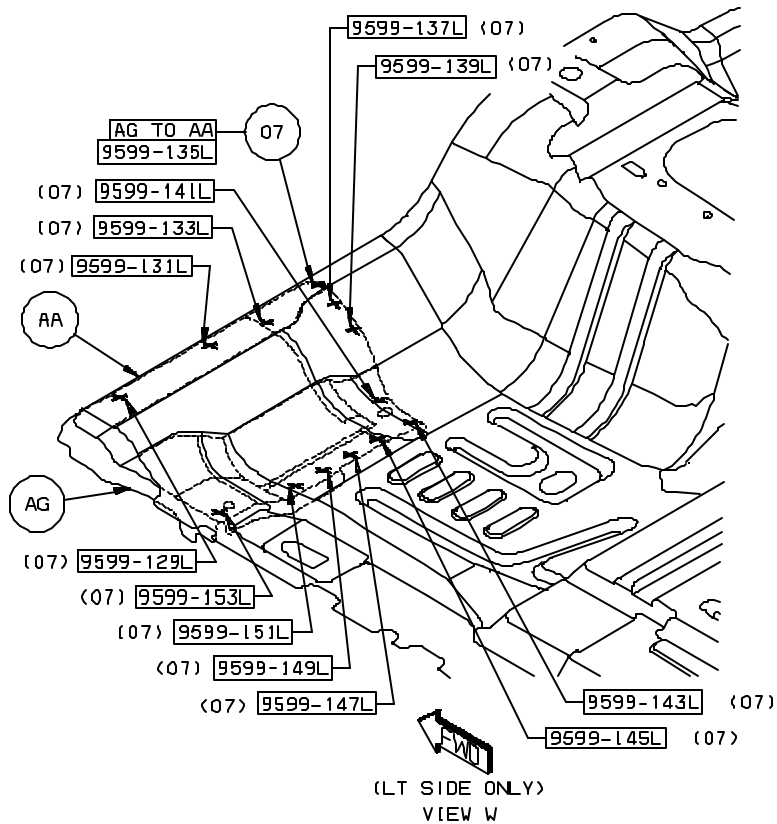
[Back to Index](#)

4. AD TO AB TO AA 1/SD S/WELDS (ORD)
5. AD TO AB 4/SD S/WELDS (ORD)
6. AG TO AA 12 S/WELDS (ORD)



[Back to Index](#)

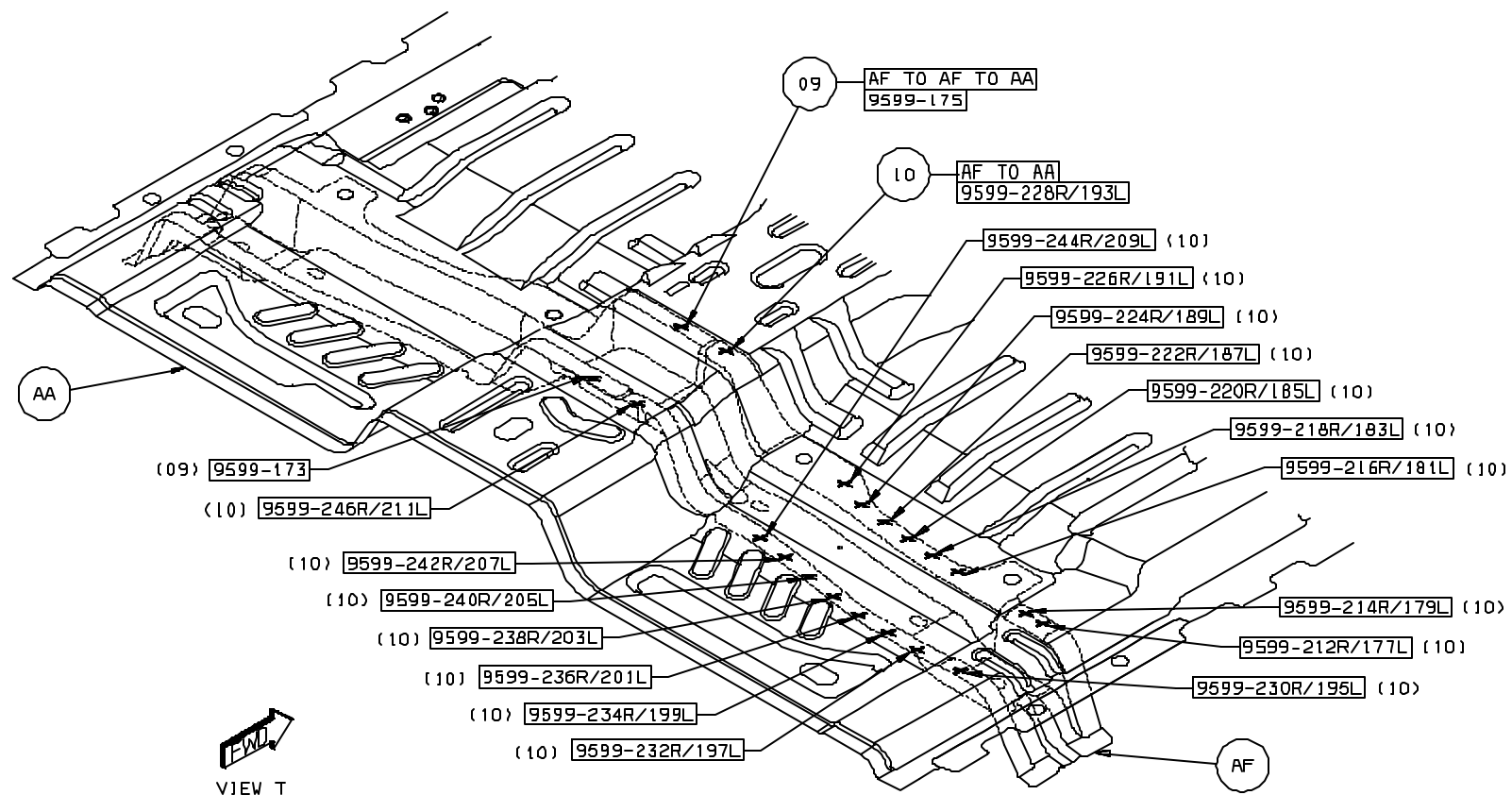
7. AG TO AA 13 S/WELDS (ORD)
8. AJ TO AG TO AA 9/SD S/WELDS (ORD)



[Back to Index](#)



9. AF TO AF TO AA 2/SD S/WELDS (ORD)  
 10. AF TO AA 18/SD S/WELDS (ORD)

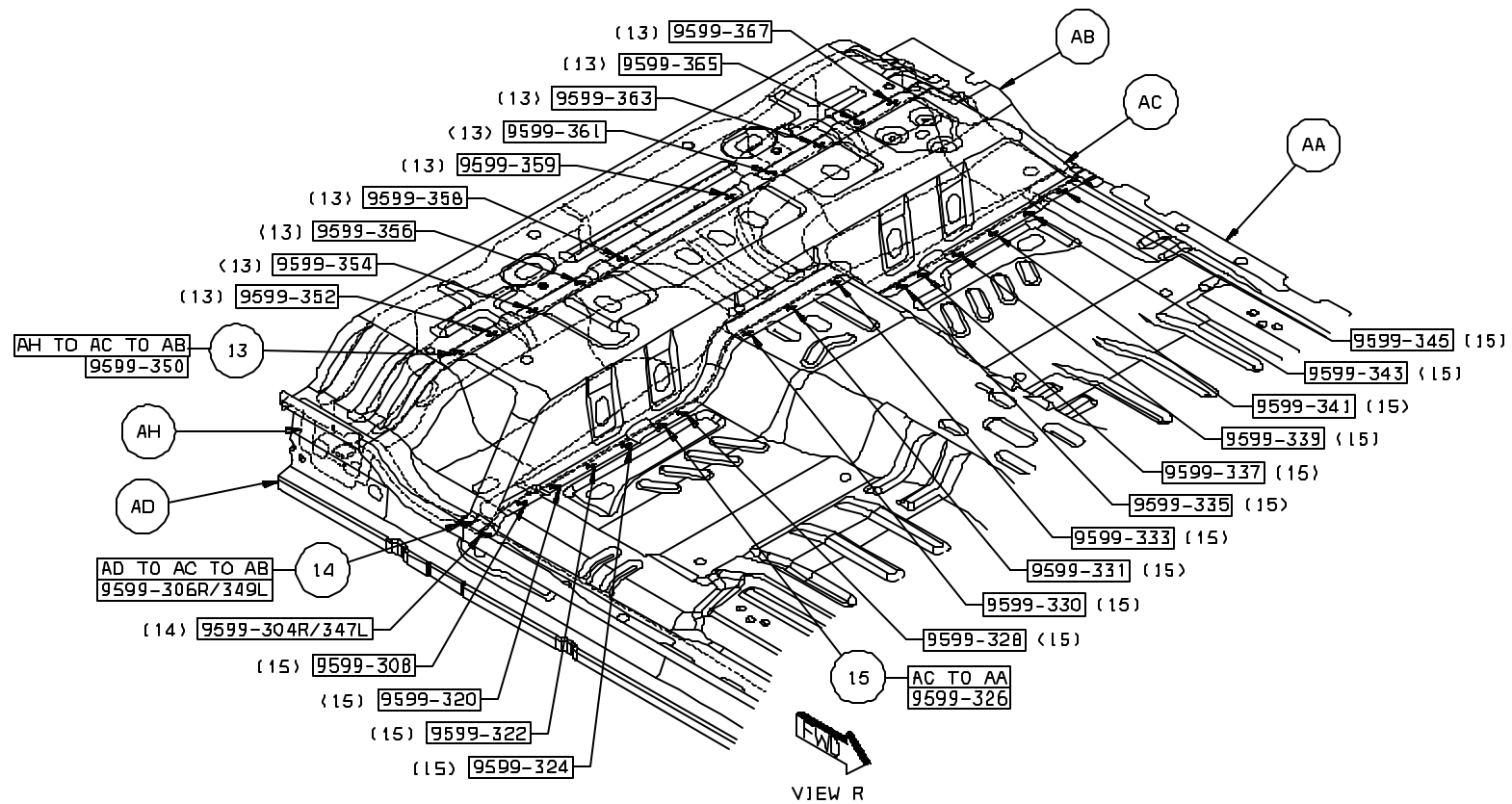


[Back to Index](#)

12. AH TO AB 22 S/WELDS (ORD)

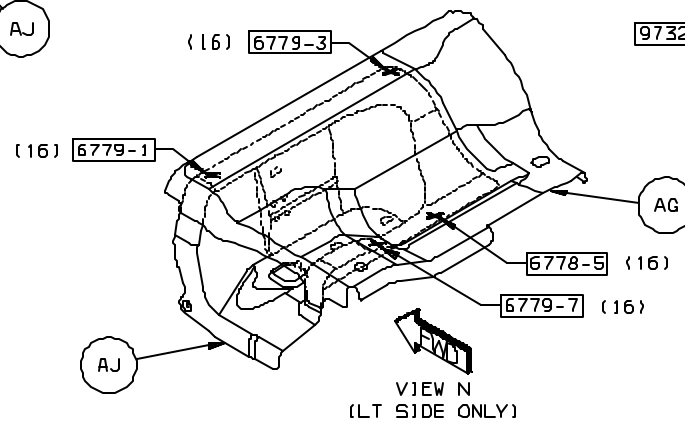
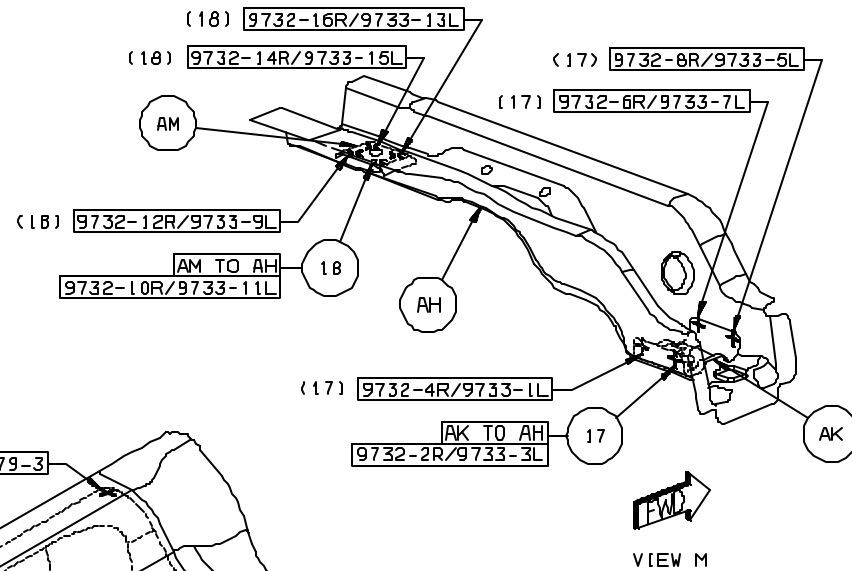
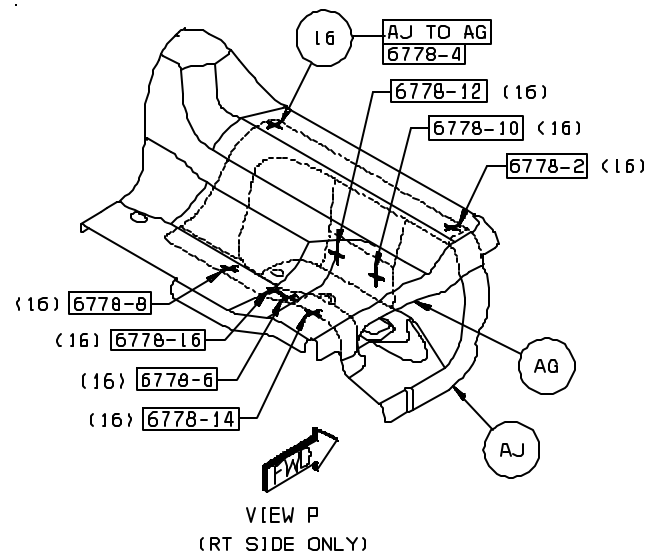


13. AH TO AC TO AB 10 S/WELDS (ORD)
14. AD TO AC TO AB 2 SD S/WELDS (ORD)
15. AC TO AA 15 S/WELDS (ORD)



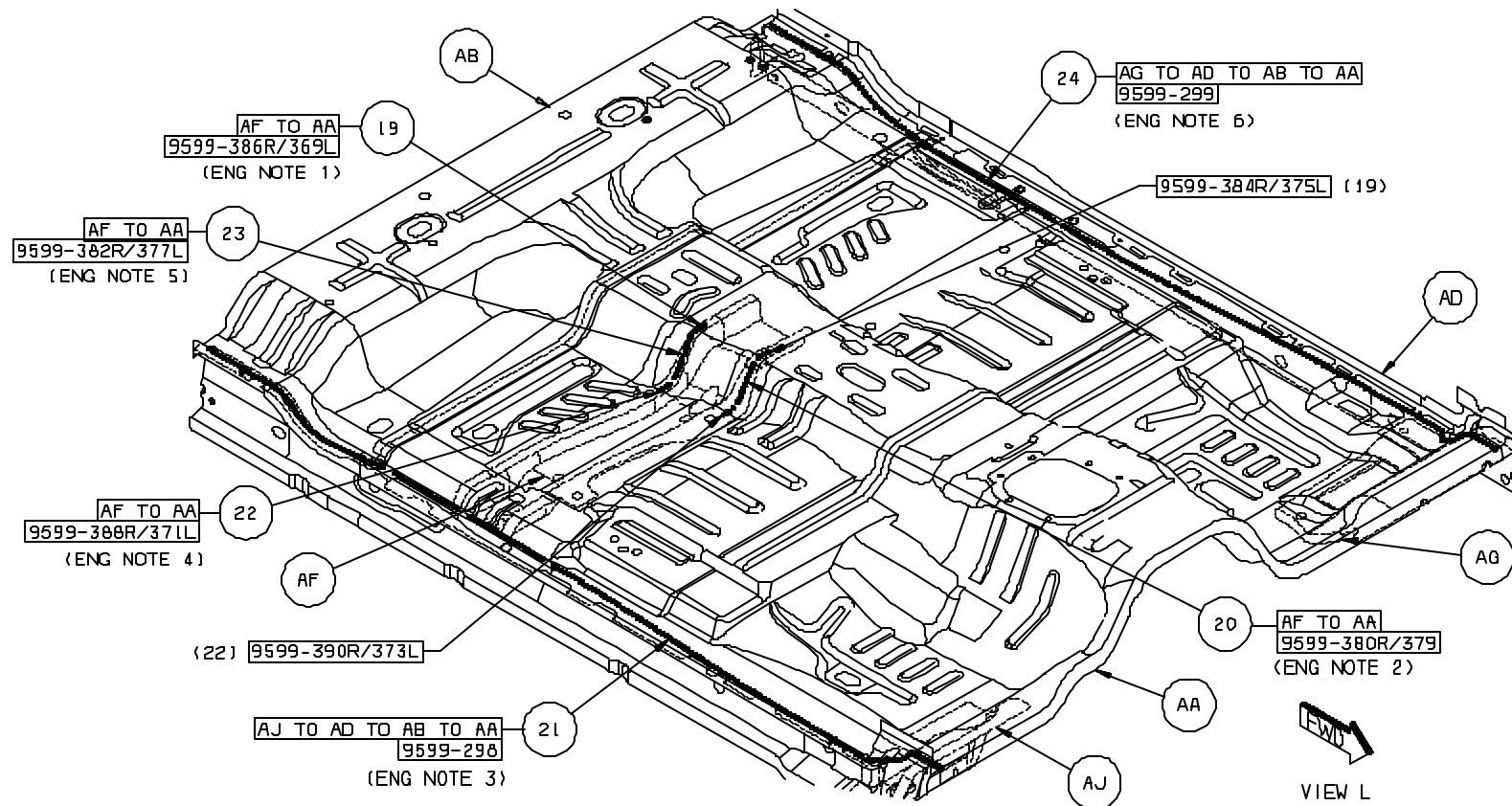
[Back to Index](#)

16. AJ TO AG 12 S/WELDS (ORD)  
 17. AK TO AH 4/SD S/WELDS (ORD)  
 18. AM TO AH 4/SD S/WELDS (ORD)



[Back to Index](#)

19. AF TO AA 2/SD ADH BEAD (ORD)
20. AF TO AA 1/SD ADH BEAD (ORD)
21. AJ TO AD TO AB TO AA 1 ADH BEAD (ORD)
22. AF TO AA 2SD ADH BEAD (ORD)
23. AF TO AA 1/SD ADH BEAD (ORD)
24. AG TO AD TO AB TO AA 1 ADH BEAD (ORD)



[Back to Index](#)



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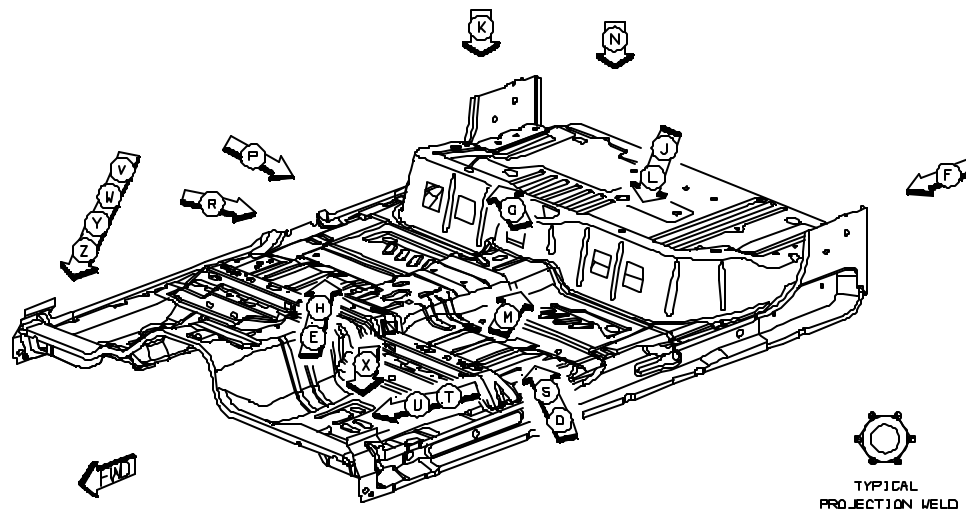
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[Back](#) [To](#) [Index](#)

## INDEX UNDERBODY 84-VENDOR

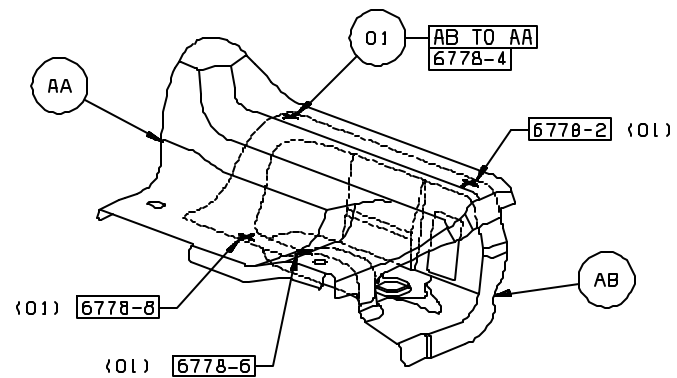
AA	REINF-FLOOR FRT RIGHT HAND DRIVE RT-	AN	REINF-RETRACTOR MOUNTING RT-
AB	SUPPORT-UNDERBODYHOLD-DOWN FRT RT-	AP	PANEL-SILL INR RT-
AC	REINF-UNDERBODY HOLD-DOWN-	AR	EXTENSION-SILL INR RT-
AD	PAN-FLOOR FRT-	AS	REINF-RETRACTOR MOUNTING RT-
AE	CROSSMEMBER-B-PILLAR RT-	AT	NUT/WELD.RD-ROUND-
AF	CROSSMEMBER-B-PILLAR LT-	AU	PANEL-SILL INR RT-
AG	TAPPING PLATE-FRT SEAT MOUNTING-	AV	EXTENSION-SILL INR RT-
AH	PAN-FLOOR RR-	AW	CROSSMEMBER FRT SEAT MOUNTING-
AJ	CROSSMEMBER-RR FLOOR PAN FRT-RT-	AX	REINF-CROSSMEMBER FRT SEAT FRT-
AK	55359763	AY	STUD. WELD/EXTERNAL-HEADER.PT.SPECIAL- WIRE HARNESS TO FLOOR PAN
AL	CROSSMEMBER-C-PILLAR RT-		
AM	CROSSMEMBER-C-PILLAR LT-		



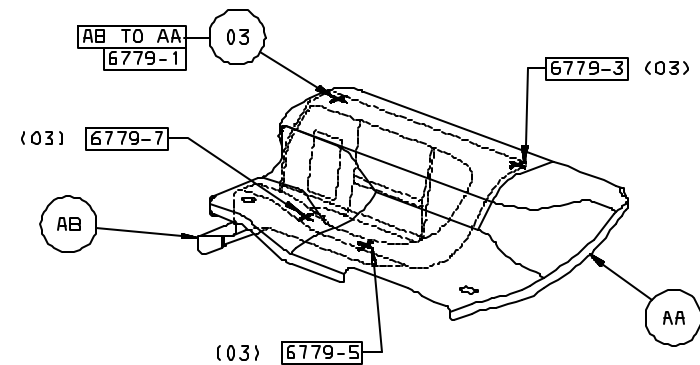
[Back to Index](#)



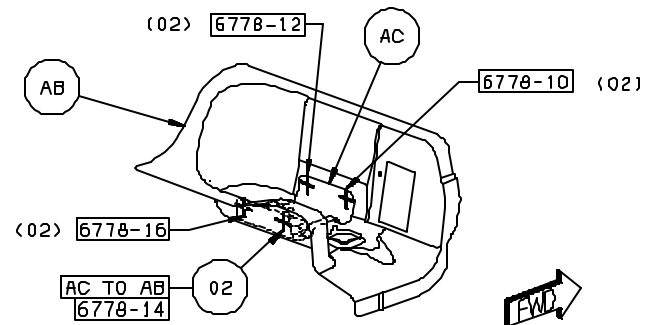
1. AB TO AA 4 S/WELDS (ORD)
2. AC TO AB 4 S/WELDS (ORD)
3. AB TO AA 4 S/WELDS (ORD)



VIEW Z  
FWD



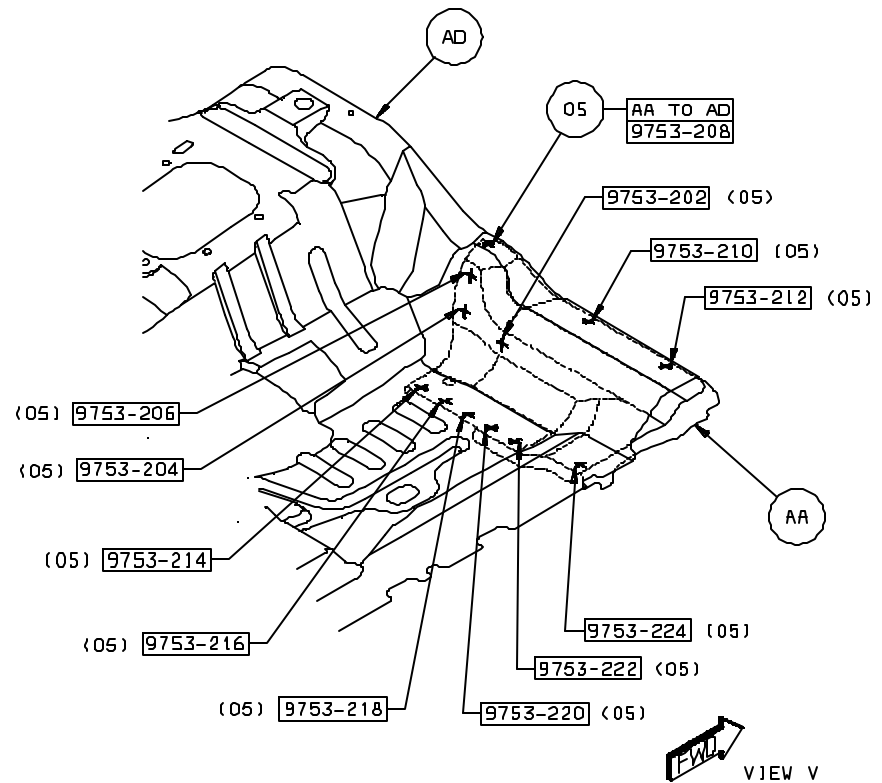
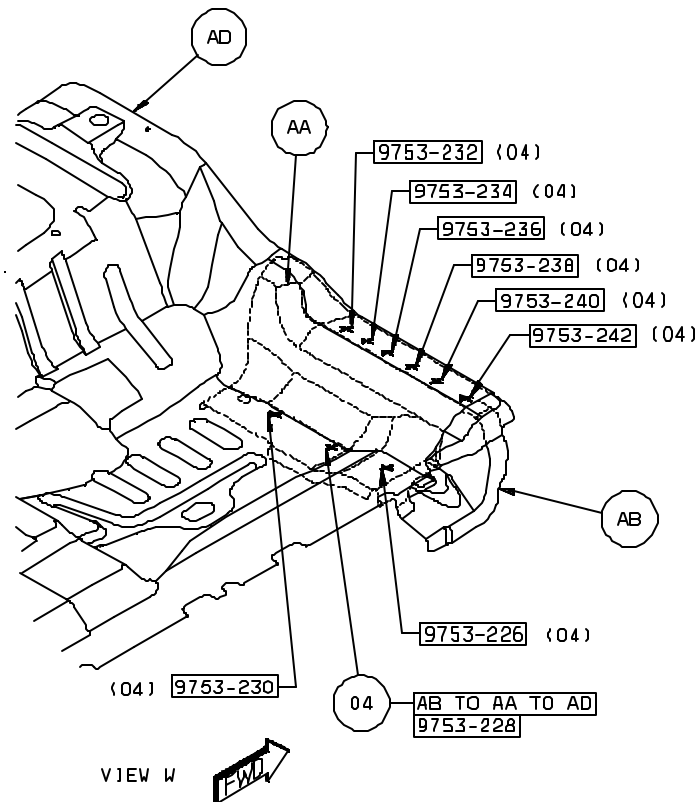
VIEW X  
FWD



VIEW Y  
FWD

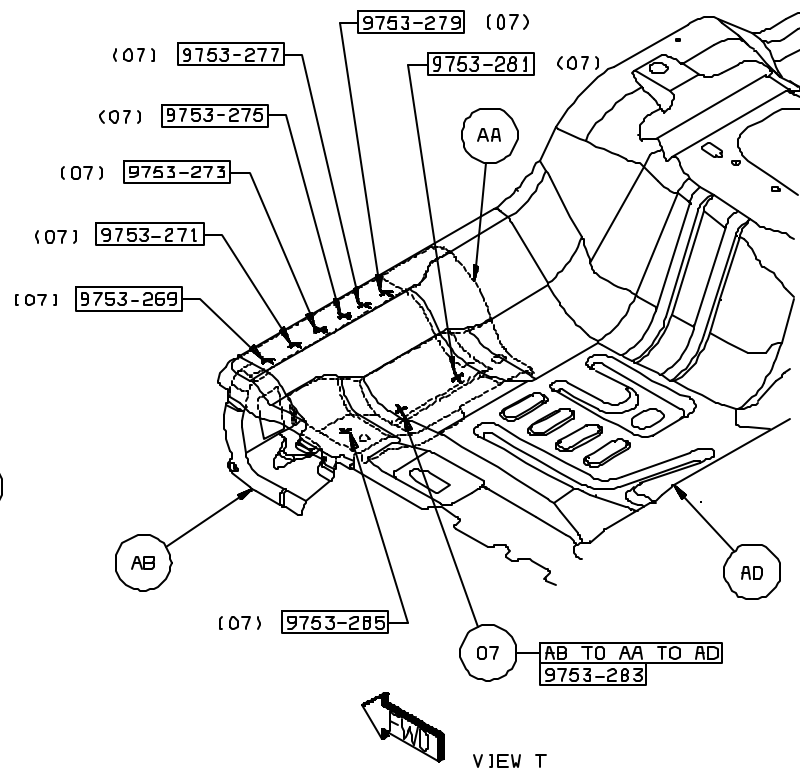
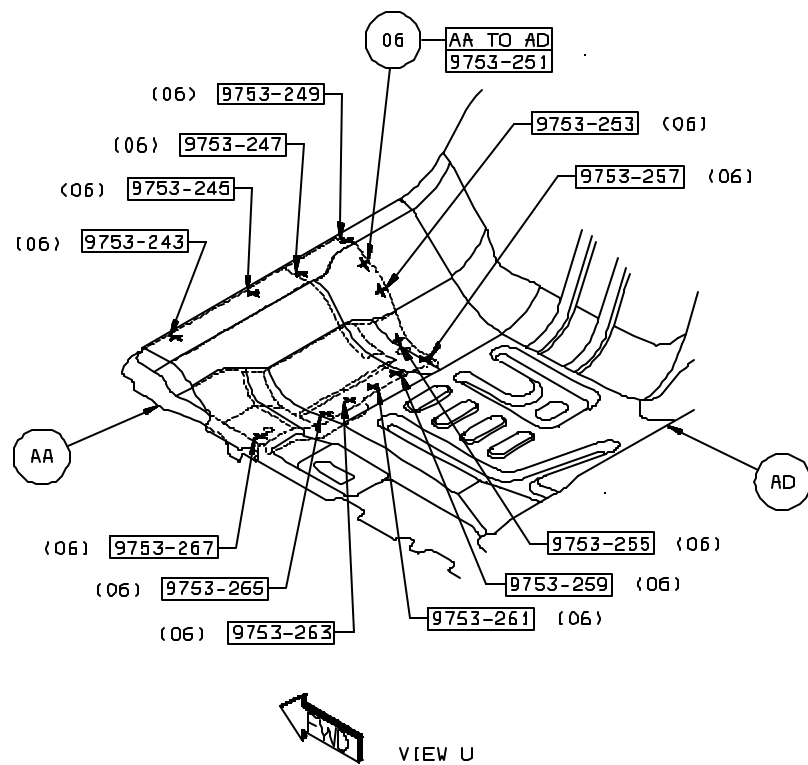
[Back to Index](#)

4. AB TO AA TO AD 9 S/WELDS (ORD)
5. AA TO AD 12 S/WELDS (ORD)



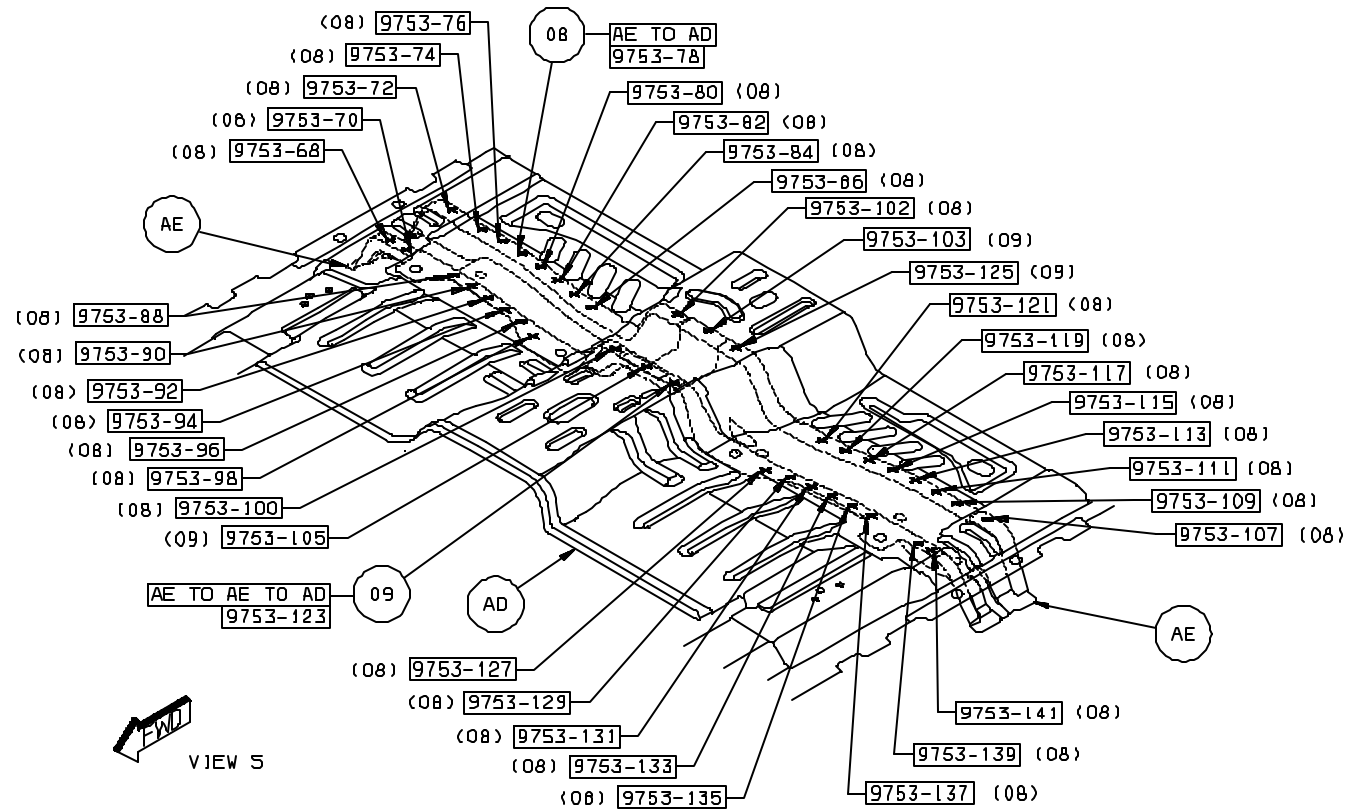
[Back to Index](#)

6. AA TO AD 13 S/WELDS (ORD)
7. AB TO AA TO AD 9 S/WELDS (ORD)



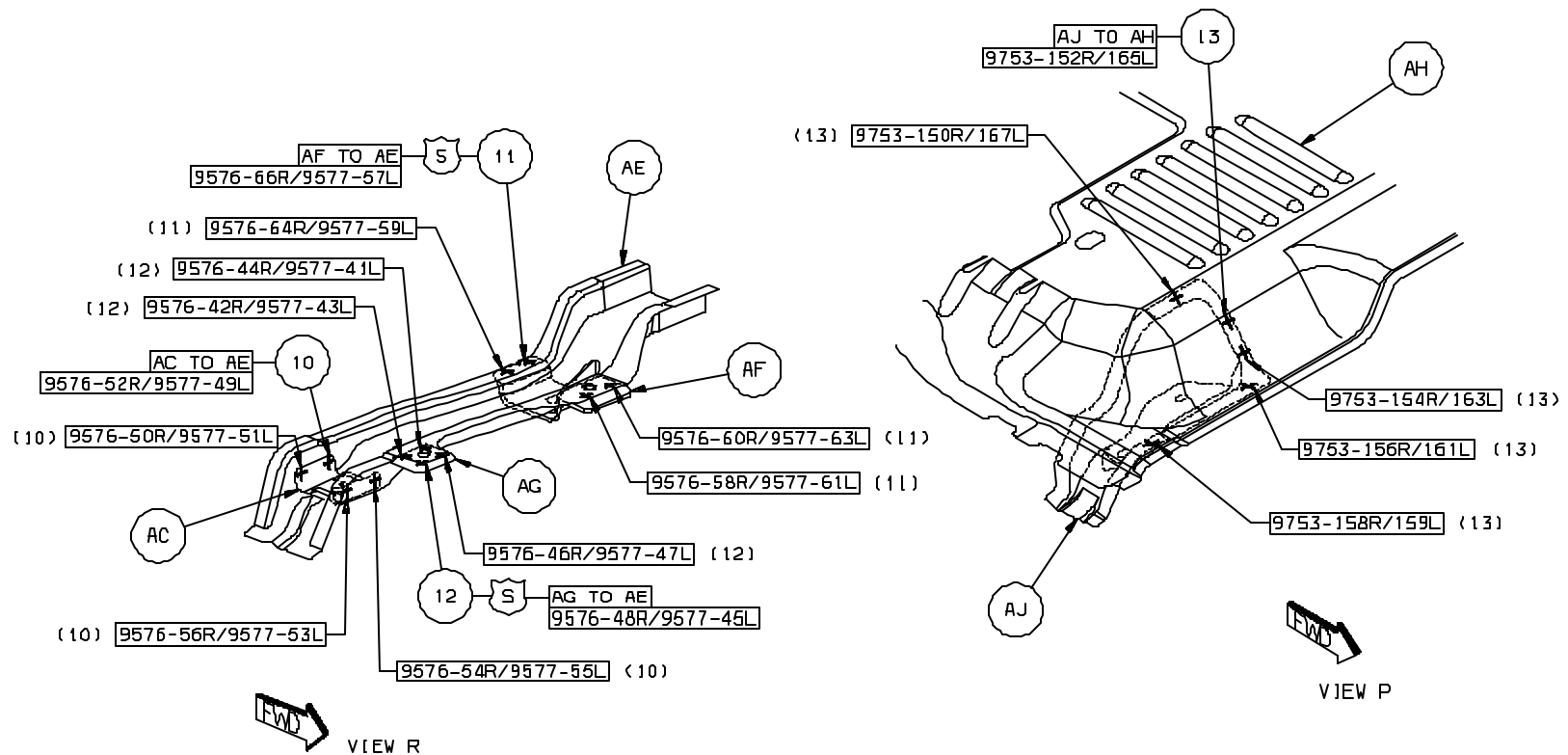
[Back to Index](#)

8. AE TO AD 34 S/WELDS (ORD)
9. AE TO AE TO AD 4 S/WELDS (ORD)



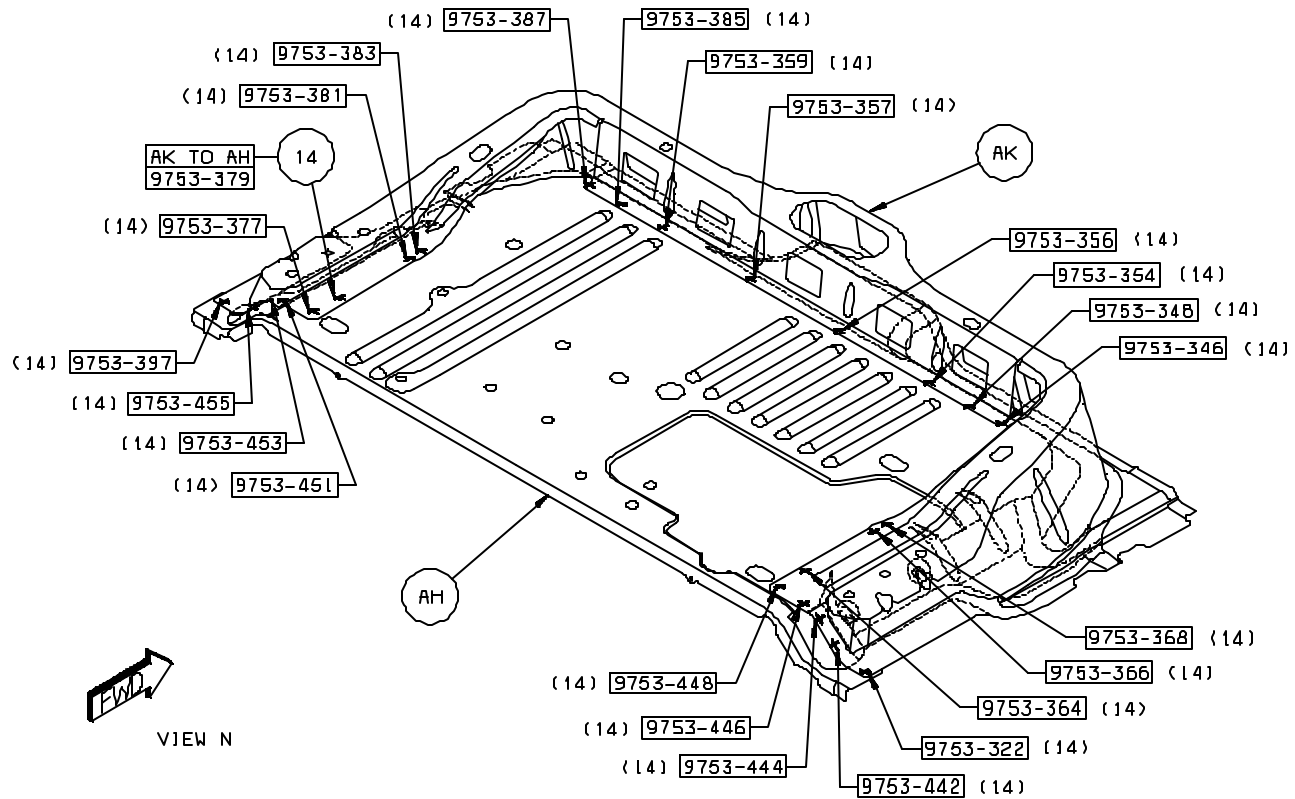
[Back to Index](#)

10. AC TO AE 4/SD S/WELDS (ORD)
11. AF TO AE 4/SD S/WELDS (SAF)
12. AG TO AE 4/SD S/WELDS (SAF)
13. AJ TO AH 5/SD S/WELDS (ORD)



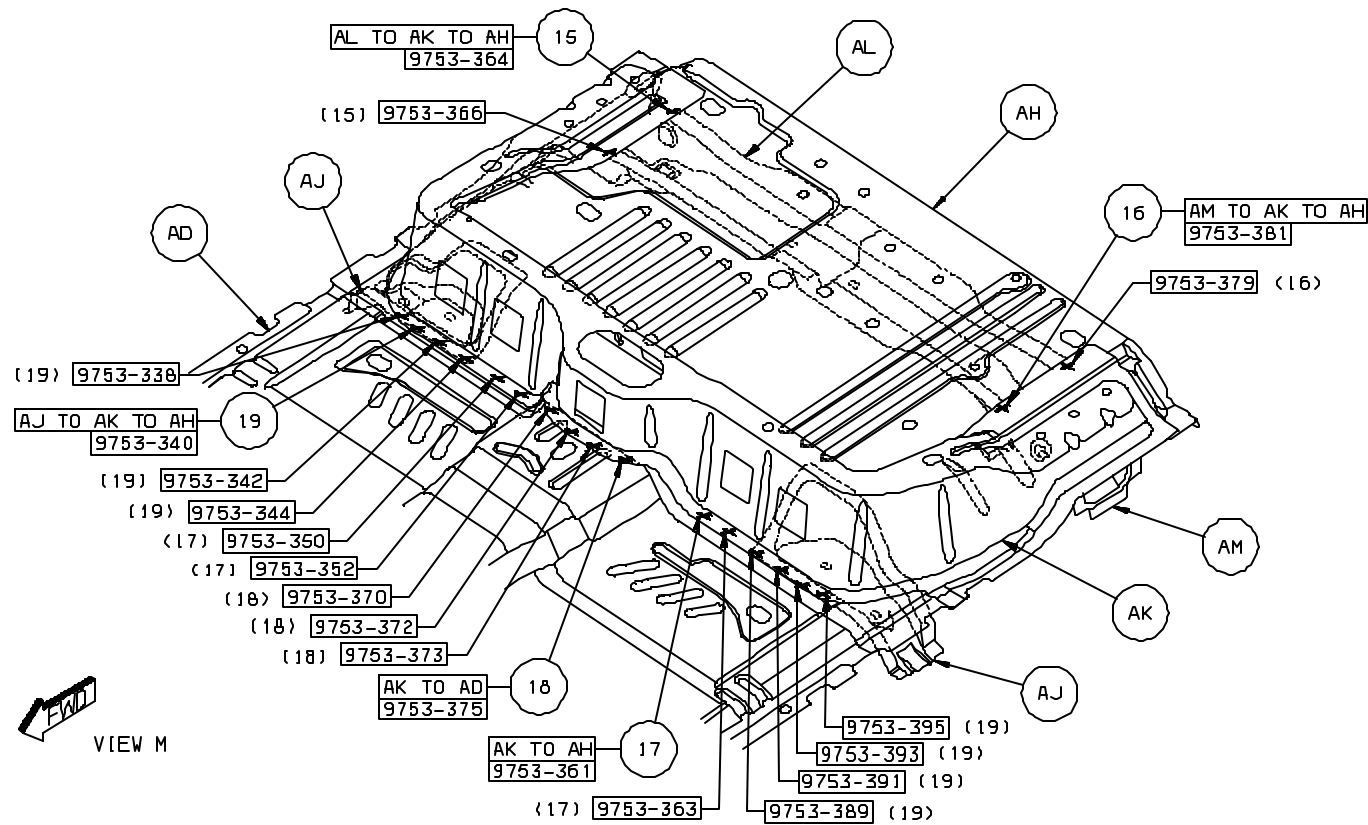
[Back to Index](#)

## 14. AK TO AH 24 S/WELDS (ORD)



[Back to Index](#)

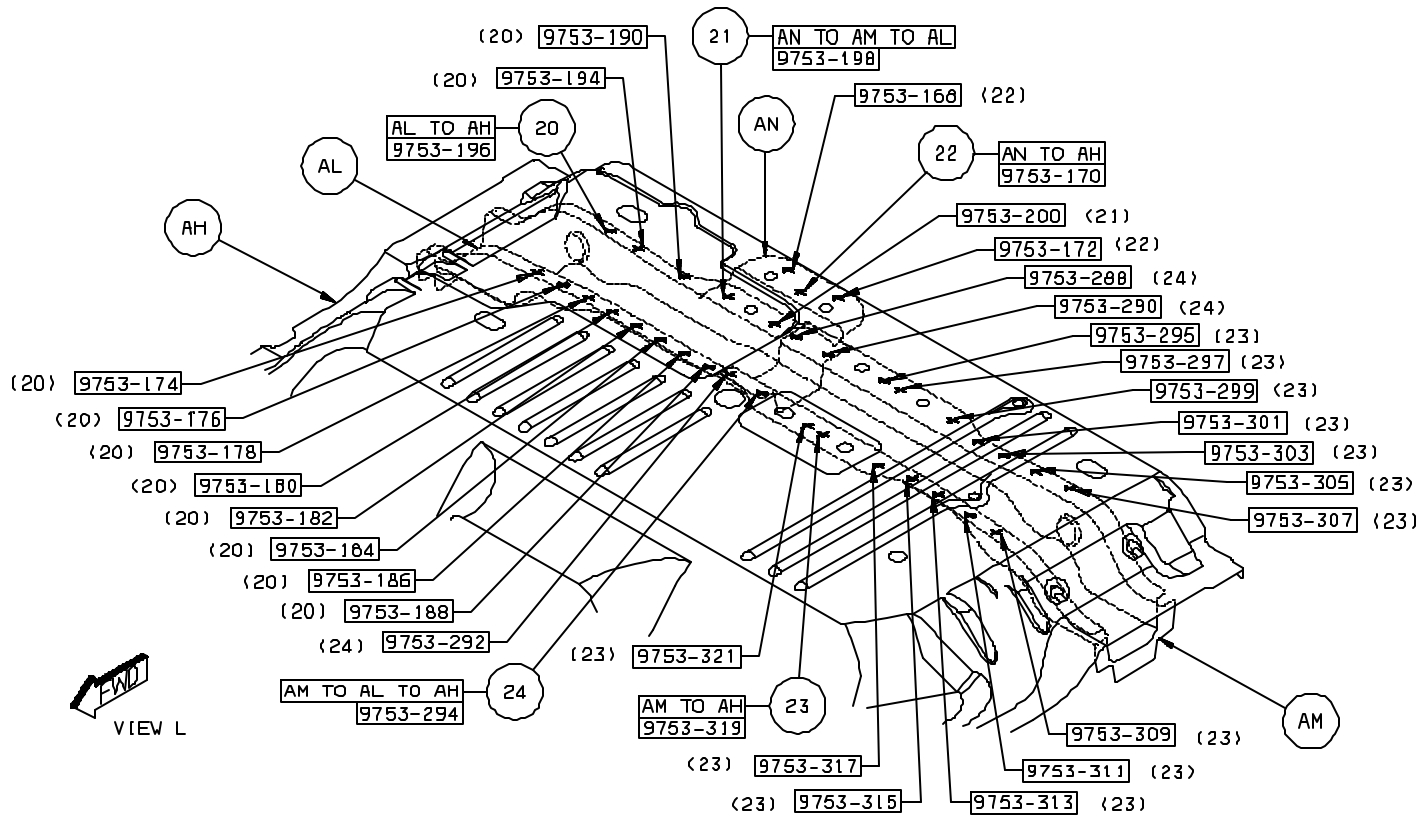
15. AL TO AK TO AH 2 S/WELDS (ORD)
16. AM TO AK TO AH 2 S/WELDS (ORD)
17. AK TO AH 4 S/WELDS (ORD)
18. AK TO AD 4 S/WELDS (ORD)
19. AJ TO AK TO AH 8 S/WELDS (ORD)



[Back to Index](#)

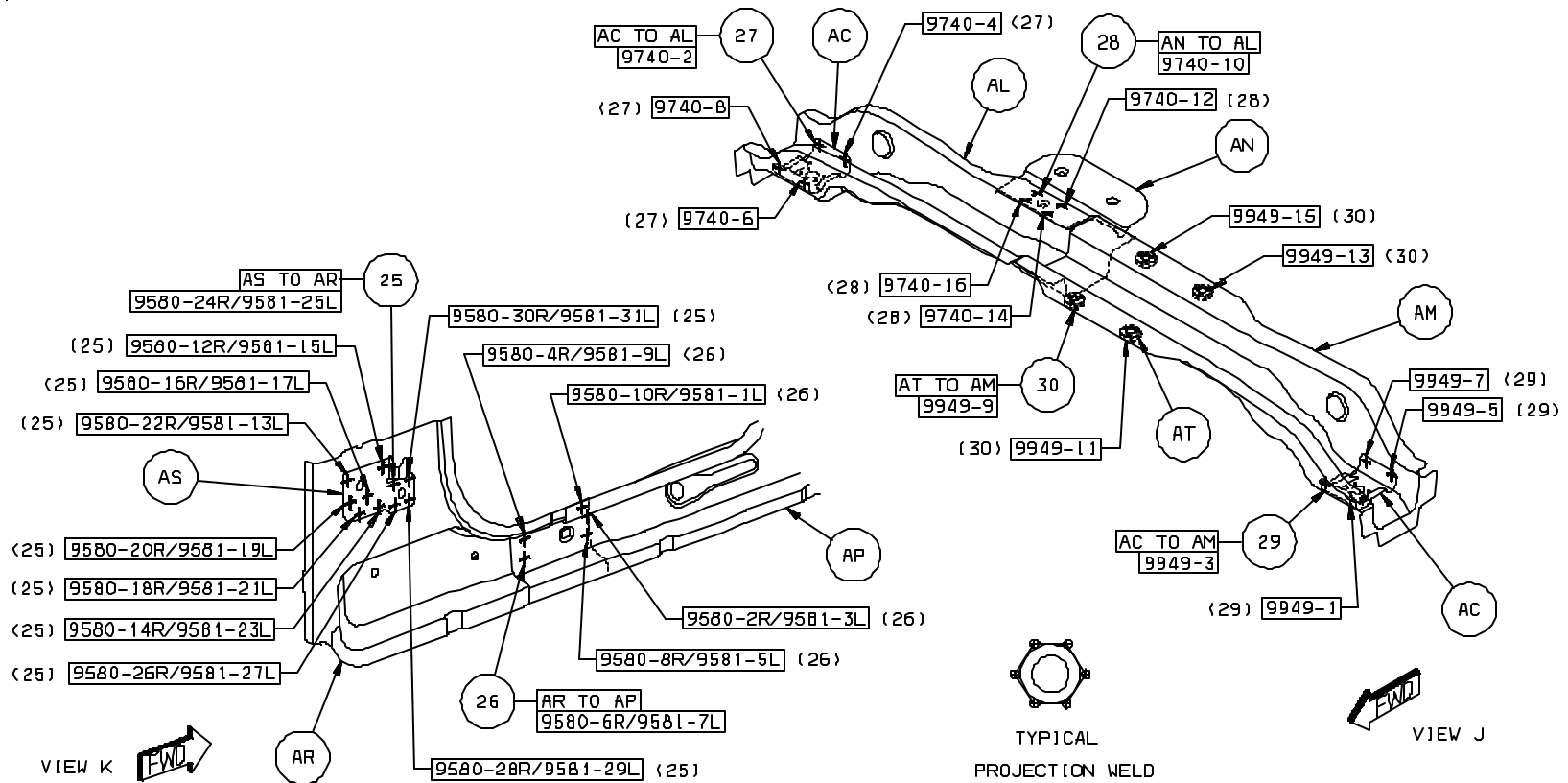


20. AL TO AH 11 S/WELDS (ORD)
21. AN TO AM TO AL 2 S/WELDS (ORD)
22. AN TO AH 3 S/WELDS (ORD)
23. AM TO AH 14 S/WELDS (ORD)
24. AM TO AL TO AH 4 S/WELDS (ORD)



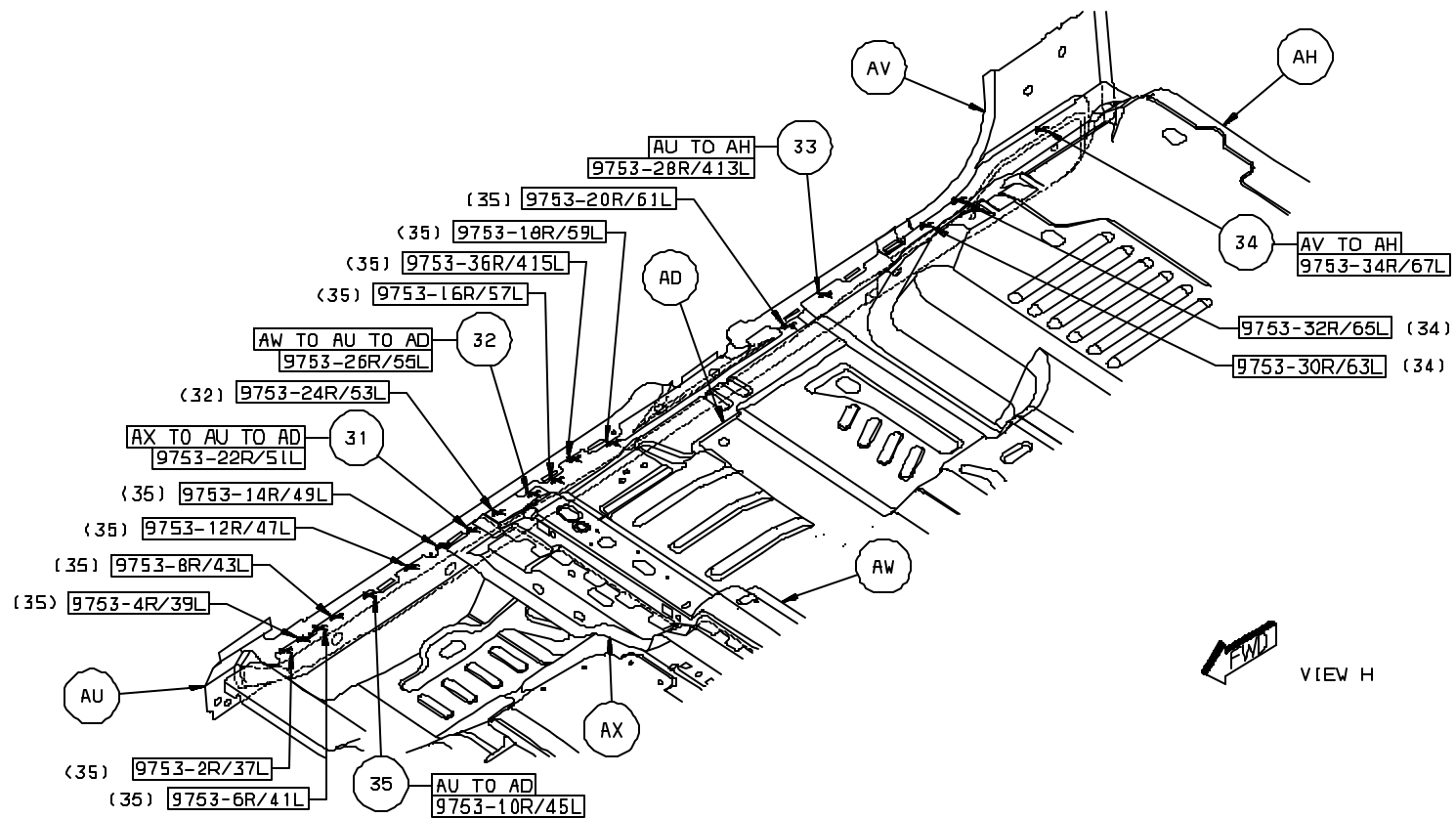
[Back to Index](#)

25. AS TO AR 10 S/WELDS (ORD)
26. AR TO AP 5 S/WELDS (ORD)
27. AC TO AL 4 S/WELDS (ORD)
28. AN TO AL 4 S/WELDS (ORD)
29. AC TO AM 4 S/WELDS (ORD)
30. AT TO AM 4 PROJ WELDS (ORD)



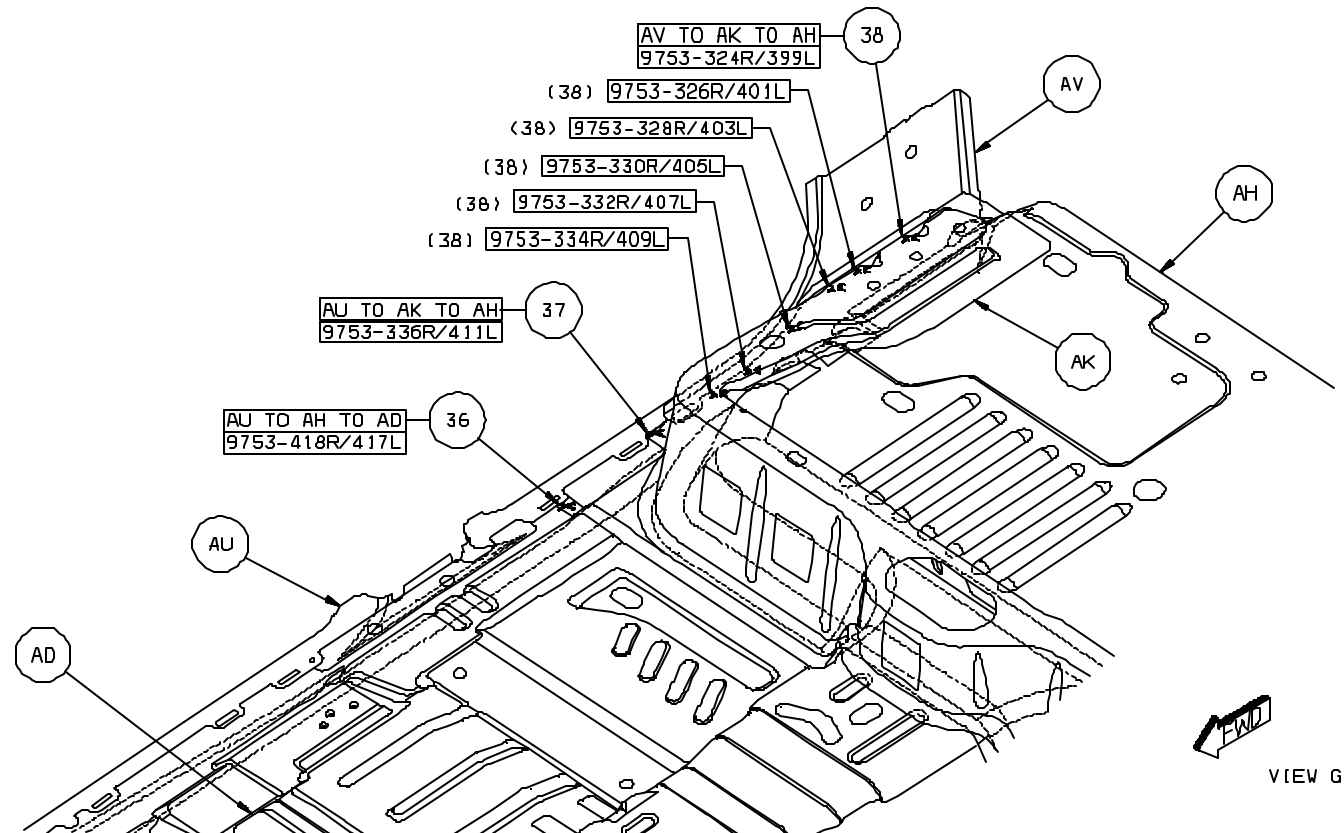
[Back to Index](#)

31. AX TO AU TO AD 1 S/WELD (ORD)
32. AW TO AU TO AD 2 S/WELDS (ORD)
33. AU TO AH 1 S/WELD (ORD)
34. AV TO AH 3 S/WELDS (ORD)
35. AU TO AD 11 S/WELDS (ORD)



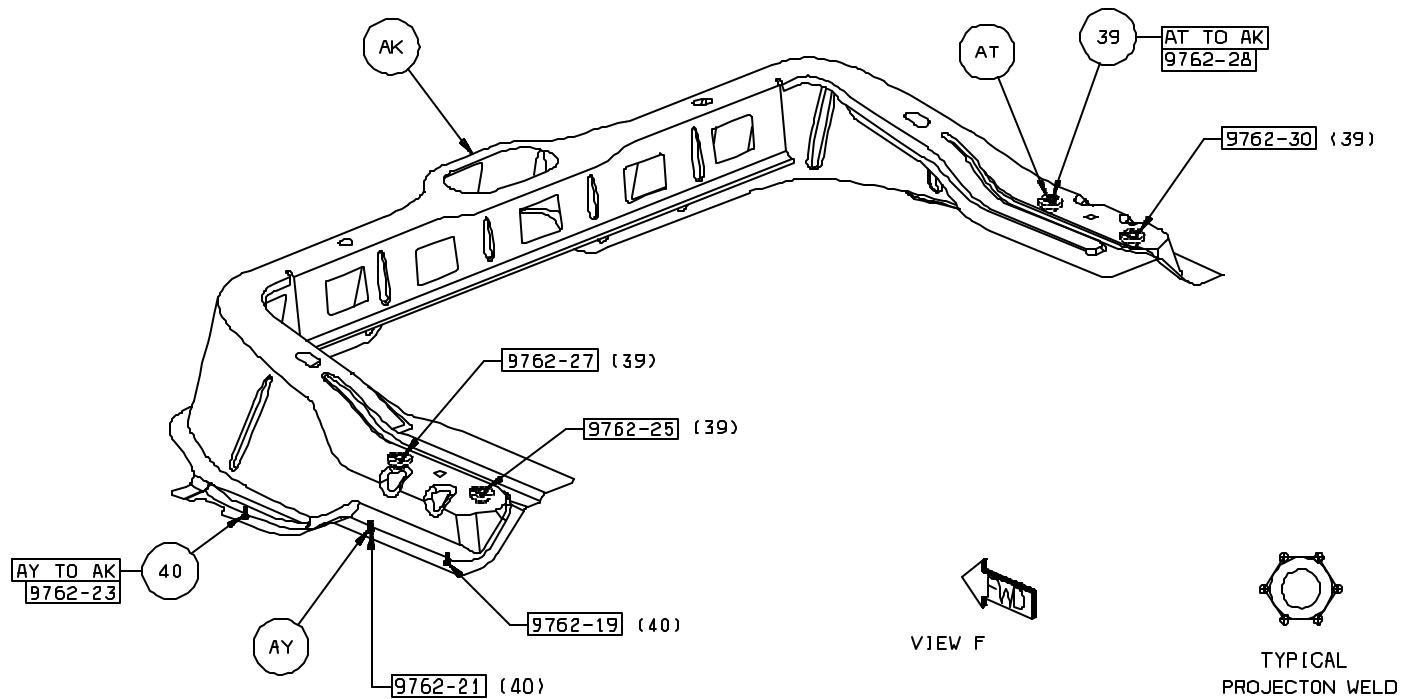
[Back to Index](#)

- 36. AU TO AH TO AD 1 S/WELD (ORD)
- 37. AU TO AK TO AH 1 S/WELD (ORD)
- 38. AV TO AK TO AH 6 S/WELDS (ORD)



[Back to Index](#)

39. AT TO AK 4 PROJ WELDS (ORD)  
40. AY TO AK 3 PROJ WELDS (ORD)



[Back to Index](#)

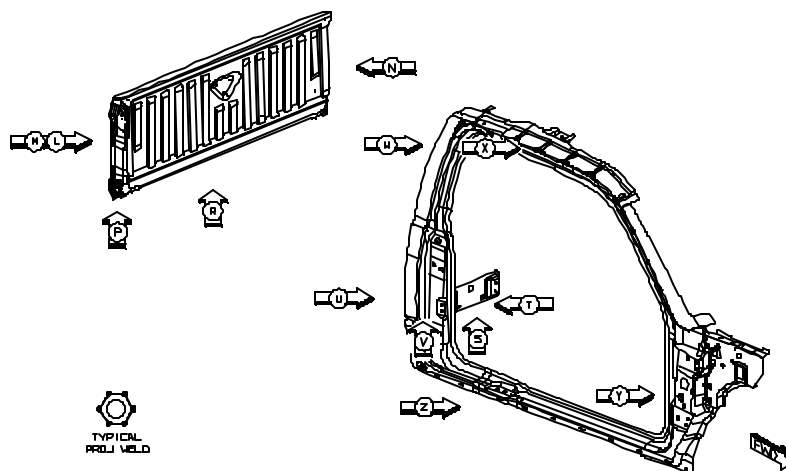
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[Back to Index](#)

# INDEX-MISC BODY 33-VENDOR

AA PANEL-BODY SIDE APERTURE RT-  
 AA PANEL-BODY SIDE APERTURE LT-  
 AB TAPPING Plate-A PILLAR UPR RT-  
 AB TAPPING Plate-A PILLAR UPR LT-  
 AC TAPPING Plate-A PILLAR LWR RT-  
 AC TAPPING Plate-A PILLAR LWR LT-  
 AD BAFFLE ASSY-A PILLAR SEALING LWR RT-  
 AD BAFFLE ASSY-A PILLAR SEALING LWR LT-  
 AE REINF-BODY SIDE APERTURE EXT RT-  
 AE REINF-BODY SIDE APERTURE EXT LT-  
 AF RETAINER-TAPPING PLATE MTG LWR-  
 AG RAIL-ROOF SIDE INR EXTENDED CAB RT-  
 AG RAIL-ROOF SIDE INR EXTENDED CAB LT-  
 AH REINF-RR DOOR STRIKER RT-  
 AH REINF-RR DOOR STRIKER LT-  
 AJ 55359672 PANEL QTR QTR RT

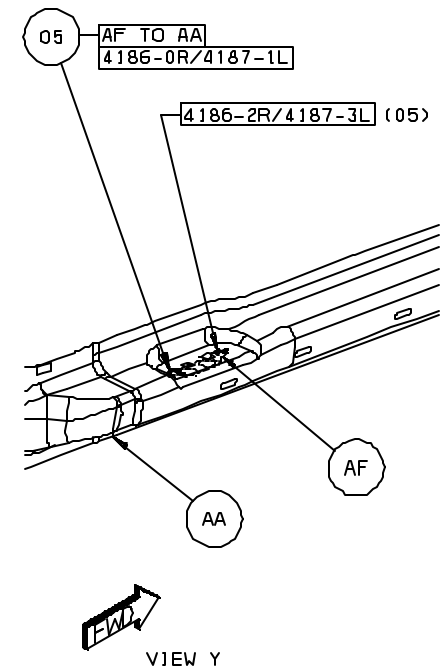
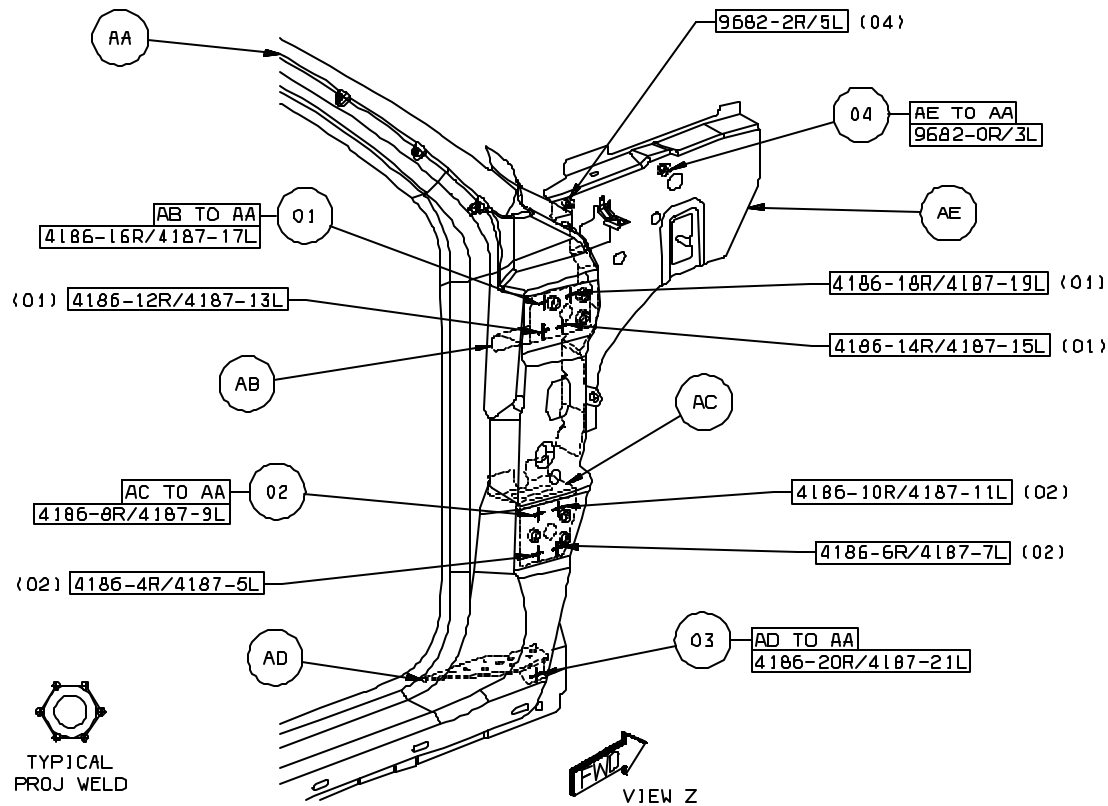
AK 55359676 REINF C-PILLAR RT  
 AL NUT/WELD.HEX-NO.FIN-CARGO DOOR HINGE  
 AM 55359680 REINF-CARGO DOOR HINGE RT  
 AN NUT/WELD.HEX-NO.FIN-CARGO DOOR INR  
 AP REINF-RR PANEL LWR & CHILD SEAT ANCHOR-  
 AR REINF-TAILGATE LATCH & CABLE MOUNTING RT-  
 AR REINF-TAILGATE LATCH & CABLE MOUNTING LT-  
 AS PANEL-TAILGATE-  
 AT REINF-TAILGATE PIVOT BRACKET RT-  
 AT REINF-TAILGATE PIVOT BRACKET LT-  
 AU REINF-TAILGATE CTR-  
 AV 06504651 NUT WELD  
 AW BRACKET-TAILGATE PIVOT RT-  
 AW BRACKET-TAILGATE PIVOT LT-  
 AX PIVOT-TAILGATE RT-  
 AX PIVOT-TAILGATE LT-



[Back to Index](#)



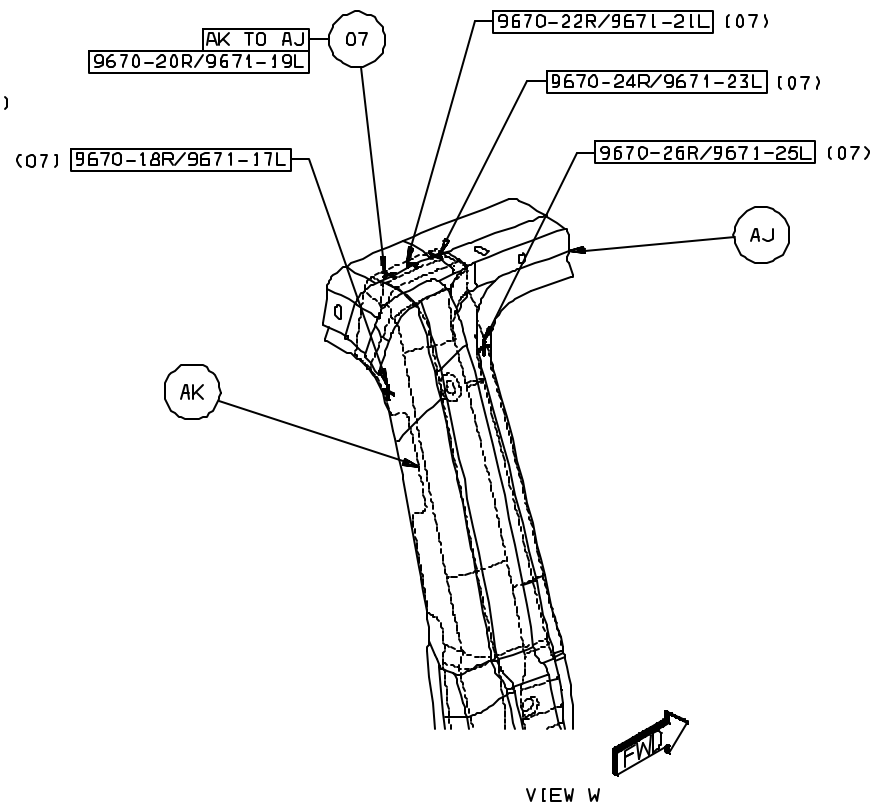
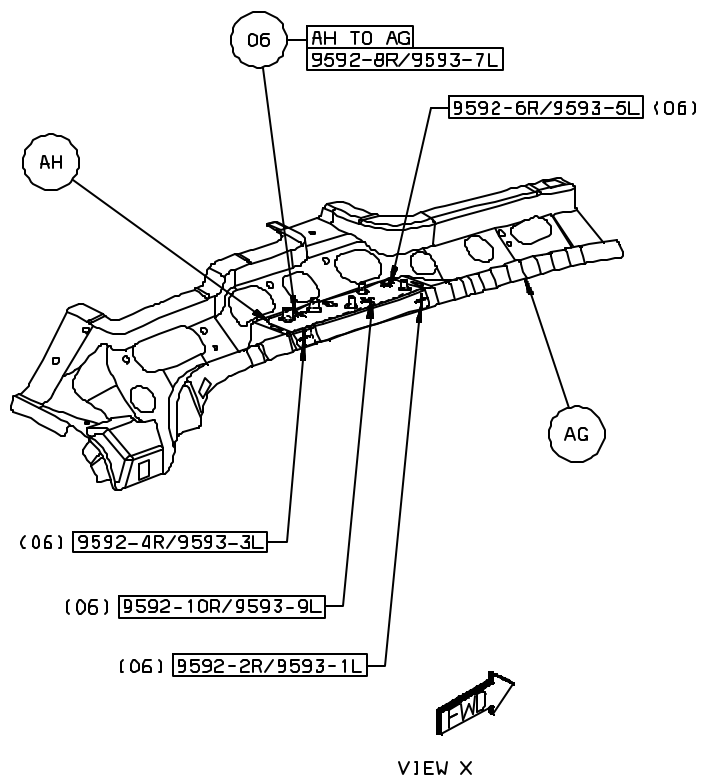
1. AB TO AA 4/SD S/WELD (ORD)
2. AC TO AA 4/SD S/WELD (ORD)
3. AD TO AA 1/SD S/WELD (ORD)
4. AE TO AA 2/SD PROJ WELD (ORD)
5. AF TO AA 2/SD S/WELD (ORD)



[Back to Index](#)

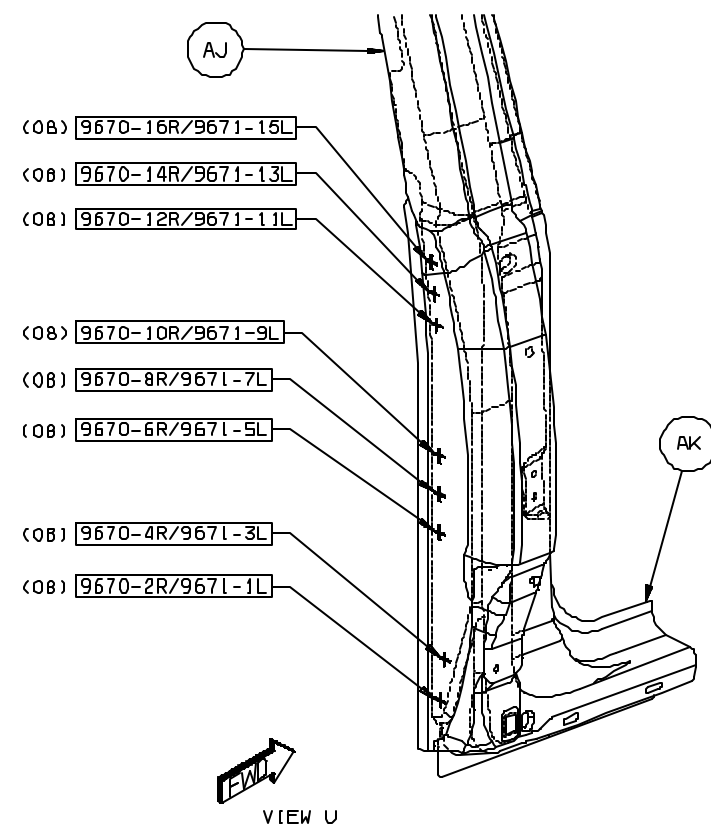
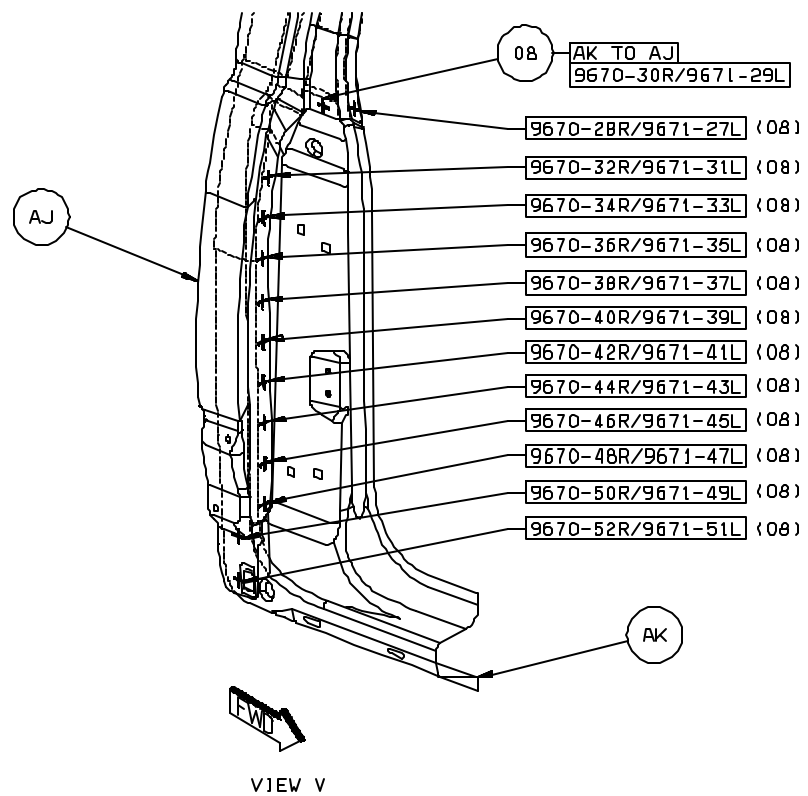
6. AH TO AG 5/SD S/WELD (ORD)

7. AK TO AJ 5/SD S/WELD (ORD)



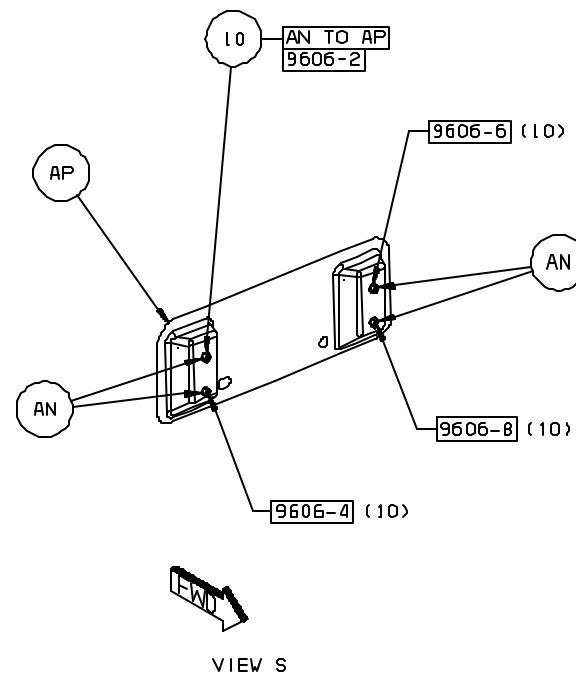
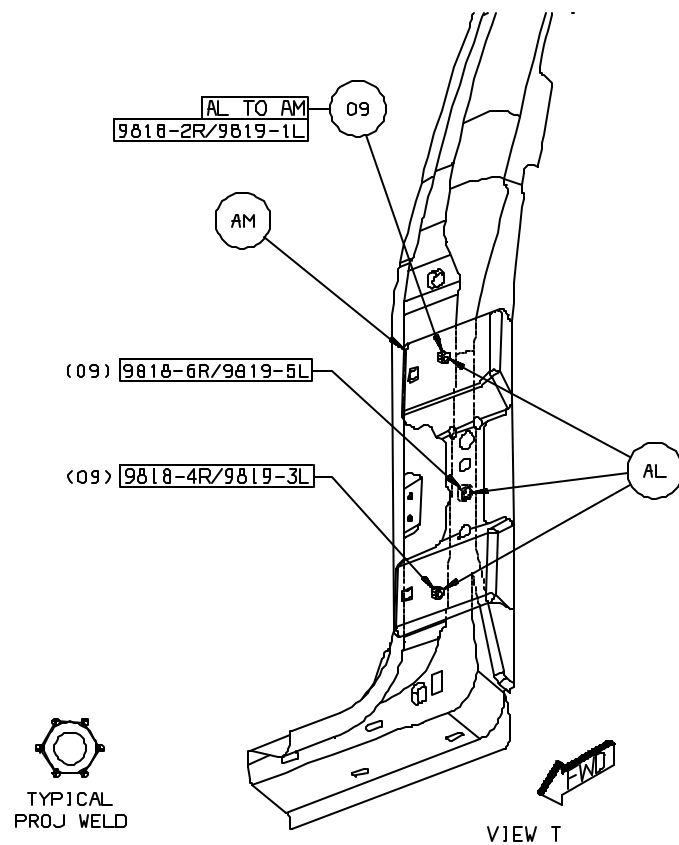
[Back to Index](#)

## 8. AK TO AJ 21/SD S/WELD (ORD)



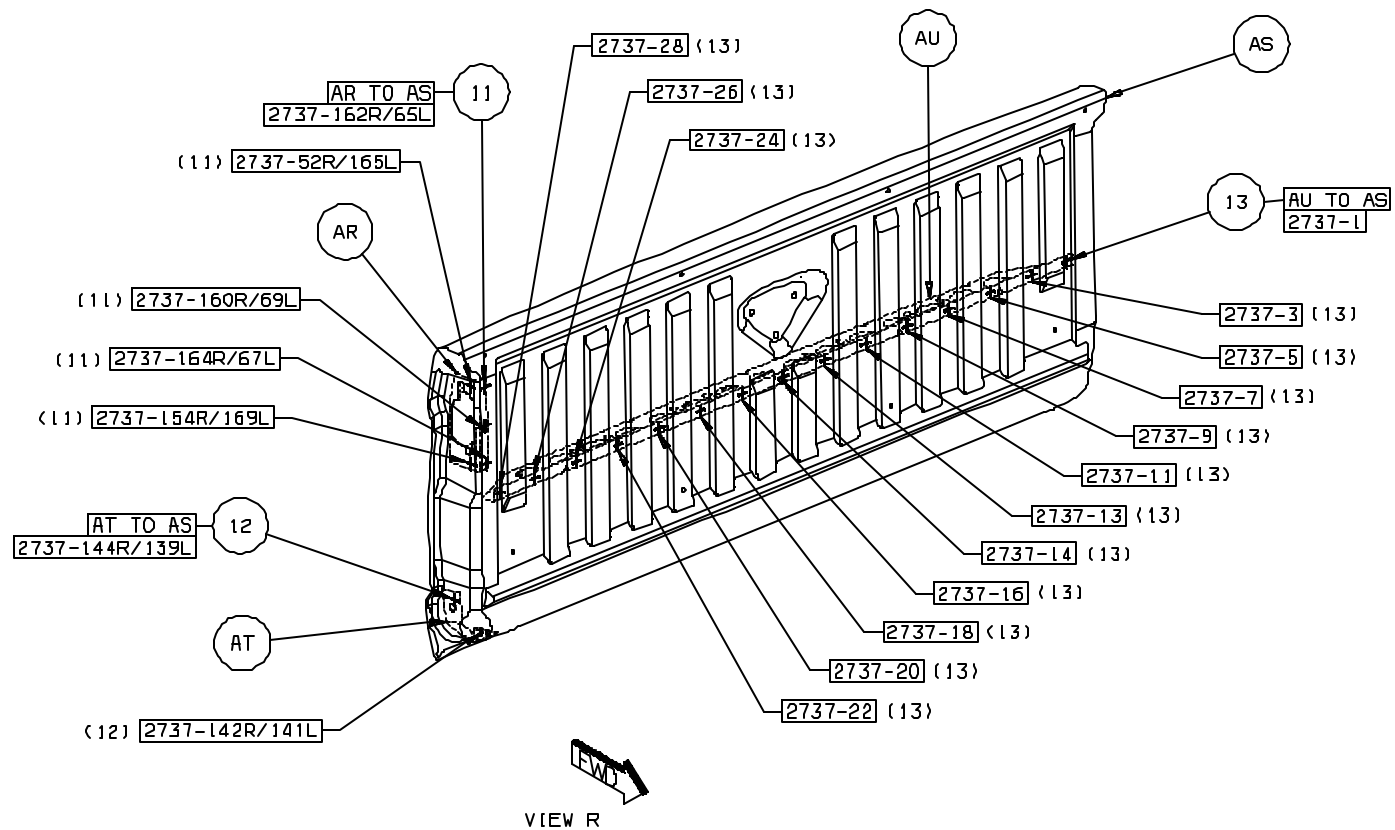
[Back to Index](#)

9. AL TO AM 3/SD PROJ WELD (ORD)  
10. AN TO AP 4 PROJ WELD (ORD)

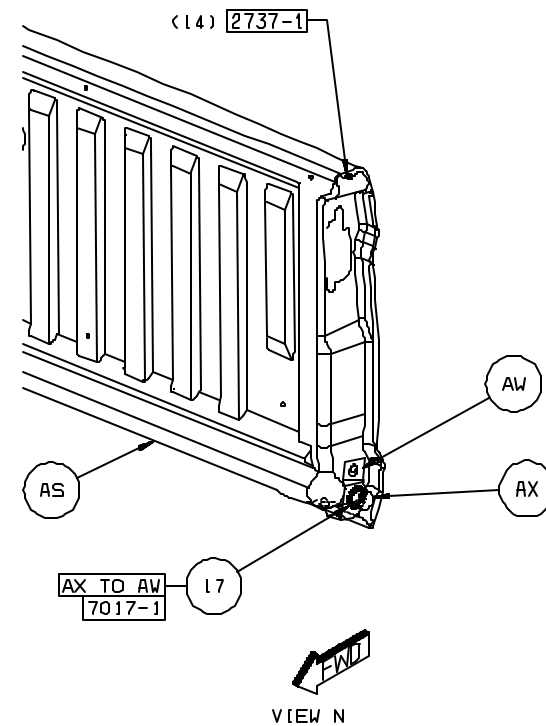


[Back to Index](#)

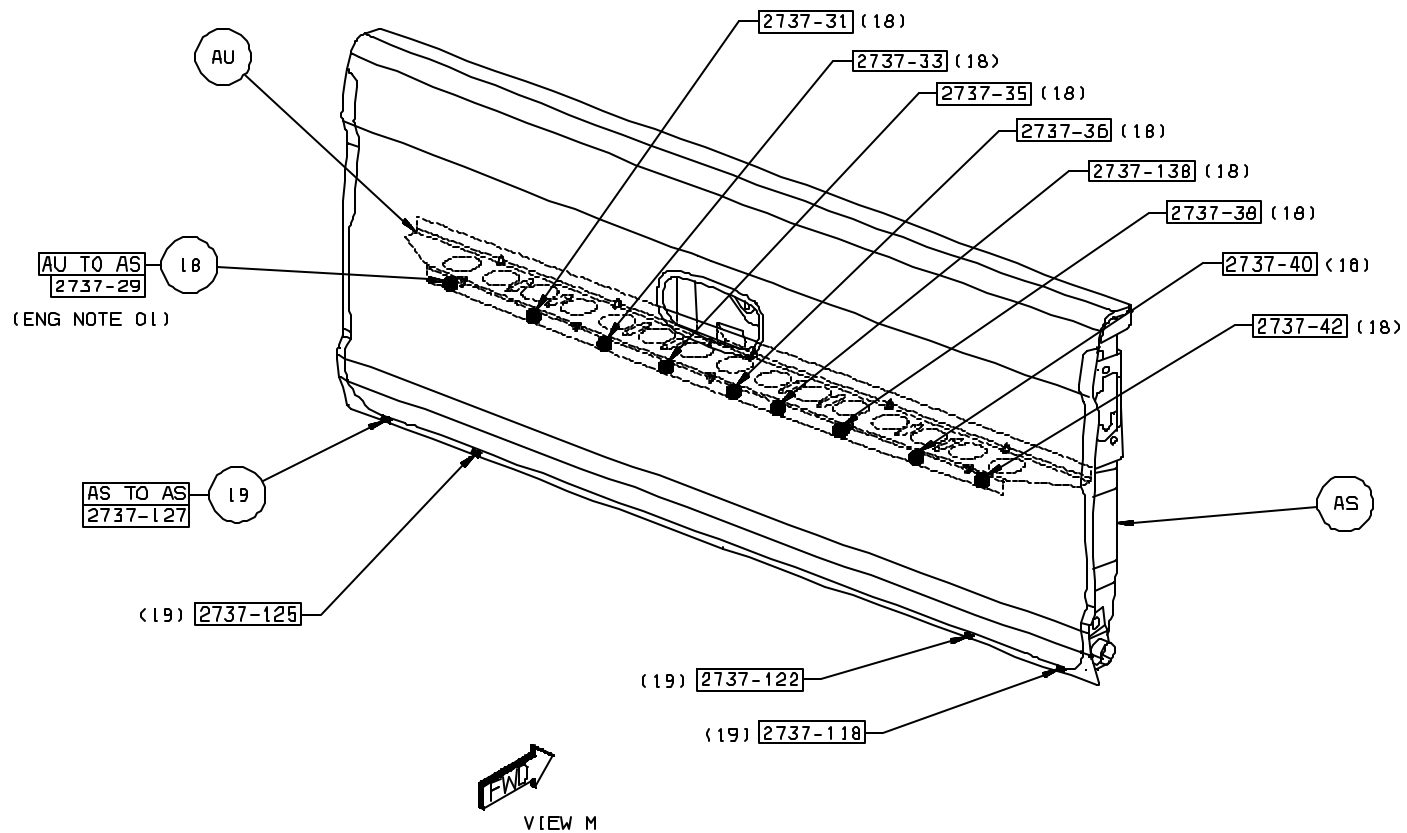
11. AR TO AS 5/SD S/WELD (ORD)
12. AT TO AS 2/SD S/WELD (ORD)
13. AU TO AS 15 S/WELD (ORD)



[Back to Index](#)

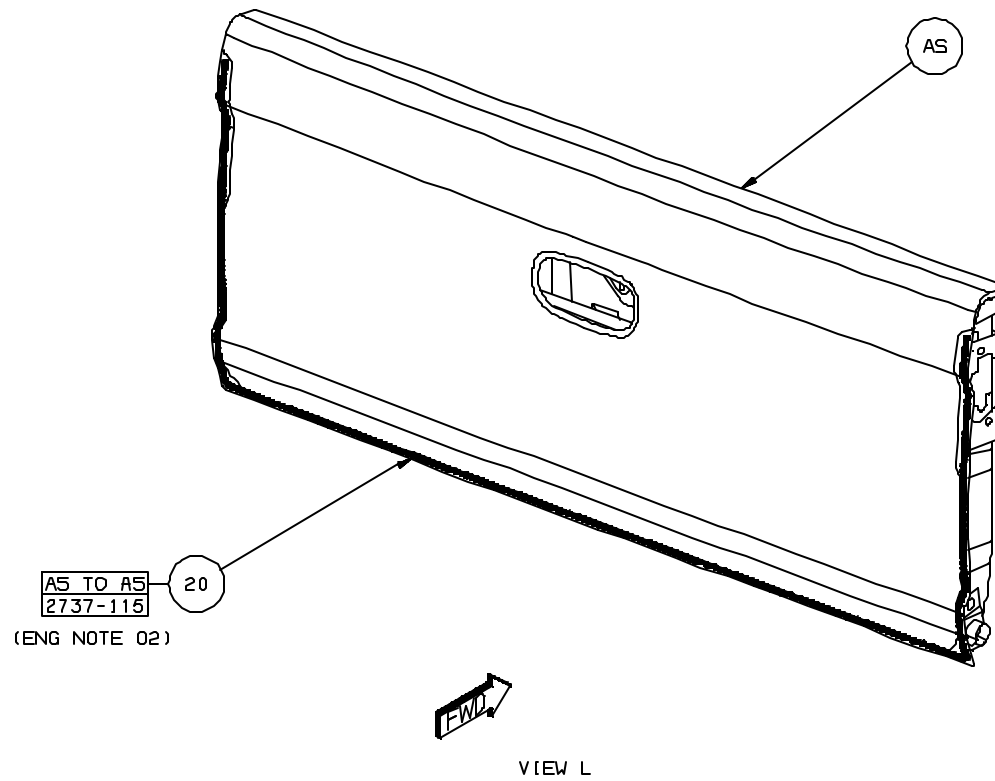


18. AU TO AS 9 GUM DROPS  
19. AS TO AS 4 MIG BRZ (ORD)



[Back to Index](#)

## 20. AS TO AS 1 STRUCH ADH

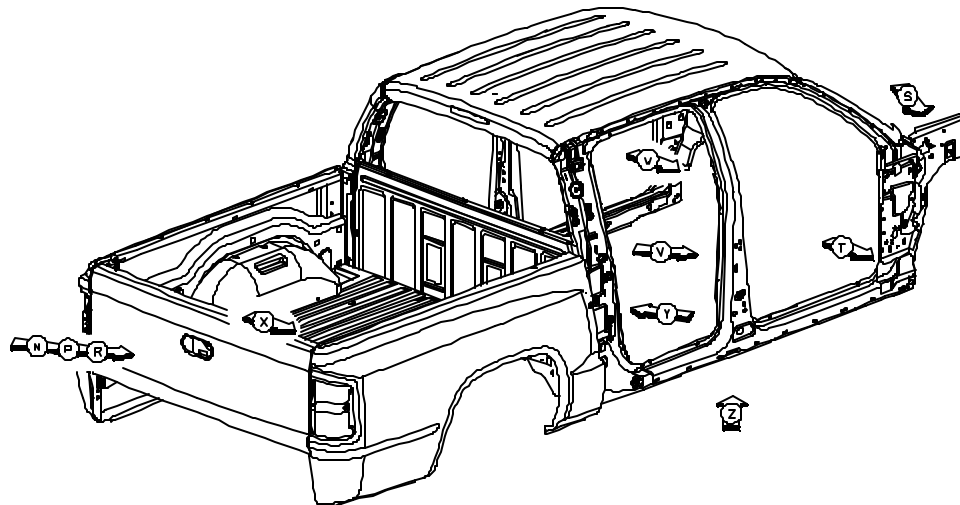


[Back to Index](#)



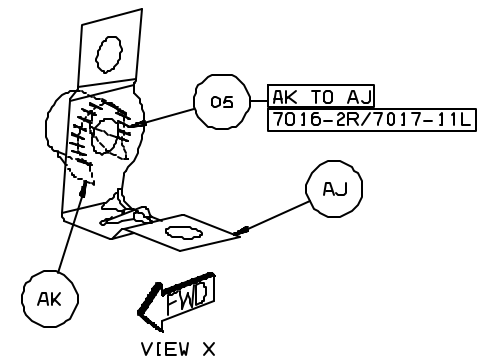
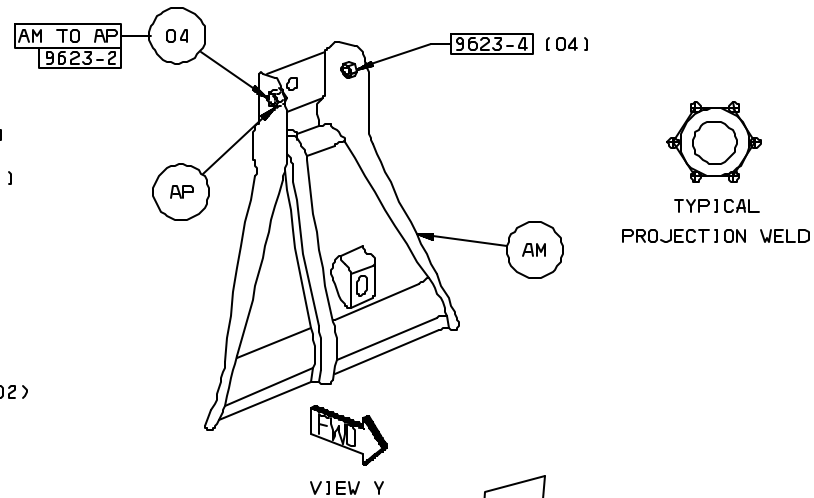
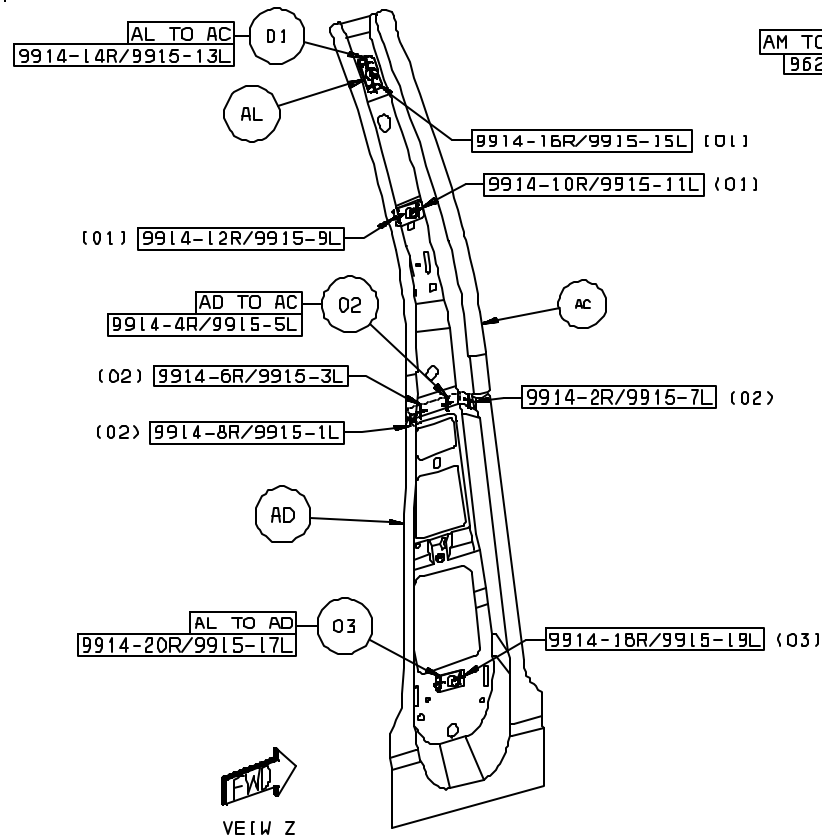
## INDEX MISC BODY-84

AA	PANEL-BODY SIDE APERTURE RT-	AL	NUT/PLATE,EXTRUDED-SPECIAL.PF-SAFETY-SEAT BELT MTG
AA	PANEL-BODY SIDE APERTURE LT-		
AB	PANEL-TAILGATE-	AM	REINF-SHOULDER BELT RR CTR-
AC	PANEL-B-PILLAR UPR RT-	AP	NUT/WELD.HEX-THICK-
AC	PANEL-B-PILLAR UPR LT-	AR	TAPPING PLATE-A-PILLAR UPR RT-
AD	PANEL-B-PILLAR LWR RT-	AR	TAPPING PLATE-A-PILLAR UPR LT-
AD	PANEL-B-PILLAR LWR LT-	AS	TAPPING PLATE-A-PILLAR LWR RT-
AE	REINF-TAILGATE CTR-	AS	TAPPING PLATE-A-PILLAR LWR LT-
AF	REINF-BODY SIDE APERTURE EXTENSION RT-	AW	BAFFLE ASSY-A-PILLAR SEALING LWR RT-
AF	REINF-BODY SIDE APERTURE EXTENSION LT-	AW	BAFFLE ASSY-A-PILLAR SEALING LWR LT-
AJ	BRACKET-TAILGATE PIVOT RT-	AY	REINF-TAILGATE LATCH & CABLE MTG RT-
AJ	BRACKET-TAILGATE PIVOT LT-	AY	REINF-TAILGATE LATCH & CABLE MTG LT-
AK	PIVOT-TAILGATE RT-	AZ	REINF-TAILGATE PIVOT BRACKET RT-
AK	PIVOT-TAILGATE LT-	AZ	REINF-TAILGATE PIVOT BRACKET LT-
AL	NUT/PLATE,EXTRUDED-SPECIAL.PF-SAFETY-SEAT BELT MTG	BA	NUT/WELD.HEX-NO.FIN-



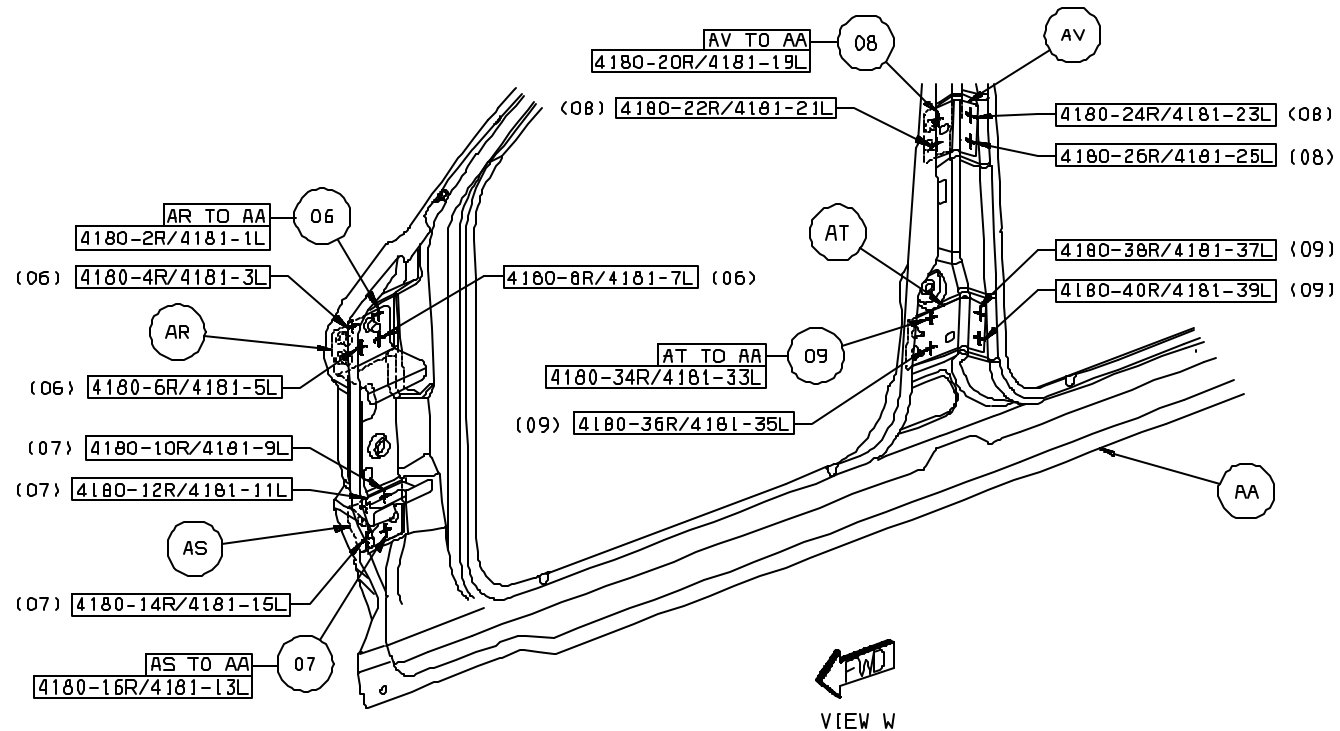
[Back to Index](#)

1. AL TO AC 4/SD S/WELD (ORD)
2. AD TO AC 4/SD S/WELD (ORD)
3. AL TO AD 2/SD S/WELD (ORD)
4. AM TO AP 2 PROJ WELD (ORD)
5. AK TO AJ 1 MIG BRAZE WELD (ORD)



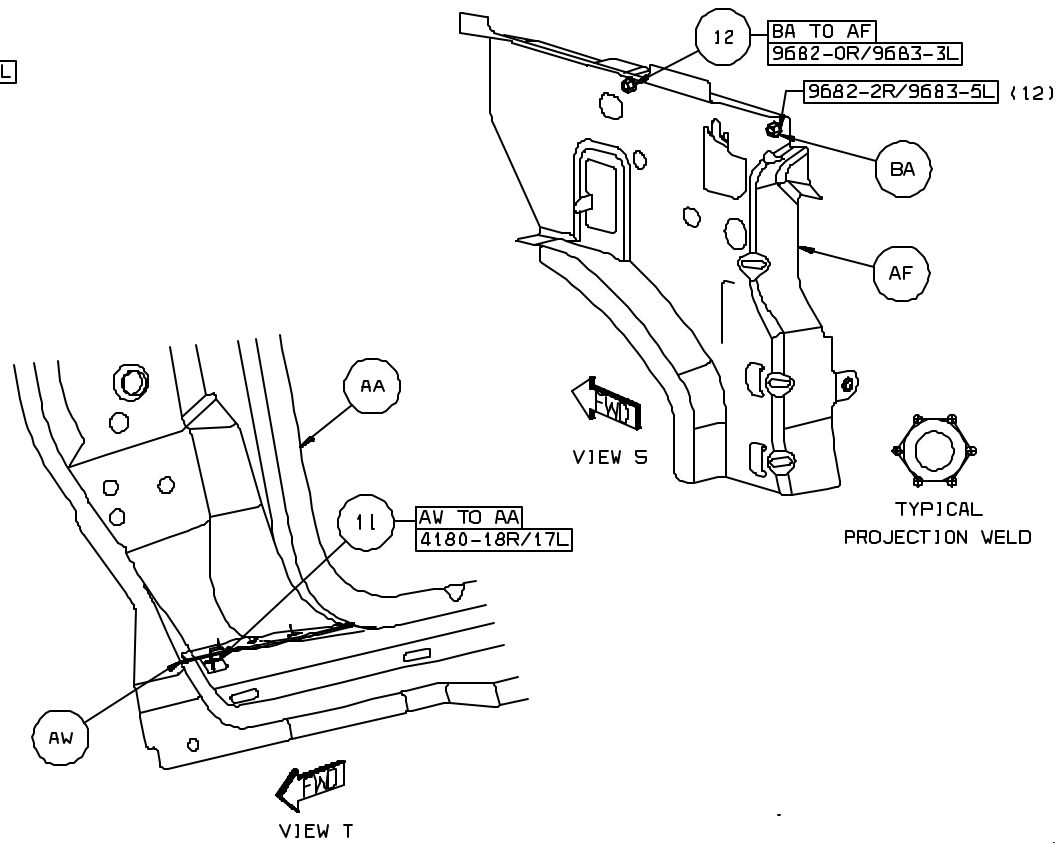
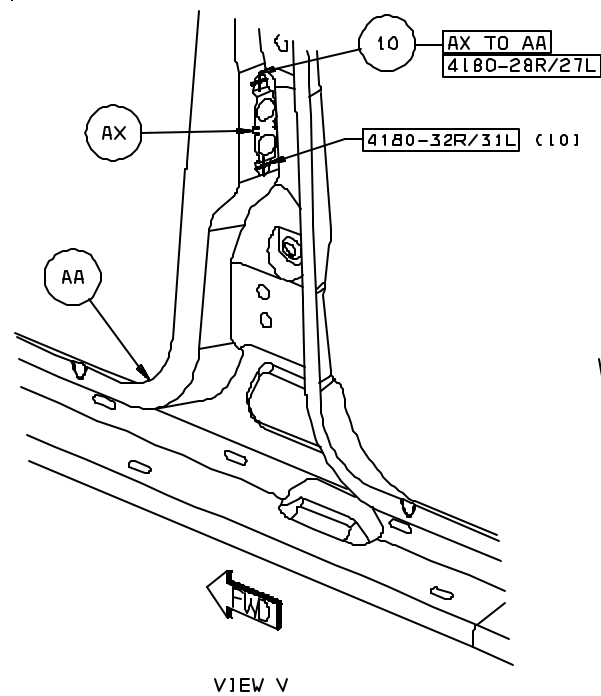
[Back to Index](#)

6. AR TO AA 4S/D S/WELD (ORD)
7. AS TO AA 4/SD S/WELD (ORD)
8. AV TO AA 4/SD S/WELD (ORD)
9. AT TO AA 4/SD S/WELD (ORD)



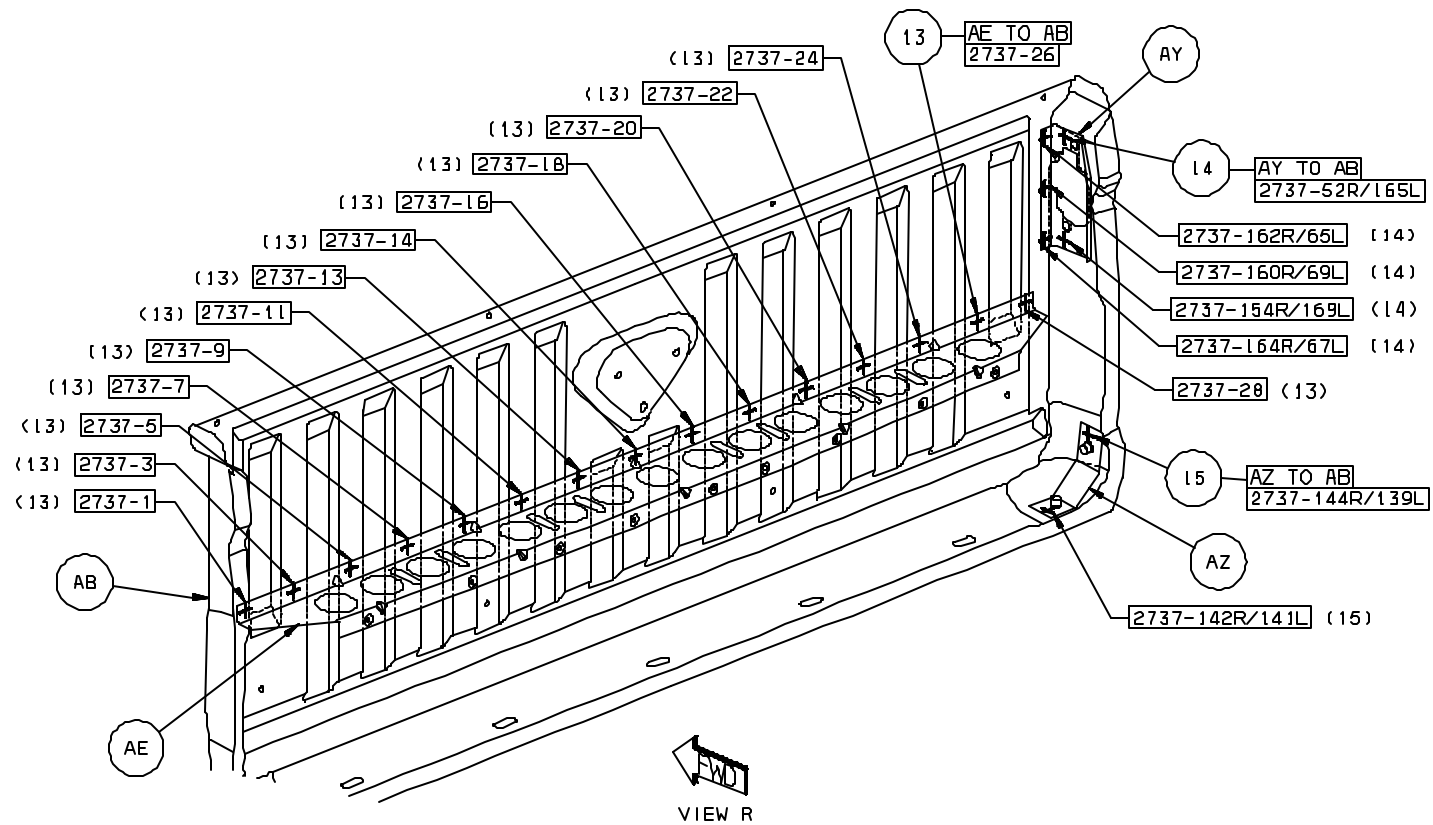
[Back to Index](#)

10. AX TO AA 2/SD S/WELD (ORD)
11. AW TO AA 1/SD S/WELD (ORD)
12. BA TO AF 2/SD PROJ WELD (ORD)



[Back to Index](#)

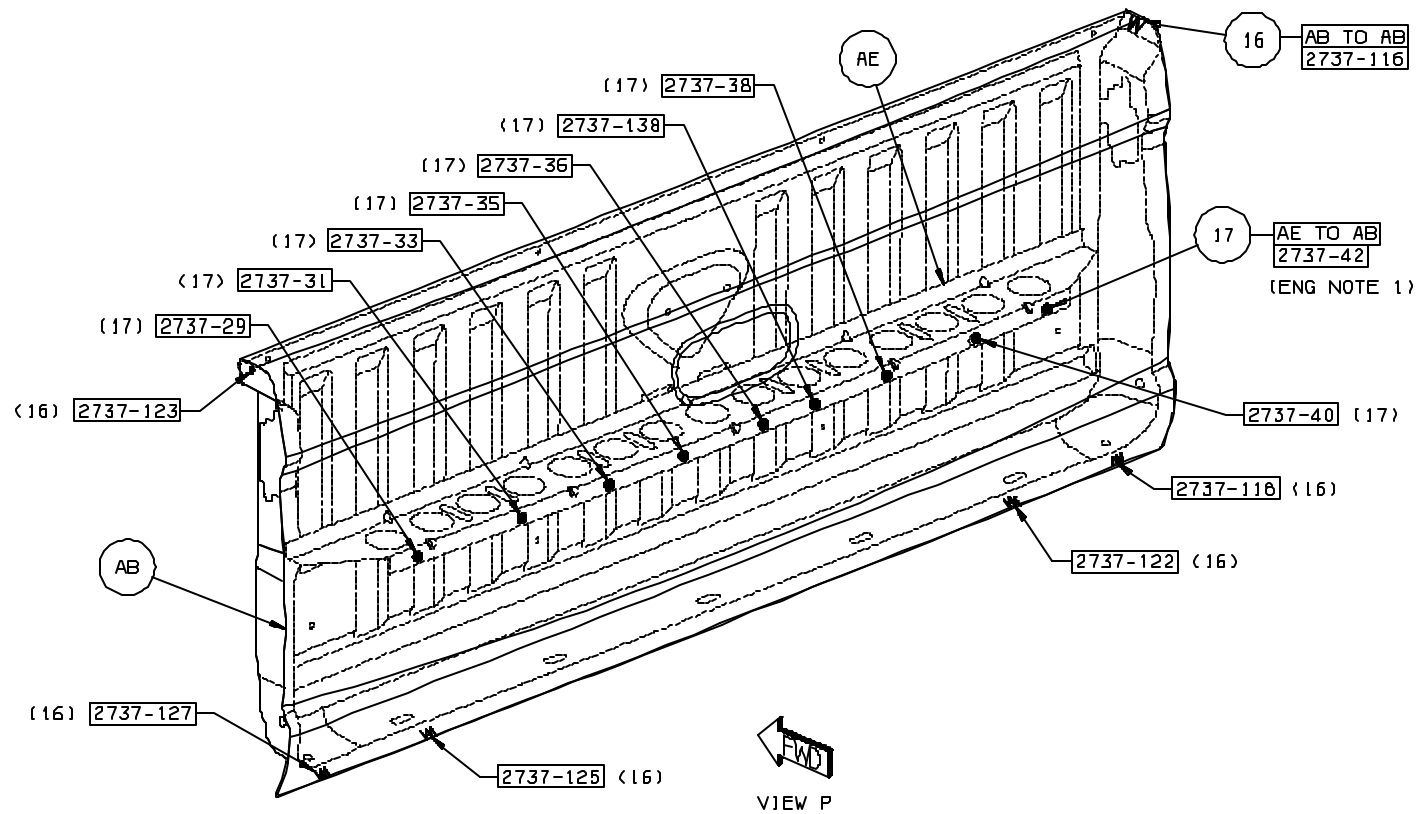
13. AE TO AB 15 S/WELD (ORD)
14. AY TO AB 5 S/WELD (ORD)
15. AZ TO AB 2/SD S/WELD (ORD)



[Back to Index](#)

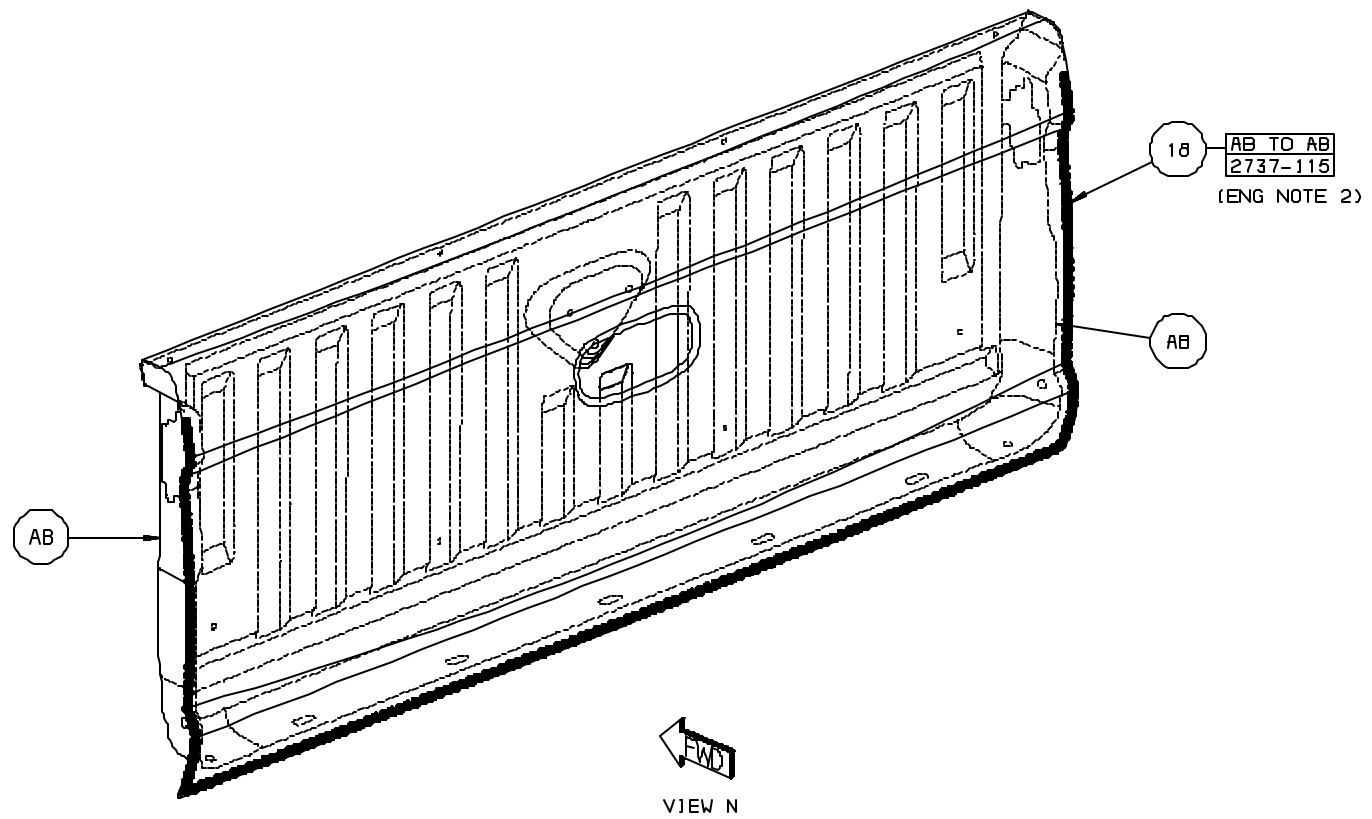
16. AB TO AB 6 MIG BRAZE WELD (ORD)

17. AE TO AB 9 GUM DROPS (ORD)



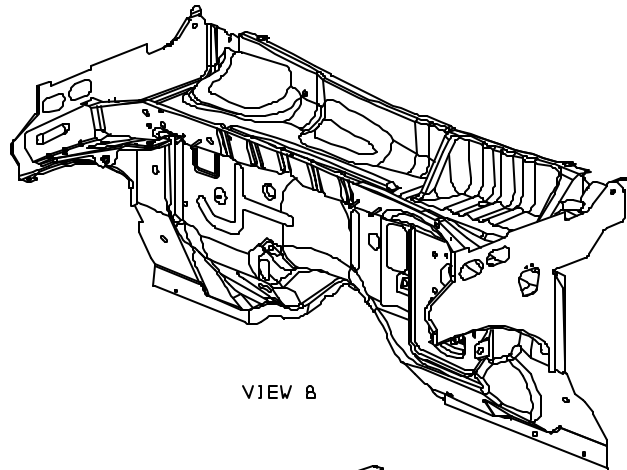
[Back to Index](#)

18. AB TO AB 1 ADH BEAD (ORD)

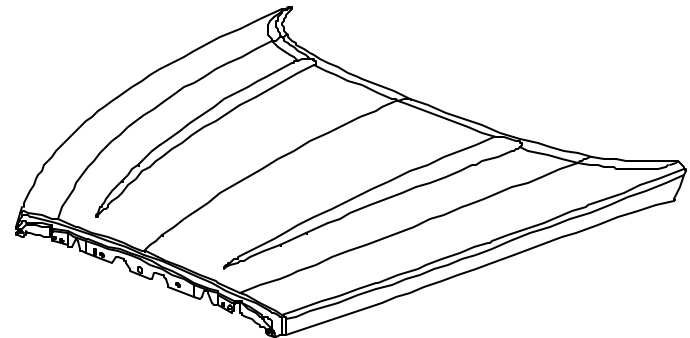


[Back to Index](#)

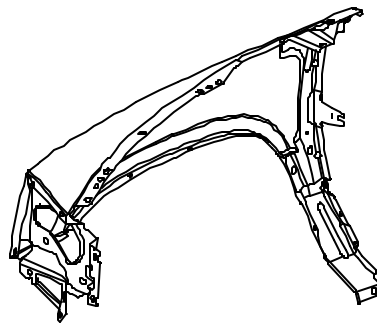
## INDEX STAMPING



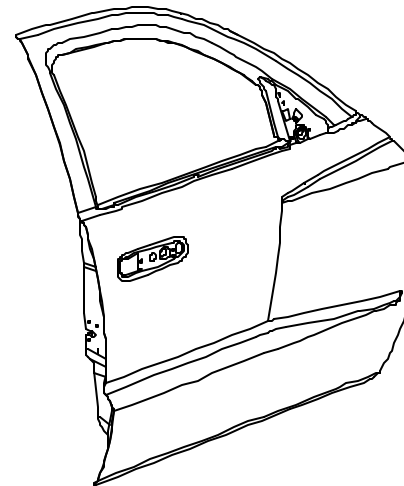
VIEW 8



VIEW 9



VIEW 10

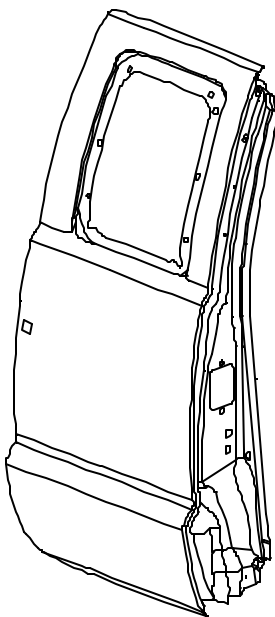


VIEW 11

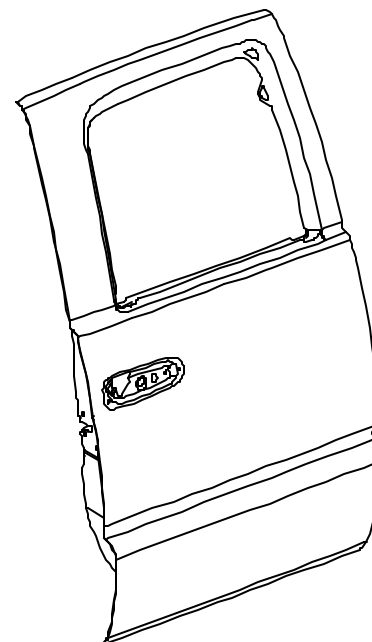
[Back to Index](#)



## INDEX STAMPING



VIEW 12

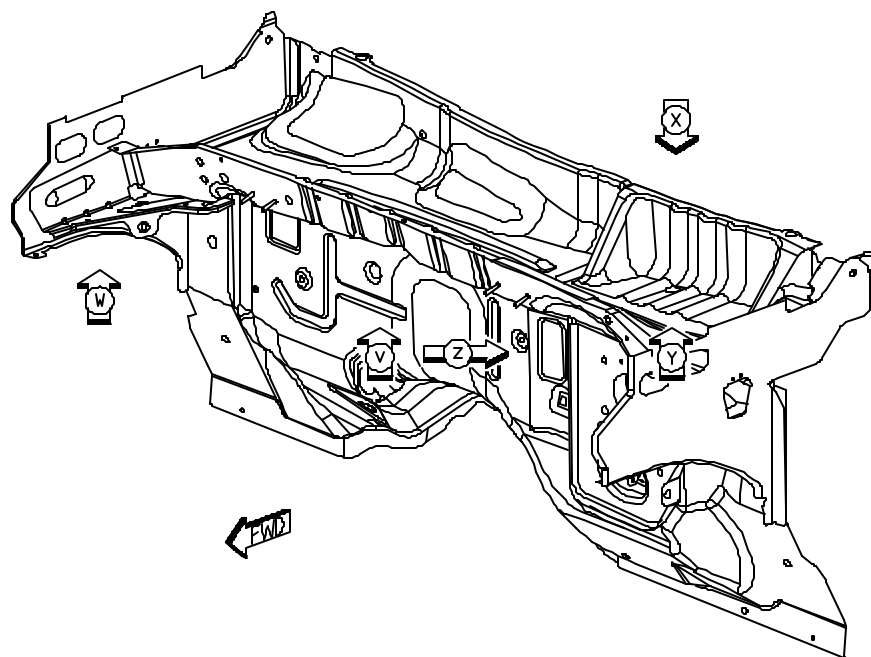


VIEW 13

[Back to Index](#)

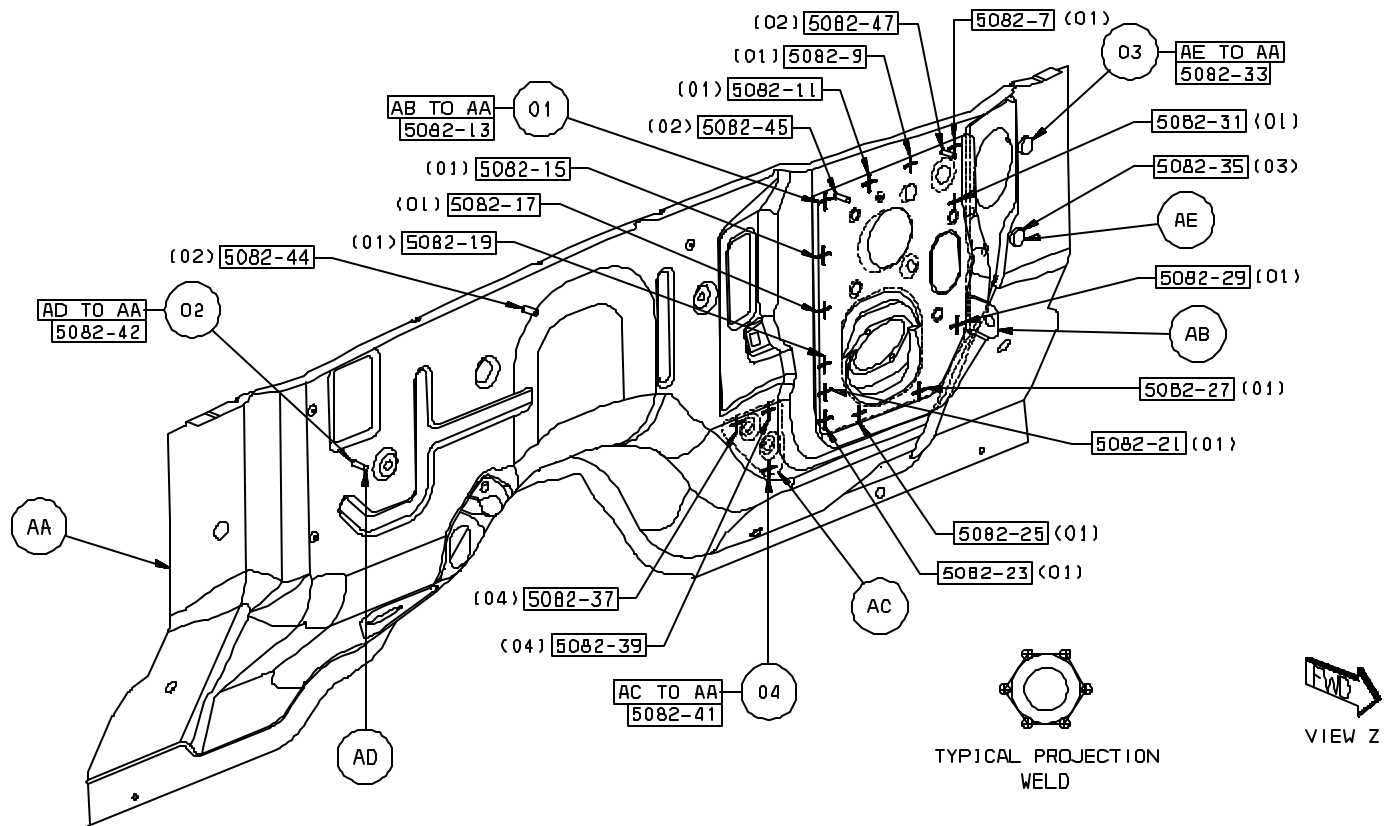
## INDEX DASH/PLENUM-STAMPING

AA	DASH PANEL	AF	PANEL-PLENUM LER-
AB	REINF-DASH PANEL & BRAKE-	AG	GUSSET-PLENUM REINF-
AC	REINF-DASH PNL ACCELERATOR SUPPORT	AH	PANEL-PLENUM END RT-
AD	STUD.WELD/EXT-HEADER.PT-HVAC ACCUMULATOR MTG BRKT	AH	PANEL-PLENUM END LT-
AD	STUD WELD/EXT-HEADER.PT-NGC WIRING BUNDLE	AJ	GUSSET-HOOD HINGE MTG RT-
AD	STUD WELD/EXT-HEADER.PT-FUEL VAPOR PURGE SOLENOID	AJ	GUSSET-HOOD HINGE MTG LT-
AE	STUD.WELD/INTERNAL-NO FIN.PILOT.PT-	AK	BRKT-WIPER MOTOR TO PLENUM LWR-
		AL	06101351 STUD.WELD/INT-HDR.PT.ROUND QTY 4
		AM	STUD.WELD/EXT-HEADER.PT-



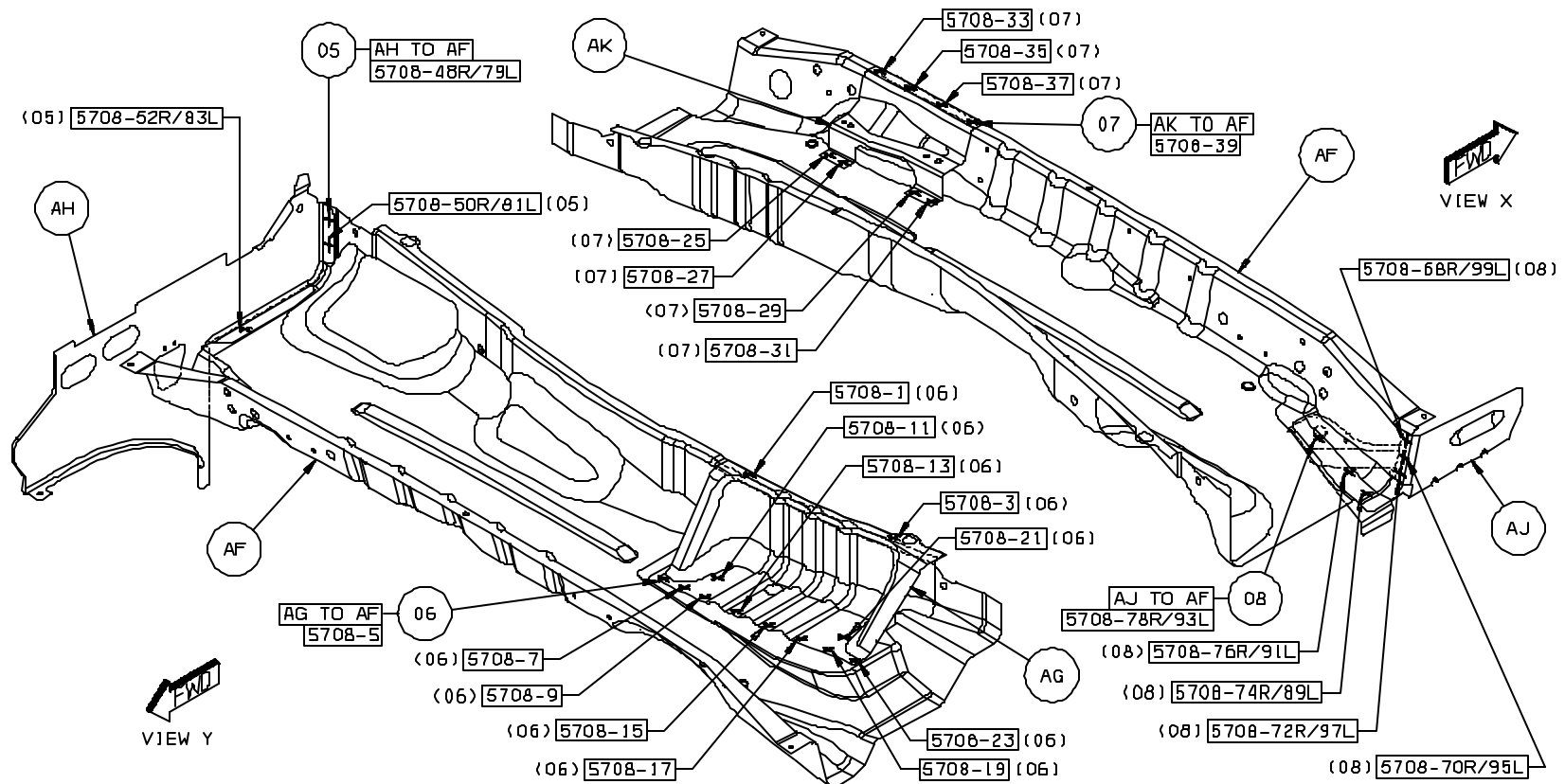
[Back to Index](#)

1. AB TO AA 13 S/WELDS (ORD)
2. AD TO AA PROJ WELDS
3. AE TO AA PROJ WELDS
4. AC TO AA 3 S/WELDS (ORD)



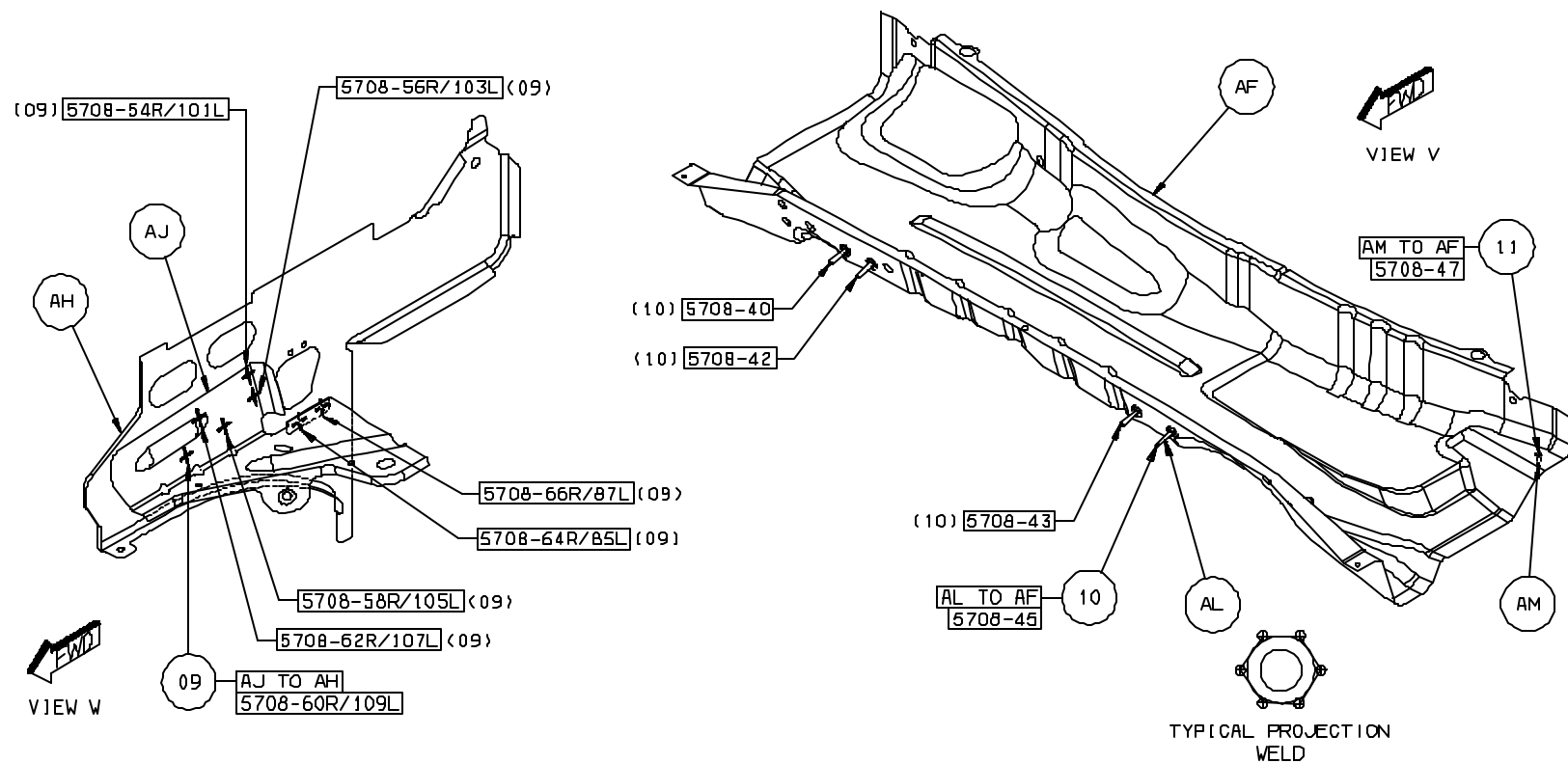
[Back to Index](#)

5. AH TO AF 3 SD S/WELDS (ORD)
6. AG TO AF 12 S/WELDS (ORD)
7. AK TO AF 8 S/WELDS (ORD)
8. AJ TO AF 6 SD S/WELDS (ORD)



[Back to Index](#)

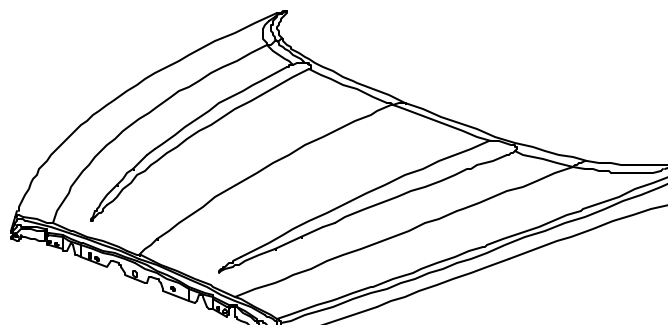
- 9. AJ TO AH 7 SD S/WELDS (ORD)
- 10. AL TO AF 4 PROJ WELDS
- 11. AM TO AF 1 PROJ WELD



[Back to Index](#)

## INDEX HOOD STAMPING

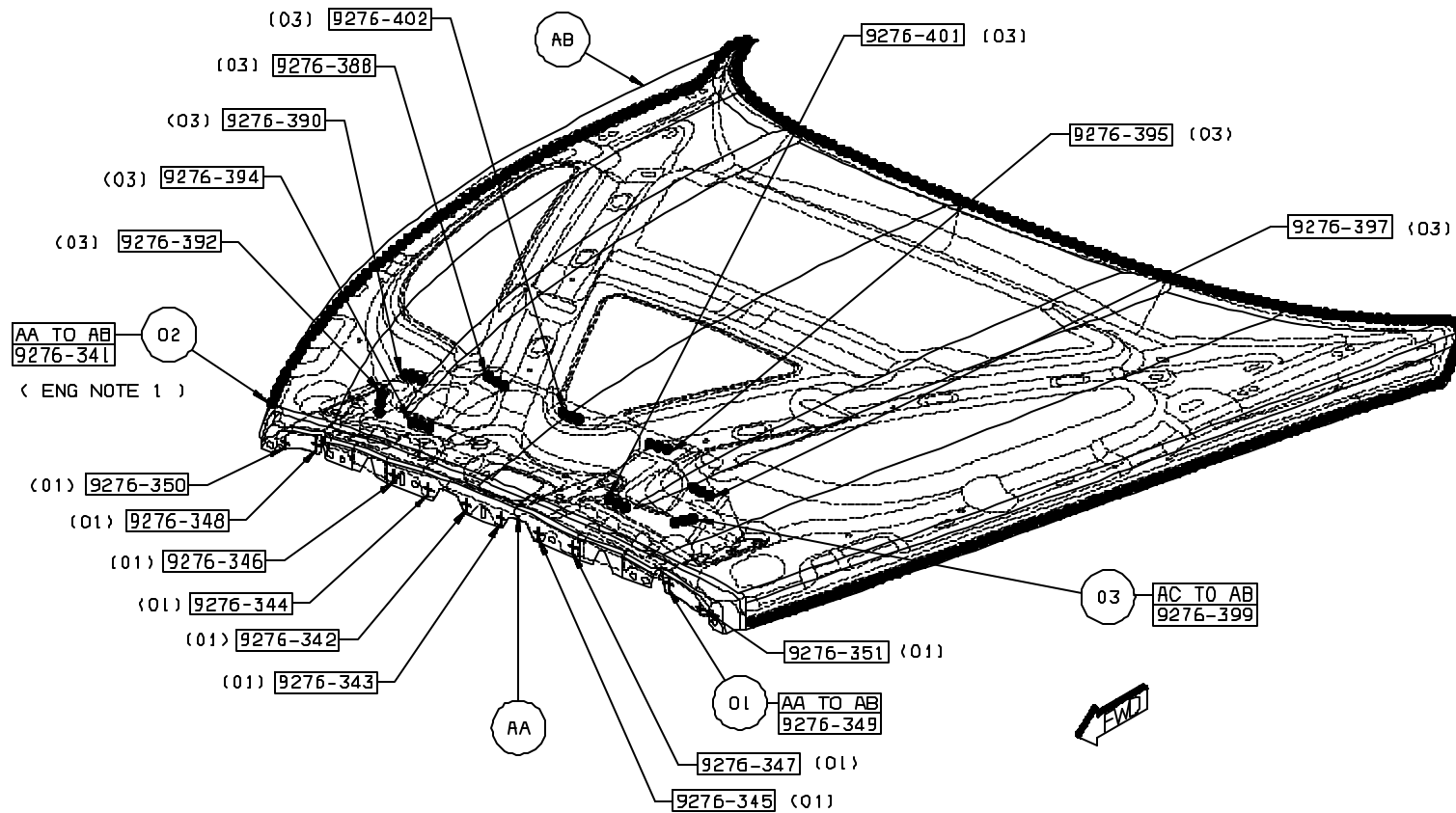
AA 55359278AA (NEED LINE UP 03SS SS)  
AB 55359288AA (NEED LINE UP 03SS SS)  
AC 55359280AB (NEED LINE UP 03SS SS)



[Back to Index](#)

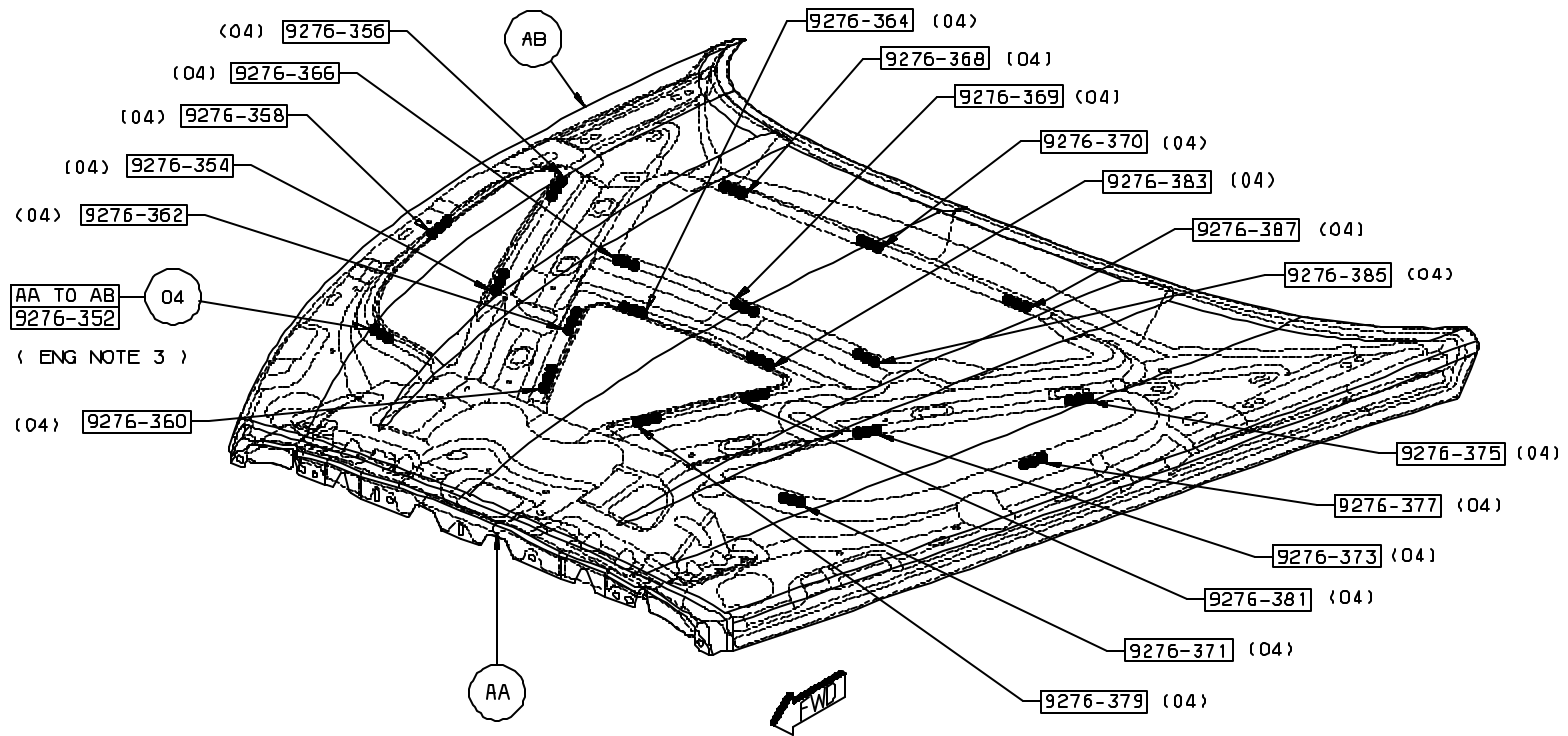
## HOOD STAMPING

1. AA TO AB 10 S/WELDS (ORD)
2. AA TO AB 1 STRUCH ADH
3. AC TO AB 9 STRUCH ADH



[Back to Index](#)

#### 4. AA TO AB 20 STRUCH ADH

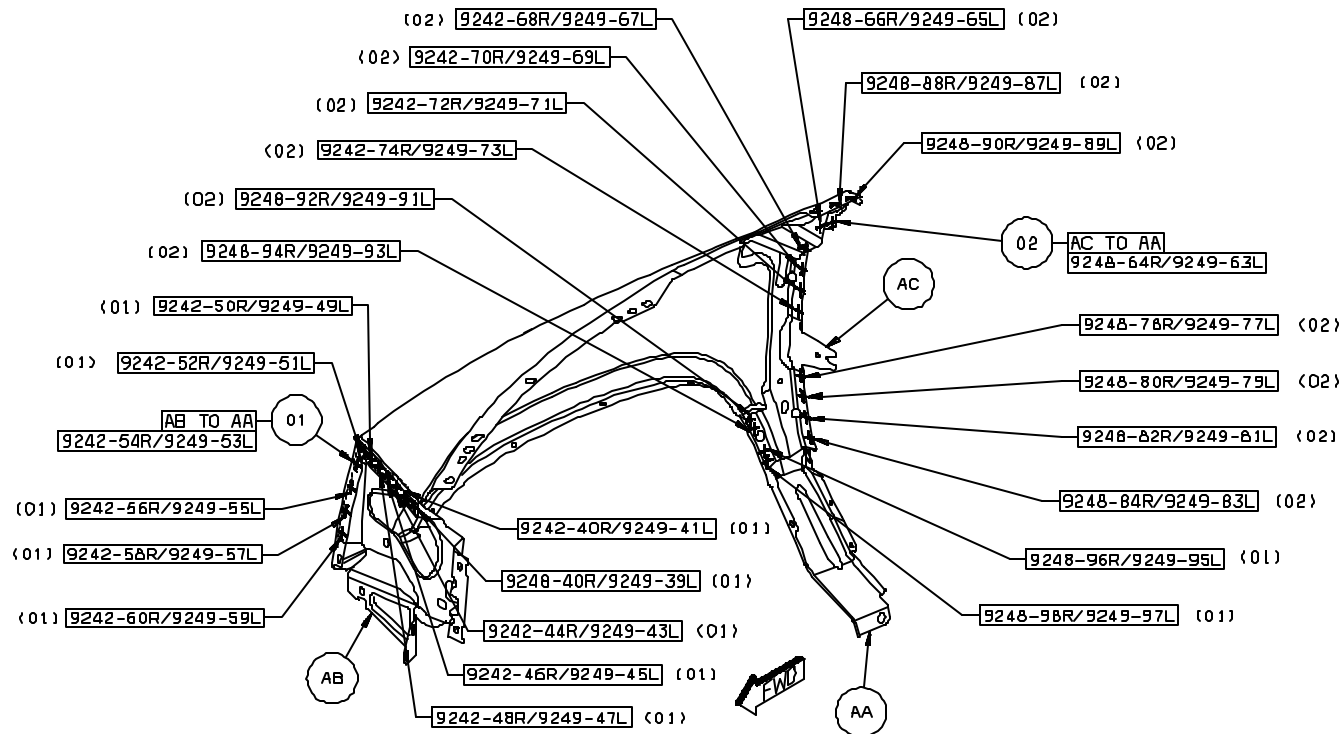


[Back to Index](#)



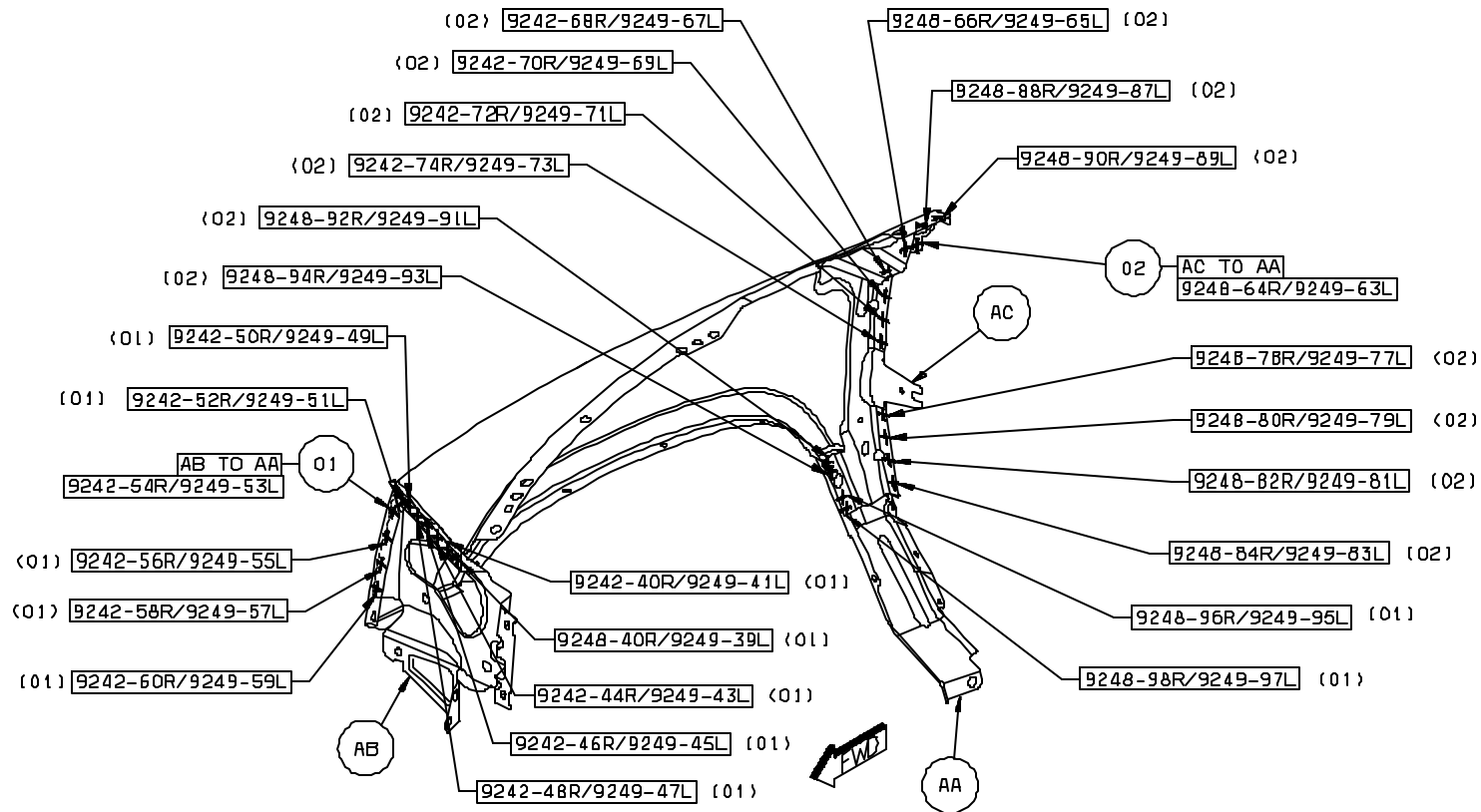
## INDEX FENDERS-STAMPING

AA PANEL-FENDEROTR RT-  
 AA PANEL-FENDEROTR LT-  
 AB BRACKET-HEADLAMP LWR RT-  
 AB BRACKET-HEADLAMP LWR LT-  
 AC REINF-FRT FENDER RT-  
 AC REINF-FRT FENDER LT-



[Return to Index](#)

1. AB TO AA 11/SD S/WELDS (ORD)
2. AC TO AA 16SD S/WELDS (ORD)

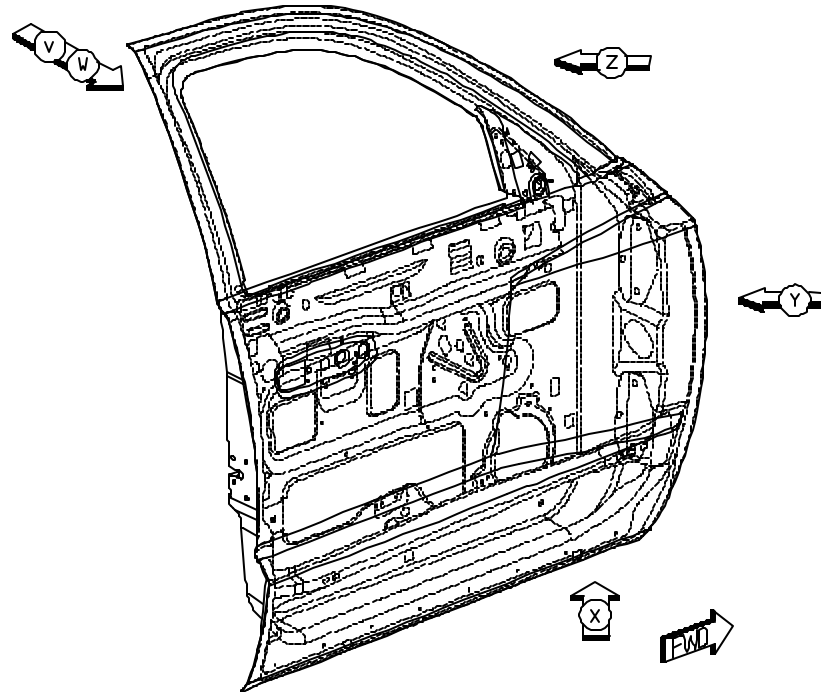


[Back to Index](#)

## INDEX FRT DOORS-STAMPING

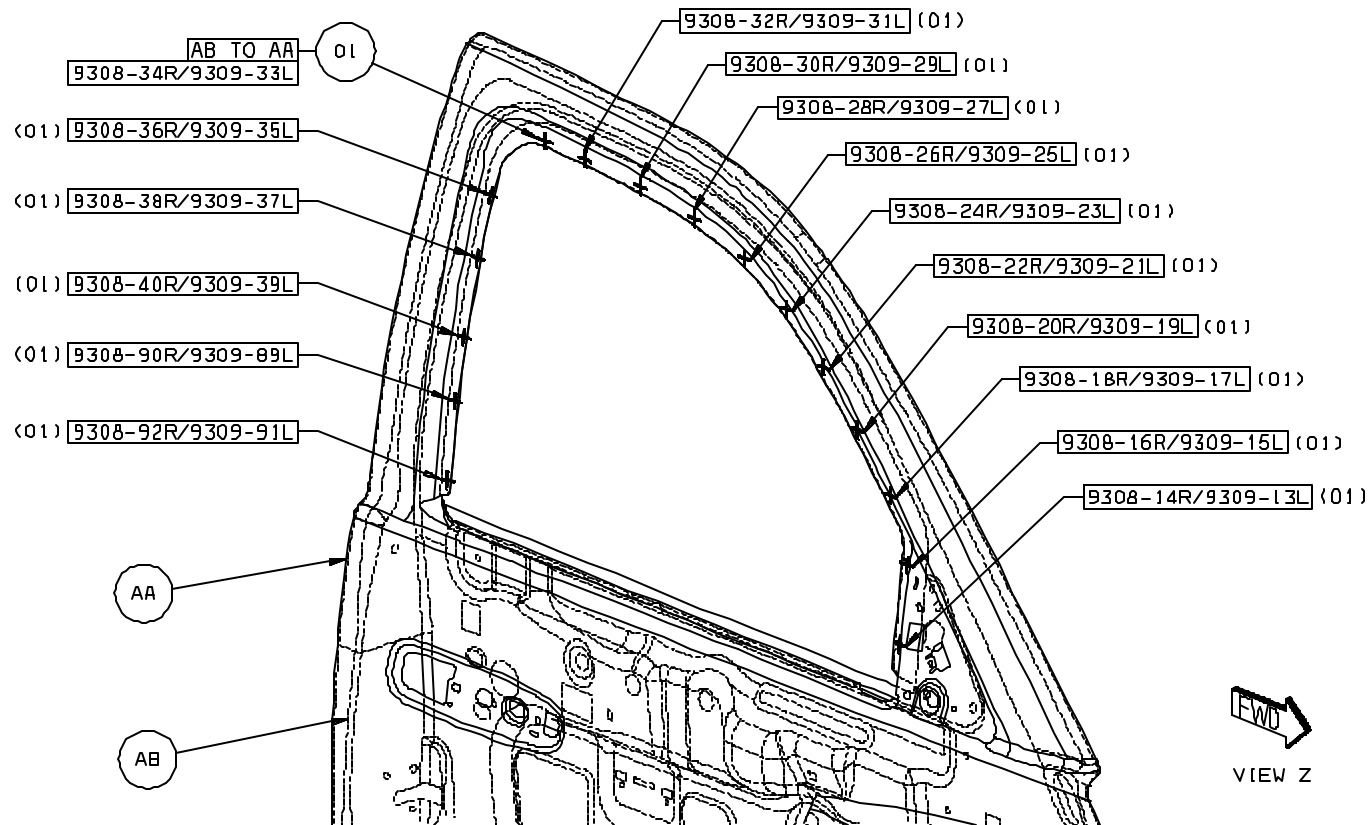
AA PANEL-FRT DOOR OTR RT-  
AA PANEL-FRT DOOR OTR LT-  
AB PANEL-FRT DOOR INR RT-  
AB PANEL-FRT DOOR INR LT-  
AC REINF-FRT DOOR BELT OTR RT-

AC REINF-FRT DOOR BELT OTR LT-  
AD BEAM-IMPACT FRT DOOR RT-  
AD BEAM-IMPACT FRT DOOR RT-  
AE TAPPING PLATE-FRT & RR DOOR HINGE UPR &  
LWR-



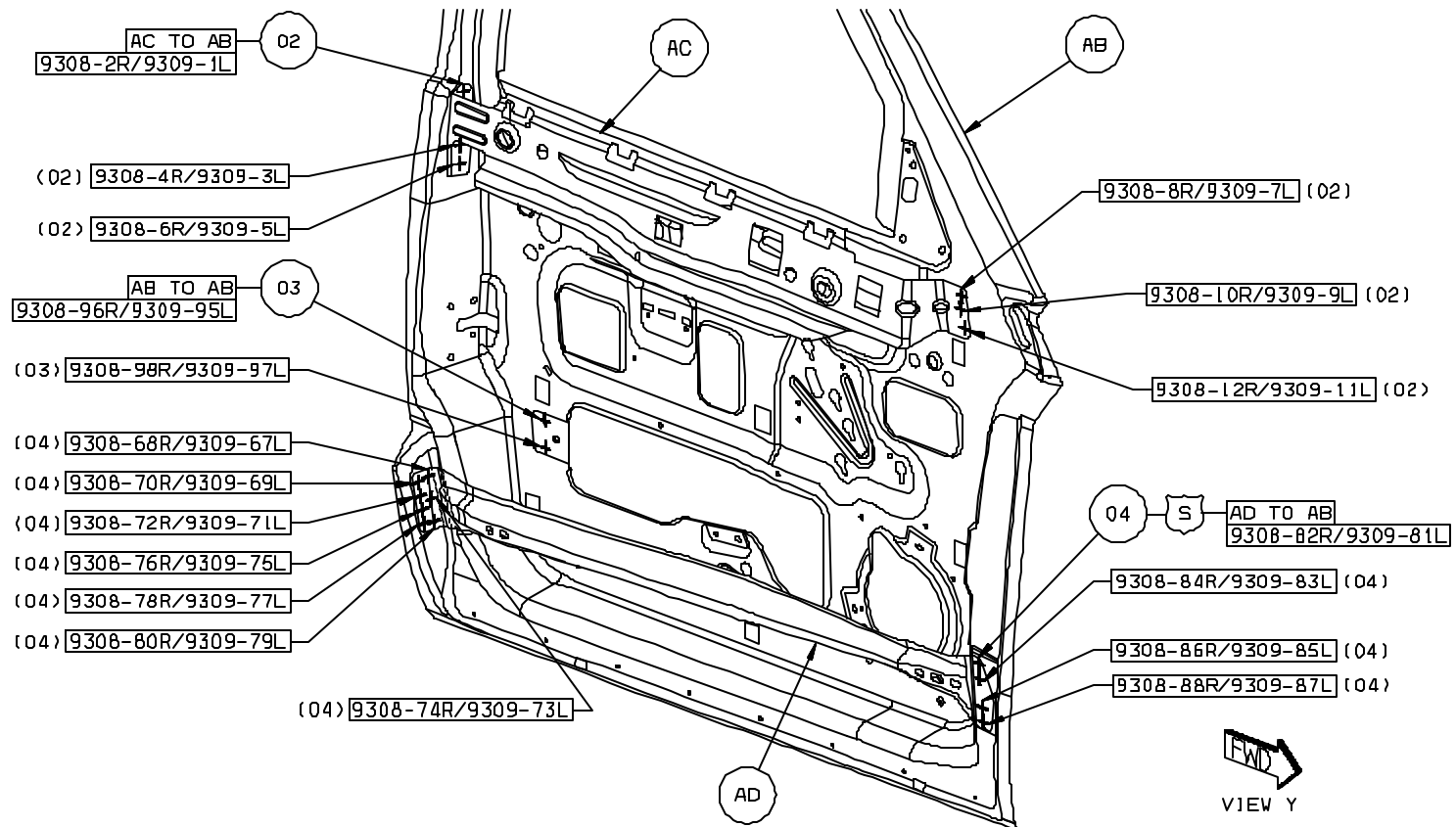
[Back to Index](#)

## 1. AB TO AA 16/SD S/WELDS (ORD)



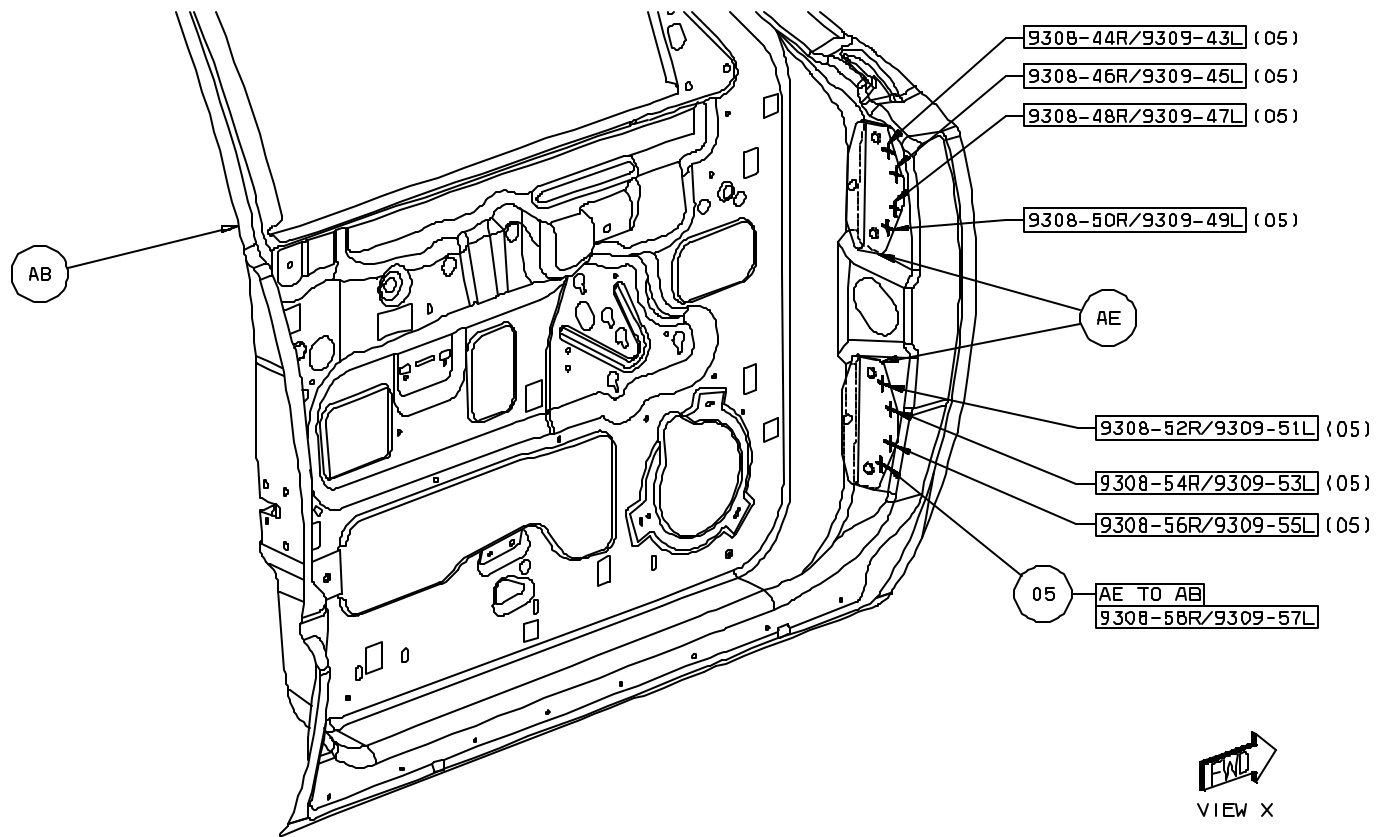
[Back to Index](#)

2. AC TO AB 6/SD S/WELDS (ORD)
3. AB TO AB 2/SD S/WELDS (ORD)
4. AD TO AB 11/SD S/WELDS (SAF)



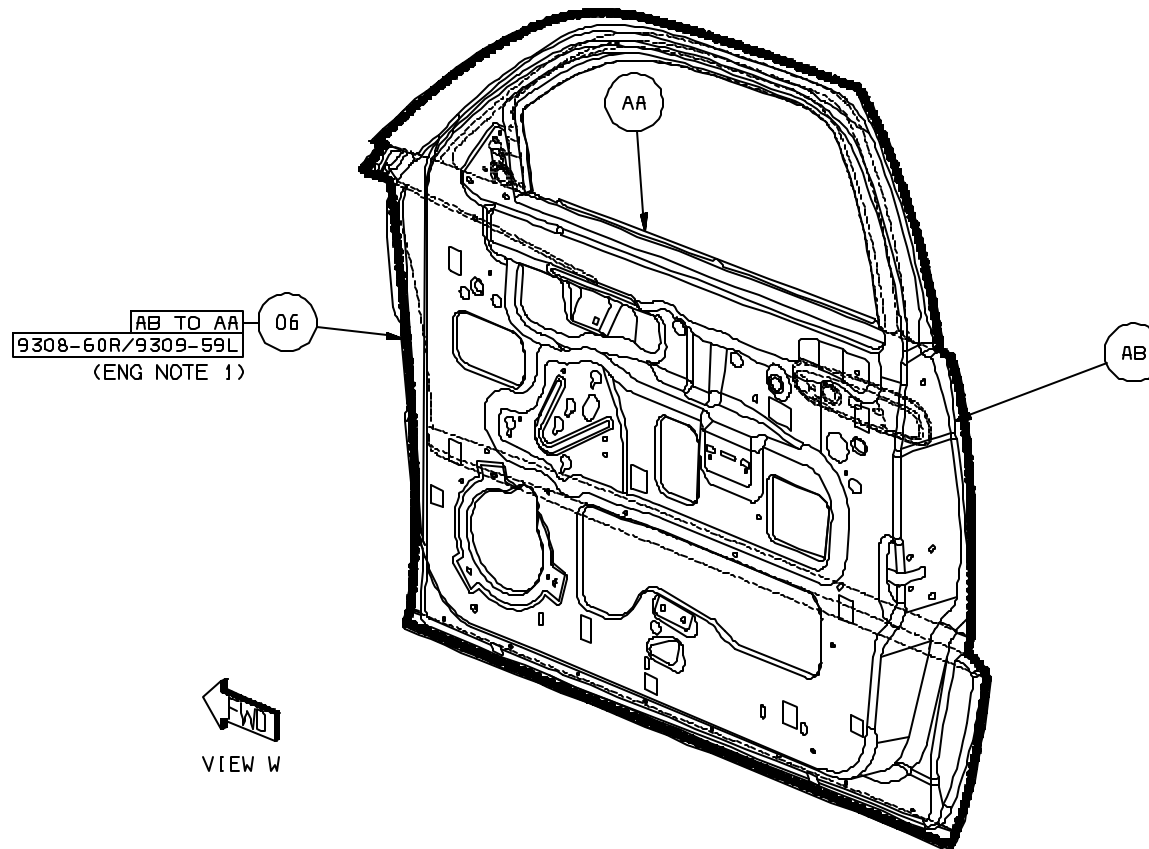
[Back to Index](#)

## 5. AE TO AB 8/SD S/WELDS (ORD)



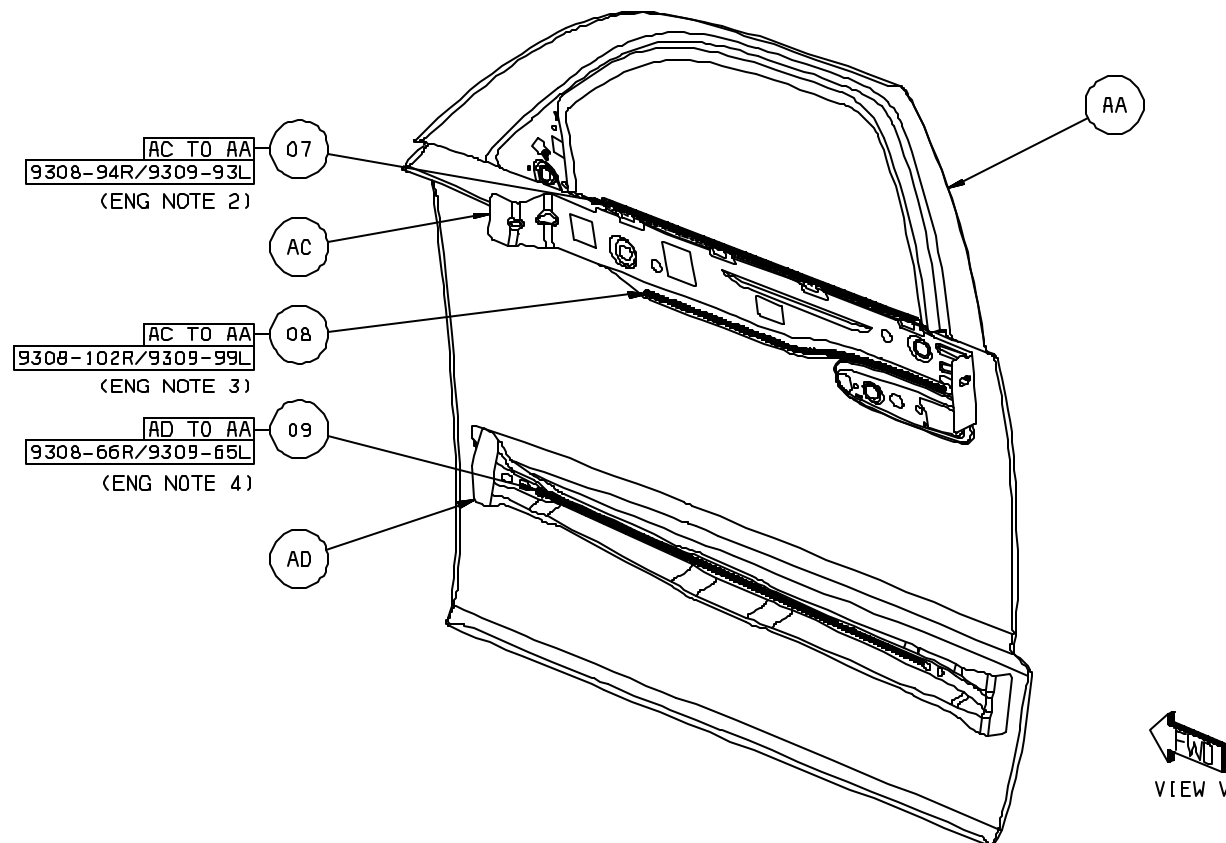
[Back to Index](#)

6. AB TO AA 1/SD STRUC ADH (ORD)



[Back to Index](#)

7. AC TO AA 1/SD STRUC ADH (ORD)
8. AC TO AA 1/SD STRUC ADH (ORD)
9. AD TO AA 1/SD STRUC ADH (ORD)

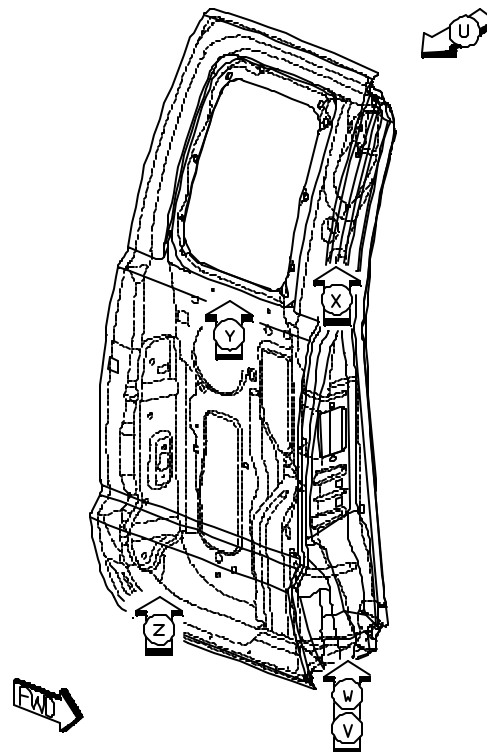


[Back to Index](#)



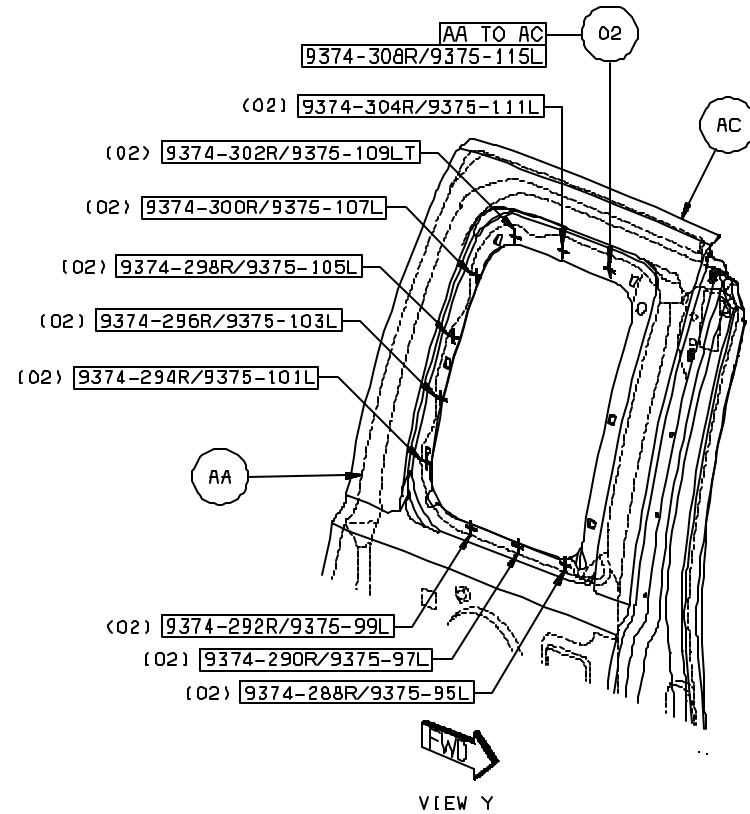
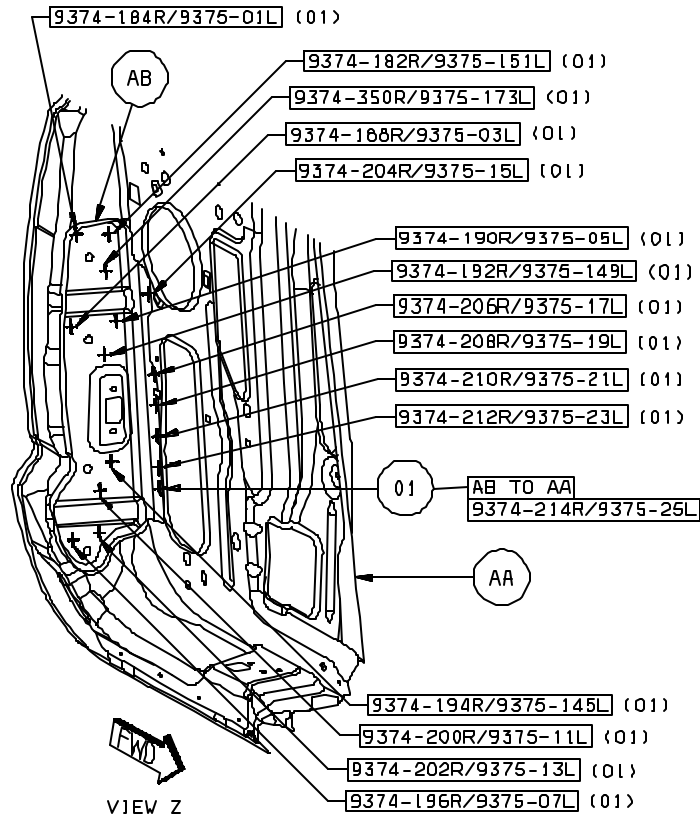
## INDEX RR CARGO DOORS 33-STAMPING

AA PANEL-RR CARGO DOOR INR RT-  
AA PANEL-RR CARGO DOOR INR LT-  
AB REINF-CARGO DOOR HINGE-  
AC PANEL-RR CARGO DOOR OTR RT-  
AC PANEL-RR CARGO DOOR OTR LT-  
AD REINF-CARGO DOOR INR B-PILLAR RT-  
AD REINF-CARGO DOOR INR B-PILLAR LT-



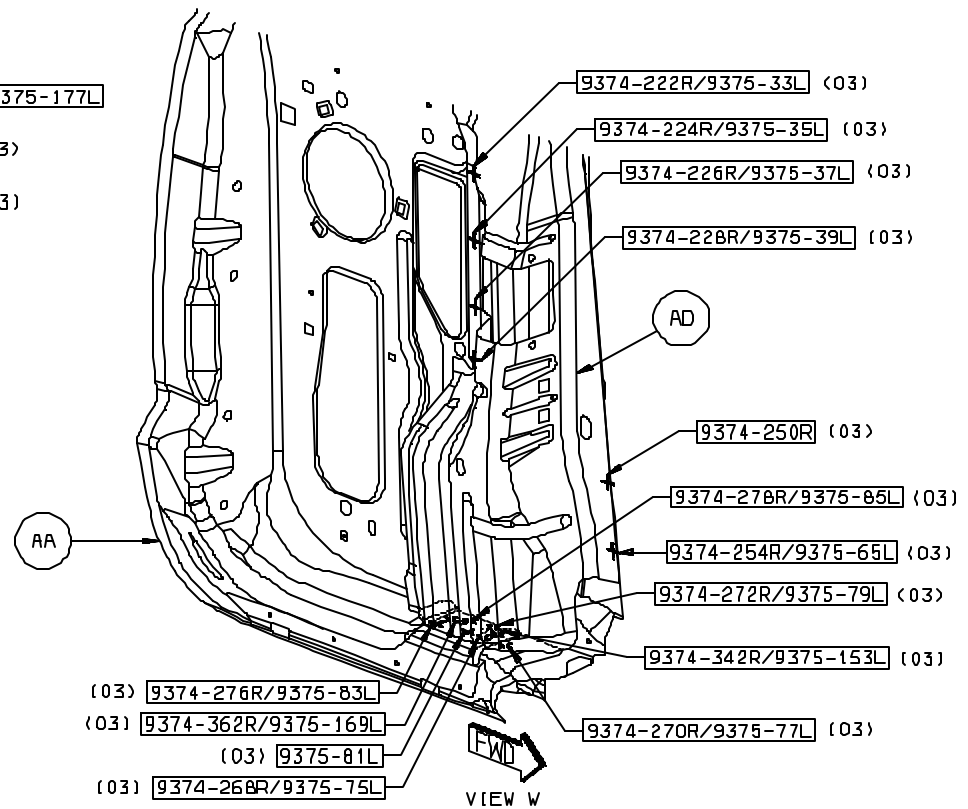
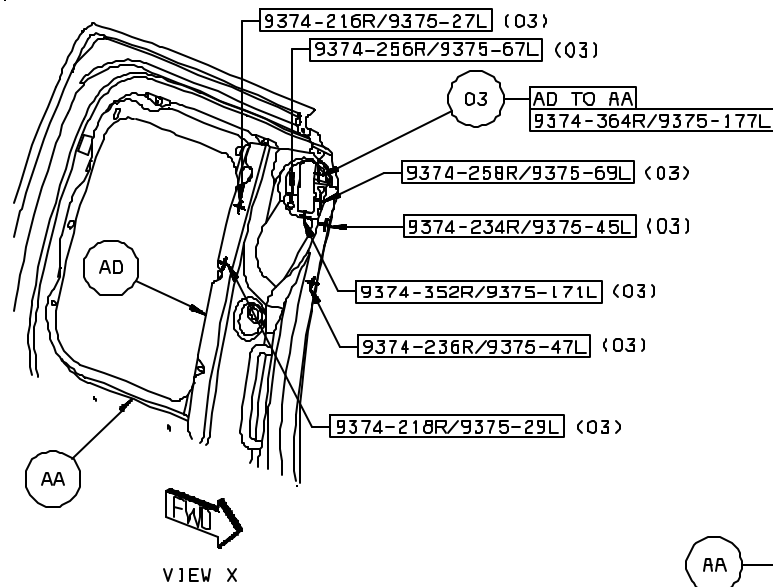
[Back to Index](#)

1. AB TO AA 16/SD S/WELD (ORD)
2. AA TO AC 10/SD S/WELD (ORD)

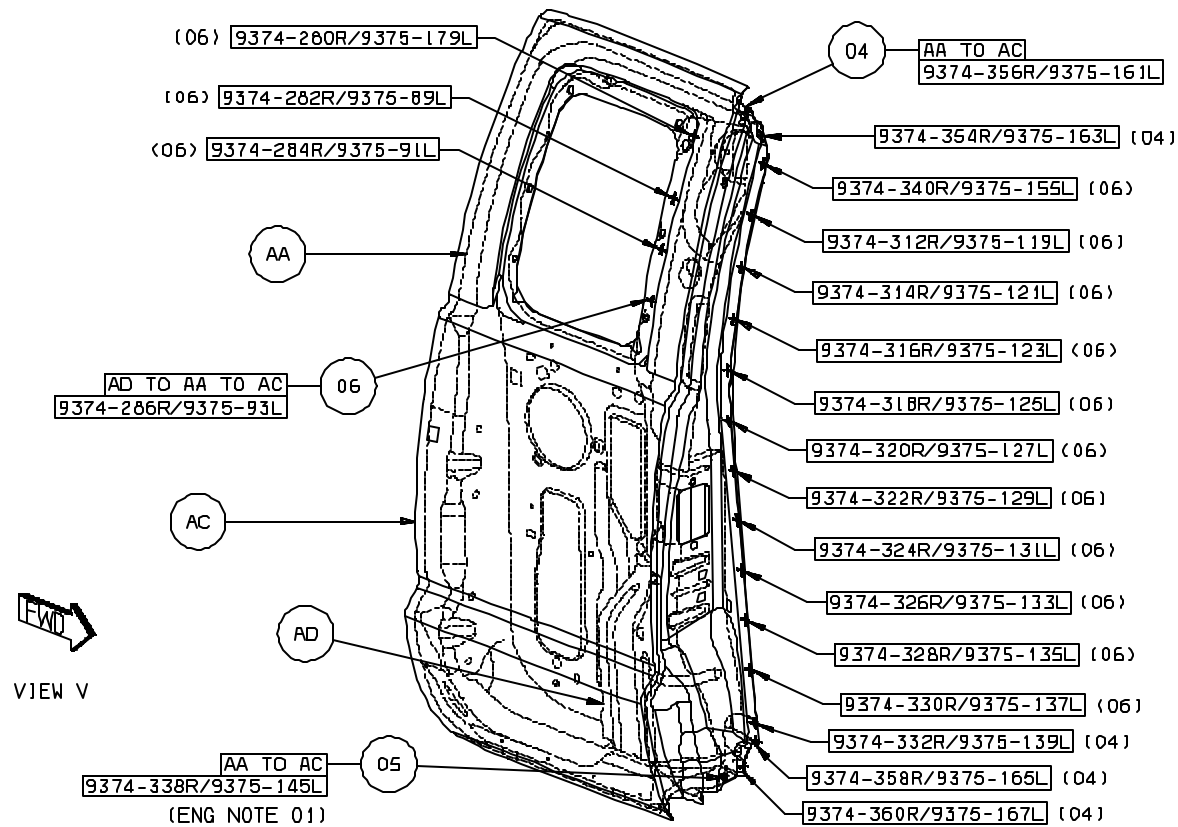


[Back to Index](#)

### 3. AD TO AA 21/SD S/WELD (ORD)

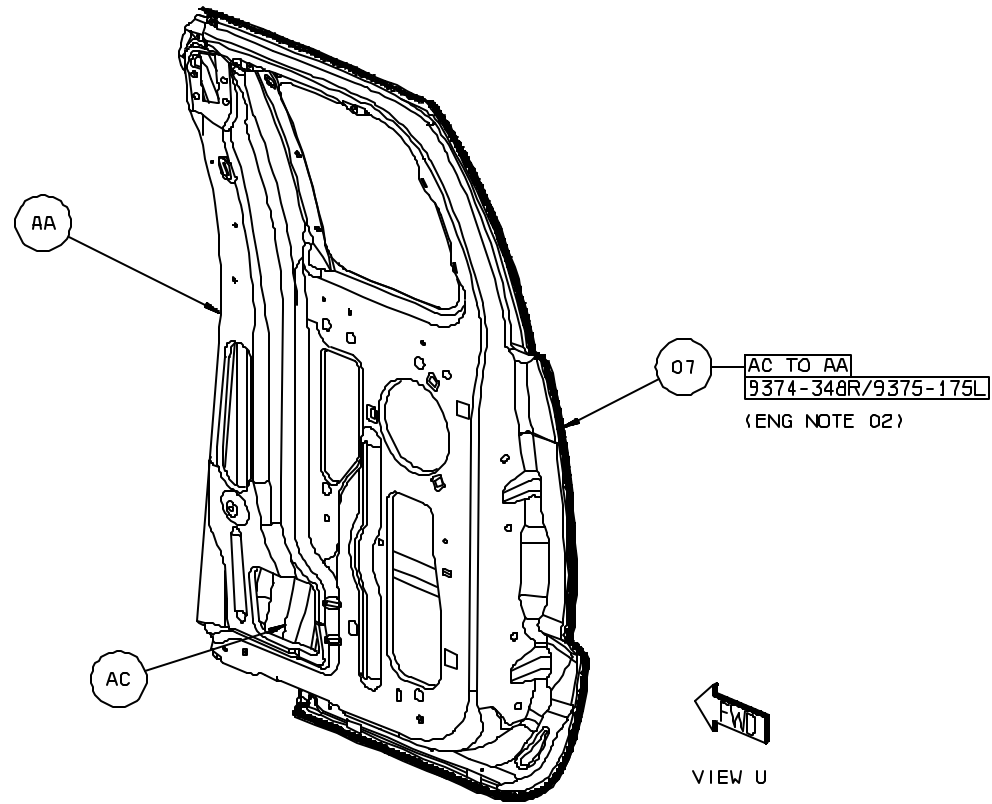


4. AA TO AC 5/SD S/WELD (ORD)
5. AA TO AC 1/SD GUM DROP (ORD)
6. AD TO AA TO AC 15/SD S/WELD (ORD0)



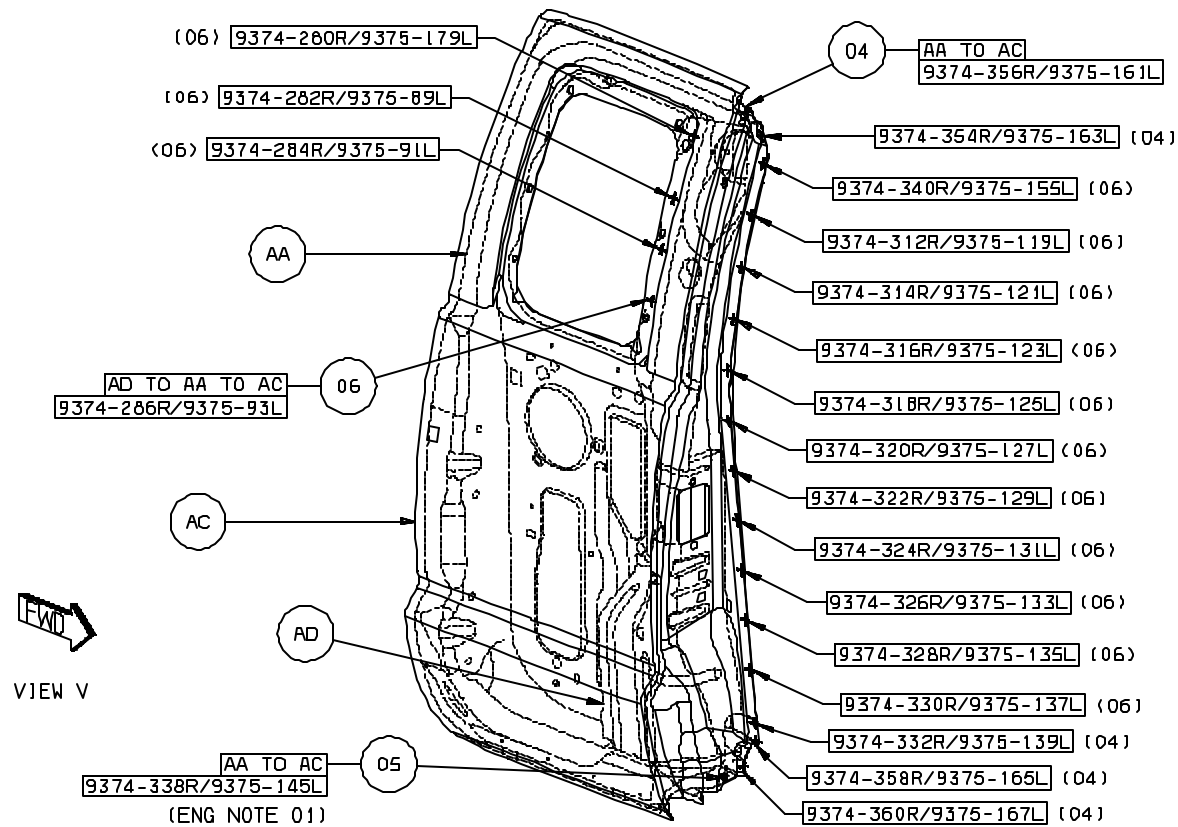
[Back to Index](#)

## 7. AC TO AA 1/SD STRUC ADH (ORD)



[Back to Index](#)

4. AA TO AC 5/SD S/WELD (ORD)
5. AA TO AC 1/SD GUM DROP (ORD)
6. AD TO AA TO AC 15/SD S/WELD (ORD0)

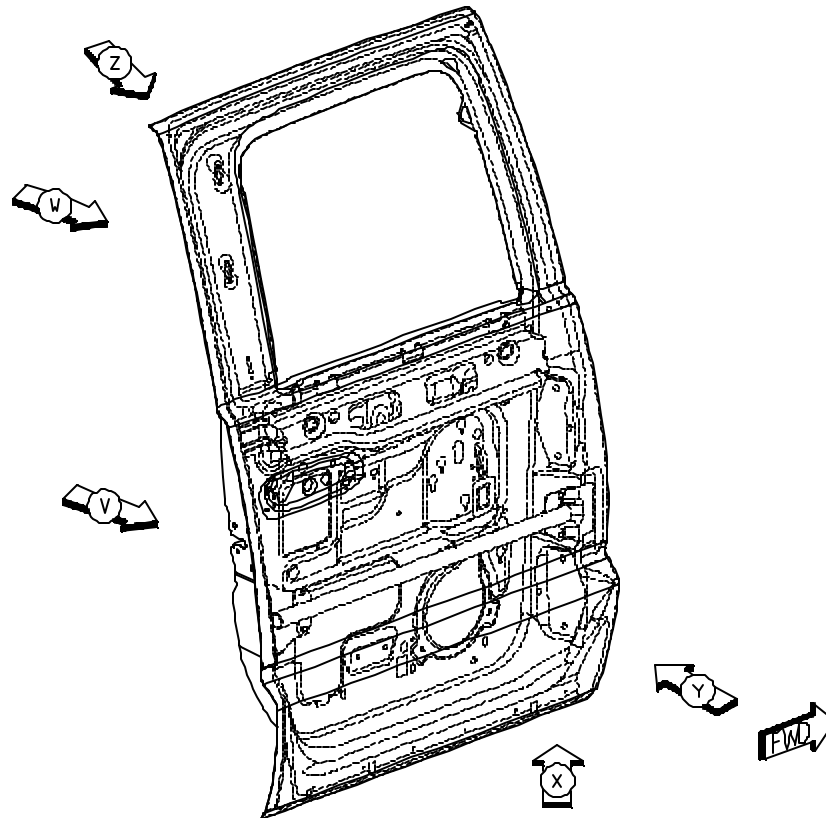


[Back to Index](#)

## INDEX RR DOORS 84-STAMPING

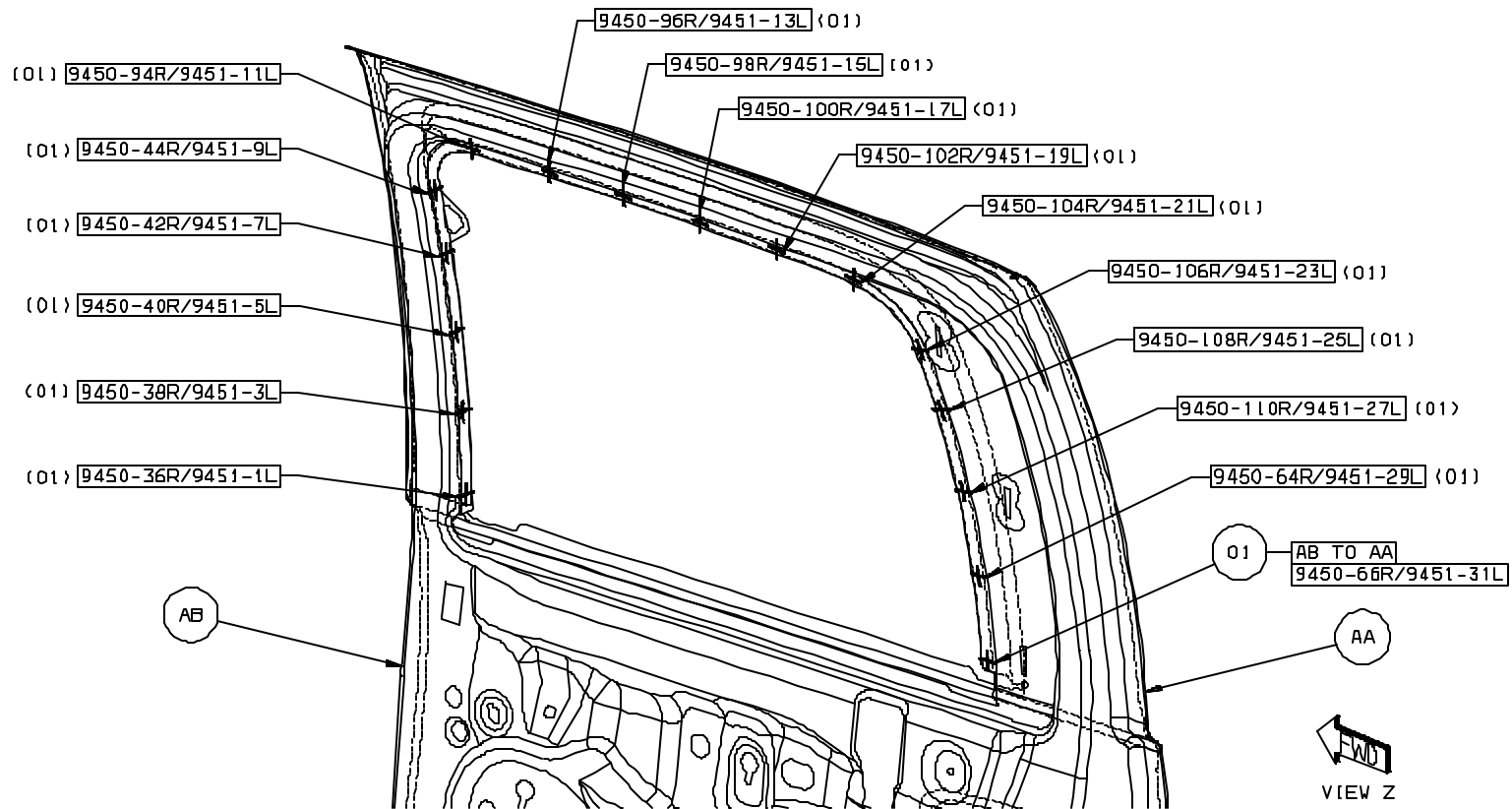
AA PANEL-RR DOOR OTR RT-  
AA PANEL-RR DOOR OTR LT-  
AB PANEL-RR DOOR INR RT-  
AB PANEL-RR DOOR INR LT-  
AC REINF-RR DOOR BELT OTR RT-

AC REINF-RR DOOR BELT OTR RT-  
AD BEAM-IMPACT RR DOOR RT-  
AD BEAM-IMPACT RR DOOR LT-  
AE REINF ASSY-TAPPING PLATE DOOR HINGE-



[Back to Index](#)

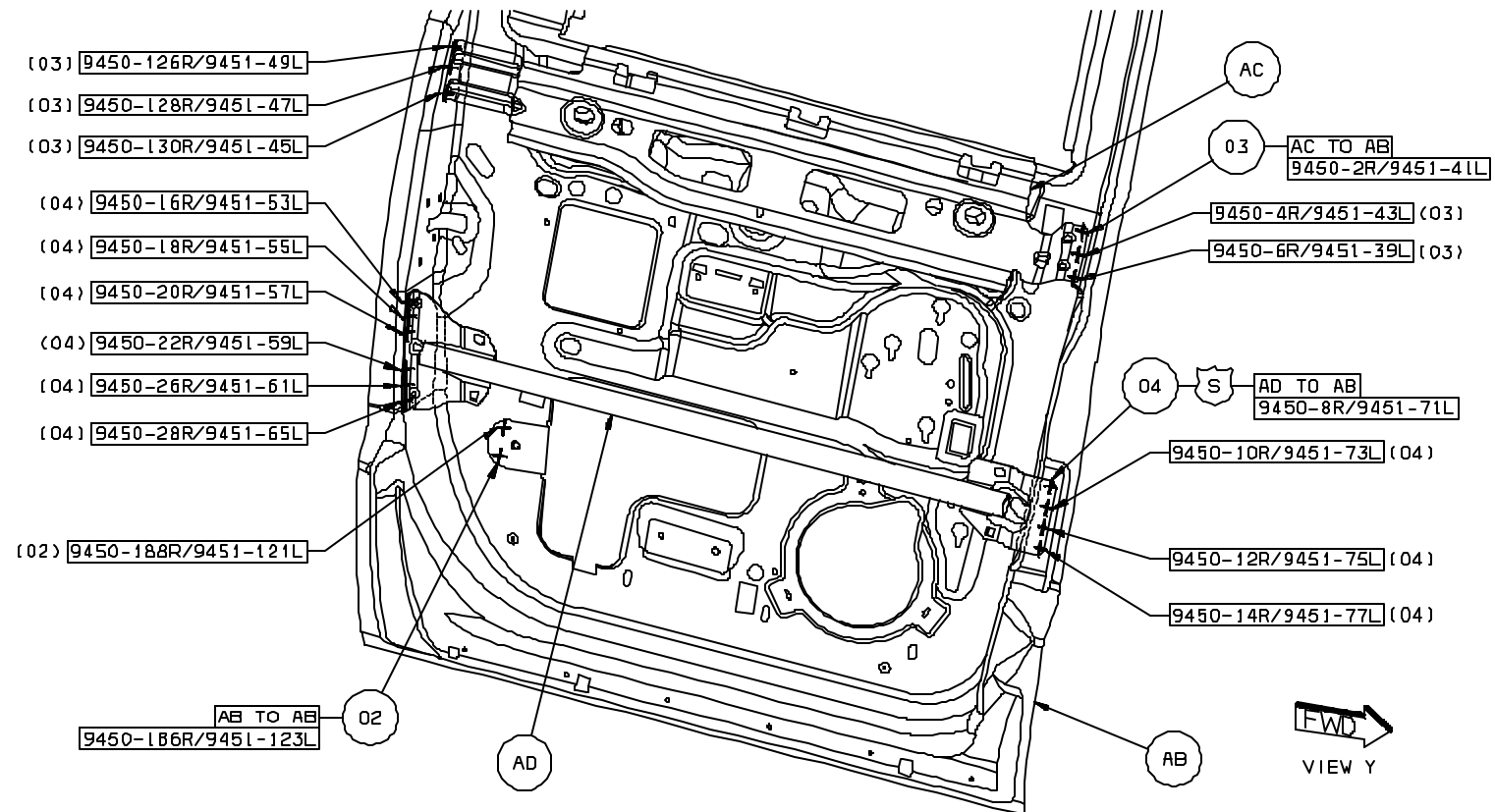
## 1. AB TO AA 16/SD S/WELD (ORD)



[Back to Index](#)

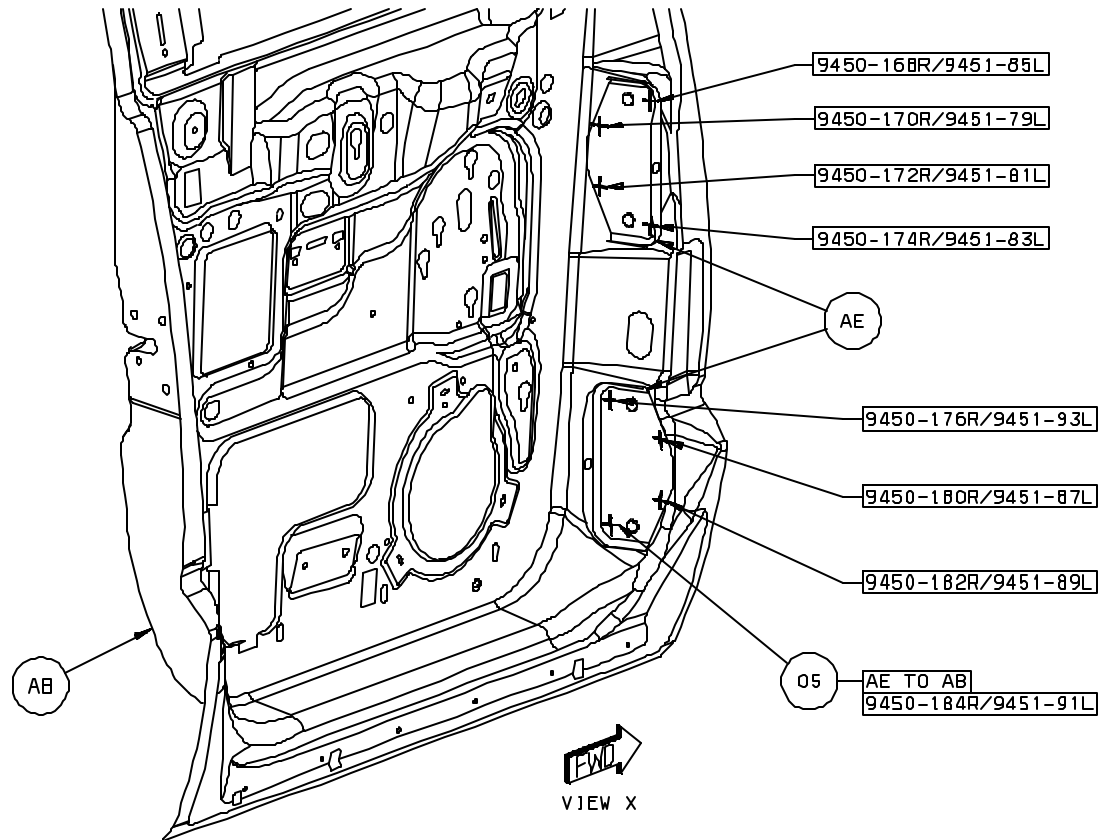


2. AB TO AB 2/SD S/WELD (ORD)
3. AC TO AB 6/SD S/WELD (ORD)
4. AD TO AB 10/SD S/WELD (ORD)



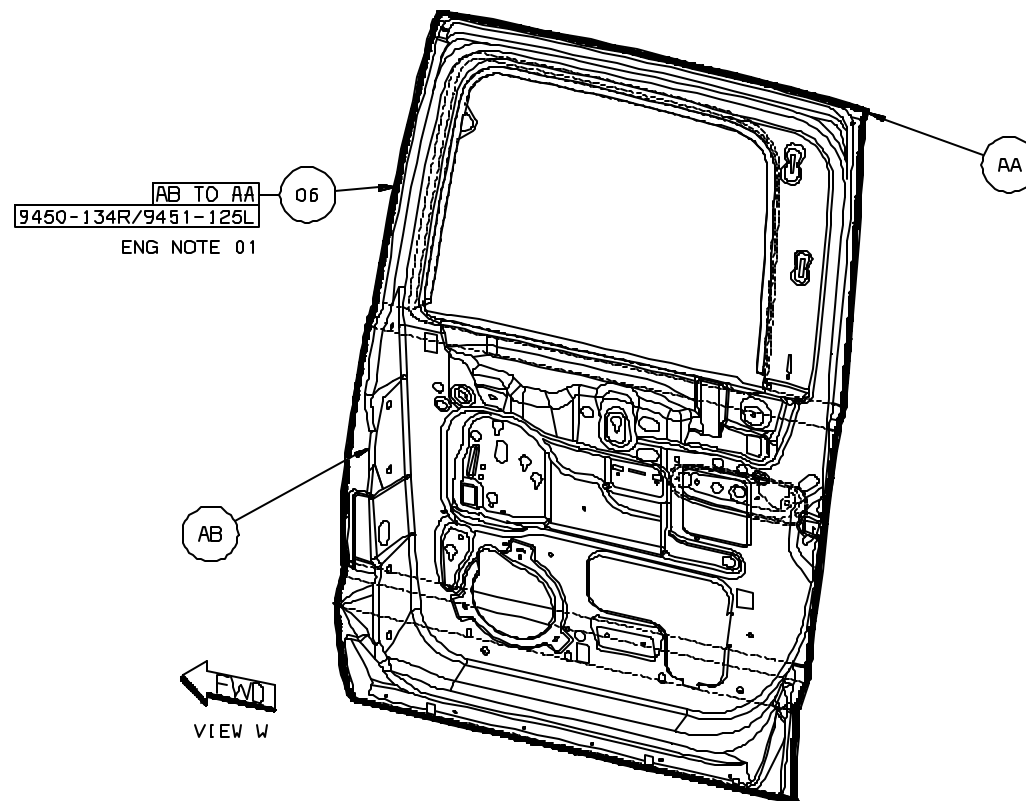
[Back to Index](#)

## 5. AE TO AB 8/SD S/WELD (ORD)



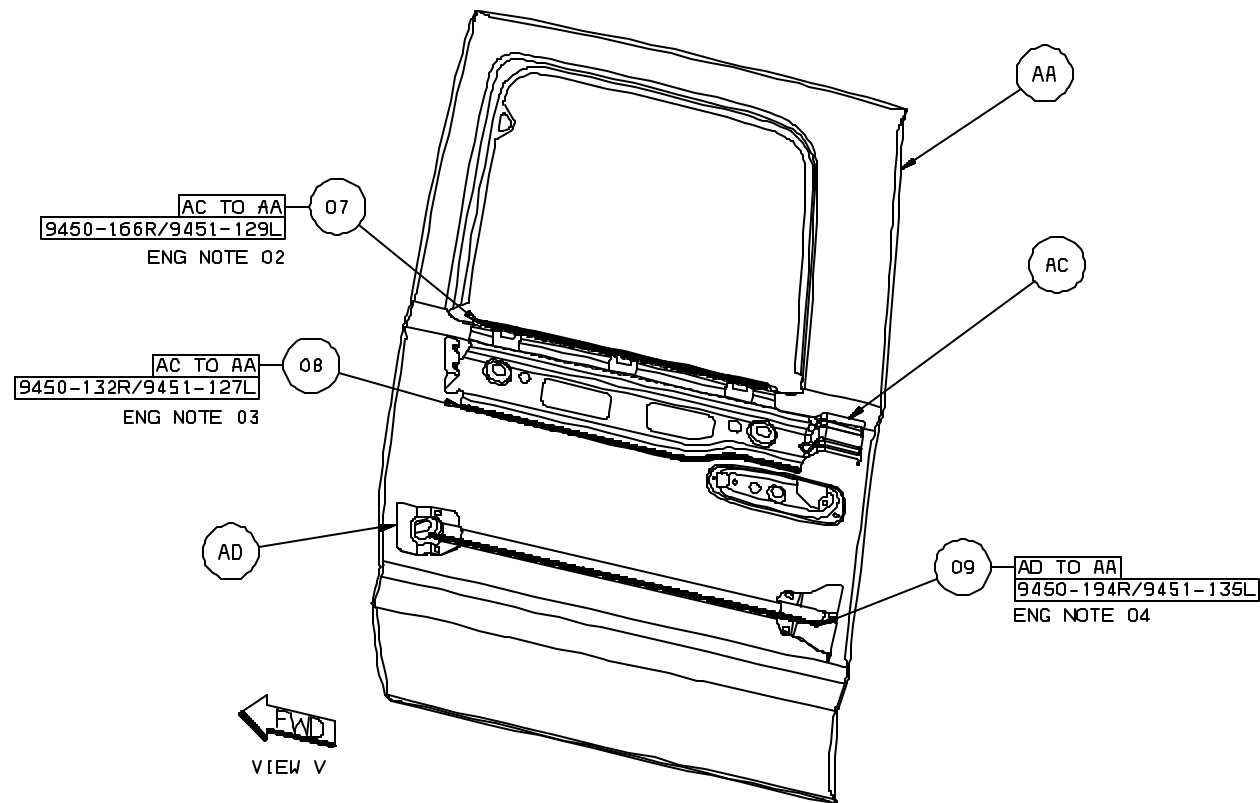
[Back to Index](#)

## 6. AB TO AA 1/SD STRUC ADH (ORD)



[Back to Index](#)

7. AC TO AA 1/SD STRUC ADH (ORD)
8. AC TO AA 1/SD STRUC ADH (ORD)
9. AD TO AA 1/SD STRUC ADH (ORD)



[Back to Index](#)

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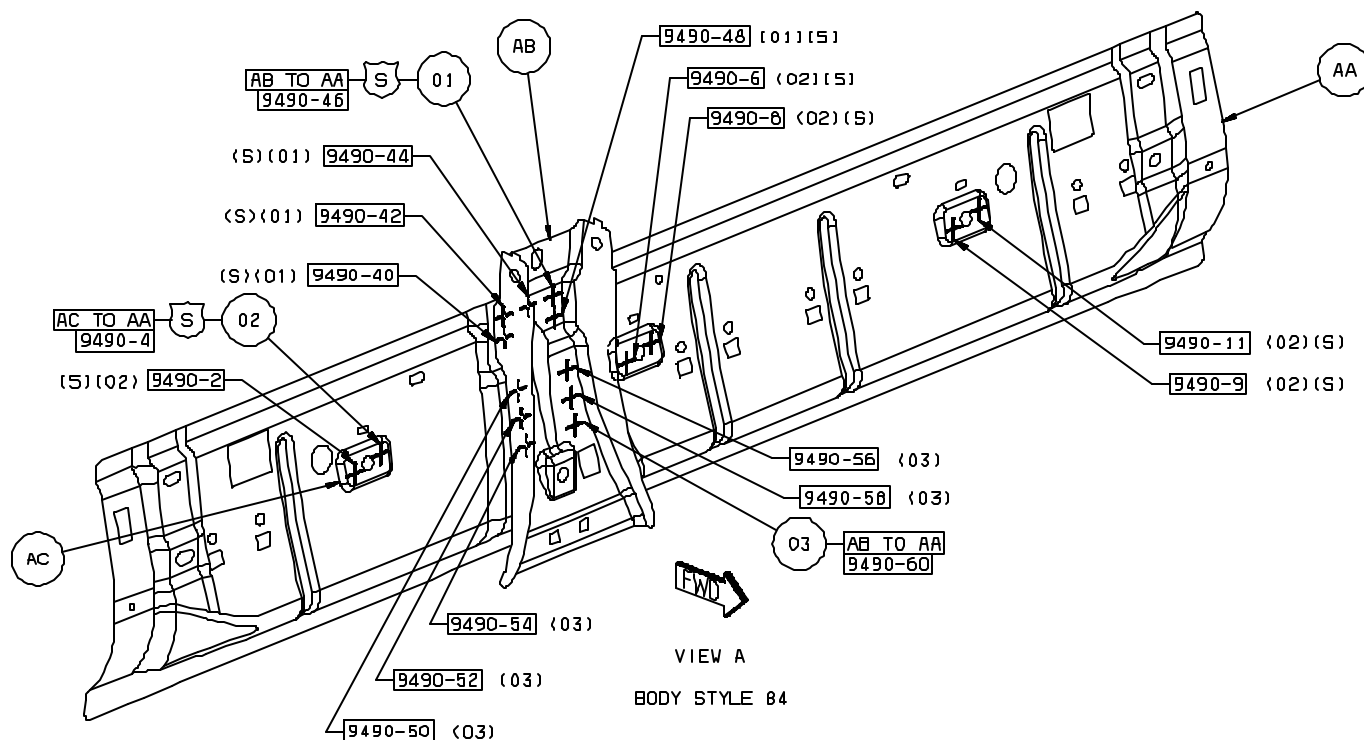
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[Back to Index](#)

# INDEX MISC BODY 33/84-STAMPING

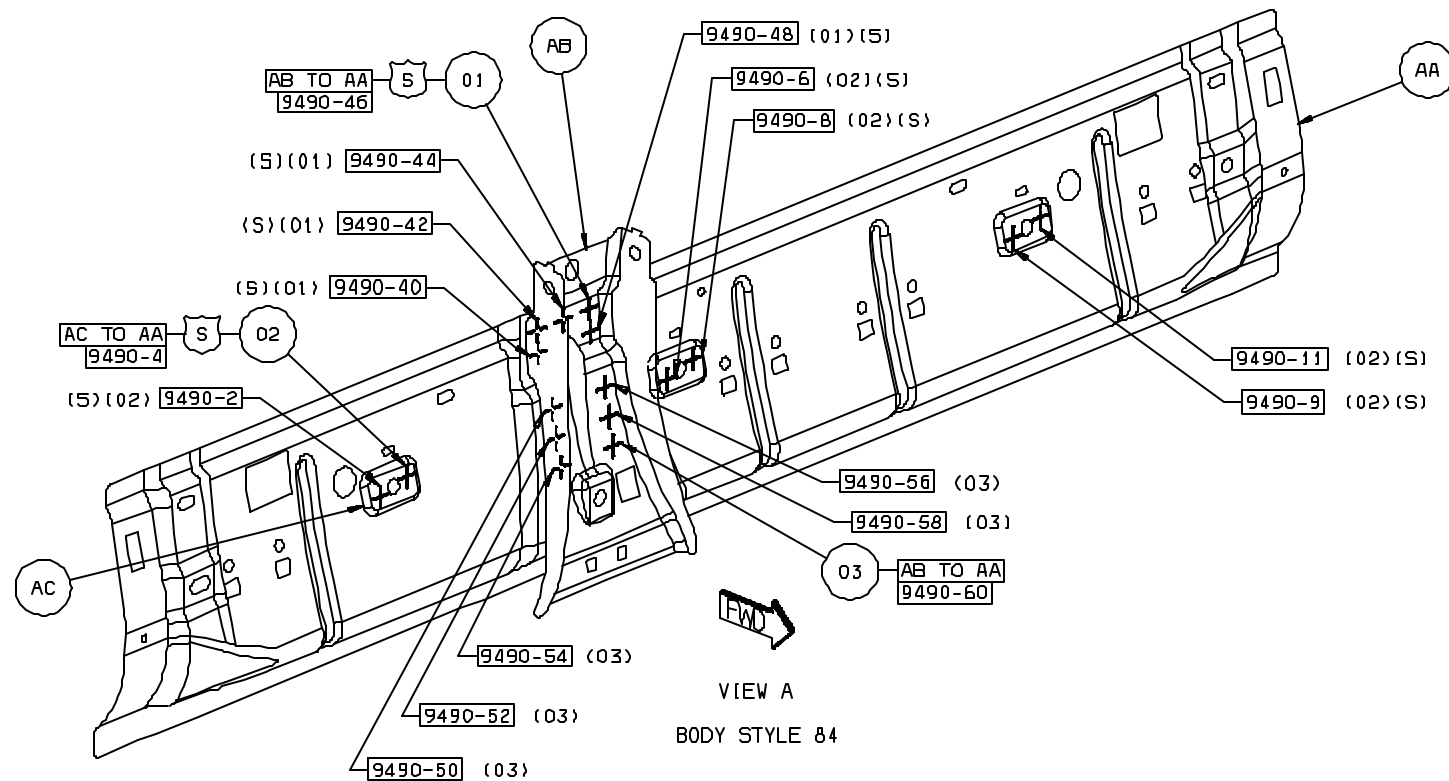
AA REINF ASSY-CAB BACK-  
AB REINF-SHOULDER BELT RR CTR-  
AC TAPPING PLATE-TIE ROD TO DASH-  
AD PANEL-CAB BACK INR-  
AE TAPPING PLATE-TIE ROD TO DASH-  
AF PANEL ASSY-COWL SIDE RT-  
AG PANEL ASSY-COWL SIDE LT-  
AH TAPPING PLATE-I/P MOUNTING

AJ TAPPING PLATE-I/P MOUNTING  
AK SPECIALITY-HEADER. PT.LOCK.FEAT.SPECIAL-  
ORD TO FLOOR  
AL SPECIALITY-HEADER. PT.LOCK.FEAT.SPECIAL-  
WIRING HARN GROUND TO BIW  
AM NUT/WELD.HEX-NO FIN-  
AN NUT/WELD.HEX-NO.FIN-



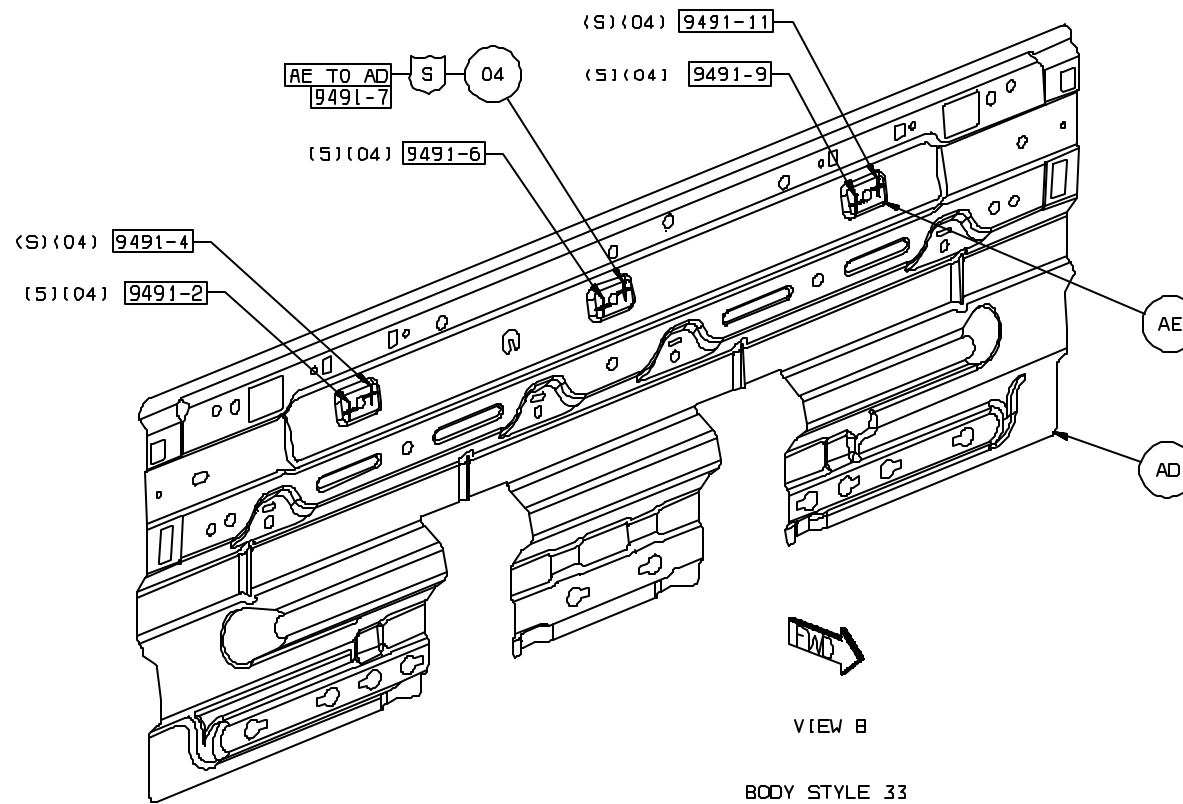
[Back to Index](#)

1. AB TO AA 5 S/WELD (SAF)
2. AC TO AA 6 S/WELD (SAF)
3. AB TO AA 6 S/WELD (SAF)



[Back to Index](#)

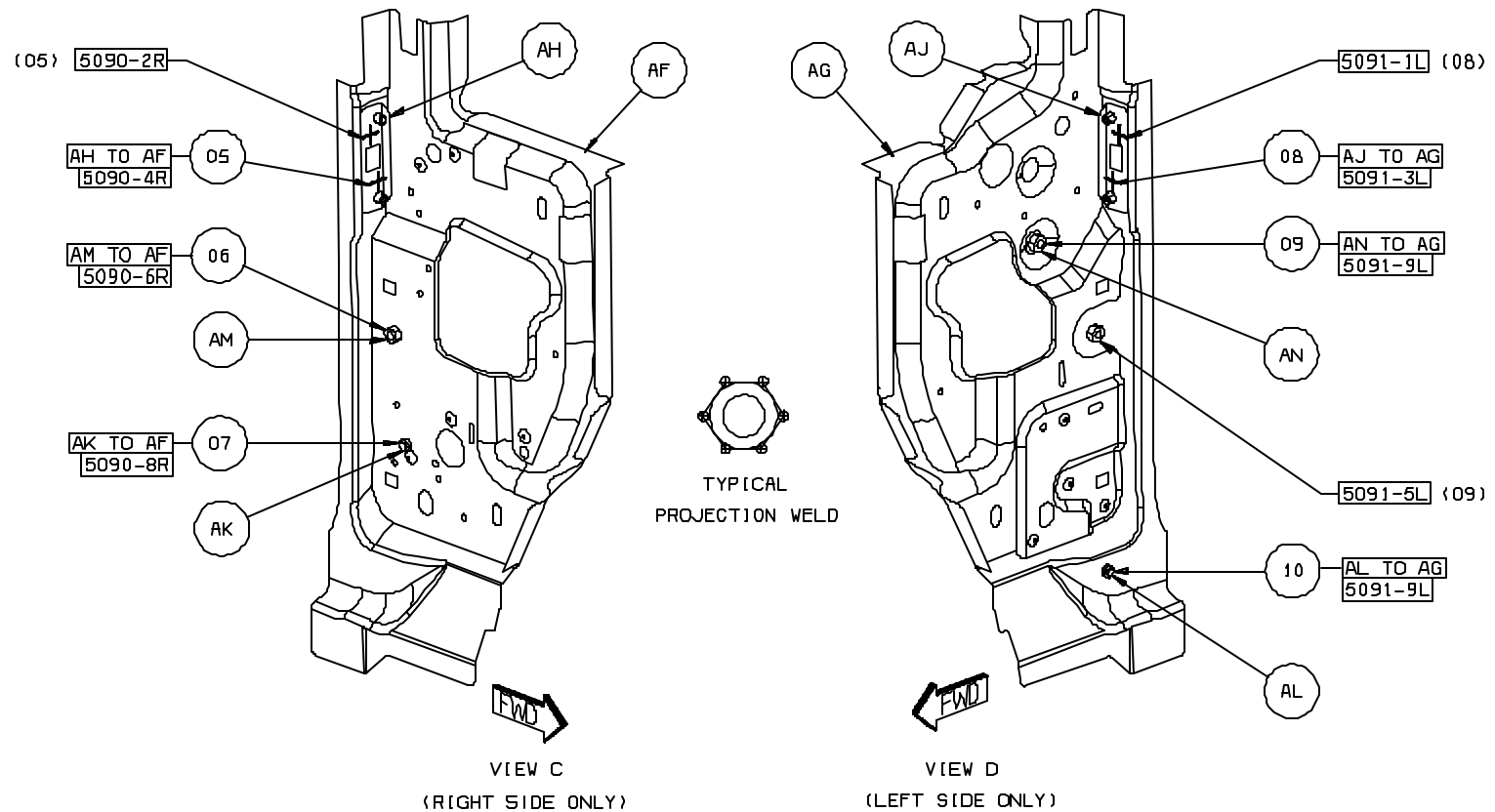
#### 4. AE TO AD 6/WELD (SAF)



[Back to Index](#)



5. AH TO AF 2 S/WELD (ORD)
6. AM TO AF 1 PROJ WELD
7. AK TO AF 1 PROJ WELD
8. AJ TO AG 2 S/WELD (ORD)
9. AN TO AG 1 PROJ WELD
10. AL TO AG 1 PROJ WELD

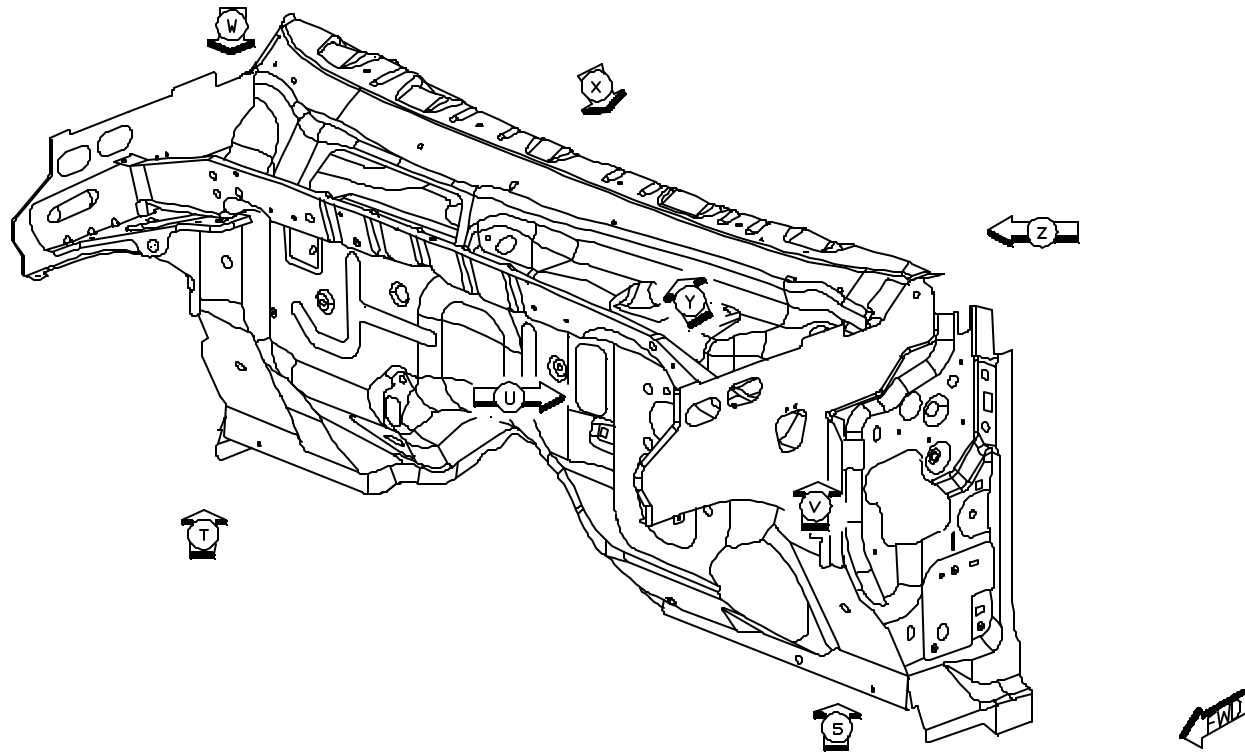


[Back to Index](#)

## INDEX DASH ASSY

AA PANEL-PLENUM LWR-  
AB PANEL-COWL BAR-  
AC GUSSET-PLENUM REINF-  
AD PANEL-DASH-  
AE GUSSET-HOOD HINGE MTG RT-

AE GUSSET-HOOD HINGE MTG RT-  
AF PANEL-PLENUM END RT-  
AF PANEL-PLENUM END RT-  
AG PANEL-COWL SIDE RT-  
AG PANEL-COWL SIDE LT-



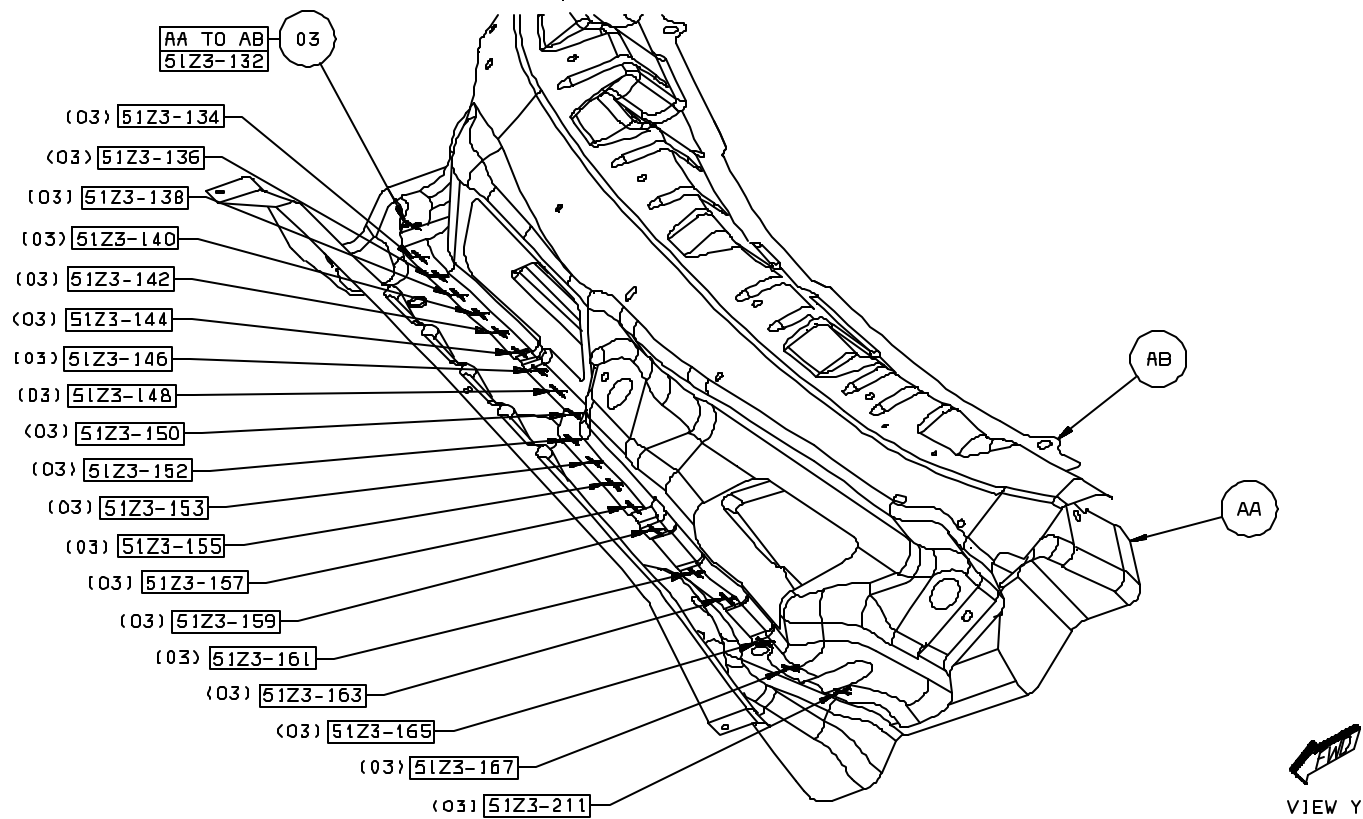
[Back to Index](#)

- 
- Exploded view diagram of a vehicle chassis component, showing various parts and their quantities:
- AA TO AC TO AB
  - 51Z3-1
  - 02
  - 51Z3-3 (02)
  - 51Z3-5 (02)
  - 51Z3-7 (02)
  - 51Z3-9 (02)
  - 51Z3-11 (02)
  - 51Z3-13 (02)
  - 51Z3-15 (01)
  - 51Z3-17 (01)
  - 51Z3-19 (01)
  - 51Z3-20 (01)
  - (01) 51Z3-22
  - (01) 51Z3-24
  - (01) 51Z3-26
  - (01) 51Z3-28
  - (01) 51Z3-30
  - (01) 51Z3-32
  - (01) 51Z3-34
  - (01) 51Z3-36
  - 01
  - AA TO AB
  - 51Z3-38
  - AB

VIEW Z

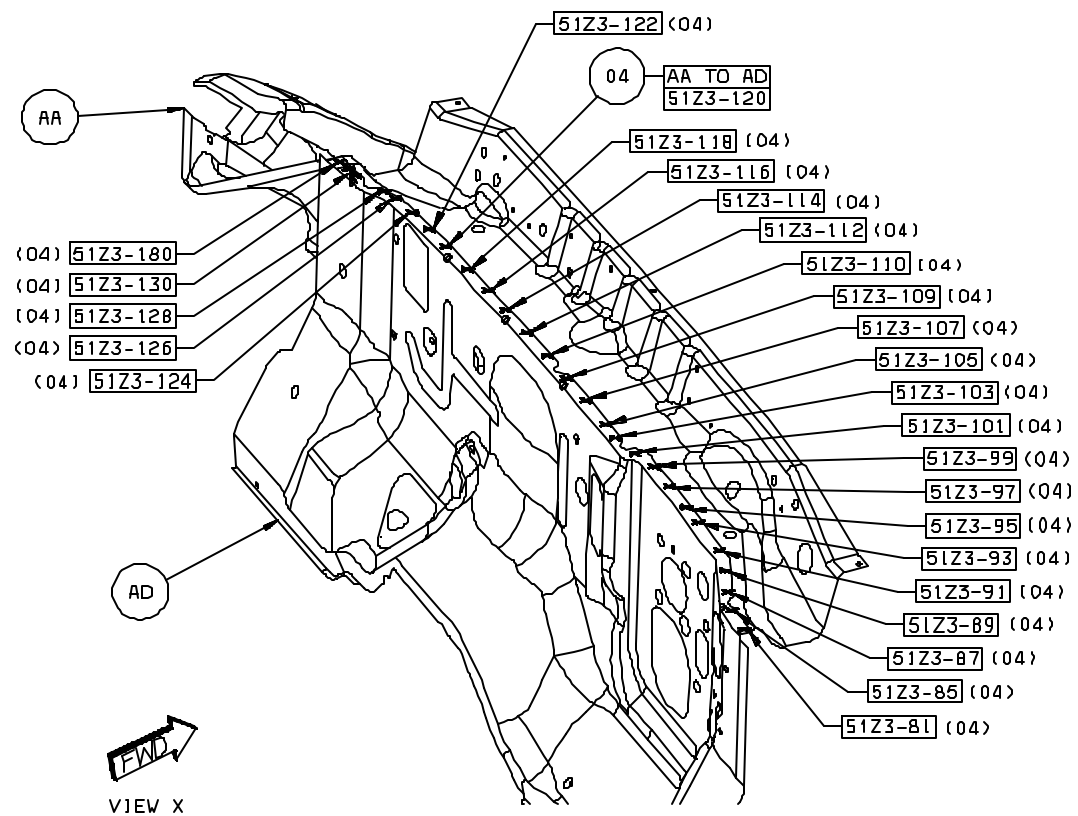
[Back to Index](#)

### 3. AA TO AB 20 S/WELDS (ORD)



[Back to Index](#)

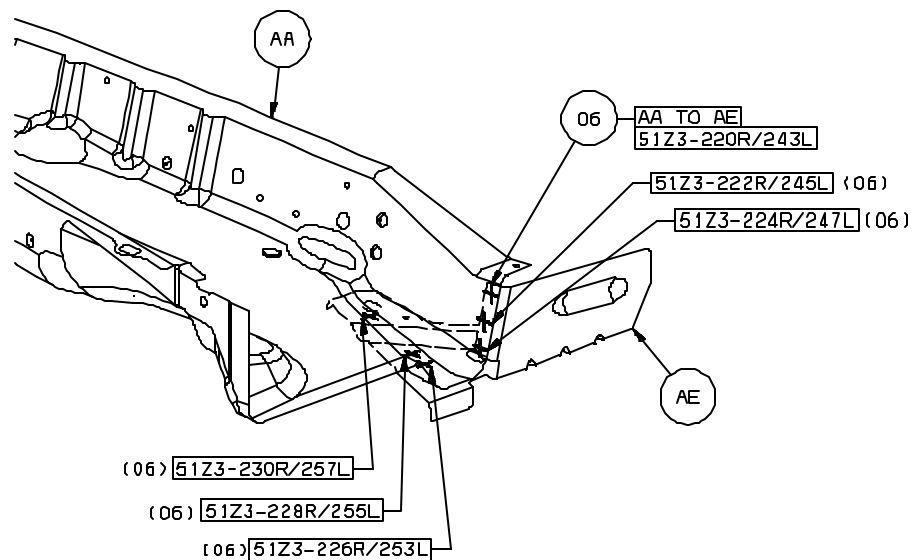
#### 4. AA TO AD 26 S/WELD (ORD)



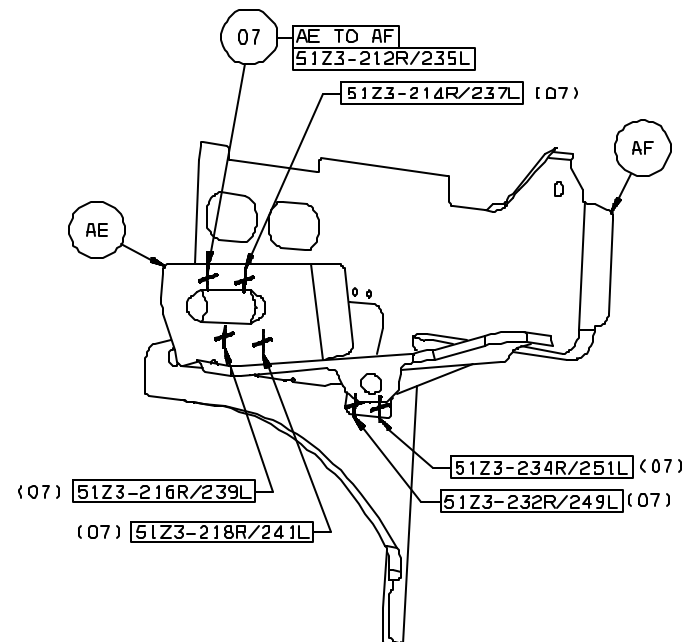
[Back to Index](#)

6. AA TO AE 6/SD S/WELD (ORD)

7. AE TO AF 6/SD S/WELD (ORD)



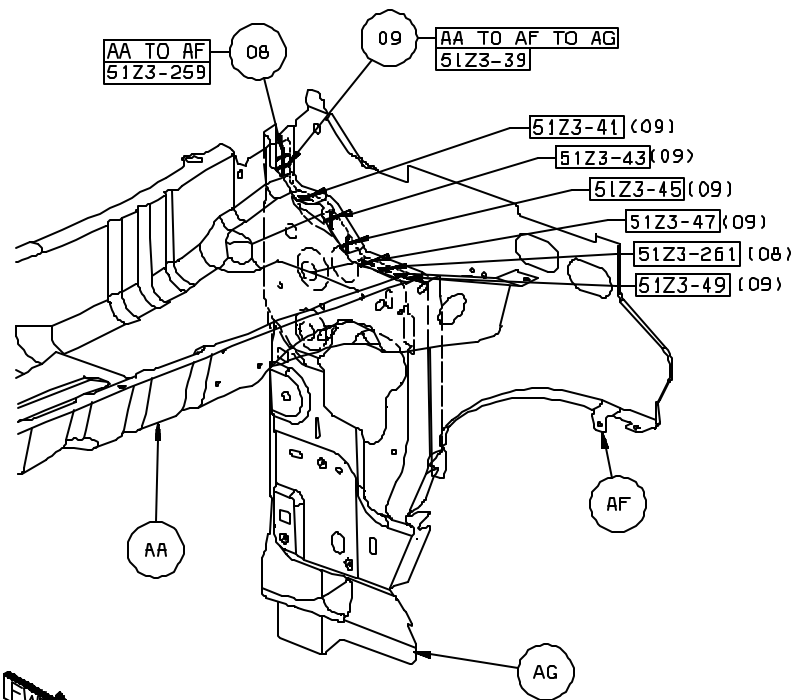
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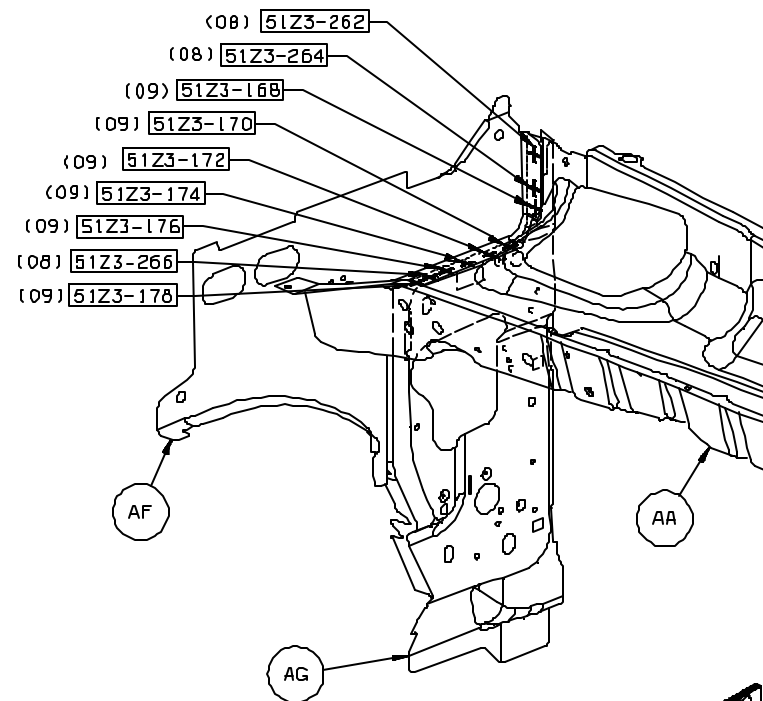
VIEW V

[Back to Index](#)

8. AA TO AF 5 S/WELD (ORD)
9. AA TO AF TO AG 12 S/WELD (ORD)



VIEW U

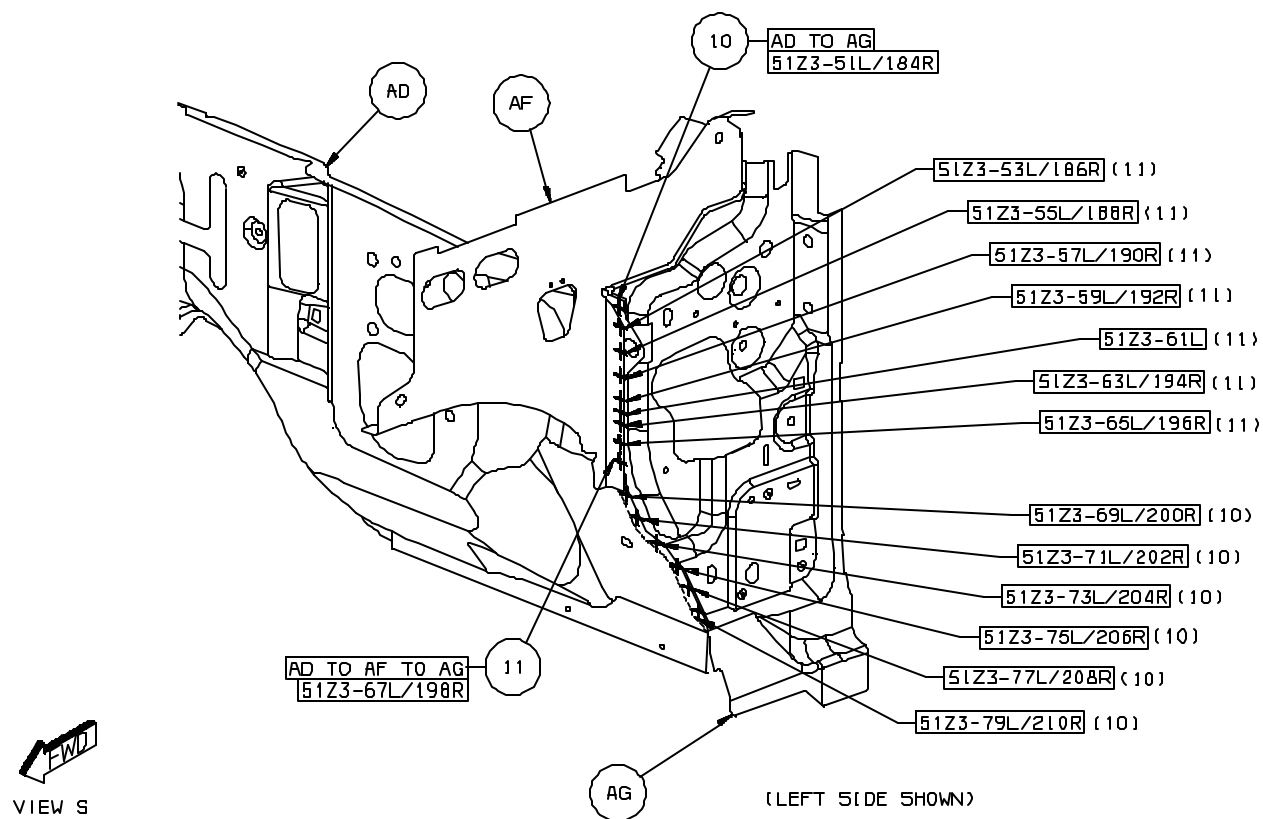


VIEW T

[Back to Index](#)

10. AD TO AG 7/SD S/WELD (ORD)

11. AD TO AF TO AG 8L/7R/SD S/WELD (ORD)

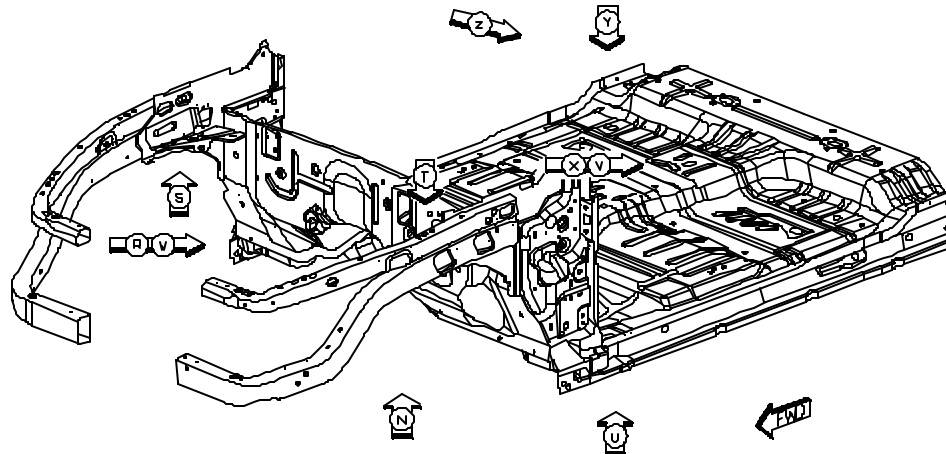


[Back to Index](#)



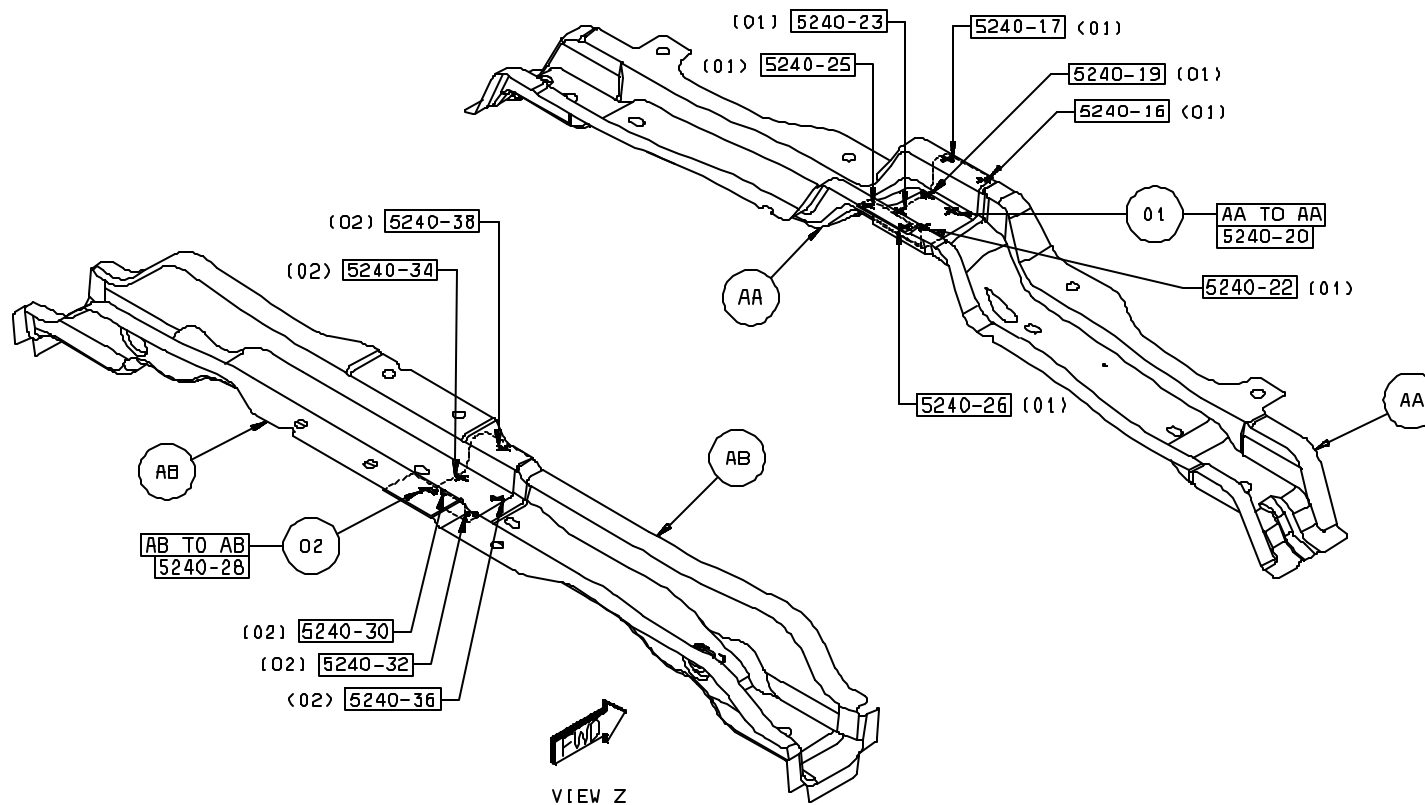
# INDEX U/BODY COMPLETE 33-ASSY

AA	CROSSMEMBER-B-PILLAR RT-	AK	55359942AA REINF-XMBR FRT SEAT
AA	CROSSMEMEBR-B-PILLAR-LT-	AL	55359773AA BRACKET ORC
AB	CROSSMEMBER C-PILLAR-RT-	AM	PANEL-PLENUM END RT-
AB	CROSSMEMBER C-PILLAR-LT-	AM	PANEL-PLENUM END LT-
AC	PANEL-SILL INR RT-	AN	GUSSET-HOOD HINGE MOUNTING RT-
AC	PANEL-SILL INR LT-	AN	GUSSET-HOOD HINGE MOUNTING LT-
AD	55359930AA	AP	TUBE-RADIATOR & FRT FENDER RT-
AE	REINF-FLOOR FRT RT HAND DRIVE RT-	AP	TUBE-RADIATOR & FRT FENDER LT-
AE	REINF-FLOOR FRT LT-	AR	TUBE-FRT FENDER SUPPORT RT-
AF	SUPT-UNDERBODY HOLD-DOWN FRT RT-	AR	TUBE-FRT FENDER SUPPORT LT-
AF	SUPT-UNDERBODY HOLD-DOWN FRT LT-	AS	PANEL-COWL SIDE RT-
AG	PAN-FLOOR FRT-	AS	PANEL-COWL SIDE LT-
AH	PAN-FLOOR RR-	AT	PANEL-DASH-
AJ	55359941AA XMBR FRT SEAT MGT FRT		



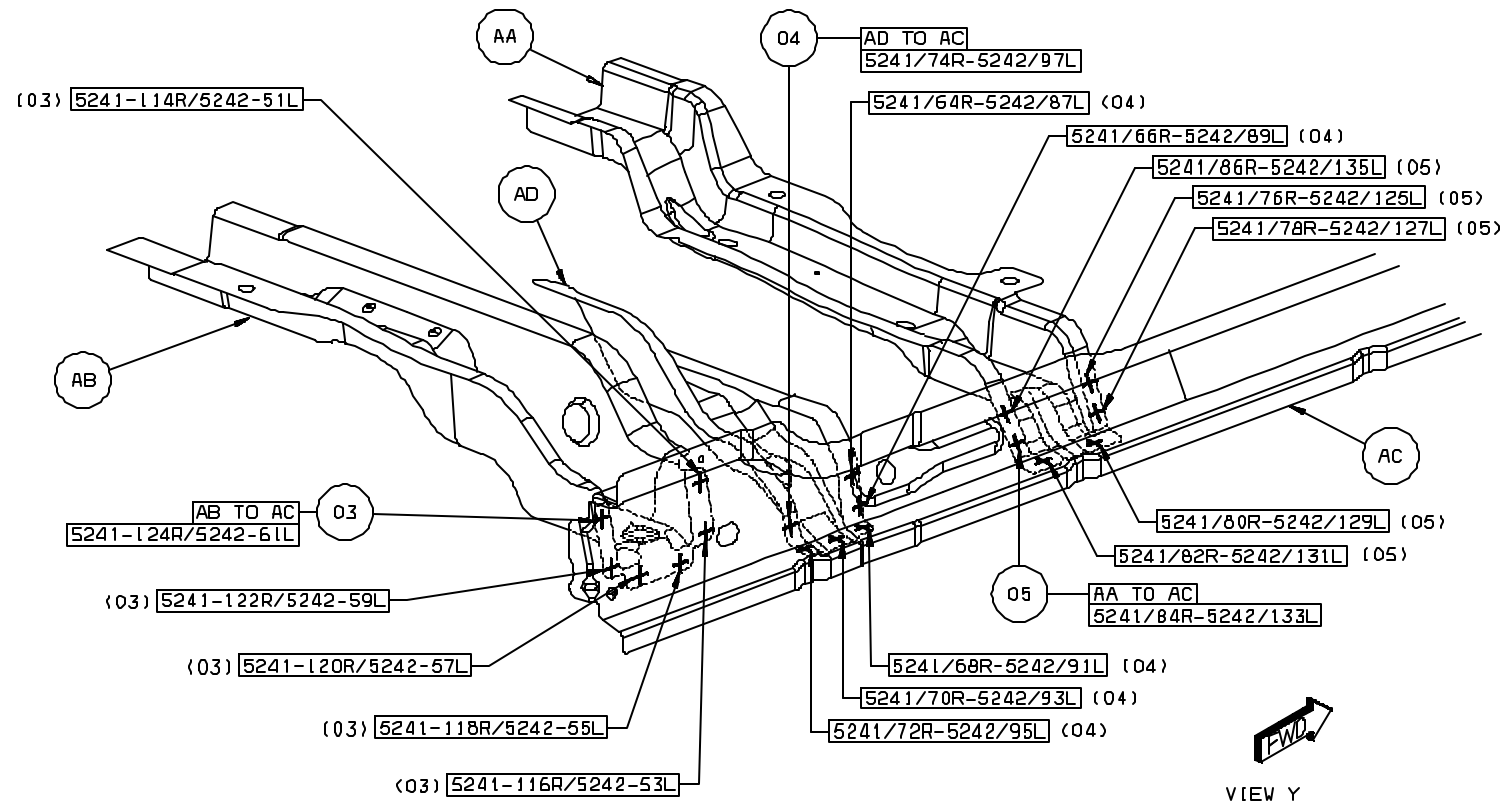
[Back to Index](#)

1. AA TO AA 8 S/WELDS (ORD)
2. AB TO AB 6 S/WELDS (ORD)



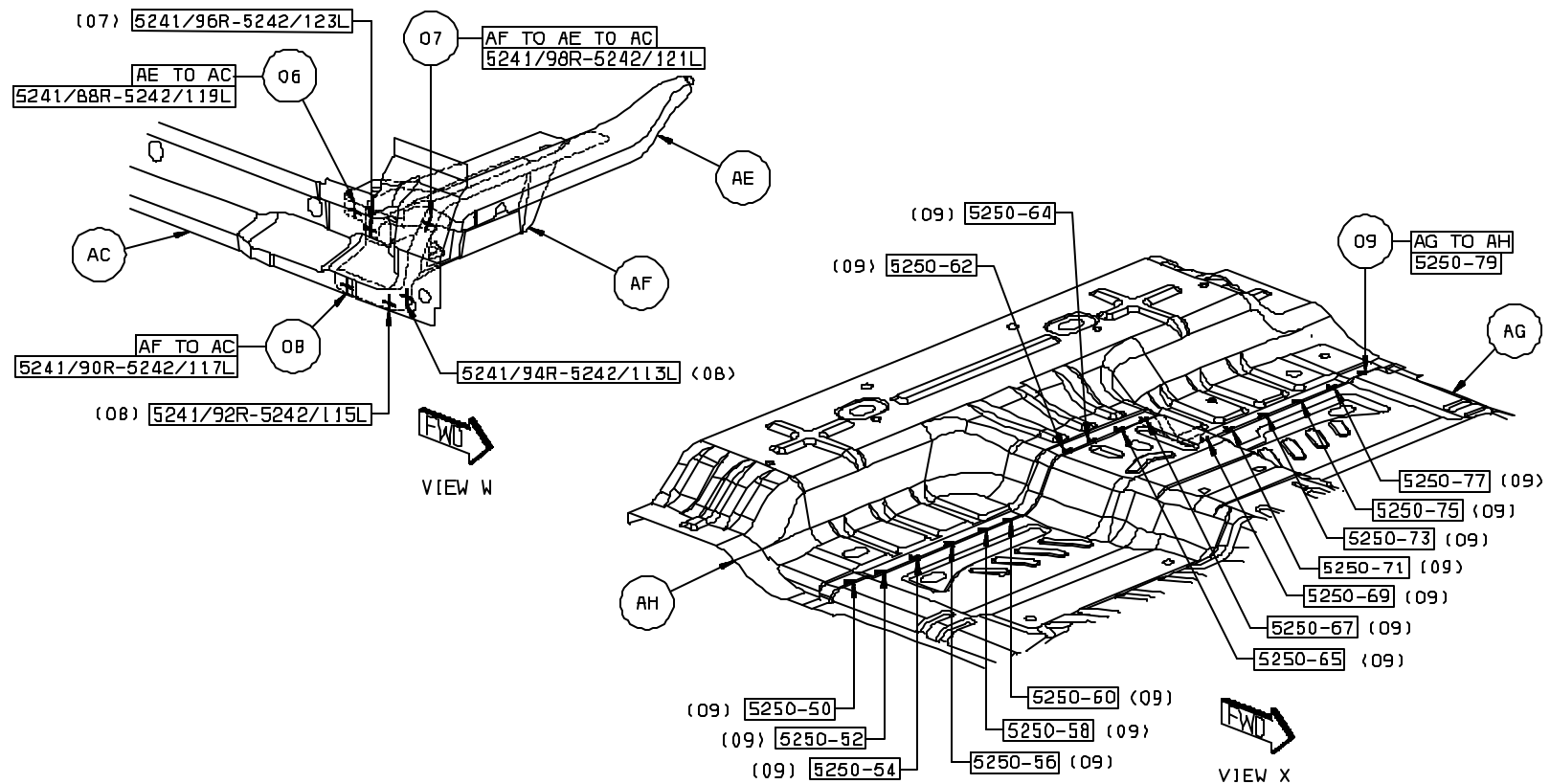
[Back to Index](#)

3. AB TO AC 6/SD S/WELD (ORD)
4. AD TO AC 6/SD S/WELD (ORD)
5. AA TO AC 6/SD S/WELD (ORD)



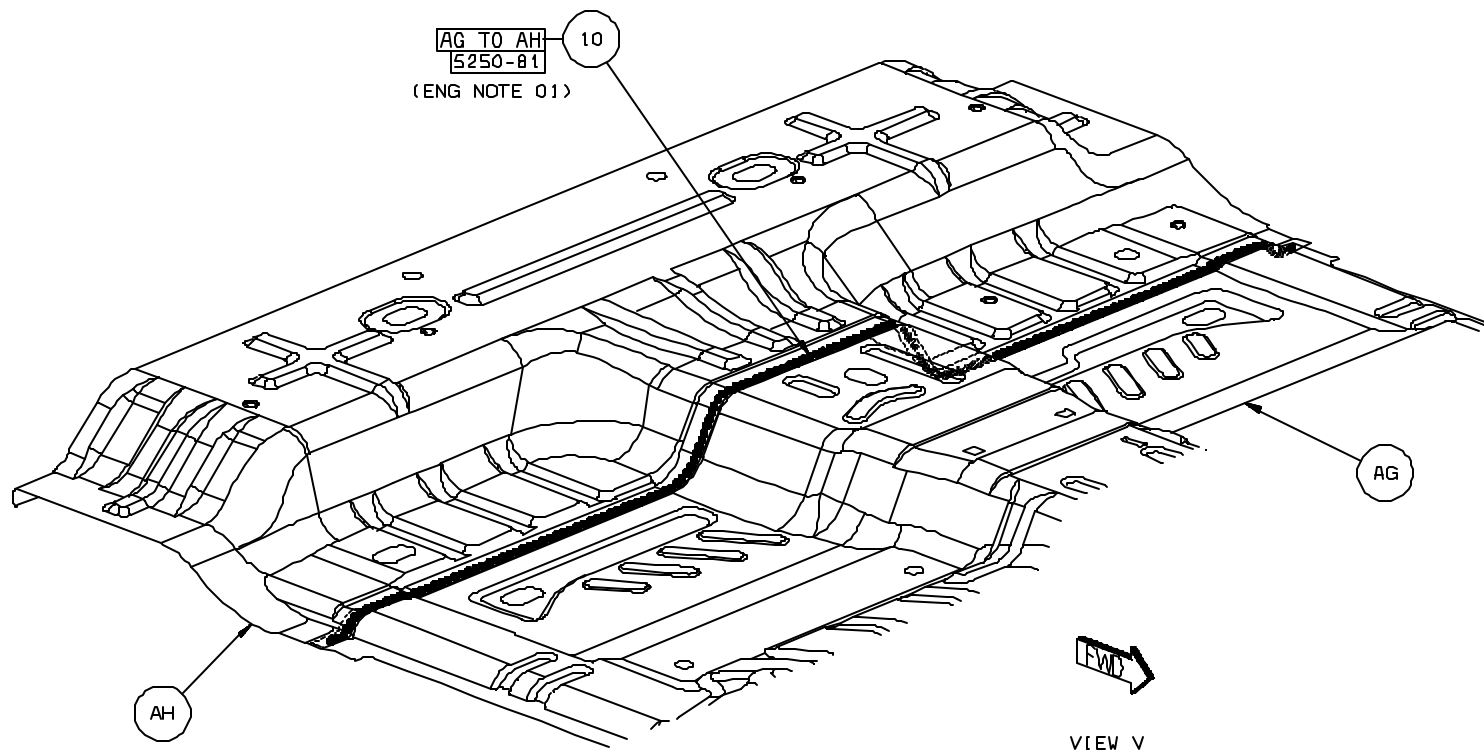
[Back to Index](#)

6. AE TO AC 1/SD S/WELD (ORD)
7. AF TO AE TO AC 2/SD S/WELD (ORD)
8. AF TO AC 3/SD S/WELD (ORD)
9. AG TO AH 16/SD S/WELD (ORD)



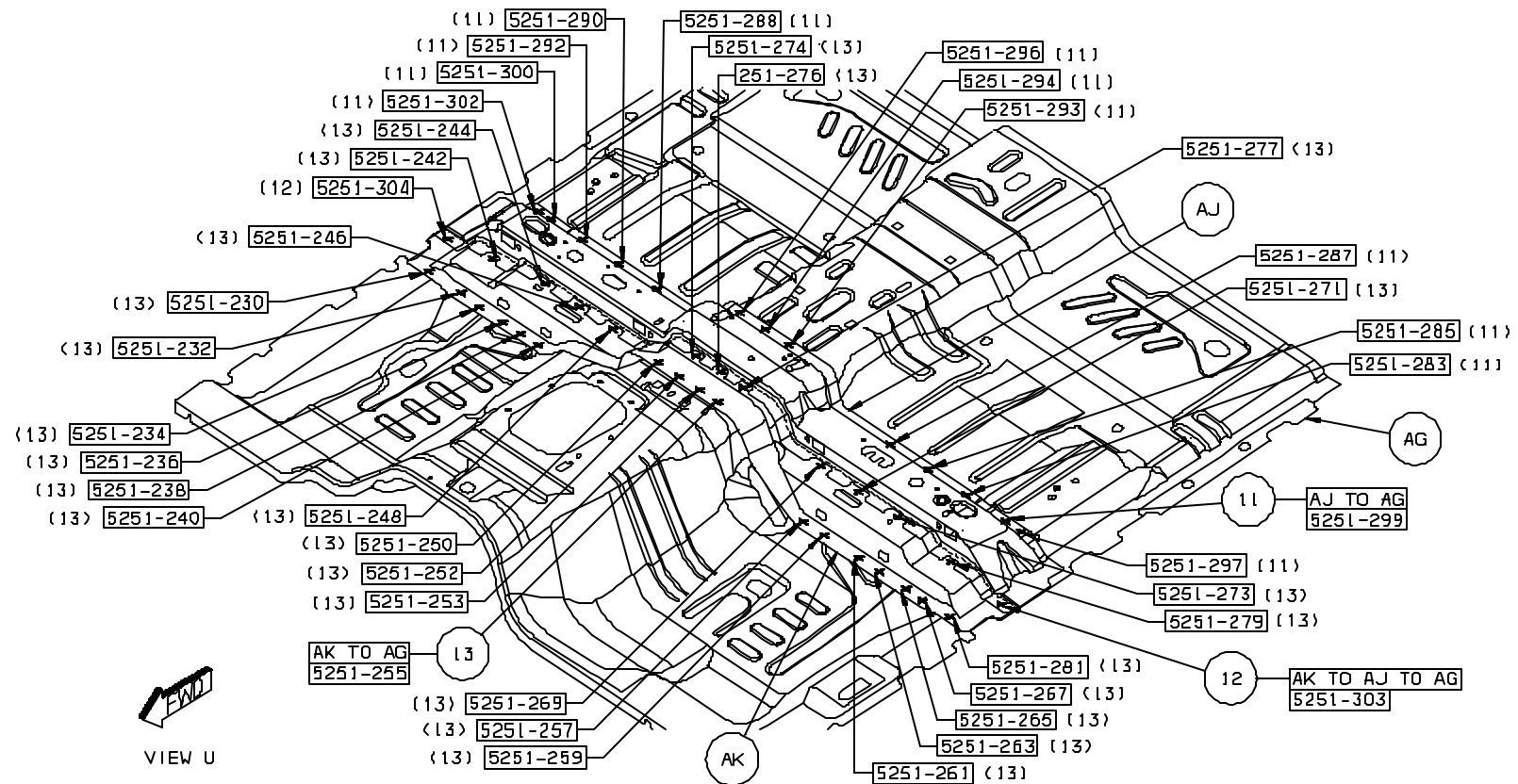
[Back to Index](#)

## 10. AG TO AH 1 STRUC ADH



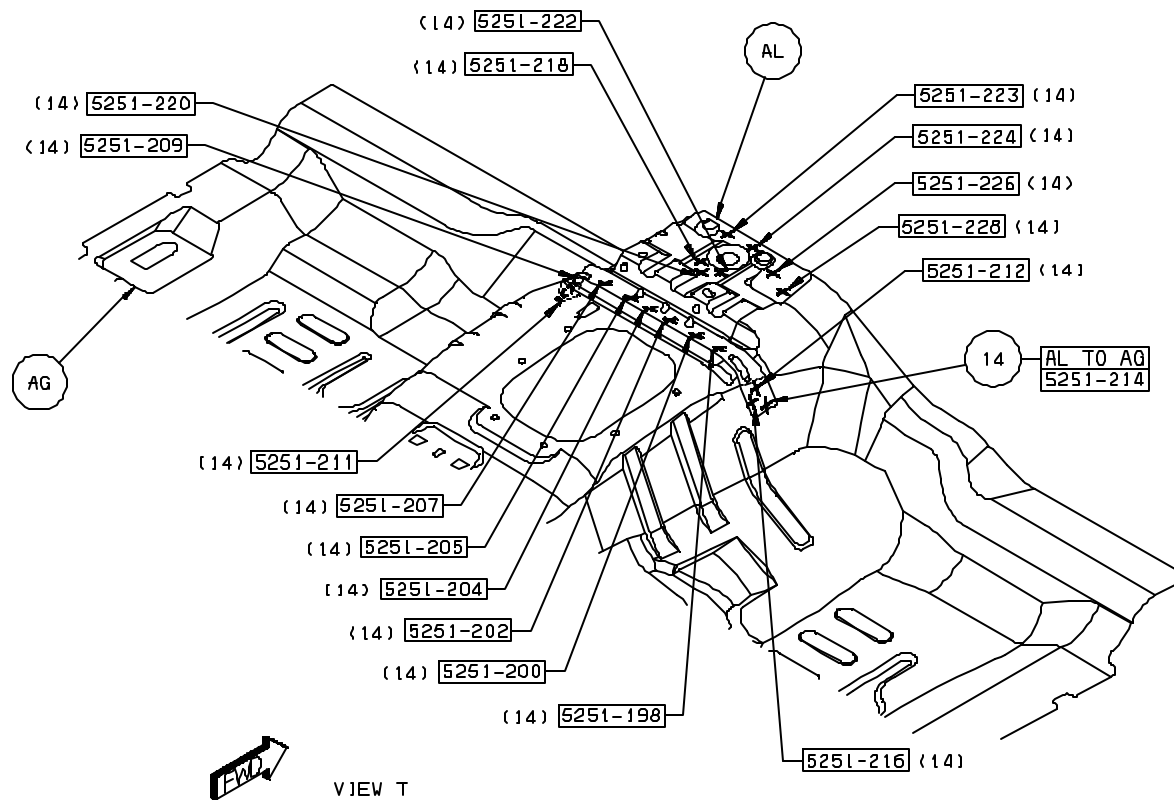
[Back to Index](#)

11. AJ TO AG 13 S/WELD (ORD)
12. AK TO AJ TO AG 2 S/WELD (ORD)
13. AK TO AG 28 S/WELD (ORD)



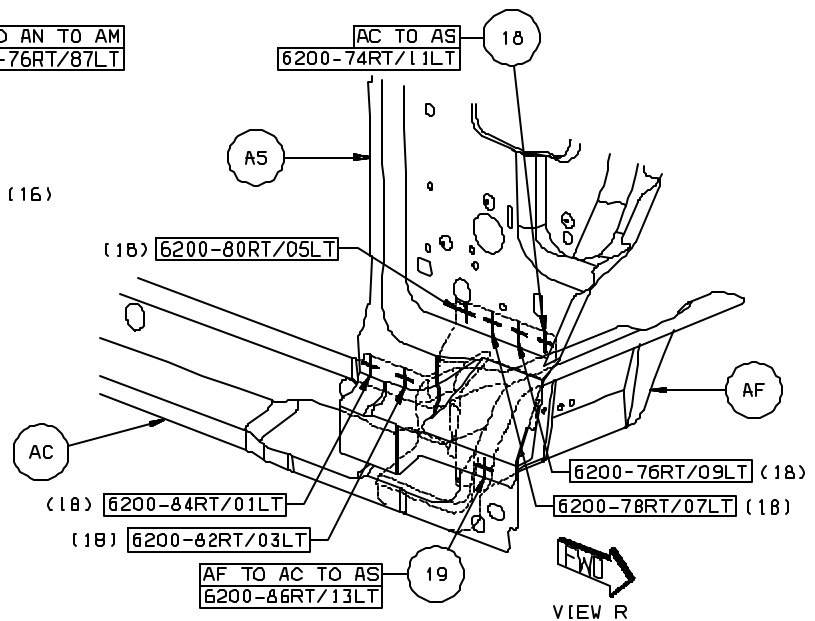
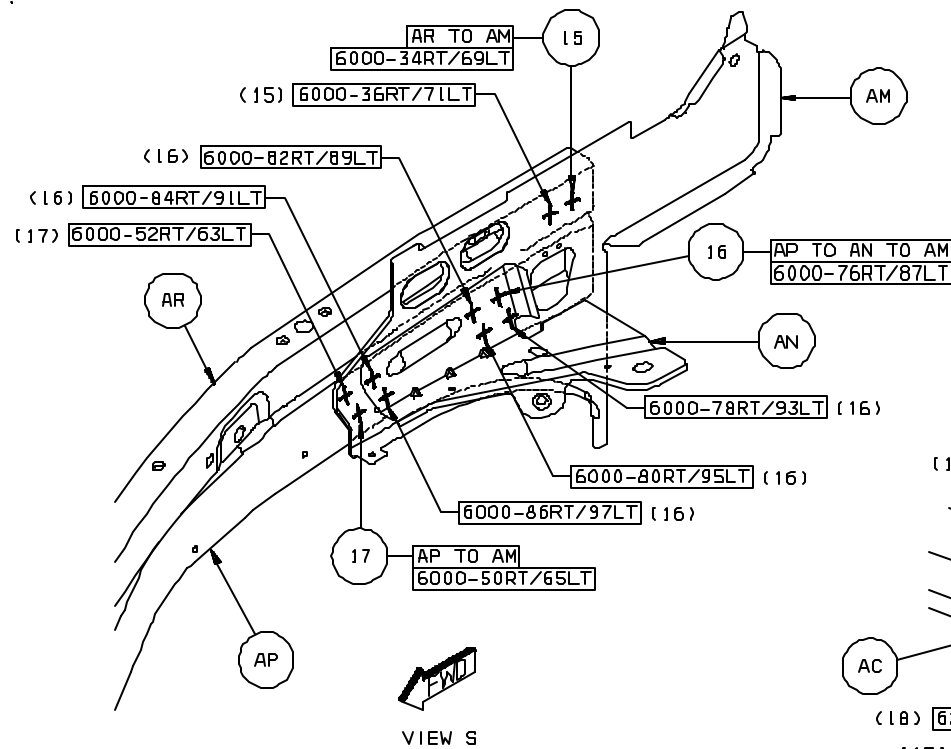
[Back to Index](#)

14. AL TO AG 18 S/WELD (ORD)



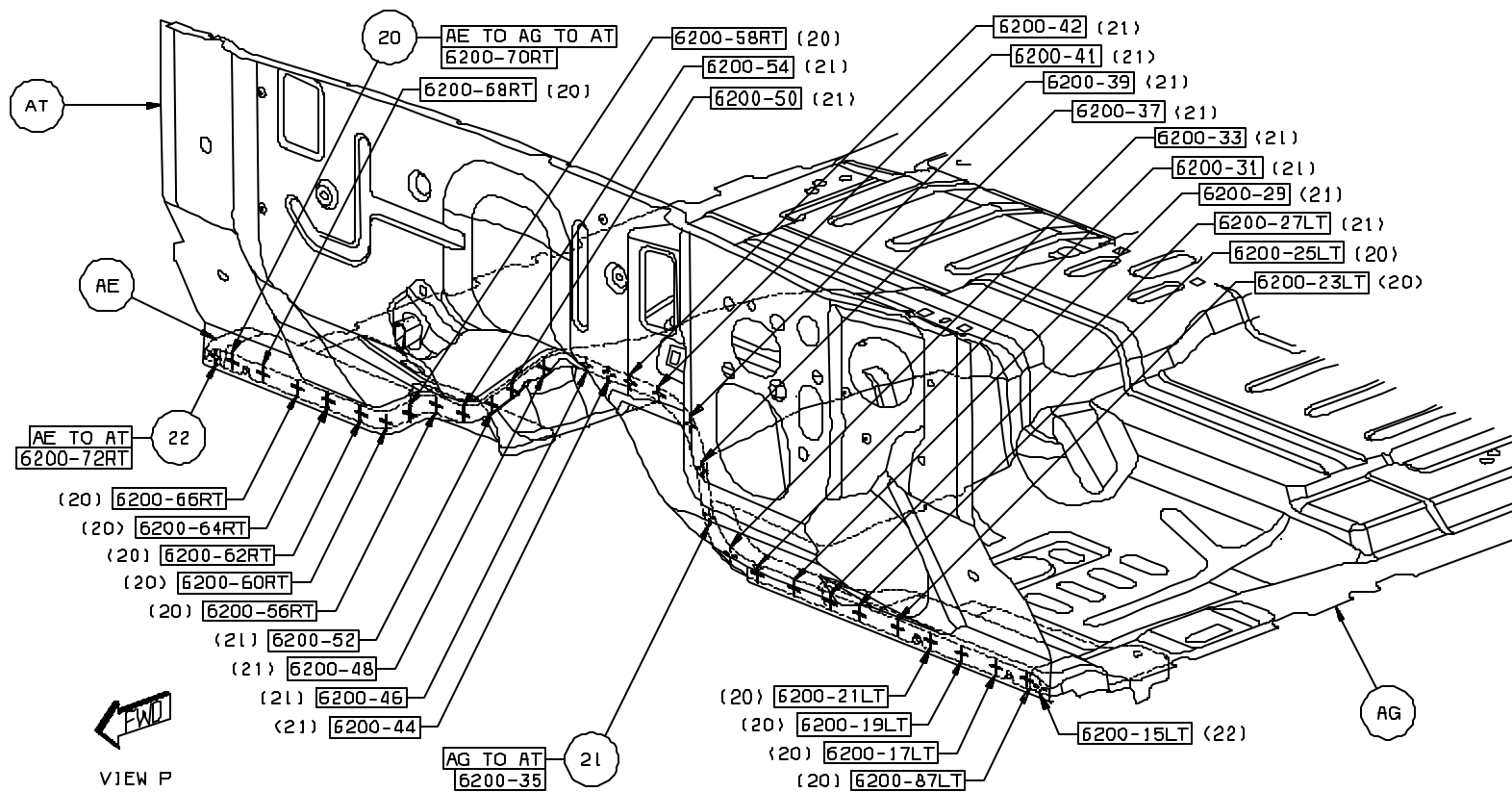
[Back to Index](#)

15. AR TO AM 2/SD S/WELD (ORD)
16. AP TO AN TO AM 6/SD S/WELD (ORD)
17. AP TO AM 2/SD S/WELD (ORD)
18. AC TO AS 6/SD S/WELD (ORD)



[Back to Index](#)







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## DURANGO BODY REPAIR MANUAL

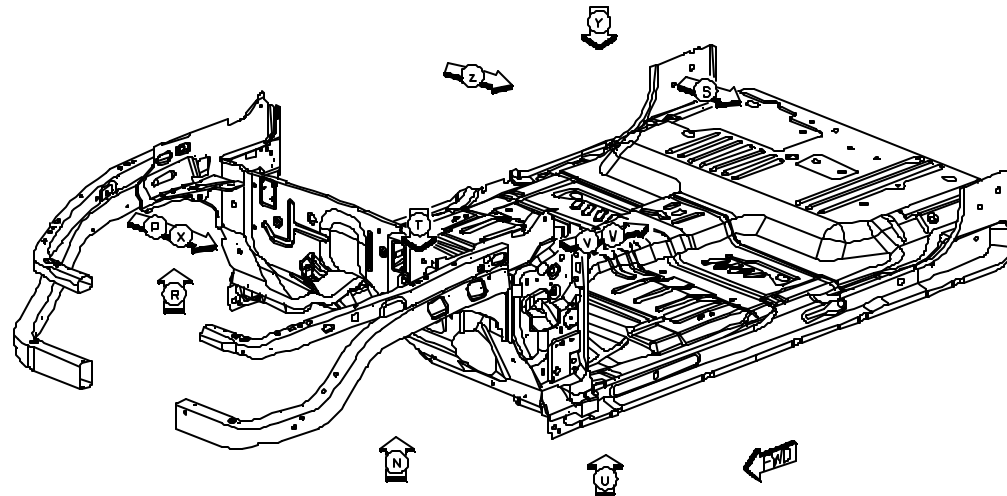


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[Back To Index](#)

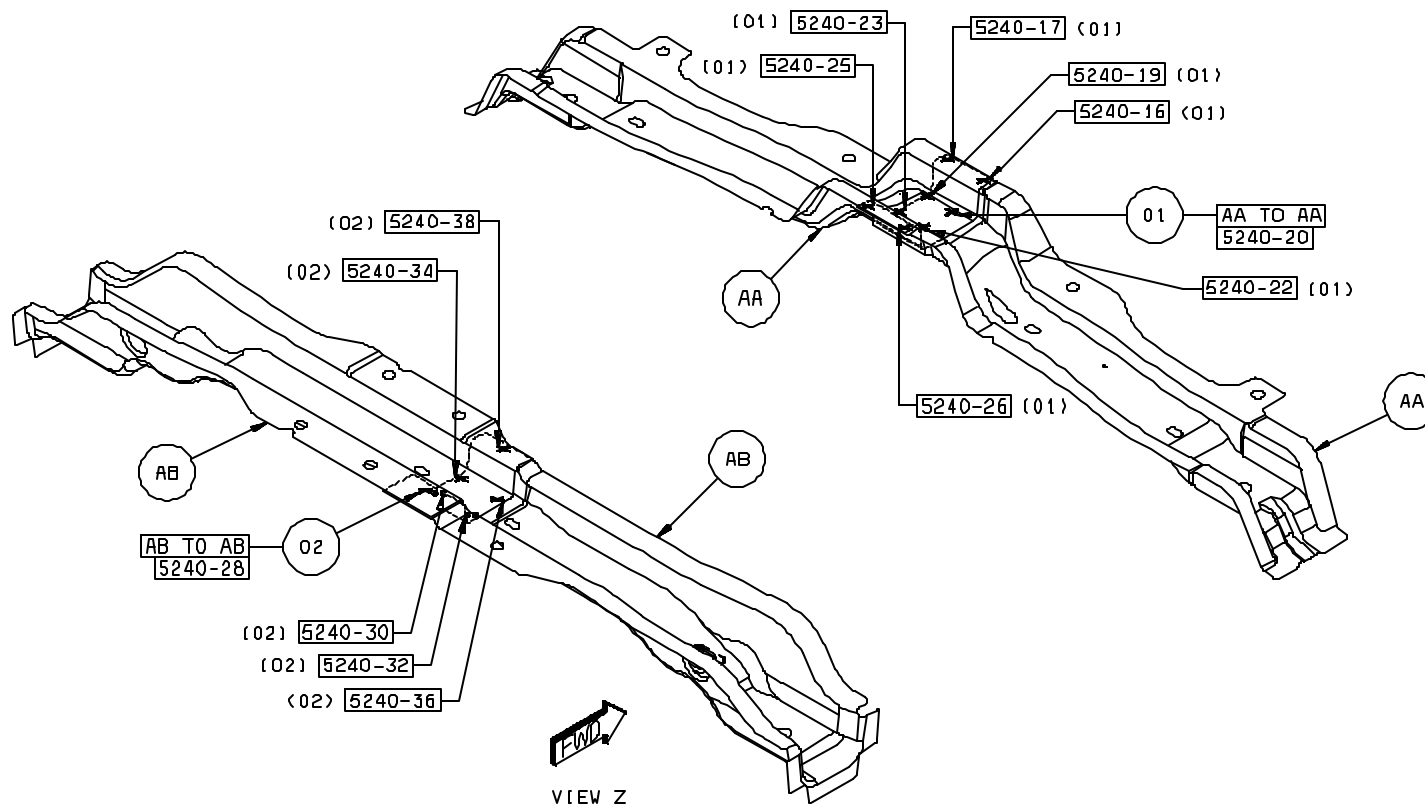
# INDEX U/BODY COMPLETE 84-ASSY

AA	CROSSMEMBER-B-PILLAR RT-	AK	CROSSMEMBER-FRT SEAT MOUNTING
AA	CROSSMEMBER-B-PILLAR LT-	AL	REINF-CROSSMEMBER FRT SEAT FRT-
AB	CROSSMEMBER-C-PILLAR RT-	AM	BRACKET-ORC-
AB	CROSSMEMBER-C-PILLAR LT-	AN	5257224
AC	PANEL-SILL INR RT-	AP	PANEL-PLENUM END RT-
AC	PANEL-SILL INR LT-	AP	PANEL-PLENUM END RT-
AD	EXTENSION-SILL INR RT-	AR	GUSSET-HOOD HINGE MOUNTING RT-
AD	EXTENSION-SILL INR LT-	AR	GUSSET-HOOD HINGE MOUNTING LT-
AE	CROSSMEMBER-RR FLOOR PAN FRT RT-	AS	TUBE-RADIATOR & FRT FENDER RT-
AE	CROSSMEMBER-RR FLOOR PAN FRT LT-	AS	TUBE-RADIATOR & FRT FENDER LT-
AF	REINF-FLOOR FRT RIGHT HAND DRIVE RT-	AT	TUBE-FRT FENDER SUPPORT RT-
AF	REINF-FLOOR FRT LT-	AT	TUBE-FRT FENDER SUPPORT LT-
AG	SUPT-UNDERBODY HOLD-DOWN FRT RT-	AU	PANEL-COWL SIDE RT-
AG	SUPT-UNDERBODY HOLD DOWN FRT LT-	AU	PANEL-COWL SIDE LT-
AH	PAN-FLOOR FRT-	AV	PANEL-DASH-



[Back to Index](#)

1. AA TO AA 8 S/WELD (ORD)
2. AB TO AB 6 S/WELD (ORD)

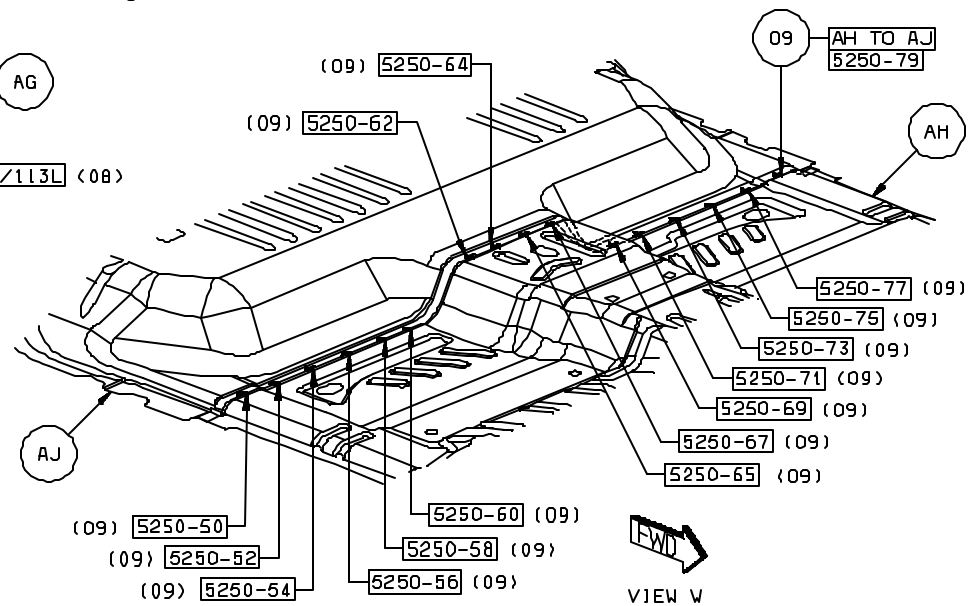
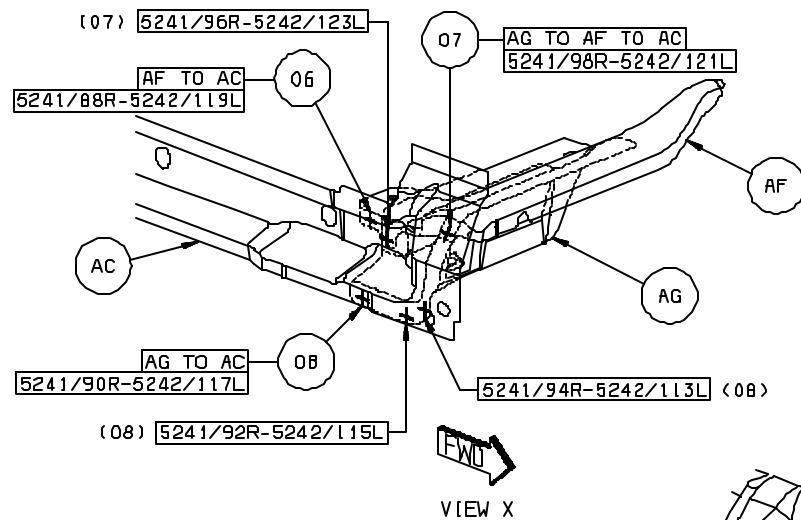


[Back to Index](#)

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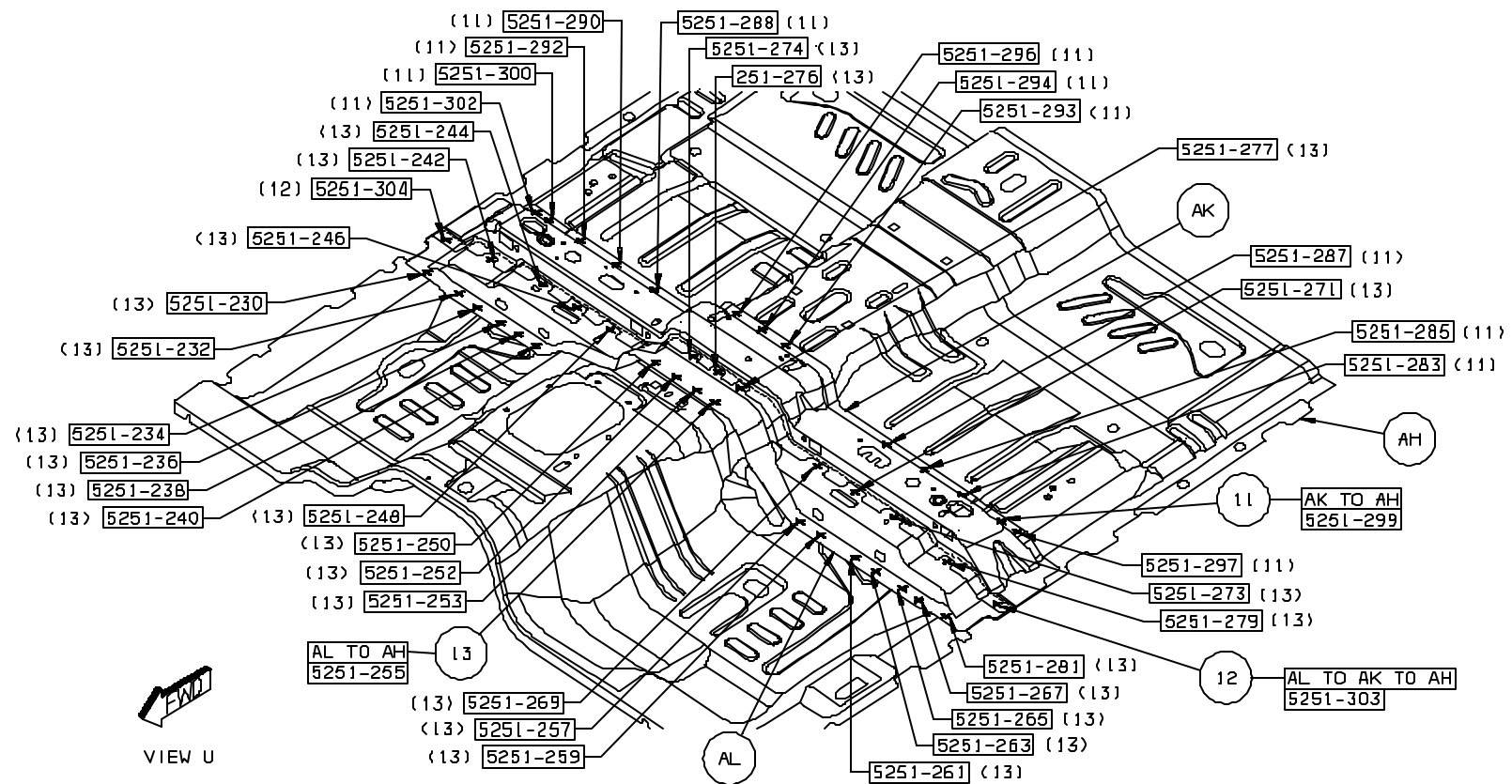
[Back to Index](#)

6. AF TO AC 1/SD S/WELD (ORD)
7. AG TO AF TO AC 2/SD S/WELD (ORD)
8. AG TO AC 3/SD S/WELD (ORD)
9. AH TO AJ 16 S/WELD (ORD)



[Back to Index](#)

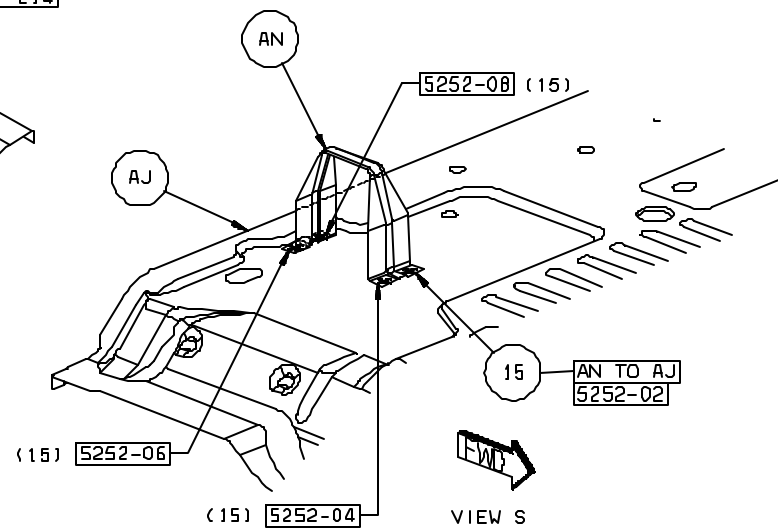
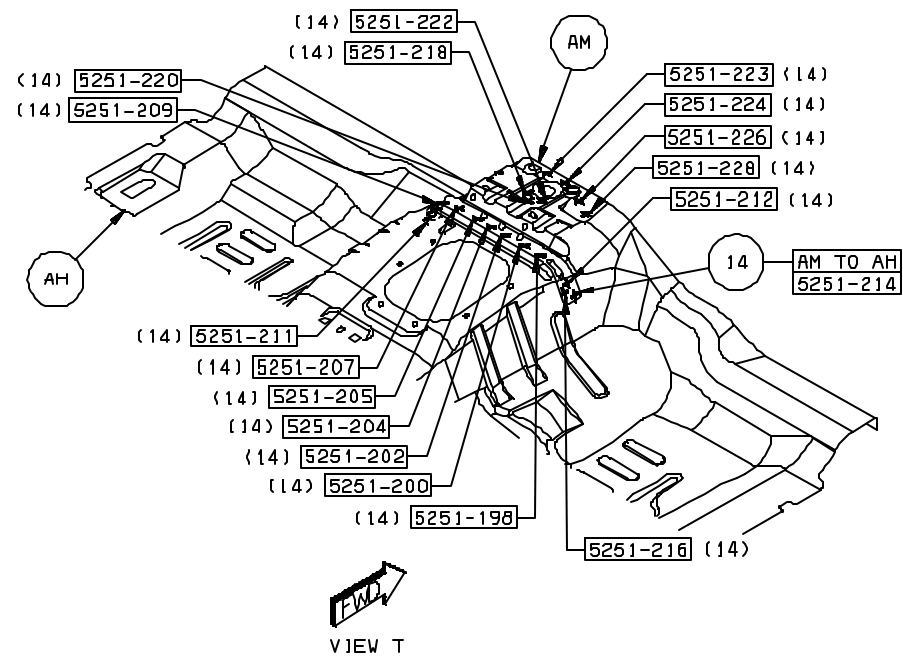
11. AK TO AH 13 S/WELD (ORD)
12. AL TO AK TO AH 2 S/WELD (ORD)
13. AL TO AH 28 S/WELD (ORD)



[Back to Index](#)

14. AM TO AH 18 S/WELD (ORD)

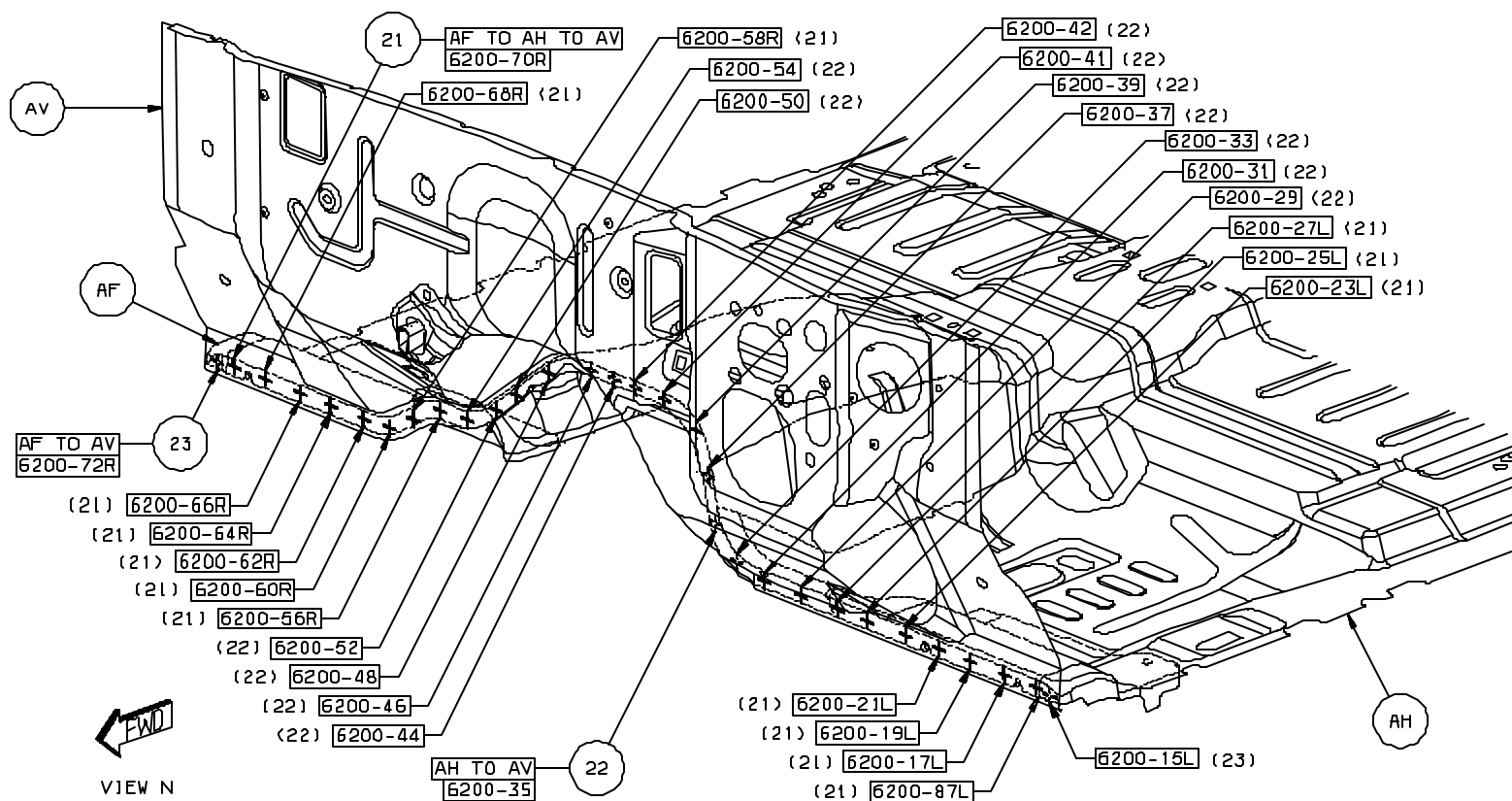
15. AN TO AJ 4 S/WELD (ORD)



[Back to Index](#)

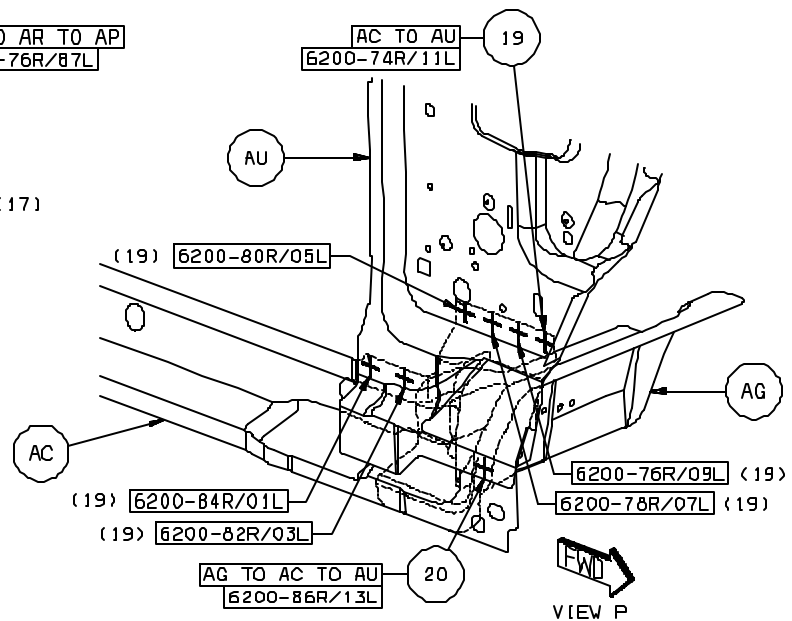
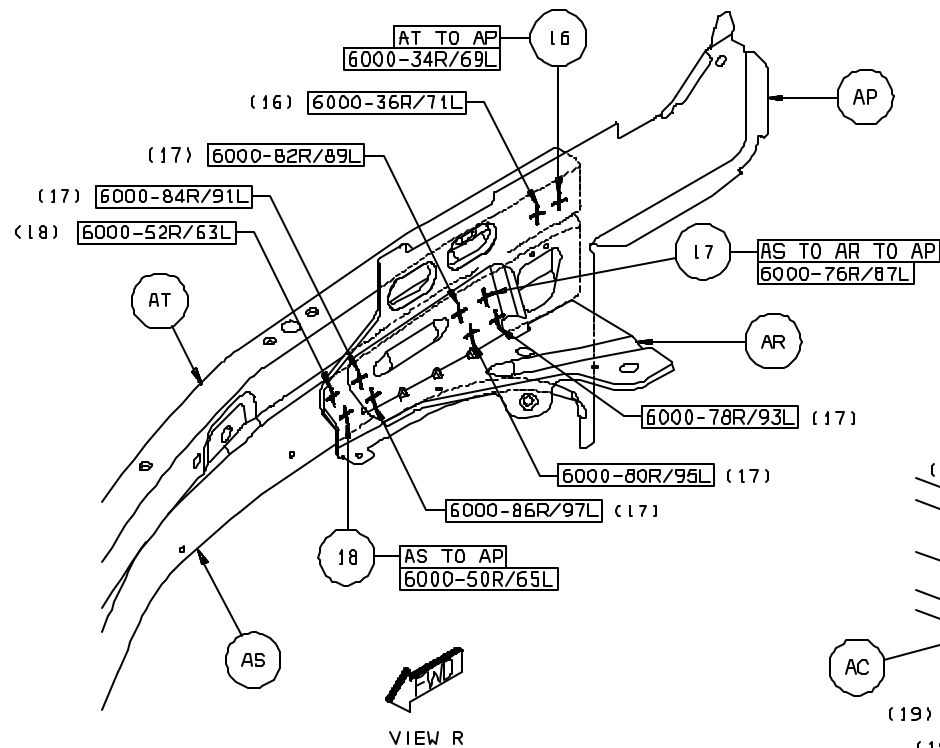


21. AF TO AH TO AV 8R/7L S/WELD (ORD)
22. AH TO AV 14 S/WELD (ORD)
23. AF TO AV 1/SD S/WELD (ORD)



[Back to Index](#)

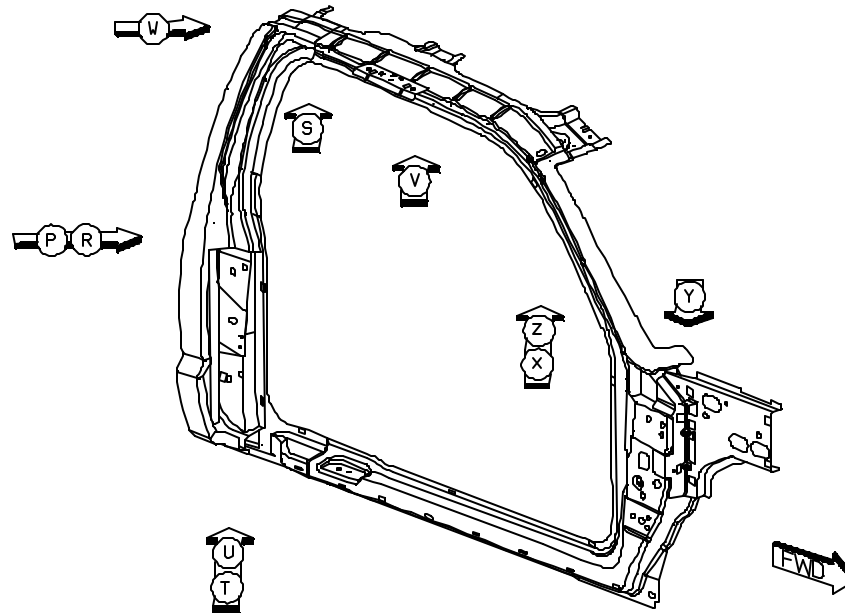
16. AT TO AP 2/SD S/WELD (ORD)
17. AS TO AR TO AP 6/SD S/WELD (ORD)
18. AS TO AP 1/SD S/WELD (ORD)
19. AC TO AU 6/SD S/WELD (ORD)
20. AG TO AC TO AU 1/SD S/WELD (ORD)



[Back to Index](#)

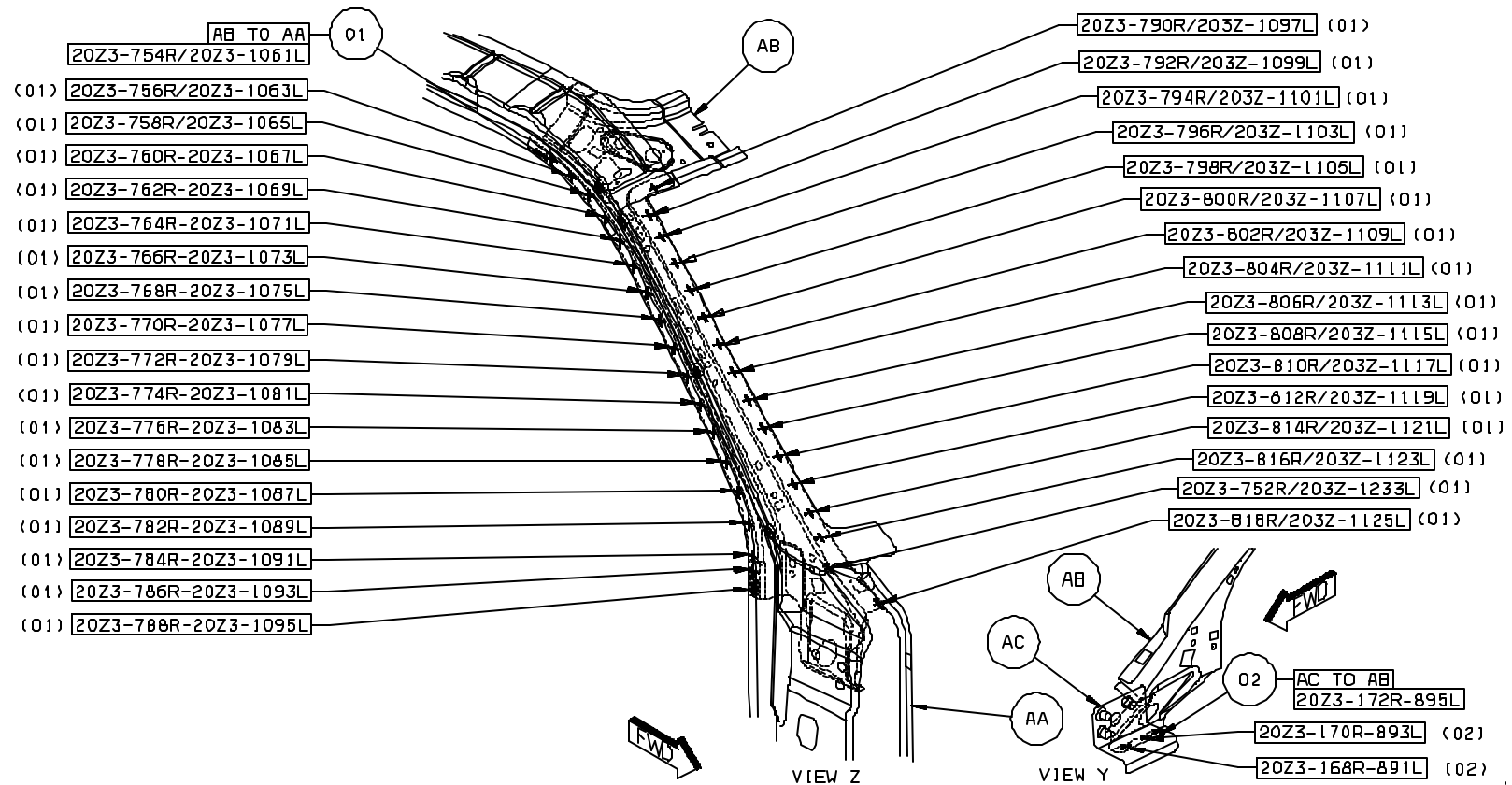
## INDEX BODYSIDE COMPLETE-33 ASSY

AA	PANEL-BODY SIDE APERTURE RT-	AF	REINF-C-PILLAR TURNING LOOP-
AB	PANEL-A-PILLAR INNR RT-	AG	REINF-RR DOOR STRIKER RT-
AC	TAPPING PLATE-A-PILLAR UPR RT-	AH	REINF-CARGO DOOR HINGE-
AD	REINF-BODY SIDE APERTURE EXT RT-	AJ	REINF-C-PILLAR RT-
AE	RAIL-ROOF SIDE INNER EXT CAB RT-	AK	PANEL-RR QTR RT-



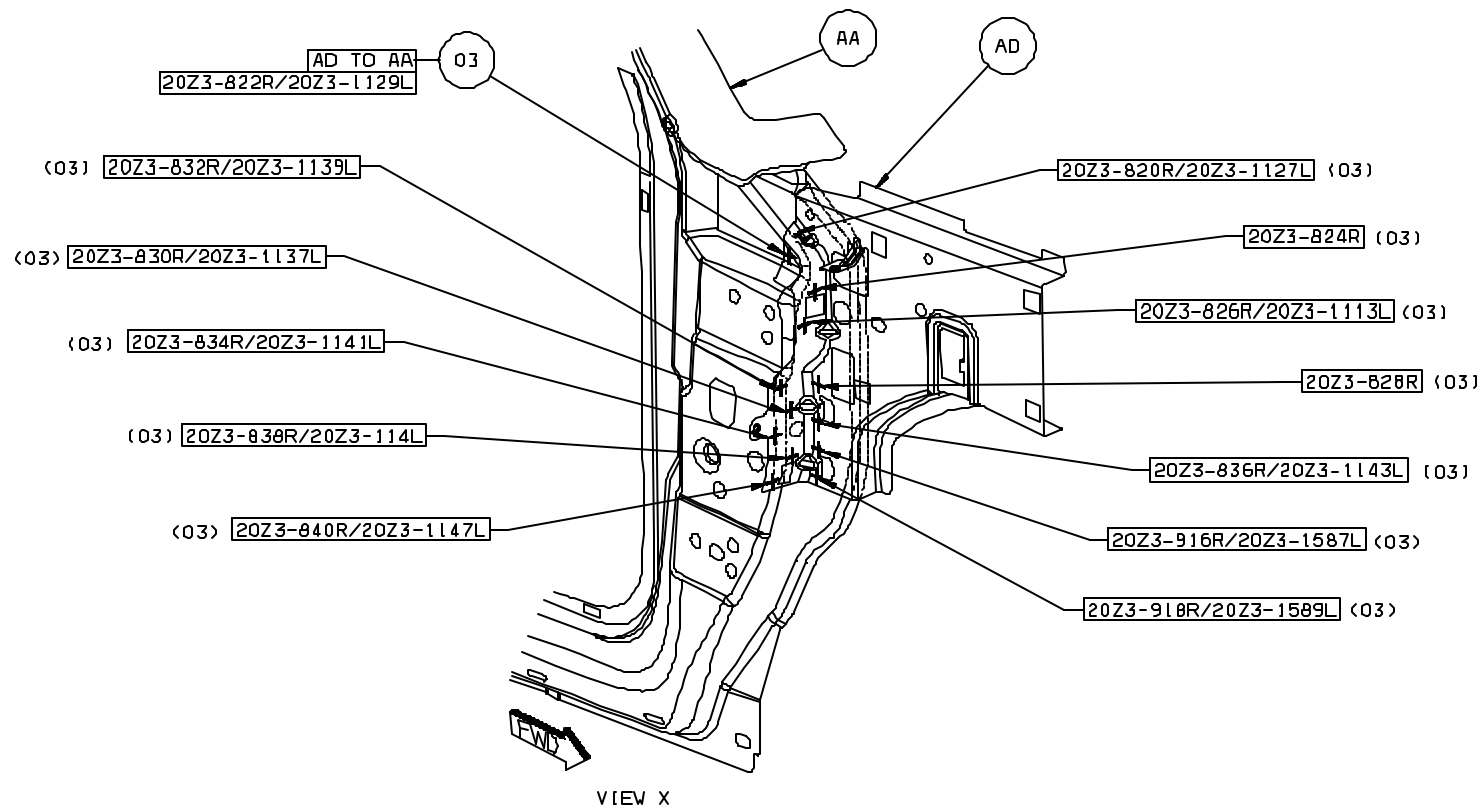
[Back to Index](#)

1. AB TO AA 34/SD S/WELD (ORD)
2. AC TO AB 3/SD S/WELD (ORD)



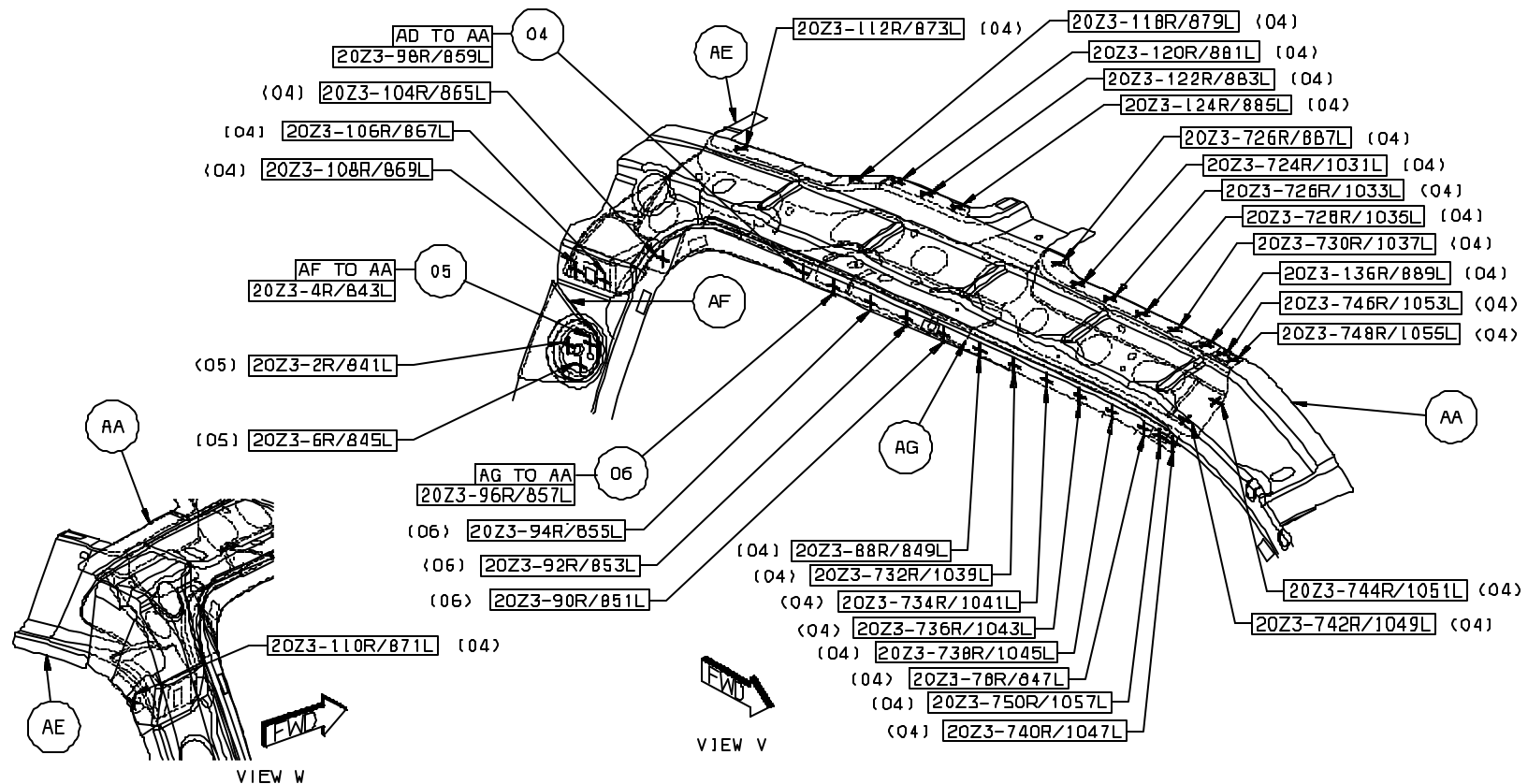
[Back to Index](#)

### 3. AD TO AA 13/SD S/WELD (ORD)



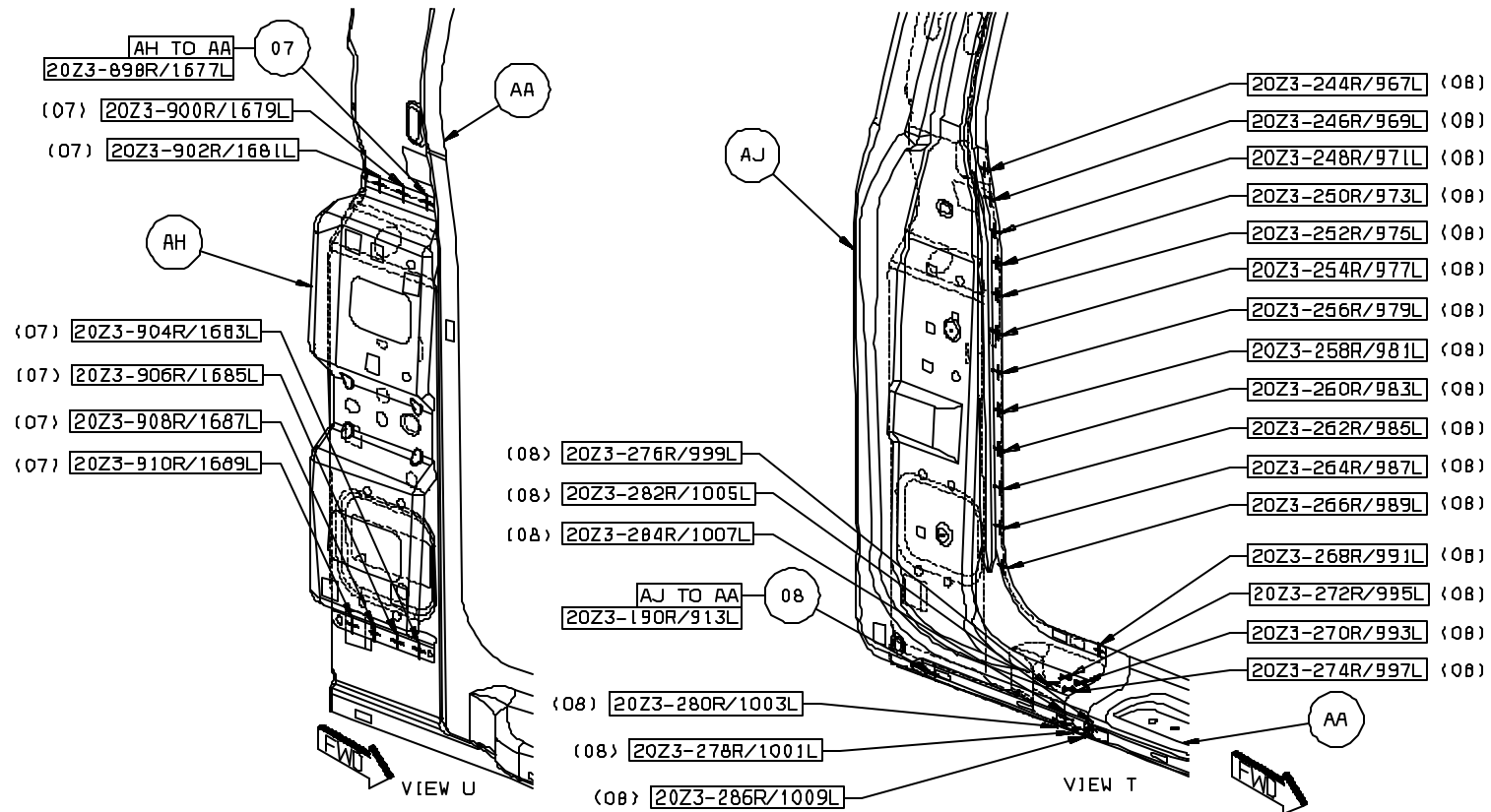
[Back to Index](#)

4. AD TO AA 27/SD S/WELD (ORD)
5. AF TO AA 3/SD S/WELD (SAF)
6. AG TO AA 4/SD S/WELD (ORD)



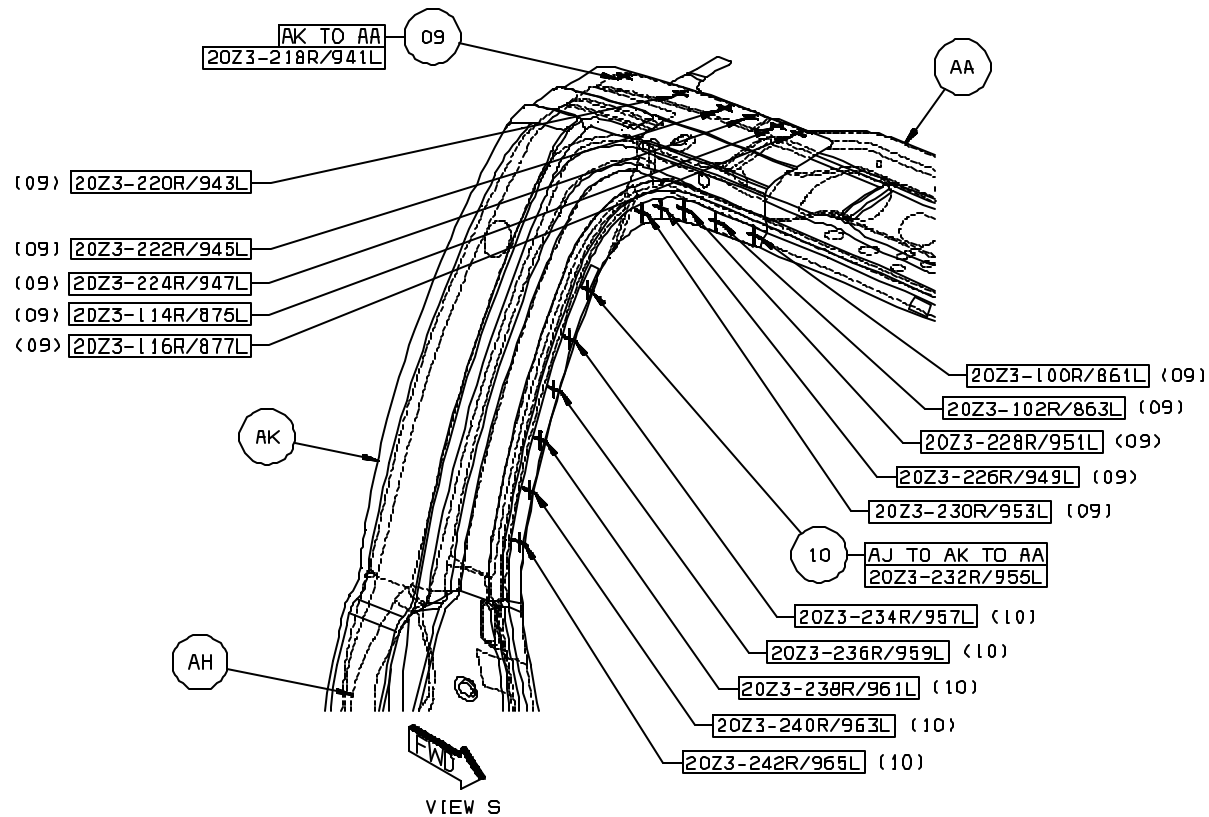
[Back to Index](#)

7. AH TO AA 7/SD S/WELD (ORD)
8. AJ TO AA 23/SD S/WELD (ORD)



[Back to Index](#)

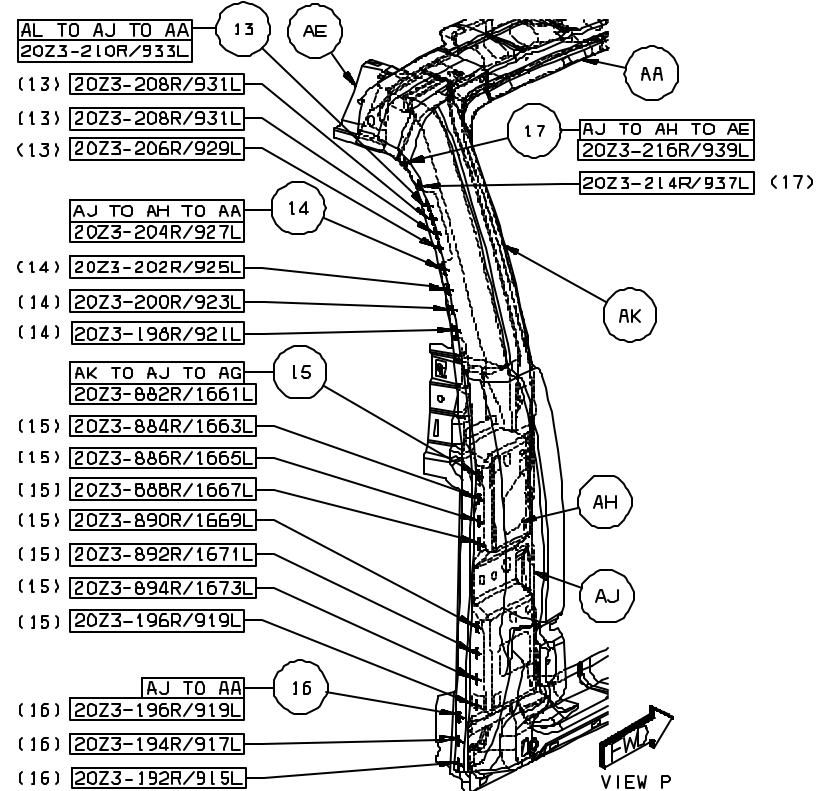
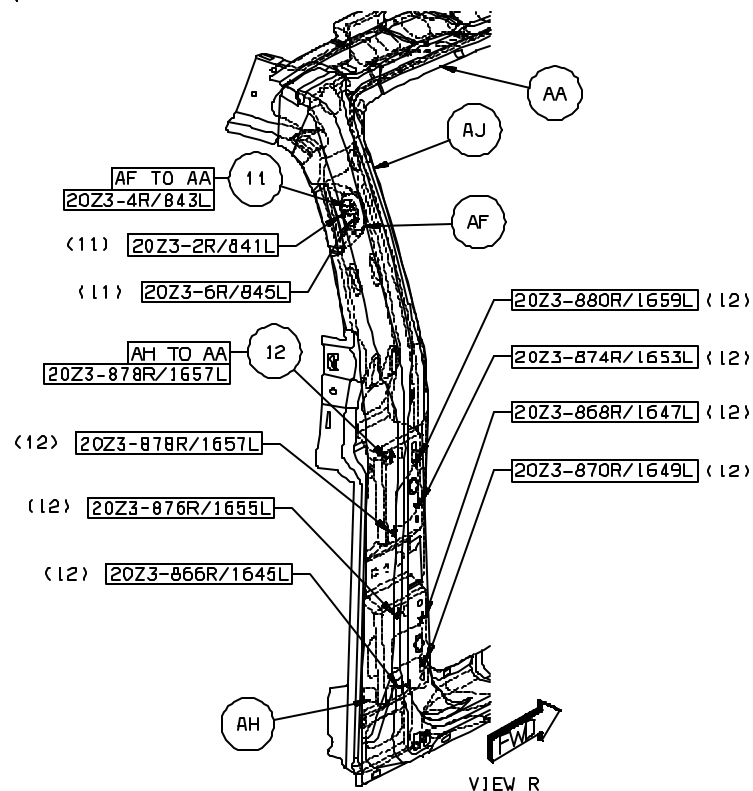
9. AK TO AA 11/SD S/WELD (ORD)
10. AJ TO AK TO AA 6/SD S/WELD (ORD)



[Back to Index](#)



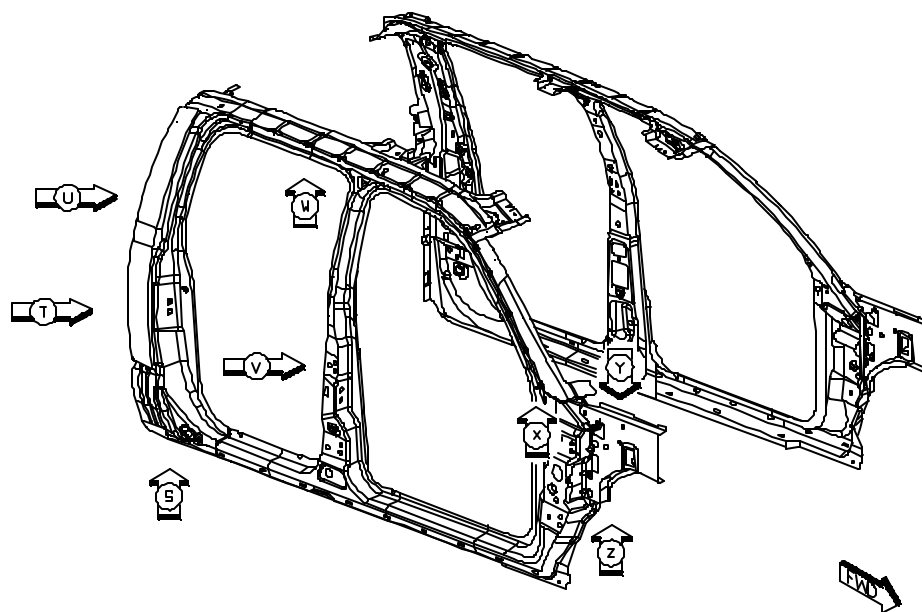
11. AL TO AA 3/SD S/WELD (ORD)
12. AH TO AA 8/SD S/WELD (ORD)
13. AL TO AJ TO AA 4/SD S/WELD (ORD)
14. AJ TO AH TO AA 4/SD S/WELD (ORD)
15. AK TO AJ TO AG 8/SD S/WELD (ORD)
16. AJ TO AA 3/SD S/WELD (ORD)
17. AJ TO AH TO AE 2/SD S/WELD (ORD)



[Back to Index](#)

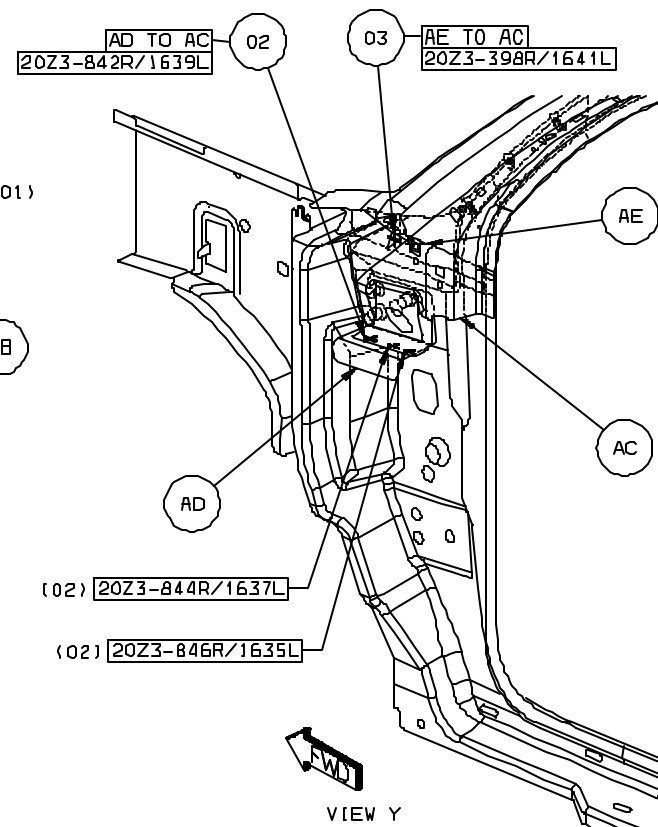
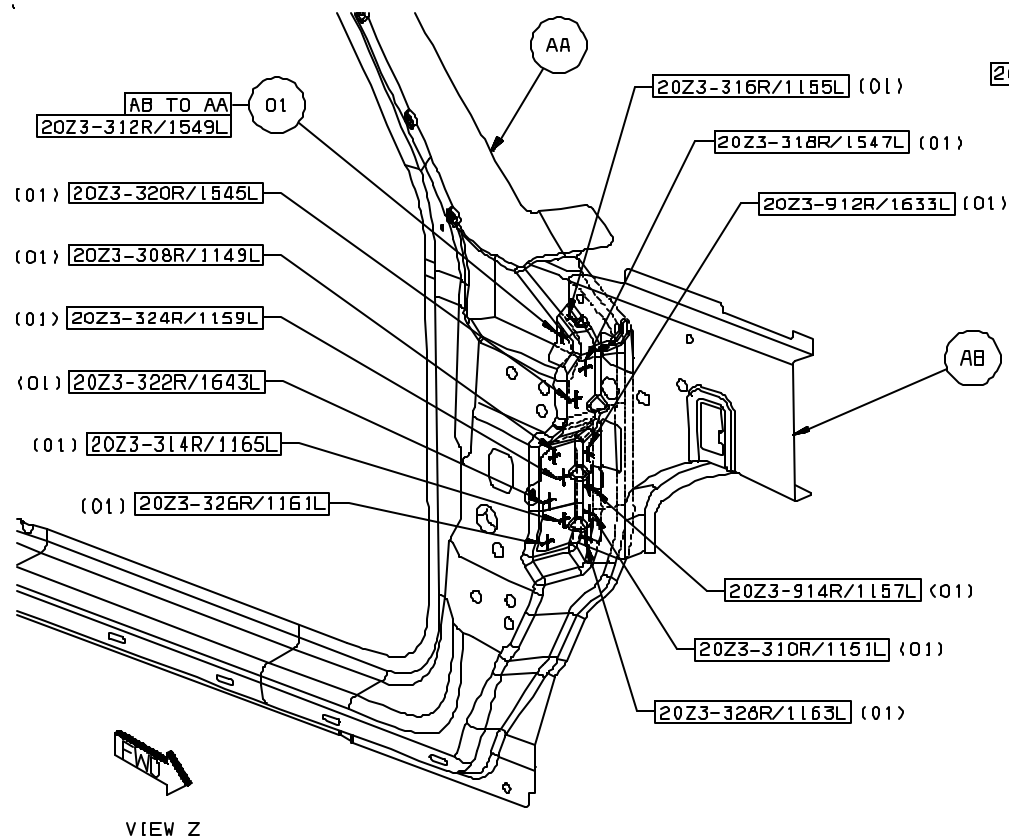
# INDEX BODYSIDE COMPLETE-84 ASSY

AA	PANEL-BODY SIDE APERTURE RT-	AG	PANEL-B-PILLAR UPR RT-
AA	PANEL-BODY SIDE APERTURE LT-	AG	PANEL-B-PILLAR UPR LT-
AB	REINF-BODY SIDE APERTURE EXT RT-	AH	PANEL-B-PILLAR LWR RT-
AB	REINF-BODY SIDE APERTURE EXT LT-	AH	PANEL-B-PILLAR LWR LT-
AC	PANEL-A PILLAR INR RT-	AJ	REINF-C-PILLAR TURNING LOOP-
AC	PANEL-A PILLAR INNR LT-	AK	REINF-C-PILLAR RT-
AD	TAPPING PLATE-A-PILLAR UPPER RT-	AK	REINF-C-PILLAR LT-
AE	BAFFLE ASSY-A-PILLAR LWR RT-	AL	PANEL-QTR RR OTR RT-
AF	RAIL-ROOF SIDE INR 4 DOOR RT-	AL	PANEL-QTR RR OTR LT-
AF	RAIL-ROOF SIDE INR 4 DOOR LT-		



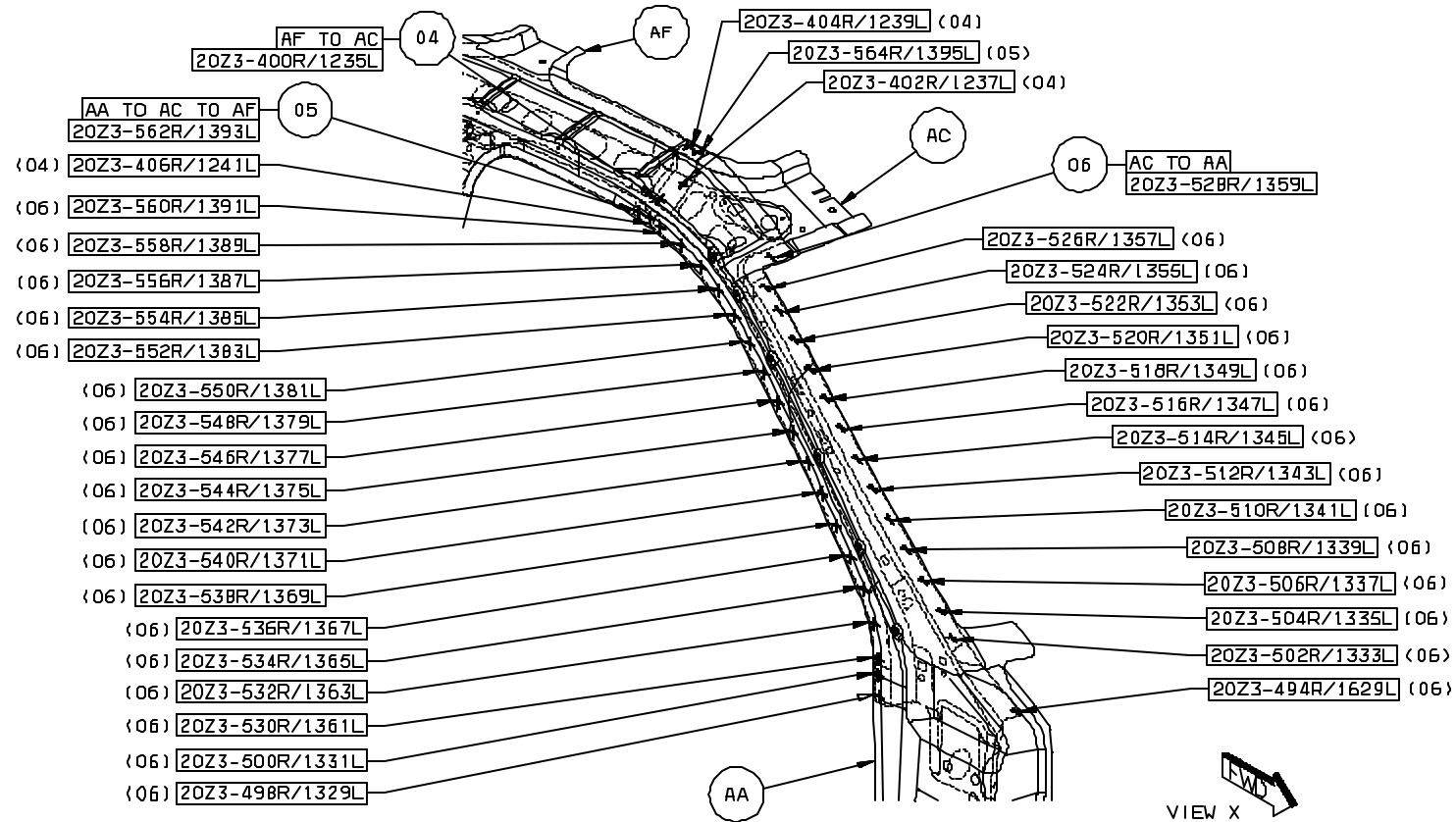
[Back to Index](#)

1. AB TO AA 13/SD S/WELD (ORD)
2. AD TO AC 3/SD S/WELD (ORD)
3. AE TO AC 1/SD S/WELD (ORD)



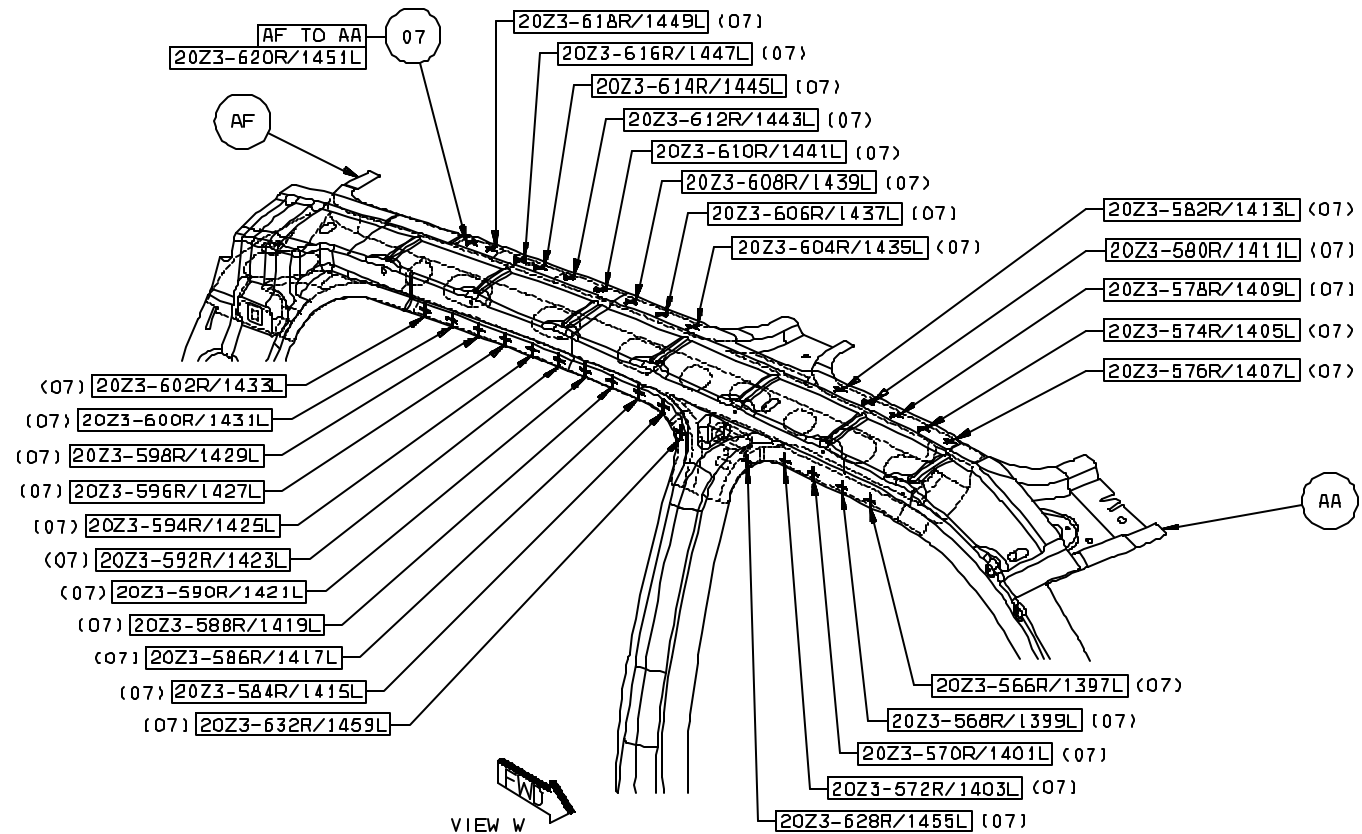
[Back to Index](#)

4. AF TO AC 4/SD S/WELD (ORD)
5. AA TO AC TO AF 2/SD S/WELD (ORD)
6. AC TO AA 33/SD S/WELD (ORD)



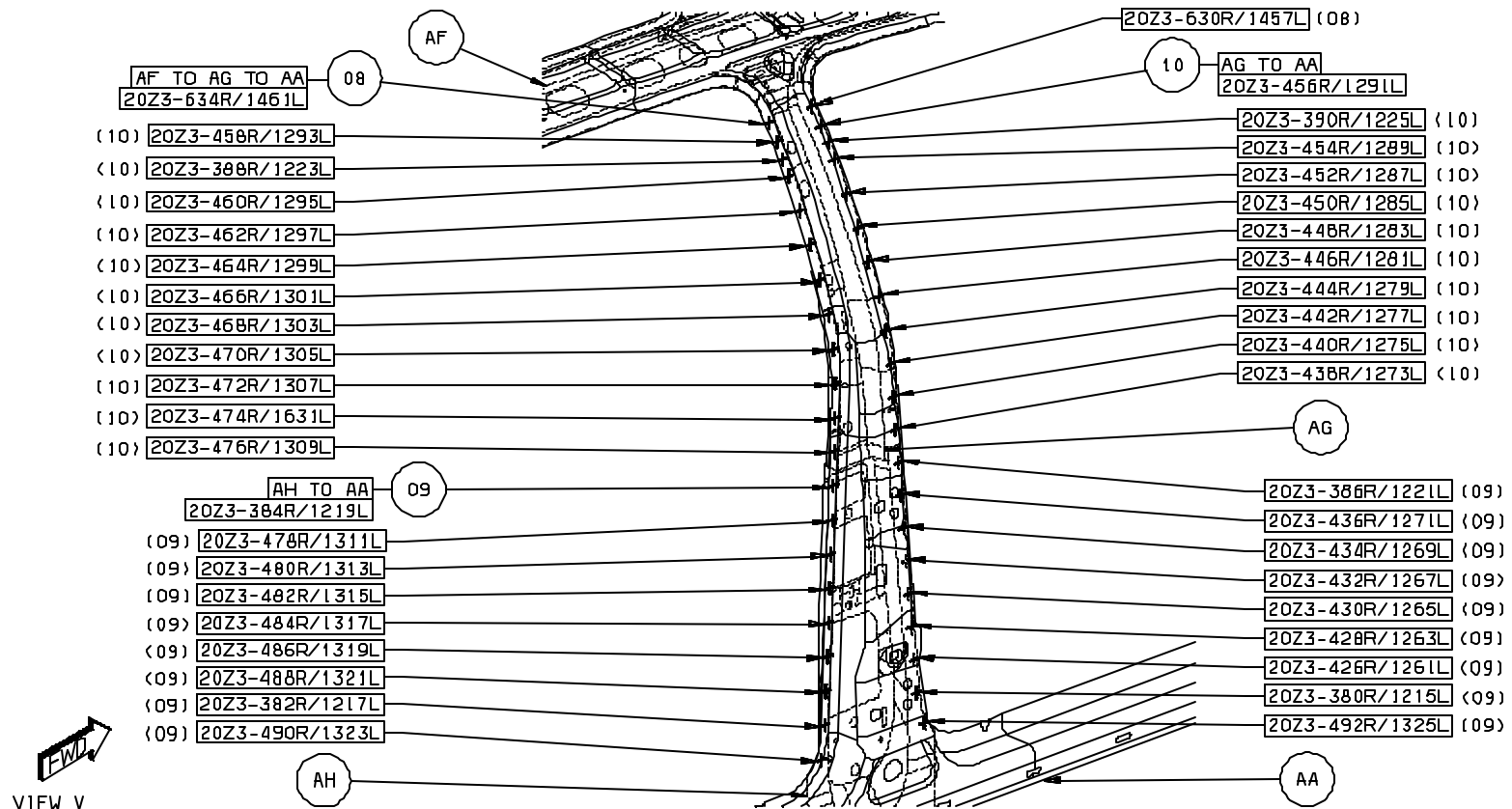
[Back to Index](#)

## 7. AF TO AA 30/SD S/WELD (ORD)



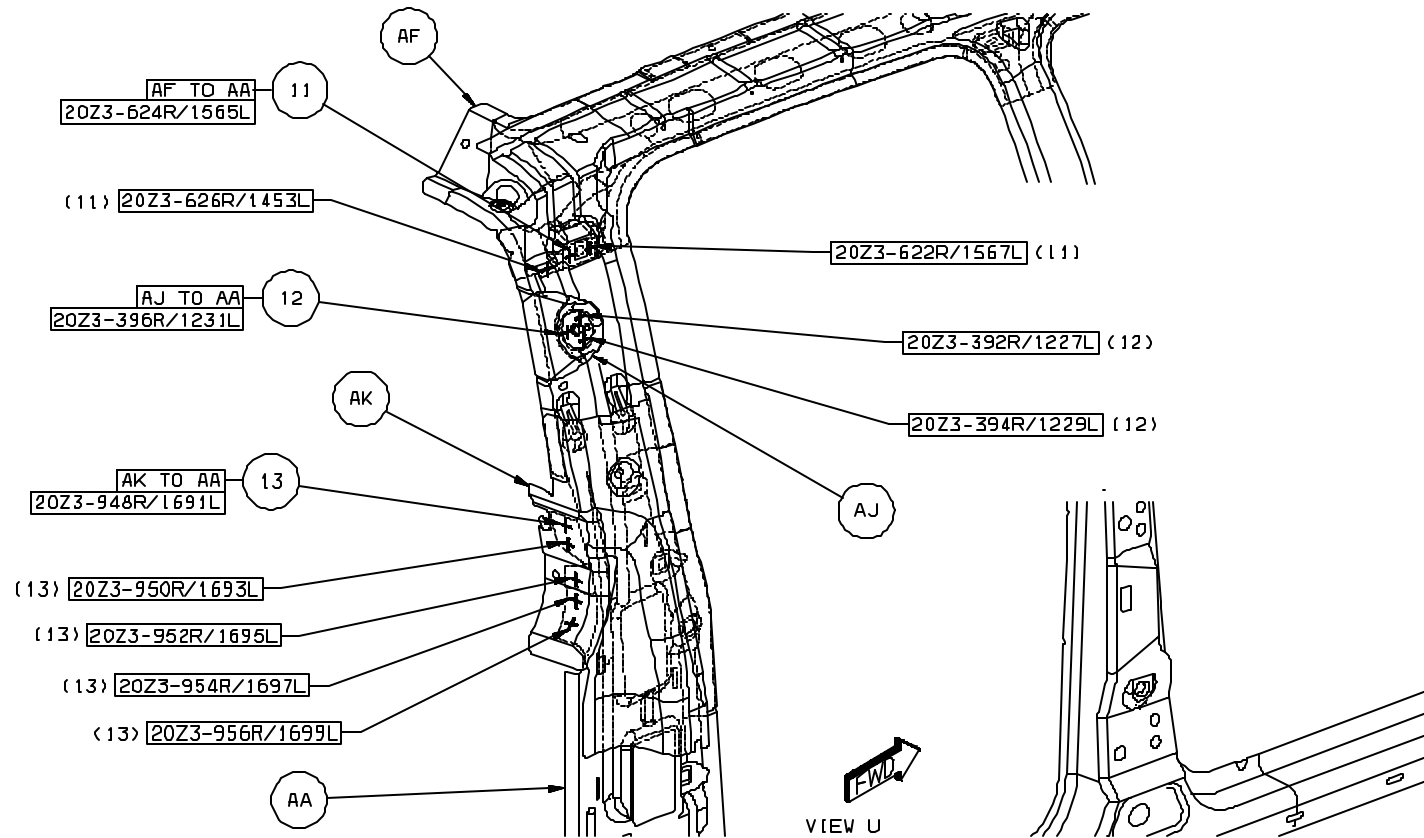
[Back to Index](#)

8. AF TO AG TO AA 2/SD S/WELD (ORD)
9. AH TO AA 18/SD S/WELD (ORD)
10. AG TO AA 22/SD S/WELD (ORD)



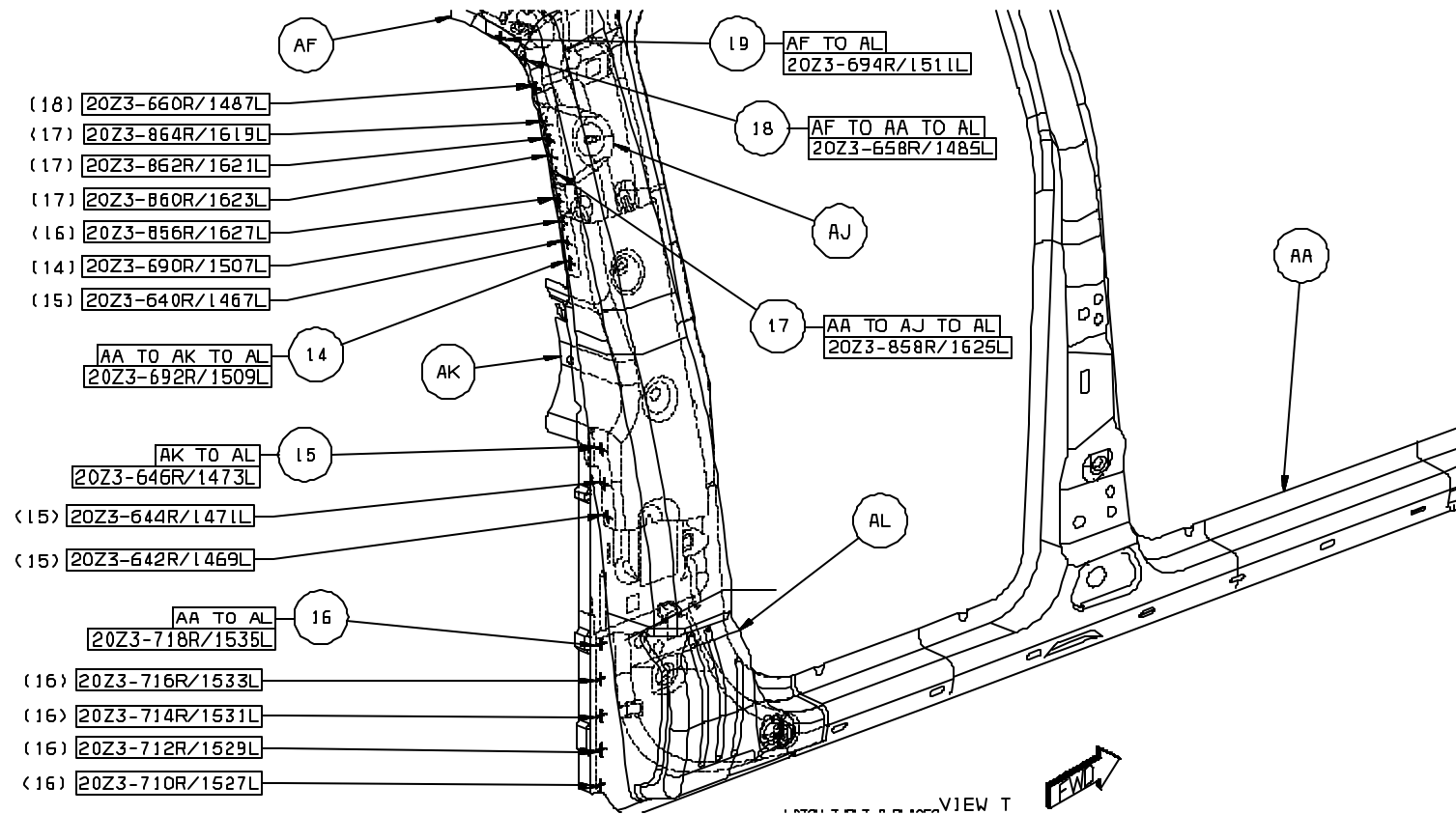
[Back to Index](#)

11. AF TO AA 3/SD S/WELD (ORD)
12. AJ TO AA 3/SD S/WELD (ORD)
13. AK TO AA 5/SD S/WELD (ORD)



[Back to Index](#)

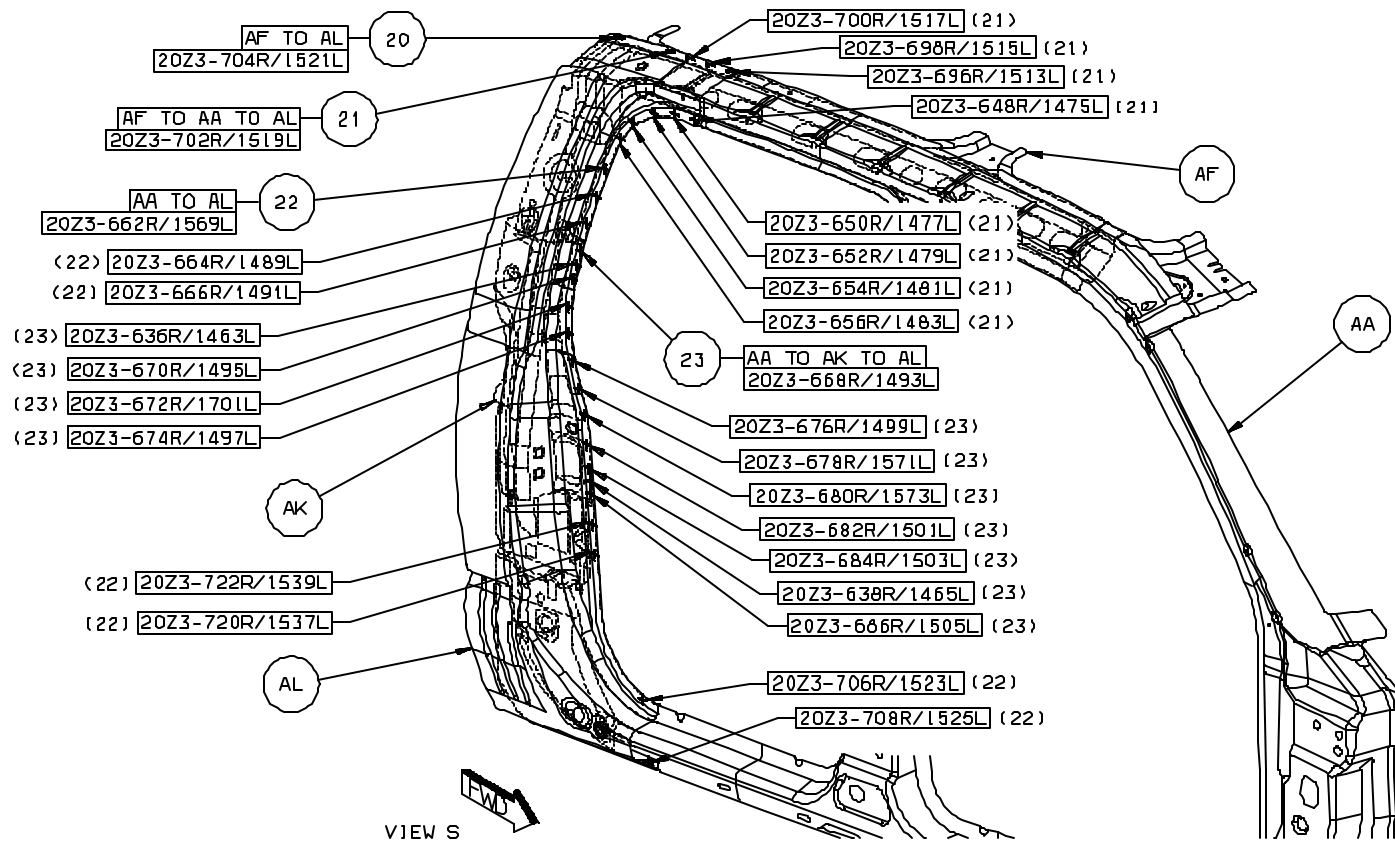
14. AA TO AK TO AL 2/SD S/WELD (ORD)
15. AK TO AL 4/SD S/WELD (ORD)
16. AA TO AL 6/SD S/WELD (ORD)
17. AA TO AJ TO AL 4/SD S/WELD (ORD)
18. AF TO AA TO AL 2/SD S/WELD (ORD)
19. AF TO AL 1/SD S/WELD (ORD)



[Back to Index](#)



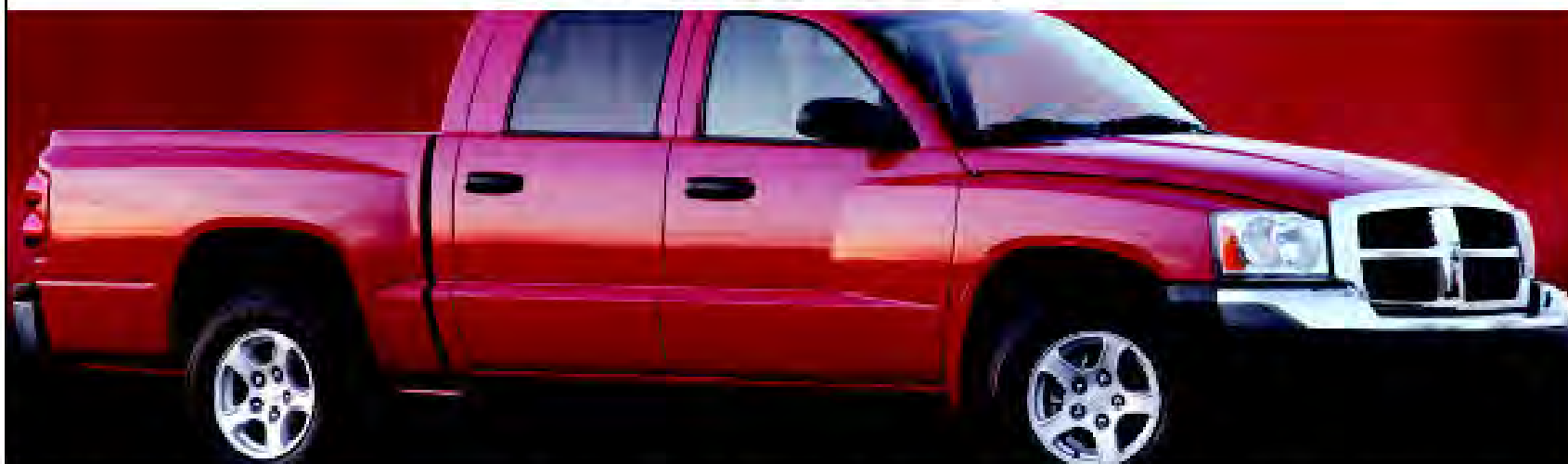
20. AF TO AL 1/SD S/WELD (ORD)  
 21. AF TO AA TO AL 9/SD S/WELD (ORD)  
 22. AA TO AL 7/SD S/WELD (ORD)  
 23. AA TO AK TO AL 12/SD S/WELD (ORD)



[Back to Index](#)



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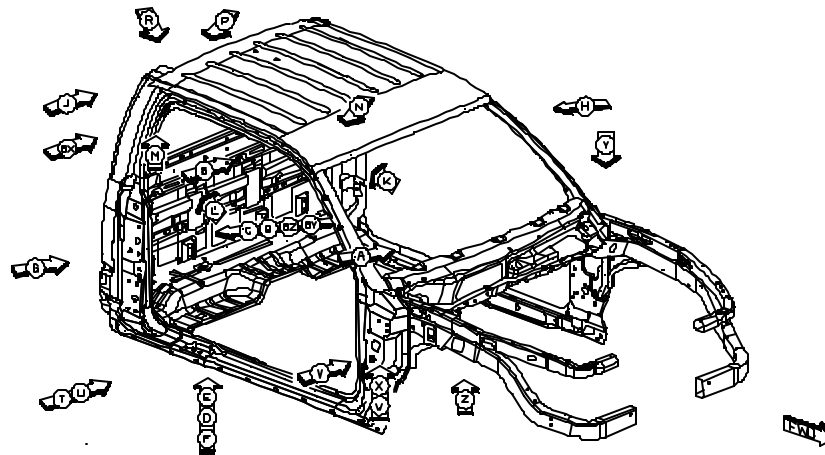
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[Back to Index](#)

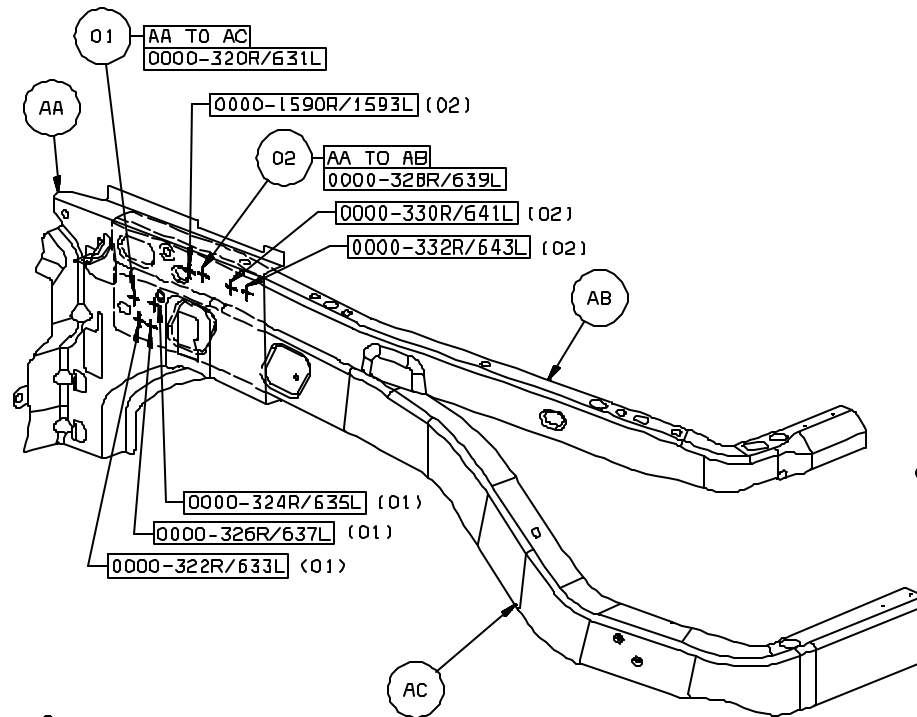
# INDEX CAB COMPLETE-33 ASSY

AA	REINF-BODY SIDE APERTURE EXT RT-	AK	TAPPING PLATE-A-PILLAR UPR LT-
AA	REINF-BODY SIDE APERTURE EXT LT-	AL	REINF-C-PILLAR RT-
AB	TUBE-FRT FENDER SUPPORT RT-	AL	REINF-C-PILLAR RT-
AB	TUBE-FRT FENDER SUPPORT LT-	AM	PANEL-ROOF OTR-
AC	TUBE-RADIATOR & FRT FENDER RT-	AN	PANEL-RR QTR RT-
AC	TUBE-RADIATOR & FRT FENDER LT-	AN	PANEL-RR QTR LT-
AD	PANEL-PLENUM END RT-	AP	RAIL-ROOF SIDE INR EXT CAB RT-
AD	PANEL-PLENUM END LT-	AP	RAIL-ROOF SIDE INR EXT CAB LT-
AE	PANEL-COWL SIDE RT-	AR	PANEL-A-PILLAR INNR RT-
AE	PANEL-COWL SIDE LT-	AR	PANEL-A-PILLAR INNR LT-
AF	PANEL-BODY SIDE APERTURE RT-	AS	HEADER-ROOF RR-
AF	PANEL-BODY SIDE APERTURE LT-	AT	BOW-ROOF CENTER EXT CAB
AG	PANEL-SILL INR RT-	AU	HEADER-ROOF FRT-
AG	PANEL-SILL INNER LT-	AV	PANEL-CAB BACK-
AH	PANEL-COWL BAR-	AW	PAN-FLOOR RR-
AJ	TAPPING PLATE-A-PILLAR UPR RT-	AX	REINF-RR PANEL LWR & CHILD SEAT ANCHOR-
AJ	TAPPING PLATE-A-PILLAR UPR LT-	AY	PANEL-CAB BACK INR-
AK	TAPPING PLATE-A-PILLAR UPR RT-	AZ	PANEL-PLENUM LWR

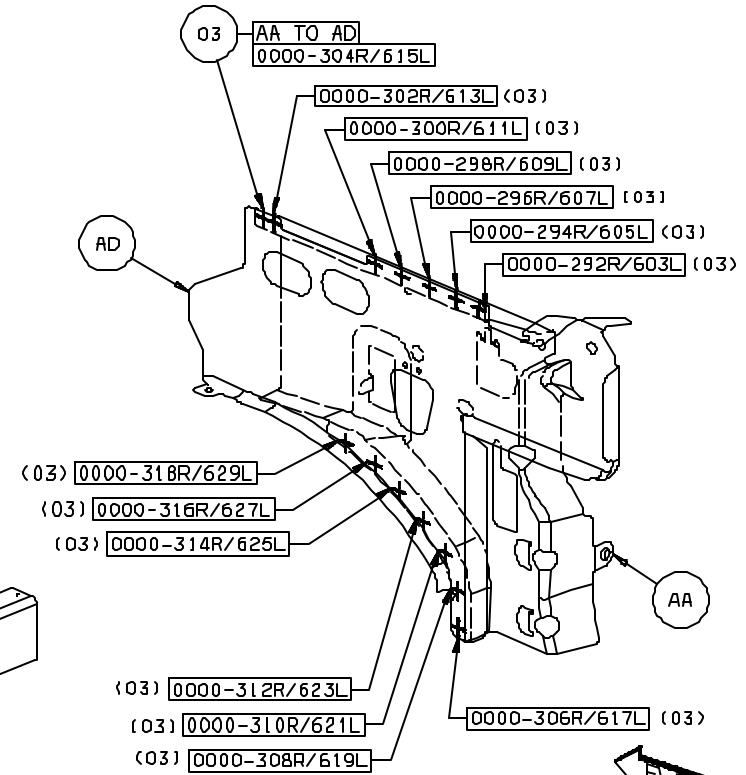


[Back to Index](#)

1. AA TO AC 4/SD S/WELD (ORD)
2. AA TO AB 5/SD S/WELD (ORD)
3. AA TO AD 14/SD S/WELD (ORD)



VIEW Z



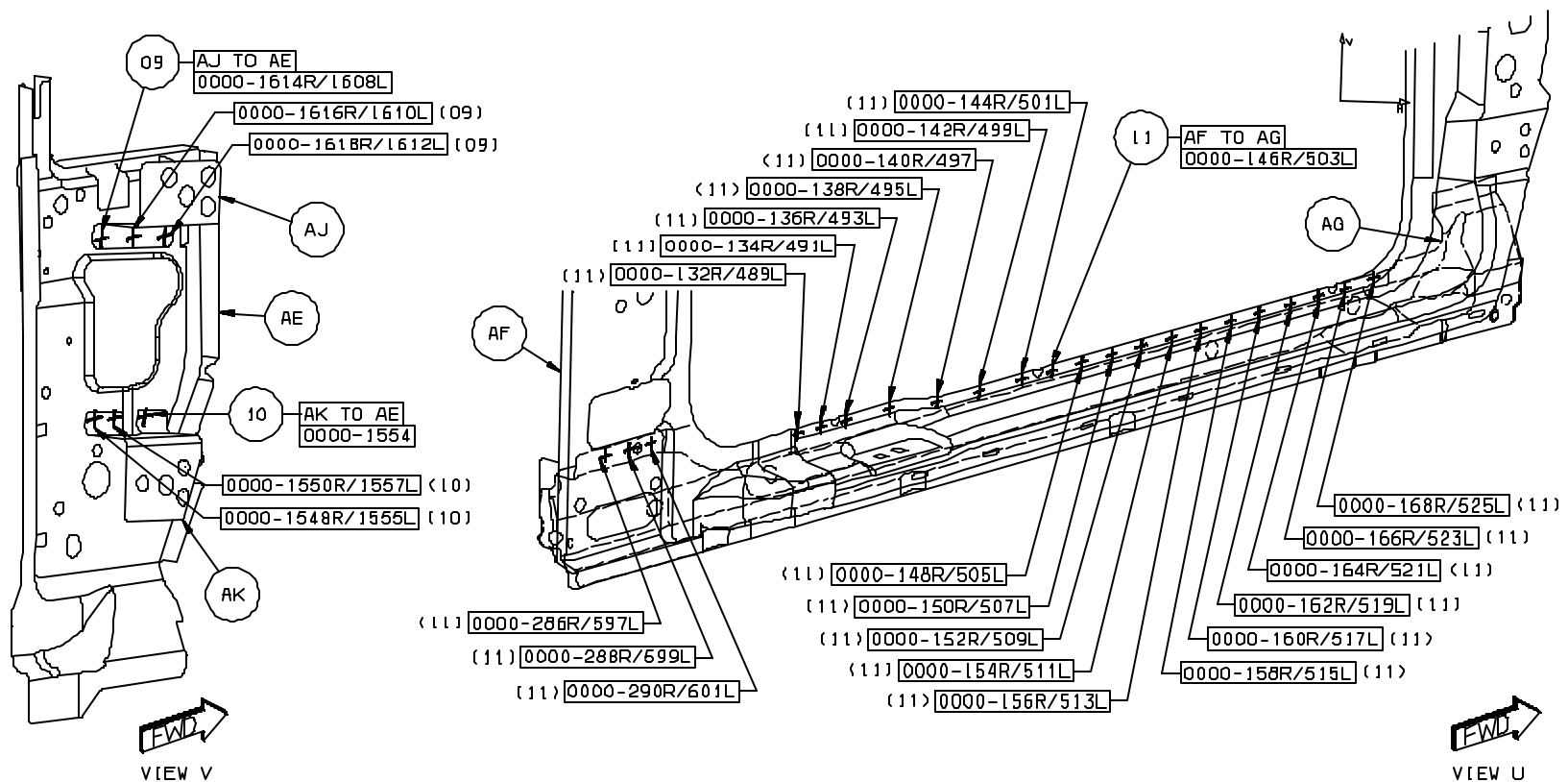
VIEW Y

[Back to Index](#)

- 
- Exploded view diagram of the front of a vehicle, labeled "VIEW X". The diagram shows various components and their corresponding part numbers. A north arrow points towards the top left. The components are labeled with callouts: AE (hood), AF (hood latch), AG (front bumper), and various door and body panels. The part numbers are listed in a table below the diagram.
- | Callout | Part Number    | Quantity       |
|---------|----------------|----------------|
| AE      | 0000-186R/689L | (04)           |
| AF      | 0000-184R/685L | (04)           |
| AG      | 0000-182R/683L | (04)           |
|         | 0000-180R/681L | (04)           |
|         | 0000-178R/679L | (04)           |
|         | 0000-176R/677L | (04)           |
|         | 0000-174R/675L | (04)           |
|         | 0000-172R/673L | (04)           |
|         | 0000-170R/671L | (04)           |
|         | 0000-272R/651L | (04)           |
|         | 0000-270R/649L | (04)           |
|         | 0000-268R/659L | (04)           |
|         | 0000-266R/661L | (04)           |
|         | 0000-264R/663L | (04)           |
|         | 0000-262R/665L | (04)           |
|         | AE TO AF TO AG | 0000-260R/667L |
|         | 0000-258R/687L | (05)           |
|         | 0000-256R/669L | (05)           |



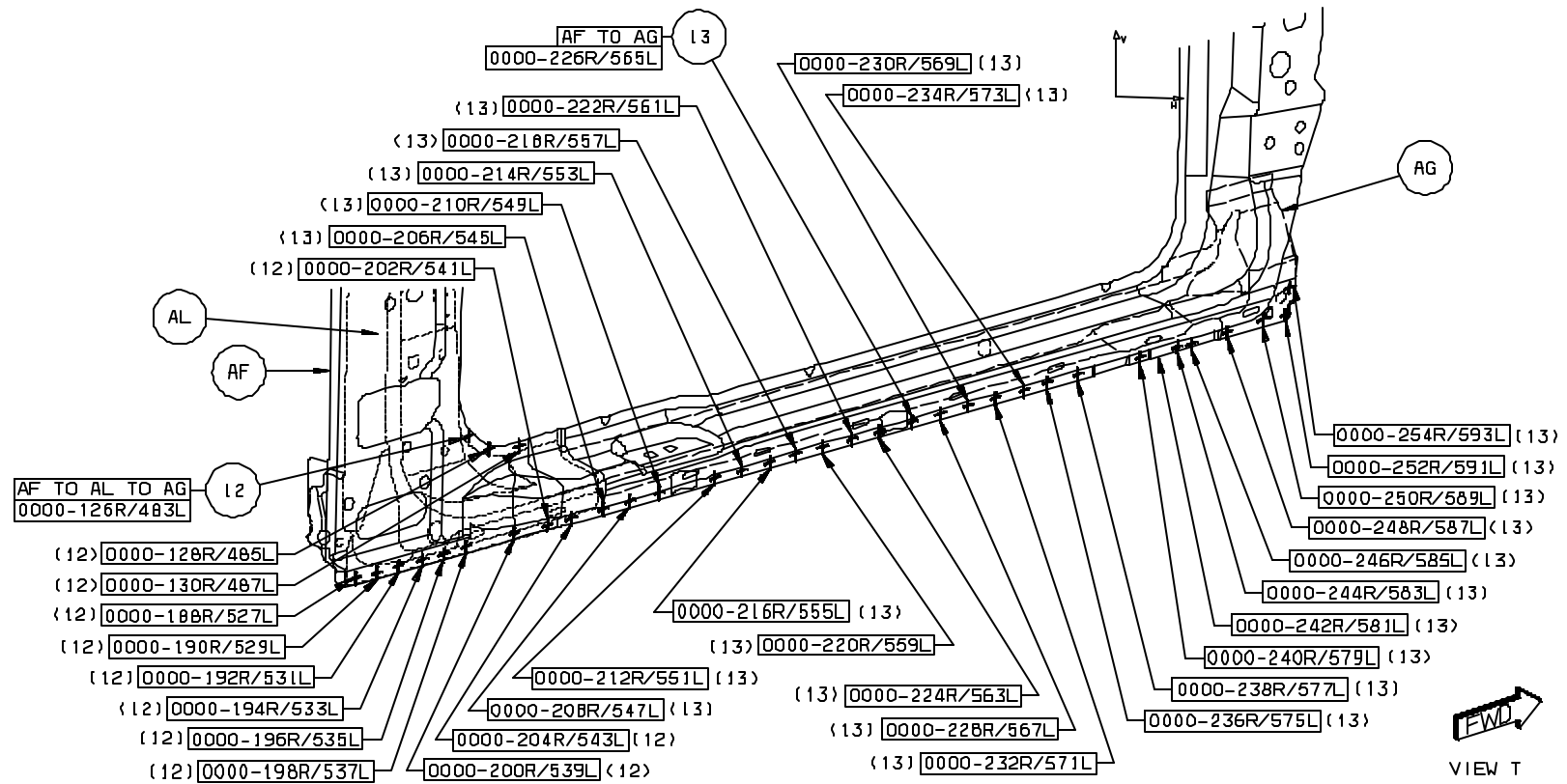
9. AJ TO AE 3/SD S/WELD (ORD)
10. AK TO AE 3/SD S/WELD (ORD)
11. AF TO AG 22/SD S/WELD (ORD)



[Back to Index](#)

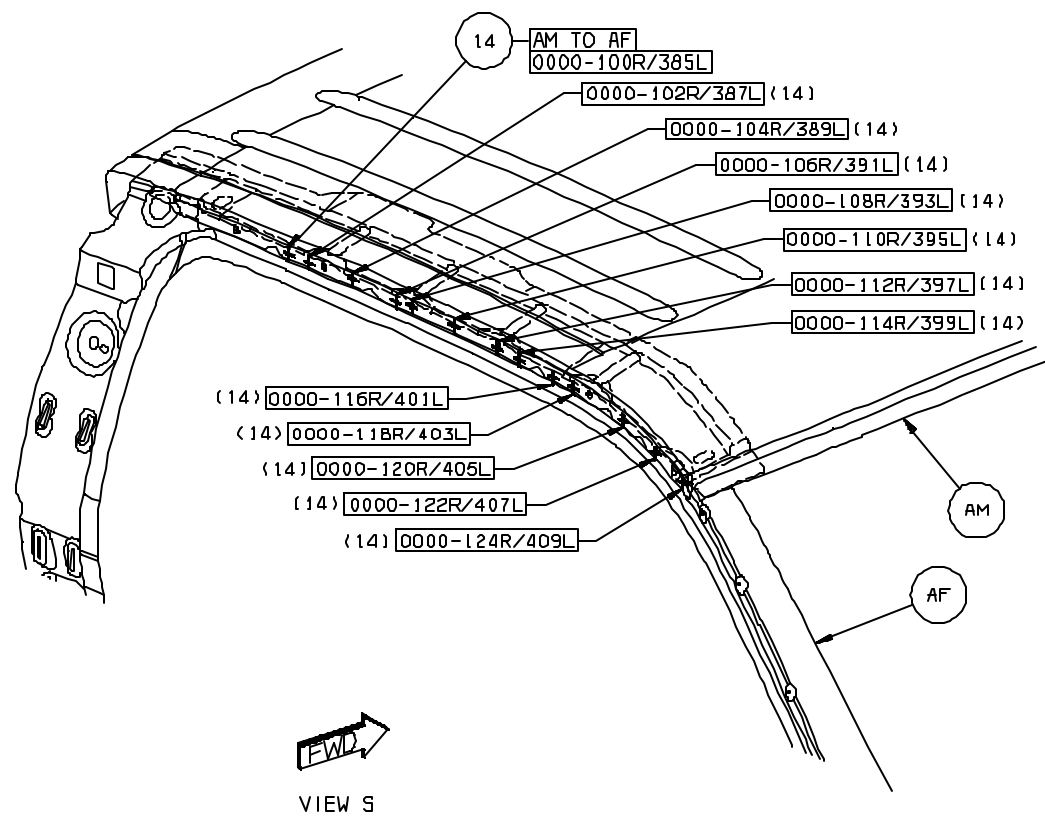
12. AF TO AL TO AG 12/SD S/WELD (ORD)

13. AF TO AG 25/SD S/WELD (ORD)



[Back to Index](#)

#### 14. AM TO AF 13/SD S/WELD (ORD)



[Back to Index](#)



16. AP TO AN TO AM 2/SD S/WELD (ORD)

16. AP TO AN TO AM 2/SD S/WELD (ORD)



[Back to Index](#)

18. AF TO AM TO AN 2/SD S/WELD (ORD)

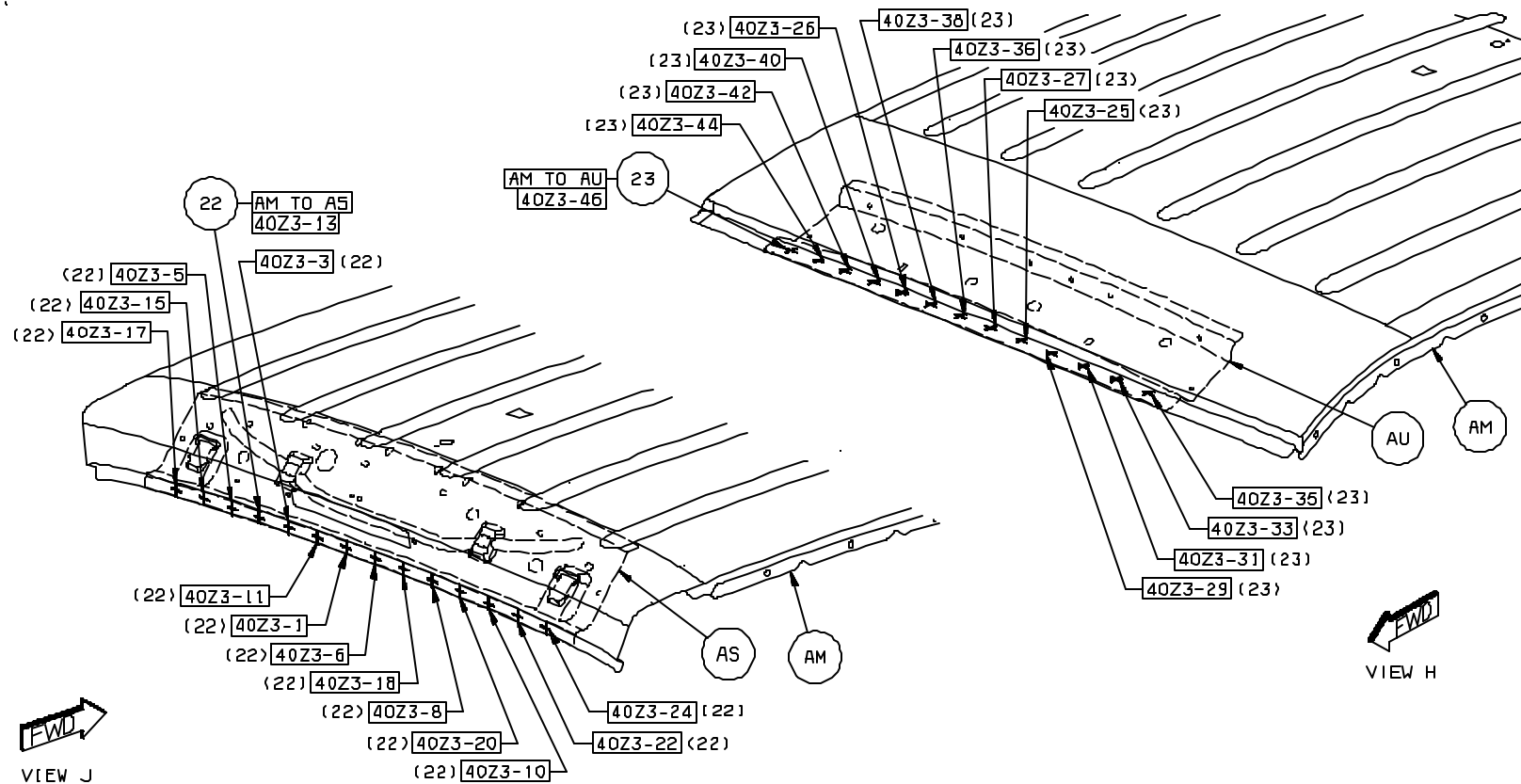
18. AF TO AM TO AN 2/SD S/WELD (ORD)



- 
- Exploded view diagram of the front of a vehicle chassis, showing various components and their part numbers:
- AT (Air Transfer)
  - 0000-76R/361L (21)
  - 0000-72R/357L (21)
  - 0000-68R/353L (21)
  - 0000-66R/351L (21)
  - AT TO AP (Air Transfer to Air Purifier)
  - 0000-80R/365L (21)
  - 0000-78R/363L (21)
  - 0000-70R/355L (21)
  - 0000-74R/359L (21)
  - AP (Air Purifier)
- VIEW K

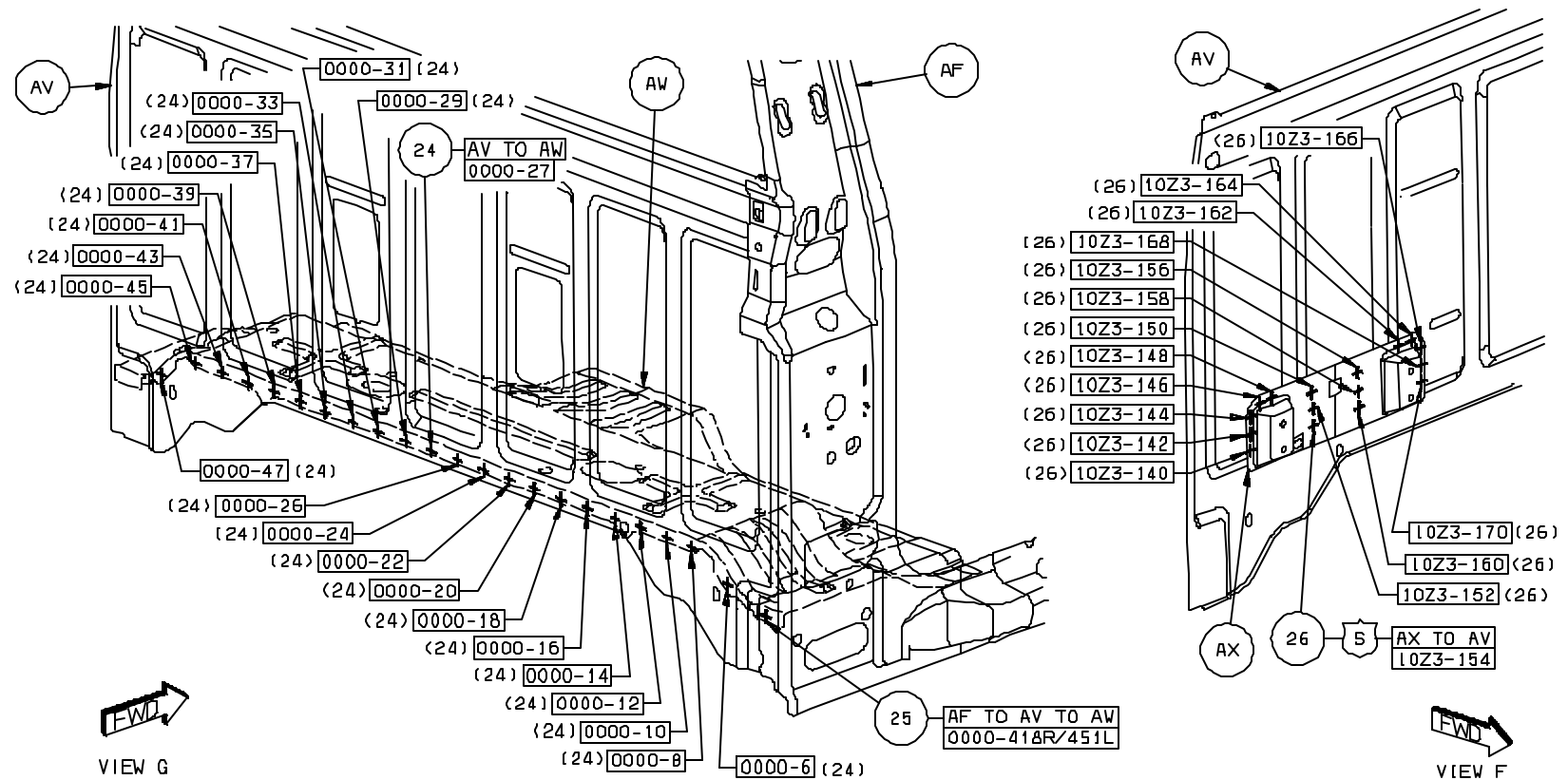
[Back to Index](#)

22. AM TO AS 14 S/WELD (ORD)  
 23. AM TO AU 13 S/WELD (ORD)



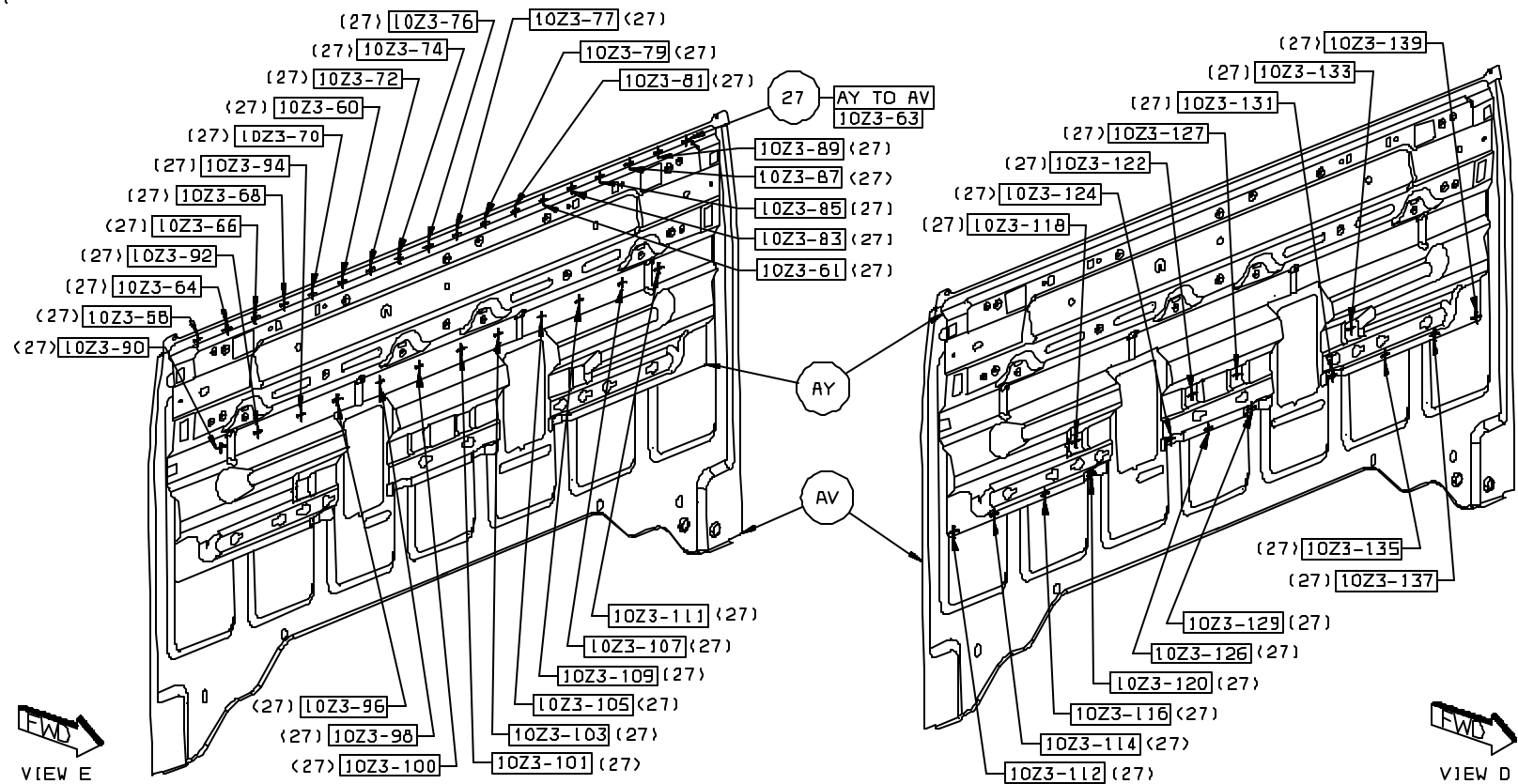
[Back to Index](#)

24. AV TO AW 22 S/WELD (ORD)  
 25. AF TO AV TO AW 1/SD S/WELD (ORD)  
 26. AX TO AV 16/SD S/WELD (ORD)



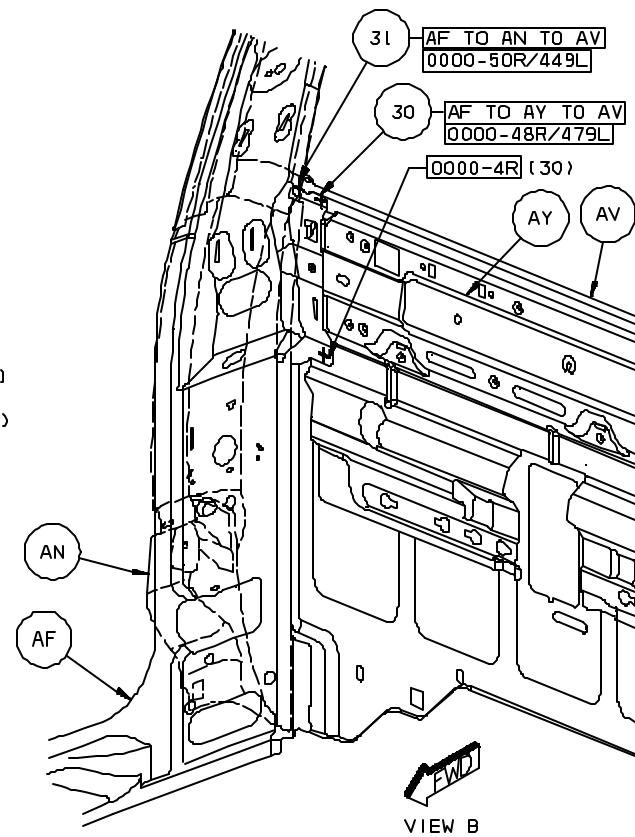
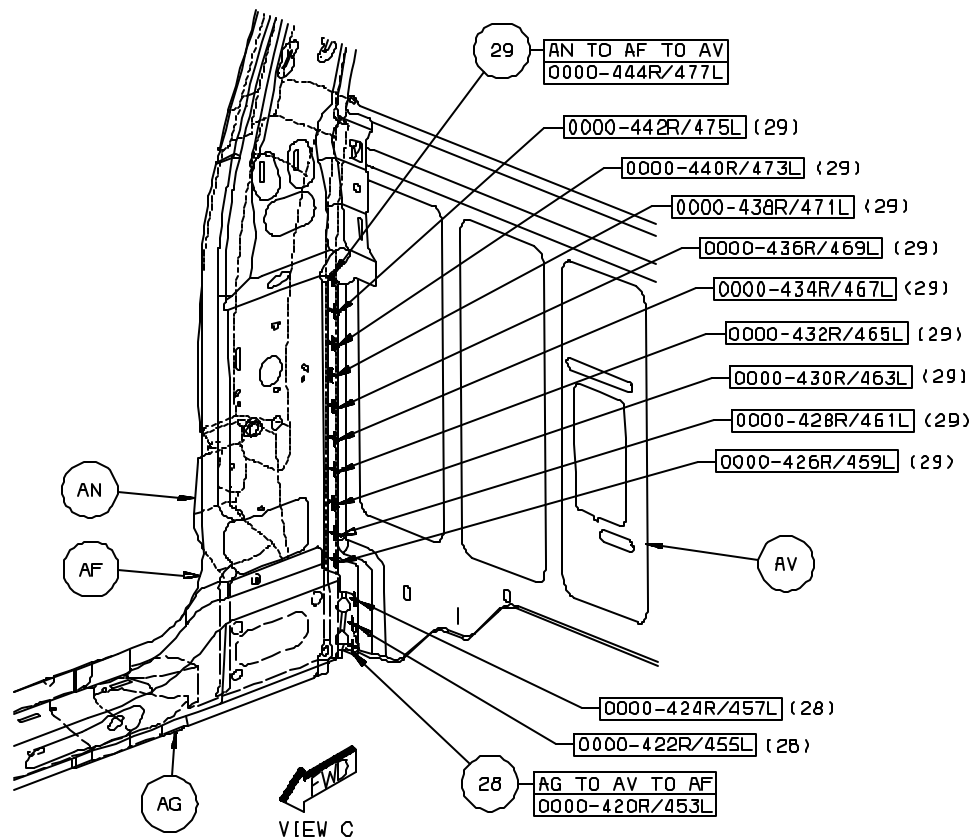
[Back to Index](#)

## 27. AY TO AV 40 S/WELD (ORD)



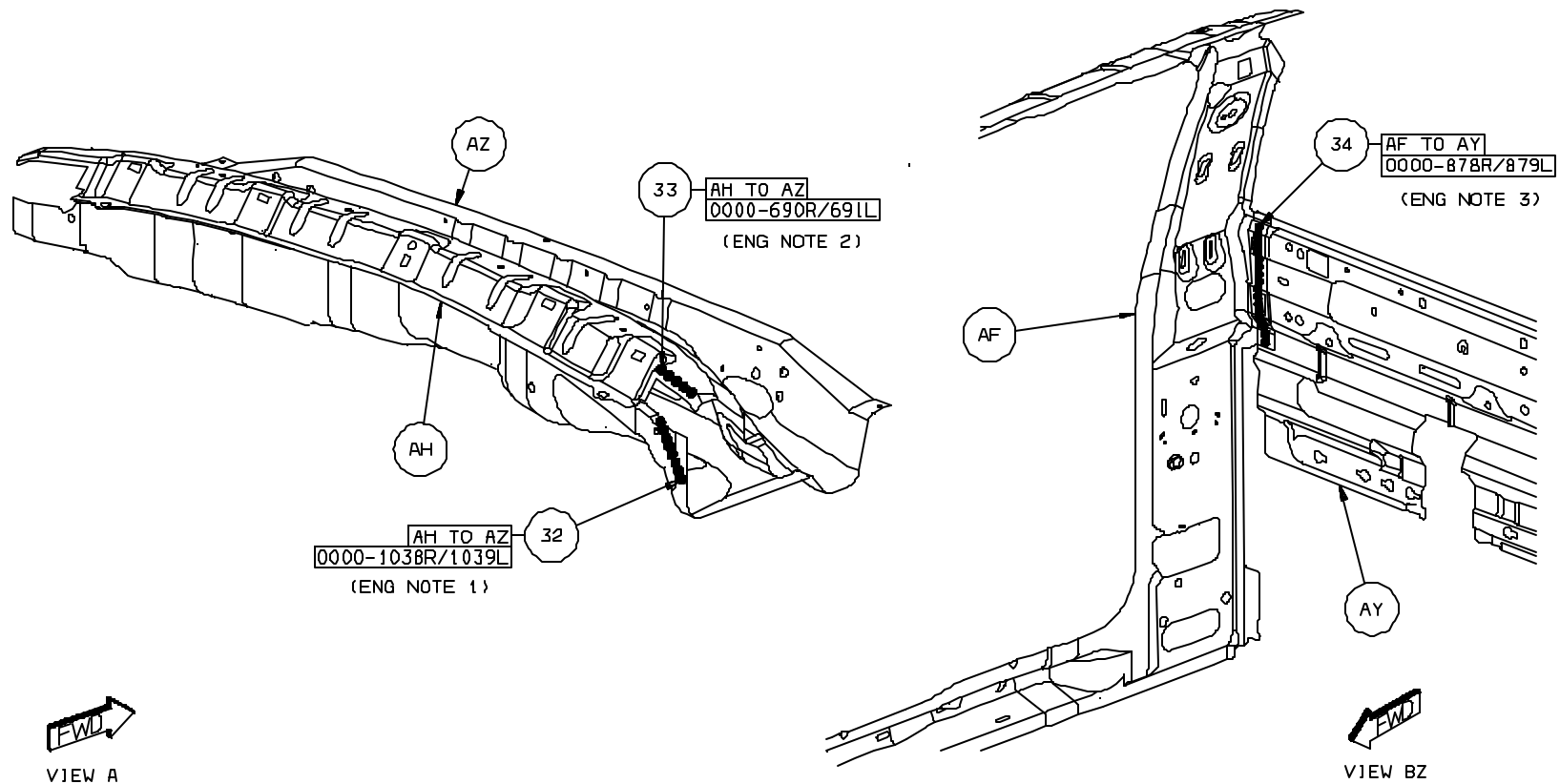
[Back to Index](#)

28. AG TO AV TO AF 3/SD S/WELD (ORD)  
 29. AN TO AF TO AV 10/SD S/WELD (ORD)  
 30. AF TO AY TO AV 2/SD S/WELD (ORD)  
 31. AF TO AN TO AV 1/SD S/WELD (ORD)



[Back to Index](#)

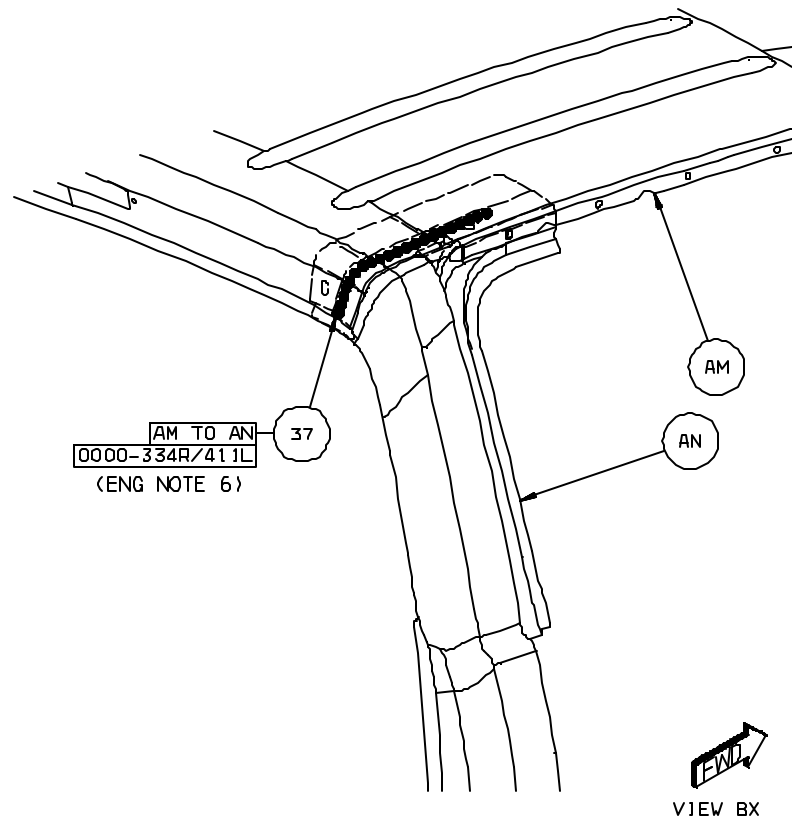
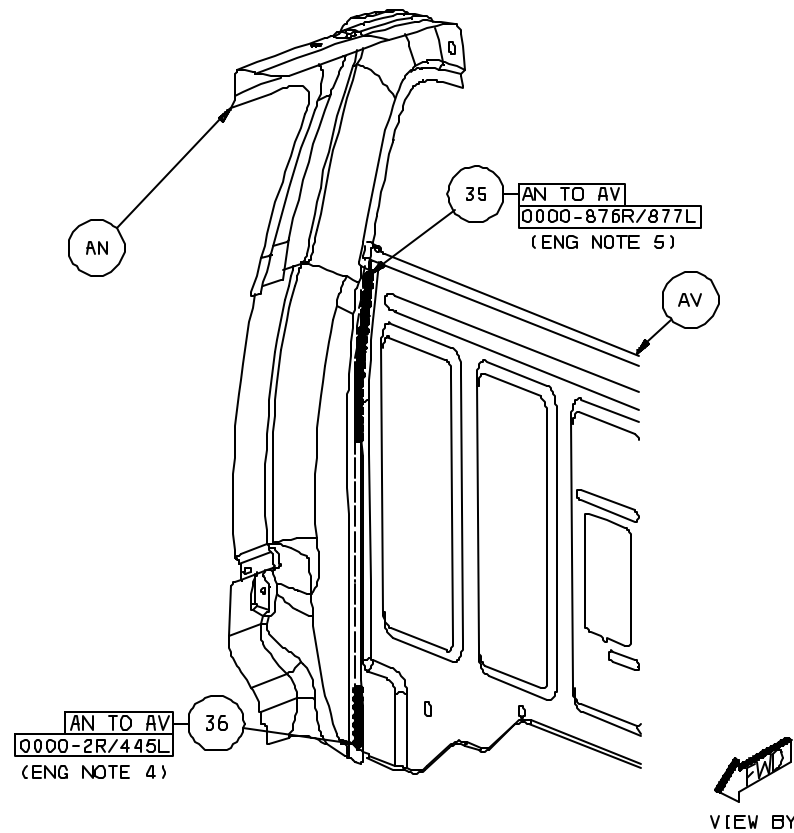
- 32. AH TO AZ 1/SD STRUC ADH (ORD)
- 33. AH TO AZ 1/SD STRUC ADH (ORD)
- 34. AF TO AY 1/SD STRUC ADH (ORD)



[Back to Index](#)

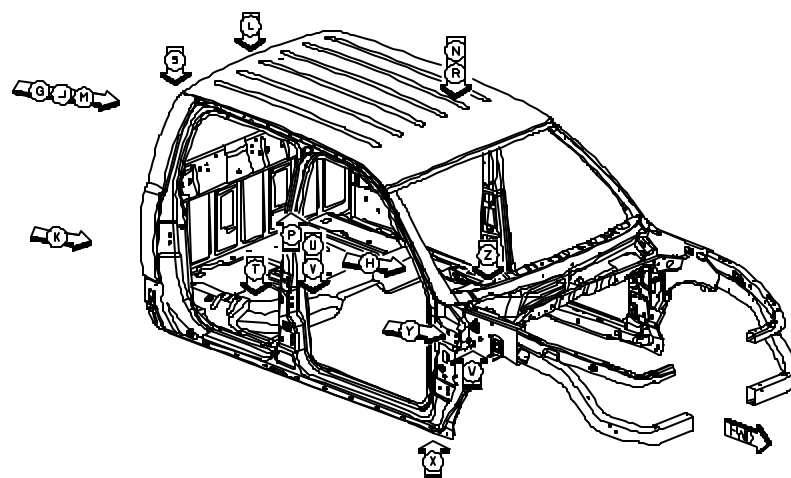


36. AN TO AV 1/SD STRUC ADH (ORD)  
37. AM TO AN 1/SD STRUC ADH (ORD)



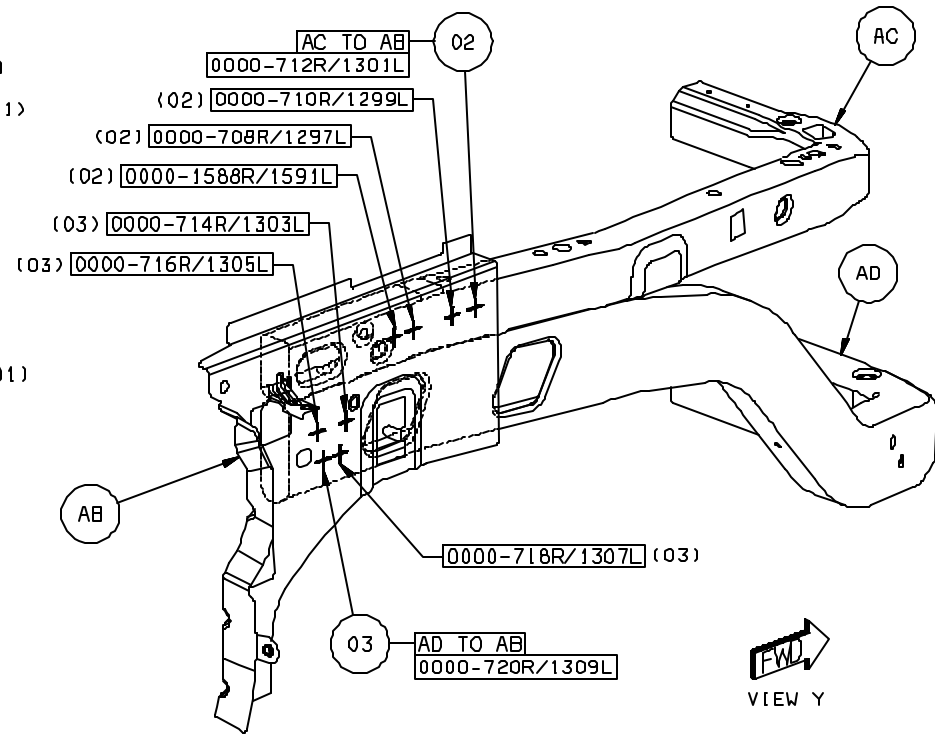
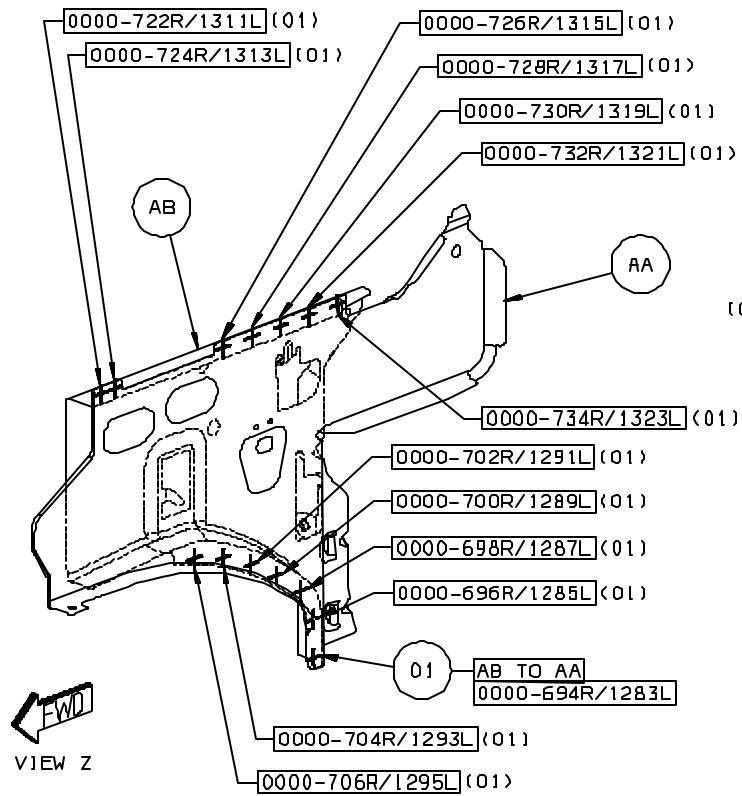
[Back to Index](#)

## INDEX CAB COMPLETE-84 ASSY

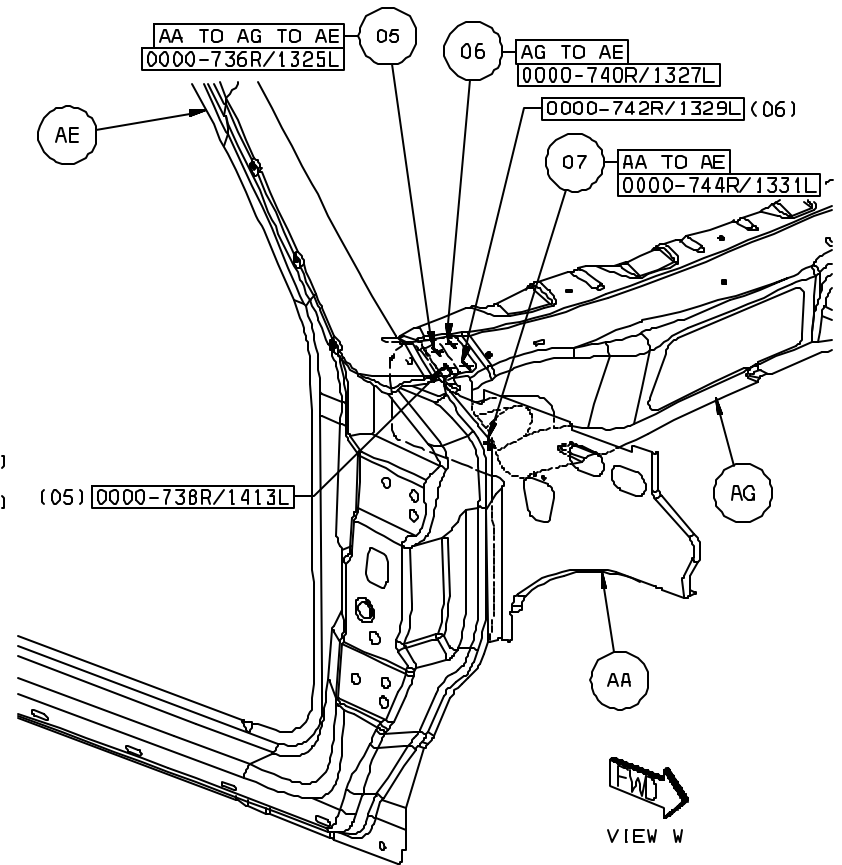
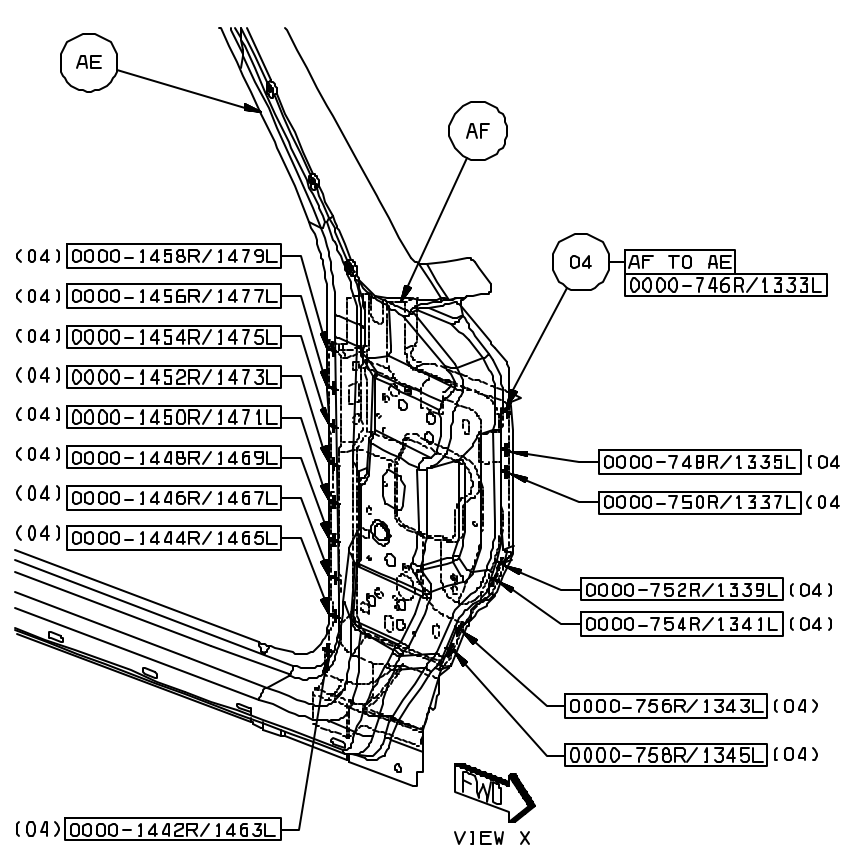


[Back to Index](#)

1. AB TO AA 14/SD S/WELD (ORD)
2. AC TO AB 4/SD S/WELD (ORD)
3. AD TO AB 4/SD S/WELD (ORD)



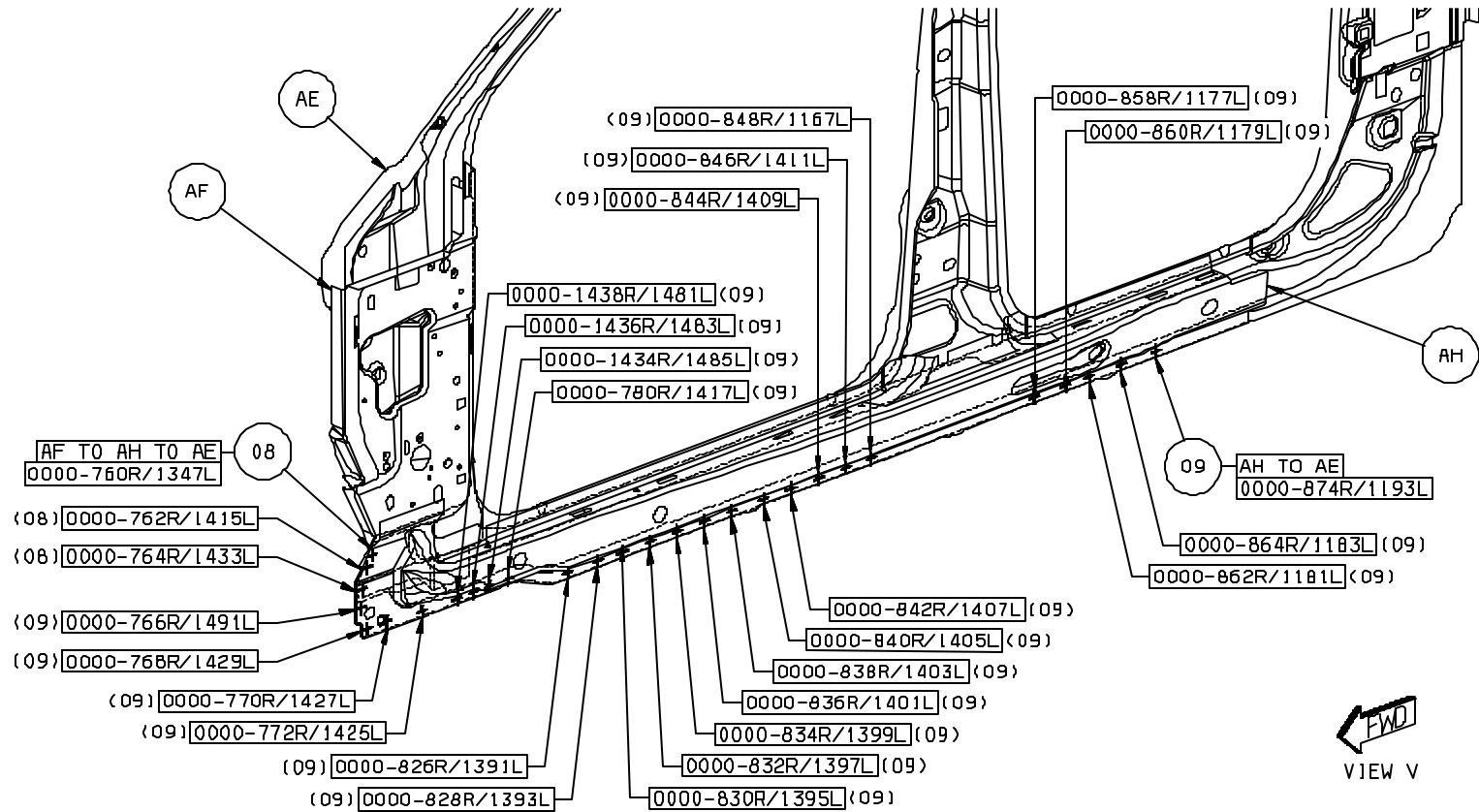
[Back to Index](#)



[Back to Index](#)

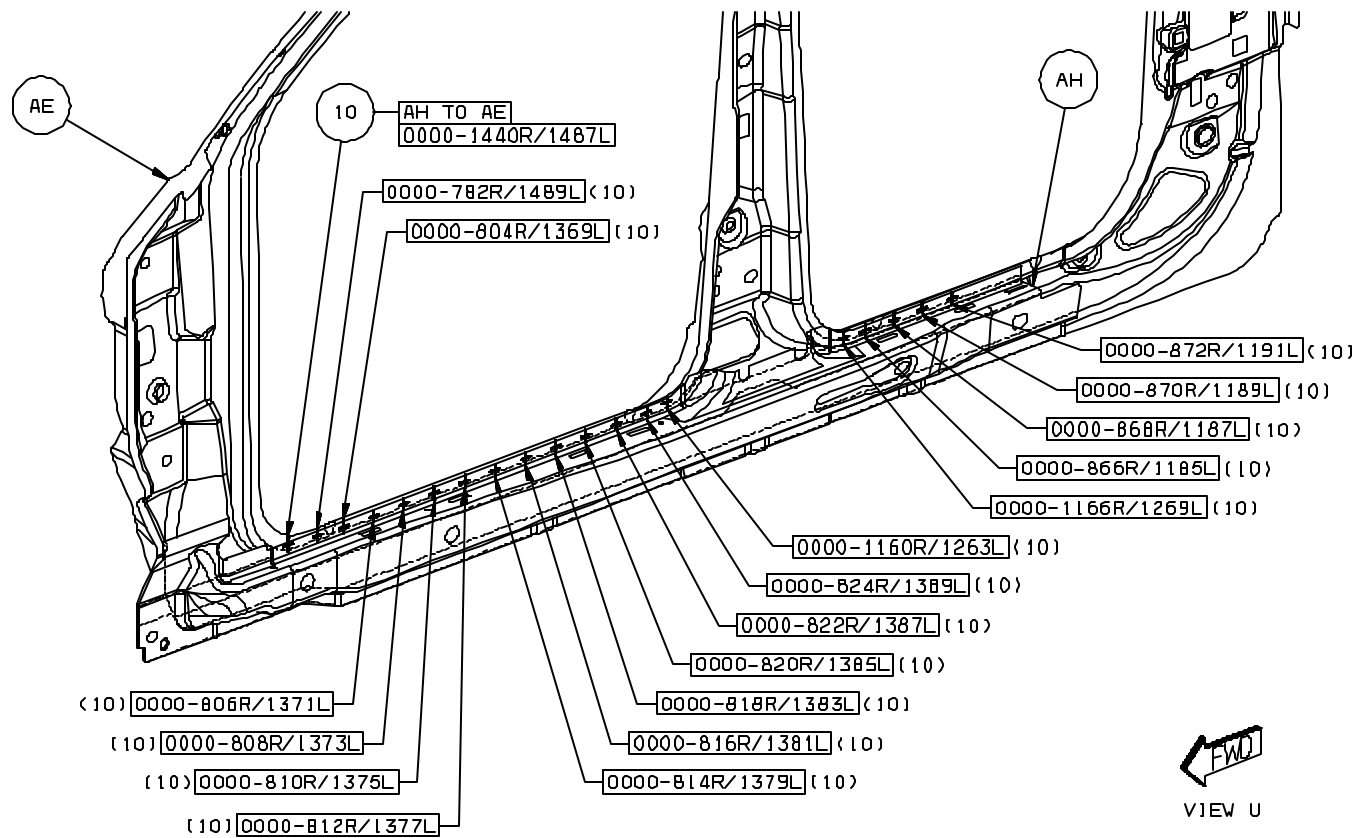
8. AF TO AH TO AE 3/SD S/WELD (ORD)

9. AH TO AE 25/SD S/WELD (ORD)



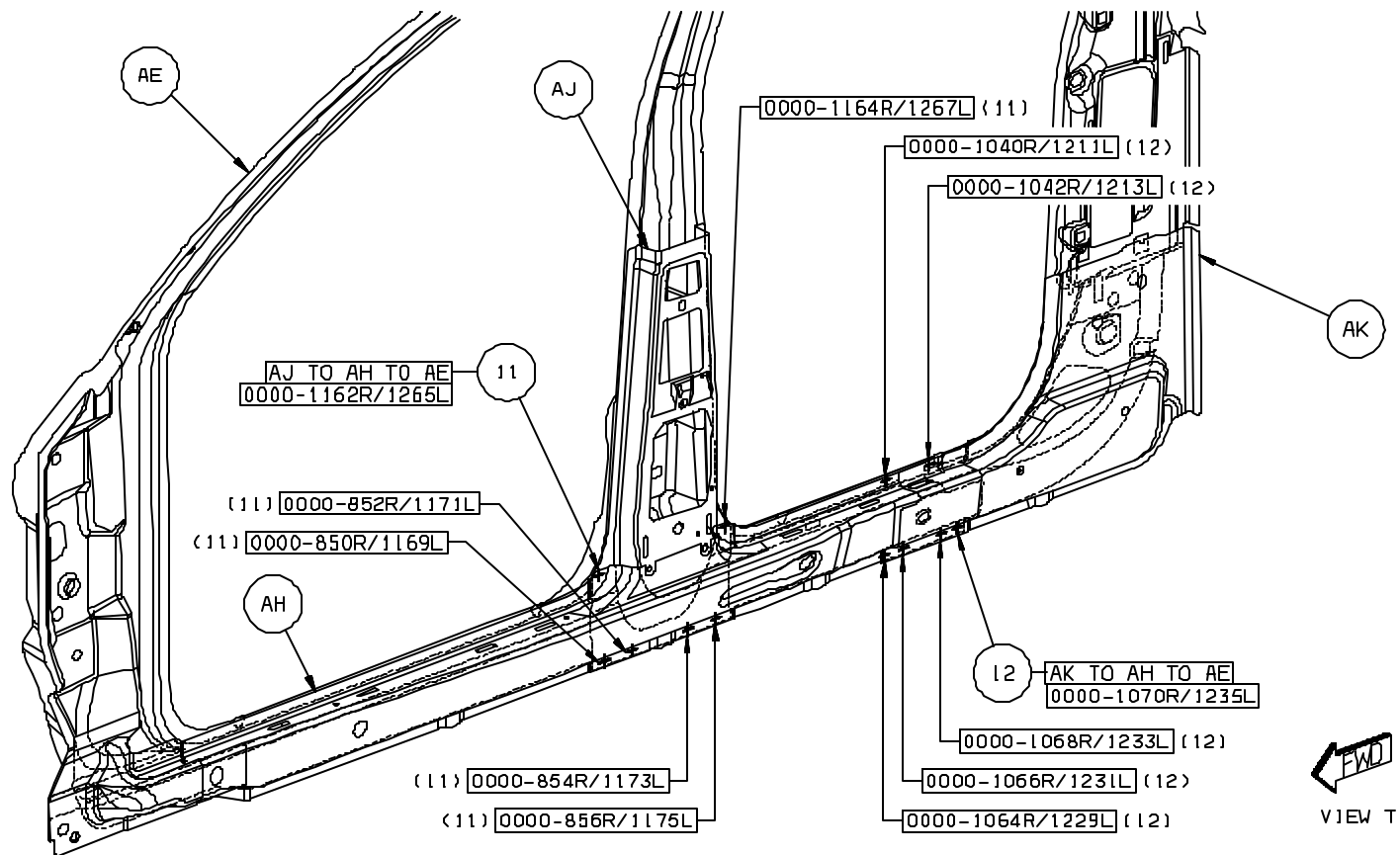
[Back to Index](#)

## 10. AH TO AE 18/AD S/WELD (ORD)



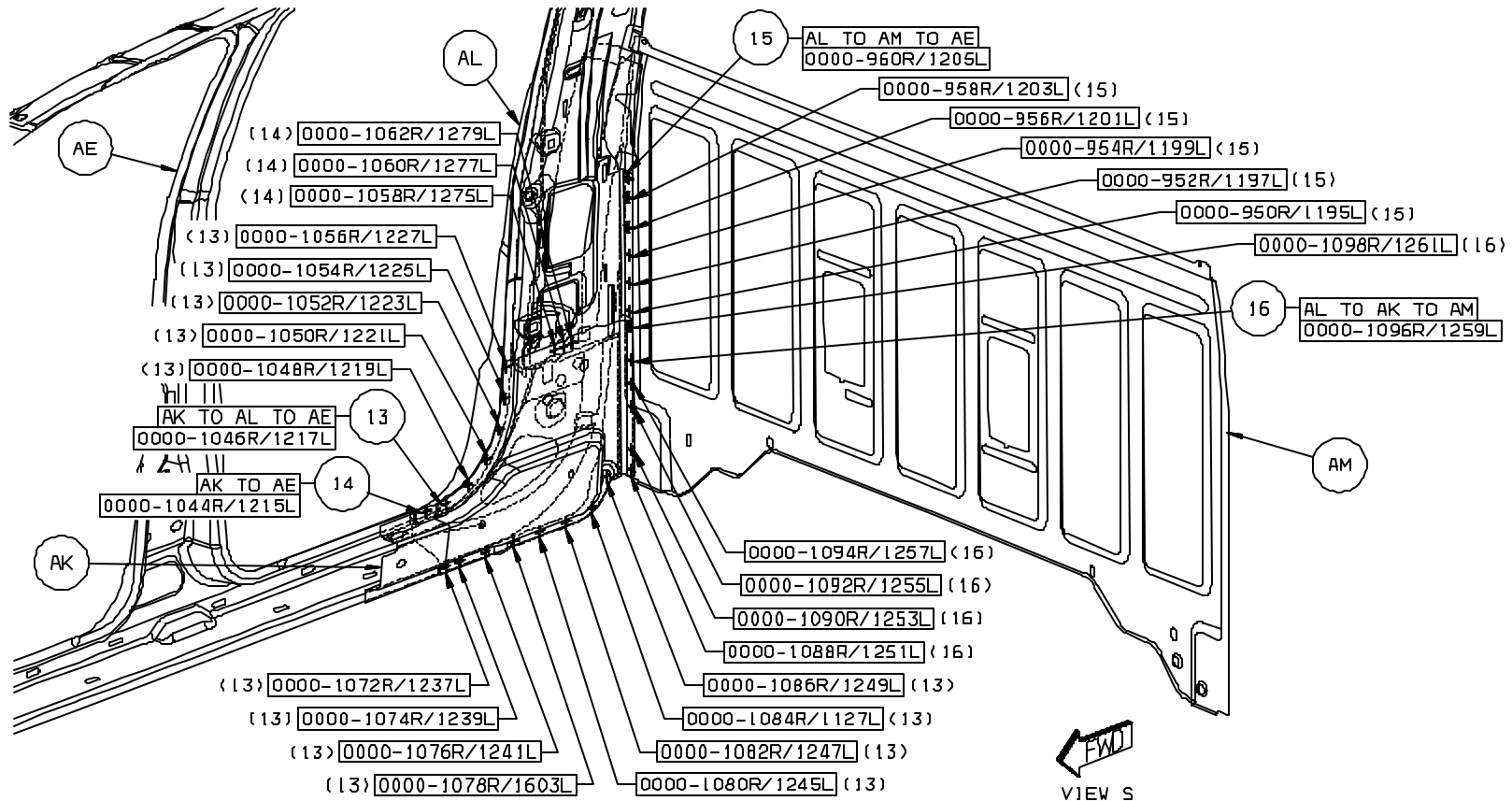
[Back to Index](#)

11. AJ TO AH TO AE 6/SD S/WELD (ORD)
12. AK TO AH TO AE 6/SD S/WELD (ORD)



[Back to Index](#)

13. AK TO AL TO AE 14/SD S/WELD (ORD)
14. AK TO AE 4/SD S/WELD (ORD)
15. AL TO AM TO AE 6/SD S/WELD (ORD)
16. AL TO AK TO AM 6/SD S/WELD (ORD)

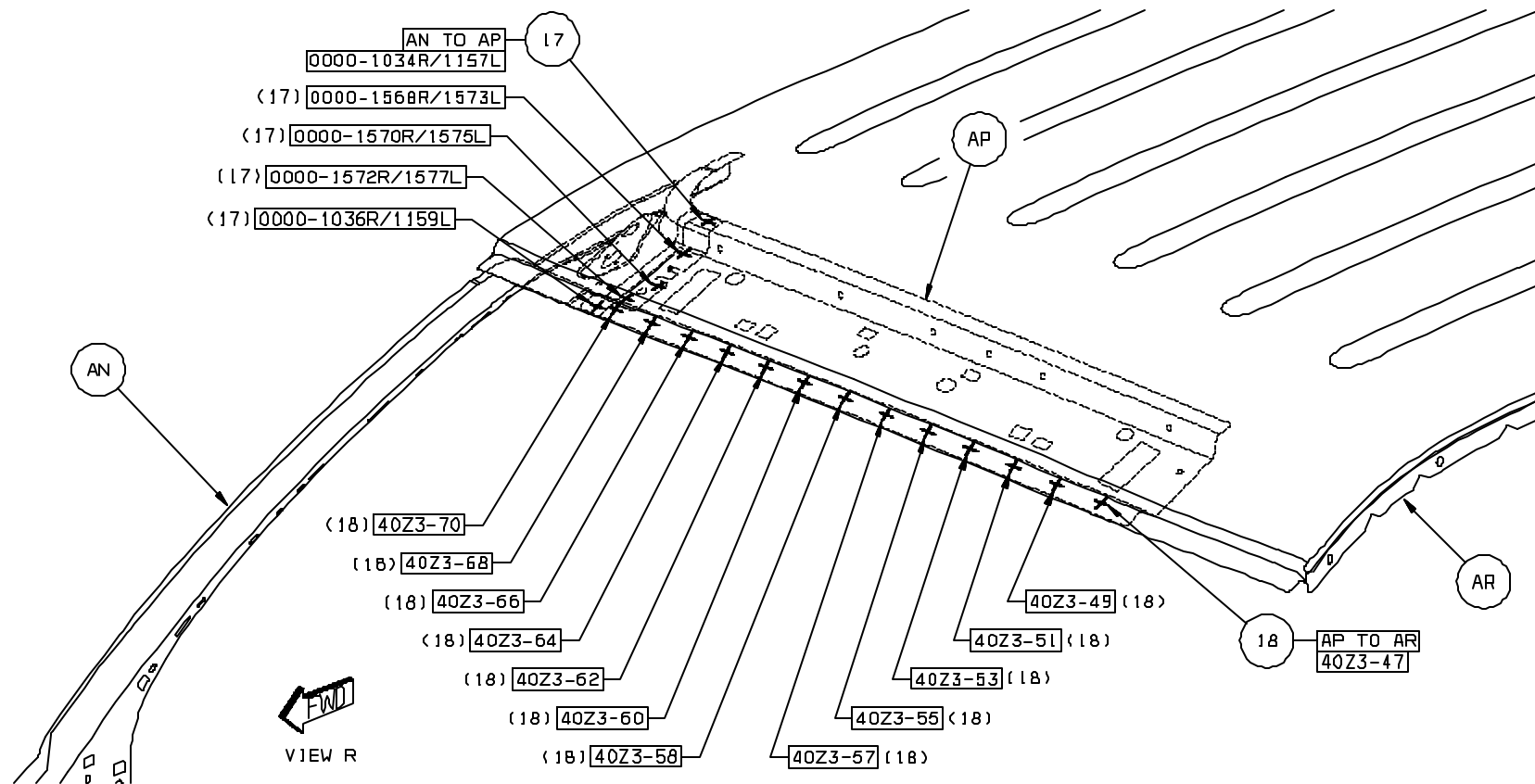


[Back to Index](#)

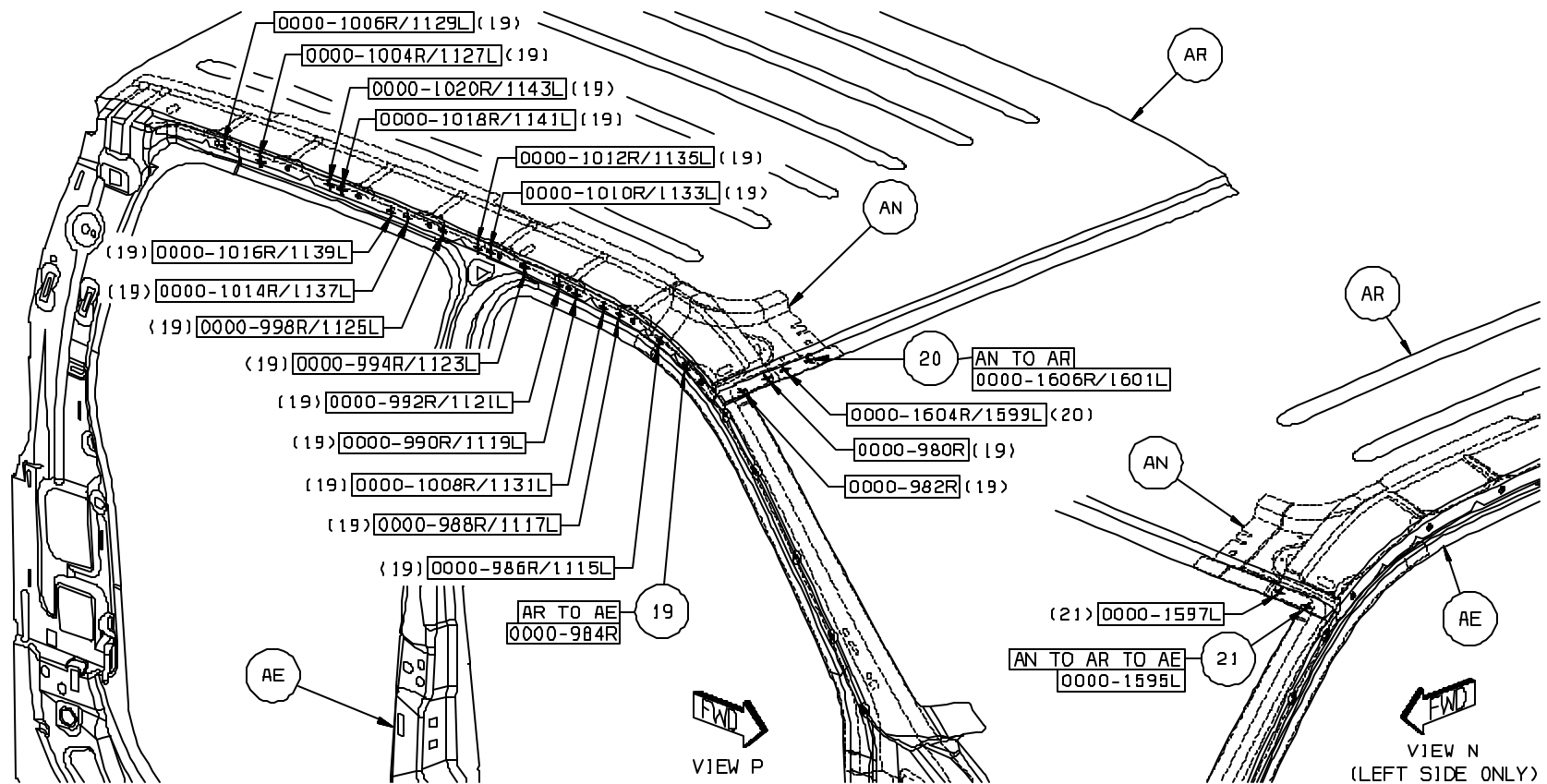


17. AN TO AP 5/SD S/WELD (ORD)

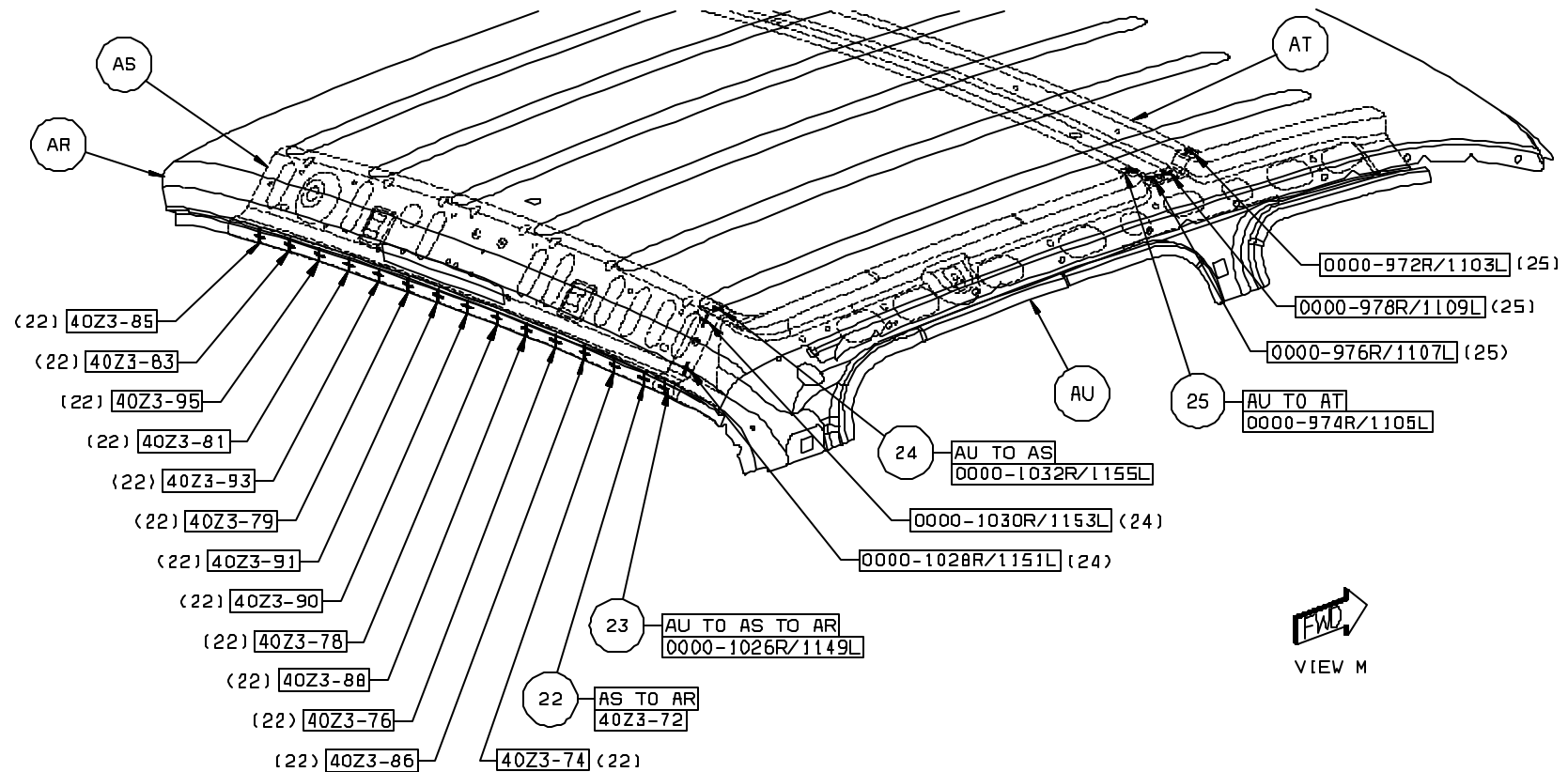
18. AP TO AR 13 S/WELD (ORD)



19. AR TO AE 18R/15L S/WELD (ORD)
20. AN TO AR 20/SD S/WELD (ORD)
21. AN TO AR TO AE 2L S/WELD (ORD)

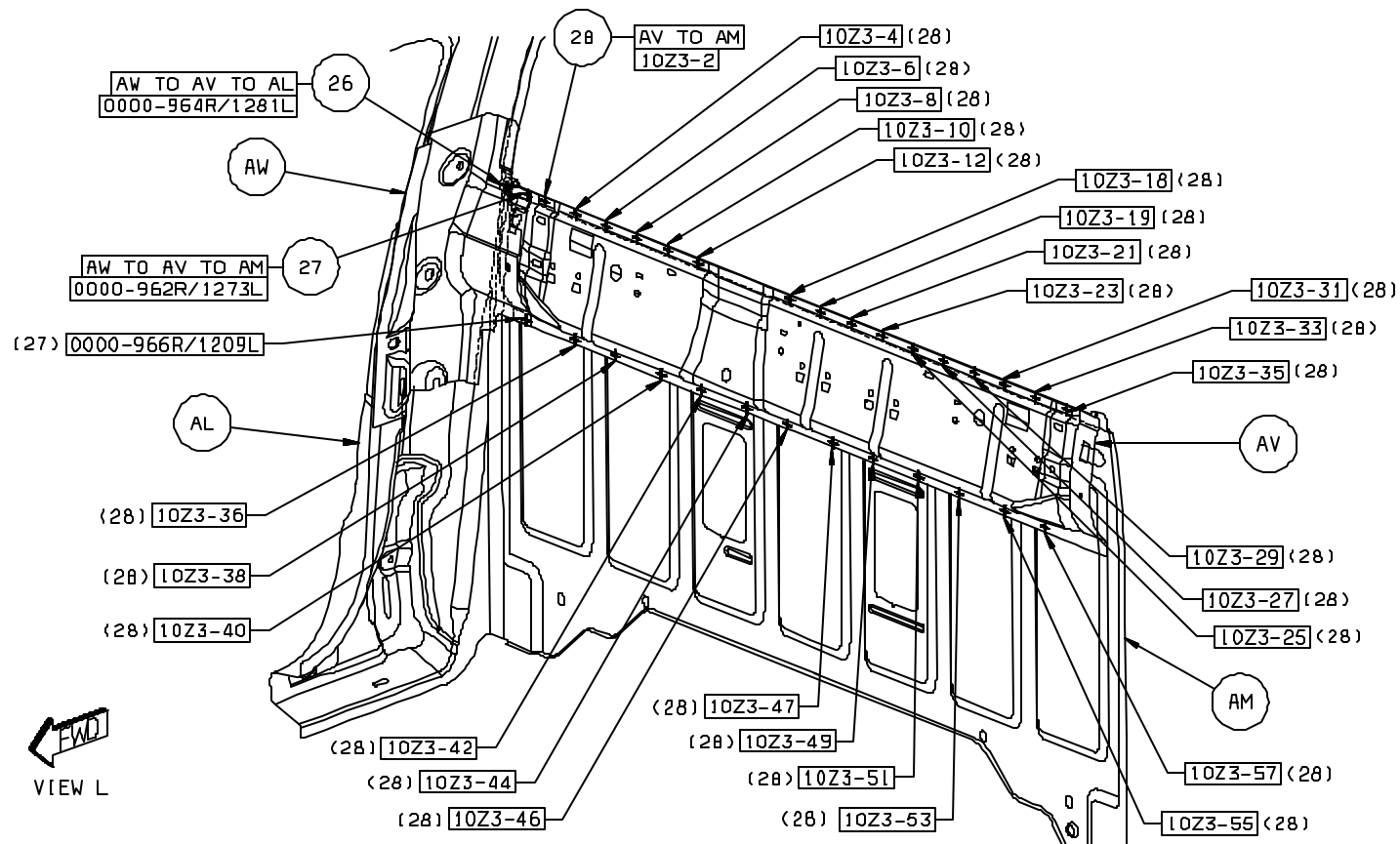


- 22. AS TO AR 14 S/WELD (ORD)
- 23. AU TO AS TO AR 1/SD S/WELD (ORD)
- 24. AU TO AS 3/SD S/WELD (ORD)
- 25. AU TO AT 4/SD S/WELD (ORD)



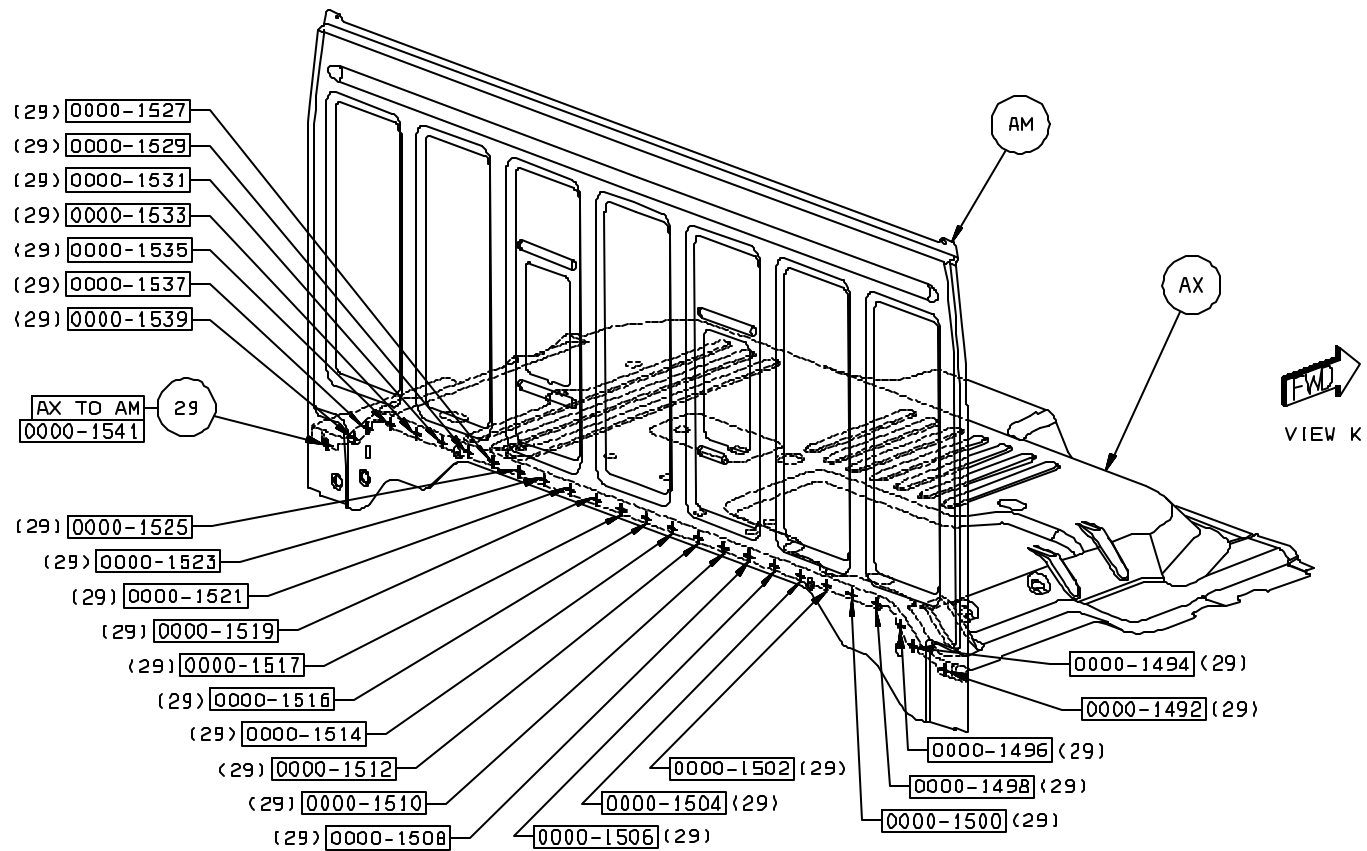
[Back to Index](#)

26. AW TO AV TO AL 1/SD S/WELD (ORD)  
 27. AW TO AV TO AM 2/SD S/WELD (ORD)  
 28. AV TO AM 28 S/WELD (ORD)



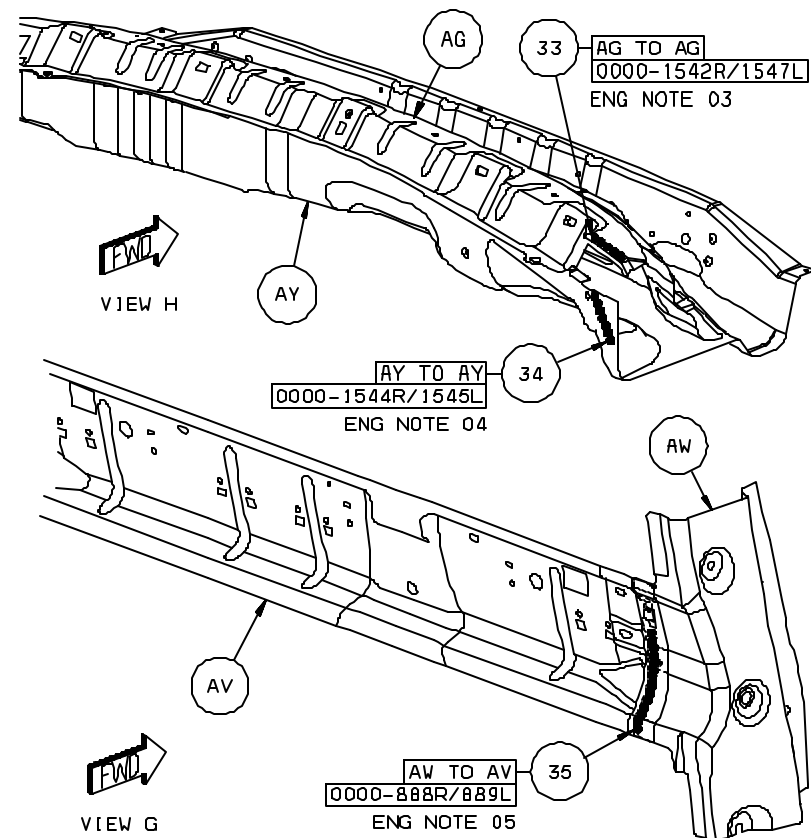
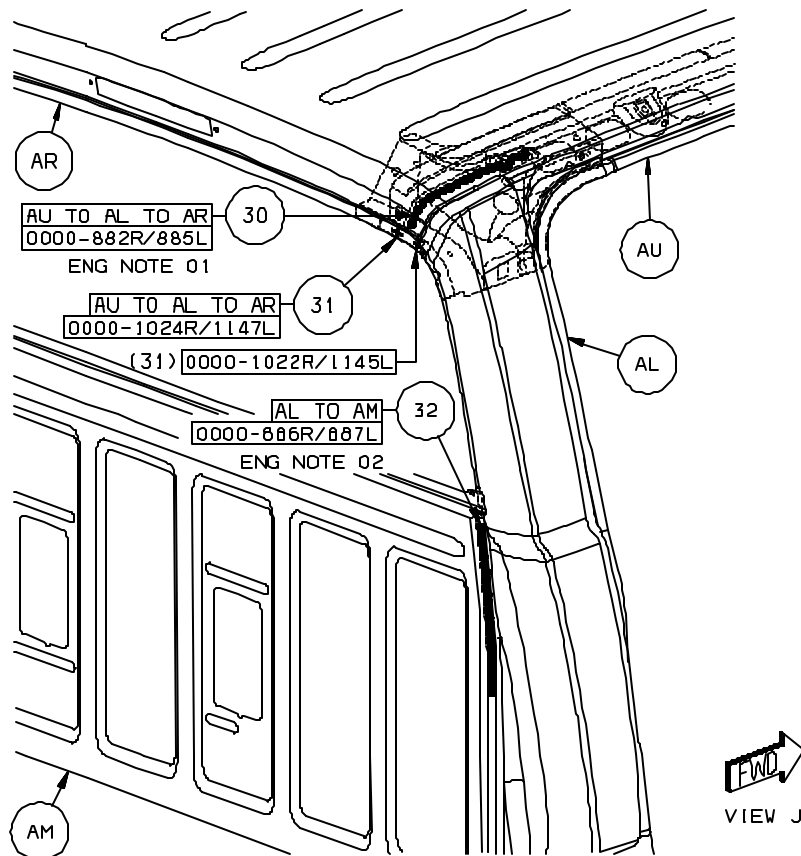
[Back to Index](#)

## 29. AX TO AM 26 S/WELD (ORD)



[Back to Index](#)

- 30. AU TO AL TO AR 1/SD STRUC ADH (ORD)
- 31. AU TO AL TO AR 2/SD S/WELD (ORD)
- 32. AL TO AM 1/SD STRUC ADH (ORD)
- 33. AG TO AG 1/SD STRUC ADH (ORD)
- 34. AY TO AY 1/SD STRUC ADH (ORD)
- 35. AW TO AV 1/SD STRUC ADH (ORD)



[Back to Index](#)

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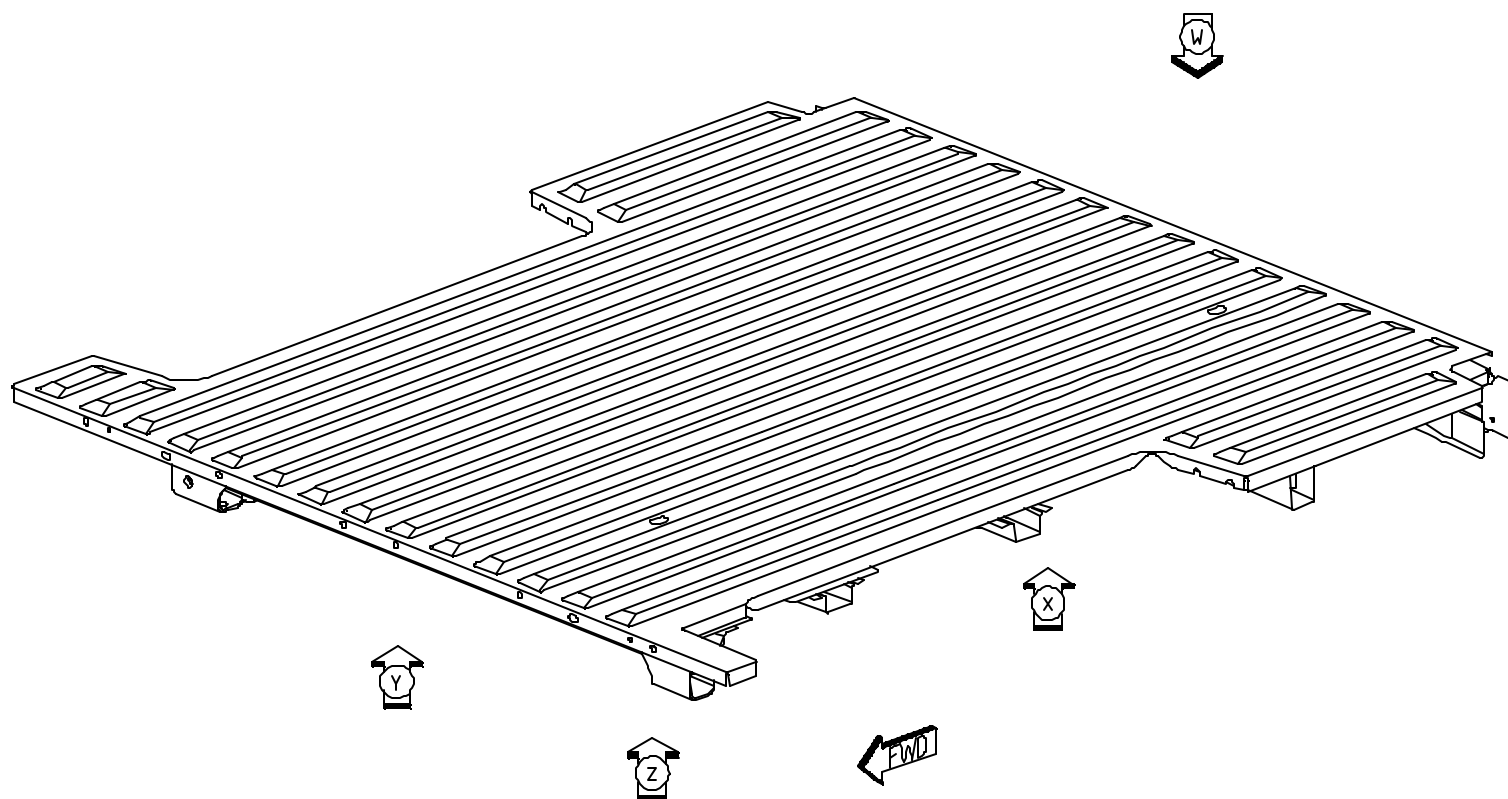
**BASF**  
The Chemical Company

[Back To Index](#)

## INDEX BOX FLOOR 5.5 ASSY

AA PANEL-BOX FLOOR 5.5 FT-  
AB SILL-CROSS BOX FLOOR FRT MTG-  
AC SILL-CROSS BOX FLOOR 2<sup>ND</sup> MTG-  
AD REINF-SILL PLATE RT-

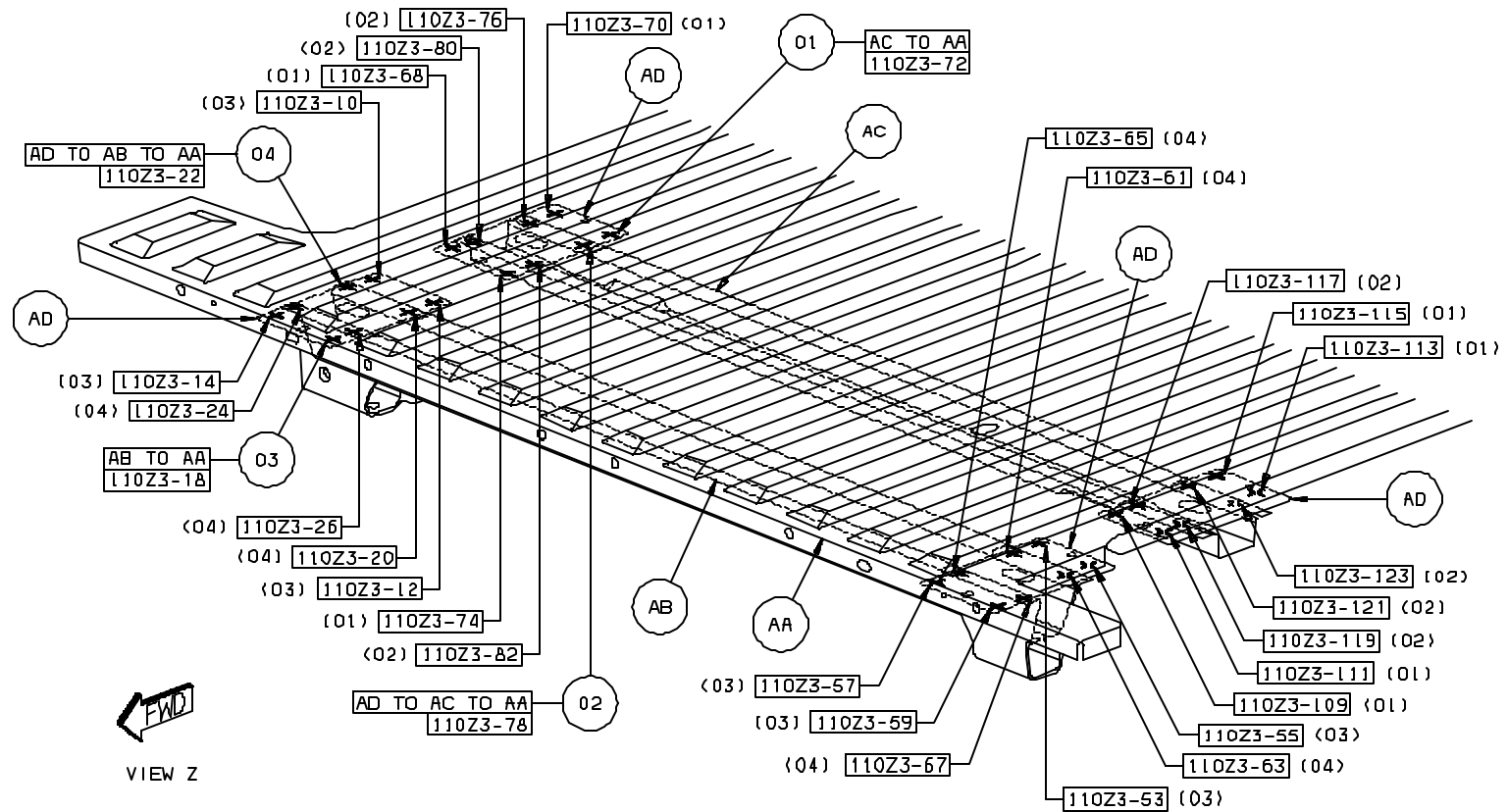
AD REINF-SILL PLATE RT-  
AE SILL-CROSS BOX FLOOR #2 & 3-  
AF SILL-CROSS BOX FLOOR #1 & 4-  
AG SILL-CROSS BOX FLOOR RR-



[Back to Index](#)

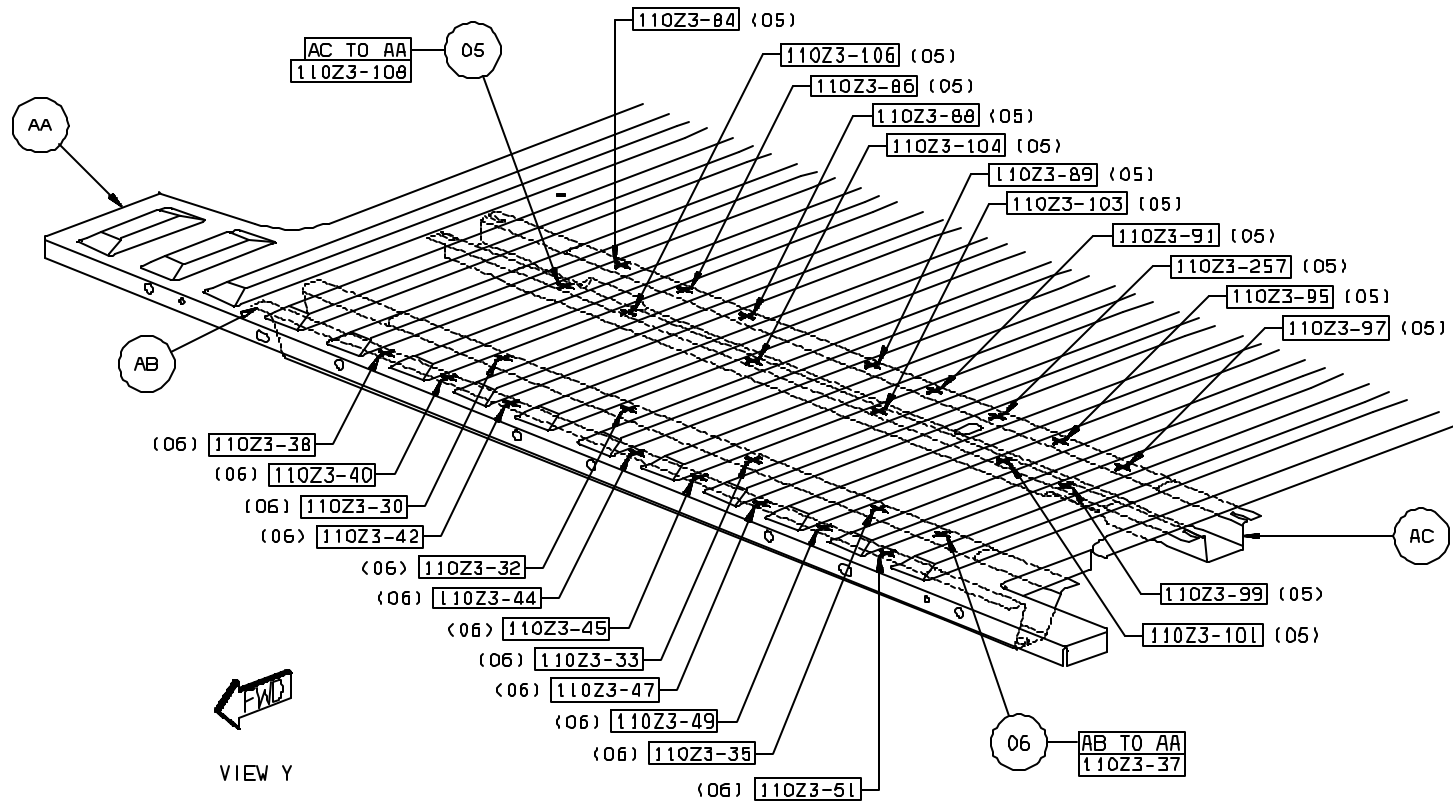


1. AC TO AA 8 S/WELD (ORD)
2. AD TO AC TO AA 8 S/WELD (ORD)
3. AB TO AA 8 S/WELD (ORD)
4. AD TO AB TO AA 8 S/WELD (ORD)



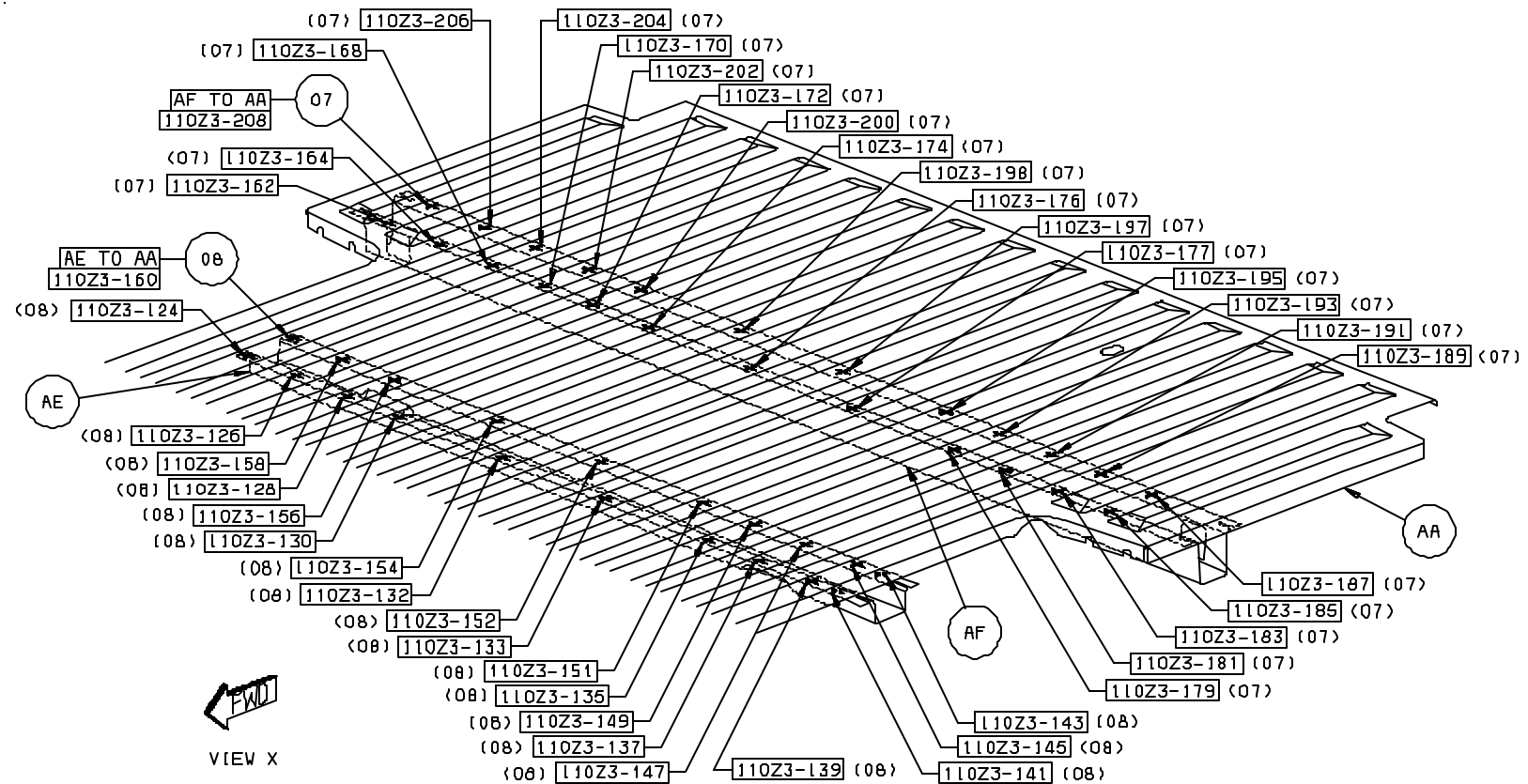
[Back to Index](#)

5. AC TO AA 14 S/WELD (ORD)
6. AB TO AA 13 S/WELD 9ORD)



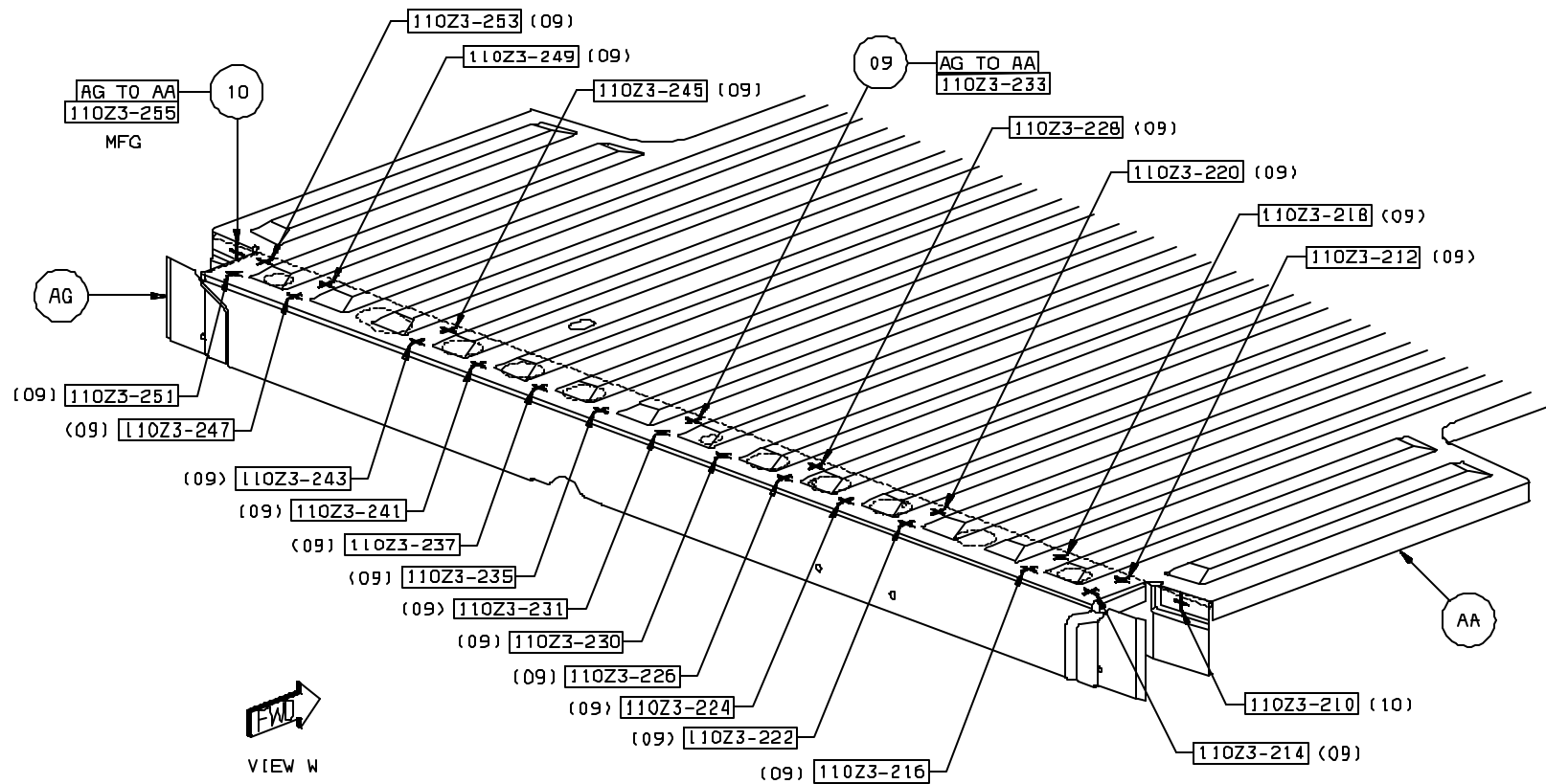
[Back to Index](#)

7. AF TO AA 24 S/WELD (ORD)
8. AE TO AA 20 S/WELD (ORD)



[Back to Index](#)

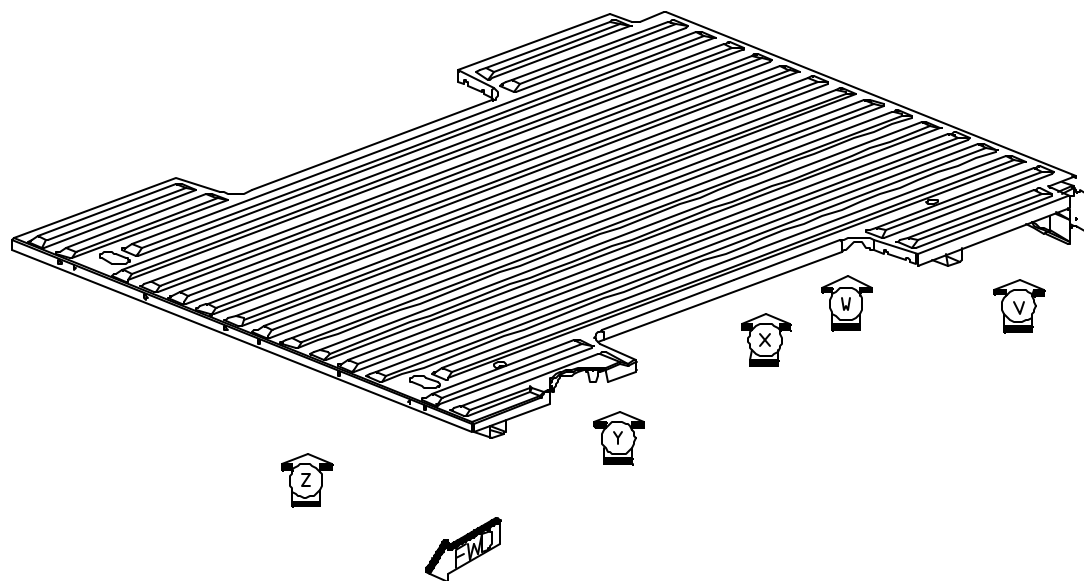
9. AG TO AA 21 S/WELD (ORD)  
10. AG TO AA 2 MFG (ORD)



[Back to Index](#)

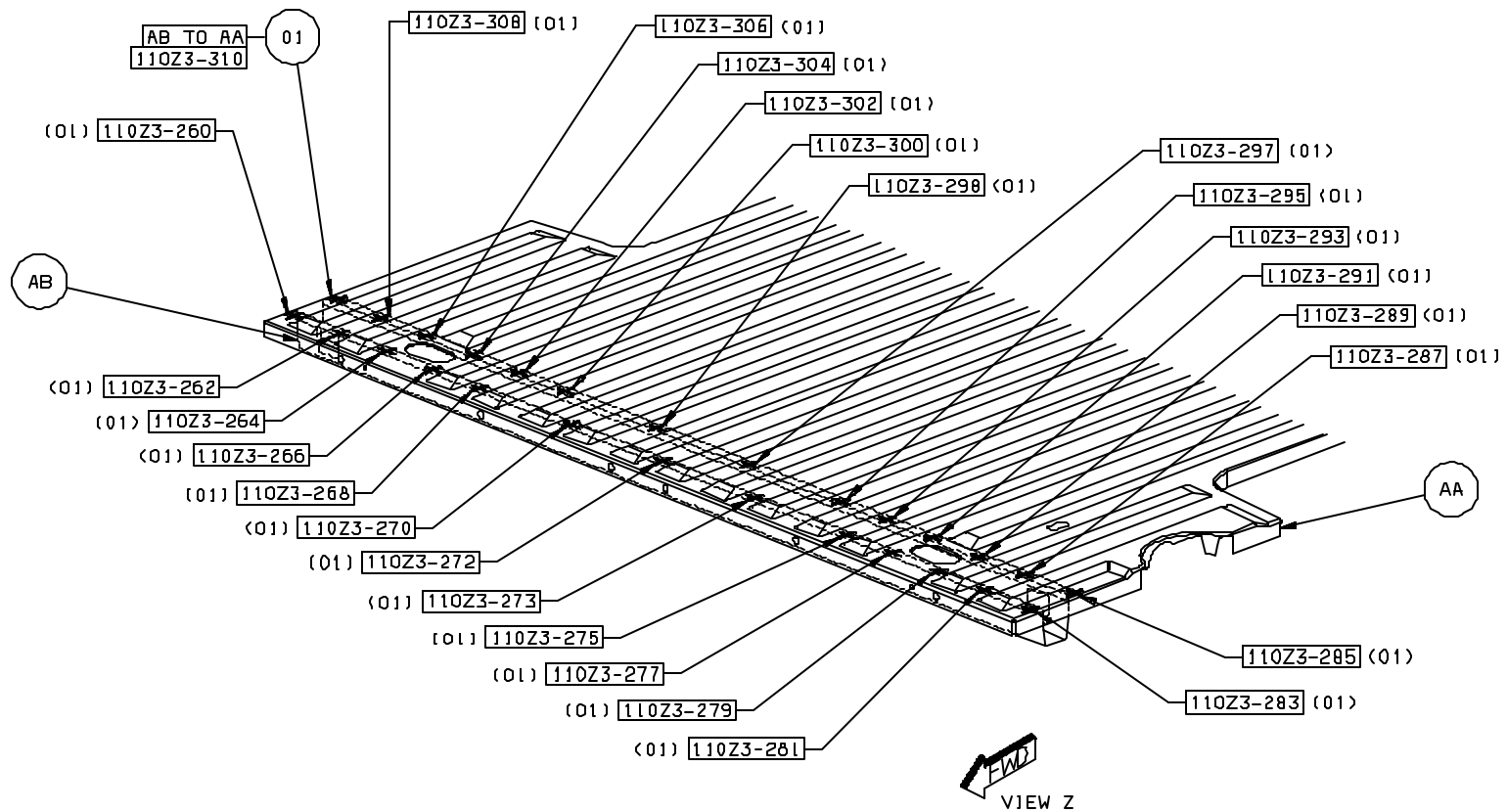
## INDEX BOX FLOOR 6.5 ASSY

- AA PANEL-BOX FLOOR CTR
- AB SILL-CROSS BOX FLOOR #1 & 4-
- AC SILL-CROSS BOX FLOOR #2 & 3-
- AD SILL-CROSS BOX FLOOR RR



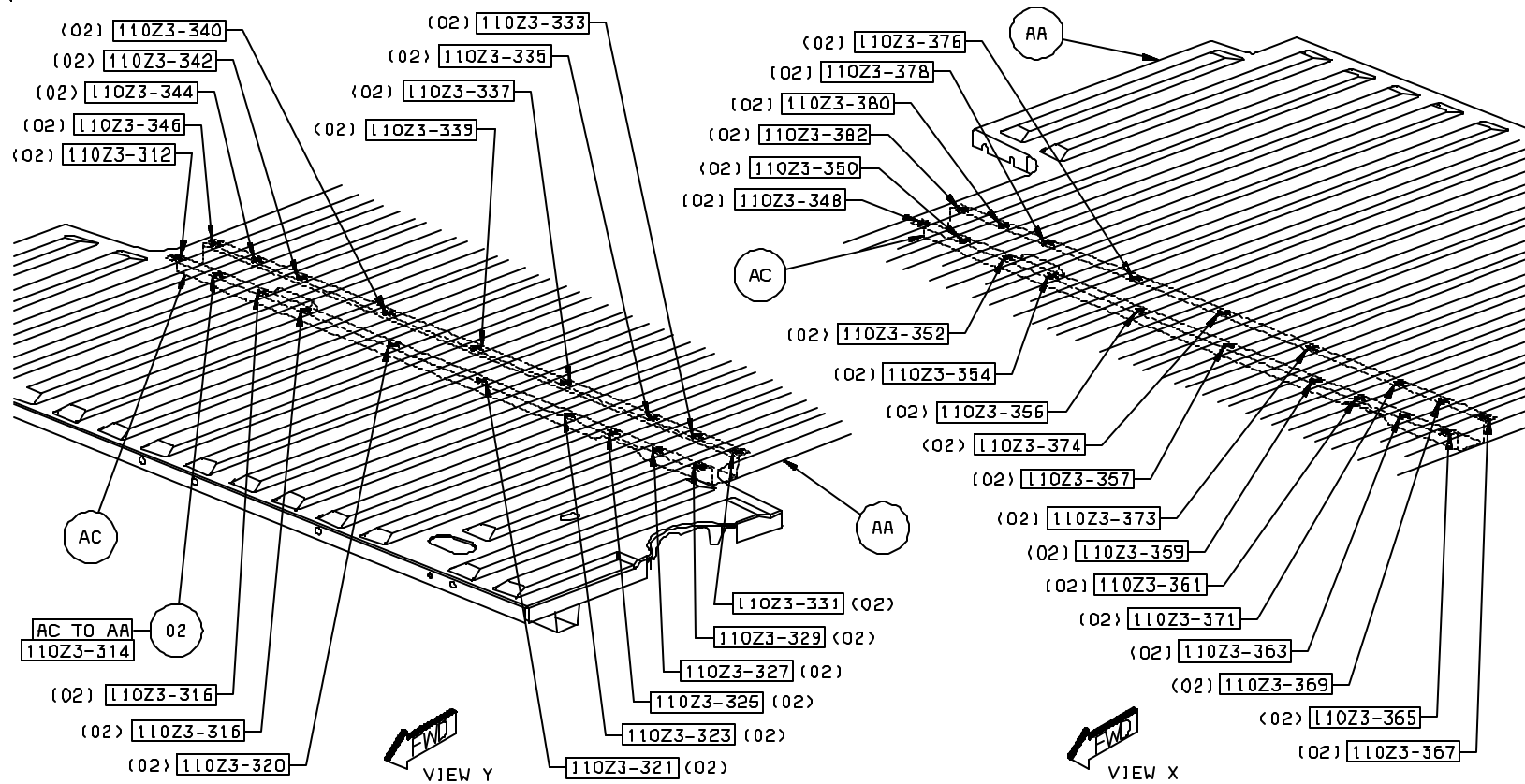
[Back to Index](#)

## 1. AB TO AA 27 S/WELD (ORD)



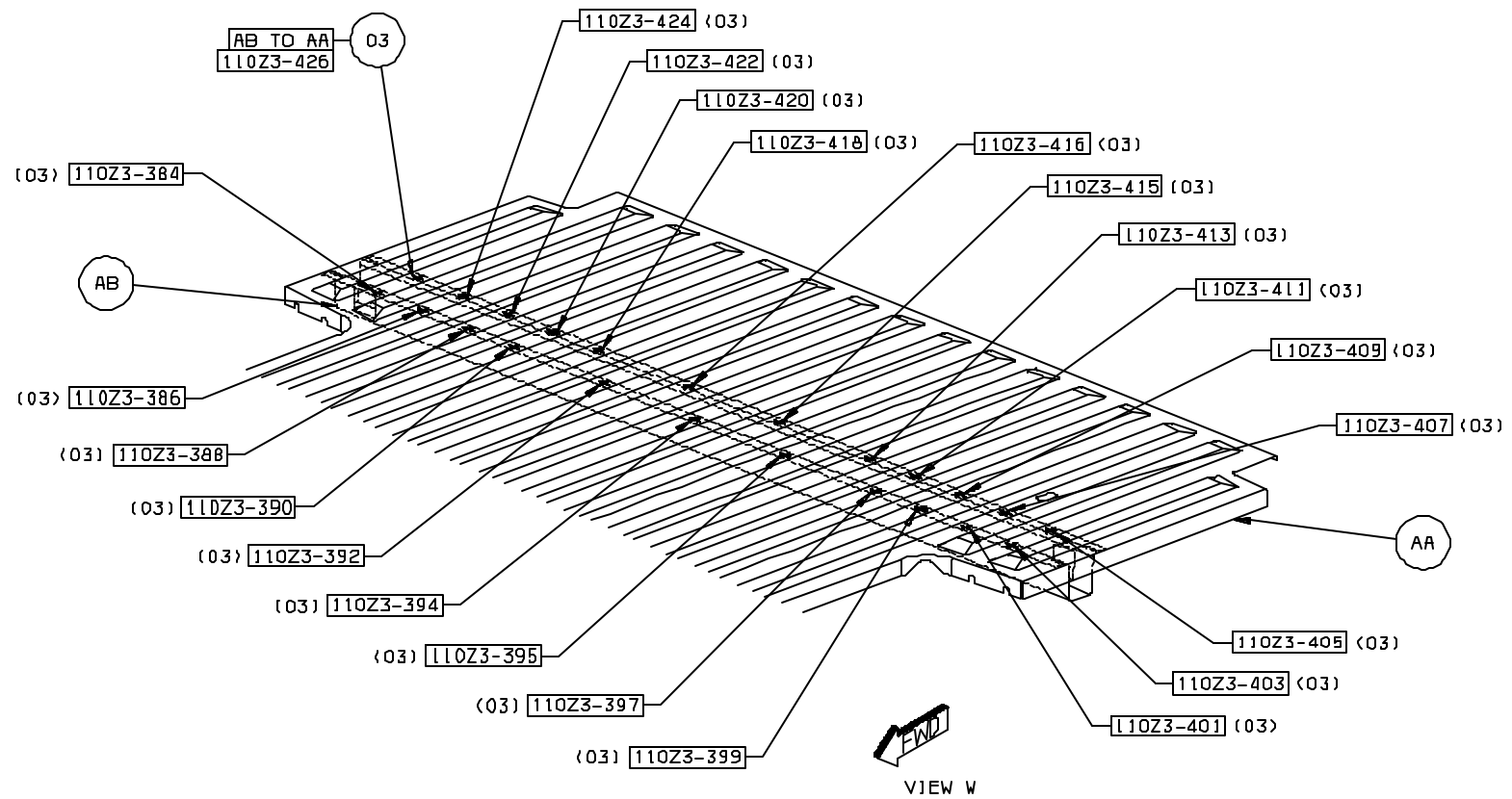
[Back to Index](#)

## 2. AC TO AA 37 S/WELD (ORD)



[Back to Index](#)

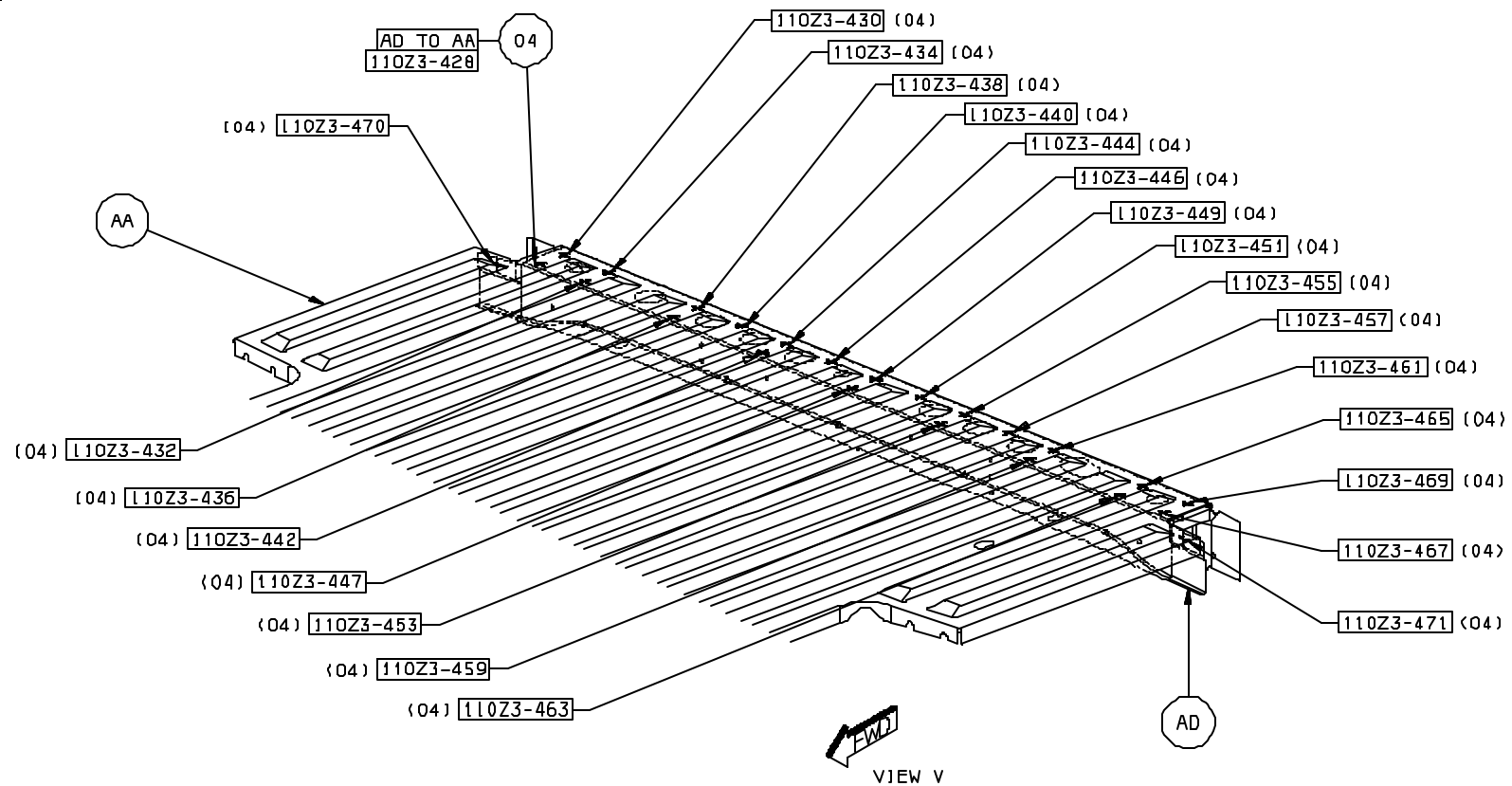
### 3. AB TO AA 23 S/WELD (ORD)



[Back to Index](#)



#### 4. AD TO AA 24 S/WELD (ORD)

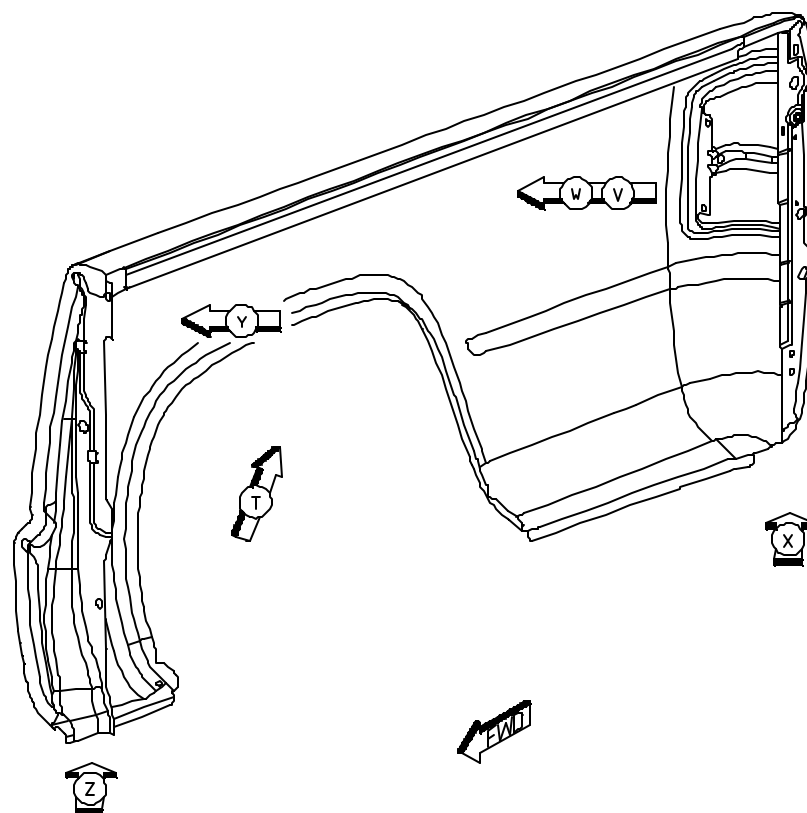


[Back to Index](#)

# INDEX BOX SIDE 5.5 ASSY

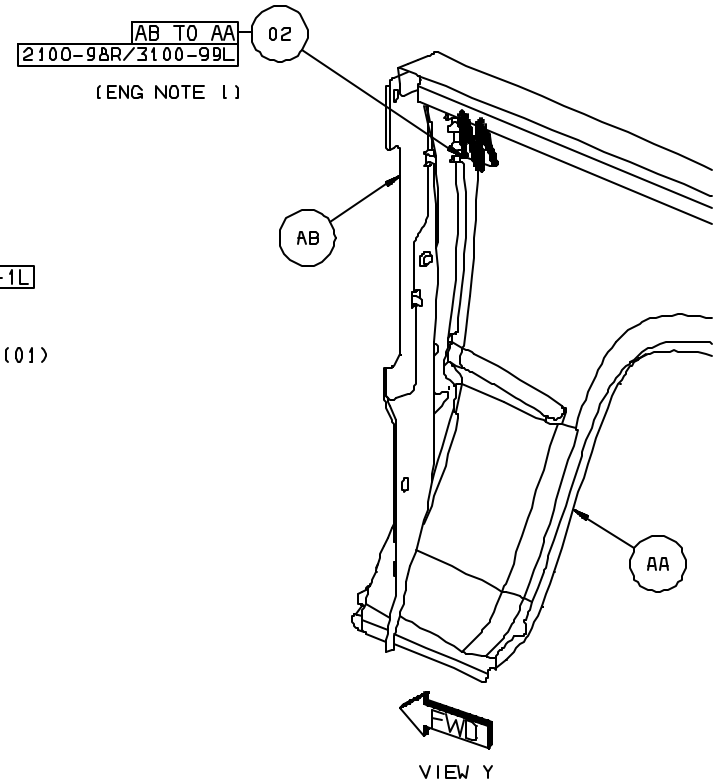
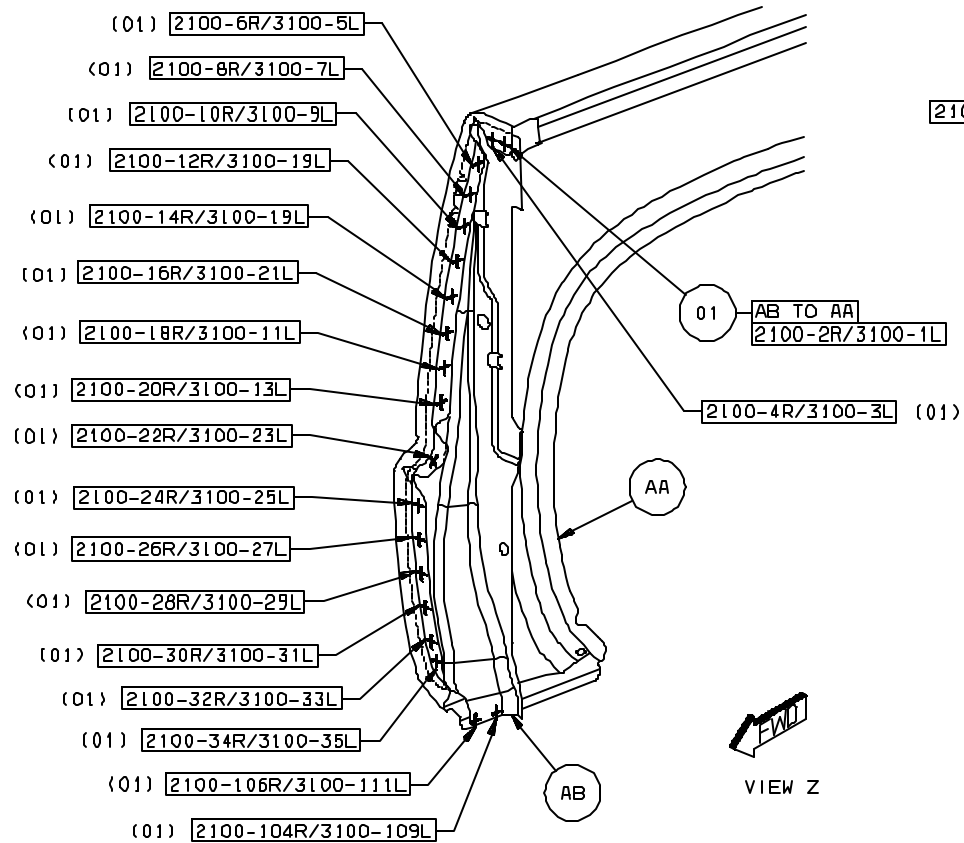
AA PANEL-BOX SIDE OTR RT-  
 AA PANEL-BOX SIDE OTR LT-  
 AB PANEL-BOX SIDE FRT RT-  
 AB PANEL-BOX SIDE FRT LT-  
 AC REINF-RR CORNER RT-  
 AC REINF-RR CORNER LT-

AD PANEL-BOX SIDE INR 5.5 FT RT-  
 AD PANEL-BOX SIDE INR 5.5 FT LT-  
 AE 55257058 REINF BOX SIDE INR TO RR CORNER  
 OTR RT-  
 AF REINF-RR FLOOR CROSS SILL END-



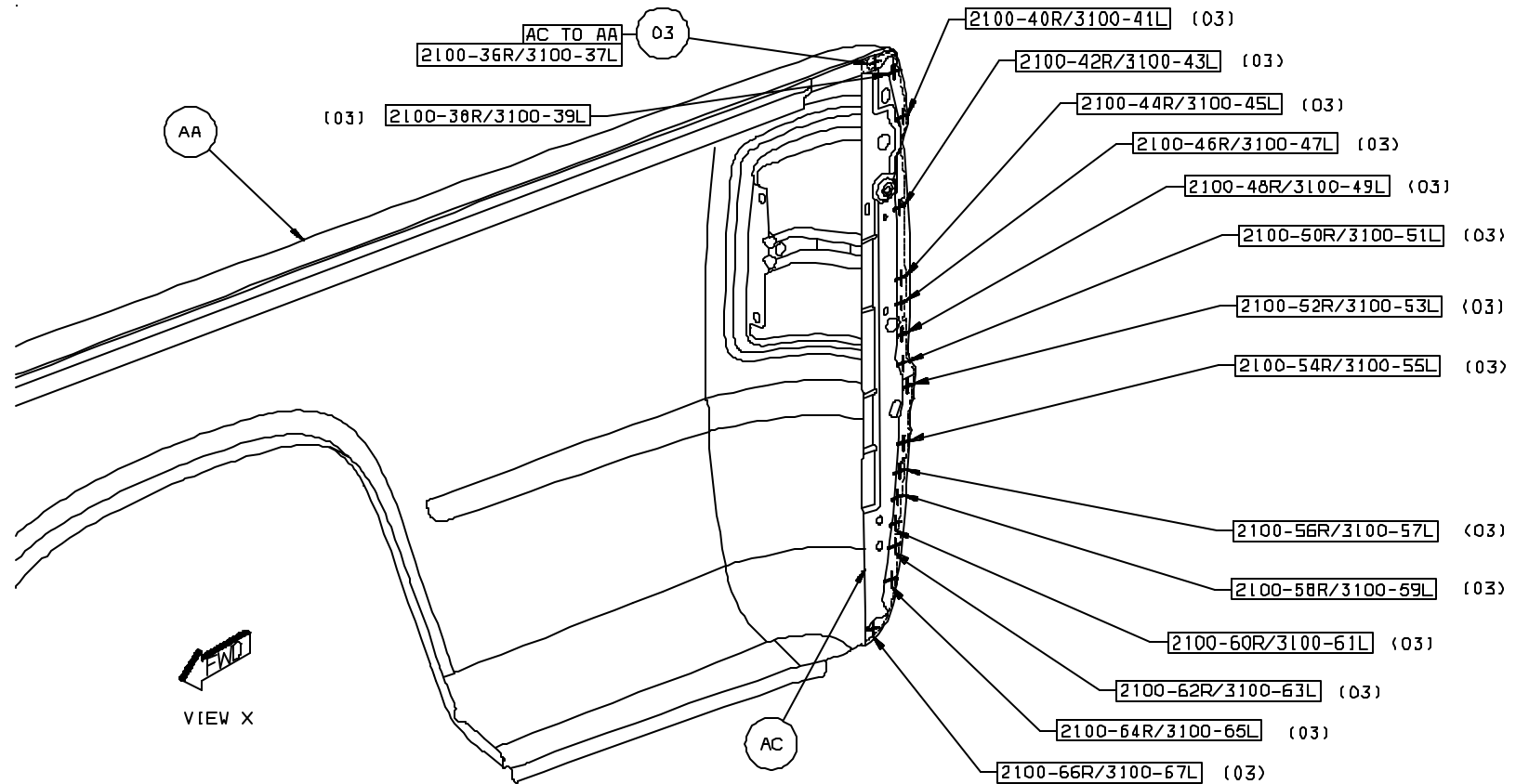
[Back to Index](#)

1. AB TO AA 19/SD S/WELD (ORD)
2. AB TO AA 1 STRUC ADH (ORD)



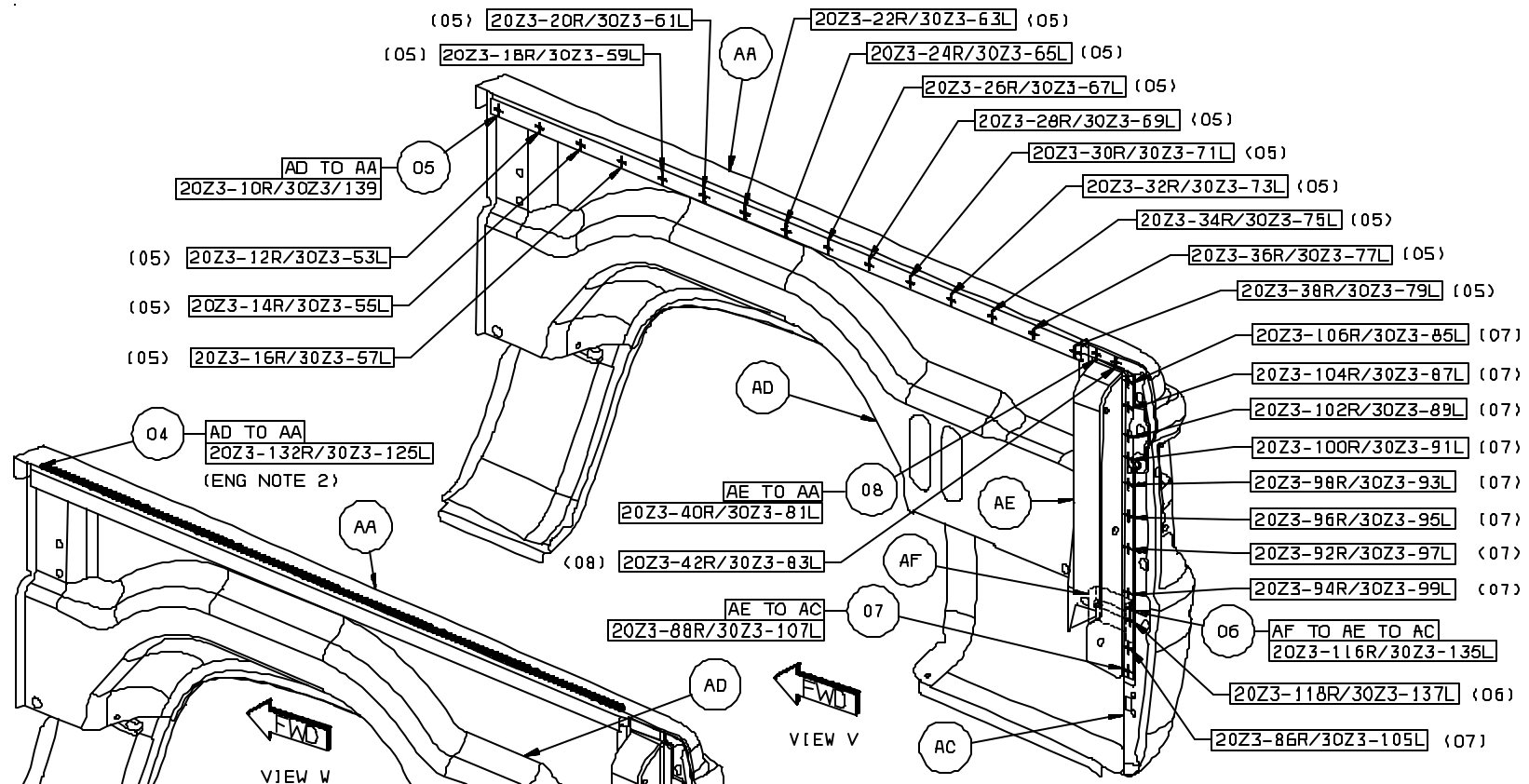
[Back to Index](#)

### 3. AC TO AA 16/SD S/WELD (ORD)



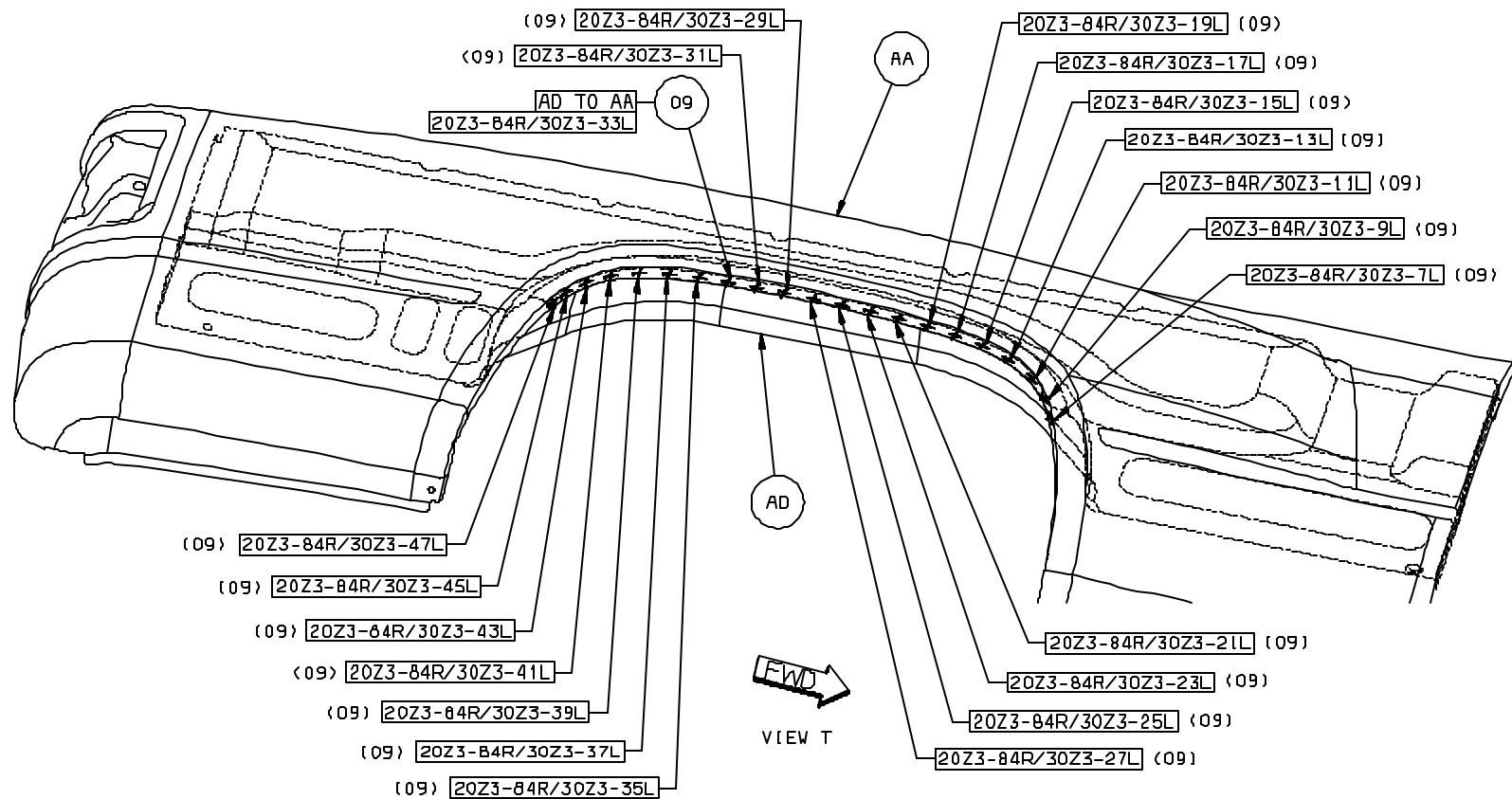
[Back to Index](#)

4. AD TO AA 1 STRUC ADH (ORD)
5. AD TO AA 15/SD S/WELD (ORD)
6. AF TO AE TO AC 2/SD S/WELD (ORD)
7. AE TO AC 10/SD S/WELD (ORD)
8. AE TO AA 2/SD S/WELD (ORD)



[Back to Index](#)

## 9. AD TO AA 21/SD S/WELD (ORD)

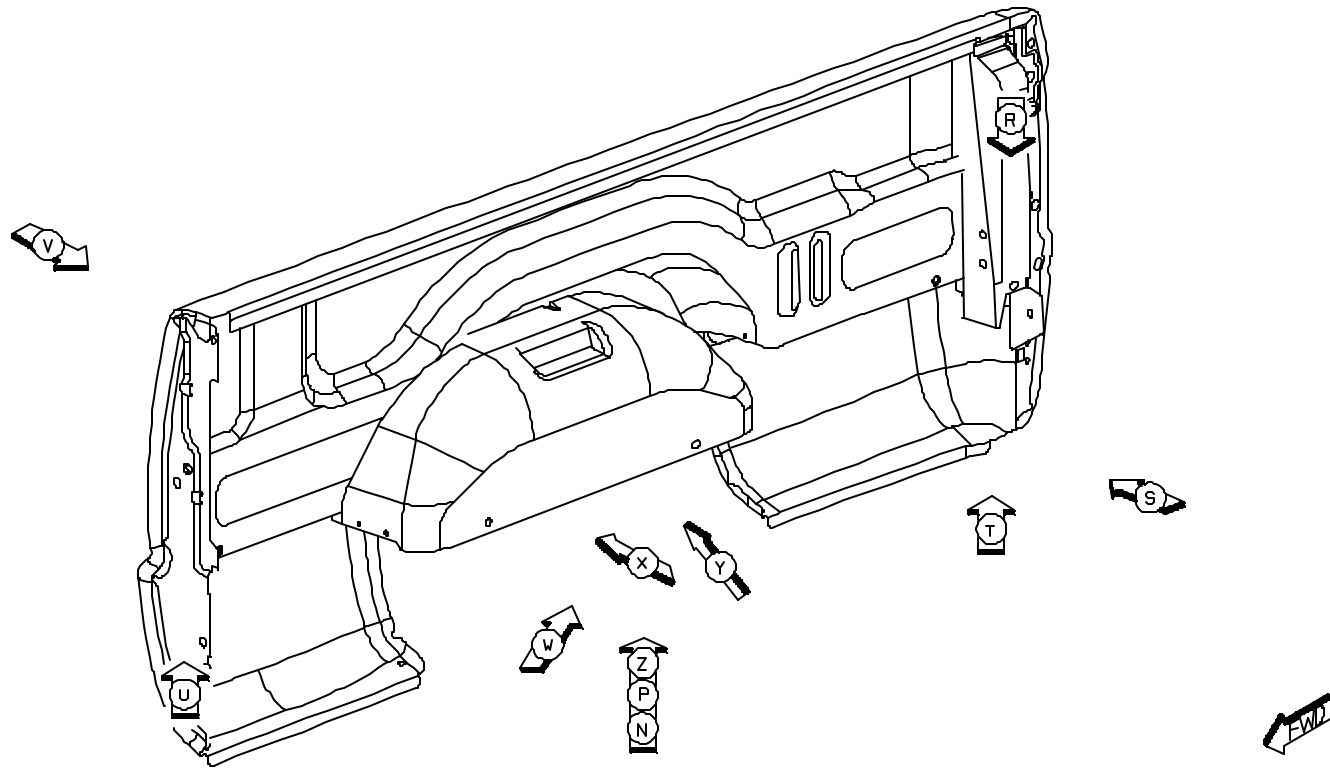


[Back to Index](#)

# INDEX BOX SIDE 6.5 ASSY

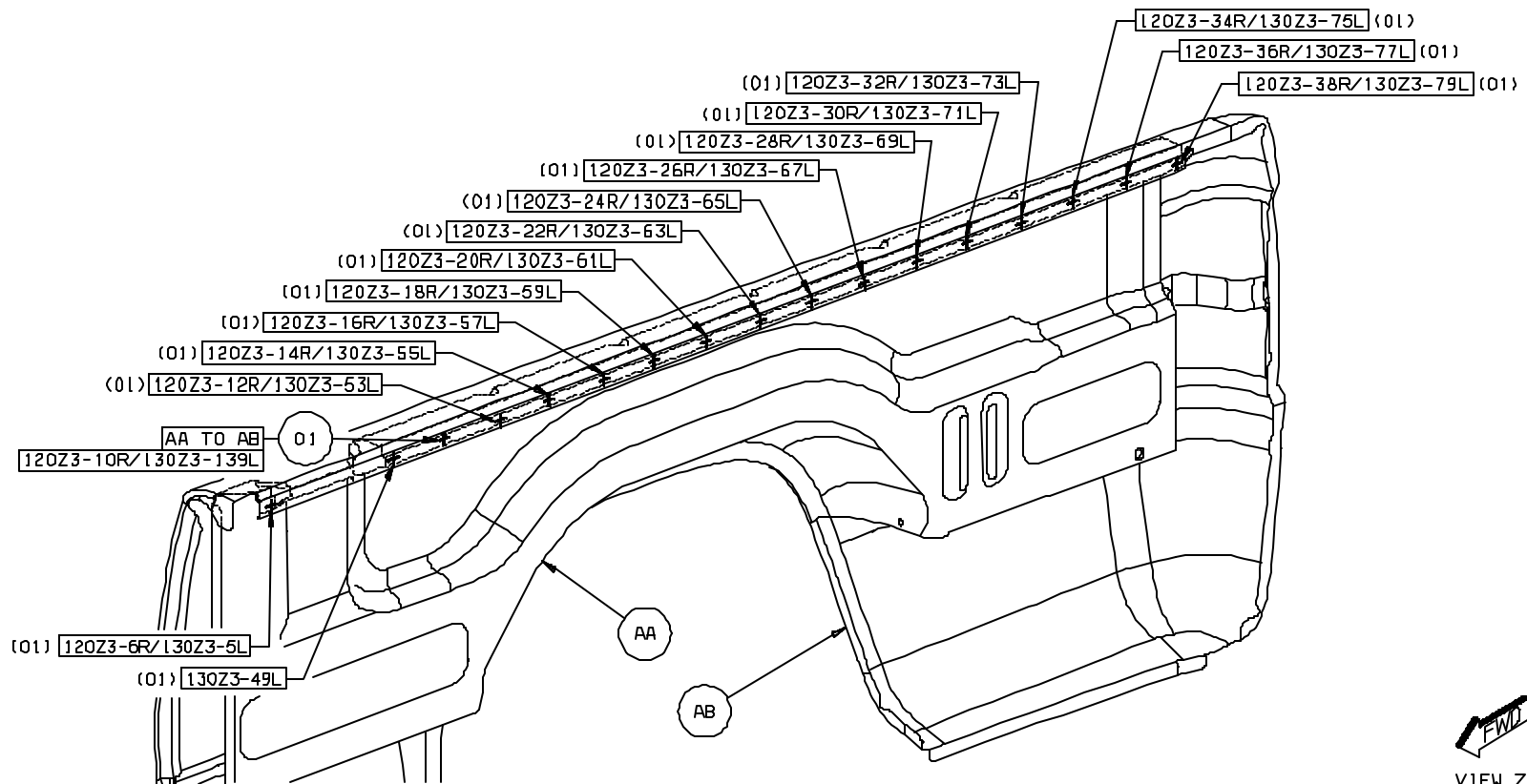
AA PANEL-BOX SIDE INR 6.5 FT RT-  
 AA PANEL-BOX SIDE INR 6.5 FT LT-  
 AB PANEL-BOX SIDE OTR RT-  
 AB PANEL-BOX SIDE OTR LT-  
 AC PANEL-WHEELHOUSE INR-  
 AD PANEL-BOX SIDE FRT RT-

AD PANEL-BOX SIDE FRT LT-  
 AE REINF-RR CORNER RT-  
 AE REINF-RR CORNER LT-  
 AF 55257058 REINF BOX SIDE INR TO RR CORNER  
 OTR RT  
 AG REINF-RR FLOOR CROSS SILL END-



[Back to Index](#)

## 1. AA TO AB 16R/17L S/WELD

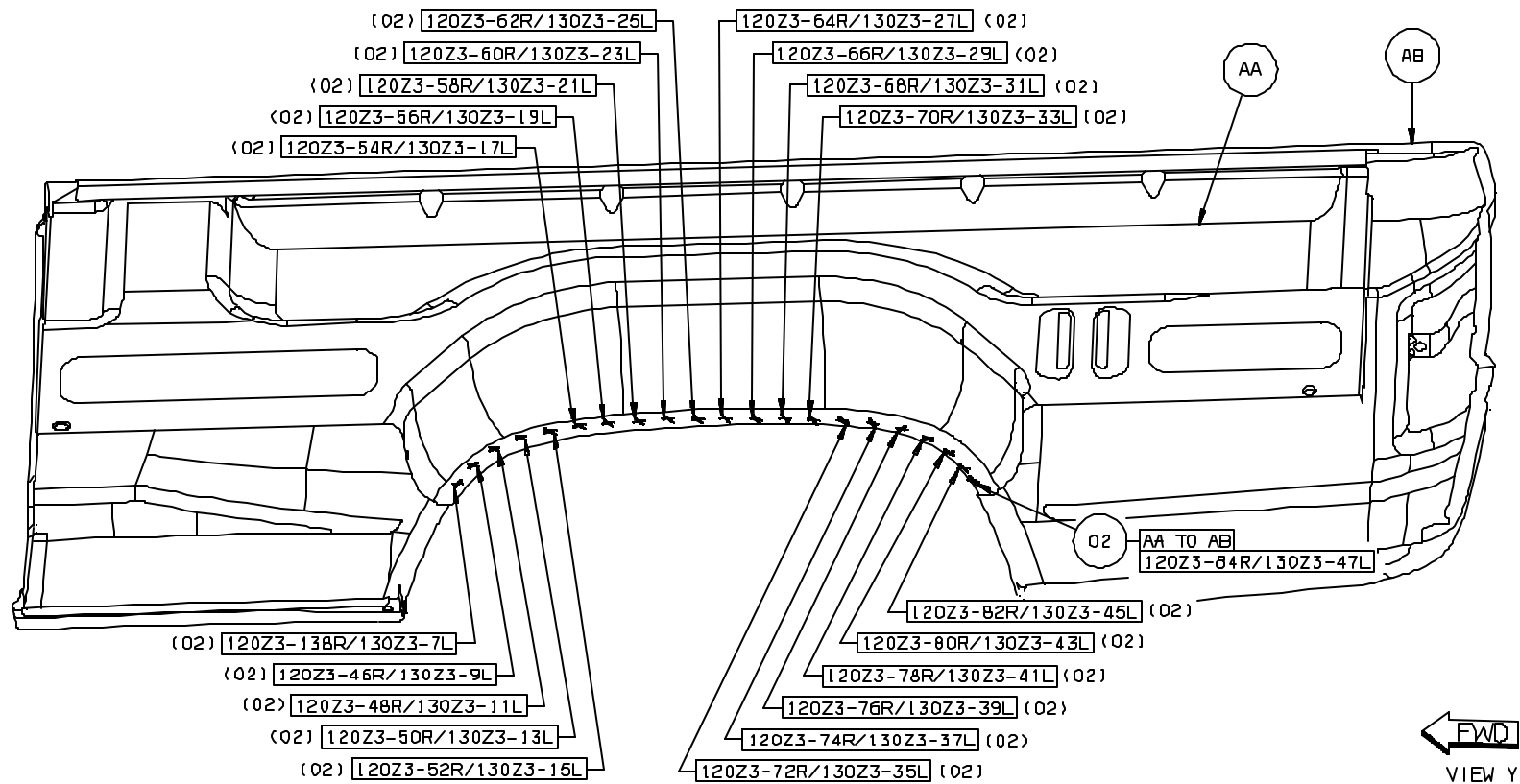


VIEW Z

[Back to Index](#)

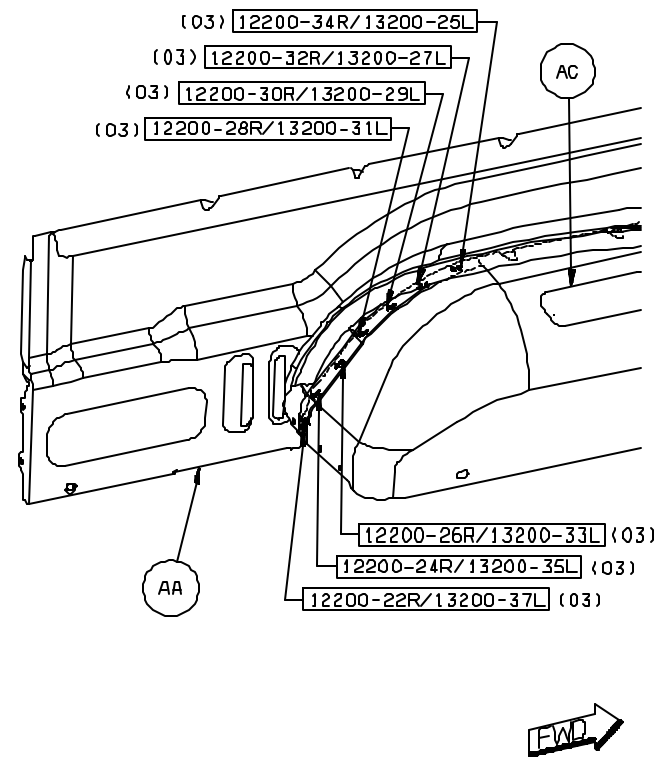
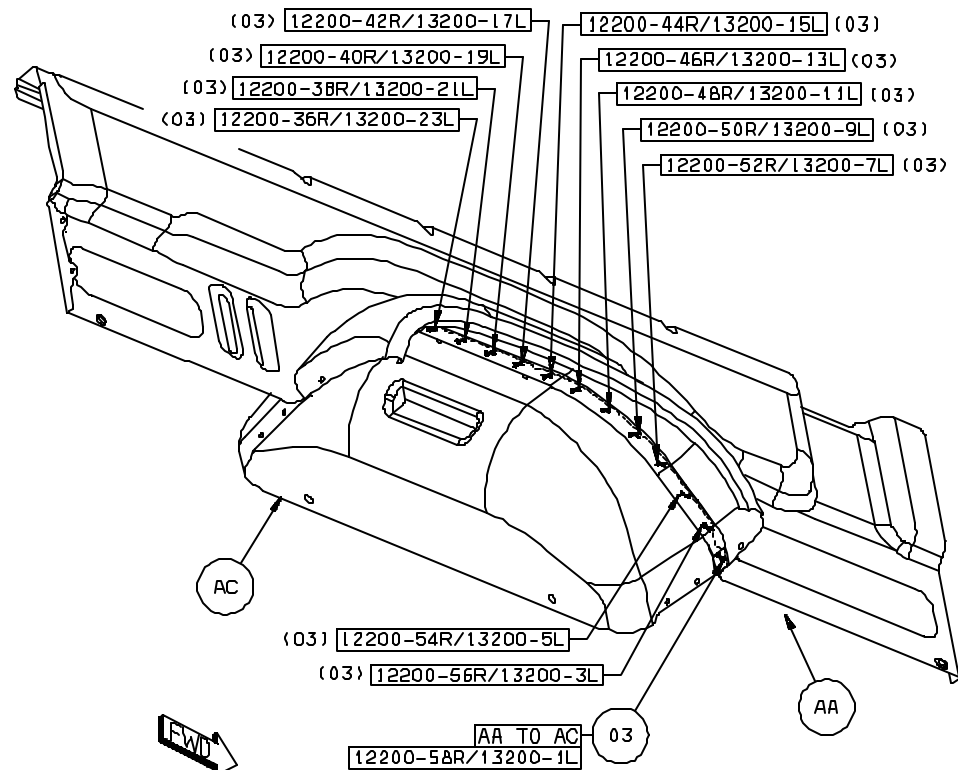


## 2. AA TO AB 21/SD S/WELD



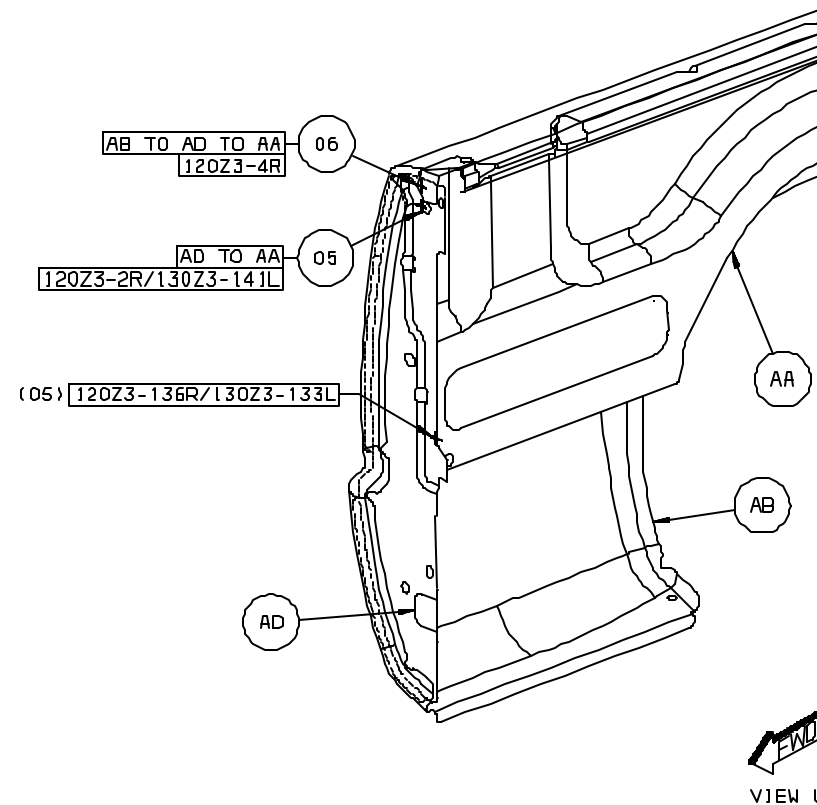
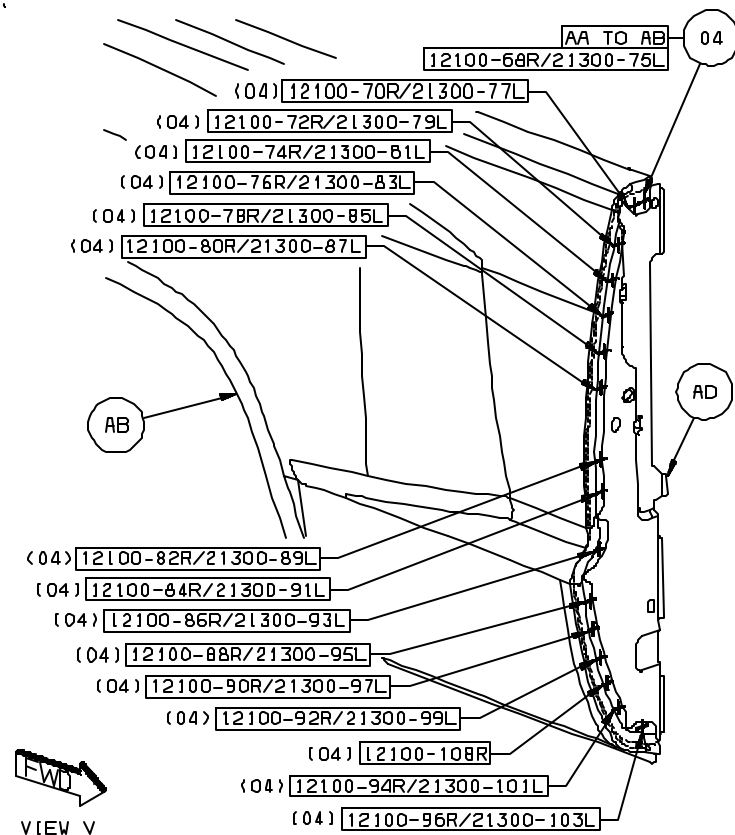
[Back to Index](#)

### 3. AA TO AC 19/SD S/WELD



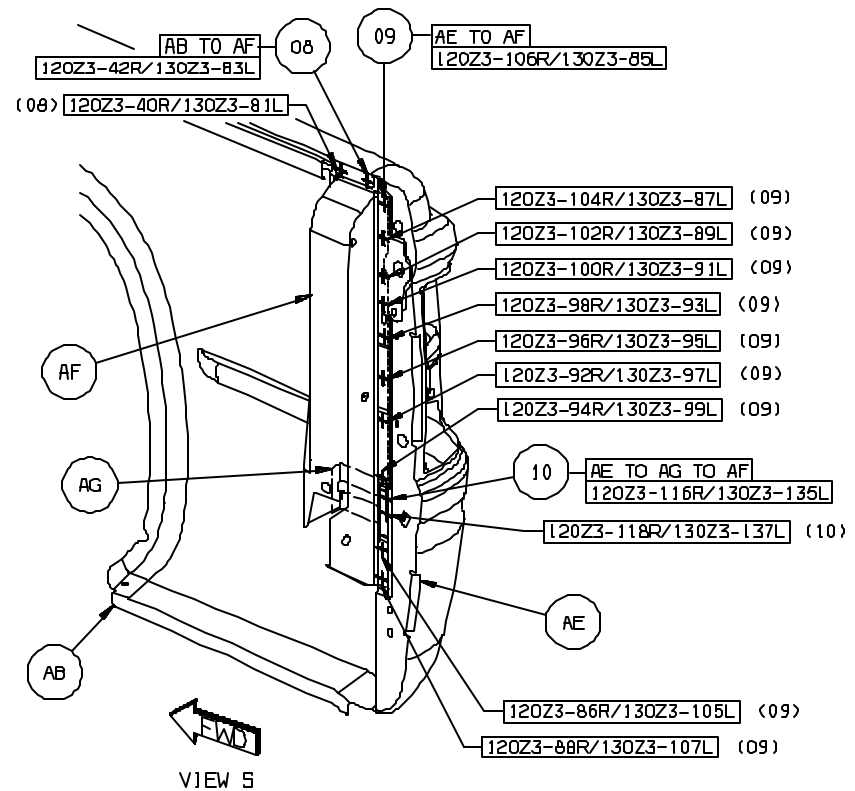
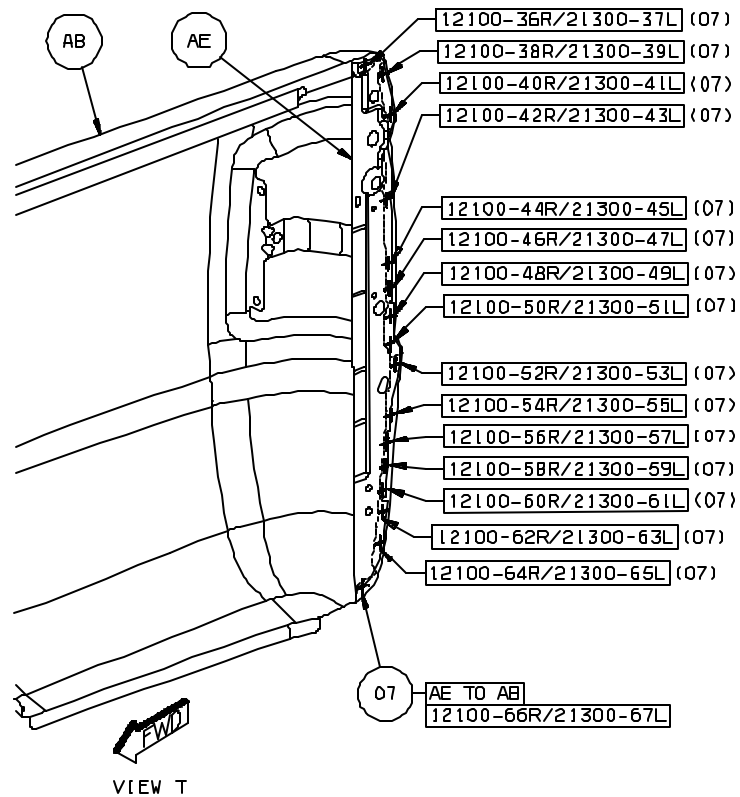
[Back to Index](#)

4. AA TO AB 16R/15L S/WELD
5. AD TO AA 2/SD S/WELD
6. AB TO AD TO AA 1 S/WELD



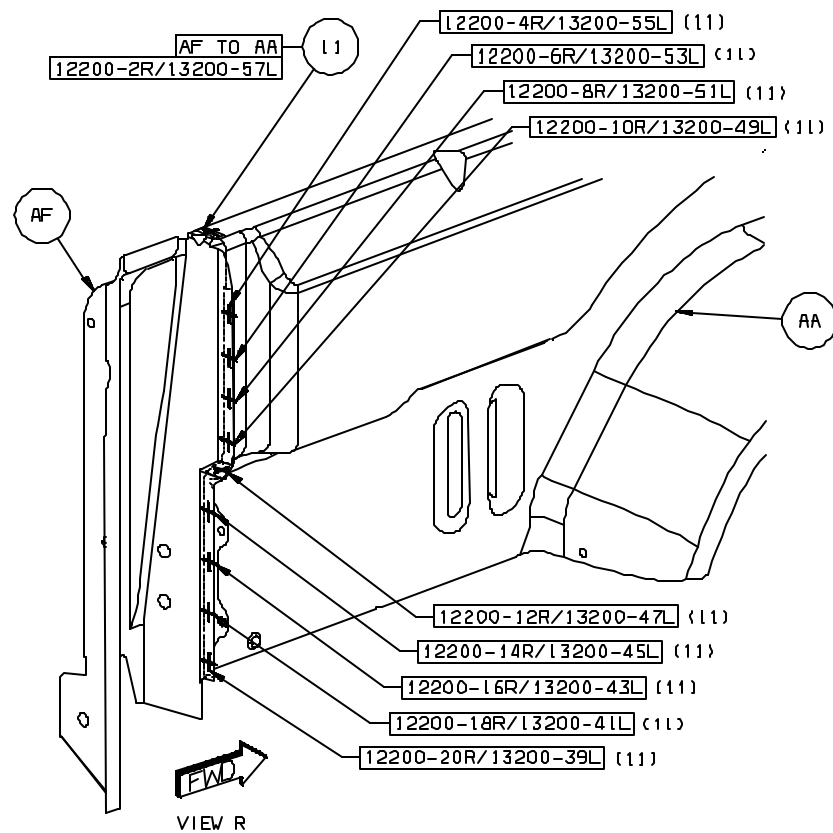
[Back to Index](#)

7. AE TO AB 16/SD S/WELD
8. AB TO AF 2/SD S/WELD
9. AE OT AF 10/SD S/WELD
10. AE TO AG TO AF 2/SD S/WELD



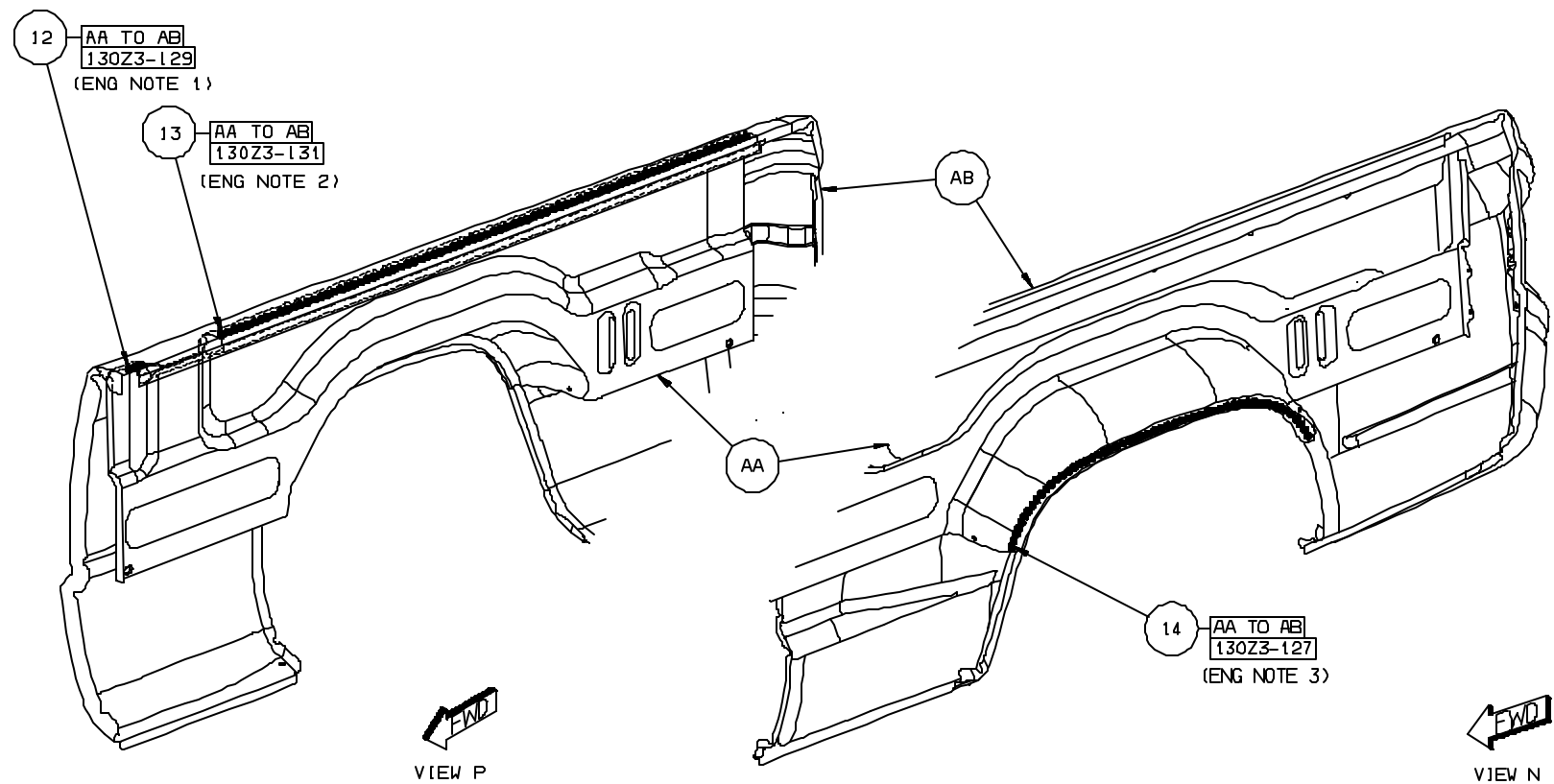
[Back to Index](#)

## 11. AF TO AA 10/SD S/WELD



[Back to Index](#)

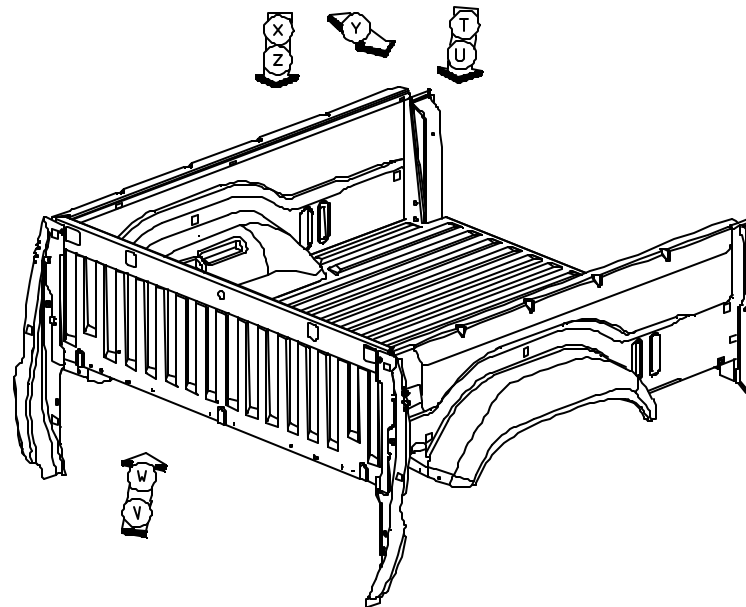
12. AA TO AB 1/SD STRUC ADH  
13. AA TO AB 1/SD STRUC ADH  
14. AA TO AB 1/SD STRUC ADH



[Back to Index](#)

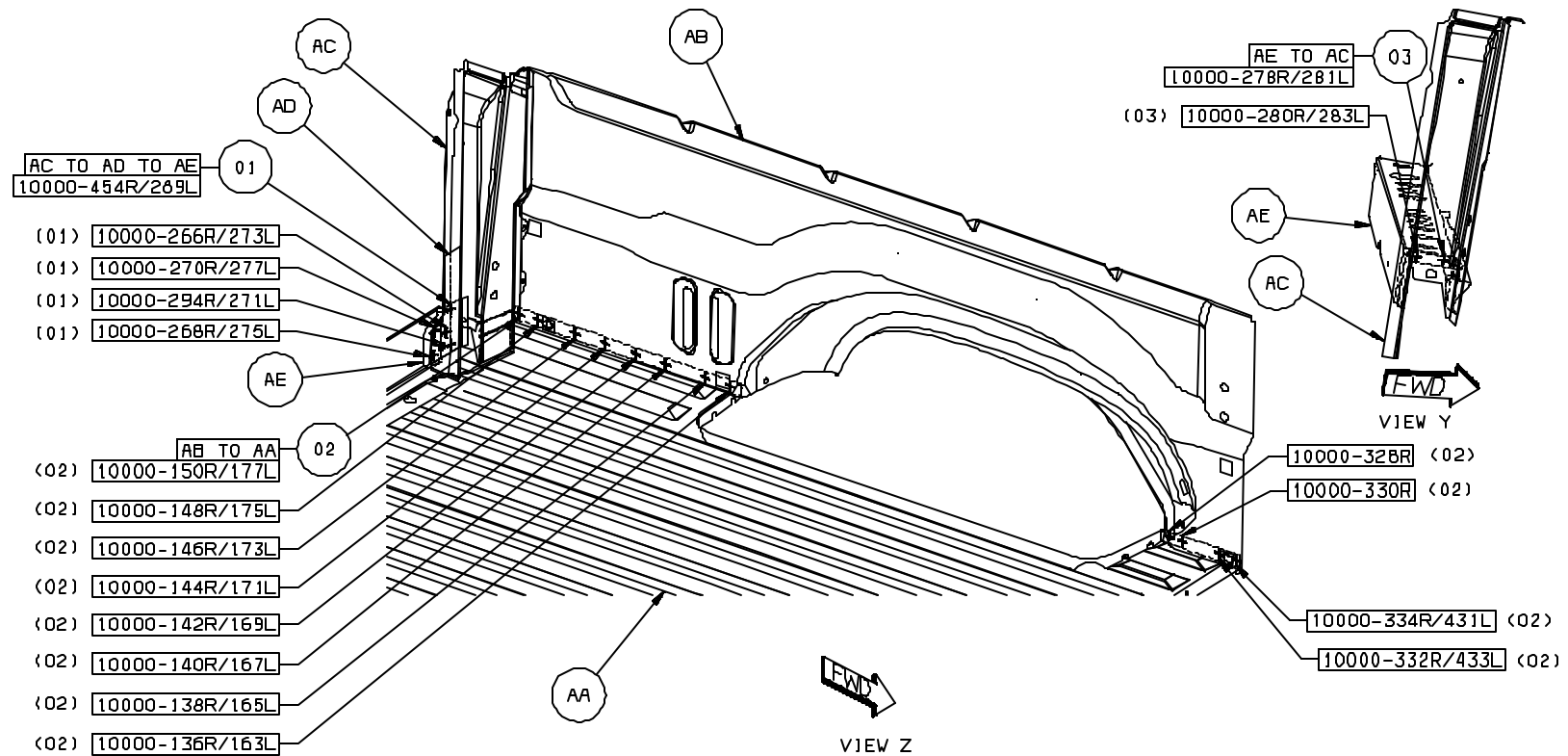
## INDEX BOX COMPLETE 5.5 ASSY

AA	PANEL-BOX FLOOR 5.5 FT-	AE	SILL-CROSS BOX FLOOR RR-
AB	PANEL-BOX SIDE INR 5.5 FT RT-	AF	PANEL-WHEELHOUSE INR-
AC	55257058 REINF BOX SIDE INR TO RR CORNER OTR RT-	AG	PANRL-BOX FRT CTR-
AD	GUSSET-SIDE INR TO RR CORNER OTR-	AH	PANEL-BOX SIDE FRT LT-
		AJ	REINF-RR FLOOR CROSS SILL END-



[Back to Index](#)

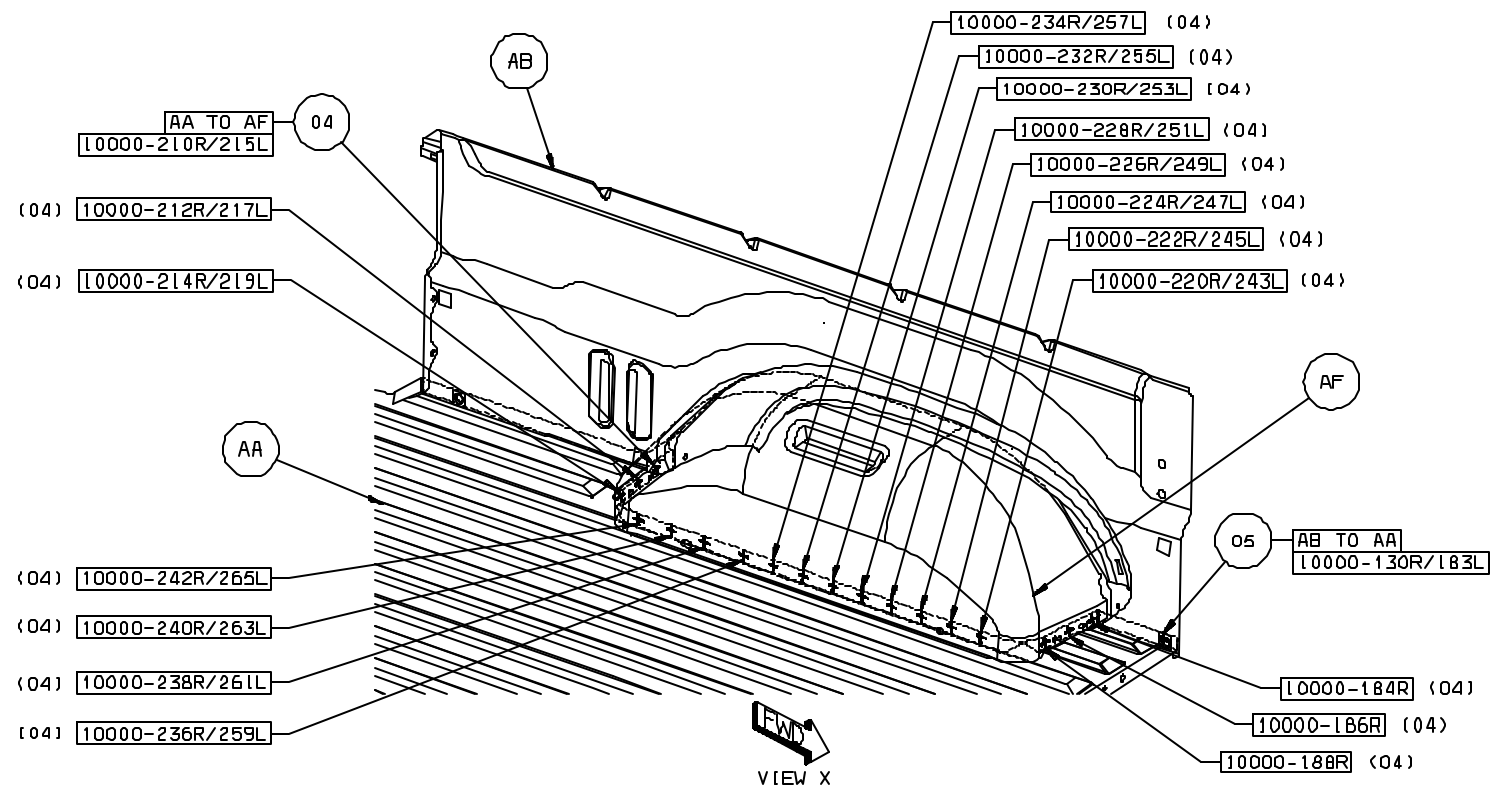
1. AC TO AD TO AE 5/SD S/WELD (ORD)
2. AA TO AB 12/SD S/WELD (ORD)
3. AC TO AE 2/SD S/WELD (ORD)



[Back to Index](#)

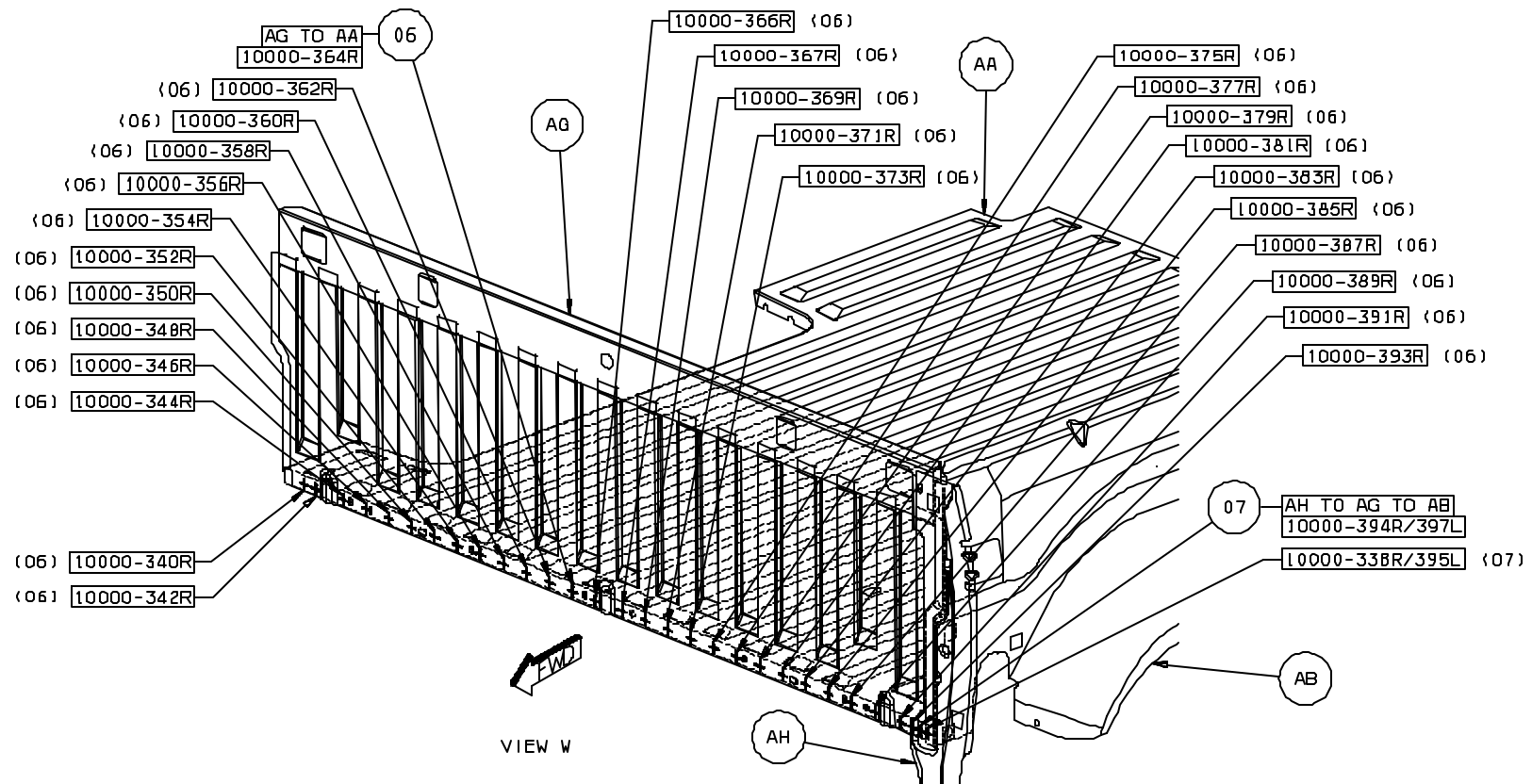


4. AA TO AF 18/SD S/WELD (ORD)
5. AB TO AA 1/SD S/WELD (ORD)



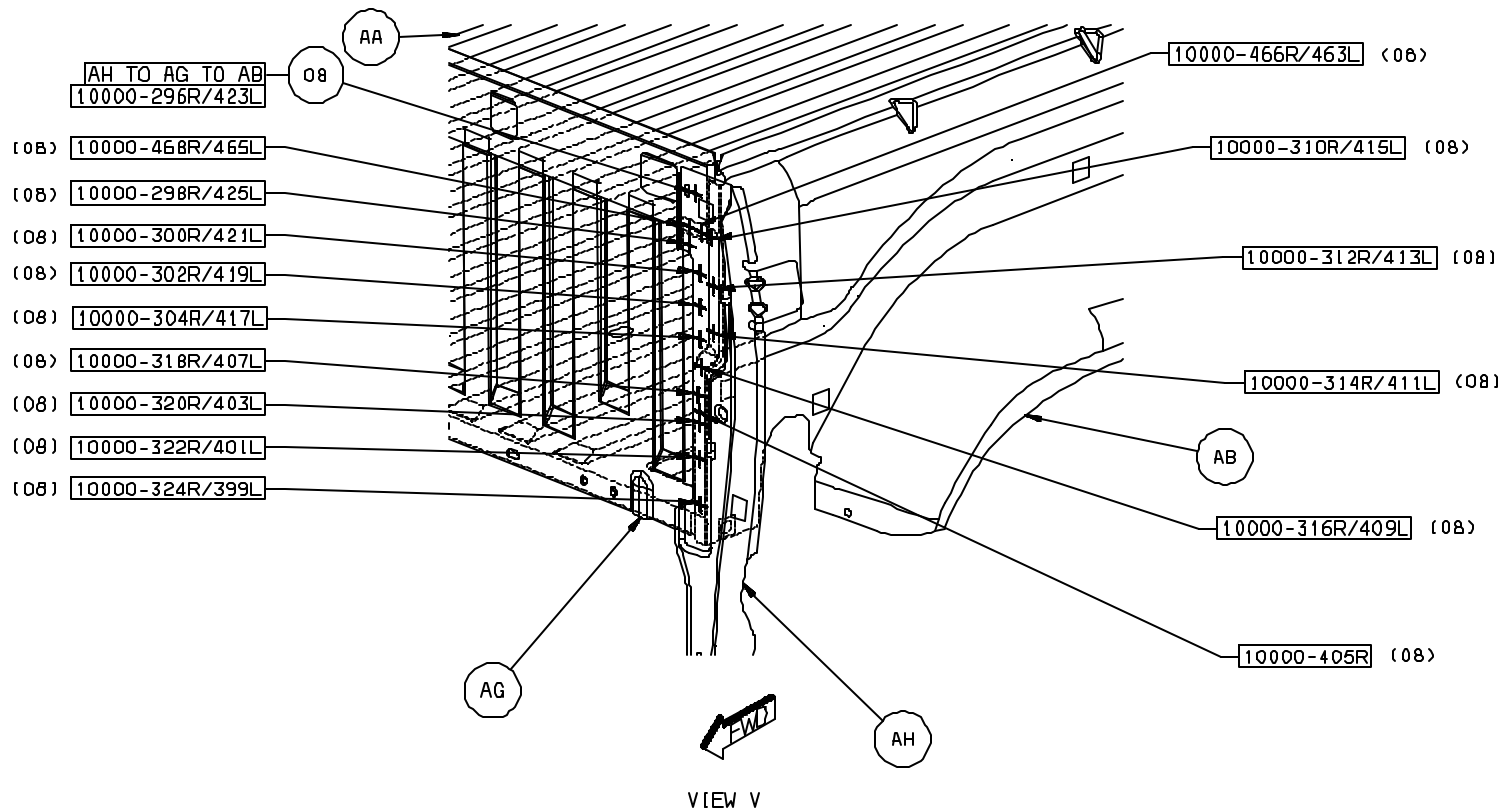
[Back to Index](#)

6. AA TO AG 28/SD S/WELD (ORD)
7. AB TO AG TO AH 2/SD S/WELD (ORD)

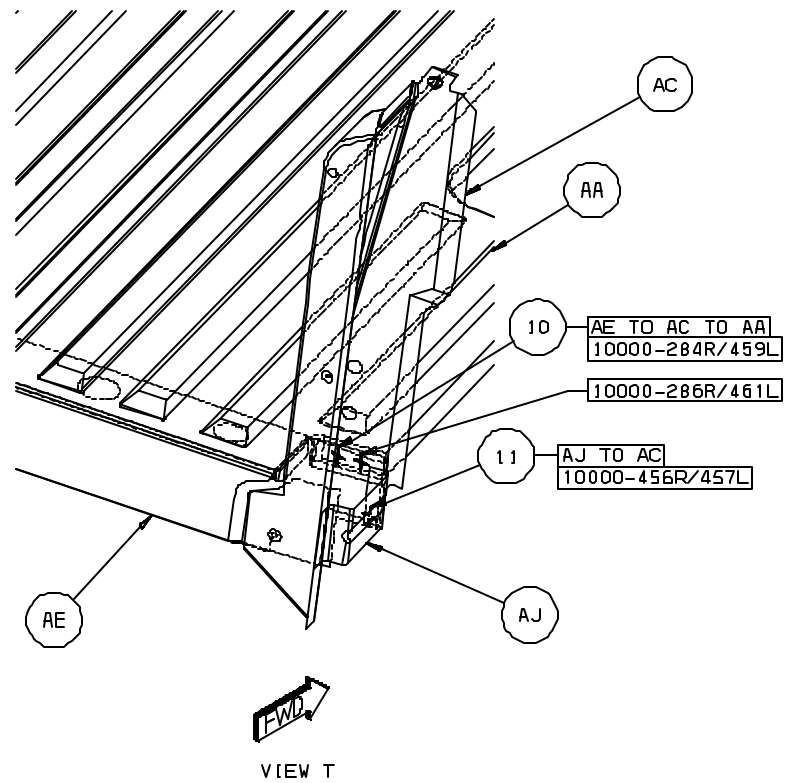
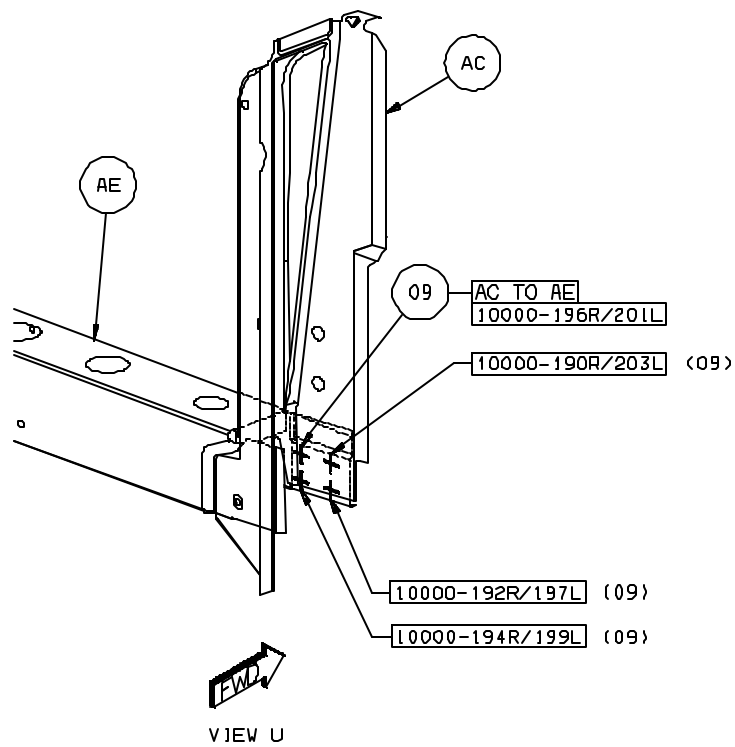


[Back to Index](#)

## 8. AB TO AG TO AH 16/SD S/WELD (ORD)



[Back to Index](#)

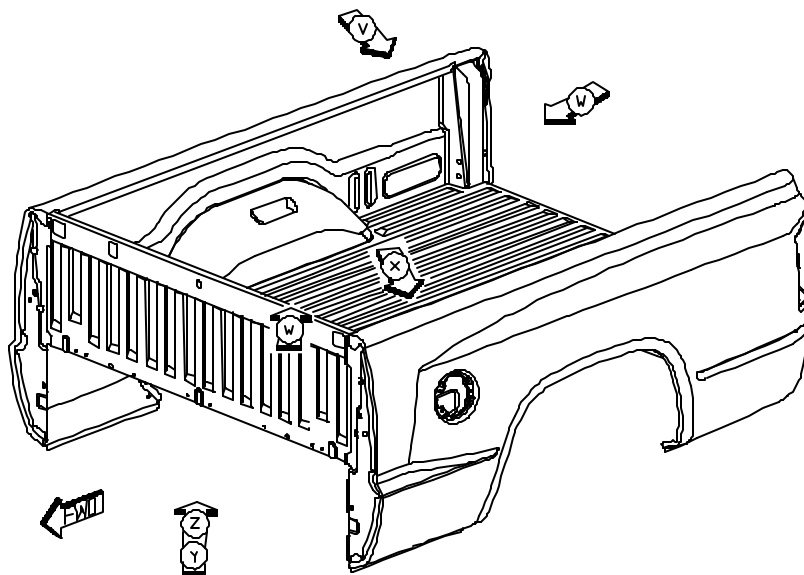


[Back to Index](#)

## INDEX BOX COMPLETE 6.5 ASSY

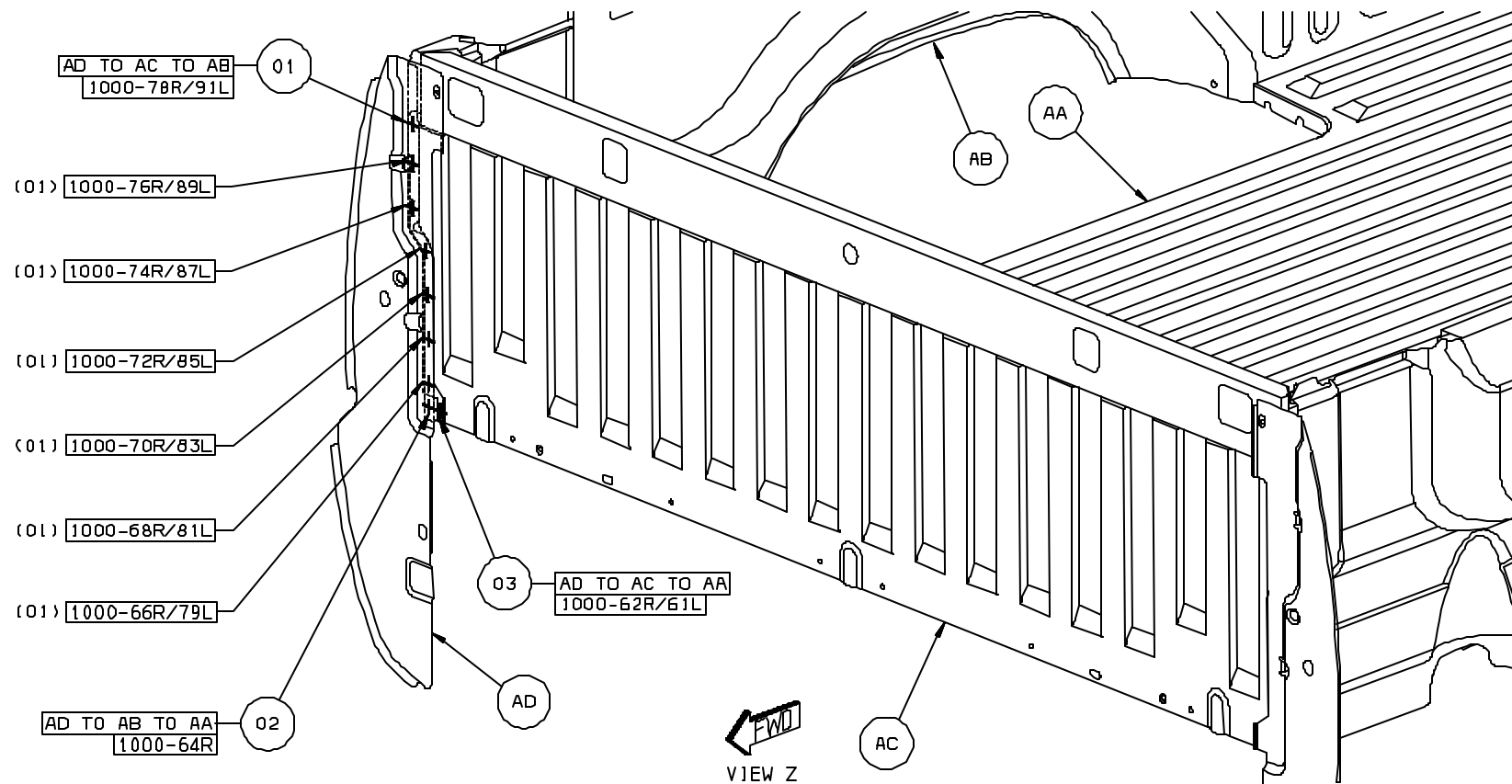
AA PANEL-BOX FLOOR CTR-  
AB PANEL-BOX SIDE INR 6.5 FRT RT-  
AB PANEL-BOX SIDE INR 6.5 FRT LT-  
AC PANEL-BOX FRT CTR-  
AD PANEL-BOX SIDE FRT RT-  
AD PANEL-BOX SIDE FRT LT-

AE PANEL-WHEELHOUSE INR-  
AF 55257058 REINF BOX SIDE INR TO RR CORNER  
OTR RT-  
AG GUSSET-SIDE INR TO RR CORNER OTR-  
AH SILL-CROSS BOX FLOOR RR-  
AJ REINF-RR FLOOR CROSS SILL END-



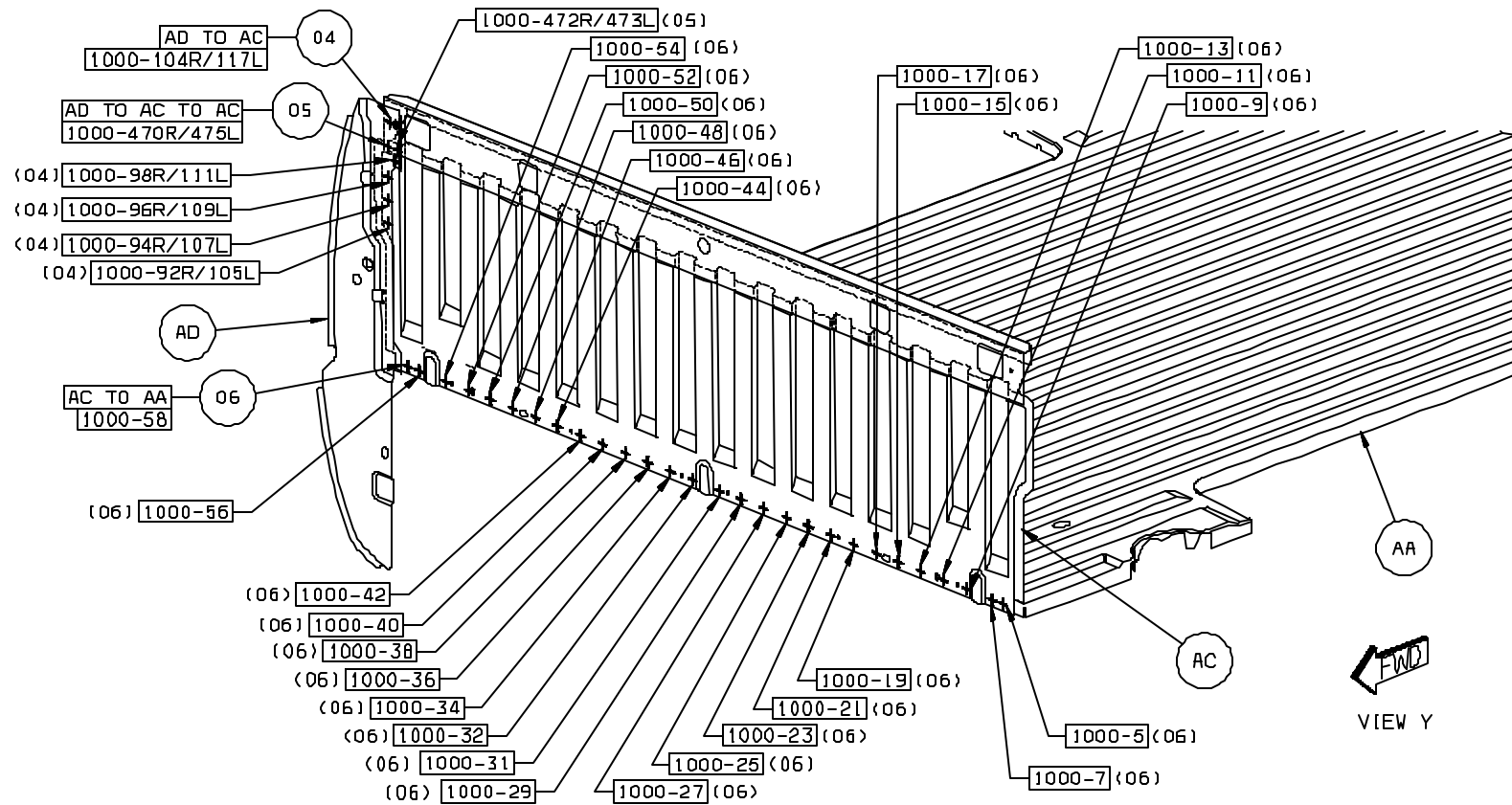
[Back to Index](#)

1. AD TO AC TO AB 7/SD S/WELD (ORD)
2. AD TO AB TO AA 1/SD S/WELD (ORD)
3. AD TO AC TO AA 1/SD S/WELD (ORD)



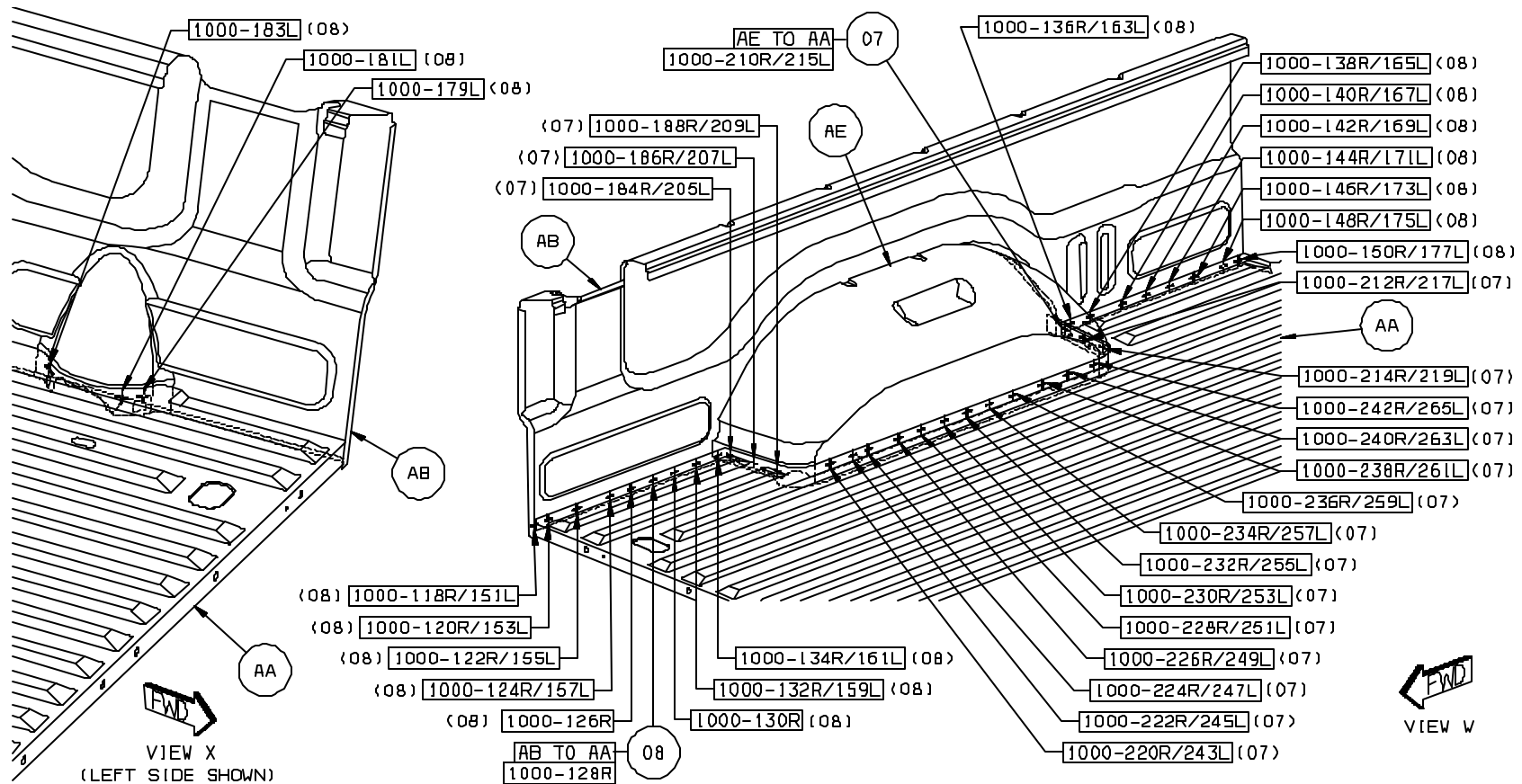
[Back to Index](#)

4. AD TO AC 5/SD S/WELD (ORD)
5. AD TO AC TO AC 2/SD S/WELD (ORD)
6. AC TO AA 28 S/WELD (ORD)



[Back to Index](#)

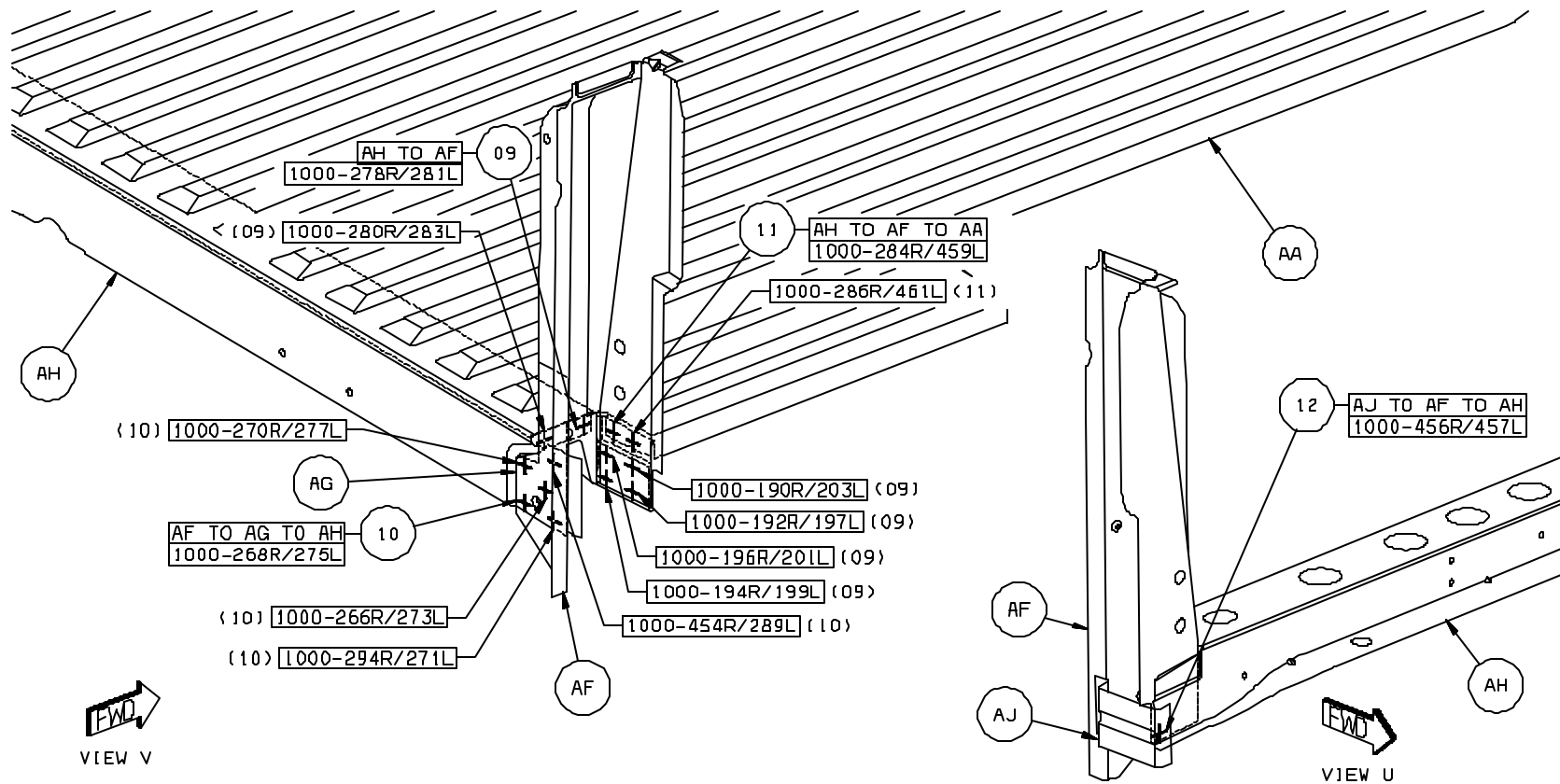
7. AE TO AA 18/SD S/WELD (ORD)  
8. AB TO AA 20/SD S/WELD (ORD)



[Back to Index](#)



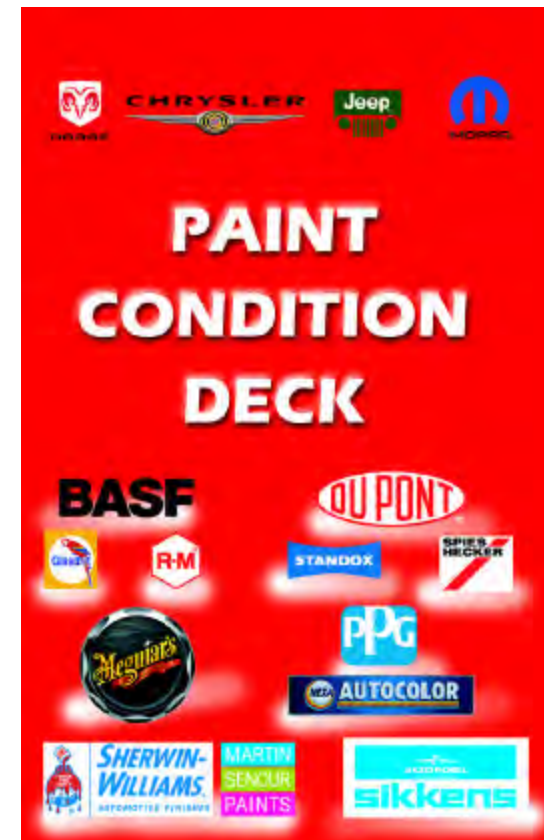
9. AH TO AF 6/SD S/WELD (ORD)
10. AF TO AG TO AH 5/SD S/WELD (ORD)
11. AH TO AF TO AA 2/SD S/WELD (ORD)
12. AJ TO AF TO AH 1/SD S/WELD (ORD)



[Back to Index](#)



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[Back to Index](#)

# SEALER LOCATIONS

## SPECIFICATIONS

### BODY SEALER LOCATIONS

Index

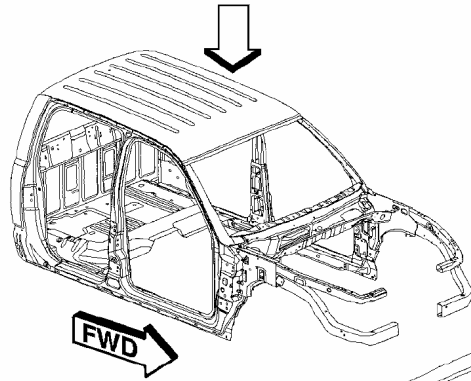
DESCRIPTION	FIGURE
Quad Cab (ND84)	
ROOF/APERTURE - 84 ONLY	9
SILL/REAR FLOOR PANEL - 84 ONLY	10
SILL/INNER B-PILLAR - 84 ONLY	11
BOX FLOOR/BOX SIDE INNER PANEL - 84 ONLY (5.5')	12
FLOOR PAN PLUGS - 84 ONLY	13
Club Cab (ND33)	
ROOF/APERTURE - 33 ONLY	14
SILL/REAR FLOOR PANEL - 33 ONLY	15
BOX FLOOR/BOX SIDE INNER PANEL - 33 ONLY (6.5')	16
FLOOR PAN PLUGS - 33 ONLY	17

[Back to Index](#)

DESCRIPTION	FIGURE
Both Quad (ND84) and Club Cabs (ND33)	
APERTURE/COWL SIDE PANEL	18
COWL/A-PILLAR INNER PANEL	19
PLENUM LOWER PANEL/COWL SIDE PANEL	20
UPPER DASH PANEL/PLENUM LOWER PANEL	21
FLOOR PAN/COWL SIDE PANEL	22
ROOF/QUARTER OUTER PANEL	23
CAB BACK/FLOOR/QUARTER INNER PANEL	24
QUARTER OUTER PANEL/APERTURE PANEL SIDE SILL	25
CAB BACK/QUARTER OUTER PANEL	26
FLOOR PAN/CAB BACK PANEL	27
BOX FLOOR/BOX FRONT	28
PATCHES - LOWER PLENUM	29
PATCHES - BODY APERTURE	30

[Back to Index](#)

Quad Cab (ND84)



LEFT SIDE SHOWN,  
RIGHT SIDE TYPICAL

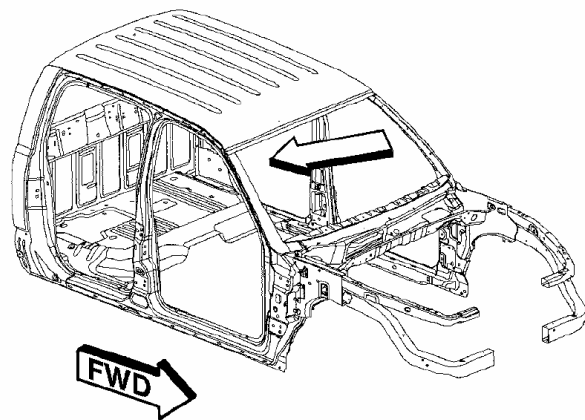
PAINTABLE  
PUMPABLE  
VINYL SEALER



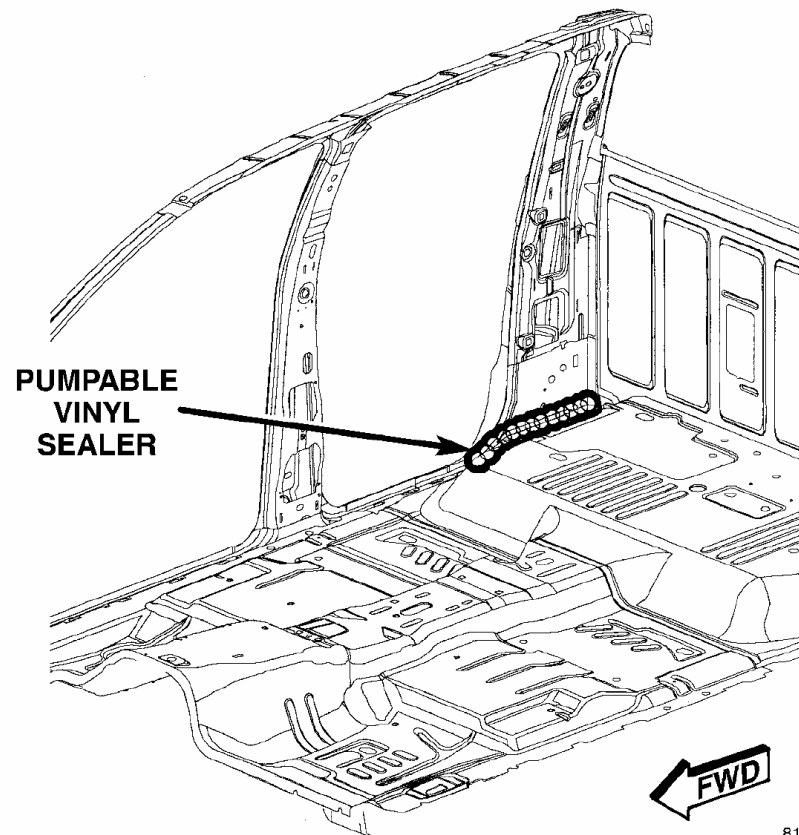
81478ab1

*Fig. 9 ROOF/APERTURE - 84 ONLY*

[Back to Index](#)



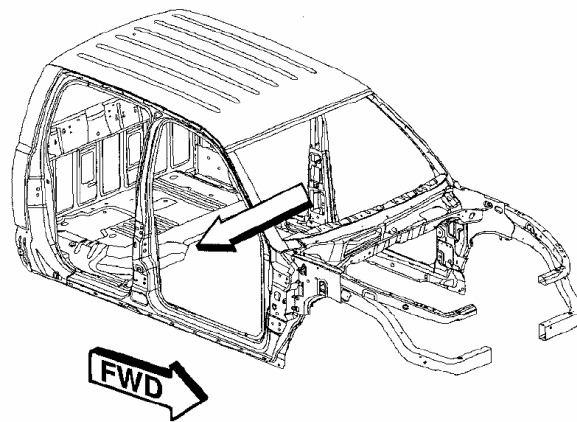
RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL



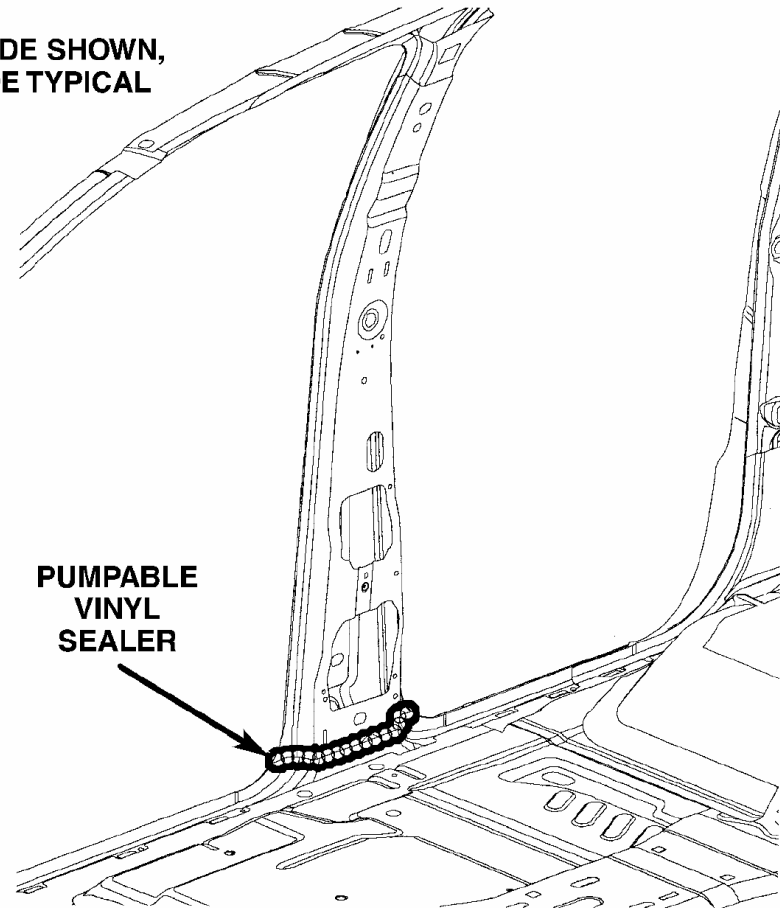
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**Fig. 10 SILL/REAR FLOOR PANEL - 84 ONLY**

[Back to Index](#)



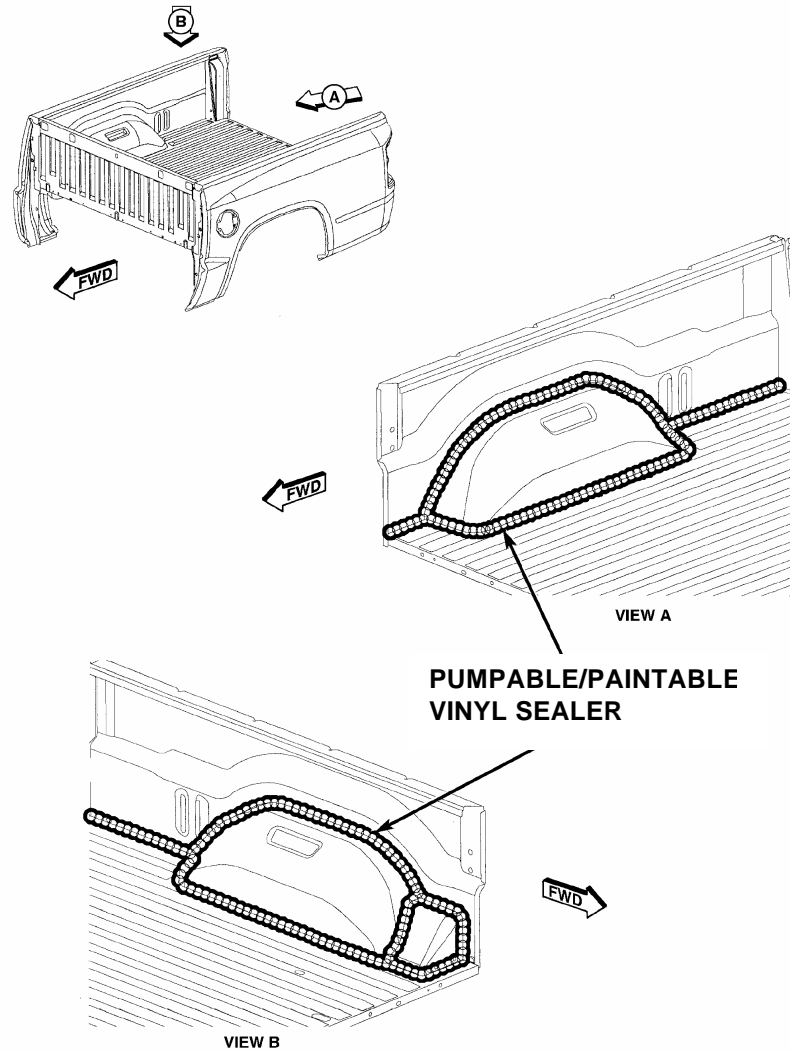
**RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL**



81478ae1

**Fig. 11 SILL/INNER B-PILLAR - 84 ONLY**

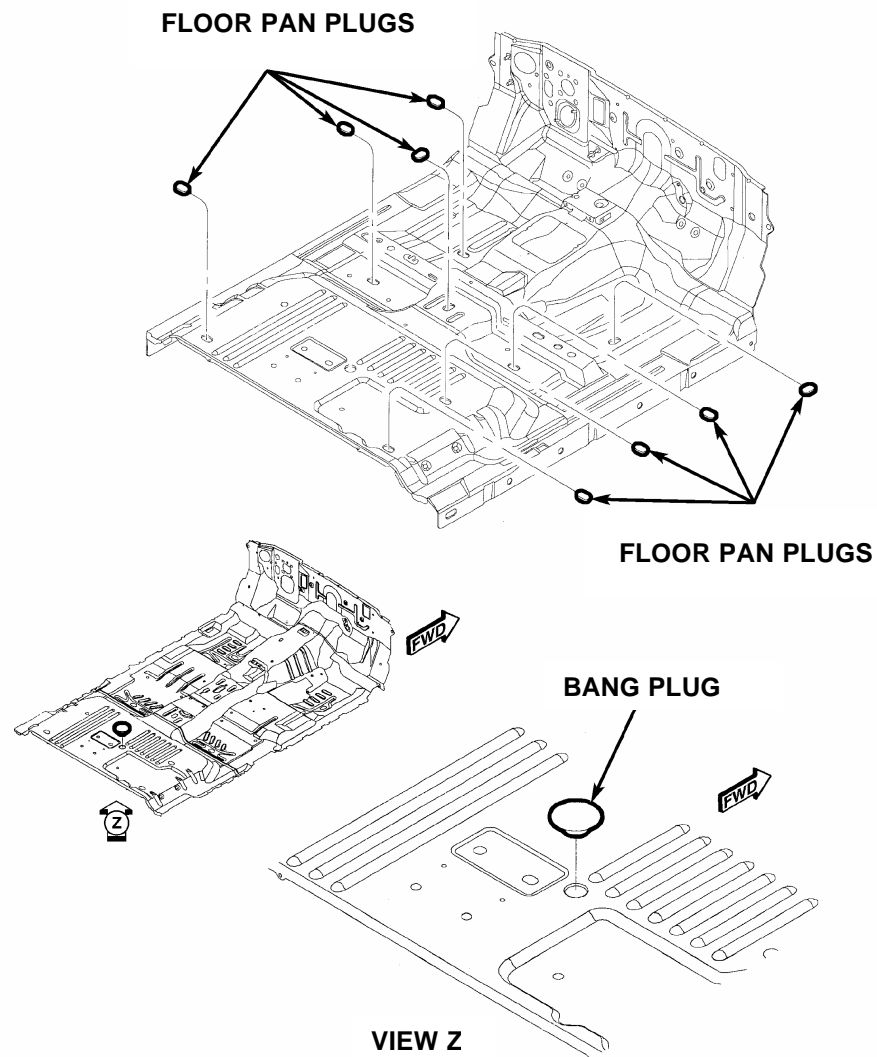
[Back to Index](#)



**Fig. 12 BOX FLOOR/BOX SIDE INNER PANEL – 84 ONLY (5.5')**

[Back to Index](#)

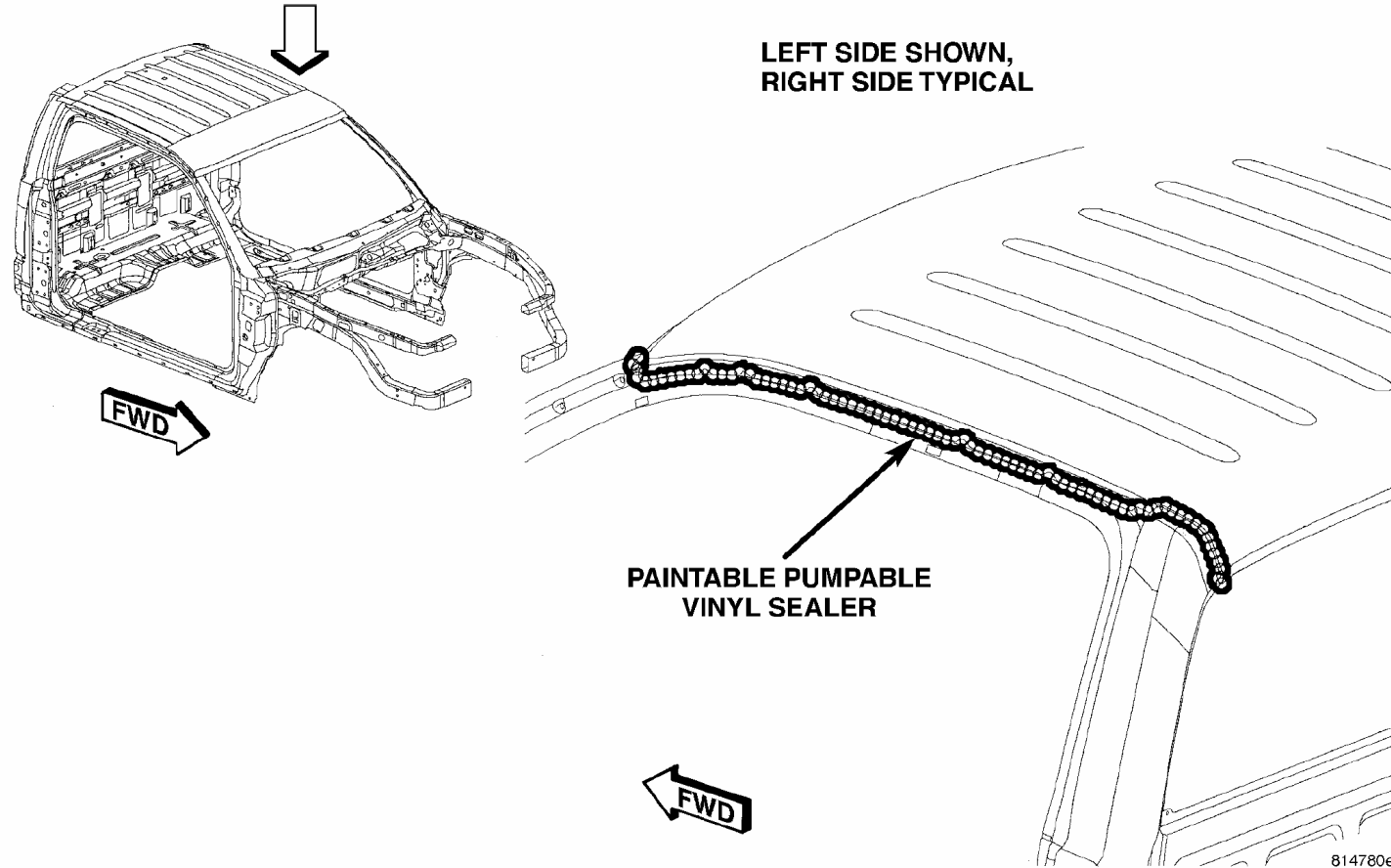




**Fig. 13 FLOOR PLAN PLUGS – 84 ONLY**

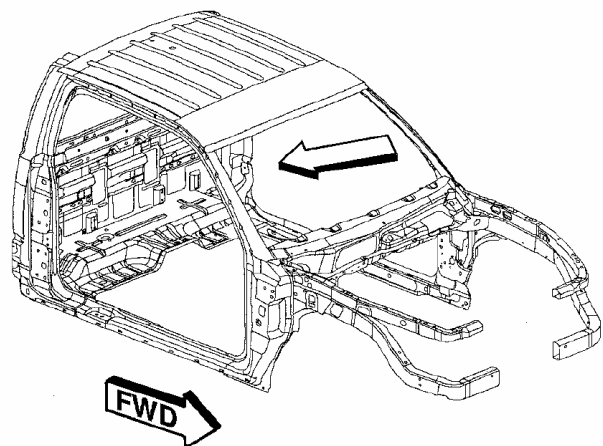
[Back to Index](#)

Club Cab (ND33)

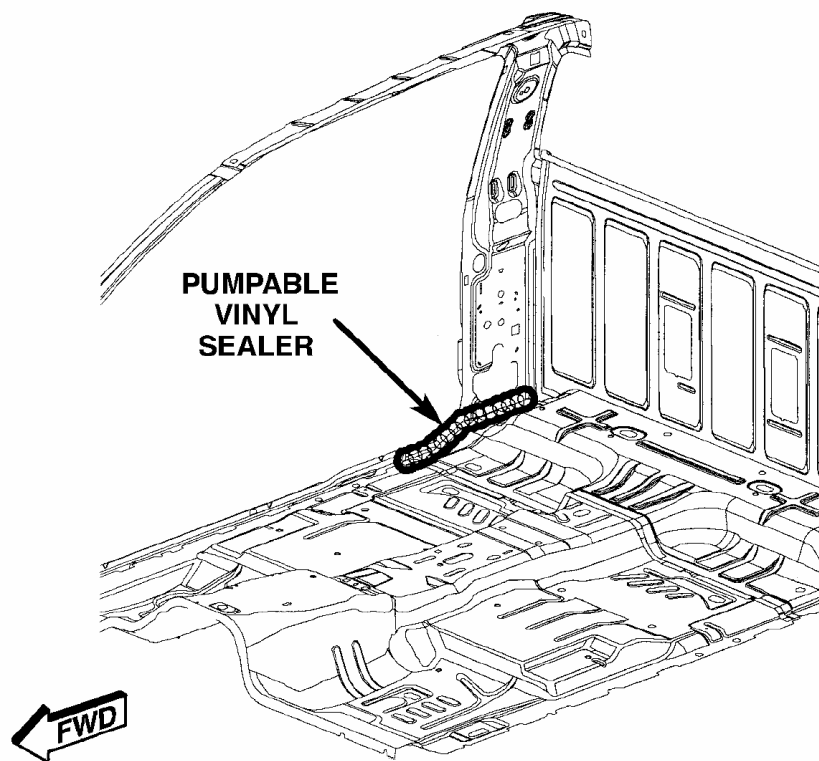


**Fig. 14 ROOF/APERTURE - 33 ONLY**

[Back to Index](#)



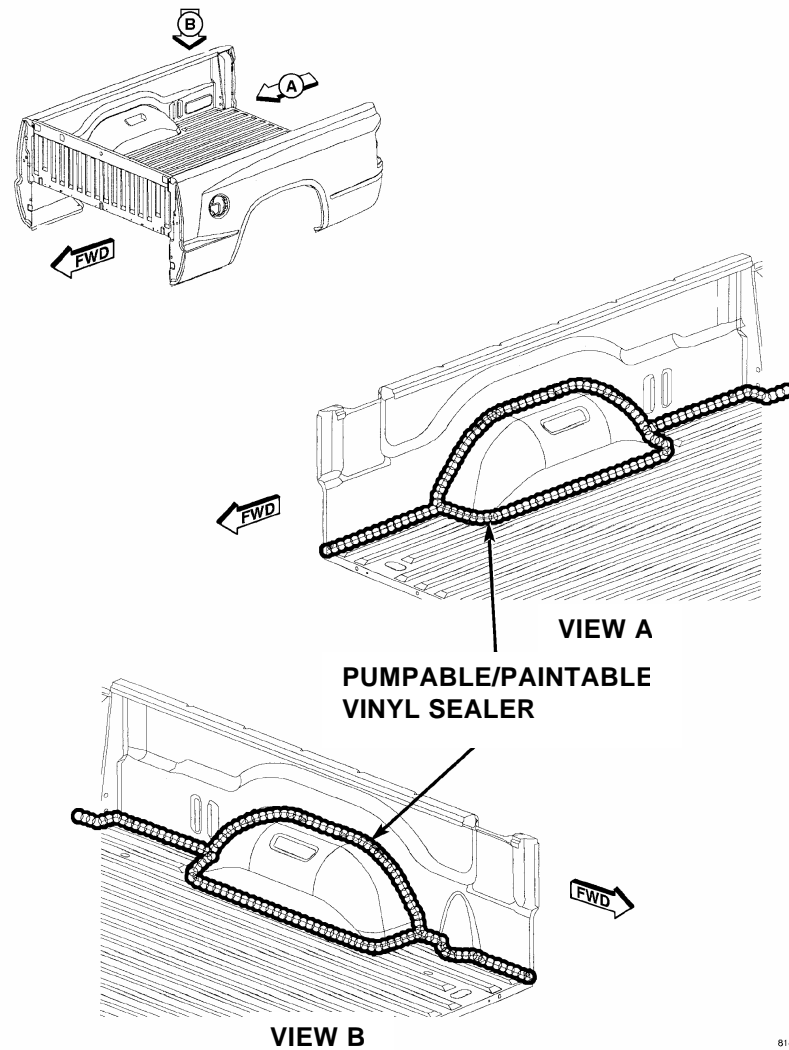
RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL



81478acb

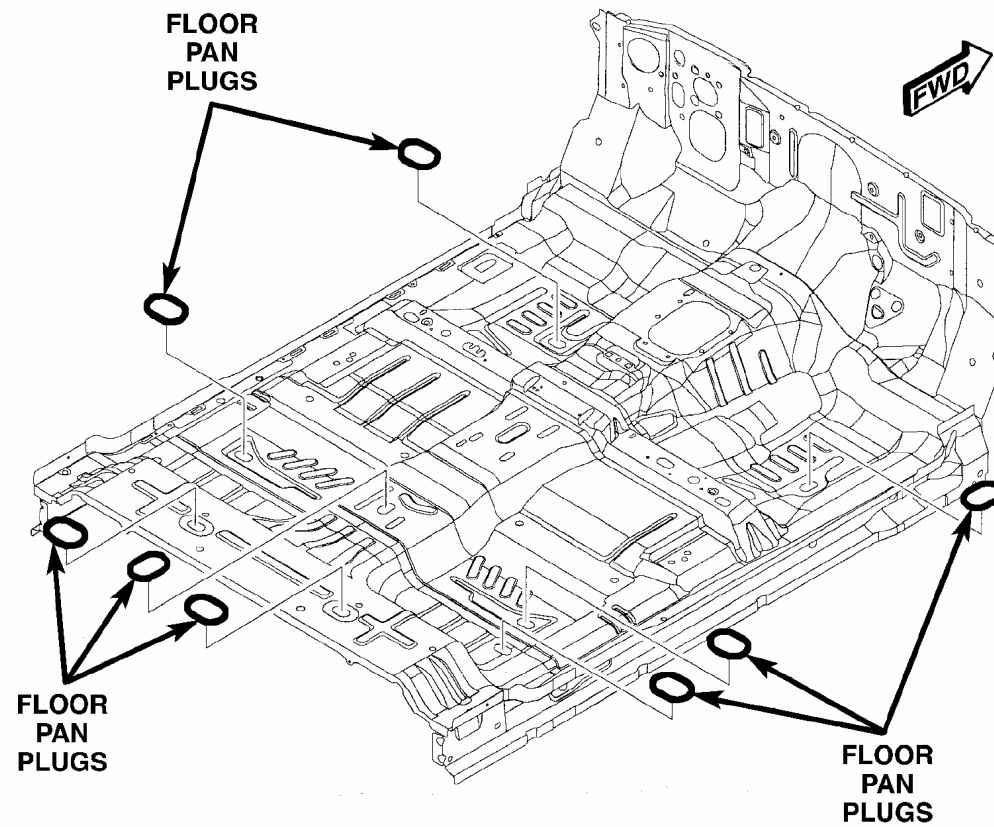
**Fig. 15 SILL/REAR FLOOR PANEL - 33 ONLY**

[Back to Index](#)



**Fig. 16 BOX FLOOR/BOX SIDE INNER PANEL – 33 ONLY (6.5')**

[Back to Index](#)



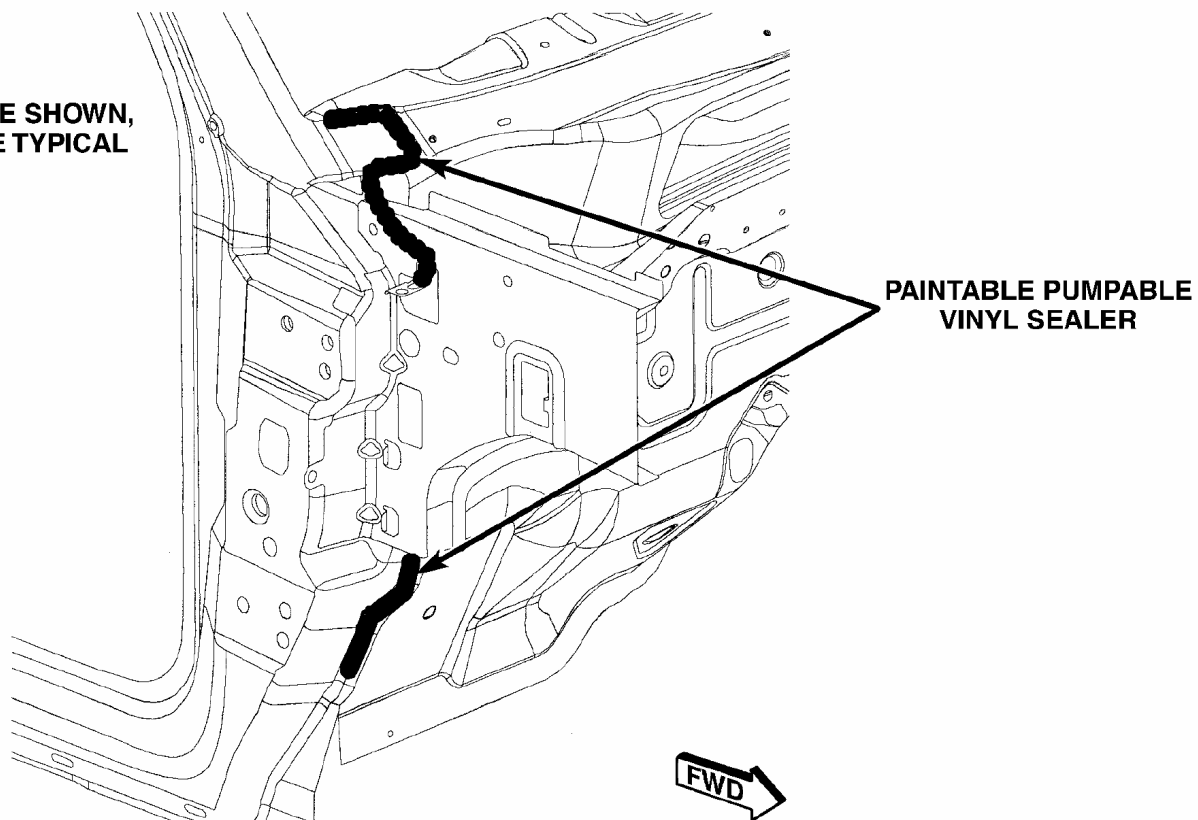
8147ae5a

**Fig. 17 FLOOR PAN PLUGS - 33 ONLY**

[Back to Index](#)

**Both Quad (ND84) and Club Cabs (ND33)**

**RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL**



81477b97

***Fig. 18 APERTURE/COWL SIDE PANEL***

**Back to Index**

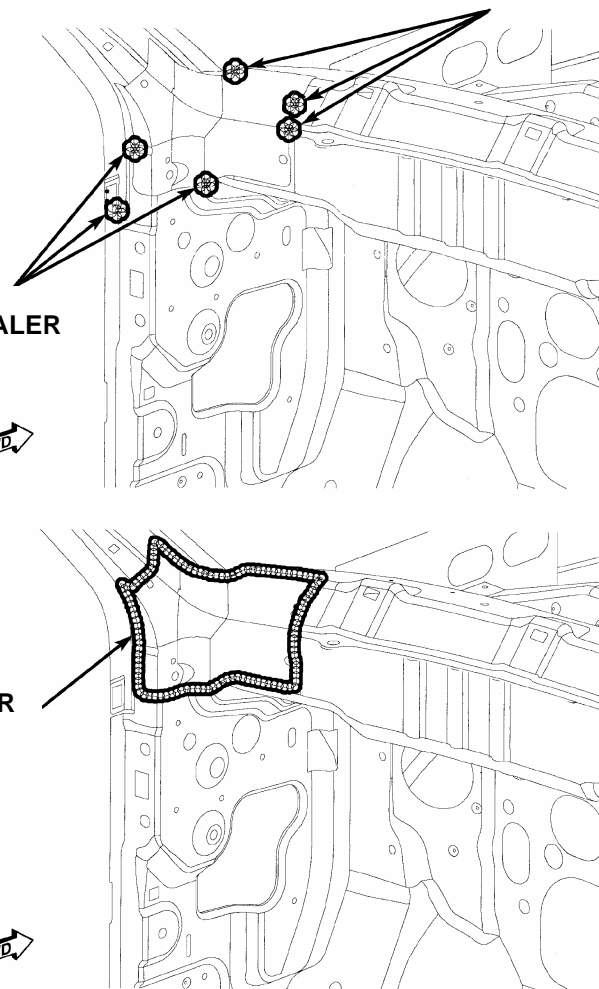
LEFT SIDE SHOWN  
RIGHT SIDE TYPICAL

THUMBGRADE SEALER

THUMBGRADE SEALER



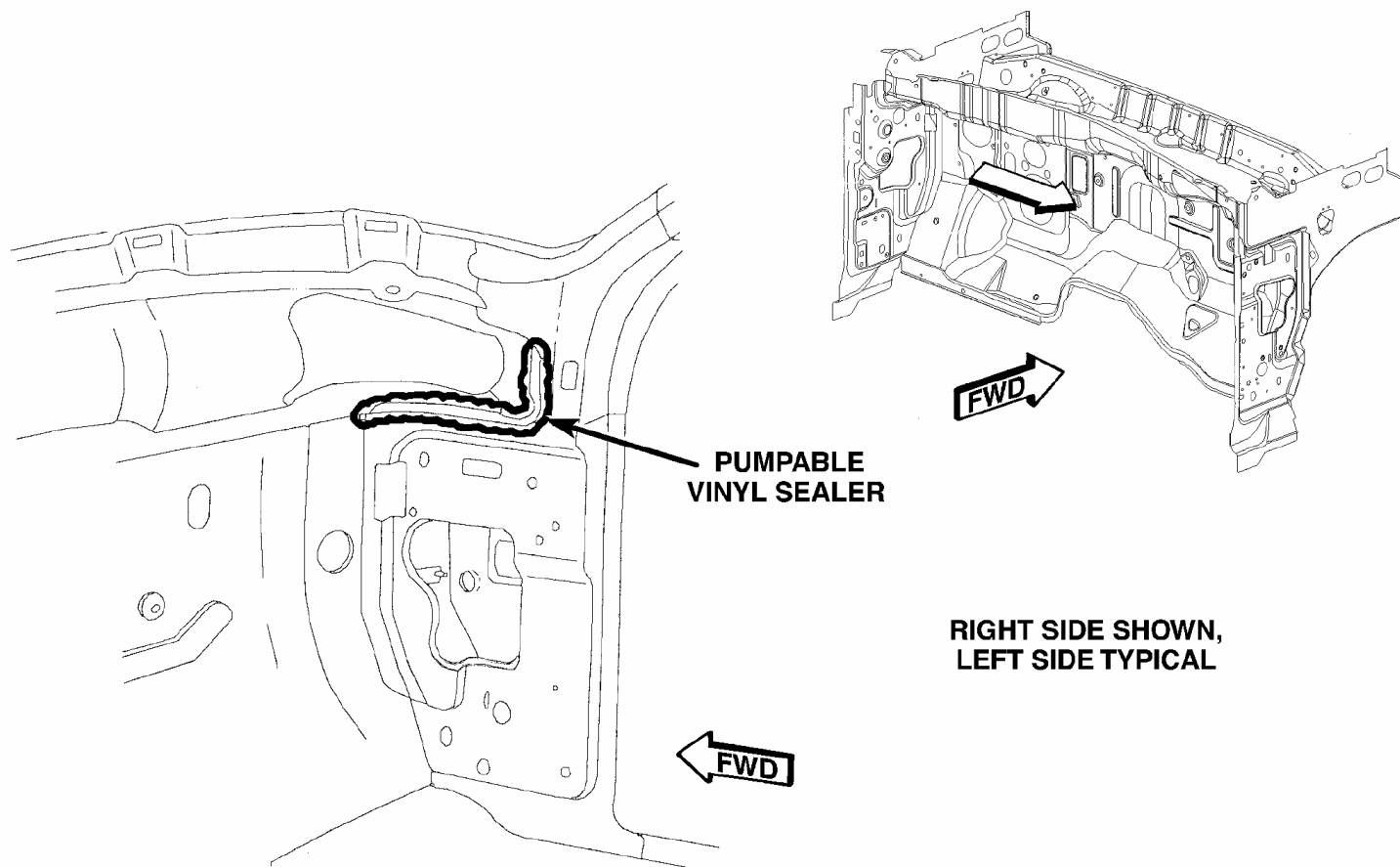
VINYL SEALER



81477cbe

**Fig. 19 COWL/A-PILLAR INNER PANEL**

[Back to Index](#)



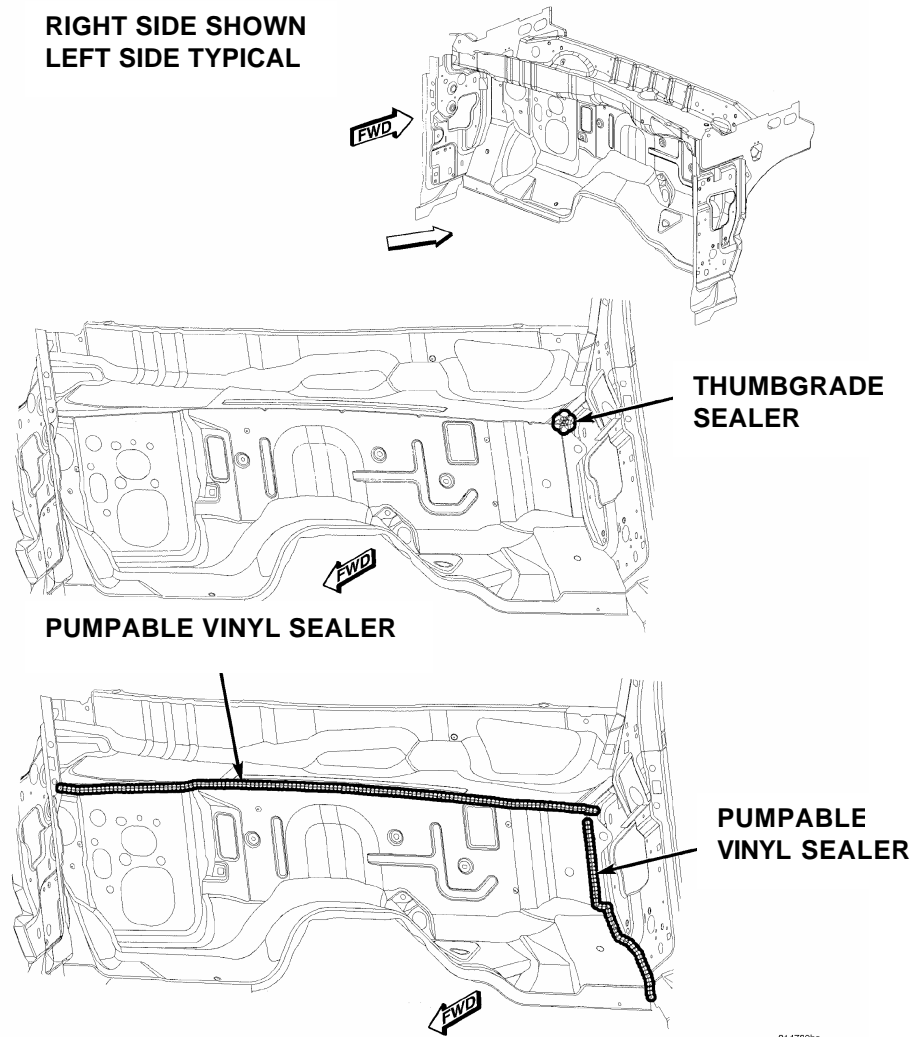
81477d1b

**Fig. 20 PLENUM LOWER PANEL/COWL SIDE PANEL**

[Back to Index](#)



**RIGHT SIDE SHOWN  
LEFT SIDE TYPICAL**

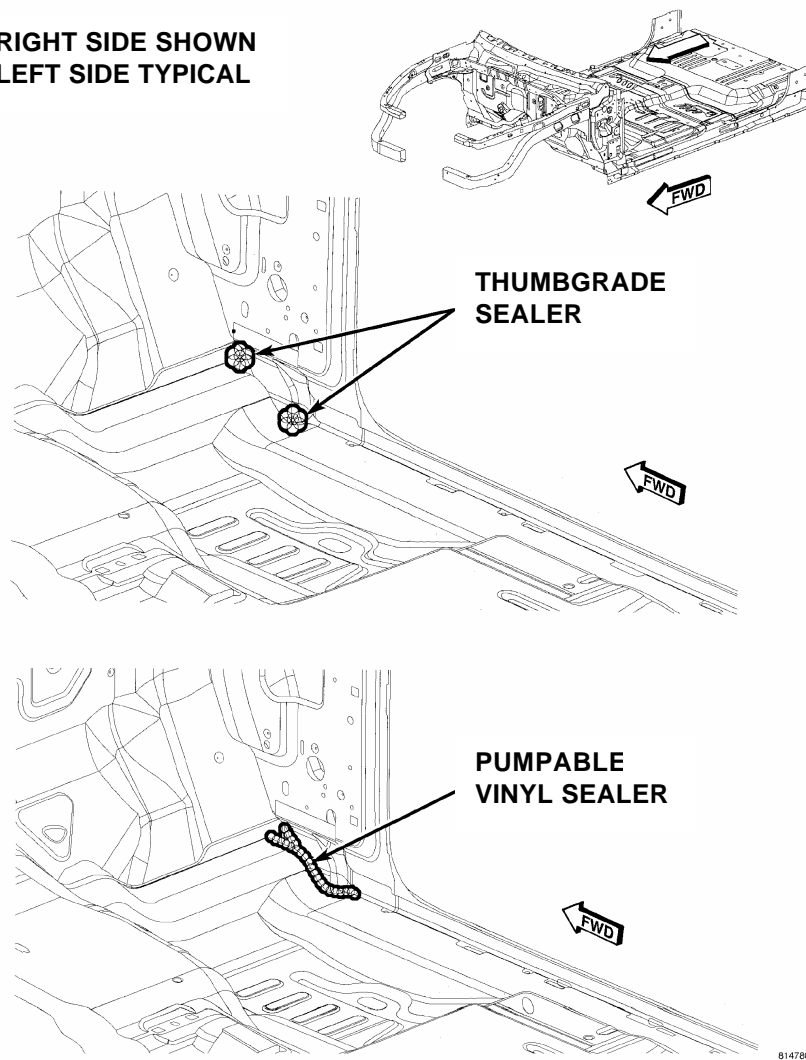


814780bc

**Fig. 21 UPPER DASH PANEL/PLENUM LOWER PANEL**

[Back to Index](#)

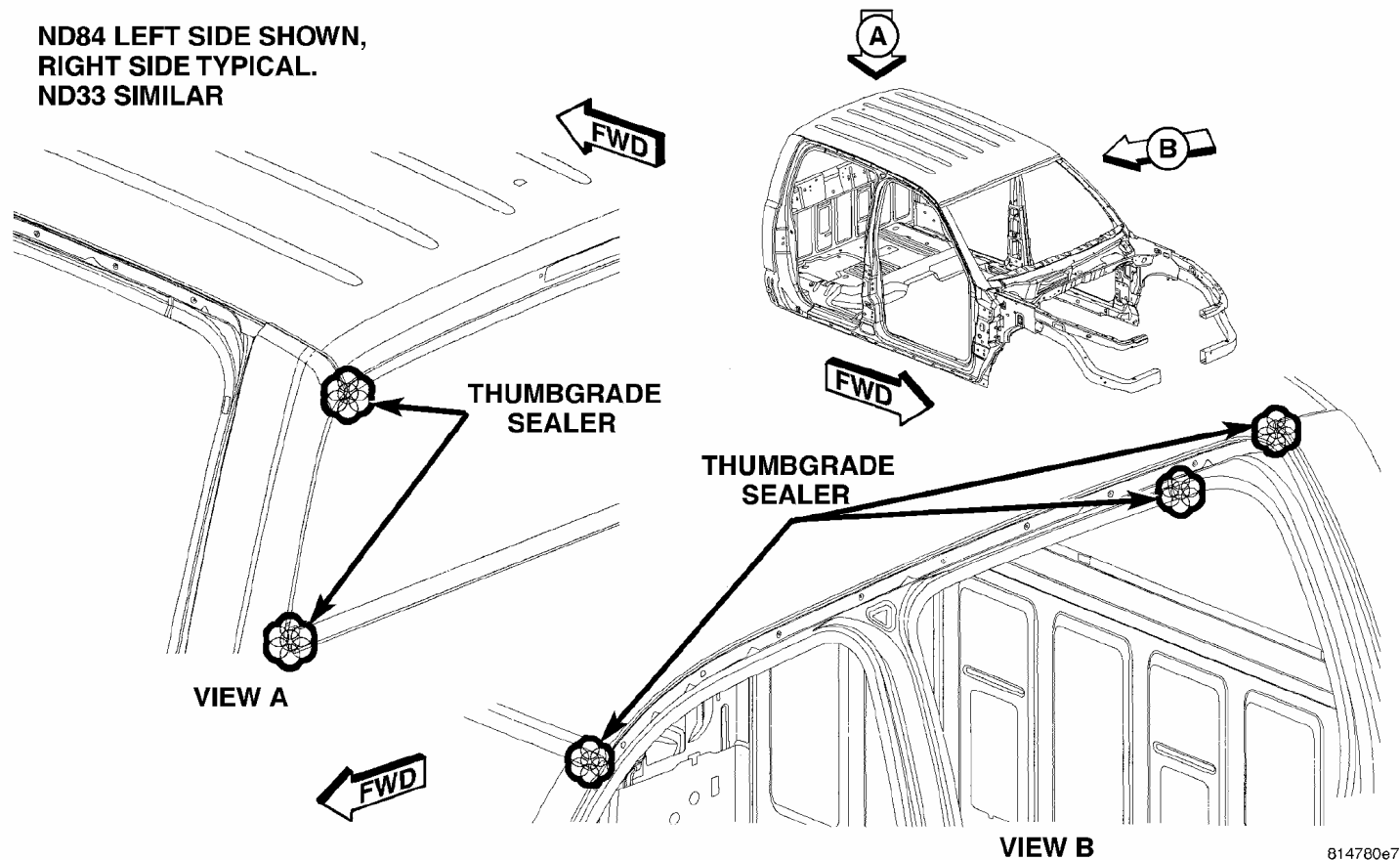
**RIGHT SIDE SHOWN  
LEFT SIDE TYPICAL**



**Fig. 22 FLOOR PAN/COWL SIDE PANEL**

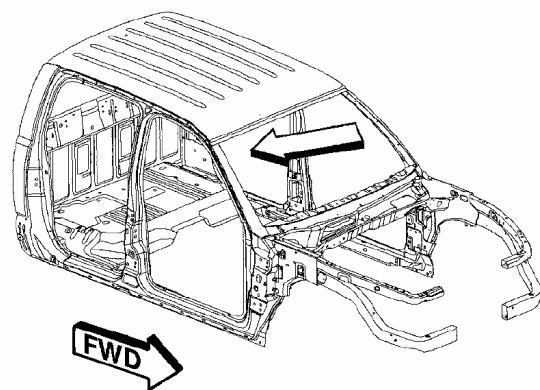
[Back to Index](#)

ND84 LEFT SIDE SHOWN,  
RIGHT SIDE TYPICAL.  
ND33 SIMILAR



*Fig. 23 ROOF/QUARTER OUTER PANEL*

[Back to Index](#)



ND84 RIGHT SIDE SHOWN,  
LEFT SIDE TYPICAL.  
ND33 SIMILAR

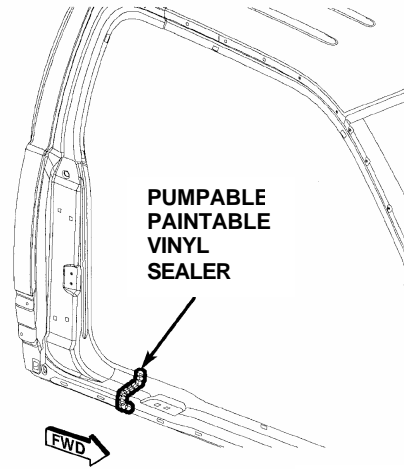
THUMBGRADE  
SEALER



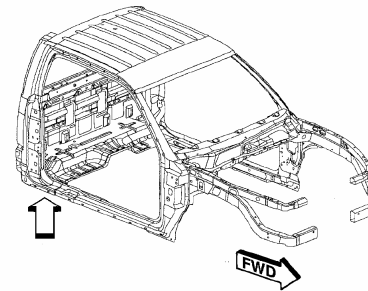
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**Fig. 24 CAB BACK/FLOOR/QUARTER INNER PANEL**

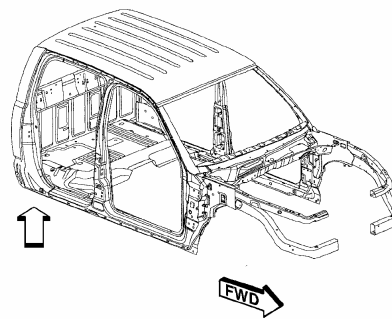
[Back to Index](#)



ND 33

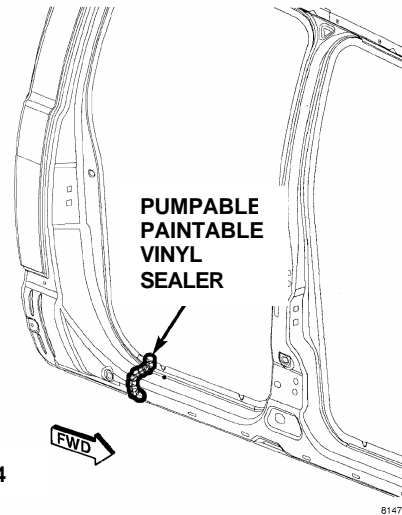


RIGHT SIDE SHOWN  
LEFT SIDE TYPICAL



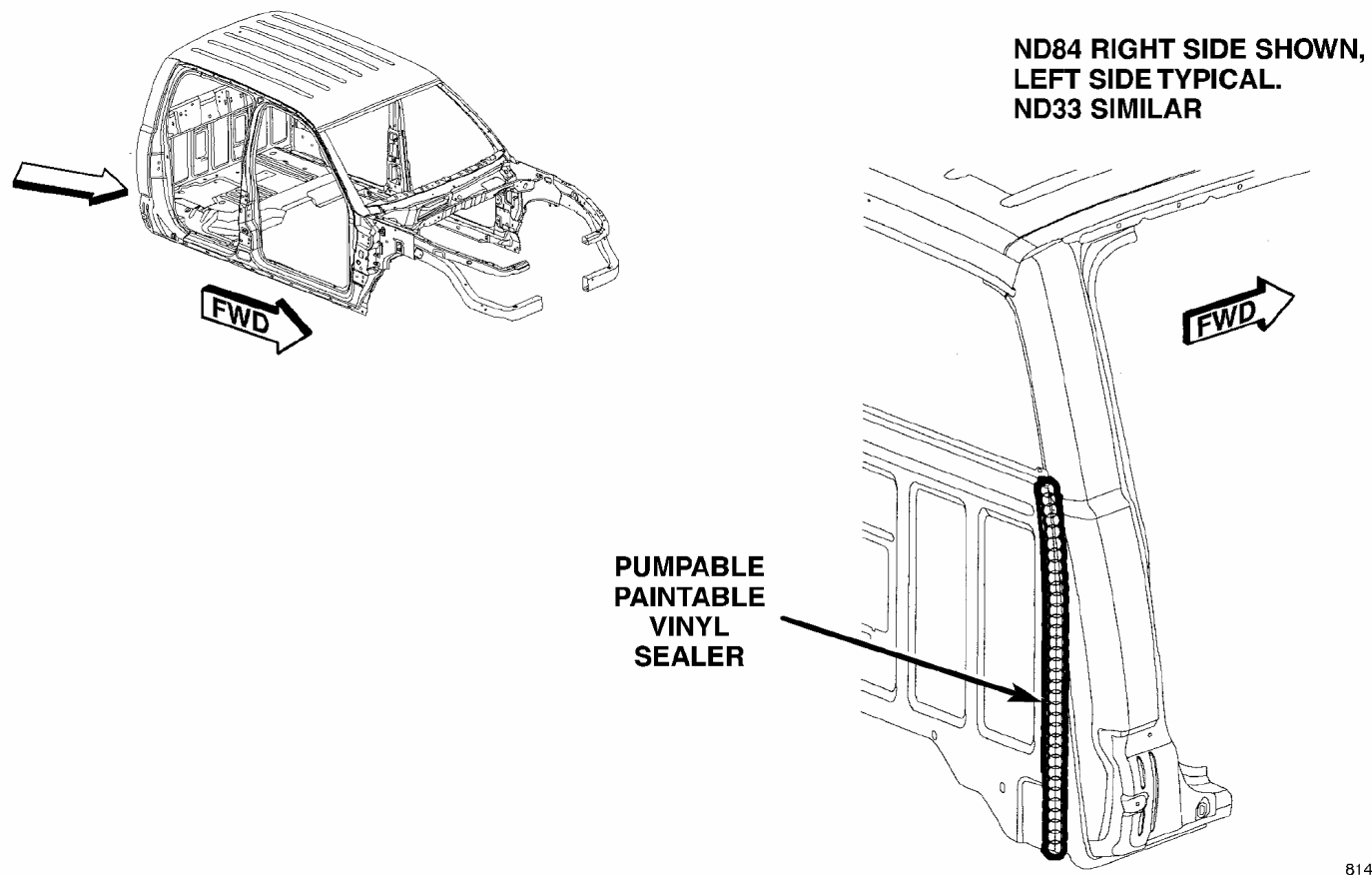
RIGHT SIDE SHOWN  
LEFT SIDE TYPICAL

ND 84



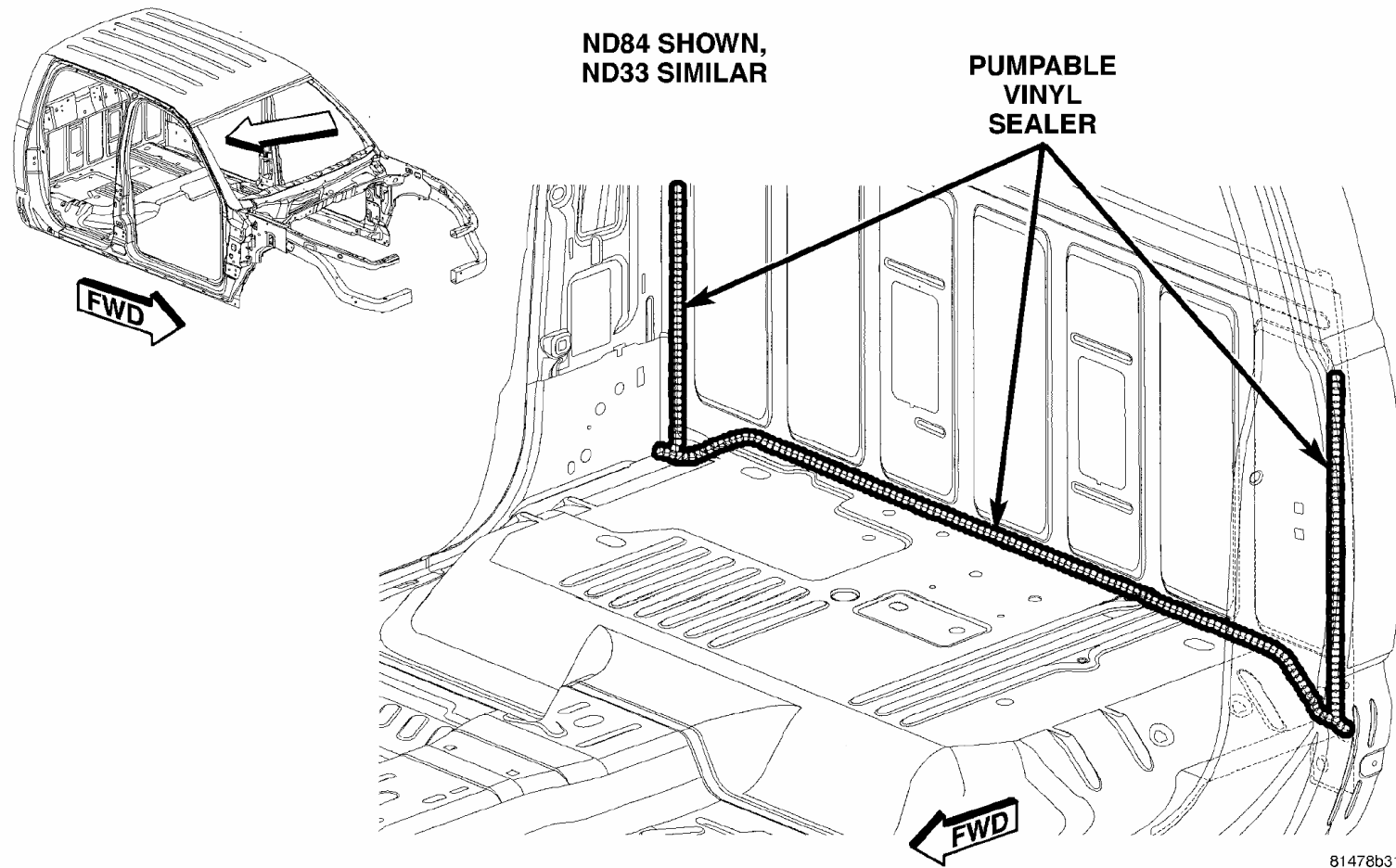
**Fig. 25 QUARTER OUTER PANEL/APERTURE PANEL SIDE SILL**

[Back to Index](#)



**Fig. 26 CAB BACK/QUARTER OUTER PANEL**

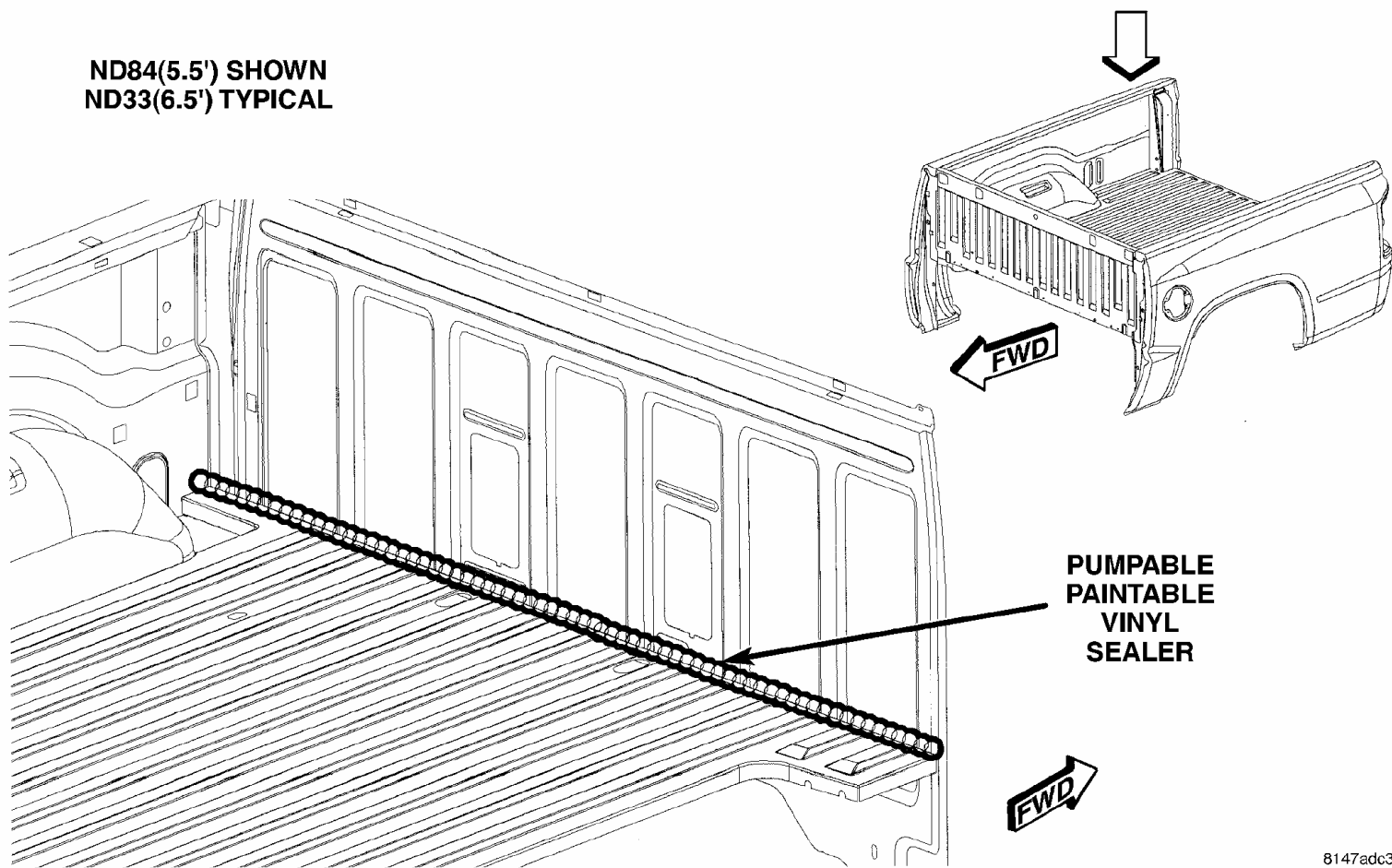
[Back to Index](#)



**Fig. 27 FLOOR PAN/CAB BACK PANEL**

[Back to Index](#)

ND84(5.5') SHOWN  
ND33(6.5') TYPICAL

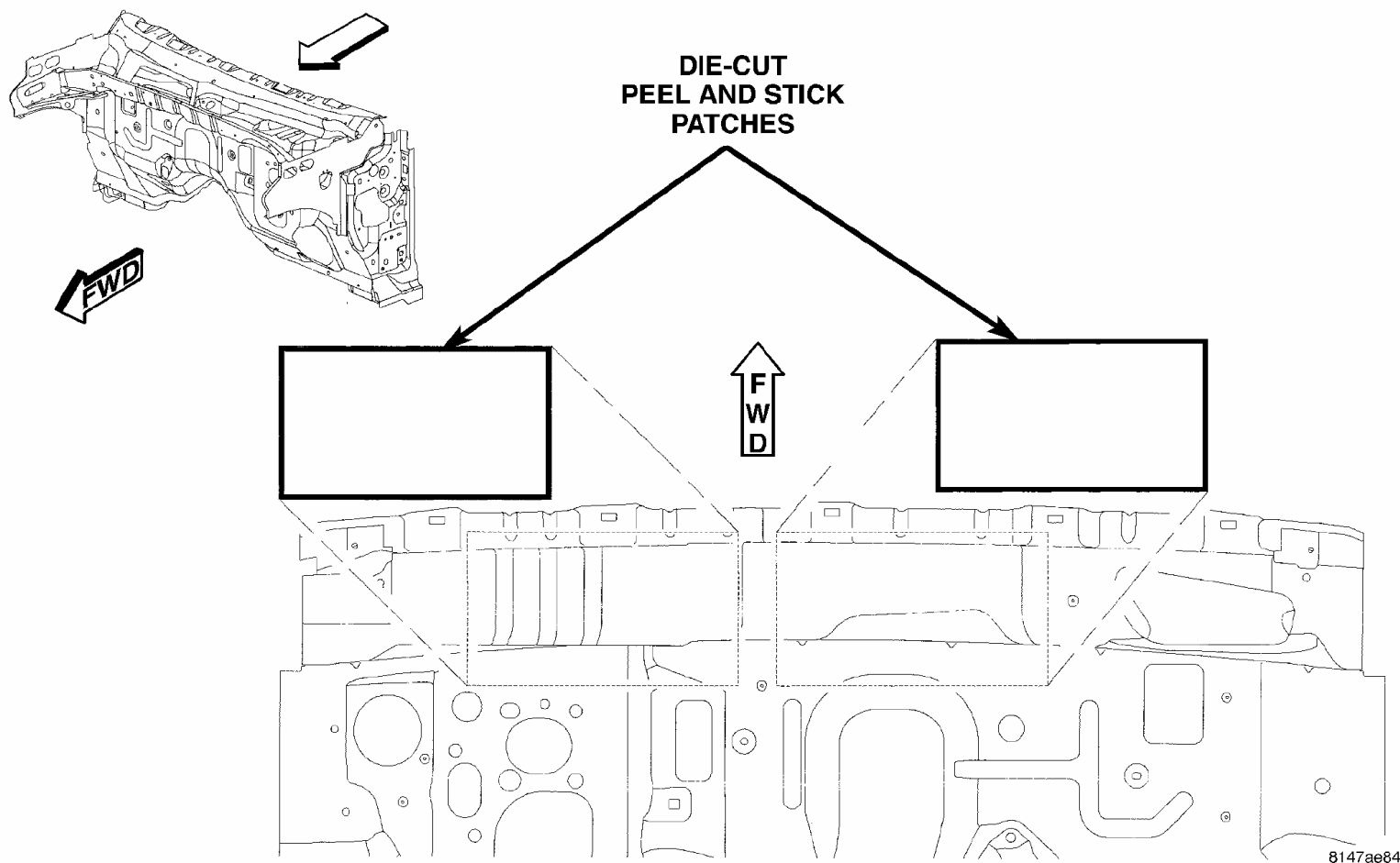


8147adc3

*Fig. 28 BOX FLOOR/BOX FRONT*

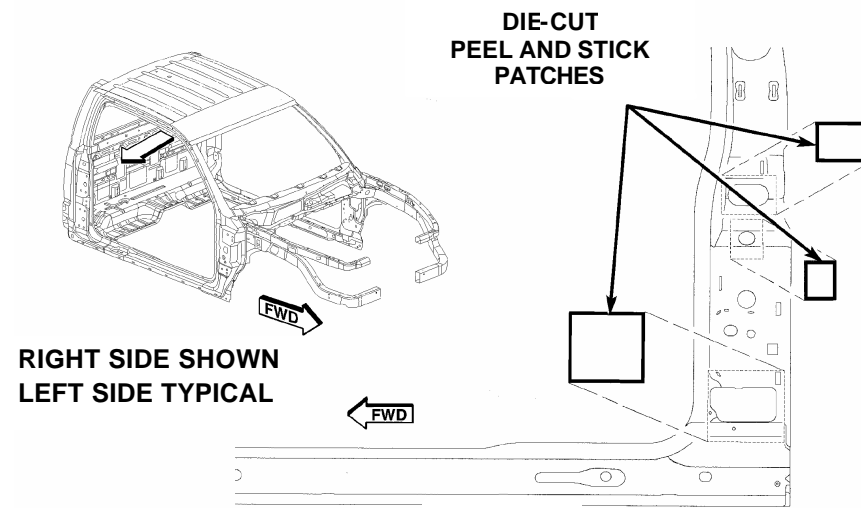
[Back to Index](#)



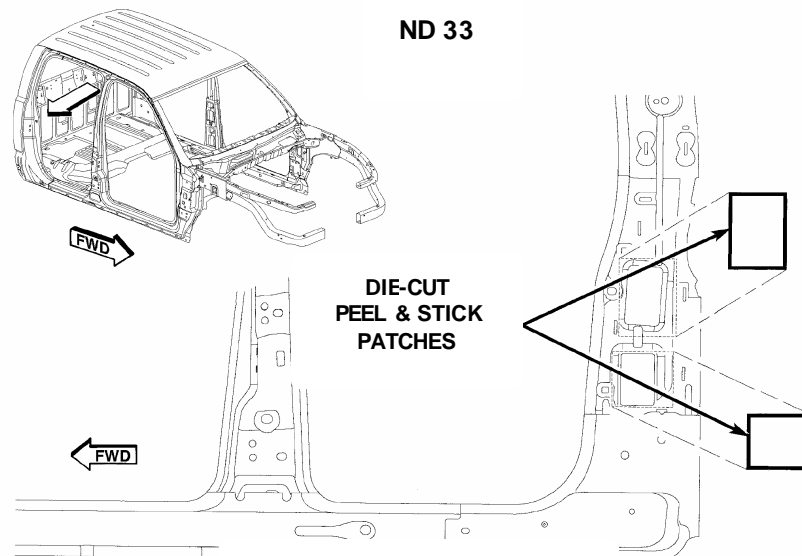


**Fig. 29 PATCHES - LOWER PLENUM**

[Back to Index](#)



ND 33



ND 84

8147ao8e

**Fig. 30 PATCHES – BODY APERTURE**

[Back to Index](#)

# Global

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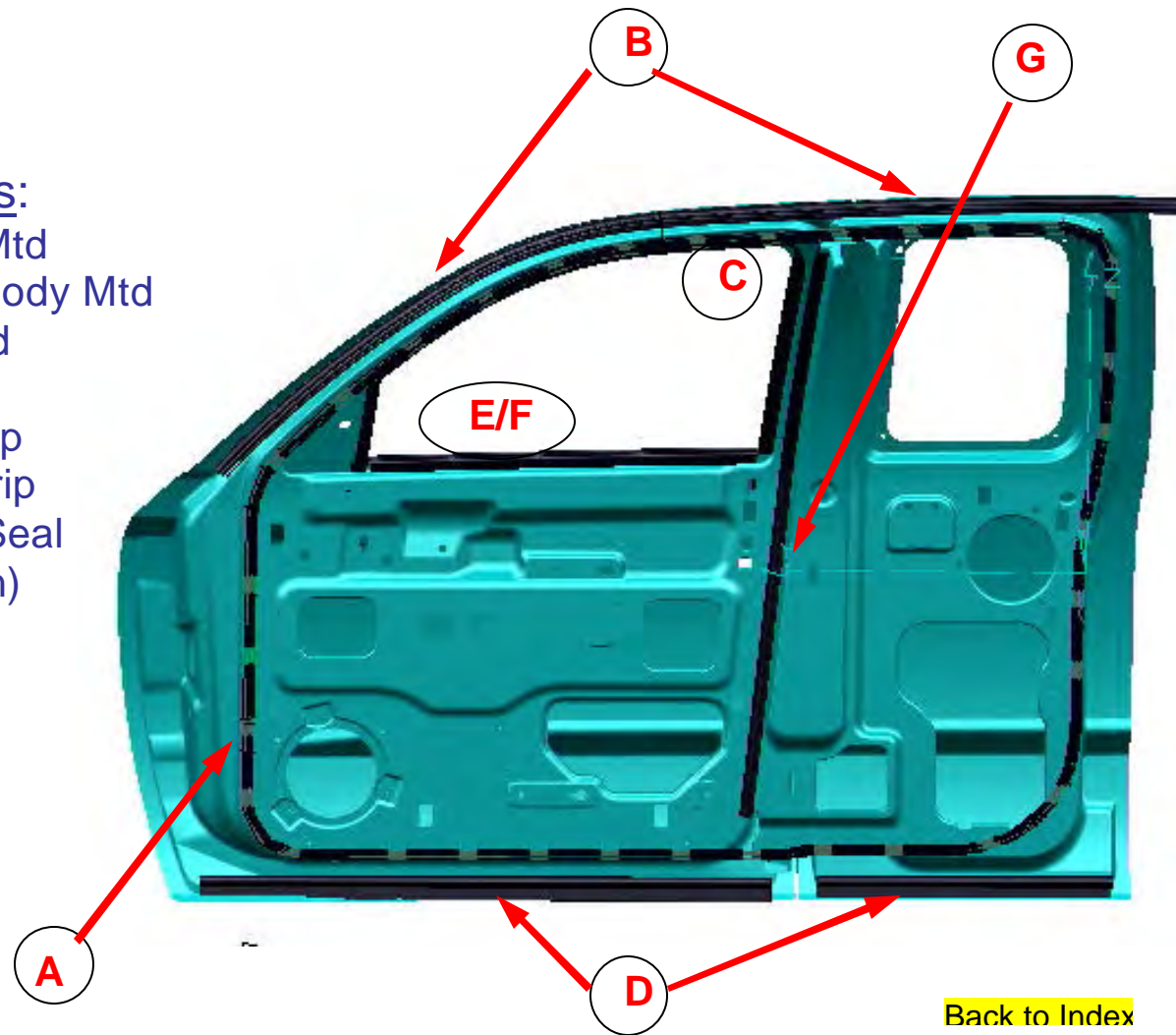


[Back To Index](#)

# Club Door Sealing System

## Club Cab Components:

- A) Primary Seal - Body Mtd
- B) Upr Bodyside Seal - Body Mtd
- C) Glassrun - Flange Mtd
- D) Sill Seals - Door Mtd
- E) Inner Belt WeatherStrip
- F) Outer Belt WeatherStrip
- G) Cargo Door Primary Seal
- Water-Shield (Not Shown)

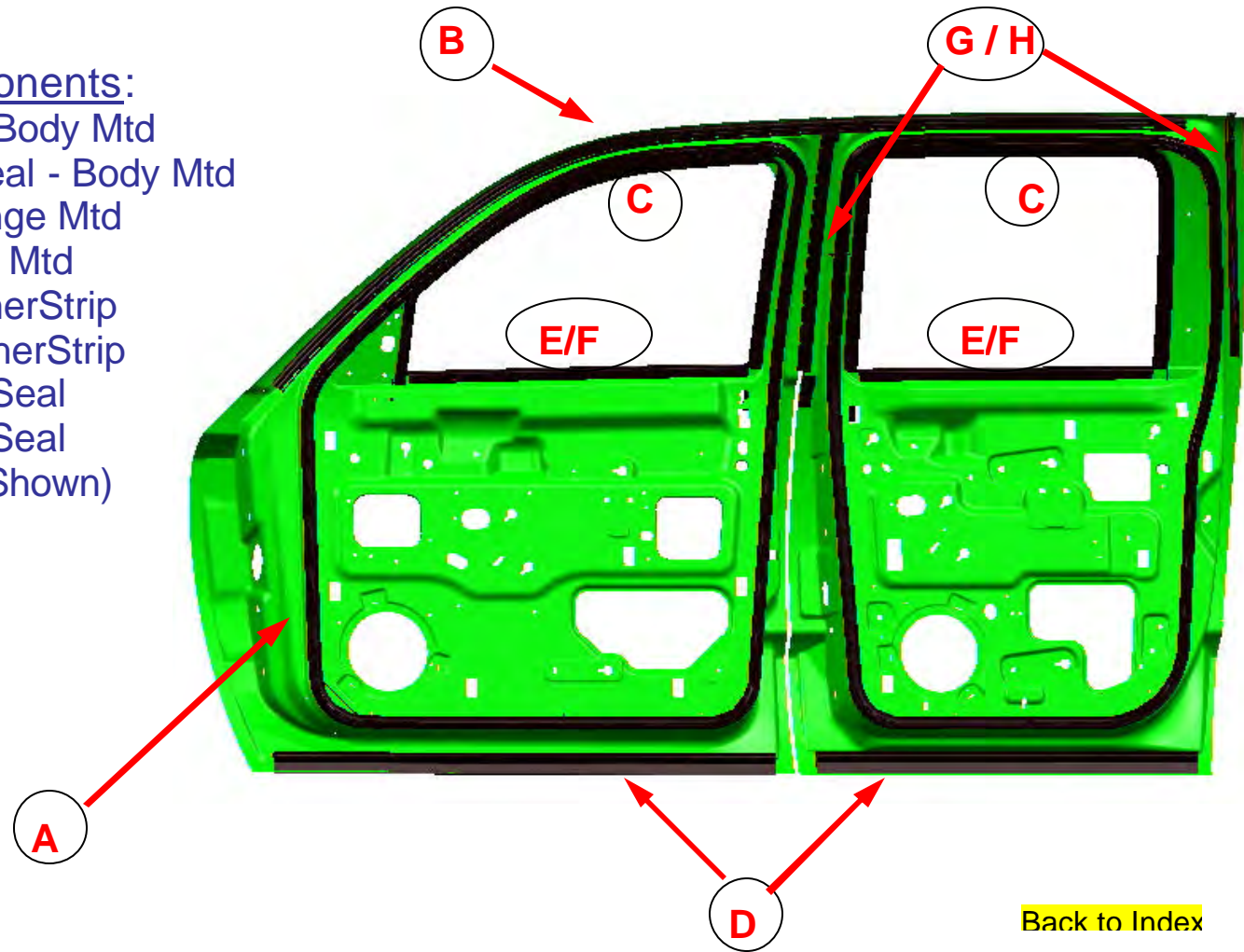


[Back to Index](#)

# Quad Door Sealing System

## Quad Cab Components:

- A) Primary Seals - Body Mtd
- B) Upr Bodyside Seal - Body Mtd
- C) Glassruns - Flange Mtd
- D) Sill Seals - Door Mtd
- E) Inner Belt WeatherStrip
- F) Outer Belt WeatherStrip
- G) B-Pillar Cutline Seal
- H) C-Pillar Cutline Seal
- Water-Shield (Not Shown)



[Back to Index](#)

# STRUCTURAL ADHESIVE LOCATIONS

## SPECIFICATIONS

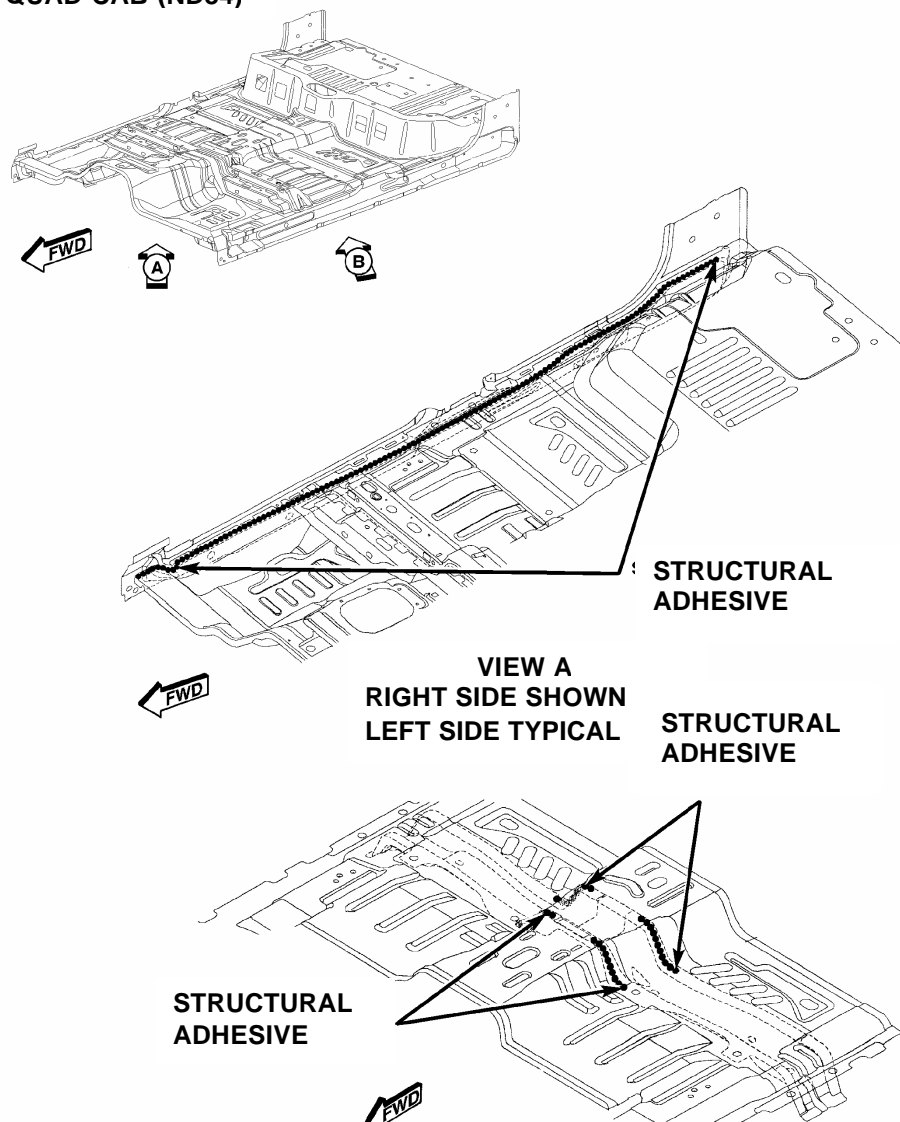
## STRUCTURAL ADHESIVE LOCATIONS

Index

DESCRIPTION	FIGURE
Quad Cab (ND84)	
UNDERBODY - 84 ONLY	31
UNDERBODY COMPLETE - 84 ONLY	32
CAB COMPLETE - 84 ONLY	33
Club Cab (ND33)	
UNDERBODY - 33 ONLY	34
UNDERBODY COMPLETE - 33 ONLY	35
CAB COMPLETE - 33 ONLY (1 OF 2)	36
CAB COMPLETE - 33 ONLY (2 OF 2)	37
Both Quad (ND84) and Club Cabs (ND33)	

[Back to Index](#)

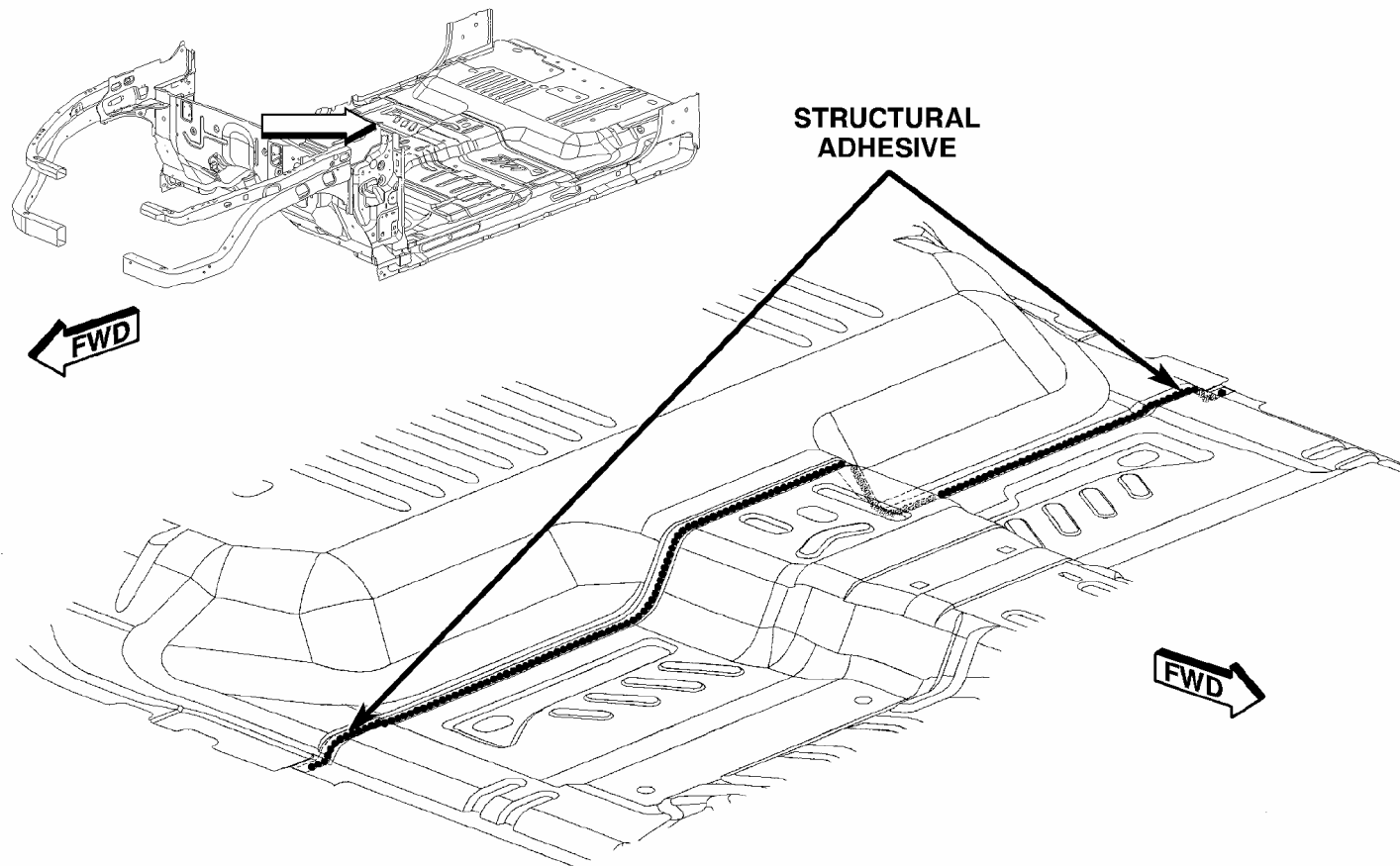
**QUAD CAB (ND84)**



**Fig. 31 UNDERBODY-84 ONLY**

[Back to Index](#)



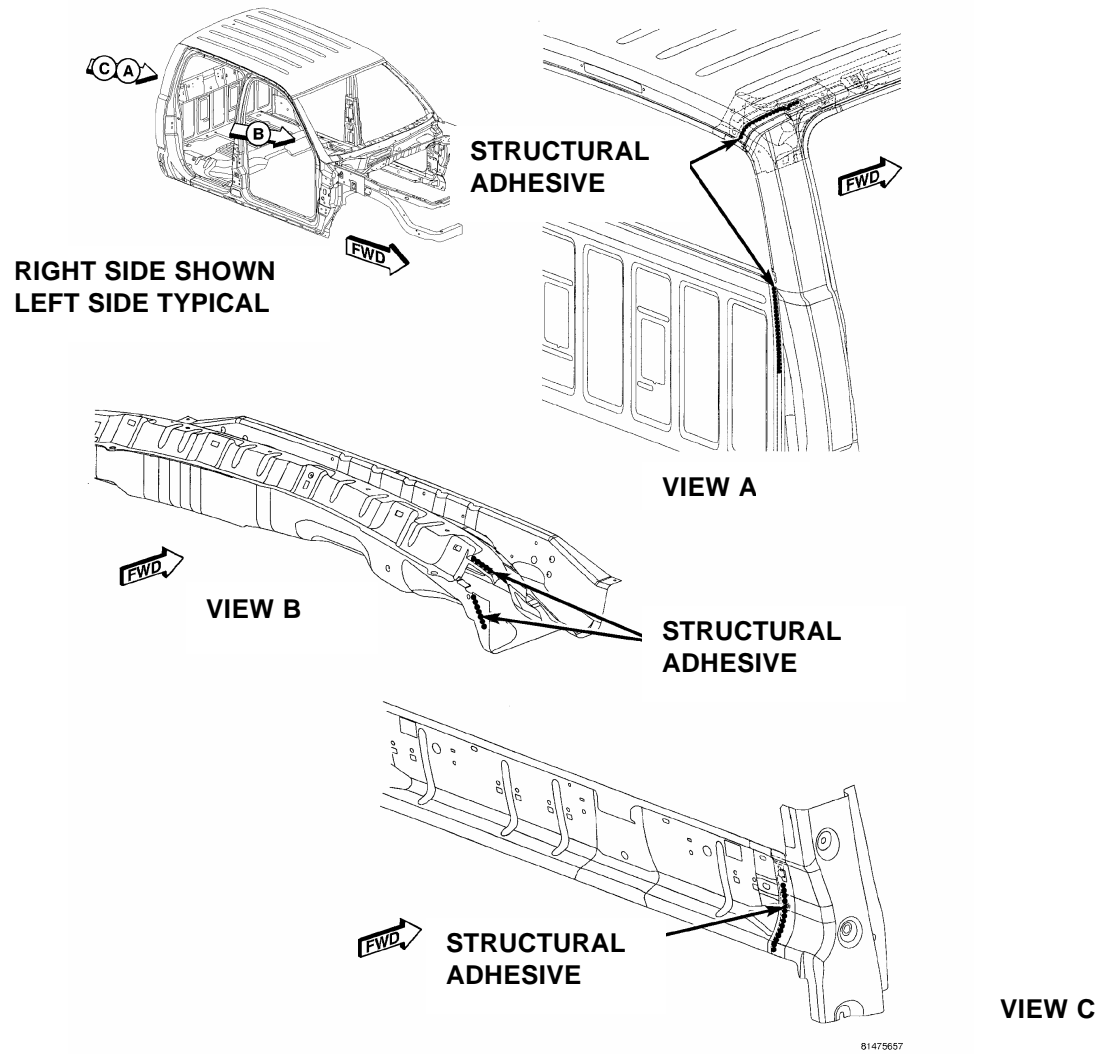


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**Fig. 32 UNDERBODY COMPLETE - 84 ONLY**

[Back to Index](#)

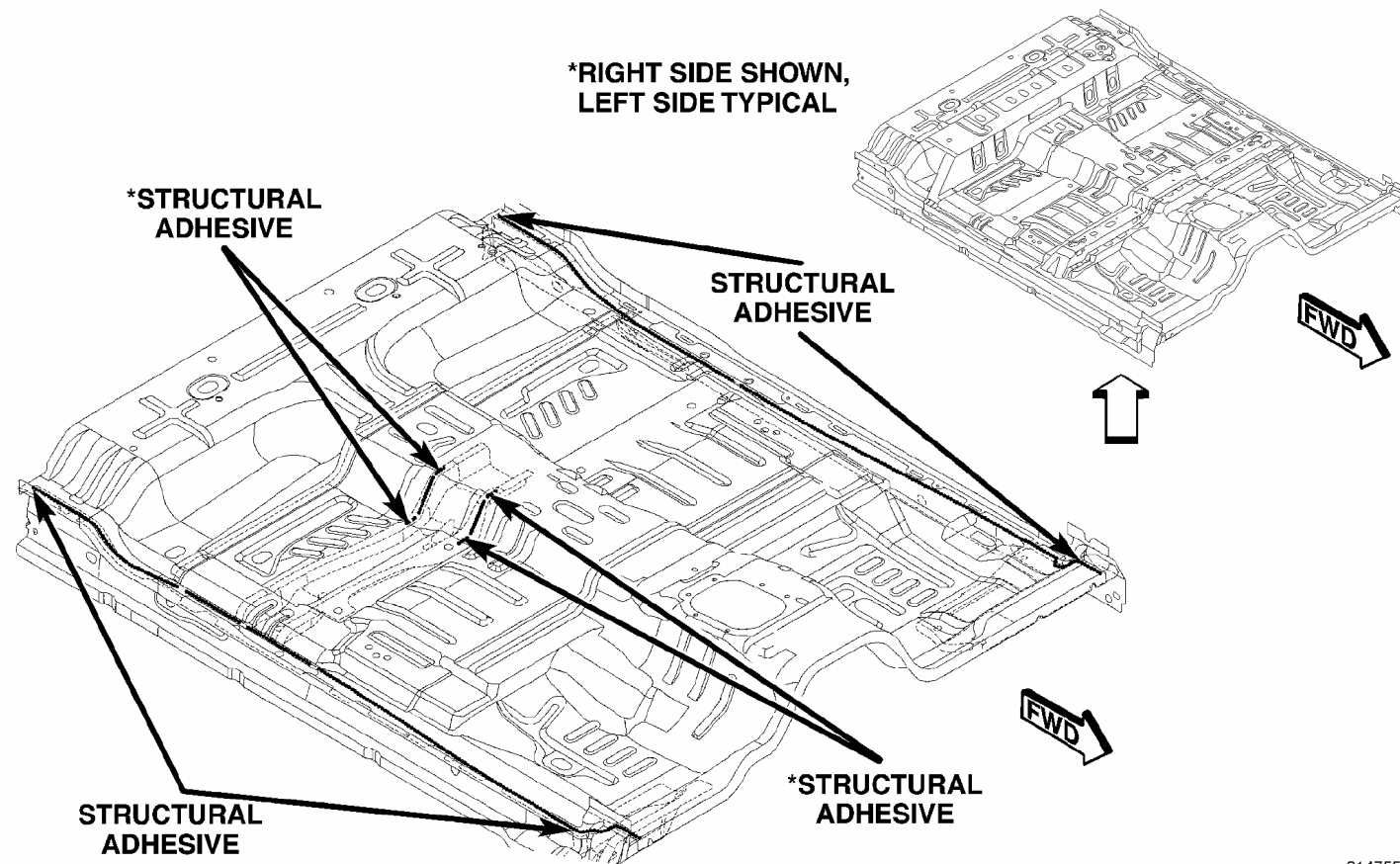




**Fig. 33 CAB COMPLETE – 84 ONLY**

[Back to Index](#)

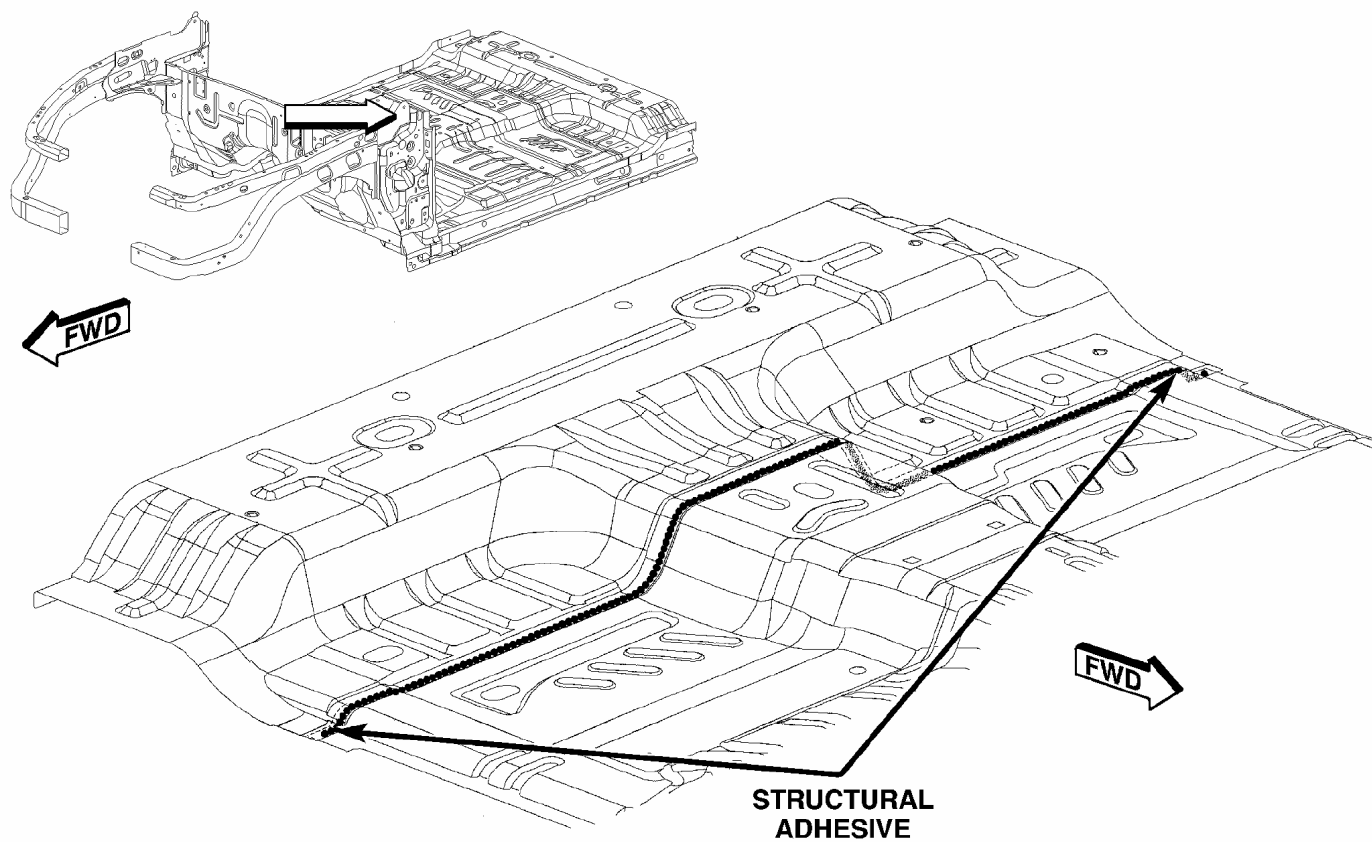
# Club Cab (ND33)



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**Fig. 34 UNDERBODY - 33 ONLY**

[Back to Index](#)

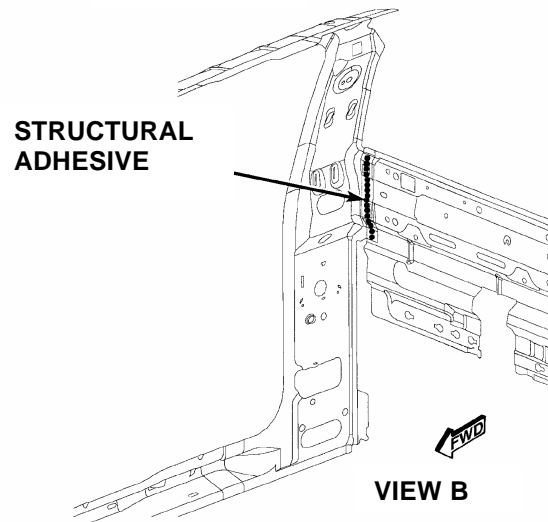
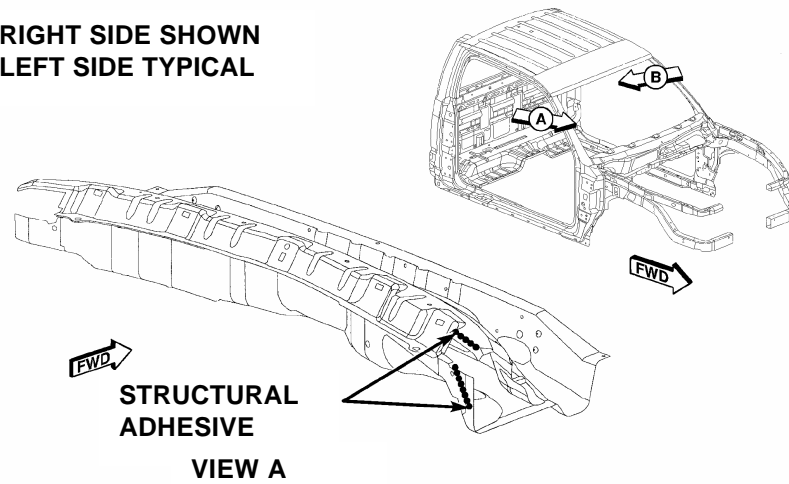


814755af

**Fig. 35 UNDERBODY COMPLETE - 33 ONLY**

[Back to Index](#)

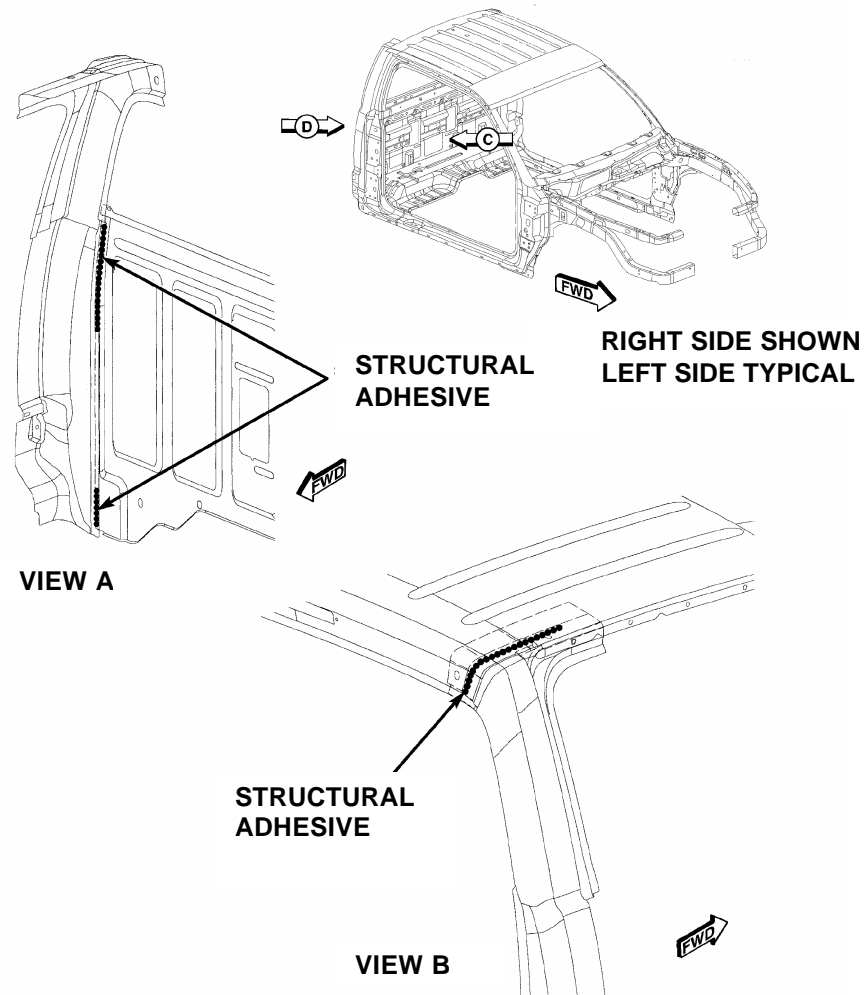
RIGHT SIDE SHOWN  
LEFT SIDE TYPICAL



814755ed

**Fig. 36 CAB COMPLETE – 33 ONLY (1 OF 2)**

[Back to Index](#)



**Fig. 37 CAB COMPLETE – 33 ONLY (2 OF 2)**

[Back to Index](#)

# GAP AND FLUSH

## SPECIFICATIONS

### GAP AND FLUSH

#### GAP & FLUSH DIMENSIONS INDEX

DESCRIPTION	FIGURE
GAP AND FLUSH - 33 ONLY	1
GAP AND FLUSH - 84 ONLY	2
GAP AND FLUSH - 33 AND 84	3

[Back to Index](#)

#### GAP AND FLUSH - CLUB CAB (33) AND QUAD CAB (84)

NOTE: All measurements are in mm.			
DIMENSION	DESCRIPTION	GAP	FLUSH
1	Fascia to grille	19.0 ± 4.0 Parallel within 3.0	—
2	Fascia to headlamp	13.5 ± 3.5 Side to side within 3.0	—
3	Headlamp to fender	2.75 ± 1.5 Parallel within 1.0	Underflush 2.0 ± 1.5 Parallel within 1.0
4	Taillamp to tailgate	5.75 ± 2.0 Parallel within 1.5	—
5	Box outer to tailgate	5.0 ± 2.0 Parallel within 1.5 Side to side within 2.0	Flush 0.0 ± 1.5
6	Bumper to tailgate	15.0 ± 4.0 Parallel within 3.0	—
7	Taillamp to box outer	2.0 ± 1.5 Parallel within 1.0	Underflush 2.0 ± 1.5

## OPENING DIMENSIONS

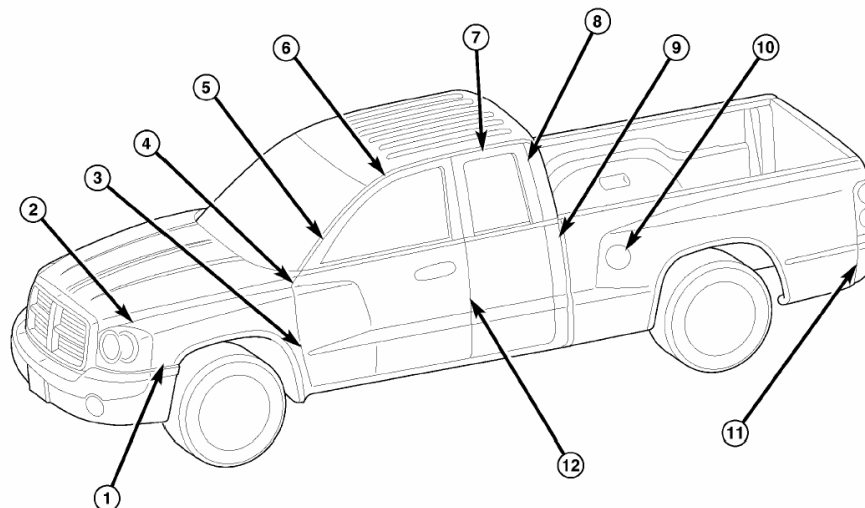
### SPECIFICATIONS

### OPENING DIMENSIONS

Index

DESCRIPTION	FIGURE
ENGINE BOX - CLUB CAB (33) AND QUAD CAB (84)	4
WINDSHIELD OPENING - CLUB CAB (33) AND QUAD CAB (84)	5
DOOR OPENINGS - CLUB CAB (33) ONLY	6
DOOR OPENINGS - QUAD CAB (84) ONLY	7
CAB REAR WINDOW - CLUB CAB (33) AND QUAD CAB (84)	8

[Back to Index](#)



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**Fig. 1 GAP AND FLUSH - CLUB CAB (33) ONLY**

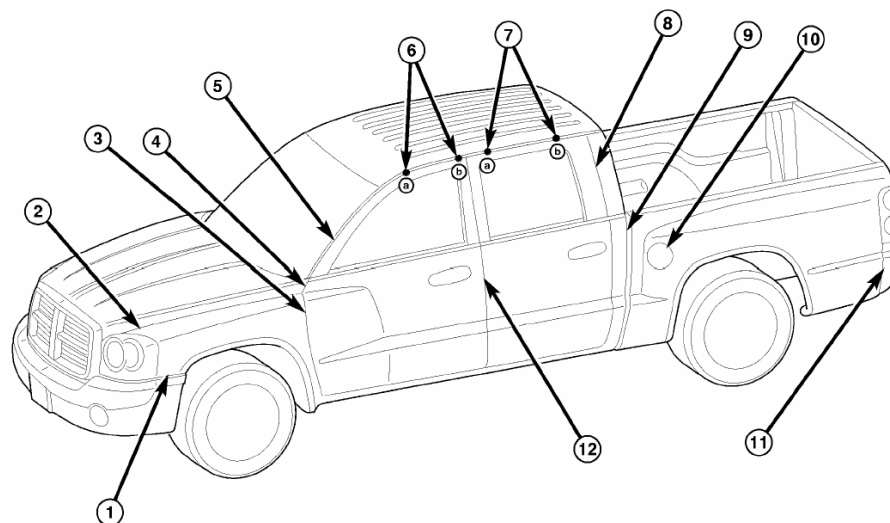
**GAP AND FLUSH - CLUB CA (33) ONLY**

NOTE: All measurements are in mm.			
DIMENSION	DESCRIPTION	GAP	FLUSH
1	Fascia to fender	14.0 ± 4.0 Side to side within 3.0	Fascia over flush to fender
2	Hood to fender	5.0 ± 1.5	—
3	Fender to front door	5.0 ± 1.5 Parallel within 1.5	Overflush 5.0 ± 1.5 Parallel within 1.5
4	Hood to front door	5.0 ± 1.5 Parallel within 1.5	Overflush 5.0 ± 1.5 Parallel within 1.5
5	Front door to windshield	5.0 ± 1.5	Underflush 2.0 ± 1.5
6	Front door to roof	—	Overflush 6.0 ± 1.5 Parallel within 1.5
7	Cargo door to roof	—	Overflush 6.0 ± 1.5 Parallel within 1.5
8	Cargo door to quarter	5.5 ± 1.5 Parallel within 1.5	0.0 ± 1.5 Parallel within 1.5
9	Box outer to cab	24.5 ± 5.0 Parallel within 1.5	Underflush 3.5 ± 3.0

[Back to Index](#)



NOTE: All measurements are in mm.			
DIMENSION	DESCRIPTION	GAP	FLUSH
10	Box outer to fuel door	4.0 ± 1.5 Parallel within 1.0	Overflush 0.5 ± 1.5 Parallel within 1.5
11	Bumper to box outer	26.0 ± 4.0	—
12	Front door to cargo door	5.0 ± 1.5 Parallel within 1.5	0.0 ± 1.5 Parallel within 1.5



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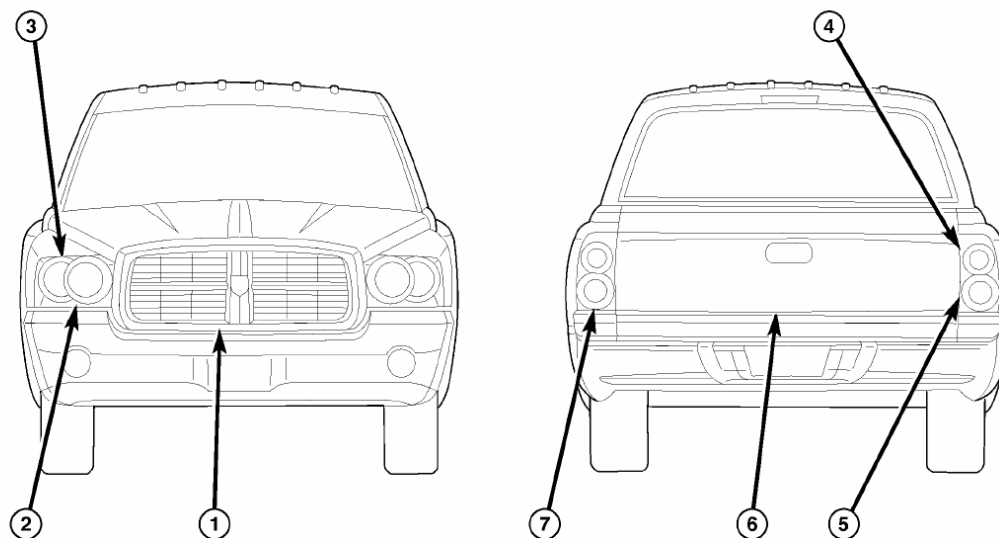
*Fig. 2 GAP AND FLUSH - QUAD CAB (84) ONLY*

**GAP AND FLUSH - QUAD CAB (84) ONLY**

NOTE: All measurements are in mm.			
DIMENSION	DESCRIPTION	GAP	FLUSH
1	Fascia to fender	14.0 ± 4.0 Side to side within 3.0	Fascia overflush to fender
2	Hood to fender	5.0 ± 1.5	—
3	Fender to front door	5.0 ± 1.5 Parallel within 1.5	Overflush 0.5 ± 1.5 Parallel within 1.5
4	Hood to front door	5.0 ± 1.5 Parallel within 1.5	Overflush 0.5 ± 1.5 Parallel within 1.5
5	Front door to windshield	5.0 ± 1.5	Underflush 2.0 ± 1.5

[Back to Index](#)

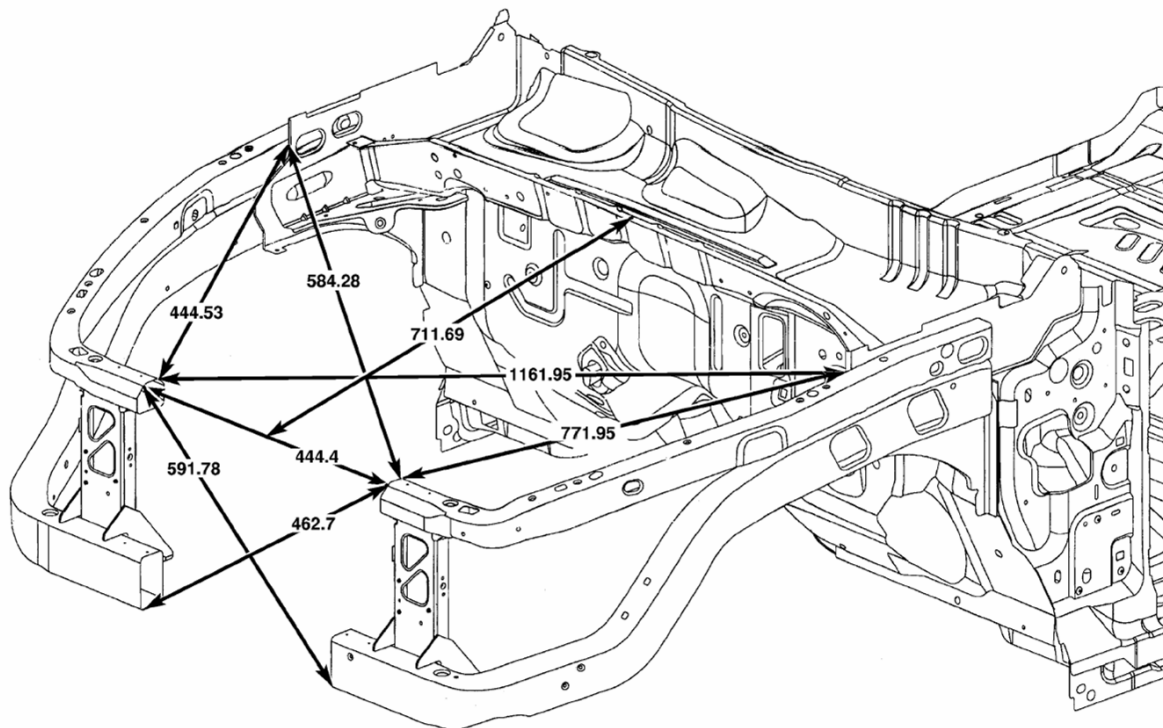
NOTE: All measurements are in mm.			
DIMENSION	DESCRIPTION	GAP	FLUSH
6	Front door to roof	—	a. Overflush $6.5 \pm 1.5$ b. Overflush $7.0 \pm 1.5$
7	Rear door to roof	—	a. Overflush
8	Rear door to quarter	$5.0 \pm 1.5$ Parallel within 1.5	$0.0 \pm 1.5$ Parallel within 1.5
9	Box outer to cab	$24.5 \pm 5.0$ Parallel within 1.5	Underflush $3.5 \pm 3.0$
10	Box outer to fuel door	$4.0 \pm 1.5$ Parallel within 1.0	Overflush $0.5 \pm 1.5$ Parallel within 1.5
11	Bumper to box outer	$26.0 \pm 4.0$	—
12	Front door to rear door	$5.0 \pm 1.0$ Parallel within 1.5	$0.0 \pm 1.5$ Parallel within 1.5



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Fig. 3 GAP AND FLUSH - CLUB CAB (33) AND QUAD CAB (84)

[Back to Index](#)

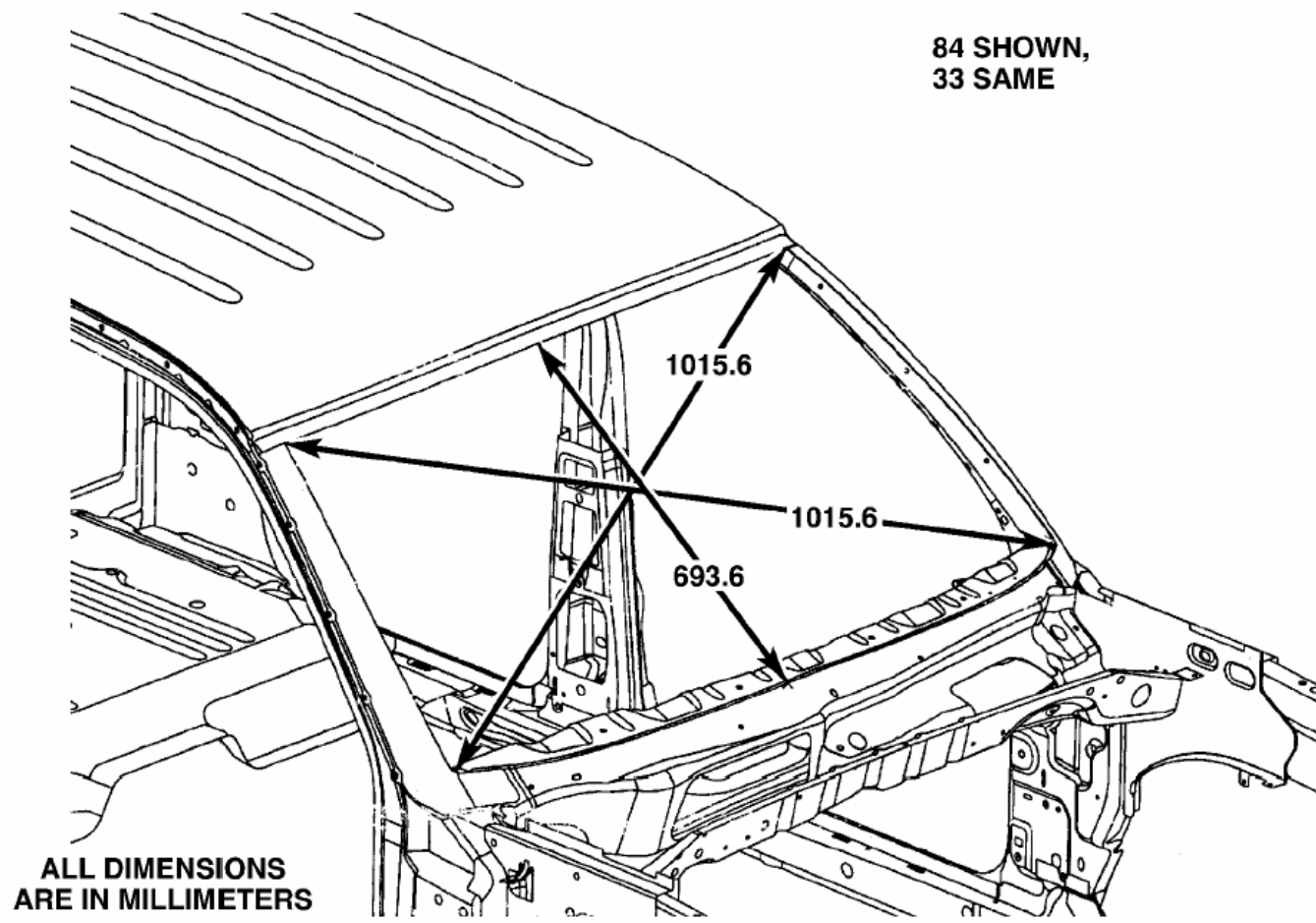


ALL DIMENSIONS ARE IN MILLIMETERS

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Fig. 4 ENGINE BOX - CLUB CAB (33) AND QUAD CAB (84)

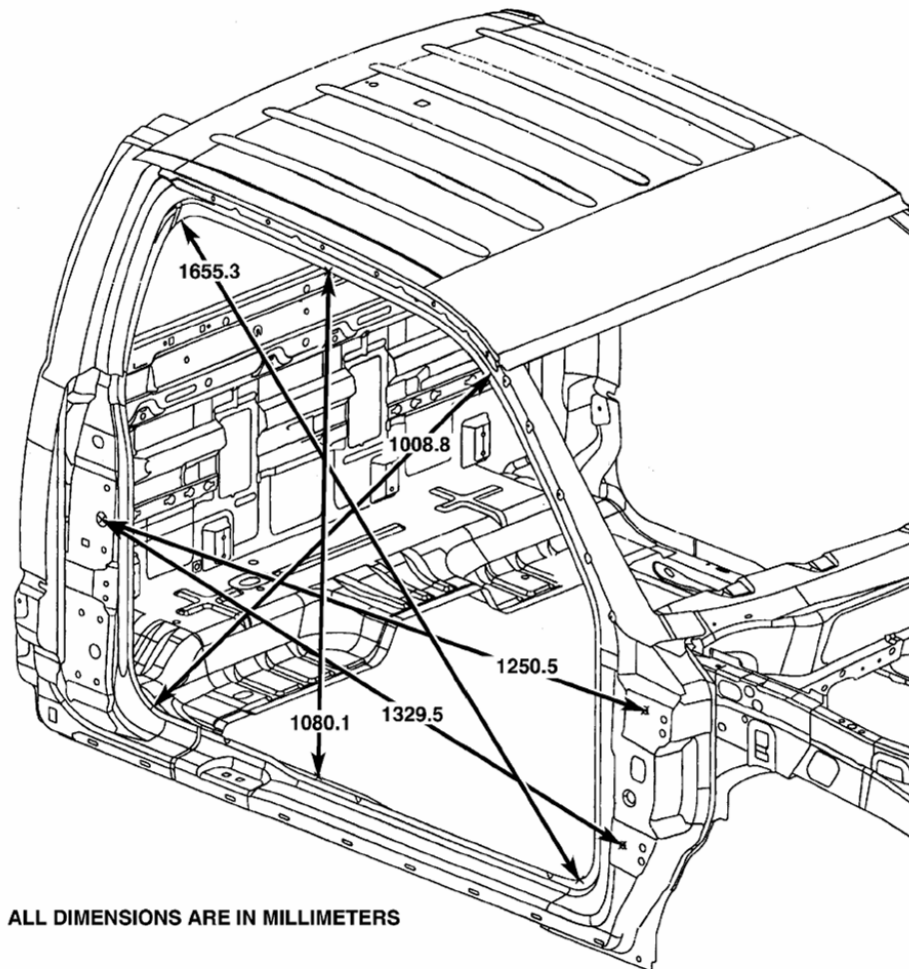
[Back to Index](#)



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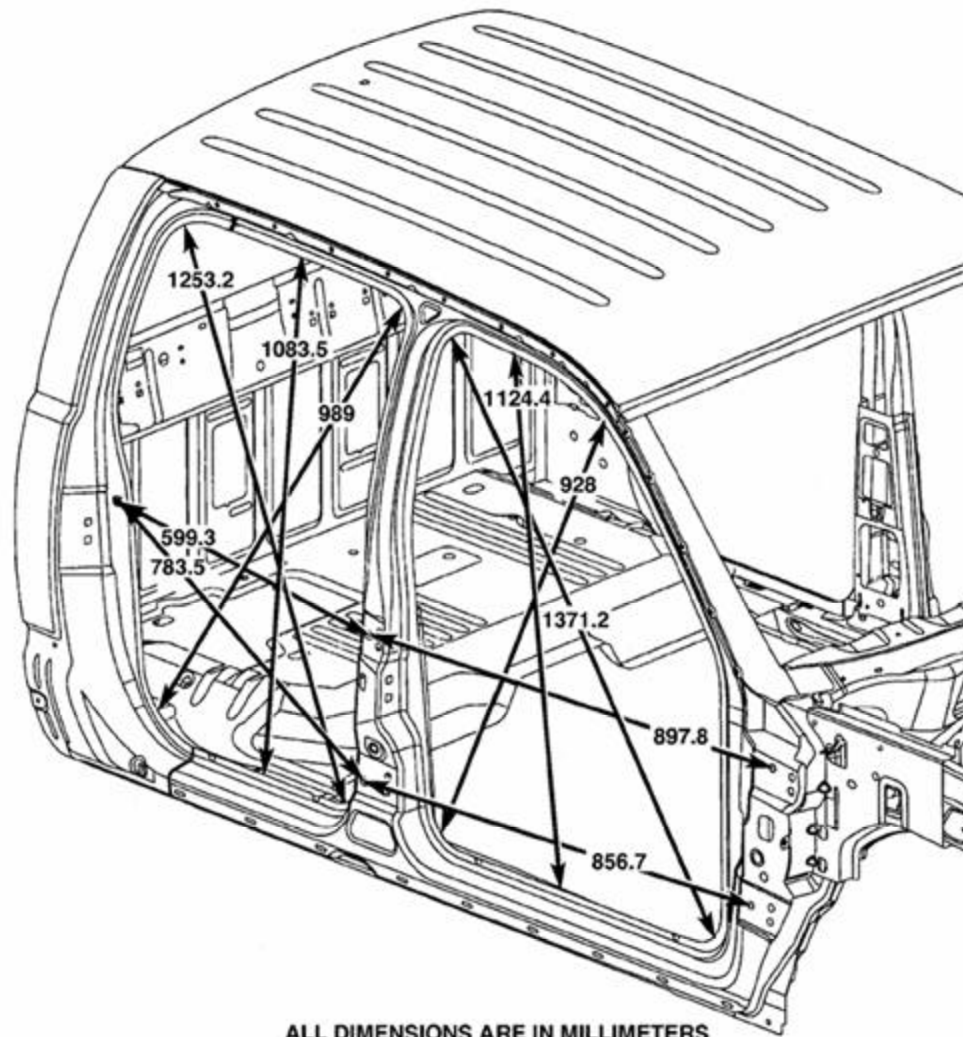
*Fig. 5 WINDSHIELD OPENING - CLUB CAB (33) AND QUAD CAB (84)*

[Back to Index](#)



*Fig. 6 DOOR OPENINGS - CLUB CAB (33) ONLY*

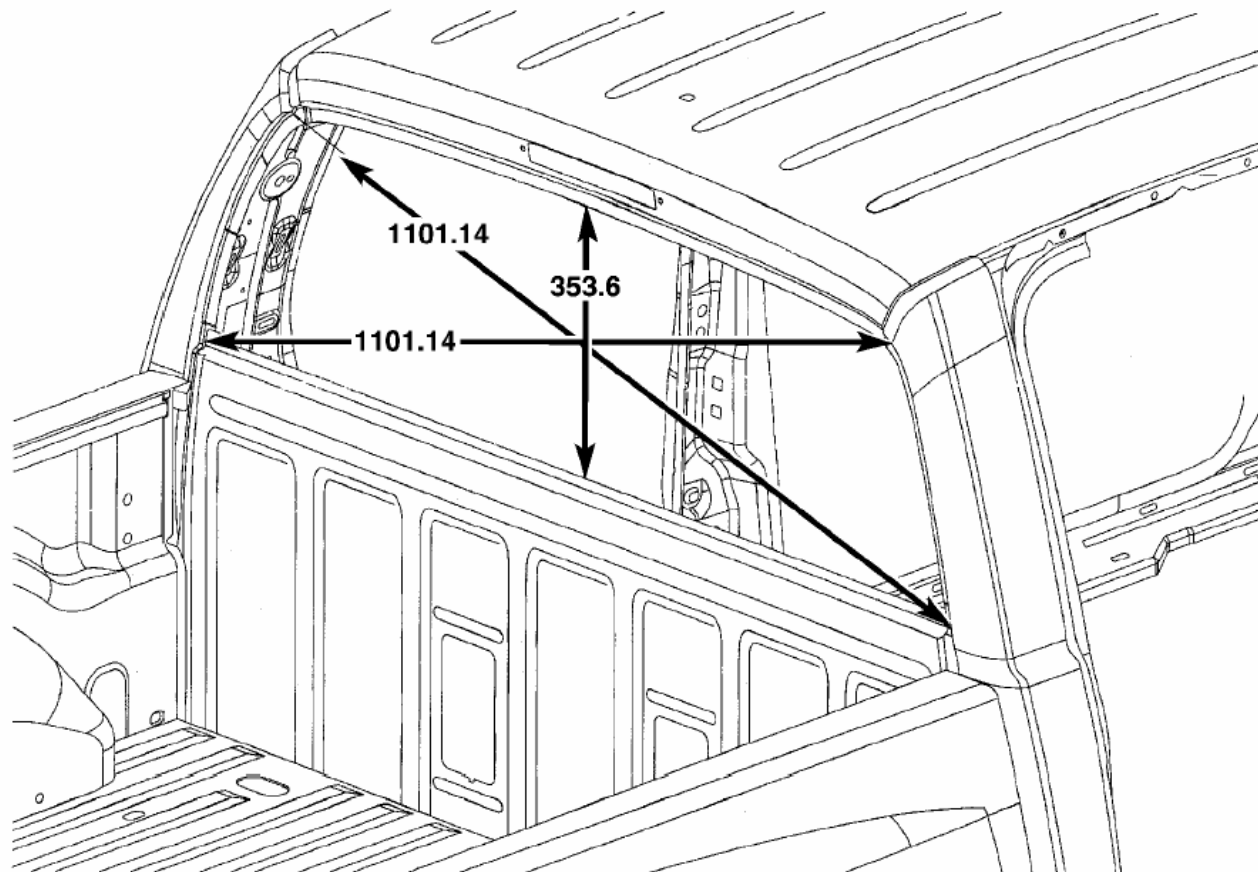
[Back to Index](#)



ALL DIMENSIONS ARE IN MILLIMETERS

*Fig. 7 DOOR OPENINGS - QUAD CAB (84) ONLY*

[Back to Index](#)



ALL DIMENSIONS ARE IN MILLIMETERS

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*Fig. 8 CAB REAR WINDOW - CLUB CAB (33) AND QUAD CAB (84)*

[Back to Index](#)



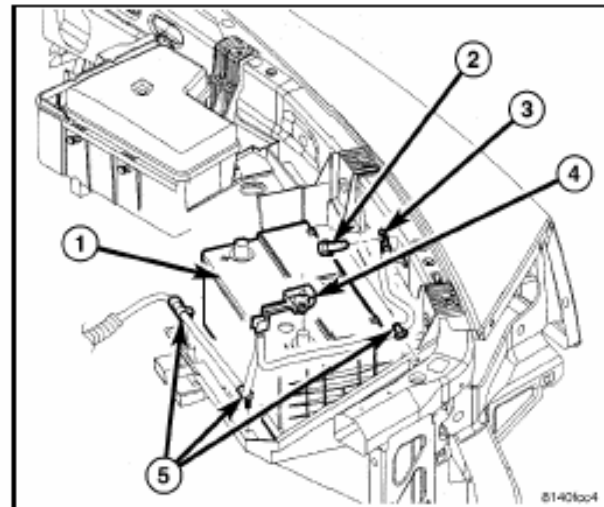
## FRONT FRAME RAIL TIP REPLACEMENT

**CAUTION:** This procedure is designed to replace the front frame rail tips that have been damaged in the crush initiator zones. Prior to any cutting, the vehicle must be mounted on the appropriate frame repair equipment ("frame rack"), checked with three dimensional measuring equipment, and the necessary pull corrections made without the use of heat.

- If damage remains in the frame beyond the area covered by this service part after the pull, the frame must be replaced in its entirety.
- If damage to the front body structure is evident, repair the Front End Sheet Metal (FESM) fender rails as necessary.
- Inspect all body mount bolts for damage and repair if necessary.

**CAUTION:** Inspect the tire winch assembly for damage. If any one or more of the following are evident, replace the winch assembly.

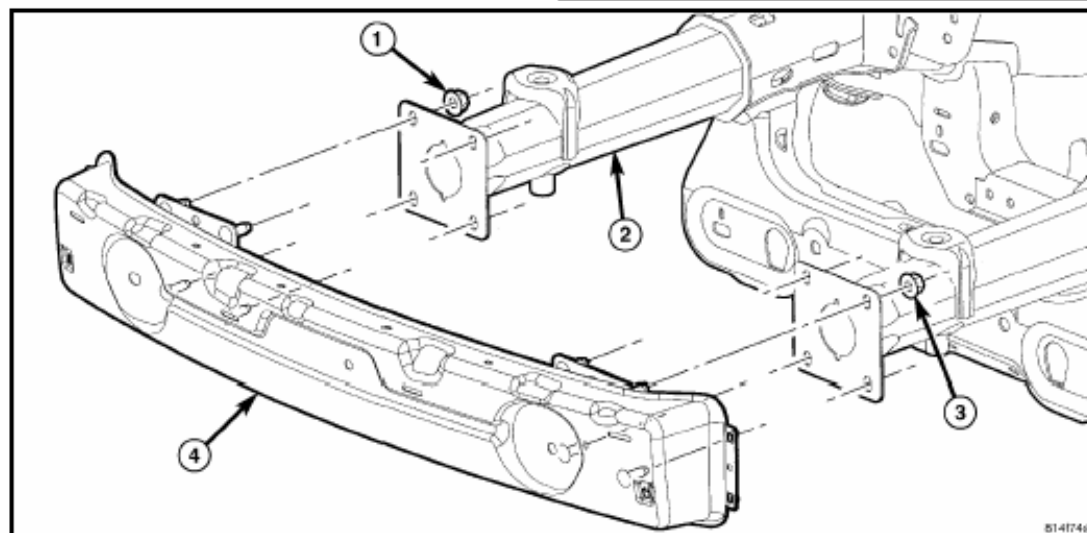
- Indications of cracked or bulging plastic.
  - Housing flanges are bent or cracked.
  - If winch was loose before repair.
  - If the rivet heads are separated from the housing in any way.
1. Before proceeding with this repair procedure review the required service warnings and precautions.
  2. Disconnect and isolate the battery negative cable (4).



[Back to Index](#)



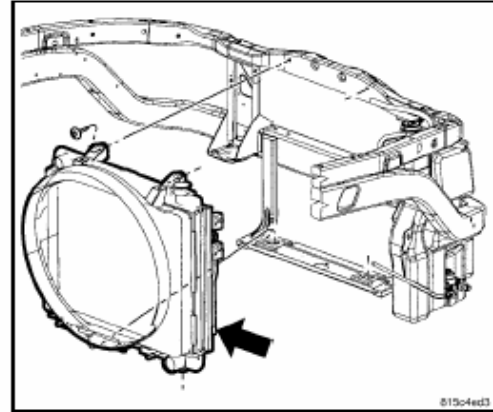
3. Remove the front fender liner of the side being serviced.



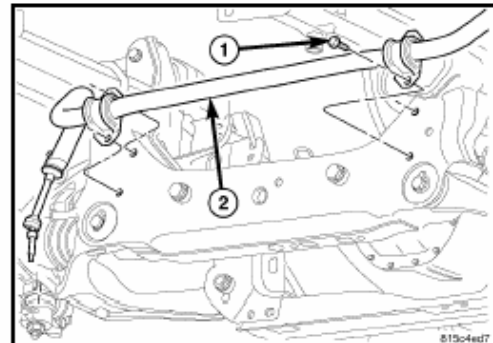
4. Remove the front fascia support (4).
5. Remove the washer bottle and coolant recover bottles, if required.

[Back to Index](#)

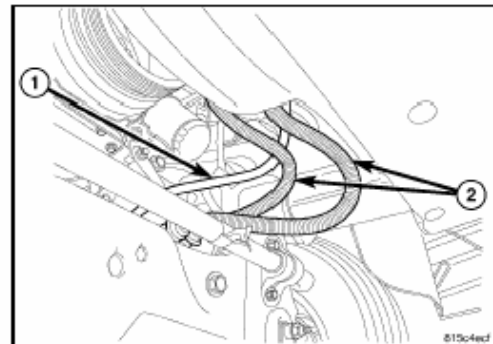
6. Remove the radiator and lower radiator hose.



7. Remove the sway bar mounting brackets bolts (1) and position the sway bar (2) out of the way.

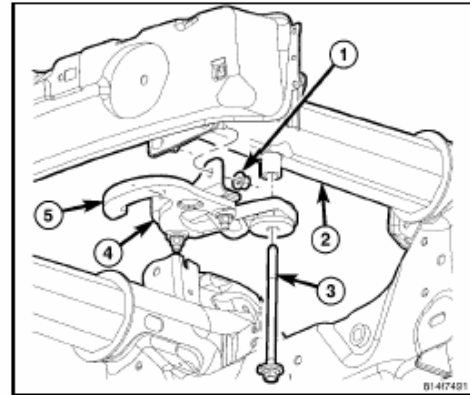


8. For left side frame rail tips, position the power steering hoses (2) and axle vent hose (1), out of the way.



[Back to Index](#)

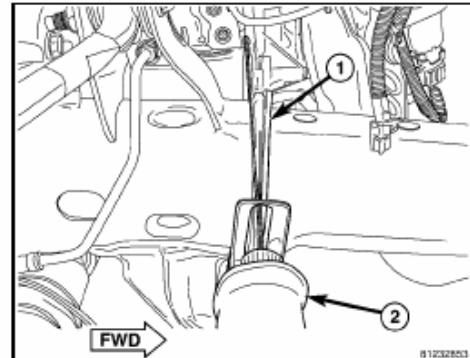
9. Remove the front cab mount bolt (3) to the Front End Sheet Metal (FESM) bracket and the lower bumper support nuts (1) attaching the tow hook (5), if equipped.



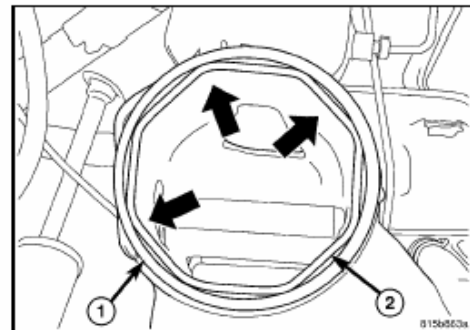
**CAUTION:** Do not use any flame or plasma cutting equipment to cut the frame in the next step. This is due to the inaccurate nature of the cut-line and the fact that the high temperatures achieved during the flame or plasma cutting will change the metal characteristics and may weaken the frame and/or repair location.

**NOTE:** Durango shown, Dakota similar.

10. Using a reciprocating saw (2) or equivalent, carefully cut and remove the damaged frame rail tip behind the stop bracket (1).



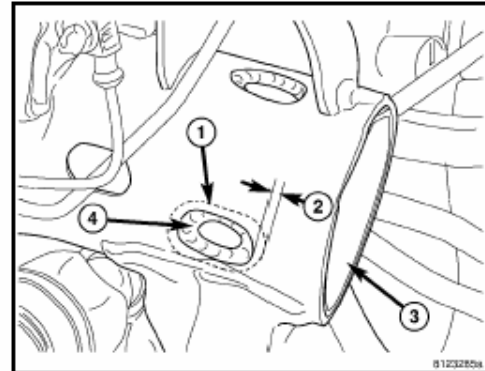
11. Remove the three puddle welds attaching the remaining frame tip section (2) to the frame (1) at the locations indicated. (Right side shown, left side similar.)



[Back to Index](#)

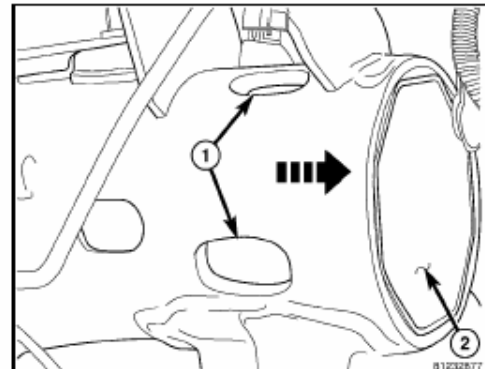
NOTE: Durango shown, Dakota similar.

12. Using a plasma cutter, remove the welds (4) by cutting along the outside edge of the weld (1) approximately 1/8 in. (2).



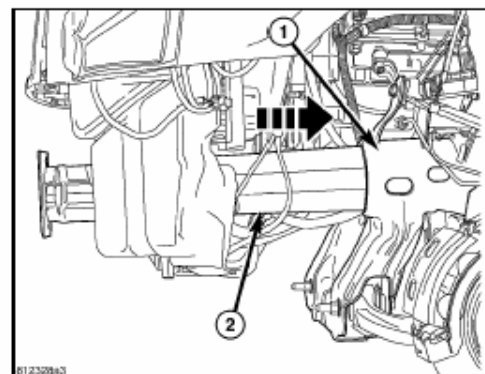
NOTE: Durango shown, Dakota similar.

13. With the puddle welds (1) removed, remove the remaining piece of the frame tip (2) from within the frame rail and discard.
14. Smooth and square the cut edges of the original frame.
15. Remove any burrs at the holes (1) and frame edges.



NOTE: Durango shown, Dakota similar.

16. Dry fit the new rail (2) to verify alignment, fit and make any adjustments as necessary.
17. Remove all internal and external OEM e-coat within 25 mm (1.0 in.) of the weld joint on the replacement tip and the existing frame rail.

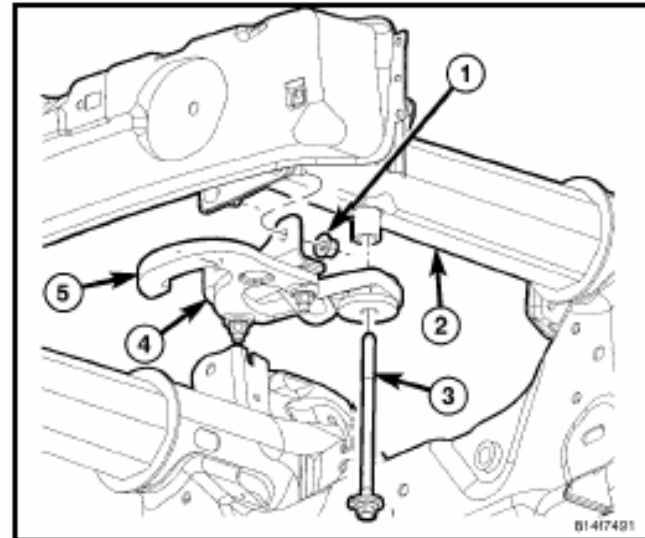


[Back to Index](#)

**NOTE:** Any burned surface coatings will need to be removed prior to application of corrosion preventative coatings.

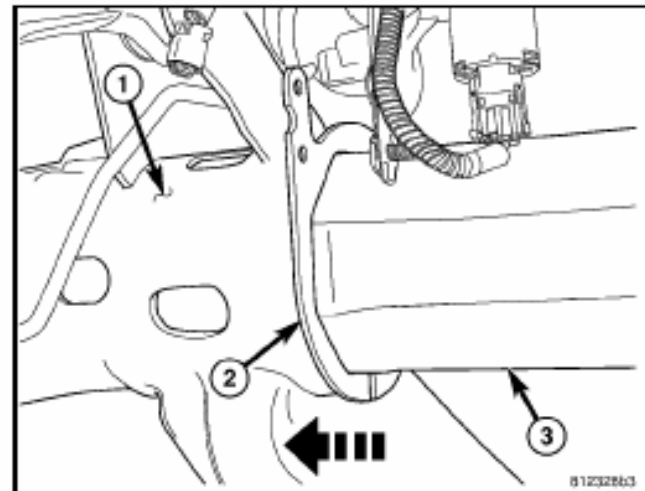
**CAUTION:** Shield the surrounding area and components from exposure to the welding spatter and heat.

18. Loosely install the lower FESM insulator and cab mounting bolt (3).



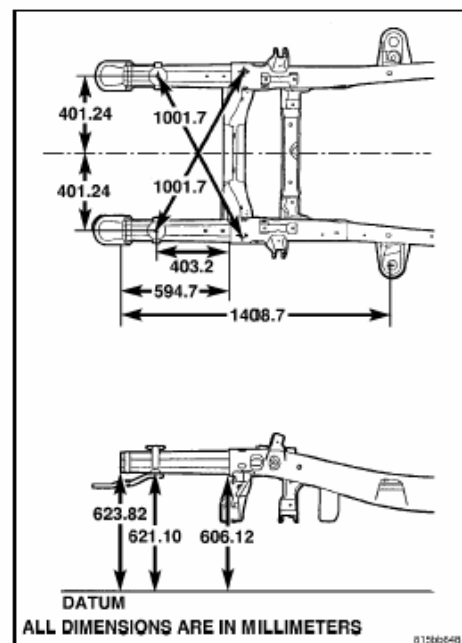
**NOTE:** Durango shown, Dakota similar.

19. Position the stop bracket (2) against the frame rail (1).



[Back to Index](#)

20. Using the appropriate measuring equipment, verify the front end sheet metal bracket's location in all three (X, Y, and Z) planes of space, and adjust if required.



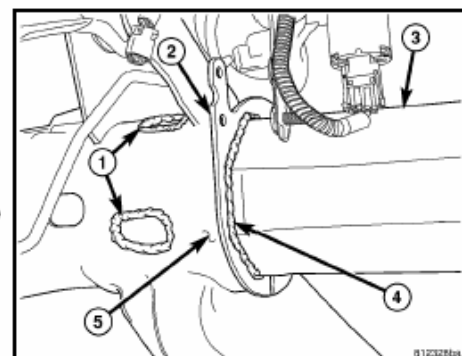
**CAUTION:** Shield the surrounding area and components from exposure to the welding spatter and heat.

**NOTE:** Durango shown, Dakota similar.

21. When correctly fitted, tack the three upper ring fillet welds (1) to hold the tip (3) in position, then complete the ring fillet welds (1).

**NOTE:** Ring-fillet welds may be filled in with weld material if an improved cosmetic appearance is desired.

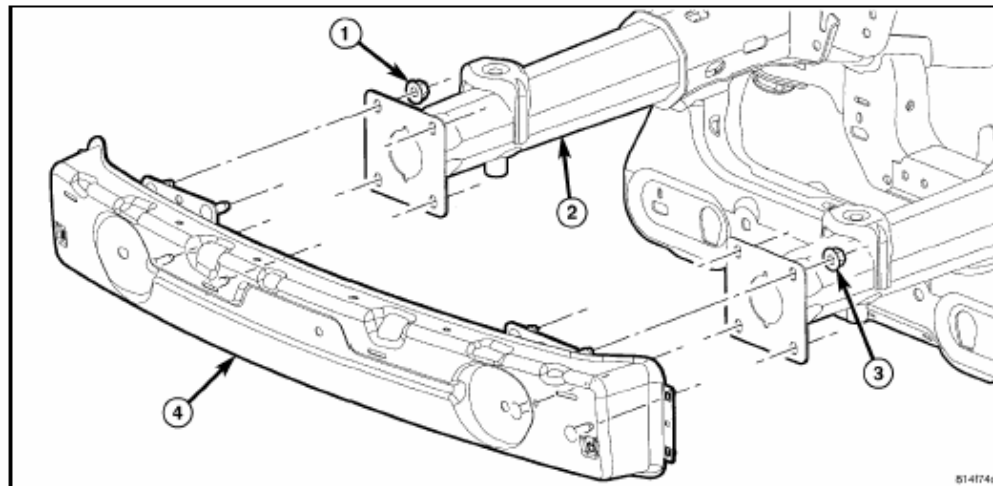
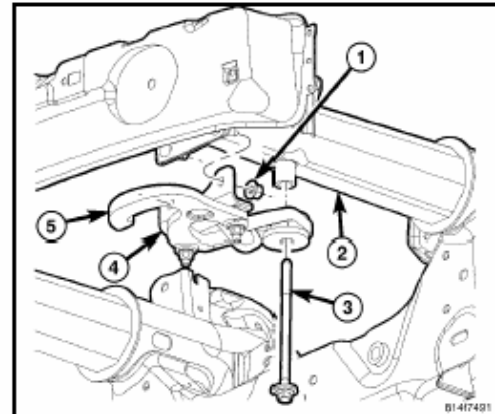
22. Confirm alignment of the replacement frame rail tip.



23. Final welding should be performed in a skip (stitch) type method to minimize the heat buildup and frame distortion, utilizing the Weld Process Specifications at the end of this section. The preferred method is GMAW (MIG).
- Apply root pass welds to the root joint (5) behind the stop bracket (2), one quadrant at a time, switching to the opposite side of the frame for each quadrant.
  - Apply root pass welds to the root joint in front (4) of the stop bracket (2), one quadrant at a time, switching to the opposite side of the frame for each quadrant.
  - Clean the welds of any flux and other impurities before proceeding with the cover pass welds.

[Back to Index](#)

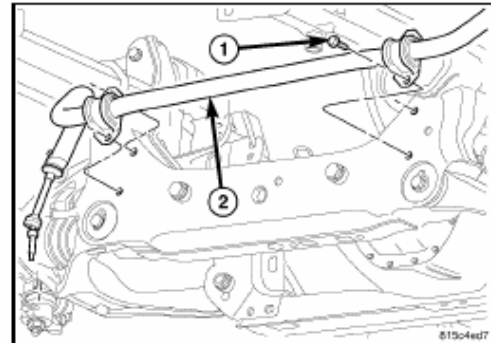
- d. Apply the cover pass welds in the same manner as described above.
24. Confirm alignment of the replacement frame rail tip.
- NOTE:** Any burned surface coatings will need to be removed prior to application of corrosion preventative coatings.
25. Dress the welded area and apply corrosion resistant 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.
  - c. Apply a durable top coat to the outside of the repair area.
26. Install the tow hook assembly (2), if equipped, and install the two lower bumper support nuts (3).
27. Tighten the nuts (3) to 109 N-m (80 ft. lbs.).
28. Install the front body mount bolt (1) and tighten to 81 N-m (60 ft. lbs.).



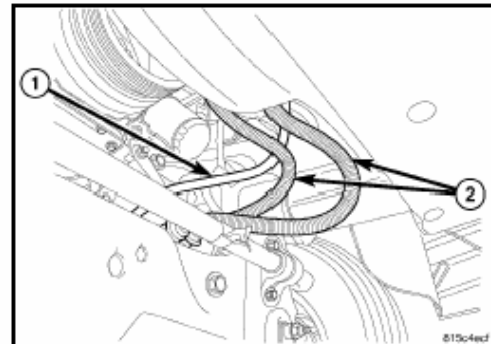
29. Install the front fascia support (4).

[Back to Index](#)

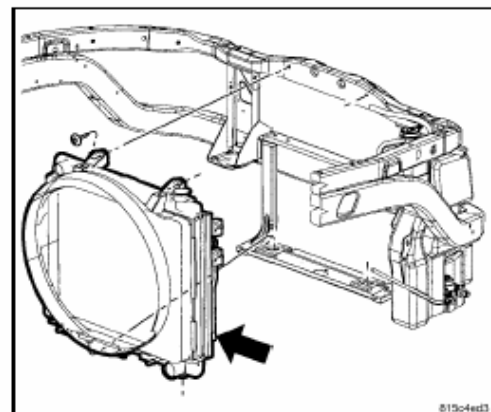
30. Position the stabilizer bar (2) back and install the support bracket bolts (1).
31. Tighten the bracket bolts (1) to the frame to 61N-m (45 ft. lbs.).



32. Position the power steering lines (2) and the axle vent tube (1) back into position, if necessary.



33. Install the radiator and lower radiator hose.



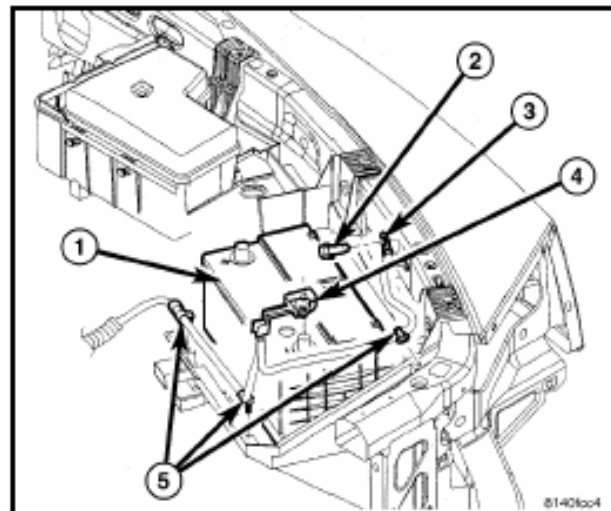
[Back to Index](#)



34. Install the front wheelhouse splash shield.



35. Connect the negative battery cable (4).



[Back to Index](#)

## WELD PROCESS

CAUTION: All welds should conform to DaimlerChrysler vehicle engineering process standard "ps 9472".

### WELDING PARAMETERS

WELDING PROCESS	FLUX CORED ARC	GAS METAL ARC (MIG)*	SHIELDED METAL ARC (STICK)
Material Thickness	3.7 mm to 4.2 mm	3.7 mm to 4.2 mm	3.7 mm to 4.2 mm
Electrode Type	Lincoln Electrical Co. Product #: NR-211 MP (Do Not Substitute)	AWS ER70S-3 (Do Not Substitute)	** AWS E 7018
Electrodes Size Inches	.045 Tubular	.035 Solid	3/32"
Electrode Stick Out	3/8" - 1/2"	1/2" - 5/8"	N/A
Polarity	Electrode "-" Work Piece "+"	Electrode "+" Work Piece "-"	Electrode "+" Work Piece "-"
Shielding Gas	Self Shielded	75% Ar 25% CO2	Self Shielded
Gas Flow Rate	N/A	25 - 35 CFM	N/A
Wire Feed Speed (inches per minute)	110 - 130 Vertical Down 70 - 90 Flat & Overhead	245 - 250 Vertical Down 210 - 225 Flat & Overhead	N/A
Approximate Amperage			
Vertical	110 - 130	175	85 (3/32" Diameter)
Flat & Overhead	70 - 90	155	90 (3/32" Diameter)
Voltage	15 - 18	19 - 20	N/A
Direction of Welding			
Vertical	Vertical Down Hill (only)	Vertical Down Hill (only)	Vertical - Up Hill (only)
Flat & Overhead	Flat - Push or Drag	Flat - Push or Drag	Flat - Drag

\*First choice - Gas Metal Arc Welding Process: Butt joints - apply two layers (passes) of weld metal. First pass should only fill approximately  $\frac{1}{4}$  the thickness. Vertical position welds - maintain electrode wire at leading edge of weld puddle while traveling down hill to produce maximum penetration into the sleeve. These techniques work for FCAW as well.

\*\*E7018 new electrodes may be exposed to the atmosphere for up to ten hours with no harmful effect. Reconditioning schedules should come from the manufacturer.

[Back to Index](#)

## HYDROFORM FENDER RAIL REPAIR

**CAUTION:** This repair procedure assumes damage to the right or left hydroform fender rail. Prior to any repairs, the vehicle must be mounted on the appropriate frame repair equipment ("frame rack"), checked with three dimensional measuring equipment, and necessary pull corrections made. If damage exists in the hydroform fender rail, or cab beyond the area covered by this service procedure after dimensional corrections are made, the hydroform must be replaced in its entirety. **SPECIFICATIONS**, when replacing the entire hydroform.

**CAUTION:** Inspect the tire winch assembly for damage. If any one or more of the following are evident, replace the winch assembly.

- Indications of cracked or bulging plastic.
- Housing flanges are bent or cracked.
- If winch was loose before repair.
- If the rivet heads are separated from the housing in any way.

1. Before proceeding with this repair procedure review the required service warnings and precautions.
2. Disconnect and isolate the battery negative cable.
3. Remove the front wheelhouse splash shield.
4. Remove the fender.
5. Remove the A/C condenser, if required.
6. Remove the A/C lines, if required.
7. Remove the radiator assembly.
8. Remove the air cleaner and support bracket, if required.
9. Remove the integrated power module.
10. Remove the bolts and position aside the wire harness and grounds, if required.
11. Remove the upper radiator crossmember.
12. Remove the headlamp unit.
13. Remove the front cab mount to the Front End Sheet Metal bracket (FESM) bolt.
14. Remove the bolts attaching the lower radiator crossmember to the hydroform fender rail.

**CAUTION:** Do not use any flame or plasma cutting equipment to cut the frame in this procedure. The inaccurate and high temperatures achieved during flame or plasma cutting will change the metal characteristics and may weaken the frame and/or repair location.

15. Using a reciprocating saw or equivalent, cut the fender rail and shotgun at a straight and square section of the hydroform and remove.
16. Smooth and square the cut edges.
17. Using the damaged structure as a reference cut the service part at the same location as the first cut. Smooth and square the cut edges.

**NOTE:** The repair structure should butt up to the remaining structure and provide the same overall vehicle geometry.

[Back to Index](#)

18. Fabricate 51 mm (2.0 in.) long repair inserts (5) using scrap from the old structure or the replacement part. It will be necessary to split the inserts on each of their four sides to fit into the hydroform.

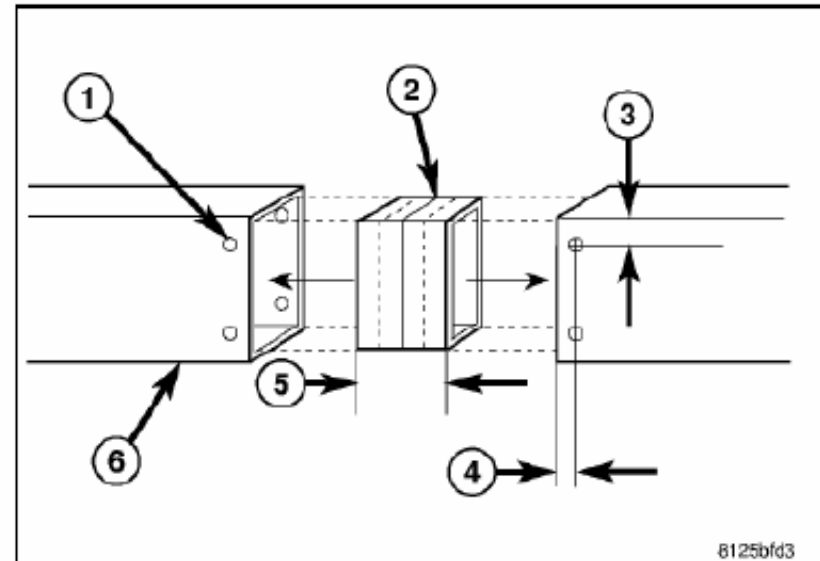
19. Remove any paint or e-coat from the inserts and also to the interior and exterior of the hydroforms.

20. Cut plug weld holes (1) as described below.

- On the upper rail, cut one 13 mm (0.5 in.) hole (1) on each side of the rail, 25 mm (1.0 in.) from the butt joint of the tubes (4).

- On the lower rail, cut one 13mm(0.5 in.) hole (1) on the top and bottom sides of the rail 25 mm (1.0 in.) from the butt joint of the tube (4).

- On the lower rail, cut two 13 mm (0.5 in.) holes (1) on the inner and outer sides of the rail 25 mm (1.0 in.) from the butt joint of the tube (4).

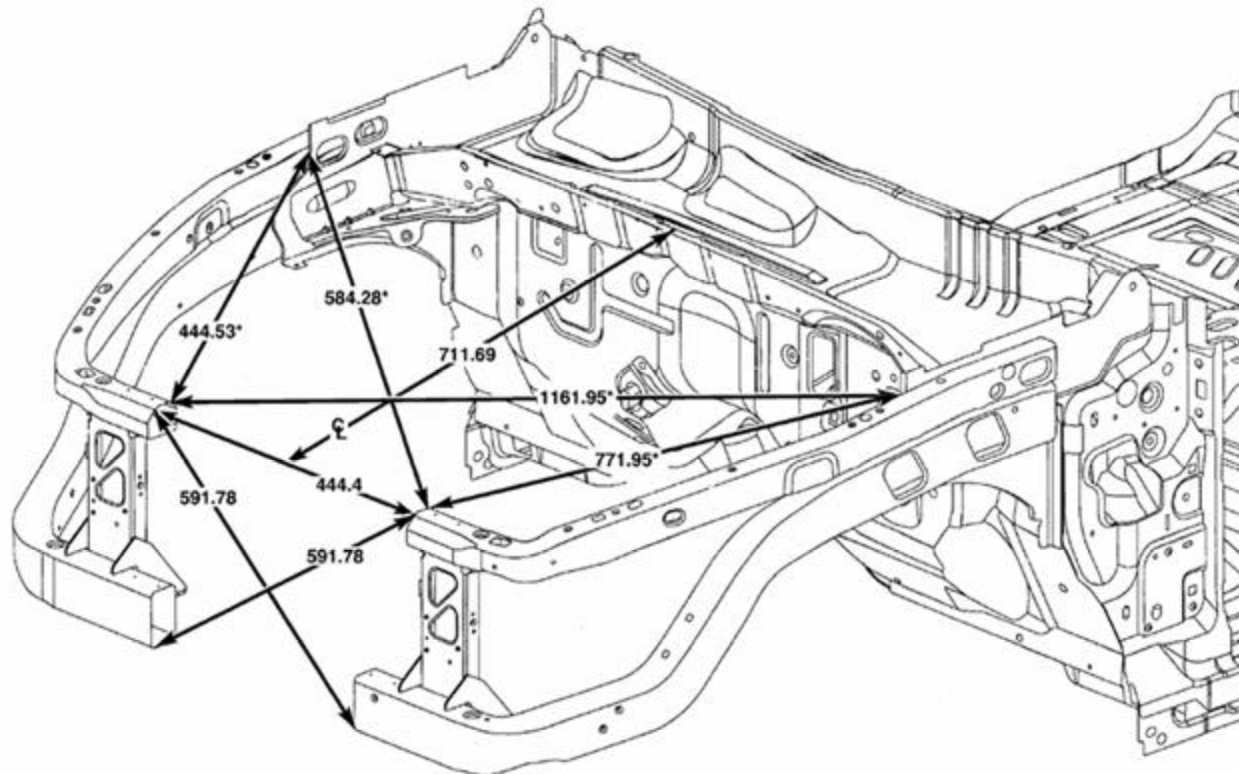


**CAUTION: Shield the surrounding area and components from exposure to the welding spatter and heat.**

21. Install the insert (2) 1" into the replacement part (6) and tack into place with a weld.

[Back to Index](#)

\*DIMENSIONS TYPICAL  
BOTH SIDES



ALL DIMENSIONS ARE IN MILLIMETERS

81616bae

[Back to Index](#)

22. Insert the service part into place and using the appropriate measuring equipment, verify the front end sheet metal bracket's location in all three (X,Y, and Z) planes of space.

23. Complete all 360° plug welds.

**NOTE: Before the final welding, use three dimensional measuring equipment to ensure the part is in the correct location. Verify that tap plate extrusion at the bottom of the vertical post lines up with the isolator and hole in the frame perch mount. Also ensure the lower radiator closure tube is bolted into the forward shotgun ends.**

24. Complete welding by making a 360\_ butt weld around the fender rails.

25. Metal finish the exposed welds on the hydroforms.

26. Dress the welded area and apply corrosion resistant coatings inside and out.

a. Inside the rail, inject a creeping wax based rust inhibitor compound to the inside of the hydroforms ensuring 100% coverage including the mating face between the fender rail sections and insert such that corrosion protection is restored in the internal cavity.

b. Apply a durable top coat to the outside of the repair area.

27. Install the front cab mount bolt if previously removed and tighten to 81 N·m (60 ft. lbs.).

28. Install the lower radiator crossmember bolts and tighten to 28 N·m (21 ft. lbs.).

29. Install the headlamp unit.

30. Install the upper radiator crossmember.

31. Install the wire harness and ground if previously removed and install the bolts.

32. Install the integrated power module, if previously removed.

33. Install the air cleaner bracket and air cleaner, if previously removed.

34. Install the radiator assembly.

35. Install the A/C lines, if previously removed. Refer to the Heating and Air Conditioning section of the manual for the recommended procedures.

36. Install the A/C condenser, if previously removed.

37. Install the fender.

38. Install the front wheelhouse splash shield.

39. Reconnect the battery ground.

[Back to Index](#)



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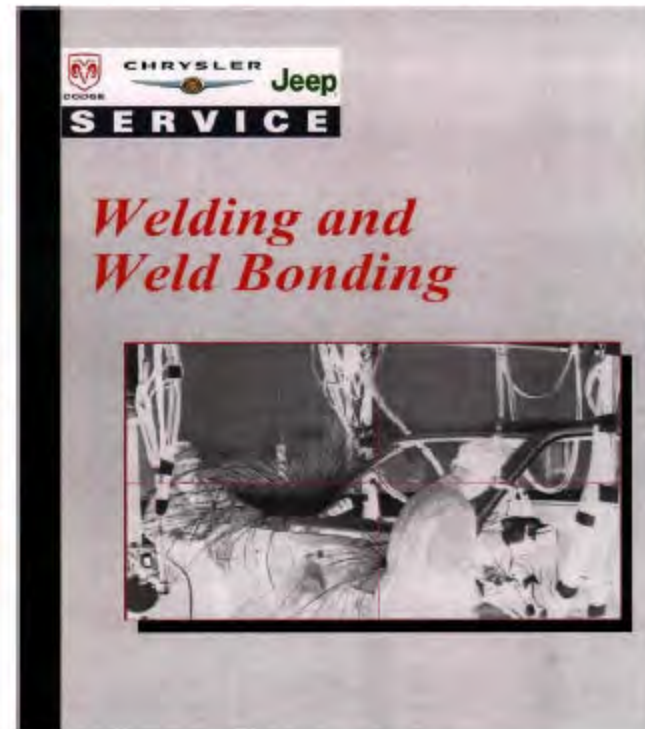
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[Back To Index](#)

## Additional Support and Technical Information



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[Back to Index](#)