DURANGO 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.

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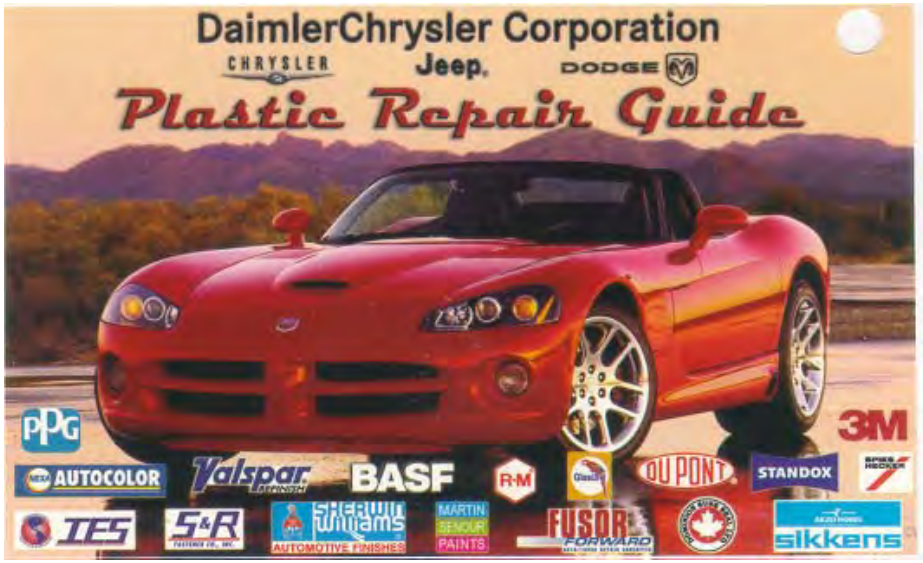

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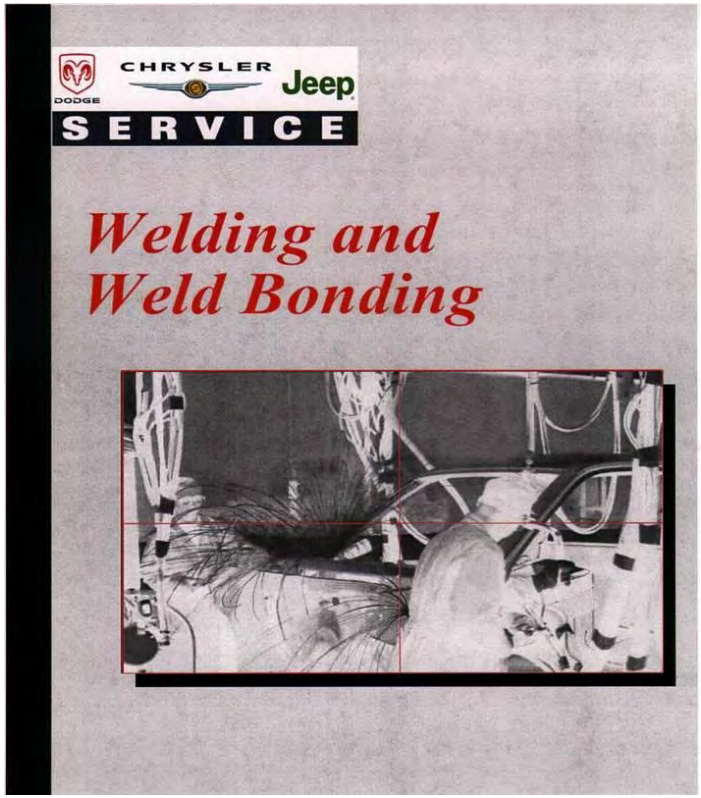

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		SIZES	APPLICATIONS	WORK TIME	DCX APPROVALS
SECONDARY METAL BODY PANEL INSTALLATION	**108B/109B/T30** MEDIUM-SET FORMULA	108B: 7.6 oz (225 ml) 109B: 1.7 oz (50 ml) T30: 7.6 oz (225 ml)	Secondary panel bonding of bare metals including aluminum. Quarter panels, rear body panels, roof panels and door skins.	40 to 50 min. @ 70°F Hrs:Min 0:15 0:30 0:45 1:00 1:15+	Weld bonding per #81-170-03005
	112B/113B SLOW-SET FORMULA Mopar #05083855AA	112B: 7.6 oz (225 ml) 113B: 1.7 oz (50 ml) 7.6 oz (225ml)	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 Hrs:Min 0:15 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
SMC AND FIBERGLASS INSTALLATION AND REPAIR	**114/TR9** FAST-SET FORMULA	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 Hrs:Min 0:15 0:30 0:45 1:00 1:15+	
	100EZ/101EZ/T10 HEAT-SET FORMULA	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 Hrs:Min 0:15 0:30 0:45 1:00 1:15+	
SEAM SEALING	**129** CONTROLLED FLOW FORMULA	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 Hrs:Min 0:15 0:30 0:45 1:00 1:15+	
	800/801/803 NON-SAG FORMULA	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 Hrs:Min 0:15 0:30 0:45 1:00 1:15+	
FOAM APPLICATION	**121/124** FLEXIBLE FORMULA	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 Hrs:Min 0:15 0:30 0:45 1:00 1:15+	

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INTRODUCTION

Dodge Durango

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

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

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BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Dodge Durango:

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

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

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

MS 6000-44A - Low carbon, hot dipped galvanneal (or EGA) with 45 g/m² minimun coating weight on both sides.
- Most common Sheet Steel product used by Chrysler

MS 6000-44VA - 50 ksi min. yield strength, HSLA, killed steel, with 44 g/m² minimun coating weight on both sides. -
- Most common high strength coated steel product used by Chrysler

PARTIAL LIST OF STEEL APPLICATIONS
Galvannealed Steel

Body Side Aperture
Cowl Plenum Panel
Cowl Side Panel
Dash Panel
Front Door - Inner Panel
Front Door - Outer Panel
Front Fender
Front Floor Pan
Front Hinge Pillar
Front Rail
Front Strut Mounting Tower
Front Wheelhouse (Front and Rear)
Lower Radiator Crossmember
Rear Door - Inner Panel
Rear Door - Outer Panel
Rear Floor Pan
Rear Floor Pan Front Crossmember
Rear Floor Pan Side Rail
Rear Suspension Crossmember
Rear Quarter Panel - Inner
Rear Quarter Panel - Outer
Rear Wheelhouse - Inner
Roof Panel
UpperLoad Path beem
Upper Radiator Crossmember

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BODY CONSTRUCTION CHARACTERISTICS

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

1. The use of galvannealed 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.

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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 delvelop 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.

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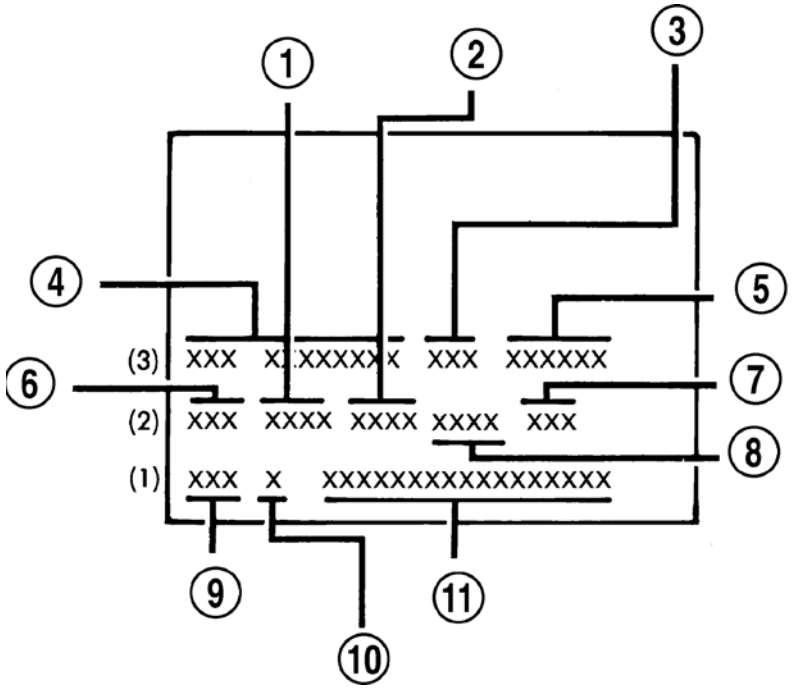
BODY CODE PLATE DESCRIPTION

The Body Code Plate is located in the passenger side front wheel well. 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.

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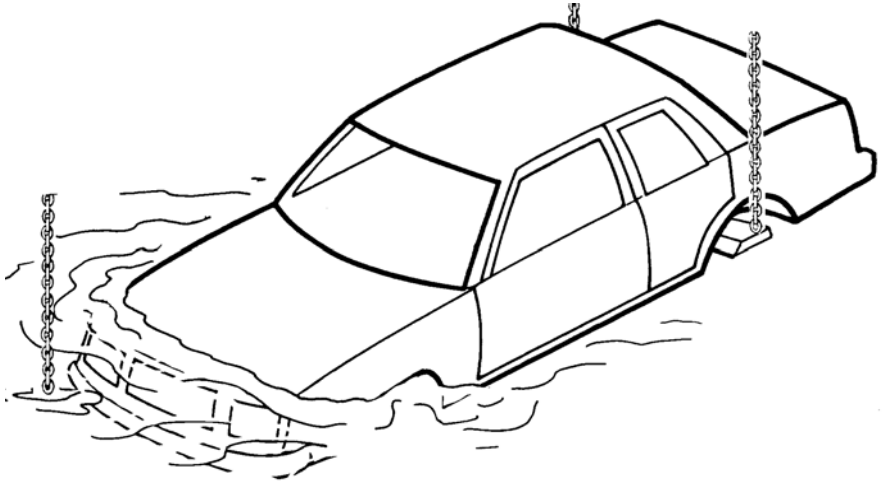
Corrosion Protection



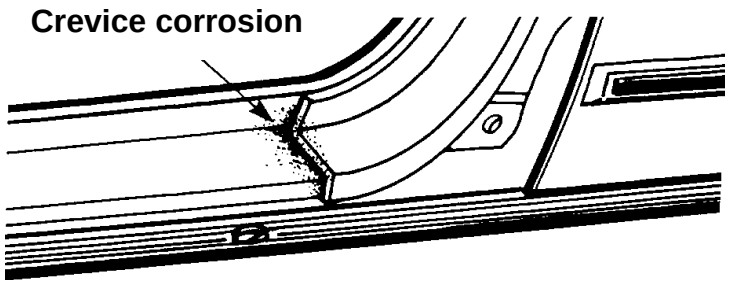
Factory Applied Corrosion Protection

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

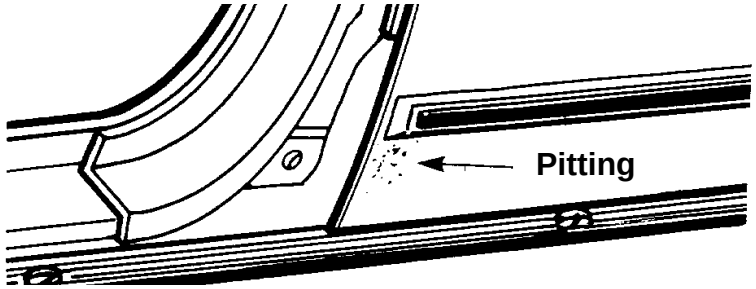
This corrosion protection is required regardless of the environment and weather conditions the vehicle will be operated in. Corrosion protection is as important in the desert as it is at the seaside. Corrosion damage can literally destroy the structural integrity of a unibody vehicle from within. Many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

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

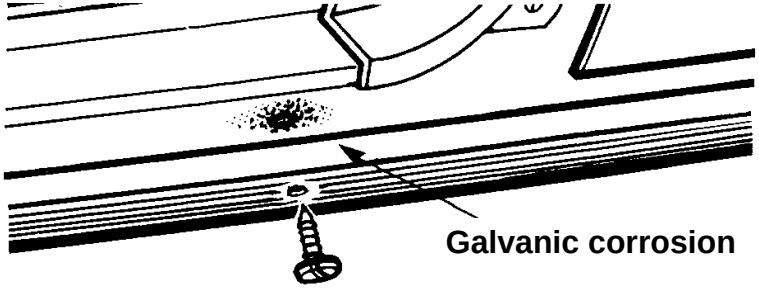
Corrosion Protection



Crevice corrosion 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.

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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.

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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.

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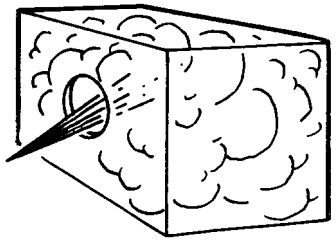
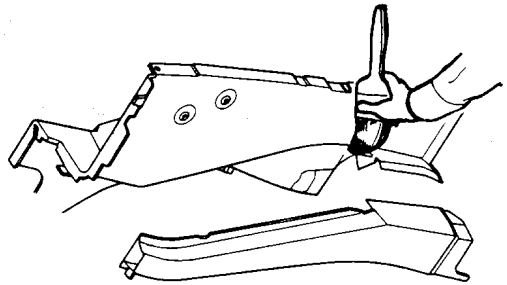
Corrosion Protection

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.

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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

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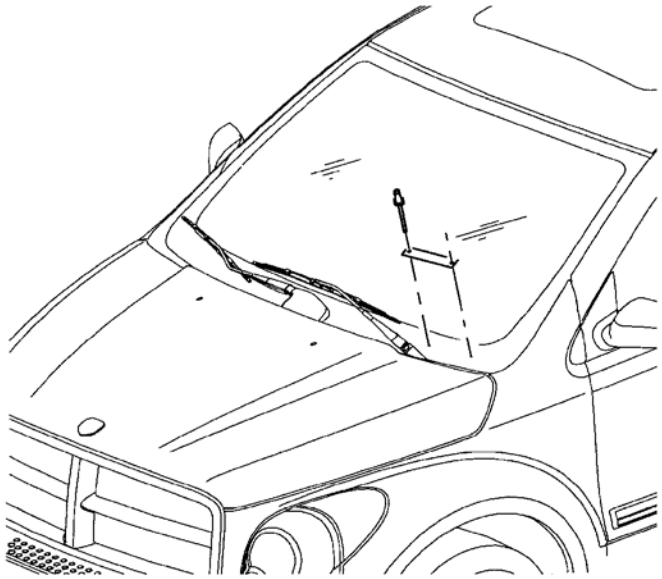
DURANGO VEHICLE IDENTIFICATION NUMBER DESCRIPTION

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

VEHICLE IDENTIFICATION NUMBER (VIN)



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VIN CODE BREAKDOWN CHART

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = Manufactured by DaimlerChrysler Corporation
		2 = Manufactured by DaimlerChrysler Canada Inc.
2	Make	D = Dodge
3	Vehicle Type	4 = Multipurpose Passenger Vehicle Less Side Airbags
		8 = Multipurpose Passenger Vehicle With Side Airbags
4	Gross Vehicle Weight Rating	H = 6001 - 7000 lbs.
5	Car Line	D = Durango 4x2
		B = Durango 4x4
6	Series	3 = Durango ST
		4 = Durango SLT
		5 = Durango Limited
7	Body Style	8 = Sport Utility 4 Door
8	Engine	K = 3.7L 6 cyl. MPI Gasoline
		N = 4.7L 8 cyl. MPI Gasoline
		D = 5.7L 8 cyl. SMPI Gasoline
9	Check Digit	See explanation in this section.
10	Model Year	4 = 2004
11	Assembly Plant	F = Newark Assembly
12 through 17	Sequence Number	A six digit number assigned by assembly plant.

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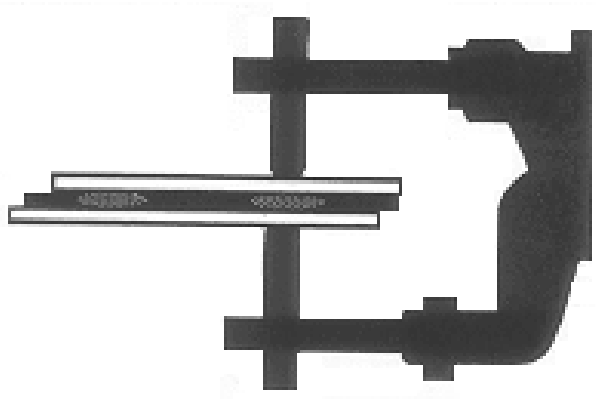
WELDED PANEL REPLACEMENT

Dodge Durango



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

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

Note: Diagrams do not show all of the parts.

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Explanation of Welding/Sealer Information

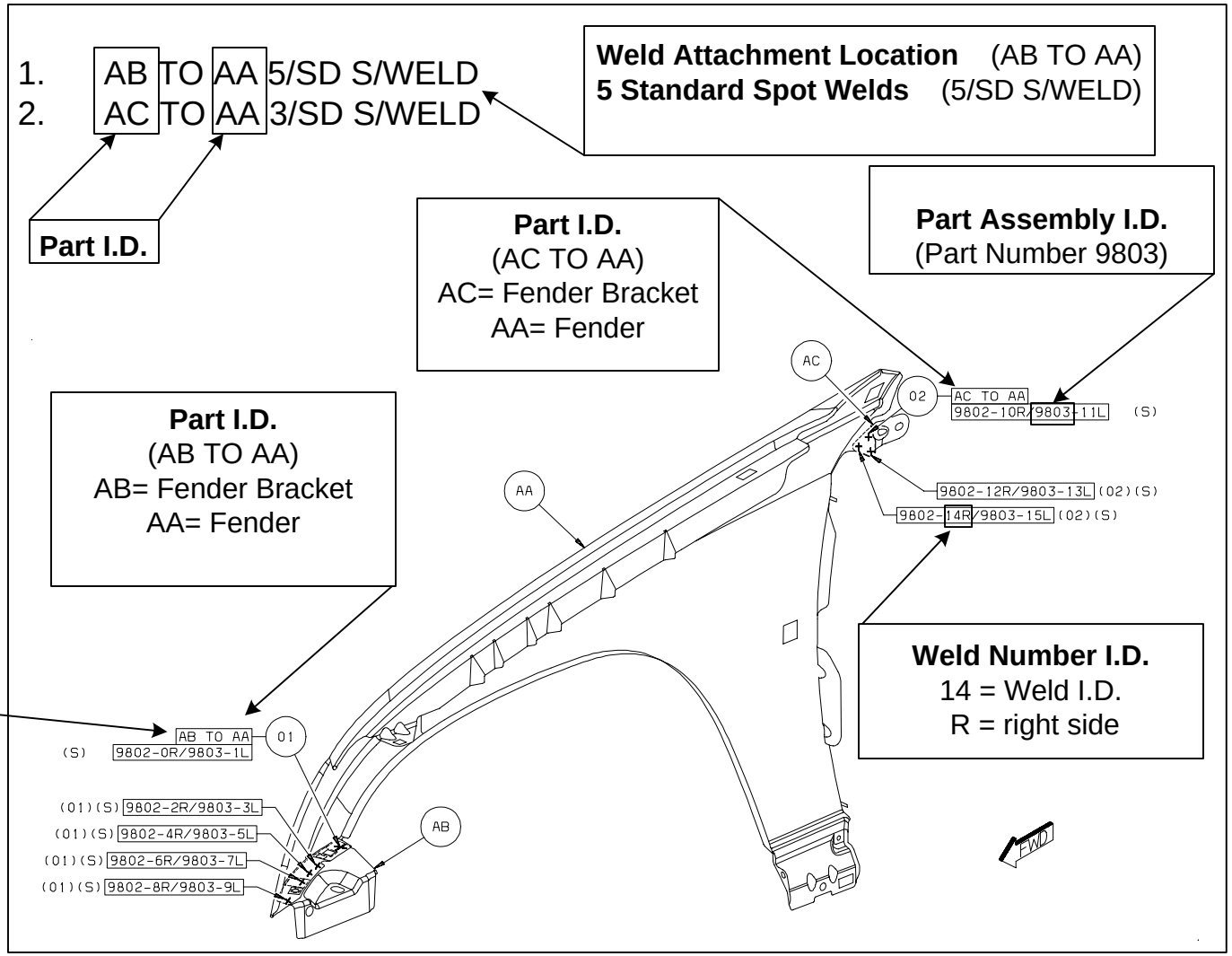
The major construction of a unibody vehicle consists of welded panels that create the supporting structure for all componets and assemblies of the vehicle. Here are some examples for replacement of these parts.

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

SEALER LEGEND

- Thumbgrade Sealer
- Pumpable Sealer
- Hidden Sealer
- Non Structural Expand Foam

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



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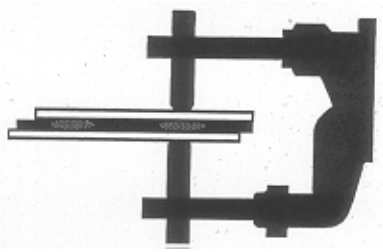
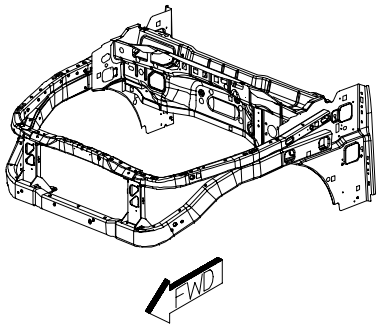
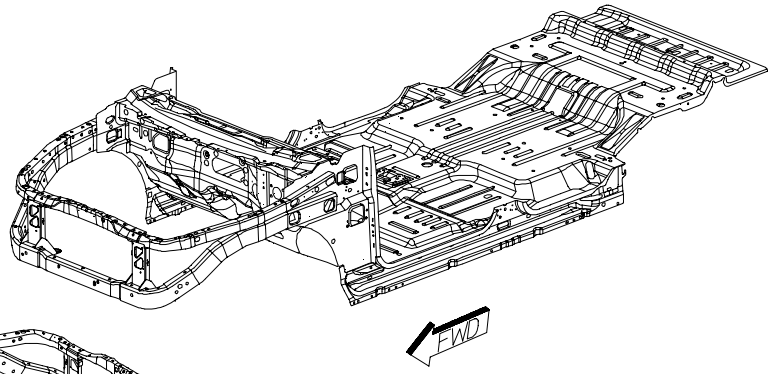
WELD LOCATION OVERVIEW ZONES

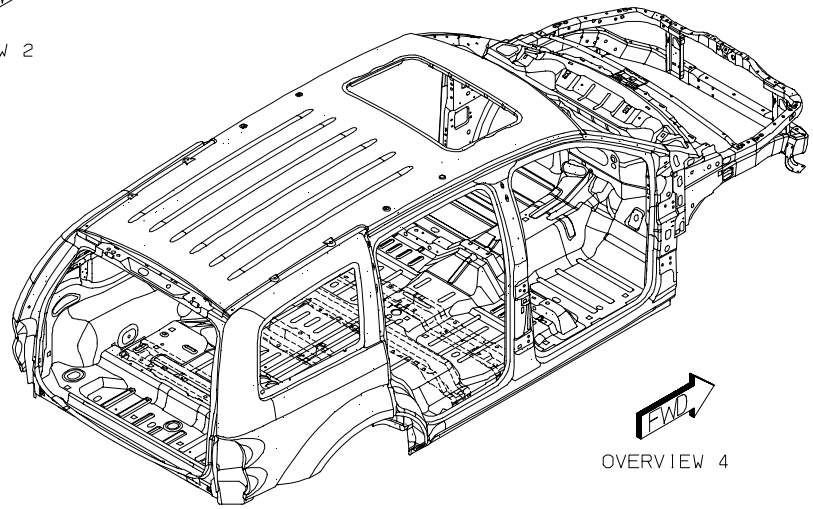




OVERVIEW 2



OVERVIEW 3



OVERVIEW 4

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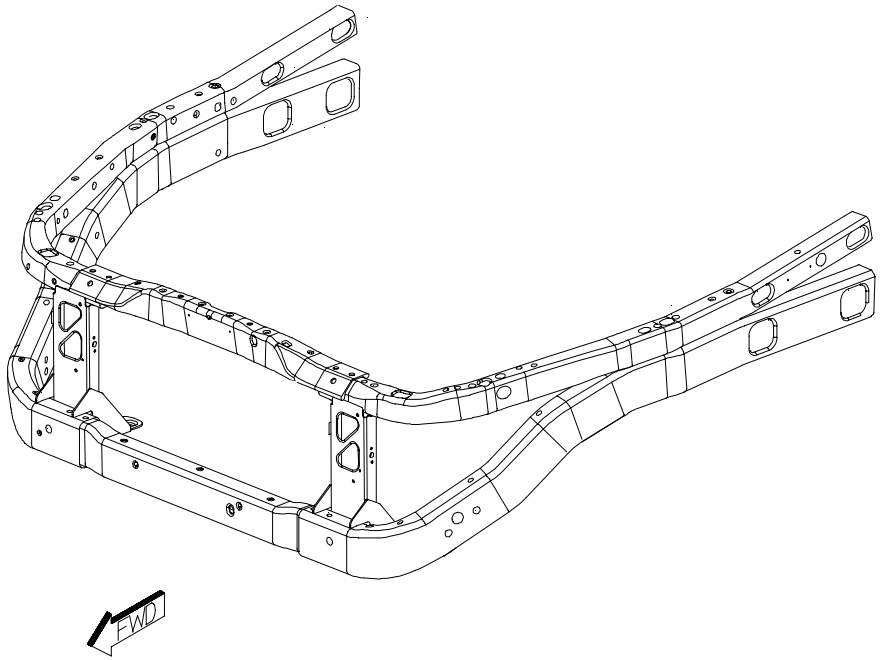
PARTS IDENTIFICATION LEGEND, OVERVIEW 2

AA TUBE - RADIATOR & FRT FENDER RT -
AA TUBE - RADIATOR & FRT FENDER LT -
AB BRACKET ASSY - RADIATOR CLOSURE FRAME MOUNTING RT -
AB BRACKET ASSY - RADIATOR CLOSURE FRAME MOUNTING LT -
AC TUBE - FRT FENDER SUPPORT RT -
AC TUBE - FRT FENDER SUPPORT LT -
AD TUBE - VERTICAL RADIATOR CLOSURE RT -
AD TUBE - VERTICAL RADIATOR CLOSURE RT -



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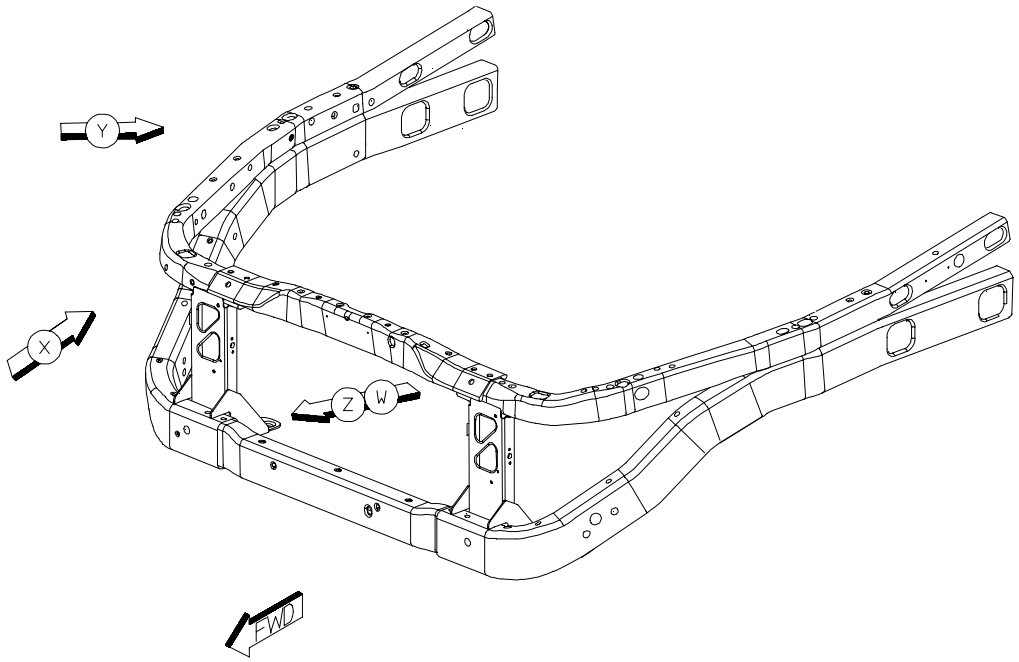
WELD LAYOUT LOCATION GUIDE



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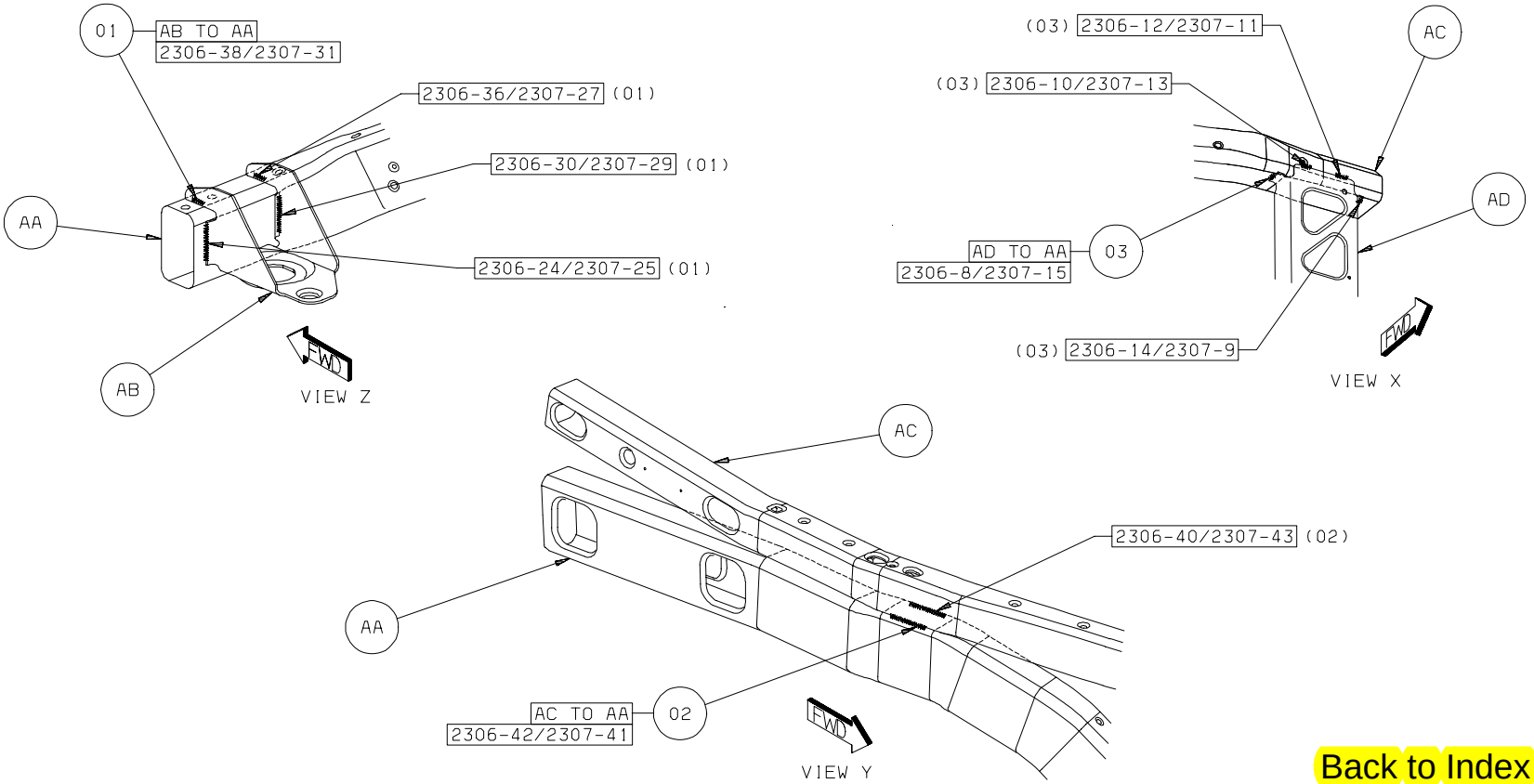
1. AB TO AA 4 FCAW WELDS
2. AC TO AA 2 FCAW WELDS
3. AD TO AA 4 FCAW WELDS



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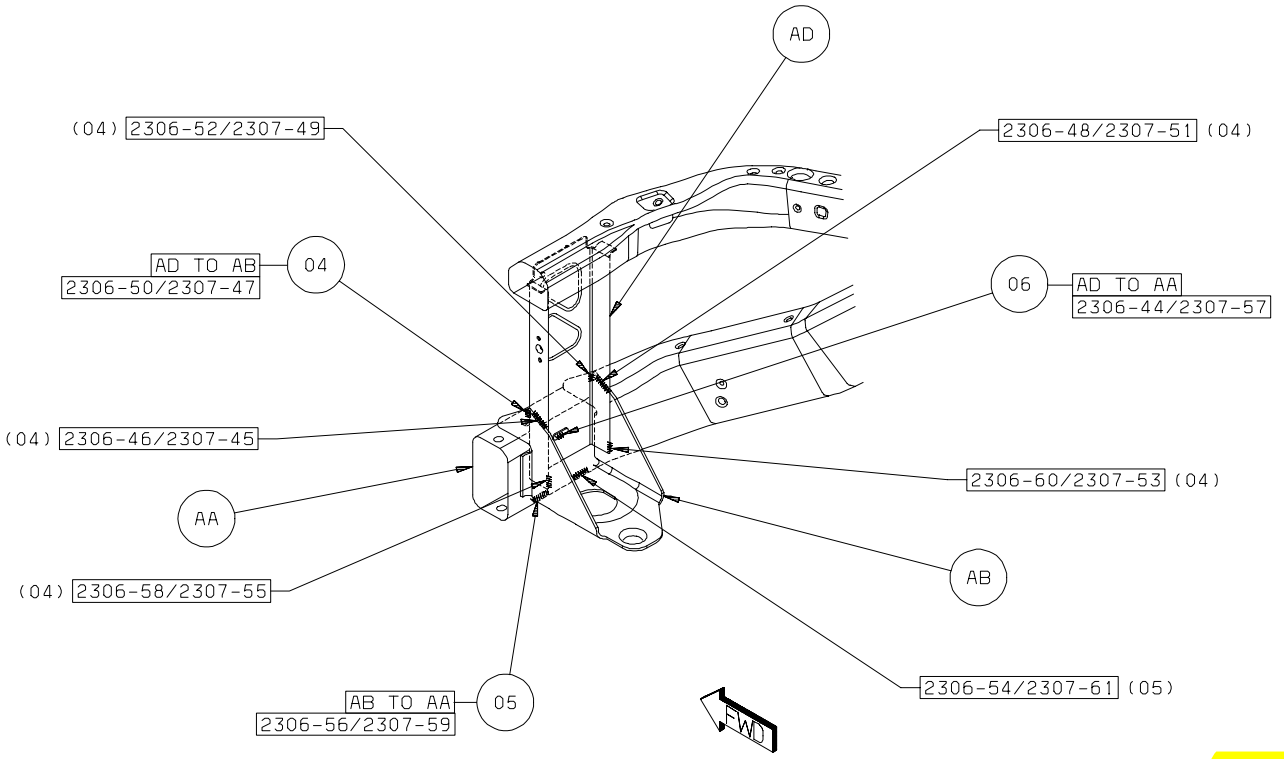
4. AD TO AB 6 FCAW WELDS
5. AB TO AA 2 FCAW WELDS
6. AD TO AA 1 FCAW WELD



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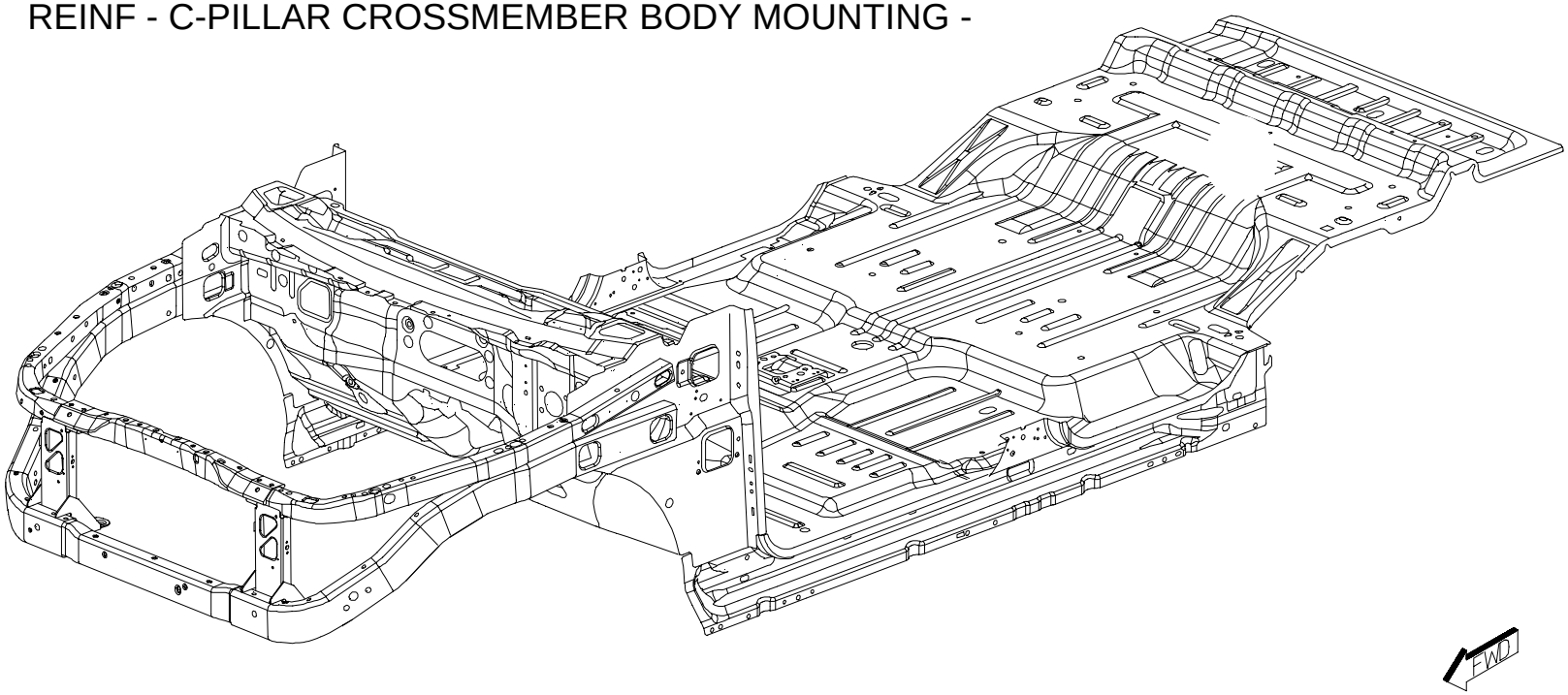
PARTS IDENTIFICATION LEGEND, OVERVIEW 3

AA REINF - REAR SEAT BACK LATCH STRIKER RT -
AA REINF - REAR SEAT BACK LATCH STRIKER LT -
AB TAPPING PLATE - SEAT BELT ANCHOR 2ND ROW -
AB TAPPING PLATE - SEAT BELT ANCHOR 2ND ROW -
AC CROSSMEMBER - C-PILLAR RT -
AC CROSSMEMBER - C-PILLAR LT -
AD REINF - C-PILLAR CROSSMEMBER BODY MOUNTING -
AD REINF - C-PILLAR CROSSMEMBER BODY MOUNTING -



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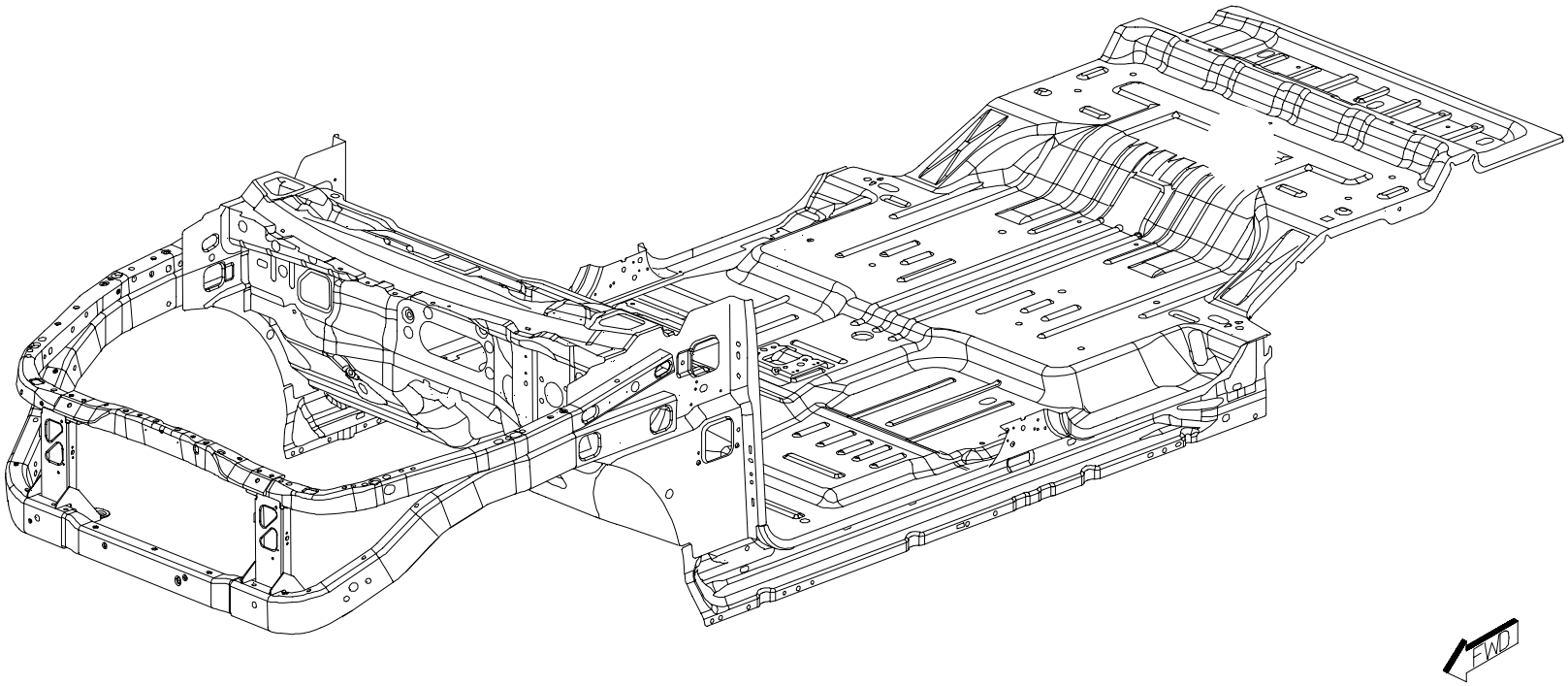
PARTS IDENTIFICATION LEGEND, OVERVIEW 3

AE PLATE - RETRACTOR ANCHOR - 3RD ROW SEAT
AF NUT/WELD.HEX - NO.FIN.UNTHREADED - GROUND
AF NUT/WELD.HEX - NO.FIN.UNTHREADED - GROUND
AG REINF - STEERING COLUMN -
AH PAN - FLOOR FRT -
AJ 55364063AA BRACKET - JACK HOLD-DOWN ((CANCELLED))
AK NUT/WELD.RD - NO.FIN.ROUND.SPECIAL - JACK MTG



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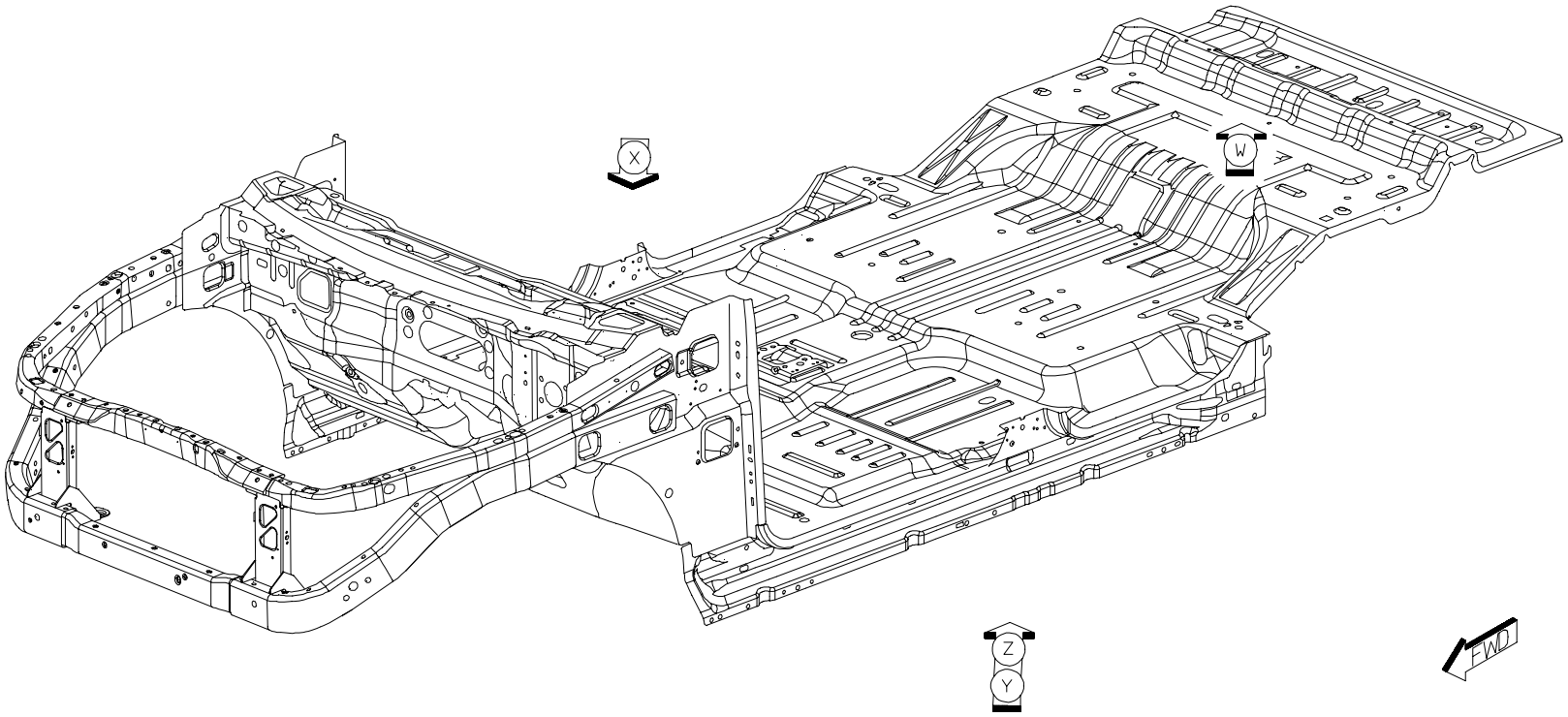

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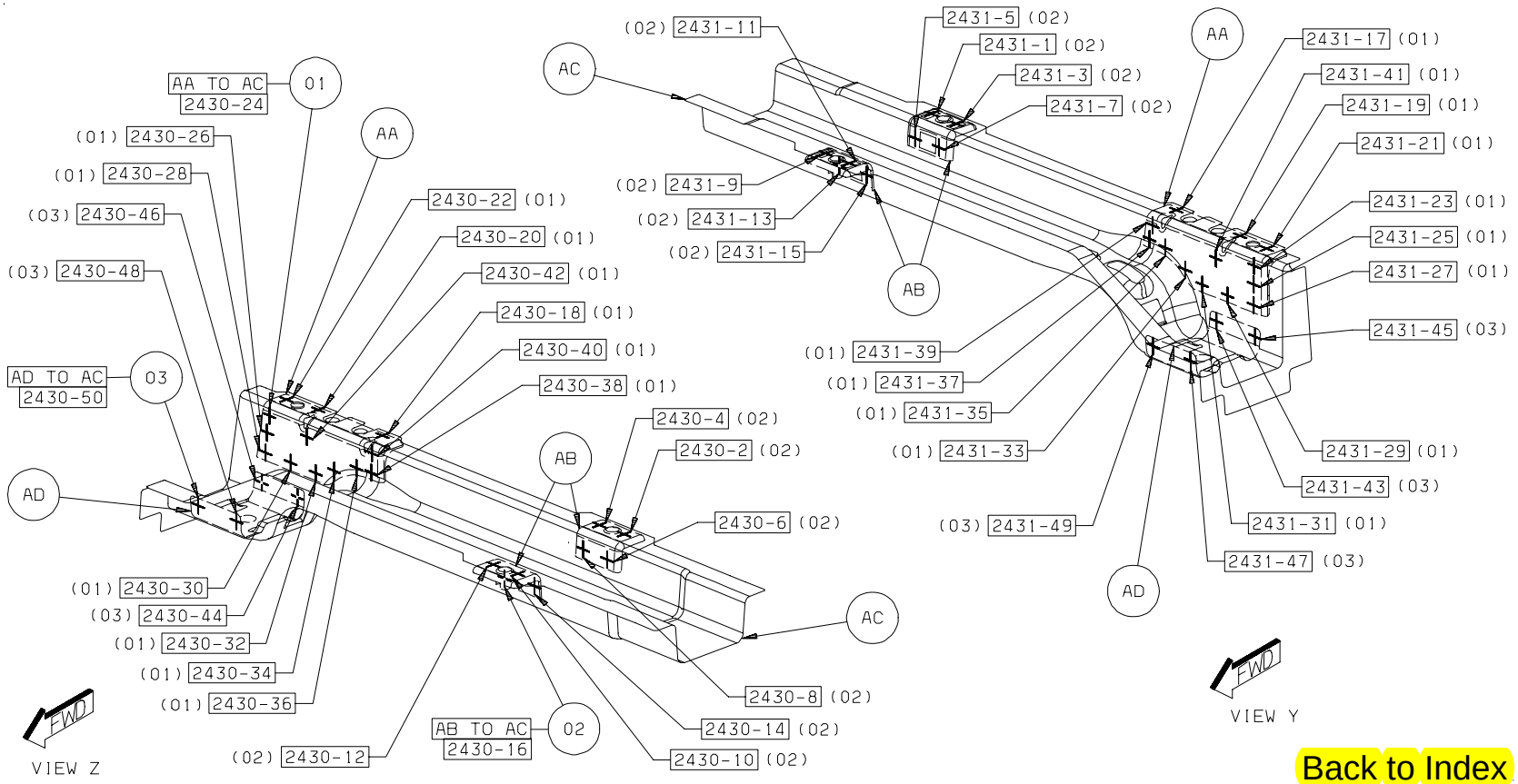
1. AA TO AC 26 S/WELDS
2. AB TO AC 16 S/WELDS
3. AD TO AC 8 S/WELDS



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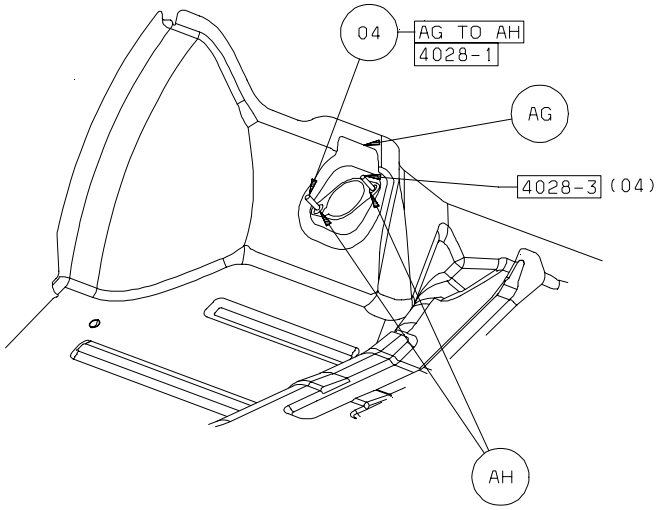
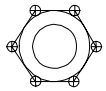
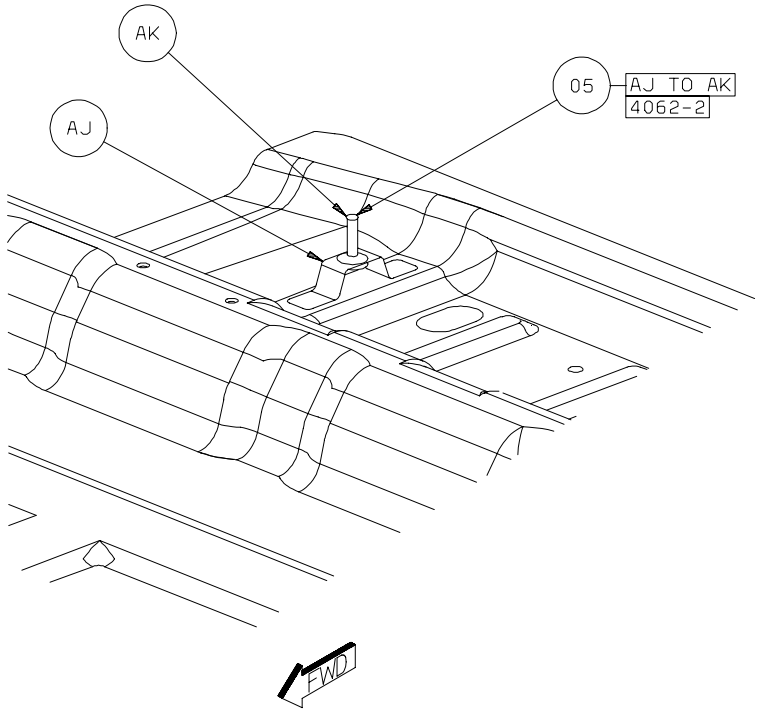
4. AG TO AH 2/SD PROJ WELDS
5. AJ TO AK 1/SD PROJ WELDS



VIEW X



TYPICAL
PROJECTION WELD



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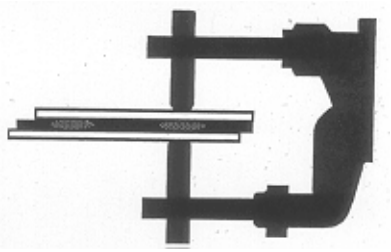
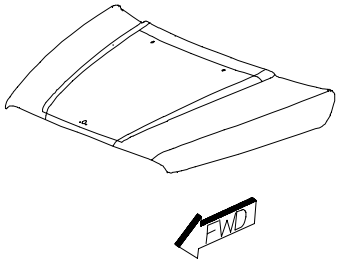
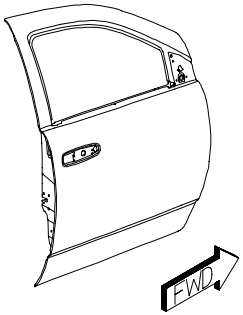
WELD LOCATION OVERVIEW ZONES

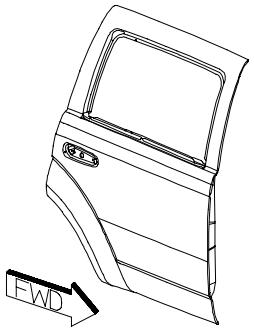




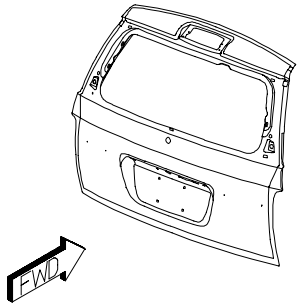
OVERVIEW 6



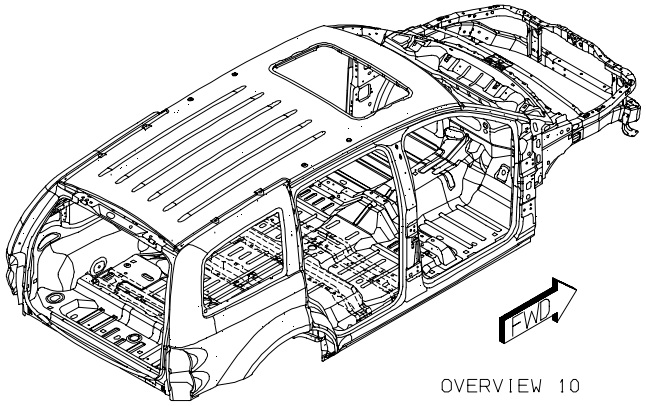
OVERVIEW 7



OVERVIEW 8



OVERVIEW 9



OVERVIEW 10

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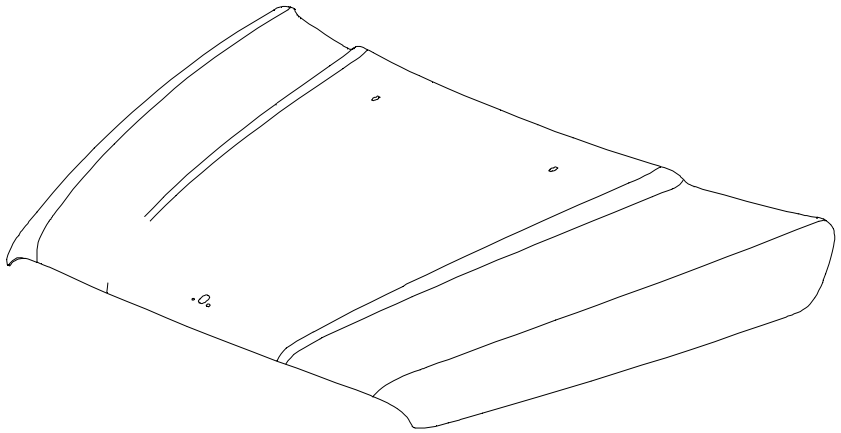
PARTS IDENTIFICATION LEGEND, OVERVIEW 6

AA PANEL - HOOD INR -
AB REINF - HOOD HINGE RT -
AB REINF - HOOD HINGE LT -
AC REINF - HOOD LATCH -
AD PANEL - HOOD OTR -



S = STAMPING

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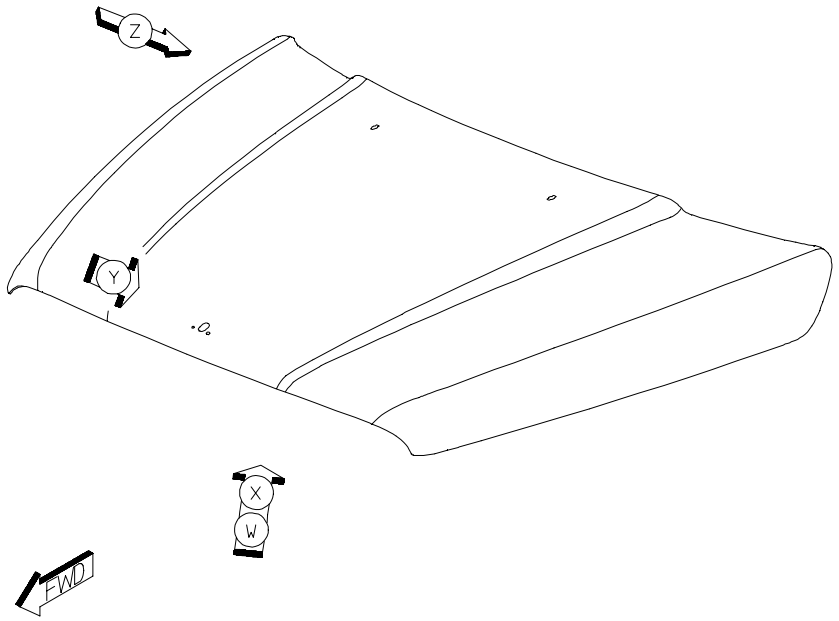

S = STAMPING

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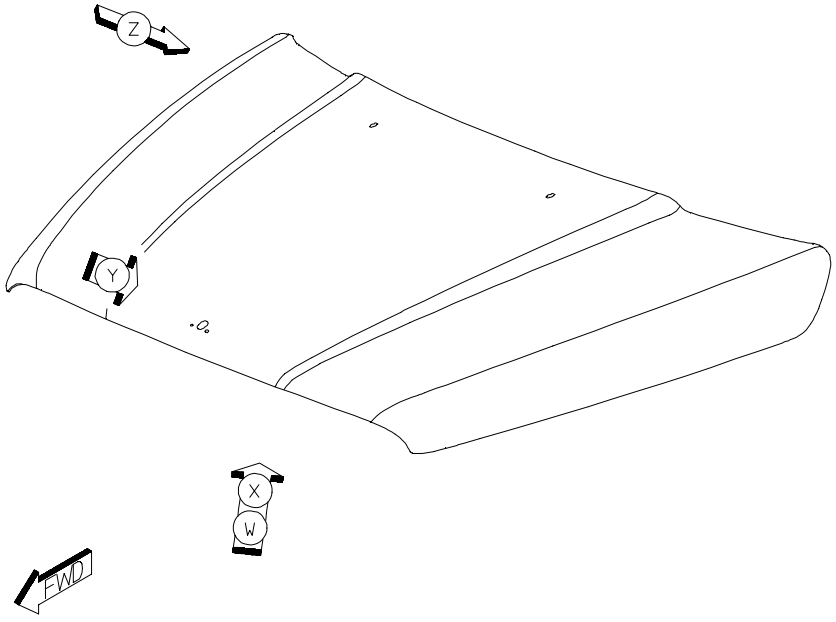
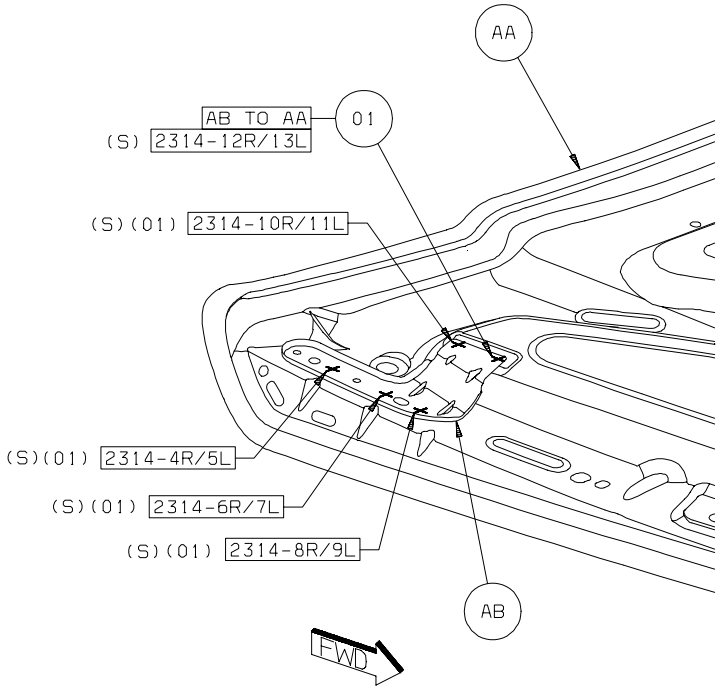
1. AB TO AA 5/SD S/WELD (ORD)



S = STAMPING



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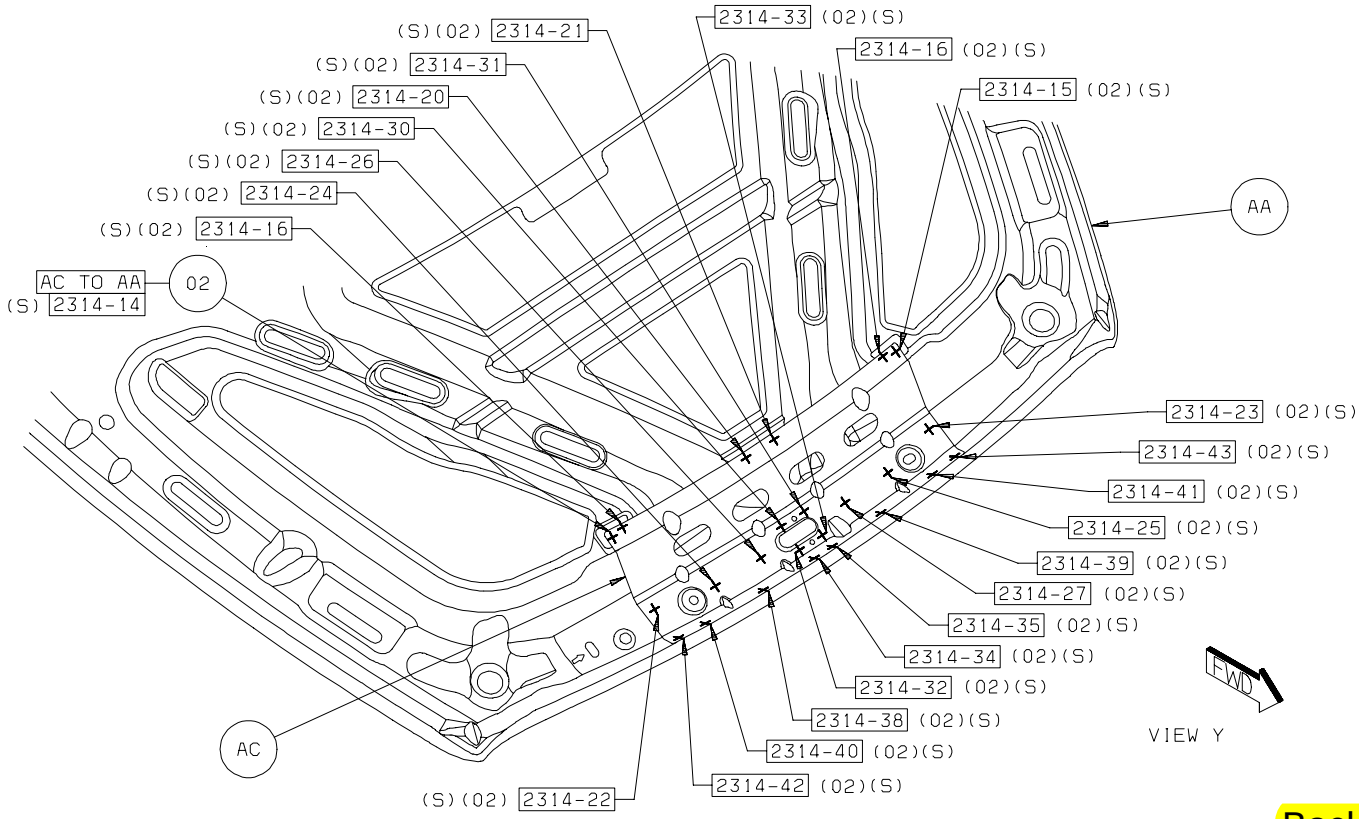
2. AC TO AA 24 S/WELD (ORD)



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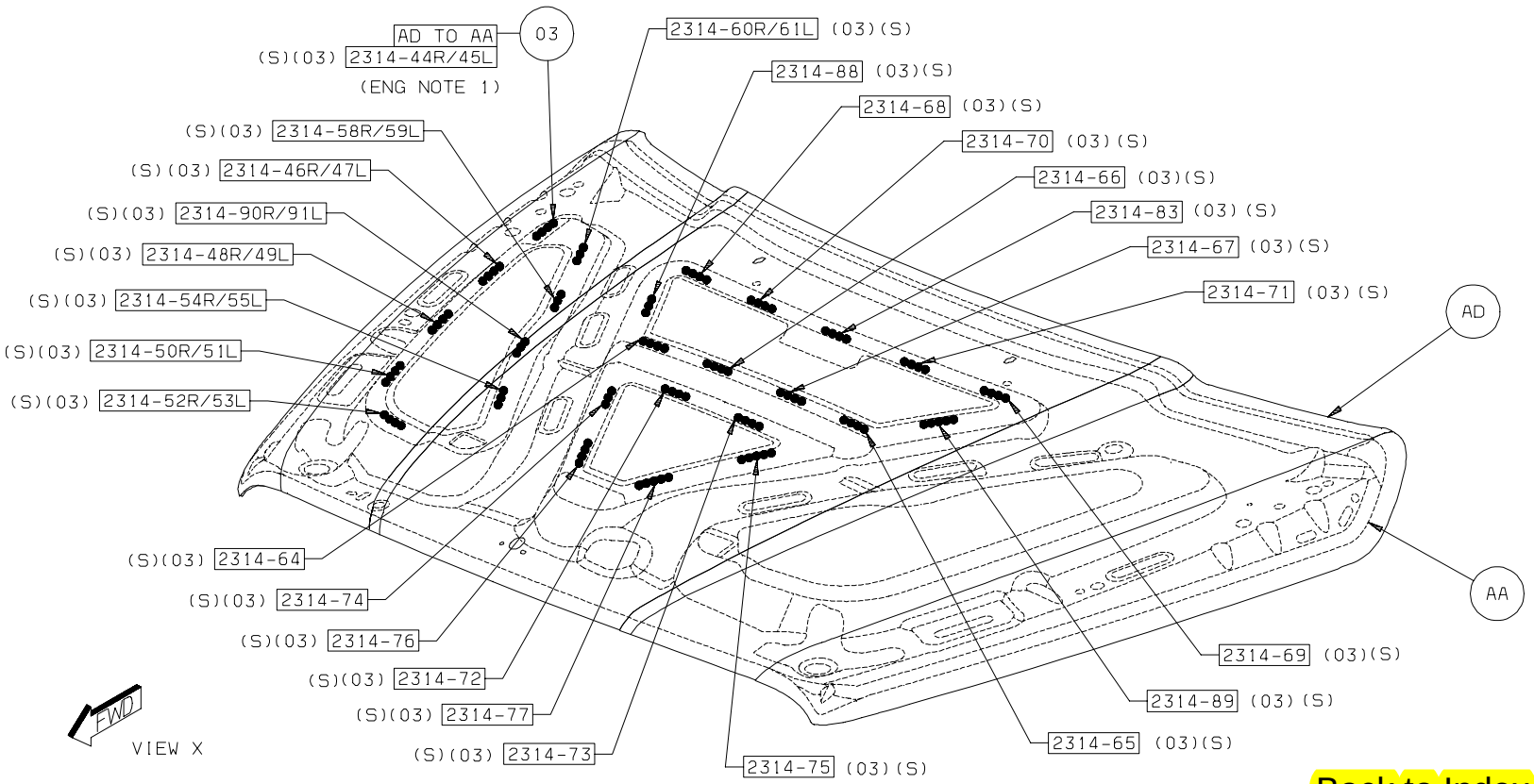
3. AD TO AA 35 STRUCT ADH (ORD)



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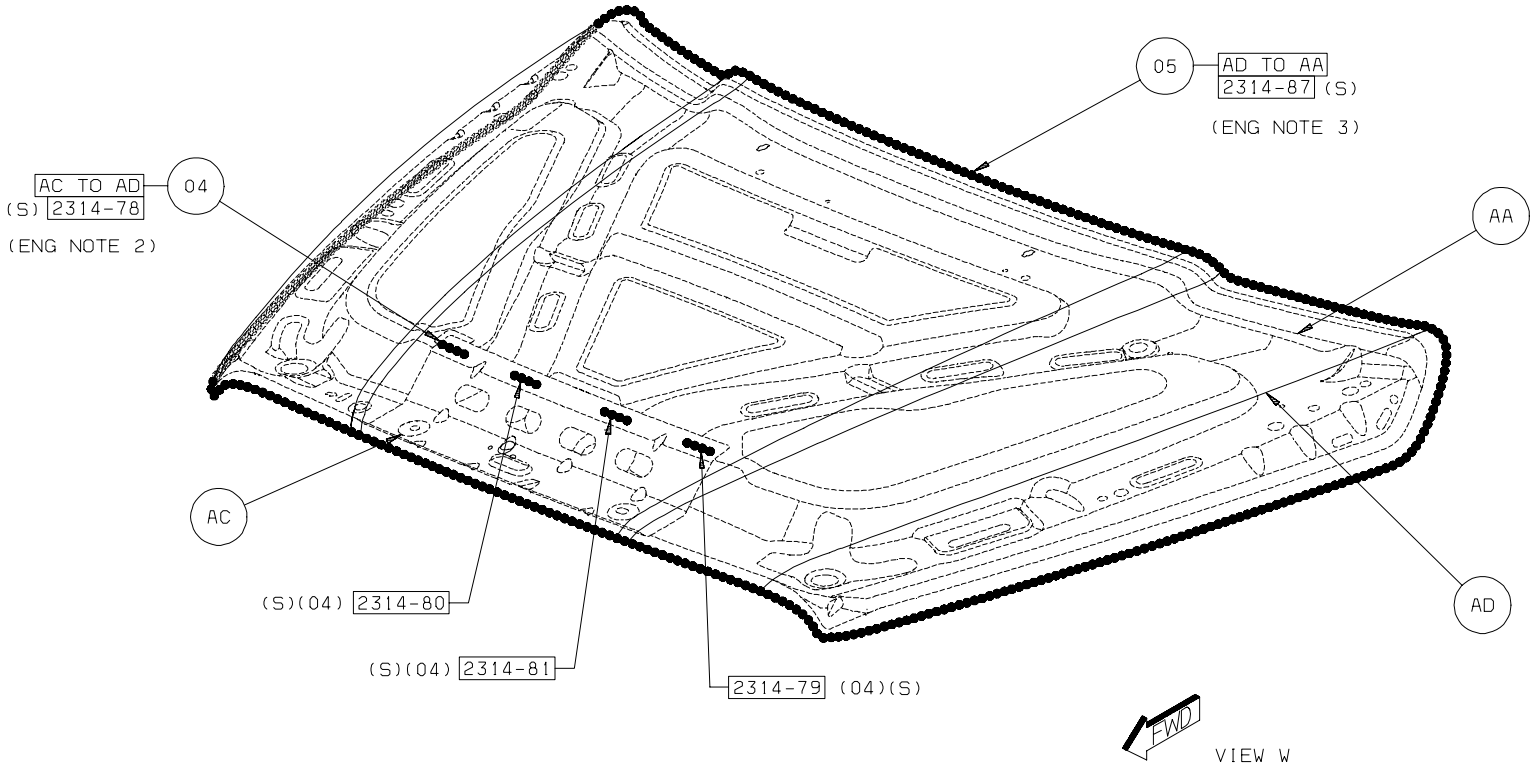
4. AC TO AD 4 STRUCT ADH (ORD)
5. AD TO AA 1 STRUCT ADH (ORD)



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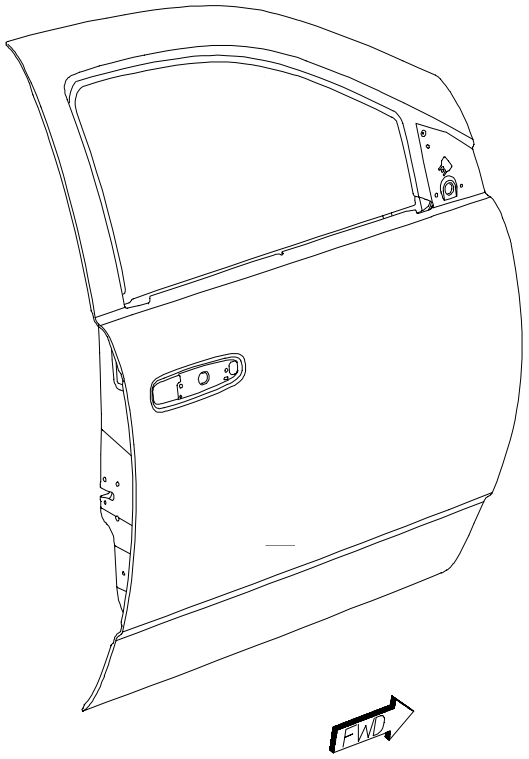
PARTS IDENTIFICATION LEGEND, OVERVIEW 7

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 BEAM - IMPACT FRT DOOR RT -
AC BEAM - IMPACT FRT DOOR LT -
AD STUD PLATE - FRT DOOR HINGE -
AD STUD PLATE - FRT DOOR HINGE -
AE REINF - FRT DOOR OTR BELT RT -
AE REINF - FRT DOOR OTR BELT LT -



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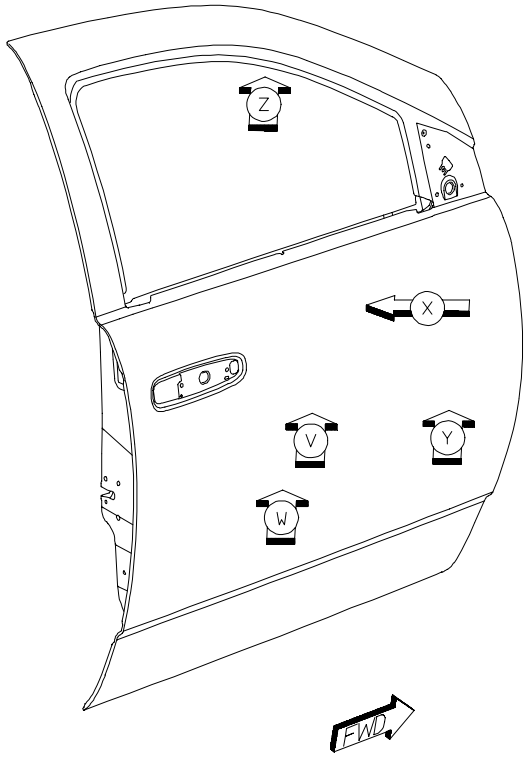
WELD LAYOUT LOCATION GUIDE



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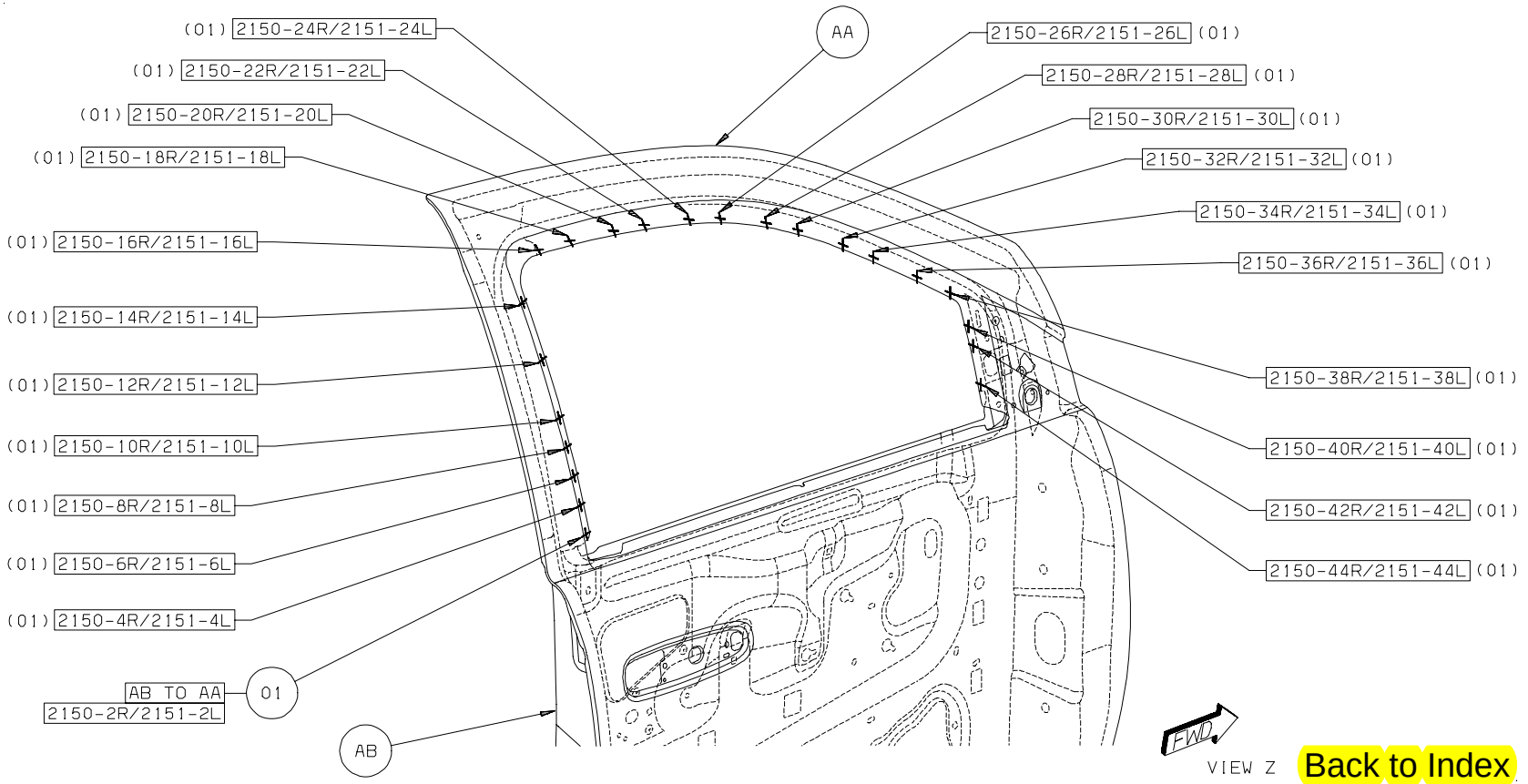
1. AB TO AA 22/SD SWELDS



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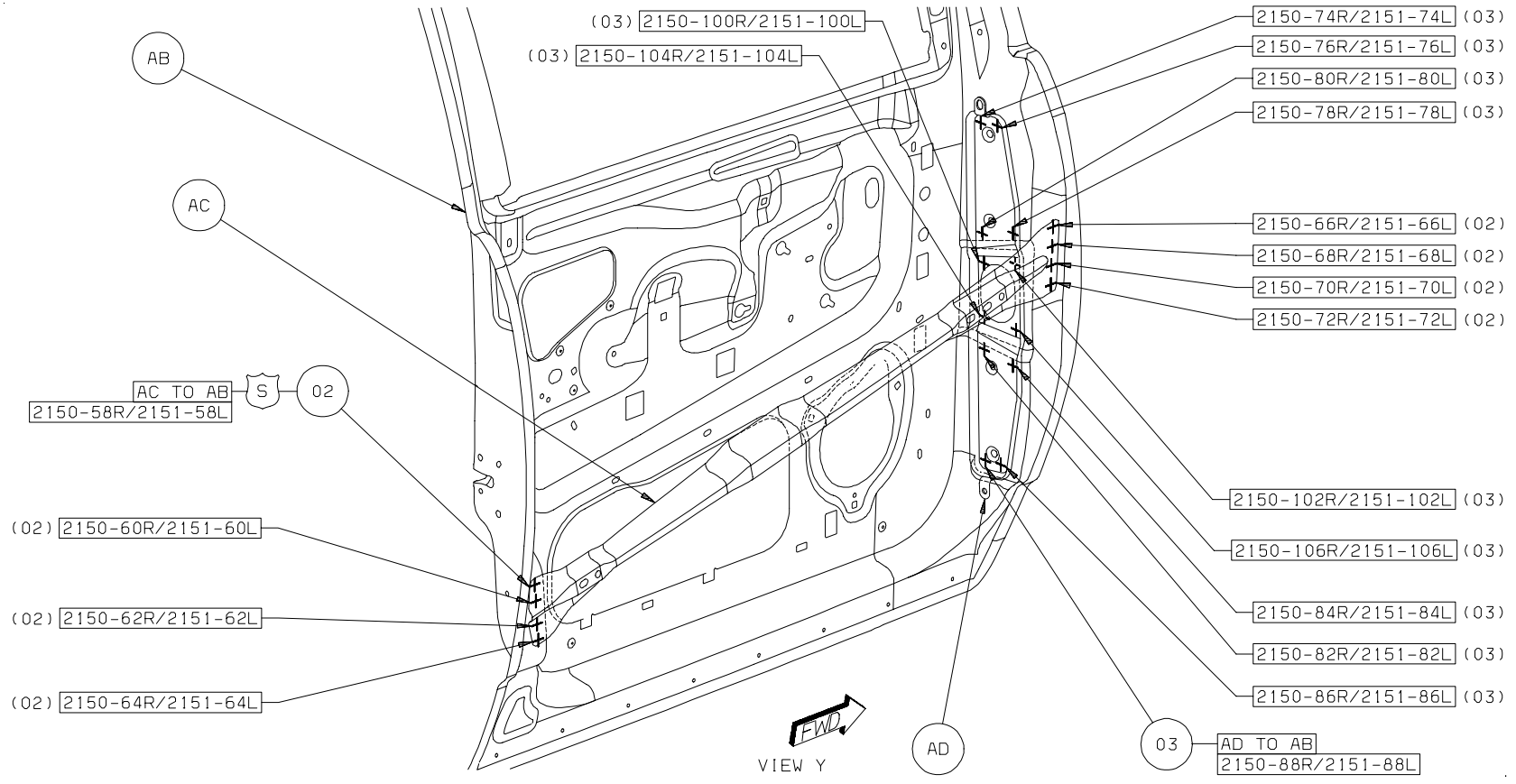
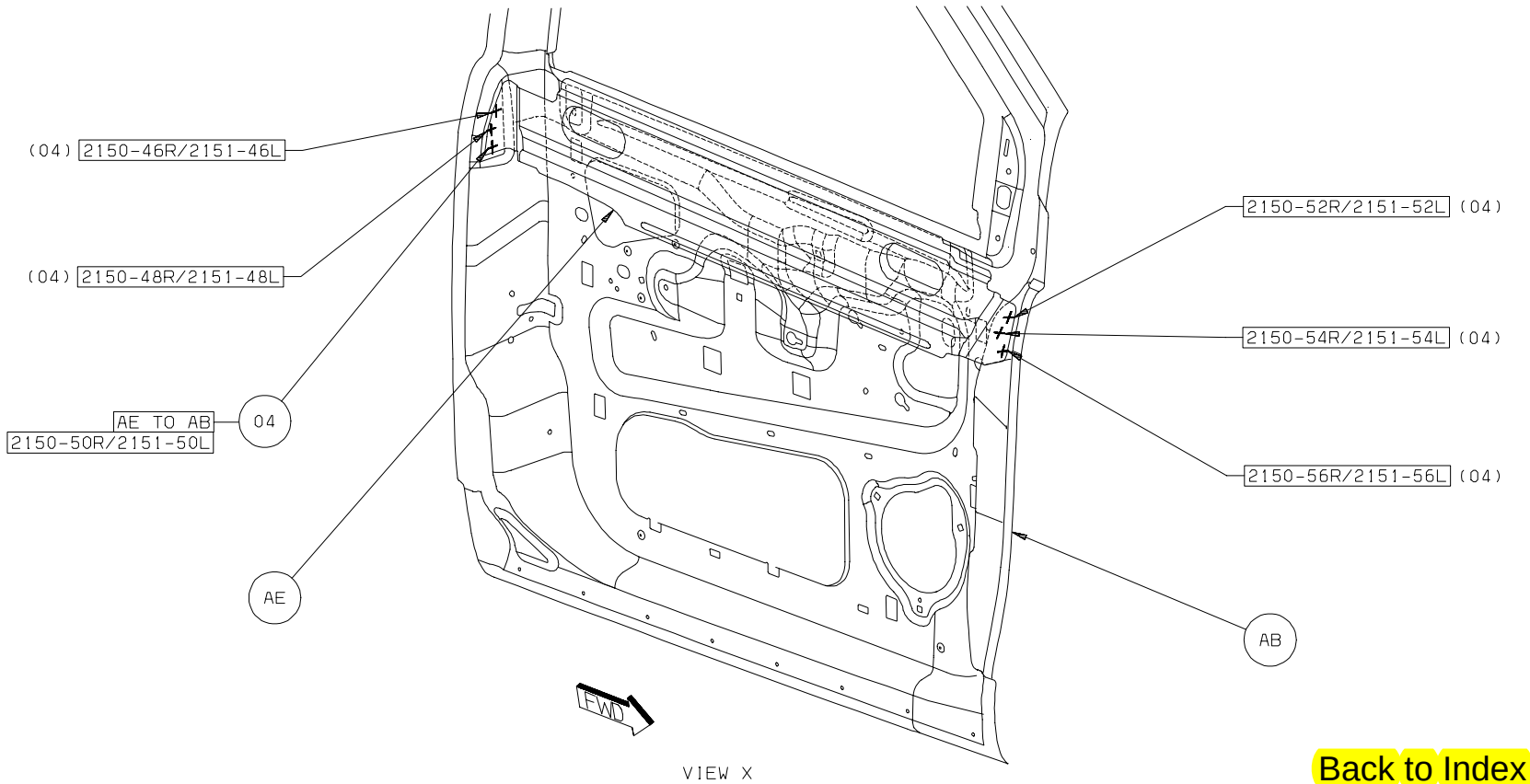
2. AC TO AB 8/SD S/WELDS
3. AD TO AB 12/SD S/WELDS



4. AE TO AB 6/SD S/WELDS



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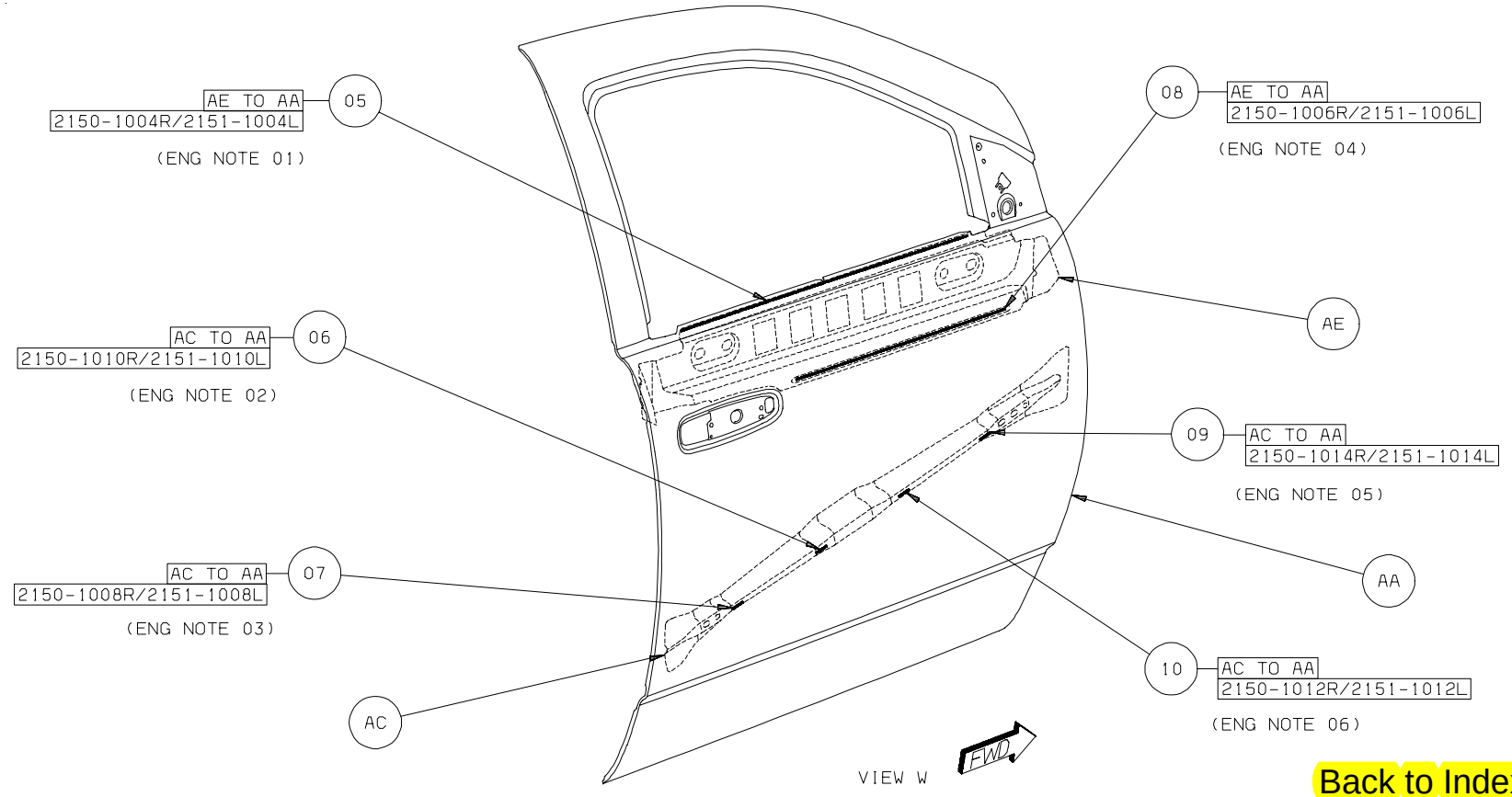
5. AE TO AA 1 STRUC ADH
6. AC TO AA 1 STRUC ADH
7. AC TO AA 1 STRUC ADH
8. AE TO AA 1 STRUC ADH
9. AC TO AA 1 STRUC ADH
10. AC TO AA 1 STRUC ADH



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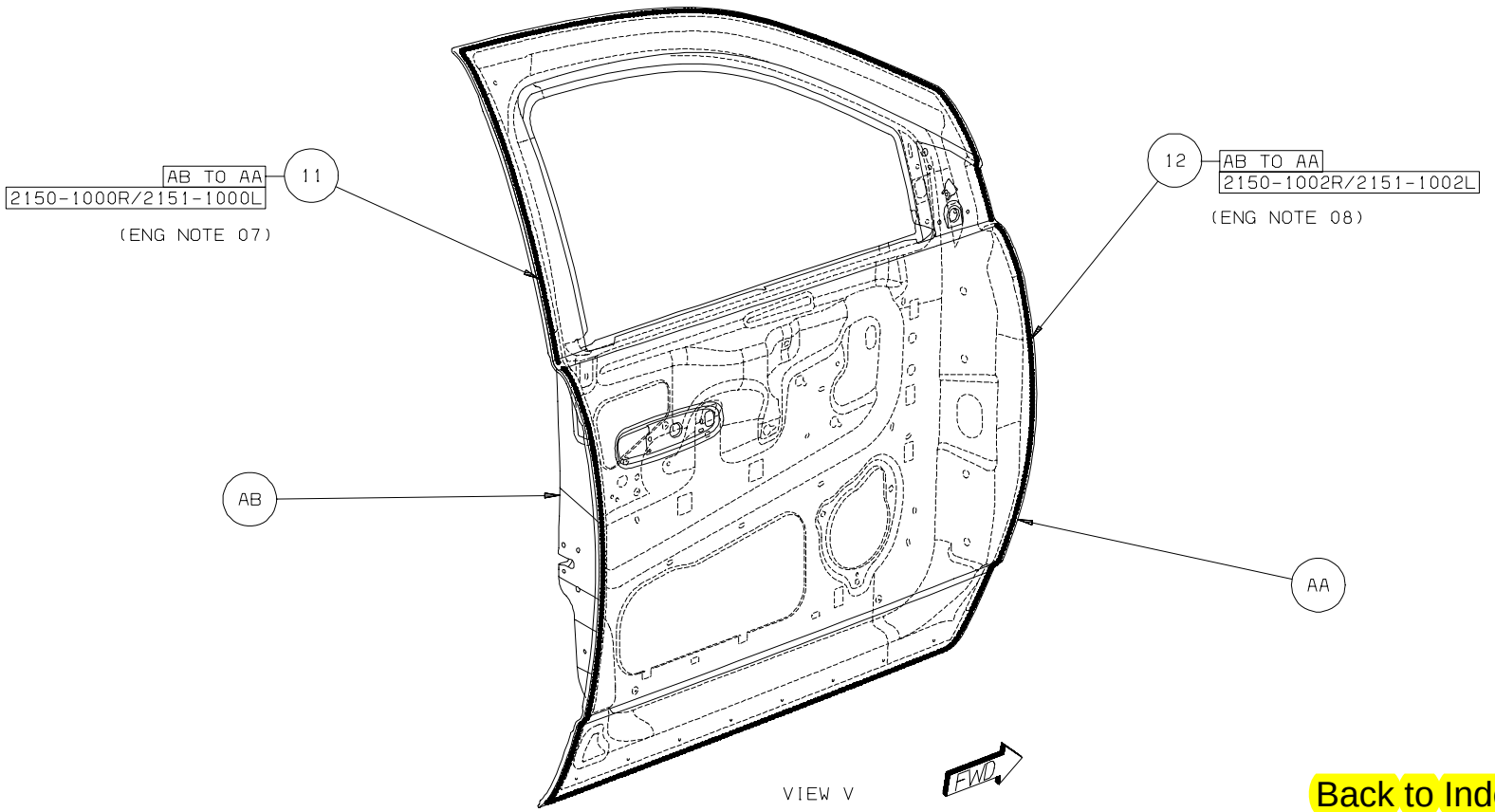
11. AB TO AA 1 STRUC ADH
12. AB TO AA 1 STRUC ADH



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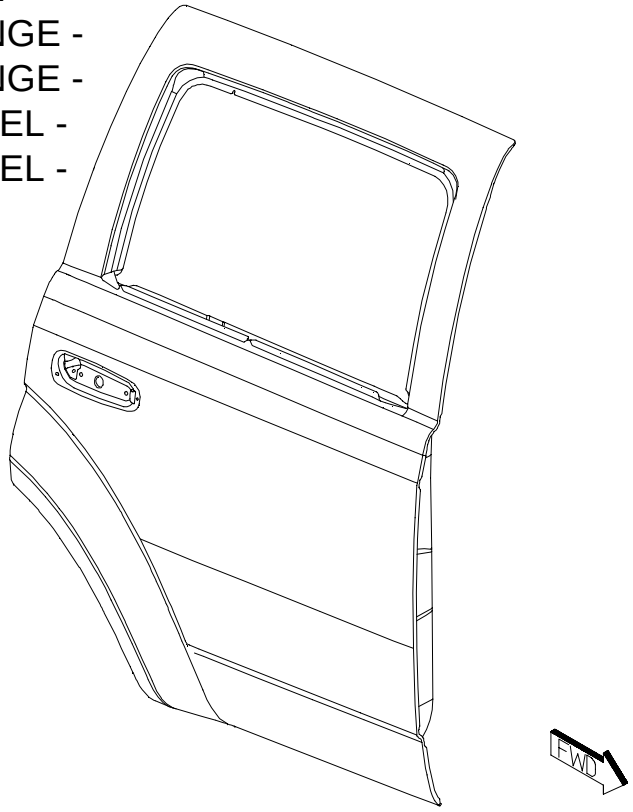
PARTS IDENTIFICATION LEGEND, OVERVIEW 8

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 LT -
AD BEAM - IMPACT RR DOOR RT -
AD BEAM - IMPACT RR DOOR LT -
AE STUD PLATE - RR DOOR HINGE -
AE STUD PLATE - RR DOOR HINGE -
AF REINF - GLASS LWR CHANNEL -
AF REINF - GLASS LWR CHANNEL -



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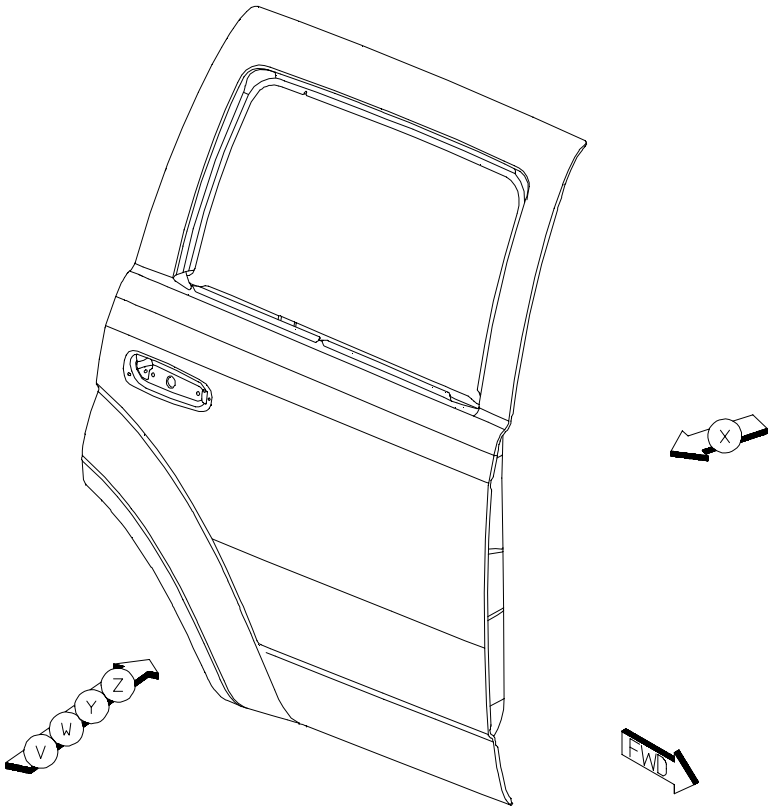
WELD LAYOUT LOCATION GUIDE



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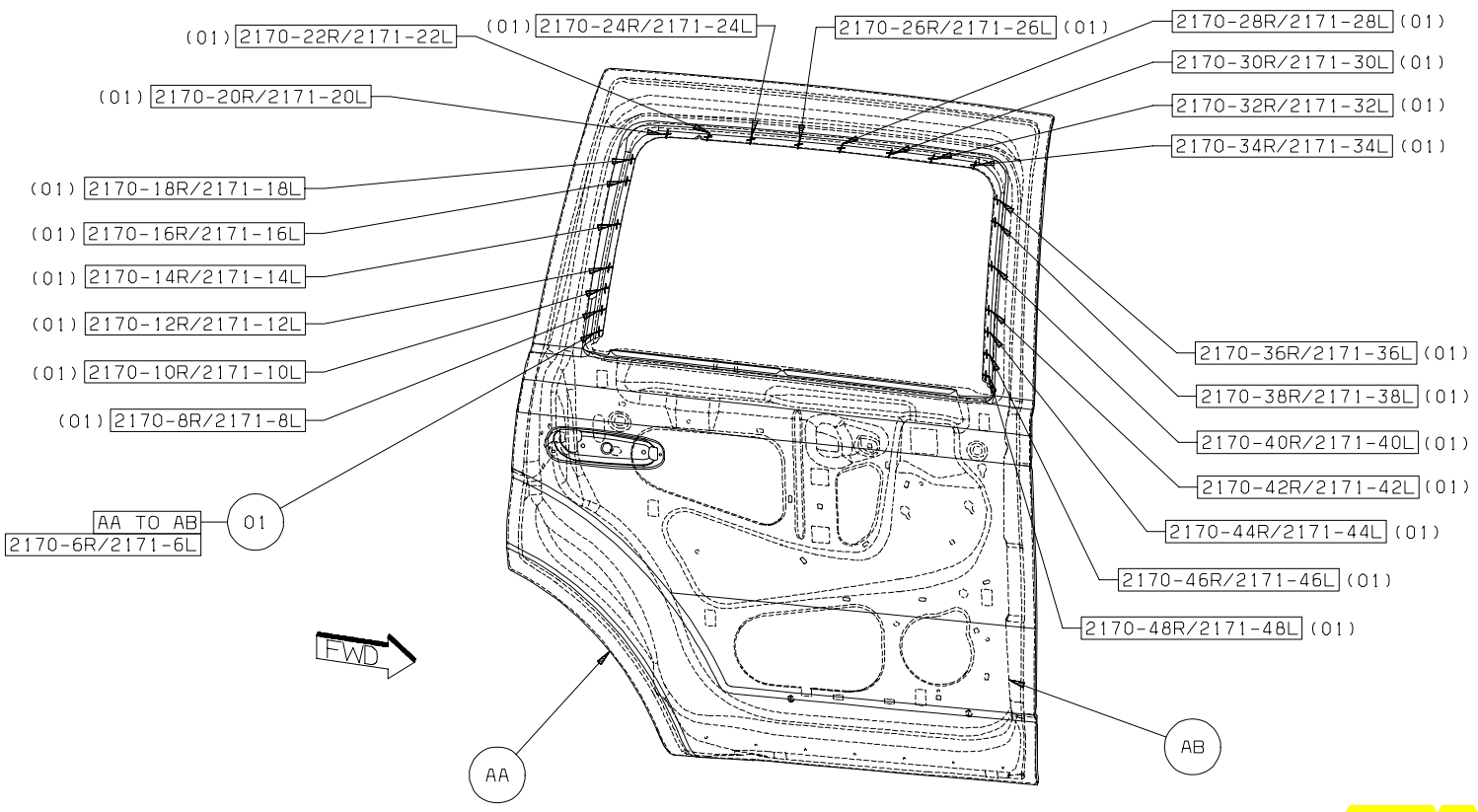
1. AA TO AB 22 S/WELDS



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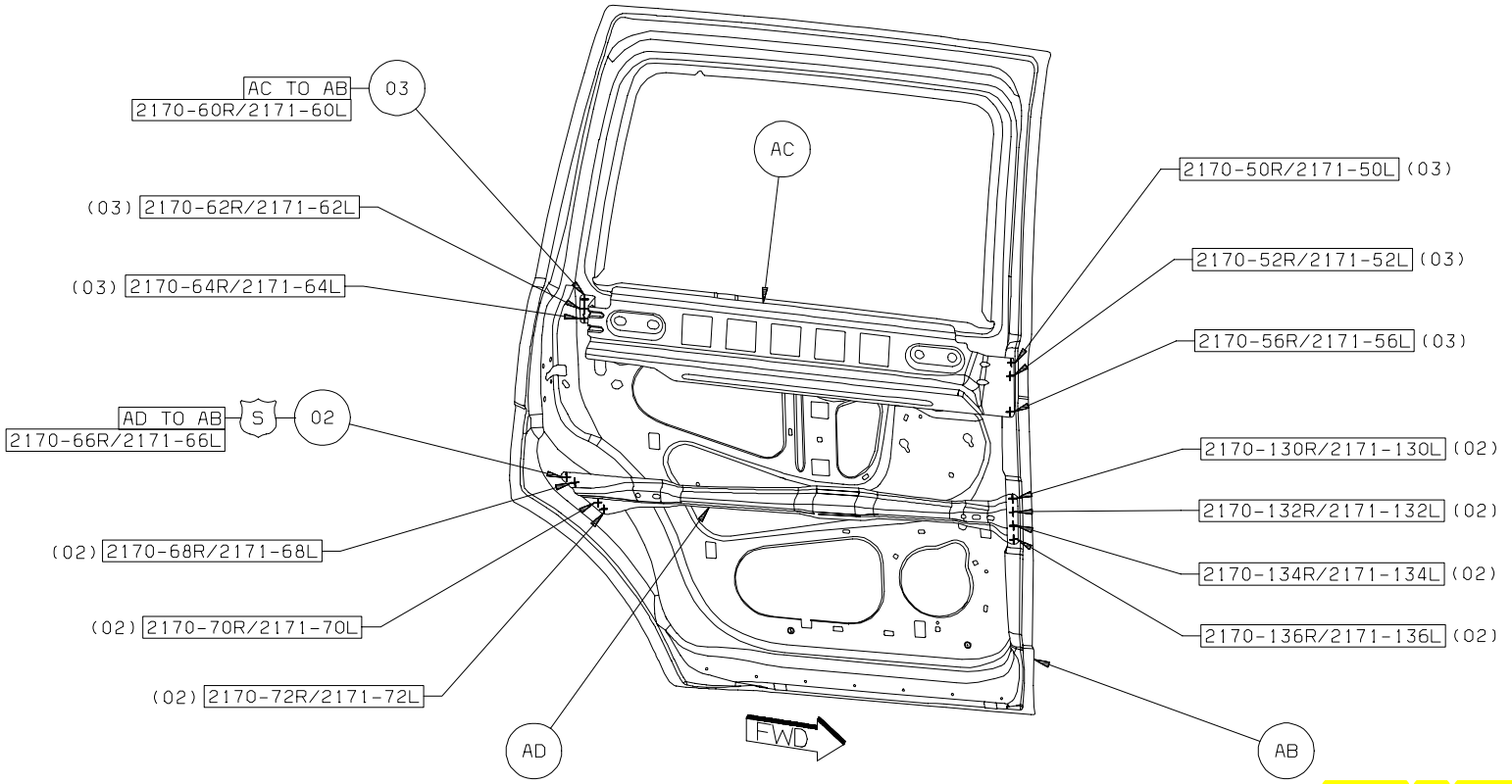
2. AD TO AB 8 S/WELDS
3. AC TO AB 6 S/WELDS



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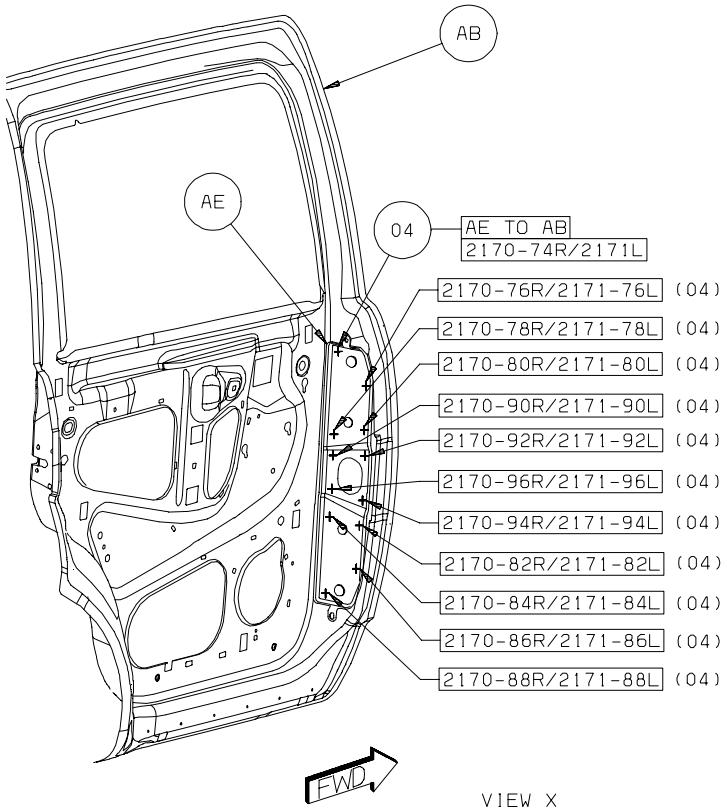
4. AE TO AB 12 S/WELDS
5. AF TO AB 6 S/WELDS



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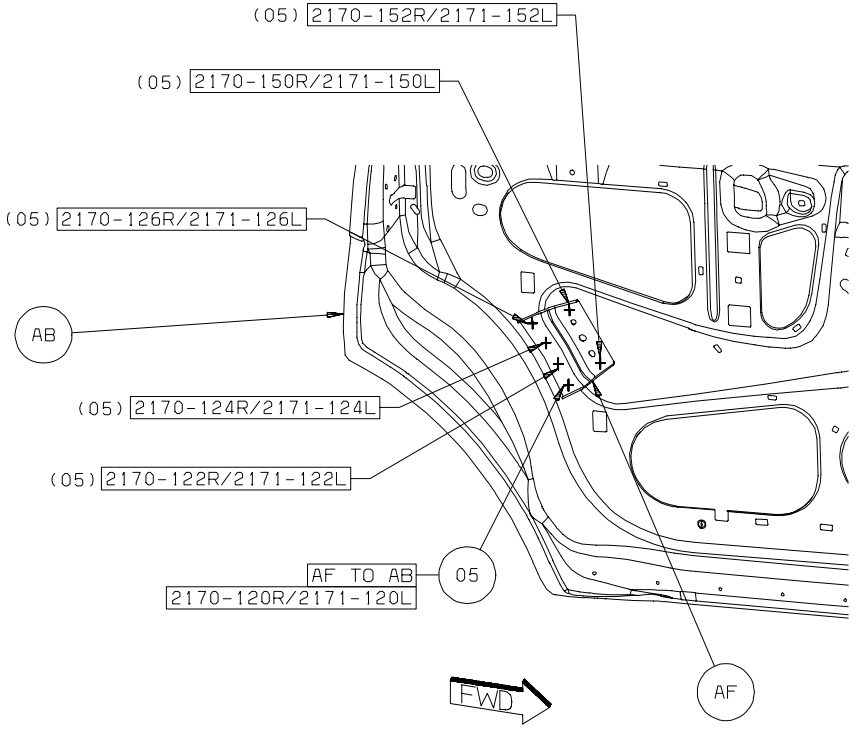

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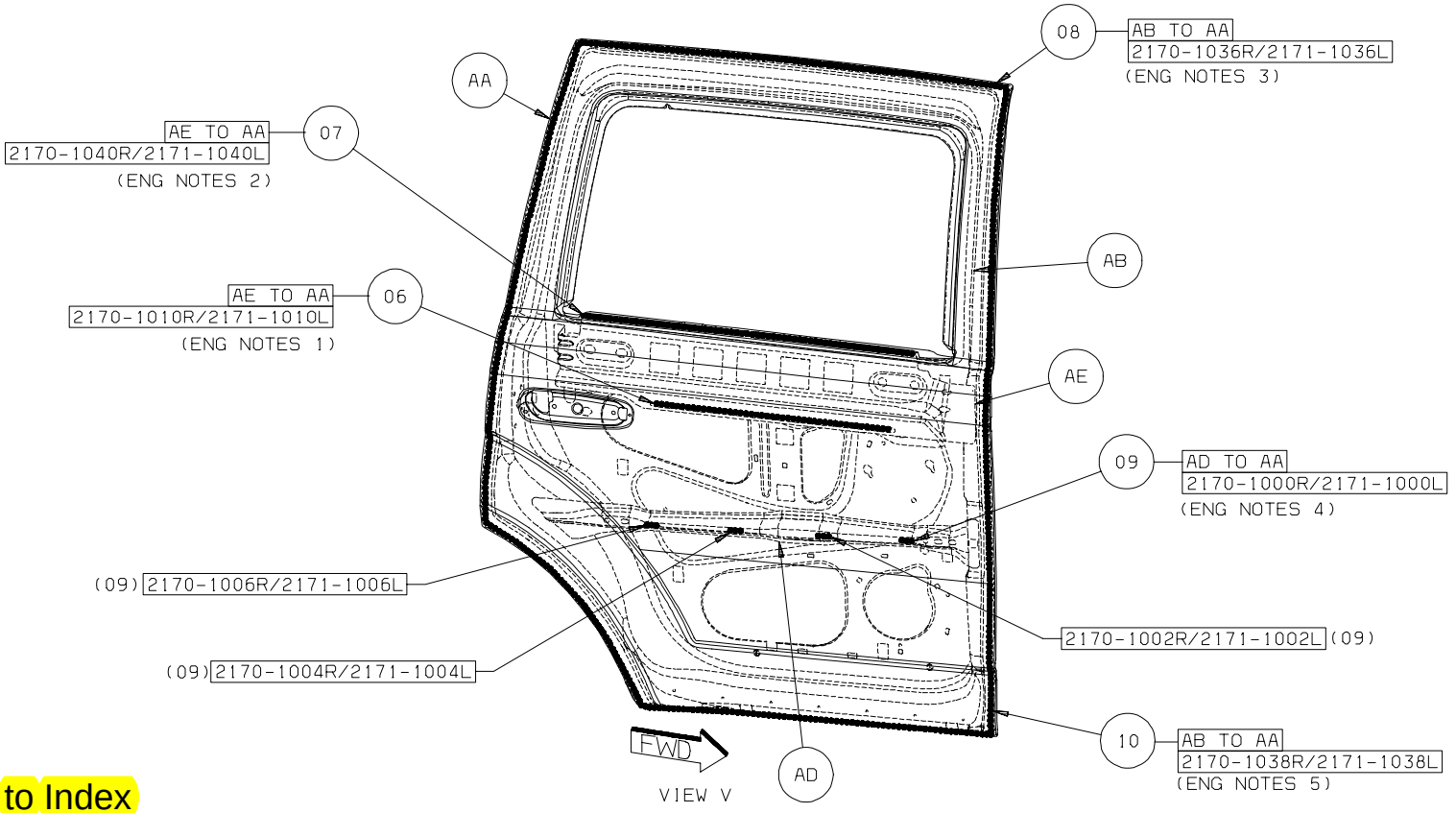
6. AE TO AA 1 STRUCT ADHES
7. AE TO AA 1 STRUCT ADHES
8. AB TO AA 1 STRUCT ADHES
9. AD TO AA 4 STRUCT ADHES
10. AB TO AA 1 STRUCT ADHES



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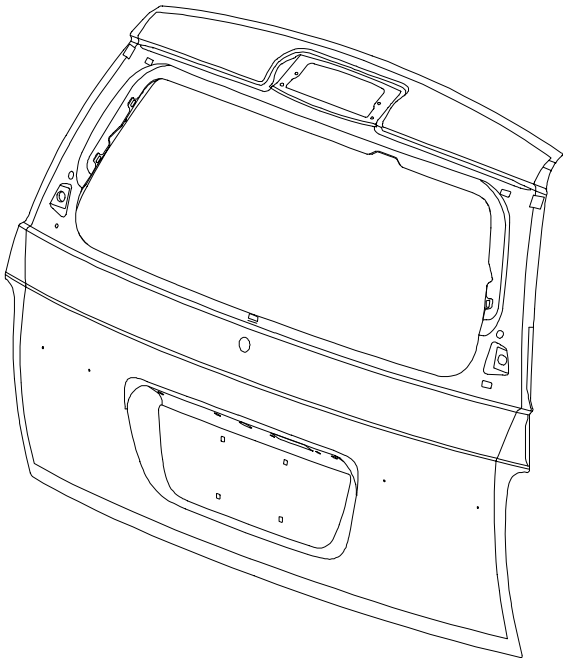
PARTS IDENTIFICATION LEGEND, OVERVIEW 9

AA PANEL - LIFTGATE INR -
AB PANEL - LIFTGATE OTR -
AC REINF - LATCH MOUNT LIFT GATE -
AD TAPPING PLATE - LIFTGATE HINGE MOUNTING -
AE TAPPING PLATE - LIFTGATE INR PANEL & TROUGH PROP -



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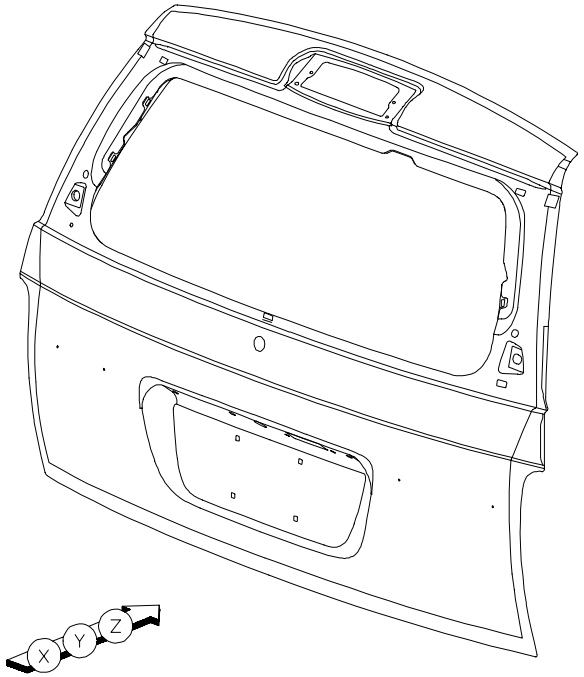
WELD LAYOUT LOCATION GUIDE



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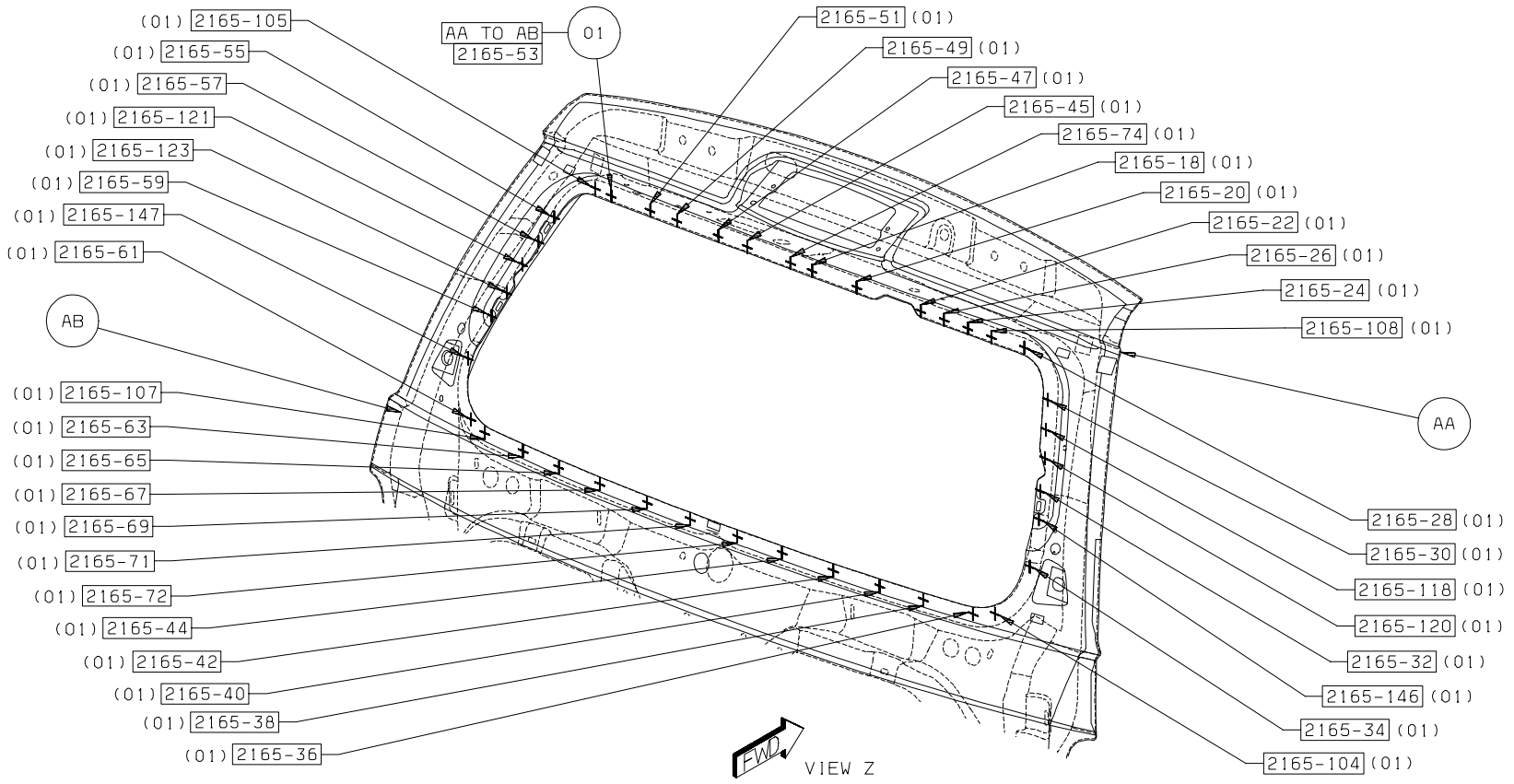
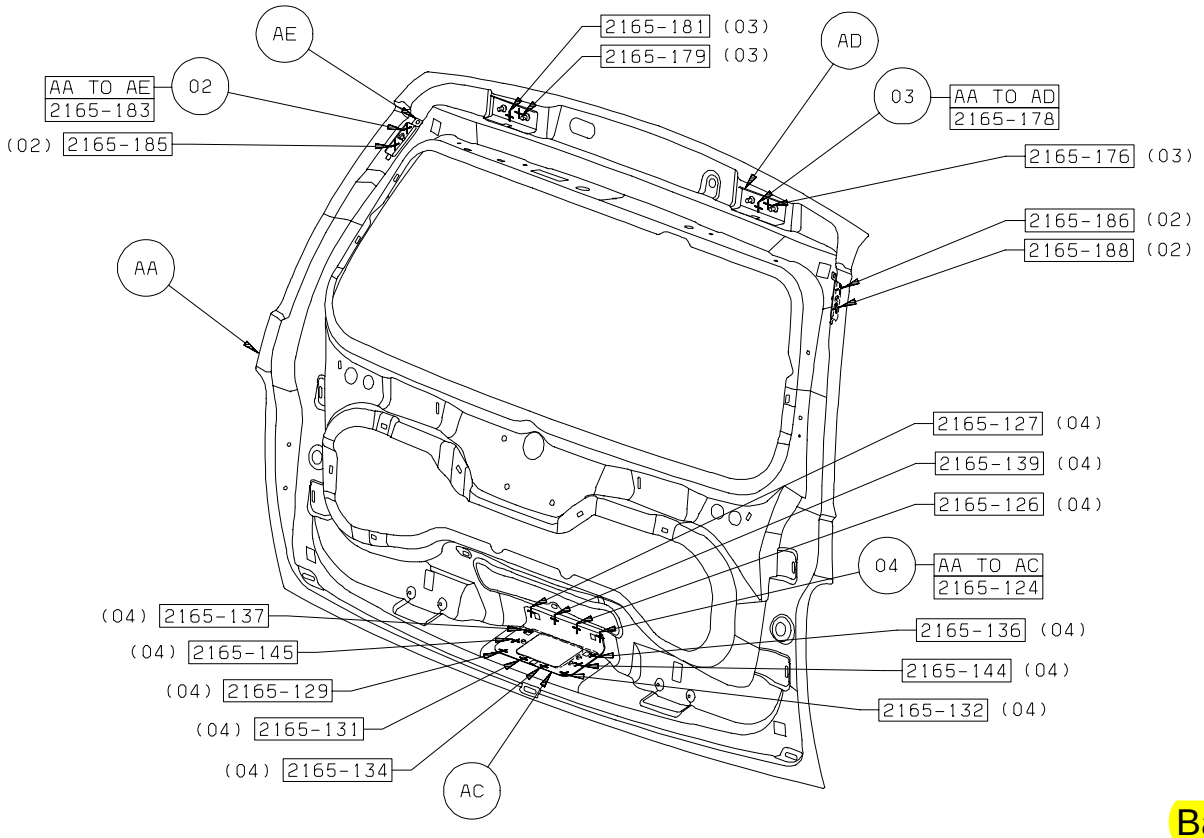
1. AA TO AB 40 S/WELDS



2. AA TO AE 4 S/WELDS
3. AA TO AD 4 S/WELDS
4. AA TO AC 12 S/WELDS



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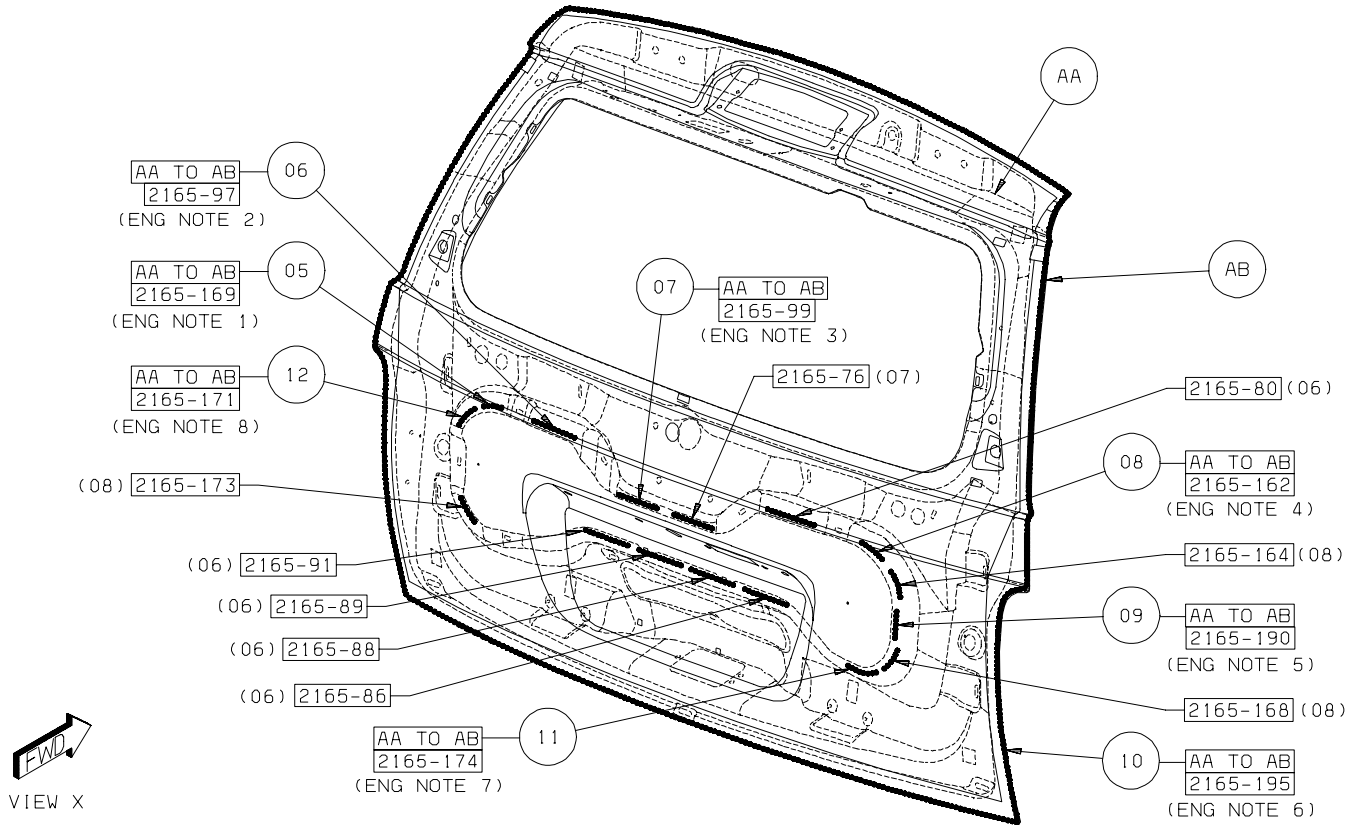
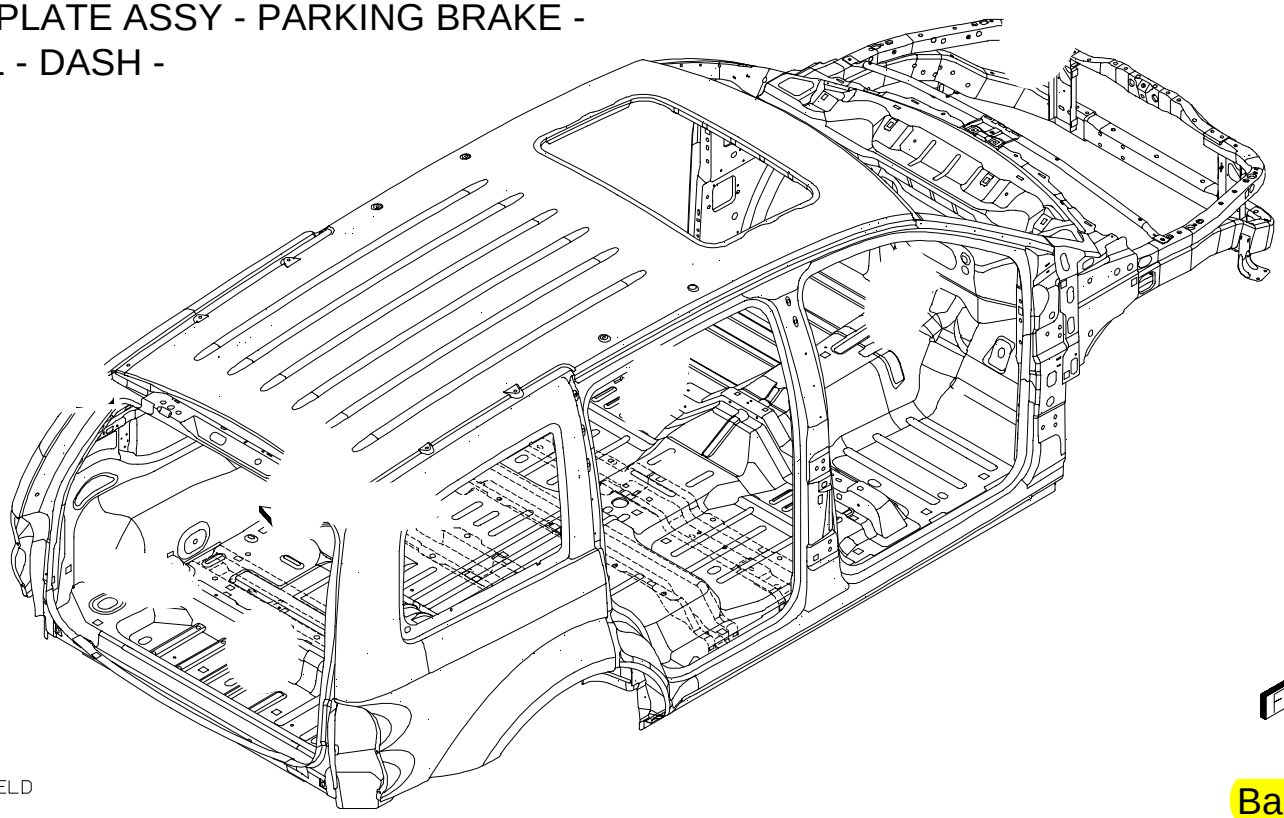
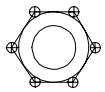
5. AA TO AB 1 STRUCT ADHES
6. AA TO AB 6 STRUCT ADHES
7. AA TO AB 2 STRUCT ADHES
8. AA TO AB 4 STRUCT ADHES
9. AA TO AB 1 STRUCT ADHES
10. AA TO AB 1 STRUCT ADHES
11. AA TO AB 1 STRUCT ADHES
12. AA TO AB 1 STRUCT ADHES



PARTS IDENTIFICATION LEGEND, OVERVIEW 10

AA PANEL - COWL SIDE LT -
AB NUT/WELD.HEX - NO.FIN.UNTHREADED - GROUND
AB NUT/WELD.HEX - NO.FIN.UNTHREADED - GROUND
AC NUT/WELD.HEX - NO.FIN - LOWER I/P ATTACH
AC NUT/WELD.HEX - NO.FIN - LOWER I/P ATTACH
AD TAPPING PLATE - I/P MOUNTING -
AD TAPPING PLATE - I/P MOUNTING -
AE REINF ASSY - PARKING BRAKE -
AF STUD PLATE ASSY - PARKING BRAKE -
AG PANEL - DASH -





TYPICAL
PROJECTION WELD

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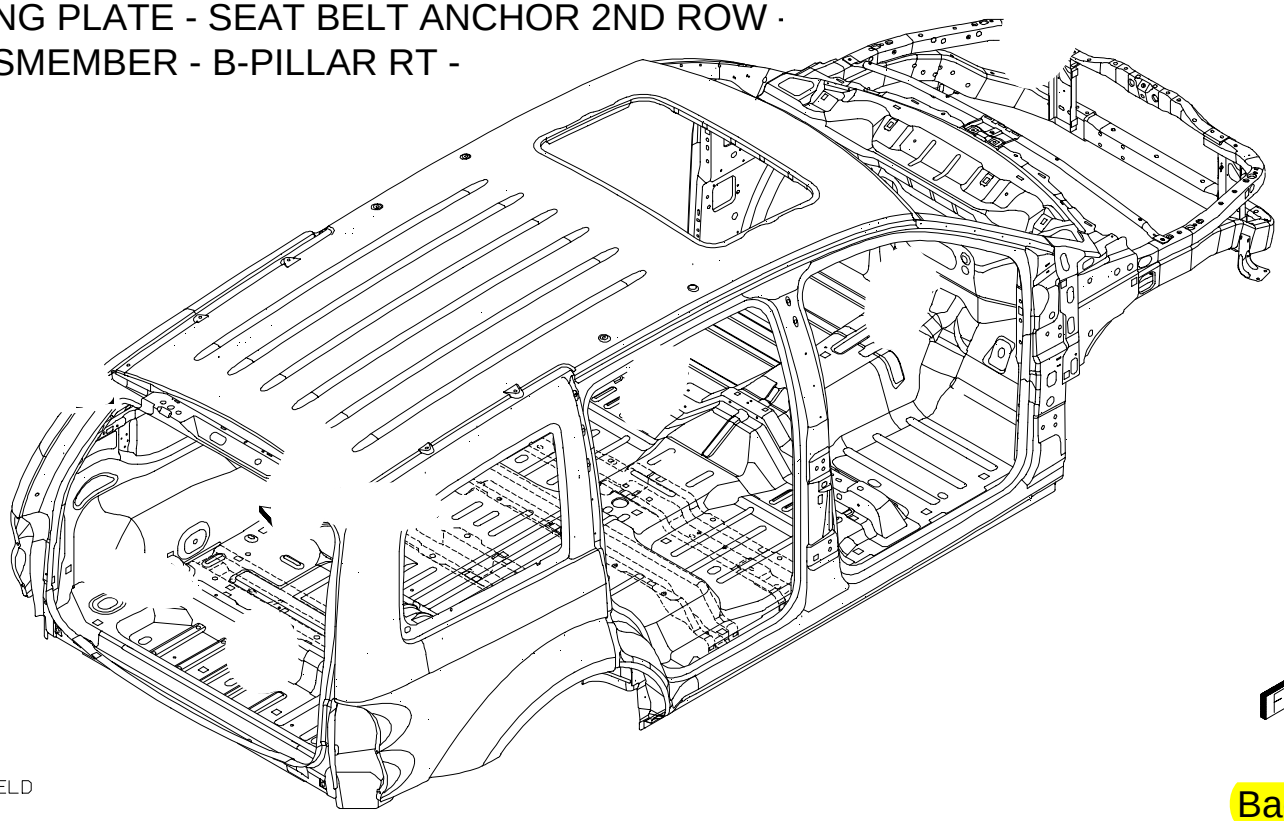
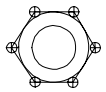
PARTS IDENTIFICATION LEGEND, OVERVIEW 10

AH STUD.WELD/EXTERNAL - HEADER.PT.SPECIAL - DASH SILENCER
AJ STUD.WELD/INTERNAL - HEADER.PT.NO.FIN.ROUND - MAG BRACKET ATTACH
AK PANEL - PLENUM LWR -
AL REINF - WIPER MOTOR MTG -
AM STUD.WELD/HDLESS - CHART.SPECIAL - HVAC TUB ATTACH
AP NUT/PIERCE - LOOSE.NO.FIN.RECTANGLE.SLF.PIERCE - MTG BRKT ATTACH
AR NUT/PIERCE - LOOSE.NO.FIN.RECTANGLE.SLF.PIERCE - WIPER ATTACH
AS TAPPING PLATE - SEAT BELT ANCHOR 2ND ROW ·
AS TAPPING PLATE - SEAT BELT ANCHOR 2ND ROW ·
AT CROSSMEMBER - B-PILLAR RT -





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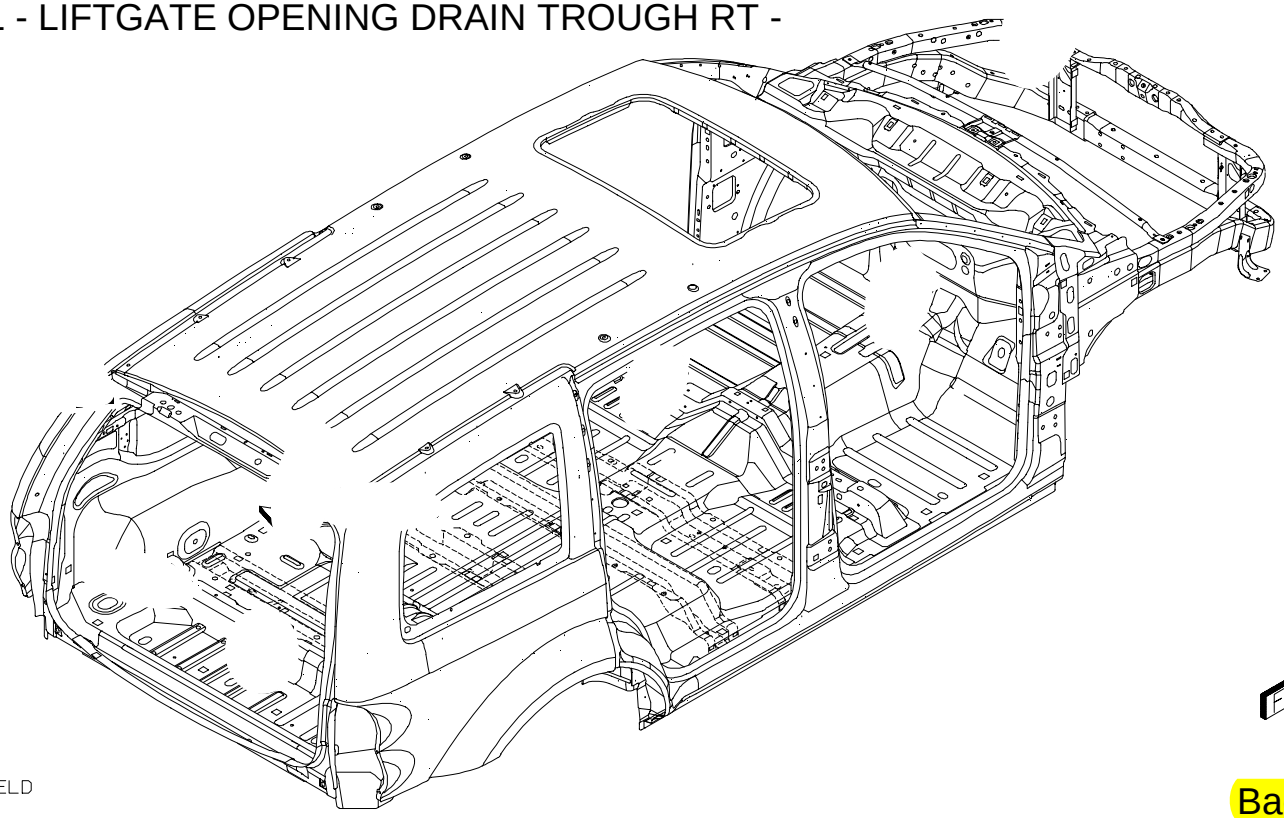
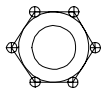
PARTS IDENTIFICATION LEGEND, OVERVIEW 10

AT CROSSMEMBER - B-PILLAR LT -
AU REINF - C-PILLAR CROSSMEMBER BODY MOUNTING -
AU REINF - C-PILLAR CROSSMEMBER BODY MOUNTING -
AV CROSSMEMBER - SEAT MTG 2ND ROW FRT I/B RT -
AV CROSSMEMBER - SEAT MTG 2ND ROW FRT I/B LT -
AW TAPPING PLATE - SEAT FRAME -
AW TAPPING PLATE - SEAT FRAME - SEAT MOUNTING
AW TAPPING PLATE - SEAT FRAME - SEAT MOUNTING
AX PANEL - LIFTGATE OPENING DRAIN TROUGH RT -





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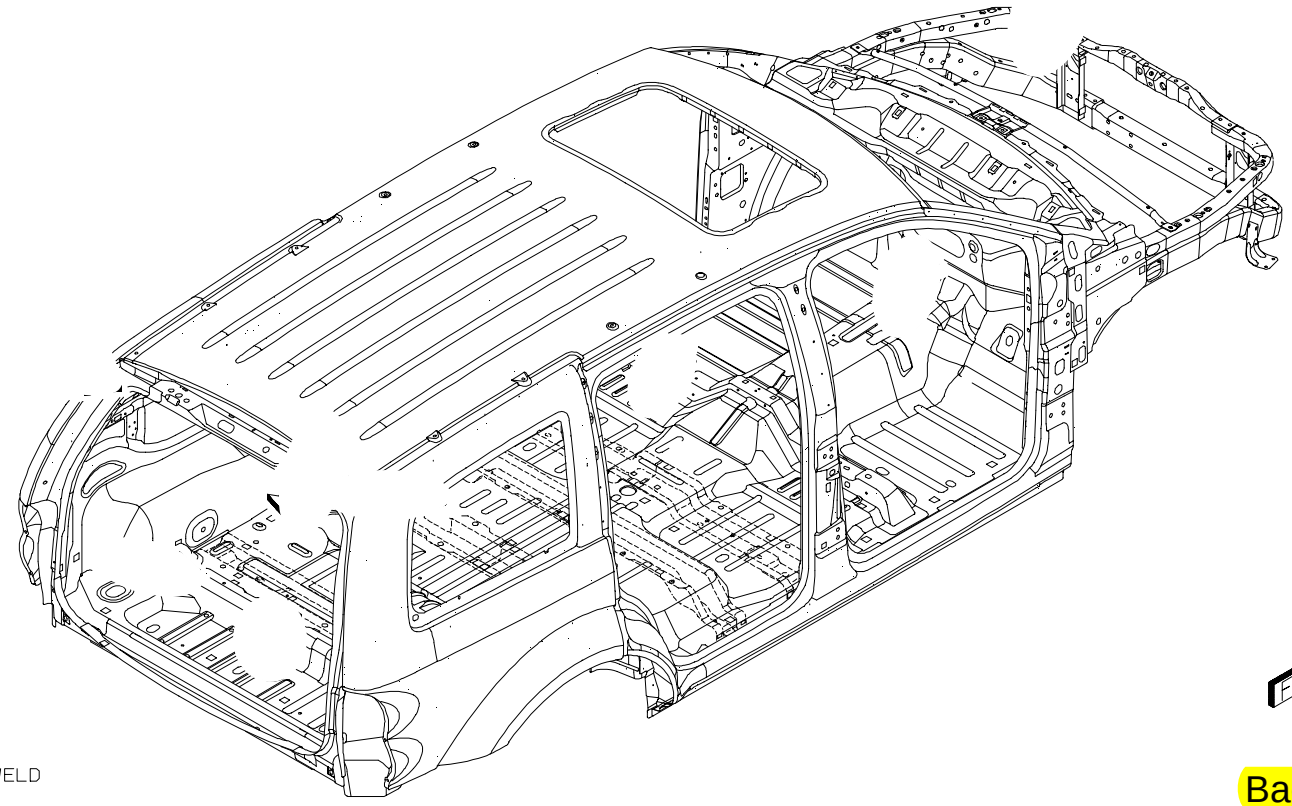
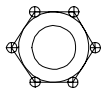
PARTS IDENTIFICATION LEGEND, OVERVIEW 10

AY TAPPING PLATE - C-PILLAR STRIKER
AZ CROSSMEMBER - RR SEAT SUPPORT TRIM -
BA CROSSMEMBER - LIFTGATE OPENING LWR -
BB REINF - C-PILLAR CROSSMEMBER BODY MOUNTING -
BC HEADER - RR UPR -
BD HEADER - RR LWR -





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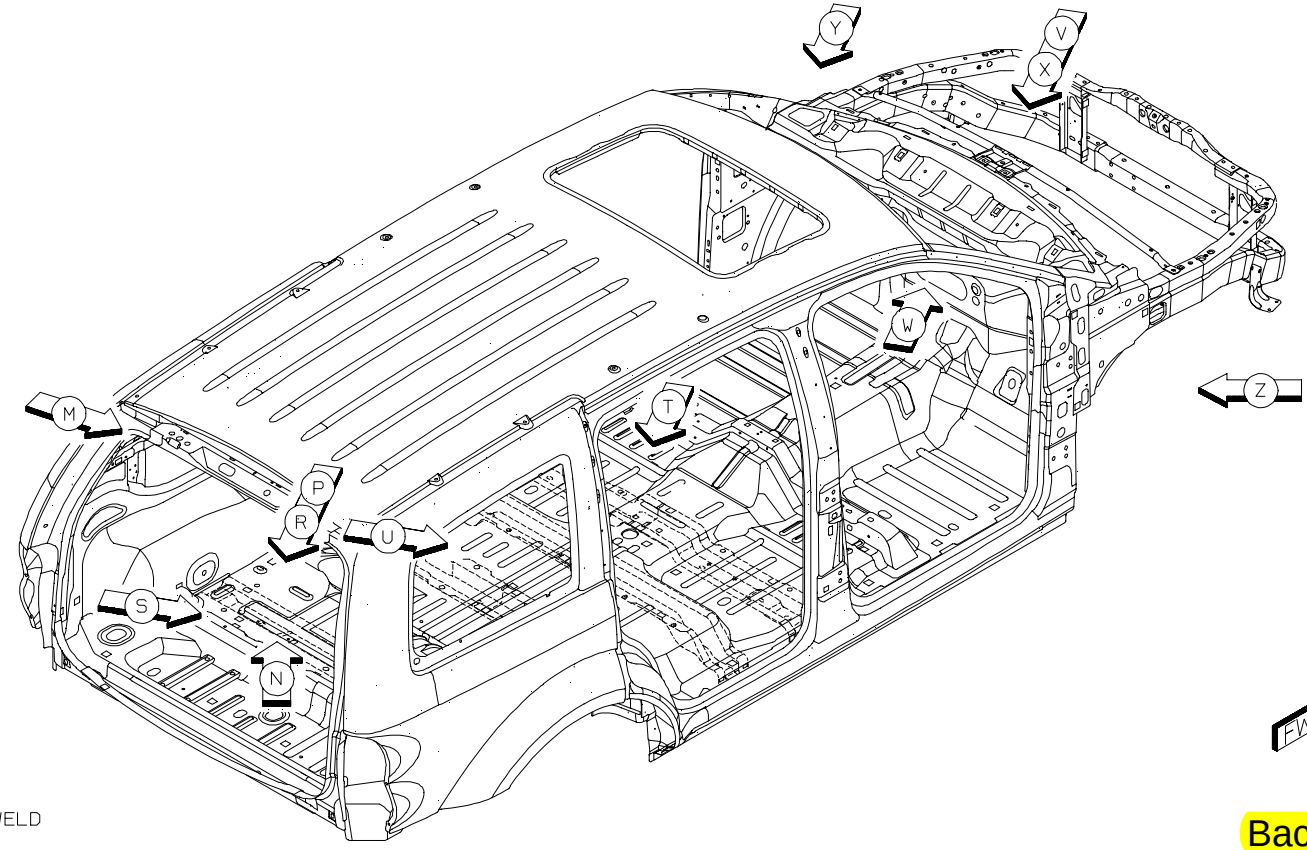

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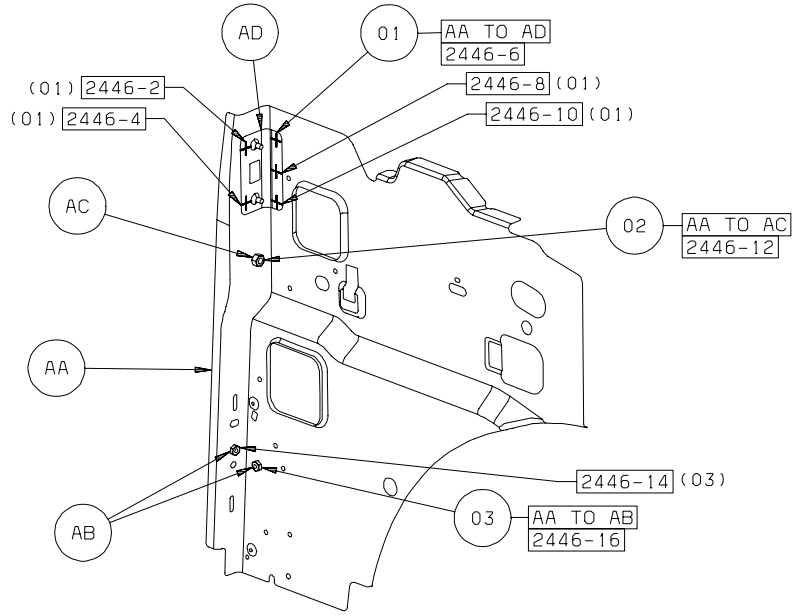
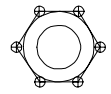
1. AA TO AD 10 S/WELDS
2. AA TO AC 2 PROJ WELDS
3. AA TO AB 3 PROJ WELDS
4. AA TO AE 4 S/WELDS
5. AA TO AF 2 S/WELDS





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PROJECTION WELD

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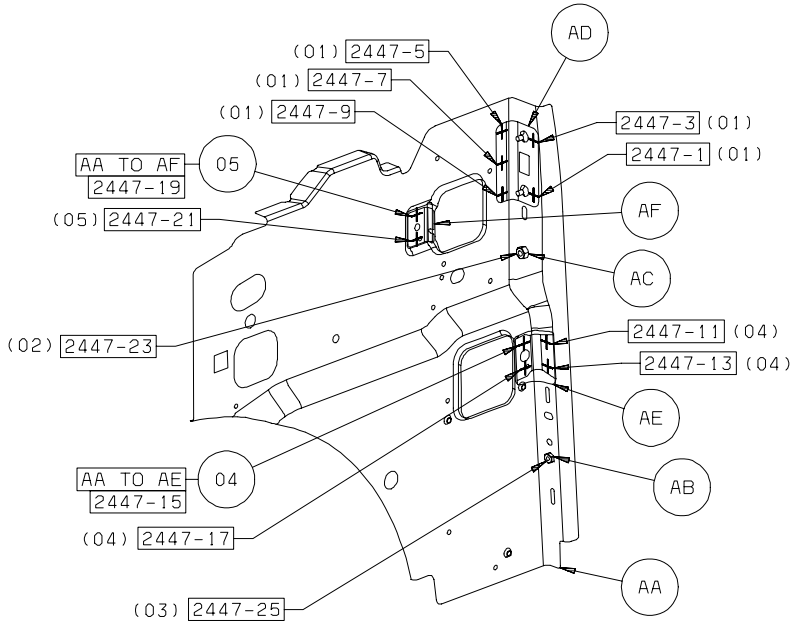
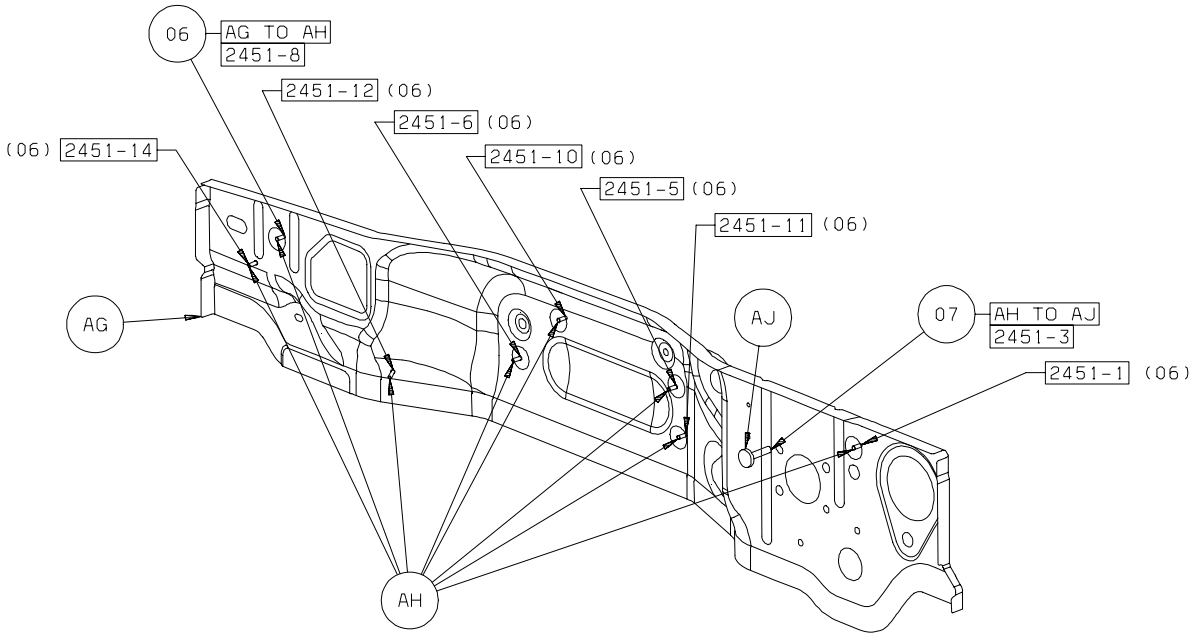


VIEW Y

6. AG TO AH 8 S/WELDS
7. AH TO AJ 1 S/WELD



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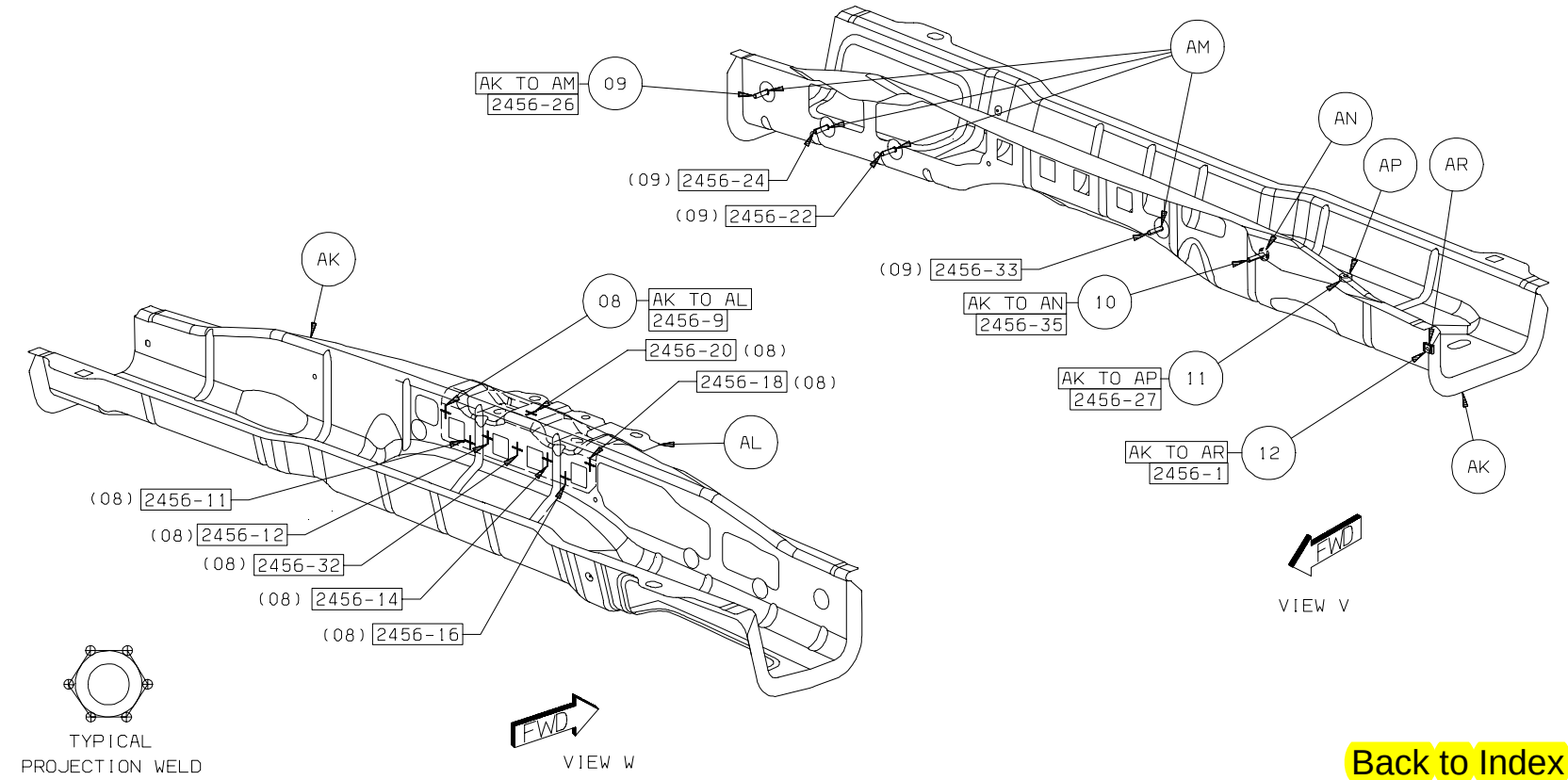
8. AK TO AL 8 S/WELDS
9. AK TO AM 4 S/WELDS
10. AK TO AN 1 PROJ WELD
11. AK TO AP 1 PROJ WELD
12. AK TO AR 1 PROJ WELD



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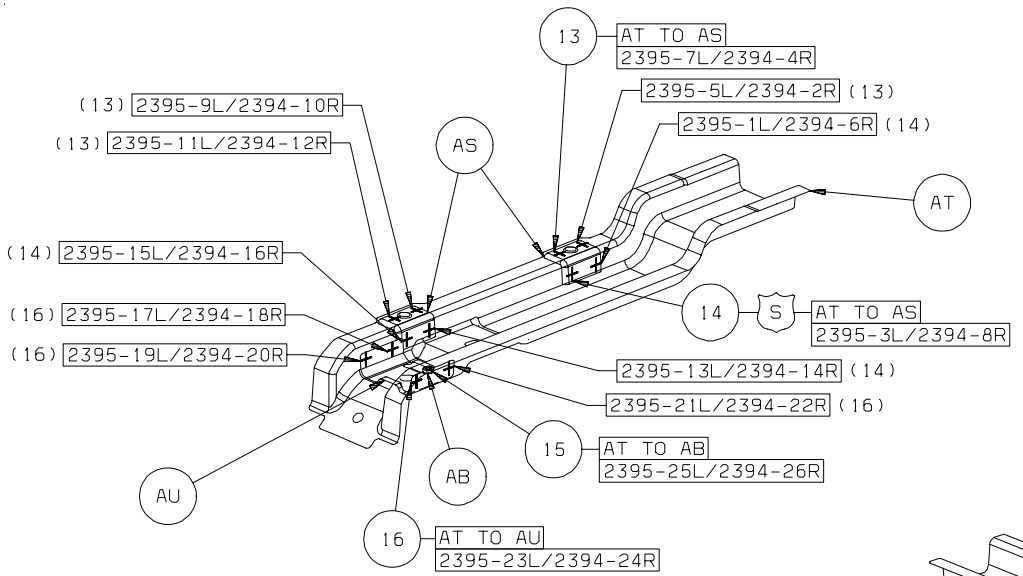
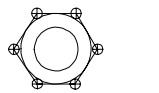
13. AT TO AS 4 S/WELDS
14. AT TO AS 4 S/WELDS
15. AT TO AB 1 PROJ WELD
16. AT TO AU 4 S/WELDS
17. AV TO AW 8 S/WELDS





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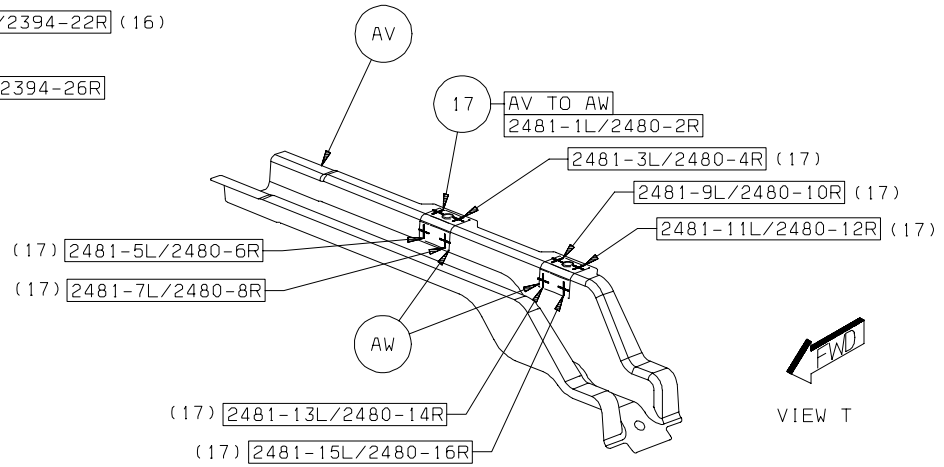
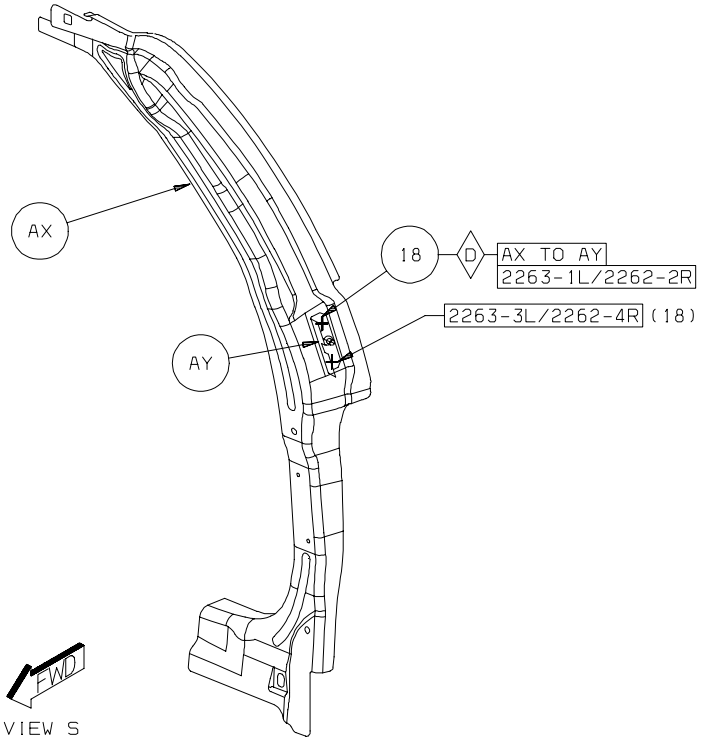
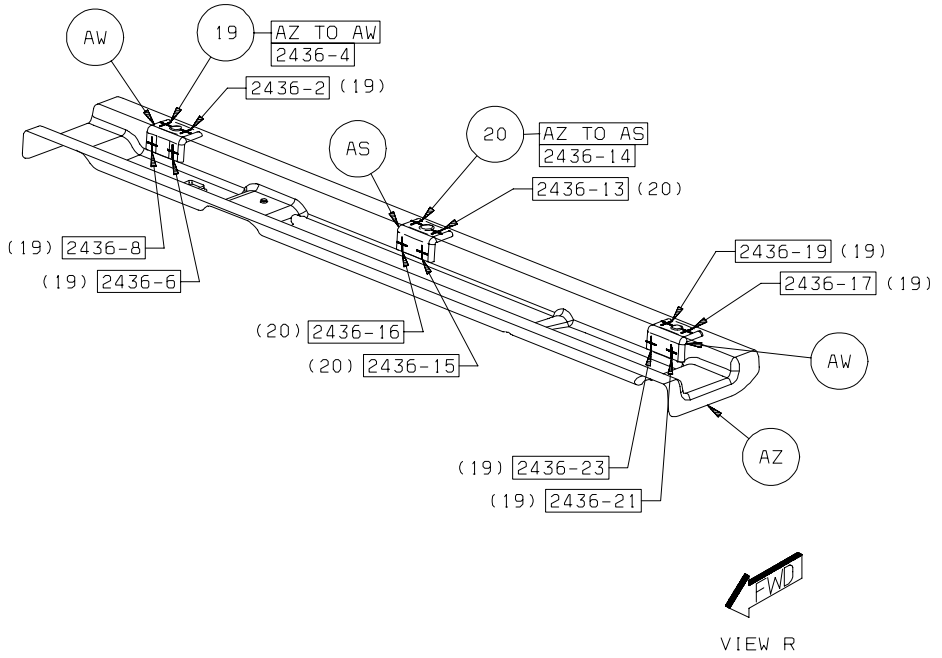


18. AX TO AY 2 S/WELDS
19. AZ TO AW 8 S/WELDS
20. AZ TO AS 4 S/WELDS





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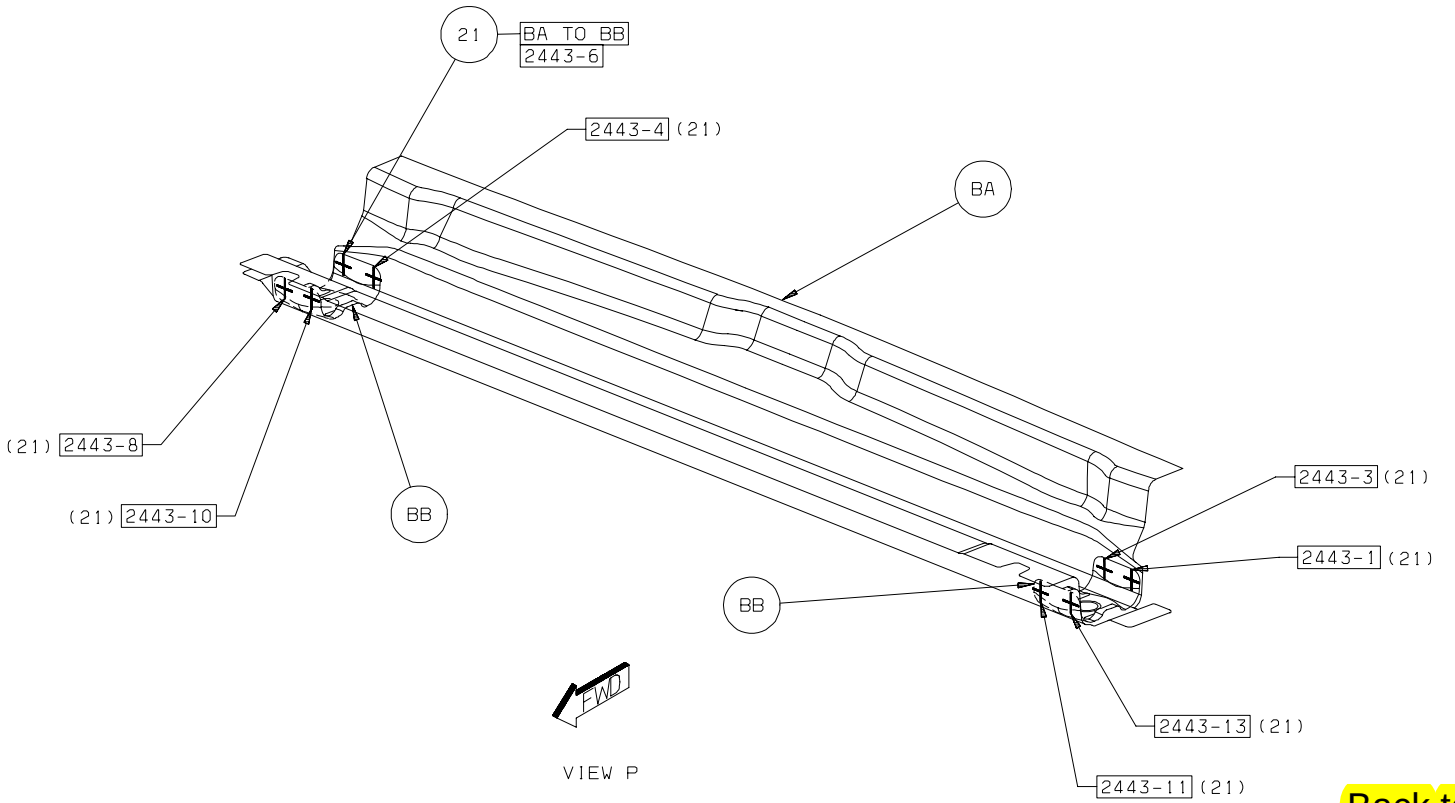
21. BA TO BB 8 S/WELDS



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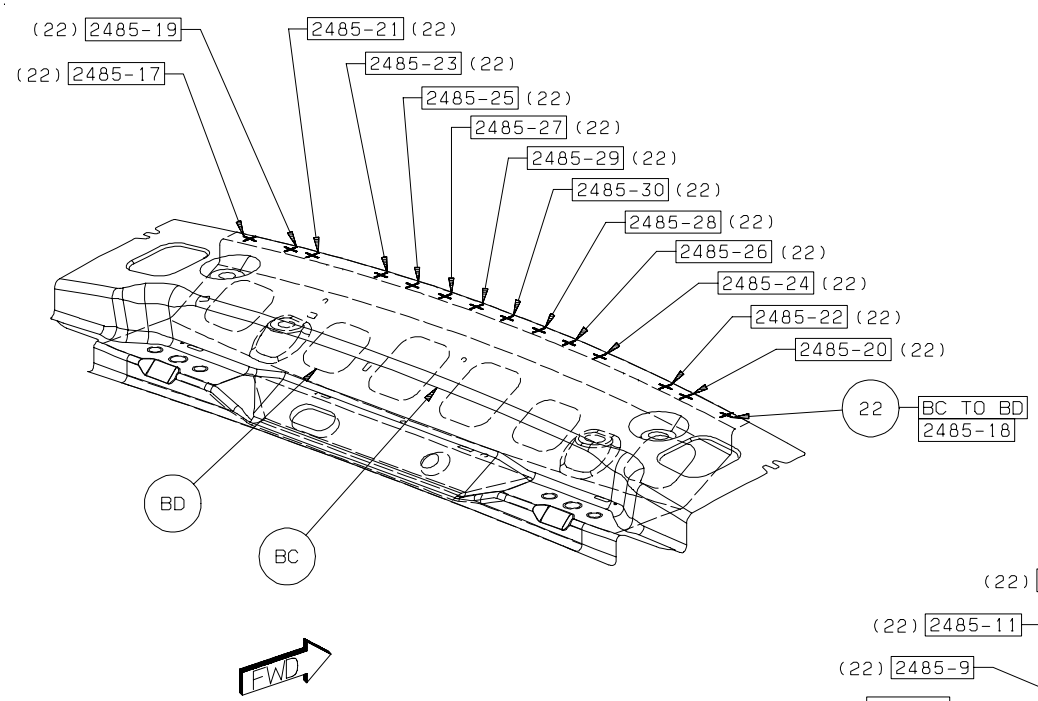
22. BC TO BD 29 S/WELDS



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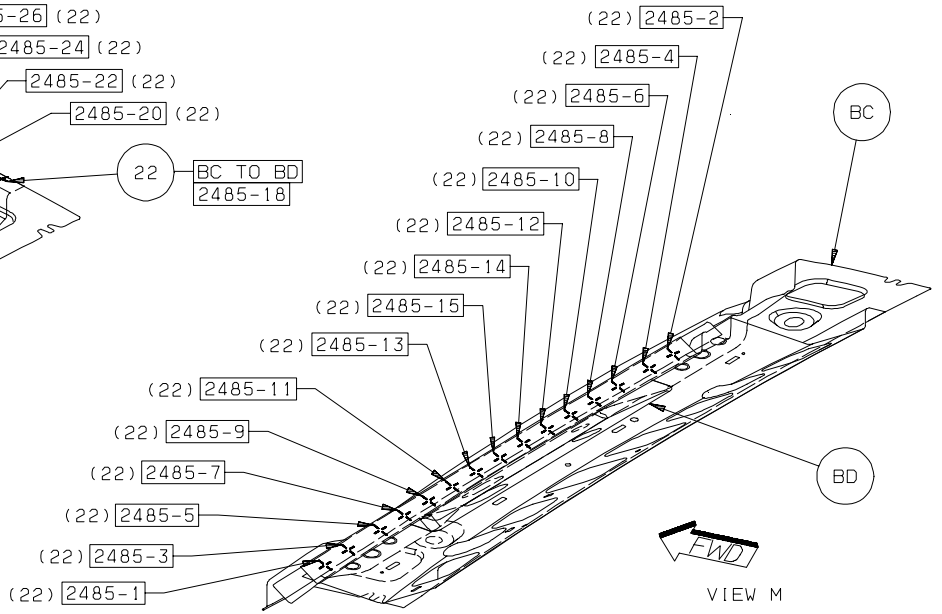

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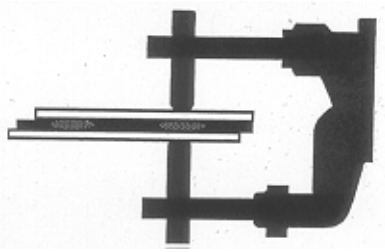
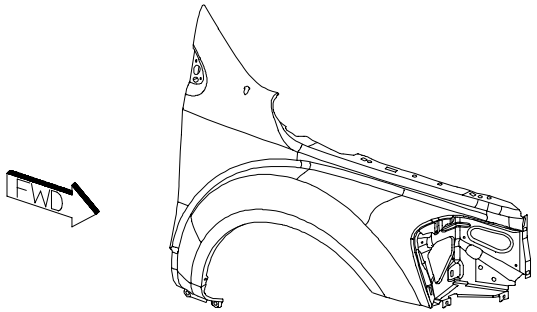
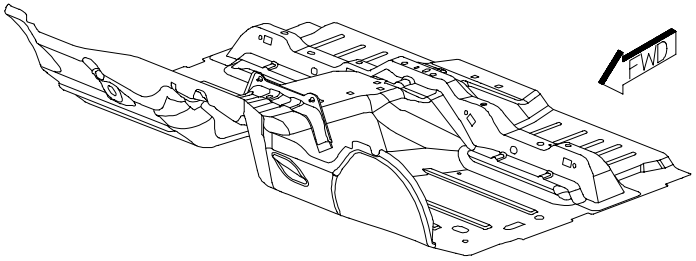
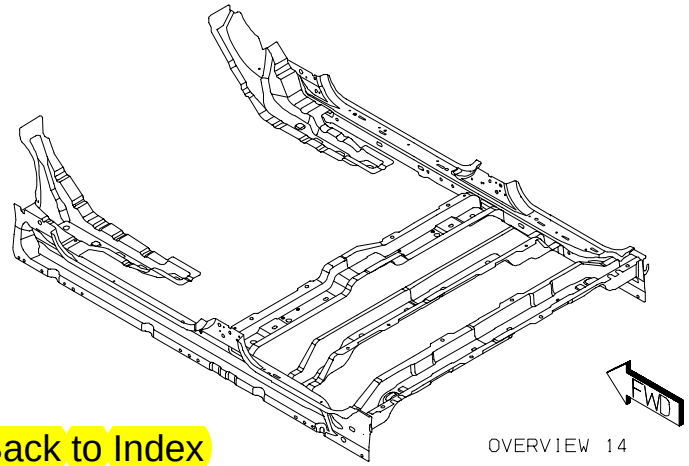




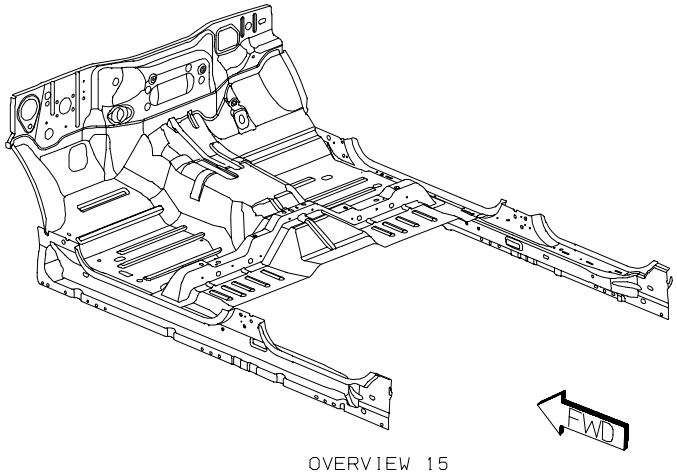
OVERVIEW 12



OVERVIEW 13



OVERVIEW 14



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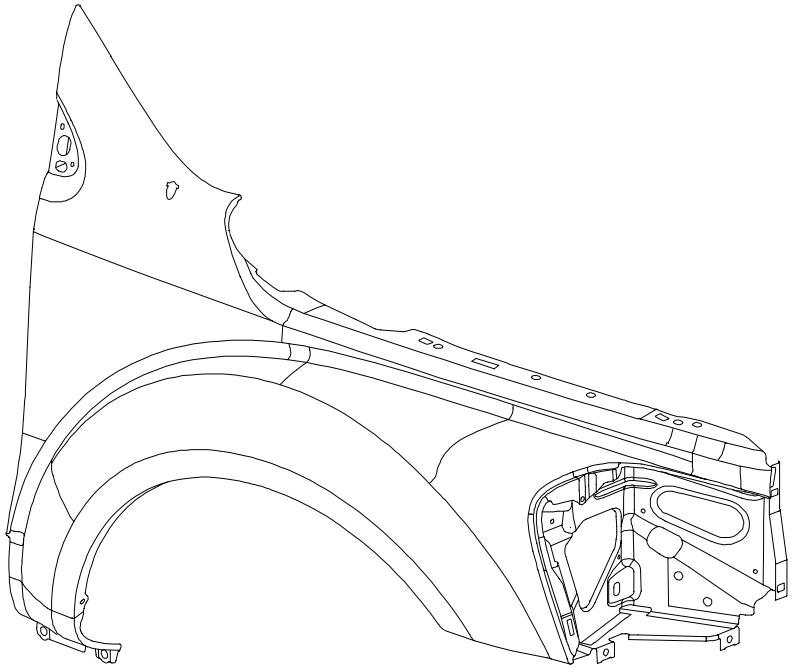
PARTS IDENTIFICATION LEGEND, OVERVIEW 12

AA PANEL - FENDER OTR RT -
AA PANEL - FENDER OTR LT -
AB REINF - FENDER LWR RT -
AB REINF - FENDER LWR LT -
AC REINF - FENDER RR UPR RT -
AC REINF - FENDER RR UPR LT -
AD REINF - FENDER FRT UPR RT -
AD REINF - FENDER FRT UPR LT -



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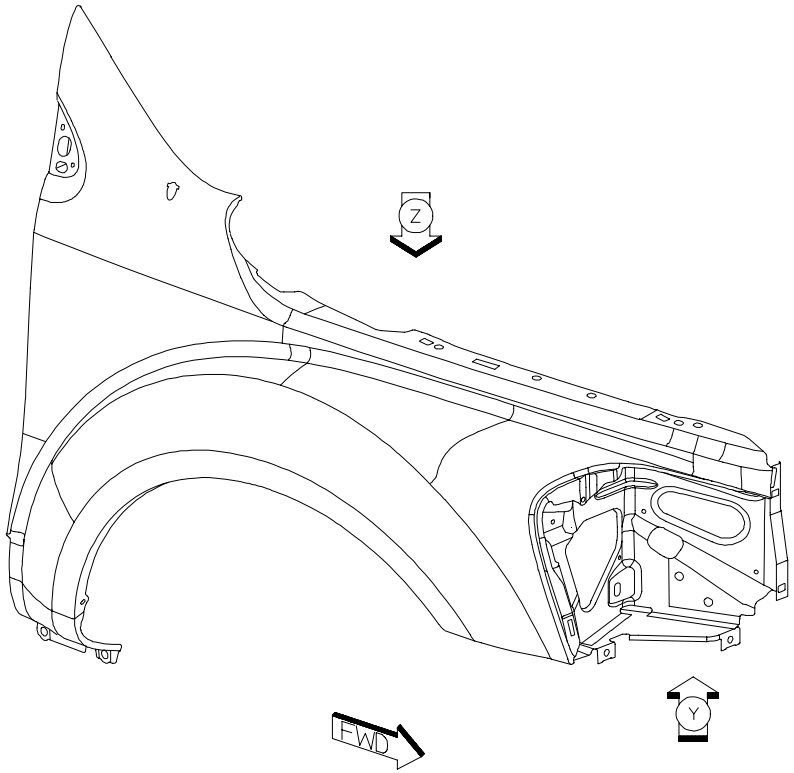

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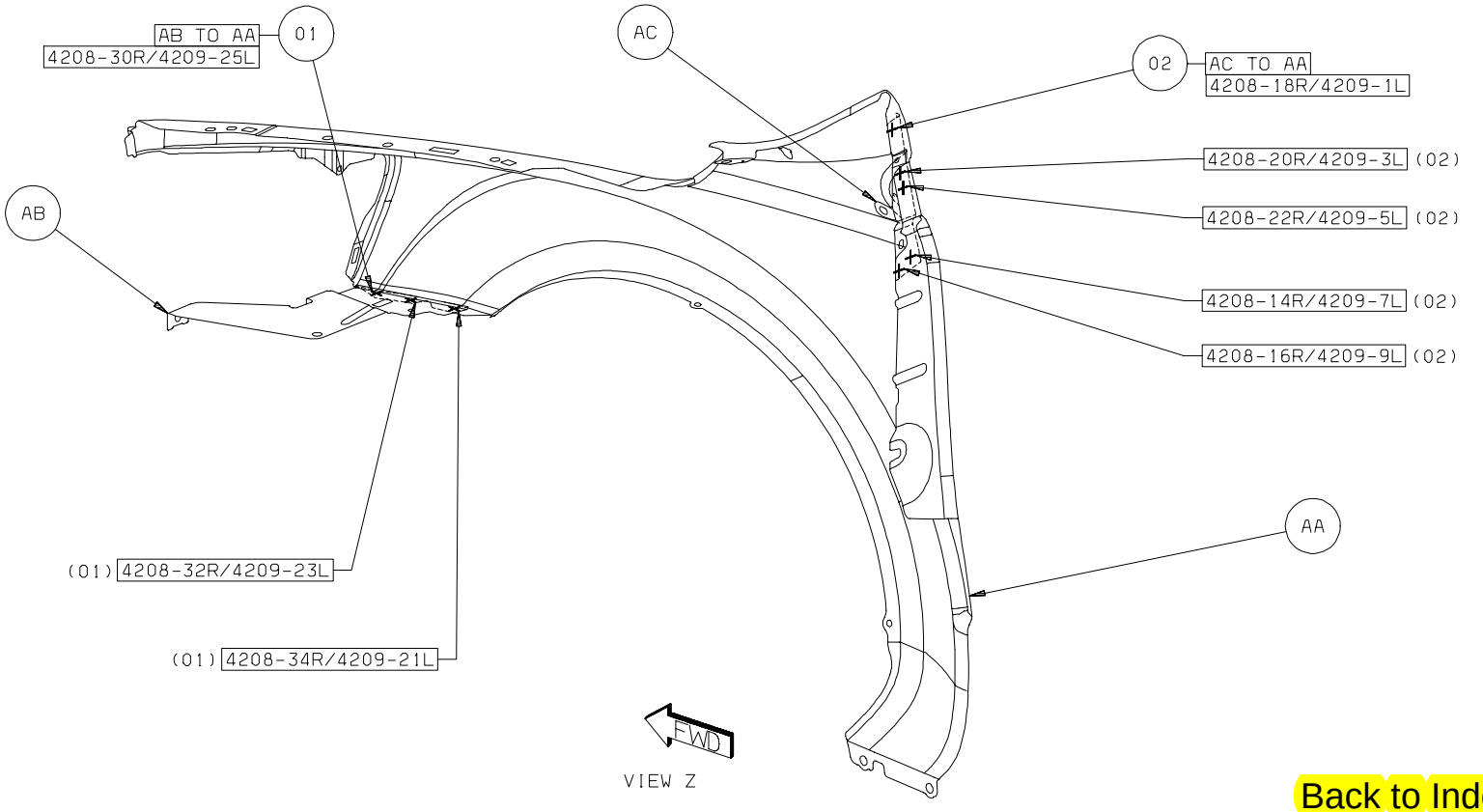
1. AB TO AA 3/SD S/WELDS
2. AC TO AA 5/SD S/WELDS



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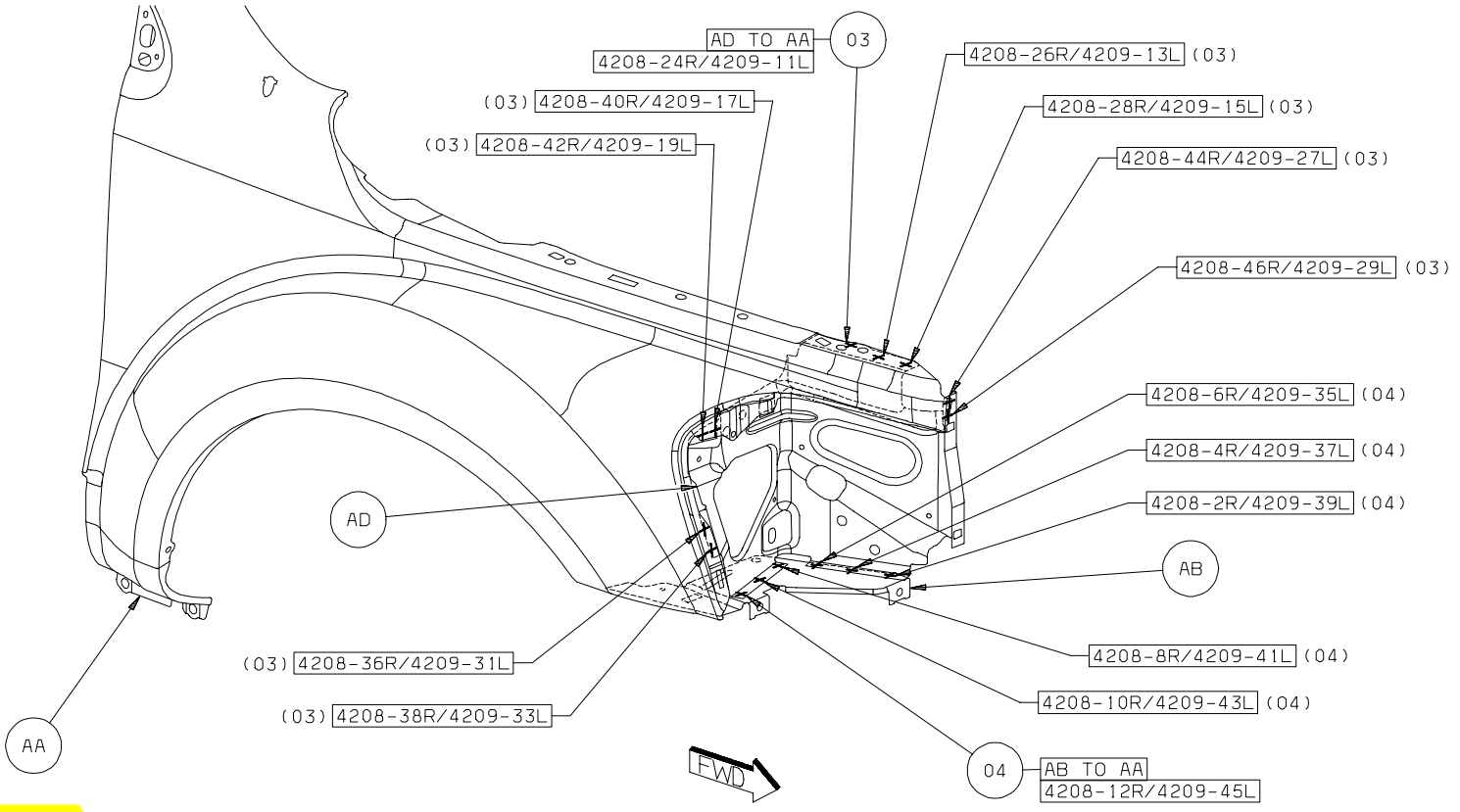
3. AD TO AA 9/SD S/WELDS
4. AB TO AA 6/SD S/WELDS



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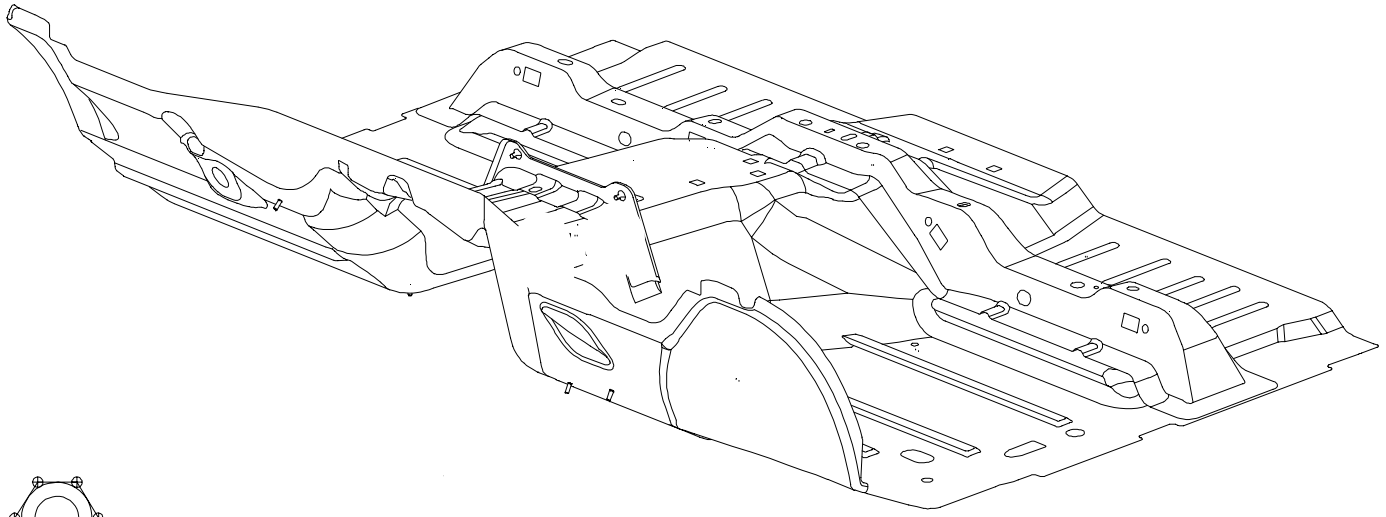
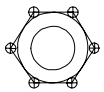
PARTS IDENTIFICATION LEGEND, OVERVIEW 13

AA PAN - FLOOR FRT -
AB CROSSMEMBER - FRT SEAT MOUNTING -
AC REINF - STEERING COLUMN -
AD BRACKET - DASH -
AE STUD.WELD/EXTERNAL - HEADER.PT.SPECIAL - SILENCER TO FLOOR





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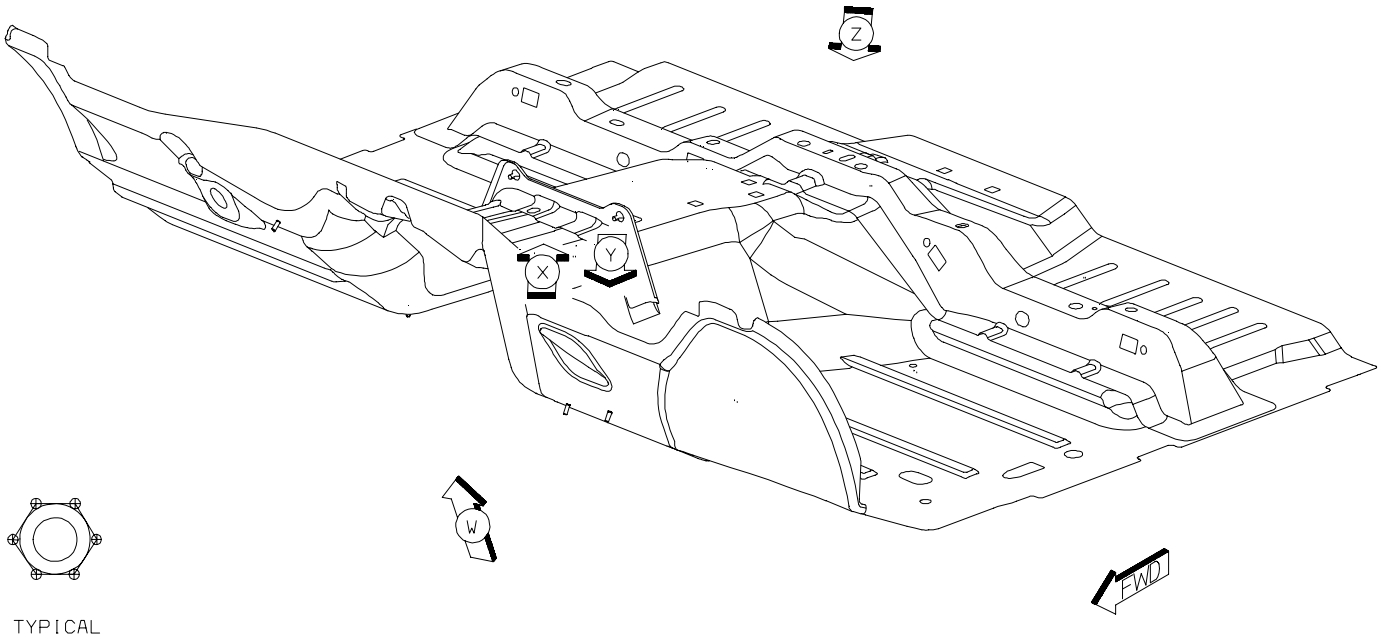

TYPICAL
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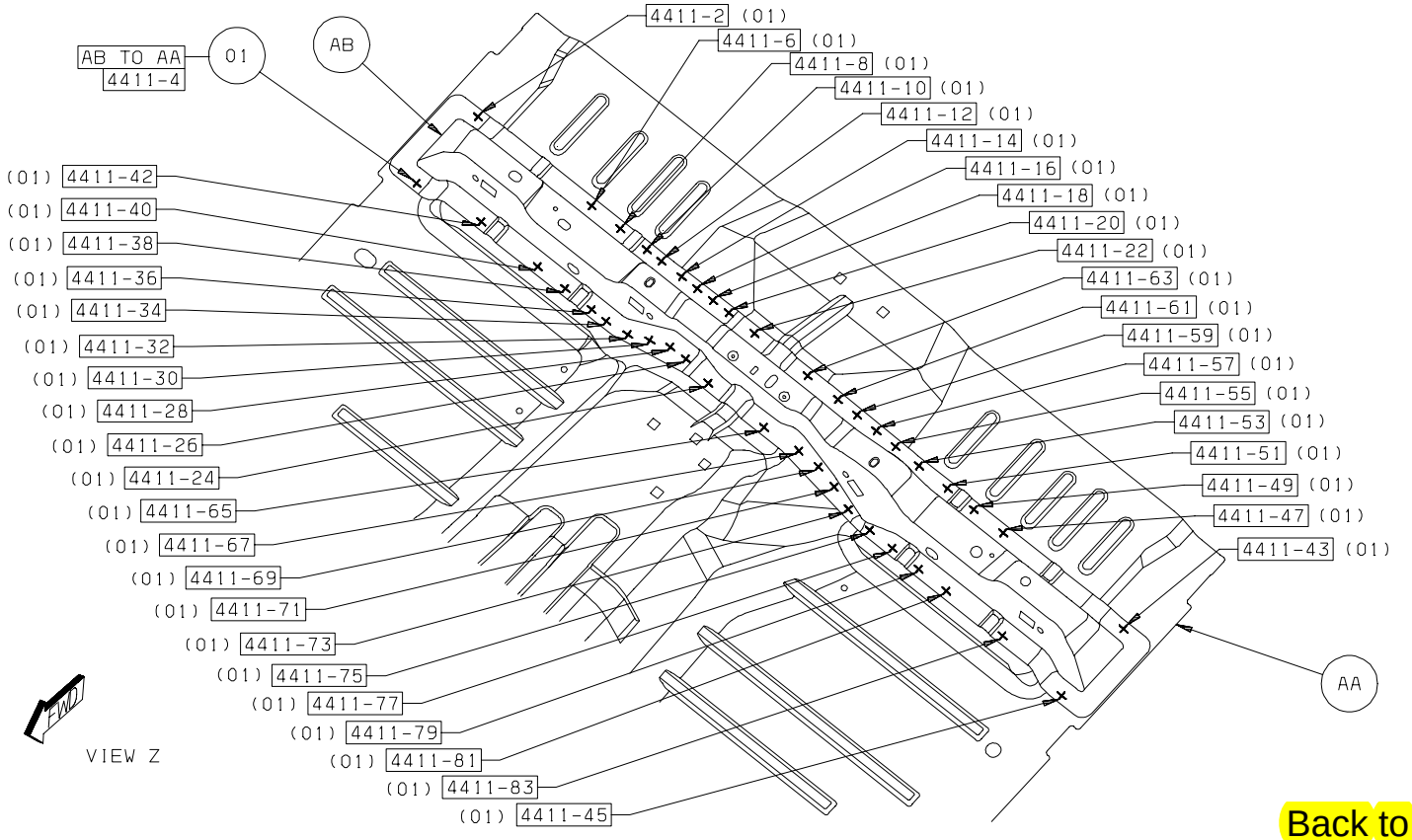
1. AB TO AA 41 S/WELD



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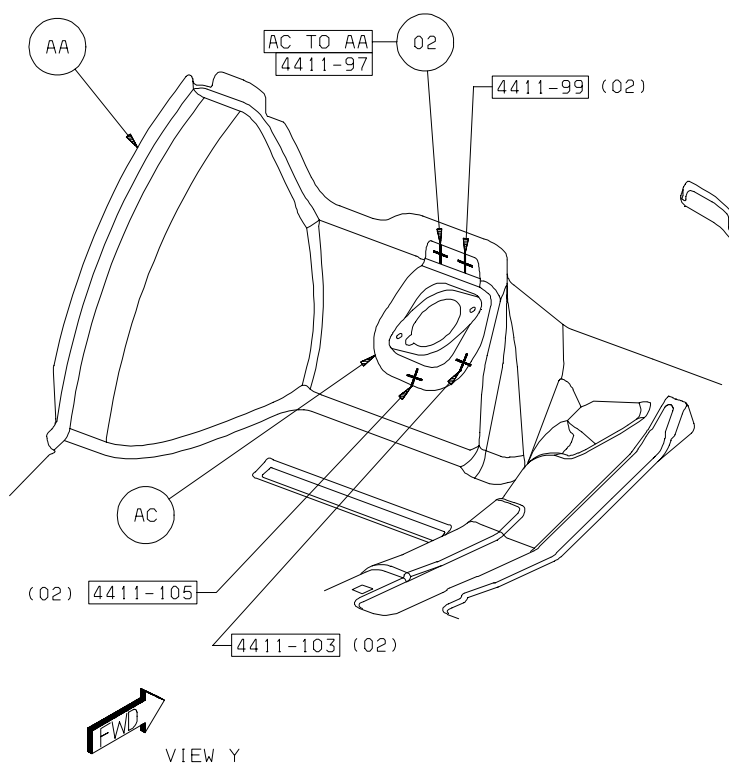
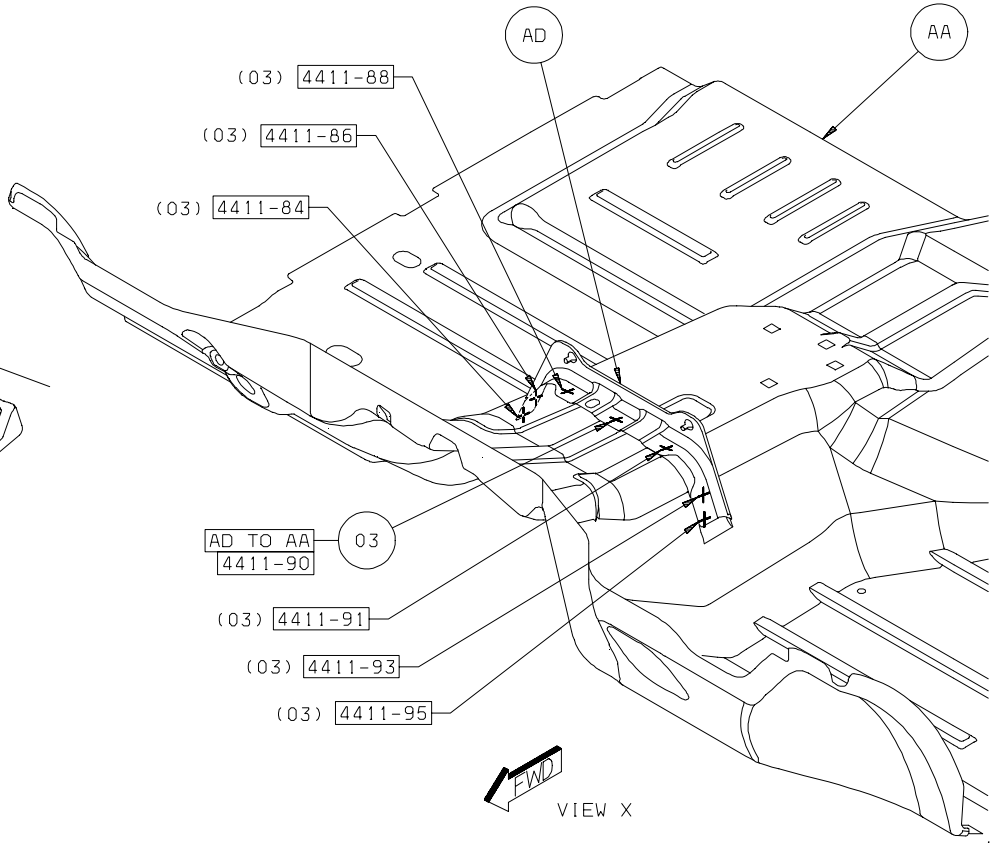
2. AC TO AA 4 S/WELD
3. AD TO AA 7 S/WELD





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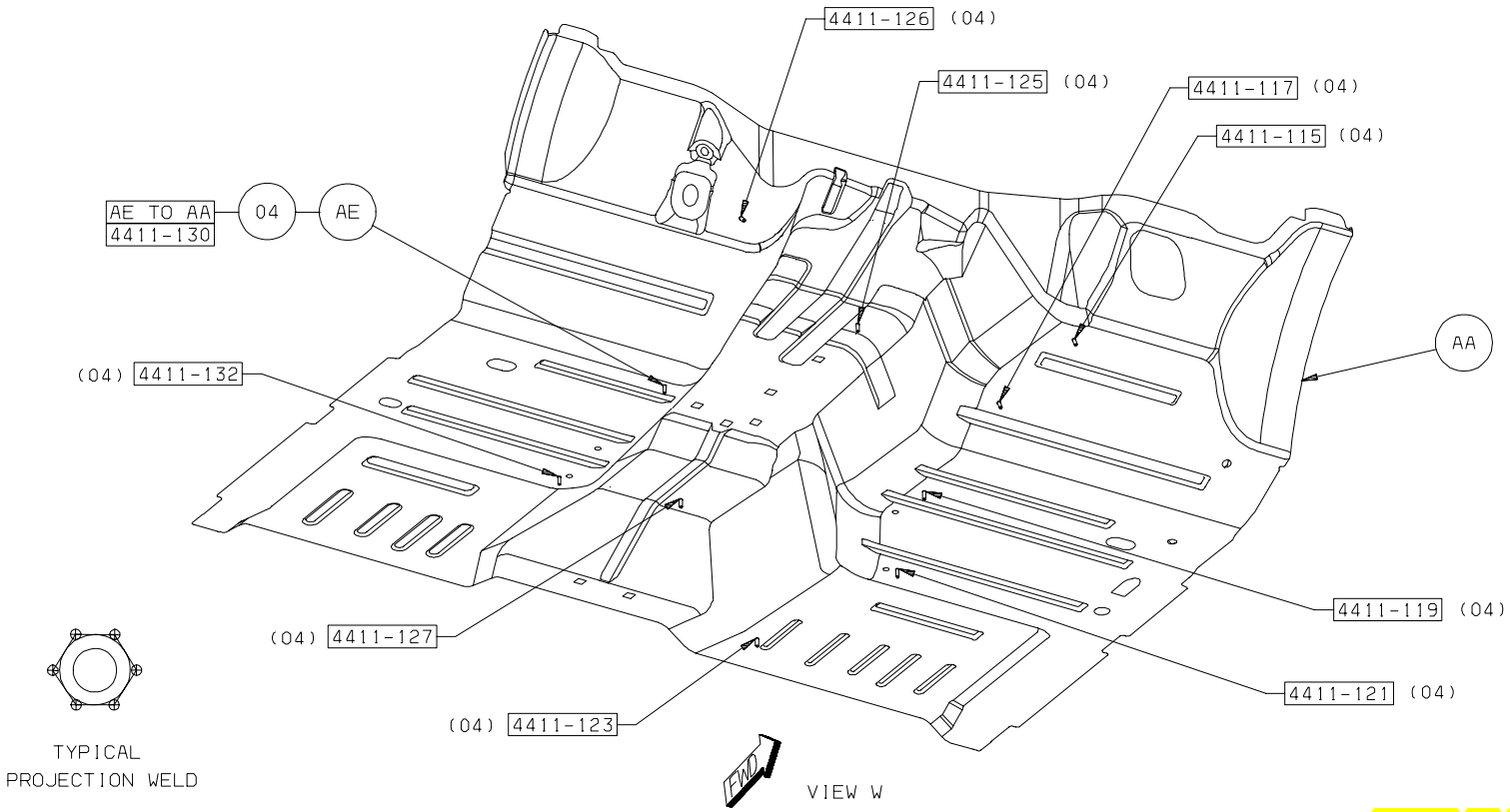
4. AE TO AA 10 PROJ WELD



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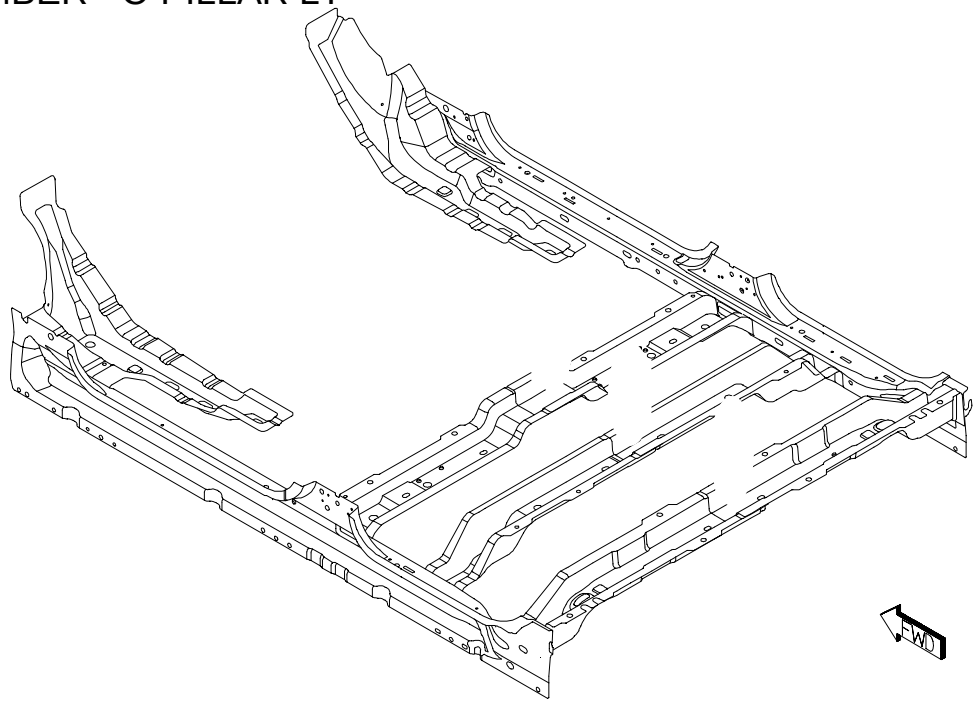
PARTS IDENTIFICATION LEGEND, OVERVIEW 14

AA SILL - INR RT -
AA SILL - INR LT -
AB SUPPORT - UNDERBODY HOLD-DOWN FRT RT -
AB SUPPORT - UNDERBODY HOLD-DOWN FRT LT -
AC CROSSMEMBER - C-PILLAR RT -
AC CROSSMEMBER - C-PILLAR LT -
AD CROSSMEMBER - SEAT MTG 2ND ROW FRT I/B RT -
AE CROSSMEMBER - B-PILLAR RT -
AF CROSSMEMBER - B-PILLAR LT -
AG CROSSMEMBER - SEAT MTG 2ND ROW FRT I/B LT -
AH CROSSMEMBER - C-PILLAR LT -



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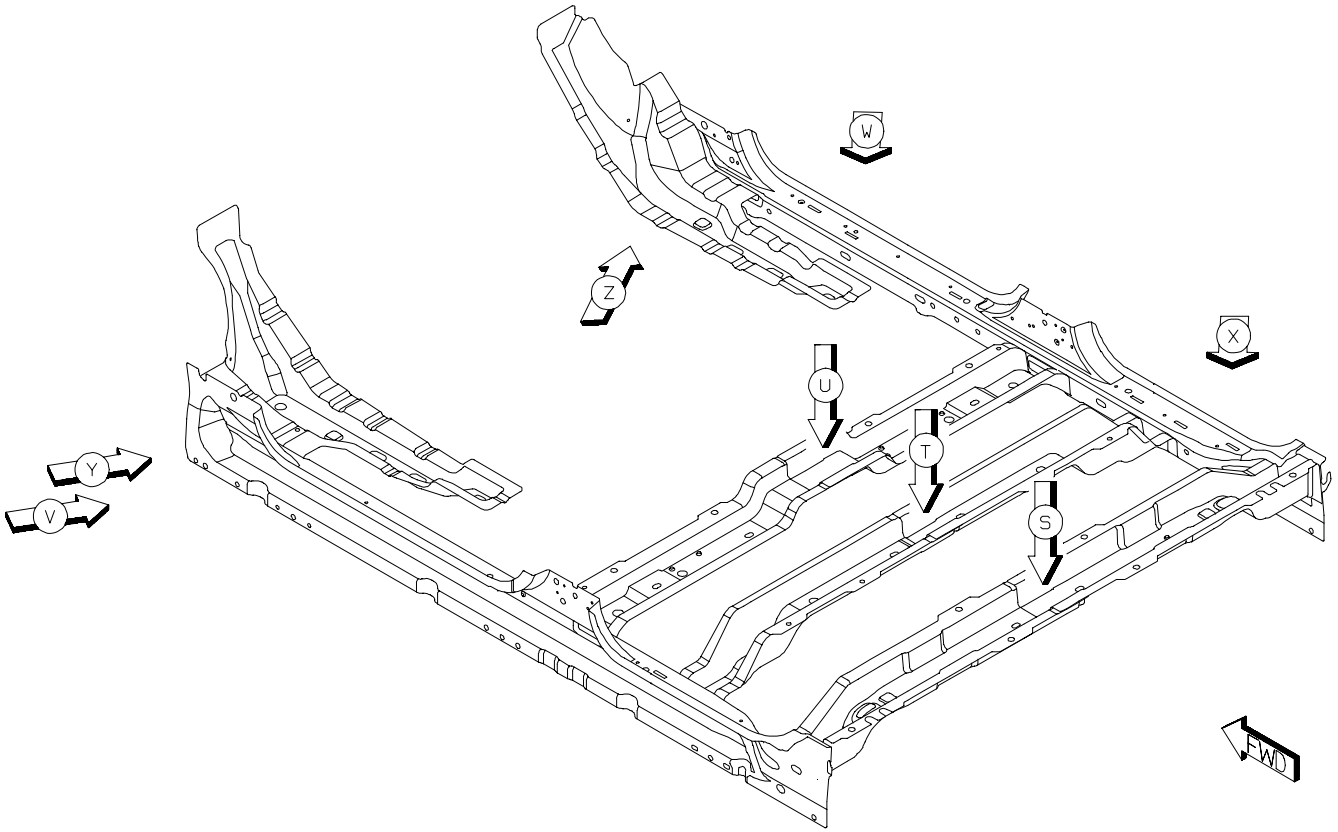

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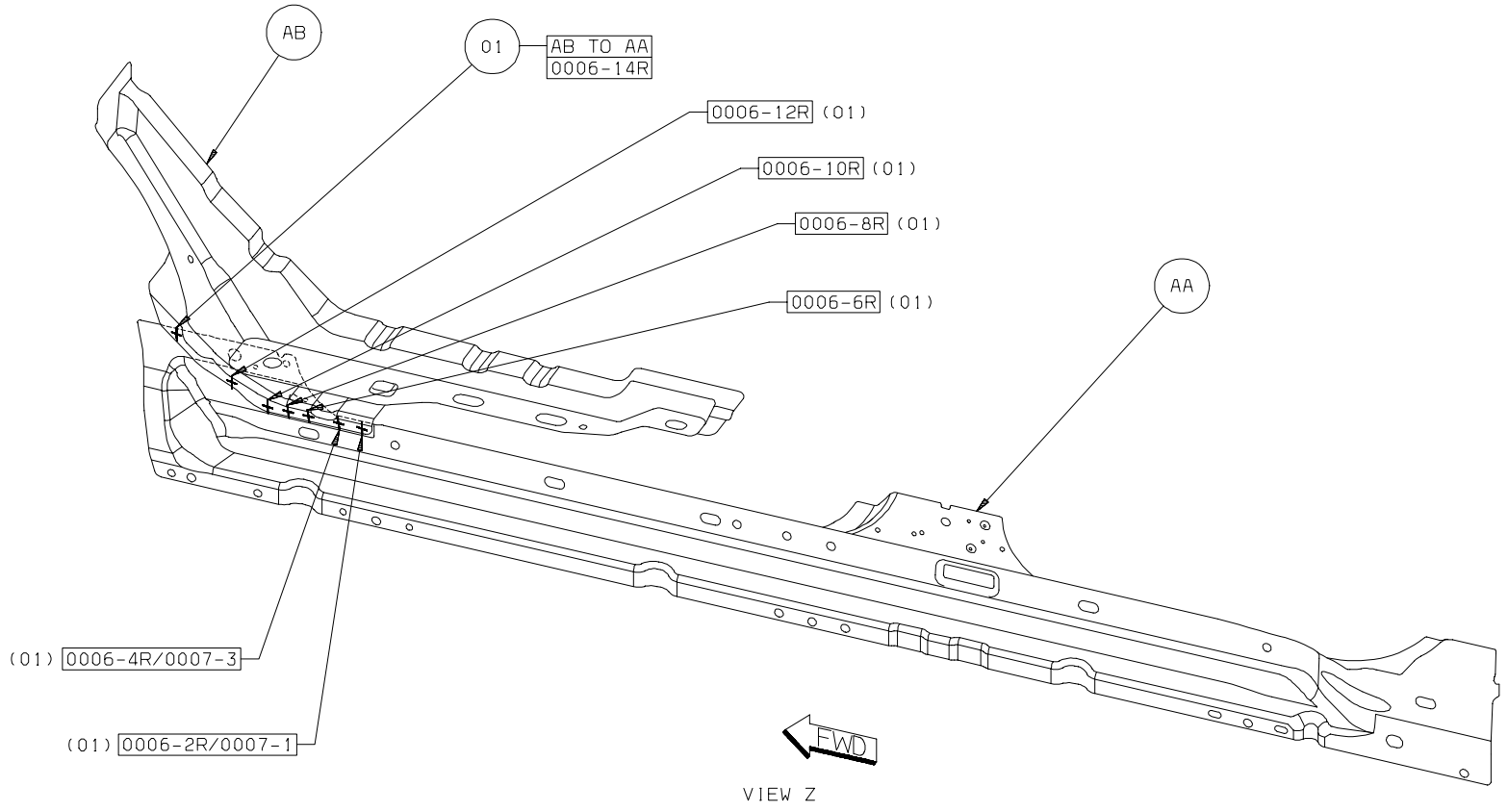
1. AB TO AA 7R & 2L S/WELDS



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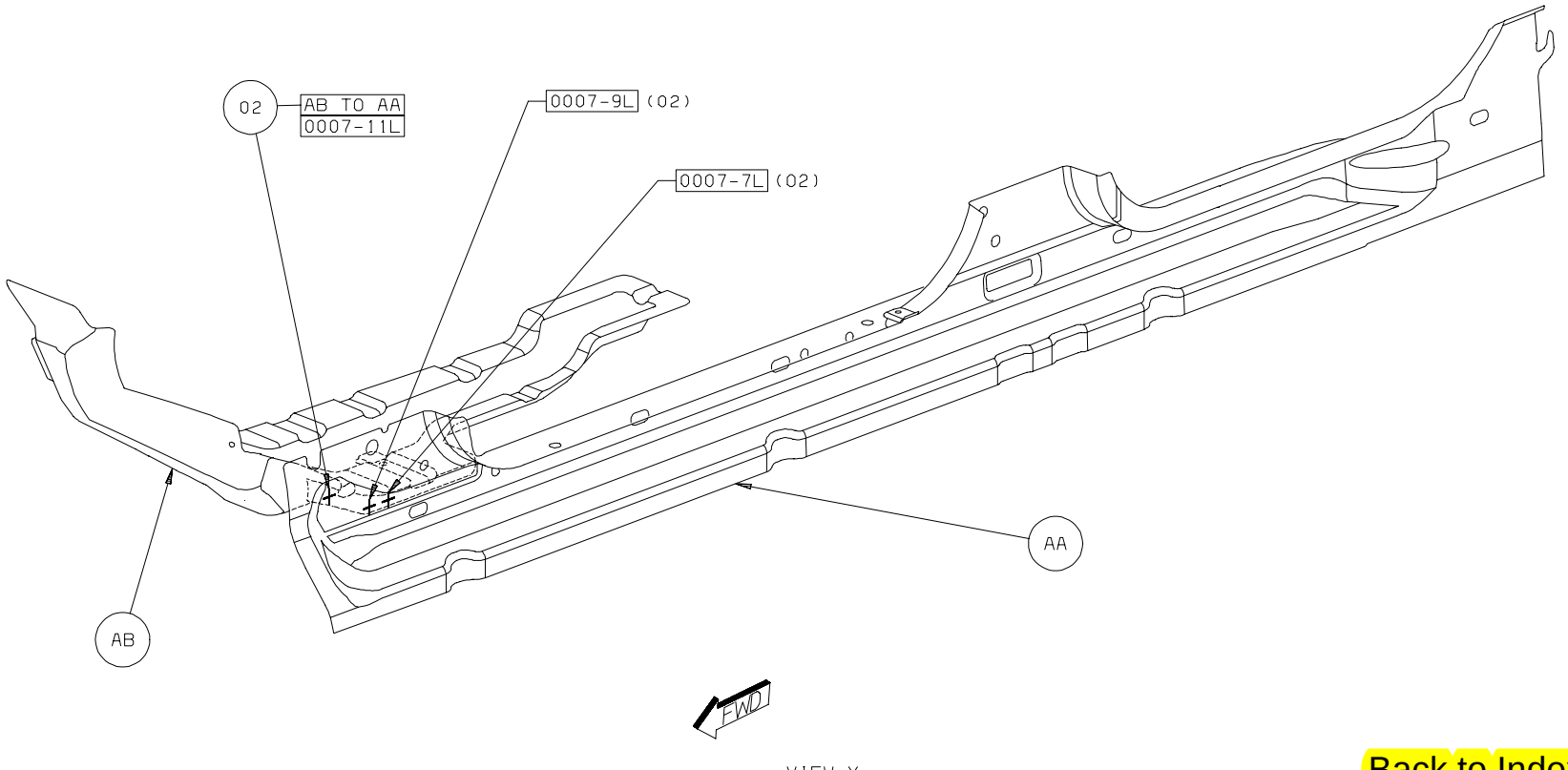
2. AB TO AA 3L S/WELDS



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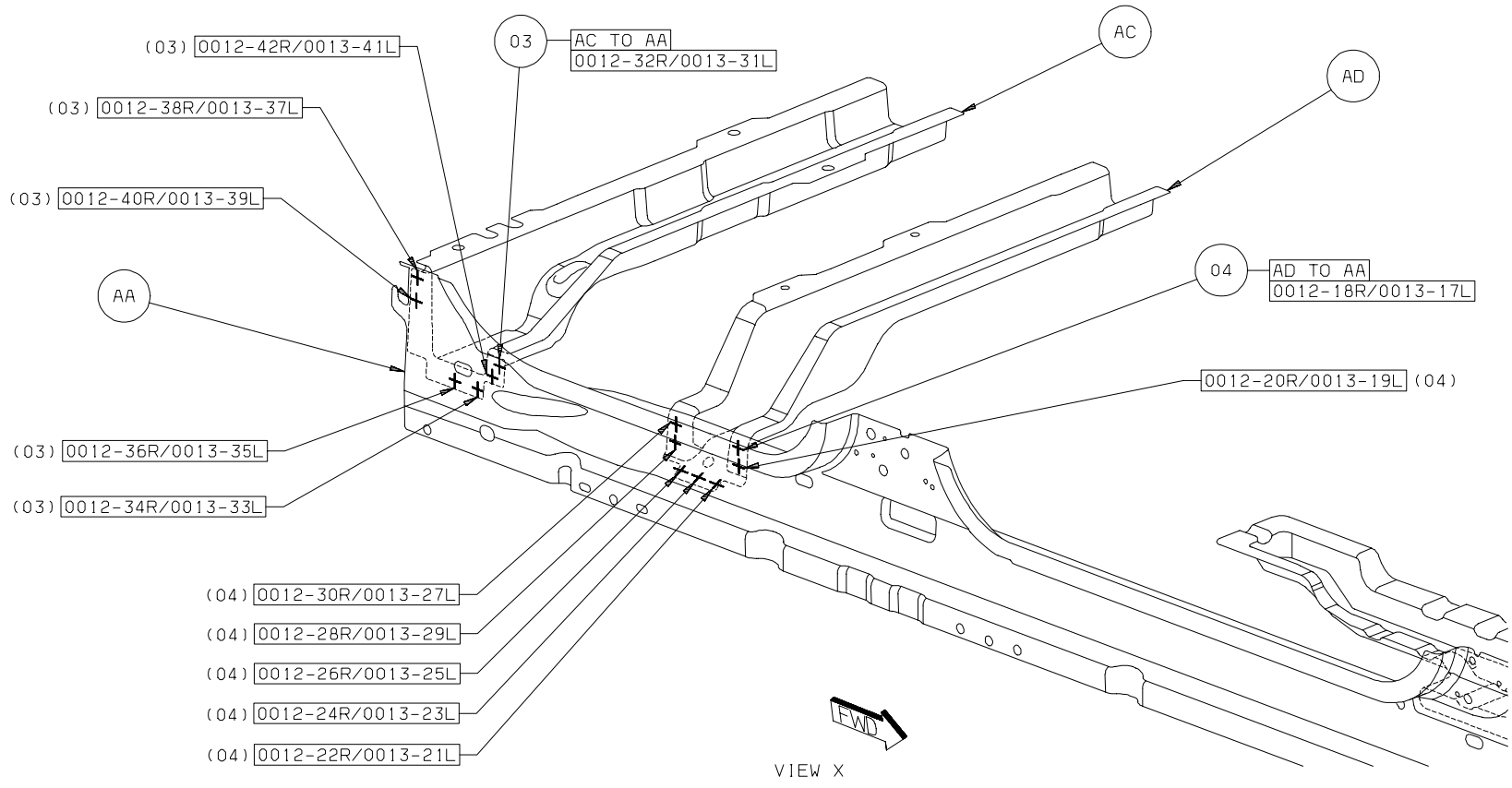
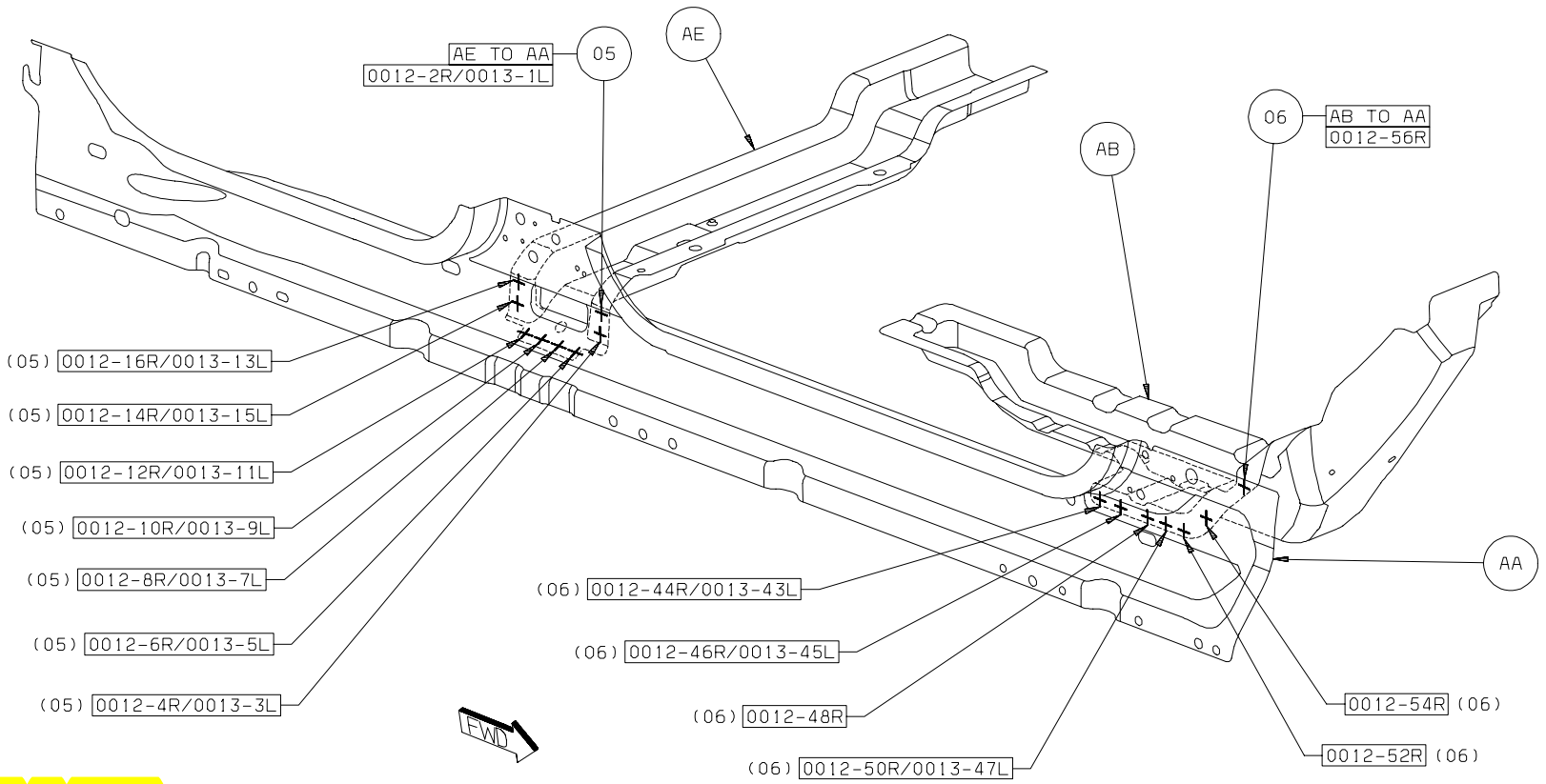
3. AC TO AA 6/SD S/WELDS
4. AD TO AA 7/SD S/WELDS



5. AE TO AA 8/SD S/WELDS
6. AB TO AA 7R 3L S/WELDS



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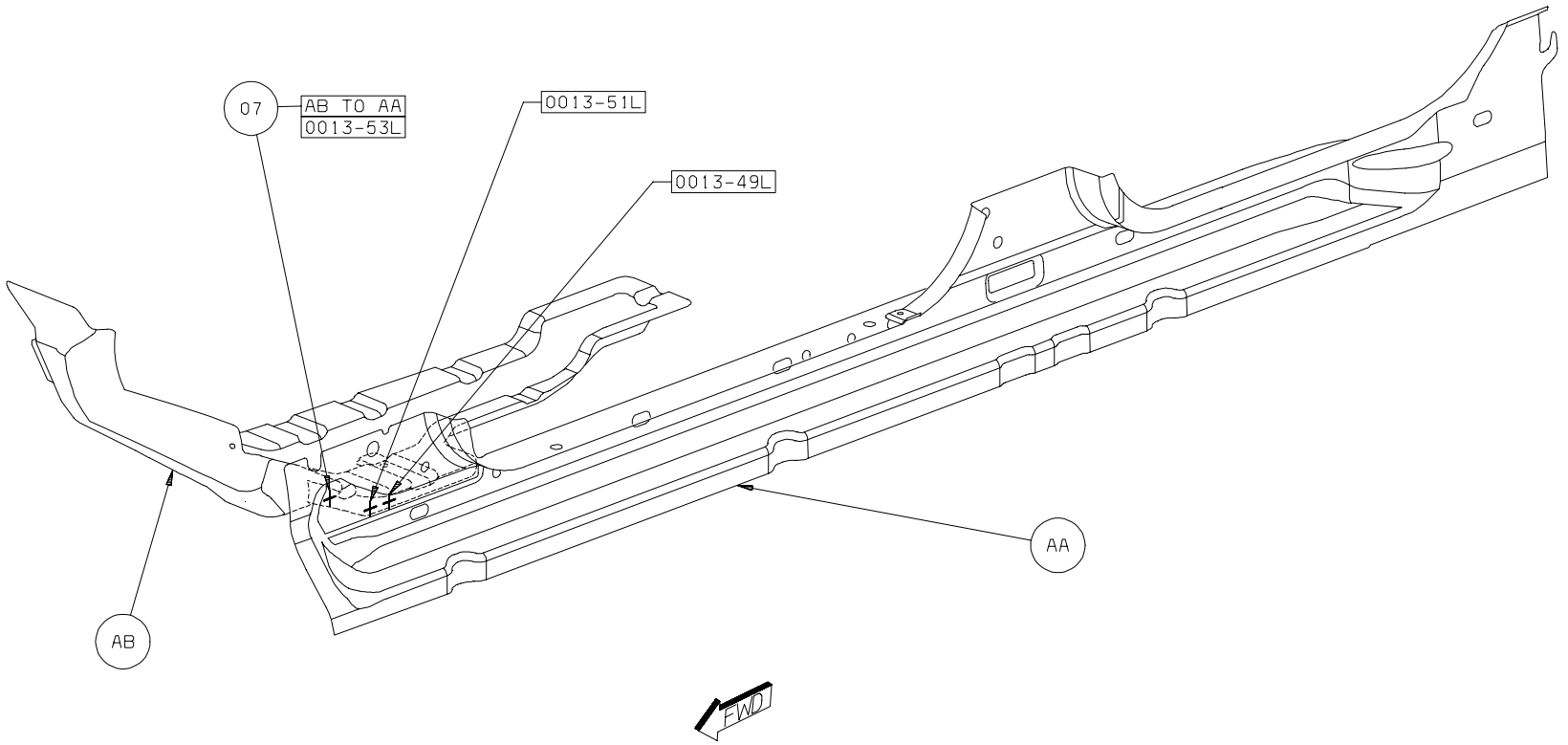
7. AB TO AA 3L S/WELDS



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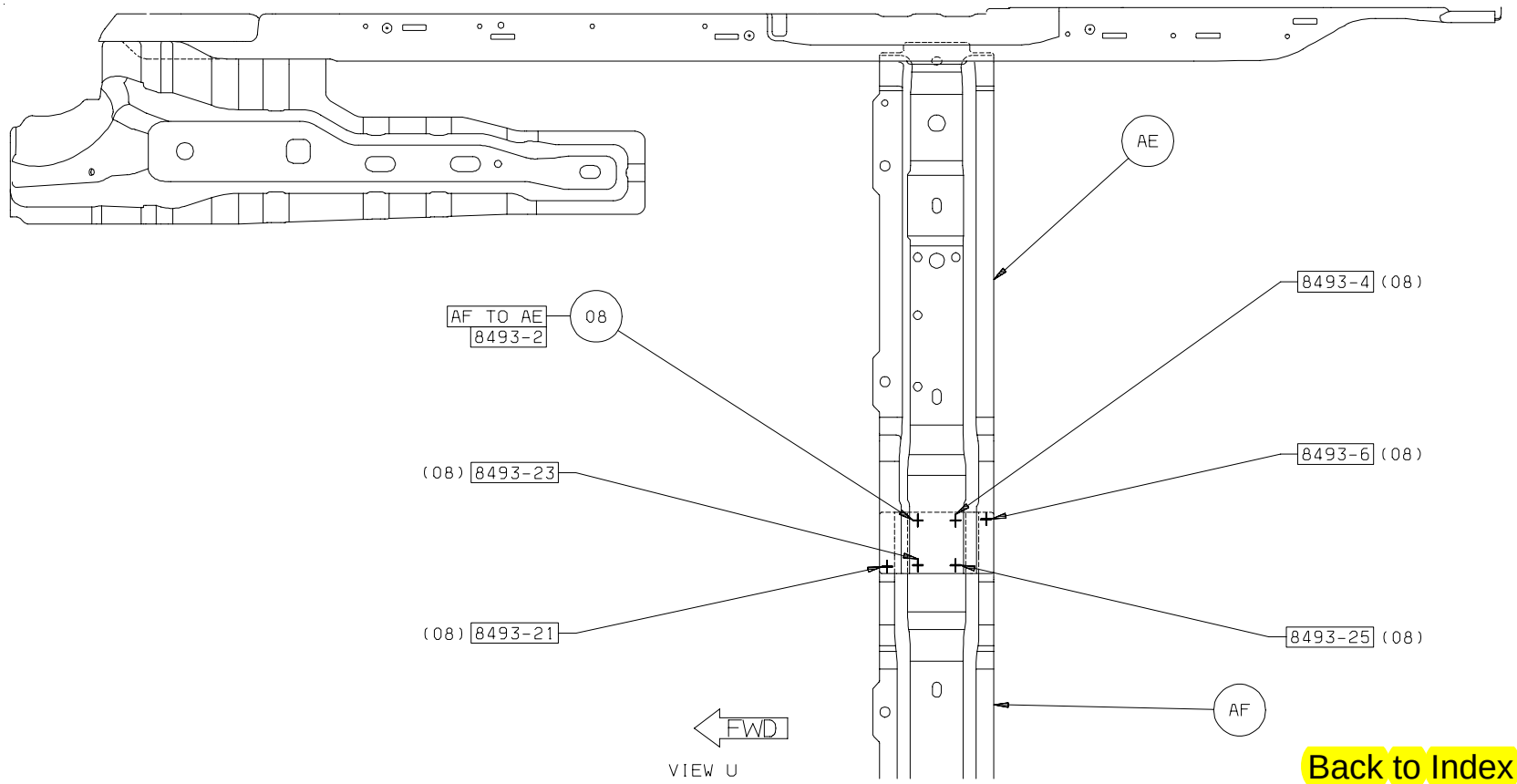
8. AF TO AE 6 S/WELDS



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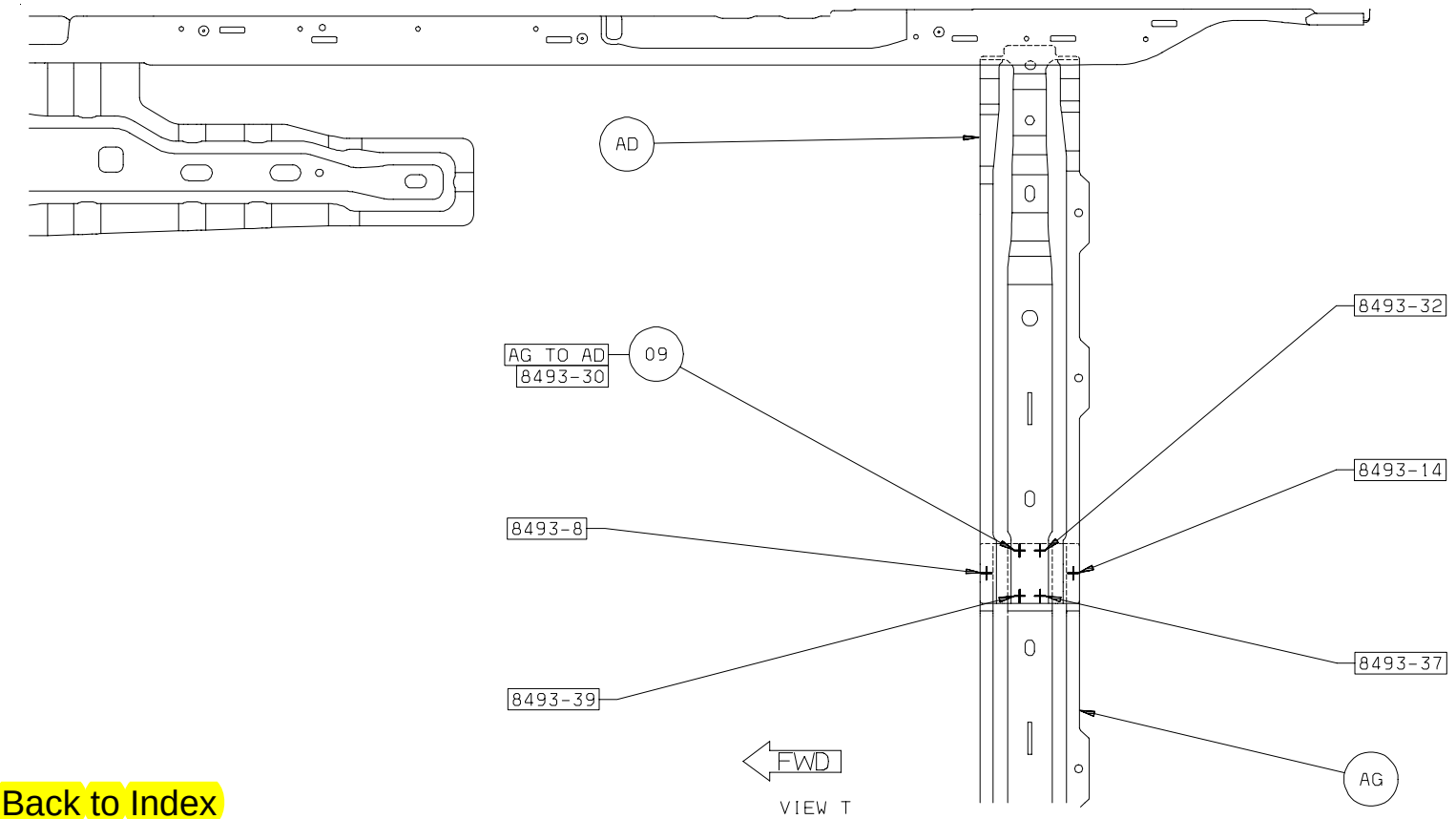
9. AG TO AD 6 S/WELDS



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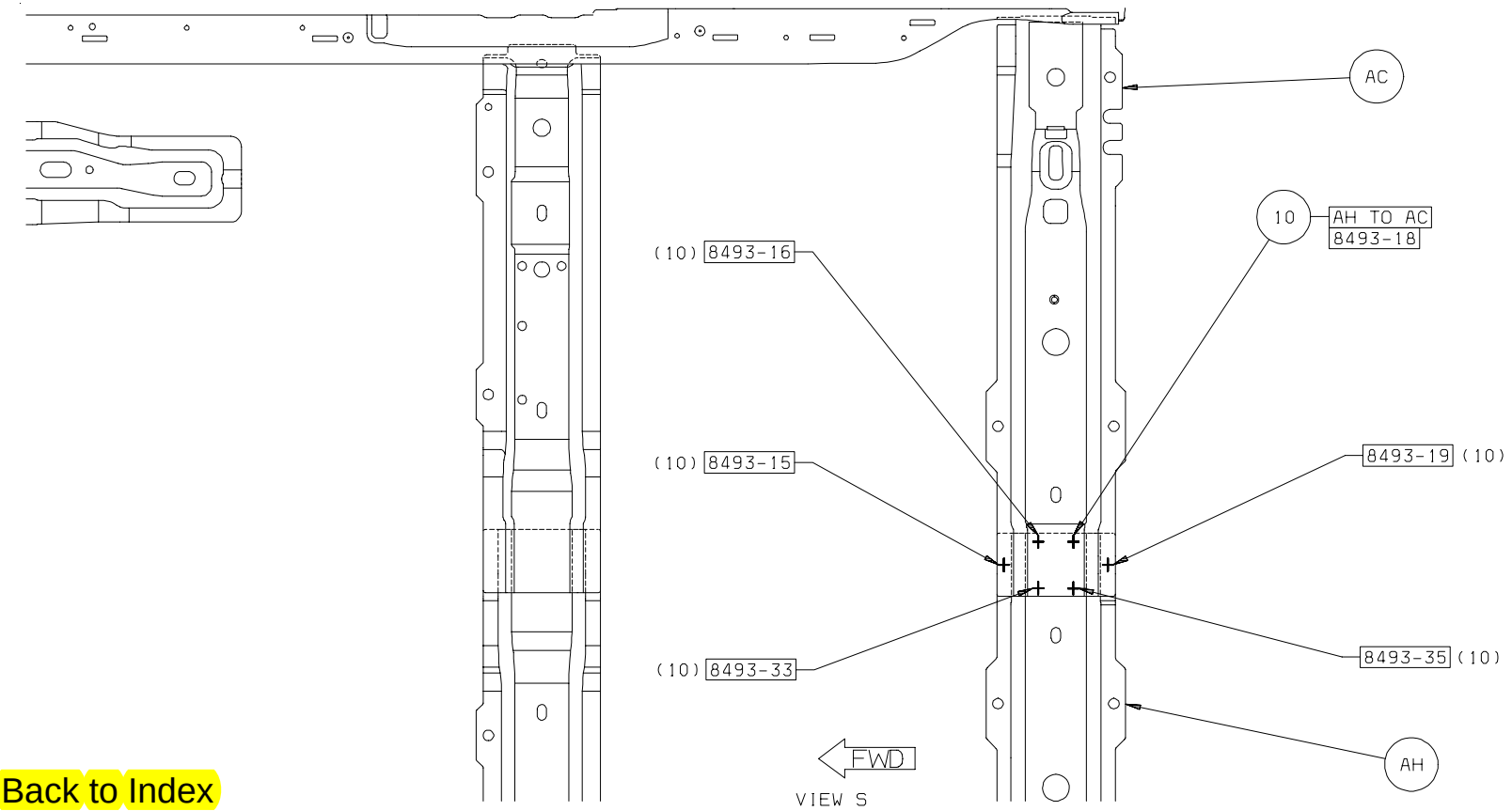
10. AH TO AC 6 S/WELDS



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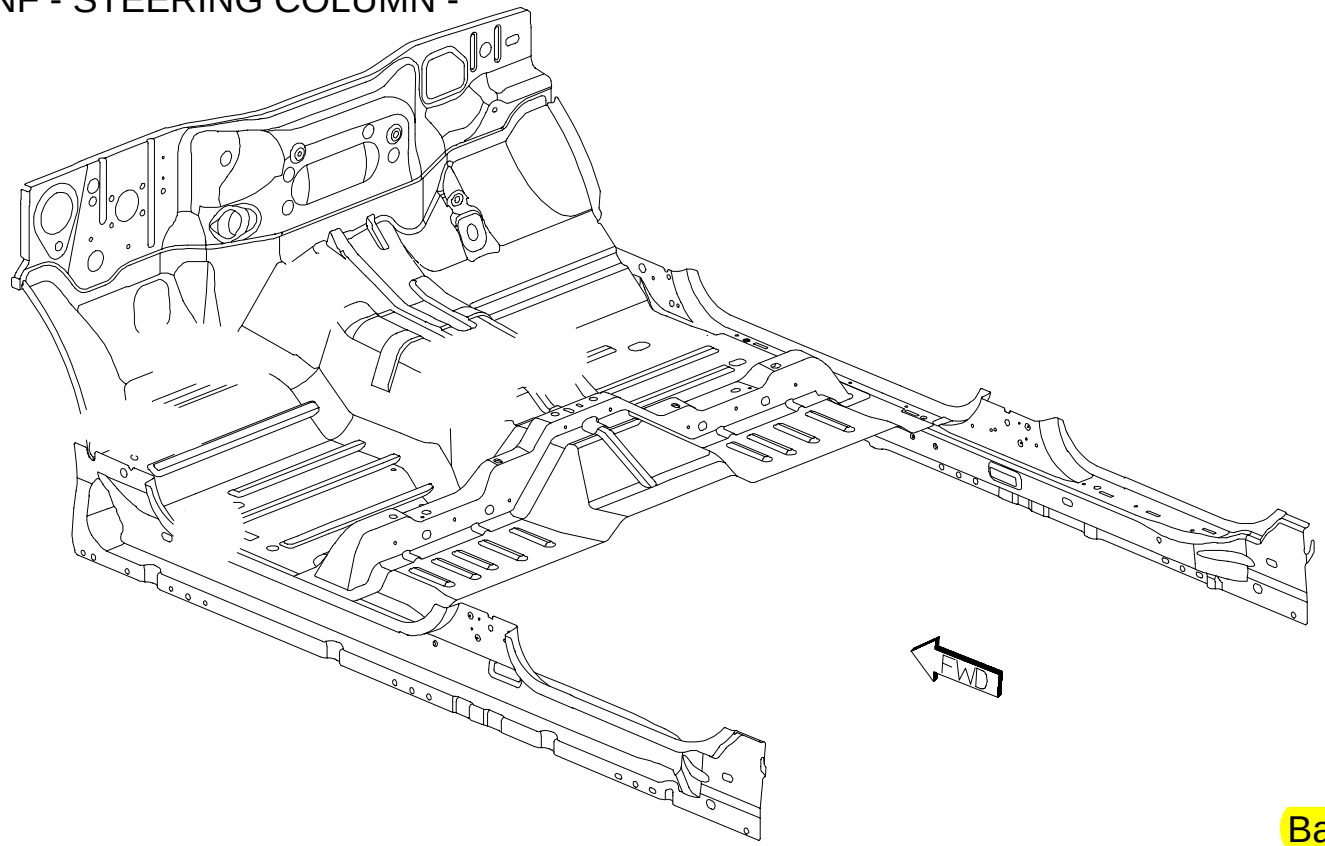
PARTS IDENTIFICATION LEGEND, OVERVIEW 15

AA PAN - FLOOR FRT -
AB PANEL - DASH -
AC SILL - INR RT -
AC SILL - INR LT -
AD CROSSMEMBER - FRT SEAT MOUNTING -
AE SUPPORT - UNDERBODY HOLD-DOWN FRT RT -
AE SUPPORT - UNDERBODY HOLD-DOWN FRT LT -
AF REINF - STEERING COLUMN -



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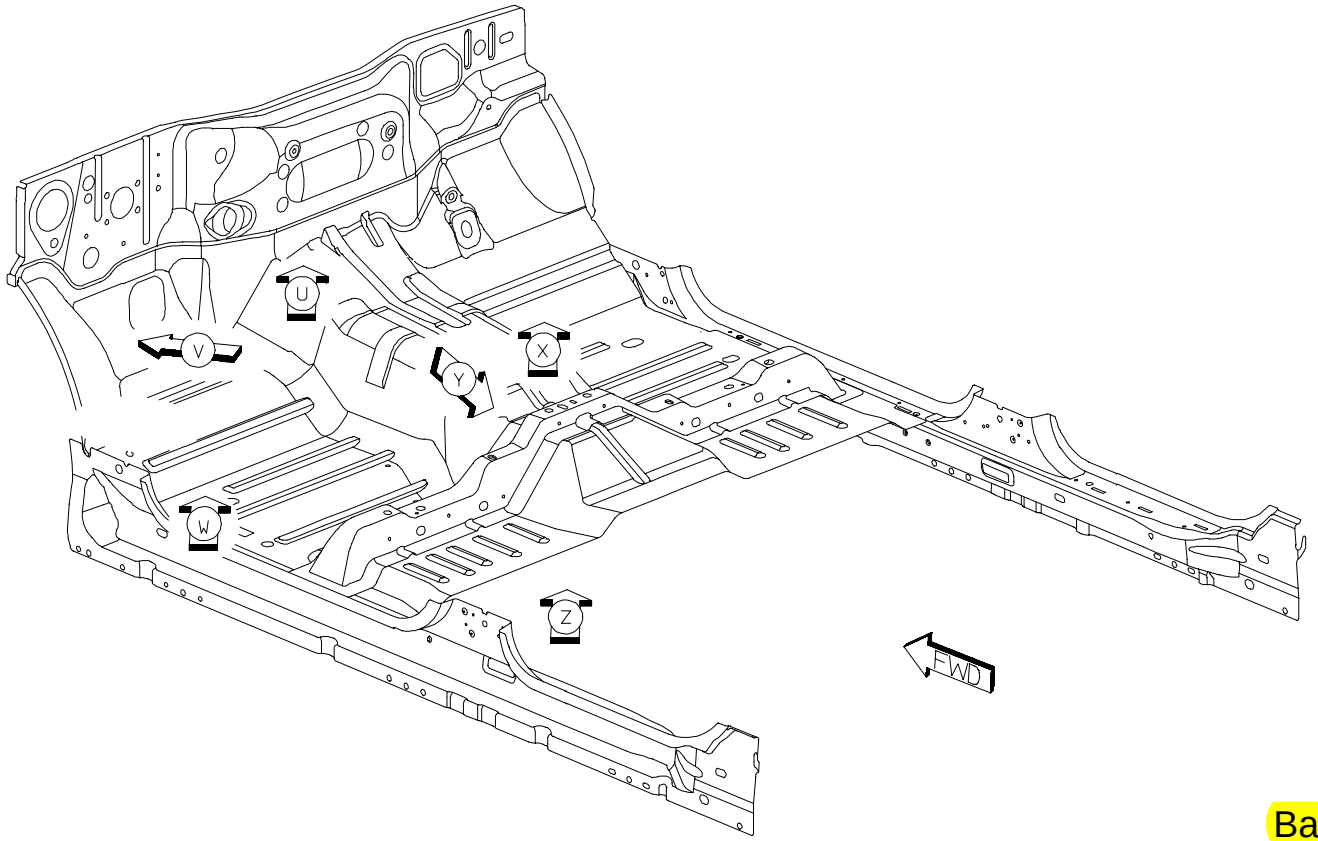

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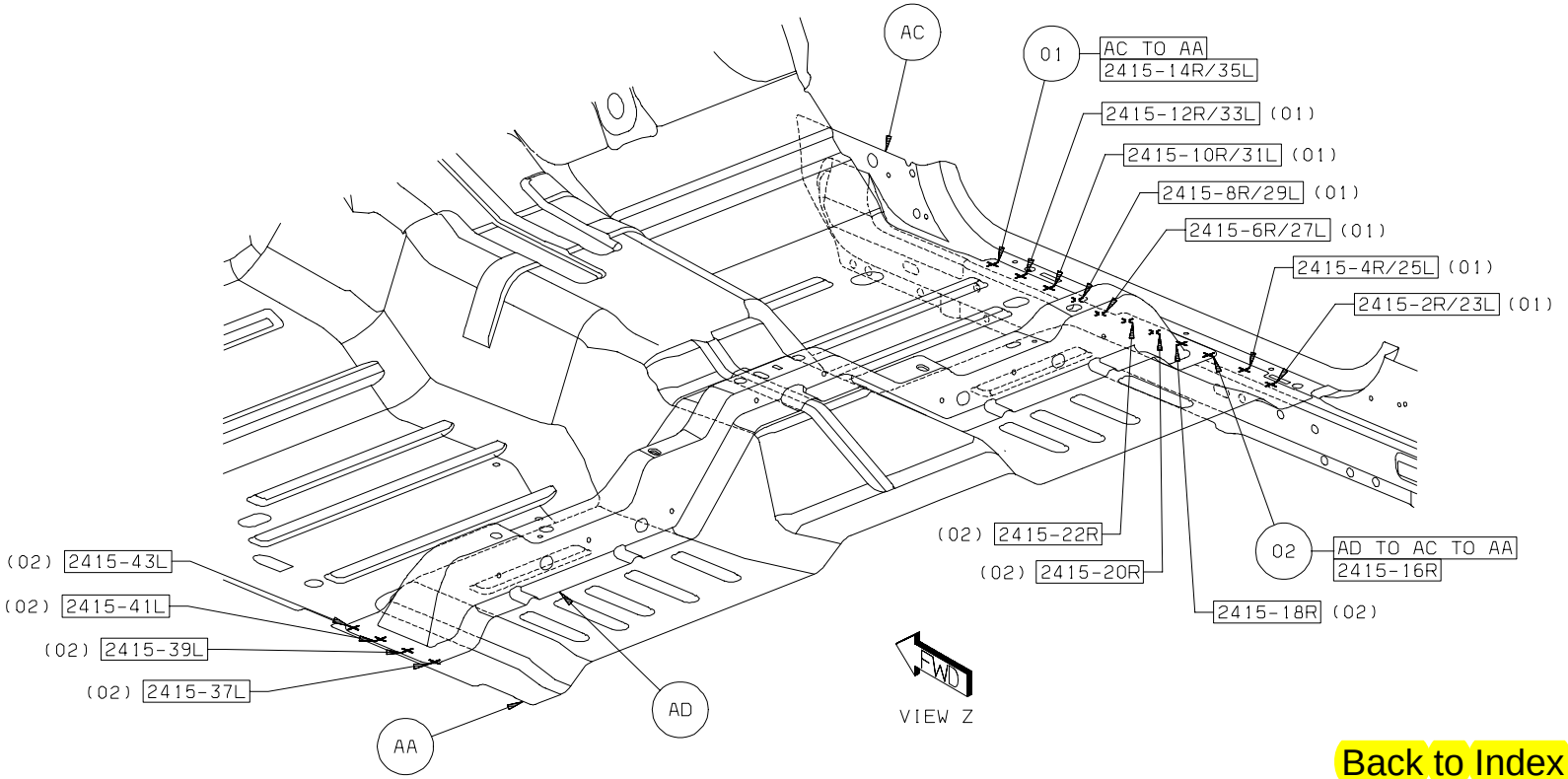
1. AC TO AA 7/SD S/WELD
2. AD TO AC TO AA 4R AND 4L S/WELD



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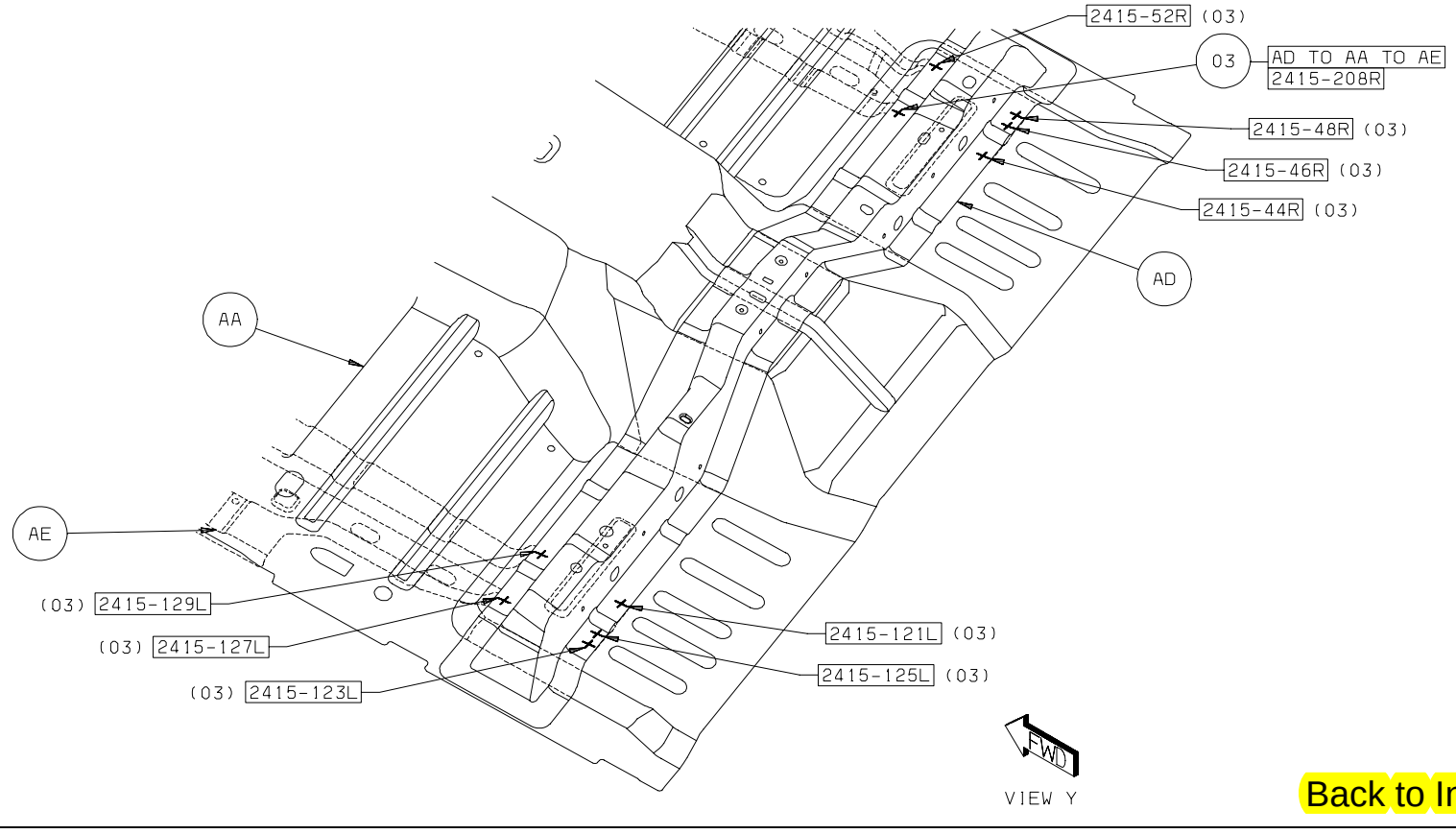
3. AD TO AA TO AE 5R AND 5L S/WELD



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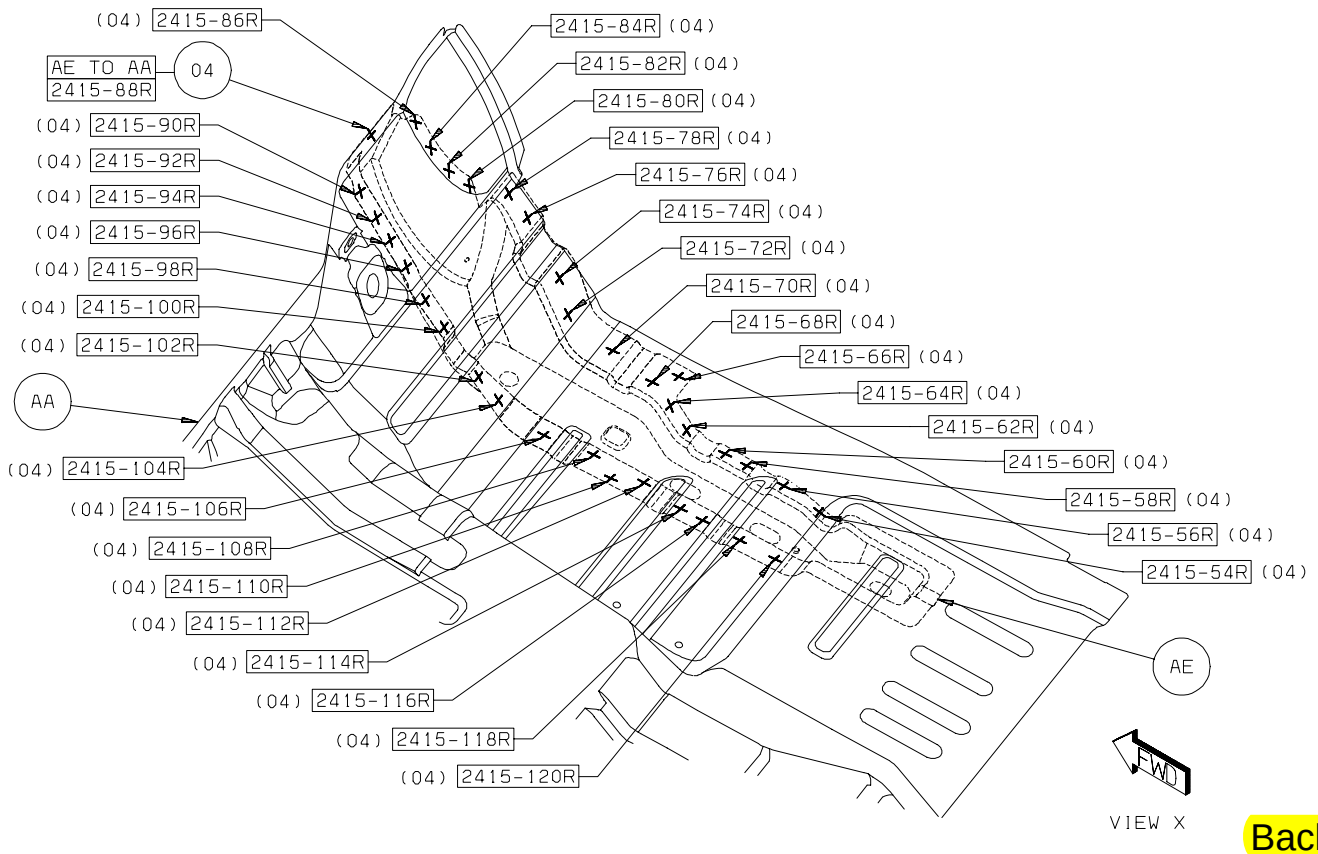
4. AE TO AA 34R S/WELD



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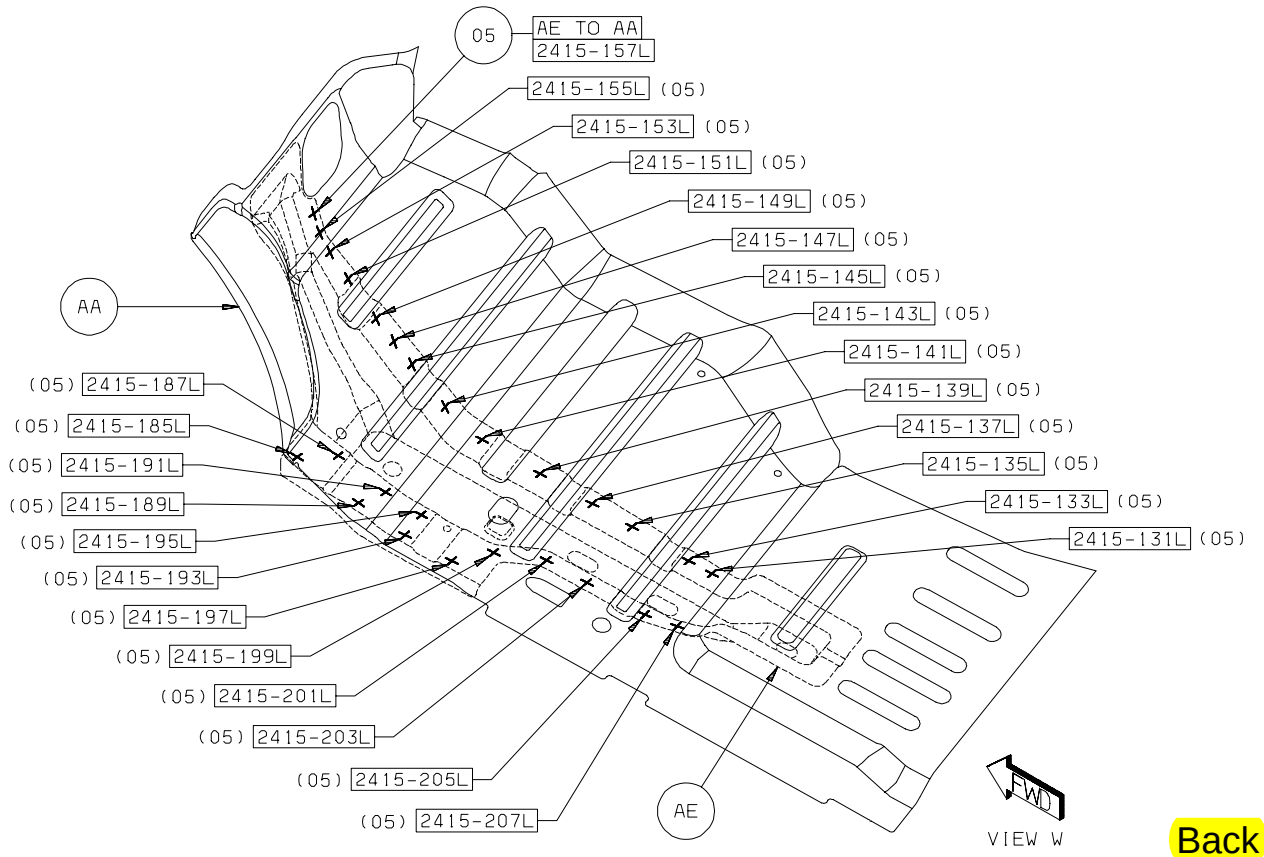
5. AE TO AA 26L S/WELD



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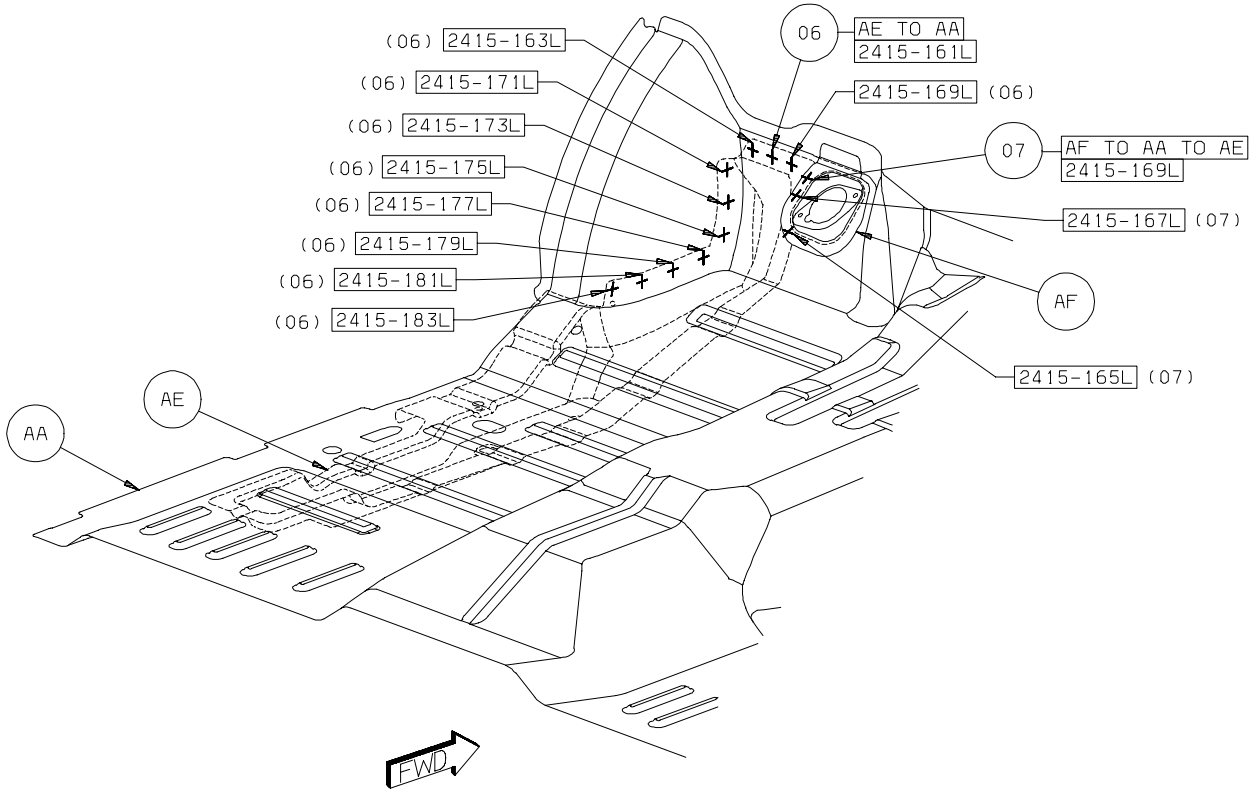
6. AE TO AA 10L S/WELD
7. AF TO AA TO AE 3L S/WELD



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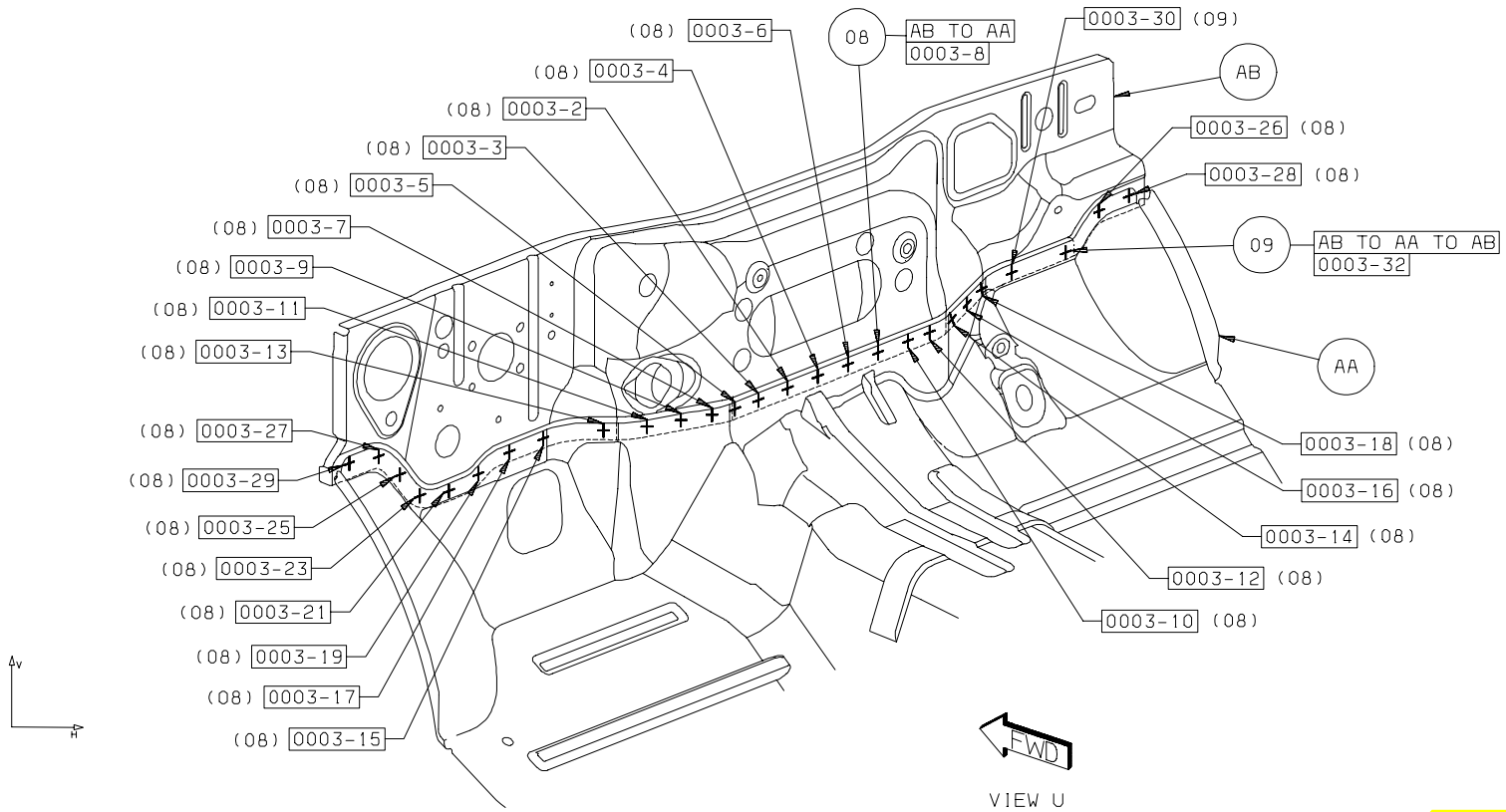
8. AB TO AA 25 S/WELD
9. AB TO AA TO AB 2 S/WELD



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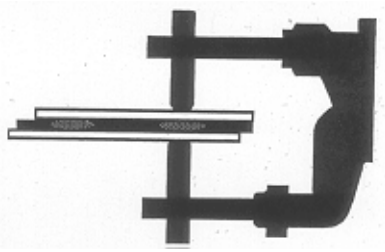

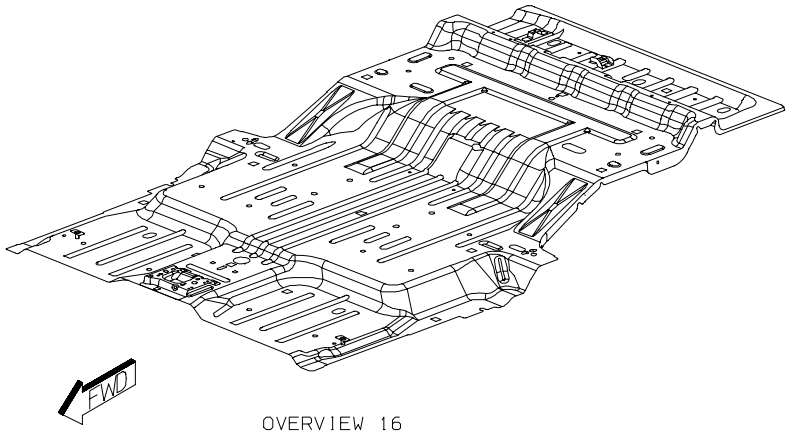

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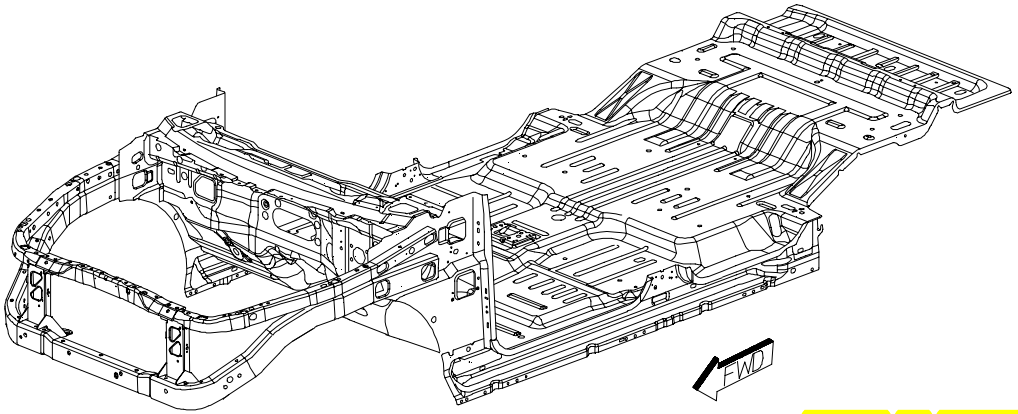

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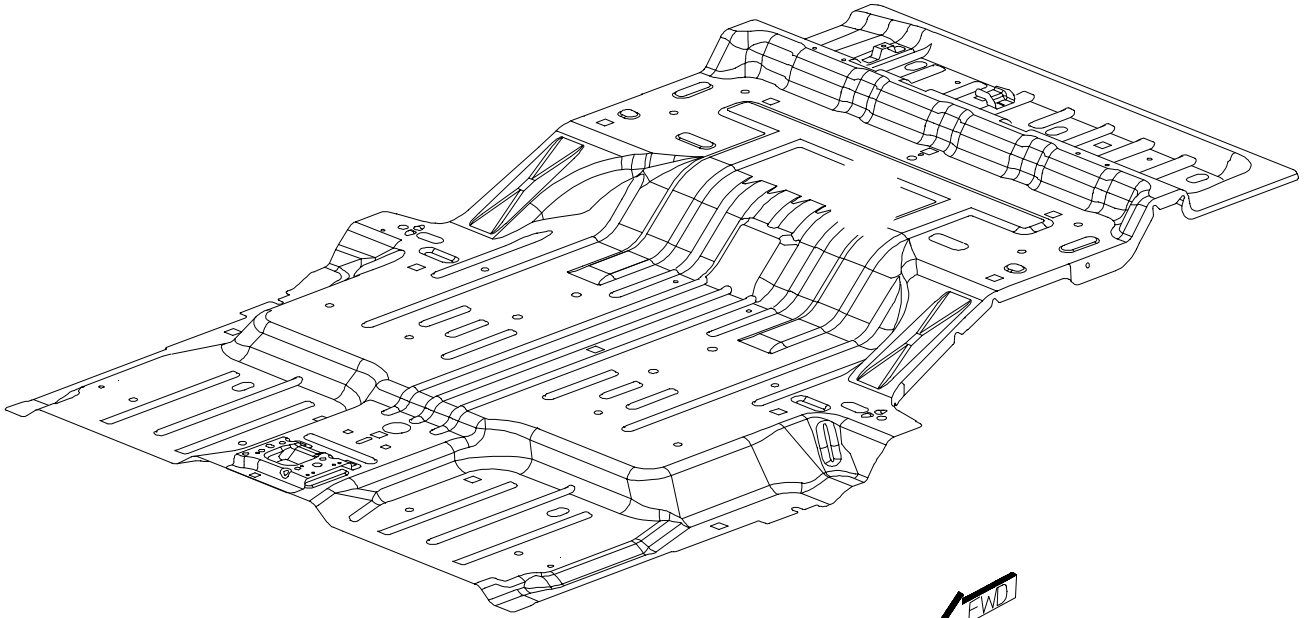
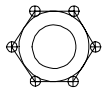
PARTS IDENTIFICATION LEGEND, OVERVIEW 16

AA PAN - FLOOR RR -
AB REINF - RR FLOOR PAN RT -
AC 55364063AA BRACKET - JACK HOLD-DOWN
AD 55362428AA BRACKET - JACK MTG
AE CROSSMEMBER - RR SEAT SUPPORT TRIM -
AF STUD.WELD/EXTERNAL - HEADER.PT.SPECIAL - DASH SILENCER
AG BRACKET - AIR BAG ELECTRICAL CONTROL MODULE -
AH 04780682AA TAPPING PLATE - SEAT BELT RETRACTOR ANCHOR RR CTR





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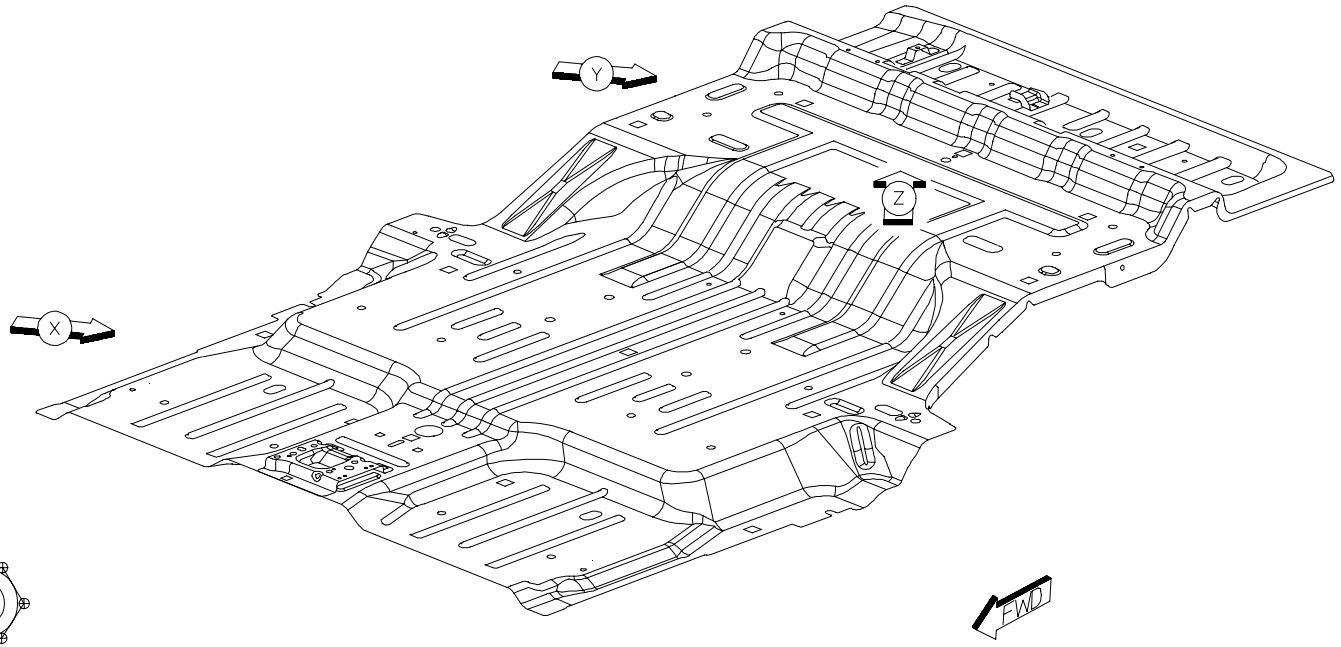

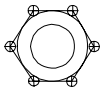

TYPICAL
PROJECTION WELD

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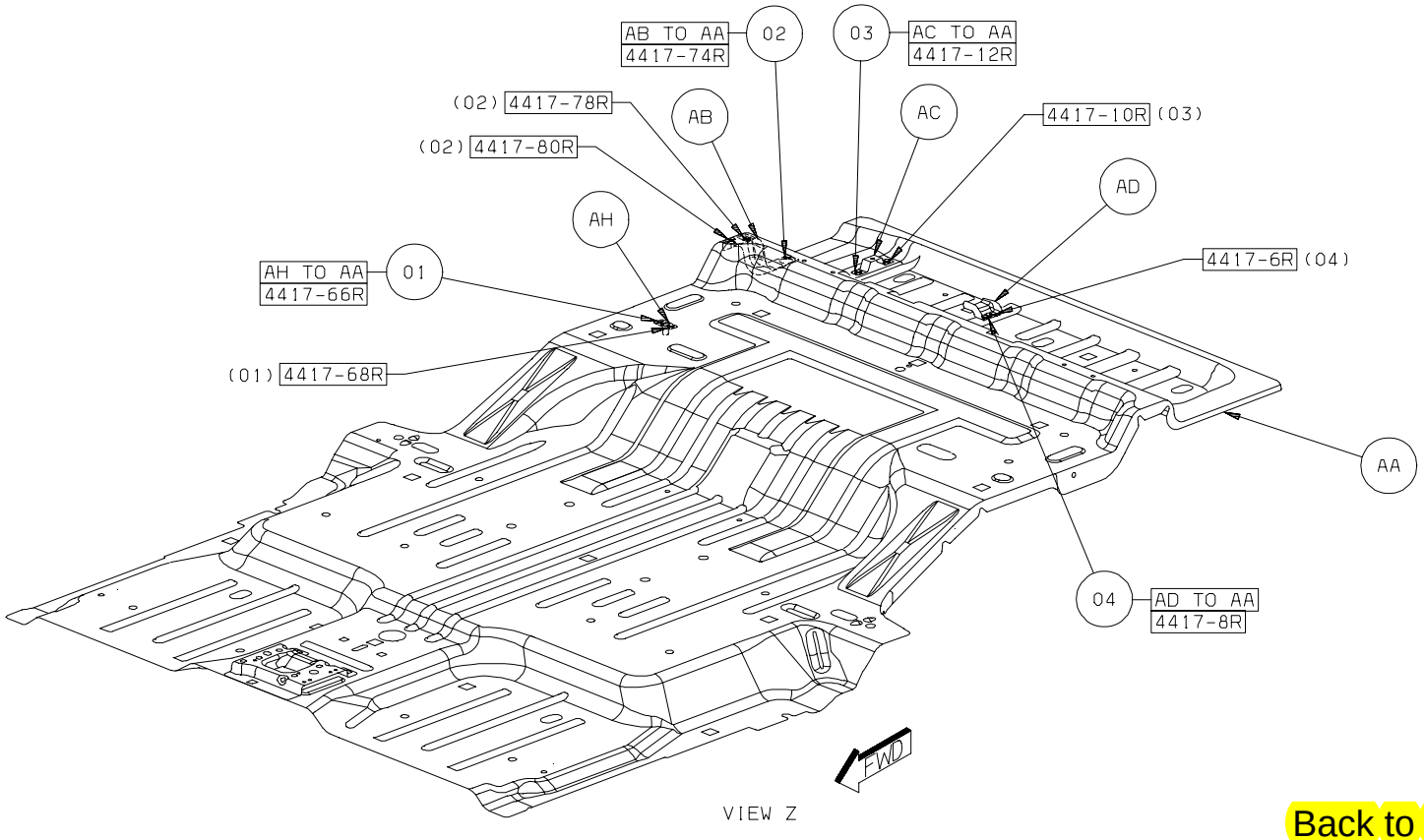
1. AH TO AA 2/SD S/WELDS
2. AB TO AA 3 S/WELDS
3. AC TO AA 2 S/WELDS
4. AD TO AA 2 S/WELDS



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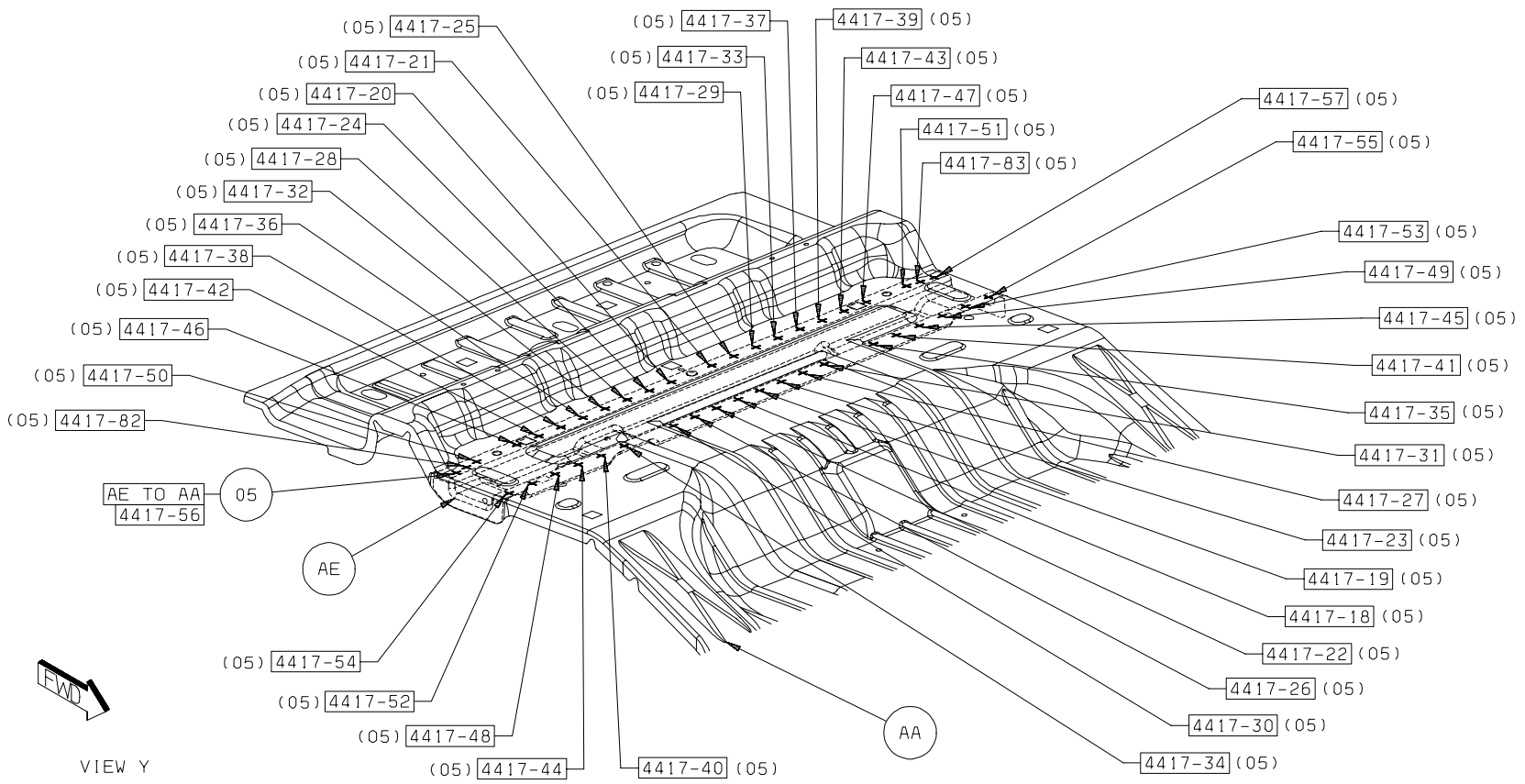
5. AE TO AA 21/SD S/WELDS



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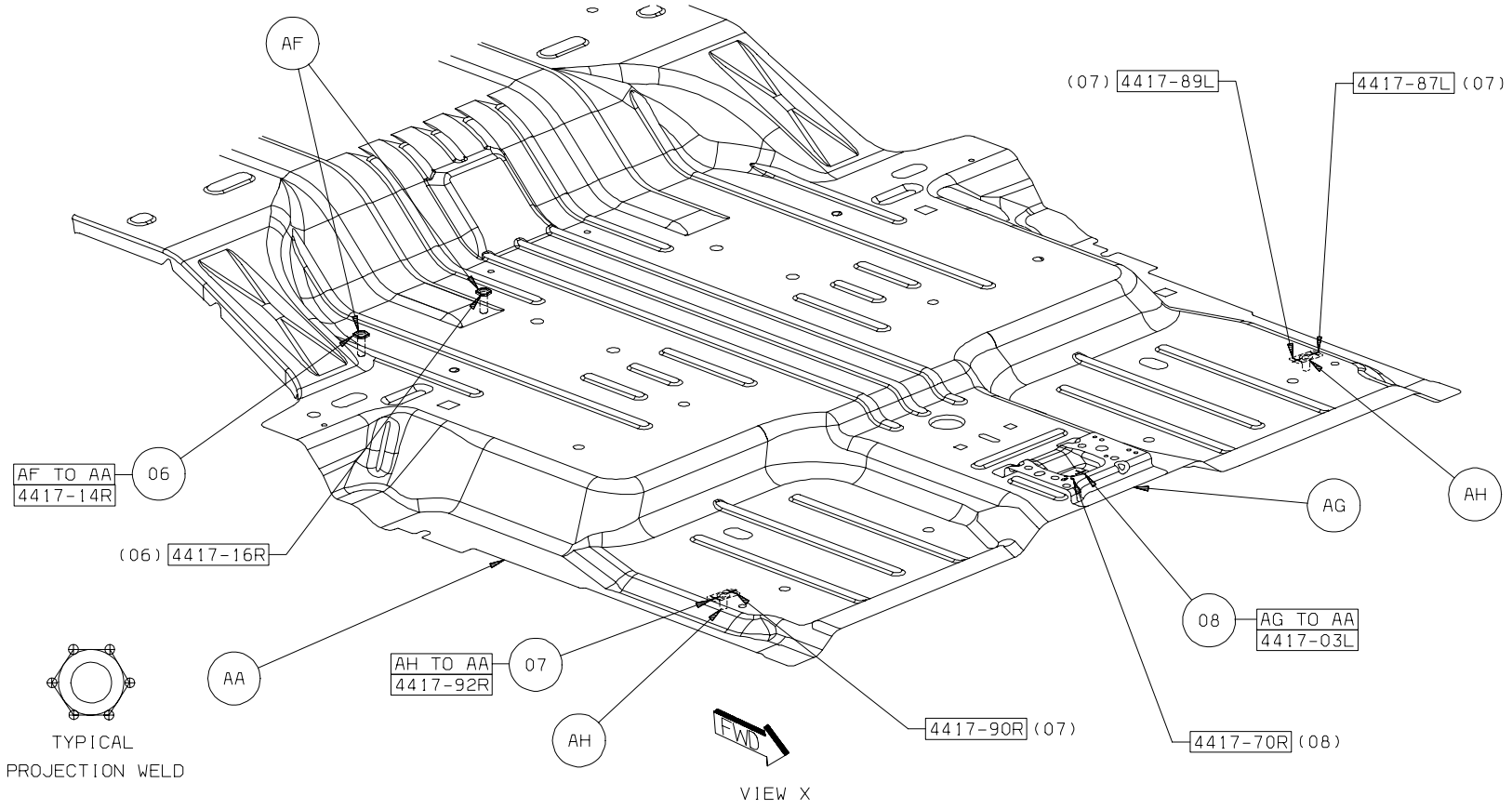
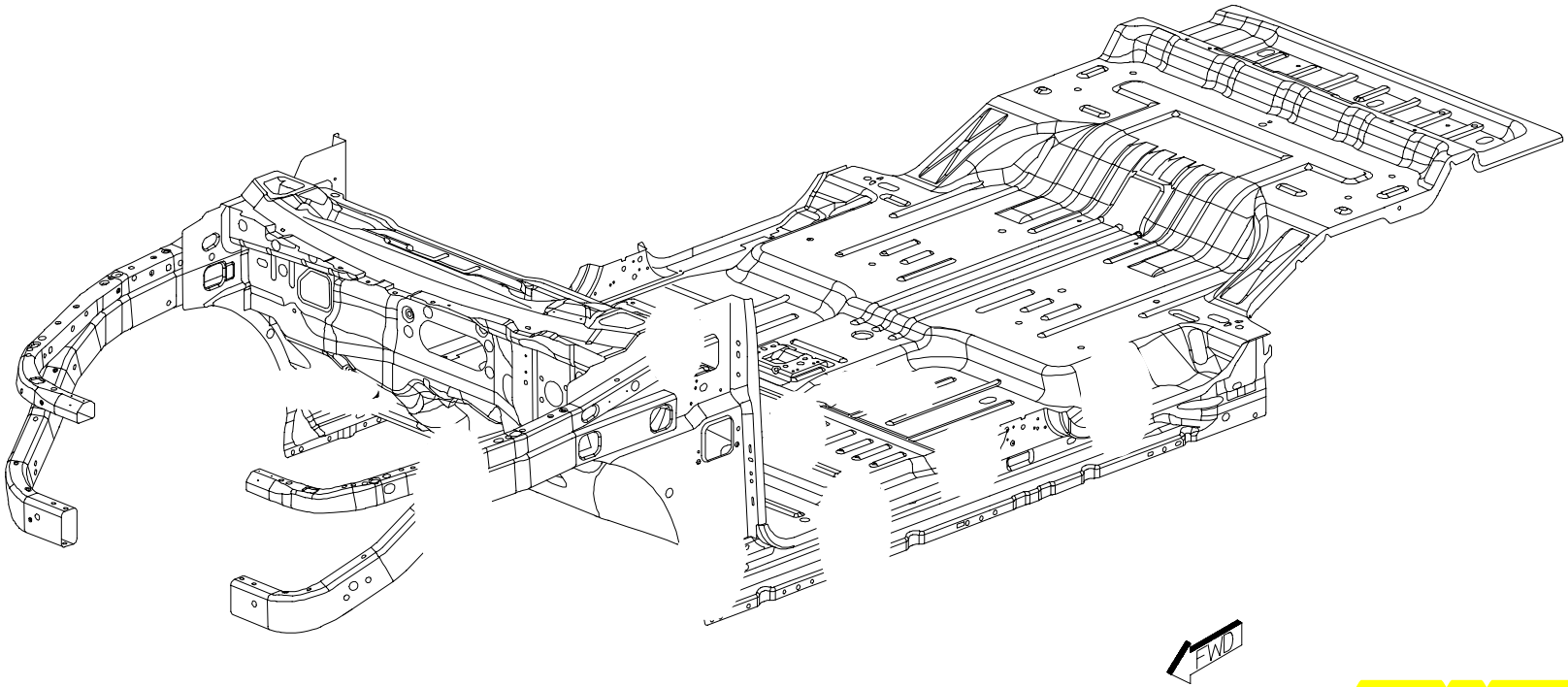
6. AF TO AA 2 PROJ WELDS
7. AH TO AA 2/SD S/WELDS
8. AG TO AA 2 S/WELDS



PARTS IDENTIFICATION LEGEND, OVERVIEW 17

AA TUBE - FRT FENDER SUPPORT RT -
AA TUBE - FRT FENDER SUPPORT LT -
AB TUBE - RADIATOR & FRT FENDER RT -
AB TUBE - RADIATOR & FRT FENDER LT -
AC PANEL - COWL SIDE RT -
AC PANEL - COWL SIDE LT -
AD PANEL - PLENUM LWR -
AE PANEL - DASH -
AF PANEL - COWL BAR -
AG REINF - WIPER MOTOR MTG -



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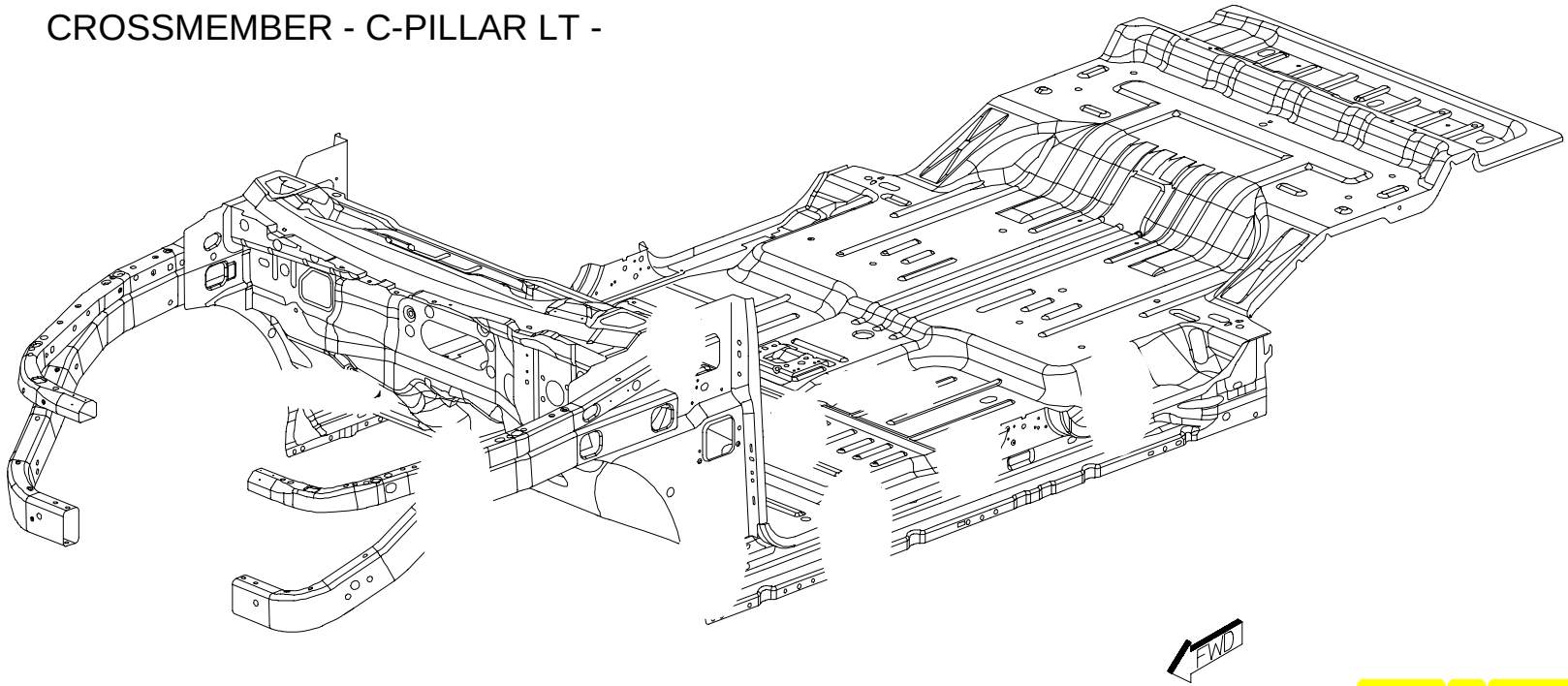
PARTS IDENTIFICATION LEGEND, OVERVIEW 17

AH PAN - FLOOR FRT -
AJ SILL - INR RT -
AJ SILL - INR LT -
AK PAN - FLOOR RR -
AL CROSSMEMBER - B-PILLAR RT -
AL CROSSMEMBER - B-PILLAR LT -
AM BRACKET - AIR BAG ELECTRICAL CONTROL MODULE -
AN CROSSMEMBER - SEAT MTG 2ND ROW FRT I/B RT -
AN CROSSMEMBER - SEAT MTG 2ND ROW FRT I/B LT -
AP CROSSMEMBER - C-PILLAR RT -
AP CROSSMEMBER - C-PILLAR LT -



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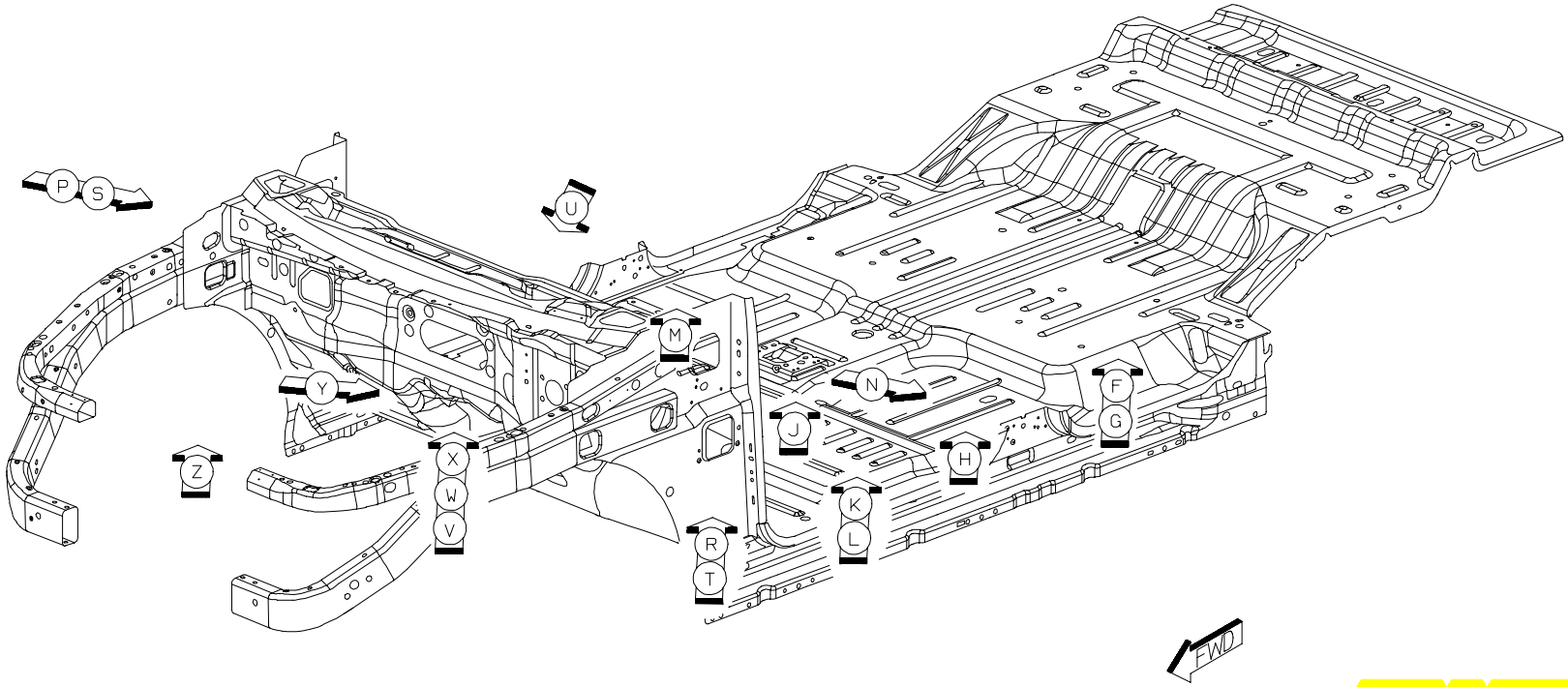

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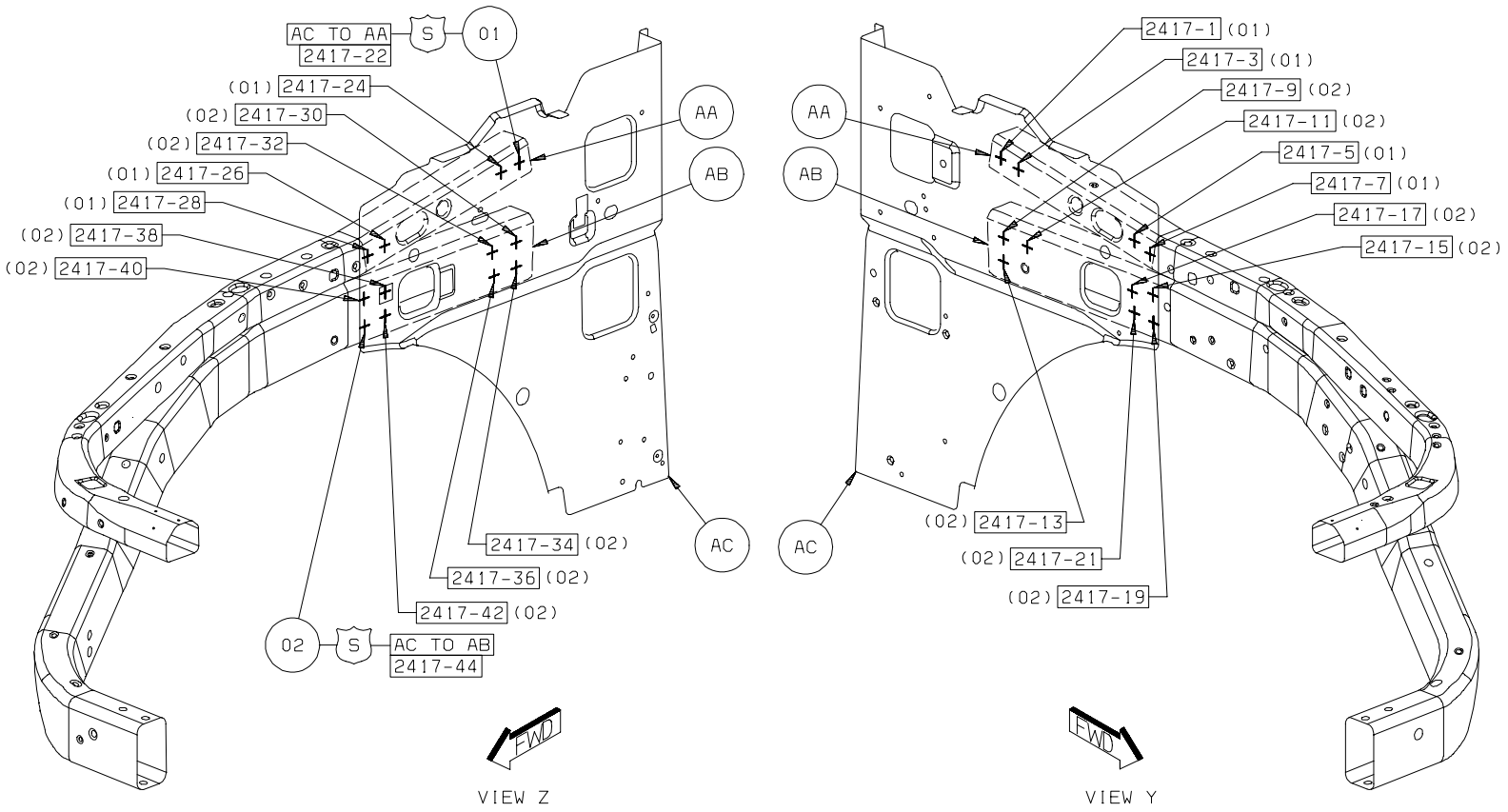
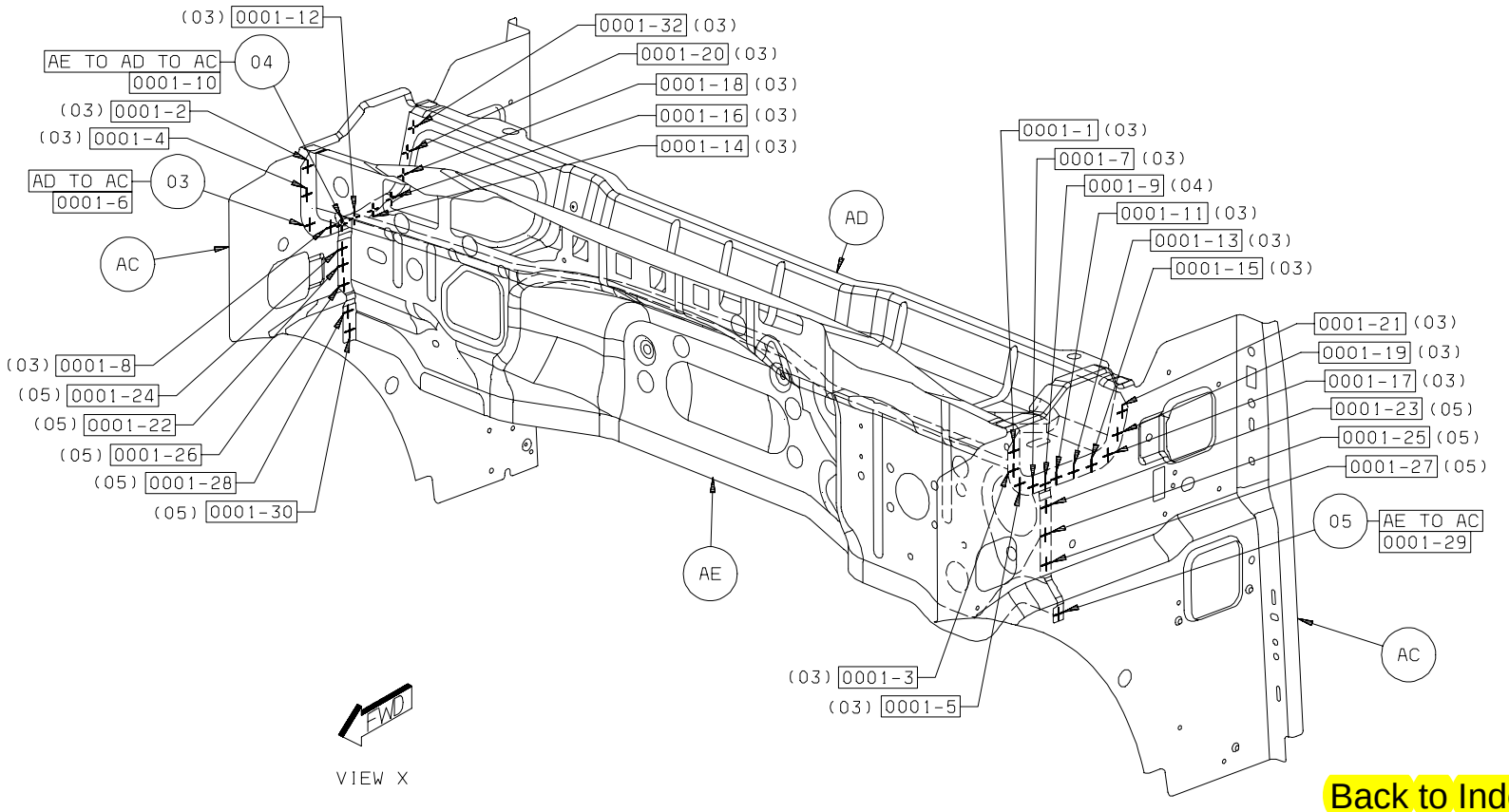
1. AC TO AA 8 S/WELDS
2. AC TO AB 15 S/WELDS



3. AD TO AC 20 S/WELDS
4. AE TO AD TO AC 2 S/WELDS
5. AE TO AC 9 S/WELDS



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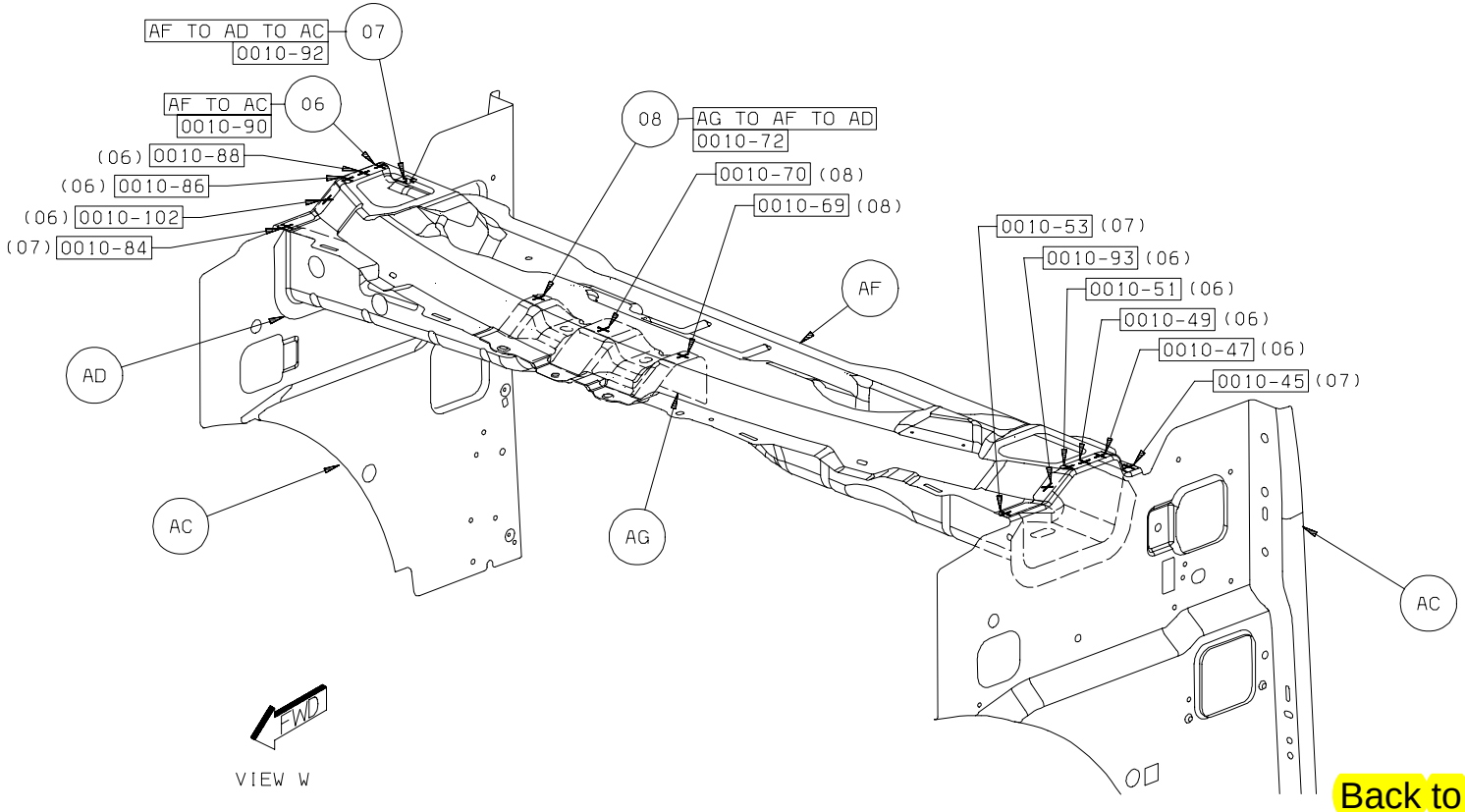
6. AF TO AC 8 S/WELDS
7. AF TO AD TO AC 4 S/WELDS
8. AG TO AF TO AD 3 S/WELDS



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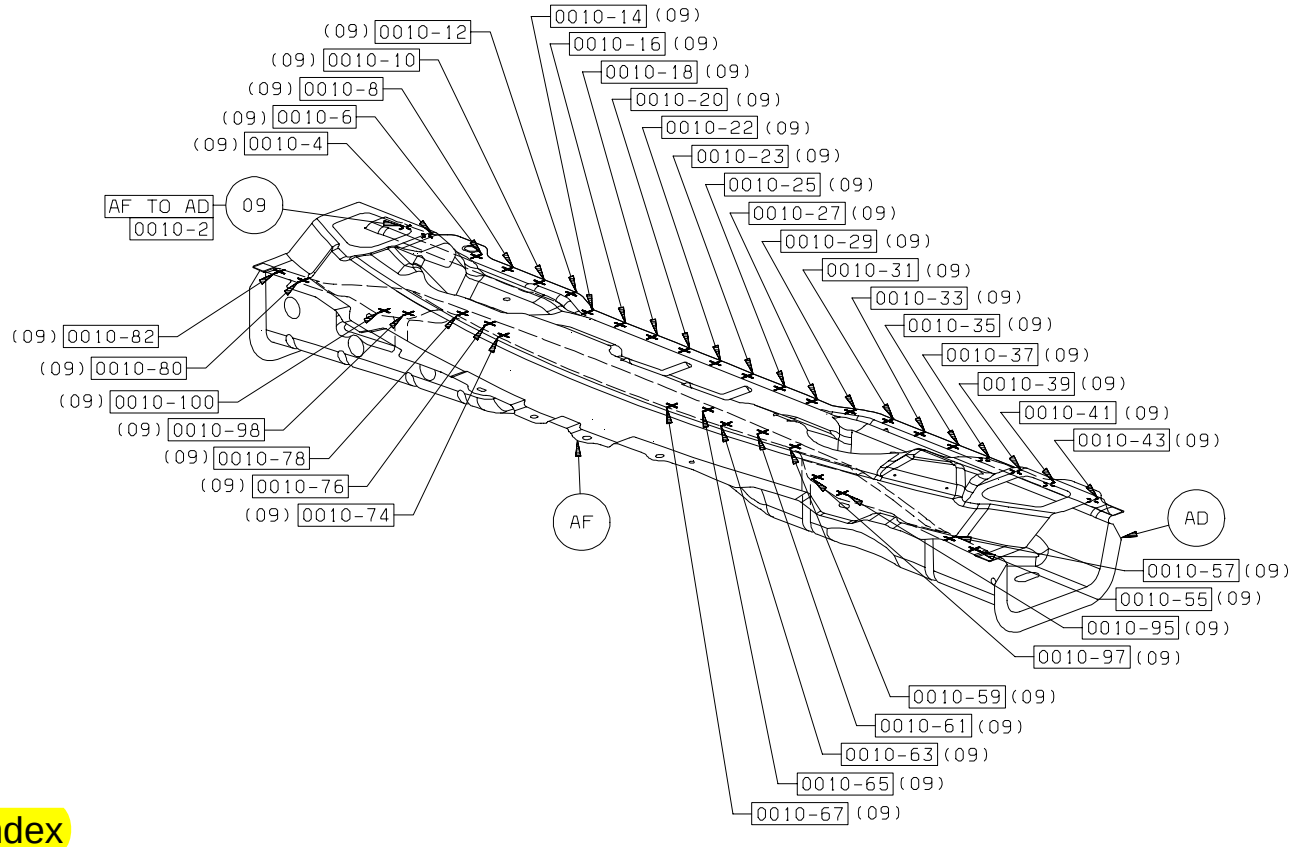
9. AF TO AD 38 S/WELDS



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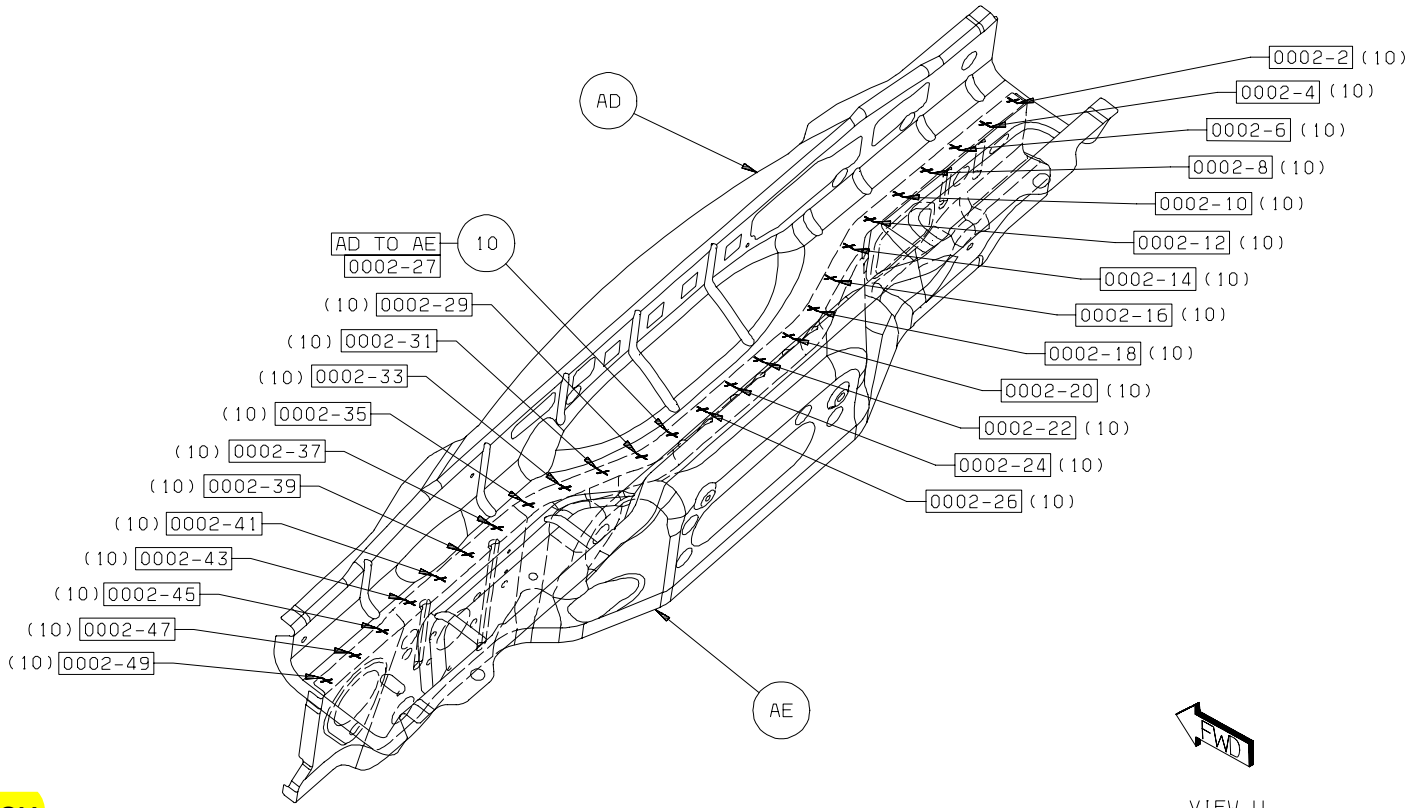
10. AD TO AE 25 S/WELDS



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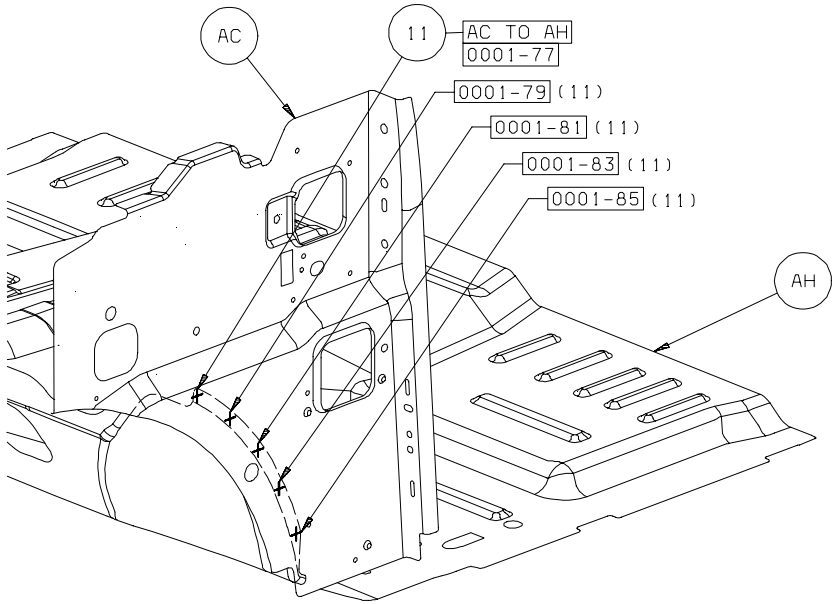
11. AC TO AH 9 S/WELDS



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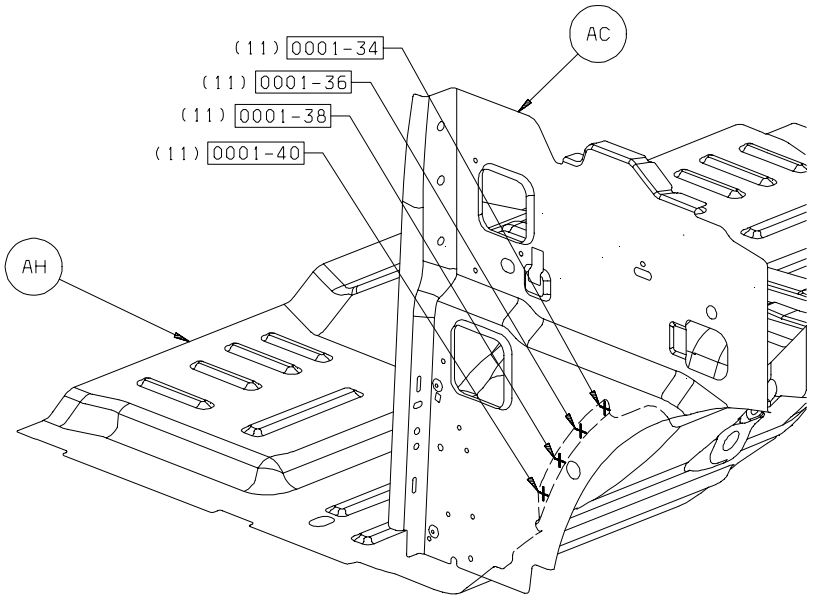

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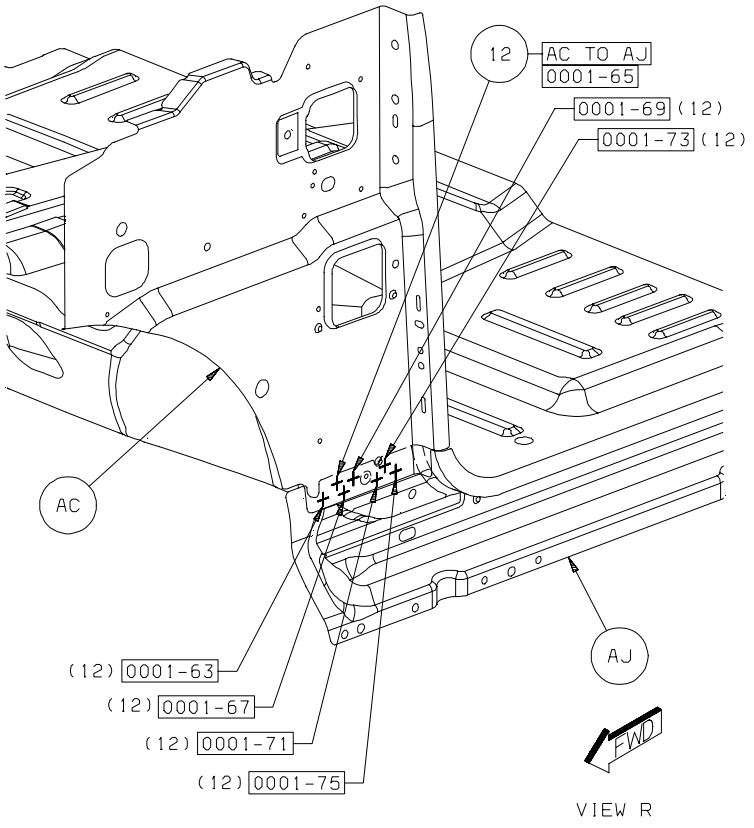
12. AC TO AJ 14 S/WELDS



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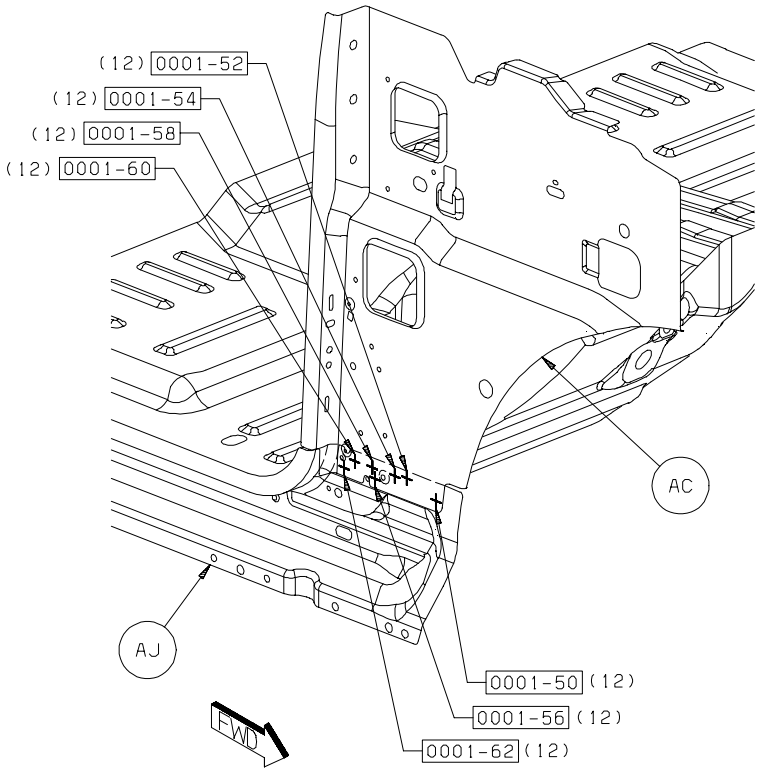

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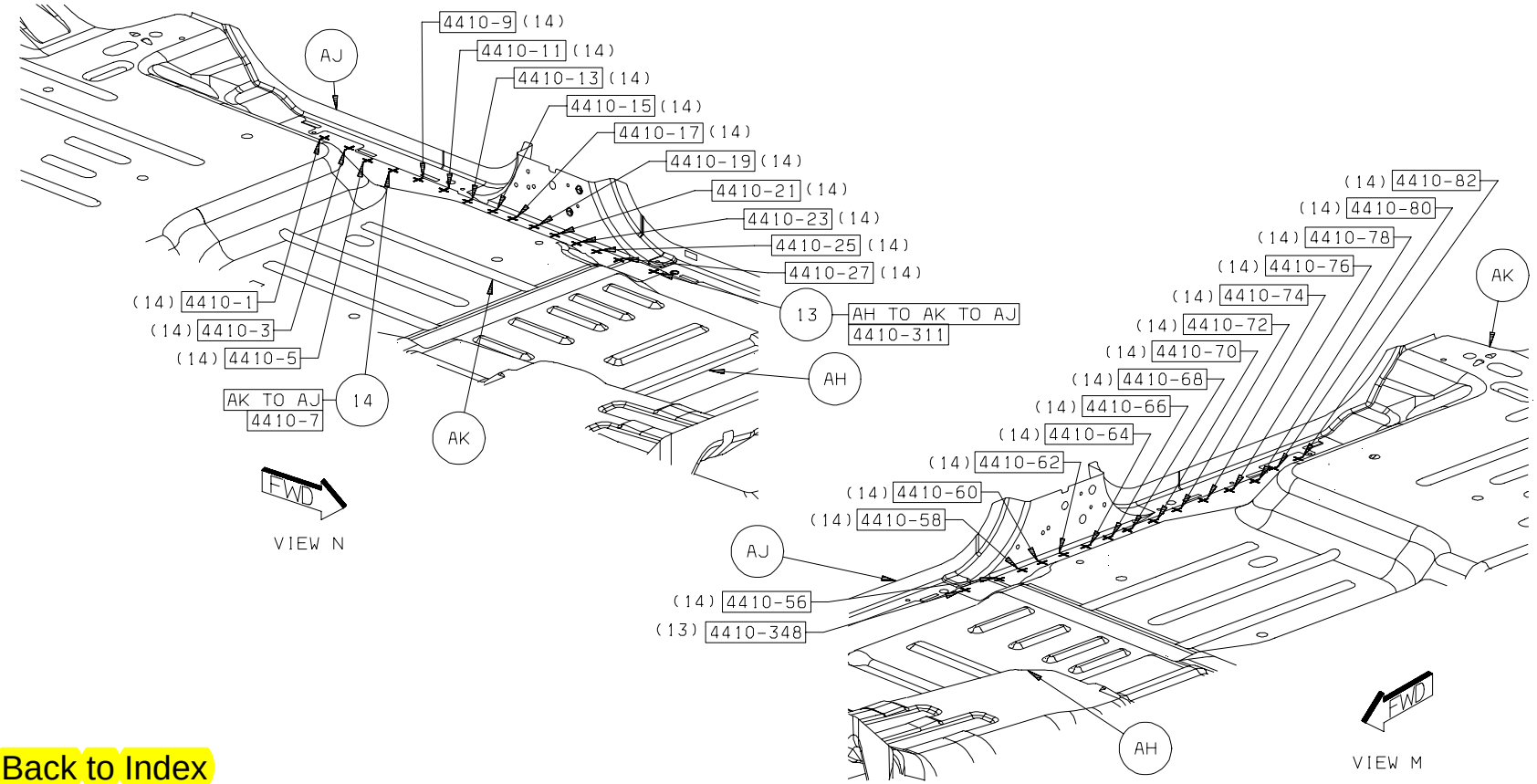
13. AH TO AK TO AJ 2 S/WELDS
14. AK TO AJ 28 S/WELDS



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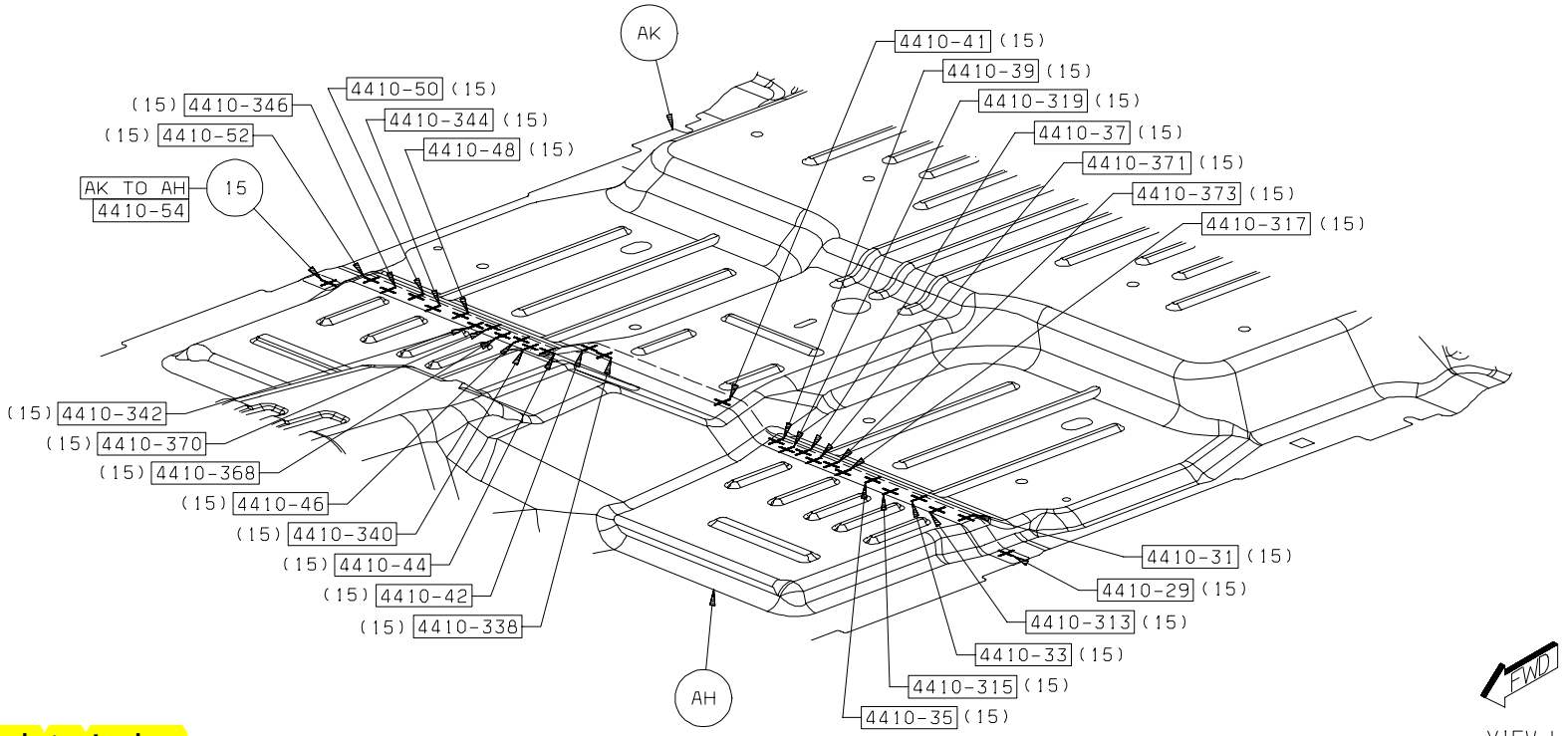
15. AK TO AH 27 S/WELDS



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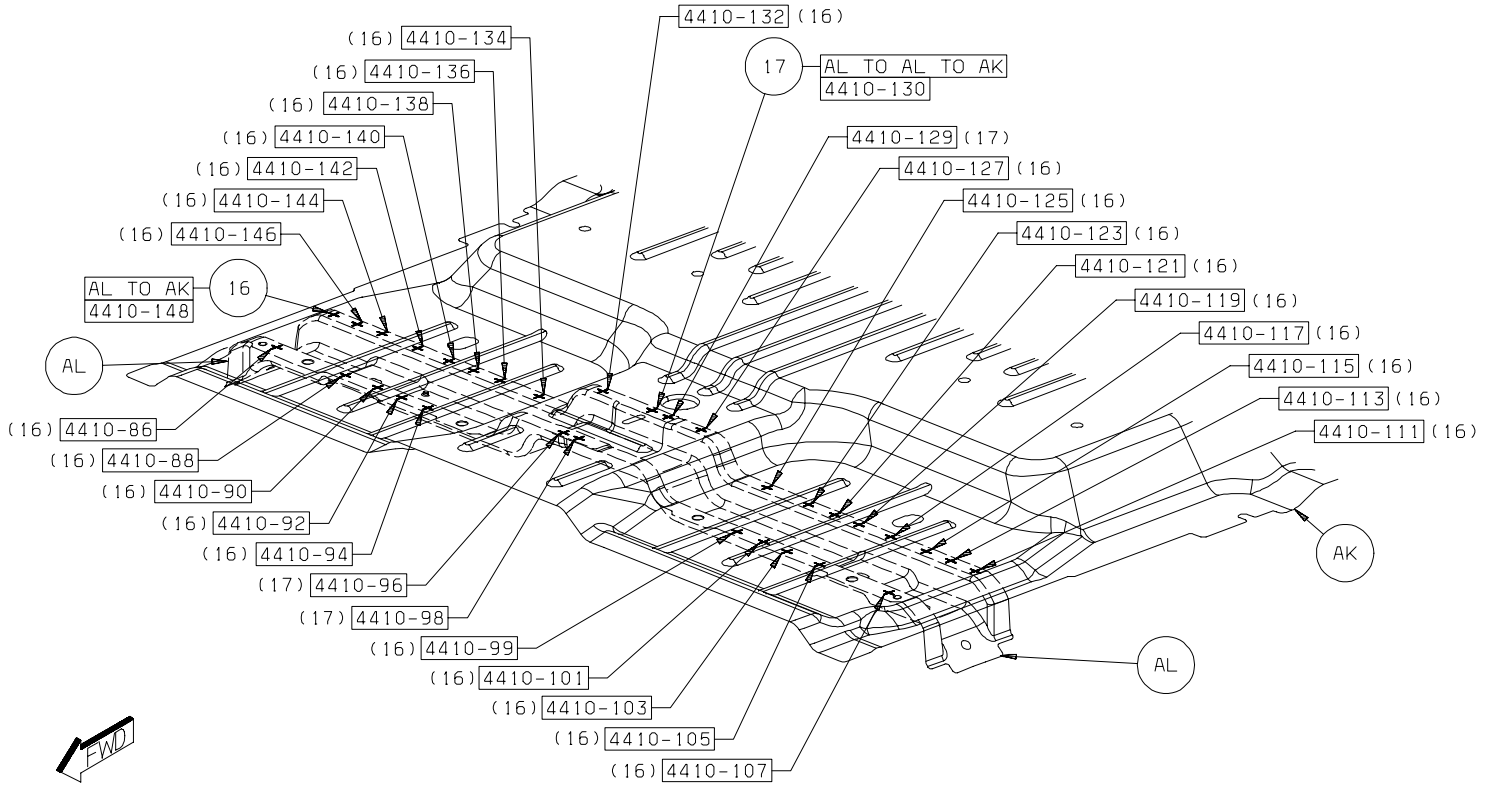
16. AL TO AK 28 S/WELDS
17. AL TO AL TO AK 4 S/WELDS



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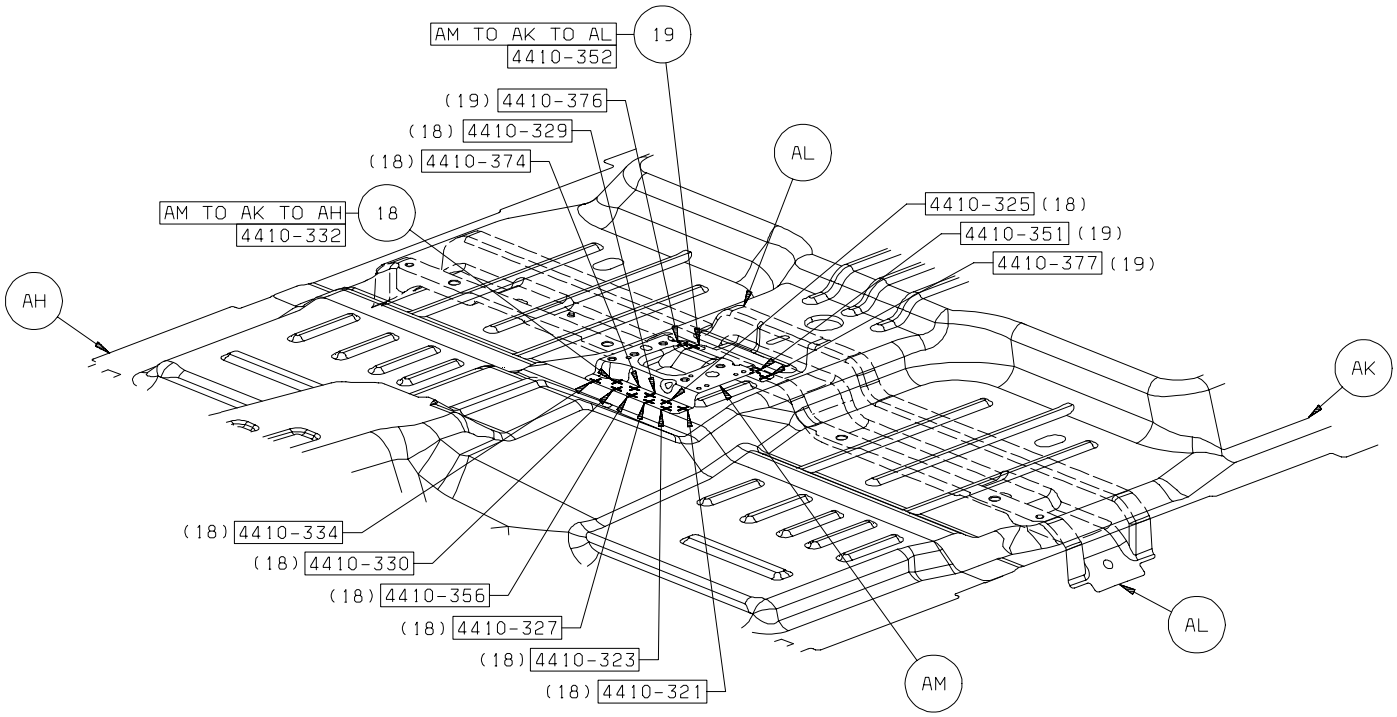
18. AM TO AK TO AH 10 S/WELDS
19. AM TO AK TO AL 4 S/WELDS



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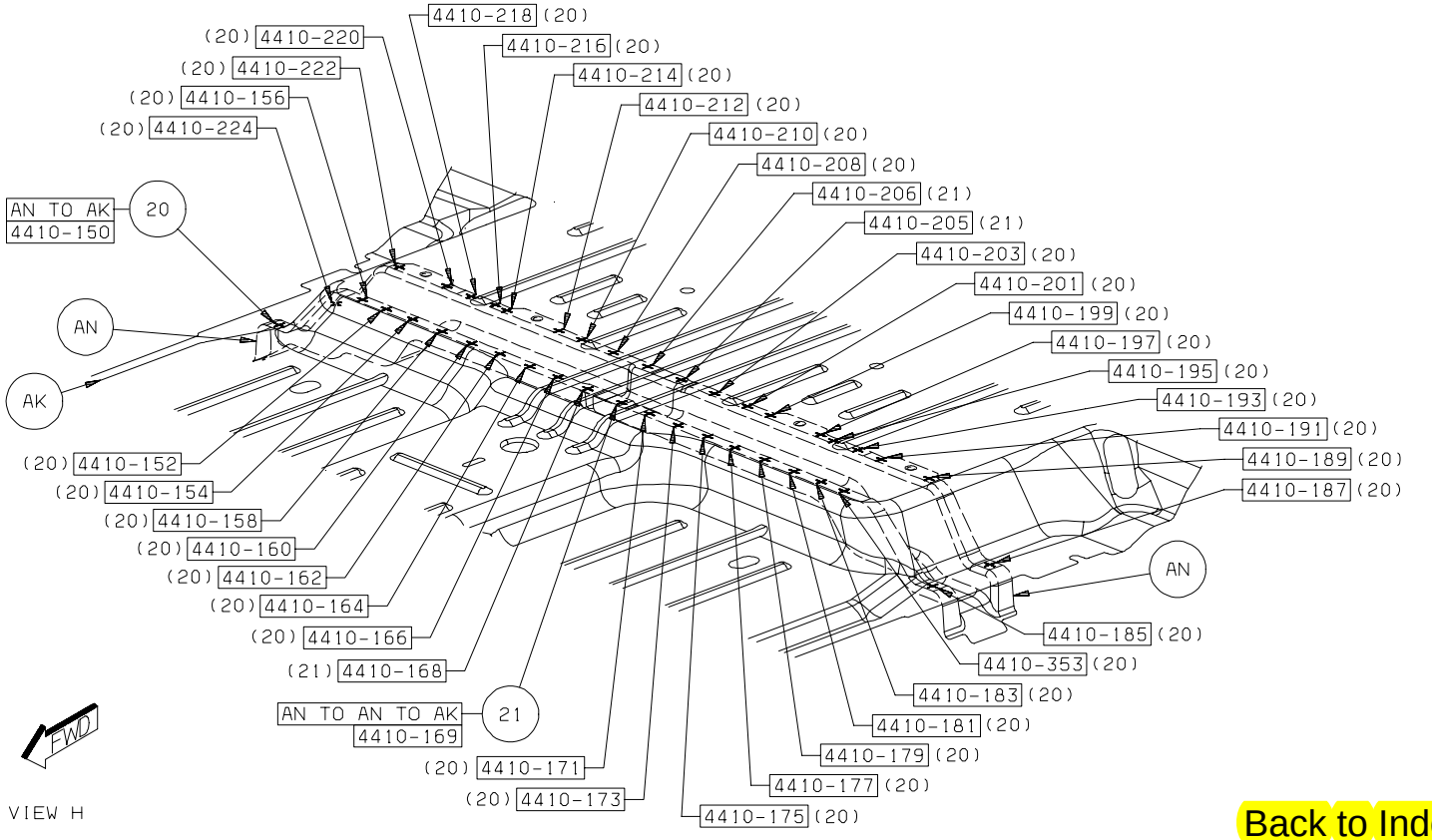
20. AN TO AK 36 S/WELDS
21. AN TO AN TO AK 4 S/WELDS



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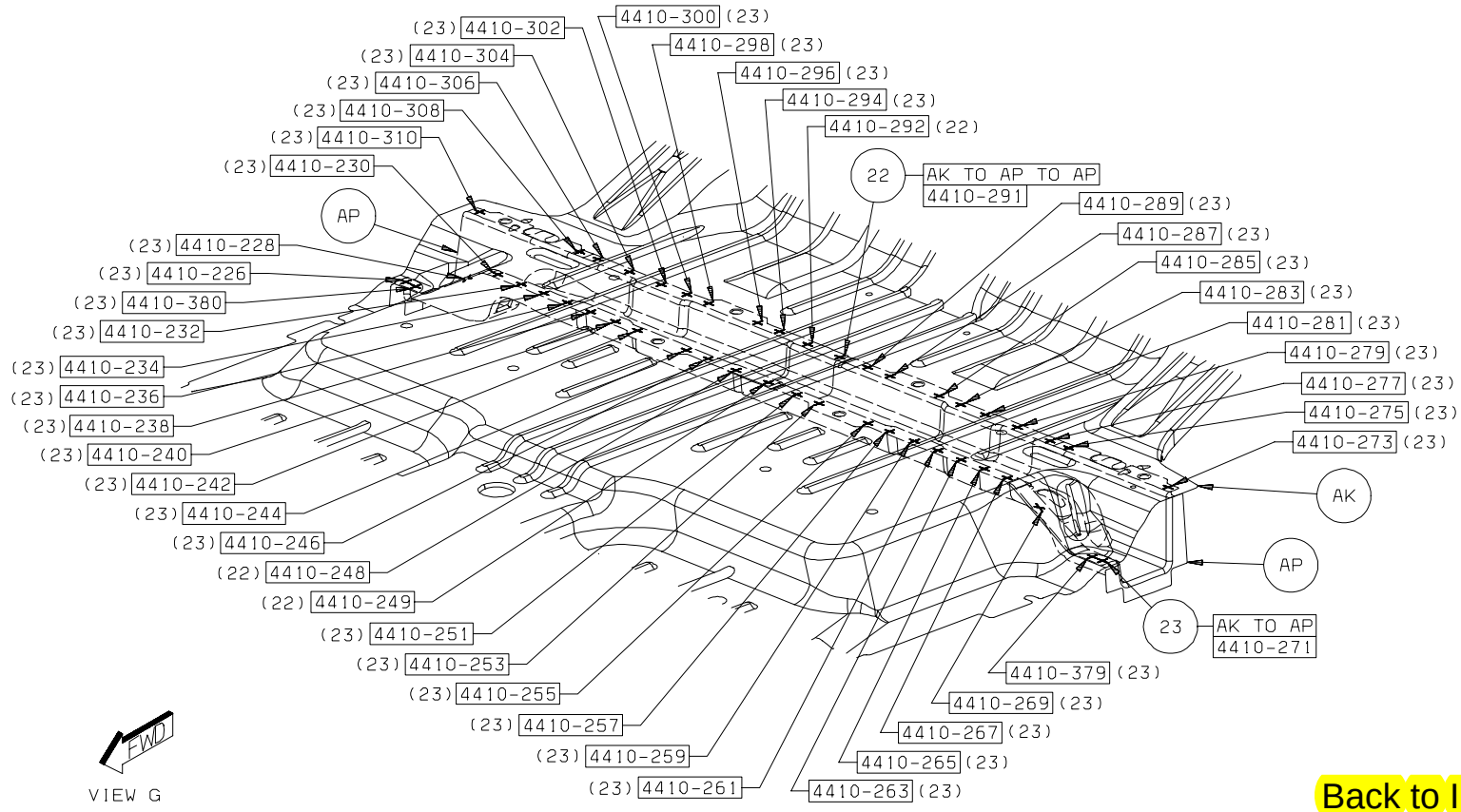
22. AK TO AP TO AP 4 S/WELDS
23. AK TO AP 42 S/WELDS



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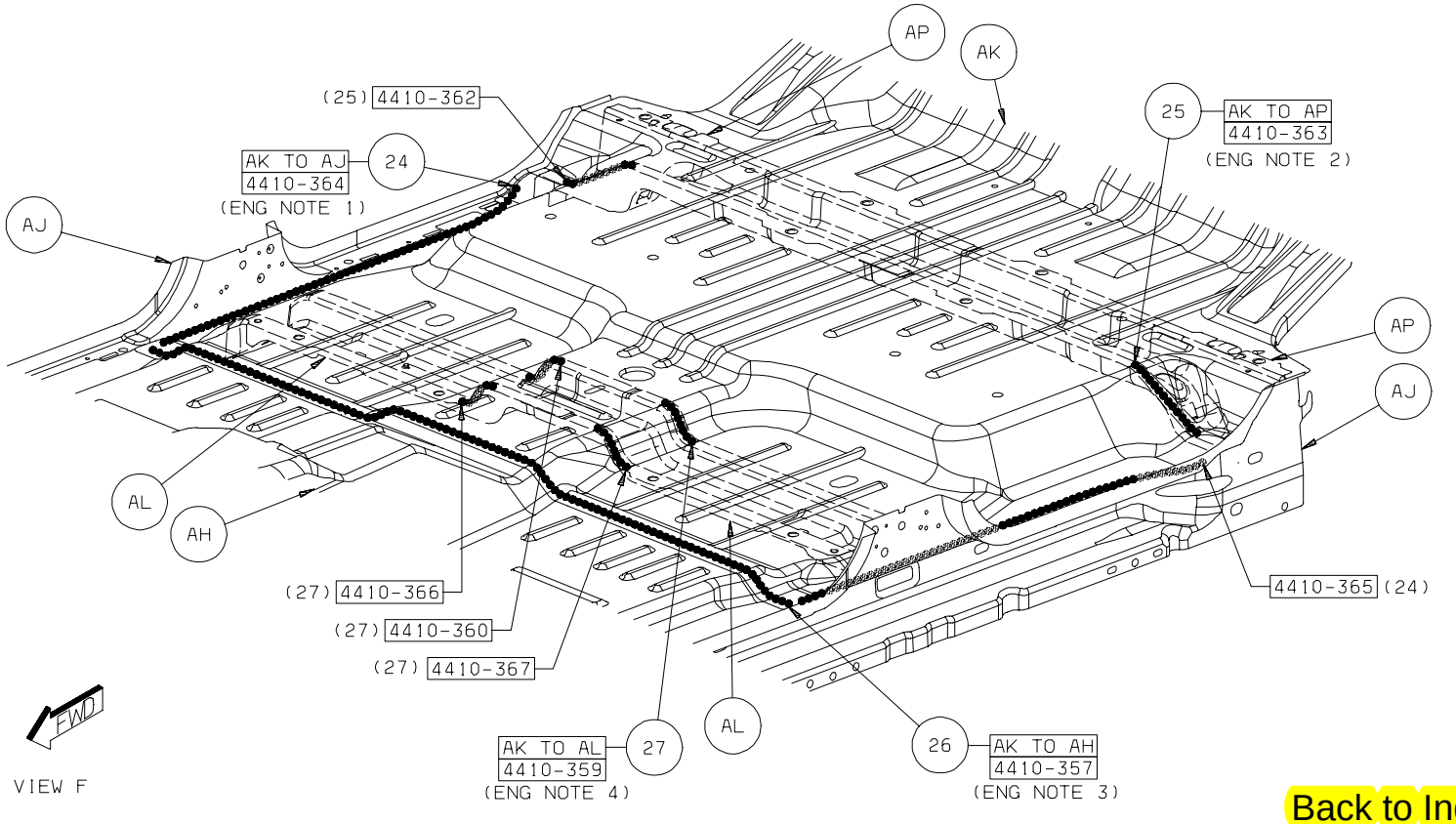
24. AK TO AJ 2 STRUC ADH
25. AK TO AP 2 STRUC ADH
26. AK TO AH 1 STRUC ADH
27. AK TO AL 4 STRUC ADH



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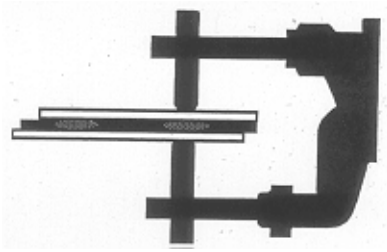

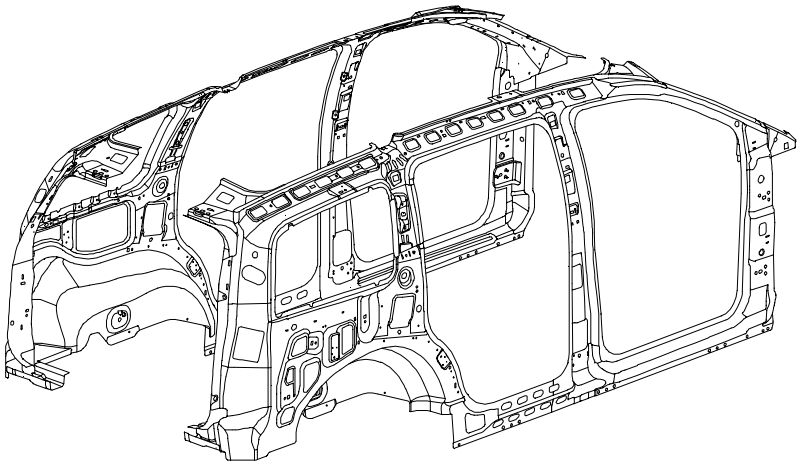

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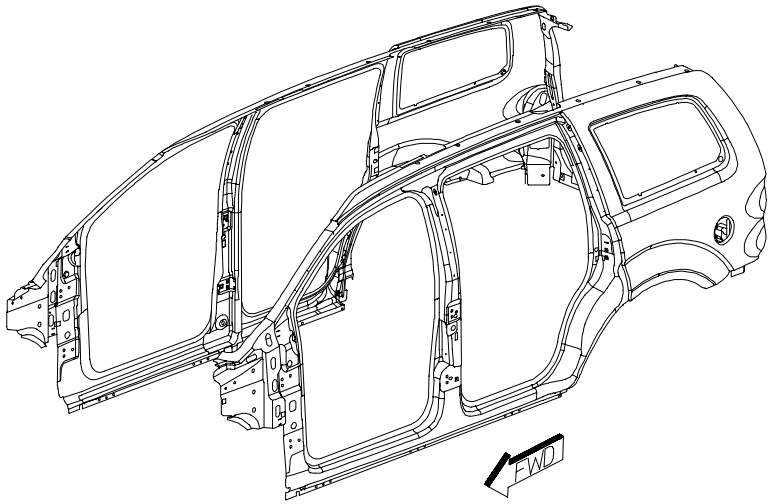

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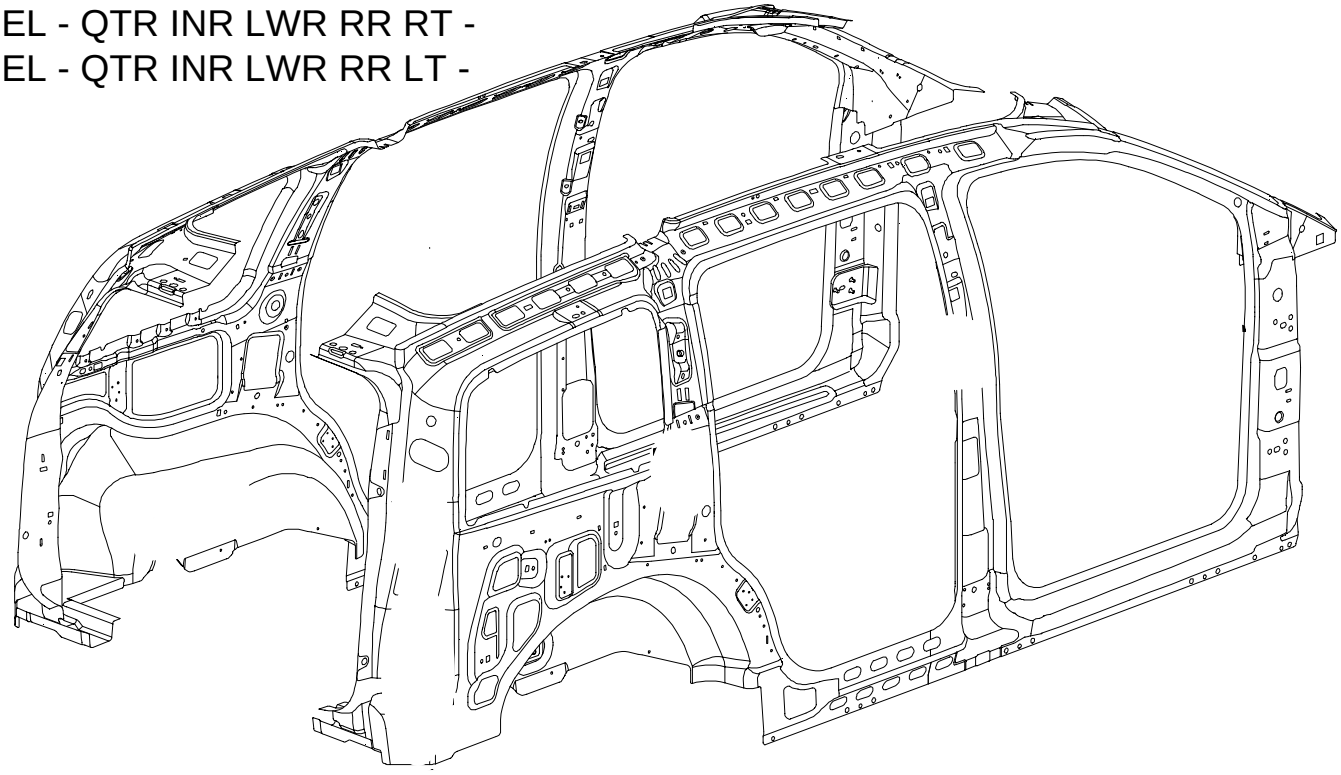
PARTS IDENTIFICATION LEGEND, OVERVIEW 18

AA PANEL - BODY SIDE INR RT -
AA PANEL - BODY SIDE INR LT -
AB REINF - D-PILLAR LWR RT -
AB REINF - D-PILLAR LWR LT -
AC PANEL - A-PILLAR INR RT -
AC PANEL - A-PILLAR INR LT -
AD REINF - D-PILLAR UPR RT -
AD REINF - D-PILLAR UPR LT -
AE PANEL - QTR INR LWR RR RT -
AE PANEL - QTR INR LWR RR LT -



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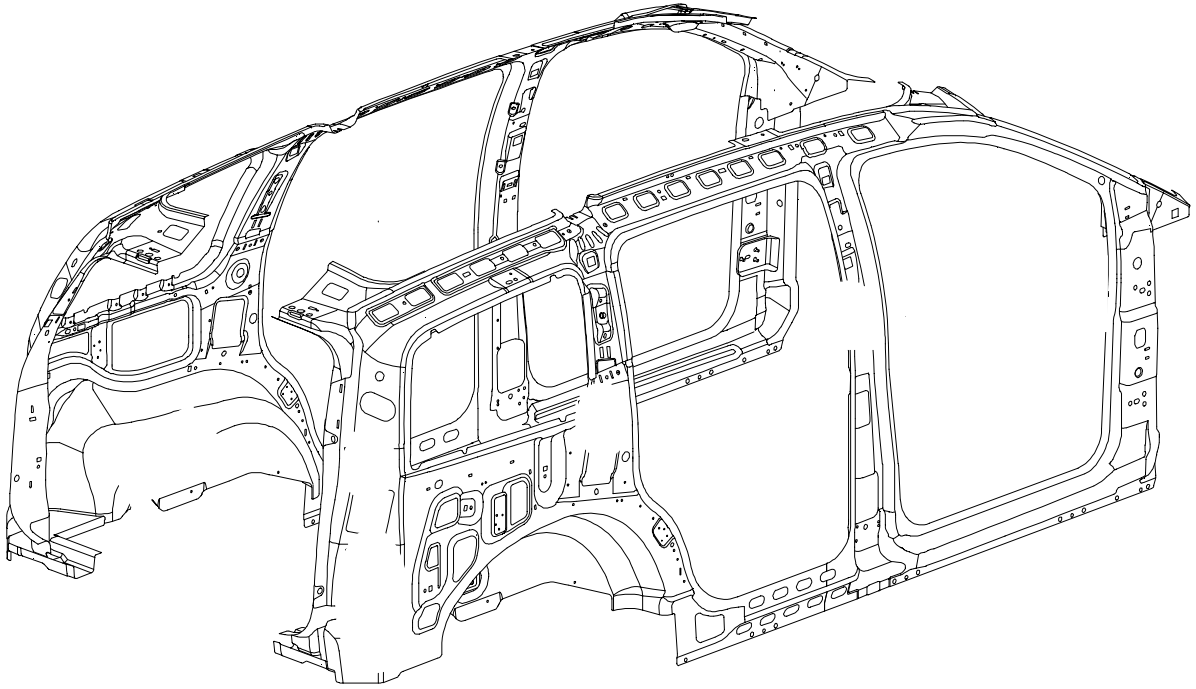
PARTS IDENTIFICATION LEGEND, OVERVIEW 18

AF REINF - C-PILLAR ADJUSTABLE TURNING LOOP RT -
AF REINF - C-PILLAR ADJUSTABLE TURNING LOOP LT -
AG REINF ASSY - B-PILLAR W/ADJUSTABLE TURNING LOOP RT -
AG REINF ASSY - B-PILLAR W/ADJUSTABLE TURNING LOOP LT -
AH TAPPING PLATE - FRT DOOR HINGE UPR RT -
AH TAPPING PLATE - FRT DOOR HINGE UPR LT -
AJ TAPPING PLATE - DOOR HINGE FRT LWR -
AK TAPPING PLATE - QTR INR D-PILLAR TURNING LOOP -
AL PLATE - RETRACTOR ANCHOR - REAR SEAT
AL PLATE - RETRACTOR ANCHOR - 3RD ROW SEAT



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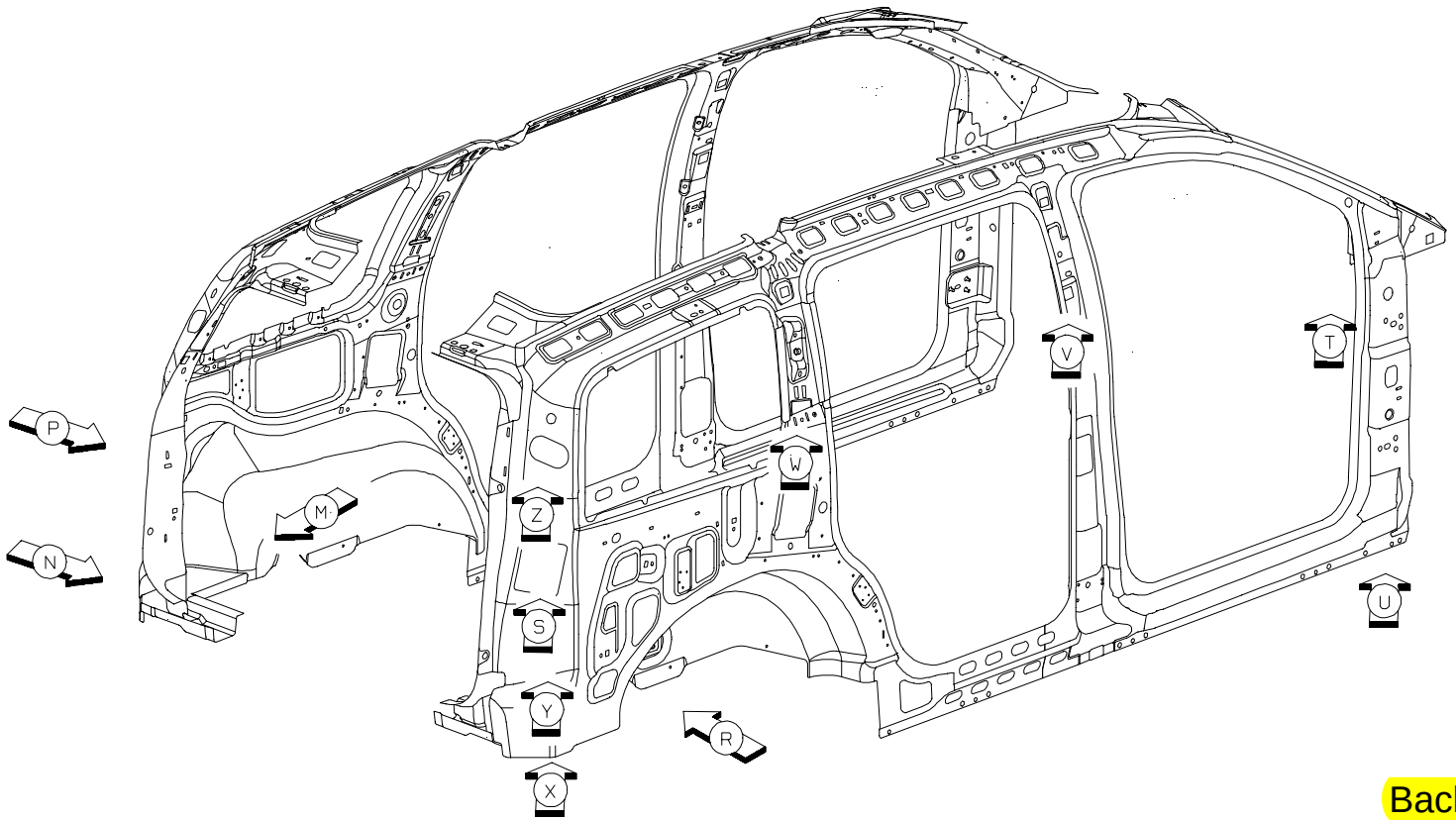

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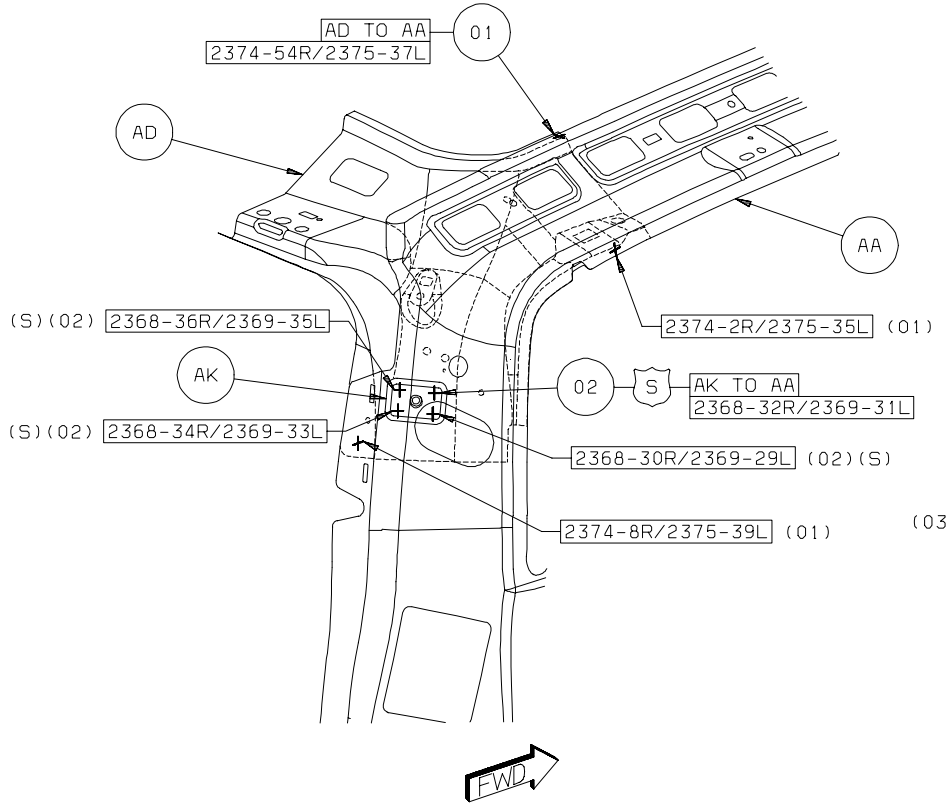
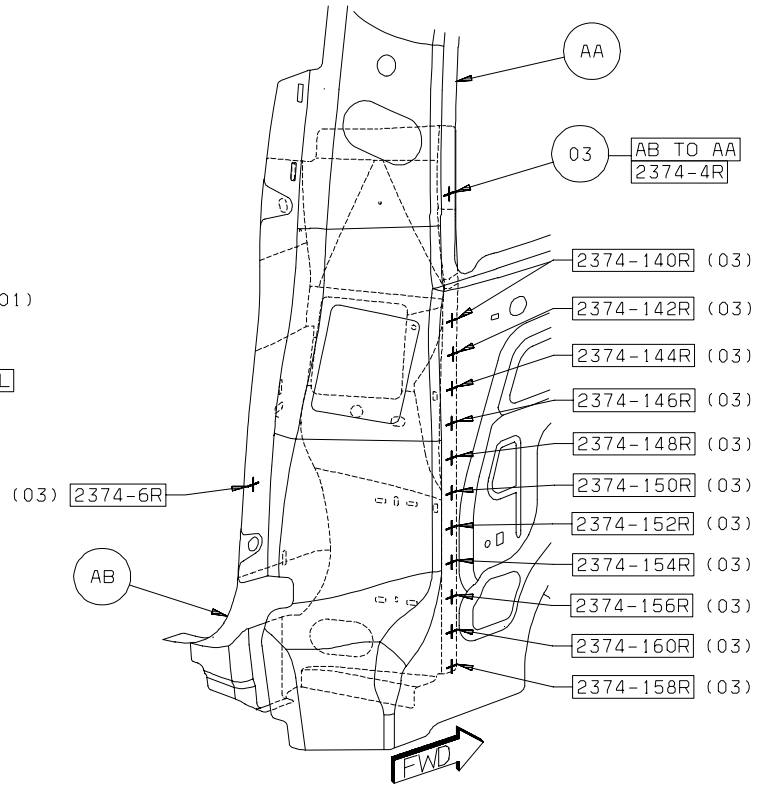
1. AD TO AA 3/SD S/WELD
2. AK TO AA 4/SD S/WELD
3. AB TO AA 13R S/WELD





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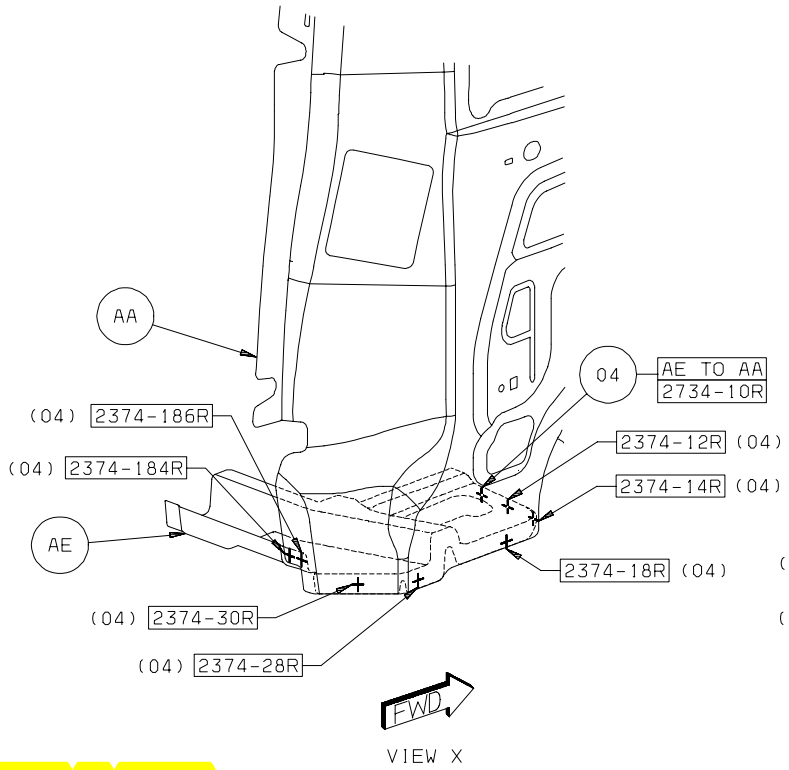
4. AE TO AA 8R S/WELD
5. AF TO AA 10/SD S/WELD
6. AL TO AA 4/SD S/WELD



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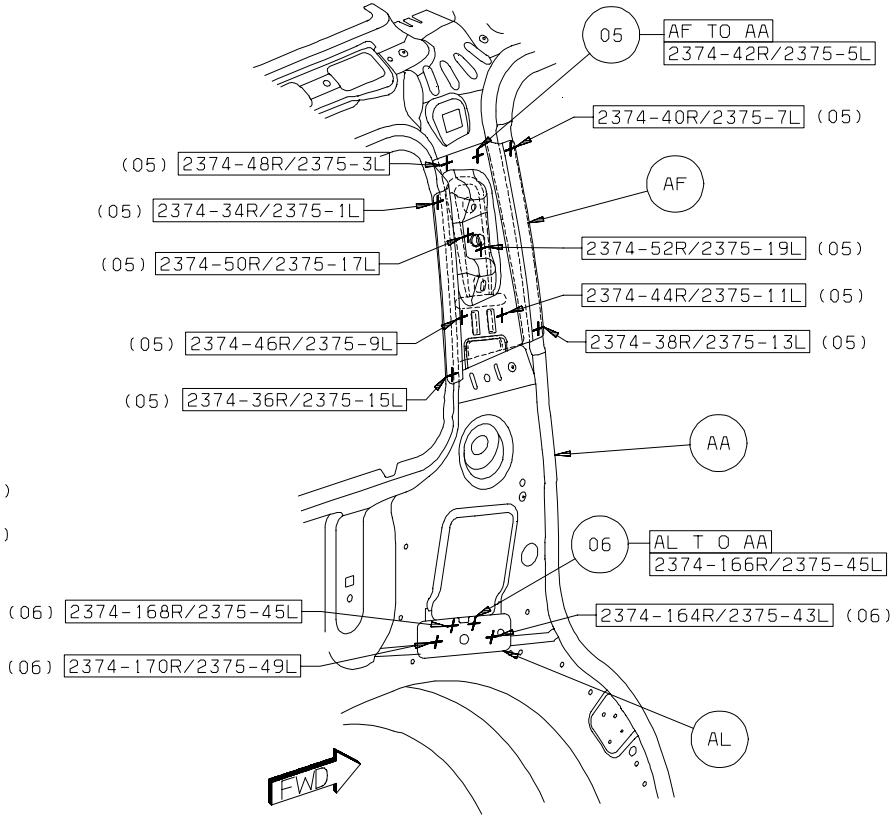

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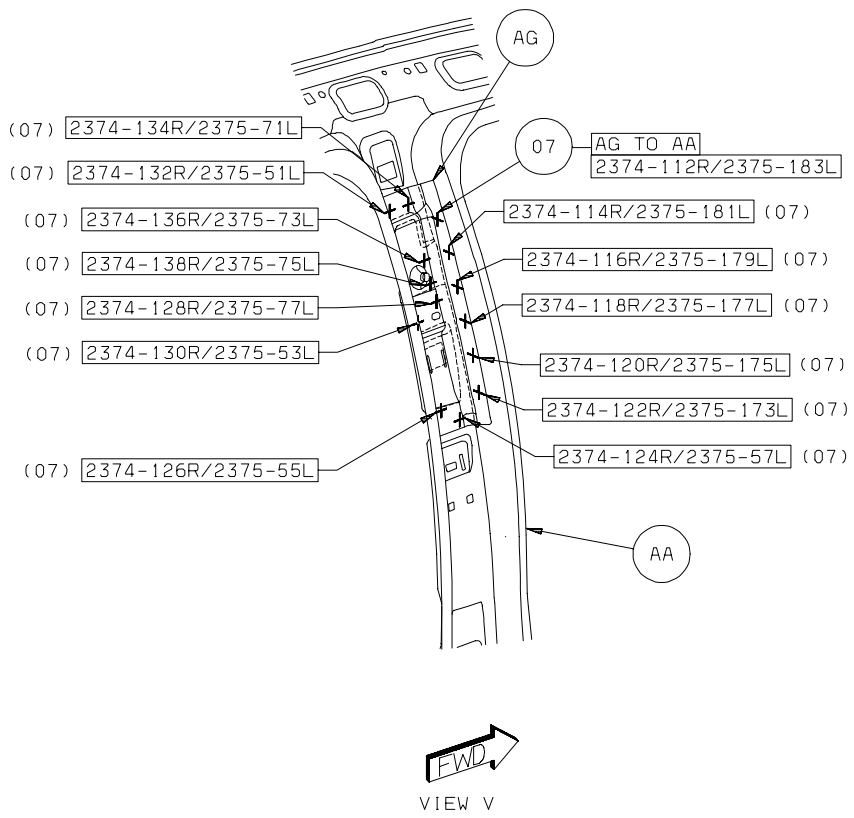
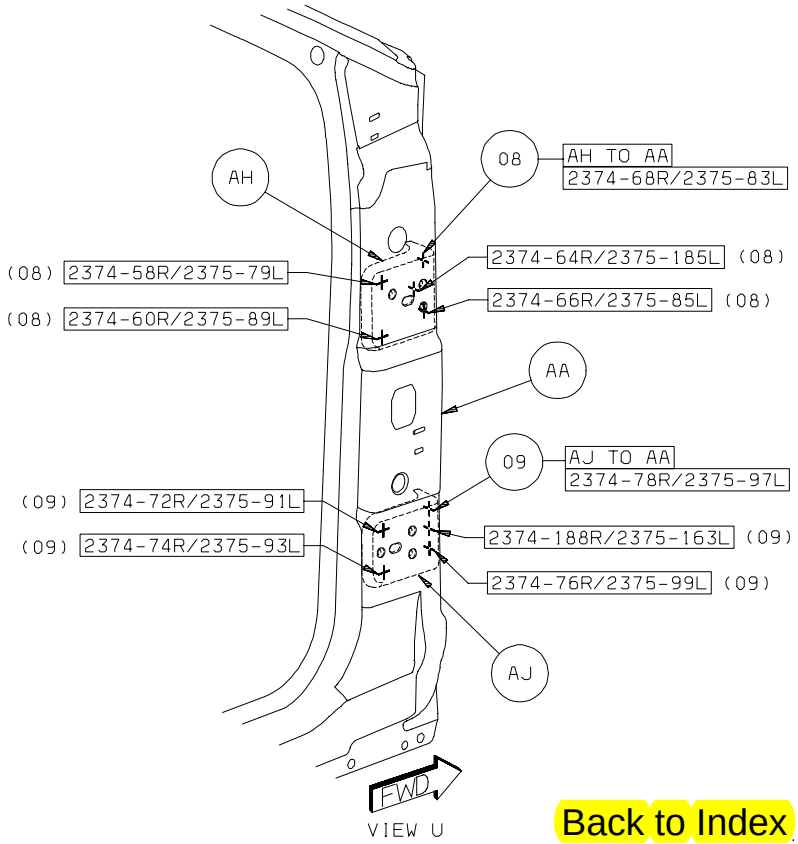
7. AG TO AA 14/SD S/WELD
8. AH TO AA 5/SD S/WELD
9. AJ TO AA 5/SD S/WELD





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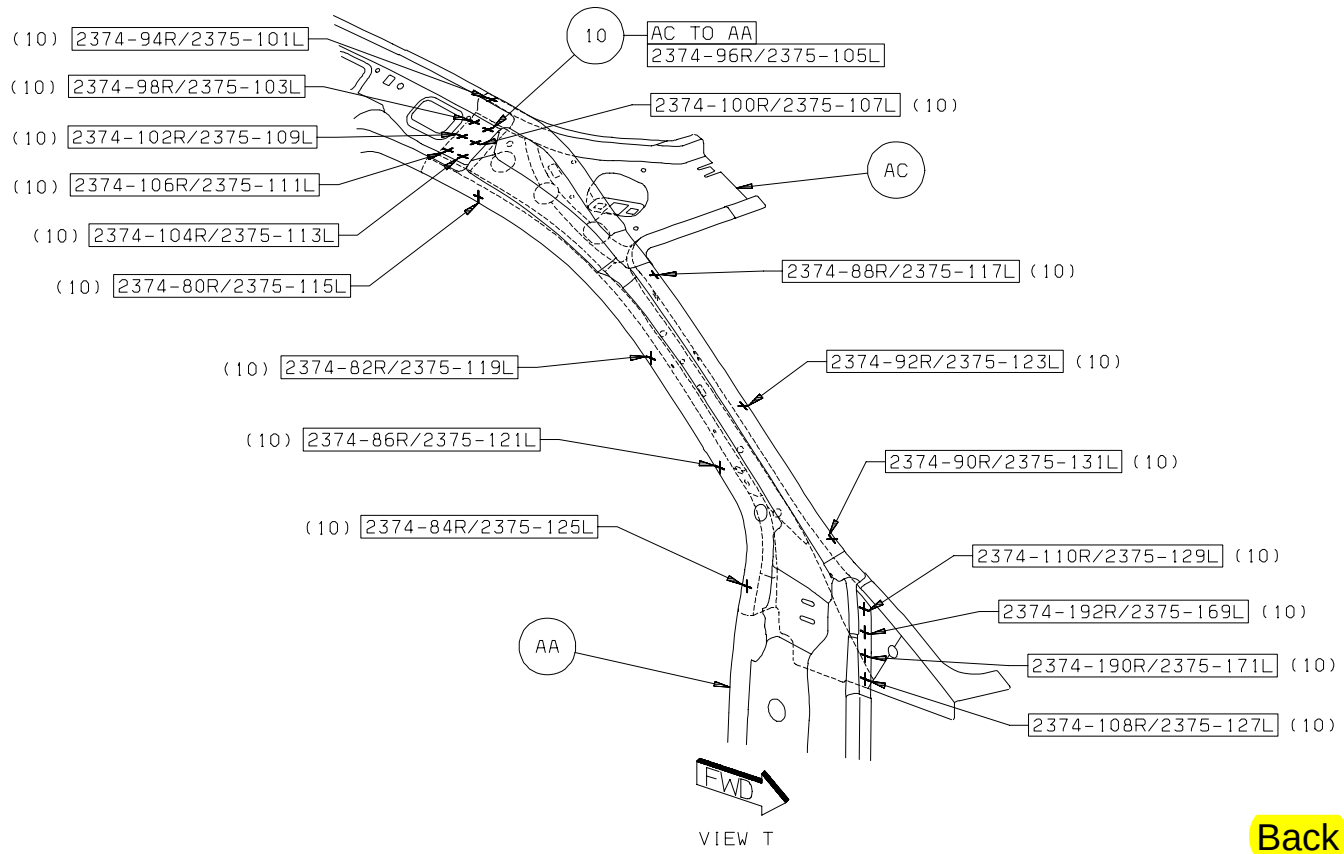
10. AC TO AA 18/SD S/WELD



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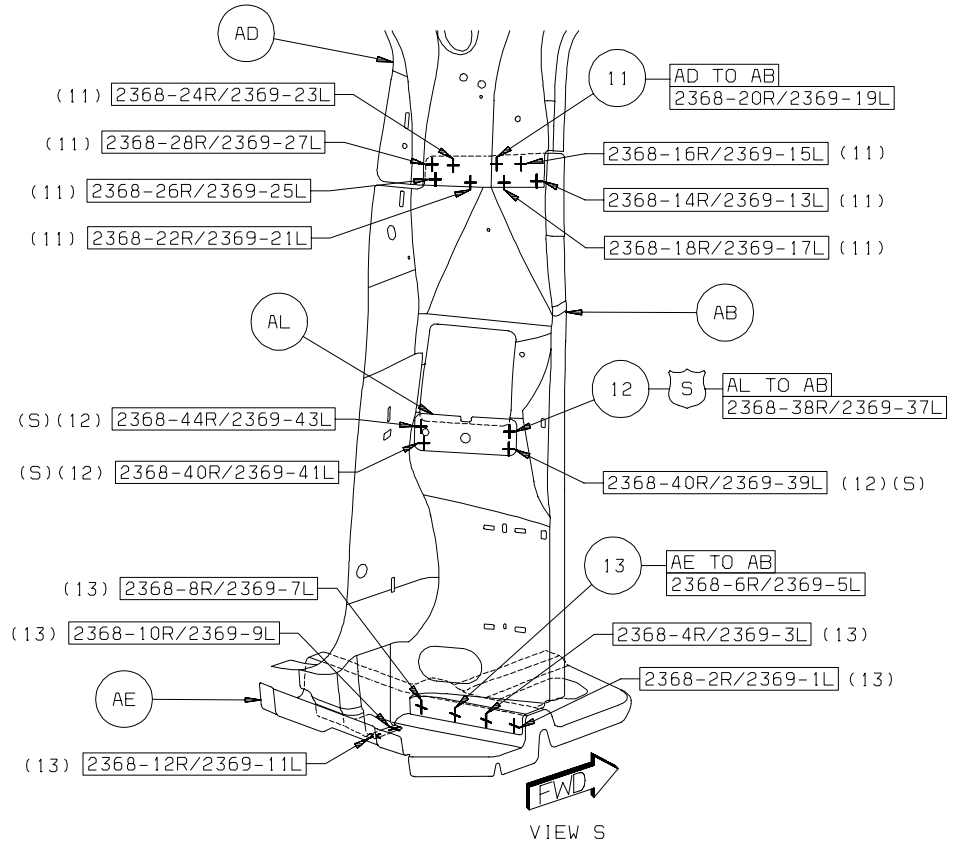
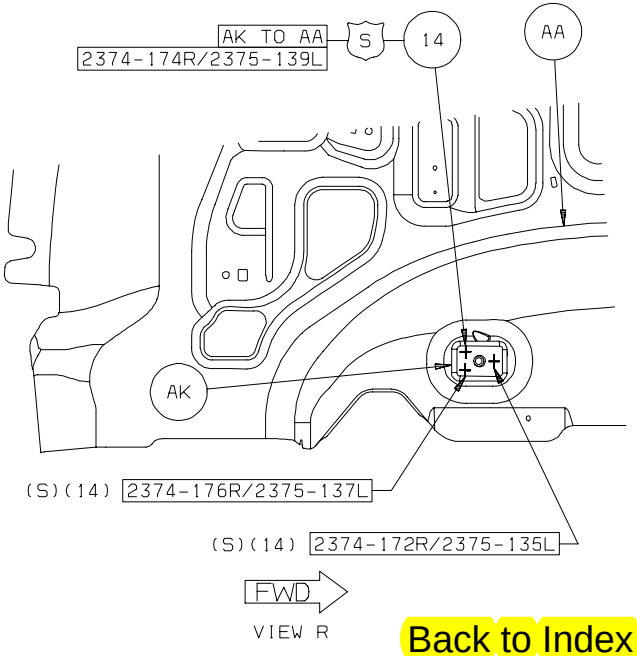
11. AD TO AB 8/SD S/WELD
12. AL TO AB 4/SD S/WELD
13. AE TO AB 6/SD S/WELD
14. AK TO AA 3/SD S/WELD



VIEW S



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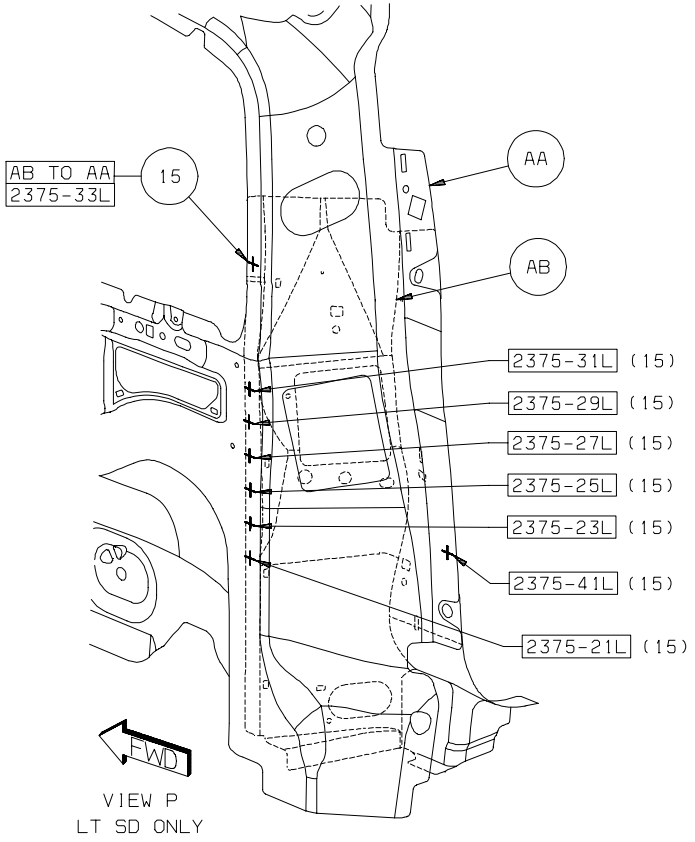
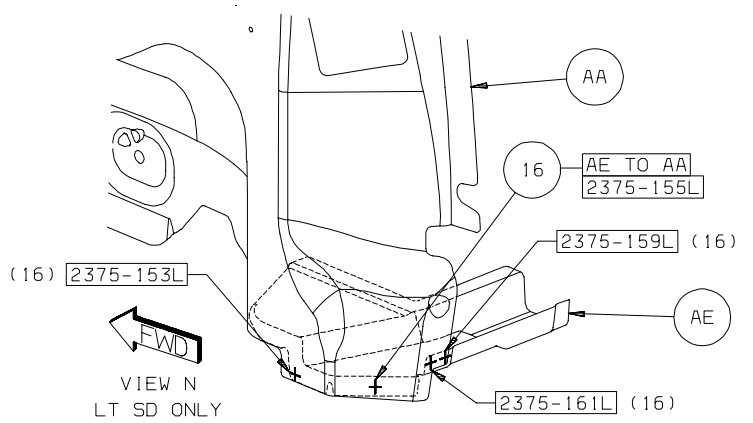
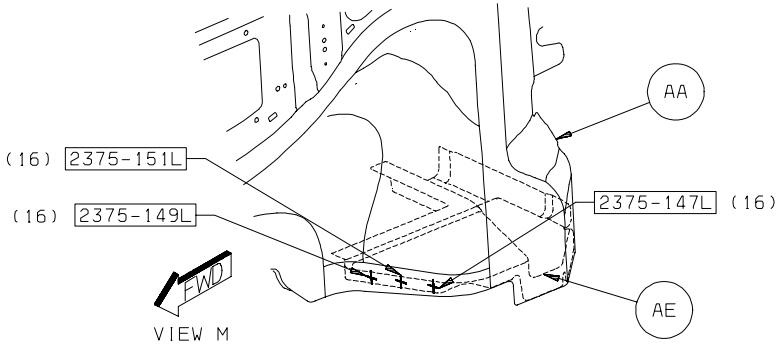
15. AB TO AA 8L S/WELD
16. AE TO AA 7L S/WELD



VIEW P
LT SD ONLY



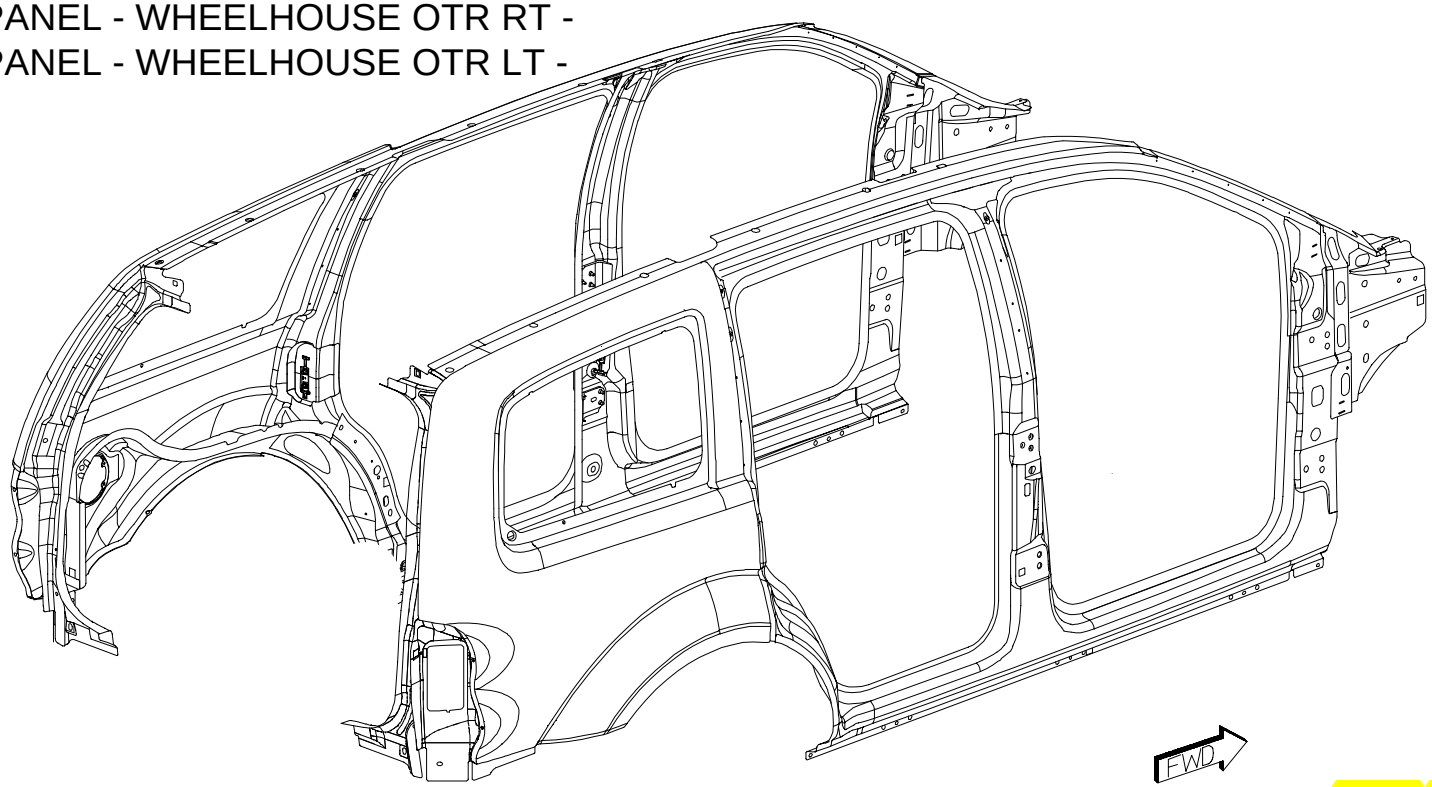
VIEW N
LT SD ONLY



VIEW M
LT SD ONLY

PARTS IDENTIFICATION LEGEND, OVERVIEW 19

AA PANEL - BODY SIDE APERTURE RT -
AA PANEL - BODY SIDE APERTURE LT -
AB REINF - C-PILLAR STRIKER RT -
AB REINF - C-PILLAR STRIKER LT -
AC PANEL - B-PILLAR RT -
AC PANEL - B-PILLAR LT -
AD REINF - BODY SIDE APERTURE EXTENSION RT -
AD REINF - BODY SIDE APERTURE EXTENSION LT -
AE PANEL - WHEELHOUSE OTR RT -
AE PANEL - WHEELHOUSE OTR LT -



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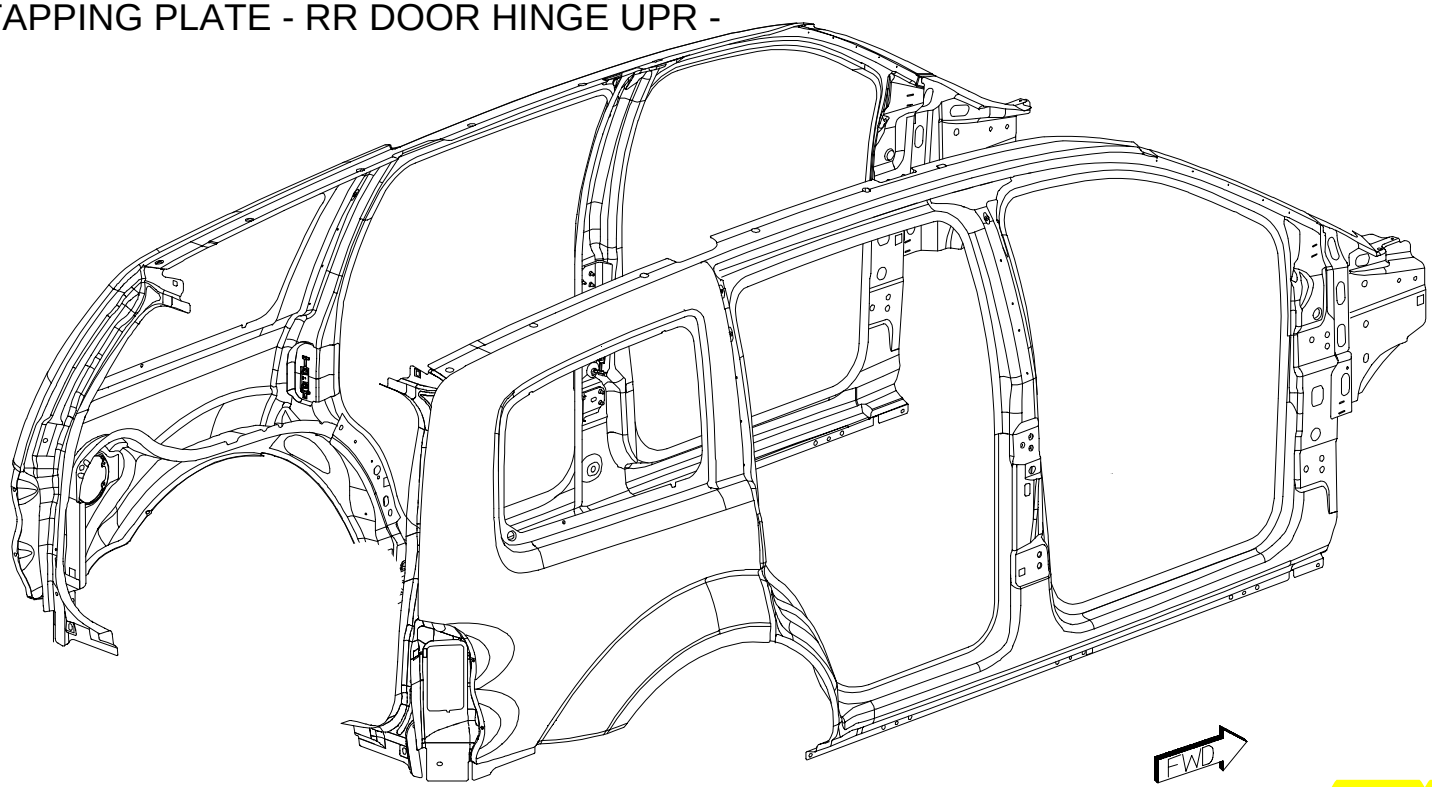
PARTS IDENTIFICATION LEGEND, OVERVIEW 19

AF PANEL - RR QTR CLOSE-OUT RT -
AF PANEL - RR QTR CLOSE-OUT LT -
AG PANEL - TAIL LAMP MOUNTING RT -
AG PANEL - TAIL LAMP MOUNTING LT -
AH PANEL - LIFTGATE OPENING DRAIN TROUGH RT -
AH PANEL - LIFTGATE OPENING DRAIN TROUGH LT -
AJ REINF - DOGLEG EXTENSION RT -
AJ REINF - DOGLEG EXTENSION LT -
AK TAPPING PLATE - RR DOOR HINGE LWR -
AL TAPPING PLATE - RR DOOR HINGE UPR -



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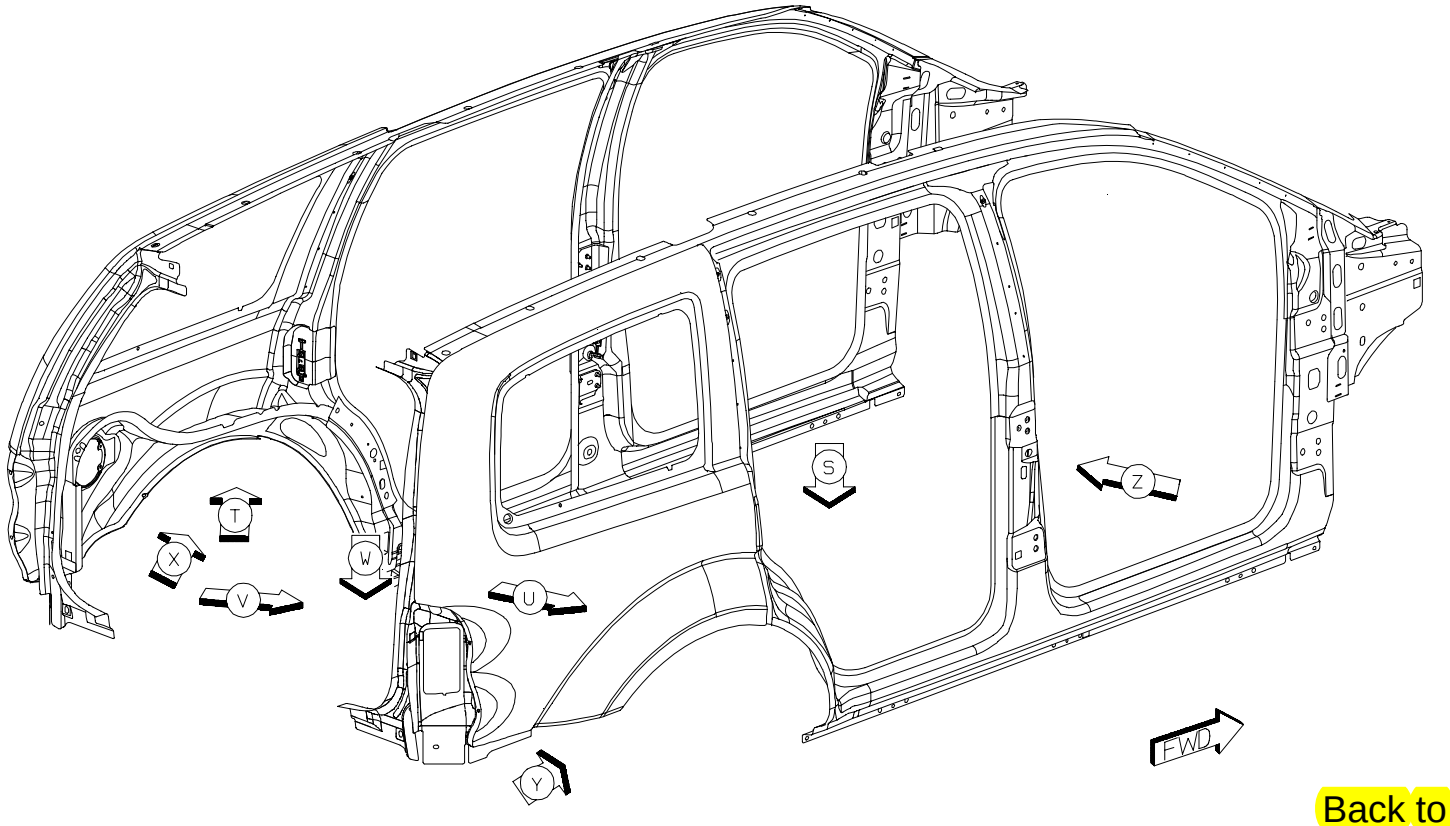
WELD LAYOUT LOCATION GUIDE



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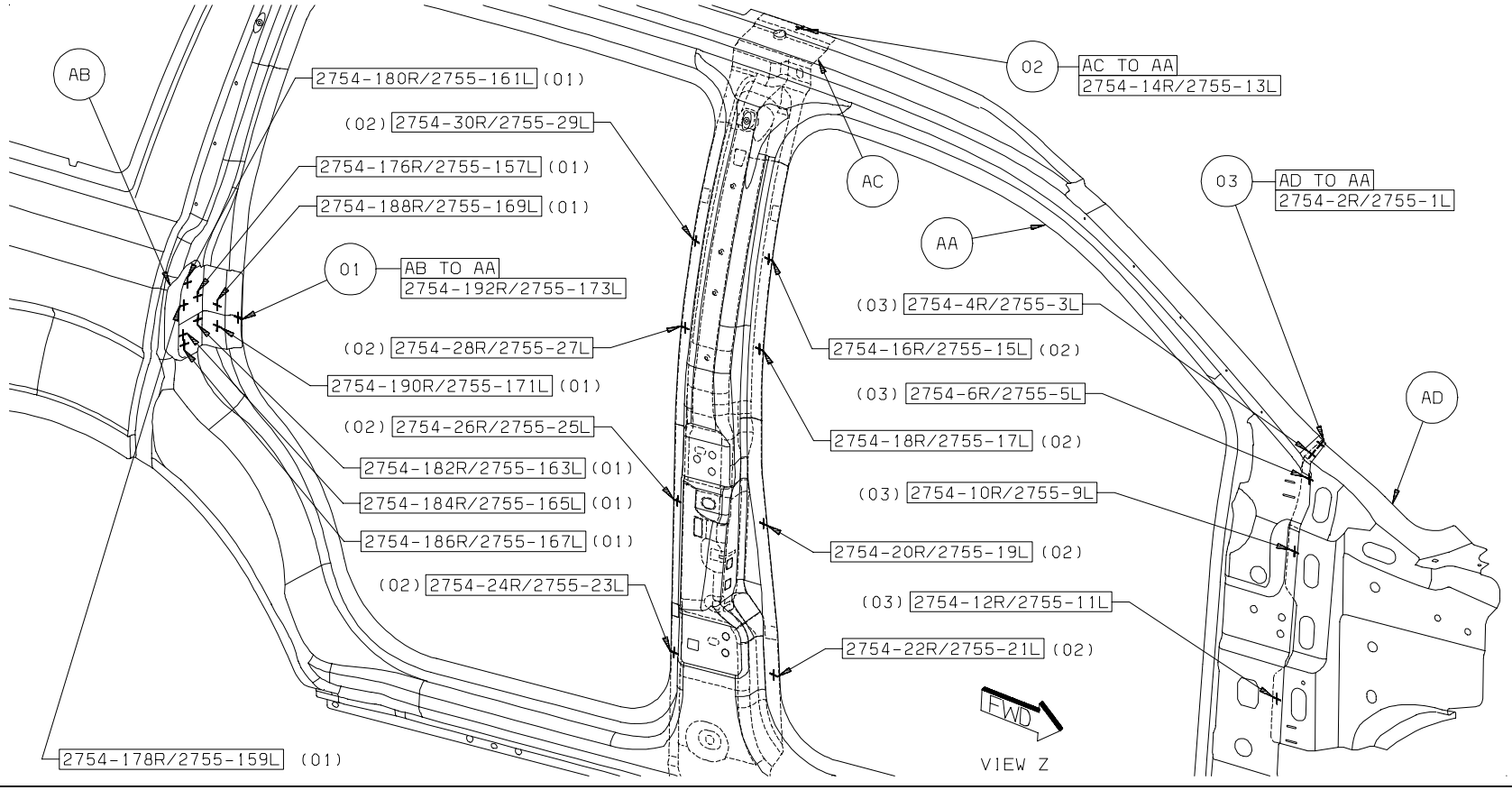
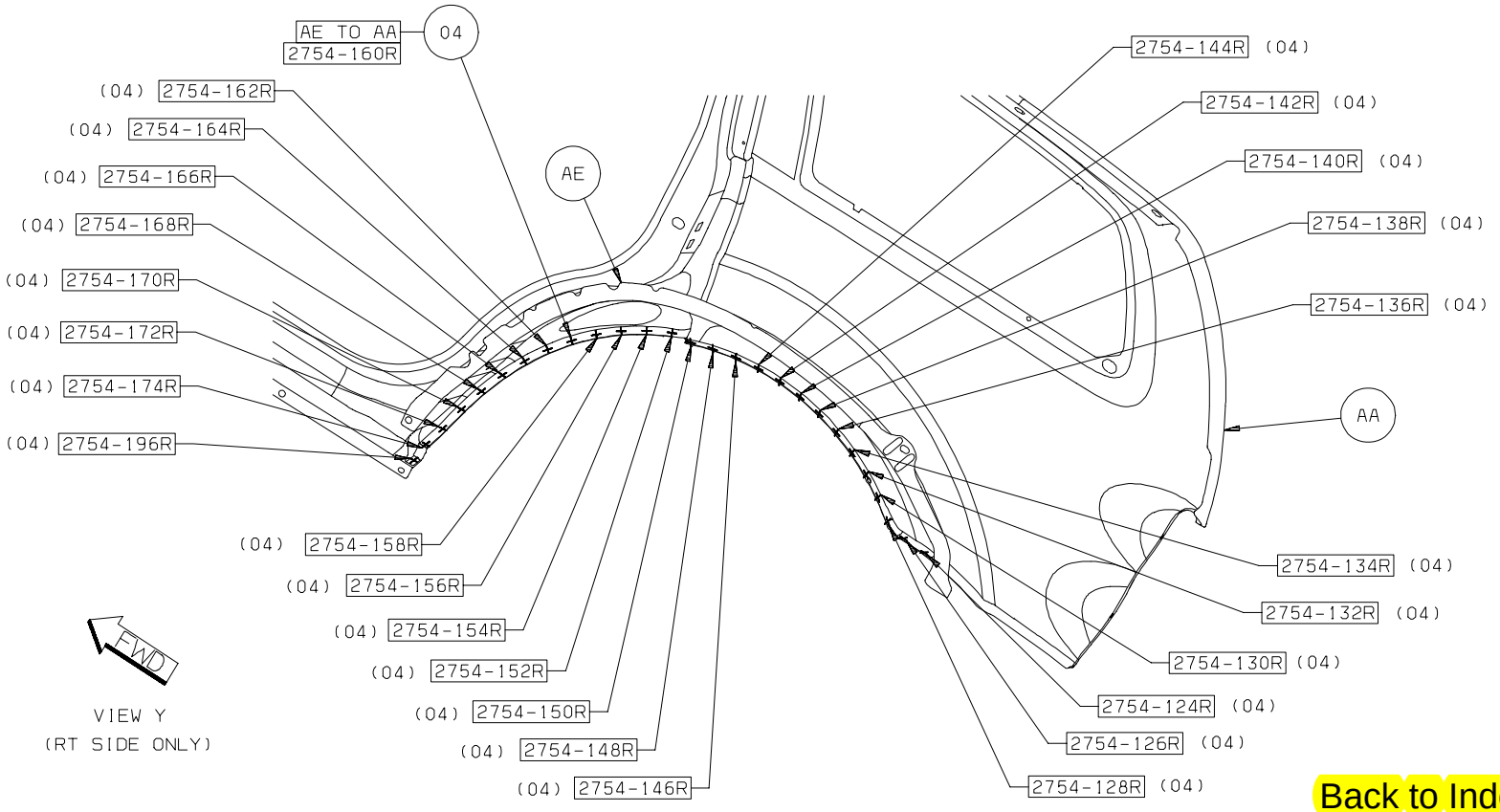
1. AB TO AC 9/SD S/WELDS
2. AC TO AA 9/SD S/WELDS
3. AD TO AA 5/SD S/WELDS



4. AE TO AA 27R S/WELDS



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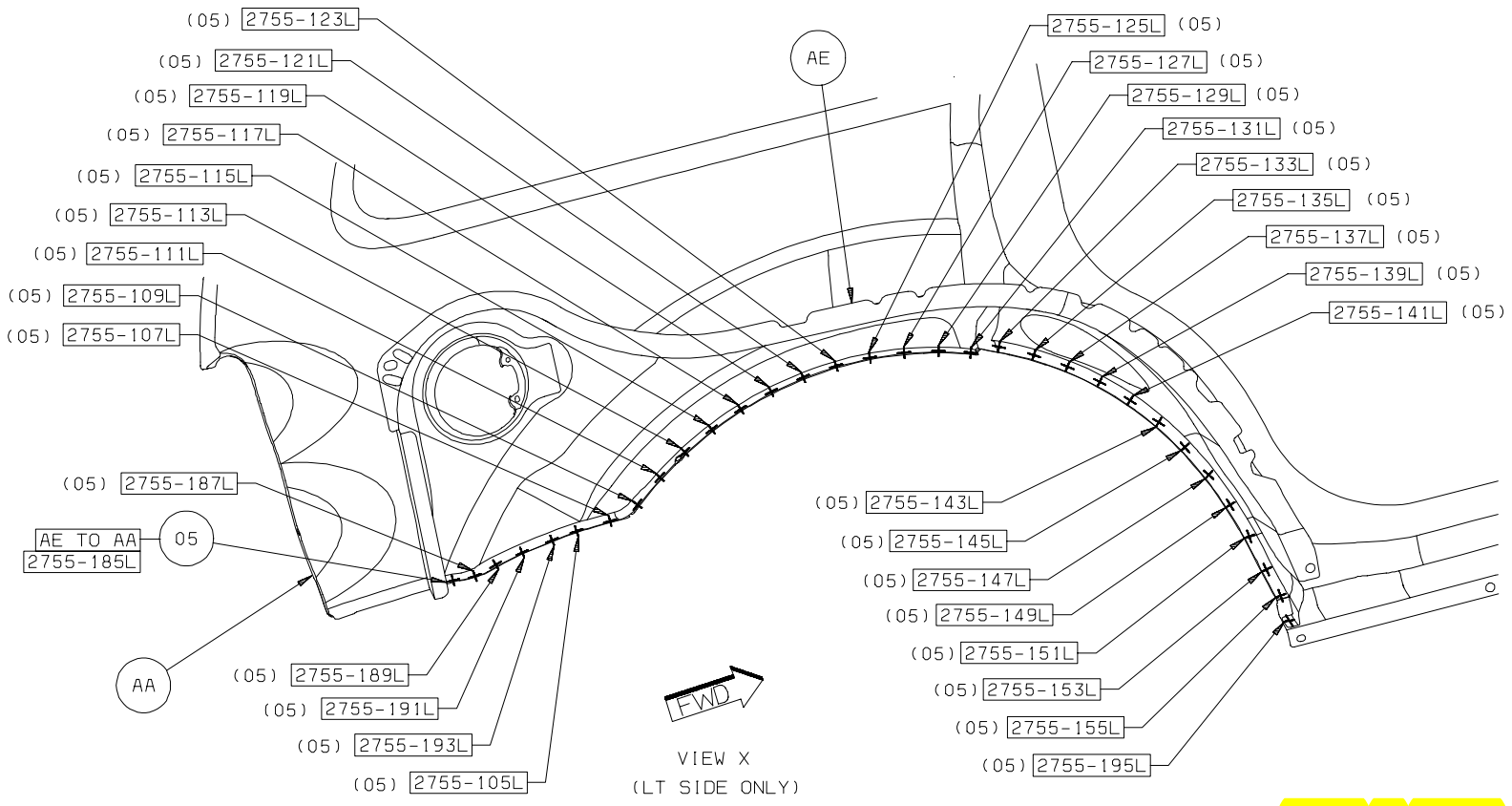
5. AE TO AA 32L S/WELDS



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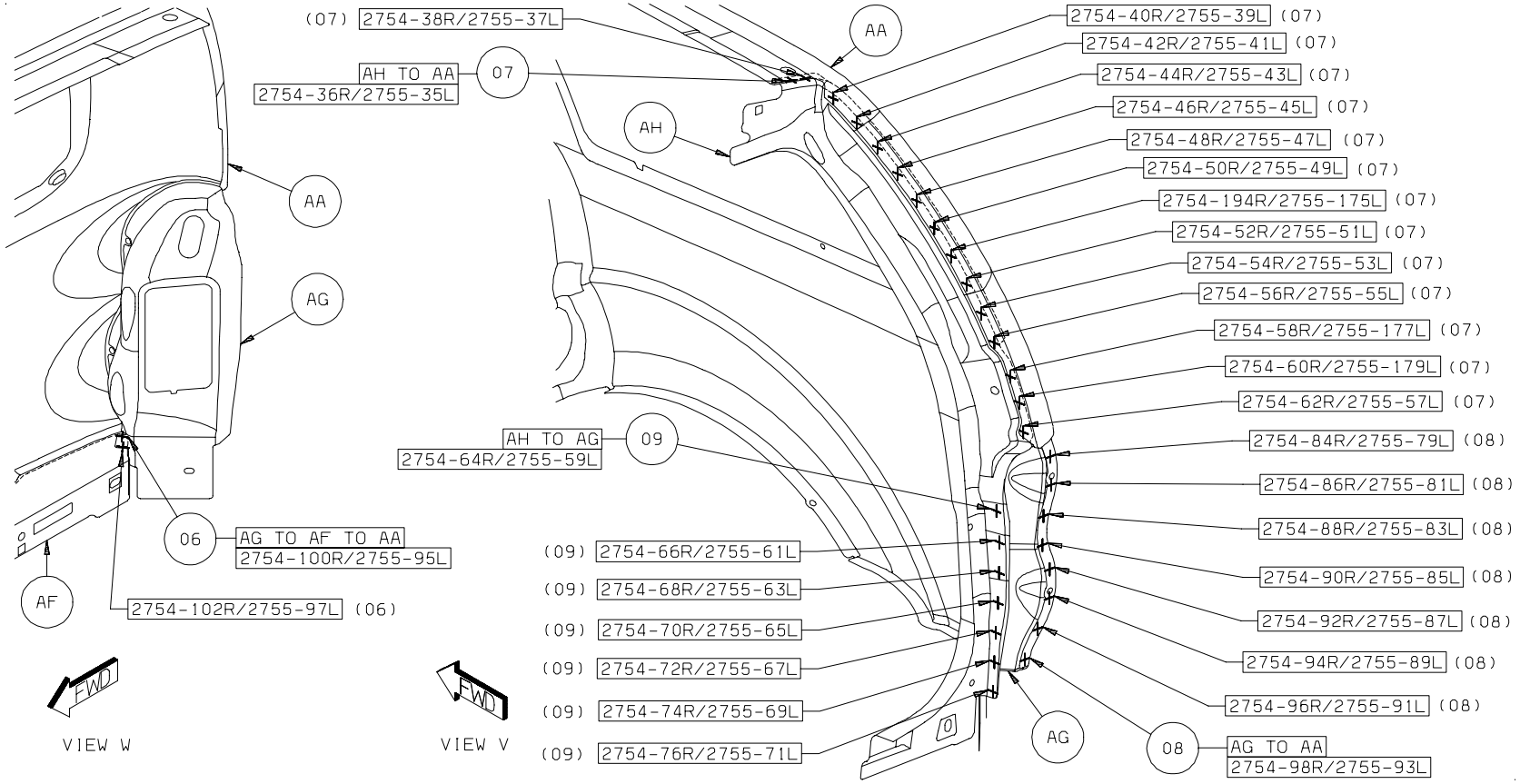
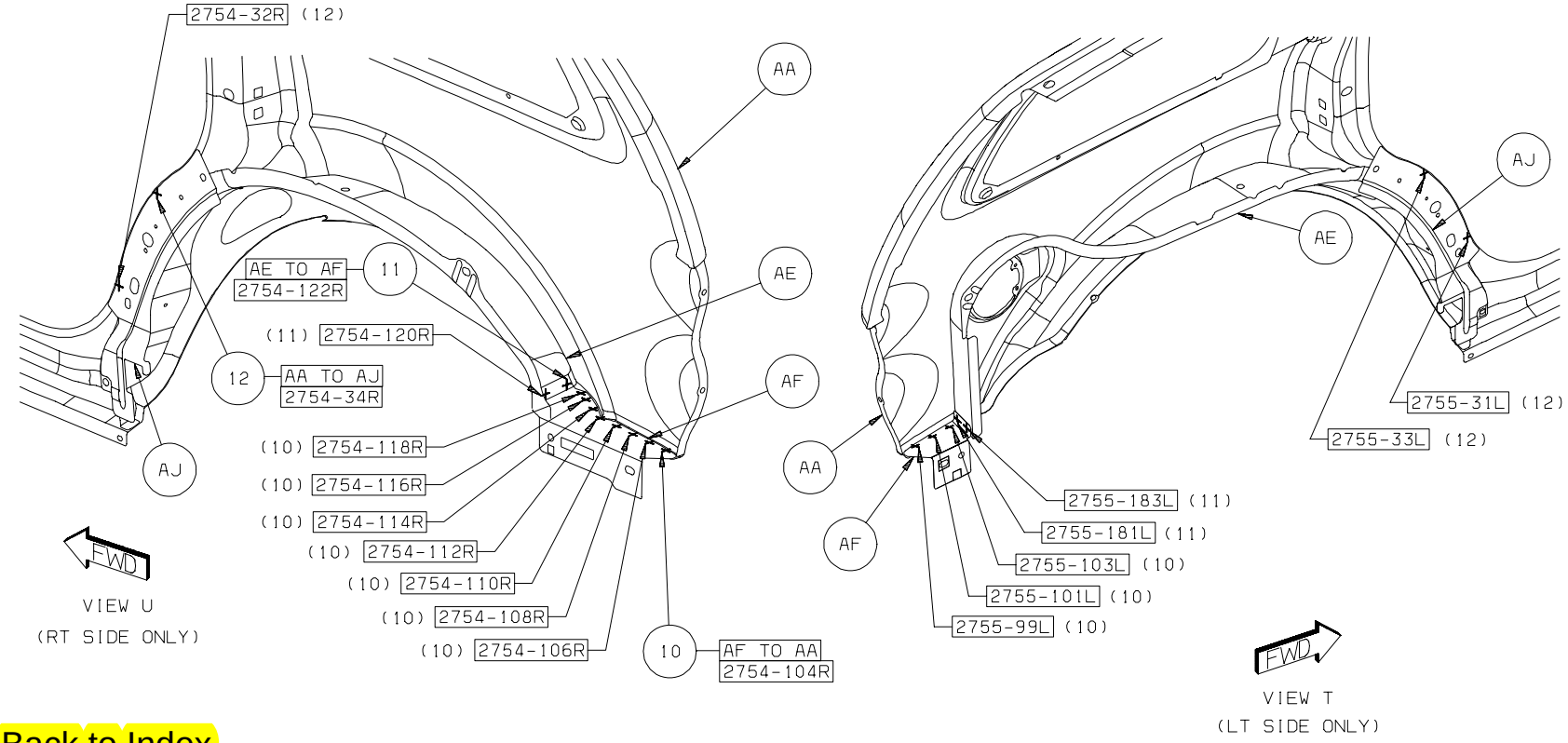
6. AF TO AG TO AA 2/SD S/WELDS
7. AH TO AA 15/SD S/WELDS
8. AG TO AA 8/SD S/WELDS
9. AH TO AG 7/SD S/WELDS



10. AF TO AA 11 S/WELDS
11. AE TO AF 4 S/WELDS
12. AJ TO AA 4 S/WELDS



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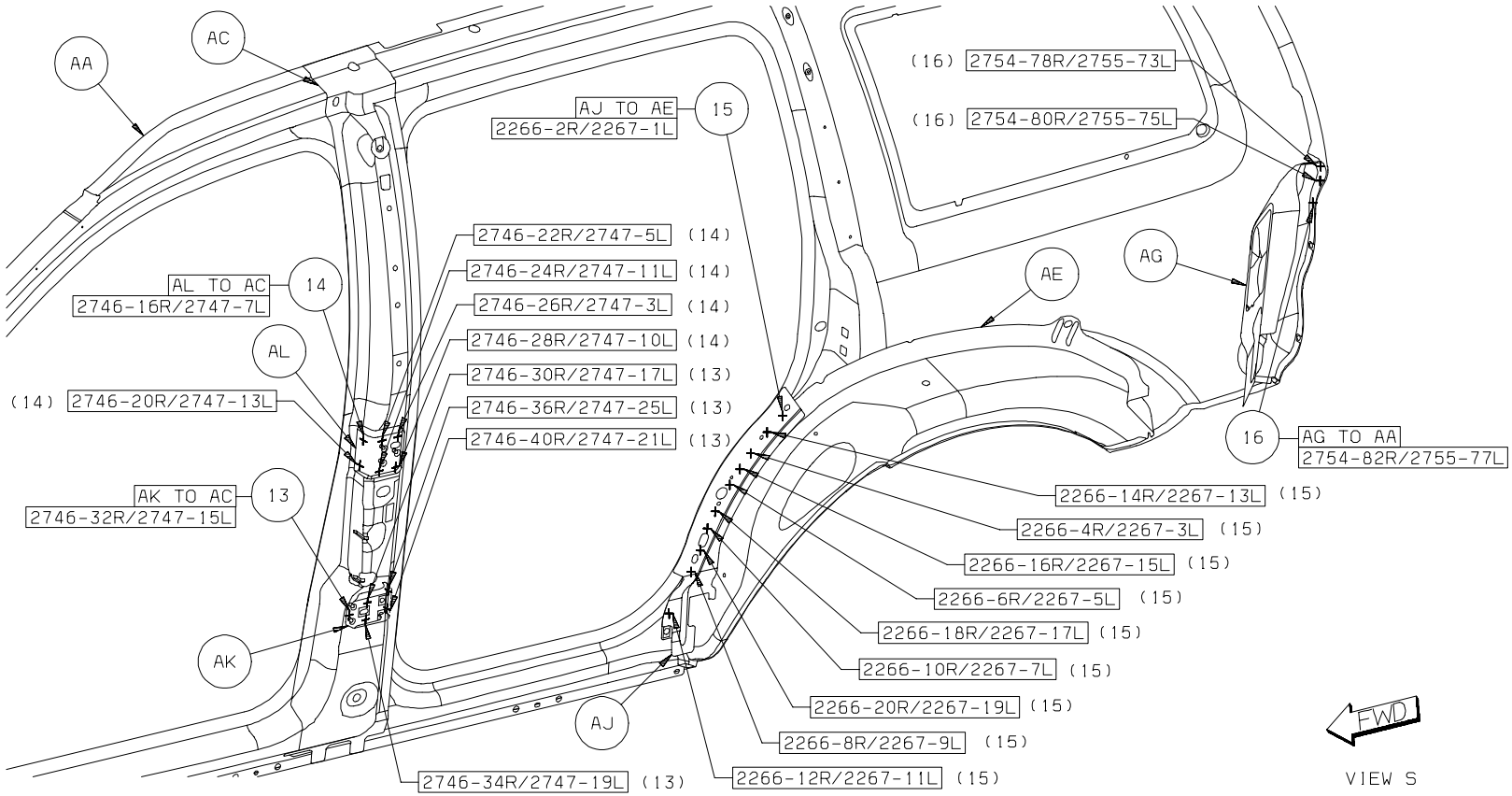
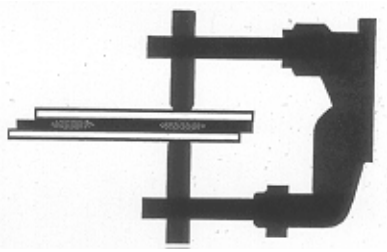
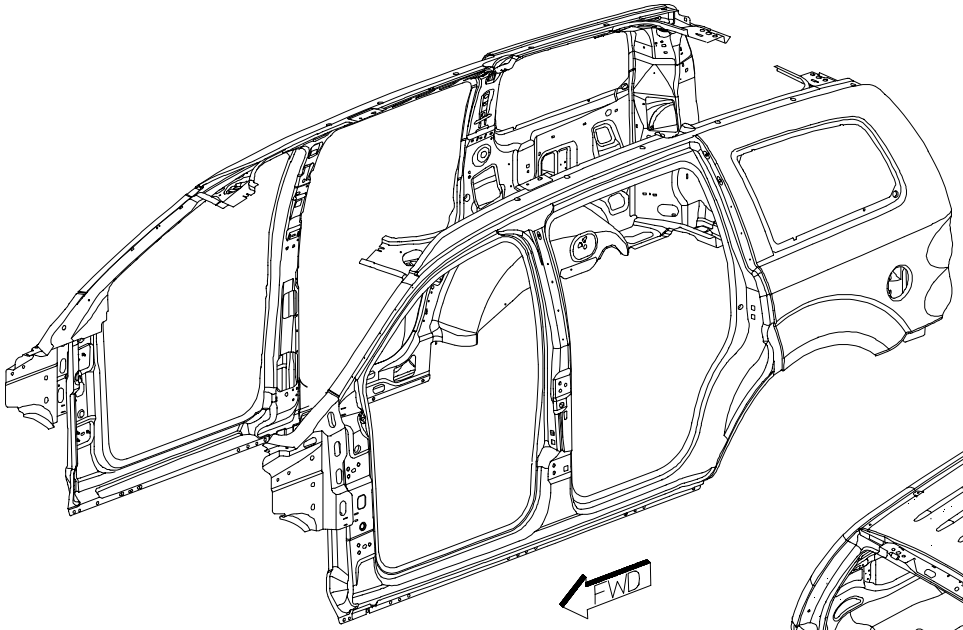
13. AK TO AC 5/SD S/WELDS
14. AL TO AC 10/SD S/WELDS
15. AJ TO AE 10/SD S/WELDS
16. AG TO AA 3/SD S/WELDS

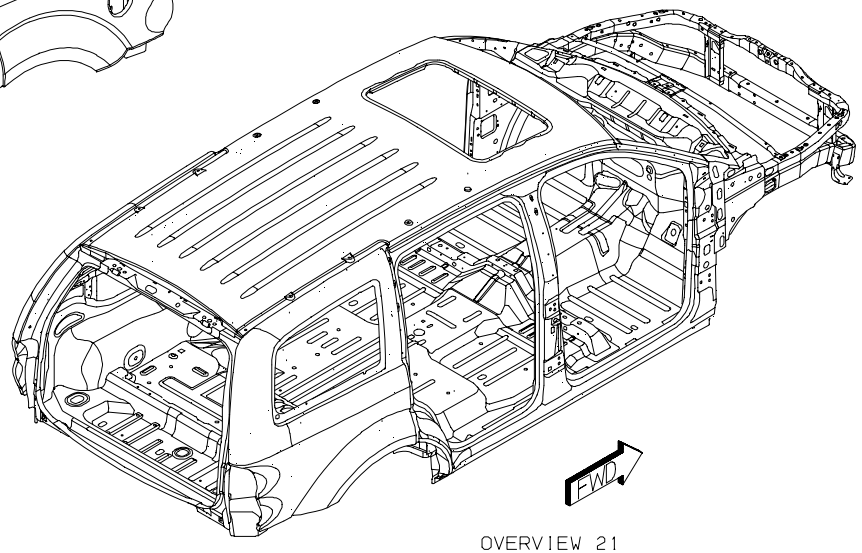


WELD LOCATION OVERVIEW ZONES





OVERVIEW 20



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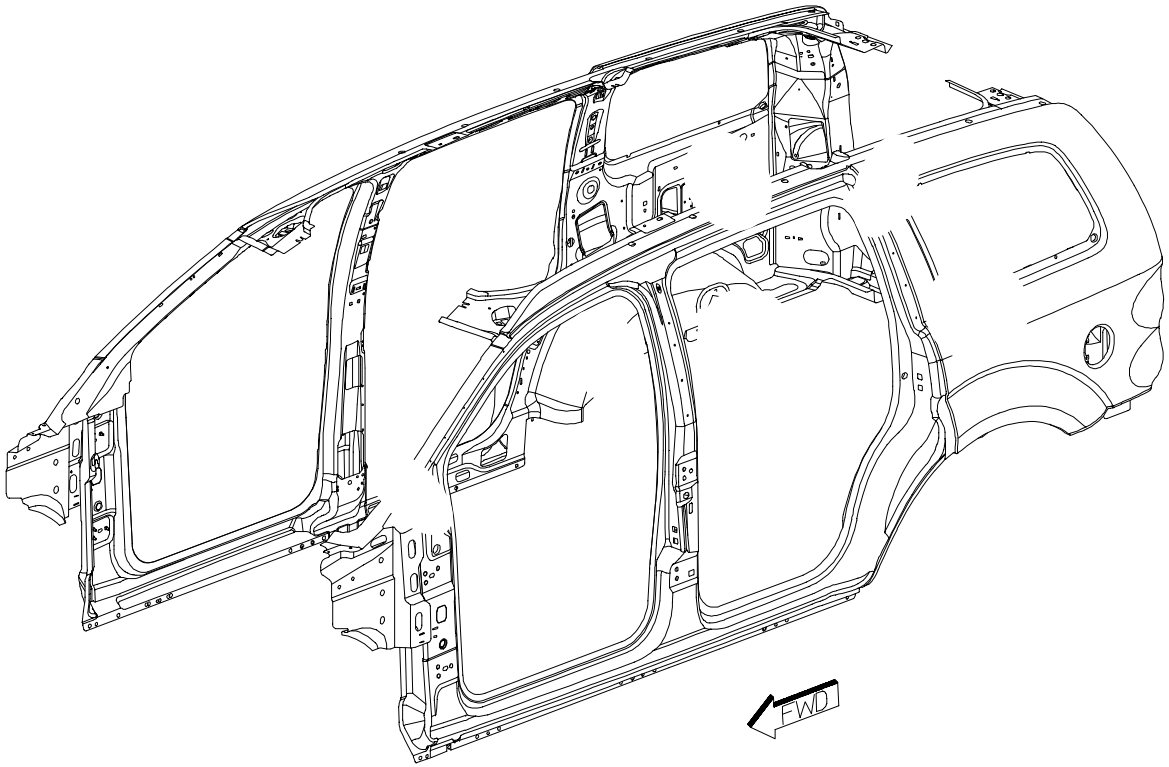
PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AA PANEL - BODY SIDE APERTURE RT -
AA PANEL - BODY SIDE APERTURE LT -
AB PANEL - BODY SIDE INR RT -
AB PANEL - BODY SIDE INR LT -
AC REINF - BODY SIDE APERTURE EXTENSION RT -
AC REINF - BODY SIDE APERTURE EXTENSION LT -
AD TAPPING PLATE - FRT DOOR HINGE UPR RT -
AD TAPPING PLATE - FRT DOOR HINGE UPR LT -
AE TAPPING PLATE - DOOR HINGE FRT LWR -
AF PANEL - A-PILLAR INR RT -



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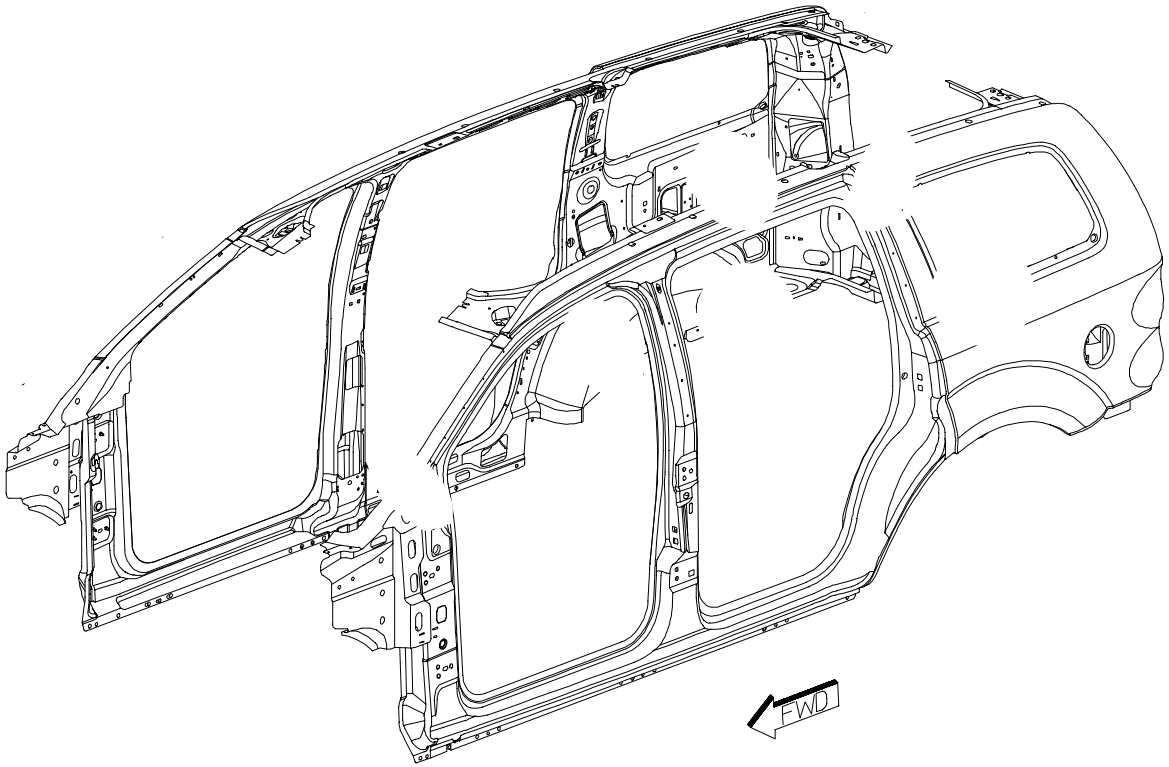
PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AF PANEL - A-PILLAR INR LT -
AG PANEL - B-PILLAR RT -
AG PANEL - B-PILLAR LT -
AH REINF - DOGLEG EXTENSION RT -
AH REINF - DOGLEG EXTENSION LT -
AJ PANEL - WHEELHOUSE OTR RT -
AJ PANEL - WHEELHOUSE OTR LT -
AK REINF - C-PILLAR STRIKER RT -
AK REINF - C-PILLAR STRIKER LT -
AL REINF - C-PILLAR ADJUSTABLE TURNING LOOP RT -



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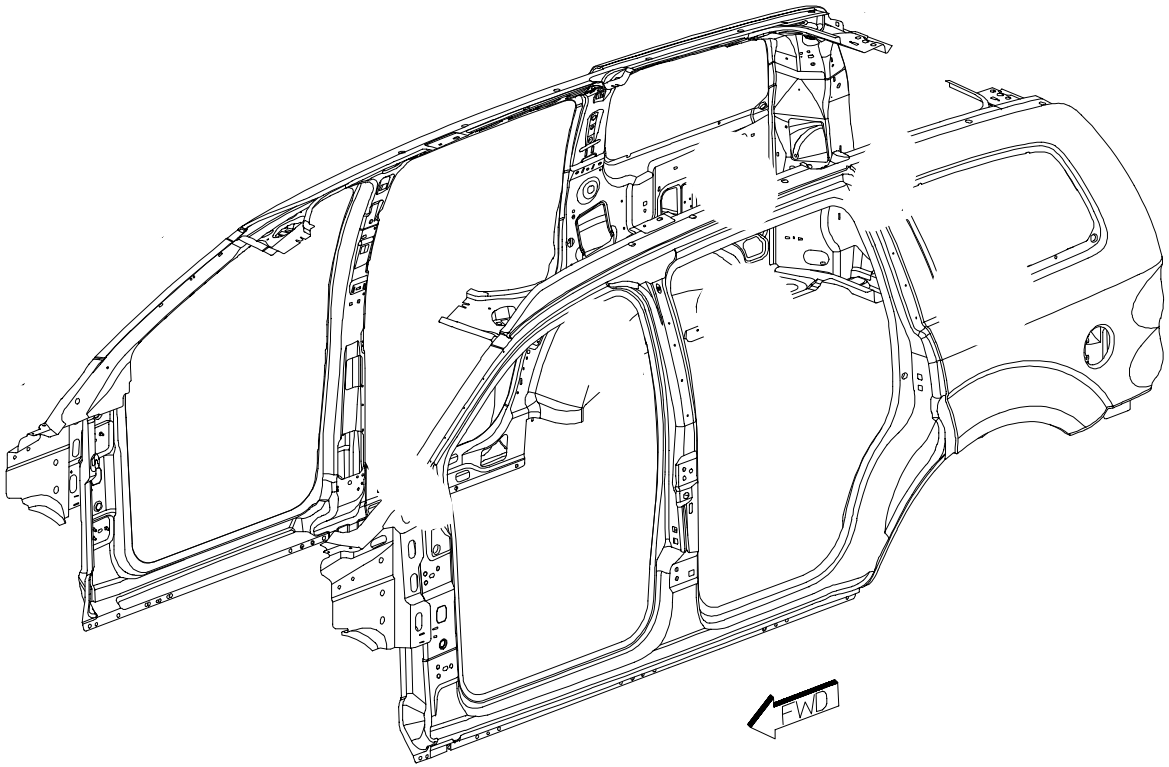
PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AL REINF - C-PILLAR ADJUSTABLE TURNING LOOP LT -
AM REINF - D-PILLAR UPR RT -
AM REINF - D-PILLAR UPR LT -
AN REINF - D-PILLAR LWR RT -
AN REINF - D-PILLAR LWR LT -
AP PANEL - TAIL LAMP MOUNTING RT -
AP PANEL - TAIL LAMP MOUNTING LT -
AR PANEL - LIFTGATE OPENING DRAIN TROUGH RT -
AR PANEL - LIFTGATE OPENING DRAIN TROUGH LT -
AS PANEL - QTR INR LWR RR RT -



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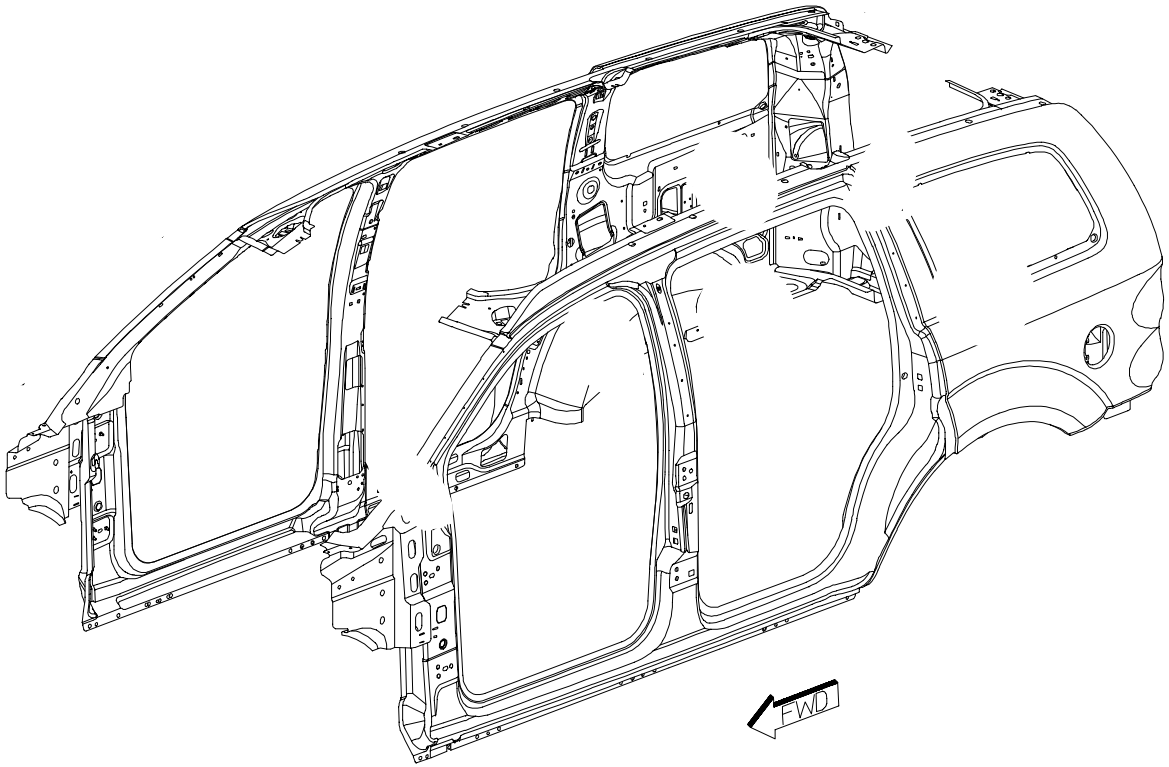
PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AS PANEL - QTR INR LWR RR LT -
AT PANEL - RR QTR CLOSE-OUT RT -
AT PANEL - RR QTR CLOSE-OUT LT -



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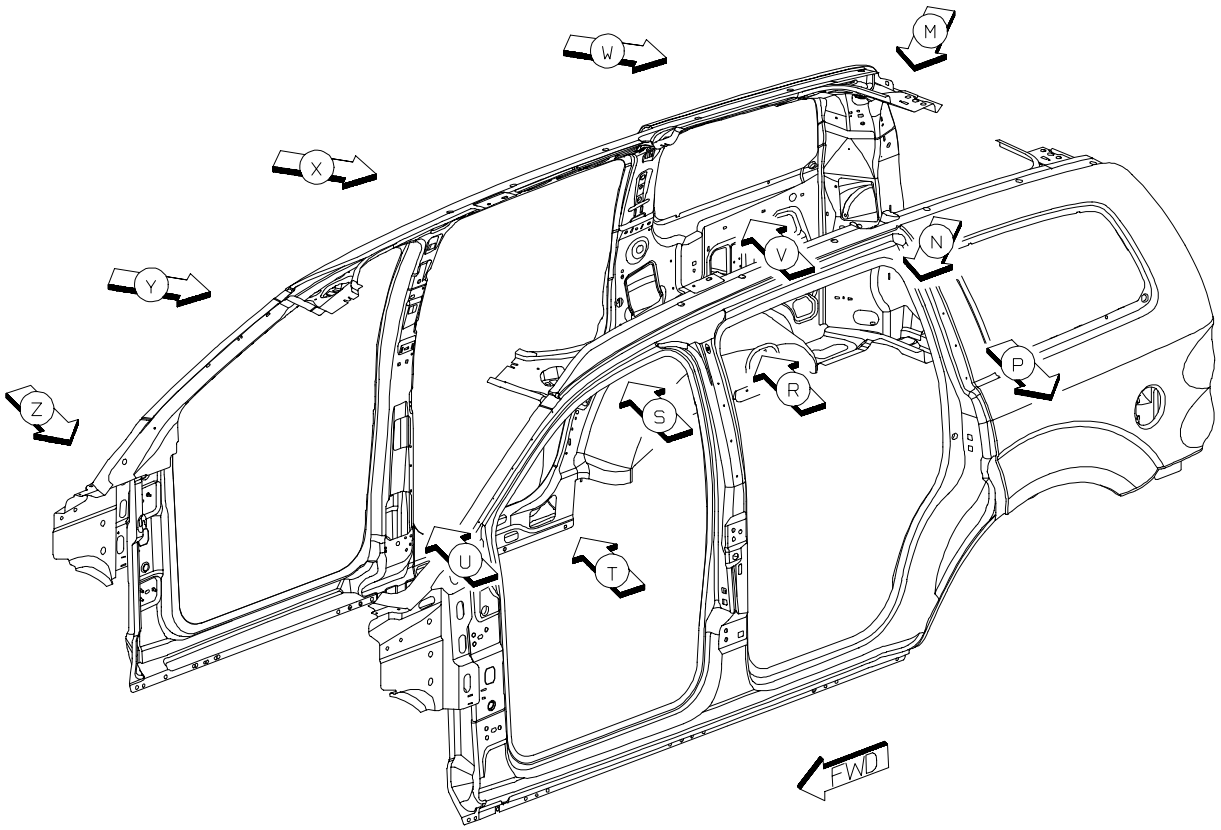

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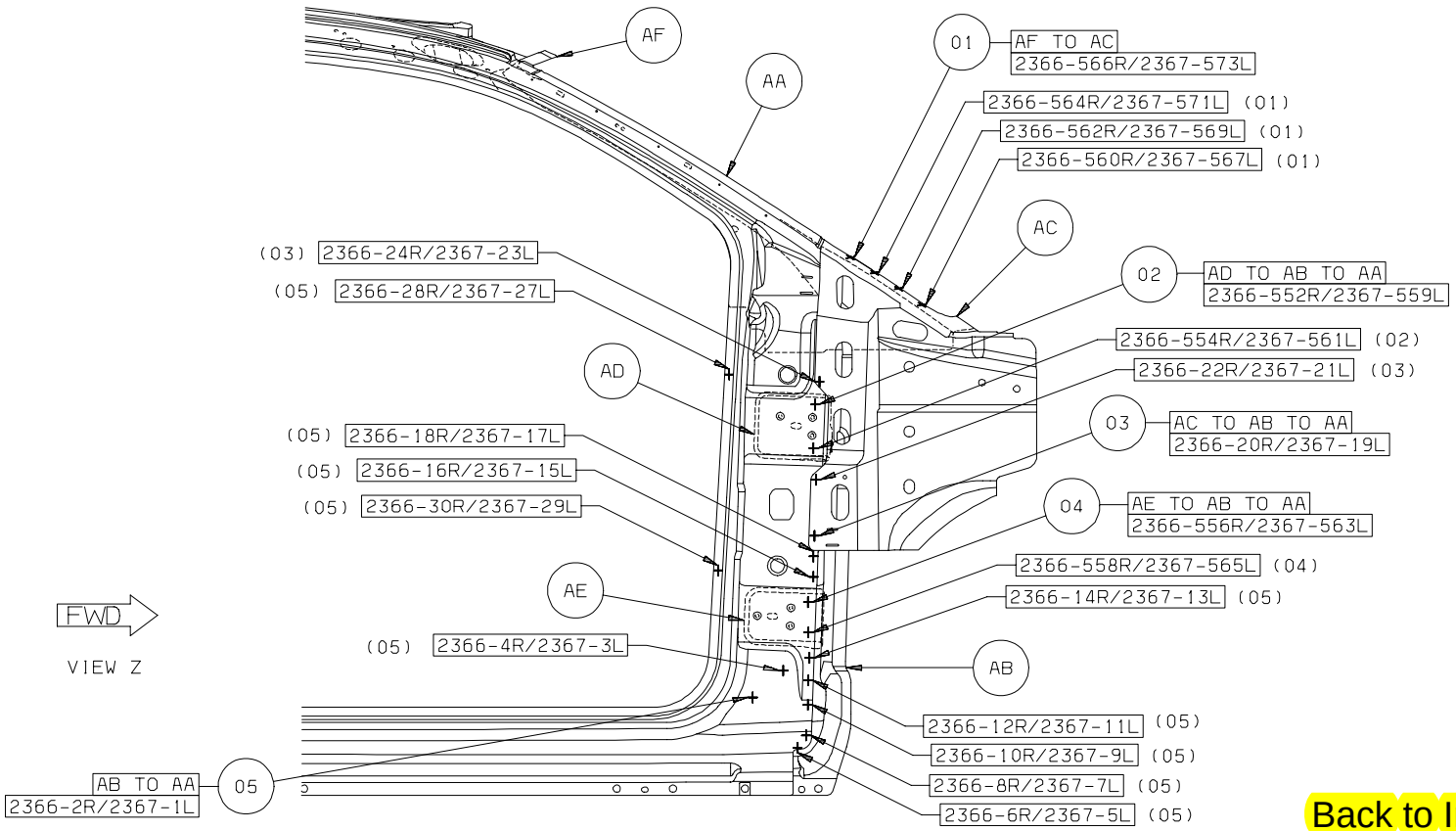
1. AF TO AC 4/SD S/WELD
2. AD TO AB TO AA 2/SD S/WELD
3. AB TO AA 1/SD S/WELD
4. AE TO AB TO AA 2/SD S/WELD
5. AB TO AA 11/SD S/WELD



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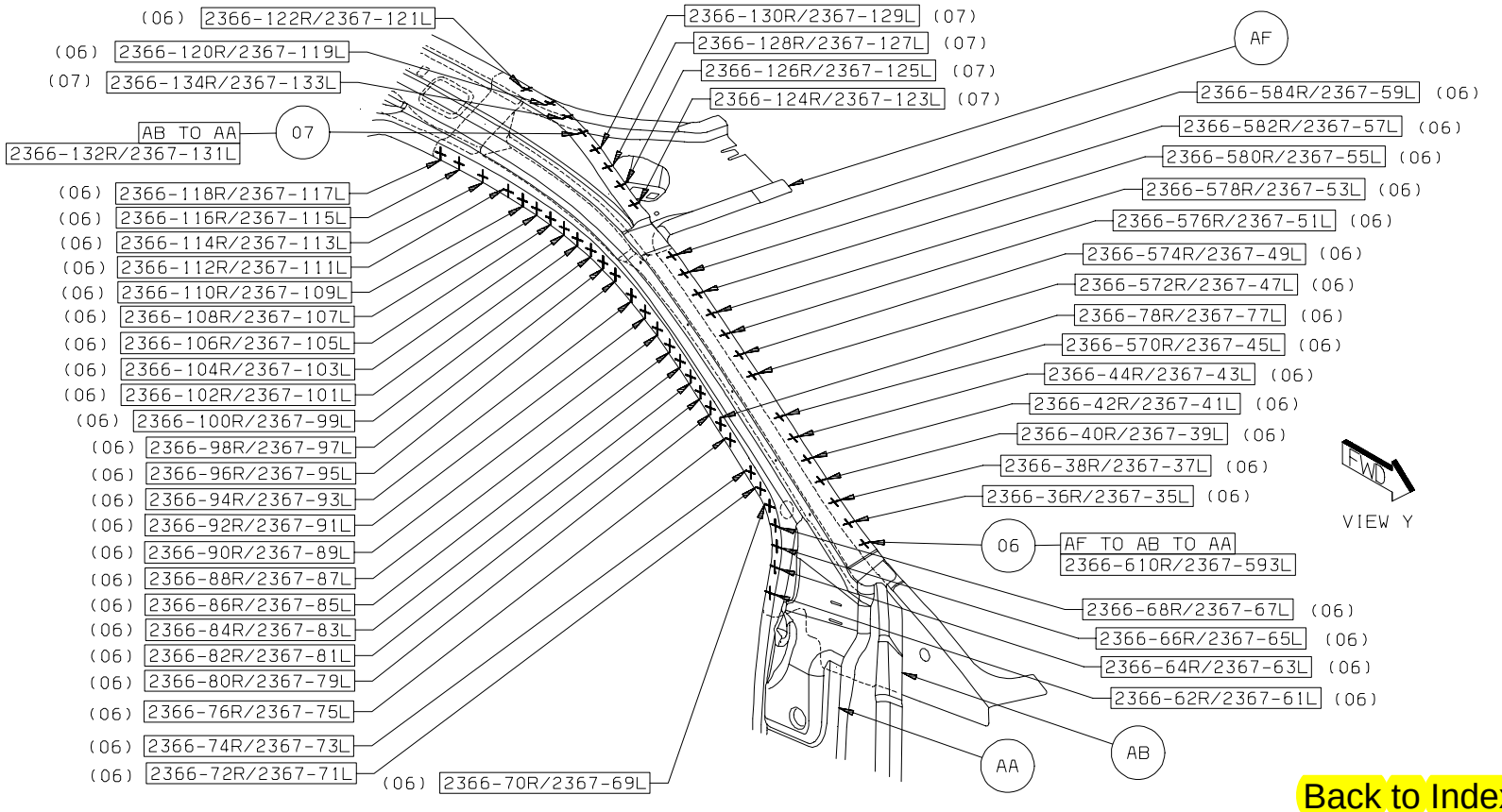
6. AF TO AB TO AA 43R & 42L S/WELD
7. AB TO AA 4/SD S/WELD



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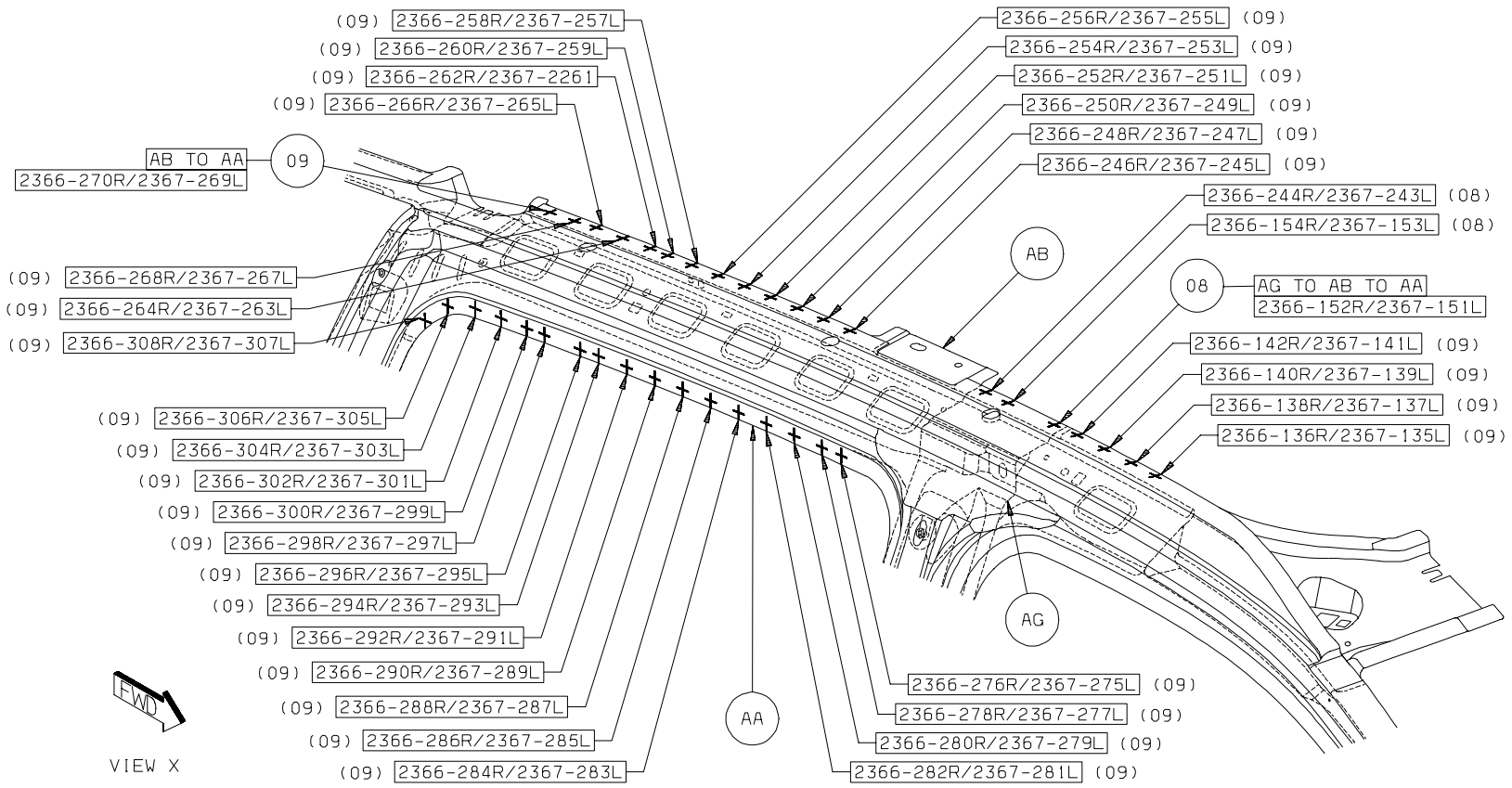
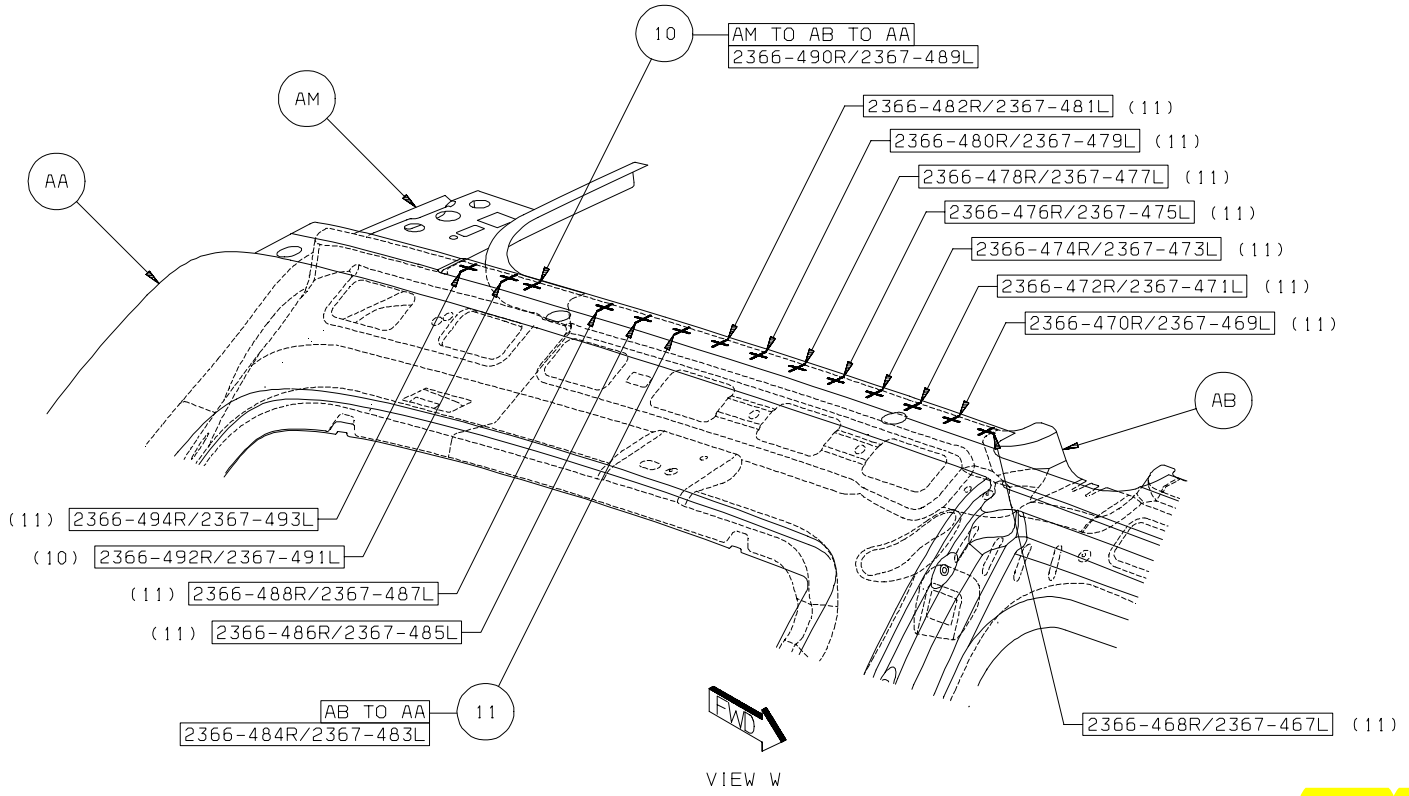
8. AG TO AB TO AA 3/SD S/WELD
9. AB TO AA 34/SD S/WELD



10. AM TO AB TO AA 2/SD S/WELD
11. AB TO AA 11/SD S/WELD



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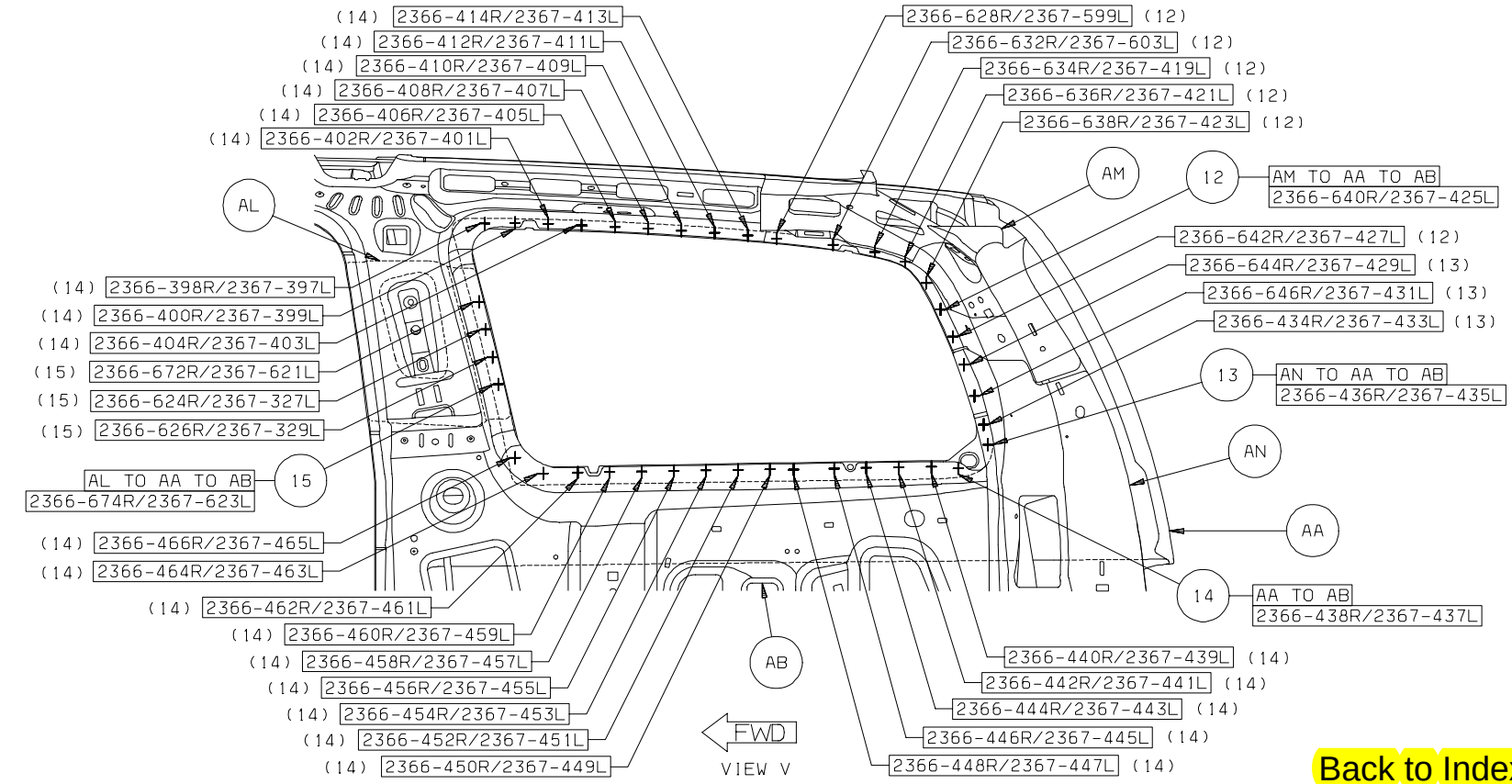
12. AM TO AA TO AB 7/SD S/WELD
13. AN TO AA TO AB 4/SD S/WELD
14. AA TO AB 24R & 22L S/WELD
15. AL TO AA TO AB 4/SD S/WELD



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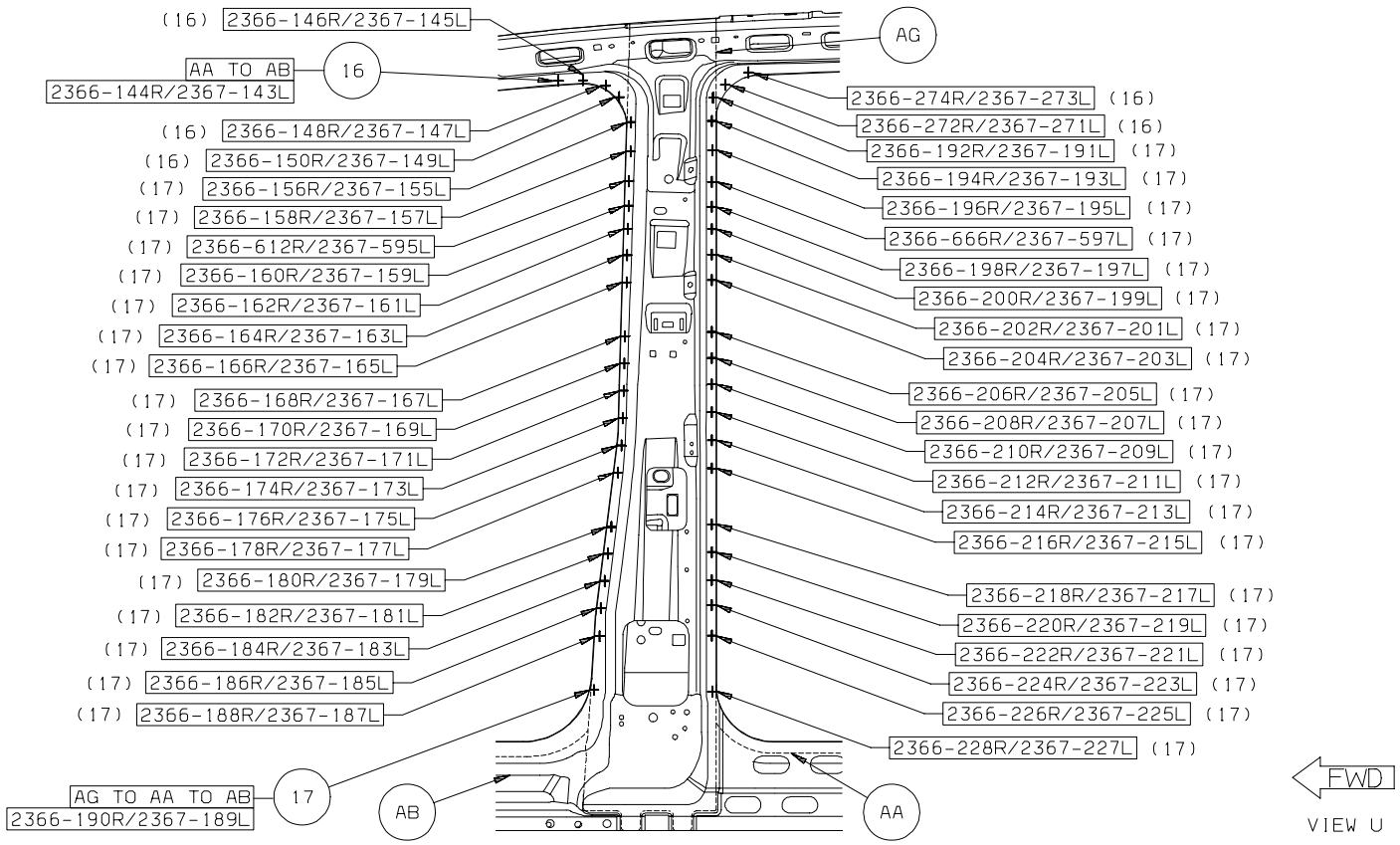
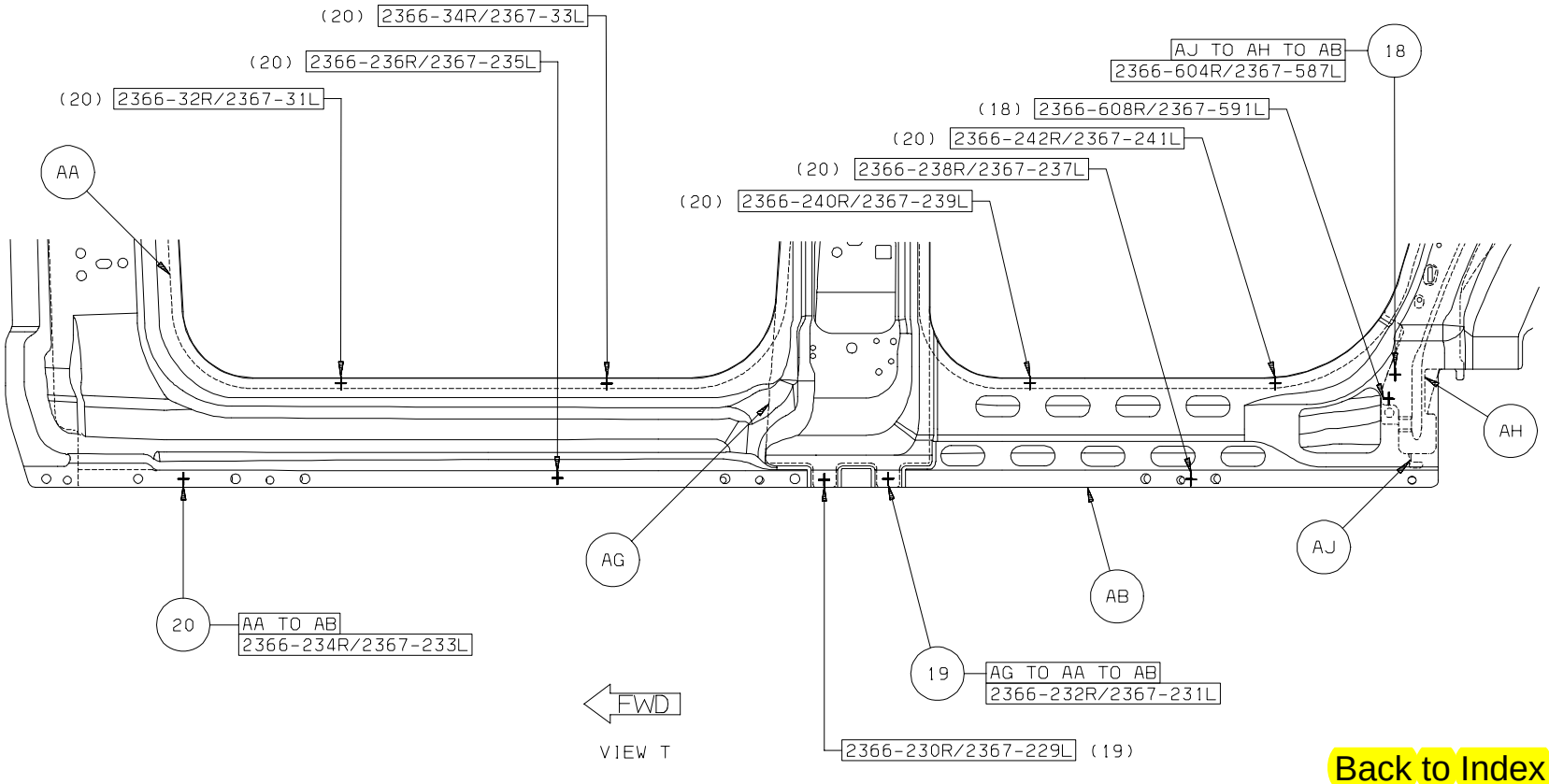
16. AA TO AB 6/SD S/WELD
17. AG TO AA TO AB 39 S/D S/WELD



18. AJ TO AH TO AB 2/SD S/WELD
19. AG TO AA TO AB 2/SD S/WELD
20. AA TO AB 7/SD S/WELD



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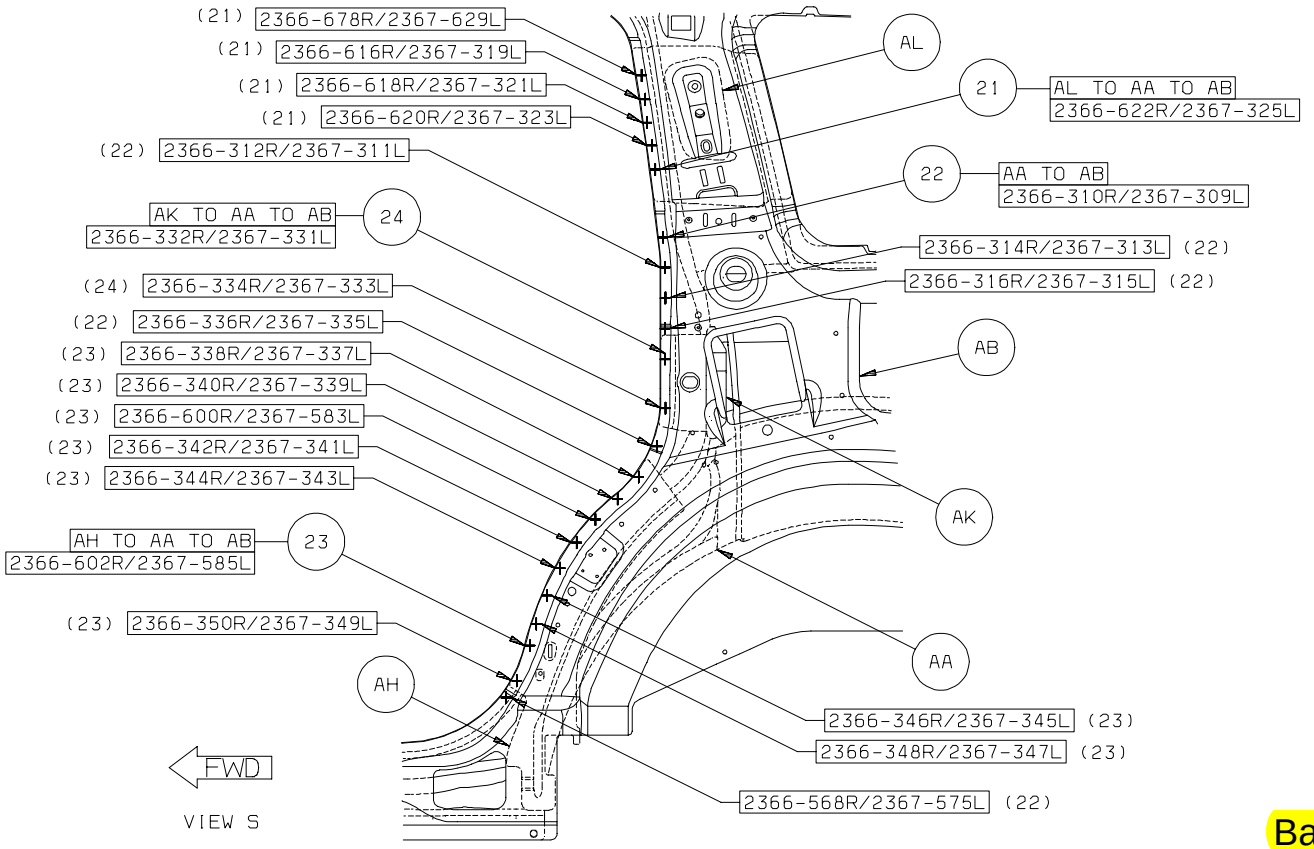
21. AL TO AA TO AB 5/SD S/WELD
22. AA TO AB 6/SD S/WELD
23. AH TO AA TO AB 9/SD S/WELD
24. AK TO AA TO AB 2/SD S/WELD



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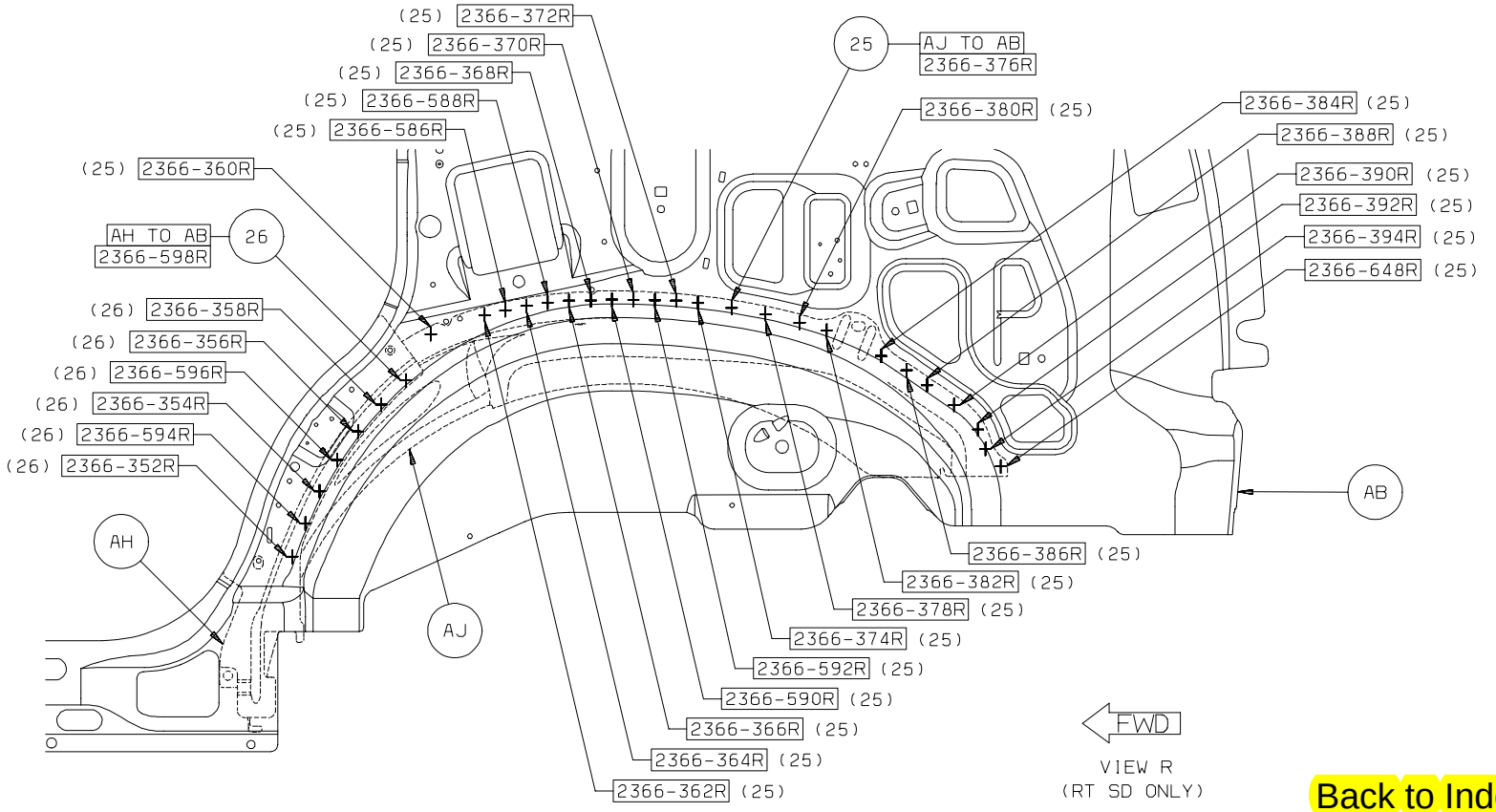
25. AJ TO AB 23/SD S/WELD
26. AH TO AB 7/SD S/WELD



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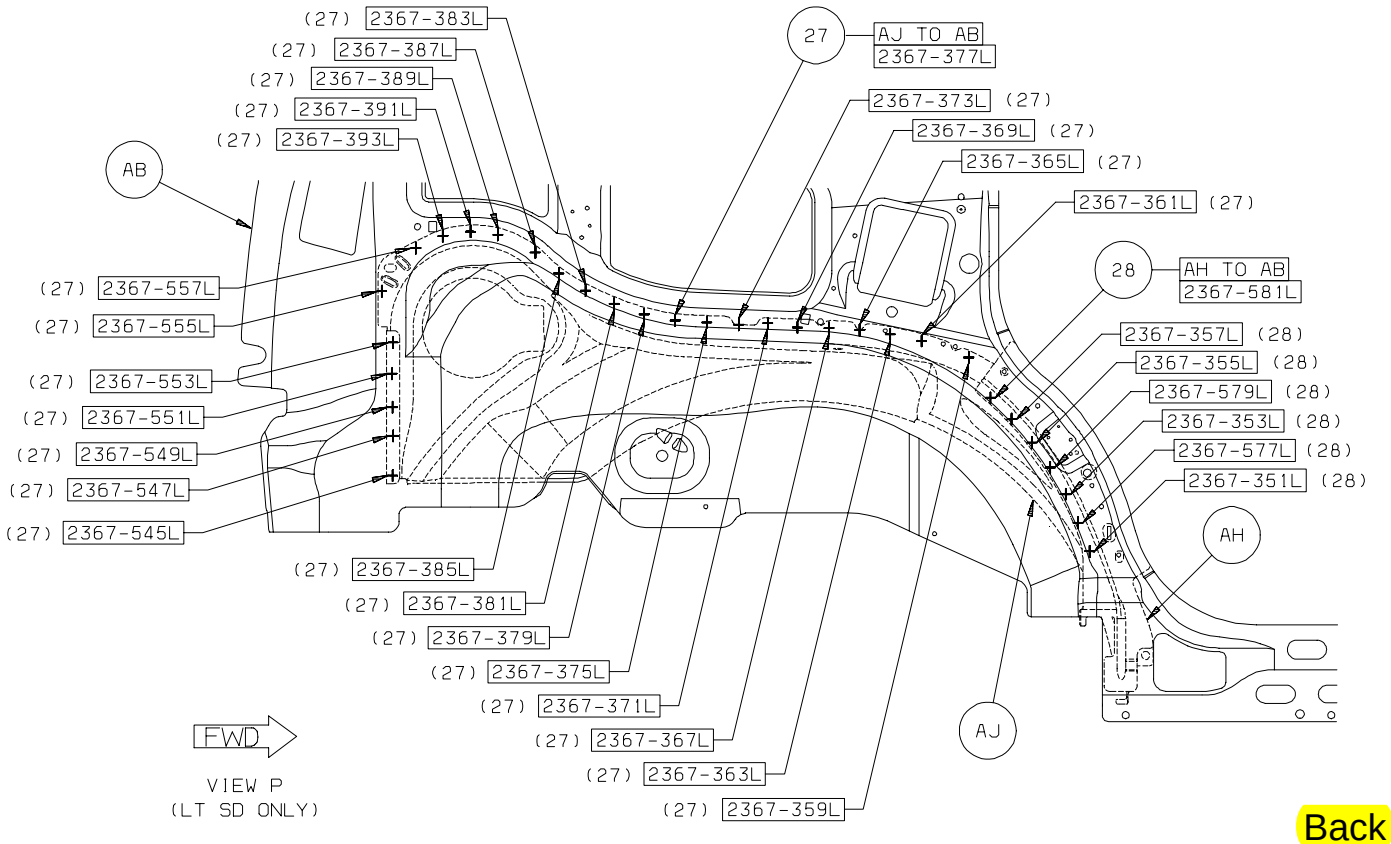
27. AJ TO AB 25/SD S/WELD
28. AH TO AB 7/SD S/WELD



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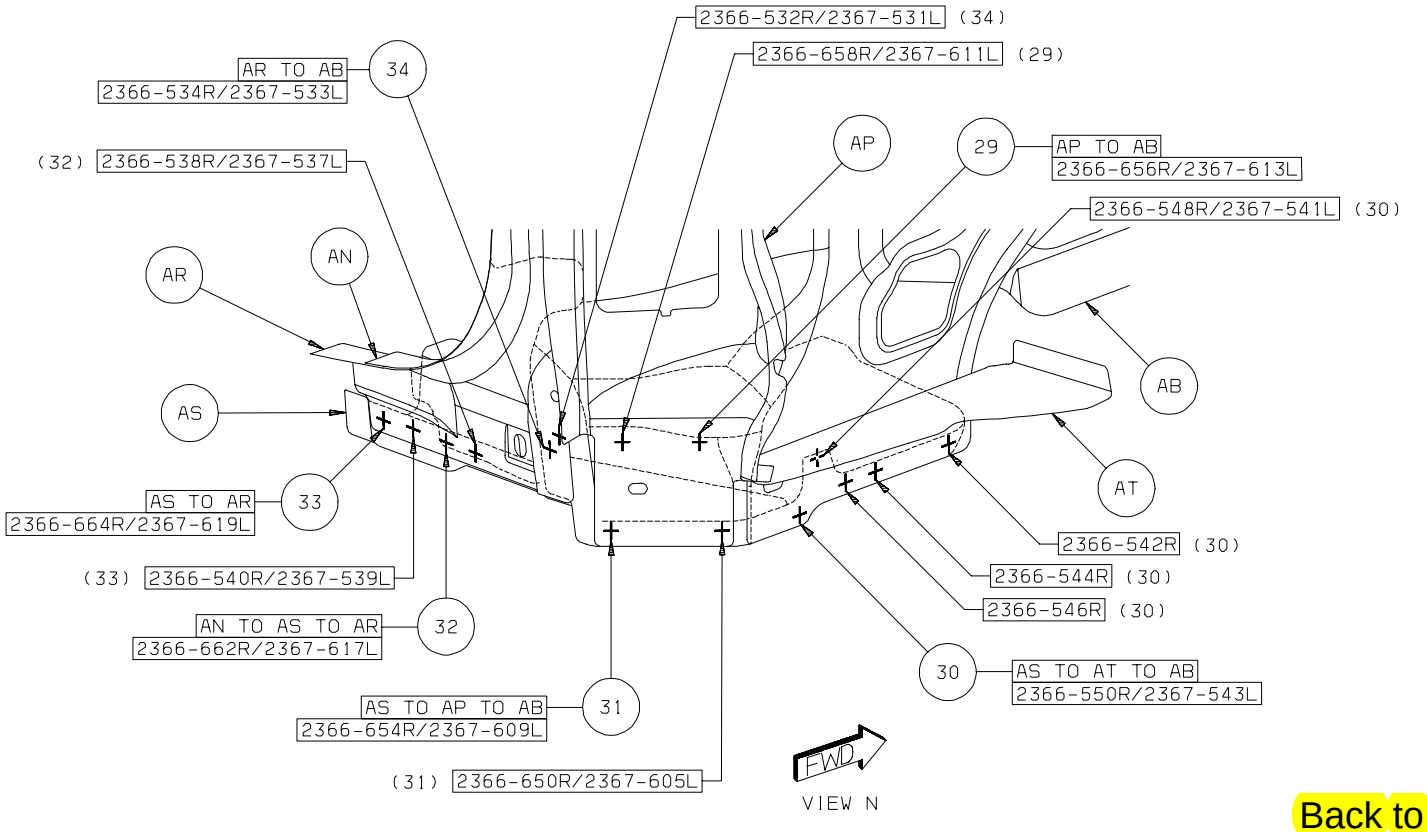
29. AP TO AB 2/SD S/WELD
30. AS TO AT TO AB 5R/2L S/WELD
31. AS TO AP TO AB 2/SD S/WELD
32. AN TO AS TO AR 2/SD /SWELD
33. AS TO AR 2/SD S/WELD
34. AR TO AB 2/SD S/WELD



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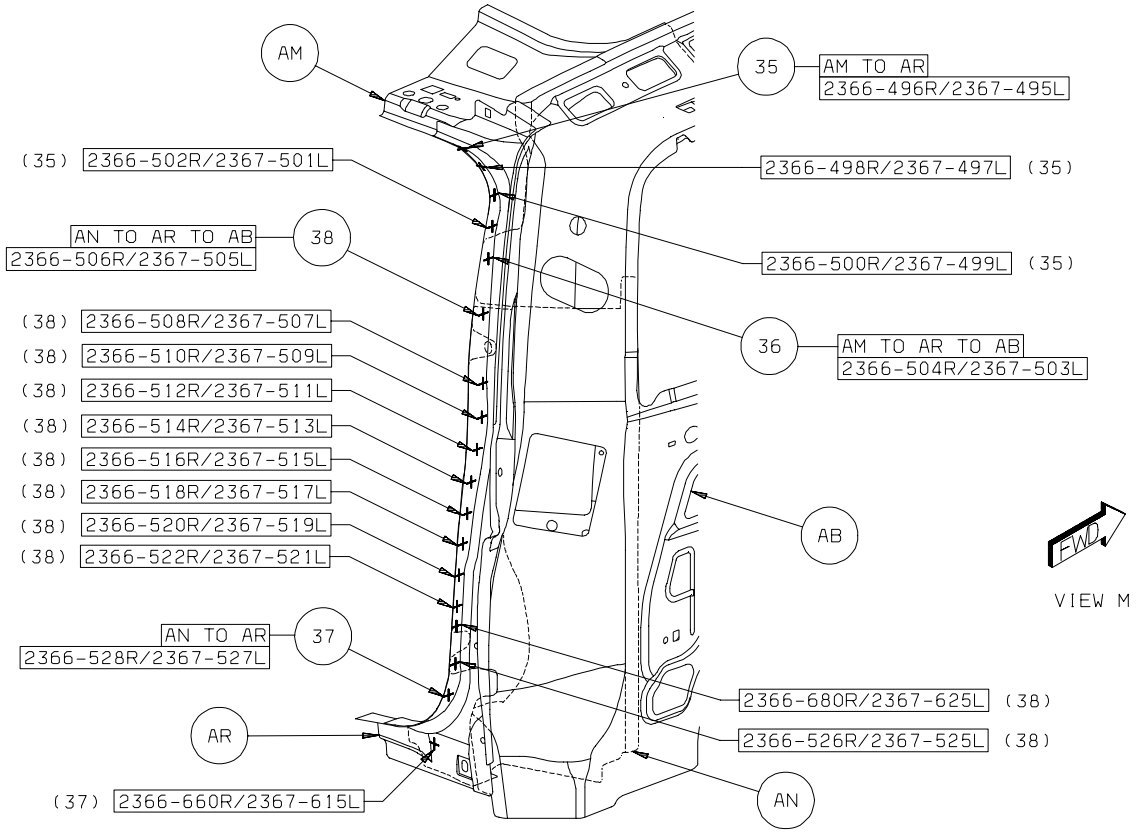
35. AM TO AR 4/SD S/WELD
36. AM TO AR TO AB 1/SD S/WELD
37. AN TO AR 2/SD S/WELD
38. AN TO AR TO AB 11/SD S/WELD



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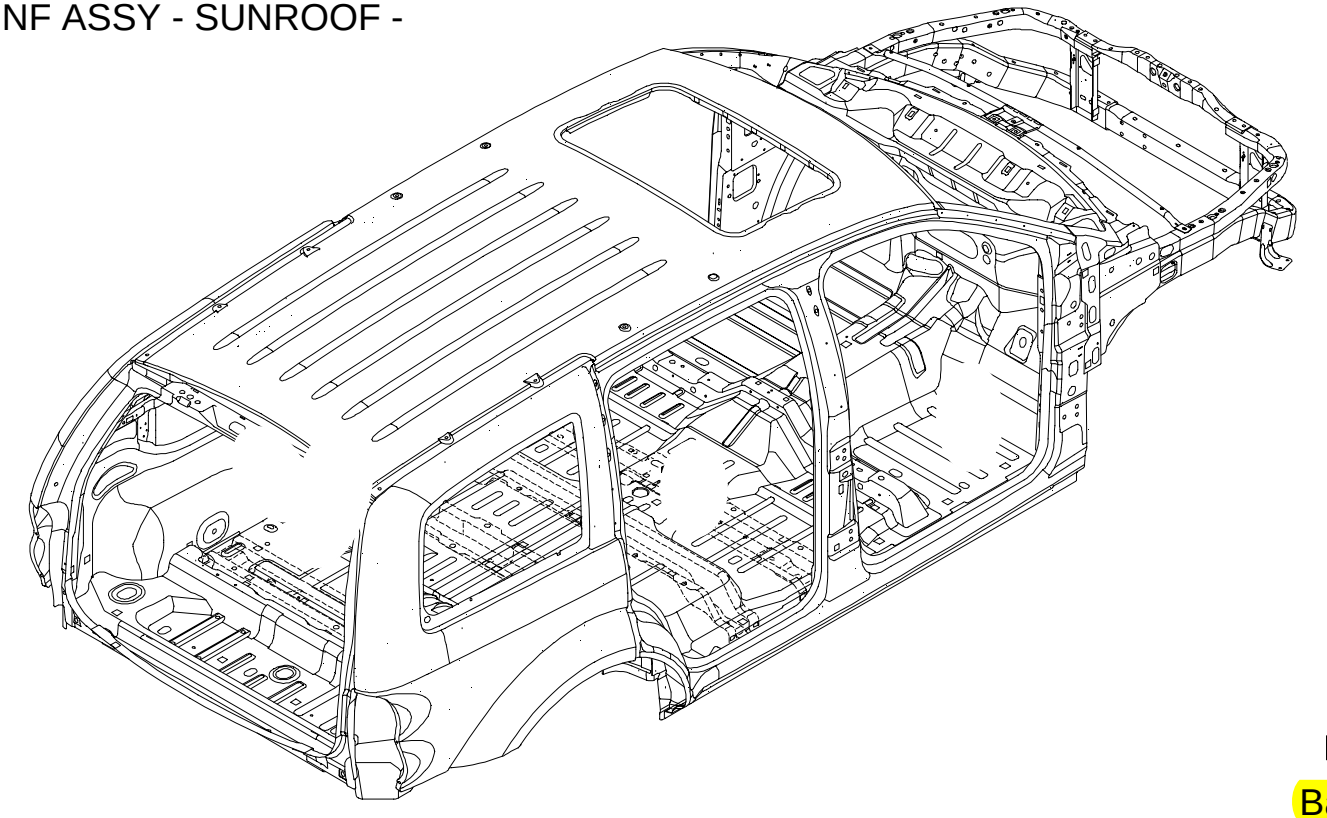
PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AA PANEL - A-PILLAR INR RT -
AA PANEL - A-PILLAR INR LT -
AB HEADER - ROOF FRT LWR -
AC PANEL - ROOF W/O SUNROOF -
AD PANEL - BODY SIDE APERTURE RT -
AD PANEL - BODY SIDE APERTURE LT -
AE PANEL - BODY SIDE INR RT -
AE PANEL - BODY SIDE INR LT -
AF PANEL - ROOF W/SUNROOF -
AG REINF ASSY - SUNROOF -



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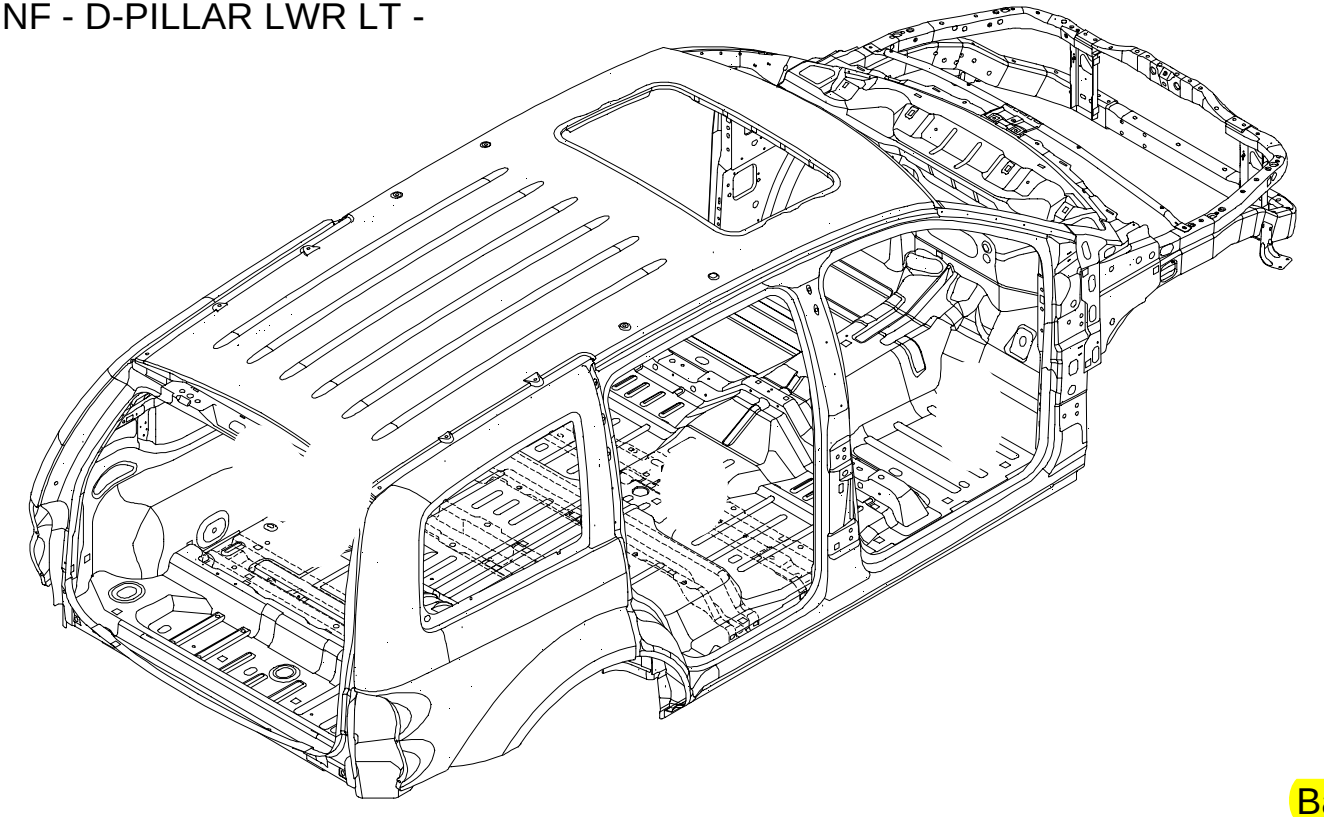
PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AH HEADER - RR LWR -
AH HEADER - RR UPR -
AJ PANEL - QTR INR LWR RR RT -
AJ PANEL - QTR INR LWR RR LT -
AK PANEL - COVER LIFTGATE OPENING CROSSMEMBER RT -
AK PANEL - COVER LIFTGATE OPENING CROSSMEMBER LT -
AL CROSSMEMBER - LIFTGATE OPENING LWR -
AM PAN - FLOOR RR -
AN REINF - D-PILLAR LWR RT -
AN REINF - D-PILLAR LWR LT -



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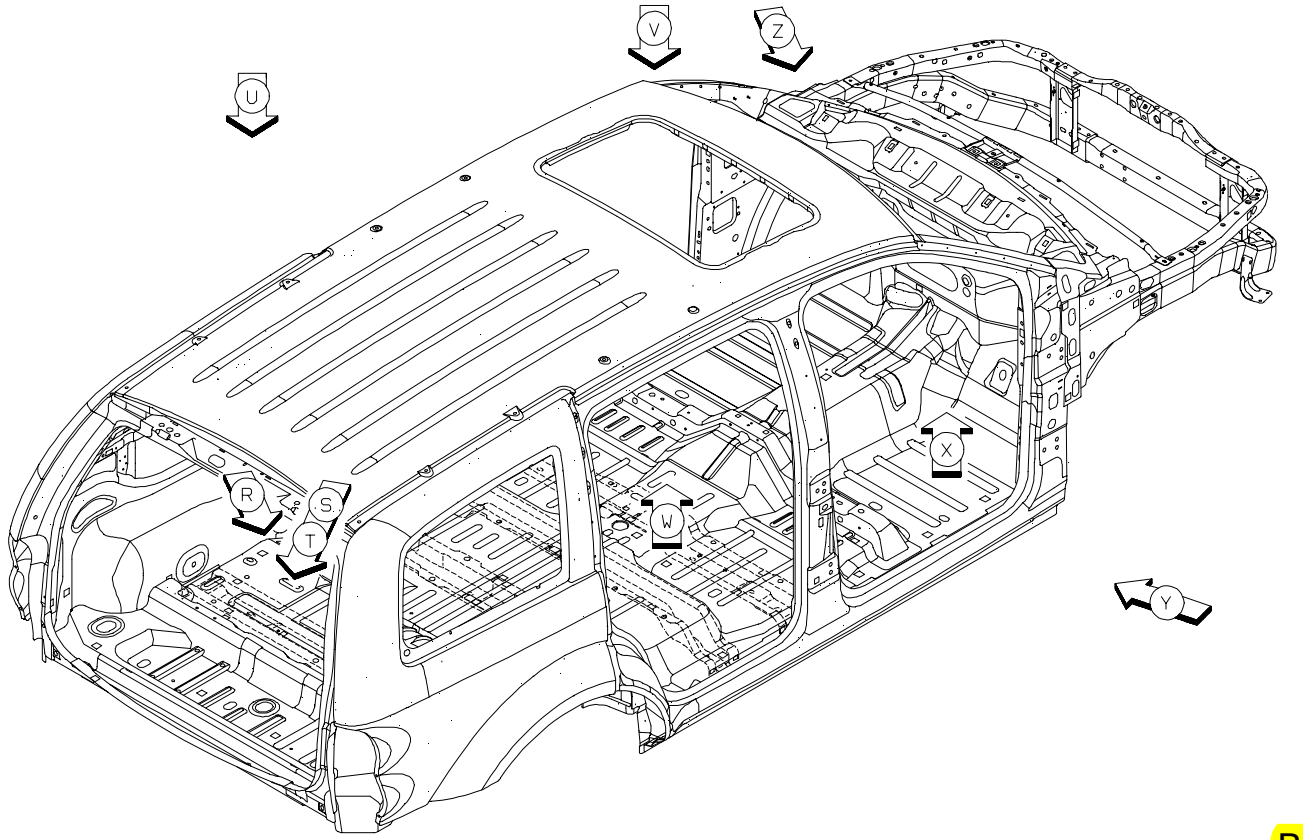
WELD LAYOUT LOCATION GUIDE



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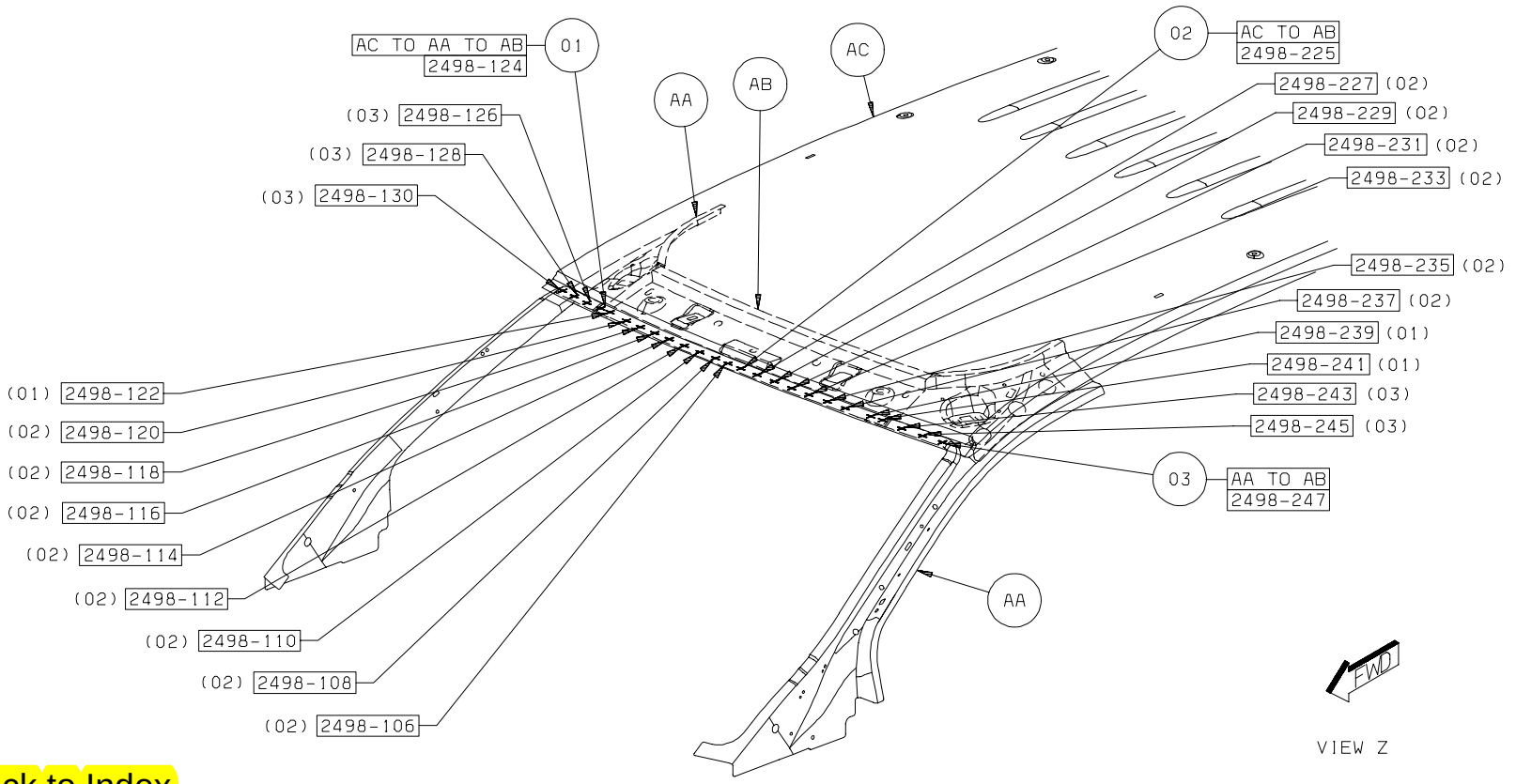
1. AC TO AA TO AB 4 S/WELDS
2. AC TO AB 15 S/WELDS
3. AA TO AB 6 S/WELDS



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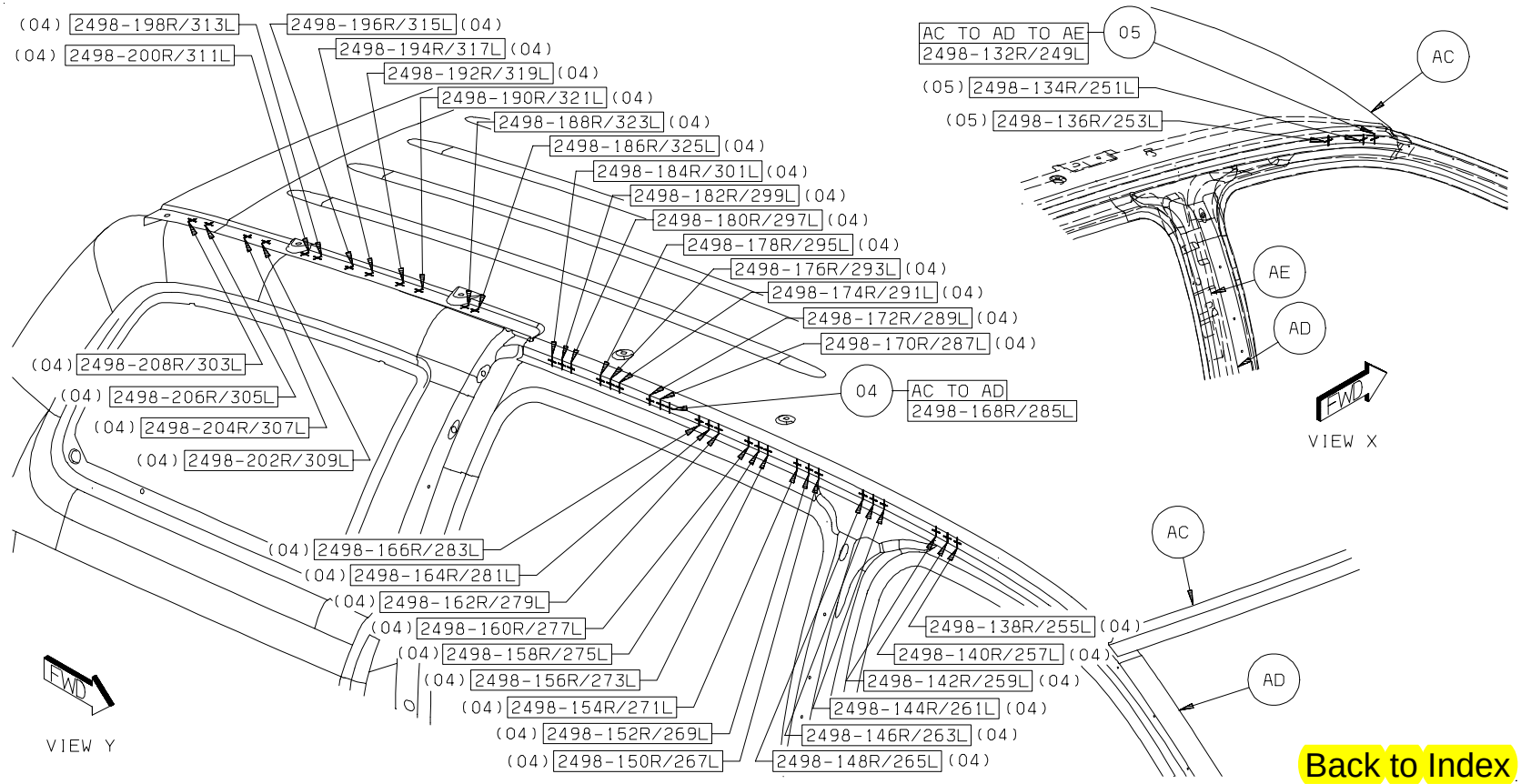
4. AC TO AD 36/SD S/WELDS
5. AC TO AD TO AE 3/SD S/WELDS



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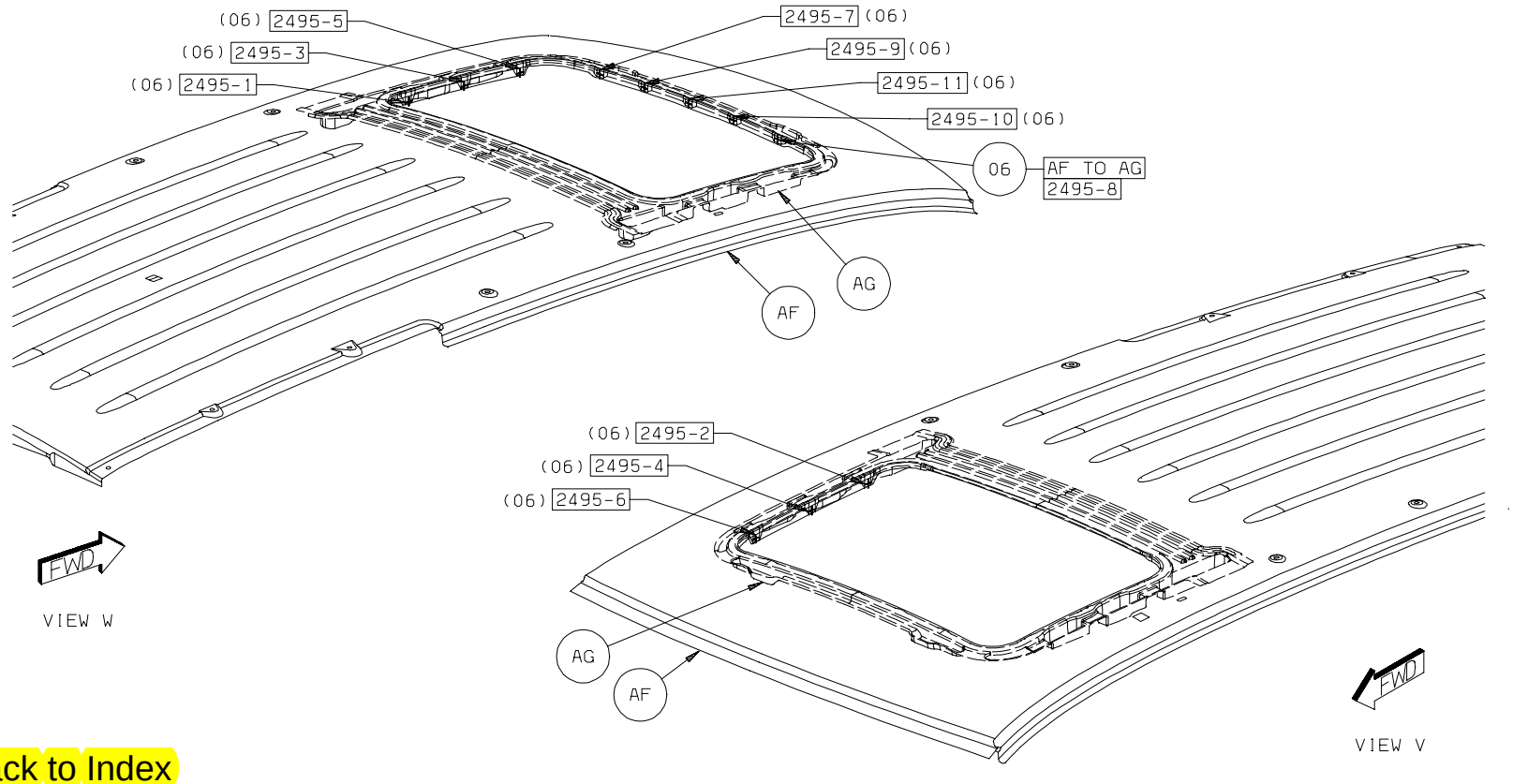
6. AF TO AG 11 S/WELDS



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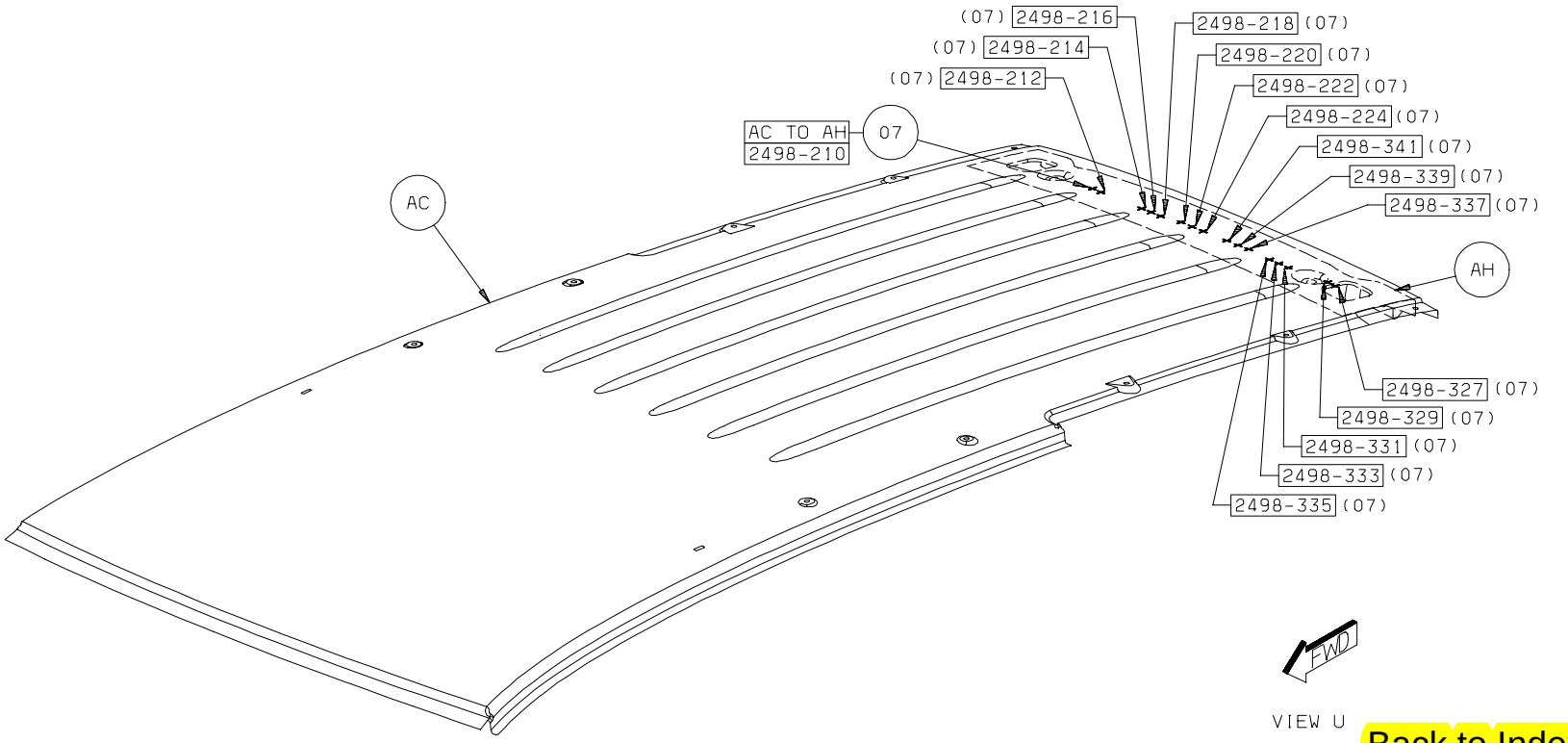
7. AC TO AH 16 S/WELDS



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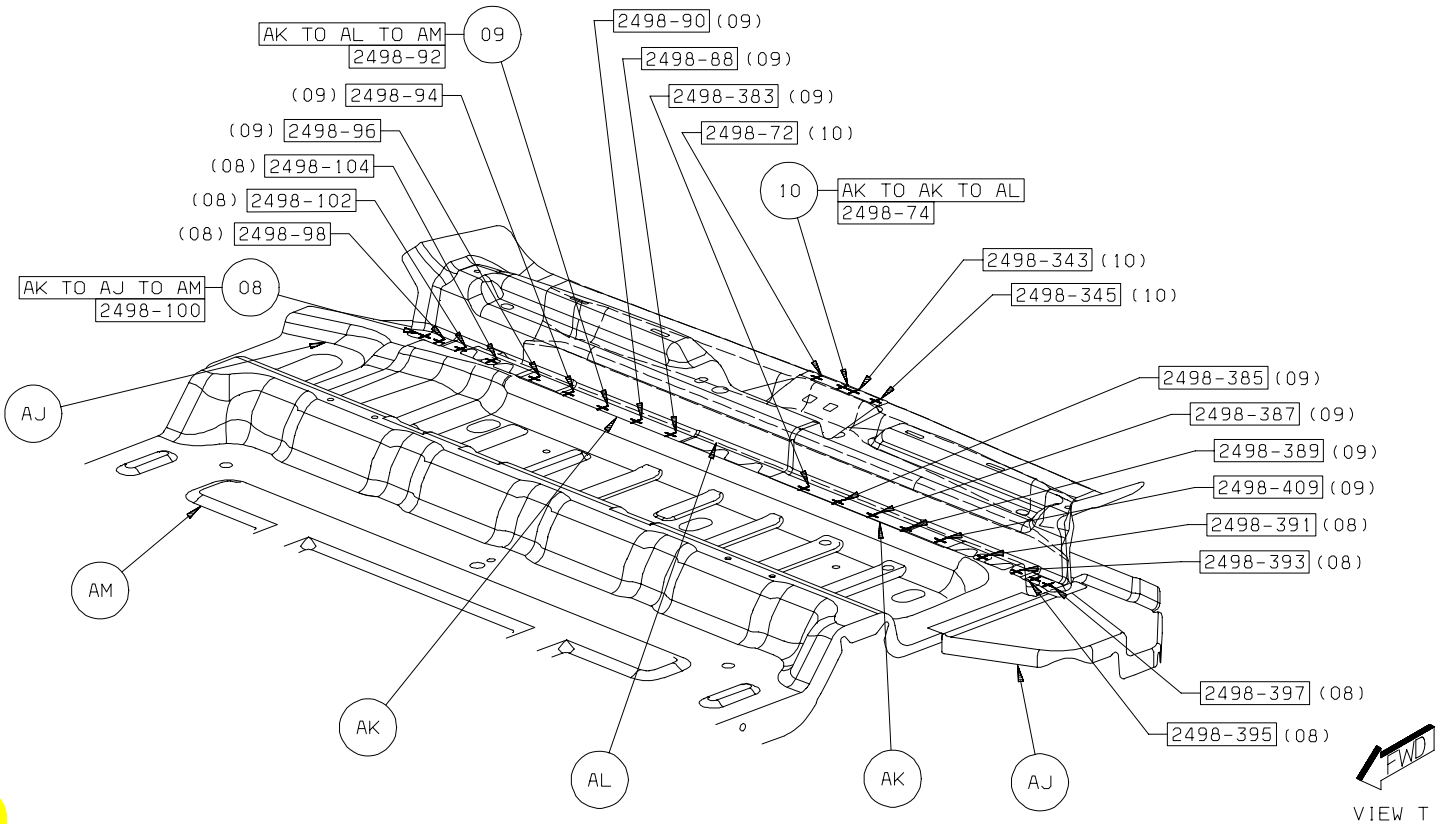
8. AK TO AJ TO AM 8 S/WELDS
9. AK TO AL TO AM 10 S/WELDS
10. AK TO AK TO AL 4 S/WELDS



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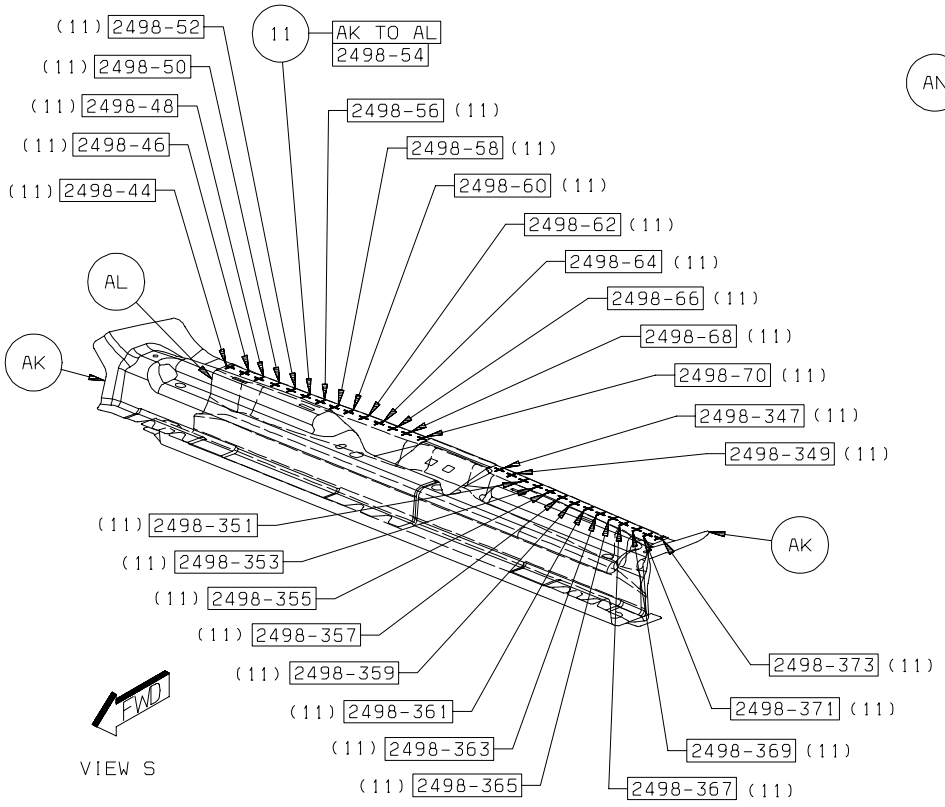
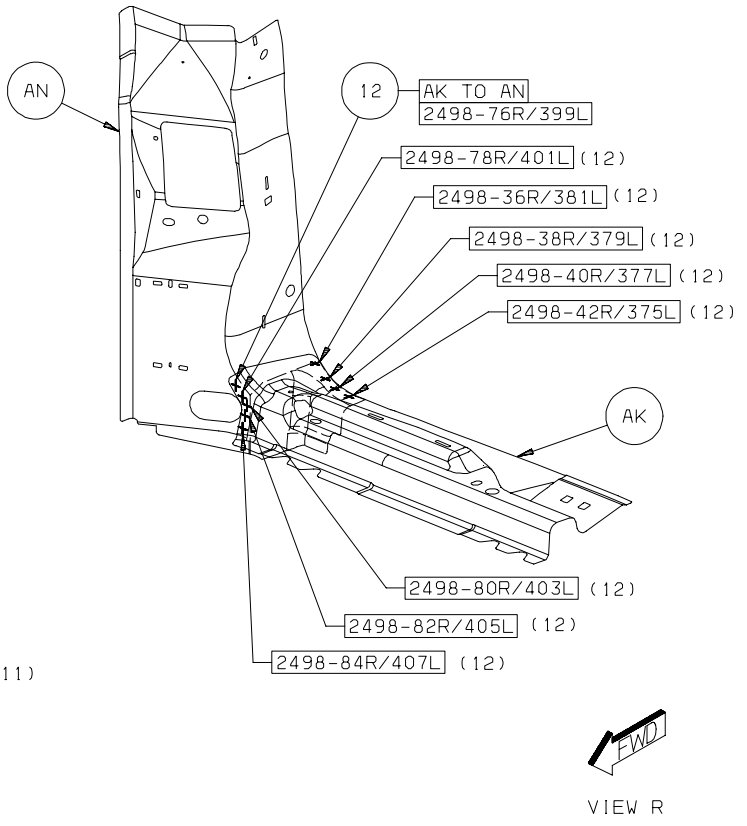
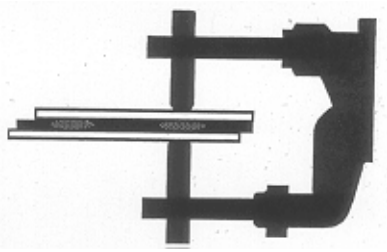
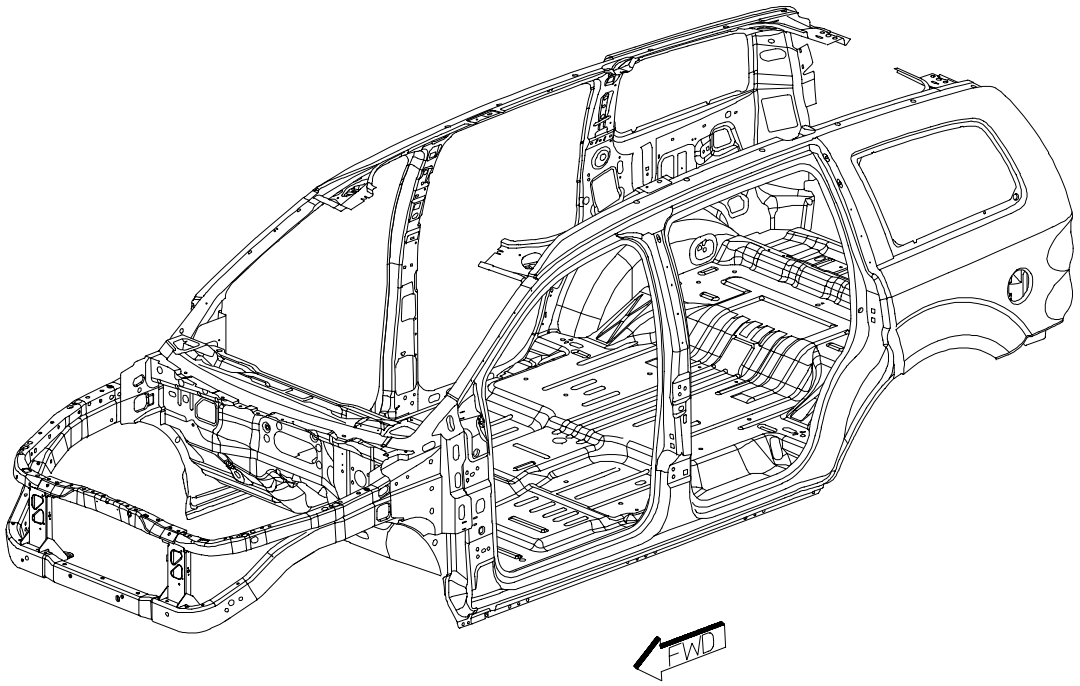
11. AK TO AL 28 S/WELDS
12. AK TO AL 9/SD S/WELDS





WELD LOCATION OVERVIEW ZONES





OVERVIEW 22

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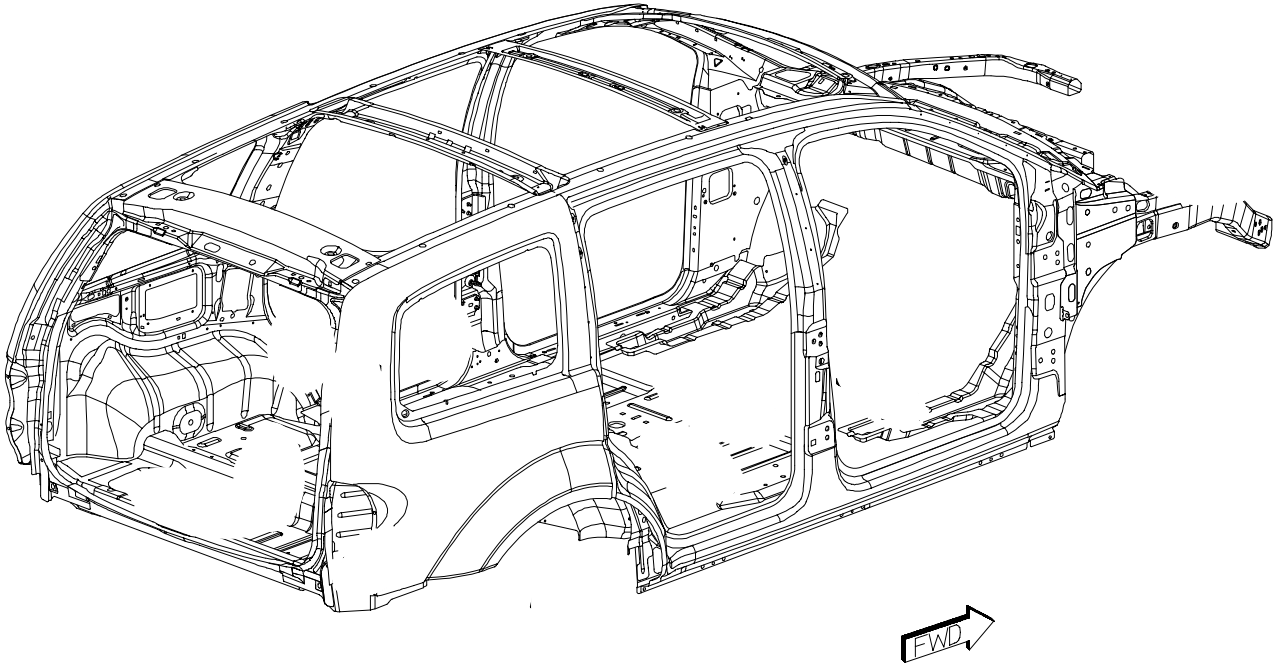
PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AA PANEL - A-PILLAR INR RT -
AA PANEL - A-PILLAR INR LT -
AB HEADER - ROOF FRT LWR -
AC PANEL - COWL SIDE RT -
AC PANEL - COWL SIDE LT -
AD PANEL - BODY SIDE INR RT -
AD PANEL - BODY SIDE INR LT -
AE SILL - INR RT -
AE SILL - INR LT -
AF SUPPORT - UNDERBODY HOLD-DOWN FRT RT -



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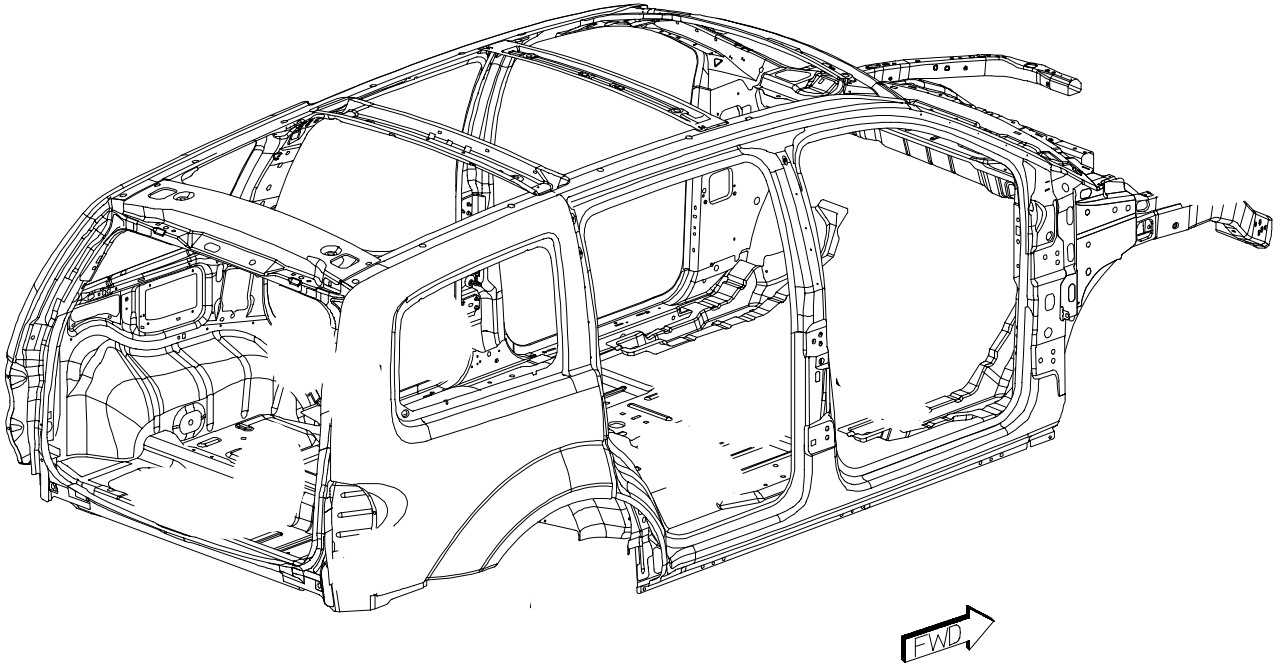
PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AF SUPPORT - UNDERBODY HOLD-DOWN FRT LT -
AG REINF - BODY SIDE APERTURE EXTENSION RT -
AG REINF - BODY SIDE APERTURE EXTENSION LT -
AH PANEL - PLENUM LWR -
AJ PANEL - COWL BAR -
AK TUBE - FRT FENDER SUPPORT RT -
AK TUBE - FRT FENDER SUPPORT LT -
AL TUBE - RADIATOR & FRT FENDER RT -
AL TUBE - RADIATOR & FRT FENDER LT -
AM PANEL - BODY SIDE APERTURE RT -



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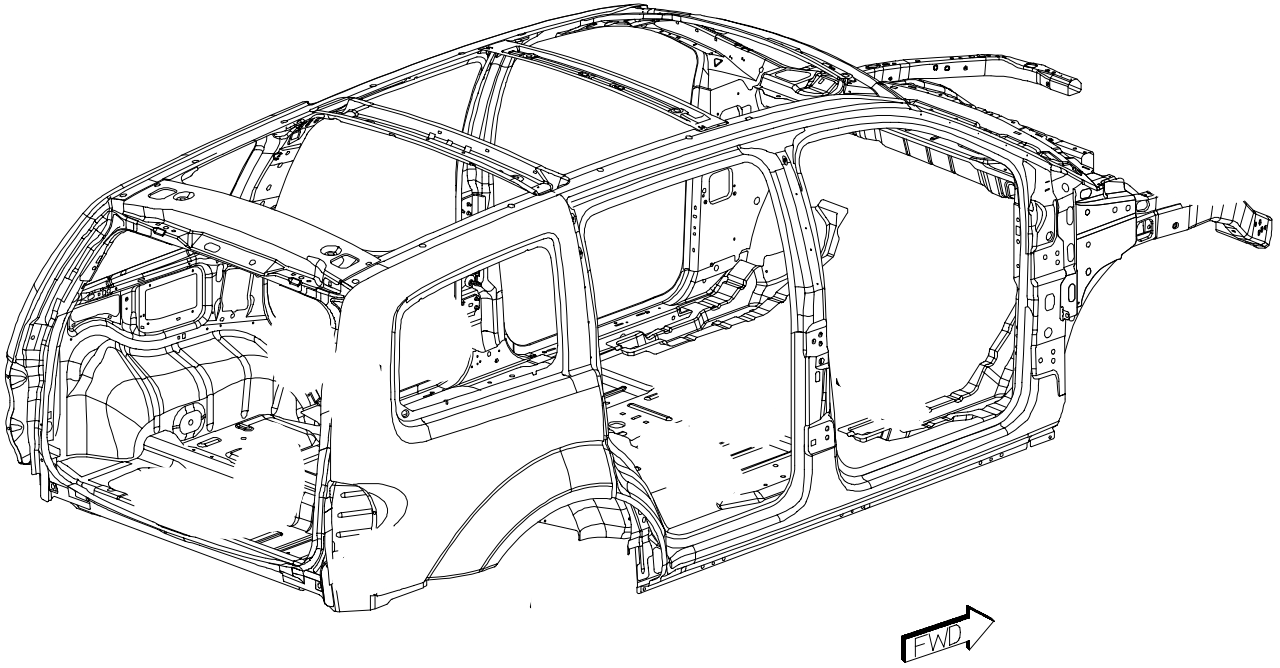
PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AM PANEL - BODY SIDE APERTURE LT -
AN HEADER - RR LWR -
AP REINF - D-PILLAR UPR RT -
AP REINF - D-PILLAR UPR LT -
AR BOW - ROOF #2 -
AS BOW - ROOF #1 -
AT HEADER - RR UPR -
AU PANEL - LIFTGATE OPENING DRAIN TROUGH RT -
AU PANEL - LIFTGATE OPENING DRAIN TROUGH LT -
AV PAN - FLOOR RR -



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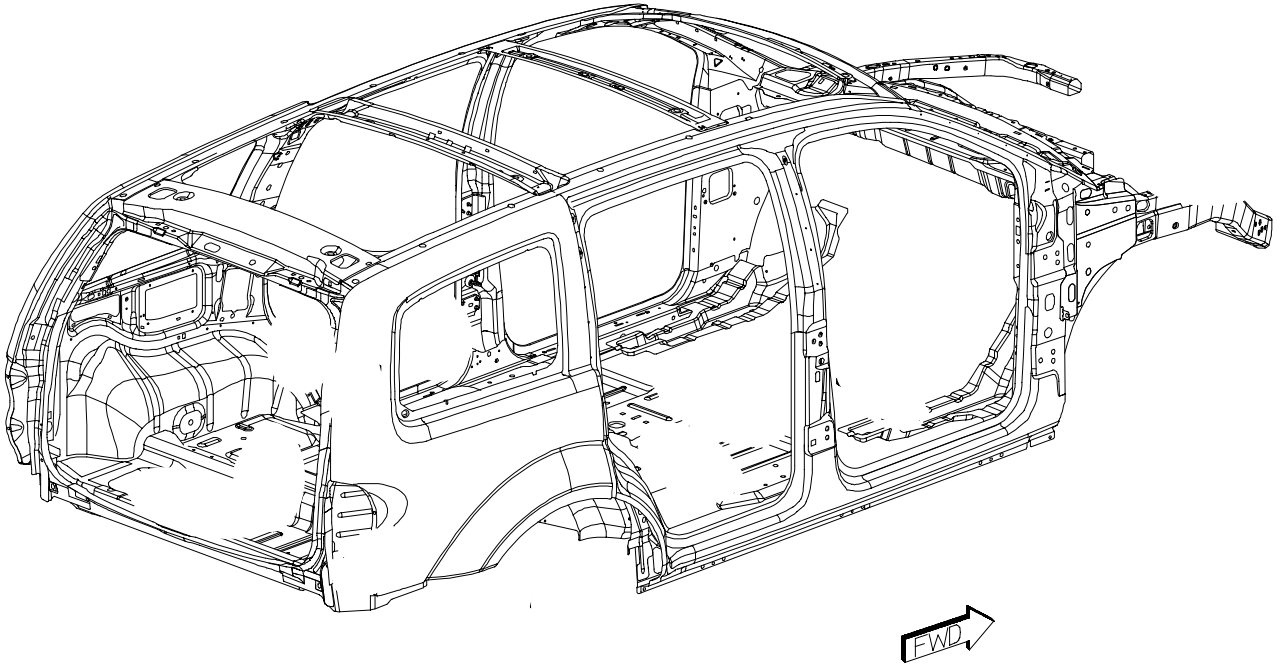
PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AW CROSSMEMBER - C-PILLAR RT -
AW CROSSMEMBER - C-PILLAR LT -
AX REINF - DOGLEG EXTENSION RT -
AX REINF - DOGLEG EXTENSION LT -
AY CROSSMEMBER - RR SEAT SUPPORT TRIM -
AZ REINF - RR FLOOR PAN RT -
BA PANEL - QTR INR LWR RR RT -
BA PANEL - QTR INR LWR RR LT -
BB CROSSMEMBER - LIFTGATE OPENING LWR -
BC PANEL - LIFTGATE OPENING DRAIN TROUGH RT -
BC PANEL - LIFTGATE OPENING DRAIN TROUGH LT -



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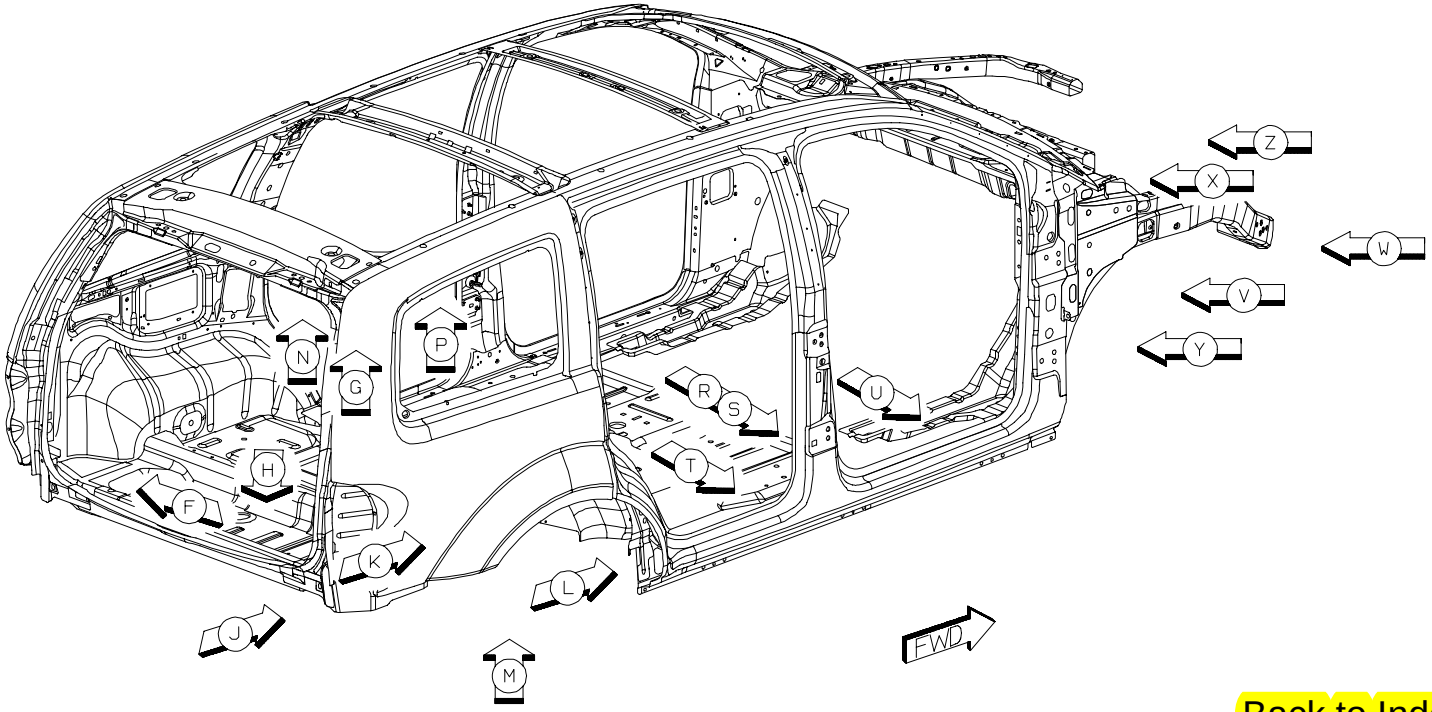
WELD LAYOUT LOCATION GUIDE



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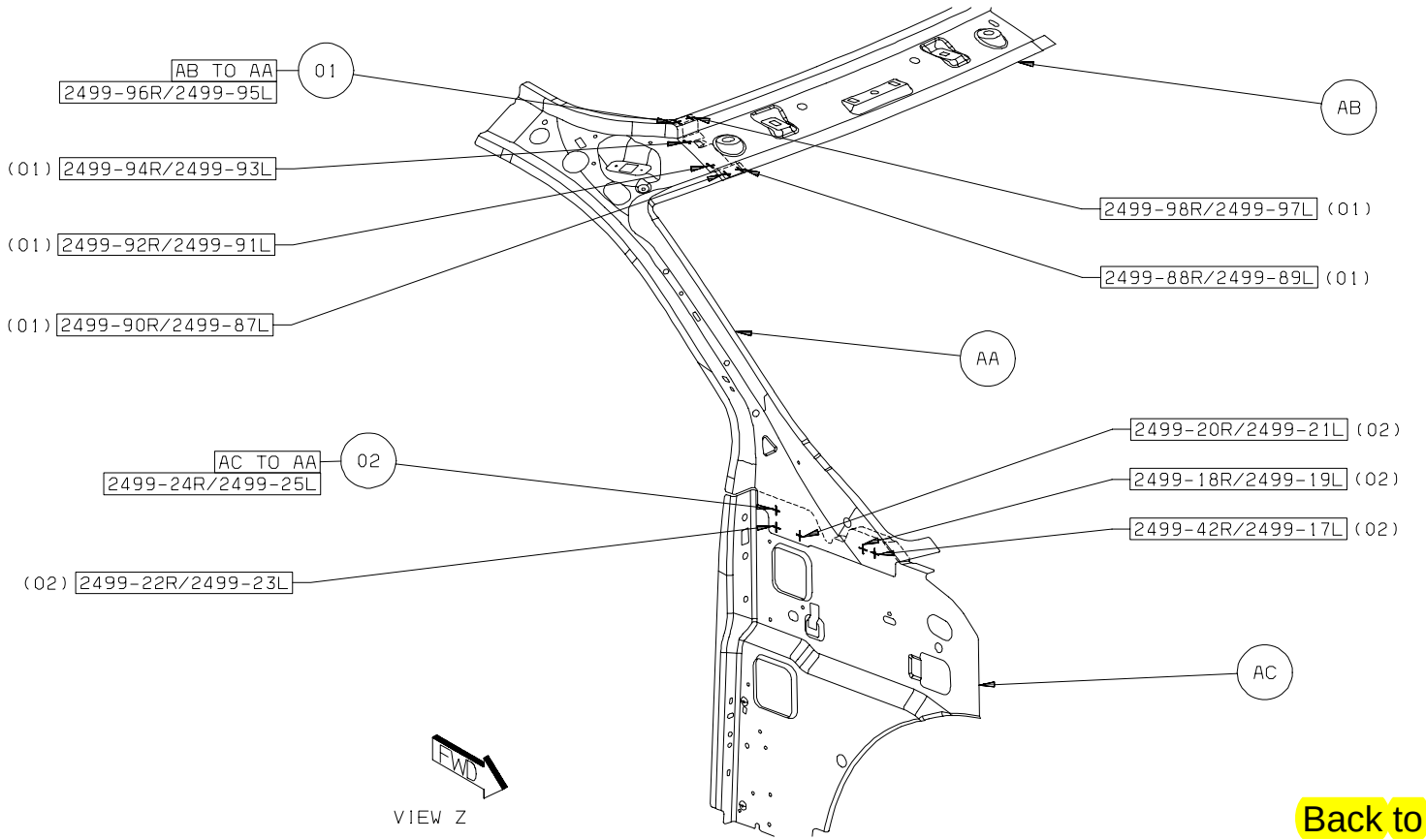
1. AB TO AA 6/SD S/WELDS
2. AC TO AA 5/SD S/WELDS



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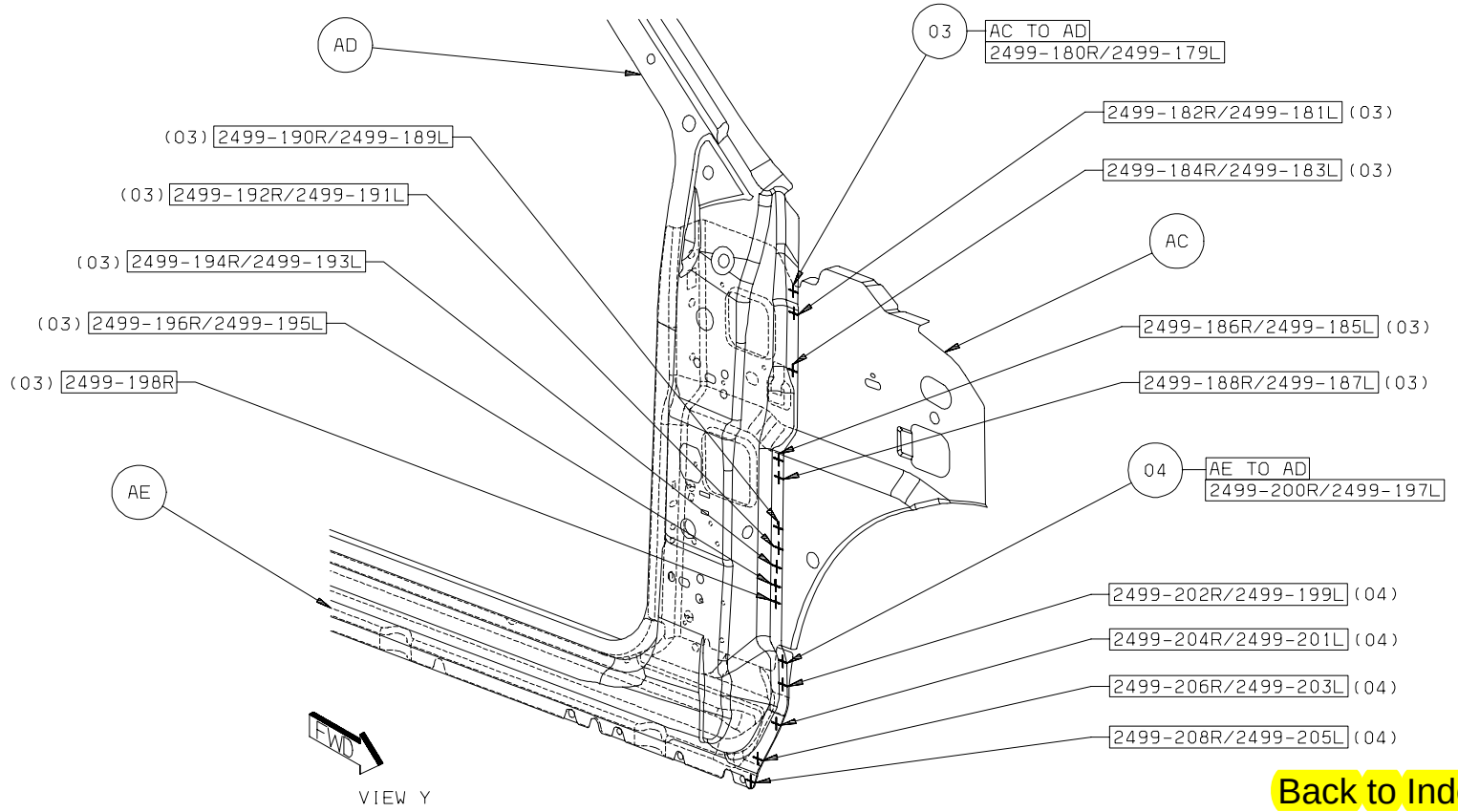
3. AC TO AD 10R & 9L S/WELDS
4. AE TO AD 5/SD S/WELDS



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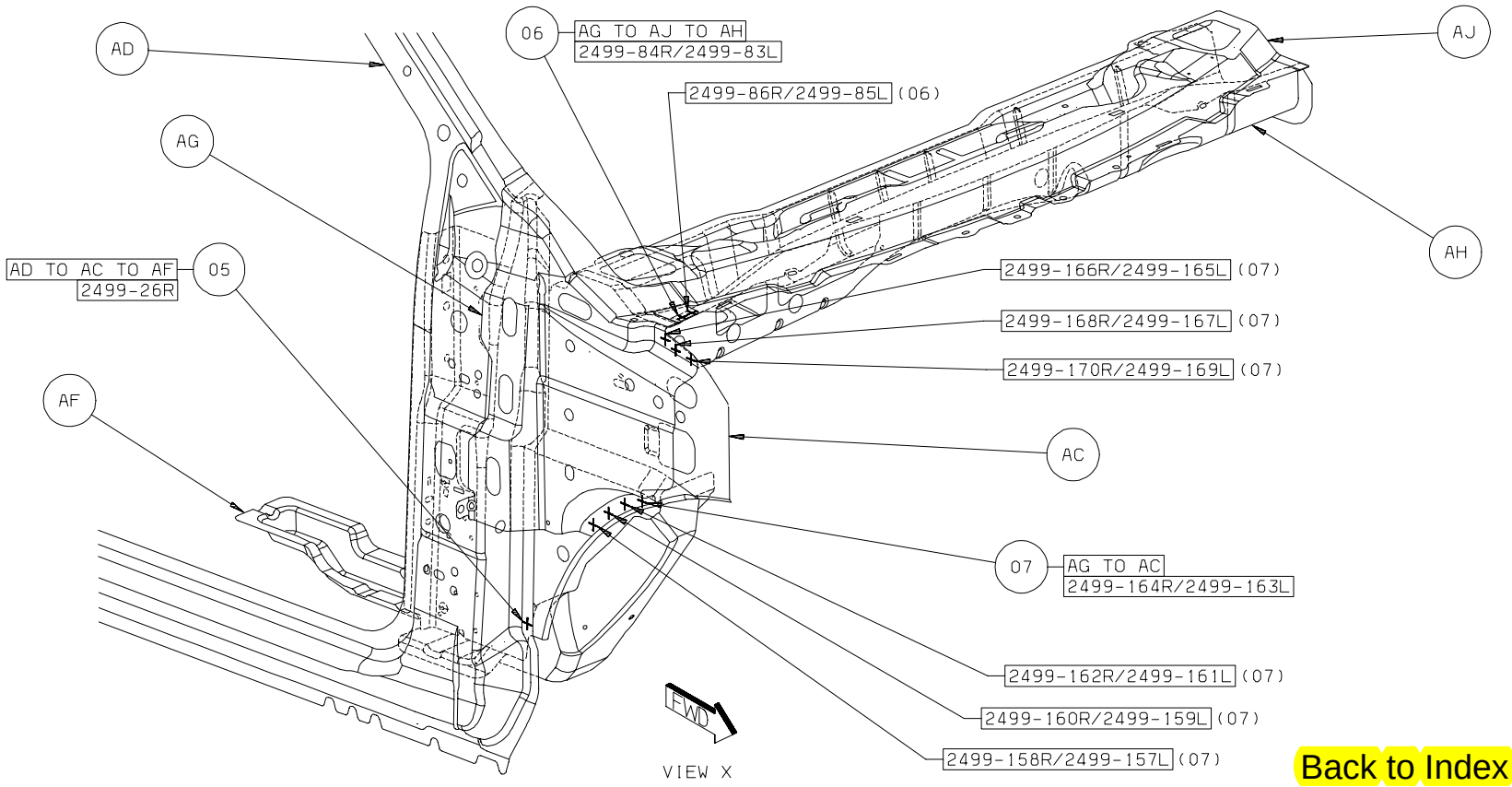
5. AD TO AC TO AF 1R S/WELD
6. AG TO AJ TO AH 2/SD S/WELDS
7. AG TO AC 7/SD S/WELDS



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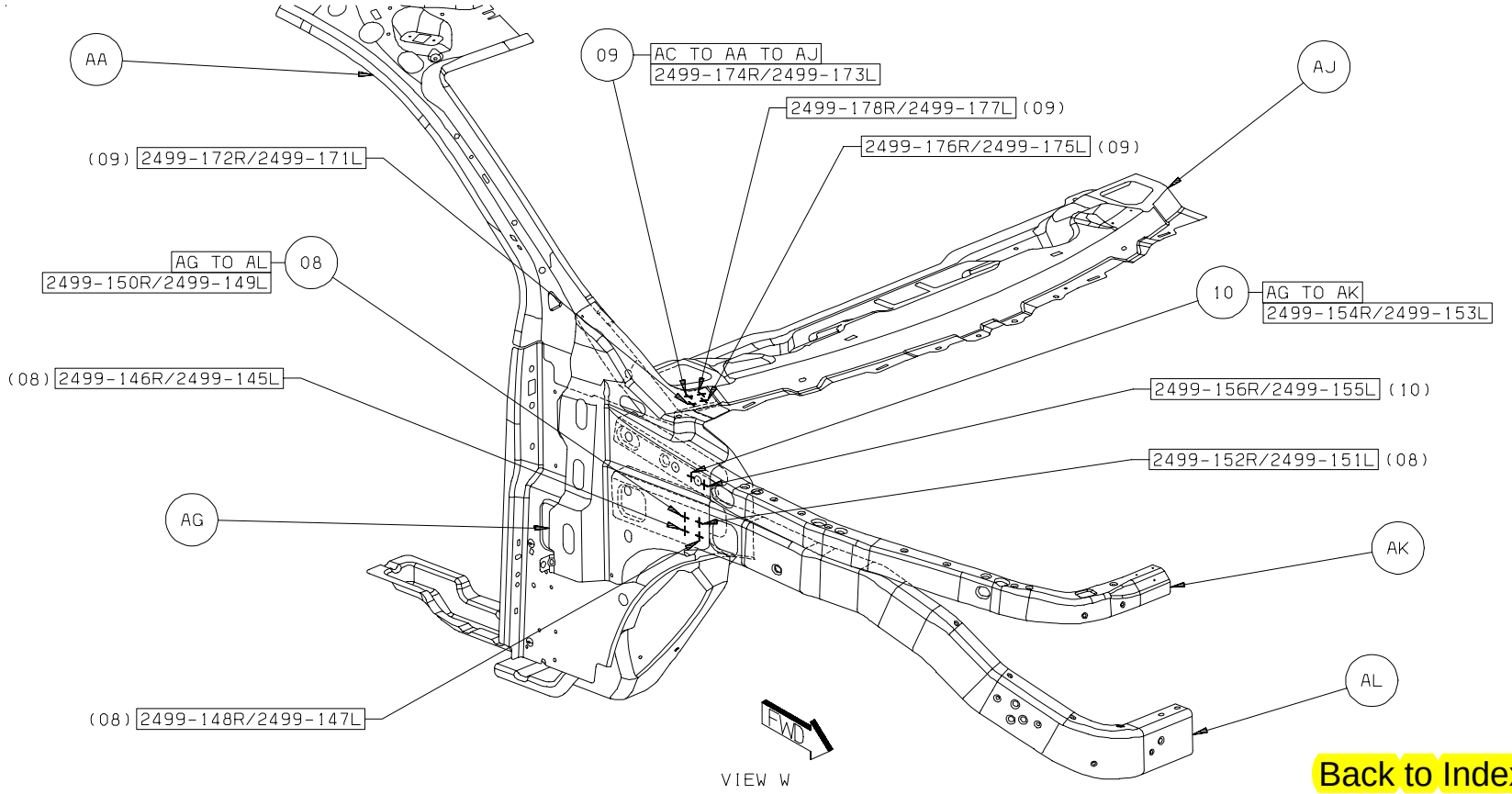
8. AG TO AL 4/SD S/WELDS
9. AC TO AA TO AJ 4/SD S/WELDS
10. AG TO AK 2/SD S/WELDS



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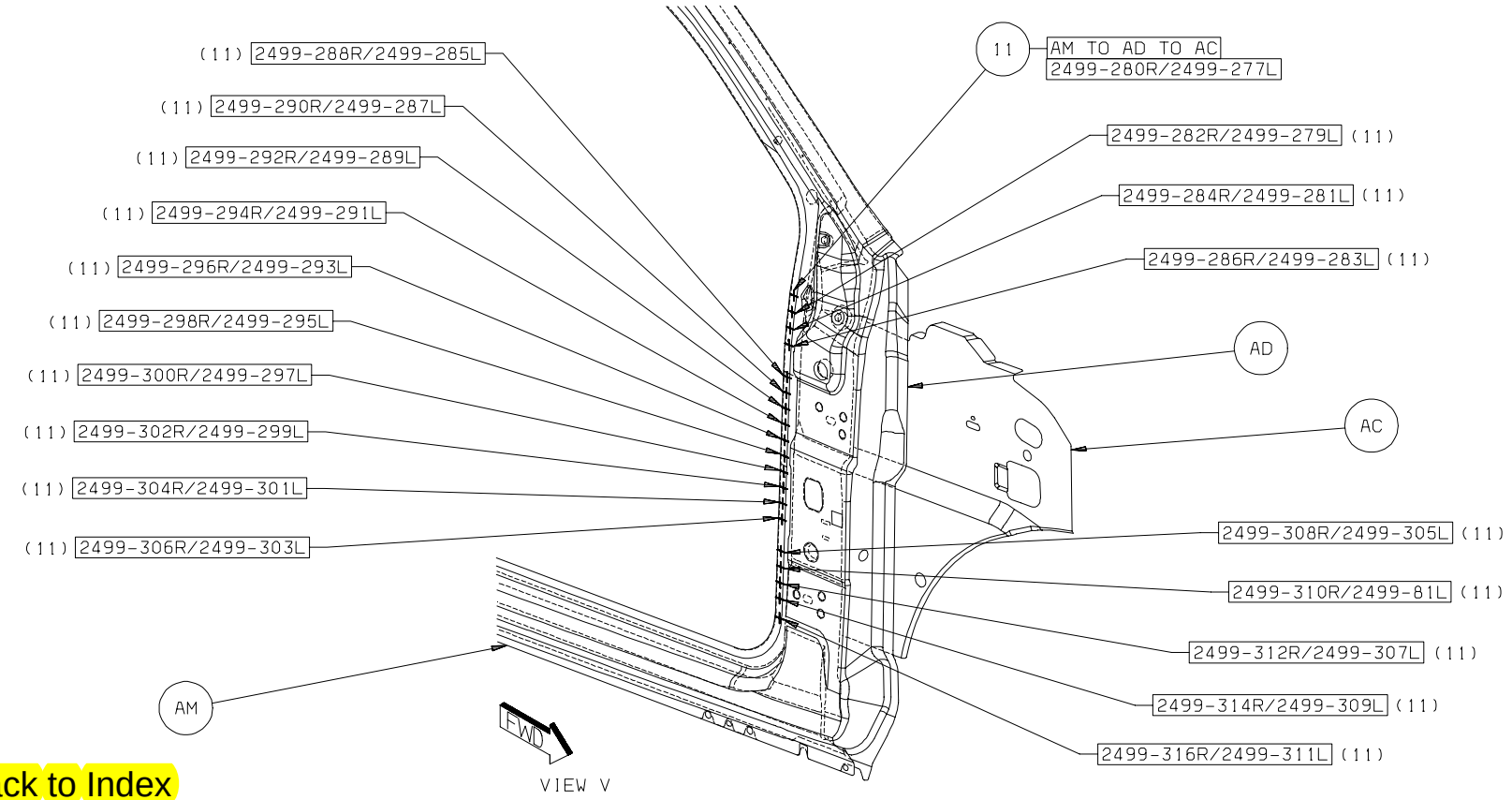
11. AM TO AD TO AC 19/SD S/WELDS



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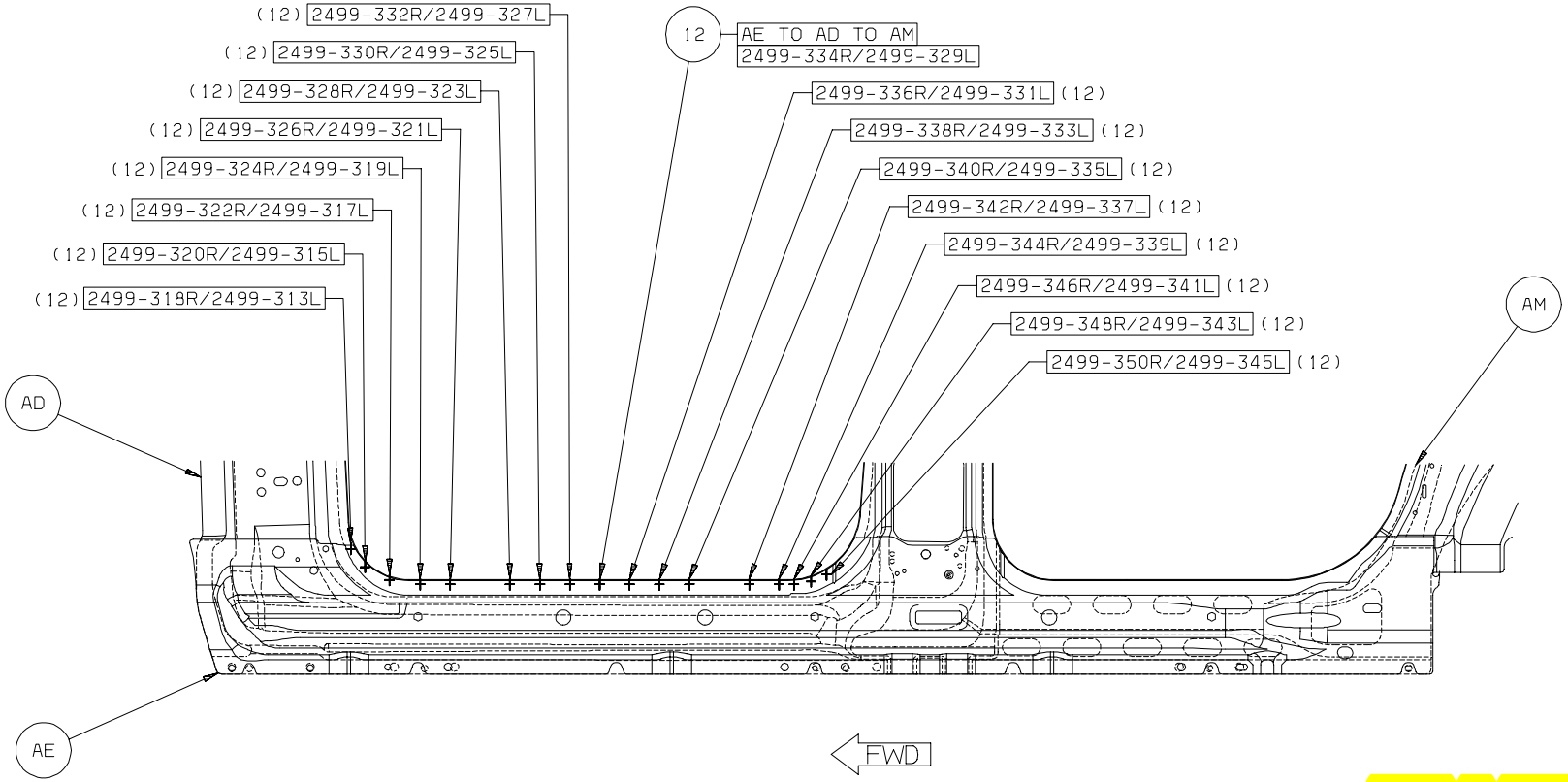
12. AE TO AD TO AM 17/SD S/WELDS



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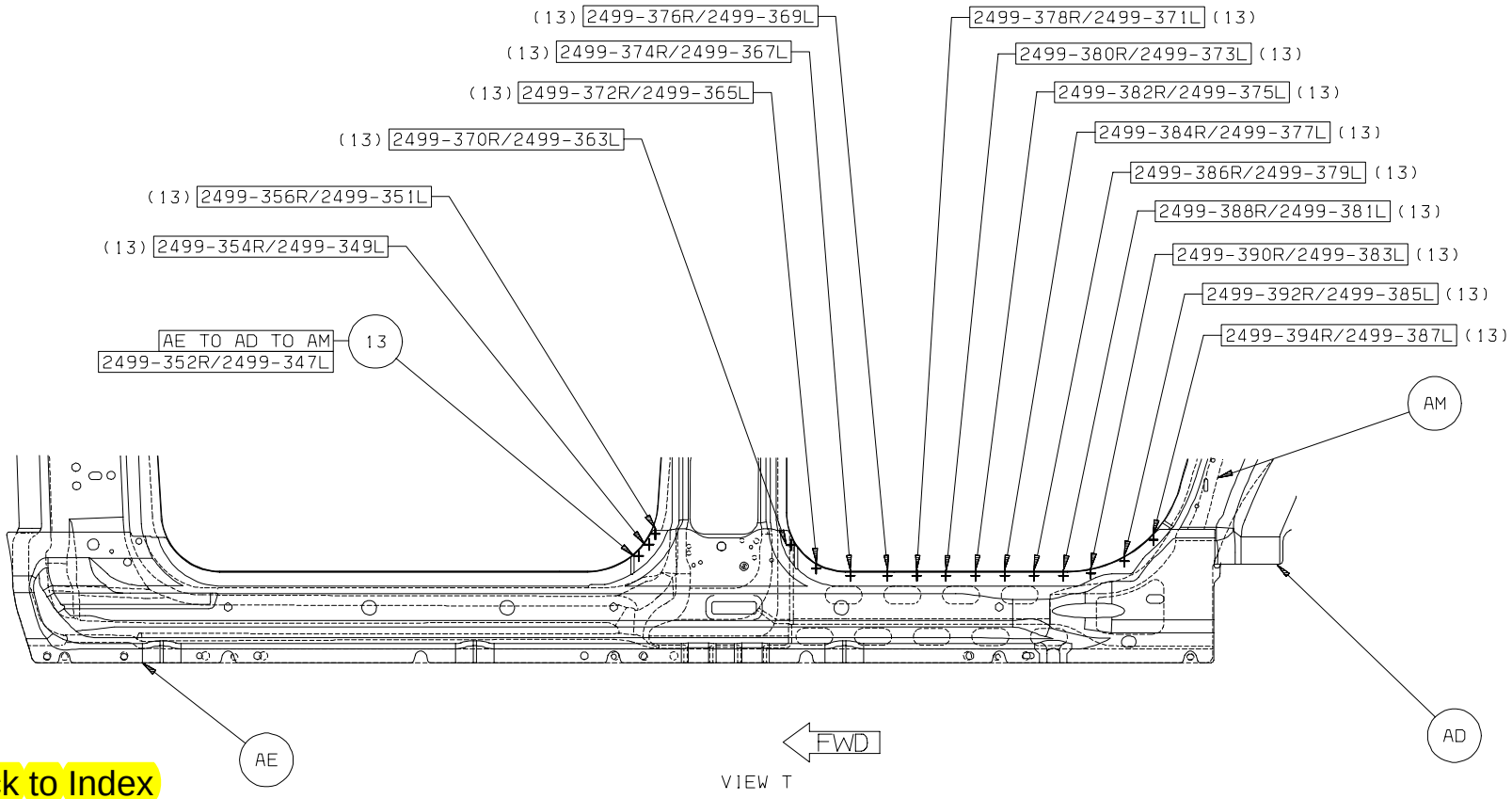
13. AE TO AD TO AM 16/SD S/WELDS



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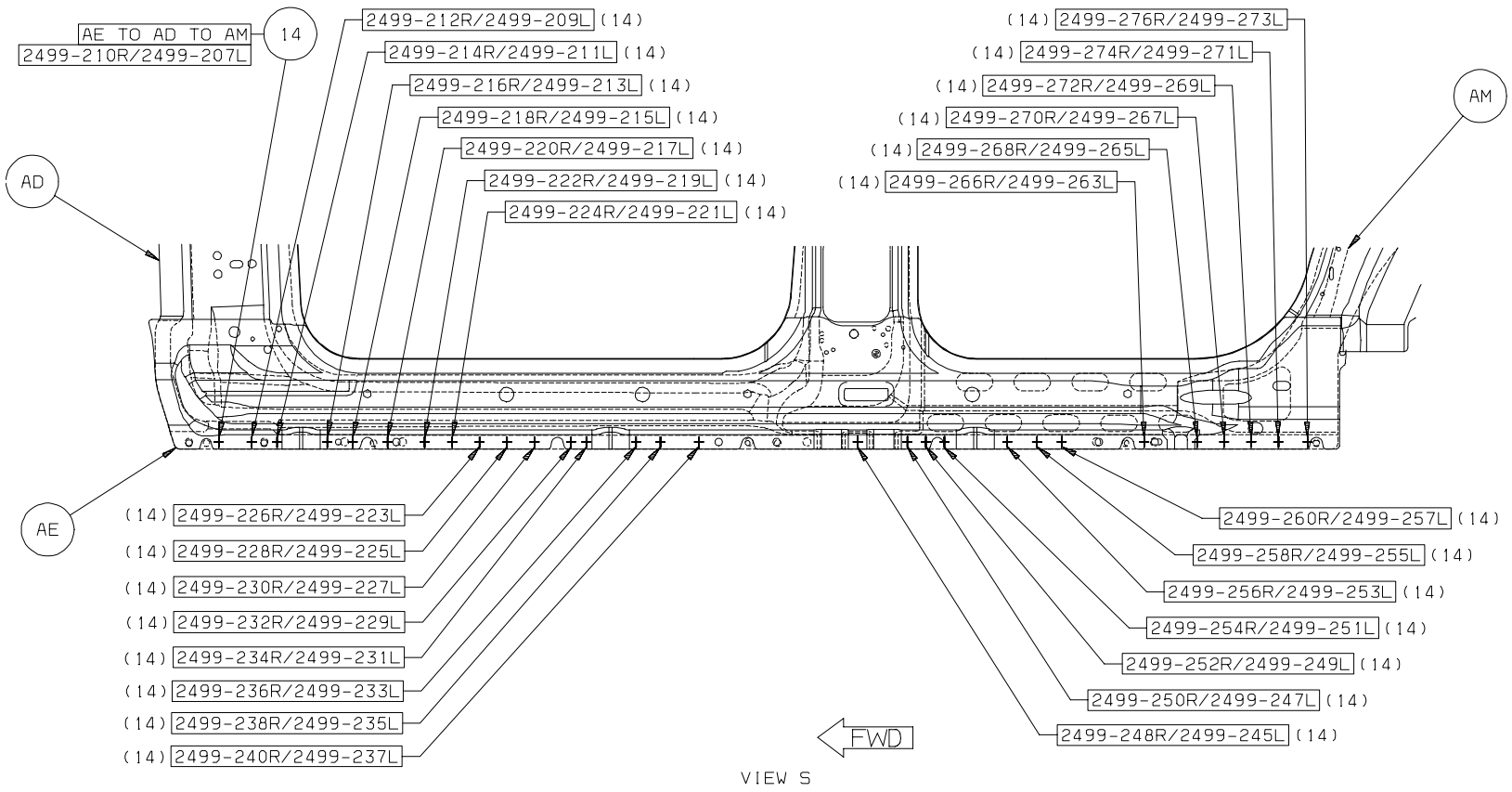
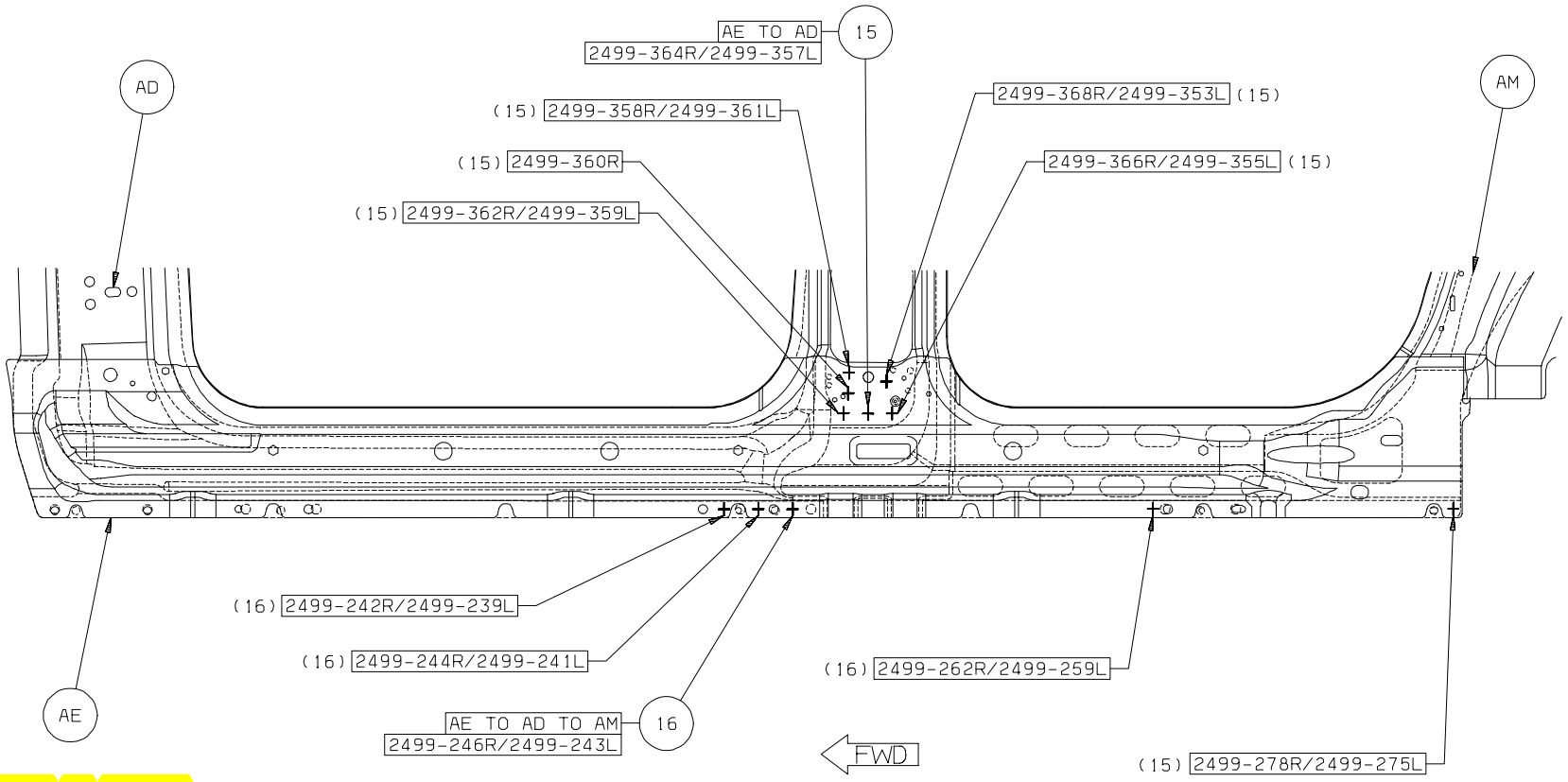
14. AE TO AD TO AM 29/SD S/WELDS



15. AE TO AD 7/SD S/WELDS
16. AE TO AD TO AM 4/SD S/WELDS



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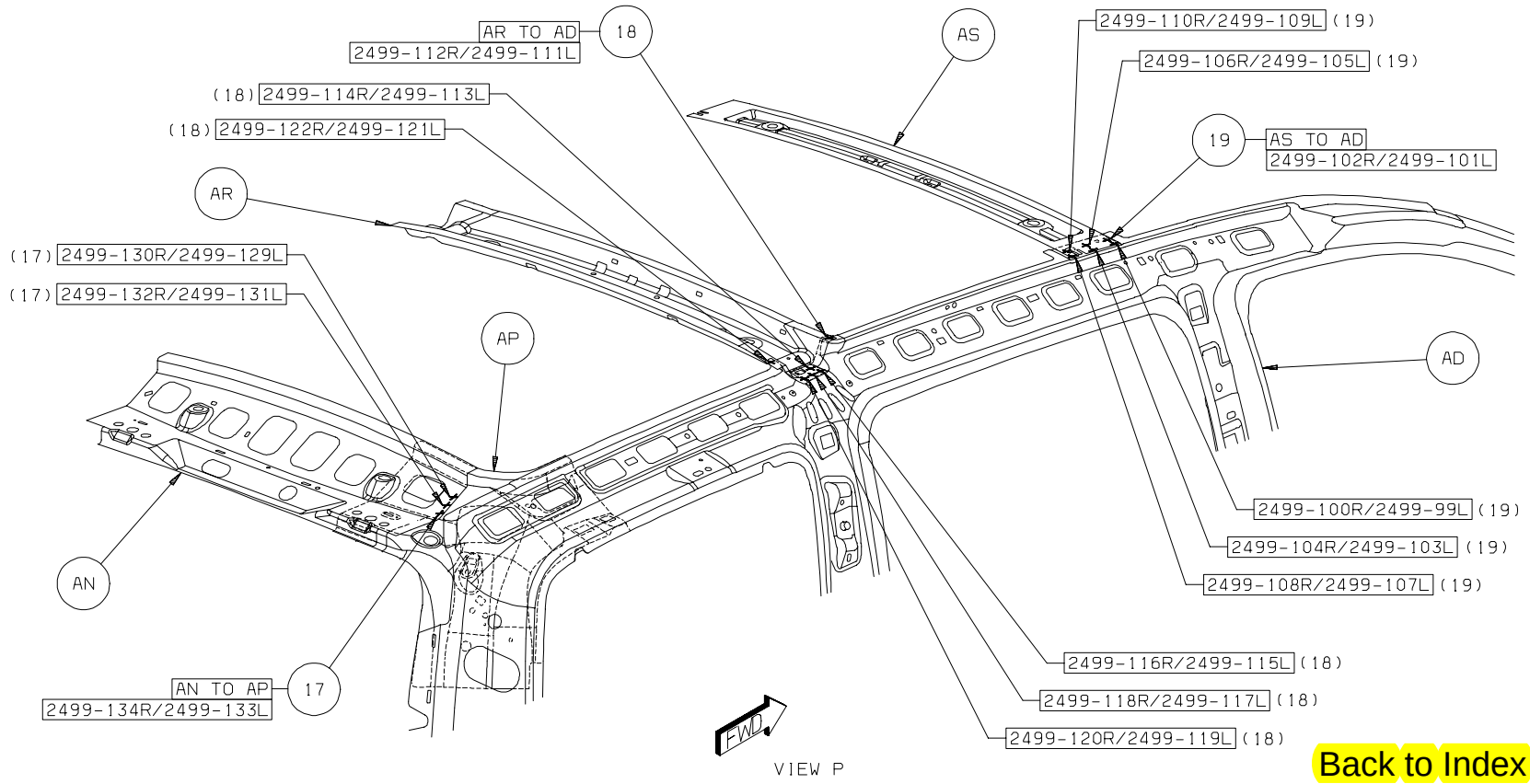
17. AN TO AP 3/SD S/WELDS
18. AR TO AD 6/SD S/WELDS
19. AS TO AD 6/SD S/WELDS



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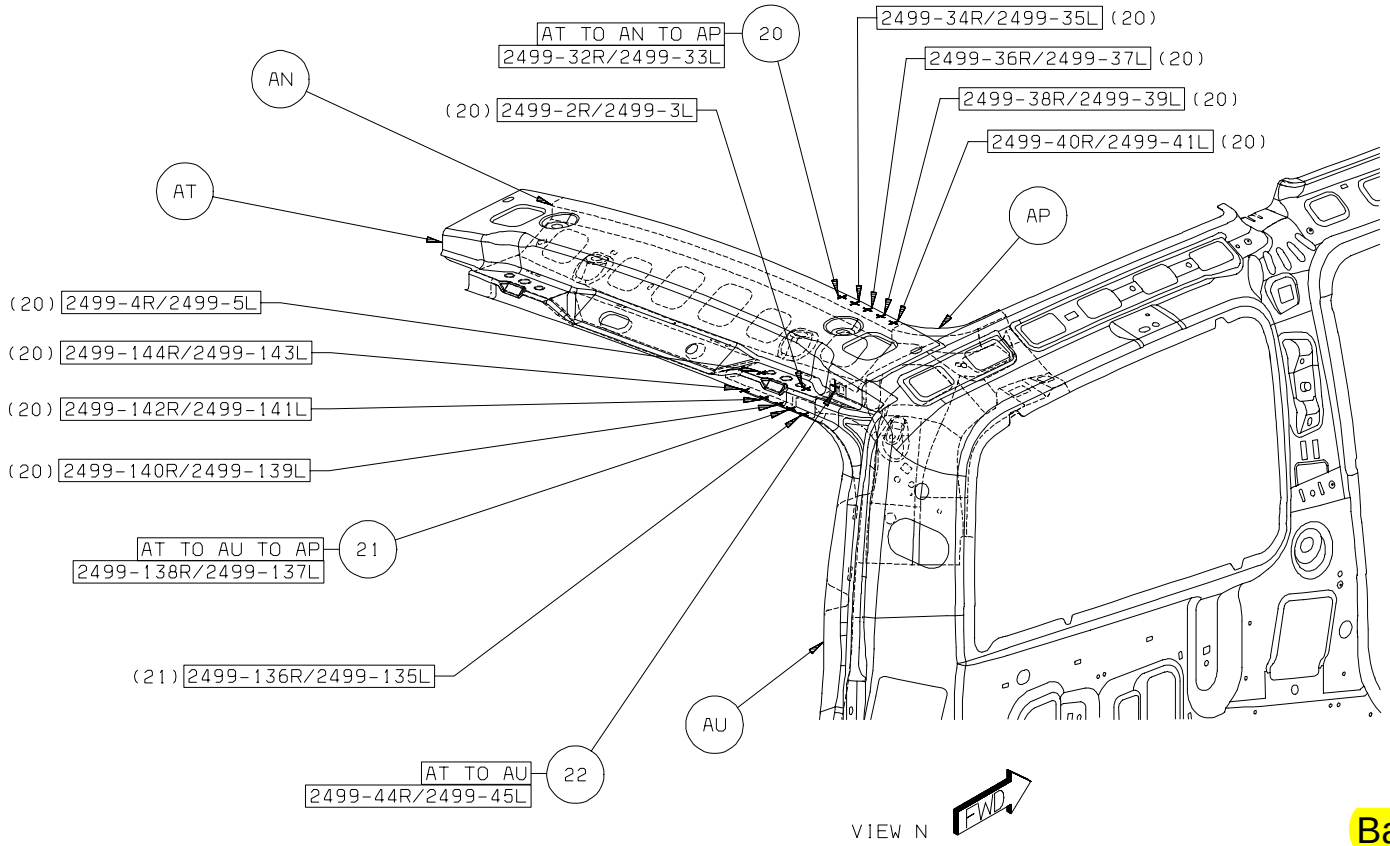
20. AT TO AN TO AP 10/SD S/WELDS
21. AT TO AU TO AP 2/SD S/WELDS
22. AT TO AU 1/SD S/WELD



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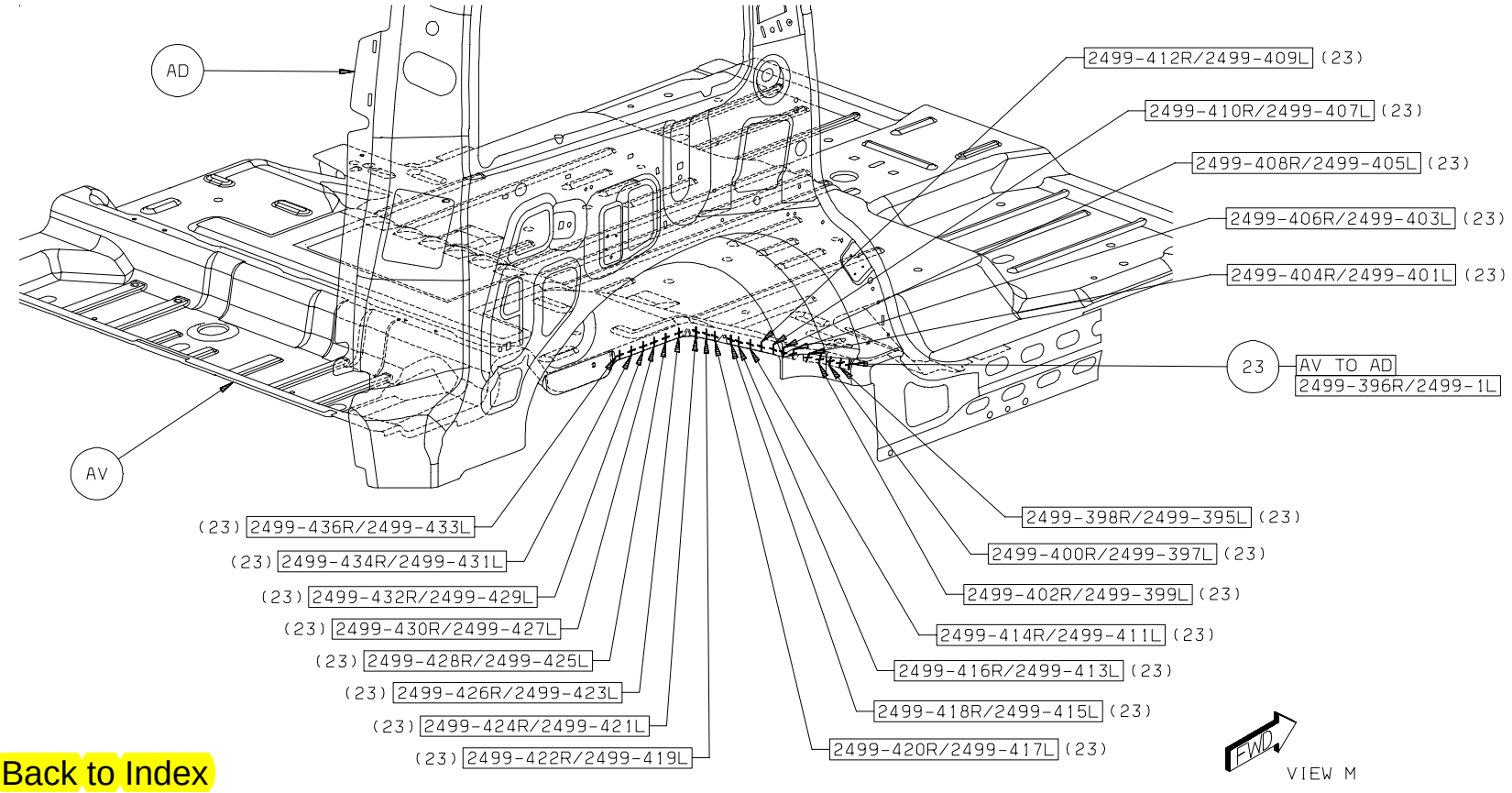
23. AV TO AD 21/SD S/WELDS



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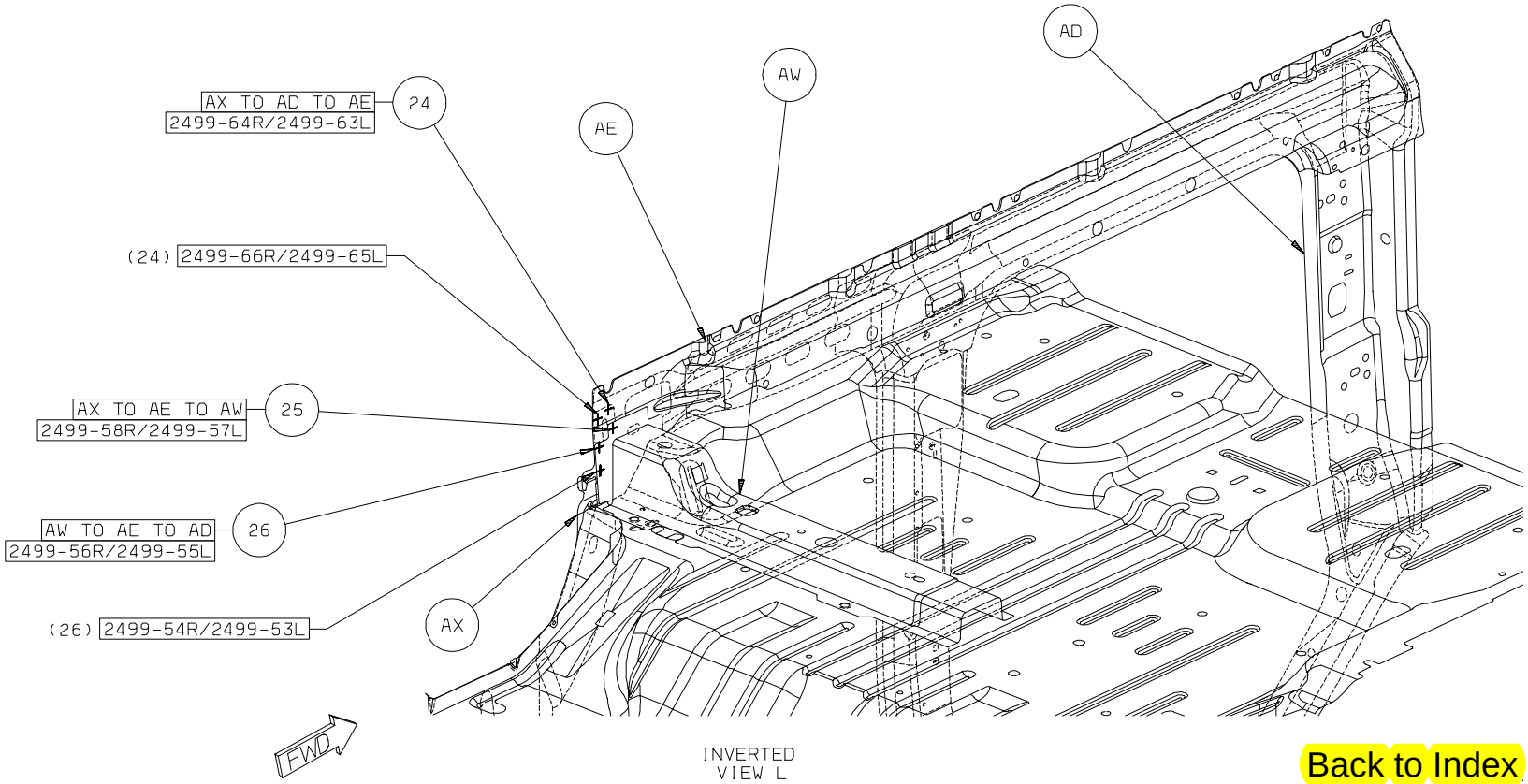
24. AX TO AD TO AE 2/SD S/WELDS
25. AX TO AE TO AW 1/SD S/WELD
26. AW TO AE TO AD 2/SD S/WELDS



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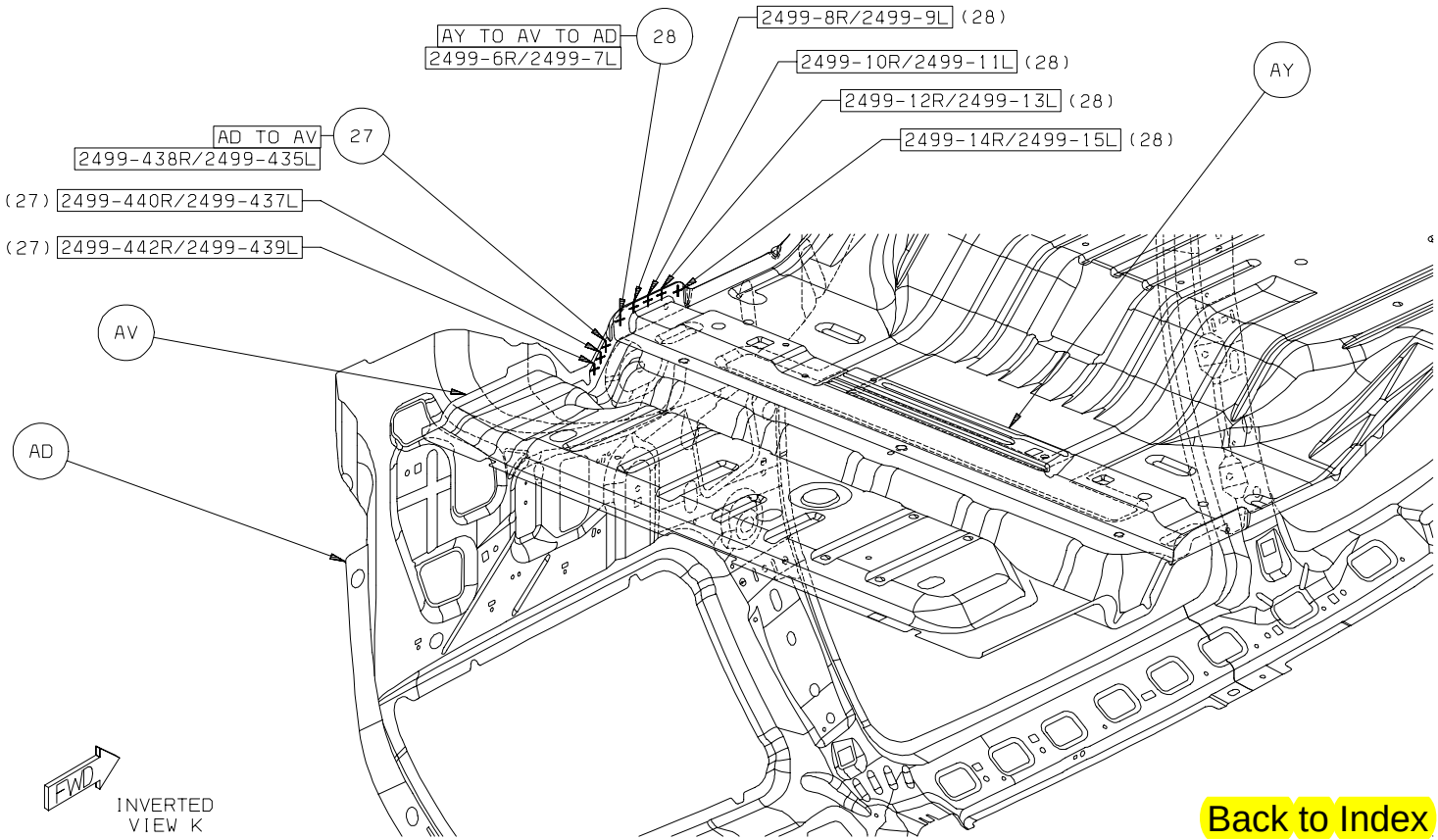
27. AD TO AV 3/SD S/WELDS
28. AY TO AV TO AD 5/SD S/WELDS



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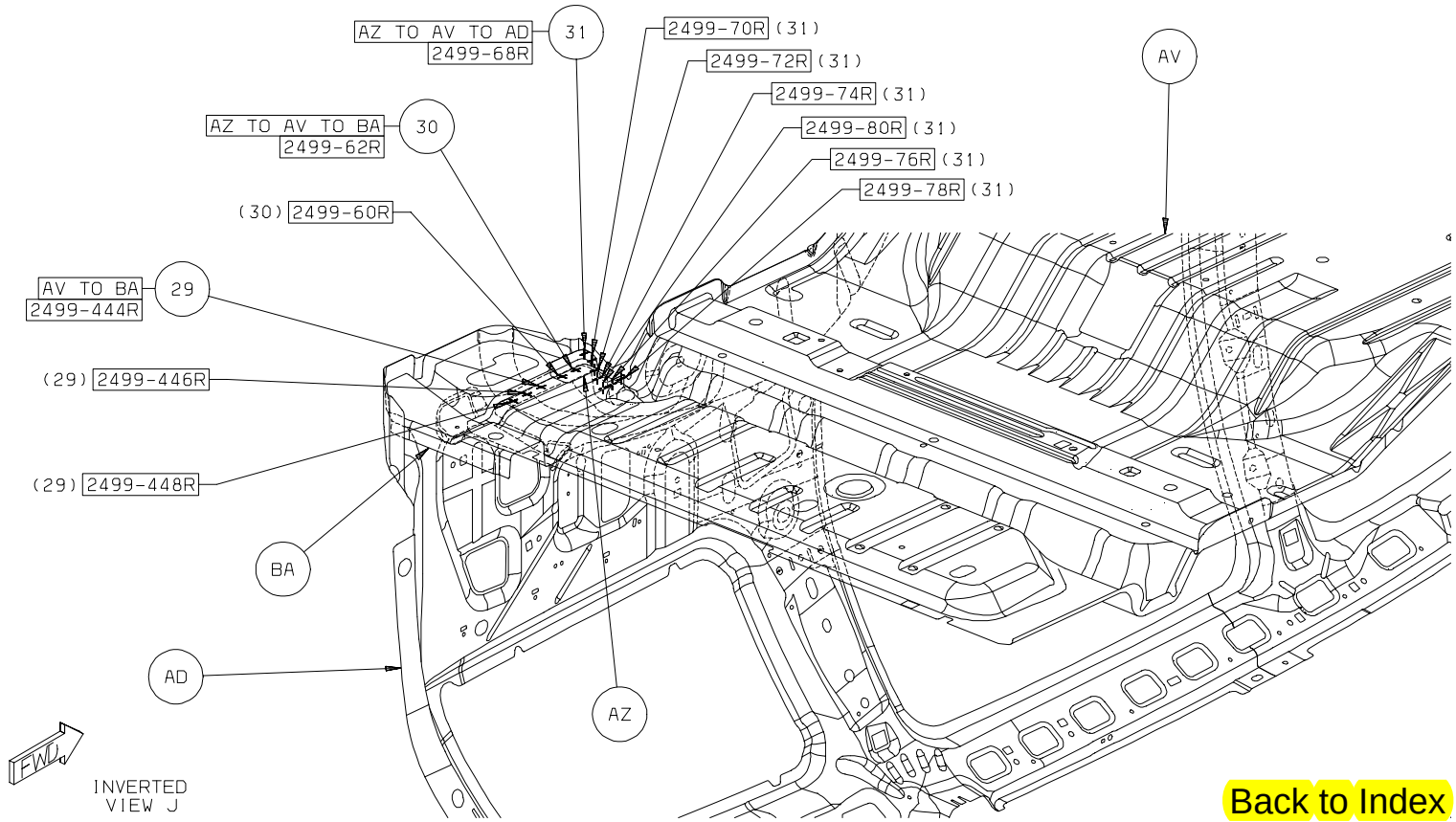
29. AV TO BA 3R S/WELDS
30. AZ TO AV TO BA 2R S/WELDS
31. AZ TO AV TO AD 7R S/WELDS



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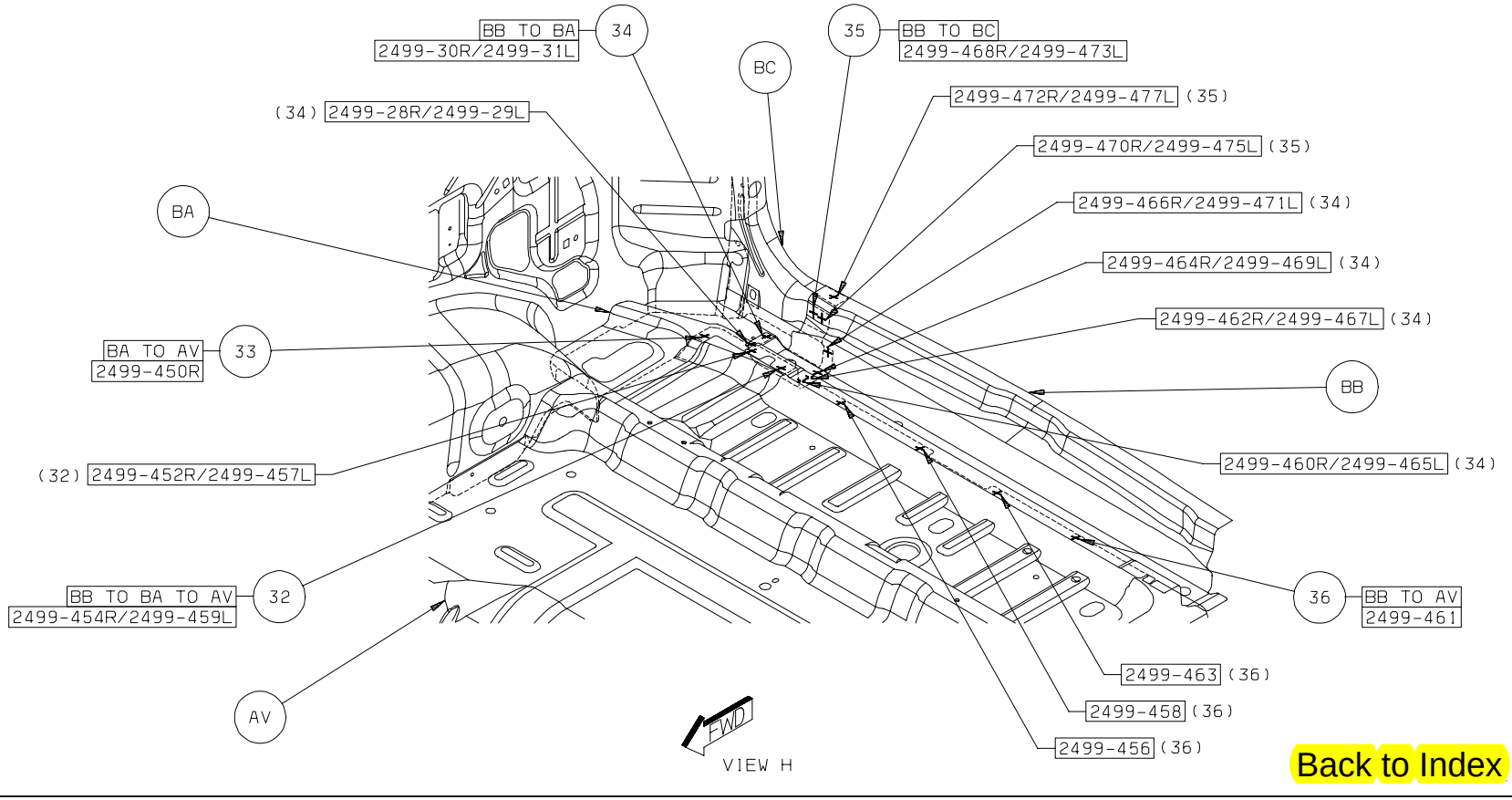
32. BB TO BA TO AV 2/SD S/WELDS
33. BA TO AV 1R S/WELD
34. BB TO BA 6/SD S/WELDS
35. BB TO BC 3/SD S/WELDS
36. BB TO AV 4 S/WELDS



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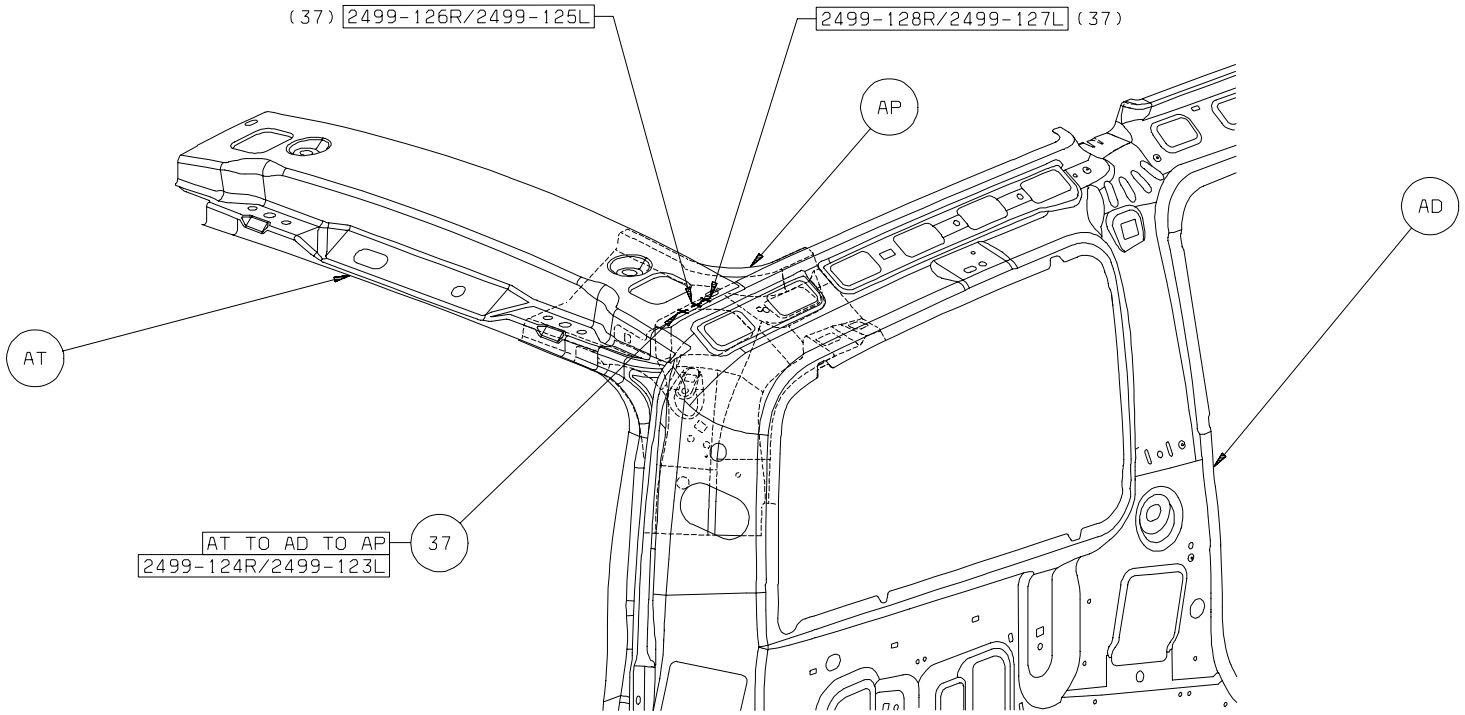
37. AT TO AD TO AP 3/SD S/WELDS



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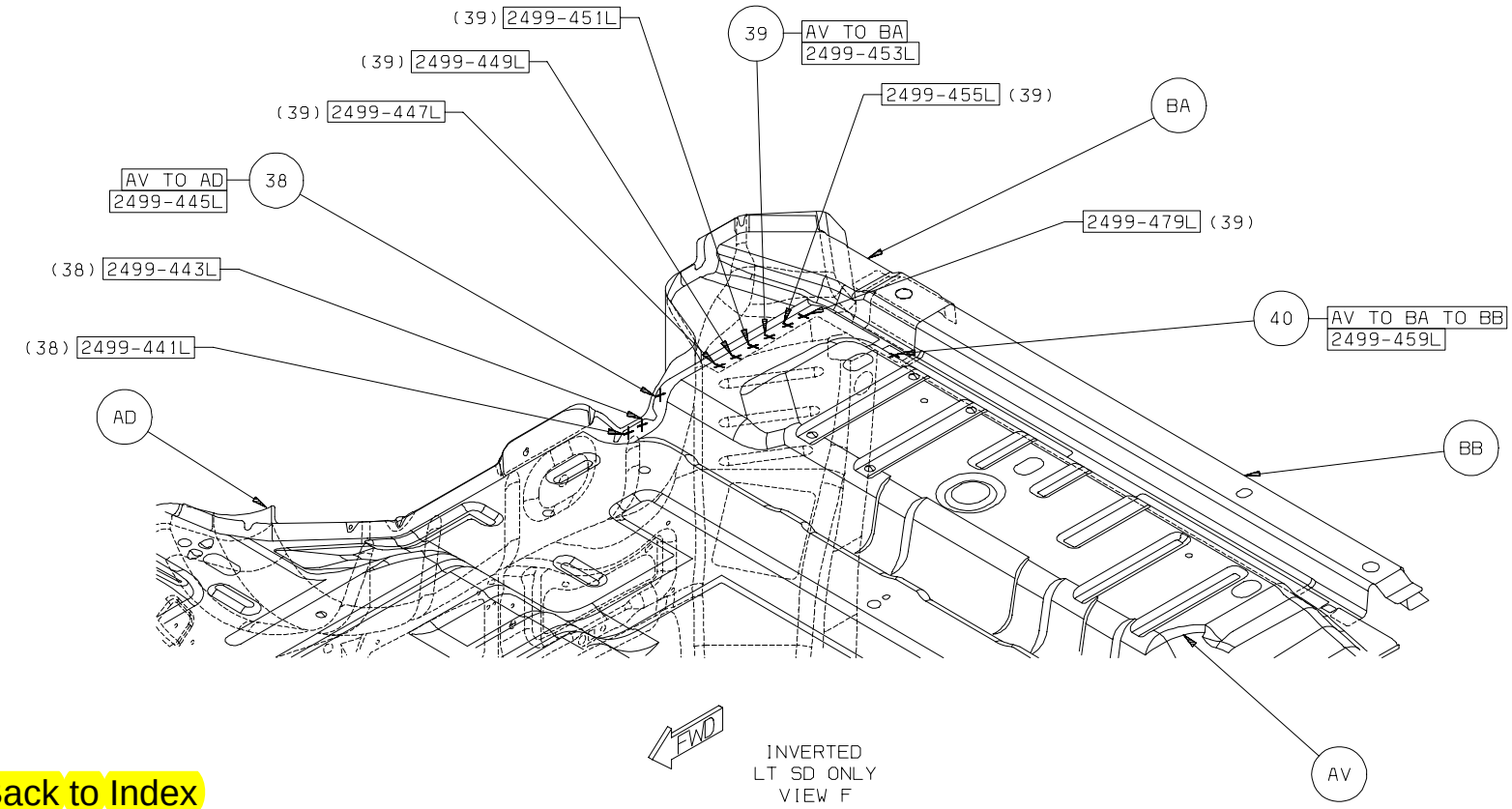
38. AV TO AD 3L S/WELDS
39. AV TO BA 6L S/WELDS
40. AV TO BA TO BB 1L S/WELD



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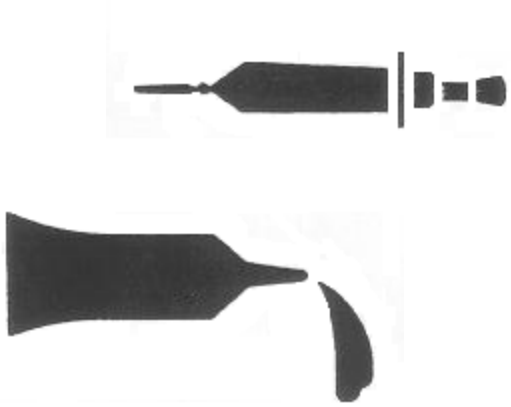
Sealer/Sound Deadner/ Structural Adhesive Locations

Dodge Durango



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

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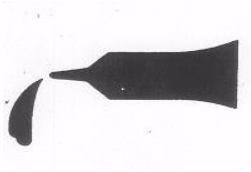

DURANGO
SEALER LOCATIONS

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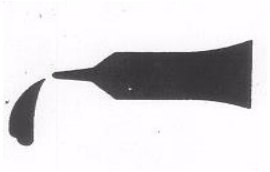
BODY SHOP
SEALER REFERENCE



SEALER AMOUNT / BEAD SIZE

4mm DIA* X 1000mm
PUMPABLE

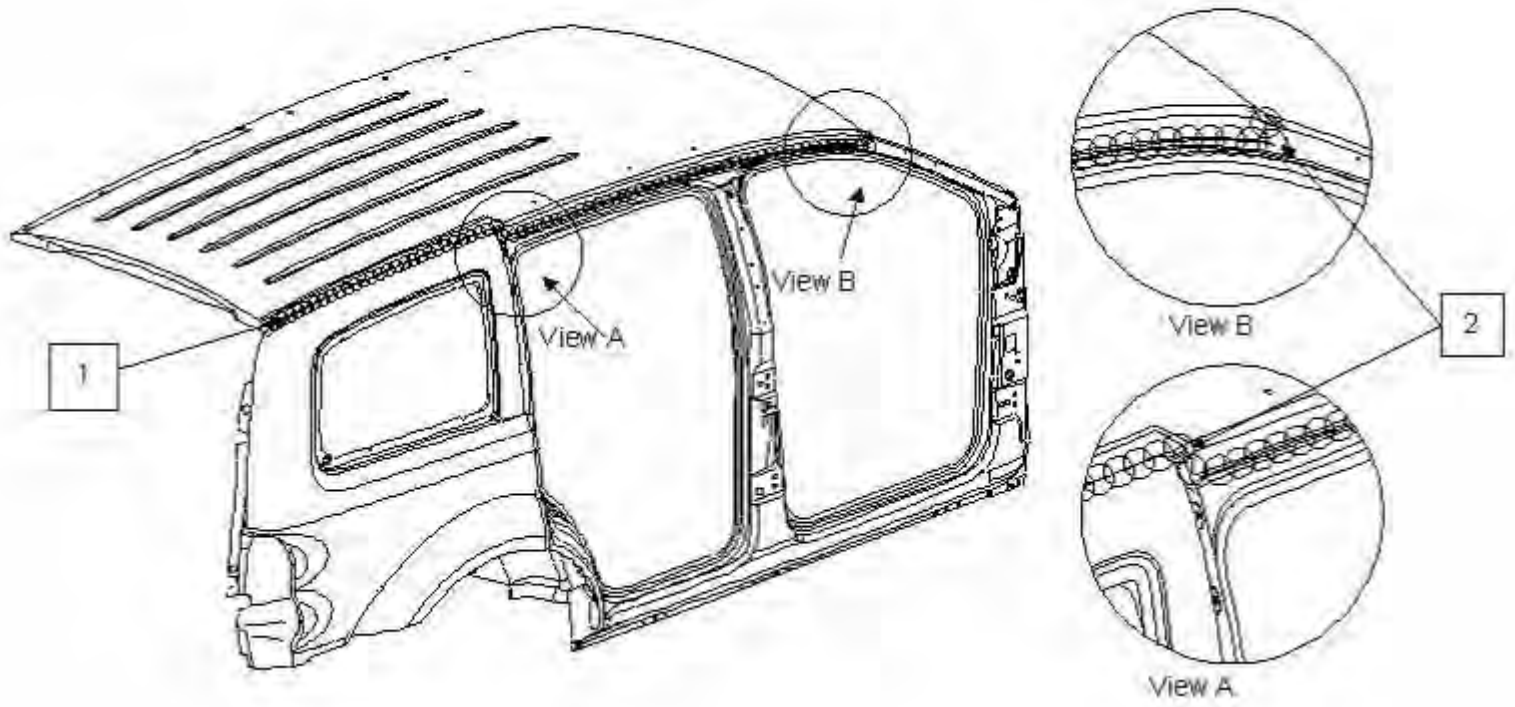
* = DIAMETER

APPLICATION RECOMMENDATIONS

ALL REPAIRS WHERE PANELS WERE REPLACED HAVE VOIDS THAT MUST BE FILLED WITH SEALANT. SEALANT SHOULD BE APPLIED TO ALL SKIPS,PIN HOLES,IN SEALERS AND WELD BURN THROUGH HOLES ON THE INTERIOR AND EXTERIOR OF THE VEHICLE THAT WOULD PERMIT LEAKAGE OF WATER,AIR OR EXHAUST FUMES. TYPICAL AREAS OF THE EXTERIOR THAT MUST BE SEALED ARE LISTED IN THIS SECTION. AREAS OF THE INTERIOR THAT MUST BE SEALED ARE FLOOR PANS, WHEEL-HOUSES,DASH PANEL,AND COWL SIDES

SEALER LEGEND

- THUMBGRADE SEALER
- PUMPABLE SEALER
- HIDDEN SEALER



1. PUMPABLE VINYL SEALER LENGTH: 4MM X 2754MM BOTH SIDES.
TO: ROOF PANEL/BODY SIDE APERTURE AS SHOWN IN ILLUSTRATION.

2. WIPE WRAP AREAS AT A-PILLAR AND C-PILLAR AS NOTED IN ILLUSTRATION FOR SMOOTH APPEARANCE.

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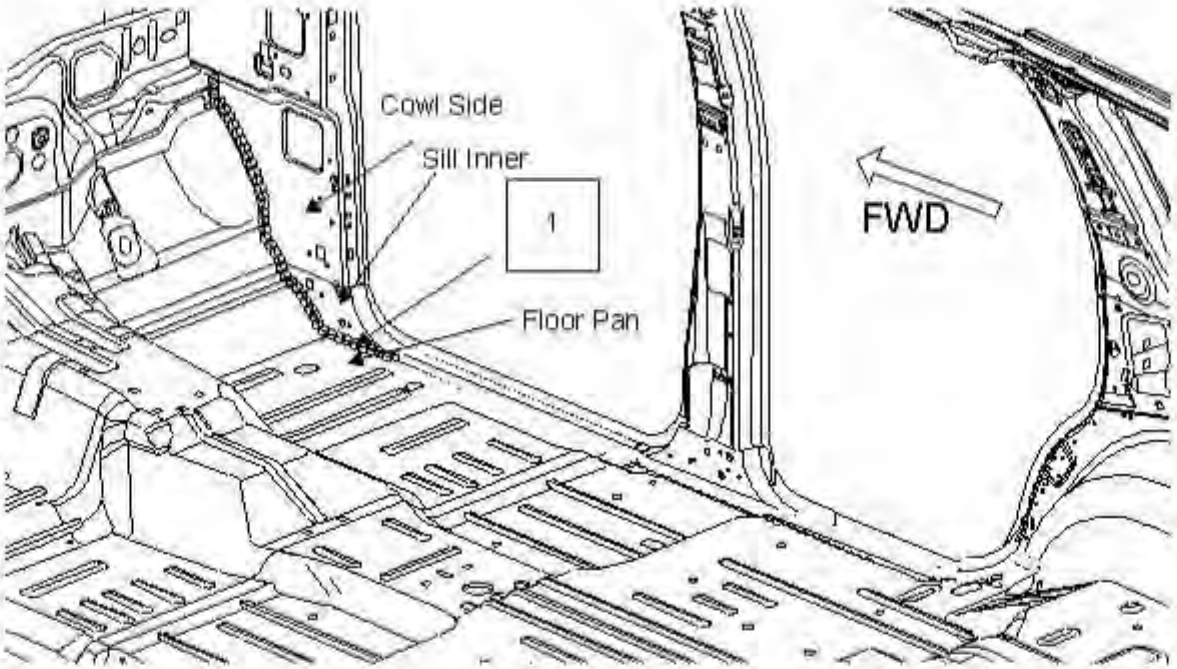

1. PUMPABLE VINYL SEALER LENGTH: 10MM X 692MM PER SIDE.
TO: FLOOR PAN TO SILL INNER AND COWL SIDE AS SHOWN IN ILLUSTRATION.

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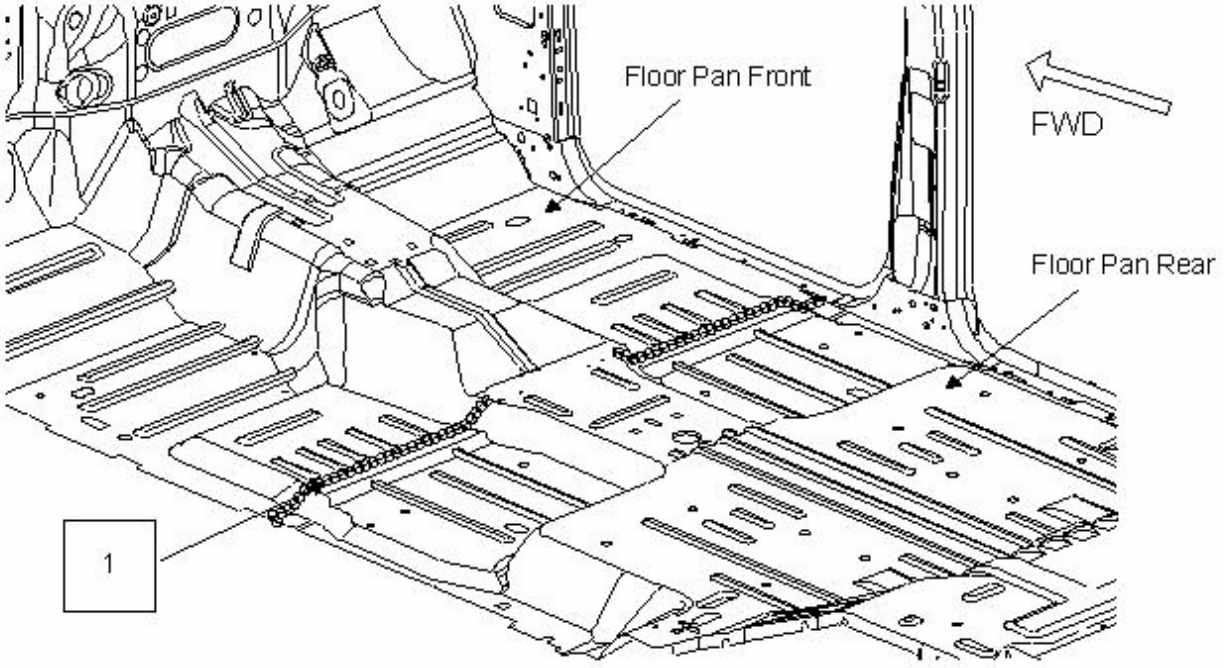

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 1483MM.
TO: FLOOR PAN FRONT TO FLOOR PAN REAR OVERLAP SEAM.

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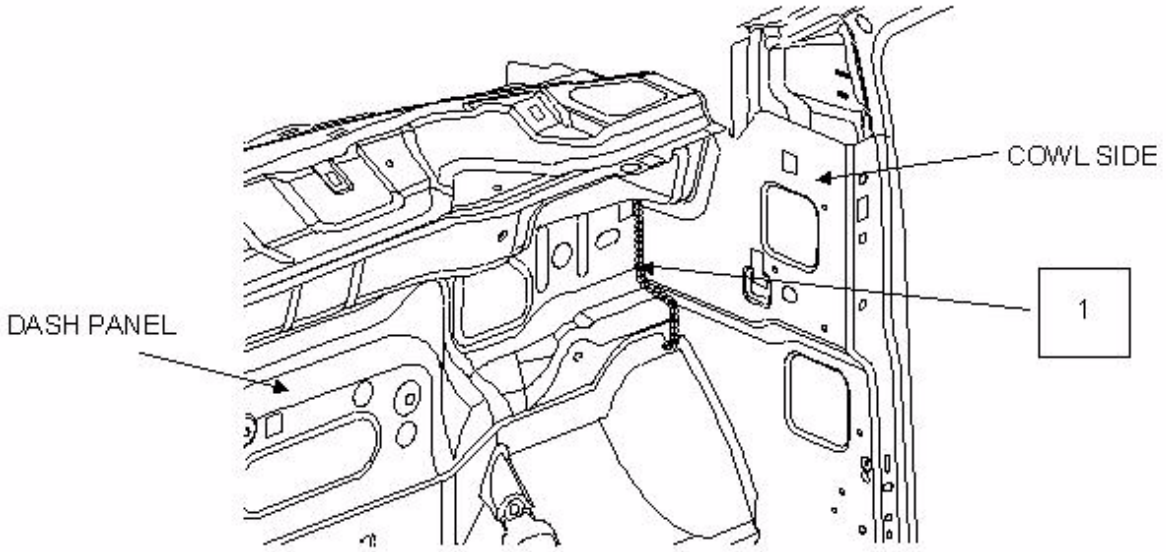

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 220MM PER SIDE.
TO: DASH TO COWL SIDE AS SHOWN IN THE ILLUSTRATION.

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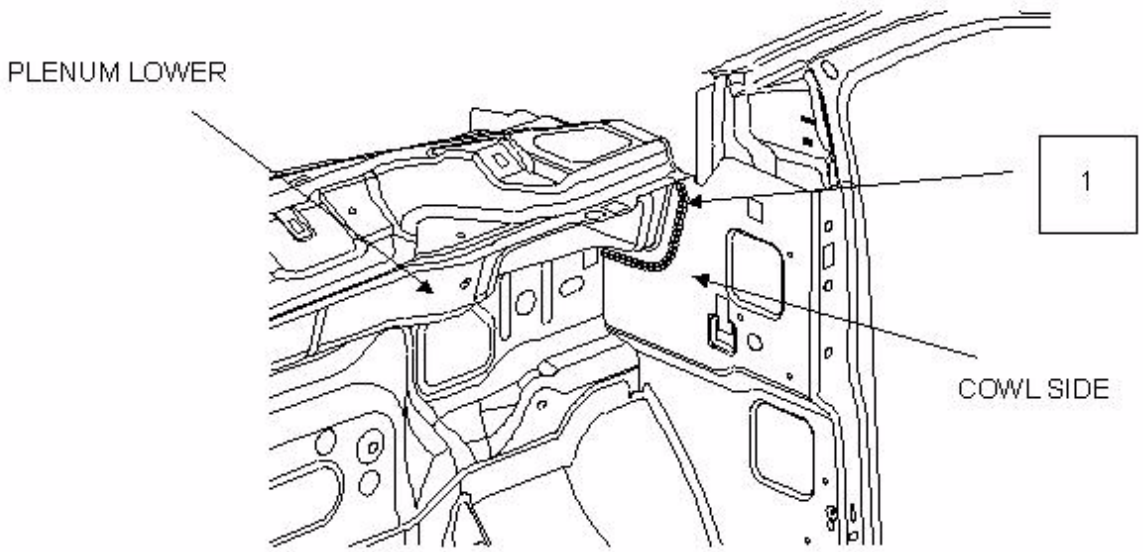

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 232MM PER SIDE.
TO: PLENUM LOWER TO COWL SIDE AS SHOWN IN THE ILLUSTRATION.

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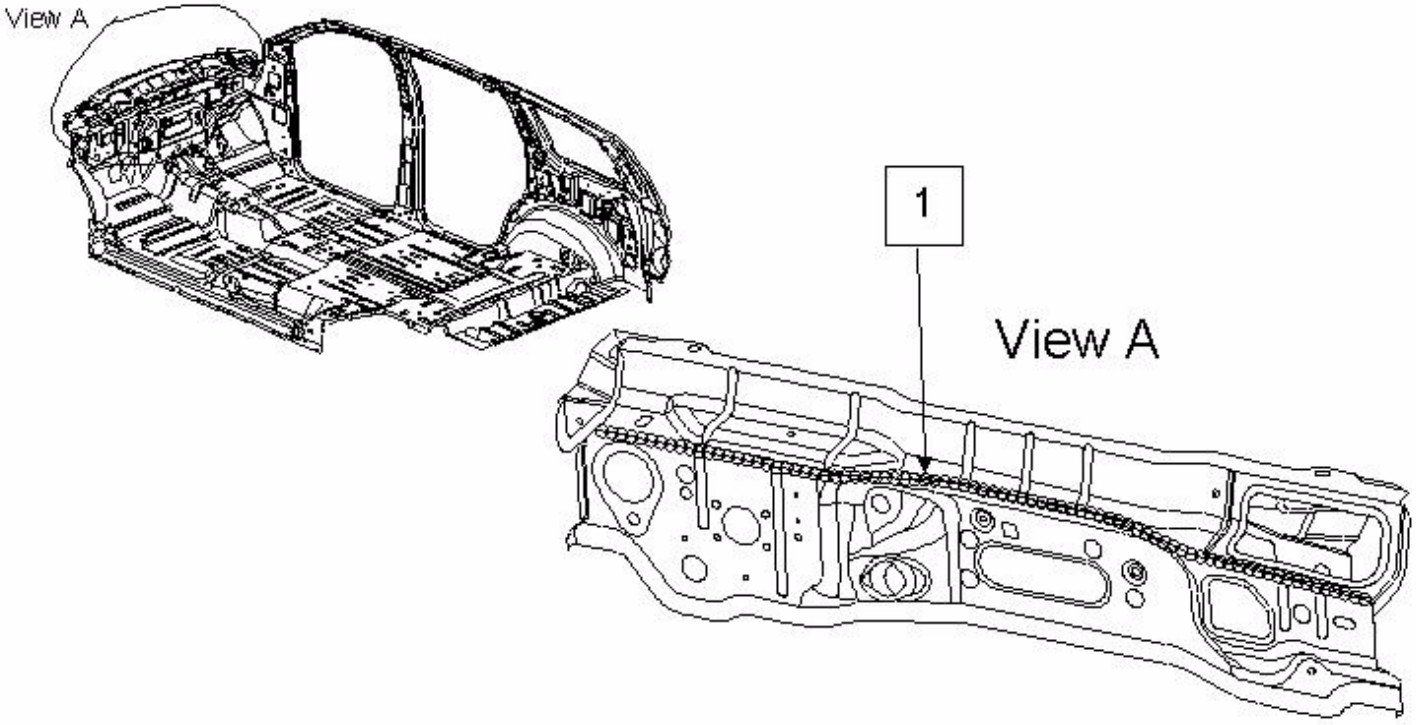

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 1435MM.
TO: DASH PANEL TO PLENUM LOWER AS SHOWN IN ILLUSTRATION.

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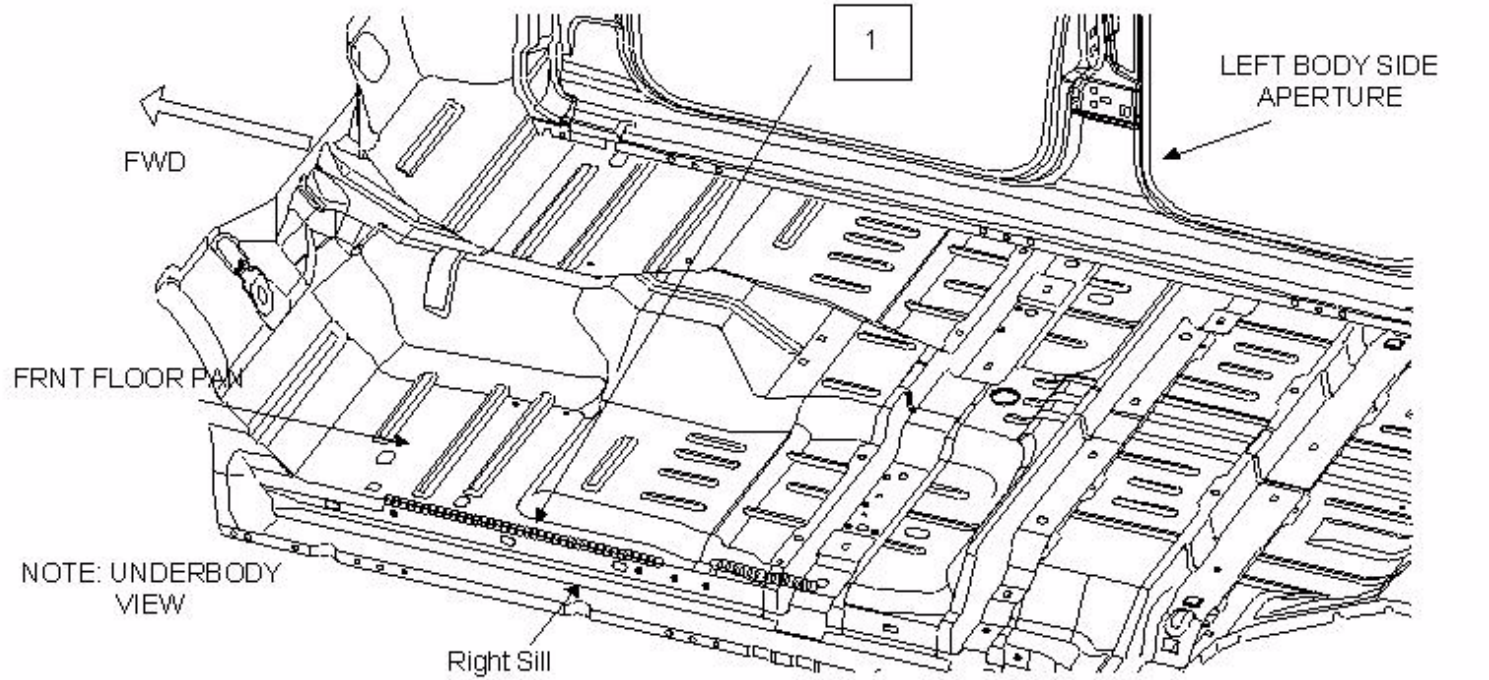

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 648MM PER SIDE.
TO: FLOOR PAN FRONT TO SILL INNER- UNDERBODY.

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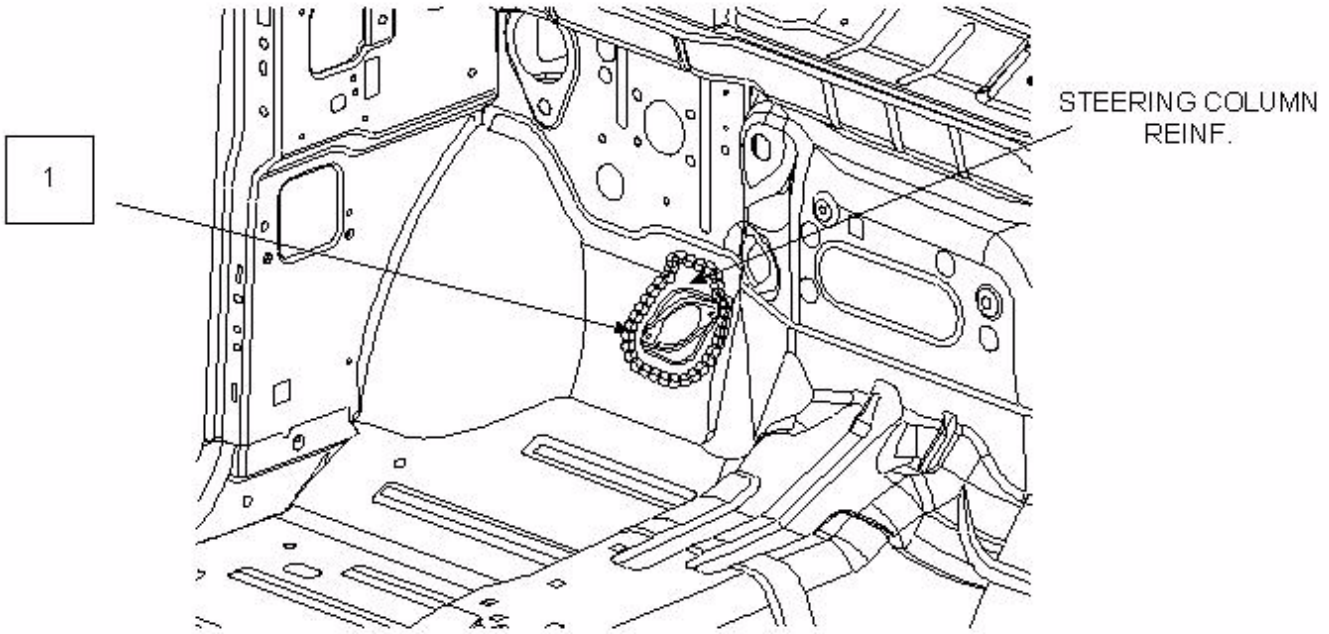

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 472MM.
TO: STEERING COLUMN REINF. TO FRONT FLOOR PAN AS SHOWN IN THE ILLUSTRATION.

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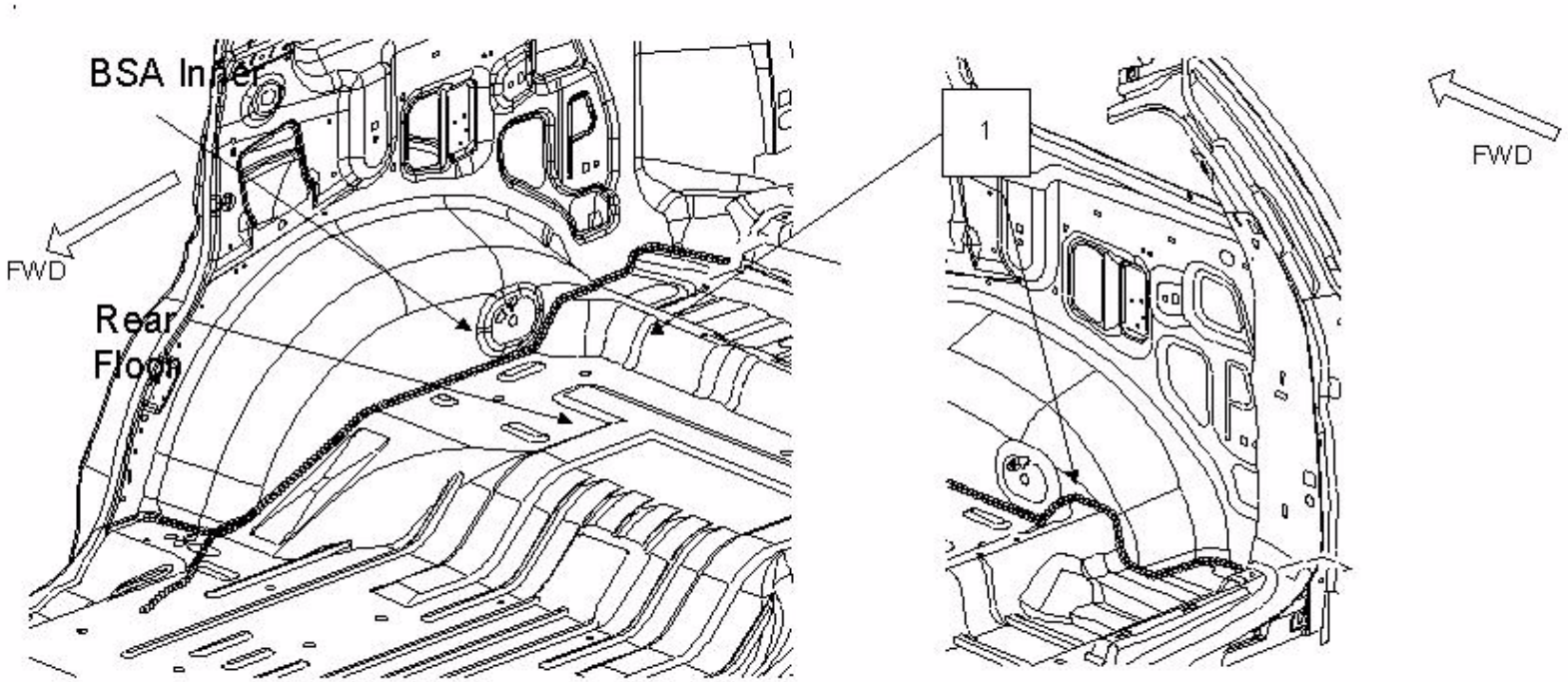

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 1456MM RIGHT SIDE
16MM X 3MM X 1464MM LEFT SIDE.
TO: BODY SIDE INNER TO REAR FLOOR PAN AS SHOWN IN ILLUSTRATION.

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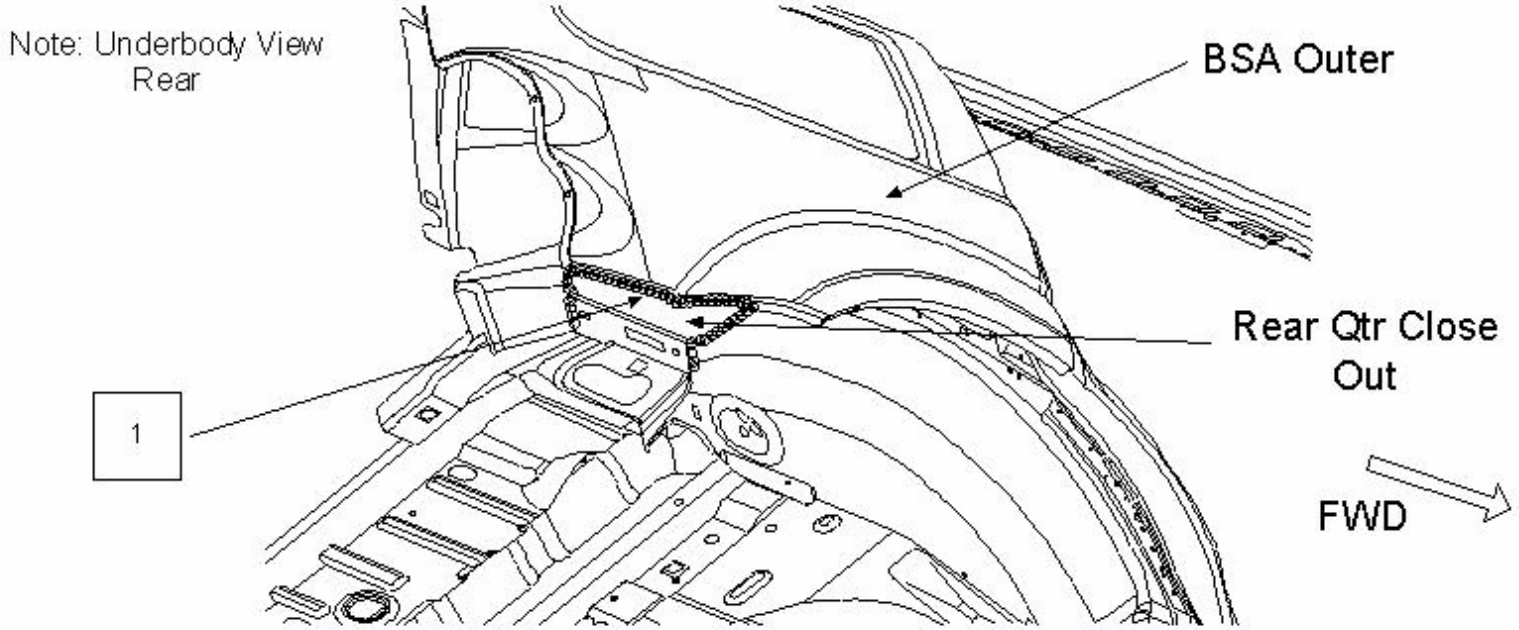

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 649MM LEFT AND RIGHT SIDE.
TO: REAR QUARTER CLOSE OUT TO BSA OUTER UNDERBODY.

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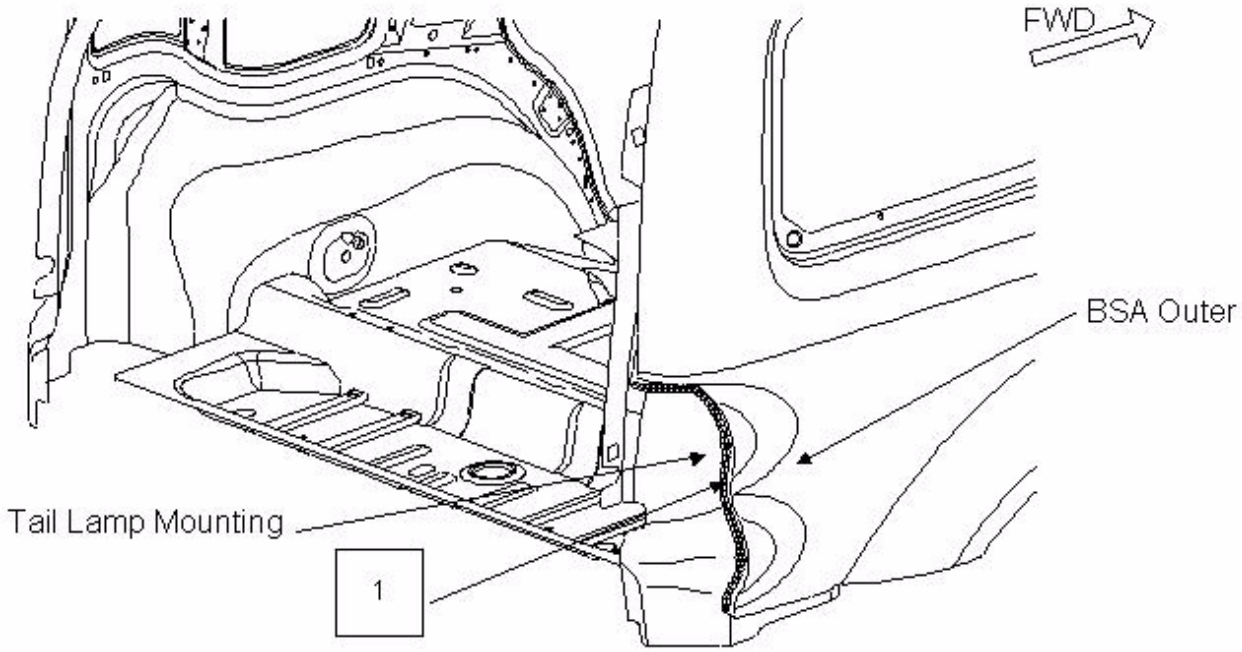

1. PUMPABLE VINYL SEALER LENGTH: 4MM X 513MM PER SIDE.
TO: TAIL LAMP MOUNTING TO BODY SIDE OUTER AS SHOWN IN ILLUSTRATION.

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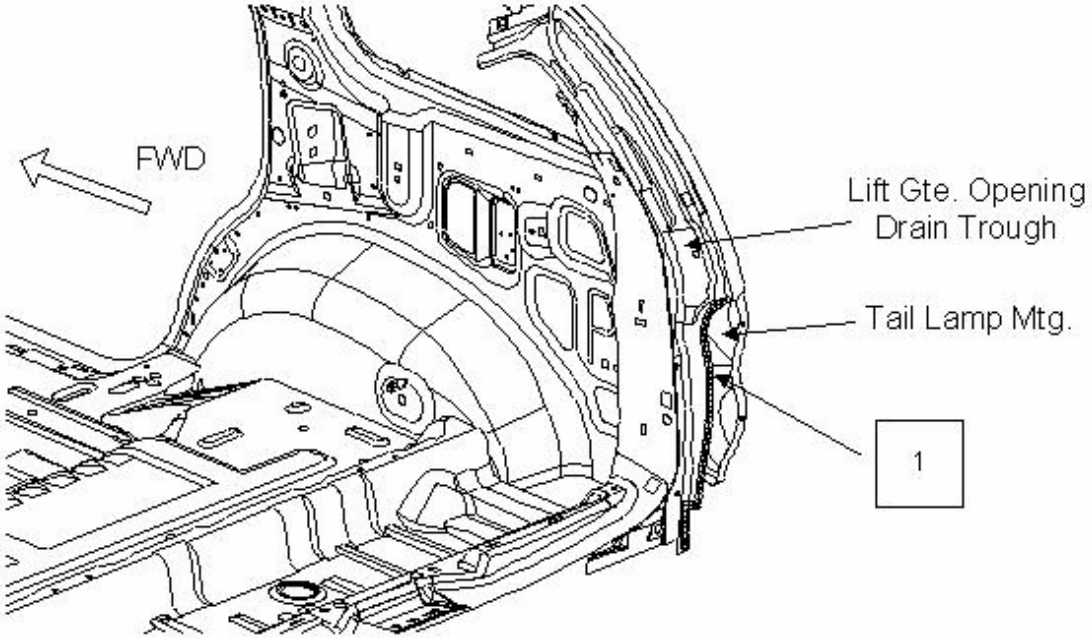

1. PUMPABLE VINYL SEALER LENGTH: 4MM X 313MM PER SIDE.
TO: TAIL LAMP MOUNTING TO LIFTGATE OPENING DRAIN TROUGH.

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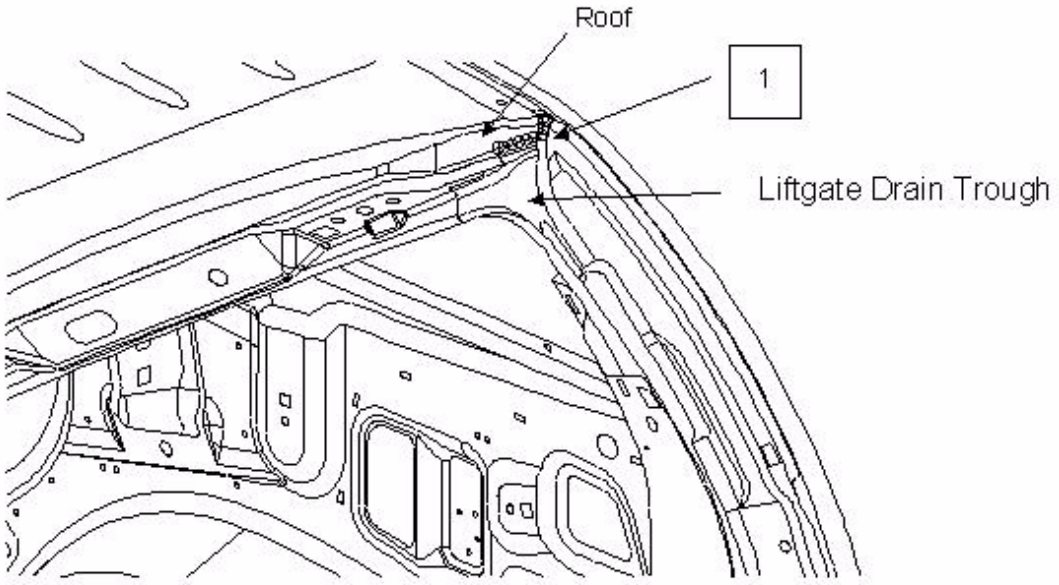

1. PUMPABLE VINYL SEALER LENGTH: 4MM X 80MM PER SIDE.
TO: ROOF TO LIFTGATE OPENING DRAIN TROUGH.

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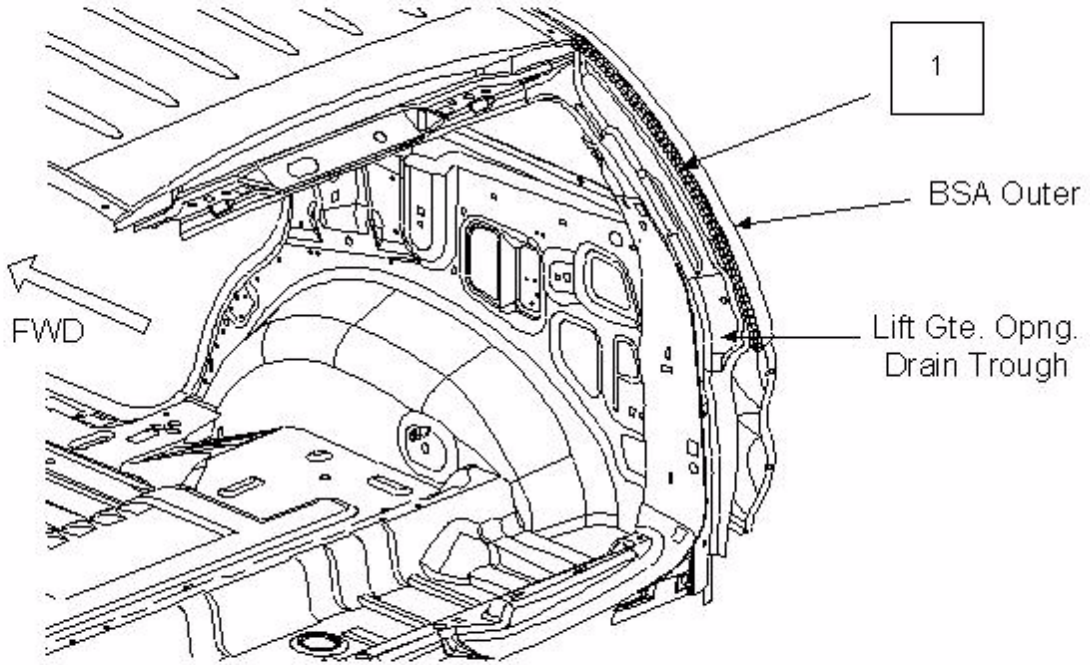

1. PUMPABLE VINYL SEALER LENGTH: 4MM X 638MM PER SIDE.
TO: BODY SIDE APERTURE TO LIFTGATE OPENING DRAIN TROUGH.

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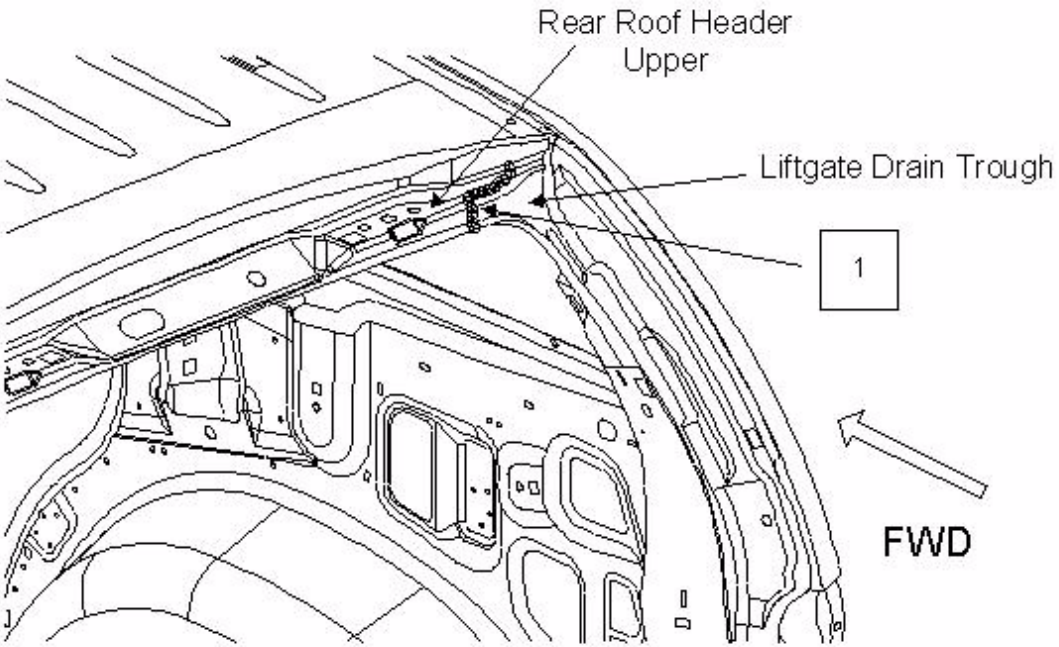

1. PUMPABLE VINYL SEALER LENGTH: 4MM X 183MM PER SIDE.
TO: REAR ROOF HEADER TO LIFTGATE OPENING DRAIN TROUGH.

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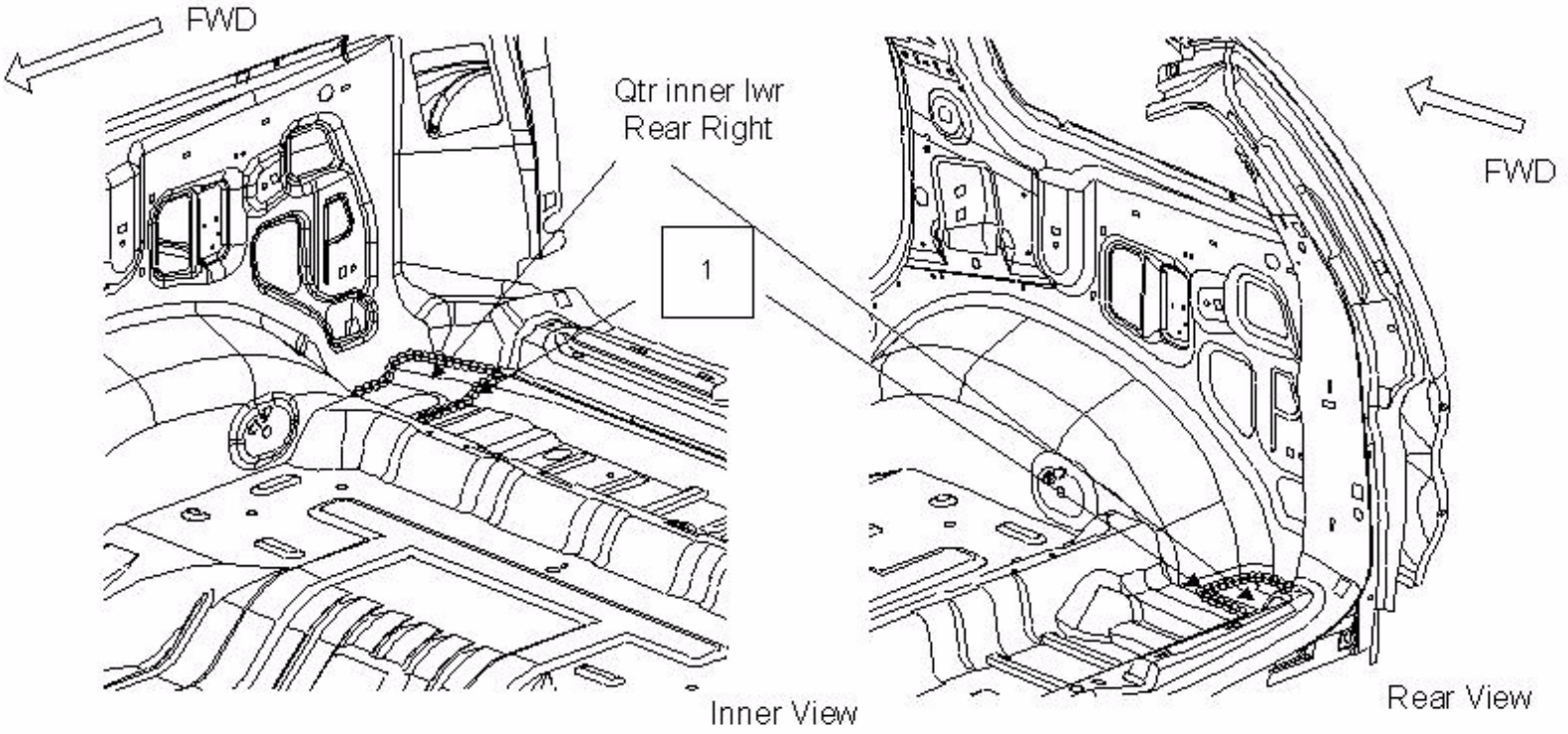

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 857MM.
TO: REAR FLOOR PAN TO QUARTER INNER LOWER REAR RIGHT.

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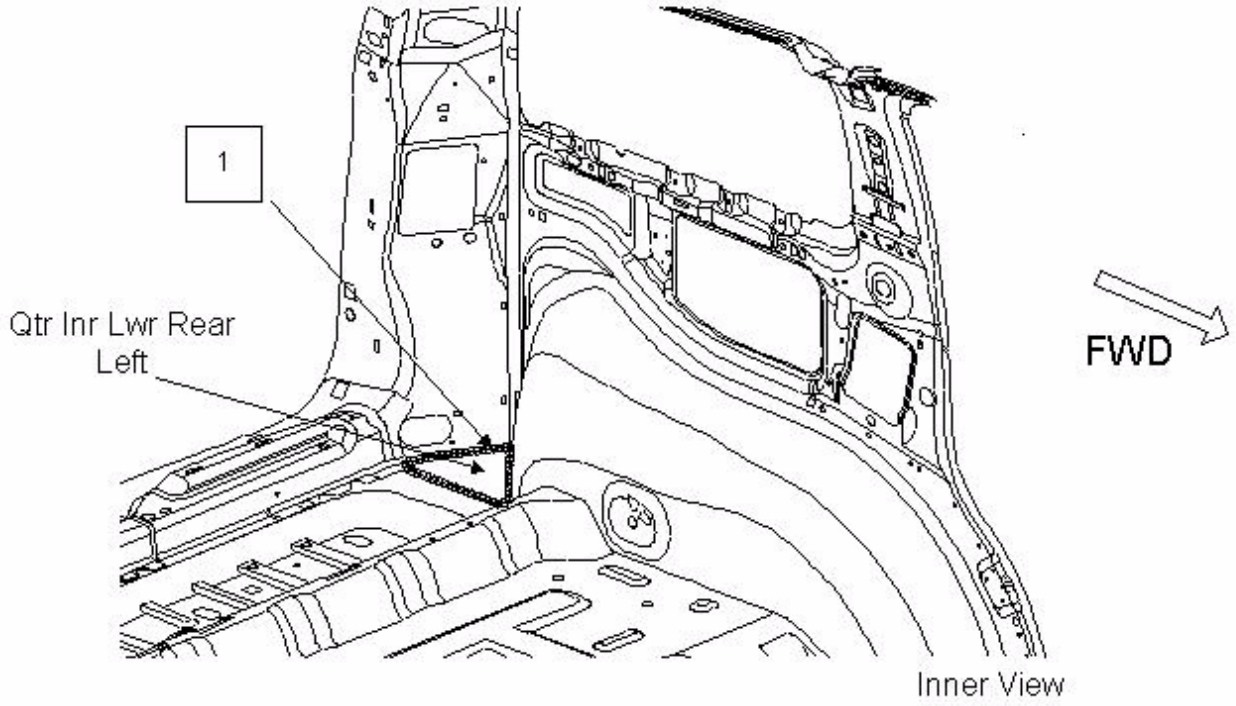

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 585MM.
TO: REAR FLOOR PAN TO QUARTER INNER LOWER REAR LEFT.

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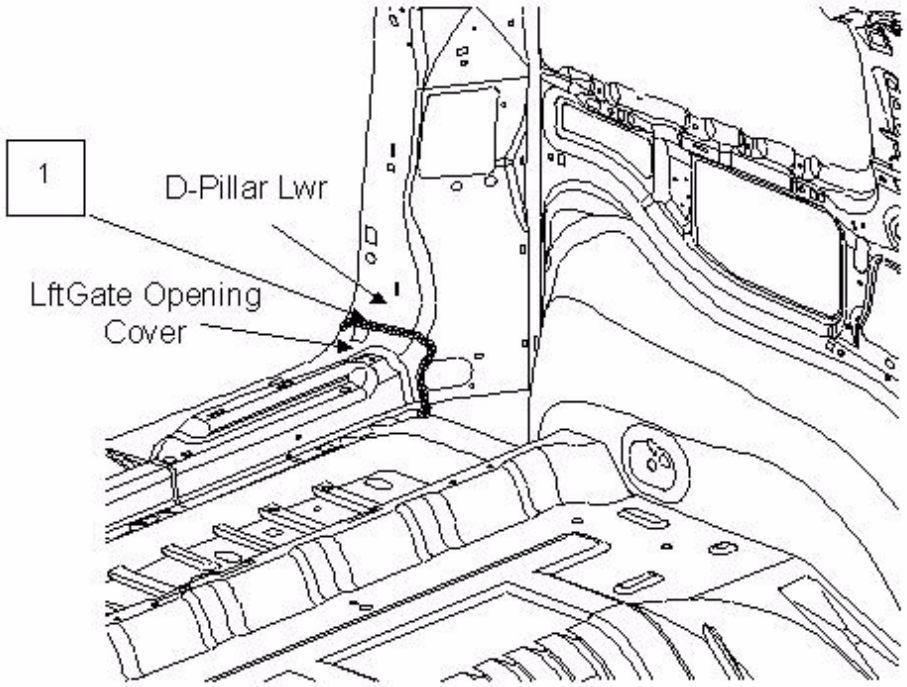

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 296MM PER SIDE.
TO: D-PILLAR LOWER TO LIFTGATE OPENING COVER PANEL.

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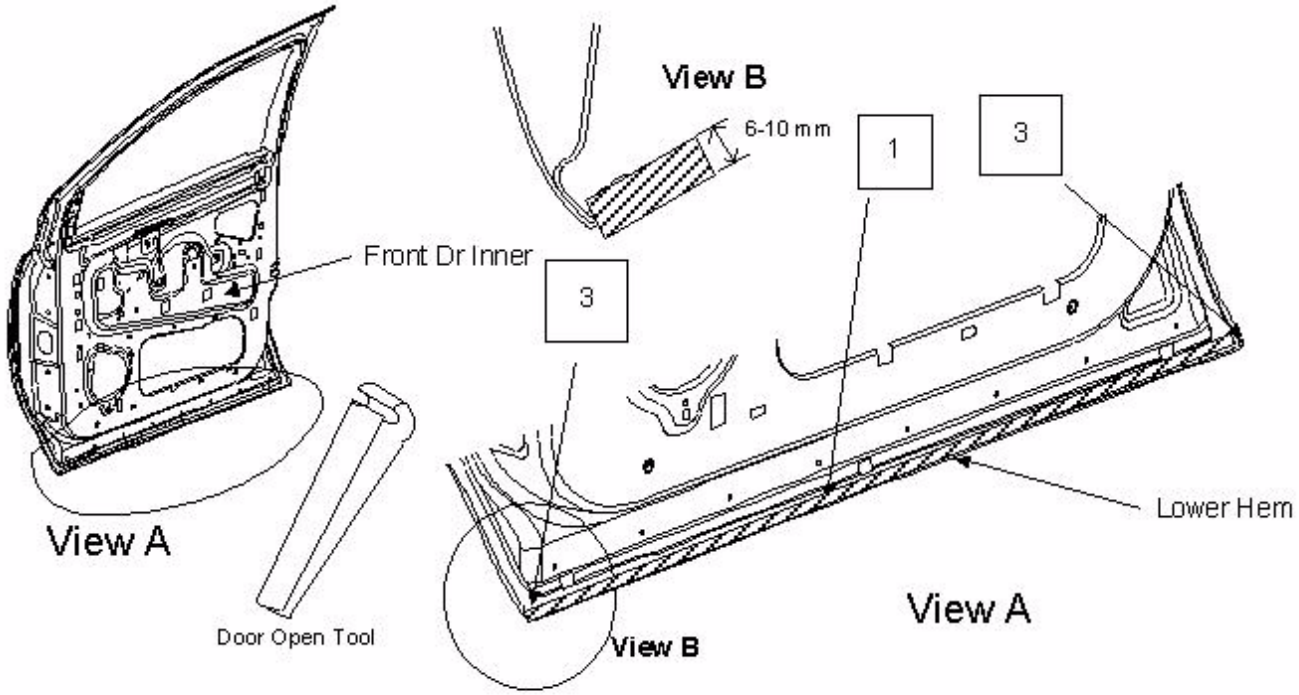

1. PUMPABLE VINYL SEALER LENGTH: 6-10MM X 2MM X 1017MM PER SIDE.
TO: FRONT DOOR LOWER HEM FLANGE.
2. OPEN FRONT DOOR AS NECESSARY USING DOOR OPEN TOOL. TOOL MAY BE NEEDED AS THE DOOR IS OPENED FROM DECK BELOW VEHICLE.
3. WIPE CORNERS OF HEM FOR A SMOOTH APPEARANCE.

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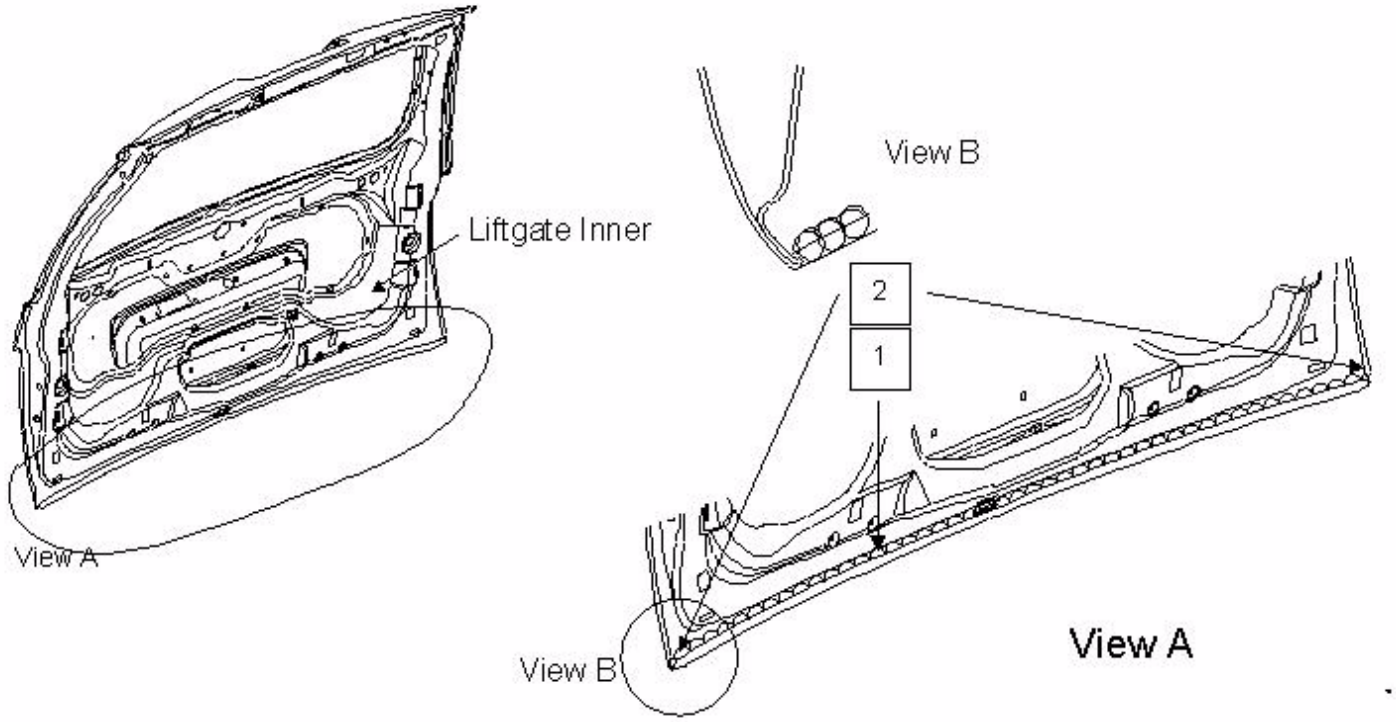

1. PUMPABLE VINYL SEALER LENGTH: 6-10MM X 2MM X 1422MM.
TO: LIFT GATE LOWER HEM FLANGE.
2 WIPE CORNERS OF HEM FOR A SMOOTH APPEARANCE.

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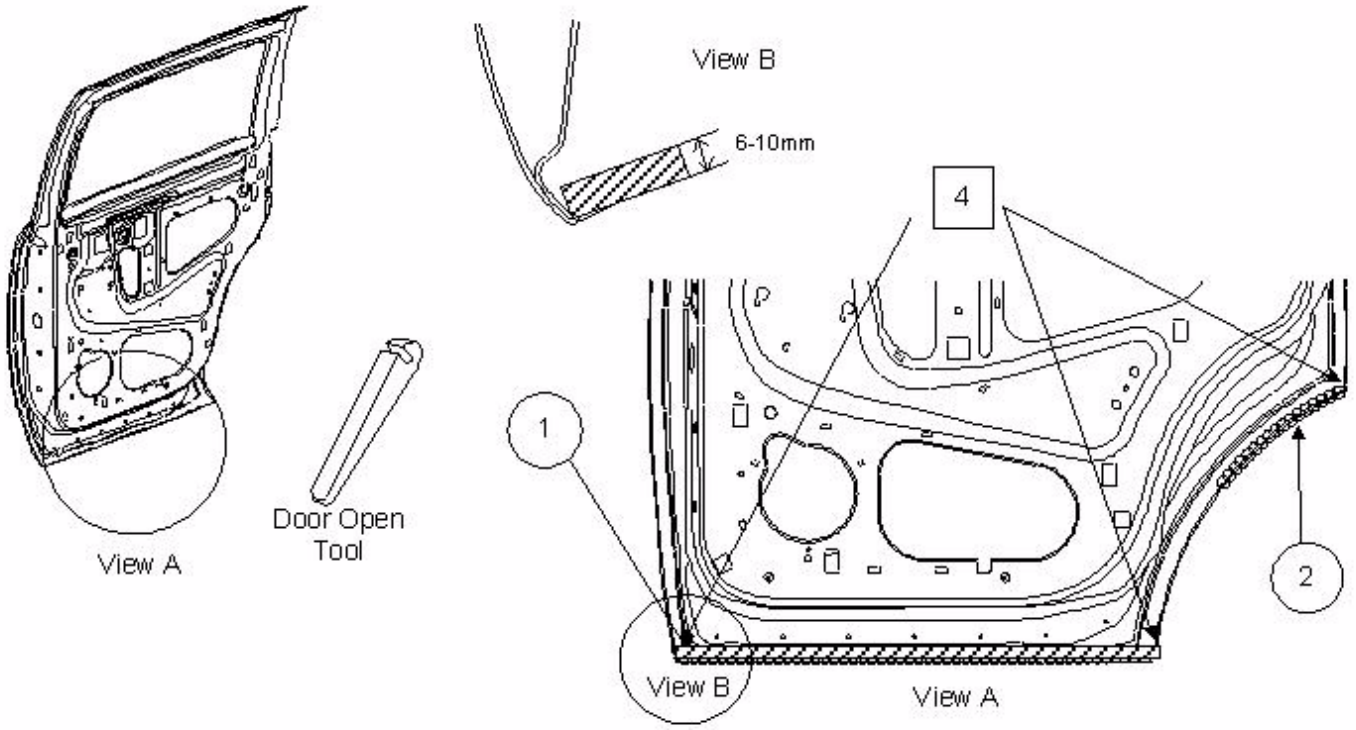

1. PUMPABLE VINYL SEALER LENGTH: 6-10MM X 2MM X 750MM PER SIDE.
TO: REAR DOOR LOWER HEM FLANGE.
2. PUMPABLE VINYL SEALER LENGTH: 6-10MM X 2MM X 320MM PER SIDE.
TO: DOG LEG PORTION OF RR DOOR HEM FLANGE.
4. WIPE CORNERS OF HEM FOR A SMOOTH APPEARANCE.

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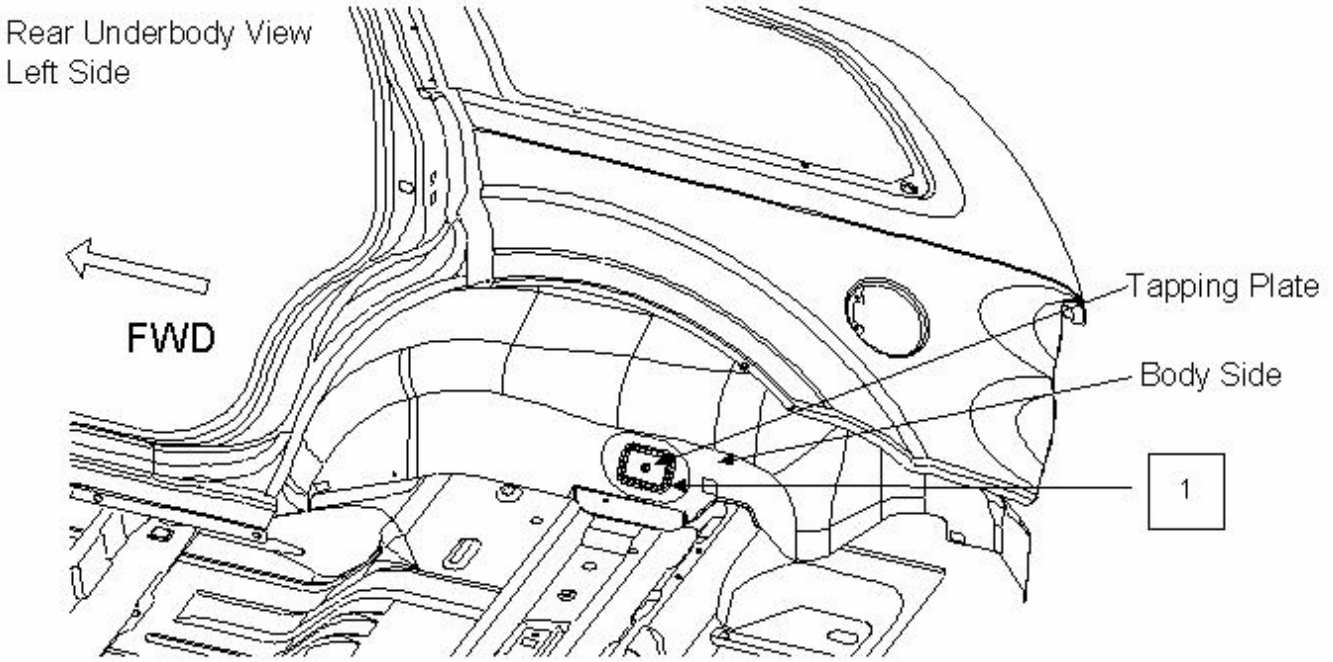

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 257MM PER SIDE.
TO: REAR SEATBELT TAPPING PLATE TO BODY SIDE.

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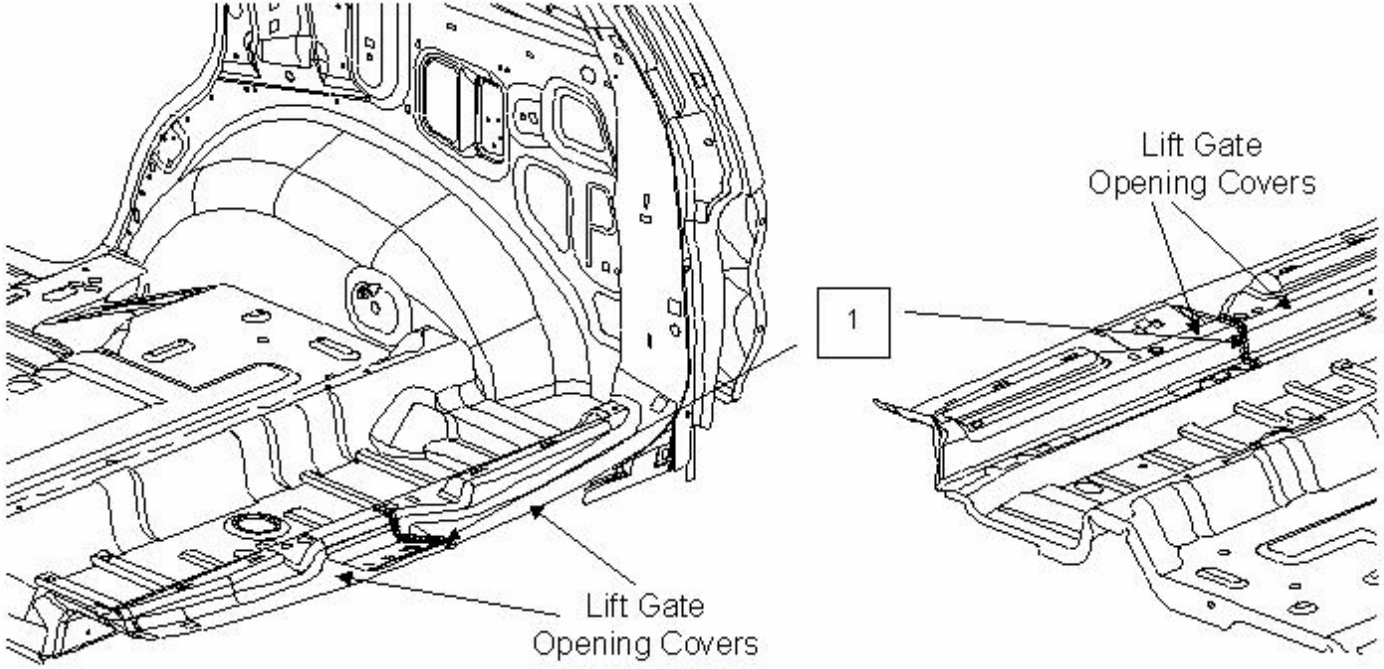

1. PUMPABLE VINYL SEALER LENGTH: 10MM X 290MM.
TO: CENTER OVERLAP SEAM LIFTGATE OPENING COVER PANELS AS IN ILLUSTRATION.

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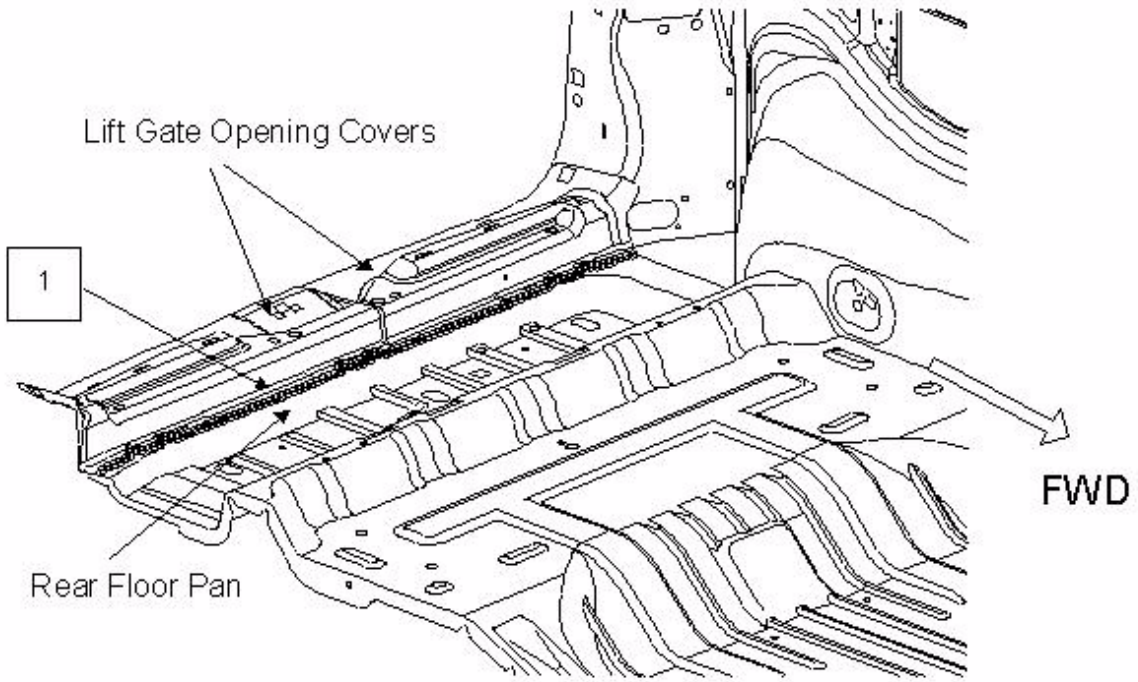

1. PUMPABLE VINYL SEALER LENGTH: 10MM X 290MM.
TO: CENTER OVERLAP SEAM LIFTGATE OPENING COVER PANELS AS IN ILLUSTRATION.

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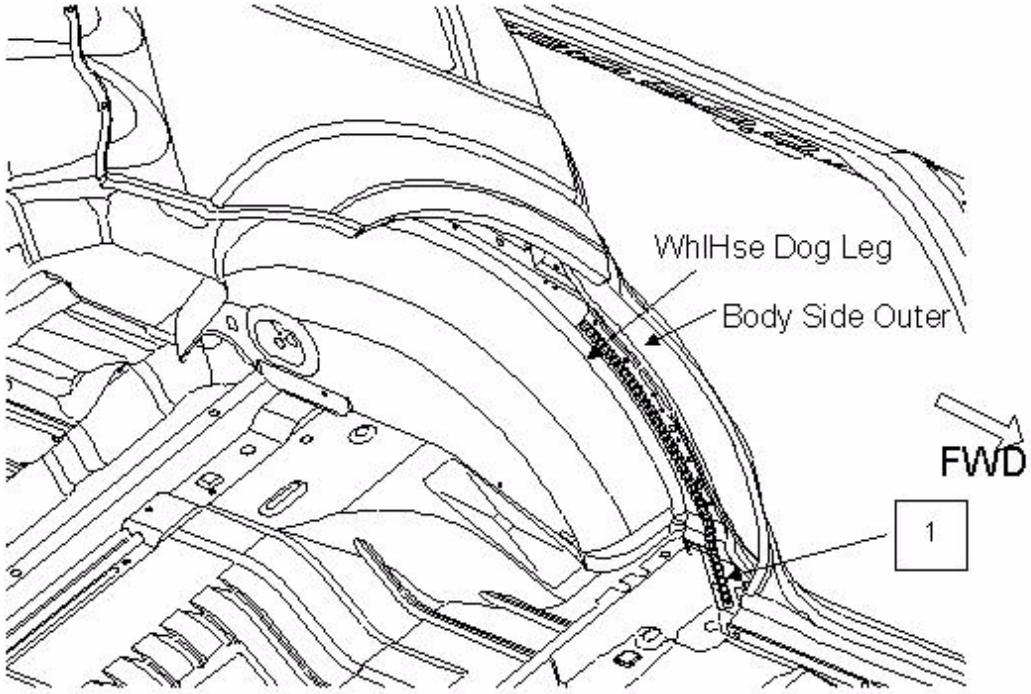

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 543MM PER SIDE.
TO: WHEELHOUSE DOG LEG TO BODY SIDE OUTER AS IN ILLUSTRATION.

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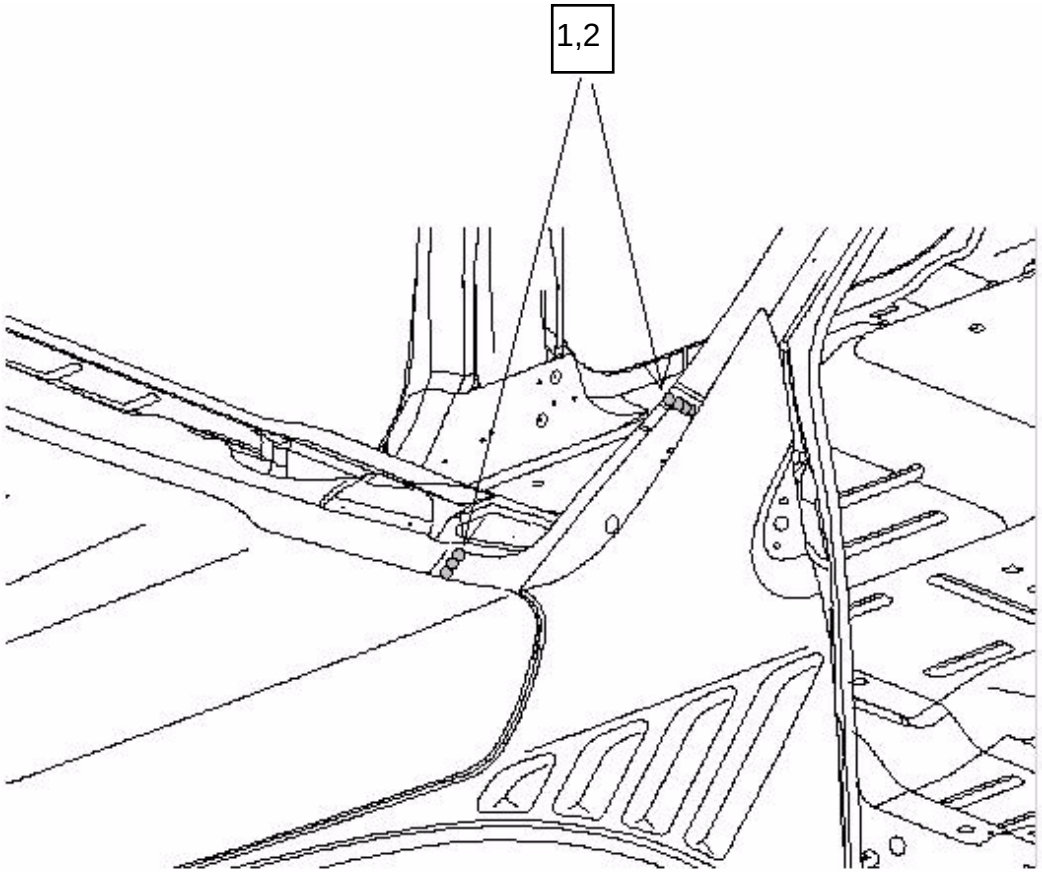

1. PUMPABLE VINYL SEALER LENGTH: 4MM X3MM X 80MM PER SIDE.
TO: BSA OUTER TO BSA EXTENSION AT A-PILLAR AND BSA EXTENSION TO COWL BAR AS SHOWN IN ILLUSTRATION.
2. APPLY SEALER WITH PENCIL TIP AND FINESSE INTO SEAM TO PROVIDE SMOOTH TRANSITION BETWEEN PANELS.

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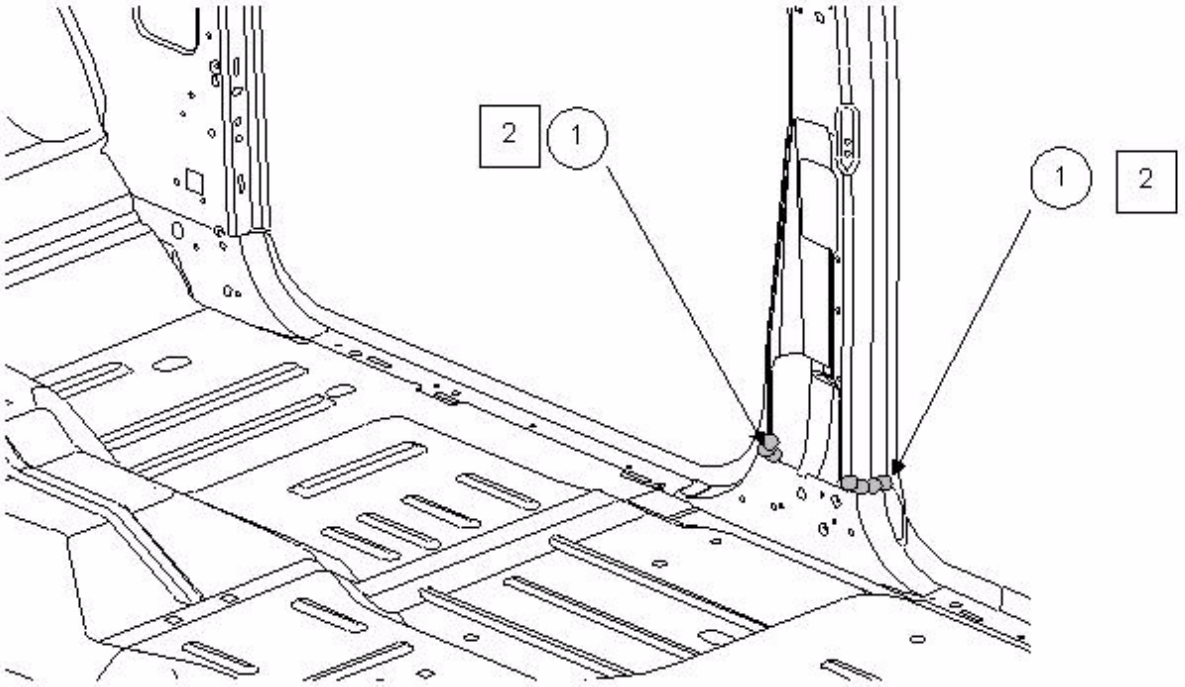

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 187MM PER SIDE.
TO: SILL INNER TO BSA INNER AT B-PILLAR AS SHOWN IN ILLUSTRATION.
2. APPLY SEALER WITH FLOW BRUSH AND FORCE INTO SEAM FILLING GAP BETWEEN PANELS.

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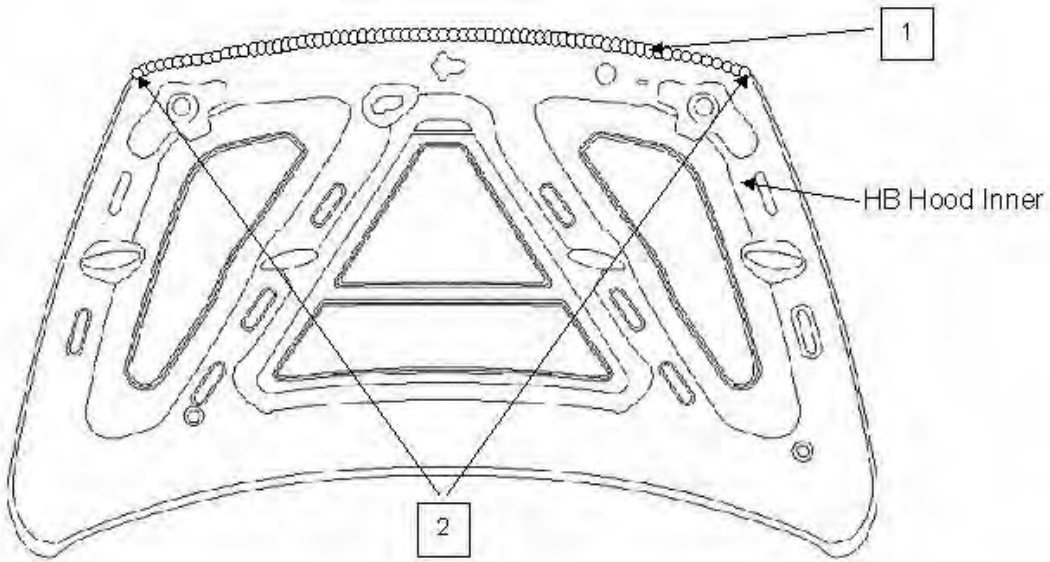

1. PUMPABLE VINYL SEALER LENGTH: 4MM X 2MM X 1192MM.
TO: HOOD FRONT HEM FLANGE.
2. WIPE CORNERS OF HEM FOR A SMOOTH APPEARANCE.

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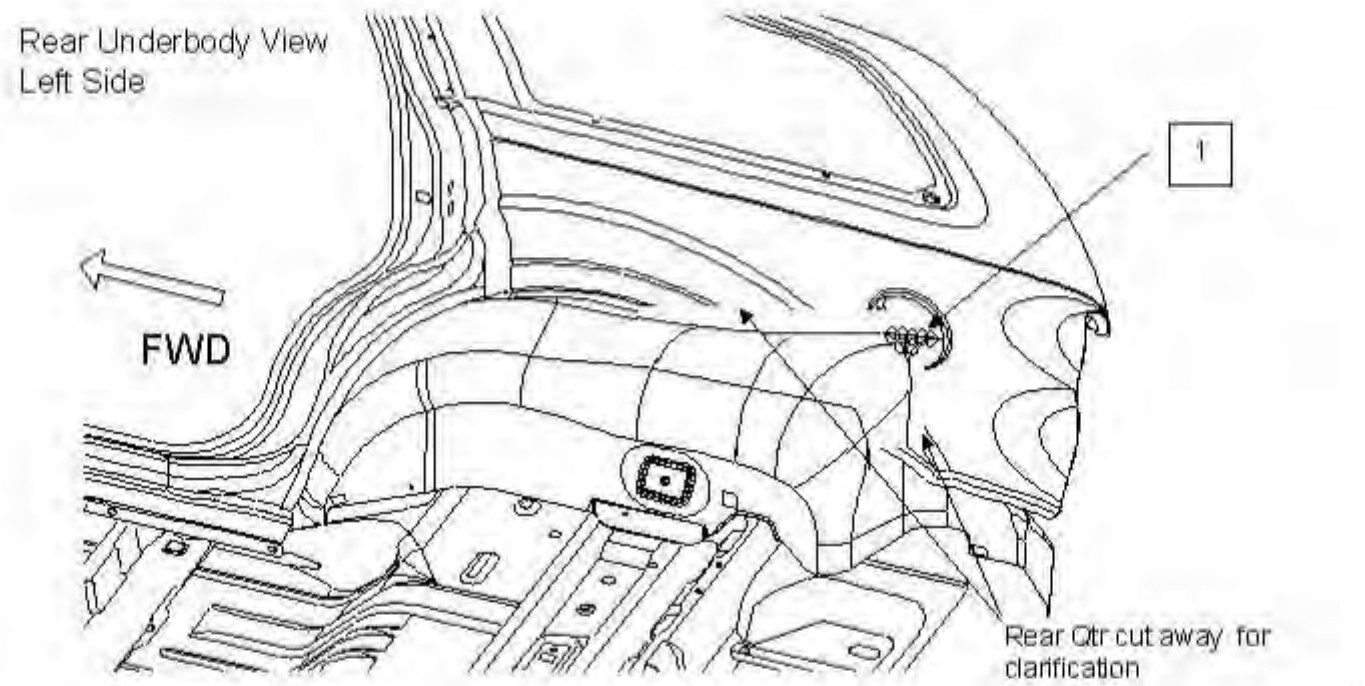

1. PUMPABLE VINYL SEALER LENGTH: 16MM X 3MM X 76MM.
TO: WHEELHOUSE RELIEF NOTCH UNDERBODY AT FUEL DOOR OPENING.

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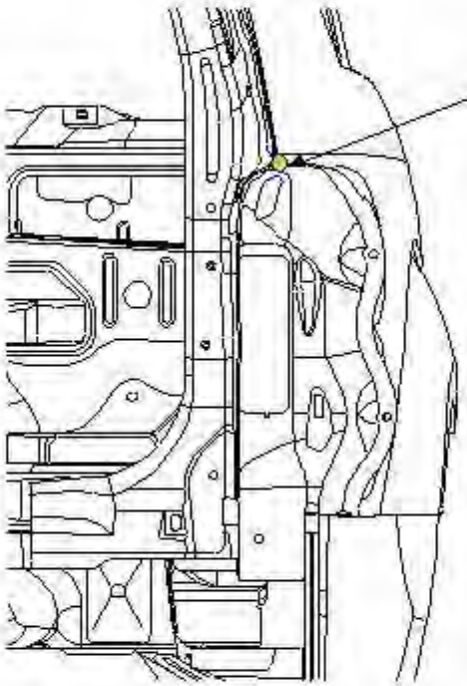

Right Side Shown

1. APPLY THUMBABLE DIA: 15 MM BOTH SIDES.
TO: UPPER TAIL LAMP MOUNTING AS SHOWN IN ILLUSTRATION.

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DURANGO BODY SOUND DEADNER LOCATIONS

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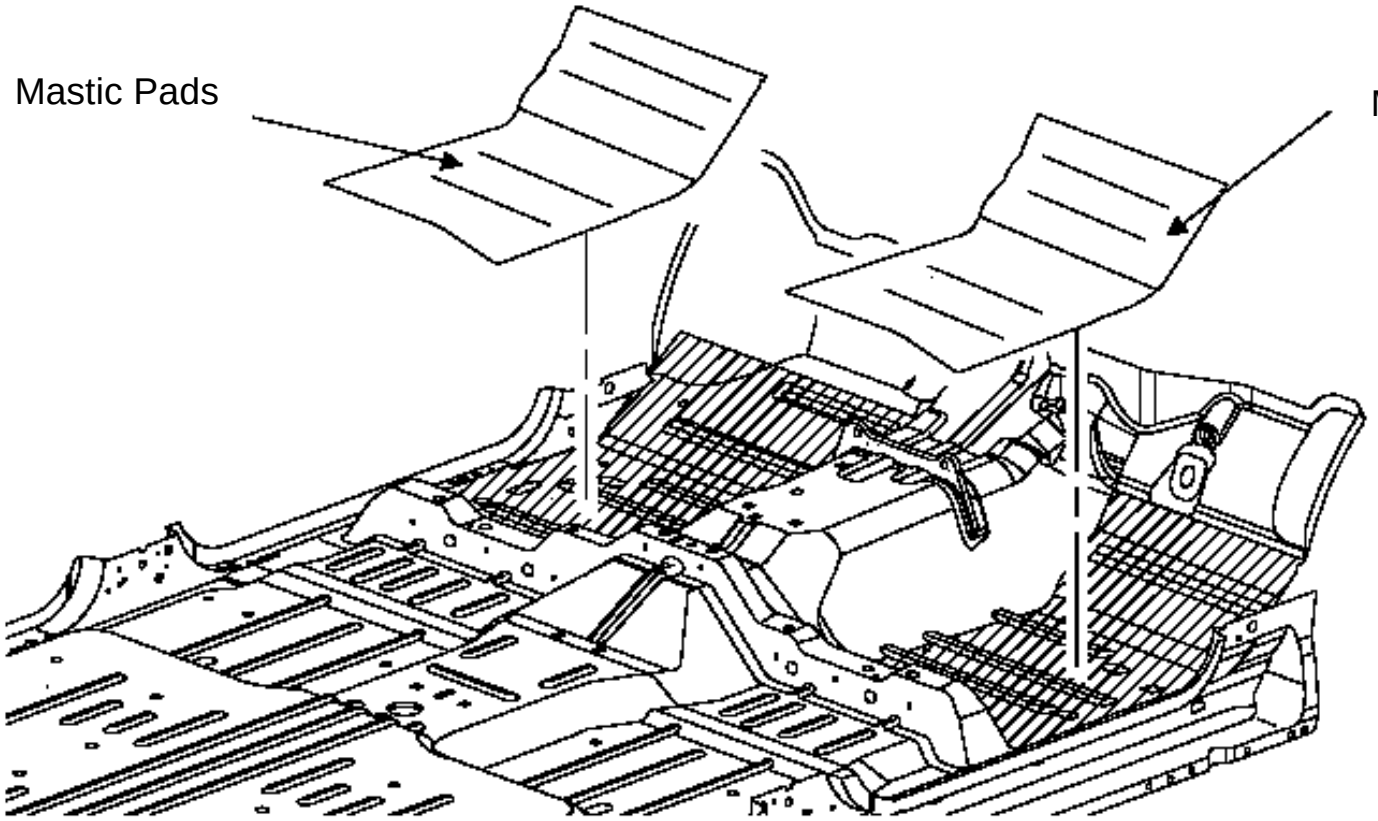

ROBOTICALLY APPLY LIQUID APPLIED SOUND DEADENER (LASD)
TO FRONT FLOOR PAN AREASAS SHOWN IN ILLUSTRATION.
APPLY FOR 3.5MM FILM BUILD AT 17.3 SEC, DISPENSE TIME.

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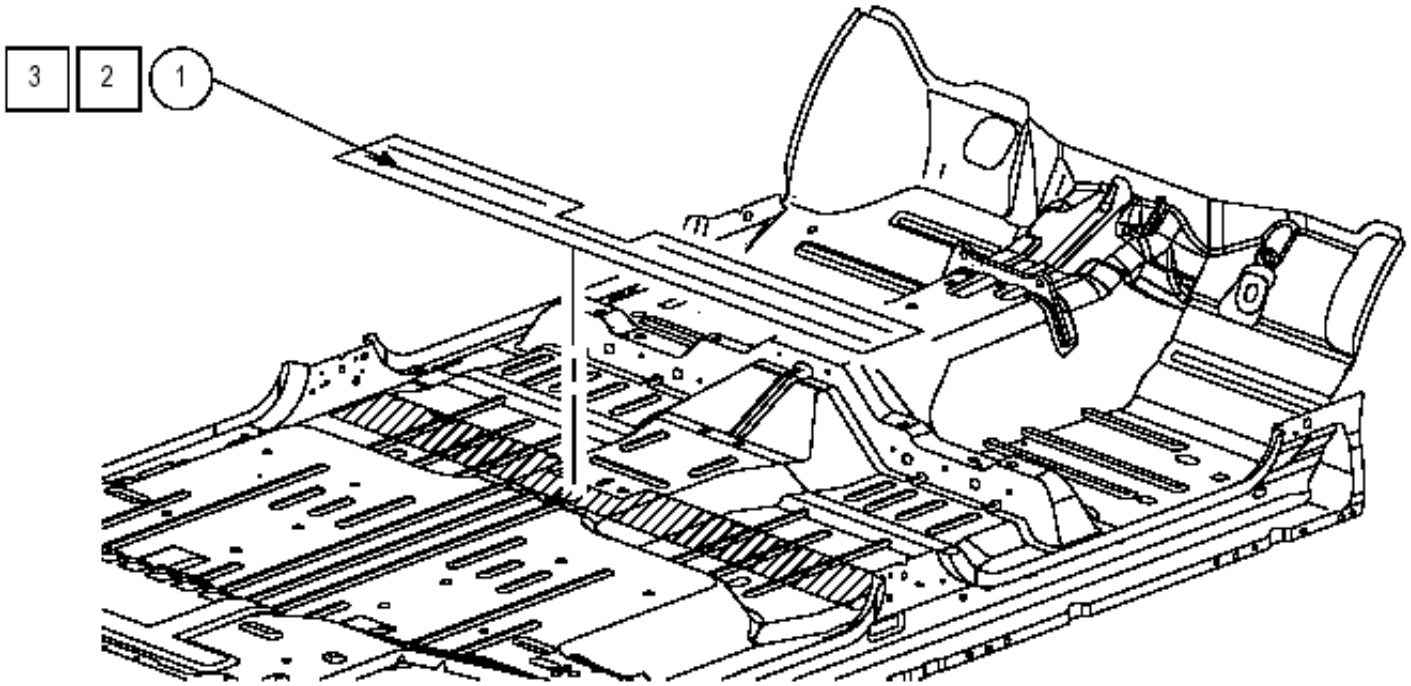

1. ROBOTICALLY APPLY LASD TO REAR FLOOR PAN AREA AS SHOWN IN ILLUSTRATION. APPLY TO 3.5MM FILM BUILD AT 6.6 SEC DISPENSE TIME USE THE FOLLOWING PROCEDURE FOR INSTALLING BACK-UP MASTIC PAD.
2. OBTAIN MASTIC PAD AND REMOVE ADHESIVE BACKING PAPER AND/OR TAPE.
3. LOCATE AND POSITION MASTIC PAD TO REAR FLOOR PAN WITH ADHESION SIDE FACING DOWNWARD AND APPLY AS SHOWN IN ILLUSTRATION.
4 PRESS PAD DOWN TO CONFORM TO THE CONFIGURATION AND TO SECURE TO BODY SURFACE.

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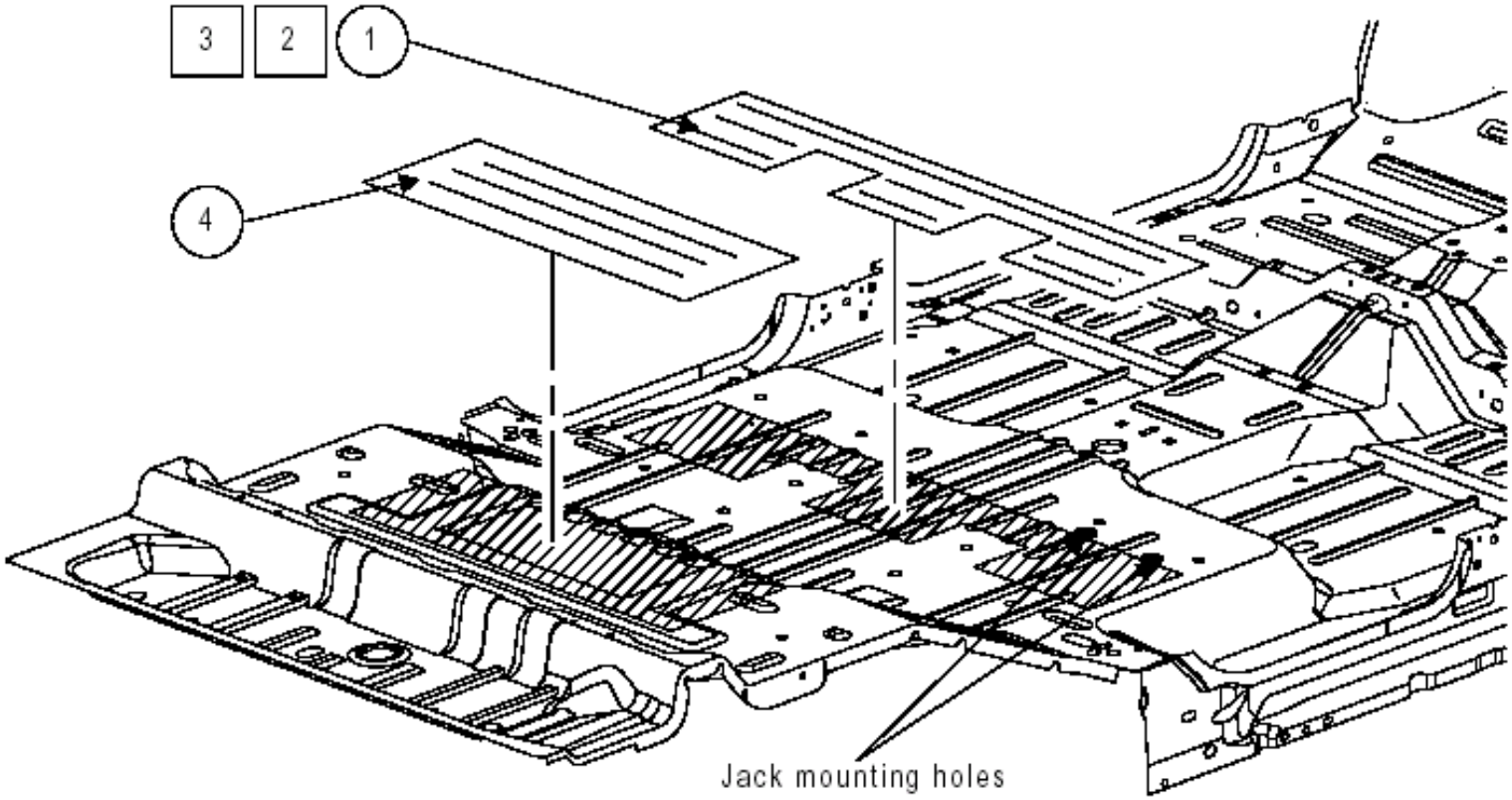

1. ROBOTICALLY APPLY LASD TO 3RD SEAT AND REAR FLOOR PAN AREAS AS SHOWN ON ILLUSTRATION. APPLY TO 2.2MM FILM BUILD AT 6.1 SEC DISPENSE TIME FOR 3RD SEAT AREA AND 9.1 SEC DISPENSE TIME FOR REAR FLOOR PAN AREA. USE THE FOLLOWING PROCEDURE FOR INSTALLING BACK-UP MASTIC PAD.
2. OBTAIN MASTIC PAD AND REMOVE ADHESIVE BACKING PAPER AND/OR TAPE.
3. LOCATE AND POSITION MASTIC PAD TO 3RD ROW SEAT WITH ADHESION SIDE FACING DOWNWARD AND APPLY AS SHOWN IN ILLUSTRATION.
4. PRESS PAD DOWN TO CONFORM TO THE CONFIGURATION AND TO SECURE TO BODY SURFACE.

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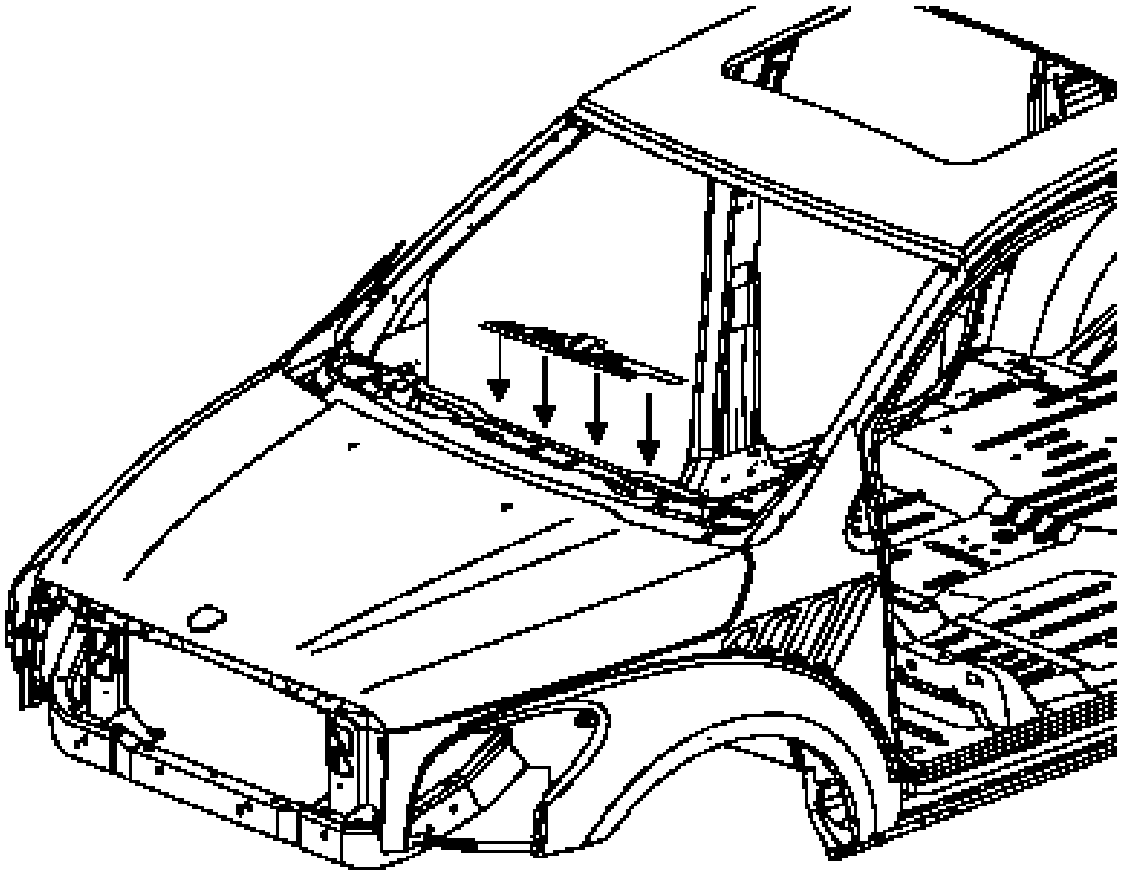

1. ROBOTICALLY APPLY LASD TO COWL TOP AS SHOWN IN ILLUSTRATION.
APPLY TO 2.2MM FILM BUILD AT 6.1 SEC. DISPENSE TIME.

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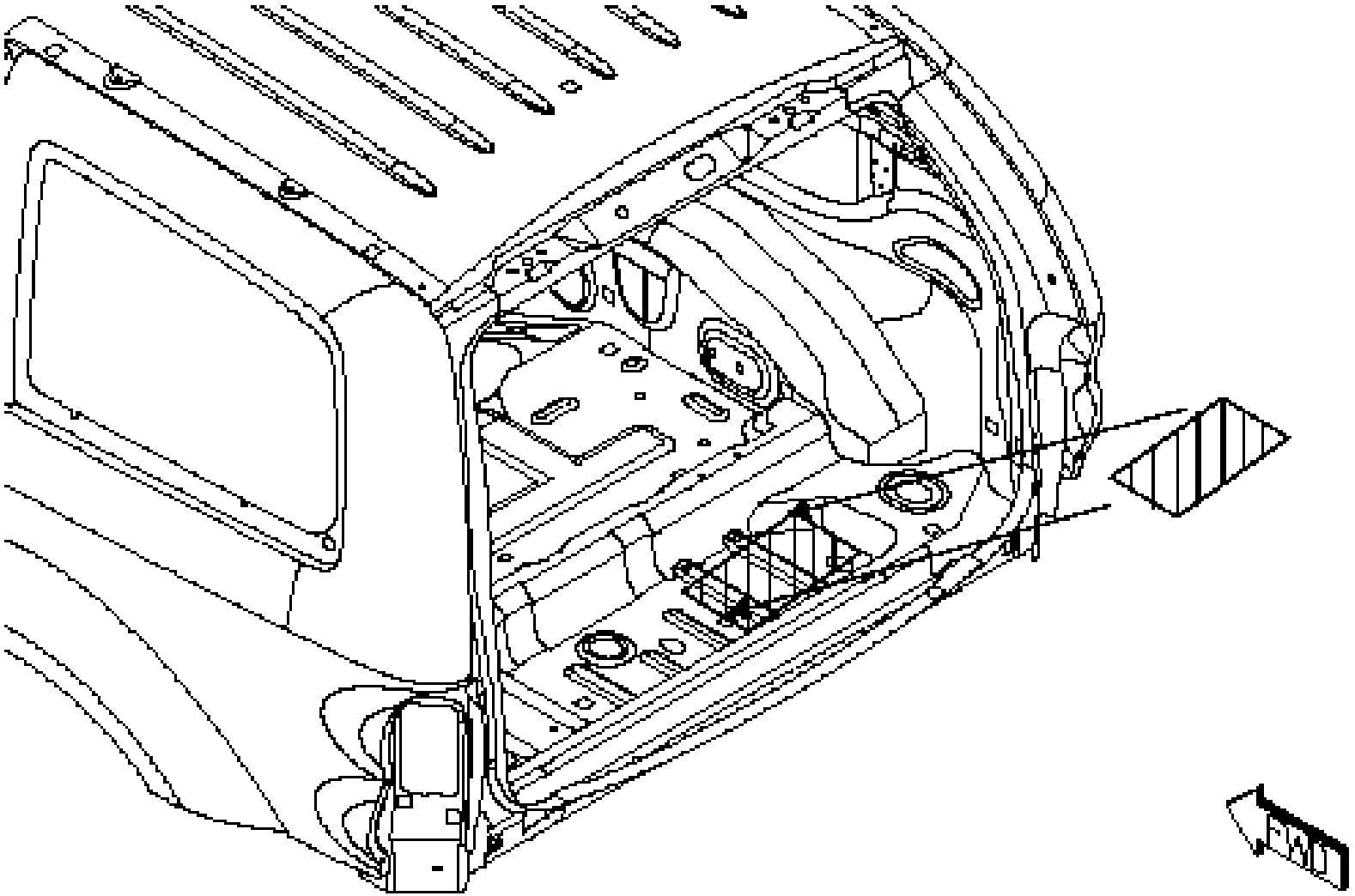

1. ROBOTICALLY APPLY LASD TO RR CARGO AREA AS SHOWN IN ILLUSTRATION. APPLY TO 2.2MM FILM BUILD AT 3.4 SEC DISPENSE TIME.

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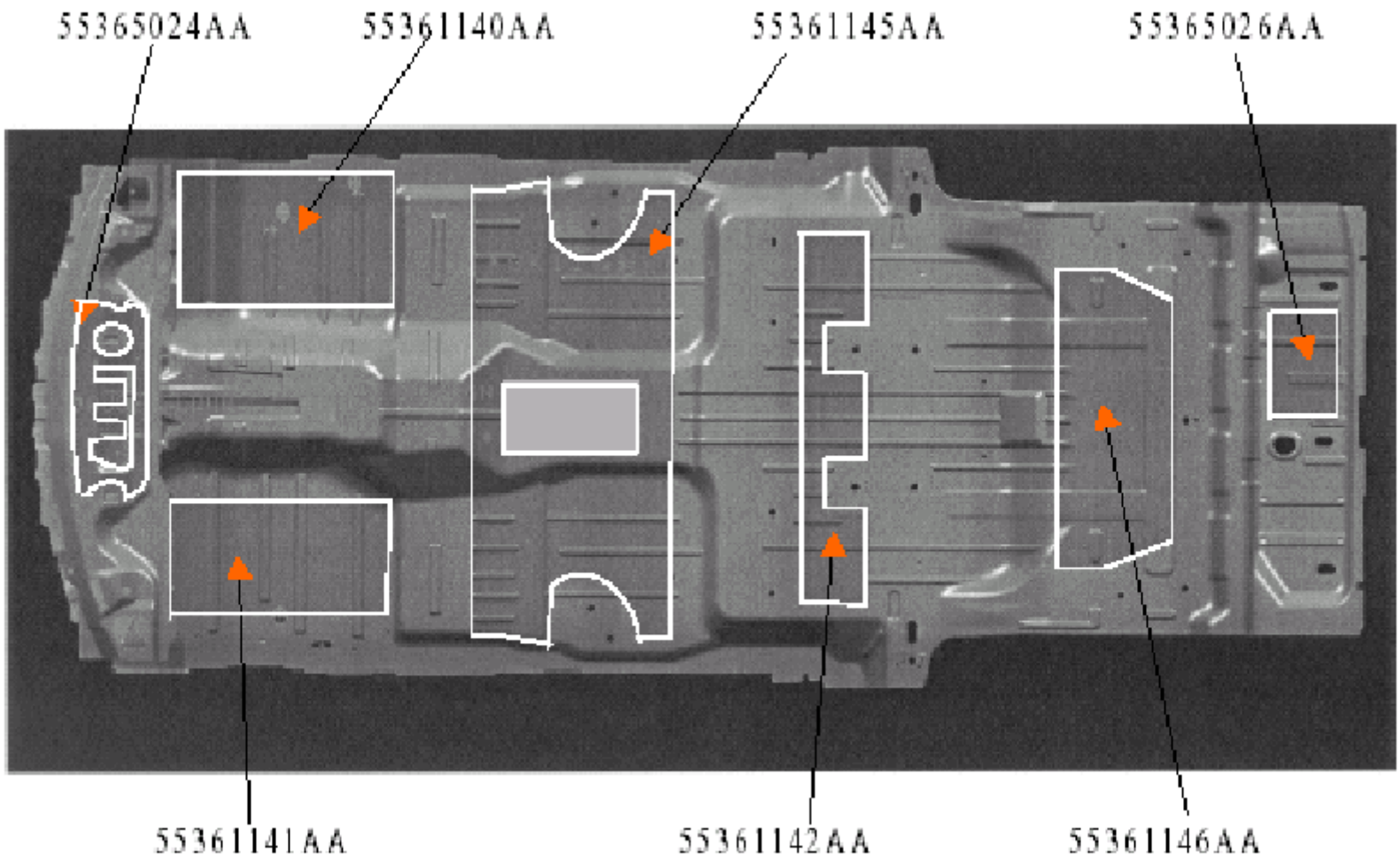

1. MASTIC PAD LOCATIONS AND PART#S.
SEE ILLUSTRATION LASD APPLIED TO SAME LOCATIONS WHEN MASTIC NOT USED.

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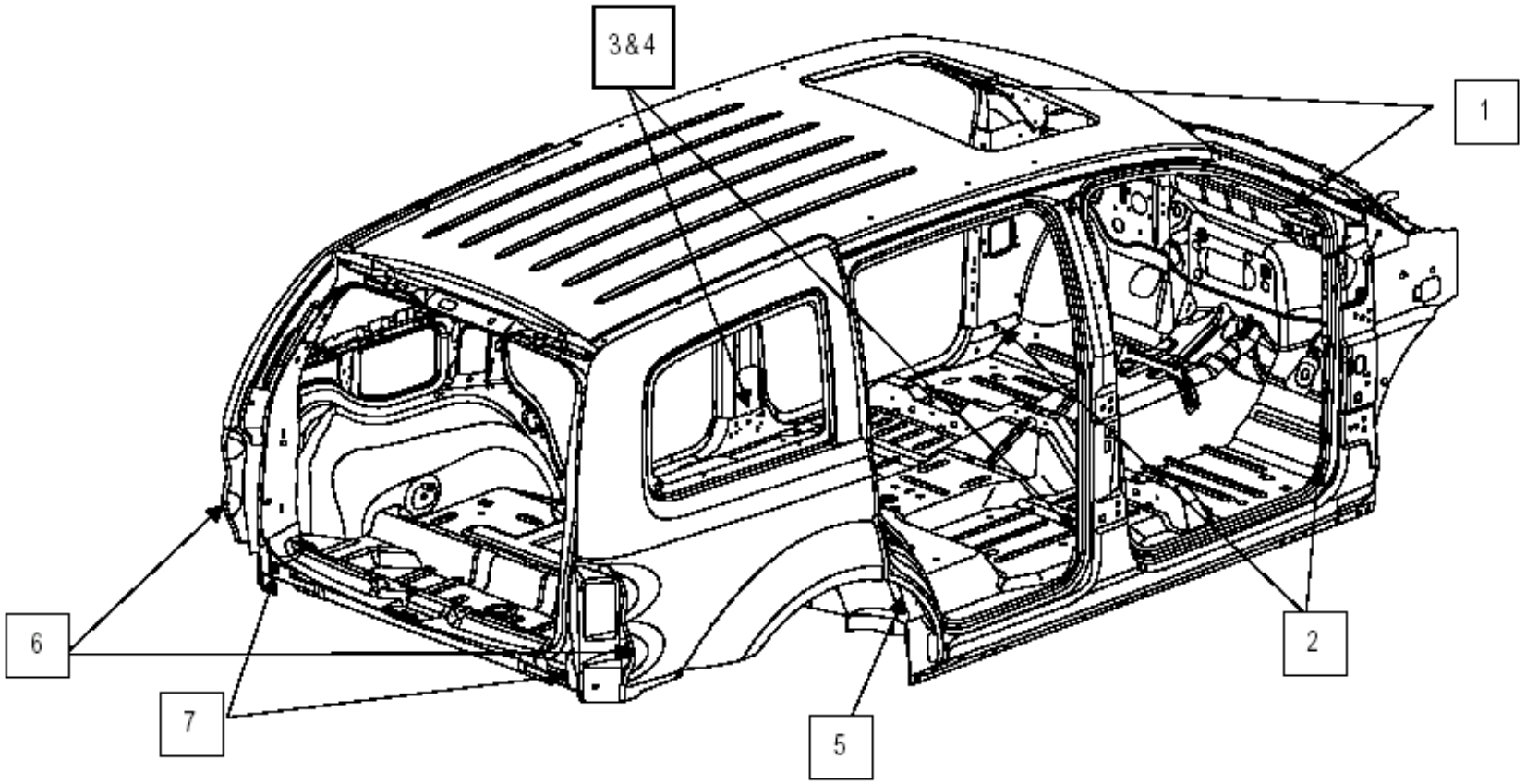

1. SHOT #1-A-PILLAR 25 GRAM SHOT EACH SIDE.
2. SHOT #2-HINGE PILLAR 120 GRAM SHOT EACH SIDE.
3. SHOT #3&4-B-PILLAR 2 SHOTS 25GR FRONT & DOWNWARD BOTH SIDES.
4. SHOT #5-WHEELHOUSE 75 GRAM SHOT EA. SIDE.
5. SHOT #6-LEFT & RIGHT TAIL LAMP 40 GRAM SHOT EACH SIDE.
6 SHOT #7-LEFT & RIGHT LOWER D-PILLAR 100 GRAM SHOT EACH SIDE.

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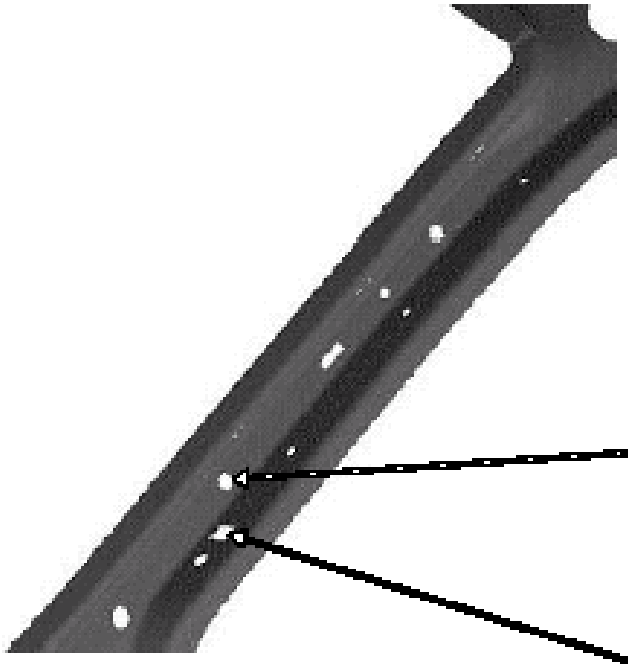

NOTE: Right A-Pillar Shown, Left equal and opposite.

1. OPEN FRONT DOOR TO GAIN ACCESS TO A-PILLAR HOLE INSERT PUR-FOAM GUN TIP INTO A-PILLAR HOLE SHOWN IN ILLUSTRATION.
2. PULL GUN TRIGGER TO SHOOT PRE-PROGRAMMED 25 GRAM SHOT BOTH LEFT AND RIGHT SIDE.
3. WHEN SHOT PROGRAM IS COMPLETE, REMOVE GUN TIP FROM HOLE.
4 CLOSE FRONT DOOR ENSURING THAT THE DOOR IS SECURE TO UPPER DOOR CLIP WITHOUT SLAMMING.
5 CLEAN PUR FOAM GUN TIP AS NECESSARY.

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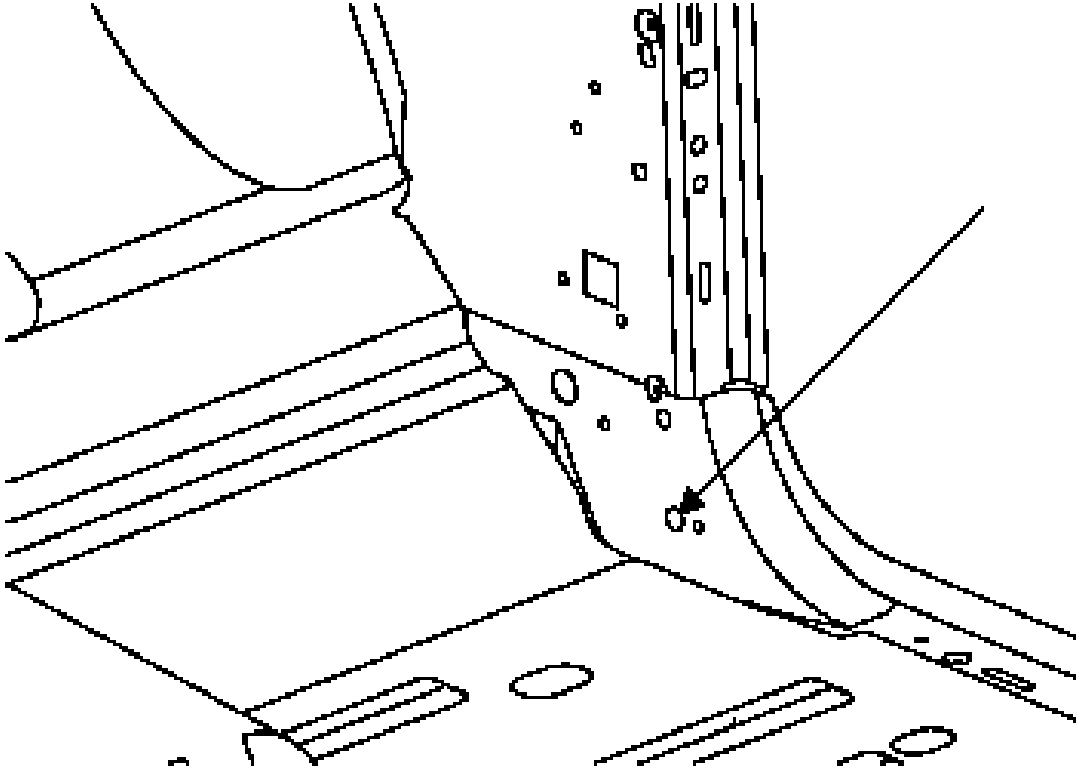

1. OPEN FRNT DOOR TO GAIN ACCESS TO FRNT HINGE PILLAR.
2. INSERT PUR FOAM GUN INTO LOWER HINGE PILLAR HOLE SHOWN IN ILLUSTRATION.
PULL GUN TRIGGER TO SHOOT ONE (1) PRE-PROGRAMMED 120 GRAM SHOT.
WHEN SHOT IS COMPLETE, RELEASE TRIGGER AND REMOVE GUN TIP FROM HOLE.
3. REPEAT FOR OTHER SIDE PUR FOAM GUN.
4. CLOSE FRONT DOORS ENSURING DOOR IS SECURE TO UPPER DOOR CLIP WITHOUT SLAMMING.
5. CLEAN PUR FOAM GUN TIP AS NECESSARY.

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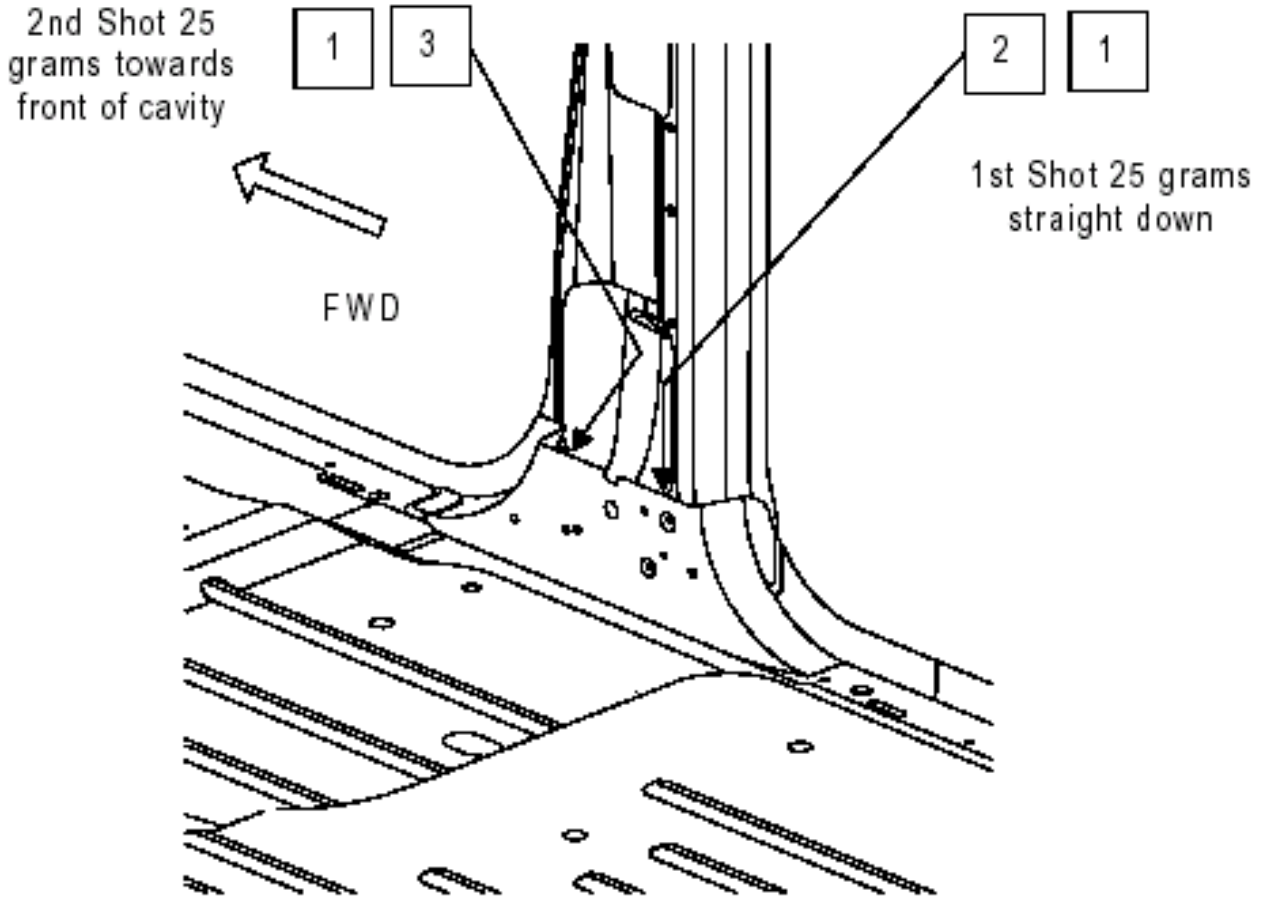

1. INSERT PUR-FOAM GUN TIP INTO B-PILLAR CAVITY SHOWN IN ILLUSTRATION.
2. AIM GUN TOWARDS REAR AND STRAIGHT DOWN. SHOOT FIRST PRE-PROGRAMMED 25 GRAM SHOT.
3. RELEASE TRIGGER, RELOCATE GUN TIP IN B-PILLAR TO POINT TOWARDS FRONT OF VEHICLE. SHOOT SECOND 25 GRAM SHOT.
4. REPEAT FOR OPPOSITE SIDE.
5. REMOVE GUN FROM B-PILLAR AND CLOSE DOOR CAREFULLY.
6. CLEAN GUN TIP AS NECESSARY.

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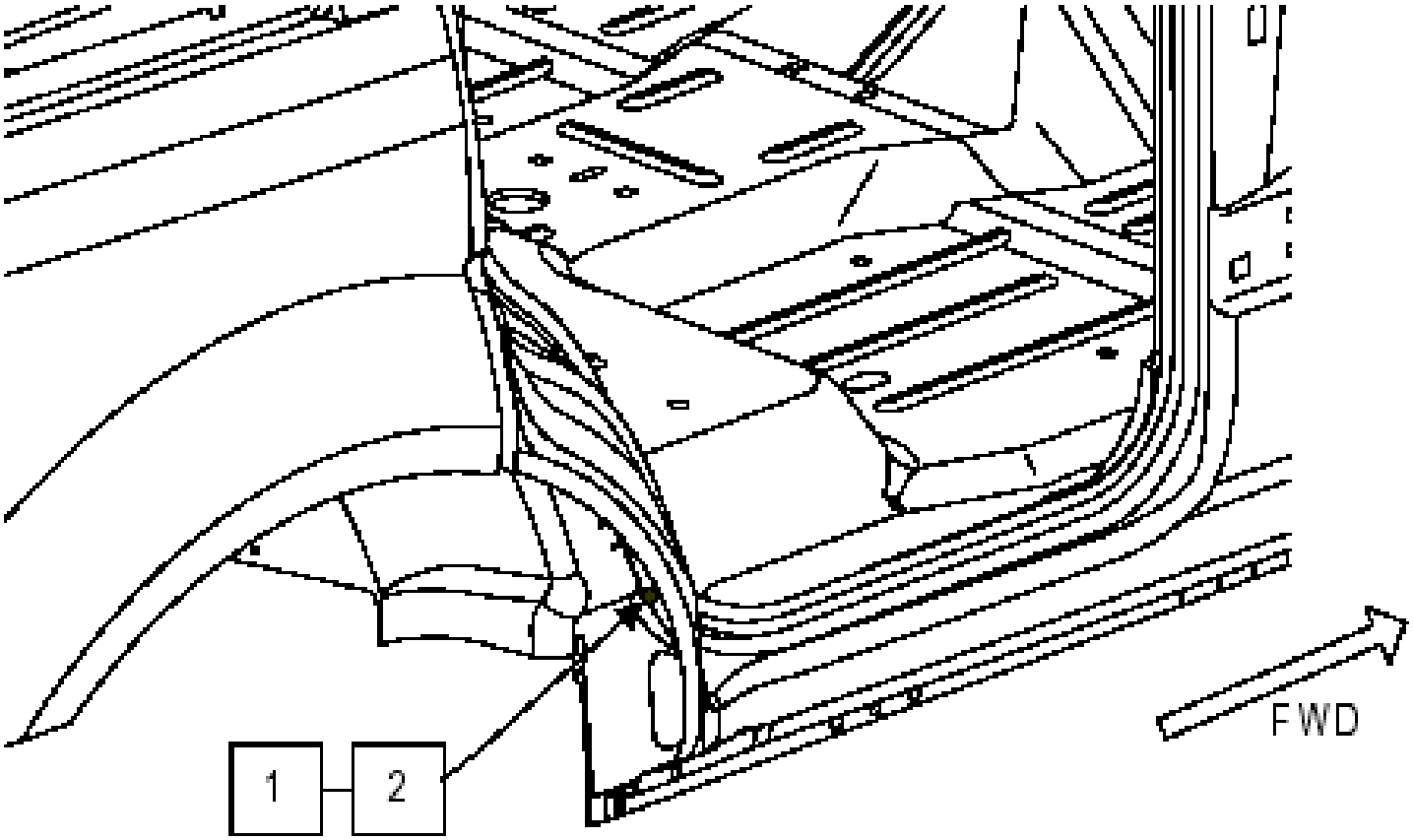

1. INSERT PUR-FOAM GUN TIP INTO WHEEL HOUSE HOLE SHOWN IN ILLUSTRATION.
2. PULL GUN TRIGGER TO SHOOT PRE-PROGRAMMED 75 GRAM SHOT BOTH LEFT AND RIGHT SIDE.
3. RELEASE TRIGGER WHEN SHOT IS COMPLETE.
4. REMOVE GUN TIP FROM HOLE.
5. CLEAN GUN TIP AS NECESSARY.

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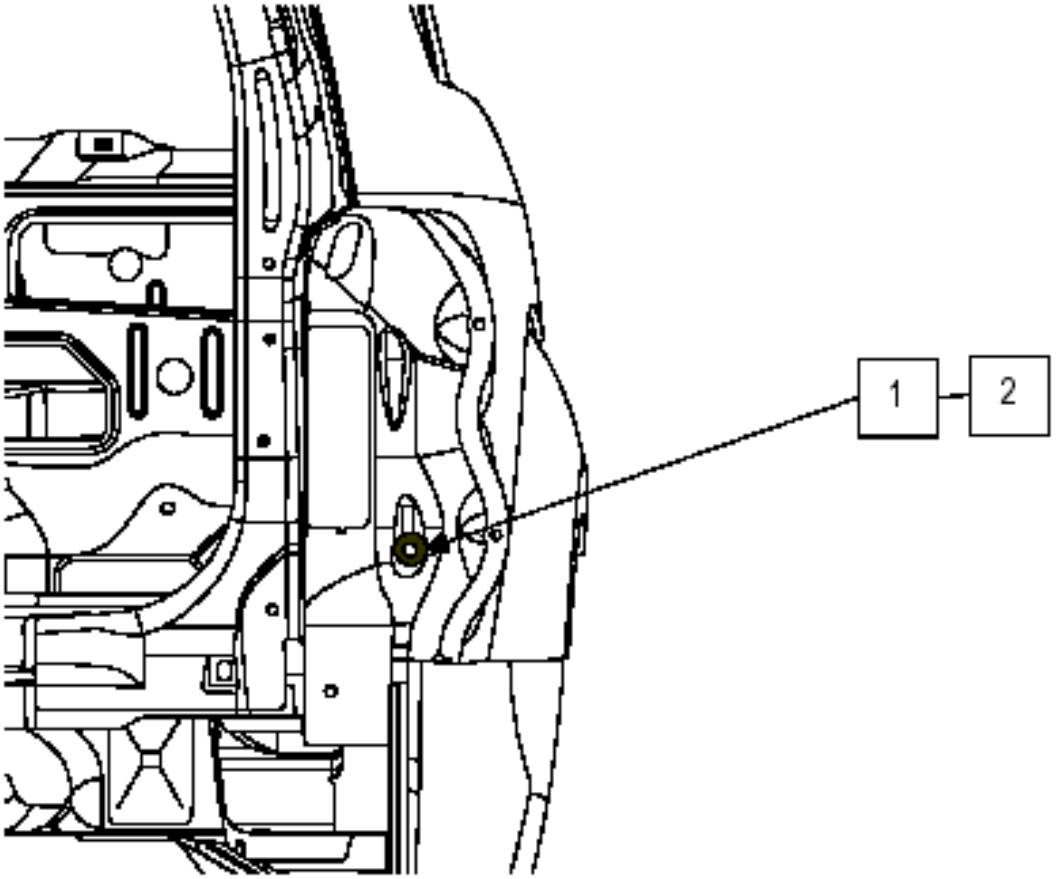

1. INSERT PUR-FOAM GUN TIP INTO TAIL LAMP HOLE SHOWN IN ILLUSTRATION.
2. PULL GUN TRIGGER TO SHOOT PRE-PROGRAMMED 40 GRAM SHOT INTO TAIL LAMP CAVITY.
3. RELEASE TRIGGER AFTER SHOT IS COMPLETE.
4. REMOVE GUN TIP FROM TAIL LAMP HOLE.
5. REPEAT FOR OPPOSITE SIDE.
6. CLEAN GUN TIP AS NECESSARY.

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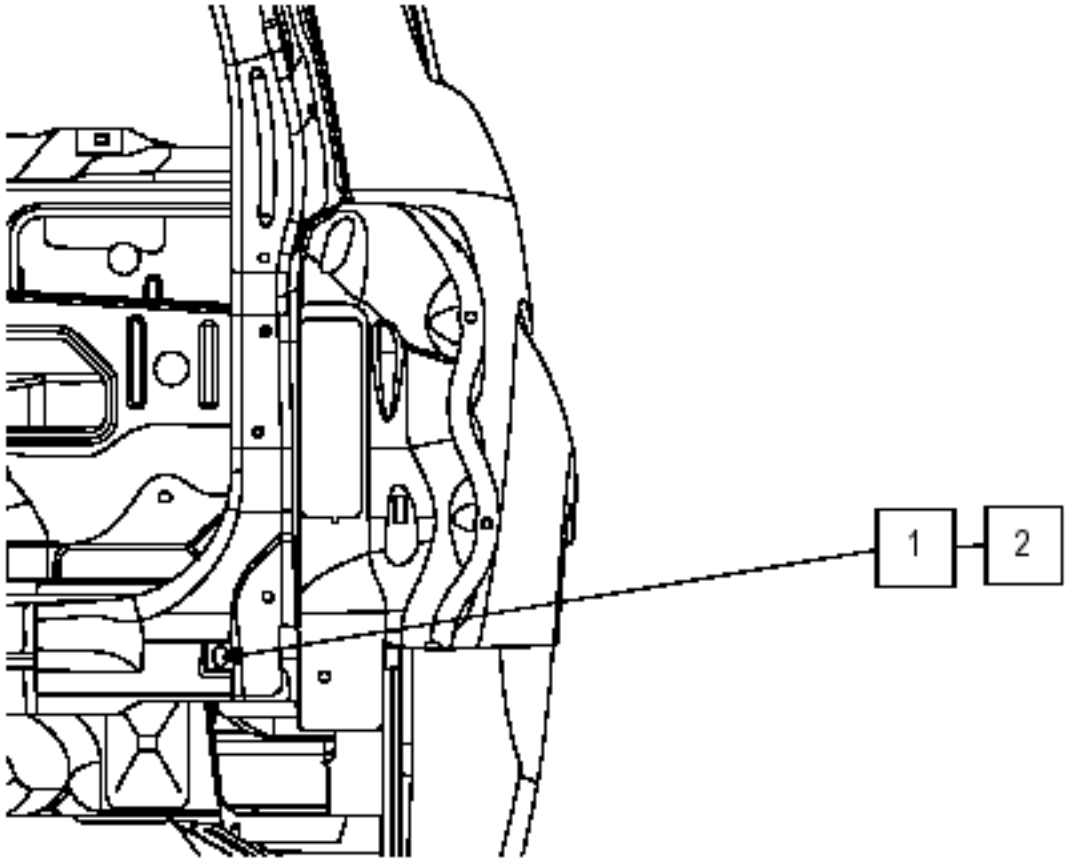

1. INSERT PUR-FOAM GUN TIP INTO LOWER D-PILLAR HOLE SHOWN IN ILLUSTRATION.
2. PULL GUN TRIGGER TO SHOOT PRE-PROGRAMMED 100 GRAM SHOT.
3. RELEASE TRIGGER WHEN SHOT IS COMPLETE.
4. REPEAT PROCESS FOR OPPOSITE SIDE.
5. CLEAN GUN TIP AS NECESSARY

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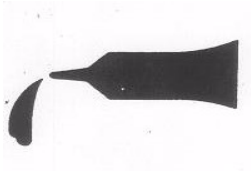

DURANGO STRUCTURAL ADHESIVE LOCATIONS

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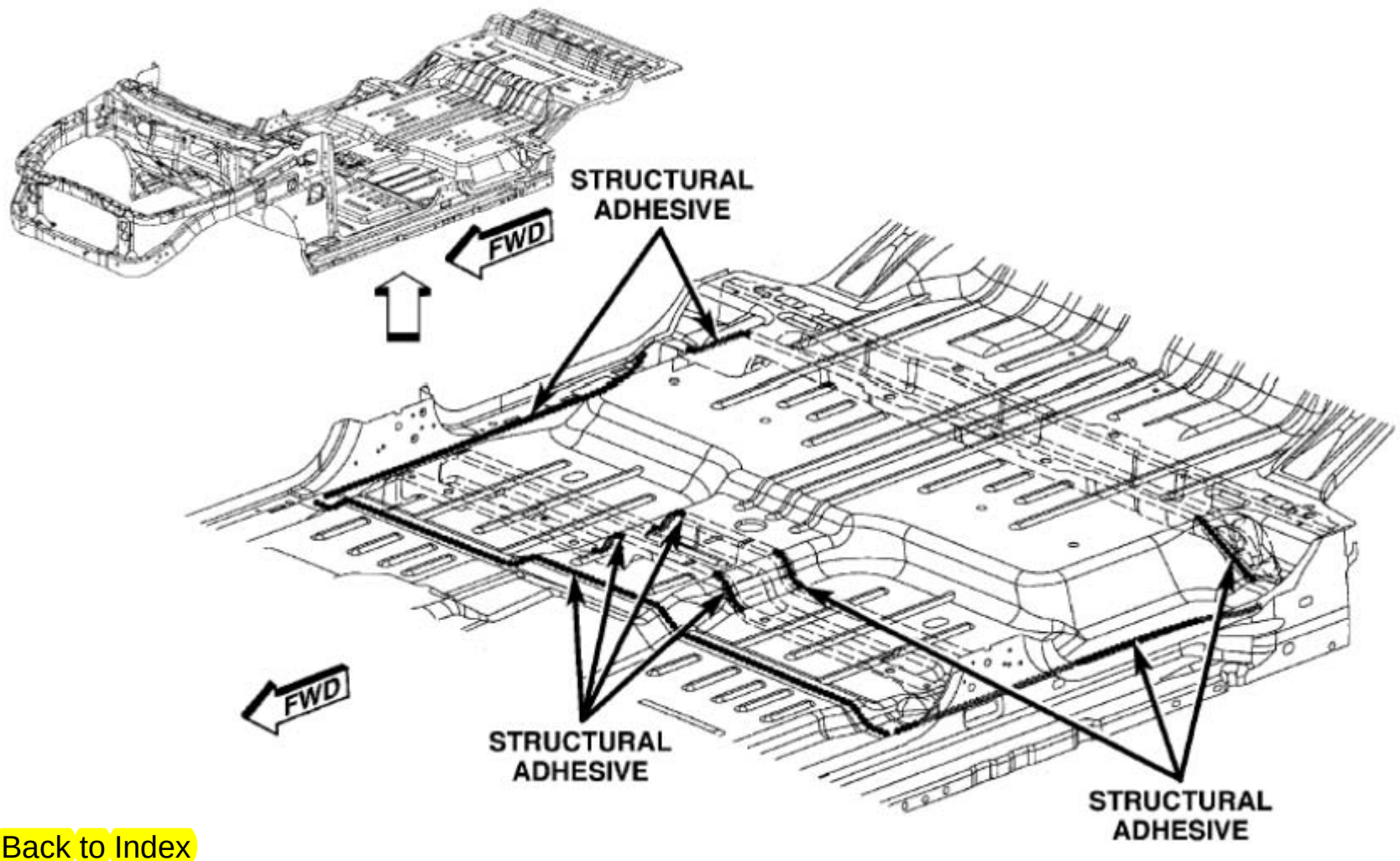

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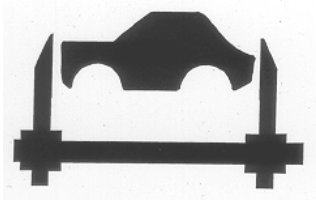

DURANGO FRAME/BODY DIMENSIONS

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GAP AND FLUSH DIMENSIONS

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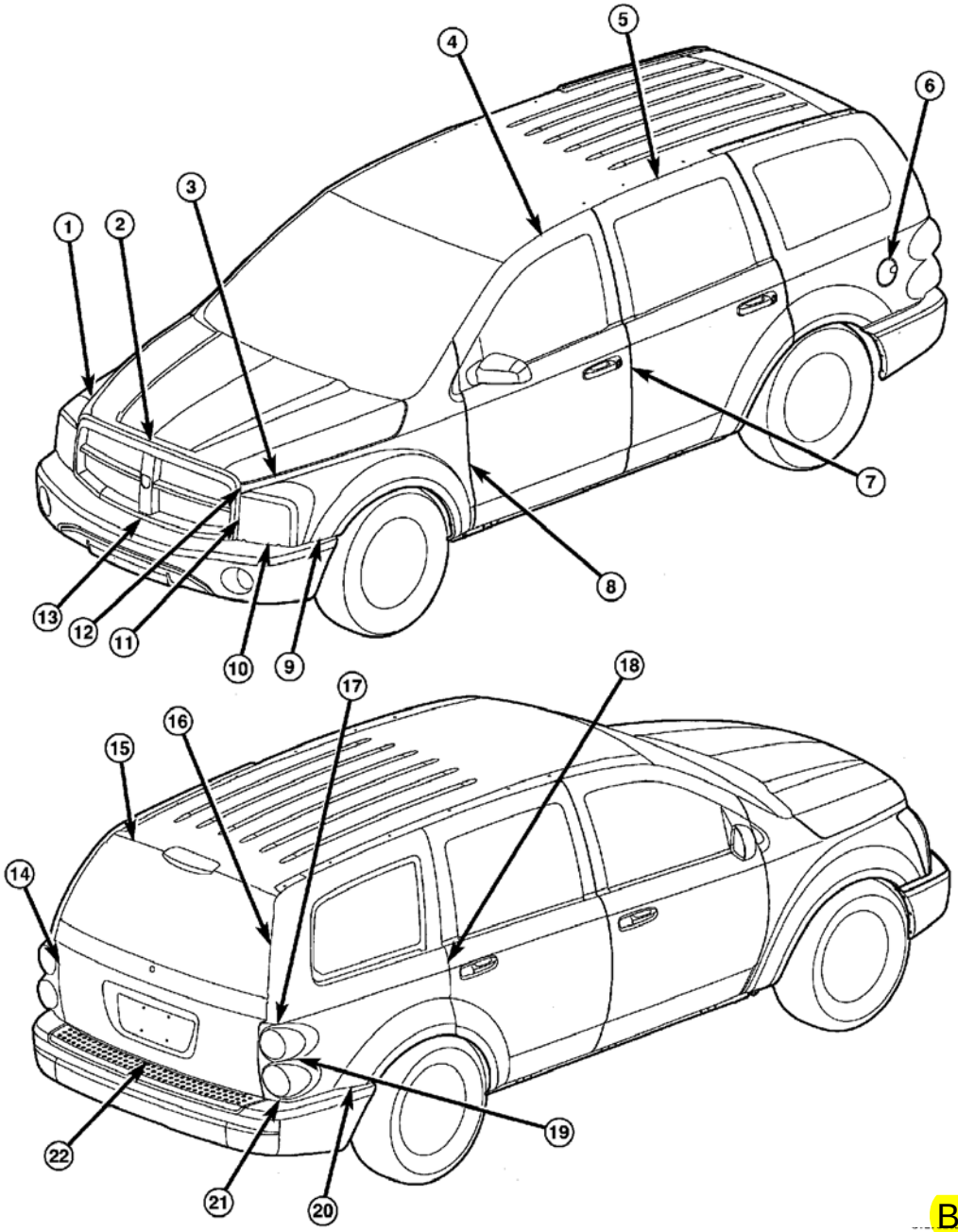
NOTE: ALL DIMENSIONS ARE IN MILLIMETERS.

DIMENSION	LOCATION	GAP	FLUSH
1	HEADLAMP TO FENDER	3.0 ± 2.5	HEADLAMP OVERFLUSH 0.9 ± 2.25
2	GRILLE TO HOOD	8.0 ± 2.75 PARALLEL WITHIN 4.0	-
3	HOOD TO FENDER	4.5 ± 1.25 PARALLEL WITHIN 2.0	0.0 ± 1.25 (REAR) OVERFLUSH 2.0 ± 1.25 (FRONT/MIDDLE)
4	FRONT DOOR TO ROOF	-	OVERFLUSH 0.25 ± 1.25
5	REAR DOOR TO ROOF	-	0.0 ± 1.25
6	FUEL FILLER DOOR TO QUARTER PANEL	3.2 ± 1.25	0.0 ± 1.25
7	FRONT DOOR TO REAR DOOR	4.5 ± 1.25 PARALLEL WITHIN 1.0	0.0 ± 2.5
8	FRONT DOOR TO FENDER	4.5 ± 1.25 PARALLEL WITHIN 1.0	0.0 ± 1.25
9	FRONT FASCIA TO FENDER	12.8 ± 3.0 PARALLEL WITHIN 2.5	0.0 ± 2.5
10	HEADLAMP TO FASCIA	13.0 ± 3.0 PARALLEL WITHIN 2.5	-
11	HEADLAMP TO GRILLE	6.3 ± 3.0	-
12	GRILLE TO FENDER	6.4 ± 3.0	-
13	FRONT FASCIA TO GRILLE	13.0 ± 3.0 PARALLEL WITHIN 2.5	-
14	TAILLAMP TO LIFTGATE	4.5 ± 2.0	OVERFLUSH 1.4 ± 2.5
15	LIFTGATE TO ROOF	8.0 ± 1.5 PARALLEL WITHIN 1.0	0.0 ± 1.5
16	LIFTGATE TO APERTURE	4.5 ± 1.25 PARALLEL WITHIN 1.0	0.0 ± 1.25
17	TAILLAMP TO APERTURE- TOP	2.0 ± 1.5	0.0 ± 1.5
18	REAR DOOR TO QUARTER PANEL	4.5 ± 1.25 PARALLEL WITHIN 1.0	0.0 ± 1.25
19	TAILLAMP TO APERTURE- MIDDLE	1.5 ± 1.5	0.0 ± 1.5
20	REAR FASCIA TO APERTURE	13.5 ± 3.0 PARALLEL WITHIN 2.5	-
21	REAR FASCIA TO TAILLAMP	13.5 ± 3.0 PARALLEL WITHIN 2.5	-
22	REAR FASCIA TO LIFTGATE	13.5 ± 3.0 PARALLEL WITHIN 2.5	-

Gap and Flush Dimensions



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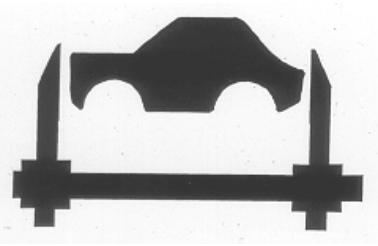

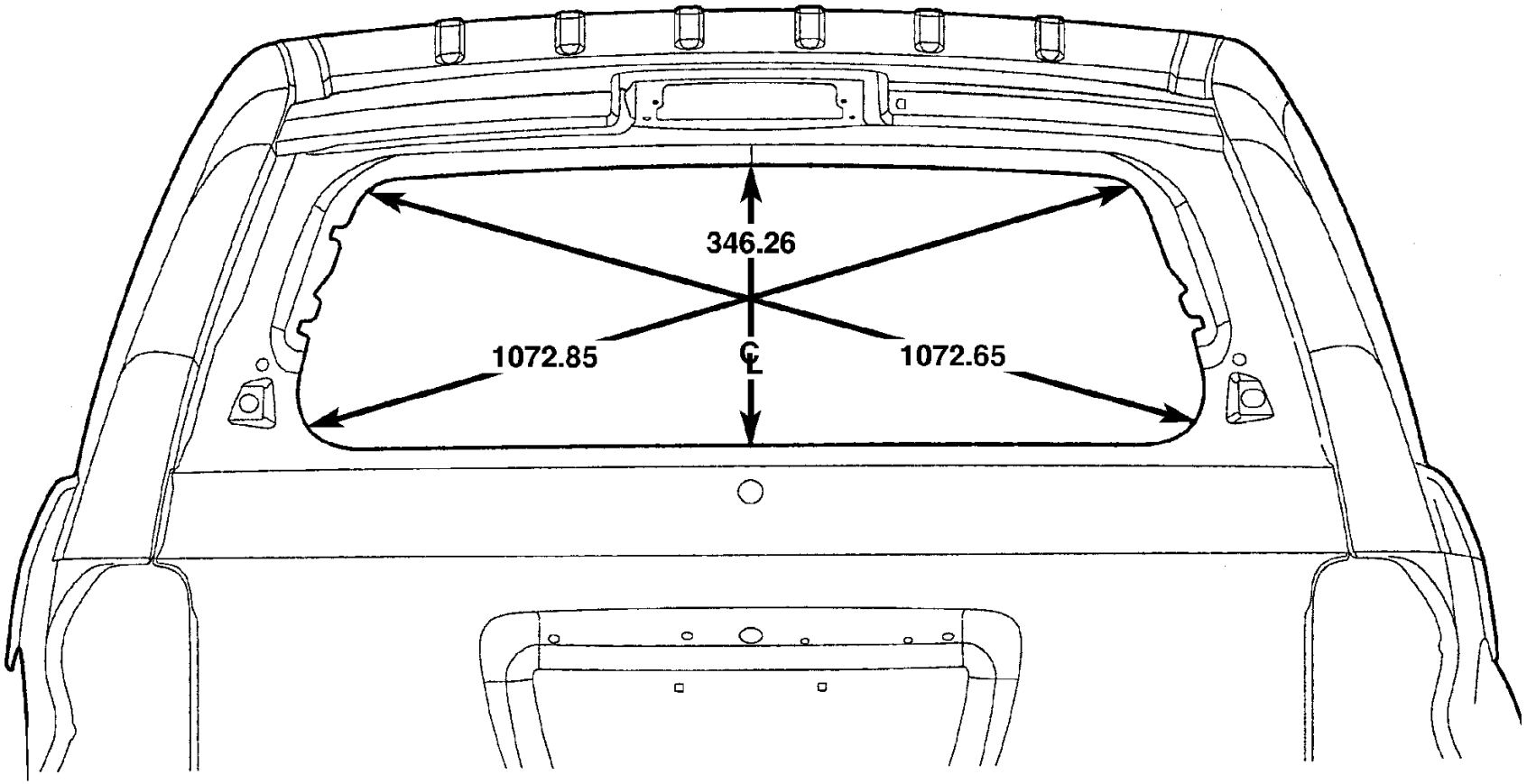

ALL DIMENSIONS ARE IN MILLIMETERS

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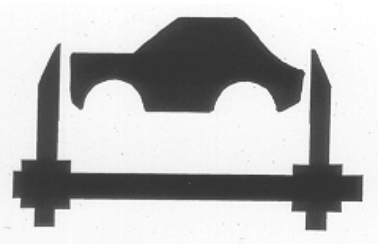

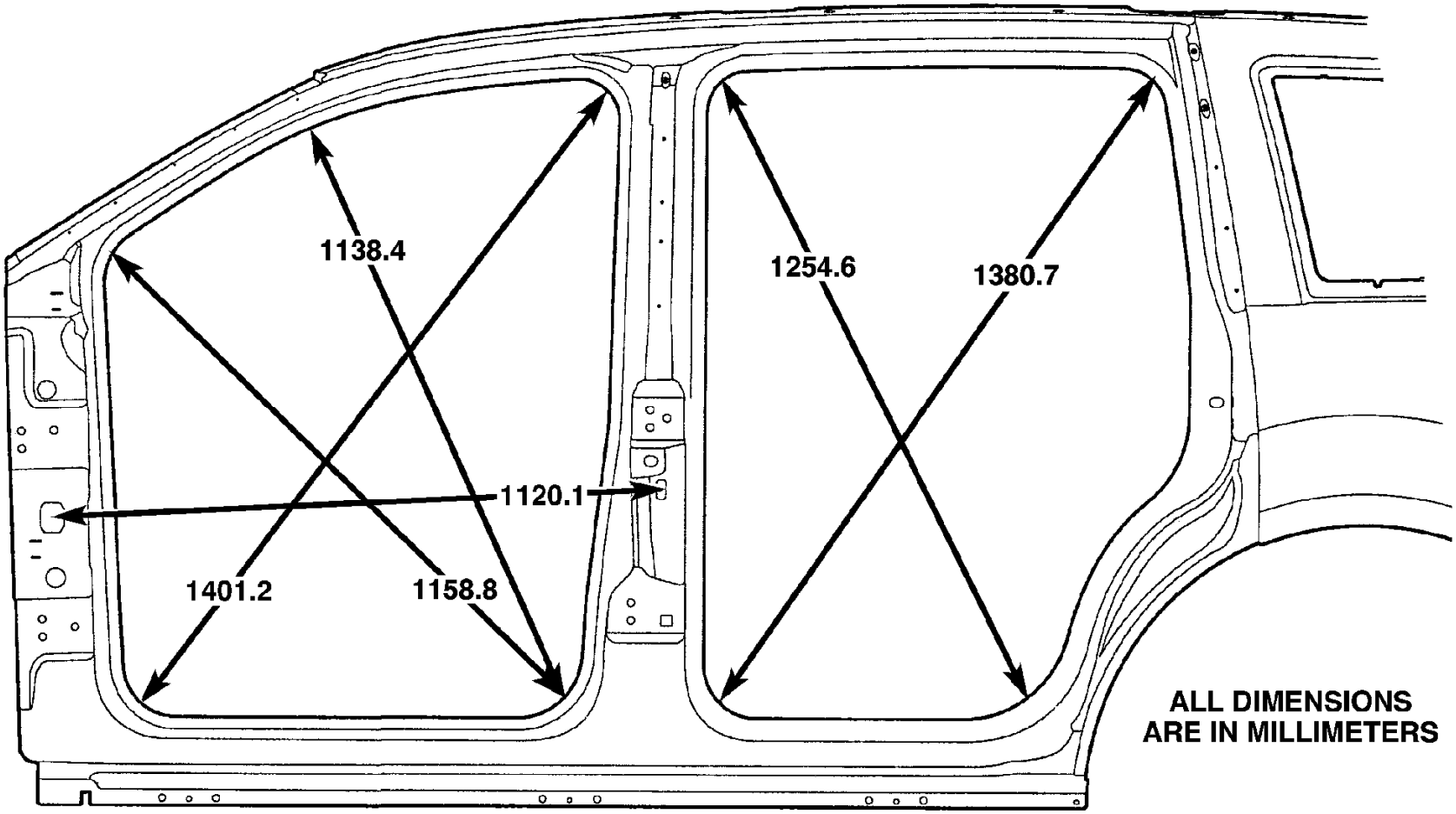

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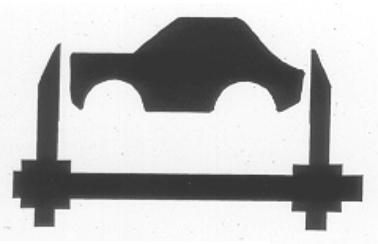

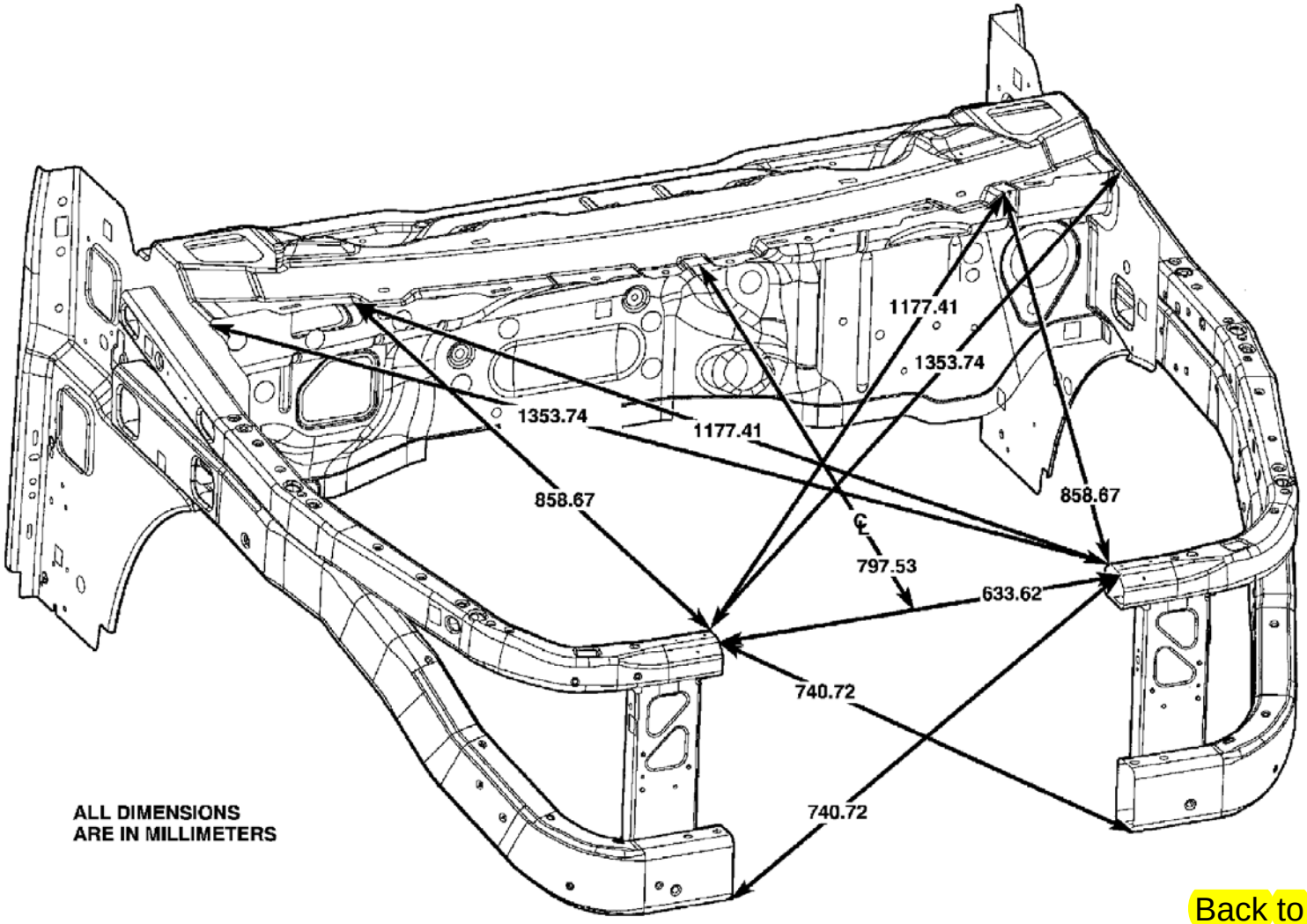

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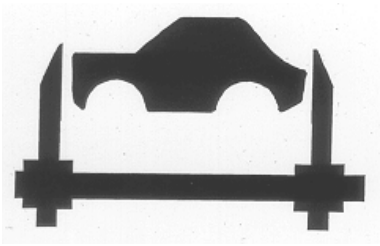

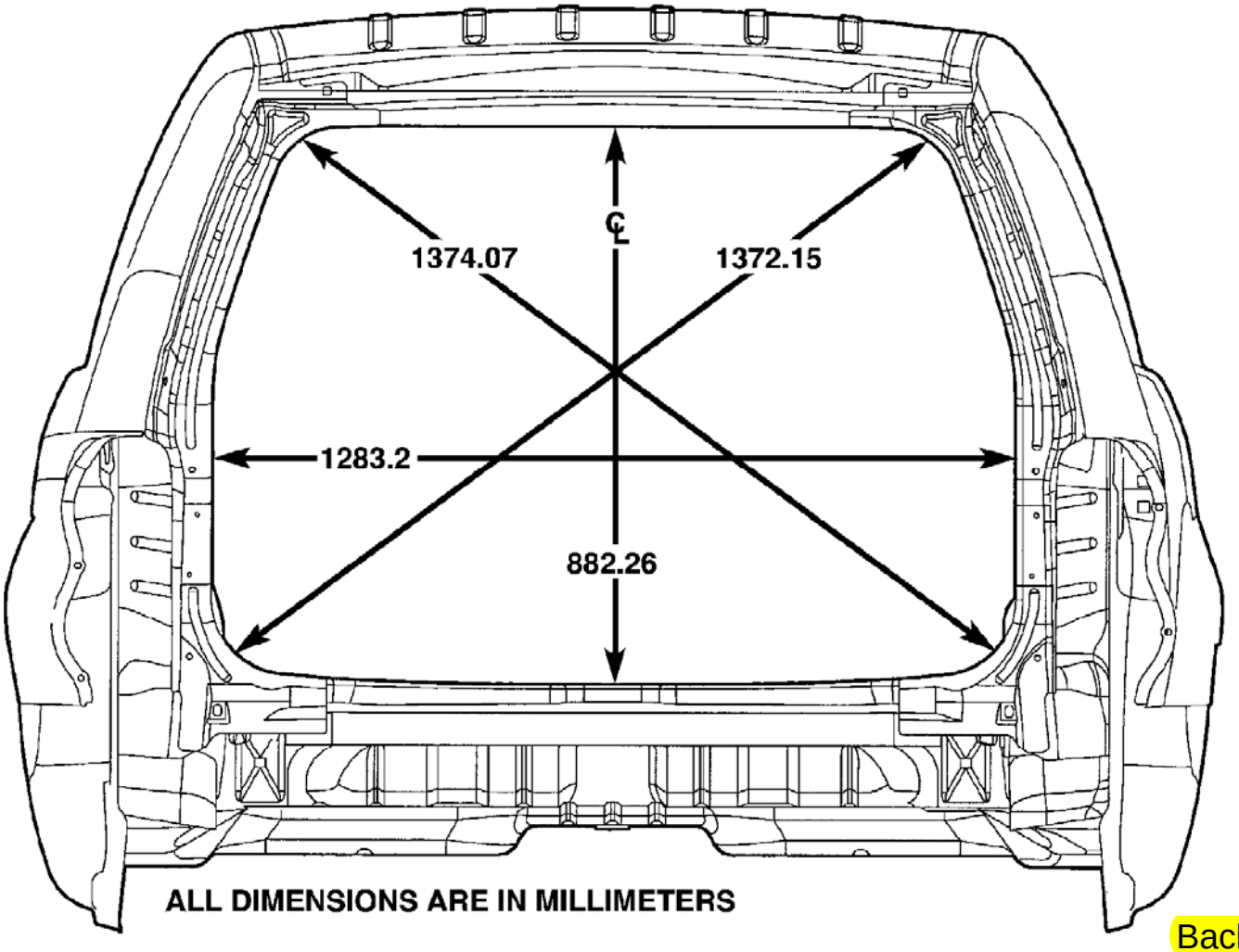

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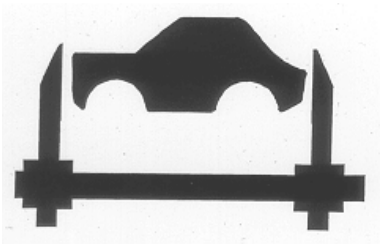

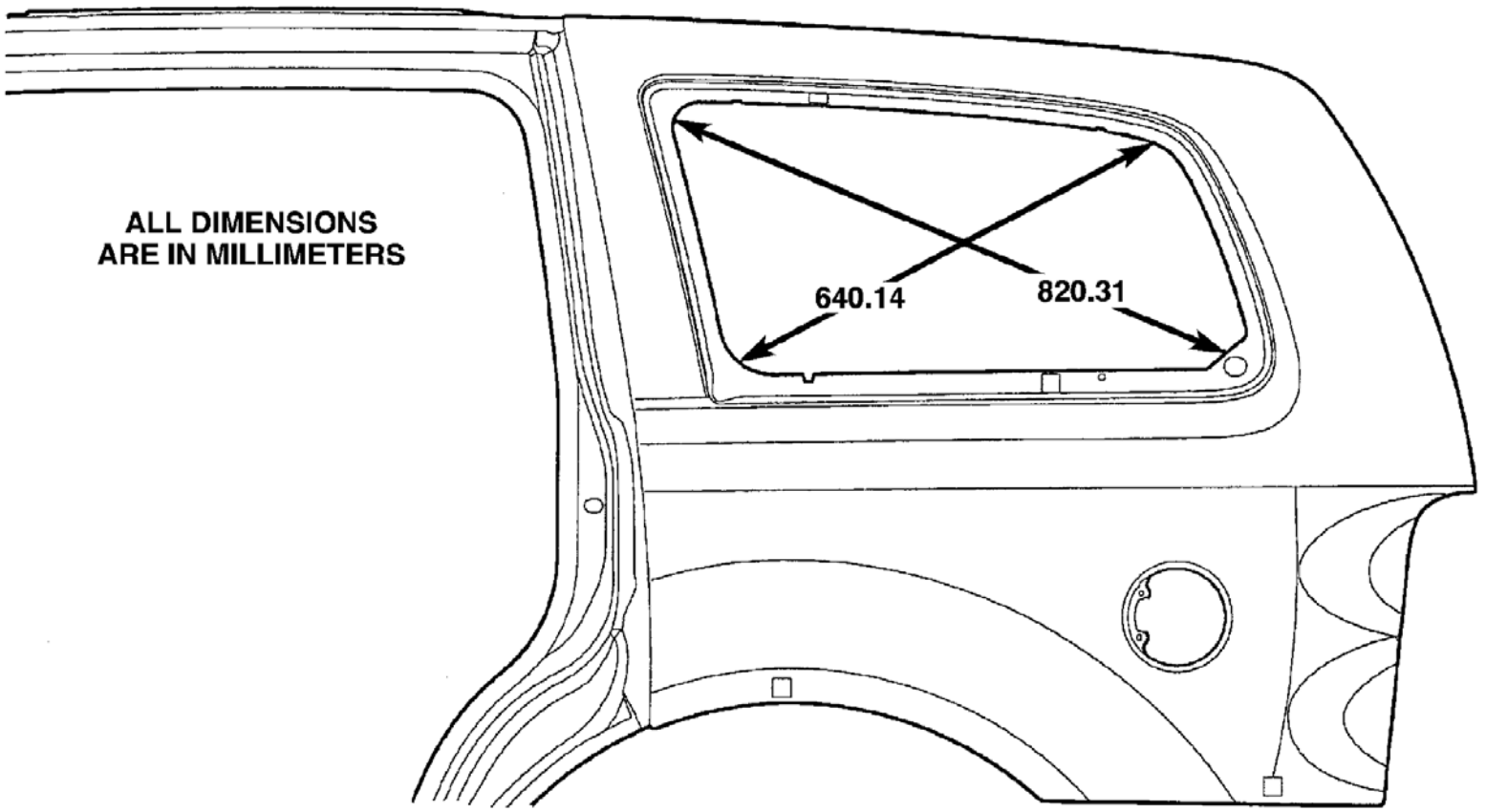

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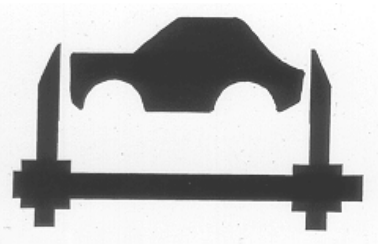

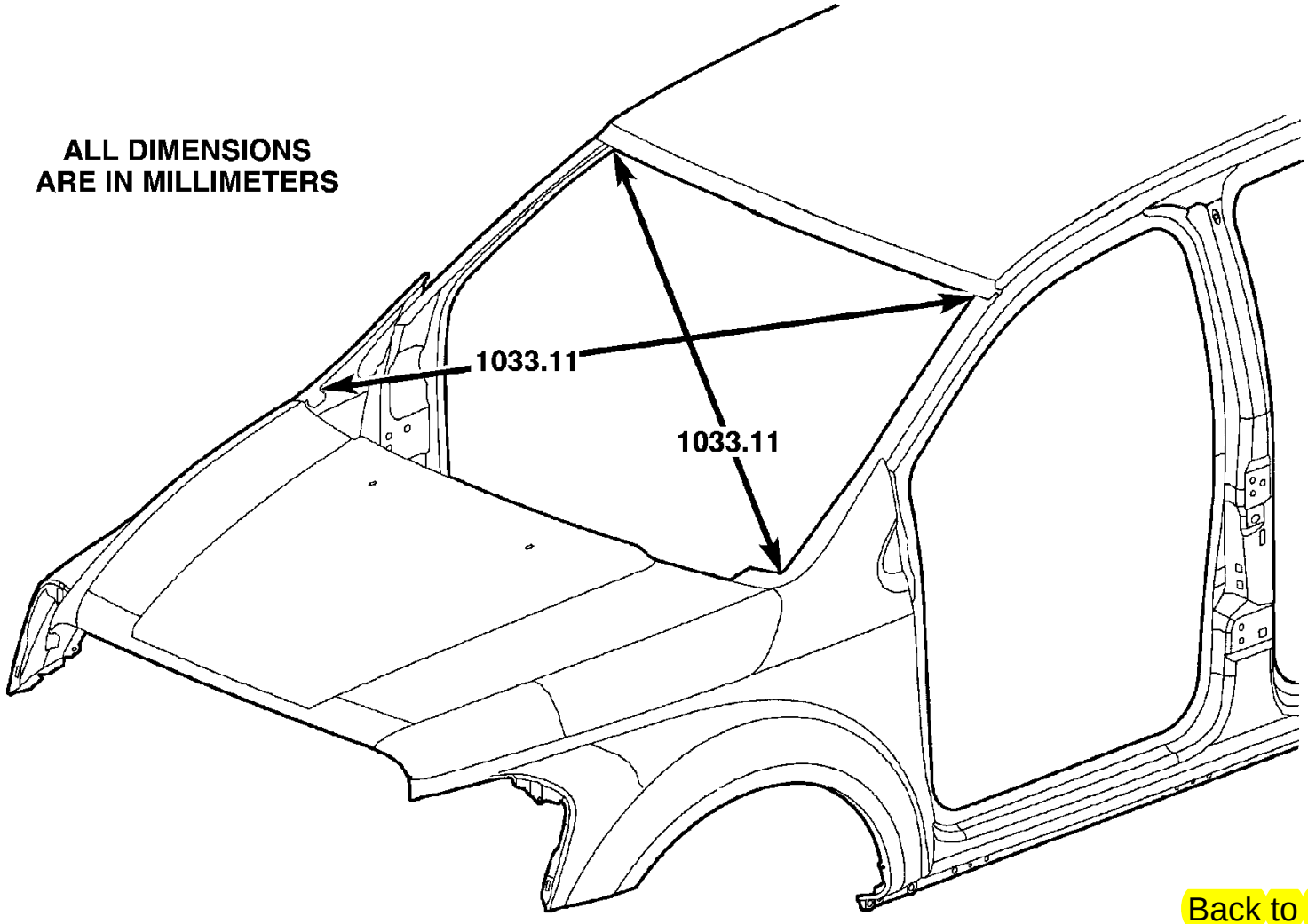

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DURANGO FRONT FRAME TIP REPAIR

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INSTRUCTION SHEET K6855432
FRONT FRAME RAIL TIP REPLACEMENT

Each repair package contains the following components:

Quantity	Description
1	HB Collision Repair Tip Assembly

SAFETY PRECAUTIONS AND WARNINGS

WARNING: BEFORE PERFORMING ANY WELDING OPERATINS, DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE AND DISCONNECT ALL WIRE HARNESS CONNECTORS FROM THE AIRBAG CONTROL MODULE (ACM). FAILURE TO TAKE THE PROPER PRECAUTIONS COULD RESULT IN ACCIDENTAL AIRBAG DEPLOYMENT AND OTHER POSSIBLE DAMAGE TO THE SUPPLEMENTAL RESTRAINT SYSTEM CIRCUITS AND COMPONENTS.

- **USE EYE PROTECTION WHEN GRINDING OR WELDING METAL, SERIOUS EYE INJURY CAN RESULT.**
- **BEFORE PROCEEDING WITH FRAME REPAIR INVOLVING GRINDING OR WELDING, VERIFY THAT THE VEHICLE FUEL SYSTEM IS NOT LEAKING OR IN CONTACT WITH REPAIR AREA, PERSONAL INJURY CAN RESULT.**
- **DO NOT ALLOW OPEN FLAME OR HEAT AND METAL SPATTER FROM ARC WELDING, TO CONTACT PLASTIC BODY PANELS. FIRE OR EXPLOSION CAN RESULT.**
- **WHEN WELDED FRAME COMPONENTS ARE REPLACED, ENSURE COMPLETE PENETRATION WELD IS ACHIEVED DURING INSTALLATION. IF NOT, DANGEROUS OPERATING CONDITIONS CAN RESULT.**
- **STAND CLEAR OF CABLES OR CHAINS ON PULLING EQUIPMENT DURING FRAME STRAIGHTENING OPERATIONS, PERSONAL INJURY CAN RESULT.**
- **NO HEAT MAY BE USED IF FRAME STARIGHTENING IS REQUIRED. THE USE OF HEAT IS ACCEPTABLE IN THOSE SITUATIONS WHERE THE PART BEING HEATED WILL BE REPLACED. FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN PERSONAL INJURY.**

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 the 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. Do not reuse damaged fasteners; quality of repair would be suspect. Failure to use only production fasteners or fasteners of equivalent hardness can result in loosening or failure. Do not drill any holes in the frame that are not specifically outlined in this, or other, DaimlerChrysler procedure as frame rail failure can result.

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.

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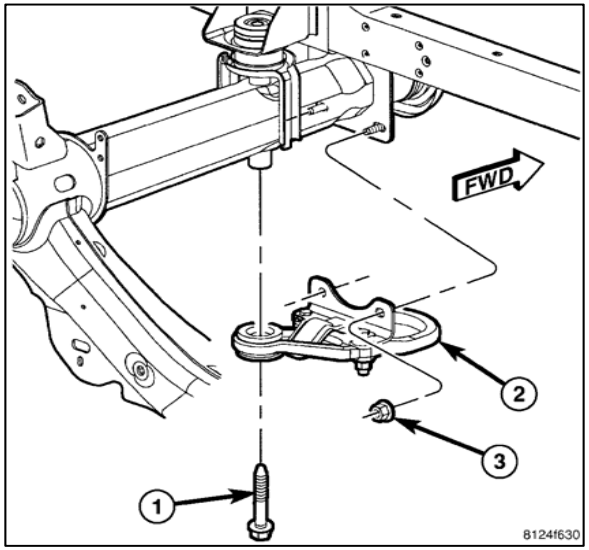
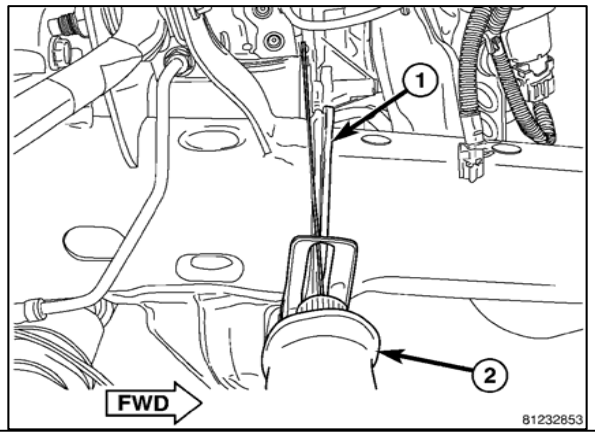
1. Before proceeding with this repair procedure review the required service warnings and precautions.
2. Disconnect and isolate the battery negative cable.
3. Remove the front wheelhouse splash shield.
4. Remove the front bumper if required.
5. Remove the washer bottle, if required.
6. Remove the front cab mount bolt (1) to the Front End Sheet Metal (FESM) bracket and the lower bumper support nuts (3) attaching the tow hook (2), if equipped.



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

CAUTION: Do not use any flame or plasma cutting equipment to cut the frame in step 7. 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.



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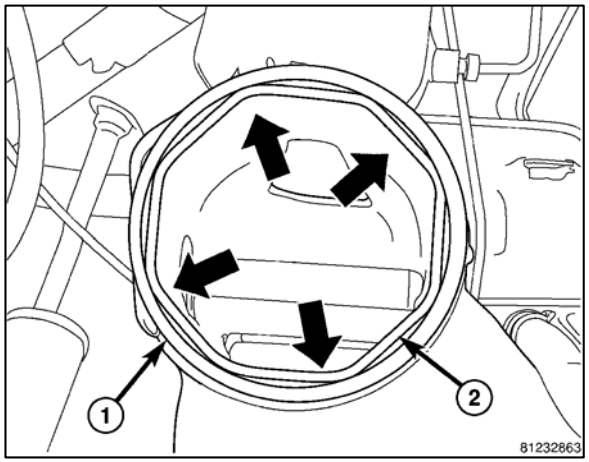
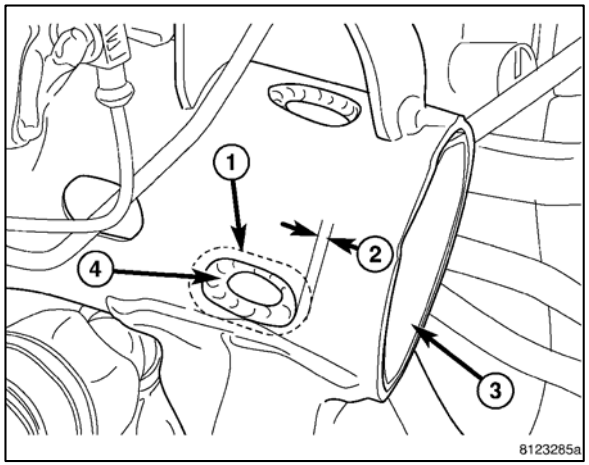
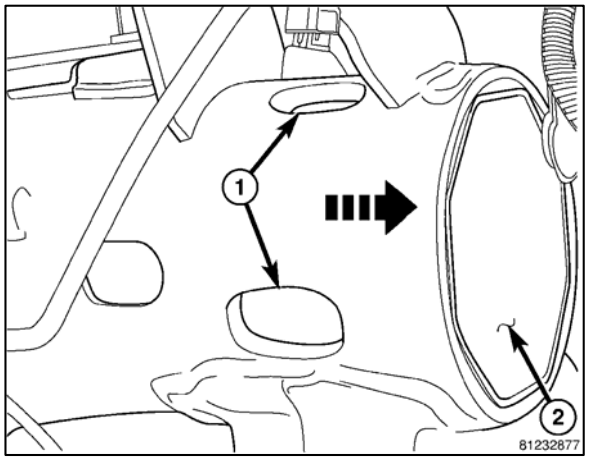
8. Remove the brake lines as necessary, to gain access to the upper fillet welds.
9. For the right side rail tip, remove the oil filter to gain access to the inner fillet weld.
10. Remove the four puddle welds attaching the remaining frame tip section (2) to the frame (1) at the locations indicated. (Right side shown, left side similar.)



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



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



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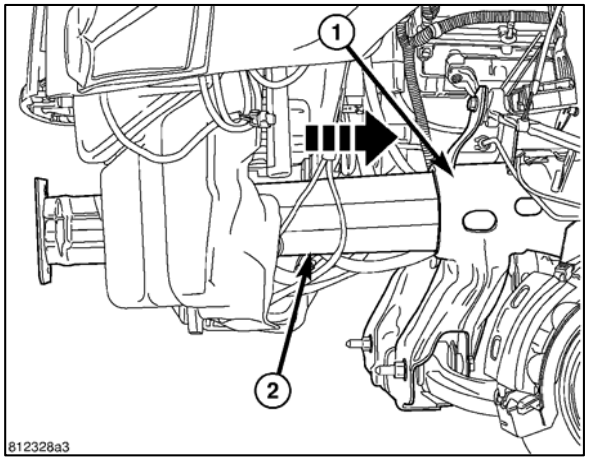
15. Dry fit the new rail (2) to verify alignment, fit and make any adjustments as necessary.

16. Remove all internal and external OEM e-coat within 51 MM (2.0 in.) of the weld joint on the replacement tip and the existing frame rail.

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.



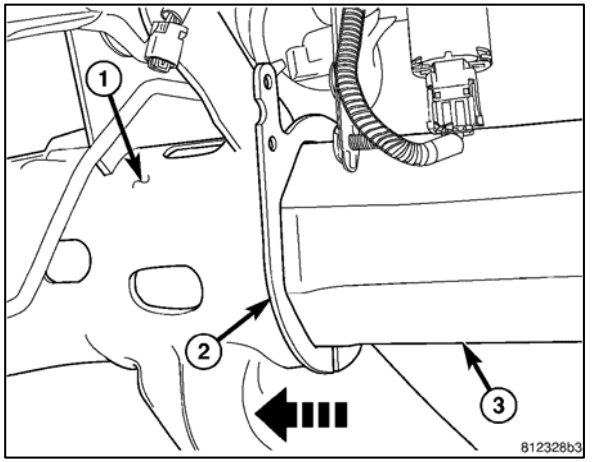
17. Loosely install the lower FESM insulator and cab mounting bolt.

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

NOTE: If replacing the driver's side tip, the stop bracket mounting tab will not be utilized. The stop bracket may be rotated about the narrow end of the tip and re-positioned so interference of tab with other parts is avoided. The mounting tab my also be cut off.

If replacing the passenger's side tip, the stop bracket mounting tab may be utilized if the vehicle is equipped with optional rear AC system.

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



19. 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 (?Chart supplied at end of instruction sheet).

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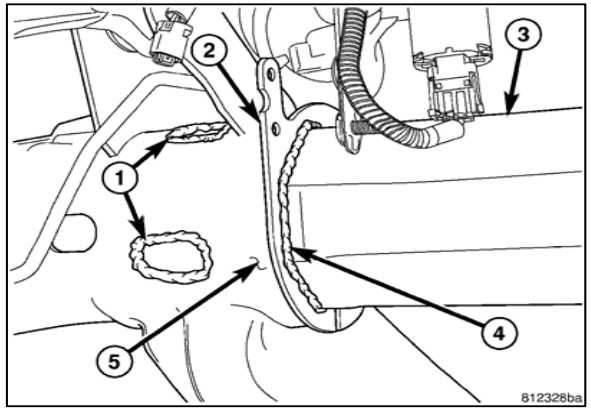
20. When correctly fitted, tack the three upper ring fillet welds (1) to hold the tip (3) in position, and then complete the ring fillet welds (1).

NOTE: Ring-fillet welds may be filled in with weld material if an improved cosmetic appearance is desired. (*Welding process standard "ps 9472" chart included at end)

21. Confirm alignment of the replacement frame rail tip.



22. 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).
(a) 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.
(b) 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.
(c) Clean the welds of any flux and other impurities before proceeding with the cover pass welds.
(d) Apply the cover pass welds in the same manner as described above.

23. Confirm alignment of the replacement frame rail tip.

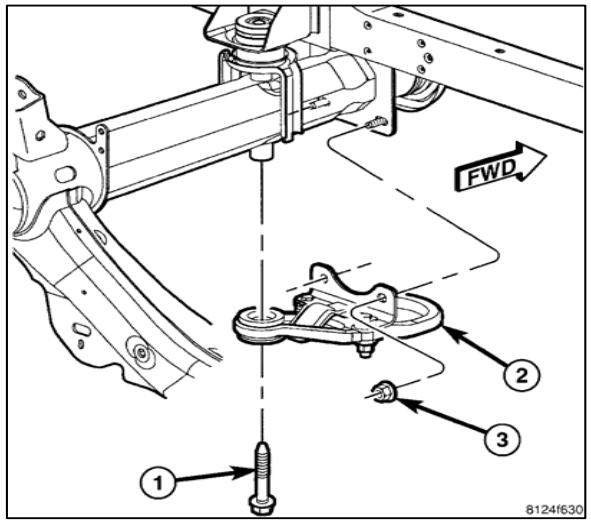
NOTE: Any burned surface coatings will need to be removed prior to application of corrosion preventative coatings.

24. 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.

25. Install the tow hook assembly (2), if equipped, and install the two lower bumper support nuts (3).

26. Tighten the nuts (3) to 108 N·m (80 ft. lbs.).

27. Install the front body mount bolt (1) and tighten to 81 N·m (60 ft. lbs.).



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28. Install the front bumper.
29. Install the front wheelhouse splash shield.

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

*

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
Electrode Size Inches	0.045 Tubular	0.035 Solid	3/32"
Electrode Stick Out	3/8" – ½"	½" – 5/8"	N/A
Polarity	Electrode "-" Work Piece "+"	Electrode "+" Work Piece "-"	Electrode "+" Work Piece "-"
Shielding Gas	Self Shielded	75% Ar 25% CO_2	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 ½ 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.

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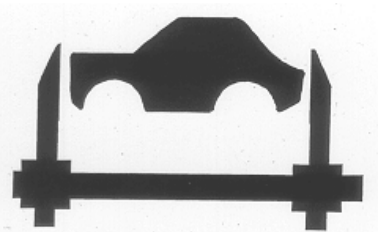
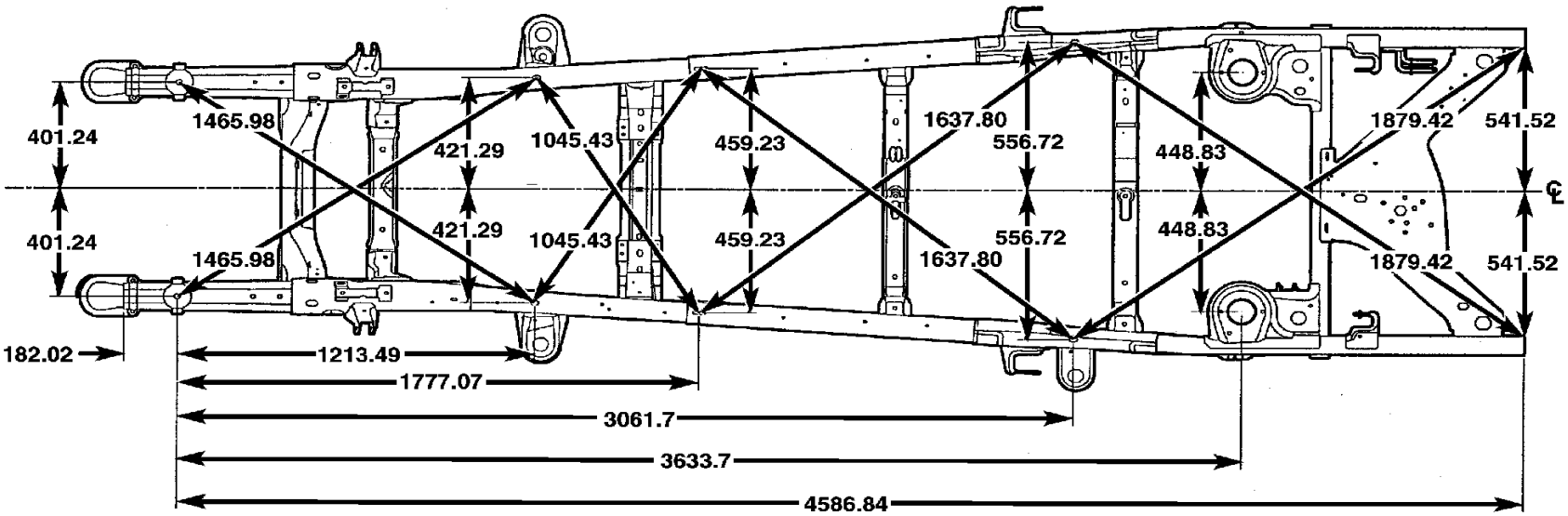
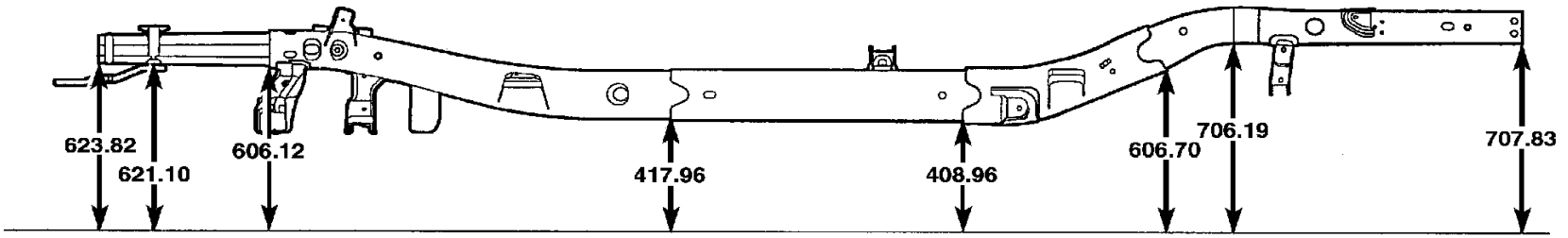
FRAME/BODY DIMENSIONS







NOTE: ALL DIMENSIONS ARE IN MILLIMETERS

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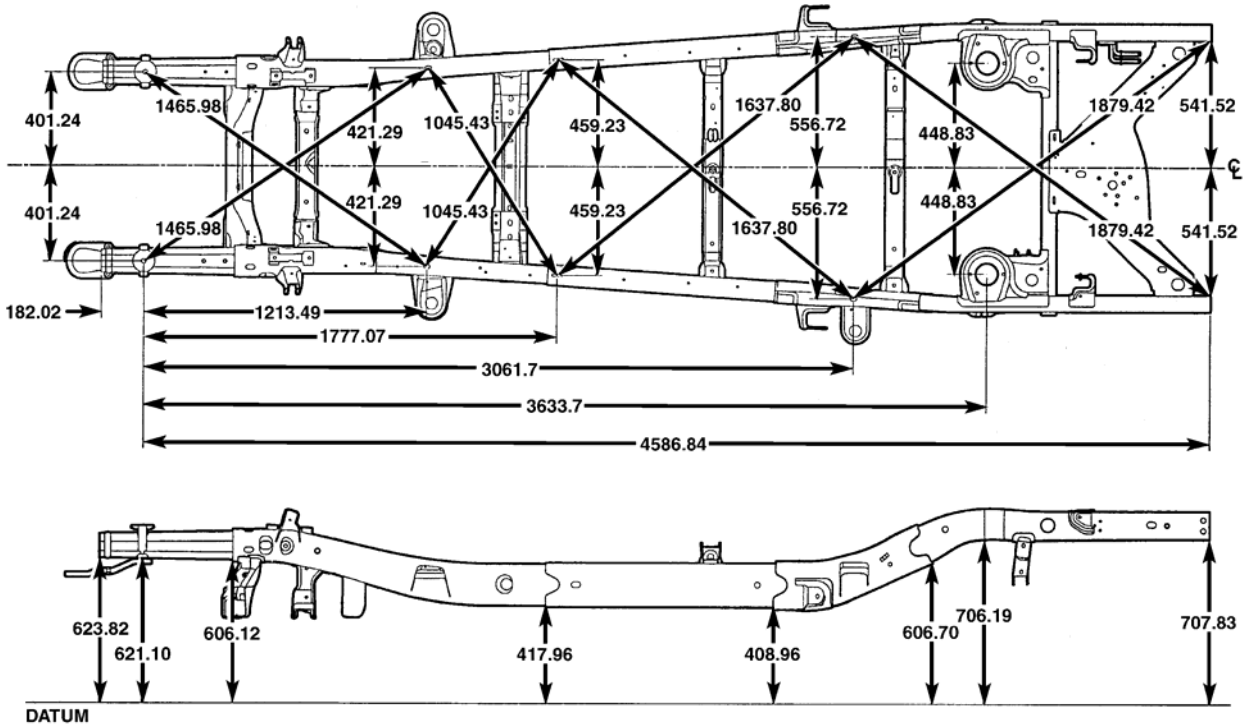

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