

THIS GROUP ONLY CONTAINS THE SPECIFIC SUBJECTS FOR THE 146 MODELS; FOR ITEMS NOT MENTIONED HEREIN REFER TO THE GROUP 70 FOR THE 145 MODELS.

## INDEX

### BODY GENERALITIES

- Identification data ..... 1
- Car lifting points ..... 1
- Car towing points ..... 1

### MOBILE BODYWORK COMPONENTS

- Rear doors ..... 2
- Rear door hinges ..... 2/1
- Rear door and hinge adjustment ..... 2/1
- Boot lid ..... 2/1
- Boot lid hinges ..... 2/2
- Bonnet adjustment ..... 2/2

### FIXED BODYWORK COMPONENTS

- Under door trim ..... 2/3
- Underdoor frame  
(with underdoor trim removed) ..... 2/5
- Rear mudguard ..... 2/7
- Partial inner side frame  
(with rear mudguard removed) ..... 2/11
- Complete inner side frame (with rear  
mudguard and rear panel removed) ..... 2/14
- Inner side frame with wheelhouse  
(with rear mudguard and rear panel  
removed) ..... 2/16
- Complete rear panel ..... 2/19
- Partial outer rear panel ..... 2/22
- Centre pillar ..... 2/26

### DOORS

- Wing mirror  
(manually-operated) ..... 3
- Front door panel ..... 3
- Window winder (manual) ..... 7
- Rear doors ..... 7
- Rear door lock striker ..... 8
- Rear door panel ..... 9
- Door check rod ..... 11
- Rear door window ..... 12

- Window winding device (electric) ..... 13
- Window winding device (manual) ..... 14
- Front window guide ..... 15
- Lock device ..... 15
- Inner handle ..... 16
- Rear door outer angle plate ..... 17
- Rear door trim moulding ..... 18
- Rear door lower strip ..... 18

### BONNET/BOOT

- Tailgate ..... 19
- Tailgate lock striker ..... 21
- Tailgate buffers ..... 22
- Tailgate lock ..... 23
- Tailgate opening control actuator ..... 24
- Tailgate lock unit ..... 24

### INTERNAL TRIM

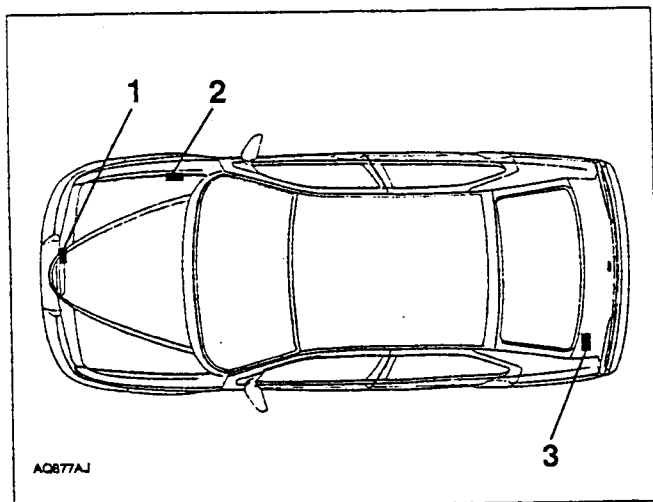
- Parcel shelf ..... 26
- Side pillar cover brackets ..... 26
- Hatshells side pillar cover ..... 26
- Front safety belts ..... 28
- rear side safety belts ..... 30
- Lower pillar cover ..... 30
- Upper pillar cover ..... 31
- Front seat belt height adjustment device ..... 32
- Rear heelboard ..... 33
- Wheelhouse trim ..... 33
- Front heelboard ..... 34
- Roof panel trim (for versions without sunroof) ..... 35
- Roof panel trim (with sunroof) ..... 37

### EXTERNAL TRIM

- Rear bumper ..... 40
- Passengers compartment air vent grille ..... 41
- Rearscreen ..... 41
- Outer pillar cover ..... 45
- Door centre pillar cover outer trim  
(front and rear) ..... 46



## IDENTIFICATION DATA



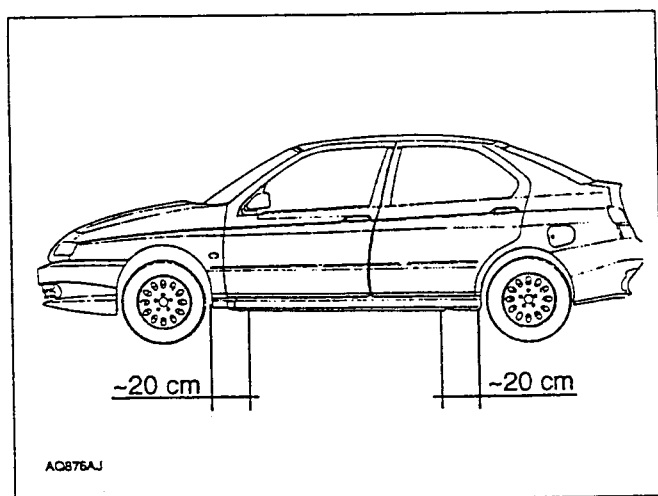
1. Identification label
2. Body label
3. Bodywork paint label

For the identification codes see: GROUP 00

## CAR LIFTING POINTS

With arm lift or workshop jack

The car should be raised positioning the end of the arms or the jack in the areas shown in the diagram below.



## CAR TOWING POINTS

The car has two special towing rings, one at the front and one at the rear, located on the righthand side of the bumpers.

The rear ring is concealed by a lid which is opened pressing on the edge.

**NOTA:** always strictly adhere to the regulations in force on the subject of towing.

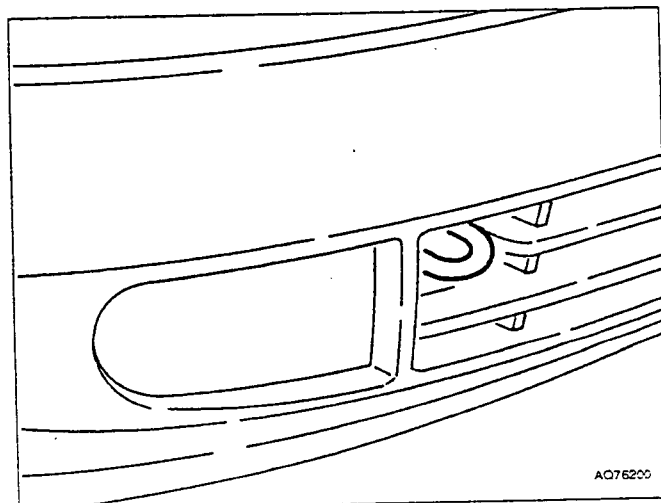
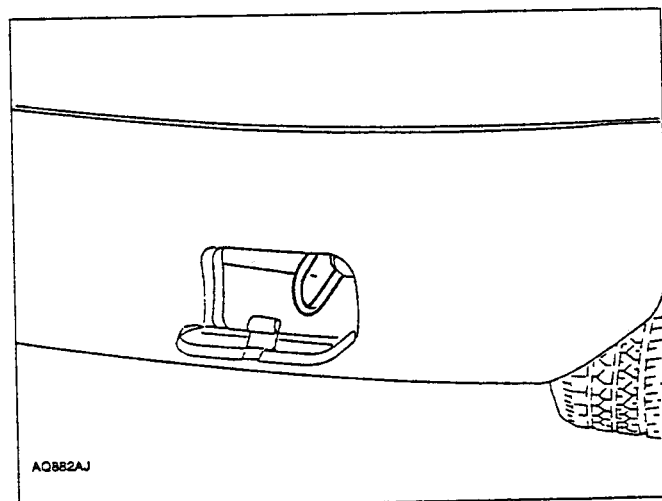
Before towing, the ignition switch of the towed car should be turned to MAR and then back to STOP without removing it; this is to prevent the steering from being locked.

Bear in mind that when the car is towed, the vacuum is not created in the servobrake thus considerably more braking effort is needed on the brake pedal.

Additionally, when the engine is off, the power steering circuit is not operational, thus more effort is required on the steering wheel.

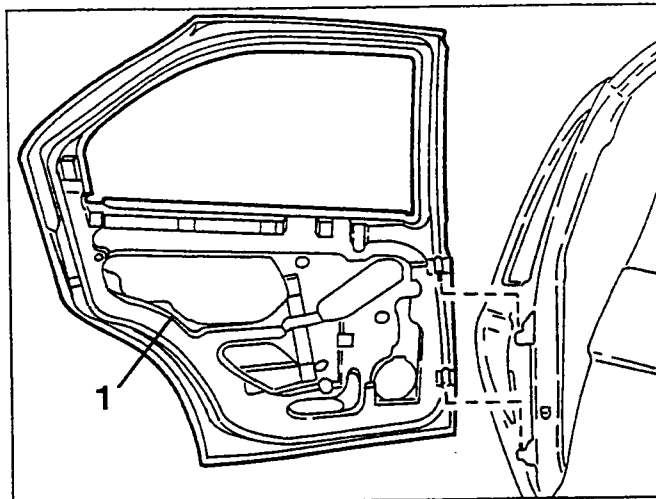
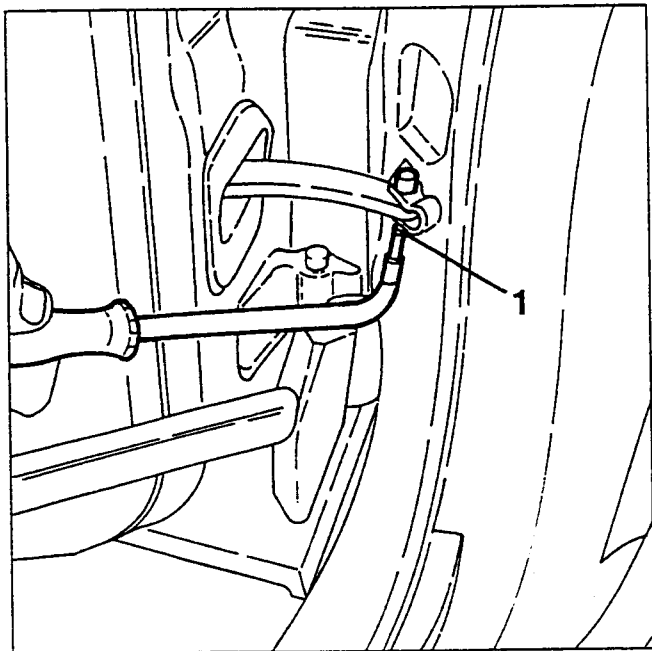


**WARNING:** Absolutely never remove the ignition key from the lock; this will lock the steering



**REAR DOORS****REMOVAL/REFITTING**

1. Using a suitable punch, remove the pin of the door check rod, half close the door to move the check rod inwards, then re-open the door.



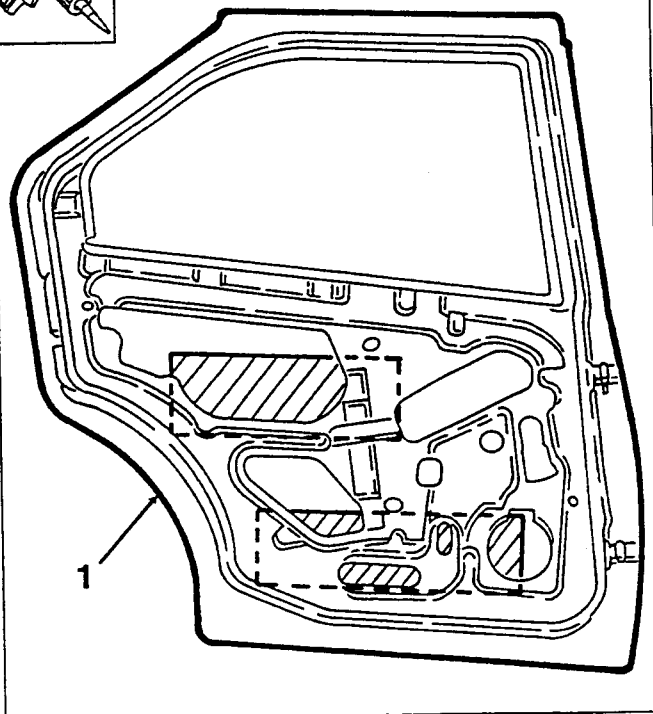
**Refit the door reversing the sequence followed for removal and following the instructions given below.**

1. When a new door is used, apply the specified sealant along the inner perimeter as illustrated.

**NOTE:**

**Check that there are the sound-deadening panels inside the door.**

1. Slacken the two screws fastening the door to the hinges.



1. Raise the door to remove the hinge taper pins from their housings, then remove the door.

- If necessary adjust the rear door as described in the corresponding paragraph.

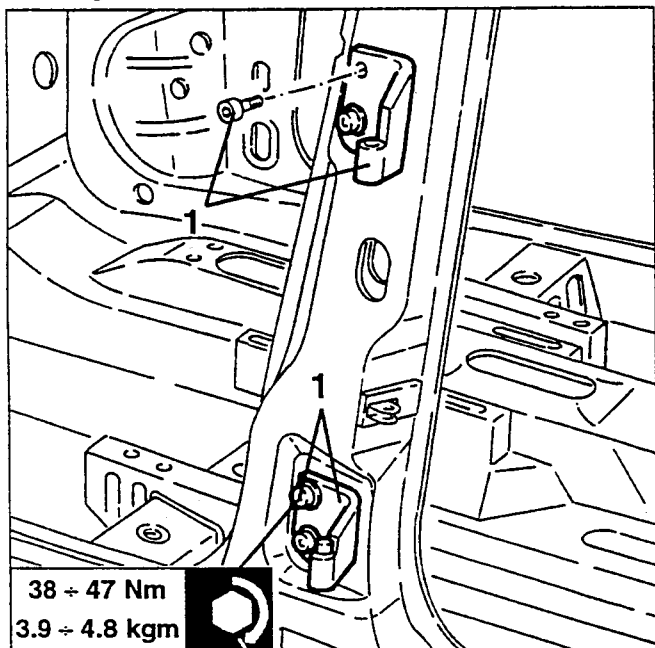
## REAR DOOR HINGES

### REMOVING/REFITTING

- Remove the la porta posteriore (vedere paragrafo specifico).

1. Remove the fastening screws and remove the hinges from the centre pillar.

- If present, remove the adjustment thicknesses under the hinges.



Refit the hinges reversing the sequence followed for removal and adjusting the door as described in the corresponding paragraph.

## REAR DOOR AND HINGE ADJUSTMENT

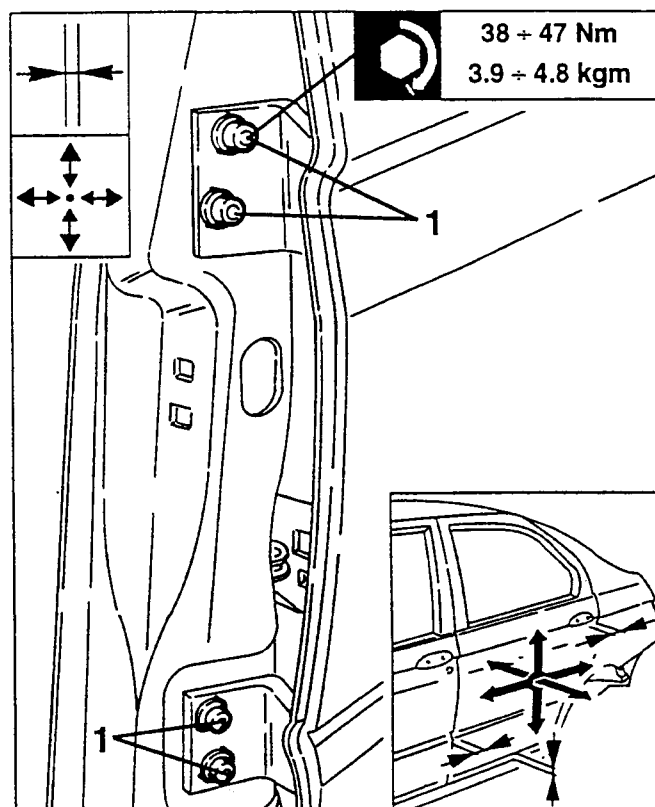
- Working with the screws fastening the hinges to the centre pillar slackened and the door to hinge fastening screws in pack, adjust the door longitudinally and in height checking for correct mating and lights.

- If necessary, place suitable adjustment thicknesses under the hinges and under the lock striker.

### NOTE:

To adjust the door the mouldings, lock and striker must be assembled.

1. Tighten the screws fastening the hinges to the body to the specified torque.

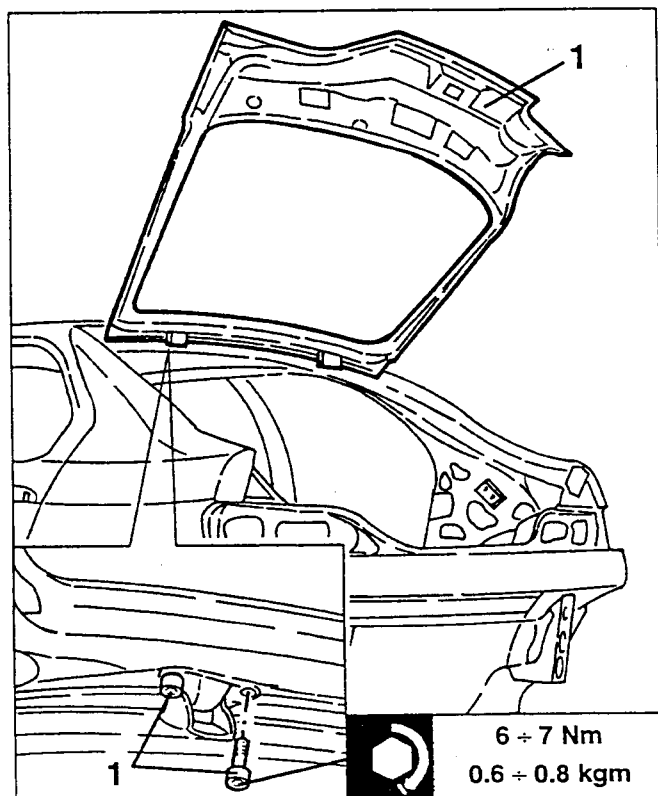


## BOOT LID

### REMOVING/REFITTING

- Open the boot lid and support it suitably.

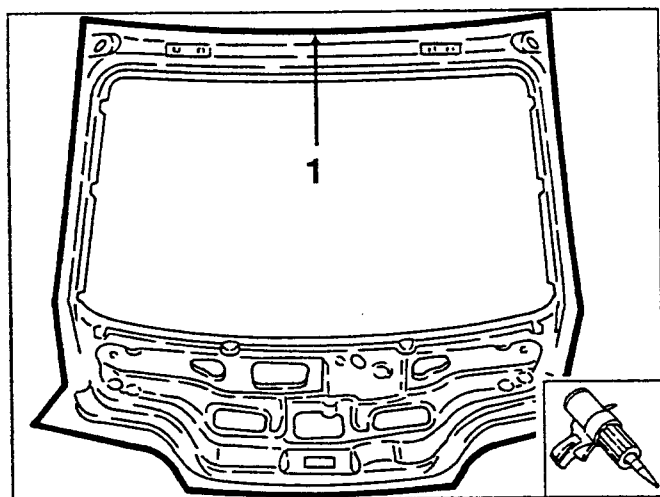
1. Slacken the two screws on each side fastening the boot lid to the hinges, then remove it.





**Refit the boot lid reversing the sequence followed for removal following the instructions given below.**

1. When a new boot lid is being used, apply the specified sealant along the inner perimeter as illustrated.

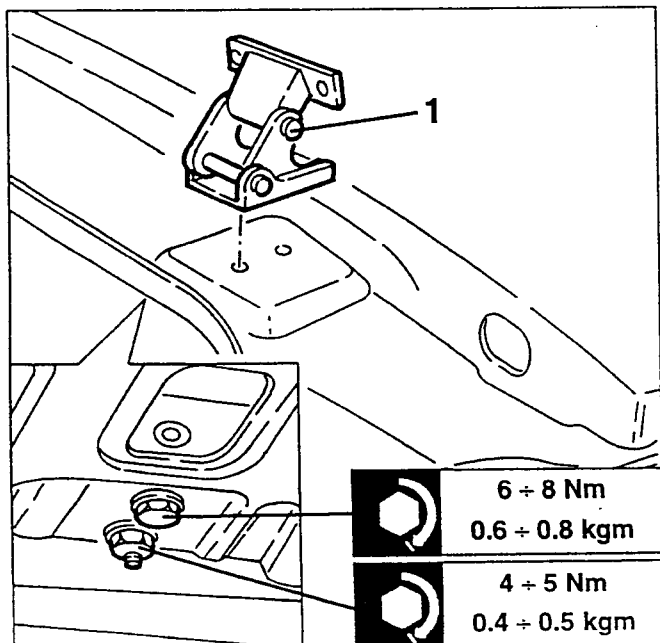


- If necessary, adjust the boot lid as described in the corresponding paragraph.

## BOOT LID HINGES

### REMOVING/REFITTING

- Remove the boot lid (see specific paragraph).
- 1. Slacken the fastening screws and nuts and remove the complete hinges from the body.

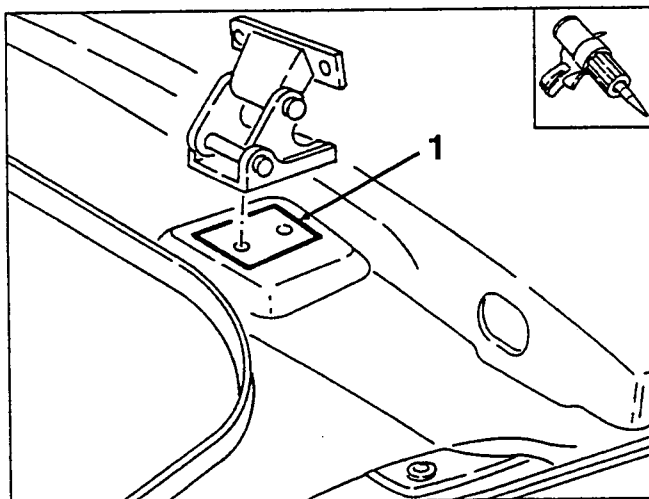


- If necessary, separate the two hinge halves on the bench, removing the stop ring and withdrawing the fastening pins.



**Refit the hinges reversing the sequence followed for removal and observing the following instructions.**

1. When assembling, apply the specified sealant between the hinges and the body as illustrated.

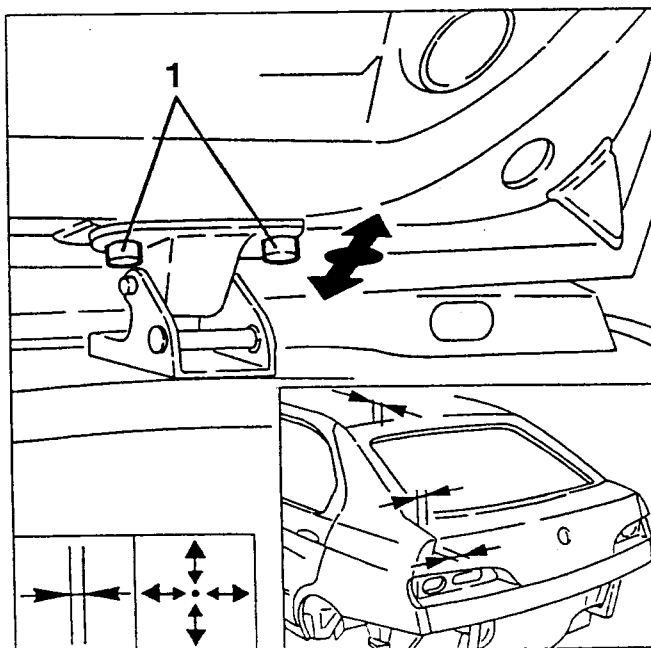


## BONNET ADJUSTMENT

1. Adjust the bonnet lid longitudinally, working on the screws fastening it to the hinges and checking the alignment and lights.

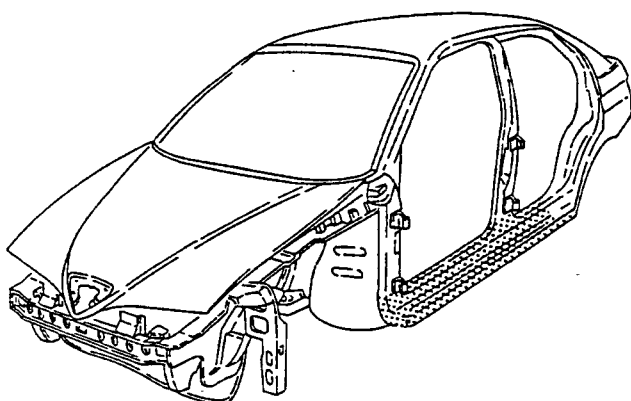
### NOTE:

**For bonnet adjustment the seal, lock and telescopic props should be assembled.**

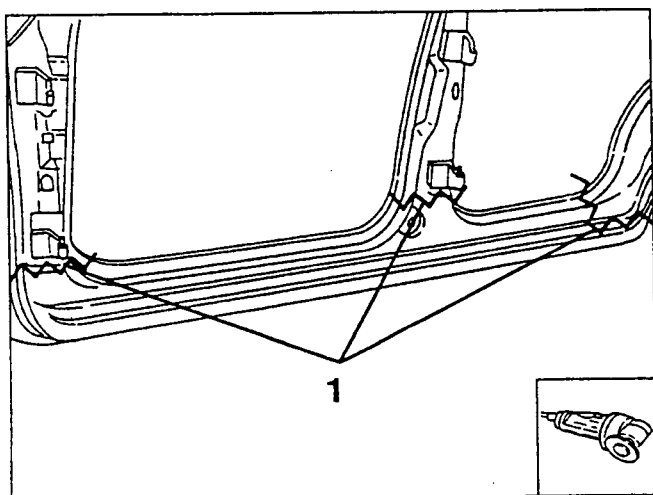


**UNDER DOOR TRIM****PRELIMINARY OPERATIONS**

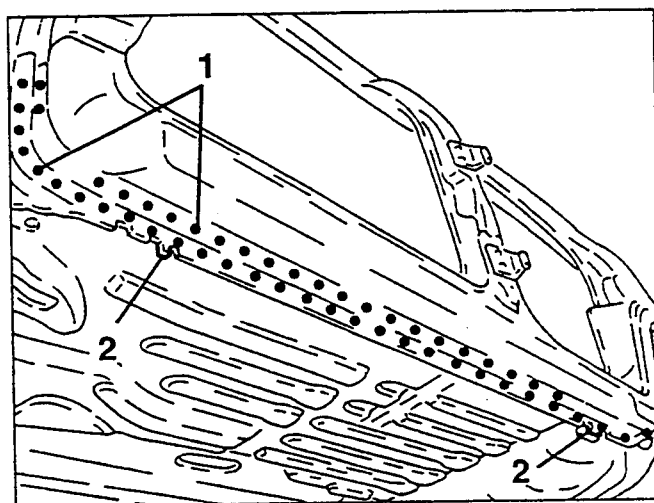
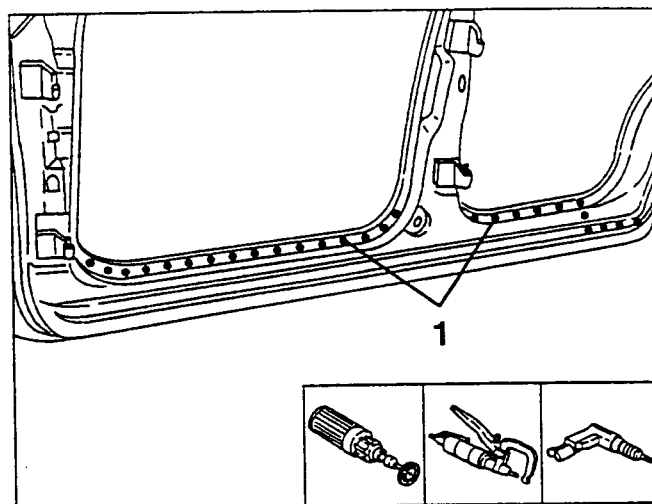
- Disconnect the battery (-) terminal and remove the electronic control units.
- Remove the trim components, electric and mechanical systems that might hinder the repair operation or suffer damage during work (see specific paragraphs).
- Remove the following sheet metal parts:
  - doors on the side concerned (see specific paragraphs).
  - front mudguard on the side concerned (see specific paragraph).

**REMOVAL**

1. Using a circular blade saw, cut along the line illustrated, without damaging the parts below.



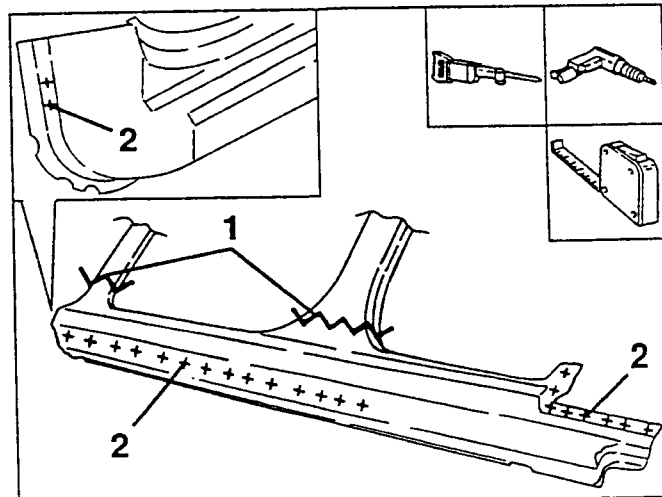
- Using a rotary brush, clean the areas to be de-welded to reveal the welding spots.
- 1. Using a snipping machine, remove the accessible welding spots; remove the remaining welding spots using a drill.
- 2. Open the clinching tabs.



- Remove the underdoor trim, cutting the sealant if necessary.

**PREPARATION**

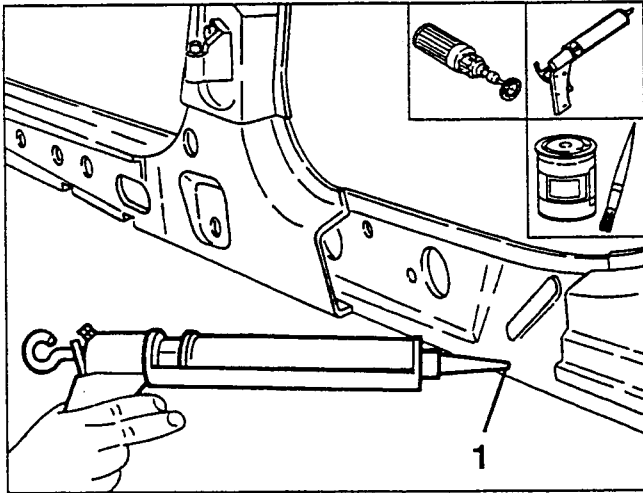
1. Working on the bench, with a reciprocating saw cut the new underdoor trim, keeping the same overlapping area.
2. Trace the trim and drill (bit Ø 5 mm), as illustrated.



- Using a rotary brush, clean the areas concerned by welding.

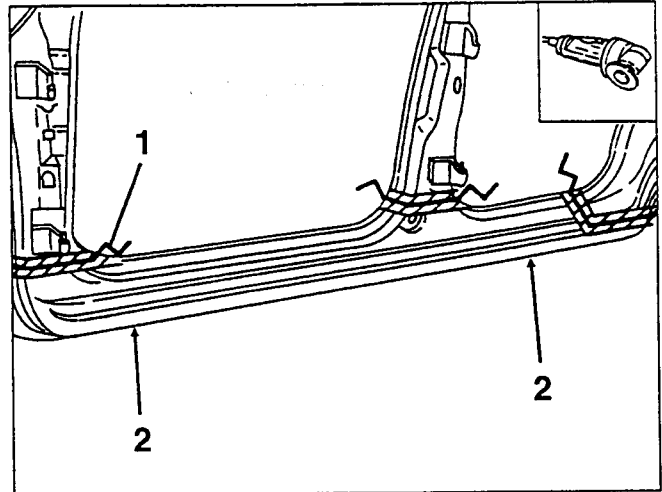
1. Apply the high thickness electric welding protection on the lower section of the door frame.

- Apply the electric welding protection to be brushed on the remaining areas involved by spot welding.



1. Using a circular blade saw, trim the sheet metal eliminating the excess, without damaging the sheet metal below.

2. Bend the clinching tabs.

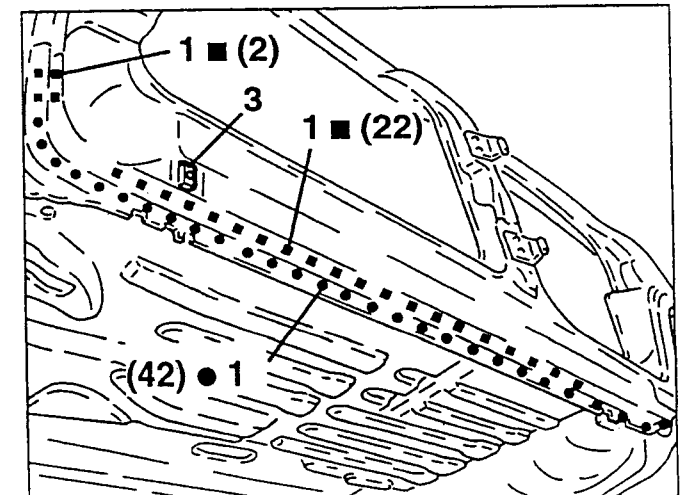
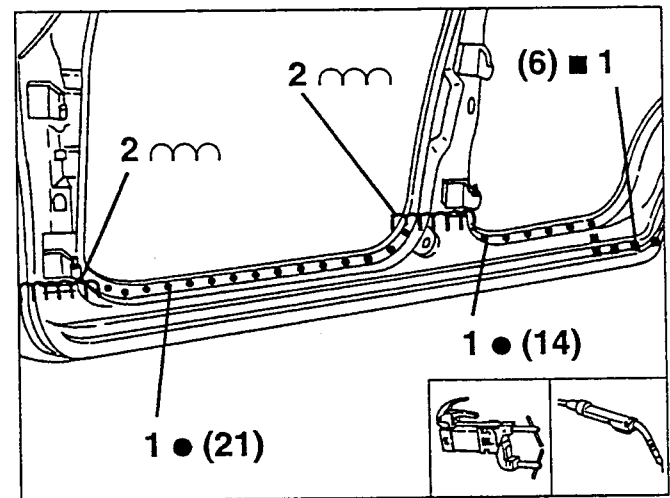


### WELDING AND FINISHING OF SHEET METAL PIECE

1. Using a spot welder or, where necessary, an MIG welder, proceed as illustrated.

2. Using an MIG welder, seam weld as illustrated.

3. Fit the mudguard fastening block.

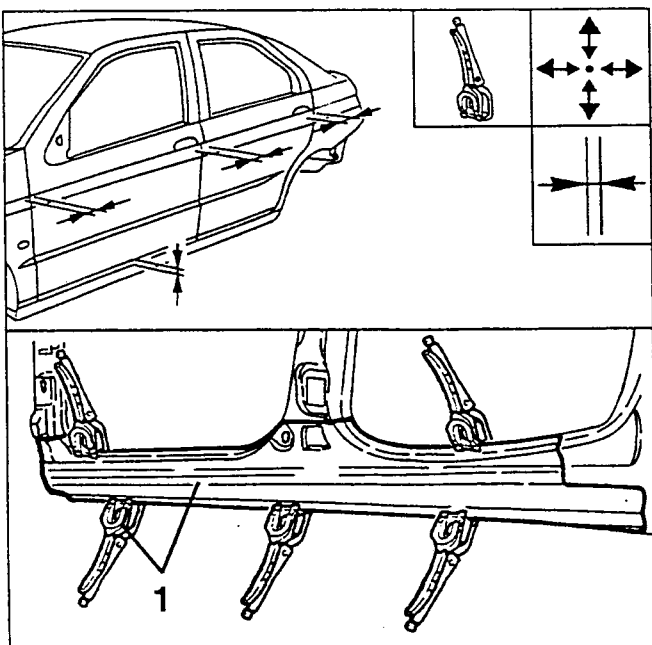


### POSITIONING AND CHECKING

1. Position the underdoor trim joining the edges to be welded and fasten using clamps.

- Using screws temporarily fasten the underdoor trim, then remove the clamps fastened previously.

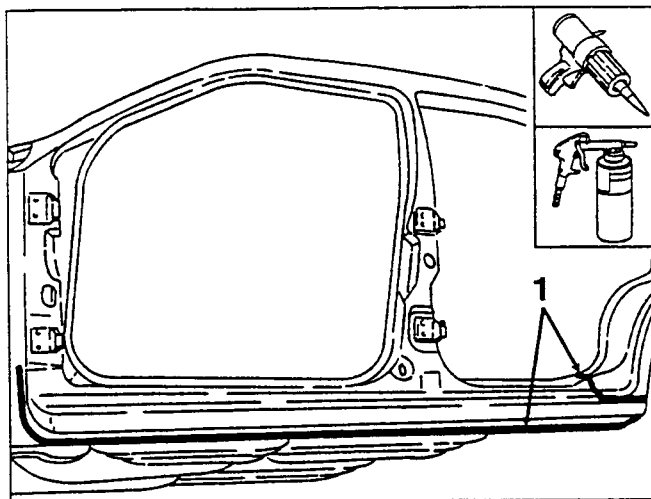
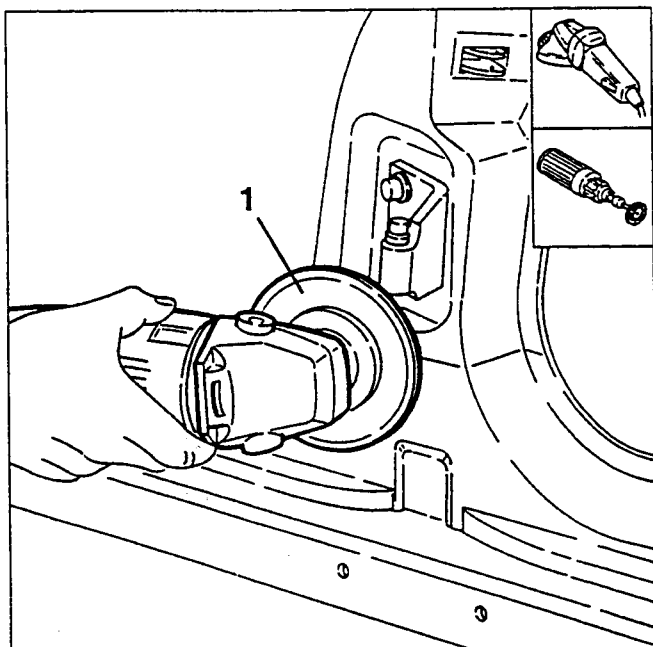
- Check the squareness, lights and angles refitting the components removed previously with the associated seals and parts which, once assembled make it possible to check that the operations have been carried out to perfection.



- Remove the assembled components to check for correct positioning of the underdoor trim.

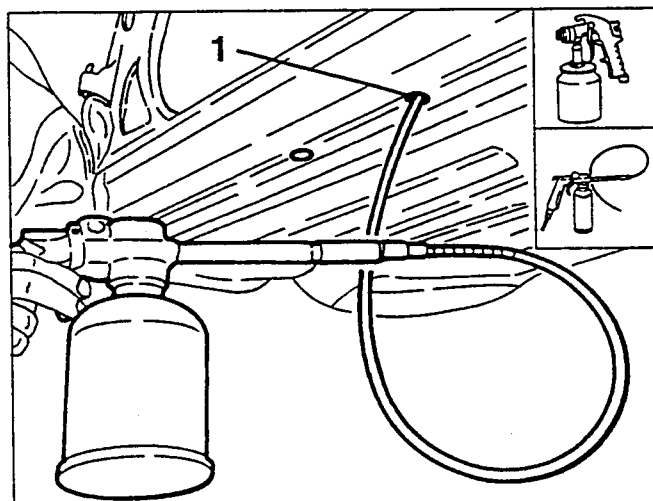


1. Using an abrasive grinder remove and level remains of welding.
- Using a rotary brush clean the welded areas.



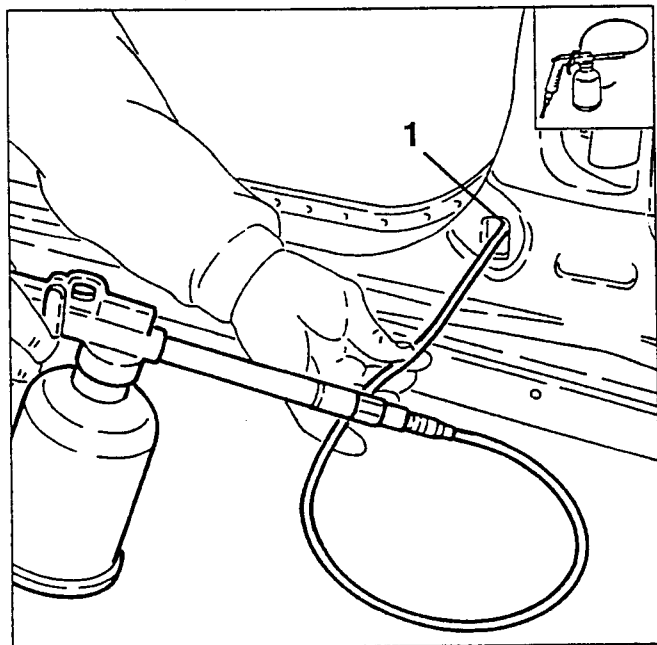
- Proceed with painting.

1. Proceed with waxing of the boxed sections through the holes shown.



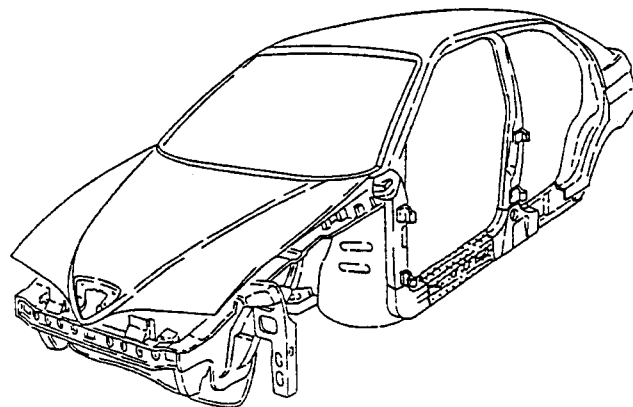
## PROTECTIONS

1. Apply the specified antirust on the areas involved by MIG welding.



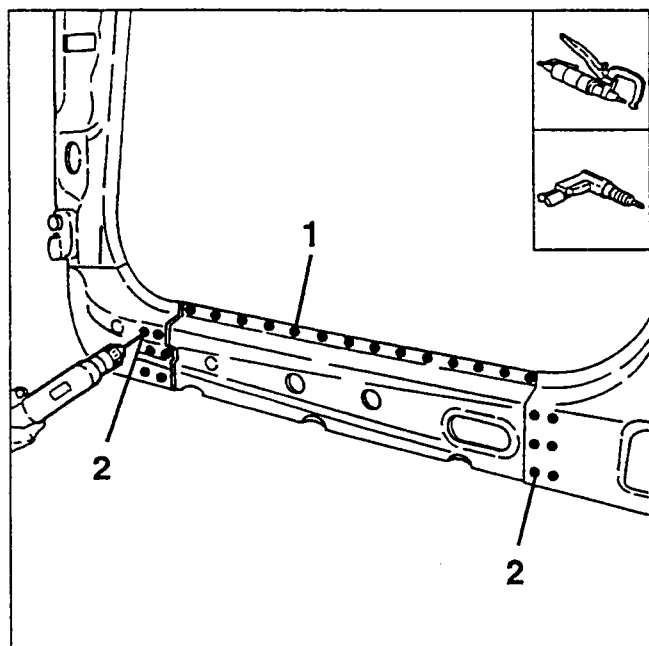
## UNDERDOOR FRAME (WITH UNDERDOOR TRIM REMOVED)

### REMOVAL



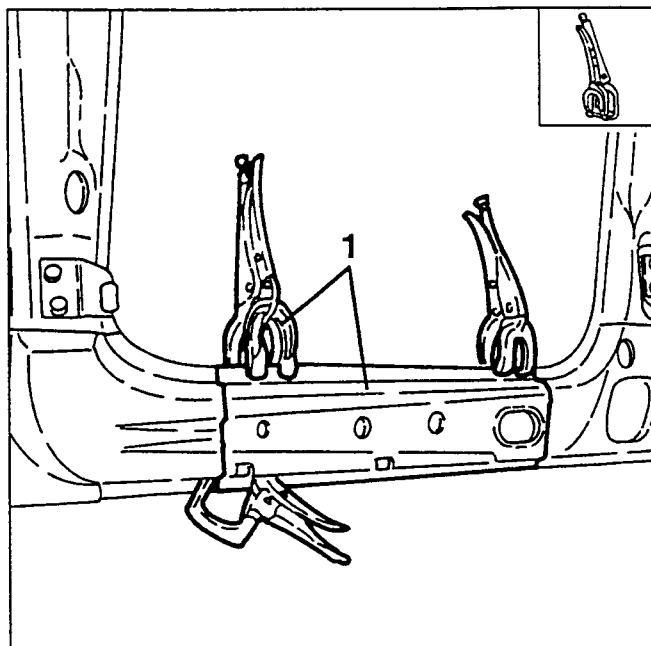
1. Apply the specified sealant along the lines illustrated.
- Apply the underbody protection specified in the areas involved in the replacement.

1. Using a snipping machine, remove the welding spots illustrated.
2. Using a drill, remove the welding spots illustrated, then remove the underdoor frame.



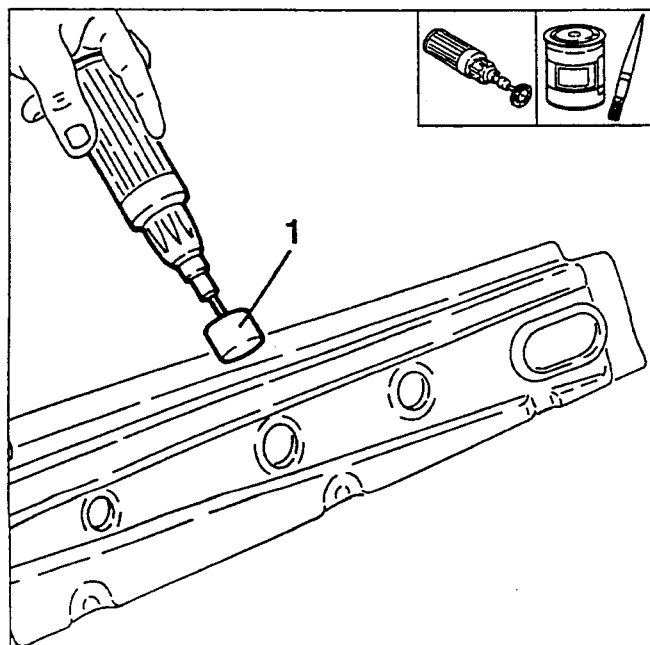
## POSITIONING

1. Position the the underdoor frame joining the edges to be welded and fasten using clamps.



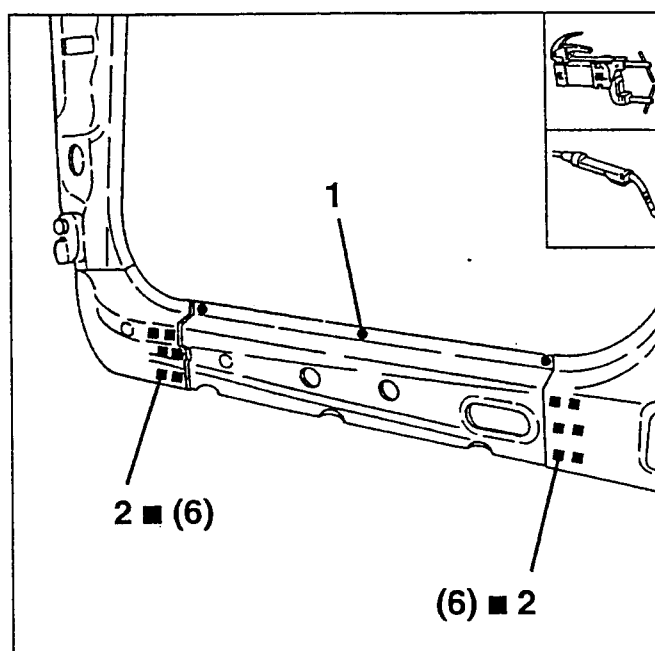
## PREPARATION

1. Using a rotary brush, clean the areas concerned by welding.
- Apply the specified electric welding protection on the areas involved by spot welding.



## WELDING AND FINISHING OF SHEET METAL PIECE

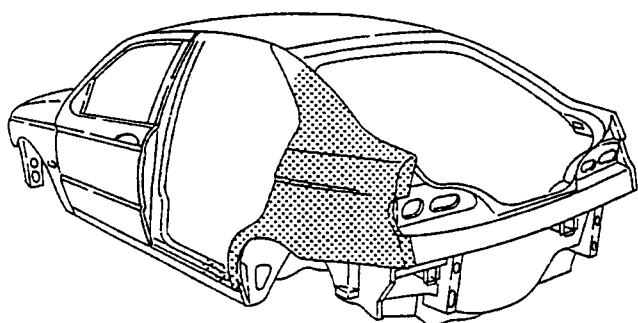
1. Using a spot welder, tack the underdoor frame working as illustrated.
2. Using an MIG welder, proceed as illustrated.



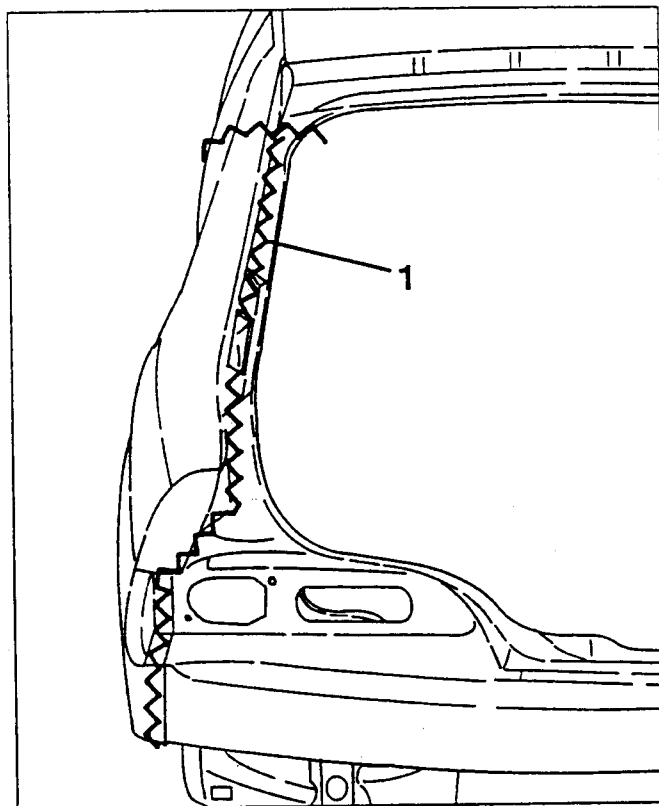
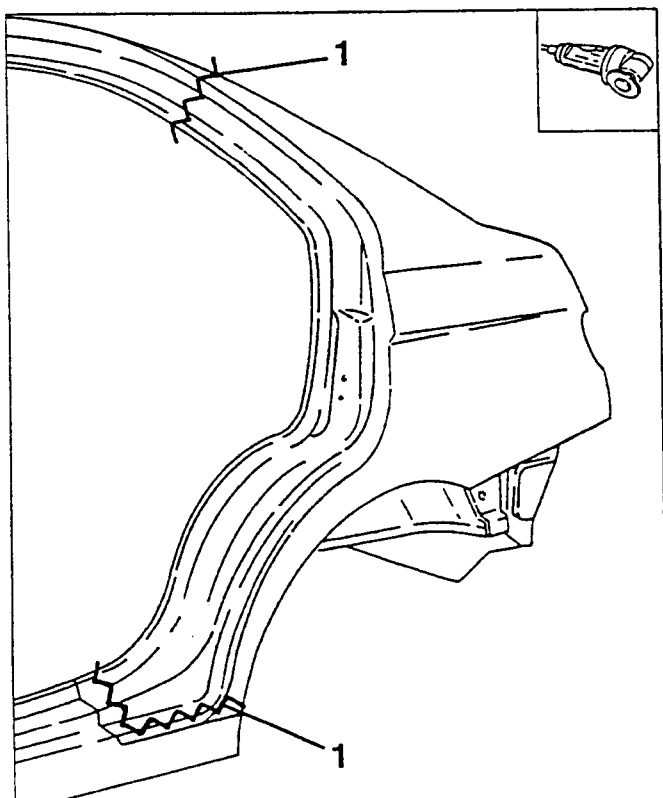
- Refit the underdoor trim working as described in the corresponding paragraph.

**REAR MUDGUARD****PRELIMINARY OPERATIONS**

- Disconnect the battery (-) terminal and remove the electronic control units.
- Remove the trim components, electric and mechanical systems that might hinder the repair operation or suffer damage during work (see specific paragraphs).
- Remove the following sheet metal parts:
  - rear door on the side concerned (see specific paragraph)
  - deck lid (see specific paragraph).

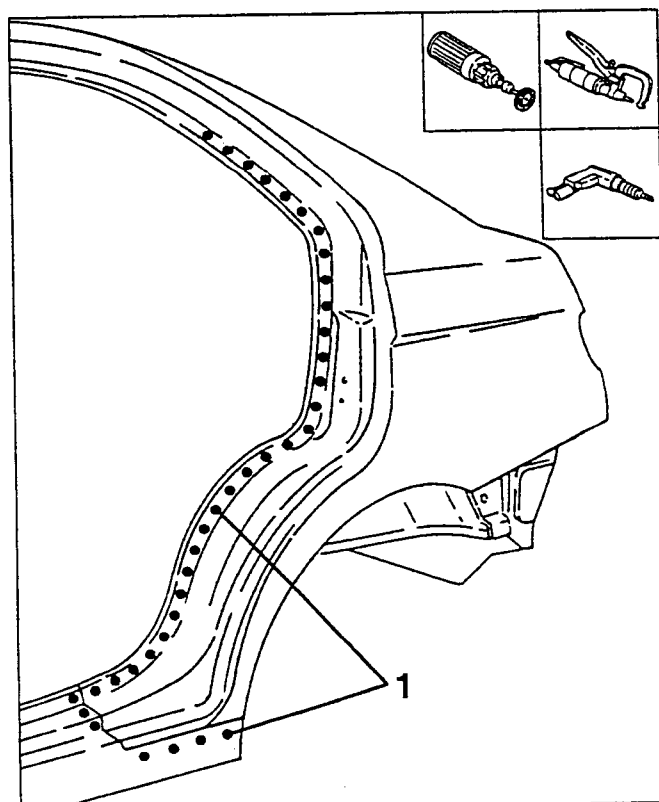
**REMOVAL**

1. Using a circular blade saw, cut along the line illustrated, without damaging the sheet metal below.

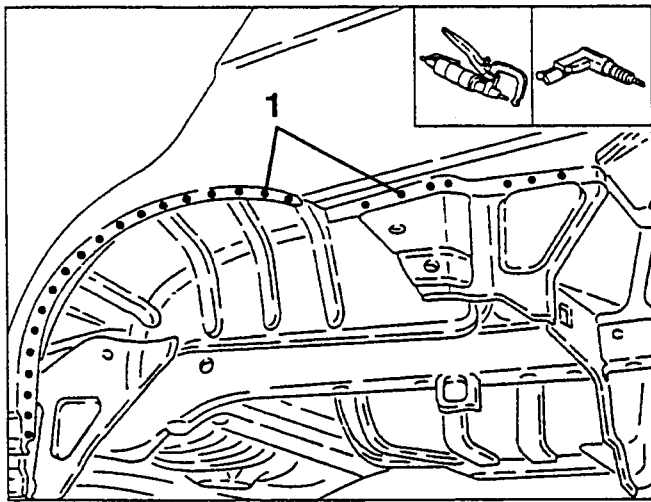


- Using a rotary brush, clean the areas to be de-welded to reveal the welding spots.

1. Using a snipping machine, remove the accessible welding spots; remove the remaining welding spots using a drill.

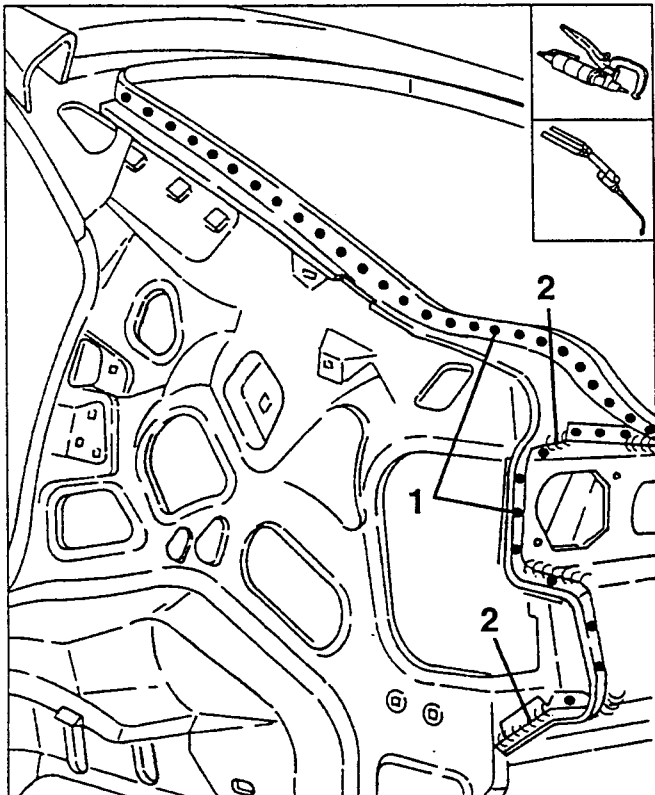


1. Using a snipping machine, remove the accessible welding spots; remove the remaining welding spots using a drill.

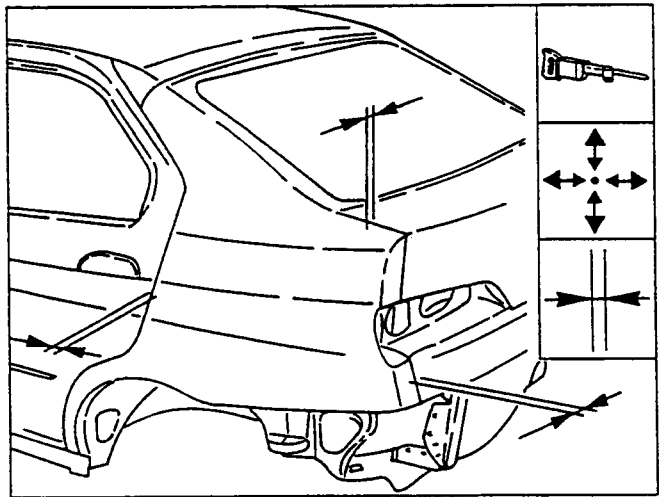


- Remove the rear mudguard.

1. Using a snipping machine, remove welding spots on the edges of the rear mudguard remaining on the body.
2. Using an oxyacetylene blower, de-weld the rear area of the mudguard edges, then remove them.

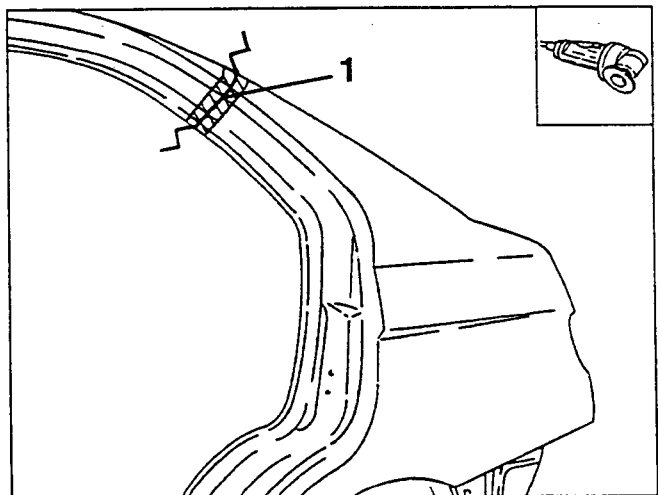


- Check the squareness, lights and angles refitting the components removed previously with the associated seals and parts which, once assembled make it possible to check that the operations have been carried out to perfection.

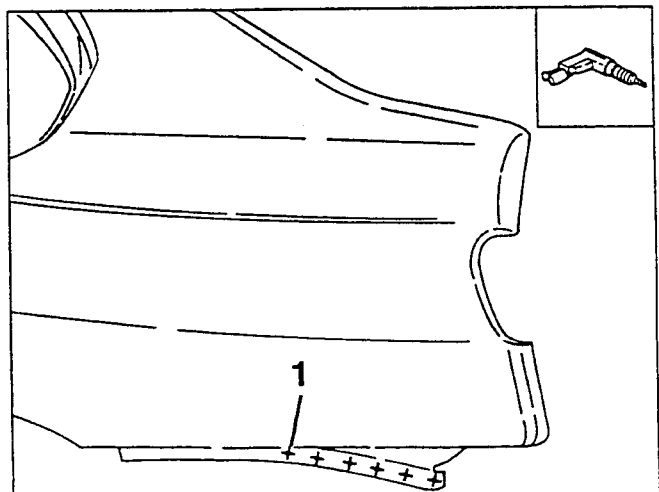


- Remove the assembled components to check for correct positioning the rear mudguard.

1. Using a circular blade saw, trim the sheet metal eliminating the excess, without damaging the sheet metal below.



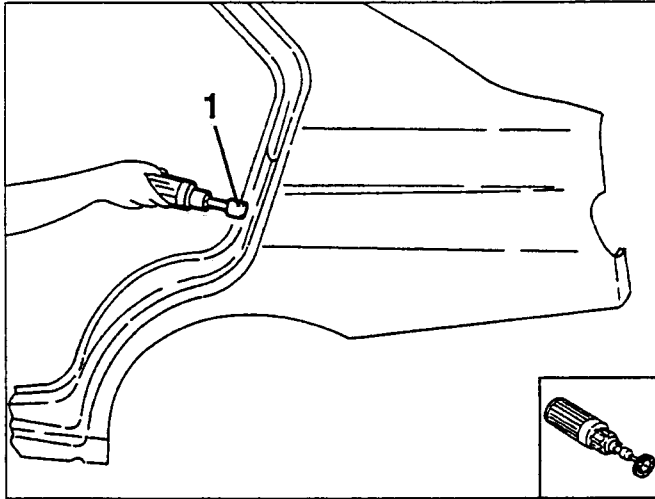
1. Remove the mudguard, then working on the bench, trace it and drill (bit Ø 5 mm), as illustrated.



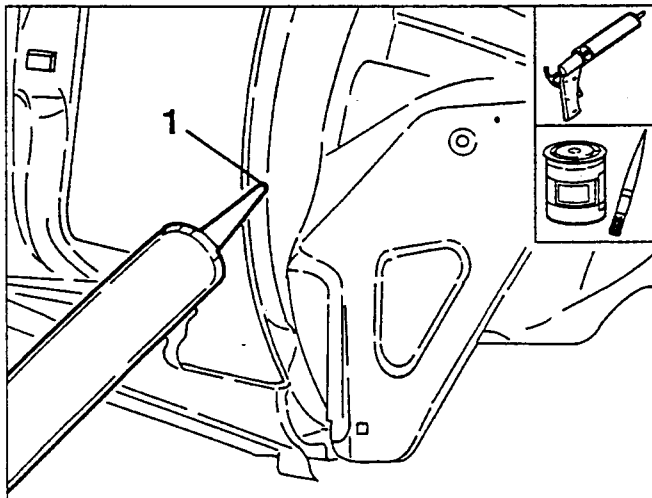
## PREPARATION AND CHECKING

- On the bench with a reciprocating saw cut the new rear mudguard, keeping the same overlapping area.
- Temporarily assemble the rear mudguard.

1. Using a rotary brush, clean the areas concerned by welding.

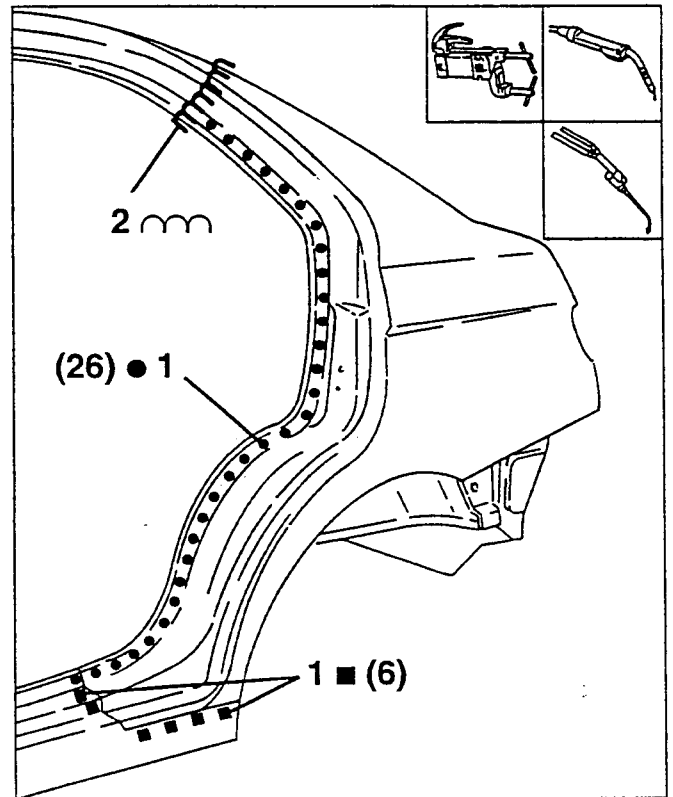


1. Apply the high thickness electric welding protection in the wheelhouse area concerned by spot welding and the electrically weldable protection to be coated on the remaining areas involved by spot welding.



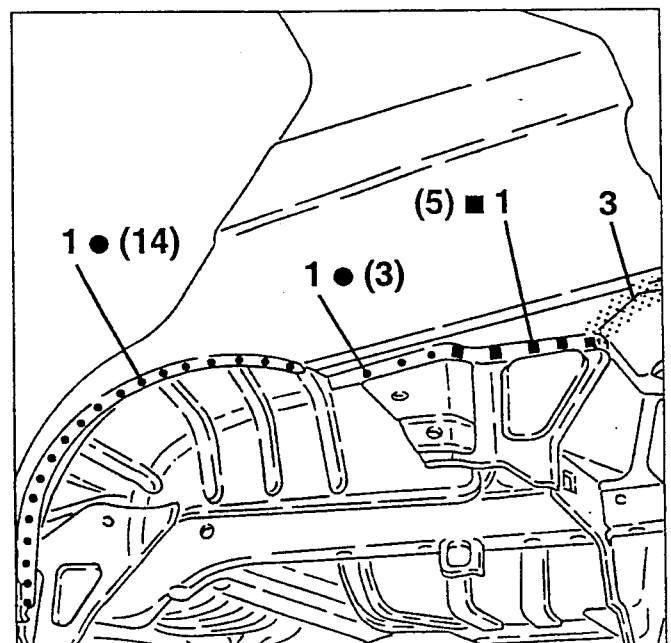
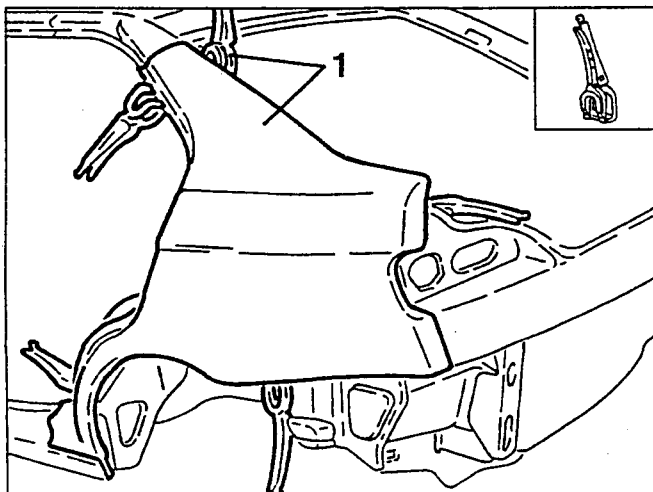
## WELDING AND FINISHING OF SHEET METAL PIECE

1. Using a spot welder or, where necessary, an MIG welder, proceed as illustrated.
2. Using an MIG welder, seam weld as illustrated.
3. Using an oxyacetylene blower, brass braze weld as illustrated.

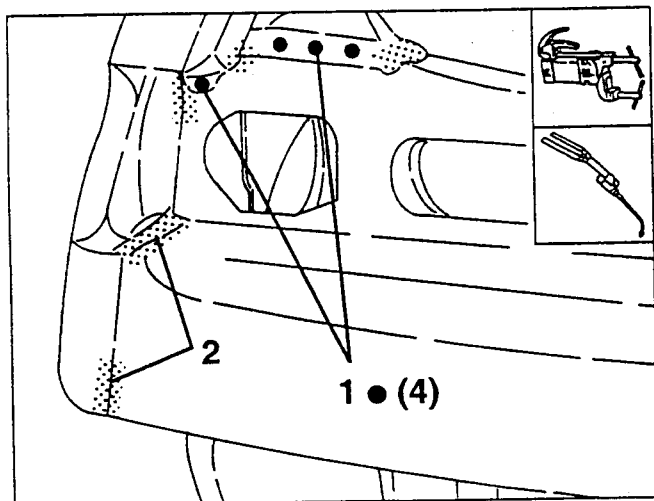


## POSITIONING

1. Position the rear mudguard joining the edges to be welded and fasten using clamps.

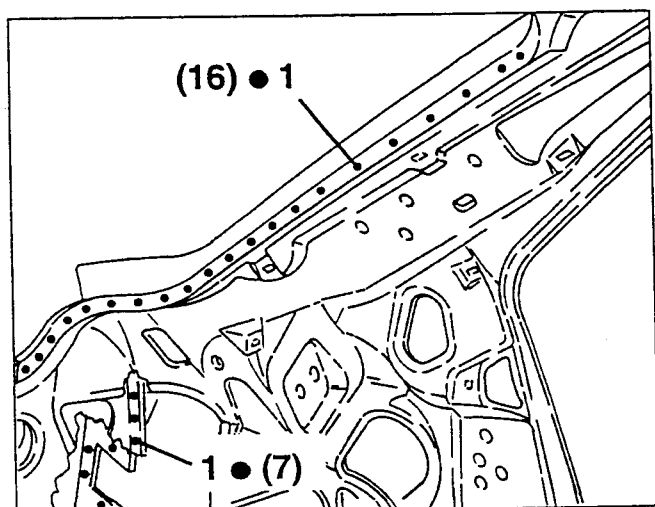
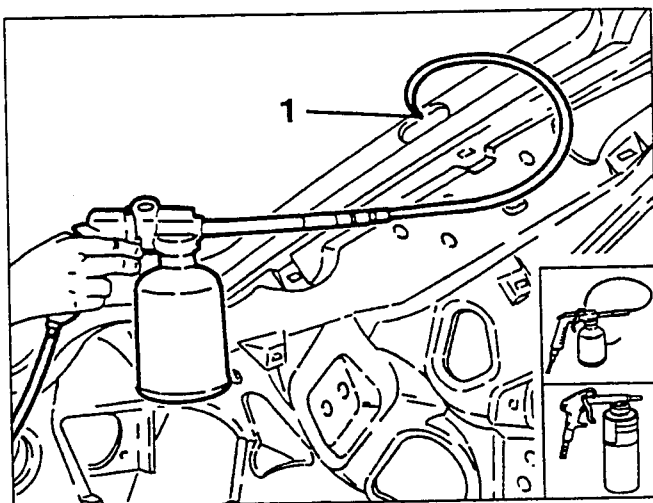


1. Using a spot welder, proceed as illustrated.
2. Using an oxyacetylene blower, brass braze weld as illustrated.

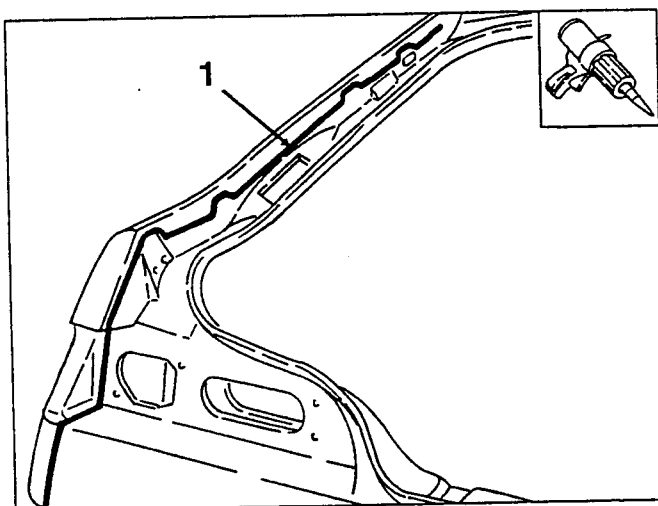


## PROTECTIONS

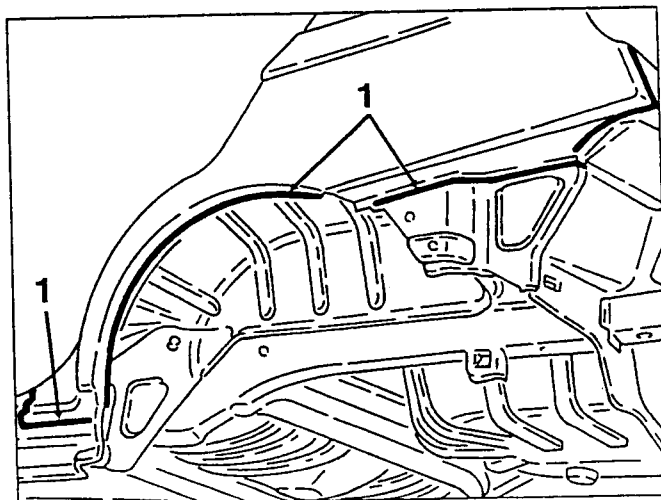
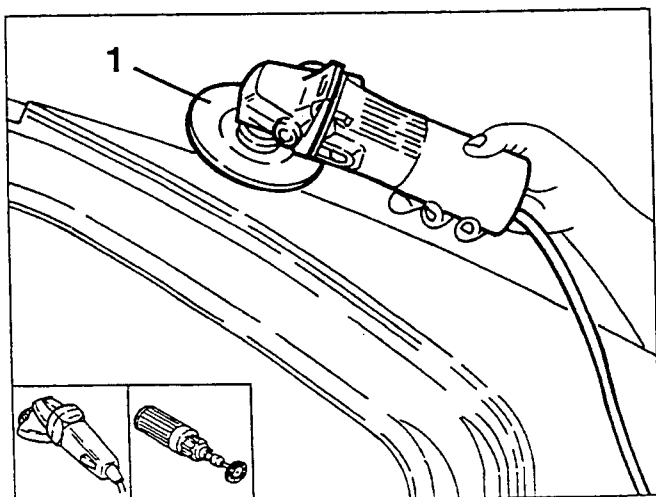
1. Apply the specified antirust on the areas involved by MIG welding and braze welding.
- Apply underbody protective coating in the area of the wheelhouse concerned by the replacement.



1. Apply the specified sealant on the joints of the mudguard panels.

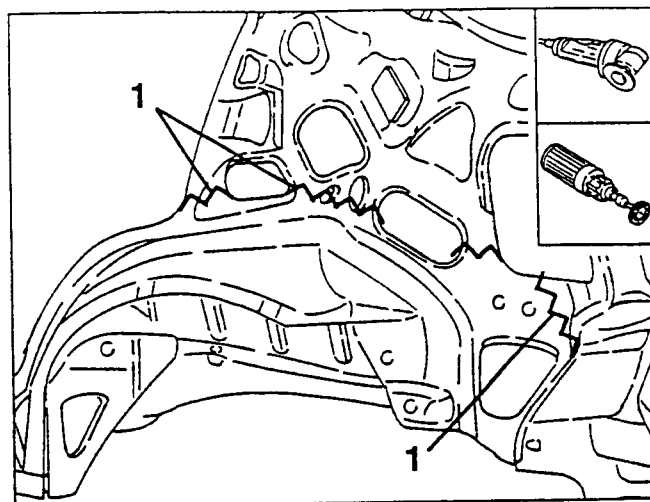
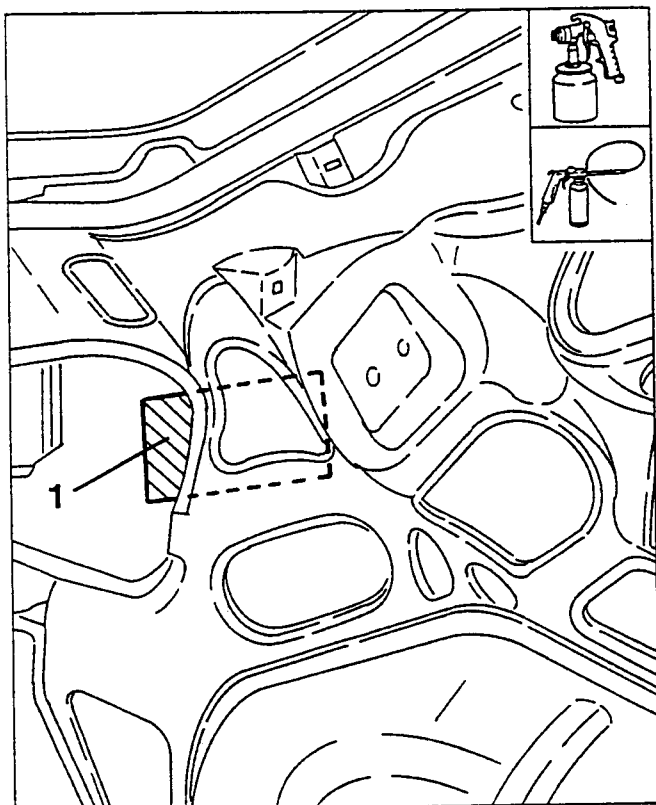


1. Using an abrasive grinder, remove and level remains of welding.
- Using a rotary brush, clean the welded areas.

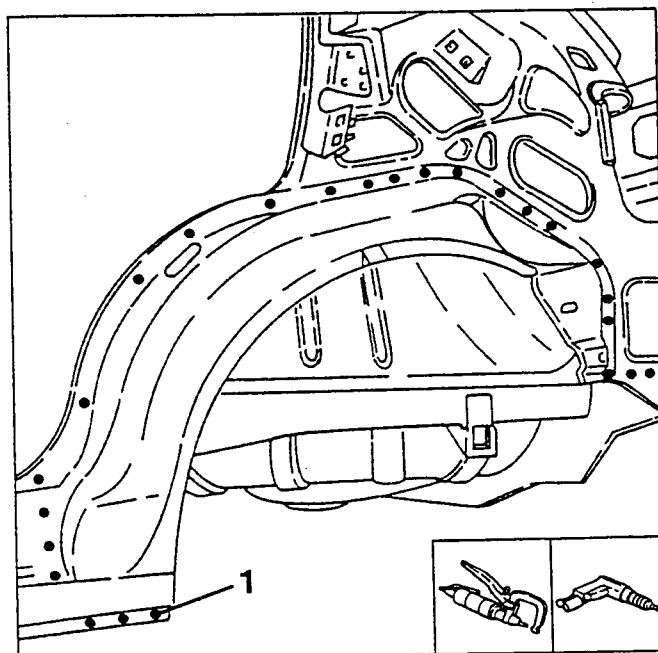


1. Apply the sound-deadening panel on the rear mud-guard as illustrated.

- Proceed with painting.
- Proceed with waxing.

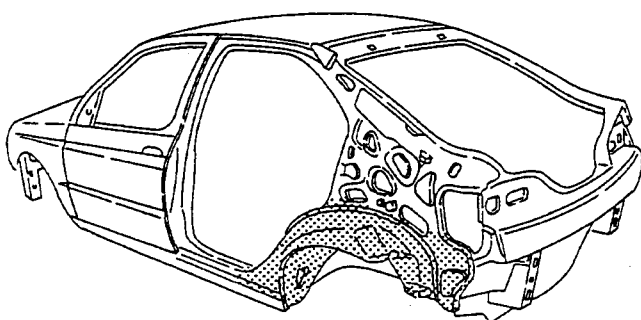


1. Using a snipping machine, remove the accessible welding spots; remove the remaining welding spots using a drill.
2. Open the clinching tab and remove the partial inner side frame.

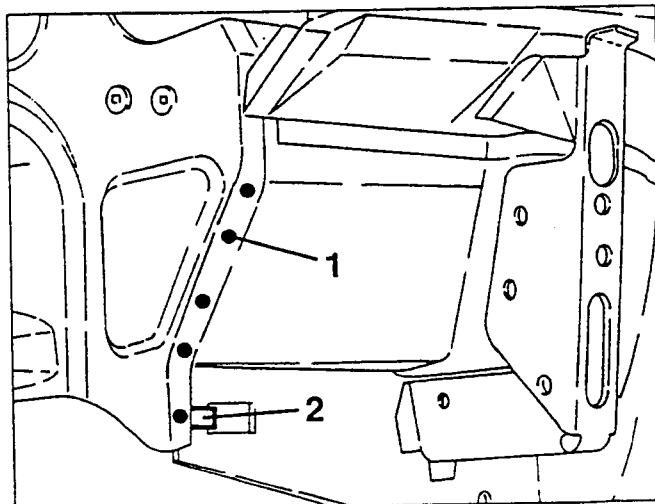


## PARTIAL INNER SIDE FRAME (WITH REAR MUDGUARD REMOVED)

### REMOVAL

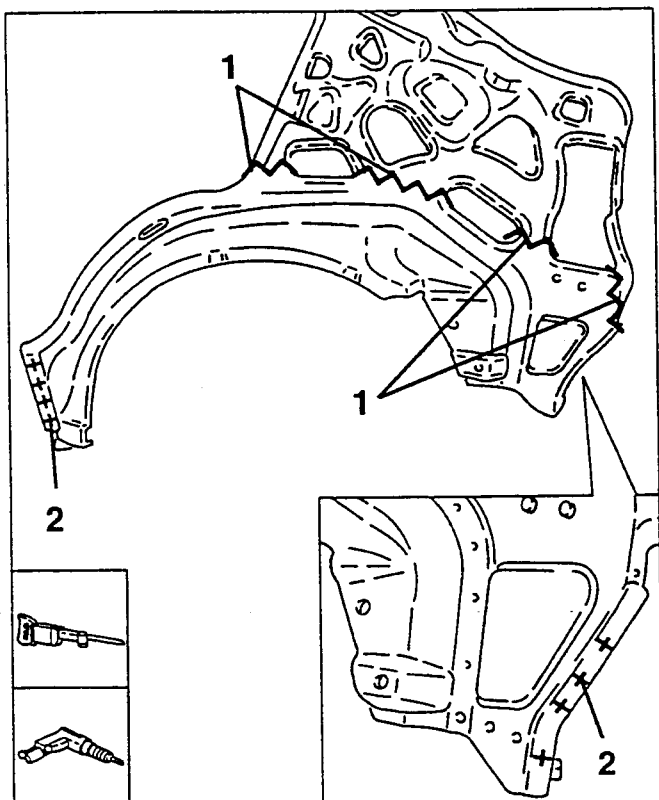


1. Using a circular blade saw, cut along the line illustrated without damaging the sheet metal below.
- Using a rotary brush, clean the areas to be de-welded to reveal the welding spots.

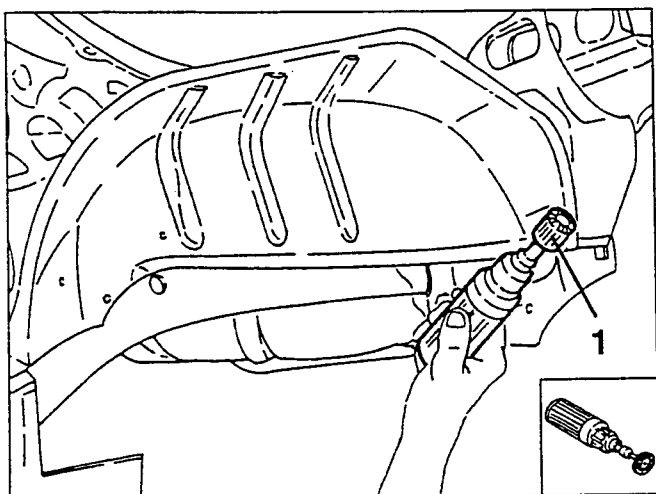


**PREPARATION**

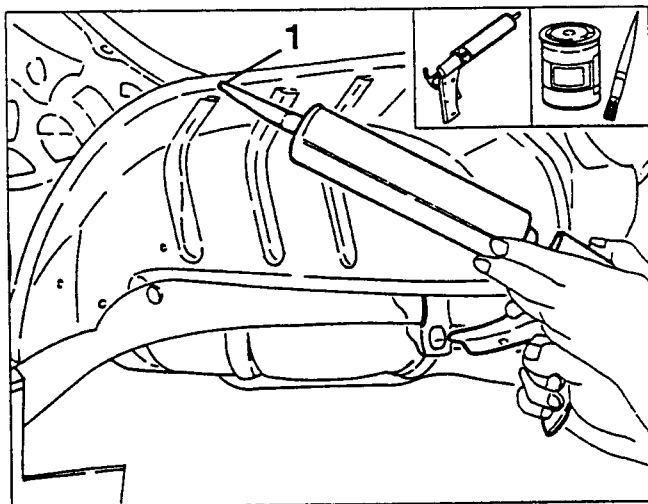
1. Working on the bench, with a reciprocating saw cut the new inner frame, keeping the same overlapping area.
2. Trace the inner side frame and drill (bit  $\varnothing$  5 mm), as illustrated.



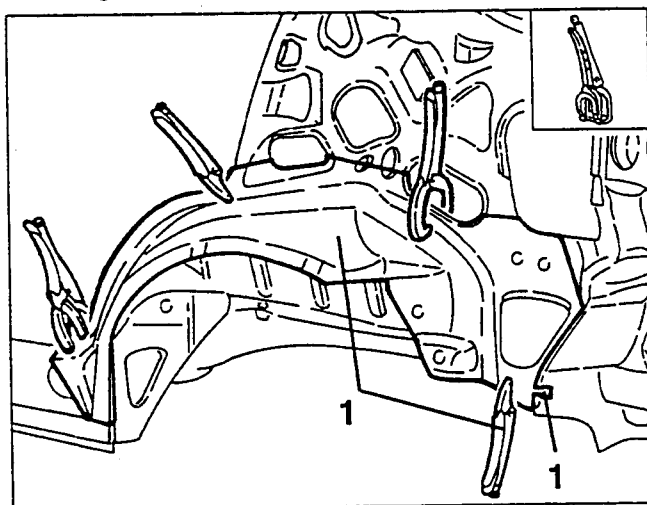
1. Using a rotary brush, clean the areas concerned by welding.



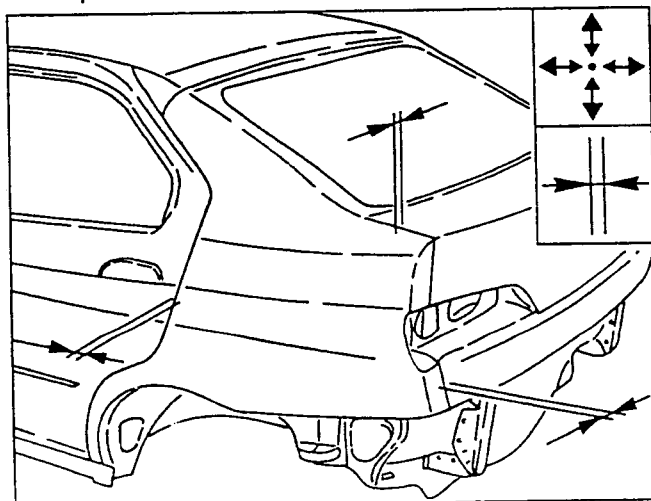
1. Apply the high thickness electric welding protective material on the parts coupling with the wheelhouse concerned by spot welding.  
- Apply the electric welding protection to be brushed on the remaining areas involved by spot welding.

**POSITIONING AND CHECKING**

1. Position the partial inner side frame joining the edges to be welded and fasten using clamps and the clinching tab.



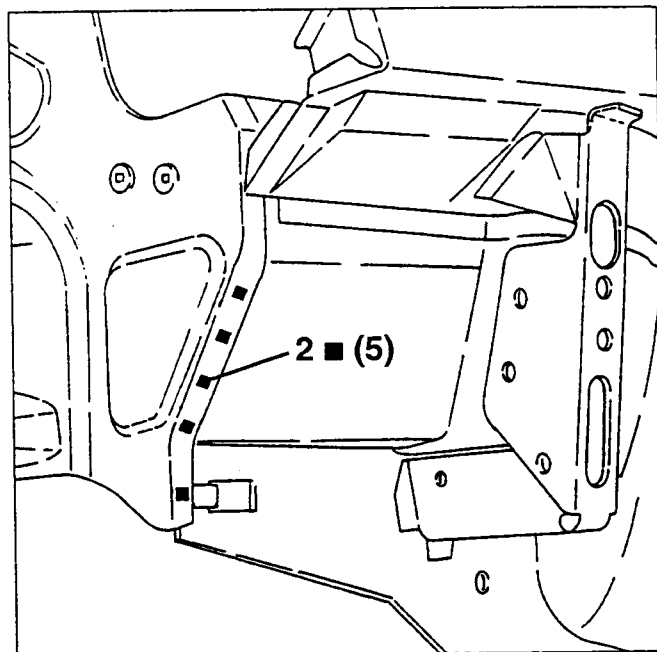
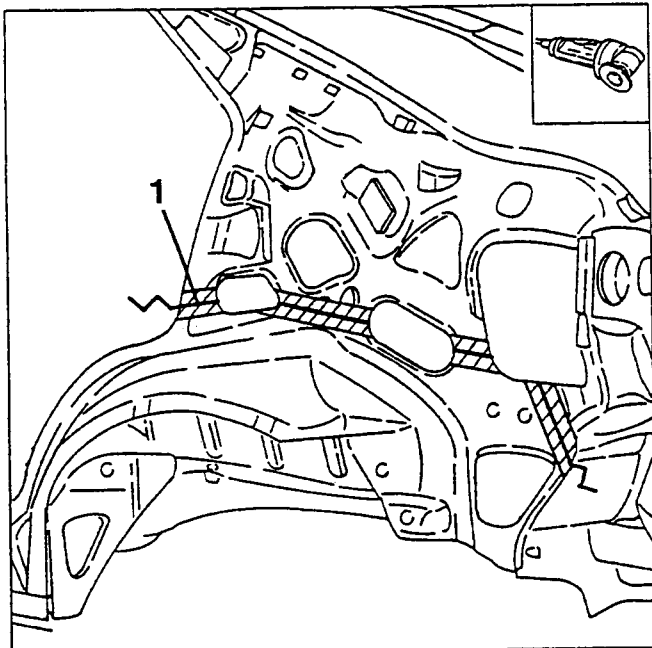
- Check the squareness, lights and angles refitting the components removed previously with the associated seals and parts which, once assembled make it possible to check that the operations have been carried out to perfection.





- Remove the assembled components to check for correct positioning of the inner side frame.

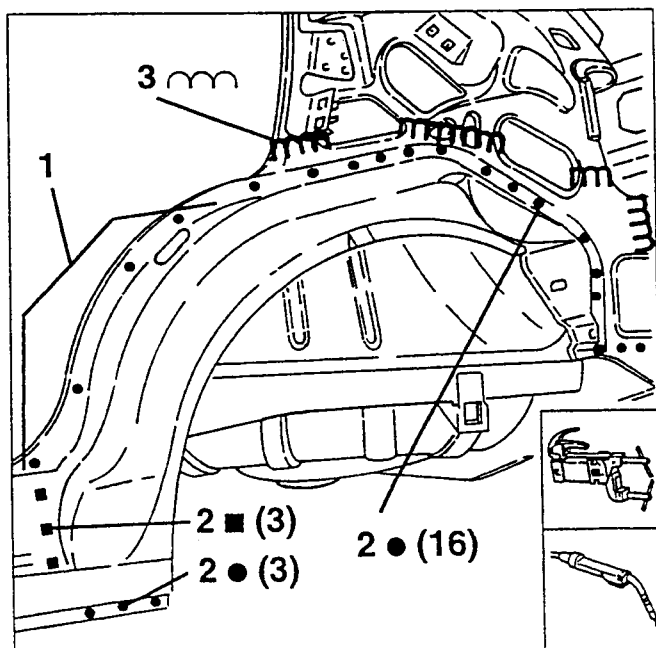
1. Using a circular blade saw, trim the sheet metal eliminating the excess, without damaging the sheet metal below.



- Using an abrasive grinder remove and level remains of welding.

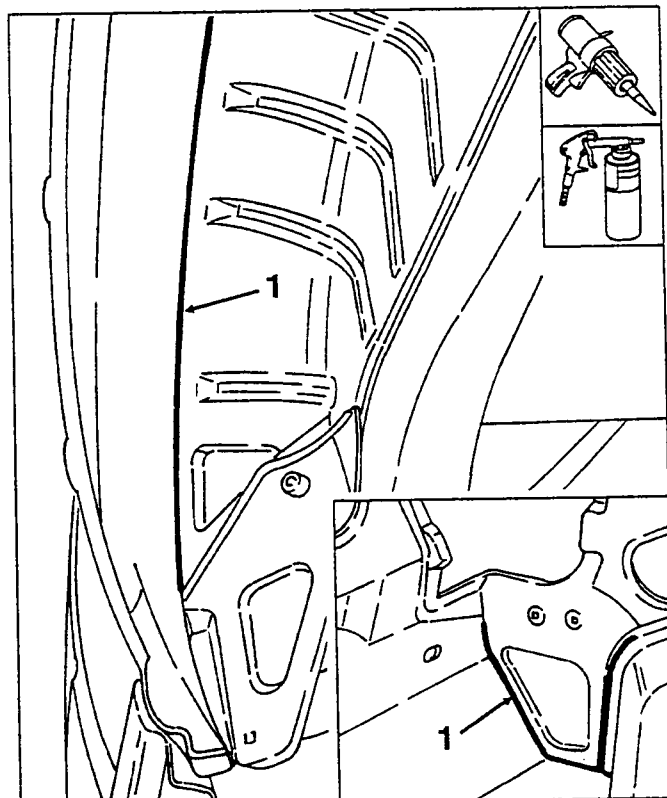
### WELDING AND FINISHING OF SHEET METAL PIECE

1. Using a spot welder, proceed with tacking.
2. Using a spot welder or where necessary, an MIG welder, proceed as illustrated.
3. Using an MIG welder, seam weld as illustrated.

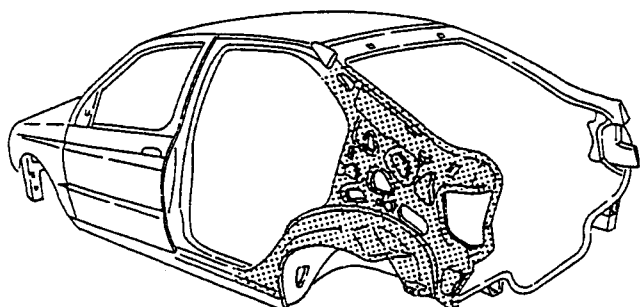


### PROTECTIONS

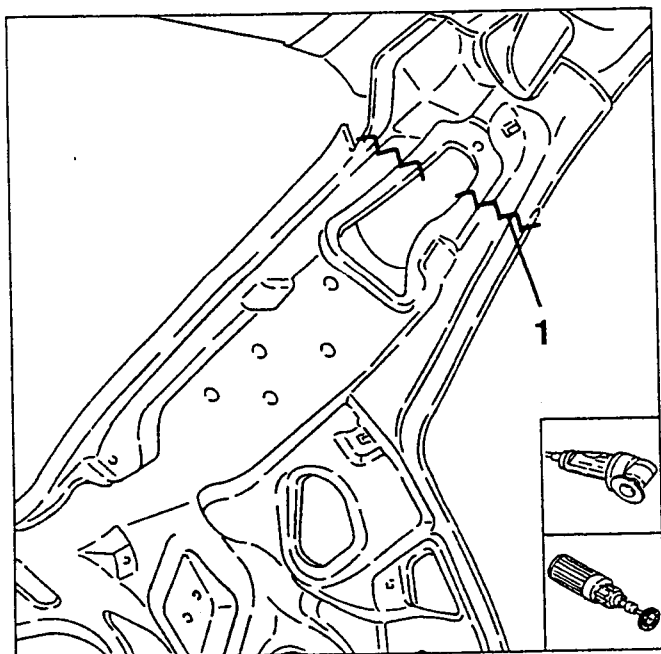
1. Apply the specified sealant along the lines illustrated.
- Apply the specified underbody protection in the area of the wheelhouse involved by the replacement.



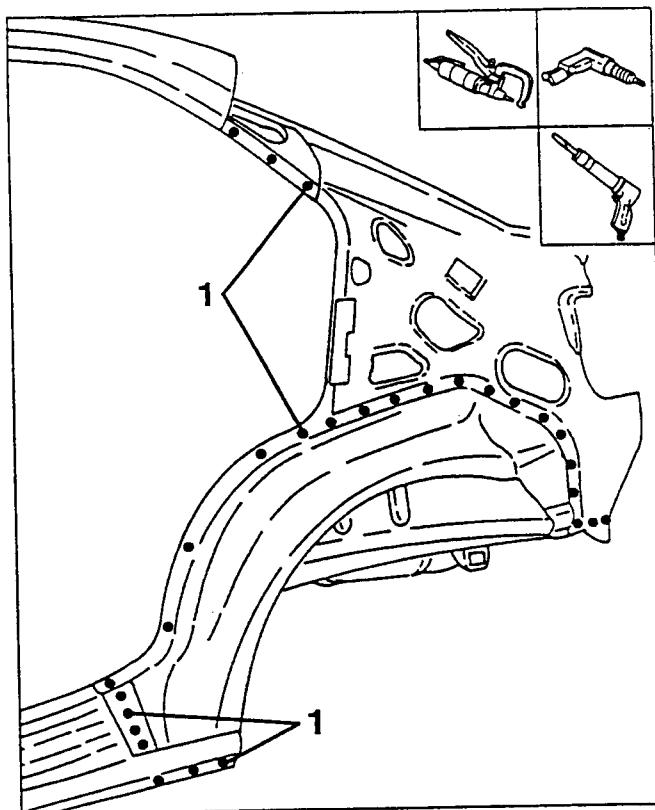
- Refit the rear mudguard working as described in the corresponding paragraph.

**COMPLETE INNER SIDE FRAME  
(WITH REAR MUDGUARD AND  
REAR PANEL REMOVED)****REMOVAL**

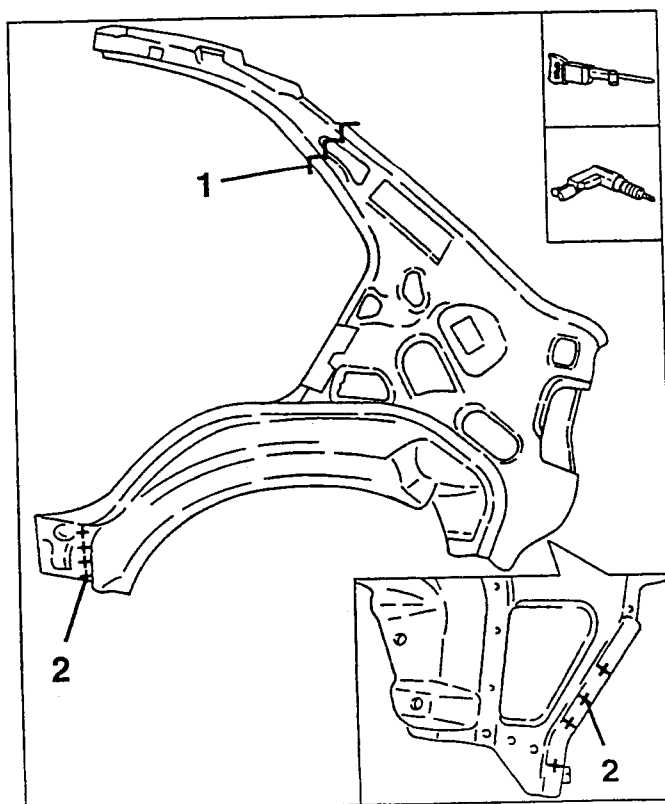
1. Using a circular blade saw, cut along the line illustrated, without damaging the sheet metal below.
- Using a rotary brush, clean the areas to be de-welded to reveal the welding spots.



1. Using a snipping machine, remove the accessible welding spots; remove the remaining welding spots using a drill or chisel.
- Remove the complete inner side frame.

**PREPARATION**

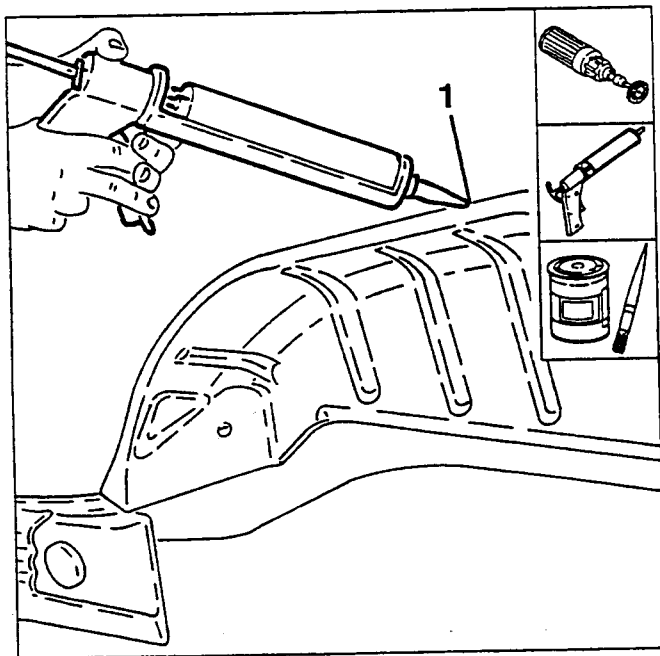
1. Working on the bench, with a reciprocating saw cut the new inner side frame, keeping the same overlapping area.
2. Trace the inner side frame and drill (bit Ø 5 mm), as illustrated.



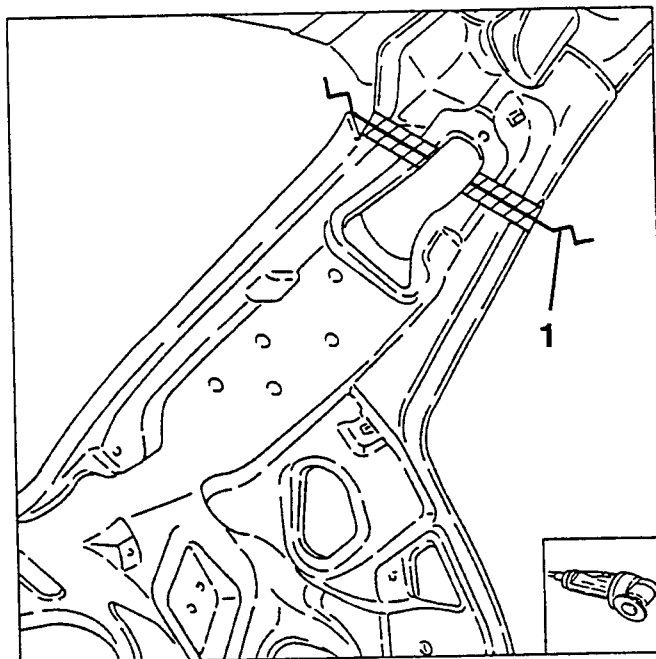
- Using a rotary brush, clean the areas concerned by welding.

1. Apply the high thickness electric welding protection on the coupling parts with the wheelhouse involved by spot welding.

- Apply the electric welding protection to be brushed on the remaining areas involved by spot welding.



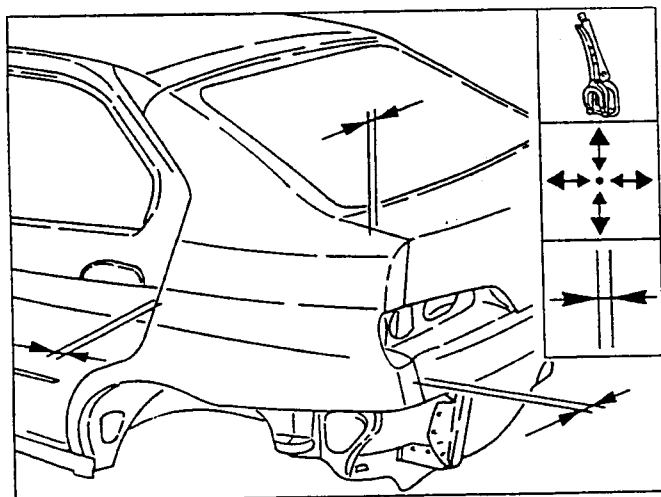
1. Using a circular blade saw, trim the sheet metal eliminating the excess, without damaging the sheet metal below.



## POSITIONING AND CHECKING

- Position the inner side frame joining the edges to be welded and fasten using clamps.

- Check the squareness, lights and angles refitting the components removed previously with the associated seals and parts which, once assembled make it possible to check that the operations have been carried out to perfection.

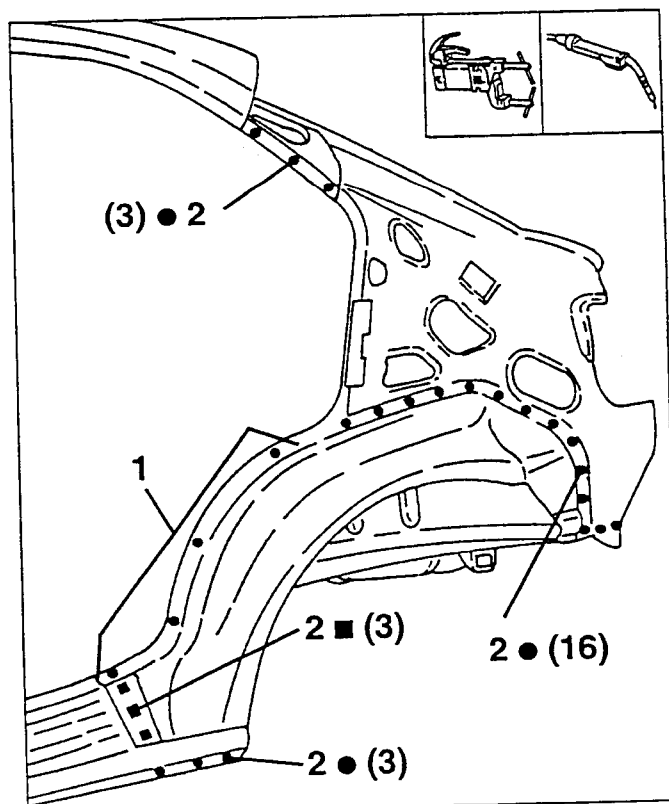


- Remove the assembled components to check for correct positioning of the inner side frame.

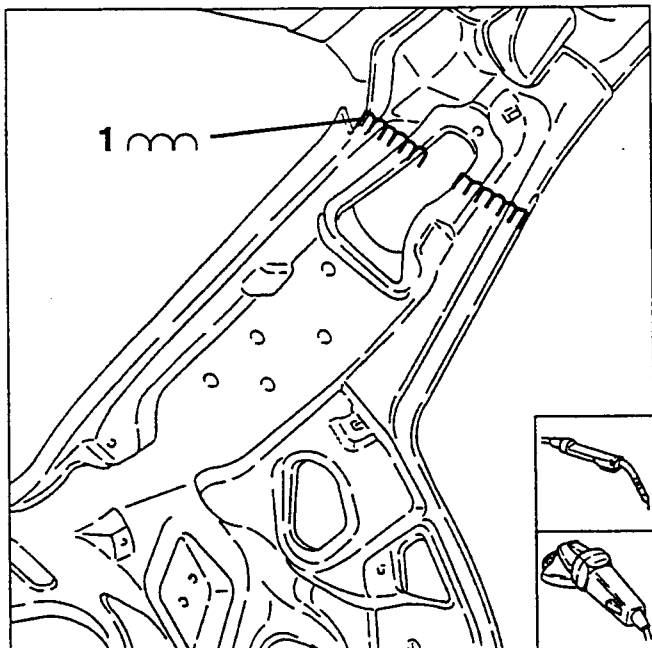
## WELDING AND FINISHING OF SHEET METAL PIECE

1. Using a spot welder, proceed with tacking.

2. Using a spot welder or where necessary, an MIG welder, proceed as illustrated.

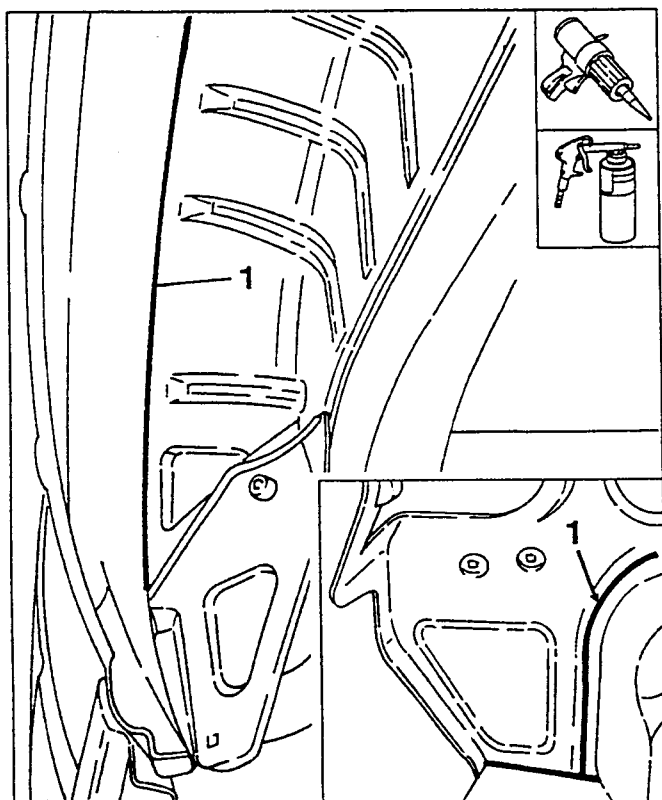


1. Using an MIG welder, seam weld as illustrated.
- Using an abrasive grinder, remove and level remains of welding.



## PROTECTIONS

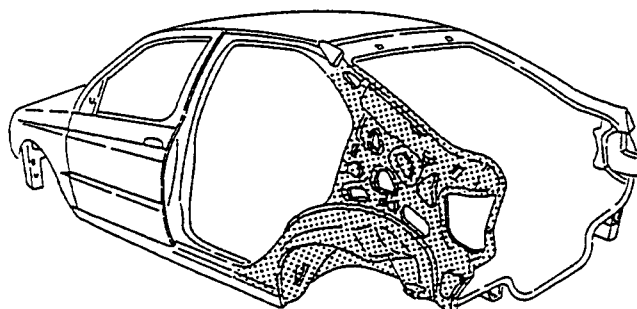
1. Apply the specified sealant along the lines illustrated.
- Apply the specified underbody protective coating in the area of the wheelhouse involved by the replacement.



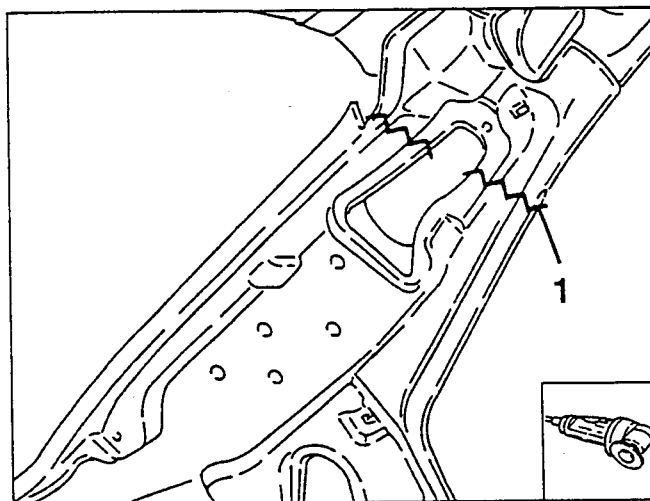
- Refit del rear mudguard and rear panel working in the corresponding paragraphs.

## INNER SIDE FRAME WITH WHEELHOUSE (WITH REAR MUDGUARD AND REAR PANEL REMOVED)

### REMOVAL

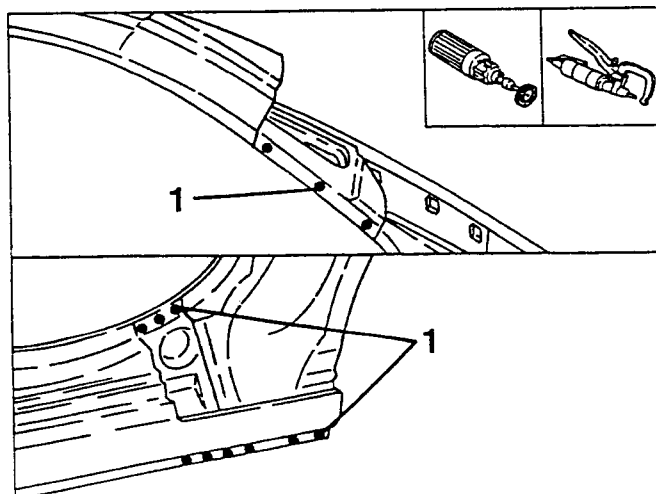


1. Using a circular blade saw, cut along the line illustrated, without damaging the sheet metal below.

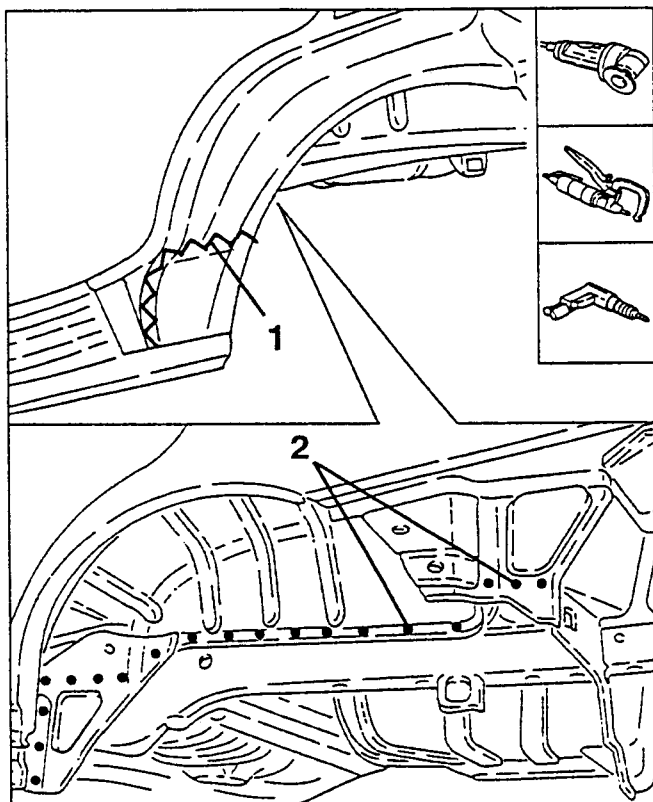


- Using a rotary brush, clean the areas to be de-welded to reveal the welding spots.

1. Using a snipping machine, remove the welding spots.



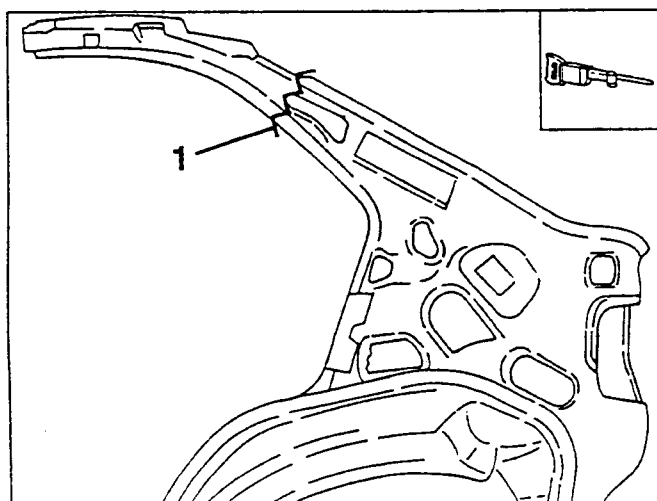
1. Using a circular blade saw, cut the sheet metal following the trace illustrated to gain access to the welding spots below.
2. Using a snipping machine, remove the accessible welding spots; remove the remaining welding spots using a drill.



- Remove the inner side frame complete with wheelhouse.

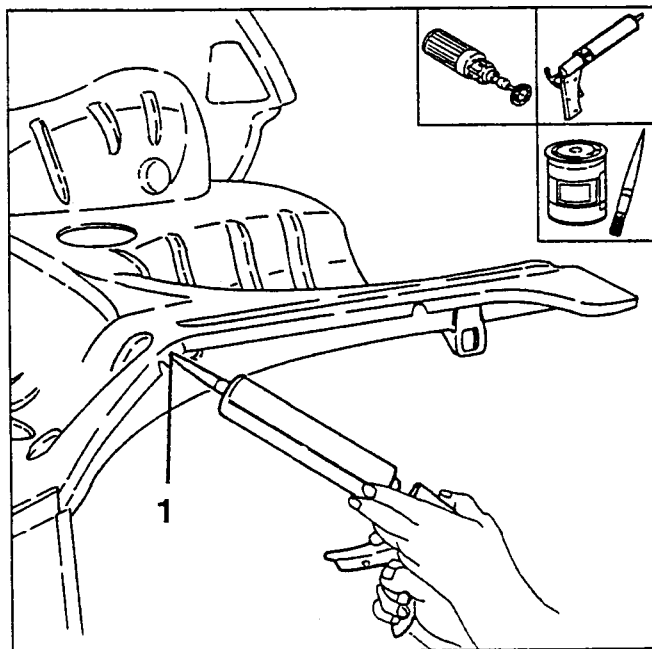
## PREPARATION

1. Working on the bench, with a reciprocating saw cut the new inner side frame complete with wheelhouse, keeping the same overlapping area.



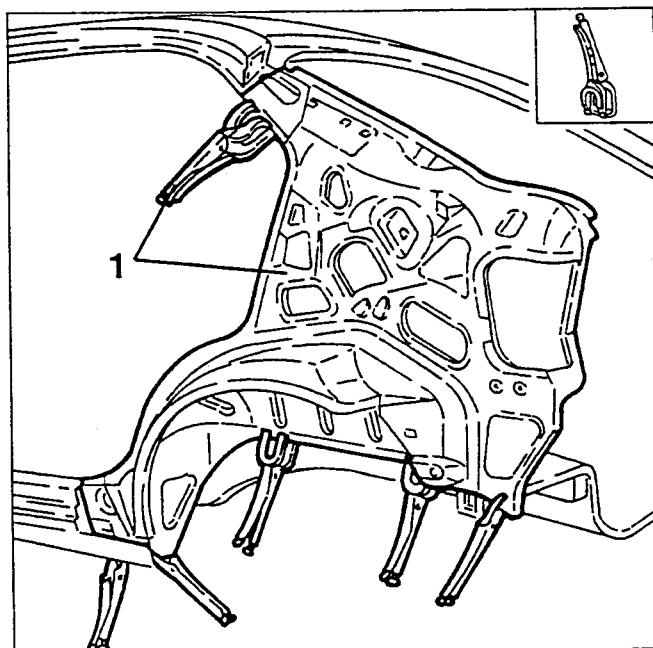
- Using a rotary brush, clean the areas concerned by welding.

1. Apply the high thickness electric welding protection on all the wheelhouse and floor coupling parts.
- Apply the electric welding protection to be brushed on the remaining areas involved by spot welding.

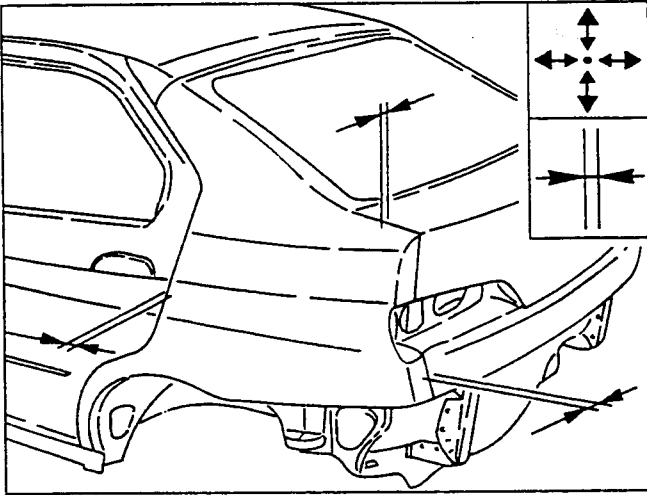


## POSITIONING AND CHECKING

1. Position the inner side frame complete with wheelhouse joining the edges to be welded and fasten using clamps.

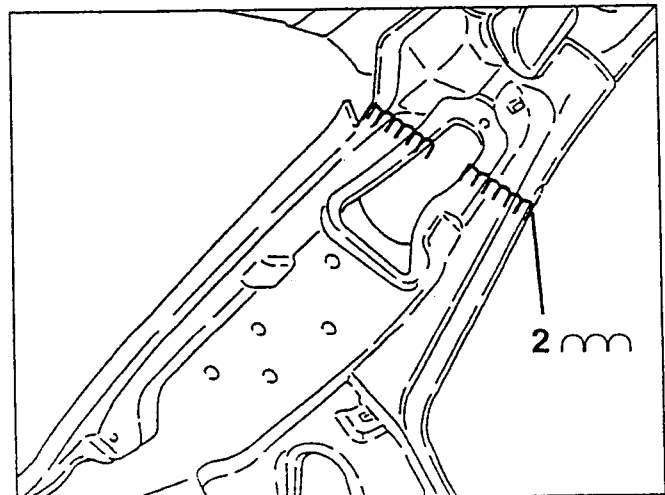
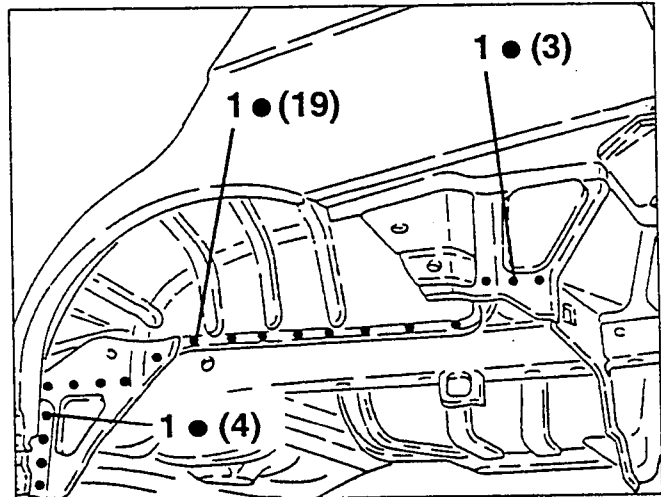
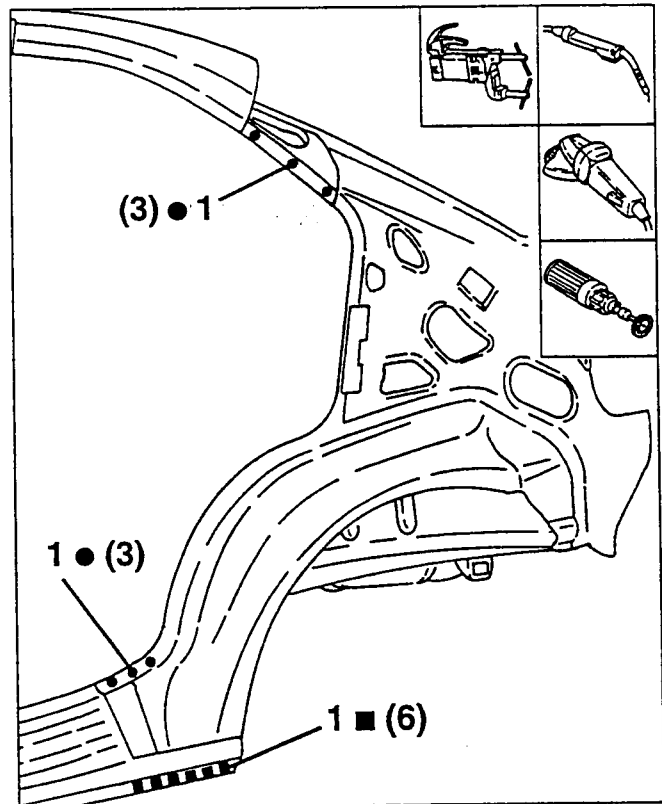
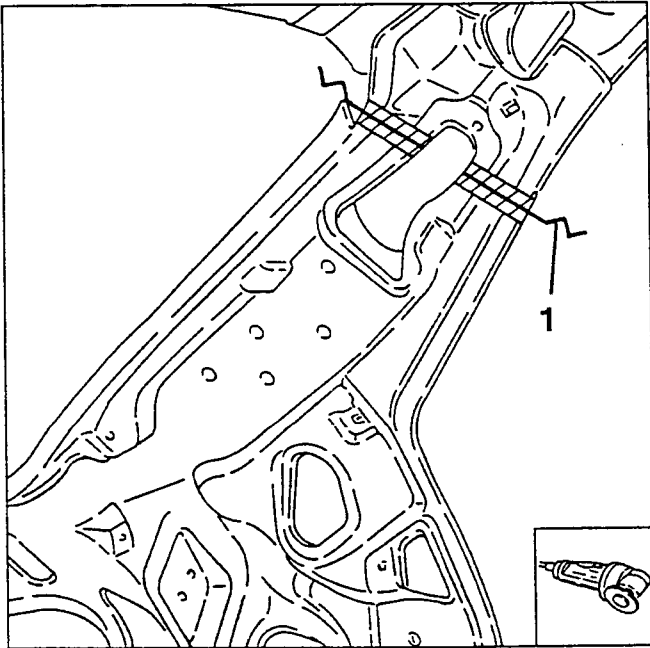


- Check the squareness, lights and angles refitting the components removed previously with the associated seals and parts which, once assembled make it possible to check that the operations have been carried out to perfection.



- Remove the components assembled for correct positioning of the inner side frame complete with wheelhouse.

1. Using a circular blade saw, trim the sheet metal eliminating the excess, without damaging the sheet metal below.

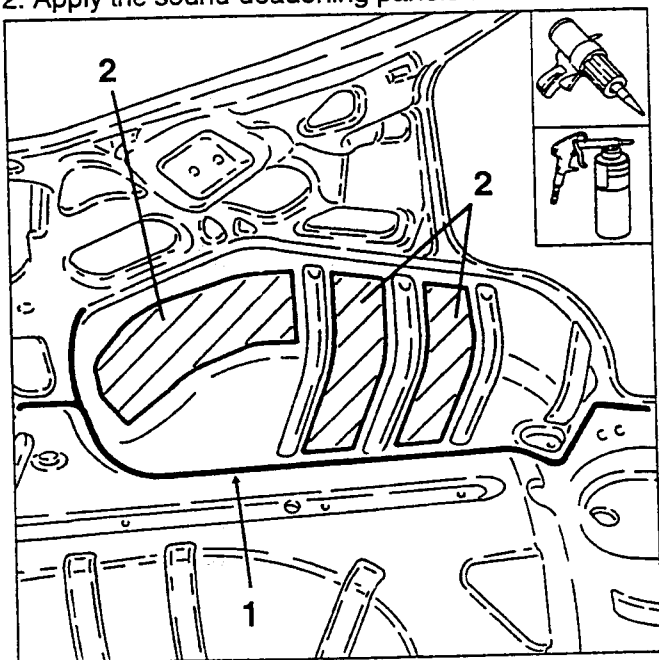


## WELDING AND FINISHING OF SHEET METAL PIECE

1. Using a spot welder or, where necessary, an MIG welder, proceed as illustrated.
  2. Using an MIG welder, seam weld as illustrated.
- Using an abrasive grinder, remove and level remains of welding.
  - Using a rotary brush clean the welded areas

**PROTECTIONS**

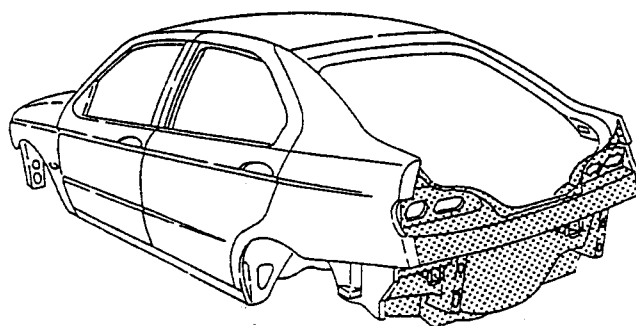
1. Apply the specified sealant along the lines illustrated.
- Apply the specified underbody protective coating in the area of the wheelhouse involved by the replacement.
2. Apply the sound-deadening panels as illustrated.



- Refit the rear mudguard and rear panel working as described in the corresponding paragraphs.

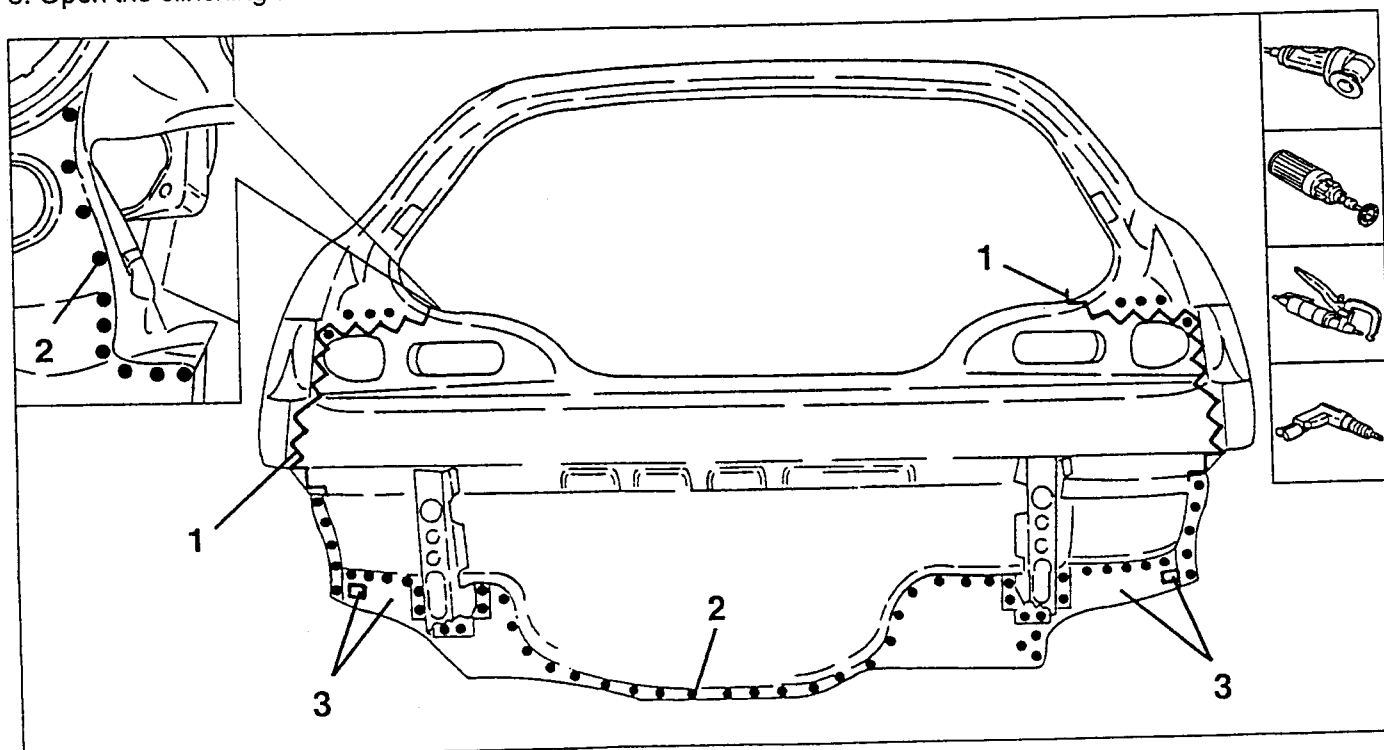
**COMPLETE REAR PANEL****PRELIMINARY OPERATIONS**

- Disconnect the battery (-) terminal and remove the electronic control units.
- Remove the trim components, electric and mechanical systems that might hinder the repair operation or suffer damage during work (see specific paragraphs).
- Remove the following sheet metal parts:
  - boot lid (see specific paragraph).

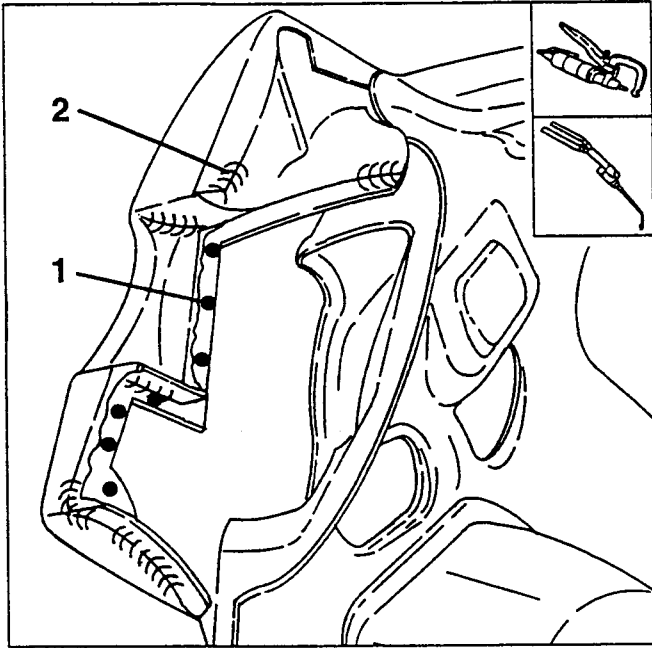
**REMOVAL**

1. Using a circular blade saw, cut along the line illustrated, without damaging the sheet metal below.

- Using a rotary brush, clean the area to be welded to reveal the welding spots.
- 2. Using a snipping machine, remove the accessible welding spots; remove the remaining welding spots using a drill.
- 3. Open the clinching tabs and remove rear panel cutting the sealant if necessary.

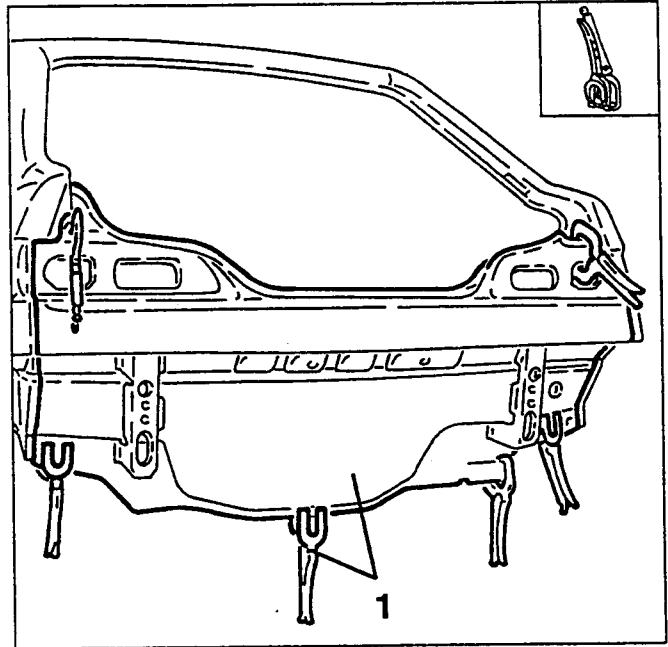


1. Using a snipping machine, remove the welding spots illustrated.
2. Using an oxyacetylene blower, de-weld the edges of the rear panel from the mudguard, then remove them.



## POSITIONING AND CHECKING

1. Position the rear panel joining the edges to be welded and fasten using clamps and two clinching tabs.

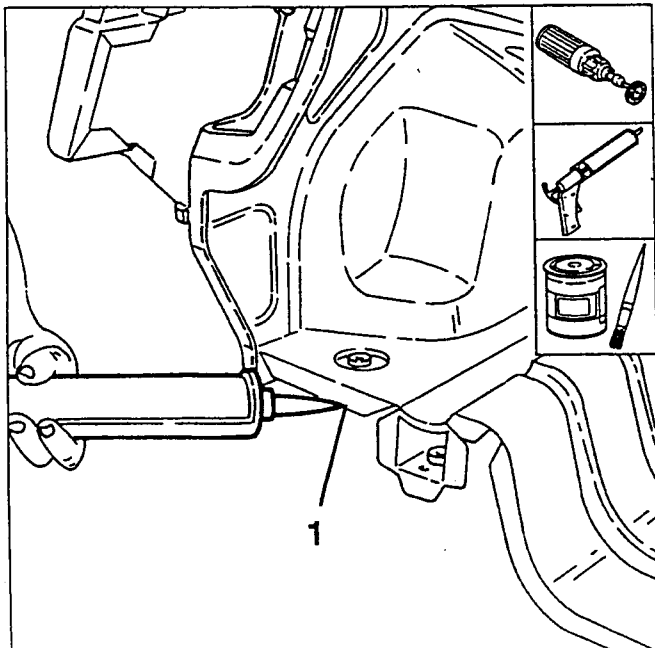


## PREPARATION

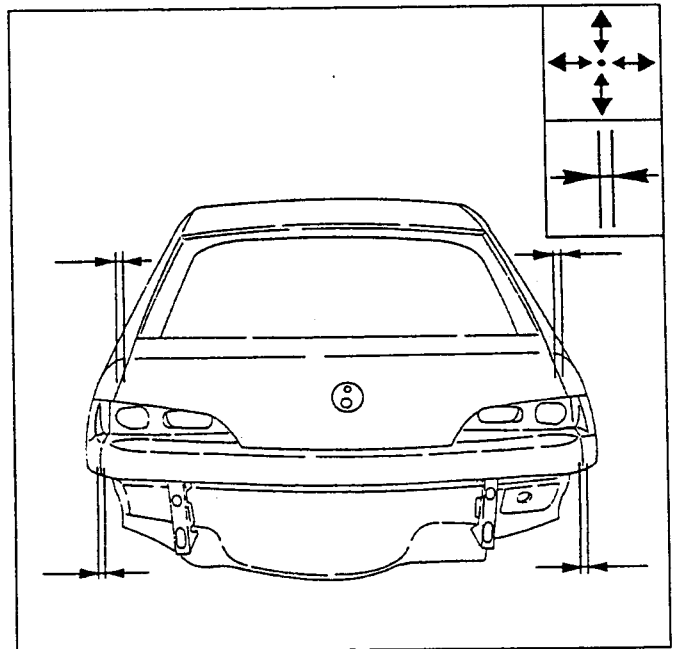
- Using a rotary brush, clean the areas concerned by welding.

1. Apply the high thickness electric welding protection on the whole coupling area of the rear panel with the floor.

- Apply the electric welding protection to be brushed on the remaining areas involved by spot welding.



- Check the squareness, lights and angles refitting the components removed previously with the associated seals and parts which, once assembled make it possible to check that the operations have been carried out to perfection.



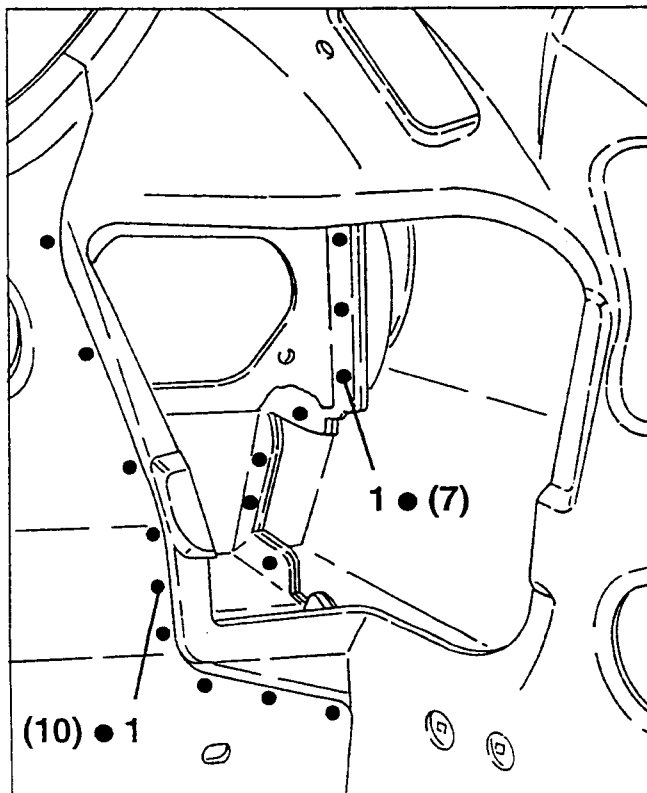
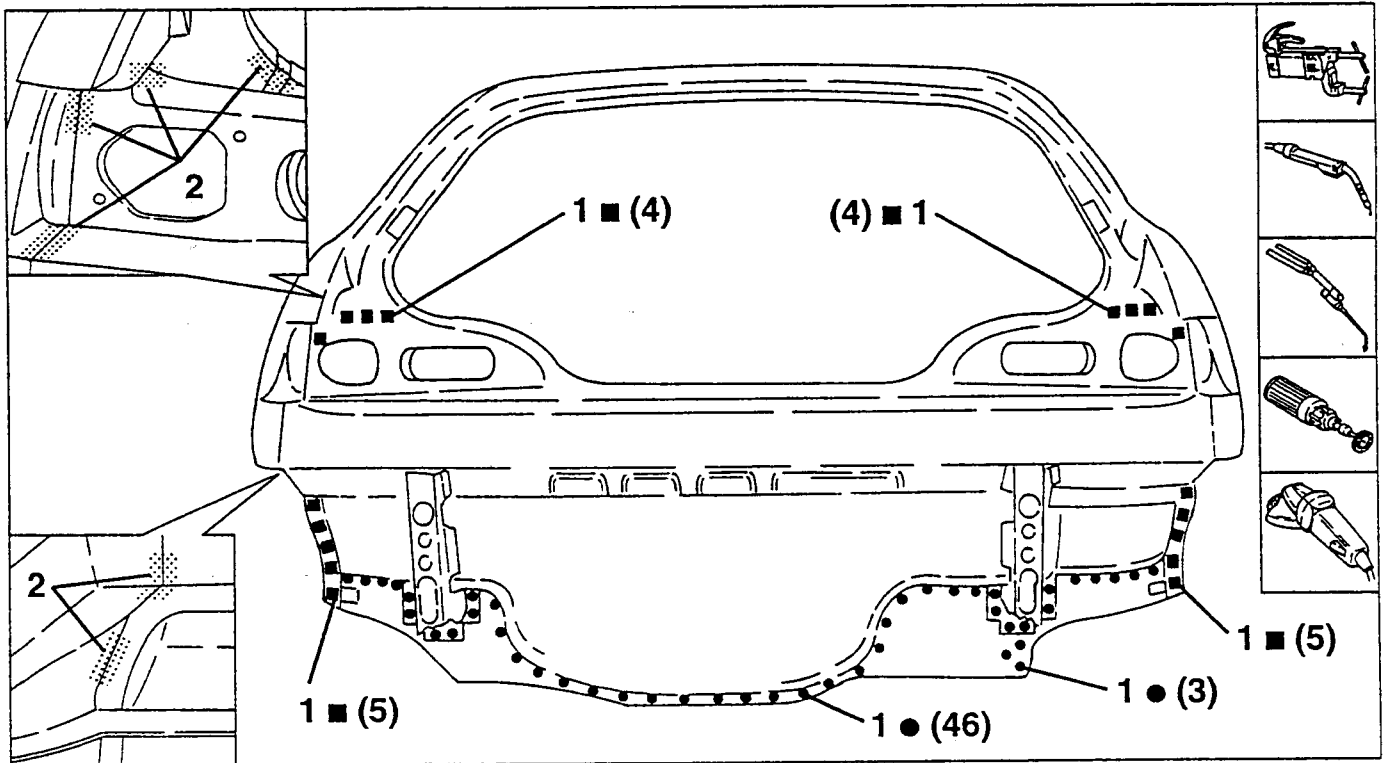
- Remove the assembled components to check for correct positioning of the rear panel.



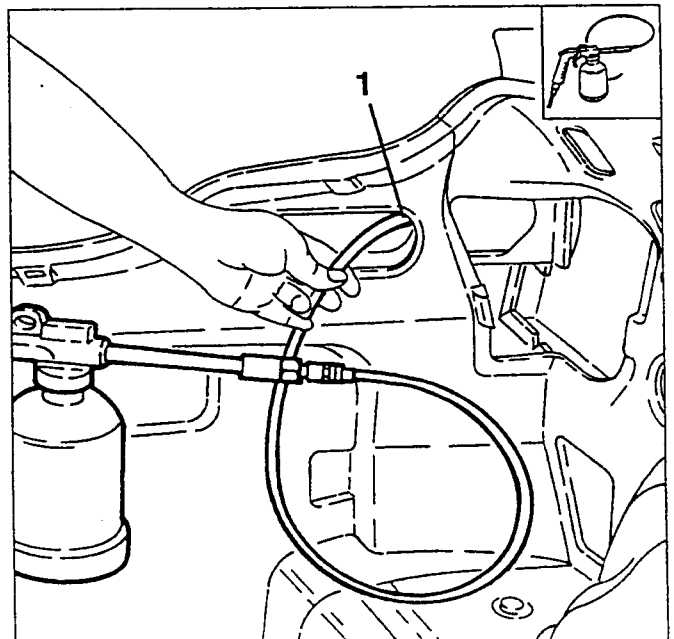
**WELDING AND FINISHING THE PANEL**

1. Using a spot welder or, where necessary, an MIG welder, work as illustrated.
2. Using an oxyacetylene torch, brass braze weld as illustrated.

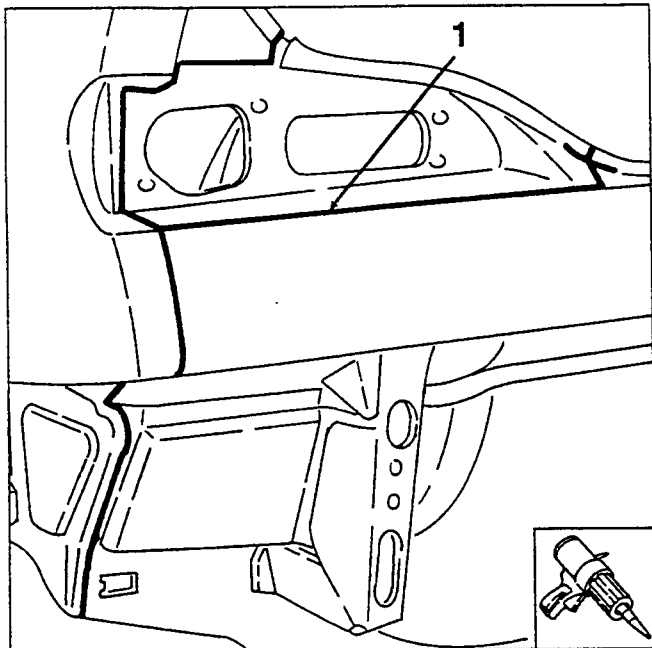
- Using a rotary brush, clean the welded areas.
- Using an abrasive grinding wheel remove and level the welding remains.

**PROTECTIONS**

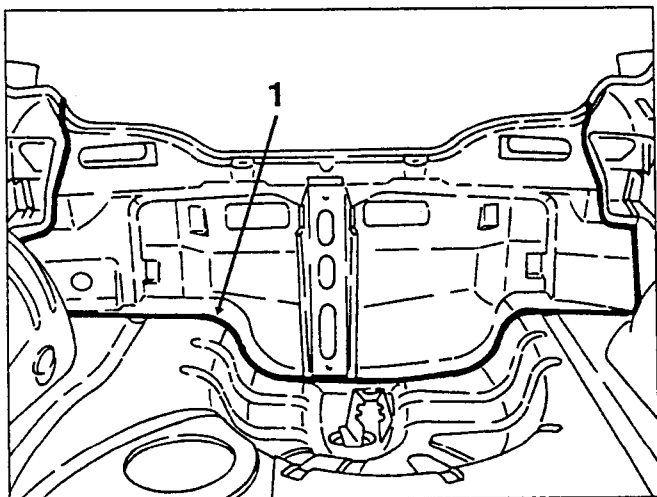
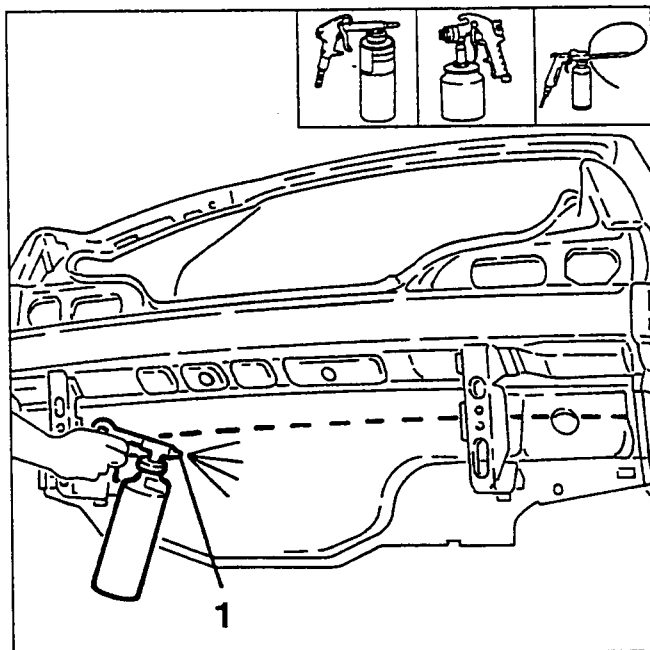
1. Apply the specified antirust in the areas involved by MIG welding and braze welding.



1. Apply the specified sealant along the lines shown in the figure.



1. Apply the specified underbody protection in the area of the floor involved in the replacement and on the rear panel up to the dotted line illustrated.  
- Paint and wax coat.

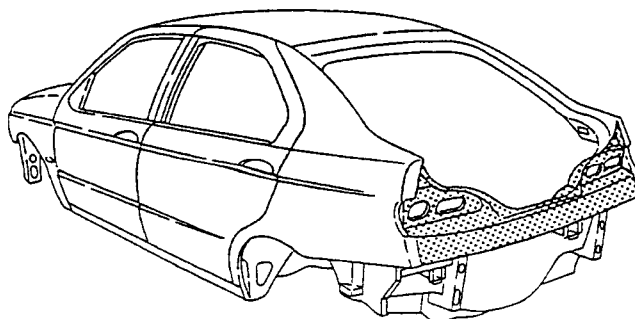


## PARTIAL OUTER REAR PANEL

### PRELIMINARY OPERATIONS

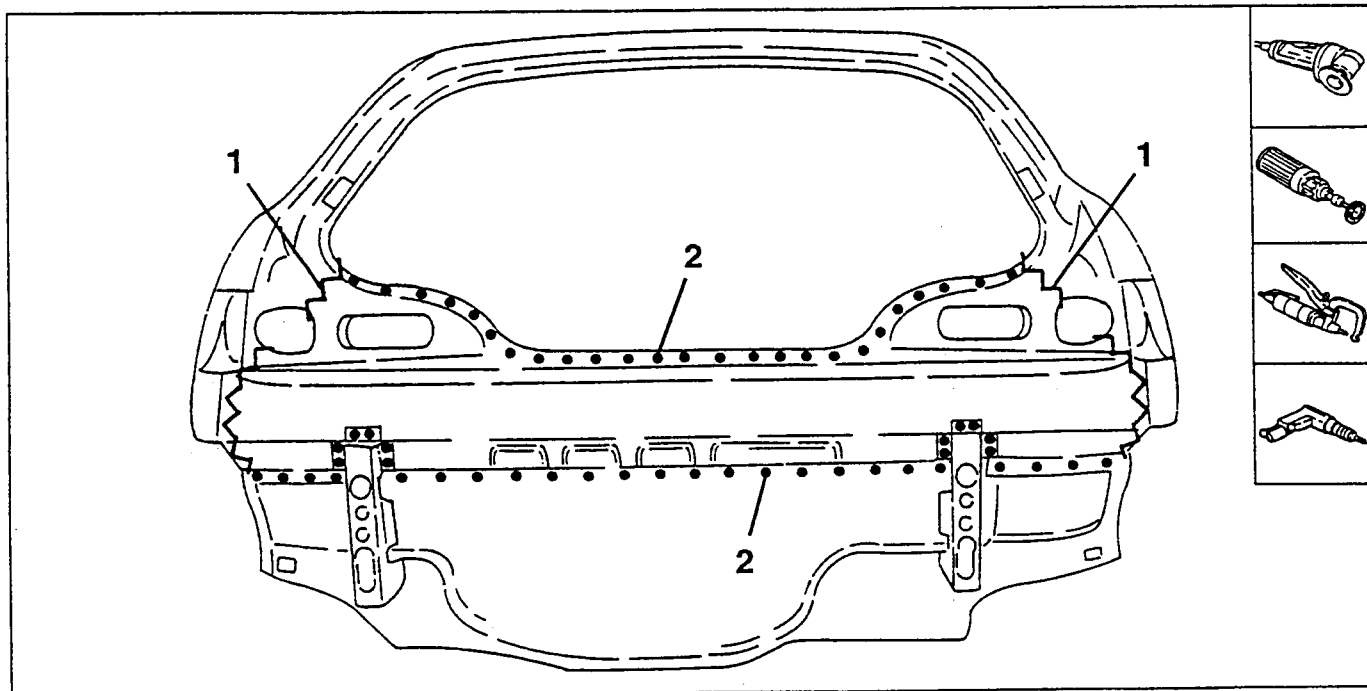
- Disconnect the battery (-) terminal and remove the electronic control units.
- Remove the trim components, and electric and mechanical components that could hinder the repair operation or suffer damage (see specific paragraphs).
- Remove the following parts:
  - bonnet lid (see specific paragraph).

### REMOVAL



1. Using a saw with circular blade, cut following the trace illustrated, without damaging the panels below.
- Using a rotary brush, clean the areas to be de-welded to reveal the welding spots.

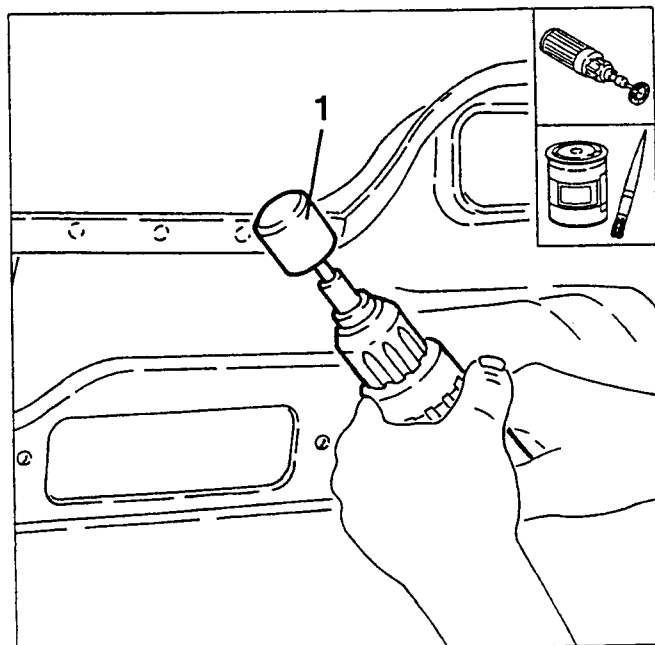
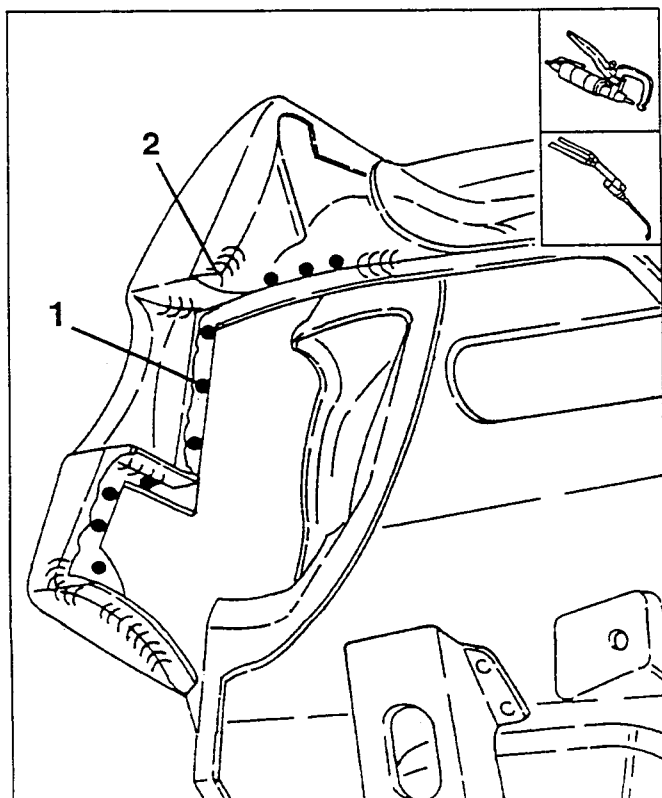
2. Using a de-welder remove the accessible welding spots; remove the remaining welding spots using a drill.
- Remove the partial rear panel opening the edges of the rear reinforcements.



1. Using a de-welder, remove the welding spots illustrated.
2. Using an oxyacetylene torch, de-weld the edges of the partial rear outer panel from the mudguard, then remove them.

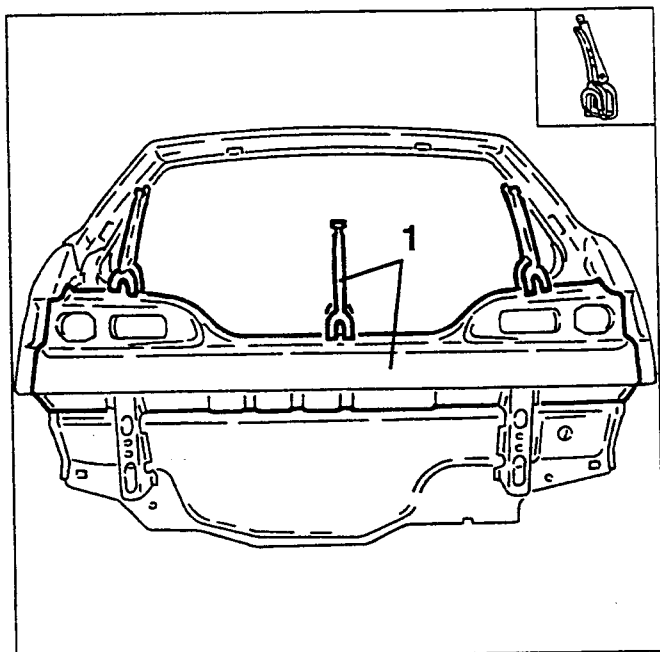
### PREPARATION

1. Using a rotary brush clean the areas involved by welding.
- Apply the electric welding protection to be brushed on, on the areas involved by spot welding.

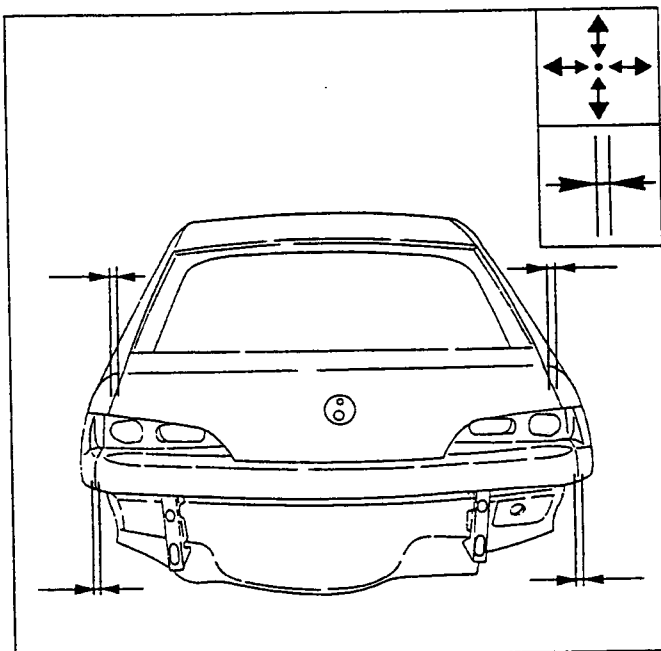


**POSITIONING AND CHECKING**

1. Position the partial outer rear panel joining the edges to be welded and fasten using clamps.



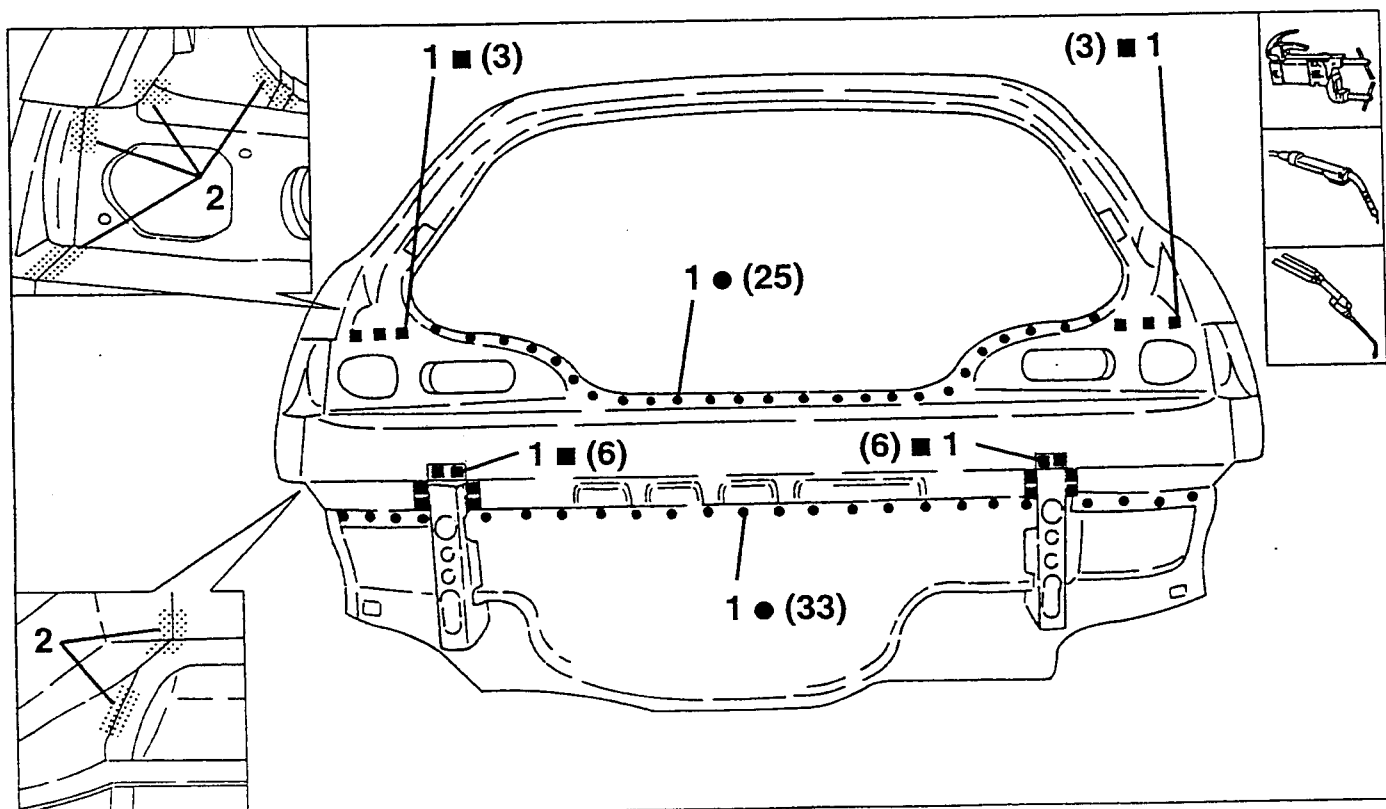
- Check the squareness, lights and angles refitting the components removed previously with the seals and parts, which, when assembled, make it possible to check that the result of the operation is perfect.



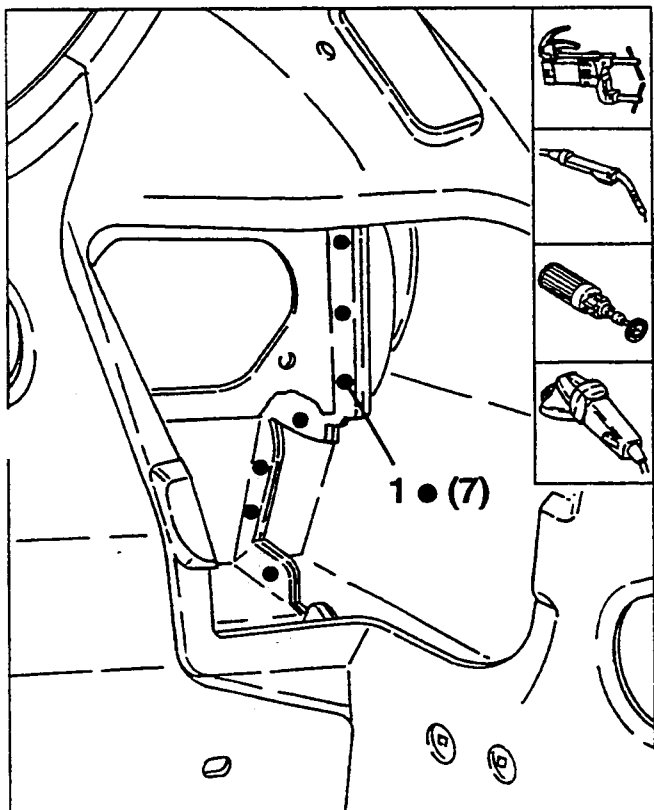
- Remove the components assembled for checking the correct positioning of the panel.
- Bend the edges of the rear reinforcements opened for removing the partial outer rear panel.

**WELDING AND FINISHING THE PANEL**

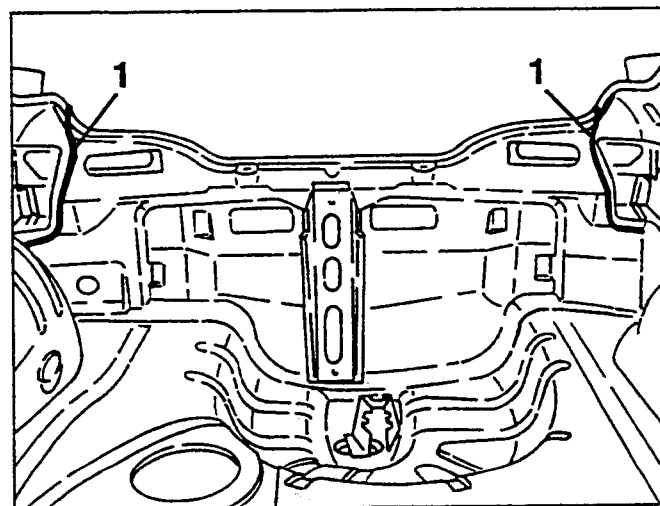
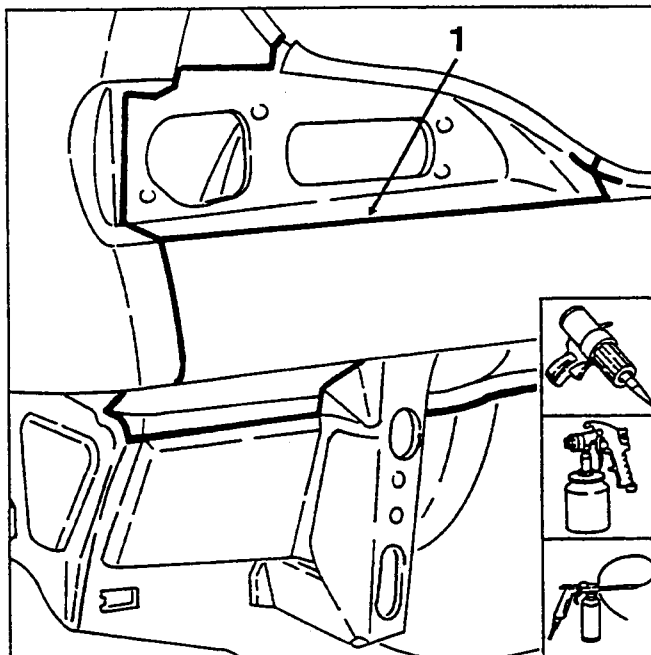
1. Using a spot welder or, where necessary, an MIG welder, proceed as illustrated.
2. Using an oxyacetylene torch, brass braze weld as illustrated.



- Using a spot welder or, where necessary an MIG welder, proceed as illustrated.
- Using a rotary brush, clean the welded areas.
- Using an abrasive grinding wheel, remove and level the remains of welding.

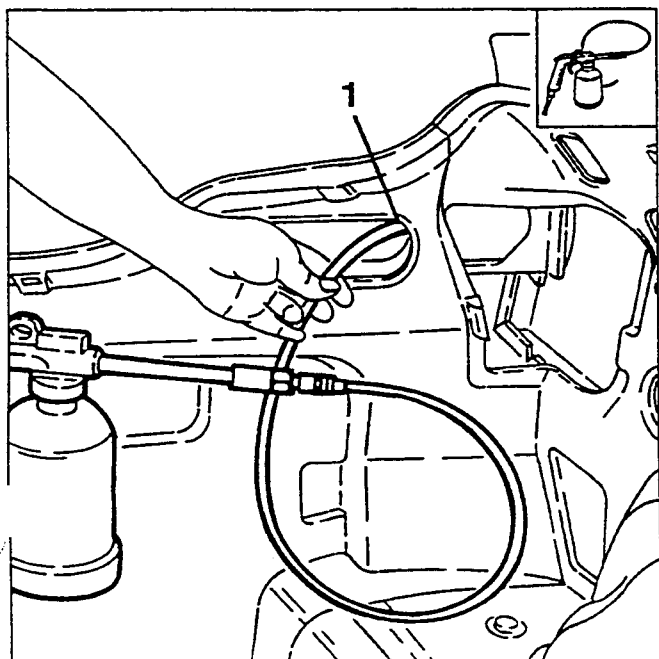


1. Apply the specified sealant along the lines illustrated.
- Paint and wax coat.



## PROTECTIONS

1. Apply the specified antirust on the areas involved by MIG welding and braze welding.

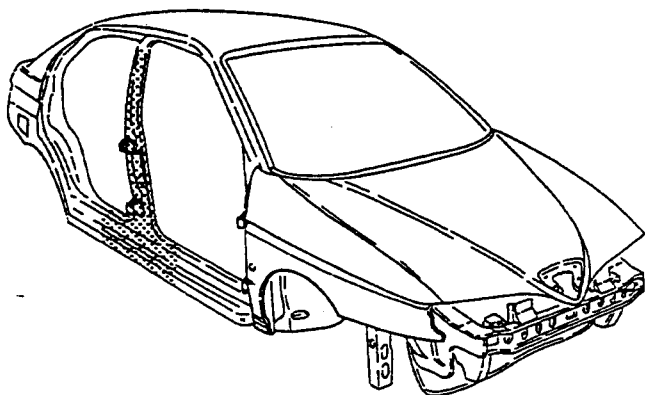


## CENTRE PILLAR

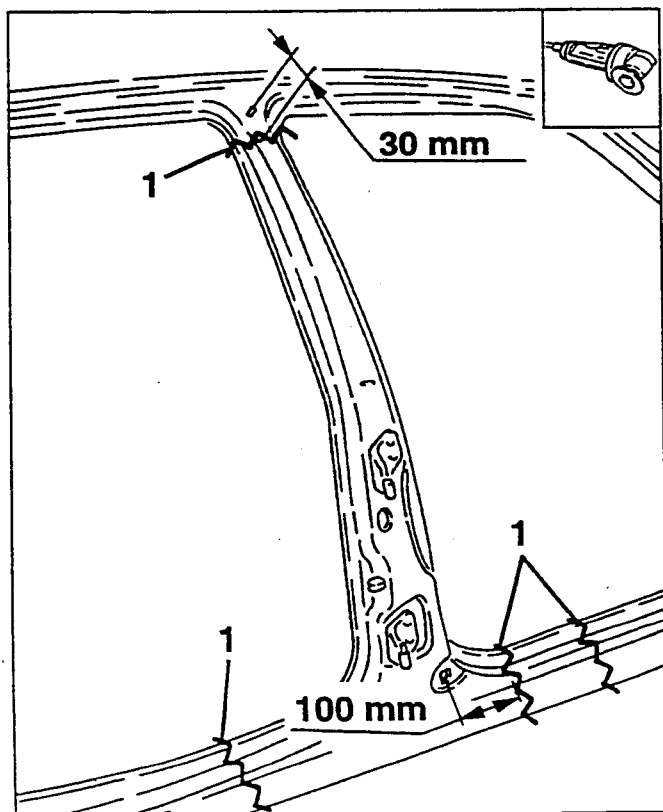
### PRELIMINARY OPERATIONS

- Disconnect the battery (-) terminal and remove the electronic control units.
- Remove the trim, electrical and mechanical components that might hinder the repair operation or undergo damage during the operation itself (see specific paragraphs).
- Remove the following parts:
  - doors on the side concerned (see specific paragraphs).

### REMOVAL

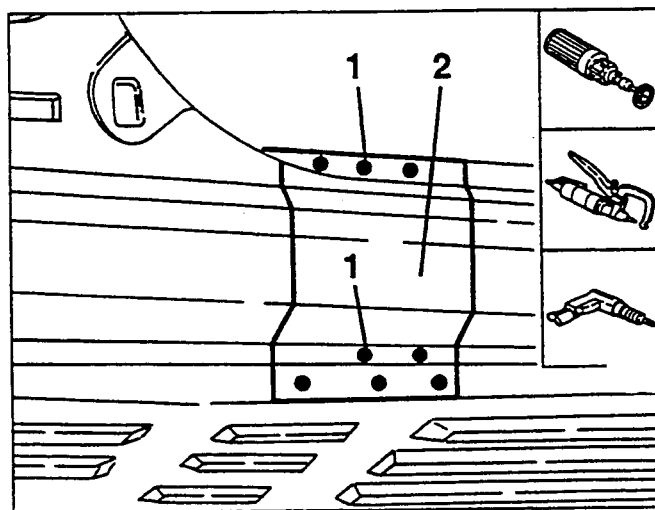


1. Using a saw with circular blade, cut following the trace illustrated without damaging the panels below.

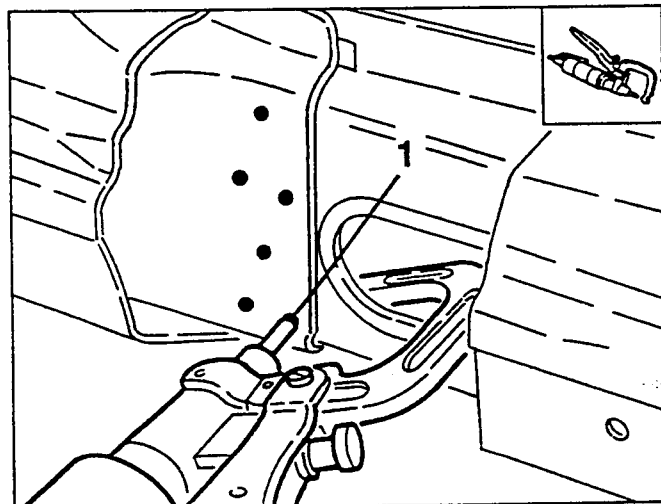


- Using a rotary brush, clean the areas to be welded to reveal the welding spots.

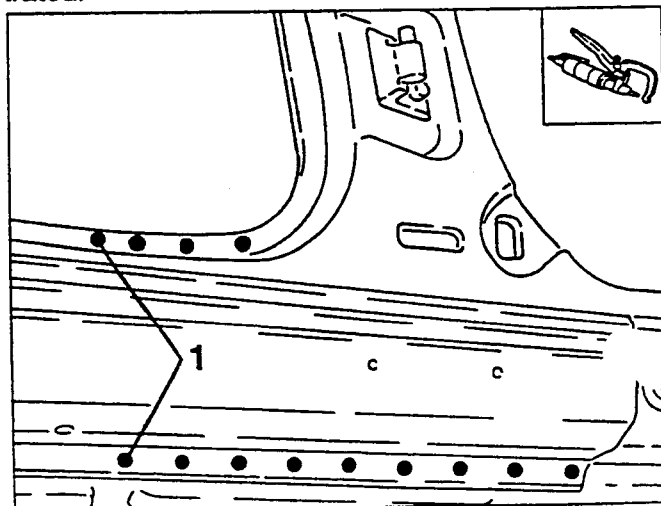
1. Using a de-welder, remove the accessible welding spots; remove the remaining welding spots using a drill.
2. Rimuovere plug created on the underdoor trim to gain access to the welding spots below.



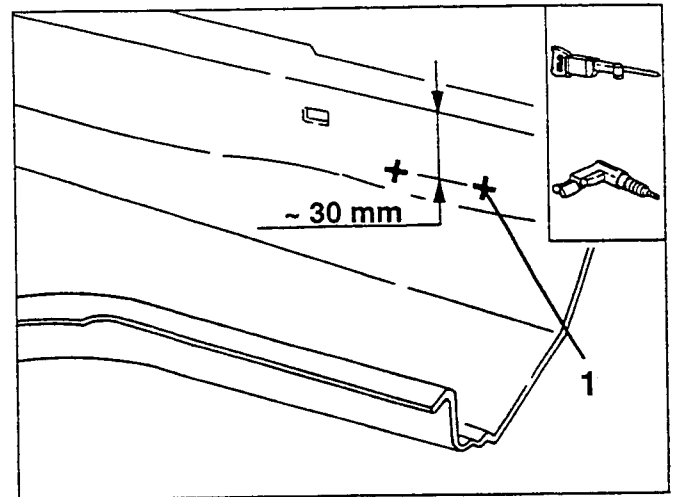
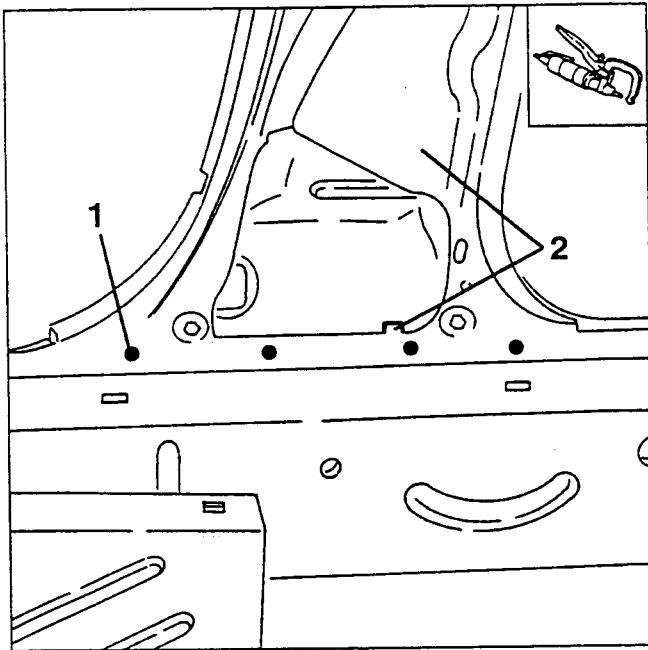
1. Using a de-welder remove the welding spots of the centre pillar frame and underdoor frame.



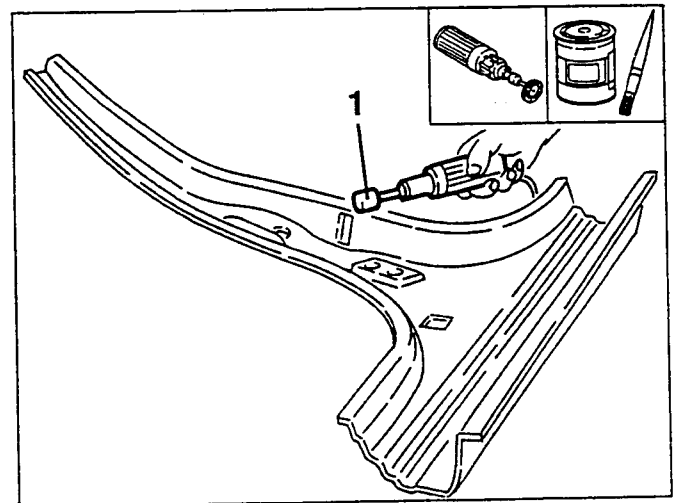
1. Using a de-welder, remove the welding spots illustrated.



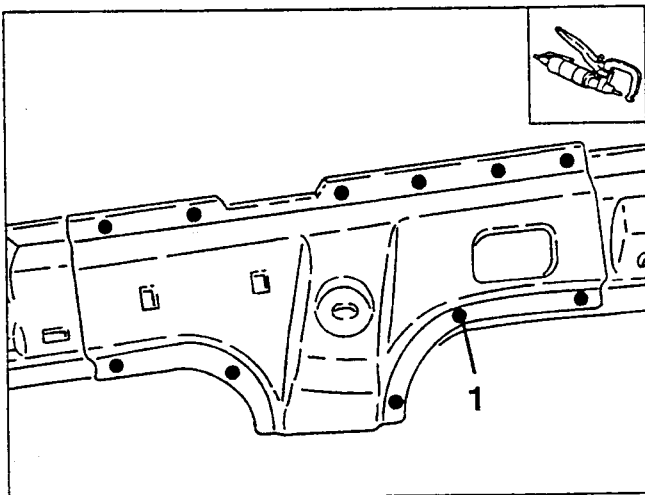
1. Using a de-welder, remove the welding spots illustrated.
2. Open the clinching tab and remove the centre pillar.



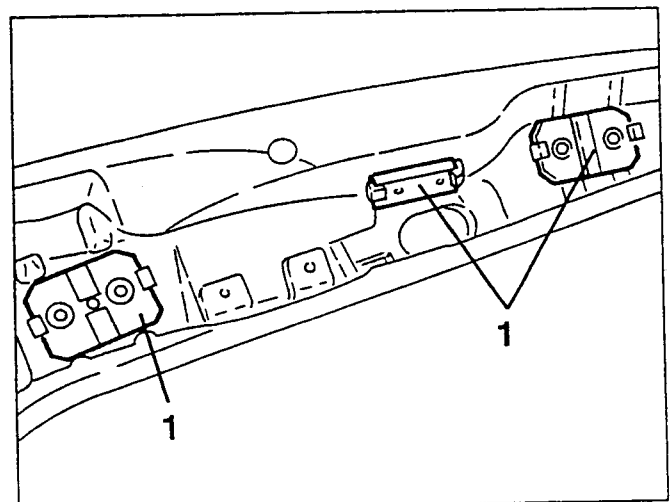
1. Using a rotary brush, clean the areas of the trim and of the centre pillar frame involved by welding.  
- Apply the specified electric welding protection on the areas involved by spot welding.



1. Using a de-welder remove the welding spots illustrated and remove the upper part of the inner centre pillar trim.



1. Fit the pads for fastening the door hinges and the lock striker on the centre pillar frame.

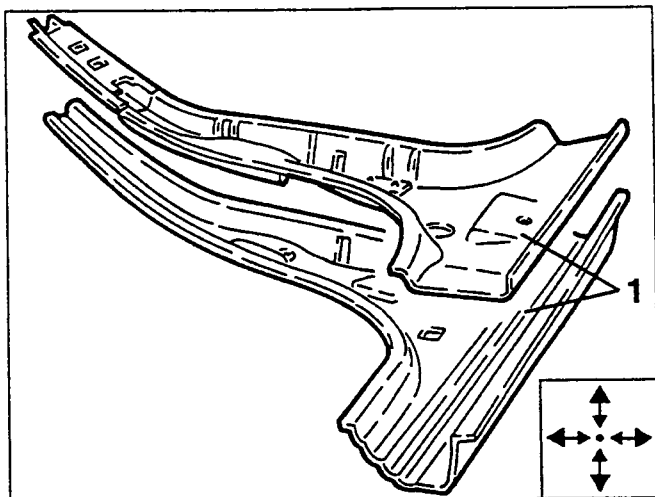


## PREPARATION

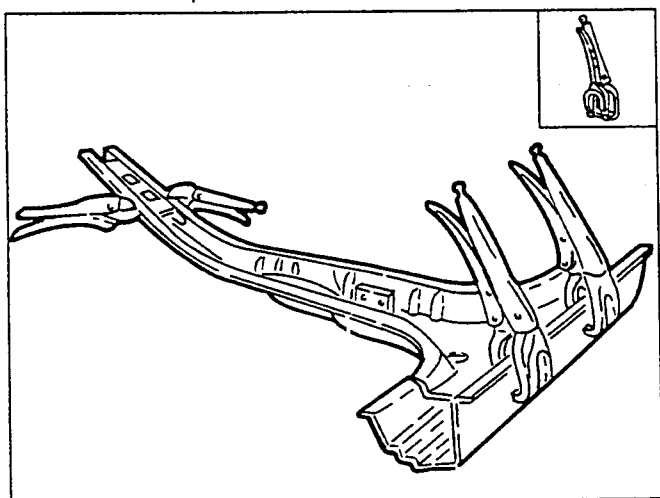
- Working on the bench and using a reciprocating saw, cut the outer pillar trim taking care to maintain the correct overlaying area.

1. Trace the outer pillar trim and drill (bit  $\varnothing$  5 mm) as illustrated.

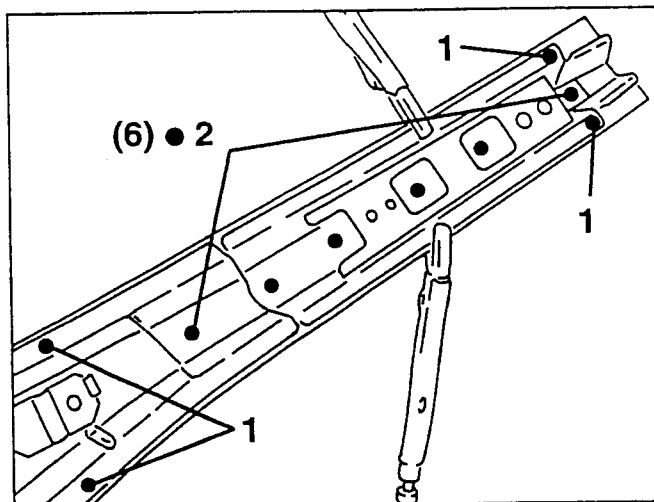
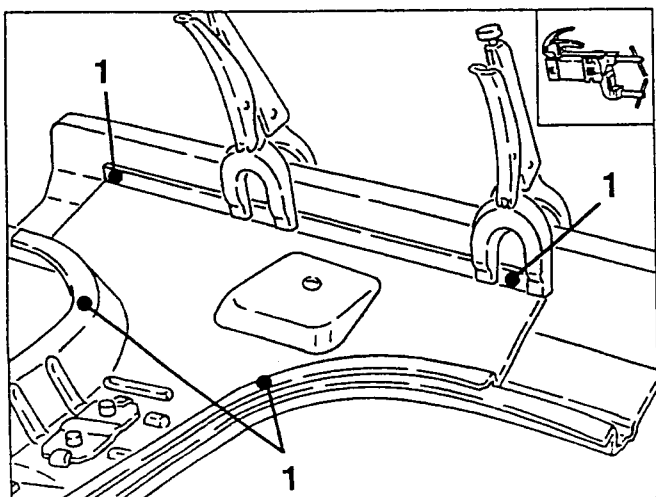
1. Assemble the frame on the centre pillar outer trim checking its correct coupling by the correspondence of the shared holes (hinge fastening pad holes, etc.)



1. Join the edges of the parts to be welded and fasten them with clamps.

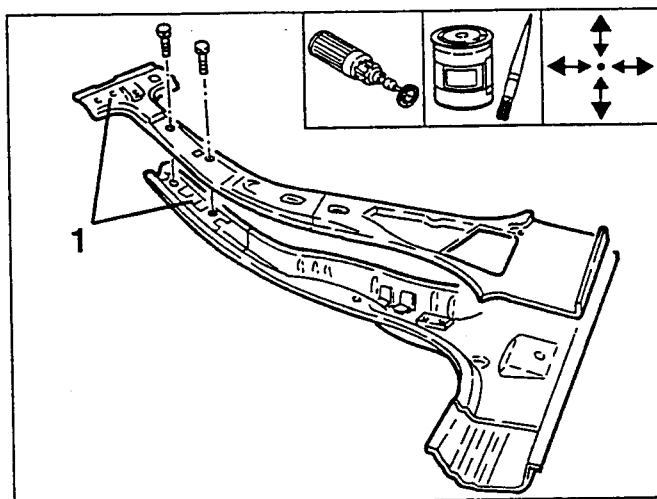


1. Using a spot welder, tack the frame on the outer trim as illustrated.  
2. Using a spot welder, operate as illustrated.

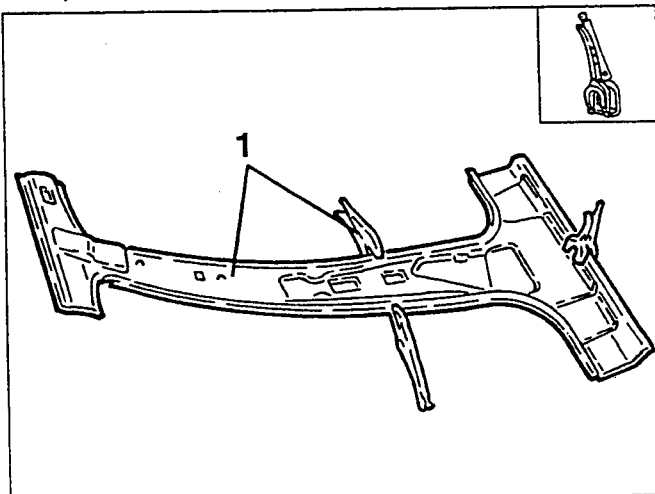


- Using a rotary brush clean the centre pillar inner trim and apply the electric welding protection on the areas involved by spot welding.

1. Assemble the centre pillar inner trim on the frame and on the outer trim esterno checking its correct coupling through the seat belt connection screws.

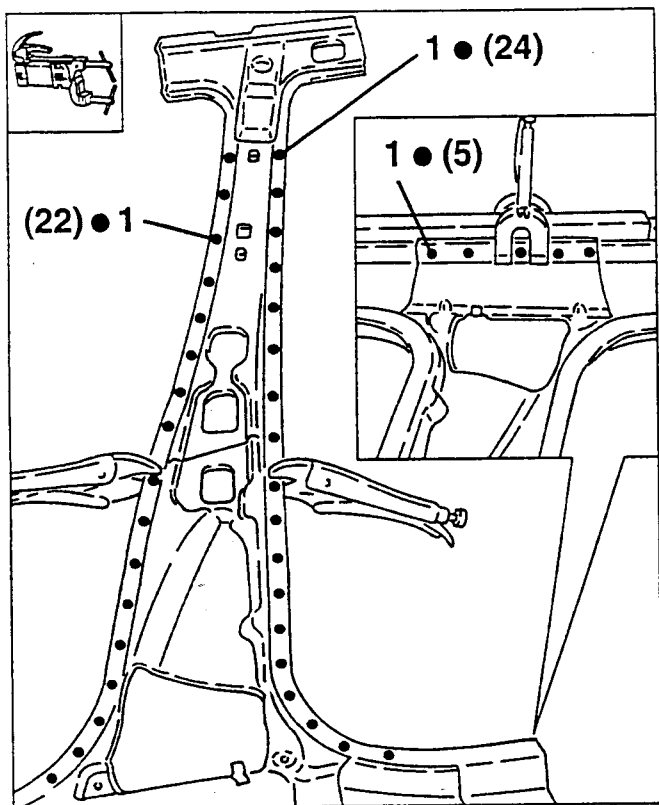


1. Join the parts to be welded and fasten them with clamps.





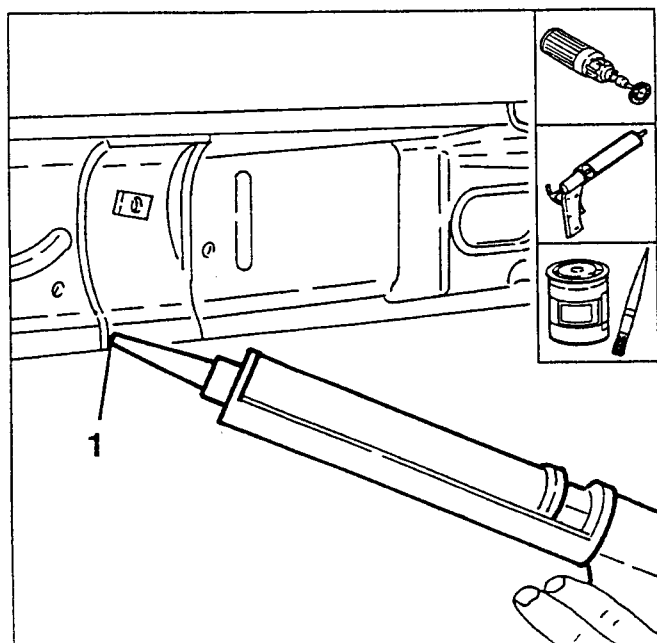
1. Using a spot welder operate as illustrated.



- Using a rotary brush, clean the areas of the body involved by spot welding.

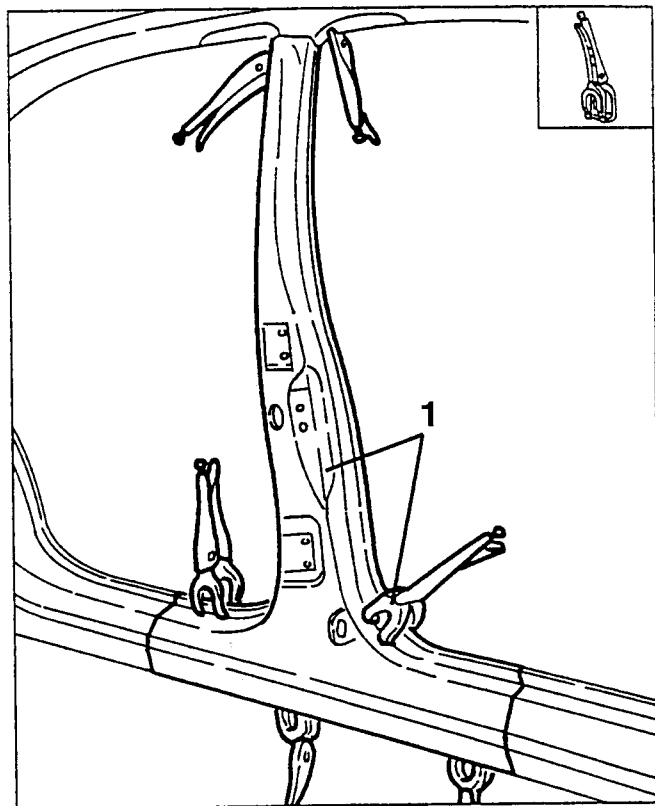
1. Apply the high thickness electric welding protection on the lower part of the underdoor.

- Apply the electric welding protection to be brushed on the remaining areas involved by spot welding.

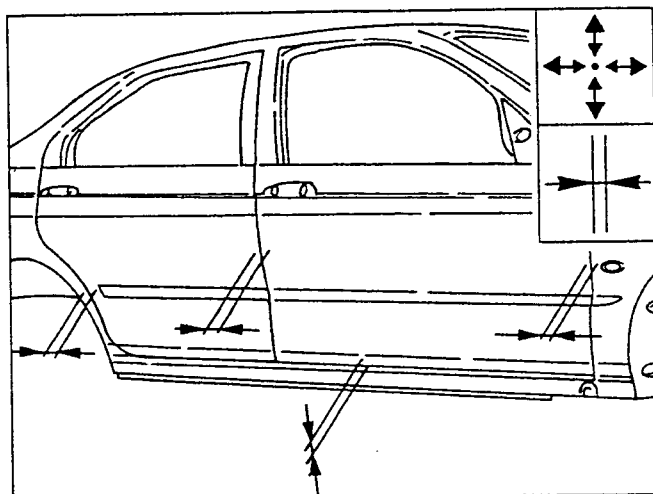


## POSITIONING AND CHECKING

1. Position the centre pillar complete joining the edges to be welded and fastening it with clamps.

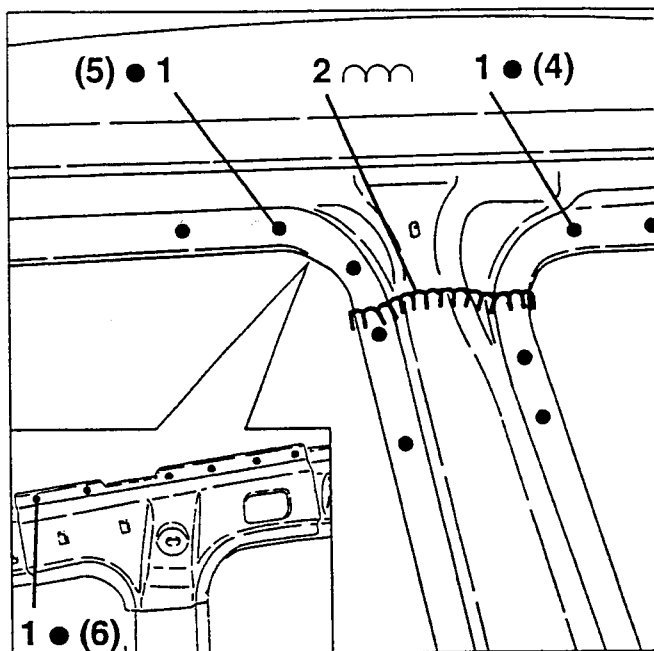
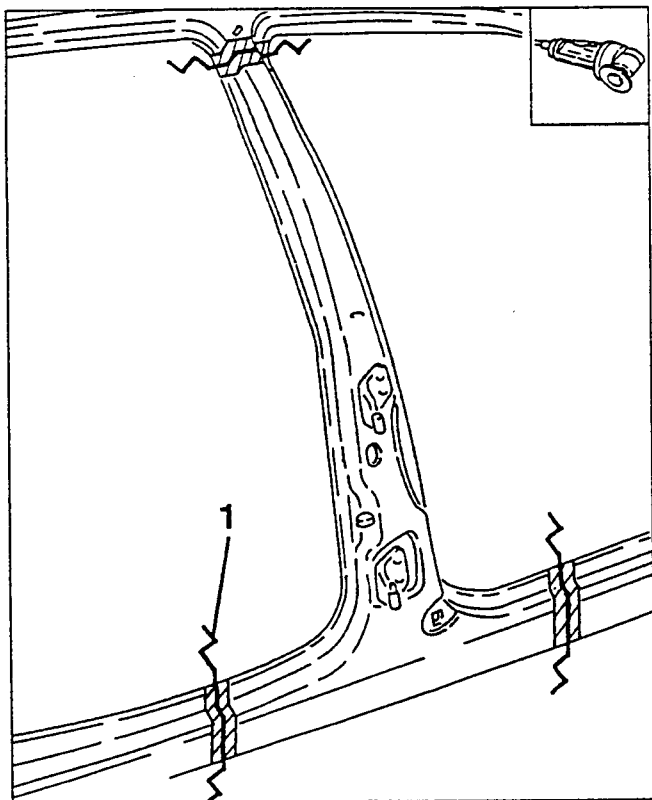


- Check the squareness, lights and angles re-assembling the components removed previously with their seals and the parts which, once assembled, make it possible to check that the operation is perfectly successful

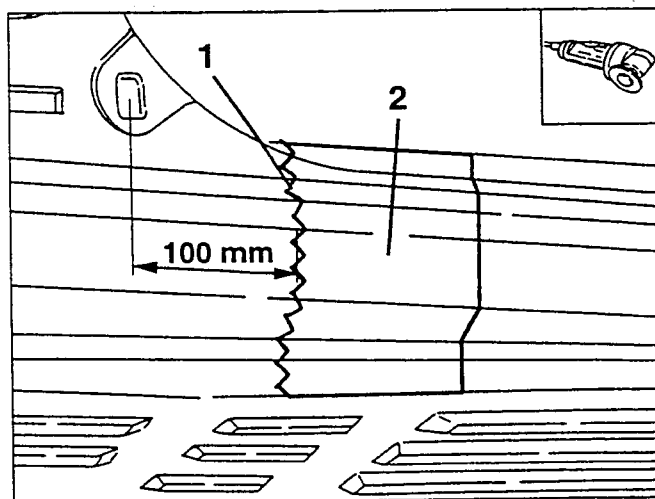


- Remove the components fitted for checking correct positioning of the centre pillar.

1. Using a saw with circular blade, trim the panels eliminating the excess without damaging the panels below.

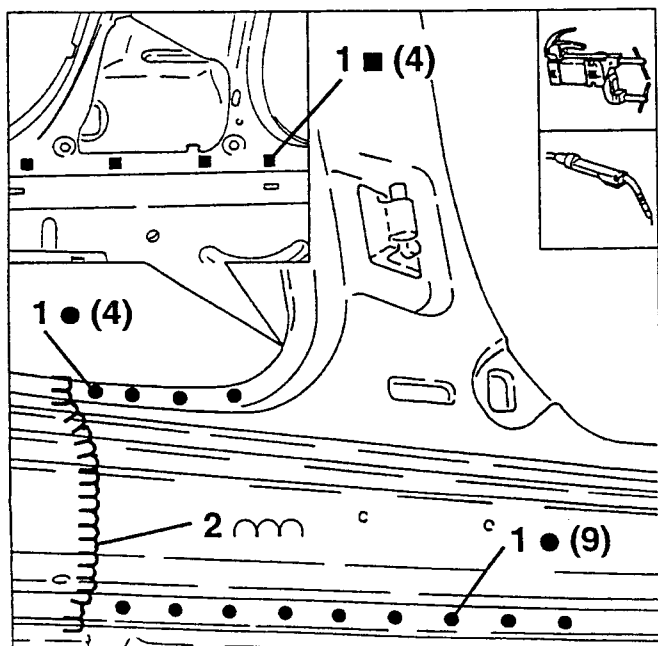


1. Using a saw with circular blade cut the underdoor trim following the trace illustrated.  
2. Remove the plug created on the underdoor trim to be able to weld the centre pillar frame to the underdoor frame.

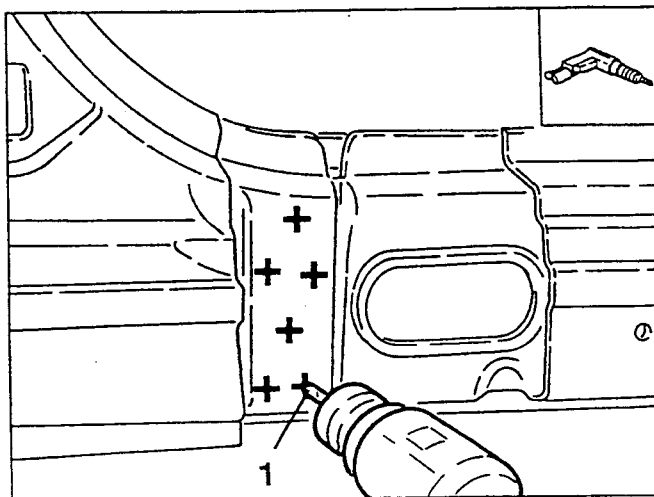


## WELDING AND FINISHING THE PANEL

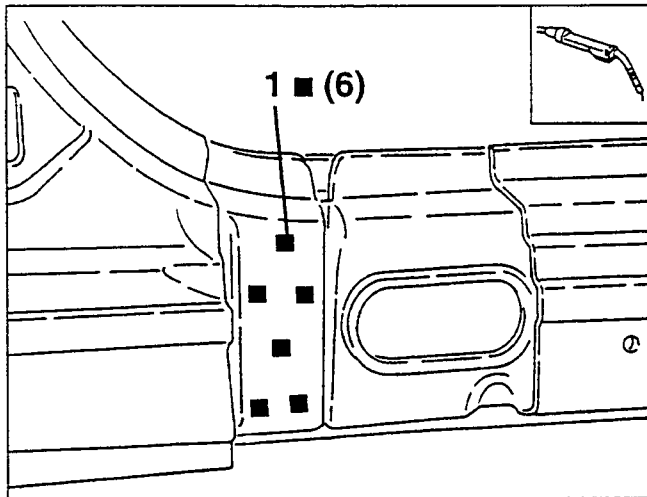
1. Using a spot welder, operate as illustrated.  
2. Using an MIG welder, seam weld as illustrated.



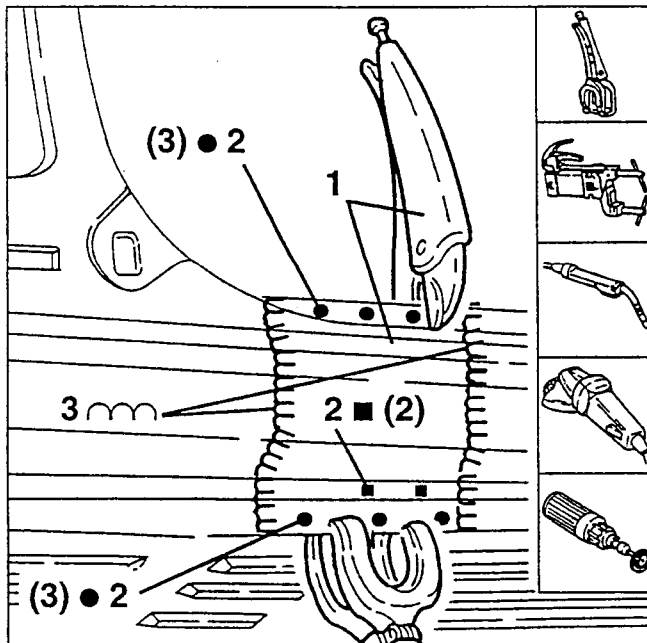
1. Using a drill with Ø 5 mm bit, drill the centre pillar frame.



1. Using a MIG welder operate as illustrated.

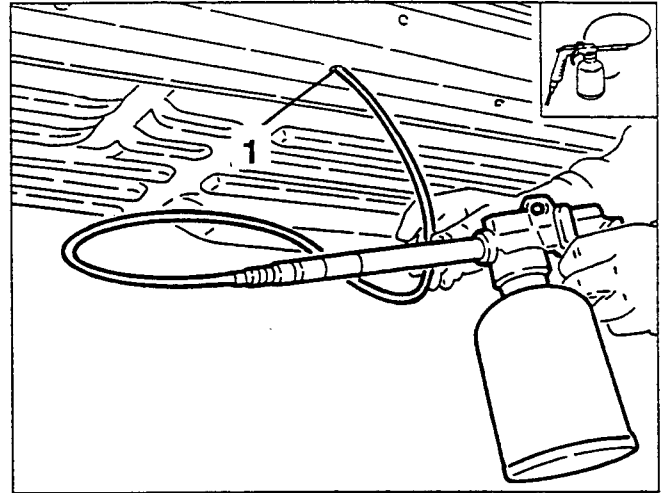


1. Position the plug removed previously fastening it with clamps.
2. Using a spot welder or, where necessary an MIG welder, operate as illustrated.
3. Using an MIG welder, seam weld as illustrated.
  - Using an abrasive grinding wheel, remove and level welding remains.
  - Using a rotary brush, clean the welded areas.

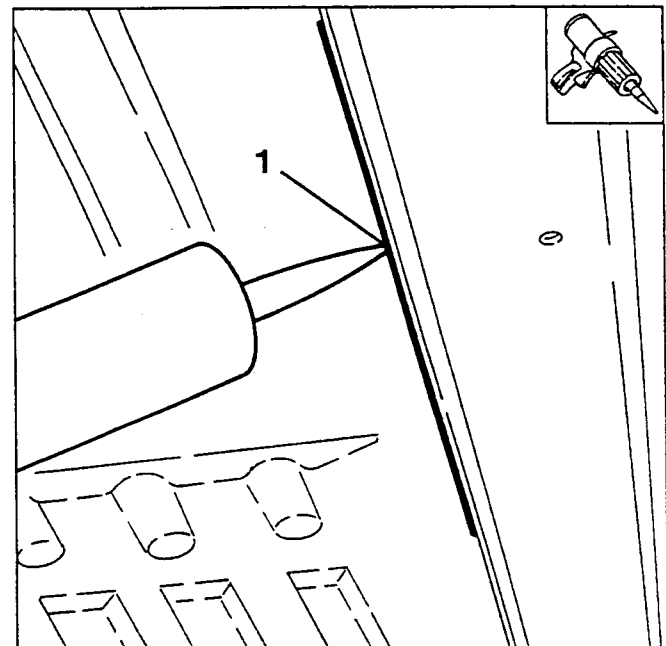


## PROTECTIONS

1. Apply the specified antirust on the areas involved MIG welding through the holes illustrated.



1. Apply the specified sealant along the joint of the underdoor trim with the floor as illustrated.



1. Apply the underbody protection in the area of the underbody involved by the replacement.
  - Proceed with painting.
  - Wax the boxed sections.

