

# JEEP PATRIOT 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.



# INTRODUCTION Jeep Patriot



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

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

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

# **BODY CONSTRUCTION CHARACTERISTICS**

Definitions of Steels used in the Jeep Patriot:

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

- MS 67 Represents an uncoated Cold Rolled Sheet structural steel used in areas where structural integrity is critical. EG., the type of steel used for the "A" pillar.
- MS 264 Represents an uncoated high strength low alloy (HSLA) steel used in applications where structural integrity is critical.
- MS 6000-44A Low carbon, hot dipped galvanneal (or EGA) with 45 g/m<sup>2</sup> minimum coating weight on both sides.
  - Most common Sheet Steel product used by Chrysler.
- MS 6000-44VA 50 ksi min. yield strength, HSLA, killed steel, with 44 g/m<sup>2</sup> minimum coating weight on both sides. - Most common high strength coated steel product used by Chrysler.
- MS10176 Boron-alloyed steels ate analogy with 22MnB5 which are matched to the hardening process die. Sheet blanks are heat treated in the furnace on an inert gas or air atmosphere and then formed in the press die and hardened at the same time. The boron is produced in two configurations one for use in upper body and one that has hotdip aluminizated coating for corrosion protection.
- MS82-1228 Represent a coated high strength low alloy (HSLA) hot or cold rolled sheet steel used in applications where structural integrity is critical.

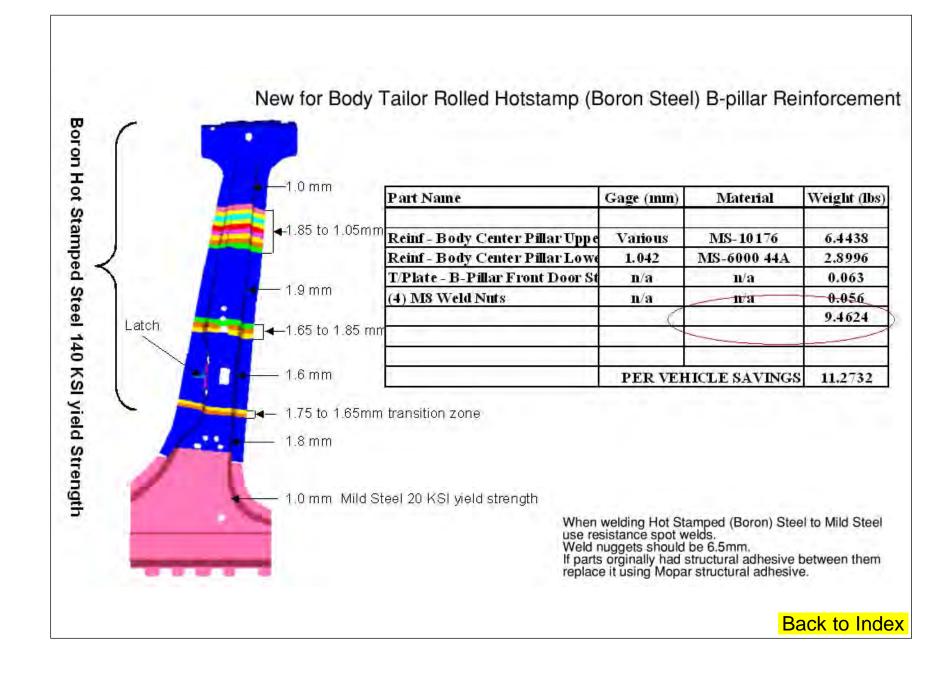
### PARTIAL LIST OF STEEL APPLICATIONS Galvannealed Steel

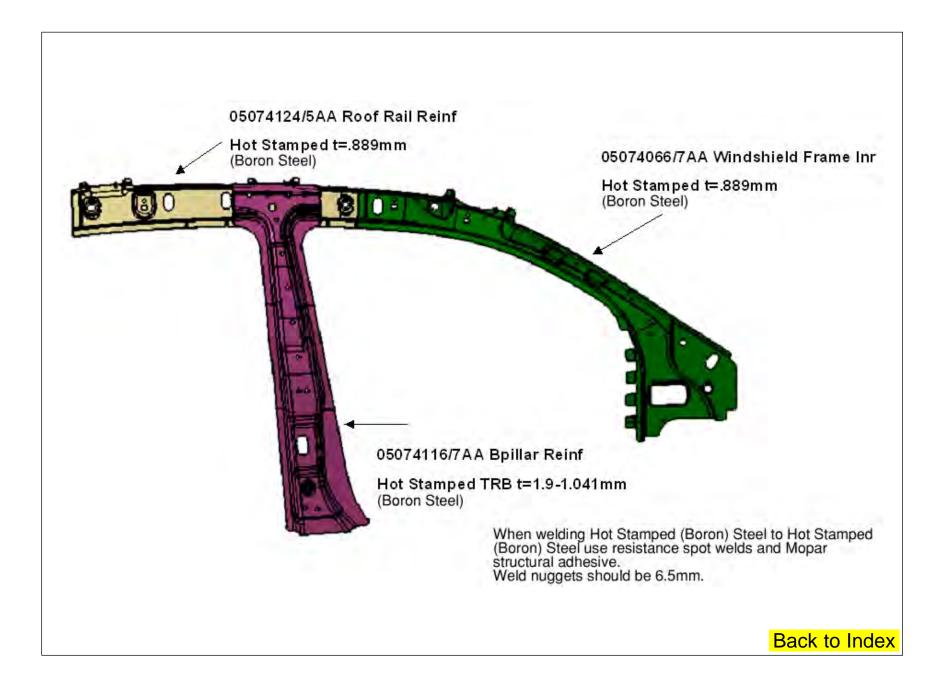
Body Side Aperture Cowl Plenum Panel Cowl Side Panel Dash Panel Front Door - Inner Panel Front Door - Outer Panel Front Fender Front Floor Pan Front Floor Pan Front Hinge Pillar Front Aail Front Strut Mounting Tower Front Wheelhouse (Front and Rear) Lower Radiator Crossmember Rear Door - Inner Panel 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

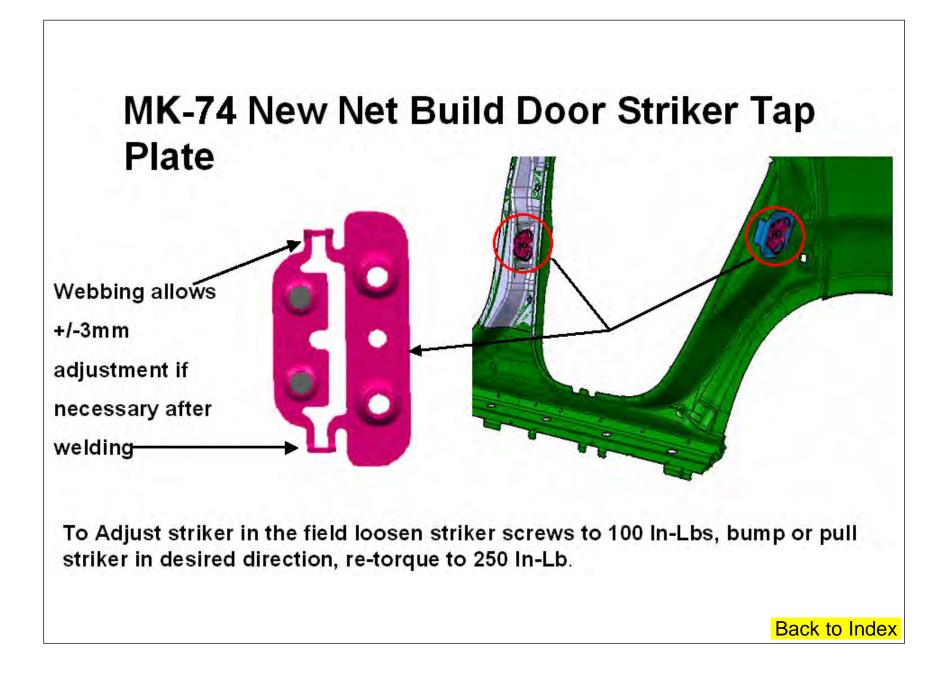
# **BODY CONSTRUCTION CHARACTERISTICS**

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.









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

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# 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!

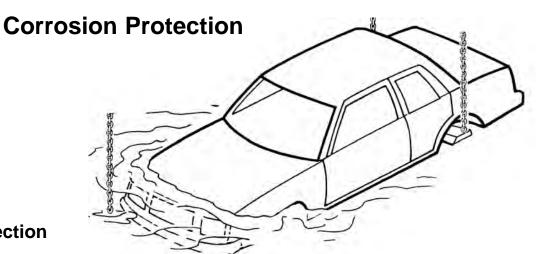
But then came the problem! The collision repair industry wasn't given the luxury of taking their time to train people in the new technology - or take time to plan for new equipment.

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.

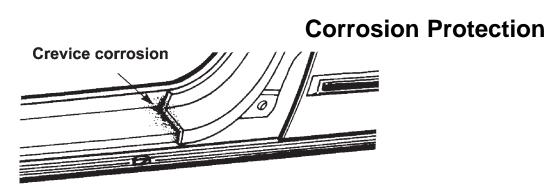


### **Factory Applied Corrosion Protection**

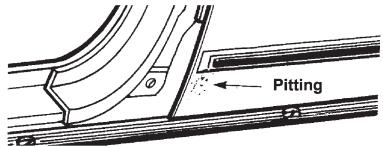
During the manufacturing of the unibody car, the manufacturer applies "corrosion protection" using specialized manufacturing processes. This system is not duplicated in the collision repair body shop. However, the body shop still has a responsibility to apply corrosion protection to the unibody vehicle.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

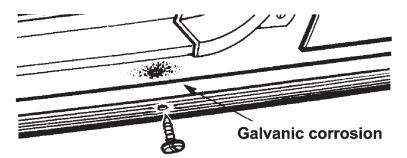
An understanding of the types of corrosion which affect the unibody vehicles will assist in understanding why the factory protection systems are important, how the factory protection systems consist of and how the systems' protection is replaced after collision and electrolytic corrosion. Some of the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



**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.

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.

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.

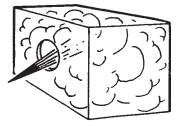
### **Collision Repair Corrosion Protection Materials**

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.

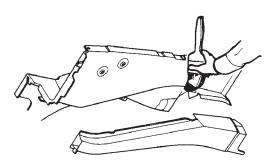
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials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

### 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.

### **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

AUTHENTIC PERFORMANCE"



# FREEDOM FROM COMPROMISE 2007 JEEP. PATRIOT

With its standard features, available options and accessories, the 2007 Jeep Patriot is more than a sport utility vehicle. It's a way of life. When it comes to replacement parts, defend your shop from aftermarket rivals who threaten your collision business. Your customers are loyal to the real deal. Give them a reason to choose you.

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.

## Jeep



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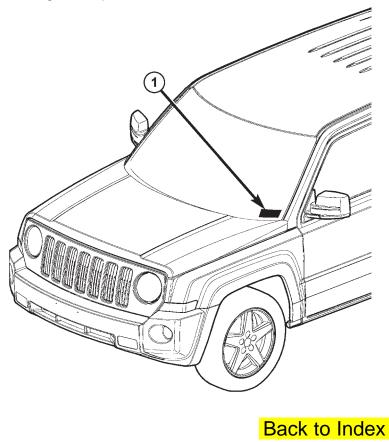


## JEEP PATRIOT VEHICLE IDENTIFICATION NUMBER DESCRIPTION

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)



# **VEHICLE IDENTIFICATION NUMBER DECODING CHART**

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = Manufactured by Daimler Chrysler Corporation
2	Make	J = Jeep
3	Vehicle Type	4 = Multipurpose Vehicle Less Side Air Bags 8 = Multipurpose Vehicle With Side Air Bags
4	Weight/GVW	E = 3001-4000 Lbs. (1351-1814 Kg) F = 4001-5000 Lbs. (1815-2267 Kg) G = 5001-6000 Lbs. (2268-2721 Kg)
5	Vehicle Line	T = Left Hand Drive (FWD) F = Left Hand Drive (4 x 4) 7 = Right Hand Drive (4 x 4)
6	Series	$\begin{array}{c} 2 = L \mbox{ (Low Line)} \\ 4 = H \mbox{ (High Line)} \\ 5 = P \mbox{ (Premium)} \\ C = 6 \mbox{ Speed Manual} \\ F = Continuously \mbox{ Variable Transmission} \\ G = Continously \mbox{ Variable Trransmission} \mbox{ Off Road} \\ N = 5 \mbox{ Speed Manual Transmission} \end{array}$
7	Body Style-74	8 = Sport Utility 4 Door
8	Engine	W = 2.4L 4  Cyl. 16V DOHC Dual VVT Gasoline $Y = 2.0L 4  Cyl. 16V DOHC Diesel$ $O = 2.0L 4  Cyl 16V DOHC Dual VVT Gasoline$
9	Check Digit	0 through 9 or X
10	Model Year	7 = 2007
11	Assembly Plant	D = Belvidere Assembly
12 through 17		Vehicle Build Sequence

# **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.



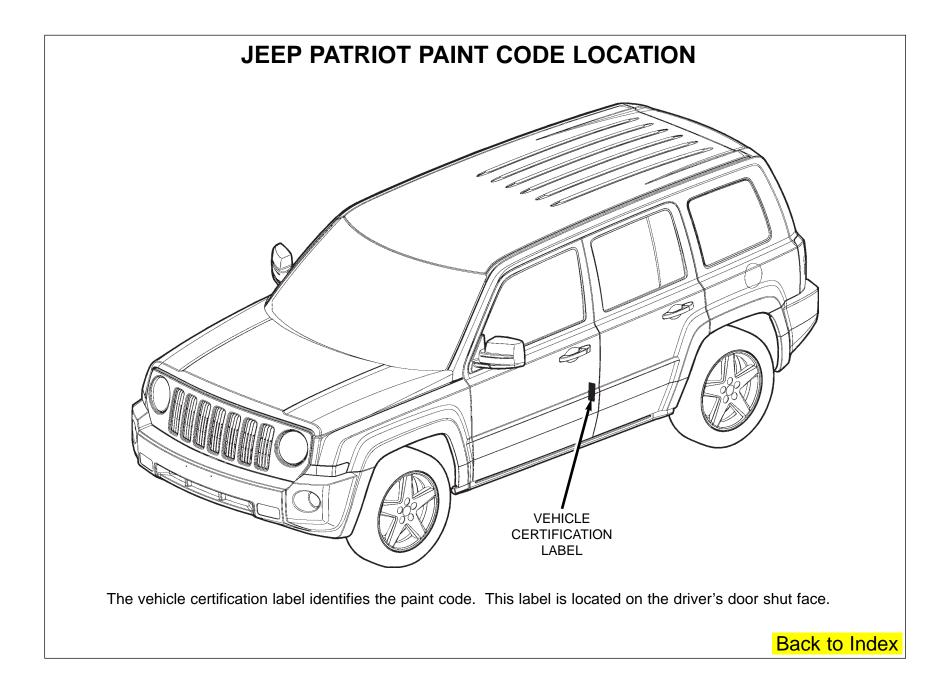
# JEEP PATRIOT PAINT CODES

### **EXTERIOR**

CODE	COLOR
ARH	Inferno Red Crystal Pearl Coat
AJC	Light Khaki Metallic Clear Coat
EGJ	Jeep Green Metallic Clear Coat
CB6	Marine Blue Pearl Coat
DBM	Steel Blue Metallic Clear Coat
WS2	Bright Silver Metallic Clear Coat
DX8	Black Clear Coat
SW1	Stone White Clear Coat

## INTERIOR

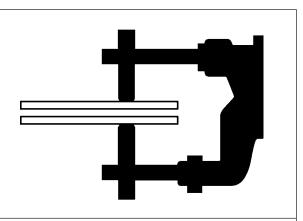
CODE	COLOR	
DA	Dark Slate Gray/Pastel Slate Gray	
KA	Dark Pebble Beidge/Pastel Pebble Beidge	







# WELDED PANEL REPLACEMENT Jeep Patriot



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

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

Note: Diagrams do not show all of the parts.

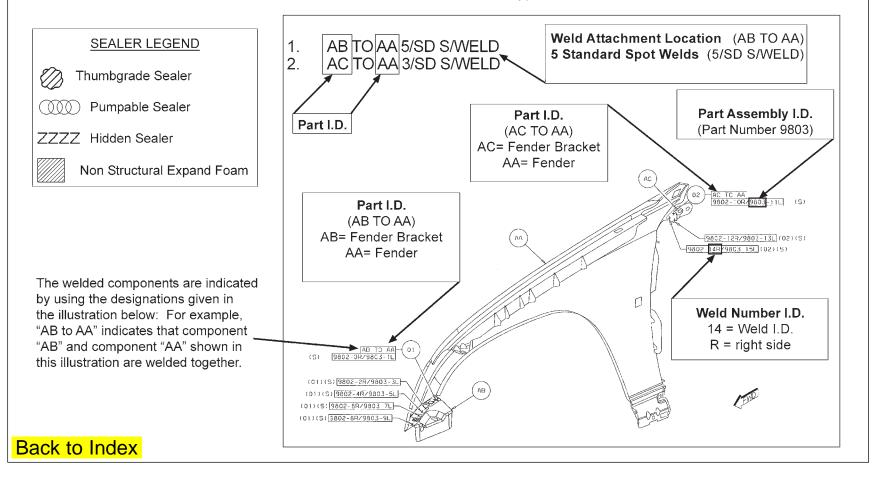
Explanation of Manual Contents Front Floor Sidemember Assembly Rear Floor Front Rails	Plenum/Dash Assembly Engine Box Complete Front Floor Assembly
Plenum Assembly	Rear Floor Assembly
Dash Assembly	Underbody Complete
Engine Box	Body Side Aperture Inner Assembly
Body Side Aperture	Body Side Aperture Outer Assembly
Front End Sheet Metal	Body Side Aperture Complete
Front Door Assembly	Roof without Sunroof
Rear Door Assembly	Roof with Sunroof
Liftgate	Body in White Complete



## **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.



# **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

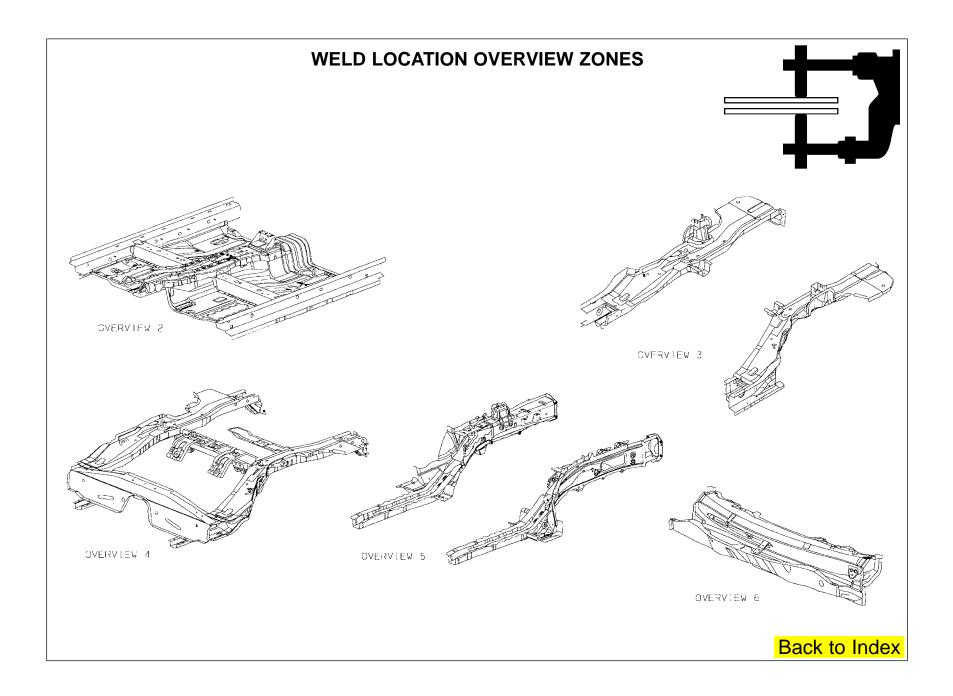
## Examples

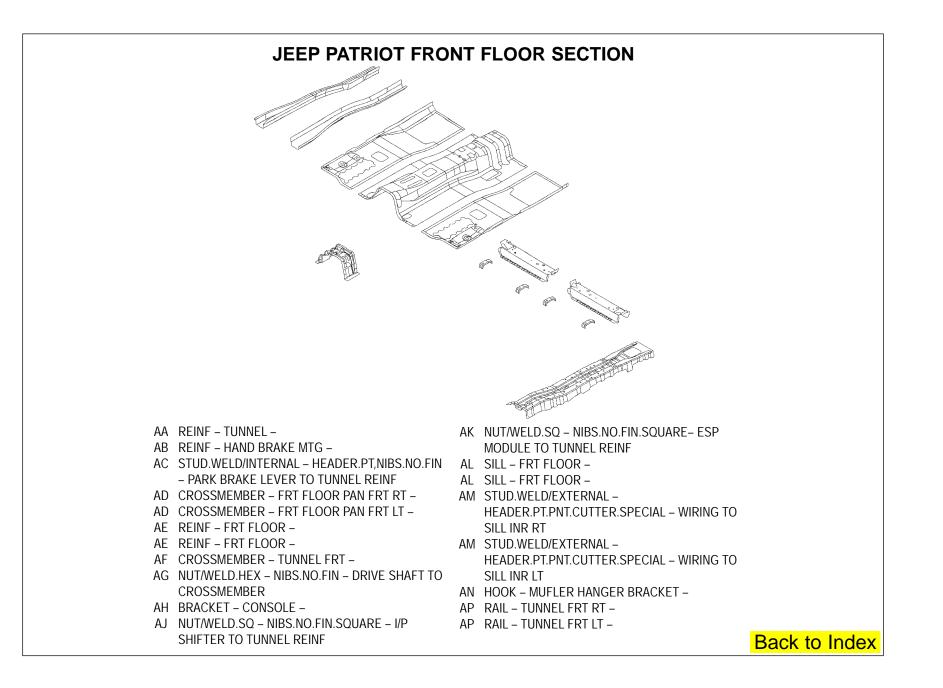
AA TO AB 5/SD S/WELDS (ORD)= PART AA WELDED TO PART AB 5 PER SIDE (5 RIGHT/5 LEFT) SPOT WELDS STANDARD

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

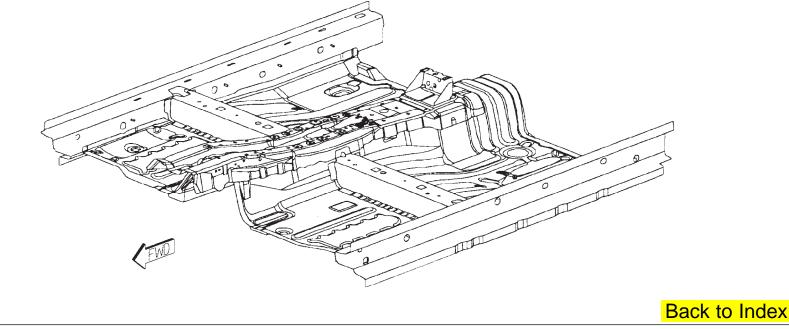
## Adhesives

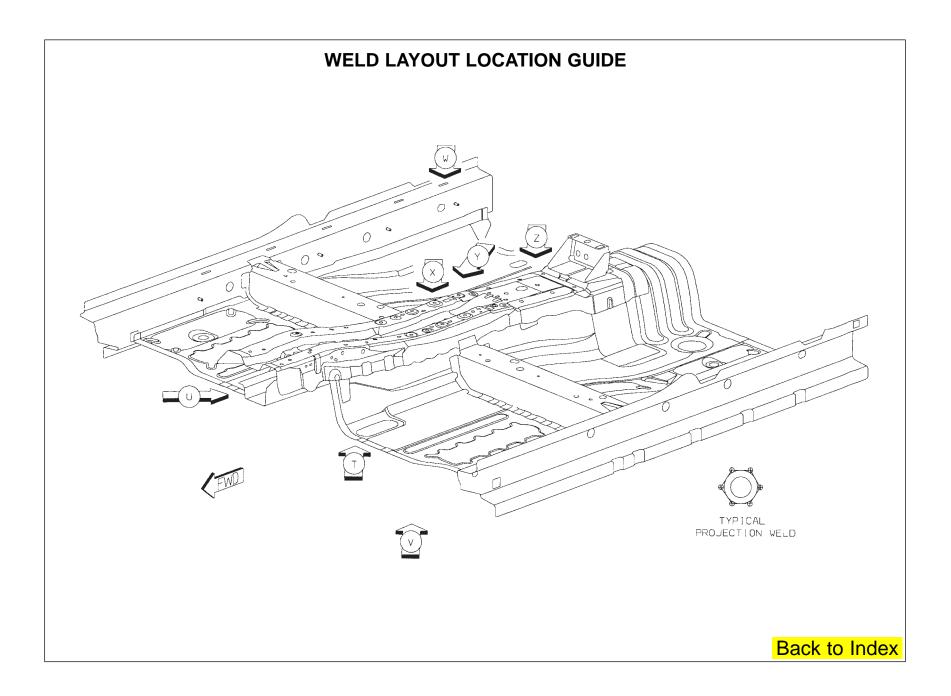
STRUCT ADH (ORD) = Ordinary Structural Adhesive ADH (ORD) = Ordinary Adhesive

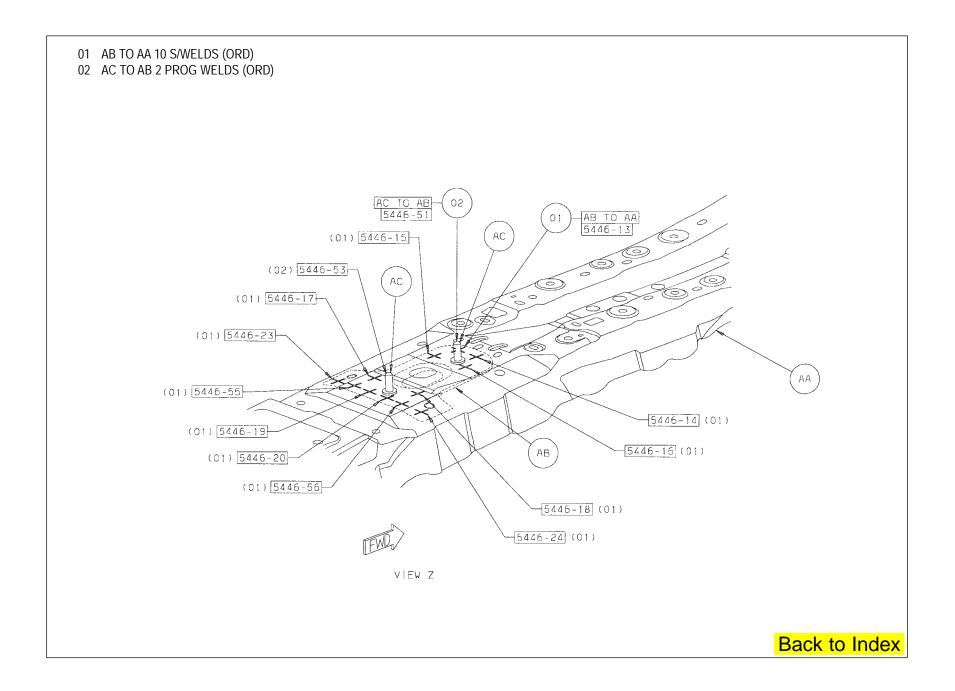


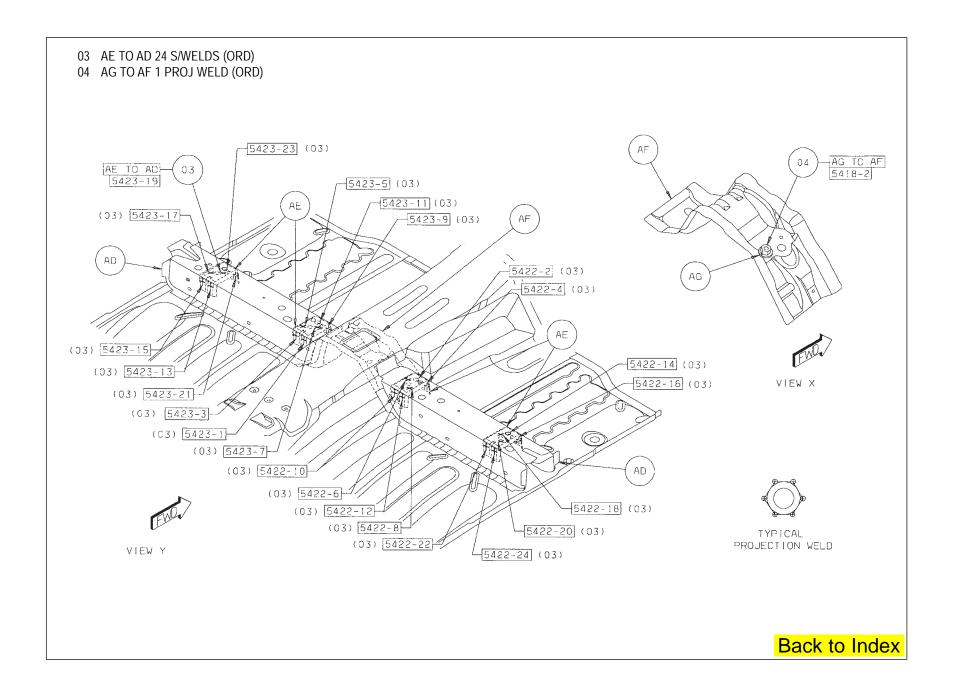


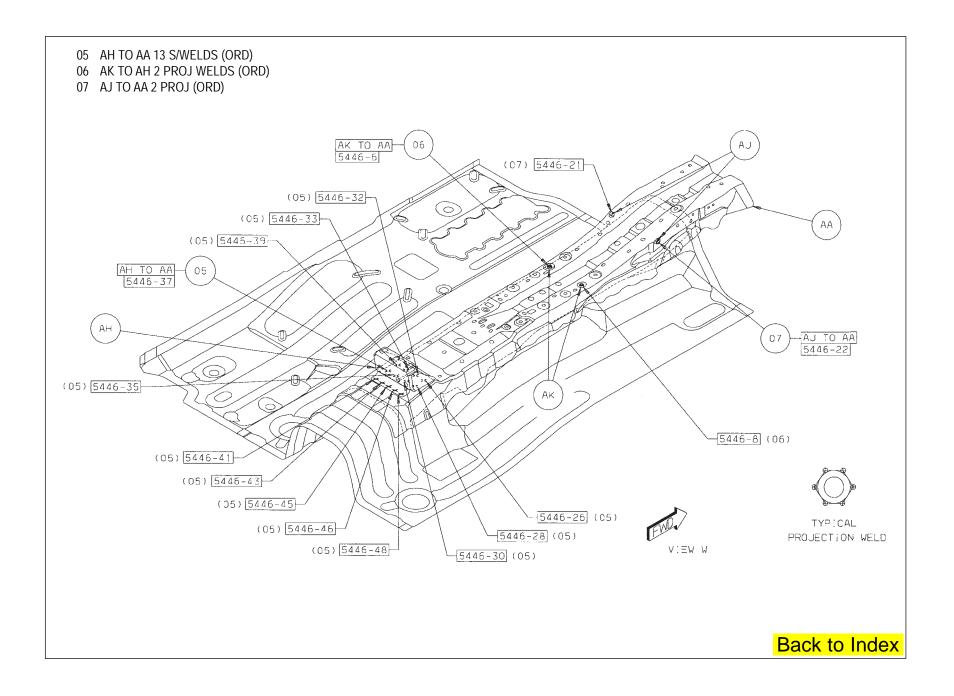
#### **PARTS IDENTIFICATION LEGEND, OVERVIEW 2** AA REINF - TUNNEL -AK NUT/WELD.SQ - NIBS.NO.FIN.SQUARE- ESP AB REINF - HAND BRAKE MTG -MODULE TO TUNNEL REINF AL SILL - FRT FLOOR -AC STUD.WELD/INTERNAL – HEADER.PT,NIBS.NO.FIN - PARK BRAKE LEVER TO TUNNEL REINF AL SILL - FRT FLOOR -AD CROSSMEMBER - FRT FLOOR PAN FRT RT -AM STUD.WELD/EXTERNAL -AD CROSSMEMBER - FRT FLOOR PAN FRT LT -HEADER.PT.PNT.CUTTER.SPECIAL - WIRING TO AE REINF – FRT FLOOR – SILL INR RT AE REINF - FRT FLOOR -AM STUD.WELD/EXTERNAL -AF CROSSMEMBER - TUNNEL FRT -HEADER.PT.PNT.CUTTER.SPECIAL - WIRING TO AG NUT/WELD.HEX – NIBS.NO.FIN – DRIVE SHAFT TO SILL INR LT CROSSMEMBER AN HOOK - MUFLER HANGER BRACKET -AH BRACKET - CONSOLE -AP RAIL - TUNNEL FRT RT -AJ NUT/WELD.SQ - NIBS.NO.FIN.SQUARE - I/P AP RAIL - TUNNEL FRT LT -SHIFTER TO TUNNEL REINF

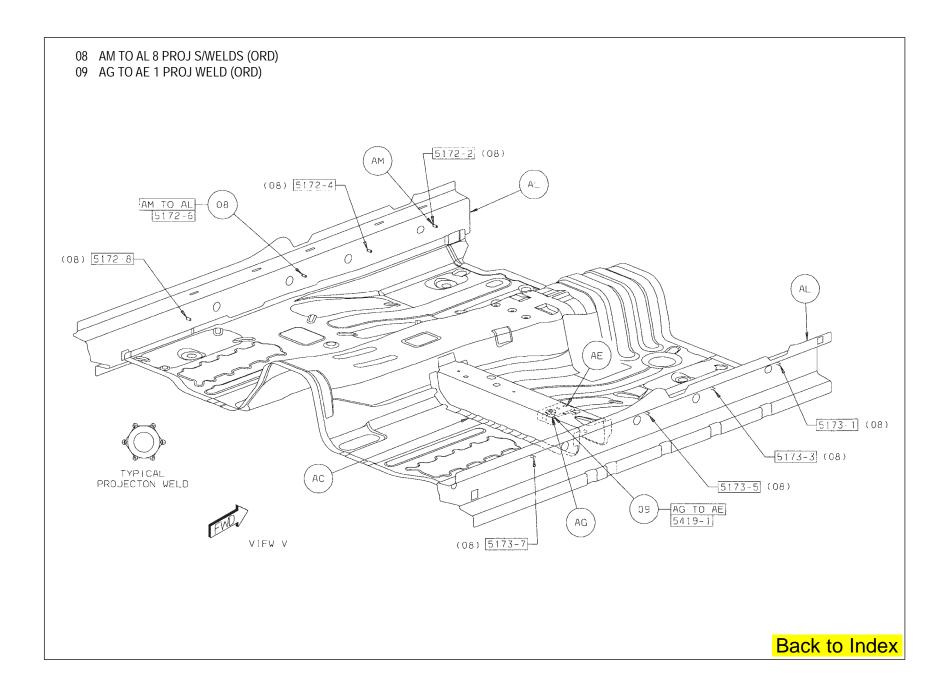


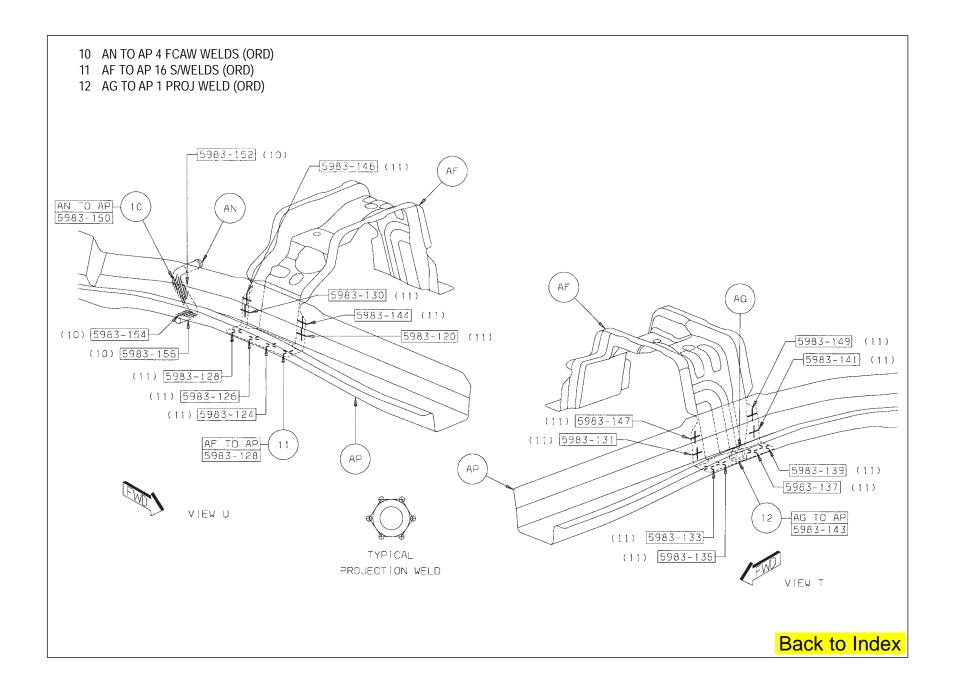


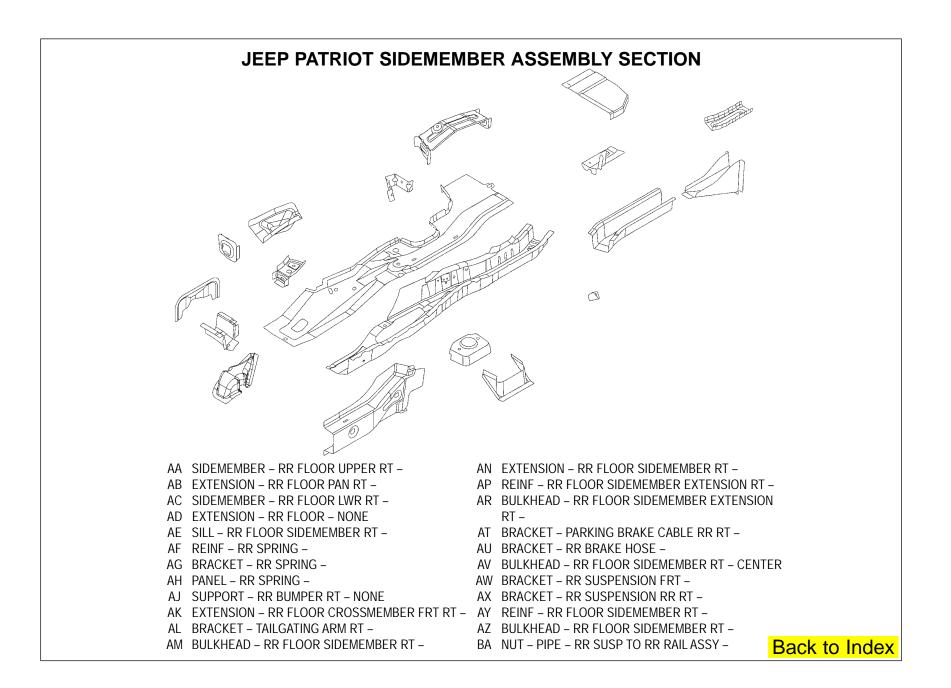


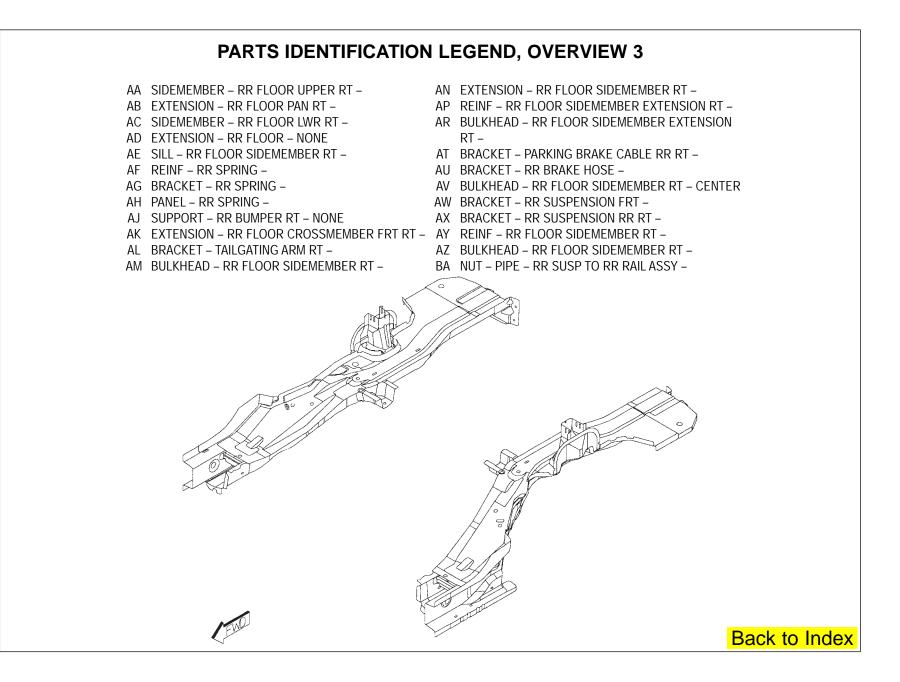


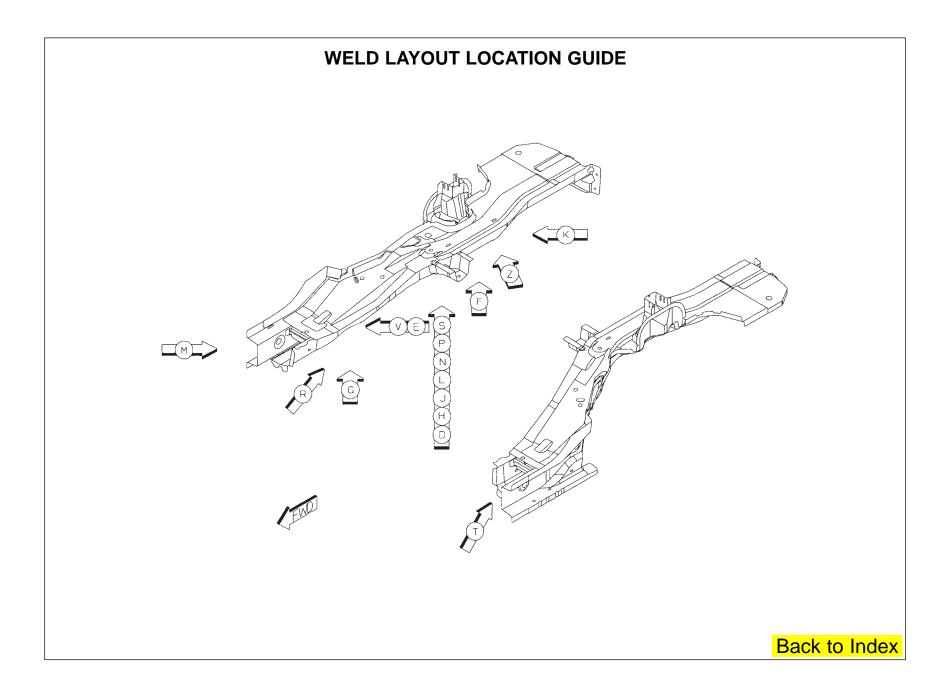


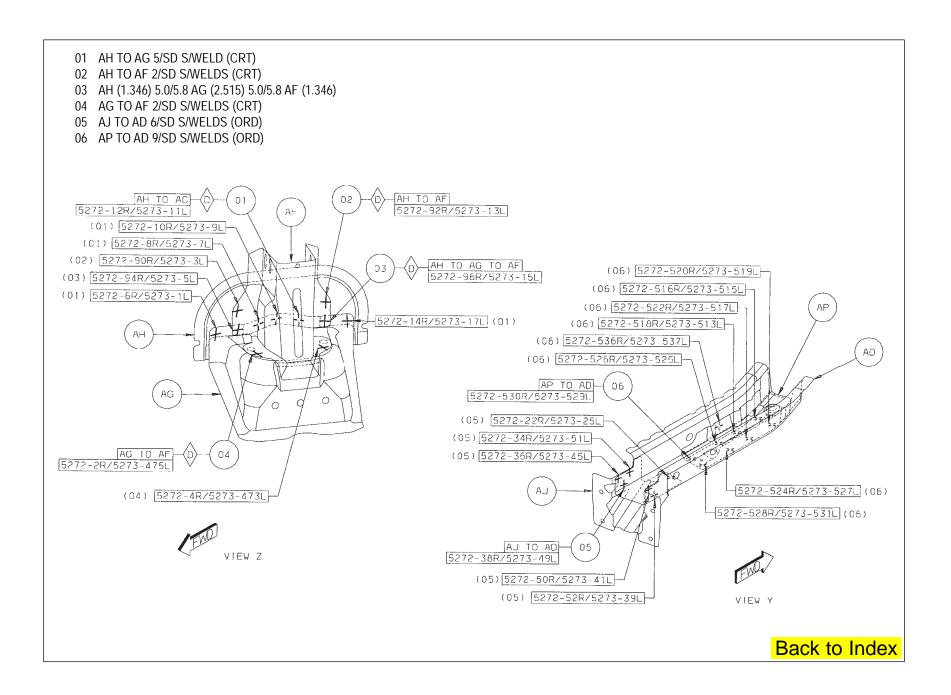


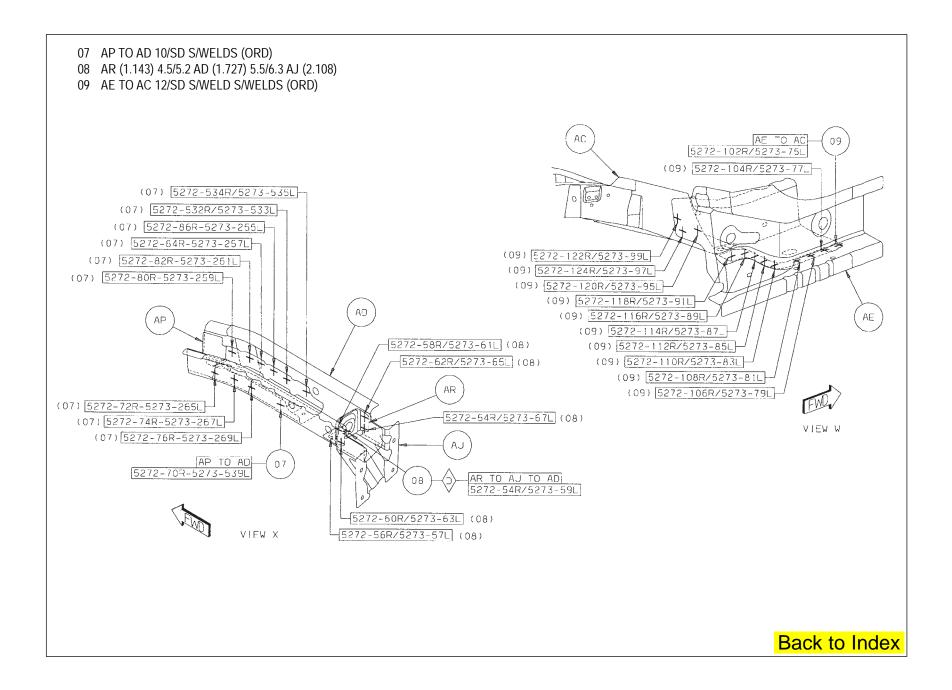


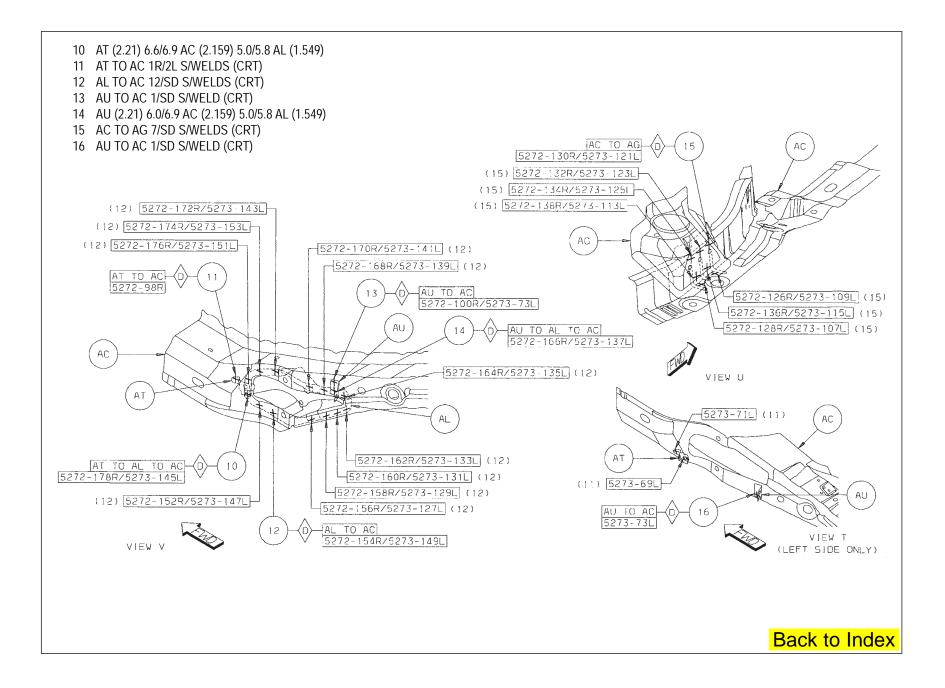


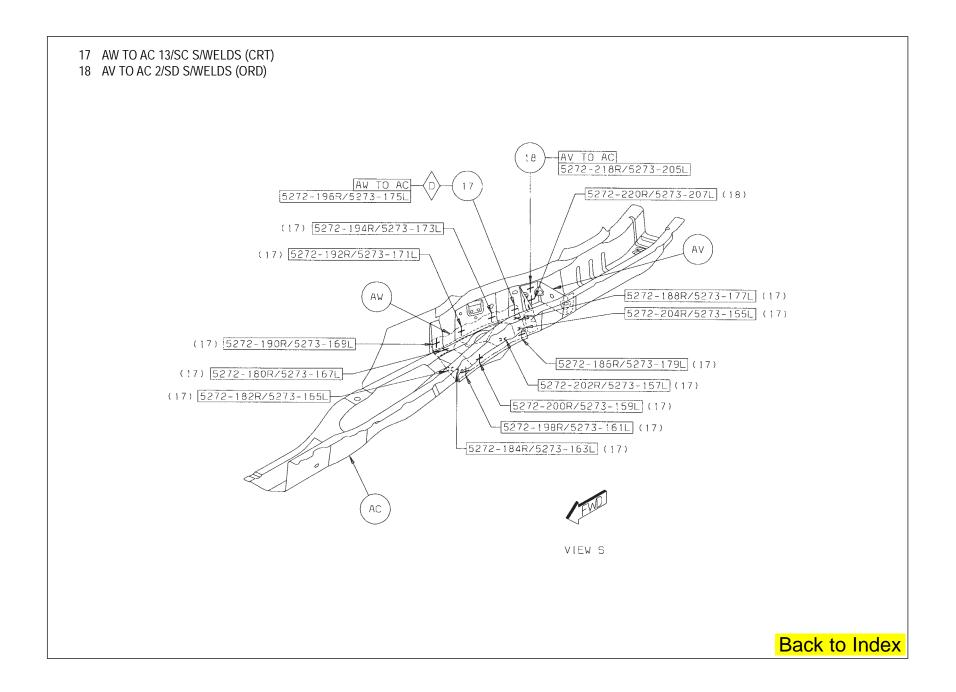


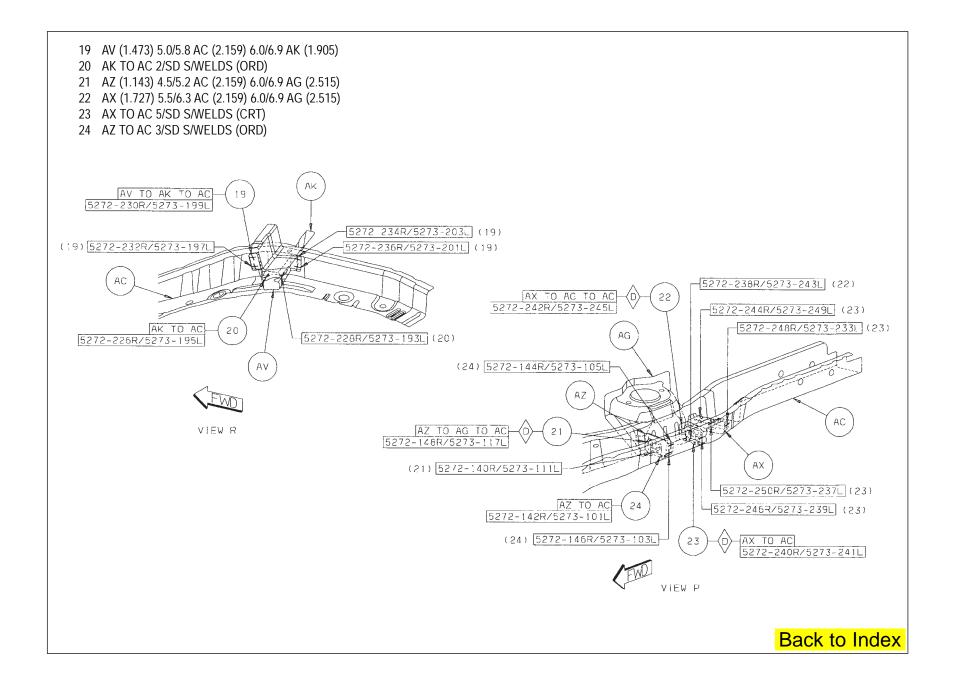


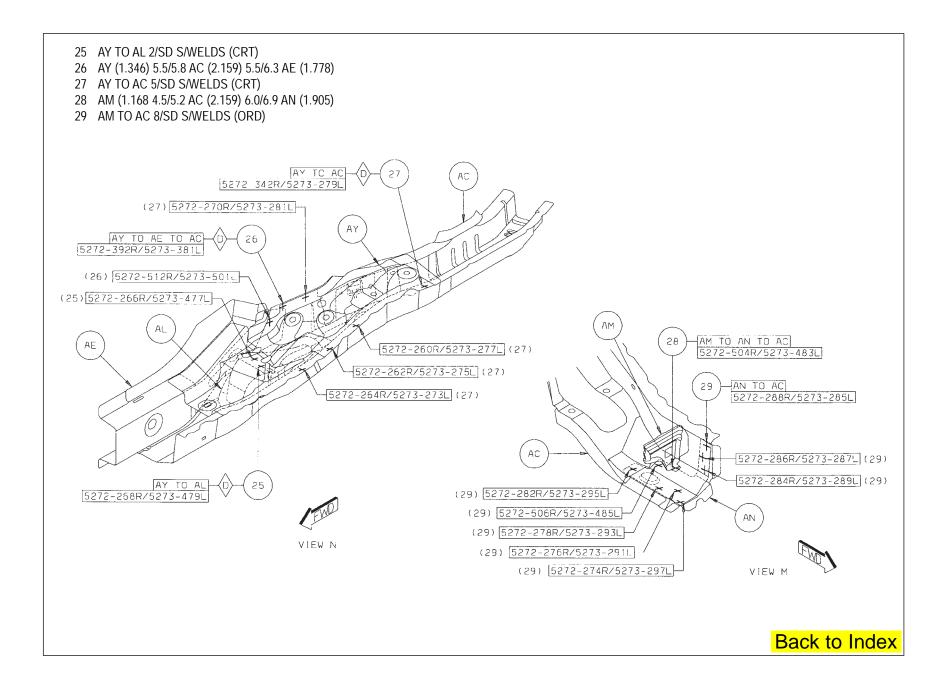


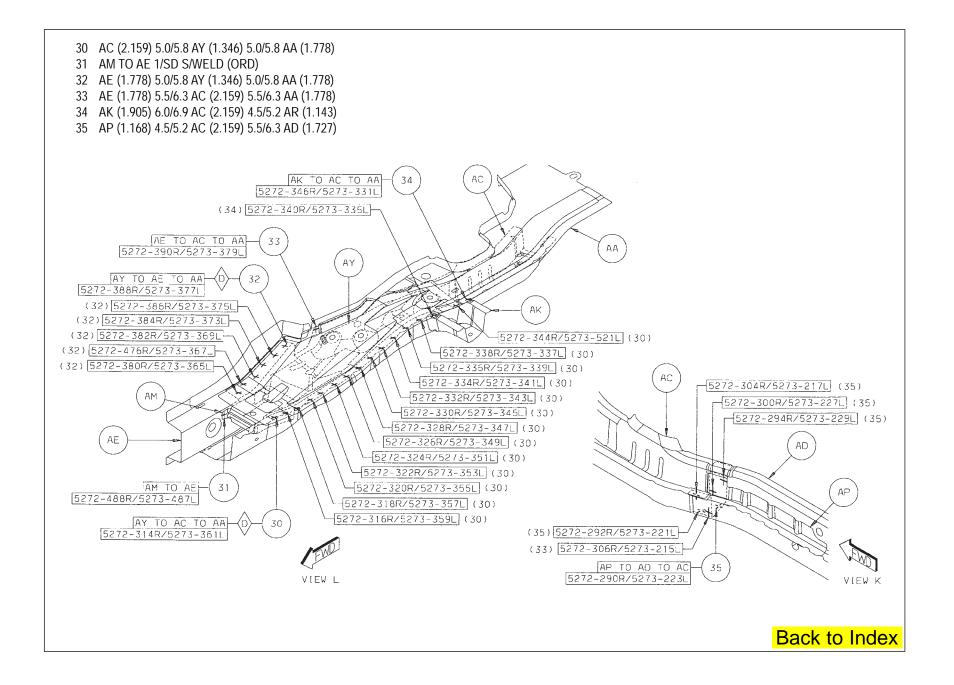


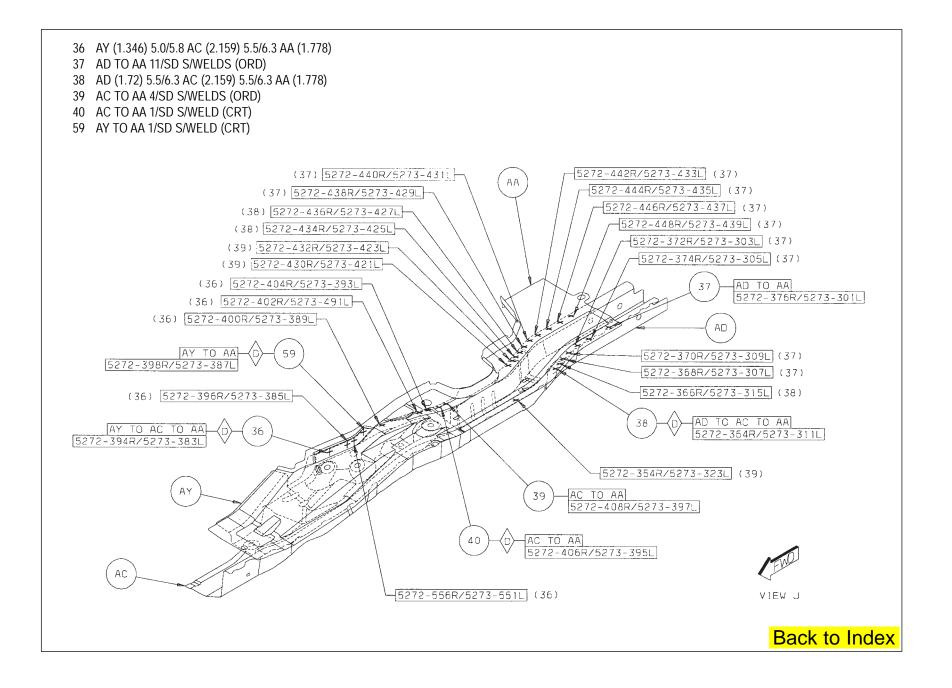


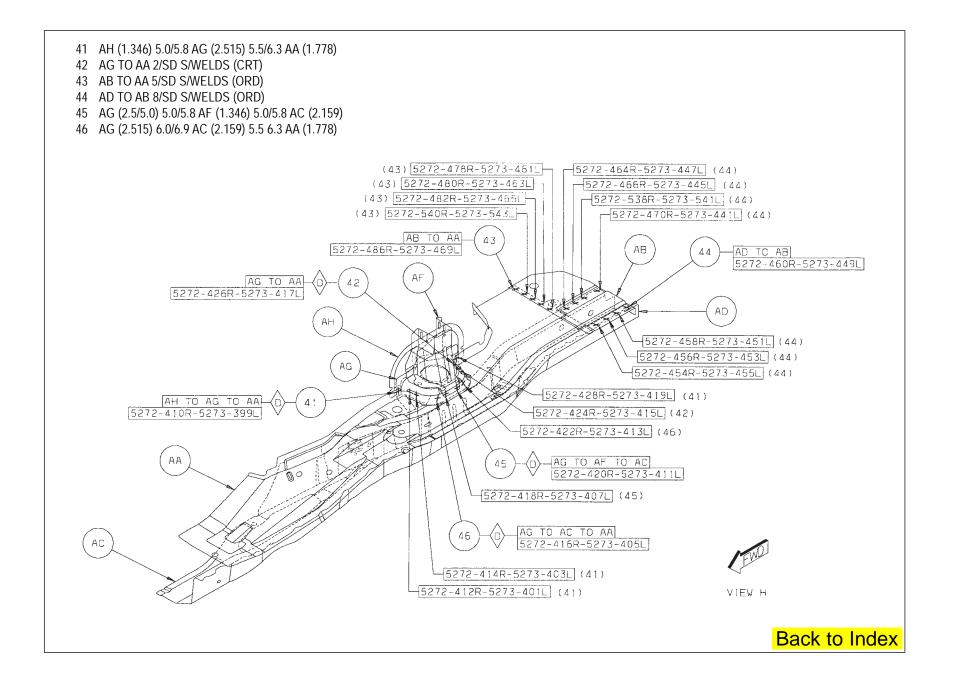


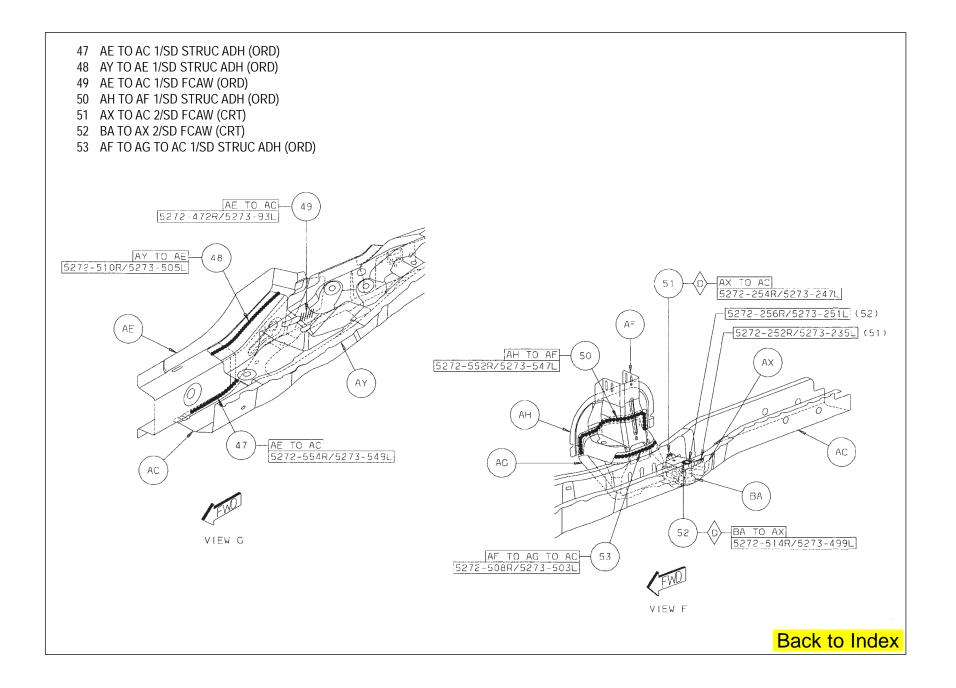


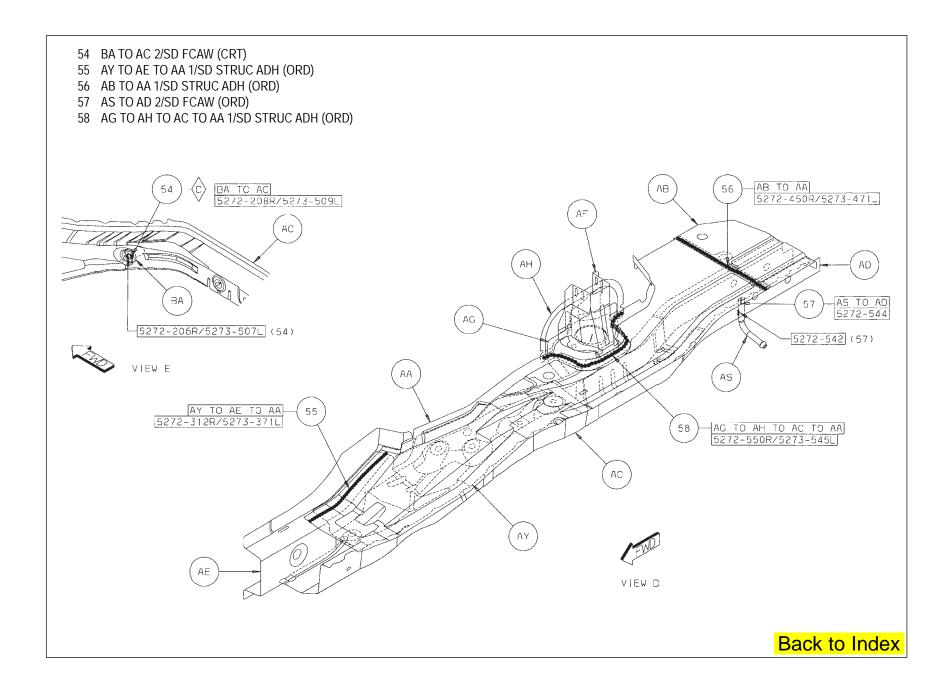


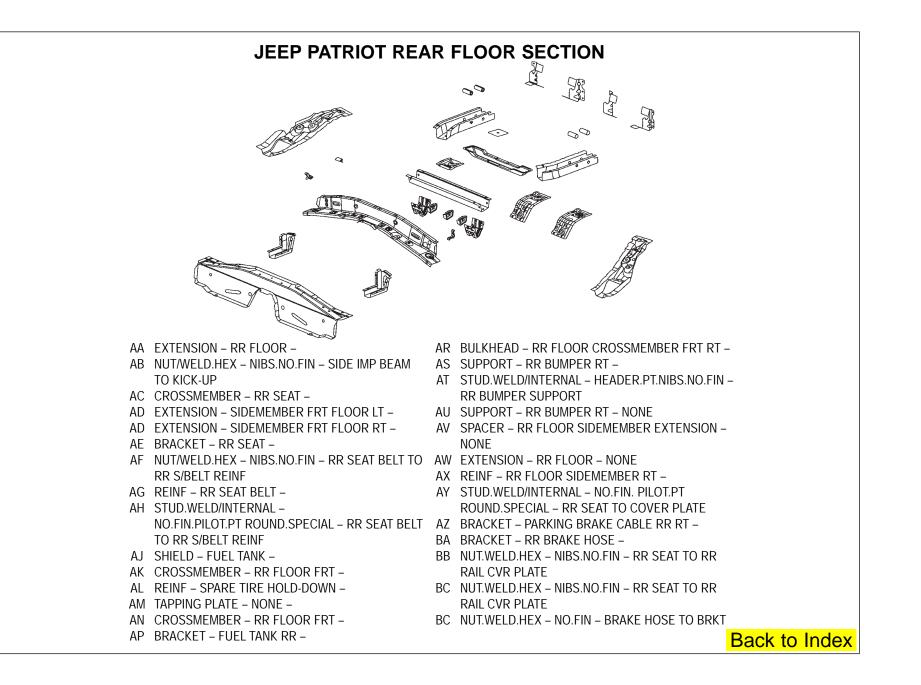


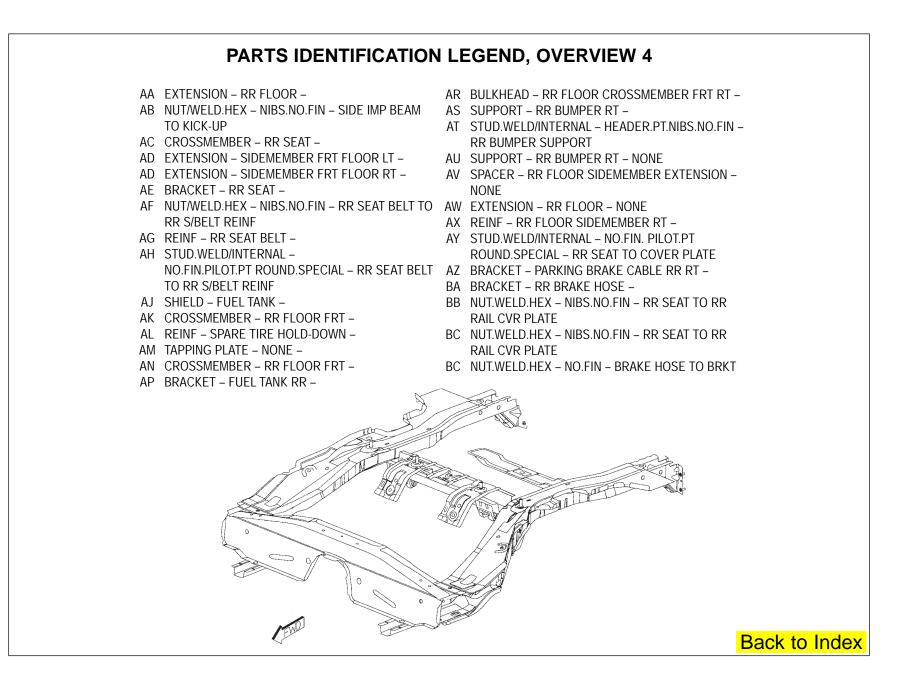


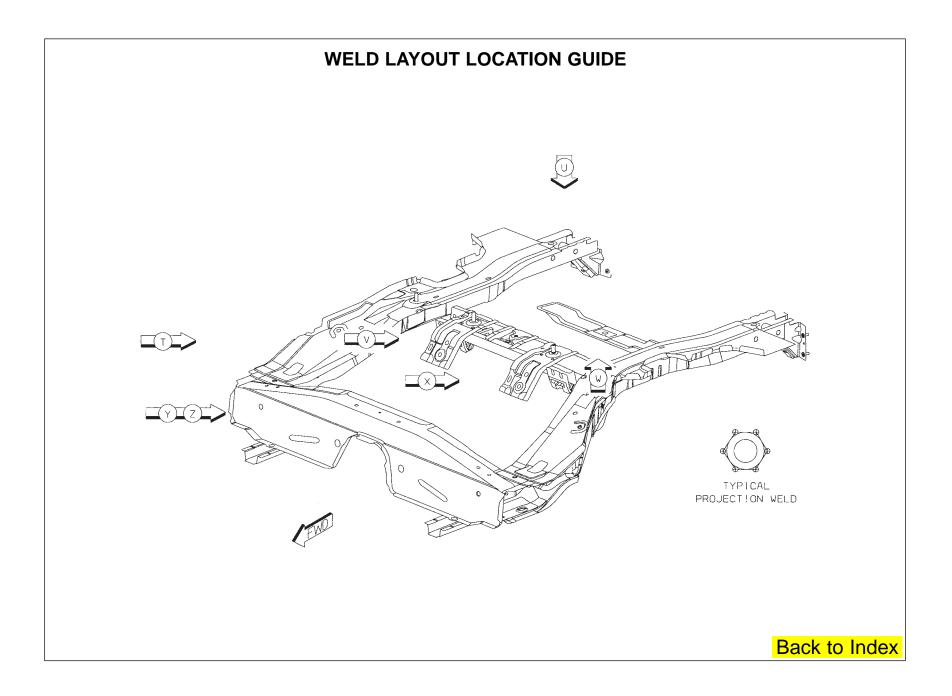


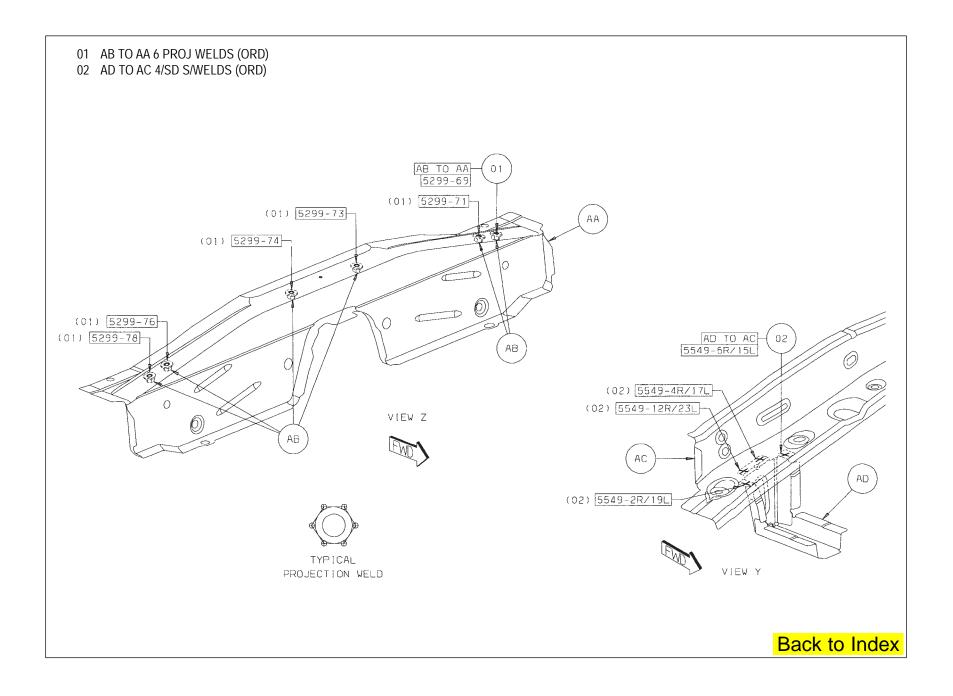


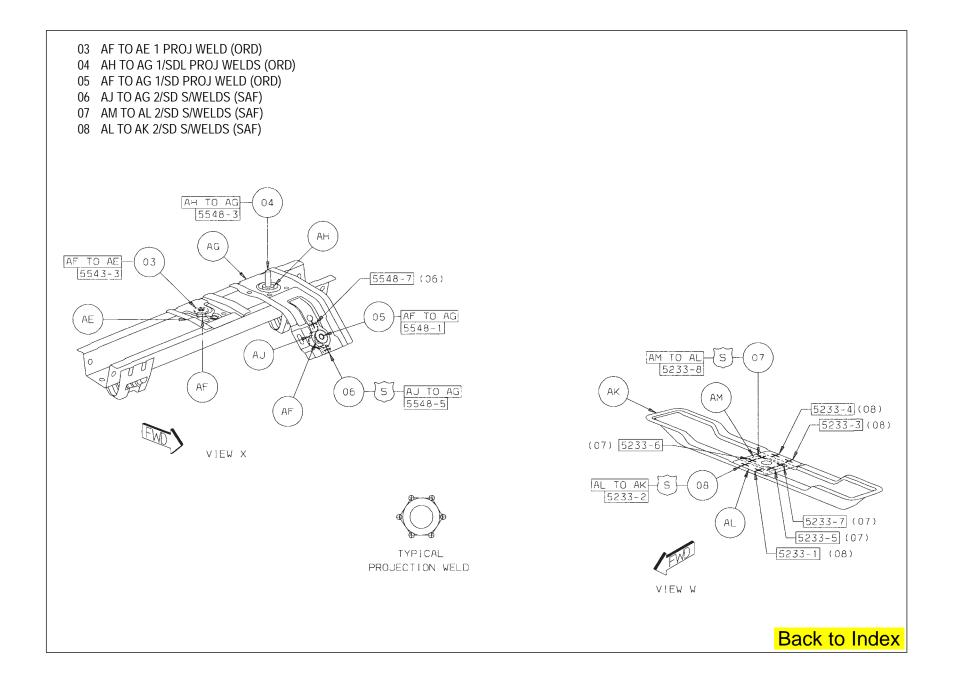


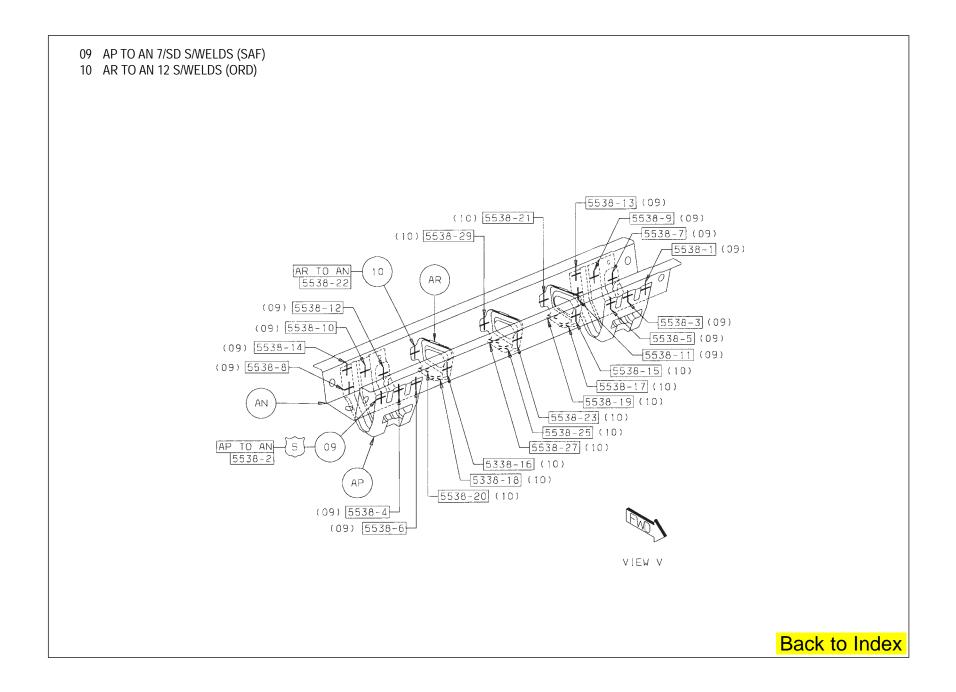


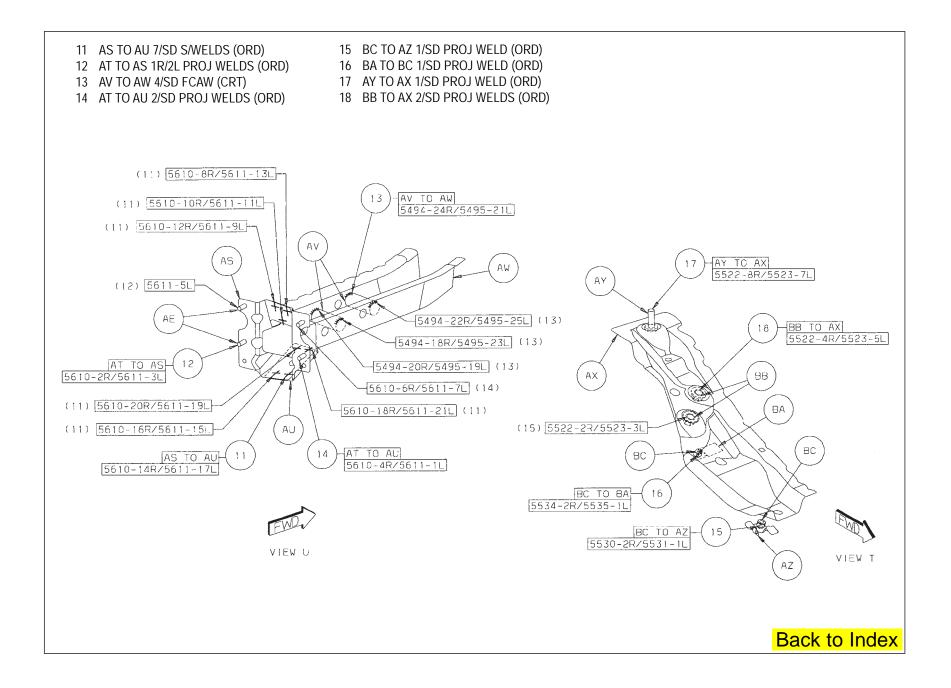


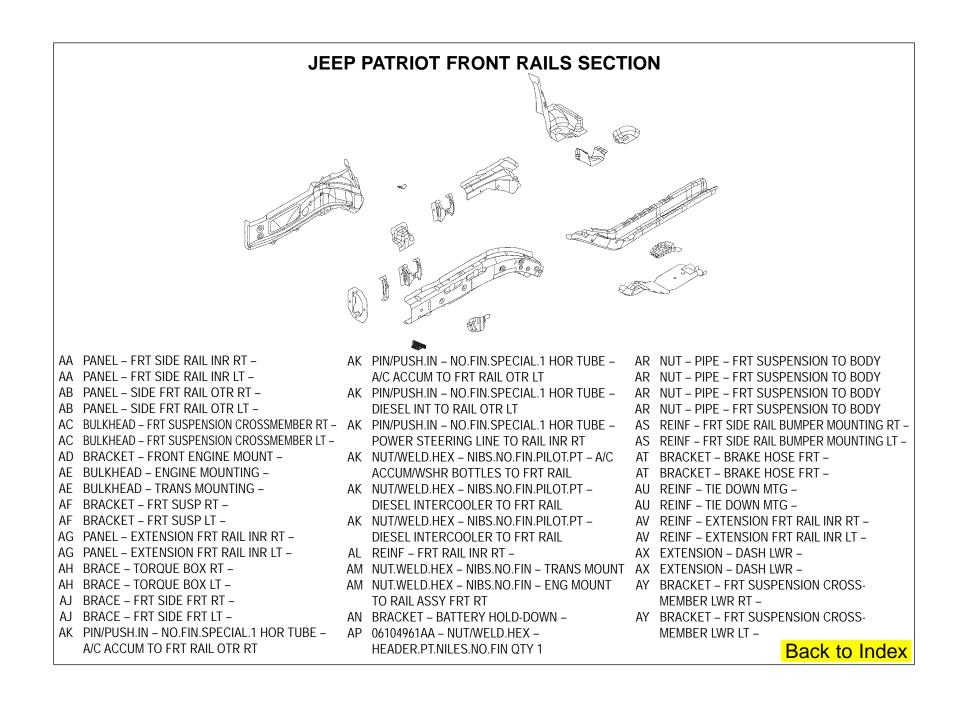










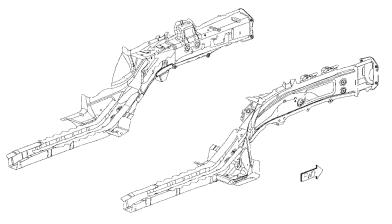


## **PARTS IDENTIFICATION LEGEND, OVERVIEW 5**

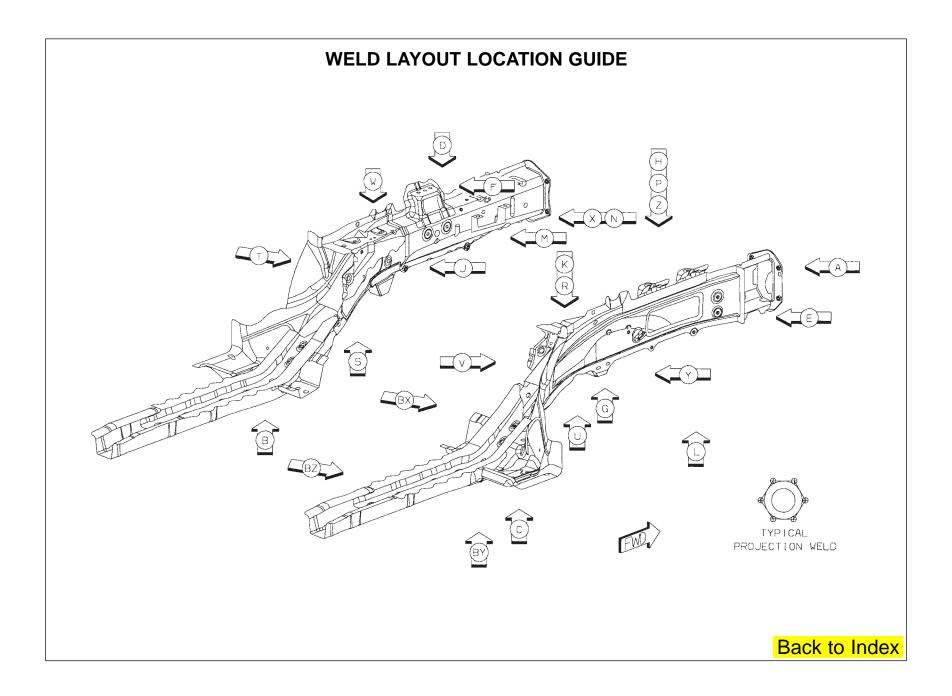
AA PANEL - FRT SIDE RAIL INR RT -AA PANEL - FRT SIDE RAIL INR LT -AB PANEL - SIDE FRT RAIL OTR RT -AB PANEL - SIDE FRT RAIL OTR LT -AC BULKHEAD - FRT SUSPENSION CROSSMEMBER RT - AK PIN/PUSH.IN - NO.FIN.SPECIAL.1 HOR TUBE -AC BULKHEAD - FRT SUSPENSION CROSSMEMBER LT -AD BRACKET - FRONT ENGINE MOUNT -AE BULKHEAD - ENGINE MOUNTING -AE BULKHEAD - TRANS MOUNTING -AF BRACKET - FRT SUSP RT -AF BRACKET - FRT SUSP LT -AG PANEL - EXTENSION FRT RAIL INR RT -AG PANEL - EXTENSION FRT RAIL INR LT -AH BRACE - TORQUE BOX RT -AH BRACE - TORQUE BOX LT -AJ BRACE - FRT SIDE FRT RT -AJ BRACE – FRT SIDE FRT LT – AK PIN/PUSH.IN – NO.FIN.SPECIAL.1 HOR TUBE – A/C ACCUM TO FRT RAIL OTR RT

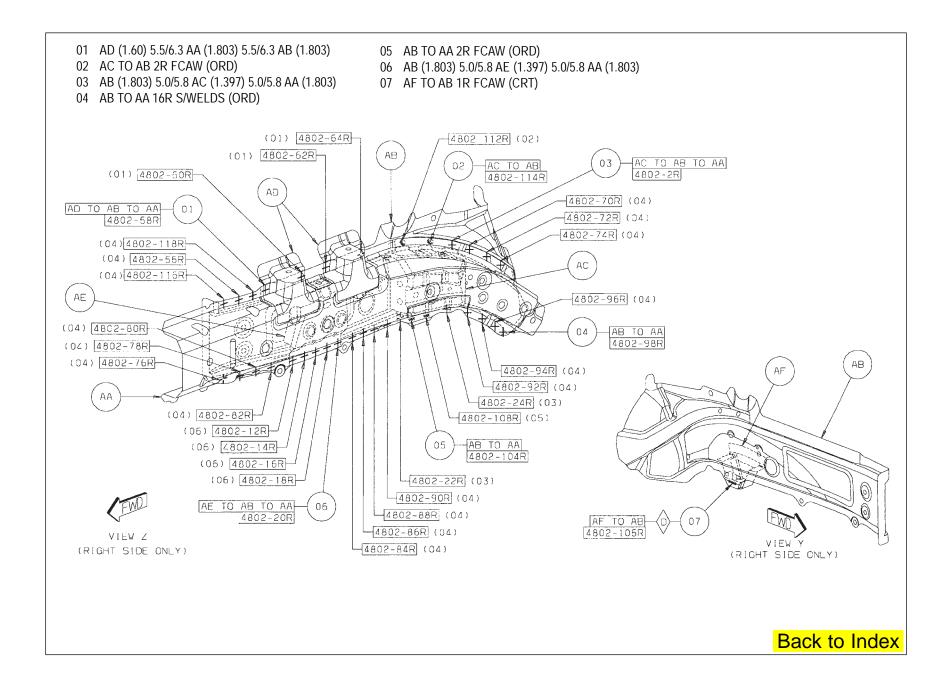
- AK PIN/PUSH.IN NO.FIN.SPECIAL.1 HOR TUBE A/C ACCUM TO FRT RAIL OTR LT
- AK PIN/PUSH.IN NO.FIN.SPECIAL.1 HOR TUBE DIESEL INT TO RAIL OTR LT
- POWER STEERING LINE TO RAIL INR RT
- AK NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT A/C ACCUM/WSHR BOTTLES TO FRT RAIL
- AK NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT -DIESEL INTERCOOLER TO FRT RAIL
- AK NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT -DIESEL INTERCOOLER TO FRT RAIL
- AL REINF FRT RAIL INR RT –
- AM NUT.WELD.HEX NIBS.NO.FIN TRANS MOUNT AX EXTENSION DASH LWR –
- AM NUT.WELD.HEX NIBS.NO.FIN ENG MOUNT TO RAIL ASSY FRT RT
- AN BRACKET BATTERY HOLD-DOWN -
- AP 06104961AA NUT/WELD.HEX -HEADER.PT.NILES.NO.FIN QTY 1

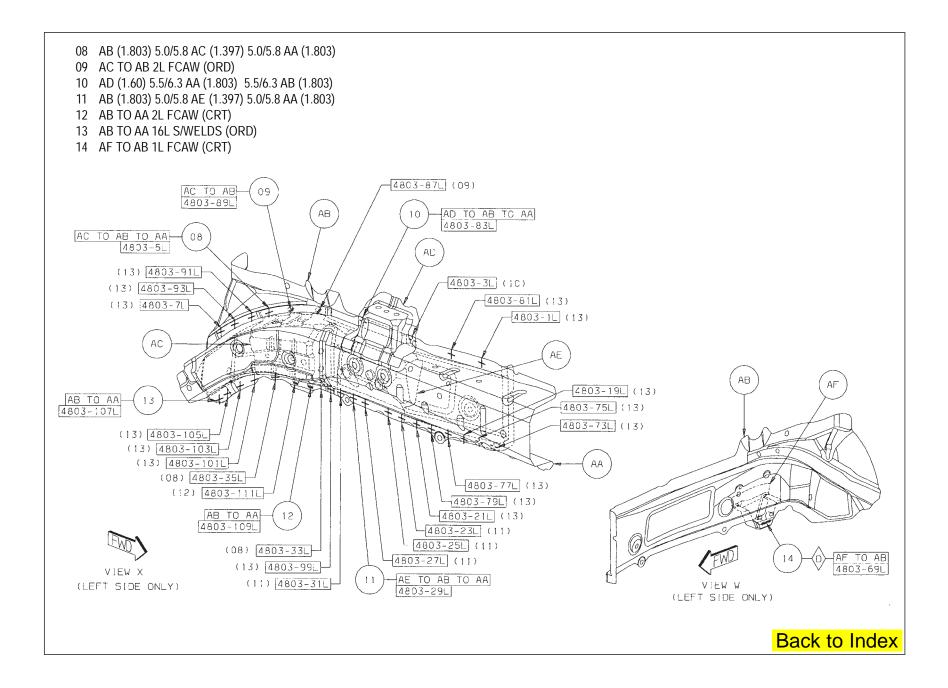
- AR NUT PIPE FRT SUSPENSION TO BODY AR NUT - PIPE - FRT SUSPENSION TO BODY
- AR NUT PIPE FRT SUSPENSION TO BODY
- AR NUT PIPE FRT SUSPENSION TO BODY
- AS REINF FRT SIDE RAIL BUMPER MOUNTING RT –
- AS REINF FRT SIDE RAIL BUMPER MOUNTING LT -
- AT BRACKET BRAKE HOSE FRT -
- AT BRACKET BRAKE HOSE FRT -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

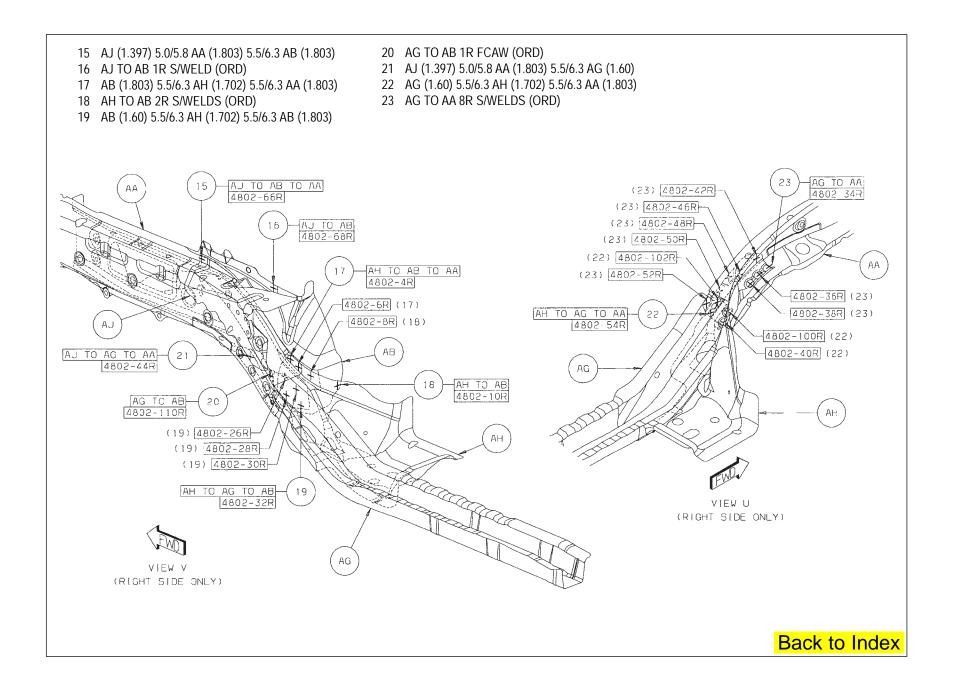


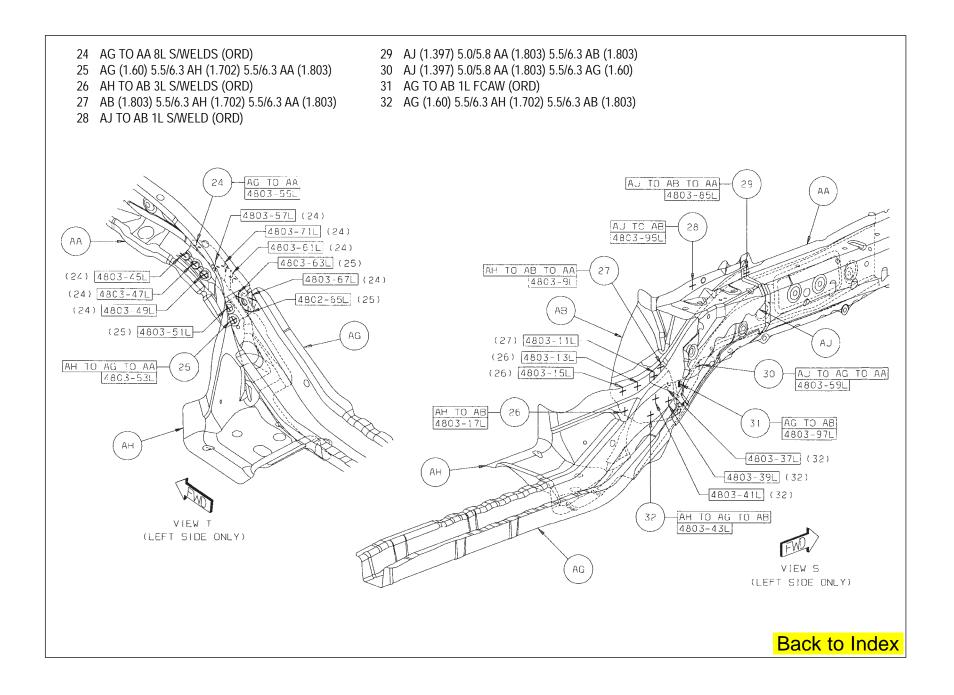
**Back to Index** 

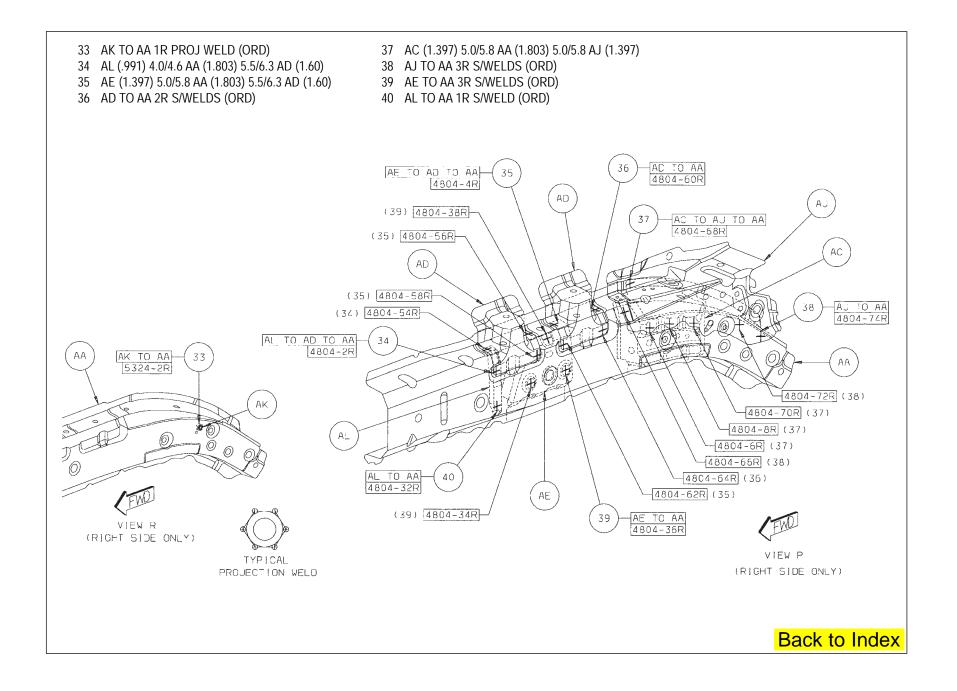


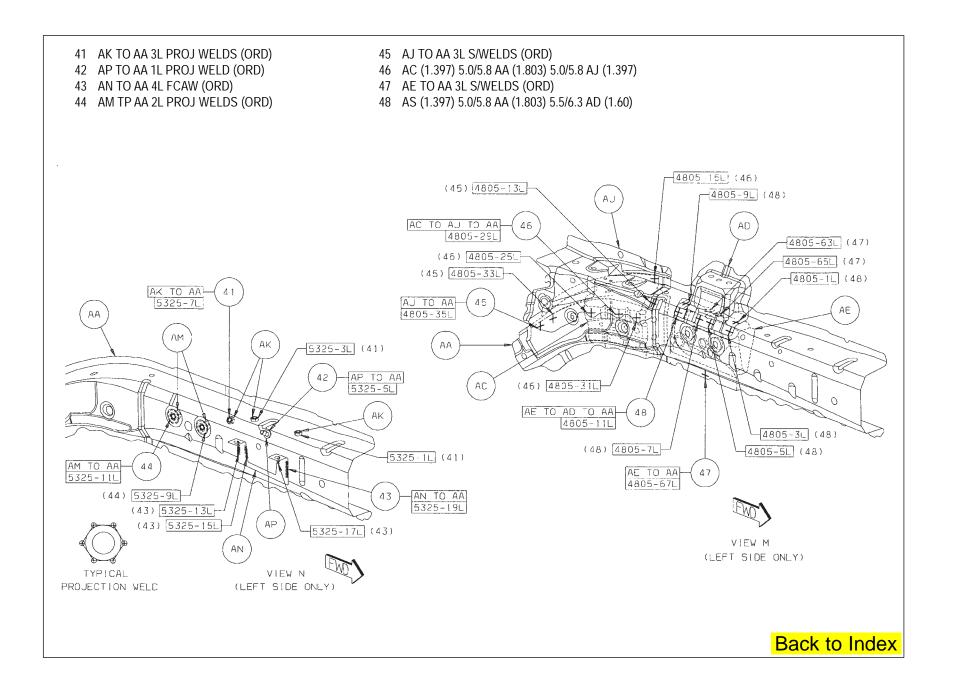


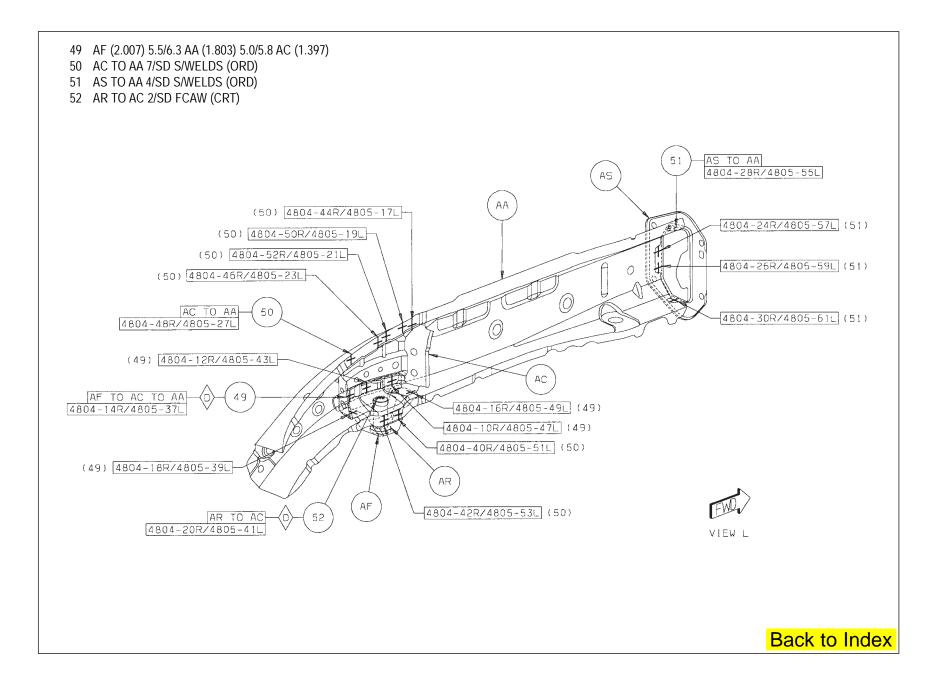


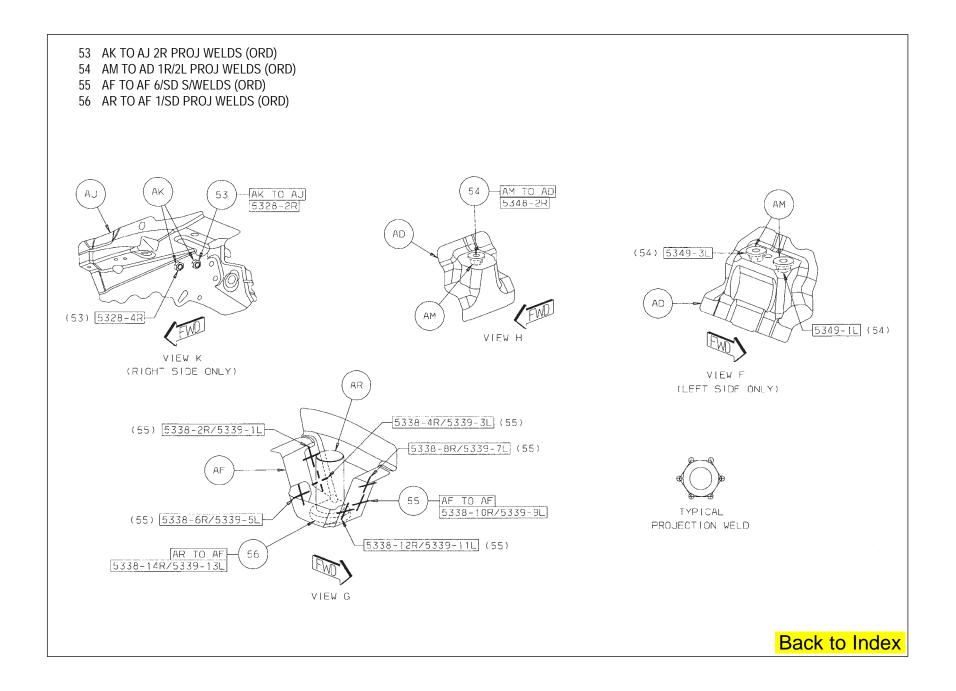


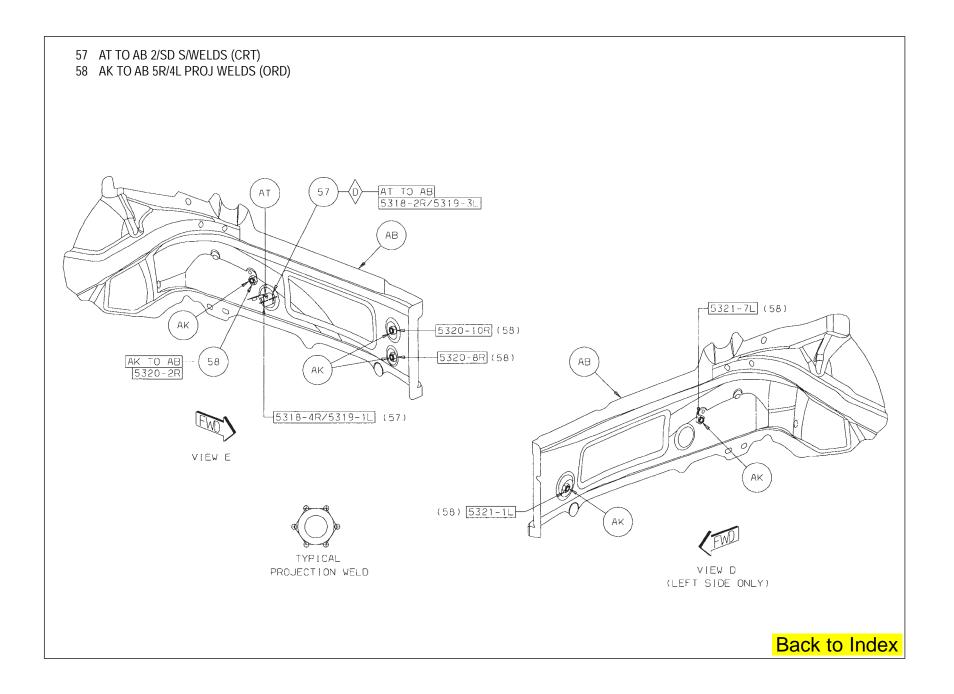


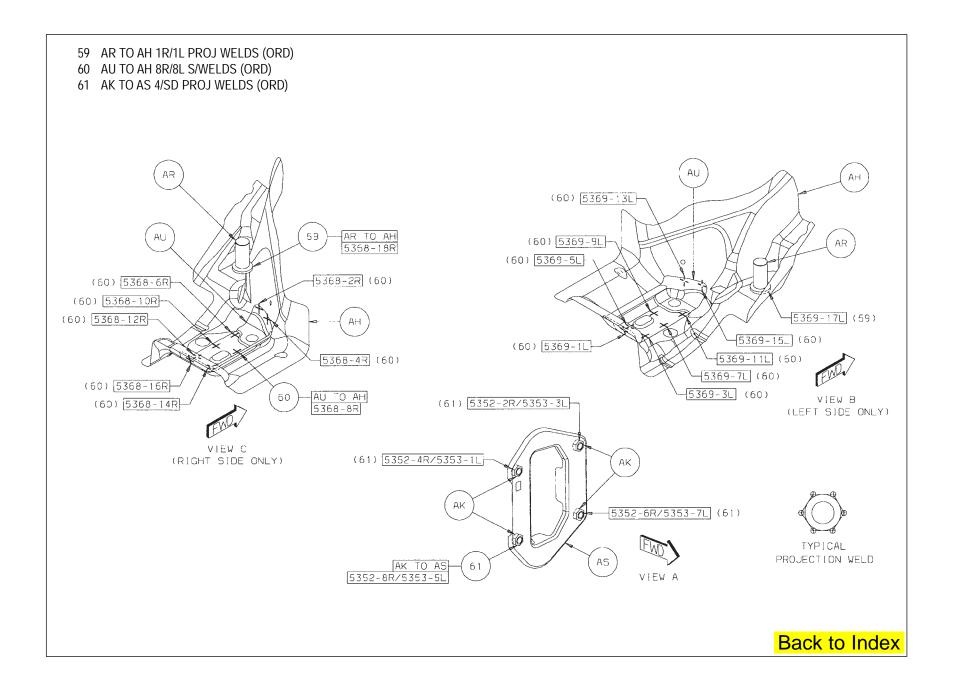


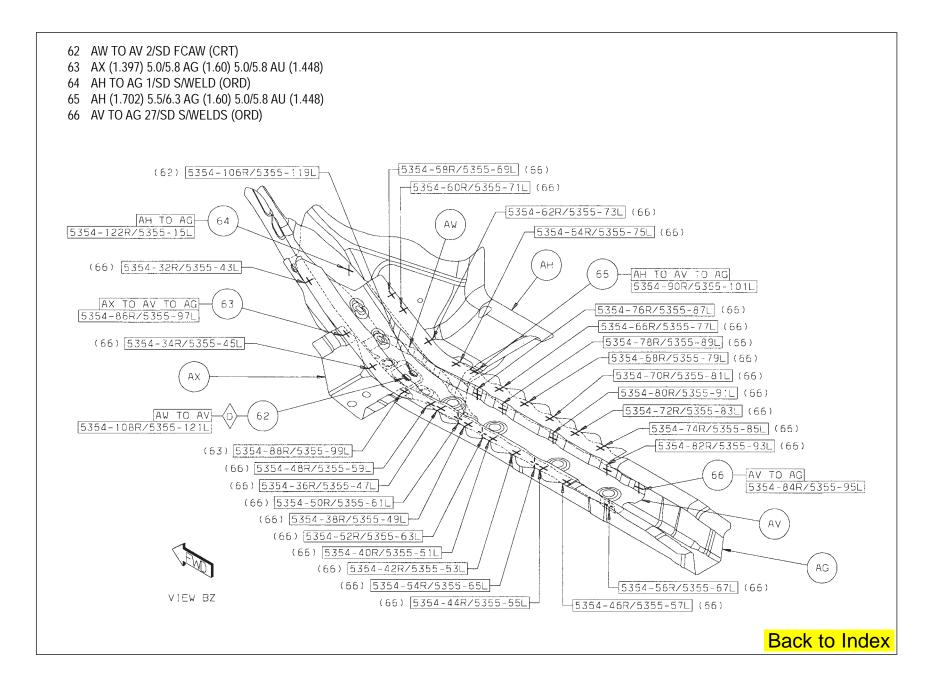


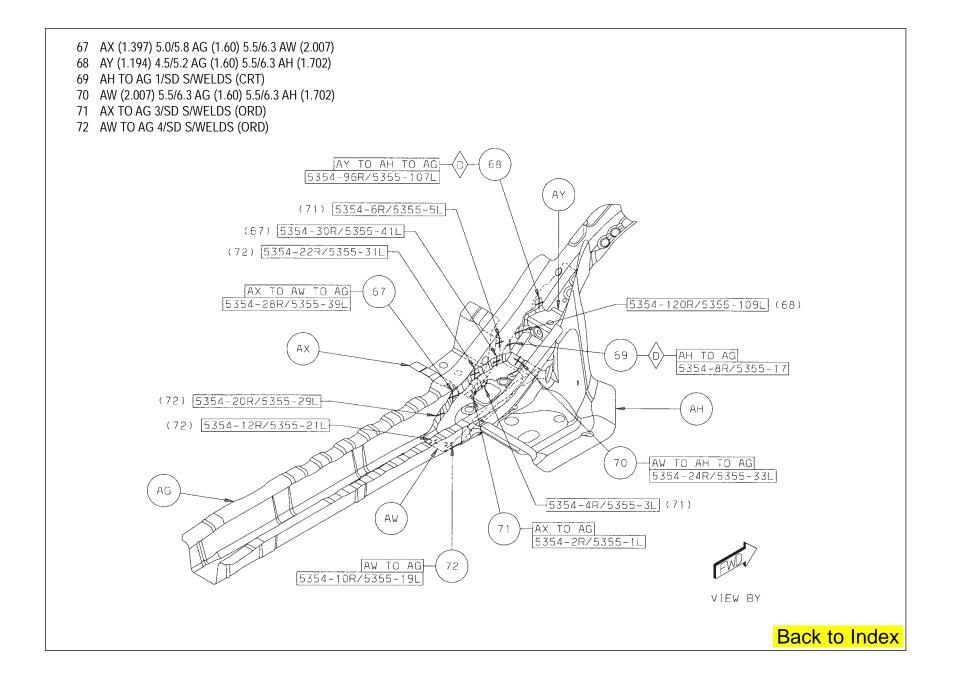


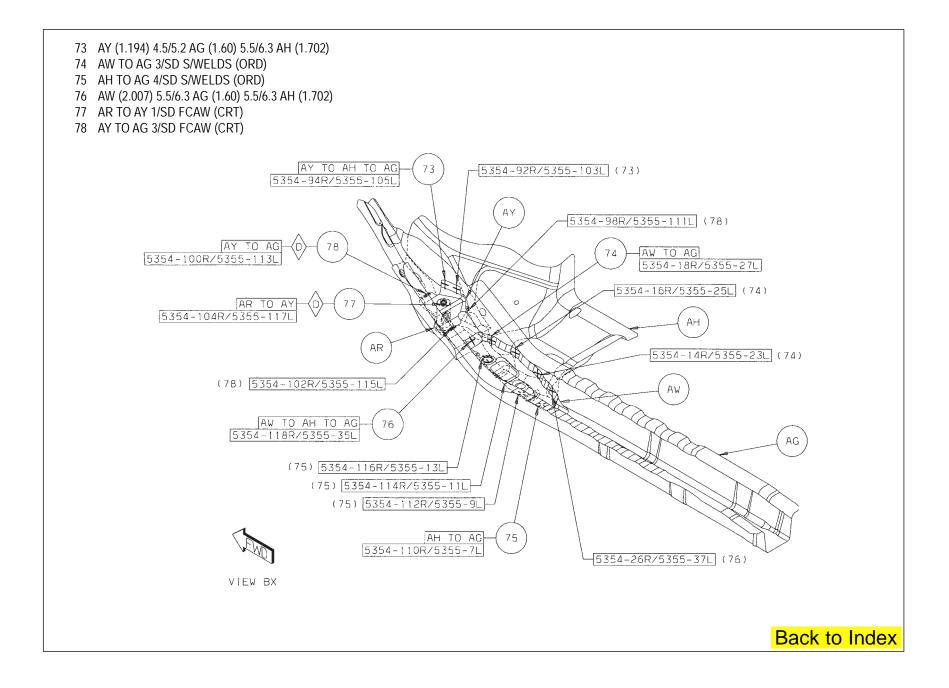








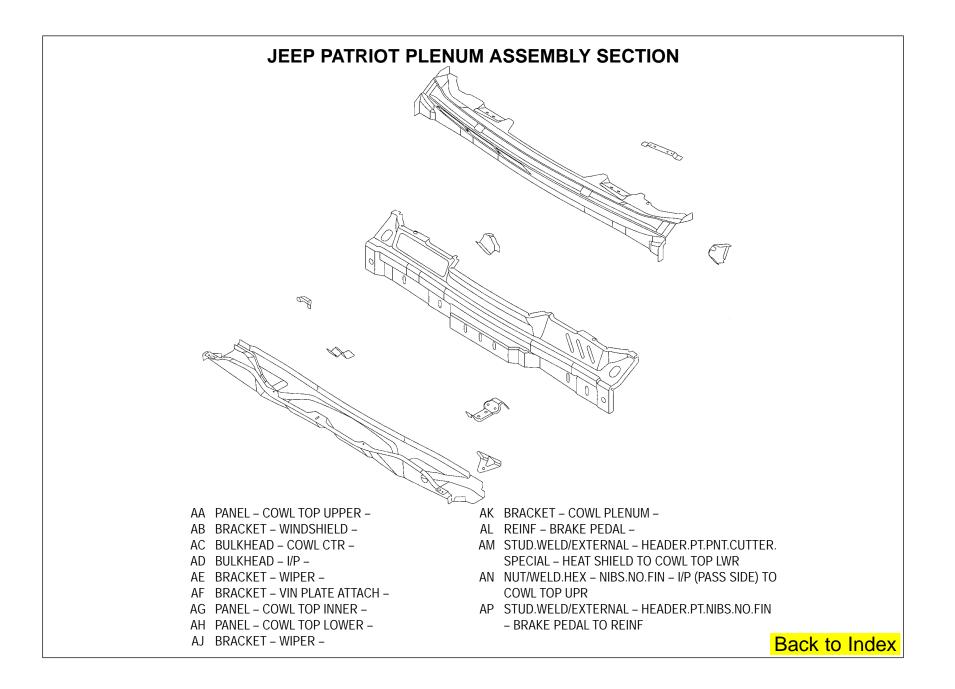






HEMI.com, the official DaimlerChrysler HEMI® Web site.

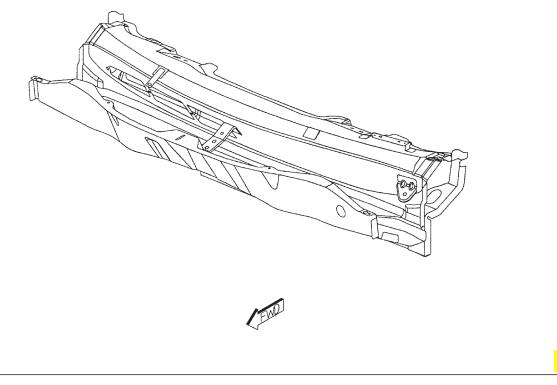
Learn about the history of the early HEMI®, built by Chrysler, DeSoto, and Dodge. Get all the details on the 426 HEMI on the street and in race cars, from NASCAR stock cars at Daytona and Darlington, to NHRA Super Stock, Funny Cars, and Top Fuel dragsters. Meet the engineers who designed the original 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.

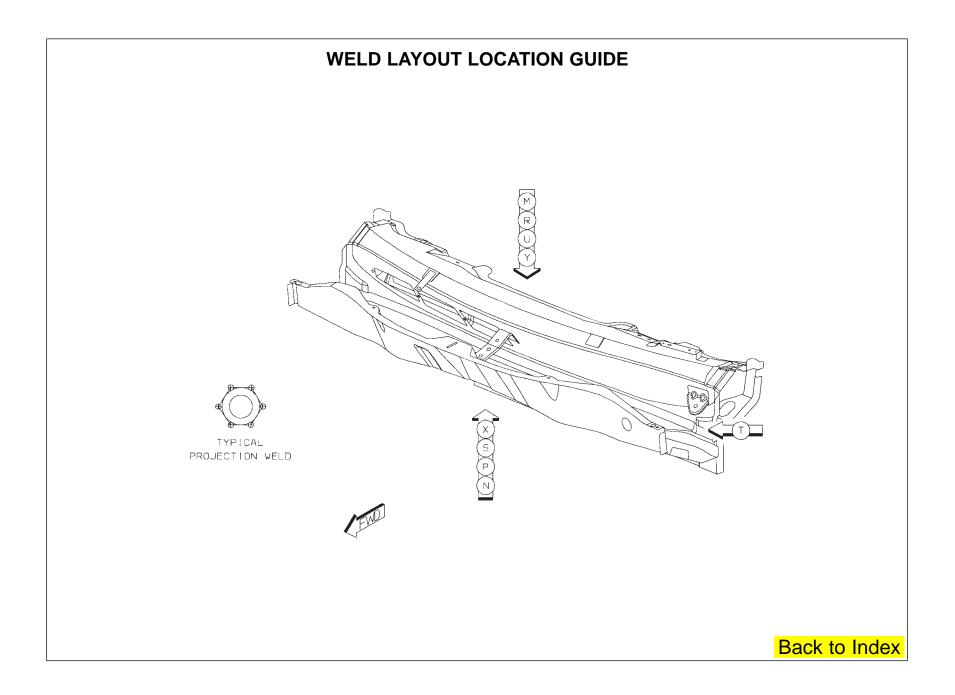


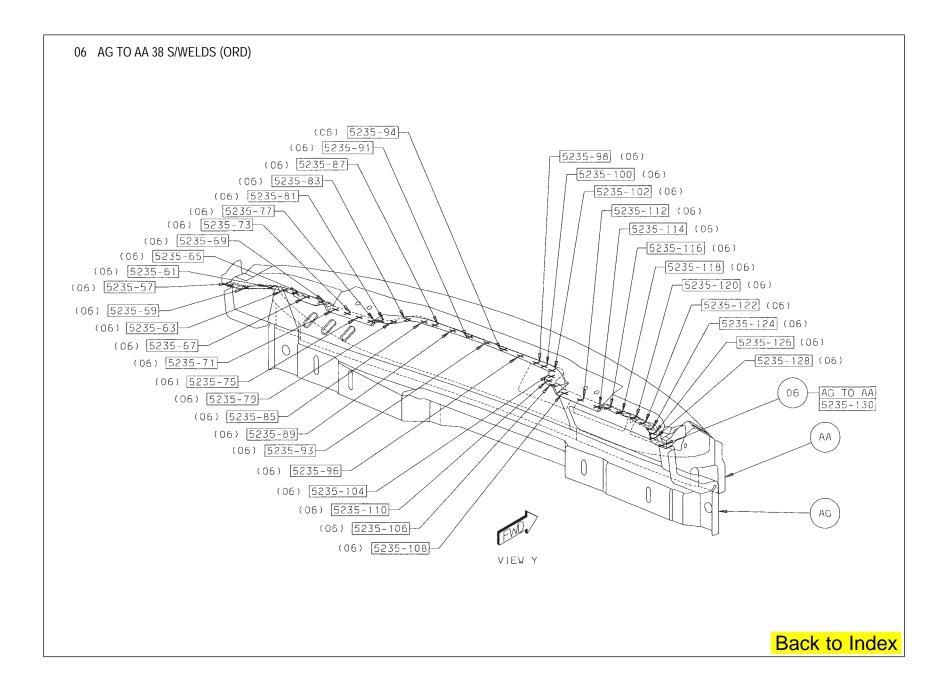
## **PARTS IDENTIFICATION LEGEND, OVERVIEW 6**

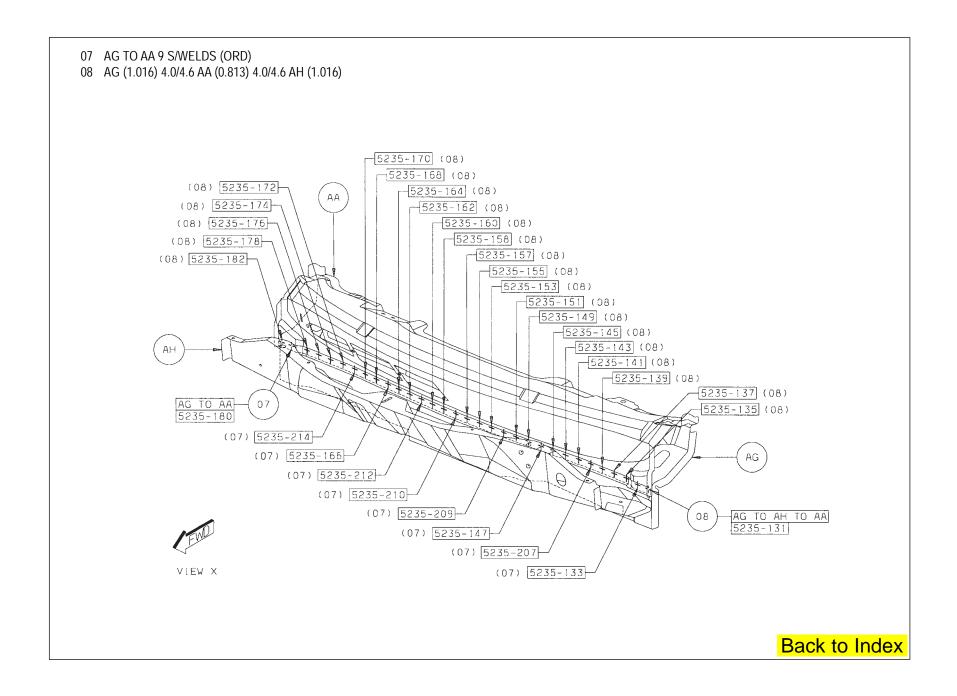
- AA PANEL COWL TOP UPPER –
- AB BRACKET WINDSHIELD –
- AC BULKHEAD COWL CTR –
- AD BULKHEAD I/P -
- AE BRACKET WIPER –
- AF BRACKET VIN PLATE ATTACH –
- AG PANEL COWL TOP INNER –
- AH PANEL COWL TOP LOWER –
- AJ BRACKET WIPER -

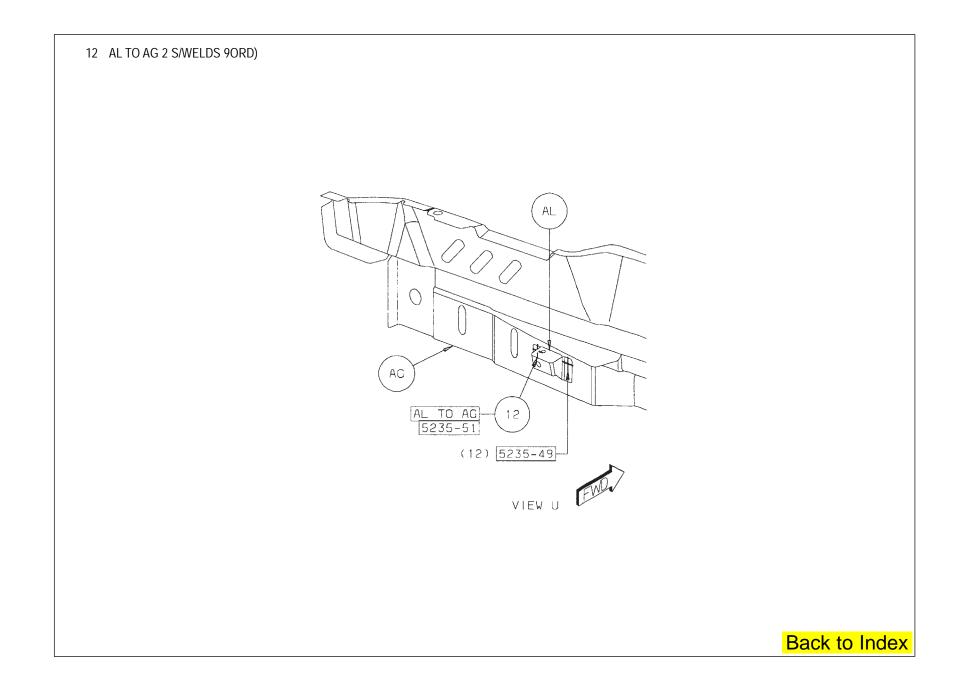
- AK BRACKET COWL PLENUM -
- AL REINF BRAKE PEDAL -
- AM STUD.WELD/EXTERNAL HEADER.PT.PNT.CUTTER. SPECIAL – HEAT SHIELD TO COWL TOP LWR
- AN NUT/WELD.HEX NIBS.NO.FIN I/P (PASS SIDE) TO COWL TOP UPR
- AP STUD.WELD/EXTERNAL HEADER.PT.NIBS.NO.FIN – BRAKE PEDAL TO REINF

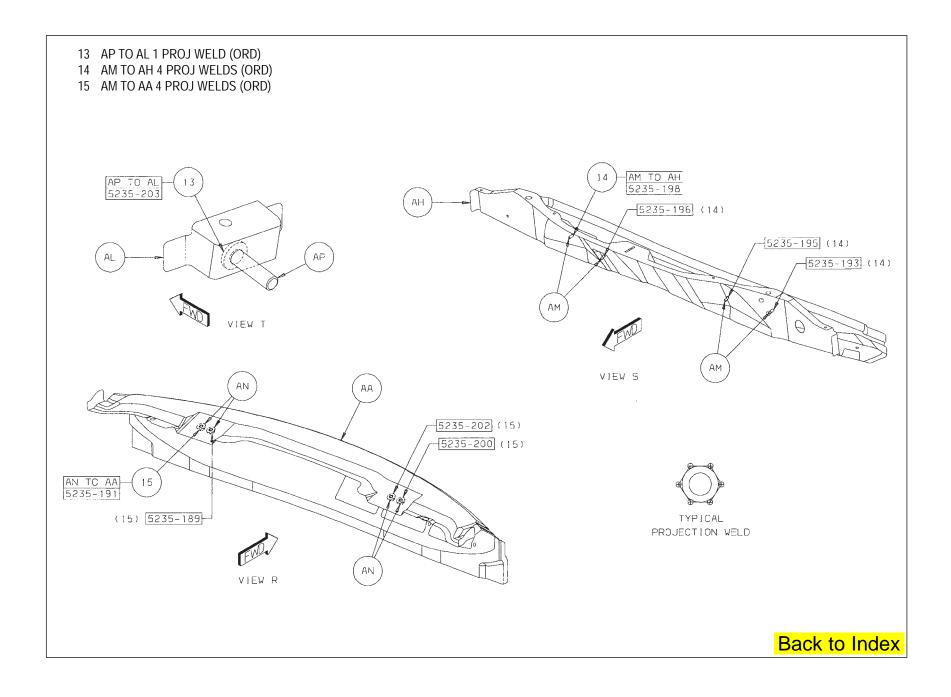


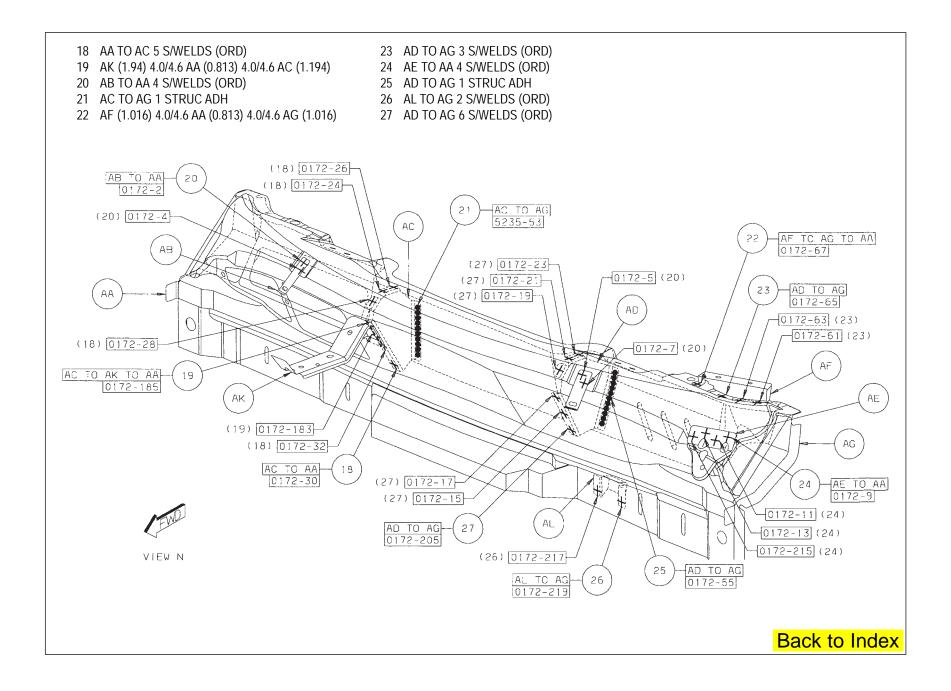


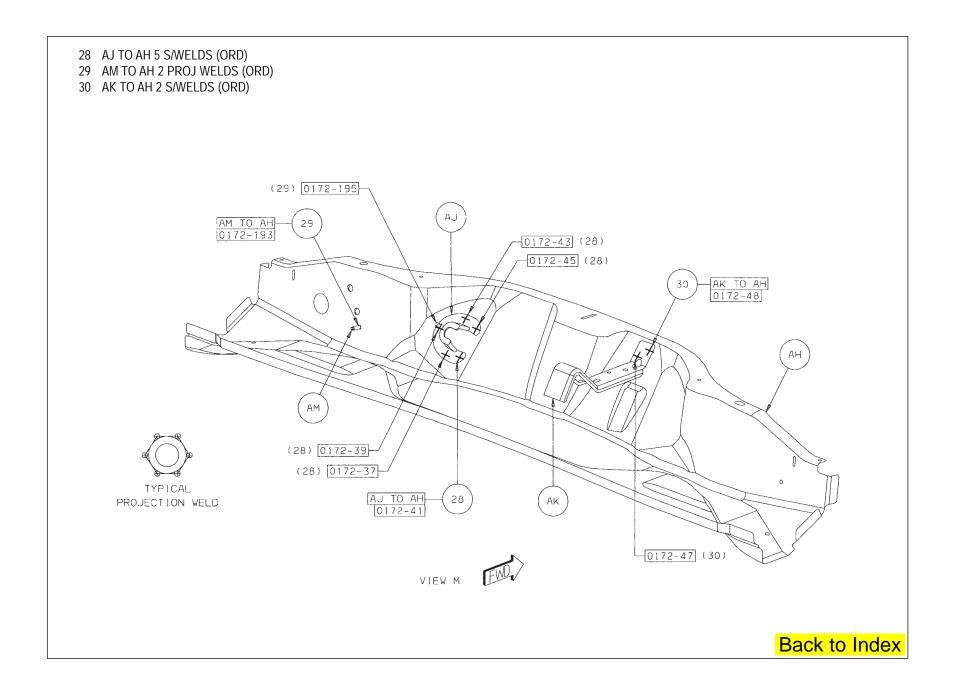


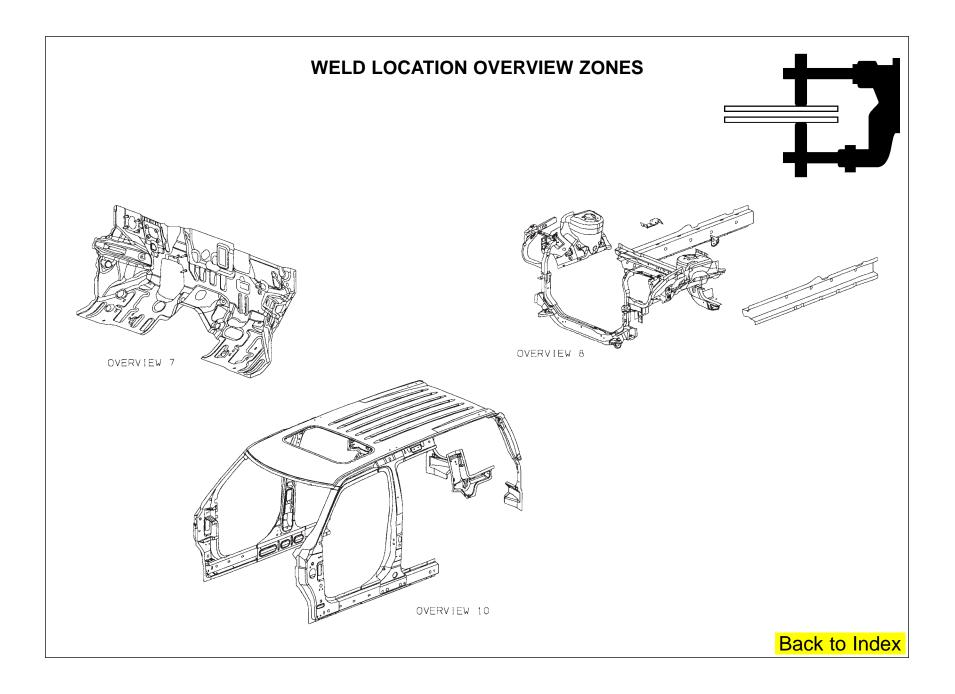


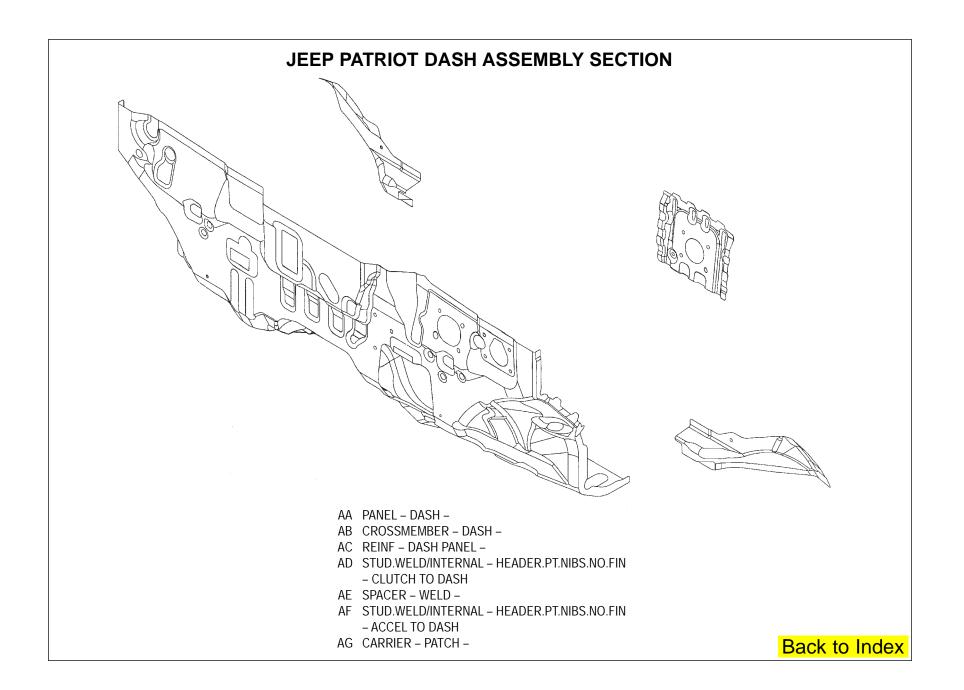


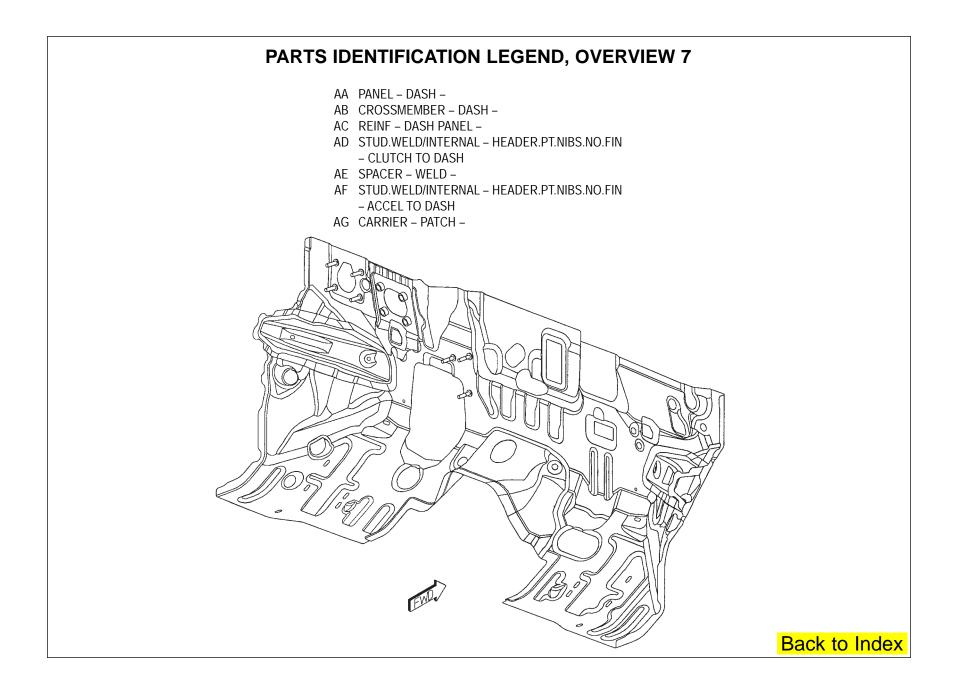


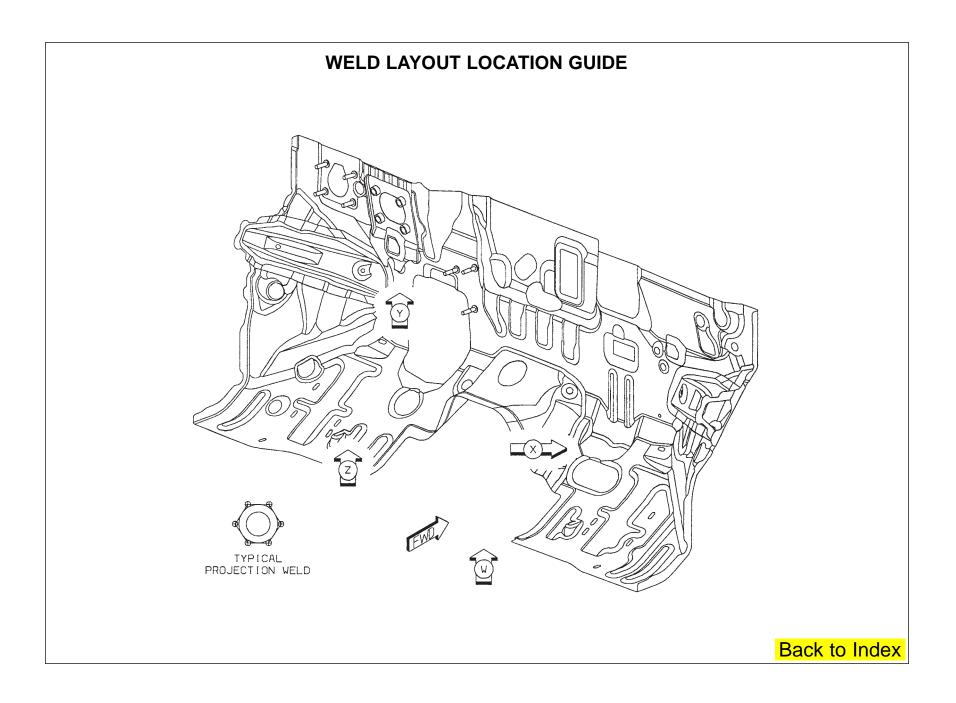


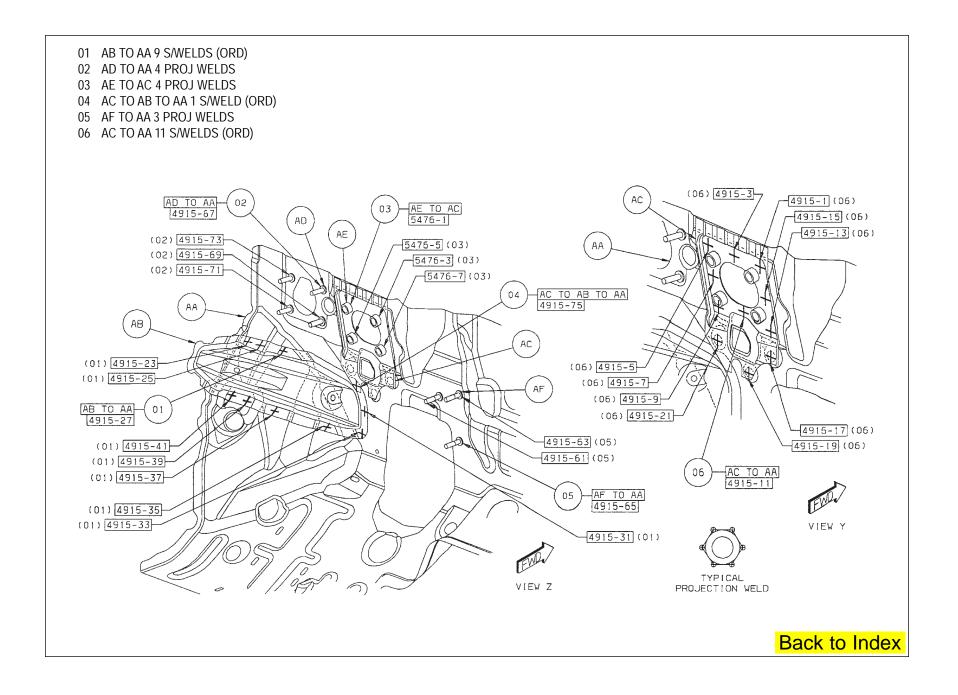


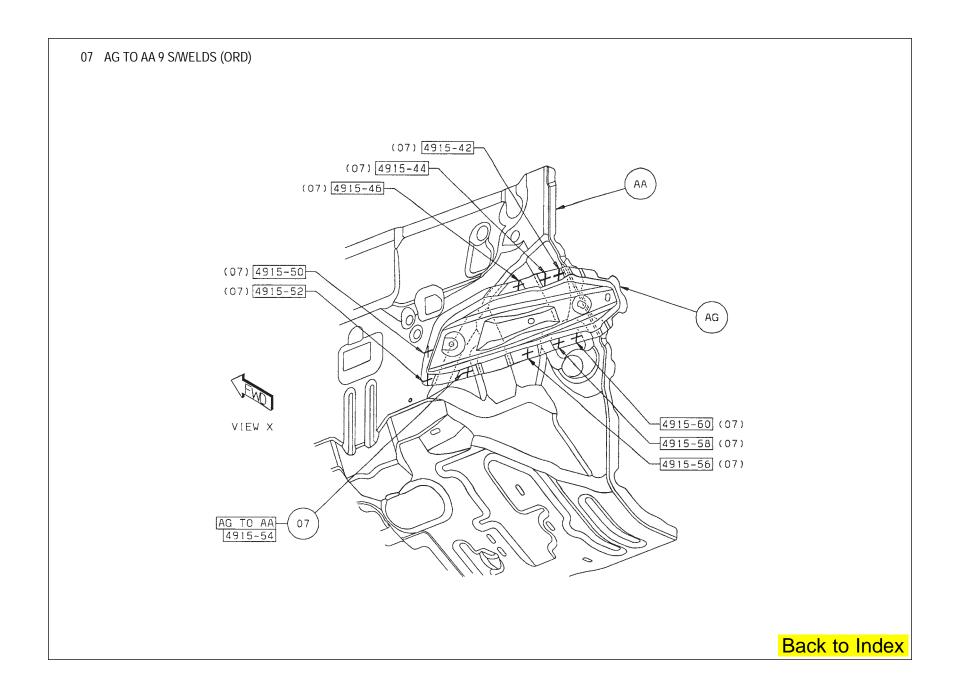


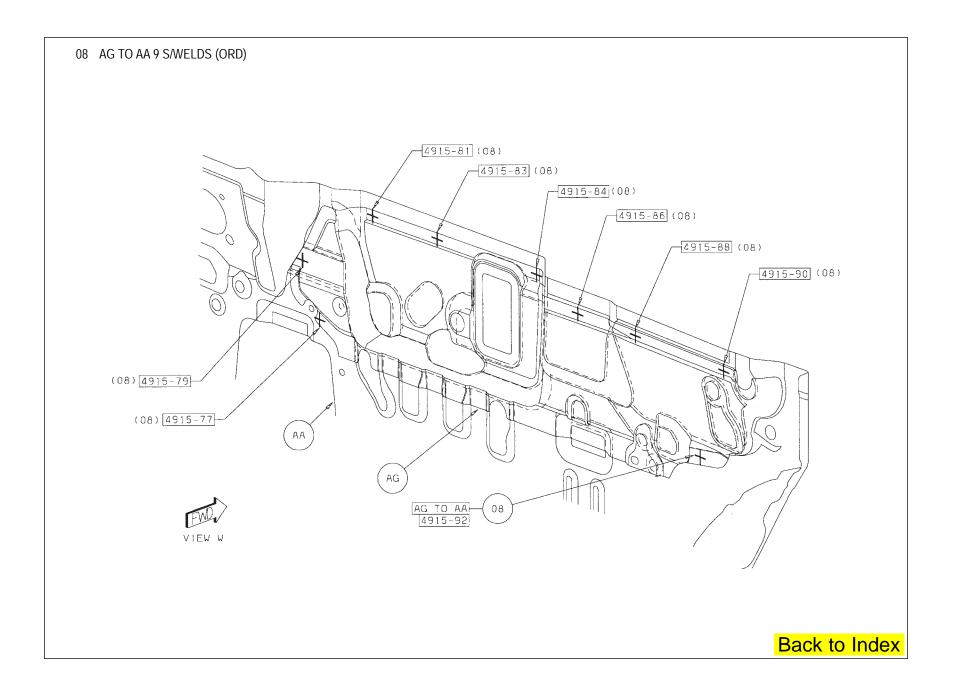


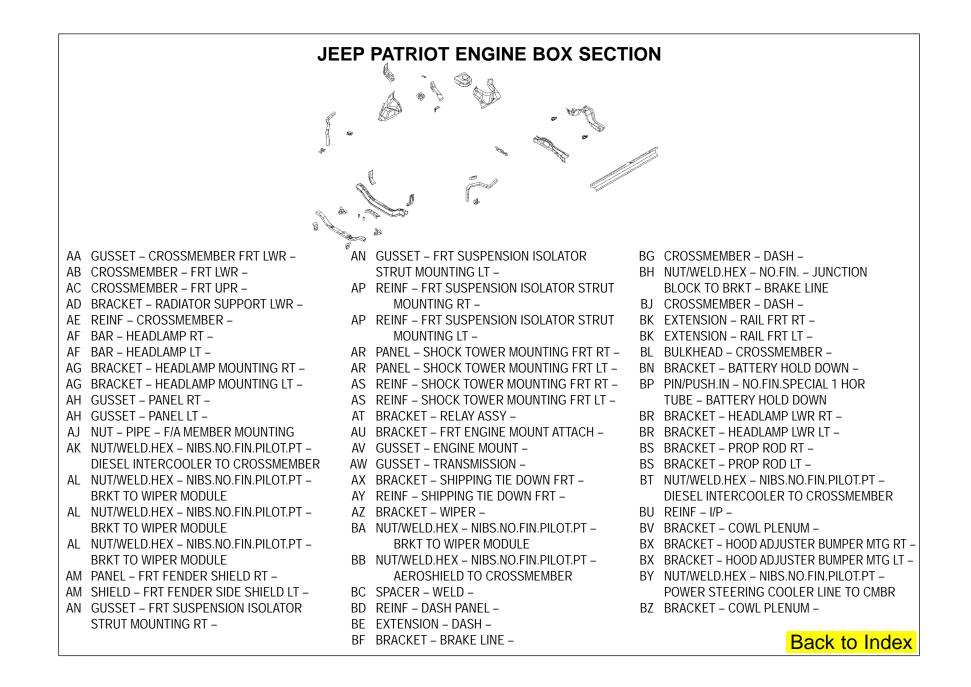






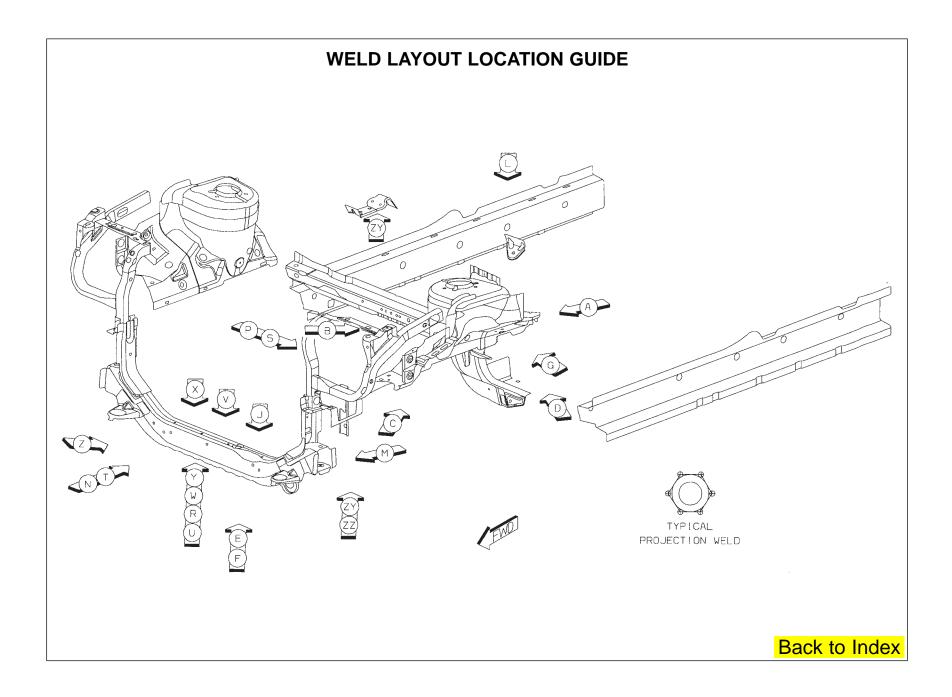


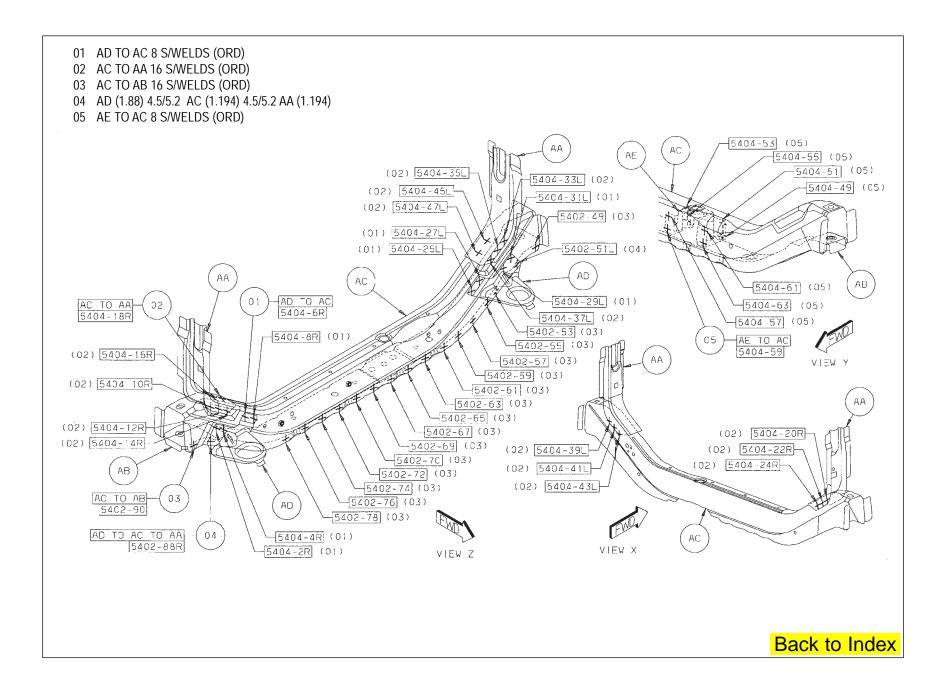


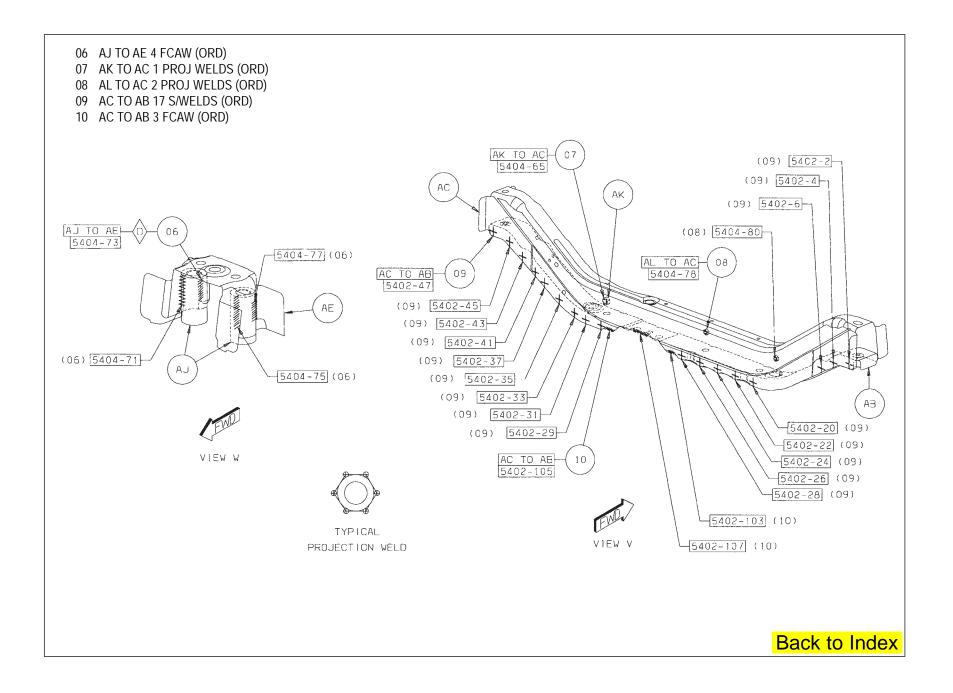


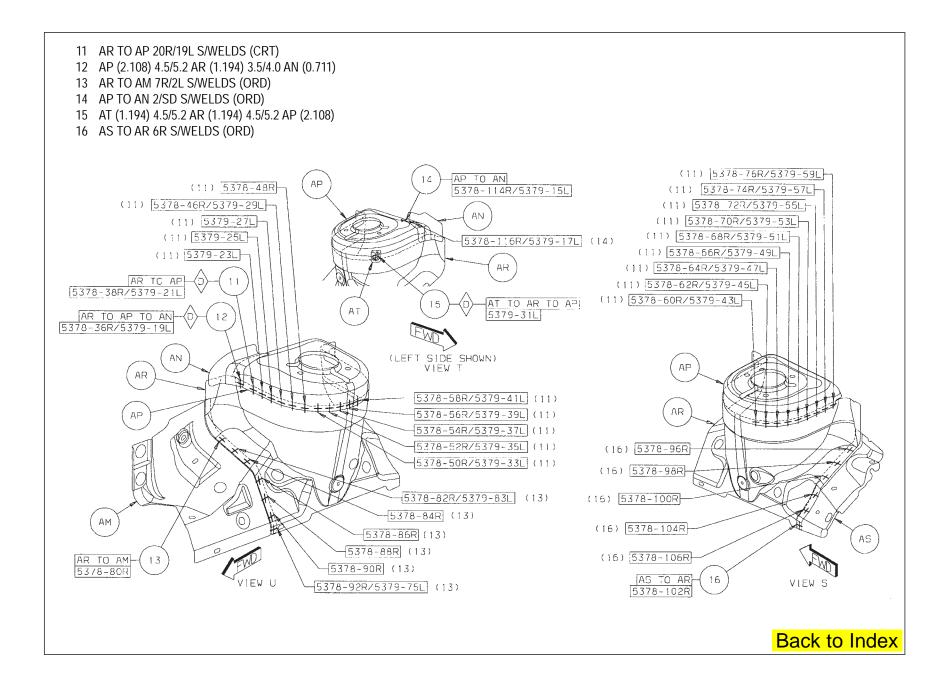
## PARTS IDENTIFICATION LEGEND, OVERVIEW 8

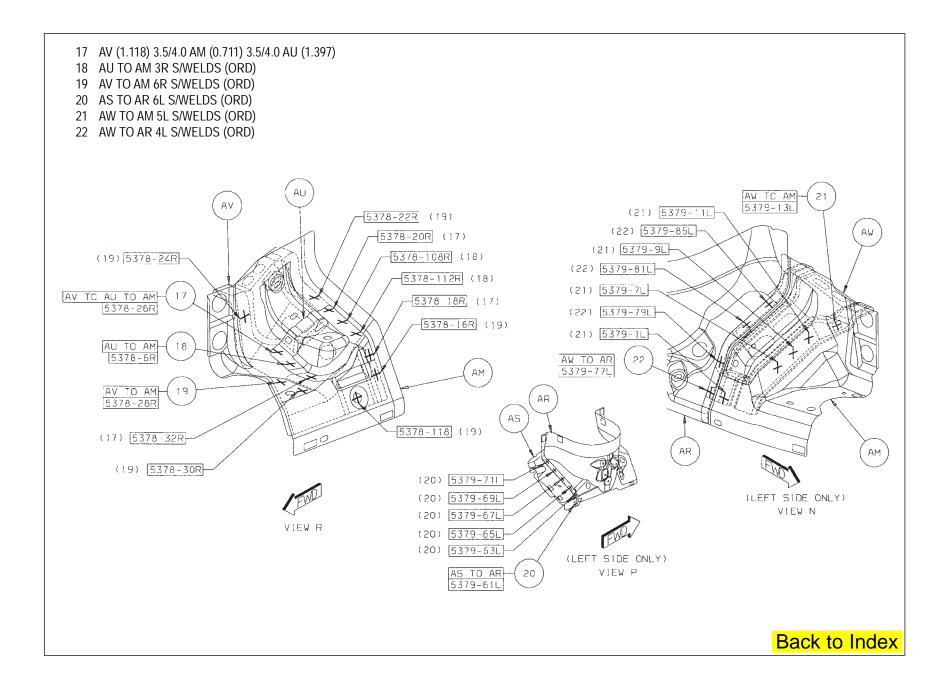
- AA GUSSET CROSSMEMBER FRT LWR AB CROSSMEMBER – FRT LWR –
- AC CROSSMEMBER FRT UPR –
- AD BRACKET RADIATOR SUPPORT LWR –
- AE REINF CROSSMEMBER –
- AF BAR HEADLAMP RT –
- AF BAR HEADLAMP LT –
- AG BRACKET HEADLAMP MOUNTING RT -
- AG BRACKET HEADLAMP MOUNTING LT -
- AH GUSSET PANEL RT –
- AH GUSSET PANEL LT -
- AJ NUT PIPE F/A MEMBER MOUNTING
- AK NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT DIESEL INTERCOOLER TO CROSSMEMBER
- AL NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT BRKT TO WIPER MODULE
- AL NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT BRKT TO WIPER MODULE
- AL NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT BRKT TO WIPER MODULE
- AM PANEL FRT FENDER SHIELD RT -
- AM SHIELD FRT FENDER SIDE SHIELD LT –
- AN GUSSET FRT SUSPENSION ISOLATOR STRUT MOUNTING RT –
- AN GUSSET FRT SUSPENSION ISOLATOR STRUT MOUNTING LT -AP REINF - FRT SUSPENSION ISOLATOR STRUT MOUNTING RT -AP REINF - FRT SUSPENSION ISOLATOR STRUT MOUNTING LT -AR PANEL - SHOCK TOWER MOUNTING FRT RT -AR PANEL - SHOCK TOWER MOUNTING FRT LT -AS REINF - SHOCK TOWER MOUNTING FRT RT -AS REINF - SHOCK TOWER MOUNTING FRT LT -AT BRACKET - RELAY ASSY -AU BRACKET - FRT ENGINE MOUNT ATTACH -AV GUSSET - ENGINE MOUNT -AW GUSSET - TRANSMISSION -AX BRACKET - SHIPPING TIE DOWN FRT -AY REINF - SHIPPING TIE DOWN FRT -AZ BRACKET - WIPER -BA NUT/WELD.HEX - NIBS.NO.FIN.PILOT.PT -BRKT TO WIPER MODULE BB NUT/WELD.HEX - NIBS.NO.FIN.PILOT.PT -**AEROSHIELD TO CROSSMEMBER** BC SPACER - WELD -BD REINF - DASH PANEL -BE EXTENSION - DASH -**BF BRACKET – BRAKE LINE**
- BG CROSSMEMBER DASH –
- BH NUT/WELD.HEX NO.FIN. JUNCTION BLOCK TO BRKT – BRAKE LINE
- BJ CROSSMEMBER DASH -
- **BK EXTENSION RAIL FRT RT -**
- **BK EXTENSION RAIL FRT LT -**
- BL BULKHEAD CROSSMEMBER -
- BN BRACKET BATTERY HOLD DOWN –
- BP PIN/PUSH.IN NO.FIN.SPECIAL 1 HOR TUBE – BATTERY HOLD DOWN
- BR BRACKET HEADLAMP LWR RT -
- BR BRACKET HEADLAMP LWR LT –
- BS BRACKET PROP ROD RT -
- BS BRACKET PROP ROD LT -
- BT NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT DIESEL INTERCOOLER TO CROSSMEMBER
- BU REINF I/P –
- BV BRACKET COWL PLENUM -
- BX BRACKET HOOD ADJUSTER BUMPER MTG RT -
- BX BRACKET HOOD ADJUSTER BUMPER MTG LT -
- BY NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT POWER STEERING COOLER LINE TO CMBR
- BZ BRACKET COWL PLENUM –

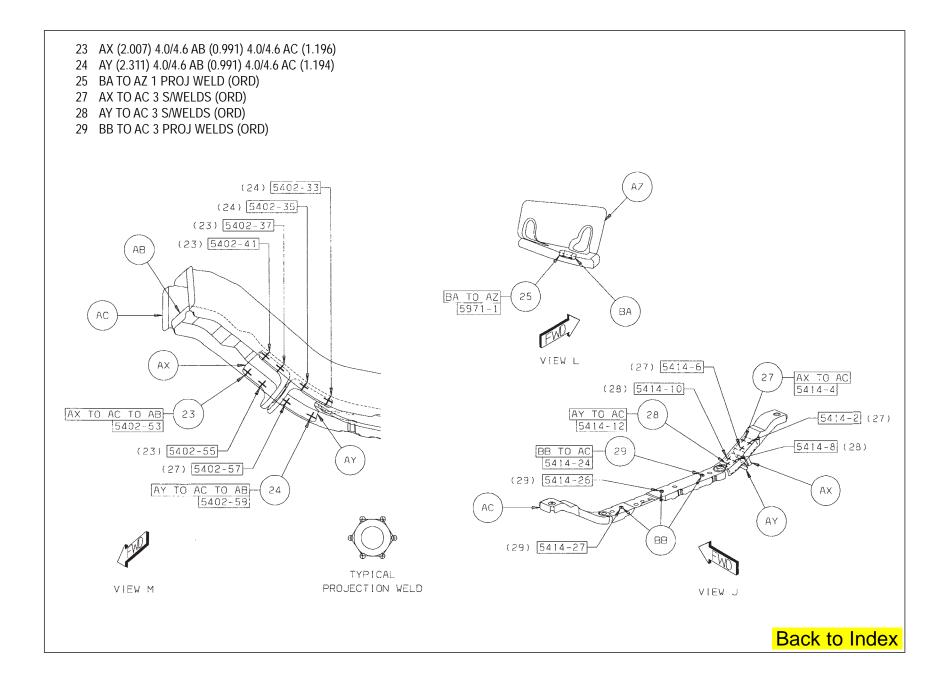


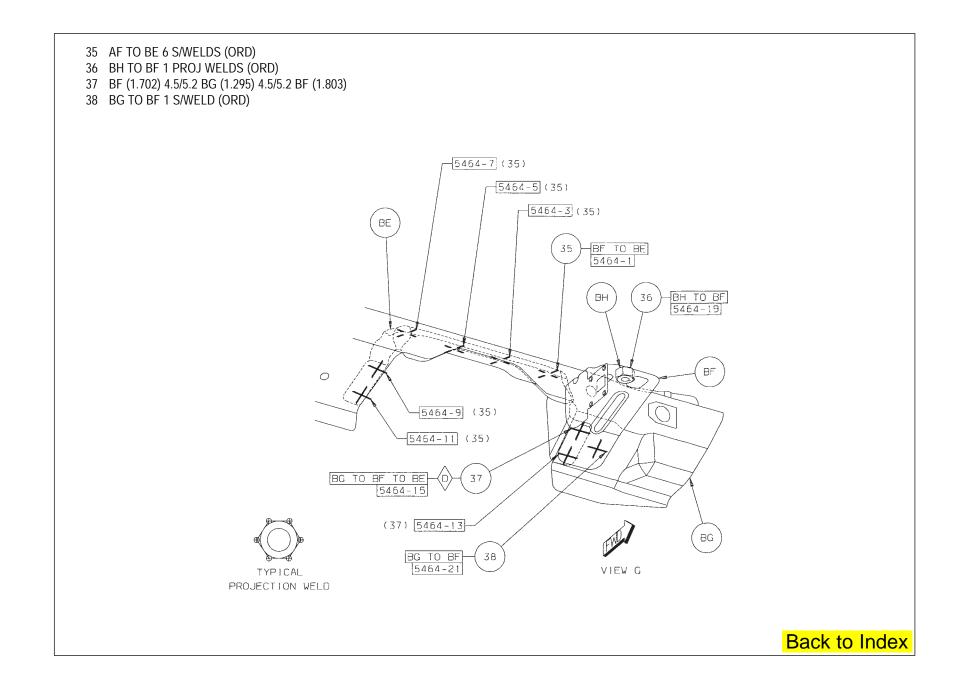


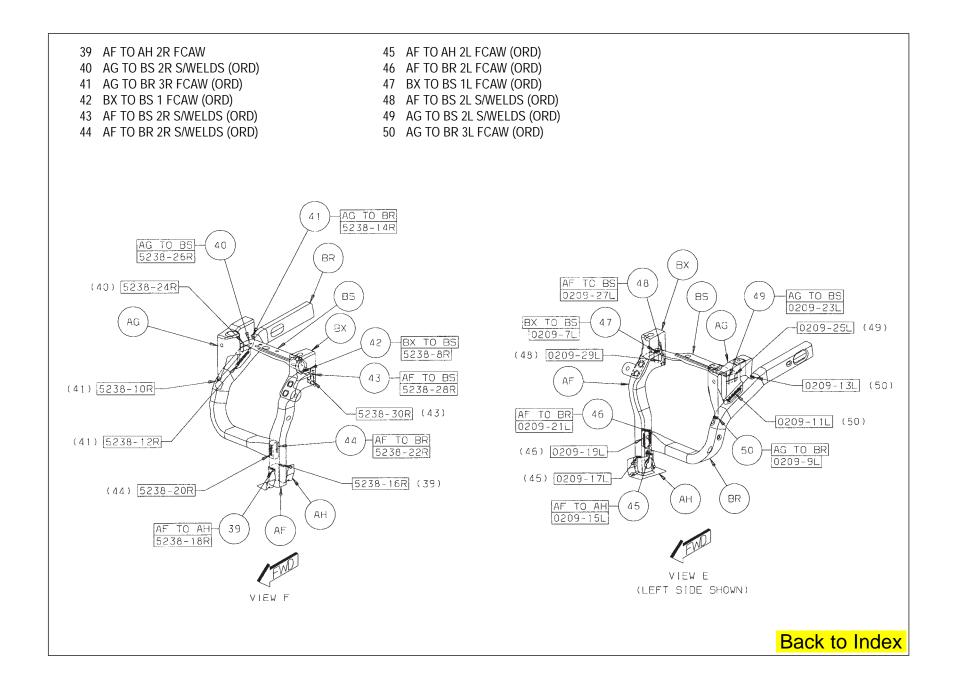


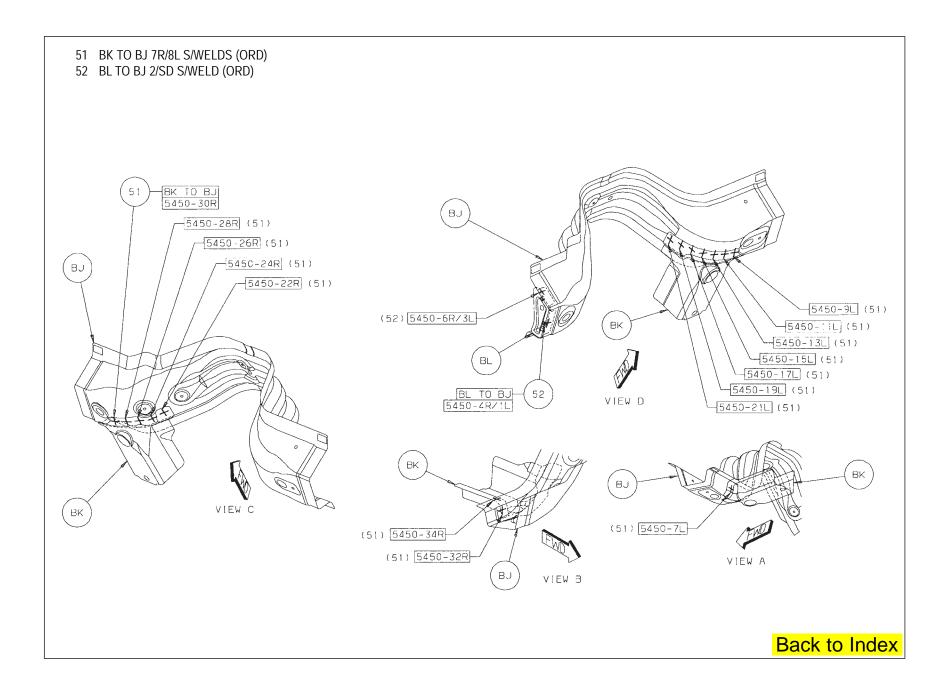


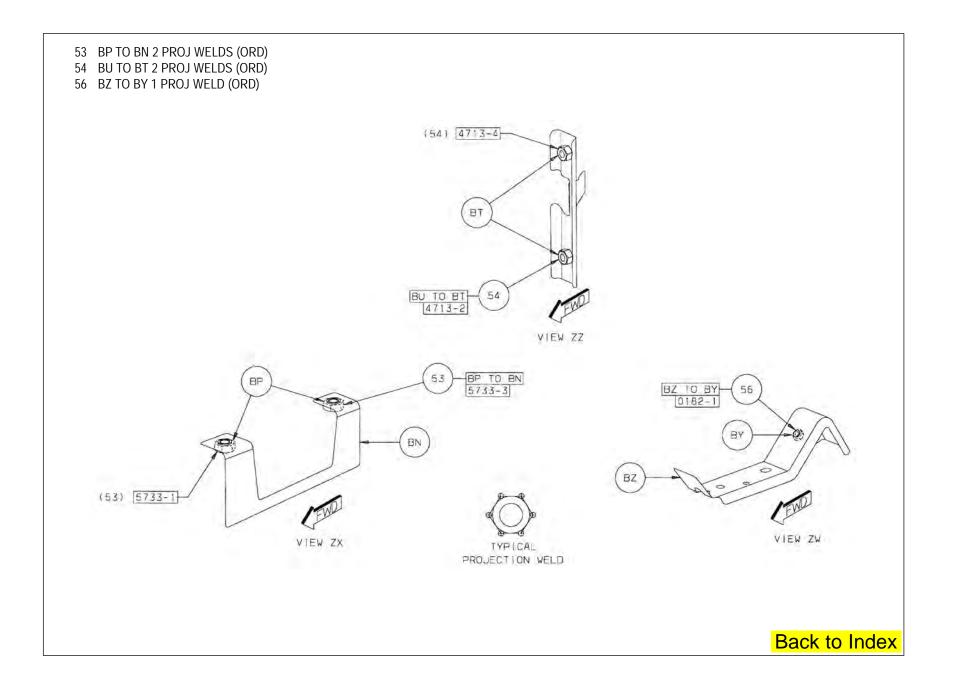


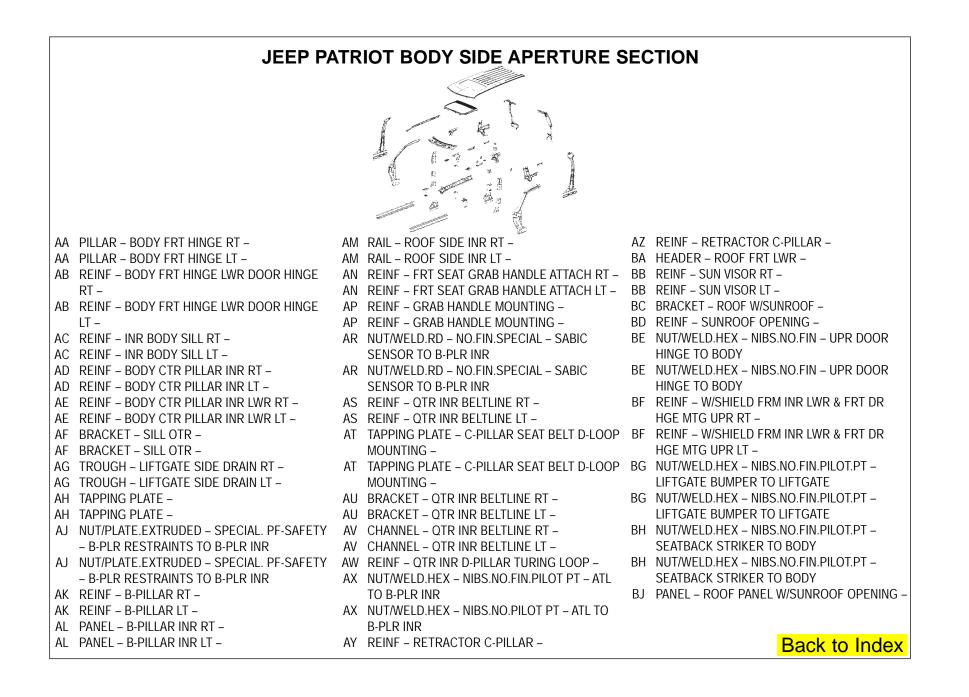








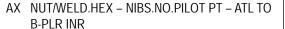




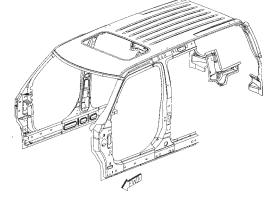
## PARTS IDENTIFICATION LEGEND, OVERVIEW 10

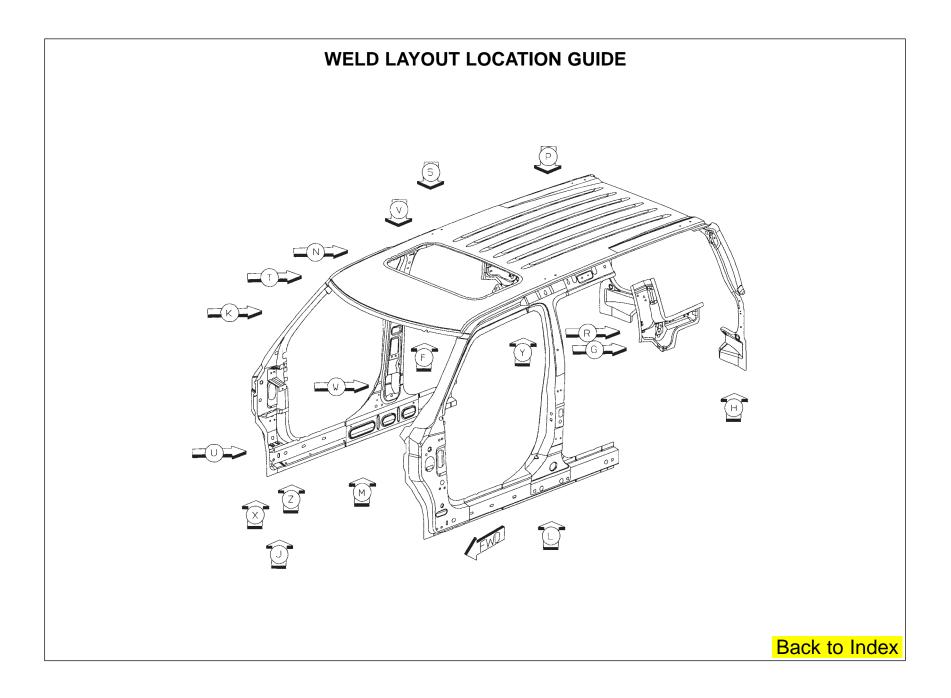
- AA PILLAR BODY FRT HINGE RT -
- AA PILLAR BODY FRT HINGE LT -
- AB REINF BODY FRT HINGE LWR DOOR HINGE RT –
- AB REINF BODY FRT HINGE LWR DOOR HINGE IT-
- AC REINF INR BODY SILL RT -
- AC REINF INR BODY SILL LT -
- AD REINF BODY CTR PILLAR INR RT -
- AD REINF BODY CTR PILLAR INR LT -
- AE REINF BODY CTR PILLAR INR LWR RT -
- AE REINF BODY CTR PILLAR INR LWR LT -
- AF BRACKET SILL OTR –
- AF BRACKET SILL OTR -
- AG TROUGH LIFTGATE SIDE DRAIN RT -
- AG TROUGH LIFTGATE SIDE DRAIN LT -
- AH TAPPING PLATE -
- AH TAPPING PLATE -
- AJ NUT/PLATE.EXTRUDED SPECIAL. PF-SAFETY - B-PLR RESTRAINTS TO B-PLR INR
- AJ NUT/PLATE.EXTRUDED SPECIAL PF-SAFETY AW REINF QTR INR D-PILLAR TURING LOOP - B-PLR RESTRAINTS TO B-PLR INR
- AK REINF B-PILLAR RT –
- AK REINF B-PILLAR LT -
- AL PANEL B-PILLAR INR RT –
- AL PANEL B-PILLAR INR LT -

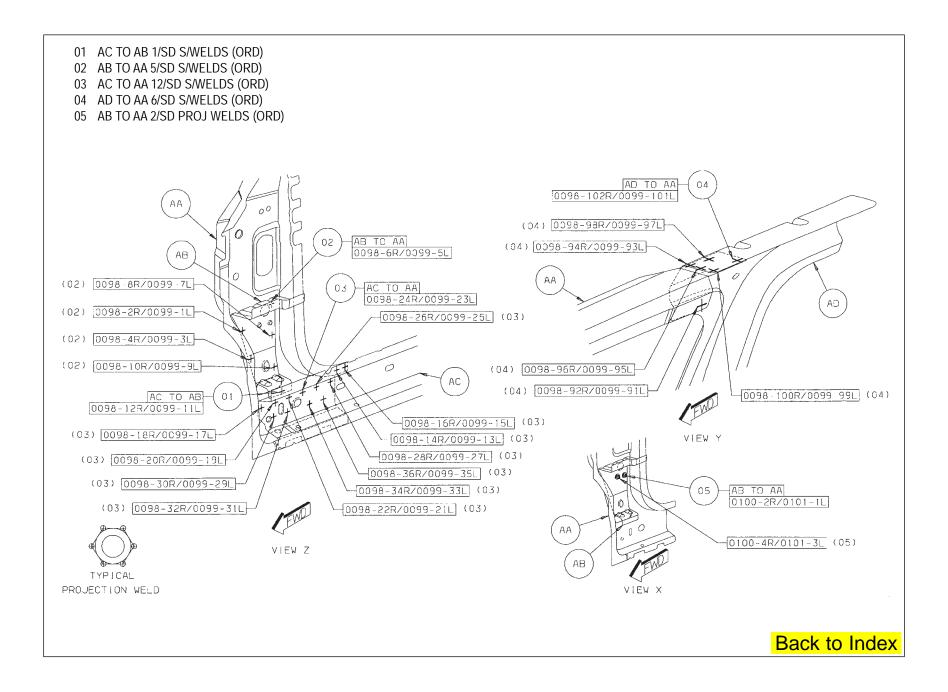
- AM RAIL ROOF SIDE INR RT -
- AM RAIL ROOF SIDE INR LT -
- AN REINF FRT SEAT GRAB HANDLE ATTACH RT AY REINF RETRACTOR C-PILLAR -
- AN REINF FRT SEAT GRAB HANDLE ATTACH LT –
- AP REINF GRAB HANDLE MOUNTING -
- AP REINF GRAB HANDLE MOUNTING -
- AR NUT/WELD.RD NO.FIN.SPECIAL SABIC SENSOR TO B-PLR INR
- AR NUT/WELD.RD NO.FIN.SPECIAL SABIC SENSOR TO B-PLR INR
- AS REINF QTR INR BELTLINE RT -
- AS REINF QTR INR BELTLINE LT -
- AT TAPPING PLATE C-PILLAR SEAT BELT D-LOOP MOUNTING -
- AT TAPPING PLATE C-PILLAR SEAT BELT D-LOOP MOUNTING -
- AU BRACKET QTR INR BELTLINE RT -
- AU BRACKET QTR INR BELTLINE LT -
- AV CHANNEL QTR INR BELTLINE RT –
- AV CHANNEL QTR INR BELTLINE LT -
- AX NUT/WELD.HEX NIBS.NO.FIN.PILOT PT ATL TO B-PLR INR

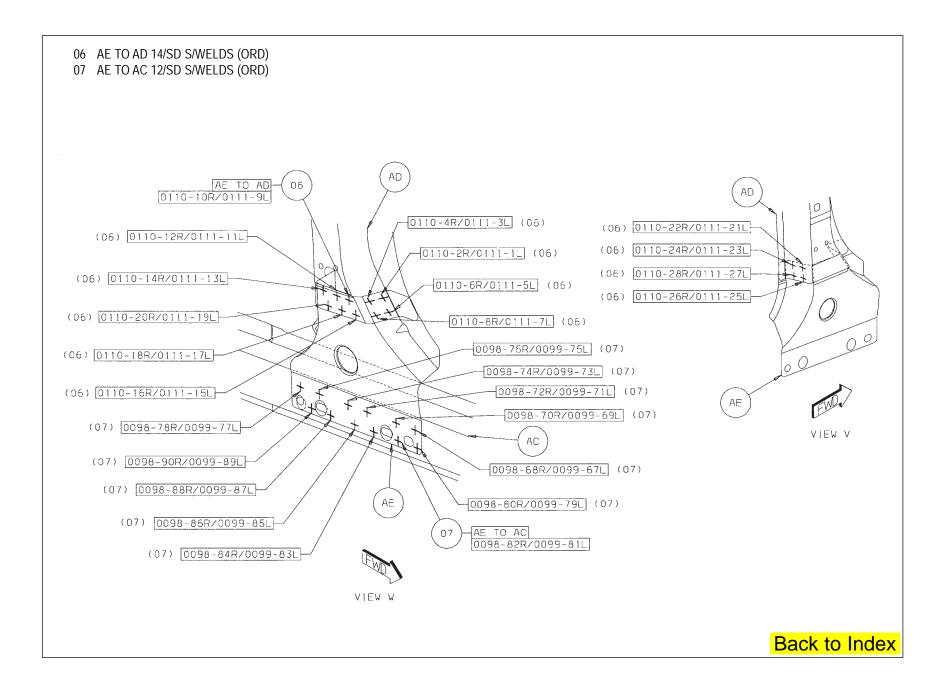


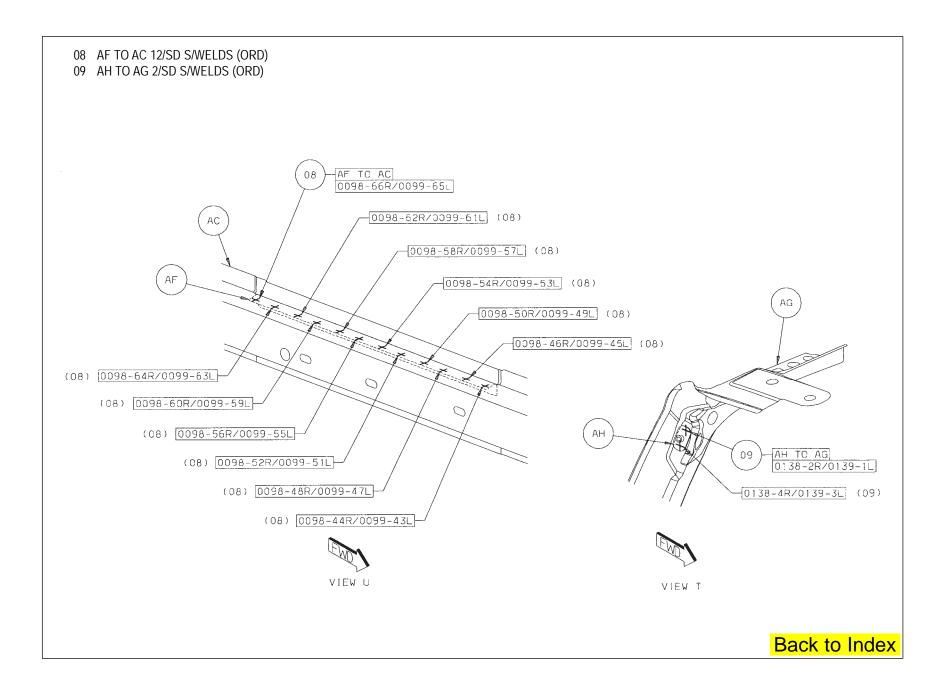
- AZ REINF RETRACTOR C-PILLAR -
- BA HEADER ROOF FRT LWR -
- BB REINF SUN VISOR RT -
- BB REINF SUN VISOR LT -
- BC BRACKET ROOF W/SUNROOF -
- BD REINF SUNROOF OPENING -
- BE NUT/WELD.HEX NIBS.NO.FIN UPR DOOR HINGE TO BODY
- BE NUT/WELD.HEX NIBS.NO.FIN UPR DOOR HINGE TO BODY
- BF REINF W/SHIELD FRM INR LWR & FRT DR HGE MTG UPR RT -
- BF REINF W/SHIELD FRM INR LWR & FRT DR HGE MTG UPR LT -
- BG NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT -LIFTGATE BUMPER TO LIFTGATE
- BG NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT -LIFTGATE BUMPER TO LIFTGATE
- BH NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT -SEATBACK STRIKER TO BODY
- BH NUT/WELD.HEX NIBS.NO.FIN.PILOT.PT -SEATBACK STRIKER TO BODY
- BJ PANEL ROOF PANEL W/SUNROOF OPENING -

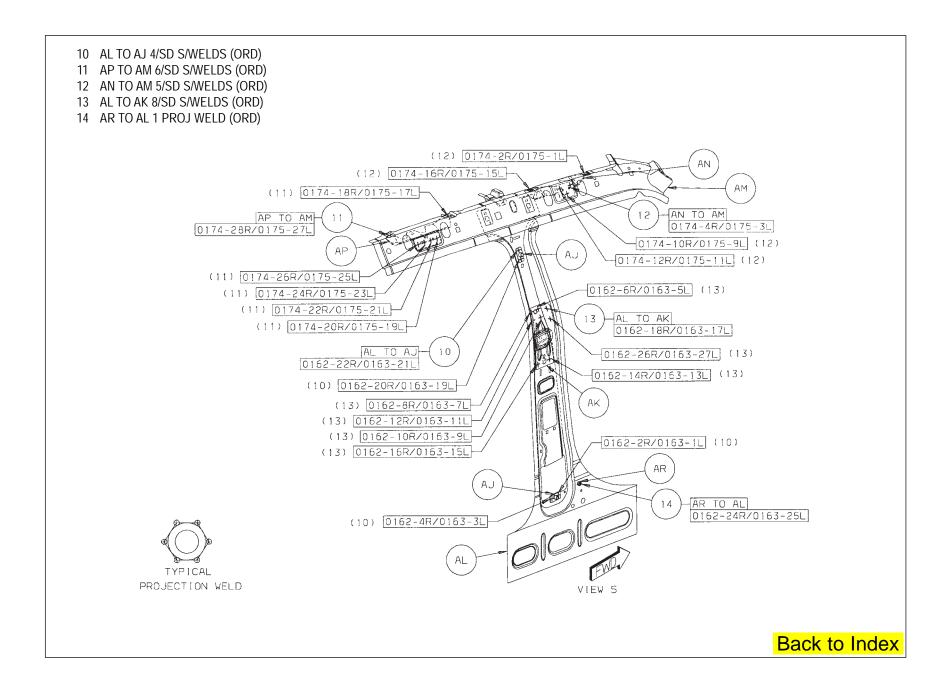


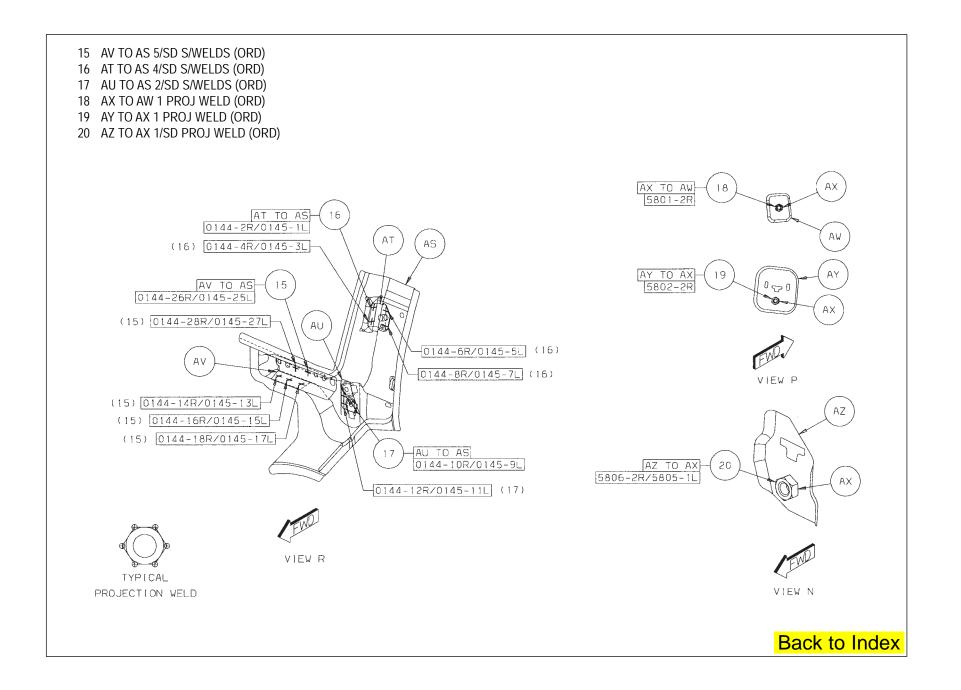


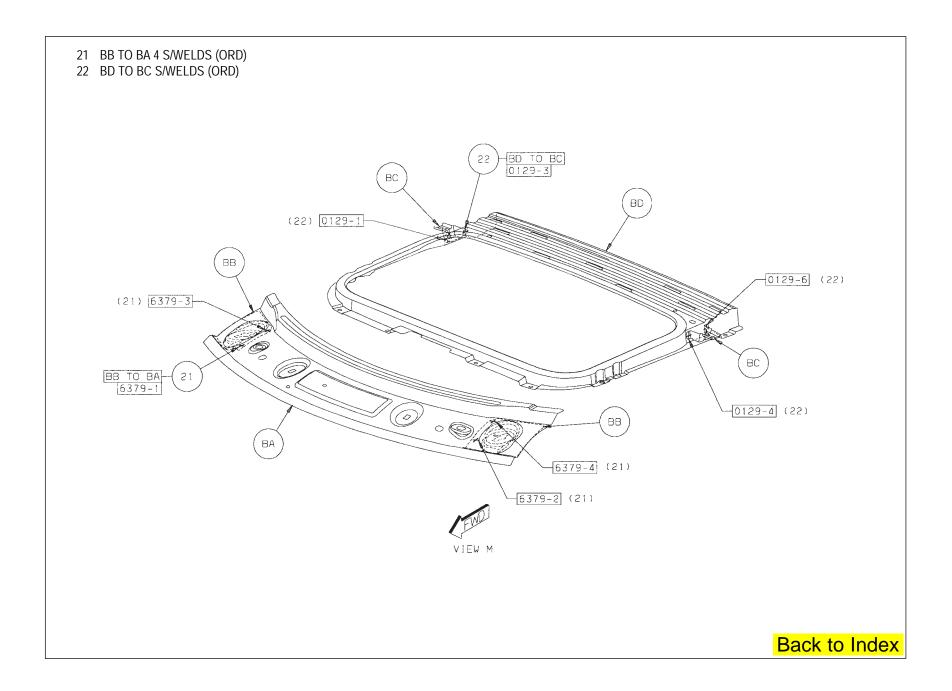


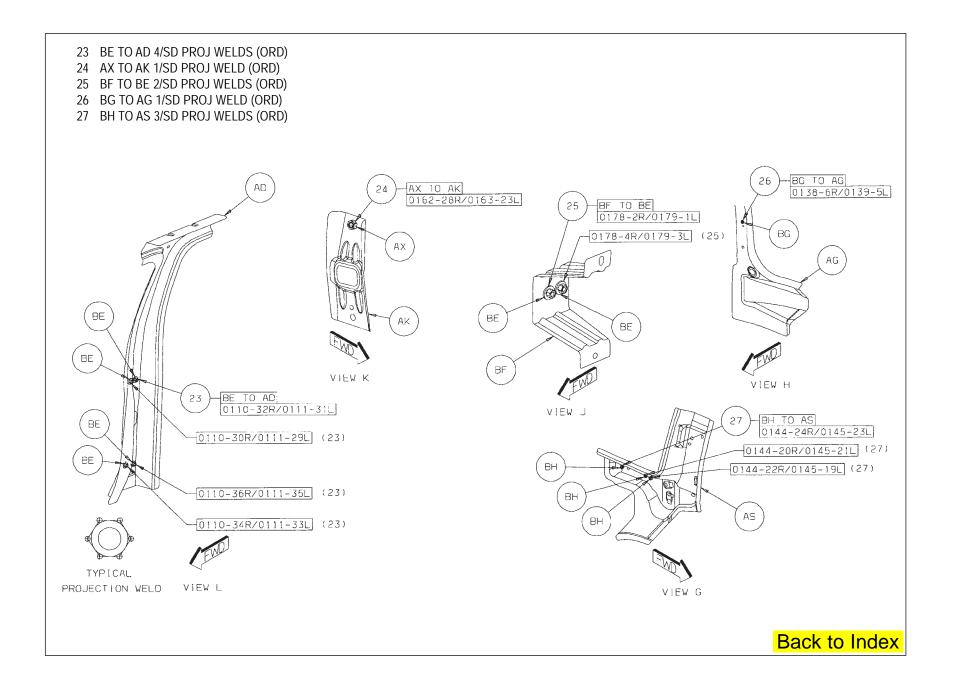


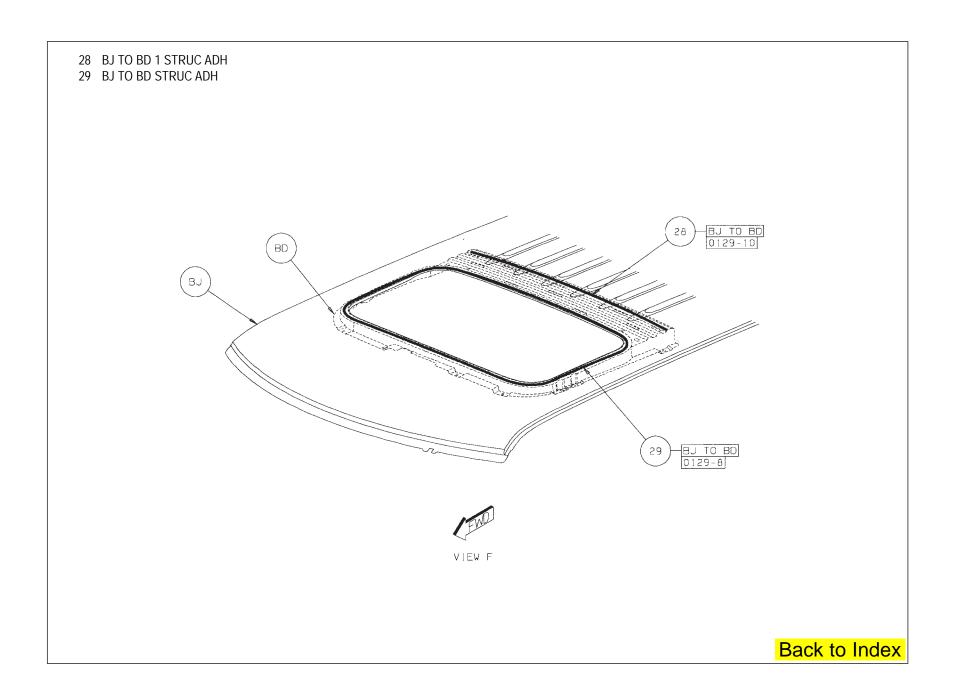


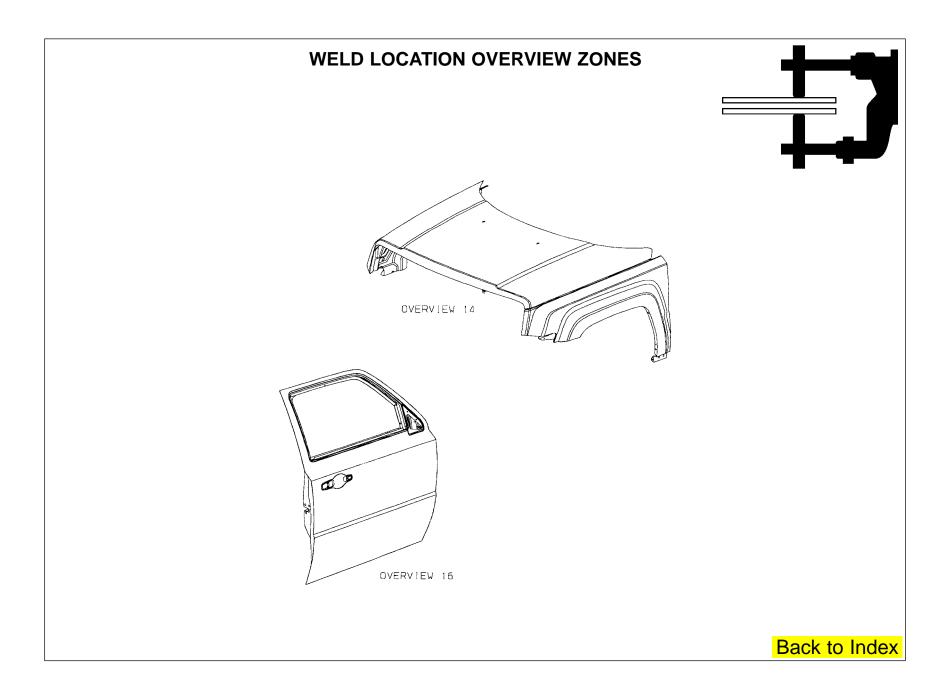


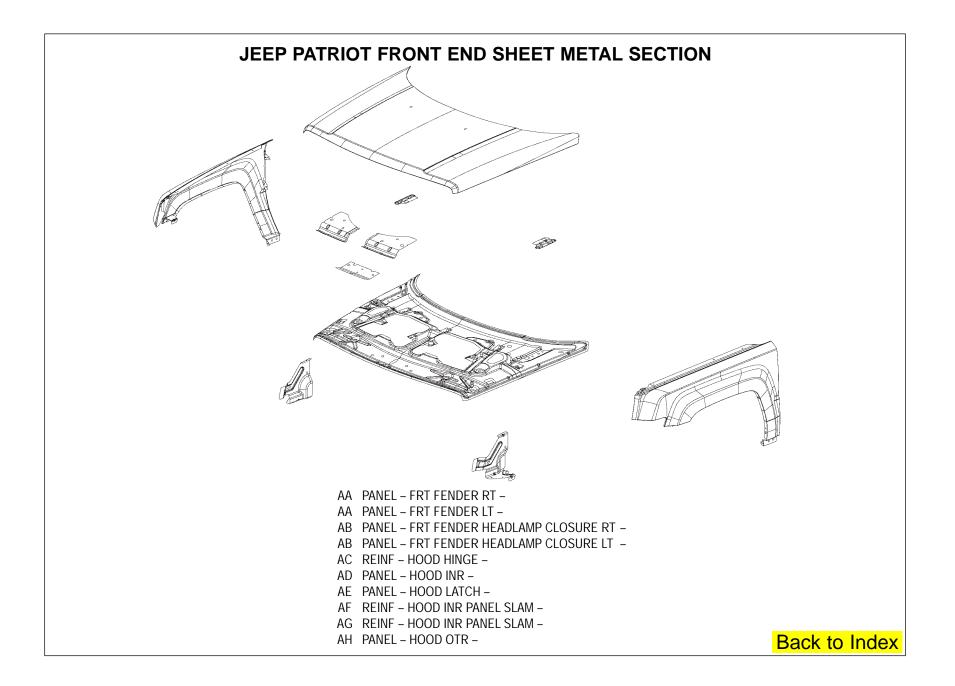


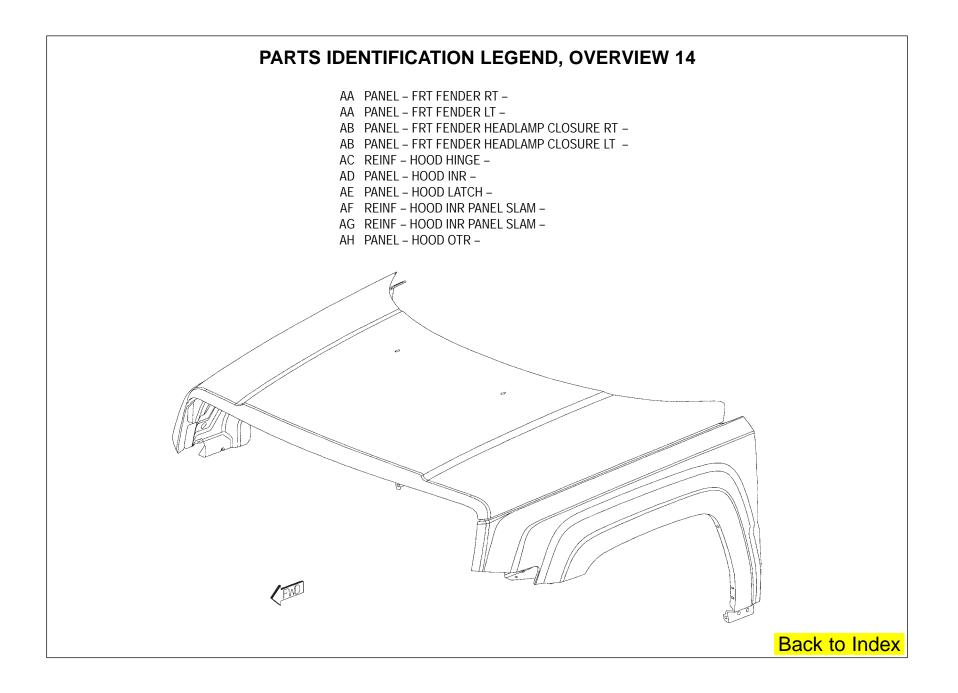


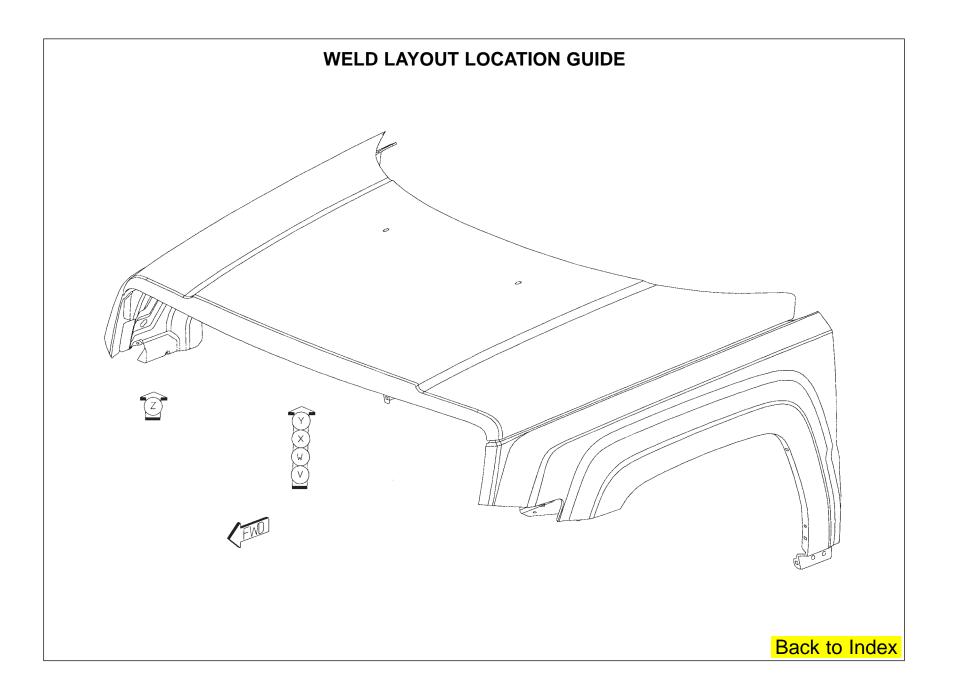


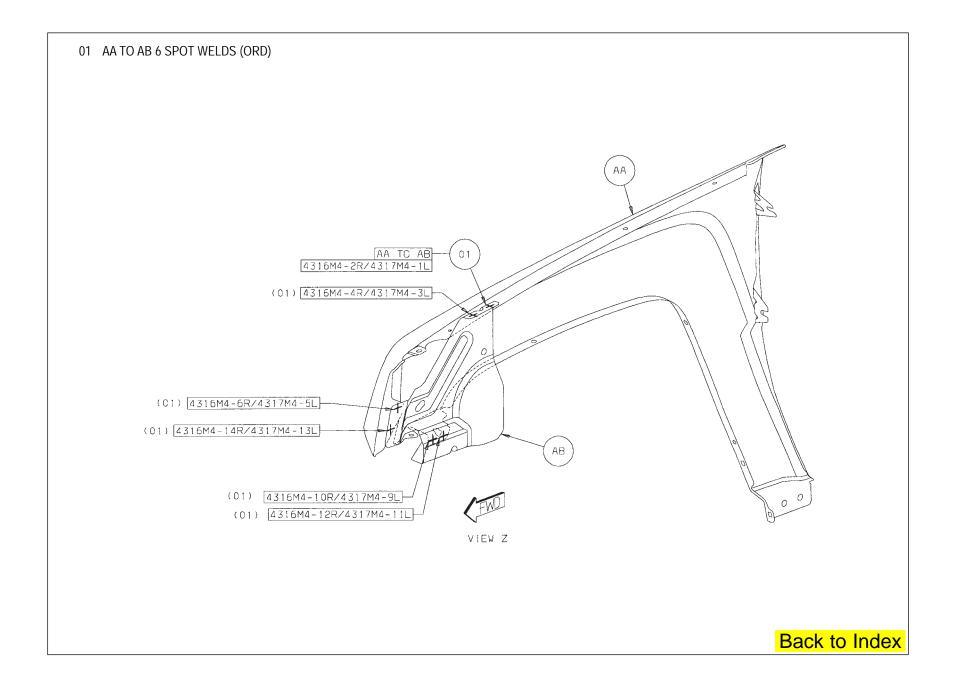


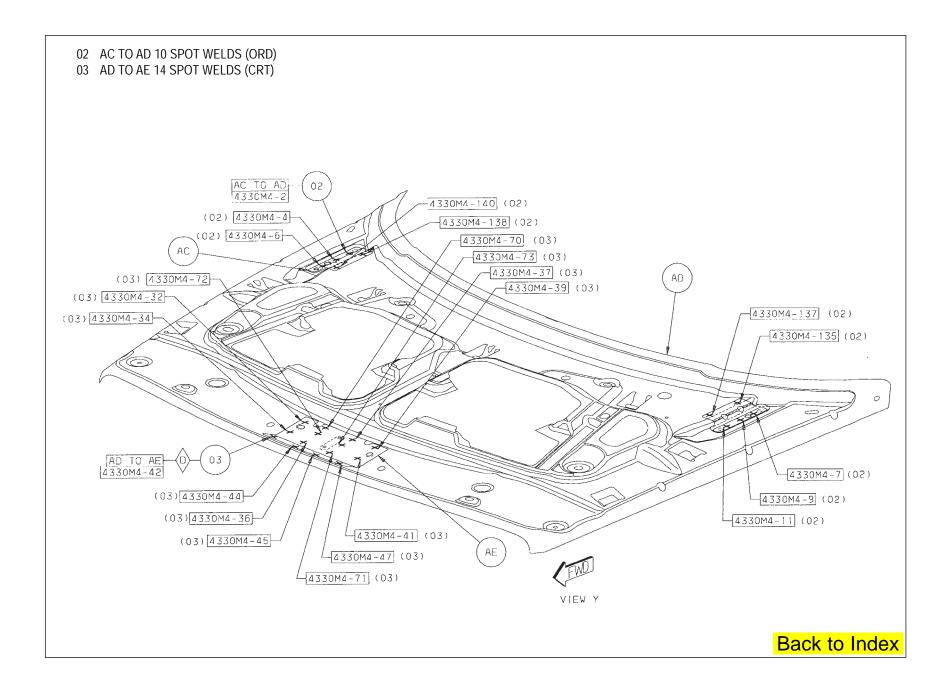


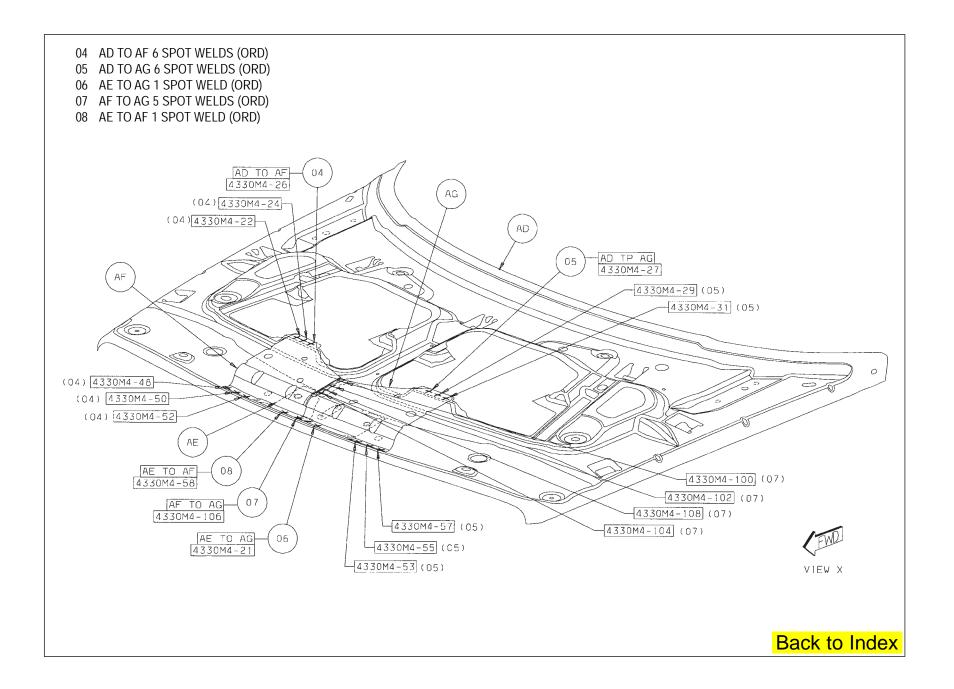


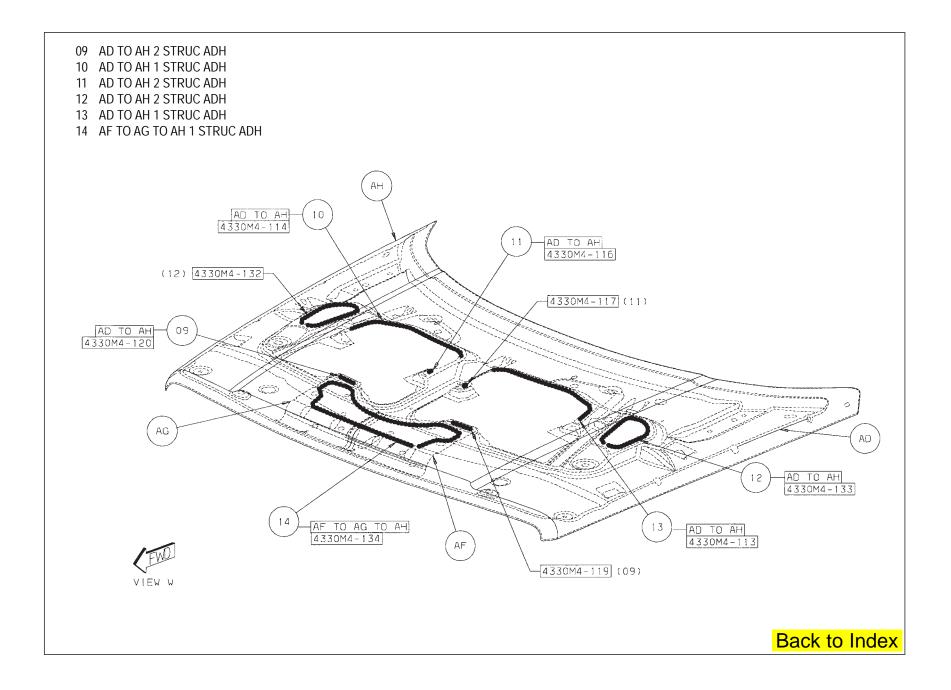


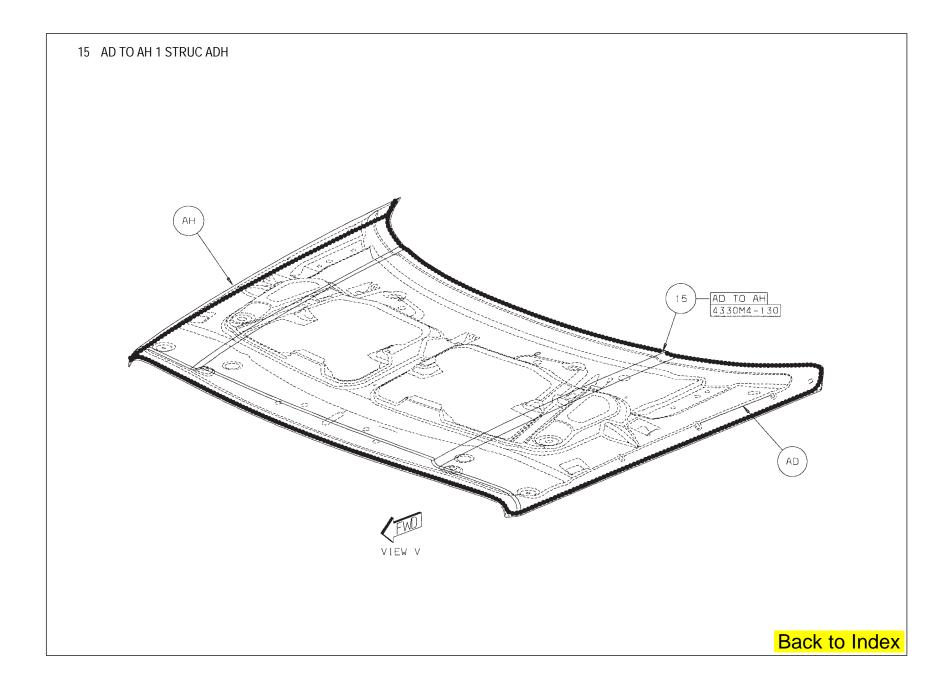


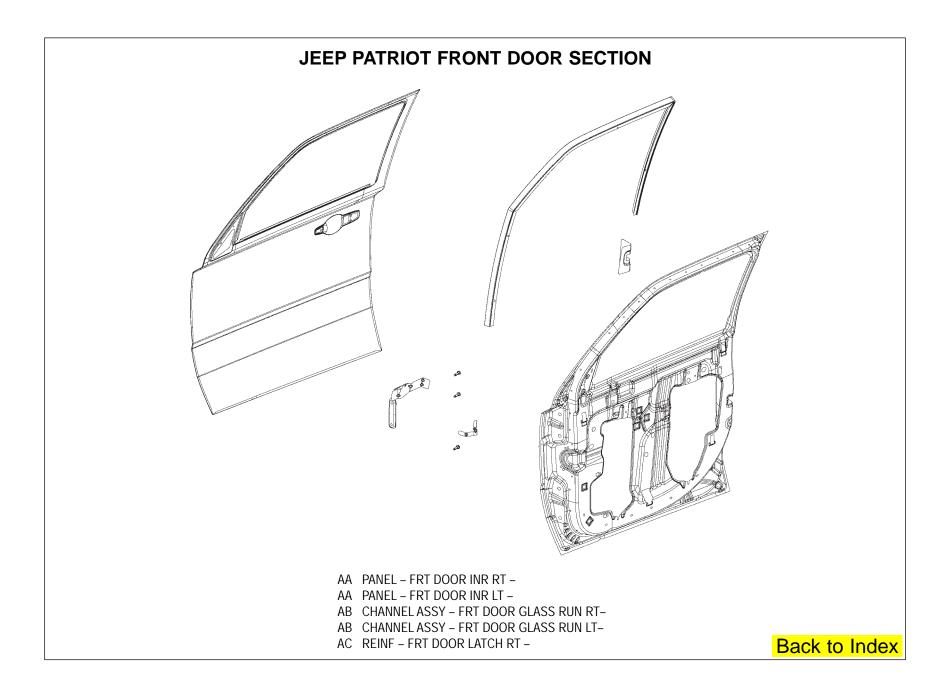


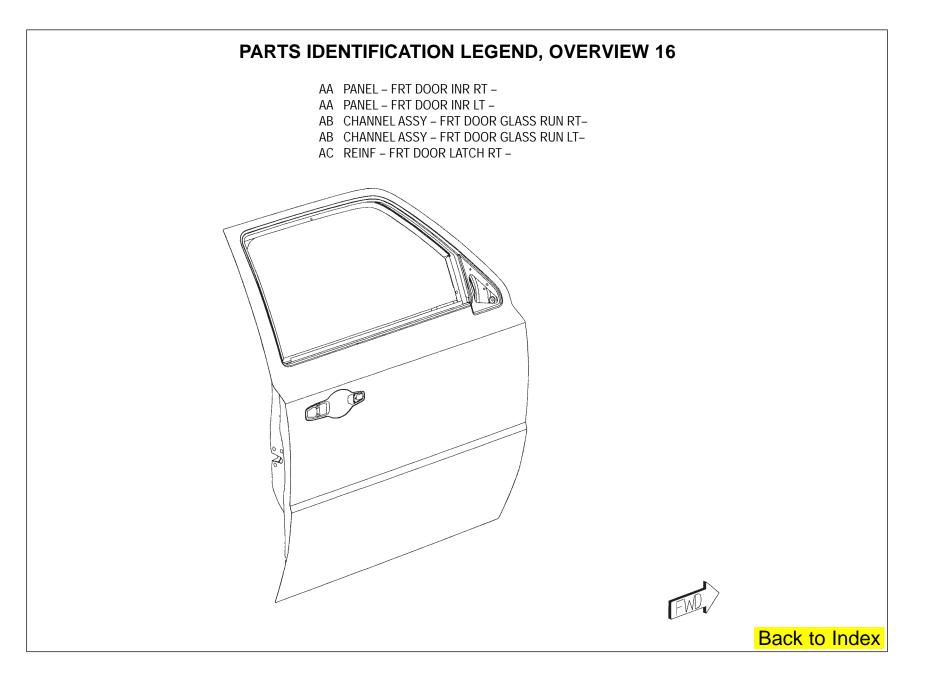


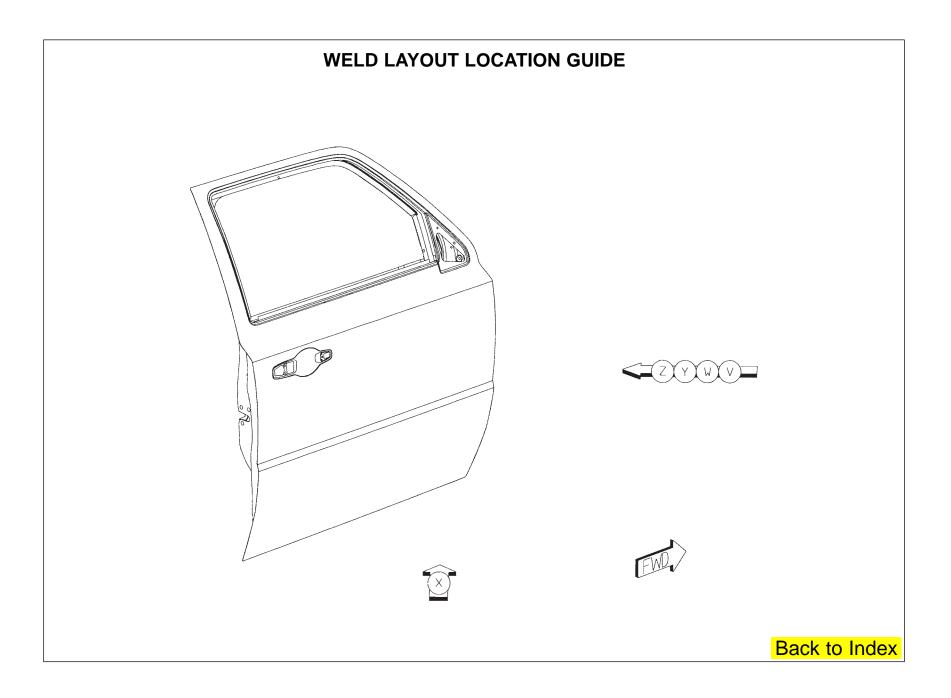


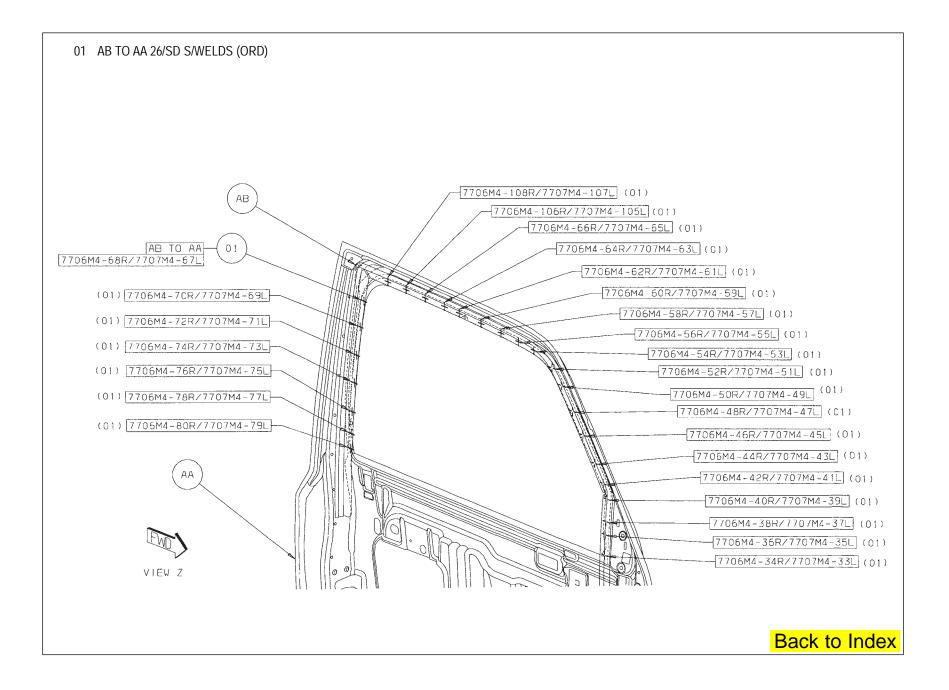


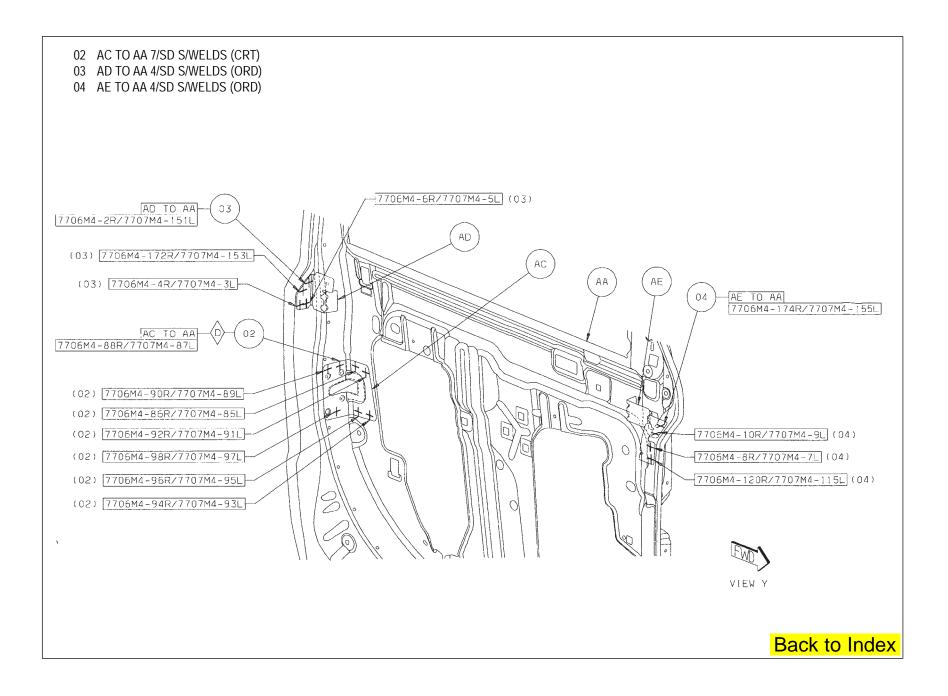


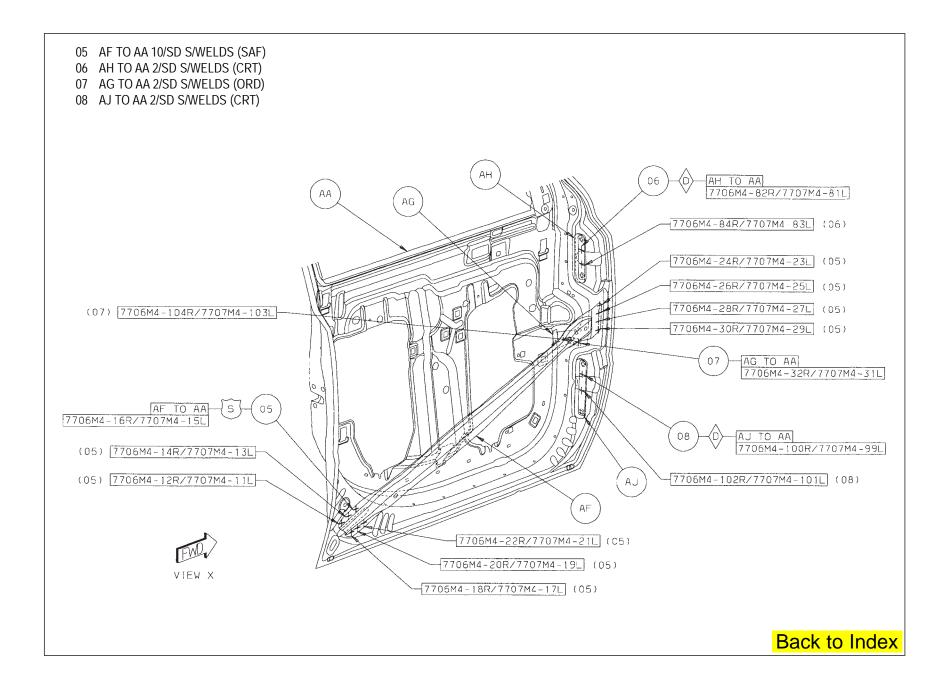


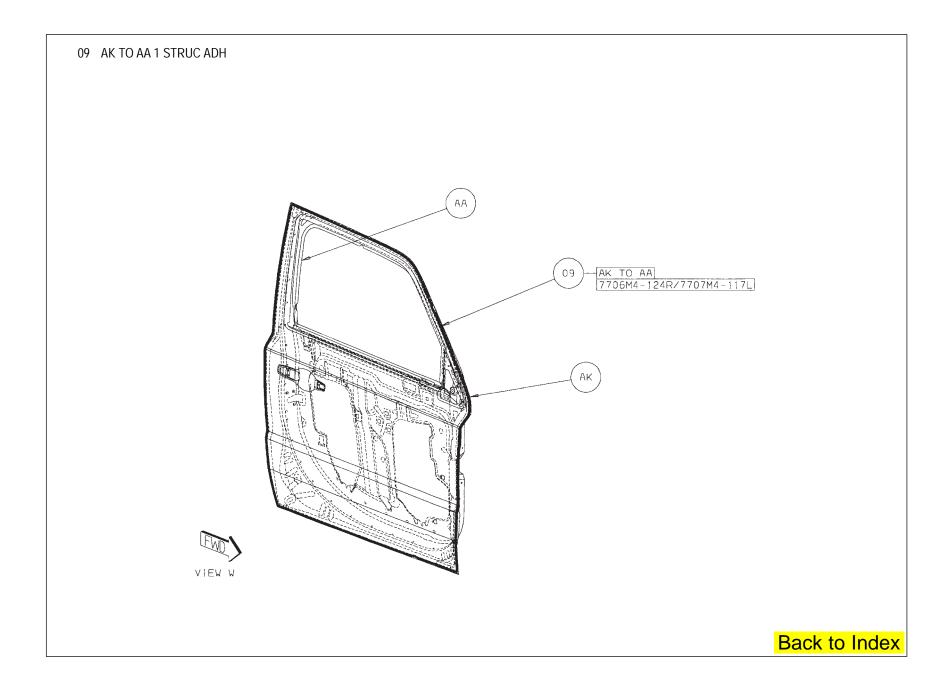


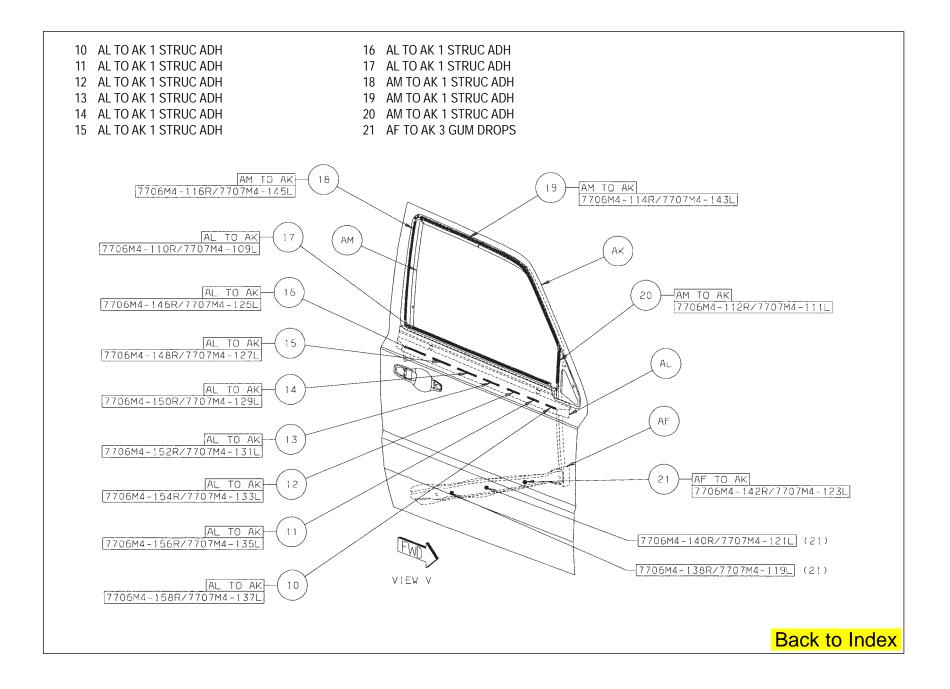


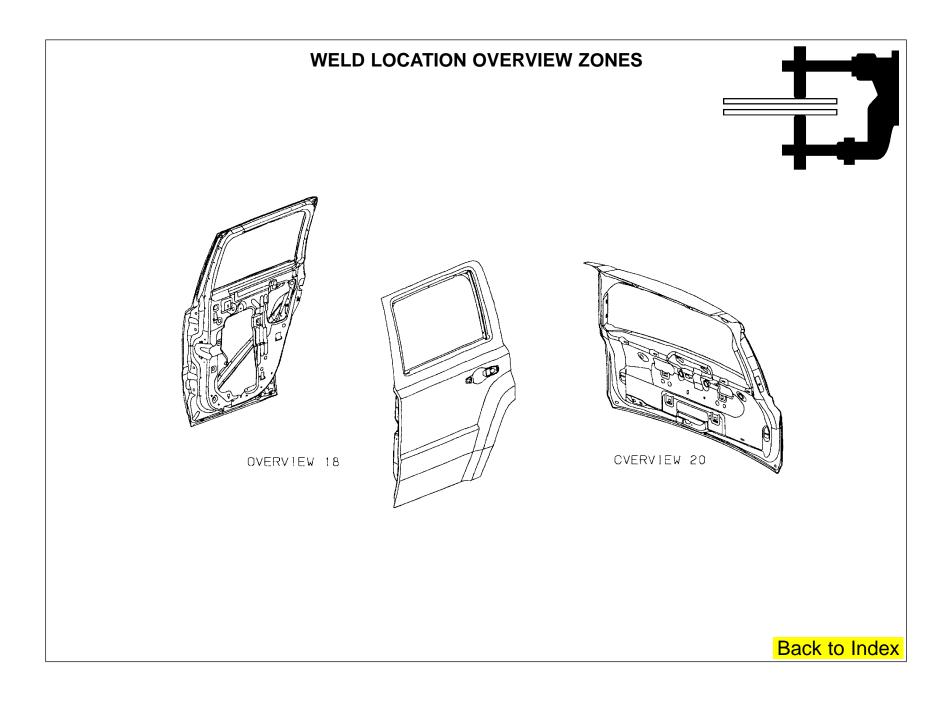


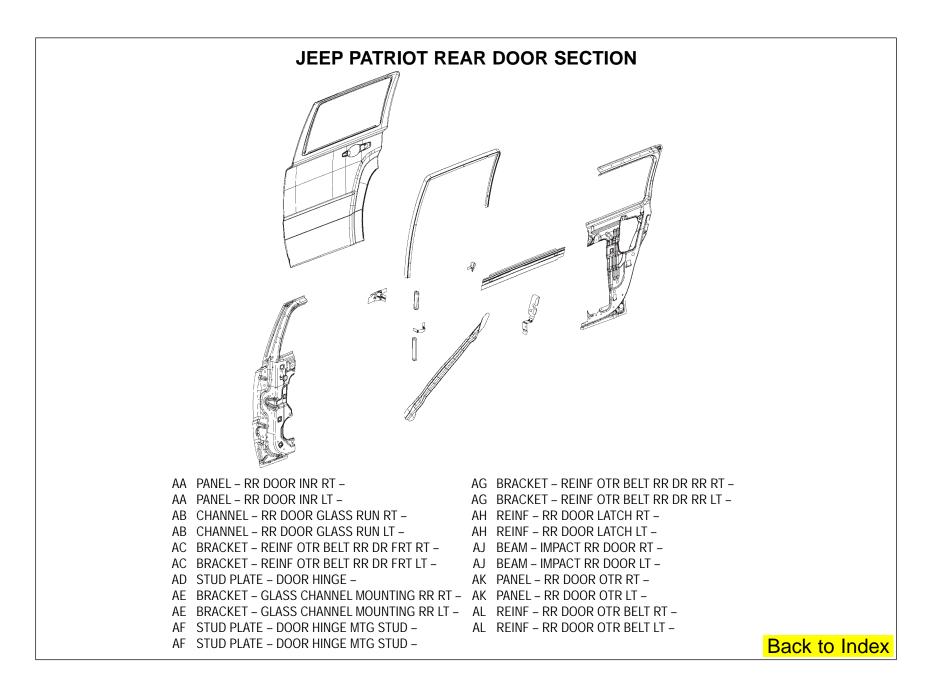










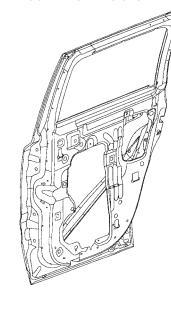


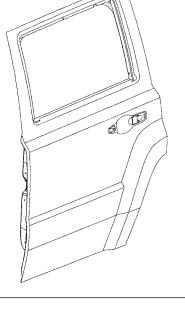
## **PARTS IDENTIFICATION LEGEND, OVERVIEW 18**

- AA PANEL RR DOOR INR RT -
- AA PANEL RR DOOR INR LT -
- AB CHANNEL RR DOOR GLASS RUN RT -
- AB CHANNEL RR DOOR GLASS RUN LT -
- AC BRACKET REINF OTR BELT RR DR FRT RT -
- AC BRACKET REINF OTR BELT RR DR FRT LT –
- AD STUD PLATE DOOR HINGE -
- AE BRACKET GLASS CHANNEL MOUNTING RR RT AK PANEL RR DOOR OTR LT -
- AE BRACKET GLASS CHANNEL MOUNTING RR LT AL REINF RR DOOR OTR BELT RT –
- AF STUD PLATE DOOR HINGE MTG STUD -
- AF STUD PLATE DOOR HINGE MTG STUD -

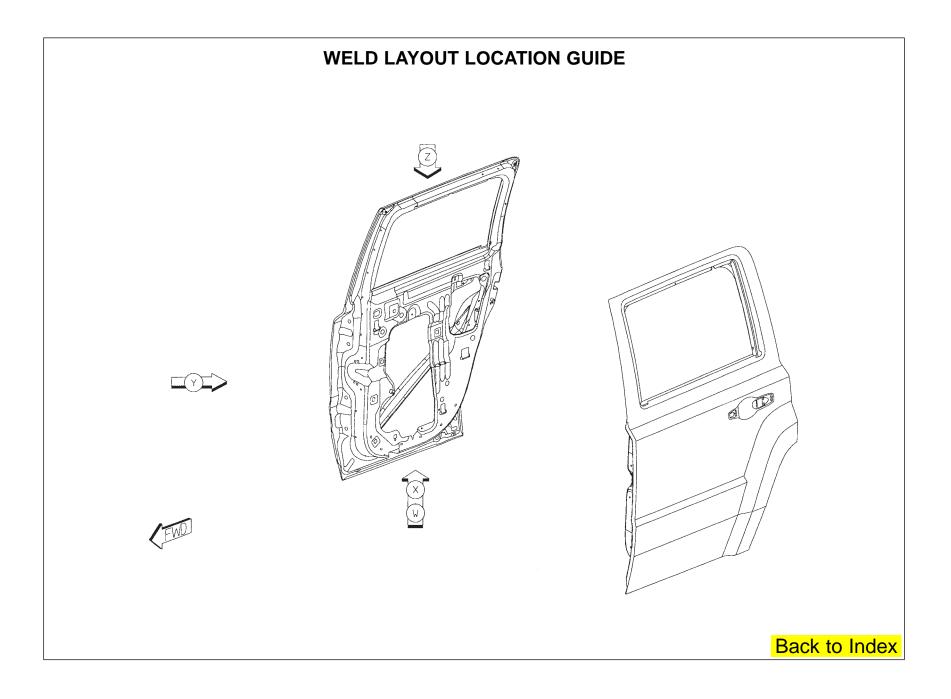
- AG BRACKET REINF OTR BELT RR DR RR RT -
- AG BRACKET REINF OTR BELT RR DR RR LT -
- AH REINF RR DOOR LATCH RT -
- AH REINF RR DOOR LATCH LT -
- AJ BEAM IMPACT RR DOOR RT -
- AJ BEAM IMPACT RR DOOR LT -
- AK PANEL RR DOOR OTR RT -

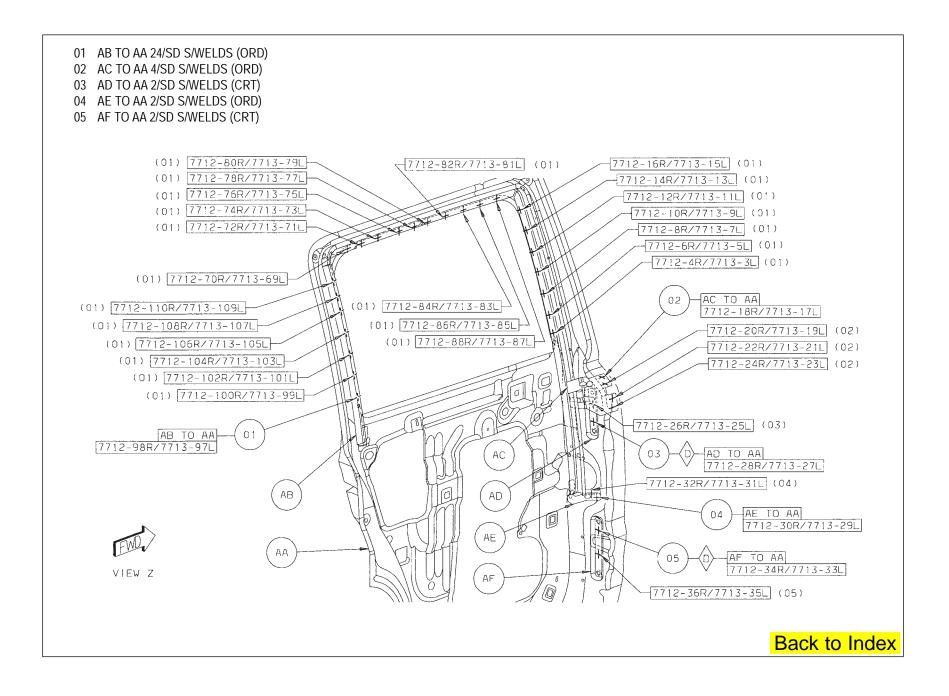
- AL REINF RR DOOR OTR BELT LT -

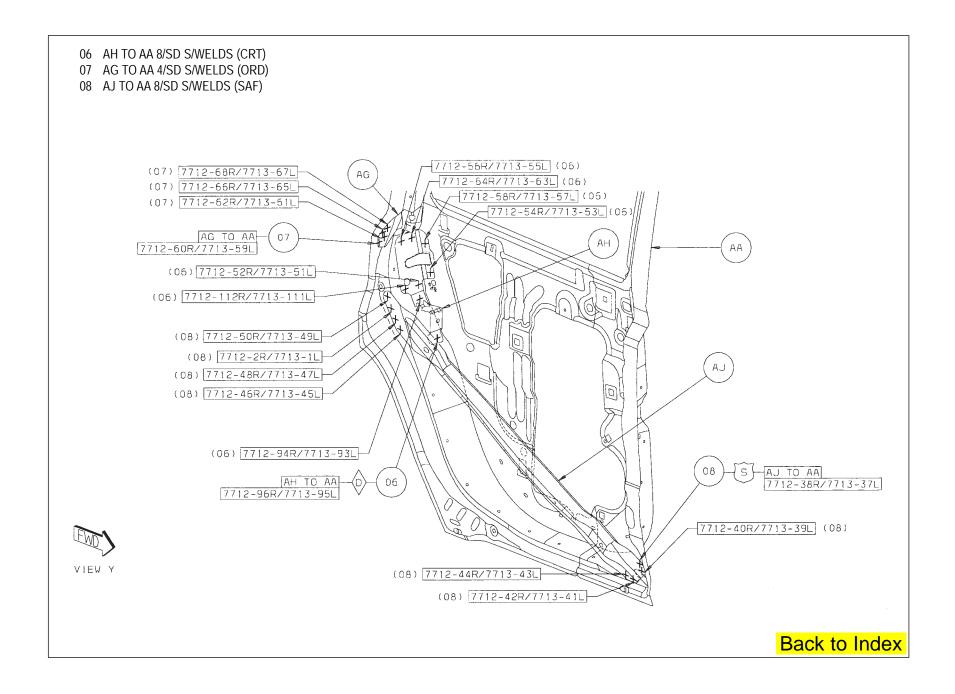


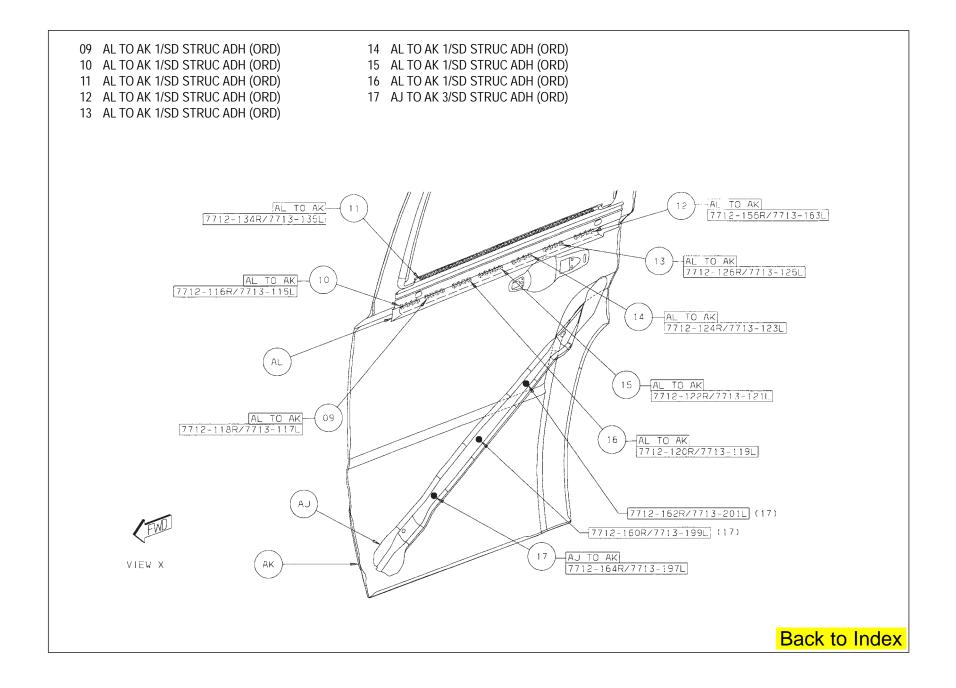


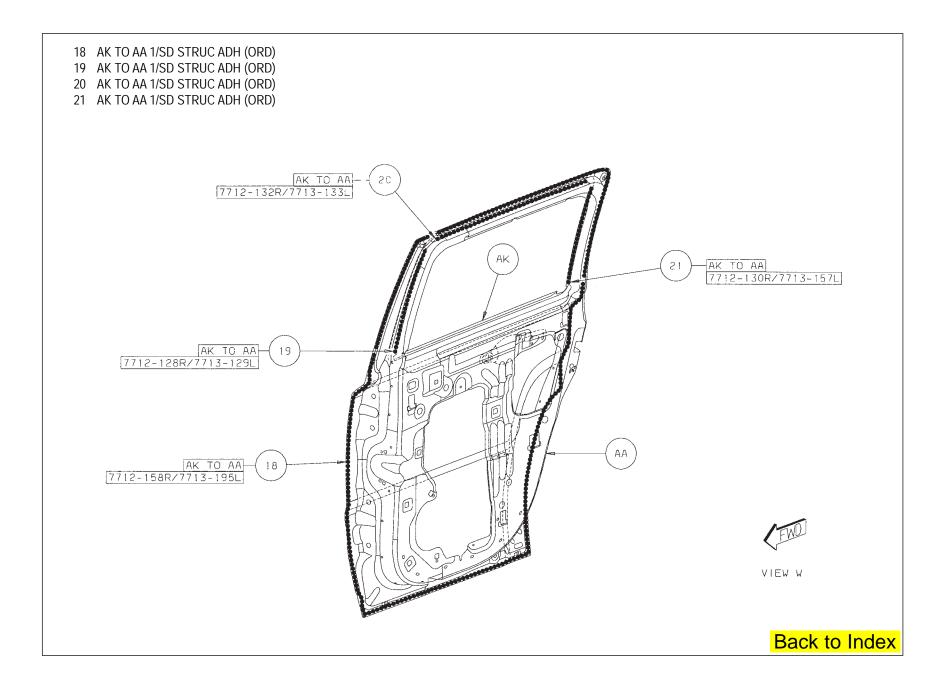
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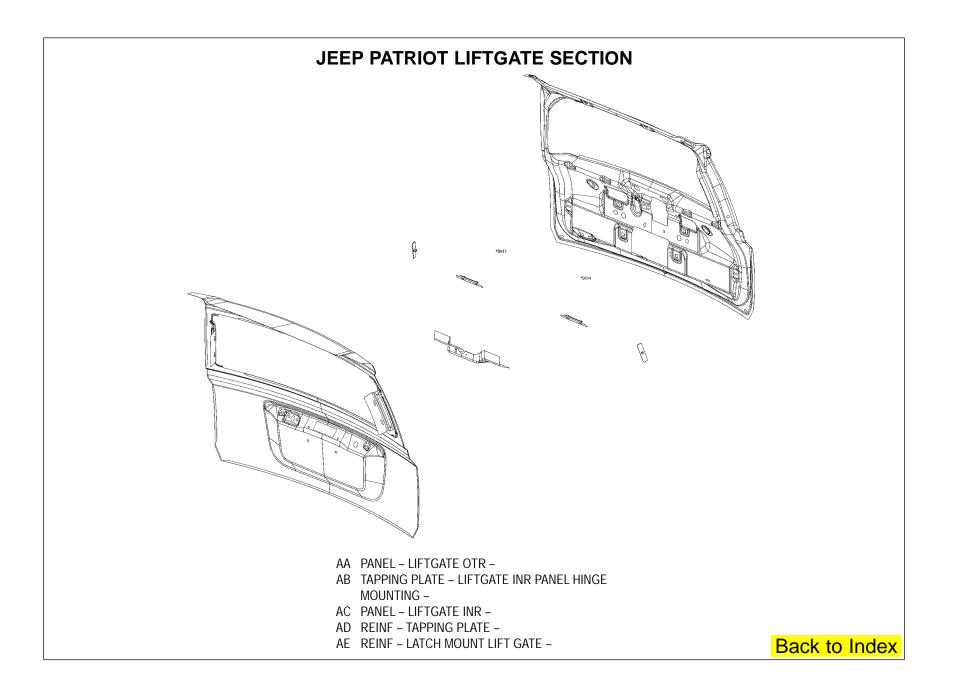


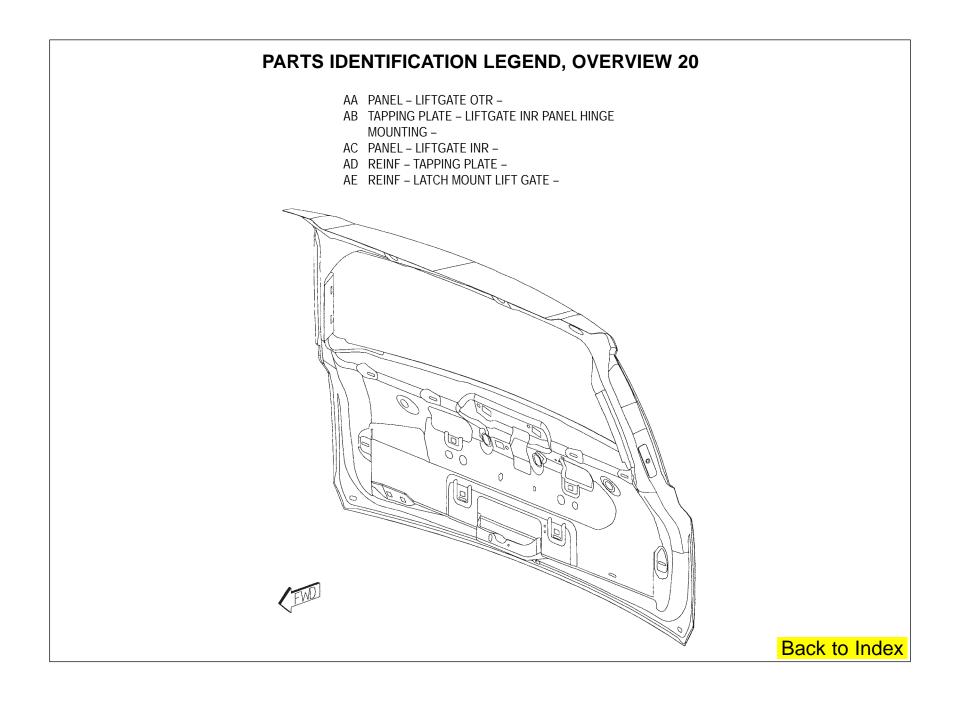


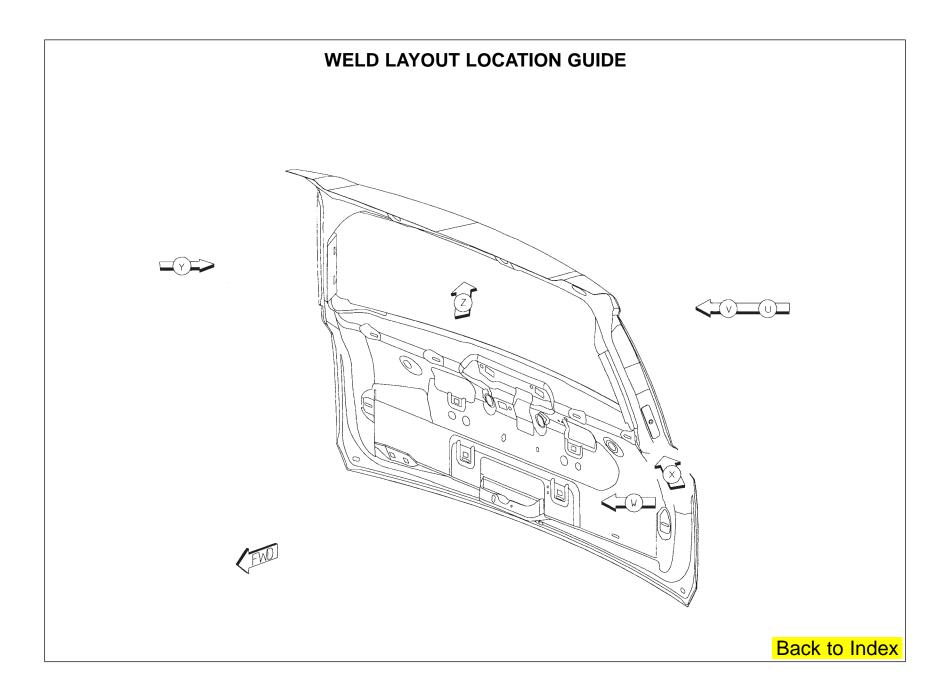


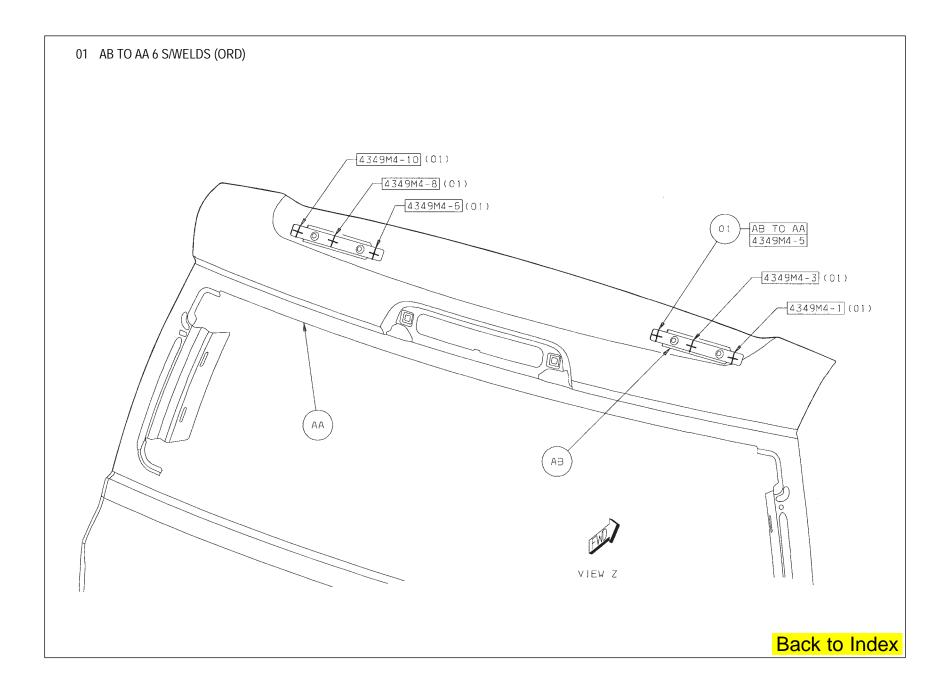


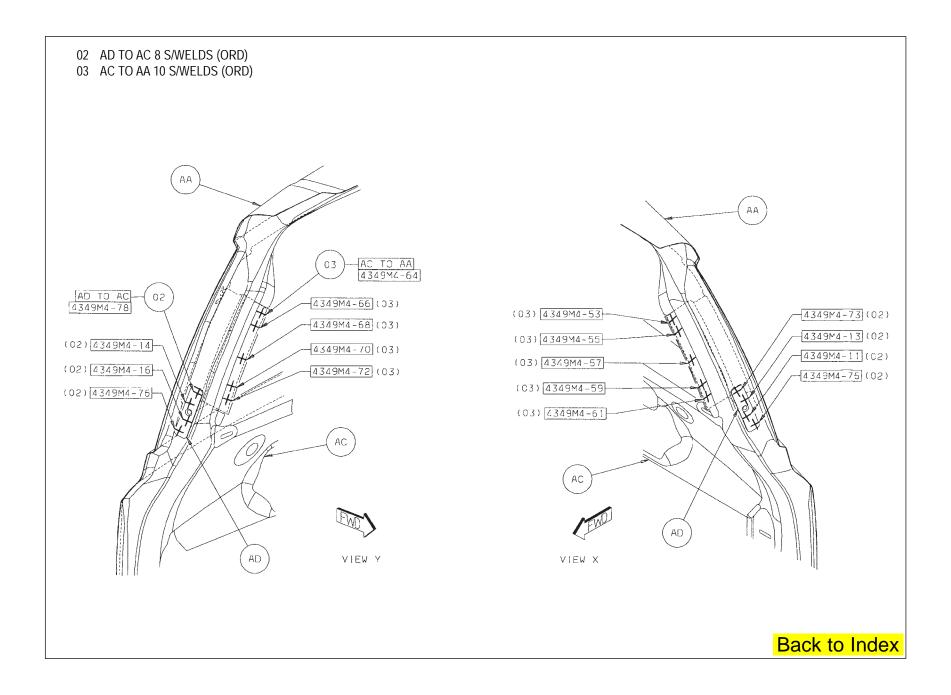


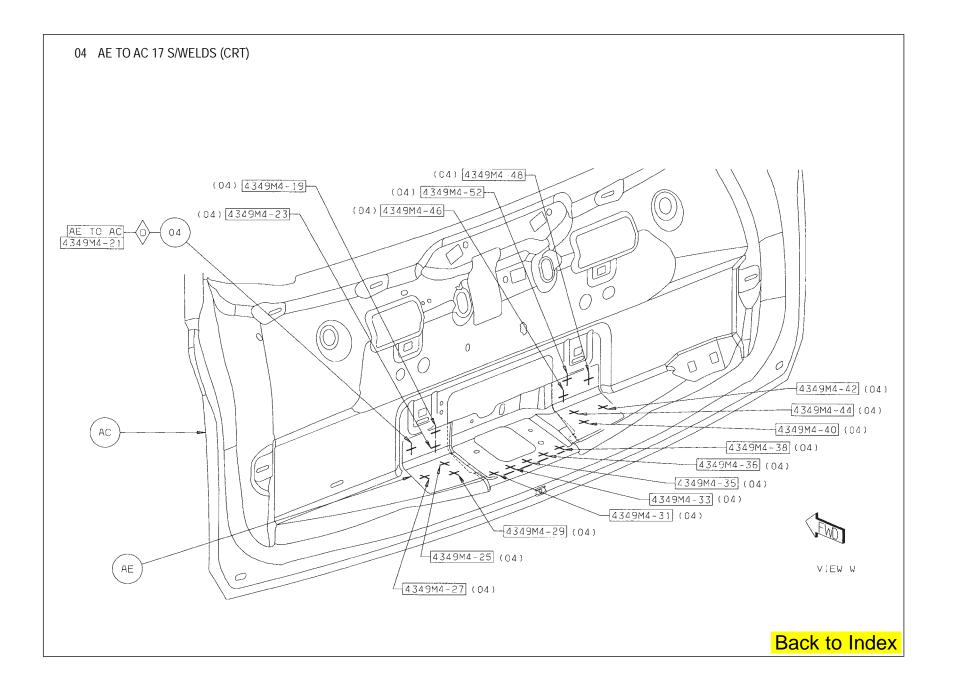


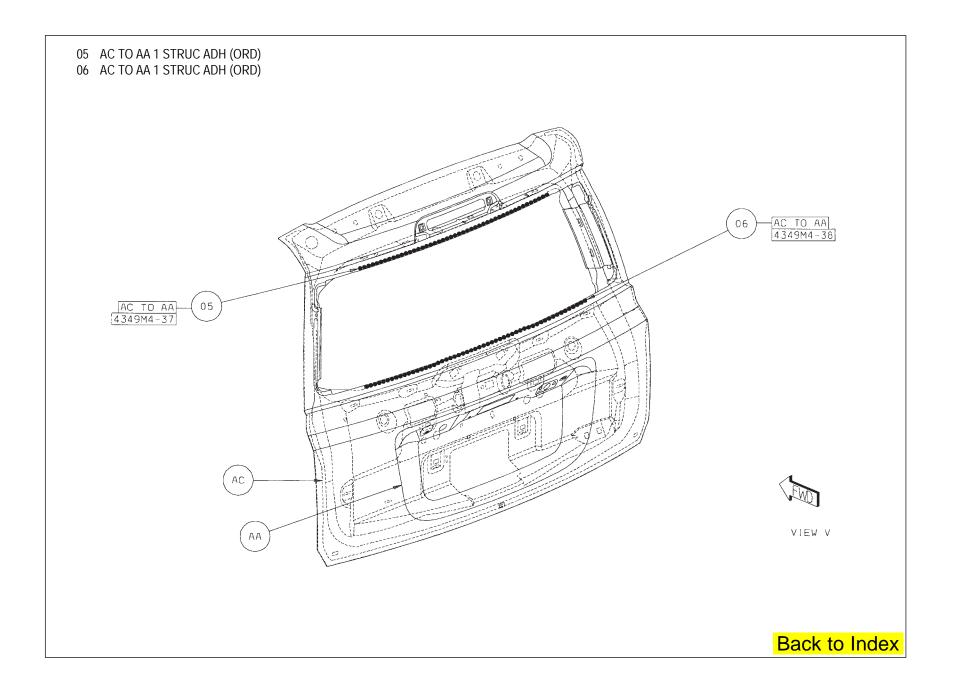


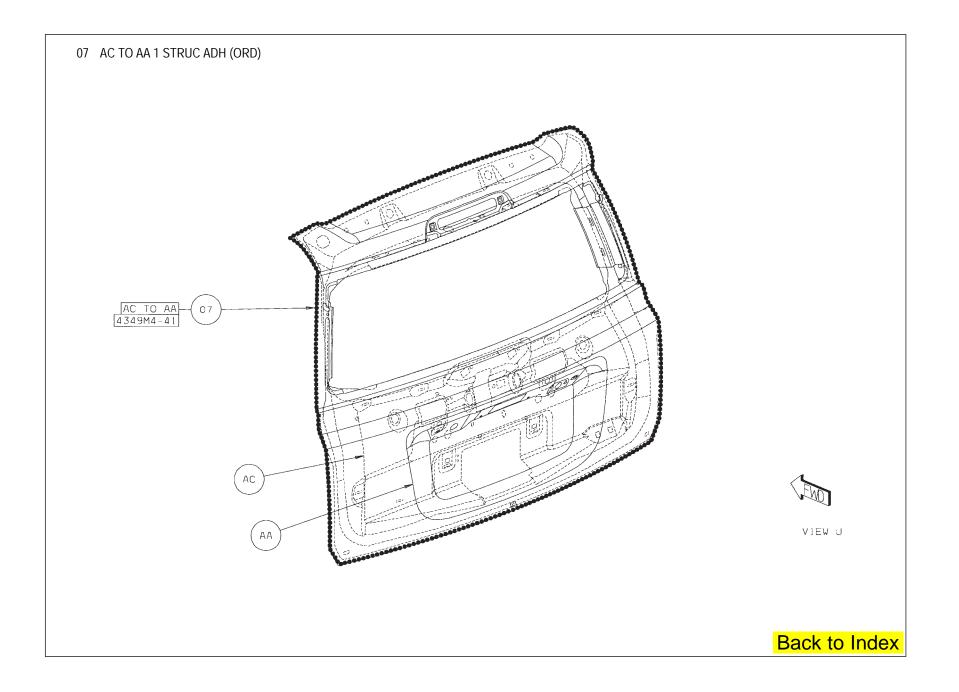


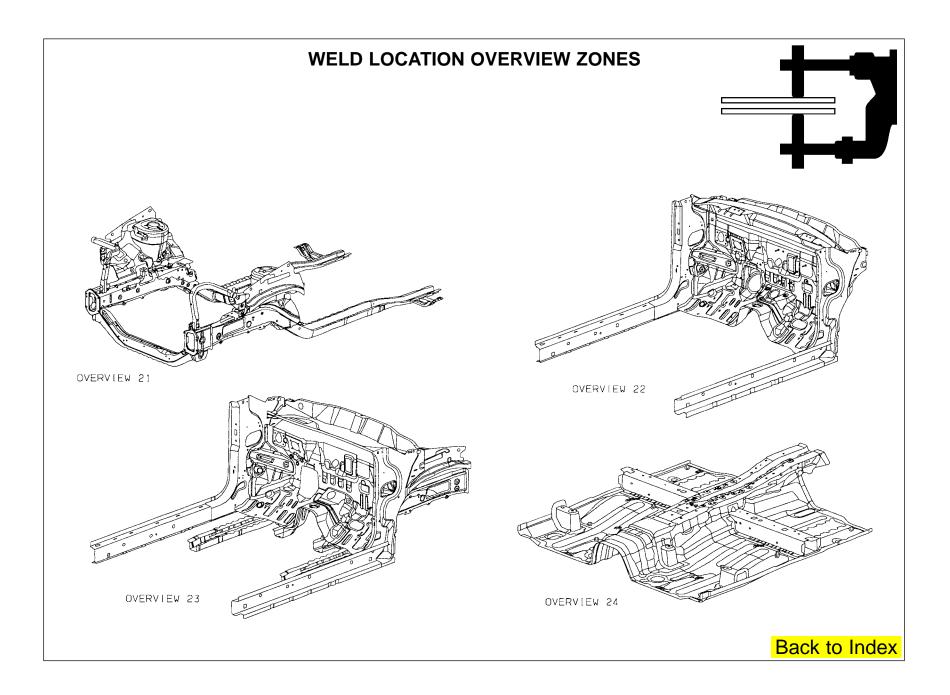


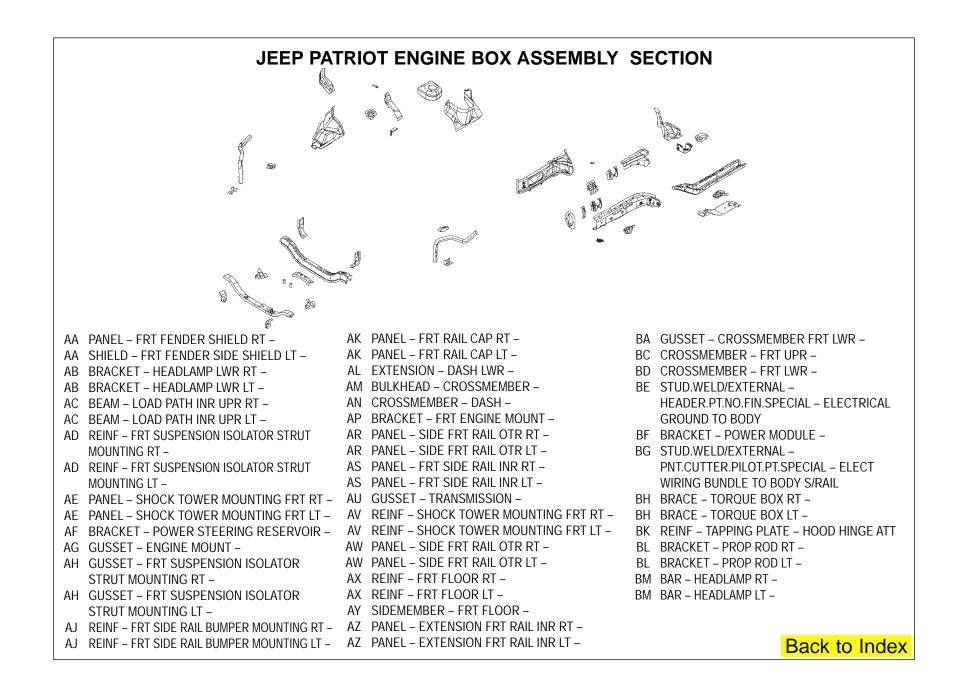












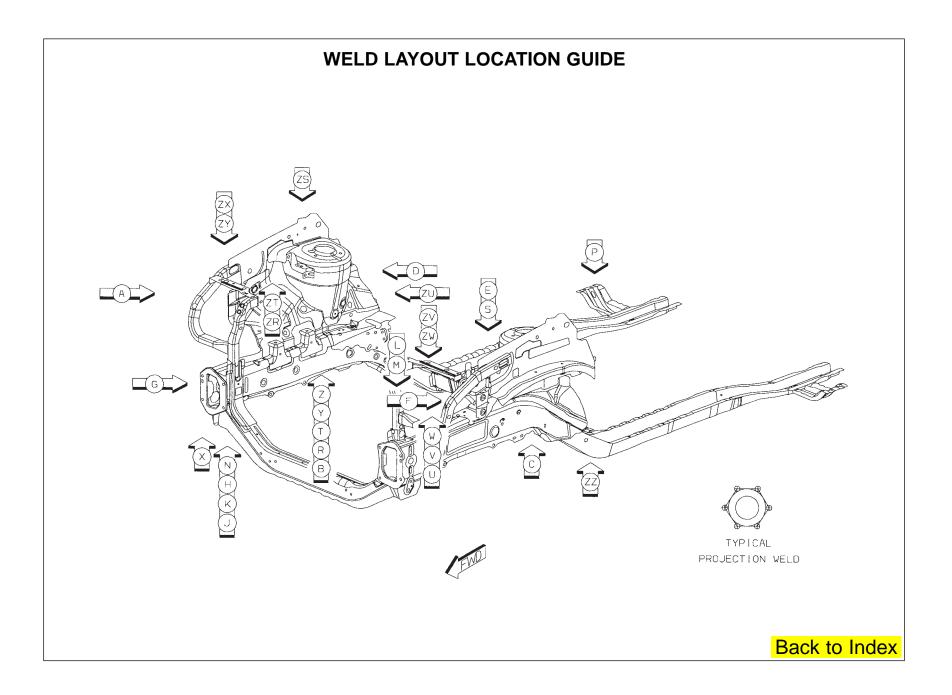
## PARTS IDENTIFICATION LEGEND, OVERVIEW 21

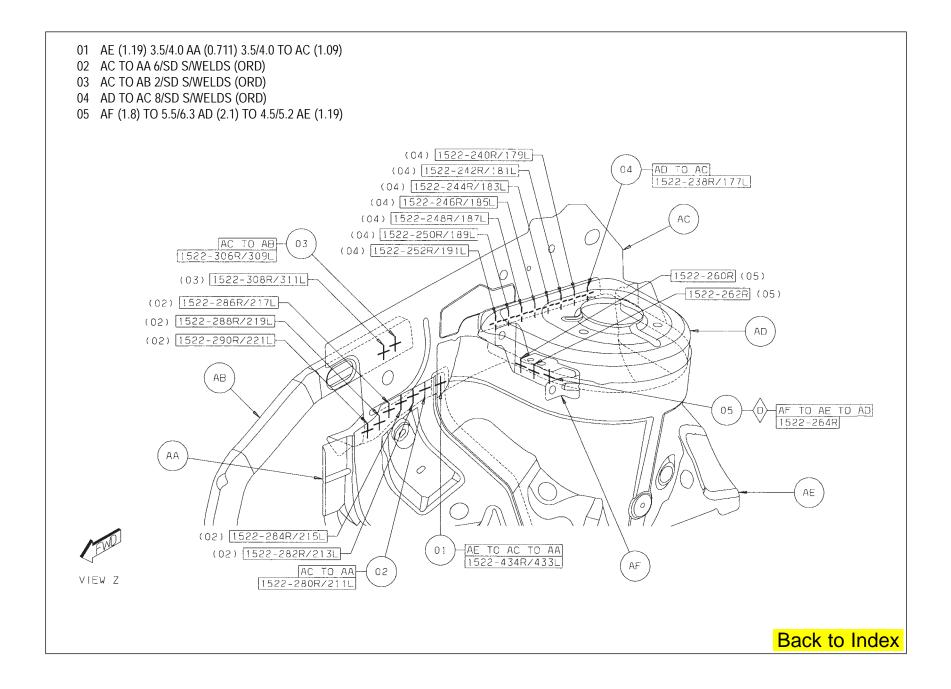
- AA PANEL FRT FENDER SHIELD RT AA SHIELD FRT FENDER SIDE SHIELD LT AB BRACKET HEADLAMP LWR RT AB BRACKET HEADLAMP LWR RT AB BRACKET HEADLAMP LWR RT AC BEAM LOAD PATH INR UPR RT AC BEAM LOAD PATH INR UPR RT AC BEAM LOAD PATH INR UPR LT AD REINF FRT SUSPENSION ISOLATOR STRUT MOUNTING RT AD REINF FRT SUSPENSION ISOLATOR STRUT MOUNTING LT AE PANEL SHOCK TOWER MOUNTING FRT RT AU GUSSET TRANSMISSION -
- AE PANEL SHOCK TOWER MOUNTING FRT LT –
- AF BRACKET POWER STEERING RESERVOIR –
- AG GUSSET ENGINE MOUNT –
- AH GUSSET FRT SUSPENSION ISOLATOR STRUT MOUNTING RT –
- AH GUSSET FRT SUSPENSION ISOLATOR STRUT MOUNTING LT –
- AJ REINF FRT SIDE RAIL BUMPER MOUNTING RT –
- AJ REINF FRT SIDE RAIL BUMPER MOUNTING LT –

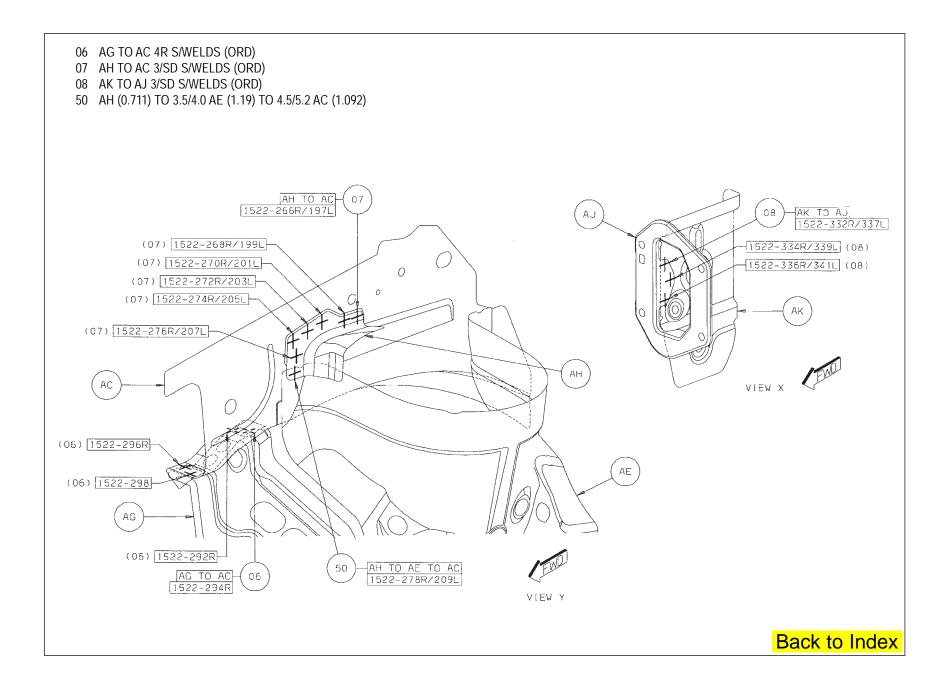
AK PANEL – FRT RAIL CAP RT – AK PANEL - FRT RAIL CAP LT -AL EXTENSION – DASH LWR – AM BULKHEAD – CROSSMEMBER – AN CROSSMEMBER - DASH -AP BRACKET - FRT ENGINE MOUNT -AR PANEL - SIDE FRT RAIL OTR RT -AR PANEL - SIDE FRT RAIL OTR LT -AS PANEL - FRT SIDE RAIL INR RT -AS PANEL - FRT SIDE RAIL INR LT -AV REINF – SHOCK TOWER MOUNTING FRT RT – AV REINF – SHOCK TOWER MOUNTING FRT LT – AW PANEL - SIDE FRT RAIL OTR RT -AW PANEL - SIDE FRT RAIL OTR LT -AX REINF - FRT FLOOR RT -AX REINF - FRT FLOOR LT -AY SIDEMEMBER – FRT FLOOR – AZ PANEL - EXTENSION FRT RAIL INR RT -AZ PANEL - EXTENSION FRT RAIL INR LT -

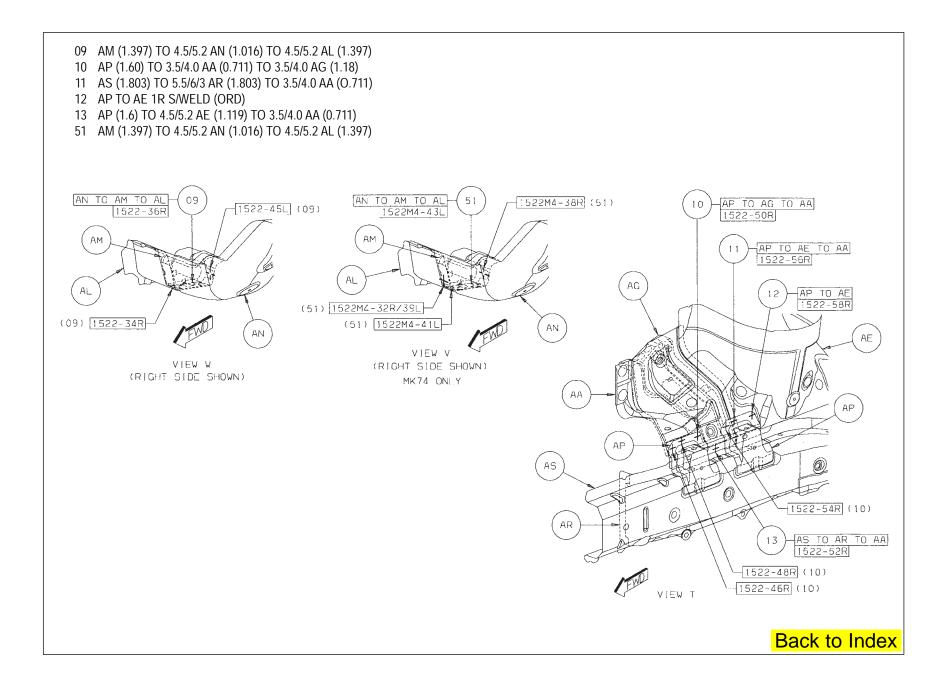
- BA GUSSET CROSSMEMBER FRT LWR -
- BC CROSSMEMBER FRT UPR –
- BD CROSSMEMBER FRT LWR -
- BE STUD.WELD/EXTERNAL –
- HEADER.PT.NO.FIN.SPECIAL ELECTRICAL GROUND TO BODY
- BF BRACKET POWER MODULE –
- BG STUD.WELD/EXTERNAL PNT.CUTTER.PILOT.PT.SPECIAL – ELECT WIRING BUNDLE TO BODY S/RAIL
- BH BRACE TORQUE BOX RT -
- BH BRACE TORQUE BOX LT
  - BK REINF TAPPING PLATE HOOD HINGE ATT
  - BL BRACKET PROP ROD RT -
  - BL BRACKET PROP ROD LT –
  - BM BAR HEADLAMP RT -
- BM BAR HEADLAMP LT –

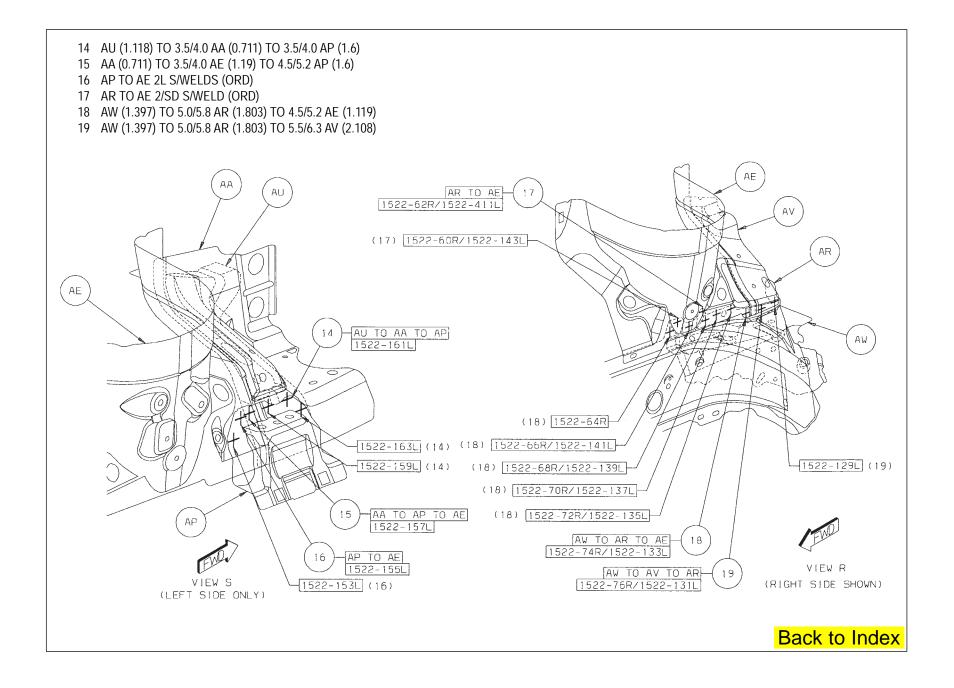
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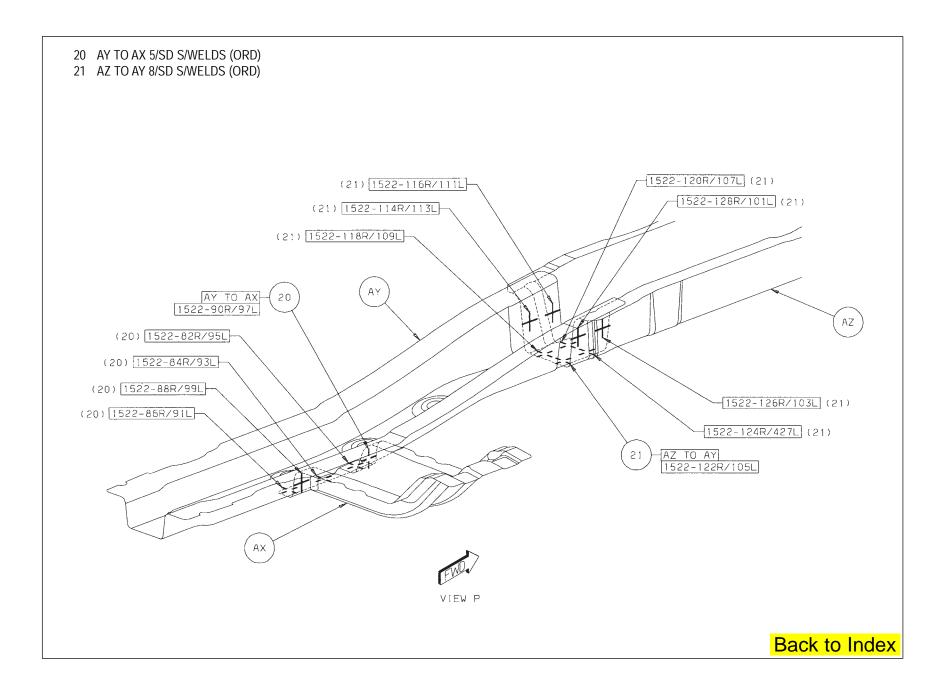


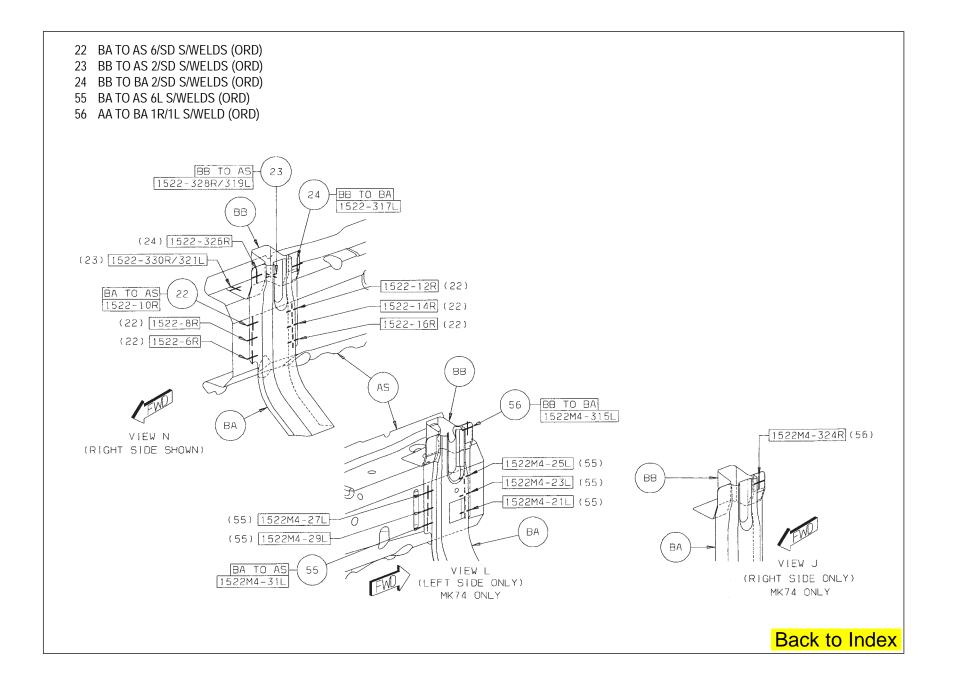


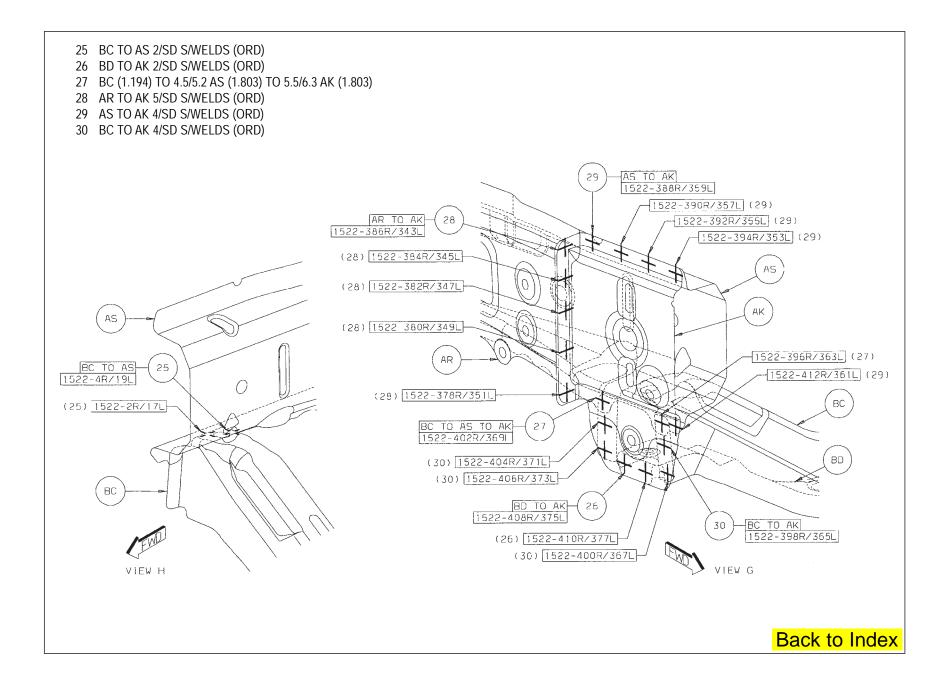


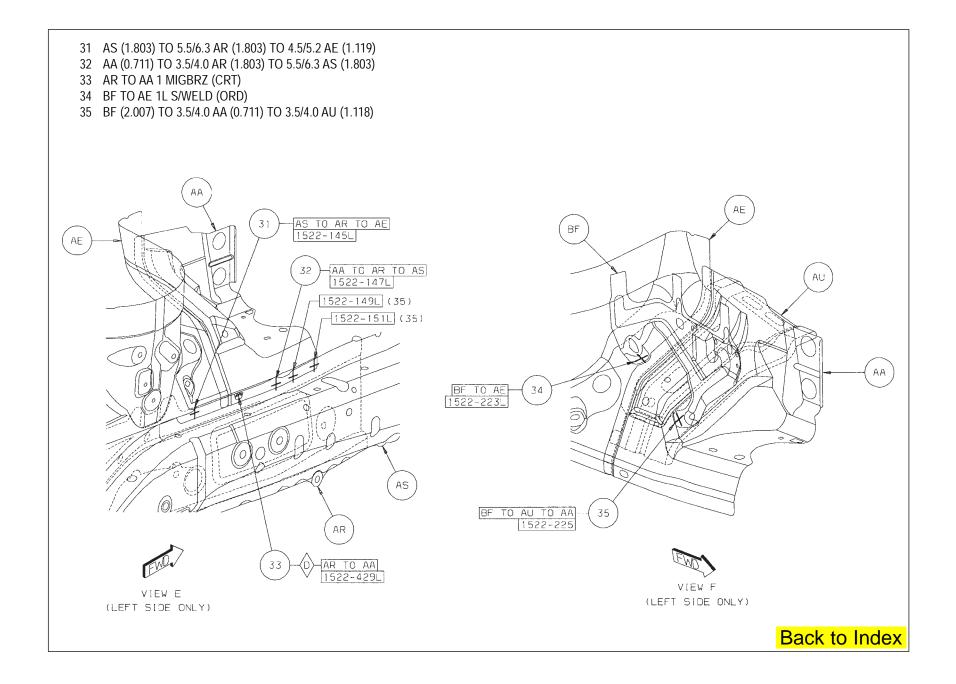


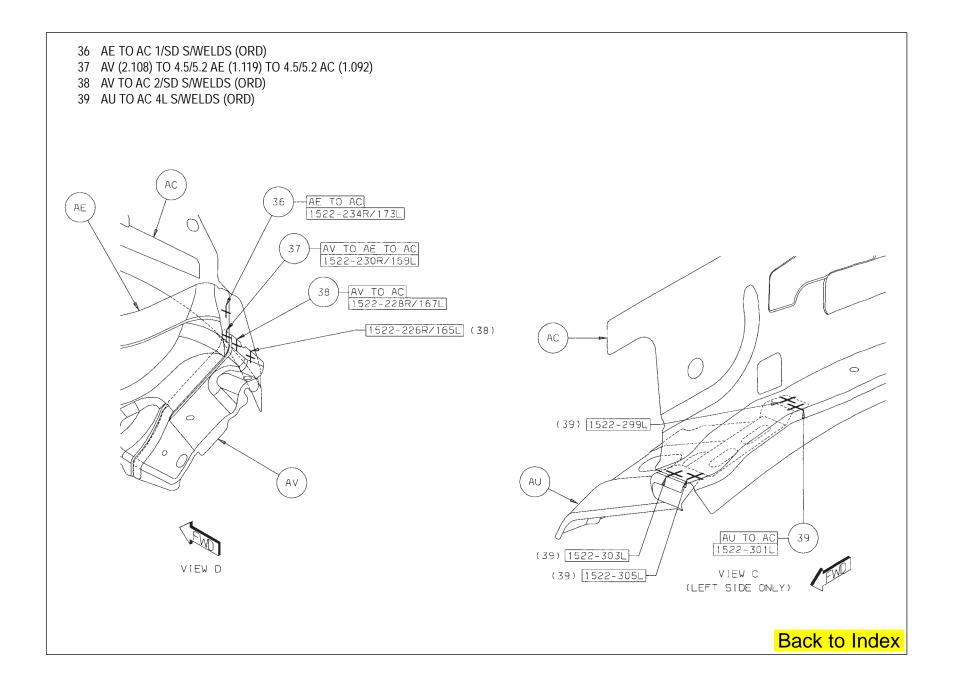


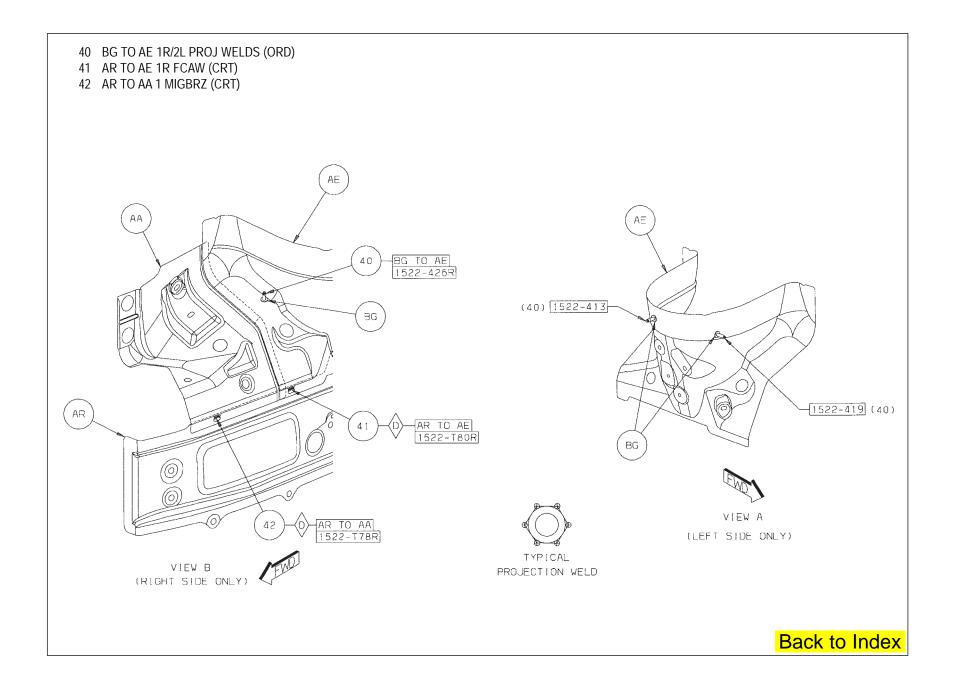


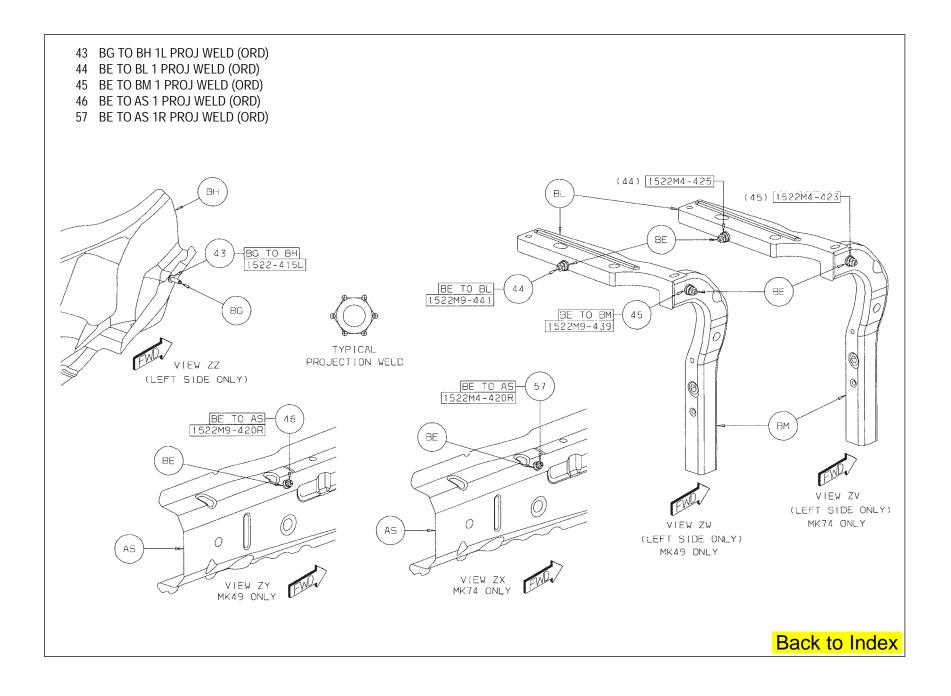


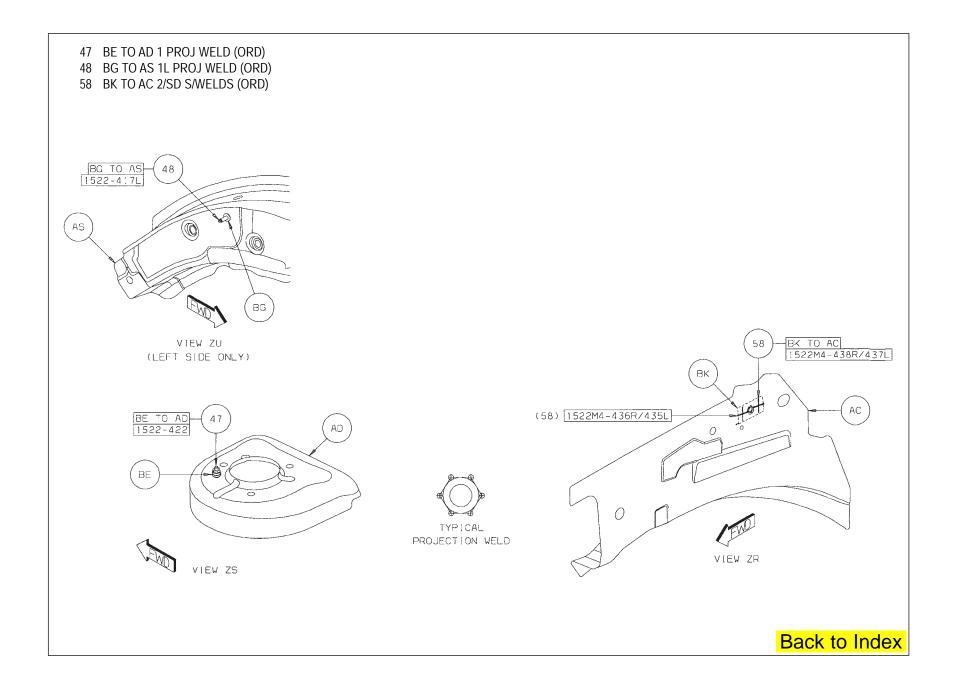


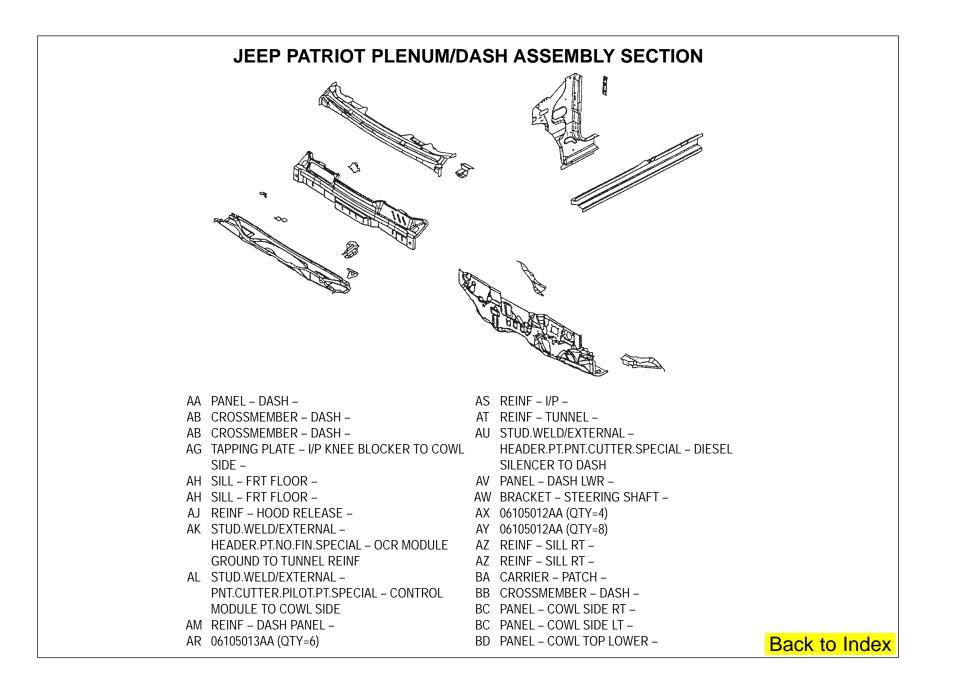


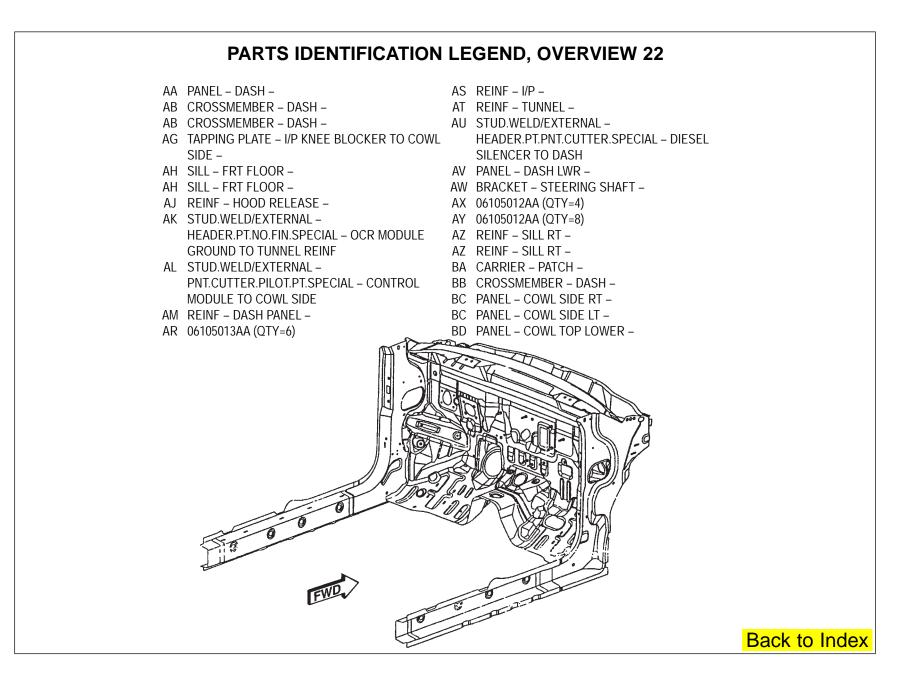


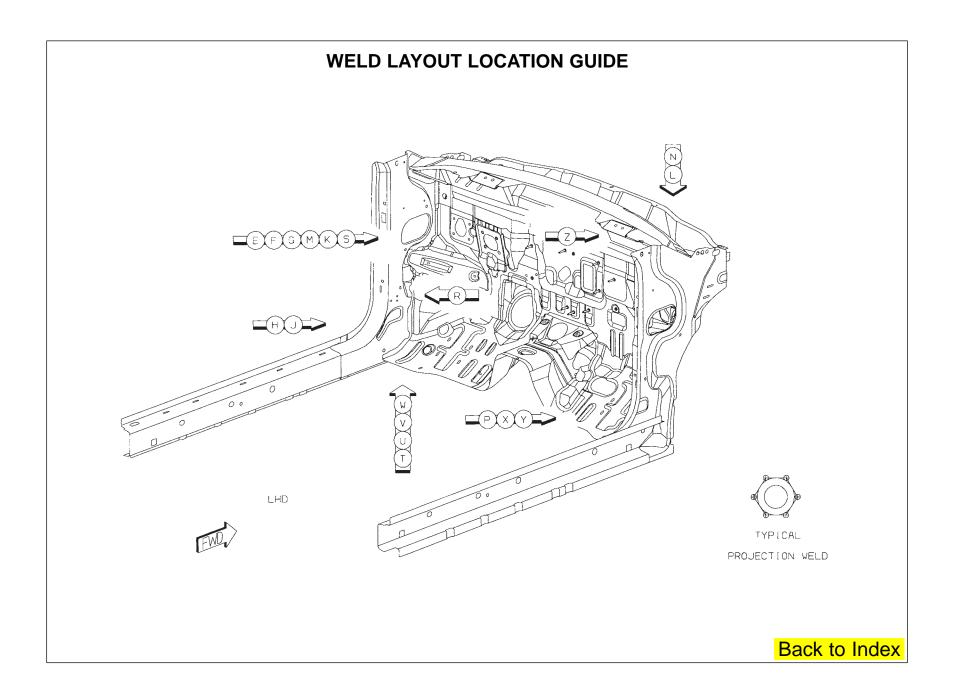


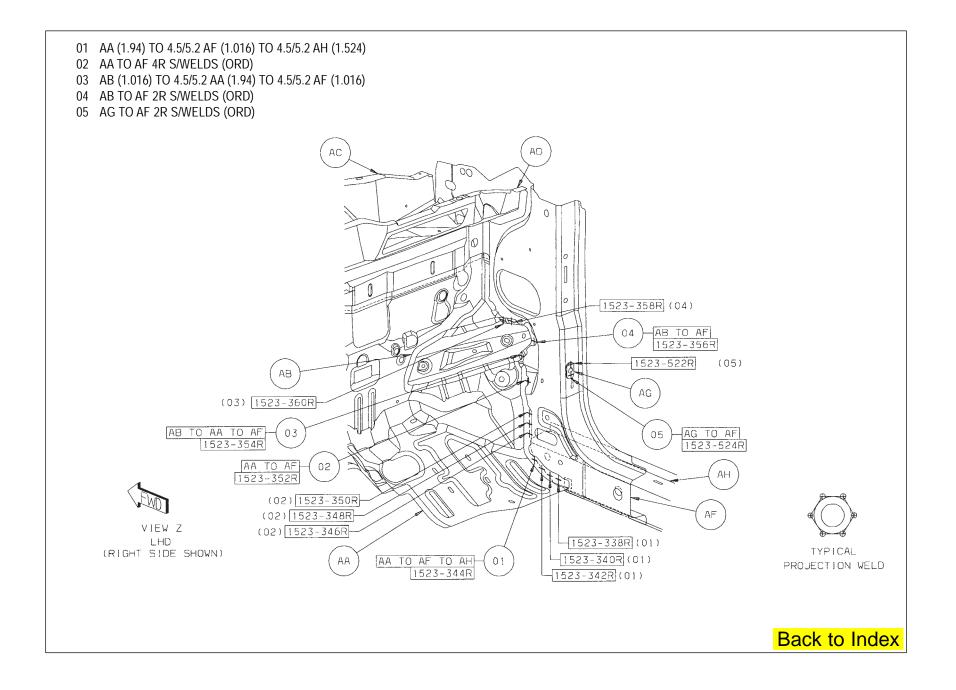


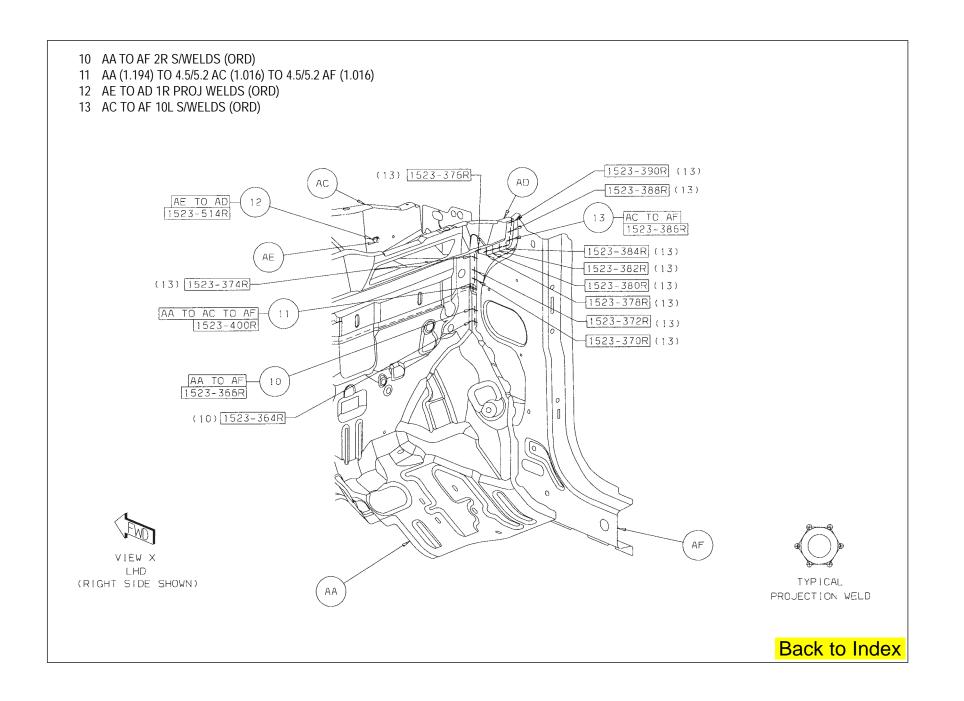


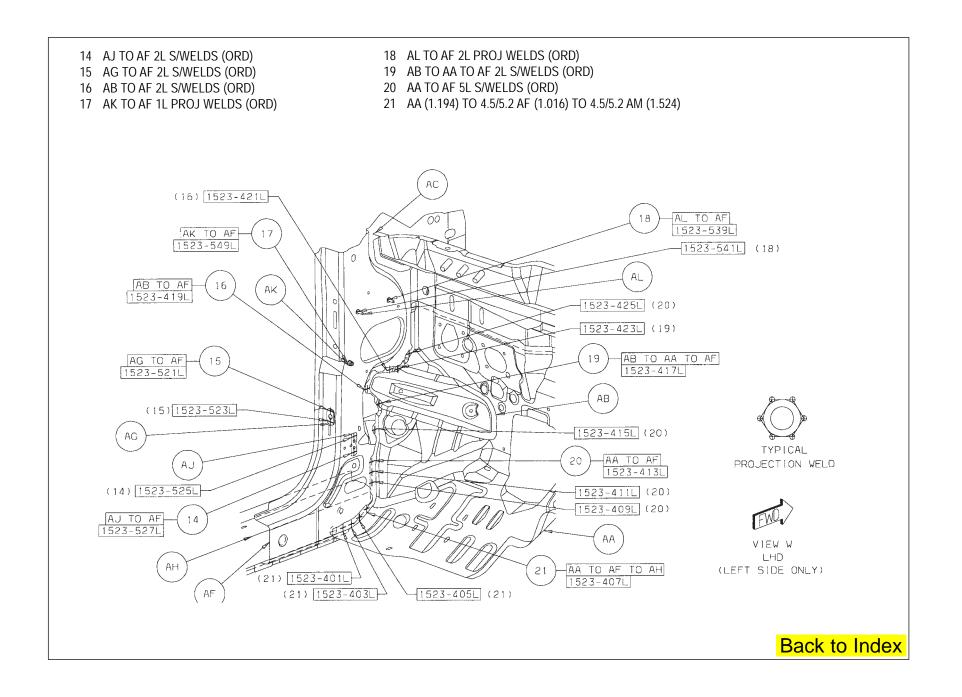


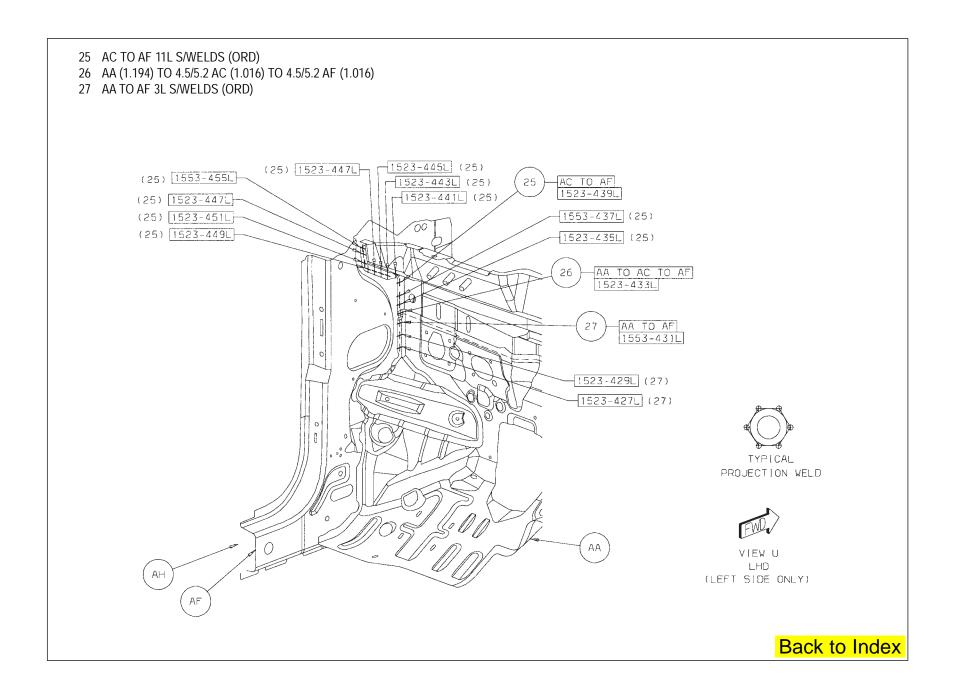


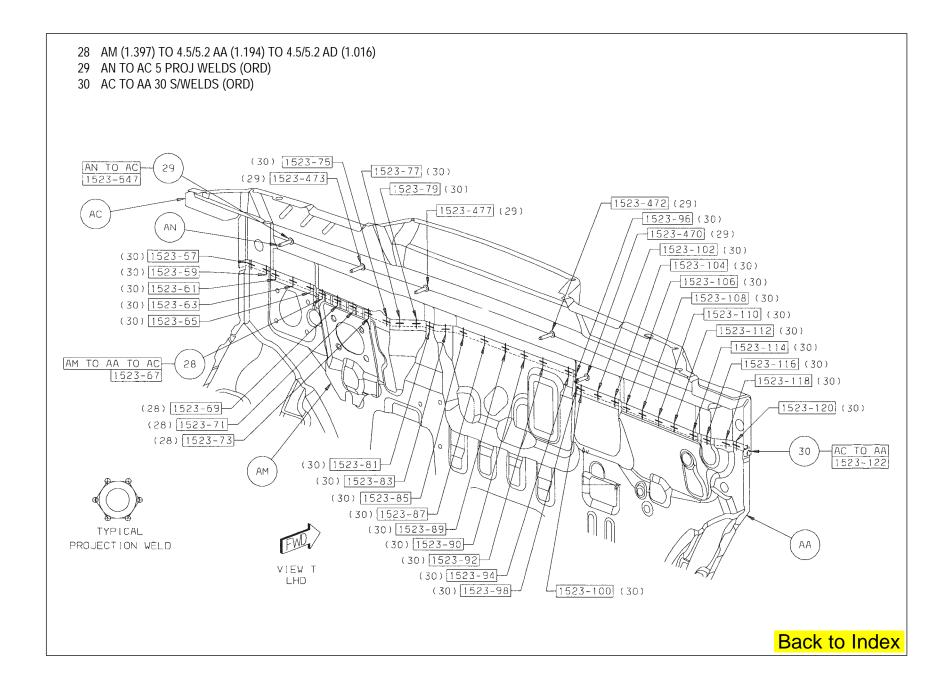


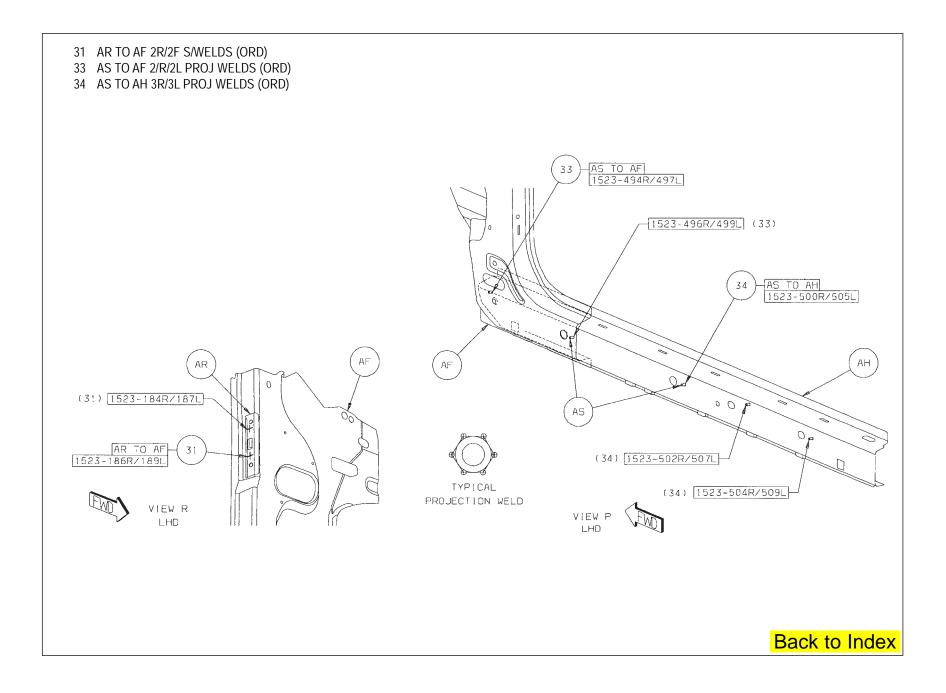


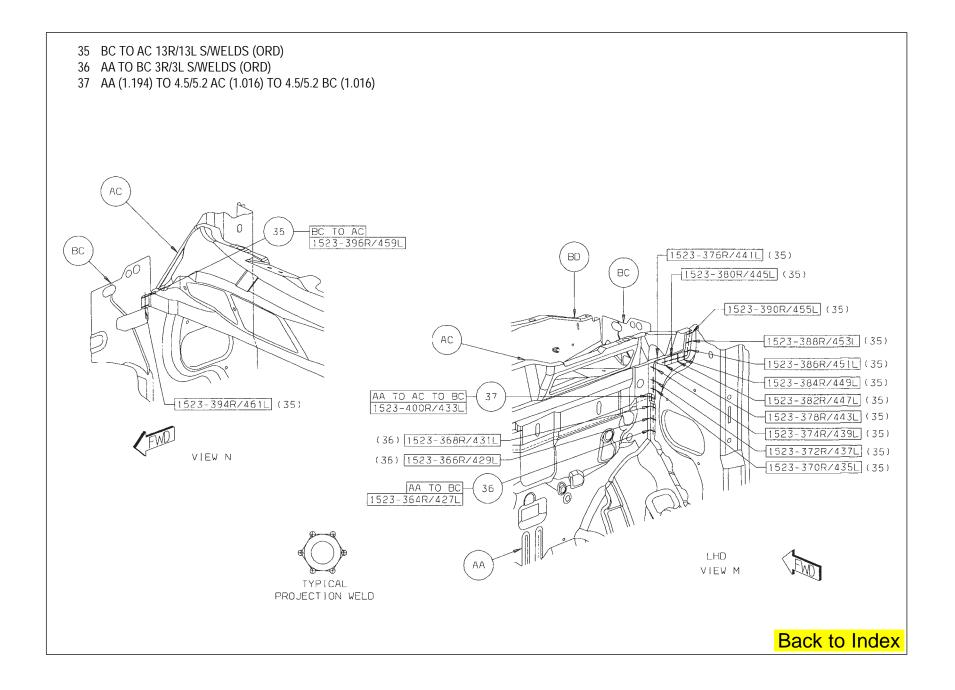


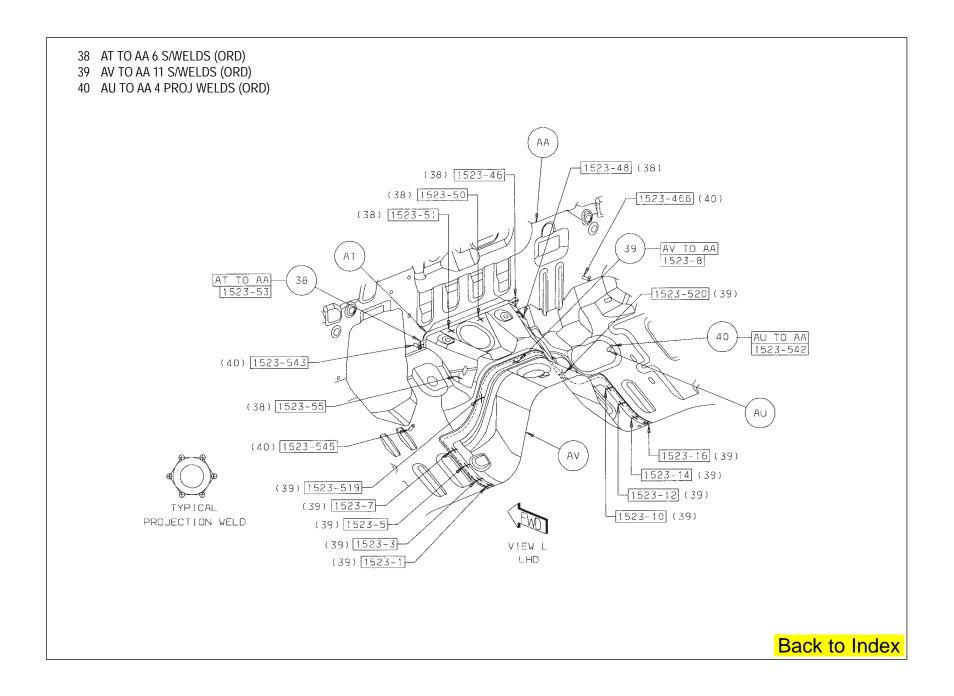


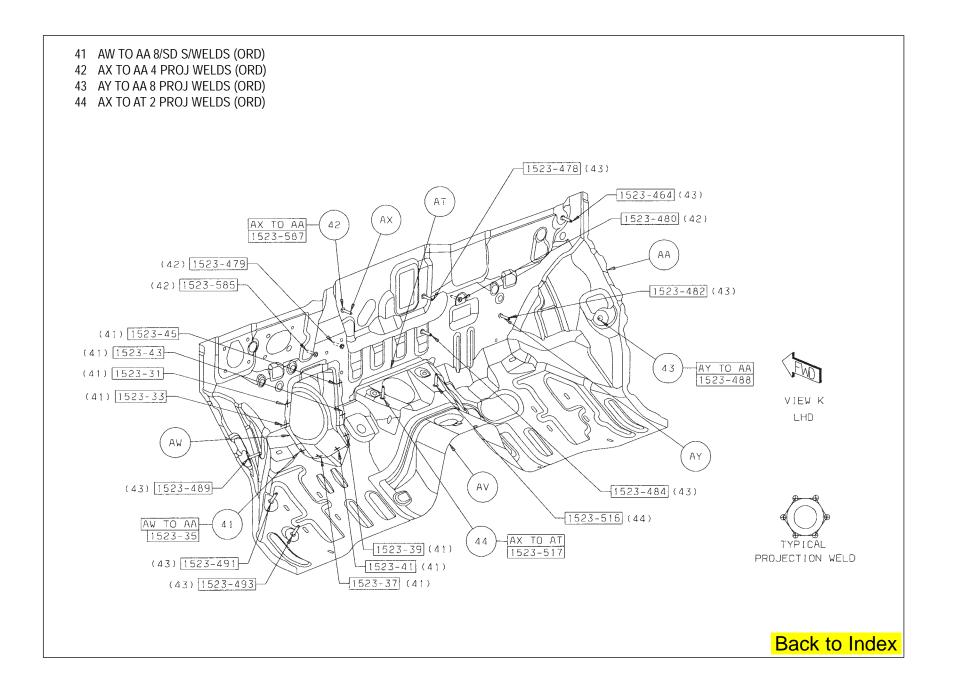


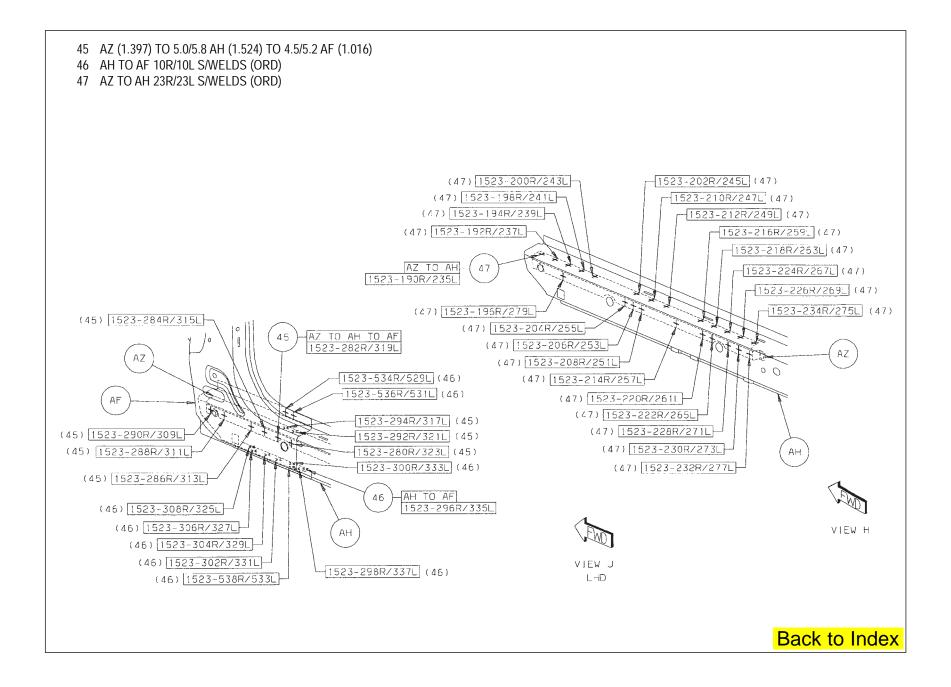


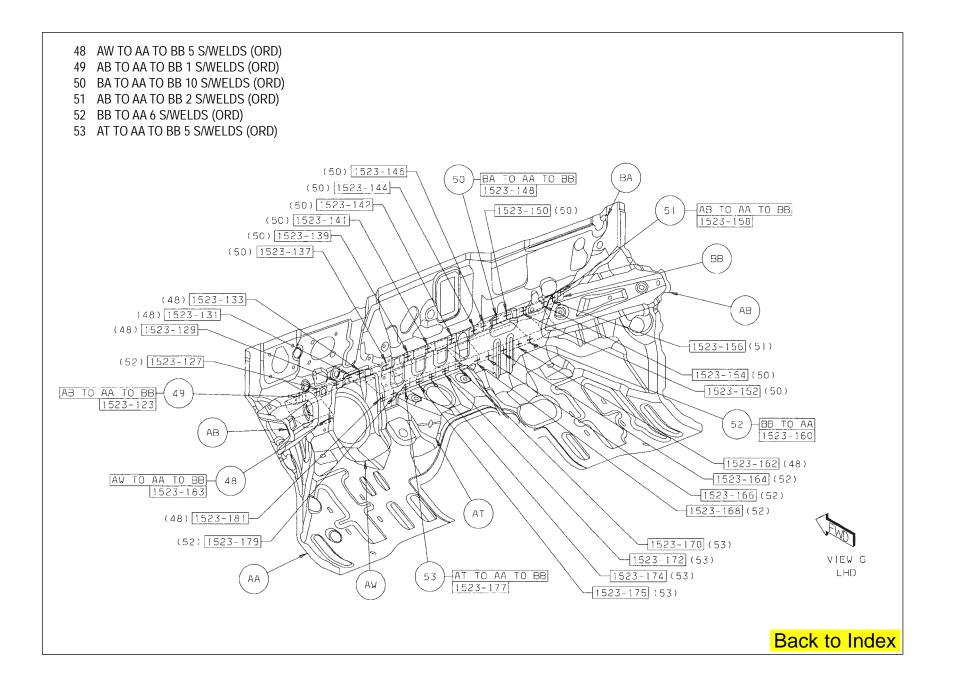


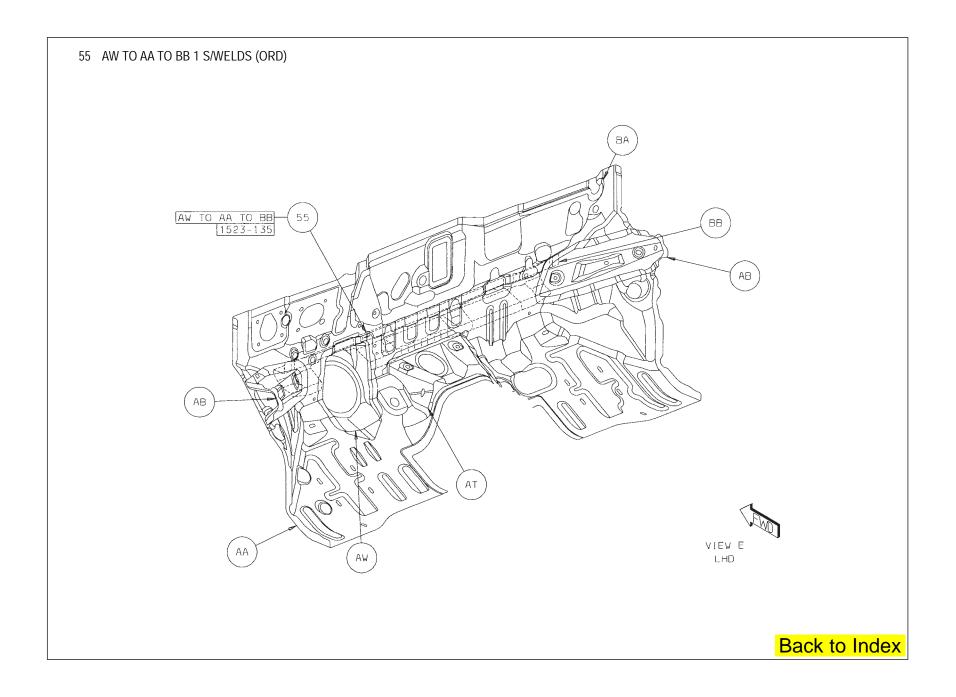


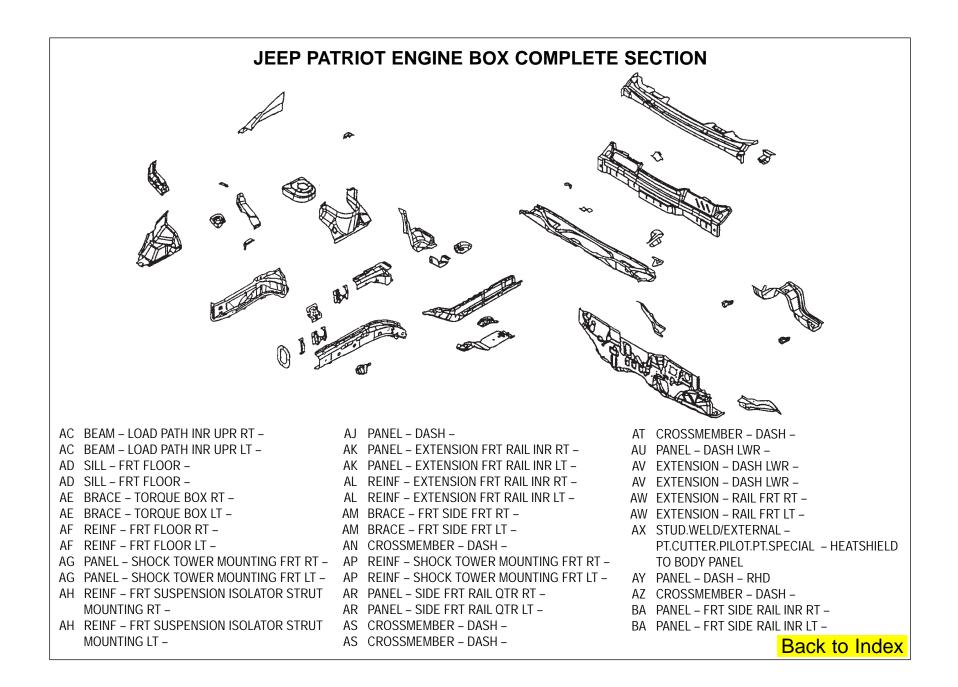










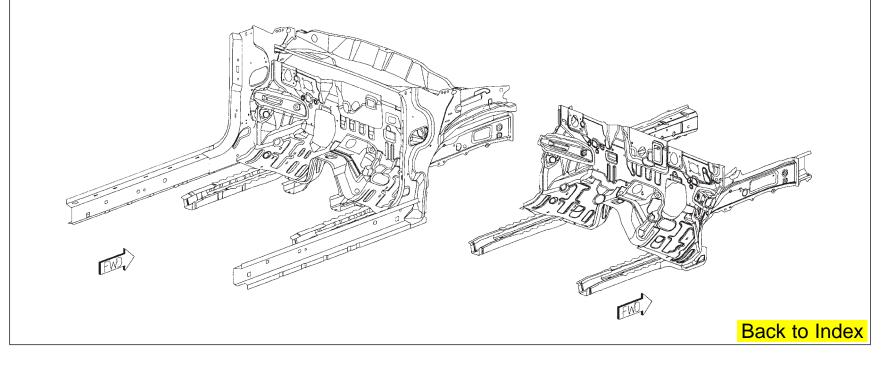


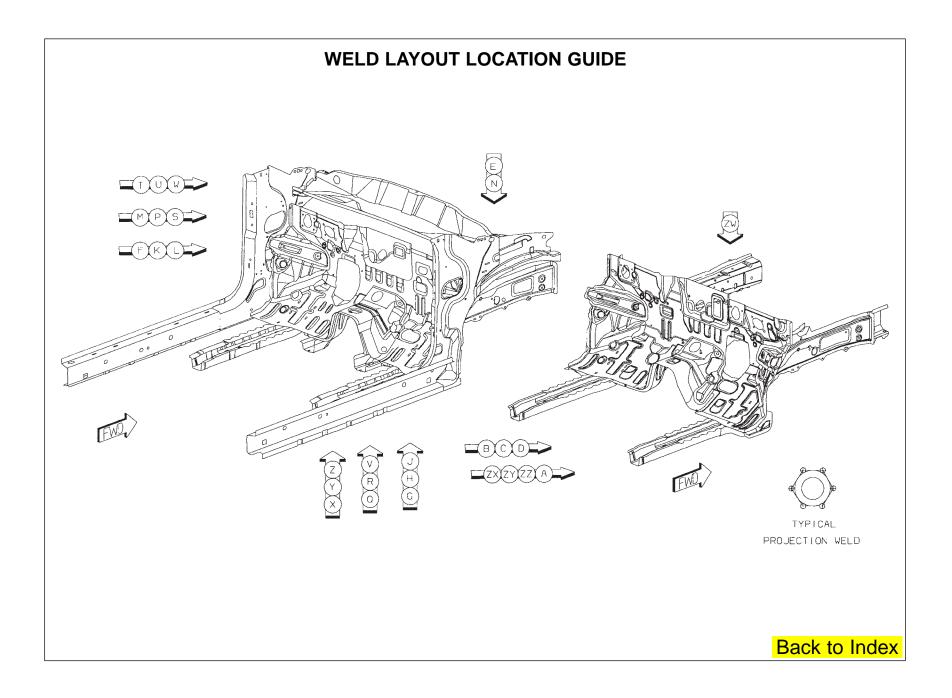
## **PARTS IDENTIFICATION LEGEND, OVERVIEW 23**

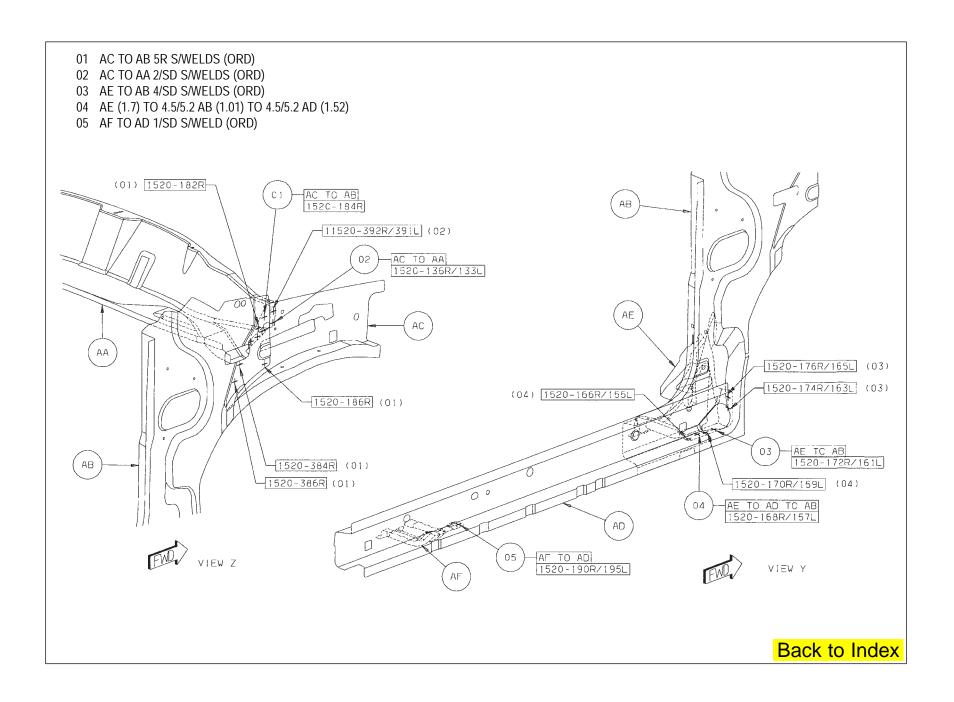
AC BEAM - LOAD PATH INR UPR RT -AC BEAM – LOAD PATH INR UPR LT – AD SILL - FRT FLOOR -AD SILL - FRT FLOOR -AE BRACE – TORQUE BOX RT – AE BRACE – TORQUE BOX LT – AF REINF - FRT FLOOR RT -AF REINF – FRT FLOOR LT – AG PANEL – SHOCK TOWER MOUNTING FRT RT – AP REINF – SHOCK TOWER MOUNTING FRT RT – AG PANEL – SHOCK TOWER MOUNTING FRT LT – AP REINF – SHOCK TOWER MOUNTING FRT LT – AH REINF - FRT SUSPENSION ISOLATOR STRUT AR PANEL - SIDE FRT RAIL QTR RT -MOUNTING RT -AH REINF – FRT SUSPENSION ISOLATOR STRUT AS CROSSMEMBER – DASH – MOUNTING LT -

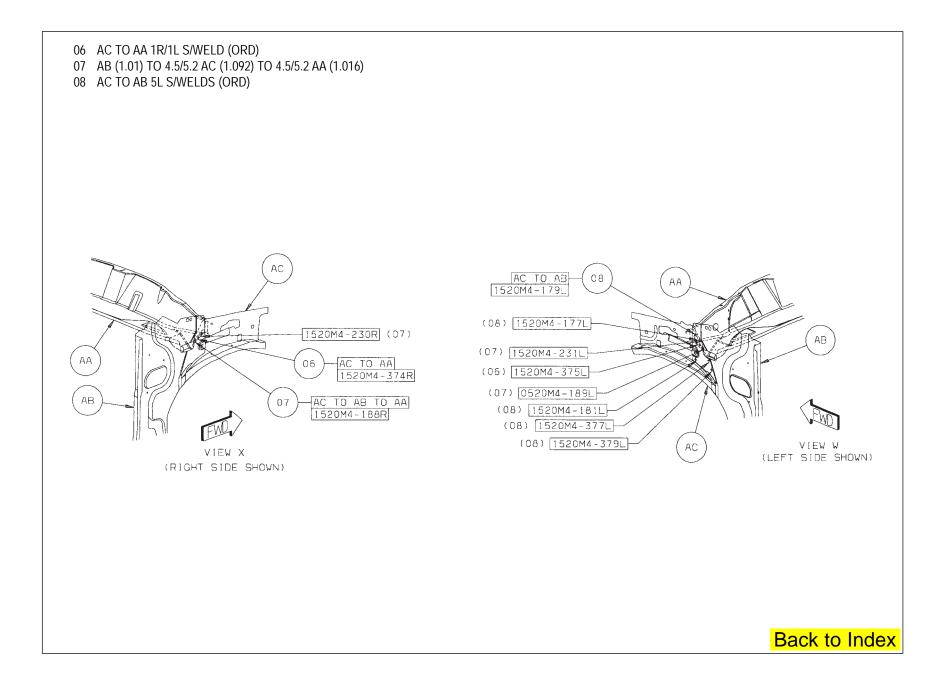
AJ PANEL – DASH – AK PANEL – EXTENSION FRT RAIL INR RT – AK PANEL – EXTENSION FRT RAIL INR LT – AL REINF - EXTENSION FRT RAIL INR RT -AL REINF – EXTENSION FRT RAIL INR LT – AM BRACE – FRT SIDE FRT RT – AM BRACE – FRT SIDE FRT LT – AN CROSSMEMBER – DASH – AR PANEL – SIDE FRT RAIL QTR LT – AS CROSSMEMBER - DASH -

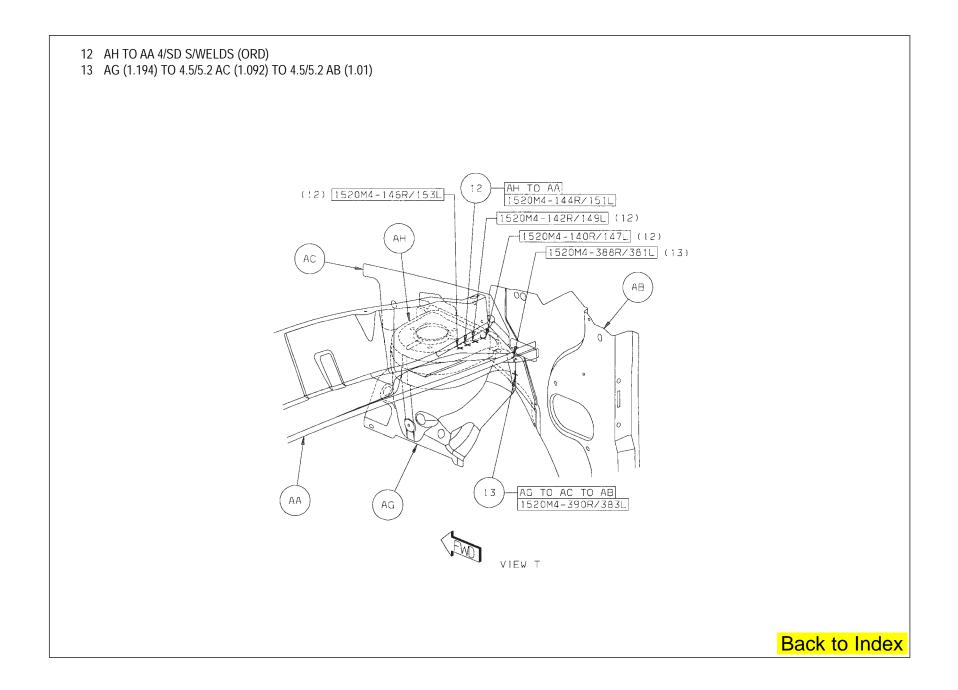
- AT CROSSMEMBER DASH -
- AU PANEL DASH LWR -
- AV EXTENSION DASH LWR -
- AV EXTENSION DASH LWR -
- AW EXTENSION RAIL FRT RT -
- AW EXTENSION RAIL FRT LT -
- AX STUD.WELD/EXTERNAL -
- PT.CUTTER.PILOT.PT.SPECIAL HEATSHIELD TO BODY PANEL
- AY PANEL DASH RHD
- AZ CROSSMEMBER DASH -
- BA PANEL FRT SIDE RAIL INR RT -
- BA PANEL FRT SIDE RAIL INR LT -

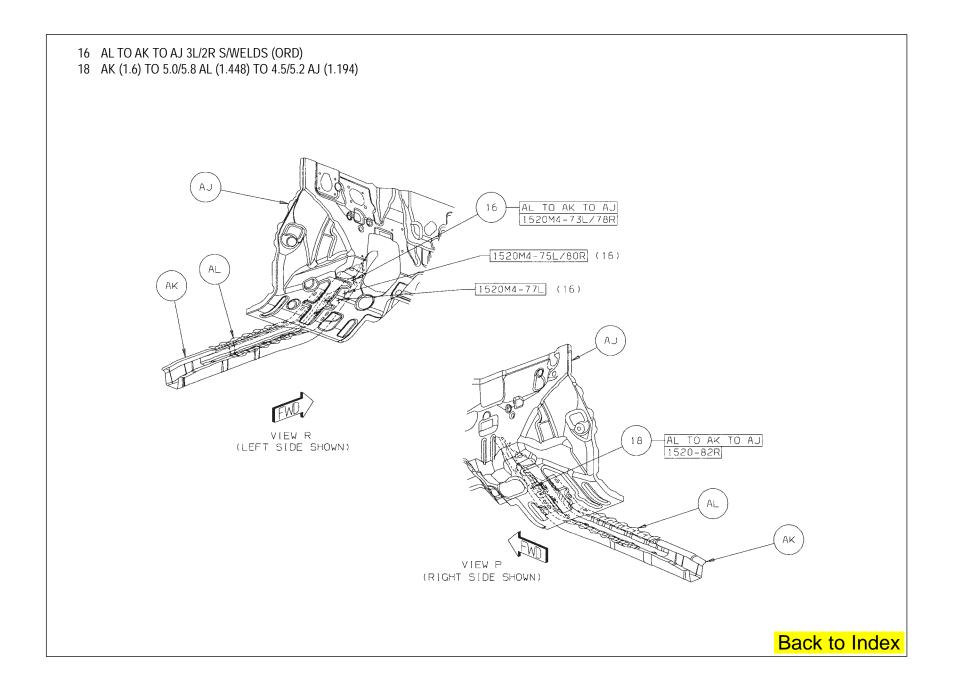


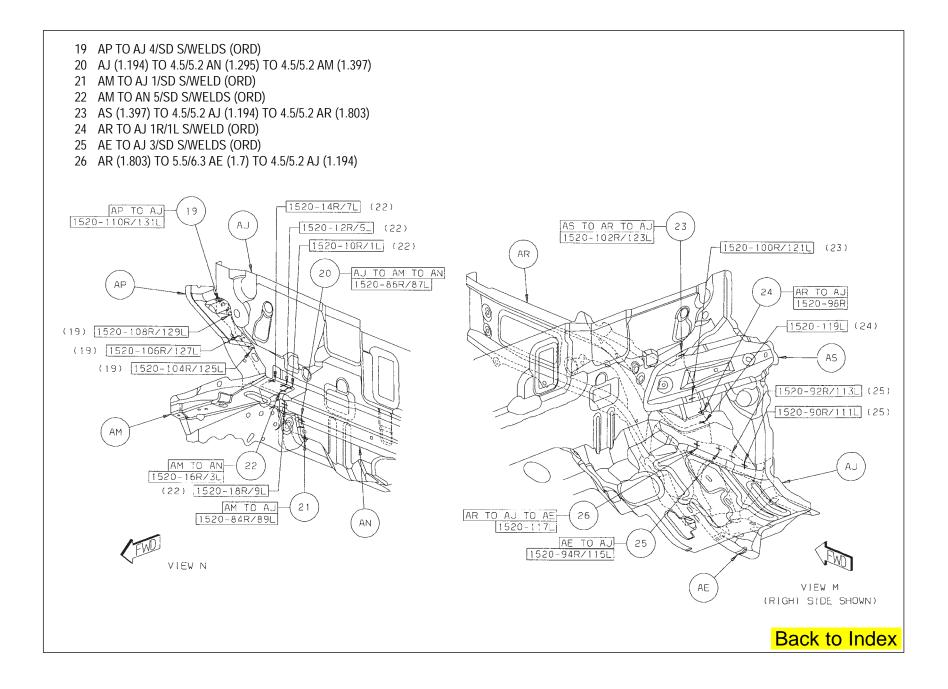


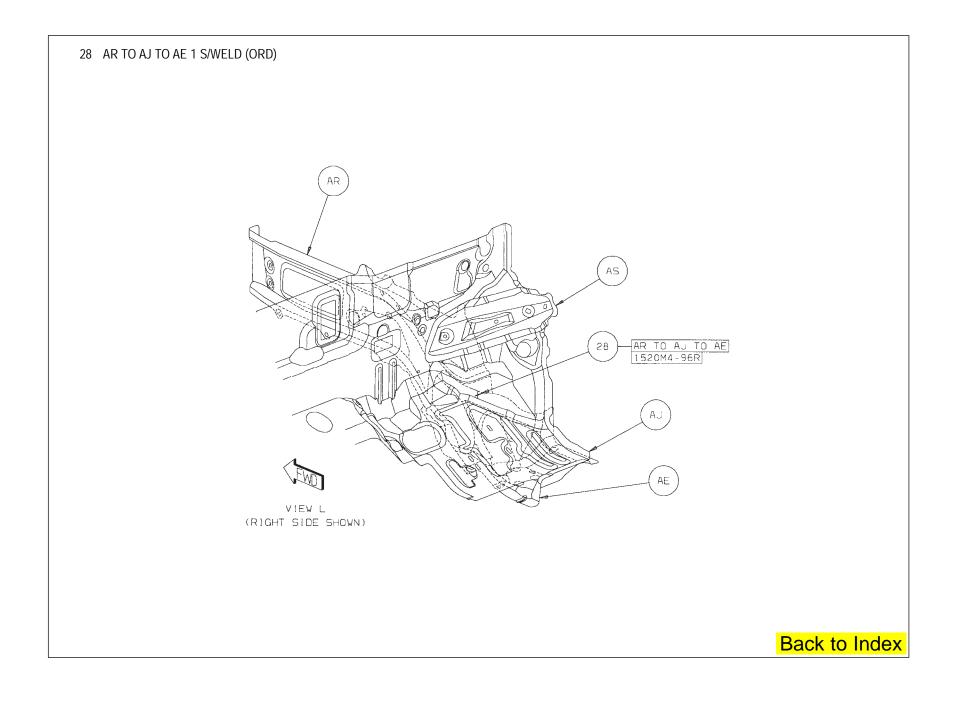


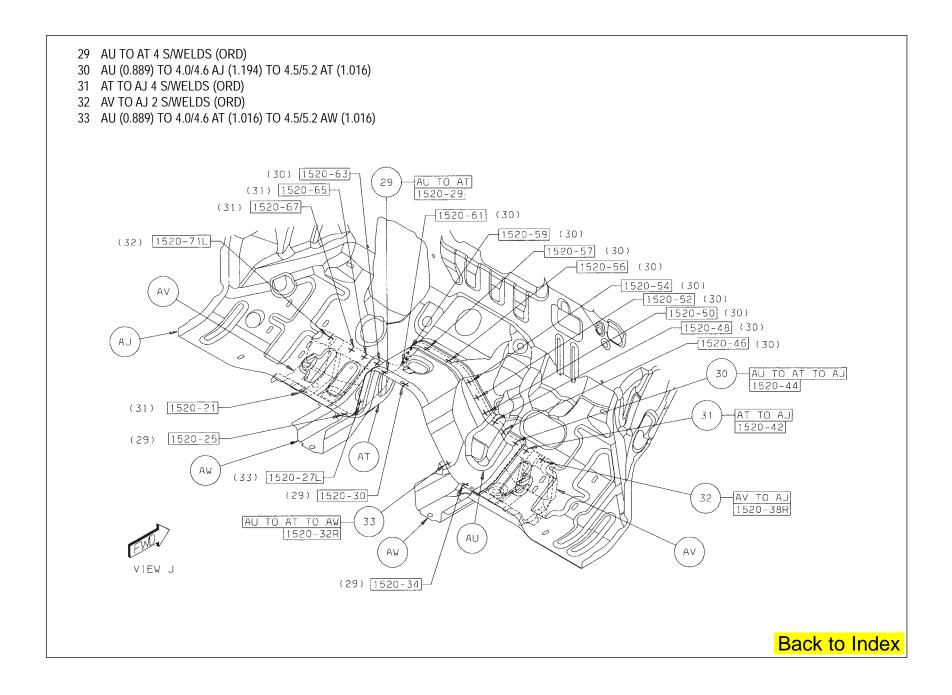


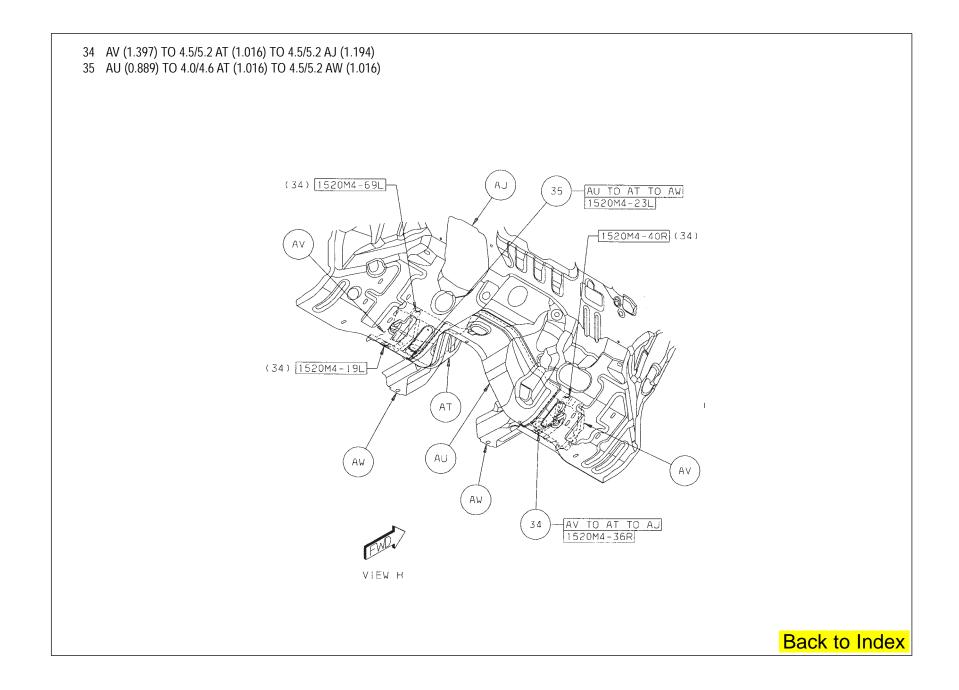


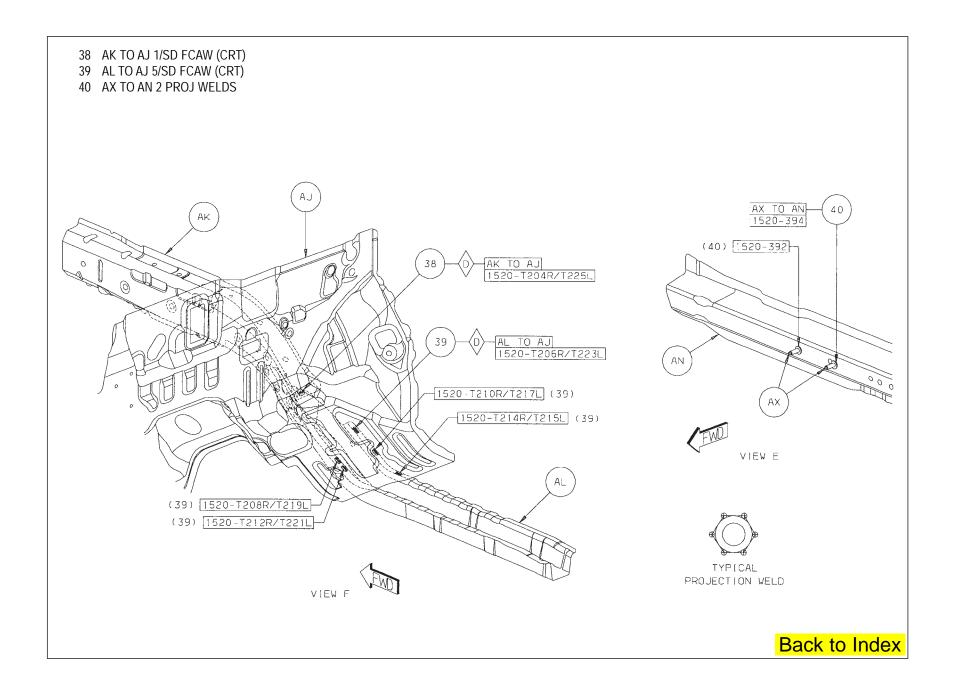


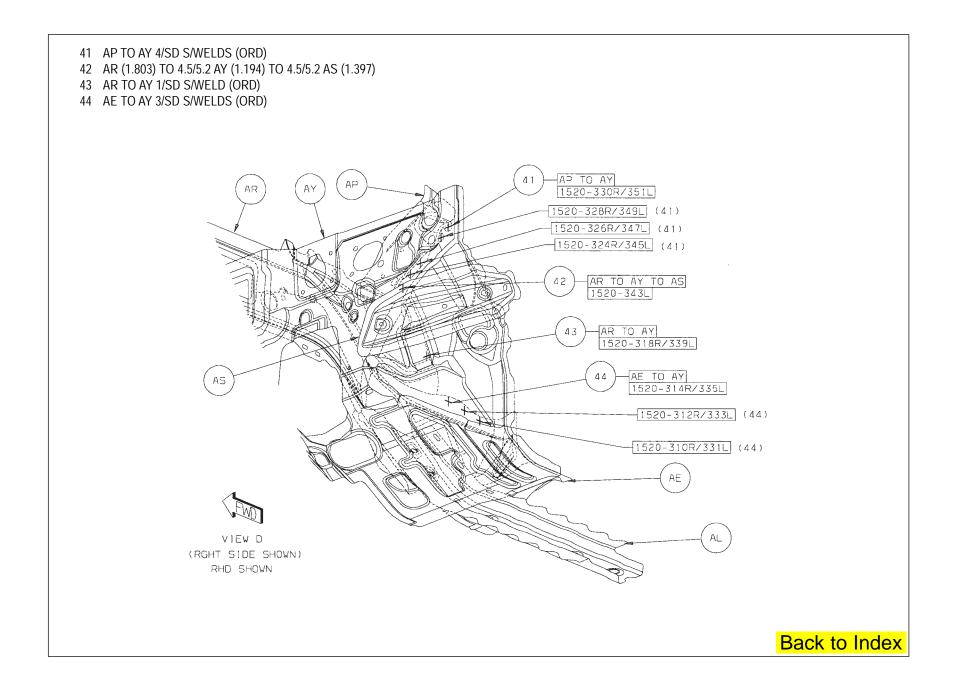


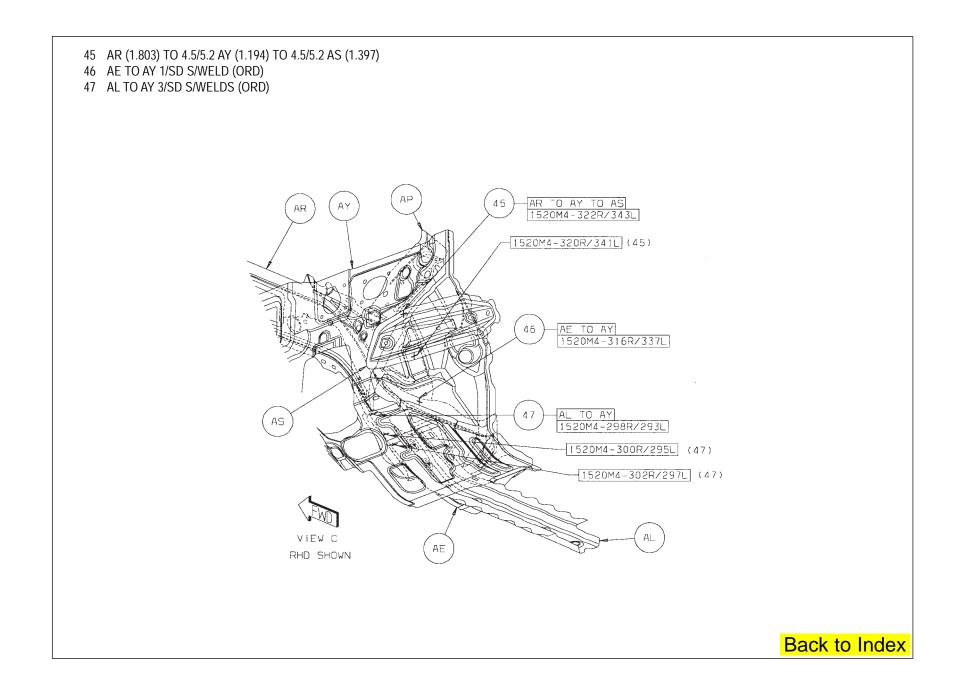


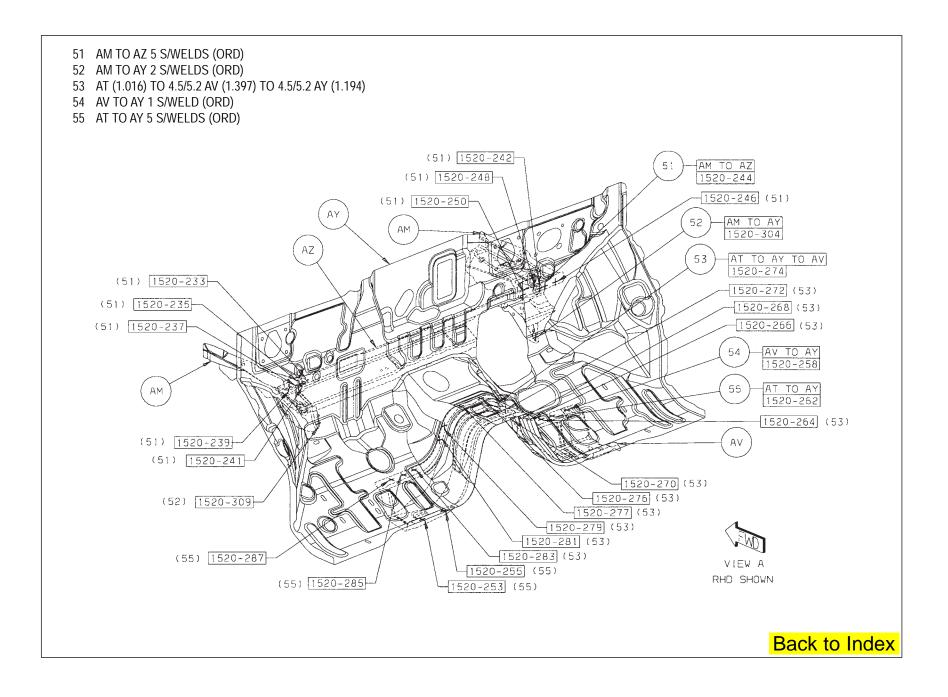


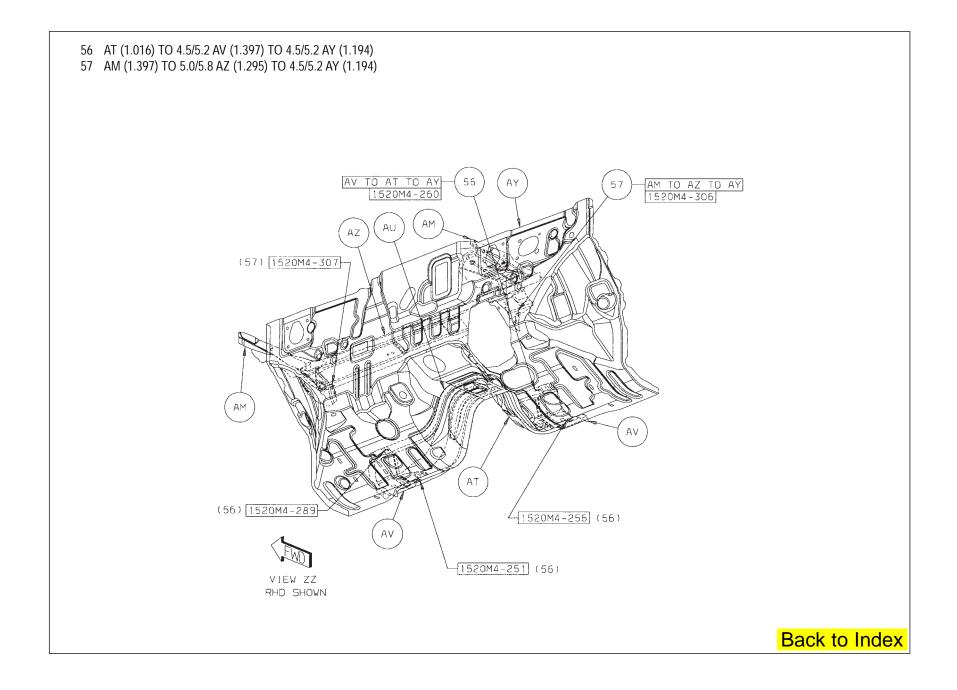


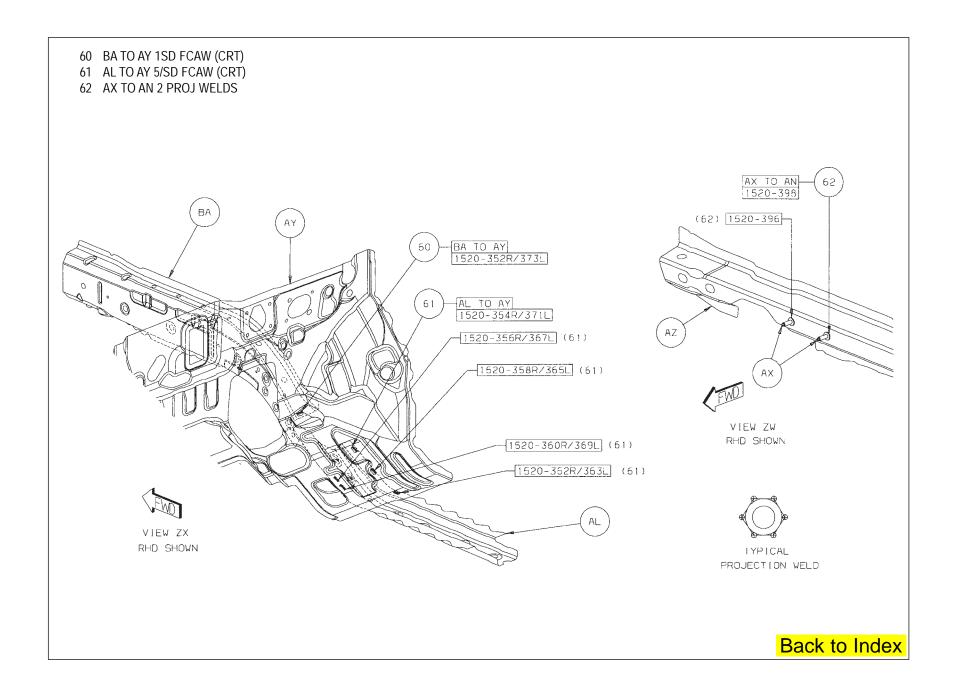


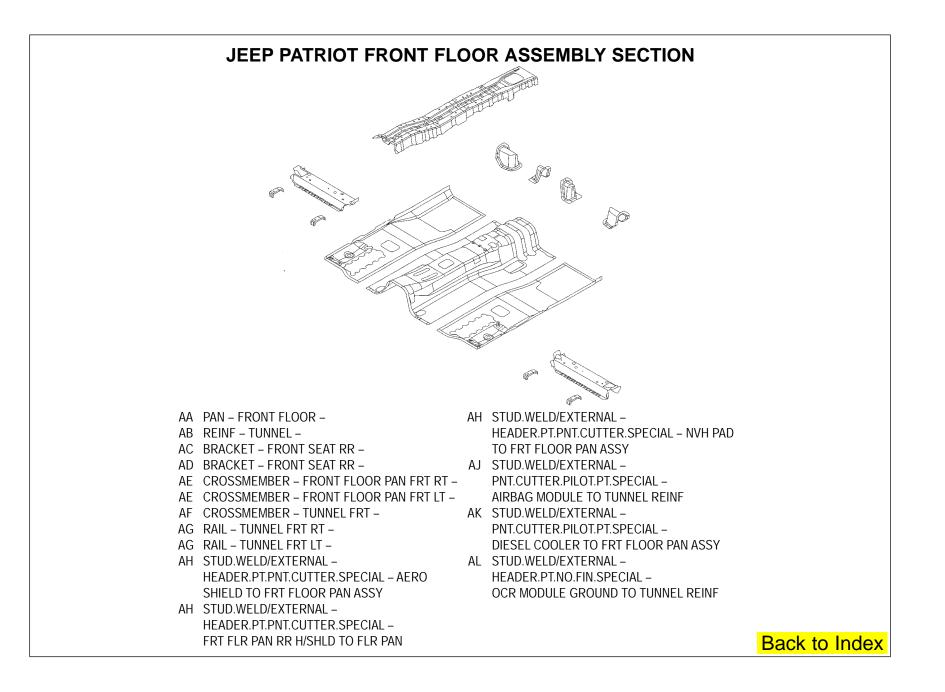


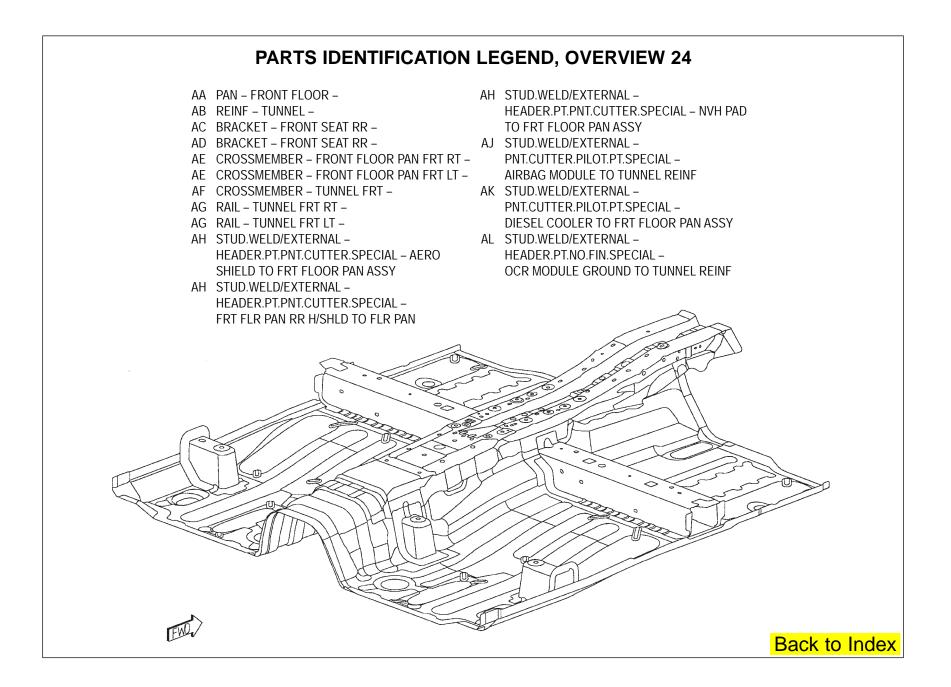


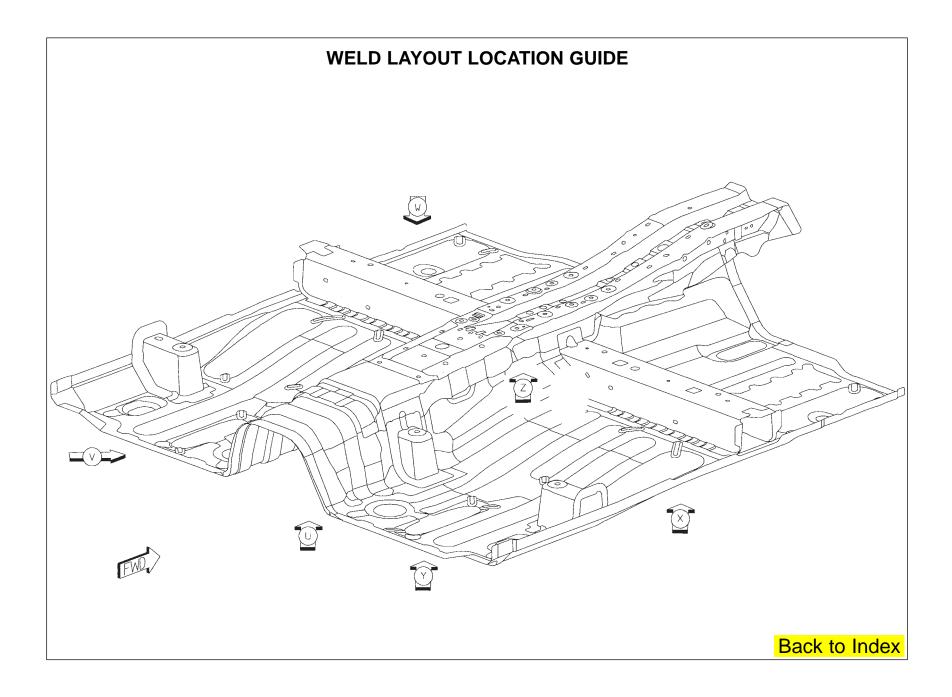


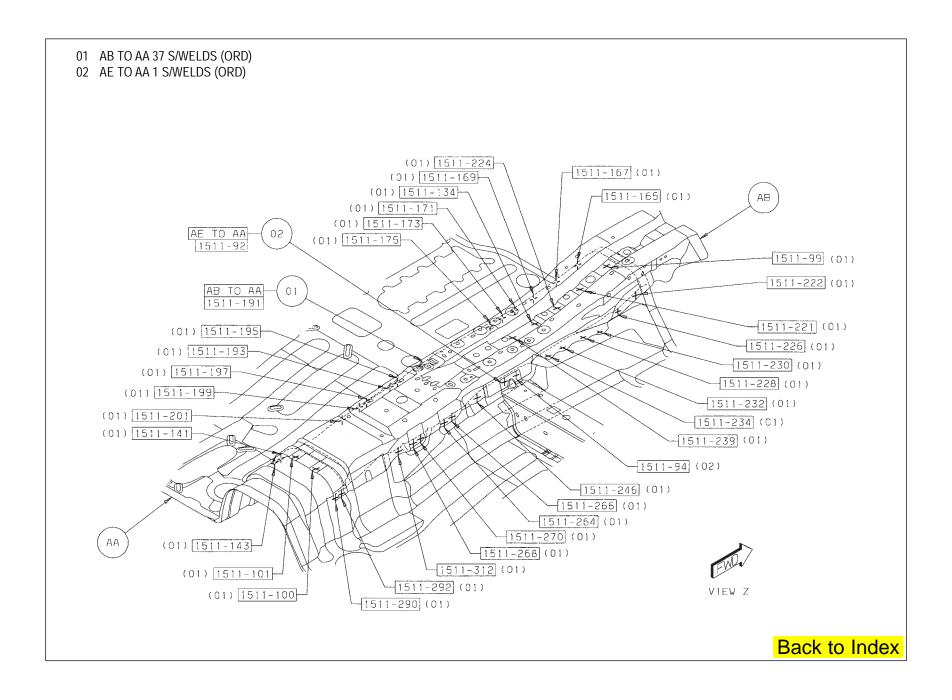


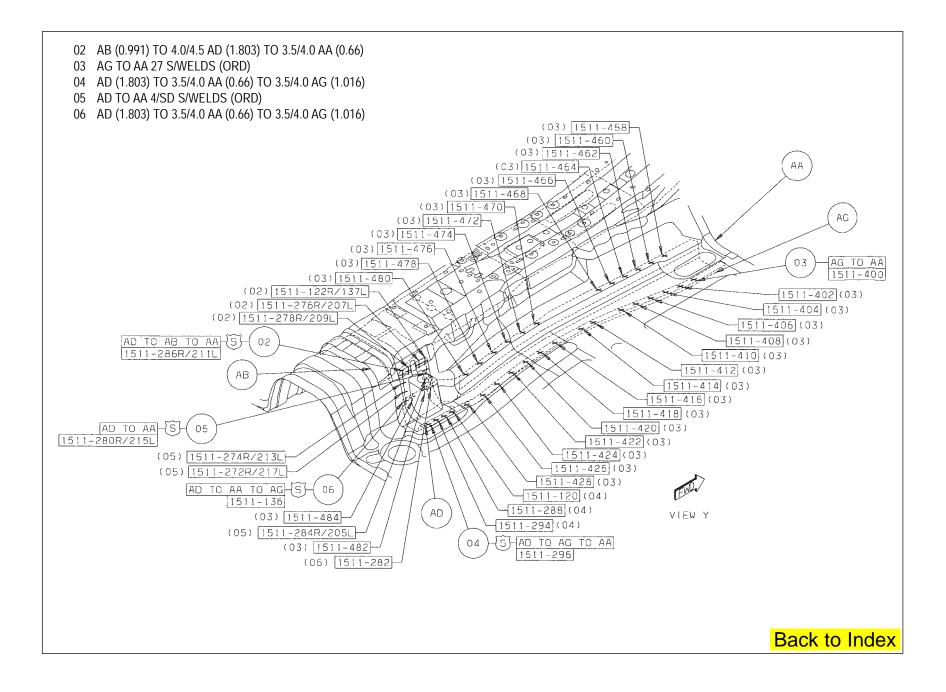


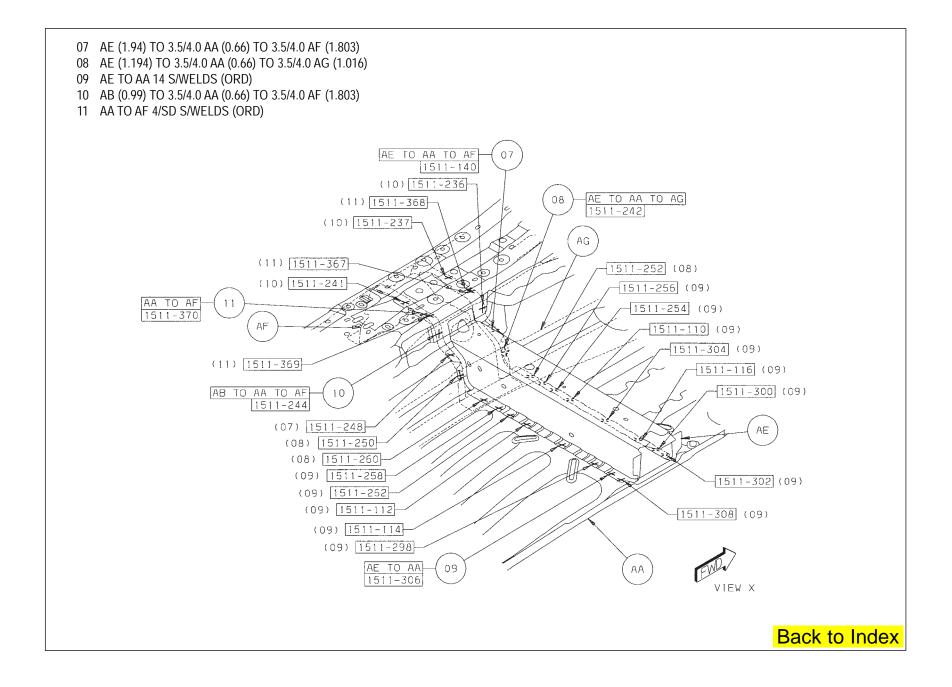


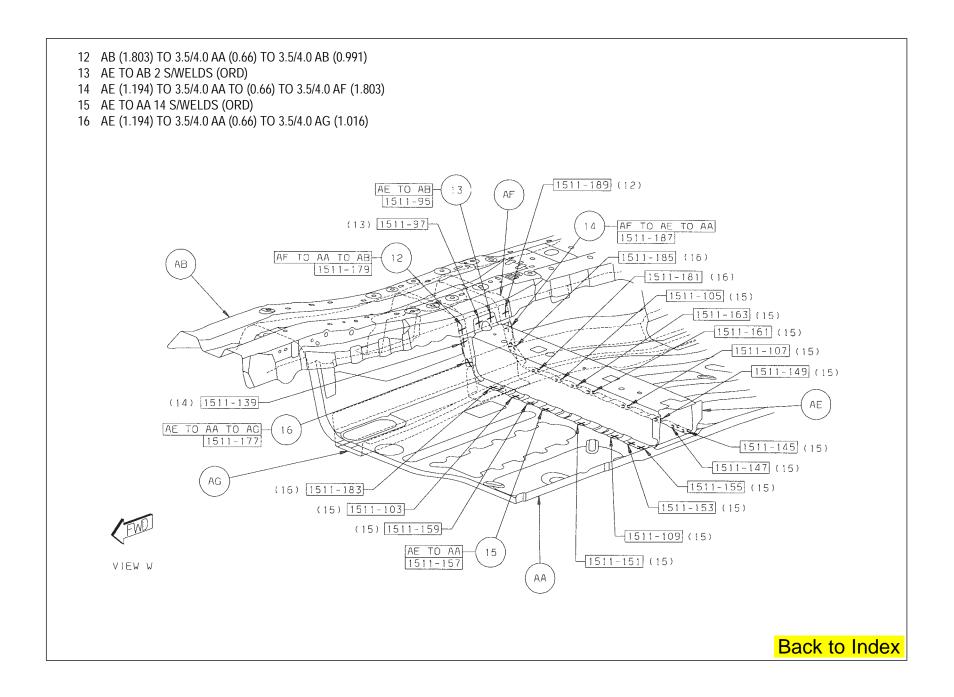


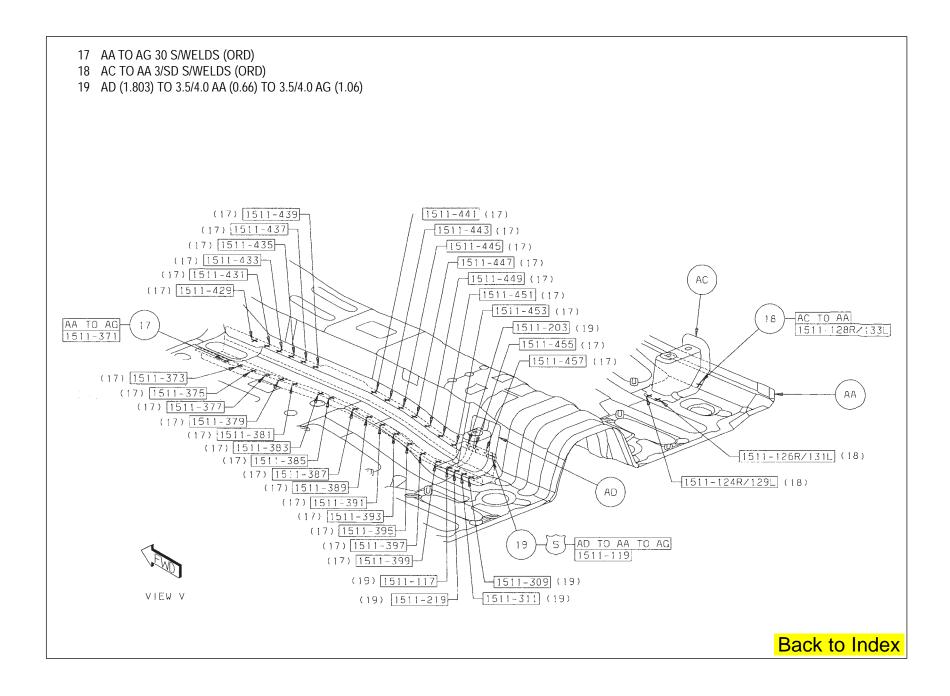


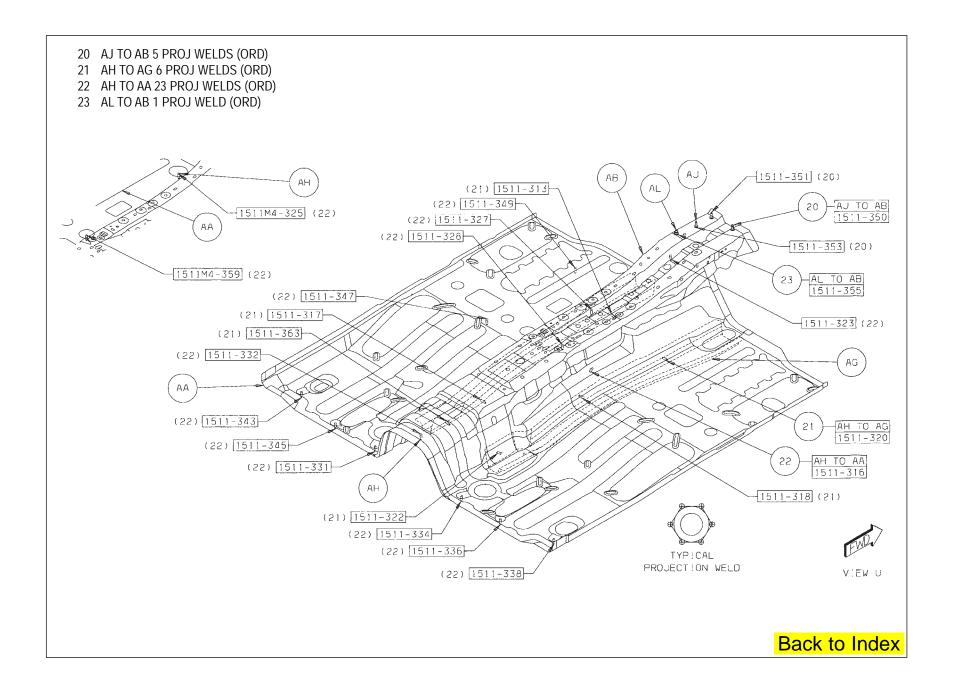


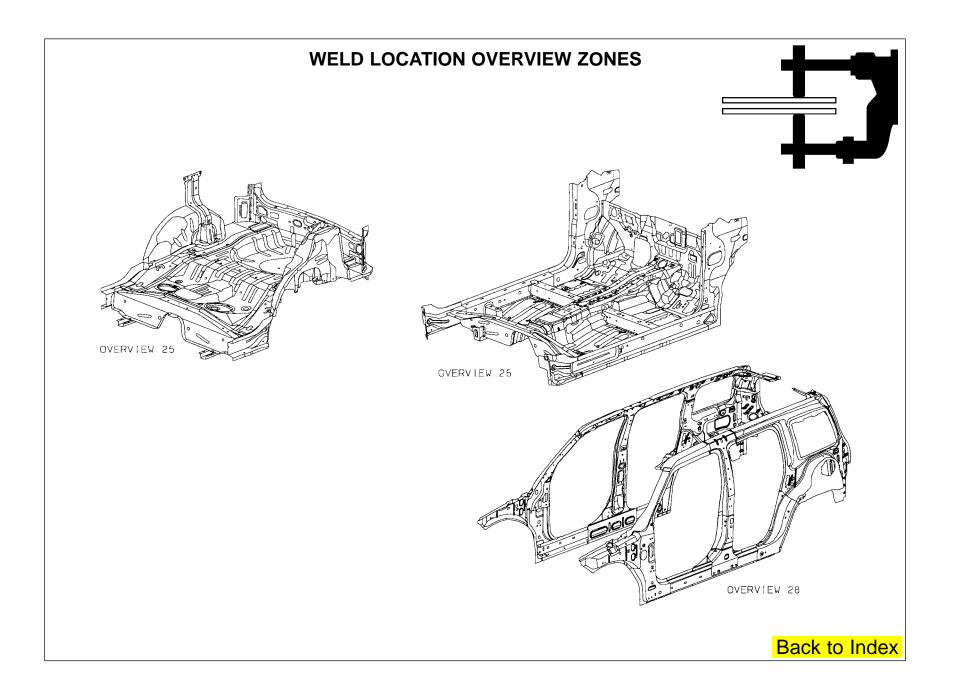


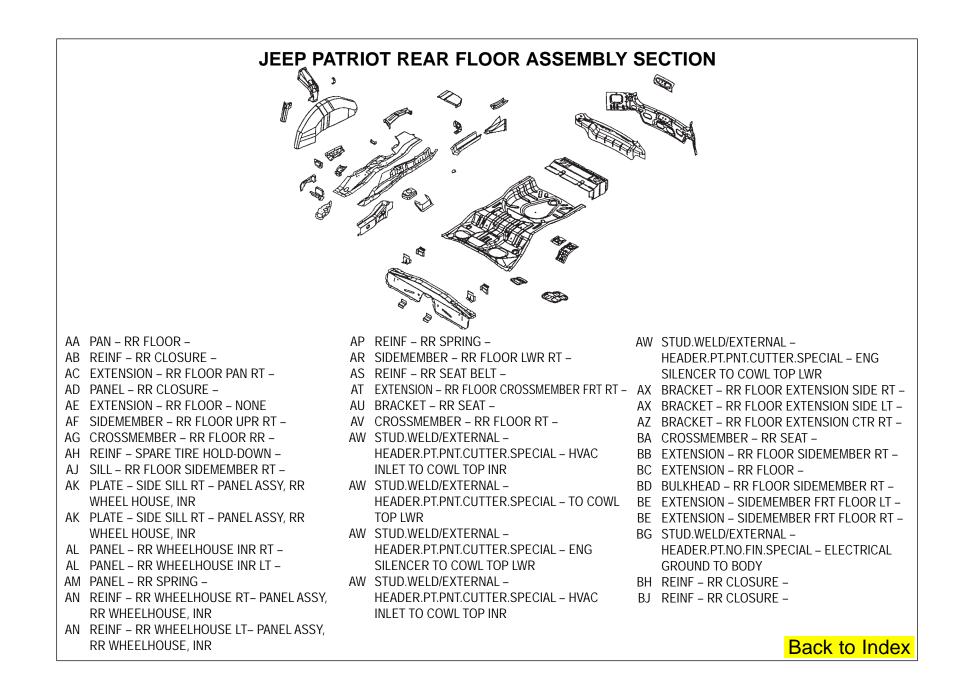












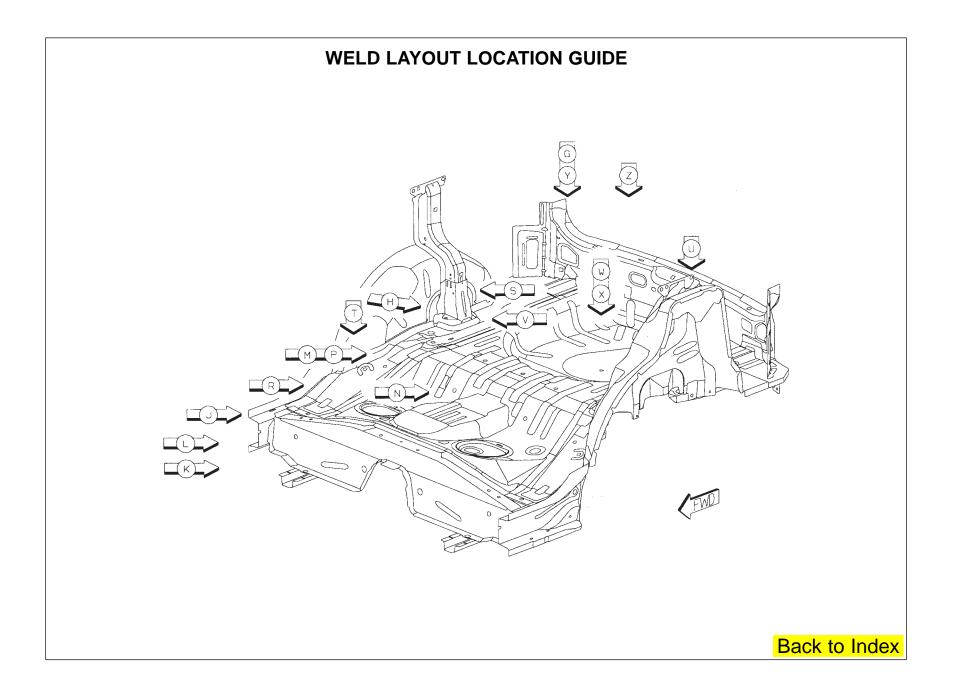
## **PARTS IDENTIFICATION LEGEND, OVERVIEW 25**

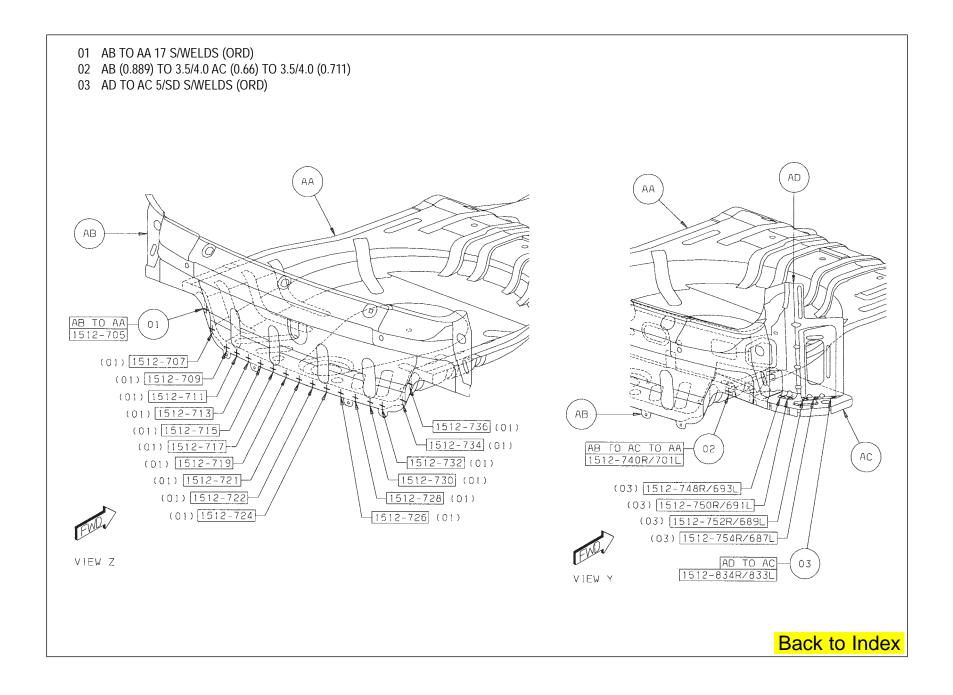
- AA PAN RR FLOOR -
- AB REINF RR CLOSURE -
- AC EXTENSION RR FLOOR PAN RT -
- AD PANEL RR CLOSURE -
- AE EXTENSION RR FLOOR NONE
- AF SIDEMEMBER RR FLOOR UPR RT -
- AG CROSSMEMBER RR FLOOR RR -
- AH REINF SPARE TIRE HOLD-DOWN -
- AJ SILL RR FLOOR SIDEMEMBER RT -
- AK PLATE SIDE SILL RT PANEL ASSY, RR WHEEL HOUSE, INR
- AK PLATE SIDE SILL RT PANEL ASSY, RR WHEEL HOUSE, INR
- AL PANEL RR WHEELHOUSE INR RT -
- AL PANEL RR WHEELHOUSE INR LT -
- AM PANEL RR SPRING -
- AN REINF RR WHEELHOUSE RT- PANEL ASSY, **RR WHEELHOUSE, INR**
- AN REINF RR WHEELHOUSE LT- PANEL ASSY, **RR WHEELHOUSE, INR**

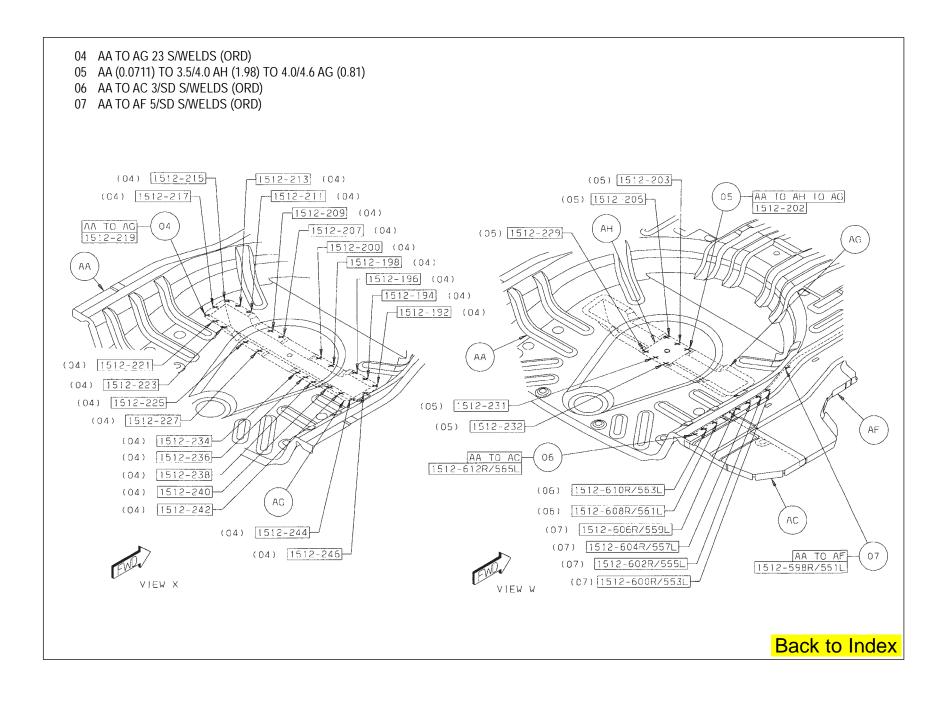
- AP REINF RR SPRING -
- AR SIDEMEMBER RR FLOOR LWR RT -
- AS REINF RR SEAT BELT -
- AU BRACKET RR SEAT -
- AV CROSSMEMBER RR FLOOR RT –
- AW STUD.WELD/EXTERNAL -HEADER.PT.PNT.CUTTER.SPECIAL – HVAC INLET TO COWL TOP INR
- AW STUD.WELD/EXTERNAL -HEADER.PT.PNT.CUTTER.SPECIAL – TO COWL TOP LWR
- AW STUD.WELD/EXTERNAL -HEADER.PT.PNT.CUTTER.SPECIAL - ENG SILENCER TO COWL TOP LWR
- AW STUD.WELD/EXTERNAL -HEADER.PT.PNT.CUTTER.SPECIAL – HVAC INLET TO COWL TOP INR

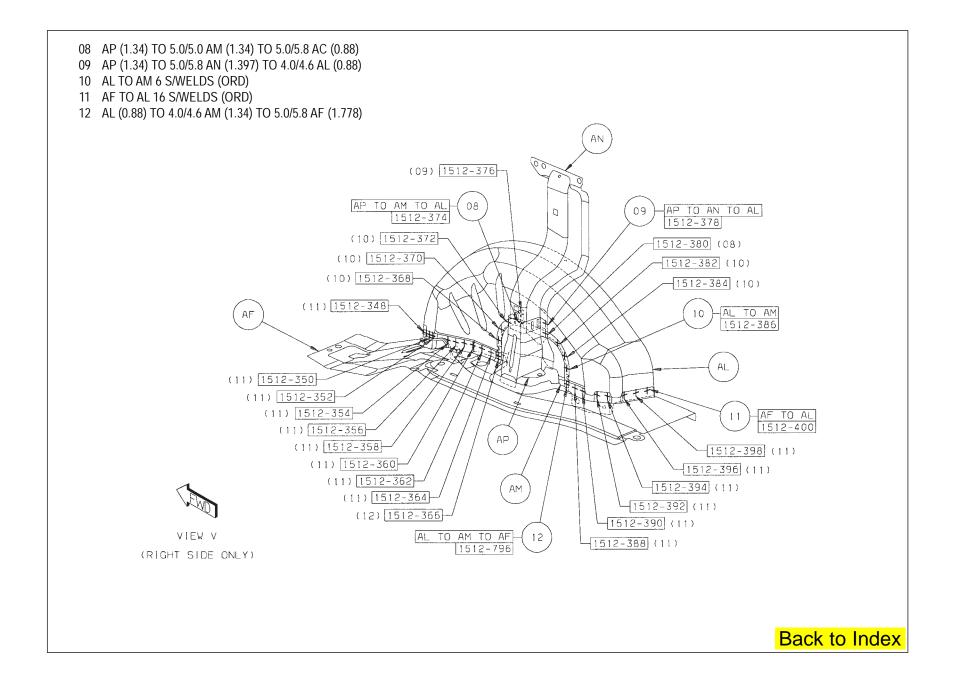
- AW STUD.WELD/EXTERNAL -
  - HEADER.PT.PNT.CUTTER.SPECIAL ENG SILENCER TO COWL TOP LWR
- AT EXTENSION RR FLOOR CROSSMEMBER FRT RT AX BRACKET RR FLOOR EXTENSION SIDE RT -
  - AX BRACKET RR FLOOR EXTENSION SIDE LT -
  - AZ BRACKET RR FLOOR EXTENSION CTR RT -
  - BA CROSSMEMBER RR SEAT -
  - BB EXTENSION RR FLOOR SIDEMEMBER RT -
  - BC EXTENSION RR FLOOR -
  - BD BULKHEAD RR FLOOR SIDEMEMBER RT -
  - BE EXTENSION SIDEMEMBER FRT FLOOR LT -
  - BE EXTENSION SIDEMEMBER FRT FLOOR RT -
  - BG STUD.WELD/EXTERNAL -
    - HEADER.PT.NO.FIN.SPECIAL ELECTRICAL **GROUND TO BODY**
  - BH REINF RR CLOSURE -
  - BJ REINF RR CLOSURE -

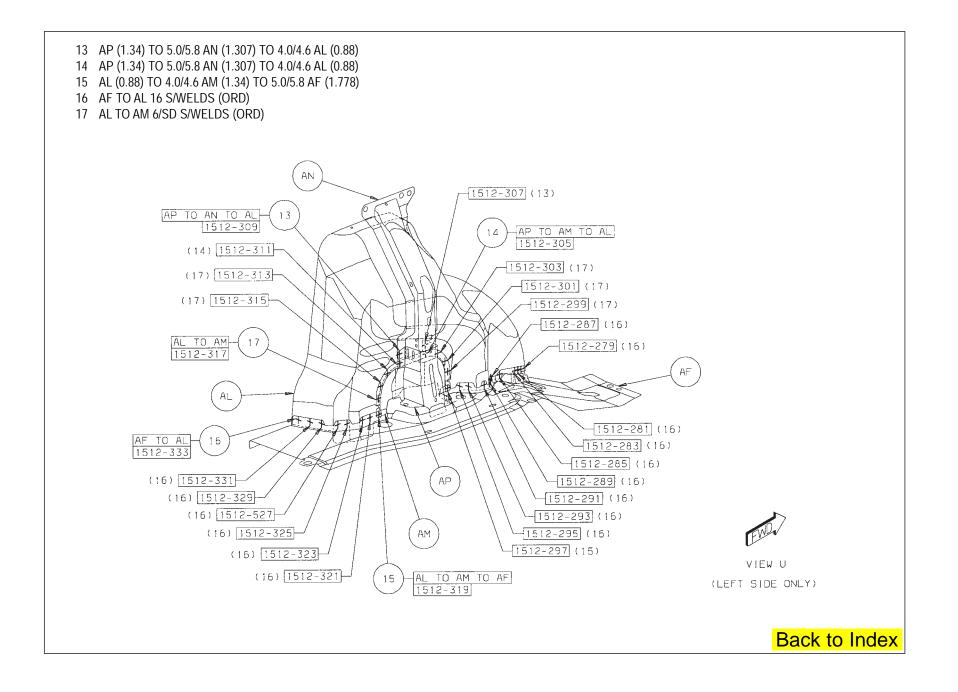
**Back to Index** 

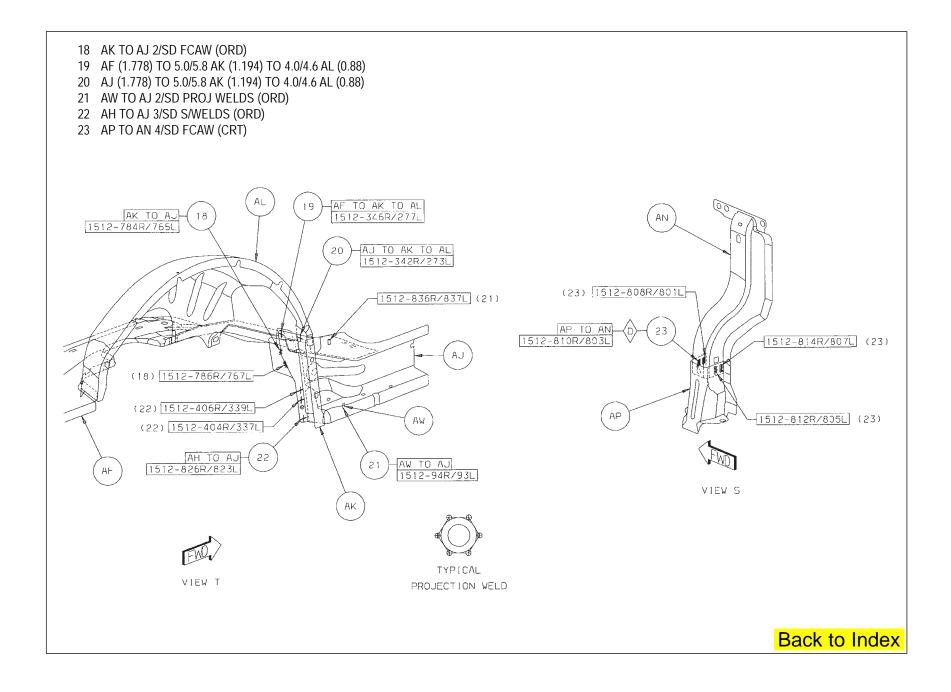


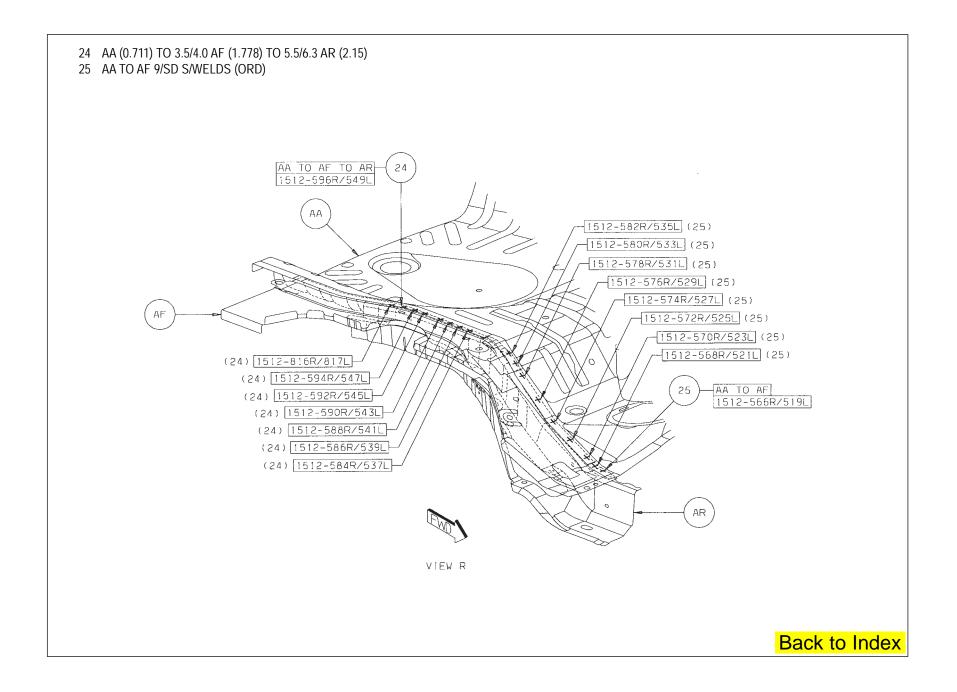


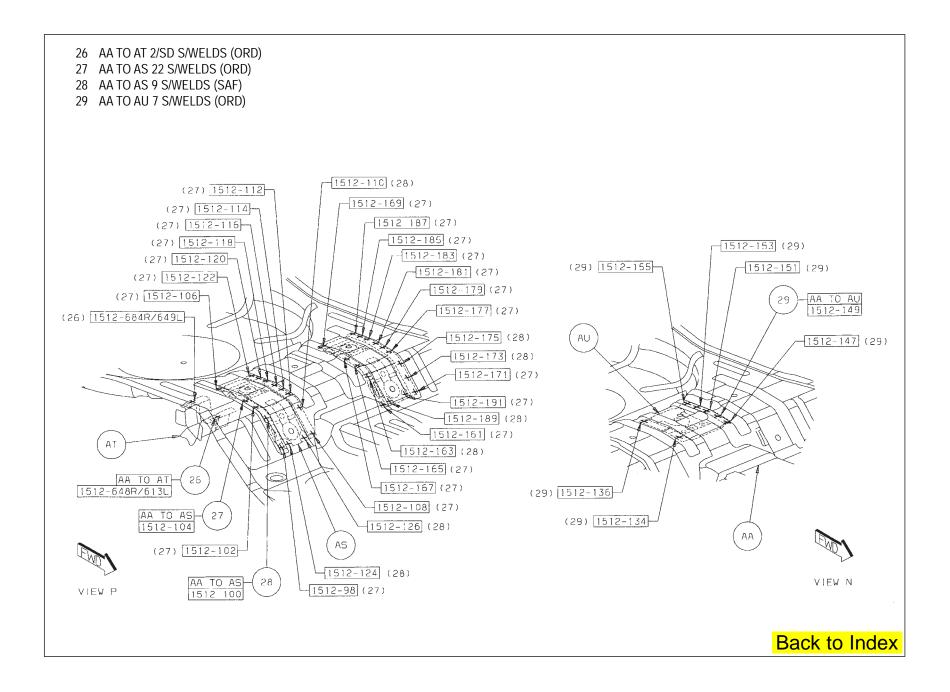


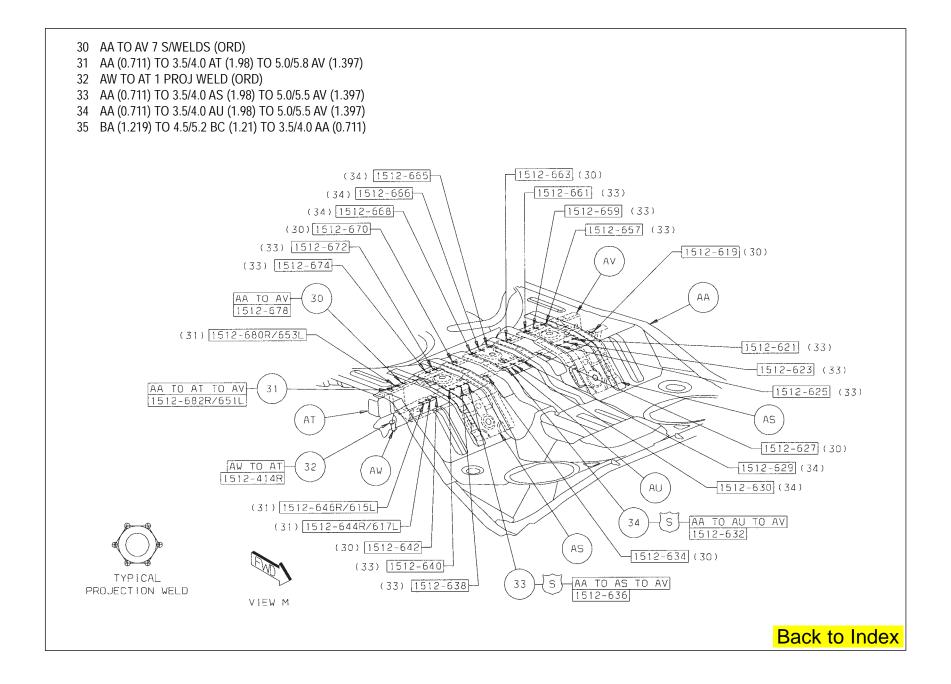


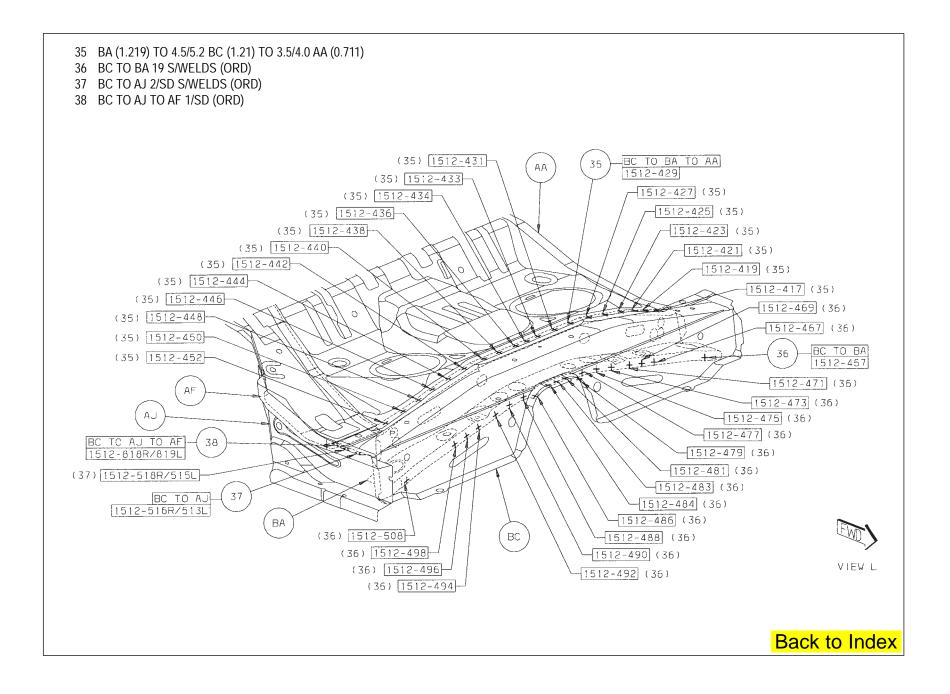


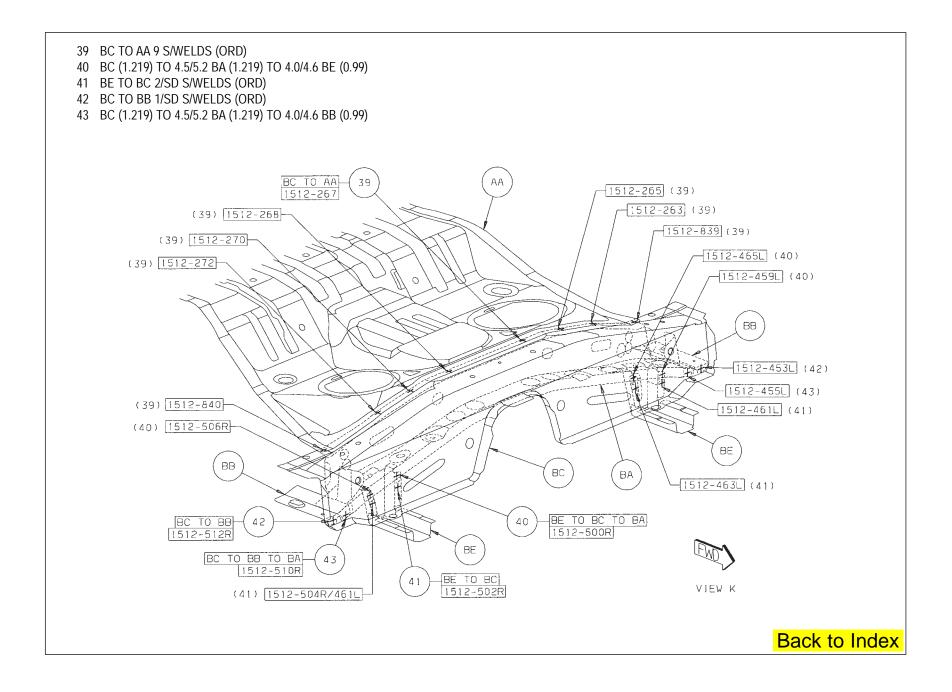


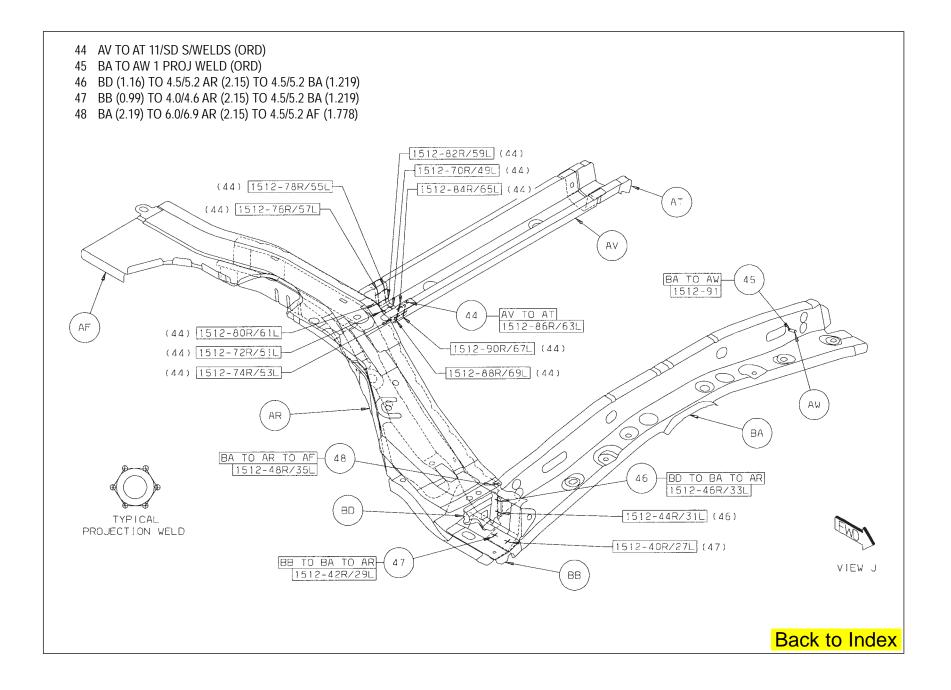


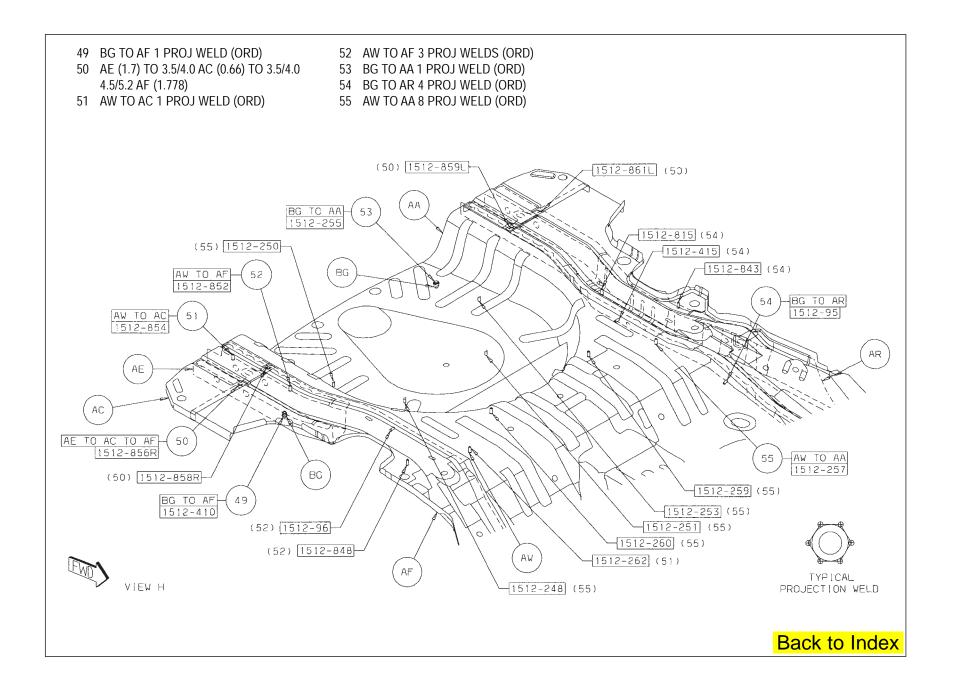


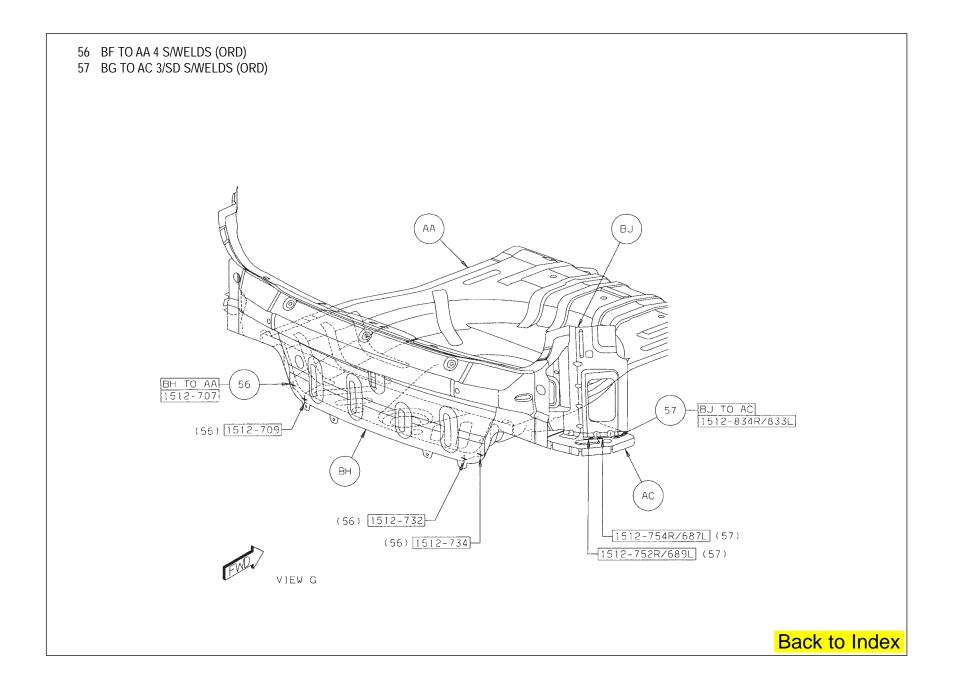


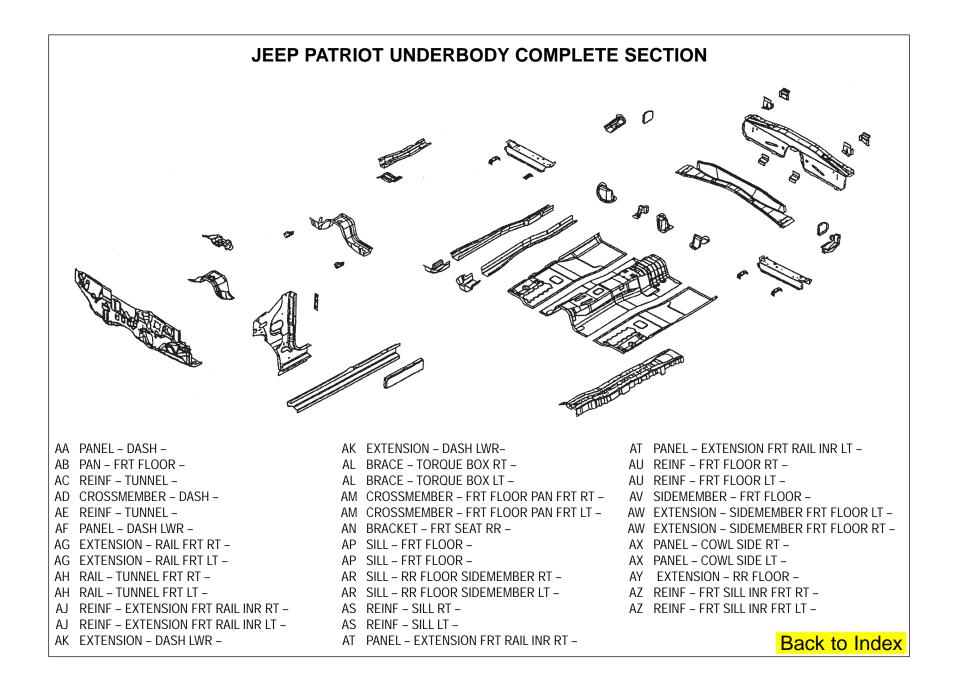












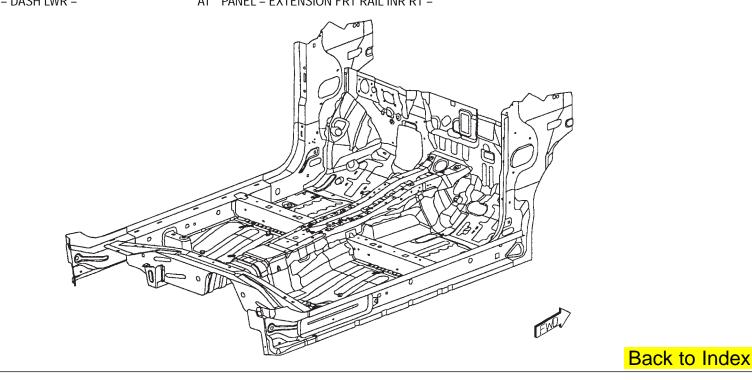
## **PARTS IDENTIFICATION LEGEND, OVERVIEW 26**

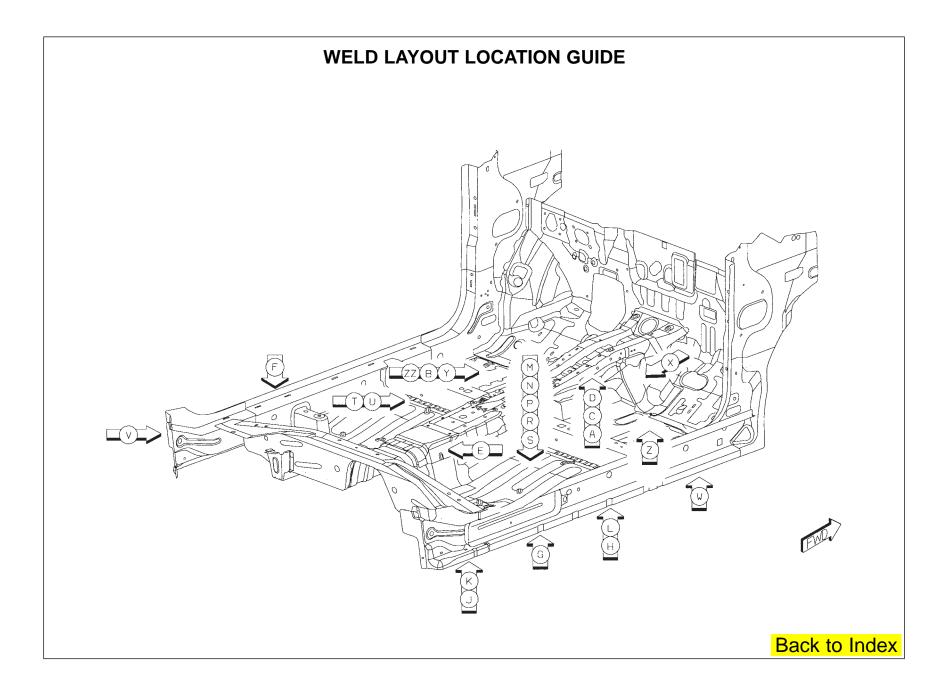
AA PANEL – DASH – AB PAN - FRT FLOOR -AC REINF - TUNNEL -AD CROSSMEMBER – DASH – AE REINF - TUNNEL -AF PANEL – DASH LWR – AG EXTENSION - RAIL FRT RT -AG EXTENSION – RAIL FRT LT – AH RAIL – TUNNEL FRT RT – AH RAIL – TUNNEL FRT LT – AJ REINF – EXTENSION FRT RAIL INR RT – AJ REINF – EXTENSION FRT RAIL INR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

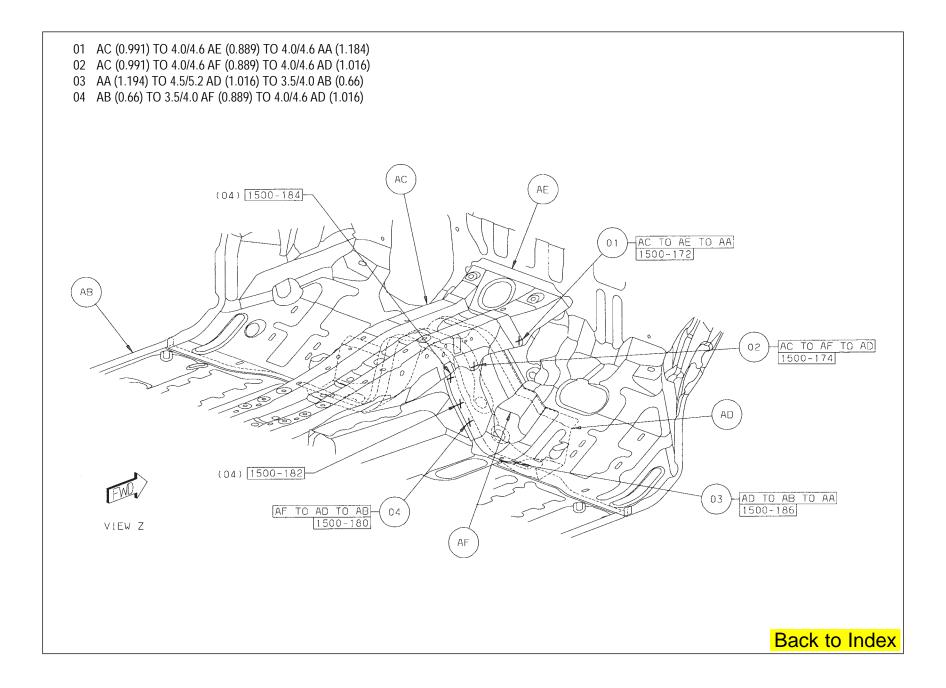
AK EXTENSION – DASH LWR– AL BRACE – TORQUE BOX RT – AL BRACE – TORQUE BOX LT – AM CROSSMEMBER – FRT FLOOR PAN FRT RT – AV SIDEMEMBER – FRT FLOOR – AM CROSSMEMBER – FRT FLOOR PAN FRT LT – AN BRACKET – FRT SEAT RR – AP SILL - FRT FLOOR -AP SILL - FRT FLOOR -ARSILL - RR FLOOR SIDEMEMBER RT -AYEXTENSION - RR FLOOR -ARSILL - RR FLOOR SIDEMEMBER LT -AZREINF - FRT SILL INR FRT RT -AS REINF - SILL RT -AS REINF - SILL LT -AT PANEL – EXTENSION FRT RAIL INR RT –

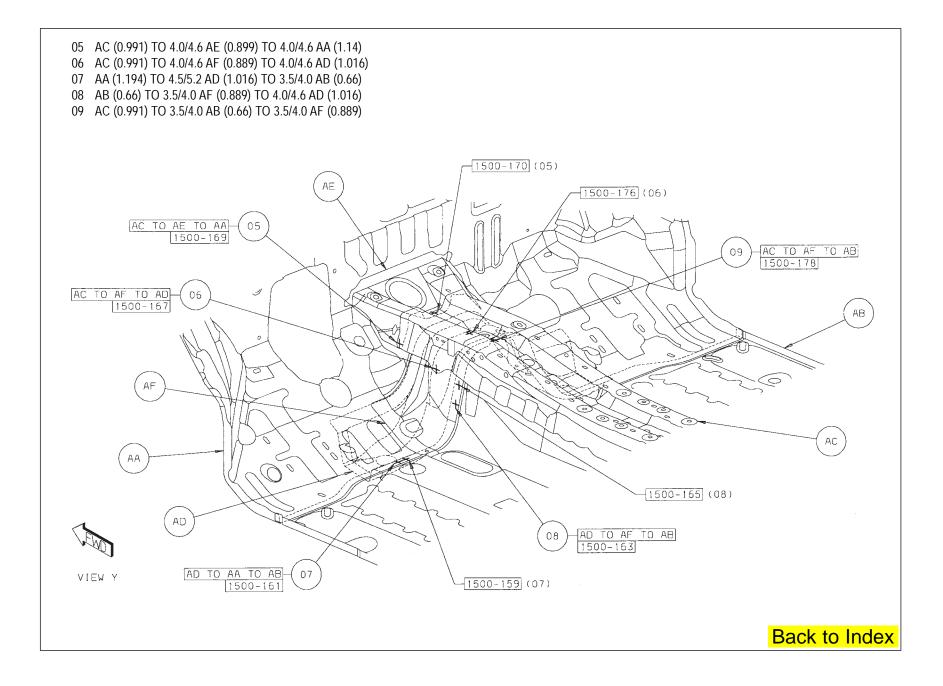
- AT PANEL EXTENSION FRT RAIL INR LT -
- AU REINF FRT FLOOR RT -
- AU REINF FRT FLOOR LT -
- AW EXTENSION SIDEMEMBER FRT FLOOR LT –
- AW EXTENSION SIDEMEMBER FRT FLOOR RT -
- AX PANEL COWL SIDE RT -
- AX PANEL COWL SIDE LT -

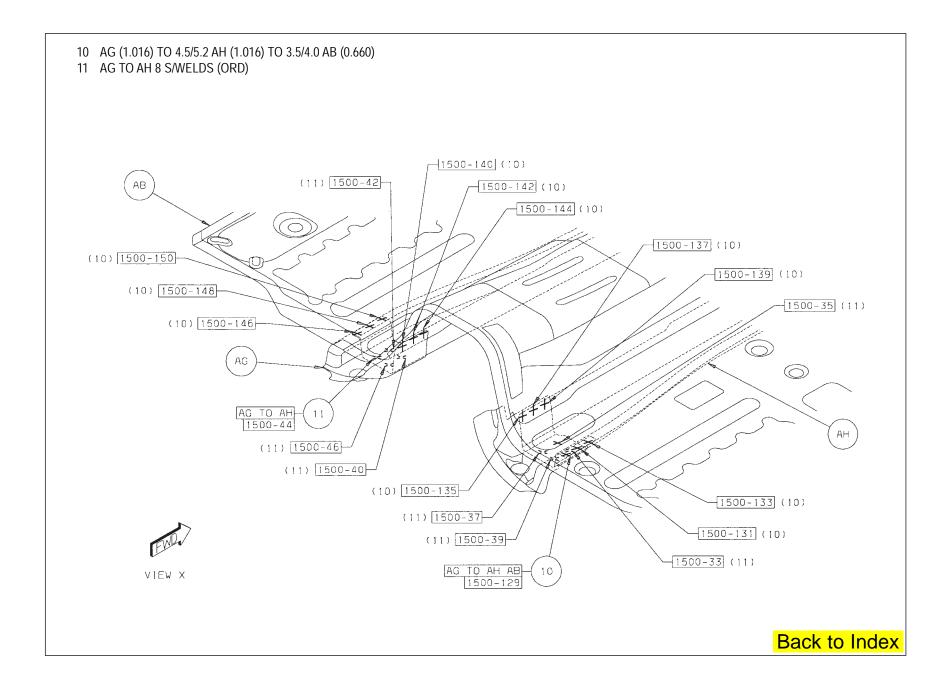
- AZ REINF FRT SILL INR FRT LT -

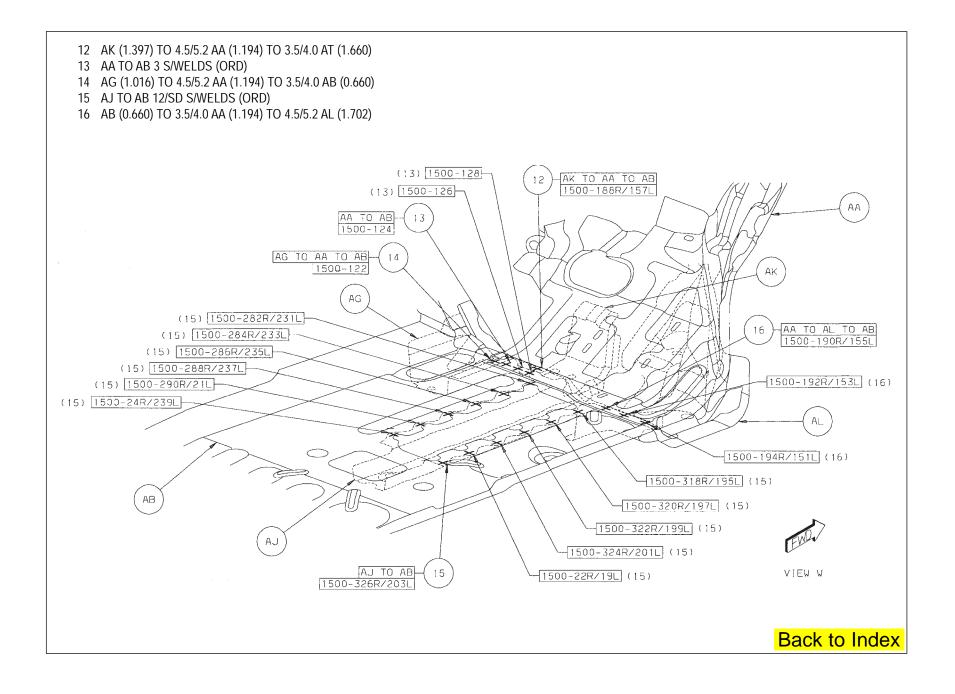


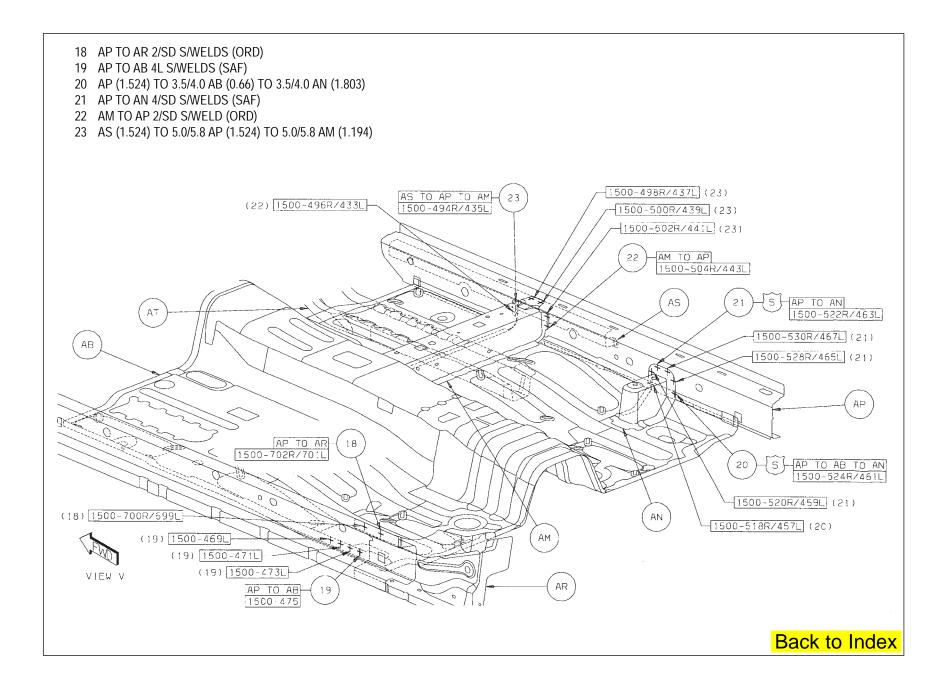


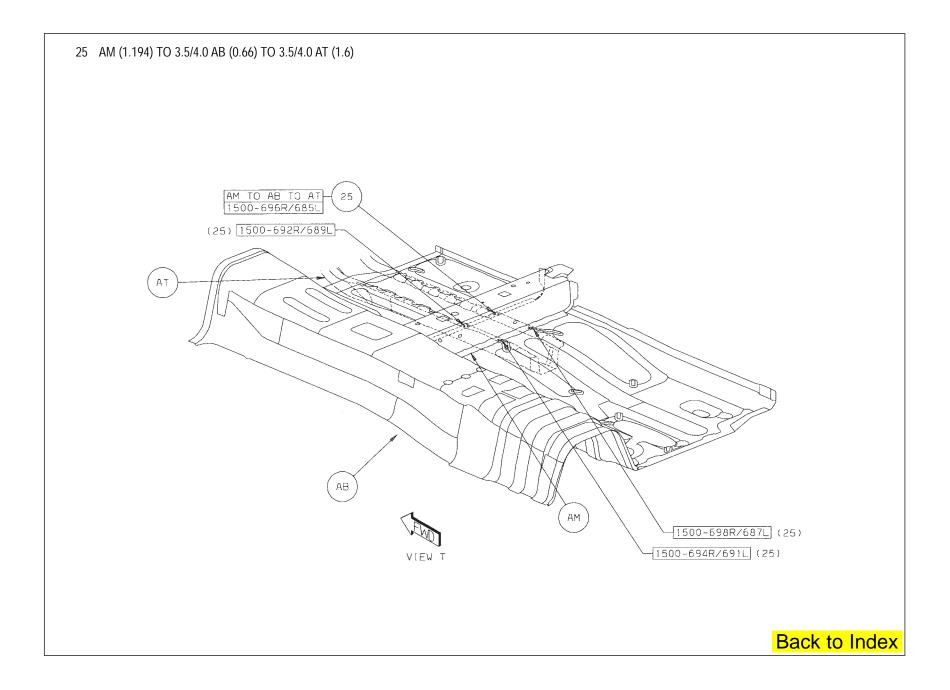


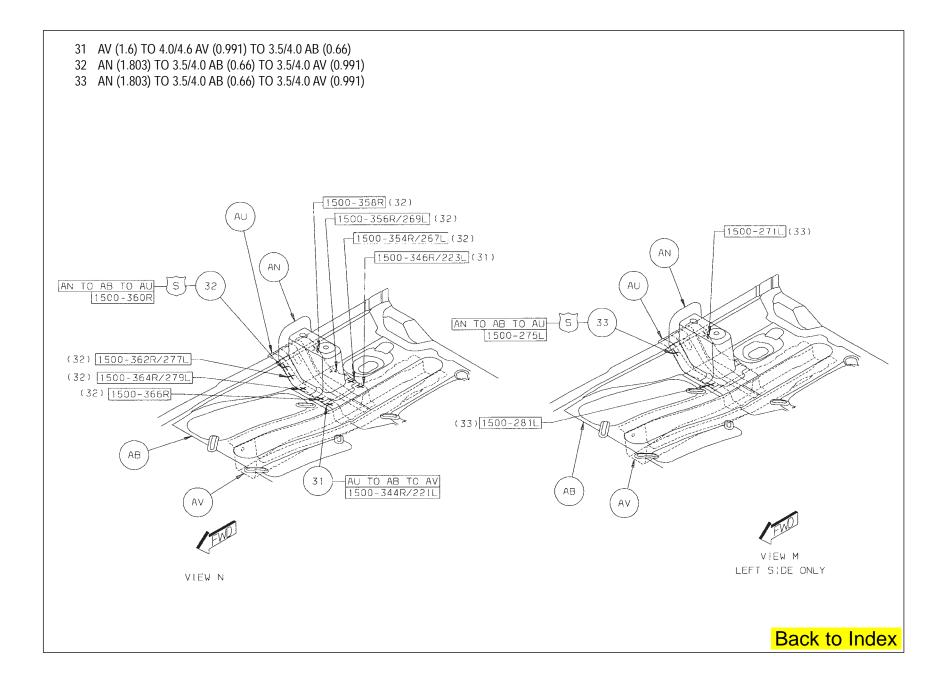


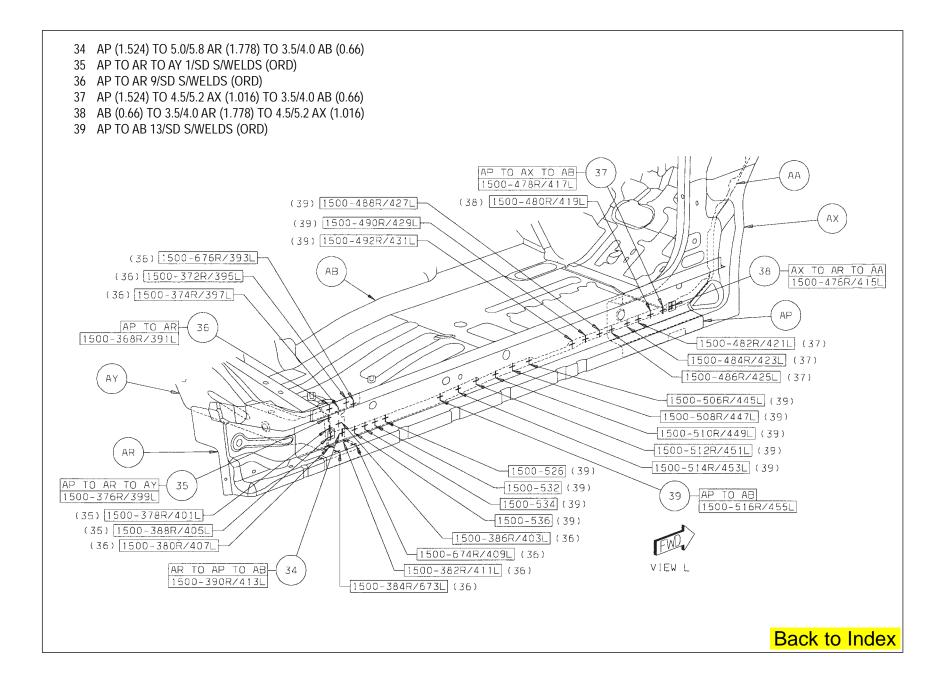


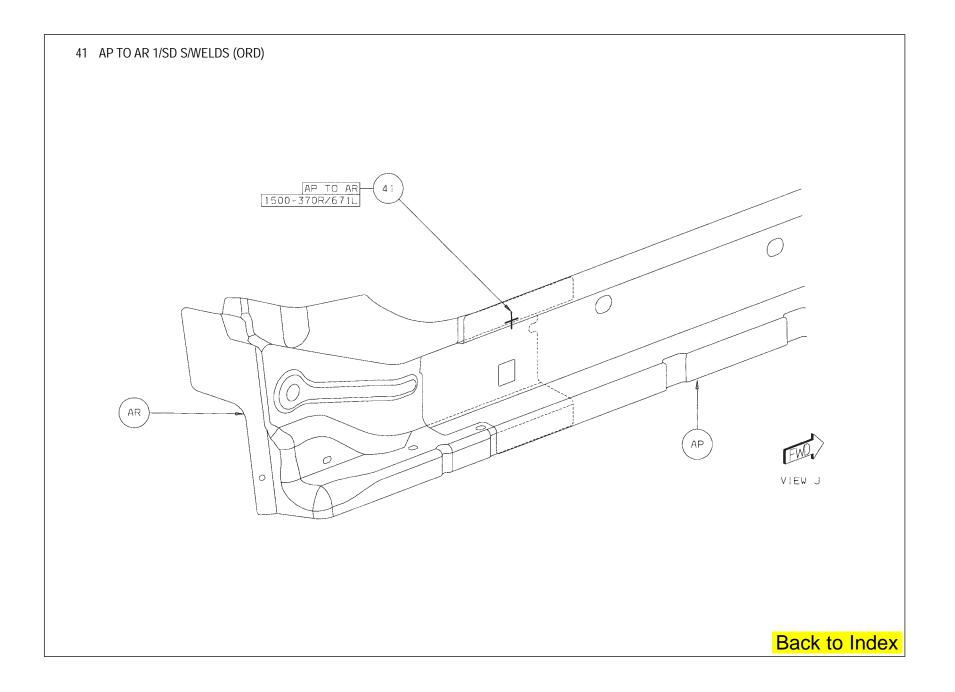


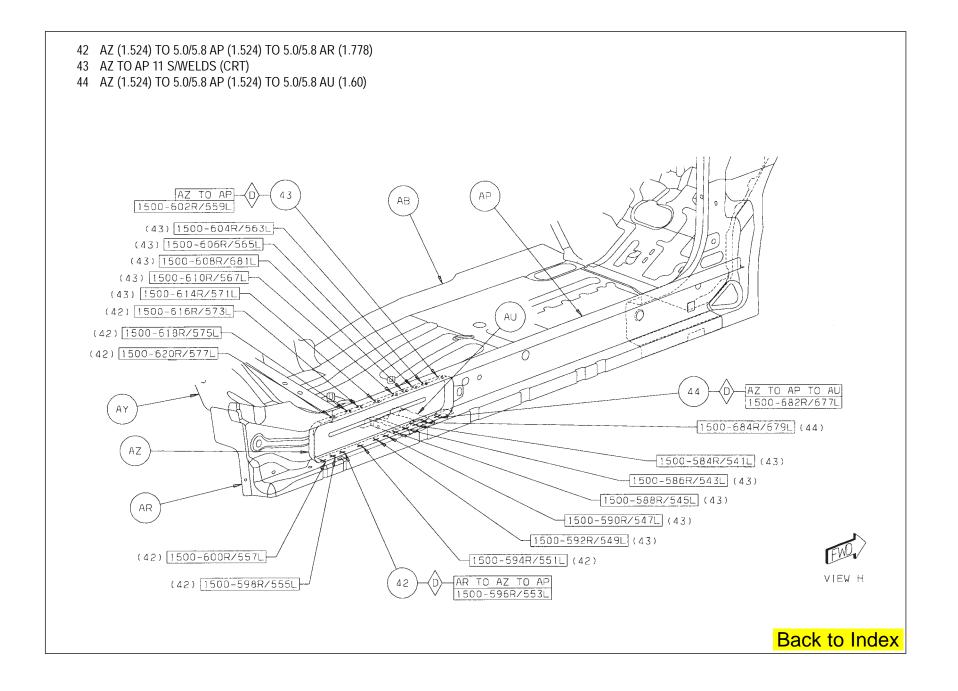


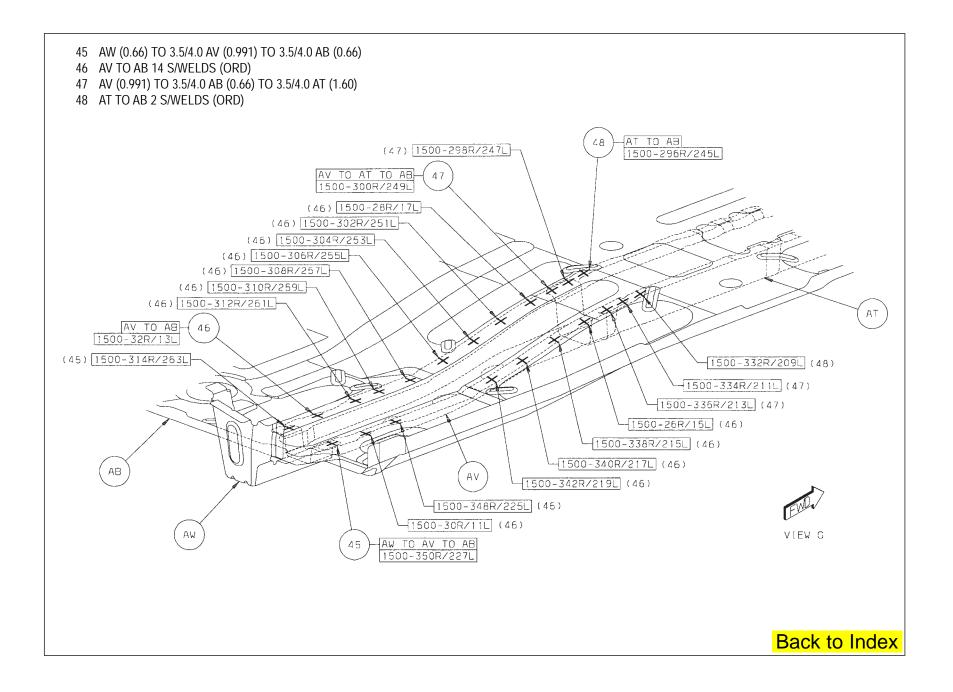


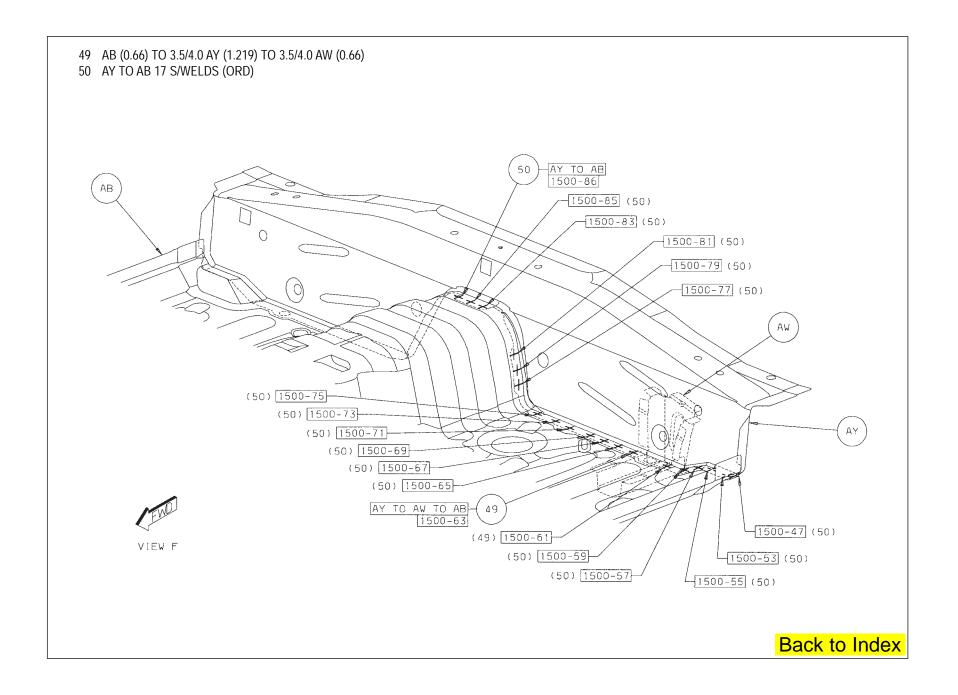


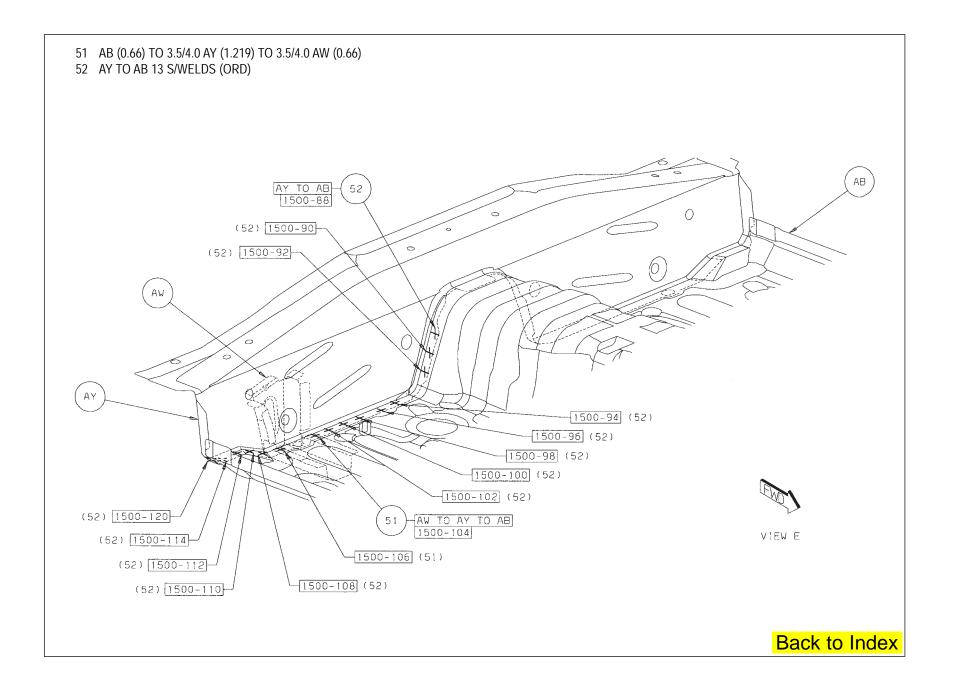


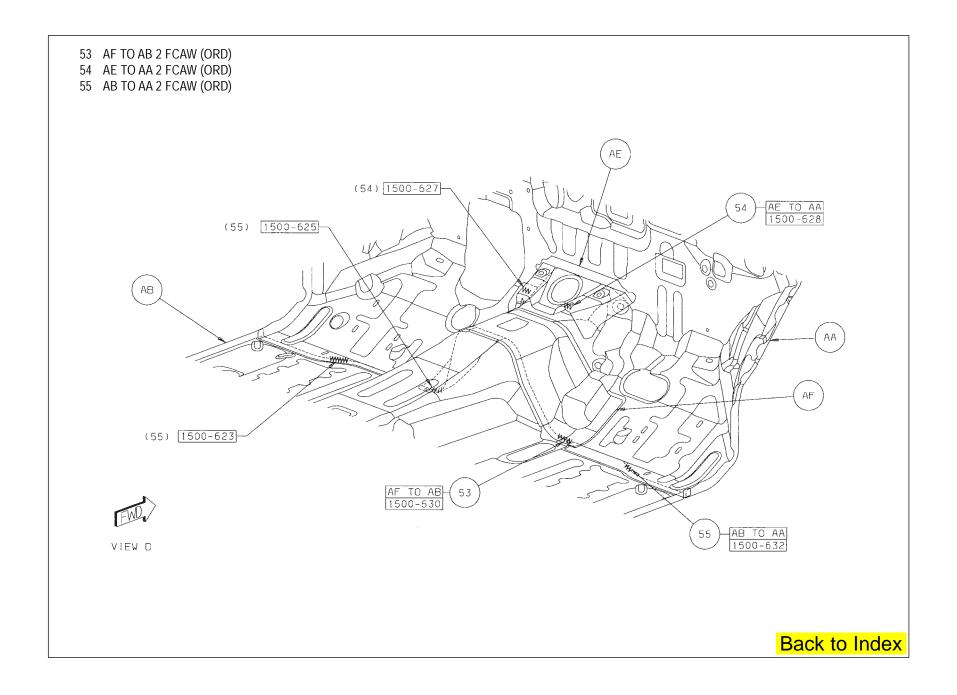


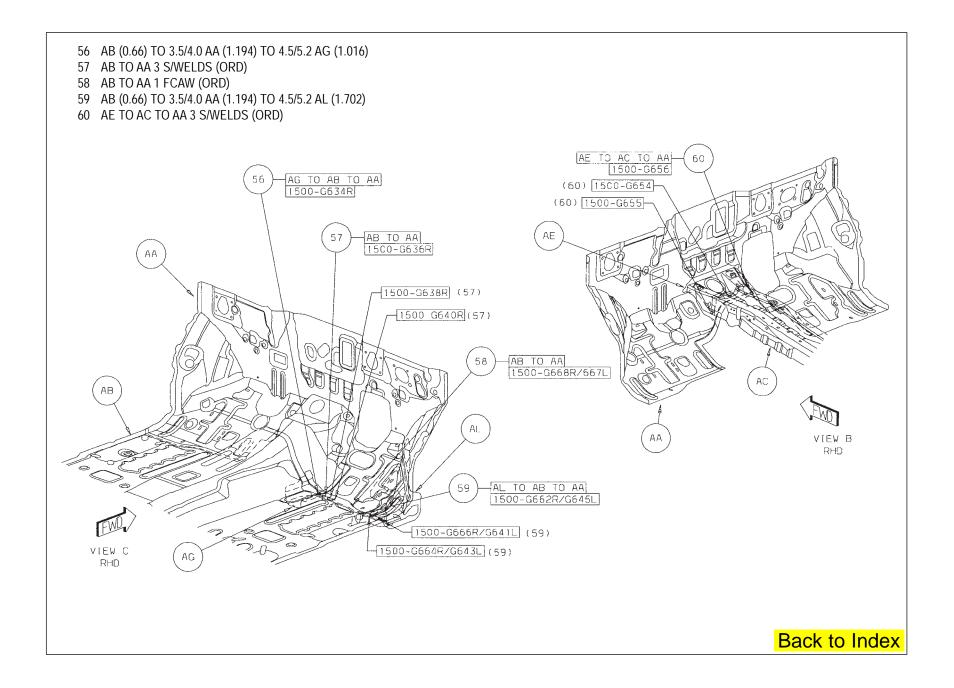


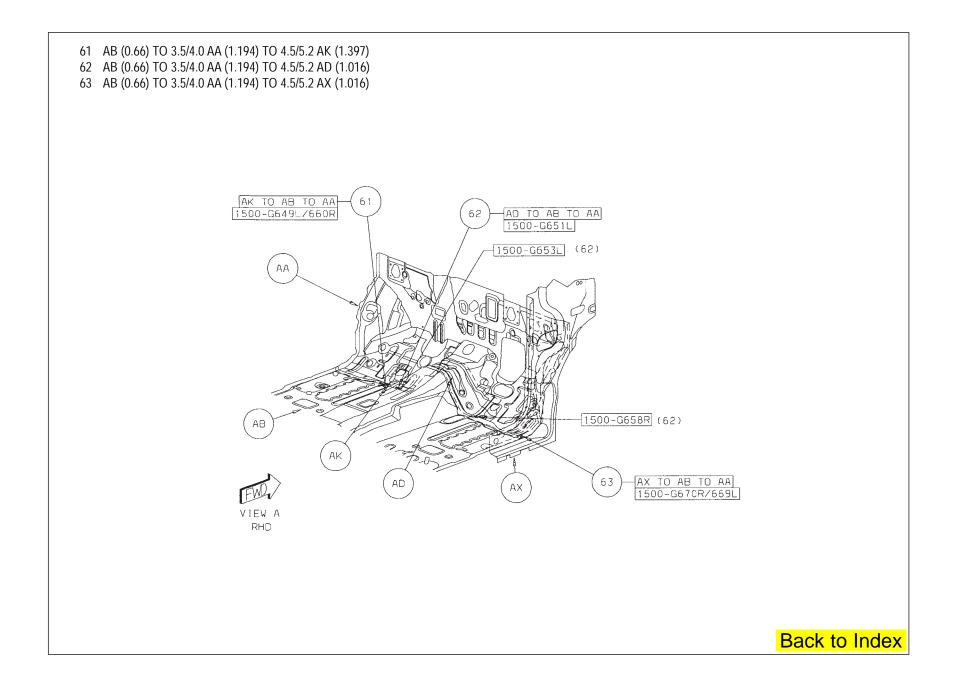








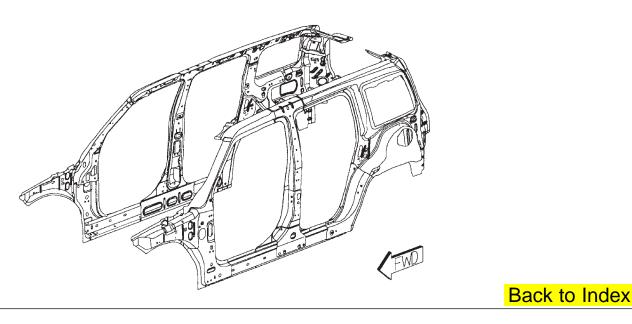


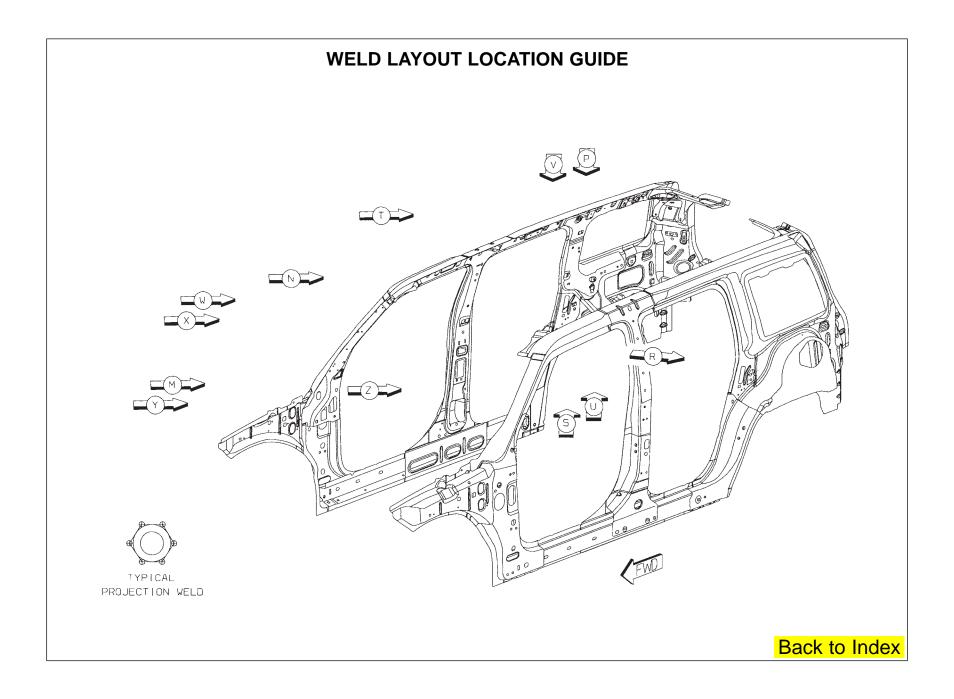


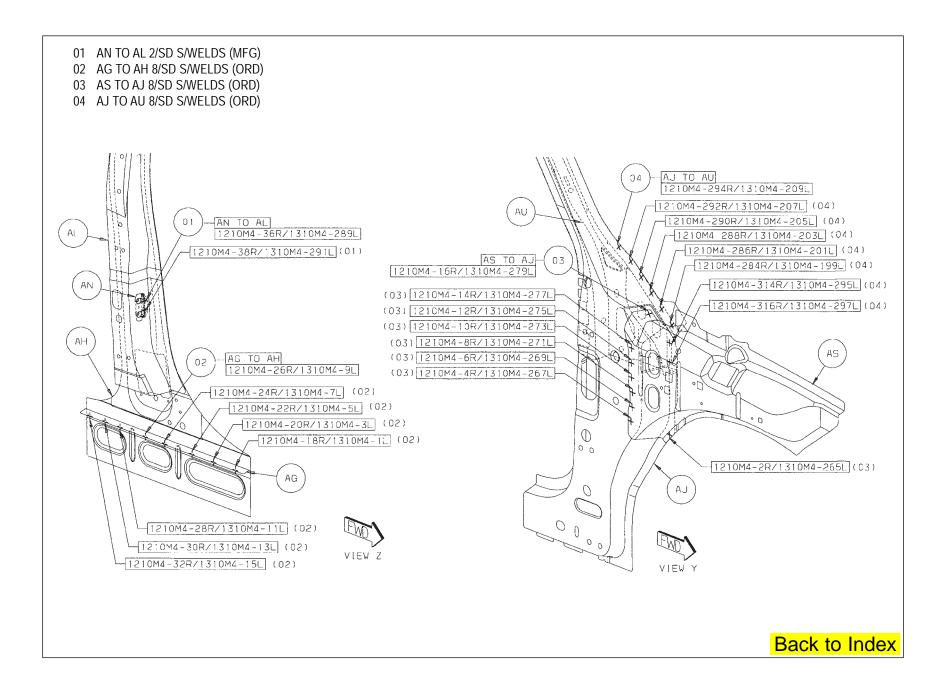
JEEP PATRIOT BODY SIDE APERTURE INNER SECTION		
AA PANEL – QTR INR RR RT –	AJ PILLAR – BODY FRT HINGE RT –	at     Rail – Roof Side Inr Lt –
AA PANEL – QTR INR RR LT –	AJ PILLAR – BODY FRT HINGE LT –	Au    Frame – Windshield Side Opening Inr Rt –
AB REINF – D-PILLAR UPR RT – ROOF SUPPORT	AK REINF – BODY CTR PILLAR INR LWR RT –	AU FRAME – WINDSHIELD SIDE OPENING INR LT –
AB REINF – D-PILLAR UPR LT – ROOF SUPPORT	AK REINF – BODY CTR PILLAR INR LWR LT –	AV NUT/WELD.RD – NO.FIN.SPECIAL – SABIC
AC REINF – C-PILLAR LWR RT –	AL REINF – BODY CTR PILLAR INR RT –	SENSOR TO B-PLR INR
AC REINF – C-PILLAR LWR LT –	AL REINF – BODY CTR PILLAR INR LT –	AV NUT/WELD.RD – NO.FIN.SPECIAL – SABIC
AD REINF – QTR INR BELTLINE RT –	Am Panel – QTR INR LWR RR RT –	SENSOR TO B-PLR INR
AD REINF – QTR INR BELTLINE LT –	Am Panel – QTR INR LWR RR LT –	AW STUD.WELD/EXTERNAL – SPECIAL – TPM TO
AE PANEL – RR WHEELHOUSE OTR RT –	AN TAPPING PLATE – DOOR STRIKER – FRT DR	BSA LT
AE PANEL – RR WHEELHOUSE OTR LT –	STRIKER	AW STUD.WELD/EXTERNAL – SPECIAL – TPM TO
AF REINF - INR BODY SILL RT -	AP REINF - RETRACTOR C-PILLAR -	
AF REINF – INR BODY SILL LT –	AP REINF – RETRACTOR C-PILLAR –	AX REINF – REFRACTOR C-PILLAR –
AG BRACKET – SILL OTR –	AR REINF – QTR INR D-PILLAR TURNING LOOP –	AY REINF – W/SHLD FRM INR LWR & FRT DR
AG BRACKET – SILL OTR –	AS BEAM – UPR LOAD PATH OTR RT –	HGE MTG UPR RT -
AH PANEL – B-PILLAR INR RT –	AS BEAM – UPR LOAD PATH OTR LT –	AY REINF – W/SHLD FRM INR LWR & FRT DR
AH PANEL – B-PILLAR INR LT –	At Rail – Roof side INR RT –	HGE MTG UPR LT – Back to Index

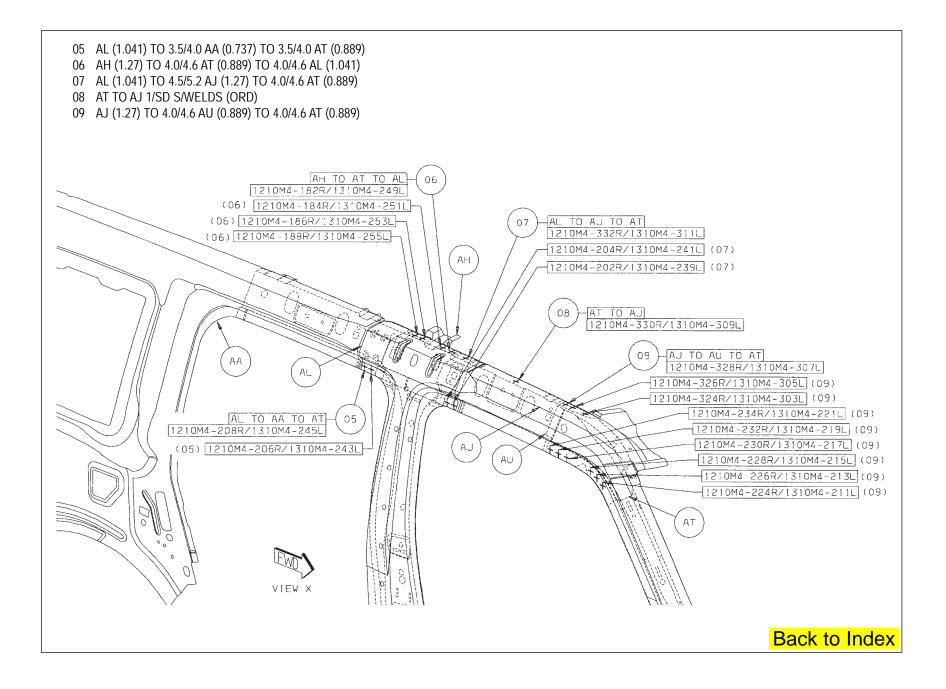
## **PARTS IDENTIFICATION LEGEND, OVERVIEW 28**

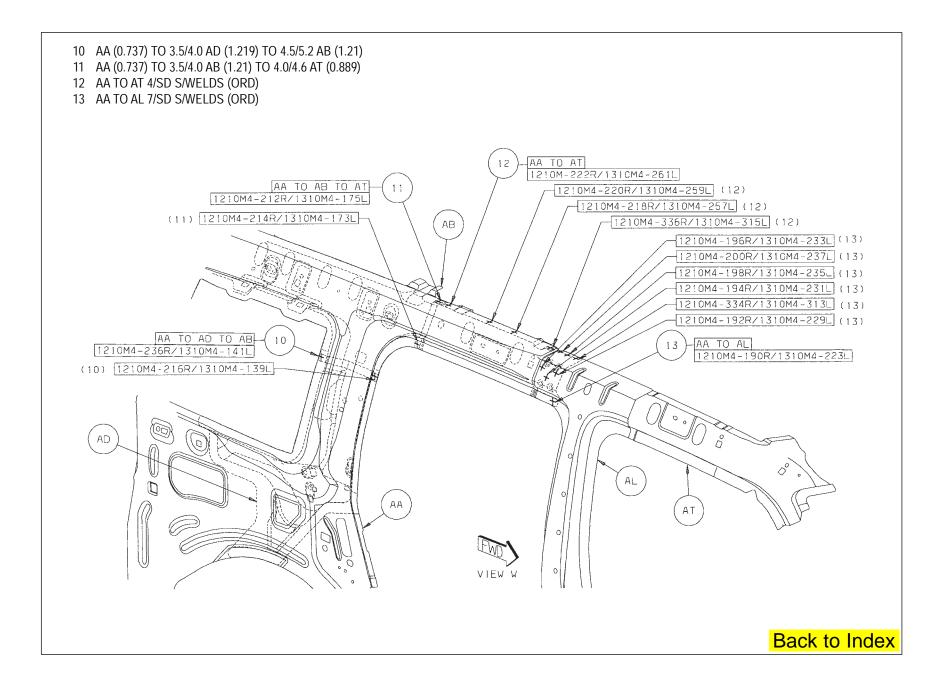
- AA PANEL QTR INR RR RT AA PANEL – QTR INR RR LT – AB REINF - D-PILLAR UPR RT - ROOF SUPPORT AB REINF – D-PILLAR UPR LT – ROOF SUPPORT AC REINF - C-PILLAR LWR RT -AC REINF - C-PILLAR LWR LT -AD REINF - QTR INR BELTLINE RT -AD REINF - QTR INR BELTLINE LT -AE PANEL - RR WHEELHOUSE OTR RT -AE PANEL - RR WHEELHOUSE OTR LT -AF REINF - INR BODY SILL RT -AF REINF - INR BODY SILL LT -AG BRACKET – SILL OTR – AG BRACKET - SILL OTR -AH PANEL – B-PILLAR INR RT – AH PANEL – B-PILLAR INR LT –
- AJ PILLAR BODY FRT HINGE RT AJ PILLAR – BODY FRT HINGE LT – AK REINF - BODY CTR PILLAR INR LWR RT -AK REINF - BODY CTR PILLAR INR LWR LT -AL REINF - BODY CTR PILLAR INR RT -AL REINF – BODY CTR PILLAR INR LT – AM PANEL - QTR INR LWR RR RT -AM PANEL – QTR INR LWR RR LT – AN TAPPING PLATE – DOOR STRIKER – FRT DR STRIKER AP REINF - RETRACTOR C-PILLAR -AP REINF - RETRACTOR C-PILLAR -AR REINF - OTR INR D-PILLAR TURNING LOOP -AS BEAM – UPR LOAD PATH OTR RT – AS BEAM – UPR LOAD PATH OTR LT – AT RAIL - ROOF SIDE INR RT -
- AT RAIL ROOF SIDE INR LT -
- AU FRAME WINDSHIELD SIDE OPENING INR RT -
- AU FRAME WINDSHIELD SIDE OPENING INR LT -
- AV NUT/WELD.RD NO.FIN.SPECIAL SABIC SENSOR TO B-PLR INR
- AV NUT/WELD.RD NO.FIN.SPECIAL SABIC SENSOR TO B-PLR INR
- AW STUD.WELD/EXTERNAL SPECIAL TPM TO BSA LT
- AW STUD.WELD/EXTERNAL SPECIAL TPM TO BSA LT
- AX REINF REFRACTOR C-PILLAR -
- AY REINF W/SHLD FRM INR LWR & FRT DR HGE MTG UPR RT –
- AY REINF W/SHLD FRM INR LWR & FRT DR HGE MTG UPR LT –

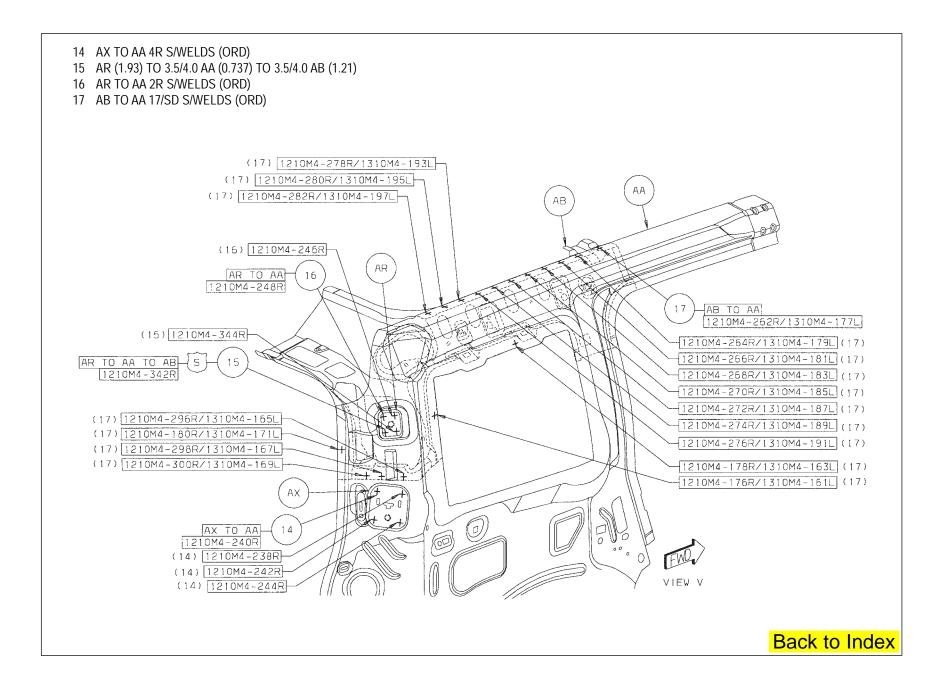


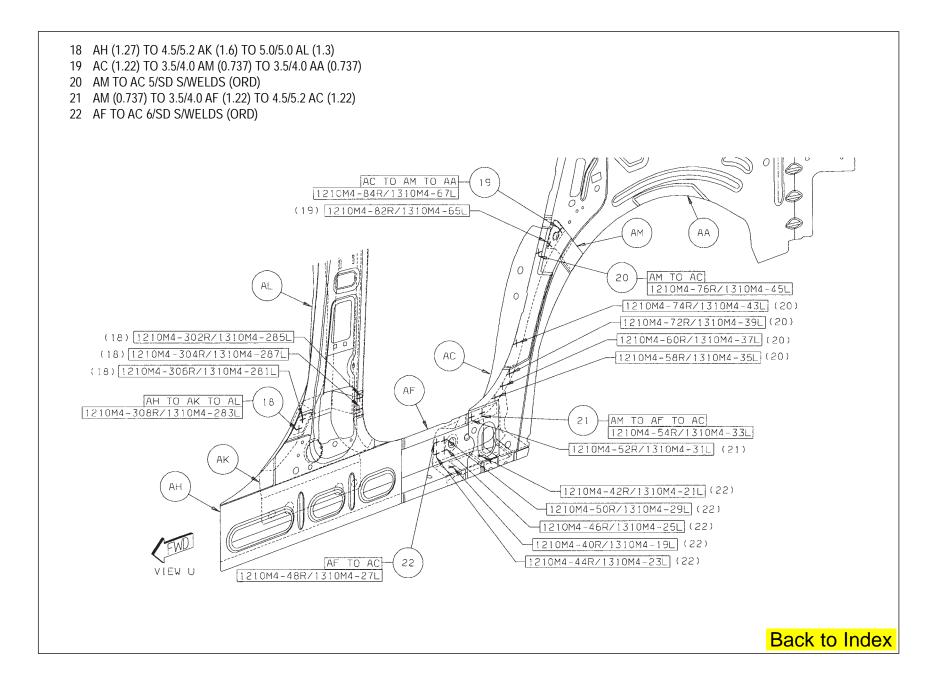


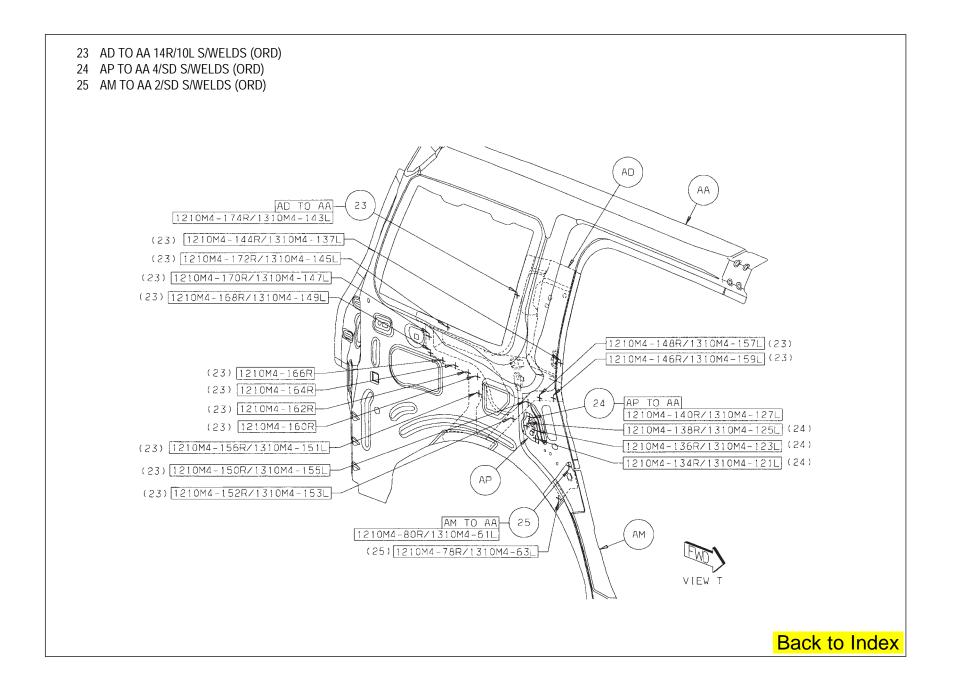


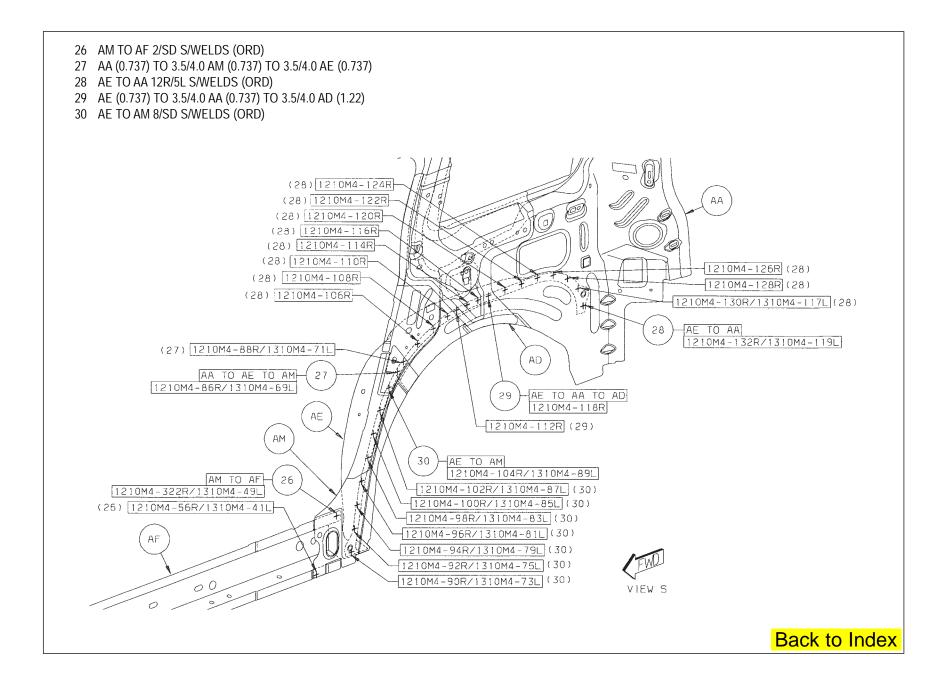


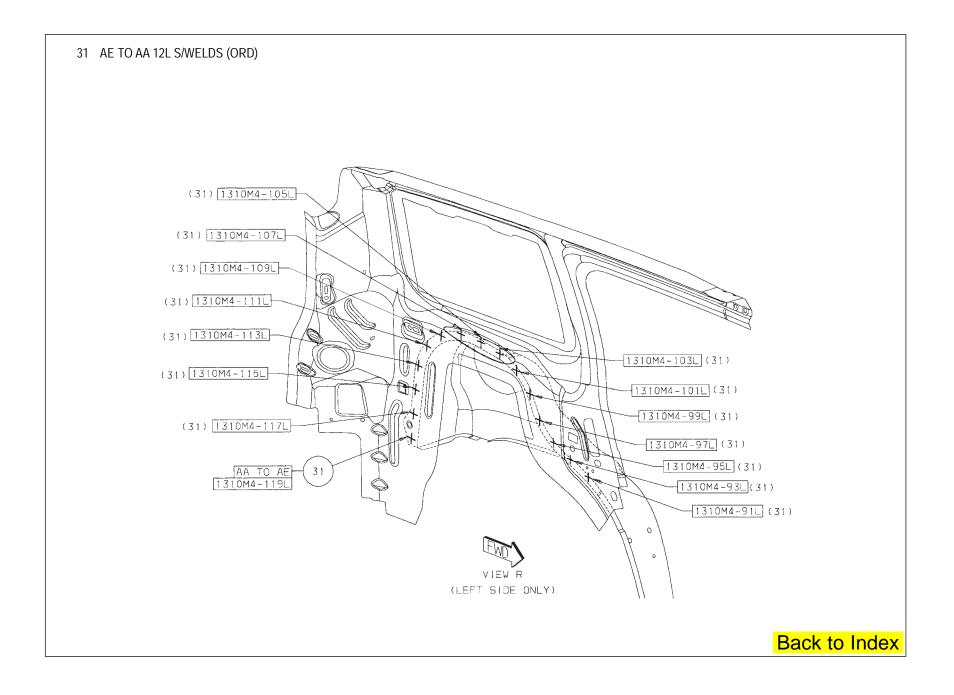


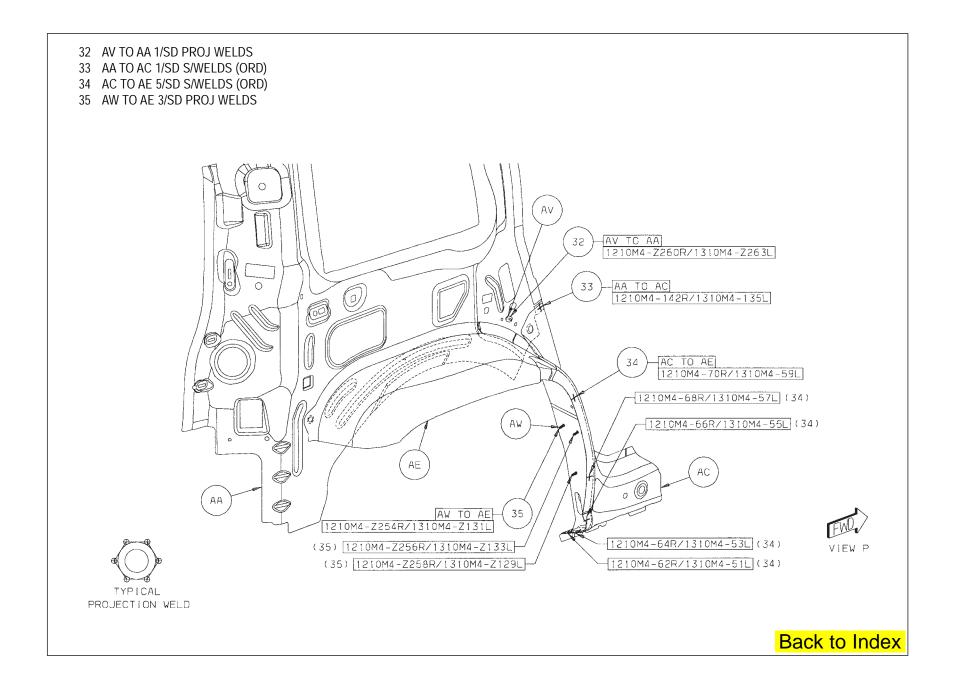


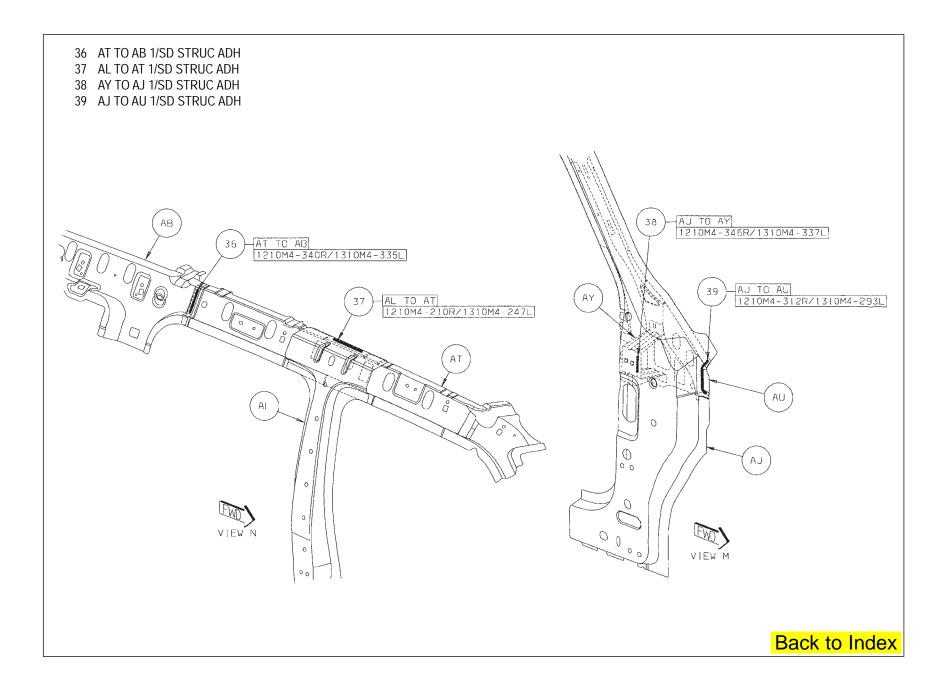


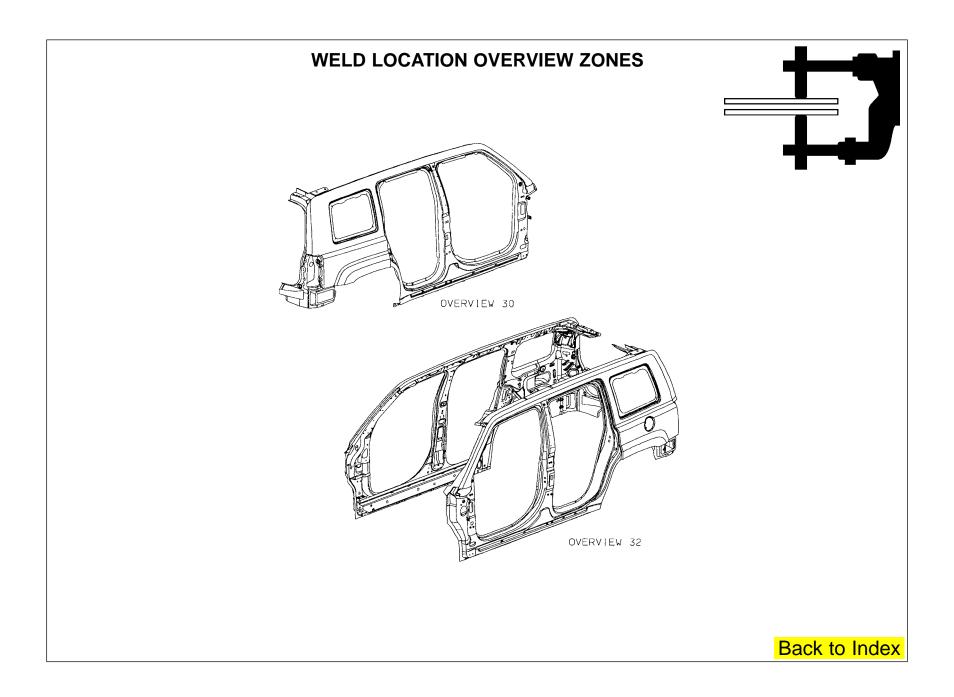


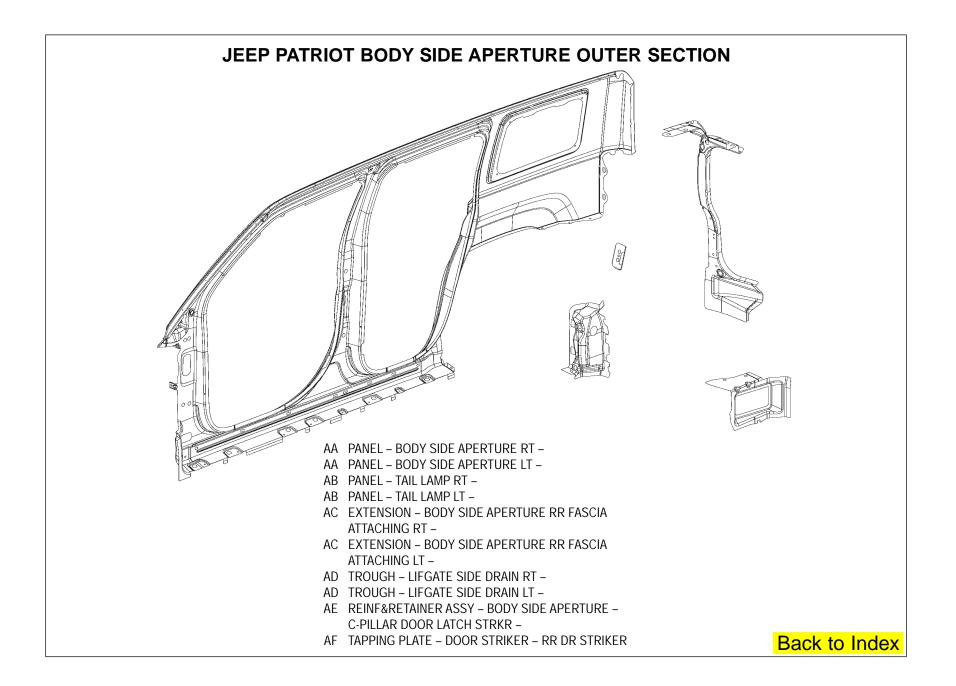


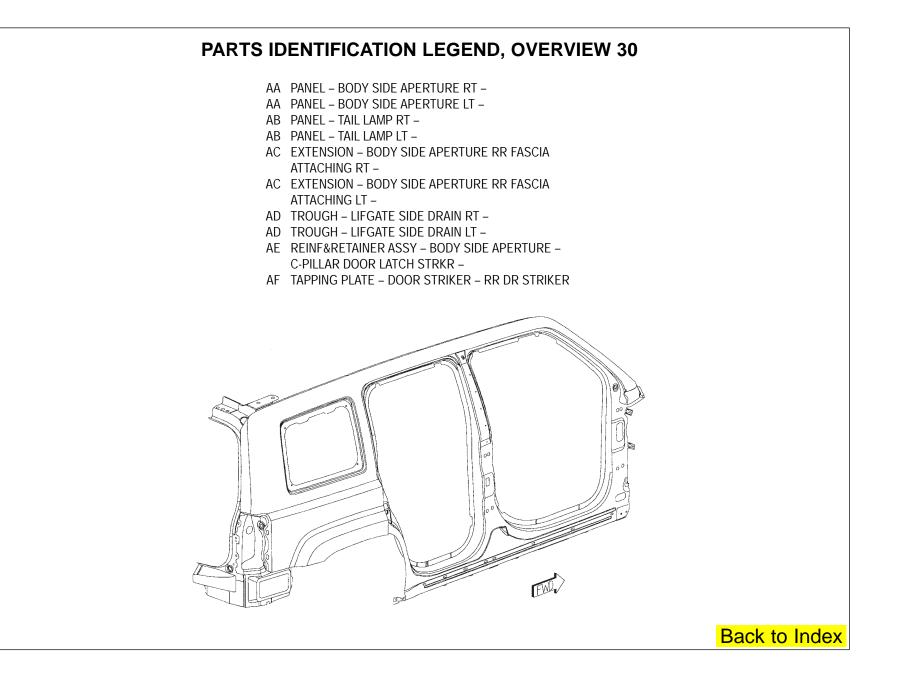


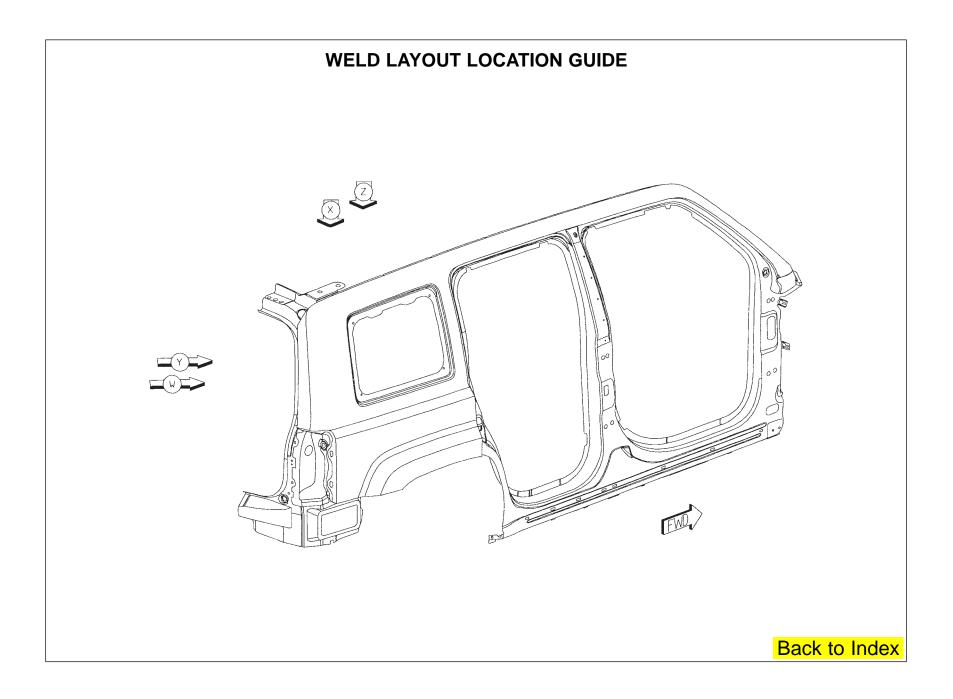


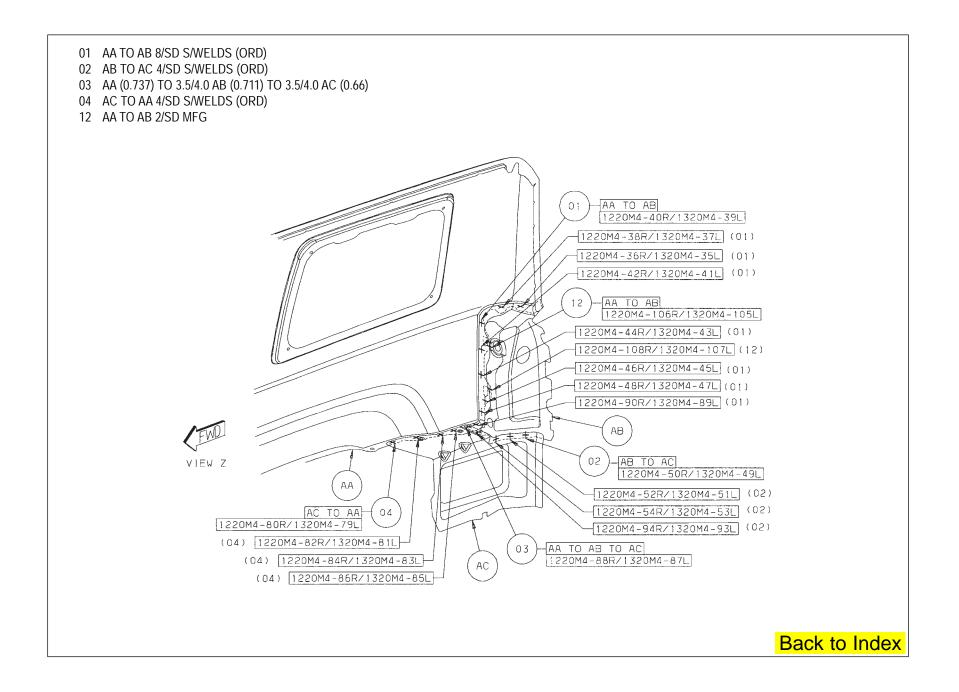


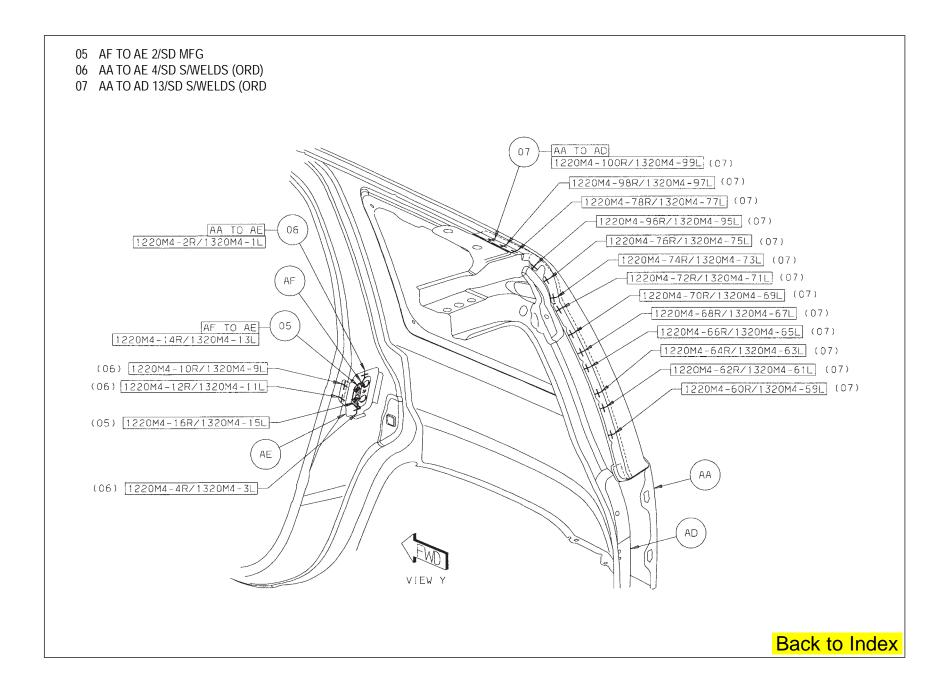


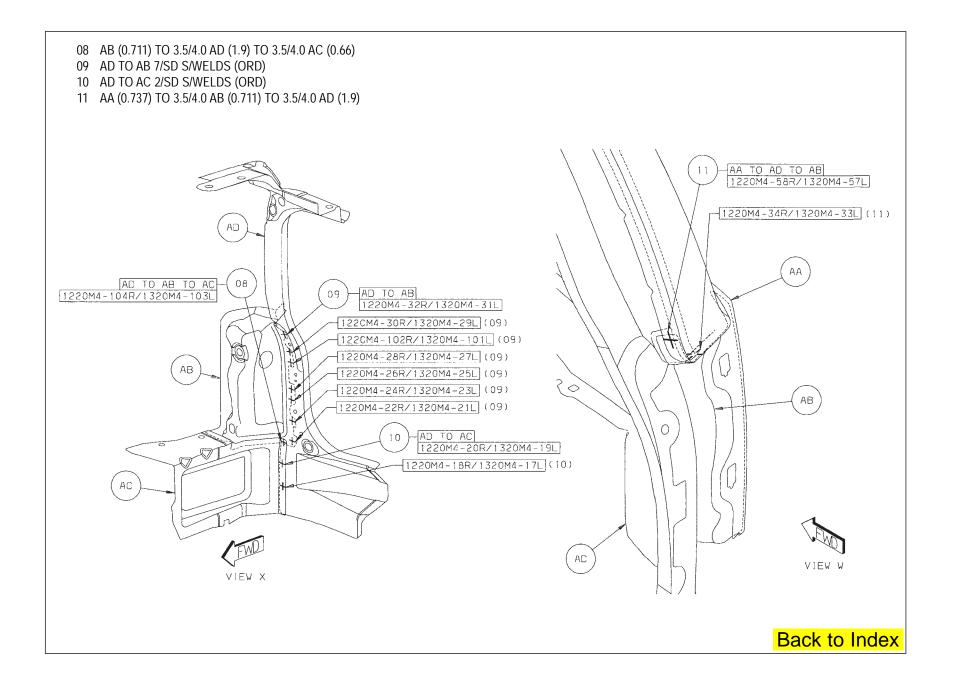


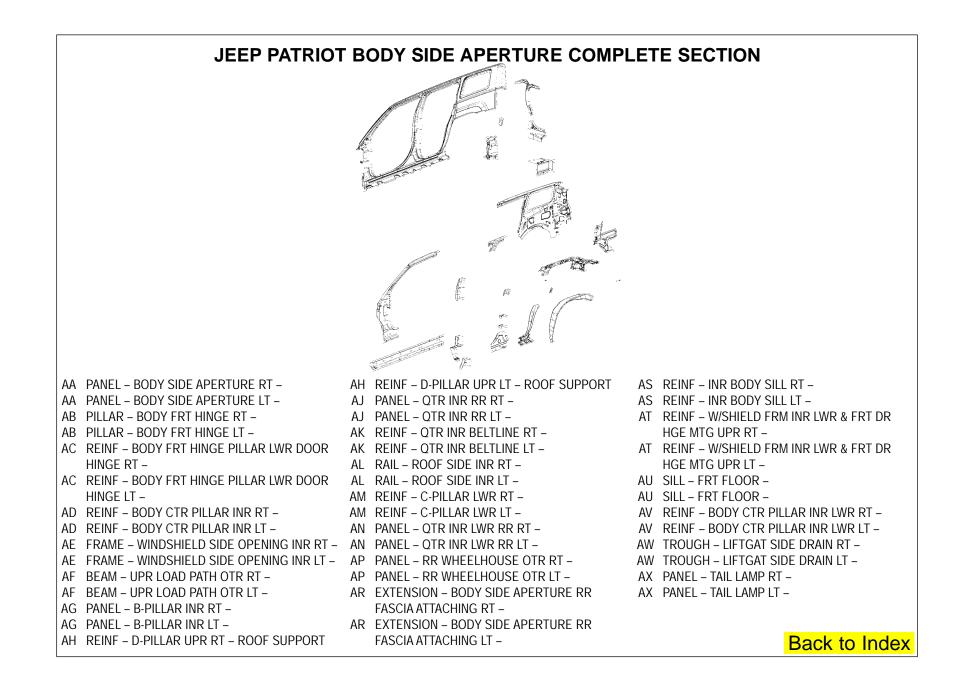












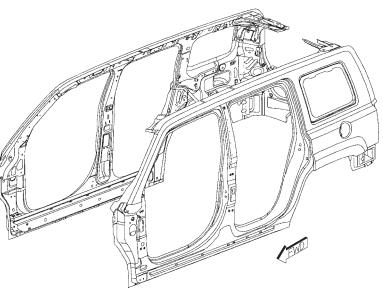
## **PARTS IDENTIFICATION LEGEND, OVERVIEW 32**

- AA PANEL BODY SIDE APERTURE RT -
- AA PANEL BODY SIDE APERTURE LT –
- AB PILLAR BODY FRT HINGE RT -
- AB PILLAR BODY FRT HINGE LT -
- AC REINF BODY FRT HINGE PILLAR LWR DOOR HINGE RT -
- AC REINF BODY FRT HINGE PILLAR LWR DOOR HINGE LT -
- AD REINF BODY CTR PILLAR INR RT -
- AD REINF BODY CTR PILLAR INR LT -

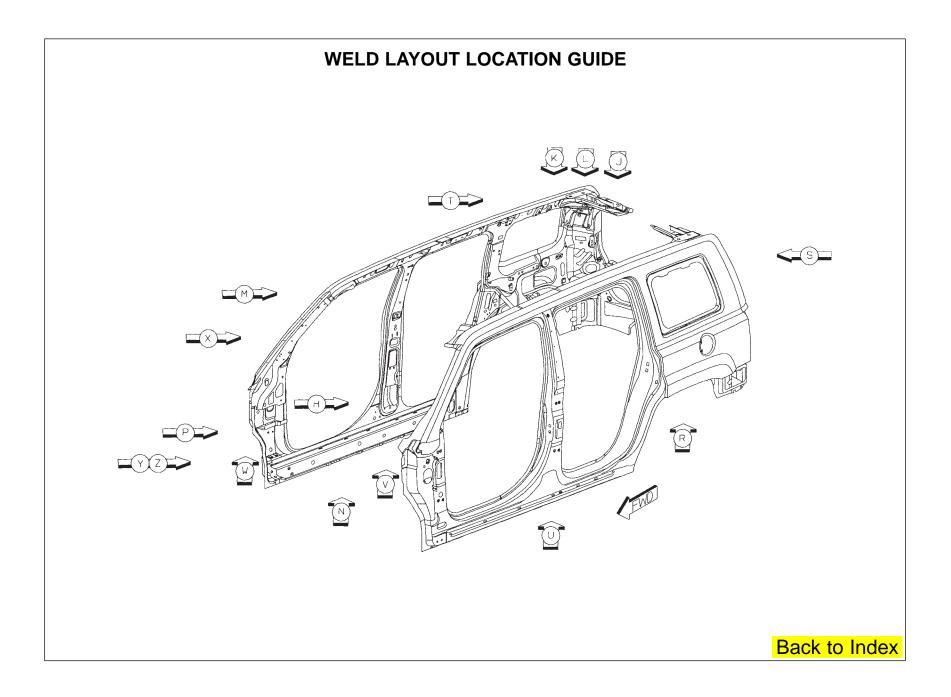
- AF BEAM UPR LOAD PATH OTR RT –
- AF BEAM UPR LOAD PATH OTR LT –
- AG PANEL B-PILLAR INR RT -
- AG PANEL B-PILLAR INR LT –
- AH REINF D-PILLAR UPR RT ROOF SUPPORT

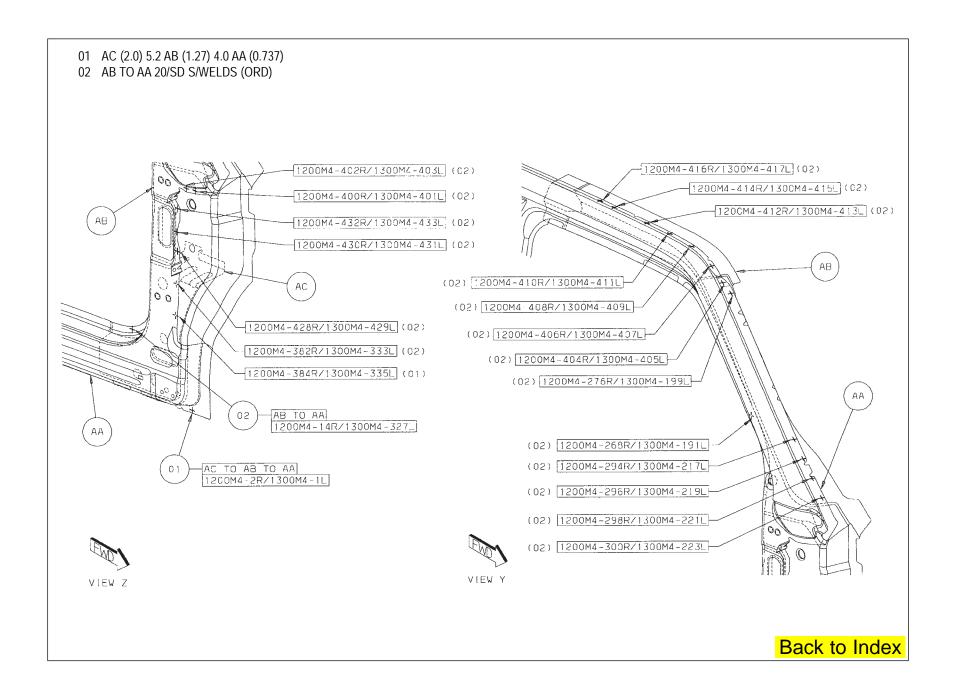
AH REINF – D-PILLAR UPR LT – ROOF SUPPORT AJ PANEL – QTR INR RR RT – AJ PANEL - QTR INR RR LT -AK REINF – QTR INR BELTLINE RT – AK REINF – QTR INR BELTLINE LT – AL RAIL - ROOF SIDE INR RT -AL RAIL - ROOF SIDE INR LT -AM REINF - C-PILLAR LWR RT -AM REINF - C-PILLAR LWR LT -AN PANEL – QTR INR LWR RR RT – AE FRAME – WINDSHIELD SIDE OPENING INR RT – AN PANEL – QTR INR LWR RR LT – AE FRAME – WINDSHIELD SIDE OPENING INR LT – AP PANEL – RR WHEELHOUSE OTR RT – AP PANEL – RR WHEELHOUSE OTR LT – AR EXTENSION – BODY SIDE APERTURE RR FASCIA ATTACHING RT -AR EXTENSION – BODY SIDE APERTURE RR FASCIA ATTACHING LT -

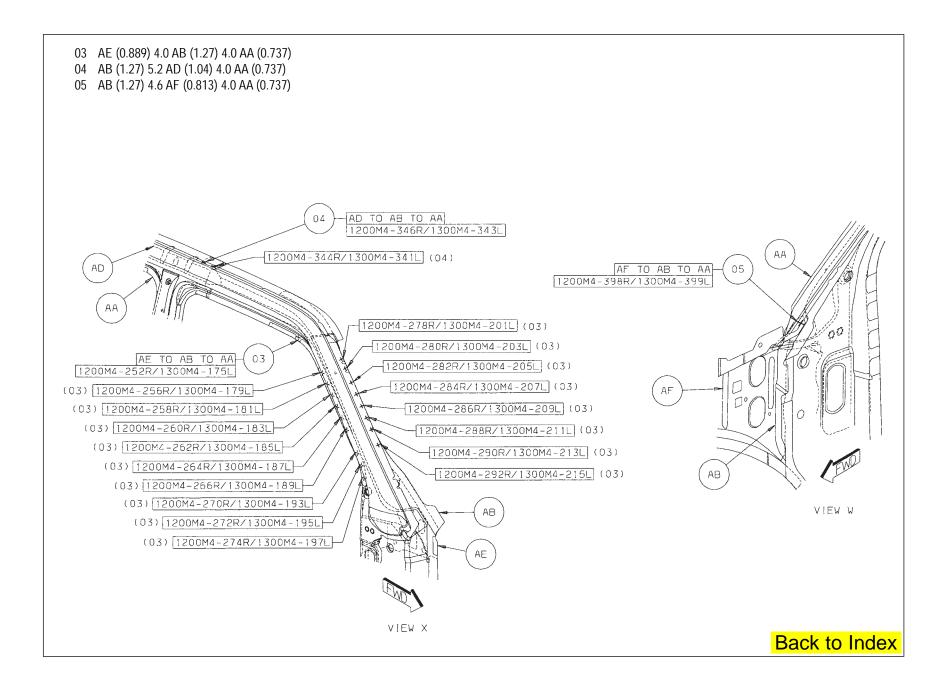
- AS REINF INR BODY SILL RT -
- AS REINF INR BODY SILL LT -
- AT REINF W/SHIELD FRM INR LWR & FRT DR HGE MTG UPR RT -
- AT REINF W/SHIELD FRM INR LWR & FRT DR HGE MTG UPR LT -
- AU SILL FRT FLOOR -
- AU SILL FRT FLOOR -
- AV REINF BODY CTR PILLAR INR LWR RT -
- AV REINF BODY CTR PILLAR INR LWR LT -
- AW TROUGH LIFTGAT SIDE DRAIN RT -
- AW TROUGH LIFTGAT SIDE DRAIN LT -
- AX PANEL TAIL LAMP RT -
- AX PANEL TAIL LAMP LT -

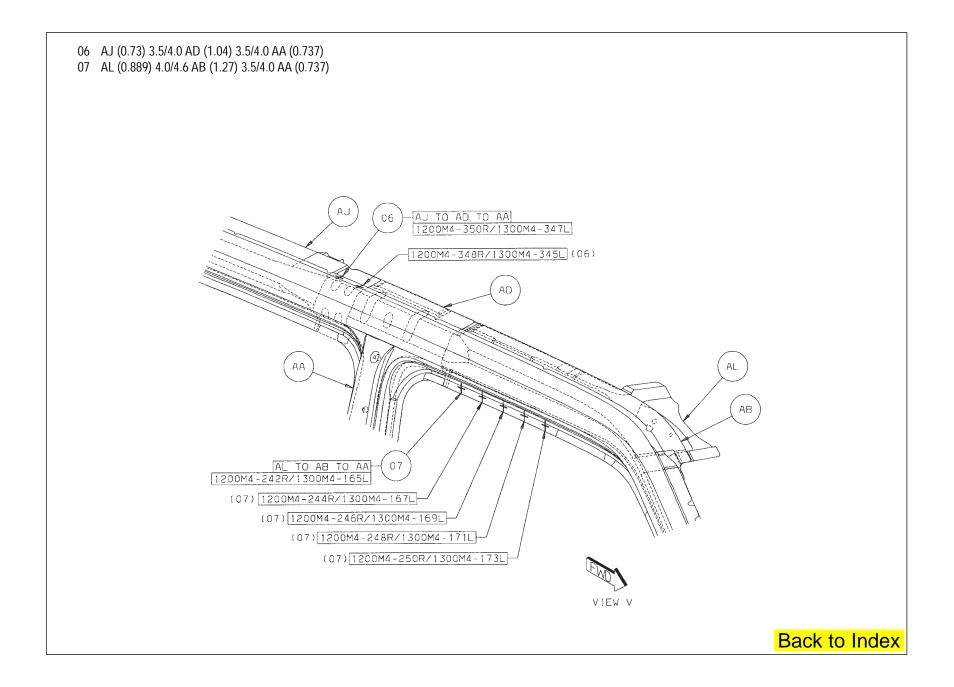


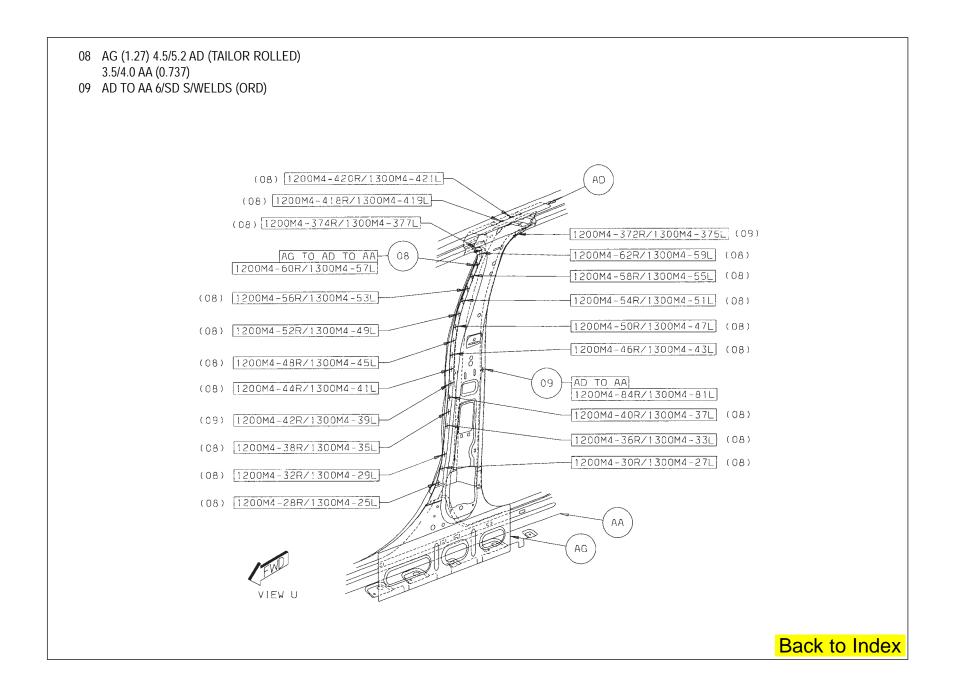
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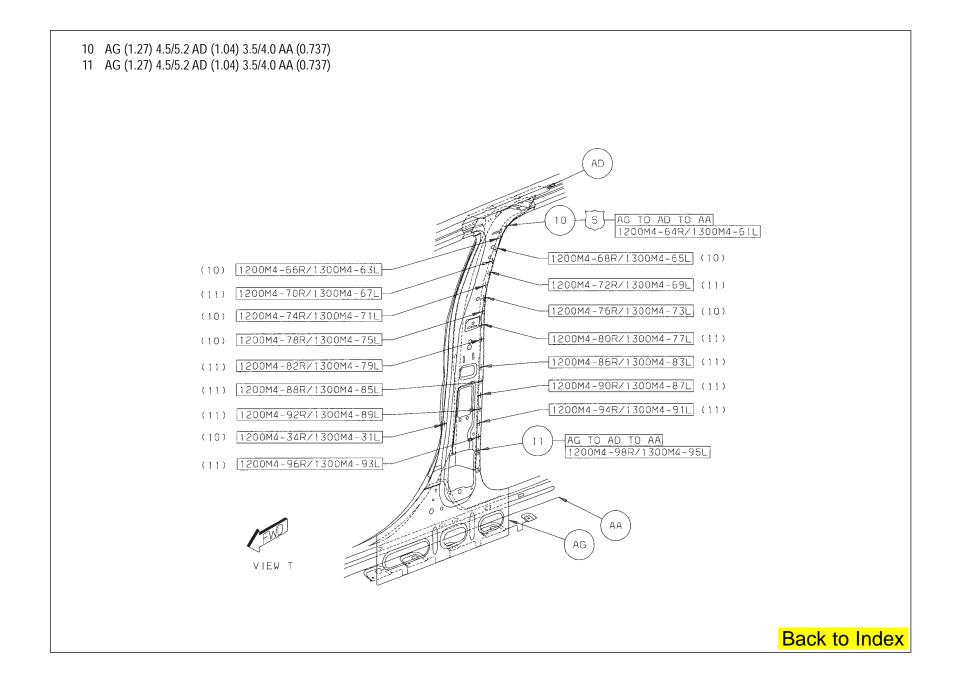


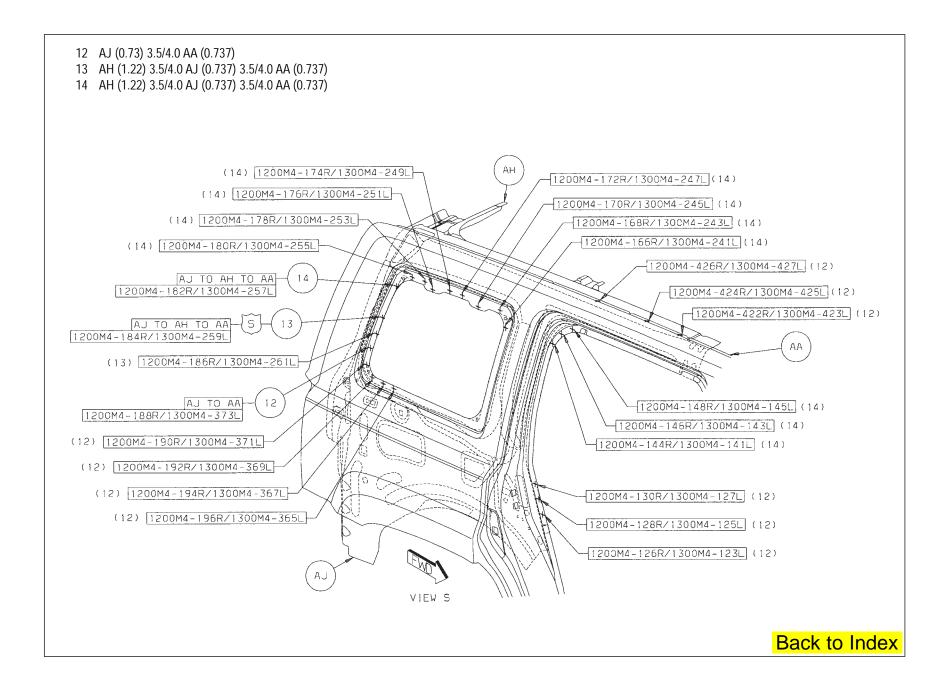


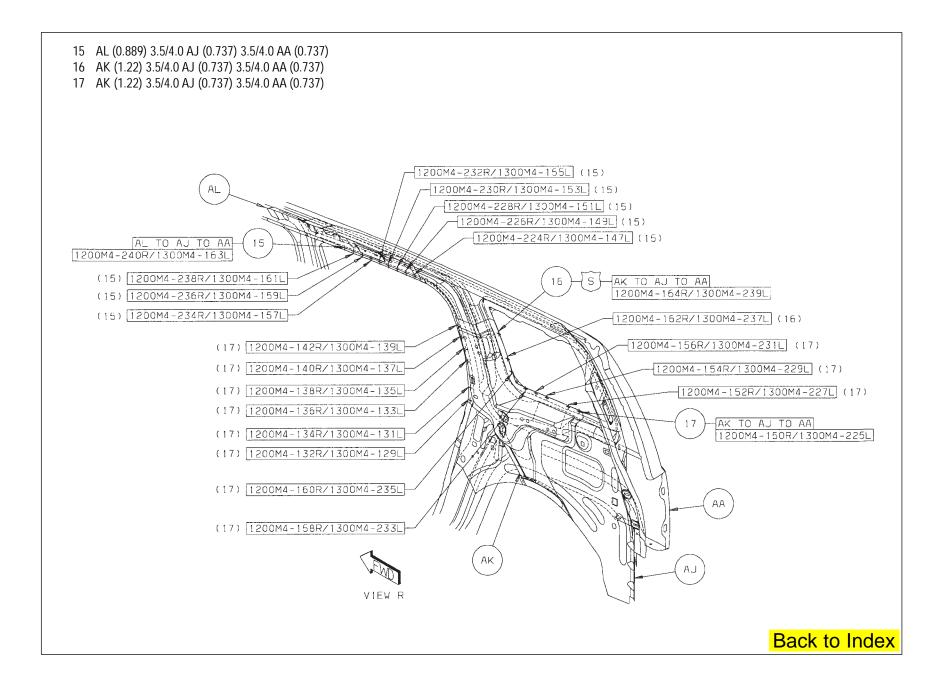


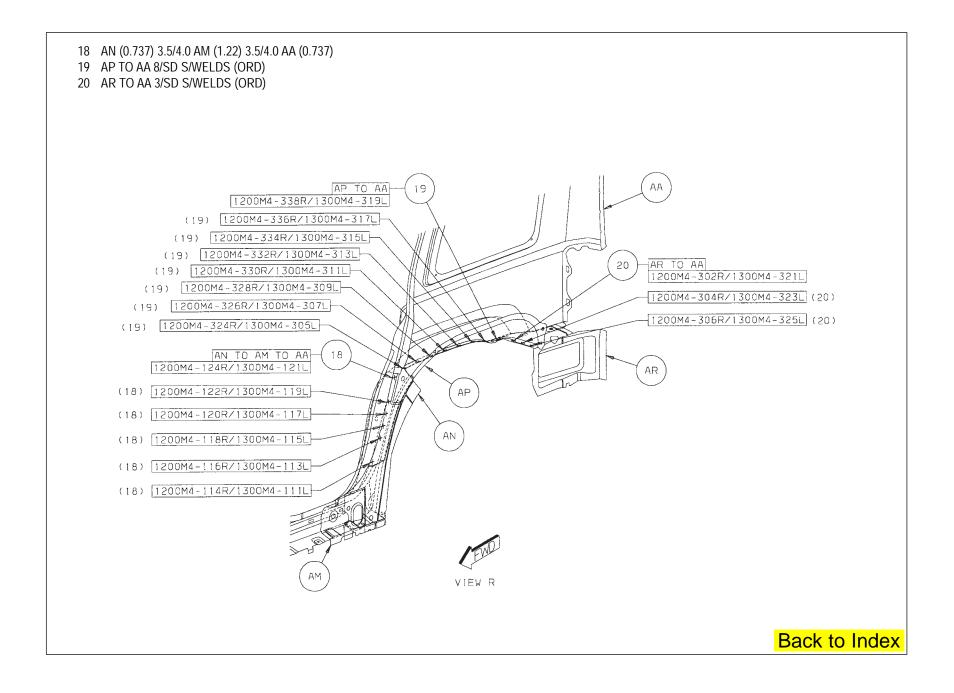


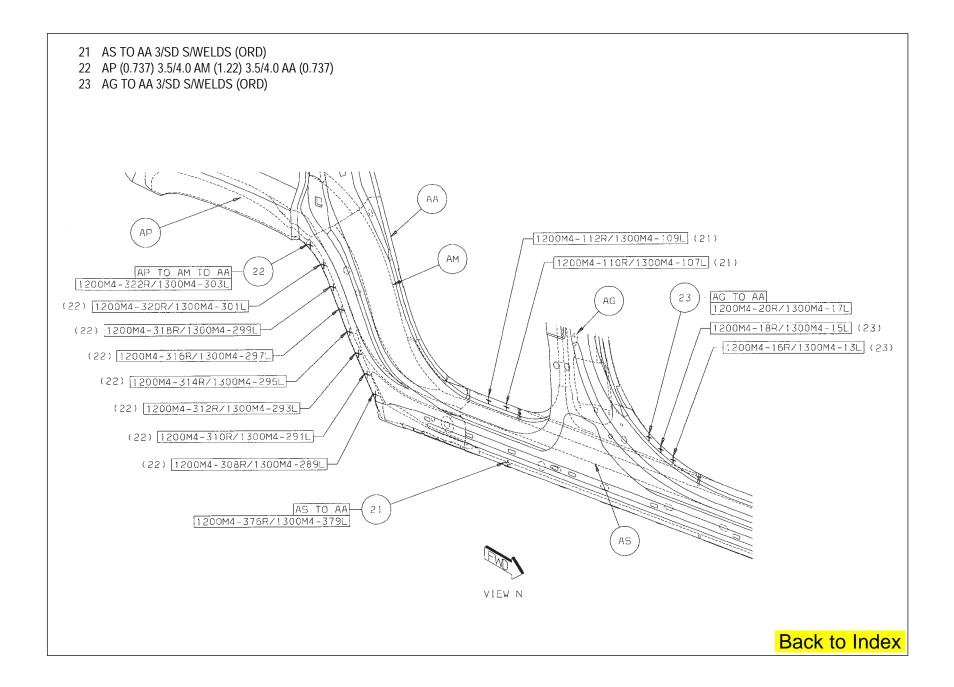


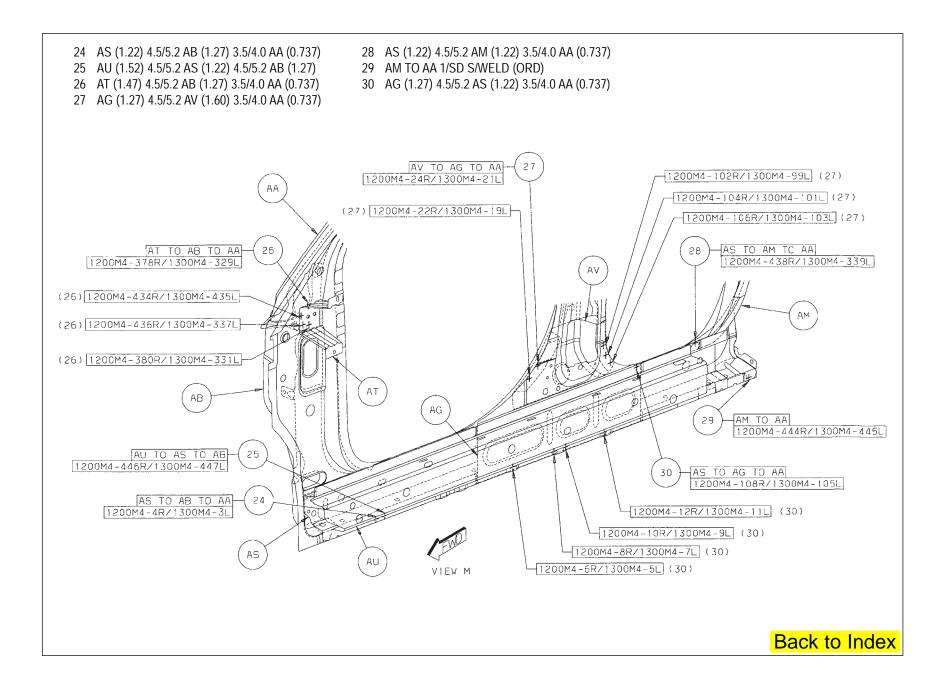


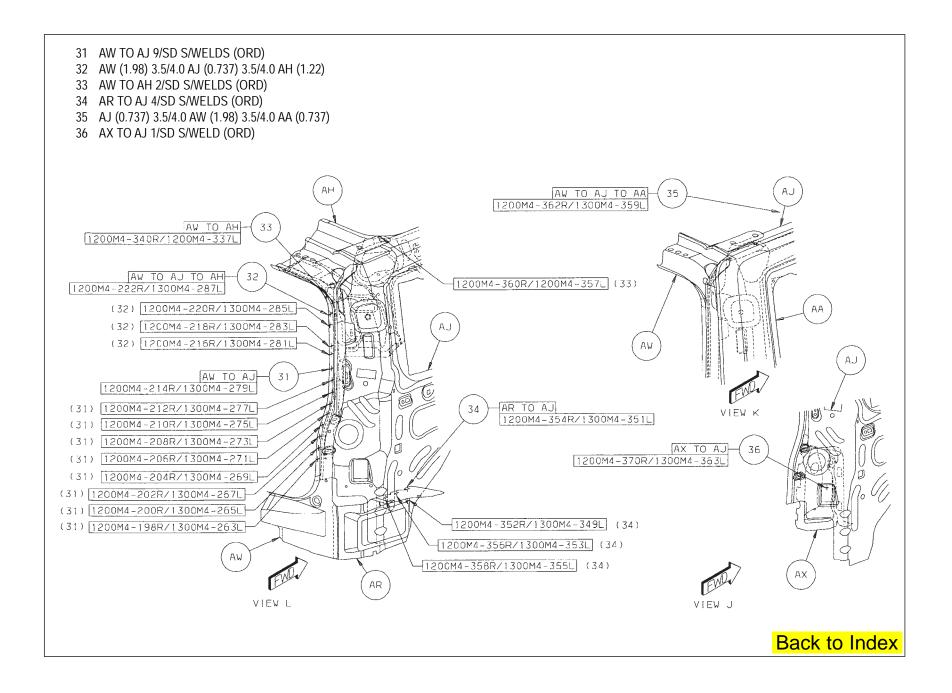


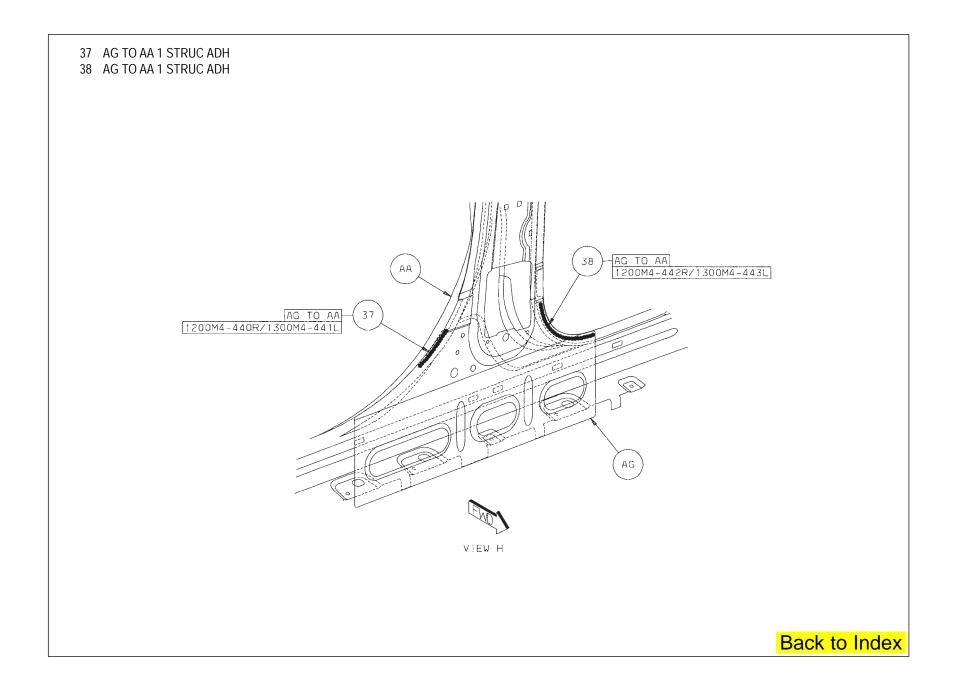


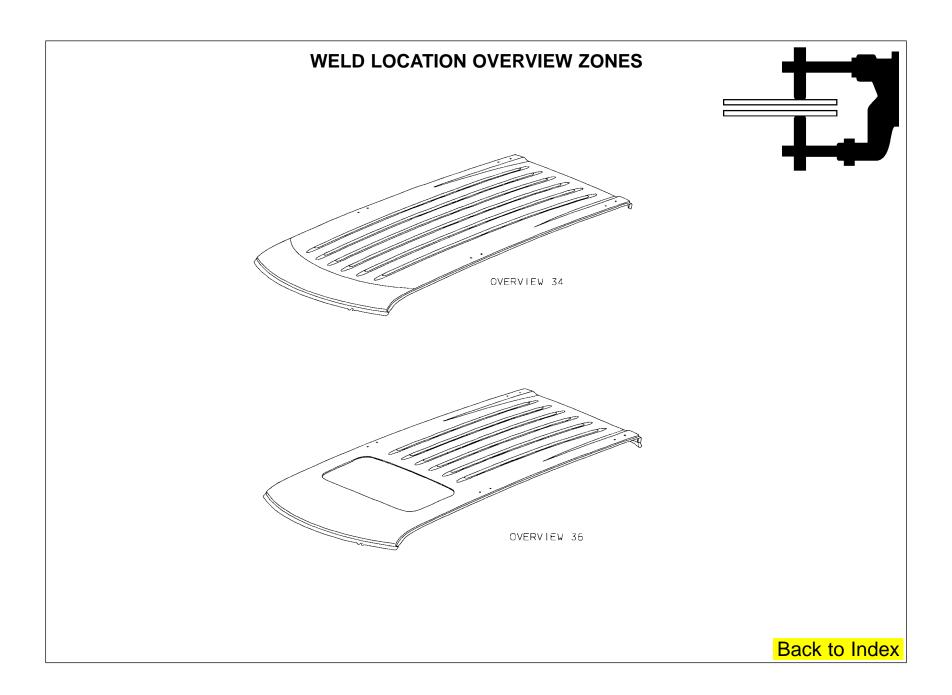


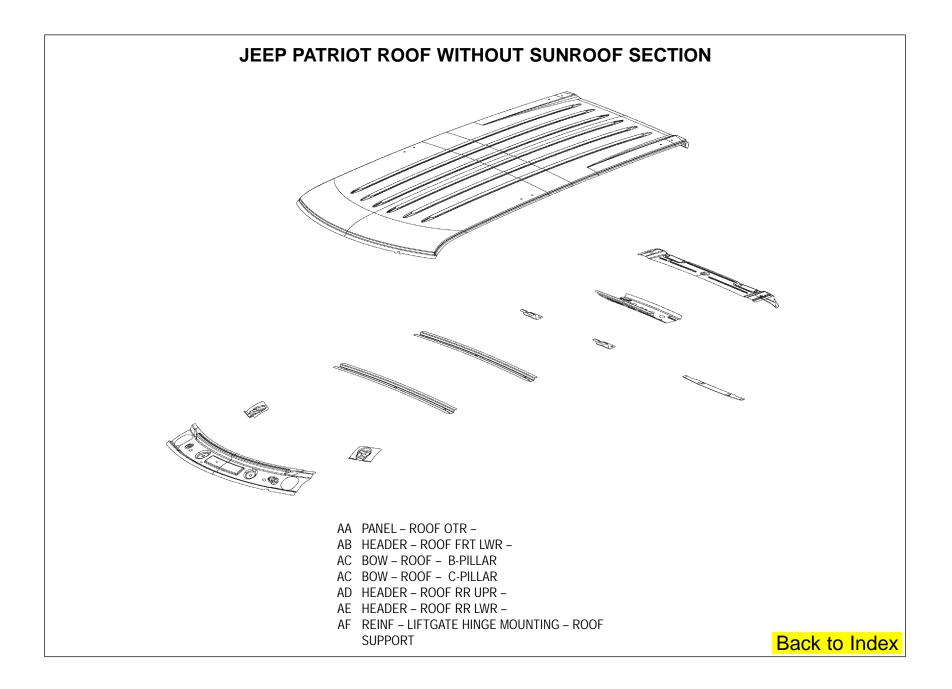


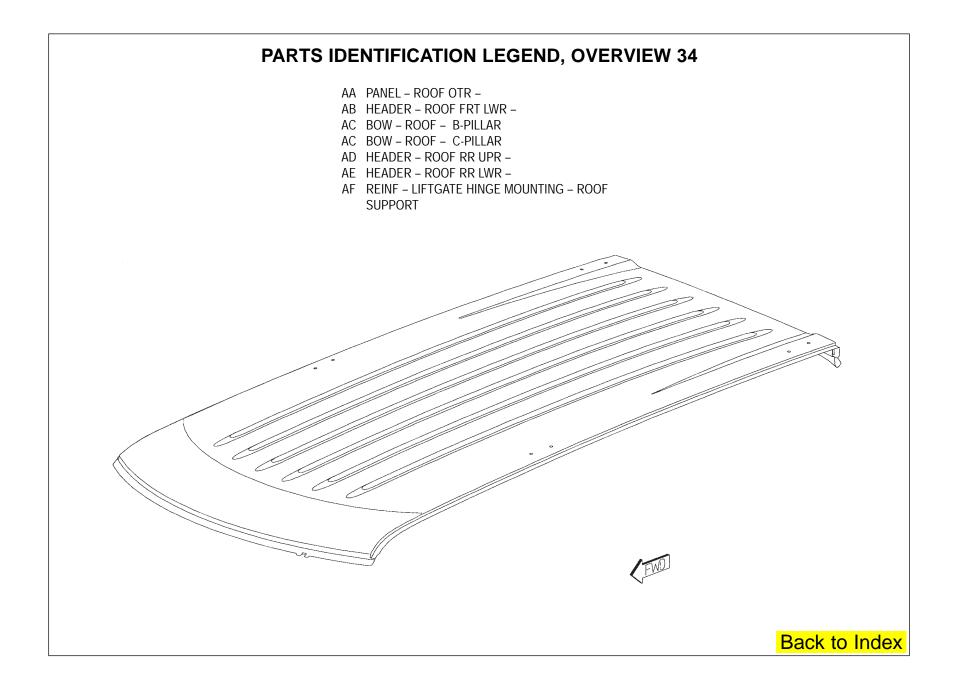


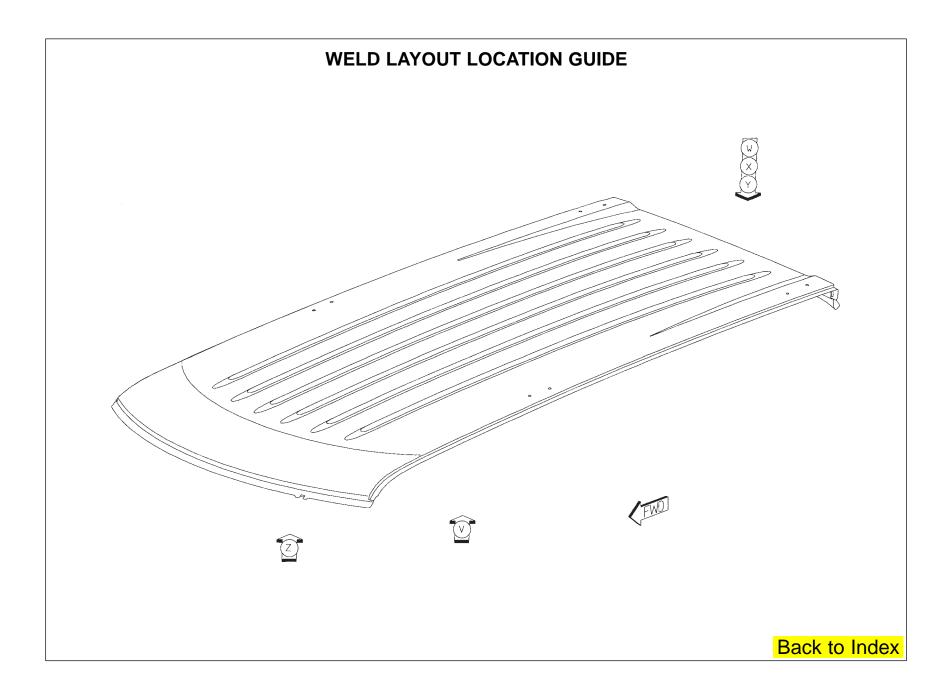


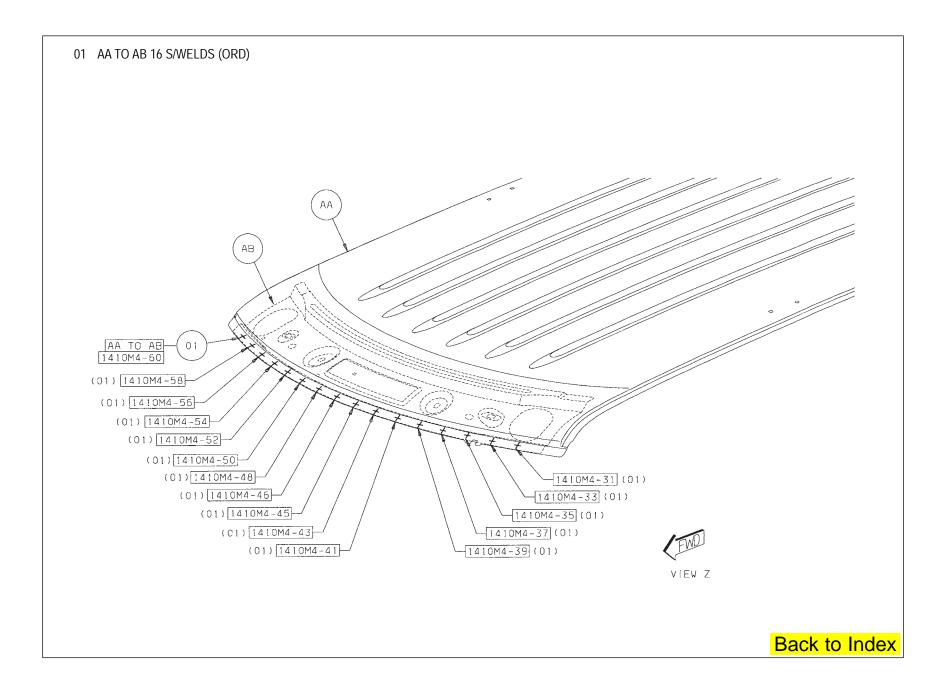


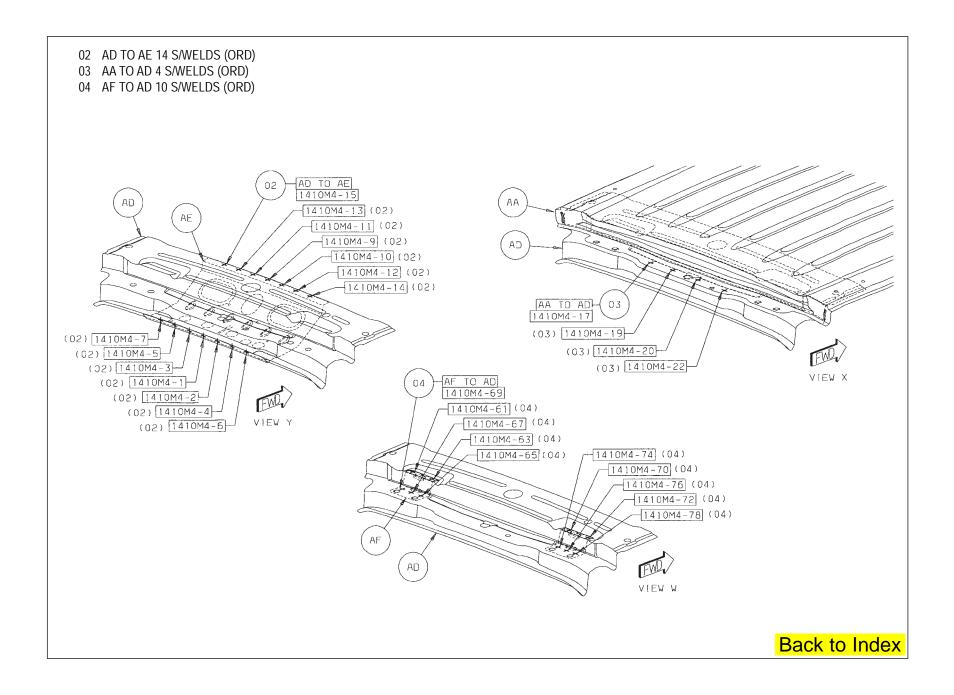


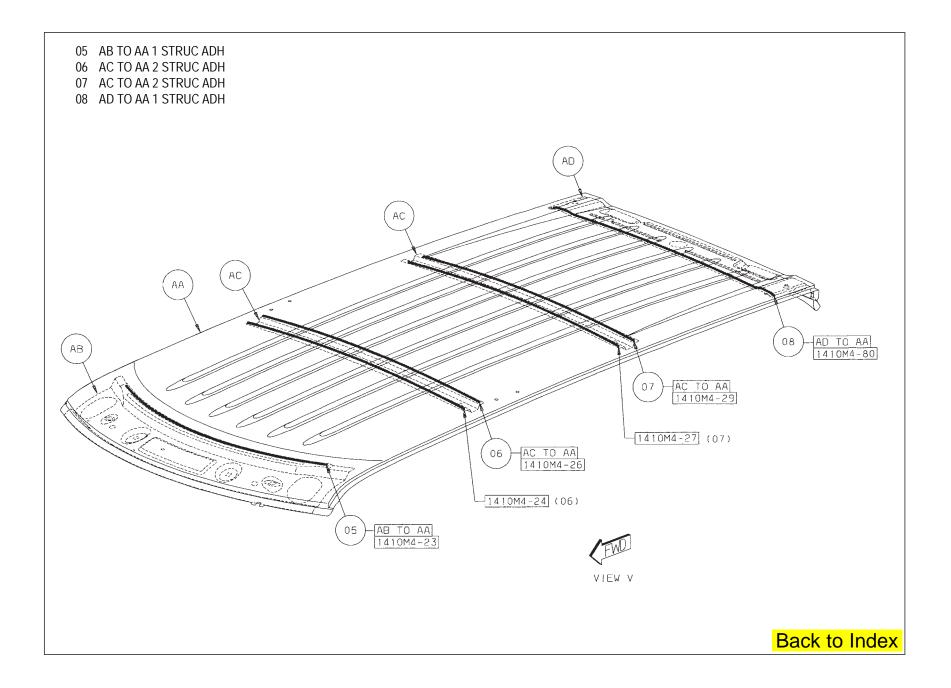


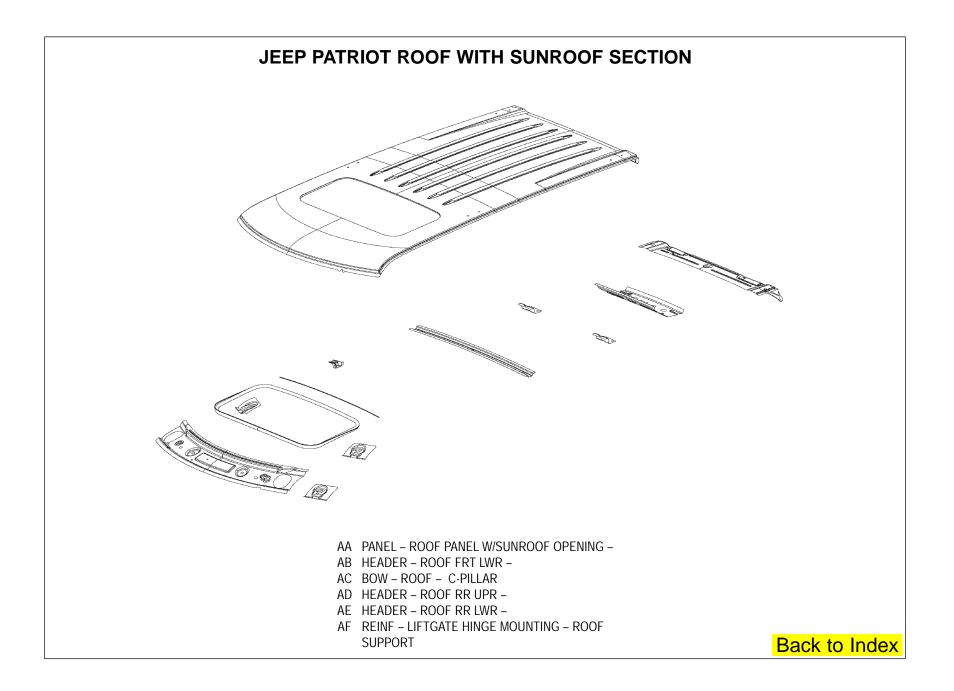


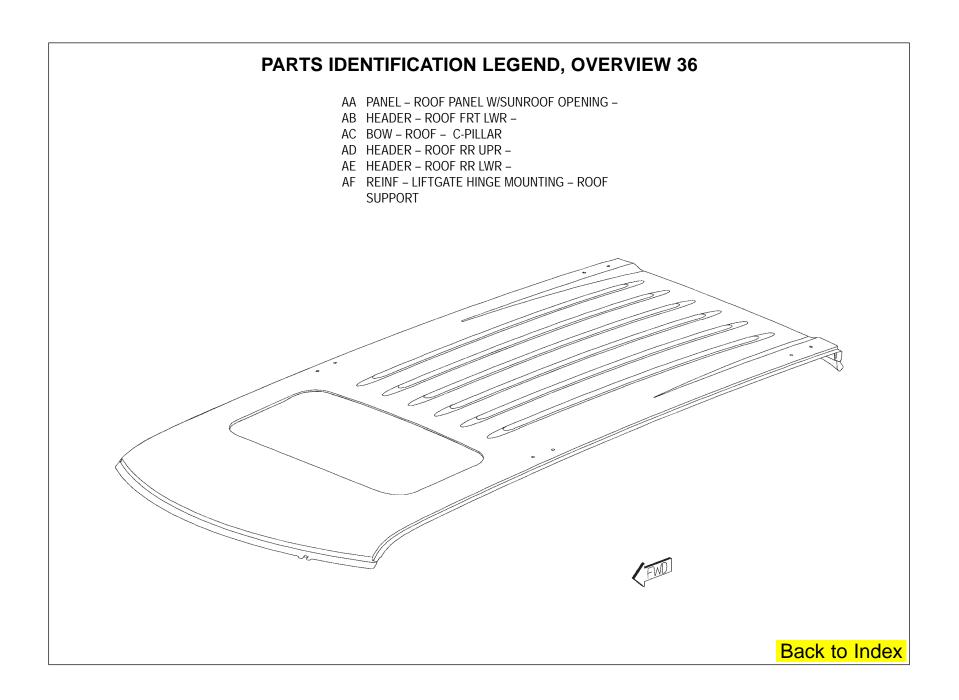


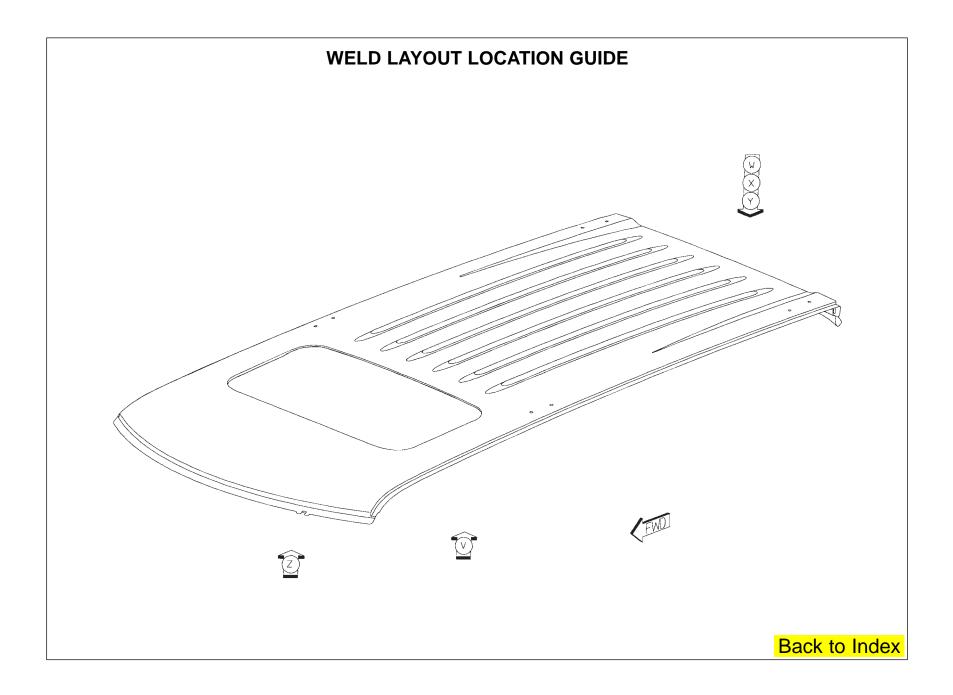


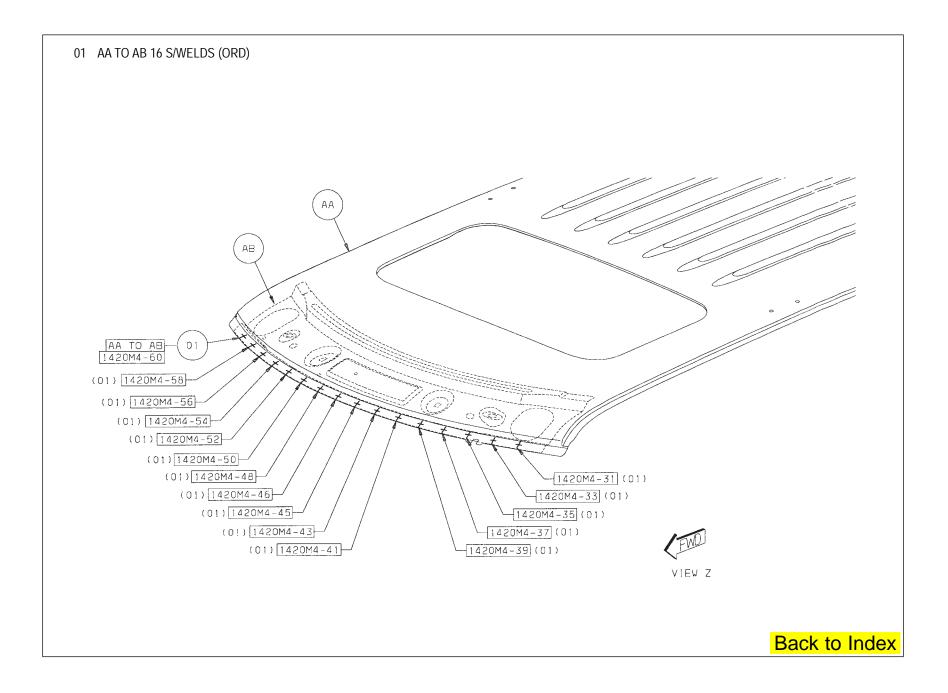


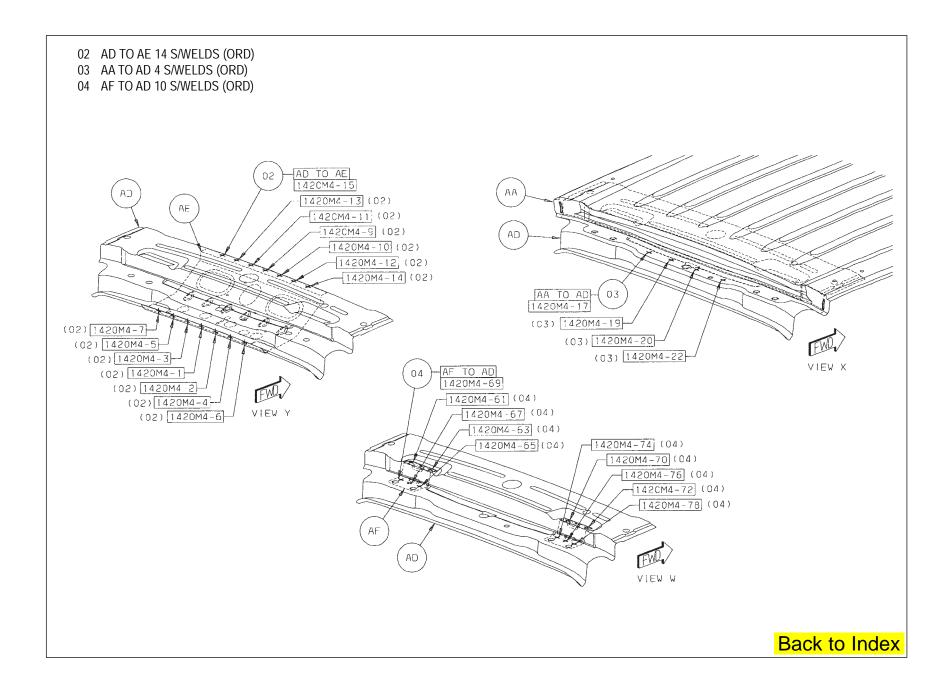


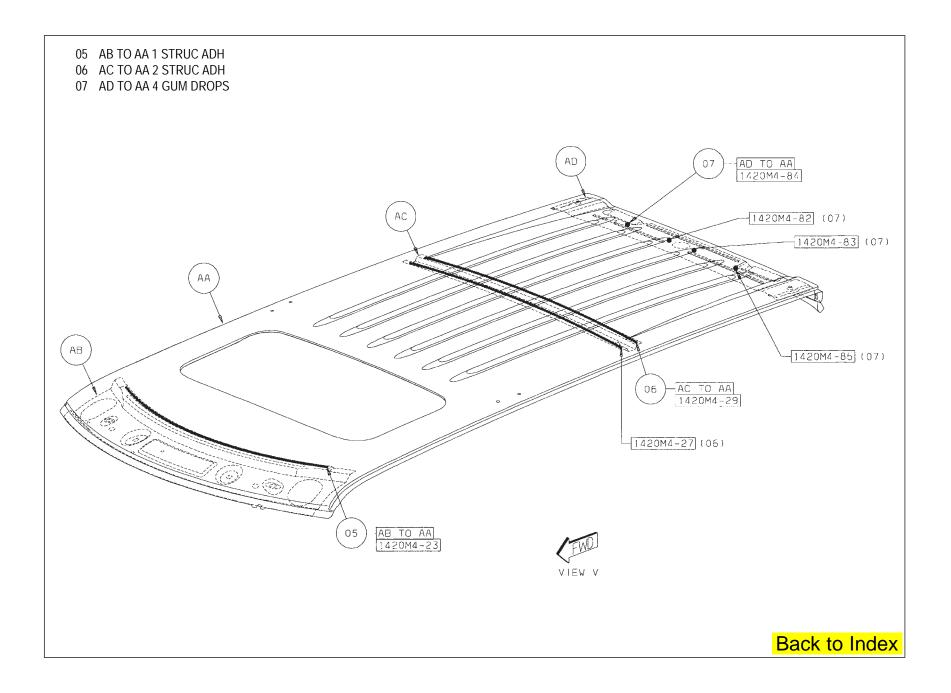


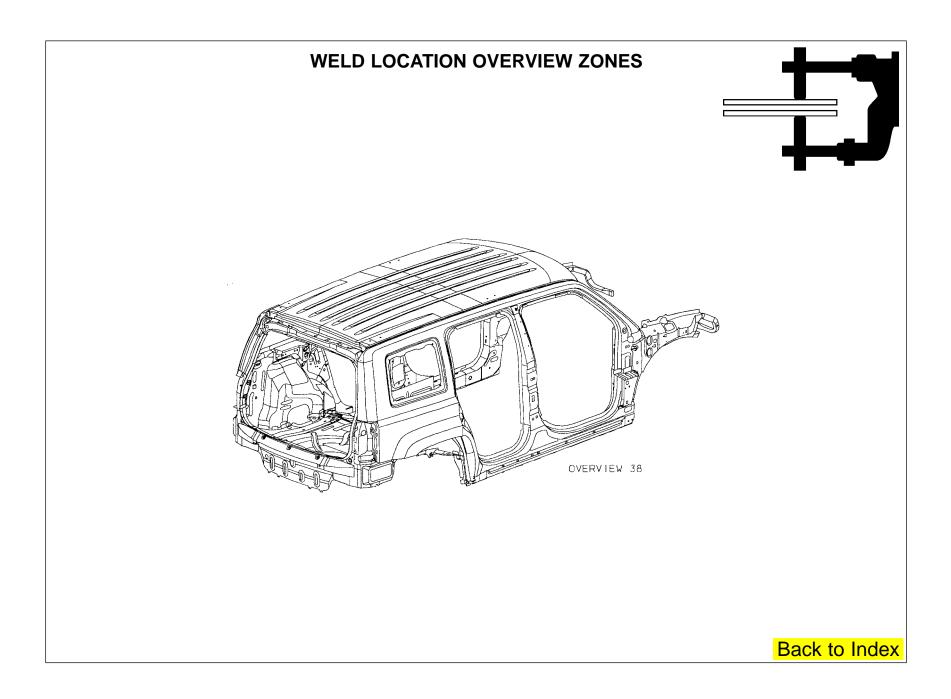












	JEEP PATRIOT BODY IN WHITE COMPLETE SECTION							
	PILLAR – ROOF FRT HINGE RT – PILLAR – ROOF FRT HINGE LT –		Reinf – Inr Body Sill RT – Reinf – Inr Body Sill LT –		PANEL – RR WHEELHOUSE INR RT – PANEL – RR WHEELHOUSE INR LT –			
	PANEL – COWL SIDE RT –		Panel – B-Pillar Inr RT –	ΑZ	EXTENSION – BODY SIDE APERTURE RR			
	PANEL – COWL SIDE LT –		PANEL – B-PILLAR INR LT –		FASCIA ATTACHING RT –			
	BEAM – UPR LOAD PATH OTR RT –		REINF – C-PILLAR LWR RT –	ΑZ	EXTENSION – BODY SIDE APERTURE RR			
			REINF – C-PILLAR LWR LT –	<b>D</b> 4	FASCIA ATTACHING LT -			
			PANEL – QTR INR LWR RR RT –		PANEL - RR CLOSURE -			
			PANEL – QTR INR LWR RR LT –		REINF – RR CLOSURE –			
	BRACKET – HEADLAMP LWR RT – BRACKET – HEADLAMP LWR LT –		05115202AA/03 SILL – RR FLOOR SIDEMEMBER RT/LT		TROUGH – LIFTGATE SIDE DRAIN RT – TROUGH – LIFTGATE SIDE DRAIN LT –			
	FRAME – WINDSHIELD SIDE OPENING INR RT –				PANEL – TAIL LAMP RT –			
	FRAME – WINDSHIELD SIDE OPENING INR RT –		WHEEL HOUSE, INR		PANEL – TAIL LAMP RT – PANEL – TAIL LAMP LT –			
	PANEL – COWL TOP UPPER –		PLATE – SIDE SILL LT – PANEL ASSY, RR		PANEL - TAIL LAWF LT - PAN - RR FLOOR -			
					05115206AA/07 EXTENSION – RR FLOOR PAN			
AJ	PANEL – BODY SIDE APERTURE RT –	AV	PANEL – OTR INR RR RT –	5.	RT/LT -			
AJ	PANEL – COWL TOP INNER – PANEL – BODY SIDE APERTURE RT – PANEL – BODY SIDE APERTURE LT –	AV	PANEL – OTR INR RR LT –	BG	05115198AA/99 EXTENSION – RR FLOOR PAN			
	REINF – BODY FRT HINGE PILLAR LWR DOOR	AW	REINF – QTR INR BELTLINE RT –		RT/LT –			
	HINGE RT –		REINF – QTR INR BELTLINE LT –	BH	BOW – ROOF – B-PILLAR			
AK	REINF – BODY FRT HINGE PILLAR LWR DOOR	АΧ	REINF - RR WHEELHOUSE RT - PANEL ASSY,	BH	BOW – ROOF – C-PILLAR			
	HINGE LT –		RR WHEELHOUSE INR	BJ	REINF – SUN VISOR RT –			
	CROSSMEMBER – DASH –	AX	REINF – RR WHEELHOUSE LT – PANEL ASSY,					
	SILL – FRT FLOOR –		RR WHEELHOUSE INR					
AM	SILL – FRT FLOOR –				Back to Index			

## **PARTS IDENTIFICATION LEGEND, OVERVIEW 38**

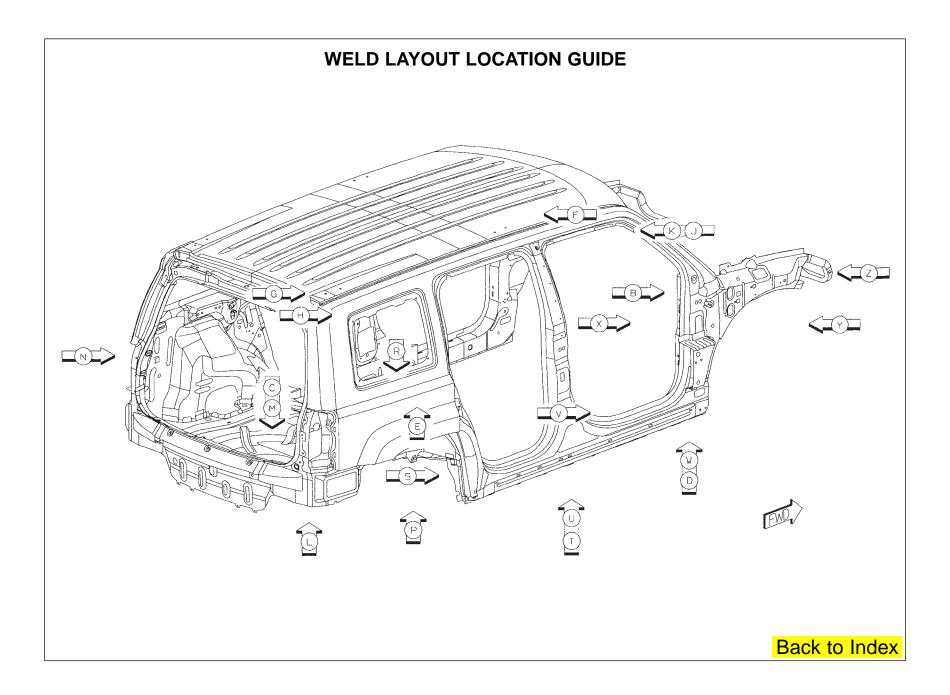
AA PILLAR - ROOF FRT HINGE RT -AA PILLAR – ROOF FRT HINGE LT – AB PANEL - COWL SIDE RT -AB PANEL - COWL SIDE LT -AC BEAM – UPR LOAD PATH OTR RT – AC BEAM – UPR LOAD PATH OTR LT – AD BEAM – LOAD PATH INR UPR RT – AD BEAM - LOAD PATH INR UPR LT -AE BRACKET – HEADLAMP LWR RT – AE BRACKET – HEADLAMP LWR LT – AF FRAME – WINDSHIELD SIDE OPENING INR LT – AG PANEL - COWL TOP UPPER -AH PANEL - COWL TOP INNER -AJ PANEL – BODY SIDE APERTURE RT – AJ PANEL – BODY SIDE APERTURE LT – AK REINF – BODY FRT HINGE PILLAR LWR DOOR AW REINF – QTR INR BELTLINE RT – HINGF RT -HINGE LT -

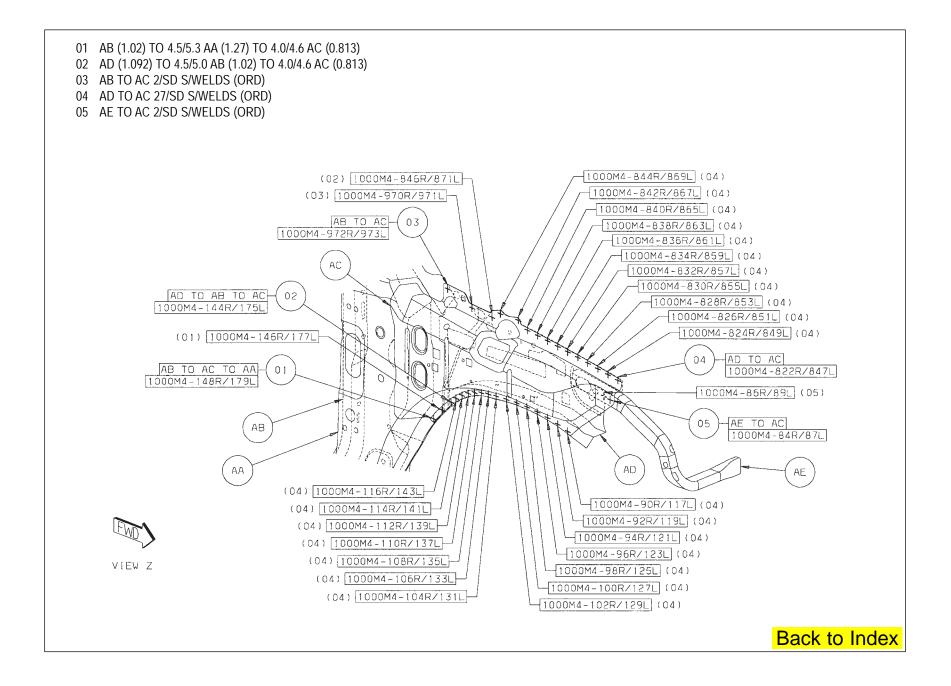
- AL CROSSMEMBER DASH –
- AM SILL FRT FLOOR -
- AM SILL FRT FLOOR -

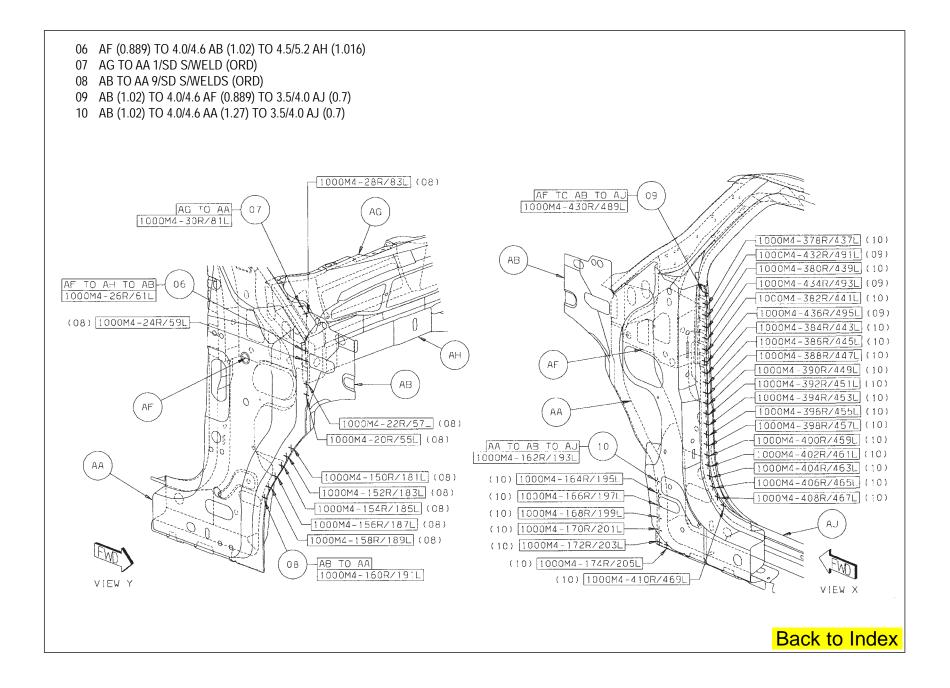
AN REINF - INR BODY SILL RT -AN REINF – INR BODY SILL LT – AP PANEL – B-PILLAR INR RT – AP PANEL – B-PILLAR INR LT – AR REINF – C-PILLAR LWR RT – AR REINF – C-PILLAR LWR LT – AS PANEL – QTR INR LWR RR RT – AS PANEL – QTR INR LWR RR LT – AT 05115202AA/03 SILL - RR FLOOR SIDEMEMBER BC TROUGH - LIFTGATE SIDE DRAIN RT -RT/LT AF FRAME – WINDSHIELD SIDE OPENING INR RT – AU PLATE – SIDE SILL RT – PANEL ASSY, RR WHEEL HOUSE, INR AU PLATE - SIDE SILL LT - PANEL ASSY, RR WHEEL HOUSE, INR AV PANEL - OTR INR RR RT -AV PANEL – OTR INR RR LT – AW REINF – QTR INR BELTLINE LT – AK REINF – BODY FRT HINGE PILLAR LWR DOOR AX REINF – RR WHEELHOUSE RT – PANEL ASSY, **RR WHEELHOUSE INR** AX REINF – RR WHEELHOUSE LT – PANEL ASSY. **RR WHEELHOUSE INR** 

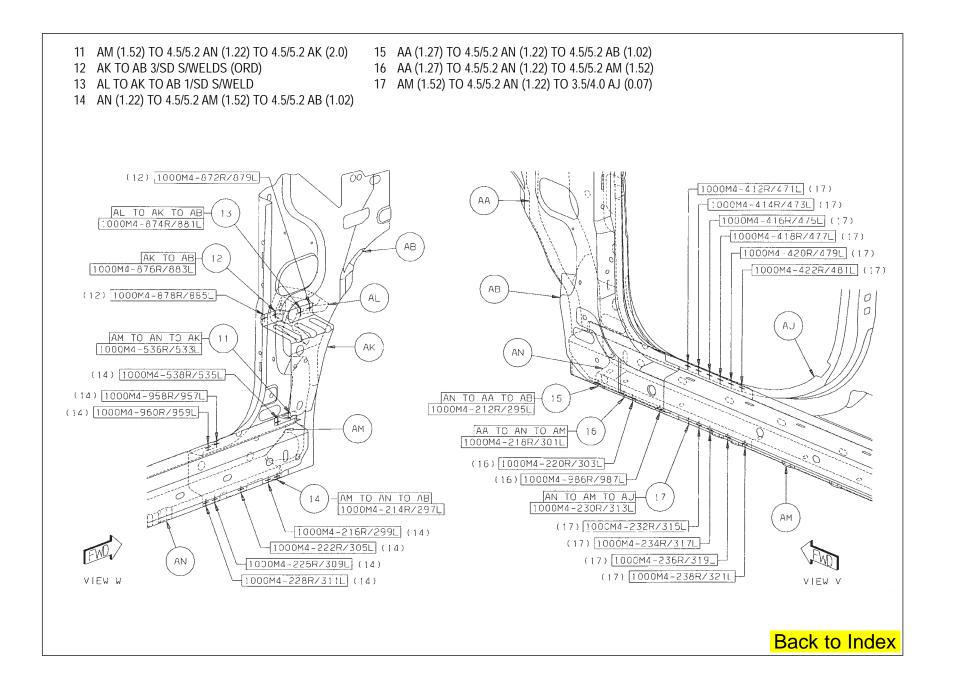
- AY PANEL RR WHEELHOUSE INR RT -
- AY PANEL RR WHEELHOUSE INR LT -
- AZ EXTENSION BODY SIDE APERTURE RR FASCIA ATTACHING RT -
- AZ EXTENSION BODY SIDE APERTURE RR FASCIA ATTACHING LT -
- BA PANEL RR CLOSURE -
- BB REINF RR CLOSURE -
- BC TROUGH LIFTGATE SIDE DRAIN LT -
- BD PANEL TAIL LAMP RT -
- BD PANEL TAIL LAMP LT -
- BE PAN RR FLOOR –
- BF 05115206AA/07 EXTENSION RR FLOOR PAN RT/LT -
- BG 05115198AA/99 EXTENSION RR FLOOR PAN RT/LT –
- BH BOW ROOF B-PILLAR
- BH BOW ROOF C-PILLAR
- BJ REINF SUN VISOR RT -

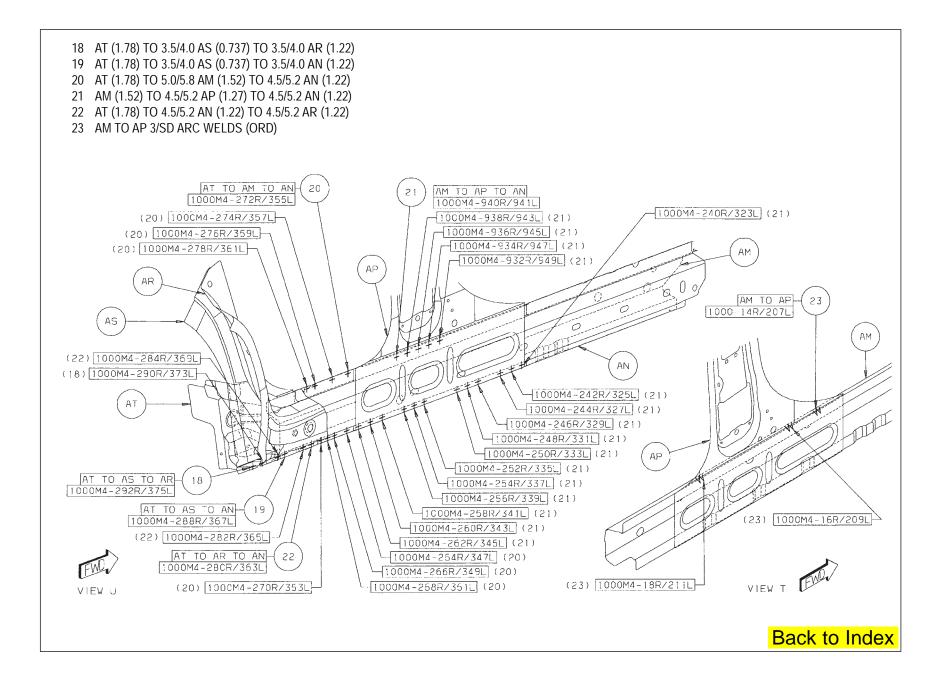
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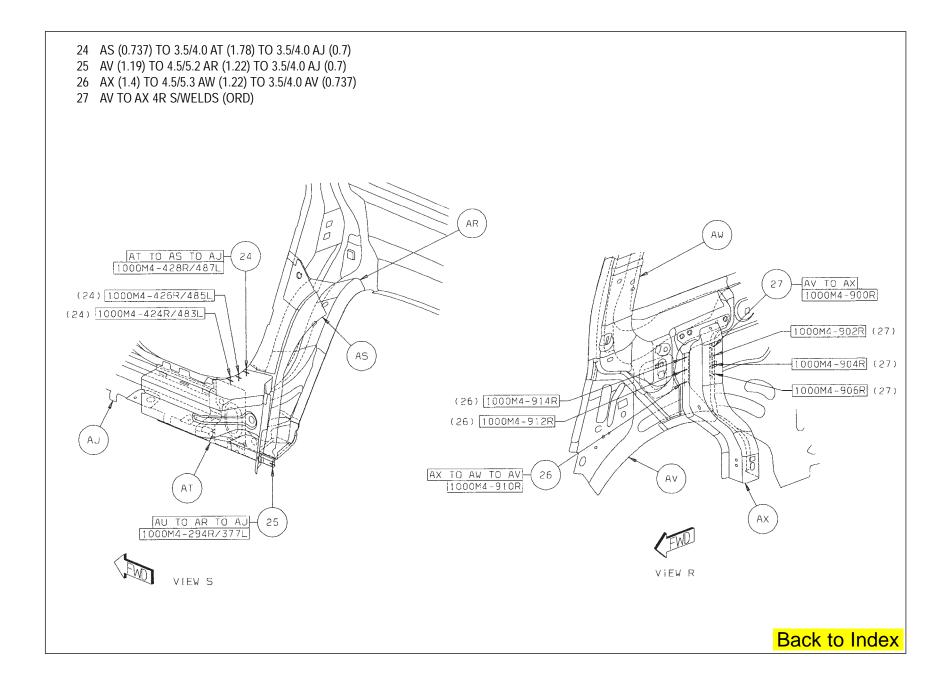


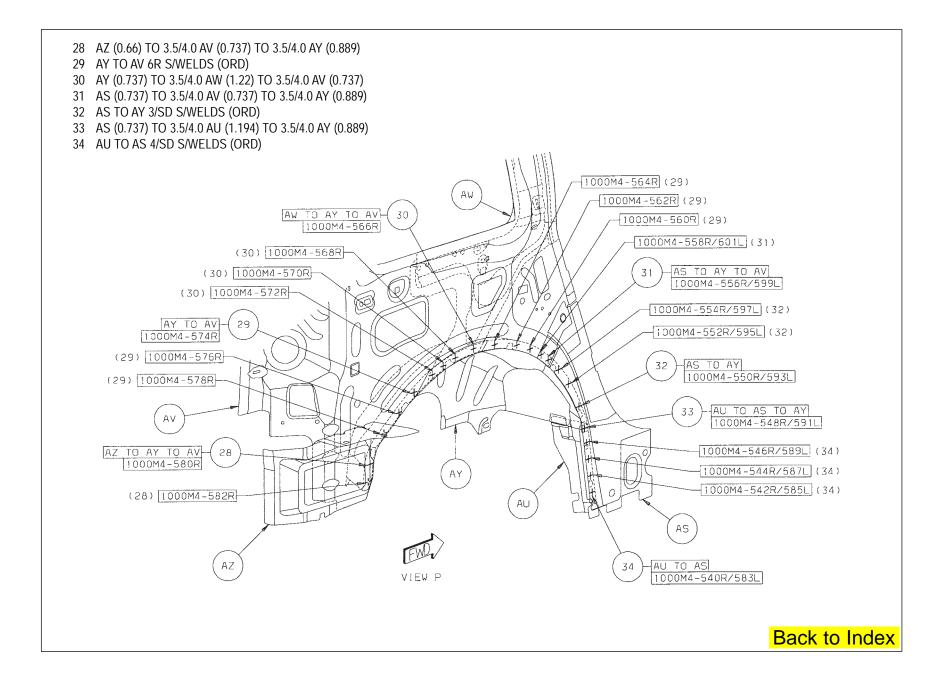


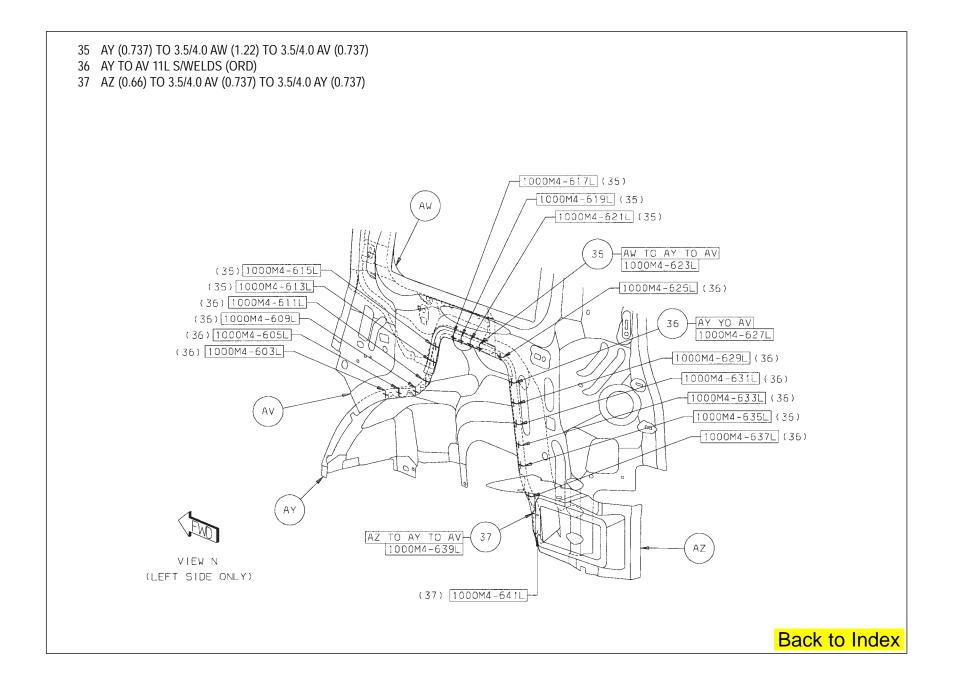


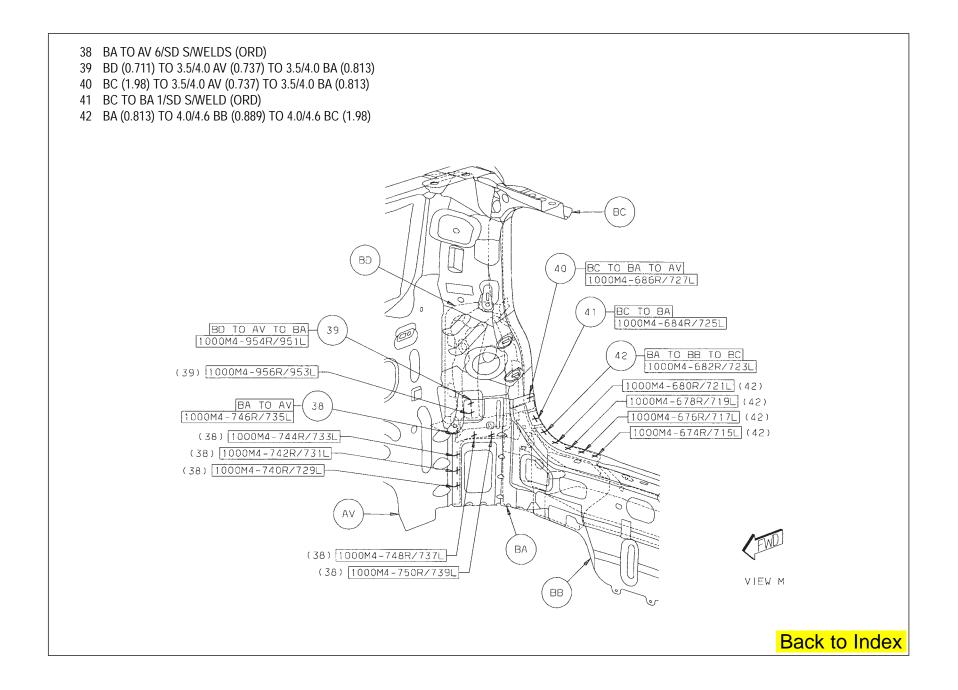


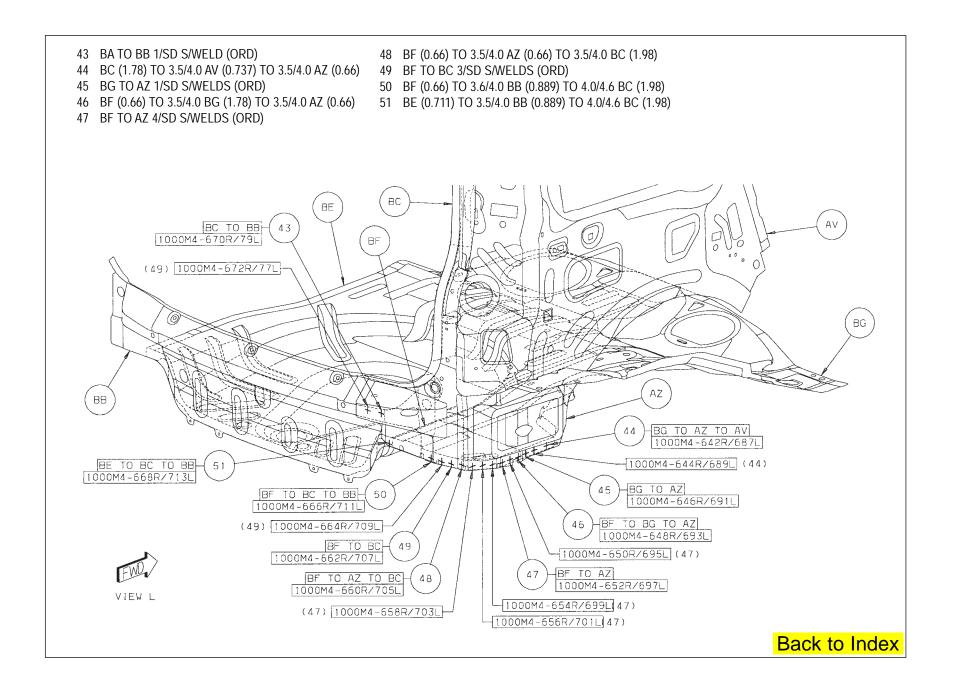


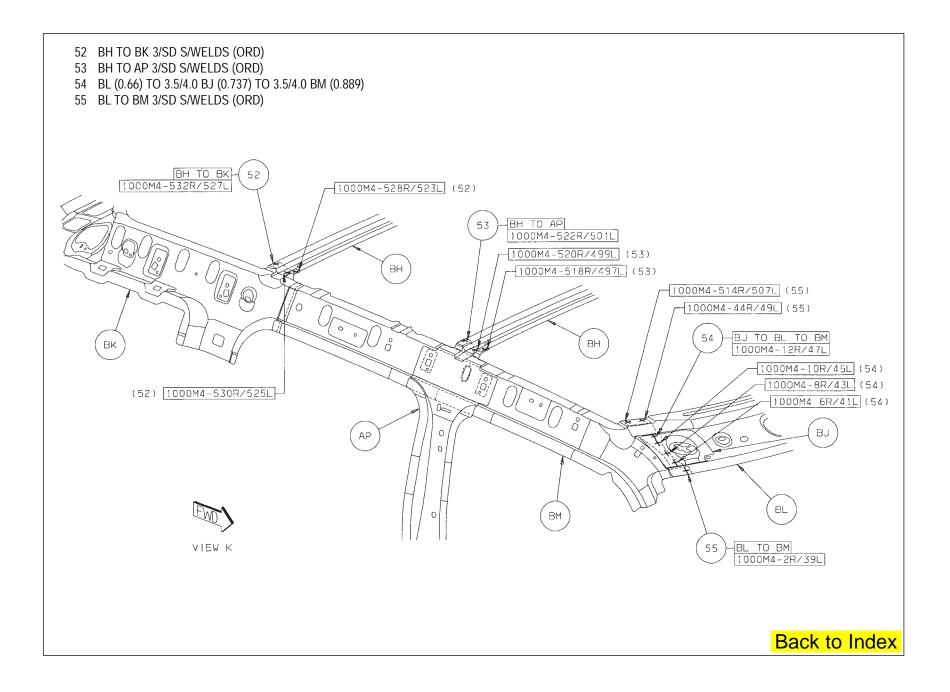


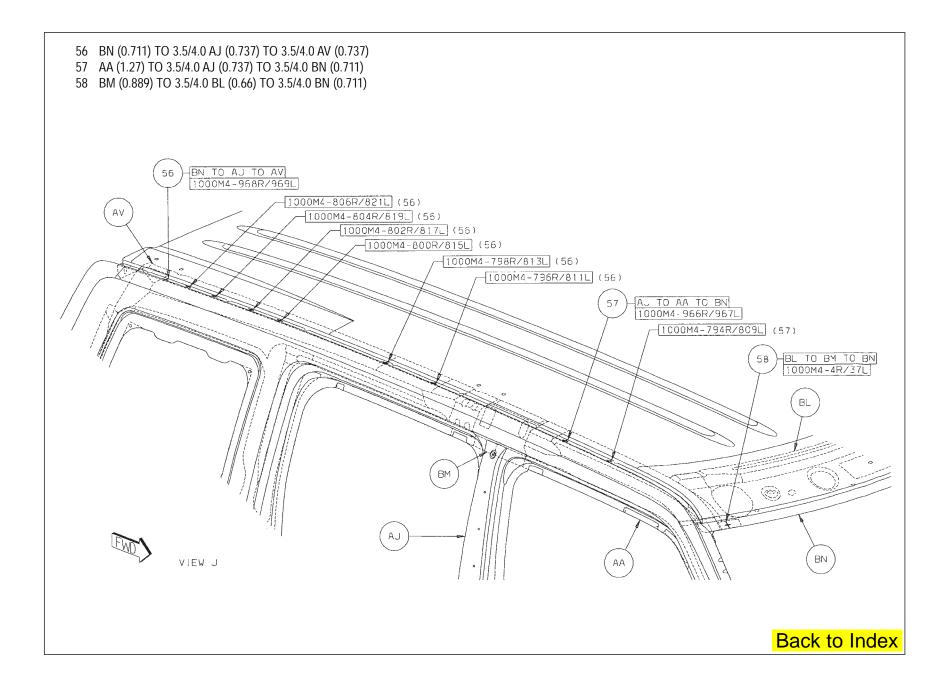


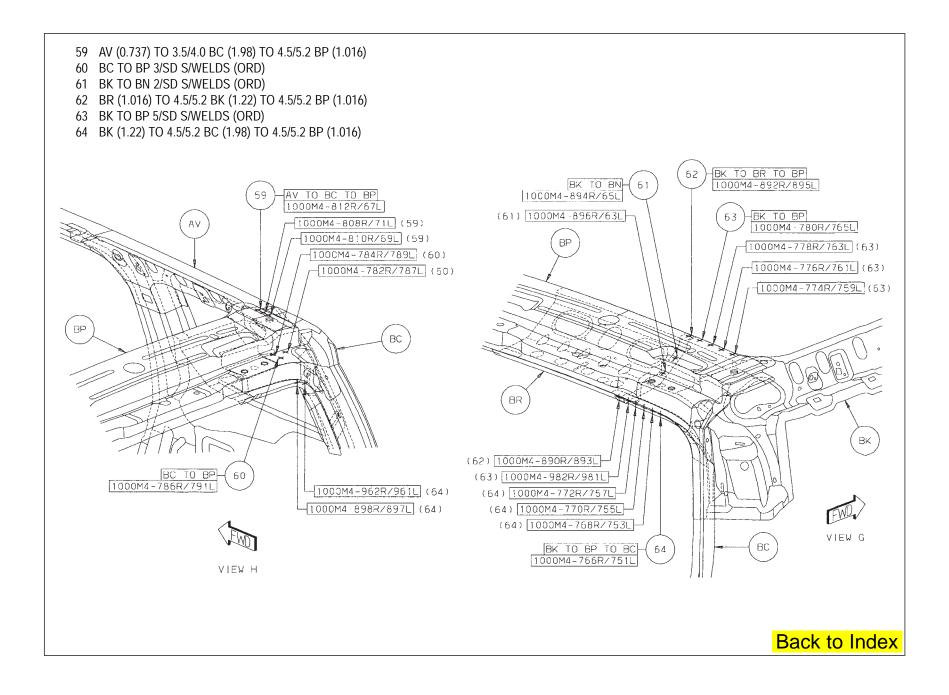


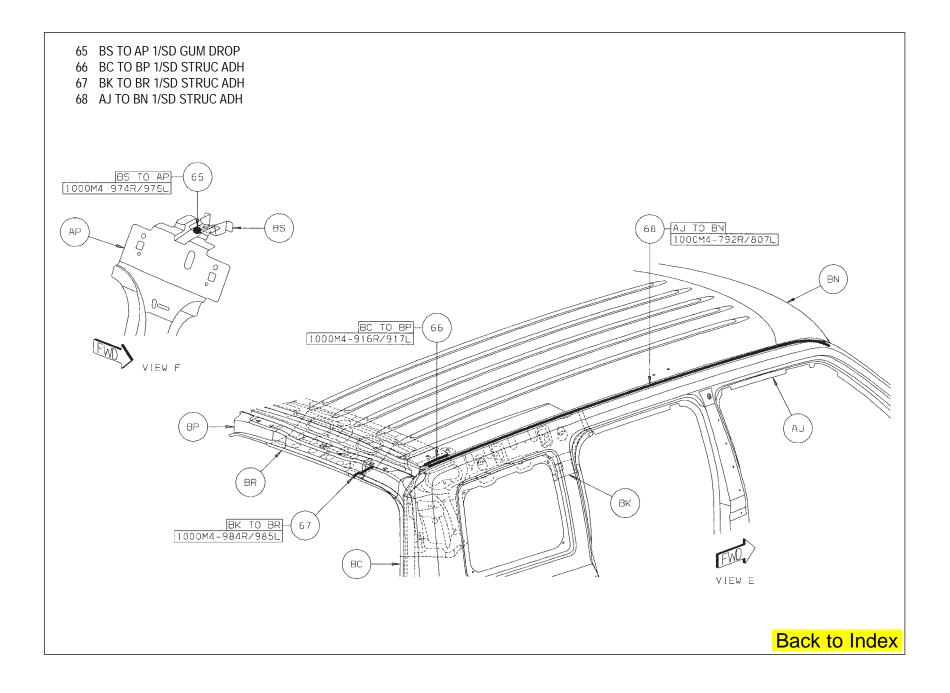


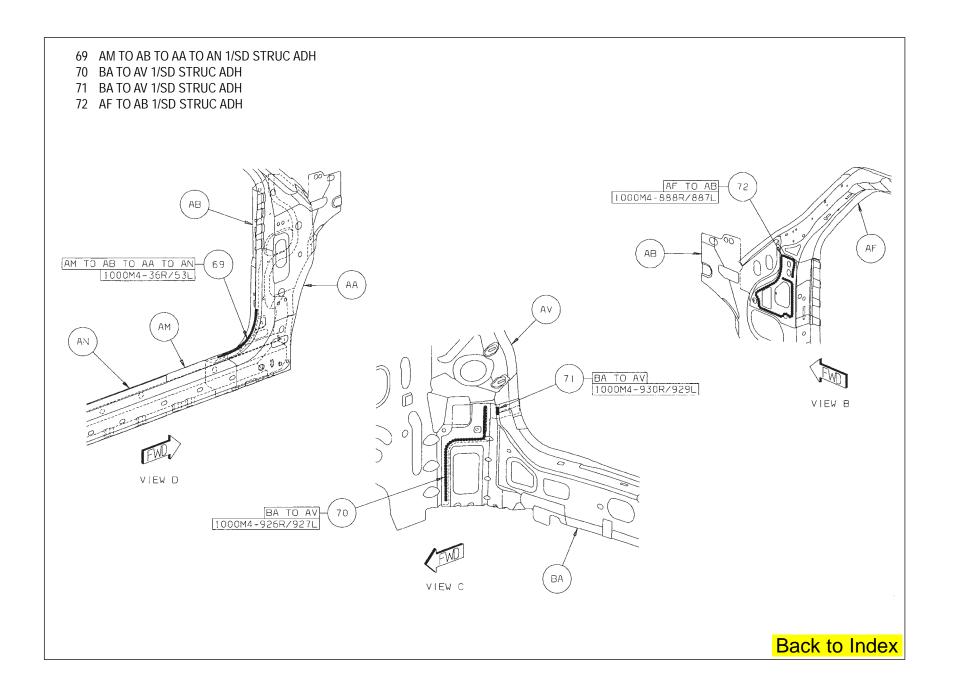




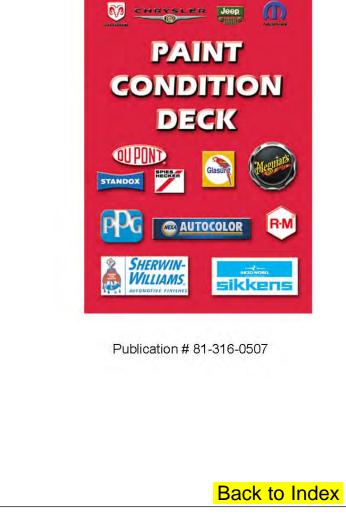






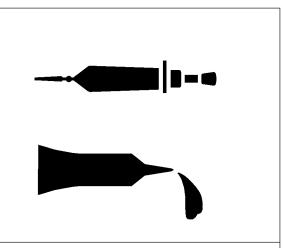






Additional copies of these publications are available by calling: 1-800-890-4038

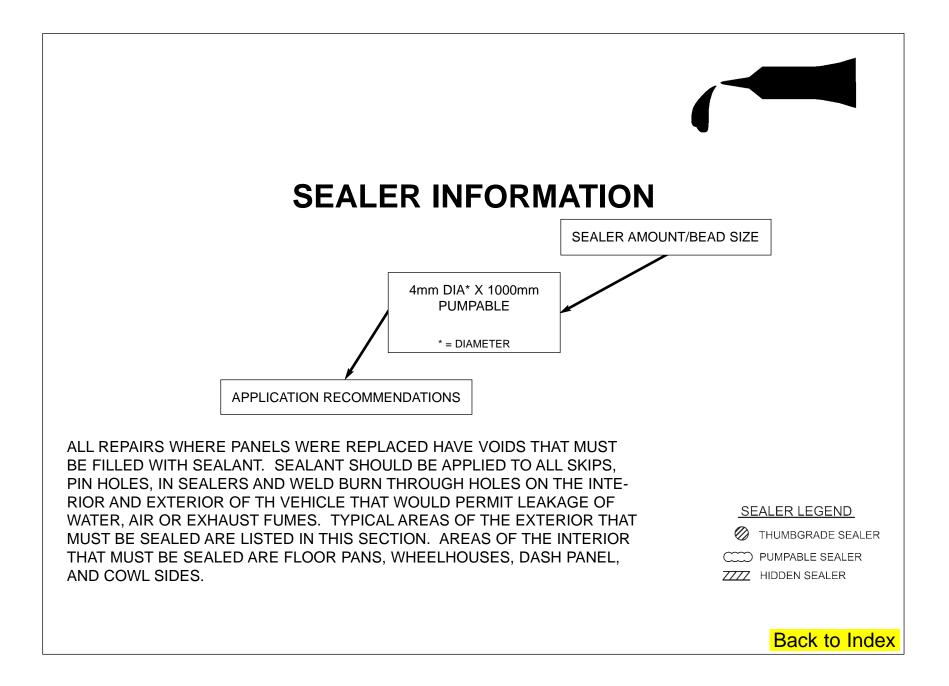
## Sealer/Sound Deadener/ Structural Adhesive/ Foam Locations Jeep Patriot



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 Jeep Patriot.

Body/Paint Sealer Locations
Structural Adhesive Locations
Sound Deadener Locations

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

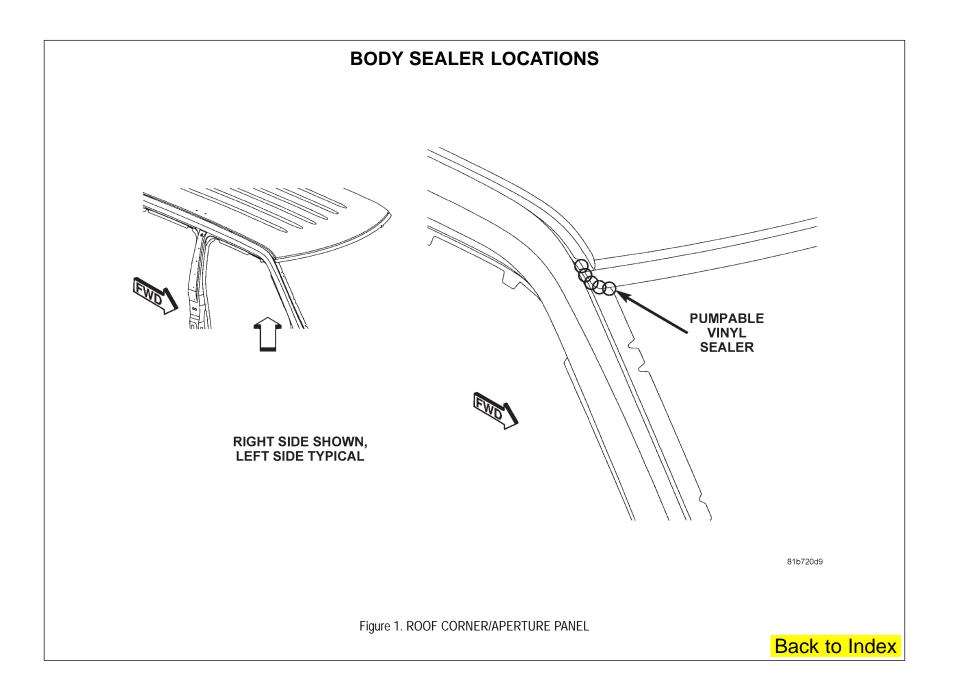


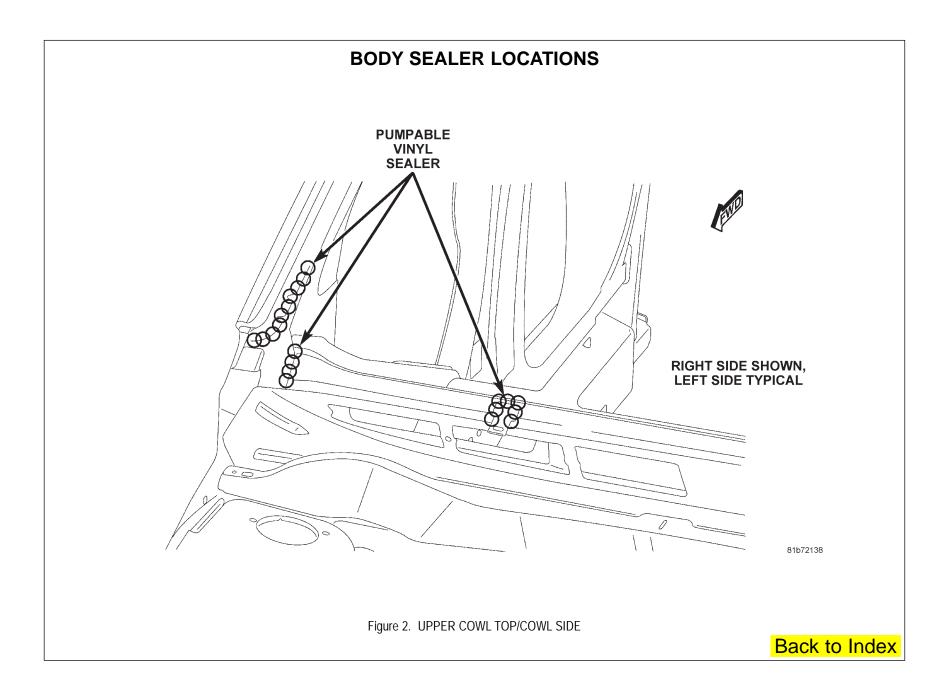
## **BODY SEALER LOCATIONS**

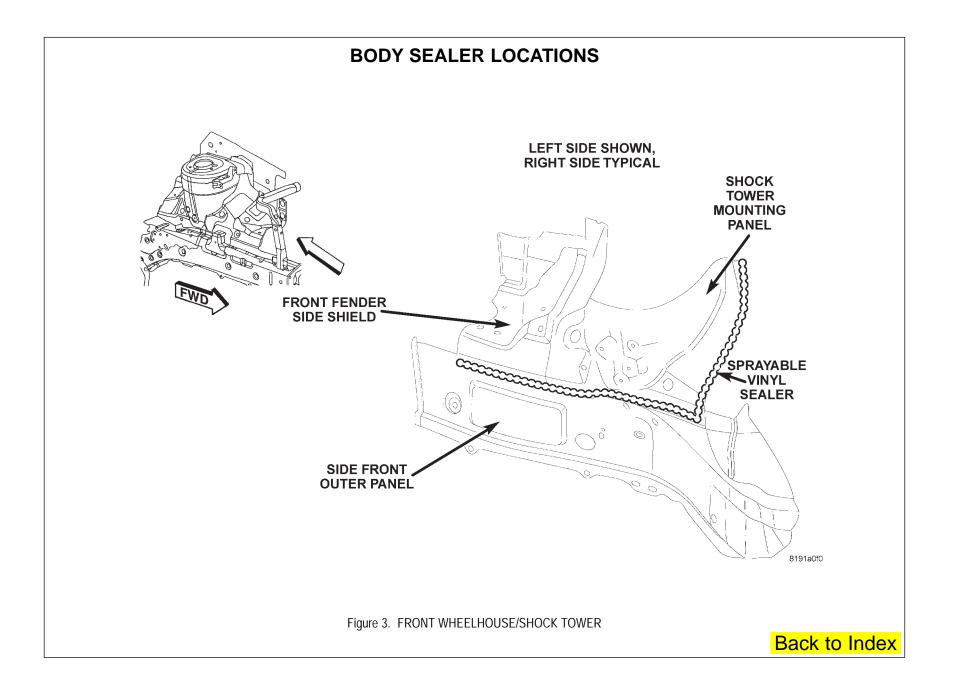
DESCRIPTION	FIGURE
FRONT ROOF CORNER/APERTURE PANEL	1
UPPER COWL TOP/COWL SIDE	2
FRONT WHEELHOUSE/SHOCK TOWER	3
DASH/PLENUM/COWL SIDE PANEL	4
DASH/STEERING SHAFT BRACKET	5
DASH/FRONT FLOOR PAN	6
REAR WHEELHOUSES	7
RIGHT INNER QUARTER PANEL	8
LEFT INNER QUARTER PANEL	9
UNDERBODY	10
REAR FLOOR PAN	11
ROOF/BODY SIDE APERTURE	12
ROOF/ROOF REAR UPPER HEADER	13
BODY SIDE APERTURE/LIFTGATE DRAIN TROUGH	14
TAIL LAMP PANEL	15
LOWER LIFTGATE CLOSEOUT PANEL	16

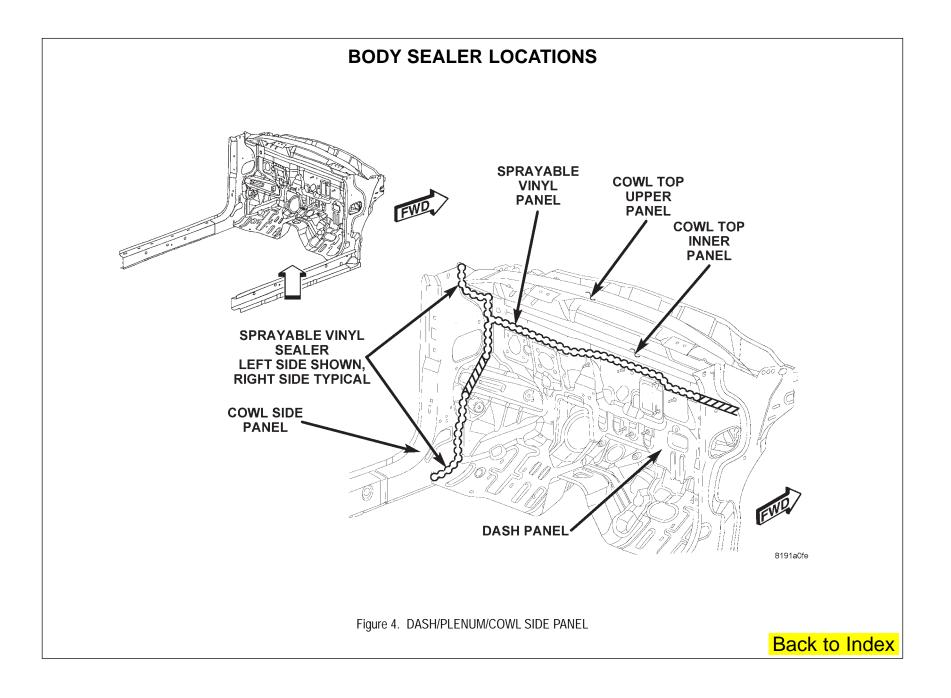
Preferred Mopar Product: • Paintable Seam Sealer – Part No. 04318026

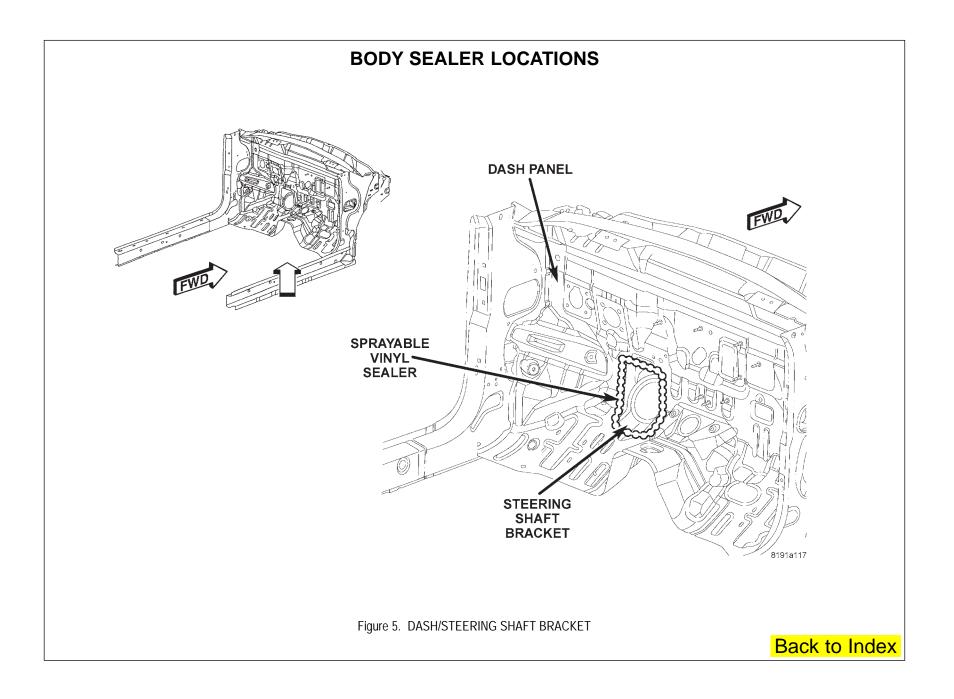
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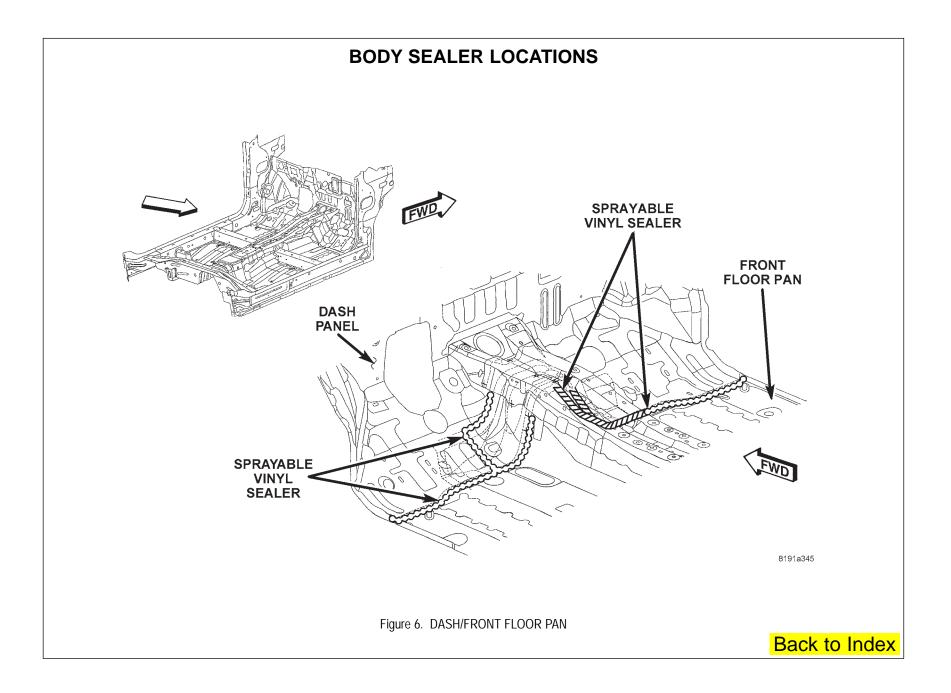


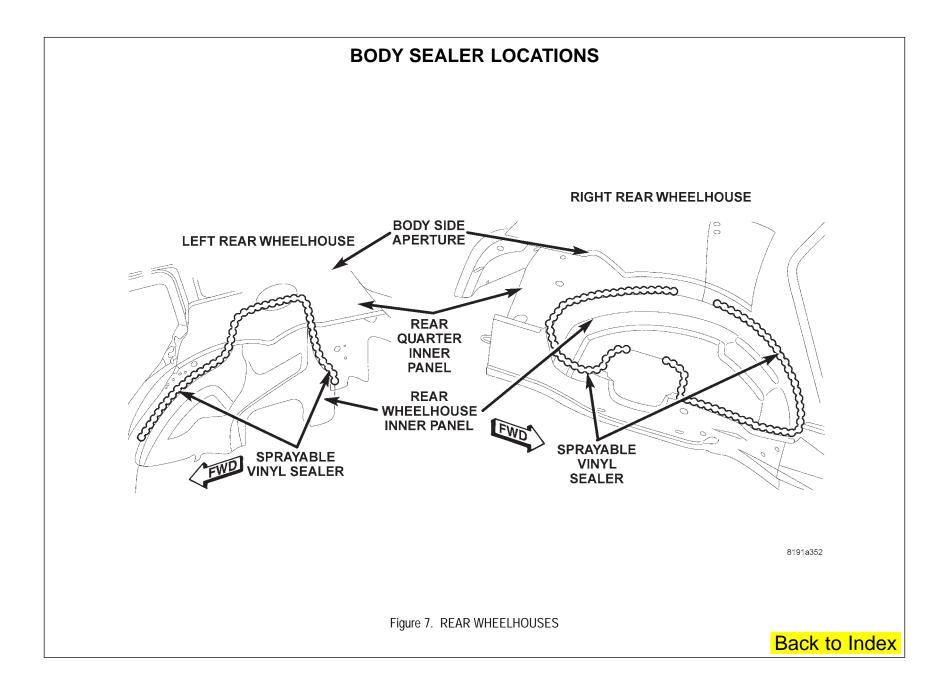


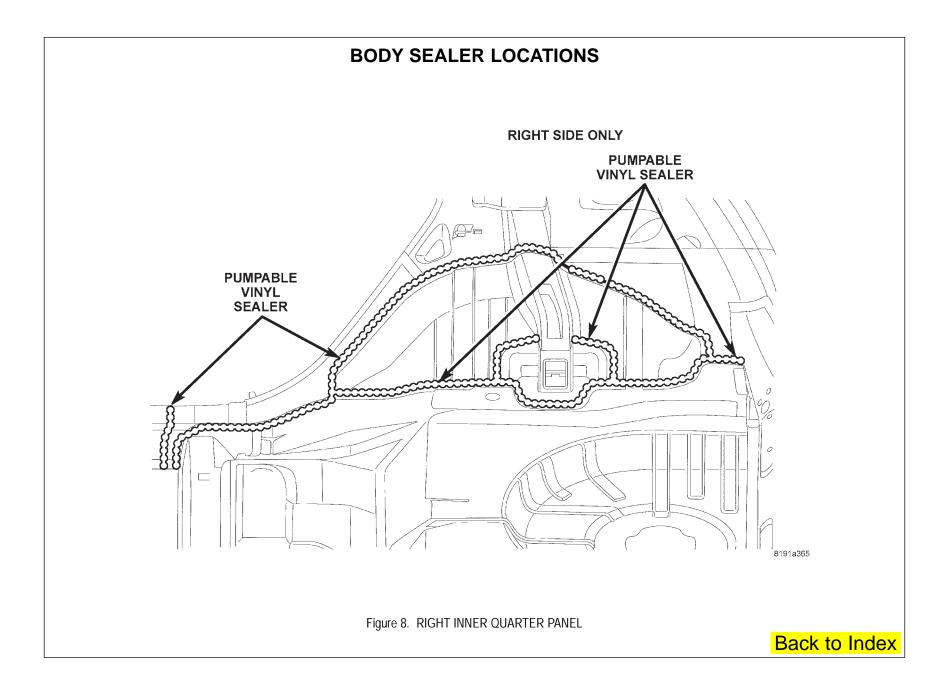


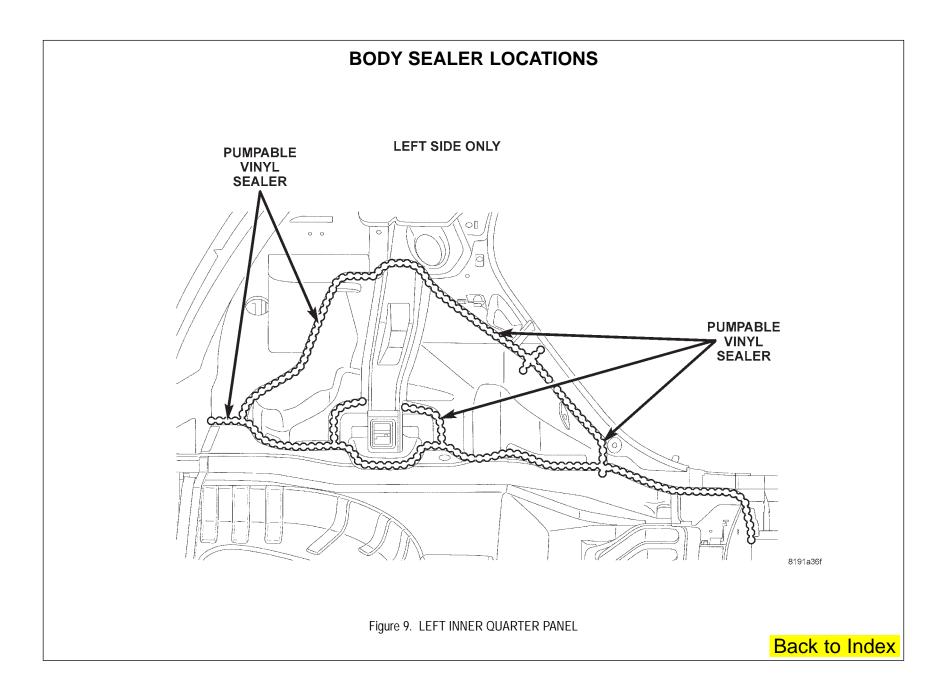


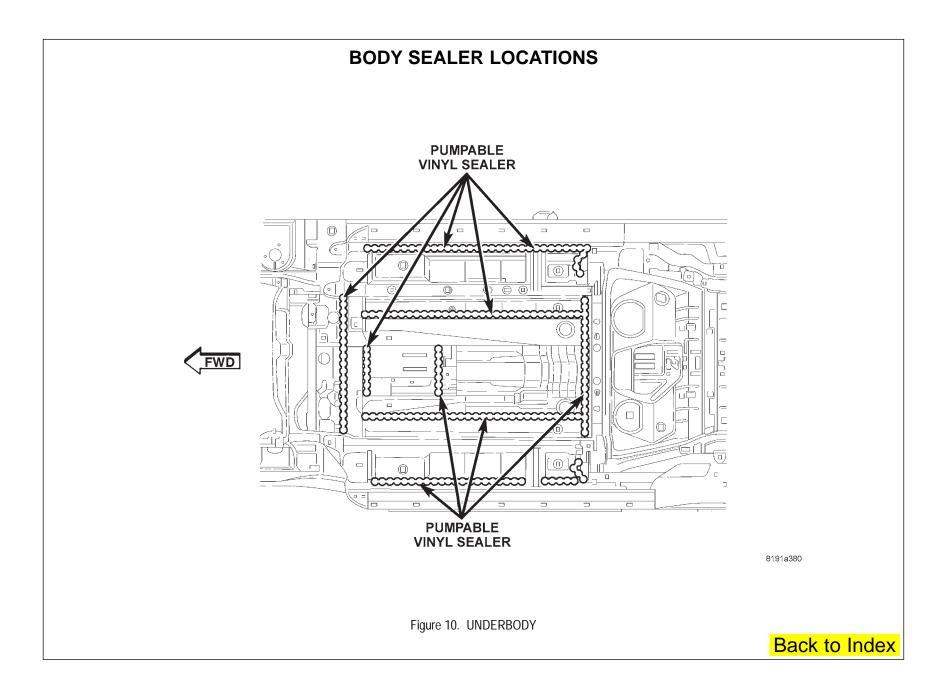


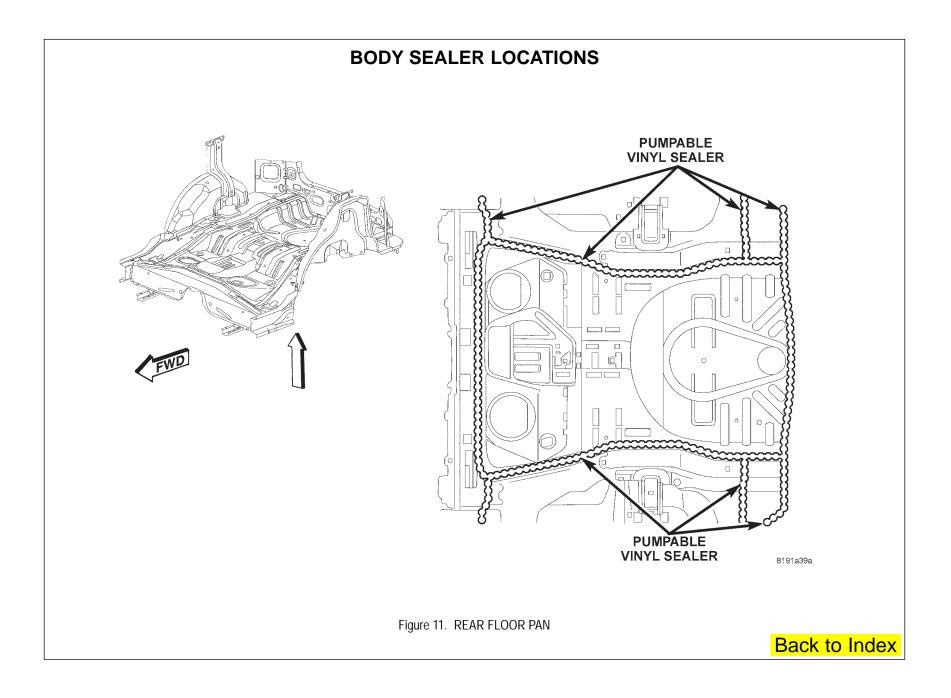


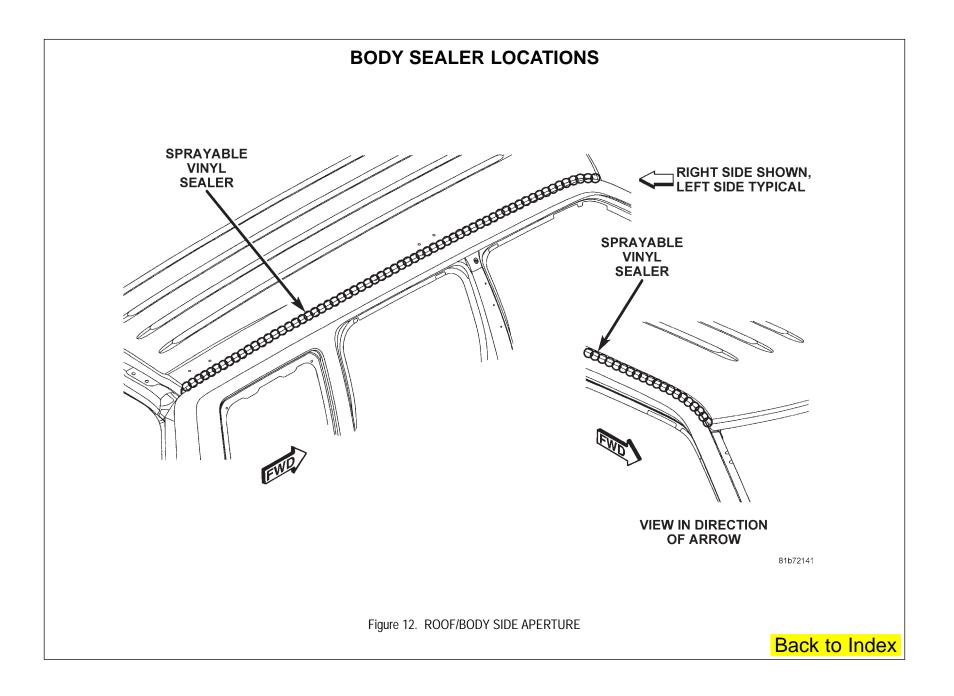


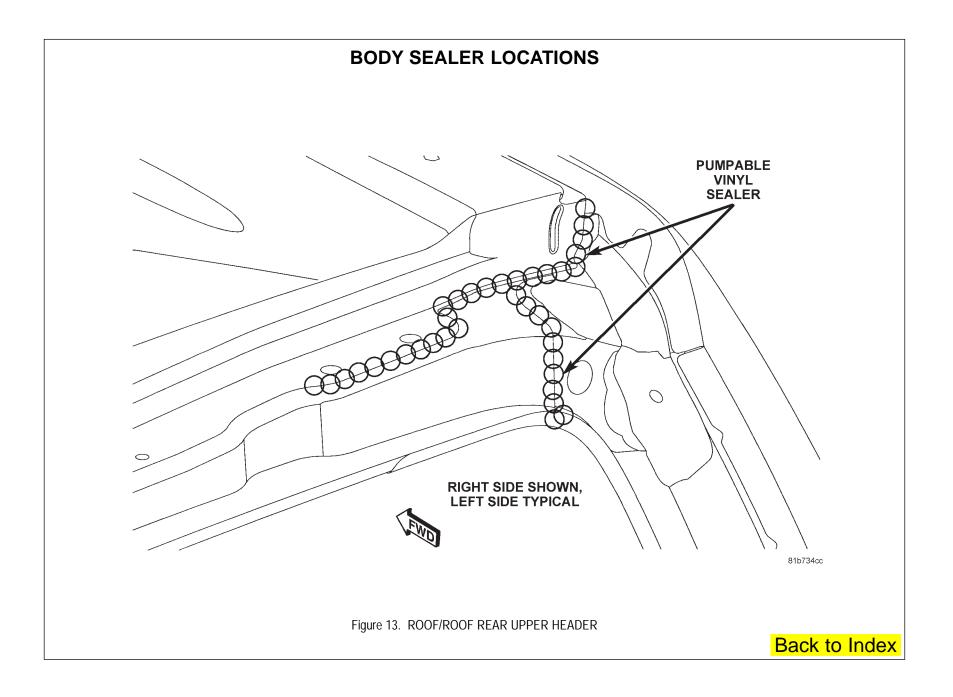


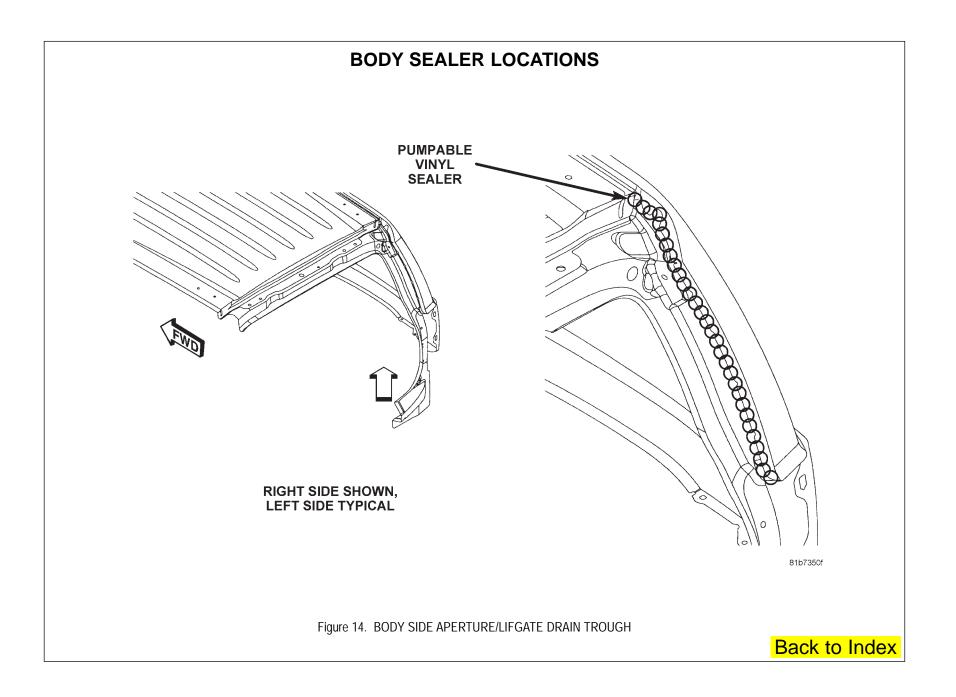


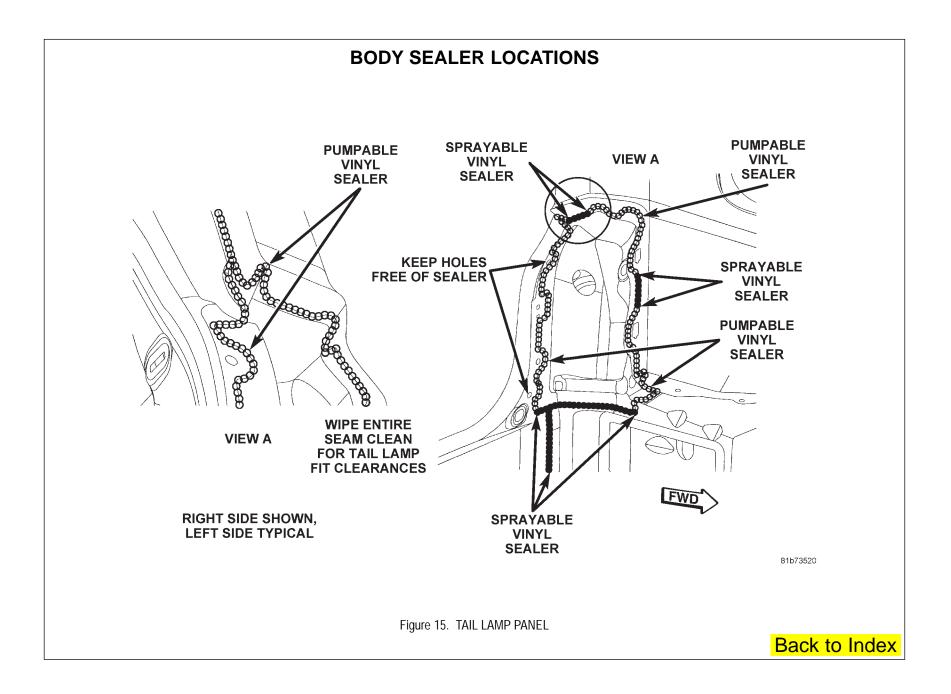


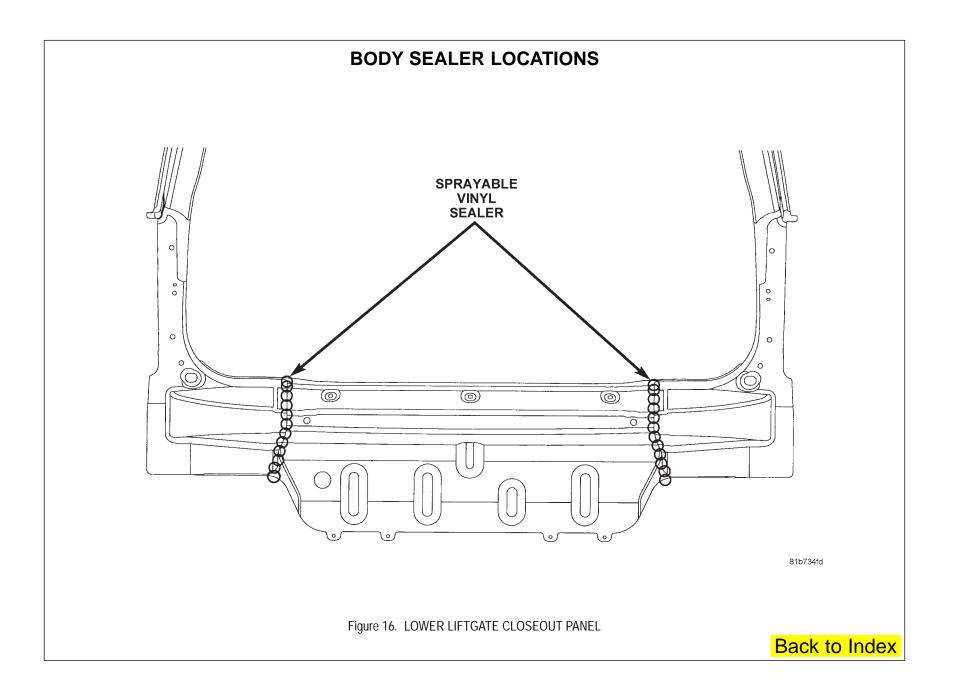












# JEEP PATRIOT STRUCTURAL ADHESIVE LOCATIONS

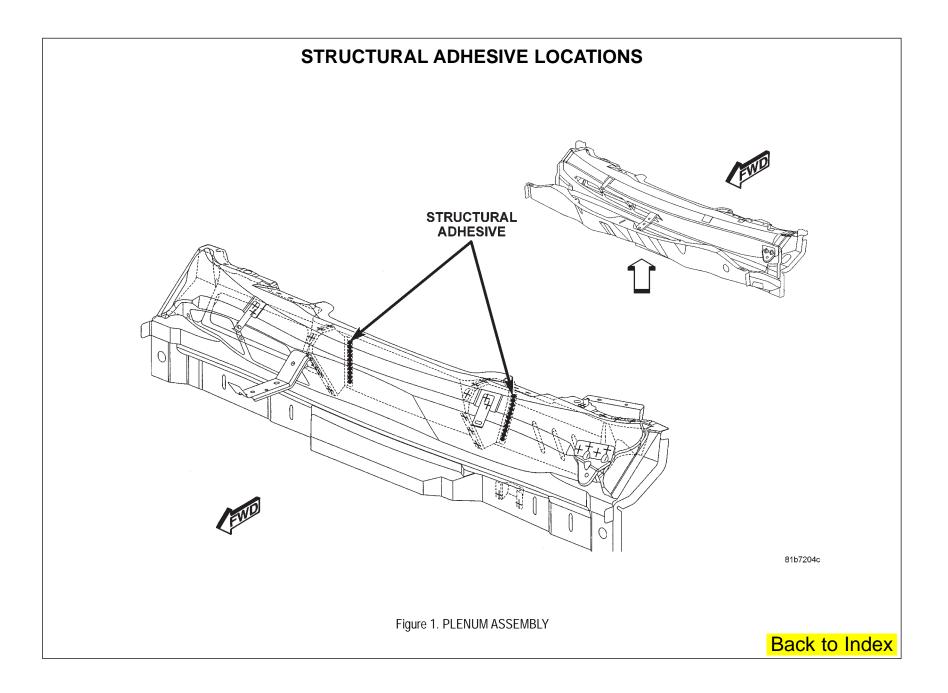
## STRUCTURAL ADHESIVE LOCATION INDEX

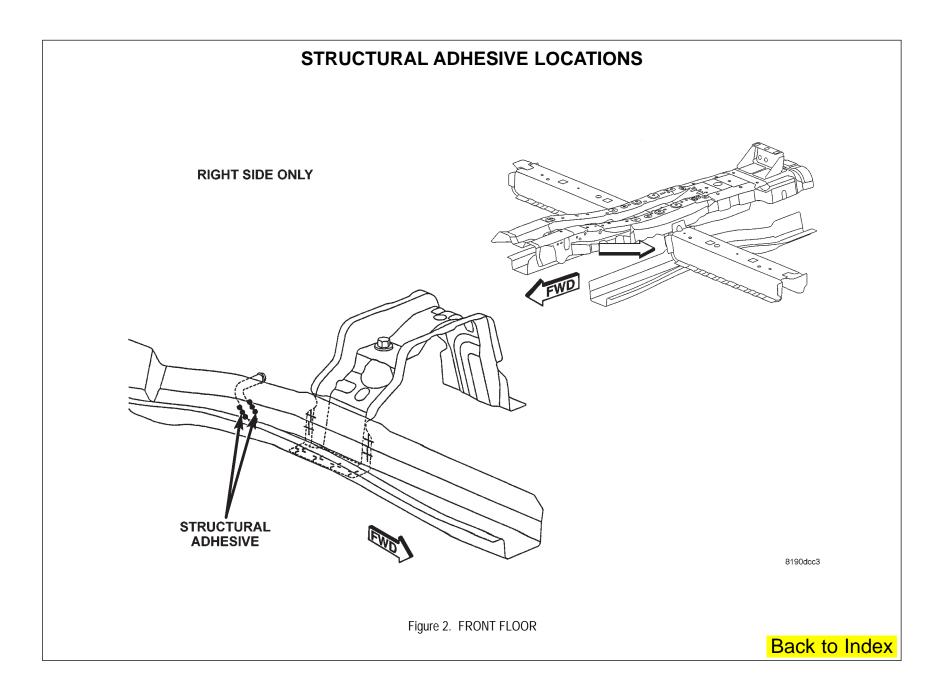
NOTE: Structural Adhesives used are a high strength epoxy and a high expansion lower strength antiflutter material. High strength epoxy is used on all areas.

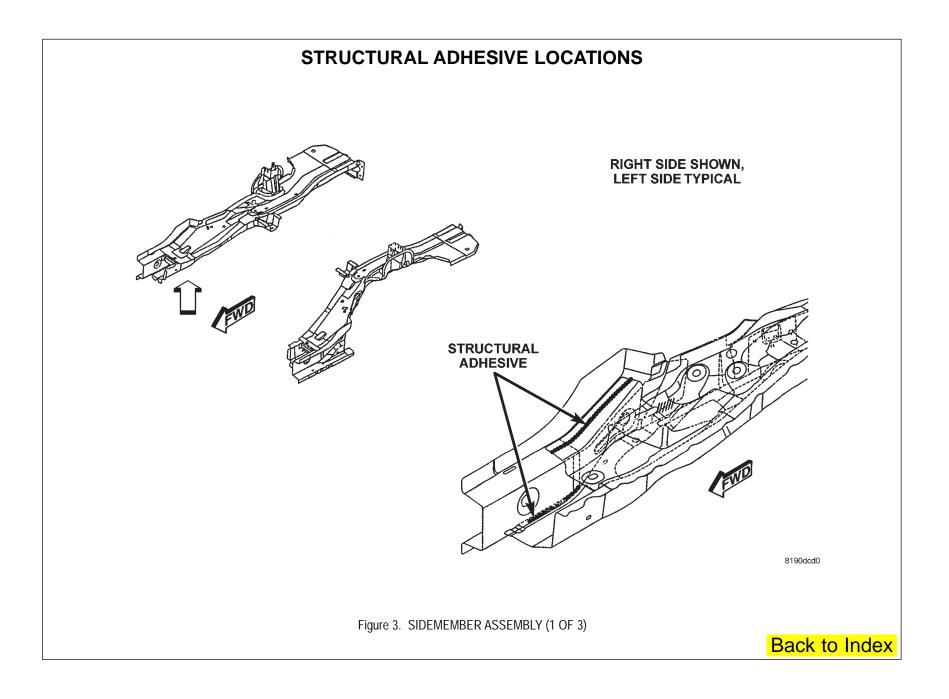
DESCRIPTION	FIGURE
PLENUM ASSEMBLY	1
FRONT FLOOR	2
SIDEMEMBER ASSEMBLY (1 OF 3)	3
SIDEMEMBER ASSEMBLY (2 OF 3)	4
SIDEMEMBER ASSEMBLY (3 OF 3)	5
BODY SIDE APERTURE INNER ASSEMBLY	6
BODY SIDE APERTURE COMPLETE	7
ROOF WITHOUT SUNROOF	8
ROOF WITH SUNROOF (1 OF 2)	9
ROOF WITH SUNROOF (2 OF 2)	10
BODY IN WHITE – COMPLETE (1 OF 2)	11
BODY IN WHITE – COMPLETE (2 OF 2)	12

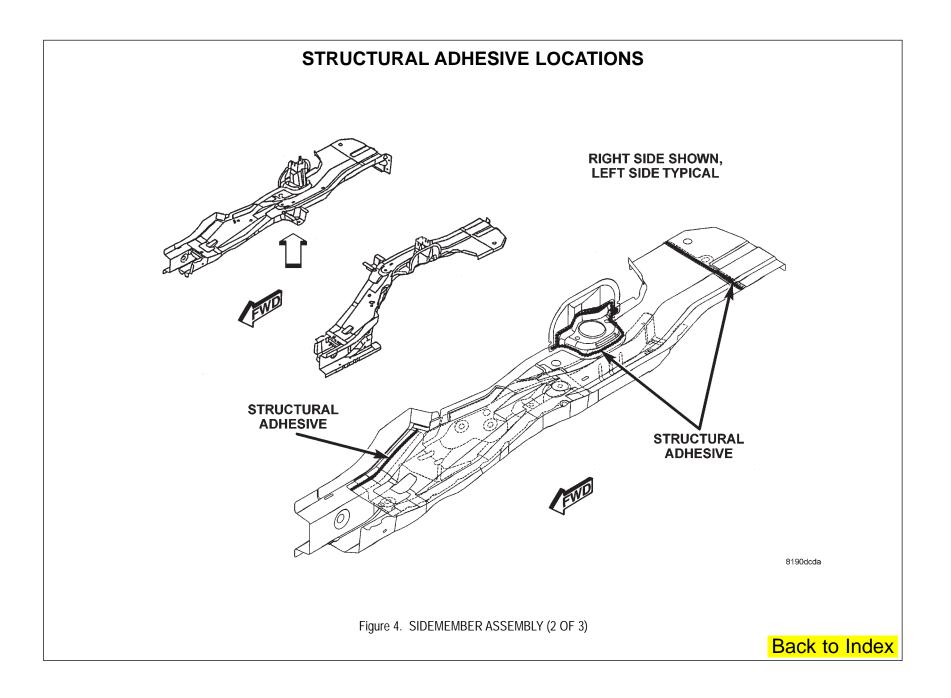
**Preferred Mopar Products:** 

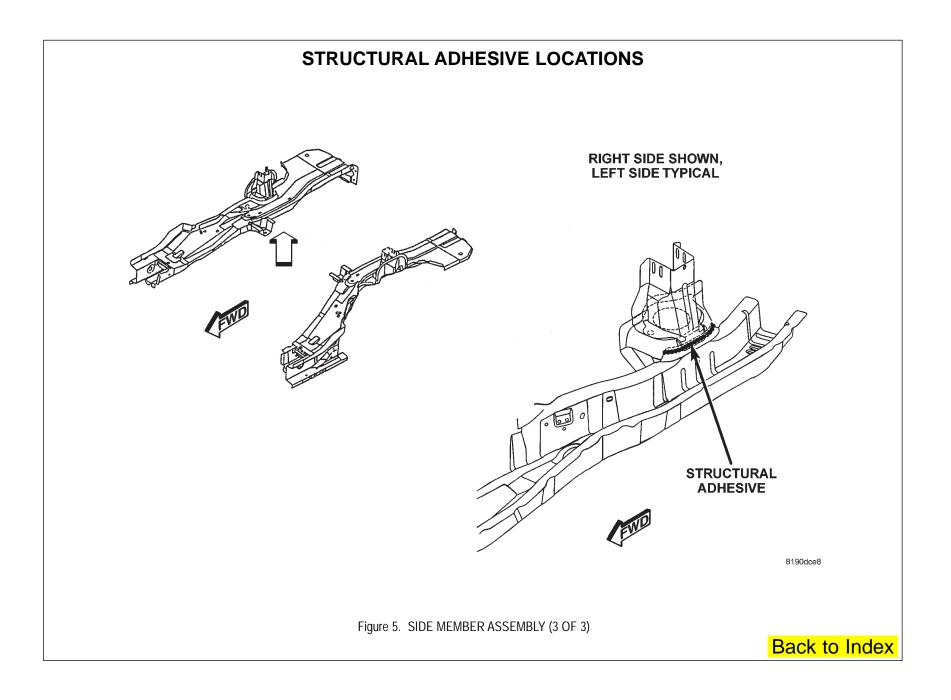
- Fusor 112B Part No. 05083855AA
- Dispenser Part No. 05016570AA

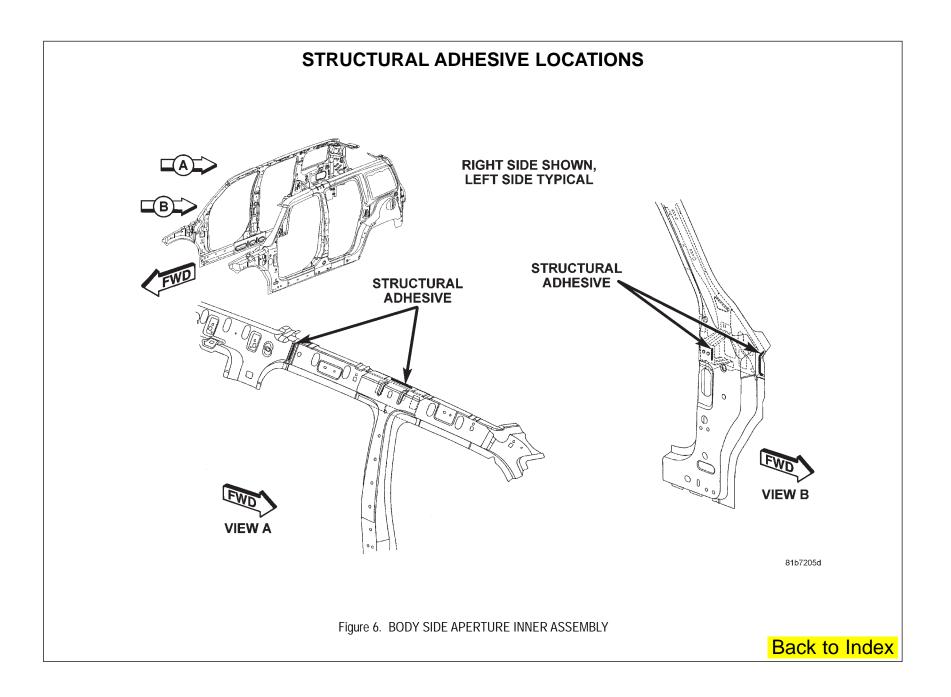


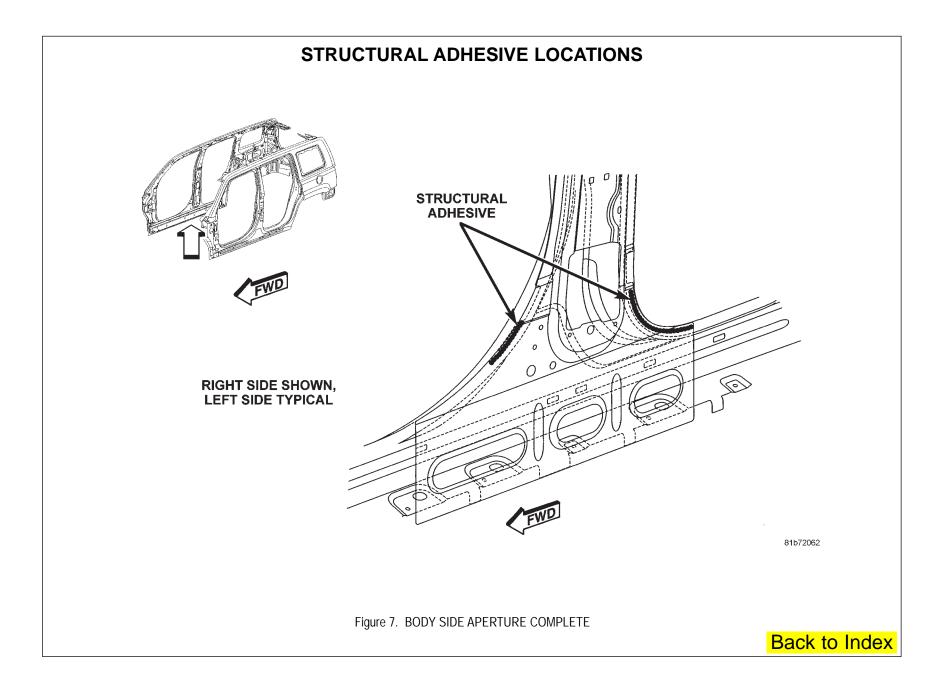


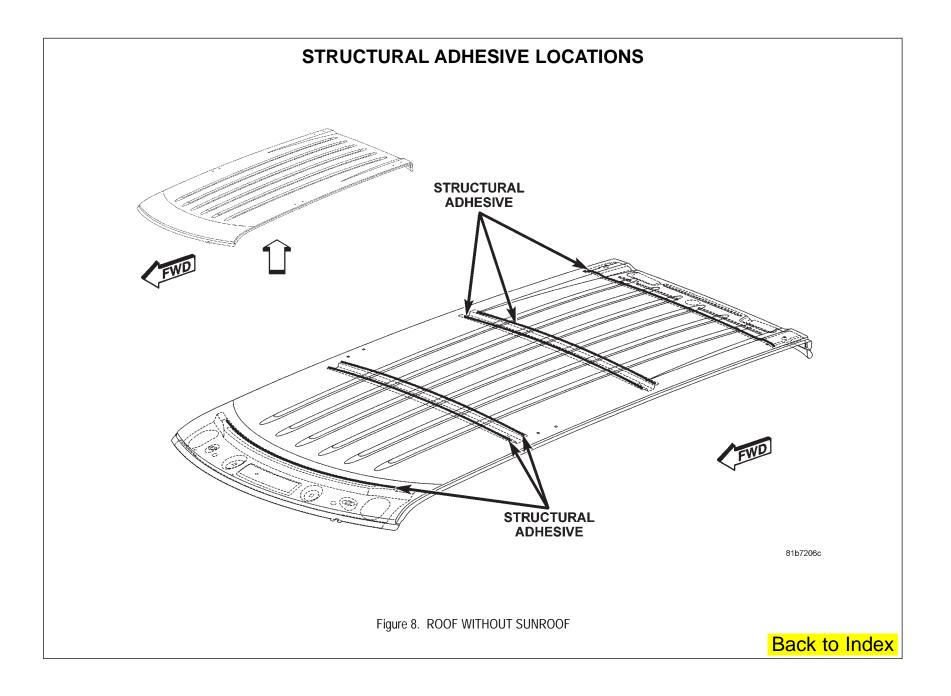


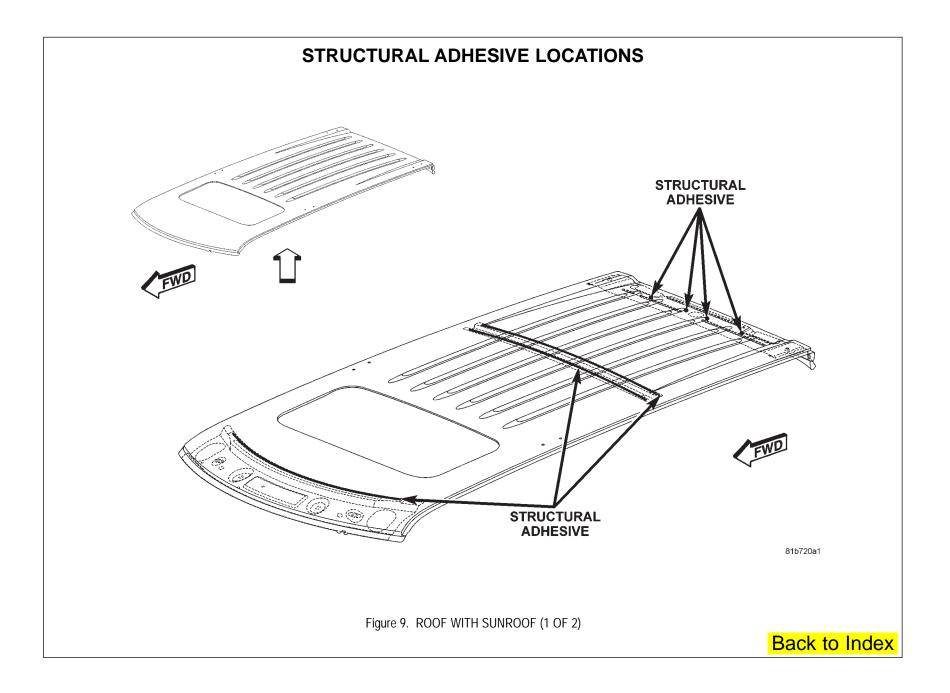


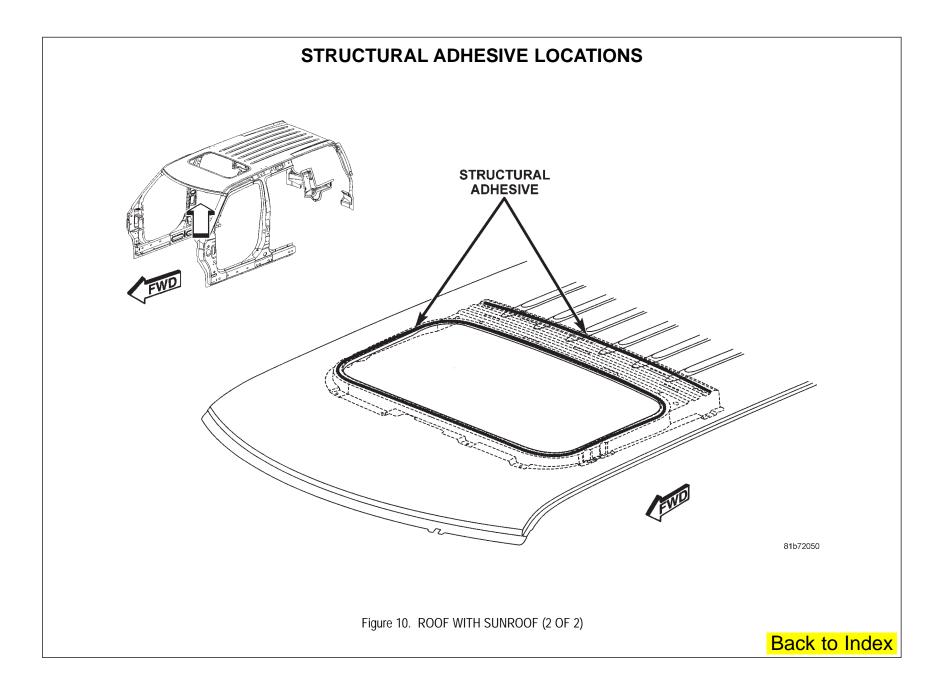


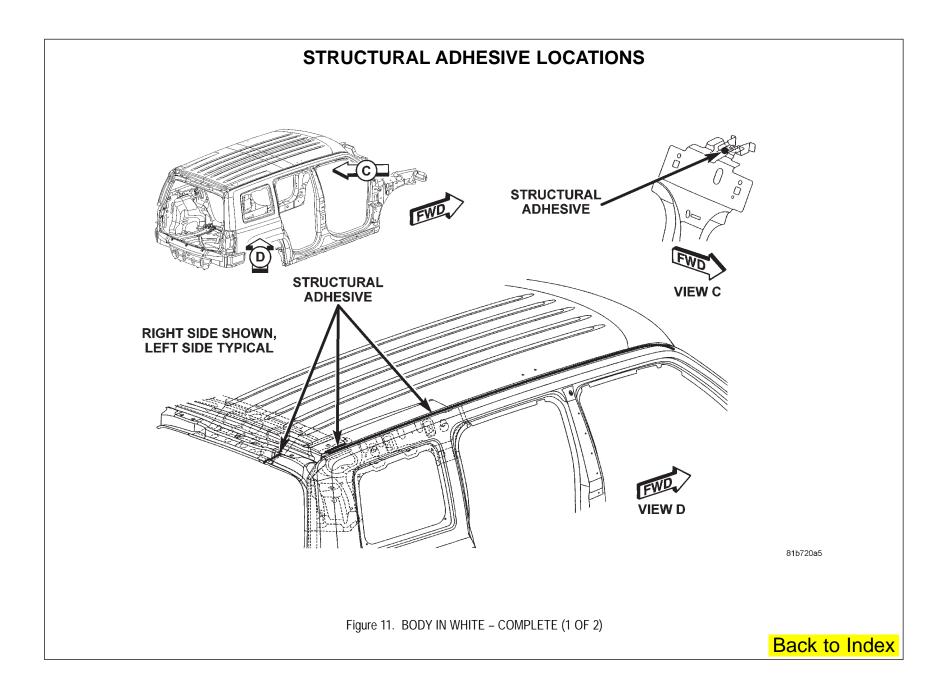


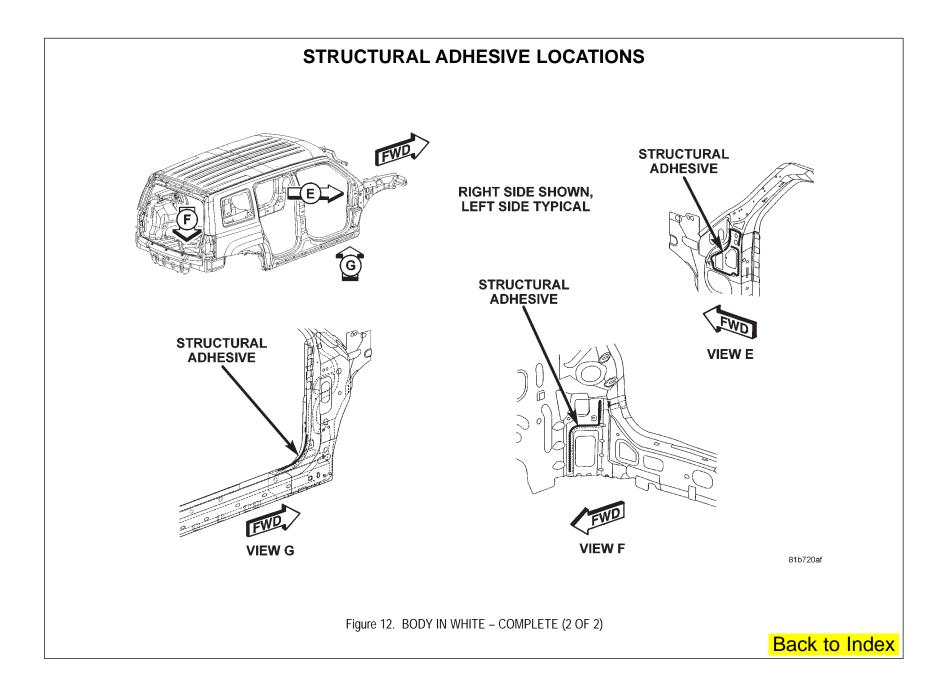












Jeep Patriot

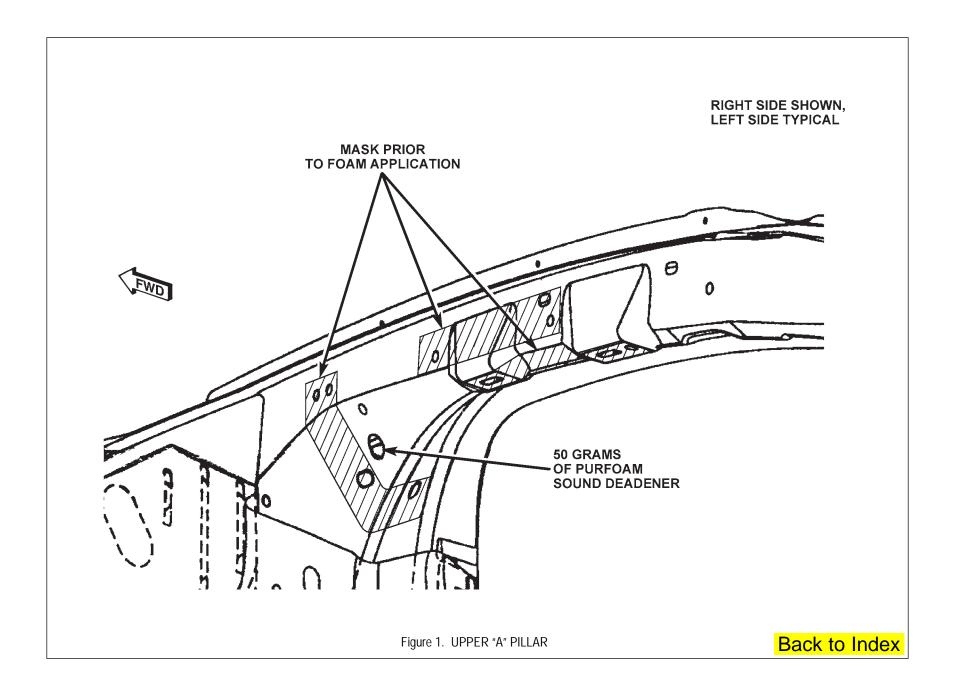
## SOUND DEADENER INFORMATION

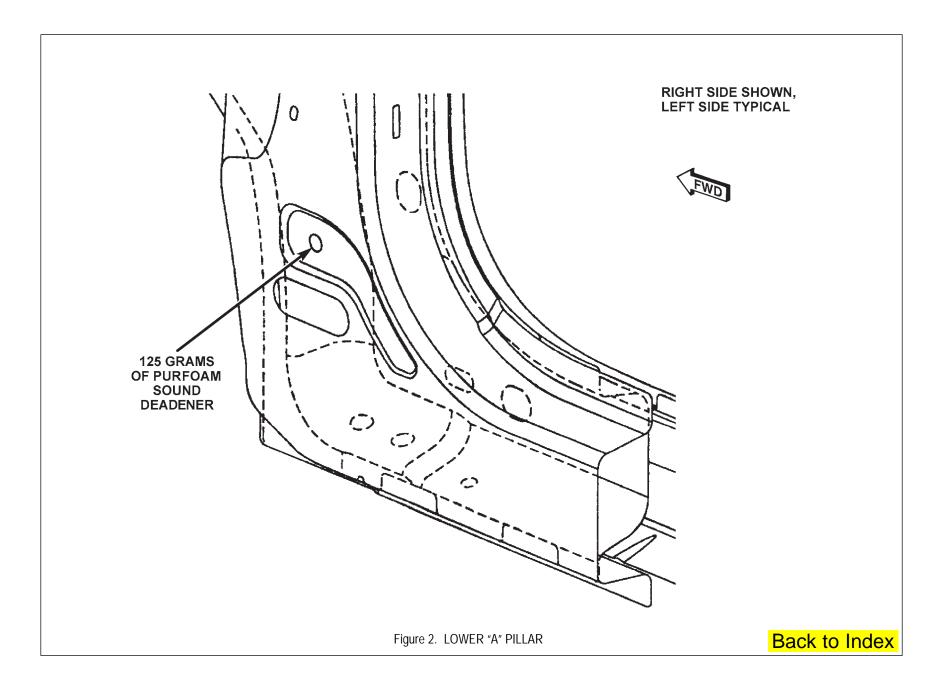
### JEEP PATRIOT SOUND DEADENER LOCATIONS

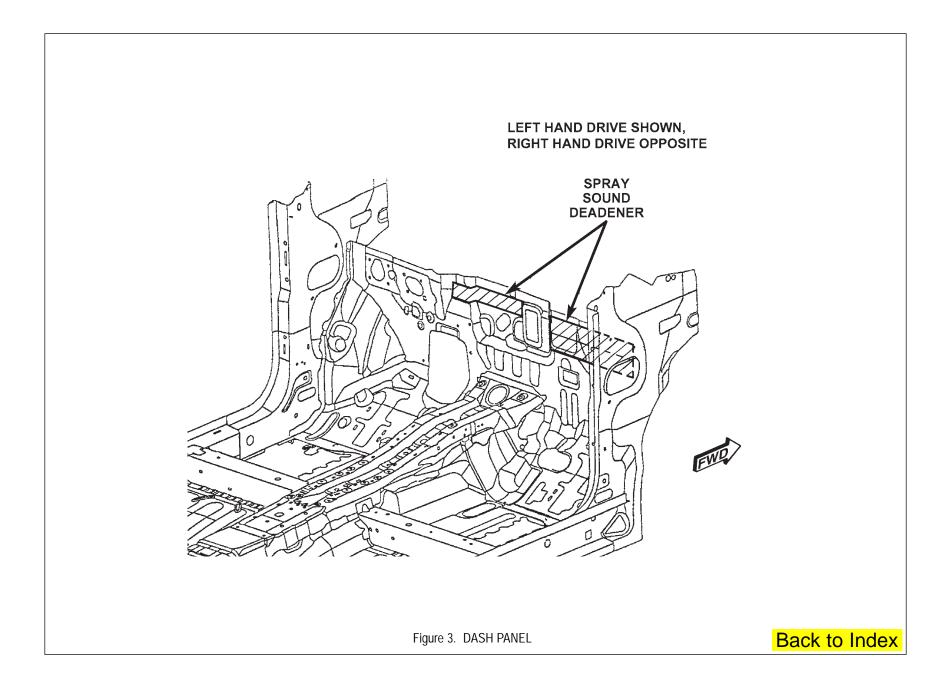
DESCRIPTION	FIGURE
UPPER "A" PILLAR	1
LOWER "B" PILLAR	2
DASH PANEL	3
INNER"B" PILLAR	4
LOWER "C PILLAR	5
FRONT FLOOR PAN	6
REAR FLOOR PAN	7
SPARE WHEEL WELL	8

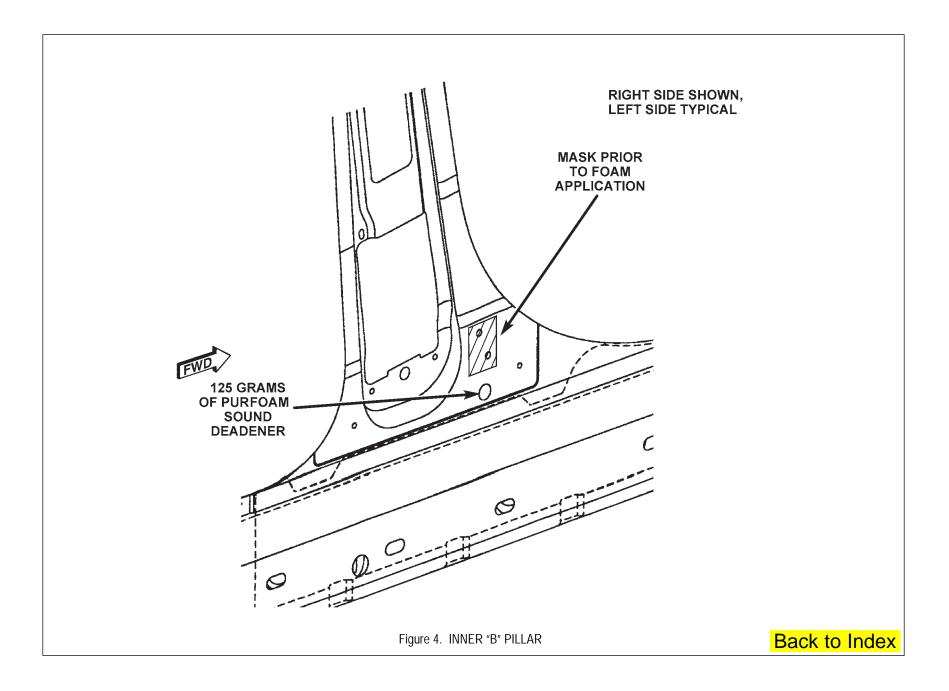
#### **Preferred Mopar Products:**

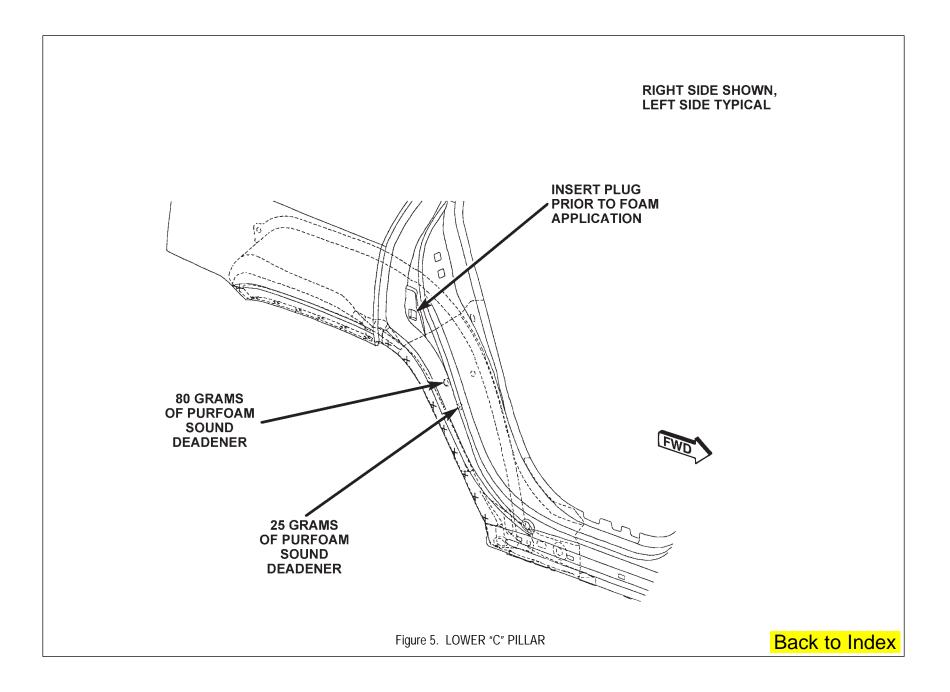
- Expandable Foam Part No. 05142864AA
- Dispenser Part No. 05016570AA

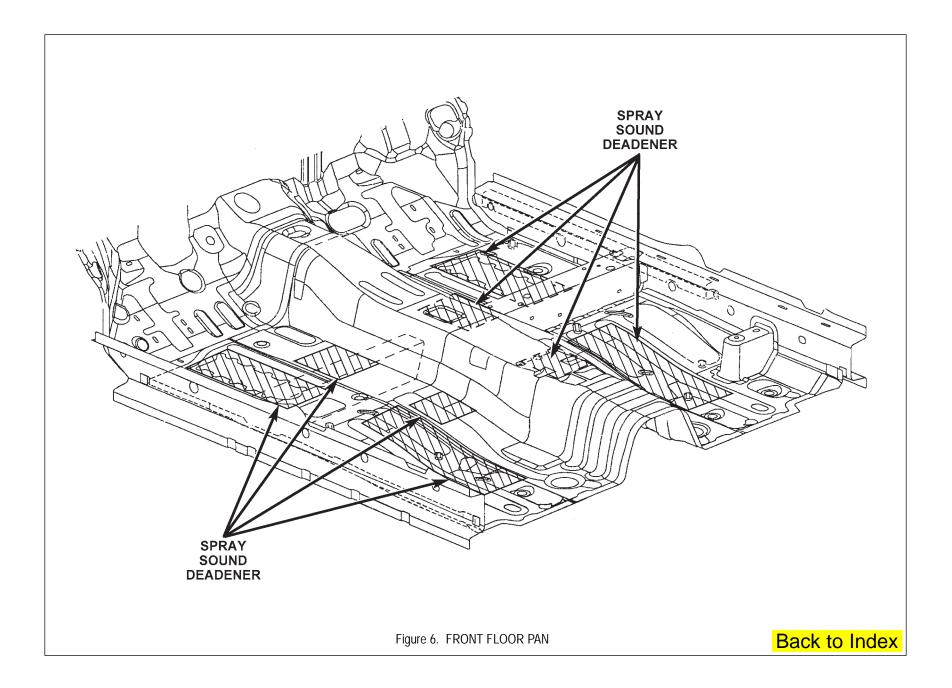


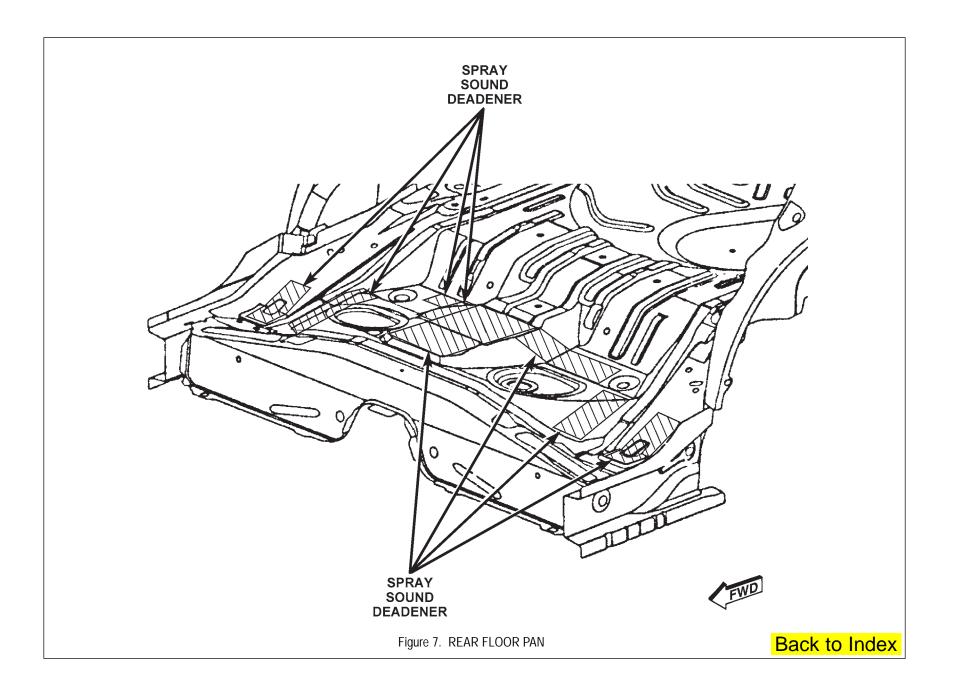


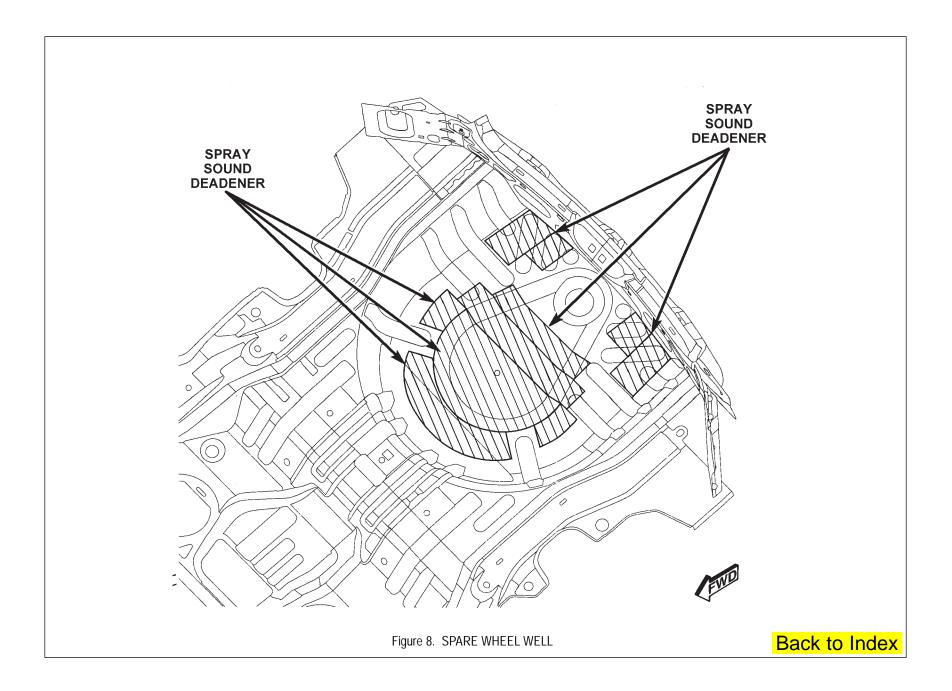


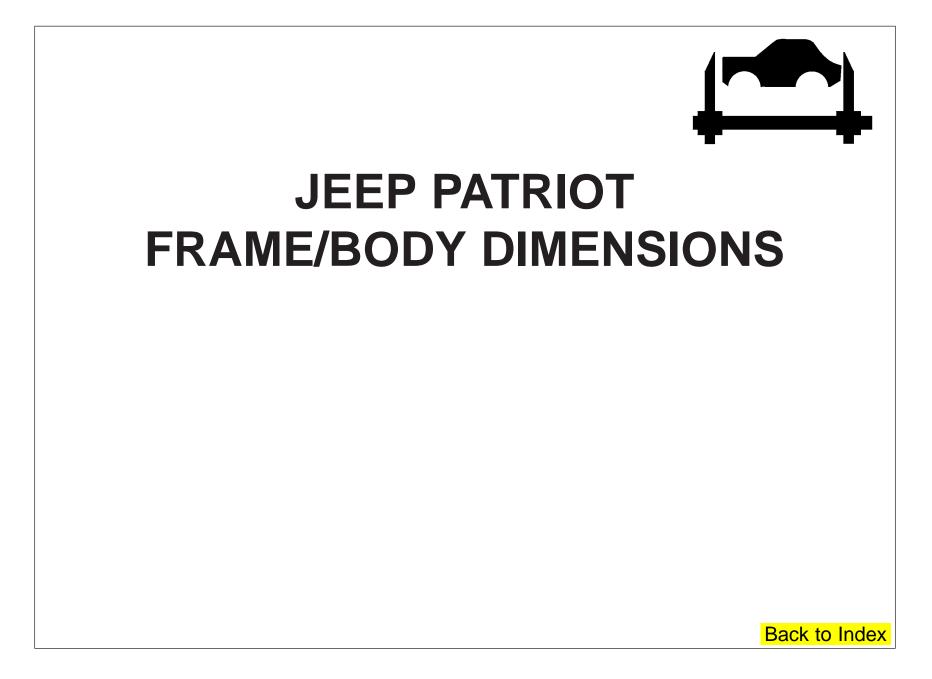












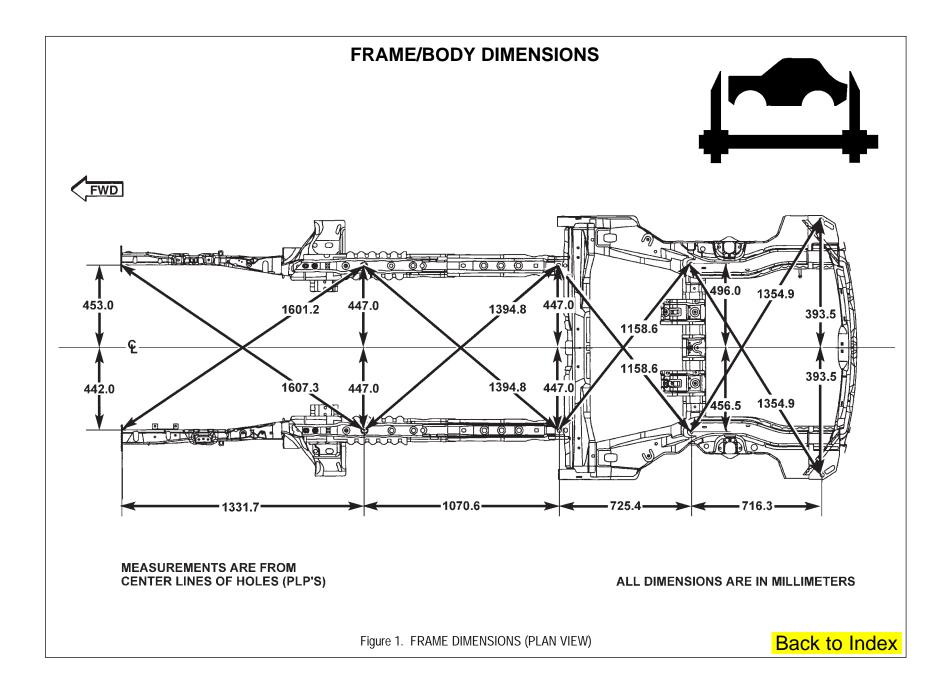


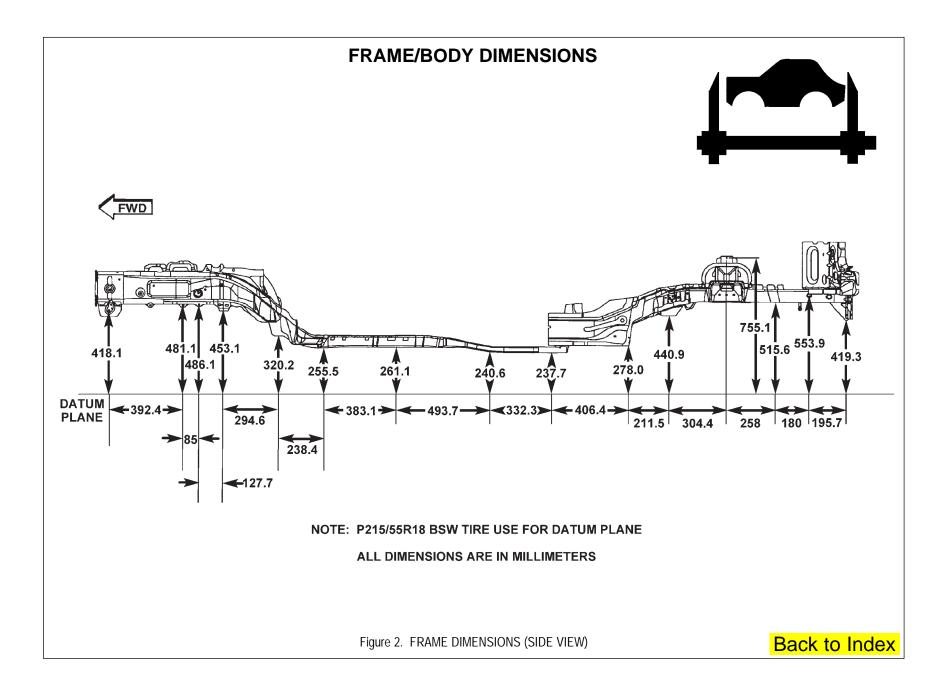
#### FRAME DIMENSIONS

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.

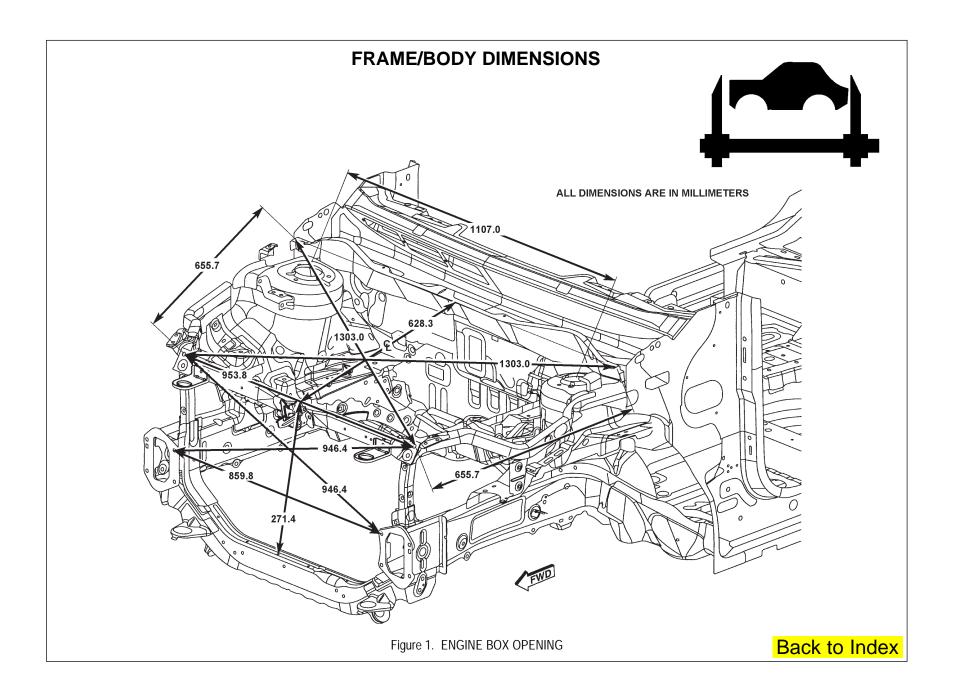
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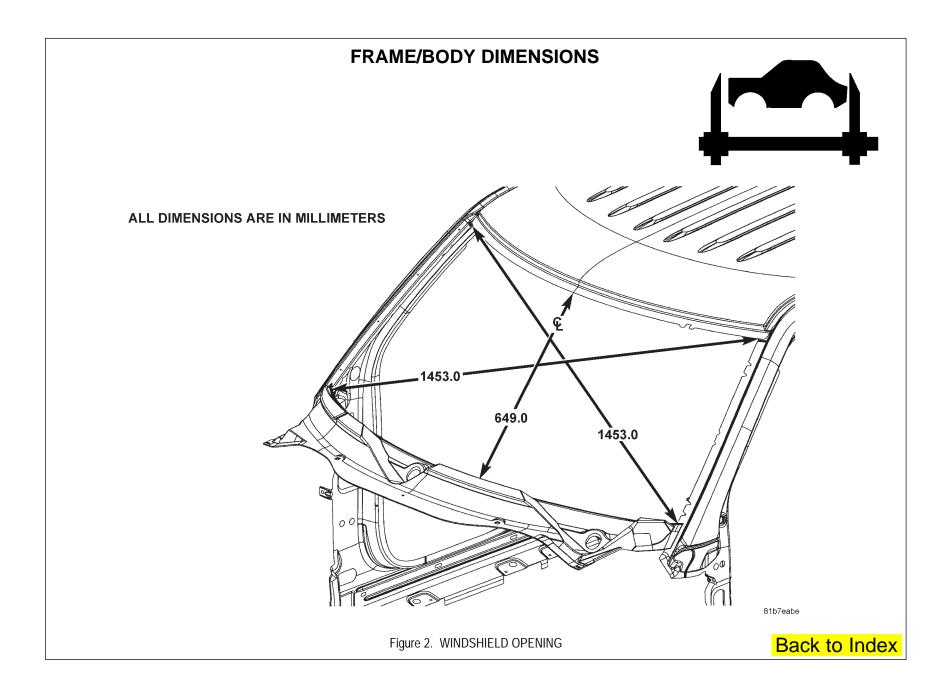
DESCRIPTION	FIGURE
FRAME DIMENSIONS (PLAN VIEW)	1
FRAME DIMENSIONS (SIDE VIEW)	2

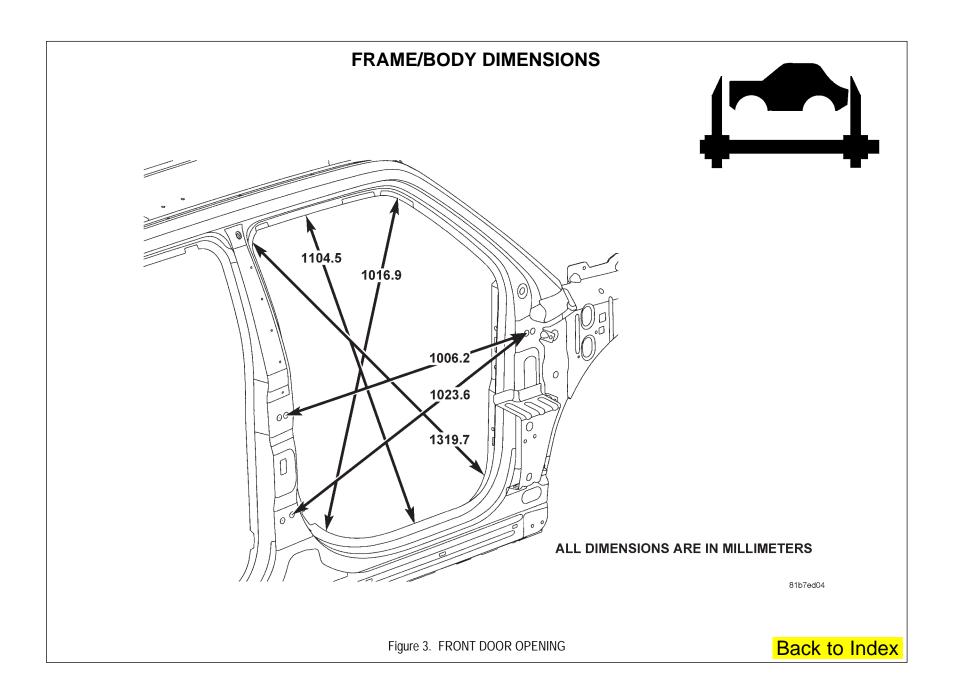


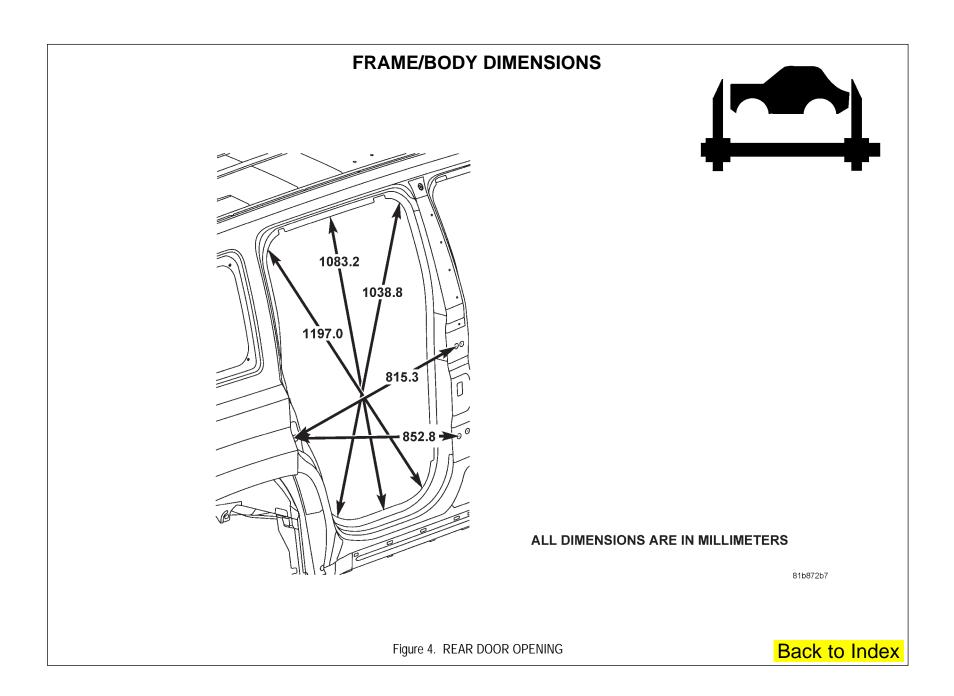


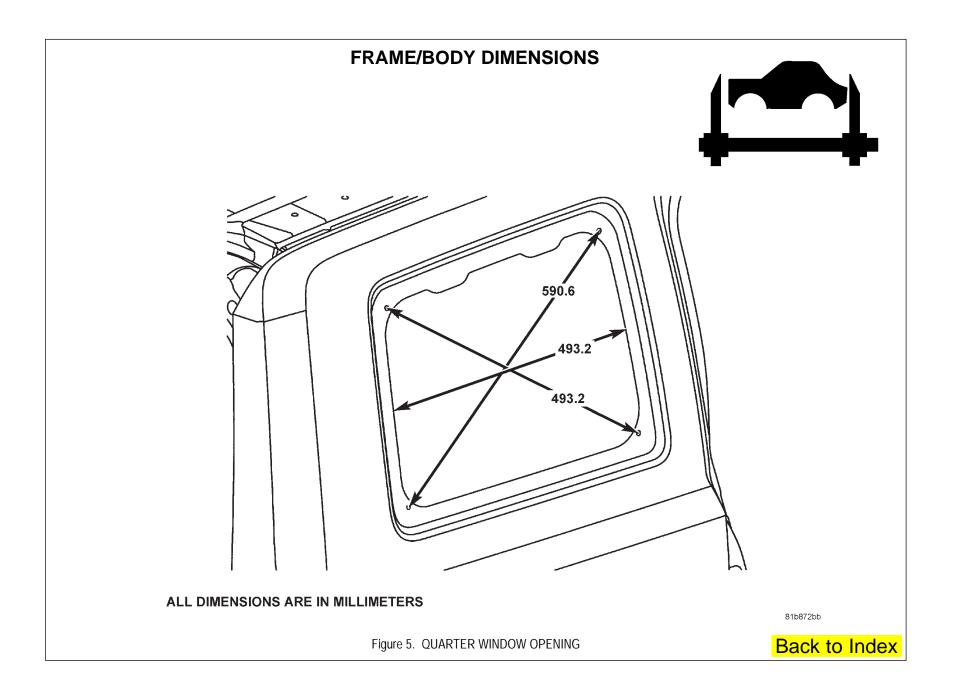
FRAME/BODY OPENING DIM	ENSIONS
DESCRIPTION	FIGURE
ENGINE BOX OPENING	1
WINDSHIELD OPENING	2
FRONT DOOR OPENING	3
REAR DOOR OPENING	4
QUARTER WINDOW OPENING	5
LIFTGATE OPENING	6

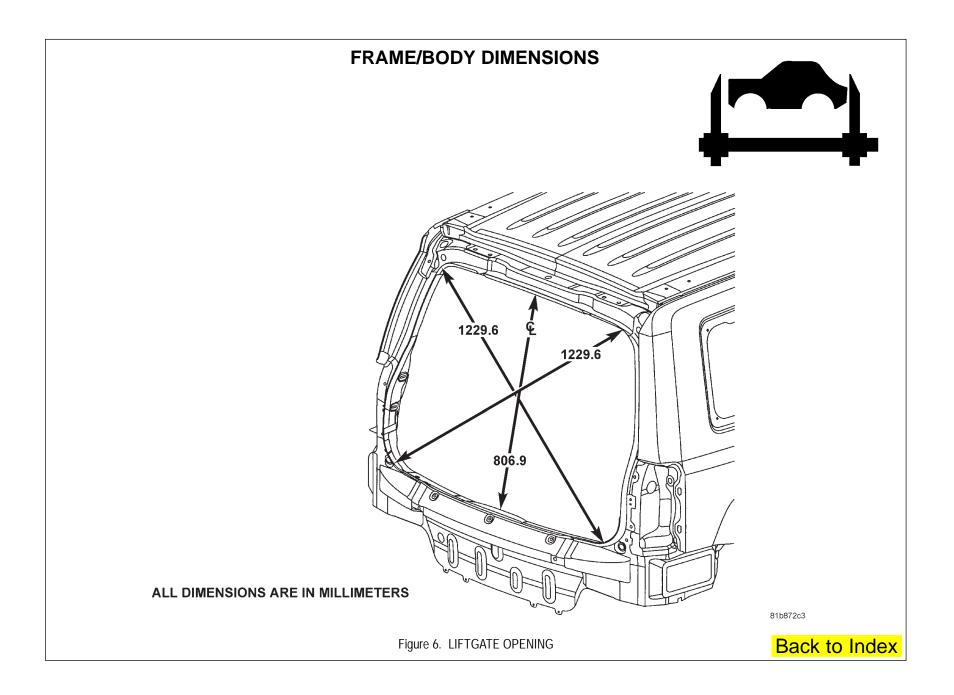


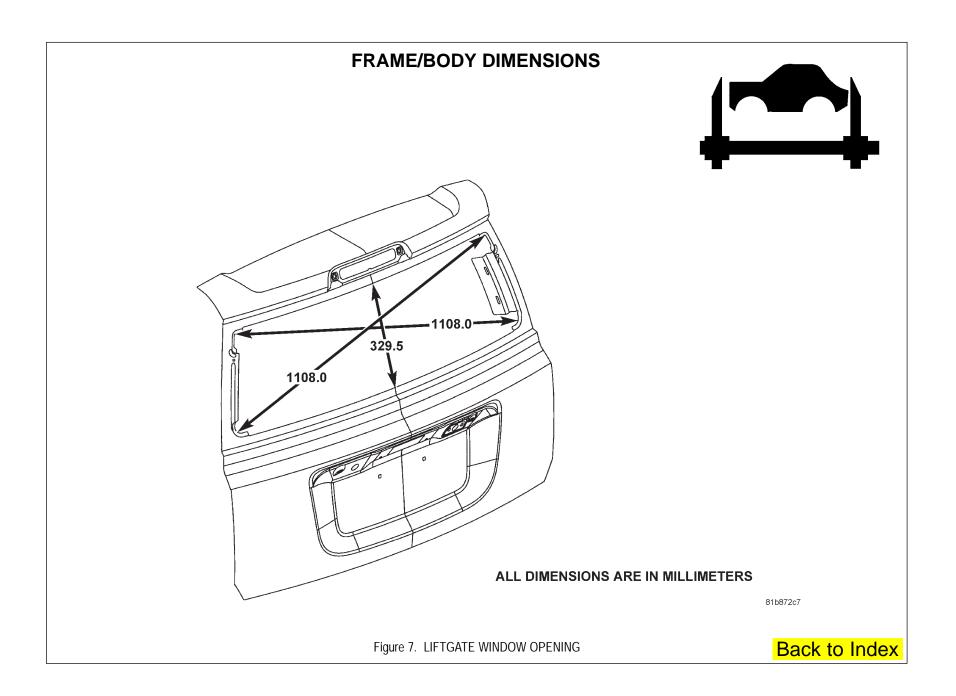


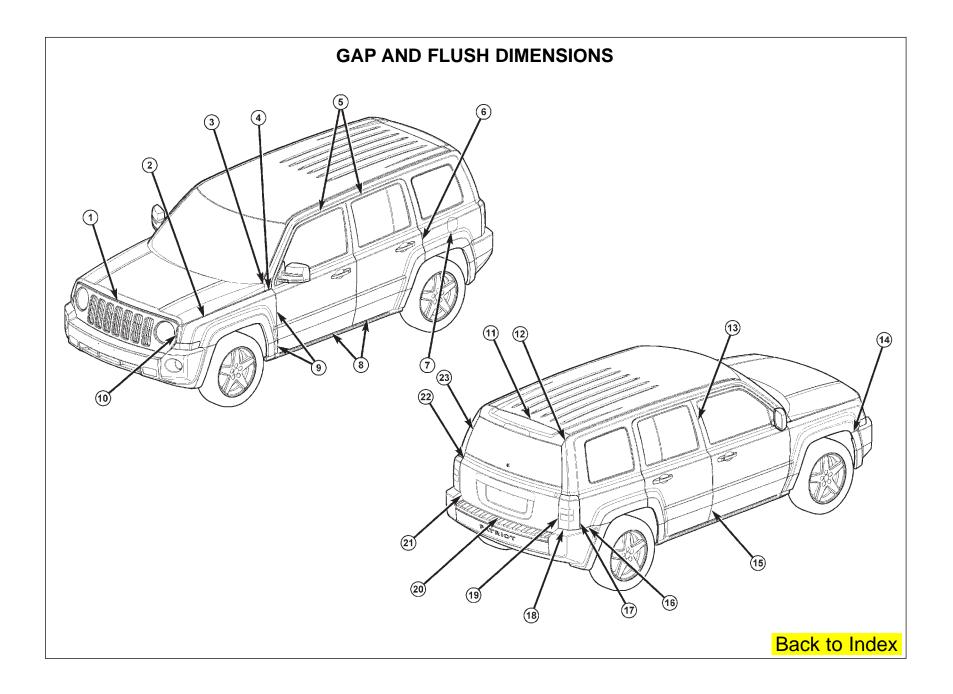












DIMENSION	DESCRIPTION	GAP	FLUSH	
1	Hood to Fascia	9.3 +/- 1.5 Parallel within 2.0	Hood U/F 2.9/3.9 +/- 1.5 Consistent within 2.0	
2	Hood to Fender	6.5 +/- 1.5 Parallel within 1.5		
3	Hood to Body Side Aperture (A-Pillar)	4.0 +/- 1.5 Parallel within 1.5	**	
4	Fender to Body Side Aperture (A-Pillar)	6.4 +/- 1.5 Parallel within 1.5		
5	Front and Rear Door Header To Body Side Aperture	4.5 +/- 1.2 Parallel within 1.2	Header 1.5 U/F Transitioning to 0.5 U/F @ Rear +/- 1.2 Consistent within 1.5	
6	Rear Door to Body Side Aperture	4.5 +/- 1.2 Parallel within 1.2	Rear Door 1.0 O/F1.0+/-1.0 Consistent within 1.5	
7	Fuel Filler Door to Body Side Aperture	3.0 +/- 0.8 Parallel within 0.75	Fuel Door 0.5 U/F +/- 1.0 Consistent within 1.0	
8	Front and Rear Doors to Sill	6.0 +/- 2.0 Parallel within 1.5		
9	Fender to Front Door	4.5 +/- 1.0 Parallel within 1.0	Above Belt: 0.0 +/- 1.0 Consistent within 1.0 Below Belt: Fender 1.0 O/F +/- 1.0 Consistent within 1.0	
10	Fascia to Fender (Front)	4.0 +/- 1.5 Parallel within 2.0	0.0 @ Z = 600 Fascia 1.0 O/F @ Z = 485 +/- 1.5 Consistent within 2.0	
11	Liftgate to Roof	7.0 +/- 1.5 Parallel within 2.0	Liftgate 1.0 U/F +/- 1.2 Consistent within 2.0	
12	Body Side Aperture to Liftgate	5.0 @ X = 3080 4.0 @ Z = 1225 +/- 1.5	Body Side Aperture 1.0 O/F +/- 1.5	
13	Front Door to Rear Door (Above Belt)	4.5 +/- 1.2 Parallel within 1.5	0.0 +/- 1.0 Consistent within 1.5	
14	Fender to Fascia	Net to 1.0	0.0 +/- 1.0 Consistent within 1.5	
15	Front Door to Rear Door (Below Belt)	4.5 +/- 1.2 Parallel within 1.5	Front Door 1.0 O/F +/- 1.0 Consistent within 1.5	
16	Fascia to Body Side Aperture	Net to 1.0	0.0 +/- 1.0 Consistent within 1.5	
17	Tail Lamp to Body Side Aperture	1.5 +/- 1.5 Parallel within 1.5	Tail Lamp 1.0 U/F +/- 2.0 Consistent within 2.0	
18	Tail Lamp to Fascia	1.5 +/- 1.5 Parallel within 2.0		
19	Tail Lamp to Liftgate	4.0 +/- 2.0 Parallel within 2.0	Liftgate 1.0 U/F +/- 2.0	
20	Liftgate to Fascia (Step Pad)	U/D 6.0 +/- 2.0		
21	Fascia to Liftgate	Cross/Car 4.5 +/- 2.0		
22	Body Side Aperture to Liftgate	4.0 +/- 2.0 Parallel within 2.0	Liftgate 1.0 U/F +/- 1.0	
23	Body Side Aperture to Liftgate Glass	4.0 +/- 1.5	Body Side Aperture 2.0 O/F +/- 1.5	

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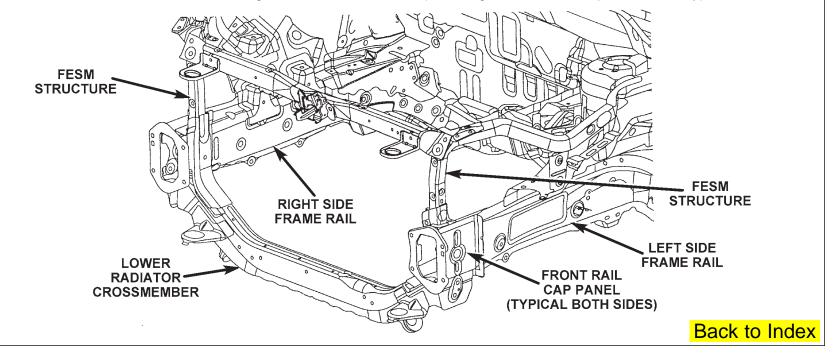
## 2007 MK74 NOTE:

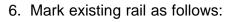
All measurements are in millimeters. O/F = Over Flush U/F = Under Flush U/D = Up/Down F/A = Fore/Aft

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# JEEP PATRIOT FRONT FRAME RAIL SECTIONING PROCEDURE

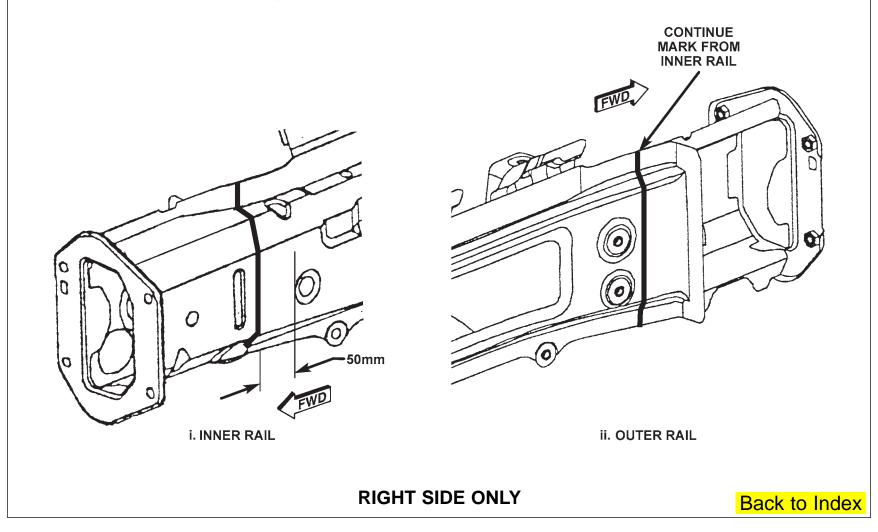
- 1. With vehicle mounted to appropriate pulling and 3-dimensional measuring equipment, complete the following procedure paying particular attention to body dimensions while fitting and welding panels.
- 2. Remove bumper components, cooling module, headlamp, and all other components for clear access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

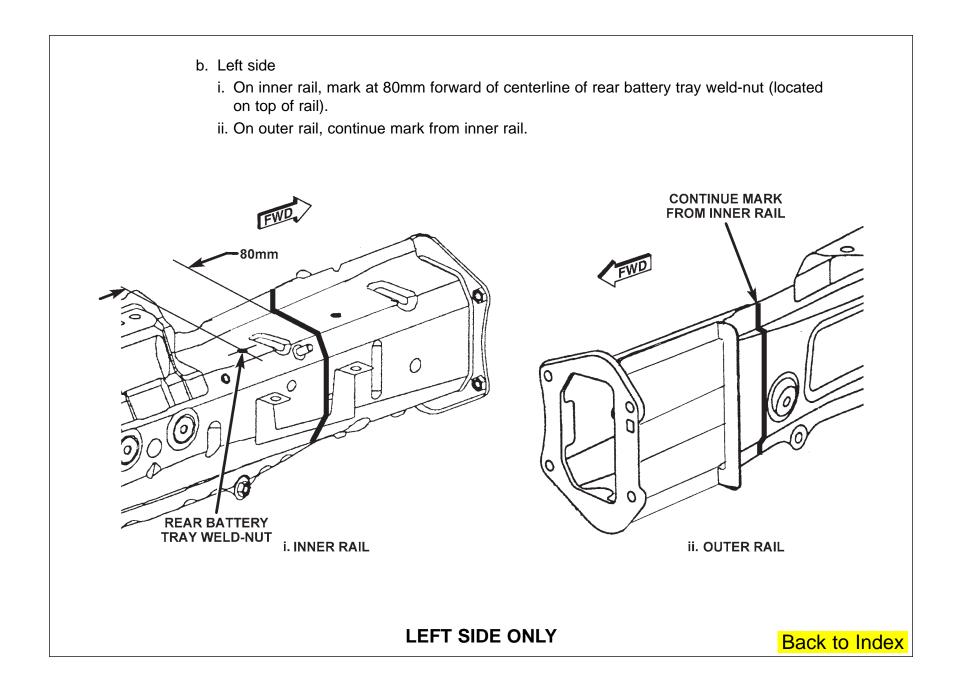




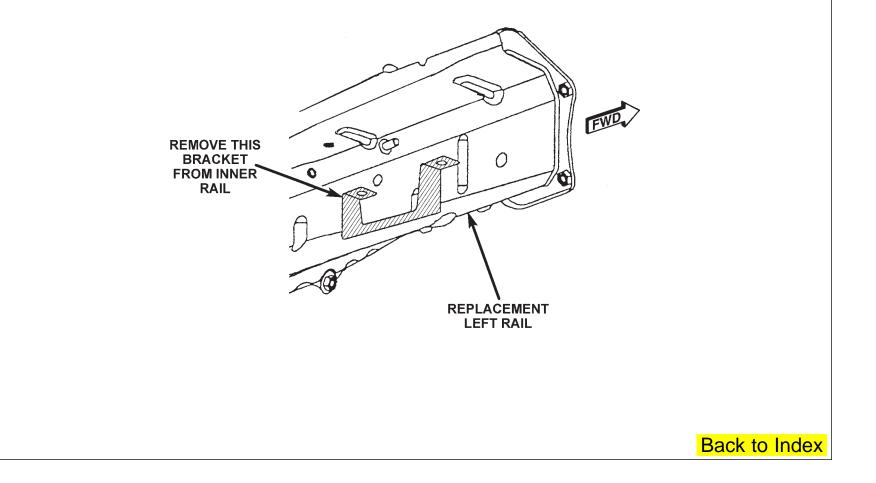
a. Right side

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





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



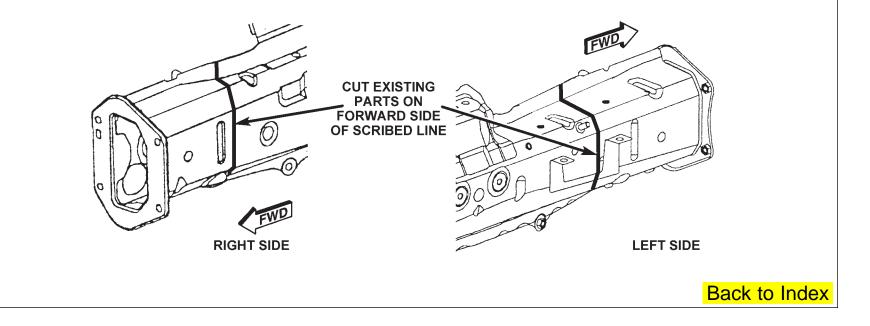
- 9. Using a cut-off wheel, reciprocating saw, or equivalent:
  - a. Cut all existing parts on the forward side of the scribe line using care not to damage the material that will not be removed.
    - i. Right rail section location:

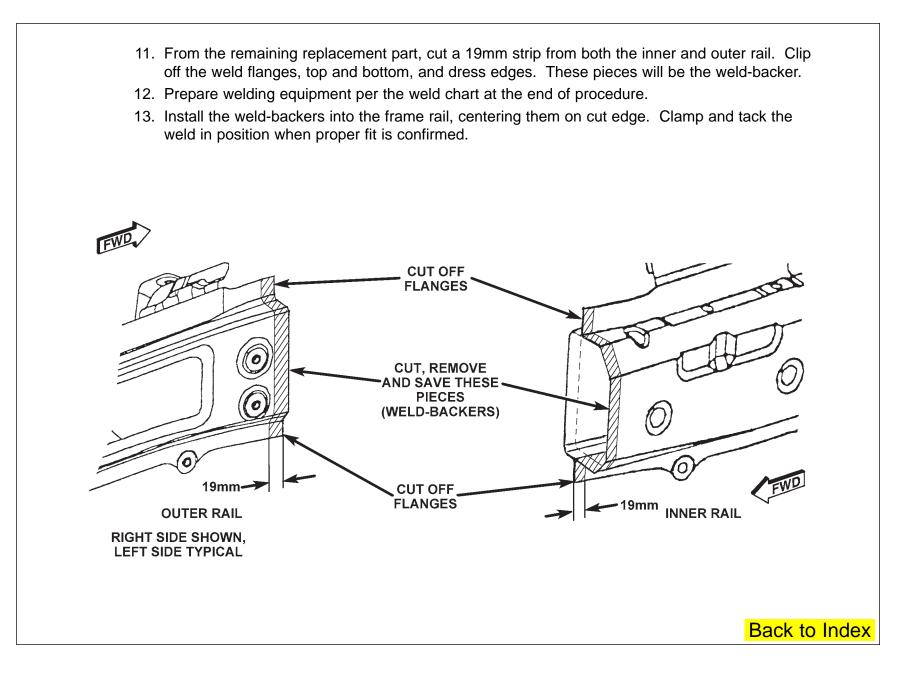
When installation of new tip is complete, there is a 6mm hole on the inner rail at the forward edge of the section joint which may need to be recreated or restored.

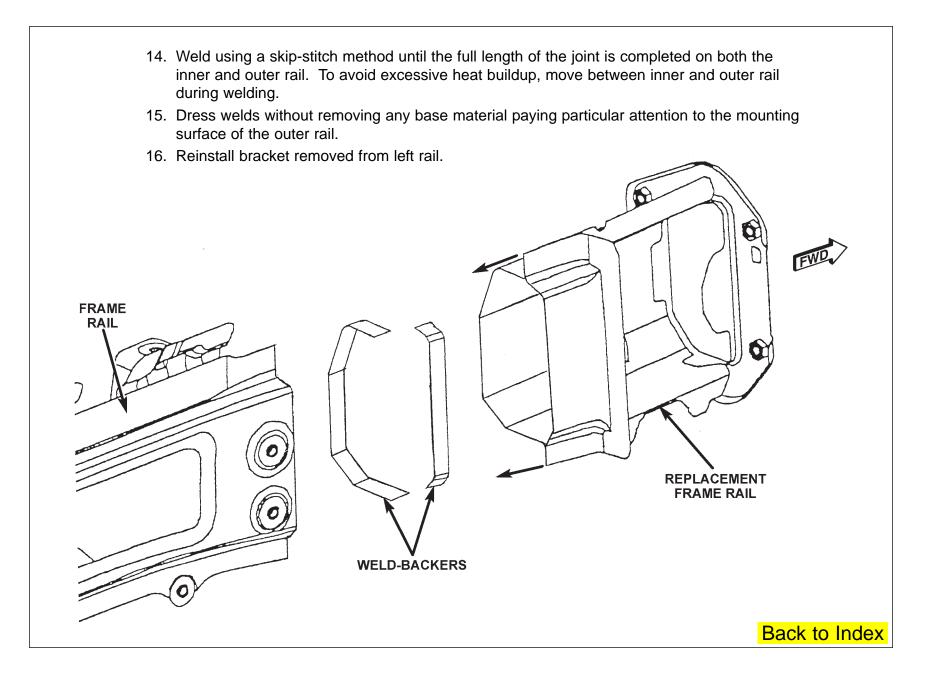
ii. Left rail section location:

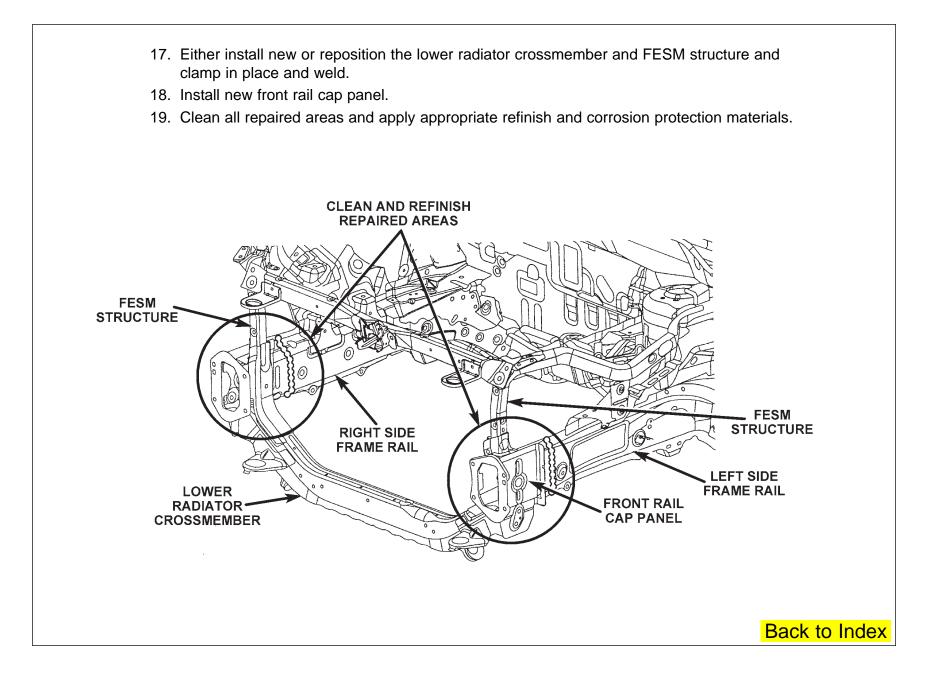
When installation of new tip is complete, there is a 10mm hole in bottom horizontal surface of rail which may need to be restored.

- b. Cut all replacement parts on the **REARWARD OF THE SCRIBE LINE** again using care not to make any additional damage but do not discard any material yet.
- 10. Clean all sharp edges and create a slight taper for weld purposes.









## INNER RAIL TO OUTER RAIL PM49, MK49 AND MK74

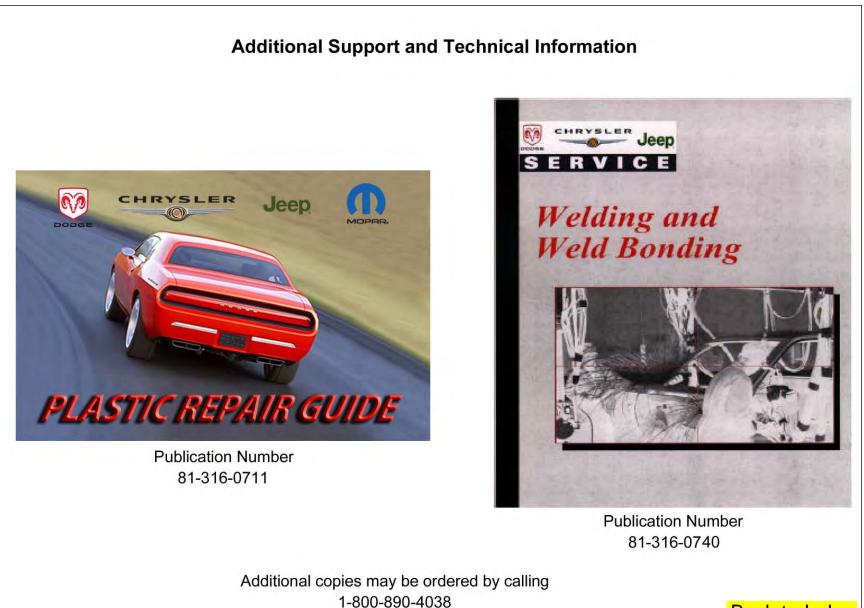
#### WELD PROCESS

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

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

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

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