DODGE NITRO
BODY REPAIR MANUAL

SAFETY NOTICE

CAUTION

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

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

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

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

Back to Index

MANUFACTURER ADVERTISEMENTS

(CLICK ON LINKS)

- **DAIMLERCHRYSLER PAINT CONDITION DECK, SEALER SOUND DEADENER REPAIR GUIDE**
- **DAIMLERCHRYSLER PLASTIC REPAIR GUIDE, WELDING & WELD BONDING MANUAL**
- **HEMI.COM**
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- **TECH AUTHORITY**

Copies of the following Body Repair Manuals are available by calling 1-800-890-4038

- Chrysler 300 (81-316-0531CD)
- Chrysler Pacifica (81-316-0530-CD)
- Chrysler PT Convertible (81-316-0531-CD)
- Dodge Caliber (81-316-0737CD)
- Dodge Dakota (81-316-0634CD)
- Dodge Durango (81-316-0430CD)
- Dodge Ram (81-316-0739-CD)
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- Jeep Commander (81-316-0636-CD)
- Jeep Grand Cherokee (81-316-0635-CD)

Back to Index

INTRODUCTION

Dodge Nitro

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

This manual shows:

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

BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Dodge Nitro:
MS 66 - Represents an uncoated Hot Rolled Steel Sheet used mainly for interior braces and reinforcements.
MS 67 - Represents an uncoated Cold Rolled Sheet structural steel used in areas where structural integrity is critical.
EG., the type of steel used for the “A” pillar.
MS 264 - Represents an uncoated high strength low alloy (HSLA) steel used in applications where structural integrity is critical.
MS 6000-44A - Low carbon, hot dipped galvanneal (or EGA) with 45 g/m² minimum coating weight on both sides.
- Most common Sheet Steel product used by Chrysler.
MS 6000-44VA - 50 ksi min. yield strength, HSLA, killed steel, with 44 g/m² minimum coating weight on both sides.
- Most common high strength coated steel product used by Chrysler.
MS82-1228 - Represent a coated high strength low alloy (HSLA) hot or cold rolled sheet steel used in applictions where structural integrity is critical.

PARTIAL LIST OF STEEL APPLICATIONS
Galvannealed Steel

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

Back to Index

BODY CONSTRUCTION CHARACTERISTICS

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

1. The use of 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.

Back to Index

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

Tech Authority is an extensive online catalogue of Diagnostic procedure manuals, student reference Books, tech training programs, owner's manuals, Service manuals, and technical service bulletin Manuals. The materials range from written and Illustrated books to the highly acclaimed Master Tech Video series.

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Back to Index

HISTORY OF COLLISION REPAIR

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

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

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

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

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

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

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

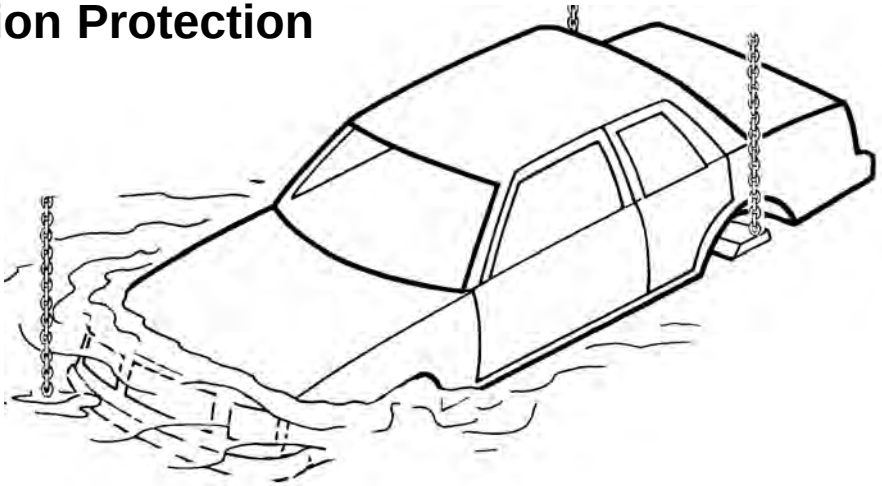
Cars that were repaired were not repaired correctly. Everybody was in a **quandary** - auto manufacturer - insurance company - repair equipment people - body shops - and repair technicians.

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

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

Back to Index

Corrosion Protection



Factory Applied Corrosion Protection

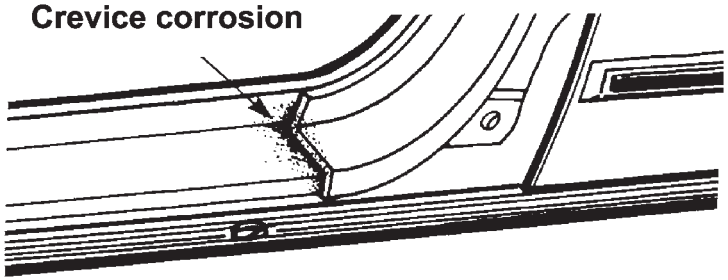
During the manufacturing of the unibody car, the manufacturer applies "corrosion protection" using specialized manufacturing processes. This system is not duplicated in the collision repair body shop. However, the body shop still has a responsibility to apply corrosion protection to the unibody vehicle.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

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

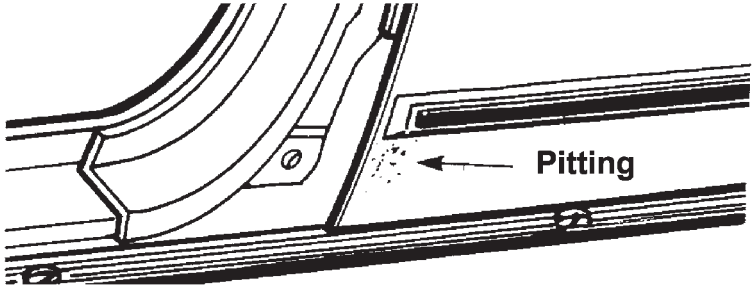
An understanding of the types of corrosion which affect the unibody vehicles will assist in understanding why the factory protection systems are important, how the factory protection systems consist of and how the systems' protection is replaced after collision and electrolytic corrosion. Some of the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

Back to Index

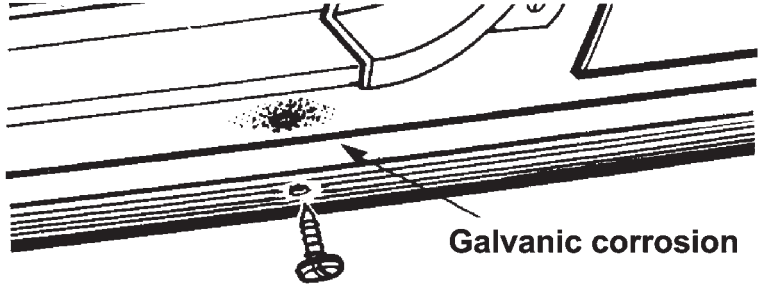
Corrosion Protection



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



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



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

Back to Index

Corrosion Protection

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

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

Stress corrosion, cracking, fretting, and erosion corrosion.

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

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

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

Back to Index

Corrosion Protection

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

Corrosion Protection Information

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

Collision Repair Corrosion Protection Materials

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

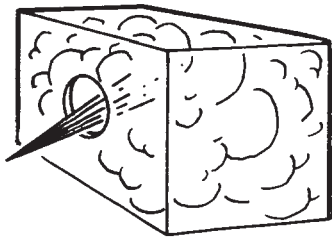
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials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

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

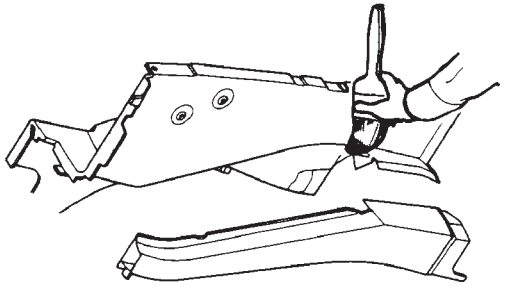
Back to Index

Corrosion Protection

Spray Accessibility to the Repair



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



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

Back to Index

Corrosion Protection

Desired Characteristics of Corrosion Protection Material

1. Corrosion prevention material- The material must displace water to prevent corrosion. This can be tested by spraying water on an open panel on the floor, then spraying the corrosion preventative material over the watered panel and observing if the material displaces the water.

2. Creepage of material- To insure thorough and complete protection coverage, the material should have a "creep" capability, approximately 1/4 inch per minute while drying. This assures protective penetration of pinch welds, cracks, etc.

3. Safe material- Material should be non-combustible when dried and when wet unable to support a fire after ignition.

4. Clean-up- The material should be of a viscosity which inhibits runs or drips. Overspray on a vehicle's painted surface should wipe off easily without solvent when wet, with solvent when dry. The material should also dry clean off clothing.

5. Guarantee/Warranty- The corrosion protection has to be done to maintain factory corrosion warranty. Manufacturer's recommendations must be followed.

Glossary:
Abrasion Corrosion - Rubbing or hitting of one material by another
Corrosion Protection - Material applied to deter corrosion (oxidation)
Crevice Corrosion - Oxidation when two metals are joined
Electrolytic Corrosion - Electrical action taking place between two materials in the presence of an electrolyte (liquid)
Fogging - Applying material in a mist form
Fretting - Deterioration of metal at contact surfaces due to motion and corrosive elements
Galvanic Corrosion - Electrical action (electrolysis) between two dissimilar metals in the presence of electrolyte (liquid)
Hot Spot - An unprotected area subject to corrosion
Pitting Corrosion - Corrosion on a surface the results in a small "specks" or "pinholes"
Stress of Fatigue, Cracking Corrosion - Cracking due to stress and atmospheric elements

Back to Index

AUTHENTIC PERFORMANCE™ MOPAR.

FIX IT LIKE YOU MEAN IT.

2007 DODGE NITRO

The new Dodge Nitro is a true original. It's been called "a shot of adrenaline in the arm of an anemic crowd of SUVs." So, don't even think of aftermarket replacement parts. Count on Mopar to pull you through. Good as new.

Authentic Mopar collision repair parts offer DaimlerChrysler original equipment quality, which means a superior fit and finish every time. Combine that with immediate availability, fast delivery and competitive pricing, and it's easy to see why Mopar is your best choice. Plus, select Mopar Collision Repair Parts come with a lifetime limited warranty backed by Chrysler, Dodge and Jeep® dealers nationwide.

Call your local dealer today for all your Mopar parts needs.

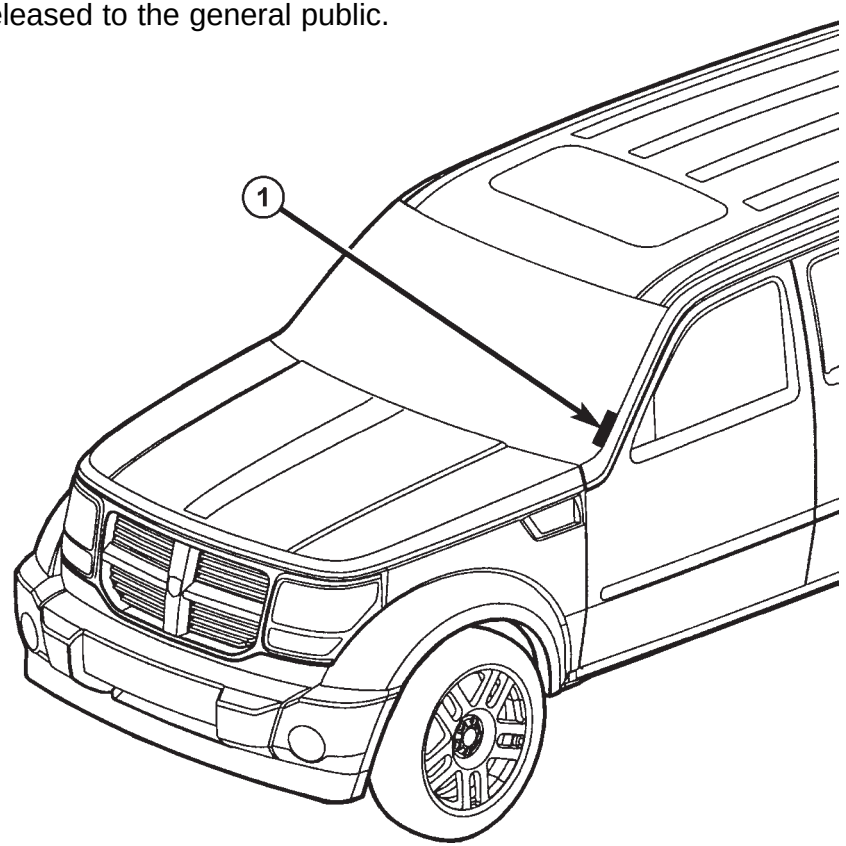
DODGE

Back to Index

DODGE NITRO VEHICLE IDENTIFICATION NUMBER DESCRIPTION

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

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



Back to Index

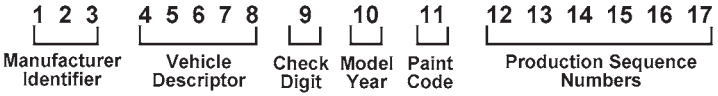
VEHICLE IDENTIFICATION NUMBER DECODING CHART

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = Manufactured by Daimler Chrysler Corporation
2	Make	D = Dodge
3	Vehicle Type	4 = Multipurpose Passenger Vehicle Without Side Air Bags 8 = Multipurpose Passenger Vehicle With Side Air Bags
4	Gross Vehicle Weight Rating	G = 5001-6000 Lbs. (2268-2721 Kg)
5	Vehicle Line	T = Nitro 4X2 (LHD) U = Nitro 4X4 (LHD) 9 = Nitro 4X4 (RHD)
6	Series/Transmission	2 = Lowline 5 = Premium B = 4 Speed Automatic (DGV) C = 6 Speed Manual (DEH) E = 5 Speed Automatic (DGJ)
7	Body Style	8 = Sport Utility 4 Door
8	Engine	K = 3.7L V6 CYL Magnum Gasoline Sales Code (EKG) 9 = 2.8L I4 CYL Turbo Diesel Next Gen Sales Code (ENS) 6 = 4.0L V6 CYL SOHC Gasoline Sales Code (EGS)
9	Check Digit	0 through 9 or X
10	Model Year	7 = 2007
11	Assembly Plant	W = Toledo North Assembly Plant
12 - 17	Vehicle Build Sequence Six Digit Number Assigned By the Assembly Plant	

Back to Index

The Vehicle Identification Number (VIN) are unique identifying codes that have appeared on every vehicle sold on the United States since 1981. A VIN is 17 characters long, consisting of numbers and letters.

Each character in a VIN has a specific meaning, and the VIN is broken up into sections. The following image (courtesy of howstuffworks.com) shows the 17 placeholders, described in detail below.



Position	Meaning
1	Nation of origin (where assembled); larger nations are split into regions
2	Manufacturer
3	Division within manufacturer, or vehicle type
4	Vehicle weight and/or horsepower
5	Vehicle Platform
6	Specific model or other special code
7	Body type
8	Engine
9	Check digit
10	Model Year
11	Paint code (where assembled)
12-17	Production sequence numbers

Positions four through eight might also be coded for information on the transmission used, the grade of the car or other features such as safety belts and sir bags. For the check digit, the other digits go through a series of calculations to obtain the correct digit. This allows computers to tell immediately if there is an error in the VIN, which often happens when someone transcribes a VIN or enters it into a computer.

The European Union has a similar regulation for VINs, but is less stringent than the North American rule. European VINs are not required to include year, factory or vehicle attribute data. However, the two systems are compatible.

Did you know that two vehicles can have the same VIN? It's possible, but two cars built within 30 years of each other cannot have the same identifier.

Back to Index

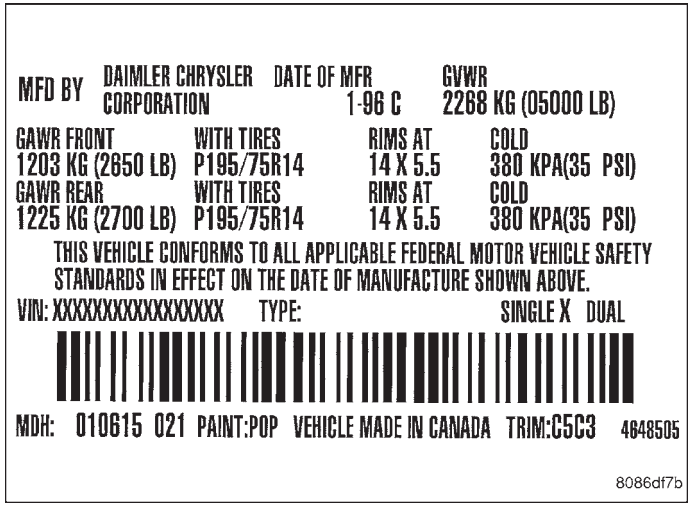
VEHICLE CERTIFICATION LABEL

DESCRIPTION

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

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

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



Back to Index

DODGE NITRO PAINT CODES

EXTERIOR

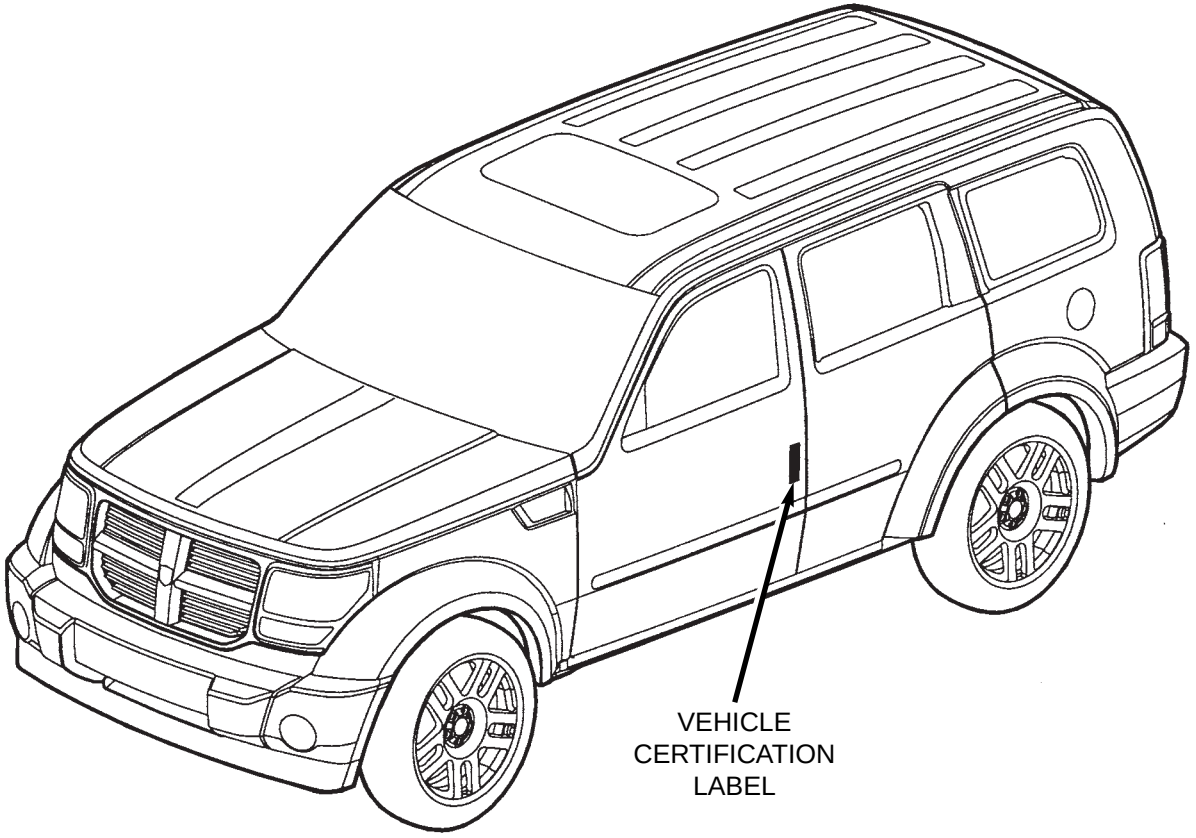
CODE	COLOR
PR4	Flame Red Clear Coat
ARH/ARJ	Inferno Red Crystal Pearl Coat
AJC	Light Khaki Metallic Clear Coat
BJT	Dark Khaki Pearl Coat
CGV	Deep Beryl Green Pearl Coat
ZBJ	Atlantic Blue Pearl Coat
BB8	Midnight Blue Pearl Coat
WSB/WS2	Bright Silver Metallic Clear Coat
CDM	Mineral Gray Metallic Clear Coat
DX8	Black Clear Coat
SW1	Stone White Clear Coat
DV6	Sunburst Orange Clear Coat
AB5	Electric Blue Clear Coat

INTERIOR

CODE	COLOR
D5	Slate Gray
DV	Dark Slate Gray
J3	Khaki
J8	Dark Khaki
J1	Khaki/Light Graystone
JJ	Dark Khaki/Medium Khaki
DB	Dark Slate Gray/Medium Slate Gray

Back to Index

DODGE NITRO PAINT CODE LOCATION



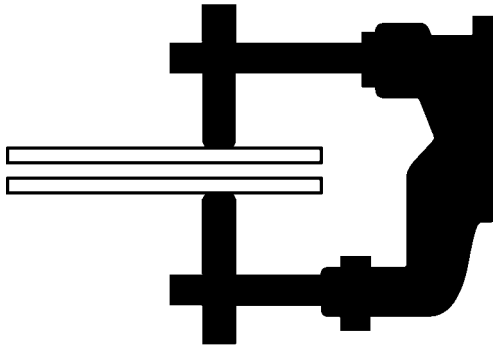
The vehicle certification label identifies the paint code. This label is located on the driver's door shut face.

Back to Index

Back to Index

WELDED PANEL REPLACEMENT

Dodge Nitro



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.

Back to Index

Explanation of Welding/Sealer Information

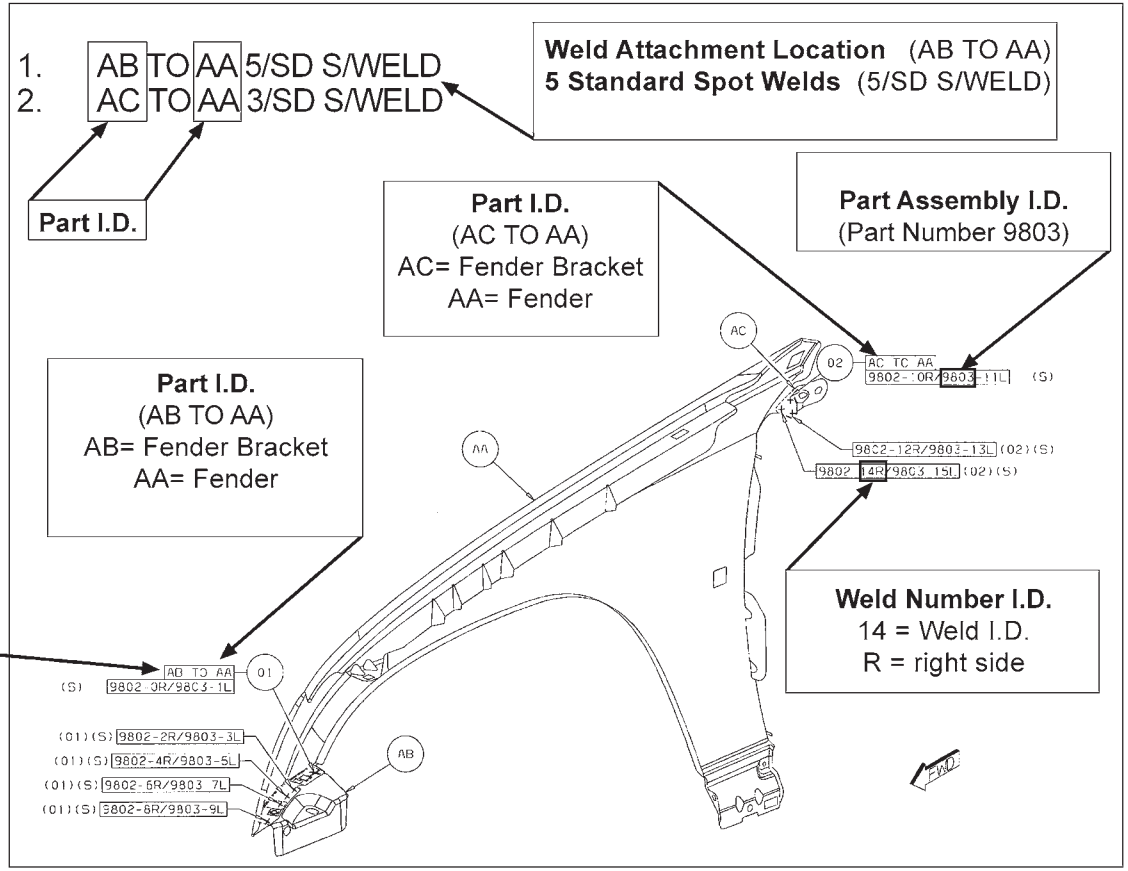
The major construction of a unibody vehicle consists of welded panels that create the supporting structure for all components and assemblies of the vehicle. Here are some examples for replacement of these parts.

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

SEALER LEGEND

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

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



Back to Index

Explanation of Welding Abbreviations

Definitions

Weld Type

(ORD)=Ordinary Weld or Standard
(CRT)=Critical Weld or Diamond
(SAF)=Safety Weld
PROJ=Projection Weld
FCAW=Flex Core Arc Weld
MFG=Manufacturing Weld
S/WELD=Spot Welds
/SD=Per Side

Examples

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

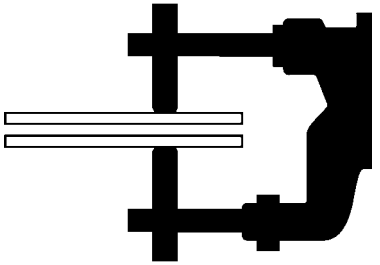
AA TO AB 12 PROJ WELDS (CRT)=
PART AA WELDED TO PART AB 12 PROJECTION WELDS CRITICAL OR DIAMOND

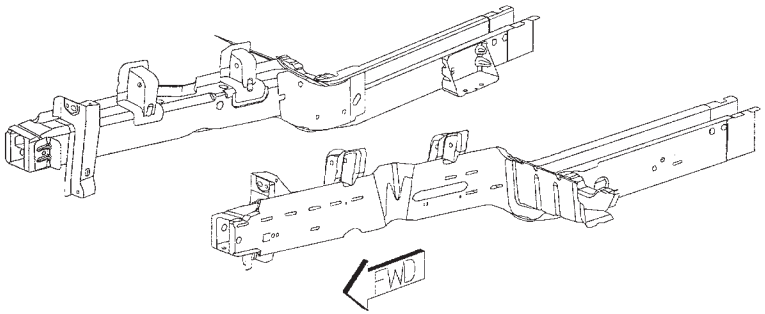
Adhesives

STRUCT ADH (ORD) = Ordinary Structural Adhesive
ADH (ORD) = Ordinary Adhesive

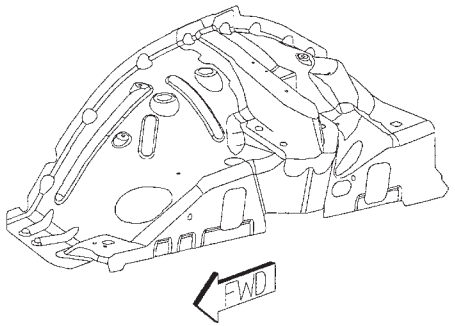
Back to Index

WELD LOCATION OVERVIEW ZONES

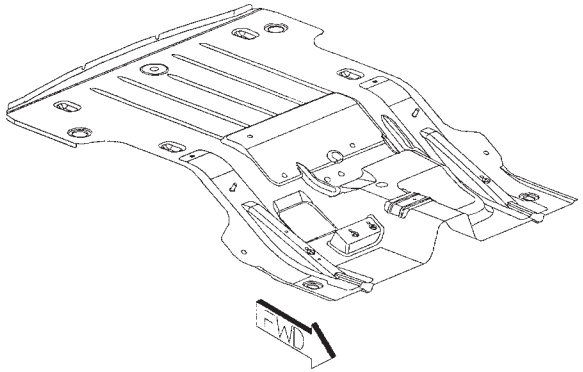




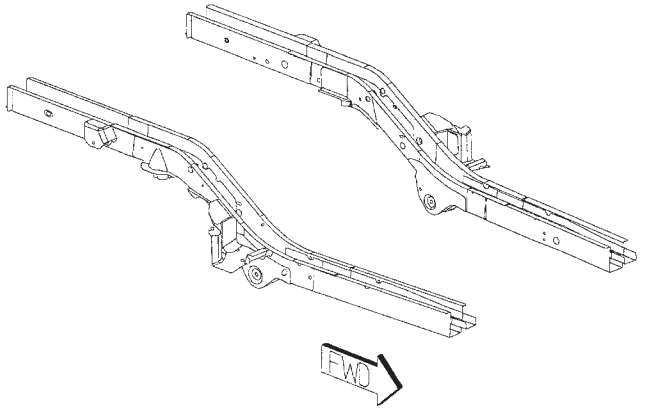
OVERVIEW 2



OVERVIEW 3



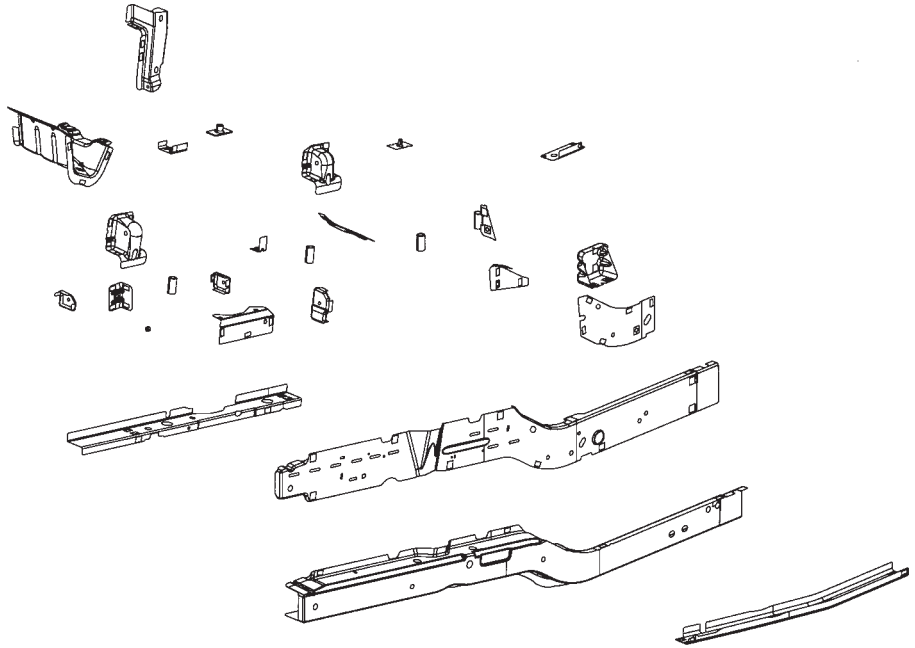
OVERVIEW 5



OVERVIEW 4

Back to Index

DODGE NITRO FRONT RAIL ASSEMBLY SECTION

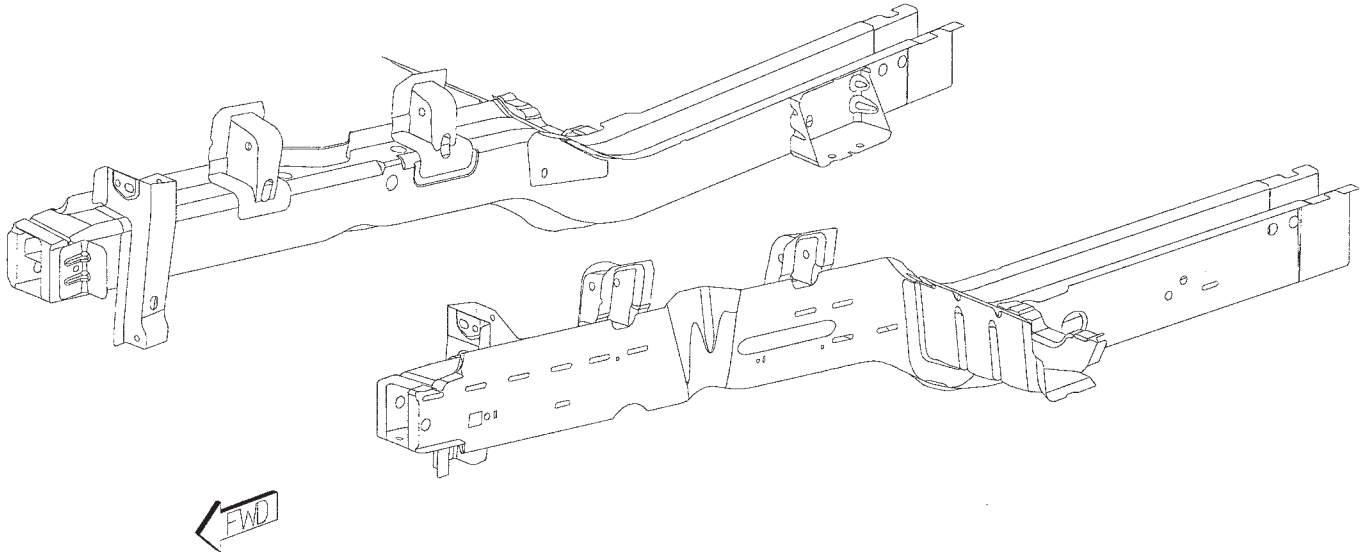


AA RAIL – FRT INR RT –
AA RAIL – FRT INR LT –
AB 55360616 – 17 RAIL – FRT OTR RT/LT
AC 53360142 – 43 BRACKET – TRUCK TIE DOWN RT/LT
AD REINF – FRT RAIL TIP RT –
AD REINF – FRT RAIL TIP LT –
AE BRACKET – RADIATOR SUPPORT TO RAIL –
AF BRACKET – CONTROL ARM MOUNTING FRT UPR FRT RT –
AF BRACKET – CONTROL ARM MOUNTING FRT UPR FRT LT–
AG BRACKET – CONTROL ARM MOUNTING FRT UPR RR RT –
AG BRACKET – CONTROL ARM MOUNTING FRT UPR LT –
AH REINF – U-CHANNEL RT –
AH REINF – U-CHANNEL LT –
AJ BRACKET – FRT RAIL TO CROSSMEMBER –
AK REINF – FLOOR FRT RT –
AK REINF – FLOOR FRT LT –
AL REINF – FRONT RAIL INR RT –
AL REINF – FRONT RAIL INR LT –
AM BRACKET – TRANS CROSSMEMBER MOUNTING RR RT –
AM BRACKET – TRANS CROSSMEMBER MOUNTING RR LT –
AN GUSSET – TRANS CROSSMEMBER BRACKET RR –
AP BRACKET – SPACER –
AP BRACKET – SPACER –
AR NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR ATTACH
AR NUT/WELD.RD – ROUND.SPECIAL – TRANS TIEDOWN
AS TAPPING PLATE –
AS TAPPING PLATE –
AT TAPPING PLATE –
AT TAPPING PLATE –
AU 55177088 – 89 TORQUE BOX – FRT RT/LT
AV BRACKET – BRAKE HOSE MOUNTING –
AV BRACKET – BRAKE HOSE MOUNTING –
AW SPACER – CRUSH TUBE –
AW SPACER – CRUSH TUBE –

Back to Index

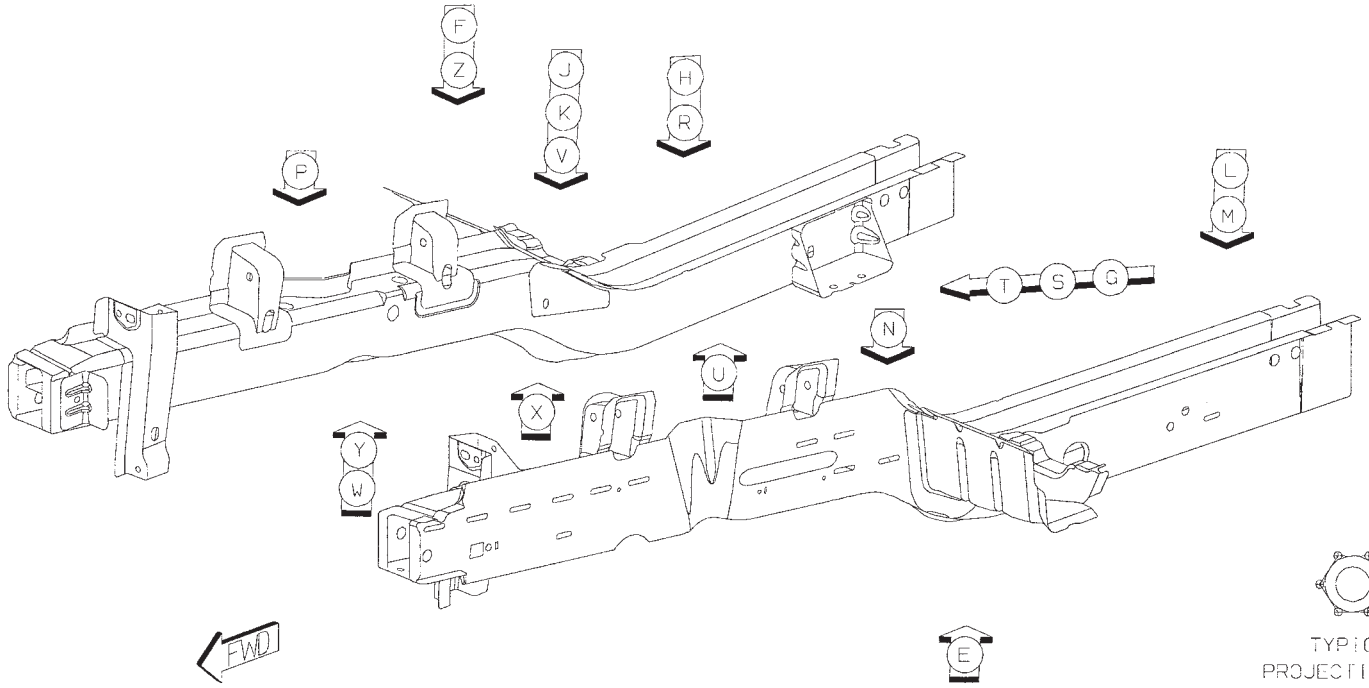
PARTS IDENTIFICATION LEGEND, OVERVIEW 2

AA RAIL – FRT INR RT –
AA RAIL – FRT INR LT –
AB 55360616 – 17 RAIL – FRT OTR RT/LT
AC 53360142 – 43 BRACKET – TRUCK TIE DOWN RT/LT
AD REINF – FRT RAIL TIP RT –
AD REINF – FRT RAIL TIP LT –
AE BRACKET – RADIATOR SUPPORT TO RAIL –
AF BRACKET – CONTROL ARM MOUNTING FRT UPR FRT RT –
AF BRACKET – CONTROL ARM MOUNTING FRT UPR FRT LT–
AG BRACKET – CONTROL ARM MOUNTING FRT UPR RR RT –
AG BRACKET – CONTROL ARM MOUNTING FRT UPR LT –
AH REINF – U-CHANNEL RT –
AH REINF – U-CHANNEL LT –
AJ BRACKET – FRT RAIL TO CROSSMEMBER –
AK REINF – FLOOR FRT RT –
AK REINF – FLOOR FRT LT –
AL REINF – FRONT RAIL INR RT –
AL REINF – FRONT RAIL INR LT –
AM BRACKET – TRANS CROSSMEMBER MOUNTING RR RT –
AM BRACKET – TRANS CROSSMEMBER MOUNTING RR LT –
AN GUSSET – TRANS CROSSMEMBER BRACKET RR –
AP BRACKET – SPACER –
AP BRACKET – SPACER –
AR NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR ATTACH
AR NUT/WELD.RD – ROUND.SPECIAL – TRANS TIEDOWN
AS TAPPING PLATE –
AS TAPPING PLATE –
AT TAPPING PLATE –
AT TAPPING PLATE –
AU 55177088 – 89 TORQUE BOX – FRT RT/LT
AV BRACKET – BRAKE HOSE MOUNTING –
AV BRACKET – BRAKE HOSE MOUNTING –
AW SPACER – CRUSH TUBE –
AW SPACER – CRUSH TUBE –



Back to Index

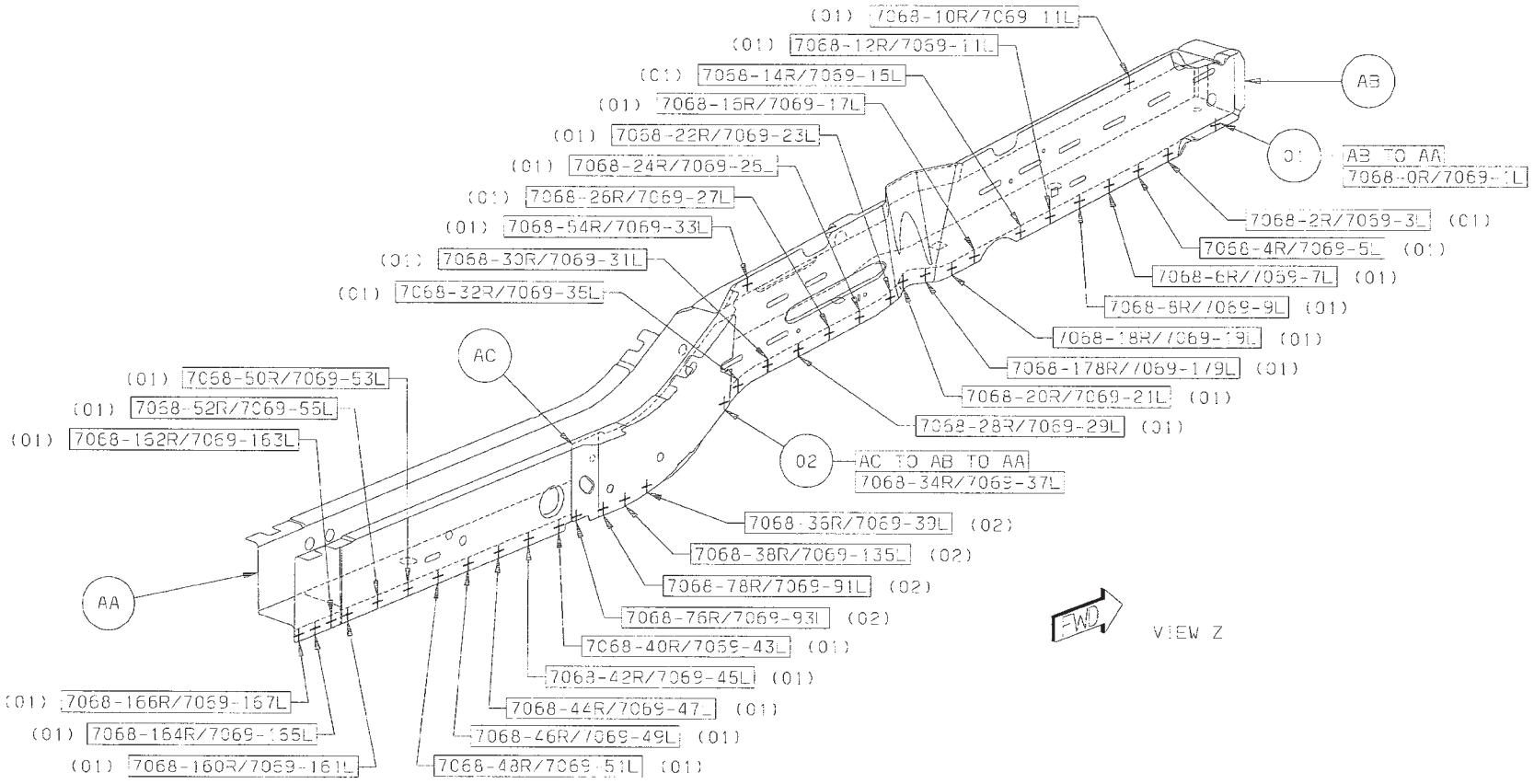
WELD LAYOUT LOCATION GUIDE



TYPICAL
PROJECTION WELD

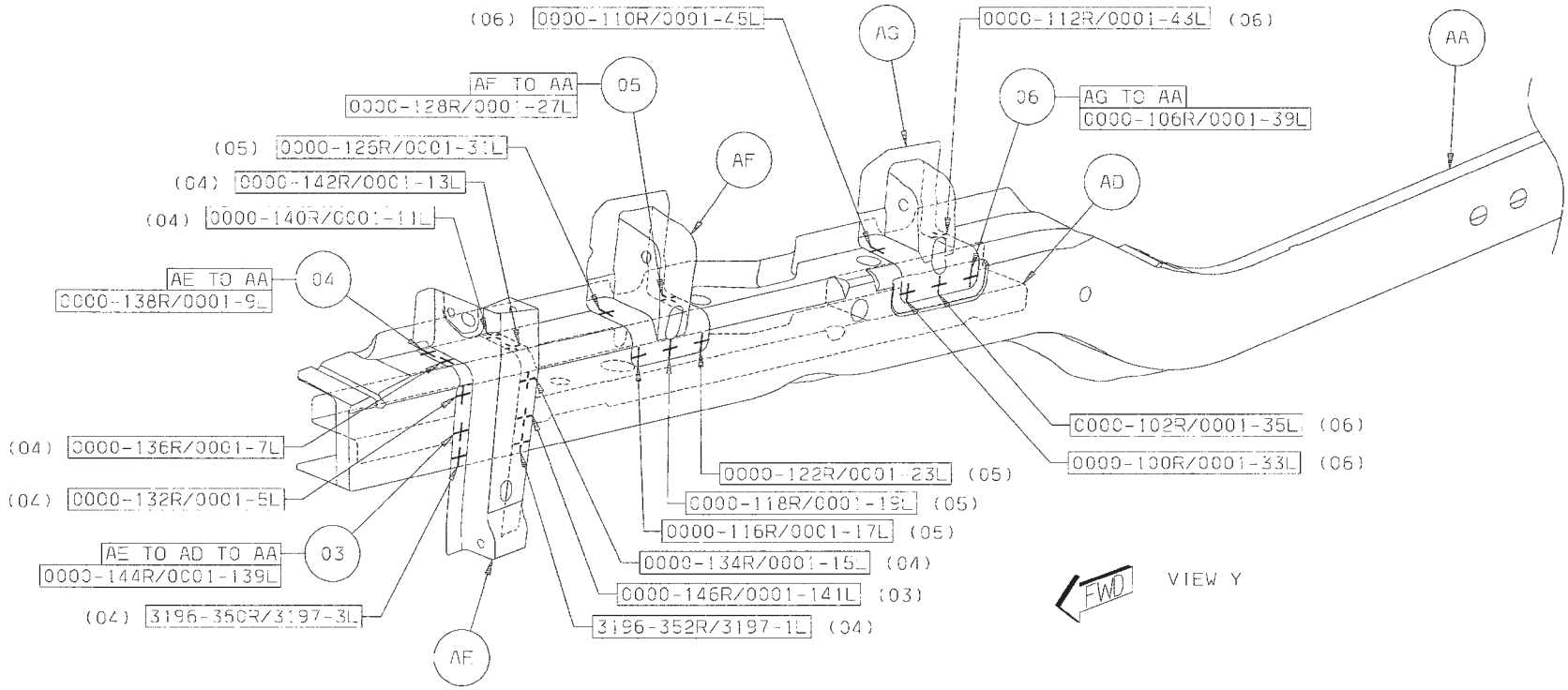
Back to Index

01 AB TO AA 30/SD S/WELDS (ORD)
02 AC TO AB TO AA 5/SD S/WELDS (ORD)



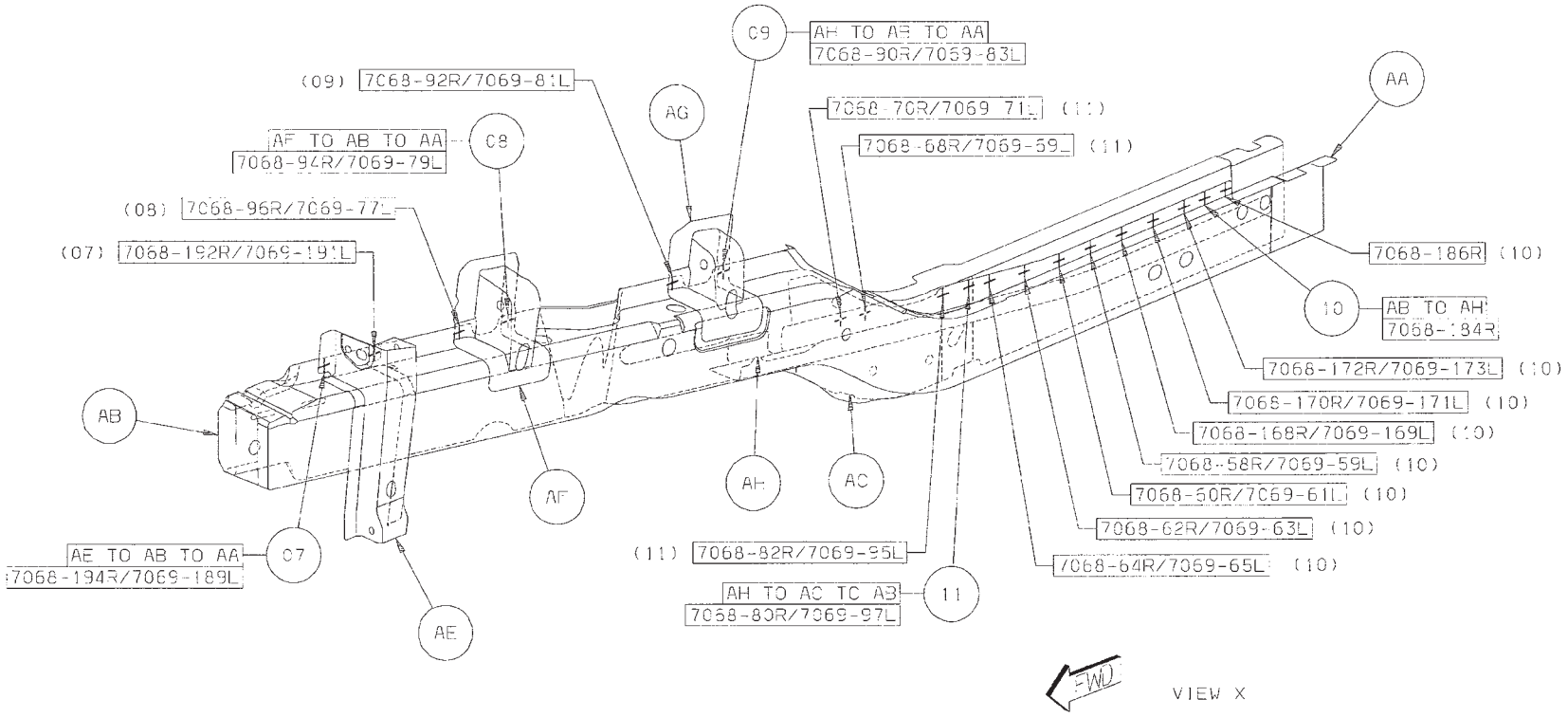
Back to Index

03 AE TO AD TO AA 2/SD S/WELDS (ORD)
04 AE TO AA 8/SD S/WELDS (ORD)
05 AF TO AA 5/SD S/WELDS (ORD)
06 AG TO AA 5/SD S/WELDS (ORD)



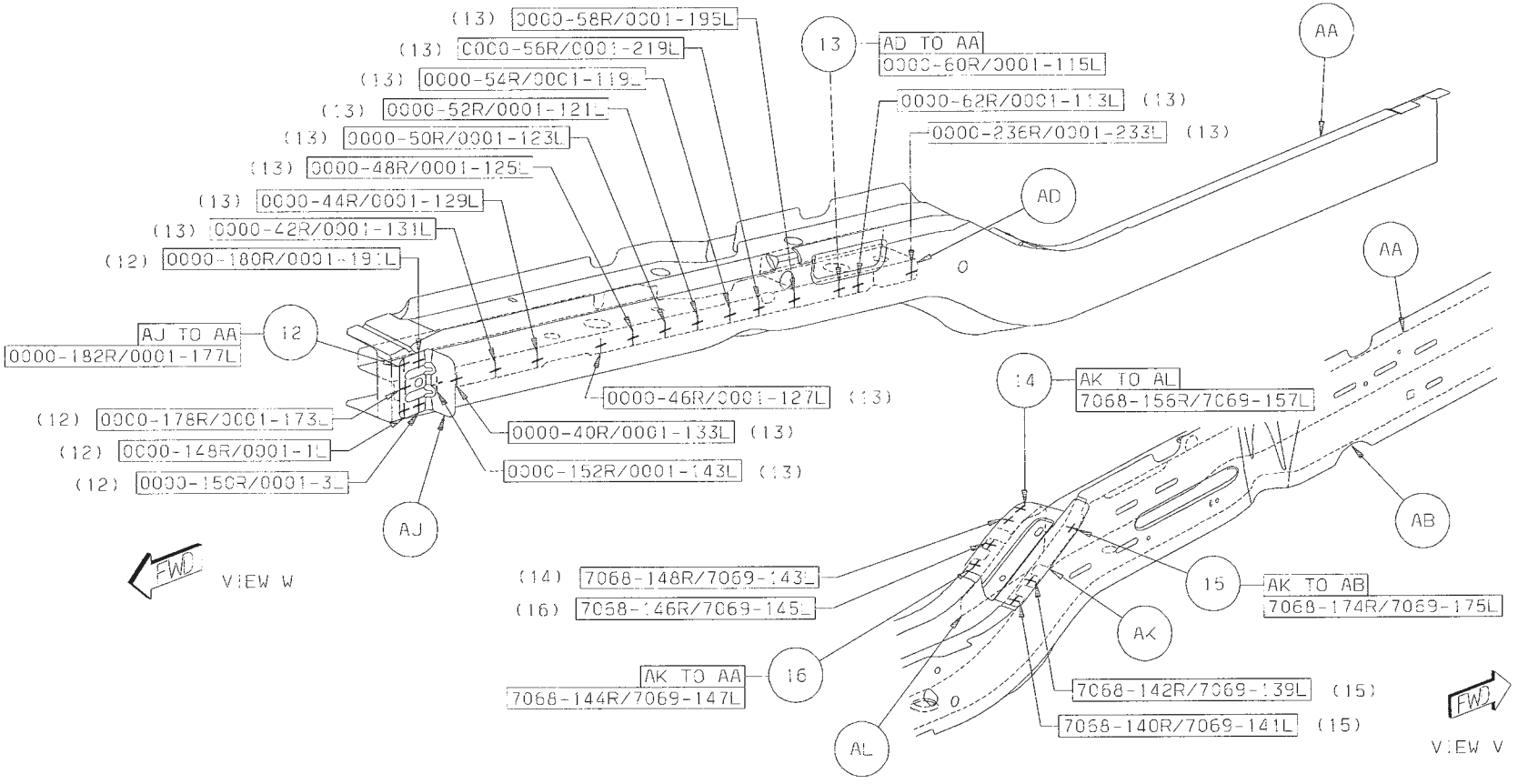
Back to Index

07 AE TO AB TO AA 2/SD S/WELDS (ORD)
08 AF TO AB TO AA 2/SD S/WELDS (ORD)
09 AH TO AB TO AA 2/SD S/WELDS (ORD)
10 AB TO AH 9/SD S/WELDS (ORD)
11 AH TO AC TO AB 4/SD S/WELDS (ORD)



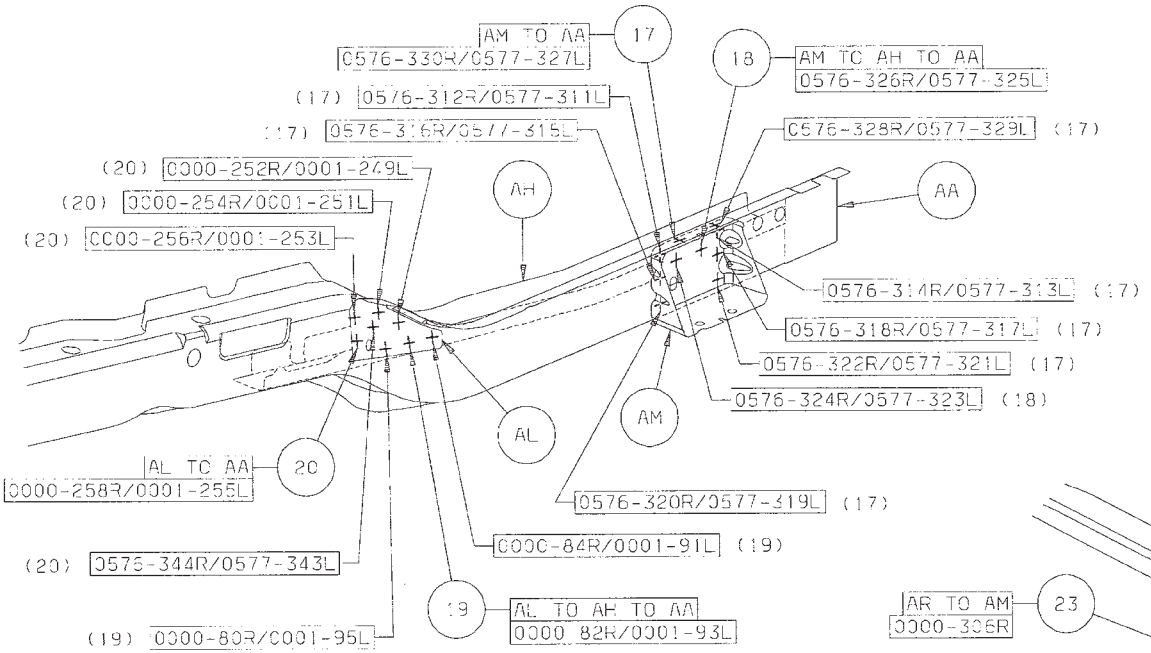
Back to Index

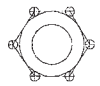
12 AJ TO AA 5/SD S/WELDS (ORD)
13 AD TO AA 14/SD S/WELDS (ORD)
14 AK TO AL 2/SD S/WELDS (ORD)
15 AK TO AB 3/SD S/WELDS (ORD)
16 AK TO AA 2/SD S/WELDS (ORD)

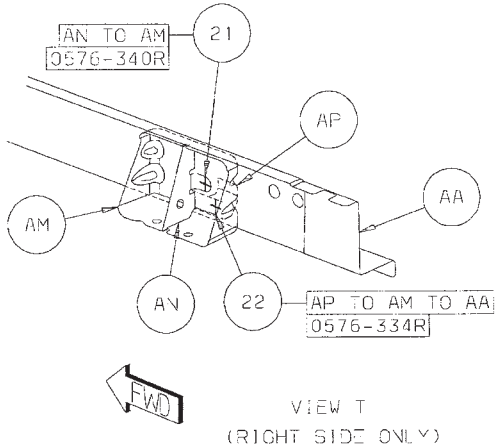


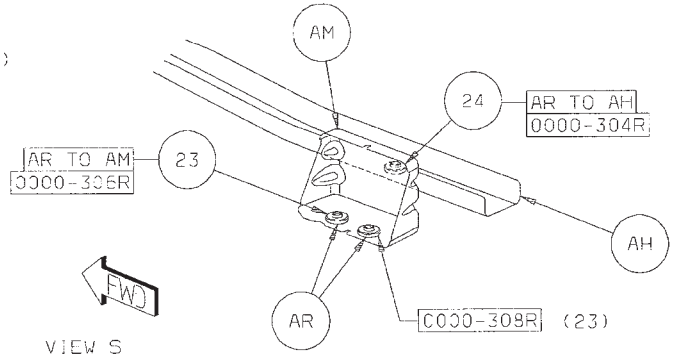
Back to Index

17 AM TO AA 8/SD S/WELDS (ORD)
18 AM TO AH TO AA 2/SD S/WELDS (ORD)
19 AL TO AH TO AA 3/SD S/WELDS (ORD)
20 AL TO AA 5/SD S/WELDS (ORD)
21 AN TO AM 1R S/WELDS (ORD)
22 AP TO AM TO AA 1R S/WELDS (ORD)
23 AR TO AM 2R PROJ WELDS (ORD)
24 AR TO AH 1R PROJ WELD (ORD)



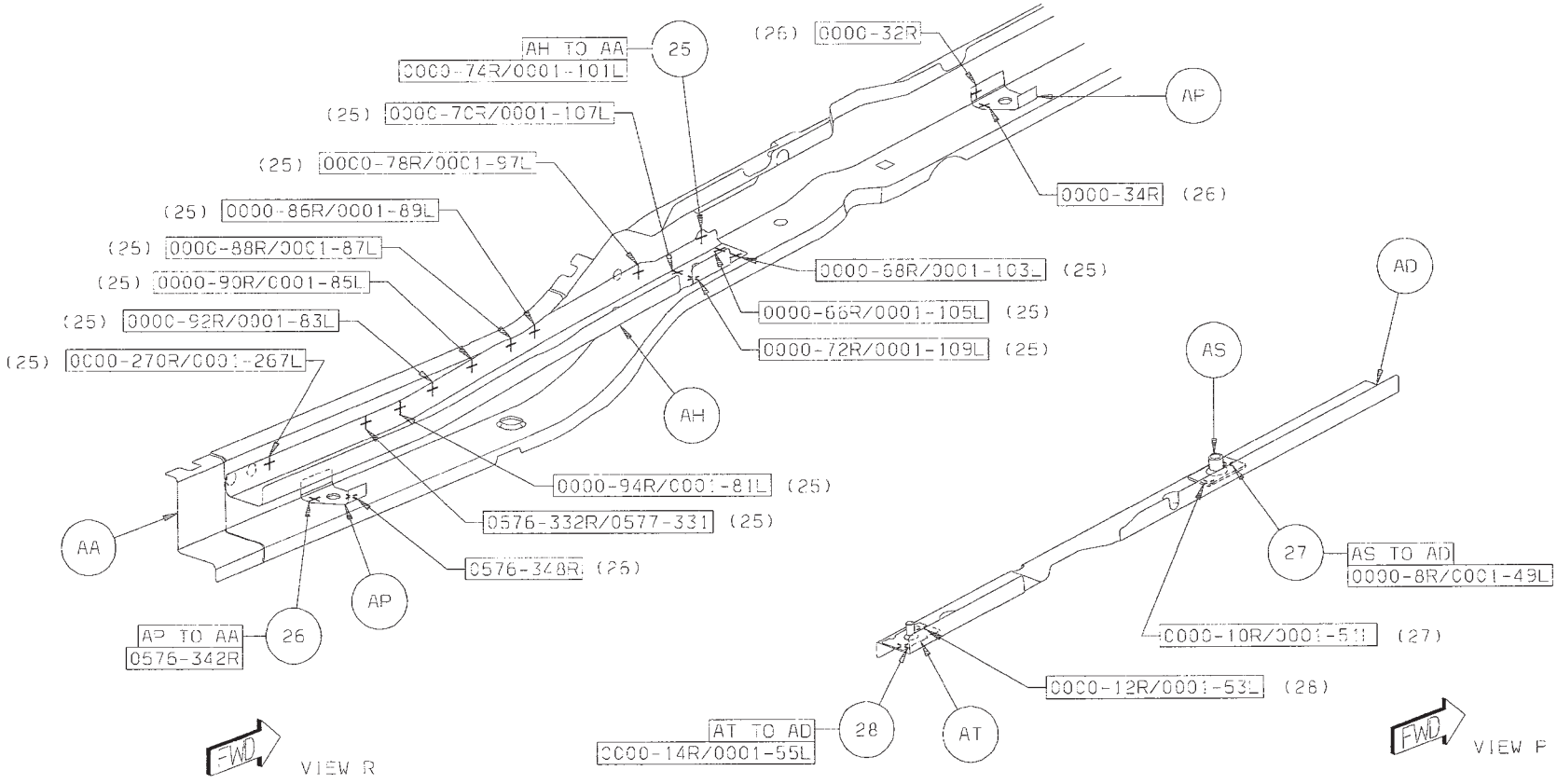

TYPICAL
PROJECTION WELD





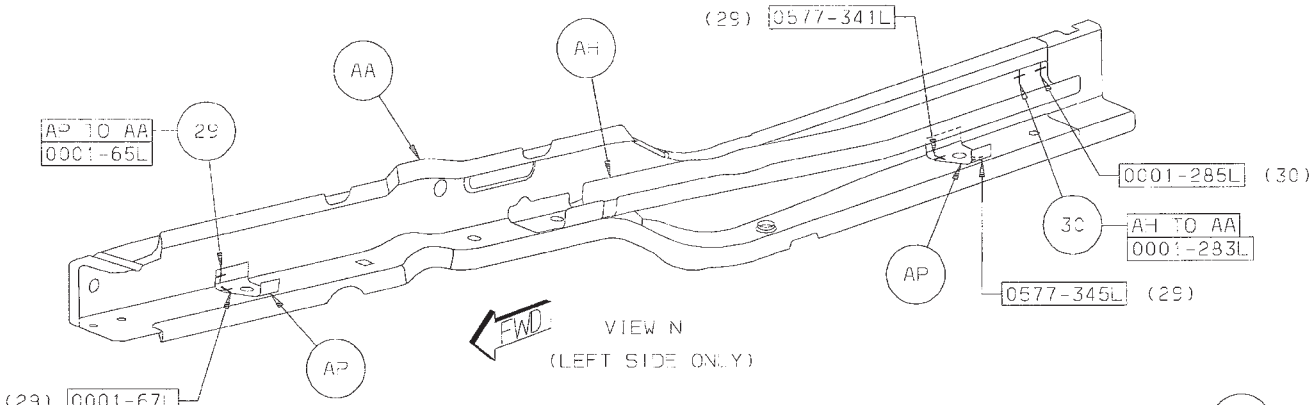
Back to Index

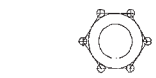
25 AH TO AA 13/SD S/WELDS (ORD)
26 AP TO AA 4R S/WELDS (ORD)
27 AS TO AD 2/SD S/WELDS (ORD)
28 AT TO AD 2/SD S/WELDS (ORD)

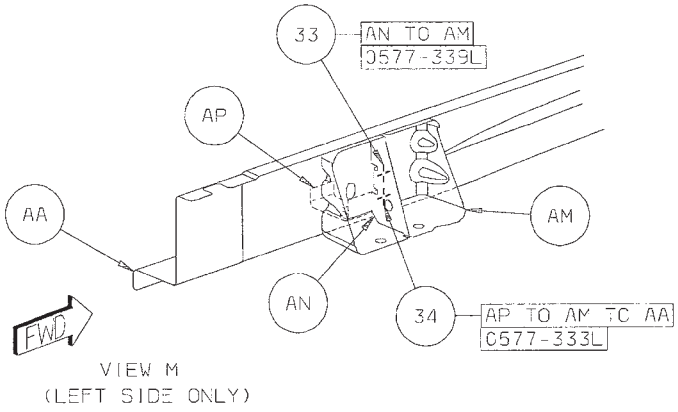


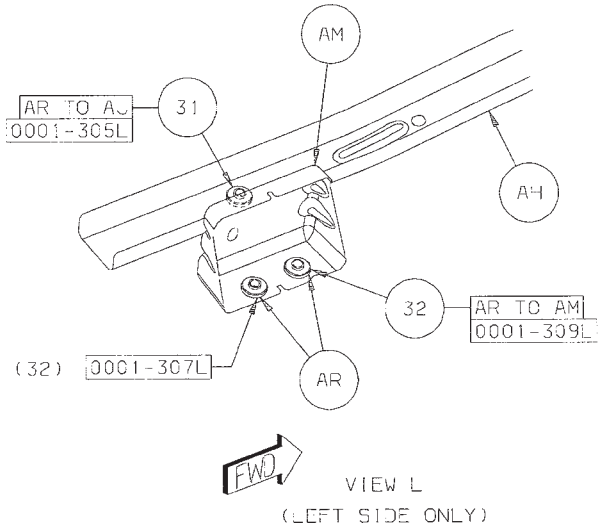
Back to Index

29 AP TO AA 4L S/WELDS (ORD)
30 AH TO AA 2/L S/WELDS (ORD)
31 AR TO AJ 1L PROJ WELD (ORD)
32 AR TO AM 2L PROJ WELDS (ORD)
33 AN TO AM 1L S/WELD (ORD)
34 AP TO AM TO AA 1L S/WELD (ORD)



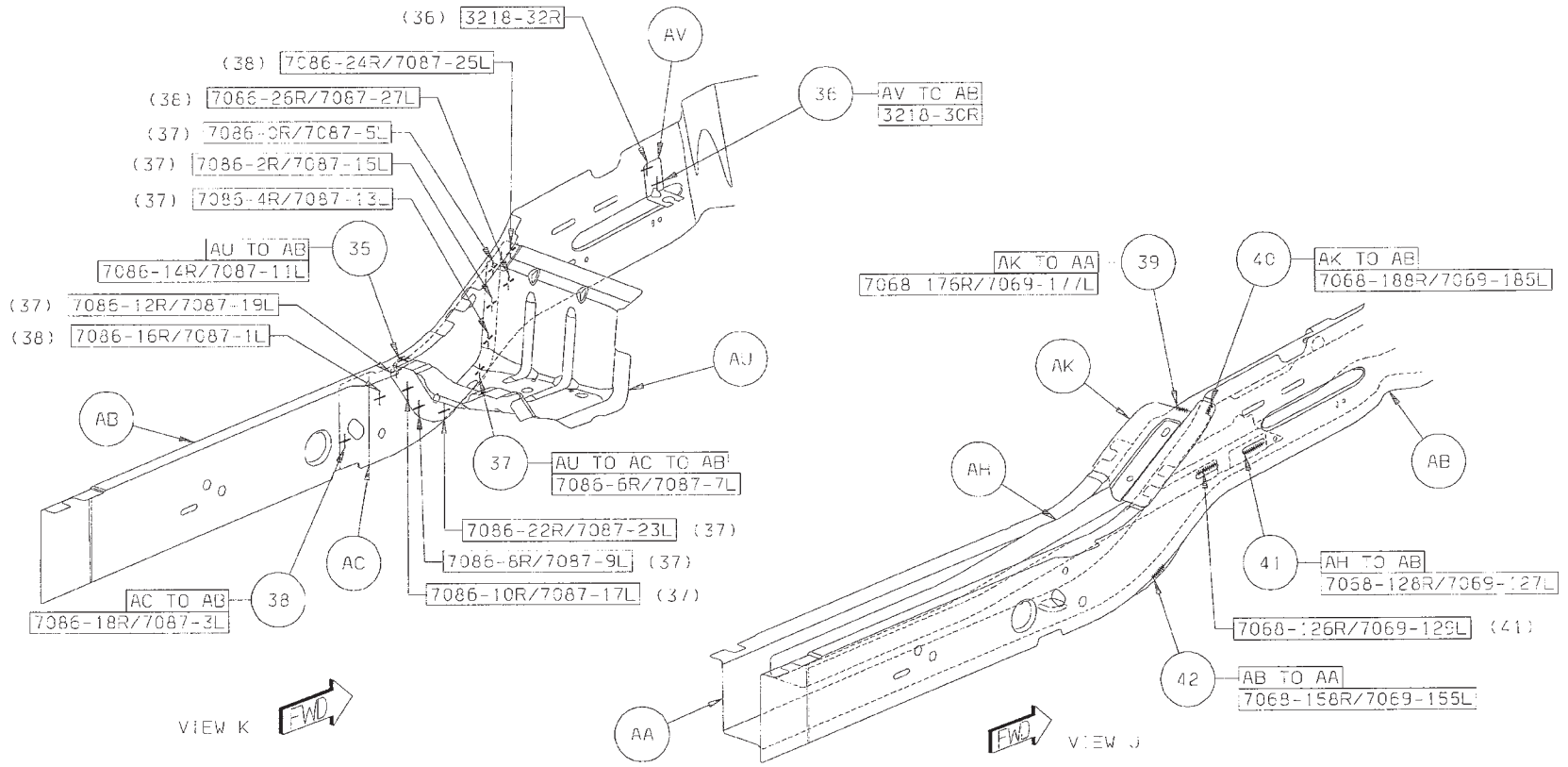






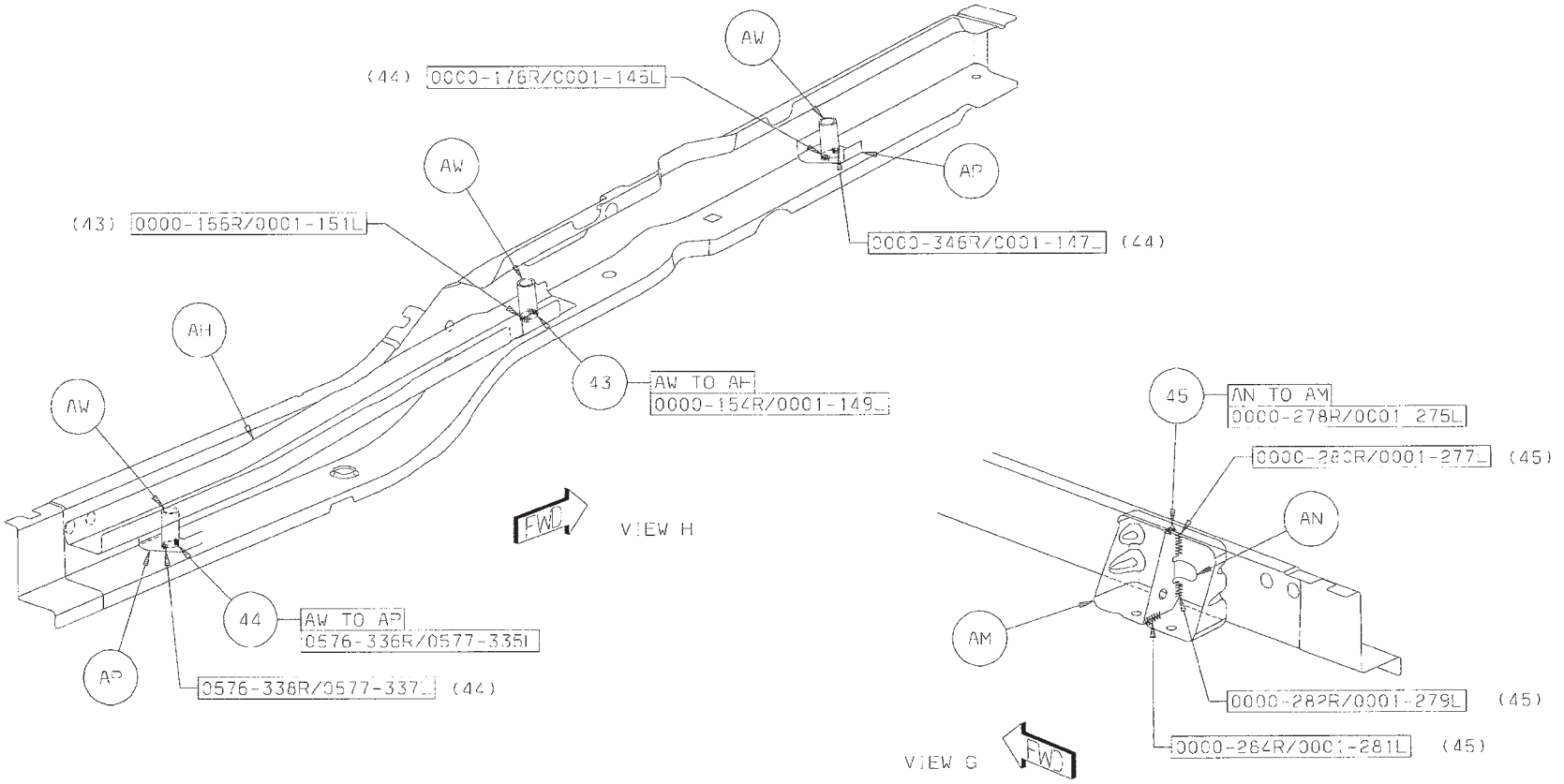
Back to Index

35 AU TO AB 1/SD S/WELDS (ORD)
36 AV TO AB TO 2R S/WELDS (ORD)
37 AU TO AC TO AB 8/SD S/WELDS (ORD)
38 AC TO AB 4/SD S/WELDS (ORD)
39 AK TO AA 1 FCAW (ORD)
40 AK TO AB 1 FCAW (ORD)
41 AH TO AB 2 FCAW (ORD)
42 AB TO AA 1 FCAW (ORD)



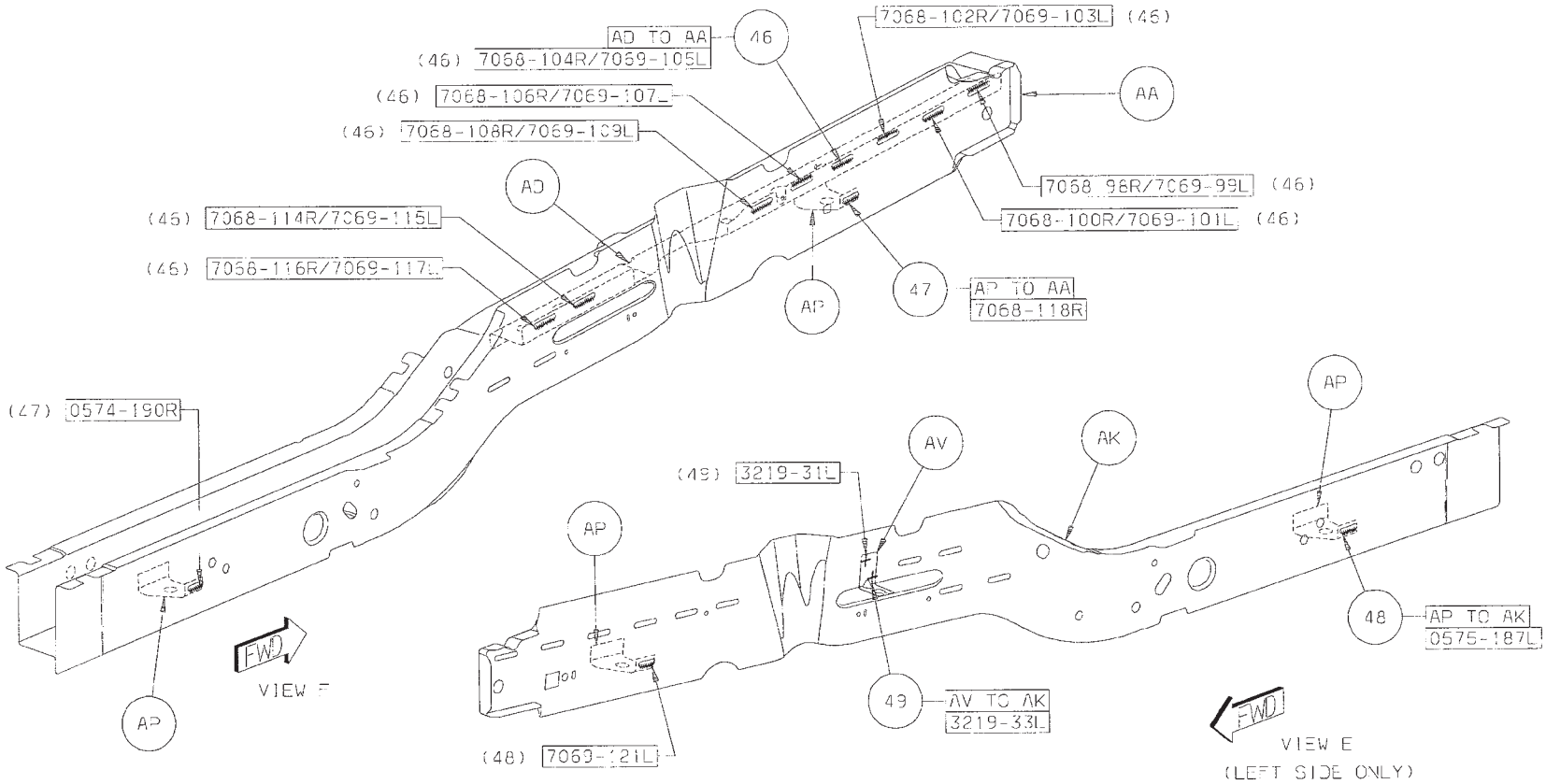
Back to Index

43 AW TO AH 2/SD FCAW (ORD)
44 AW TO AP 4/SD FCAW (ORD)
45 AN TO AM 4/SD FCAW (ORD)



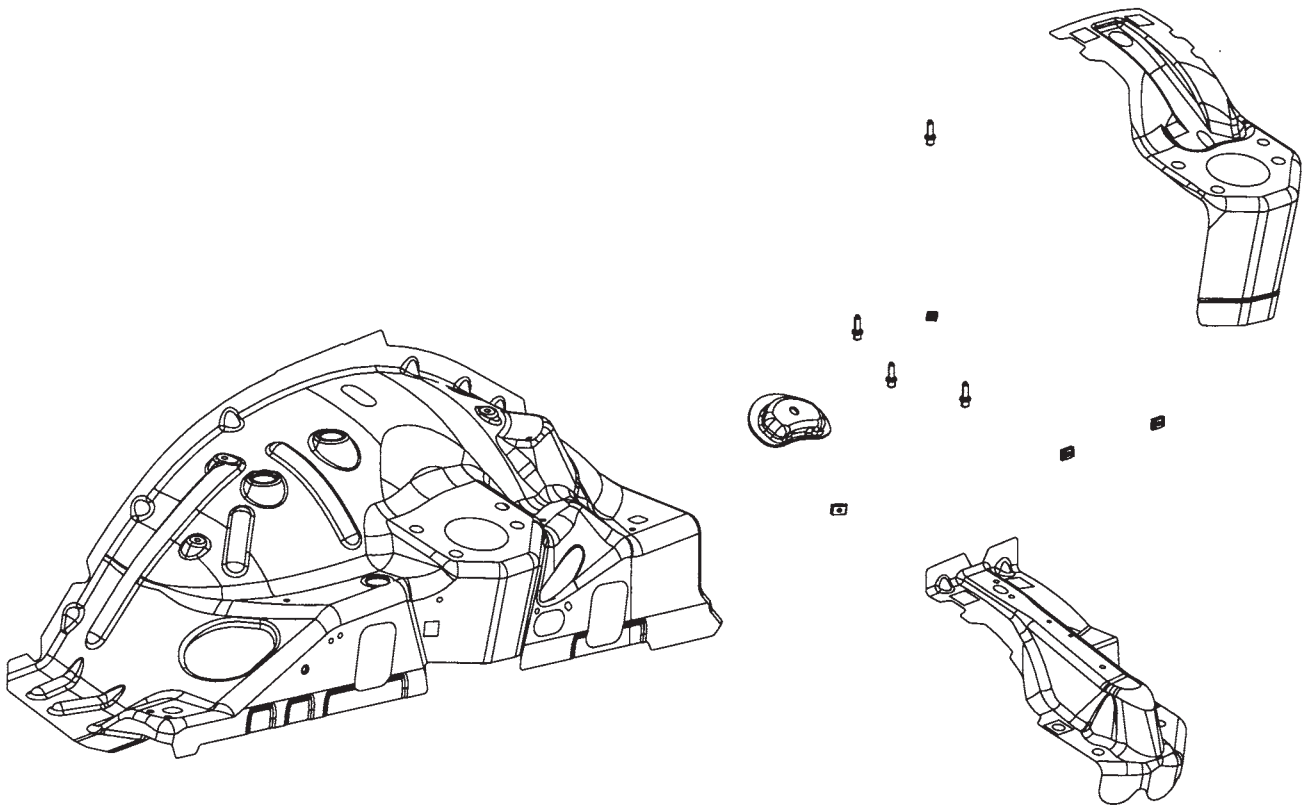
Back to Index

46 AD TO AA 8/SD FCAW (ORD)
47 AP TO AA 2R FCAW (ORD)
48 AP TO AK 2L FCAW (ORD)
49 AV TO AK 2L S/WELDS (ORD)



Back to Index

DODGE NITRO FRONT WHEELHOUSE ASSEMBLY SECTION

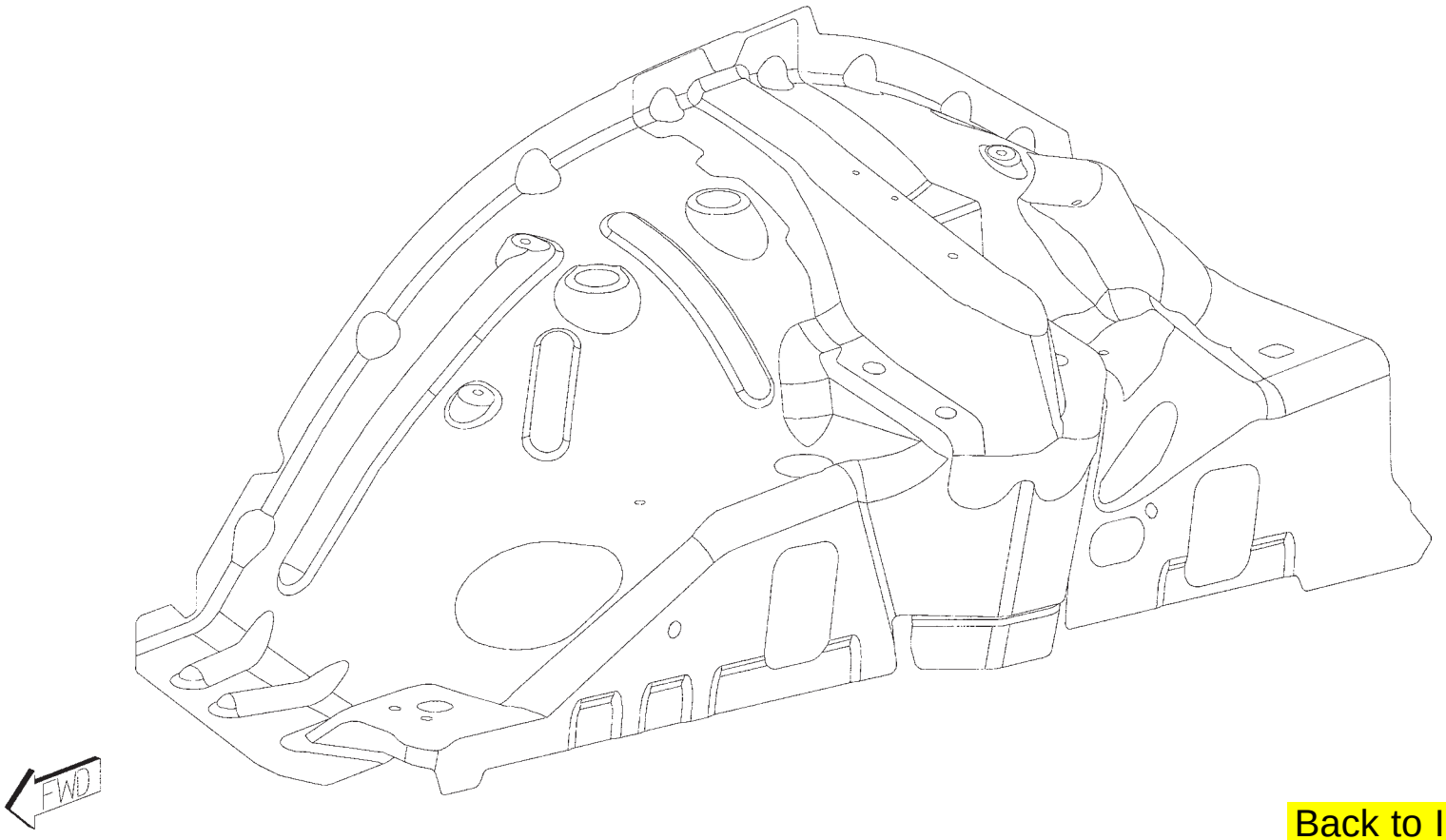


AA WHEELHOUSE – FRT INR RT –
AA WHEELHOUSE – FRT INR LT –
AB REINF – FRT SHOCK ABSORBER TOWER UPR RT –
AB REINF – FRT SHOCK ABSORBER TOWER UPR LT –
AC REINF – FRT SHOCK ABSORBER TOWER LWR RT –
AC REINF – FRT SHOCK ABSORBER TOWER LWR LT –
AD CUP – JOUNCE BUMPER –
AD CUP – JOUNCE BUMPER –

Back to Index

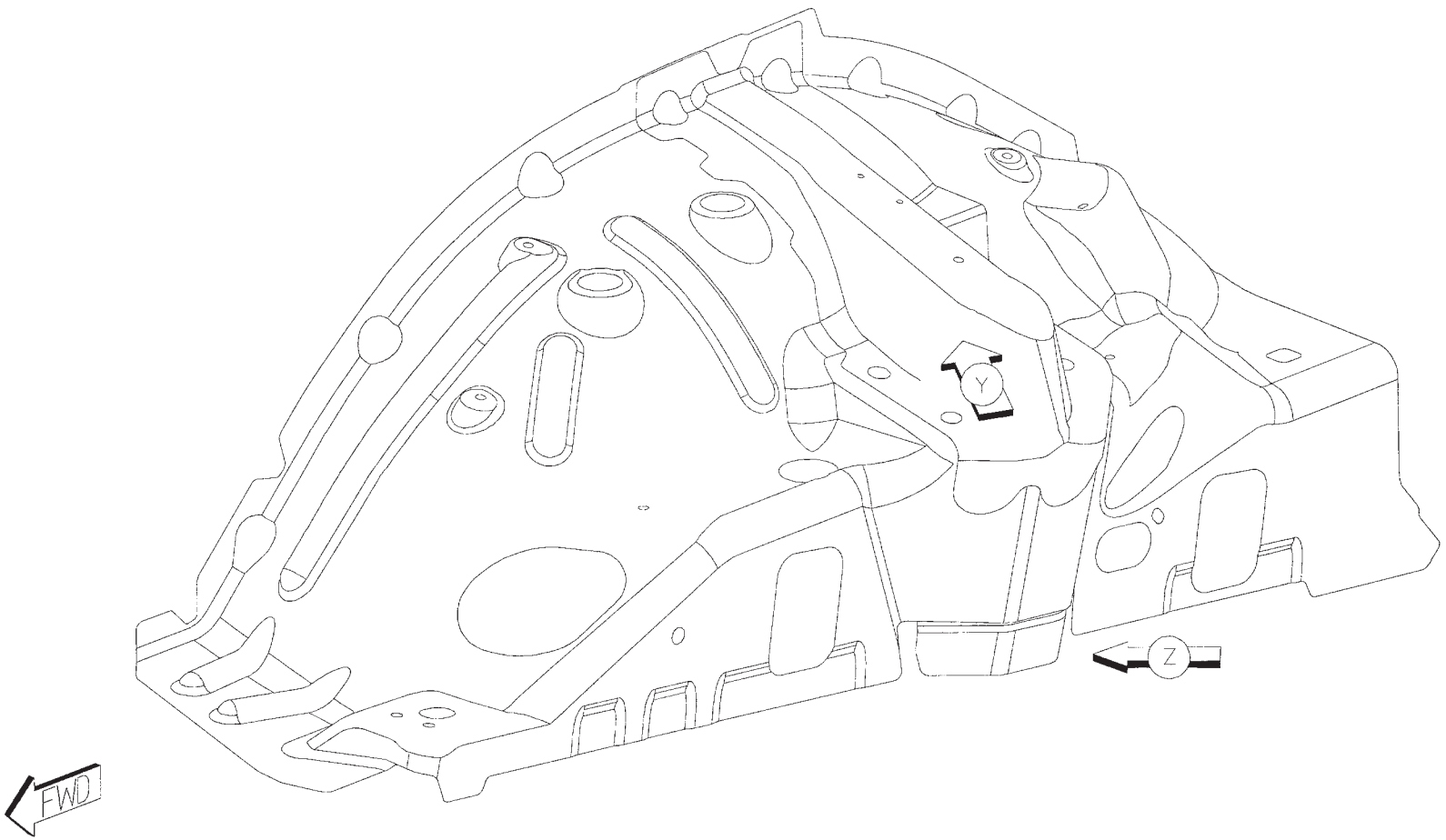
PARTS IDENTIFICATION LEGEND, OVERVIEW 3

AA WHEELHOUSE – FRT INR RT –
AA WHEELHOUSE – FRT INR LT –
AB REINF – FRT SHOCK ABSORBER TOWER UPR RT –
AB REINF – FRT SHOCK ABSORBER TOWER UPR LT –
AC REINF – FRT SHOCK ABSORBER TOWER LWR RT –
AC REINF – FRT SHOCK ABSORBER TOWER LWR LT –
AD CUP – JOUNCE BUMPER –
AD CUP – JOUNCE BUMPER –



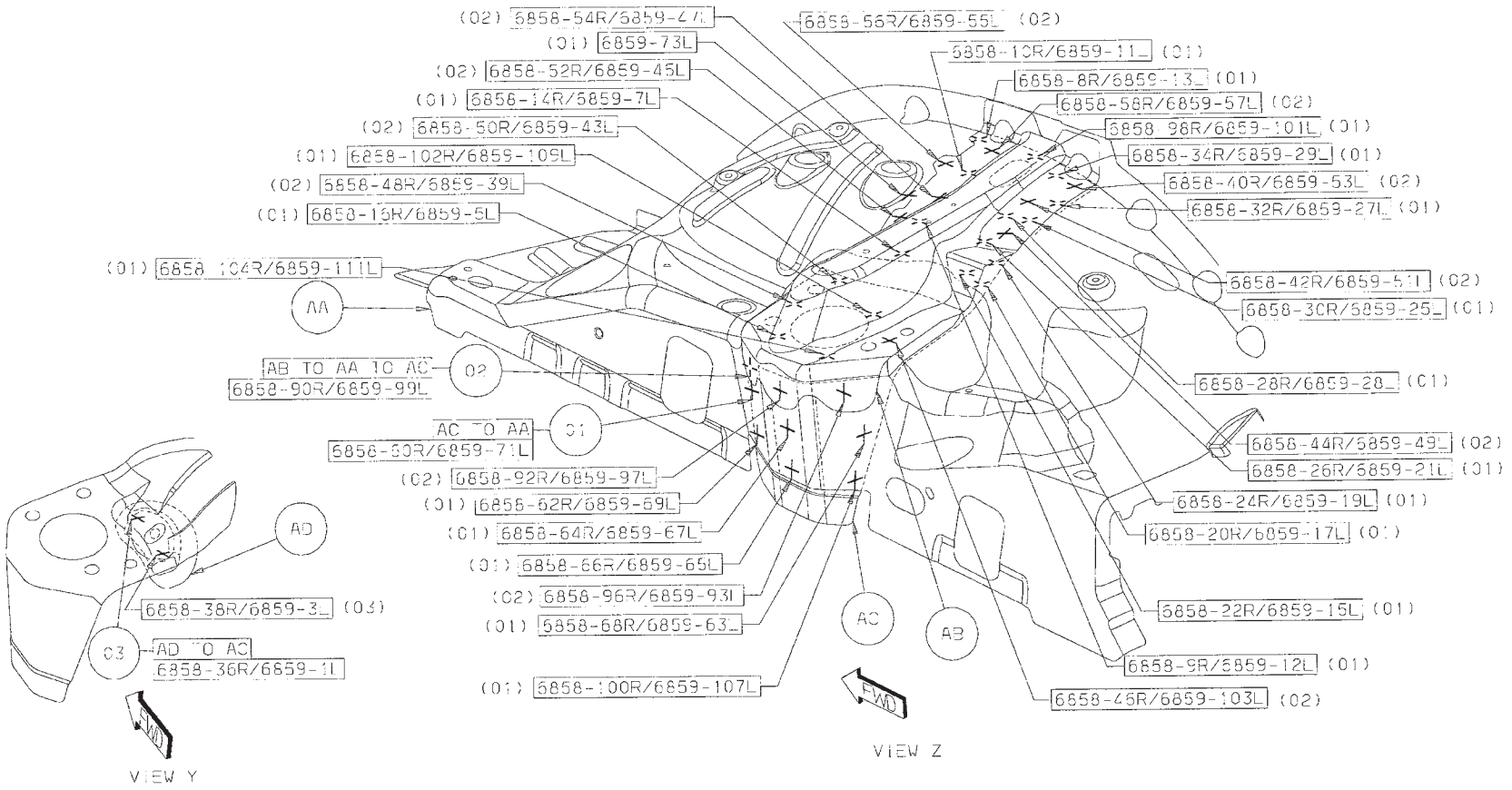
Back to Index

WELD LAYOUT LOCATION GUIDE



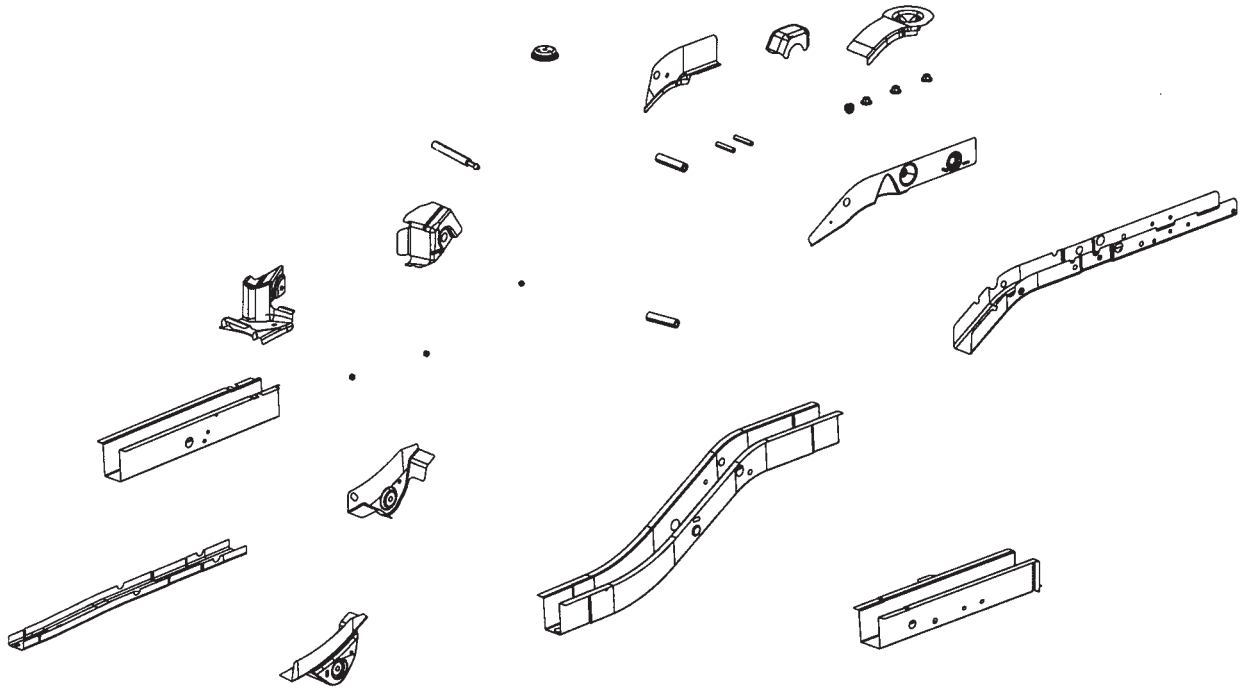
Back to Index

01 AC TO AA 22R/23L S/WELDS (ORD)
02 AB TO AA TO AC 13/SD S/WELDS (ORD)
03 AD TO AC 2/SD S/WELDS (ORD)



Back to Index

DODGE NITRO REAR RAIL ASSEMBLY SECTION

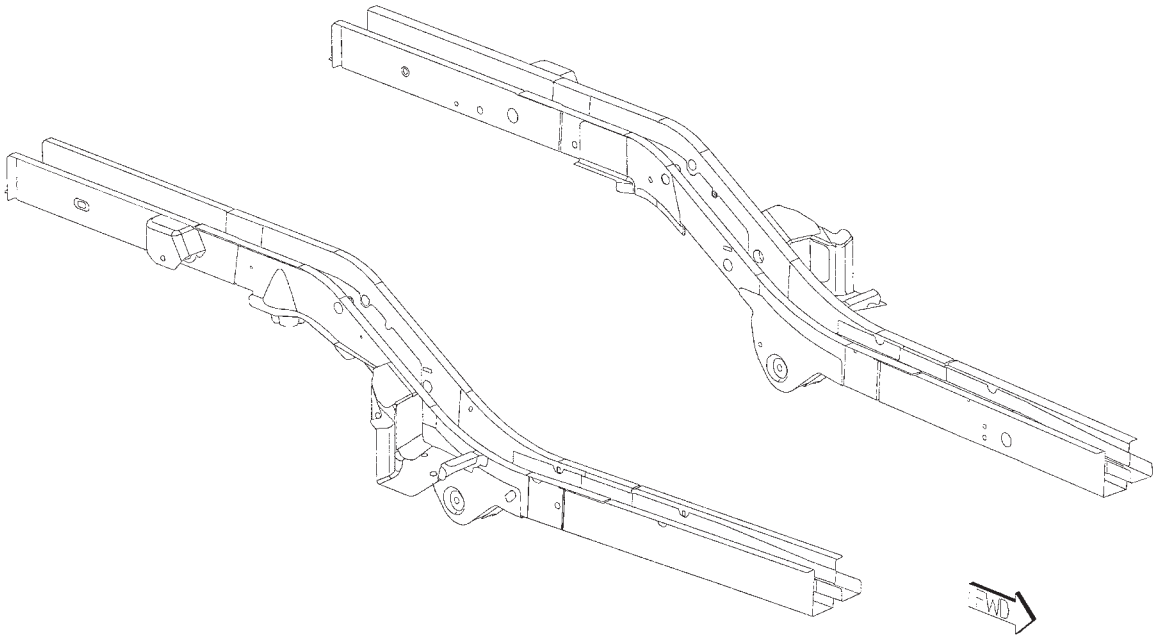


AA RAIL – FRT RT –
AA RAIL – FRT LT –
AB RAIL – RR RAIL FRT RT –
AB RAIL – RR RAIL FRT LT –
AC REINF – RR RAIL CTR –
AC REINF – RR RAIL CTR –
AD NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
AE BRACKET – CONTROL ARM MOUNTING RR LWR OTR RT –
AE BRACKET – CONTROL ARM MOUNTING RR LWR OTR LT –
AF BRACKET – CONTROL ARM MOUNTING RR LWR INR RT–
AF BRACKET – CONTROL ARM MOUNTING RR LWR INR RT–
AG TORQUE BOX – RR RT –
AG TORQUE BOX – RR LT –
AH NUT/WELD.HEX – NIBS.NO.FIN –
AJ BRACKET – CONTROL ARM UPR –
AJ BRACKET – CONTROL ARM UPR –
AK REINF – RR RAIL RR –
AK REINF – RR RAIL RR –
AL NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
AM BRACKET – TRANS CROSSMEMBER MOUNTING RR RT –
AM BRACKET – TRANS CROSSMEMBER MOUNTING RR LT –
AN BRACKET – COIL SPRING SEAT RT –
AP RAIL – RR RAIL SHORT RR RT –
AP RAIL – RR RAIL SHORT RR LT –
AR REINF – SPRING MTG –
AR REINF – SPRING MTG –
AS NUT/WELD.HEX – NIBS.NO.FIN –
AT REINF – SHOCK MOUNTING RR RT –
AT REINF – SHOCK MOUNTING RR LT –
AU SLEEVE – SUSPENSION –
AU SLEEVE – SUSPENSION –
AV SLEEVE – SHOCK & EXHAUST MTG –
AW SLEEVE – SUSPENSION –
AW SLEEVE – SUSPENSION –

Back to Index

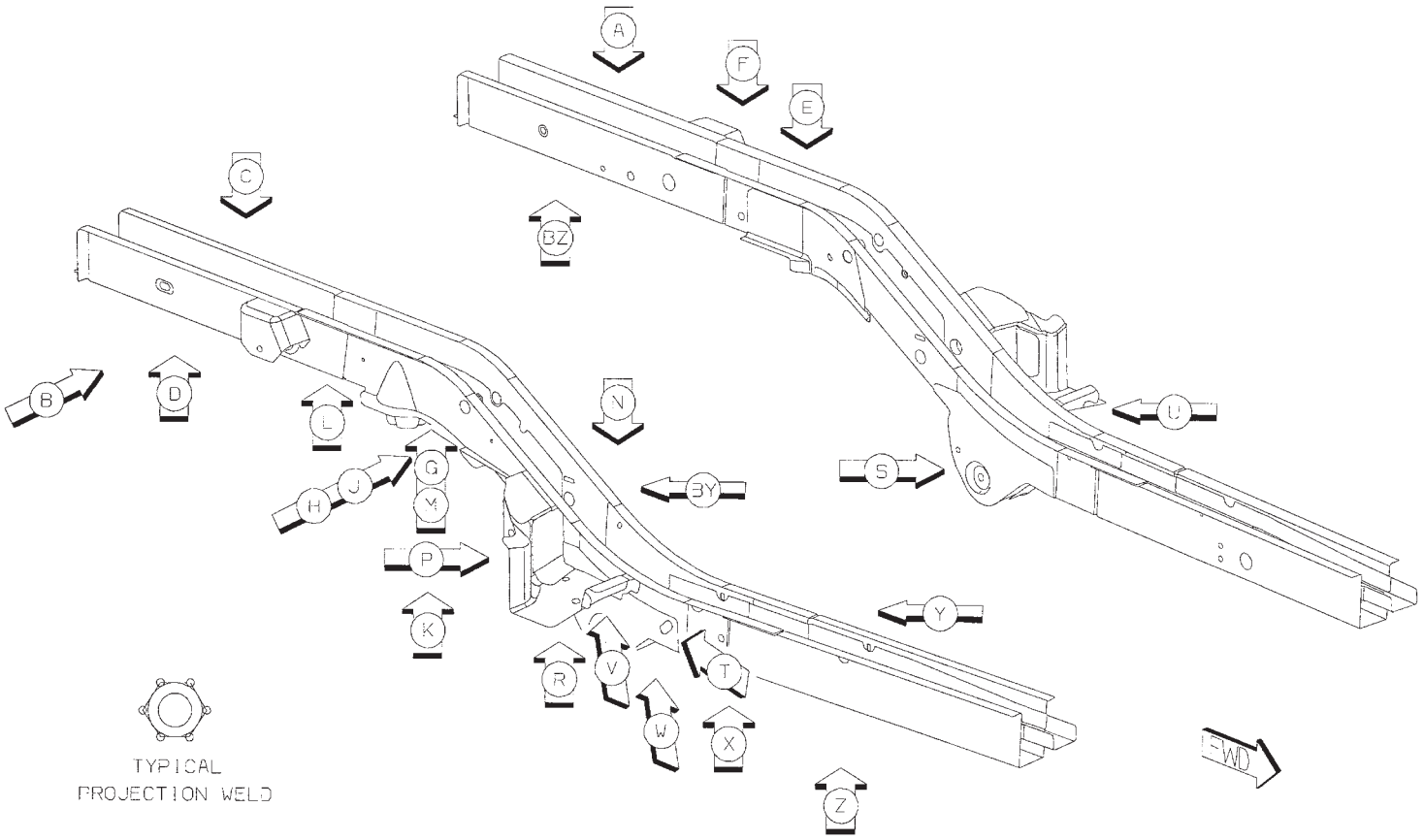
PARTS IDENTIFICATION LEGEND, OVERVIEW 4

AA RAIL – FRT RT –
AA RAIL – FRT LT –
AB RAIL – RR RAIL FRT RT –
AB RAIL – RR RAIL FRT LT –
AC REINF – RR RAIL CTR –
AC REINF – RR RAIL CTR –
AD NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
AE BRACKET – CONTROL ARM MOUNTING RR LWR OTR RT –
AE BRACKET – CONTROL ARM MOUNTING RR LWR OTR LT –
AF BRACKET – CONTROL ARM MOUNTING RR LWR INR RT–
AF BRACKET – CONTROL ARM MOUNTING RR LWR INR RT–
AG TORQUE BOX – RR RT –
AG TORQUE BOX – RR LT –
AH NUT/WELD.HEX – NIBS.NO.FIN –
AJ BRACKET – CONTROL ARM UPR –
AJ BRACKET – CONTROL ARM UPR –
AK REINF – RR RAIL RR –
AK REINF – RR RAIL RR –
AL NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
AM BRACKET – TRANS CROSSMEMBER MOUNTING RR RT –
AM BRACKET – TRANS CROSSMEMBER MOUNTING RR LT –
AN BRACKET – COIL SPRING SEAT RT –
AP RAIL – RR RAIL SHORT RR RT –
AP RAIL – RR RAIL SHORT RR LT –
AR REINF – SPRING MTG –
AR REINF – SPRING MTG –
AS NUT/WELD.HEX – NIBS.NO.FIN –
AT REINF – SHOCK MOUNTING RR RT –
AT REINF – SHOCK MOUNTING RR LT –
AU SLEEVE – SUSPENSION –
AU SLEEVE – SUSPENSION –
AV SLEEVE – SHOCK & EXHAUST MTG –
AW SLEEVE – SUSPENSION –
AW SLEEVE – SUSPENSION –



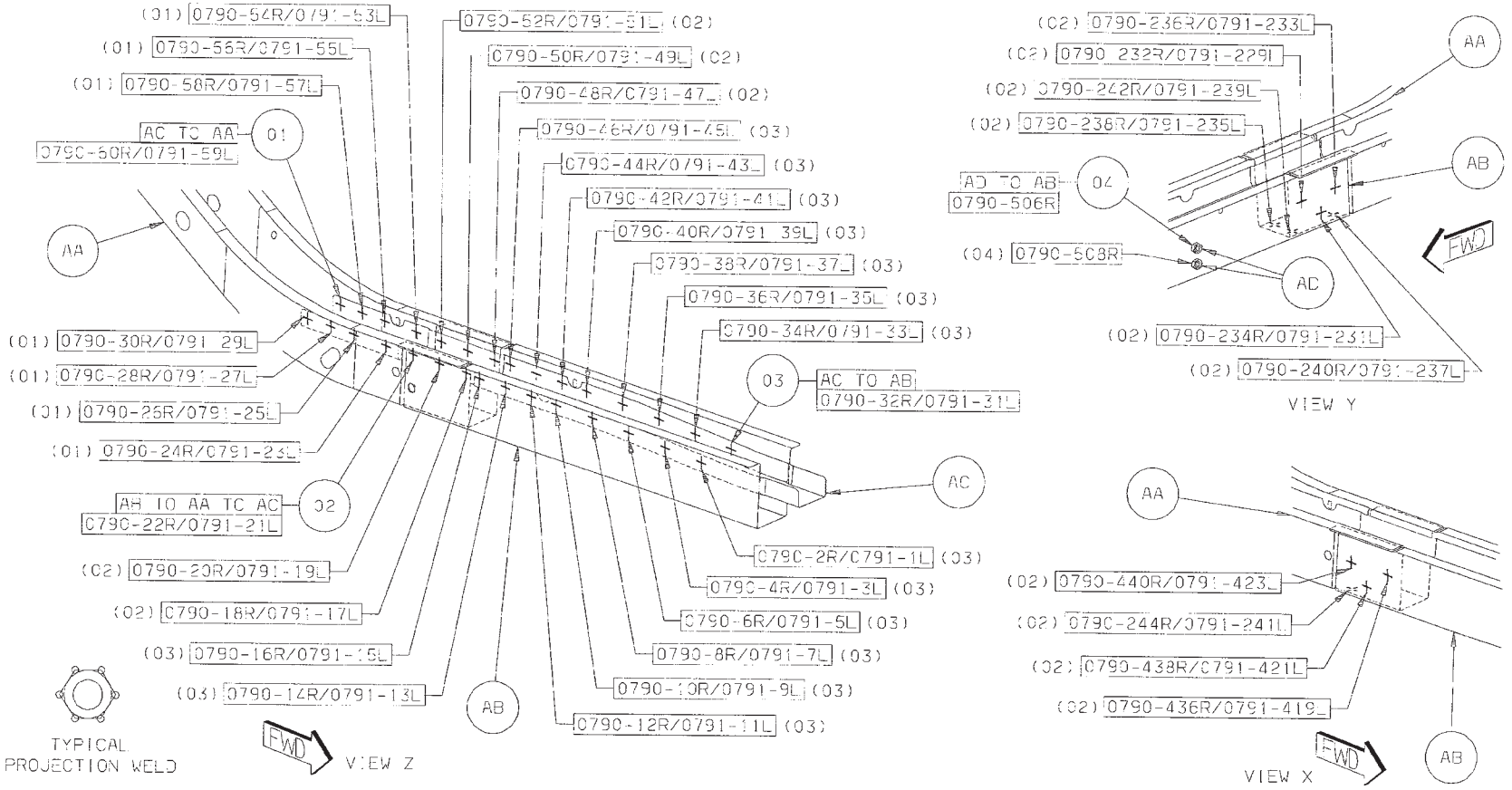
Back to Index

WELD LAYOUT LOCATION GUIDE



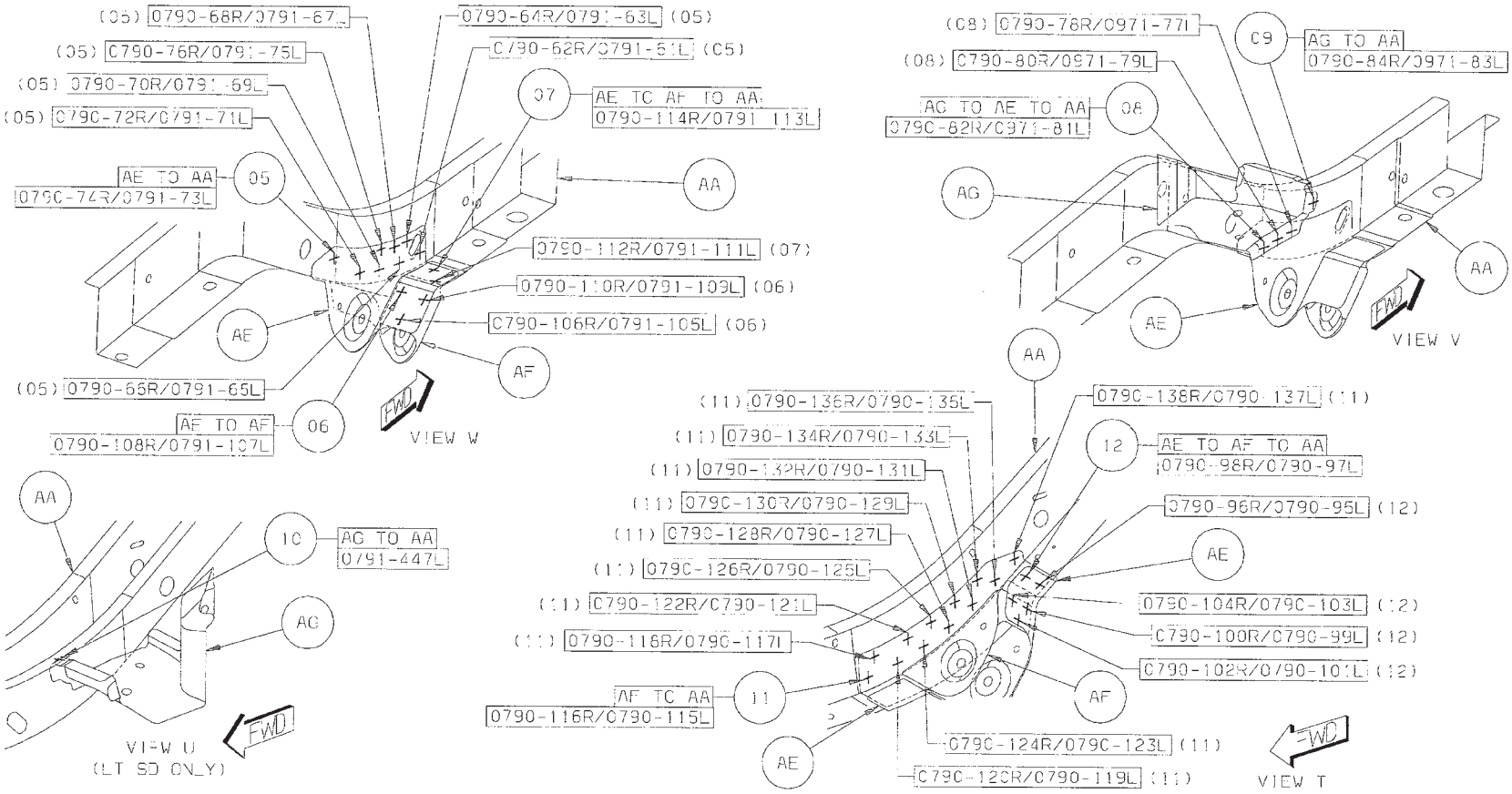
Back to Index

01 AC TO AA 8/SD S/WELDS (ORD)
02 AB TO AA TO AC 16/SD S/WELDS (ORD)
03 AC TO AB 16/SD S/WELDS (ORD)
04 AD TO AB 2R PROJ WELDS



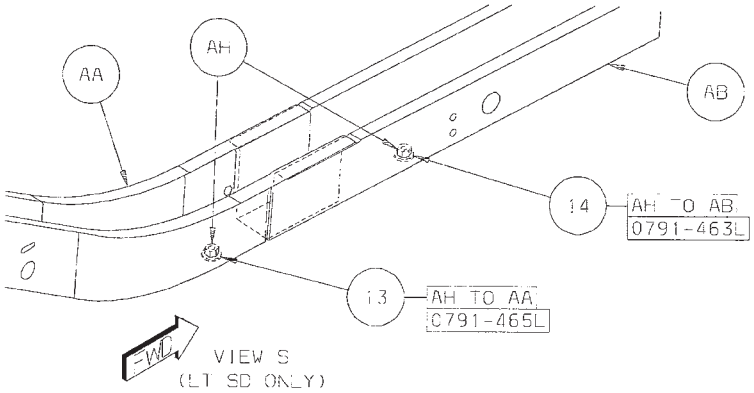
Back to Index

05 AE TO AA 8/SD S/WELDS (ORD)
06 AE TO AF 3/SD S/WELDS (ORD)
07 AE TO AF TO AA 2/SD S/WELDS (ORD)
08 AG TO AE TO AA 3/SD S/WELDS (ORD)
09 AG TO AA 1/SD S/WELDS (ORD)
10 AG TO AA 1L S/WELD (ORD)
11 AF TO AA 12/SD S/WELD (ORD)
12 AE TO AF TO AA 5/SD S/WELDS (ORD)

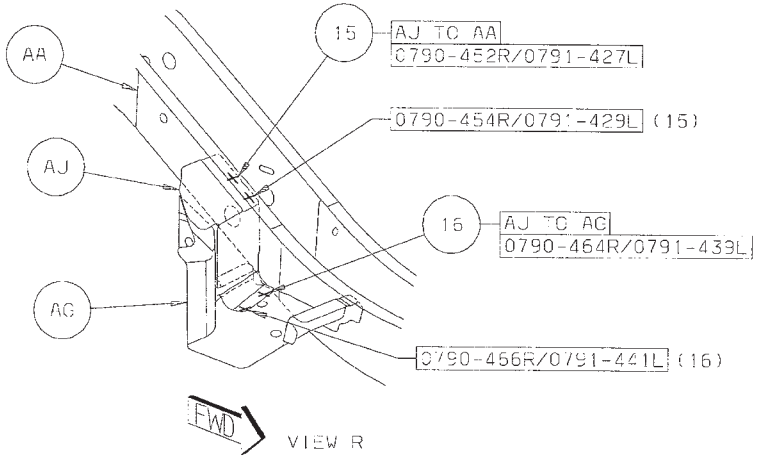


Back to Index

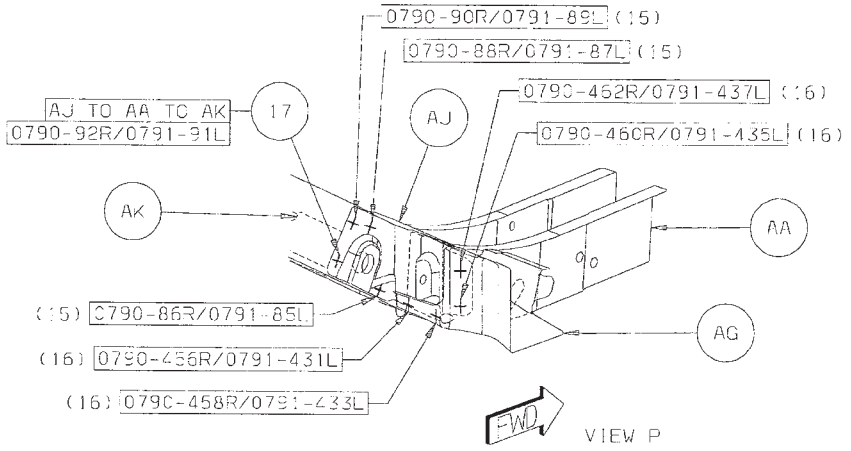
13 AH TO AA 1 PROJ WELD
14 AH TO AB 1 PROJ WELD
15 AJ TO AA 5/SD S/WELDS (ORD)
16 AJ TO AG 5/SD S/WELDS (ORD)
17 AJ TO AA TO AK 1/SD S/WELDS (ORD)
18 AL TO AA 1 PROJ WELD



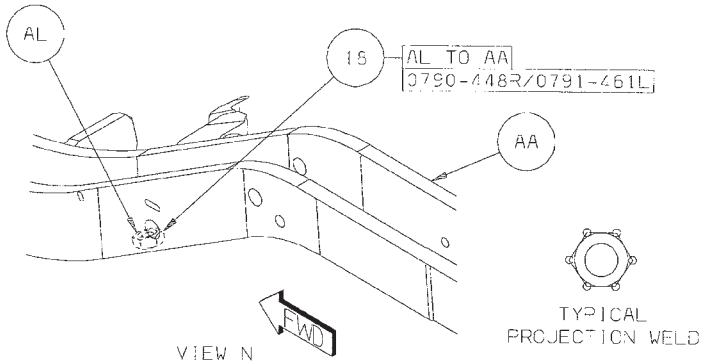
VIEW S
(LT SD ONLY)



VIEW R



VIEW P

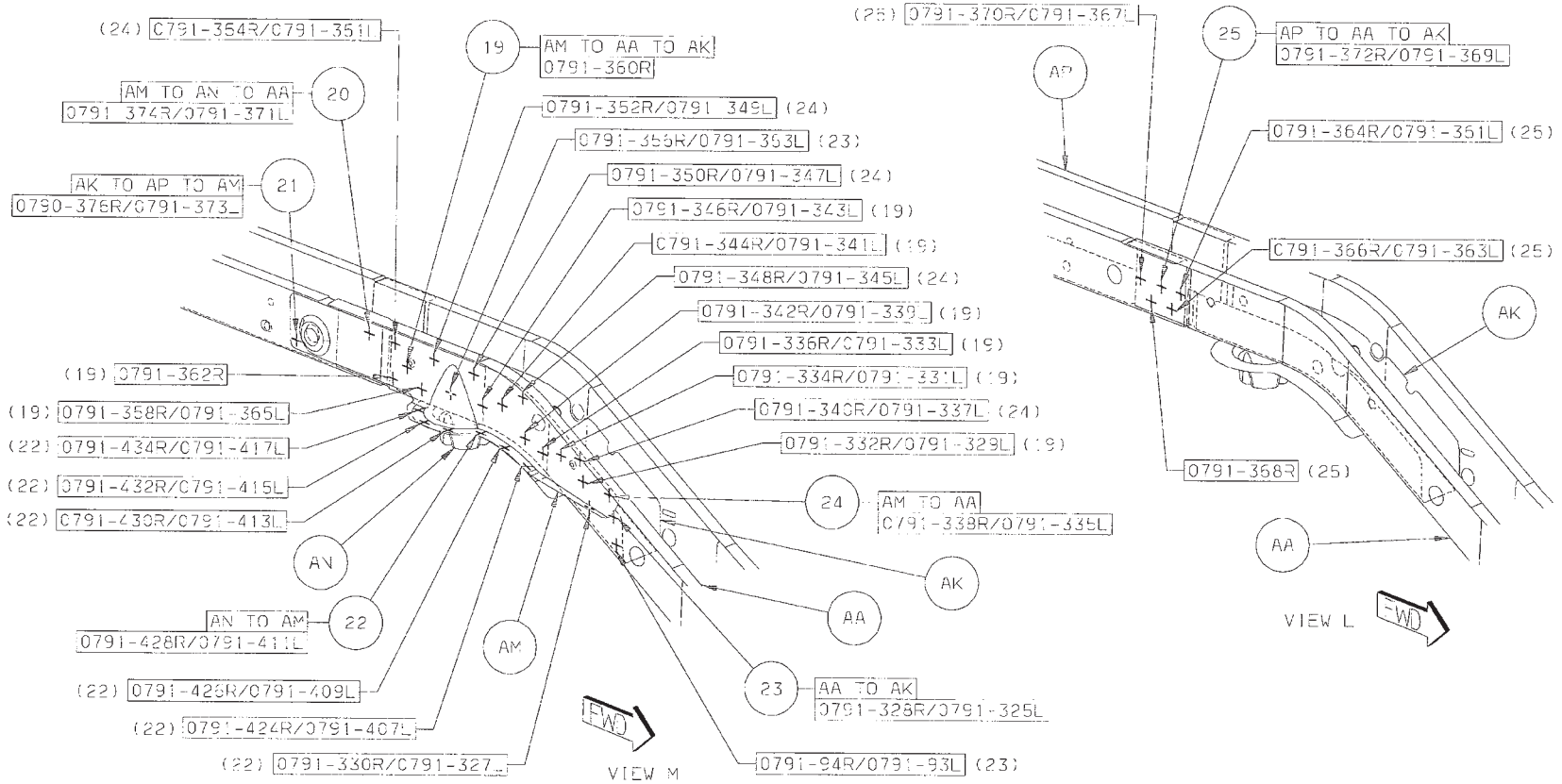


VIEW N

TYPICAL
PROJECTION WELD

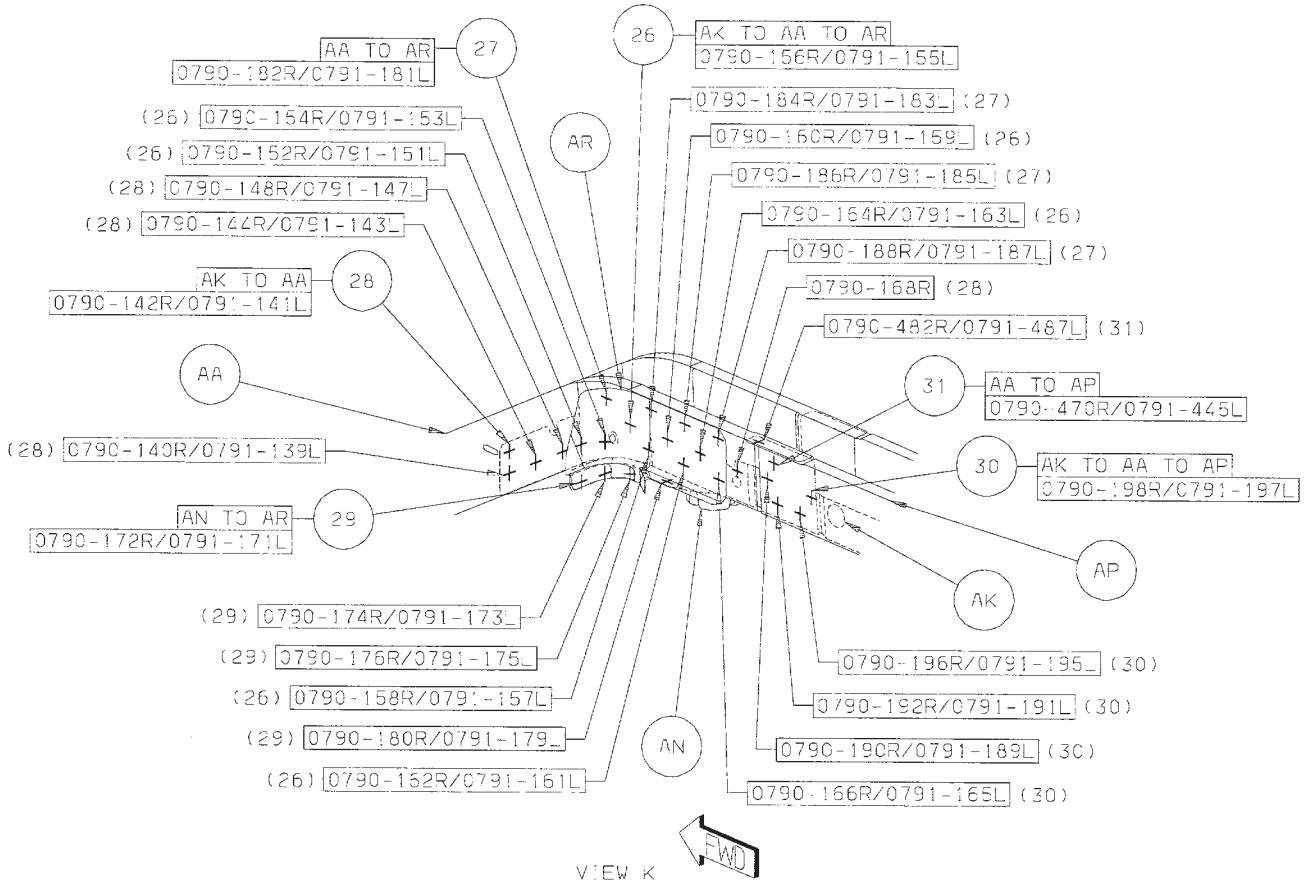
Back to Index

19 AM TO AA TO AK 9R/7L S/WELDS (ORD)
20 AM TO AN TO AA 1/SD S/WELD (ORD)
21 AK TO AP TO AM 1/SD S/WELD (ORD)
22 AN TO AM 7/SD S/WELDS (ORD)
23 AA TO AK 3/SD S/WELDS (ORD)
24 AM TO AA 6/SD S/WELDS (ORD)
25 AP TO AA TO AK 5/SD S/WELDS (ORD)



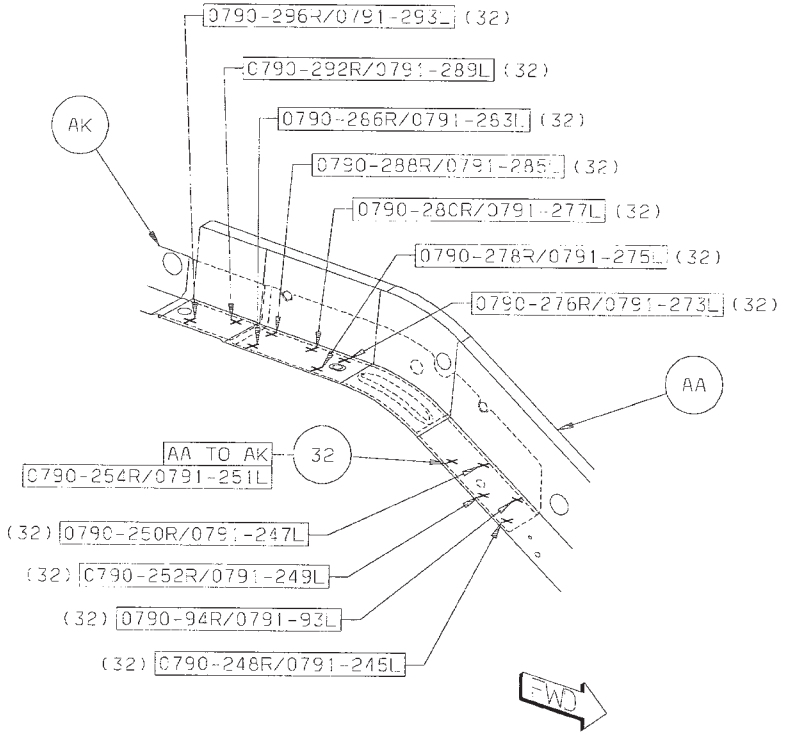
Back to Index

26 AK TO AA TO AR 7/SD S/WELDS (ORD)
27 AA TO AR 4/SD S/WELDS (ORD)
28 AK TO AA 5R/4L S/WELDS (ORD)
29 AN TO AR 4/SD S/WELDS (ORD)
30 AK TO AA TO AP 5/SD S/WELDS (ORD)
31 AA TO AP 2/SD S/WELDS (ORD)

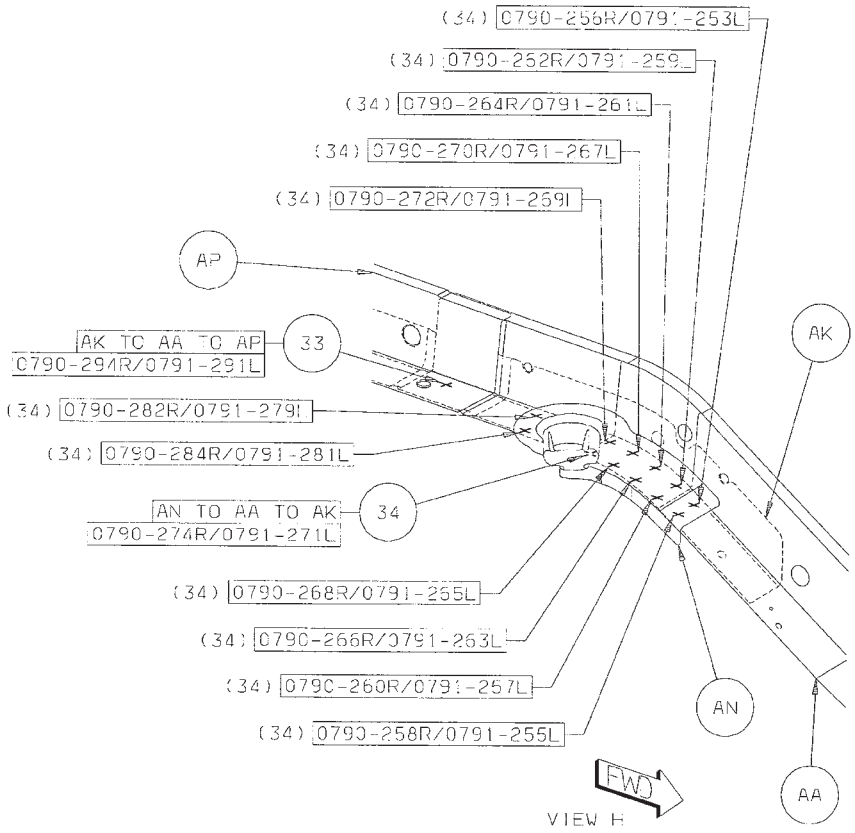


Back to Index

32 AA TO AK 12/SD S/WELDS (ORD)
33 AK TO AA TO AP 1/SD S/WELD (ORD)
34 AN TO AA TO AK 12/SD S/WELDS (ORD)



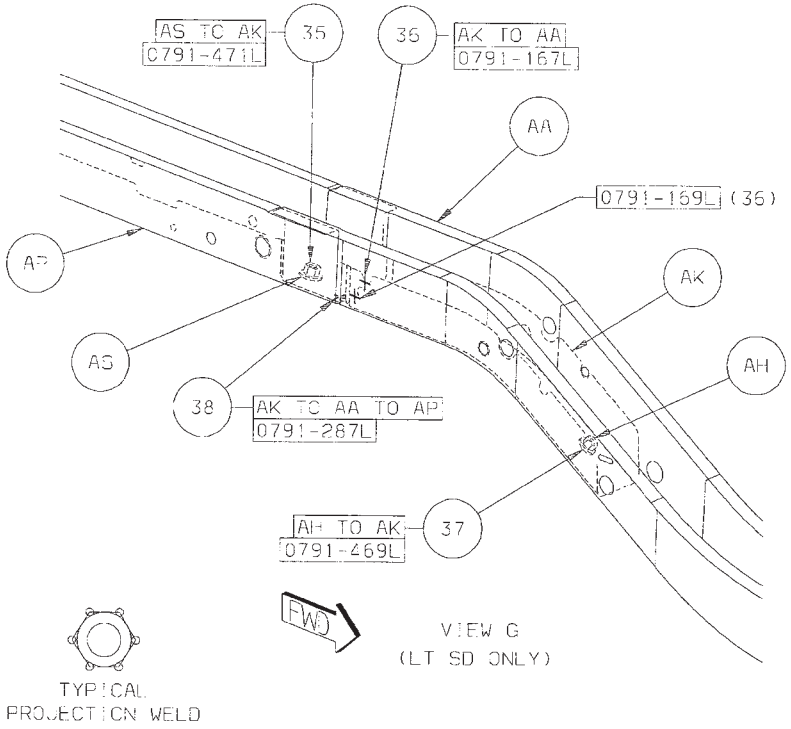
VIEW J



VIEW H

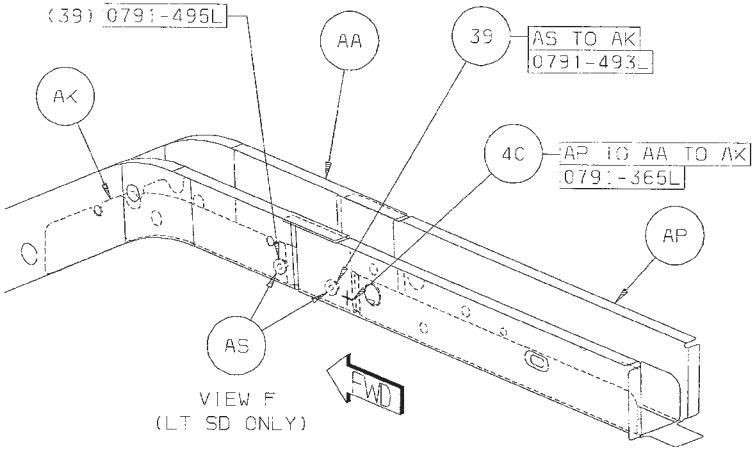
Back to Index

35 AS TO AK 1L PROJ WELD
36 AK TO AA 2L S/WELDS (ORD)
37 AH TO AK 1L PROJ WELD
38 AK TO AA TO AP 1L PROJ WELD
39 AS TO AK 2L PROJ WELD
40 AP TO AA TO AK 1L S/WELD (ORD)
41 AM TO AA TO AK 2/SD S/WELDS (ORD)

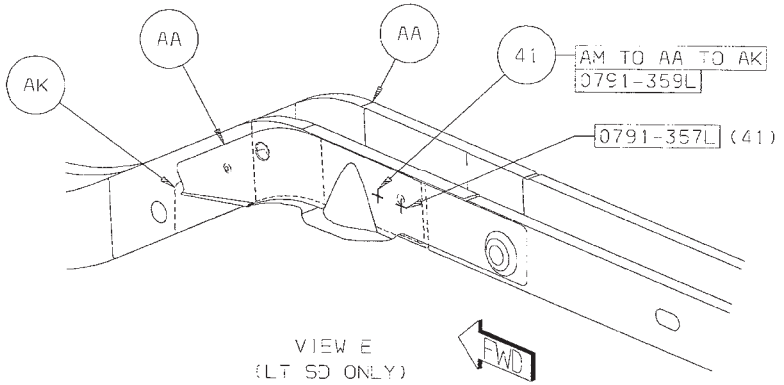


VIEW G
(LT SD ONLY)

TYPICAL
PROJECTION WELD



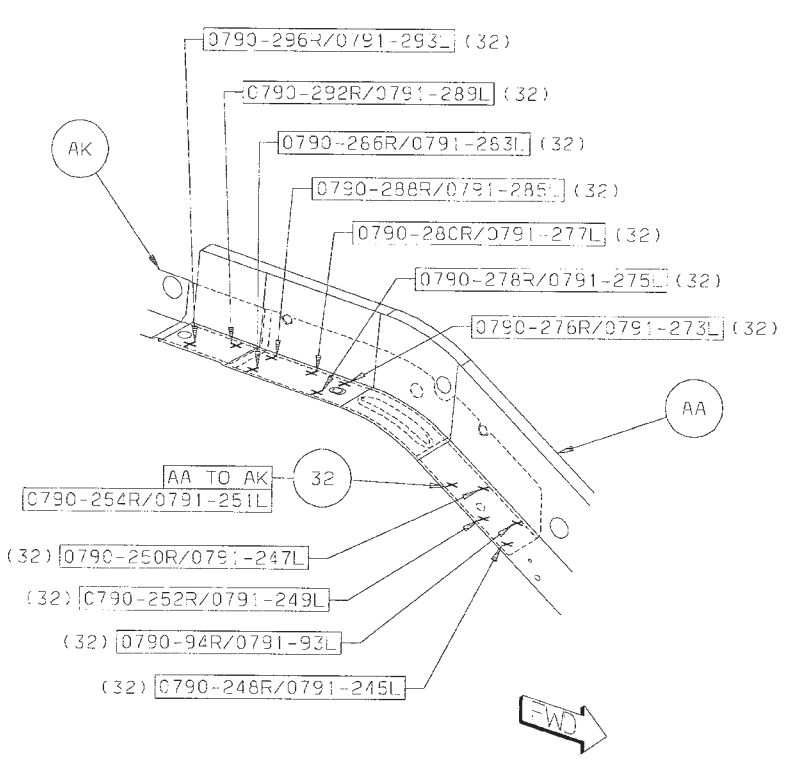
VIEW F
(LT SD ONLY)

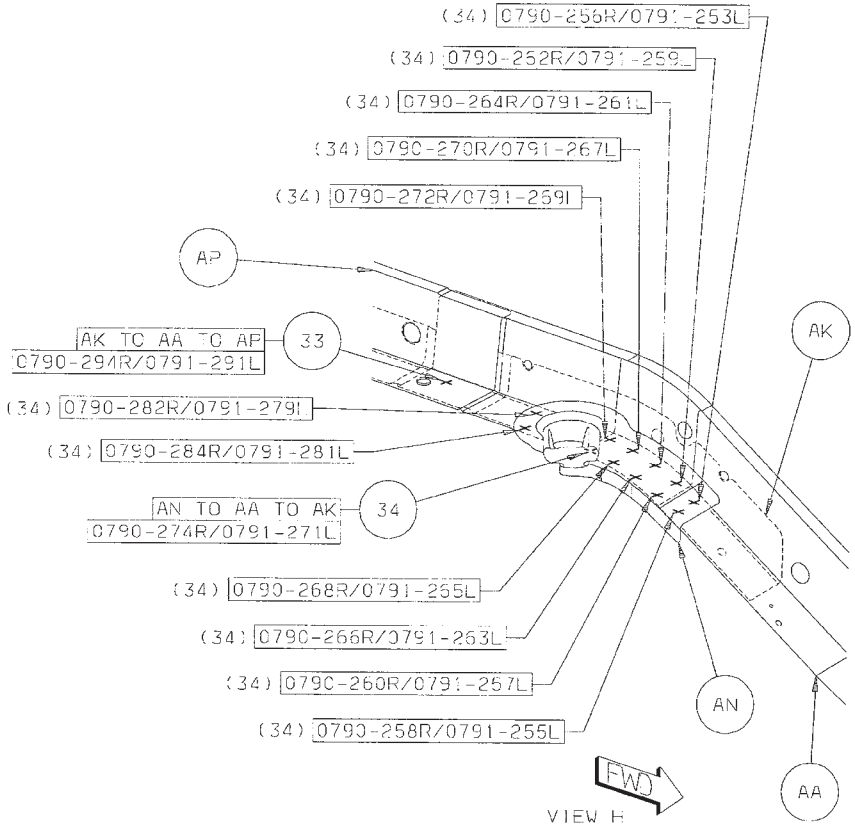


VIEW E
(LT SD ONLY)

Back to Index

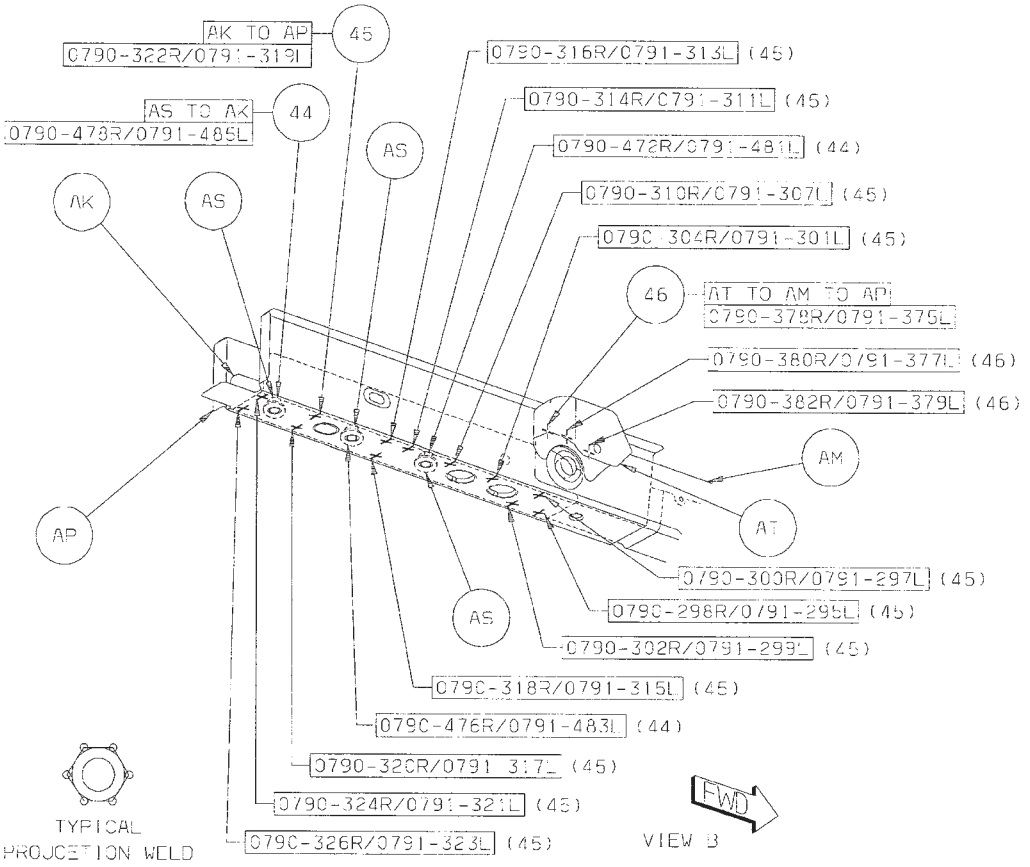
42 AK TO AP 27R/21L S/WELDS (ORD)
43 AS TO AK 1 PROJ WELD

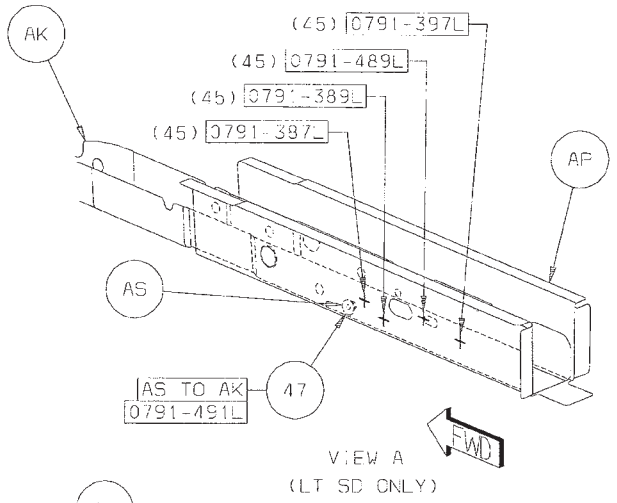


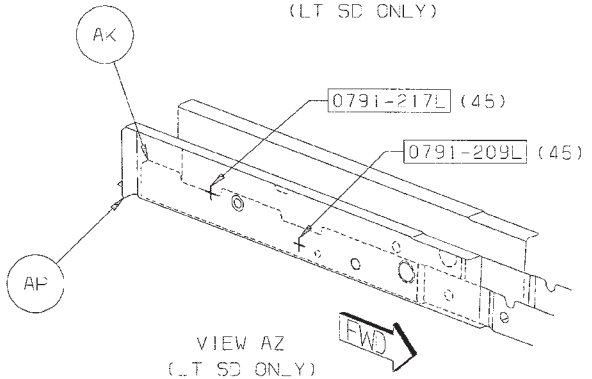


Back to Index

44 AS TO AK 3/SD S/WELDS (ORD)
45 AK TO AP 12R/18L S/WELDS (ORD)
46 AT TO AM TO AP 3/SD S/WELDS (ORD)
47 AS TO AK 1L PROJ WELD

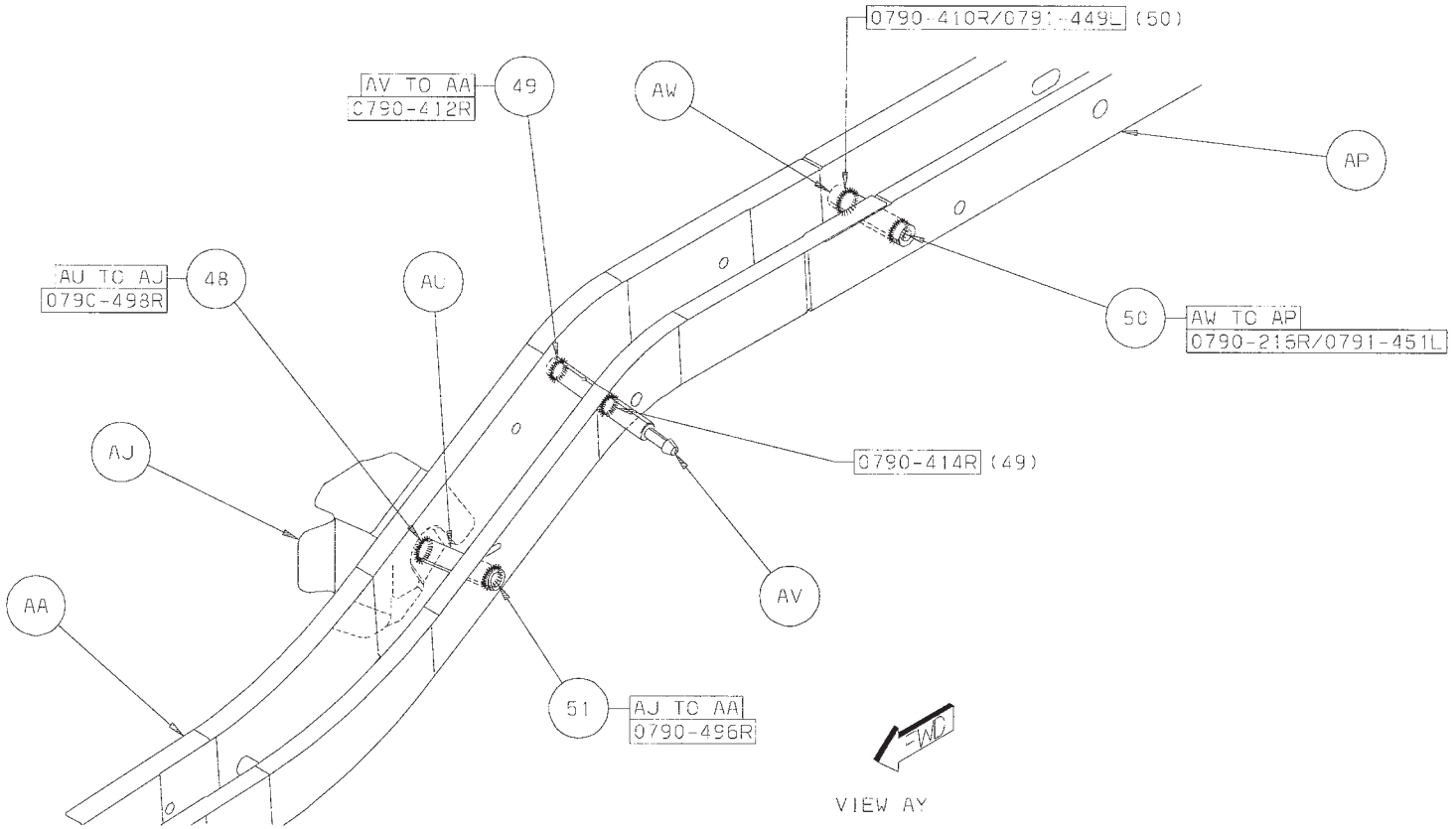






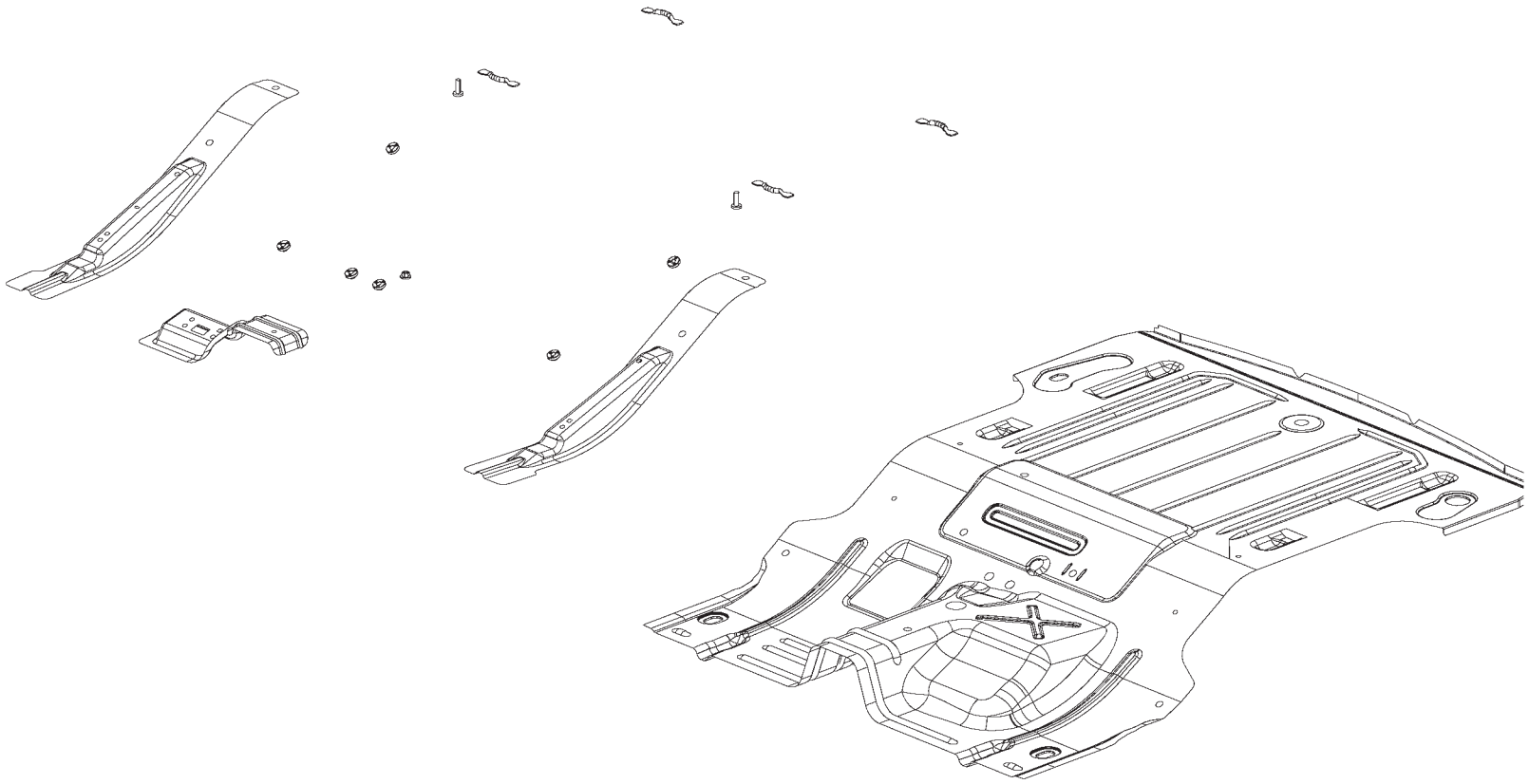
Back to Index

48 AU TO AJ 1R PROJ WELD
49 AV TO AA 2R PROJ WELD
50 AW TO AP 2R PROJ WELD
51 AU TO AA 1R PROJ WELD



Back to Index

DODGE NITRO REAR FLOOR ASSEMBLY SECTION

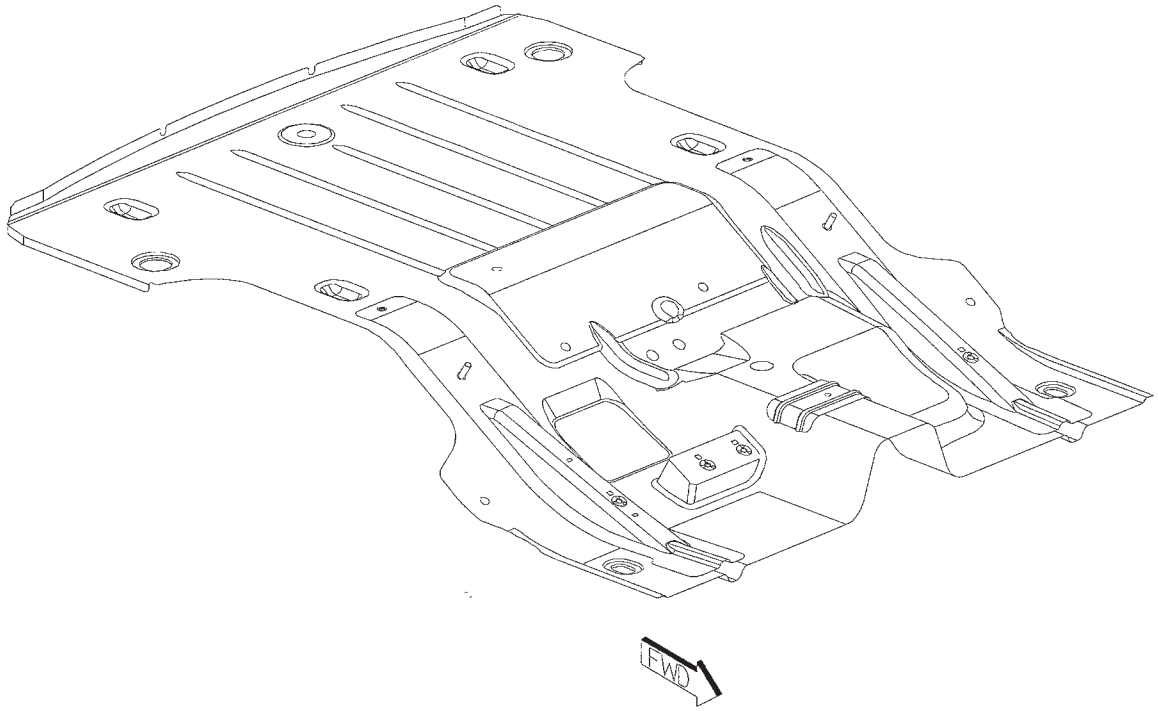


AA PAN – FLOOR RR –
AB PLATE – COMPRESSION RR RT –
AB PLATE – COMPRESSION RR LT –
AC CROSSMEMBER – RR SEAT FRT RT –
AD SUPPORT – FUEL TANK FRT –
AE NUT/WELD.RD – ROUND –
AF STUD.WELD/INTERNAL –
NO.FIN.PILOT.PT.ROUND.SPECIAL –

Back to Index

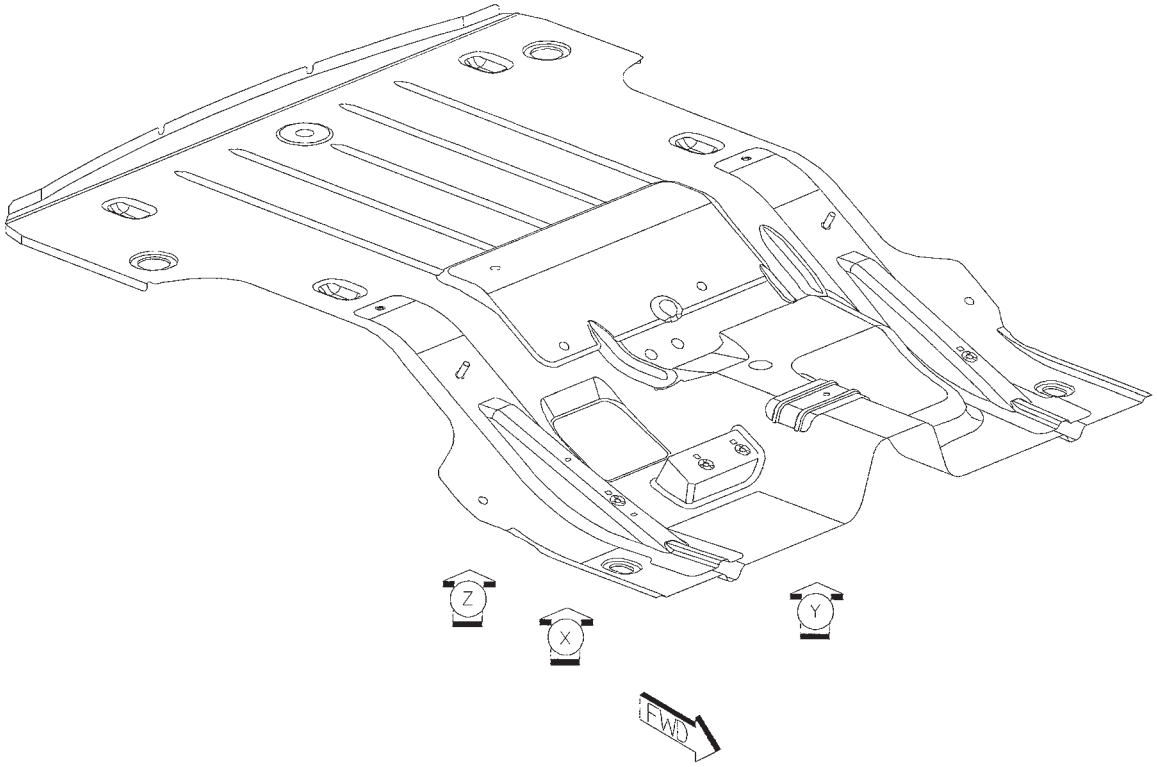
PARTS IDENTIFICATION LEGEND, OVERVIEW 5

AA PAN – FLOOR RR –
AB PLATE – COMPRESSION RR RT –
AB PLATE – COMPRESSION RR LT –
AC CROSSMEMBER – RR SEAT FRT RT –
AD SUPPORT – FUEL TANK FRT –
AE NUT/WELD.RD – ROUND –
AF STUD.WELD/INTERNAL –
NO.FIN.PILOT.PT.ROUND.SPECIAL –



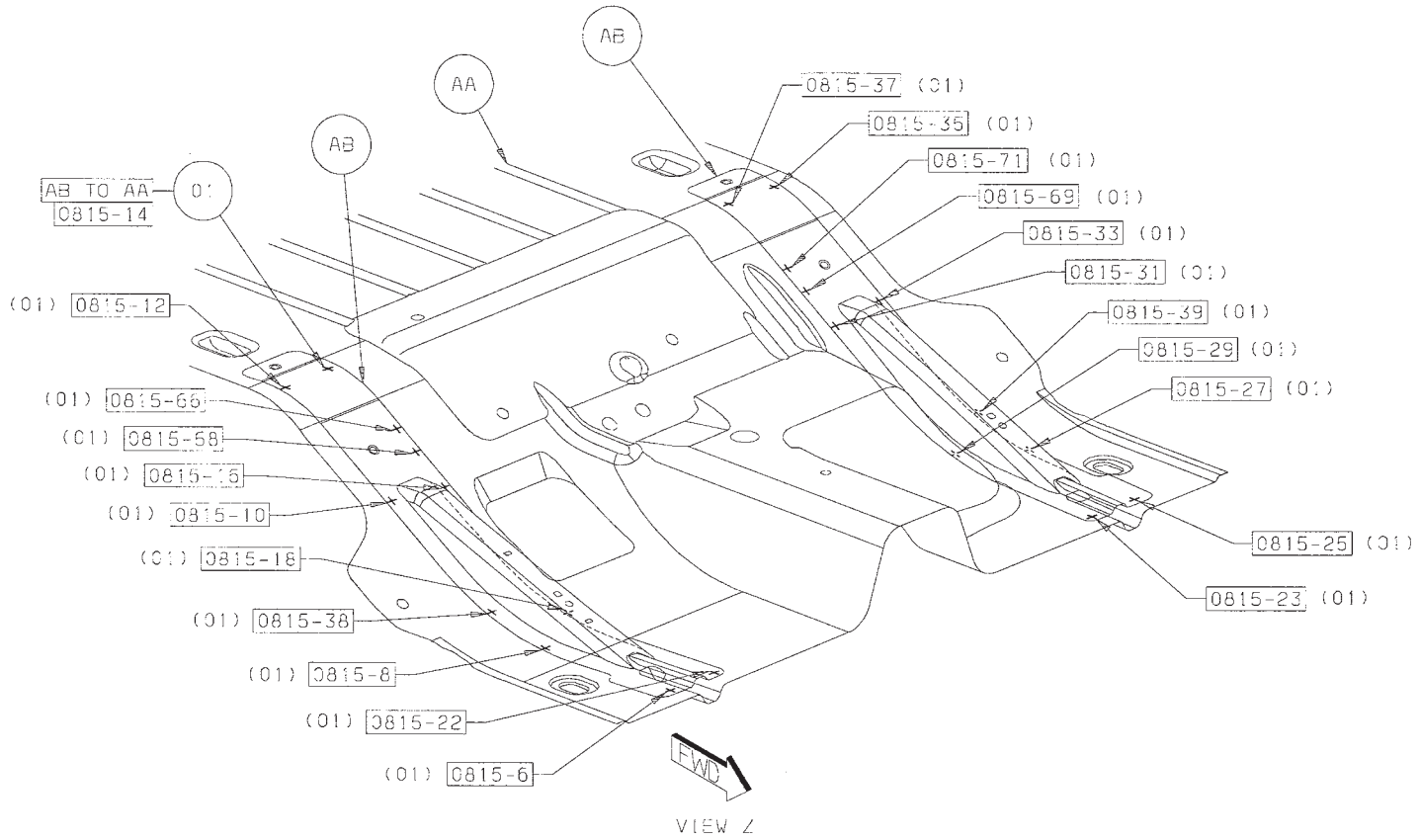
Back to Index

WELD LAYOUT LOCATION GUIDE



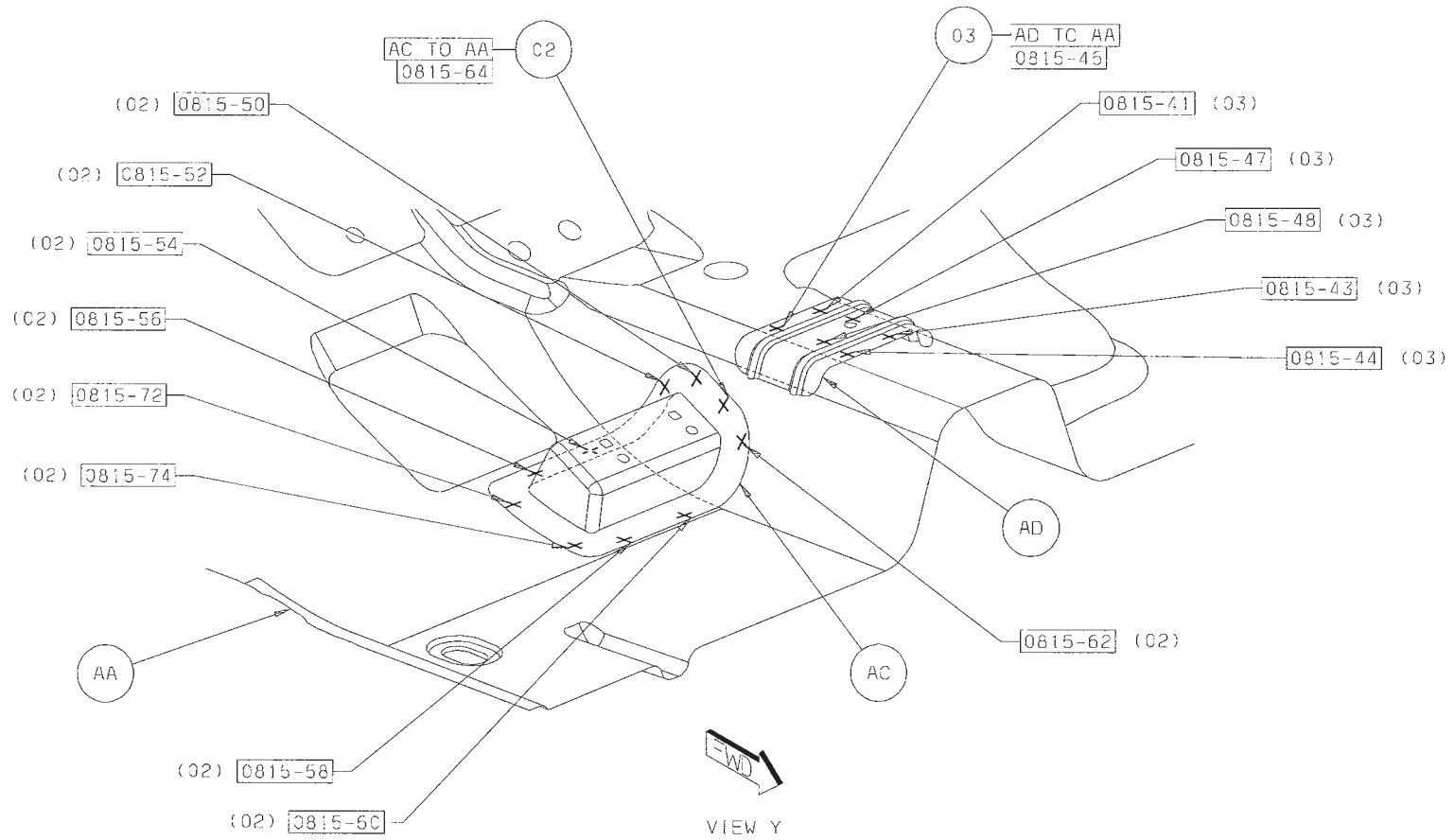
Back to Index

01 AB TO AA 22 S/WELDS (ORD)



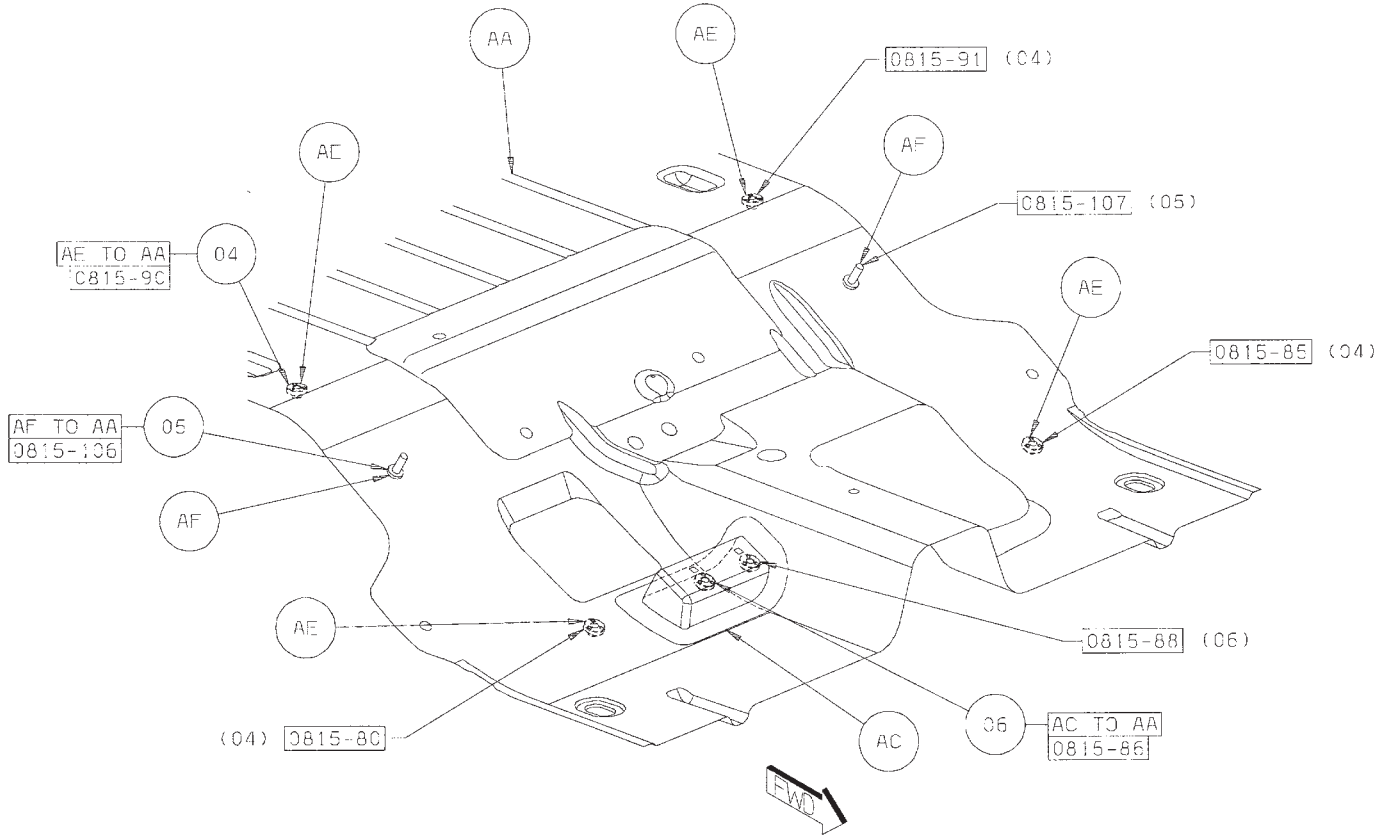
Back to Index

02 AC TO AA 10 S/WELDS (ORD)
03 AD TO AA 6 S/WELDS (ORD)



Back to Index

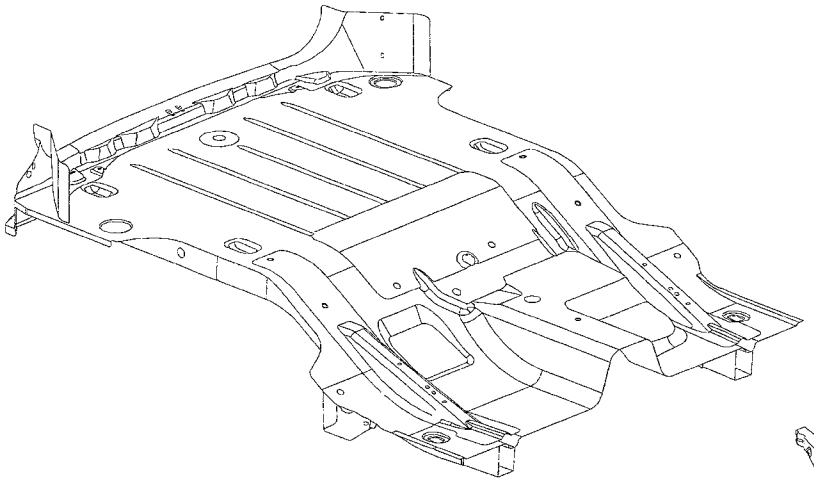
04 AE TO AA 4 PROJ WELDS (ORD)
05 AF TO AA 2 PROJ WELDS (ORD)
06 AC TO AA 2 PROJ WELDS (ORD)



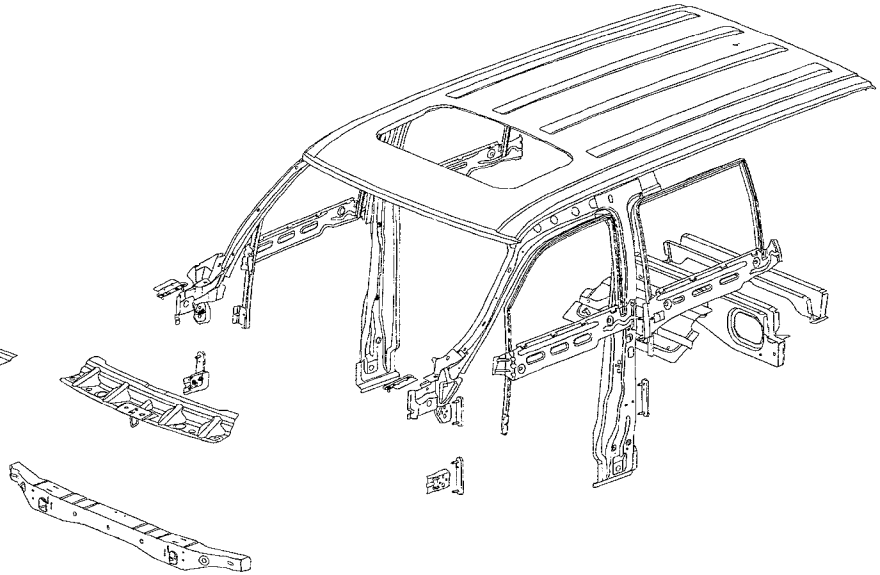
VIEW X

Back to Index

WELD LOCATION OVERVIEW ZONES



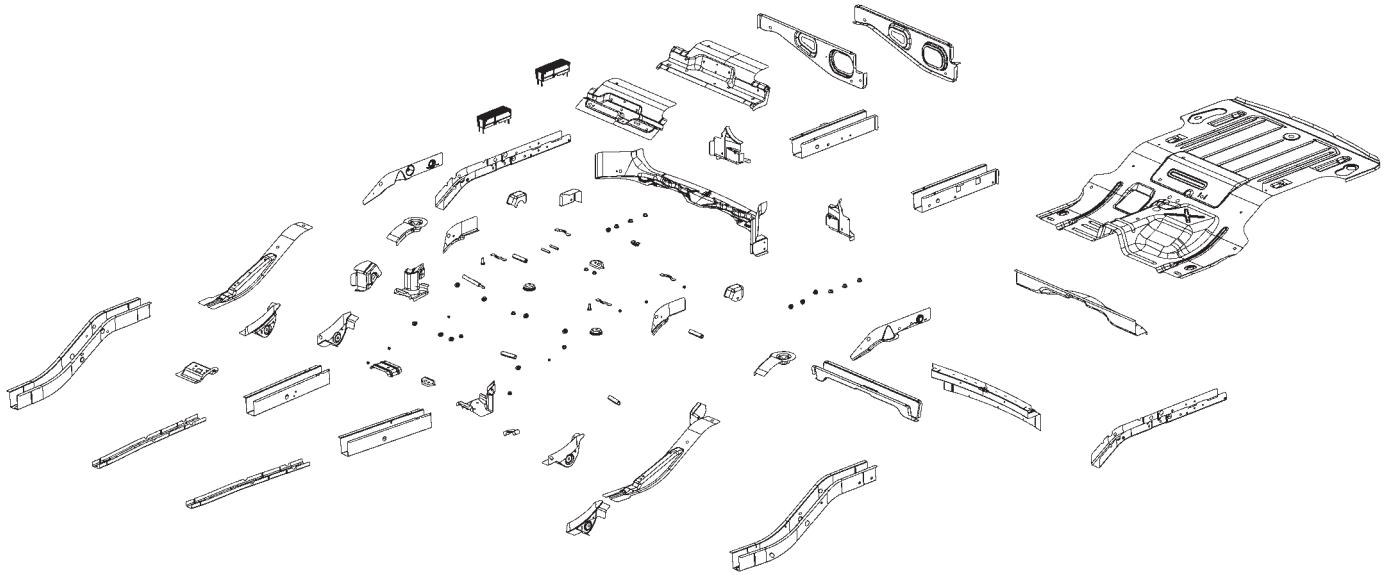
OVERVIEW 5



OVERVIEW 7

Back to Index

DODGE NITRO REAR FLOOR COMPLETE SECTION

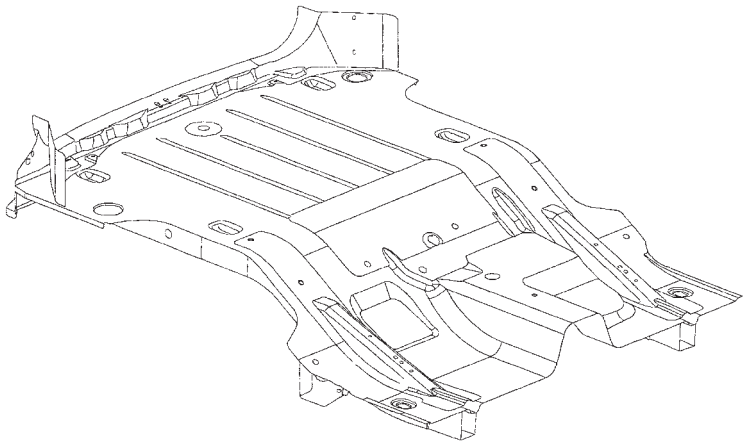


AA PAN – FLOOR RR –
AB RAIL – RR RT –
AB RAIL – RR LT –
AC PLATE – COMPRESSION RR RT –
AC PLATE – COMPRESSION RR LT –
AC CROSSMEMBER – RR SEAT RR–
AE BRACKET – CONTROL ARM UPR –
AE BRACKET – CONTROL ARM UPR –
AF TORQUE BOX – RR RT –
AF TORQUE BOX – RR LT–
AG NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
AH REINF – RR RAIL RR –
AH REINF – RR RAIL RR –
AJ STUD.WELD/EXTERNAL – SPECIAL –
AK STUD.WELD/EXTERNAL – HEADER.PT.NO.FIN.SPECIAL –
AL REINF – COMPRESSION PLATE CTR –
AM RAIL – RR RAIL SHORT RR RT –
AM RAIL – RR RAIL SHORT RR LT –
AN NUT/WELD.RD – ROUND –
AP CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
AR CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
AS CROSSMEMBER – SPARE TIRE –
AT CROSSMEMBER – RR INNER RT –
AU CROSSMEMBER – GATE OPENING –
AV STUD.WELD/EXTERNAL – HEADER.PT.PNT.CUTTER.SPECIAL–
AW CROSSMEMBER – RR OTR –
AX REINF – D-PILLAR RT –
AX REINF – D-PILLAR LT –
AY BULKHEAD – CROSSMEMBER RR RT –
AY BULKHEAD – CROSSMEMBER RR LT –
AZ NUT/WELD.HEX – NIBS.NO.FIN –

Back to Index

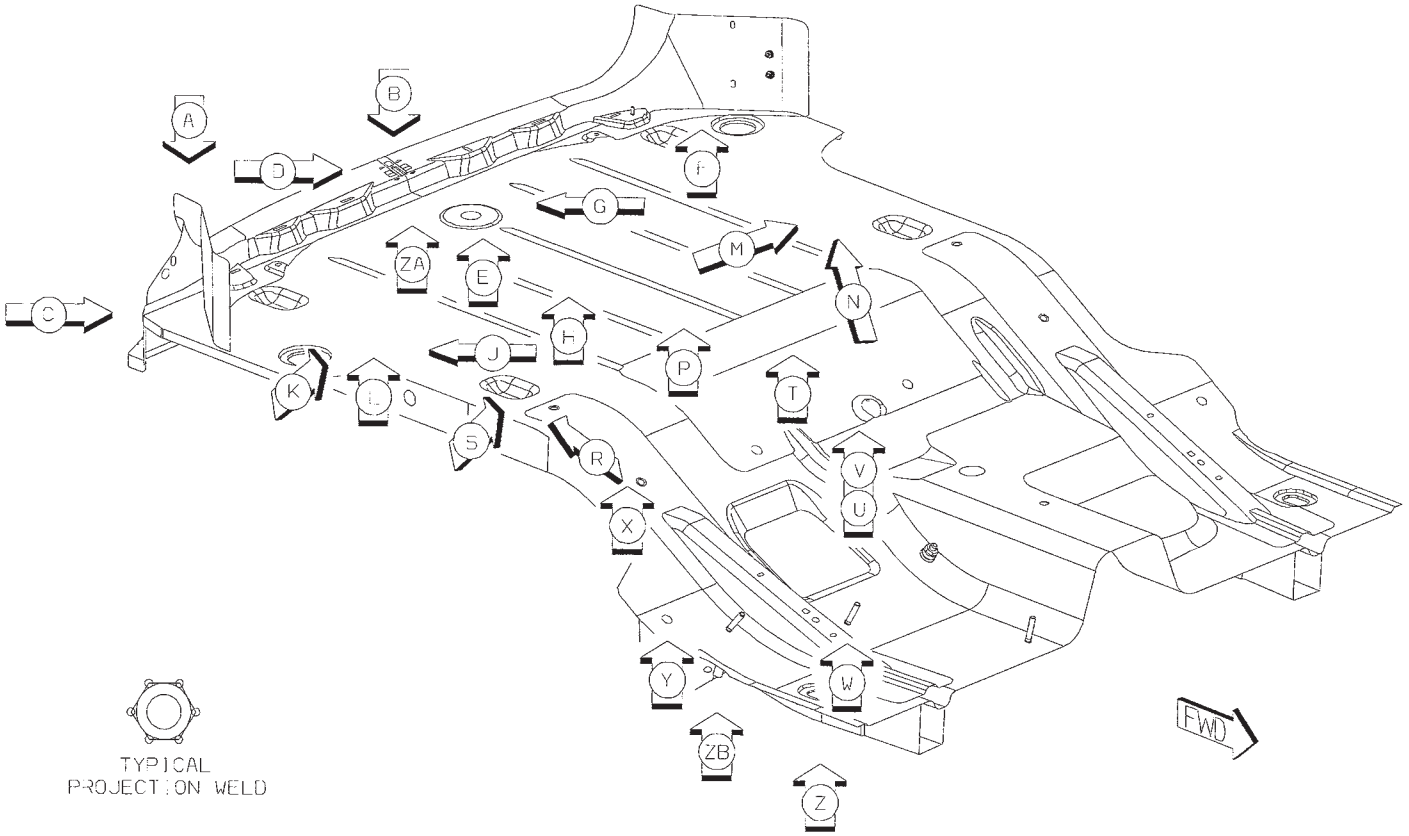
PARTS IDENTIFICATION LEGEND, OVERVIEW 6

AA PAN – FLOOR RR –
AB RAIL – RR RT –
AB RAIL – RR LT –
AC PLATE – COMPRESSION RR RT –
AC PLATE – COMPRESSION RR LT –
AC CROSSMEMBER – RR SEAT RR–
AE BRACKET – CONTROL ARM UPR –
AE BRACKET – CONTROL ARM UPR –
AF TORQUE BOX – RR RT –
AF TORQUE BOX – RR LT–
AG NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
AH REINF – RR RAIL RR –
AH REINF – RR RAIL RR –
AJ STUD.WELD/EXTERNAL – SPECIAL –
AK STUD.WELD/EXTERNAL – HEADER.PT.NO.FIN.SPECIAL –
AL REINF – COMPRESSION PLATE CTR –
AM RAIL – RR RAIL SHORT RR RT –
AM RAIL – RR RAIL SHORT RR LT –
AN NUT/WELD.RD – ROUND –
AP CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
AR CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
AS CROSSMEMBER – SPARE TIRE –
AT CROSSMEMBER – RR INNER RT –
AU CROSSMEMBER – GATE OPENING –
AV STUD.WELD/EXTERNAL – HEADER.PT.PNT.CUTTER.SPECIAL–
AW CROSSMEMBER – RR OTR –
AX REINF – D-PILLAR RT –
AX REINF – D-PILLAR LT –
AY BULKHEAD – CROSSMEMBER RR RT –
AY BULKHEAD – CROSSMEMBER RR LT –
AZ NUT/WELD.HEX – NIBS.NO.FIN –



Back to Index

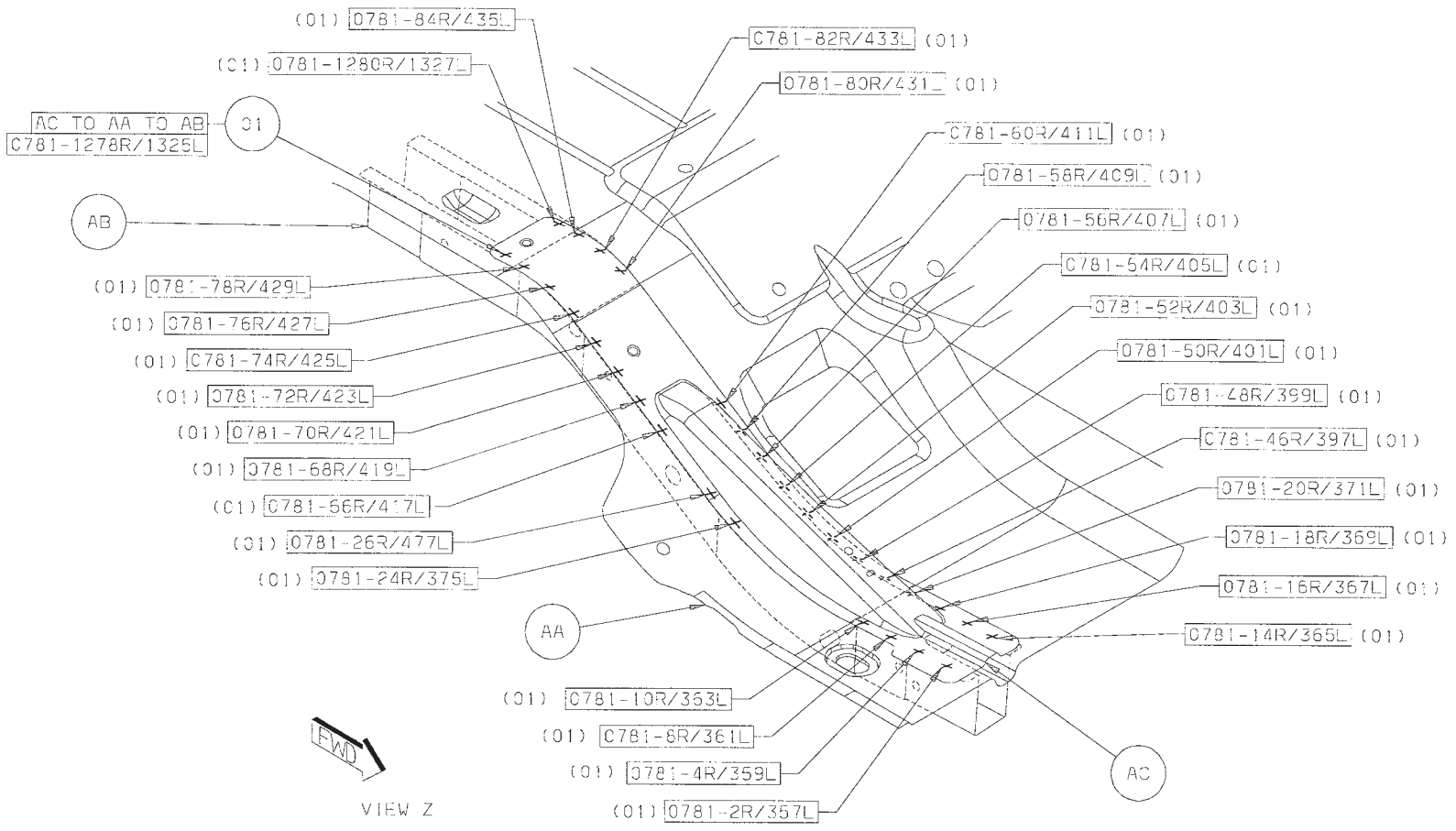
WELD LAYOUT LOCATION GUIDE



TYPICAL
PROJECTION WELD

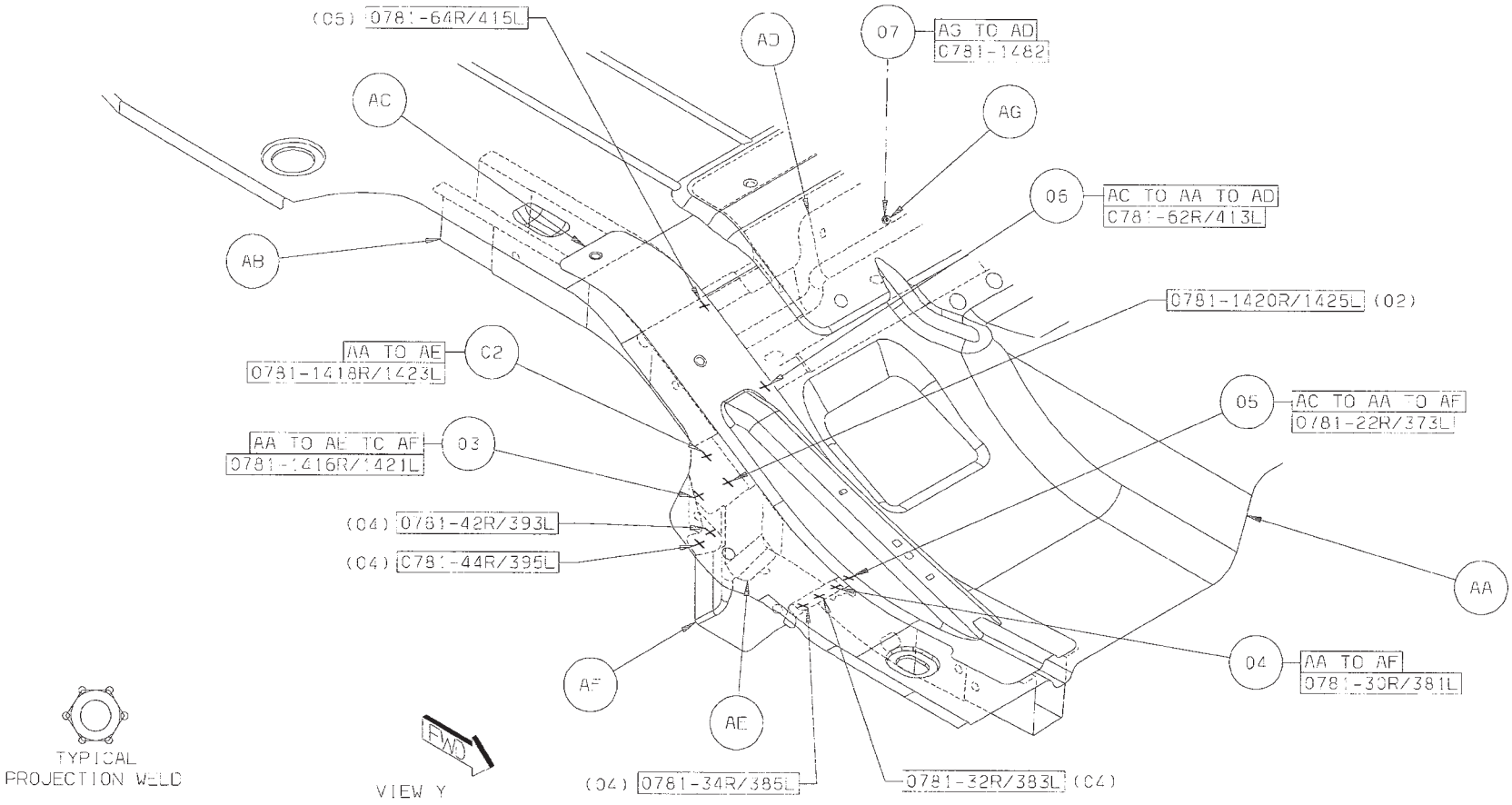
Back to Index

01 AC TO AA TO AB 30/SD S/WELDS (ORD)



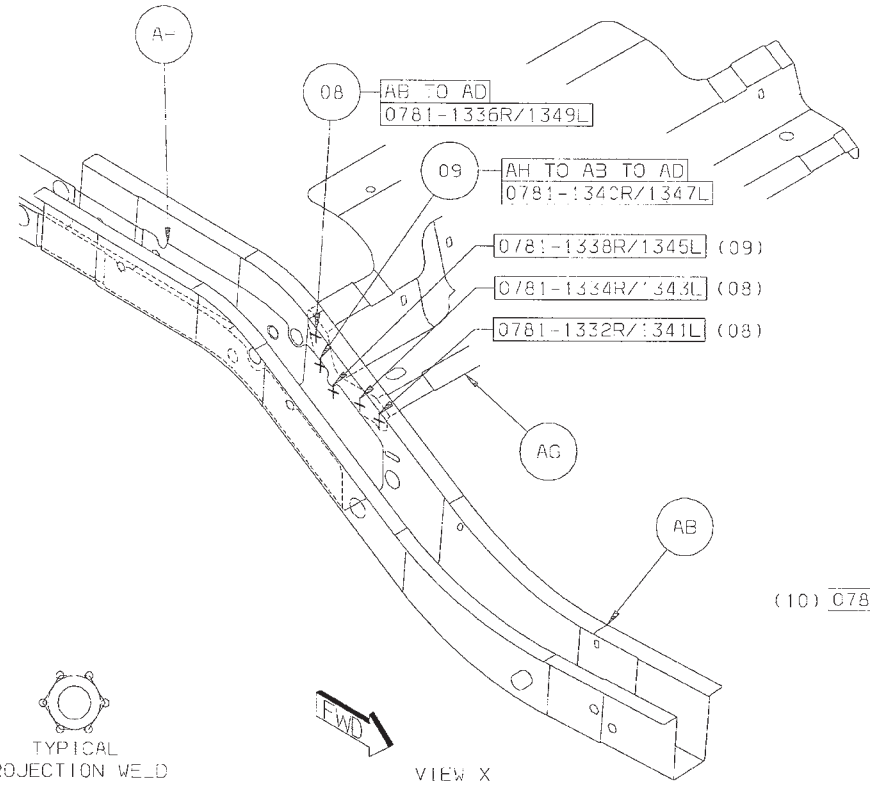
Back to Index

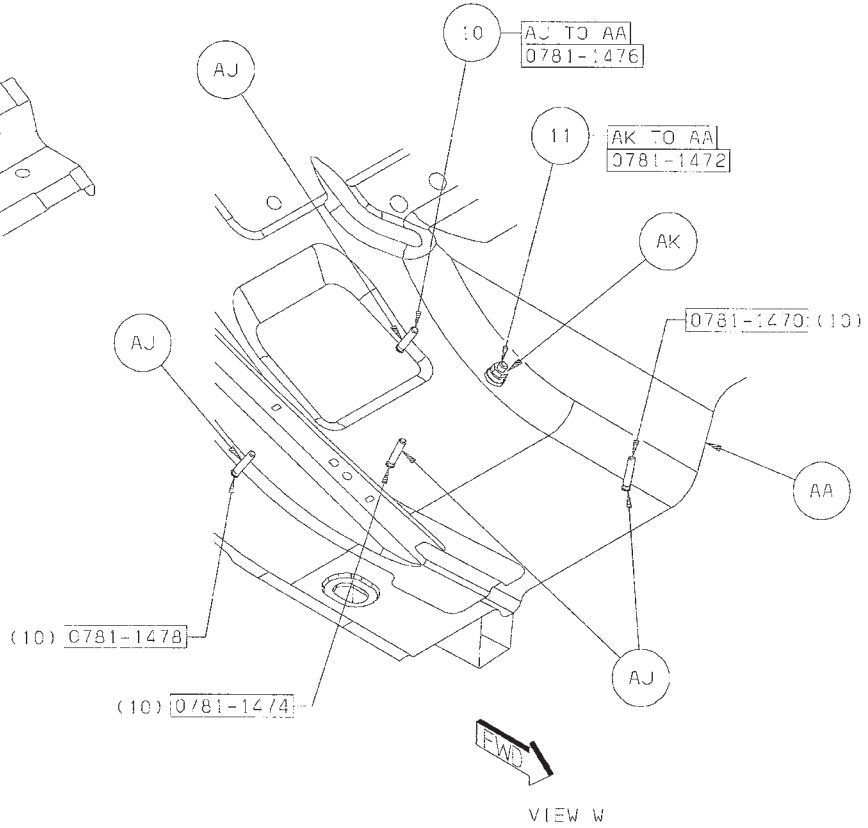
02 AA TO AE 2/SD S/WELDS (ORD)
03 AA TO AE TO AF 1/SD S/WELDS (ORD)
04 AA TO AF 5/SD S/WELDS (ORD)
05 AC TO AA TO AF 1/SD S/WELDS (ORD)
06 AC TO AA TO AD 2/SD S/WELDS (ORD)
07 AG TO AD 1 PROJ WELD



Back to Index

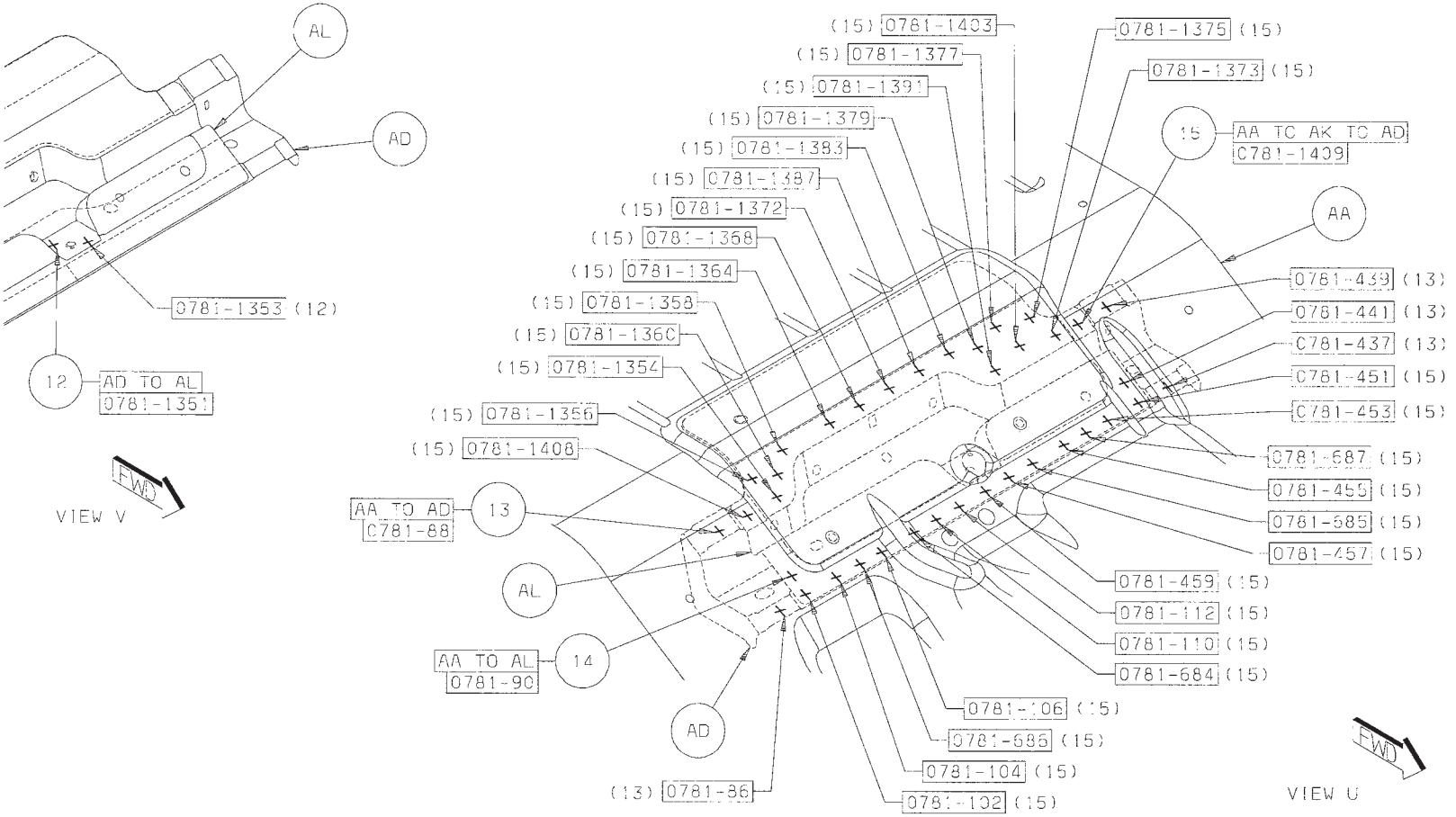
08 AB TO AD 3/SD S/WELDS (ORD)
09 AH TO AB TO AD 2/SD S/WELDS (ORD)
10 AJ TO AA 4 PROJ WELDS
11 AK TO AA 1 PROJ WELD





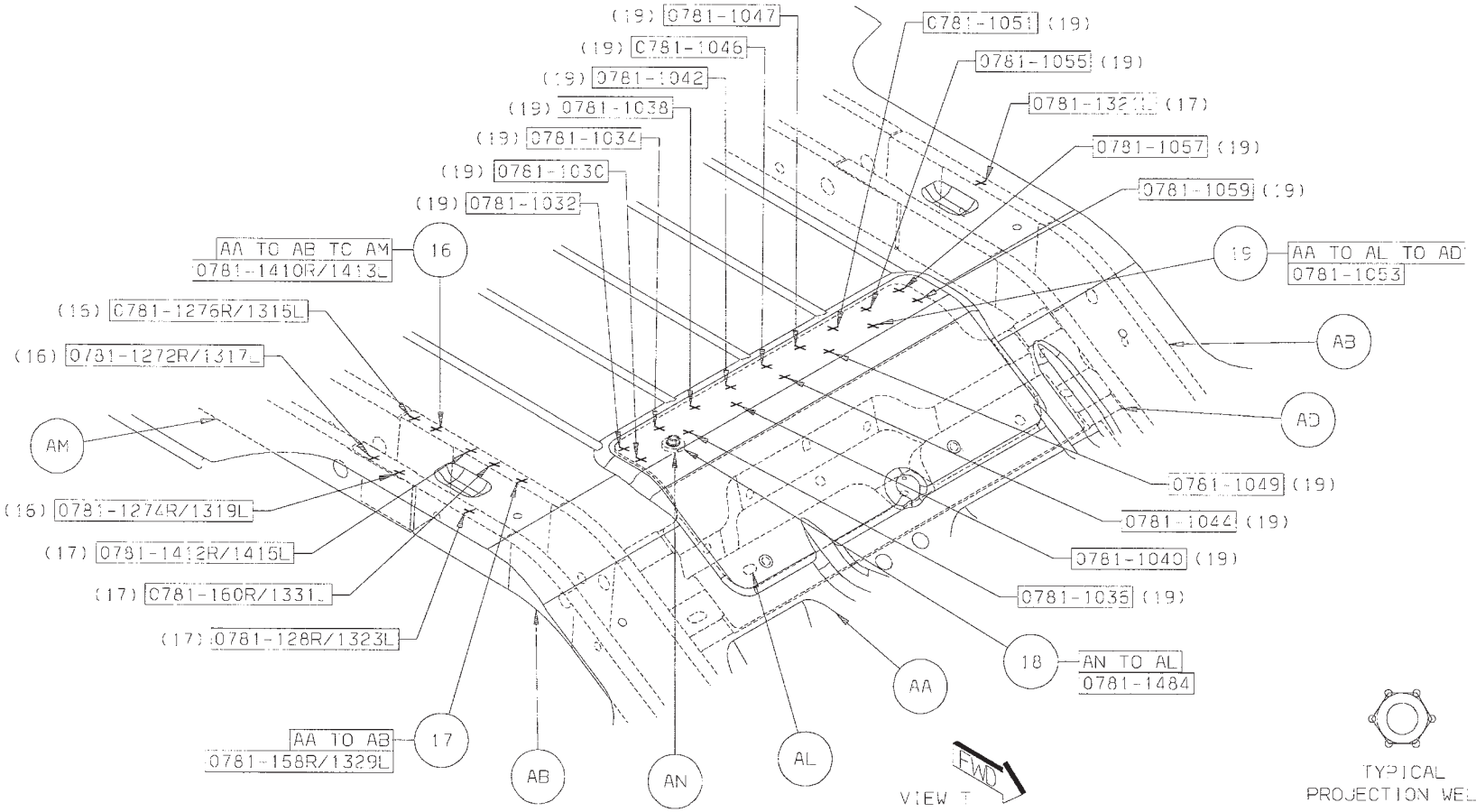
Back to Index

12 AD TO AL 2 S/WELDS (ORD)
13 AA TO AD 5/SD S/WELDS (ORD)
14 AA TO AL 1 S/WELD (ORD)
15 AA TO AK TO AD 31 S/WELDS (ORD)



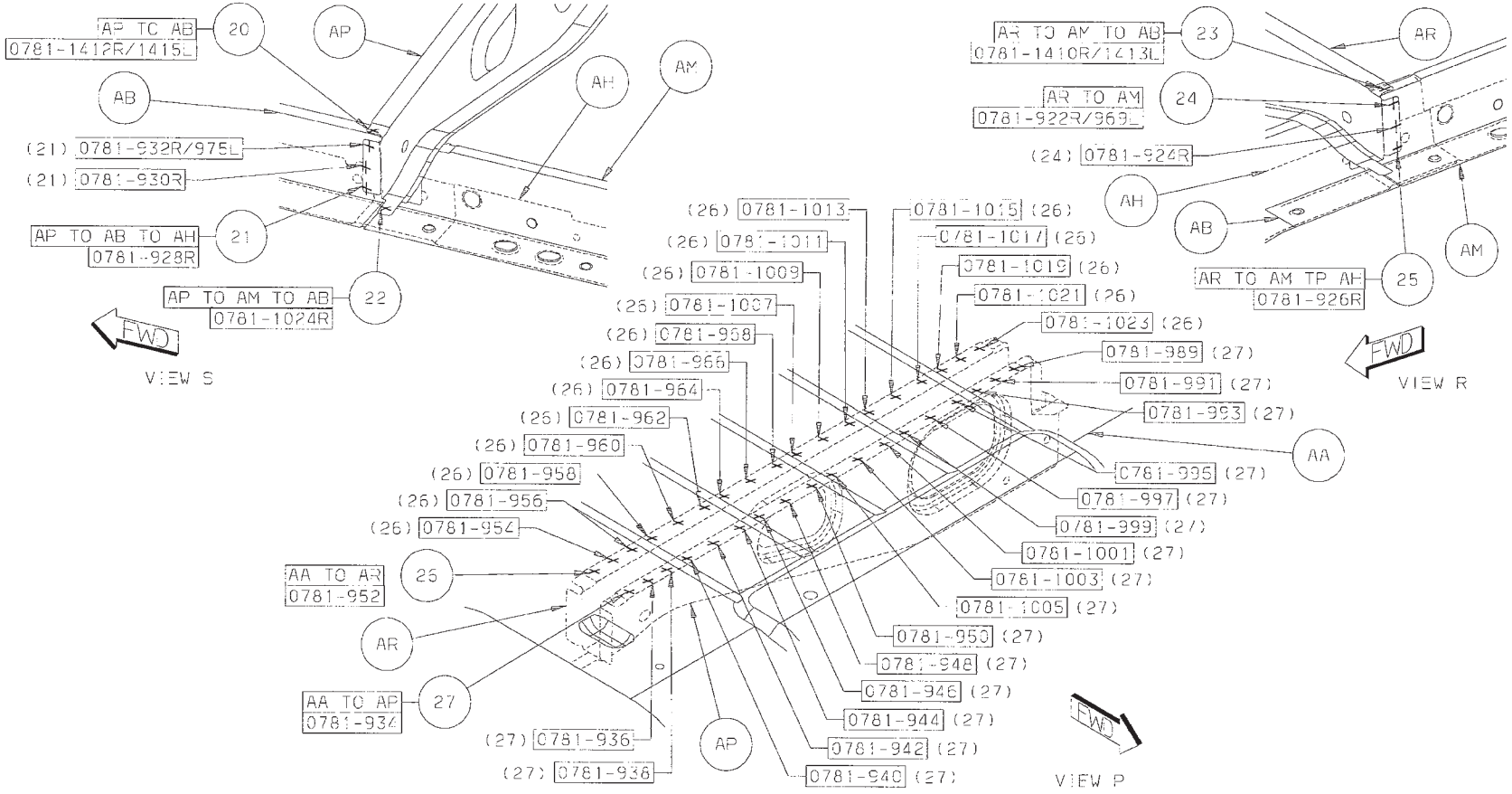
Back to Index

16 AA TO AB TO AM 4/SD S/WELDS (ORD)
17 AA TO AB 5/SD S/WELDS (ORD)
18 AN TO AL 1 PROJ WELD
19 AA TO AL TO AD 16 S/WELDS (ORD)



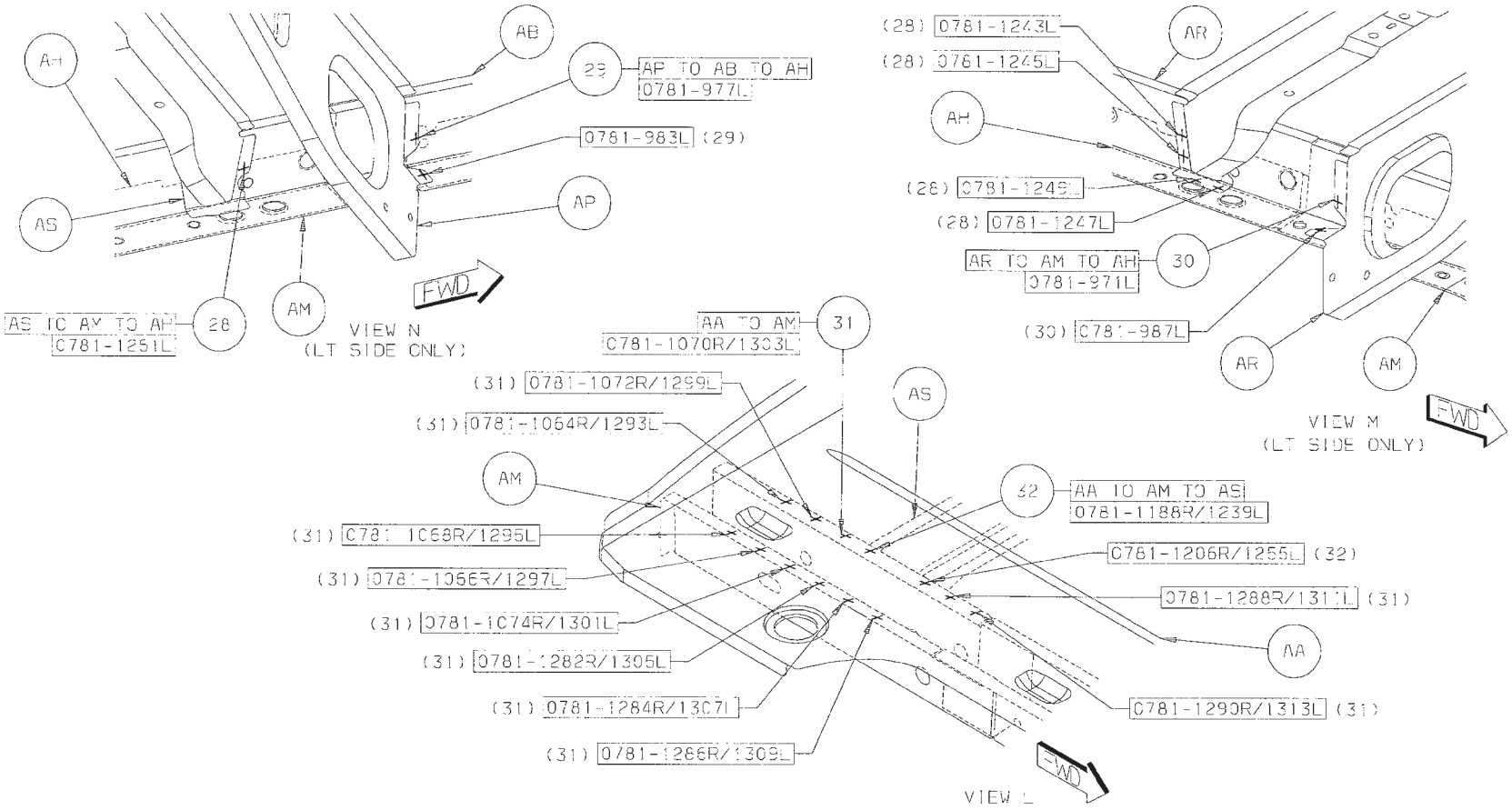
Back to Index

20 AP TO AB 1/SD S/WELD (ORD)
21 AP TO AB TO AH 3R/1L S/WELDS (ORD)
22 AP TP AM TO AB 1R S/WELD (ORD)
23 AR TO AM TO AB 1/SD S/WELD (ORD)
24 AR TO AM 2R/1L S/WELDS (ORD)
25 AR TO AM TO AH 1/R S/WELD (ORD)
26 AA TO AR 18 S/WELDS (ORD)
27 AA TO AP 18 S/WELDS (ORD)



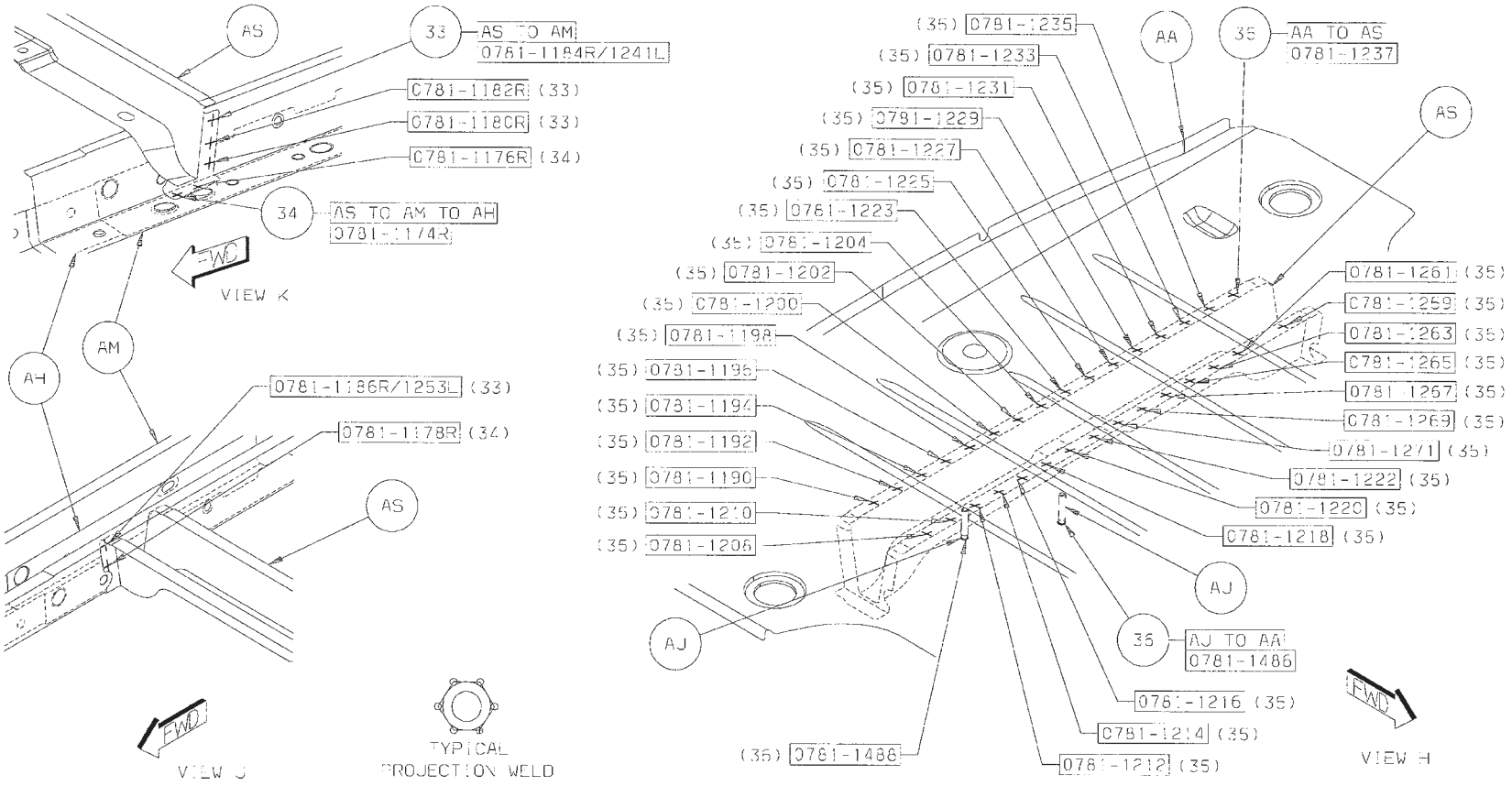
Back to Index

28 AS TO AM TO AH 5L S/WELDS (ORD)
29 AP TO AB TO AH 2L S/WELDS (ORD)
30 AR TO AM TO AH 2/SD S/WELDS (ORD)
31 AA TO AM 11/SD S/WELDS (ORD)
32 AA TO AM TO AH 2/SD S/WELDS (ORD)



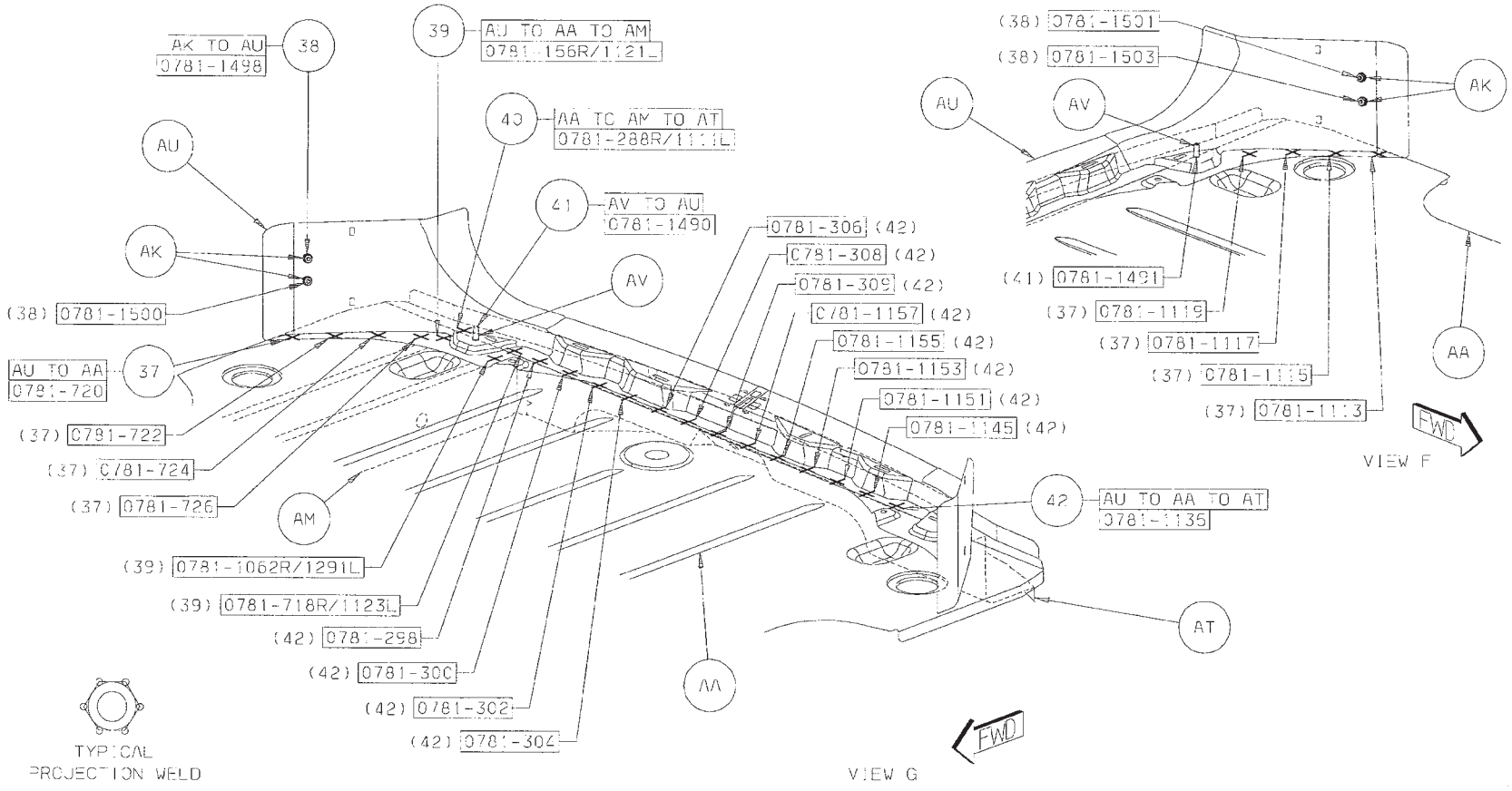
Back to Index

33 AS TO AM 4R/2L S/WELDS (ORD)
34 AS TO AM TO AH 3R S/WELDS (ORD)
35 AA TO AS 31 S/WELDS (ORD)
36 AJ TO AA 2 PROJ WELDS



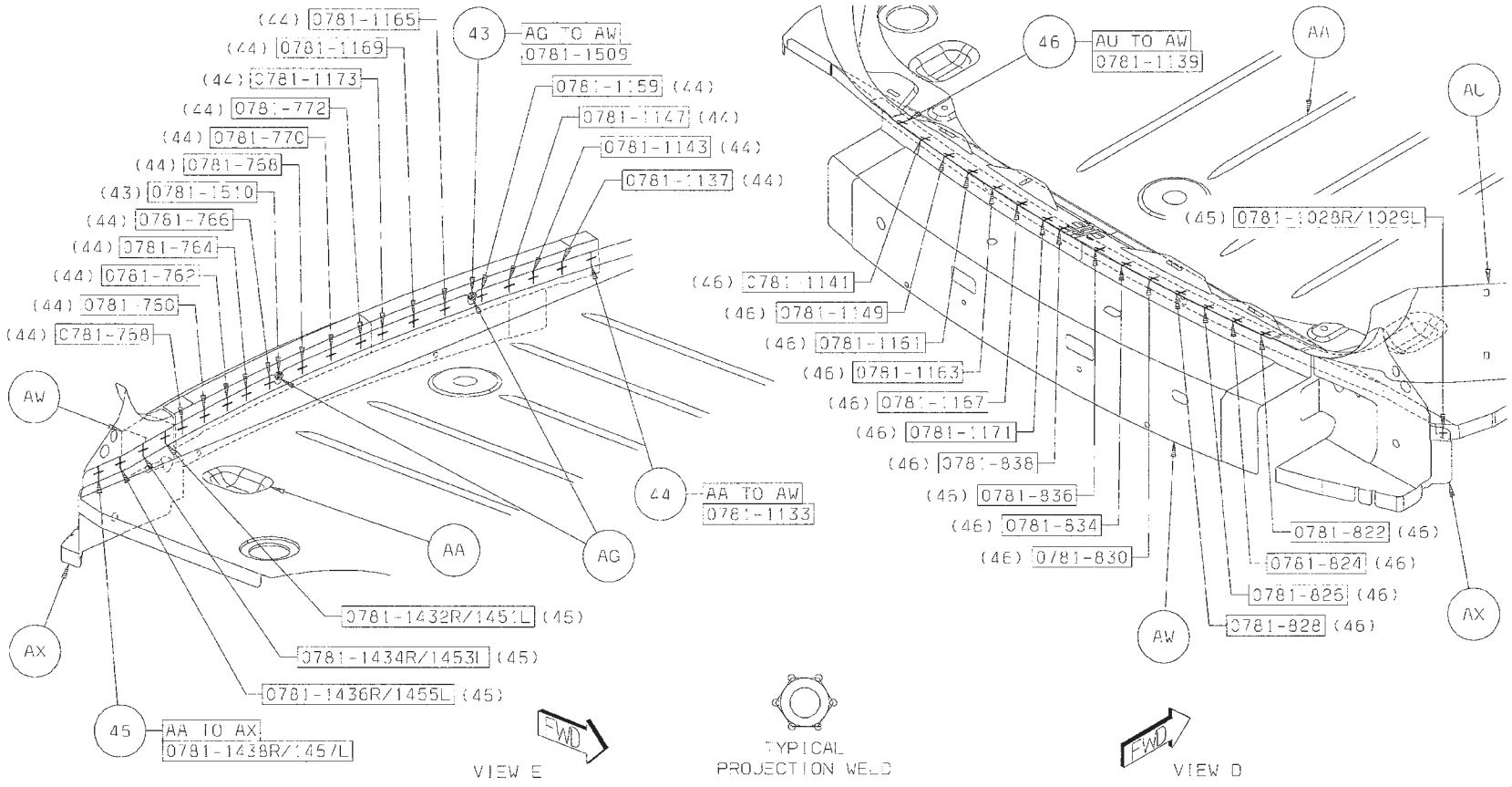
Back to Index

37 AU TO AA 8 S/WELDS (ORD)
38 AK TO AU 4 PROJ WELDS
39 AU TO AA TO AM 3 S/WELDS (ORD)
40 AA TO AM TO AT 1/SD S/WELD (ORD)
41 AV TO AU 2 PROJ WELDS
42 AU TO AA TO AT 13 S/WELDS (ORD)



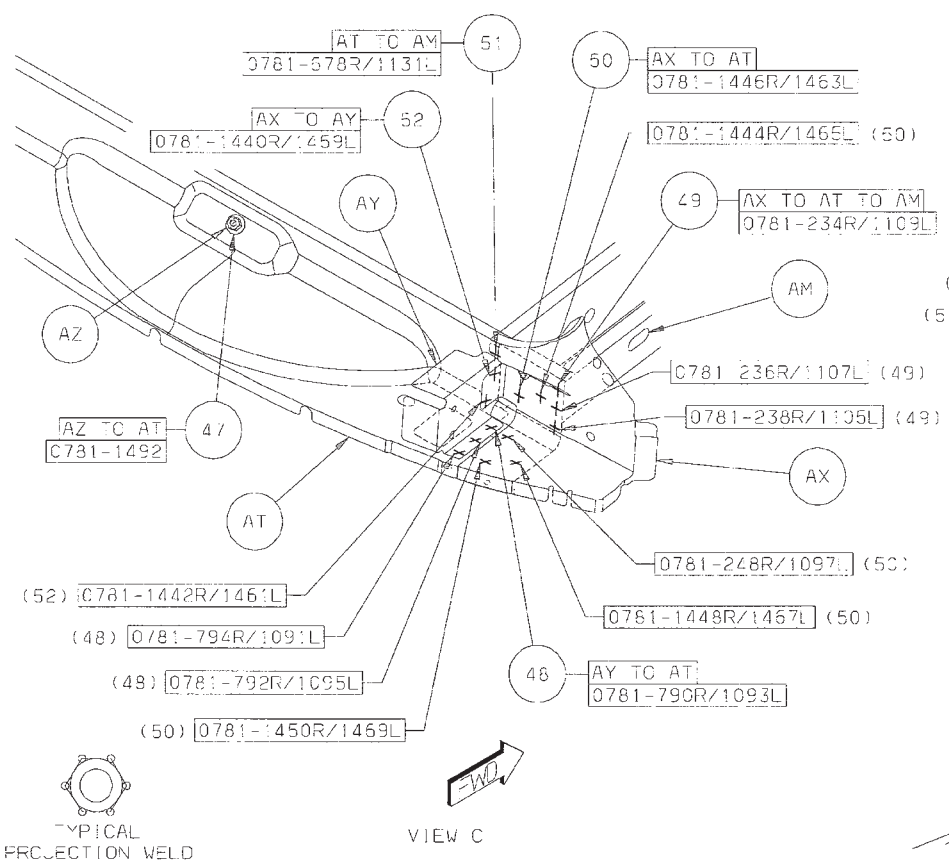
Back to Index

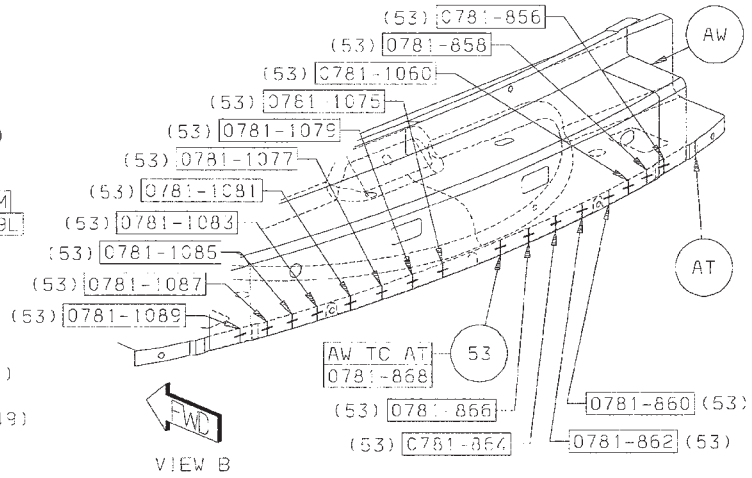
43 AG TO AW 2 PROJ WELDS
44 AA TO AW 16 S/WELDS (ORD)
45 AA TO AX 5/SD S/WELDS (ORD)
46 AU TO AW 15 S/WELDS (ORD)

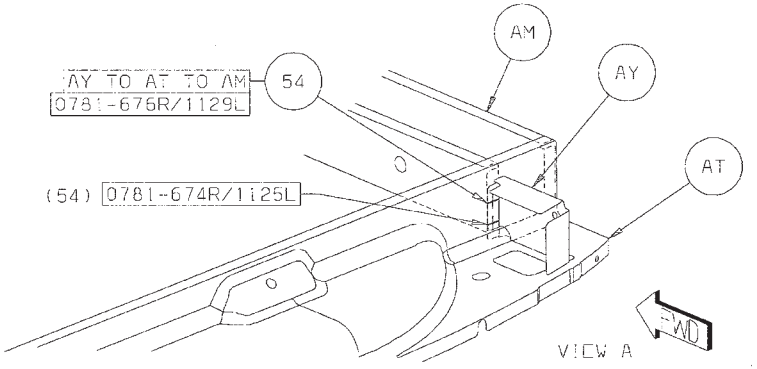


Back to Index

47 AZ TO AT 1 PROJ WELD
48 AY TO AT 3/SD S/WELDS (ORD)
49 AX TO AT TO AM 5/SD S/WELDS (ORD)
50 AX TO AT 5/SD S/WELDS (ORD)
51 AT TO AM 1/SD S/WELD (ORD)
52 AX TO AY 2/SD S/WELDS (ORD)
53 AW TO AT 16 S/WELDS (ORD)
54 AY TO AT TO AM 2/SD S/WELDS (ORD)

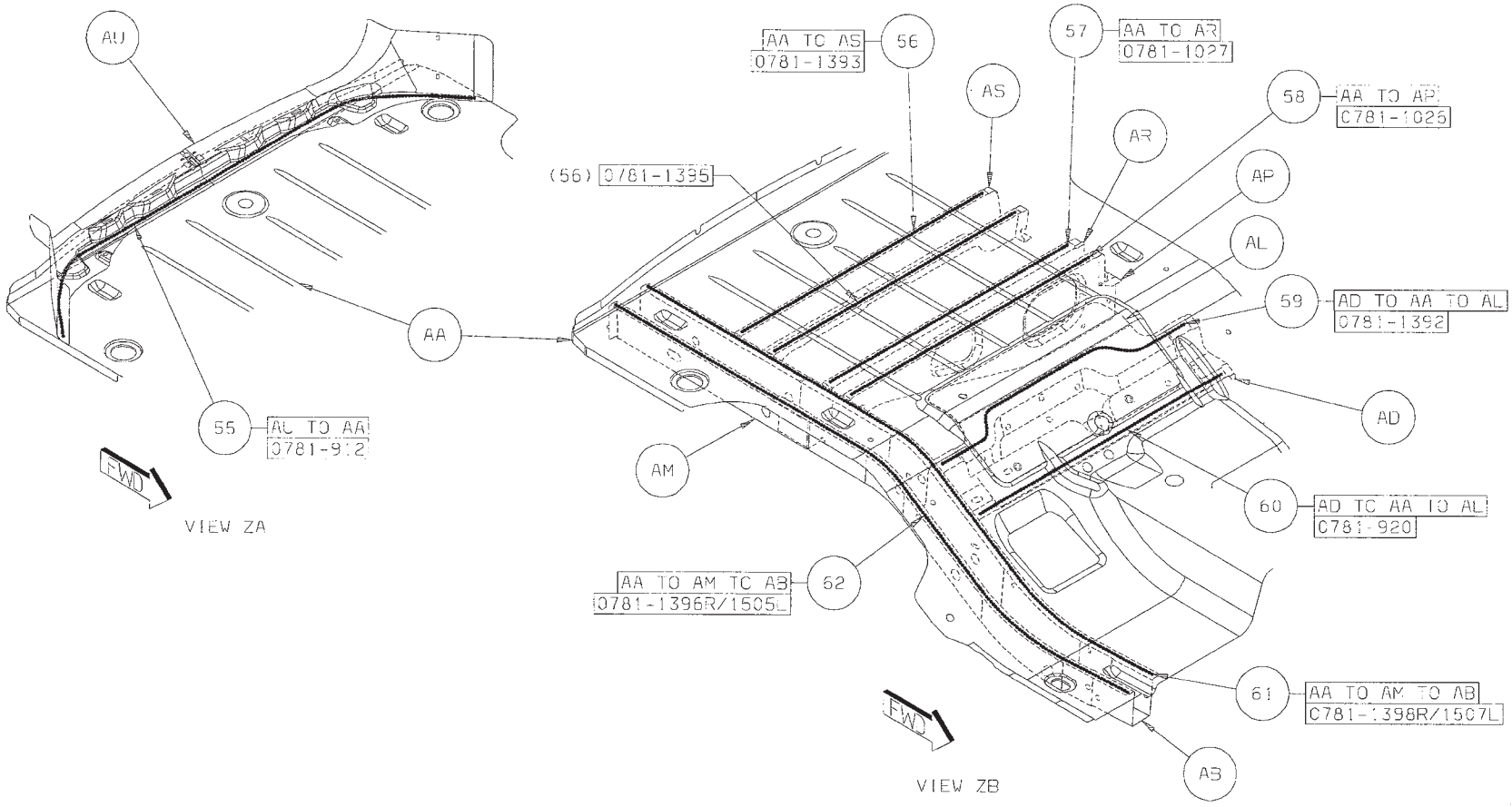






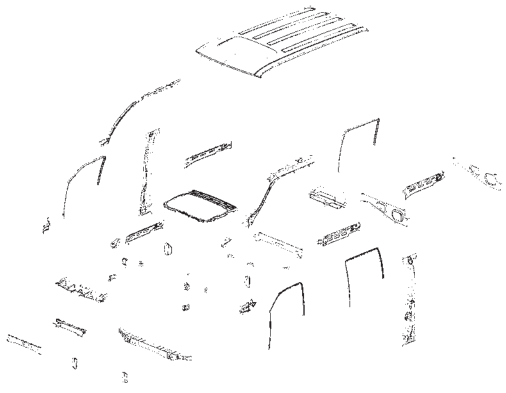
Back to Index

55 AU TO AA 1 STRUC ADH
56 AA TO AS 2 STRUC ADH
57 AA TO AR 1 STRUC ADH
58 AA TO AP 1 STRUC ADH
59 AD TO AA TO AL 1 STRUC ADH
60 AD TO AA TO AL 1 STRUC ADH
61 AA TO AM TO AB 2 STRUC ADH



Back to Index

DODGE NITRO FRONT MISCELLANEOUS BODY SECTION

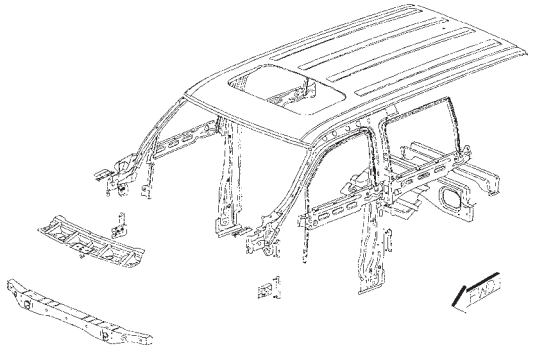


AA CROSSMEMBER – FRT BUMPER FRT –
AB CROSSMEMBR – FRT BUMPER RR –
AC REINF – HOOD LATCH STRIKER –
AD 55113211AA – REINF – HOOD HINGE
AE REINF – BODY SIDE APERTURE EXTENSION RT –
AE REINF – BODY SIDE APERTURE EXTENSION LT –
AF PANEL – CLOSE-OUT RT –
AF PANEL – CLOSE-OUT LT –
AG REINF – A-PILLAR INR LWR RT –
AG REINF – A-PILLAR INR LWR LT –
AH REINF – TAPPING PLATE – HOOD HINGE ATTACH
AH REINF – TAPPING PLATE – HOOD HINGE ATTACH
AJ REINF – BODY SIDE DOOR HINGE UPR RT –
AJ REINF – BODY SIDE DOOR HINGE UPR LT –
AK REINF – BODY SIDE FRT DOOR LWR HINGE RT–
AK REINF – BODY SIDE FRT DOOR LWR HINGE LT–
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AM STUD PLATE –
AM STUD PLATE –
AM STUD PLATE –
AM STUD PLATE –
AN STUD PLATE –
AN STUD PLATE –
AN STUD PLATE –
AN STUD PLATE –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AR PANEL – ROOF W/SUNROOF –
AS REINF – ROOF W/SUNROOF –
AT REINF – B-PILLAR RT –
AT REINF – B-PILLAR LT –
AU CHANNEL – FRT DOOR GLASS RT –
AU CHANNEL – FRT DOOR GLASS LT –
AV REINF – FRT DOOR BELT OTR RT –
AV REINF – FRT DOOR BELT OTR LT –
AW BRACKET – GLASS CHANNEL MOUNTING FRT RT –
AW BRACKET – GLASS CHANNEL MOUNTING FRT LT –
AX CHANNEL – RR DOOR GLASS –
AX CHANNEL – RR DOOR GLASS –
AY REINF – RR DOOR BELT OTR RT –
AY REINF – RR DOOR BELT OTR LT –
AZ REINF – COMPRESSION PLATE CTR –
BA CROSSMEMBER – SPARE TIRE –
BB STUD. WELD/INTERNAL – NO.FIN.PILOT.PT.ROUND.SPECIAL –
BC NUT/WELD.HEX – NIBS.NO.FIN –
BC NUT/WELD.HEX – NIBS.NO.FIN –
BD CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
BE CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
BF TUBE – SPACER –

Back to Index

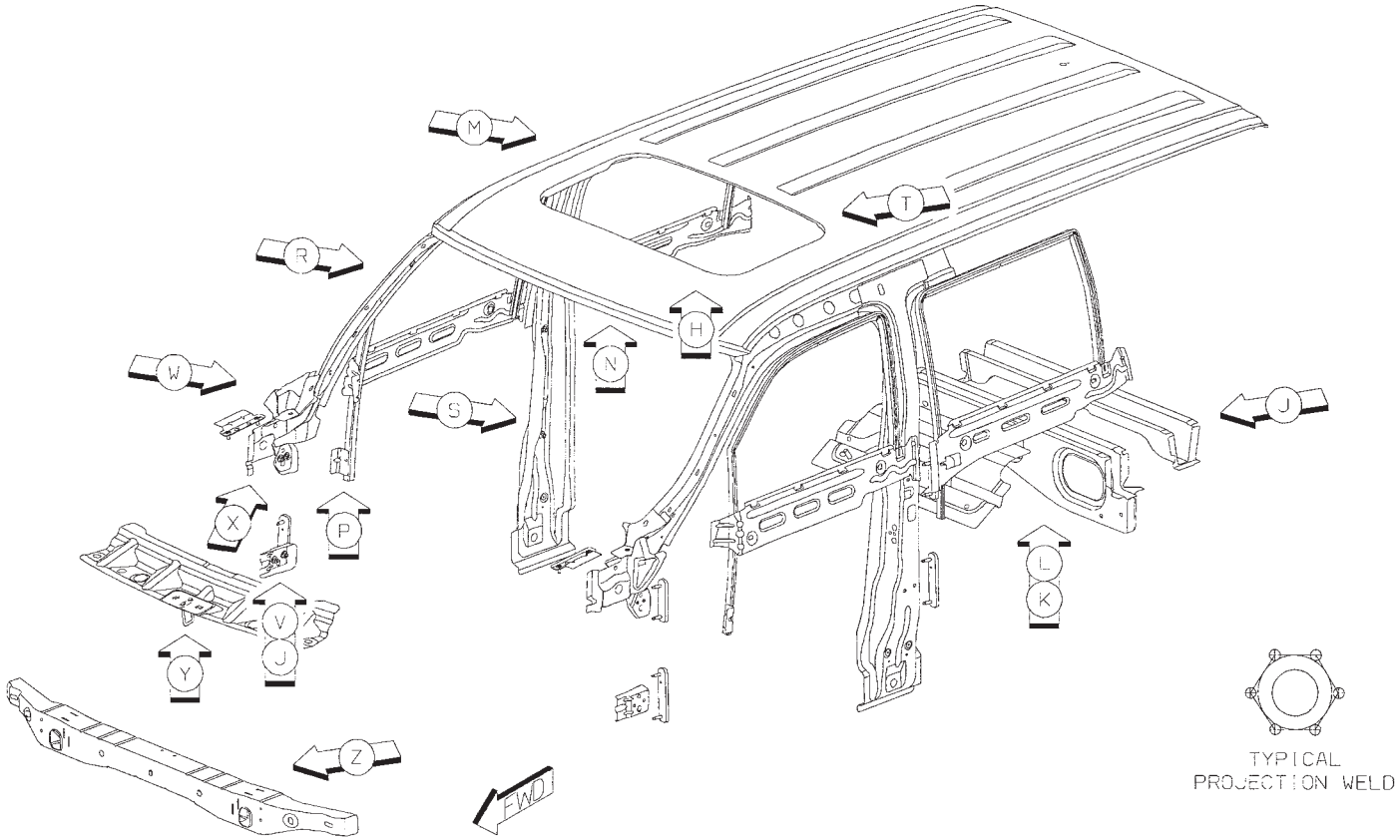
PARTS IDENTIFICATION LEGEND, OVERVIEW 7

AA CROSSMEMBER – FRT BUMPER FRT –
AB CROSSMEMBR – FRT BUMPER RR –
AC REINF – HOOD LATCH STRIKER –
AD 55113211AA – REINF – HOOD HINGE
AE REINF – BODY SIDE APERTURE EXTENSION RT –
AE REINF – BODY SIDE APERTURE EXTENSION LT –
AF PANEL – CLOSE-OUT RT –
AF PANEL – CLOSE-OUT LT –
AG REINF – A-PILLAR INR LWR RT –
AG REINF – A-PILLAR INR LWR LT –
AH REINF – TAPPING PLATE – HOOD HINGE ATTACH
AH REINF – TAPPING PLATE – HOOD HINGE ATTACH
AJ REINF – BODY SIDE DOOR HINGE UPR RT –
AJ REINF – BODY SIDE DOOR HINGE UPR LT –
AK REINF – BODY SIDE FRT DOOR LWR HINGE RT–
AK REINF – BODY SIDE FRT DOOR LWR HINGE LT–
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AL NUT/WELD.HEX – NIBS.NO.FIN –
AM STUD PLATE –
AM STUD PLATE –
AM STUD PLATE –
AM STUD PLATE –
AN STUD PLATE –
AN STUD PLATE –
AN STUD PLATE –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AP STUD.WELD/INTERNAL – MAT.PT.SPECIAL.SHOULDER –
AR PANEL – ROOF W/SUNROOF –
AS REINF – ROOF W/SUNROOF –
AT REINF – B-PILLAR RT –
AT REINF – B-PILLAR LT –
AU CHANNEL – FRT DOOR GLASS RT –
AU CHANNEL – FRT DOOR GLASS LT –
AV REINF – FRT DOOR BELT OTR RT –
AV REINF – FRT DOOR BELT OTR LT –
AW BRACKET – GLASS CHANNEL MOUNTING FRT RT –
AW BRACKET – GLASS CHANNEL MOUNTING FRT LT –
AX CHANNEL – RR DOOR GLASS –
AX CHANNEL – RR DOOR GLASS –
AY REINF – RR DOOR BELT OTR RT –
AY REINF – RR DOOR BELT OTR LT –
AZ REINF – COMPRESSION PLATE CTR –
BA CROSSMEMBER – SPARE TIRE –
BB STUD. WELD/INTERNAL – NO.FIN.PILOT.PT.ROUND.SPECIAL –
BC NUT/WELD.HEX – NIBS.NO.FIN –
BC NUT/WELD.HEX – NIBS.NO.FIN –
BD CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
BE CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
BF TUBE – SPACER –



Back to Index

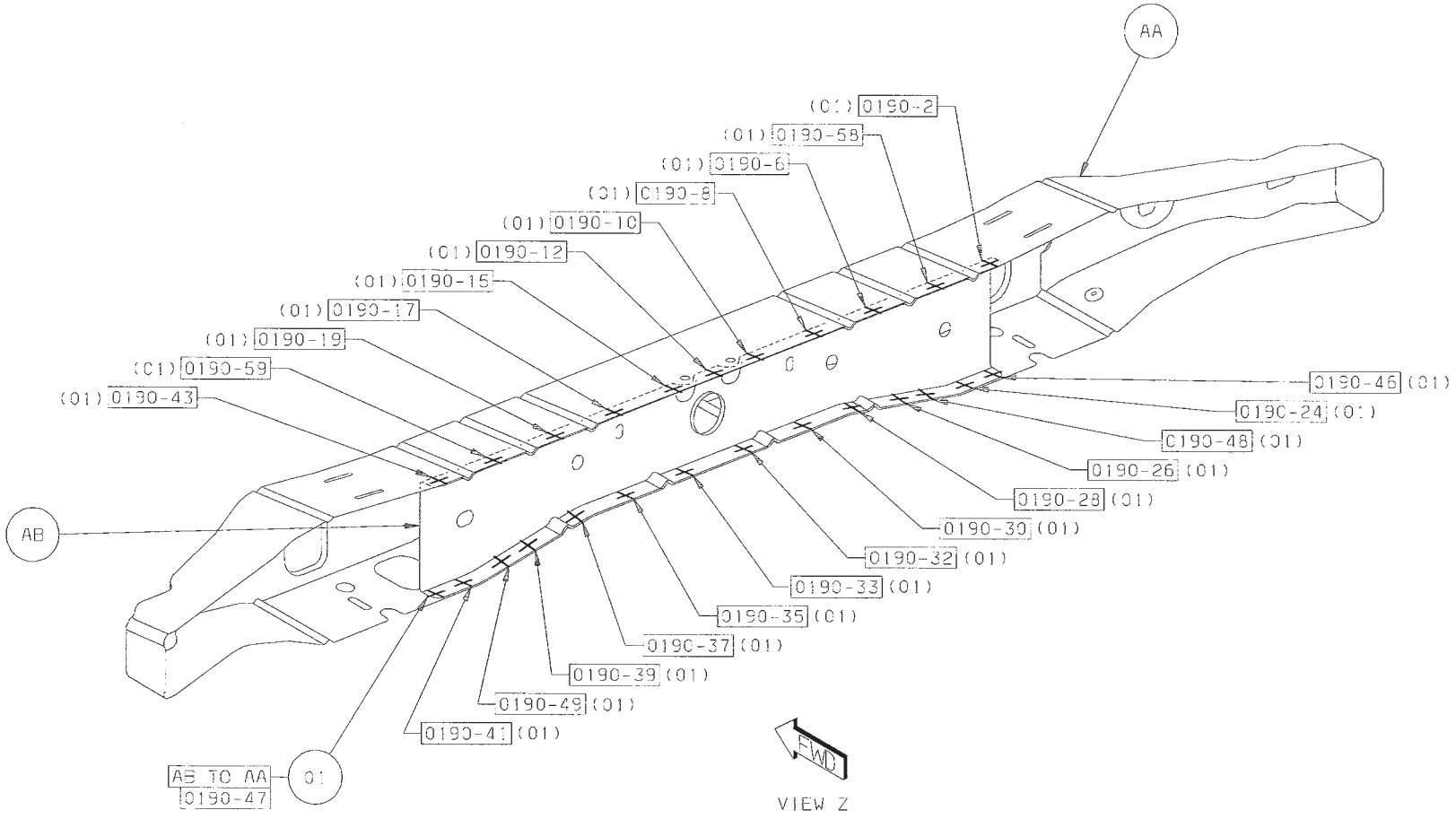
WELD LAYOUT LOCATION GUIDE



TYPICAL
PROJECTION WELD

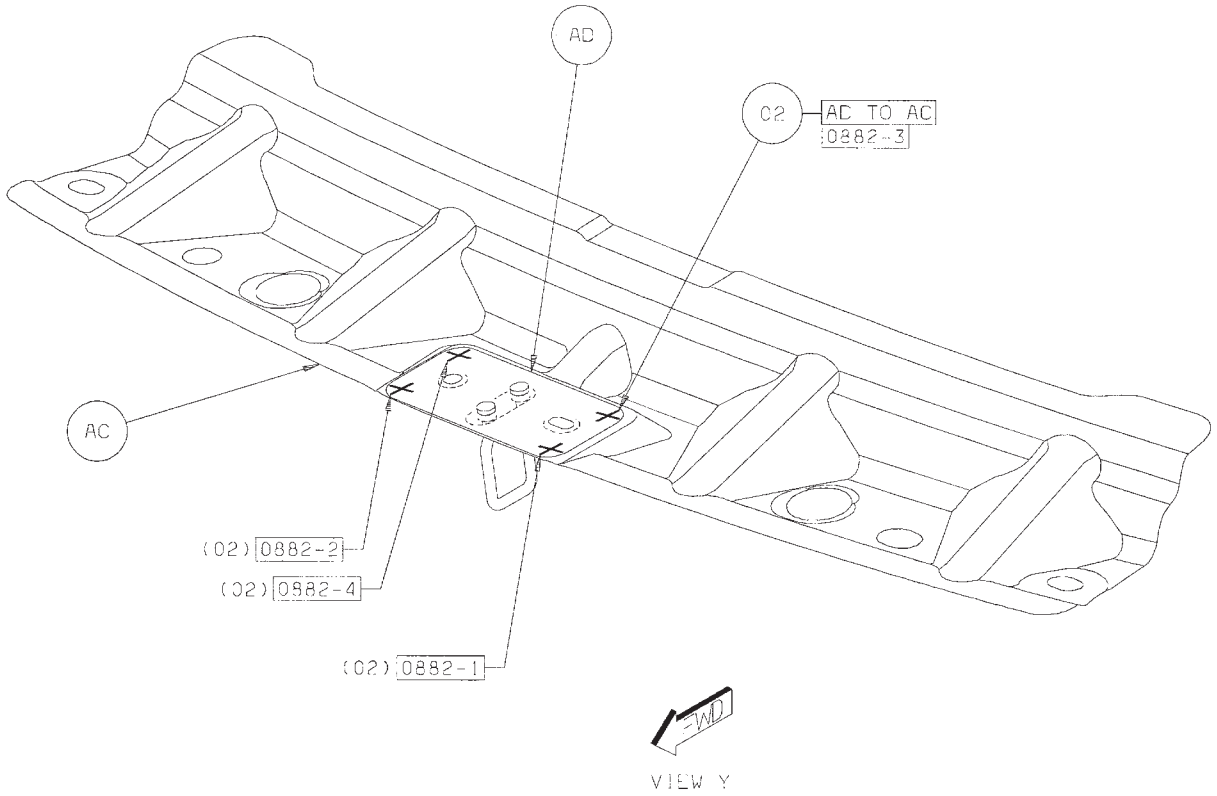
Back to Index

01 AB TO AA 25 S/WELDS (ORD)



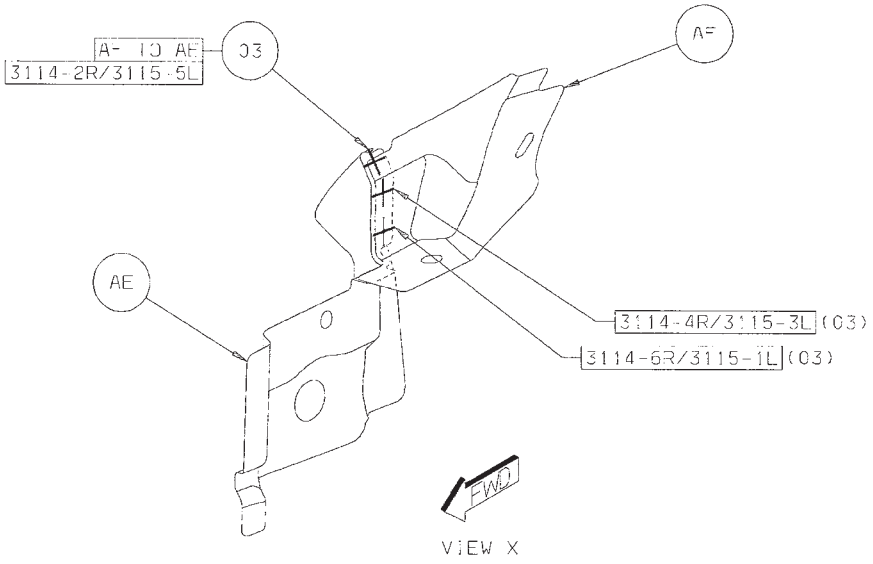
Back to Index

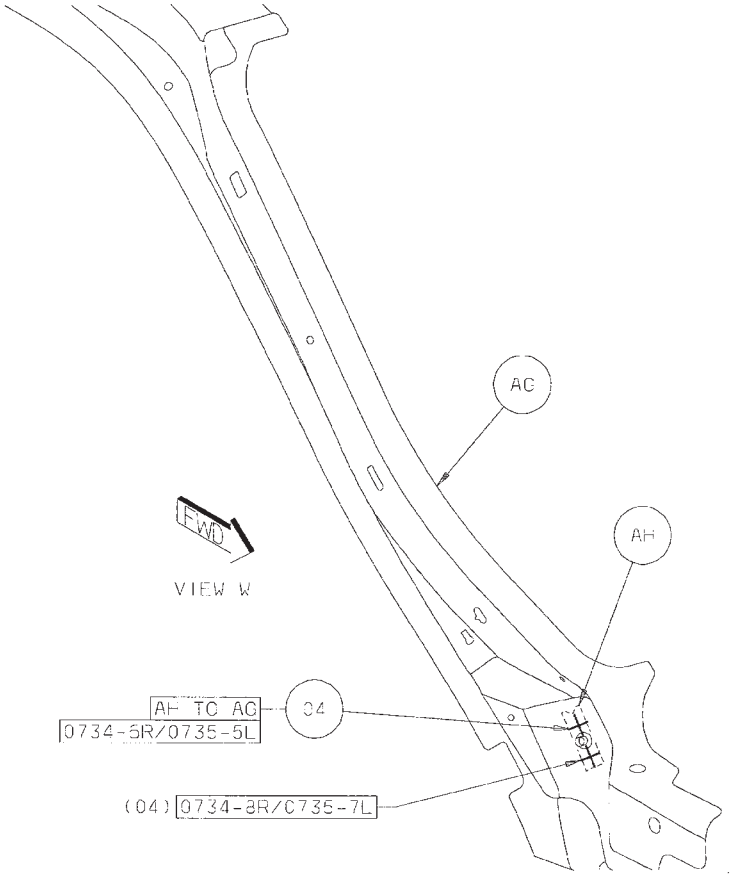
02 AD TO AC 4 S/WELDS (ORD)



Back to Index

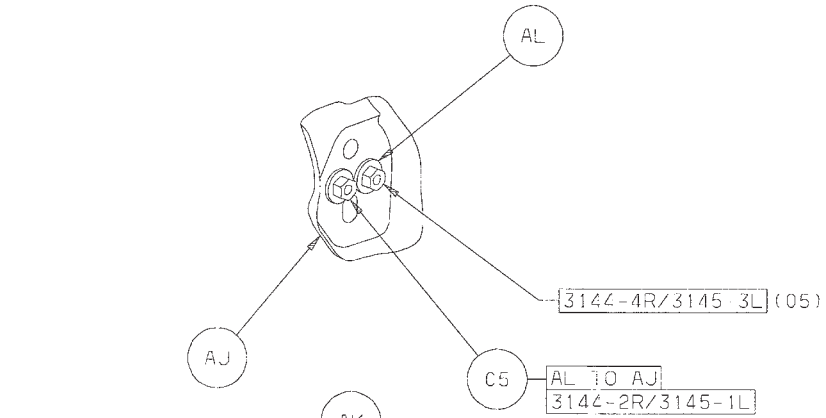
03 AF TO AE 3/SD S/WELDS (ORD)
04 AH TO AG 2/SD S/WELDS (ORD)

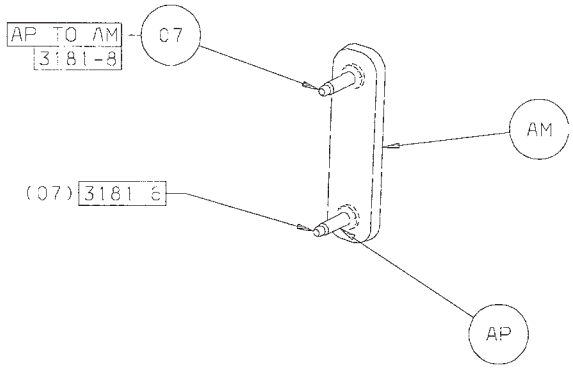


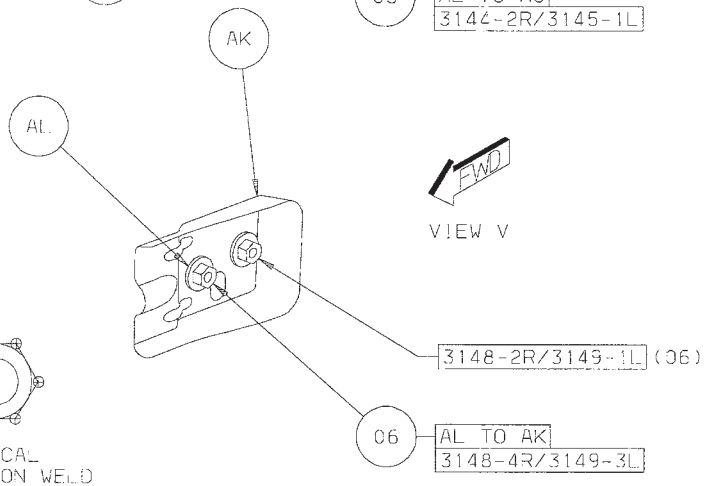


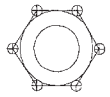
Back to Index

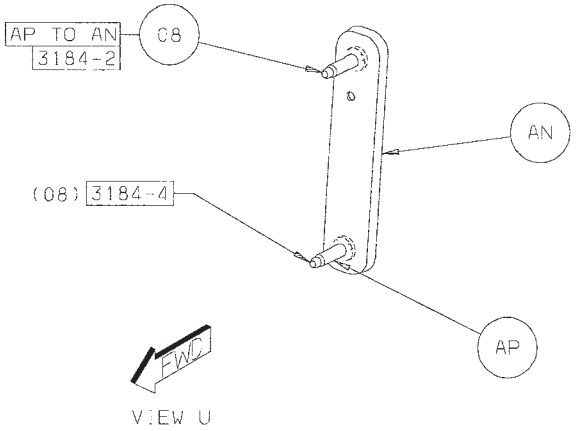
05 AL TO AJ 2/SD PROJ WELDS (ORD)
06 AL TO AK 2/SD PROJ WELDS (ORD)
07 AP TO AM 8 PROJ WELDS (ORD)
08 AP TO AN 8 PROJ WELDS (ORD)





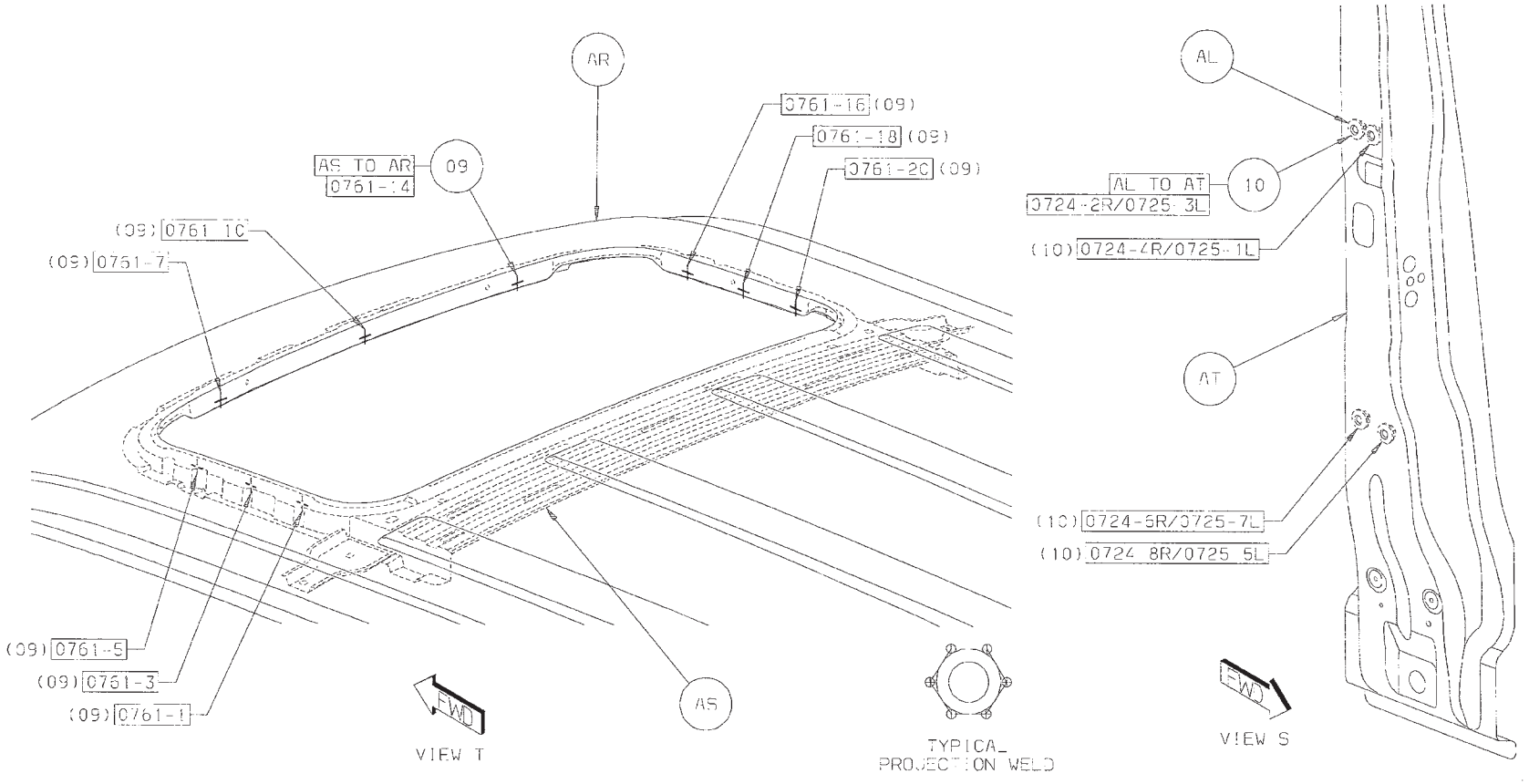






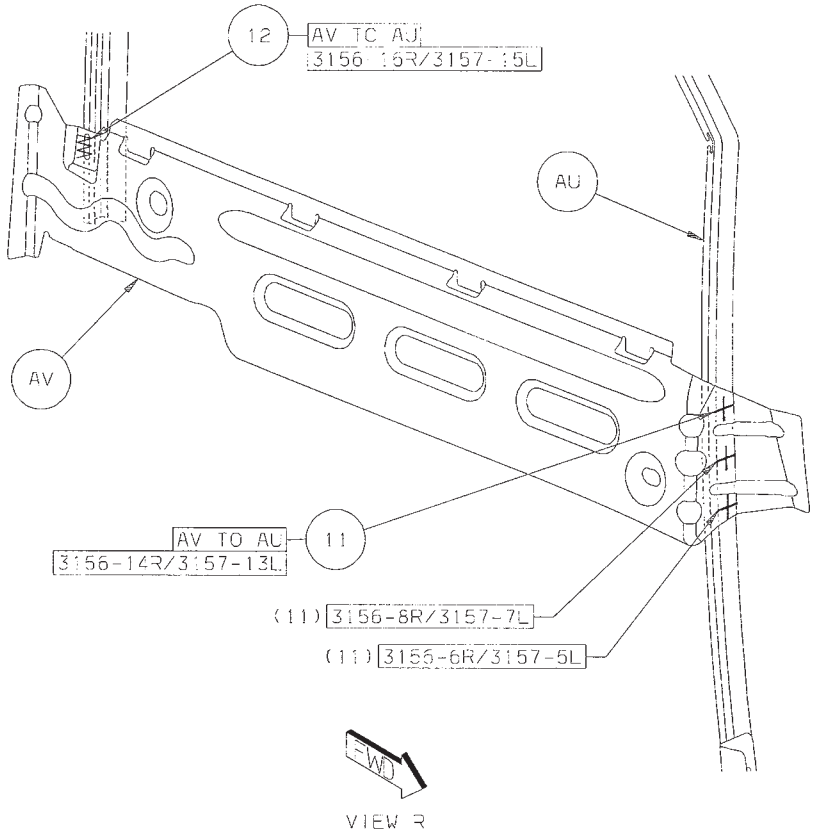
Back to Index

09 AS TO AR 9 S/WELDS (ORD)
10 AL TO AT 4/SD PROJ WELDS (ORD)

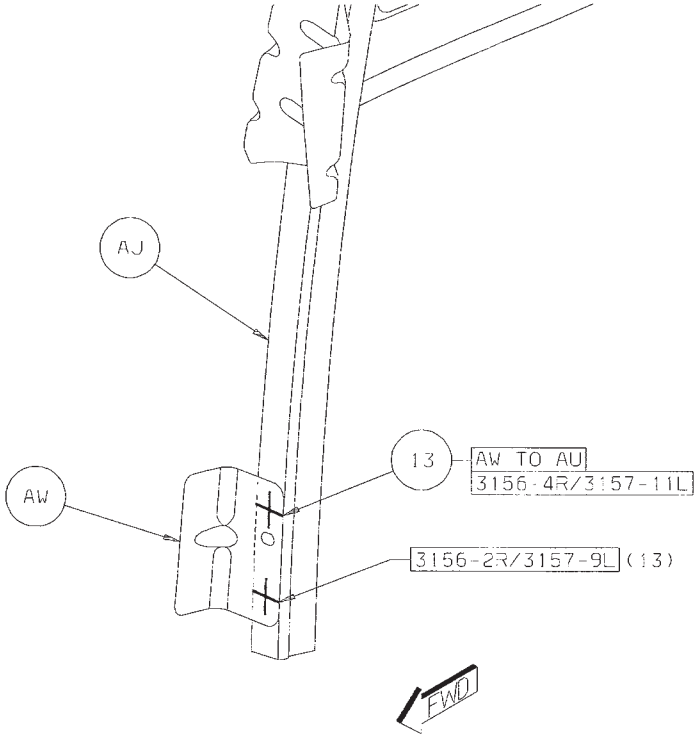


Back to Index

11 AV TO AU 3/SD S/WELDS (ORD)
12 AV TO AU 1/SD MIG BRZ (ORD)
13 AW TO AU 2/SD S/WELDS (ORD)



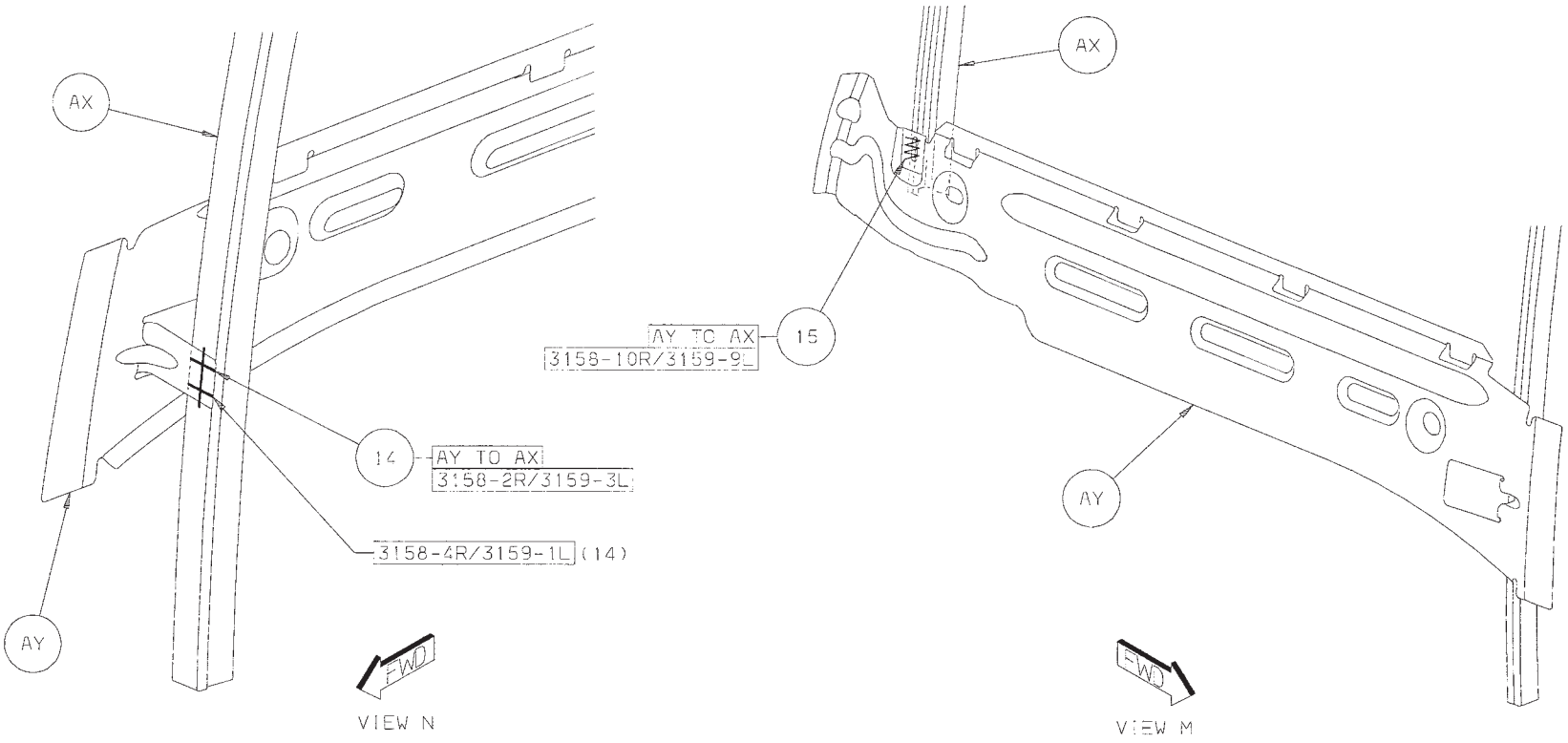
VIEW R



VIEW P

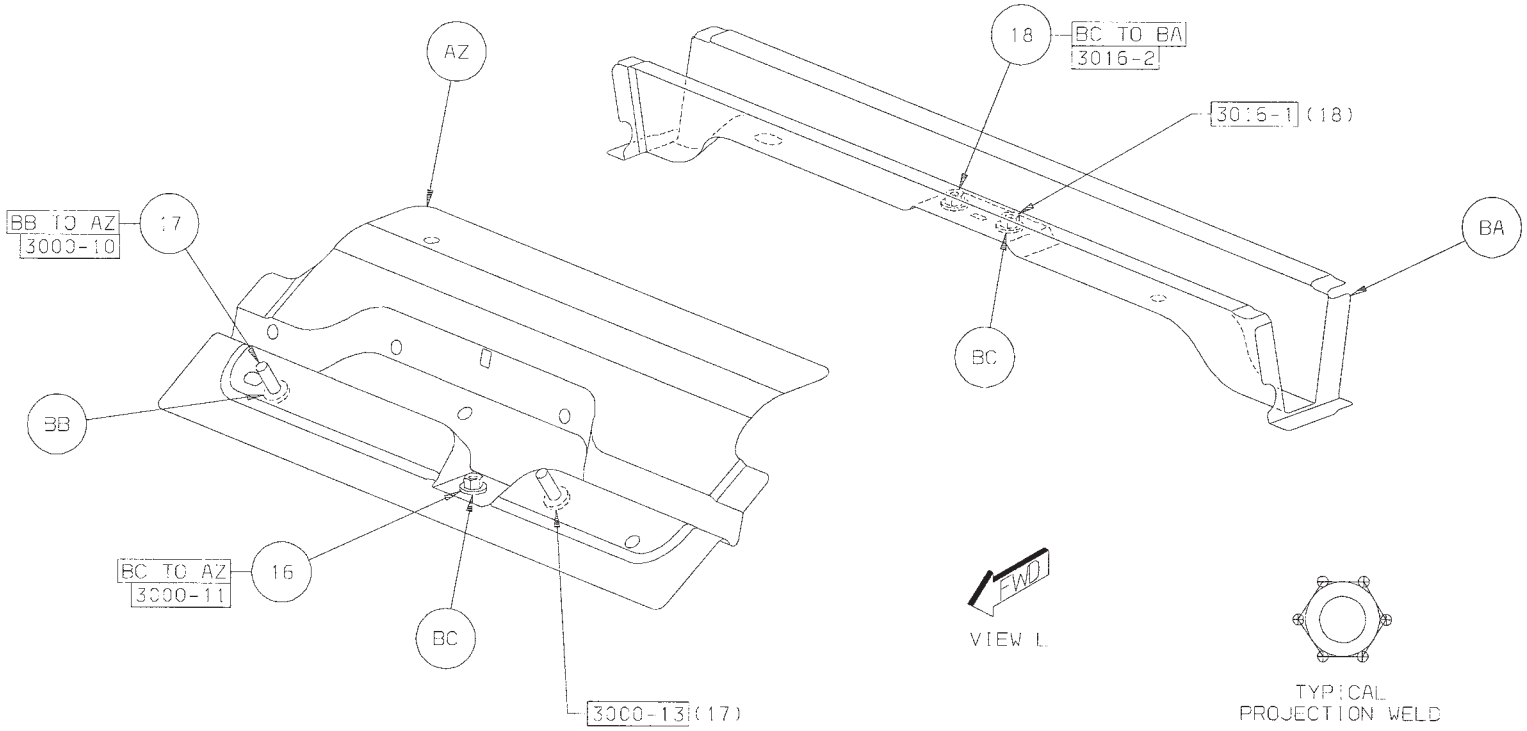
Back to Index

14 AY TO AX 2/SD S/WELDS (ORD)
15 AY TO AX 1/SD MIG BRZ



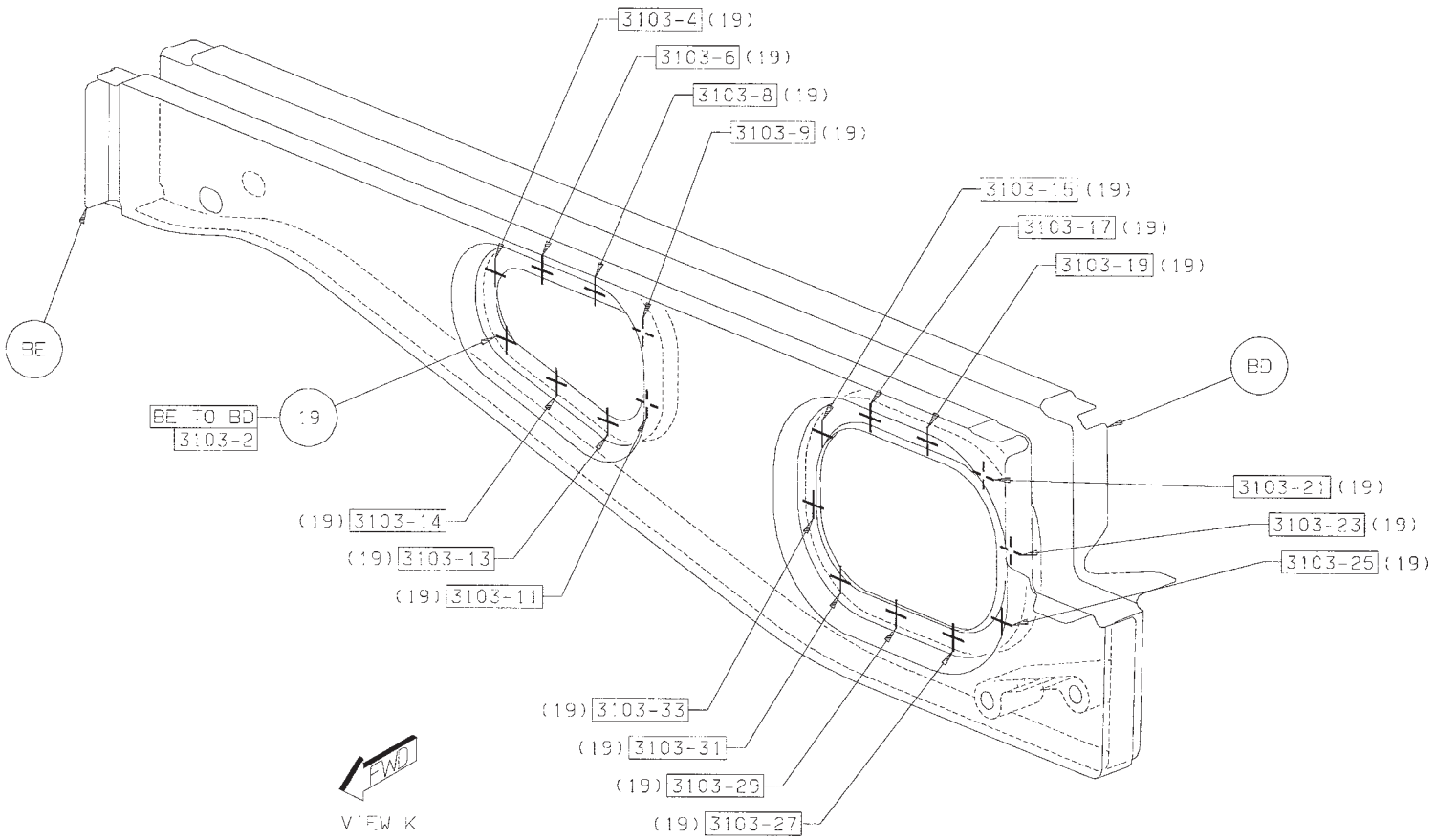
Back to Index

16 BC TO AZ 1 PROJ WELD (ORD)
17 BB TO AZ 2 PROJ WELDS (ORD)
18 BC TO BA 2 PROJ WELDS (ORD)



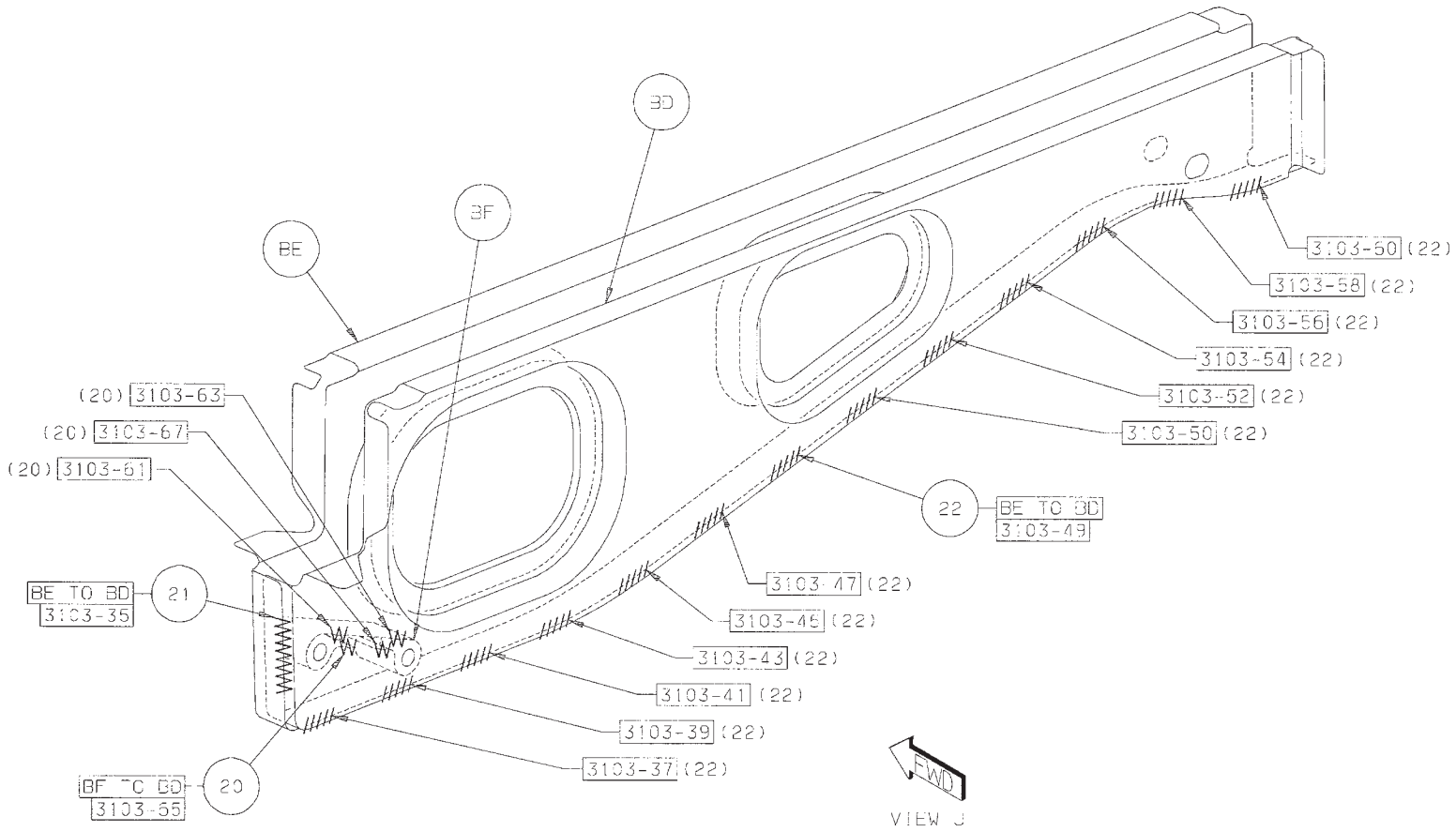
Back to Index

19 BE TO BD 18 S/WELDS (ORD)



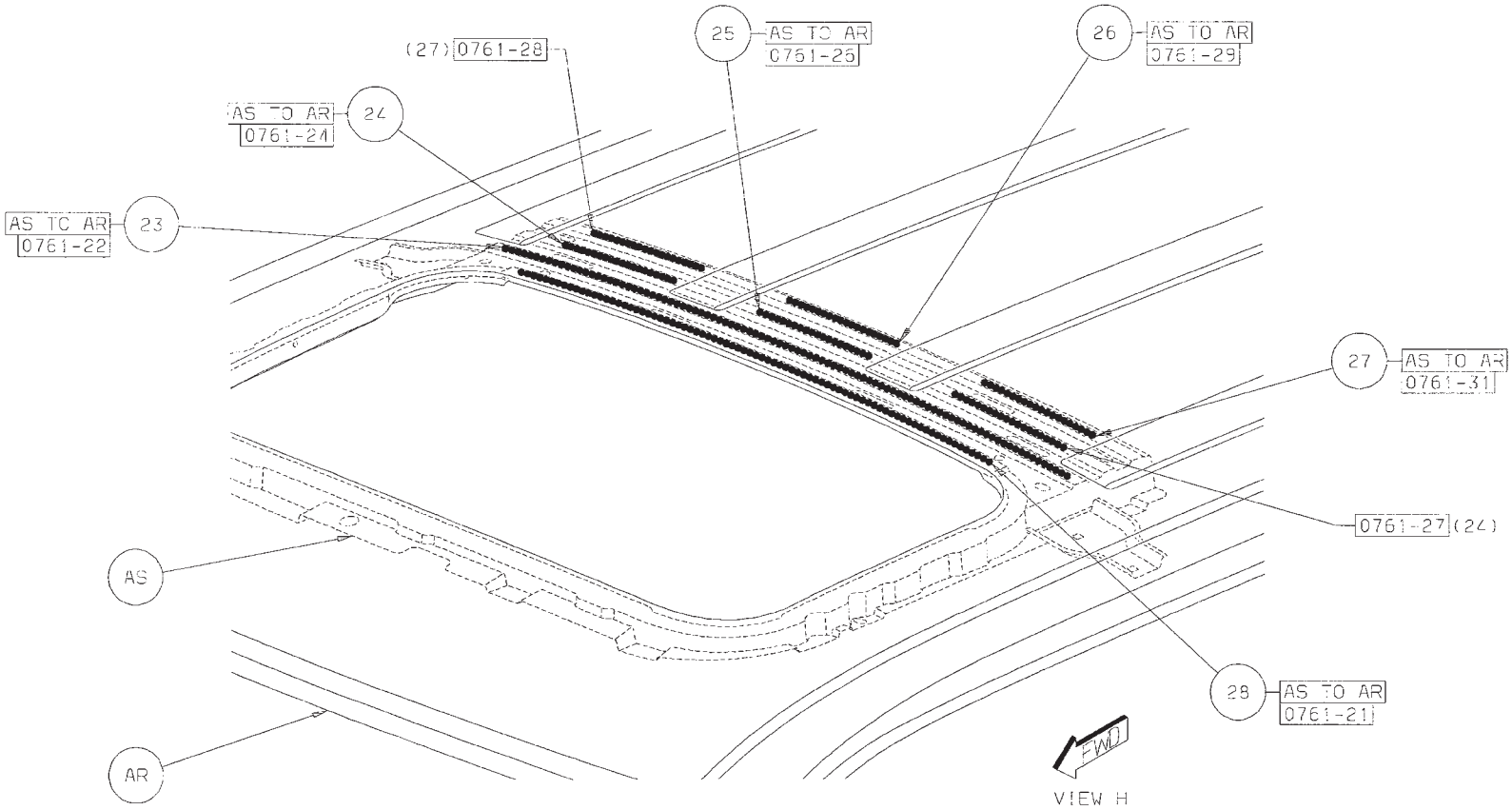
Back to Index

20 BF TO BD 4 FCAW (ORD)
21 BE TO BD 1 FCAW (ORD)
22 BE TO BD 13 FCAW (ORD)



Back to Index

23 AS TO AR 1 STRUC ADH (ORD)
24 AS TO AR 2 STRUC ADH (ORD)
25 AS TO AR 1 STRUC ADH (ORD)
26 AS TO AR 1 STRUC ADH (ORD)
27 AS TO AR 2 STRUC ADH (ORD)
28 AS TO AR 1 STRUC ADH (ORD)

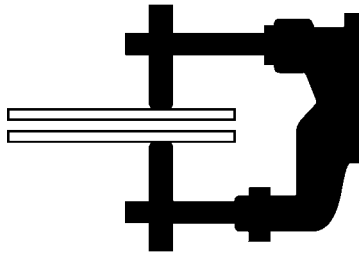


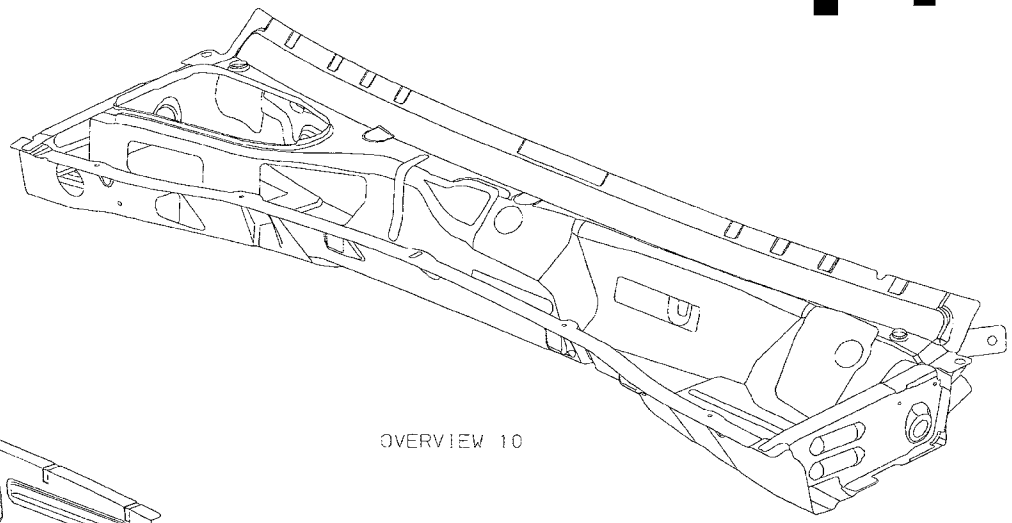
Back to Index

HEMI.com, the official DaimlerChrysler HEMI® Web site. Learn about the history of the early HEMI®, built by Chrysler, DeSoto, and Dodge. Get all the details on the 426 HEMI on the street and in race cars, from NASCAR stock cars at Daytona and Darlington, to NHRA Super Stock, Funny Cars, and Top Fuel dragsters. Meet the engineers who designed the original HEMI, the 426 HEMI and the new 5.7 HEMI. Learn how Don Garlits and other legendary racers adopted the 331, 354, 392, and finally the 426 Hemi as they set records year after year.

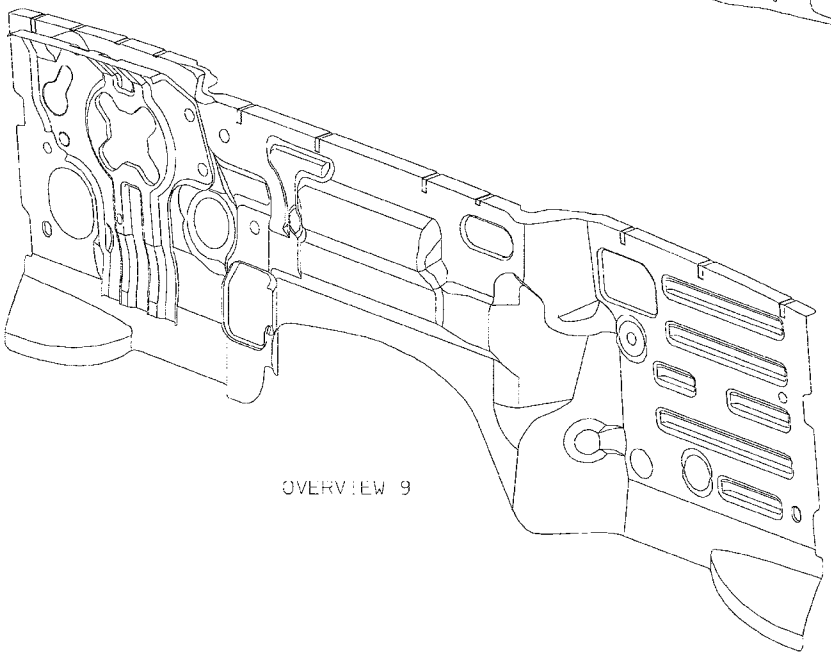
Back to Index

WELD LOCATION OVERVIEW ZONES





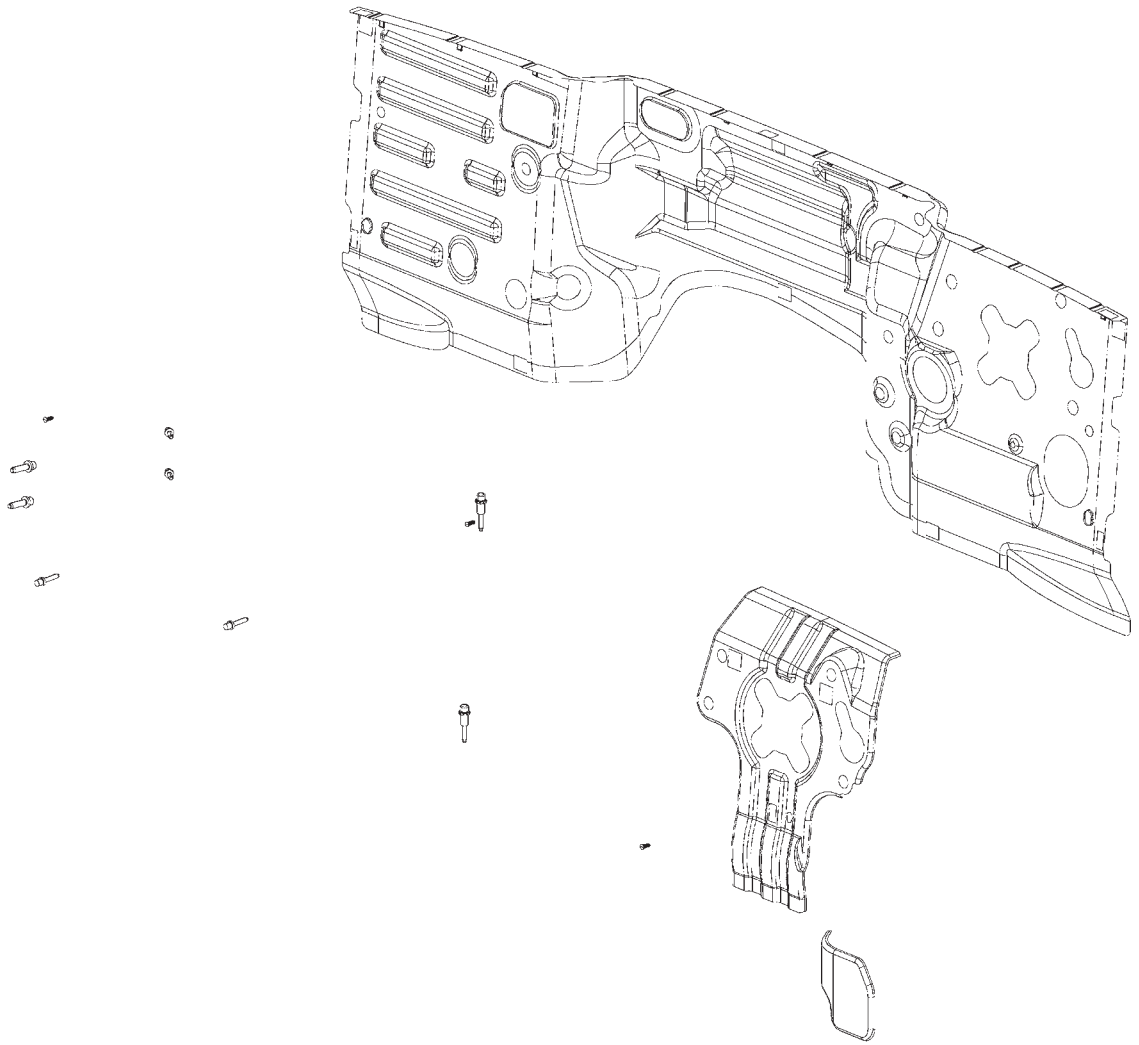
OVERVIEW 10



OVERVIEW 9

Back to Index

DODGE NITRO DASH SECTION

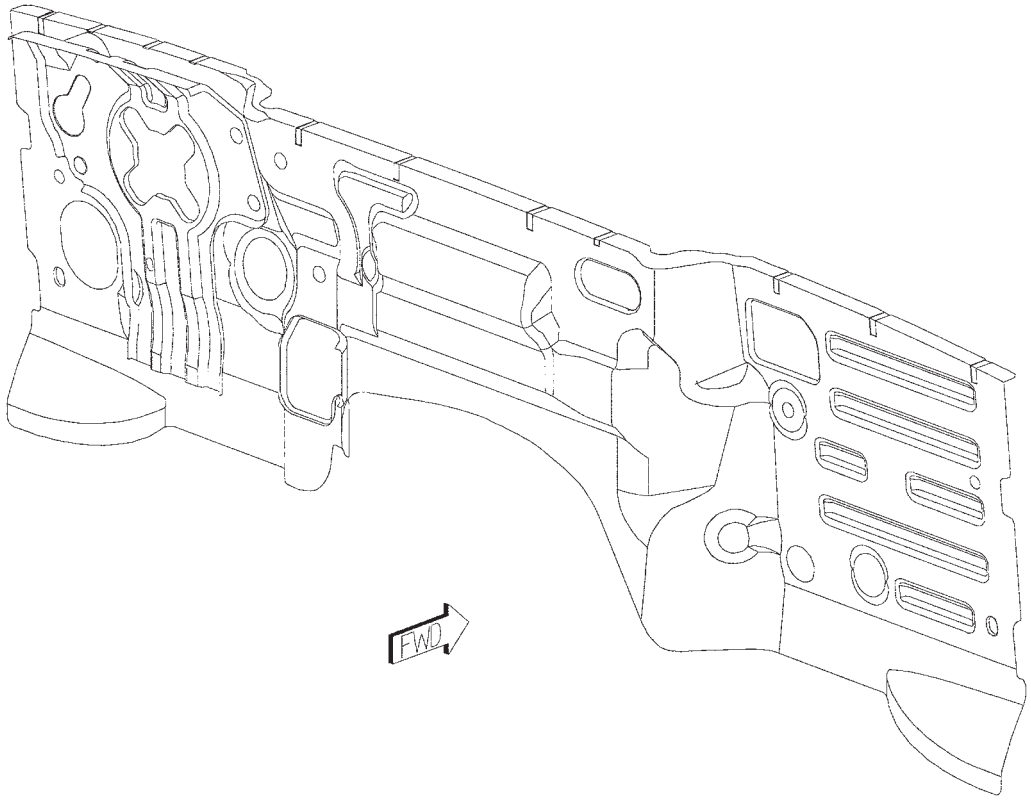


AA PANEL – DASH –
AB REINF – ACCELERATOR PEDAL –
AC REINF – BRAKE MASTER CYL –

Back to Index

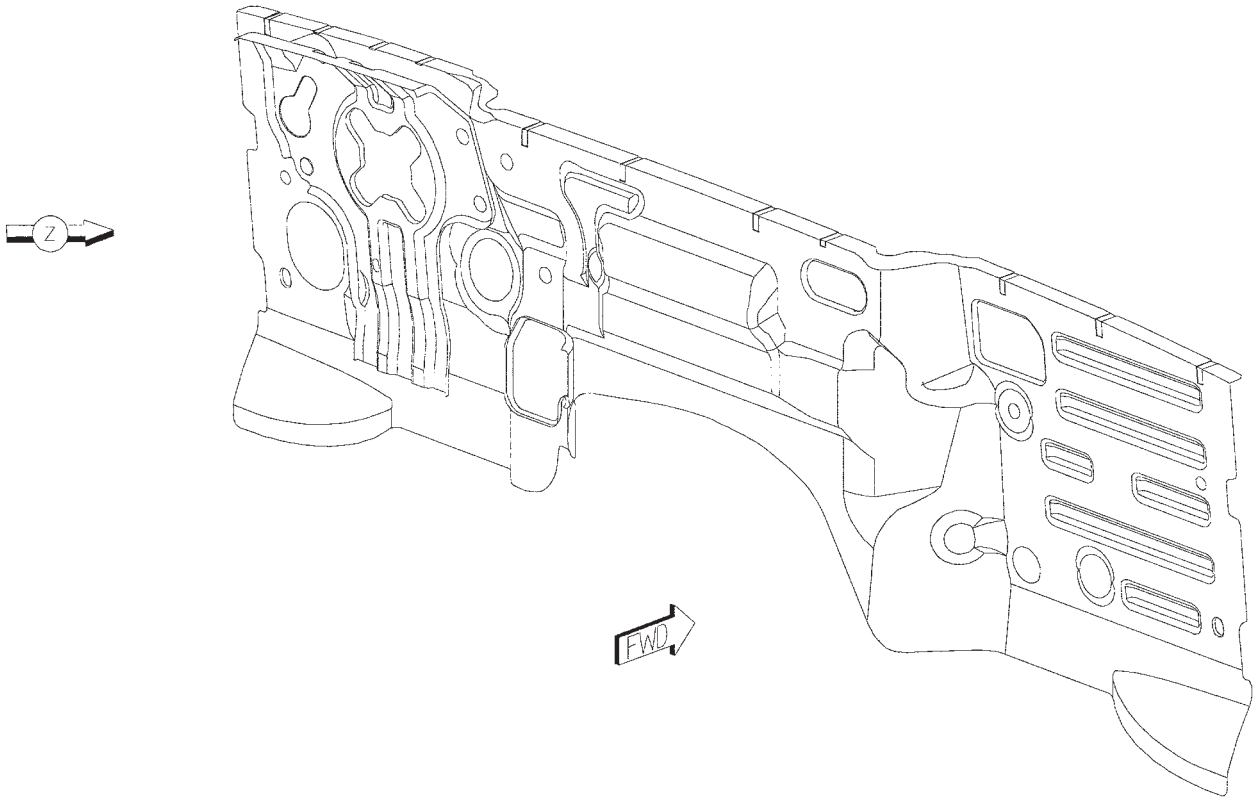
PARTS IDENTIFICATION LEGEND, OVERVIEW 9

AA PANEL – DASH –
AB REINF – ACCELERATOR PEDAL –
AC REINF – BRAKE MASTER CYL –



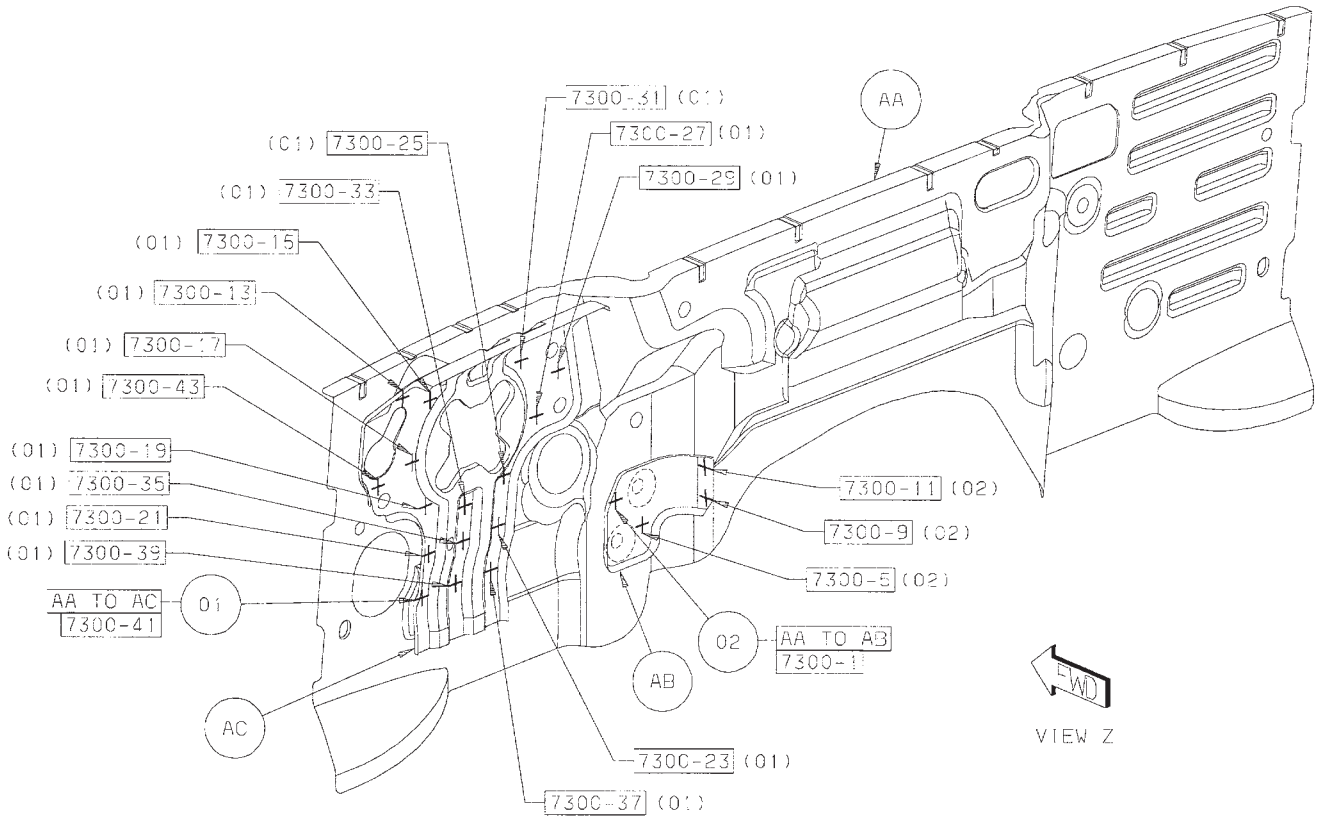
Back to Index

WELD LAYOUT LOCATION GUIDE



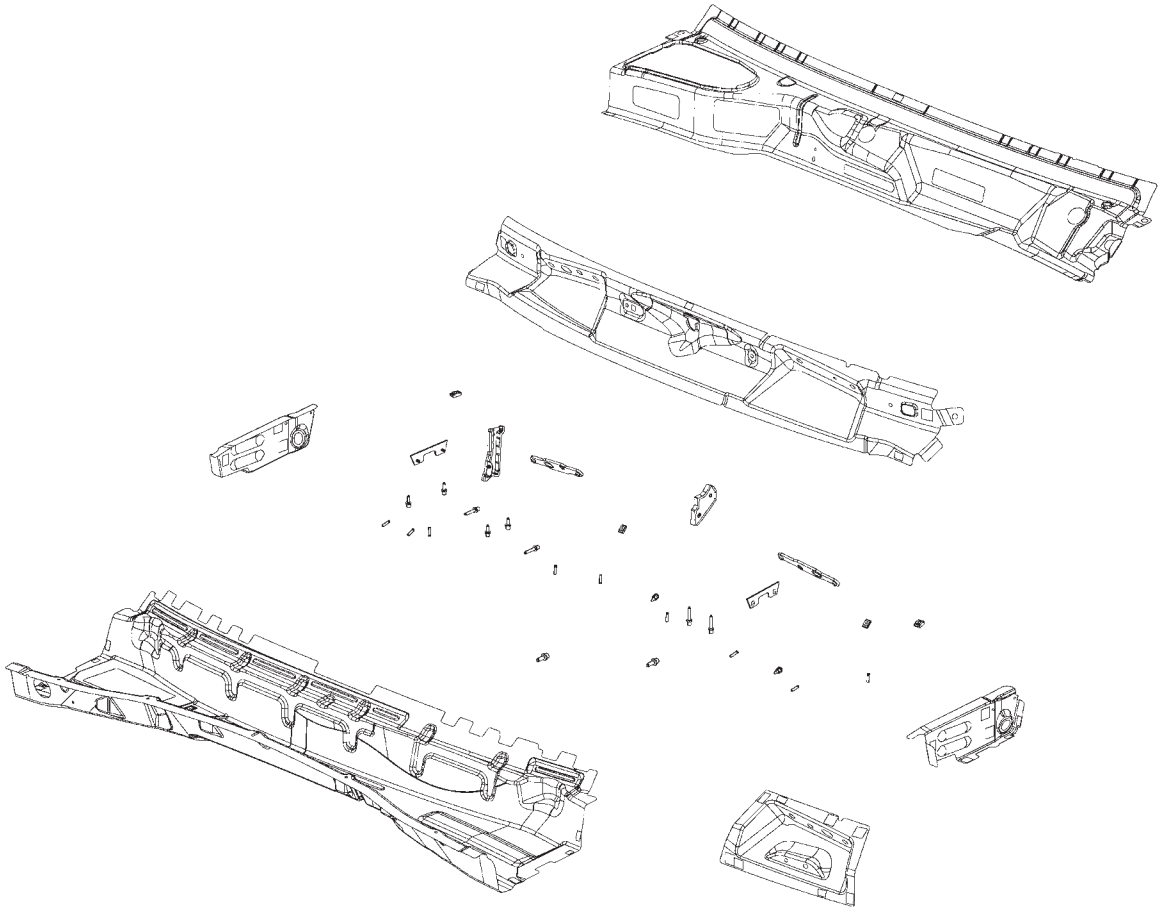
Back to Index

01 AA TO AC 16 S/WELDS (ORD)
02 AA TO AB 4 S/WELDS (ORD)



Back to Index

DODGE NITRO PLENUM ASSEMBLY SECTION

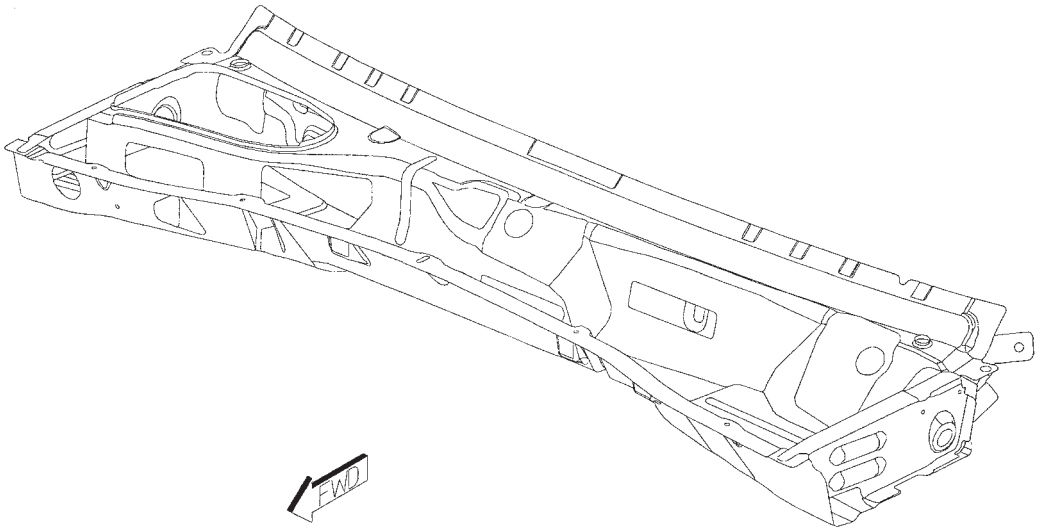


AA PANEL – PLENUM BAFFLE –
AB PANEL – PLENUM CLOSURE RT –
AC PANEL – PLENUM LWR –
AD PANEL – PLENUM CLOSURE LT –
AE PANEL – PLENUM RR –
AF REINF – STEERING COLUMN MOUNTING –
AG TAPPING PLATE –

Back to Index

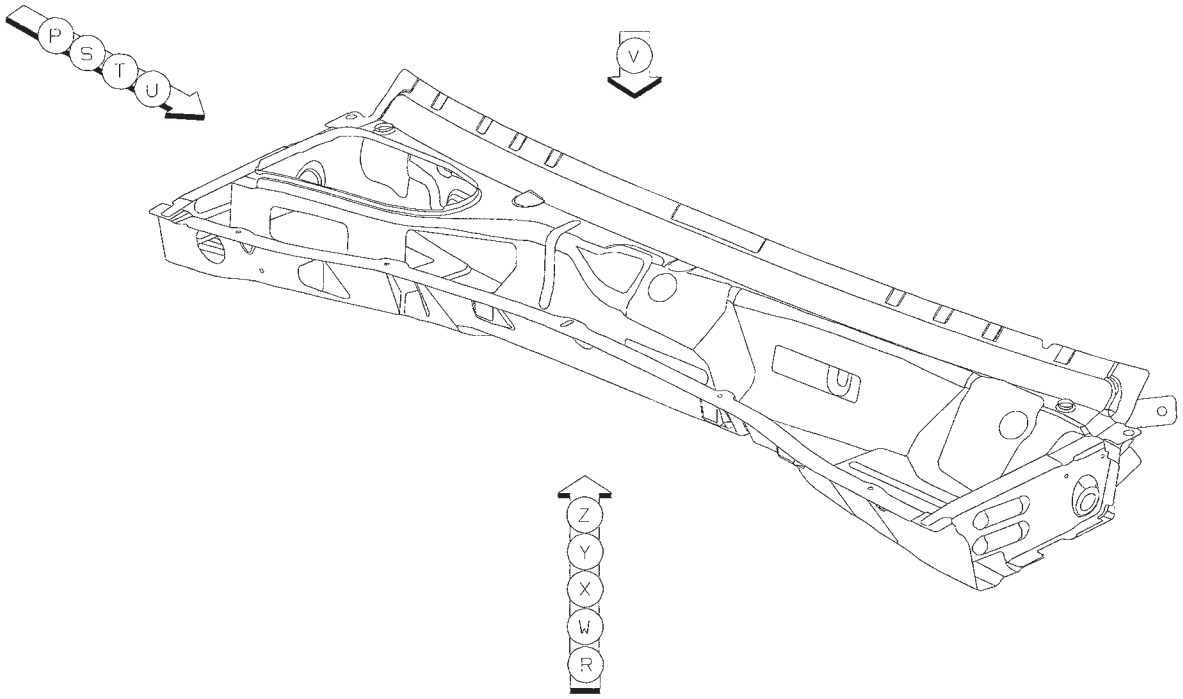
PARTS IDENTIFICATION LEGEND, OVERVIEW 10

AA PANEL – PLENUM BAFFLE –
AB PANEL – PLENUM CLOSURE RT –
AC PANEL – PLENUM LWR –
AD PANEL – PLENUM CLOSURE LT –
AE PANEL – PLENUM RR –
AF REINF – STEERING COLUMN MOUNTING –
AG TAPPING PLATE –



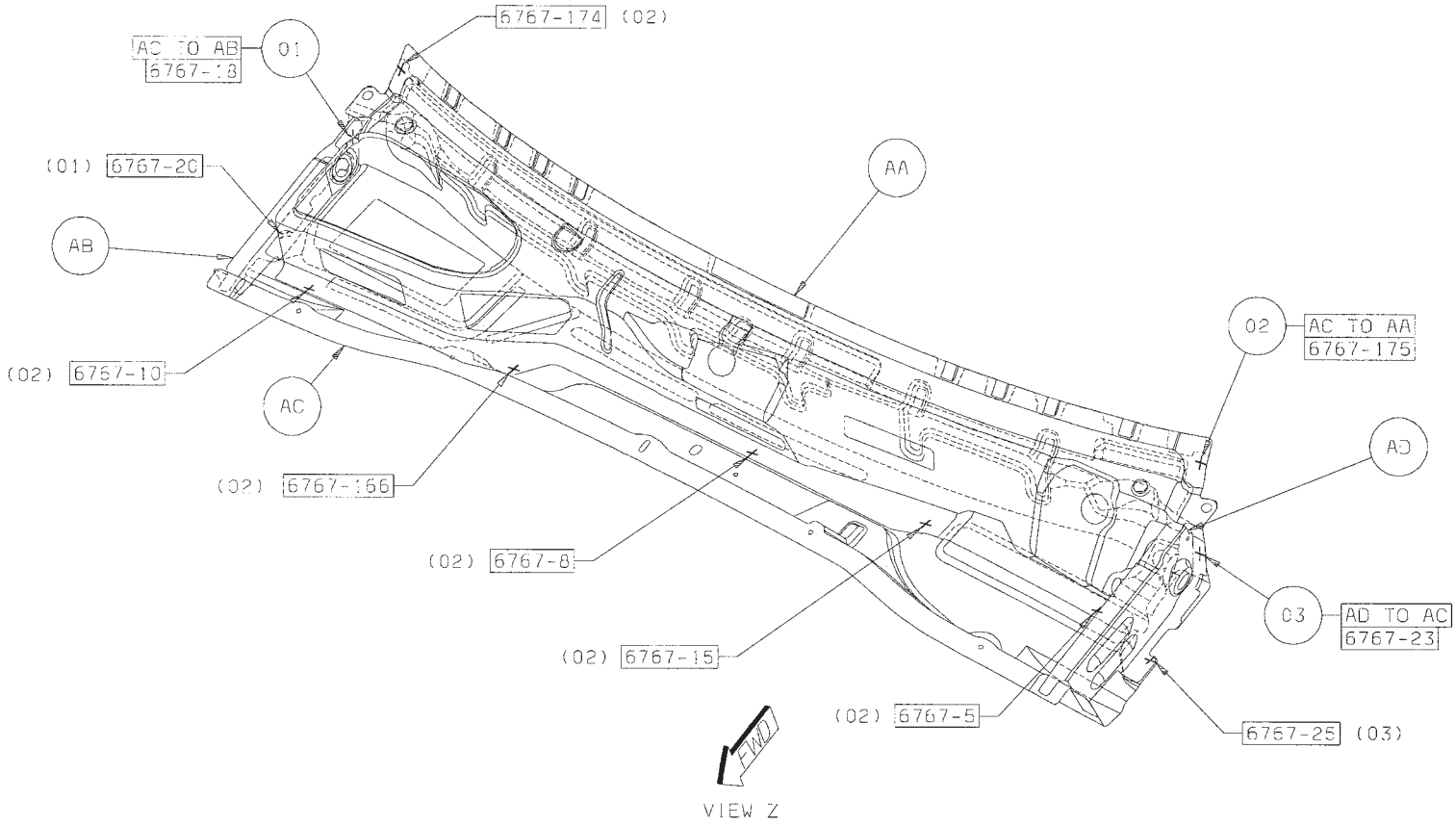
Back to Index

WELD LAYOUT LOCATION GUIDE



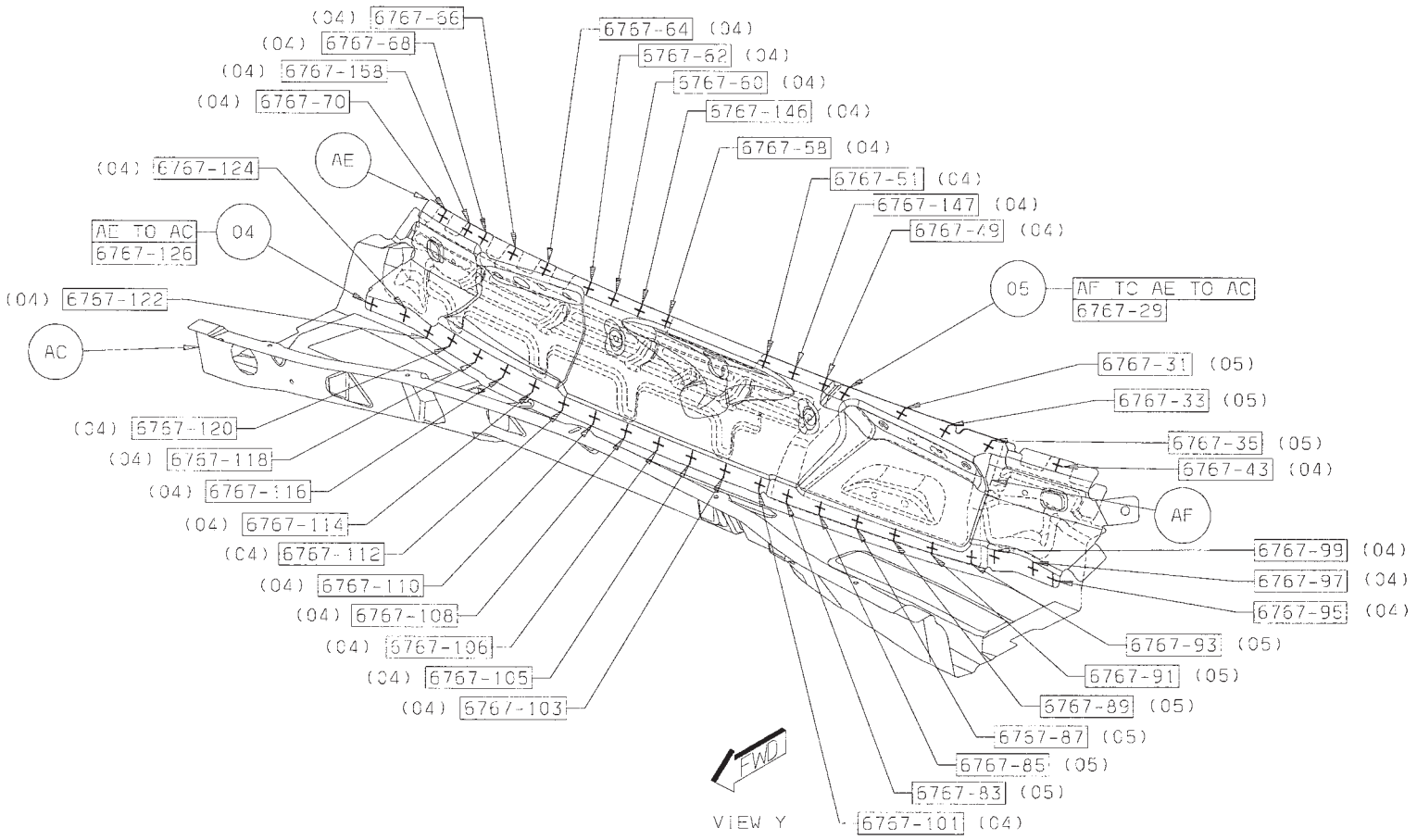
Back to Index

01 AC TO AB 2 S/WELDS (ORD)
02 AC TO AA 7 S/WELDS (ORD)
03 AD TO AC 2 S/WELDS (ORD)



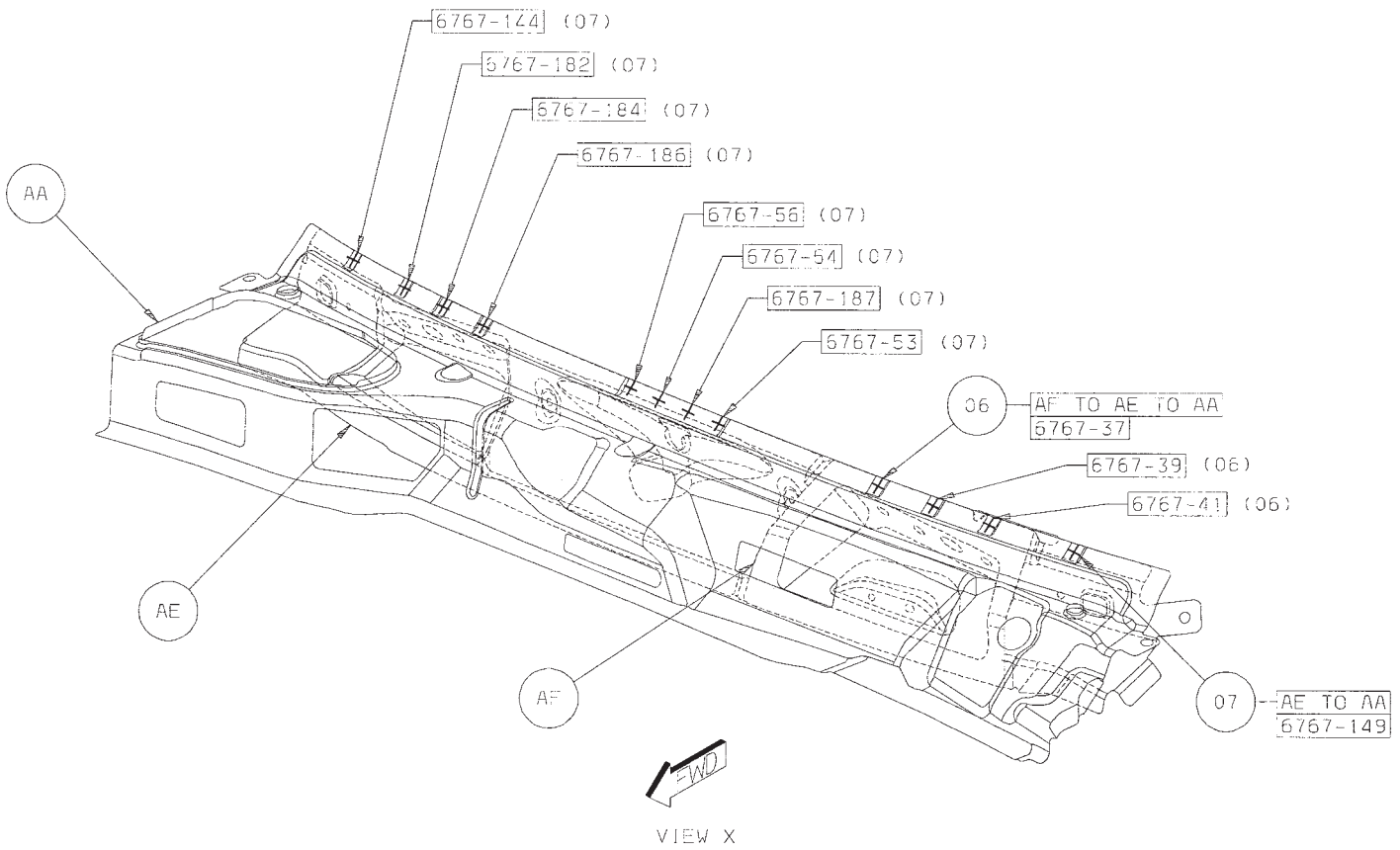
Back to Index

04 AE TO AC 30 S/WELDS (ORD)
05 AF TO AE TO AC 10 S/WELDS (ORD)



Back to Index

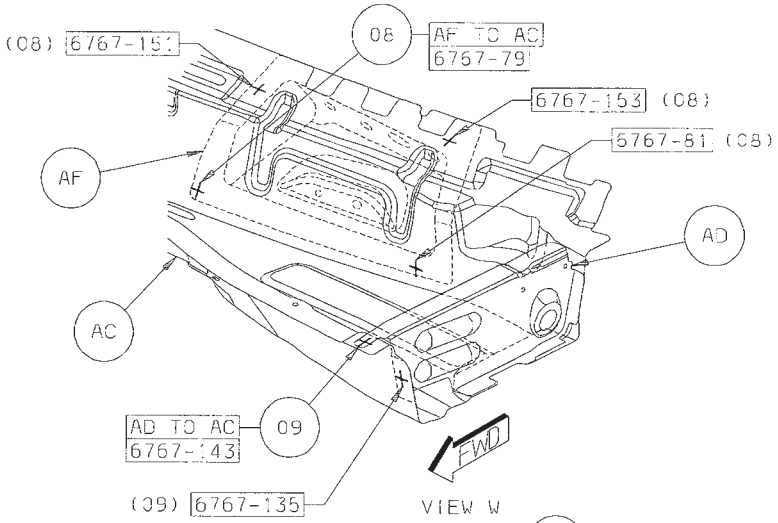
06 AF TO AE TO AA 3 S/WELDS
07 AE TO AA 9 S/WELDS (ORD)



VIEW X

Back to Index

08 AF TO AC 4 S/WELDS (ORD)
09 AD TO AC 2 S/WELDS (ORD)
10 AS TO AA 2 S/WELDS (ORD)
11 AB TO AA 1 S/WELD (ORD)
12 AB TO AC 1 S/WELD (ORD)



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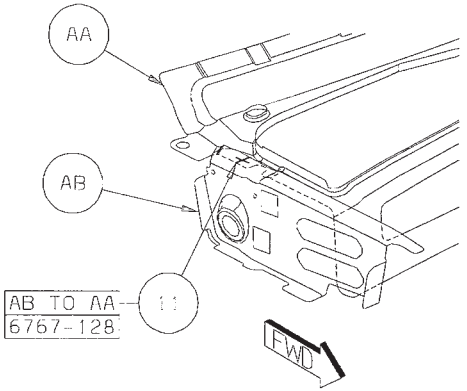
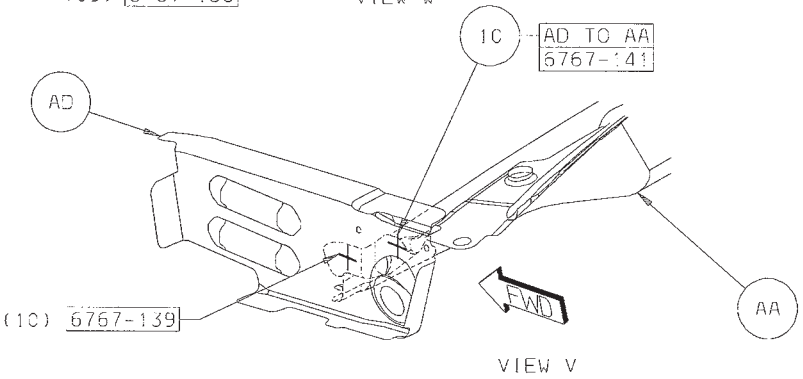
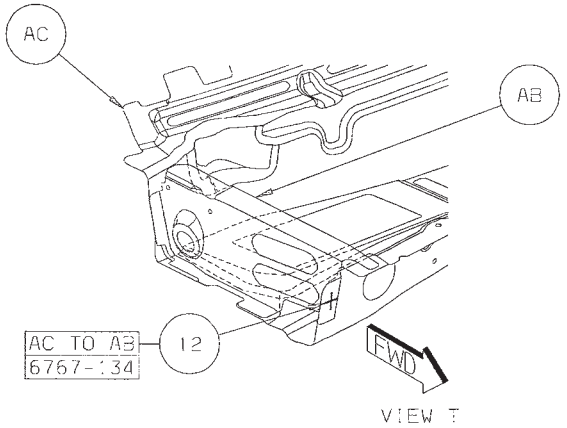


VIEW U



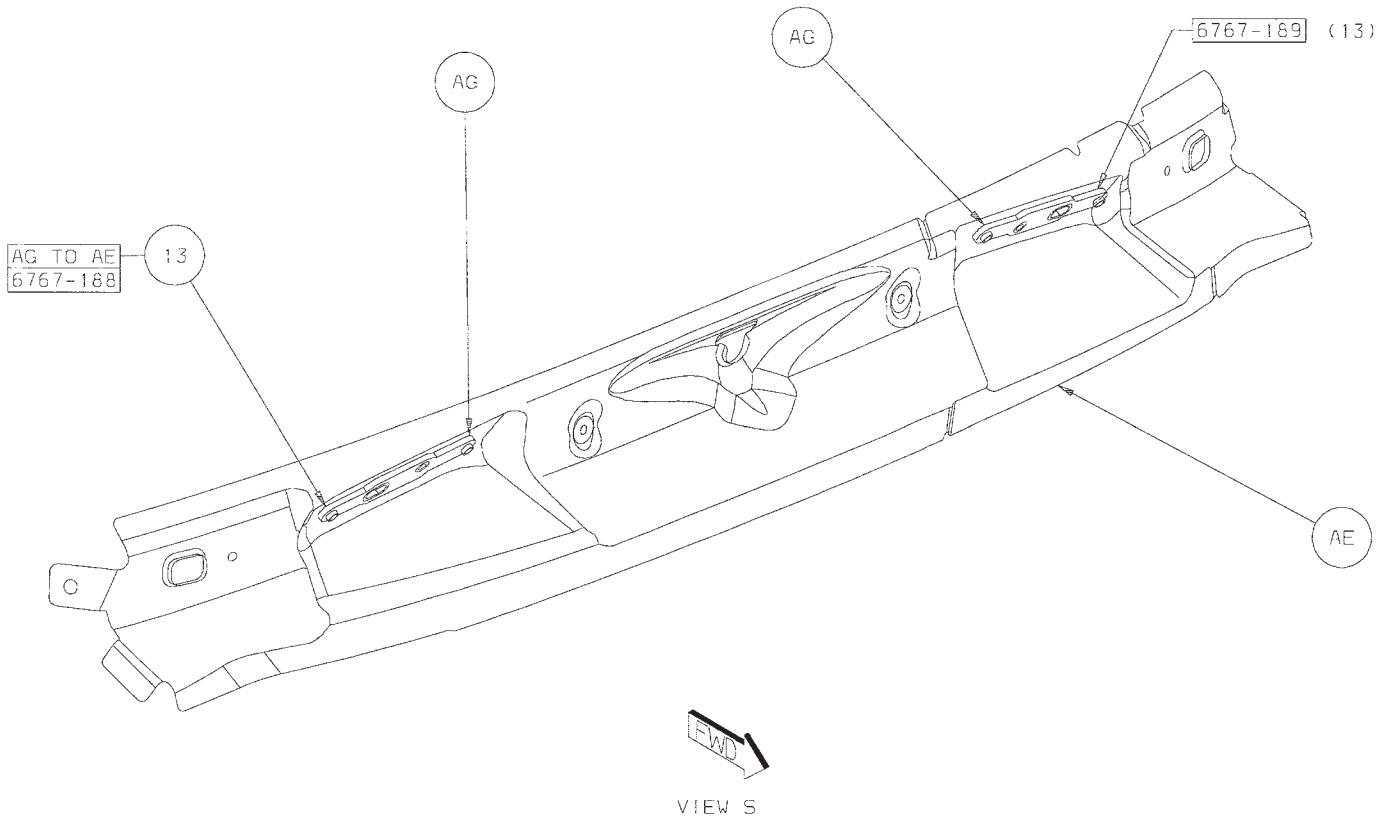
VIEW V



VIEW T

Back to Index

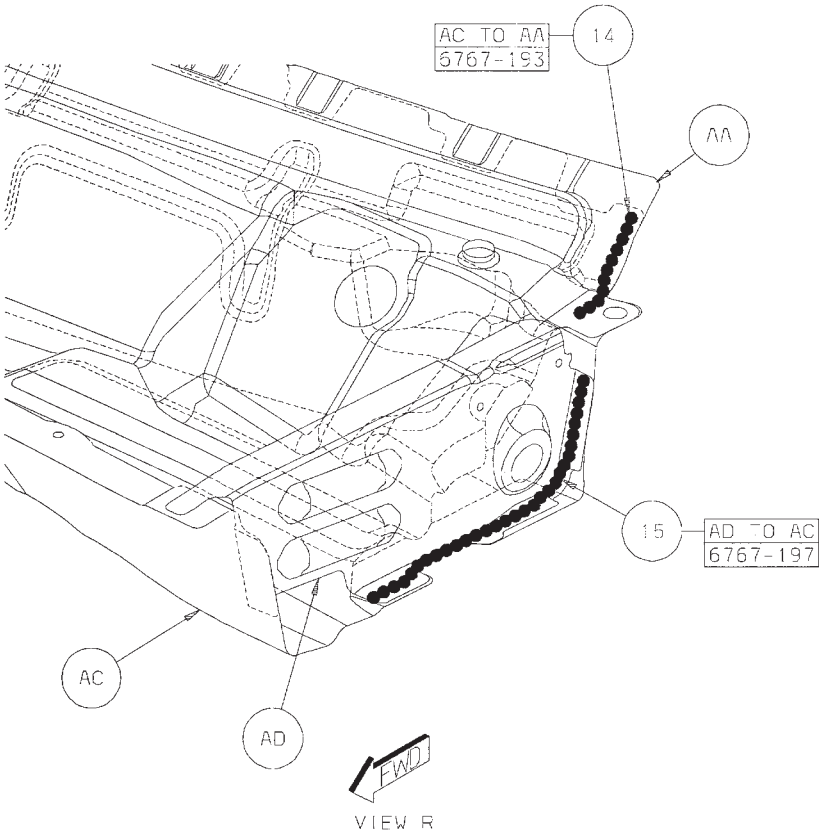
13 AG TO AE 2 PROJ WELDS (ORD)



VIEW S

Back to Index

14 AC TO AA 1 STRUC ADH (ORD)
15 AD TO AC 1 STRUC ADH (ORD)
16 AC TO AA 1 STRUC ADH (ORD)
17 AC TO AB 1 STRUC ADH (ORD)



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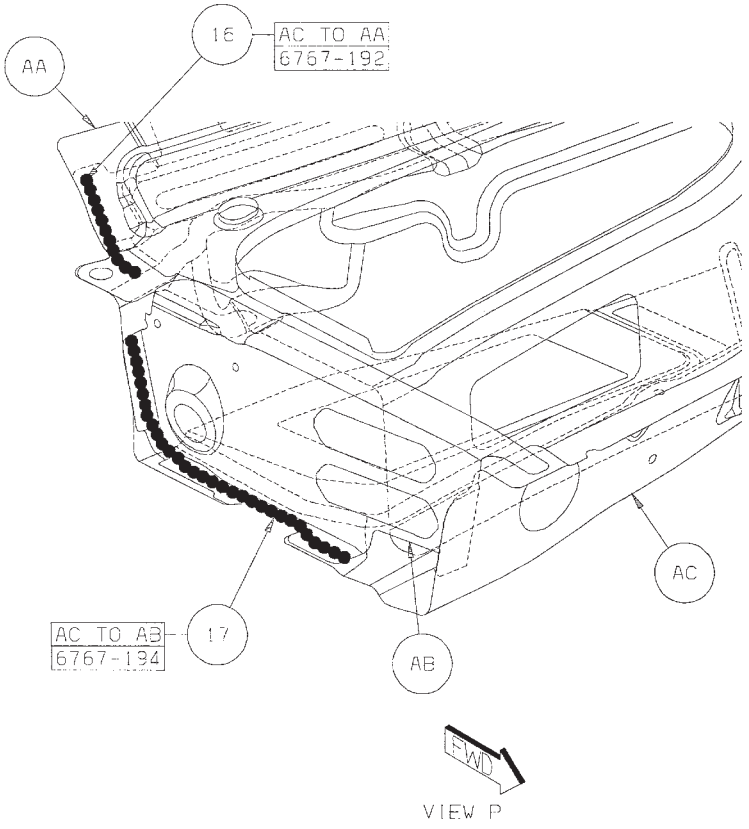
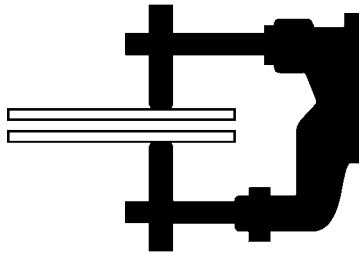
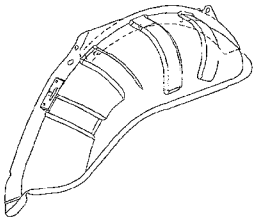


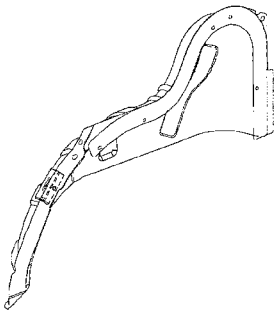
VIEW P

Back to Index

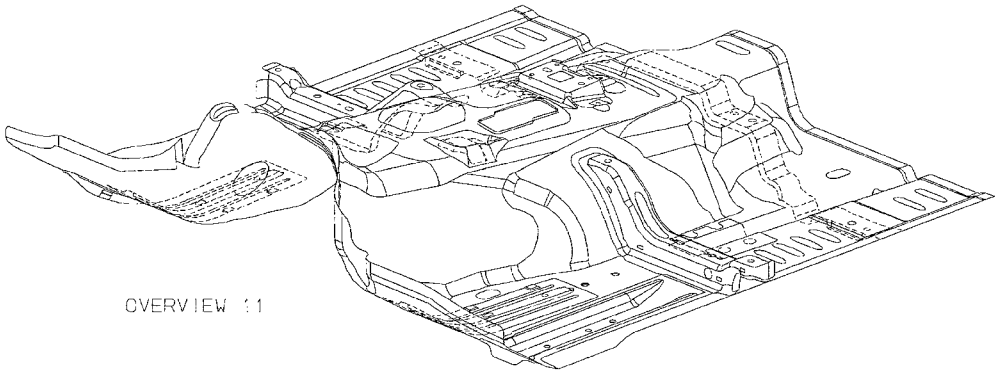
WELD LOCATION OVERVIEW ZONES



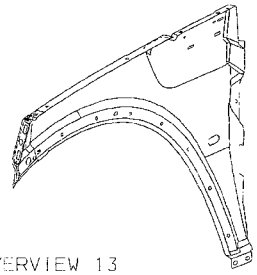




OVERVIEW 12



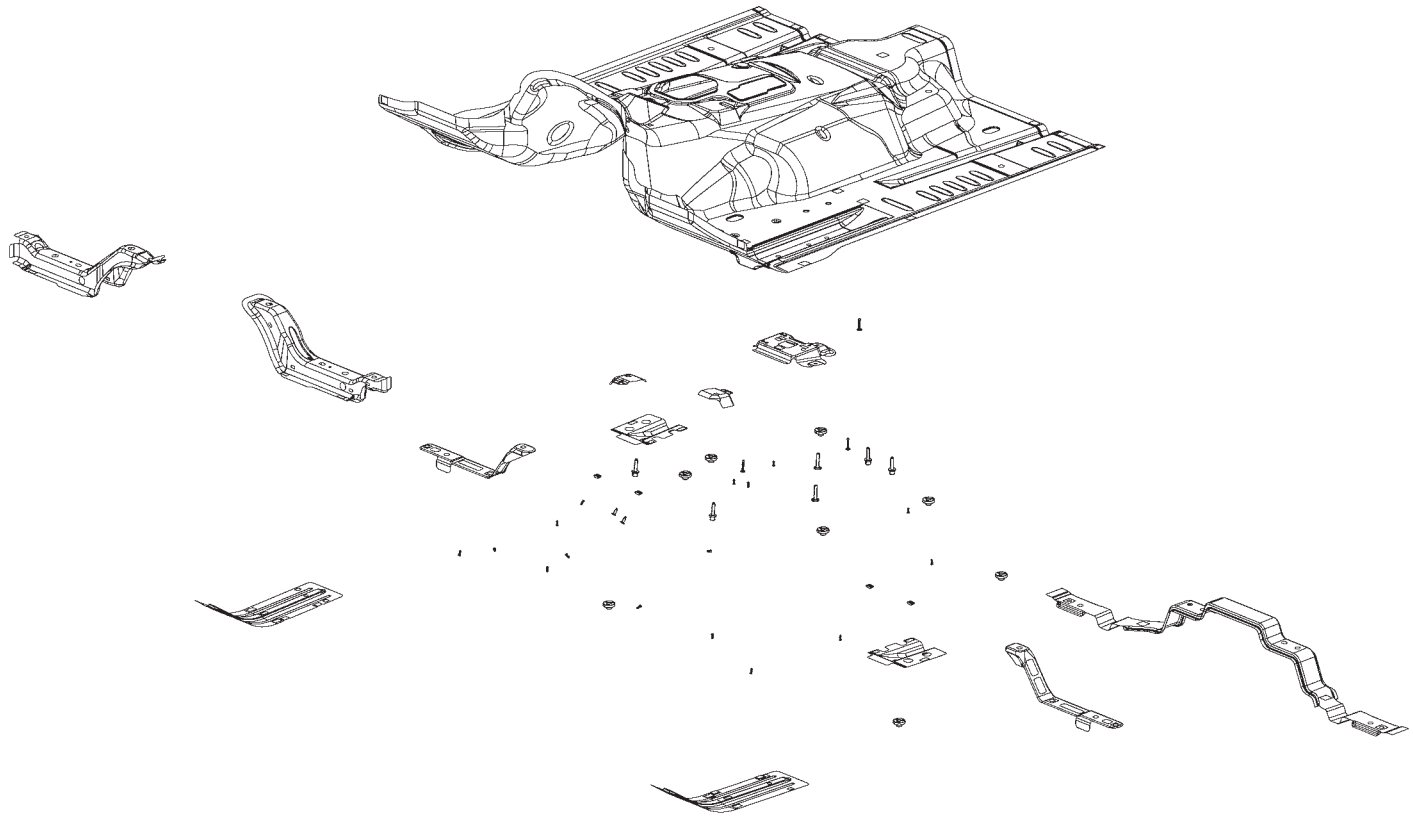
OVERVIEW 11



OVERVIEW 13

Back to Index

DODGE NITRO FRONT FLOOR SECTION

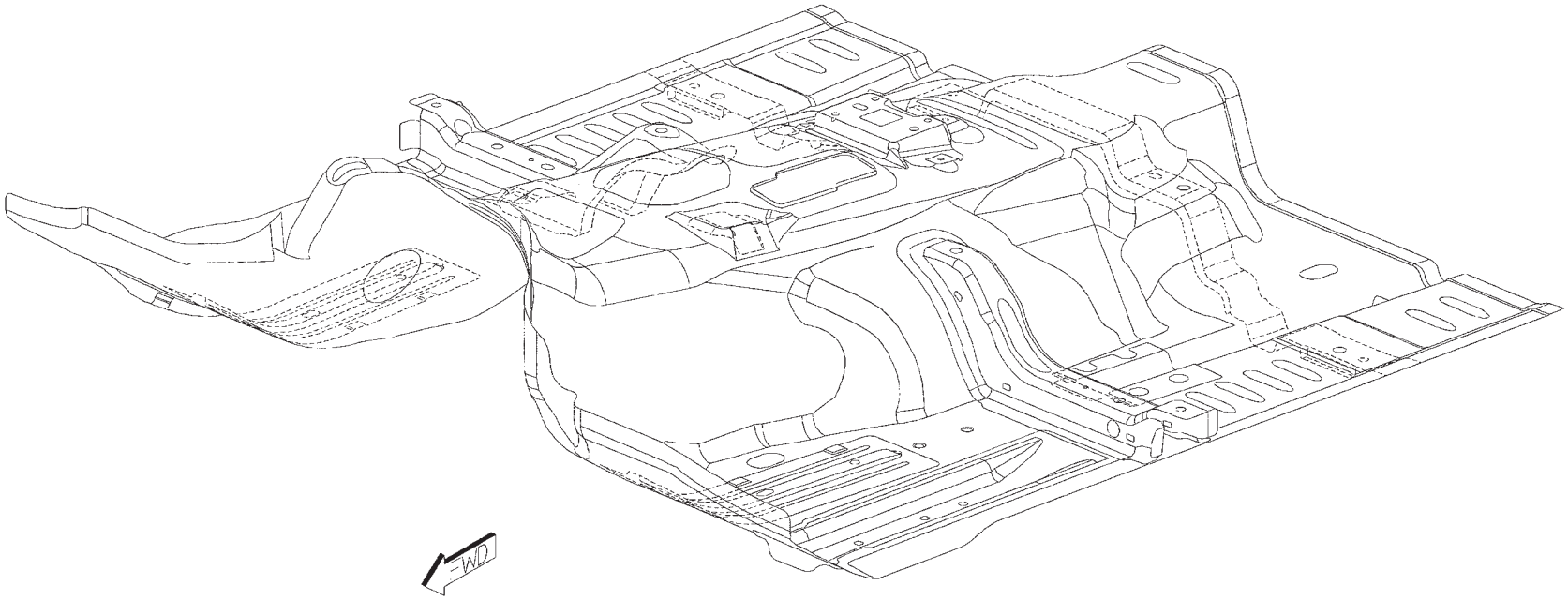


AA PAN – FLOOR FRT –
AB REINF – TUNNEL FRT –
AC BRACKET – OCCUPANT RESTRAINT CONTROLLER MODULE –
AD PLATE – COMPRESSION FRT FLOOR CTR RT –
AD PLATE – COMPRESSION FRT FLOOR CTR LT –
AE CROSSMEMBER – FRT SEAT FRT – LT
AE CROSSMEMBER – FRT SEAT FRT – RT
AF PLATE – COMPRESSION FRT FLOOR RT –
AF PLATE – COMPRESSION FRT FLOOR LT –
AG CROSSMEMBER – FRT SEAT RR –

Back to Index

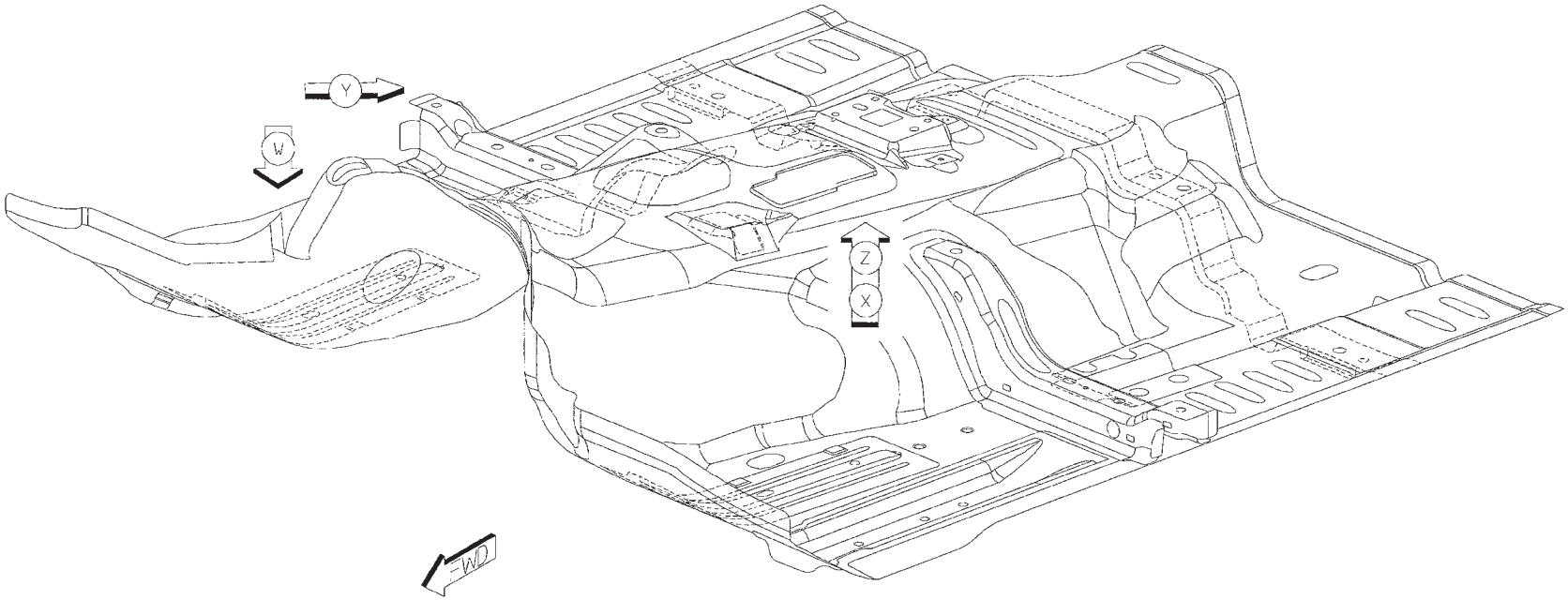
PARTS IDENTIFICATION LEGEND, OVERVIEW 11

AA PAN – FLOOR FRT –
AB REINF – TUNNEL FRT –
AC BRACKET – OCCUPANT RESTRAINT CONTROLLER MODULE –
AD PLATE – COMPRESSION FRT FLOOR CTR RT –
AD PLATE – COMPRESSION FRT FLOOR CTR LT –
AE CROSSMEMBER – FRT SEAT FRT – LT
AE CROSSMEMBER – FRT SEAT FRT – RT
AF PLATE – COMPRESSION FRT FLOOR RT –
AF PLATE – COMPRESSION FRT FLOOR LT –
AG CROSSMEMBER – FRT SEAT RR –



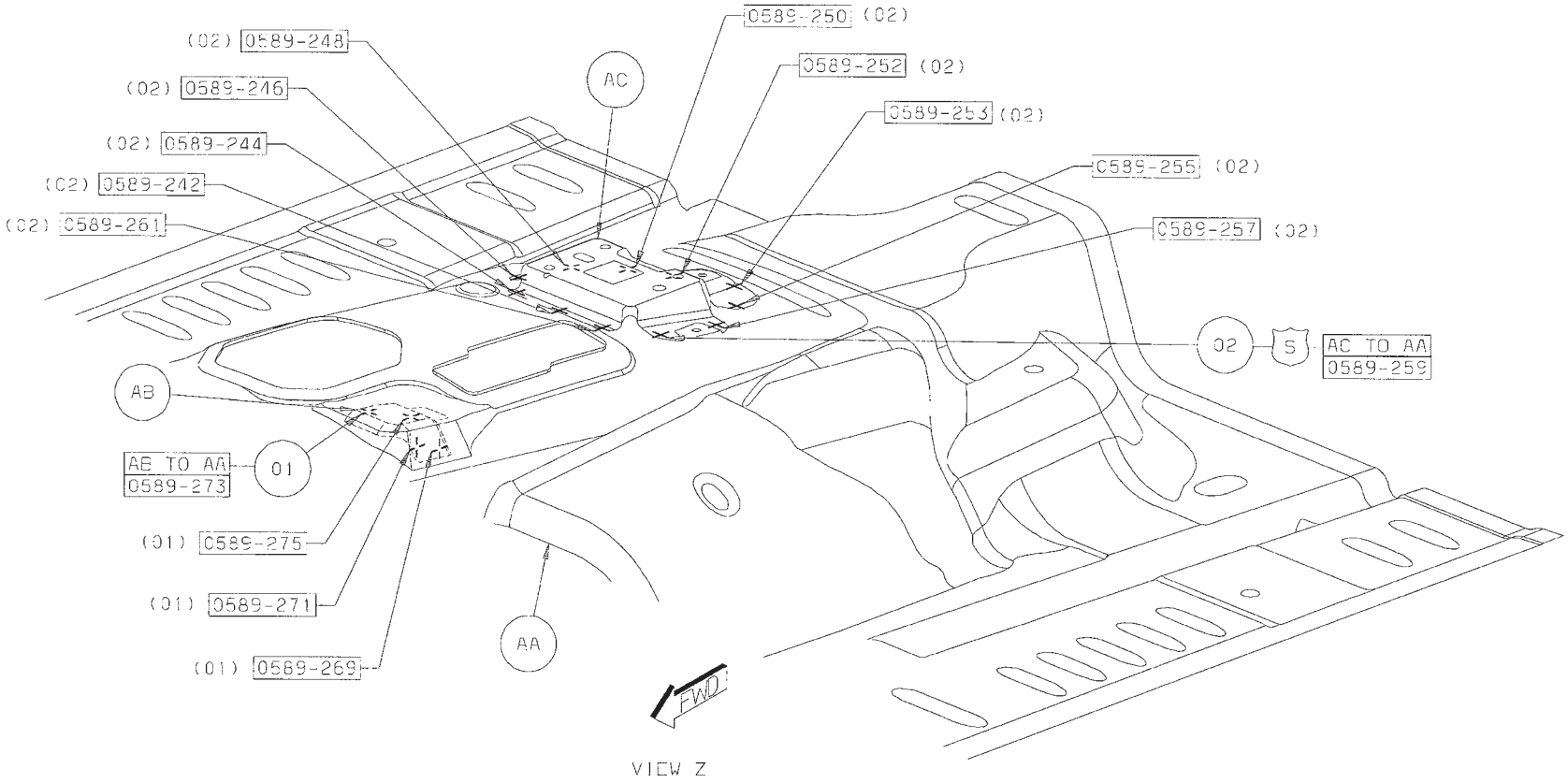
Back to Index

WELD LAYOUT LOCATION GUIDE



Back to Index

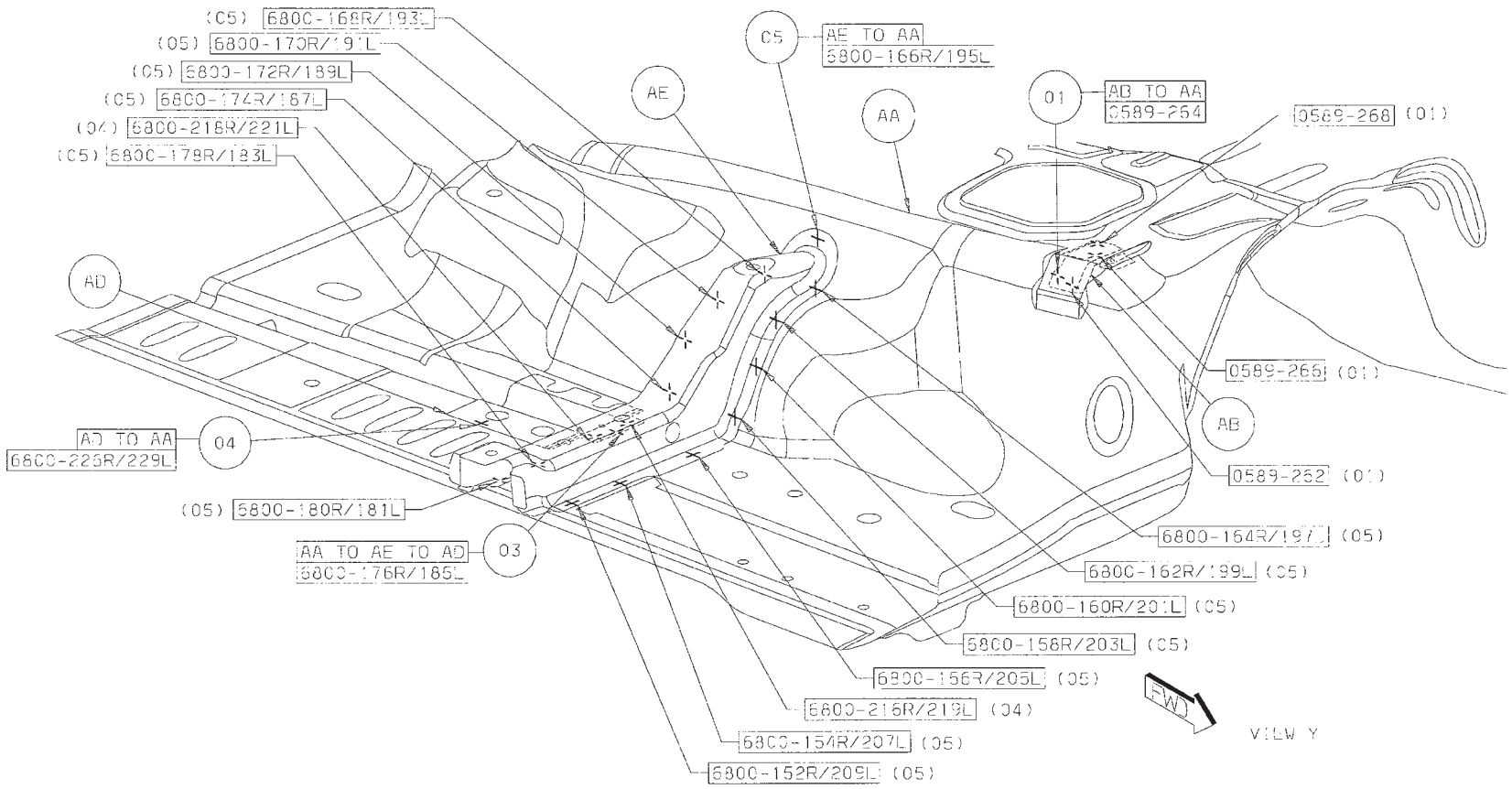
01 AB TO AA 4/SD S/WELDS (ORD)
02 AC TO AA 11 S/WELDS (SAF)



VIEW Z

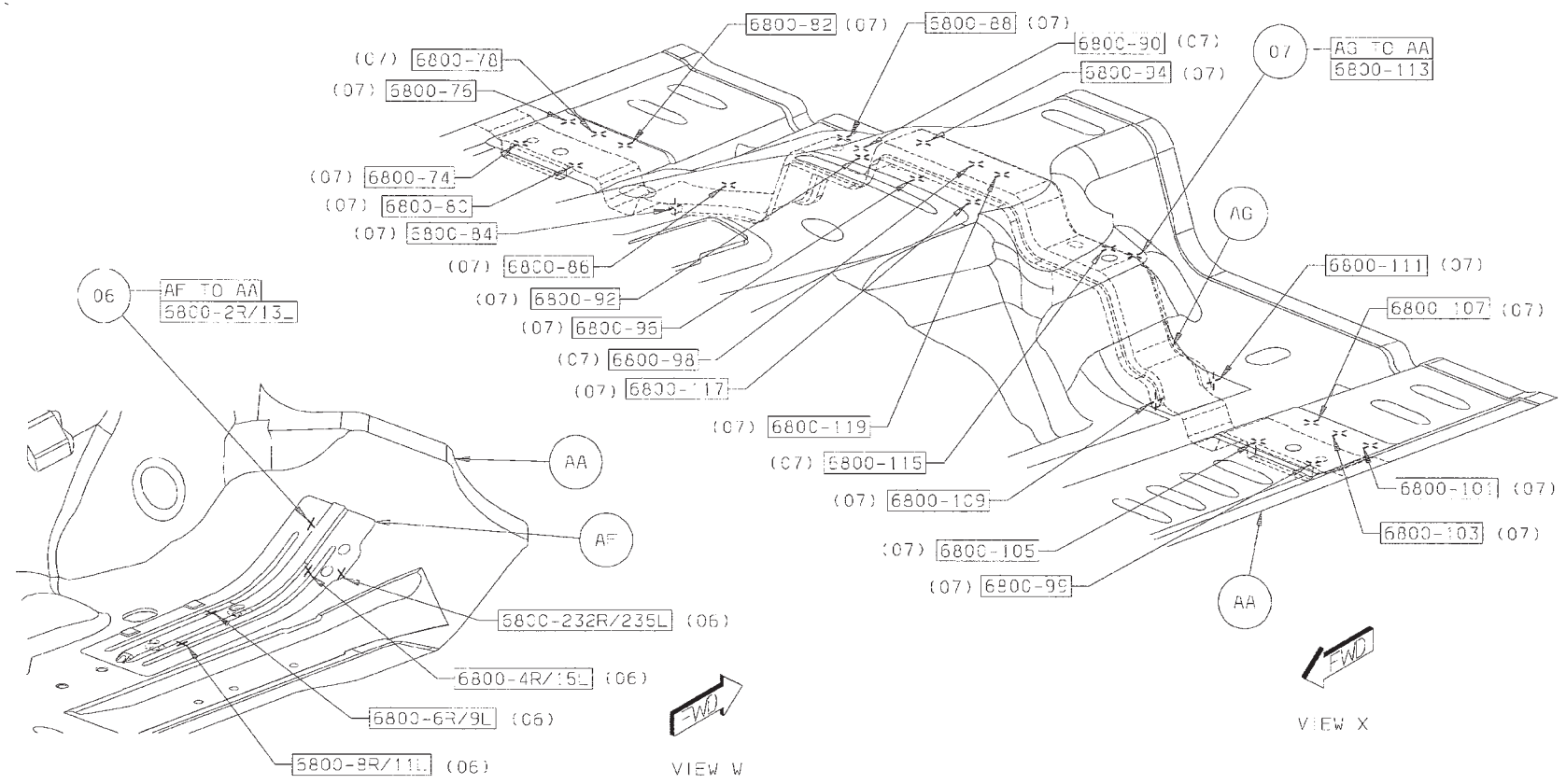
Back to Index

01 AB TO AA 4/SD S/WELDS (ORD)
03 AA TO AE TO AD 1/SD S/WELD (ORD)
04 AD TO AA 3/SD S/WELDS (ORD)
05 AE TO AA 14/SD S/WELDS (ORD)



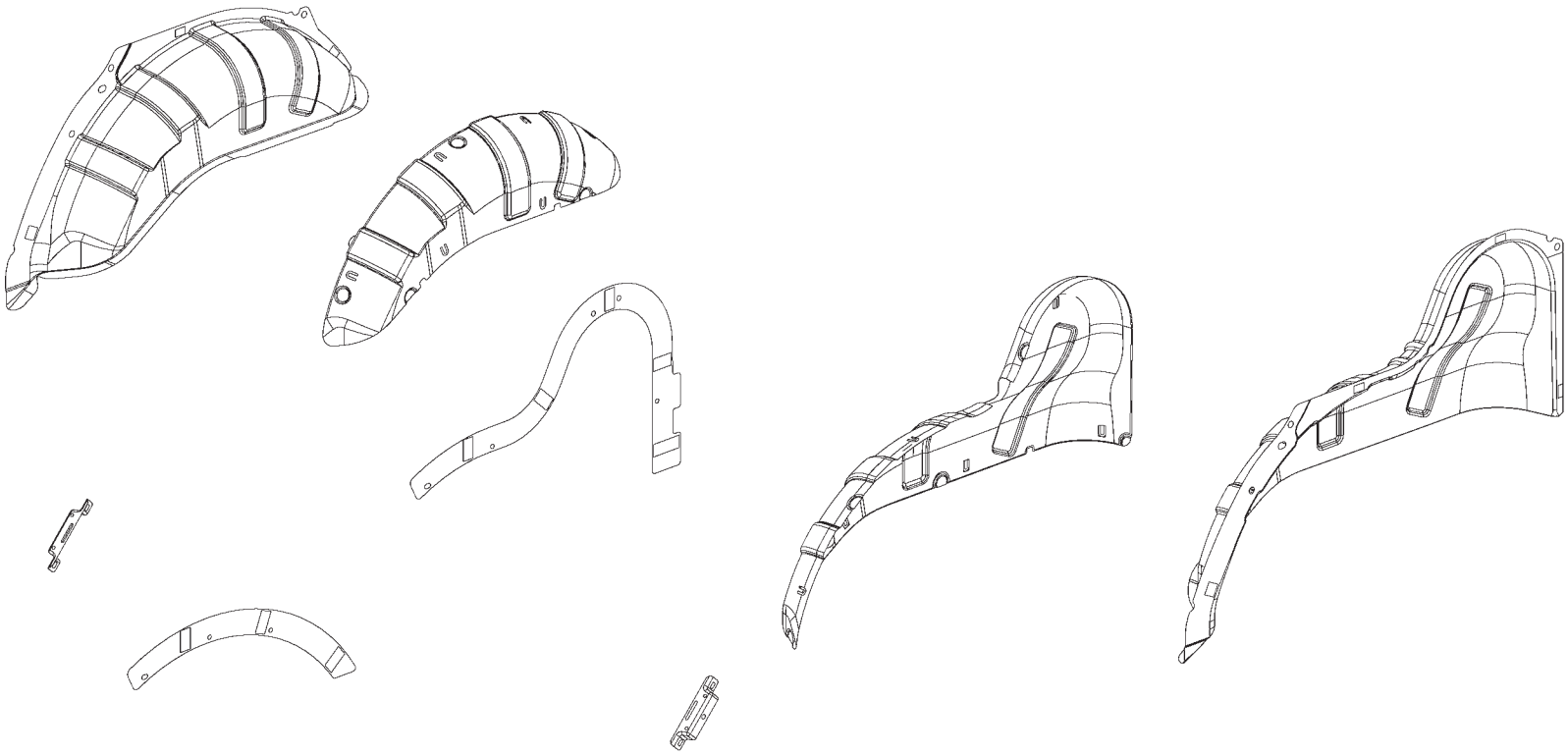
Back to Index

06 AF TO AA 5 S/WELDS (ORD)
07 AG TO AA 24 S/WELDS (ORD)



Back to Index

DODGE NITRO REAR WHEELHOUSE SECTION

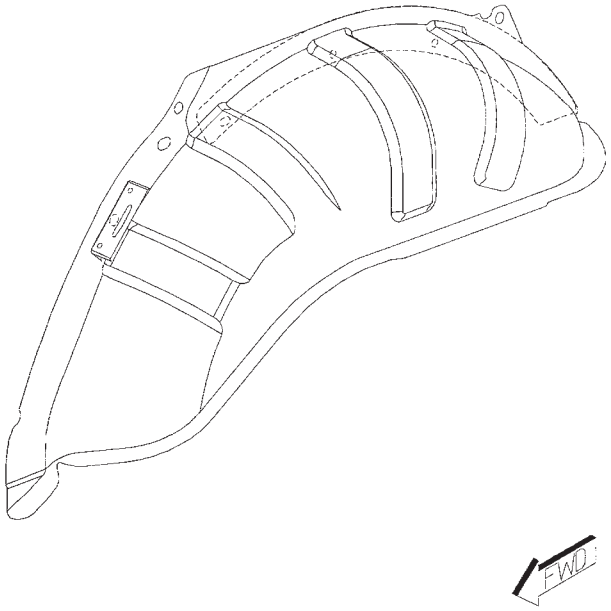


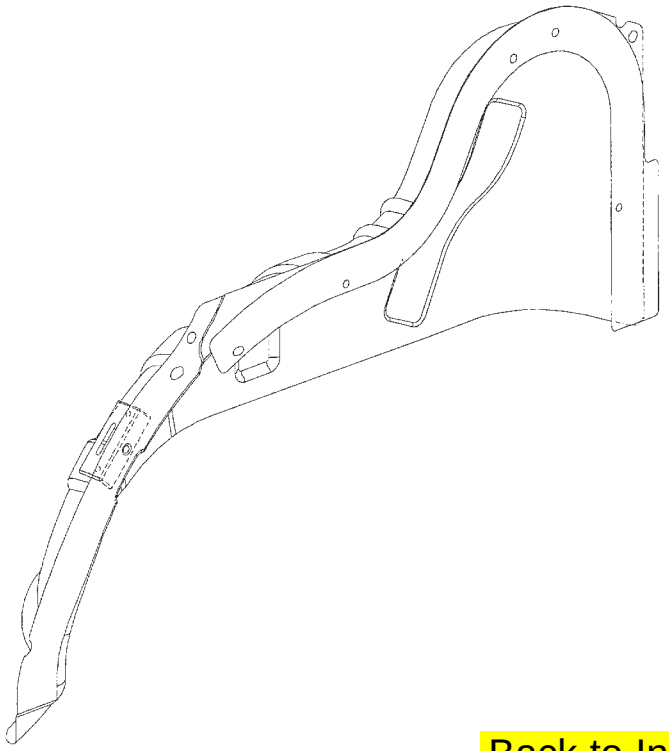
AA PANEL – RR WHEELHOUSE INR RT –
AB EXTENSION – RR WHEELHOUSE INR RT –
AC BRACKET – WHEELHOUSE TRIM INR –
AC BRACKET – WHEELHOUSE TRIM INR –
AD PANEL – RR WHEELHOUSE INR LT –
AE EXTENSION – RR WHEELHOUSE INR LT –

Back to Index

PARTS IDENTIFICATION LEGEND, OVERVIEW 12

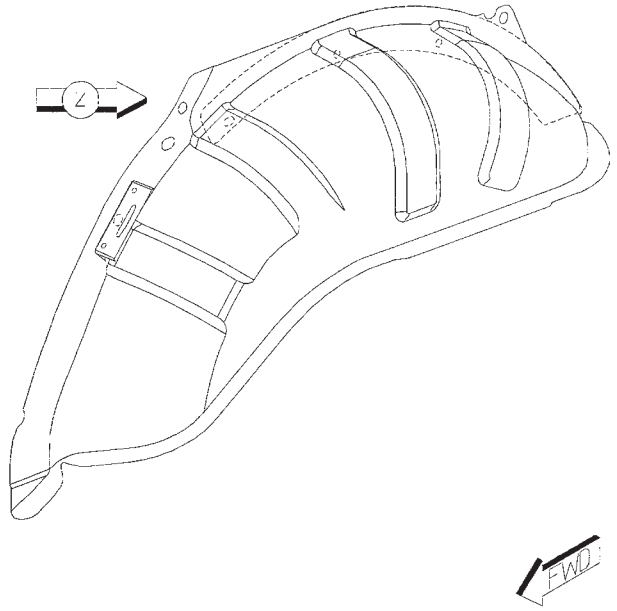
AA PANEL – RR WHEELHOUSE INR RT –
AB EXTENSION – RR WHEELHOUSE INR RT –
AC BRACKET – WHEELHOUSE TRIM INR –
AC BRACKET – WHEELHOUSE TRIM INR –
AD PANEL – RR WHEELHOUSE INR LT –
AE EXTENSION – RR WHEELHOUSE INR LT –

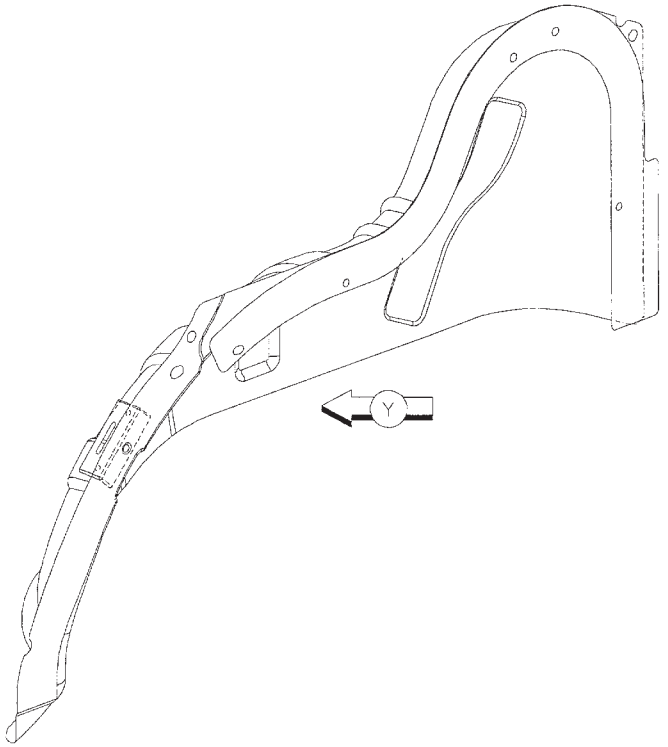




Back to Index

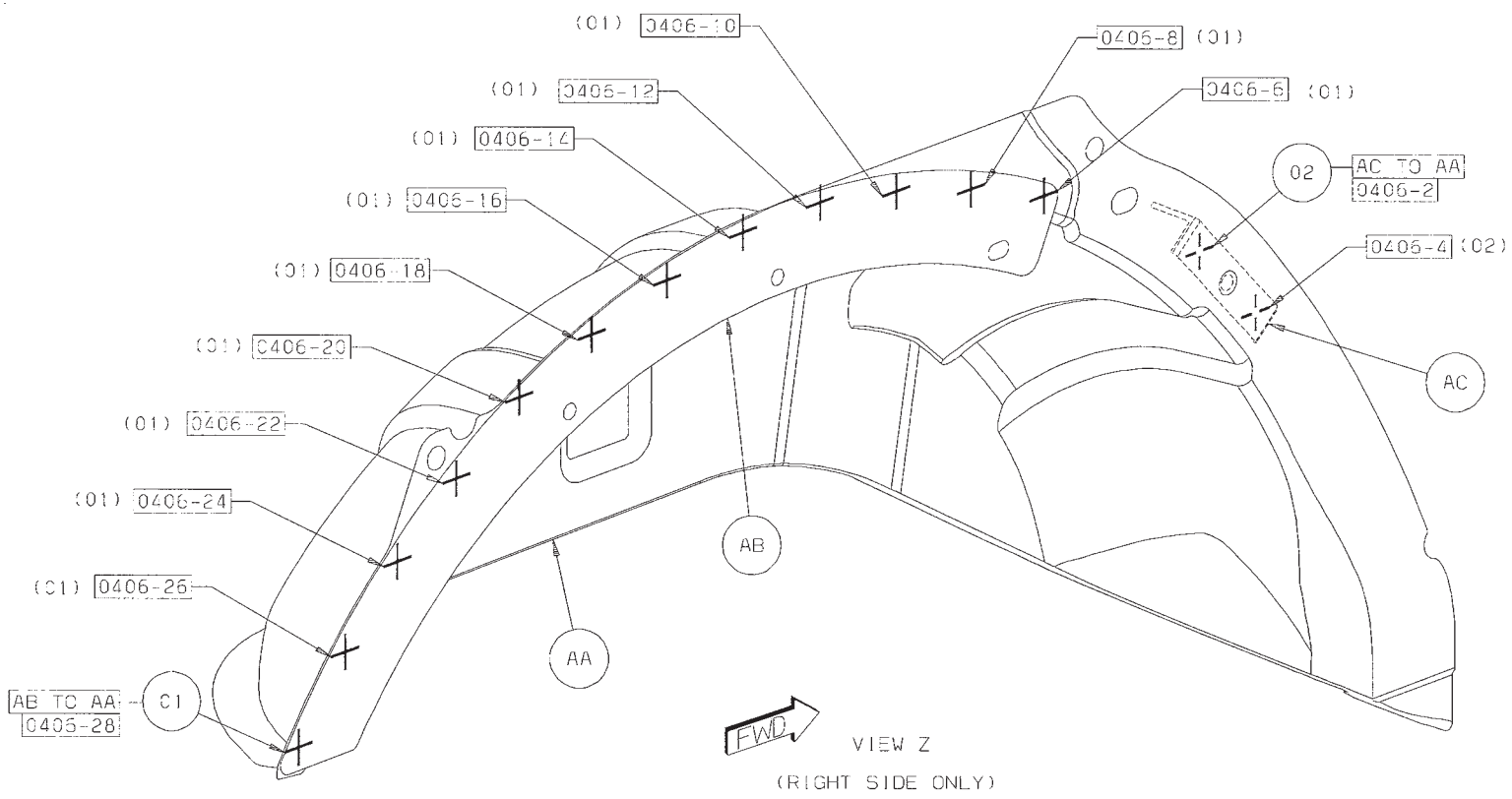
WELD LAYOUT LOCATION GUIDE





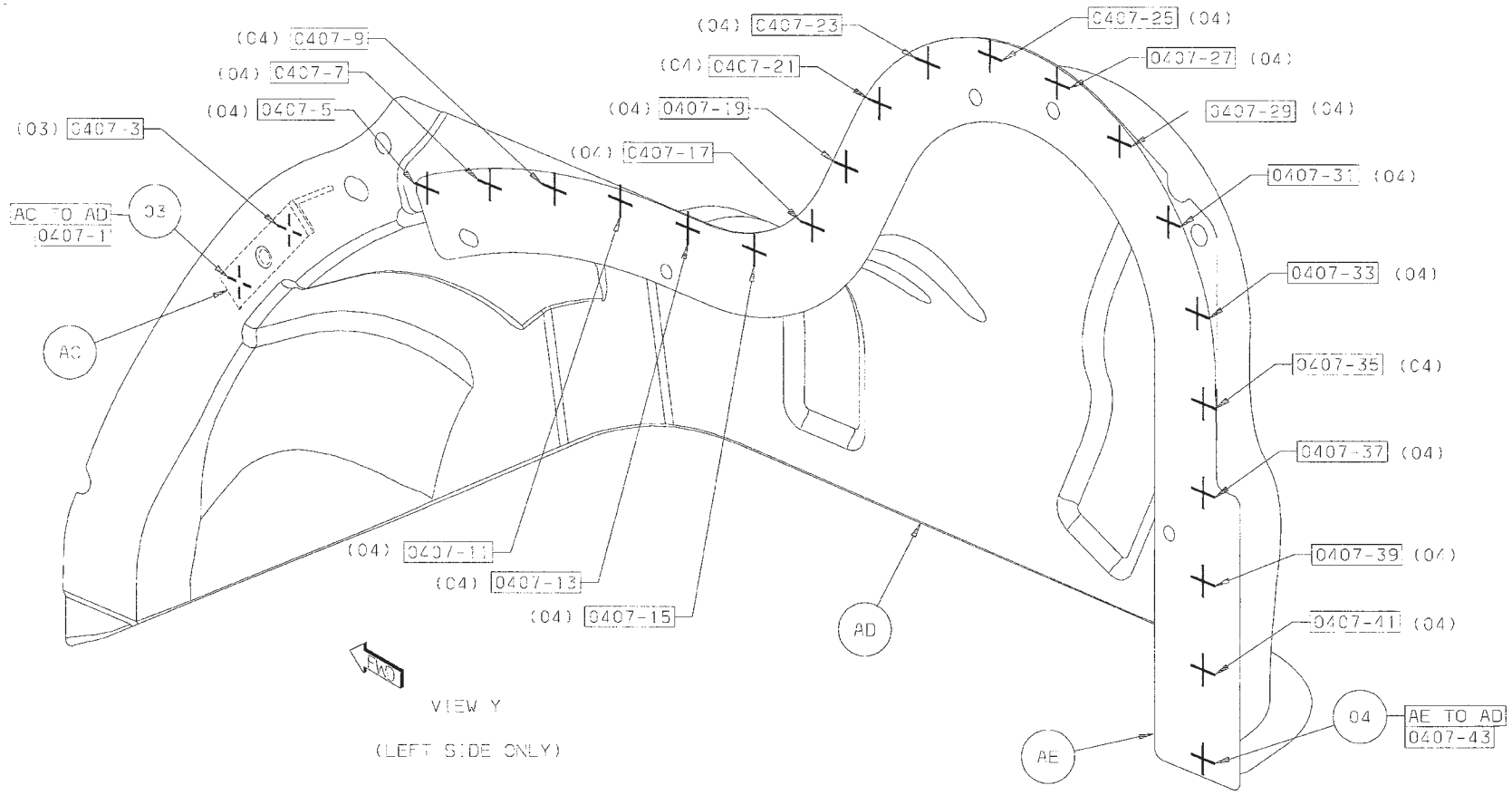
Back to Index

01 AB TO AA 12 S/WELDS (ORD)
02 AC TO AA 2 S/WELDS (ORD)



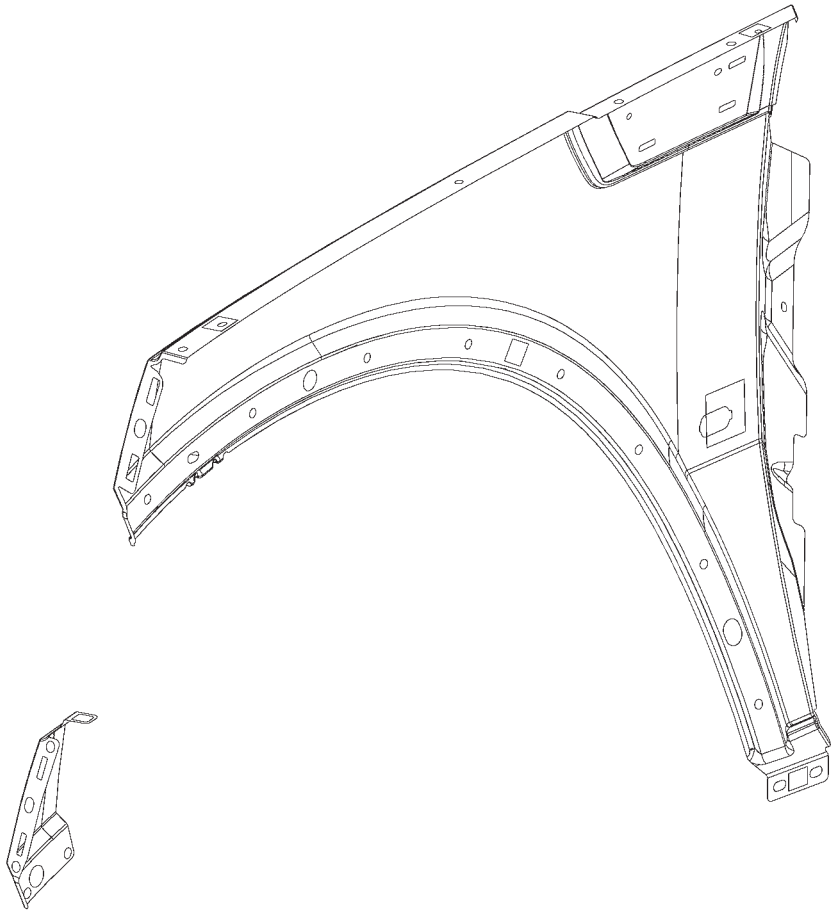
Back to Index

03 AC TO AD 2 S/WELDS (ORD)
04 AE TO AD 20 S/WELDS (ORD)



Back to Index

DODGE NITRO FENDER ASSEMBLY SECTION

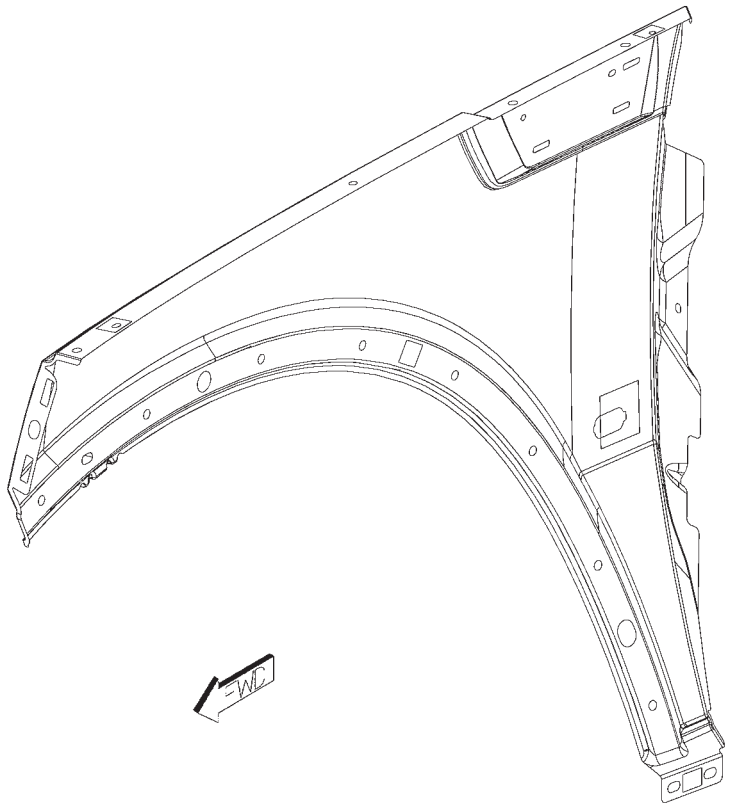


AA FENDER – FRT RT –
AA FENDER – FRT LT –
AB REINF – FENDER RR UPR RT –
AB REINF – FENDER RR UPR LT –
AC REINF – FENDER FRT UPR RT –
AC REINF – FENDER FRT UPR LT –

Back to Index

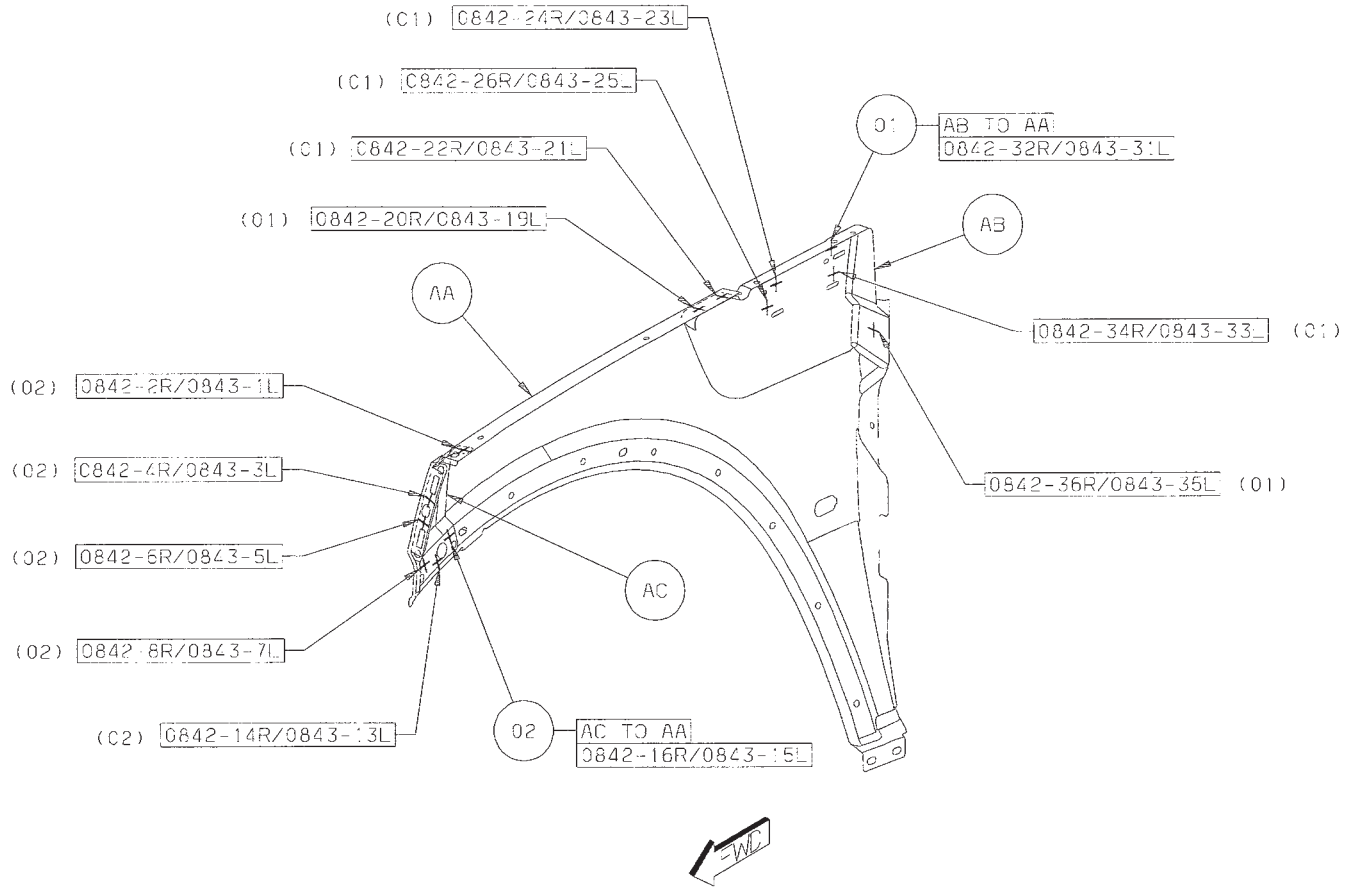
PARTS IDENTIFICATION LEGEND, OVERVIEW 13

AA FENDER – FRT RT –
AA FENDER – FRT LT –
AB REINF – FENDER RR UPR RT –
AB REINF – FENDER RR UPR LT –
AC REINF – FENDER FRT UPR RT –
AC REINF – FENDER FRT UPR LT –



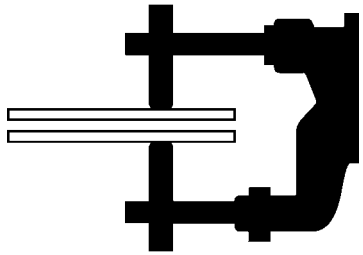
Back to Index

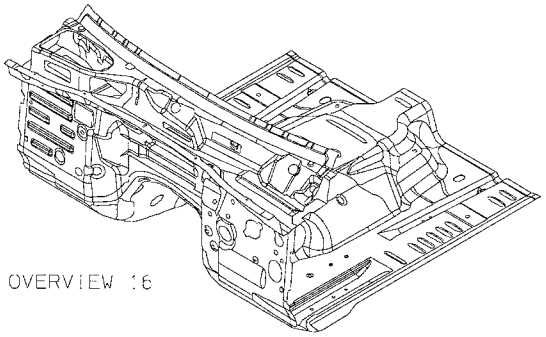
01 AB TO AA 7/SD S/WELDS (ORD)
02 AC TO AA 6/SD S/WELDS



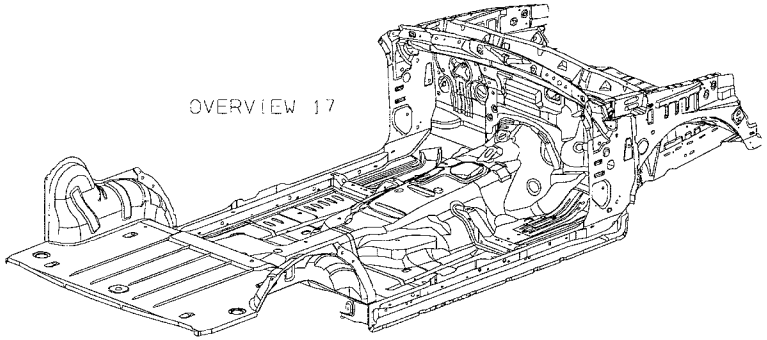
Back to Index

WELD LOCATION OVERVIEW ZONES

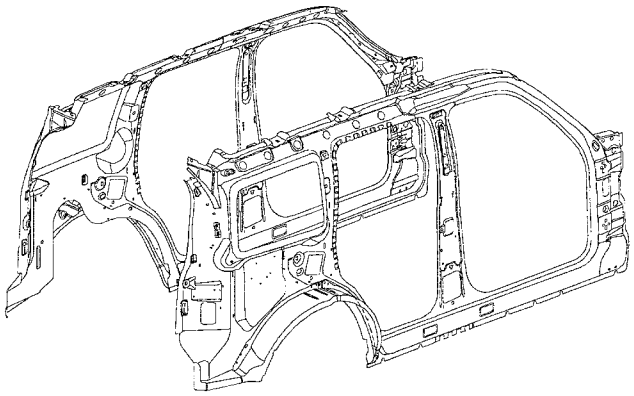




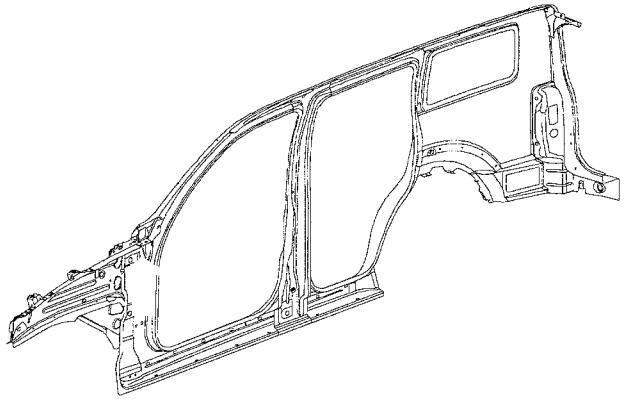
OVERVIEW 16



OVERVIEW 17



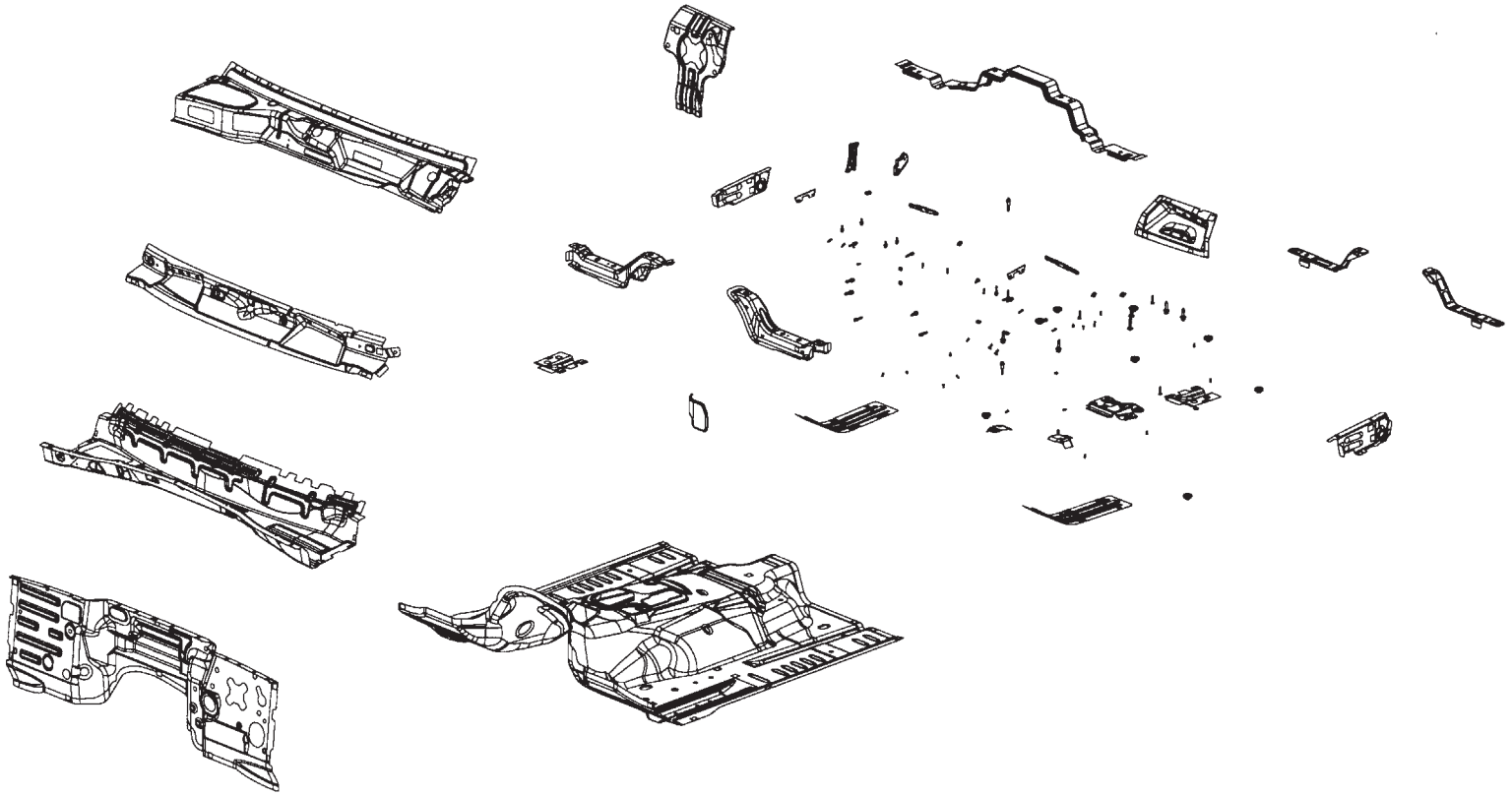
OVERVIEW 18



OVERVIEW 19

Back to Index

DODGE NITRO FRONT FLOOR/DASH/PLENUM SECTION

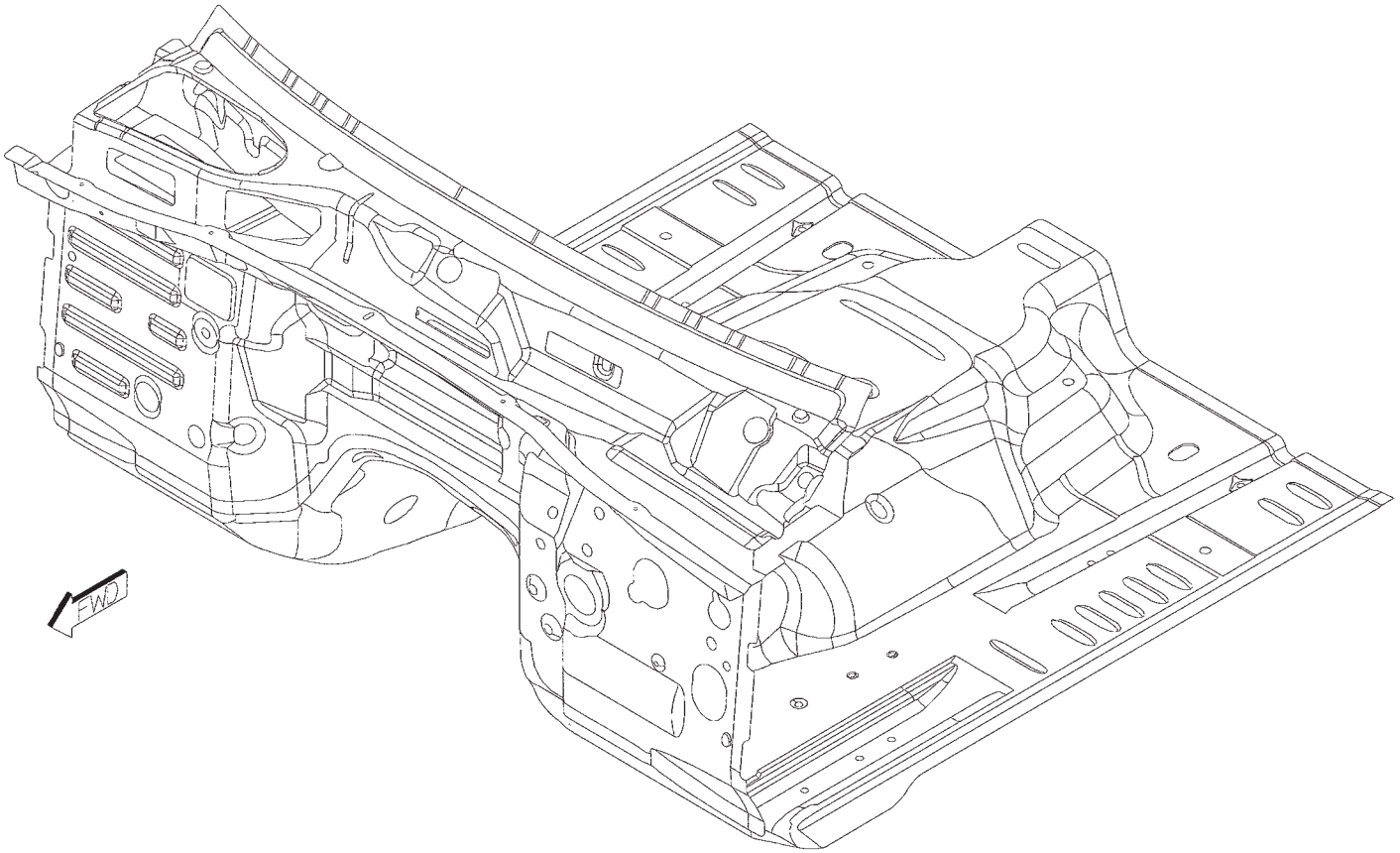


AA PANEL – PLENUM BAFFLE –
AB PANEL – PLENUM LWR –
AC REINF – BRAKE MASTER CYLINDER –
AD PANEL – DASH –
AE PAN – FLOOR FRT –

Back to Index

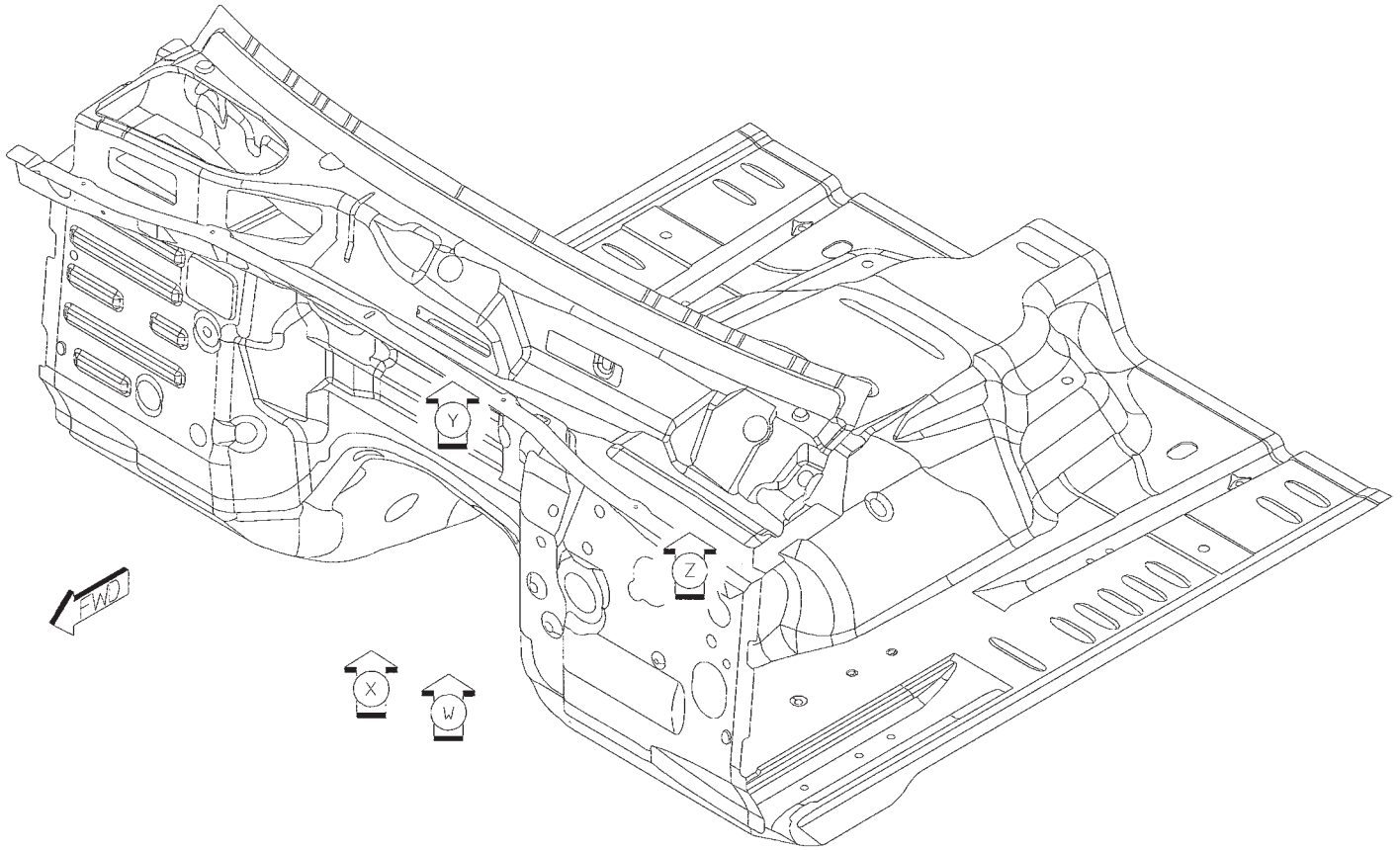
PARTS IDENTIFICATION LEGEND, OVERVIEW 16

AA PANEL – PLENUM BAFFLE –
AB PANEL – PLENUM LWR –
AC REINF – BRAKE MASTER CYLINDER –
AD PANEL – DASH –
AE PAN – FLOOR FRT –



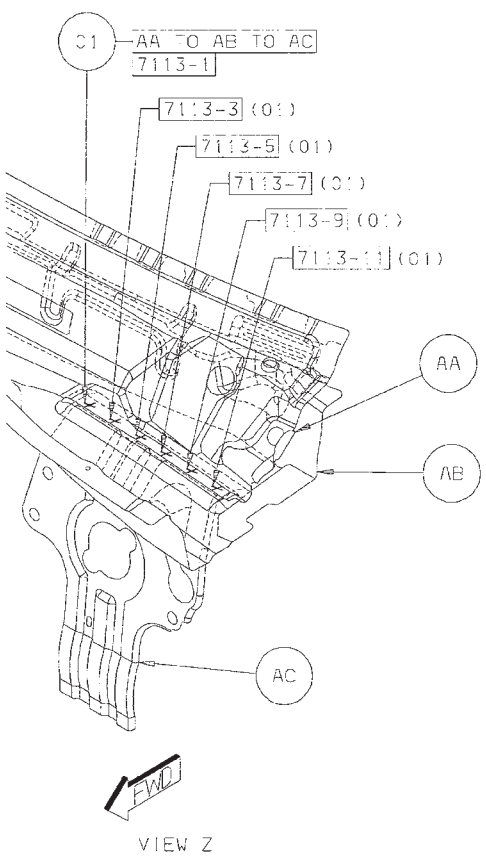
Back to Index

WELD LAYOUT LOCATION GUIDE

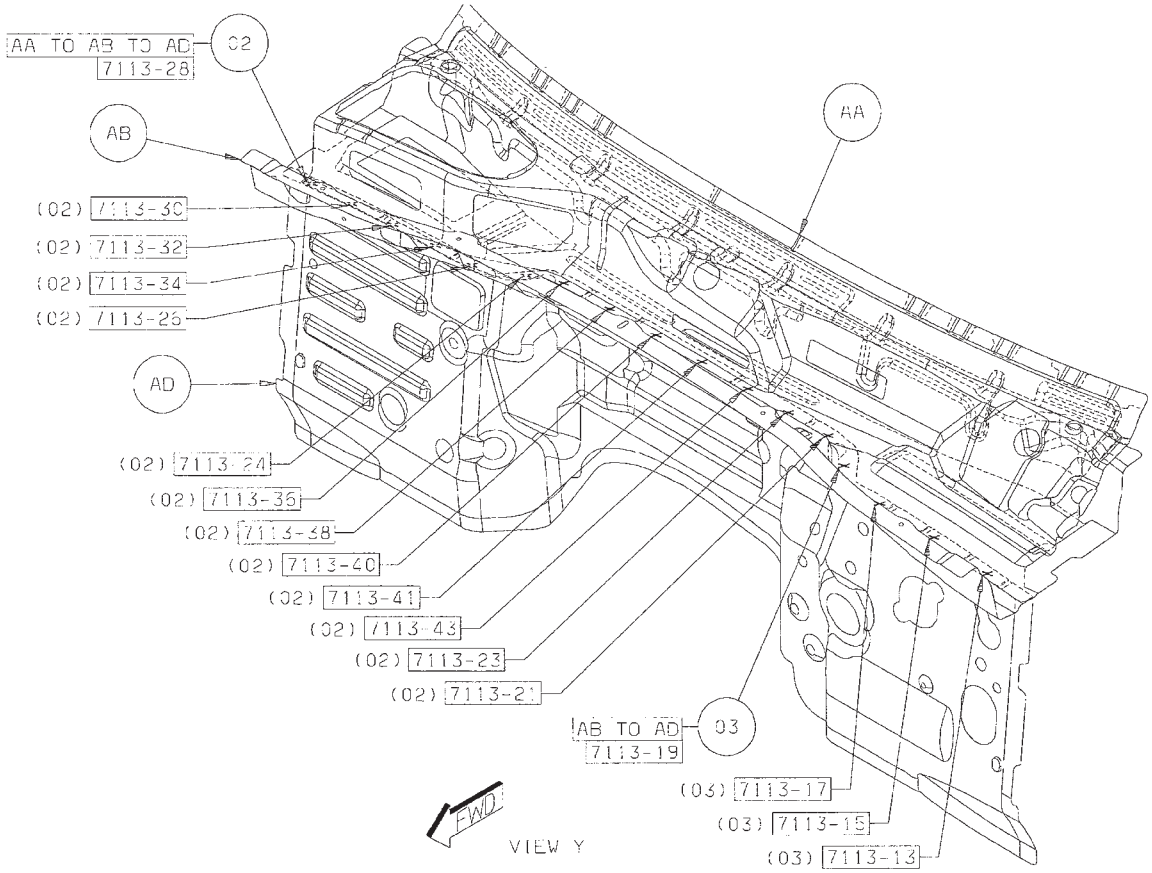


Back to Index

01 AA TO AB TO AC 6 S/WELDS (ORD)
02 AA TO AB TO AD 13 S/WELDS (ORD)
03 AB TO AD 4 S/WELDS (ORD)



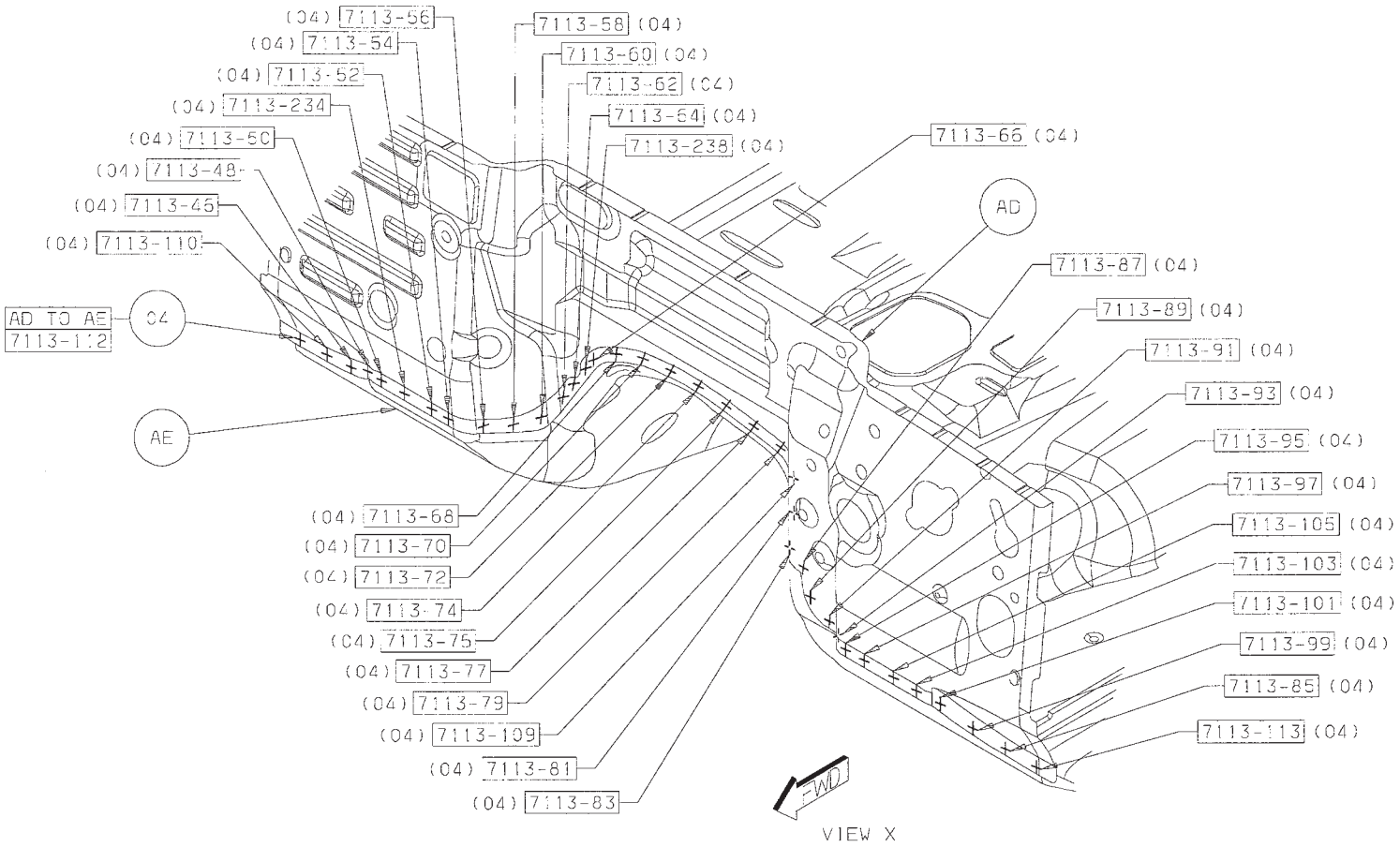
VIEW Z



VIEW Y

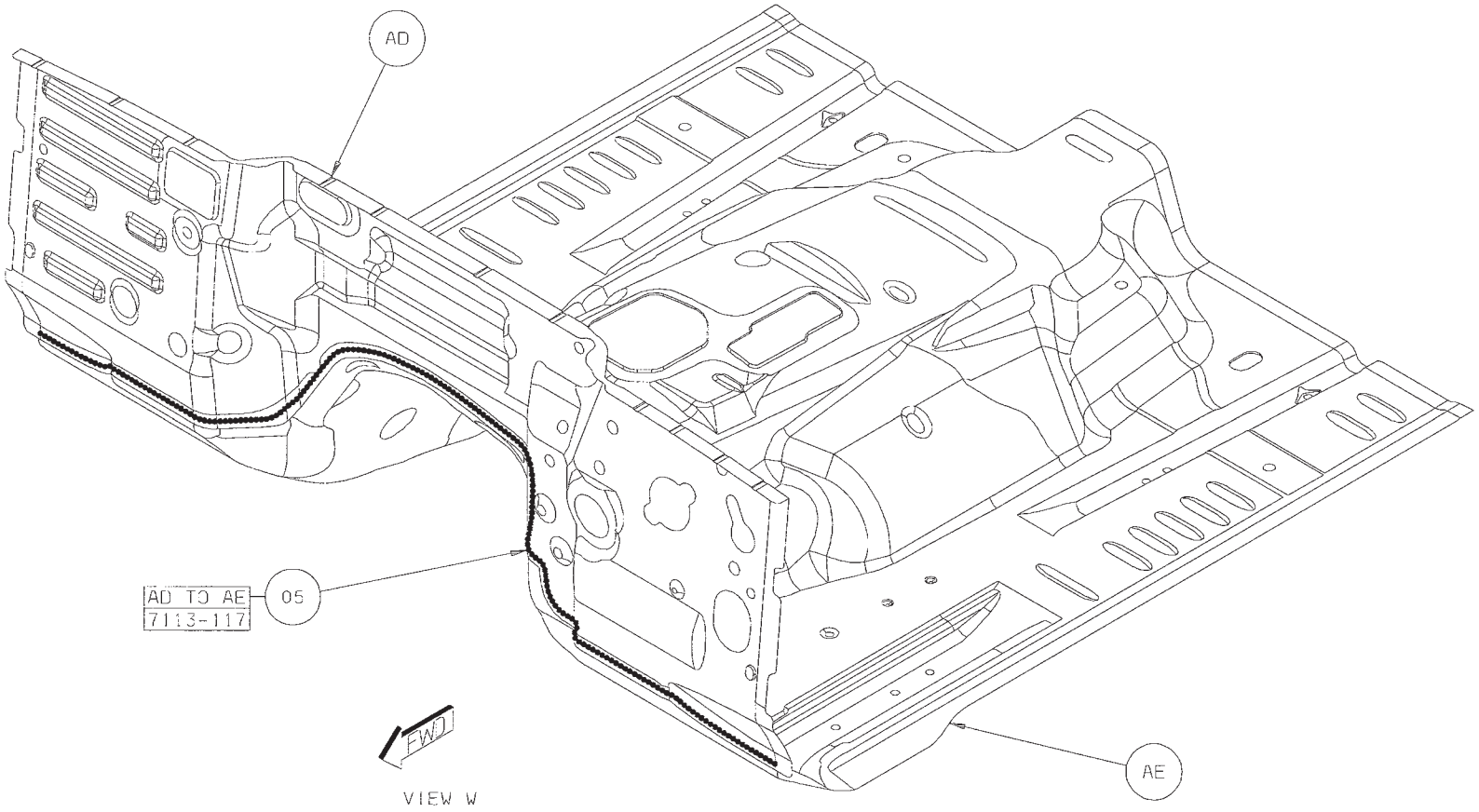
Back to Index

04 AD TO AE 37 S/WELDS (ORD)



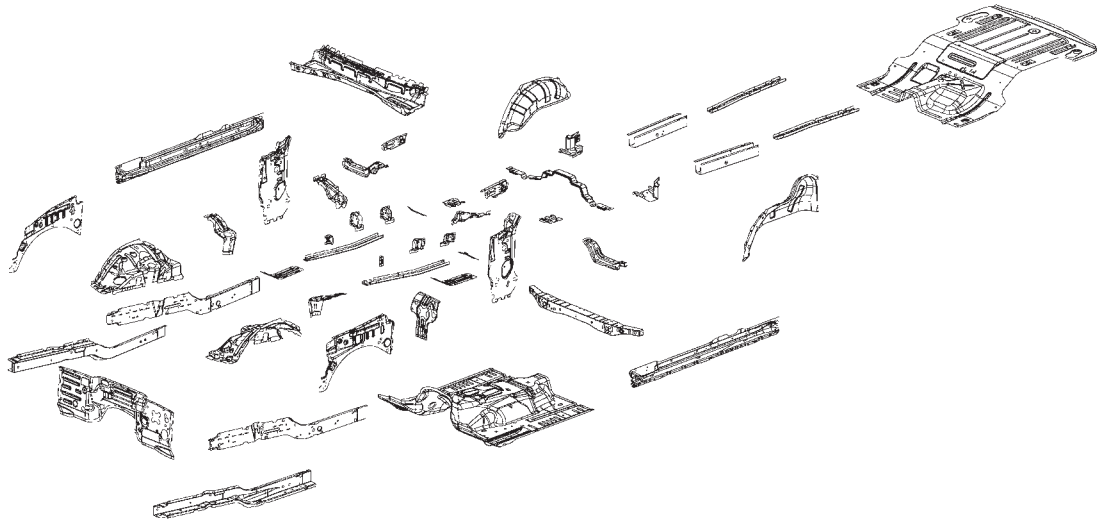
Back to Index

05 AD TO AE 1 STRUC ADH



Back to Index

DODGE NITRO UNDERBODY COMPLETE SECTION

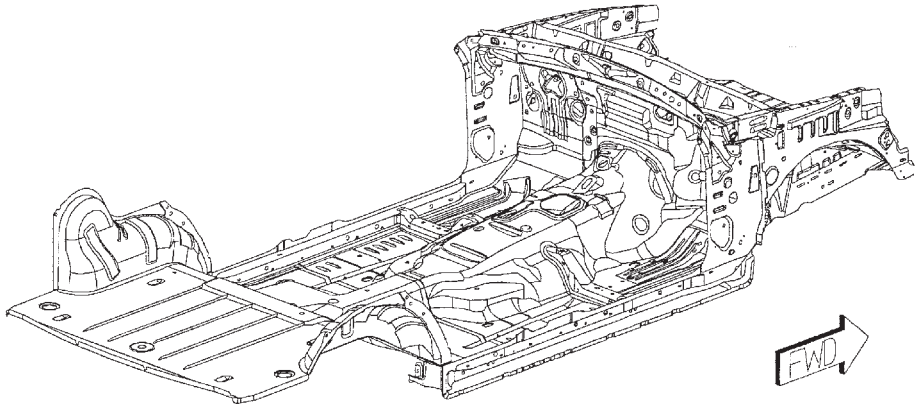


AA PANEL – FENDER INR RT –
AA PANEL – FENDER INR LT –
AB PANEL – COWL SIDE RT –
AB PANEL – COWL SIDE LT –
AC PANEL – PLENUM LWR –
AD PANEL – PLENUM CLOSURE RT –
AD PANEL – PLENUM CLOSURE LT
AE WHEELHOUSE – FRT INR RT –
AE WHEELHOUSE – FRT INR LT –
AF REINF – FRT SHOCK ABSORBER TOWER UPR RT –
AF REINF – FRT SHOCK ABSORBER TOWER UPR LT –
AG CROSSMEMBER – FRT BUMPER FRT –
AH PANEL – DASH –
AJ PANEL – PLENUM RR –
AK RAIL ASSY – FRT OTR RT –
AK RAIL ASSY – FRT OTR LT –
AL RAIL – FRT INR RT –
AL RAIL – FRT INR LT –
AM CROSSMEMBER – FRT BUMPER RR –
AN BRACKET – FRT RAIL TO CROSSMEMBER –
AN BRACKET – FRT RAIL TO CROSSMEMBER –
AP REINF – FRT SHOCK ABSORBER TOWER LWR RT –
AP REINF – FRT SHOCK ABSORBER TOWER LWR LT –
AR BRACKET – CONTROL ARM MOUNTING FRT UPR FRT RT –
AR BRACKET – CONTROL ARM MOUNTING FRT UPR FRT –
AS BRACKET – CONTROL ARM MOUNTING FRT UPR RR RT –
AS BRACKET – CONTROL ARM MOUNTING FRT UPR RR –
AT PAN – FLOOR FRT –
AU TORQUE BOX – FRT RT/LT –
AV REINF – FLOOR FRT RT –
AV REINF – FLOOR FRT LT –
AW REINF – BRAKE MASTER CYL –
AX SILL – BODY SIDE RT –
AX SILL – BODY SIDE LT –
AY CROSSMEMBER – FRT SEAT FRT LT –
AY CROSSMEMBER – FRT SEAT FRT RT –
AZ CROSSMEMBER – FRT SEAT RR –
BA TORQUE BOX – RR RT –
BA TORQUE BOX – RR LT –
BB PAN – FLOOR RR –
BC PANEL – RR WHEELHOUSE INR RT –
BC PANEL – RR WHEELHOUSE INR LT –
BD PLATE – COMPRESSION FRT FLOOR RT –
BD PLATE – COMPRESSION FRT FLOOR LT –
BE RAIL – RR RAIL FRT RT –
BE RAIL – RR RAIL FRT LT –
BF PLATE – COMPRESSION FRT FLOOR CTR RT –
BF PLATE – COMPRESSION FRT FLOOR CTR LT –
BG REINF – RR RAIL CTR –
BG REINF – RR RAIL CTR –
BH REINF – U-CHANNEL RT –
BH REINF – U-CHANNEL LT –

Back to Index

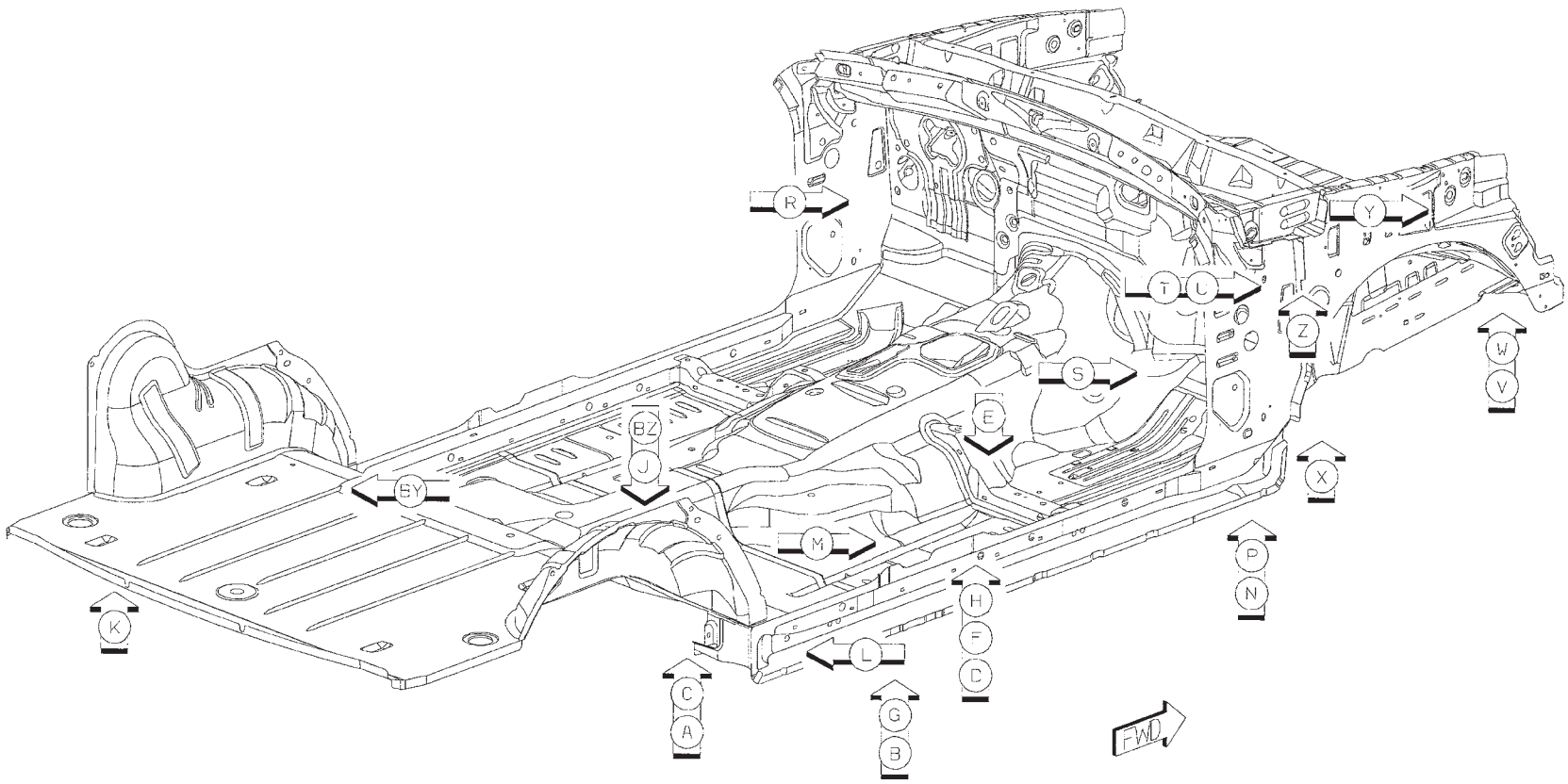
PARTS IDENTIFICATION LEGEND, OVERVIEW 17

AA PANEL – FENDER INR RT –
AA PANEL – FENDER INR LT –
AB PANEL – COWL SIDE RT –
AB PANEL – COWL SIDE LT –
AC PANEL – PLENUM LWR –
AD PANEL – PLENUM CLOSURE RT –
AD PANEL – PLENUM CLOSURE LT
AE WHEELHOUSE – FRT INR RT –
AE WHEELHOUSE – FRT INR LT –
AF REINF – FRT SHOCK ABSORBER TOWER UPR RT –
AF REINF – FRT SHOCK ABSORBER TOWER UPR LT –
AG CROSSMEMBER – FRT BUMPER FRT –
AH PANEL – DASH –
AJ PANEL – PLENUM RR –
AK RAIL ASSY – FRT OTR RT –
AK RAIL ASSY – FRT OTR LT –
AL RAIL – FRT INR RT –
AL RAIL – FRT INR LT –
AM CROSSMEMBER – FRT BUMPER RR –
AN BRACKET – FRT RAIL TO CROSSMEMBER –
AN BRACKET – FRT RAIL TO CROSSMEMBER –
AP REINF – FRT SHOCK ABSORBER TOWER LWR RT –
AP REINF – FRT SHOCK ABSORBER TOWER LWR LT –
AR BRACKET – CONTROL ARM MOUNTING FRT UPR FRT RT –
AR BRACKET – CONTROL ARM MOUNTING FRT UPR FRT –
AS BRACKET – CONTROL ARM MOUNTING FRT UPR RR RT –
AS BRACKET – CONTROL ARM MOUNTING FRT UPR RR –
AT PAN – FLOOR FRT –
AU TORQUE BOX – FRT RT/LT –
AV REINF – FLOOR FRT RT –
AV REINF – FLOOR FRT LT –
AW REINF – BRAKE MASTER CYL –
AX SILL – BODY SIDE RT –
AX SILL – BODY SIDE LT –
AY CROSSMEMBER – FRT SEAT FRT LT –
AY CROSSMEMBER – FRT SEAT FRT RT –
AZ CROSSMEMBER – FRT SEAT RR –
BA TORQUE BOX – RR RT –
BA TORQUE BOX – RR LT –
BB PAN – FLOOR RR –
BC PANEL – RR WHEELHOUSE INR RT –
BC PANEL – RR WHEELHOUSE INR LT –
BD PLATE – COMPRESSION FRT FLOOR RT –
BD PLATE – COMPRESSION FRT FLOOR LT –
BE RAIL – RR RAIL FRT RT –
BE RAIL – RR RAIL FRT LT –
BF PLATE – COMPRESSION FRT FLOOR CTR RT –
BF PLATE – COMPRESSION FRT FLOOR CTR LT –
BG REINF – RR RAIL CTR –
BG REINF – RR RAIL CTR –
BH REINF – U-CHANNEL RT –
BH REINF – U-CHANNEL LT –



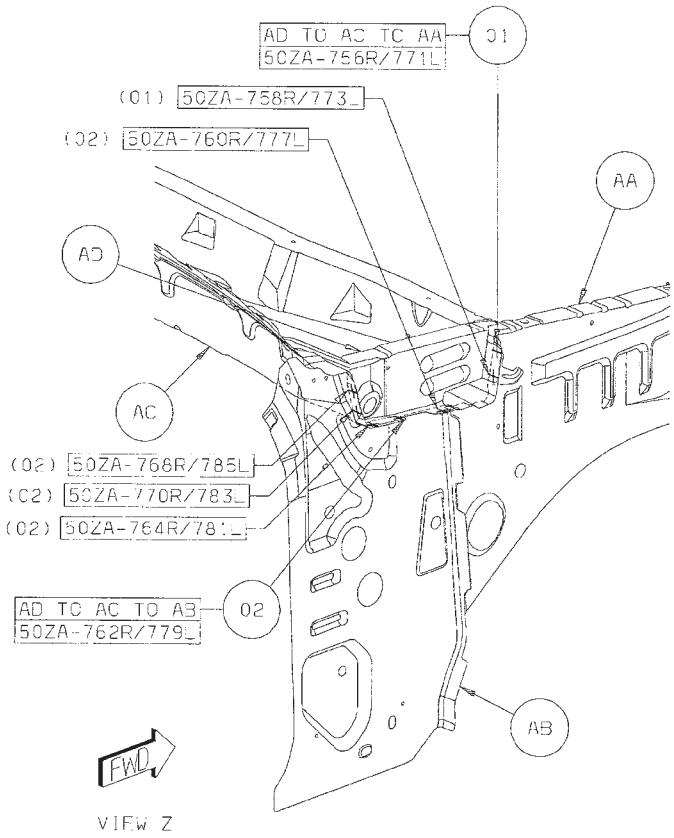
Back to Index

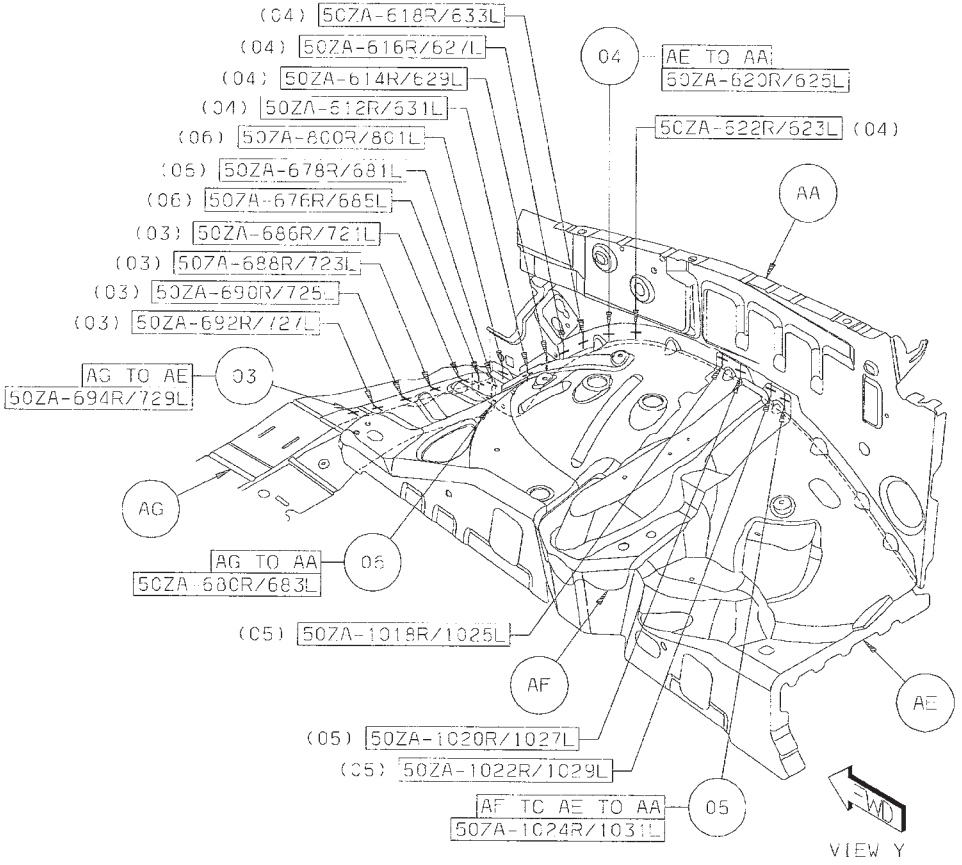
WELD LAYOUT LOCATION GUIDE



Back to Index

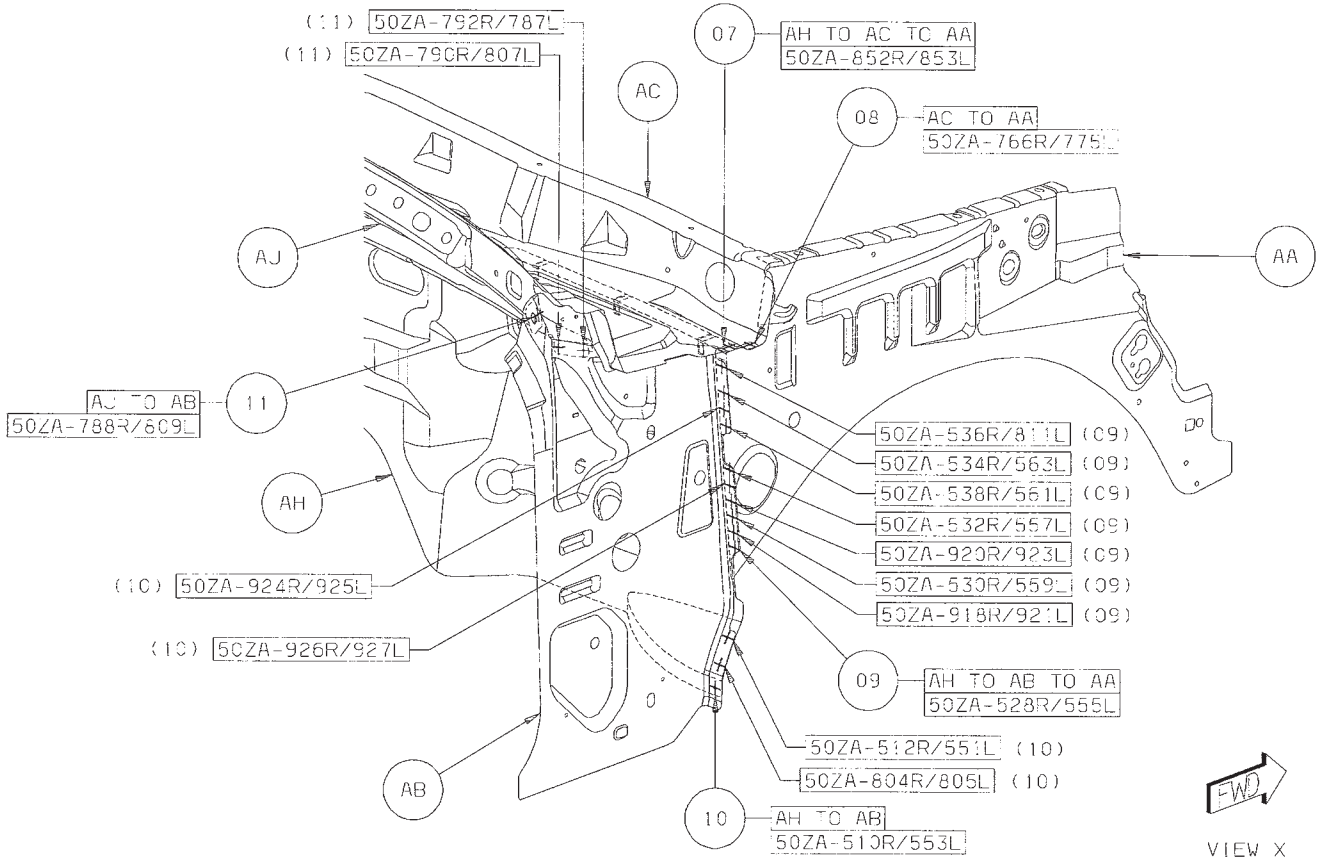
01 AD TO AC TO AA 2/SD S/WELDS (ORD)
02 AD TO AC TO AB 5/SD S/WELDS (ORD)
03 AG TO AE 5/SD S/WELDS (ORD)
04 AE TO AA 6/SD S/WELDS (ORD)
05 AF TO AE TO AA 4/SD S/WELDS (ORD)
06 AG TO AA 4/SD S/WELDS (ORD)





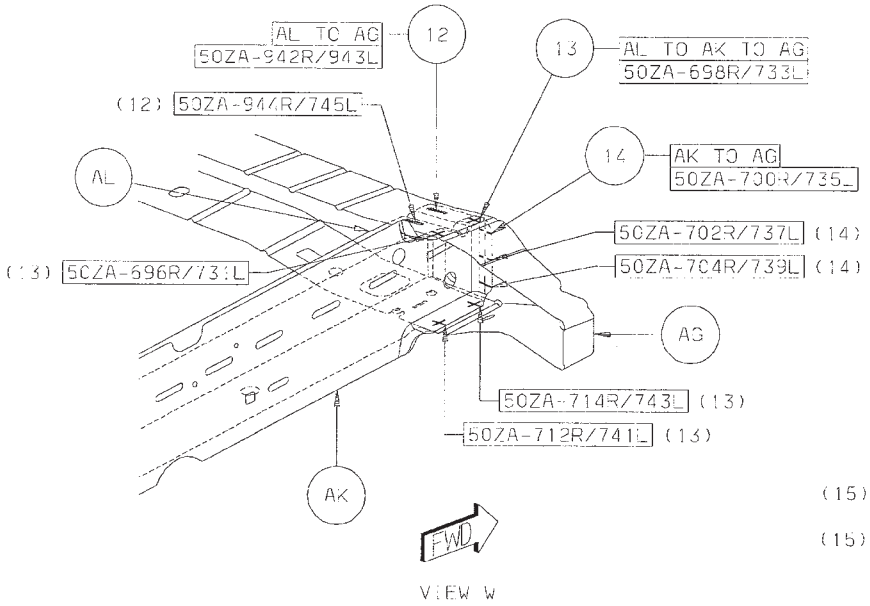
Back to Index

07 AH TO AC TO AA 1/SD S/WELD (ORD)
08 AC TO AA 1/SD S/WELD (ORD)
09 AH TO AB TO AA 8/SD S/WELDS (ORD)
10 AH TO AB 5/SD S/WELDS (ORD)
11 AJ TO AB 3/SD S/WELDS (ORD)

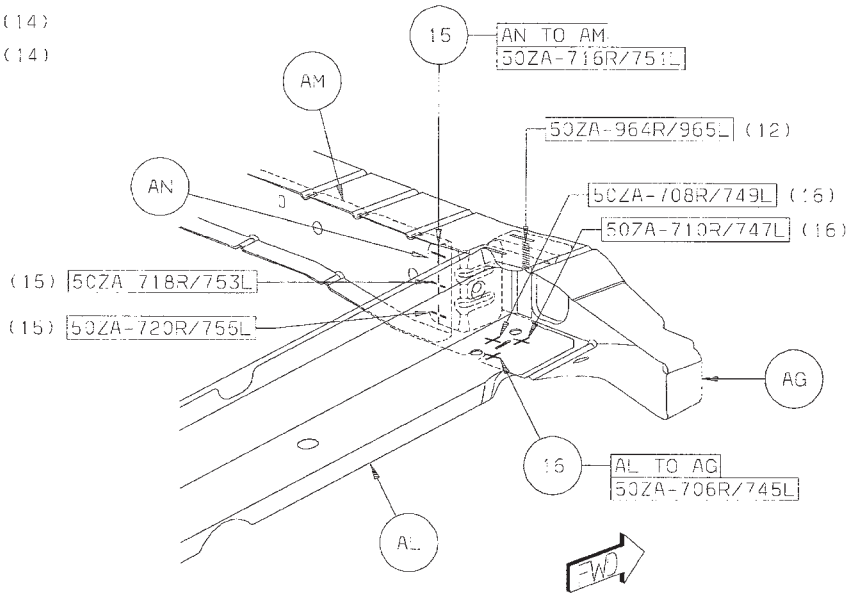


Back to Index

12 AL TO AG 3/SD FCAW (ORD)
13 AL TO AK TO AG 4/SD S/WELDS (ORD)
14 AK TO AG 3/SD S/WELDS (ORD)
15 AN TO AM 3/SD S/WELDS (ORD)
16 AL TO AG 3/SD S/WELDS (ORD)



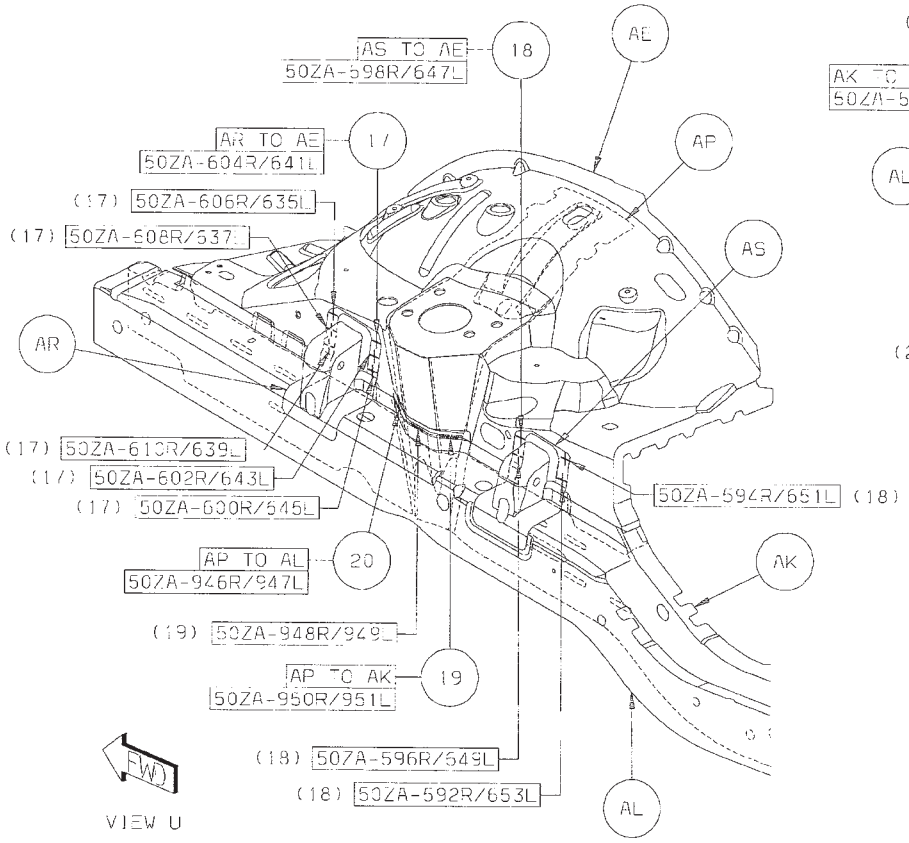
VIEW W

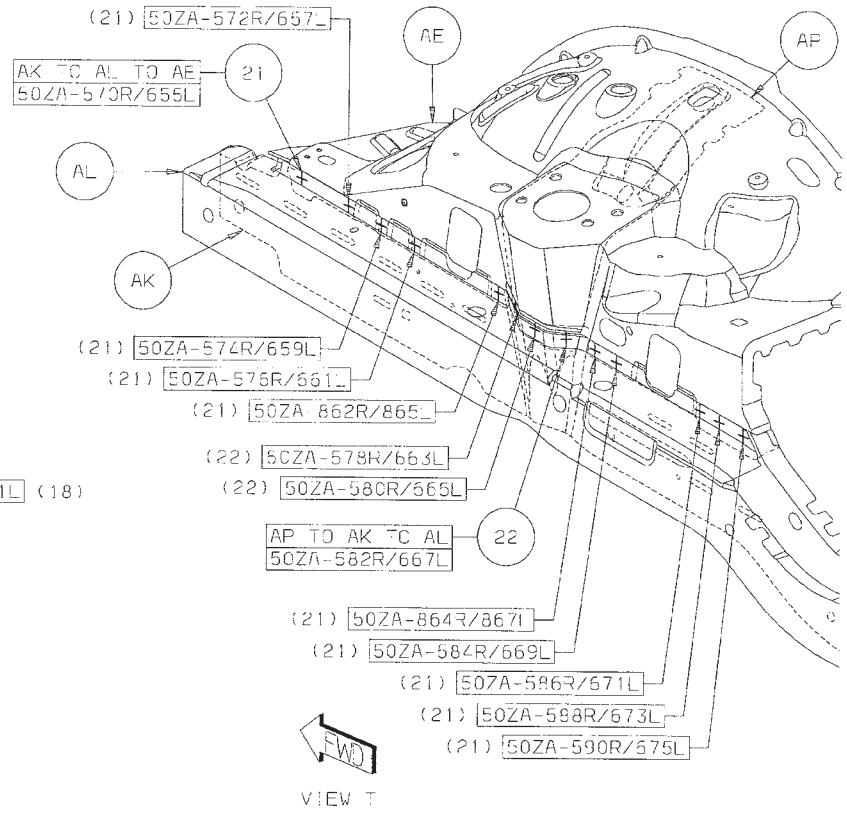


VIEW V

Back to Index

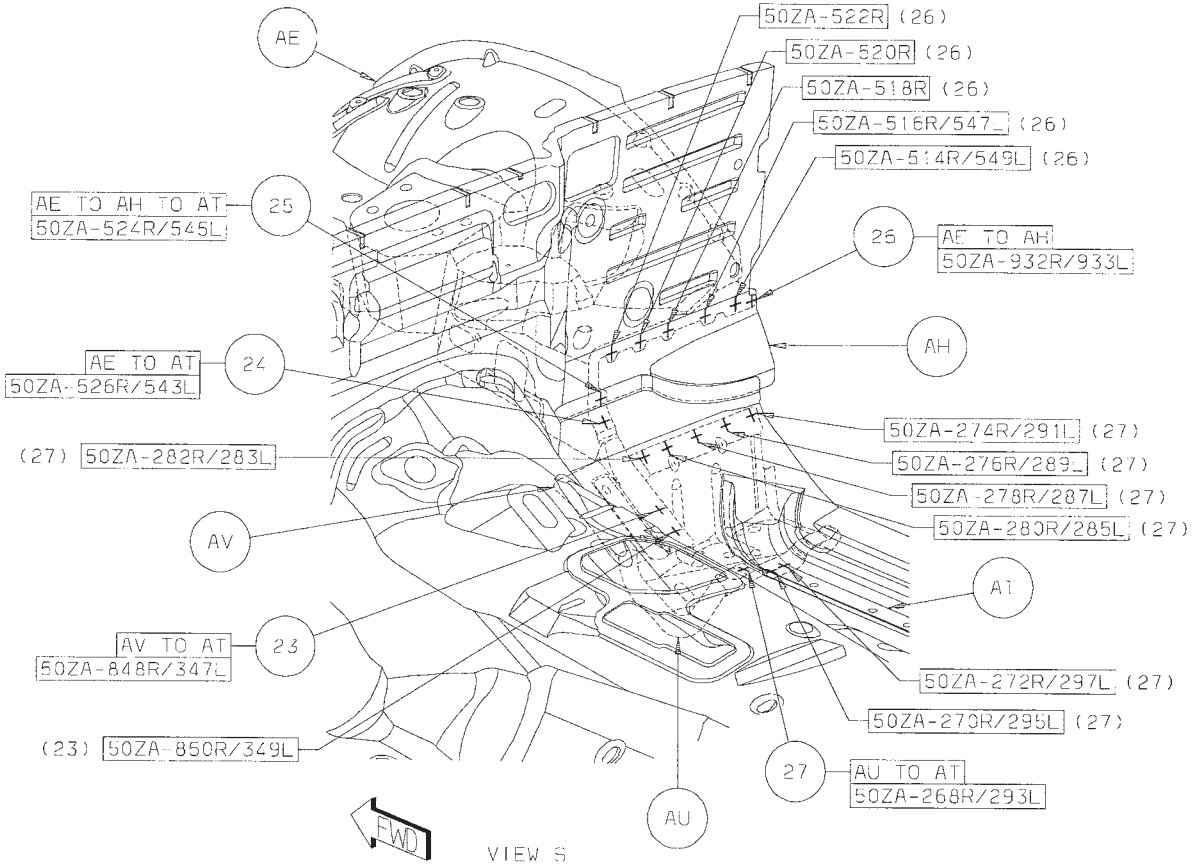
17 AR TO AE 6/SD S/WELDS (ORD)
18 AS TO AE 4/SD S/WELDS (ORD)
19 AP TO AK 2/SD FCAW (ORD)
20 AP TO AL 1/SD FCAW (ORD)
21 AK TO AL TO AE 10/SD S/WELDS (ORD)
22 AP TO AK TO AL 3/SD S/WELDS (ORD)





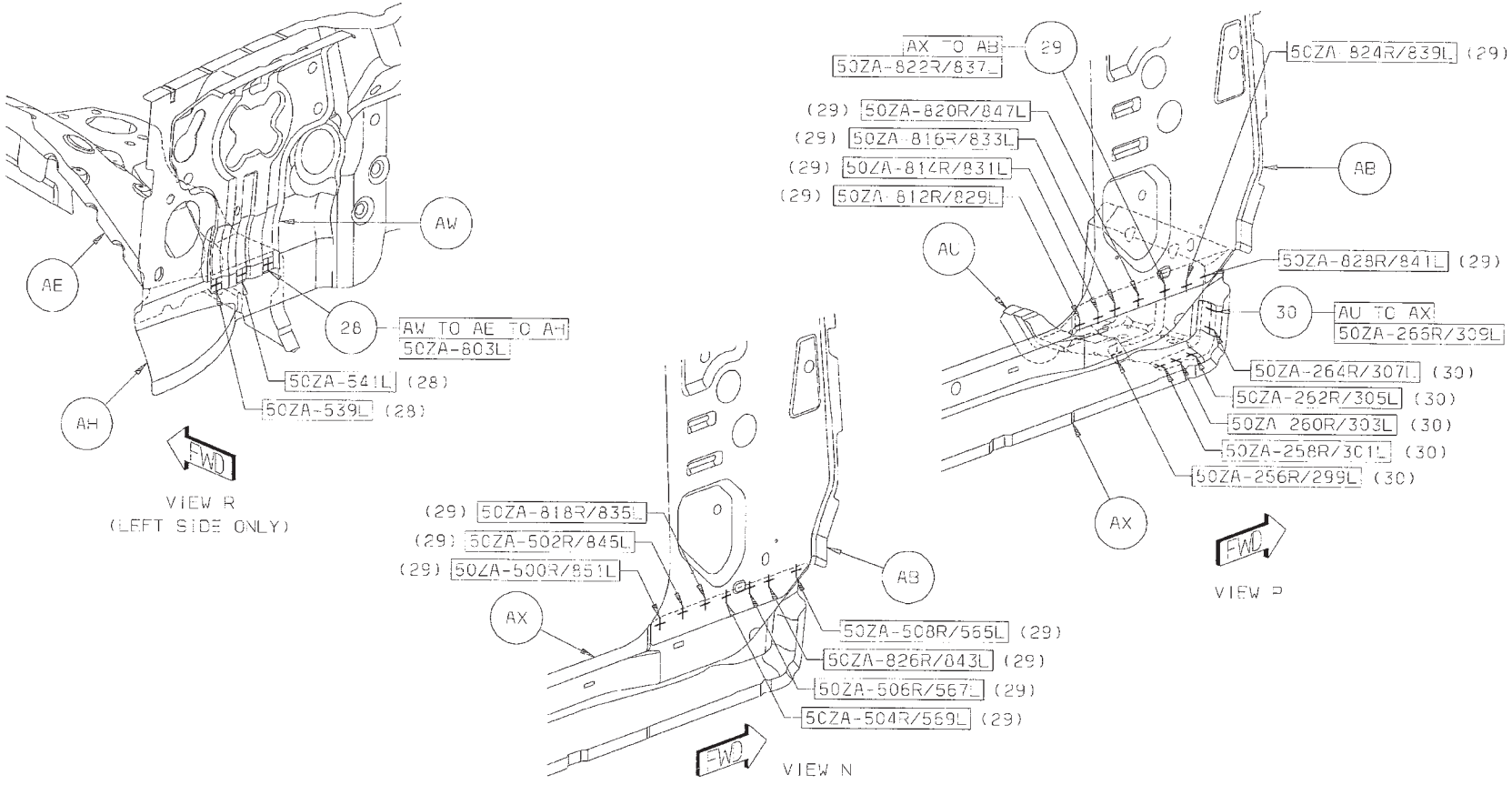
Back to Index

23 AV TO AT 2/SD S/WELDS (ORD)
24 AE TO AT 1/SD S/WELDS (ORD)
25 AE TO AH TO AT 1/SD S/WELD (ORD)
26 AE TO AH 6R/3L S/WELDS (ORD)
27 AU TO AT 8/SD S/WELDS (ORD)



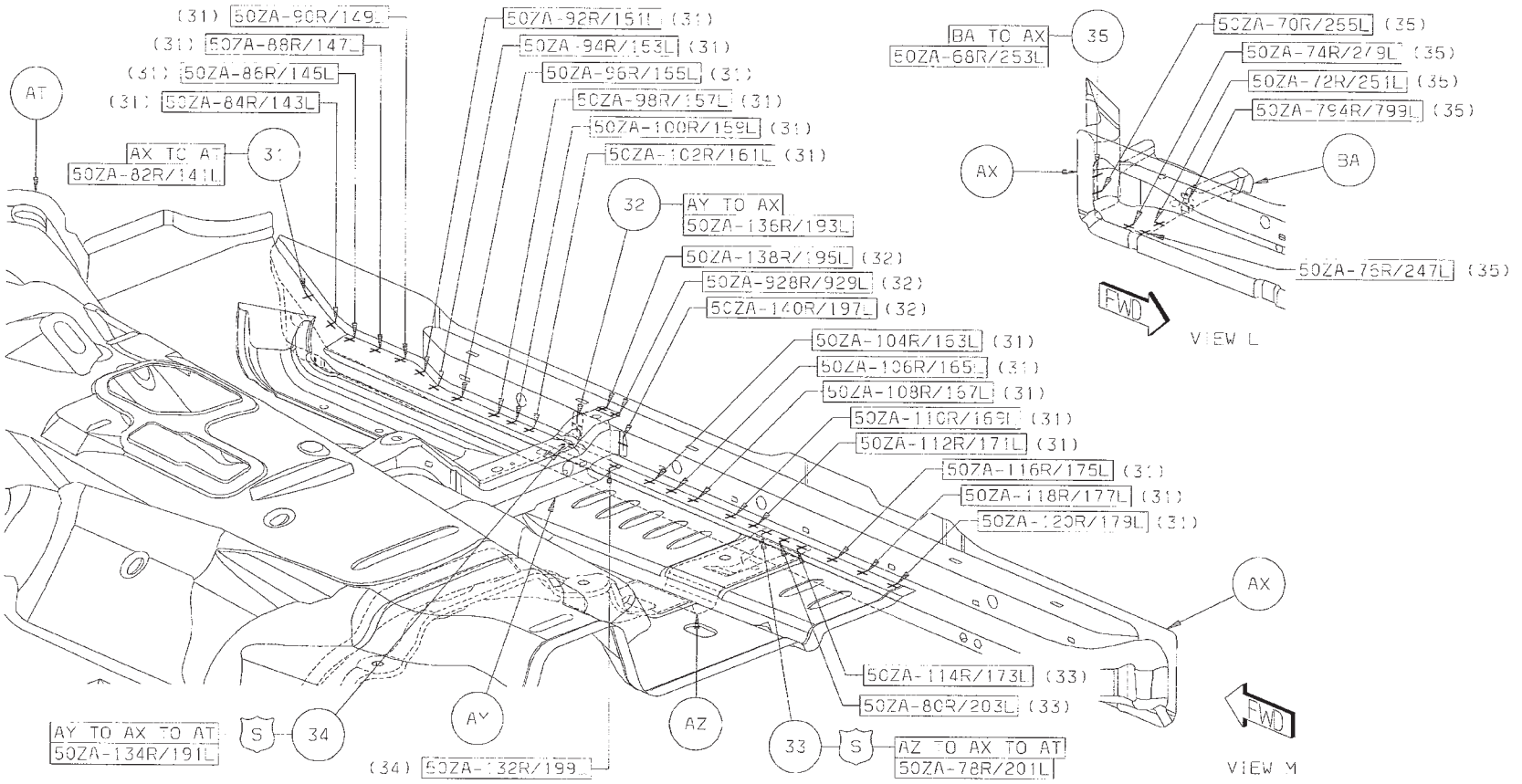
Back to Index

28 AW TO AE TO AH 3L S/WELDS (ORD)
29 AX TO AB 14/SD S/WELDS (ORD)
30 AU TO AX 6/SD S/WELDS (ORD)



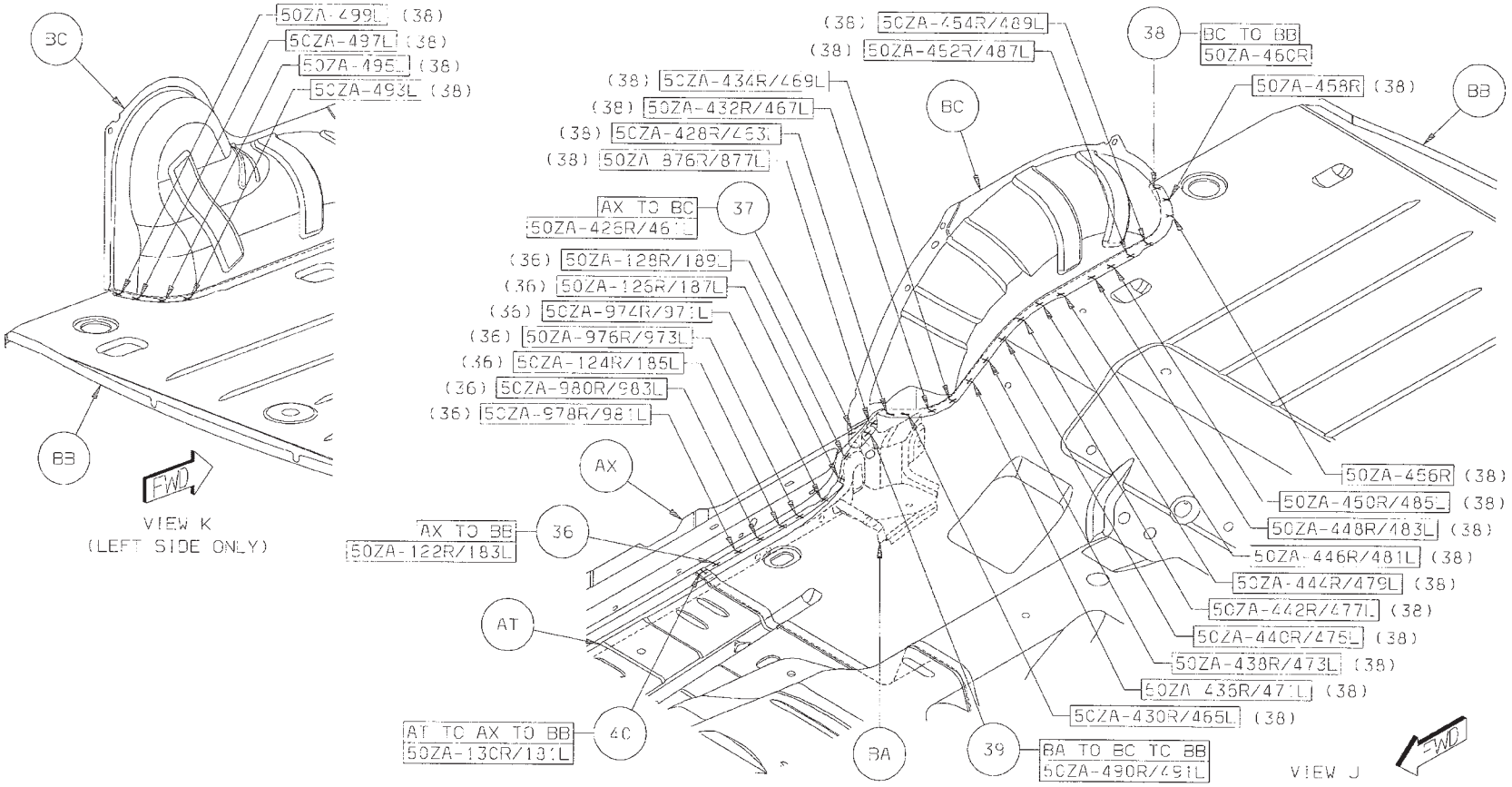
Back to Index

31 AX TO AT 19/SD S/WELDS (ORD)
32 AY TO AX 4/SD S/WELDS (ORD)
33 AZ TO AX TO AT 3/SD S/WELDS (SAF)
34 AY TO AX TO AT 2/SD S/WELDS (SAF)
35 BA TO AX 6/SD S/WELDS (ORD)



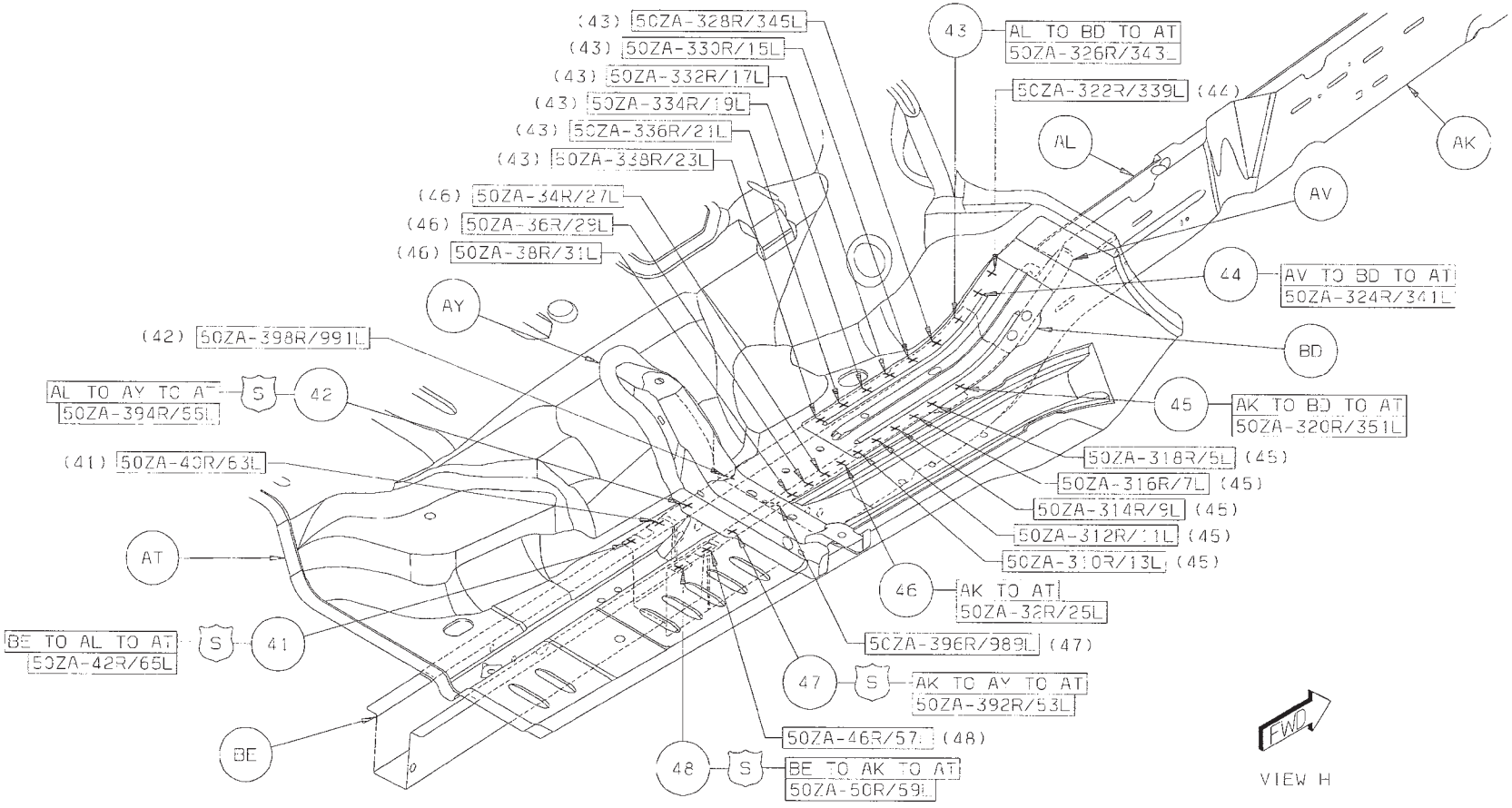
Back to Index

36 AX TO BB 8/SD S/WELDS (ORD)
37 AX TO BC 1/SD S/WELD (ORD)
38 BC TO BB 18R/19L S/WELDS (ORD)
39 BA TO BC TO BB 1/SD S/WELD (ORD)
40 AT TO AX TO BB 1/SD S/WELD (ORD)



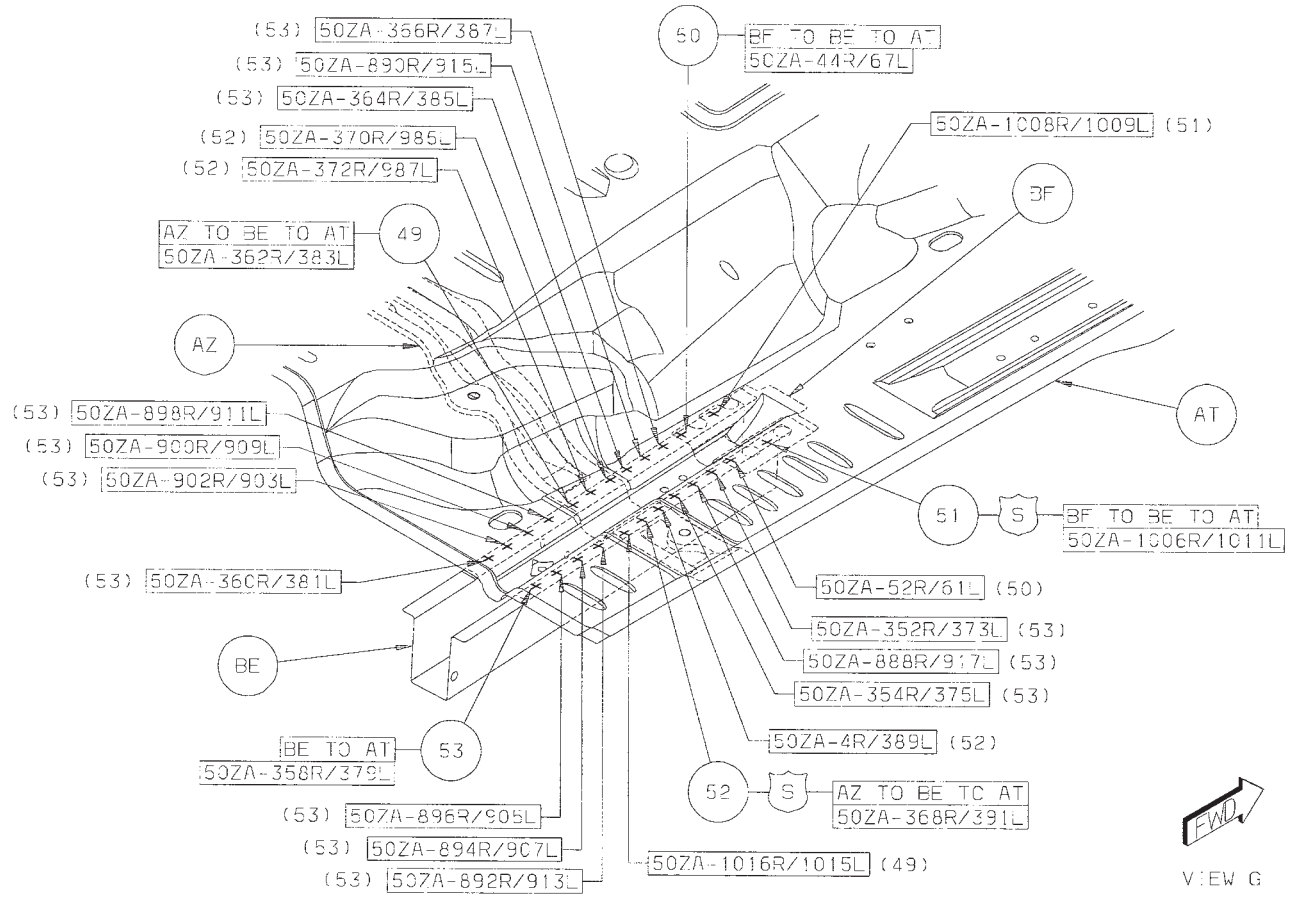
Back to Index

41 BE TO AL TO AT 2/SD S/WELDS (SAF)
42 AL TO AY TO AT 2/SD S/WELDS (SAF)
43 AL TO BD TO AT 6/SD S/WELDS (ORD)
44 AV TO BD TO AT 2/SD S/WELDS (ORD)
45 AK TO BD TO AT 6/SD S/WELDS (ORD)
46 AK TO AT 4/SD S/WELDS (ORD)
47 AK TO AY TO AT 2/SD S/WELDS (SAF)
48 BE TO AK TO AT 2/SD S/WELDS (SAF)



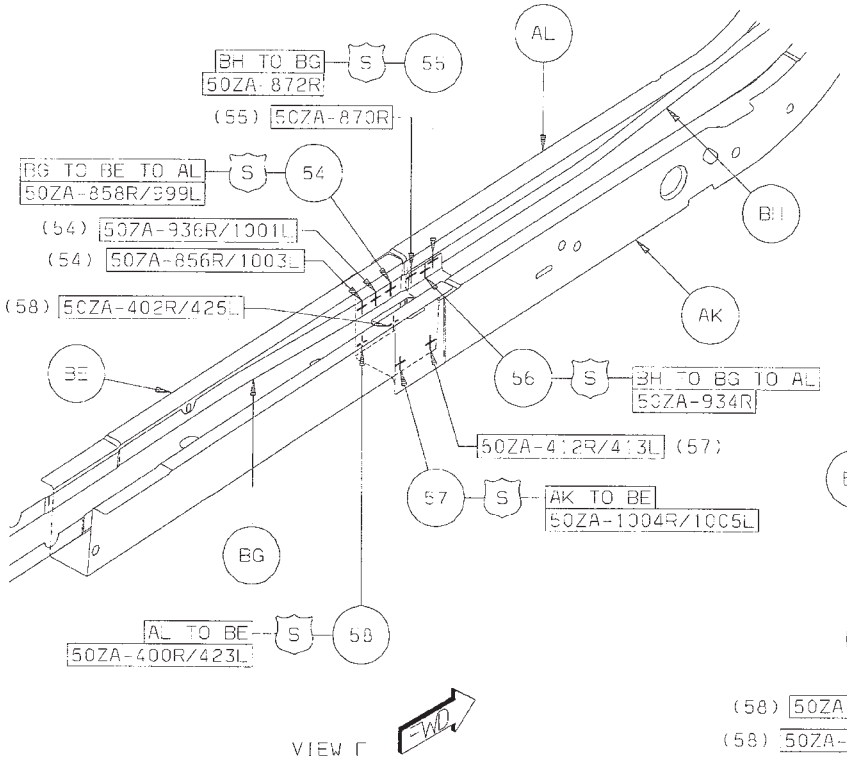
Back to Index

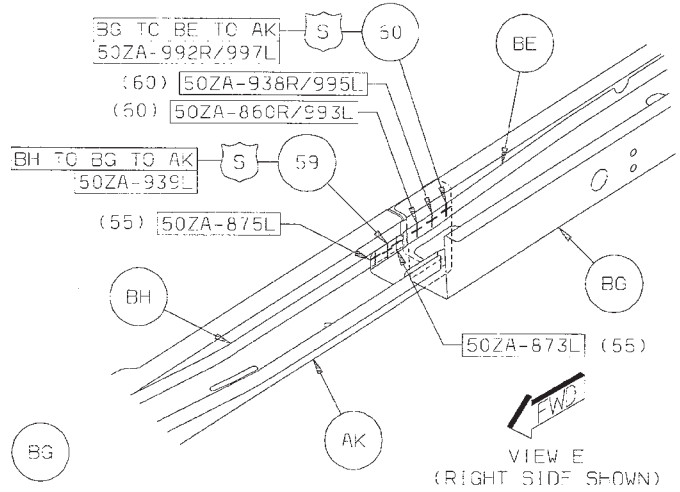
49 AZ TO BE TO AT 2/SD S/WELDS (ORD)
50 BF TO BE TO AT 2/SD S/WELDS (ORD)
51 BF TO BE TO AT 2/SD S/WELDS (SAF)
52 AZ TO BE TO AT 4/SD S/WELDS (SAF)
53 BE TO AT 14/SD S/WELDS (ORD)

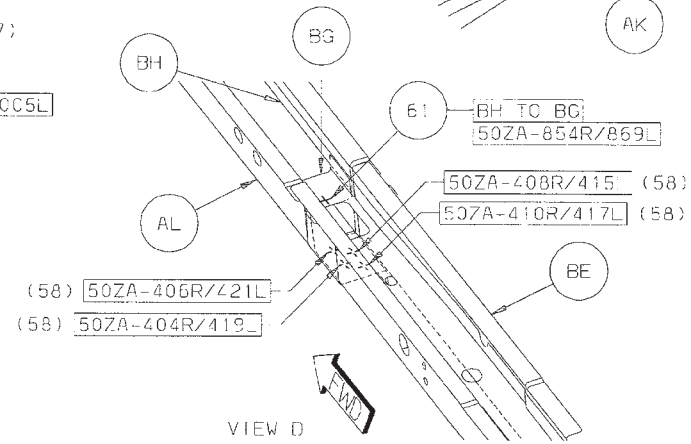


Back to Index

54 BG TO BE TO AL 3/SD S/WELDS (SAF)
55 BH TO BG 2R/2L S/WELDS (SAF)
56 BH TO BG TO AL 1R S/WELD (SAF)
57 AX TO BE 2/SD S/WELDS (SAF)
58 AL TO BE 6/SD S/WELDS (SAF)
59 BH TO BG TO AK 1L S/WELD (SAF)
60 BG TO BE TO AK 3/SD S/WELDS (SAF)
61 BH TO BG 1/SD S/WELD (ORD)

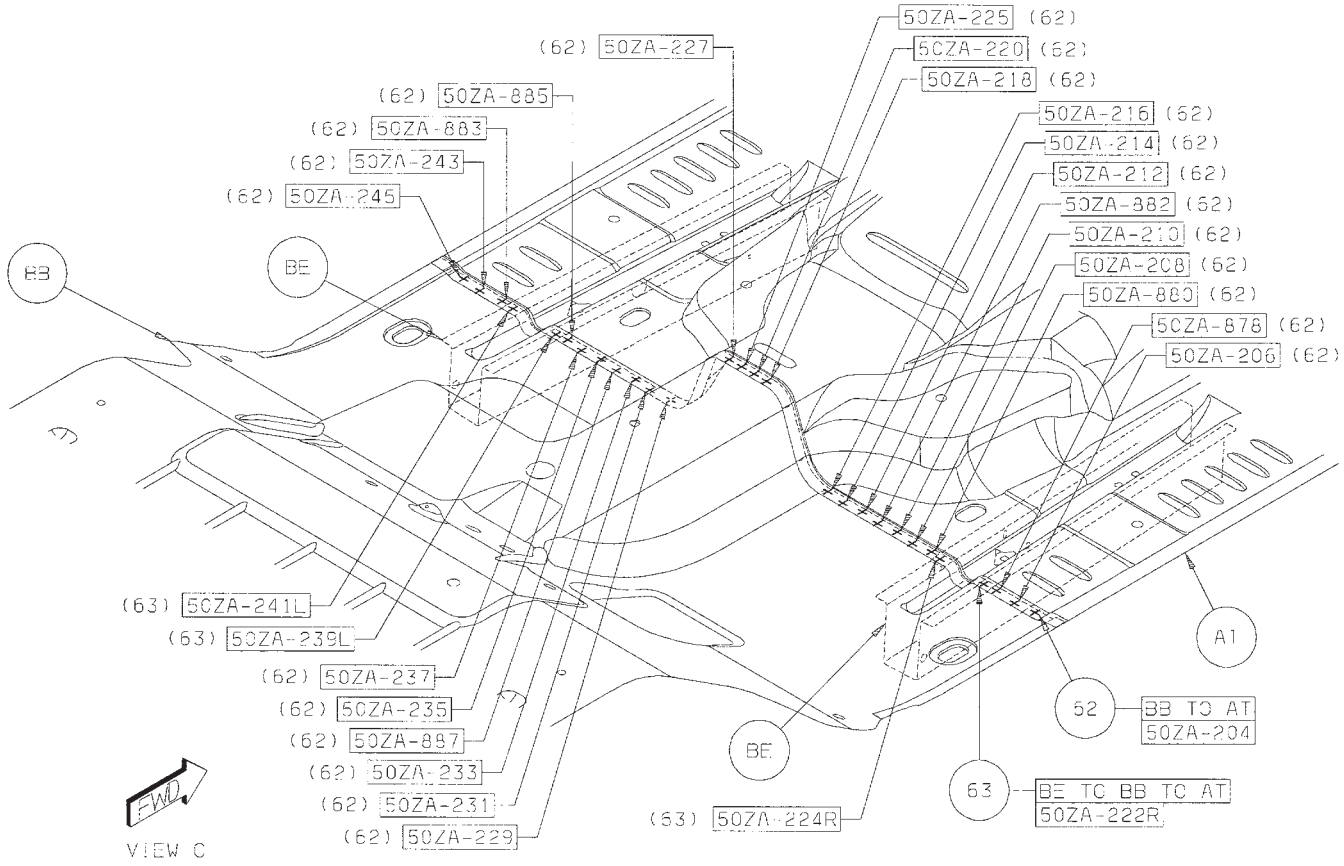






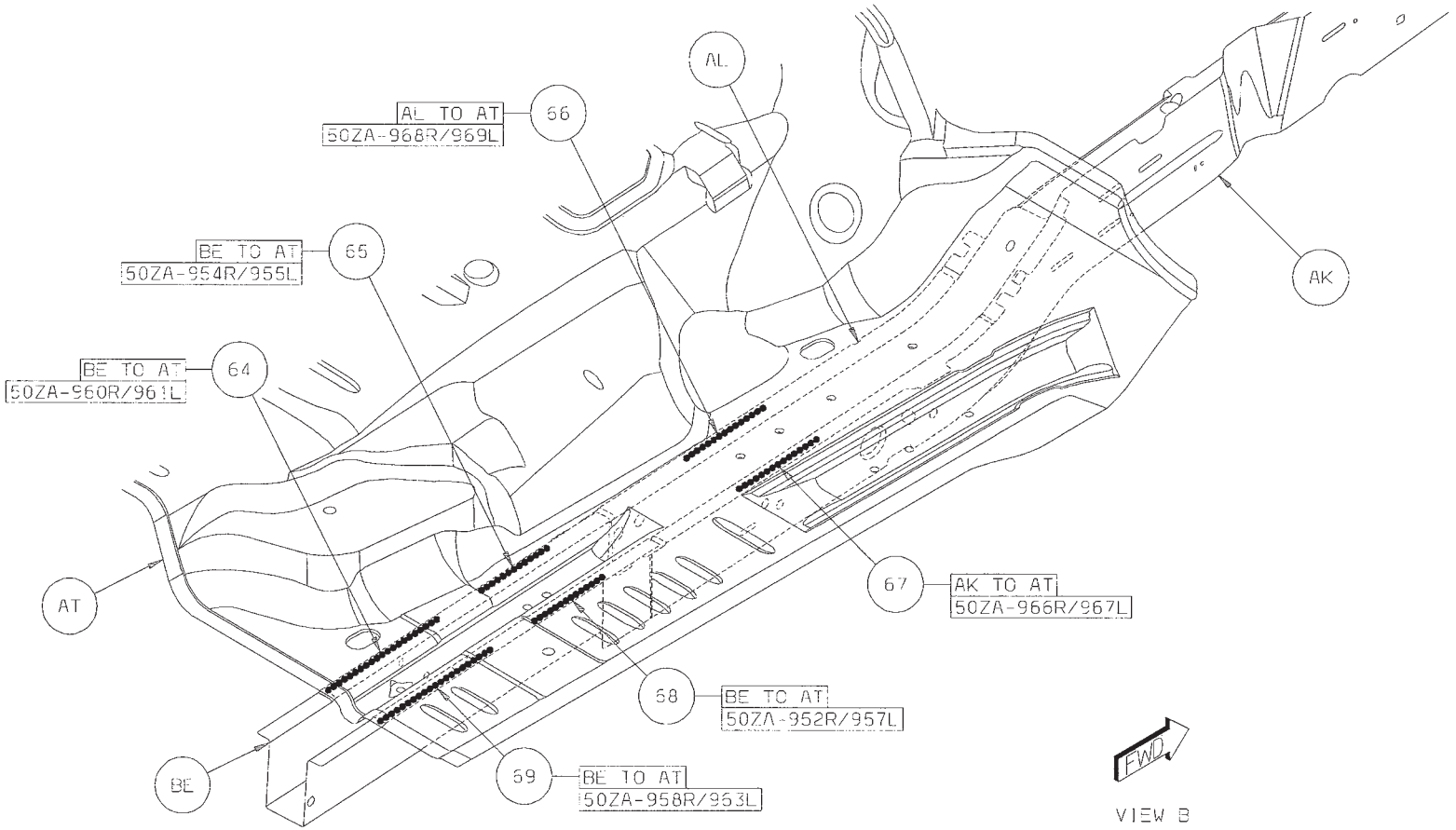
Back to Index

62 BB TO AT 24 S/WELDS (ORD)
63 BE TO BB TO AT 2R/2L S/WELDS (ORD)



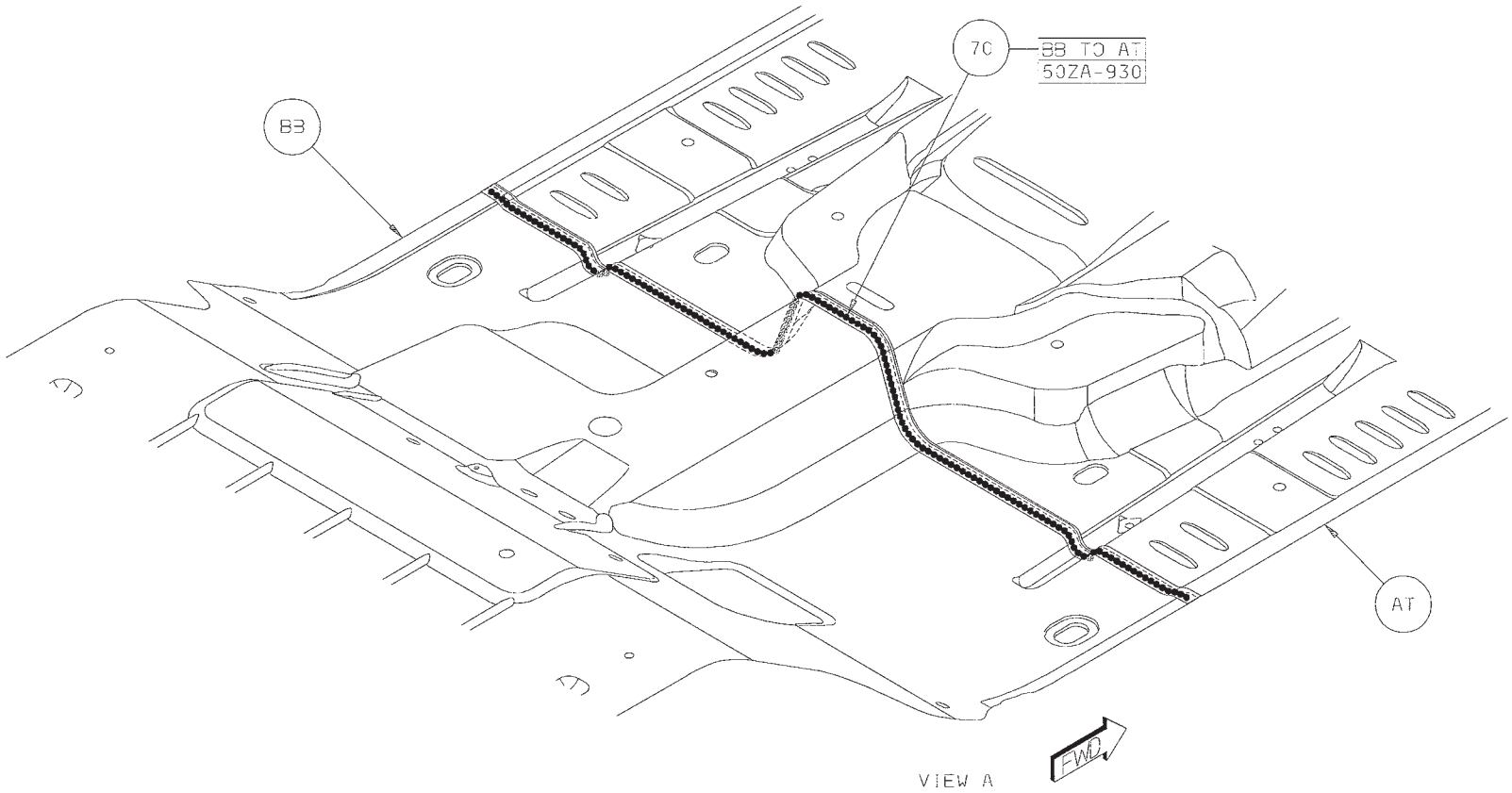
Back to Index

64 BE TO AT 1/SD STRUC ADH (ORD)
65 BE TO AT 1/SD STRUC ADH (ORD)
66 AL TO AT 1/SD STRUC ADH (ORD)
67 AK TO AT 1/SD STRUC ADH (ORD)
68 BE TO AT 1/SD STRUC ADH (ORD)
69 BA TO AT 1/SD STRUC ADH (ORD)



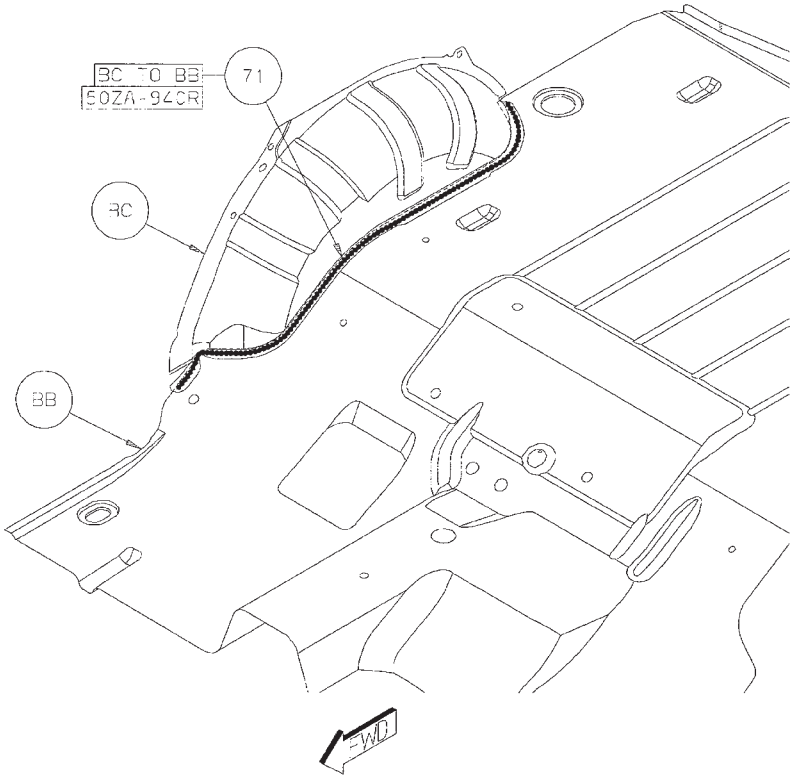
Back to Index

70 BB TO AT 1 STRUC ADH (ORD)

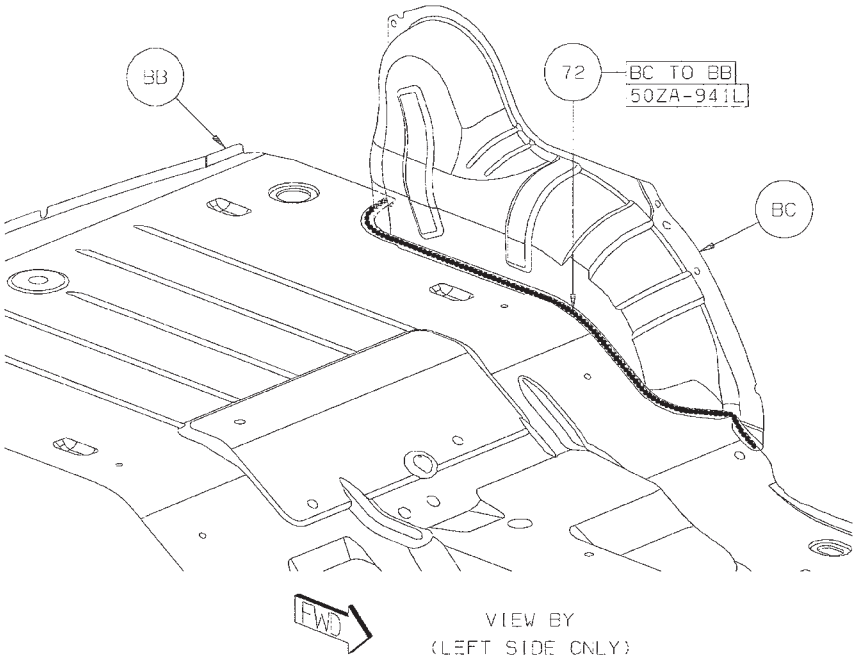


Back to Index

71 BC TO BB 1R STRUC ADH (ORD)
72 BC TO BB 1L STRUC ADH (ORD)



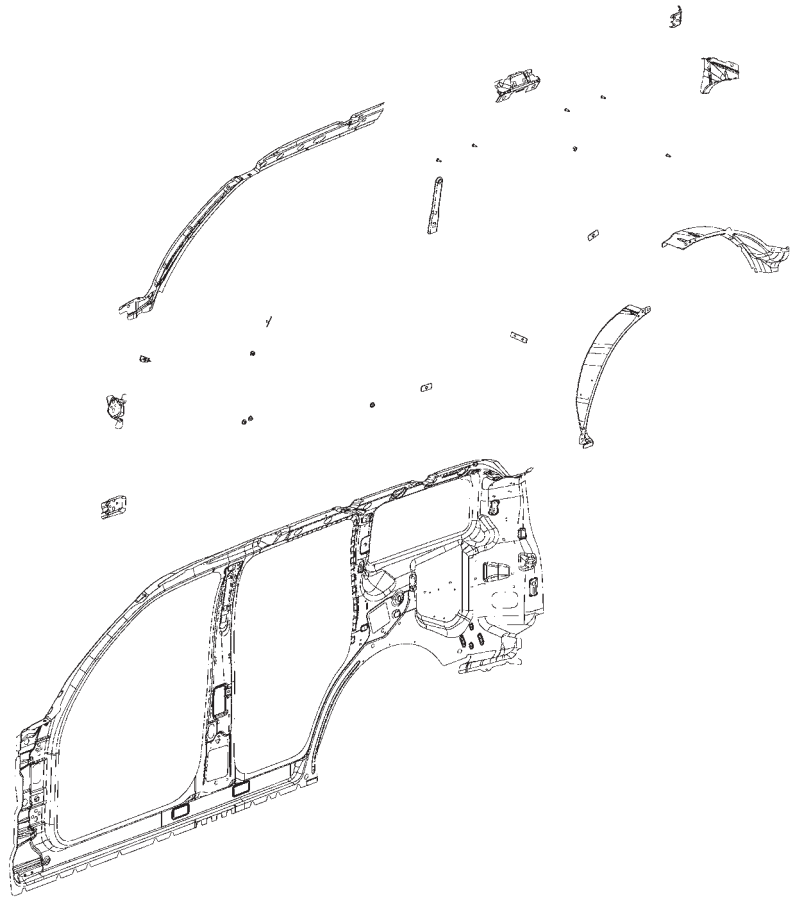
VIEW BZ
(RIGHT SIDE ONLY)



VIEW BY
(LEFT SIDE ONLY)

Back to Index

DODGE NITRO BODY SIDE APERTURE INNER SECTION

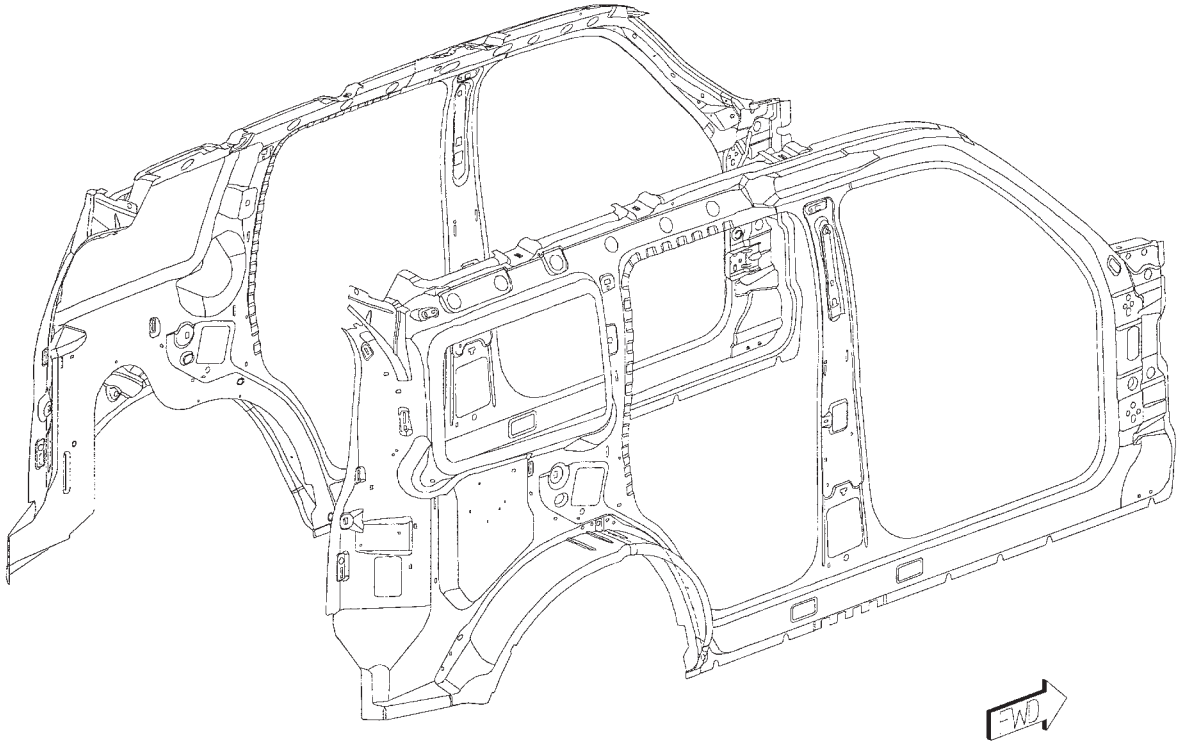


AA	55360732/3 PANEL-BODY SIDE INR RT/LT	AF	REINF – SHOULDER BELT –
AB	REINF – A-PILLAR INR LWR RT –	AG	REINF – SEAT & SHOULDER BELT RR –
AB	REINF – A-PILLAR INR LWR LT –	AJ	PANEL – RR WHEELHOUSE OTR RR RT –
AC	REINF – BODY SIDE DOOR HINGE UPR RT –	AK	PANEL – RR WHEELHOUSE OTR FRT RT –
AC	REINF – BODY SIDE DOOR HINGE UPR LT –	AL	55360754 – REINF-D-PILLAR RT –
AD	REINF – BODY SIDE FRT DOOR LWR HINGE RT –	AM	55396834 TAPPING PLATE-RETRACTOR ANCHOR
AD	REINF – BODY SIDE FRT DOOR LWR HINGE LT –	AN	PANEL – RR WHEELHOUSE OTR RR LT –
AE	55113040-1 – REINF-GRAB HANDLE RR RT/LT –	AP	PANEL – RR WHEELHOUSE OTR FRT LT –

Back to Index

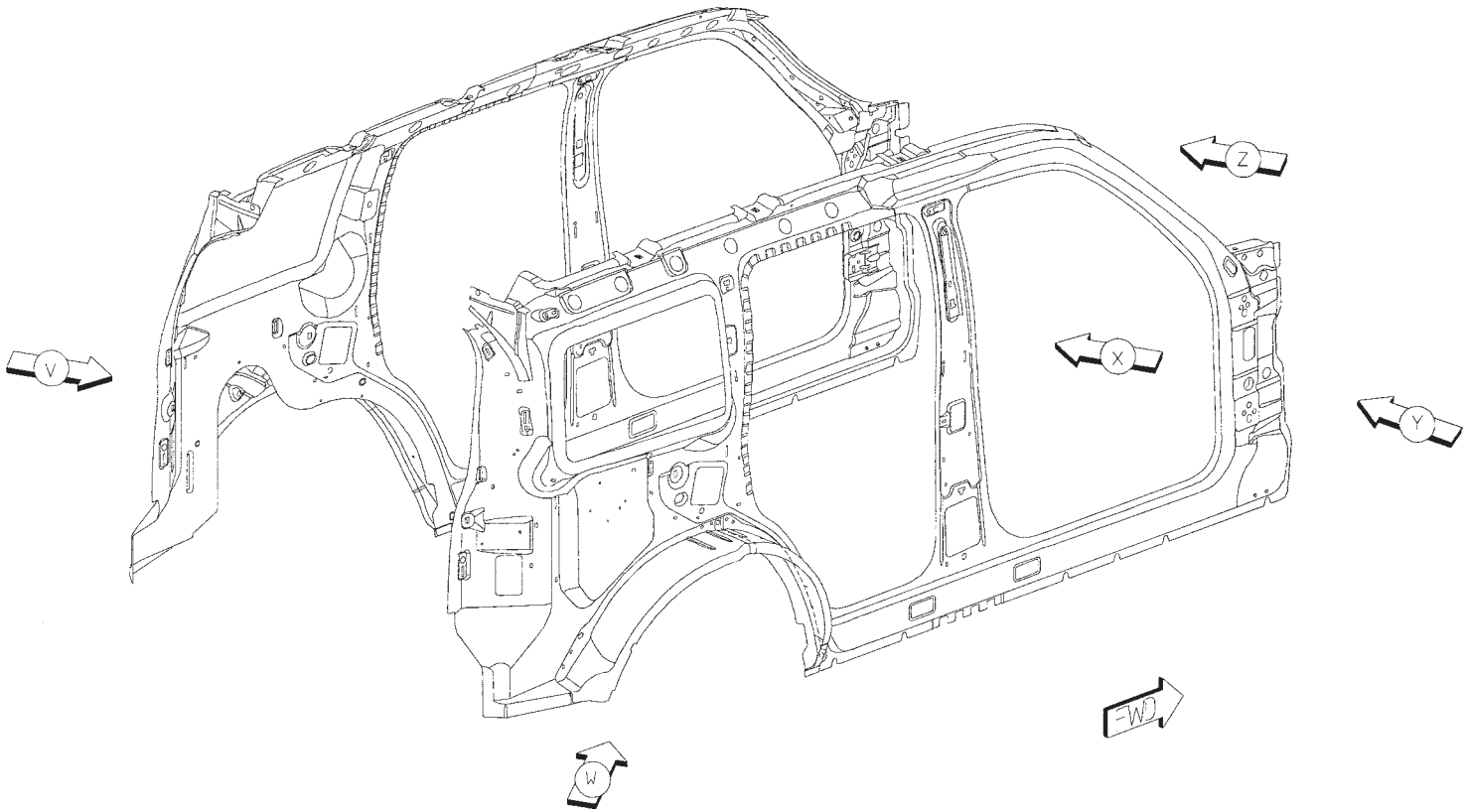
PARTS IDENTIFICATION LEGEND, OVERVIEW 18

AA 55360732/3 PANEL-BODY SIDE INR RT/LT
AB REINF – A-PILLAR INR LWR RT –
AB REINF – A-PILLAR INR LWR LT –
AC REINF – BODY SIDE DOOR HINGE UPR RT –
AC REINF – BODY SIDE DOOR HINGE UPR LT –
AD REINF – BODY SIDE FRT DOOR LWR HINGE RT –
AD REINF – BODY SIDE FRT DOOR LWR HINGE LT –
AE 55113040-1 – REINF-GRAB HANDLE RR RT/LT –
AF REINF – SHOULDER BELT –
AG REINF – SEAT & SHOULDER BELT RR –
AJ PANEL – RR WHEELHOUSE OTR RR RT –
AK PANEL – RR WHEELHOUSE OTR FRT RT –
AL 55360754 – REINF-D-PILLAR RT –
AM 55396834 TAPPING PLATE-RETRACTOR ANCHOR
AN PANEL – RR WHEELHOUSE OTR RR LT –
AP PANEL – RR WHEELHOUSE OTR FRT LT –



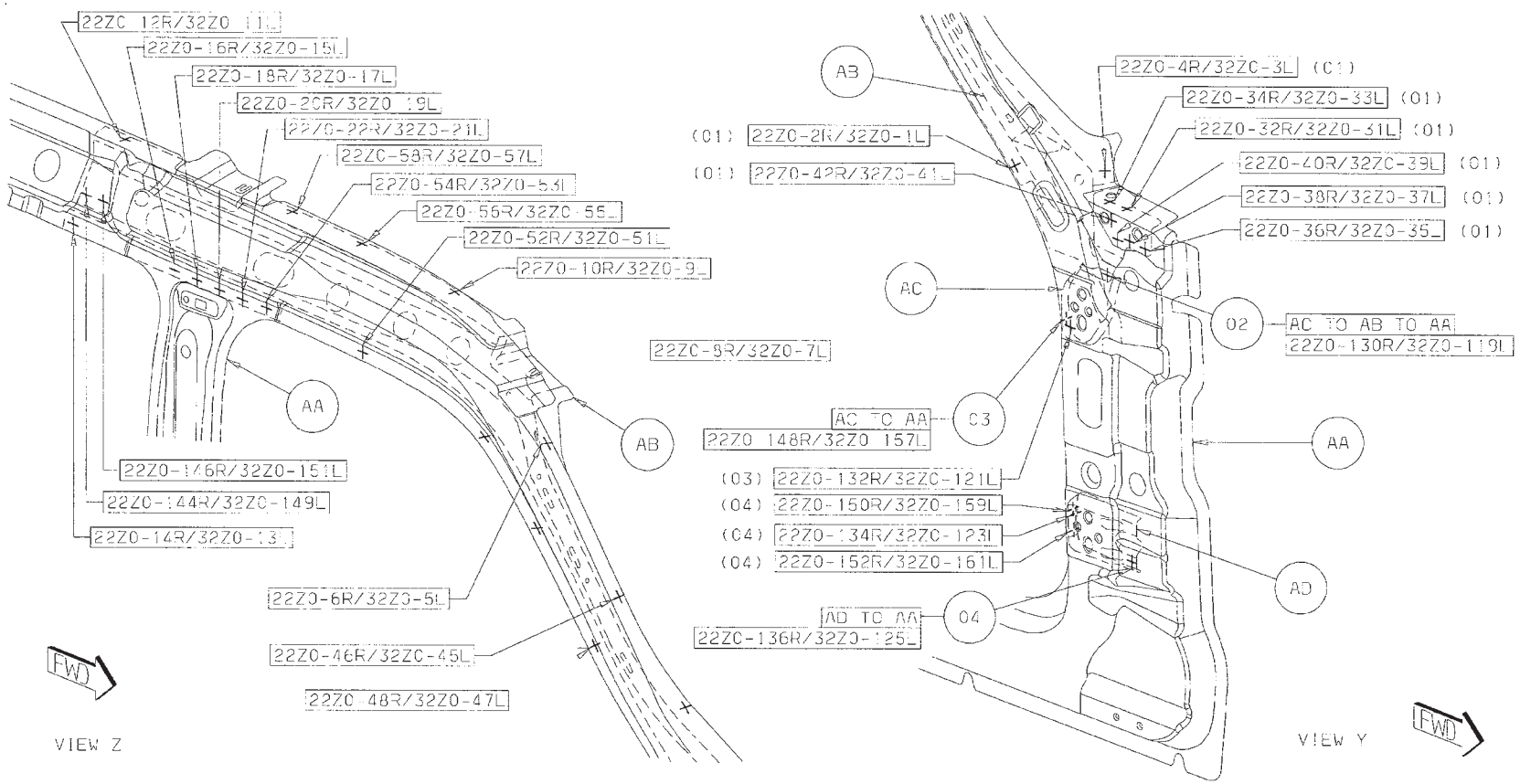
Back to Index

WELD LAYOUT LOCATION GUIDE



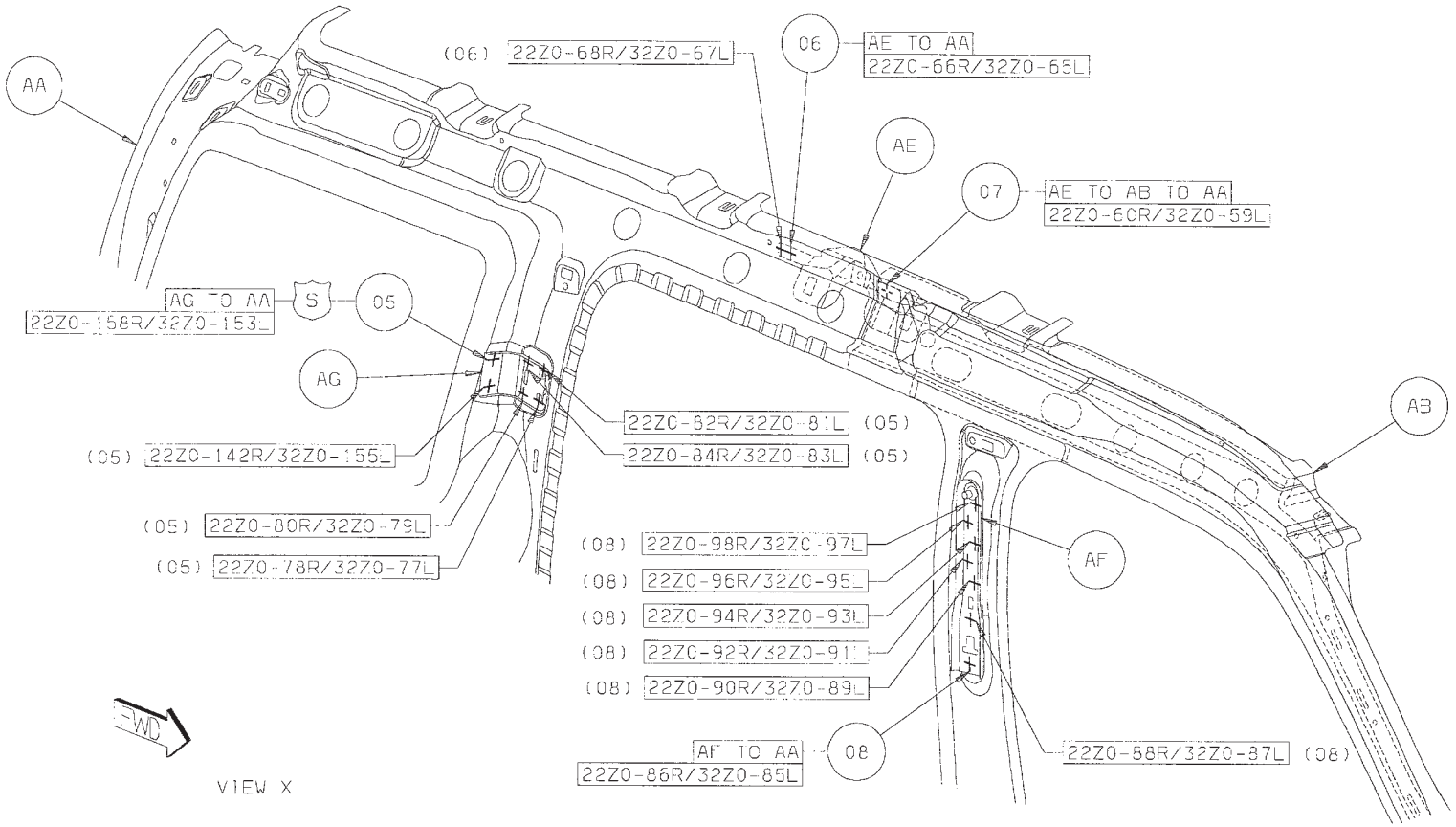
Back to Index

01 AB TO AA 27/SD S/WELDS (ORD)
02 AC TO AB TO AA 1/SD S/WELDS (SAF)
03 AC TO AA 2/SD S/WELDS (ORD)
04 AD TO AA 4/SD S/WELDS (ORD)



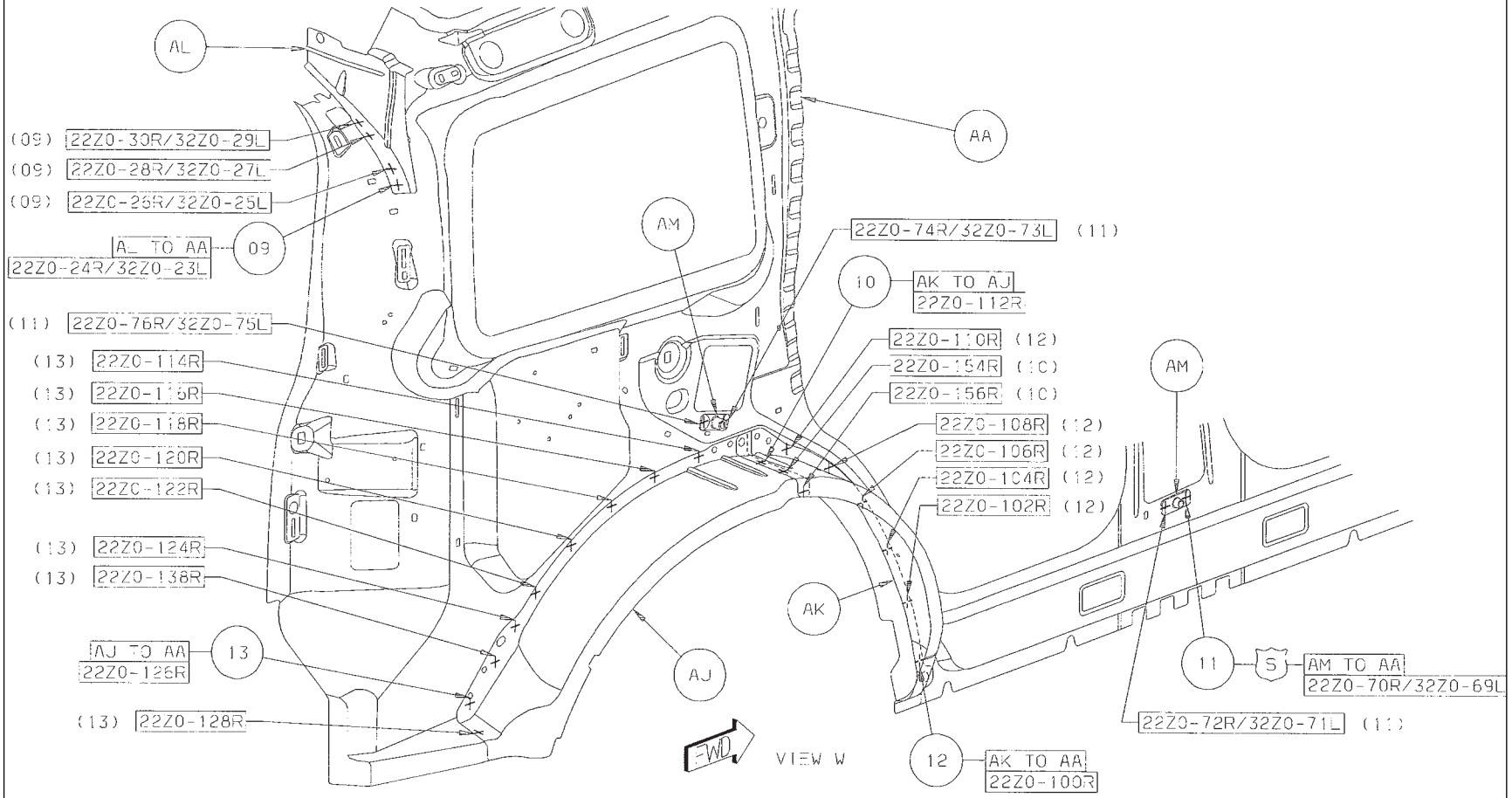
Back to Index

05 AG TO AA 2/SD S/WELDS (SAF)
06 AE TO AA 2/SD S/WELDS (ORD)
07 AE TO AB TO AA 1/SD S/WELD (ORD)
08 AF TO AA 7/SD S/WELDS (ORD)



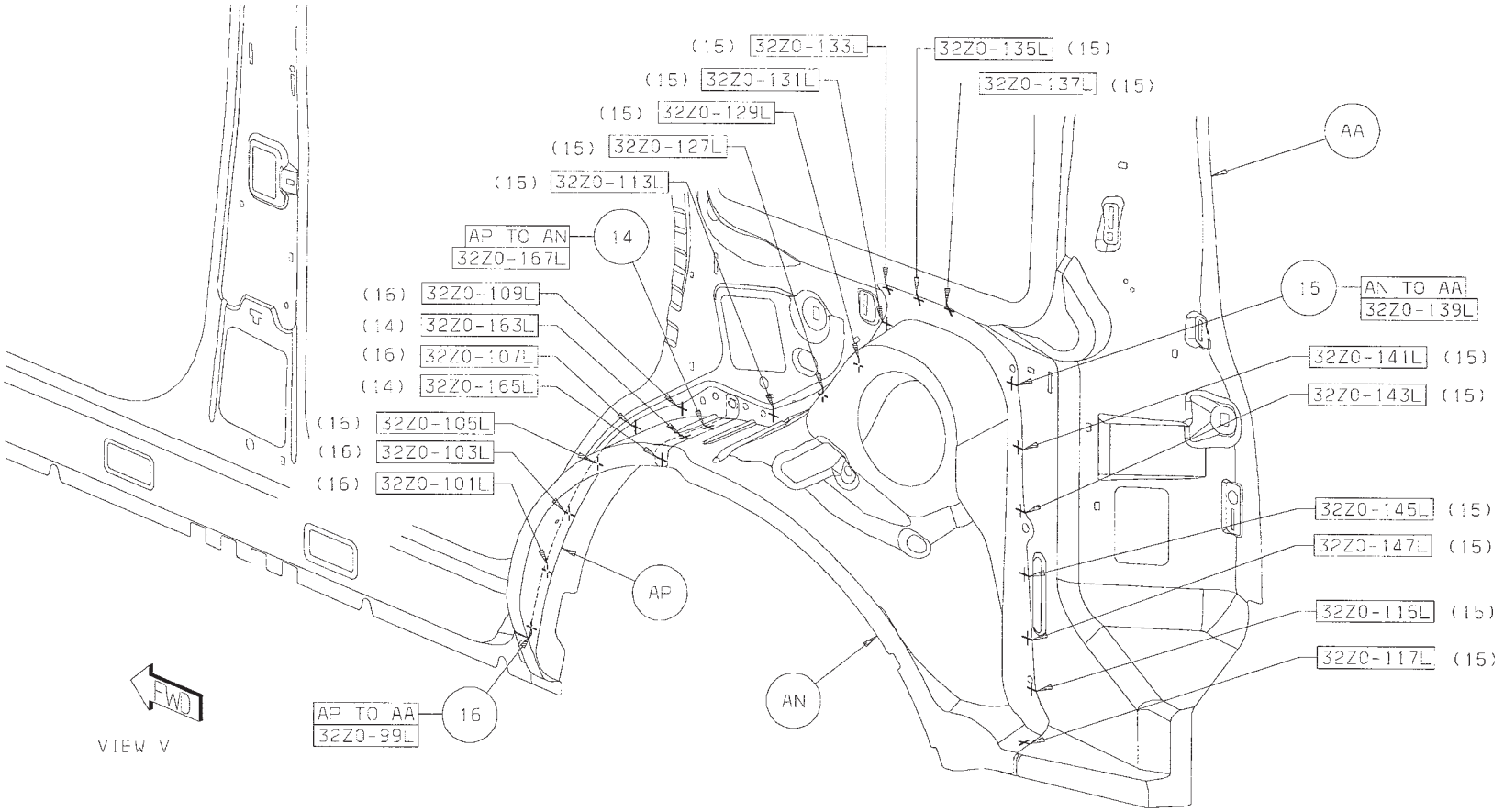
Back to Index

09 AK TO AA 4/SD S/WELDS (ORD)
10 AL TO AA 4/SD S/WELDS (SAF)
11 AJ TO AA 16 S/WELDS (ORD)
12 AM TO AA 21 S/WELDS (ORD)
13 AJ TO AA 9R S/WELDS (ORD)



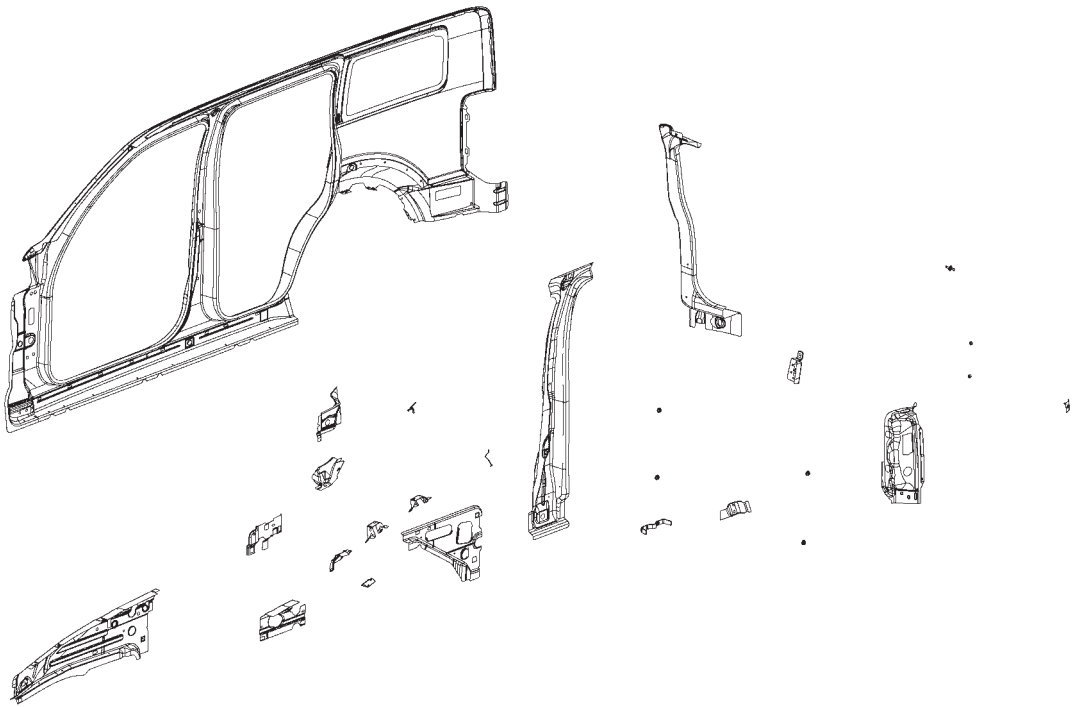
Back to Index

14 AP TO AN 3L S/WELDS (ORD)
15 AN TO AA 14L S/WELDS (ORD)
16 AP TO AA 6L S/WELDS (ORD)



Back to Index

DODGE NITRO BODY SIDE APERTURE OUTER SECTION

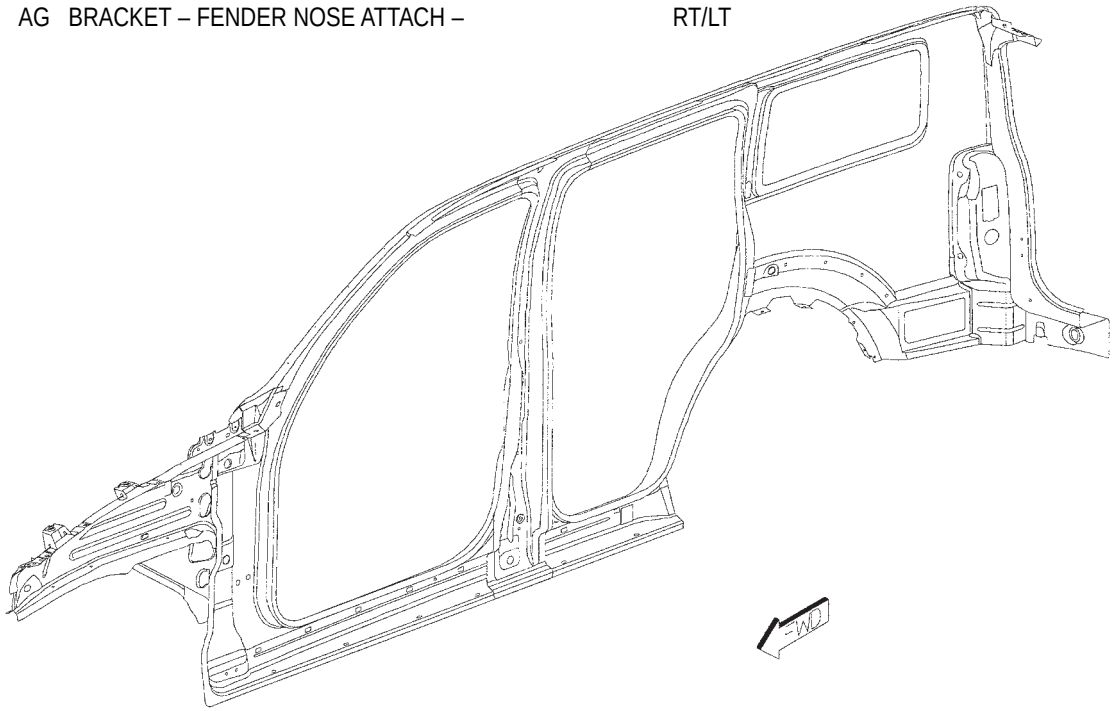


AA REINF – FENDER INR RT –
AA REINF – FENDER INR LT –
AB REINF – BODY SIDE APERTURE EXTENSION RT –
AB REINF – BODY SIDE APERTURE EXTENSION LT –
AC BRACKET – FENDER ATTACH RT –
AC BRACKET – FENDER ATTACH LT –
AD BRACKET – FENDER MIDPOINT MTG RT –
AD BRACKET – FENDER MIDPOINT MTG LT –
AE BRACKET – FENDER MOUNTING FRT RT –
AE BRACKET – FENDER MOUNTING FRT LT –
AF BRACKET – MODULE MTG UPR –
AF BRACKET – MODULE MTG UPR –
AG BRACKET – FENDER NOSE ATTACH –
AG BRACKET – FENDER NOSE ATTACH –
AH 55360722/3AA PANEL – BODY SIDE OTR RT/LT
AJ GUSSET – FRT FENDER INR RT –
AJ GUSSET – FRT FENDER INR LT –
AK PANEL – CLOSE-OUT RT –
AK PANEL – CLOSE-OUT LT –
AL REINF – B-PILLAR RT –
AK REINF – B-PILLAR LT –
AM BRACKET – SILL MOLDING MTG RT –
AM BRACKET – SILL MOLDING MTG LT –
AN PANEL – TAIL LAMP MOUNTING RT –
AN PANEL – TAIL LAMP MOUNTING LT –
AP 55113018/9AA – REINF – C-PILLAR STRIKER RT/LT
AQ 55360840/1AA – TROUGH – LIFTGATE OPENING RT/LT

Back to Index

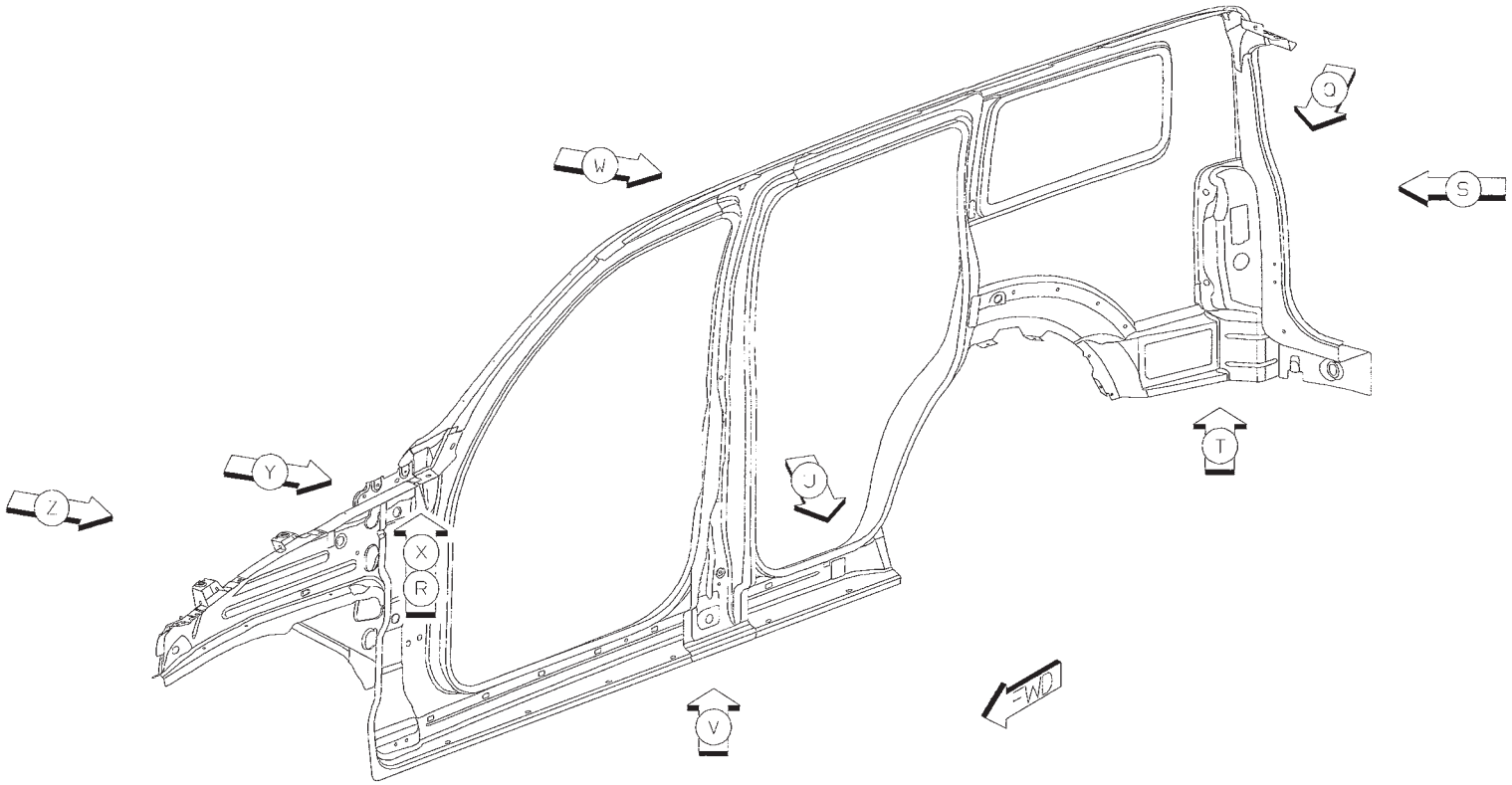
PARTS IDENTIFICATION LEGEND, OVERVIEW 19

AA REINF – FENDER INR RT –
AA REINF – FENDER INR LT –
AB REINF – BODY SIDE APERTURE EXTENSION RT –
AB REINF – BODY SIDE APERTURE EXTENSION LT –
AC BRACKET – FENDER ATTACH RT –
AC BRACKET – FENDER ATTACH LT –
AD BRACKET – FENDER MIDPOINT MTG RT –
AD BRACKET – FENDER MIDPOINT MTG LT –
AE BRACKET – FENDER MOUNTING FRT RT –
AE BRACKET – FENDER MOUNTING FRT LT –
AF BRACKET – MODULE MTG UPR –
AF BRACKET – MODULE MTG UPR –
AG BRACKET – FENDER NOSE ATTACH –
AG BRACKET – FENDER NOSE ATTACH –
AH 55360722/3AA PANEL – BODY SIDE OTR RT/LT
AJ GUSSET – FRT FENDER INR RT –
AJ GUSSET – FRT FENDER INR LT –
AK PANEL – CLOSE-OUT RT –
AK PANEL – CLOSE-OUT LT –
AL REINF – B-PILLAR RT –
AK REINF – B-PILLAR LT –
AM BRACKET – SILL MOLDING MTG RT –
AM BRACKET – SILL MOLDING MTG LT –
AN PANEL – TAIL LAMP MOUNTING RT –
AN PANEL – TAIL LAMP MOUNTING LT –
AP 55113018/9AA – REINF – C-PILLAR STRIKER RT/LT
AQ 55360840/1AA – TROUGH – LIFTGATE OPENING RT/LT



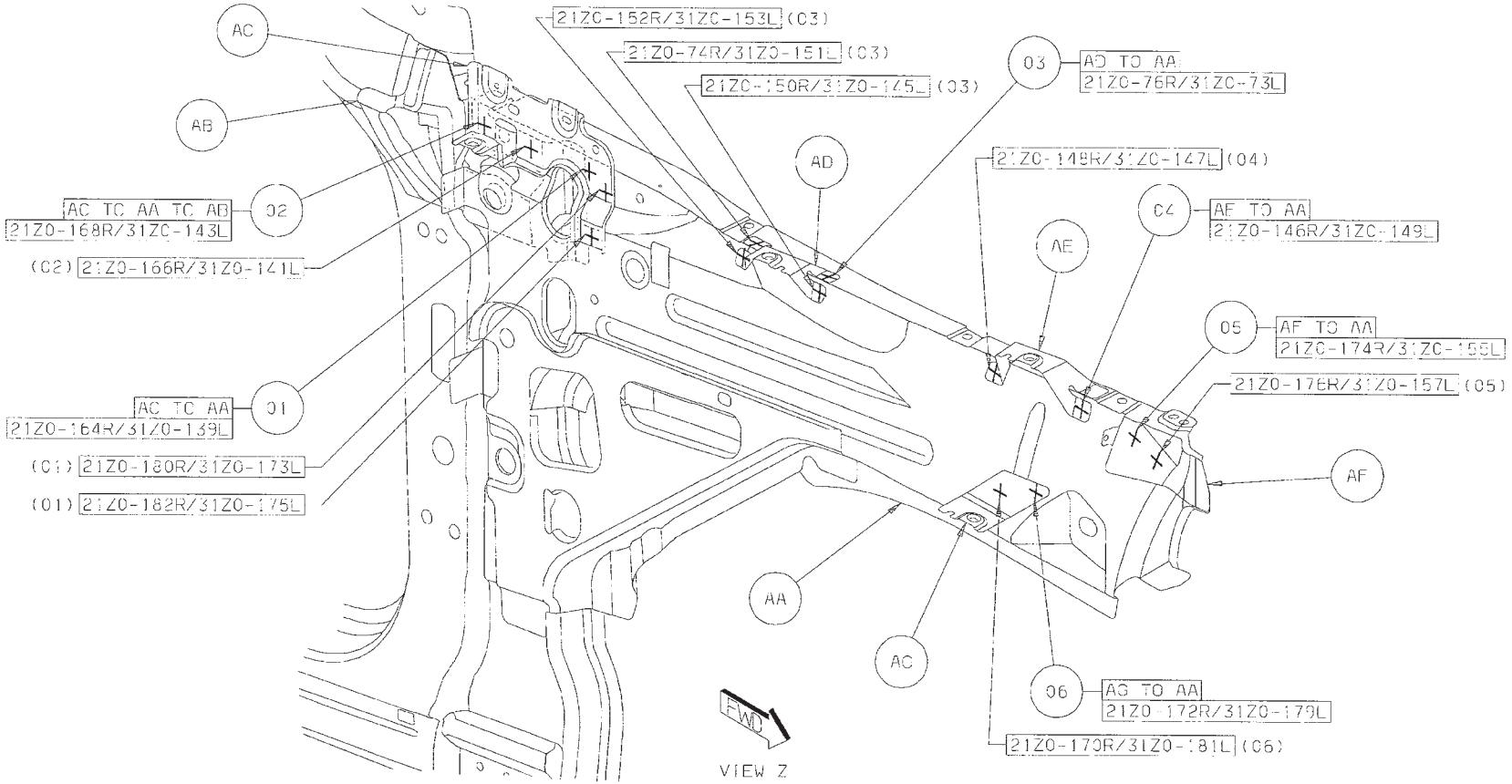
Back to Index

WELD LAYOUT LOCATION GUIDE



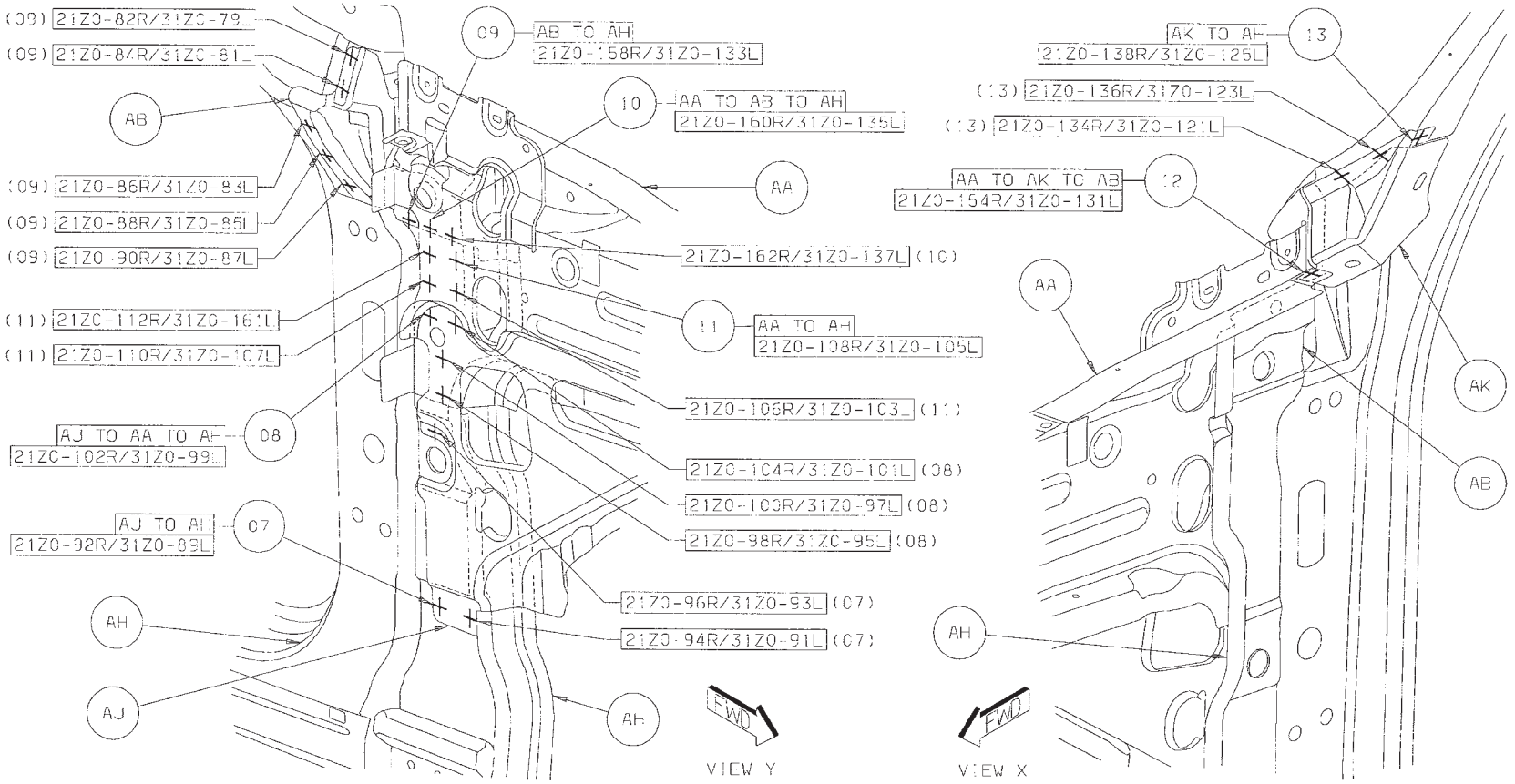
Back to Index

01 AC TO AA 3/SD S/WELDS (ORD)
02 AC TO AA TO AB 2/SD S/WELDS (ORD)
03 AD TO AA 4/SD S/WELDS (ORD)
04 AE TO AA 2/SD S/WELDS (ORD)
05 AF TO AA 2/SD S/WELDS (ORD)
06 AG TO AA 2/SD S/WELDS (ORD)



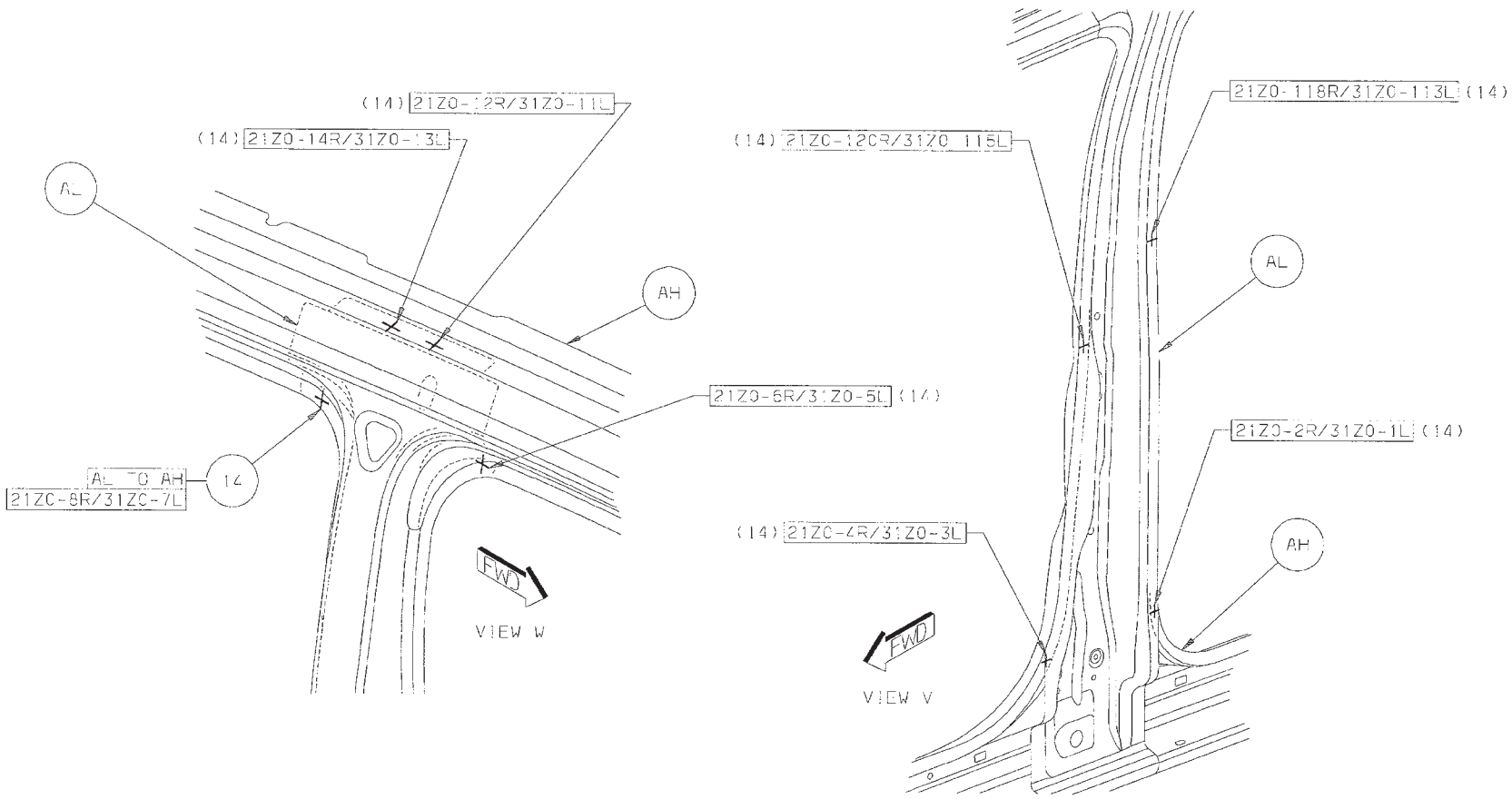
Back to Index

07 AJ TO AH 3/SD S/WELDS (ORD)
08 AJ TO AA TO AH 4/SD S/WELDS (ORD)
09 AB TO AH 6/SD S/WELDS (ORD)
10 AA TO AB TO AH 2/SD S/WELDS (ORD)
11 AA TO AH 4/SD /SWELDS (ORD)
12 AA TO AK TO AB 1/SD S/WELD (ORD)
13 AK TO AH 3/SD S/WELDS (ORD)



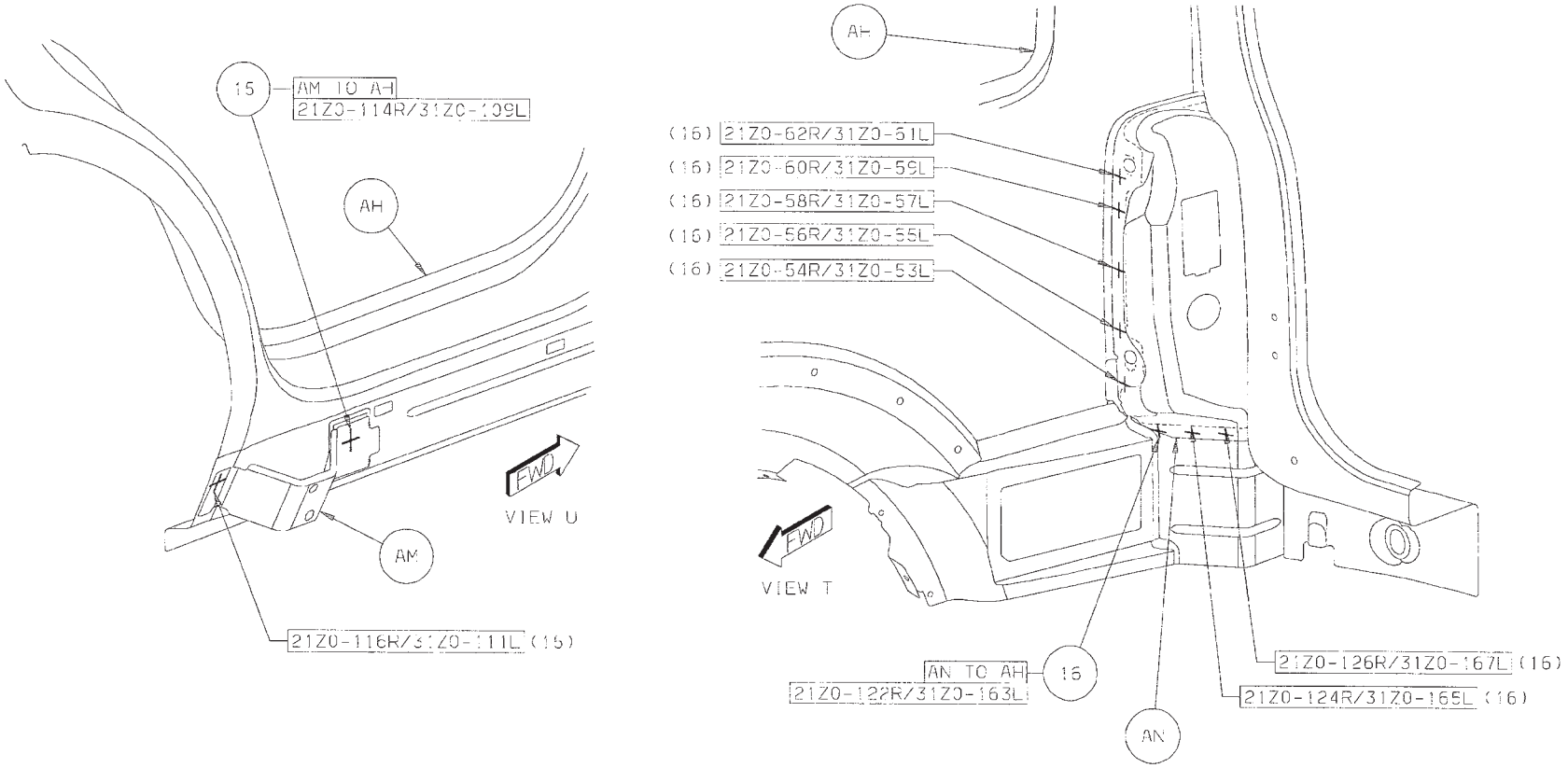
Back to Index

14 AL TO AH 8/SD S/WELDS (ORD)



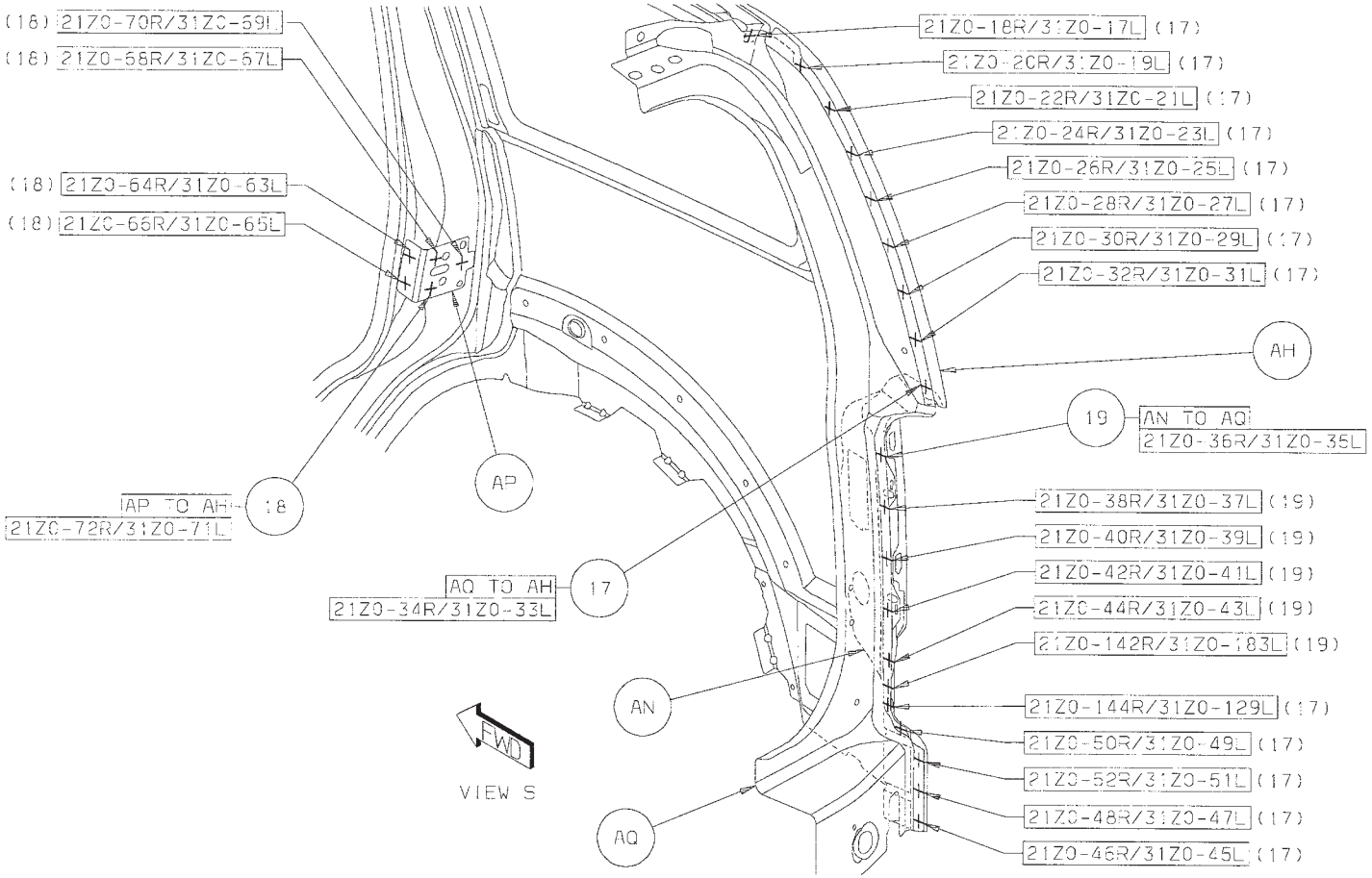
Back to Index

15 AM TO AH 2/SD S/WELDS (ORD)
16 AN TO AH 8/SD S/WELDS (ORD)



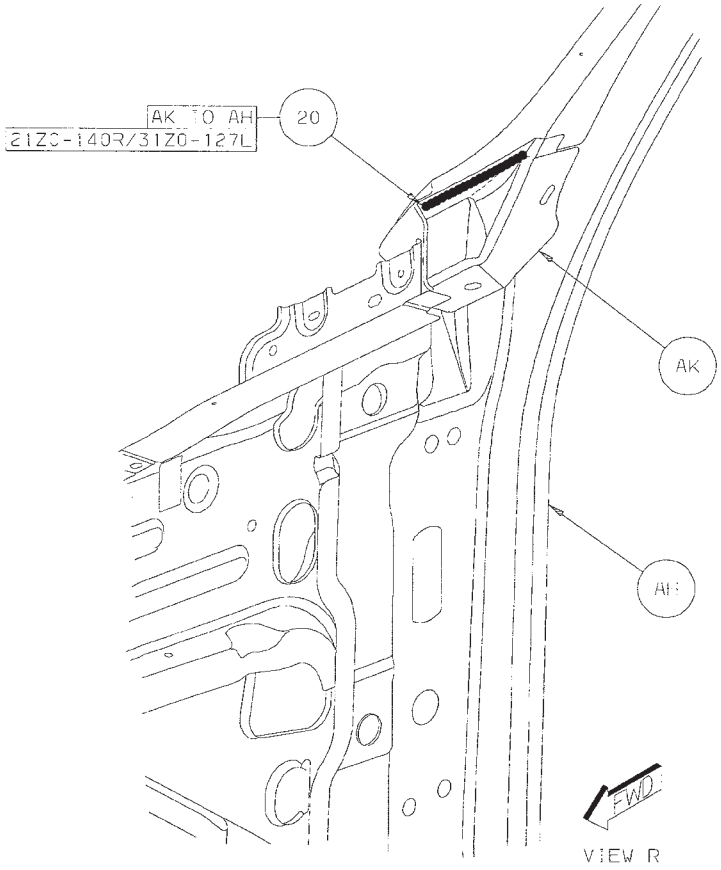
Back to Index

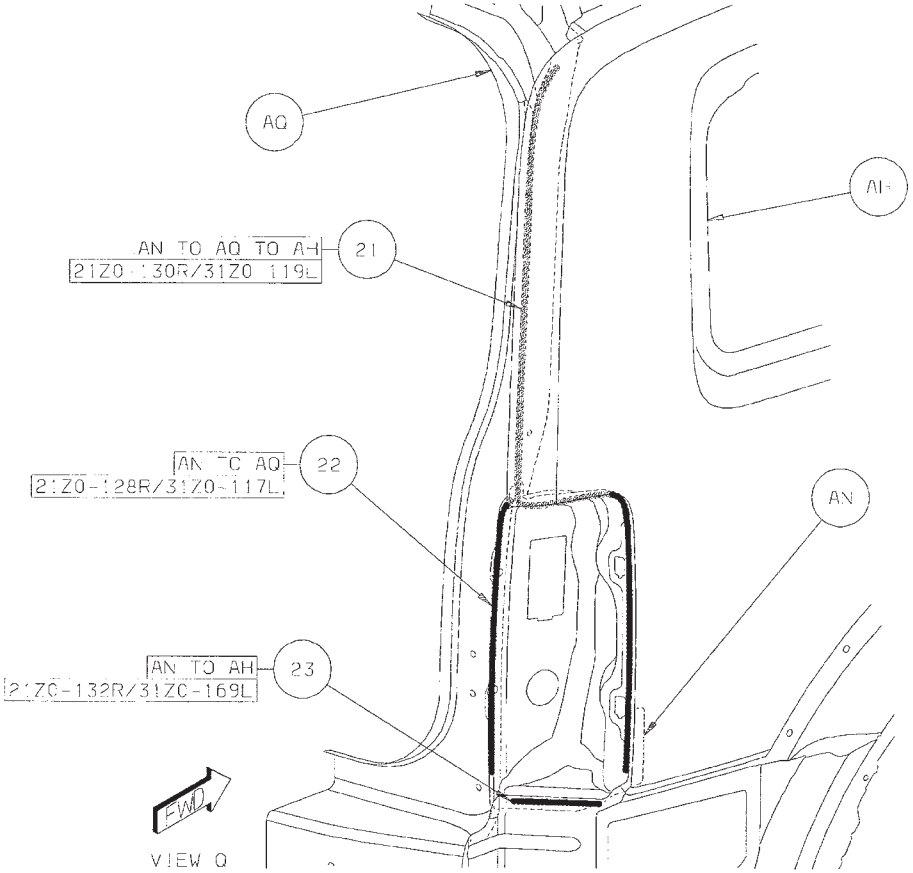
17 AQ TO AH 14/SD S/WELDS (ORD)
18 AP TO AH 5/SD S/WELDS (ORD)
19 AN TO AQ 6/SD S/WELDS (ORD)



Back to Index

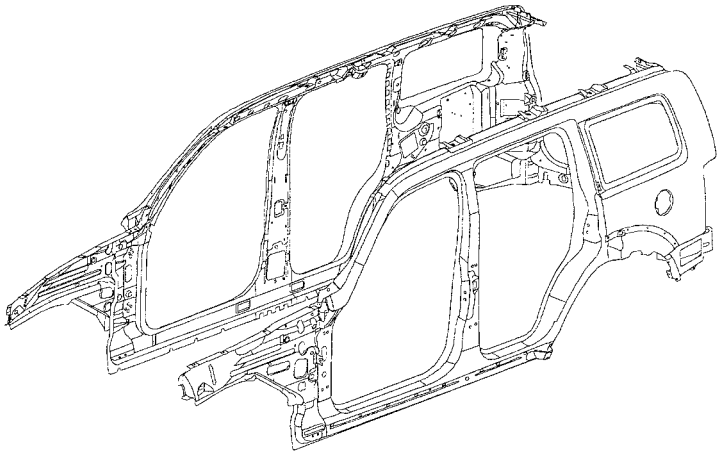
20 AK TO AH 1/SD STRUC ADH (ORD)
21 AN TO AQ TO AH 1/SD STRUC ADH (ORD)
22 AN TO AQ 1/SD STRUC ADH (ORD)
23 AN TO AH 1/SD STRUC ADH (ORD)



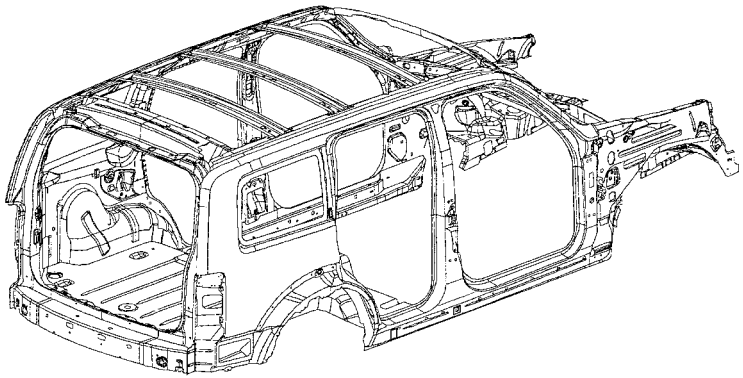


Back to Index

WELD LOCATION OVERVIEW ZONES



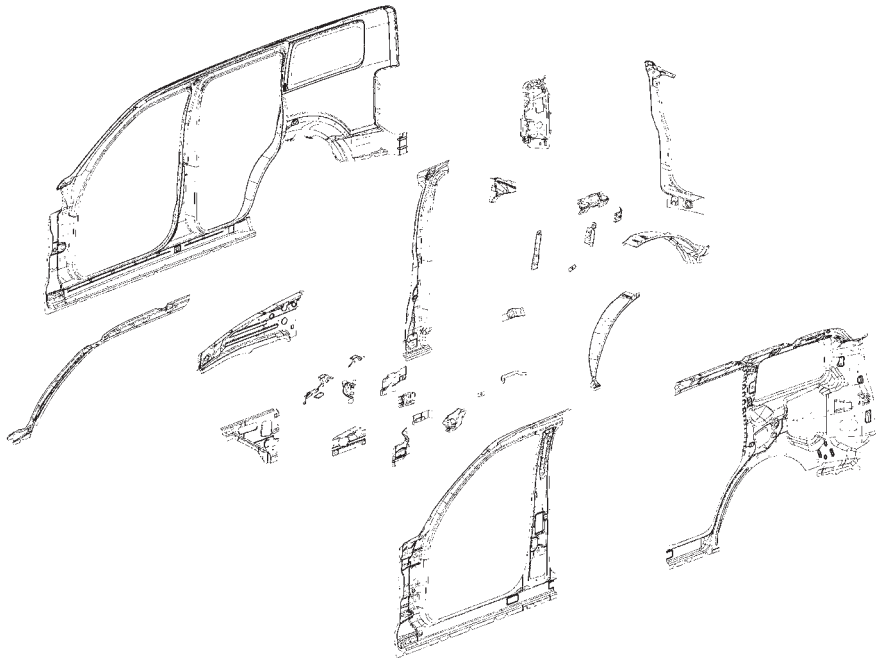
OVERVIEW 20



OVERVIEW 21

Back to Index

DODGE NITRO BODY SIDE APERTURE COMPLETE SECTION

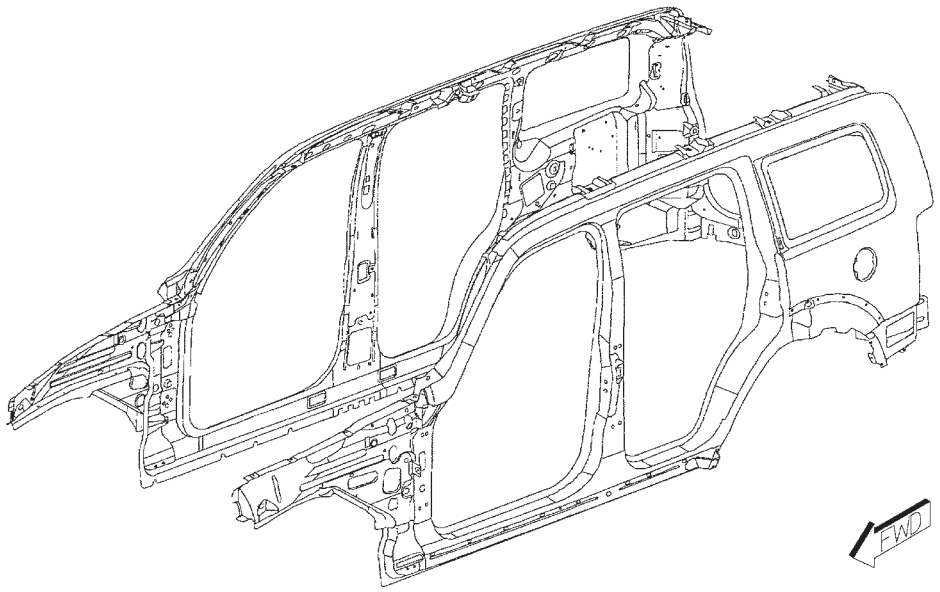


AA 55360722AA/55360721AA – PANEL – BODY SIDE OTR RT/LT
AB 55360732AA/55360733AA – PANEL – BODY SIDE INR RT/LT
AC GUSSET – FRT FENDER INR RT –
AC GUSSET – FRT FENDER INR LT –
AD REINF – FENDER INR RT –
AD REINF – FENDER INR LT –
AE REINF – BODY SIDE APERTURE EXTENSION RT –
AE REINF – BODY SIDE APERTURE EXTENSION LT –
AF REINF – A-PILLAR INR LWR RT –
AF REINF – A-PILLAR INR LWR LT –
AG PANEL – CLOSE-OUT RT –
AG PANEL – CLOSE-OUT LT –
AH REINF – BODY SIDE DOOR HINGE UPR RT –
AH REINF – BODY SIDE DOOR HINGE UPR LT –
AJ REINF – BODY SIDE FRT DOOR LWR HINGE RT –
AJ REINF – BODY SIDE FRT DOOR LWR HINGE LT –
AK REINF – B-PILLAR RT –
AK REINF – B-PILLAR LT –
AL PANEL – RR WHEELHOUSE OTR RT –
AL PANEL – RR WHEELHOUSE OTR RR RT –
AM 55113040AA/55113041AA – REINF – GRAB HANDLE RR RT/LT
AN 55360840AA/55360841AA – TROUGH – LIFT GATE OPENING RT/LT
AP 55360754AA/55360755AA – REINF – D-PILLAR RT/LT
AR BRACKET – SILL MOULDING MTG RT –
AR BRACKET – SILL MOULDING MTG LT –

Back to Index

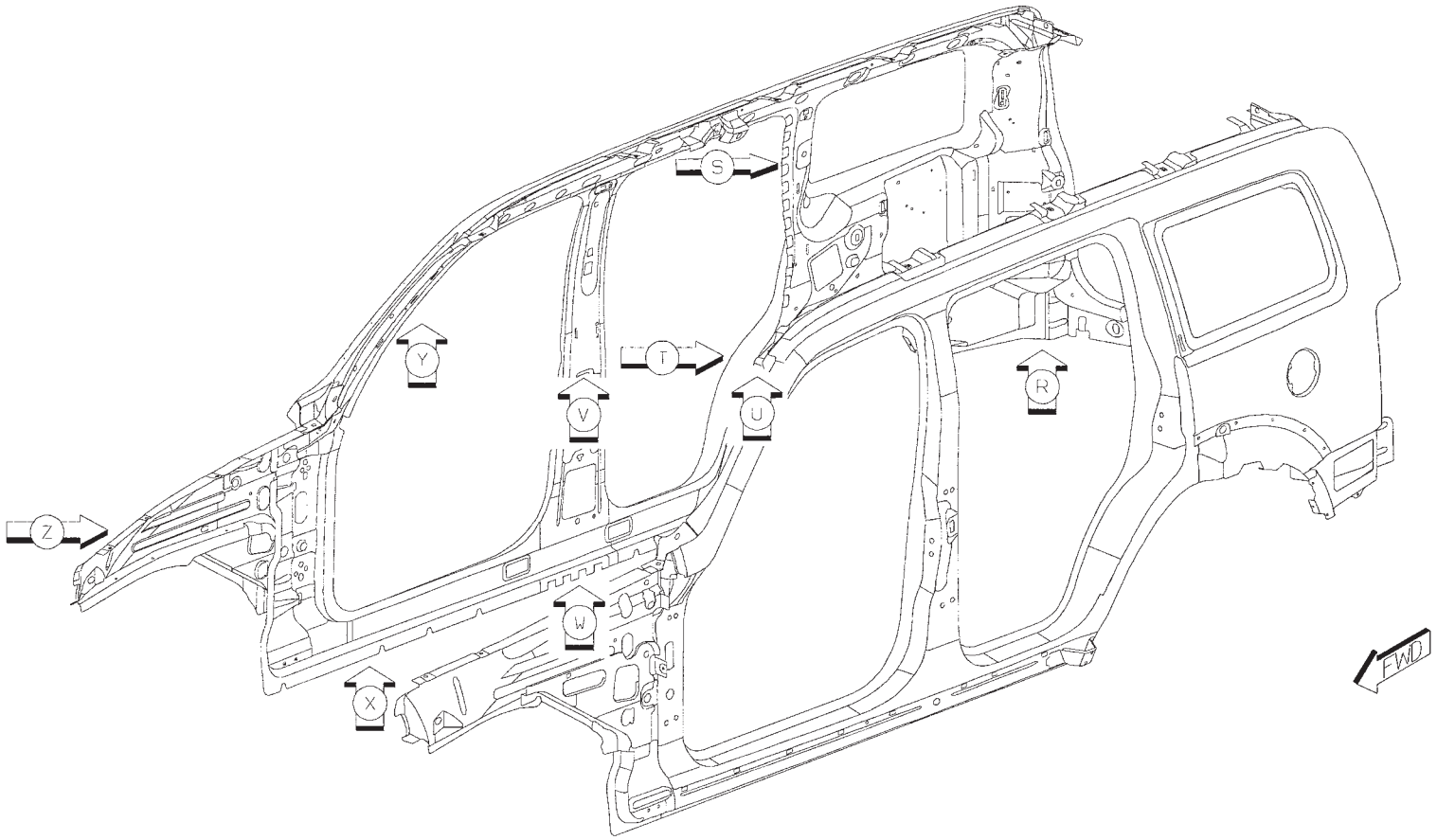
PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AA 55360722AA/55360721AA – PANEL – BODY SIDE OTR RT/LT
AB 55360732AA/55360733AA – PANEL – BODY SIDE INR RT/LT
AC GUSSET – FRT FENDER INR RT –
AC GUSSET – FRT FENDER INR LT –
AD REINF – FENDER INR RT –
AD REINF – FENDER INR LT –
AE REINF – BODY SIDE APERTURE EXTENSION RT –
AE REINF – BODY SIDE APERTURE EXTENSION LT –
AF REINF – A-PILLAR INR LWR RT –
AF REINF – A-PILLAR INR LWR LT –
AG PANEL – CLOSE-OUT RT –
AG PANEL – CLOSE-OUT LT –
AH REINF – BODY SIDE DOOR HINGE UPR RT –
AH REINF – BODY SIDE DOOR HINGE UPR LT –
AJ REINF – BODY SIDE FRT DOOR LWR HINGE RT –
AJ REINF – BODY SIDE FRT DOOR LWR HINGE LT –
AK REINF – B-PILLAR RT –
AK REINF – B-PILLAR LT –
AL PANEL – RR WHEELHOUSE OTR RT –
AL PANEL – RR WHEELHOUSE OTR RR RT –
AM 55113040AA/55113041AA – REINF – GRAB HANDLE RR RT/LT
AN 55360840AA/55360841AA – TROUGH – LIFT GATE OPENING RT/LT
AP 55360754AA/55360755AA – REINF – D-PILLAR RT/LT
AR BRACKET – SILL MOULDING MTG RT –
AR BRACKET – SILL MOULDING MTG LT –



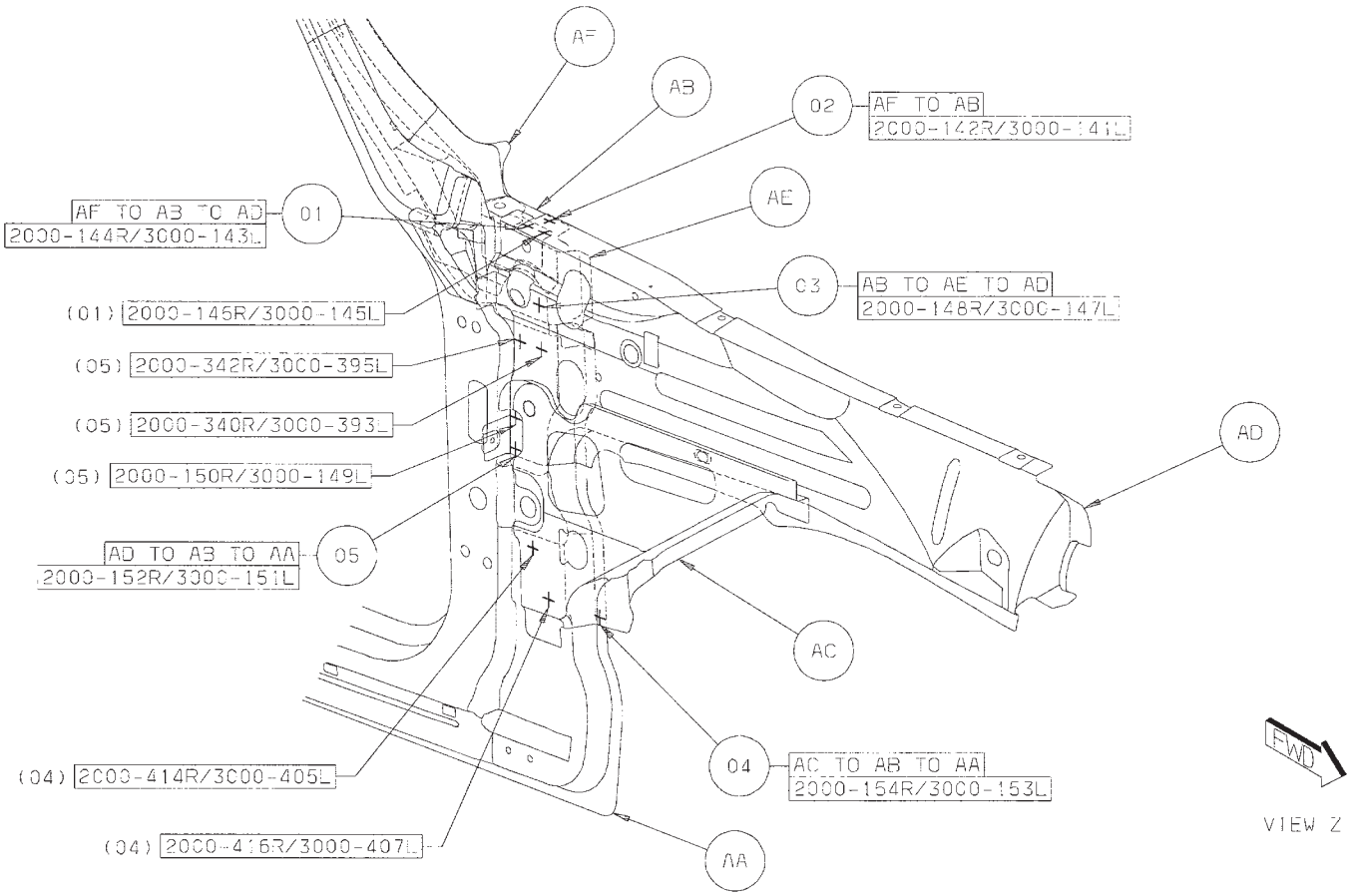
Back to Index

WELD LAYOUT LOCATION GUIDE



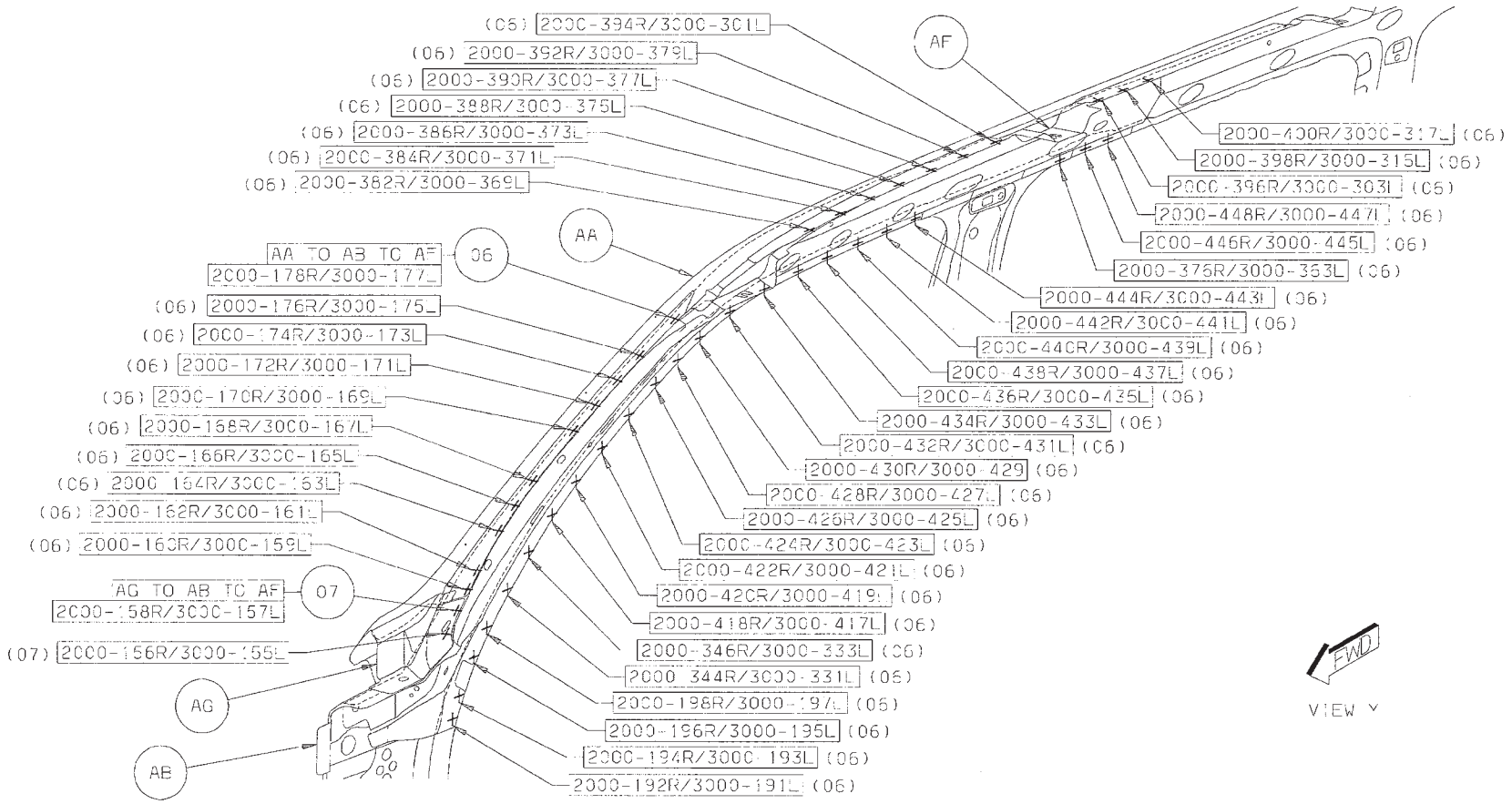
Back to Index

01 AF TO AB TO AD 2/SD S/WELDS (ORD)
02 AF TO AB 1/SD S/WELD (ORD)
03 AB TO AE TO AD 1/SD S/WELD (ORD)
04 AC TO AB TO AA 3/SD S/WELDS (ORD)
05 AD TO AB TO AA 4/SD S/WELDS (ORD)



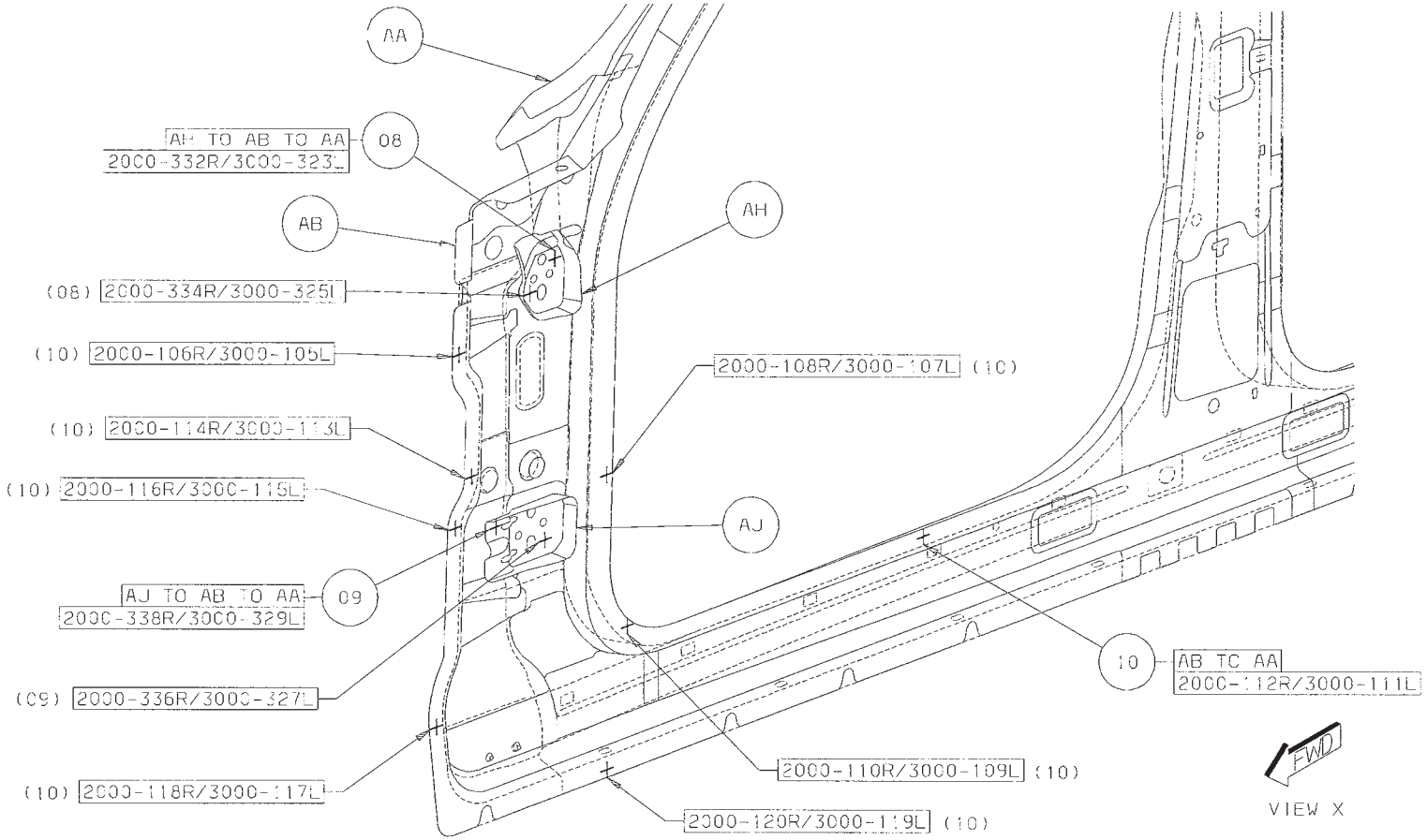
Back to Index

06 AA TO AB TO AF 43/SD S/WELDS (ORD)
07 AG TO AB TO AF 2/SD S/WELDS (ORD)



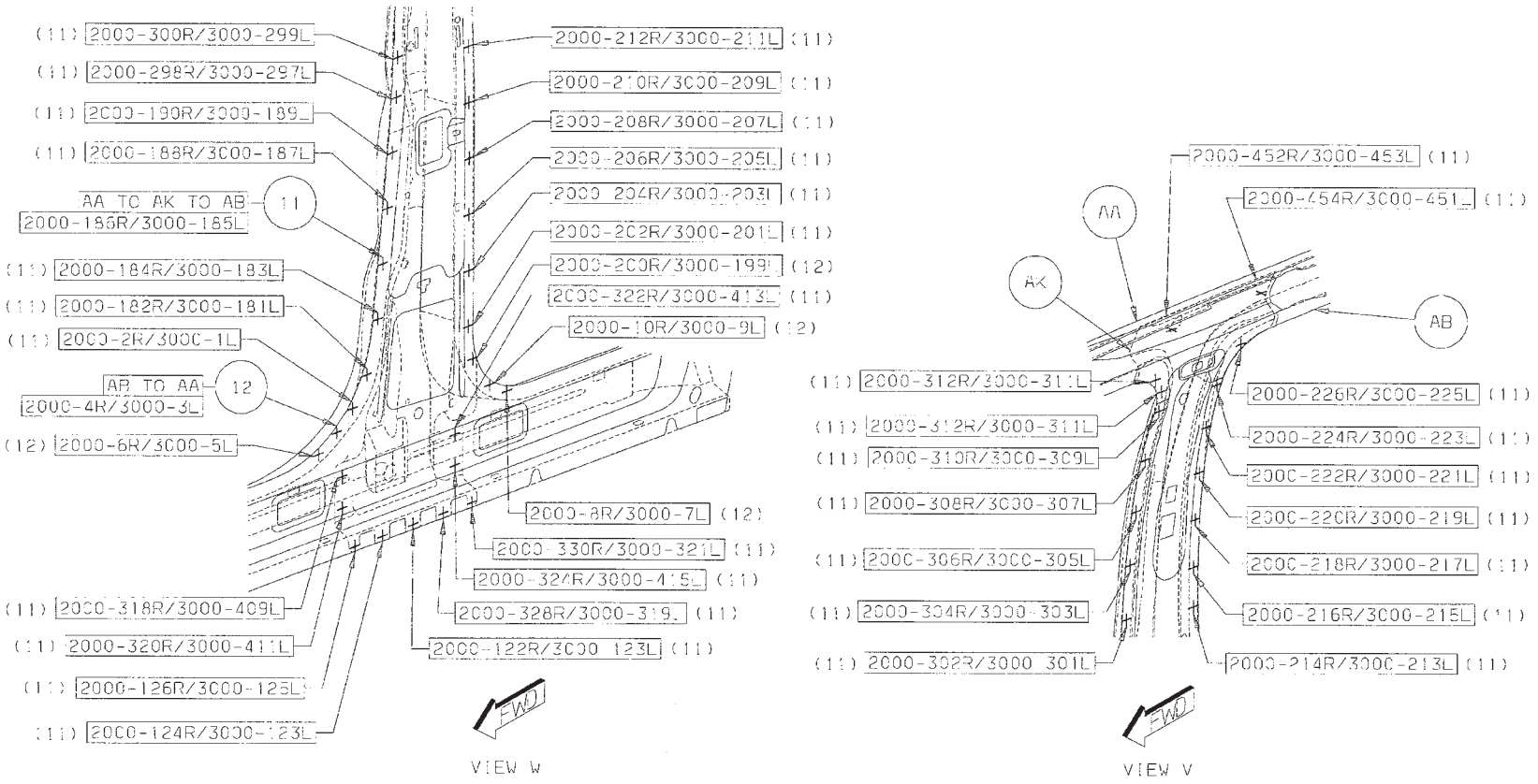
Back to Index

08 AH TO AB TO AA 2/SD S/WELDS (ORD)
09 AJ TO AB TO AA 2/SD S/WELDS (ORD)
10 AB TO AA 8/SD S/WELDS (ORD)



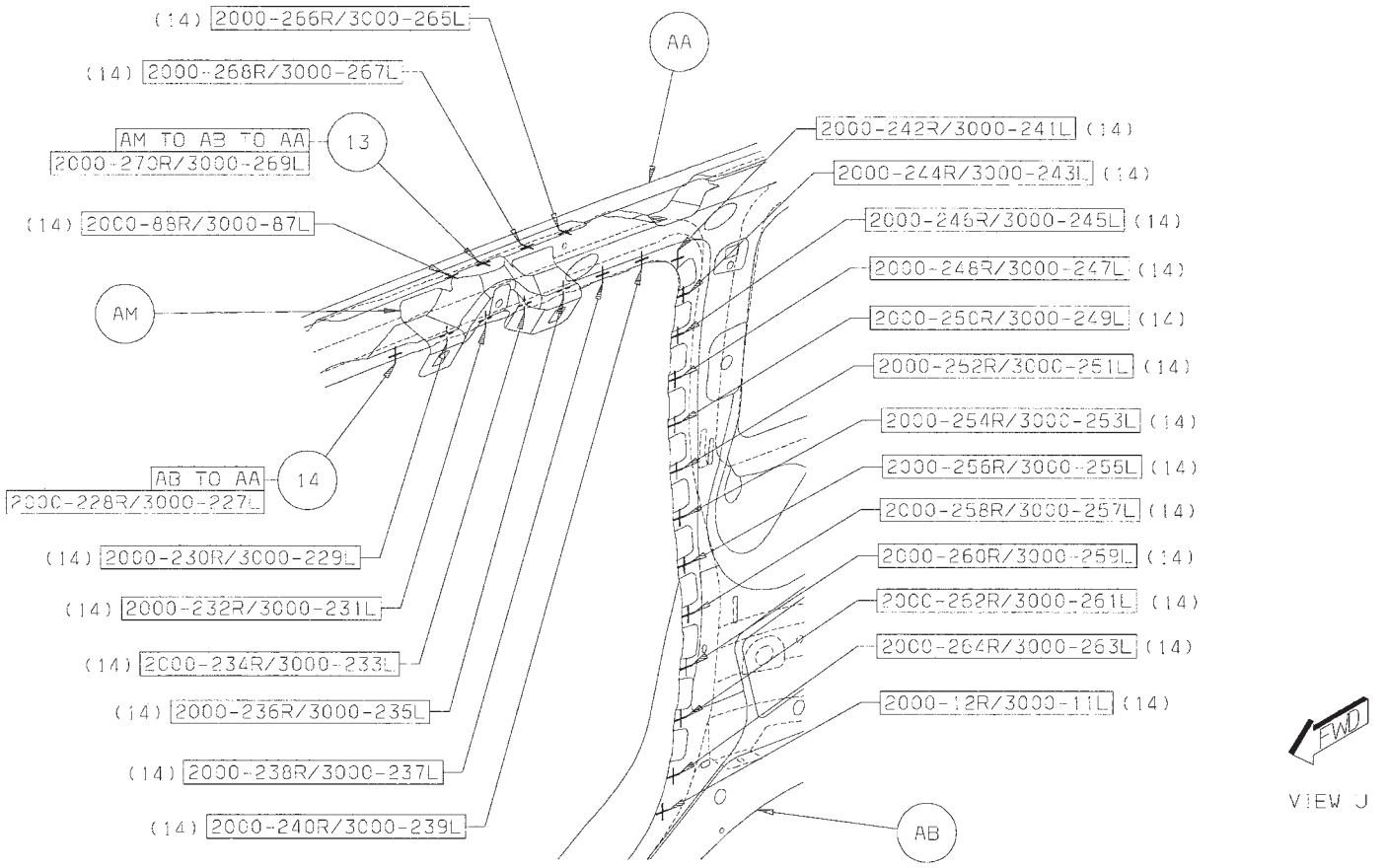
Back to Index

11 AA TO AK TO AB 39/SD S/WELDS (ORD)
12 AB TO AA 4/SD S/WELDS (ORD)



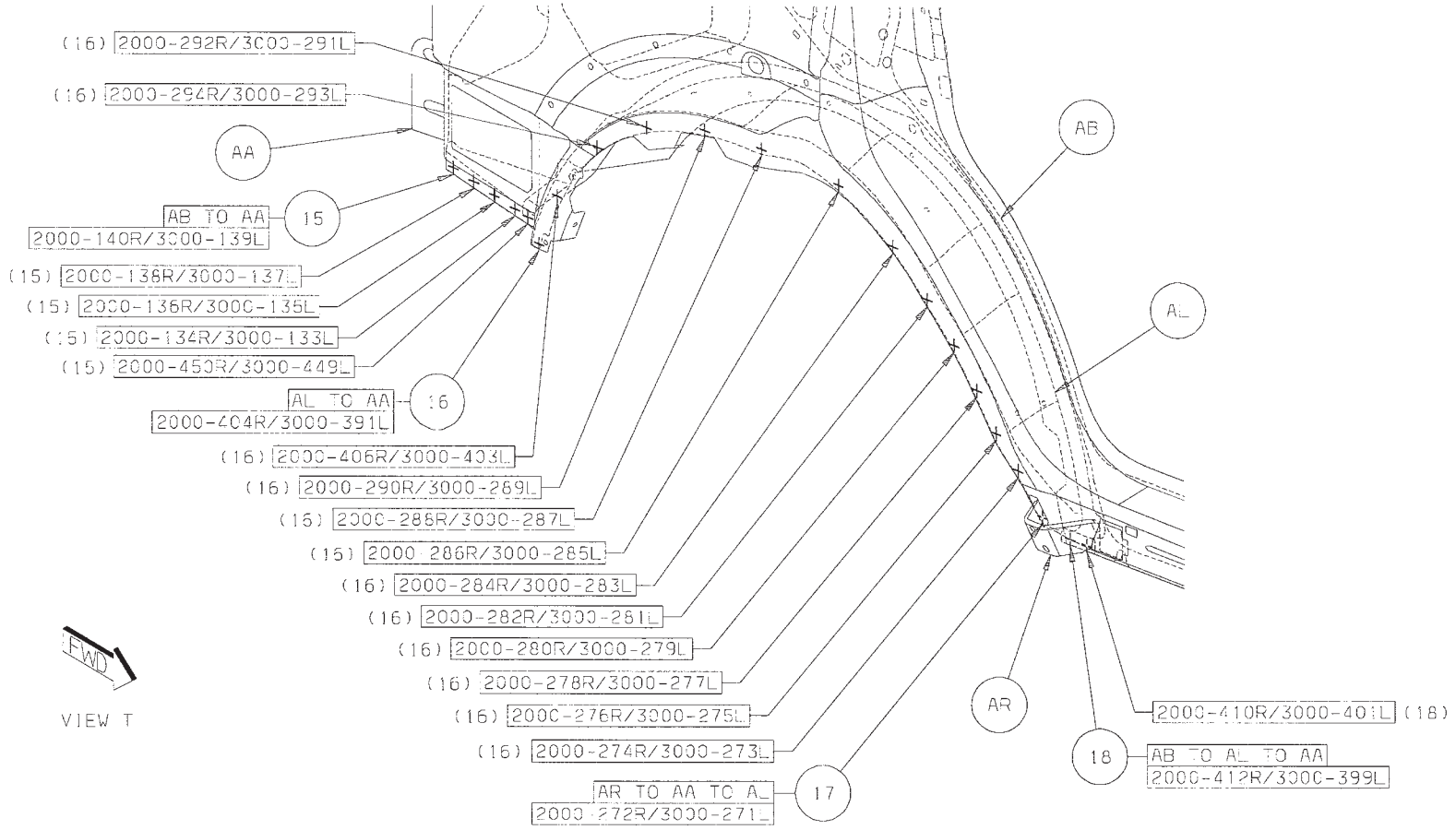
Back to Index

13 AM TO AB TO AA 1/SD S/WELD (ORD)
14 AB TO AA 23/SD S/WELDS (ORD)



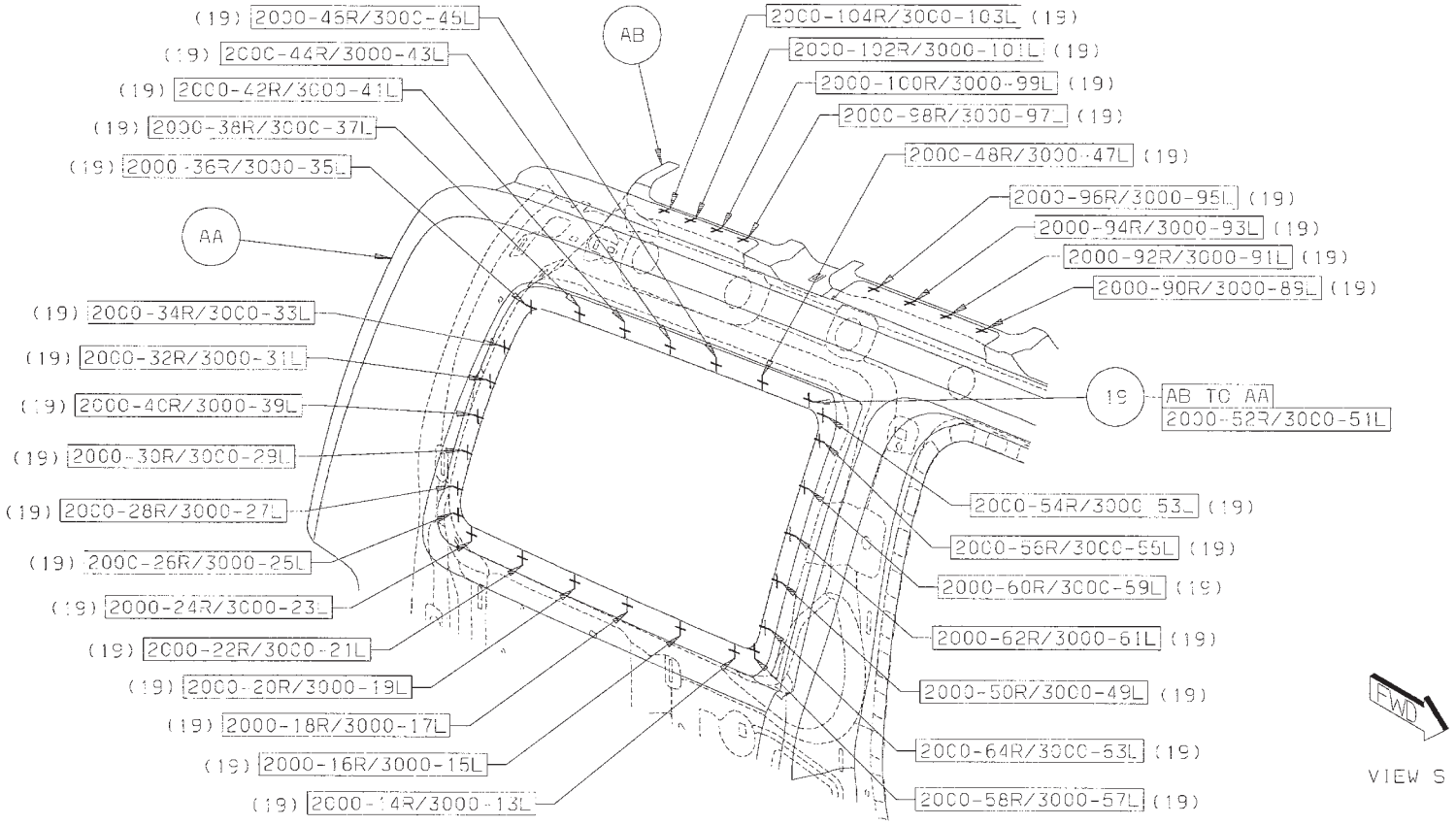
Back to Index

15 AB TO AA 5/SD S/WELDS (ORD)
16 AL TO AA 13/SD S/WELDS (ORD)
17 AR TO AA TO AL 1/SD S/WELD (ORD)
18 AB TO AL TO AA 2/SD S/WELDS (ORD)



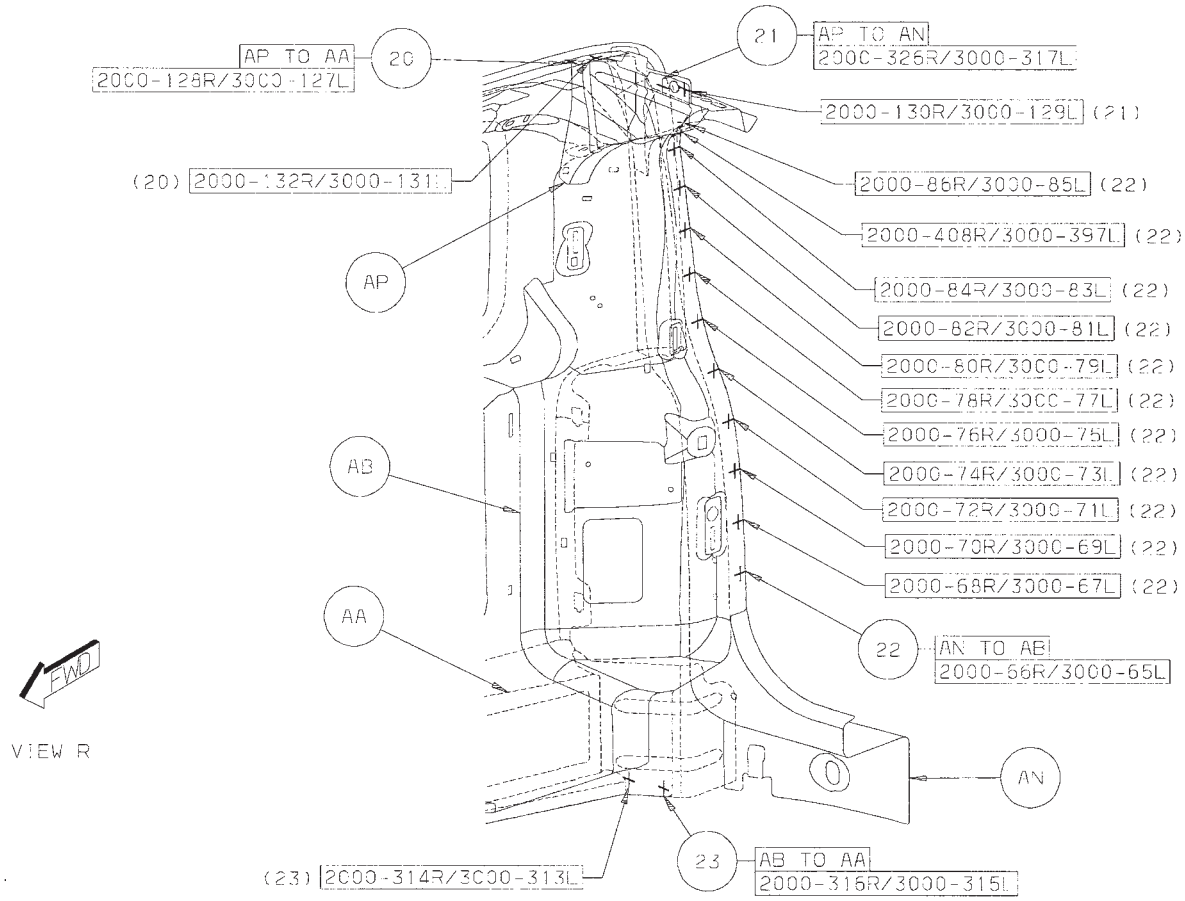
Back to Index

19 AB TO AA 34/SD S/WELDS (ORD)



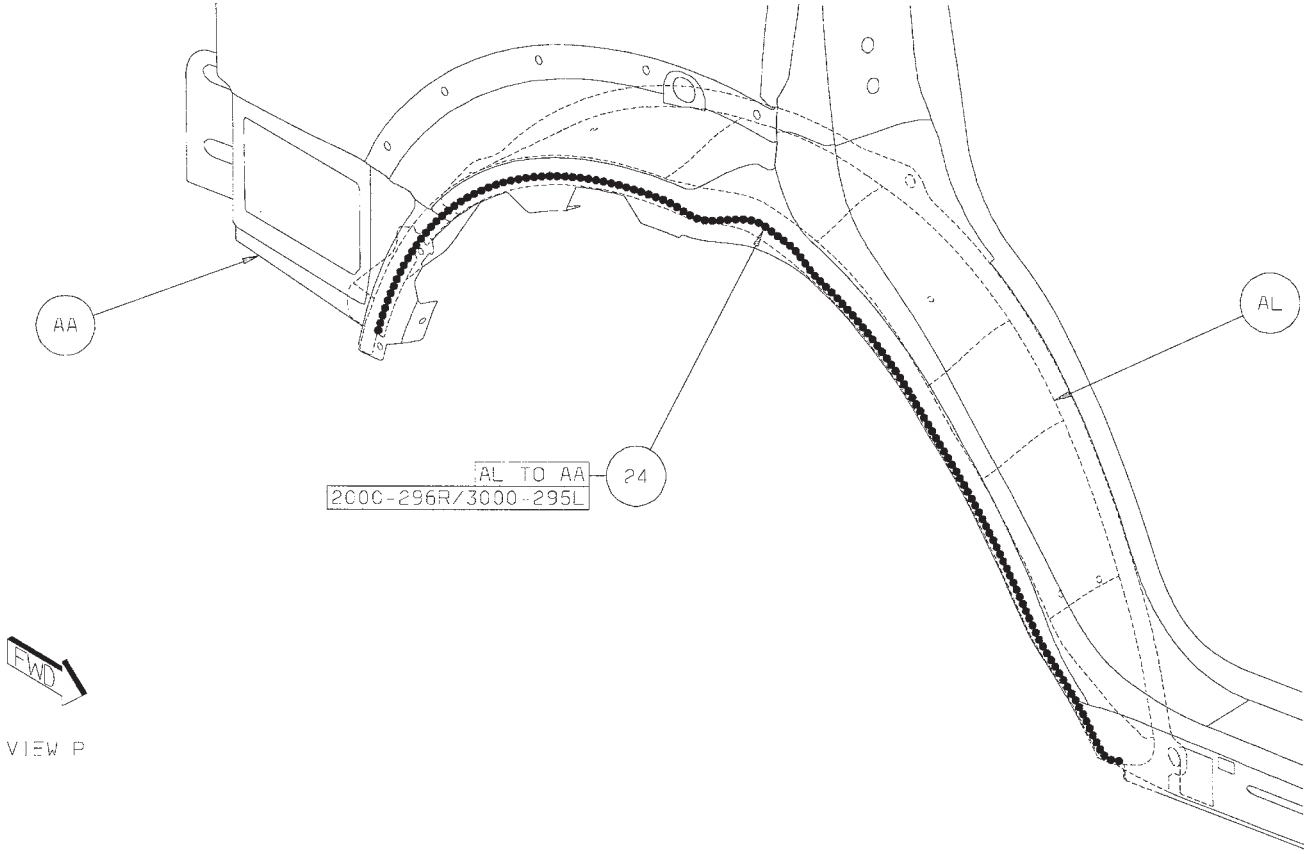
Back to Index

20 AP TO AA 2/SD S/WELDS (ORD)
21 AP TO AN 2/SD S/WELDS (ORD)
22 AN TO AB 12/SD S/WELDS (ORD)
23 AB TO AA 2/SD S/WELDS (ORD)



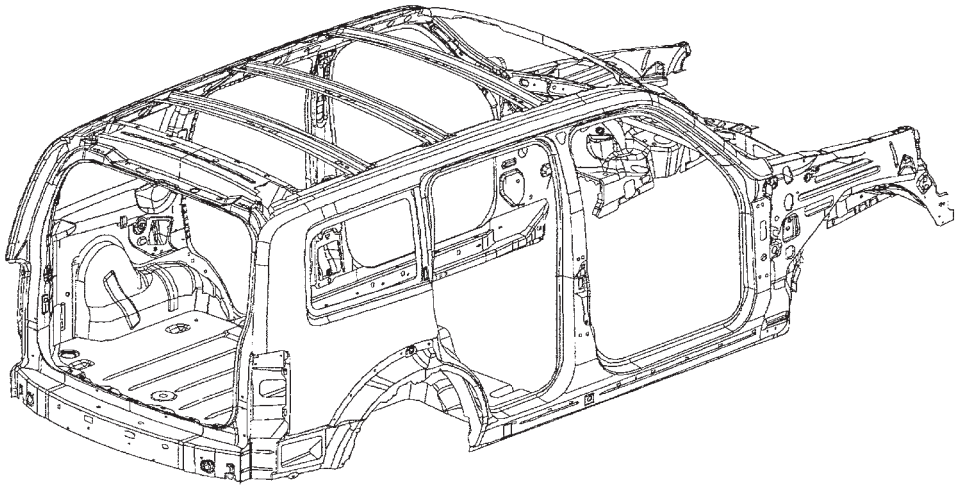
Back to Index

24 AL TO AA 1 STRUC ADH



Back to Index

DODGE NITRO BODY IN WHITE WITHOUT ROOF SECTION

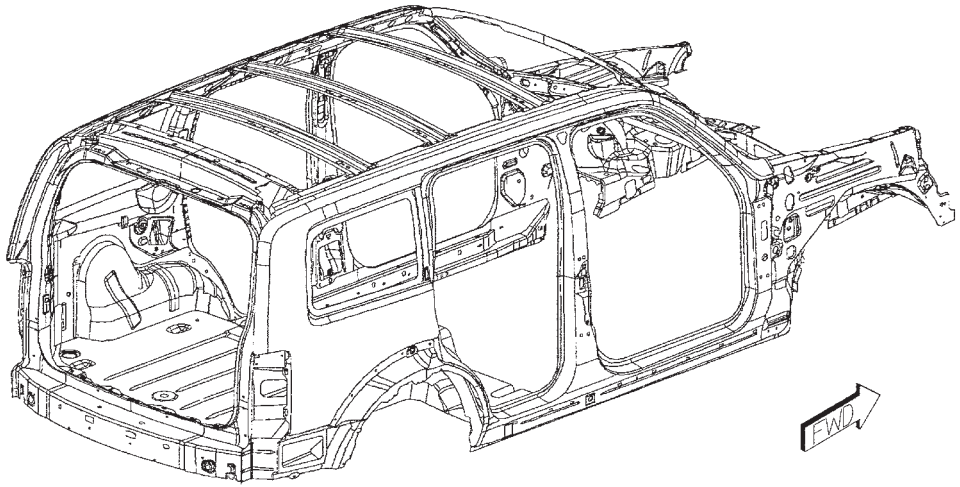


AA REINF – FENDER INR RT –
AA REINF – FENDER INR LT –
AB PANEL – FENDER INR RT –
AB PANEL – FENDER INR LT –
AC GUSSET – FRT FENDER INR RT –
AC GUSSET – FRT FENDER INR LT –
AD WHEELHOUSE – FRT INR RT –
AD WHEELHOUSE – FRT INR LT –
AE BRACKET – MODULE MTG UPR –
AE BRACKET – MODULE MTG UPR –
AF BRACKET – GAS PROP MOUNTING RT –
AF BRACKET – GAS PROP MOUNTING LT –
AG REINF – A-PILLAR INR LWR RT –
AG REINF – A-PILLAR INR LWR LT –
AH REINF – BODY SIDE APERTURE EXTENSION RT –
AH REINF – BODY SIDE ARPERTURE EXTENSION LT –
AJ 55360732/3 – BODY SIDE RT & LT – INR
AK PANEL – COWL SIDE RT –
AK PANEL – COWL SIDE LT –
AL 55176774 – PLENUM CLOSURE –
AM 55176773 – PLENUM BAFFLE –
AN 55176154 – PLENUM RR –
AP 55360722/3 – BODY SIDE RT & LT – OTR
AR SILL – BODY SIDE RT –
AR SILL – BODY SIDE LT –
AS REINF – B-PILLAR RT –
AS REINF – B-PILLAR LT –
AT PANEL – RR WHEELHOUSE INR RT –
AT PANEL – RR WHEELHOUSE INR LT –
AU CROSSMEMEBR – GATE OPENING –
AV EXTENSION – RR WHEELHOUSE INR RT –
AV EXTENSION – RR WHEELHOUSE INR LT –
AW PAN – FLOOR RR –
AX 55360840/1 – TROUGH – LIFTGATE OPENING
AY REINF – D-PILLAR RT –
AY REINF – D-PILLAR LT –
AZ CROSSMEMBER – RR OTR –
BA CROSSMEMBER – RR INNER RT –
BB BULKHEAD – CROSSMEMBER RR RT –
BB BULKHEAD – CROSSMEMBER RR LT –
BC HEADER – ROOF RR UPR –
BD HEADER – ROOF RR LWR –
BE BOW – ROOF –
BF HEADER – ROOF FRT LWR –

Back to Index

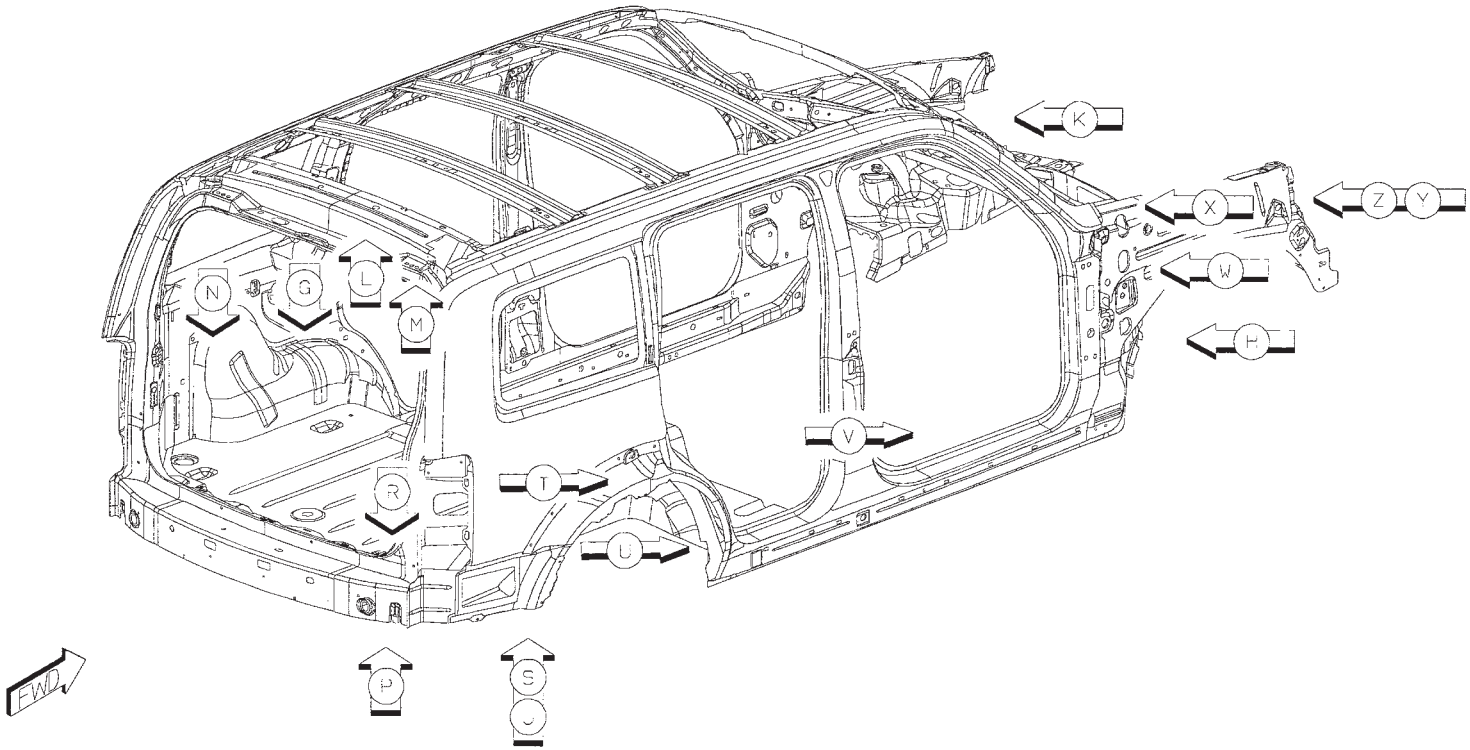
PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AA REINF – FENDER INR RT –
AA REINF – FENDER INR LT –
AB PANEL – FENDER INR RT –
AB PANEL – FENDER INR LT –
AC GUSSET – FRT FENDER INR RT –
AC GUSSET – FRT FENDER INR LT –
AD WHEELHOUSE – FRT INR RT –
AD WHEELHOUSE – FRT INR LT –
AE BRACKET – MODULE MTG UPR –
AE BRACKET – MODULE MTG UPR –
AF BRACKET – GAS PROP MOUNTING RT –
AF BRACKET – GAS PROP MOUNTING LT –
AG REINF – A-PILLAR INR LWR RT –
AG REINF – A-PILLAR INR LWR LT –
AH REINF – BODY SIDE APERTURE EXTENSION RT –
AH REINF – BODY SIDE ARPERTURE EXTENSION LT –
AJ 55360732/3 – BODY SIDE RT & LT – INR
AK PANEL – COWL SIDE RT –
AK PANEL – COWL SIDE LT –
AL 55176774 – PLENUM CLOSURE –
AM 55176773 – PLENUM BAFFLE –
AN 55176154 – PLENUM RR –
AP 55360722/3 – BODY SIDE RT & LT – OTR
AR SILL – BODY SIDE RT –
AR SILL – BODY SIDE LT –
AS REINF – B-PILLAR RT –
AS REINF – B-PILLAR LT –
AT PANEL – RR WHEELHOUSE INR RT –
AT PANEL – RR WHEELHOUSE INR LT –
AU CROSSMEMEBR – GATE OPENING –
AV EXTENSION – RR WHEELHOUSE INR RT –
AV EXTENSION – RR WHEELHOUSE INR LT –
AW PAN – FLOOR RR –
AX 55360840/1 – TROUGH – LIFTGATE OPENING
AY REINF – D-PILLAR RT –
AY REINF – D-PILLAR LT –
AZ CROSSMEMBER – RR OTR –
BA CROSSMEMBER – RR INNER RT –
BB BULKHEAD – CROSSMEMBER RR RT –
BB BULKHEAD – CROSSMEMBER RR LT –
BC HEADER – ROOF RR UPR –
BD HEADER – ROOF RR LWR –
BE BOW – ROOF –
BF HEADER – ROOF FRT LWR –



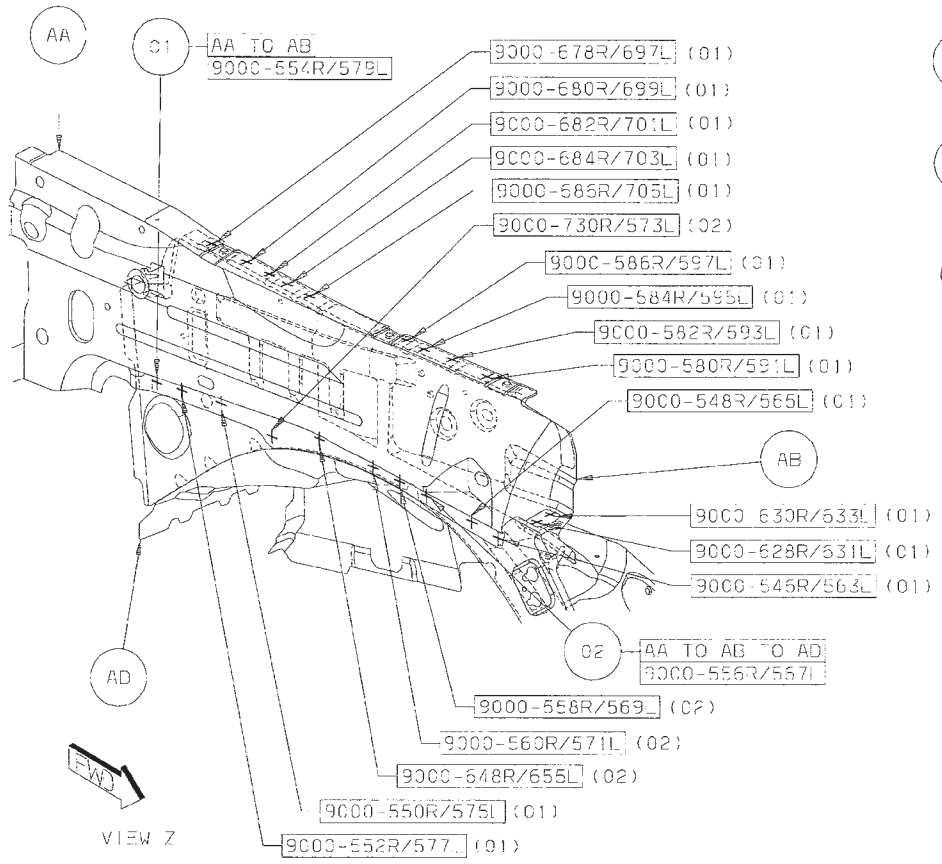
Back to Index

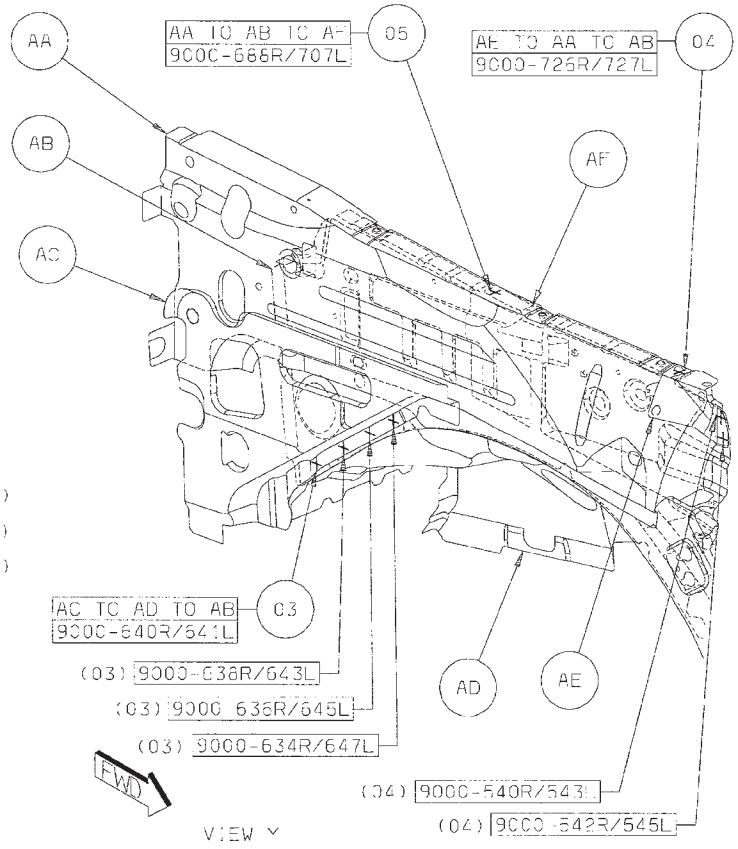
WELD LAYOUT LOCATION GUIDE



Back to Index

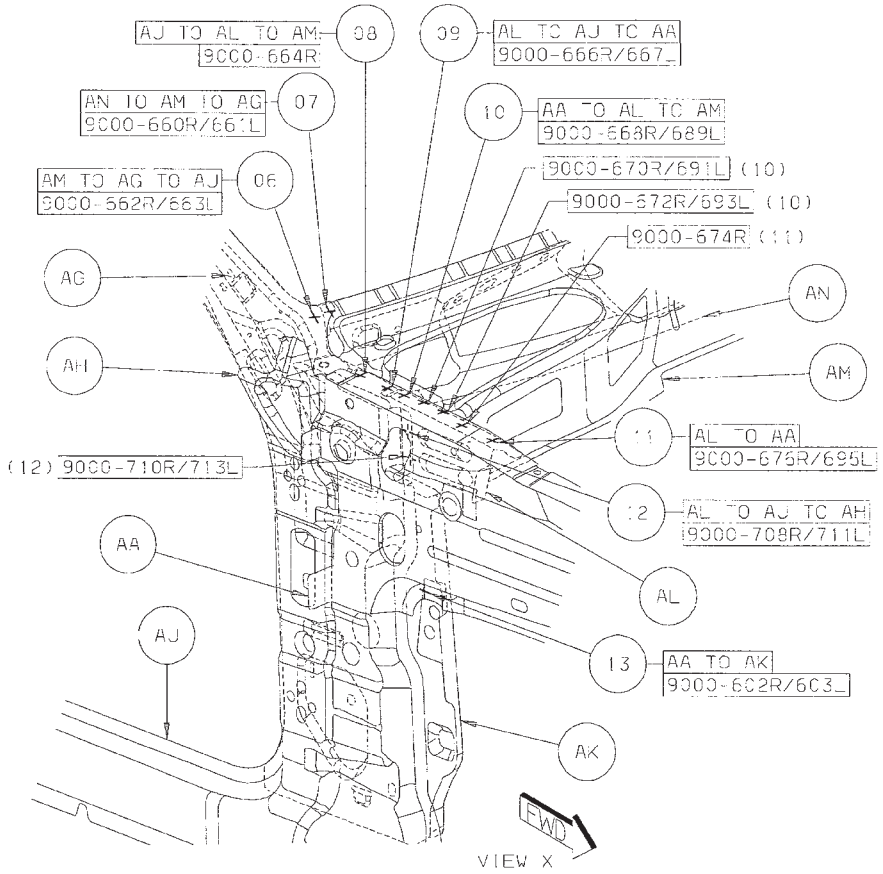
01 AA TO AB 16/SD S/WELDS (ORD)
02 AA TO AB TO AD 5/SD S/WELDS (ORD)
03 AC TO AD TO AB 4/SD S/WELDS (ORD)
04 AE TO AA TO AB 3/SD S/WELDS (ORD)
05 AA TO AB TO AF 1/SD S/WELDS (ORD)

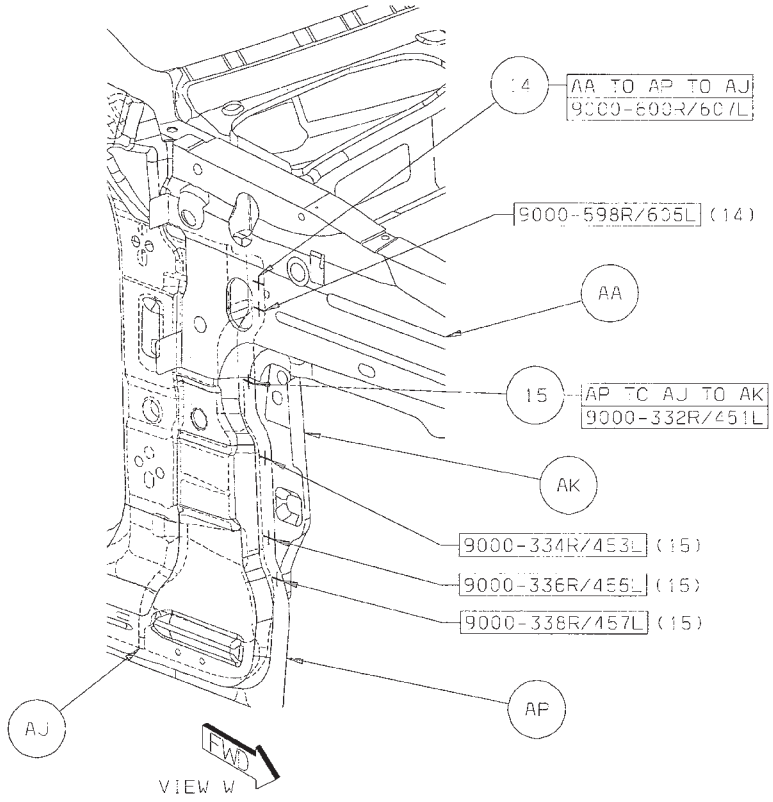




Back to Index

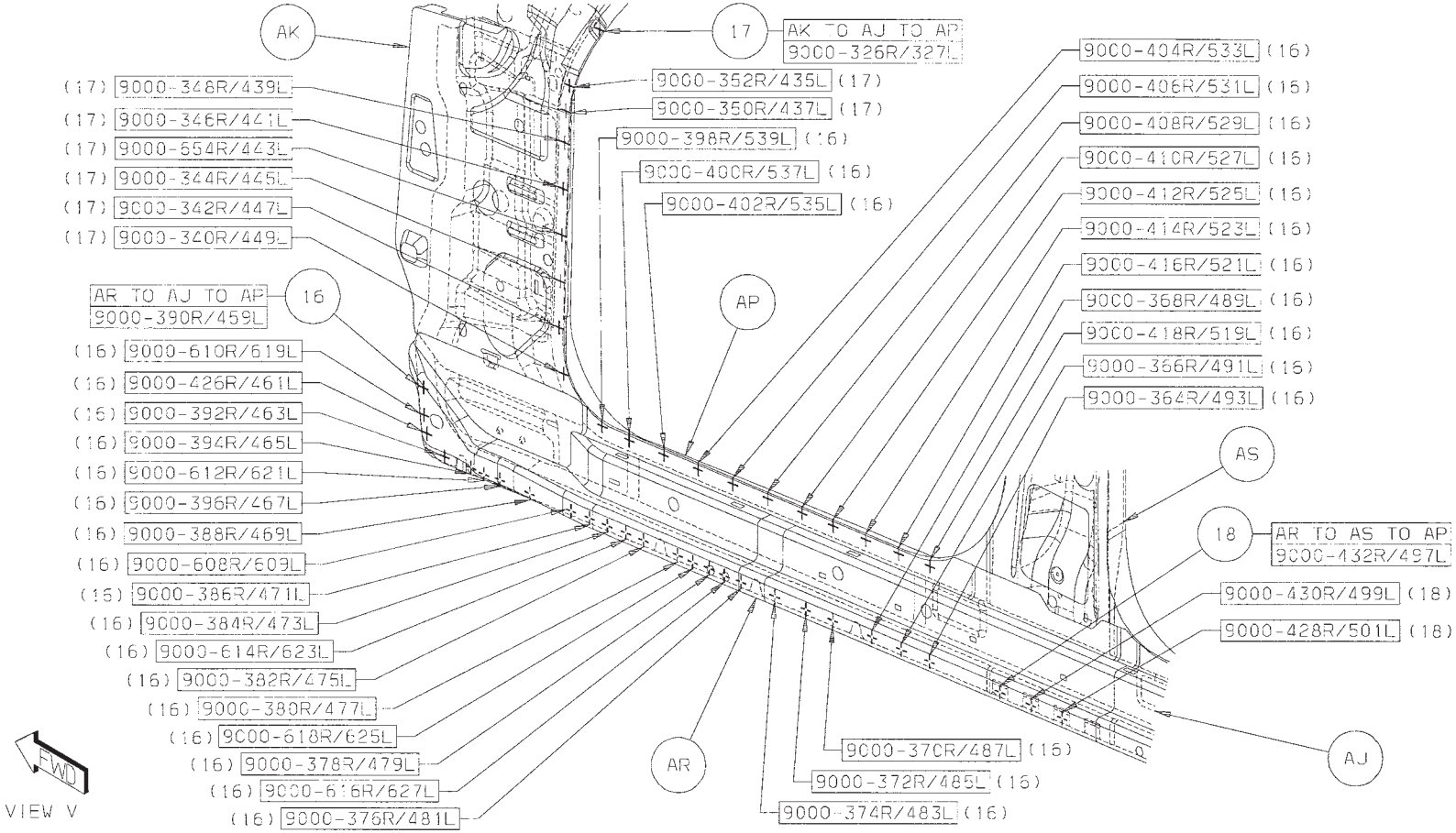
06 AM TO AG TO AJ 1/SD S/WELDS (ORD)
07 AN TO AM TO AG 1/SD S/WELDS (ORD)
08 AJ TO AL TO AM 1R S/WELD (ORD)
09 AL TO AJ TO AA 1/SD S/WELDS (ORD)
10 AA TO AL TO AM 3/SD S/WELDS (ORD)
11 AL TO AA 2R/1L S/WELDS (ORD)
12 AL TO AJ TO AH 1/SD S/WELDS (ORD)
13 AA TO AK 1/SD S/WELDS (ORD)
14 AA TO AP TO AJ 2/SD S/WELDS (ORD)
15 AP TO AJ TO AK 4/SD S/WELDS (ORD)





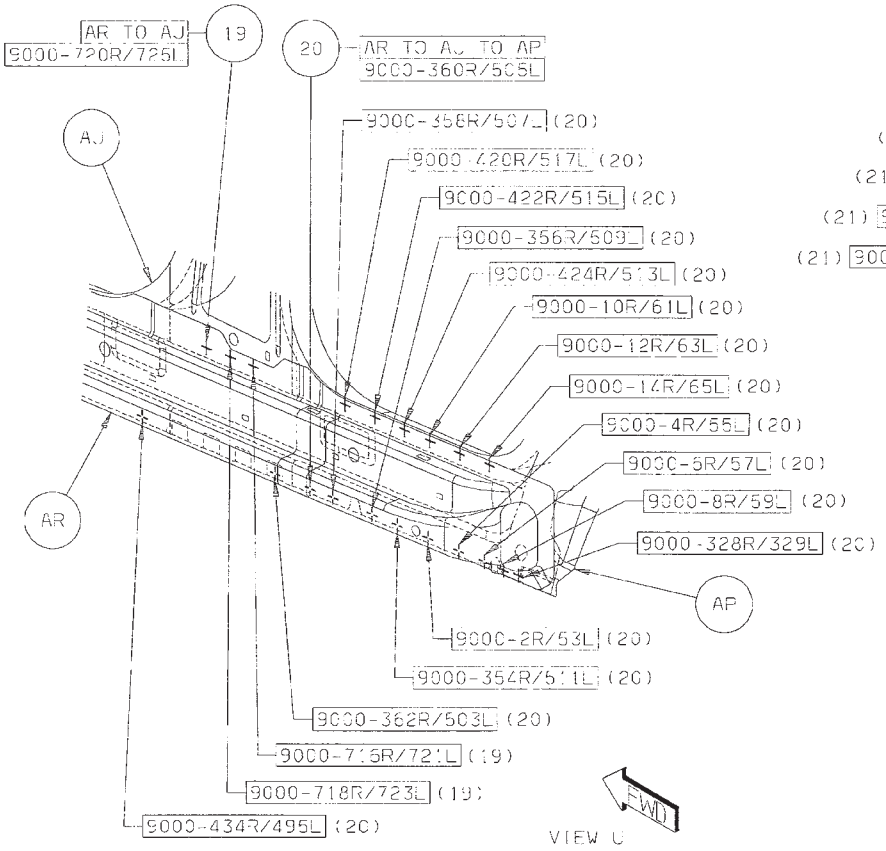
Back to Index

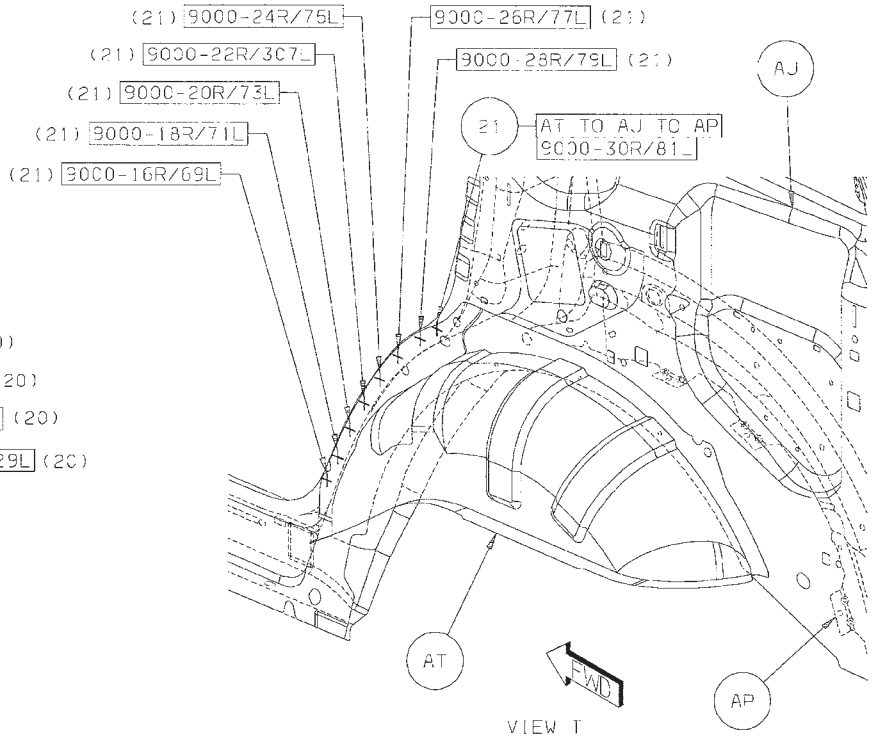
16 AR TO AJ TO AP 35/SD S/WELDS (ORD)
17 AK TO AJ TO AP 9/SD S/WELDS (ORD)
18 AR TO AS TO AP 3/SD S/WELDS (ORD)



Back to Index

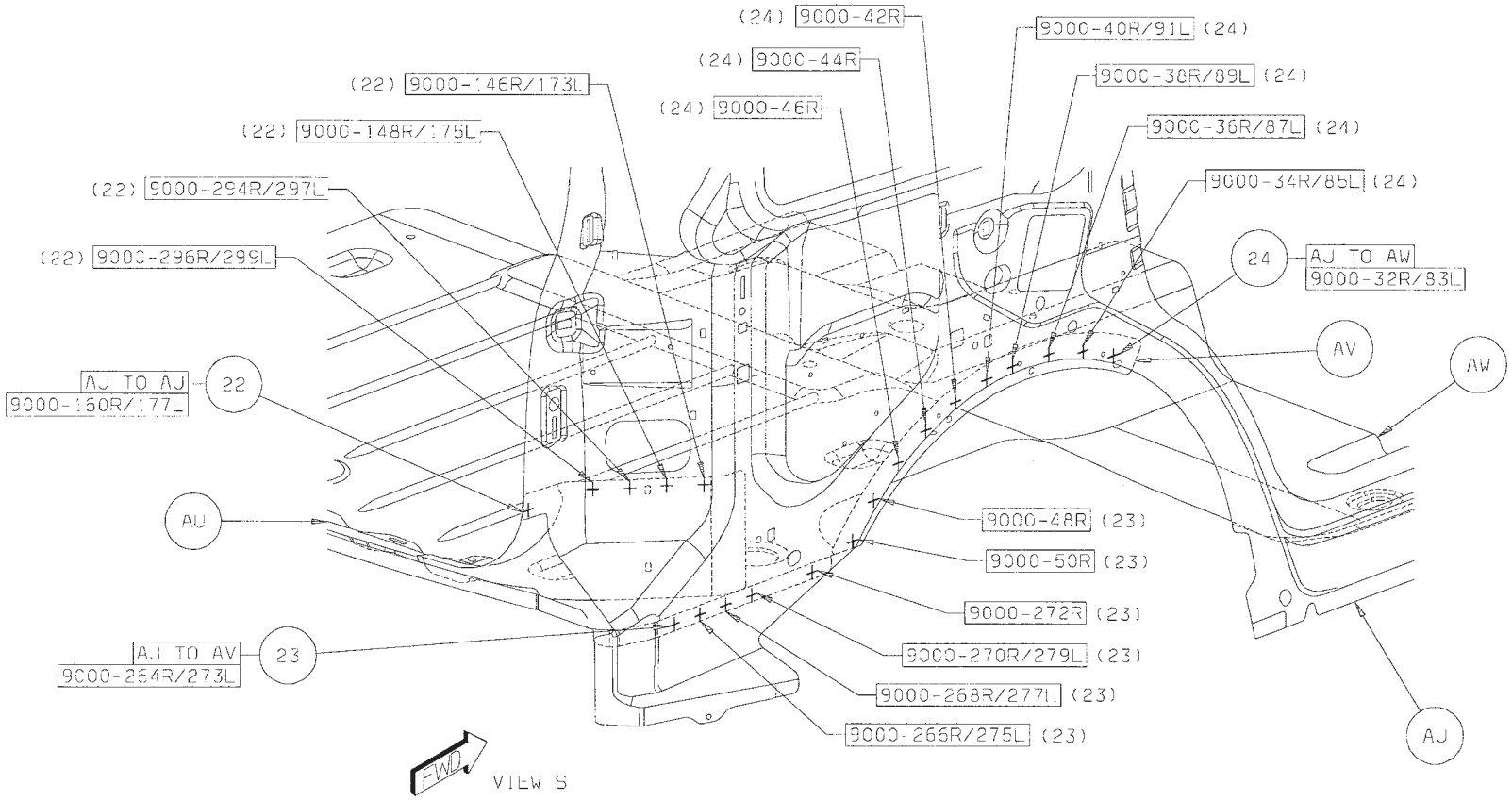
19 AR TO AJ 3/SD S/WELDS (ORD)
20 AR TO AJ TO AP 17/SD S/WELDS (ORD)
21 AT TO AJ TO AP 8/SD S/WELDS (ORD)





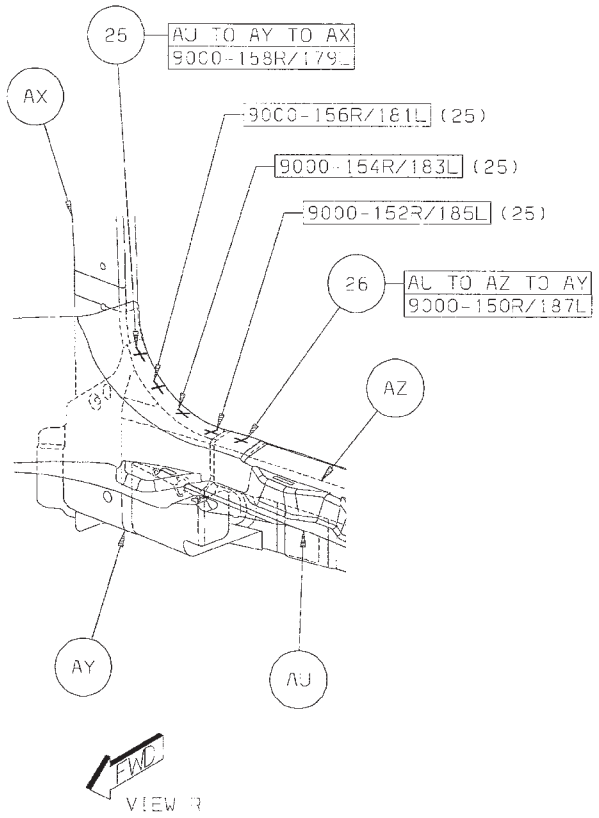
Back to Index

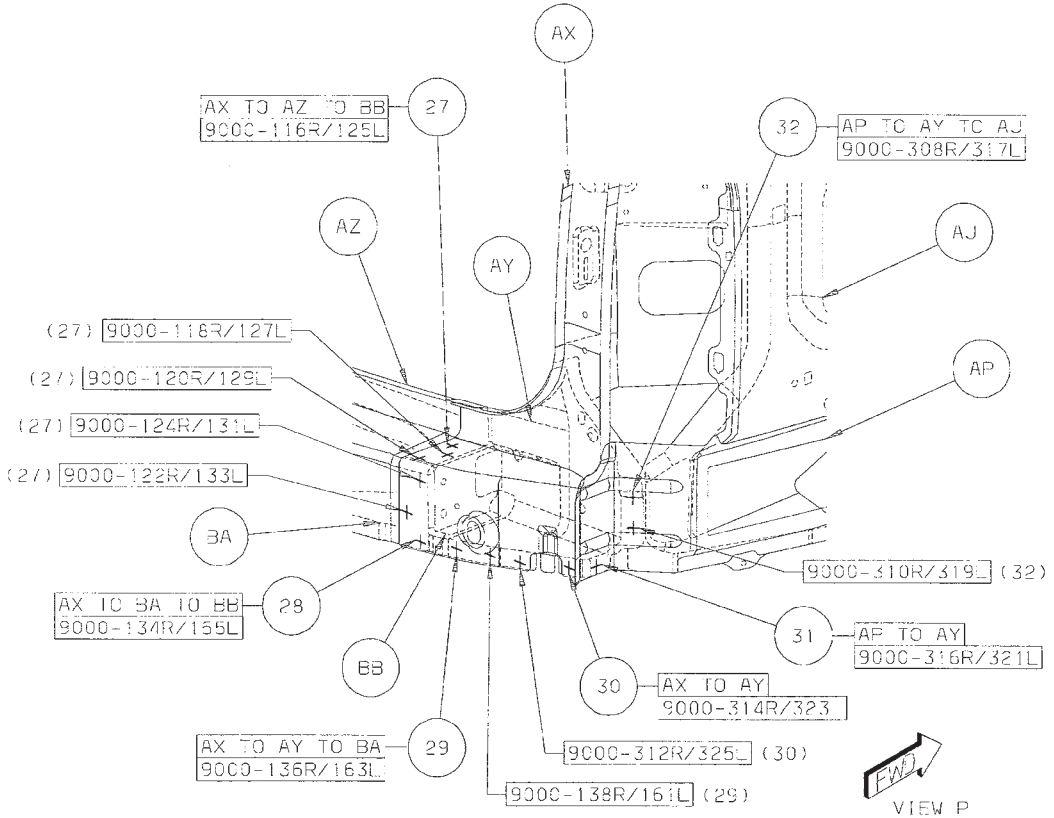
22 AJ TO AU 5/SD S/WELDS (ORD)
23 AJ TO AV 5/SD S/WELD (ORD)
24 AJ TO AW 10/SD S/WELDS (ORD)



Back to Index

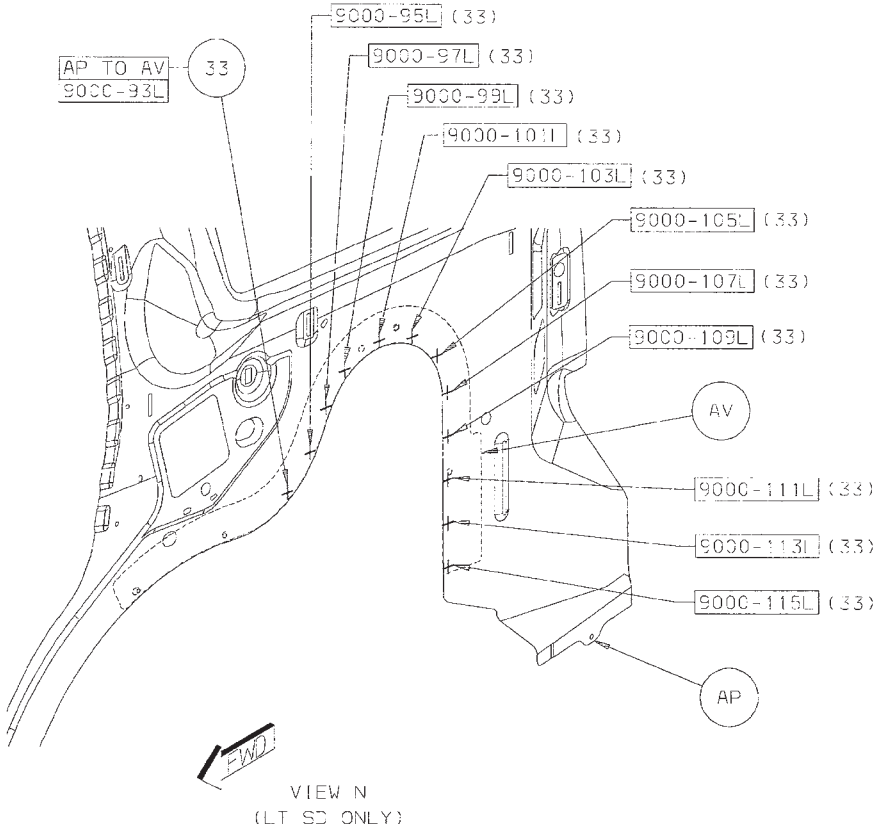
25 AU TO AY TO AX 4/SD S/WELDS (ORD)
26 AU TO AZ TO AY 1/SD S/WELDS (ORD)
27 AX TO AZ TO BB 5/SD S/WELDS (ORD)
28 AX TO BA TO BB 1/SD S/WELDS (ORD)
29 AX TO AY TO BA 2/SD S/WELDS (ORD)
30 AX TO AY 1/SD S/WELDS (ORD)
31 AP TO AY 1/SD S/WELDS (ORD)
32 AP TO AY TO AJ 2/SD S/WELDS (ORD)



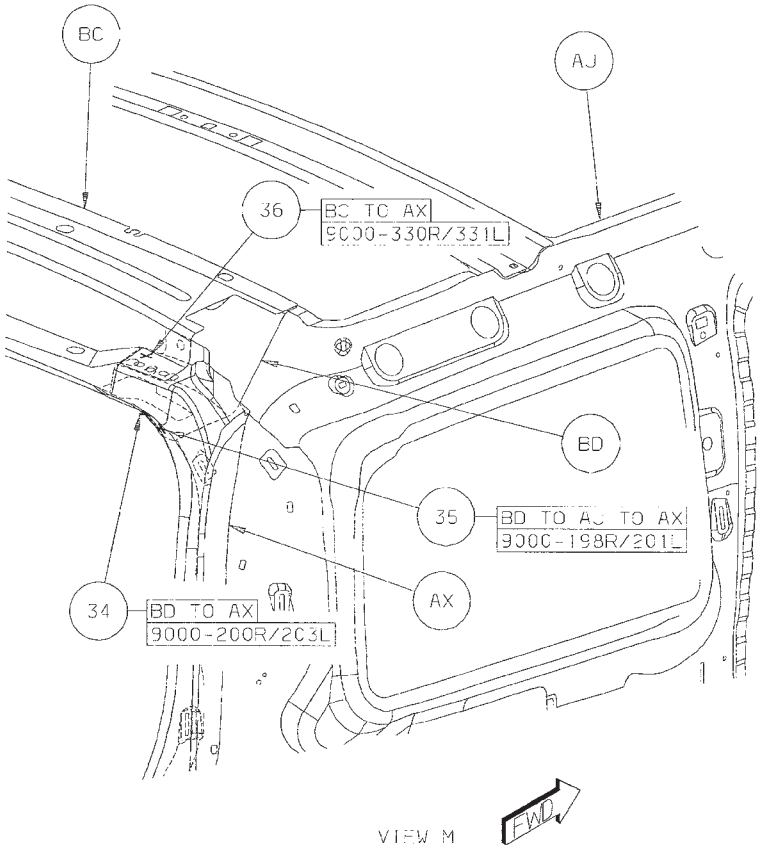


Back to Index

33 AP TO AV 12L S/WELDS (ORD)
34 BD TO AX 1/SD S/WELDS (ORD)
35 BD TO AJ TO AX 1/SD S/WELDS (ORD)
36 BC TO AX 1/SD S/WELDS (ORD)



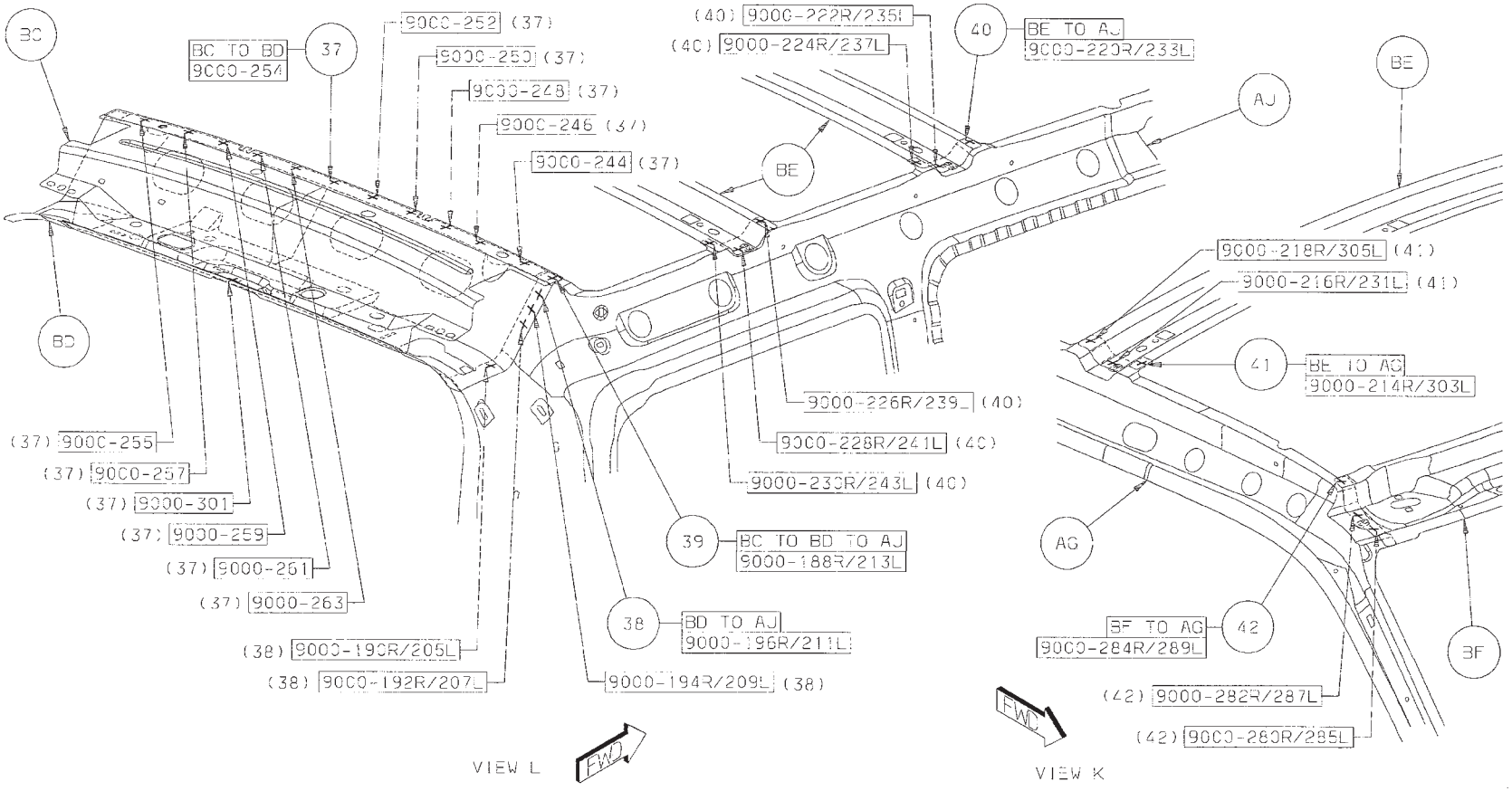
VIEW N
(LT SD ONLY)



VIEW M

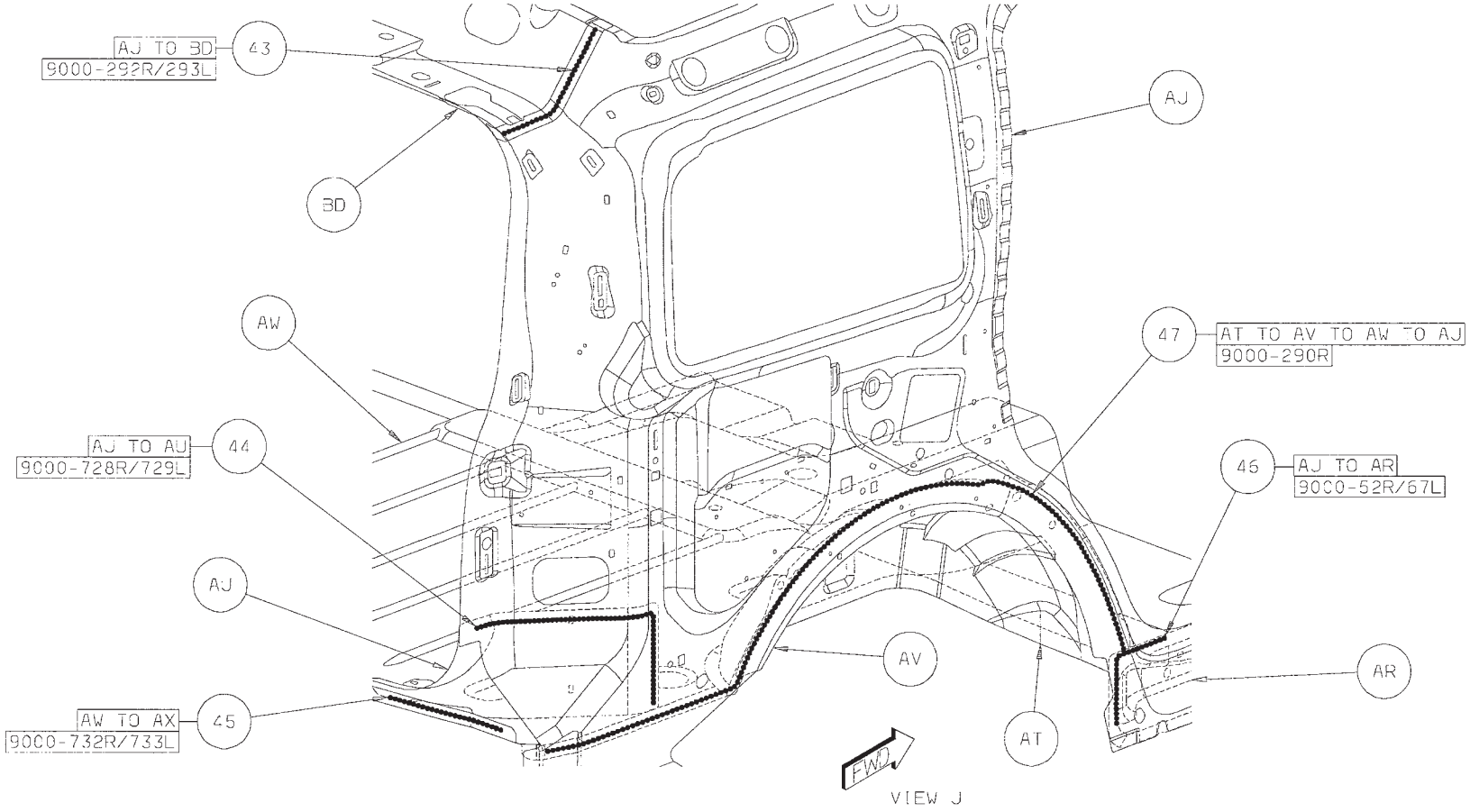
Back to Index

37 BC TO BD 12/SD S/WELDS (ORD)
38 BD TO AJ 4/SD S/WELDS (ORD)
39 BC TO BD TO AJ 1/SD S/WELDS (ORD)
40 BE TO AJ 6/SD S/WELDS (ORD)
41 BE TO AG 3/SD S/WELDS (ORD)
42 BF TO AG 3/SD S/WELDS (ORD)



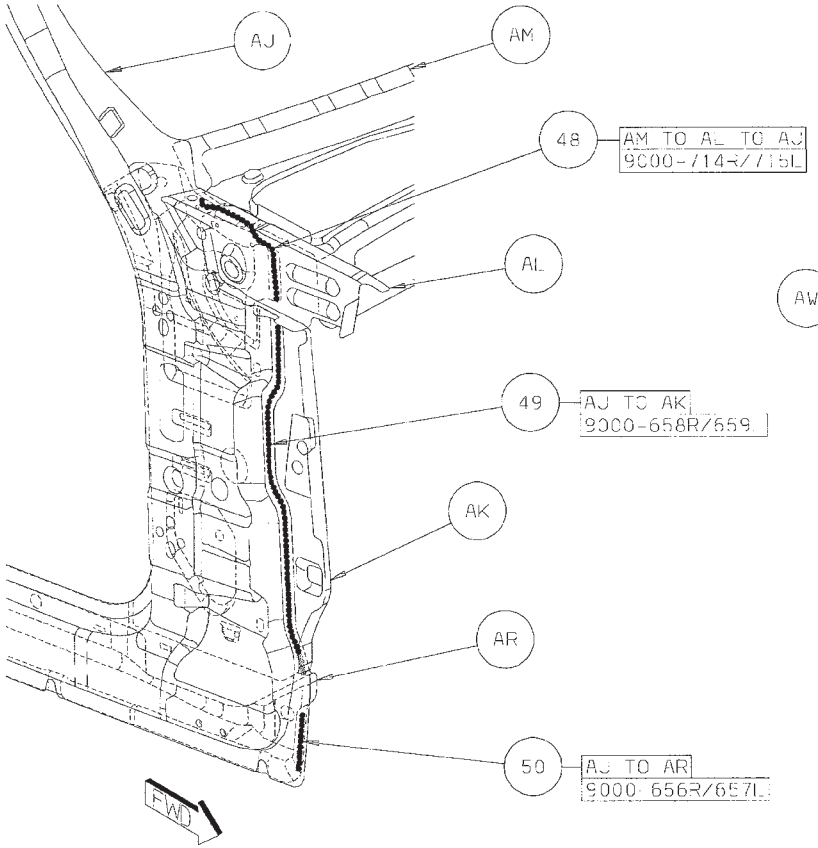
Back to Index

43 AJ TO BD 1/SD STRUC ADH
44 AJ TO AU 1/SD STRUC ADH
45 AW TO AX 1/SD STRUC ADH
46 AJ TO AR 1/SD STRUC ADH
47 AT TO AV TO AW TO AJ 1R STRUC ADH

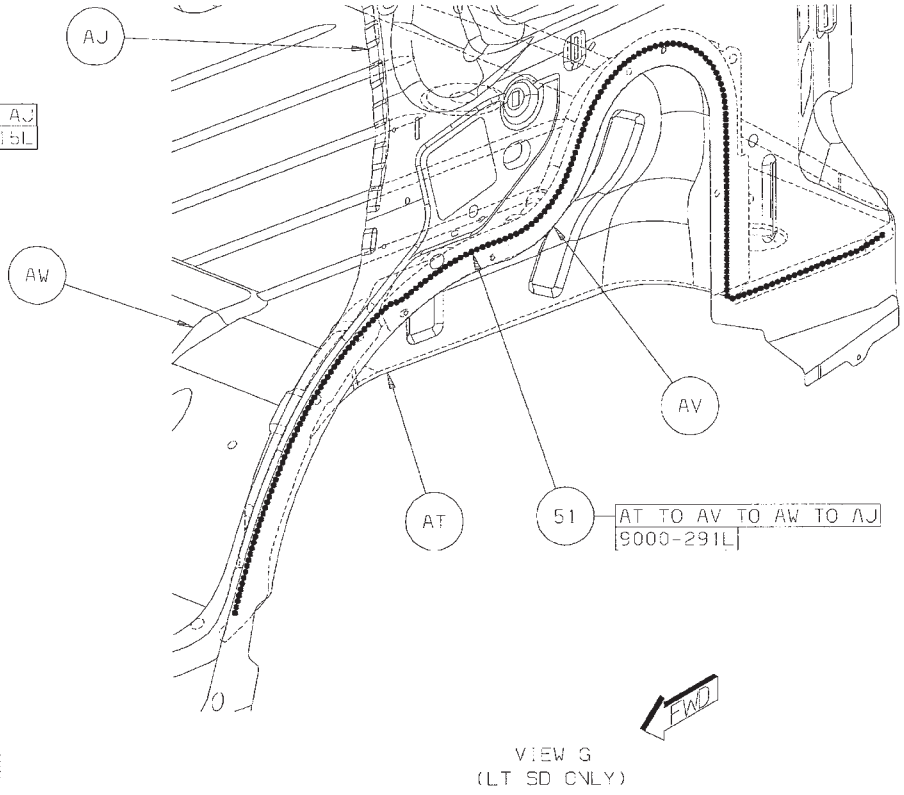


Back to Index

48 AM TO AL TO AJ 1/SD STRUC ADH
49 AJ TO AK 1/SD STRUC ADH
50 AJ TO AR 1/SD STRUC ADH
51 AT TO AV TO AW TO AJ 1L STRUC ADH



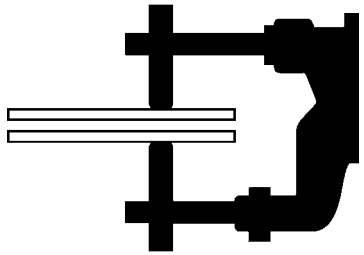
VIEW H

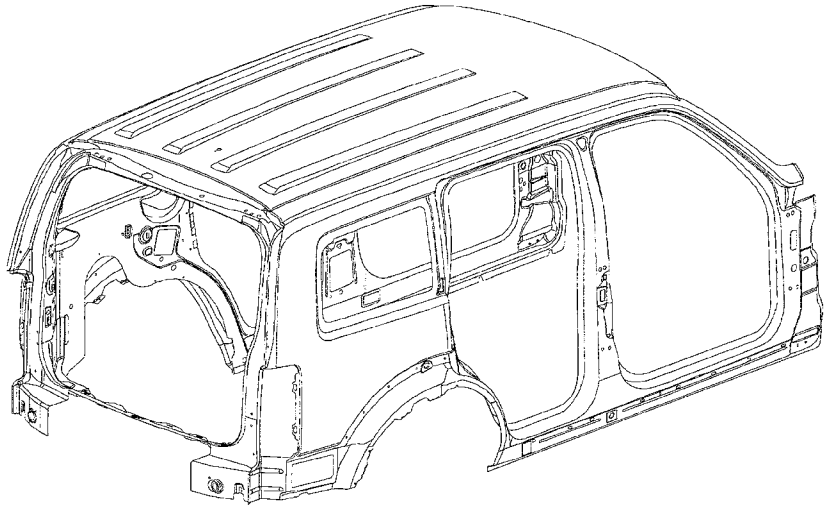


VIEW G
(LT SD ONLY)

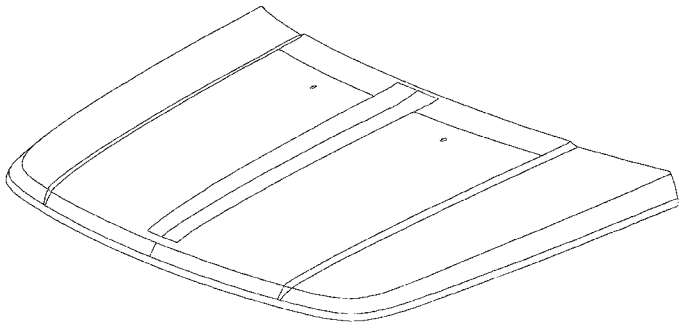
Back to Index

WELD LOCATION OVERVIEW ZONES





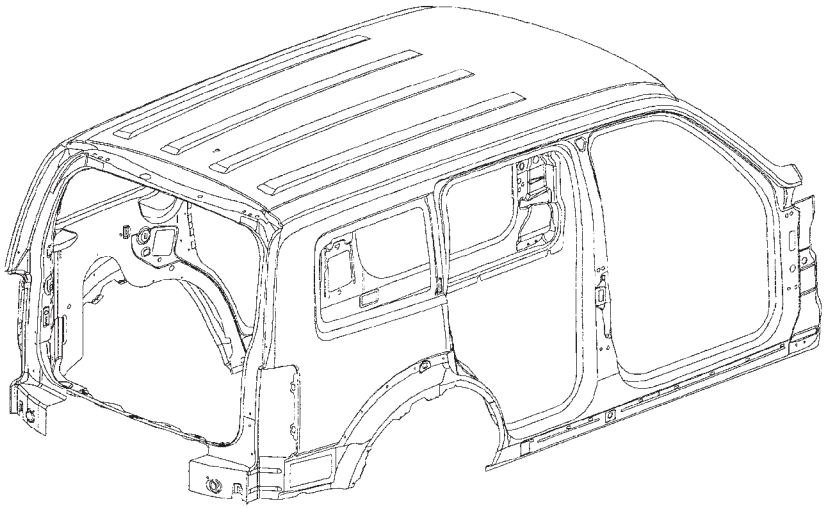
OVERVIEW 22



OVERVIEW 23

Back to Index

DODGE NITRO BODY IN WHITE COMPLETE SECTION

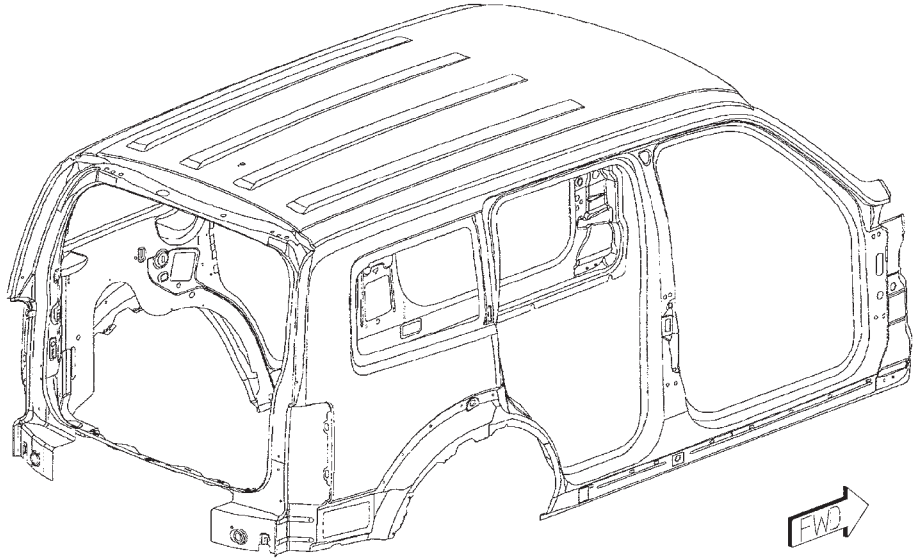


AA	PANEL – ROOF W/O SUNROOF –
AB	55360732
AC	REINF – A-PILLAR INR LWR RT –
AD	HEADER – ROOF FRT LWR –
AE	STUD.WELD/EXTERNAL – NO.FIN.PILOT.PT
	SPECIAL – SIDE AIR BAG CURTAIN ATTACH
AF	55360722
AG	55360840/41
AH	HEADER – ROOF RR LWR –
AJ	HEADER – ROOF RR UPR –
AK	BOW – ROOF –

Back to Index

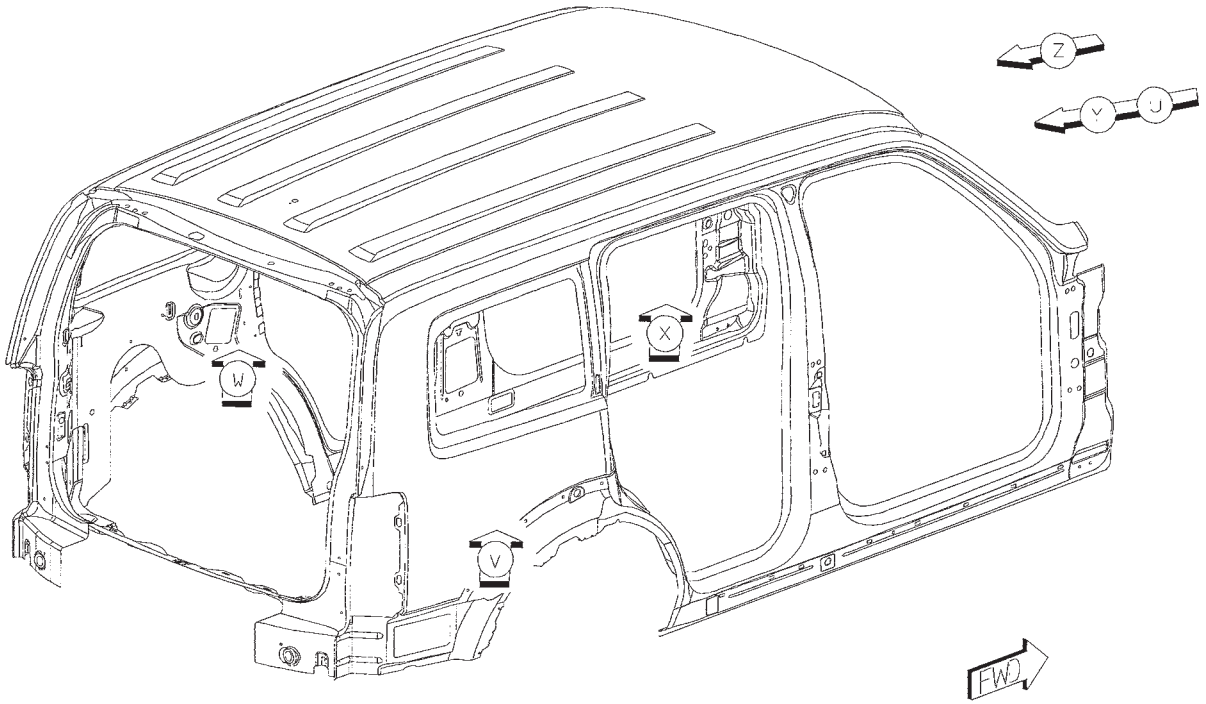
PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AA PANEL – ROOF W/O SUNROOF –
AB 55360732
AC REINF – A-PILLAR INR LWR RT –
AD HEADER – ROOF FRT LWR –
AE STUD.WELD/EXTERNAL – NO.FIN.PILOT.PT
SPECIAL – SIDE AIR BAG CURTAIN ATTACH
AF 55360722
AG 55360840/41
AH HEADER – ROOF RR LWR –
AJ HEADER – ROOF RR UPR –
AK BOW – ROOF –



Back to Index

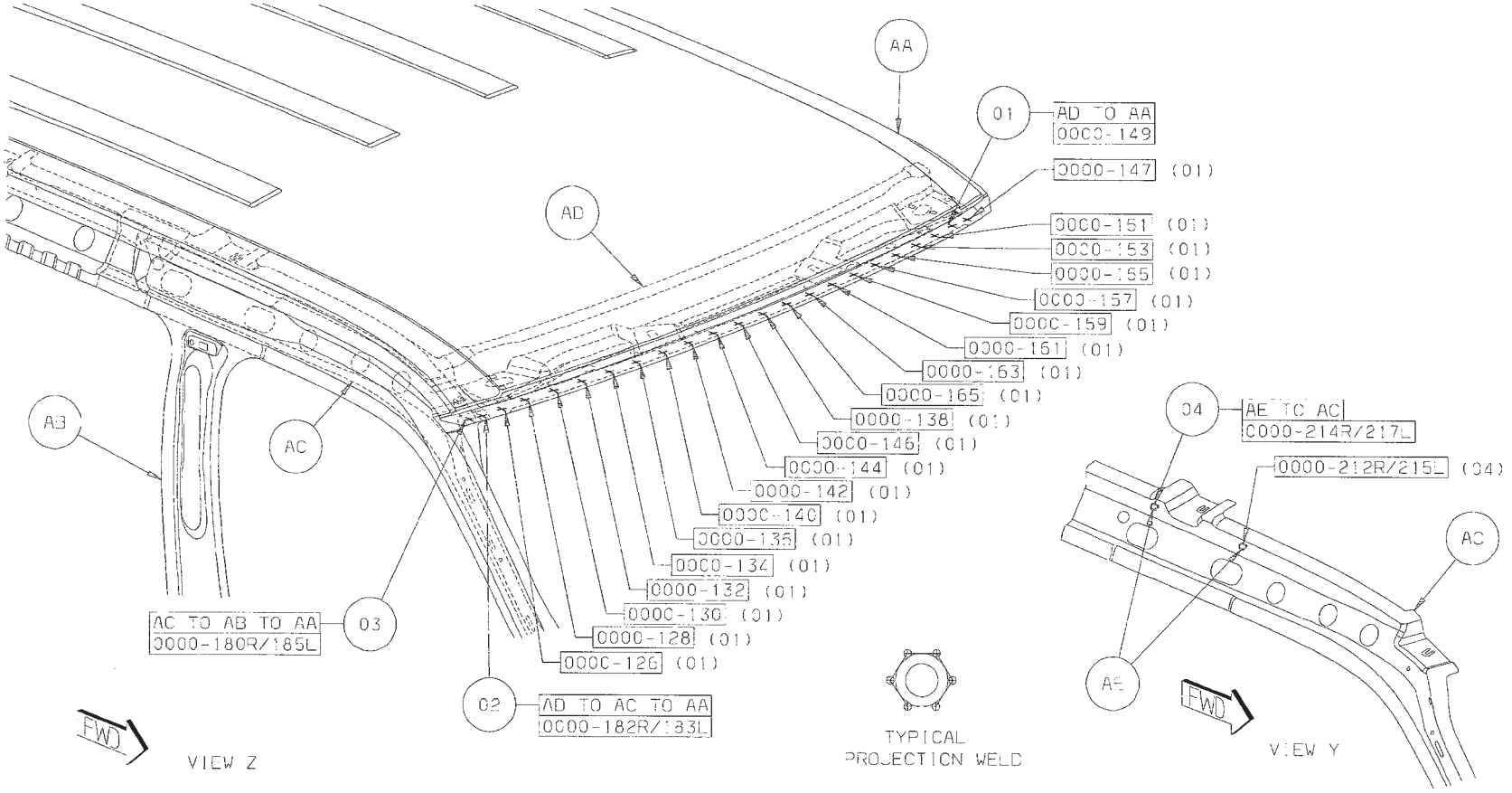
WELD LAYOUT LOCATION GUIDE



TYPICAL
PROJECTION WELD

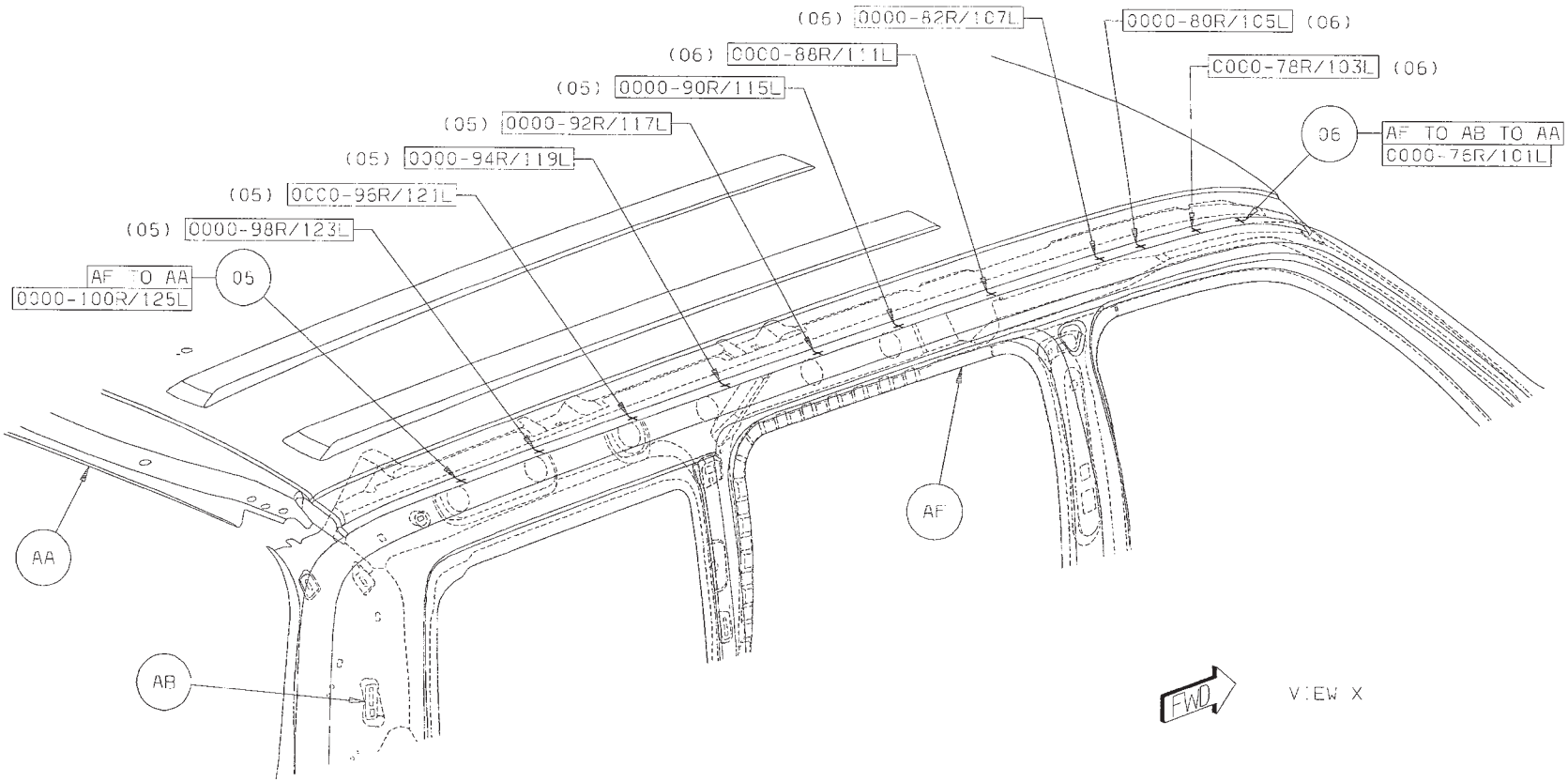
Back to Index

01 AD TO AA 21 S/WELDS (ORD)
02 AD TO AC TO AA 1/SD S/WELD (ORD)
03 AC TO AB TO AA 1/SD S/WELD (ORD)
04 AE TO AC 2/SD PROJ WELDS (ORD)



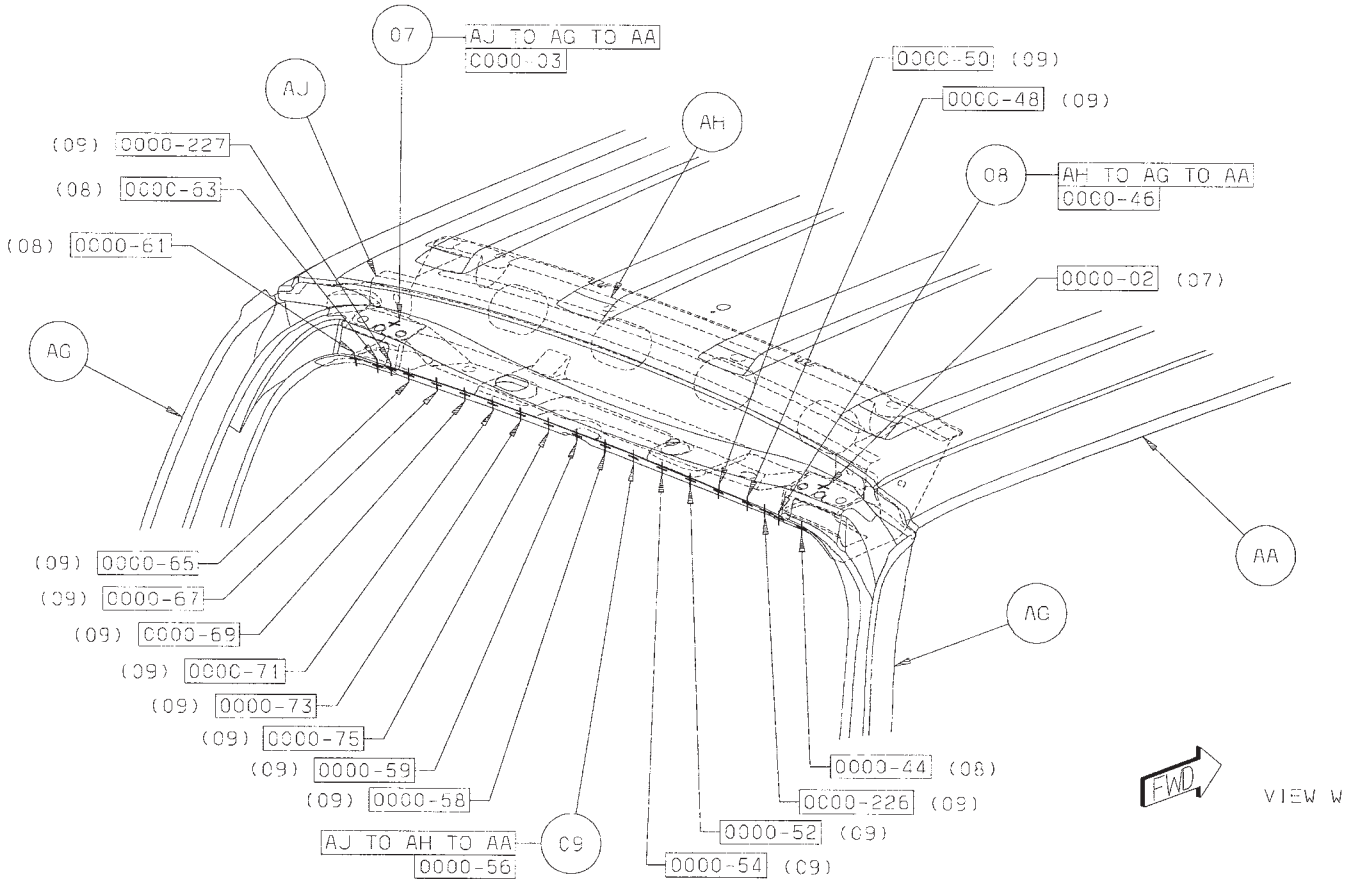
Back to Index

05 AF TO AA 6/SD S/WELDS (ORD)
06 AF TO AB TO AA 6/SD S/WELDS (ORD)



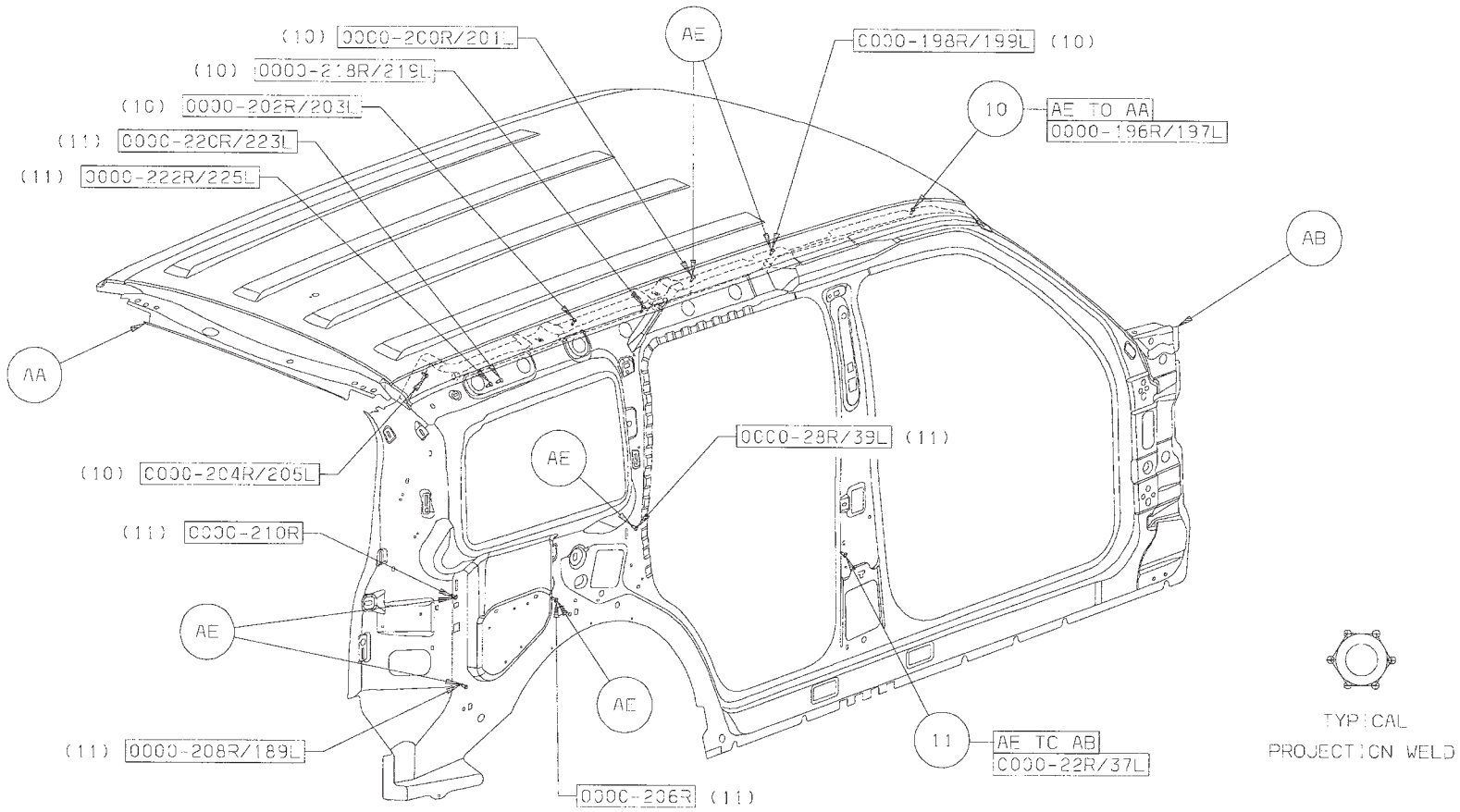
Back to Index

07 AJ TO AG TO AA 2 S/WELDS (ORD)
08 AH TO AG TO AA 4 S/WELDS (ORD)
09 AJ TO AH TO AA 15 S/WELDS (ORD)



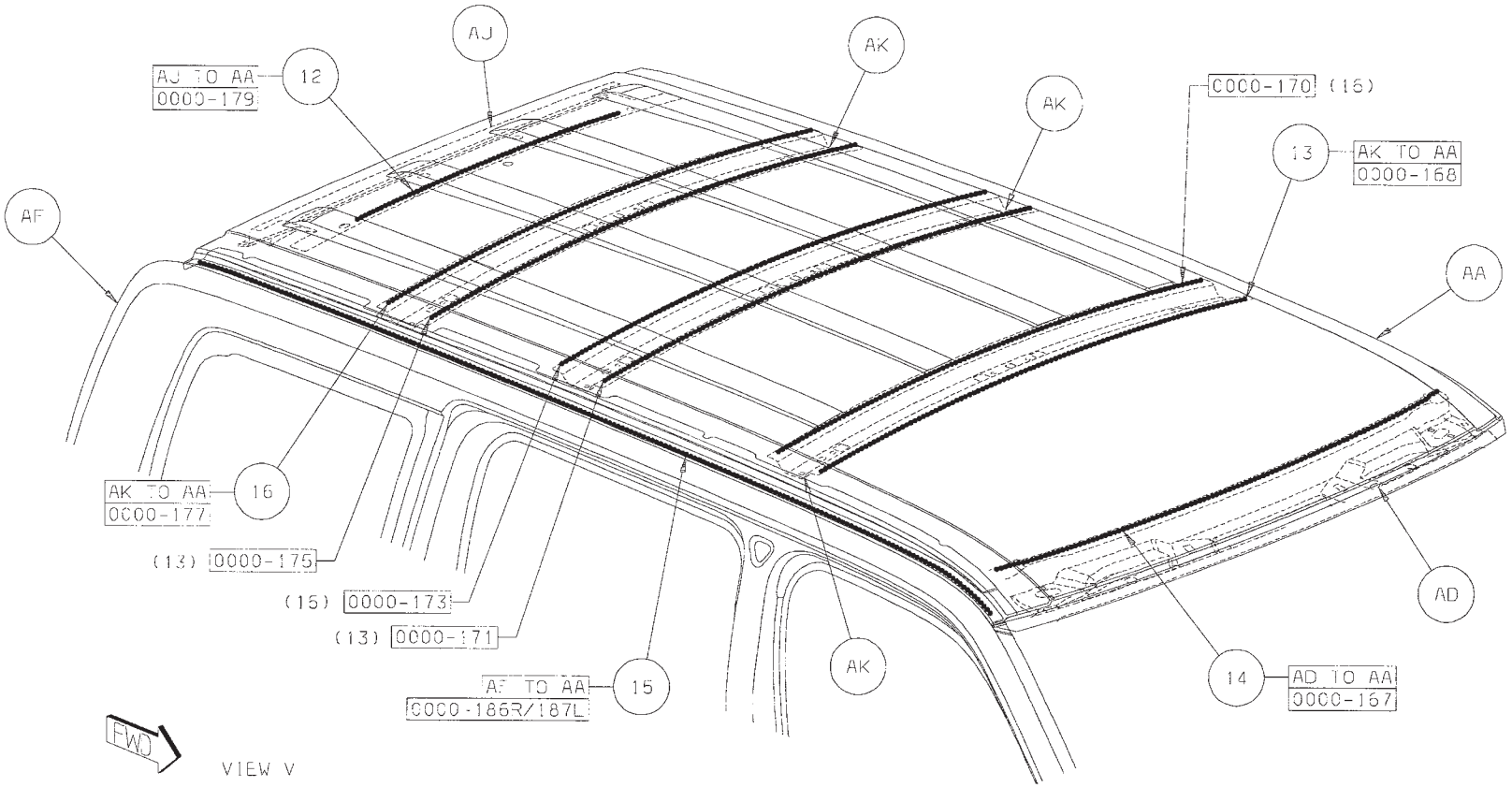
Back to Index

10 AE TO AA 5/SD PROJ WELDS (ORD)
11 AE TO AB 7R/5L PROJ WELDS (ORD)



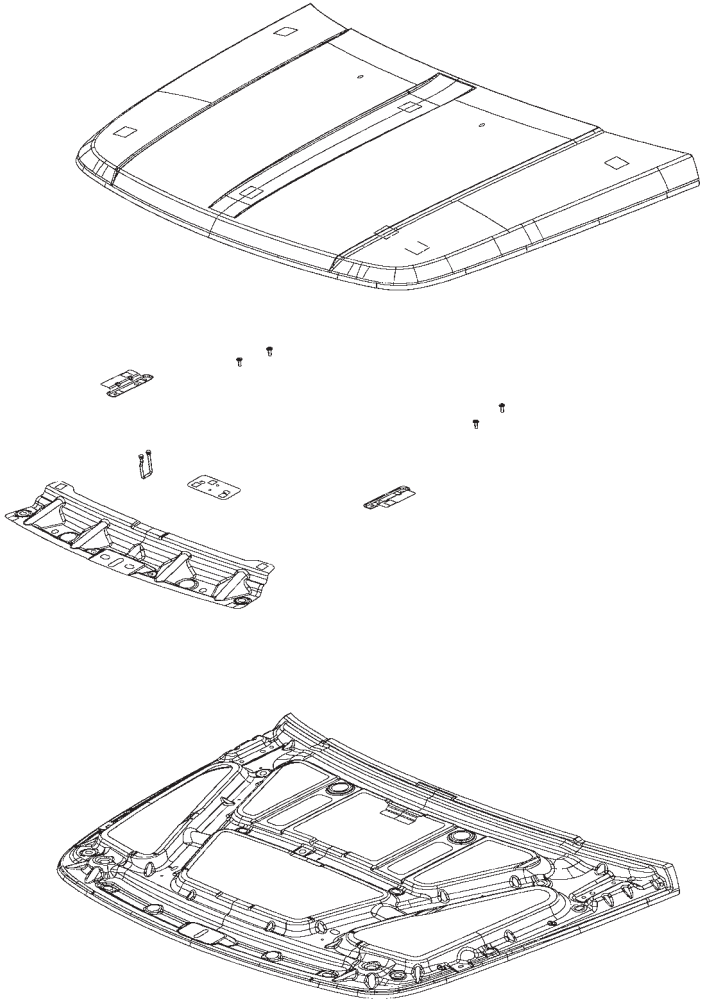
Back to Index

12 AJ TO AA 1 STRUC ADH (ORD)
13 AK TO AA 3 STRUC ADH (ORD)
14 AD TO AA 1 STRUC ADH (ORD)
15 AF TO AA 1/SD STRUC ADH (ORD)
16 AK TO AA 3 STRUC ADH (ORD)



Back to Index

DODGE NITRO HOOD ASSEMBLY SECTION

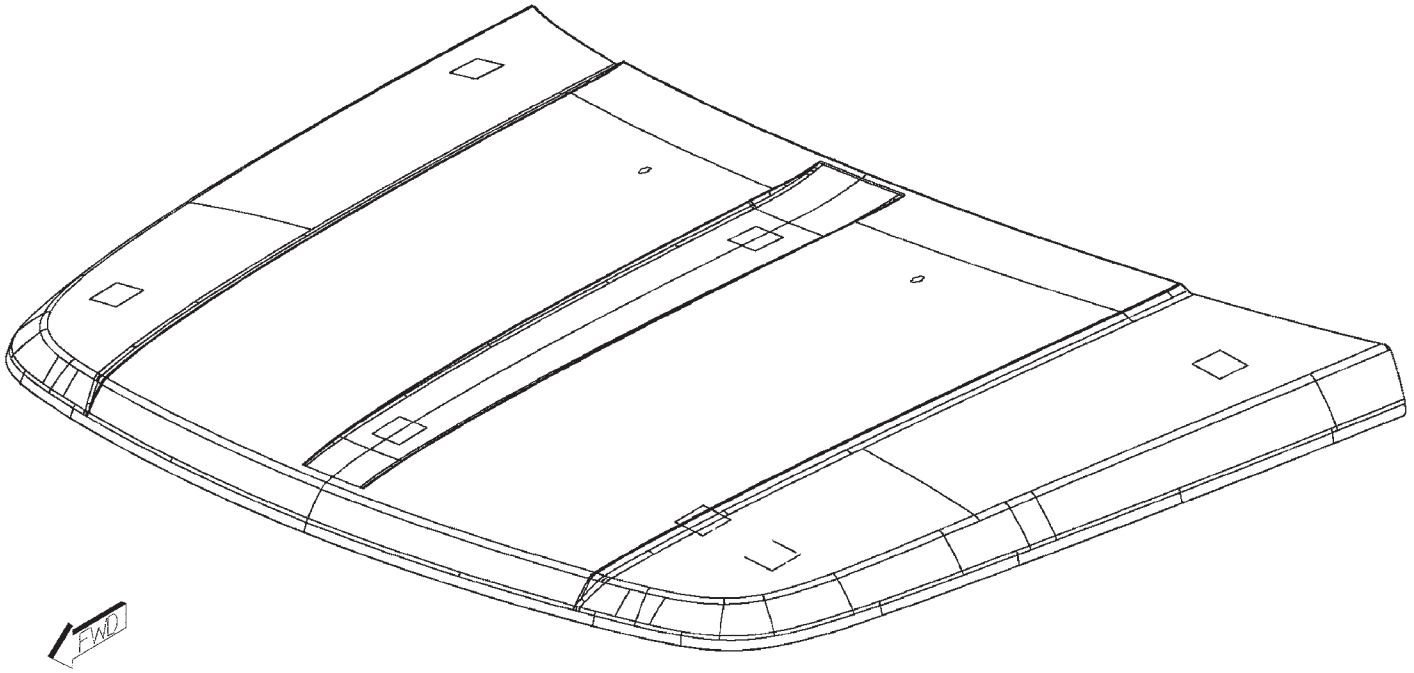


AA 55360879AA PANEL – HOOD OTR
AB 55360881AA PANEL – HOOD INR
AC REINF – HOOD LATCH STRIKER –
AD REINF – HOOD HINGE –

Back to Index

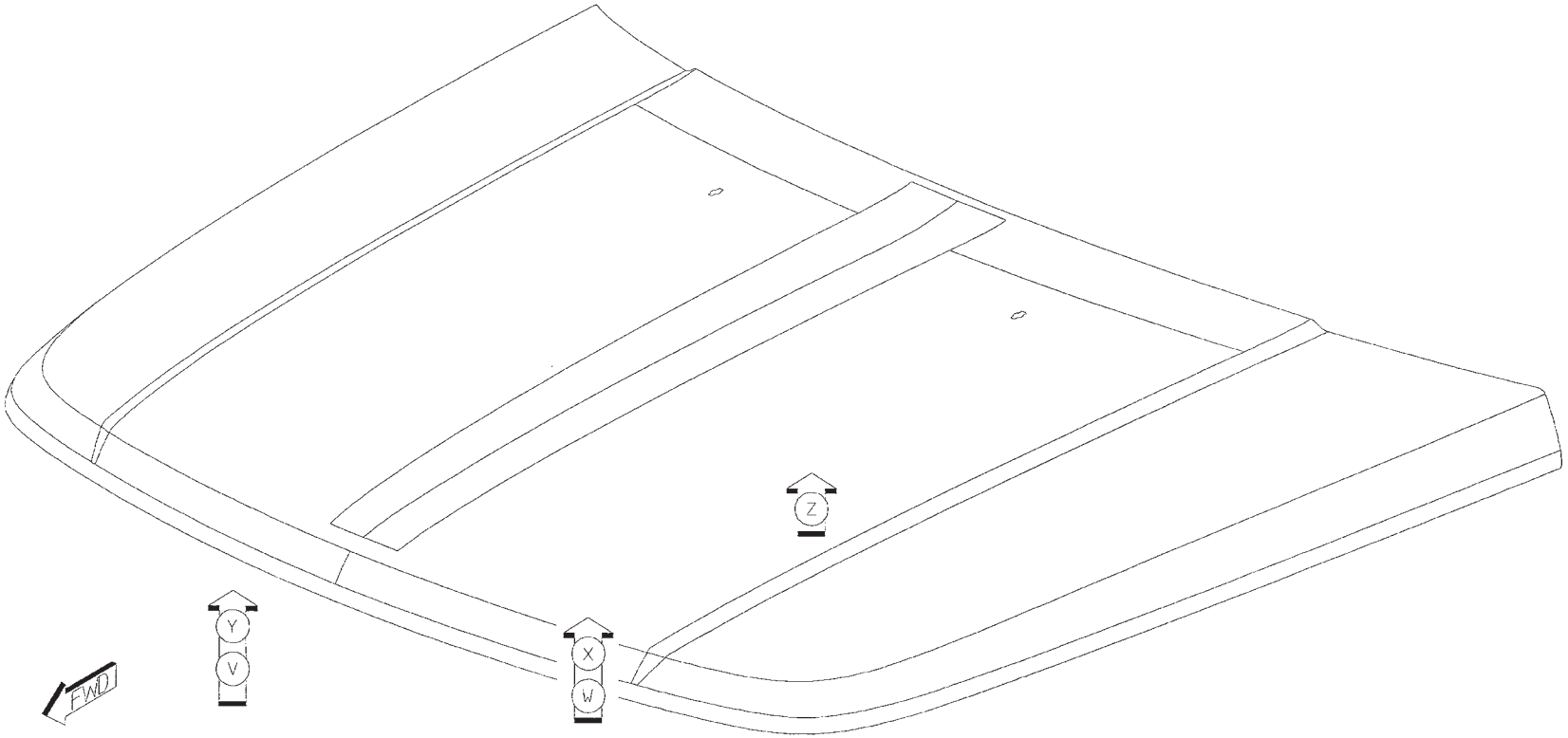
PARTS IDENTIFICATION LEGEND, OVERVIEW 23

AA 55360879AA PANEL – HOOD OTR
AB 55360881AA PANEL – HOOD INR
AC REINF – HOOD LATCH STRIKER –
AD REINF – HOOD HINGE –



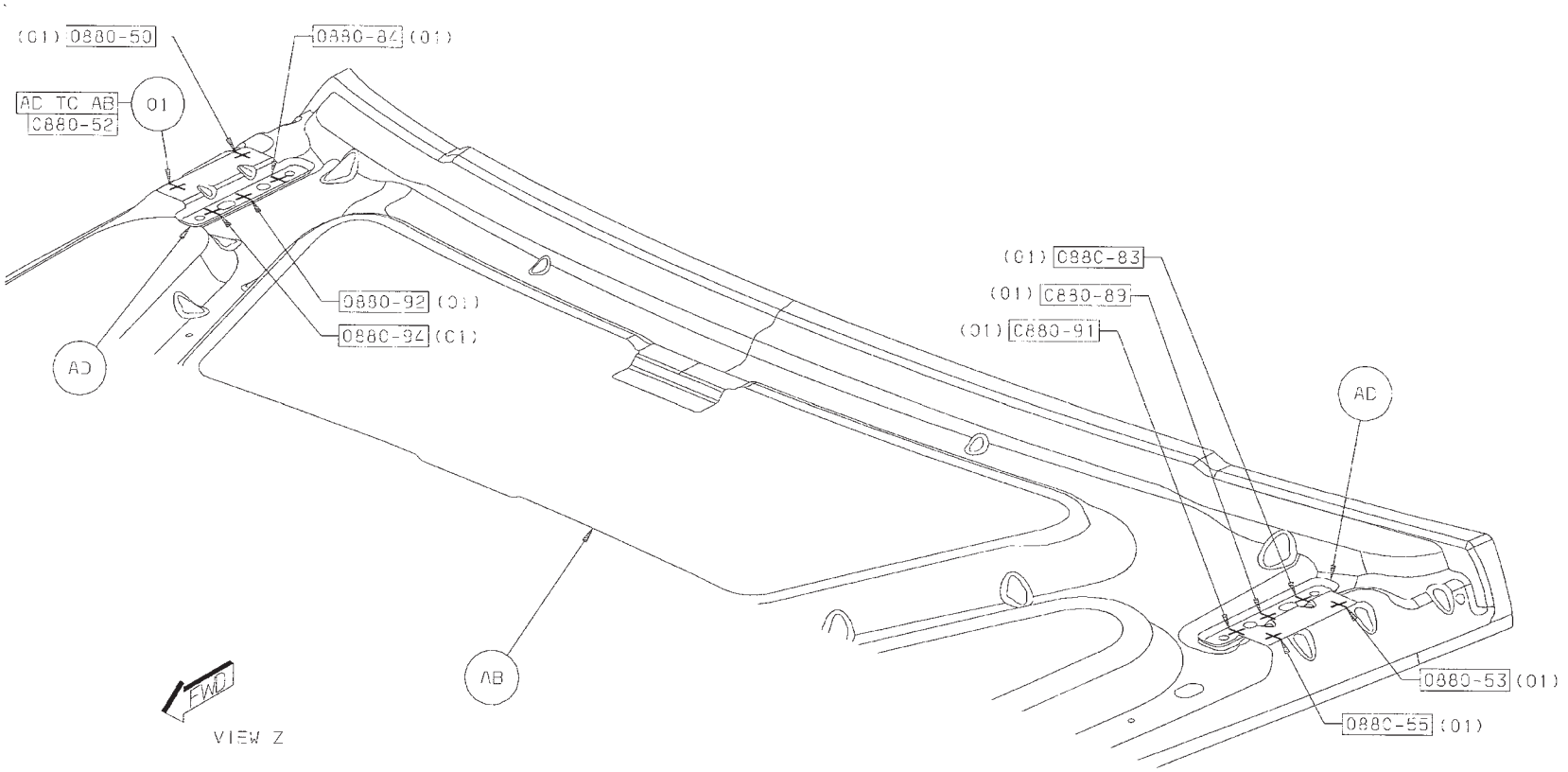
Back to Index

WELD LAYOUT LOCATION GUIDE



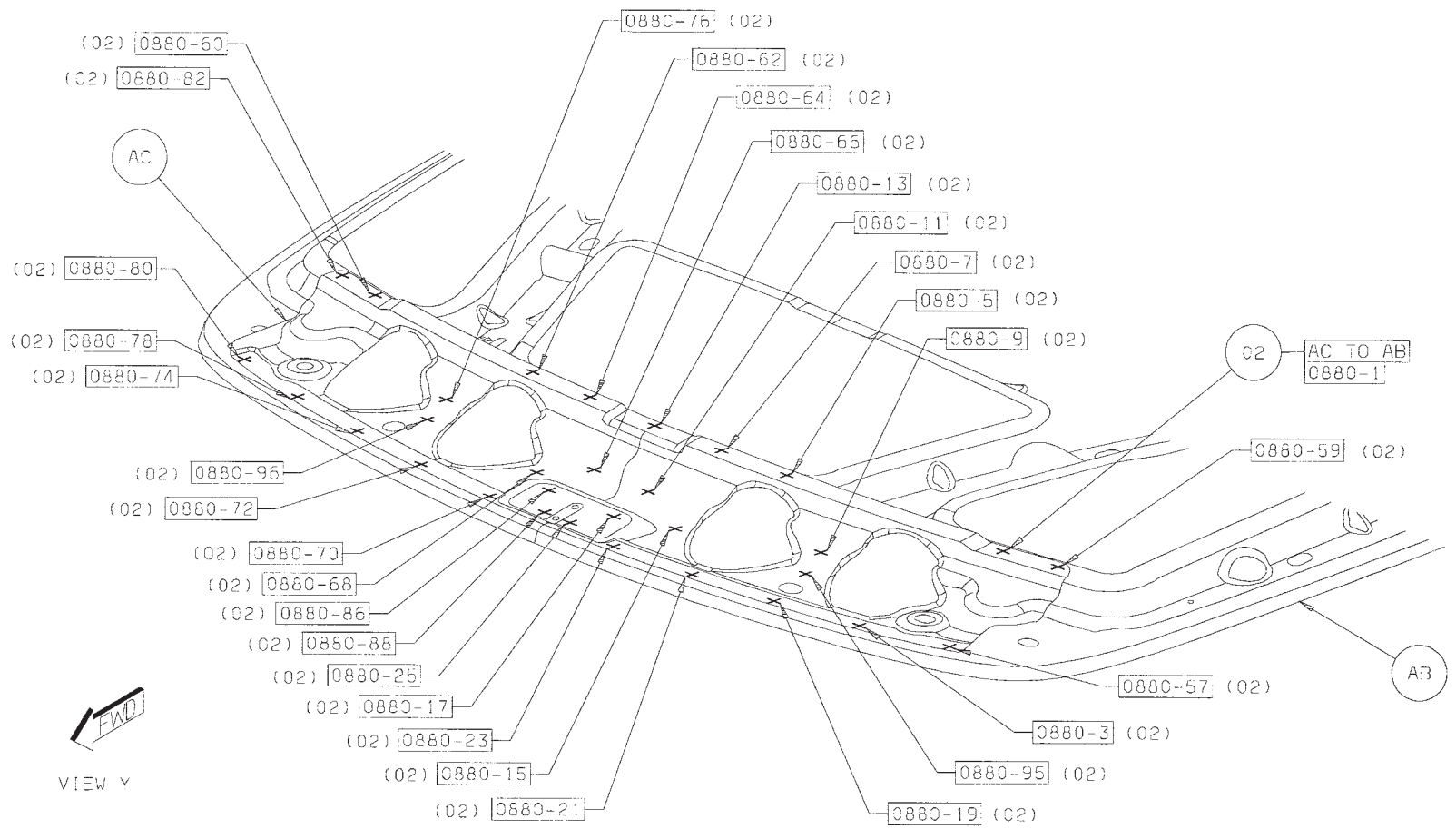
Back to Index

01 AD TO AB 10 S/WELDS (ORD)



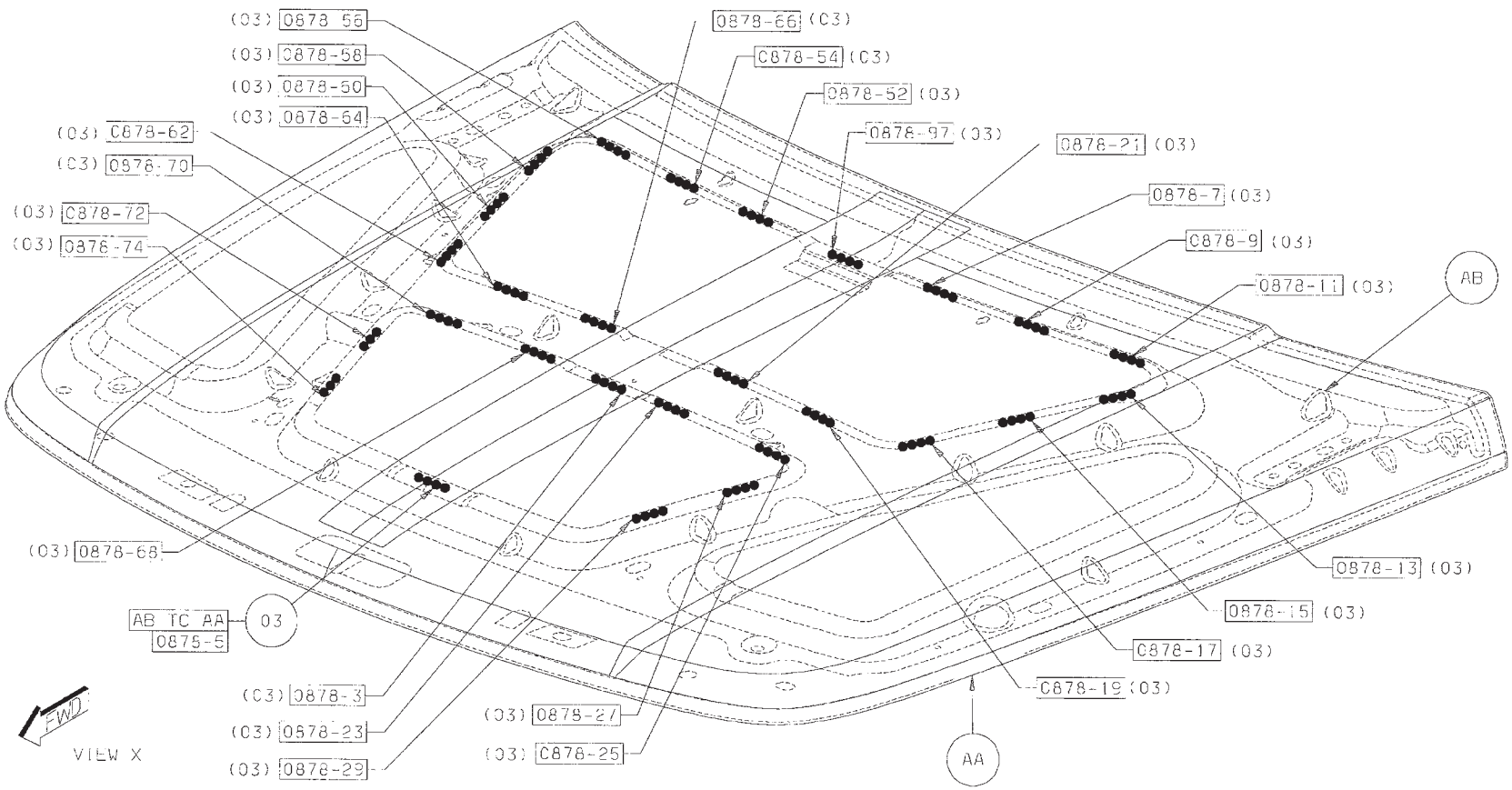
Back to Index

02 AC TO AB 31 S/WELDS (ORD)



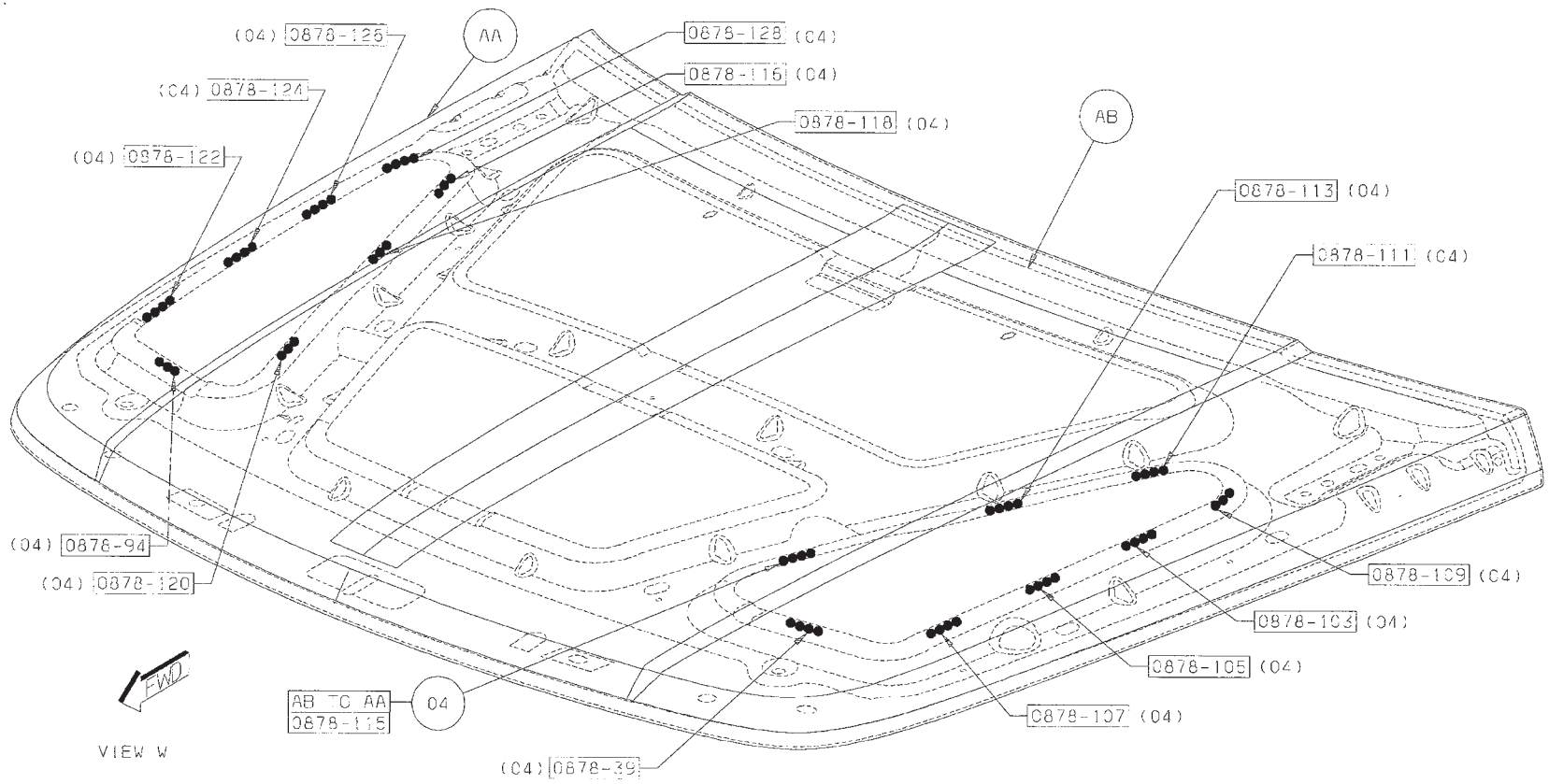
Back to Index

06 AB TO AA 27 STRUC ADH



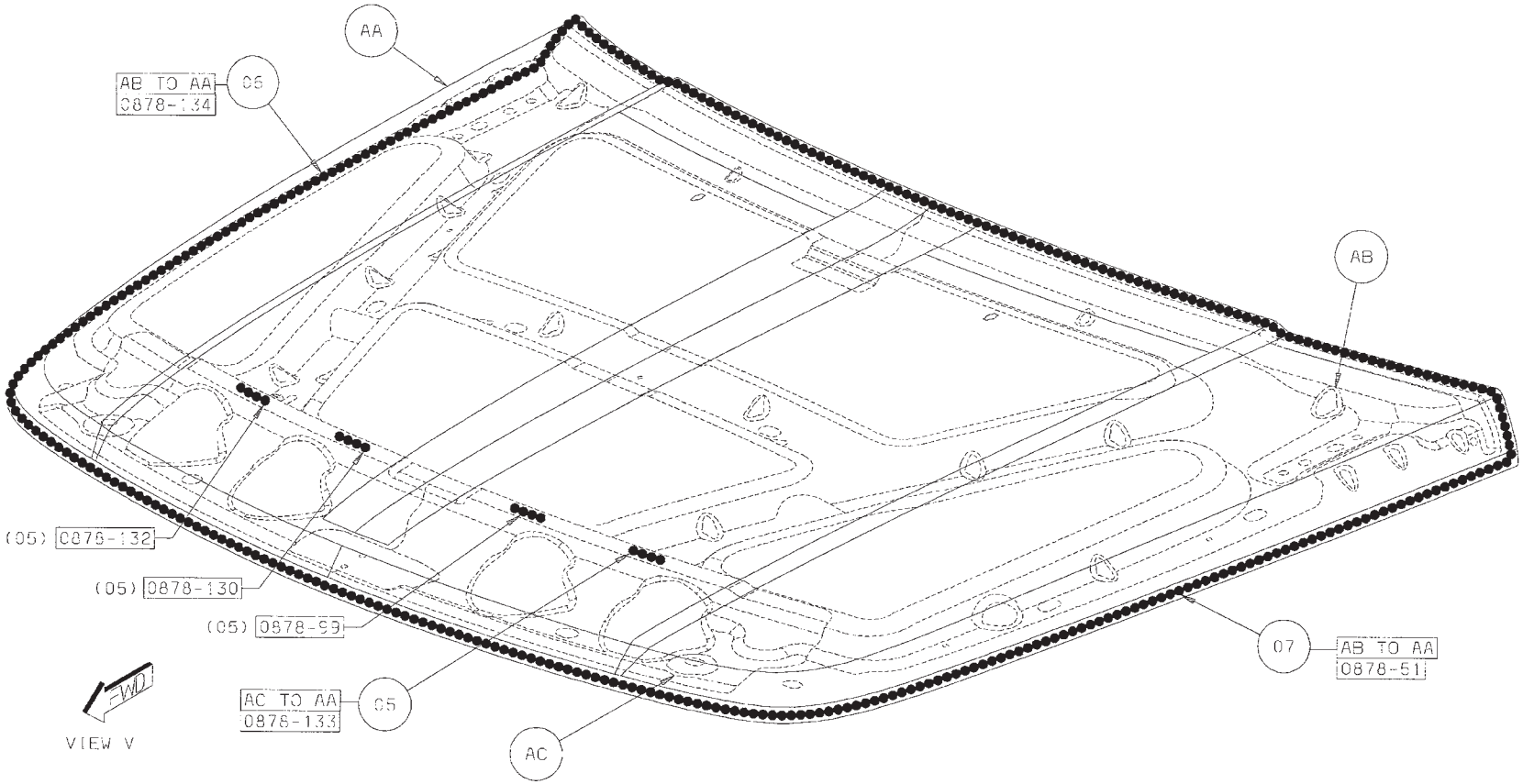
Back to Index

04 AB TO AA 16 STRUC ADH



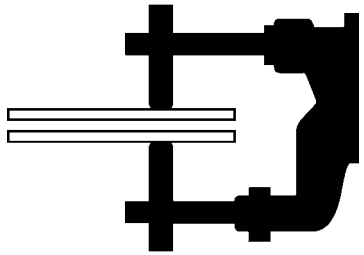
Back to Index

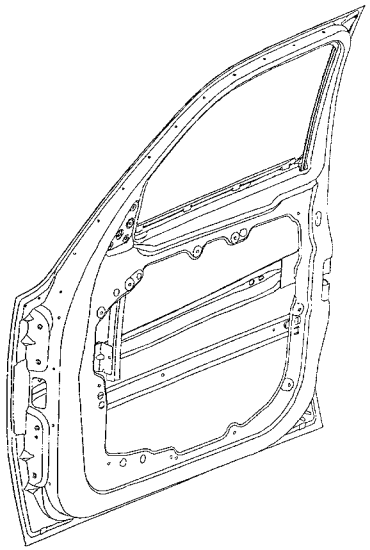
05 AC TO AA 4 STRUC ADH
06 AB TO AA 1 STRUC ADH
07 AB TO AA 1 STRUC ADH



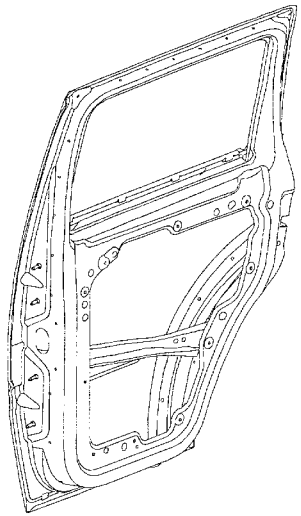
Back to Index

WELD LOCATION OVERVIEW ZONES

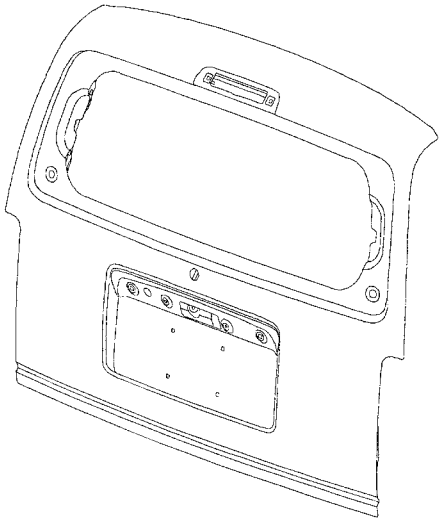




OVERVIEW 24



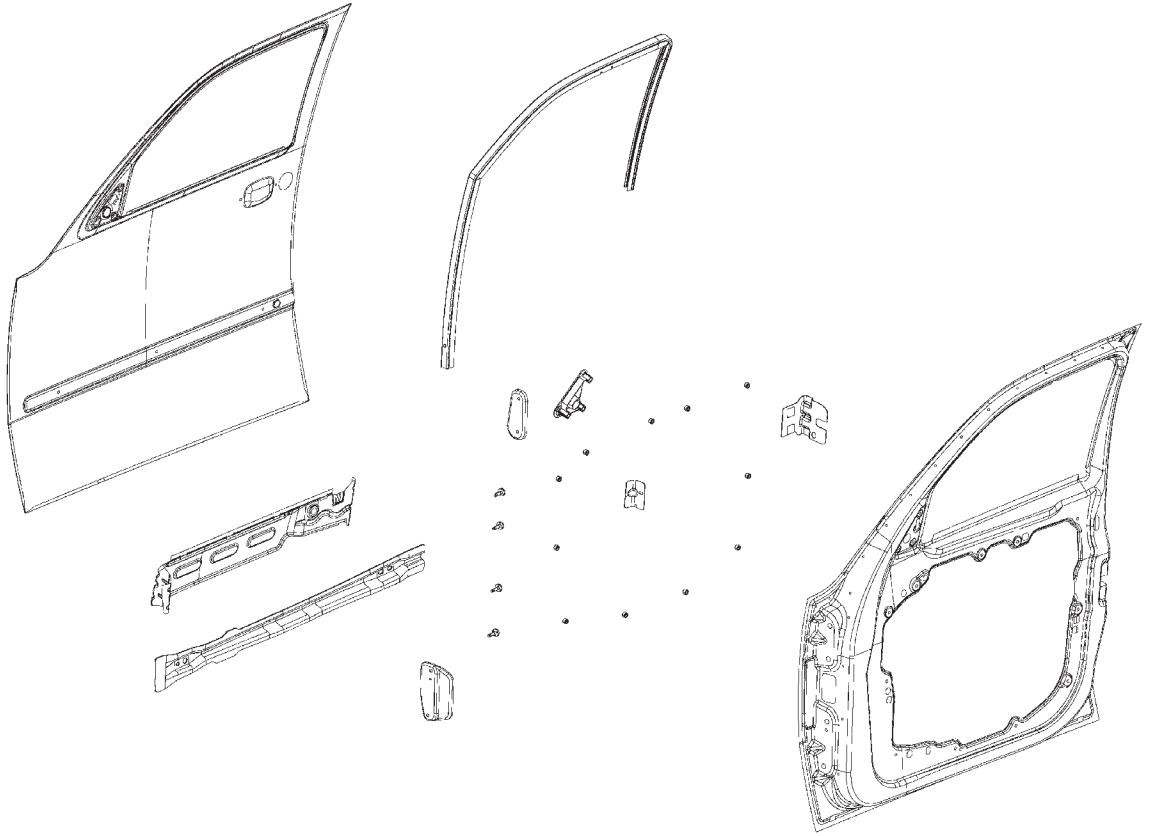
OVERVIEW 25



OVERVIEW 26

Back to Index

DODGE NITRO FRONT DOOR ASSEMBLY SECTION

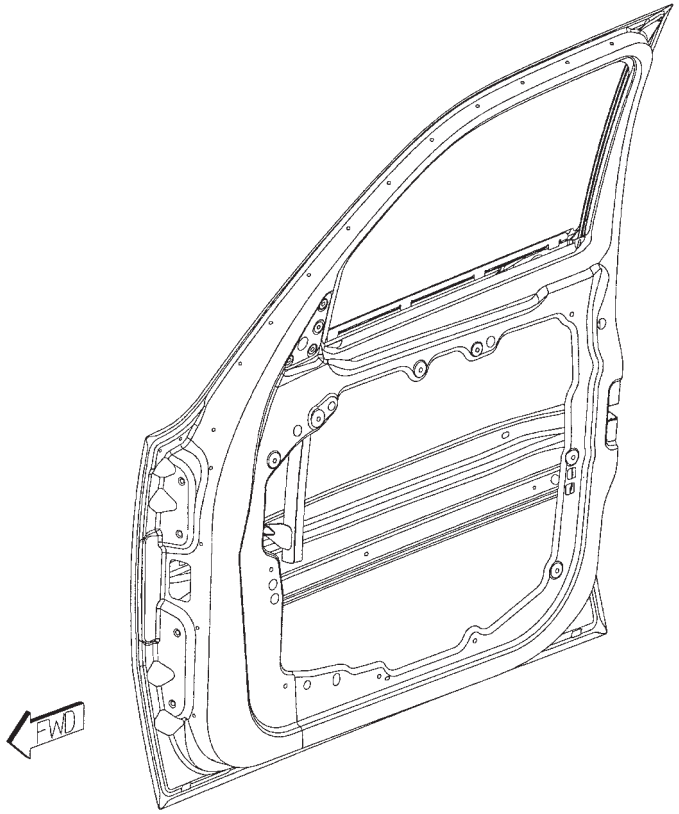


AA PANEL – FRT DOOR INR RT –
AA PANEL – FRT DOOR INR LT –
AB BEAM – IMPACT FRT DOOR RT –
AB BEAM – IMPACT FRT DOOR LT –
AC REINF – FRT DOOR LATCH RT –
AC REINF – FRT DOOR LATCH LT –
AD BRACKET – GLASS CHANNEL MOUNTING FRT RT –
AD BRACKET – GLASS CHANNEL MOUNTING FRT LT –
AE REINF – FRT DOOR BELT OTR RT –
AE REINF – FRT DOOR BELT OTR LT –
AF CHANNEL – FRT DOOR GLASS RT –
AF CHANNEL – FRT DOOR GLASS LT –
AG STUD PLATE –
AG STUD PLATE –
AH STUD PLATE –
AH STUD PLATE –
AJ NUT/WELD.RD – NO.FIN.SPECIAL –
AJ NUT/WELD.RD – NO.FIN.SPECIAL –
AK PANEL – FRT DOOR OTR RT –
AK PANEL – FRT DOOR OTR LT –

Back to Index

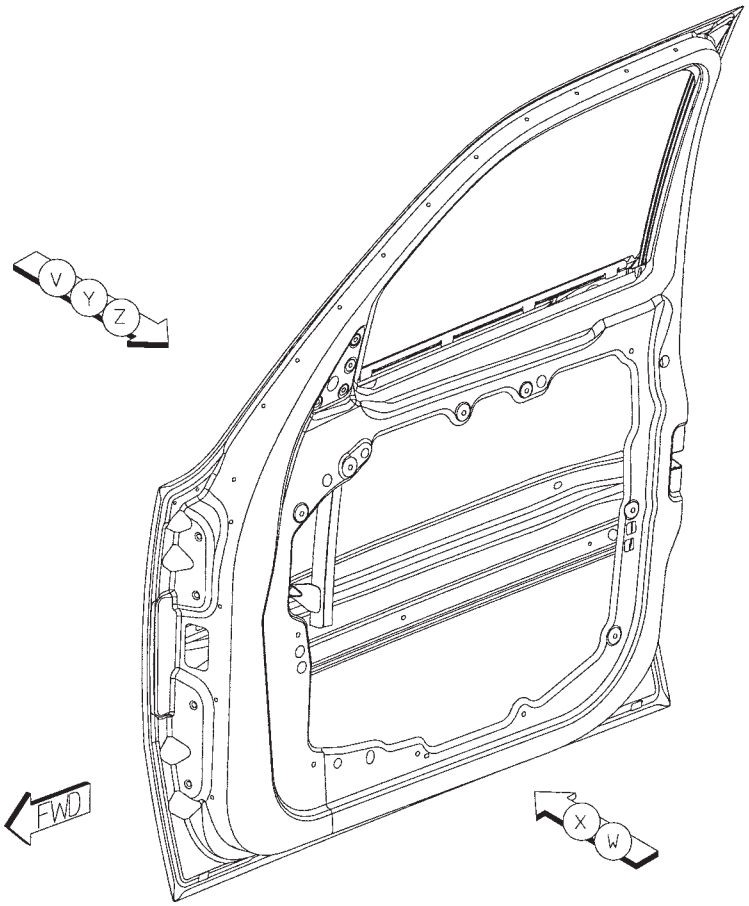
PARTS IDENTIFICATION LEGEND, OVERVIEW 24

AA PANEL – FRT DOOR INR RT –
AA PANEL – FRT DOOR INR LT –
AB BEAM – IMPACT FRT DOOR RT –
AB BEAM – IMPACT FRT DOOR LT –
AC REINF – FRT DOOR LATCH RT –
AC REINF – FRT DOOR LATCH LT –
AD BRACKET – GLASS CHANNEL MOUNTING FRT RT –
AD BRACKET – GLASS CHANNEL MOUNTING FRT LT –
AE REINF – FRT DOOR BELT OTR RT –
AE REINF – FRT DOOR BELT OTR LT –
AF CHANNEL – FRT DOOR GLASS RT –
AF CHANNEL – FRT DOOR GLASS LT –
AG STUD PLATE –
AG STUD PLATE –
AH STUD PLATE –
AH STUD PLATE –
AJ NUT/WELD.RD – NO.FIN.SPECIAL –
AJ NUT/WELD.RD – NO.FIN.SPECIAL –
AK PANEL – FRT DOOR OTR RT –
AK PANEL – FRT DOOR OTR LT –



Back to Index

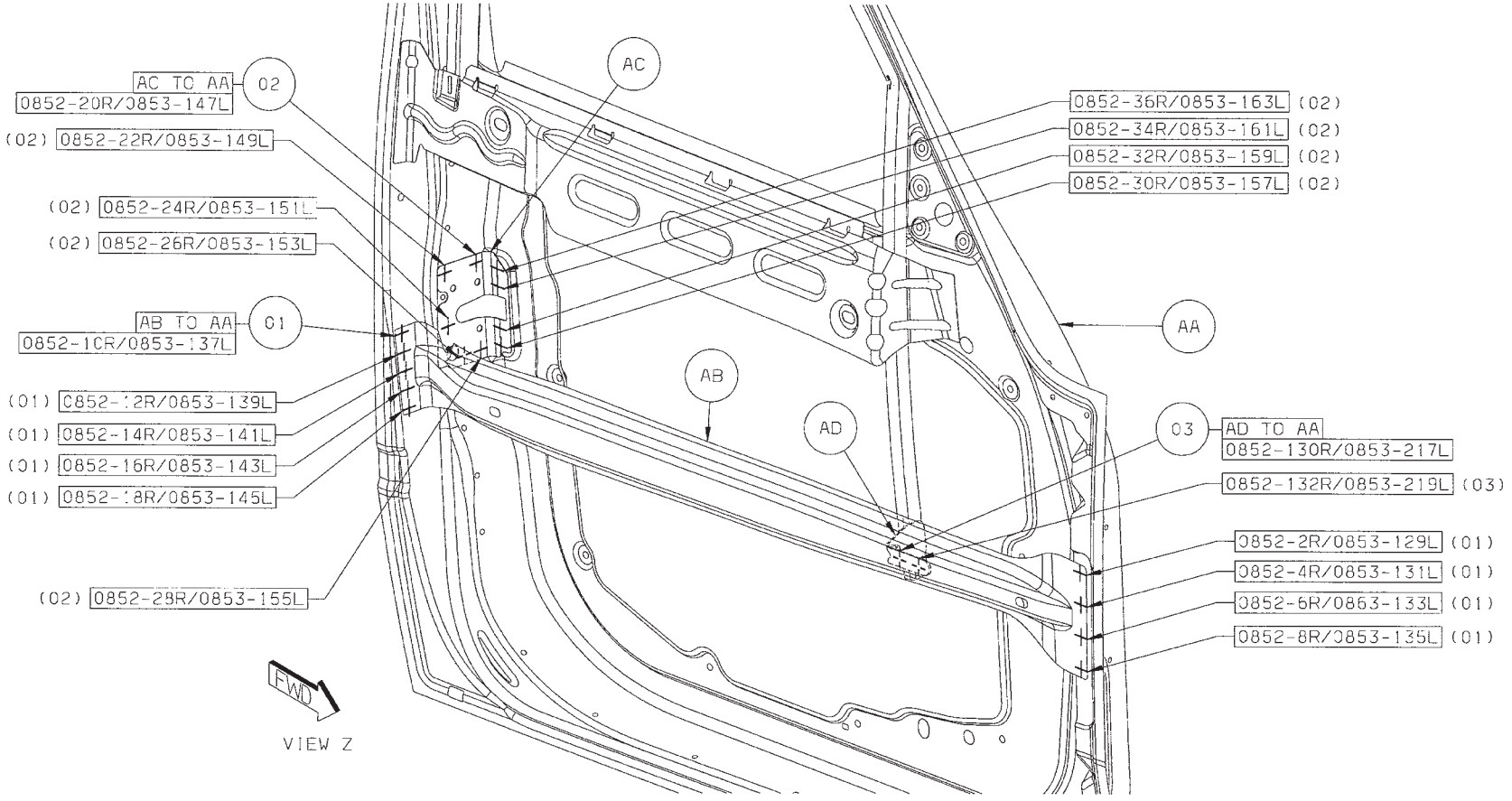
WELD LAYOUT LOCATION GUIDE



PROJECTION WELD

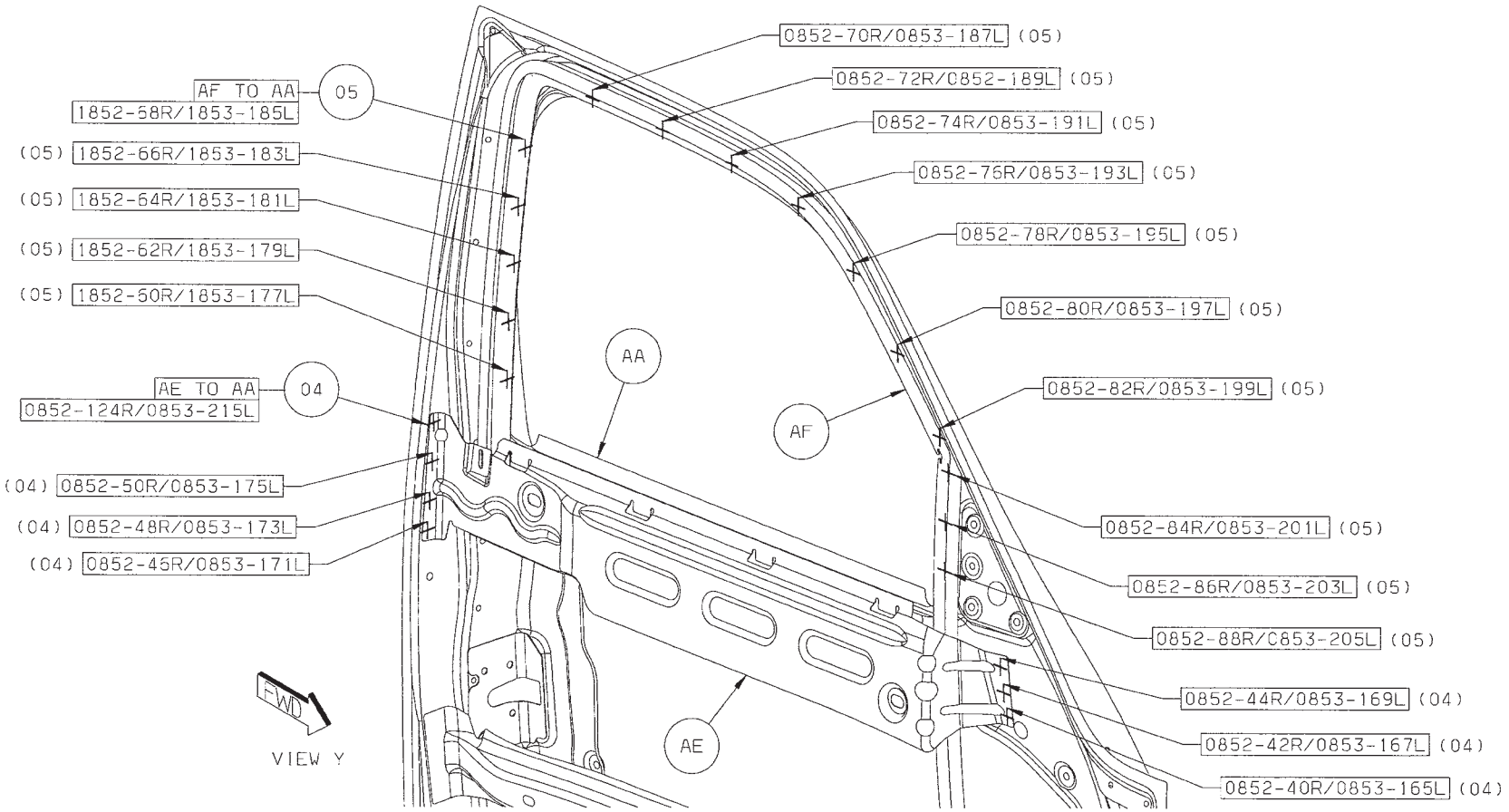
Back to Index

01 AB TO AA 9/SD S/WELDS (SAF)
02 AC TO AA 9/SD S/WELDS (ORD)
03 AD TO AA 2/SD S/WELDS (ORD)



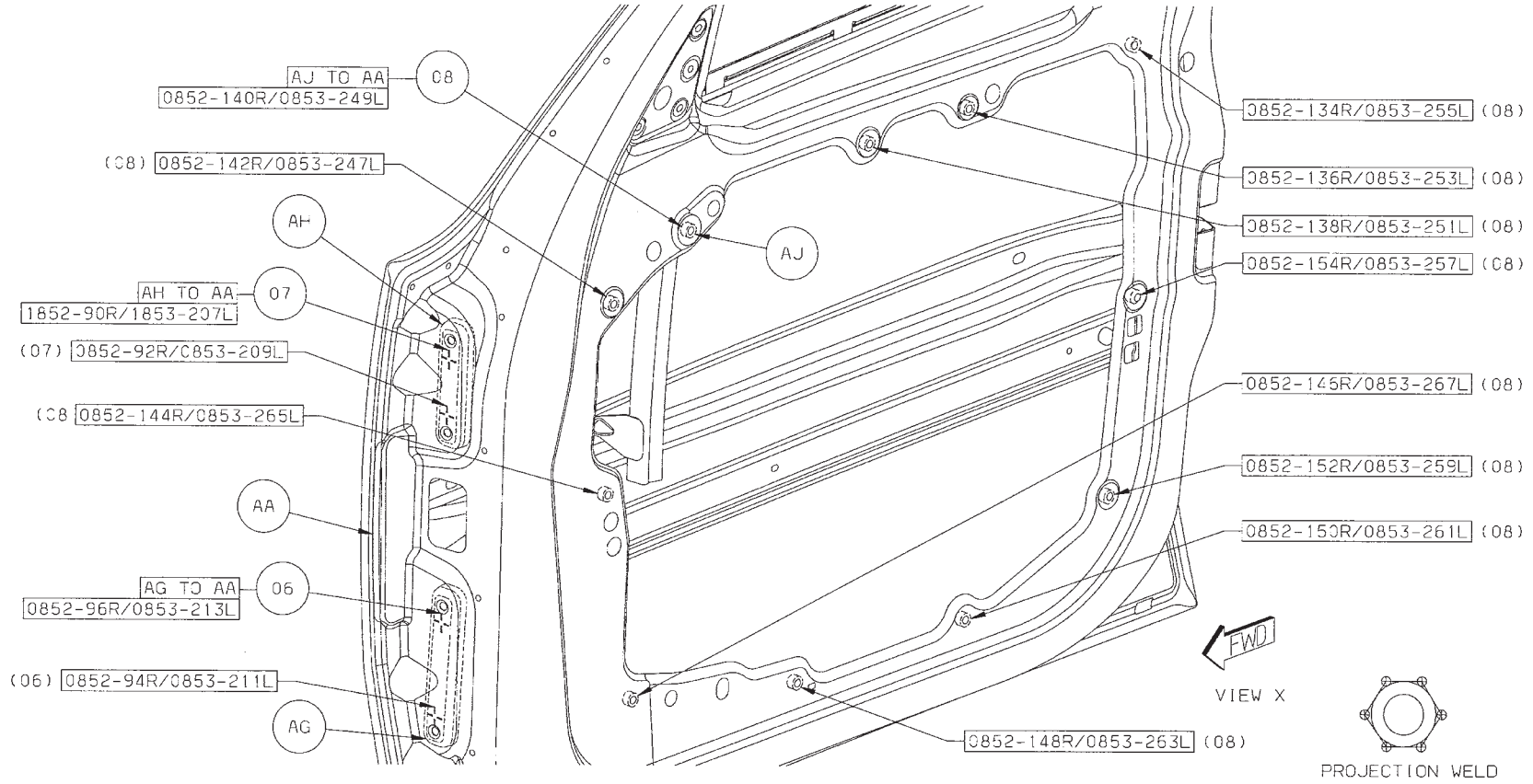
Back to Index

04 AE TO AA 7/SD S/WELDS (ORD)
05 AF TO AA 15/SD S/WELDS (ORD)



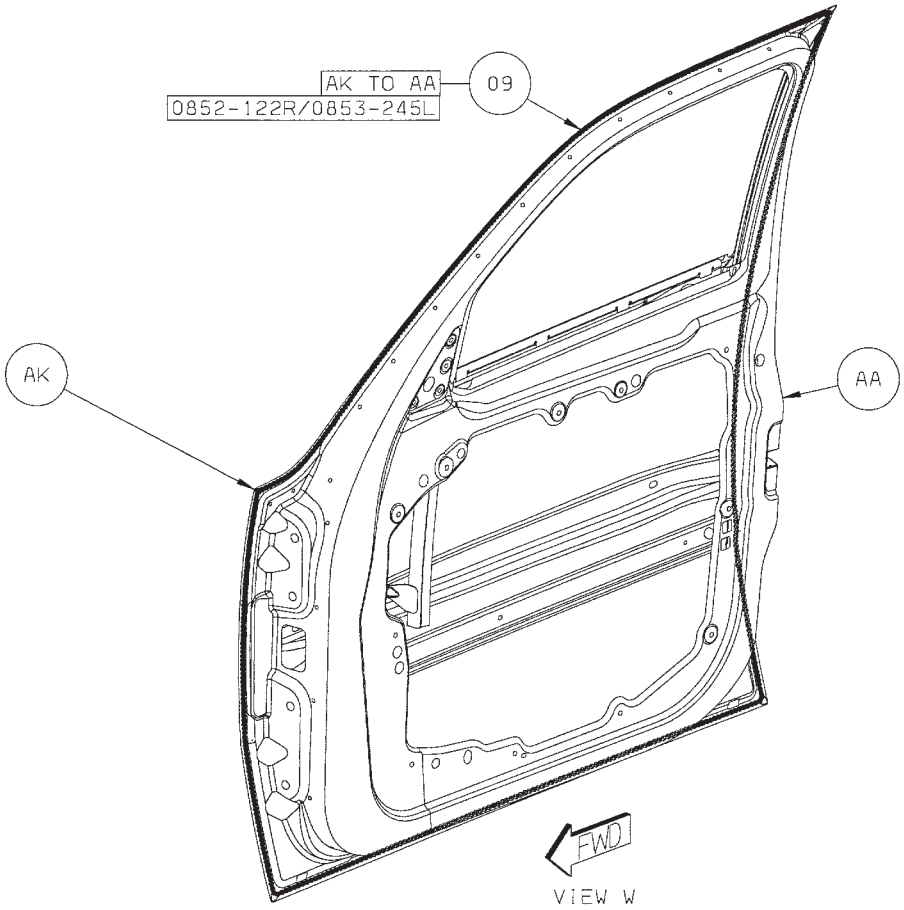
Back to Index

06 AG TO AA 2/SD S/WELDS (ORD)
07 AH TO AA 2/SD S/WELDS (ORD)
08 AJ TO AA 11/SD PROJ WELDS



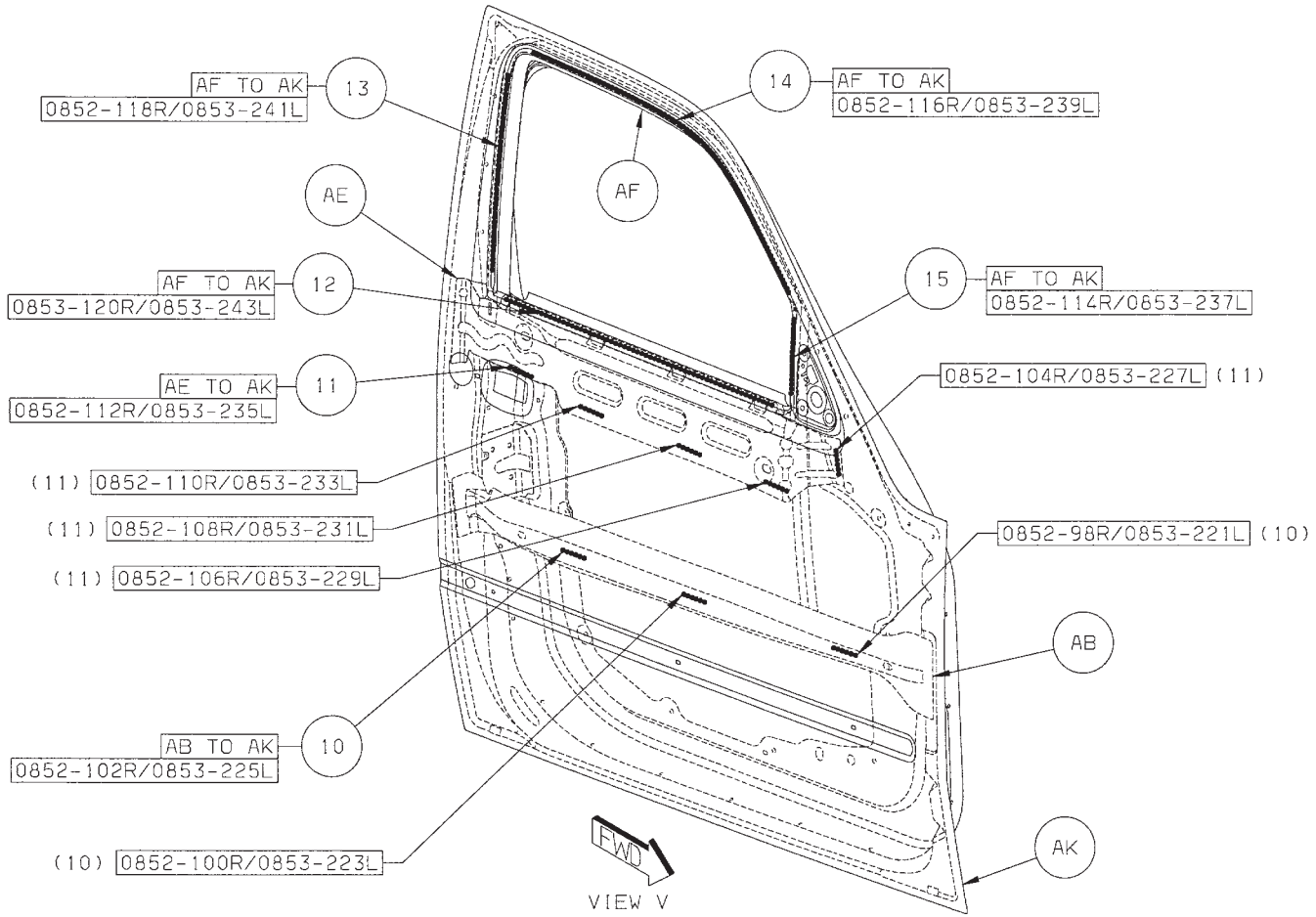
Back to Index

09 AK TO AA 1/SD STRUC ADH (ORD)



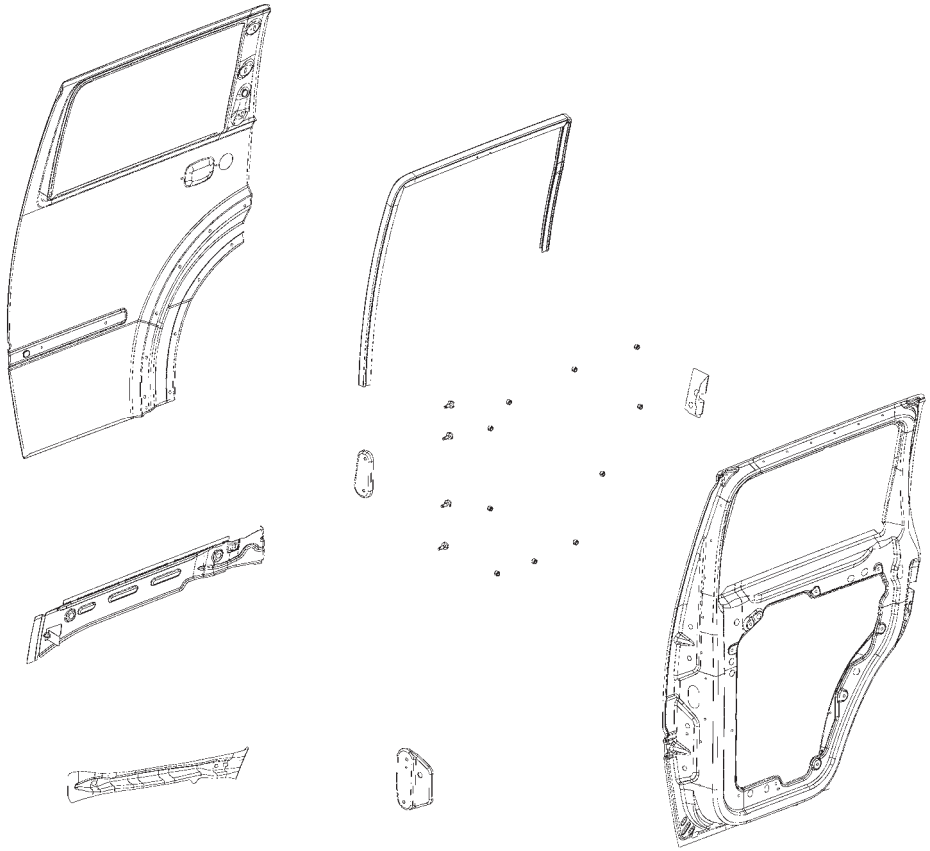
Back to Index

10 AB TO AK 3/SD STRUC ADH (ORD)
11 AE TO AK 5/SD STRUC ADH (ORD)
12 AF TO AK 1/SD STRUC ADH (ORD)
13 AF TO AK 1/SD STRUC ADH (ORD)
14 AF TO AK 1/SD STRUC ADH (ORD)
15 AF TO AK 1/SD STRUC ADH (ORD)



Back to Index

DODGE NITRO REAR DOOR ASSEMBLY SECTION

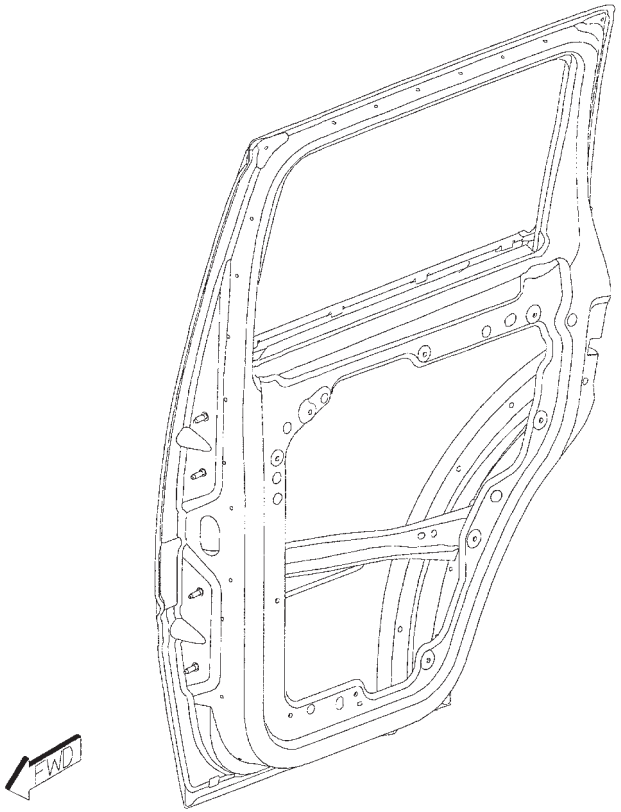


AA PANEL – RR DOOR INR RT –
AA PANEL – RR DOOR INR LT –
AB CHANNEL – RR DOOR GLASS –
AB CHANNEL – RR DOOR GLASS –
AC REINF – RR DOOR BELT OTR RT –
AC REINF – RR DOOR BELT OTR LT –
AD BEAM – IMPACT RR DOOR RT –
AD BEAM – IMPACT RR DOOR LT –
AE REINF – FRT DOOR LATCH RT –
AE REINF – FRT DOOR LATCH LT –
AF STUD PLATE –
AF STUD PLATE –
AG STUD PLATE –
AG STUD PLATE –
AH NUT/WELD.RD – NO.FIN.SPECIAL –
AH NUT/WELD.RD – NO.FIN.SPECIAL –
AJ PANEL – RR DOOR OTR RT –
AJ PANEL – RR DOOR OTR LT –

Back to Index

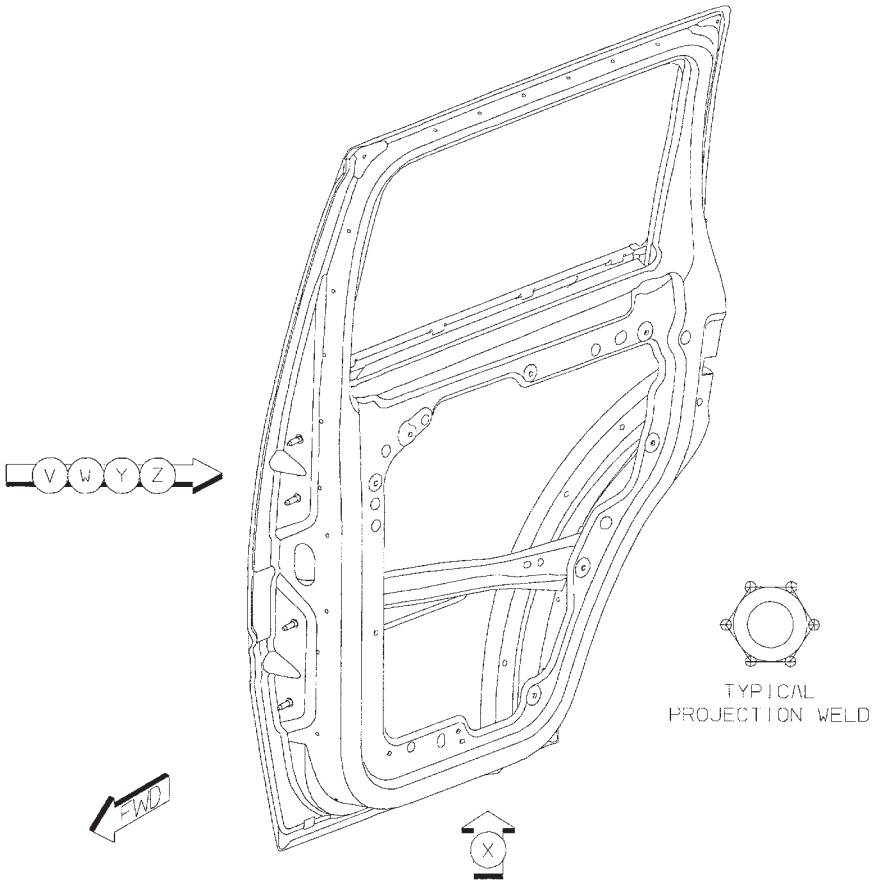
PARTS IDENTIFICATION LEGEND, OVERVIEW 25

AA PANEL – RR DOOR INR RT –
AA PANEL – RR DOOR INR LT –
AB CHANNEL – RR DOOR GLASS –
AB CHANNEL – RR DOOR GLASS –
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 REINF – FRT DOOR LATCH RT –
AE REINF – FRT DOOR LATCH LT –
AF STUD PLATE –
AF STUD PLATE –
AG STUD PLATE –
AG STUD PLATE –
AH NUT/WELD.RD – NO.FIN.SPECIAL –
AH NUT/WELD.RD – NO.FIN.SPECIAL –
AJ PANEL – RR DOOR OTR RT –
AJ PANEL – RR DOOR OTR LT –



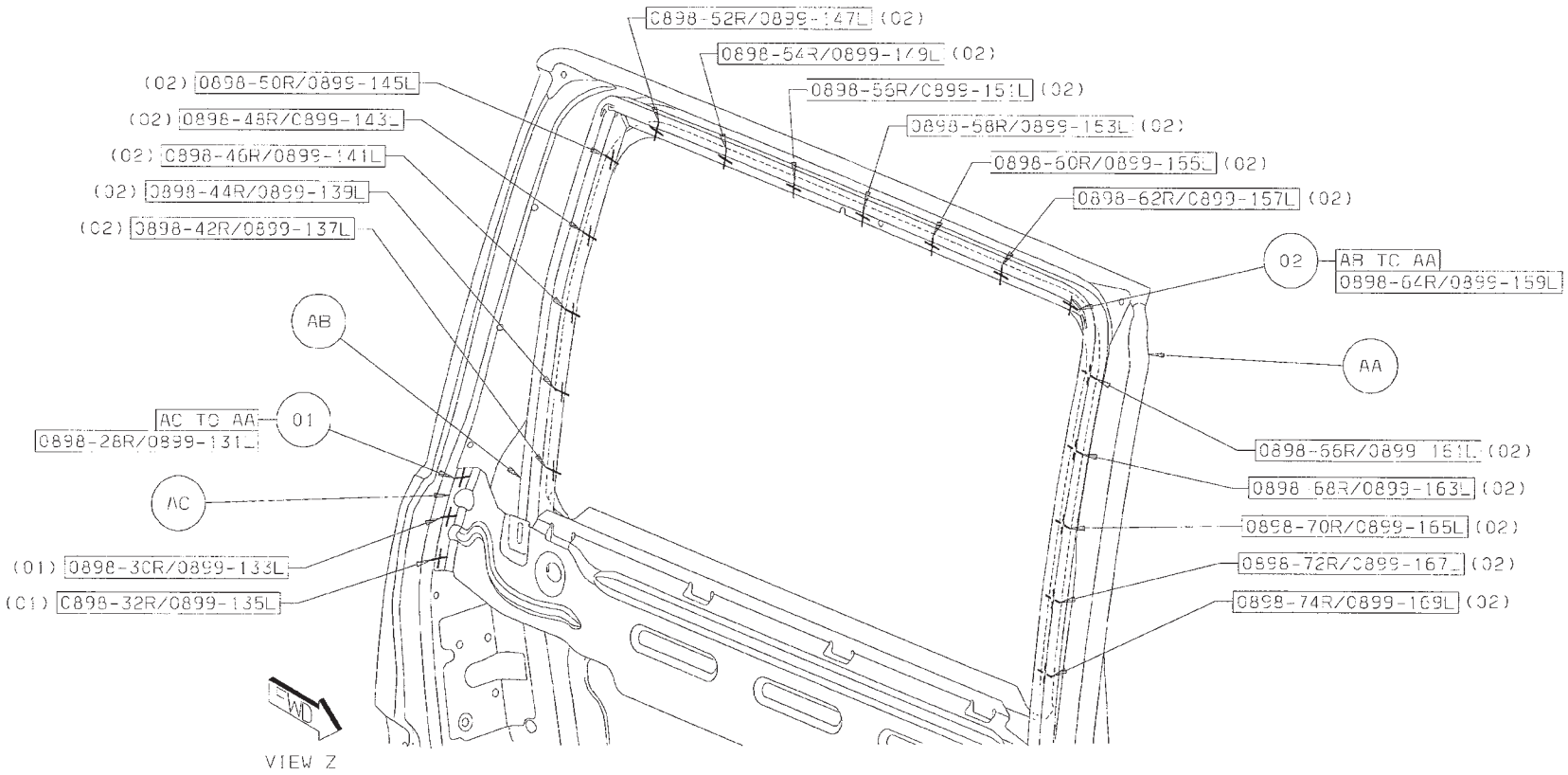
Back to Index

WELD LAYOUT LOCATION GUIDE



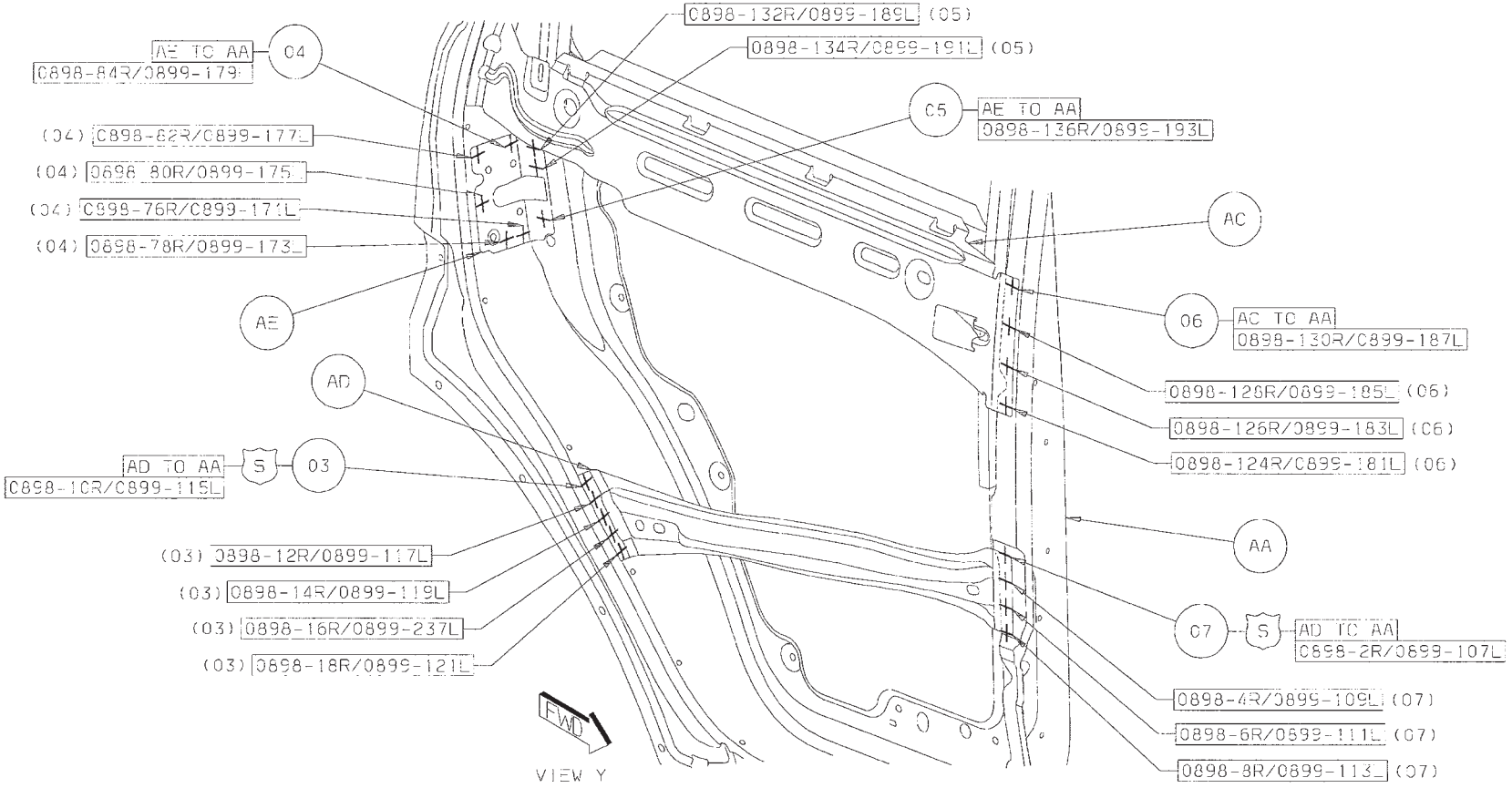
Back to Index

01 AC TO AA 3/SD S/WELDS (ORD)
02 AB TO AA 17/SD S/WELDS (ORD)



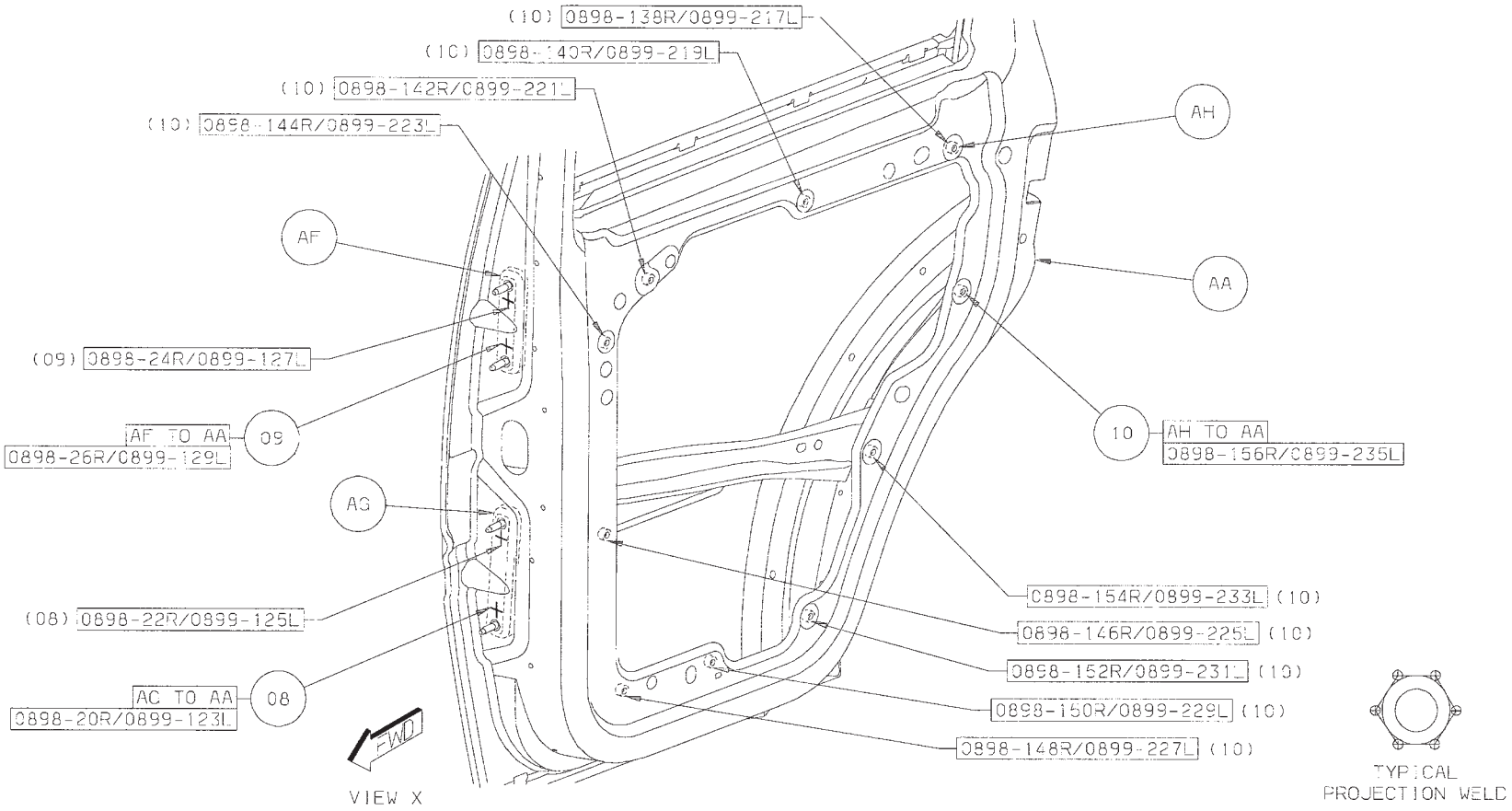
Back to Index

03 AD TO AA 5/SD S/WELDS (SAF)
04 AE TO AA 5/SD S/WELDS (ORD)
05 AE TO AA 3/SD S/WELDS (ORD)
06 AC TO AA 4/SD S/WELDS (ORD)
07 AD TO AA 4/SD S/WELDS (SAF)



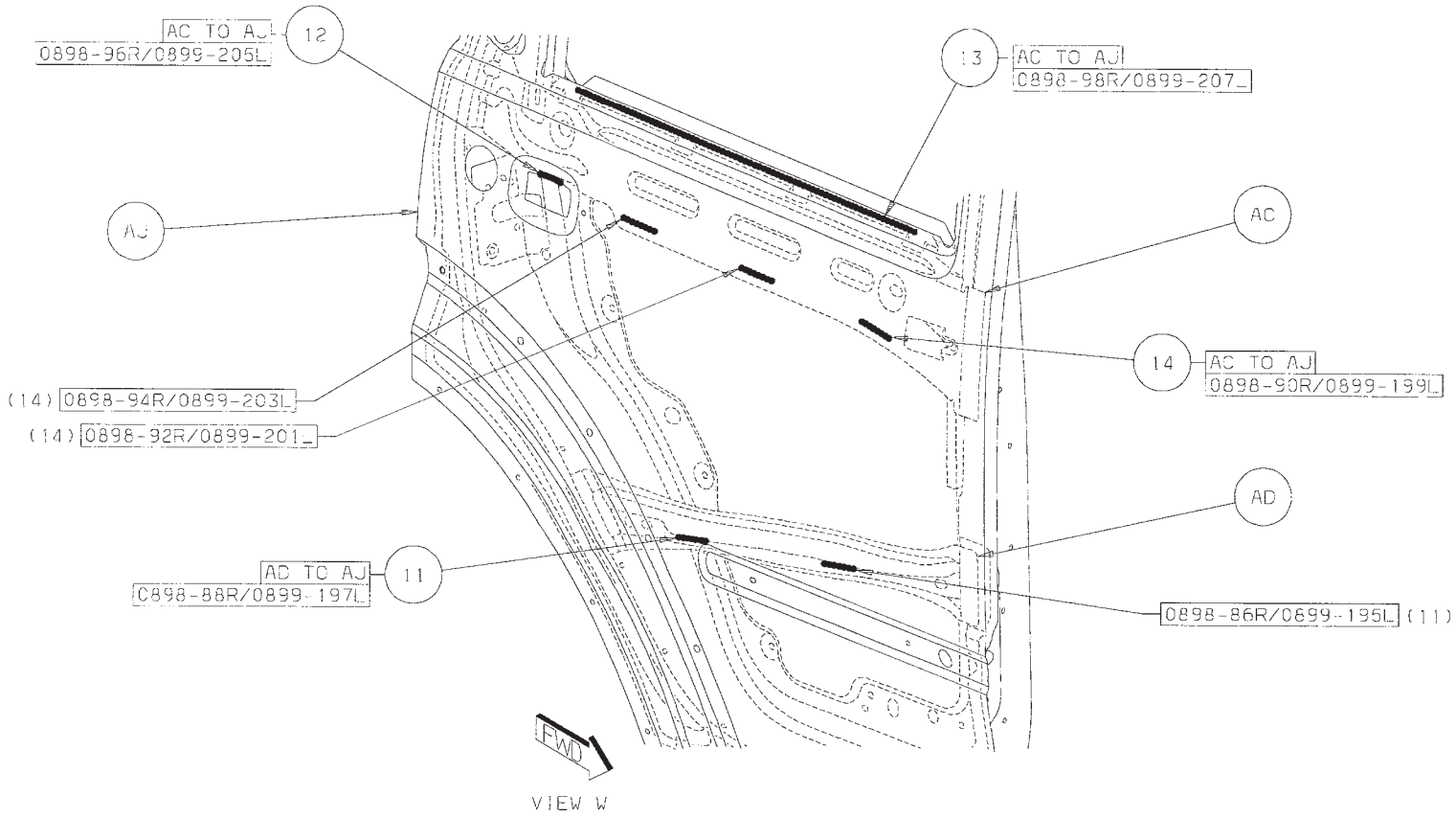
Back to Index

08 AG TO AA 2/SD S/WELDS (ORD)
09 AF TO AA 2/SD S/WELDS (ORD)
10 AH TO AA 10/SD PROJ WELDS



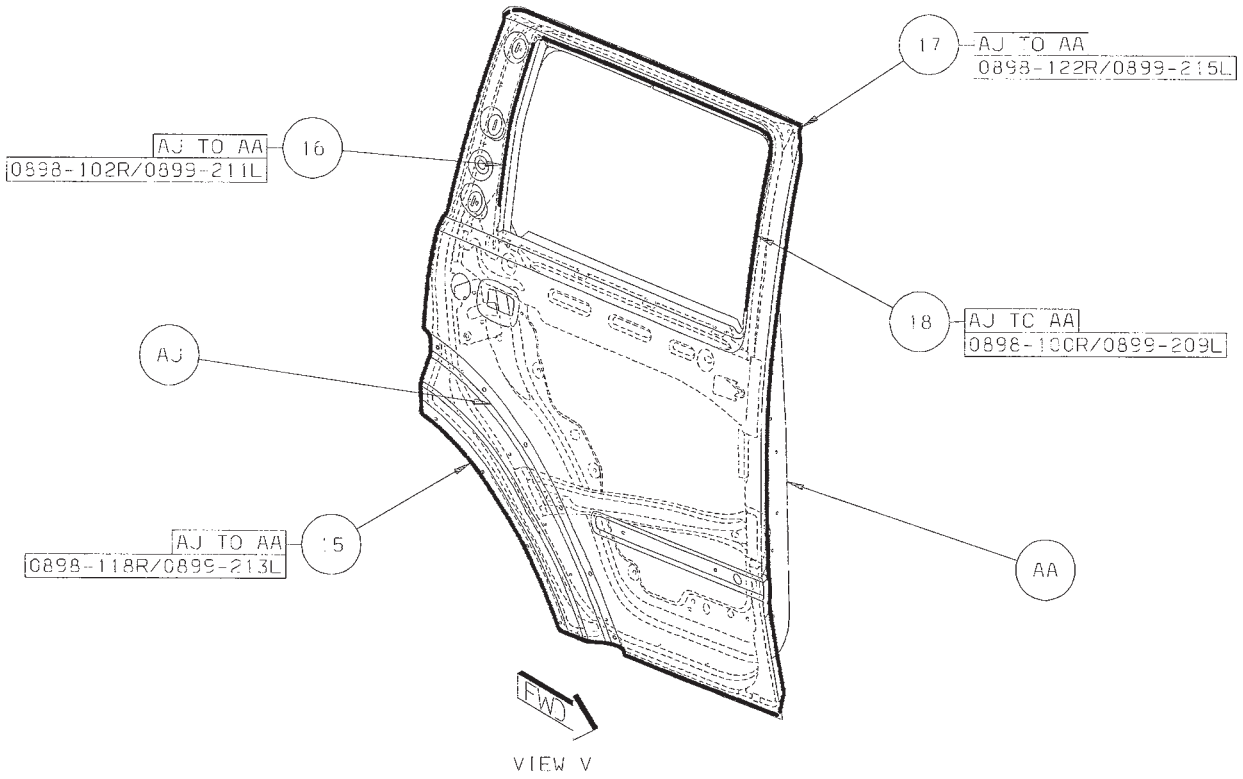
Back to Index

11 AD TO AJ 2/SD STRUC ADH (ORD)
12 AC TO AJ 1/SD STRUC ADH (ORD)
13 AC TO AJ 1/SD STRUC ADH (ORD)
14 AC TO AJ 3/SD STRUC ADH (ORD)



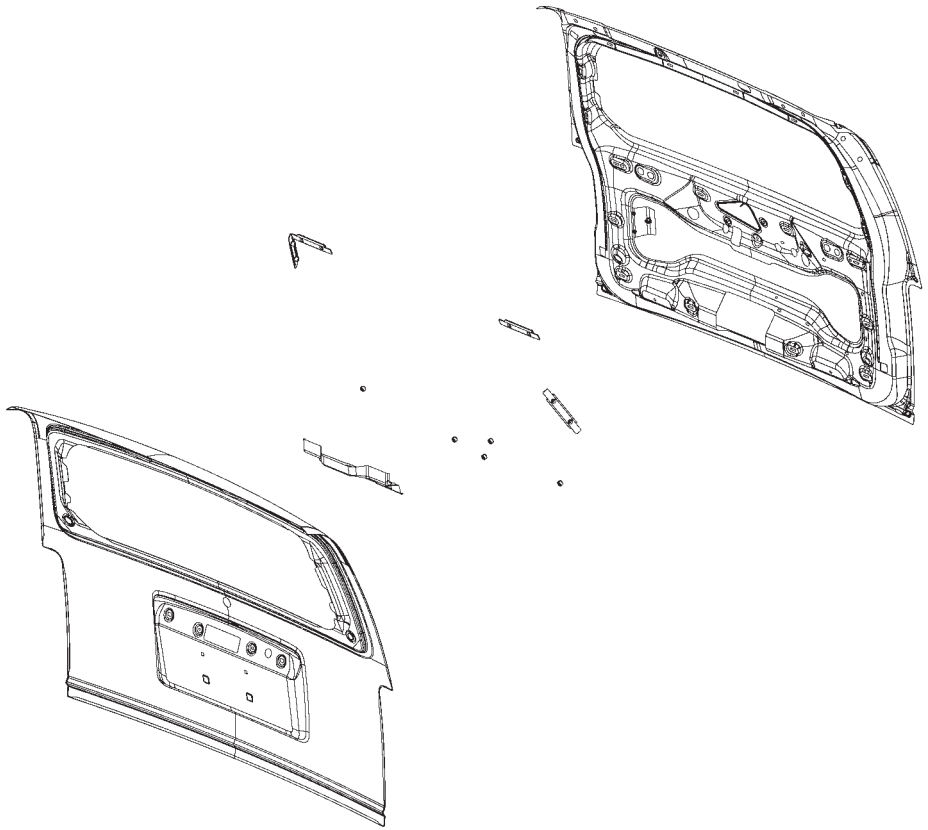
Back to Index

15 AJ TO AA 1/SD STRUC ADH (ORD)
16 AJ TO AA 1/SD STRUC ADH (ORD)
17 AJ TO AA 1/SD STRUC ADH (ORD)
18 AJ TO AA 1/SD STRUC ADH (ORD)



Back to Index

DODGE NITRO LIFTGATE ASSEMBLY SECTION

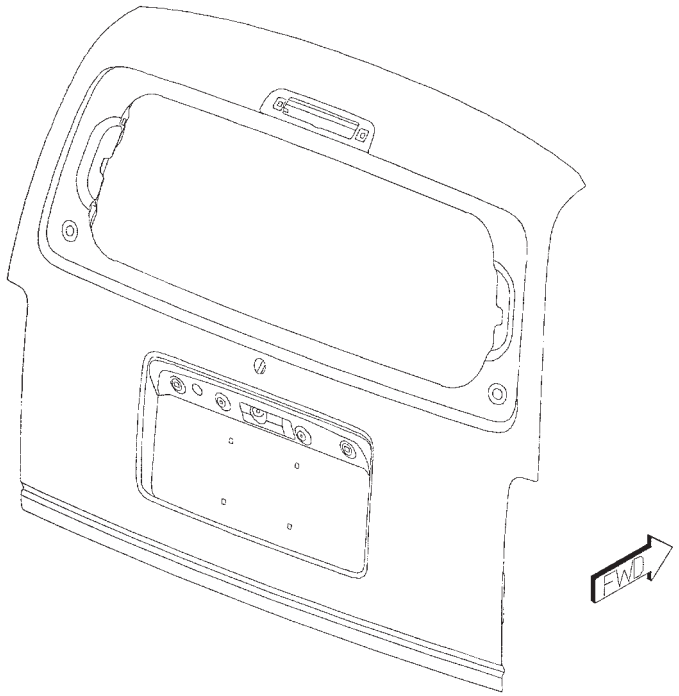


AA PANEL – LIFTGATE INR –
AB REINF – LIFTGATE LATCH –
AC NUT/WELD.RD – NO.FIN.SPECIAL – REAR WIPER
AC NUT/WELD.RD – NO.FIN.SPECIAL – GRAB HANDLE
AD TAPPING PLATE – LIFTGATE INR PANEL HINGE MOUNTING – HINGE MOUNTING
AD TAPPING PLATE – LIFTGATE INR PANEL HINGE MOUNTING – GAS PROP BALL STUD BRKT
AE PANEL – LIFTGATE OTR –

Back to Index

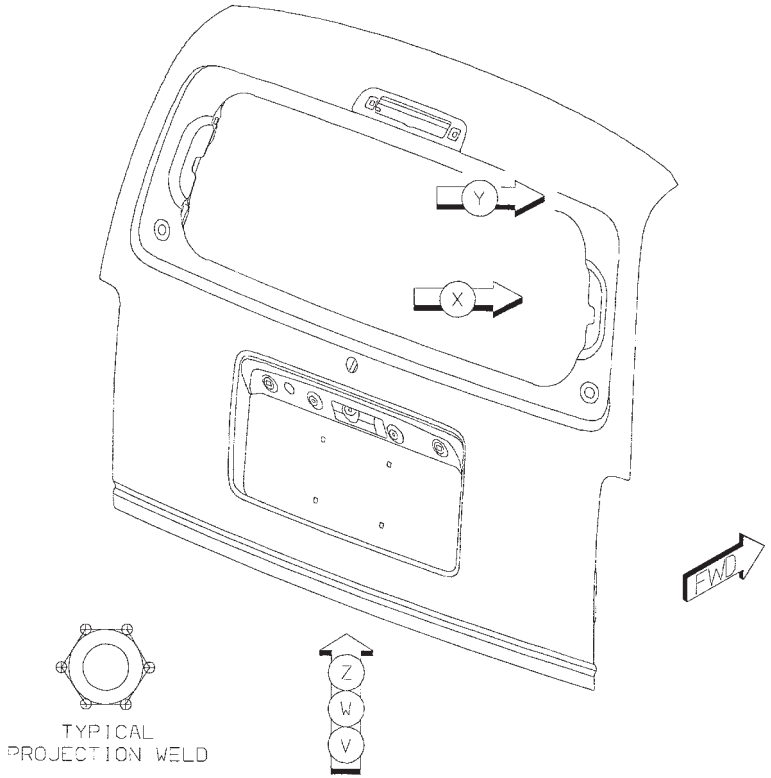
PARTS IDENTIFICATION LEGEND, OVERVIEW 26

AA PANEL – LIFTGATE INR –
AB REINF – LIFTGATE LATCH –
AC NUT/WELD.RD – NO.FIN.SPECIAL – REAR WIPER
AC NUT/WELD.RD – NO.FIN.SPECIAL – GRAB HANDLE
AD TAPPING PLATE – LIFTGATE INR PANEL HINGE MOUNTING – HINGE MOUNTING
AD TAPPING PLATE – LIFTGATE INR PANEL HINGE MOUNTING – GAS PROP BALL STUD BRKT
AE PANEL – LIFTGATE OTR –



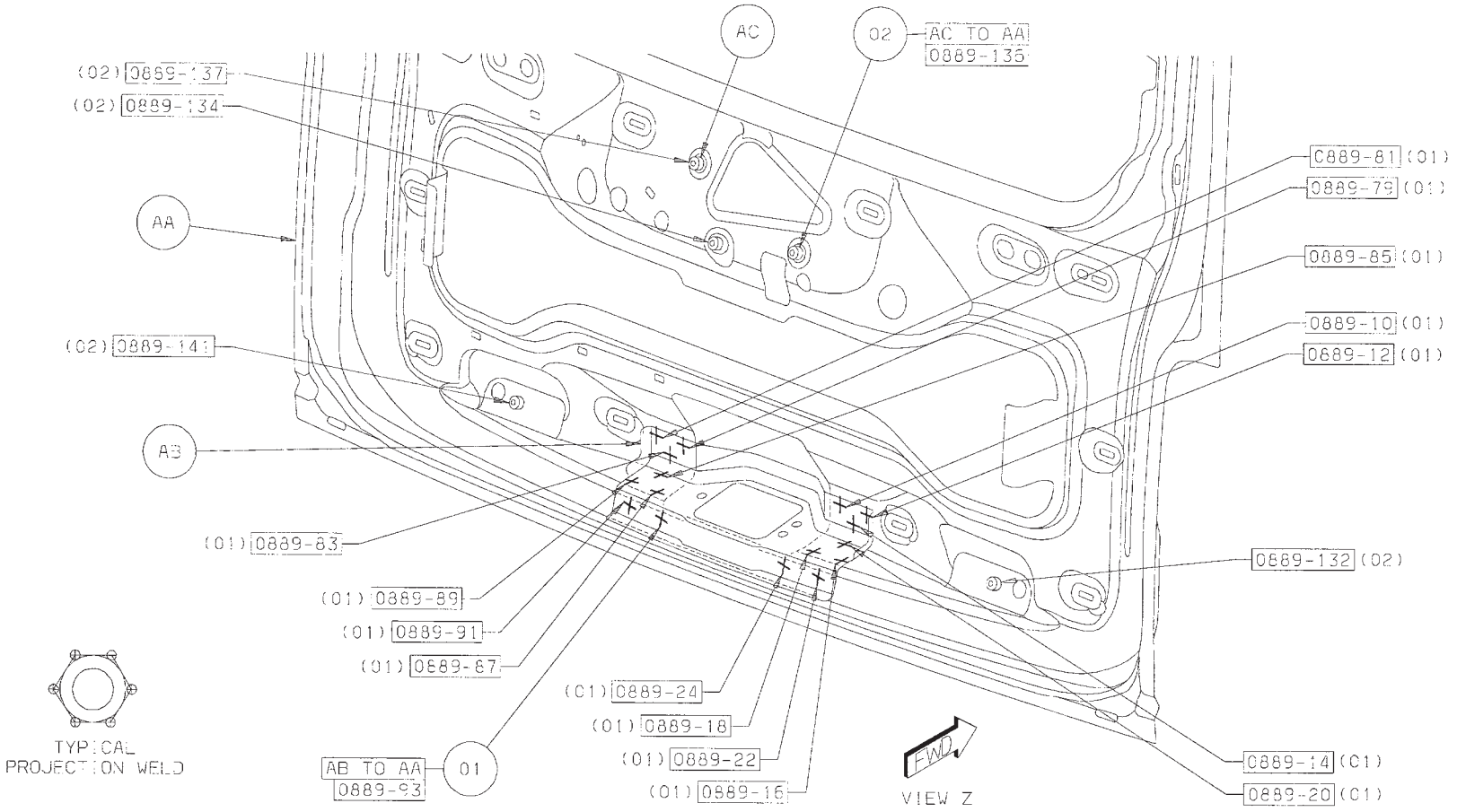
Back to Index

WELD LAYOUT LOCATION GUIDE



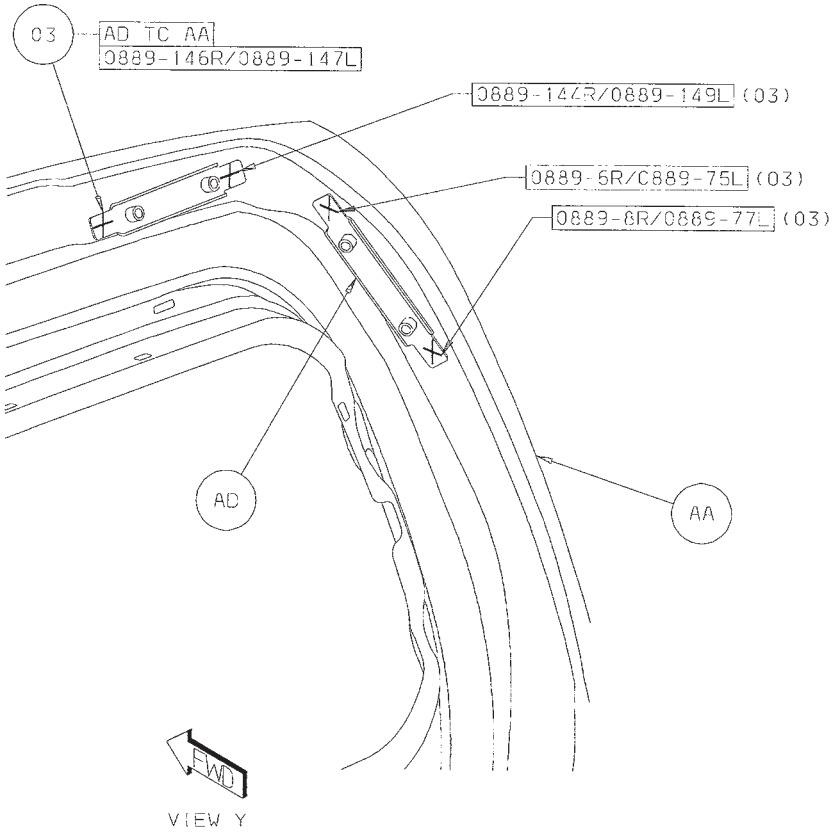
Back to Index

01 AB TO AA 16 S/WELDS (ORD)
02 AC TO AA 5 PROJ WELDS



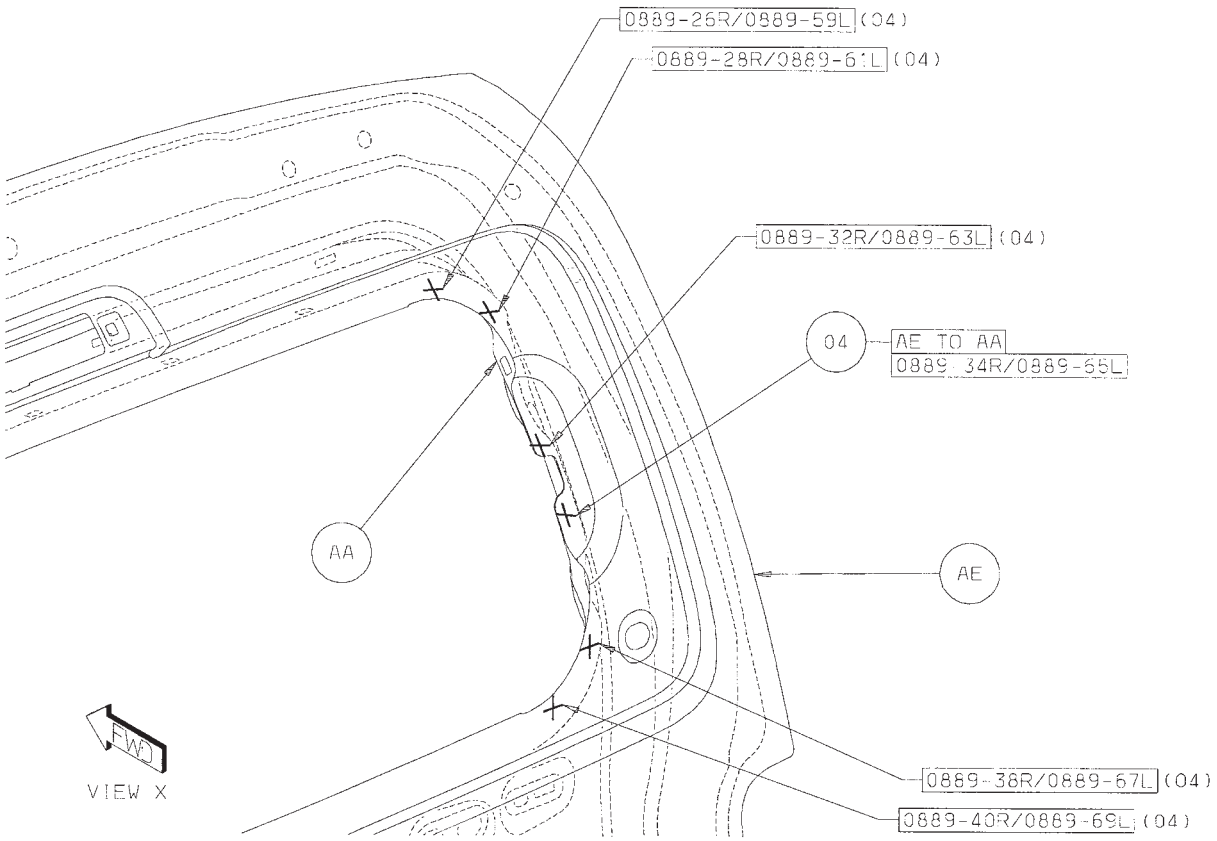
Back to Index

03 AD TO AA 4/SD S/WELDS (ORD)



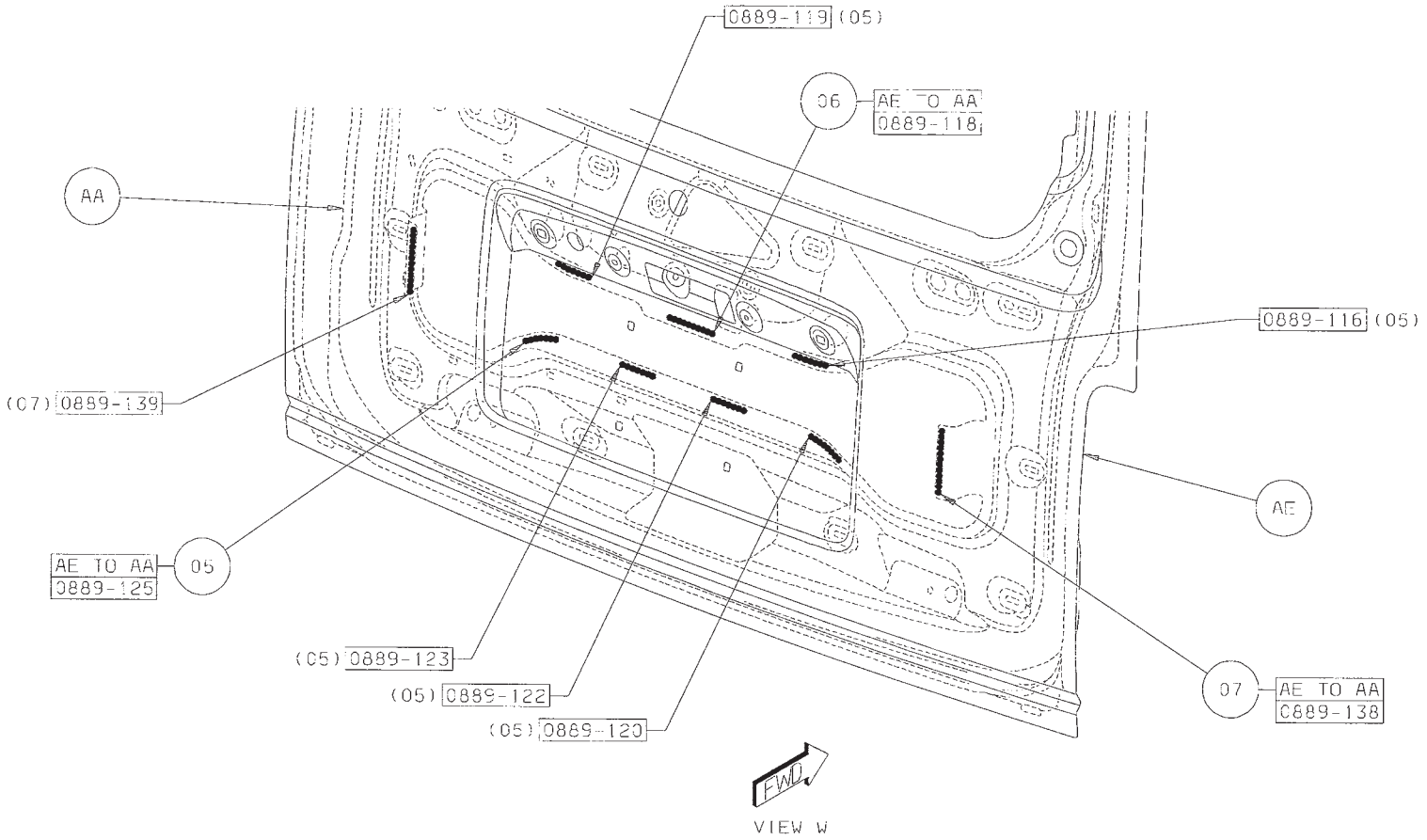
Back to Index

04 AE TO AA 6/SD S/WELDS (ORD)



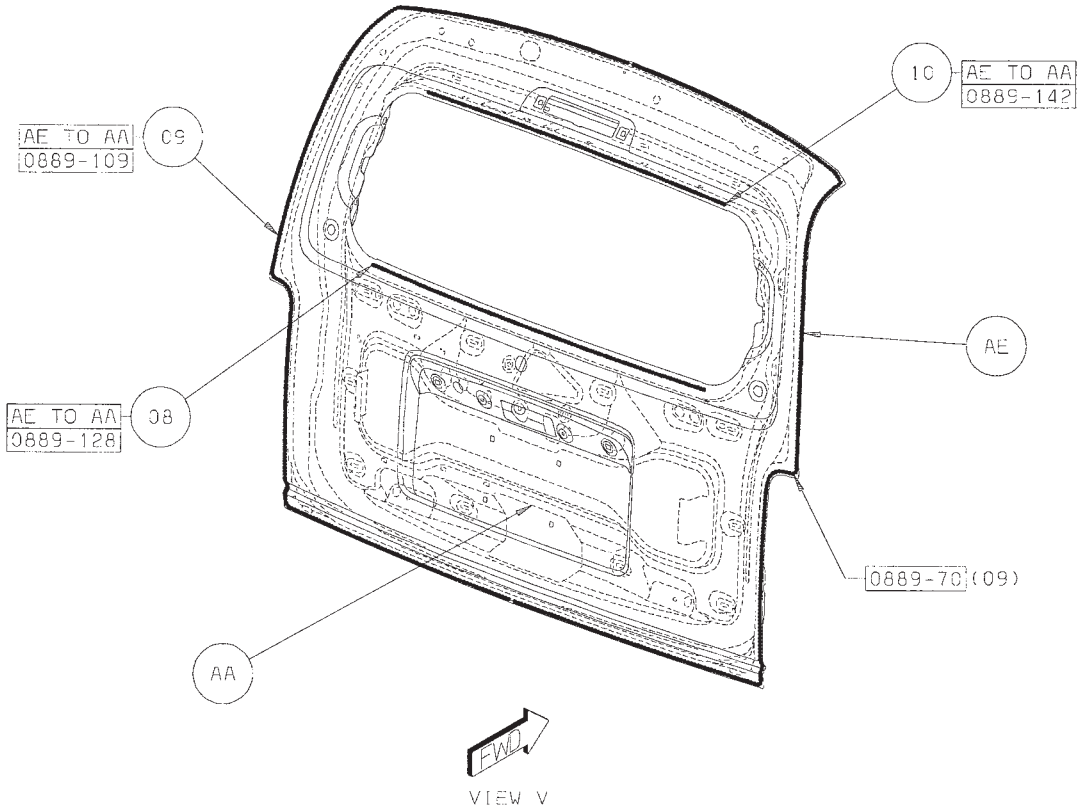
Back to Index

05 AE TO AA 6 STRUC ADH (ORD)
06 AE TO AA 1 STRUC ADH (ORD)
07 AE TO AA 2 STRUC ADH (ORD)



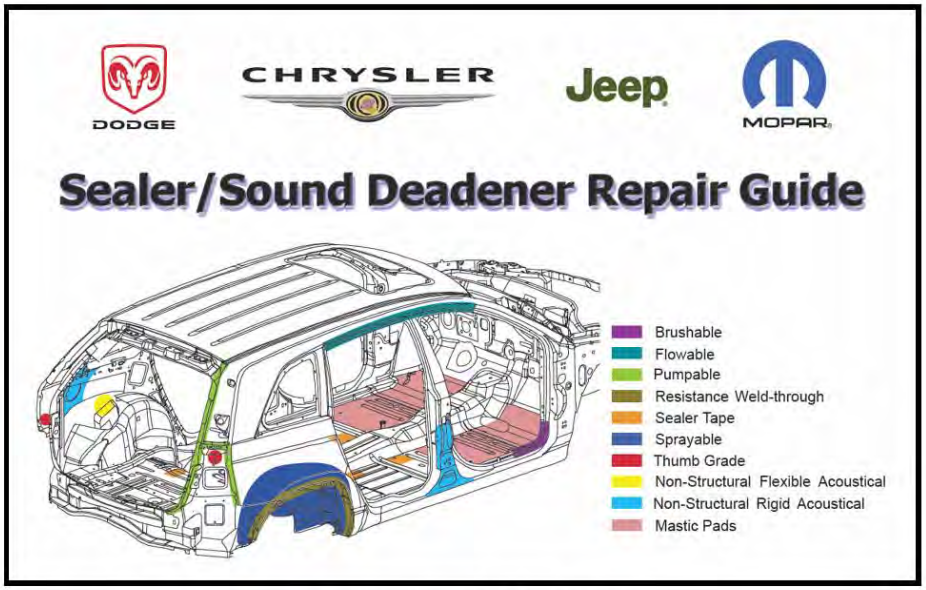
Back to Index

08 AE TO AA 1 STRUC ADH (ORD)
09 AE TO AA 2 STRUC ADH (ORD)
10 AE TO AA 1 STRUC ADH (ORD)



VIEW V

Back to Index



Publication # 81-316-0731

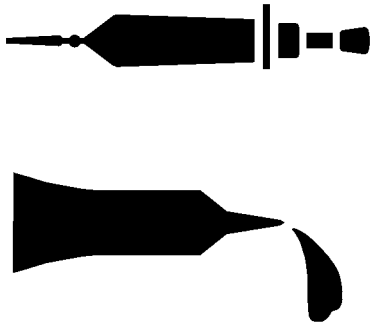
Publication # 81-316-0507

Addition copies of these publications are available by calling:
1-800-890-4038

Back to Index

Sealer/Structural Adhesive/Sound Deadener Locations

Dodge Nitro



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

Back to Index

SEALER INFORMATION

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

SEALER LEGEND

THUMBGRADE SEALER

PUMPABLE SEALER

HIDDEN SEALER

Back to Index

BODY SEALER LOCATIONS

DESCRIPTION	FIGURE
A-PILLAR REINFORCEMENT, BODY SIDE APERTURE AND PLENUM	1
UPPER PLENUM BAFFLE	2
LOWER DASH, FRONT FLOOR AND COWL SIDE	3
UPPER DASH, PLENUM AND COWL SIDE	4
UPPER DASH, AND LOWER PLENUM	5
DASH AND FRONT FLOOR	6
FRONT FLOOR PAN, BODY SIDE SILL AND COWL SIDE	7
FRONT FLOOR PAN AND REAR FLOOR PAN	8
FLOOR PAN AND BODY SIDE SILL	9
REAR FLOOR PAN AND REAR WHEELHOUSE	10
BODY SIDE INNER AND REAR WHEELHOUSE INNER/OUTER	11
REAR WHEELHOUSE OUTER AND REAR FLOOR	12
REAR WHEELHOUSE OUTER AND BODY SIDE OUTER	13
BODY SIDE APERTURE AND ROOF	14
LIFTGATE DRAIN TROUGH AND BODY SIDE APERTURE	15
TAIL LAMP MOUNTING AND BODY SIDE APERTURE	16
TAIL LAMP CAN	17
LIFTGATE DRAIN TROUGH AND TAIL LAMP OPENING	18
REAR FLOOR PAN, BODY INNER AND D-PILLAR REINFORCEMENT	19

Preferred Mopar Product:

- Paintable Seam Sealer – Part No. 04318026

Back to Index

BODY SEALER LOCATIONS

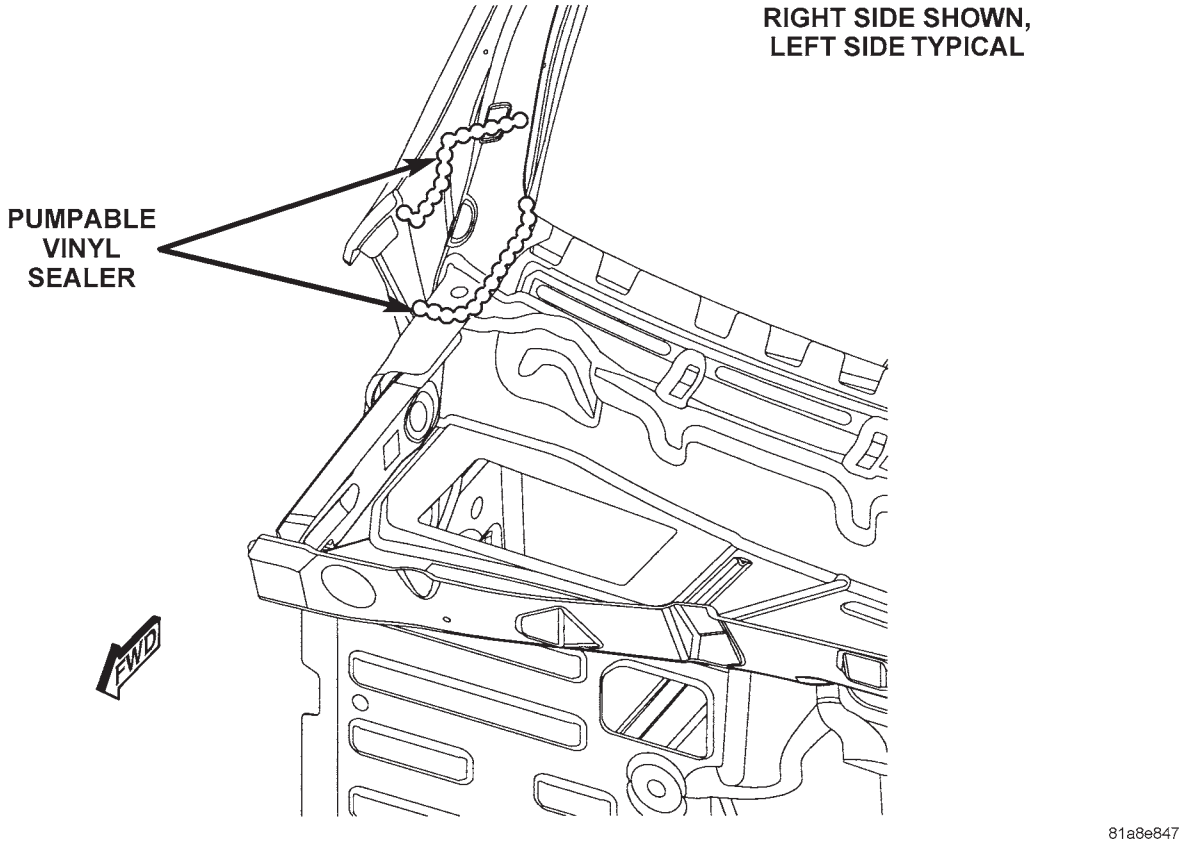


Figure 1. A-PILLAR REINFORCEMENT, BODY SIDE APERTURE AND PLENUM

Back to Index

BODY SEALER LOCATIONS

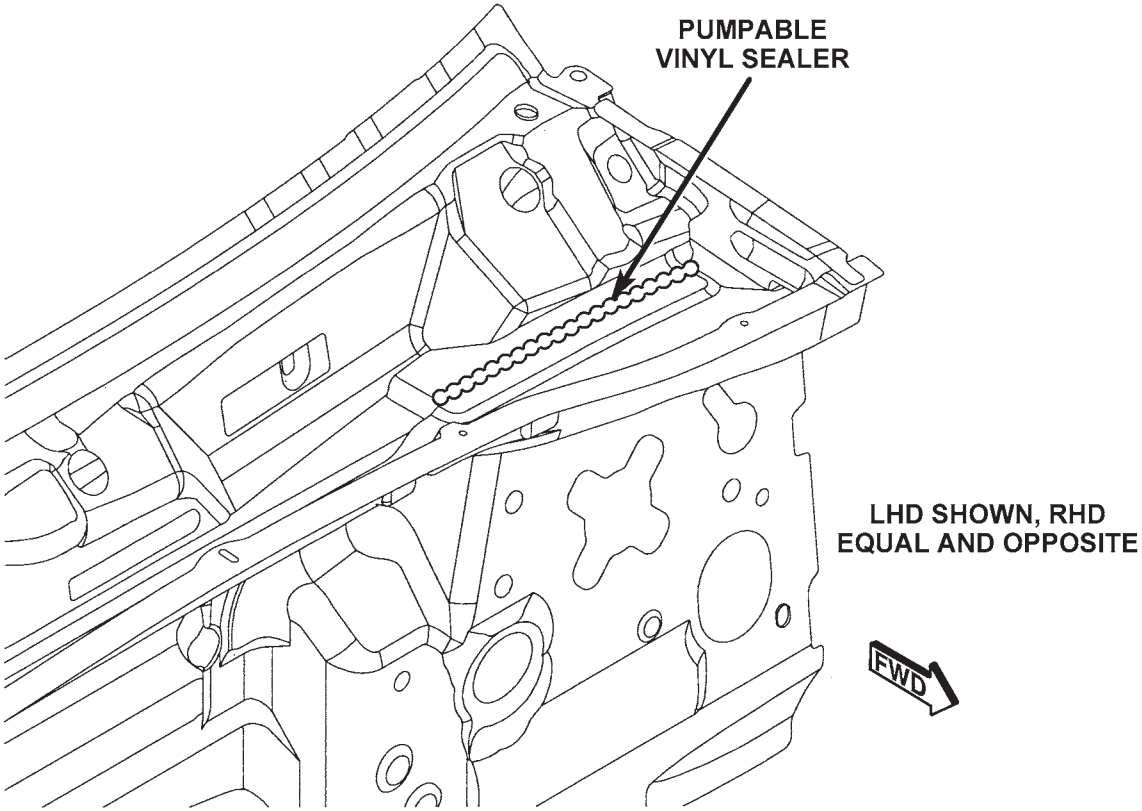


Figure 2. UPPER PLENUM BAFFLE

Back to Index

BODY SEALER LOCATIONS

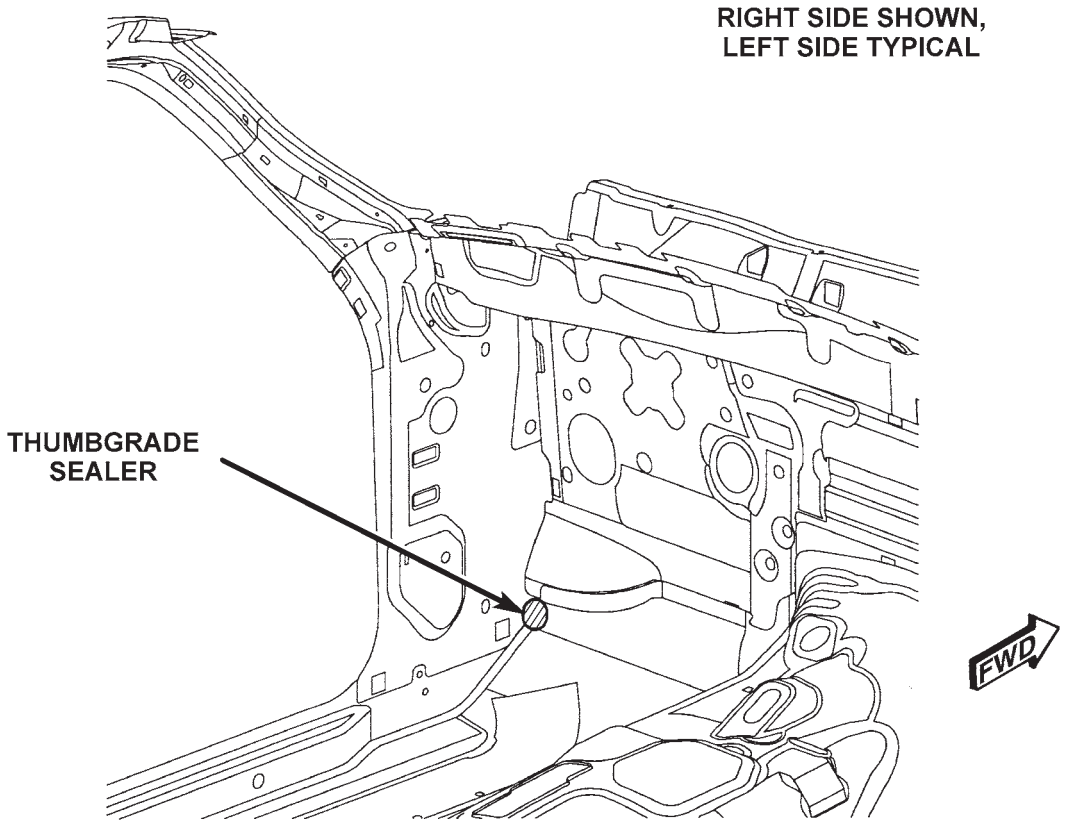


Figure 3. LOWER DASH, FRONT FLOOR AND COWL SIDE

Back to Index

BODY SEALER LOCATIONS

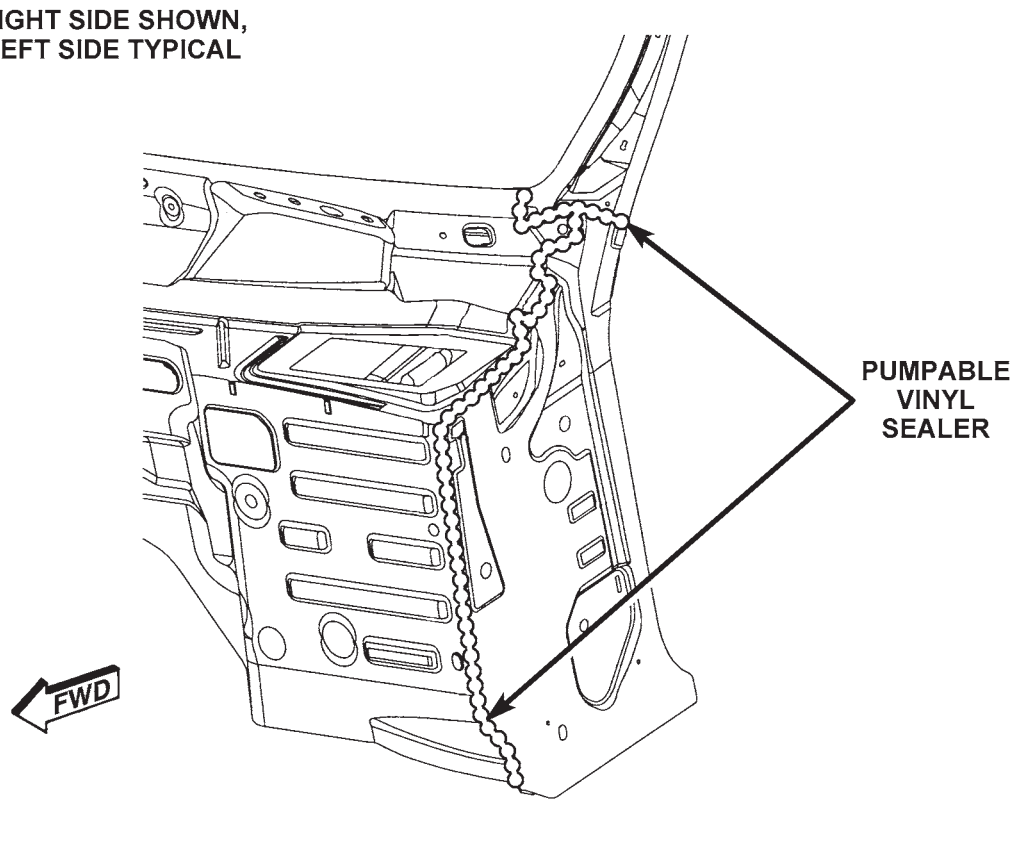


Figure 4. UPPER DASH, PLENUM AND COWL SIDE

Back to Index

BODY SEALER LOCATIONS

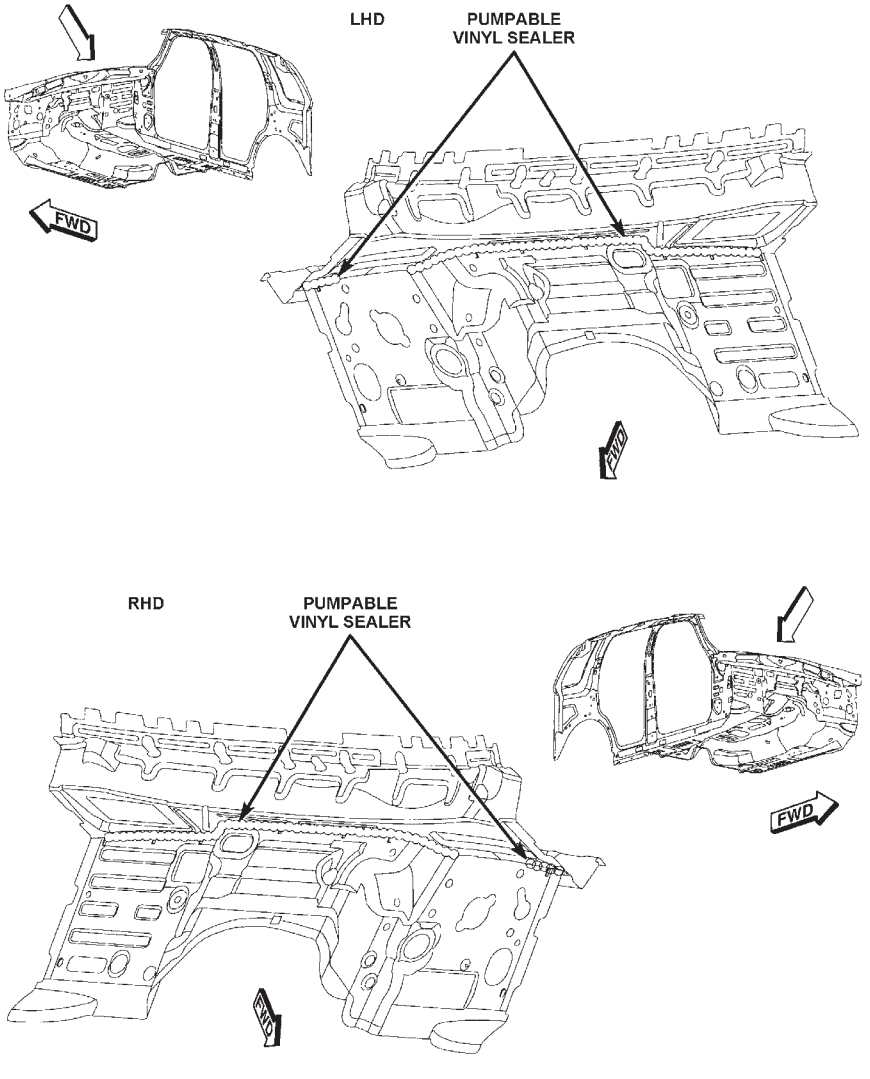


Figure 5. UPPER DASH AND LOWER PLENUM

Back to Index

BODY SEALER LOCATIONS

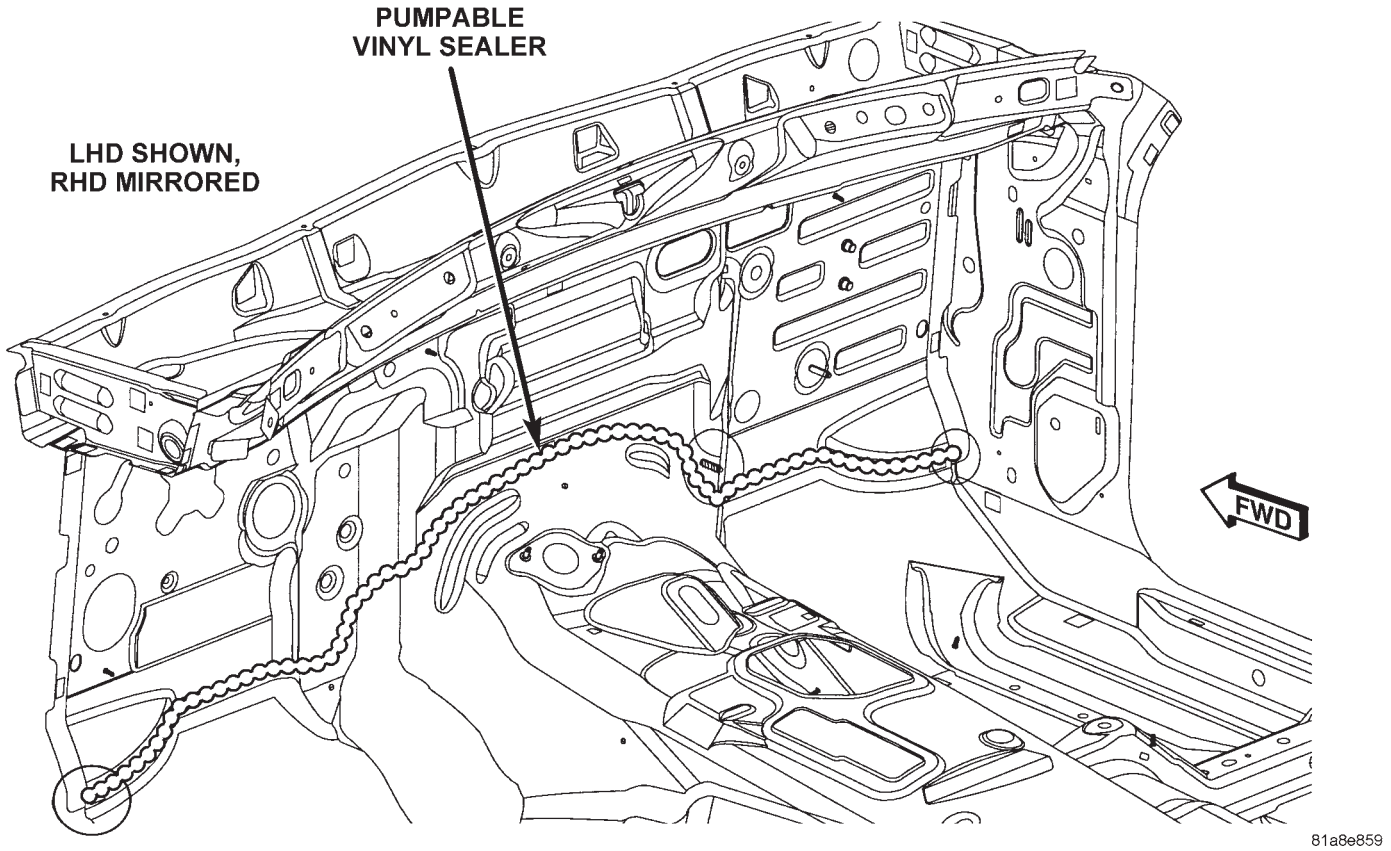


Figure 6. DASH AND FRONT FLOOR

Back to Index

BODY SEALER LOCATIONS

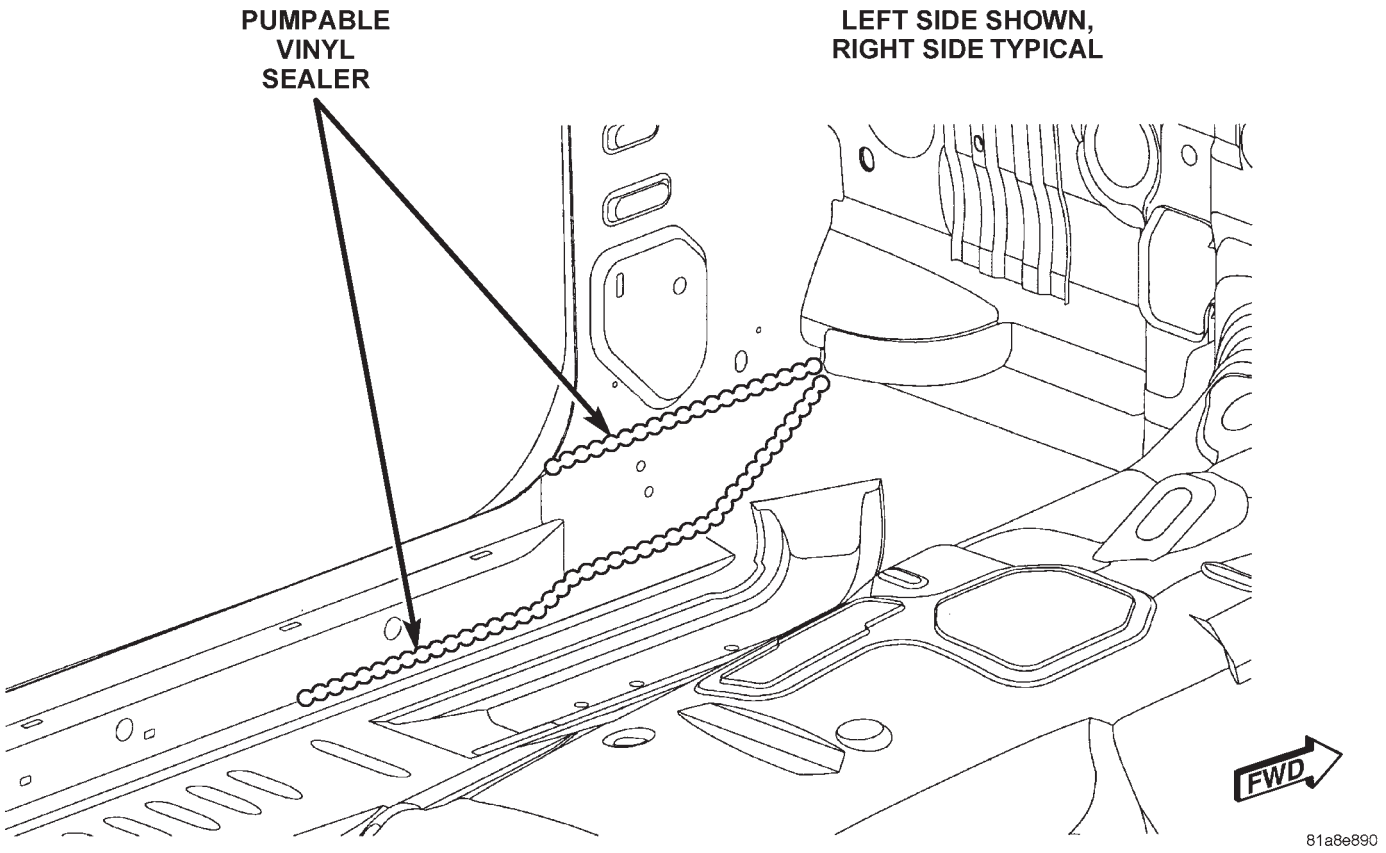


Figure 7. FRONT FLOOR PAN, BODY SIDE SILL AND COWL SIDE

Back to Index

BODY SEALER LOCATIONS

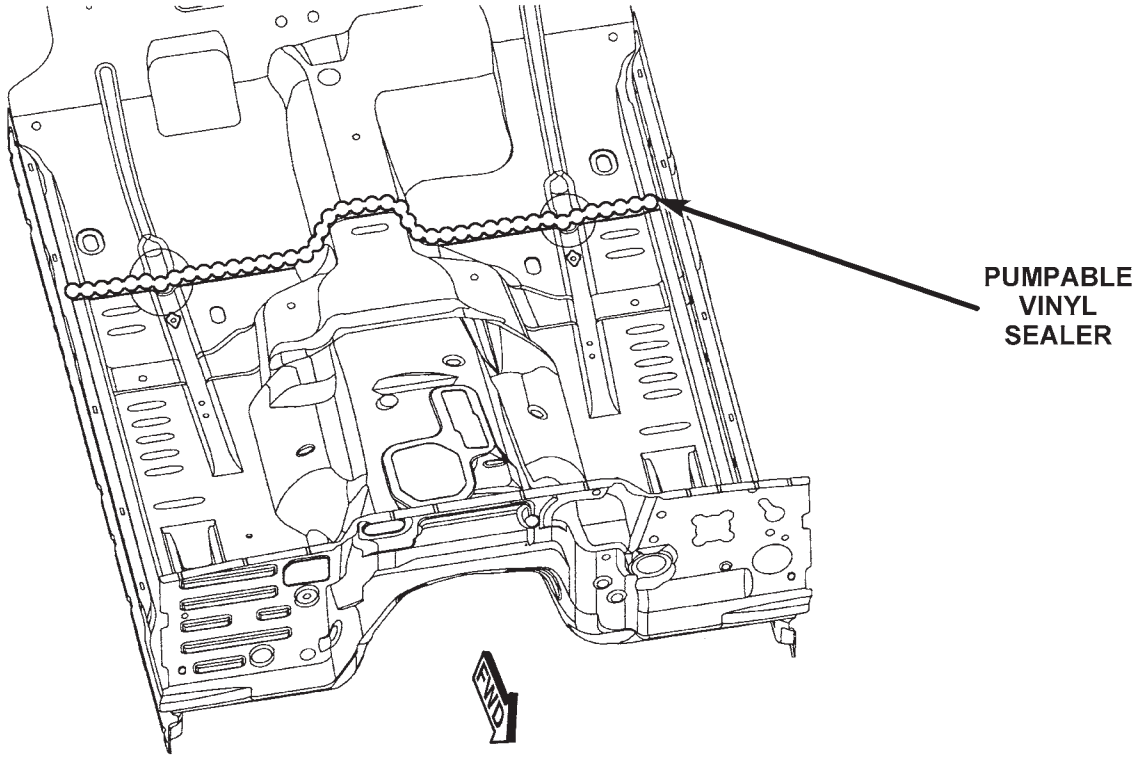


Figure 8. FRONT FLOOR PAN AND REAR FLOOR PAN

Back to Index

BODY SEALER LOCATIONS

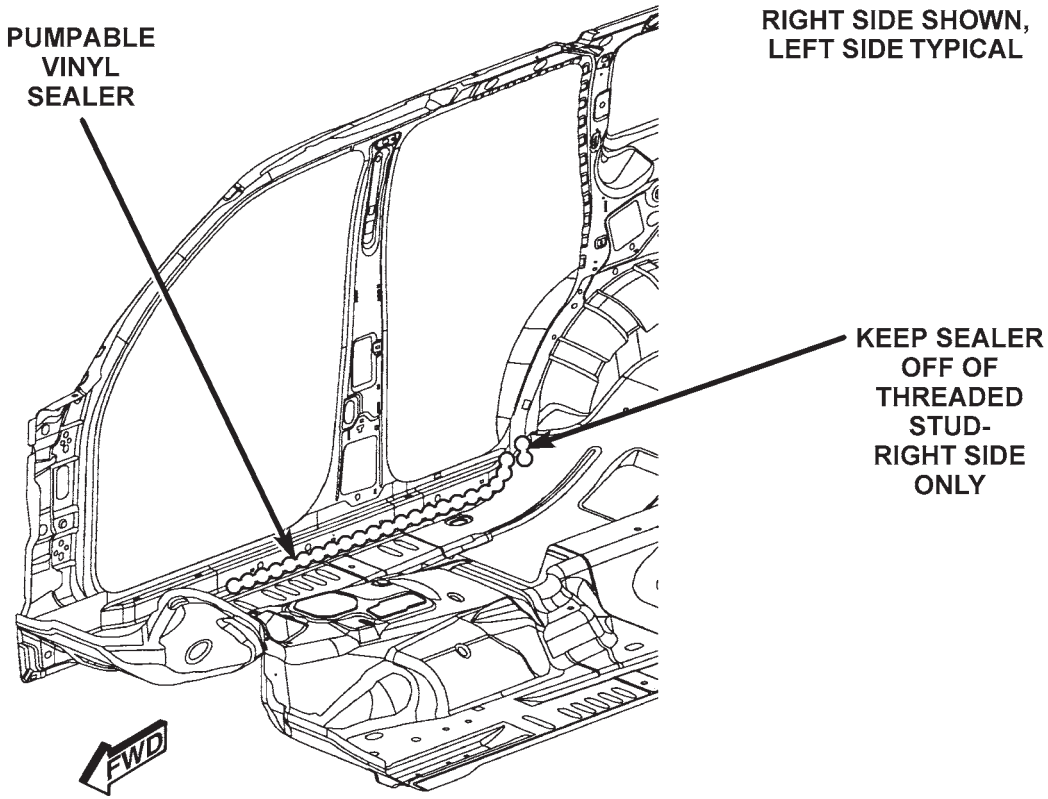


Figure 9. FLOOR PAN AND BODY SIDE SILL

Back to Index

BODY SEALER LOCATIONS

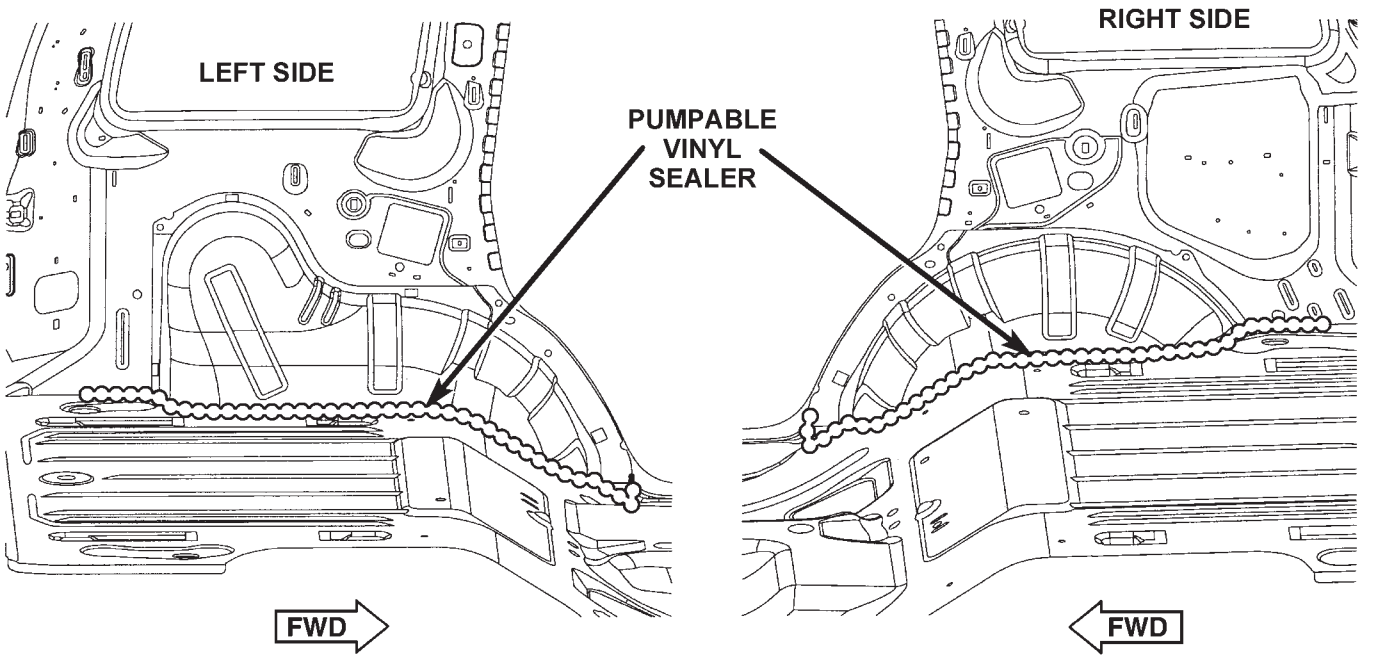


Figure 10. REAR FLOOR PAN AND REAR WHEELHOUSE

Back to Index

BODY SEALER LOCATIONS

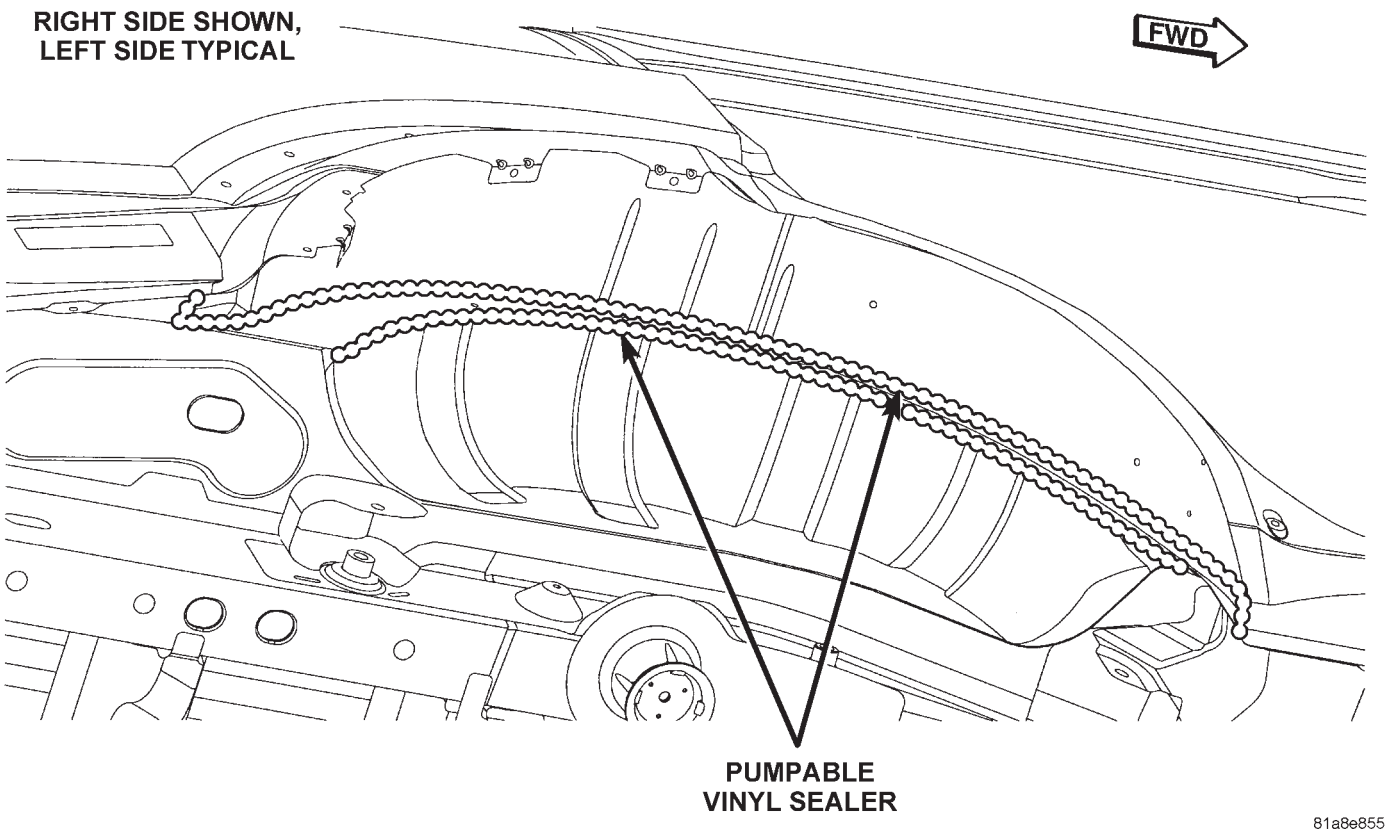


Figure 11. BODY SIDE INNER AND REAR WHEELHOUSE INNER/OUTER

Back to Index

BODY SEALER LOCATIONS

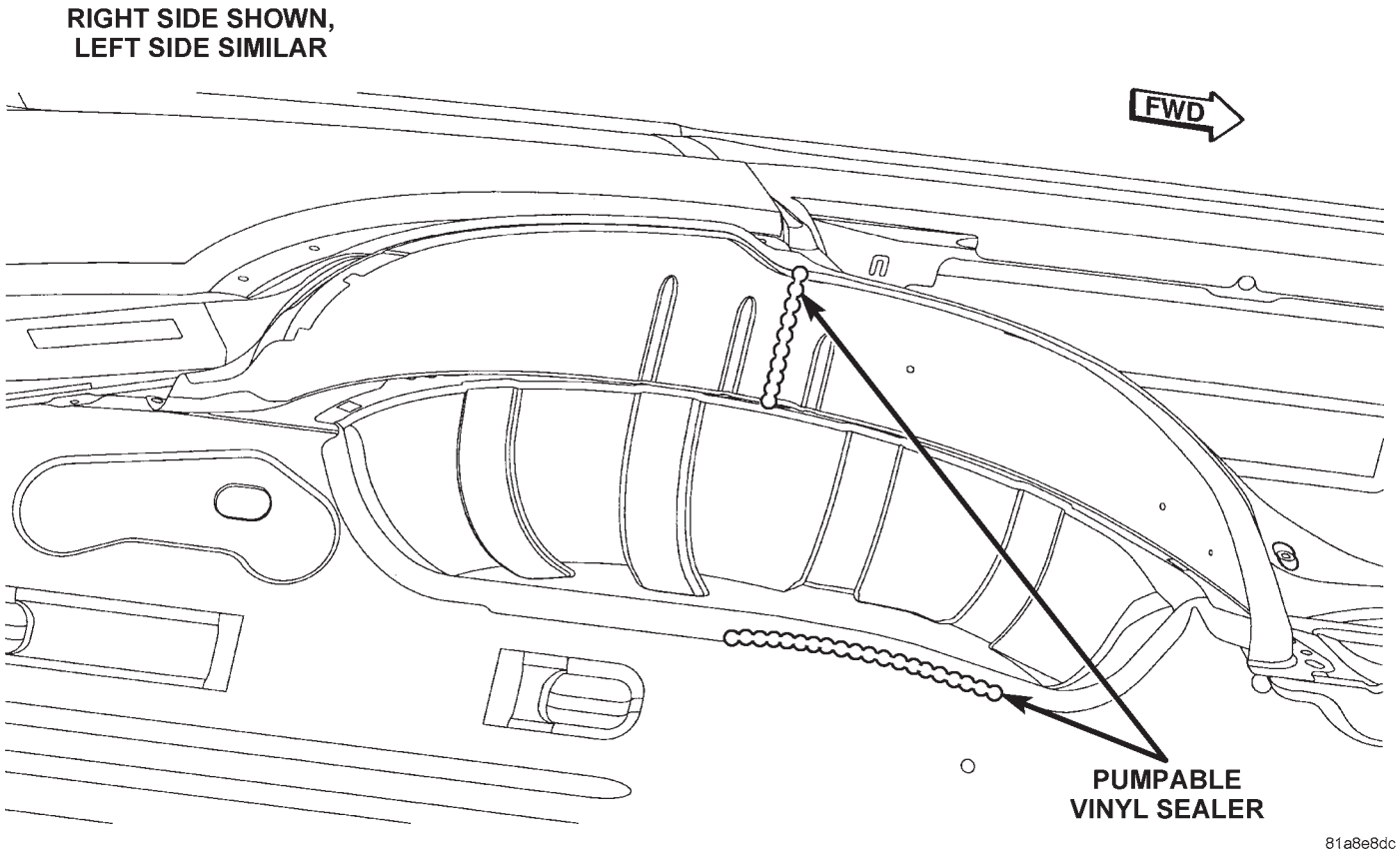


Figure 12. REAR WHEELHOUSE OUTER AND REAR FLOOR

Back to Index

BODY SEALER LOCATIONS

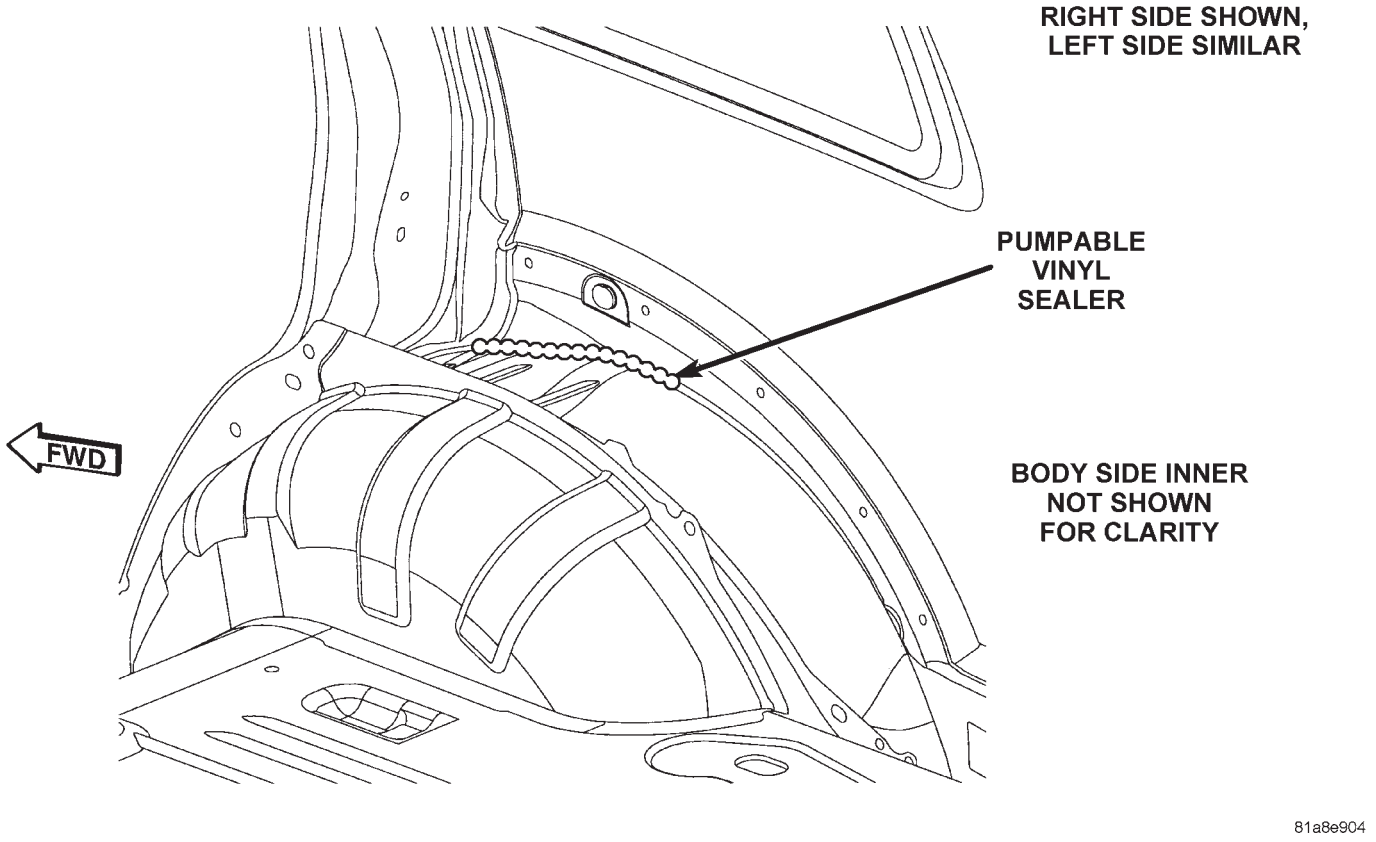


Figure 13. REAR WHEELHOUSE OUTER AND BODY SIDE OUTER

Back to Index

BODY SEALER LOCATIONS

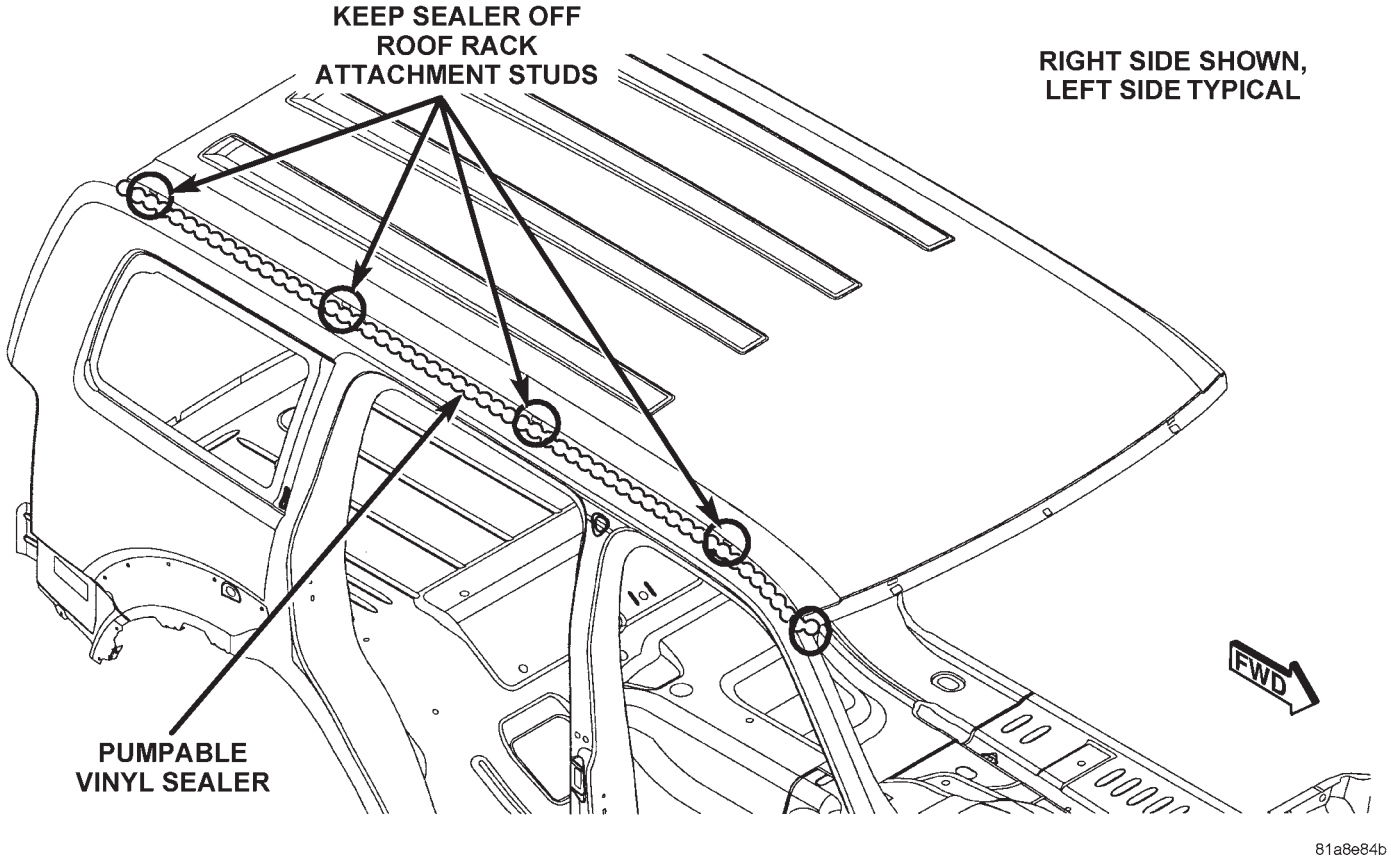


Figure 14. BODY SIDE APERTURE AND ROOF

Back to Index

BODY SEALER LOCATIONS

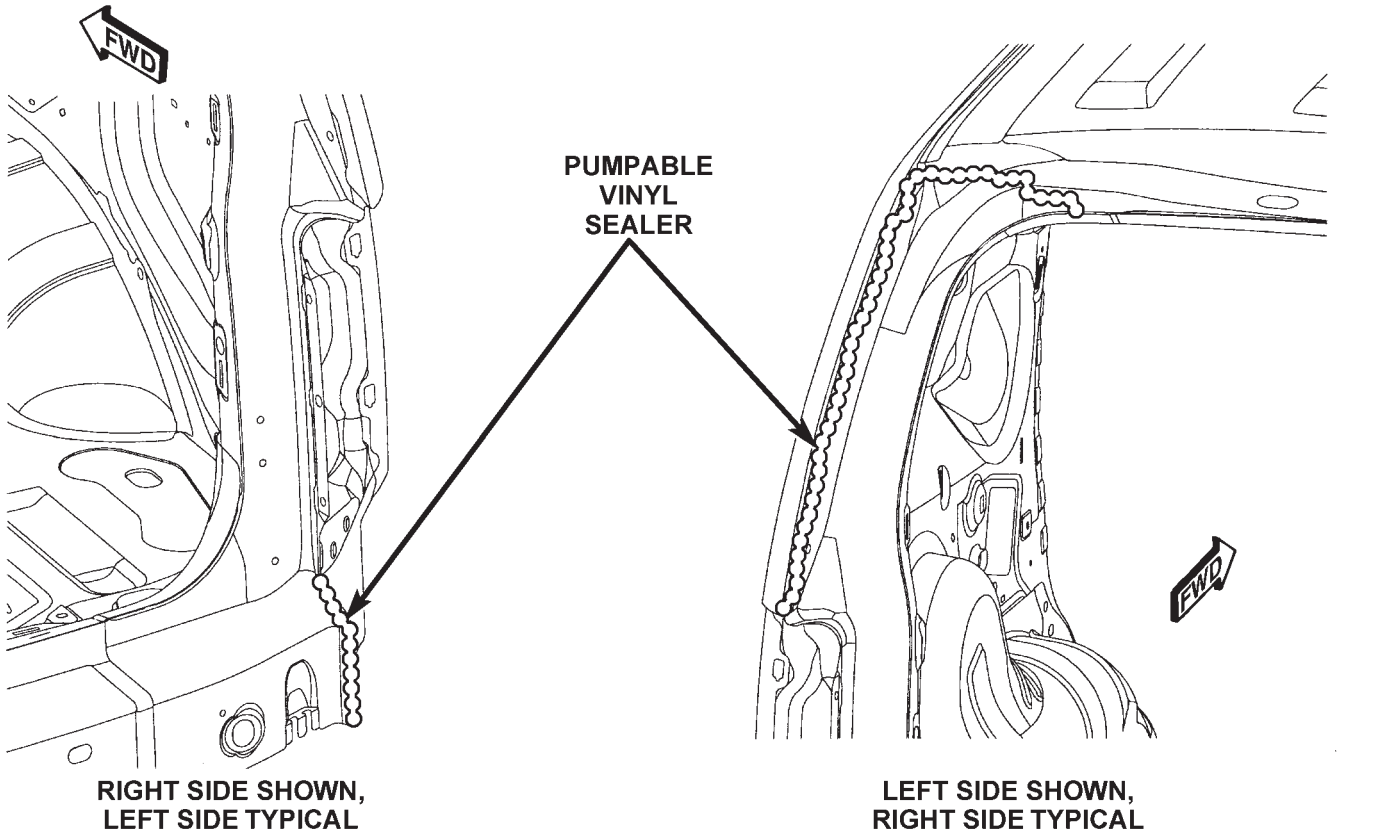


Figure 15. LIFTGATE DRAIN TROUGH AND BODY SIDE APERTURE

Back to Index

BODY SEALER LOCATIONS

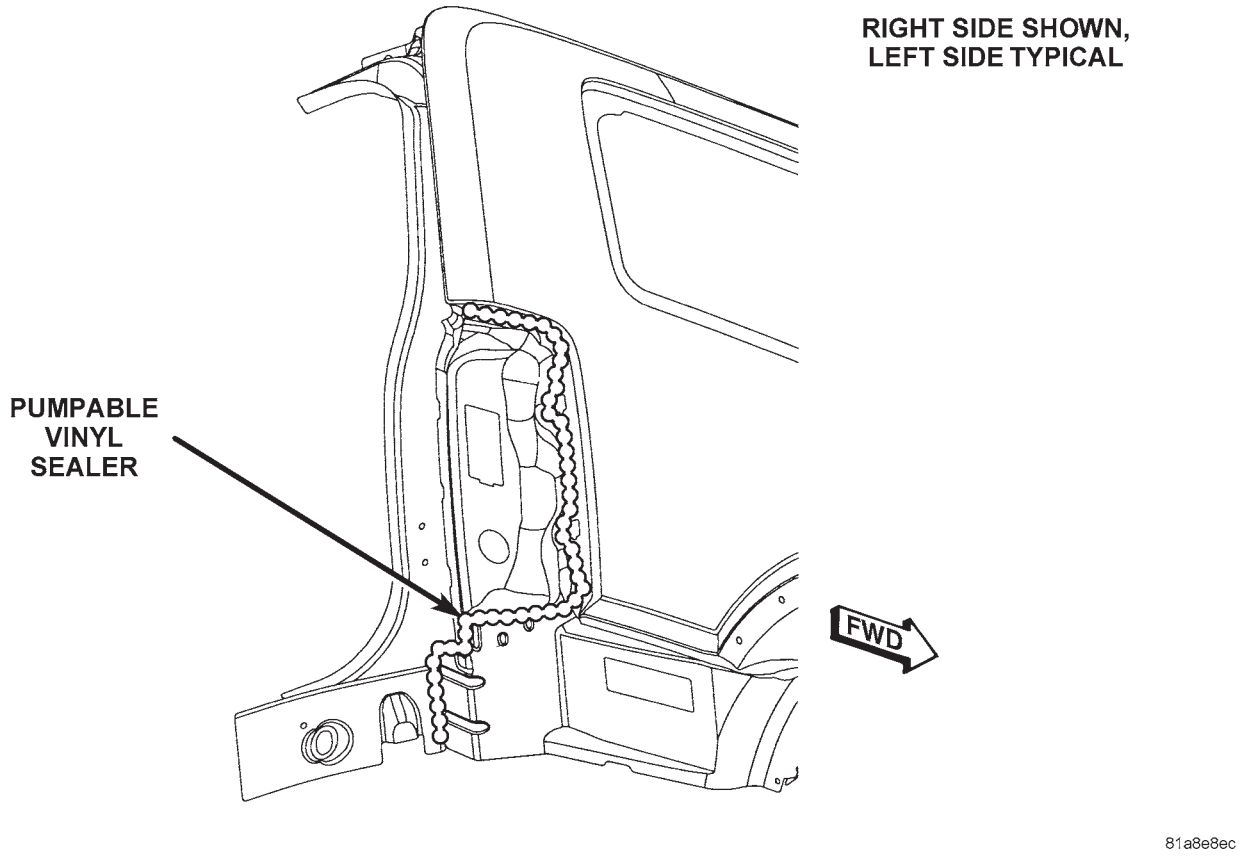


Figure 16. TAIL LAMP MOUNTING AND BODY SIDE APERTURE

Back to Index

BODY SEALER LOCATIONS

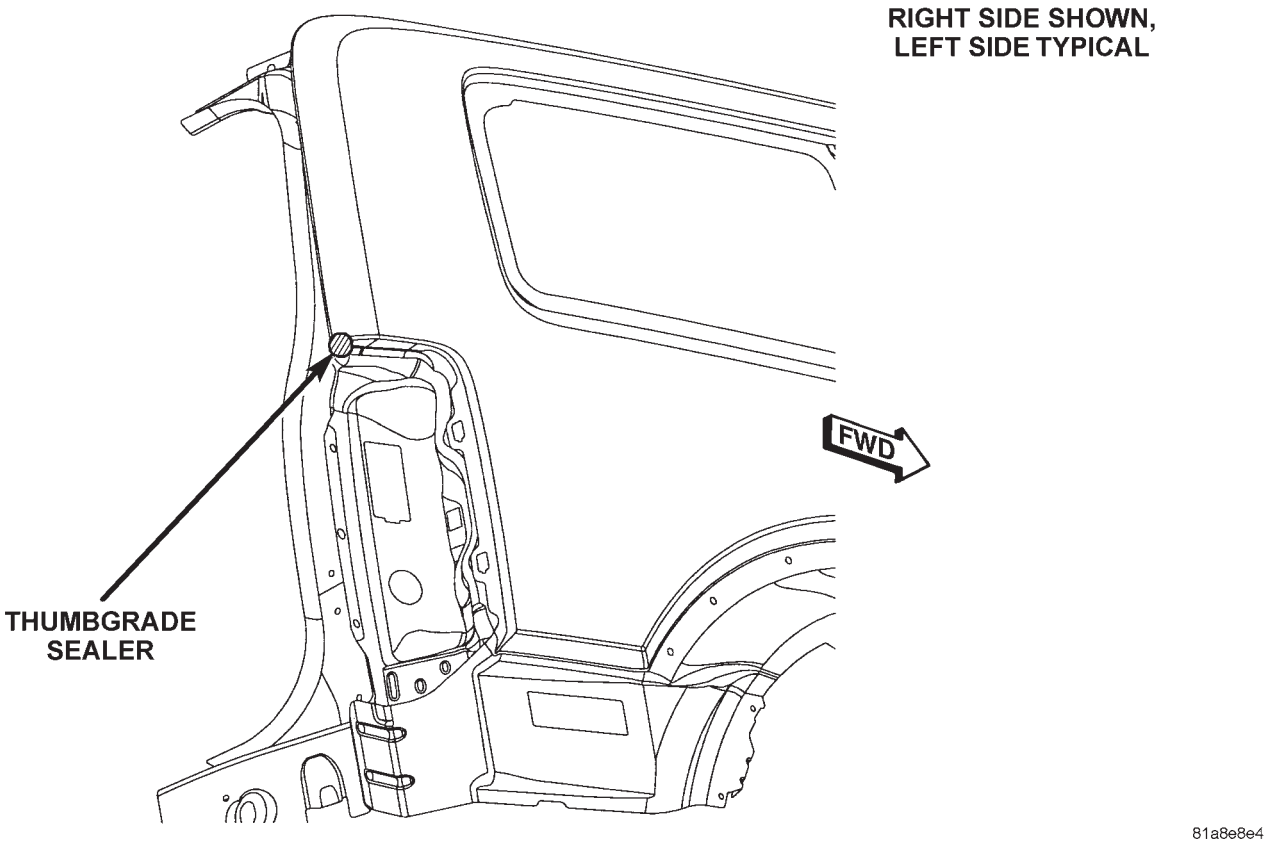


Figure 17. TAIL LAMP CAN

Back to Index

BODY SEALER LOCATIONS

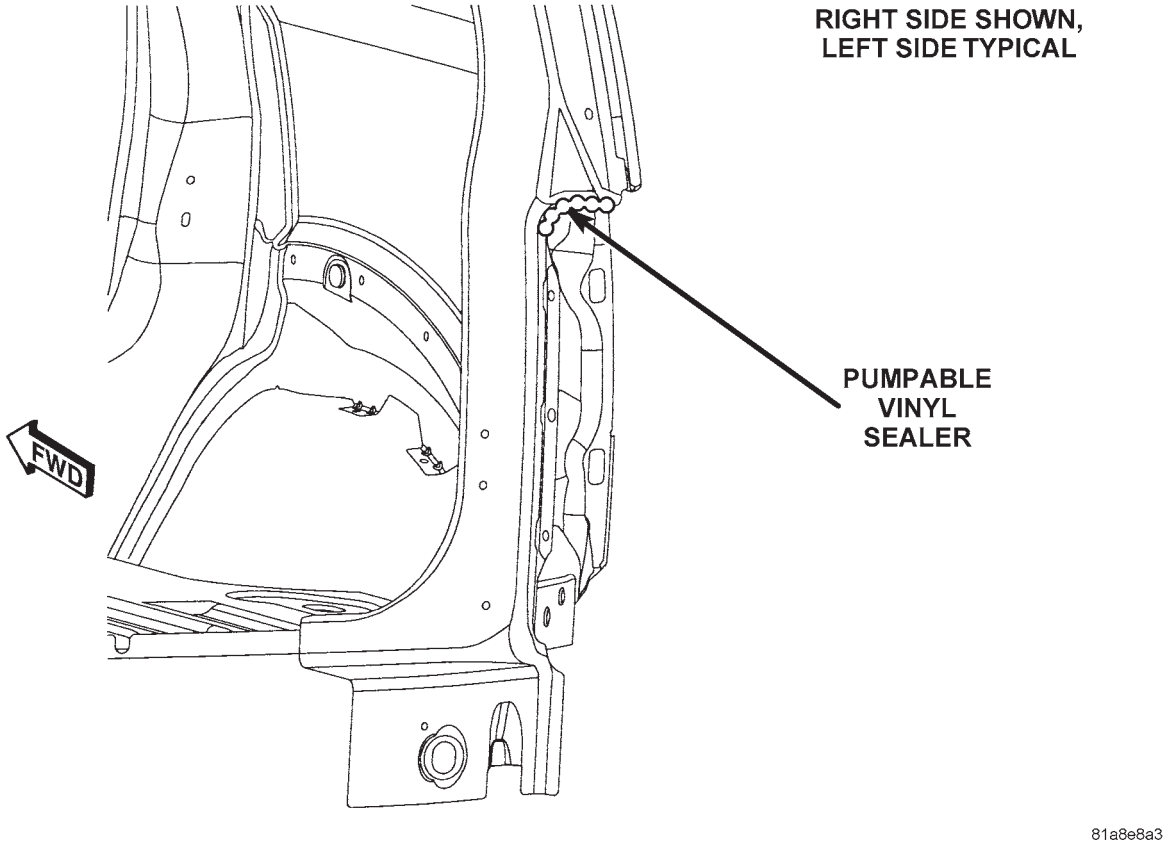


Figure 18. LIFTGATE DRAIN TROUGH AND TAIL LAMP OPENING

Back to Index

BODY SEALER LOCATIONS

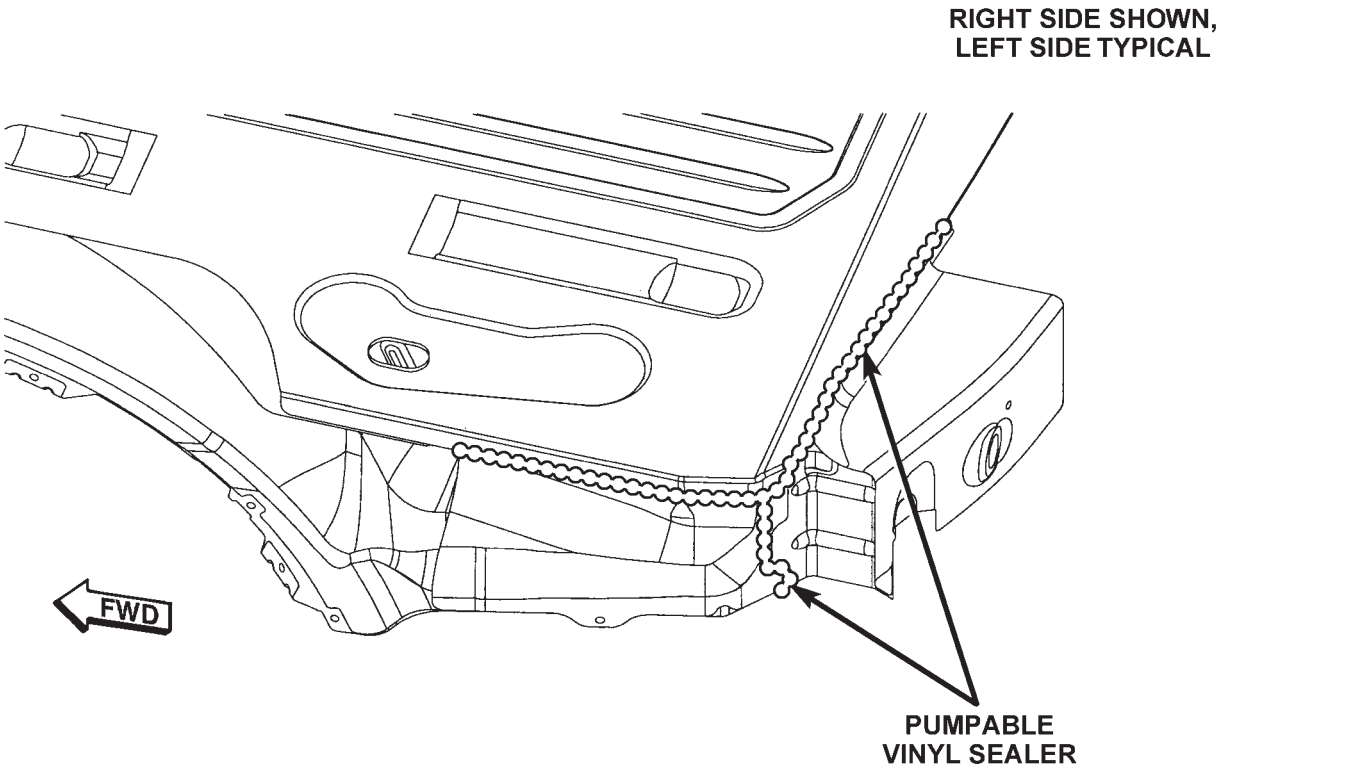


Figure 20. FLOOR PAN, BODY INNER AND D-PILLAR REINFORCEMENT

Back to Index

DODGE NITRO
STRUCTURAL
ADHESIVE LOCATIONS

Back to Index

STRUCTURAL ADHESIVE LOCATION INDEX

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

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

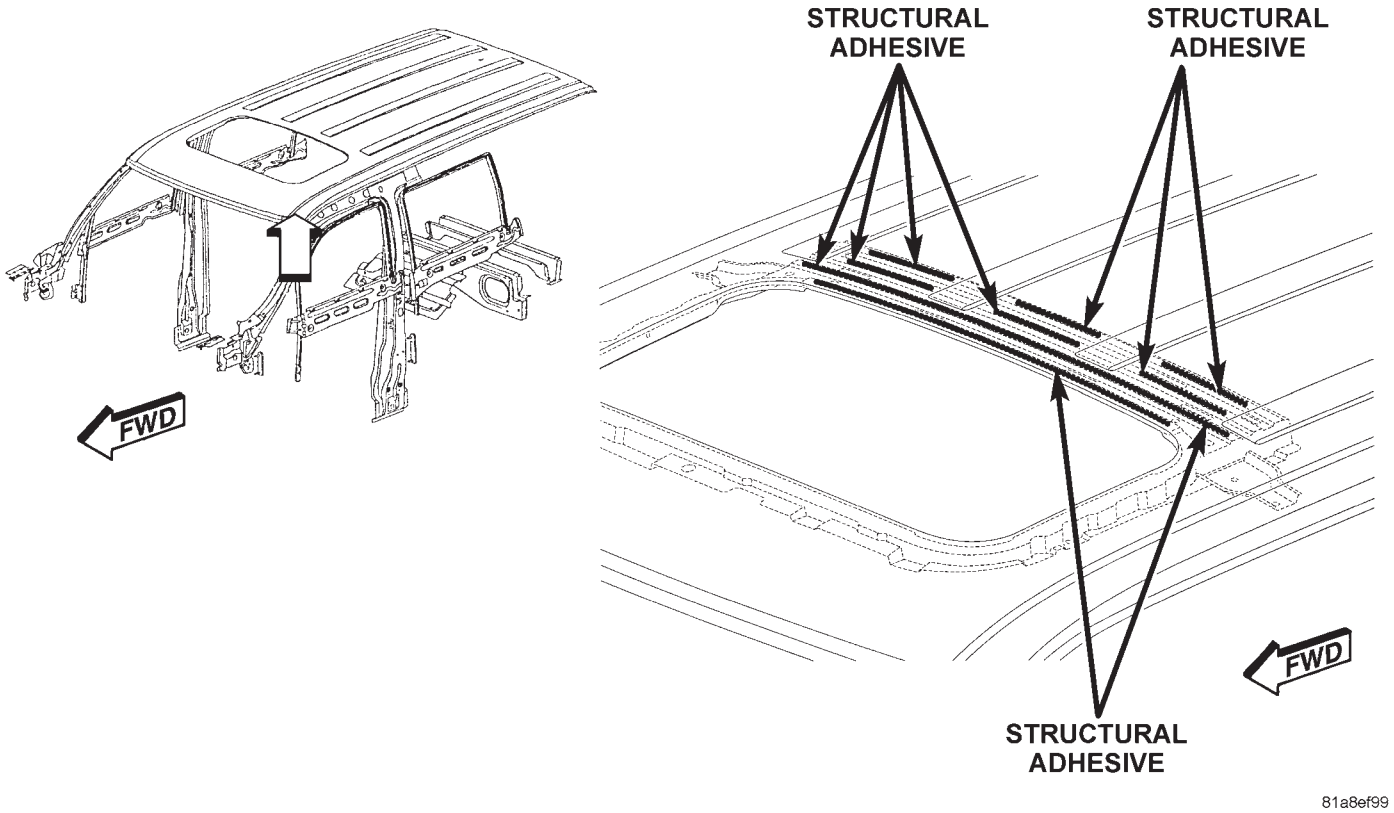


Figure 1. SUNROOF

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

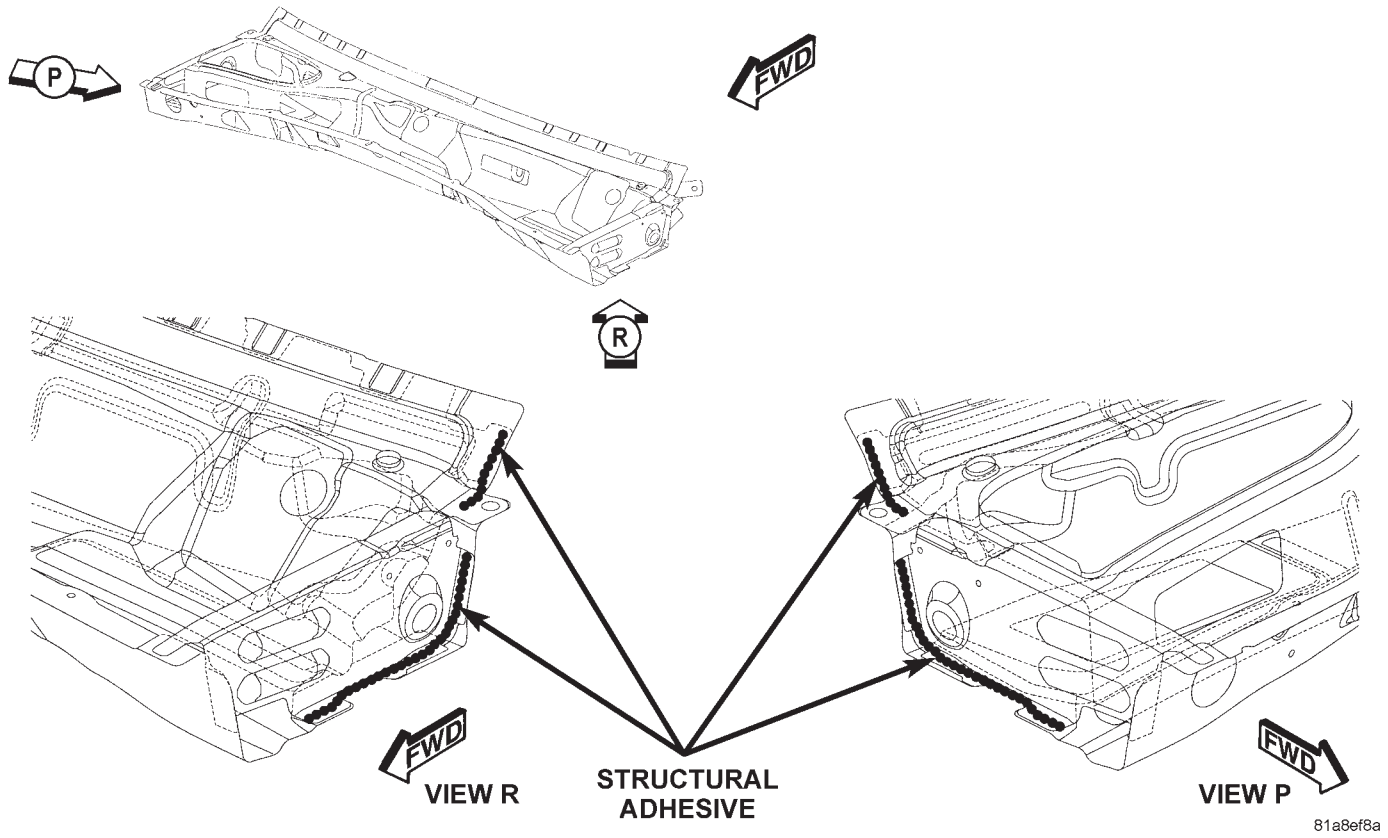


Figure 2. PLENUM ASSEMBLY

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

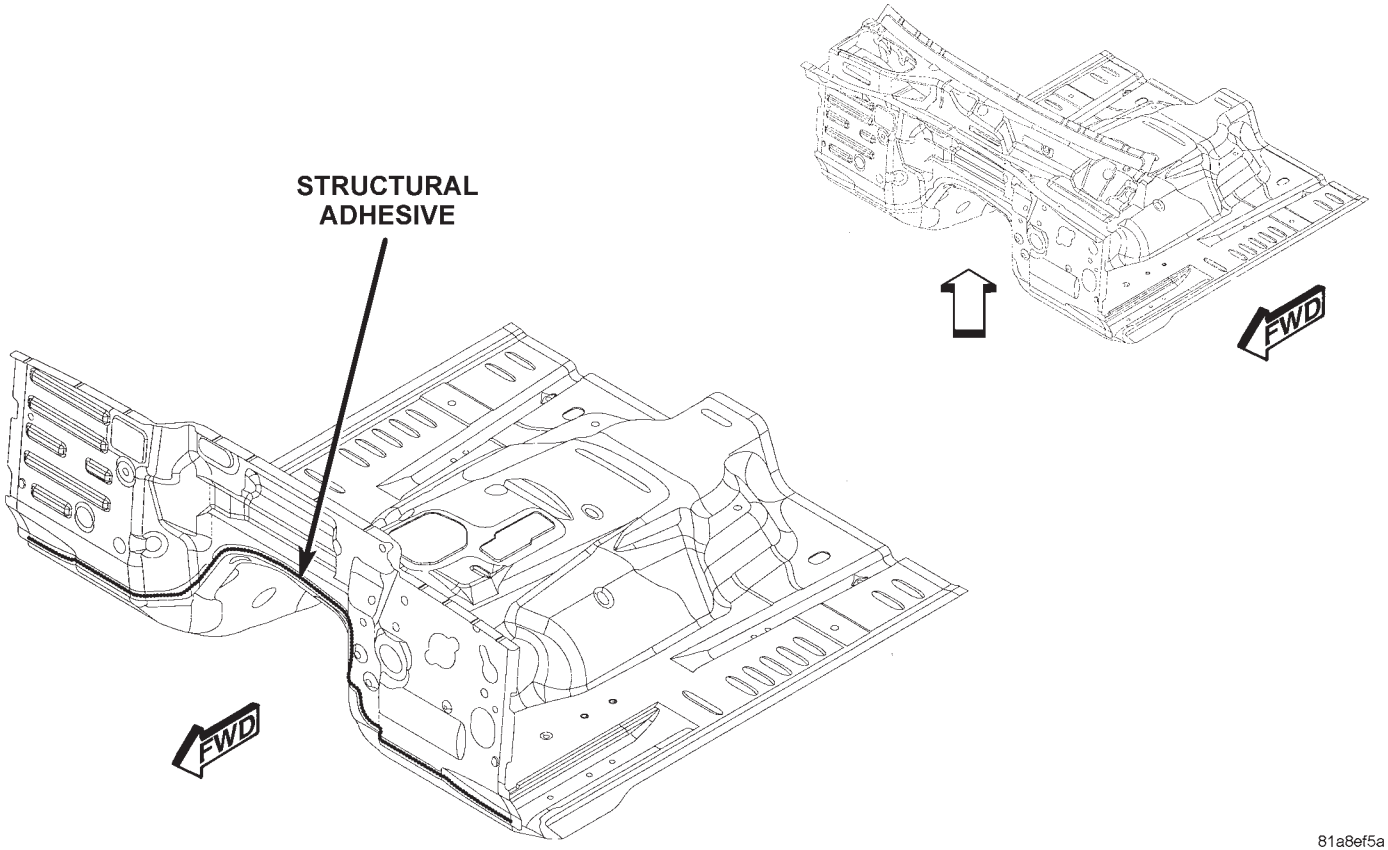


Figure 3. FRONT FLOOR/DASH/PLENUM

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

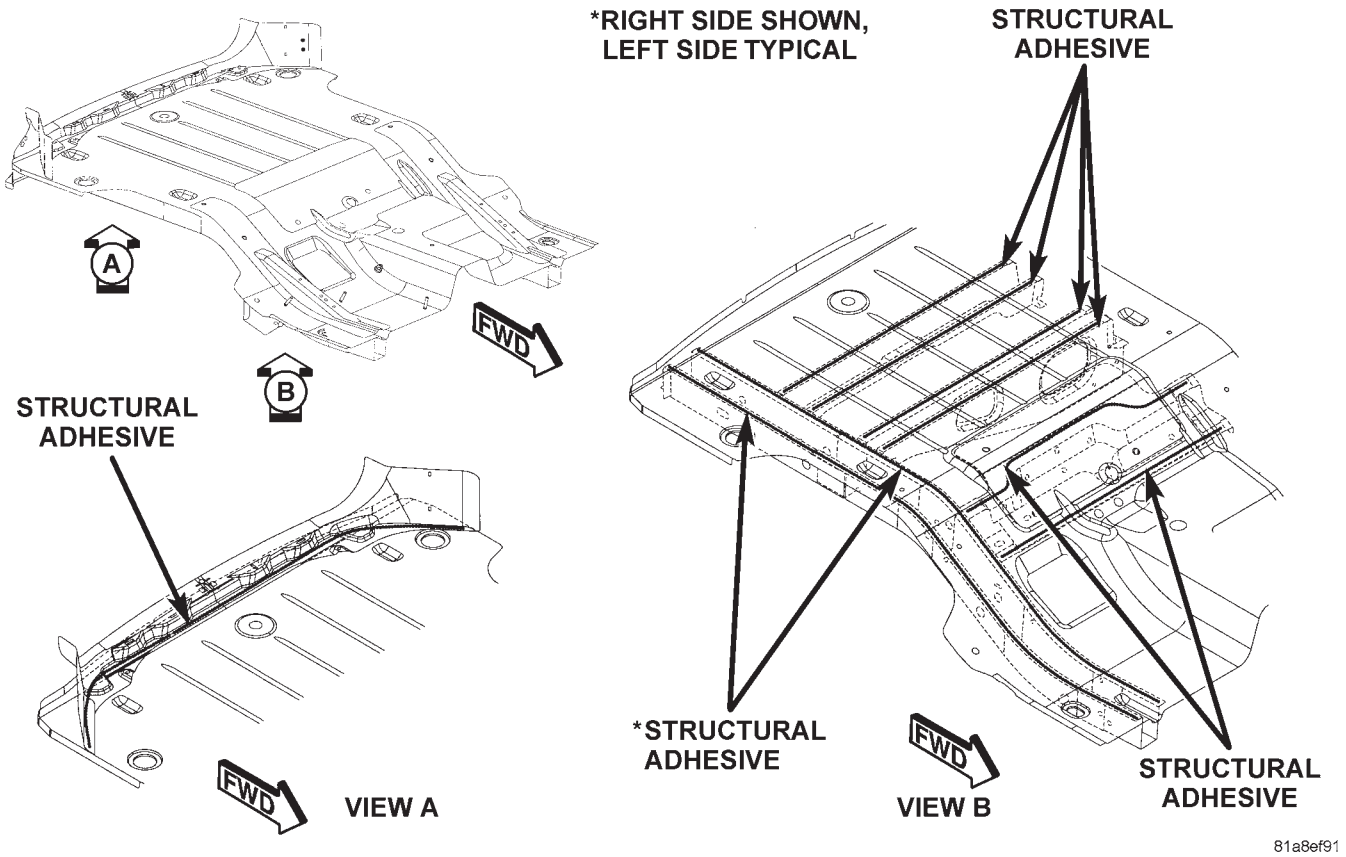


Figure 4. REAR FLOOR COMPLETE

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

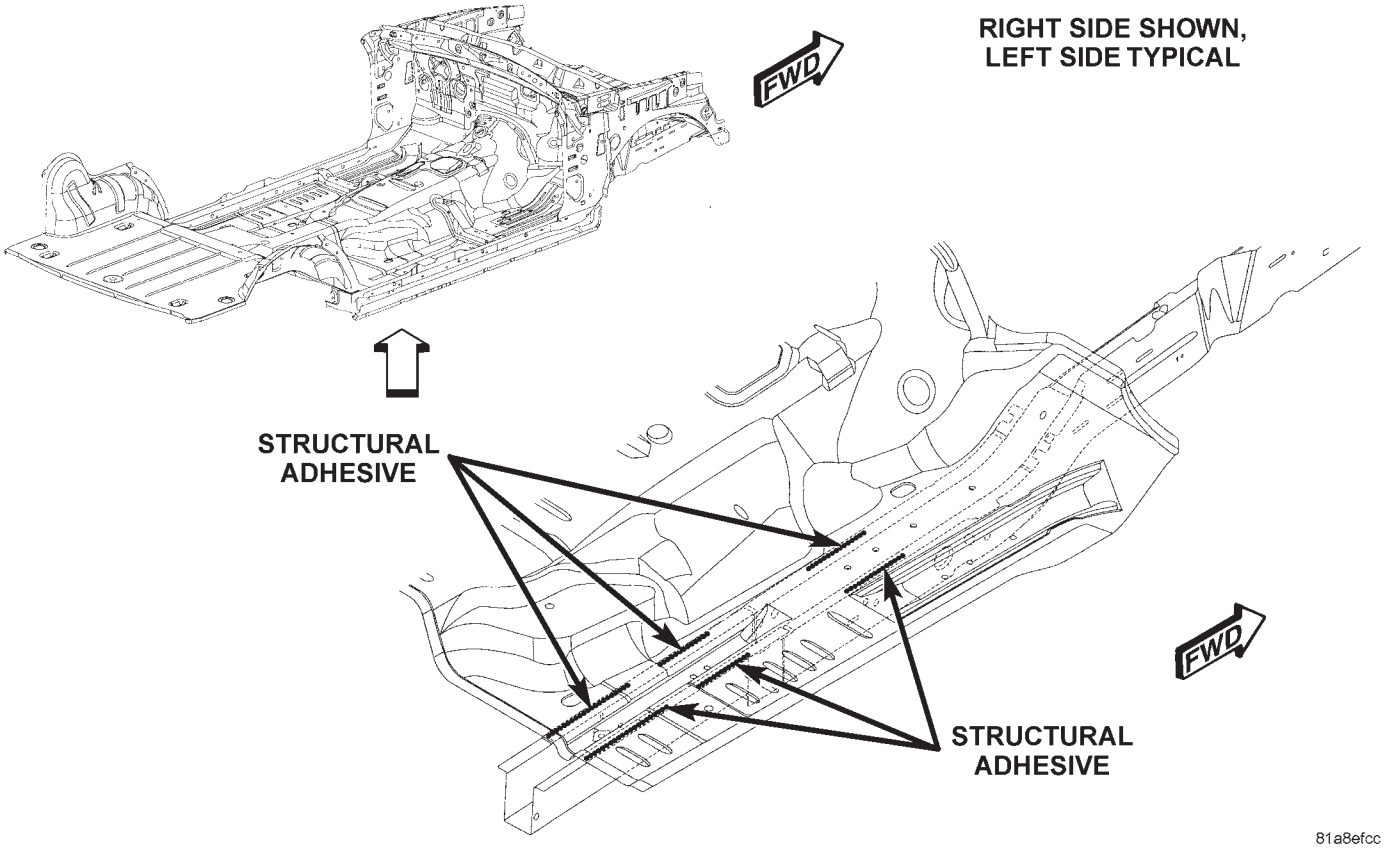


Figure 5. UNDERBODY COMPLETE (1 OF 3)

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

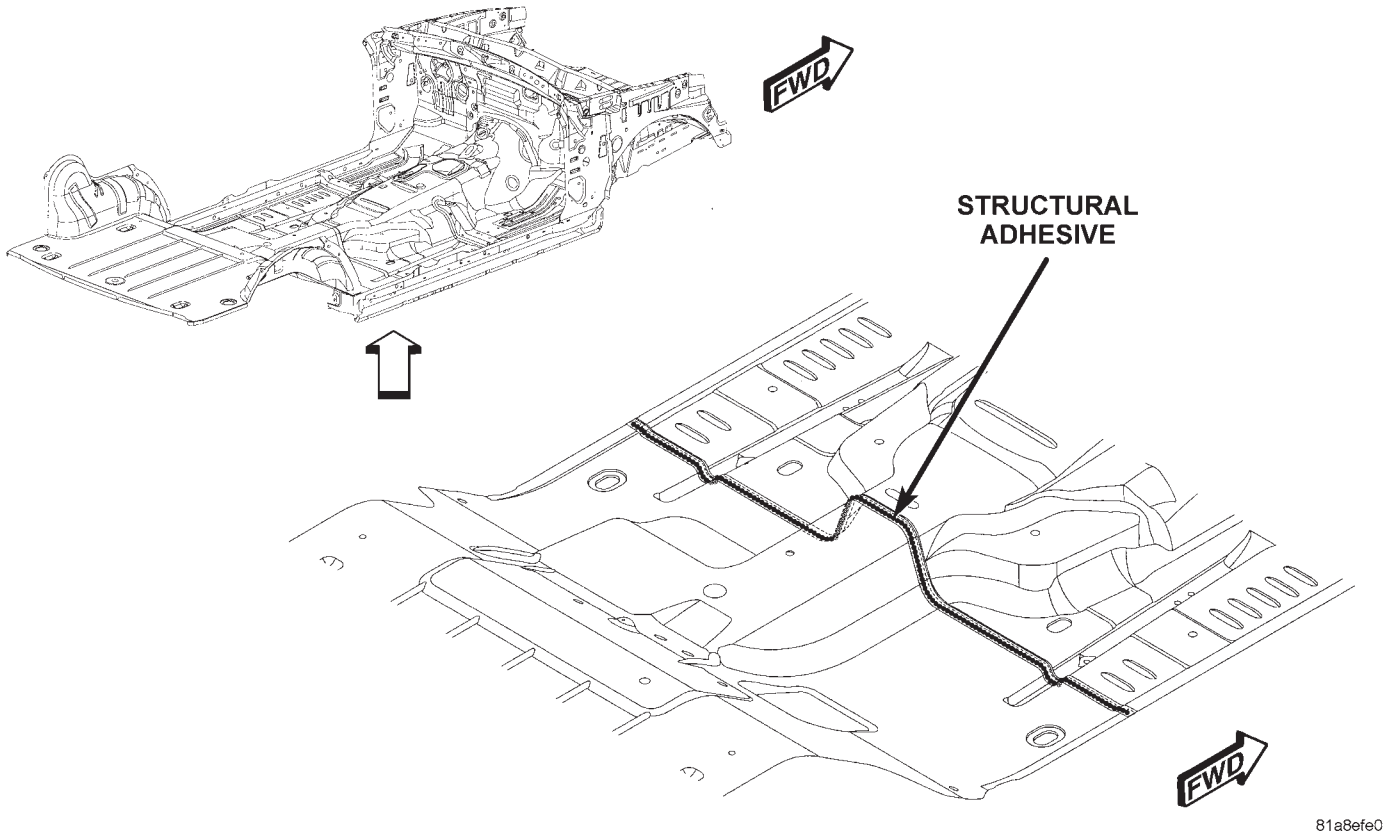


Figure 6. UNDERBODY COMPLETE (2 OF 3)

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

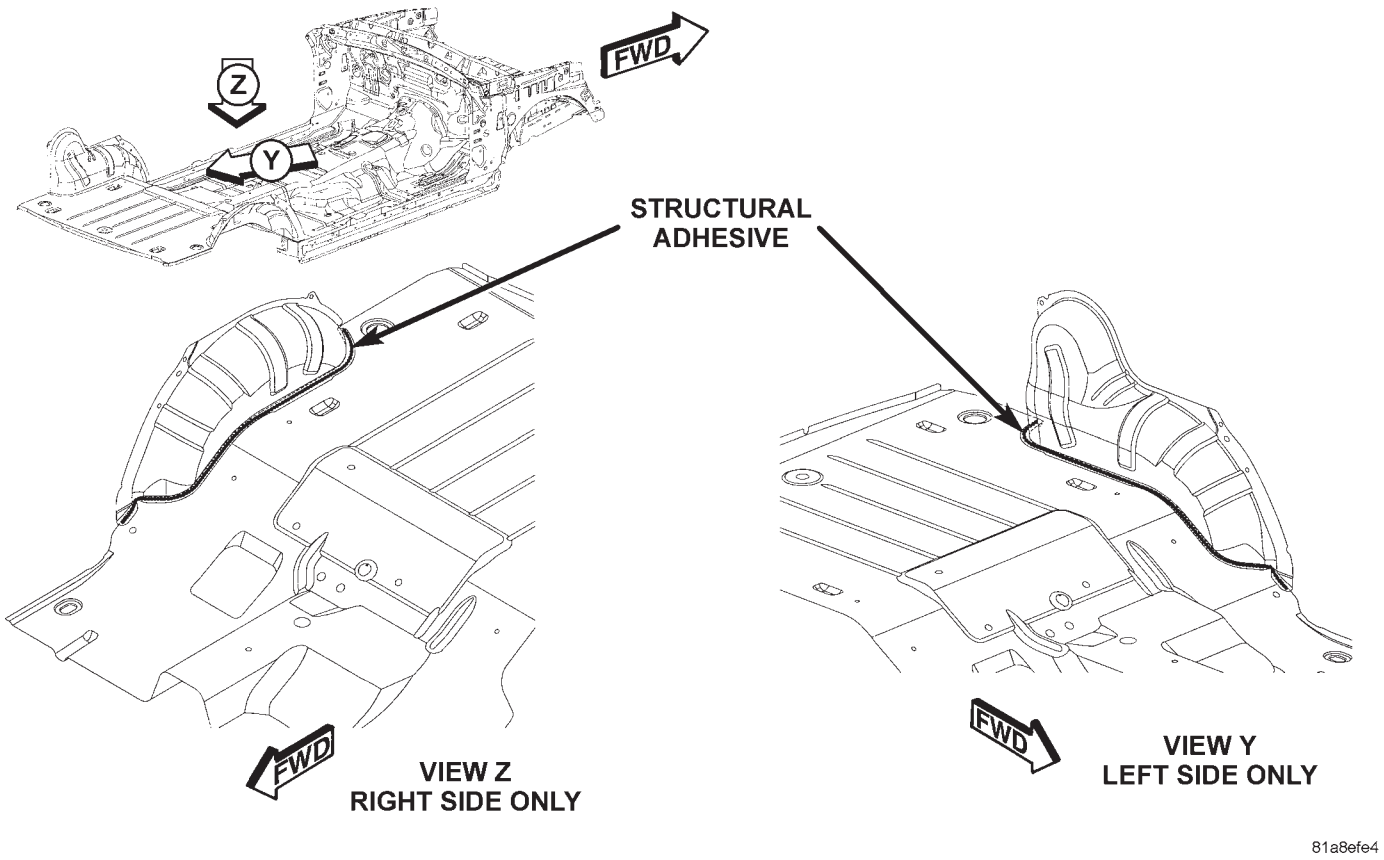


Figure 7. UNDERBODY COMPLETE (3 OF 3)

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

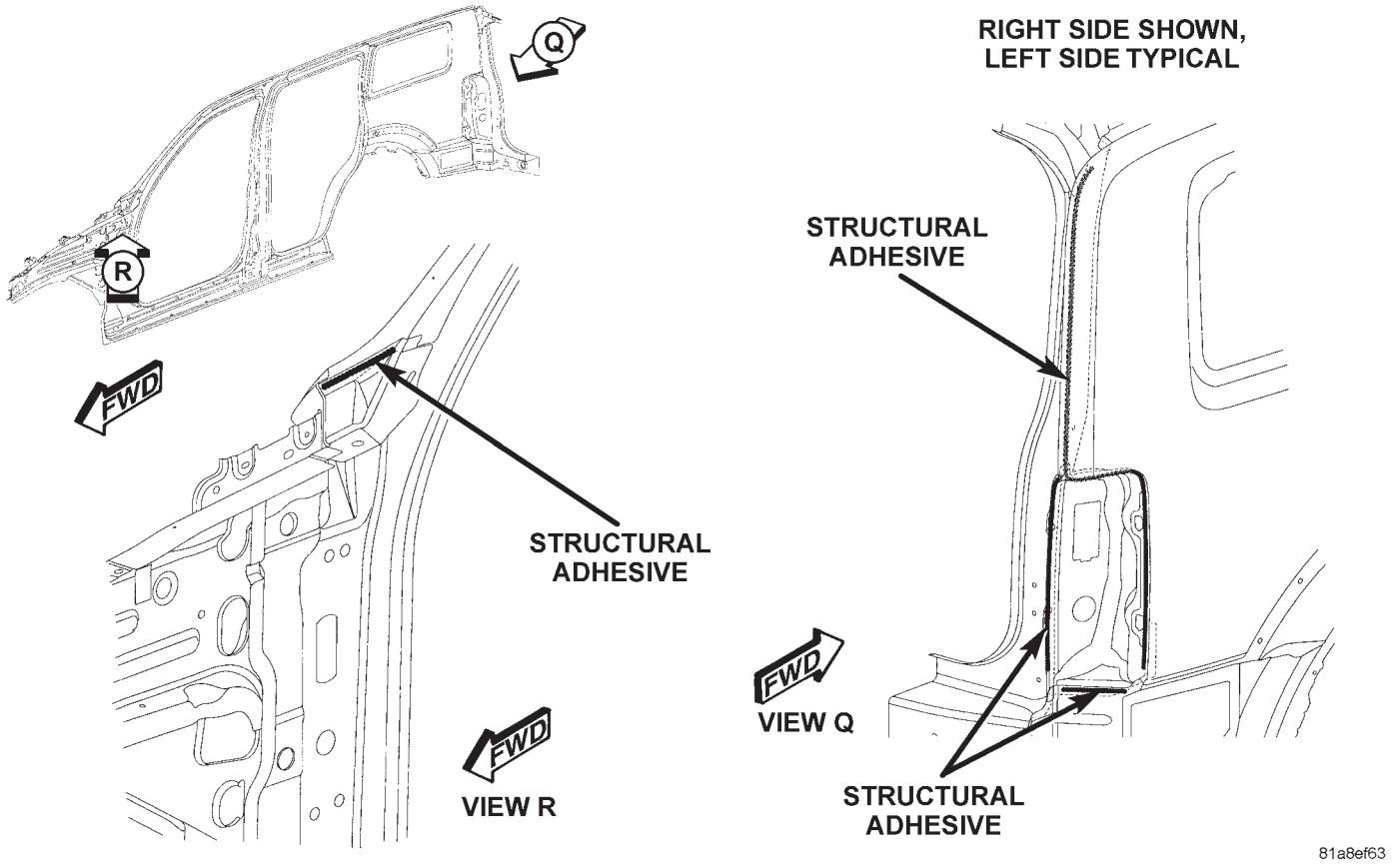


Figure 8. OUTER BODY SIDE APERTURE

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

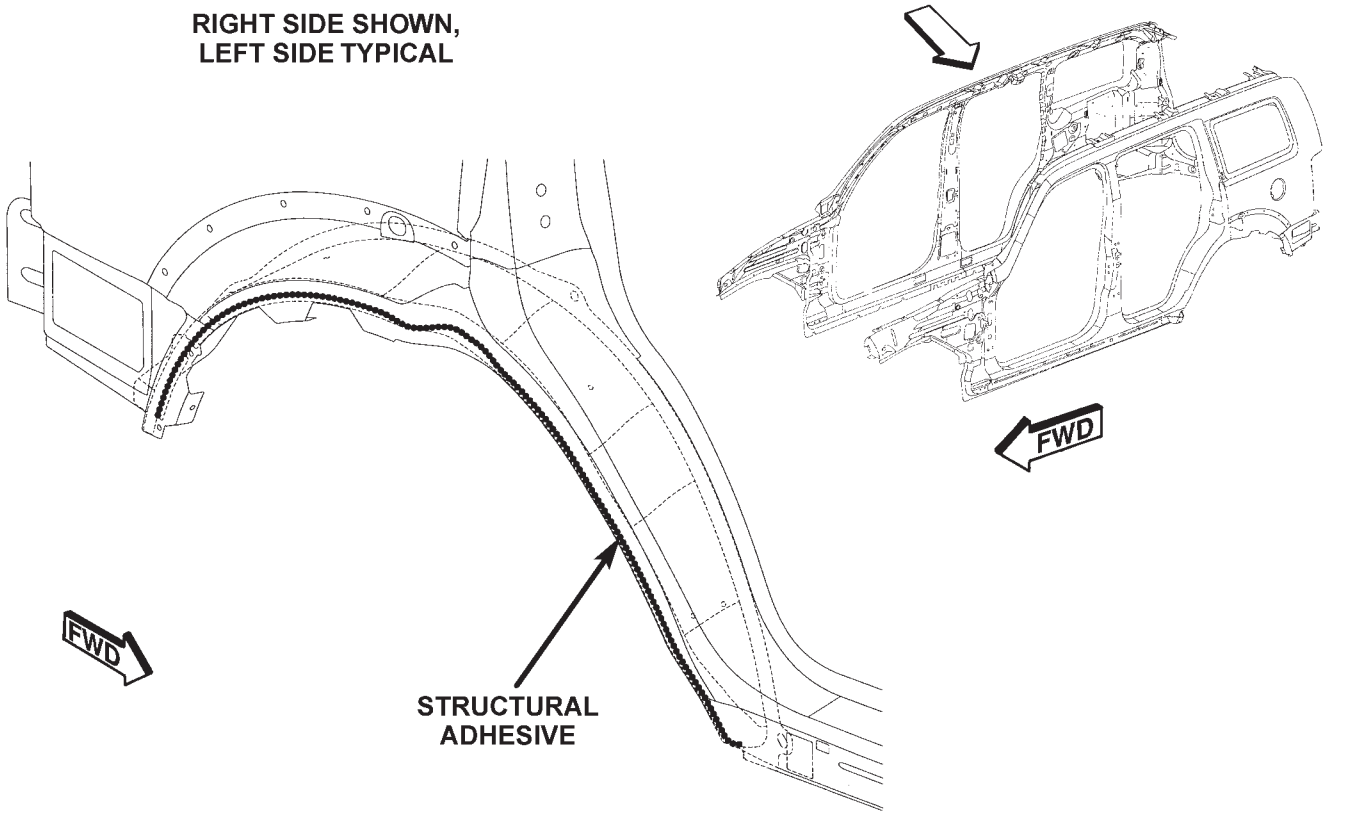


Figure 9. BODY SIDE APERTURE COMPLETE

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

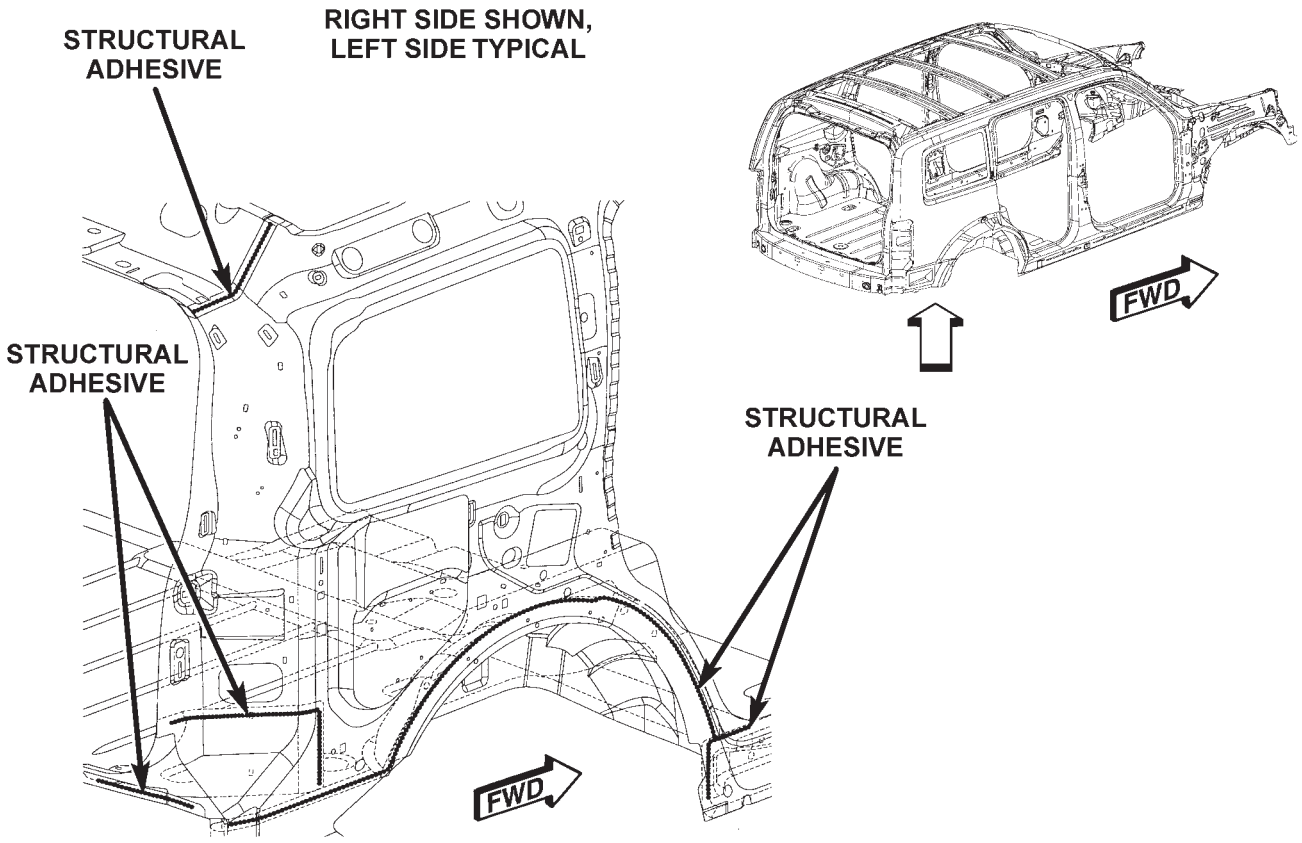


Figure 10. BODY IN WHITE WITHOUT ROOF (1 OF 2)

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

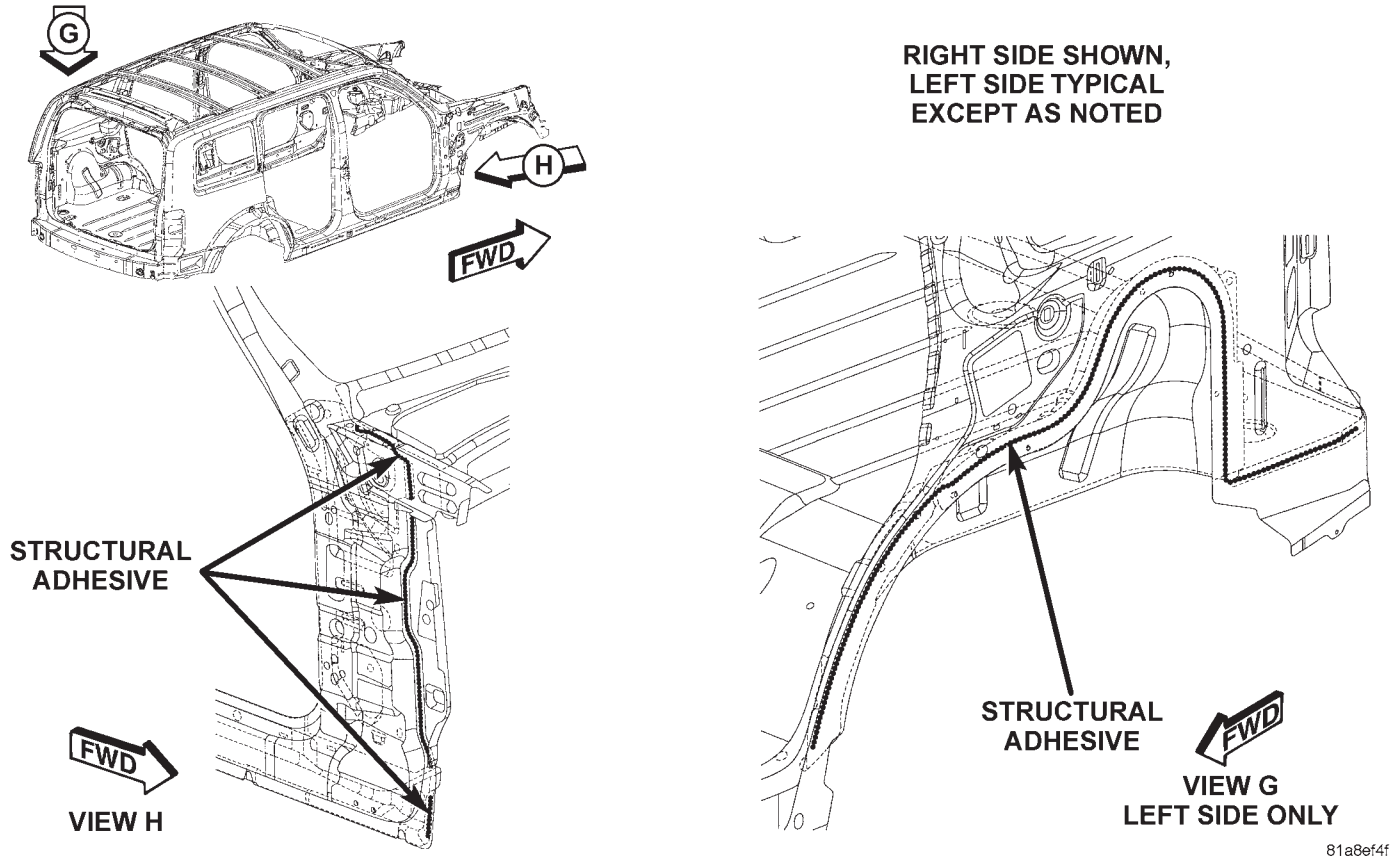


Figure 11. BODY IN WHITE WITHOUT ROOF (2 OF 2)

Back to Index

STRUCTURAL ADHESIVE LOCATIONS

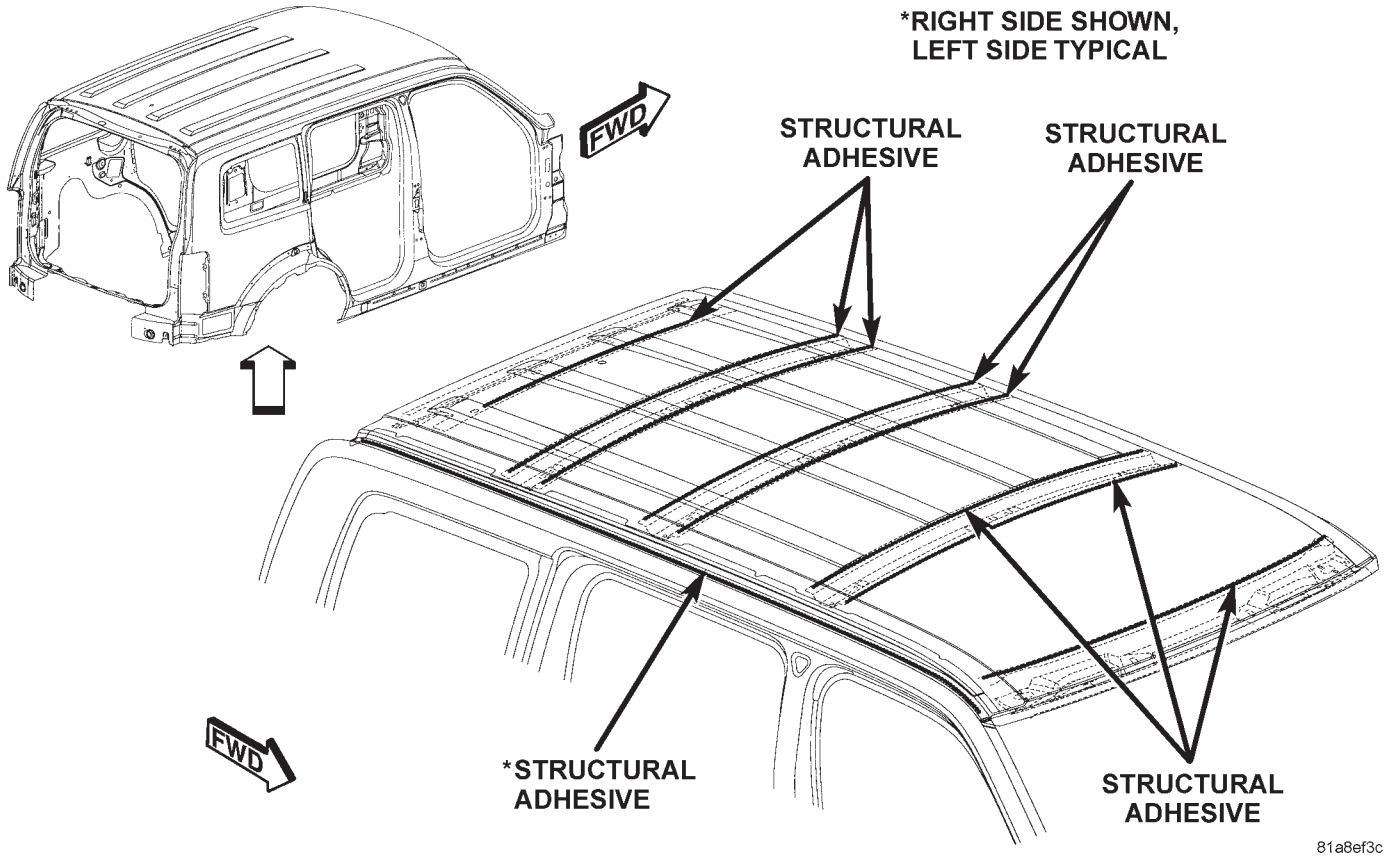


Figure 12. BODY IN WHITE COMPLETE

Back to Index

Dodge Nitro

SOUND DEADENER LOCATIONS

Back to Index

DODGE NITRO
SOUND DEADENER LOCATIONS

DESCRIPTION	FIGURE
FLOOR PAN (1 OF 3)	1
FLOOR PAN (2 OF 3)	2
FLOOR PAN (3 OF 3)	3
DASH PANEL	4

Back to Index

SOUND DEADENER LOCATIONS

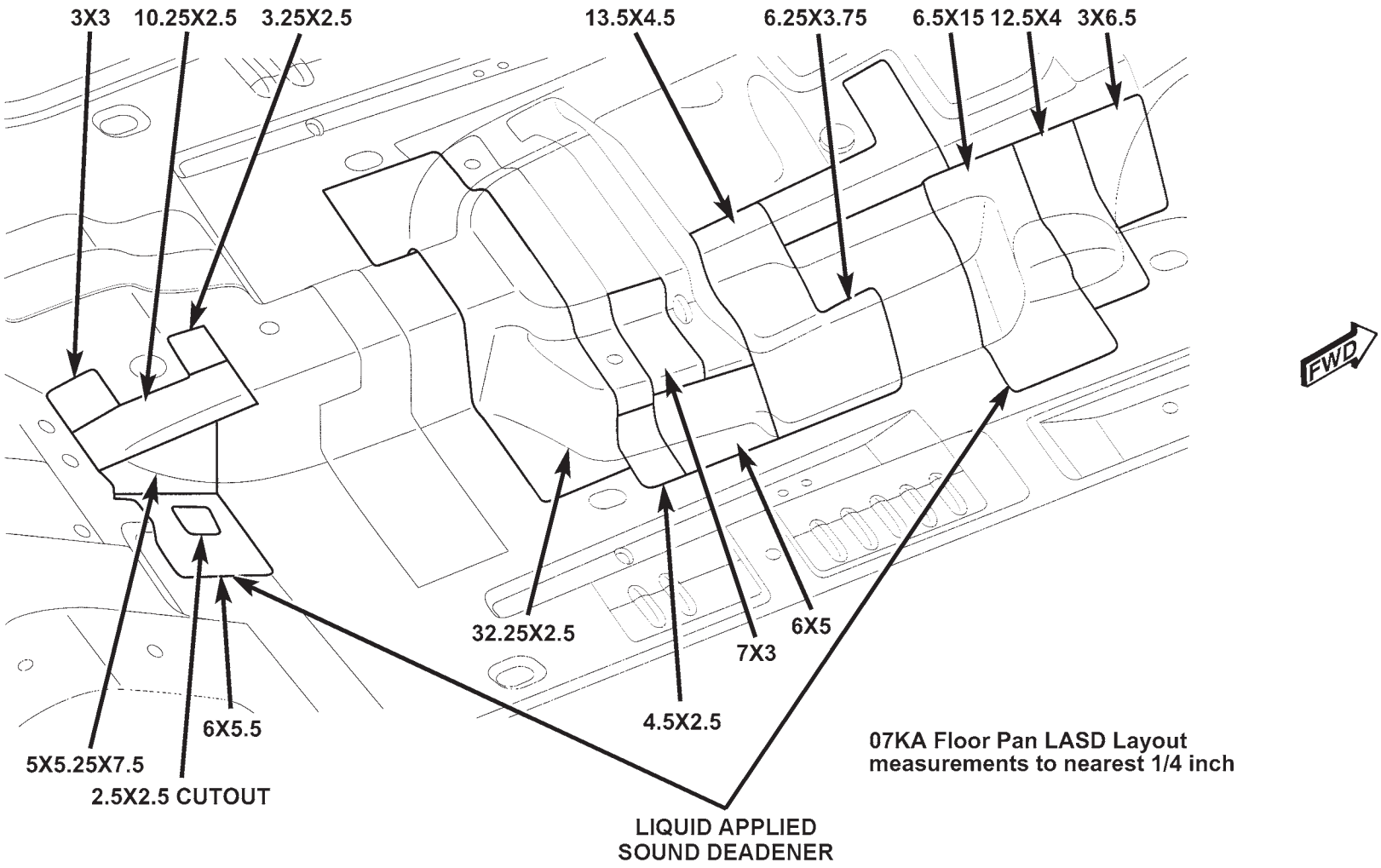


Figure 1. FLOOR PAN (1 OF 3)

Back to Index

SOUND DEADENER LOCATIONS

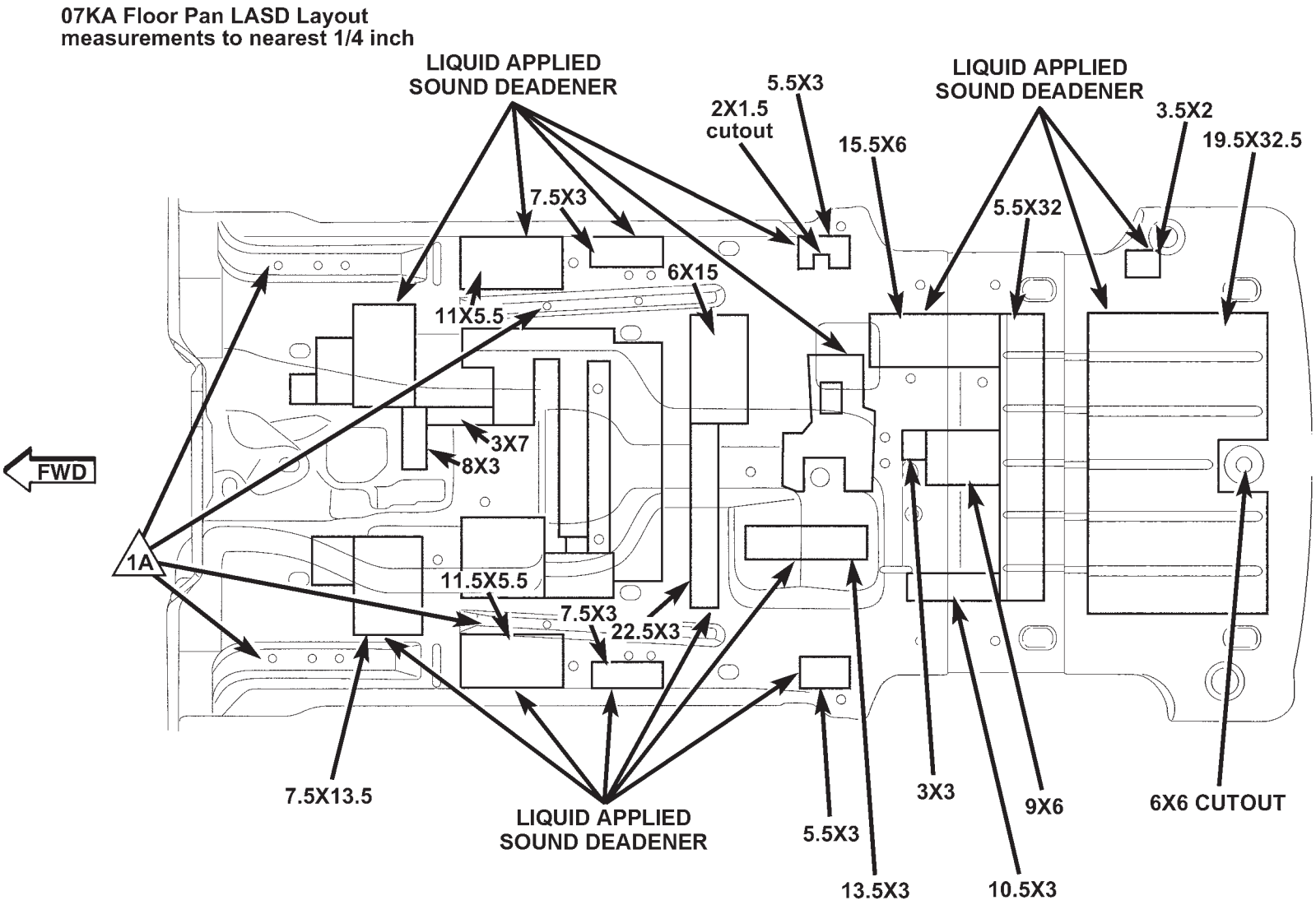


Figure 2. FLOOR PAN (2 OF 3)

Back to Index

SOUND DEADENER LOCATIONS

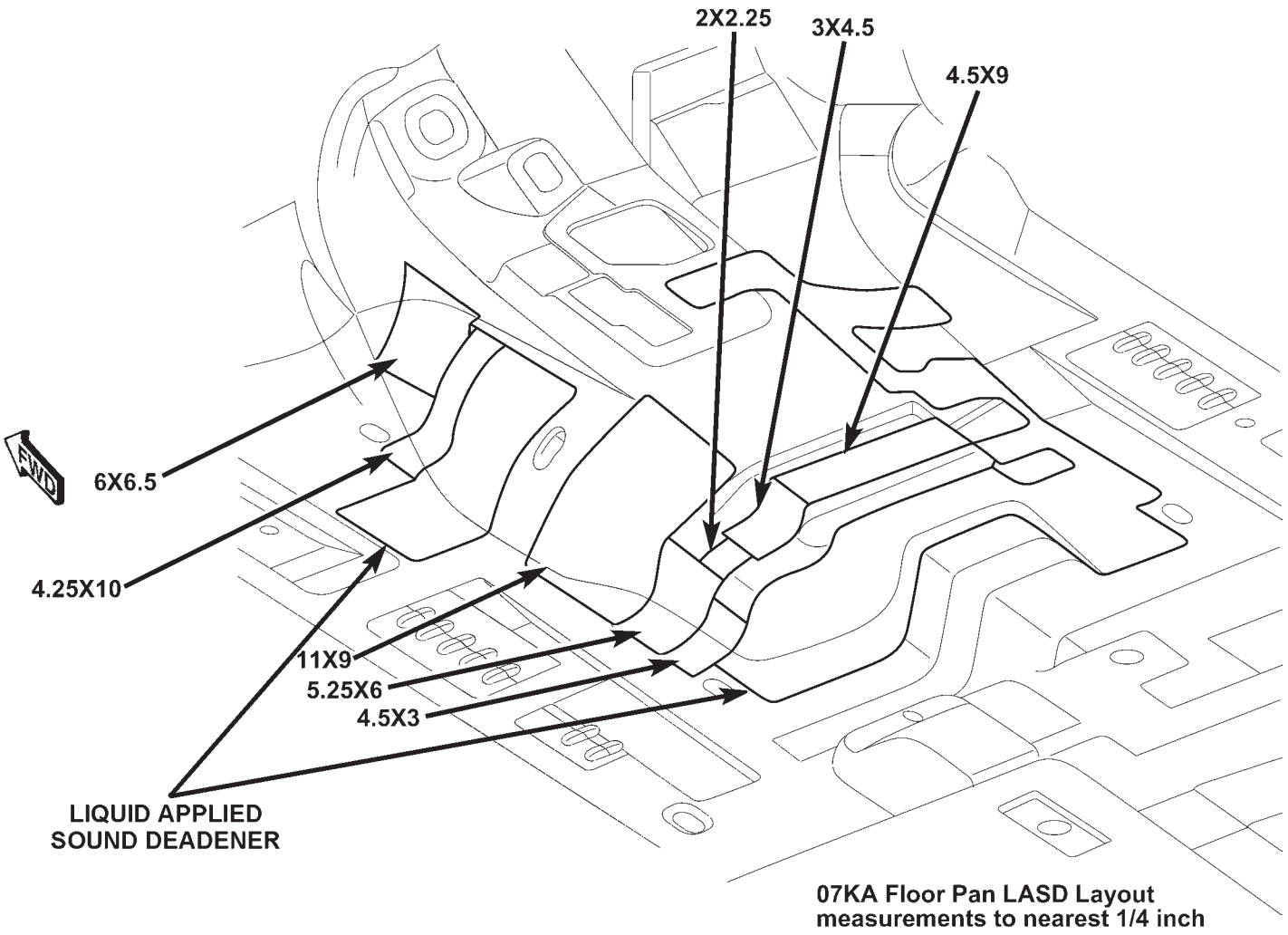


Figure 3. FLOOR PAN (3 OF 3)

Back to Index

SOUND DEADENER LOCATIONS

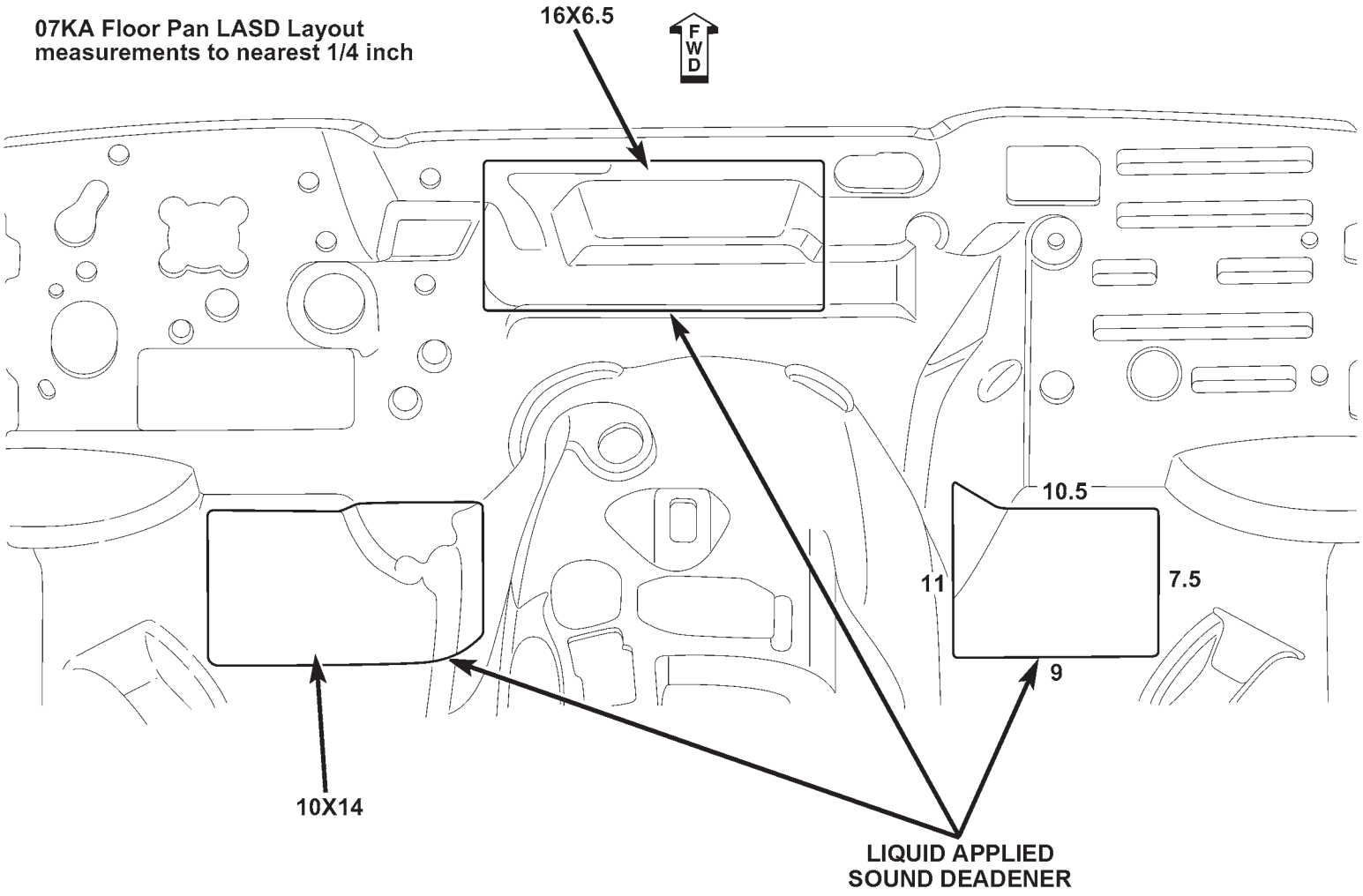


Figure 4. DASH PANEL

Back to Index

DODGE NITRO
FRAME/BODY DIMENSIONS

Back to Index

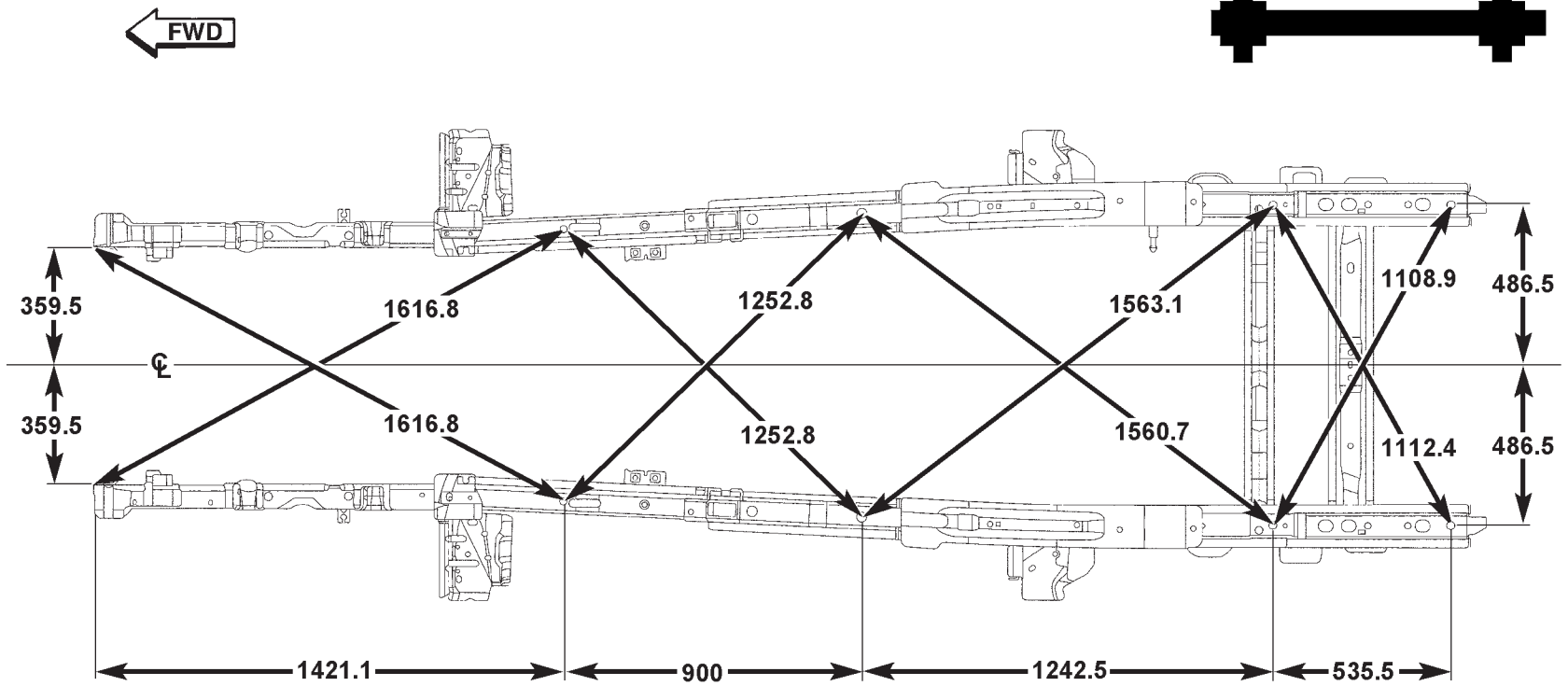
FRAME DIMENSIONS

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

INDEX

Back to Index

FRAME/BODY DIMENSIONS



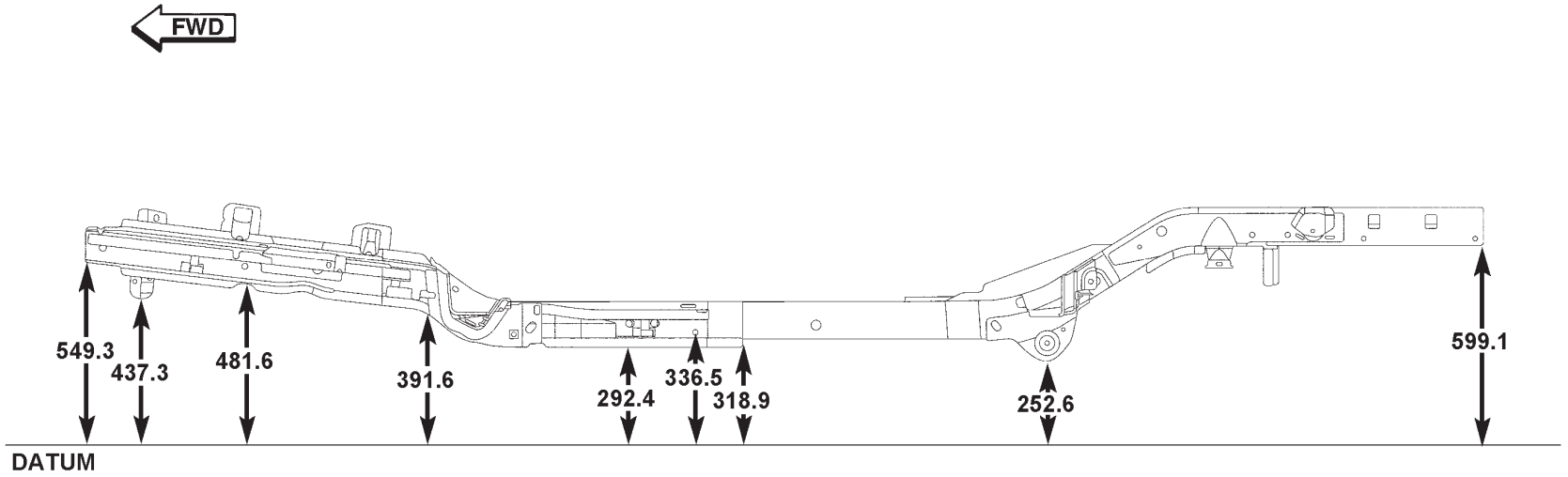
ALL DIMENSIONS
ARE IN MILLIMETERS

819b5e03

Figure 1. PLAN VIEW

Back to Index

FRAME/BODY DIMENSIONS



ALL DIMENSIONS
ARE IN MILLIMETERS

819b5e2f

Figure 2. SIDE VIEW

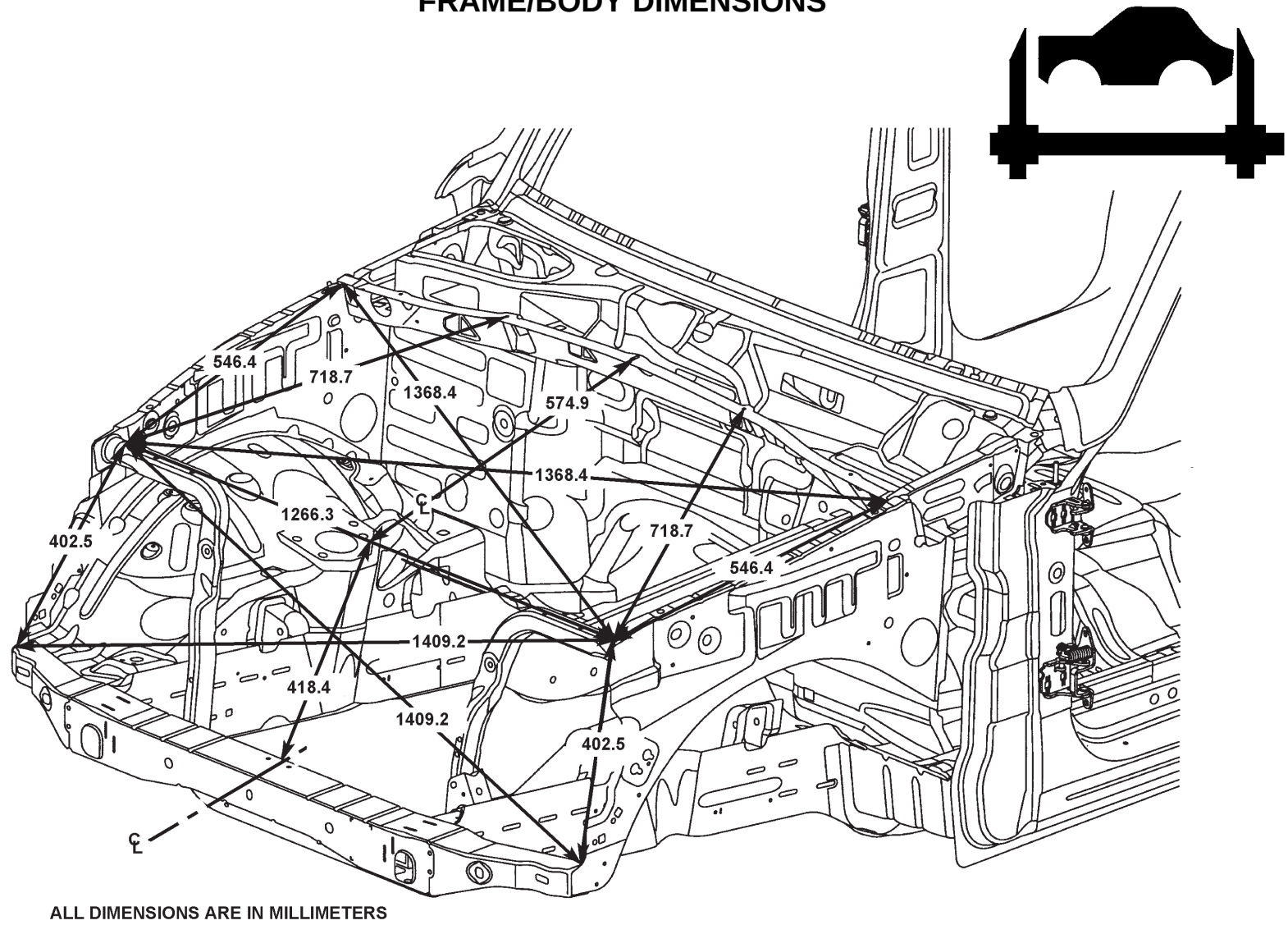
Back to Index

OPENING DIMENSIONS

DESCRIPTION	FIGURE
ENGINE BOX OPENING	1
WINDSHIELD OPENING	2
FRONT DOOR OPENING	3
REAR DOOR OPENING	4
QUARTER WINDOW OPENING	5
LIFTGATE OPENING	6
LIFTGATE WINDOW OPENING	7

Back to Index

FRAME/BODY DIMENSIONS



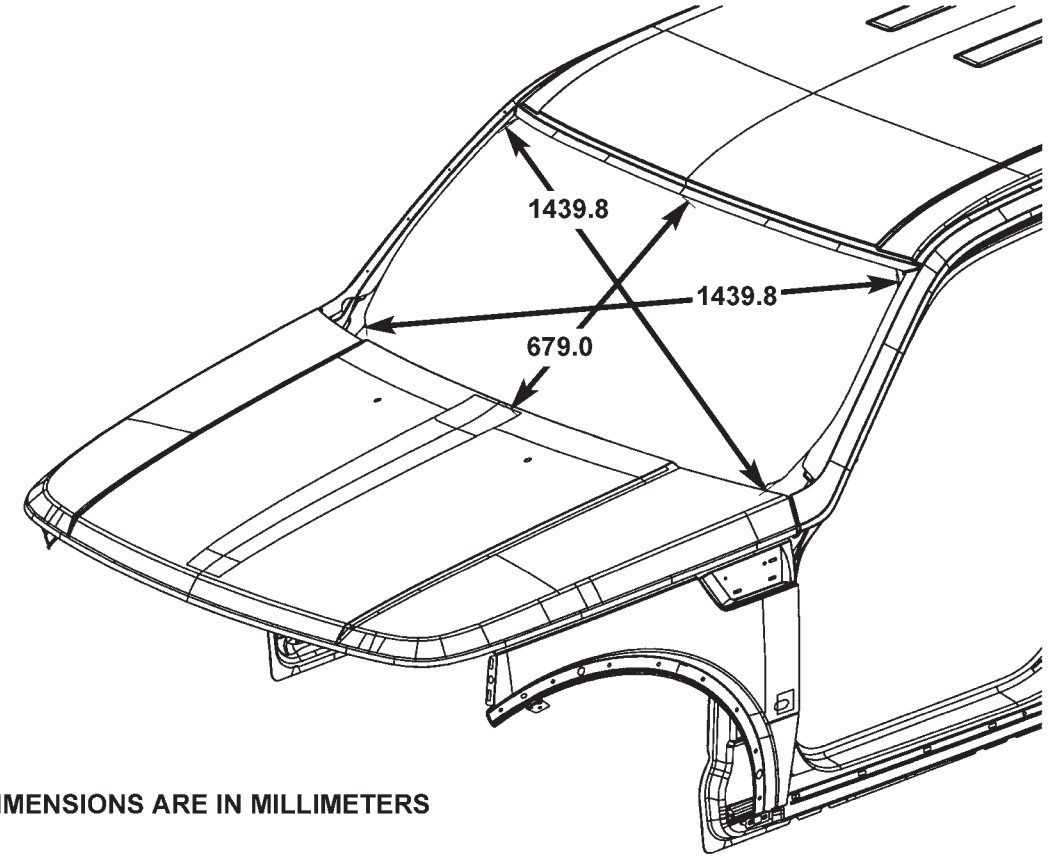
ALL DIMENSIONS ARE IN MILLIMETERS

81a8f370

Figure 1. ENGINE BOX OPENING

Back to Index

FRAME/BODY DIMENSIONS



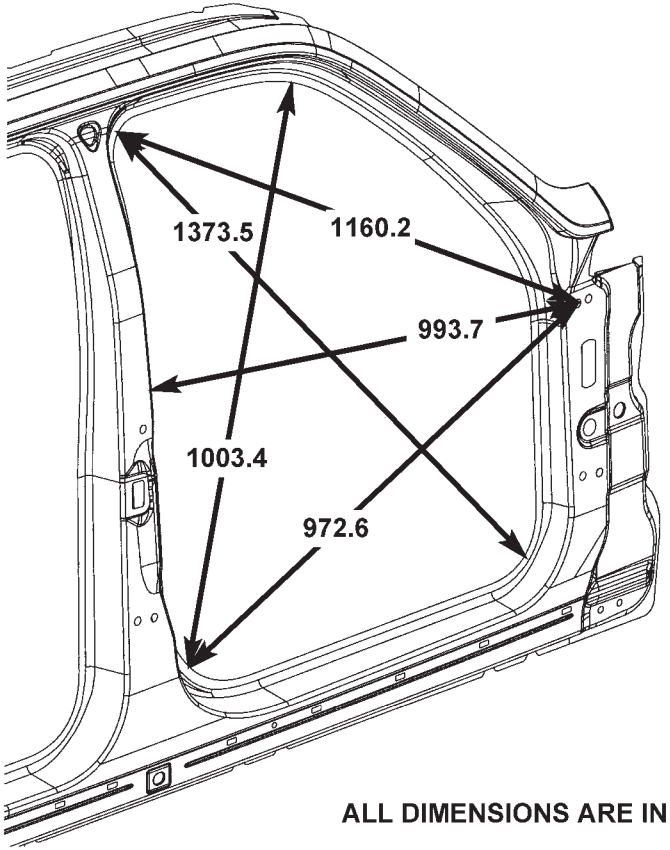
ALL DIMENSIONS ARE IN MILLIMETERS

81a8f391

Figure 2. WINDSHIELD OPENING

Back to Index

FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

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Figure 3. FRONT DOOR OPENING

Back to Index

FRAME/BODY DIMENSIONS

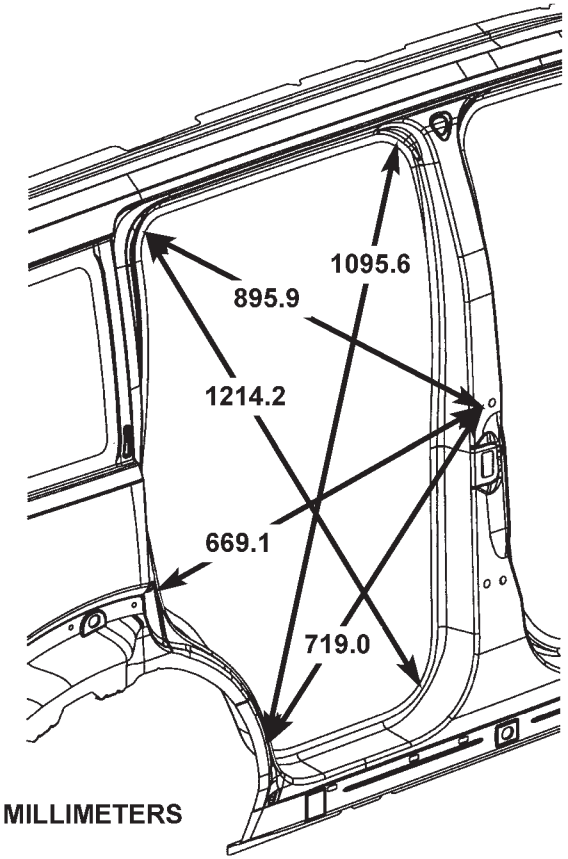

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Figure 4. REAR DOOR OPENING

Back to Index

FRAME/BODY DIMENSIONS

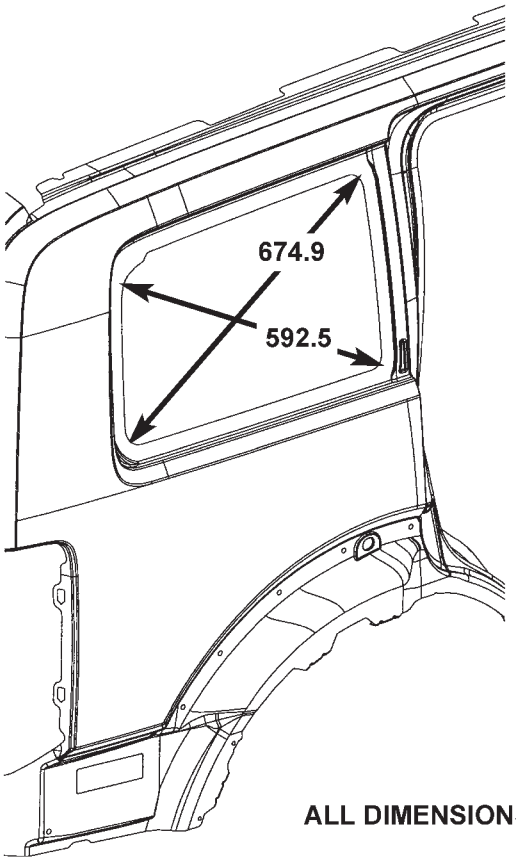

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Figure 5. QUARTER WINDOW OPENING

Back to Index

FRAME/BODY DIMENSIONS

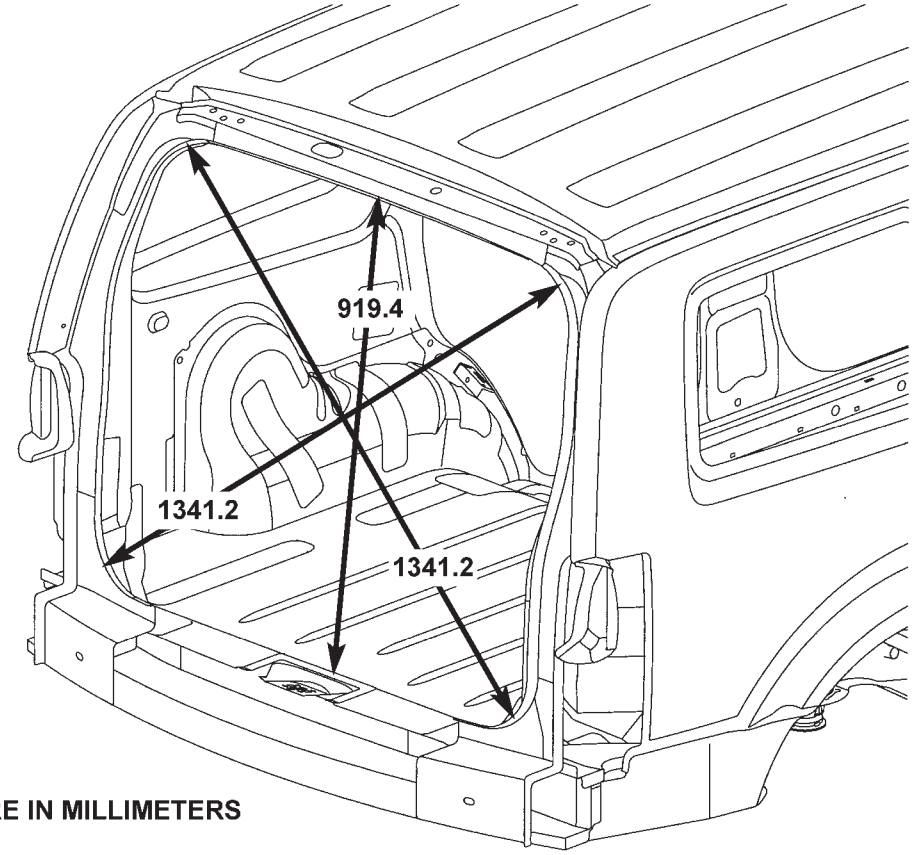

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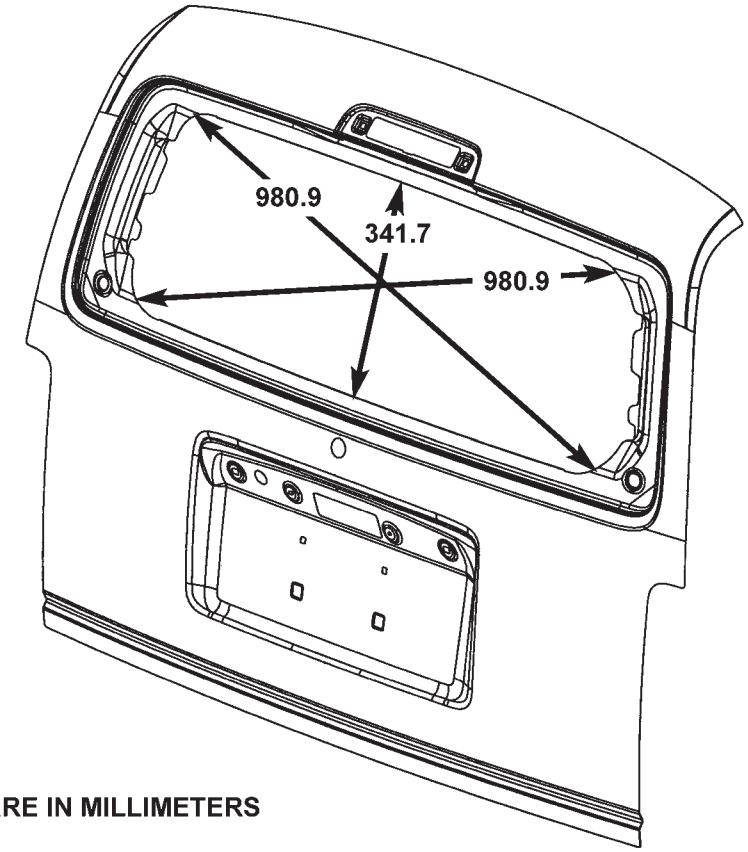
Figure 6. LIFTGATE OPENING

Back to Index

FRAME/BODY DIMENSIONS



ALL DIMENSIONS ARE IN MILLIMETERS

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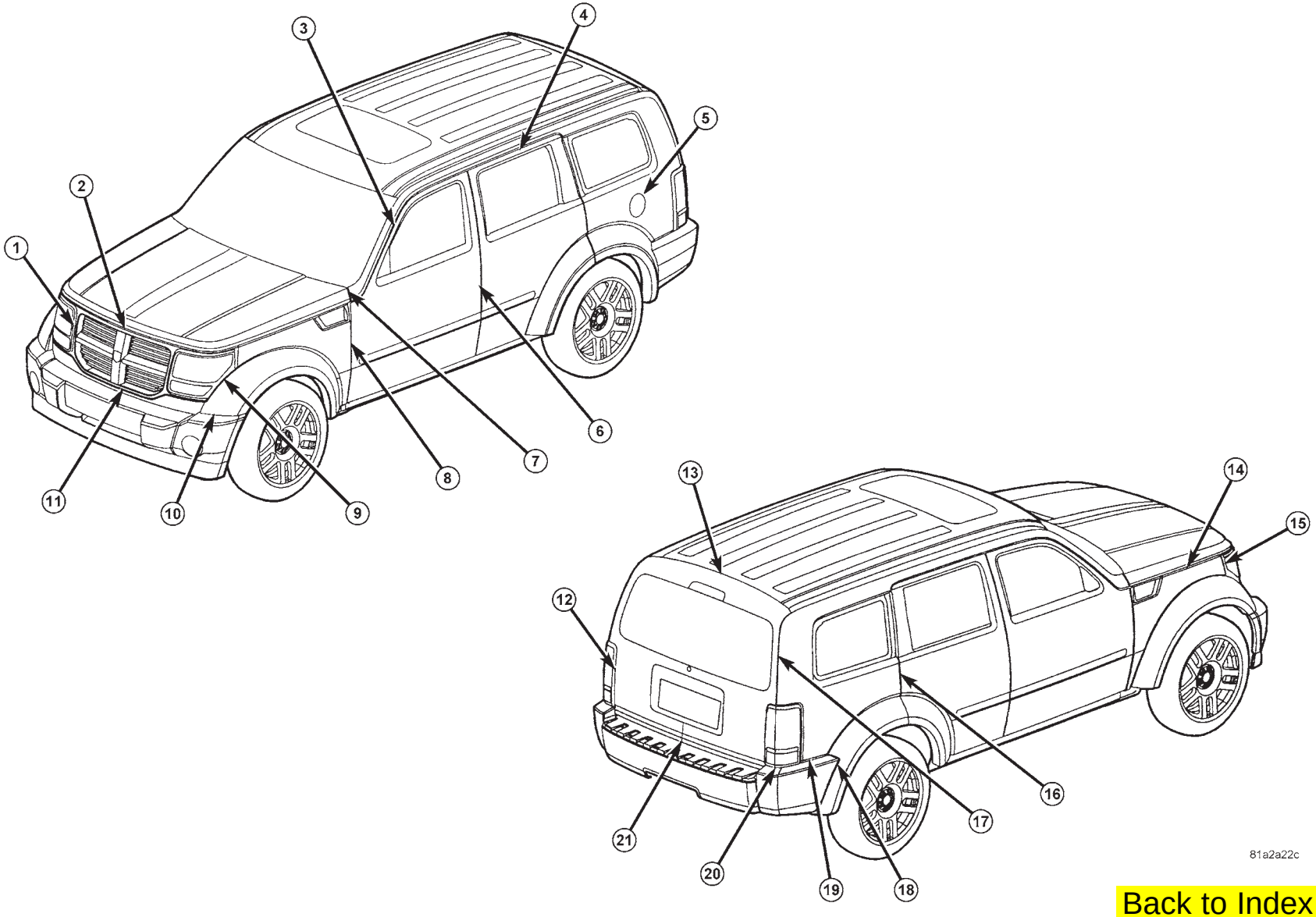
Figure 7. LIFTGATE WINDOW OPENING

Back to Index

GAP AND FLUSH DIMENSIONS



Back to Index

GAP AND FLUSH DIMENSIONS

DIMENSION	DESCRIPTION	GAP	FLUSH
1	Headlamp to Grille	2.0 +/- 2.0 Parallel within 1.5	U/F –1.0 +/- 2.0 Parallel within 2.0
2	Grille to Hood	7.0 +/- 2.0 Parallel within 1.5	U/F -2.0 +/- 2.0 Parallel within 2.0
3	Front Door to Body Side	4.5 +/- 1.5 Except 7.0 +/- 1.5 @ Front A-pillar Parallel within 1.5	U/F 1.5 +/- 1.5 Parallel within 1.5
4	Rear Door to Body Side @ Roof	4.5 +/- 1.5 Parallel within 1.5	U/F 1.5 +/- 1.5 Parallel within 1.5
5	Fuel Filler Door to Body Side	3.0 +/- 1.0 Parallel within 1.0	U/F -0.5 +/- 1.0 Parallel within 1.0
6	Front Door to Rear Door	4.5 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Parallel within 1.5
7	Hood to Body Side	4.5 +/- 1.5 Parallel within 1.5	O/F 0.5 +/- 1.5 Parallel within 1.5
8	Fender to Front Door	4.5 +/- 1.5 Parallel within 1.5	O/F 1.0 +/-1.5 Parallel within 1.5
9	Fender Flare to Grille	4.0 +/- 2.0 Parallel within 2.0	--
10	Fender Flare to Front Fascia	3.0 +/- 2.0 Parallel within 2.0	--
11	Front Fascia to Grille	4.0 +/- 2.0 Parallel within 2.0	U/F -1.0 +/- 2.0 Parallel within 2.0
12	Tail Lamp to Lift Gate	4.0 +/- 2.0 Parallel within 2.0	--
13	Lift Gate to Roof	9.0 +/- 1.5 Parallel within 1.5	U/F -1.5 +/- 1.5 Parallel within 1.5
14	Hood to Fender	1.0 +/- 1.5 Parallel within 1.5	O/F 1.0 +/- 1.5 Parallel within 1.5
15	Grille to Fender	0.0 +1.0/ -0.0	U/F -1.0 +/- 1.5 Parallel within 2.0
16	Rear Door to Body Side	4.5 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Parallel within 1.5
17	Lift Gate to Body Side	4.0 +/- 1.0 Parallel within 1.0	U/F -2.0 +/- 1.5 Parallel within 1.5
18	Rear Fascia to Rear Wheel Flare	3.0 +/- 2.0 Parallel within 2.0	--
19	Rear Fascia to Body Side	0.0 +1.0/ -0.0	--.
20	Tail Lamp to Rear Fascia	3.0 +/- 2.0	--
21	Lift Gate to Rear Fascia	Cross/Car 4.0 +/- 2.0 Parallel within 2.0 Up/Down 8.0 +/- 2.0 Parallel within 2.0	--

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NOTE:

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

Back to Index

Additional Support and Technical Information

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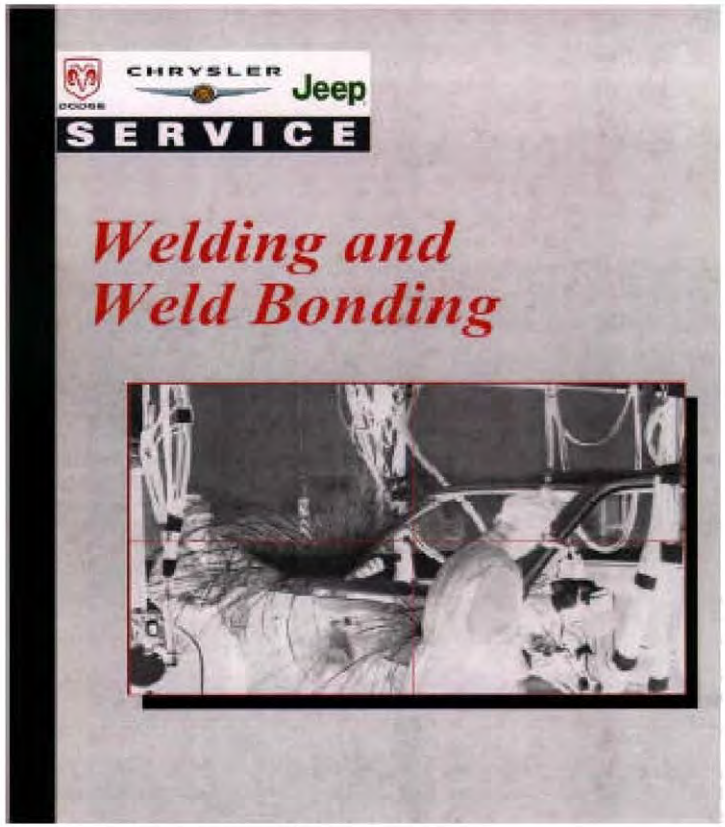

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Back to Index