Panelwork

- GENERAL INFORMATION
- FRONT LOWER STRUCTURE
- CENTRE LOWER STRUCTURE
- SIDE LOWER STRUCTURE
- REAR LOWER STRUCTURE
- FRONT UPPER STRUCTURE
- SIDE UPPER STRUCTURE
- REAR UPPER STRUCTURE
- TOP OF BODY
- SIDE OPENING ELEMENTS
- NON-SIDE OPENING ELEMENTS
## A GENERAL INFORMATION

- Specialised bodywork tools: Use 40A-1
- Structural bodywork documentation: Use 40A-5
- Vehicle on repair bench: Description 40A-7
- Subframe: Specifications 40A-11
- Hollow section inserts: List and location of components 40A-16
- Earths on body: List and location of components 40A-23
- Vehicle structure, removable section: Description 40A-28
- Vehicle structure, front section: Description 40A-30
- Vehicle structure, side section: Description 40A-32
- Vehicle structure, centre section: Description 40A-37
- Vehicle structure, rear section: Description 40A-39
- Structural components to be positioned on the repair bench: Description 40A-45

## B FRONT LOWER STRUCTURE

- Front end lower cross member: General description 41A-1
- Front impact cross member: Removal - Refitting 41A-2
- Radiator mounting cross member: General description 41A-3
- Radiator mounting cross member: Removal - Refitting 41A-4
- Front side member: General description 41A-5
- Front side member: Description 41A-8
- Front side member, centre section: General description 41A-11
- Front side member, centre section: Description 41A-12
- Front side member closure panel, front section: General description 41A-13
- Front side member closure panel, front section: Description 41A-15
- Battery tray bracket: General description 41A-17
- Radiator cross member mounting: General description 41A-18
- Radiator cross member mounting: Description 41A-19
| Rear towing eye: General description | 41D-25 |
| Rear floor extension: Description | 41D-26 |
| Rear side member extension: Description | 41D-28 |
| Front wing: General description | 42A-1 |
| Front wing: Removal - Refitting | 42A-3 |
| Front wing: Adjustment | 42A-6 |
| Front wing: Conversion | 42A-9 |
| Front wing lower mounting support: General description | 42A-11 |
| Front wing lower mounting support: Removal - Refitting | 42A-12 |
| Front wing upper mounting support: General description | 42A-13 |
| Front wing upper mounting support: Removal - Refitting | 42A-14 |
| Front end panel: General description | 42A-17 |
| Front end panel: Removal - Refitting | 42A-18 |
| Scuttle side panel: General description | 42A-20 |
| Scuttle side panel: Description | 42A-22 |
| Upper reinforcement of scuttle side panel: General description | 42A-24 |
| Upper reinforcement of scuttle side panel: Description | 42A-25 |
| Front wheel arch: General description | 42A-27 |
| Dashboard cross member: Removal - Refitting | 42A-31 |
| Windscreen aperture lower cross member closure panel: General description | 42A-36 |
| Windscreen aperture lower cross member closure panel: Description | 42A-37 |
| Bulkhead lower cross member: General description | 42A-39 |
| Bulkhead side reinforcement: General description | 42A-40 |
| A-pillar: General description | 43A-1 |
| A-pillar: Description | 43A-2 |
| A-pillar reinforcement: General description | 43A-5 |
| A-pillar reinforcement: Description | 43A-6 |
| Windscreen pillar lining: General description | 43A-7 |
| Windscreen pillar lining: Description | 43A-8 |
| B-pillar: General description | 43A-12 |
| B-pillar reinforcement: General description | 43A-15 |
| B-pillar reinforcement: Description | 43A-17 |
| B-pillar lining: General description | 43A-21 |
| Body side: General description | 43A-22 |
| Body side: Description | 43A-24 |
| Body side, front section: General description | 43A-27 |
GENERAL INFORMATION
Specialized bodywork tools: Use

USING THE DASHBOARD CROSS MEMBER REMOVAL TOOL Car. 1765

Use this tool as indicated in the dashboard removal procedure.

1. Fit the tool Car. 1765 as far as the stop (10).
2. Screw the rod (11) onto the body (10) as far as the stop.
3. Firmly lock tool body in the same way as a lock nut against the dashboard cross member nut while holding hexagon bolt.
4. Unscrew the whole tool as far as the stop and tighten it gently (during this operation, the beam nut, which has a left-hand thread, screws into the beam and disengages it from the A-pillar).
5. Hold the tool body (10) and unlock the rod (11).
6. Unscrew dashboard cross member rod to remove the tool.

WARNING
To maintain the adjustment of the dashboard cross member and therefore make refitting easier, only loosen the lock nut on one side.
GENERAL INFORMATION
Specialised bodywork tools: Use

USING THE DASHBOARD PROTECTION TOOL Car.

- remove the A-pillar trims,
- position the dashboard protector to prevent damage.

Note: This illustration shows the tool that can be used.
GENERAL INFORMATION
Specialised bodywork tools: Use

PREPARING THE TOOL Car. 1504
GENERAL INFORMATION
Specialised bodywork tools: Use

- Use a 24 spanner, holding the tool handle manually.
- Turn the bolt using a 24 spanner, holding the tool handle manually.
- To fit the special nut (6), position the mandrel across the crimped nut and tighten it onto the thrust nut (9).
- Warning: Each time a panel is stripped in the workshop (e.g. when drilling), degrease and wipe the area and then use a fine paintbrush to apply the following:
  - a pre-treatment primer,
  - a two-part primer,
  - paint in the vehicle body colour.

Warning: The operator should be able to feel when the crimping is complete (more force required for tightening). The insert has been crimped correctly when there is no more rotational play, carry out this check before unscrewing the "pull rod - mandrel" assembly.
GENERAL INFORMATION

Structural bodywork documentation: Use B85 or C85

I - CLASSIFYING INFORMATION

This information is classified in two complementary documents:

1 - Vehicle structure bodywork repair procedures (MR of the vehicle concerned)

This document comprises two sections:

a - Section 0:
- This section does not contain repair methods, it only contains description information; It consists of several subsections:
  - 01C Vehicle bodywork specifications,
  - 02A Lifting equipment,
  - 02B Bodywork innovations,
  - 03B Collision,
  - 04E Painting,
  - 05B Bodywork equipment and tooling.

b - Section 4:
- This section consists of several subsections:
  - 40A General information,
  - 41A Lower front structure,
  - 41B Lower central structure,
  - 41C Lower side structure,
  - 41D Lower rear structure,
  - 42A Upper front structure,
  - 43A Upper side structure,
  - 44A Upper rear structure,
  - 45A Top of body,
  - 47A Side opening elements,
  - 48A Non-side opening elements.

These subsections are linked to the Replacement Parts Catalogue and contain two types of information:

- Section 1:
  General description. This section contains information relating to generic structural spare parts and to their design. This information may be the same for several vehicles.

- Section 2:
  Description, Removal - Refitting, Strip - Rebuild and Adjustment. This section contains information relating to structural spare parts and the specific features of the vehicle concerned.

2 - Fundamentals of the structure bodywork repair (MR 400)

This document comprises two sections:

a - Section 0:
- This section does not contain any repair procedures; it only contains descriptive information and has only one subsection:
  - 03B Collision

b - Section 4:
- This section contains information about using the equipment and products, and basic operating ranges which concern the bodyshop technician. This section only has one subsection.
  - 40A Structure general information

II - INFORMATION SEARCH

Note:
Always read both parts in order to have all the necessary information to repair the vehicle.

Questions Answers

Features of specific tools to repair a given vehicle. Refer firstly to section 0 of the Vehicle MR then refer to the « special tooling catalogue » or the « garage equipment catalogue ».

Features of specific products to repair a given vehicle. Firstly refer to section 0 of the Vehicle MR then refer to the « IXELL product catalogue ».

Use of a specific tool to repair a given vehicle. Firstly refer to subsection 0 of the Vehicle MR.

Using a bodywork tool. Firstly refer to subsection 40 of the Vehicle MR then MR 400.
GENERAL INFORMATION
Structural bodywork documentation: Use B85 or C85

Information concerning the replacement parts of a given vehicle regarding:
- the possibilities of replacement with the position on vehicle,
- an adaptation before the assembly,
- a cutting place with the special notes on this cut,
- special notes on right-left symmetry.

Refer to the subsection which corresponds to the part concerned: 41 to 48 of the Vehicle MR, section 2

Information concerning the spare parts of a given vehicle, the composition and the specifications of each part it contains.
Firstly refer to the parts description exploded view in subsection 40 of the Vehicle MR.
If this is detailed in the document, refer to subsections 41 to 48 of the Vehicle MR part 2 which corresponds with the part concerned.
If this does not appear in the description, refer to subsection 41 to 48 for the part in the next level up.

Information concerning:
- details of panel overlap on a joint,
- a procedure and an operational mode relating to a new type of assembly in Renault,
- a method for using a tool or a new product which is unfamiliar in Renault.

Refer to the subsection which corresponds to the part concerned: 41 to 48 of the Vehicle MR then subsection 40 of Vehicle MR 400.

Towing and raising a vehicle after an accident. Firstly refer to subsection 40 of the Vehicle MR then the equipment catalogue.

Conveyance and handling of a vehicle after an accident. Firstly refer to subsection 40 of the MR 400 then the equipment catalogue.

Combination of impacts to repair a given vehicle. Refer to section 0 of the Vehicle MR
Logic of the impact combination. Refer to section 0 of the Vehicle MR
Fault finding on an impact for a given vehicle. Firstly refer to section 0 of the Vehicle MR then section 0 of Repair Manual 400.
Logic of impact fault finding. See section 0 of MR 400.

General instructions for:
- repair,
- safety ,
- preparing a vehicle,
- tool classification,
- precautions for repair.

See section 0 of MR 400.
1 - Front sub-frame in place
The jig crowns the front sub-frame rear mounting bolt (A). Use this situation for a rear impact or a light frontal impact without removal of the mechanical components.

2 - Front mechanical components removed
The jig rests under the sub-frame mounting unit and is centered in the threaded hole (B). Use this situation for a frontal impact with removal of the mechanical components.

II - SECONDARY FRONT TRIM-SETTING REFERENCE POINT
The body jig covers radiator mounting cross member mounting bolt (C). Use this situation to confirm the trim-setting following a rear impact, (e.g.: to replace a rear side member assembly). It is used to confirm the vehicle level in case of doubt about the deformation of a main rear reference point.

Note:
If it is suspected that one of these points may be def or med, use two additional points located in an area not affected by the impact in order to confirm trim-setting.
GENERAL INFORMATION
Vehicle on repair bench: Description

III - MAIN REAR TRIM-SETTING REFERENCE POINT
1 - Rear mechanical components in place
The jig supports the underside of the rear axle fork and is centred in rear axle mounting bolt (D).
Use this situation for a frontal impact or a light rear impact.

2 - Rear mechanical components removed
The jig rests under the rear side member and is centred in the tapped hole (E).
Use this situation for a rear impact with removal of the mechanical components.

IV - SECONDARY REAR TRIM-SETTING REFERENCE POINT
The jig rests under the rear side member and is positioned in square hole (F).
Use this situation to confirm the trim-setting following a frontal impact (e.g.: to replace a complete front half unit).
It is used to confirm the vehicle trim setting in case of doubt about the deformation of a main front reference point.

Note:
If it is suspected that one of these points may be defomed, use two additional points located in an area not affected by the impact in order to confirm trim-setting.
V - FITTING THE VEHICLE ANCHORING KIT

1 - At the front
- Remove the wheels,
- the blanking covers (1) and (2).
- Fit inserts (3).
- Fit the mountings (4) without tightening them.
- Position the (5) and secure it with the bolts (6).
- Finish the tightening operation with the mountings (7).
At the rear
Position the clamp (8) on the horizontal flange on the rear section of the sill panel and lock it with the bolt (9). Position the vehicle on the body jig bench clamps.

WARNING
The sub-frame on this vehicle is protected by products which guarantee the 12-year anti-corrosion warranty. After the operation, protect the hollow sections of the front side cross members and refit the blanking covers. Replace any damaged blanking covers. Re-apply the anti-gravel protection if it has deteriorated.
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X Dim.</th>
<th>Y Dim.</th>
<th>Z Dim.</th>
<th>Diameter</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front sub-frame rear mounting with mechanical components</td>
<td>301</td>
<td>305</td>
<td>6.5</td>
<td>M12</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Front shock absorber upper mounting</td>
<td>2035</td>
<td>-582</td>
<td>118</td>
<td>20 x 20</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Front shock absorber upper stop</td>
<td>-55.5</td>
<td>-618.4</td>
<td>673.8</td>
<td>M8</td>
<td>X 7˚; Y 1˚</td>
</tr>
<tr>
<td>4</td>
<td>Front side member front leader pin</td>
<td>547</td>
<td>-410</td>
<td>9.8</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Rear shock absorber upper mounting</td>
<td>2614.2</td>
<td>-561.9</td>
<td>534.4</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Rear shock absorber upper stop</td>
<td>68.1</td>
<td>-524</td>
<td>669.2</td>
<td>M8</td>
<td>X 7˚; Y 1˚</td>
</tr>
<tr>
<td>7</td>
<td>Rear shock absorber upper stop</td>
<td>-23.3</td>
<td>-518.7</td>
<td>669.2</td>
<td>M8</td>
<td>X 7˚; Y 1˚</td>
</tr>
<tr>
<td>8</td>
<td>Rear shock absorber upper stop</td>
<td>434.3</td>
<td>-456</td>
<td>673.8</td>
<td>M8</td>
<td>X 7˚; Y 1˚</td>
</tr>
<tr>
<td>9</td>
<td>Front shock absorber upper stop</td>
<td>250.7</td>
<td>-410</td>
<td>9.8</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Front shock absorber upper stop</td>
<td>434.3</td>
<td>-456</td>
<td>673.8</td>
<td>M8</td>
<td>X 7˚; Y 1˚</td>
</tr>
<tr>
<td>11</td>
<td>Front shock absorber upper stop</td>
<td>250.7</td>
<td>-410</td>
<td>9.8</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Front shock absorber upper stop</td>
<td>434.3</td>
<td>-456</td>
<td>673.8</td>
<td>M8</td>
<td>X 7˚; Y 1˚</td>
</tr>
<tr>
<td>13</td>
<td>Front side member rear mounting</td>
<td>547</td>
<td>-410</td>
<td>9.8</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>Subframe: Specifications</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------------------</td>
<td>------------------------------</td>
<td>--------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front side member front leader pin</td>
<td>-305.5</td>
<td>471.3</td>
<td>292.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front side member front mounting without mechanical components</td>
<td>-502</td>
<td>-476</td>
<td>83.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front side member front mounting with mechanical components</td>
<td>-502</td>
<td>-476</td>
<td>77.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front side member front mounting without mechanical components</td>
<td>-525</td>
<td>492</td>
<td>83.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front side member front mounting with mechanical components</td>
<td>-525</td>
<td>492</td>
<td>77.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear side member front leader pin</td>
<td>1957.5</td>
<td>-614</td>
<td>118</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear side member rear leader pin</td>
<td>2533</td>
<td>-497.9</td>
<td>176.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear side member rear leader pin</td>
<td>2533</td>
<td>487.5</td>
<td>176.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear side member rear mounting</td>
<td>2942</td>
<td>-529.4</td>
<td>220</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear side member rear mounting</td>
<td>2942</td>
<td>519.4</td>
<td>220</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front end cross member leader pin</td>
<td>-498.2</td>
<td>-530.9</td>
<td>265</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front end cross member leader pin</td>
<td>-496.4</td>
<td>534.9</td>
<td>265</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front end cross member mounting</td>
<td>-503.6</td>
<td>-453</td>
<td>415</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front end cross member mounting</td>
<td>-503.3</td>
<td>464.6</td>
<td>415</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine mounting</td>
<td>-317</td>
<td>489</td>
<td>449</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine mounting</td>
<td>-147</td>
<td>511</td>
<td>449</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional engine mounting (tie-rod)</td>
<td>-86.2</td>
<td>481.1</td>
<td>604.5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Front sub-frame rear mounting with mechanical components

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front sub-frame rear mounting</td>
<td>301</td>
<td>305</td>
<td>6.5</td>
<td>M12</td>
</tr>
</tbody>
</table>

### Rear axle guide

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Rear axle guide</td>
<td>192</td>
<td>1 -582</td>
<td>118</td>
<td>20 x 20</td>
</tr>
</tbody>
</table>

### Rear axle assembly front mounting, without mechanical components

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Rear axle assembly front mounting, without mechanical components</td>
<td>207</td>
<td>77</td>
<td>-633</td>
<td>118</td>
</tr>
</tbody>
</table>

### Rear axle assembly front mounting, with mechanical components

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Rear axle assembly front mounting, with mechanical components</td>
<td>207</td>
<td>77</td>
<td>-633</td>
<td>113</td>
</tr>
</tbody>
</table>

### Rear axle assembly front mounting, without mechanical components

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Rear axle assembly front mounting, without mechanical components</td>
<td>205</td>
<td>75</td>
<td>-541.3</td>
<td>118</td>
</tr>
</tbody>
</table>

### Rear axle assembly front mounting, with mechanical components

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Rear axle assembly front mounting, with mechanical components</td>
<td>205</td>
<td>75</td>
<td>-541.3</td>
<td>113</td>
</tr>
</tbody>
</table>

### Rear axle assembly front mounting, without mechanical components

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Rear axle assembly front mounting, without mechanical components</td>
<td>216</td>
<td>72</td>
<td>-536</td>
<td>118</td>
</tr>
</tbody>
</table>

### Rear axle assembly front mounting, with mechanical components

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Rear axle assembly front mounting, with mechanical components</td>
<td>216</td>
<td>72</td>
<td>-536</td>
<td>113</td>
</tr>
</tbody>
</table>

### Front subframe front mounting

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front subframe front mounting</td>
<td>-141.5</td>
<td>-478</td>
<td>260.5</td>
<td>M12</td>
</tr>
</tbody>
</table>

### Front subframe front mounting

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front subframe front mounting</td>
<td>-141.5</td>
<td>468</td>
<td>256</td>
<td>M12</td>
</tr>
</tbody>
</table>

### Rear shock absorber upper mounting

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Rear shock absorber upper mounting</td>
<td>261</td>
<td>4.2</td>
<td>-561.9</td>
<td>534.4</td>
</tr>
</tbody>
</table>

### Front shock absorber upper mounting

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front shock absorber upper mounting</td>
<td>6.8</td>
<td>-583.6</td>
<td>669.4</td>
<td>∅ 98</td>
</tr>
</tbody>
</table>

### Front shock absorber upper mounting

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front shock absorber upper mounting</td>
<td>-55.5</td>
<td>-618.4</td>
<td>673.8</td>
<td>M8</td>
</tr>
</tbody>
</table>

### Front shock absorber upper mounting

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front shock absorber upper mounting</td>
<td>-23.3</td>
<td>-518.7</td>
<td>669.2</td>
<td>M8</td>
</tr>
</tbody>
</table>

### Front shock absorber upper mounting

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front shock absorber upper mounting</td>
<td>68.1</td>
<td>-624</td>
<td>660</td>
<td>M8</td>
</tr>
</tbody>
</table>

### Front side member rear mounting

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front side member rear mounting</td>
<td>547</td>
<td>4.1</td>
<td>9.8</td>
<td>∅ 16</td>
</tr>
</tbody>
</table>

### Front side member front leader pin

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>X</th>
<th>Y</th>
<th>Z</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>40A</td>
<td>Front side member front leader pin</td>
<td>-283.5</td>
<td>-460.8</td>
<td>292.8</td>
<td>16 x 16</td>
</tr>
<tr>
<td>Component Description</td>
<td>X1</td>
<td>Y1</td>
<td>Width</td>
<td>Height</td>
<td>Thread</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-------</td>
<td>-------</td>
<td>-------</td>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>Front side member front leader pin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front side member front mounting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front side member front mounting with</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear side member front leader pin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear side member rear leader pin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear side member rear mounting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front end cross member leader pin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front end cross member mounting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine mounting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional engine mounting (tie-rod)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
GENERAL INFORMATION

Hollow section inserts: List and location of components

C85 or S85

112466
GENERAL INFORMATION

Hollow section inserts: List and location of components

- Front wing upper mounting bracket insert (1).
- Exterior A-pillar insert (2).
- K85 126694 112486 112484.
GENERAL INFORMATION
Hollow section inserts. List and location of components.

- Interior A-pillar insert (3)
- A-pillar insert (4)
- B-pillar insert (5)
- Wheel arch insert (6)

In the diagrams:
- Hollow section insert (A)
- Hollow section insert (B)
- Window etch insert (C)
- Wheel arch insert (D)
GENERAL INFORMATION
Hollow section inserts: List and location of components:

- Interior quarter panel insert (7)
- Rear quarter panel insert (8)
- Exterior quarter panel insert (9)
- Right-hand quarter panel insert (10)

B85
112473
112472
112471
112474
Hollow section inserts: List and location of components

- B-pillar insert (11)
- Exterior quarter panel insert (12)
- Quarter panel insert (13)
- Rear quarter panel insert (14)

C85 or S85

112480
112476
112479

K85
126695
GENERAL INFORMATION
Hollow section inserts: list and location of components

Front quarter panel insert (15).
Interior quarter panel insert (16).
GENERAL INFORMATION
Earths on body: List and location of components

WARNING
To avoid damaging the vehicle’s electrical and electronic components, disconnect the earths of any wiring near the weld area.

Position the welding machine earth as close as possible to the weld zone (see MR 400).
GENERAL INFORMATION
Earth on body List and location of components
GENERAL INFORMATION
Earth on body List and location of components

Earths on the front side cross member (1).

Earths on the left-hand front unit (2).

Earth stud on bulkhead (3).

Earths on left and right-hand centre floor, side section, and tunnel (4).

Left side Earth stud on left-hand inner wheel arch (5).

Right-hand side Earth stud on right-hand inner wheel arch.
GENERAL INFORMATION
Earth on body: List and location of components

Left side
- Earth stud on left-hand inner wheel arch (7)

Right-hand side
- Earth stud on right-hand inner wheel arch (8)
- Earth stud on left-hand rear wheel arch (9)

C85 or S85
112255
112252
K85
126698
### General Information

#### Vehicle Structure, Removable Sections: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side door</td>
<td>(see 47A, Side opening elements, Front side door: Removal - Refitting, page 47A-1)</td>
<td>SMC</td>
</tr>
<tr>
<td>2</td>
<td>Front wing lower mounting support</td>
<td>(see 42A, Front upper structure, Front wing lower mounting support: Removal - Refitting, page 42A-12)</td>
<td>SMC</td>
</tr>
<tr>
<td>3</td>
<td>Front wing</td>
<td>(see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3)</td>
<td>Noryl</td>
</tr>
<tr>
<td>4</td>
<td>Front side door</td>
<td>(see 47A, Side opening elements, Front side door: Removal - Refitting, page 47A-1)</td>
<td>SMC</td>
</tr>
<tr>
<td>5</td>
<td>Rear side door</td>
<td>(see 47A, Side opening elements, Rear side door: Removal - Refitting, page 47A-8)</td>
<td>SMC</td>
</tr>
</tbody>
</table>
GENERAL INFORMATION
Vehicle structure, removeable section, Description

1. Frontal impact cross member (see 41A, Front lower structure, Frontal impact cross member: Removal - Refitting, page 41A-2)

2. Radiator support cross member (see 41A, Front lower structure, Radiator mounting cross member: Removal - Refitting, page 41A-4)

3. Front wing upper mounting support (see 42A, Front upper structure, Front upper structure: Removal - Refitting, page 42A-14)

4. Dashboard cross member (see 42A, Front upper structure, Dashboard cross member: Removal - Refitting, page 42A-31)

5. Luggage retainer cross piece

6. Rear impact lower cross member (see 41D, Rear lower structure, Rear impact lower cross member: Removal - Refitting, page 41D-24)


8. Tailgate (see 48A, Non-side opening elements, Tailgate: Removal - Refitting, page 48A-6)


10. Aluminium

11. Polypropylene

12. Noryl
### GENERAL INFORMATION
Vehicle structure, front section: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Scuttle side panel upper reinforcement</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>2</td>
<td>Scuttle side panel</td>
<td>HLE/THLE</td>
<td>0.85/2</td>
</tr>
<tr>
<td>3</td>
<td>Front end side cross member</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>4</td>
<td>Front side member</td>
<td>HLE/THLE</td>
<td>1.6/2.6</td>
</tr>
<tr>
<td>5</td>
<td>Front side member closure panel</td>
<td>HLE/THLE</td>
<td>1.6/2.7</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Classification</td>
<td>Type</td>
</tr>
<tr>
<td>-----</td>
<td>-------------</td>
<td>----------------</td>
<td>------</td>
</tr>
<tr>
<td>1</td>
<td>Radiator cross member mounting</td>
<td>41A, Front lower structure, Radiator cross member mounting: Description</td>
<td>HLE 1.2/2.5</td>
</tr>
<tr>
<td>2</td>
<td>Front left-hand half unit</td>
<td>41A, Front lower structure, Front half unit: Description</td>
<td>HLE 1</td>
</tr>
<tr>
<td>3</td>
<td>Centre floor front side cross member</td>
<td>41B, Centre lower structure, Centre floor front side cross member: Description</td>
<td>HLE 1.2/2</td>
</tr>
<tr>
<td>4</td>
<td>Front right-hand half unit</td>
<td>41A, Front lower structure, Front half unit: Description</td>
<td>HLE 1.2/2</td>
</tr>
<tr>
<td>5</td>
<td>Front left-hand wheel arch</td>
<td>42A, Front upper structure, Front wheel arch: Description</td>
<td>HLE 1.5/2</td>
</tr>
<tr>
<td>6</td>
<td>Heater bulkhead reinforcement</td>
<td>41A, Front lower structure, Front side member: Description</td>
<td>HLE 1.5/2</td>
</tr>
<tr>
<td>7</td>
<td>Engine stand</td>
<td>41A, Front lower structure, Engine stand: Description</td>
<td>HLE 1.5/2</td>
</tr>
<tr>
<td>8</td>
<td>Windscreen wiper mounting</td>
<td>42A, Front upper structure, Front wheel arch: Description</td>
<td>HLE 1.5/2</td>
</tr>
<tr>
<td>9</td>
<td>Front right-hand wheel arch</td>
<td>42A, Front upper structure, Front wheel arch: Description</td>
<td>HLE 1.2/2</td>
</tr>
<tr>
<td>10</td>
<td>Engine tie-rod attachment</td>
<td>41A, Front lower structure, Engine tie-rod attachment: Description</td>
<td>HLE 2</td>
</tr>
</tbody>
</table>
### SIDE STRUCTURE

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Location</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Body side front section</td>
<td>(see 43A, Side upper structure, Body side, front section: Description, page 43A-28)</td>
<td>0.65/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Jacking point bridge piece</td>
<td>(see 41C, Side lower structure, Sill panel: Description, page 41C-1)</td>
<td>VHEL 2</td>
</tr>
<tr>
<td>3</td>
<td>Sill panel</td>
<td>(see 41C, Side lower structure, Sill panel: Description, page 41C-1)</td>
<td>0.65/0.95</td>
</tr>
<tr>
<td>4</td>
<td>Double seal mounting</td>
<td>(see 43A, Side upper structure, Body side, front section: Description, page 43A-28)</td>
<td>0.8</td>
</tr>
</tbody>
</table>

---

*Note: Diagram showing vehicle structure.*
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upper body</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Side impact reinforcement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Sill panel closure panel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Sill panel reinforcement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>A-pillar reinforcement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>B-pillar reinforcement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>B-pillar lining</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Windscreen pillar lining</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Front roof drip moulding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Roof drip moulding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Roof centre cross member</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Roof front cross member</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Roof</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Roof rear cross member</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### GENERAL INFORMATION
Vehicle structure, side section: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>No. Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Body side front section</td>
<td>43A, Side upper structure, A-pillar: Description, page 43A-2</td>
<td></td>
<td>0.65/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Jacking point bridge piece</td>
<td>41C, Side lower structure, Sill panel: Description, page 41C-1</td>
<td>VHEL</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Sill panel</td>
<td>41C, Side lower structure, Sill panel: Description, page 41C-1</td>
<td></td>
<td>0.65/0.95</td>
</tr>
<tr>
<td>4</td>
<td>Double seal mounting</td>
<td>43A, Side upper structure, A-pillar: Description, page 43A-2</td>
<td></td>
<td>0.8</td>
</tr>
<tr>
<td>5</td>
<td>Upper body</td>
<td>43A, Side upper structure, Upper body: Description, page 43A-35</td>
<td></td>
<td>0.65/0.95</td>
</tr>
<tr>
<td>6</td>
<td>Side impact reinforcement</td>
<td>MR 400 HLE</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Classification</td>
<td>Type</td>
<td>Thickness (mm)</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------------------------</td>
<td>----------------</td>
<td>------</td>
<td>----------------</td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*GENERAL INFORMATION*

Vehicle structure, side section: Description

- Sill panel closure panel: Description
- Sill panel reinforcement
- A-pillar reinforcement
- B-pillar reinforcement
- Windscreen pillar lining
- Front roof drip moulding stiffener
- Roof drip moulding lining
- Roof centre cross member
- Roof front cross member
- Roof rear cross member
- Roof:

---

**Table:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Table:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Table:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Table:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Table:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Table:**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Classification</td>
<td>Type</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>-------------</td>
<td>----------------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Centre floor, side section</td>
<td>(see 41B, Centre lower structure, Centre floor, side section: Description, page 41B-11)</td>
<td>HLE 0.65/1.2</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Rear floor centre cross member</td>
<td>(see 41D, Rear lower structure, Rear floor centre cross member: Description, page 41D-21)</td>
<td>HLE 1/1.2</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Front side member centre section</td>
<td>(see 41A, Front lower structure, Front side member, centre section: Description, page 41A-12)</td>
<td>Very high yield strength 2</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Bulkhead side reinforcement</td>
<td>(see 42A, Front upper structure, Bulkhead side reinforcement: General description, page 42A-40)</td>
<td>Very high yield streng 1.6</td>
<td></td>
</tr>
</tbody>
</table>

---

**Diagram Description:**

- Diagram showing various components of the vehicle structure.
- Components are labeled with numbers and descriptions.
- Diagram includes sections for different parts of the vehicle structure.
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bulkhead lower cross member</td>
<td>Very high yield strength</td>
<td>1.7</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Front cross member under front seat</td>
<td>HLE 1.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Rear cross member under front seat</td>
<td>HLE 1.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Floor partition cross member</td>
<td>0.65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Rear floor front cross member reinforcement</td>
<td>1.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Front section of rear floor</td>
<td>0.65</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Windscreen aperture lower cross member closure panel</td>
<td>0.7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### GENERAL INFORMATION

**Vehicle structure, rear section: Description**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear wing panel</td>
<td>(1)</td>
<td>0.75</td>
</tr>
<tr>
<td>2</td>
<td>Outer rear wheel arch</td>
<td>(2)</td>
<td>0.65</td>
</tr>
<tr>
<td>3</td>
<td>Body side rear lining</td>
<td>(3)</td>
<td>0.65/2</td>
</tr>
<tr>
<td>4</td>
<td>Lights support lining</td>
<td>(4)</td>
<td>0.85/1</td>
</tr>
<tr>
<td>5</td>
<td>Rear light mounting</td>
<td>(5)</td>
<td>0.85/2</td>
</tr>
<tr>
<td>6</td>
<td>Rear side member assembly</td>
<td>(6)</td>
<td>1.2/2</td>
</tr>
<tr>
<td>7</td>
<td>Rear floor rear section</td>
<td>(7)</td>
<td>0.65/1.5</td>
</tr>
</tbody>
</table>

**Diagram:**

[Diagram image of vehicle structure, rear section]

**Notes:**

- See 44A, Rear upper structure, for additional descriptions.
- See 41D, Rear lower structure, for details on rear side member assembly.
GENERAL INFORMATION
Vehicle structure, rear section: Description

1.2 Rear end panel lining (see 44A, Rear upper structure, Rear end panel lining: Description, page 44A-44)

0.85/1.2

HLE 0.85

1.5/2

No. Description Classification Type Thickness (mm)

C85 or S85, and EQUIPMENT LEVEL EA1 or EQUIPMENT LEVEL EA2 or EQUIPMENT LEVEL EA3 or EQUIPMENT LEVEL EA4 or EQUIPMENT LEVEL EA5

116931
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Code</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jacking point bridge piece (see 44A, Rear upper structure, Rear wing panel: Description, page 44A-3)</td>
<td>VHEL</td>
<td>0.75</td>
</tr>
<tr>
<td>2</td>
<td>Rear wing panel (see 44A, Rear upper structure, Rear wing panel: Description, page 44A-3)</td>
<td>VHEL</td>
<td>1.8</td>
</tr>
<tr>
<td>3</td>
<td>Rear airbag deflector (see 44A, Rear upper structure, Body side rear lining: Description, page 44A-30)</td>
<td>0.95</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Quarter panel strip reinforcement (see 43A, Side upper structure, B-pillar reinforcement: Description, page 43A-17)</td>
<td>HLE</td>
<td>1.2/2.8</td>
</tr>
<tr>
<td>5</td>
<td>Outer wheel arch (see 44A, Rear upper structure, Outer rear wheel arch: Description, page 44A-24)</td>
<td>0.65</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Body side rear lining (see 44A, Rear upper structure, Body side rear lining: Description, page 44A-30)</td>
<td>0.65/2</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Lights support lining (see 44A, Rear upper structure, Light mounting lining: Description, page 44A-18)</td>
<td>0.85/1</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Rear light mounting (see 44A, Rear upper structure, Rear lights mounting: Description, page 44A-15)</td>
<td>0.85/2</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Rear side member assembly (see 41D, Rear lower structure, Rear side member, rear section: Description, page 41D-10)</td>
<td>HLE/THLE</td>
<td>1.2/2.8</td>
</tr>
<tr>
<td>10</td>
<td>Rear section of rear side member (see 41D, Rear lower structure, Rear side member, rear section: Description, page 41D-16)</td>
<td>1.5/2</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Rear floor rear section (see 41D, Rear lower structure, Rear floor, rear section: Description, page 41D-7)</td>
<td>0.65/1.5</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Quarter panel upper reinforcement (see 44A, Rear upper structure, Body side rear lining: Description, page 44A-30)</td>
<td>1.2</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Rear end panel lining (see 44A, Rear upper structure, Rear end panel lining: Description, page 44A-44)</td>
<td>0.85/1.2</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Rear end panel (see 44A, Rear upper structure, Rear end panel: Description, page 44A-41)</td>
<td>HLE</td>
<td>0.85</td>
</tr>
</tbody>
</table>
### GENERAL INFORMATION
Vehicle structure, rear section: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Jacking point bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Rear wing panel</td>
<td></td>
<td>0.75</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Rear airbag deflector</td>
<td></td>
<td>0.95</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Body side rear lining</td>
<td></td>
<td>0.65</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Lights support lining</td>
<td></td>
<td>0.85</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Outer rear wheel arch</td>
<td></td>
<td>0.65</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Type</td>
<td>Thickness (mm)</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------------------------------</td>
<td>------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Quarter panel strip reinforcement</td>
<td>8</td>
<td>126693</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Rear side member assembly</td>
<td>9</td>
<td>HLE</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Rear side member assembly</td>
<td>10</td>
<td>HLE/THLE</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Rear floor rear section</td>
<td>11</td>
<td>1.2</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Quarter panel upper reinforcement</td>
<td>12</td>
<td>1.2</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Rear end panel lining</td>
<td>13</td>
<td>0.85</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Rear end panel</td>
<td>14</td>
<td>0.85/1.2</td>
<td></td>
</tr>
</tbody>
</table>

General Information
Vehicle structure, rear section: Description

- Quarter panel strip reinforcement (see 43A, Side upper structure, B-pillar reinforcement: Description, page 43A-17)
- Rear side member assembly (see 41D, Rear lower structure, Rear side member assembly: Description, page 41D-10)
- Rear section of rear side member (see 41D, Rear lower structure, Rear side member, rear section: Description, page 41D-16)
- Rear floor rear section (see 41D, Rear lower structure, Rear floor, rear section: Description, page 41D-7)
- Quarter panel upper reinforcement (see 44A, Rear upper structure, Body side rear lining: Description, page 44A-30)
- Rear end panel lining (see 44A, Rear upper structure, Rear end panel lining: Description, page 44A-44)
- Rear end panel (see 44A, Rear upper structure, Rear end panel: Description, page 44A-41)
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Code</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Emergency spare wheel arch stiffener</td>
<td>HLE</td>
<td>Mild steel</td>
<td>1.7</td>
</tr>
<tr>
<td>2</td>
<td>Rear floor extension</td>
<td>HLE</td>
<td>Mild steel</td>
<td>0.65</td>
</tr>
<tr>
<td>3</td>
<td>Rear floor rear cross member</td>
<td>HLE</td>
<td>Mild steel</td>
<td>1.2</td>
</tr>
<tr>
<td>4</td>
<td>Rear floor rear section</td>
<td>Mild steel</td>
<td>0.65</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Rear side member assembly</td>
<td>HLE</td>
<td>Mild steel</td>
<td>1.5</td>
</tr>
<tr>
<td>6</td>
<td>Rear side member extension</td>
<td>HLE</td>
<td>Mild steel</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>Rear end panel lining</td>
<td>Mild steel</td>
<td>0.85</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Rear end panel</td>
<td>Mild steel</td>
<td>0.95</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Body side rear lining</td>
<td>Mild steel</td>
<td>0.6</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Outer rear wheel arch</td>
<td>Mild steel</td>
<td>0.67</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Rear wing panel</td>
<td>Mild steel</td>
<td>0.75</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Quarter panel stiffener</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>C-pillar stiffener</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Lights support lining</td>
<td>Mild steel</td>
<td>0.85</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Rear light mounting</td>
<td>Mild steel</td>
<td>0.85</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Rear wing panel rain channel</td>
<td>Mild steel</td>
<td>0.95</td>
<td></td>
</tr>
</tbody>
</table>
GENERAL INFORMATION

Structural components to be positioned on the repair bench:

I - PARTS REQUIRING THE USE OF A BODY JIG BENCH

1. Radiator cross member support
2. Centre floor front side cross member
3. Front side member closure panel
4. Front side member
5. Engine stand
6. Front half-unit
7. Front wheel arch
8. Engine tie-rod attachment
9. Inner rear wheel arch
10. Rear side member
11. Rear section of rear side member
GENERAL INFORMATION

Structural components to be positioned on the repair bench:

- a complete front half unit.

III - REAR AXLE ASSEMBLY FRONT MOUNTING

The jig supports the underneath of the rear axle assembly mounting unit and is centred on square hole (B) and fixed on tapped hole (B1) of the rear axle bearing mounting.

It is used for replacing a rear side member assembly.

IV - FRONT SUB-FRAME FRONT MOUNTING

The jig supports the underneath of the front sub-frame mounting and is centred on tapped hole (C).

It is used when replacing:
- a complete front side member assembly.
- a front half unit.

V - FRONT SHOCK ABSORBER UPPER MOUNTING

IMPORTANT

This/these point/s help(s) to ensure axle geometry.
GENERAL INFORMATION

Structural components to be positioned on the repair bench:

**VI - ENGINE MOUNTING**

The jig rests on the engine mounting and is centred in engine mounting securing holes (P1 and P2). It is used with the mechanical components removed for the replacement of:

- a front half unit.
- the engine mounting.

**VII - ENGINE TIE-ROD ATTACHMENT**

The jig supports the engine tie-rod attachment mounting and is centred on hole (R). It is used with the mechanical components removed for the replacement of:

- the engine tie-rod attachment,
- a front half unit.

**VIII - RADIATOR MOUNTING CROSS MEMBER MOUNTING**

The jig supports the underneath of the radiator cross member and is centred in tapped hole (H1). IMPORTANT: This/these point/s help(s) to ensure axle geometry.

112242

112243

112257
GENERAL INFORMATION

Structural components to be positioned on the repair bench:

**Description**

- It is used when replacing:
  - the radiator cross member mounting,
  - the front side member completely or partially,
  - a half unit.

**IX - FRONT IMPACT CROSS MEMBER MOUNTING**

The jig rests vertically against the radiator cross member mounting unit and is centred in mounting holes (K) and (K1).

It is used when replacing:
- the radiator cross member mounting,
- the front side member completely or partially.

**X - END OF REAR SIDE MEMBER**

The jig rests vertically against the side member and is centred in hole (J1).

It is used for partially replacing a rear side member.

The jig rests under the rear side member and is centred in hole (J).

It should be used with the mechanical components in place to realign a rear side member.

It is used with the mechanical components removed, under the same conditions, to replace the complete rear side member.
XI - INNER REAR WHEEL ARCH

The jig supports the underneath of the rear shock absorber cup and is centred on hole (E). Use it when replacing the rear wheel arch.
FRONT LOWER STRUCTURE
Front end lower cross member: General description

The junction construction in the front lower cross member is standardized, and the front lower cross member is bolted to the ends of the front side members via the radiator cross member mounting support.

**WARNING**
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading this general information, check that there are no special notes associated with this vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400, 40A, General Information.
Front impact cross member: Removal - Refitting

I - REMOVAL

1 - REMOVAL PREPARATION OPERATION

- Remove the front bumper (see Front bumper: Removal - Refitting).
- Remove the headlights (see Xenon headlight: Removal - Refitting).

II - REFITTING

1 - REFITTING OPERATION FOR PART CONCERNED

- Refit the side mounting bolts (1) (three on either side).
- Torque tighten the side mounting bolts (1) (44 Nm).

2 - FINAL OPERATION

- Refit the headlights (see Xenon headlight: Removal - Refitting).
- Refit the front bumper (see Front bumper: Removal - Refitting).

WARNING
The cross member contributes to the structural rigidity of the engine compartment. For this reason, the tightening torque must be observed following any operation.
Front Lower Structure
Radiator mounting cross member: General description

DESIGN OF THE STRUCTURAL COMPONENT

This steel part, which bolts onto the front axle subframe, combines two functions:
- Distribution of front impact forces
- Radiator support cross member

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note:
For a detailed description of a particular connection, see MR 400.
1 - REMOVAL PREPARATION OPERATION

- Remove the front bumper (see Front bumper: Removal - Refitting).
- Attach the radiator upper section.
- Remove the engine undertray.

2 - OPERATION FOR REMOVAL OF PART CONCERNED

- Remove the mounting bolts (1) from each side.
- Remove the mounting bolt (2) from each side.

II - REFITTING

1 - REFITTING OPERATION FOR PART CONCERNED

- Refit the mounting bolts (1) and (2).
- Torque tighten the - mounting bolts (1) (21 Nm), - mounting bolts (2) (105 Nm).

2 - FINAL OPERATION

- Refit the engine undertray.
- Detach the radiator upper section.
- Refit the front bumper (see Front bumper: Removal - Refitting).

Tightening torques

- the mounting bolts (1) 21 Nm
- mounting bolts (2) 105 Nm
I - DESIGN OF THE STRUCTURAL COMPONENT

The special feature of this type of part is that it combines the functions of front section and rear section of the front side member and that it is made of two different kinds of panels of different thicknesses assembled by laser butt welding.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

1 - Cut 1:
This line shows the centre of the area in which it is possible to carry out a partial replacement. This operation allows you to access the inside of the hollow section of the structural element to straighten it. In this case, the side member weld line must be staggered from that of its closure panel.

IMPORTANT
Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.

Note:
For the partial replacement of parts constituting a single structural component, it is essential to stagger the welds of each of the components.
Front side member: General description

2 - Cut 2: The cut is made along the butt weld.

III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT

Only the connections which are specific to the partial replacement by cutting are indicated.

WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Lines (3) and (4) on the diagram show a butt weld by continuous EGW welding. Weld (4) along the butt weld line.
To replace this part, order the front side member expanding insert (A). The options for replacing this part are as follows:

- partial replacement of front end section,
- partial replacement of the front section.

### I - COMPOSITION OF THE SPARE PART

#### II - PART FITTED

1. Partial replacement of front end section (right-hand side) (X1) = 180 mm

### IMPORTANT

The straightening bench must be used.

### No. Description Type Thickness (mm)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side member HLE/THLE</td>
<td>1.6/2.6</td>
</tr>
<tr>
<td>2</td>
<td>Impact reinforcement</td>
<td>HLE</td>
</tr>
<tr>
<td>3</td>
<td>Radiator crossmember mounting</td>
<td>HLE</td>
</tr>
<tr>
<td>4</td>
<td>Front subframe mounting support</td>
<td>HLE</td>
</tr>
</tbody>
</table>

### WARNING

Position this part correctly; its position is determined by the position of the inner reinforcements.
Front Lower Structure
Front Side Member: Description

2 - Partial replacement of the front section
3 - Partial replacement of the front section (left-hand side)
4 - Partial replacement of the front section

- To avoid damaging the vehicle's electrical and electronic components, be sure to disconnect the earths of any wiring near the weld zone.
- The welding machine earth must be placed as close as possible to the weld zone.

WARNING
- The cut is made along the line of the original butt weld.
- Position this part correctly; its position is determined by the position of the inner reinforcements.
FRONT LOWER STRUCTURE
Front side member, centre section: General description

This is a basic part; its only function is that of front side member, centre section.

IMPORTANT
Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the subsection dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).

This is a repair part only manufactured in Britain, China, Mexico and India.
There is only one way of replacing this part:

- Complete replacement:

I. COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Centre side member</td>
<td>Very high yield</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Centre side member reinforcement</td>
<td>VHEL</td>
<td>2.5</td>
</tr>
</tbody>
</table>

WARNING
- To avoid damaging the vehicle's electrical and electronic components, be sure to disconnect the earths of any wiring near the weld zone.
- The welding machine earth must be placed as close as possible to the weld zone.

IMPORTANT
- For welded connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical properties.
FRONT LOWER STRUCTURE

Front side member closure panel, front section: General description

I - DESIGN OF THE STRUCTURAL COMPONENT

The special feature of this type of part is that it combines the functions of both the front section and rear section of the front side member closure panel and that it is made of two different kinds of panels of different thicknesses assembled by laser butt welding.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

For removal of the side member (see 41A, Front lower structure, Front side member: Description, page 41A-8).

1 - Cut 1:
This line shows the center of the area in which it is possible to carry out a partial replacement. This operation allows you to access the inside of the hollow section of the structural component to straighten it.

IMPORTANT
Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.

Note:
For the partial replacement of parts constituting a single structural component, it is essential to stagger the welds of each of the components.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.
FRONT LOWER STRUCTURE

Front side member closure panel, front section: General description

2 - Cut 2: The cut must be made on the splice.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

In this case, the side member weld line must be staggered from that of its closure panel.

Only the connections which are specific to the partial replacement by cutting are indicated.

If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Lines (3) and (4) on the diagram show a butt weld by continuous EGW welding.

Weld (4) along the butt weld line.

Note: For the partial replacement of parts constituting a single structural component, it is essential to stagger the welds of each of the components.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
The options for replacing this part are as follows:

- partial replacement of the front section,
- partial replacement of the front section.

**I - COMPOSITION OF THE SPARE PART**

**II - PART FITTED**

1. Partial replacement of the front end section

**WARNING**

Position this part correctly; its position is determined by the position of the inner reinforcements.

**IMPORTANT**

For weld joints in three thicknesses (A), the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical properties.
For front side member closure panel, front section:

Description

1. Partial replacement of the front section

To make this cut, first remove the front side member part section along the line of the butt weld. The cut is made along the line of the original butt weld.
DESIGN OF THE STRUCTURAL COMPONENT

This part is bolted to the front side member. It is made of plastic. The type of plastic is indicated on the part itself.

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400.
FRONT LOWER STRUCTURE
Radiator cross member mounting: General description

DESIGN OF THE STRUCTURAL COMPONENT
It is composed of the following components:
- cross member mounting component (1),
- mounting support unit (2).

This part acts as:
- a radiator cross member support,
- front end cross member support,
- front end panel support.

WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

BEFORE reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

IMPORTANT
The straightening bench must be used.

Note:
For a detailed description of a particular connection, see MR 400, 40A, General Information.
There is only one way of replacing this part: complete replacement.

I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Material</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Radiator cross member mounting closure panel</td>
<td>HLE</td>
<td>2.5</td>
</tr>
<tr>
<td></td>
<td>Radiator cross member mounting unit</td>
<td>HLE</td>
<td>1.2</td>
</tr>
</tbody>
</table>

**WARNING**

If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
Front subframe front mounting: General description

1 - Right-hand side
The subframe mounting (1) is attached to the side member.

2 - Left side
The mounting is integrated into the side member.

Important
Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.
Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.
DESIGN OF THE STRUCTURAL COMPONENT

This design is to ensure the stability of the vehicle and the position of the structural assembly.

The information contained in this paragraph shall be considered as a general guideline for the repair process and is intended to provide a broad overview of the steps involved. However, it is imperative to refer to the specific instructions provided for each model or vehicle type.

Before proceeding with the repair, it is crucial to consult the vehicle's manual, especially the section dedicated to the structural components. This will provide detailed instructions and specifications that are applicable to the specific vehicle.

Note:

For a detailed description of a particular connection, see MR 400.

Before starting any modifications or repairs, ensure that all necessary tools and equipment are available and that the repair bench is properly set up to avoid any accidents or injuries.

Important:

Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.
To replace this part, order, in addition, the front end side cross member (A).

There is only one way of replacing this part: complete replacement.

**I - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Engine mounting, upper section</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>2</td>
<td>Engine mounting, rear section</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>Engine mounting, centre section</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Engine mounting, reinforcement</td>
<td>HLE</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Engine mounting, lower section</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

**II - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Engine mounting upper section</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>7</td>
<td>Engine mounting rear section</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>
WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
To replace this part, order the heater bulkhead reinforcement (A) and the side member expanding insert (B).

There is only one way of replacing this part:
- complete replacement.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side member</td>
<td>HLE/THLE</td>
<td>1.6/2.6</td>
</tr>
<tr>
<td>2</td>
<td>Wheel arch</td>
<td>HLE</td>
<td>1.2/2</td>
</tr>
<tr>
<td>3</td>
<td>Side member closure panel</td>
<td>HLE/THLE</td>
<td>1.6/2.7</td>
</tr>
<tr>
<td>4</td>
<td>Centre floor front side cross member</td>
<td>HLE</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Front end side cross member</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

**IMPORTANT**

The straightening bench must be used.
### FRONT LOWER STRUCTURE

#### Front half unit: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Lower unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Rear bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Engine stand</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Floor plate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Rear end side</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Cross member</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**IMPORTANT**

For welded connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical properties.
WARNING
If the spot welds cannot be made as they were orig-
inally using an electrical spot welding machine, they
should be replaced with plug welds after holes have
been drilled in the first panel.

Note:
The heater bulkhead reinforcement is available sep-
arately (see Parts Catalogue).
IMPORTANT
To avoid damaging the vehicle's electric and electronic components, the battery and the earths of any wiring harness near the weld area must be disconnected. The earth of the welding machine must be placed as close as possible to the weld area.
The front sub-frame rear mounting (1) is welded to the front half unit.

**IMPORTANT**
Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.

**Note:** The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

**Note:** For a detailed description of a particular connection, see MR 400.
This component is welded to the front lower structure. It cannot be replaced. Replace the front lower structure unit if the thread is damaged.

Note: The information contained in this section describes the general repair procedure for all vehicles with the same design for this part. Before reading this general information, check if there are any special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with this part.

Note: For a detailed description of a particular connection, see MR 400.
To replace this part, order the heater bulkhead reinforcement (A).

There is only one way of replacing this part:
- complete replacement.

**I - COMPOSITION OF THE SPARE PART**
Part supplied on its own.

**II - PART FITTED**

**III - POSITIONING OF LOCAL ELECTRICAL EARTHS**

**112701**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>91</td>
<td>Engine tie-rod attachment</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

**IMPORTANT**
For welded connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical properties.

**WARNING**
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.

**WARNING**
- The wiring harness earths near the weld zone must be disconnected to avoid damaging the electrical and electronic components of the vehicle.
- The welding machine earth must be placed as close as possible to the weld zone.
I - DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; it only fulfils the function of a centre floor front side cross member.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

The line (1) in the drawing shows the area in which it is possible to carry out a partial replacement.

III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT

Only the connections which are specific to the partial replacement by cutting are indicated.

If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

IMPORTANT

Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note:
For a detailed description of a particular connection, see MR 400.

WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
Line (3) on the drawing shows a butt weld by continuous EGW welding.
The options for replacing this part are as follows:
- partial replacement of side section,
- complete replacement.

### IMPORTANT
For complete replacement, the straightening bench must be used.

### WARNING
The correct position of this cut must be observed, as it is determined according to the cut of the internal reinforcements or the acoustic inserts.

### PART FITTED
- Partial replacement of side section

### COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Centre floor front side cross member</td>
<td>HLE</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Side cross member reinforcement</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Sub-frame assembly mounting unit</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Sub-frame mounting reinforcement</td>
<td>HLE</td>
<td>2.6</td>
</tr>
<tr>
<td>5</td>
<td>Welded nut</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### IMPORTANT
- The correct position of this cut must be observed, as it is determined according to the cut of the internal reinforcements or the acoustic inserts.
IMPORTANT

For welded connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical properties.

WARNING

If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; its function is to secure the front section of the front seat and to stiffen the bodywork in the event of a side impact.

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note: For a detailed description of a particular connection, see MR 400.
There is only one way of replacing this part: complete replacement.

I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (in mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front cross member under front seat</td>
<td>HLE</td>
<td>1.1</td>
</tr>
<tr>
<td>2</td>
<td>Seat mounting reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>Outer seat mounting support</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>4</td>
<td>Seat mounting component retainer</td>
<td></td>
<td>0.8</td>
</tr>
<tr>
<td>5</td>
<td>Inner seat mounting support</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

WARNING

If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
This is a basic part. It serves as a mounting for the rear part of the front seat and to rigidify the body in the event of a side impact.

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note: For a detailed description of a particular connection, see MR 400.
There is only one way of replacing this part:
- complete replacement.

I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear cross member under front seat</td>
<td>HLE</td>
<td>3.55</td>
</tr>
<tr>
<td>2</td>
<td>Seat mounting reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>Seat mounting component retainer</td>
<td></td>
<td>0.8</td>
</tr>
<tr>
<td>4</td>
<td>Inner seat mounting support</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
I - DESIGN OF THE STRUCTURAL COMPONENT

The special feature of this type of part is that it combines the functions of the centre floor side section and the sill panel closure panel and it is made of two different kinds of panel of different thicknesses assembled by laser butt welding.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

These cutting lines show the area in which it is possible to carry out a partial replacement of the centre floor side section.

Cut 1, 2 and 3:
- cut (1) affects the partial replacement of the centre floor side section,
- cuts (1) and (2) affect the partial replacement of the rear section of the centre floor side section,
- cuts (1) and (3) affect the partial replacement of the front section of the centre floor side section.

III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT

If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400, 40A, General Information).

WARNING

The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note:

For a detailed description of a particular connection, see MR 400.

WARNING

If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
Line (1) on the diagram shows partial replacement and a weld by joggling with plug welds at regular intervals.

Lines (1) and (2) on the diagram show the partial rear replacement and a weld by joggling with plug welds at regular intervals.

Lines (1) and (2) on the diagram show the partial front replacement and a weld by joggling with plug welds at regular intervals.
To replace this part, also order the centre part of the front side member (A). The options for replacing this part are as follows:

- Partial replacement of front side section,
- Partial replacement of rear side section,
- Partial replacement of side section.

To replace this part, also order the separation net piece and the centre part of the front side member (A). The options for replacing this part are as follows:

- Partial replacement of front side section,
- Partial replacement of rear side section,
- Partial replacement of side section.

---

**I - COMPOSITION OF THE SPARE PART**

**II - PART FITTED**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Centre floor, side section</td>
<td>HLE</td>
<td>0.65 / 1.2</td>
</tr>
<tr>
<td>2</td>
<td>Satellite support fixing reinforce</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

Note: In the three cases, the area to be cut is beneath the front cross member under the front seat.
CENTRE LOWER STRUCTURE
Centre floor, side section: Description

1. Partial replacement of rear side section
2. Partial replacement of side section
3. Detailed view of separation net piece replacement

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
CENTRE LOWER STRUCTURE
Centre floor, side section. Description.

Positioning dimensions

\(X_1 = 40.76 \text{ mm}\)
\(X_2 = 120.92 \text{ mm}\)

III - POSITIONING OF LOCAL ELECTRICAL EARTHS

WARNING
To avoid damaging the vehicle's electrical and electronic components, disconnect the earths of any wiring near the weld area.
Position the welding machine earth as close as possible to the weld zone (see MR 400).
To replace this part, order the expanding inserts corresponding to each of the following cases.

The options for replacing this part are as follows:

- Partial replacement of the front end section, order the exterior A-pillar insert (see 40A, General information, Hollow section inserts: List and location of components, page 40A-16),
- Partial replacement under door:
- Partial replacement of the front section, order the insert (A) and the exterior A-pillar insert (see 40A, General information, Hollow section inserts: List and location of components, page 40A-16),
- Partial replacement of the rear end section, order the wheel arch insert (see 40A, General information, Hollow section inserts: List and location of components, page 40A-16),
- Partial replacement of the rear section, order the insert (A) and the wheel arch insert (see 40A, General information, Hollow section inserts: List and location of components, page 40A-16),
- Complete replacement, order the insert (A), the exterior A-pillar insert and the wheel arch insert (see 40A, General information, Hollow section inserts: List and location of components, page 40A-16).

---

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sill panel</td>
<td>HLE</td>
<td>0.65/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Jacking point</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

---
SIDE LOWER STRUCTURE
5th panel Description

- B85 or K85
- Replacement under door
- Front section replacement
- Partial replacement of the rear end section
- Partial replacement of the rear section
SIDE LOWER STRUCTURE
Sill panel Description

B85 or K85

Complete replacement

112634
Warning
Respect the position of this cut which has been determined in accordance with the position of the inner stiffeners or acoustic inserts, in order to prevent damaging the parts (inner stiffener and/or acoustic insert).
The options for replacing this part are as follows:

- Partial replacement of the front end section: Also order the A-pillar insert (see 40A, General information, Hollow section inserts: List and location of components, page 40A-16).

- Partial replacement under door:

- Partial replacement of the rear end section,

- Complete replacement: Also order the A-pillar insert (see 40A, General information, Hollow section inserts: List and location of components, page 40A-16).

---

**I - COMPOSITION OF THE SPARE PART**

### PART FITTED

**Partial replacement of the front end section**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sill panel</td>
<td>HLE</td>
<td>0.65/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Jacking point</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

---

**Replacement under door**

**No. 113243**

**No. 112132**

---

**Note:** Refer to the original document for detailed illustrations and specifications.
WARNING
Respect the position of the cut which has been determined in accordance with the position of the inner stiffeners or acoustic inserts, in order to prevent damaging the parts (inner stiffener and/or acoustic insert).
To replace this component, also order the expanding insert for the A-pillar (A).

The options for replacing this part are as follows:
- partial replacement of the front section,
- partial replacement of the rear section,
- complete replacement.

### I. COMPOSITION OF THE SPARE PART

**II. PART FITTED**

**Partial replacement of the front section**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>112712</td>
<td>Sill panel closure panel</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>113004</td>
<td>B85 or K85</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**WARNING**

To maintain mechanical properties during a partial replacement of parts constituting a single structural component, stagger the welds of each of the components.
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400 B85 or K85). Note: The position of the cuts given in the procedure can be modified according to the severity of impact.
**WARNING**

To maintain mechanical properties during a partial replacement of parts constituting a single structural component, stagger the welds of each of the components.
WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400C85 or S85).

Note:
The position of the cuts given in the procedure can be modified according to the severity of impact.
Replacement of the sill panel reinforcement is linked to replacement of the inner sill panel.

Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note: For a detailed description of a particular connection, see MR 400.
The options for replacing this part are as follows:

- partial replacement of the front section,
- partial replacement of the rear section,
- complete replacement.

**Description and thickness of the component**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Sill panel reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

**WARNING**

For the partial replacement of parts constituting a single structural component, it is essential to stagger the welds of each of the components.
WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.

WARNING
For the partial replacement of parts constituting a single structural component, it is essential to stagger the welds of each of the components.
I - REMOVAL

1 - REMOVAL PREPARATION OPERATION

a. Remove the luggage compartment carpet (see ).

Remove the rear bench seat (see ).

Remove the protective carpet of the luggage retaining cross member.

2 - OPERATION FOR REMOVAL OF PART CONCERNED

a. Remove:
   - the mounting bolts (1) on each side,
   - the mounting bolts (2) on each side.

II - REFITTING

1 - OPERATION FOR REFITTING PART CONCERNED

a. Refit:
   - the mounting bolts (1) on each side,
   - the mounting bolts (2) on each side.

Tighten to torque:
   - the mounting bolts (1) (21 N.m),
   - the mounting bolts (2) (21 N.m).

2 - FINAL OPERATION

a. Refit the protective carpet of the luggage retaining cross member.

Refit the rear bench seat (see ).

Refit the luggage compartment carpet (see ).

Tightening torques
- the mounting bolts (1) 21 N.m
- the mounting bolts (2) 21 N.m
REAR LOWER STRUCTURE
Rear floor, front section: General description

I - DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; its only function is that of rear floor
front section.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

Cut 1:
This line marks the area in which it is possible to make
a partial replacement.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

Only the connections which are specific to the partial
replacement by cutting are indicated.

WARNING
The information contained in the following
describes the general repair procedure for all vehi-
cles having the same design for this part.

Before reading the following general information,
make sure that there are no special notes associ-
ated with the vehicle. These special notes are spec-
ified if necessary in other parts of the sub-section
dealing with the component.

Note:
For a detailed description of a particular connec-
tion, see MR 400.
If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
The options for replacing this part are as follows:
- partial replacement of the rear section,
- complete replacement.

### I. COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Floor cross member</td>
<td></td>
<td>0.65</td>
</tr>
<tr>
<td>2</td>
<td>Front section of rear floor</td>
<td></td>
<td>0.65</td>
</tr>
<tr>
<td>3</td>
<td>Floor side reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>4</td>
<td>Central reinforcement of seat</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Emergency spare wheel arch rear</td>
<td>HLE</td>
<td>1.7</td>
</tr>
<tr>
<td>2</td>
<td>Rear floor rear section</td>
<td>Mild</td>
<td>0.65</td>
</tr>
<tr>
<td>3</td>
<td>Rear section of rear floor extension</td>
<td>HLE</td>
<td>0.65</td>
</tr>
<tr>
<td>4</td>
<td>Emergency spare wheel mounting</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

**WARNING**
To maintain mechanical properties during a partial replacement of parts constituting a single structural component, stagger the welds of each of the components.
WARNING
Respect the position of this cut which has been determined in accordance with the position of the inner stiffeners or acoustic inserts, in order to prevent damaging the parts (inner stiffener and/or acoustic insert).

Note:
Carry out partial replacement by superposition of panels, and make two welds.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
REAR LOWER STRUCTURE

Rear floor, rear section: General description

I - DESIGN OF THE STRUCTURAL COMPONENT

The distinctive feature of this part is that it combines the functions of the rear section of the rear floor and the emergency spare wheel mounting bracket. Partial replacement is not possible for this part.

II - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

Only the connections which are specific to the partial replacement by cutting are indicated. If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component. Note: For a detailed description of a particular connection, see MR 400.

WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
There is only one way of replacing this part:

- complete replacement.

**I - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear section of floor</td>
<td></td>
<td>0.65</td>
</tr>
<tr>
<td>2</td>
<td>Emergency spare wheel side mounting reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>Emergency spare wheel mounting reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>4</td>
<td>Rear wheel arch reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

*Note: The images and diagrams are not transcribed.*
<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear floor rear section</td>
<td>Mild steel</td>
<td>0.65</td>
</tr>
<tr>
<td>Emergency spare wheel reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>Emergency spare wheel arch rear</td>
<td>HLE</td>
<td>1.7</td>
</tr>
<tr>
<td>Rear floor extension</td>
<td>HLE</td>
<td>0.65</td>
</tr>
</tbody>
</table>
WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, these should be replaced with anchoring beading.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
There is only one way of replacing this part:
- complete replacement.

### COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Towing ring reinforcement</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Central reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>Rear axle mounting interior reinforcement</td>
<td>HLE</td>
<td>2.8</td>
</tr>
<tr>
<td>4</td>
<td>Rear side member HLE</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>5</td>
<td>Sill connection component</td>
<td></td>
<td>1.2</td>
</tr>
<tr>
<td>6</td>
<td>Rear axle mounting exterior reinforcement</td>
<td>HLE</td>
<td>2.8</td>
</tr>
<tr>
<td>7</td>
<td>Sill reinforcement VHEL</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>8</td>
<td>Suspension spring support</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

- IMPORTANT
- Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.
### Rear Side Member Assembly: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Sill reinforcement</td>
<td>VHEL</td>
<td>1.5</td>
</tr>
<tr>
<td>7</td>
<td>Upper sill connection component</td>
<td>Mild steel</td>
<td>1.2</td>
</tr>
<tr>
<td>16</td>
<td>Rear axle mounting exterior reinforcement</td>
<td>HLE</td>
<td>2.8</td>
</tr>
<tr>
<td>18</td>
<td>Rear central side member reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>20</td>
<td>Rear axle mounting interior reinforcement</td>
<td>HLE</td>
<td>2.8</td>
</tr>
<tr>
<td>24</td>
<td>Rear side member</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>27</td>
<td>Lower sill connection component</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>30</td>
<td>Suspension spring support</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>32</td>
<td>Side member extension</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

- B85 or C85 or S85

**Note:**
- **II - PART IN POSITION**
- **Complete replacement**
- **Description**
- **Type**
- **Thickness (mm)**
WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).

Note: For more detailed information on welded connections with three thicknesses, see MR 400.
REAR LOWER STRUCTURE

Rear side member: General description

This is a basic part; it simply fulfils the function of a rear side member.

IMPORTANT
Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note:
For a detailed description of a particular connection, see MR 400.
REAR LOWER STRUCTURE
Rear side member: General description

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT
Cut 1:
This line marks the area in which it is possible to make a partial replacement.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT
Only the connections which are specific to the partial replacement by cutting are indicated.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
The line \( (2) \) on the drawing shows a butt weld made by continuous GMAW welding.
There is only one way of replacing this part:
- Partial replacement of the rear section.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear side member HLE</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>2</td>
<td>Towing ring reinforcement</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Threaded bushing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Towing ring ∅8</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### IMPORTANT

The straightening bench must be used.

### WARNING

1. The correct position of this cut must be observed, as it is determined according to the mounting points for the mechanical components.
2. If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
REAR LOWER STRUCTURE

Rear floor front cross member reinforcement: General information (Workshop Repair Manual 400, 40A, General information).

I - STRUCTURAL COMPONENT DESIGN

This is a basic part; it simply fulfills the function of a rear floor front cross member stiffener.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

This line (1) marks the place in which it is possible to make a partial replacement. This operation allows you to access the inside of the hollow section of the structural element to straighten it.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

Only the connecting pieces relevant to partial replacement by cutting are shown.

WARNING

The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading this general information, check that there are no special features associated with this vehicle. These special features will be specified if applicable in other parts of this sub-section dealing with the part.

Note:

For detailed information on a specific connection, (see 112595 113104 113104
Rear floor front cross member reinforcement: General description

Line (2) of the drawing shows a butt weld by continuous MAG welding.

If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400, 40A, General information).

WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, these should be replaced with plug welds after holes have been drilled in the first panel.
The options for replacing this part are as follows:

- partial replacement of side section,
- complete replacement.

### Composition of the Spare Part

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front cross member reinforcement</td>
<td>HLE 1.2</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Exhaust mounting bracket</td>
<td>HLE 2</td>
<td></td>
</tr>
</tbody>
</table>

### Partial Replacement of Side Section

**WARNING**
The correct position of this cut must be observed, as it is determined according to the position of the reinforcements and the areas to be cut on adjacent parts.

**WARNING**
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
Design of the structural component

This is a basic part; it only fulfils the function of a rear floor centre cross member.

Warning

The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note:

For a detailed description of a particular connection, see MR 400, 40A, General Information.
There is only one way of replacing this part:

- complete replacement.

### COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear centre cross member HLE</td>
<td>1.4</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Fuel tank protection component HLE</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Fuel tank mounting reinforcement HLE</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

K85

126712
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Seat belt anchorage point reinforcement</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>2</td>
<td>Side member</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>3</td>
<td>Rear centre cross member</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>4</td>
<td>Tank mounting reinforcement</td>
<td>HLE</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Fuel tank protection component</td>
<td>HLE</td>
<td>1</td>
</tr>
</tbody>
</table>

**WARNING**

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).

Note:

For more detailed information on welded connections, reference MR 400.
There is only one way of replacing this part:
- complete replacement.

**I - COMPOSITION OF THE SPARE PART**

**II - PART IN POSITION**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>126783</td>
<td>Rear floor rear cross member</td>
<td>HLE</td>
<td>1.2</td>
</tr>
</tbody>
</table>

**WARNING**

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
I - REMOVAL

1 - REMOVAL PREPARATION OPERATION

a. Remove the two rear wing lights (see Rear wing light: Removal - Refitting).

- Remove the rear bumper (see Rear bumper: Removal - Refitting).

II - OPERATION FOR REMOVAL OF PART CONCERNED

a. Remove the side mounting nuts (1) (two on each side).

II - REFITTING

1 - OPERATION FOR REFITTING PART CONCERNED

a. Refit the side mounting nuts.

- Torque tighten the side mounting nuts (12 Nm).

2 - FINAL operation

a. Refit the rear bumper (see Rear bumper: Removal - Refitting).

- Refit the two rear wing lights (see Rear wing light: Removal - Refitting).

Tightening torques
side mounting nuts 12 Nm
WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note: For detailed information about a specific connecting piece, see:

WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
To replace this part, order the centre floor reinforcement.

There is only one way of replacing this part:
- complete replacement.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Allonge de plancher arrière</td>
<td>HLE</td>
<td>0.65</td>
</tr>
</tbody>
</table>

Lors du remplacement de l'allonge de plancher arrière, commander en supplément le renfort bac de roue de secours.
WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
There is only one way of replacing this part:
- complete replacement.

## I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Allonge de longeron arrière</td>
<td>Mild steel</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Rear towing ring</td>
<td>Mild steel</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Douille anneau d'arrimage</td>
<td>Mild steel</td>
<td></td>
</tr>
</tbody>
</table>
WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
II - REMOVAL - REFITTING
To remove or replace the front wing, remove:
- the front wheel arch liner,
- the front bumper,
- the headlight,
- the windscreen lower trim piece.

III - ADJUSTMENT
Two main areas of adjustment may be identified:
- the adjustment of the rear area,
- the adjustment of the front area

1 - Adjustment of the rear area:

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
In all cases of removal of a component without its replacement with a new one, mark the position of the mountings before removing the mountings to avoid adjustments during refitting.

Note:
The front wing is the penultimate removable component to be fitted to the vehicle body in the factory. For final adjustment, correctly position all the other components including the bumper and the headlights for them to be correctly positioned.
FRONT UPPER STRUCTURE

Front wing: General description

Adjust the flush fitting and alignment with the front door using mountings (4) and (5).

2 - Adjustment of the front area:
Adjust the alignment of the front wing using mountings (14) and (15).
The front wing is a structural bodywork component made of thermoplastic, and can be removed.

**REMOVAL**

### I - REMOVAL PREPARATION OPERATION

- Remove:
  - the front wheel arch liner (see Front wheel arch liner: Removal - Refitting)
  - the front bumper (see Front bumper: Removal - Refitting)
  - the headlight (see)
  - the scuttle panel grille (see Scuttle panel grille: Removal - Refitting)
  - the windscreen trim piece (see Windscreen trim: Removal - Refitting)

### II - OPERATION FOR REMOVAL OF PART CONCERNED

- Remove:
  - the front wing interior soundproofing material,
  - the front wing mounting bolts,
  - the mounting nut (10)
  - the plastic nuts (A)
  - the front wing.

**Tightening torques**

<table>
<thead>
<tr>
<th>Bolt/Nut</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bolt (1)</td>
<td>6.5 Nm</td>
</tr>
<tr>
<td>Bolt (2)</td>
<td>6.5 Nm</td>
</tr>
<tr>
<td>Bolt (3)</td>
<td>6.5 Nm</td>
</tr>
<tr>
<td>Bolt (4)</td>
<td>6.5 Nm</td>
</tr>
<tr>
<td>Bolt (5)</td>
<td>6.5 Nm</td>
</tr>
<tr>
<td>Bolt (6)</td>
<td>4.5 Nm</td>
</tr>
<tr>
<td>Bolt (7)</td>
<td>4.5 Nm</td>
</tr>
<tr>
<td>Bolt (8)</td>
<td>4.5 Nm</td>
</tr>
<tr>
<td>Bolt (9)</td>
<td>6.5 Nm</td>
</tr>
<tr>
<td>Nut (10)</td>
<td>4.5 Nm</td>
</tr>
</tbody>
</table>
In the event of a front wing replacement operation, provide the Parts Department with the details of the tyre dimensions written on the front wing (11).

Refit:
- the front wing,
- the plastic nuts (A),
- the front wing mounting bolts,
- the nut (10),
- the headlight (see (MR 392, 80B, Headlights)).

Adjust the shut lines of the front wing. (see Front upper structure, Front wing: Adjustment, page 42A-6)

Torque tighten:
- the bolt (1) (6.5 Nm),
- the bolt (2) (6.5 Nm),
- the bolt (3) (6.5 Nm),
- the bolt (4) (6.5 Nm),
- the bolt (5) (6.5 Nm),
- the bolt (6) (4.5 Nm),
- the bolt (7) (4.5 Nm),
- the bolt (8) (4.5 Nm),
- the bolt (9) (6.5 Nm),
- the nut (10) (4.5 Nm).

Refit the front wing interior soundproofing material.

Refit:
- the windscreen trim piece (see Windscreen trim: Removal - Refitting) (MR 393, 54A, Windows),
- the scuttle panel grille (see Scuttle panel grille: Removal - Refitting) (MR 393, 56A, Exterior accessories),
- the front bumper (see Front bumper: Removal - Refitting) (MR 393, 55A, Exterior protection).

Note: Tighten the plastic nuts (A) moderately so as not to damage them.

WARNING The tightening order must always be observed.
FRONT UPPER STRUCTURE

Front wing: Removal - Refitting

- the front wheel arch liner (see Front wheel arch liner: Removal - Refitting) (MR 393, 55A, Exterior protection).
ADJUSTMENT VALUES

For information regarding shut line values (see Vehicle panel gaps: Adjustment value).

ADJUSTMENT

Observe the adjustment sequence.

Symbols A, B, C and D show the adjustment options.

The black dot in the centre represents the body of the bolt.

The grey section represents the component to be adjusted.

The white section represents the adjustment area.

I - ADJUSTMENT WITH BONNET

II - ADJUSTMENT WITH BUMPER AND FRONT DOOR

Remove:
- the front wheel arch liner (see Front wheel arch liner: Removal - Refitting),
- the front bumper (see Front bumper: Removal - Refitting),
- the front wing interior soundproofing material.

Tightening torques:
- bolt (A) 6.5 Nm
- bolt (B) 6.5 Nm
- bolts (D) 6.5 Nm
- bolts (D) 4.5 Nm
- bolt (E) 4.5 Nm
- nut (G) 4.5 Nm

112089

109496

Note: Adjust the front wing with bonnet during reinstatement of the front wing upper mounting support (see Front upper structure, Front wing upper mounting support: Removal - Refitting, page 42A-14).
FRONT UPPER STRUCTURE
Front wing: Adjustment

- Adjust the panel gaps with the front door.
- Torque tighten the bolt (A) (6.5 Nm).
- Adjust the panel gaps with the front door and the sill panel.
- Torque tighten the bolts (D) (6.5 Nm).
- Adjust the shut lines with the front bumper and the headlight.
- Torque tighten the bolts (D) (4.5 Nm).

Note: Tighten the plastic nuts moderately so as not to damage them.
FRONT UPPER STRUCTURE
Front wing: Adjustment

- Torque tighten the bolt (E) (4.5 Nm).
- Adjust the panel gaps with the front door.
- Torque tighten:
  - the bolt (F) (6.5 Nm),
  - the nut (G) (4.5 Nm).
- Refit:
  - the front wing interior soundproofing material,
  - the front bumper (see Front bumper: Removal - Refitting),
  - the front wheel arch liner (see Front wheel arch liner: Removal - Refitting).
For standardisation purposes, the Parts Department only supplies front wings that have no holes for attaching the sill panel extender mounting.

When replacing the front wing on a vehicle fitted with sill panel extenders, it is necessary to drill holes in the front wing in order to fit the original mounting.

I - COMPOSITION OF THE SPARE PART

For a description of the front wing (see 42A, Upper front structure).

II - SPECIAL NOTES ON THE CONVERSION

1 - Case no. 1:
   a) Drill the three ∅5 mm holes for the sill panel extender mounting at the following dimensions:
      - X1 = 27.5 mm
      - X2 = 87 mm
      - X3 = 7.5 mm
      - X4 = 7.5 mm
      - X5 = 53.5 mm
      - X6 = 70 mm.

2 - Case no. 2:
   a) Refit the front wing (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3).
   b) Adjust the front wing (see 42A, Front upper structure, Front wing: Adjustment, page 42A-6).

Note: Below you will find the necessary operations for making the holes for the original sill panel extender mounting on the front wing.

Two cases are detailed:
- Case no. 1: making the holes for the original sill panel extender mounting before refitting the front wing on the vehicle.
- Case no. 2: making the holes for the original sill panel extender mounting after refitting the front wing on the vehicle.
FRONT UPPER STRUCTURE
Front wing: Conversion

- Fit the sill panel extender mounting (1) (see Sill panel extension: Removal - Refitting (56A, Exterior equipment)).
- Check the dimension (2) = 9.5 mm between the crease line and the upper edge of the sill panel extender mounting (1).
- Tighten the nuts.
- Drill the three ∅5 mm (3) holes for the sill panel extender.

141629
141766
141634
FRONT UPPER STRUCTURE
Front wing lower mounting support: General description

This is a basic part, it fulfils the function of a front wing lower mounting support and it enables the front wing to be adjusted in the Y axis.

This part is bolted to the scuttle side panel.

WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the subsection dealing with the component.
REMOVAL

I - REMOVAL PREPARATION OPERATION

a Remove:
- the front wheel arch liner (see Front wheel arch liner: Removal - Refitting) (MR 393, 55A, Exterior protection),
- the front bumper (see Front bumper: Removal - Refitting) (MR 393, 55A, Exterior protection),
- the headlight (see ) (MR 392, 80B, Headlights),
- the front wing (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3).

II - OPERATION FOR REMOVAL OF PART CONCERNED

a Remove:
- the nuts (1),
- the front wing lower mounting support.

REFITTING

I - REFITTING OPERATION FOR PART CONCERNED

a Refit:
- the front wing lower mounting support,
- the nuts (1).

a Torque tighten the nuts (1) (6.5 Nm).

II - FINAL OPERATION

a Refit:
- the front wing (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3),
- the headlight (see ) (MR 392, 80B, Headlights),
- the front bumper (see Front bumper: Removal - Refitting) (MR 393, 55A, Exterior protection),
- the front wheel arch liner (see Front wheel arch liner: Removal - Refitting) (MR 393, 55A, Exterior protection).

Tightening torques

\[
\text{nuts (1)}: 6.5 \text{ Nm}
\]
This is a basic part, it fulfils the function of front wing upper mounting support and it enables the front wing to be adjusted in the X and Y axes.

WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.
FRONT UPPER STRUCTURE
Front wing upper mounting support: Removal - Refitting

FRONT UPPER STRUCTURE
Front wing upper mounting support: Removal - Refitting

REMOVAL

I - REMOVAL PREPARATION OPERATION

- Remove:
  - the front wheel arch liner, front section (see Front wheel arch liner: Removal - Refitting)
  - (see Front bumper: Removal - Refitting)
  - the front headlights (see Front impact cross member: Removal - Refitting, page 42A-2)
  - the front wing (see Front upper structure, Front wing: Removal - Refitting, page 42A-3)

II - OPERATION FOR REMOVAL OF PART CONCERNED

- Remove:
  - the bolts (1), mounting nuts (2) from each side of the front end panel (see Front end panel: Removal - Refitting, page 42A-18)
  - Partly remove the front end panel.
  - Remove the indexing bolts (3) from the front end panel.

Tightening torques

- front panel indexing bolts (3): 21 Nm
- front wing upper mounting support bolts (1): 8 Nm
- nuts (2) of the front panel mounting: 21 Nm
Front wing upper mounting support:

**Removal**

1. Cut out the expanding insert (4).
2. Remove the front wing upper mounting support.

**Refitting**

1. Fit the new expanding insert (5) on the upper mounting support of the front wing.
2. Put a preformed mastic bead on the expanding insert.

**II - Refitting operation for part concerned**

1. Refit:
   - the front wing upper mounting support,
   - the bolts (1),
   - the indexing bolts (3).
2. Position the front wing on its bracket.
3. Adjust the shut lines of the front wing. (see Front upper structure, Front wing: Adjustment, page 42A-6)
4. Torque tighten the front panel indexing bolts (3) (21 Nm).
5. Remove the front wing.
6. Torque tighten the front wing upper mounting support bolts (1) (8 Nm).
7. Place an (6) MJP type seal at the expanding insert.
8. Refit:
   - the front end panel,
   - the front panel mounting nuts (2).
9. Torque tighten the nuts (2) of the front panel mounting (21 Nm).

**III - Final operation.**

1. Refit:
   - the front wing (see Front upper structure, Front wing: Removal - Refitting, page 42A-3),
   - the front wing upper mounting support (2).
FRONT UPPER STRUCTURE

Front wing upper mounting support: Removal - Refitting

- the front impact cross member (see 41A, Front lower structure, Front impact cross member: Removal - Refitting, page 41A-2).
- the front headlights (see ).
- the front bumper (see Front bumper: Removal - Refitting).
- the front wheel arch liner, front section (see Front wheel arch liner: Removal - Refitting).
A special feature of this part is that it is made out of composite materials; it cannot be repaired and is bolted onto the vehicle.

This part is attached to the ends of the front side member and cannot be adjusted.

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.
FRONT UPPER STRUCTURE
Front panel: Removal - Refitting

I - REMOVAL PREPARATION OPERATION
a Remove:
- the front wheel arch liner, front section (see Front wheel arch liner: Removal - Refitting),
- the front bumper (see Front bumper: Removal - Refitting),
- the front headlights (see ),
- the front impact cross member (see Front lower structure, Front impact cross member: Removal - Refitting, page 41A-2).

a Remove:
- the bonnet catch (see Bonnet lock: Removal - Refitting),
- the buzzer (see Audible warning: Removal - Refitting),
- the clip (see) from the expansion bottle.

a Extract the expansion bottle from the front end panel.

a Unclip the wiring harness from the front end panel.

a Remove (depending on equipment level):
- the air inlet nozzle (see),
- the intercooler cover (see).

II - OPERATION FOR REMOVAL OF PART CONCERNED
a Remove:
- the mounting nuts (see),
- the front end panel.

Tightening torques

a Nuts (7) of the front panel mounting
21 Nm

Note:
To maintain the adjustment of the front end panel, hold the indexing bolts (see) in position with a 5 mm spanner while loosening the nuts.
I - REFITTING OPERATION FOR PART CONCERNED

- Refit:
  - the front end panel,
  - the mounting nuts (7).

- Torque tighten the nuts (7) of the front panel mounting (21 Nm).

II - FINAL OPERATION.

- Refit (depending on equipment level):
  - the intercooler cover (5),
  - the air inlet nozzle (4).

- Insert the expansion bottle into the front end panel.

- Refit:
  - the clip (3) to the expansion bottle,
  - the wiring harness,
  - the buzzer (2) (see Audible warning: Removal - Refitting),
  - the bonnet catch (1) (see Bonnet lock: Removal - Refitting),
  - the front impact cross member (see 41A, Front lower structure, Front impact cross member: Removal - Refitting),
  - the front headlights,
  - the front bumper (see Front bumper: Removal - Refitting).
I - DESIGN OF THE STRUCTURAL COMPONENT
The special feature of this part is that it concurrently serves two functions:
- scuttle side panel,
- A-pillar lining.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT
Cutting line (1) shows the area in which it is possible to make a cut. This operation allows you to access the inside of the hollow section.

III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT
Only the connections which are specific to the partial replacement by cutting are indicated. If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
Line (5) on the diagram shows partial replacement and a weld by joggling with plug welds at regular intervals. Depending on the exact position of the cut, EGW butt welding may also be used.
The options for replacing this part are as follows:
- partial replacement of front end section,
- partial replacement of the front section,
- complete replacement.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A-pillar lining HLE</td>
<td></td>
<td>0.85</td>
</tr>
<tr>
<td>2</td>
<td>Dashboard cross member</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>A-pillar lining connecting bracket</td>
<td>Very high yield strength</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>A-pillar upper reinforcement</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>A-pillar lower reinforcement</td>
<td>Very high yield strength</td>
<td>2.5</td>
</tr>
<tr>
<td>6</td>
<td>A-pillar lining reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

No.: 112703, 112141, 112680
**FRONT UPPER STRUCTURE**

Scuttle side panel: Description

1. **Partial replacement of the front section**
   This cut gives access to the front wheel arch.

2. **Complete replacement**

**III - POSITIONING OF LOCAL ELECTRICAL EARTHS**

**IMPORTANT**
For welded connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical properties.

**IMPORTANT**
To avoid damaging the vehicle’s electrical and electronic components, the battery and the earths of any wiring harness near the weld area must be disconnected. The earth of the welding machine must be placed as close as possible to the weld area.

**WARNING**
If the spot welds cannot be made as they were originally using an electric spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
FRONT UPPER STRUCTURE
Upper reinforcement of scuttle side panel - General description

This type of part secures the front panel and the front wing upper mounting support.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.
There is only one way of replacing this part:
- complete replacement.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Scuttle side panel reinforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Front end panel mounting reinforcement HLE</td>
<td>1.4</td>
<td></td>
</tr>
</tbody>
</table>

### IMPORTANT

For welded connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical properties.
IMPORTANT
To avoid damaging the vehicle electric and electronic components, the earths of any wiring harness near the weld area must be disconnected. The earth of the welding machine must be placed as close as possible to the weld area.

FRONT UPPER STRUCTURE
Upper reinforcement of scuttle side panel Description
FRONT UPPER STRUCTURE
Front wheel arch: General description

DESIGN OF THE STRUCTURAL COMPONENT
Left side
This is a basic part; it serves only as the front wheel arch.

Right-hand side
Two wheel arches are available, depending on the vehicle engine type:
- with windscreen wiper mechanism
- with engine tie-rod attachment.

IMPORTANT
Use a repair bench to ensure the positioning of the points and the geometry of the axle assemblies.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.
There is only one step in replacing the front wheel arch:
- Complete replacement.

When replacing the front wheel arch, also order:
- the heater bulkhead reinforcement (A).

## Composition of the Spare Part

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Shock absorber cup HLE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Cup height adjuster</td>
<td>-1.2</td>
<td></td>
</tr>
</tbody>
</table>

## List of the Front Left Hand Wheel Arch

- 112705
- 112706

## List of the Front Right Low Torque Wheel Arch

- 112145
FRONT UPPER STRUCTURE
Front wheel arch: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Windscreen wiper mounting</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Engine tie-rod attachment</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

WARNING
If the spot welds cannot be made as they were originally using an electric spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
IMPORTANT

To avoid damaging the vehicle's electric and electronic components, the earths of any wiring harness near the weld area must be disconnected. The welding machine earth must be placed as close as possible to the weld zone.
FRONT UPPER STRUCTURE
Dashboard cross member: Removal - Refitting

REMOVAL
I - REMOVAL PREPARATION OPERATION
a Remove:
- the front doors (see Side opening elements, Front side door: Removal - Refitting, page 47A-1),
- the dashboard (see Dashboard: Removal - Refitting) (MR 393, 57A, Interior equipment),
- the steering column (see Steering column: Removal - Refitting), partially (MR 392, 36A, Steering assembly).

II - OPERATION FOR REMOVAL OF PART CONCERNED
a Unclip:
- the wiring harness,
- the air ducts (1) from both sides of the vehicle.

a Remove:
- the reinforcement mounting bolts (2),
- the reinforcement (3).

Special tooling required
Car. 1765
Bolt for repositioning the play compensation bushes of the dashboard cross member

Tightening torques
- side mounting bolt (6) 21 Nm
- mounting bolts (7) 21 Nm
- mounting bolts (4) 8 Nm
- mounting bolts (2) 21 Nm

Note:
In the event of a front impact with triggering of airbags, check the area of connection between both diameters of the beam. If there is any damage visible to the naked eye, this part must be replaced.

112754
112753
Dashboard cross member: Removal - Refitting

- Remove the dashboard cross member mounting bolts (4).
- Remove the blanking cover (5).
- Remove:
  - the side mounting bolt (6),
  - the mounting bolts (7).
- Loosen the centring device (8) in order to align the holes in the A-pillar lining with the dashboard cross member lock nuts.
Dashboard cross member: Removal - Refitting

- Fit the (Car. 1765) as far as the stop (9).
- Screw the rod (10) onto the tool body (9) as far as the stop.
- Firmly lock tool body in the same way as a lock nut against the dashboard cross member nut while holding the hexagon bolt.
- Unscrew the whole tool as far as the stop and tighten it gently (during this operation, the beam nut, which has a left-hand thread, screws into the beam and disengages it from the A-pillar).
- Hold the tool body (9) and unlock the rod (10).
- Unscrew dashboard cross member rod to remove the tool.
- Remove:
  - the mounting bolt (6) from the other side of the vehicle,
  - the dashboard cross member.

REFITTING

- Fully tighten the locking nut (left-hand thread) in the beam.
- Refit:
  - the dashboard cross member,
  - the mounting bolts (7) to position the cross member,
  - the side mounting bolt (6) on the side where the lock nut has not been adjusted.

Note:
To maintain the adjustment of the dashboard cross member and therefore make refitting easier, only loosen the lock nut on one side.
Dashboard cross member: Removal - Refitting

- Fit the (Car. 1765) as far as the stop.
- Screw the rod (10) onto the body (9) as far as the stop.
- Firmly lock tool body in the same way as a lock nut against the dashboard cross member nut while holding the hexagon bolt.
- Screw the entire tool as far as the stop and then tighten gently.
- Hold the tool body (9) and unlock the rod (10).
- Unscrew dashboard cross member rod to remove the tool.
- Torque tighten the centring device (8) (8 Nm).

Refit:
- the side mounting bolt (6),
- the mounting bolts (4).
- Torque tighten:
  - the side mounting bolt (6) (21 Nm),
  - the mounting bolts (7) (21 Nm),
  - the mounting bolts (4) (8 Nm).

Refit:
- the reinforcement (3),
- the mounting bolts (2).
- Torque tighten the mounting bolts (2) (21 Nm).

Clip on:
- the air duct (1) on both sides of the vehicle,
- the wiring harness.

II - FINAL OPERATION

Refit:
- the steering column (see Steering column: Removal - Refitting (MR 392, 36A, Steering assembly)),
- the dashboard (see Dashboard: Removal - Refitting (MR 393, 57A, Interior equipment)).
FRONT UPPER STRUCTURE
Dashboard cross member: Removal - Refitting

WARNING

The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the subsection dealing with the component.

Note:

For a detailed description of a particular connection, see MR 400, 40A, General Information.
There is only one way of replacing this part:
- partial replacement.

**I - COMPOSITION OF THE SPARE PART**

**II - PART IN POSITION**

([Image: X1 = 50 mm])

Preserve the windscreen aperture lower cross member closure panel when the cut is made.

**III - POSITIONING OF LOCAL ELECTRICAL EARTHS**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Windscreen aperture lower cross member closure panel</td>
<td>-</td>
<td>0.7</td>
</tr>
</tbody>
</table>

**WARNING**

If the spot welds cannot be made as they were originally using an electric spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
FRONT UPPER STRUCTURE

Windscreen aperture lower cross member closure panel: Description

**IMPORTANT**

To avoid damaging the vehicle's electric and electronic components, the earths of any wiring harness near the weld area must be disconnected. The welding machine earth must be placed as close as possible to the weld zone.
This is a basic part; it simply fulfills the function of a bulkhead cross member.

WARNING
Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400, 40A, General Information.

WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
This is a basic part, it simply fulfils the function of bulkhead side reinforcement. If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400, 40A, General Information).

WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the subsection dealing with the component.

Note: For a detailed description of a particular connection, see MR 400, 40A, General Information.
**A-pillar: General description**

This is a basic part, its only function is that of an A-pillar.

**WARNING**
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400, 40A, General Information.

**WARNING**
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Body side</td>
<td></td>
<td>0.75</td>
</tr>
<tr>
<td>2</td>
<td>Jacking point</td>
<td>bridge</td>
<td>Very high</td>
</tr>
<tr>
<td>3</td>
<td>Roof bar mounting pad</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

**IMPORTANT**

For welded connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical properties.

**WARNING**

If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.

**WARNING**

The position of this cut must be observed, and is determined according to the position of the internal reinforcements or acoustic inserts cut.
WARNING

The position of this cut must be observed, and is determined according to the position of the internal reinforcements or acoustic inserts cut.
A-pillar reinforcement: General description

This is a basic part, its only function is that of an A-pillar reinforcement.

WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the subsection dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400, 40A, General Information.

WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
To replace this part, order the expanding insert (A).

There is only one way of replacing this part:
- complete replacement.

**I - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A-pillar reinforcement</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>2</td>
<td>Upper hinge reinforcement</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Lower hinge mounting pad</td>
<td>Very high yield strength</td>
<td>2.5</td>
</tr>
<tr>
<td>4</td>
<td>Lower hinge reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

**WARNING**

If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
The component, which is the front side of the pillar, performs the function of the windscreen pillar lining. It is a basic part that must be replaced if needed. If there are other issues regarding access to mating faces, the various replacement options are described in the repair instructions for structural bodywork repair (see MR 400).

**Note:** The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

**Note:** For a detailed description of a particular connection, see MR 400.
To replace this part, also order the B-pillar insert (A). There is only one way of replacing this part:

- Complete replacement: this operation complements the replacement of the roof, the roof panel and the front roof drip moulding reinforcement.

The options for replacing this part are as follows:

- Partial replacement: this operation is linked to the complete replacement of the B-pillar reinforcement.

B85 or K85

C85 or S85
### Composition of the Spare Part

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A-pillar lining HLE</td>
<td></td>
<td>1.4</td>
</tr>
<tr>
<td>2</td>
<td>Airbag deflector</td>
<td></td>
<td>1.2</td>
</tr>
<tr>
<td>3</td>
<td>A-pillar lining HLE</td>
<td></td>
<td>1.4</td>
</tr>
<tr>
<td>4</td>
<td>Airbag deflector</td>
<td></td>
<td>1.2</td>
</tr>
</tbody>
</table>
Windscreen pillar lining: Description

II - PART FITTED

1 - Partial replacement
2 - Complete replacement

C85 or S85

Note:
The replacement operation presents no particular difficulties.

B85 or K85

C85 or S85
WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
I - DESIGN OF THE STRUCTURAL COMPONENT

The B-pillar is obtained by extension from the front section body side.

WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400, 40A, General Information.

IMPORTANT
Before any operation, remove the front seat belts.
B-pillar: General description

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

Cutting lines (1) and (2) show the area in which it is possible to carry out a partial replacement. Make the cutting line (2) on the butt weld.

III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT

Only the connections which are specific to the partial replacement by cutting are indicated. If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400, 40A, General Information).
SIDE UPPER STRUCTURE
B-pillar: General description

43A

Lines (5) and (6) on the diagram show a butt weld by continuous EGW welding.

Weld (6) along the butt weld line.

110593

WARNING
If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
**I - DESIGN OF THE STRUCTURAL COMPONENT**

This is a basic part, its only function is that of a B-pillar reinforcement.

The distinctive feature of this part is that it combines three functions:
- B-pillar reinforcement,
- rear roof drip moulding reinforcement,
- quarter panel reinforcement.

No cut is permitted on this part.

**II - AREA TO BE CUT FOR PARTIAL REPLACEMENT**

**III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT**

Only the connections which are specific to the partial replacement by cutting are indicated.

If there are other issues regarding access to mating faces, the various options are described in the basic instructions for structural bodywork repair (see MR 400).

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400.

**WARNING**

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
Line 2 on the drawing shows a butt weld by continuous EGW welding.
To replace this part, order B-pillar lining (A).

There is only one way of replacing this part:
- complete replacement.

To replace this part, order the expanding insert (B).

There is only one way of replacing this part:
- Complete replacement: this operation requires the partial removal of the quarter panel lining (see Quarter panel lining: Description) and the windscreen A-piller lining (see 43A, Side upper structure, Windscreen pillar lining: Description, page 43A-8).

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>B-pillar reinforcement</td>
<td>VHEL</td>
<td>1.8</td>
</tr>
<tr>
<td>2</td>
<td>B-pillar upper reinforcement</td>
<td>VHEL</td>
<td>2.8</td>
</tr>
<tr>
<td>3</td>
<td>B-pillar hinge reinforcement</td>
<td>VHEL</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Adjustment pad</td>
<td>HLE</td>
<td>2.5</td>
</tr>
</tbody>
</table>
## B-pillar reinforcement: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>B-pillar reinforcement</td>
<td>VHEL</td>
<td>1.8</td>
</tr>
<tr>
<td>2</td>
<td>Quarter panel strip reinforcement</td>
<td>HLE</td>
<td>1.1</td>
</tr>
<tr>
<td>3</td>
<td>Side impact retention bracket reinforcement</td>
<td>HLE</td>
<td>1.8</td>
</tr>
<tr>
<td>4</td>
<td>Rear roof drip moulding reinforcement</td>
<td>HLE</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>B-pillar impact reinforcement</td>
<td>VHEL</td>
<td>2.1</td>
</tr>
<tr>
<td>6</td>
<td>Adjustable pad</td>
<td>HLE</td>
<td>2.5</td>
</tr>
</tbody>
</table>

![Diagram of B-pillar reinforcement](image-url)
B-pillar reinforcement: Description

II - PART FITTED

Complete replacement

For details of body side cuts (see 43A, Side upper structure, Body side, front section: Description, page 43A-28). Remove the B-pillar reinforcement from inside the vehicle.

WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
Remove the B-pillar reinforcement from inside the vehicle.

Note: For more detailed information on welded connections with three thicknesses, see MR 400.
The information contained in this technical information manual applies generally to all vehicles of the same model. In some cases it may be necessary to use special tools or techniques to achieve the desired results. The repair procedures and the necessary tools are described in detail in the subsequent sub-sections.

**Note:**

“Note:” The information contained in the following describes the general repair procedure for all vehicles with the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

**Note:**

“Note:” For a detailed description of a particular connection, see MR 400.

**WARNING**

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
The two parts must be welded at the joint (1) and butt welded by continuous EGW welding.

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the subsection dealing with the component.

Note: For a detailed description of a particular connection (see MB 400 B 85 or K 85).
The two parts must be welded at the joint (1) and butt welded by continuous EGW welding.

If there are other access issues, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

The body side is achieved by welding the rear wing and the body side front section.

**WARNING**
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
To replace this part, order the body side front section (A) with the rear wing panel (B) or the A-pillar (C) with the rear wing panel (D). The parts supplied are long enough to cover the parts to be replaced.

For detailed methods, see 43A, Side upper structure, Body side, front section: Description, page 43A-28 and 44A, Rear upper structure, Rear wing panel: Description, page 44A-3.

Note: For a detailed description of a particular connection, see MR 400.
This part has two special features:
- it is welded under the roof,
- it is butt welded in part.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the subsection dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).

Note:
This is a weldless procedure in a postweld inspection.
To replace this part, order a double seal mounting (A) in the event that the A-pillar has to be replaced. The options for replacing this part are as follows:

- replacement of the lower section of the A-pillar
- replacement of the A-pillar,
- replacement of the B-pillar,
- replacement of the entire B-pillar,
- complete replacement.

**I - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Body side -</td>
<td></td>
<td>0.75</td>
</tr>
<tr>
<td>2</td>
<td>Jacking point bridge piece</td>
<td>Very high yield strength</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Roof bar mounting pad</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

**IMPORTANT**

For weld connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical specifications.

**WARNING**

If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.

**WARNING**

The position of this cut must be observed, and is determined according to the position of the internal reinforcements or acoustic inserts cut.
SIDE UPPER STRUCTURE
Body side, front section: Description

43A

Cut (C) in front of the jacking point.

WARNING
When the cuts are made, keep the inner reinforcement in close proximity to the part to be cut.
Body side, front section: Description

Cut D

- Replacing the B-pillar
  - The B-pillar and inner structure are removed from the vehicle.

Cut E

Cut F

Additional information or notes related to the illustrations or diagrams.
Replacing the complete B-pillar
This method of replacement involves completely replacing the B-pillar reinforcement.

Cut G

Cut H

Cut I
Upper body: General description

I - DESIGN OF THE STRUCTURAL COMPONENT
This is a basic part; its only function is that of an upper body.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT
Lines (1), (2) and (3) in the drawing show the area in which partial replacement may be carried out.

III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT
Only the connections which are specific to the partial replacement by cutting are indicated. If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400.

WARNING: If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
Upper body: General description

Lines (4), (5) and (6) on the drawing show a butt weld by continuous EGW welding. Weld (6) is along the butt weld line.
To replace this part, order the double seal mounting as well (A).

There is only one way of replacing this part:
- complete replacement.

## I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upper body</td>
<td></td>
<td>0.75</td>
</tr>
<tr>
<td>2</td>
<td>Roof bar</td>
<td></td>
<td>1.5</td>
</tr>
</tbody>
</table>

Note: For a detailed description of a particular connection, see MR 400.
Upper body: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Upper body</td>
<td></td>
<td>0.75</td>
</tr>
<tr>
<td>2</td>
<td>Roof bar mounting pad</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>

Note: For more detailed information on welded connections with three thicknesses, see MR 400.
SIDE UPPER STRUCTURE

Upper body: Description

Cut C
Cut D
Cut E

113166
113253
C85 or S85
113342
113171
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
SIDE UPPER STRUCTURE

Side roof rail lining: General description

This component constitutes the basic part of the peripheral roof lining. If there are issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400.
There is only one way of replacing this part:

- **Complete replacement:** this operation requires the replacement of the roof and the rear wing panel.

**II - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear roof drip moulding lin-</td>
<td>-</td>
<td>0.95</td>
</tr>
<tr>
<td>2</td>
<td>Rear airbag deflector</td>
<td>-</td>
<td>0.95</td>
</tr>
</tbody>
</table>

**IMPORTANT**

For weld connections in three thicknesses, the spot welds on the part replaced should be made in the same place as for the original joint to retain its mechanical specifications.
WARNING

The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading this general information, check that there are no special notes associated with this vehicle. These special notes will be specified if applicable in other parts of this subsection dealing with the part.

Note: For a detailed description of a particular connection, see MR 400, 40A, General Information.
REAR UPPER STRUCTURE
Rear wing panel: General description

I - DESIGN OF THE STRUCTURAL COMPONENT
This part has three special features:
- it is welded under the roof,
- it is butt welded on the body side front section.
- it is supplementary to the body side front section for a complete body side replacement.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT
Lines (1) and (2) in the drawing show the areas in which it is possible to carry out a partial replacement.

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.
REAR UPPER STRUCTURE
Rear wing panel - General description

Lines (3), (4) and (5) in the drawing show the areas in which it is possible to carry out a partial replacement.

III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT

Only the connections which are specific to the partial replacement by cutting are indicated.

If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Lines (7) in the diagram show butt welding by continuous EGW welding.

WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
To replace this part, order expanding inserts (A), (B), and (C).

The options for replacing this part are as follows:
- Partial replacement: this operation will allow you to retain the sill panel anti-gravel protection.
- Complete replacement: this operation requires the removal of the roof.

To replace this part, order:
- Expanding inserts (D) and (E),
- A roof bar mounting pad (F).

The options for replacing this part are as follows:
- Partial replacement,
- Complete replacement: this operation requires the removal of the roof.
To replace this part, order in addition the front guard insert, rear guard insert, and interior guard insert (see 40A, General information, Hollow section inserts: List and location of components, page 40A-16).

The options for replacing this part are as follows:
- Partial replacement,
- Complete replacement.

### Table: Composition of the Spare Part

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear wing panel</td>
<td>0.75</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Rear door strike plate reinforcement</td>
<td>1.5</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Adjustable pad HLE</td>
<td>2.5</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** For a detailed description of a particular connection, see MR 400.
### Rear Wing Panel Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Rear wing panel</td>
<td>Mild steel</td>
<td>0.75</td>
</tr>
<tr>
<td>5</td>
<td>Roof bar mounting pad</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>6</td>
<td>Jacking point bridge piece</td>
<td>VHEL</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>Rear wing panel</td>
<td>Mild steel</td>
<td>0.75</td>
</tr>
<tr>
<td>8</td>
<td>Renfort gache de porte</td>
<td>Mild steel</td>
<td>1.5</td>
</tr>
<tr>
<td>9</td>
<td>Adjustable pad</td>
<td>HLE</td>
<td>2.5</td>
</tr>
</tbody>
</table>

**WARNING**

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
REAR UPPER STRUCTURE
Rear wing panel: Description

II - PART IN POSITION

1 - Partial replacement

(\(X1\)) = 200 mm

Section G
Section H

B85

113207

Note: the position of the cut must be observed (\(H\)), it makes it possible to prevent damage to expanding insert (A) when the rear wing panel is refitted.

113235

113168
Note:

Avant le remplacement de l'aile arrière, coller une PLAQUE INSONORISANTE sur le panneau d'aile arrière.
44A

REAR UPPER STRUCTURE
Rear wing panel
Description

- Complete replacement

Section O

113205
113253
113018

Section P

C85 or S85

113206
WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).

Note: For a detailed description of the welded connections, see MR 400.
THE COMPONENT KONNEXION TO THE STRUCTURAL COMPONENTS IS PERFORMED ON WHAT PART.
THE REAR WING PANEL IS ATTACHED TO THE STRUCTURAL BODYWORK.
THE DIFFERENT COMPONENTS ARE THEN SECURED TOGETHER TO FORM THE COMPLETE STRUCTURAL BODYWORK.
THE REAR WING PANEL IS ATTACHED TO THE STRUCTURAL BODYWORK IN THE FOLLOWING STEPS:

1. ATTACH THE REAR WING PANEL TO THE STRUCTURAL BODYWORK.
2. SECURE THE REAR WING PANEL TO THE STRUCTURAL BODYWORK.
3. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
4. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

THE FOLLOWING STEPS ARE PERFORMED TO ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK:

1. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
2. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

THE FOLLOWING STEPS ARE PERFORMED TO ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK:

1. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
2. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

THE FOLLOWING STEPS ARE PERFORMED TO SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK:

1. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
2. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
3. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

THE FOLLOWING STEPS ARE PERFORMED TO ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK:

1. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
2. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
3. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
4. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

THE FOLLOWING STEPS ARE PERFORMED TO SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK:

1. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
2. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
3. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
4. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
5. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

THE FOLLOWING STEPS ARE PERFORMED TO SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK:

1. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
2. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
3. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
4. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
5. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

THE FOLLOWING STEPS ARE PERFORMED TO SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK:

1. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
2. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
3. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
4. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
5. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

THE FOLLOWING STEPS ARE PERFORMED TO SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK:

1. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
2. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
3. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
4. ATTACH THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.
5. SECURE THE REAR LIGHTS SUPPORT TO THE STRUCTURAL BODYWORK.

The options for replacing the part are as follows:

**Description**

- complete replacement.

**I - COMPOSITION OF THE SPARE PART**

**II - PART IN POSITION**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Gouttière latérale supérieure arrière</td>
<td>Mild steel</td>
<td>0.95</td>
</tr>
<tr>
<td>2</td>
<td>Upper side height adjuster closure panel</td>
<td>Mild steel</td>
<td>0.95</td>
</tr>
<tr>
<td>3</td>
<td>Strut mounting reinforcement</td>
<td>Mild steel</td>
<td>2</td>
</tr>
</tbody>
</table>

**WARNING**

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.
Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For detailed information about a specific connecting piece see: 112168
REAR UPPER STRUCTURE

Rear lights mounting: General description

This is a basic part; its only function is that of a rear lights mounting. If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400, 40A, General Information).

WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the subsection dealing with the component.

Note: For a detailed description of a particular connection, see MR 400, 40A, General Information.
The options for replacing this part are as follows:

- Partial replacement at natural connections: this operation requires the replacement of the rear end panel.
- Complete replacement: this operation requires the replacement of the rear wing panel.

There is only one way of replacing this part:

- Complete replacement: this operation requires the replacement of the rear wing panel.

## Composition of the Spare Part

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear light mounting</td>
<td>Mild steel</td>
<td>0.85</td>
</tr>
<tr>
<td>2</td>
<td>Upper side rain channel</td>
<td></td>
<td>0.95</td>
</tr>
<tr>
<td>3</td>
<td>Absorber support plate</td>
<td>VHEL 2</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Strut mounting reinforcement</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes

- Complete replacement: this operation requires the replacement of the rear wing panel.
REAR UPPER STRUCTURE

Rear lights mounting: Description

1. Partial replacement at natural connections
2. Complete replacement

B85 or C85 or S85

112525

B85 or C85 or S85

126723
WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
Light mounting lining: Description

The options for replacing this part are as follows:
- Partial replacement: this operation requires the replacement of the rear end panel.
- Complete replacement: this operation requires the replacement of the rear wing panel.

There is only one way of replacing this part:
- Complete replacement: this operation requires the replacement of the rear wing panel.

I - Composition of the spare part

B85 or C85 or S85

K85

B85 or C85 or S85

112170
### Light Mounting Lining: Description

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Lights support lining</td>
<td></td>
<td>0.85</td>
</tr>
<tr>
<td>(2)</td>
<td>Rear parcel shelf mounting bridge piece</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>(3)</td>
<td>Lights support lining</td>
<td>Mild steel</td>
<td>0.85</td>
</tr>
<tr>
<td>(4)</td>
<td>Absorber support plate</td>
<td>UHLE</td>
<td>2</td>
</tr>
</tbody>
</table>

**WARNING**

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400 B85 or C85 or S85).
REAR UPPER STRUCTURE
Light mounting lining: Description

- Right-hand side
  - Complete replacement
    - 113211 B85 or C85 or S85
    - 112531 K85
    - 126725
    - 126726
WARNING
To avoid damaging the vehicle's electrical and electronic components, disconnect the earths of any wiring near the weld area. Position the welding machine earth as close as possible to the weld zone (see MR 400).
I - DESIGN OF THE STRUCTURAL COMPONENT

The special feature of this part is its extension from the quarter panel lining to create the external rear wheel arch.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

The line (1) in the drawing shows the area in which it is possible to carry out a partial replacement.

III - ASSEMBLY METHOD FOR A PARTIAL REPLACEMENT

Only the connections which are specific to the partial replacement by cutting are indicated. If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Note:
For a detailed description of a particular connection, see MR 400.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
REAR UPPER STRUCTURE
Outer rear wheel arch. General description

Line (2) on the diagram shows partial replacement and a weld by joggling with plug welds at regular intervals.

110626
REAR UPPER STRUCTURE
Outer rear wheel arch: Description

There is only one way of replacing this part:
- partial replacement.

The options for replacing this part are as follows:
- partial replacement,
- complete replacement.

I - COMPOSITION OF THE SPARE PART

| B85 | 113248 |
| C85 or S85 | 113250 |
| K85 | 126788 |

Note:
For a detailed description of a particular connection, see MR 400.
REAR UPPER STRUCTURE

Outer rear wheel arch: Description

B85 or C85 or K85 or S85, and EQUIPMENT LEVEL E3 LEISURE or EQUIPMENT LEVEL EA1 or EQUIPMENT LEVEL EA2 or EQUIPMENT LEVEL EA3 or EQUIPMENT LEVEL EA4 or EQUIPMENT LEVEL EA5 or EQUIPMENT LEVEL EAG

**WARNING**

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).

**II - PART IN POSITION**

1 - Partial replacement

(X1) = 15 mm
Make the cut from inside the wheel arch so as not to damage the reinforcement nearby.

(X1) = 15 mm
Make the cut from inside the wheel arch so as not to damage the reinforcement nearby.

![Diagram of wheel arch and reinforcement with annotations]

Note: The diagrams illustrate the process visually, with specific measurements and cutting instructions marked on the images.
REAR UPPER STRUCTURE
Outer rear wheel arch: Description

- Pitch (P)
- Distance (D)

2 - Complete replacement

III - POSITIONING OF LOCAL ELECTRICAL EARTHS

K85

B85 or C85 or S85
WARNING
To avoid damaging the vehicle's electrical and electronic components, disconnect the earths of any wiring near the weld area.

Position the welding machine earth as close as possible to the weld zone (see MR 400).
Special notes on the outer rear wheel arch

When replacing this component, the Spare Parts Department only supplies the outer rear wheel arch liners without studs for mounting the rear wheel arch liners. It is essential to fit studs onto the spare part (see MR 400, Bodywork structure repair basics, 40A, General information, Screwed connection with welded stud: Repair) or (see MR 400, Bodywork structure repair basics, 40A, General information, Screwed connection with crimped mounting: Fitting).

---

**No. Description Type Thickness (mm)**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Outer rear wheel arch</td>
<td>Mild steel</td>
<td>0.65</td>
</tr>
</tbody>
</table>

---

**WARNING**

If the spot welds cannot be made as they were originally using an electrical spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
To avoid damaging the vehicle's electric and electronic components, the battery and the earths of any wiring harness near the weld area must be disconnected. The earth of the welding machine must be placed as close as possible to the weld area.
There is only one way of replacing this part:
- complete replacement.

The options for replacing this part are as follows:
- partial replacement: this operation complements the replacement of the B-pillar reinforcement,
- complete replacement.
### Composition of the Spare Part

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Quarter panel lining</td>
<td>Mild steel</td>
<td>0.65</td>
</tr>
<tr>
<td>2</td>
<td>Side roof rail rear lining</td>
<td>Mild steel</td>
<td>0.95</td>
</tr>
<tr>
<td>3</td>
<td>Rear airbag deflector</td>
<td>Mild steel</td>
<td>0.95</td>
</tr>
<tr>
<td>4</td>
<td>Quarter panel reinforcement</td>
<td>Mild steel</td>
<td>0.70</td>
</tr>
<tr>
<td>5</td>
<td>Rear parcel shelf mounting piece</td>
<td>Mild steel</td>
<td>1.00</td>
</tr>
<tr>
<td>6</td>
<td>Lights support lining</td>
<td>Mild steel</td>
<td>0.85</td>
</tr>
<tr>
<td>7</td>
<td>Quarter panel upper section rear reinforcement</td>
<td>Mild steel</td>
<td>1.20</td>
</tr>
<tr>
<td>8</td>
<td>Inner rear wheel arch</td>
<td>HLE</td>
<td>0.75</td>
</tr>
<tr>
<td>9</td>
<td>Shock absorber connecting bracket</td>
<td>HLE</td>
<td>1.20</td>
</tr>
<tr>
<td>10</td>
<td>Shock absorber cup mounting</td>
<td>HLE</td>
<td>2.00</td>
</tr>
<tr>
<td>11</td>
<td>Rear seatback hinge mounting</td>
<td>HLE</td>
<td>1.20</td>
</tr>
<tr>
<td>12</td>
<td>Rear seatback mounting reinforce</td>
<td>Mild steel</td>
<td>2.00</td>
</tr>
</tbody>
</table>
### REAR UPPER STRUCTURE

**Body side rear lining:**

- C85 or S85, and EQUIPMENT LEVEL E3 LEISURE or EQUIPMENT LEVEL EA1 or EQUIPMENT LEVEL EA2 or EQUIPMENT LEVEL EA3 or EQUIPMENT LEVEL EA4 or EQUIPMENT LEVEL EA5 or EQUIPMENT LEVEL EAG.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Quarter panel lining</td>
<td>Mild steel</td>
<td>0.65</td>
</tr>
<tr>
<td>2</td>
<td>Rear airbag deflector</td>
<td>Mild steel</td>
<td>0.95</td>
</tr>
<tr>
<td>3</td>
<td>Shoulder harness reinforcement</td>
<td>HLE</td>
<td>1.4</td>
</tr>
<tr>
<td>4</td>
<td>Quarter panel reinforcement</td>
<td>Mild steel</td>
<td>0.7</td>
</tr>
<tr>
<td>5</td>
<td>Rear parcel shelf mounting bridge piece</td>
<td>Mild steel</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>Lights support lining</td>
<td>Mild steel</td>
<td>0.85</td>
</tr>
<tr>
<td>7</td>
<td>Quarter panel upper section rear reinforcement</td>
<td>Mild steel</td>
<td>1.2</td>
</tr>
<tr>
<td>8</td>
<td>Inner rear wheel arch</td>
<td>HLE</td>
<td>0.75</td>
</tr>
<tr>
<td>9</td>
<td>Shock absorber connecting bracket</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>10</td>
<td>Shock absorber cup mounting</td>
<td>HLE</td>
<td>2</td>
</tr>
</tbody>
</table>

*Note: The thickness values are approximate and may vary depending on the exact application and model.*
REAR UPPER STRUCTURE
Body side rear lining Description

1. Rear seatback hinge mounting HLE 1.2
2. Rear seatback mounting reinforcement Mild steel
3. Shoulder harness reinforcement HLE 1.4
4. Outer wheel arch Mild steel 0.65
5. Quarter panel upper section rear reinforcement Mild steel 1.2
6. Rear parcel shelf mounting bridge piece Mild steel 1.0
7. Lights support lining Mild steel 0.85
8. Quarter panel reinforcement Mild steel 0.7
Body side rear wing: Description

- Inner rear wheel arch
- Shock absorber cup mounting
- Shock absorber connecting bracket
- Rear seatback hinge mounting
- Rear seatback reinforcement Mild steel

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Rear seatback hinge mounting</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>13</td>
<td>Rear seatback reinforcement</td>
<td>Stainless steel</td>
<td>2</td>
</tr>
<tr>
<td>No.</td>
<td>Type</td>
<td>Description</td>
<td>Thickness (mm)</td>
</tr>
<tr>
<td>-----</td>
<td>---------------</td>
<td>-----------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>1</td>
<td>Left-hand C-pilar reinforcement</td>
<td>Mild steel</td>
<td>1.2</td>
</tr>
<tr>
<td>2</td>
<td>Roof drip moulding lining</td>
<td>Mild steel</td>
<td>0.95</td>
</tr>
<tr>
<td>3</td>
<td>Airbag deflector</td>
<td>Mild steel</td>
<td>0.95</td>
</tr>
<tr>
<td>4</td>
<td>Luggage retainer mounting</td>
<td>Mild steel</td>
<td>1.2</td>
</tr>
<tr>
<td>5</td>
<td>Quarter panel lining</td>
<td>Mild steel</td>
<td>0.6</td>
</tr>
<tr>
<td>6</td>
<td>Seat belt inertia reel anchorage reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>7</td>
<td>Quarter panel rear upper reinforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Outer wheel arch reinforcement</td>
<td>Mild steel</td>
<td>0.67</td>
</tr>
<tr>
<td>9</td>
<td>Seatback mounting reinforcement plate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Outer wheel arch reinforcement</td>
<td>Mild steel</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>Inner wheel arch</td>
<td>HLE</td>
<td>0.75</td>
</tr>
<tr>
<td>12</td>
<td>Left-hand seatback hinge mounting</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>13</td>
<td>Seatback retaining hook</td>
<td>THLE</td>
<td>3</td>
</tr>
<tr>
<td>14</td>
<td>Seatback mounting reinforcement</td>
<td>Mild steel</td>
<td>2</td>
</tr>
<tr>
<td>15</td>
<td>Shock absorber turret mounting</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>16</td>
<td>Shock absorber connecting bracket</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>17</td>
<td>Removable floor reinforcement</td>
<td>Mild steel</td>
<td>1</td>
</tr>
<tr>
<td>18</td>
<td>Wheel arch closure panel component</td>
<td>Mild steel</td>
<td>1</td>
</tr>
<tr>
<td>19</td>
<td>Absorber support plate</td>
<td>UHLE</td>
<td>2</td>
</tr>
<tr>
<td>20</td>
<td>Lights support lining</td>
<td>Mild steel</td>
<td>0.85</td>
</tr>
</tbody>
</table>
REAR UPPER STRUCTURE

Body side rear lining: Description

C85 or S85, and EQUIPMENT LEVEL E3 LEISURE or EQUIPMENT LEVEL EA1 or EQUIPMENT LEVEL EA2 or EQUIPMENT LEVEL EA3 or EQUIPMENT LEVEL EA4 or EQUIPMENT LEVEL EA5 or EQUIPMENT LEVEL EAG
BODY SIDE REAR LINING

DESCRIPTION

4. Special features of the body side rear lining

When replacing this component, the parts Department only supplies the body side rear lining without studs for mounting the rear wheel arch liners.

WARNING

If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).

NOTE:

For more detailed information on welded connections with three thicknesses, see MR 400.

C85, and EQUIPMENT LEVEL EAC or EQUIPMENT LEVEL SPORT.
It is essential to fit studs onto the spare part (see MR 400).

Details of the stud (14)

Details of the stud (15)

120617

120618

120619
Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.
There is only one way of replacing this part:

- Complete replacement.

### I - Composition of the Spare Part

#### II - Part Fitted

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>112603</td>
<td>Rear end panel</td>
<td>HLE</td>
<td>0.85</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>113212</td>
<td>Rear end panel</td>
<td>K85</td>
<td>0.95</td>
</tr>
</tbody>
</table>
WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
The special feature of this part is that it combines the functions of rear end panel lining and rear end panel closure.

If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400, 40A, General Information).

WARNING
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For detailed information about a specific connecting piece see: 110627.
There is only one way of replacing this part:
- complete replacement.

**I - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear end panel lining</td>
<td></td>
<td>0.85</td>
</tr>
<tr>
<td>2</td>
<td>Tailgate striker plate stiffener</td>
<td>HLE</td>
<td>1.2</td>
</tr>
</tbody>
</table>

Note:
For a detailed description of a particular component, see MR 400.
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear end panel lining</td>
<td>Mild steel</td>
<td>0.85</td>
</tr>
<tr>
<td>2</td>
<td>Tailgate striker plate stiffener</td>
<td>HLE</td>
<td>1.2</td>
</tr>
</tbody>
</table>
WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
This is a basic part; its only function is that of a roof. The roof is welded onto the body sides. There are also models with a space for a sunroof. If there are other issues regarding access to mating faces, the various replacement options are described in the basic instructions for structural bodywork repair (see MR 400).

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400.
TOP OF BODY
Roof Description

- B85, and NORMAL ROOF
- C85 or S85, and NORMAL ROOF
- K85, and NORMAL ROOF
- B85, and P ANORAMIC SUNROOF
The normal roof is sold separately. To replace this part, also order the stiffener material (see Parts Department). There is only one way of replacing this part: complete replacement.

### Composition of the Spare Part

<table>
<thead>
<tr>
<th>No. Description Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORMAL ROOF 112147</td>
<td>0.7</td>
</tr>
<tr>
<td>ANORAMIC SUNROOF 112608</td>
<td></td>
</tr>
<tr>
<td>B85 or C85 or S85, and NORMAL ROOF 112147</td>
<td></td>
</tr>
</tbody>
</table>

Note: For the bonded sections, use STRUCTURAL ADHESIVE (see Vehicle: Parts and consumables for the repair (04B, Consumables)).
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Normal roof</td>
<td>Mild steel</td>
<td>0.75</td>
</tr>
<tr>
<td>2</td>
<td>Roof bar mounting reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>Roof with sunroof</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>4</td>
<td>Sunroof reinforcement rails</td>
<td></td>
<td>1</td>
</tr>
</tbody>
</table>

For B85 or C85 or S85, and P ANORAMIC SUNROOF

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Sunroof reinforcement rails</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Type</td>
<td>Thickness (mm)</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------</td>
<td>---------------</td>
<td>----------------</td>
</tr>
<tr>
<td>6</td>
<td>Roof with sunroof</td>
<td>Mild steel</td>
<td>0.75</td>
</tr>
<tr>
<td>7</td>
<td>Roof reinforcement rail</td>
<td>Mild steel</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>Water drain pipe</td>
<td>Mild steel</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>Roof bar mounting reinforce</td>
<td>HLE</td>
<td>1.5</td>
</tr>
</tbody>
</table>
Cutting the roof tab C85 or S85, and NORMAL ROOF 112682

Note: The roof is sold with a tab on each side to prevent it from bending during transportation. Cut this away before fitting the roof in position K85, and NORMAL ROOF 126738 K85, and P ANORAMIC SUNROOF 126740
Note:
The roof is sold with a tab on each side to prevent it from bending during transportation. Cut this away before fitting the roof in position.

WARNING
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).

Note:
The procedure presents no difficulties.

B85 or C85 or S85, and NORMAL ROOF
45A

Roof: Description

Front side section Rear section

B85 or C85 or S85, and P ANORAMIC SUNROOF

112685

K85, and P ANORAMIC SUNROOF

114469

Note:

Apply a bead (10) of STRUCTURAL ADHESIVE to each side of the vehicle before refitting the roof (see (04B, Consumables - Products)).
After applying the adhesive to the vehicle, fit the roof, then fit the tailgate hinges to keep the roof in place.

Note: For a detailed description of a particular connection, see MR 400.
This component consists of the front cross member, which supports the roof and is connected to the body structure. The roof front cross member is a basic part; its only function is that of a roof front cross member and roof stiffener by means of a cemented connection.

For other issues regarding access to mating faces, the various replacement possibilities are described in the basic instructions for structural bodywork repair (see MR 400).

Note: The information contained in the following describes the general repair procedure for all vehicles having the same design for this part. Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note: For a detailed description of a particular connection, see MR 400.
This component constitutes the basic part of the vehicle and is used to support the roof and other body components. It is usually made of steel or aluminum and is designed to distribute the load evenly across the vehicle.

If there are any other components requiring attention, you should follow the instructions provided in the section dealing with those components. This component is designed to be modular and can be replaced or repaired individually.
There is only one way of replacing this part:
- Complete replacement.

### I - Composition of the Spare Part

| Type               | Thickness (mm) |
|--------------------|----------------|----------------|
| Normal roof        |                |
| Roof centre cross member | 1.8           |
| Panoramic sunroof  |                |
| Roof centre cross member closure panel | 1.5 |
| Roof centre cross member (with sunroof) | 1.0 |

Note:
There is no specific method for this replacement; all the joints are made in the same way as originally.
If the mating faces of the parts to be welded are not accessible, make EGW plug welds to replace the original resistance welds (see MR 400).
This component constitutes a basic part; its only function is that of roof rear cross member as well as roof stiffener by means of a cemented connection.

For other issues regarding access to mating faces, the various replacement possibilities are described in the basic instructions for structural bodywork repair (see MR 400).

Note:
The information contained in the following describes the general repair procedure for all vehicles having the same design for this part.

Before reading the following general information, make sure that there are no special notes associated with the vehicle. These special notes are specified if necessary in other parts of the sub-section dealing with the component.

Note:
For a detailed description of a particular connection, see MR 400.
There is only one way of replacing this part:
- complete replacement.

**I - COMPOSITION OF THE SPARE PART**

**II - PART IN POSITION**

---

**Note:**
To replace this part, crimp a nut (1) available from the Parts Department.

---

**No. Description Type Thickness (mm)**

- Roof rear cross member HLE 0.95
- B85 or C85 or S85 K85
- 126747
Note: For detailed information on welded connections with three thicknesses, see MR400.

Note: There is no specific method for this replacement; all the joints are made in the same way as originally.
SIDE OPENING ELEMENTS
Front side door: Removal - Refitting

I - REMOVAL WITHOUT HINGES

1 - REMOVAL PREPARATION OPERATION
a Disconnect the door wiring harness supply connec-
tor.

2 - OPERATION FOR REMOVAL OF PART
   CONCERNED
a Remove:
   - the door mounting nuts (1),
   - the door.

II - REFITTING WITHOUT HINGES

1 - OPERATION FOR REFITTING PART
   CONCERNED
a Refit:
   - the door,
   - the door mounting nuts (1).

a Adjust the door clearances and shut lines (see
47A
, Side opening elements, Front side door:
Adjust-
ment, page 47A-3).

a Torque tighten the door mounting nuts (21 Nm).

2 - FINAL OPERATION
a Connect the wiring harness supply connector.

III - REMOVAL WITH HINGES

1 - REMOVAL PREPARATION OPERATION
a Remove the front wing (see 42A, Front upper
structure, Front wing: Removal - Refitting, page
42A-3).

a Disconnect the door wiring harness supply connec-
tor.

2 - OPERATION FOR REMOVAL OF PART
   CONCERNED
a Remove:
   - the hinge mounting bolts (2),
   - the door.

IV - REFITTING WITH HINGES

1 - OPERATION FOR REFITTING PART
   CONCERNED
a Refit:
   - the door,
   - the hinge mounting bolts (2).

Tightening torques
m door mounting nuts
21 Nm
hinge mounting bolts
21 Nm
a) Adjust the door clearances and shut lines (see 47A, Side opening elements, Front side door: Adjustment, page 47A-3).

b) Torque tighten the hinge mounting bolts (21 Nm).

2 - FINAL OPERATION

a) Connect the wiring harness supply connector.

b) Refit the front wing (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3).
SIDE OPENING ELEMENTS
Front side door: Adjustment

ADJUSTMENT VALUES
For information on the front side door adjustment values (see Vehicle panel gaps: Adjustment values (01C, Vehicle bodywork specifications)).

ADJUSTMENT
There are two options for adjusting the door:
- by means of the mountings on the door box section (opening clearance adjustment),
- by means of the mountings on the A-pillar (shut line adjustment): the front wing needs to be removed for this operation.

5-door version
Observe the adjustment sequence.

Tightening torques
- guide pins on the door box section: 13 Nm
- indexing bolt on the door box section: 13 Nm
- door box section nuts: 21 Nm
- hinge bolts on the A-pillar: 21 Nm

B85 or K85
SIDE OPENING ELEMENTS
Front side door: Adjustment

4-door version

Observe the adjustment sequence.

Symbols A, B, C and D show the adjustment options.

The black dot in the centre represents the body.

The grey section represents the component to be adjusted.

The white section represents the adjustment area.
I - ADJUSTMENT OF OPENING CLEARANCES WITH THE FRONT WING AND THE REAR DOOR

a. Remove the door box section nuts (6).

a. Undo the guide pins and the indexing bolt (7).

a. Adjust the opening clearance with the front wing and the rear door.

a. Tighten to torque:
   - the guide pins on the door box section (13 Nm),
   - the indexing bolt on the door box section (13 Nm).

a. Refit the door box section nuts (6).

a. Torque tighten the door box section nuts (21 Nm).
1. Remove the front wing and the front upper structure.
2. Adjust the panel gaps with the rear door.
3. Torque tighten the hinge bolts on the A-pillar (21 Nm).
4. Refit the front wing (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3).

Note: The diagrams on the page illustrate the steps described above.
The order of the operations described below applies specifically to replacing the door.

**STRIPPING**

- the door trim (see Front side door trim: Removal - Refitting),
- the door sealing film (see Door sealing film: Removal - Refitting),
- the door mirror (see Door mirror: Removal - Refitting),
- the glass run channel (see Front side door window run channel: Removal - Refitting),
- the sliding window (see Front side door sliding window: Removal - Refitting),
- the window lift mechanism (see Front side door electric window mechanism: Removal - Refitting) or (see Rear side door manual window winder mechanism: Removal - Refitting),
- the exterior handle (see Exterior door handle: Removal - Refitting),
- the door lock (see Front side door lock: Removal - Refitting),
- the wiring harness,
- the door exterior protection strip (see Front side door protective strip: Removal - Refitting),
- the front door impact padding.

**REBUILDING**

- the decorative side strip (see Side decorative strips: Removal - Refitting).

- the front door impact padding (see Front side door impact padding),
- the wiring harness,
- the door lock (see Front side door lock: Removal - Refitting),
- the exterior handle (see Exterior door handle: Removal - Refitting),
- the window lift mechanism (see Front side door electric window mechanism: Removal - Refitting) or (see Rear side door manual window winder mechanism: Removal - Refitting),
- the sliding window (see Front side door sliding window: Removal - Refitting),
- the glass run channel (see Front side door window run channel: Removal - Refitting),
- the door mirror (see Door mirror: Removal - Refitting),
- the door trim (see Front side door trim: Removal - Refitting),
- the door exterior protection strip (see Front side door protective strip: Removal - Refitting).

**Note:**
It is possible to carry out the stripping operations on the vehicle before removing the door.
SIDE OPENING ELEMENTS

Rear side door: Removal - Refitting

I - REMOVAL WITHOUT HINGES

1 - REMOVAL PREPARATION OPERATION
a) Disconnect the front side door connector.

2 - OPERATION FOR REMOVAL OF PART CONCERNED
a) Remove:
   - the door nuts (1),
   - the door.

II - REFITTING WITHOUT HINGES

1 - OPERATION FOR REFITTING PART CONCERNED
a) Refit:
   - the door,
   - the door nuts (1).

a) Adjust the door clearances and flush fittings (see Vehicle panel gaps: Adjustment value (01C, Vehicle bodywork specifications)).

a) Torque tighten the door nuts (21 Nm).

2 - FINAL OPERATION
a) Connect the front side door connector.

III - REMOVAL WITH HINGES

1 - REMOVAL PREPARATION OPERATION
a) Remove the B-pillar lower trim (see B-pillar trim: Removal - Refitting (71A, Body internal trim)).
a) Disconnect the front side door connector.

2 - OPERATION FOR REMOVAL OF PART CONCERNED
a) Remove:
   - the hinge nuts (2),
   - the door.

IV - REFITTING WITH HINGES

1 - OPERATION FOR REFITTING PART CONCERNED
a) Refit:
   - the door,
   - the hinge nuts (2).

a) Adjust the door clearances and flush fittings (see Vehicle panel gaps: Adjustment value (01C, Vehicle bodywork specifications)).

Tightening torques
- door nuts 21 Nm
- hinge nuts 21 Nm
SIDE OPENING ELEMENTS

Rear side door: Removal - Refitting

47A

1 - FINAL OPERATION

a. Connect the front side door connector.

b. Refit the B-pillar lower trim (see B-pillar trim: Removal - Refitting) (71A, Body internal trim).

torque tighten the hinge nuts (21 Nm).
**SIDE OPENING ELEMENTS**  
Rear side door: Adjustment

### ADJUSTMENT VALUES
For information on the rear side door adjustment values, see "Vehicle panel gaps: Adjustment value (01C, Vehicle bodywork specifications)."

**ADJUSTMENT**

- There are two options for adjusting the door:
  - by means of the mountings on the door box section (opening clearance adjustment),
  - by means of the mountings on the B-pillar (shut line adjustment): this operation requires the removal of the B-pillar interior trim.

**Observe the adjustment sequence.**

**Tightening torques**
- Guide pins on the door box section: 13 Nm
- Index bolt on the door box section: 13 Nm
- Hinge nuts on the door box section: 21 Nm
- Hinge nuts on the B-pillar: 21 Nm

**Symbols A, B, C, and D show the adjustment options.**
- The black dot in the centre represents the body of the bolt.
- The grey section represents the component to be adjusted.
- The white section represents the adjustment area.
SIDE OPENING ELEMENTS
Rear side door: Adjustment

1. Remove the door box section nuts (3).  
2. Undo the guide pins and the indexing bolt (4).  
3. Adjust the door shut lines.  
4. Tighten to torque: - the guide pins on the door box section (13 Nm), - the indexing bolt on the door box section (13 Nm).  
5. Refit the door box section nuts (3).  
6. Torque tighten the hinge nuts on the door box section (21 N.m).
II - ADJUSTMENT OF SHUT LINES WITH THE FRONT DOOR AND THE REAR WING

a Remove the B-pillar lower trim (see B-pillar trim: Removal - Refitting) (71A, Body internal trim).

a Undo the hinge nuts (5) on the B-pillar.

a Adjust the door shut lines.

a Torque tighten the hinge nuts on the B-pillar (21 Nm).

a Refit the B-pillar lower trim (see B-pillar trim: Removal - Refitting) (71A, Body internal trim).
SIDE OPENING ELEMENTS
Rear side door: Stripping - rebuilding

The order of the operations described below applies specifically to replacing the door.

STRIPPING
- Remove:
  - the door trim (see Rear side door trim: Removal - Refitting),
  - the sealing film (see Door sealing film: Removal - Refitting),
  - the glass run channel (see Rear side door window run channel: Removal - Refitting),
  - the sliding window (see Rear side door sliding window: Removal - Refitting),
  - the window lift mechanism (see Rear side door electric window mechanism: Removal - Refitting) or (see Rear side door manual window winder mechanism: Removal - Refitting),
  - the rear door fixed window (see Rear side door fixed window: Removal - Refitting),
  - the exterior handle (see Exterior door handle: Removal - Refitting),
  - the door lock (see Rear side door lock: Removal - Refitting),
  - the wiring harness,
  - the door strip (see Rear side door protective strip: Removal - Refitting).

REBUILDING
- Fit the decorative side strip (see Side decorative strips: Removal - Refitting).
- Refit:
  - the wiring harness,
  - the door lock (see Rear side door lock: Removal - Refitting),
  - the exterior handle (see Exterior door handle: Removal - Refitting),
  - the rear door fixed window (see Rear side door fixed window: Removal - Refitting),
  - the window lift mechanism (see Rear side door electric window mechanism: Removal - Refitting) or (see Rear side door manual window winder mechanism: Removal - Refitting),
  - the sliding window (see Rear side door sliding window: Removal - Refitting),
  - the glass run channel (see Rear side door window run channel: Removal - Refitting),
  - the sealing film (see Door sealing film: Removal - Refitting),
  - the speaker (see Rear speakers: Removal - Refitting),
  - the door trim (see Rear side door trim: Removal - Refitting),
  - the door strip (see Rear side door protective strip: Removal - Refitting).

Note:
It is possible to carry out the stripping operations on the vehicle before removing the door.
Fuel filler flap cover: Removal - Refitting

**REMOVAL**

**OPERATION FOR REMOVAL OF PART CONCERNED**

1. Unclip the fuel filler flap from its mounting.

**REFITTING**

**REFITTING OPERATION FOR PART CONCERNED**

1. Clip the fuel filler flap cover onto its mounting.
I - REMOVAL BY MEANS OF THE BONNET BOLTS

1 - REMOVAL PREPARATION OPERATION

a) Remove the bonnet soundproofing (see Bonnet soundproofing: Removal - Refitting).

b) Remove the bonnet jet supply pipe (1).

2 - OPERATION FOR REMOVAL OF PART CONCERNED

a) Remove:
   - the bonnet mounting bolts (2),
   - the bonnet.

II - REFITTING BY MEANS OF THE BONNET BOLTS

1 - OPERATION FOR REFITTING PART CONCERNED

a) Refit:
   - the bonnet,
   - the bonnet mounting bolts (2).

b) Adjust the opening clearances and flush fitting (see 48A, Non-side opening elements, Bonnet: Adjustment, page 48A-3).

c) Torque tighten the bonnet mounting bolts (8 Nm).

2 - FINAL OPERATION

a) Refit:
   - the bonnet jet supply pipe (1),
   - the bonnet soundproofing (see Bonnet soundproofing: Removal - Refitting).

Tightening torques:

- bonnet mounting bolts: 8 Nm
- bonnet hinge mounting bolts: 8 Nm
NON-SIDE OPENING ELEMENTS
Bonnet: Removal - Refitting

III - REMOVAL BY MEANS OF THE BONNET HINGE BOLTS

1 - REMOVAL PREPARATION OPERATION

a) Remove:
   - the front wheel arch liner (see Front wheel arch liner: Removal - Refitting)
   - the front bumper (see Front bumper: Removal - Refitting)
   - the headlight (see)
   - the front wing (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3)
   - the front wing upper mounting bracket (see 42A, Front upper structure, Front wing upper mounting support: Removal - Refitting, page 42A-14)
   - the bonnet soundproofing (see Bonnet soundproofing: Removal - Refitting)
   - the bonnet jet supply pipe (1).

2 - OPERATION FOR REMOVAL OF PART CONCERNED

a) Remove:
   - the bonnet hinge mounting bolts (3)
   - the bonnet.

IV - REFITTING BY MEANS OF THE BONNET HINGE BOLTS

1 - OPERATION FOR REFITTING PART CONCERNED

a) Refit:
   - the bonnet,
   - the bonnet hinge mounting bolts (3).
   - Adjust the opening clearances and flush fitting (see 48A, Non-side opening elements, Bonnet: Adjustment, page 48A-3).
   - Torque tighten the bonnet hinge mounting bolts (8 Nm).

2 - FINAL OPERATION

a) Refit:
   - the bonnet jet supply pipe (1),
   - the bonnet soundproofing (see Bonnet soundproofing: Removal - Refitting),
   - the front wing upper mounting bracket (see 42A, Front upper structure, Front wing upper mounting support: Removal - Refitting, page 42A-14),
   - the front wing (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3),
   - the headlight (see),
   - the front bumper (see Front bumper: Removal - Refitting),
   - the front wheel arch liner (see Front wheel arch liner: Removal - Refitting).
NON-SIDE OPENING ELEMENTS
Bonnet: Adjustment

ADJUSTMENT VALUES
- For all information about bonnet adjustment values (see Vehicle panel gaps: Adjustment values).

ADJUSTMENT
- There are two options for adjusting the bonnet:
  - by means of the bonnet mounting bolts,
  - by means of the bonnet hinge mounting bolts: this operation requires the removal of the front wing and the front wing upper mounting bracket.
- The bonnet striker must be adjusted in addition to the bonnet adjustment.

Observe the adjustment sequence.

Symbols A, B, C and D show the adjustment options.
The black dot in the centre represents the body of the bolt.
The grey section represents the component to be adjusted.
The white section represents the adjustment area.

Tightening torques
- bonnet mounting bolts: 8 Nm
- bonnet hinge mounting bolts: 8 Nm
- bonnet striker mounting bolts: 8 Nm

112091
109496
NON-SIDE OPENING ELEMENTS

Bonnet: Adjustment

I - ADJUSTMENT BY MEANS OF THE BONNET MOUNTING BOLTS

a. Undo the bonnet mounting bolts (4).

b. Adjust the bonnet panel gaps.

c. Torque tighten the bonnet mounting bolts (8 Nm).

II - ADJUSTMENT BY MEANS OF THE BONNET HINGE MOUNTING BOLTS

a. Remove:
   - the front wing (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3),
   - the front wing upper mounting support (see 42A, Front upper structure, Front wing upper mounting support: Removal - Refitting, page 42A-14).

b. Undo the bonnet hinge mounting bolts (5).

c. Refit:
   - the front wing upper mounting support,
   - the front wing.

b. Adjust the bonnet panel gaps.

c. Remove:
   - the front wing,
   - the front wing mounting bracket.

d. Torque tighten the bonnet hinge mounting bolts (8 Nm).

e. Refit:
   - the front wing upper mounting bracket (see 42A, Front upper structure, Front wing: Removal - Refitting, page 42A-3),
   - the front wing (see 42A, Front upper structure, Front wing upper mounting support: Removal - Refitting, page 42A-14).
III - BONNET STRIKER ADJUSTMENT

a) Remove:
- the bonnet striker mounting bolts (6)
- the bonnet striker.

a) Fill in the paintwork.

a) Refit the striker and the mounting bolts (6).

a) Adjust the bonnet striker with the bonnet lock.

a) Torque tighten the bonnet striker mounting bolts (8 Nm).

Note: When adjusting the bonnet striker, it is imperative to remove the striker plate and fill in the paintwork to protect the bonnet from corrosion.
NON-SIDE OPENING ELEMENTS
Tailgate: Removal - Refitting

I - REMOVAL WITHOUT THE HINGES

1 - REMOVAL PREPARATION OPERATION

a) Remove the tailgate trim (see Tailgate trim: Removal - Refitting).

b) Disconnect the electrical connectors from:
   - the rear screen wiper motor,
   - the tailgate lock,
   - the heated rear screen.

c) Remove:
   - the tailgate electrical supply harness,
   - the tailgate washer jet tube,
   - the tailgate gas struts.

2 - OPERATION FOR REMOVAL OF PART CONCERNED

a) Remove:
   - the tailgate mounting bolts (1),
   - the tailgate.

Tightening torques:
- Tailgate mounting bolts: 10 Nm
- Hinge mounting nuts: 21 Nm

II - REFITTING WITHOUT HINGES

1 - OPERATION FOR REFITTING PART CONCERNED

a) Refit:
   - the tailgate,
   - the tailgate mounting bolts (1).

b) Torque tighten the tailgate mounting bolts (10 Nm).

2 - FINAL OPERATION

a) Refit:
   - the tailgate gas struts,
   - the tailgate washer jet tube,
   - the tailgate electrical supply harness.

c) Connect the electrical connectors to:
   - the heated rear screen,
   - the tailgate lock,
   - the rear screen wiper motor.

d) Refit the tailgate trim (see Tailgate trim: Removal - Refitting).

III - REMOVAL WITH HINGES

1 - REMOVAL PREPARATION OPERATION

a) Remove the headlining (see Headlining: Removal - Refitting).

b) Disconnect the tailgate electrical supply harness.

c) Remove:
   - the tailgate washer jet tube,
   - the tailgate gas struts.

Tightening torques:
- Tailgate gas struts: 15 Nm
- Tailgate washer jet tube: 21 Nm
NON-SIDE OPENING ELEMENTS
Tailgate: Removal - Refitting

2 - OPERATION FOR REMOVAL OF PART CONCERNED

a) Remove:
- the hinge mounting nut (2) on each side of the vehicle,
- the tailgate.

IV - REFITTING WITH HINGES

1 - OPERATION FOR REFITTING PART CONCERNED

a) Refit:
- the tailgate,
- the hinge mounting nut (2) on each side of the vehicle.

2 - FINAL OPERATION

a) Torque tighten the hinge mounting nuts (21 Nm).

a) Refit:
- the tailgate gas struts,
- the tailgate washer jet tube.

a) Connect the tailgate electrical feed harness.

a) Refit the headlining (see Headlining: Removal - Refitting).

112176
ADJUSTMENT VALUES

For information on the adjustment values for the tailgate (see Vehicle panel gaps: Adjustment value (01C, Vehicle bodywork specifications)).

ADJUSTMENT

There are two options for adjusting the tailgate:
- using the tailgate bolts,
- using the tailgate hinge nuts: operation in addition to the removal of the headlining.

Observe the adjustment sequence. Symbols A, B, C and D show the adjustment options.

The black dot in the centre represents the body of the bolt.
The grey section represents the component to be adjusted.
The white section represents the adjustment area.
I - ADJUSTMENT BY MEANS OF THE TAILGATE MOUNTING BOLTS

1. Undo the bolts (6) on each side of the vehicle.
2. Adjust the tailgate panel gaps.
3. Tighten the bolts (6).

II - ADJUSTMENT BY MEANS OF THE HINGE MOUNTING NUTS

1. Remove the headlining (see Headlining: Removal - Refitting (71A, Body internal trim)).
2. Adjust the hinge gap.
3. Tighten the nuts.

B85 or C85 or S85
113035
K85
126754
**Tailgate Adjustment**

1. Undo the nut (7) on each side of the vehicle.
2. Adjust the tailgate panel gaps.
3. Tighten the bolts (7).
4. Refit the headlining (see Headlining: Removal - Refitting (71A, Body internal trim)).
Described below is a special sequence of operations for tailgate replacement.

**STRIPPING**
- Remove:
  - the tailgate trim (see Tailgate trim: Removal - Refitting) (73A, Non-side opening elements trim),
  - the rear screen wiper arm (see Rear screen wiper arm: Removal - Refitting) (85A, Washing - Wiping),
  - the rear screen wiper motor (see Rear screen wiper motor: Removal - Refitting) (85A, Washing - Wiping),
  - the tailgate lock (see Tailgate lock: Removal - Refitting) (52A, Non-side opening element mechanisms),
  - the tailgate exterior opening control (see) (52A, Non-side opening element mechanisms).

- Remove the high level brake light (see 3rd brake light: Removal - Refitting) (81A, Rear lighting).

- Remove:
  - the tailgate spoiler (see Tailgate spoiler: Removal - Refitting) (56A, Exterior equipment),
  - the tailgate strip (see Tailgate strip: Removal - Refitting) (55A, Exterior protection).

- Remove:
  - the rear screen (see Rear screen: Removal - Refitting) (54A, Windows),
  - the tailgate wiring.

**REBUILDING**
- Refit:
  - the tailgate wiring,
  - the rear screen (see Rear screen: Removal - Refitting) (54A, Windows).

- Refit:
  - the tailgate strip (see Tailgate strip: Removal - Refitting) (55A, Exterior protection),
  - the tailgate spoiler (see Tailgate spoiler: Removal - Refitting) (56A, Exterior equipment).

- Refit the high level brake light (see 3rd brake light: Removal - Refitting) (81A, Rear lighting).

- Refit:
  - the tailgate exterior opening control (see) (52A, Non-side opening element mechanisms),
  - the tailgate lock (see Tailgate lock: Removal - Refitting) (52A, Non-side opening element mechanisms),
  - the rear screen wiper motor (see Rear screen wiper motor: Removal - Refitting) (85A, Washing - Wiping),
  - the rear screen wiper arm (see Rear screen wiper arm: Removal - Refitting) (85A, Washing - Wiping),
  - the tailgate trim (see Tailgate trim: Removal - Refitting) (73A, Non-side opening elements trim).

Note:
It is possible to carry out the trim removal operations on the vehicle before removing the tailgate.