



4 Panelwork

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43 UPPER SIDE STRUCTURE

44 UPPER REAR STRUCTURE

47 SIDE OPENING ELEMENTS

CBA

77 11 294 982

JULY 2000

EDITION ANGLAISE

"The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

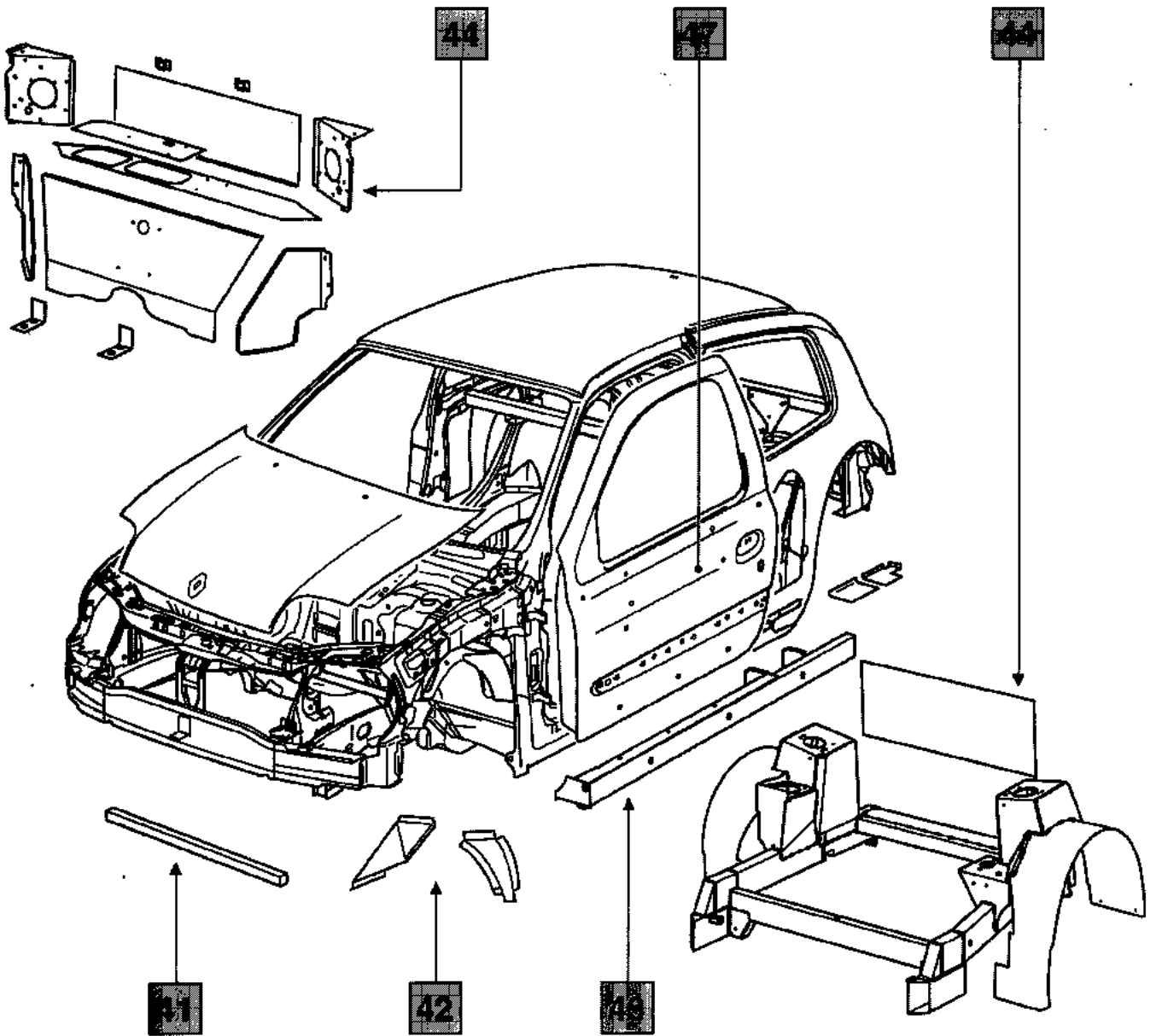
The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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EXPLODED VIEW



Panelwork

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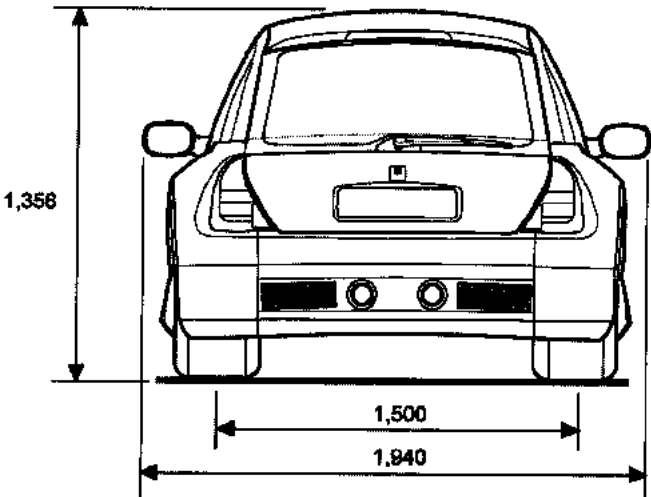
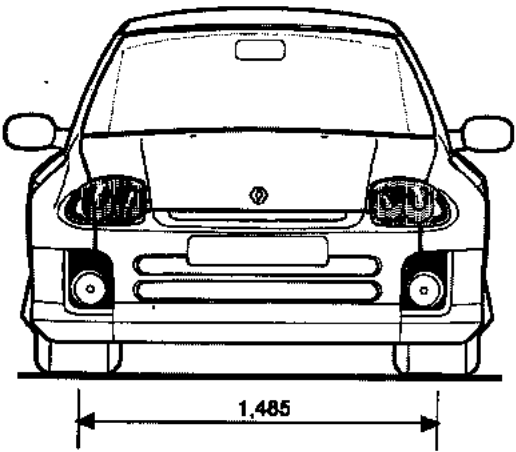
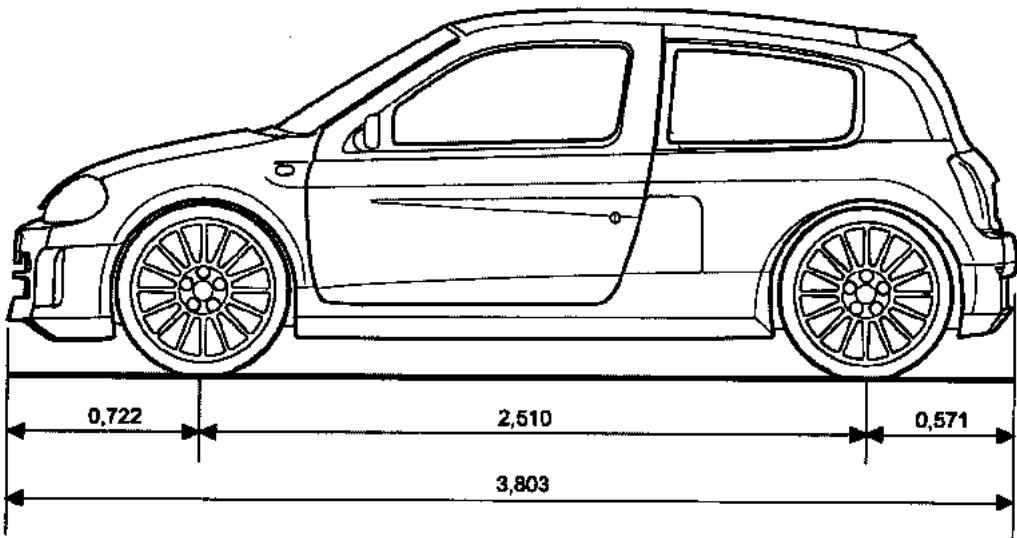
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GENERAL INFORMATION

Dimensions

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Dimensions in metres



TWR16927

GENERAL INFORMATION

Engines

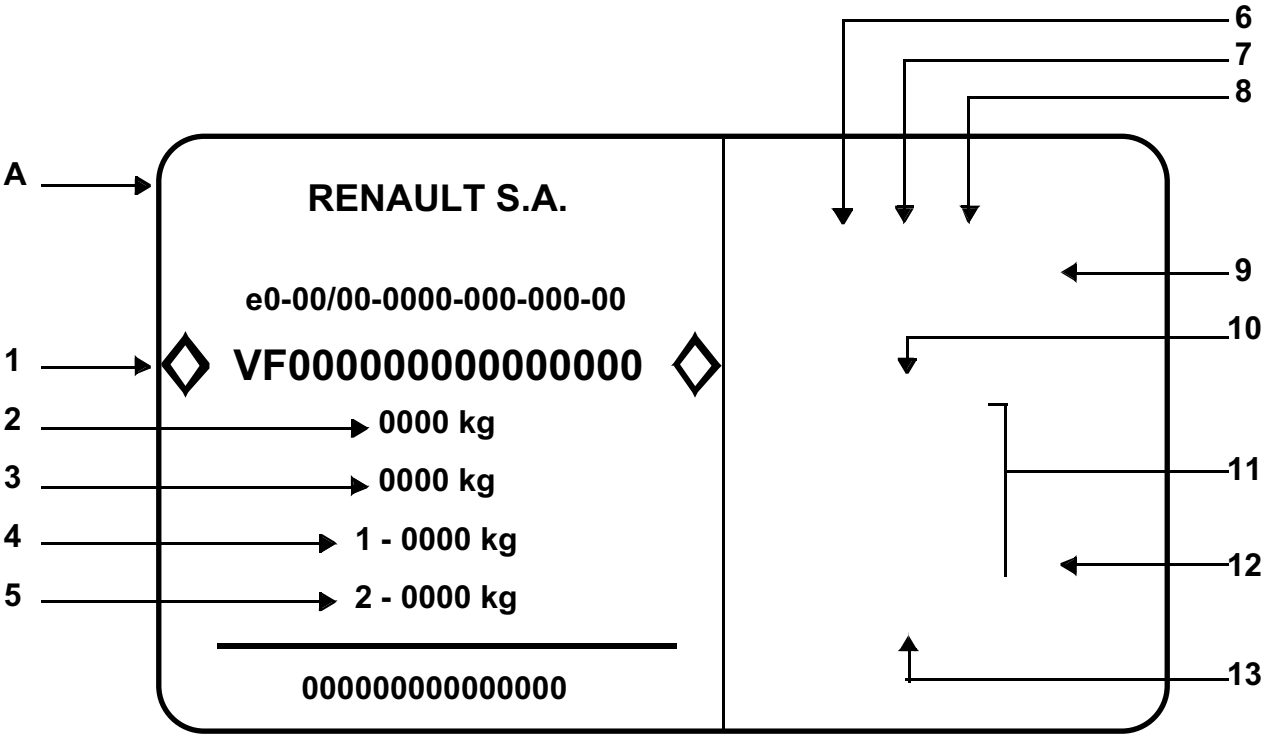
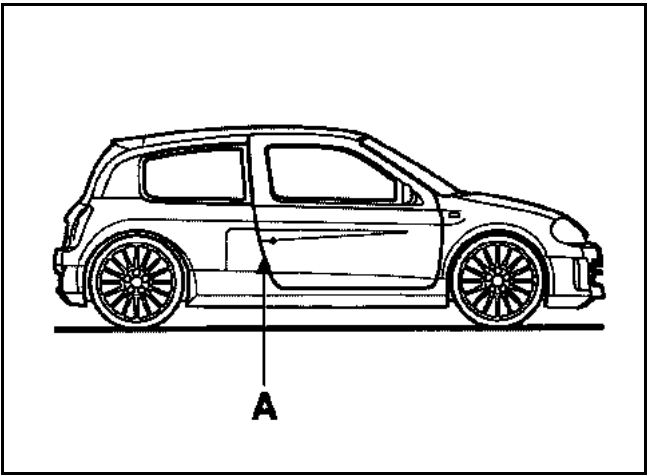
Vehicle type	Engine		Clutch type	Manual gearbox type
	Type	Cubic capacity (cm ³)		
CB1A	L7X 760	2946	242 DNG 5500	PK6

VEHICLE IDENTIFICATION

Example: CB1A

- C : Body type (3 doors)
- B : Project code
- 1A : Engine suffix

LOCATION OF VEHICLE IDENTIFICATION PLATE



- 1 Vehicle type and chassis number
- 2 MG VW (Maximum Gross Vehicle Weight)
- 3 GTW (Gross Train Weight - loaded vehicle with trailer)
- 4 Front axle MG VW
- 5 Rear axle MG VW

- 6 Technical specifications of the vehicle
- 7 Vehicle paint reference
- 8 Equipment level
- 9 Vehicle type
- 10 Trim code
- 11 Additional equipment details
- 12 Fabrication number
- 13 Interior trim code



Safety symbol (special precautions to be taken when carrying out operations).

We advise you to use the appropriate axle supports when using a trolley jack.

TROLLEY JACK

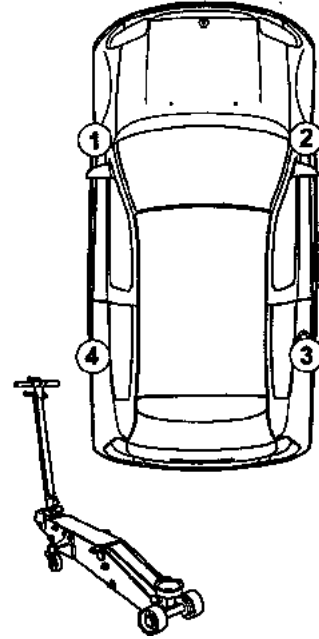
It is **forbidden** to lift a vehicle carrying its weight beneath the front suspension arms or under the rear axle assembly.

When lifting the front or rear of the vehicle, only place the weight on the jacking points (1), (2), (3) and (4).

AXLE SUPPORT

When you place the vehicle on the axle supports, make sure that they are positioned under the jacking points, located behind the stiffeners.

The axle supports must be positioned at the rear when the vehicle is lifted on its side.



SAFETY INSTRUCTIONS



Various cases have to be considered:

1 - REMOVING COMPONENTS

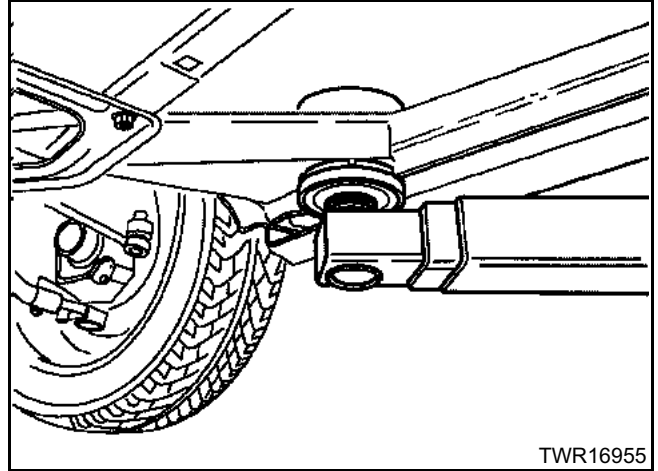
As a general rule, **never use a two-post lift** whenever a four-post lift can be used.

If this is not possible, place the lifting pads beneath the underbody flange by the tool kit jack supports.

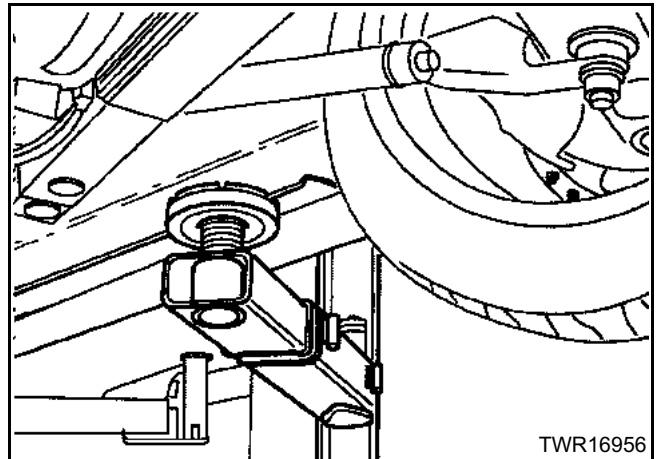
2 - REMOVING - REFITTING THE ENGINE AND TRANSMISSION ASSEMBLY

In this particular case, the vehicle body must be secured to the arms of the 2-post lift using special pads.

FRONT



REAR



These must be positioned by the tool kit jack supports. They must slot into the openings in the underbody flanges.

GENERAL INFORMATION

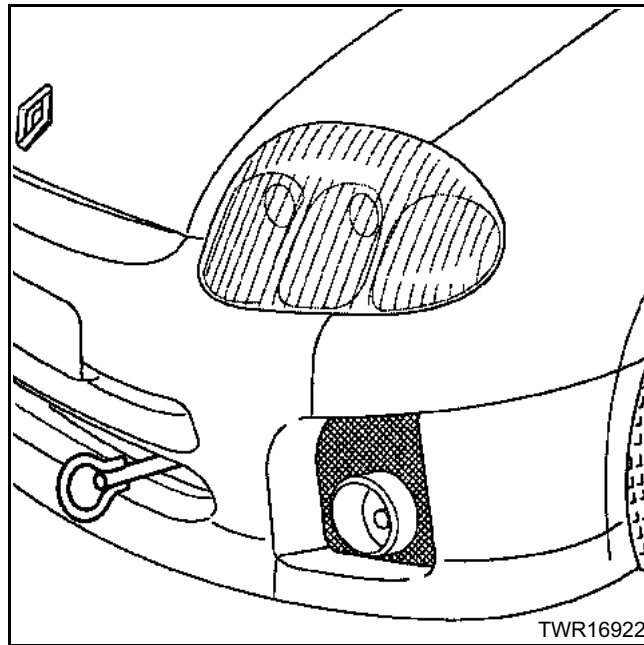
Towing

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OBSERVE THE TOWING REQUIREMENTS OF THE COUNTRY YOU ARE IN.

NEVER USE THE DRIVESHAFTS AS ATTACHMENT POINTS.

The towing points may only be used for towing the vehicle on the road. They should never be used for removing the vehicle from a ditch or for any other similar breakdown operation or to lift the vehicle, either directly or indirectly.



NOTE: The vehicle is not fitted with a rear towing point.

INTRODUCTION

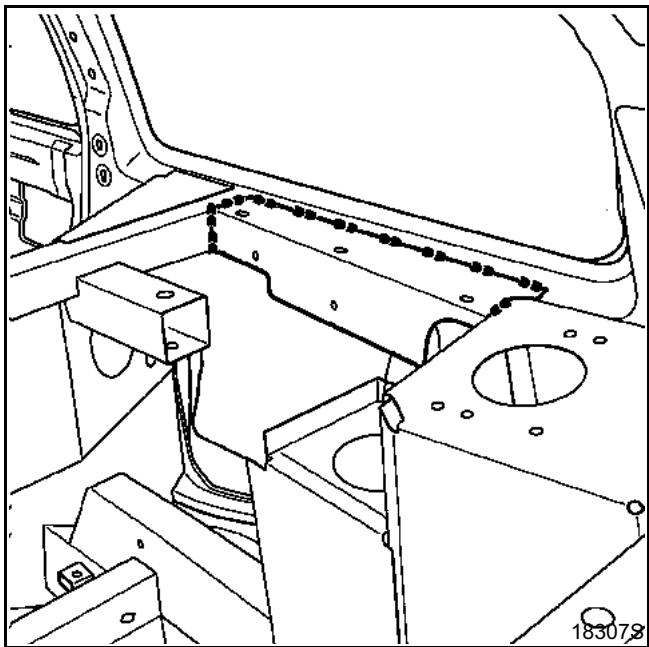
The vehicle design makes it easier to identify procedures by symbols.

The diagrams contain information on where to make the welds.

Reference will only be made to a section to provide further information on additional operations to be carried out at the position of the section (e.g. areas to be cut).

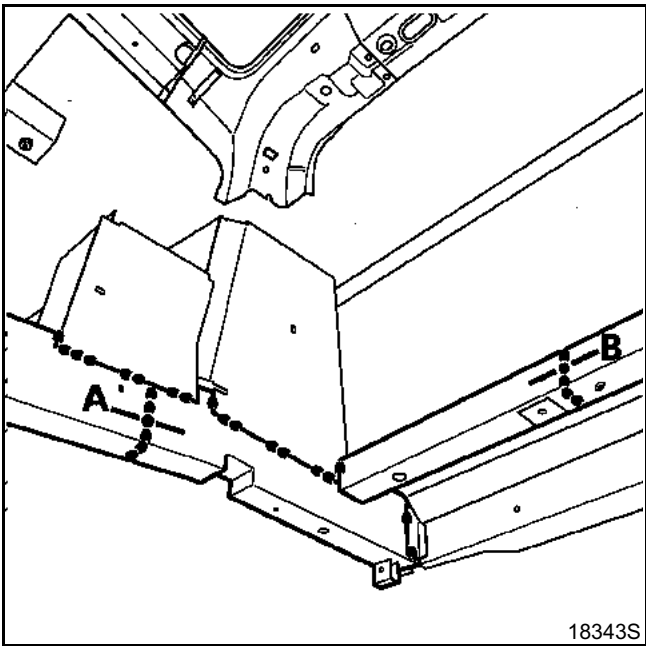
EXAMPLES

Example no. 1 (without section)

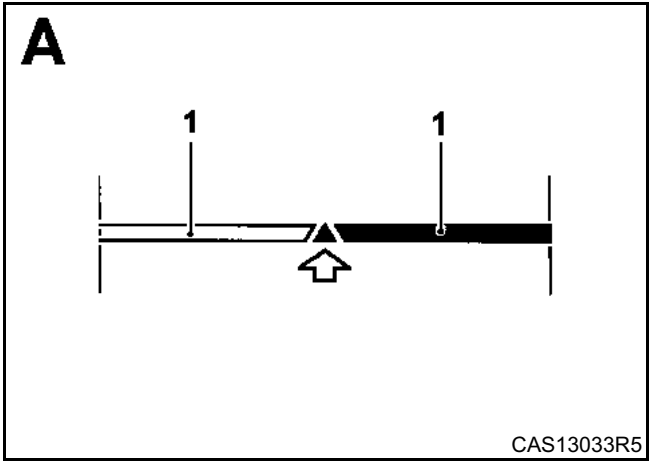


If there are no symbols to indicate otherwise, this diagram shows you that the MAG seams should be **20 mm** spaced at intervals of **30 mm**.

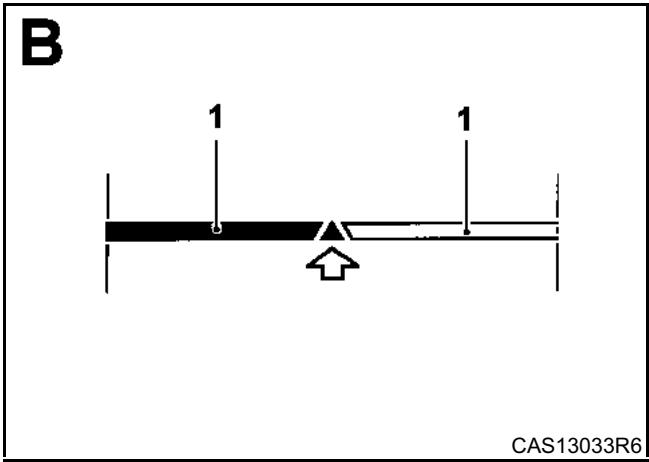
Example no. 2 (with section)



- This dashed line shows the centre line of the sections
- ↑ The point shows the exact position of the weld joint
- A This letter identifies the drawing for the section (it is shown in one of the top corners of each drawing)



This arrow on the diagram designates the access point for the unpicking of spot welds (see specific cases)




















The symbols for different welding types are shown in the diagrams. The sequence of operations to be carried out is shown below the diagrams.

GENERAL INFORMATION

Key to symbols

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	Chisel		Safety symbol This means that the welding operation in question concerns one or more of the vehicle's vital safety components
	Grind back beads or spot welds. Straight grinding wheel with 75 Ø bakelite disc, thickness 1.8 to 3.2 mm.		Lead filler Hot air torch Nozzle temperature min. 600° Handle + 33 % lead rod + tallow Note: lead filler greatly compensates for the risks of deformation caused by welding
	Grind back spot welds. 20 000 rpm straight grinding wheel with 10 or 16 mm Ø spherical burr.		
	Drill spot welds. Hardened steel bit. Speed 800 - 1000 rpm.		Application of weldable mastic This mastic is a conductor, laid between two sheets to be spot welded, it ensures the seal between the sheets and prevents corrosion of the spot welds
	8 mm < Ø drill Steel drill bit Speed 800 - 1000 rpm.		Application of aluminium paint This is to be applied to the joint faces of each of the parts to be plug welded. This paint is conductive and can withstand high temperatures; it gives anti-corrosion protection around welds
	8 mm > Ø drill Tapered burr Speed 800 - 1000 rpm.		
	Cleaning surfaces to be welded 100 mm Ø fibre disc		Apply a bead of extruded mastic ● from a manual or pneumatic spray gun ● one or two pot mastic for crimped and butt joints
	Cutting with a saw Pneumatic power hacksaw		
	Cut out part by grinding off flange or grinding back remaining traces of spot weld. Finish surface after welding Angle grinder fitted with a rubber pad and a 120 to 180 mm Ø P36 grain fibre disc		
	MAG stitch weld Note: to ensure high quality welding, we recommend that you use gas composed of Argon + 15% CO ₂ which is considered an active gas (MAG)		
	Resistance spot welding		
	Plug welding Under MAG gas shielding		

INTRODUCTION

This vehicle is built from a a standard, fully-assembled Clio body which is altered to accept a rear engine mounting subframe and special stiffeners.

As such, parts supplied by the Replacement Parts Store have to be adapted according to instructions given in the methods described below.

(1) Cut along a line drawn on the part

The Replacement Parts Store part has a cutting line that has been drawn with a gauge identical to the one on the manufactured part. The part has a specific part number.

(2) Cut according to the dimensions given in the method diagram

The Replacement Parts Store part has no special markings. It is the same as the basic vehicle part and its part number does not change.

(3) The part is obtained by dismantling it from the assembly supplied by the Replacement Parts Store

Methods for replaced parts are the same as for basic vehicle parts.

(4) New parts specific to the vehicle

(5) Parts supplied in a set

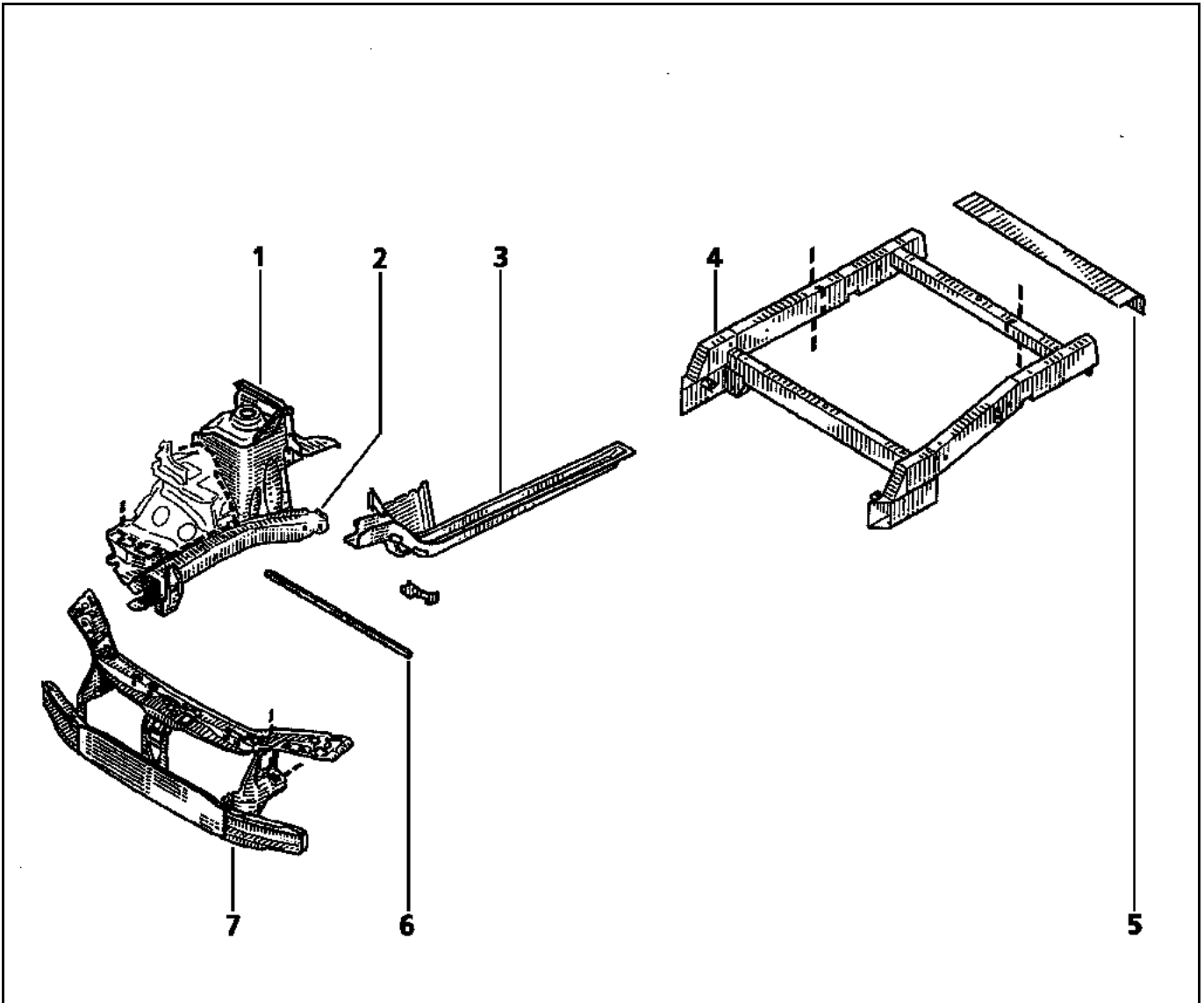
IMPORTANT: all dimensions are given in millimetres except where stated otherwise.

GENERAL INFORMATION

Description of parts (exploded view)

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LOWER STRUCTURE



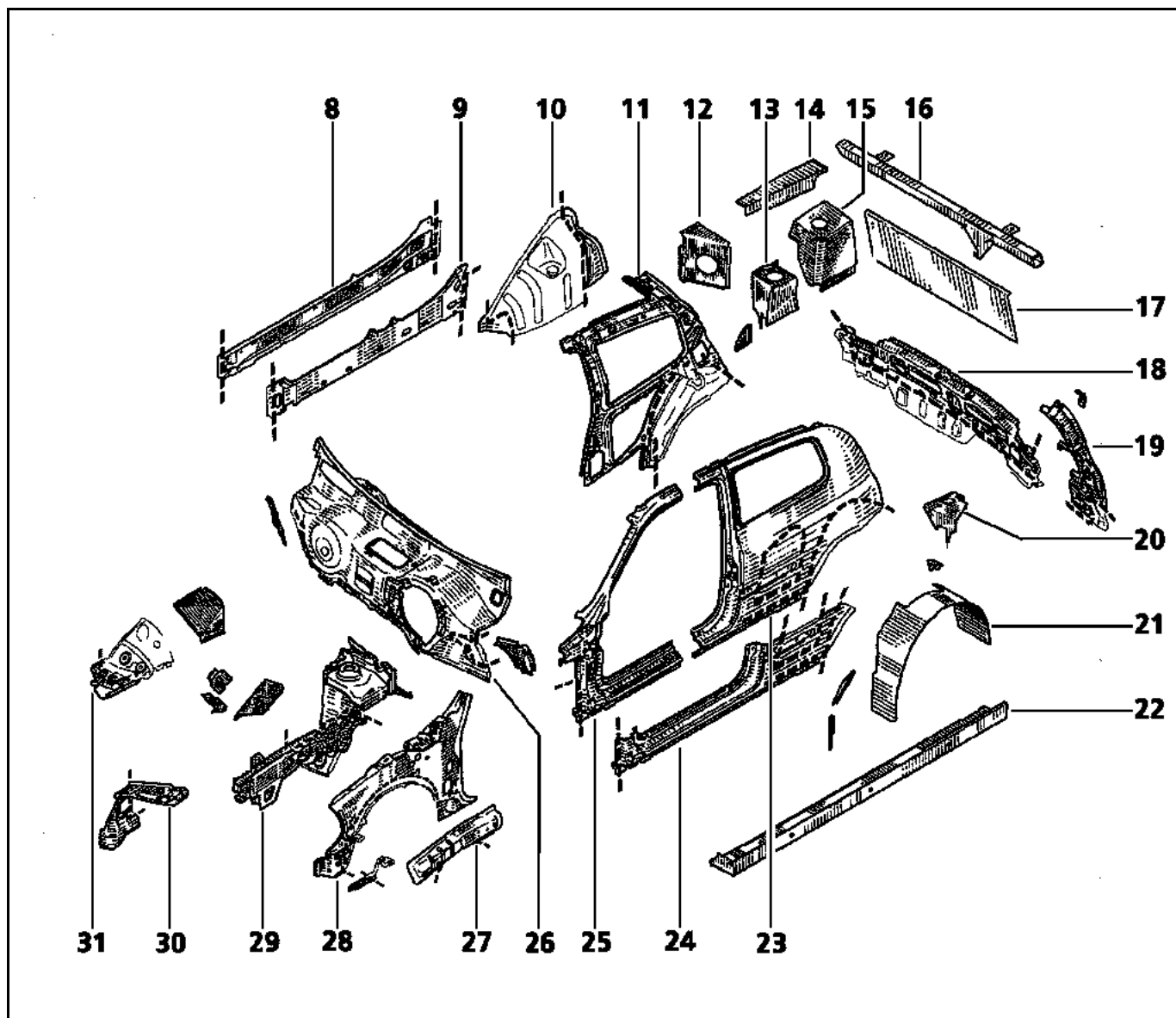
- 1 Front half unit (1) 41-F
- 2 Front section of front side member (3) 41-C
- 3 Rear section of front side member 41-H
- 4 Rear side member 41-M
- 5 Rear end floor 41-O
- 6 Front cross member connecting front side members 41-R
- 7 Front (2) 41-B

GENERAL INFORMATION

Description of parts (exploded view)

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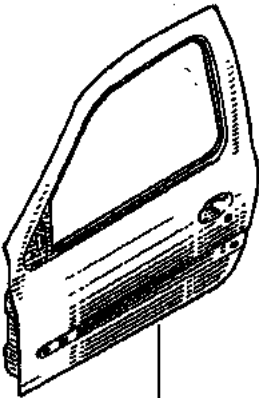
UPPER STRUCTURE



- 8 Inner sill panel (2) 43-J
- 9 Sill panel outer stiffener (2) 43-I
- 10 Inner wheel arch (1) 44-E
- 11 Quarter panel lining (1) 44-F
- 12 Engine compartment lateral partition 44-O
- 13 Engine mounting 44-J
- 14 Parcel shelf lateral support 44-M
- 15 Rear shock absorber cup 44-I
- 16 Parcel shelf rear mounting cross member 44-L
- 17 Engine compartment rear partition 44-N
- 18 Rear end panel (1) 44-G
- 19 Light bracket (1) 44-H

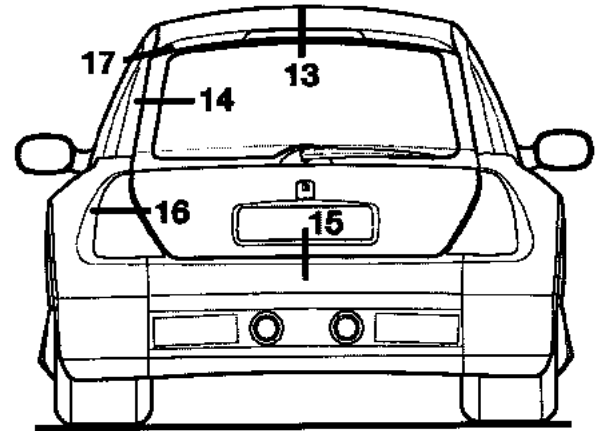
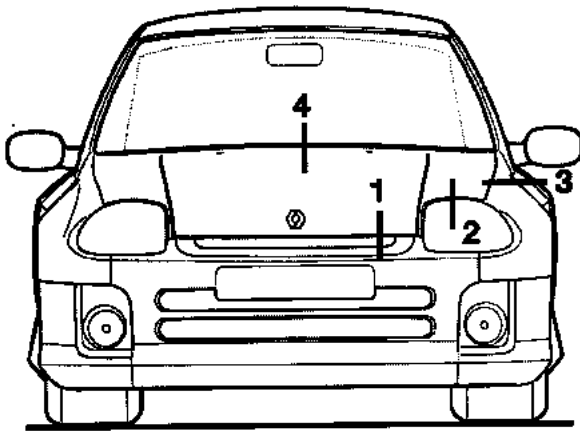
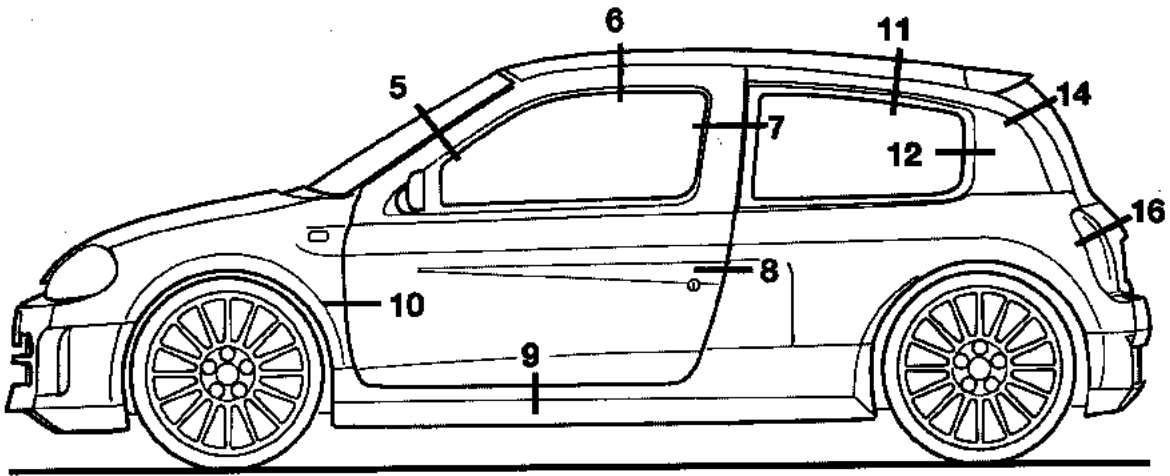
- 20 Gearbox mounting 44-K
- 21 Outer wheel arch 44-D
- 22 Sill panel outer stiffener 43-L
- 23 Rear wing panel (1) and (2) 44-A
- 24 Sill panel (1) 43-H
- 25 Front pillar (2) 43-A
- 26 Bulkhead (2) 42-K
- 27 Scuttle side panel upper stiffener front section (2) 42-F
- 28 Scuttle side panel (1) 42-E
- 29 Wheel arch (3) 42-I
- 30 Headlight carrier panel (2) 42-C
- 31 Front section of wheel arch (2) 42-H

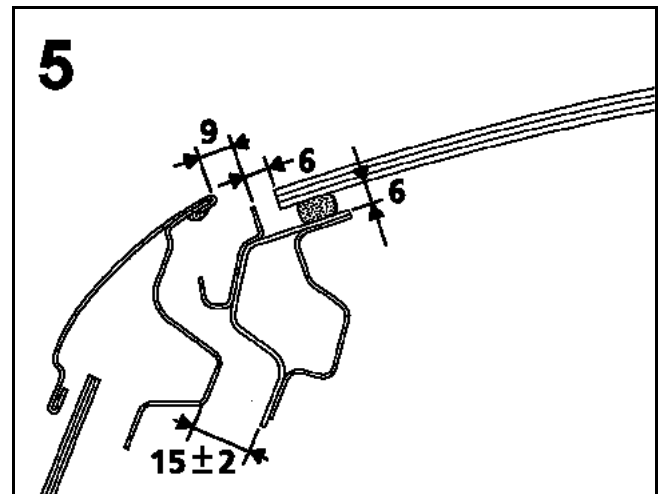
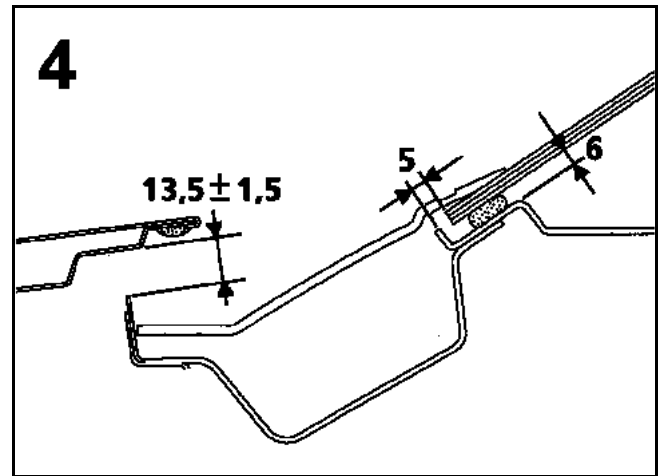
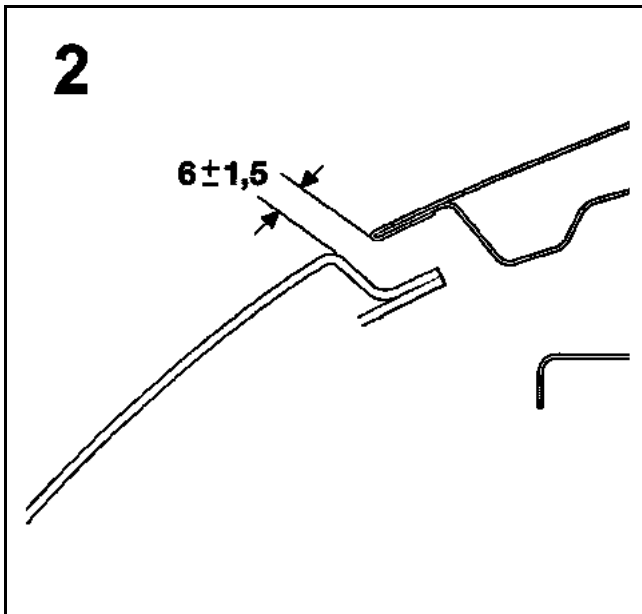
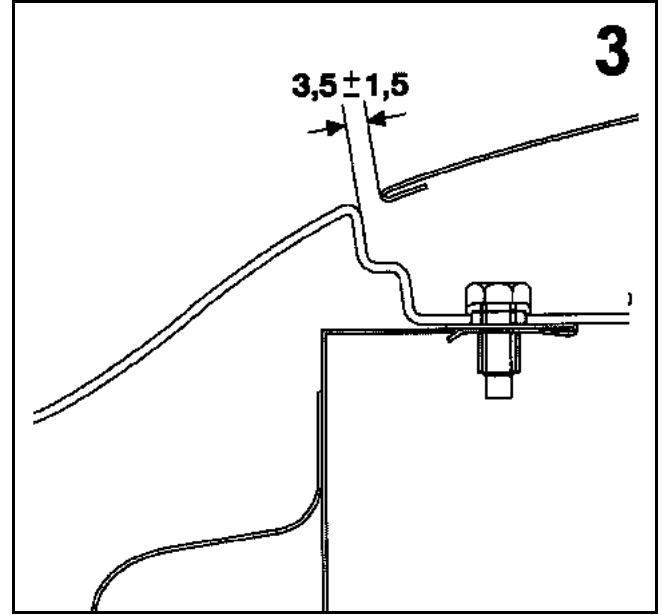
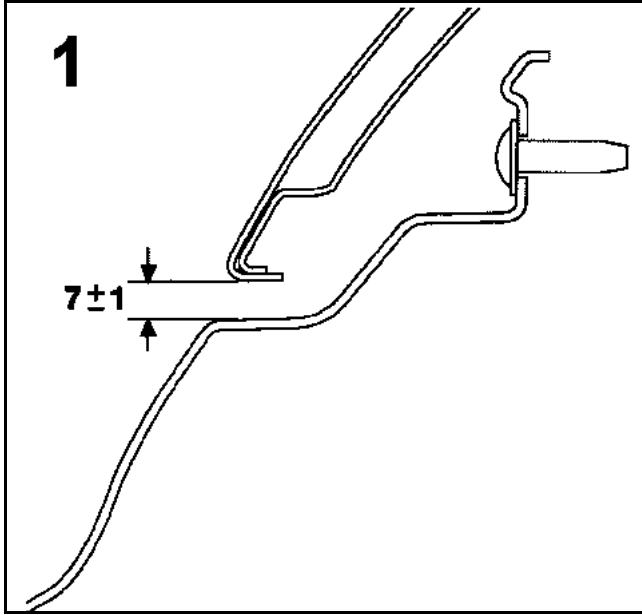
OPENING ELEMENTS

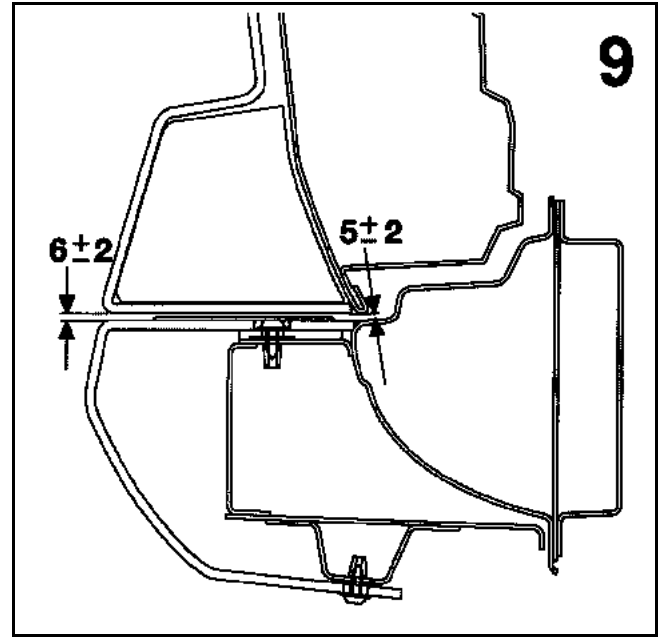
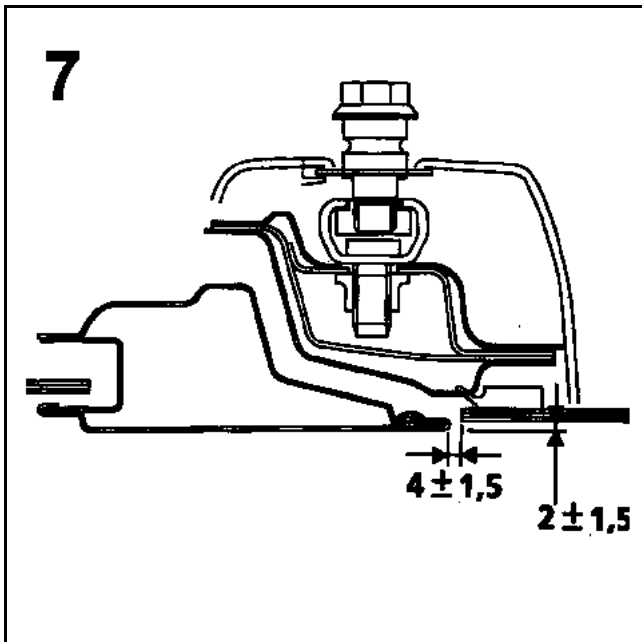
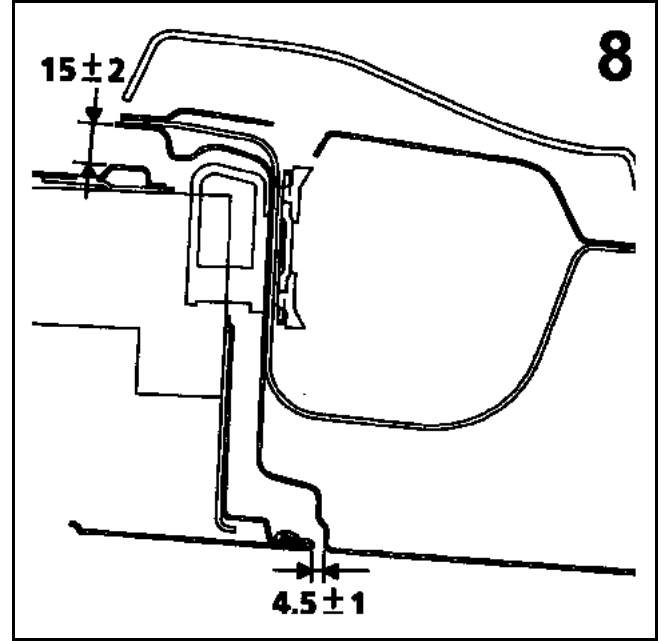
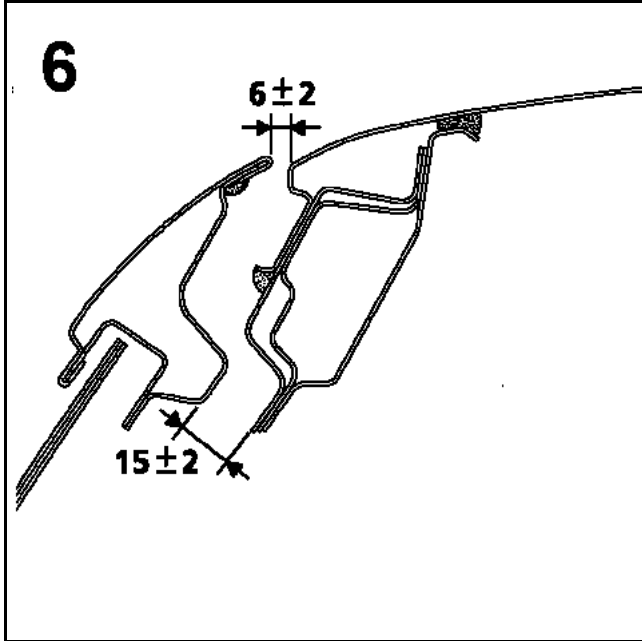


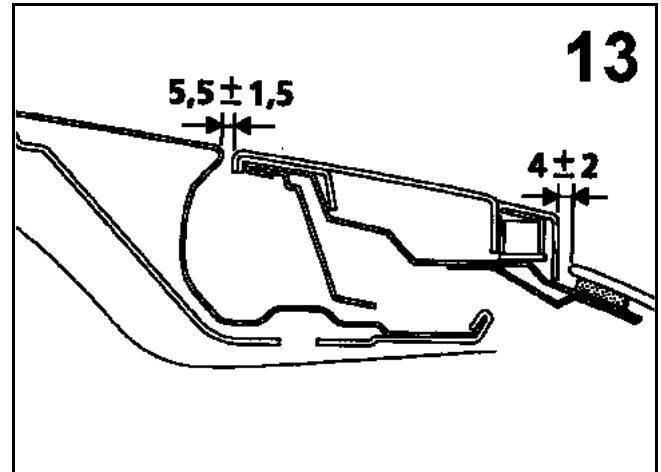
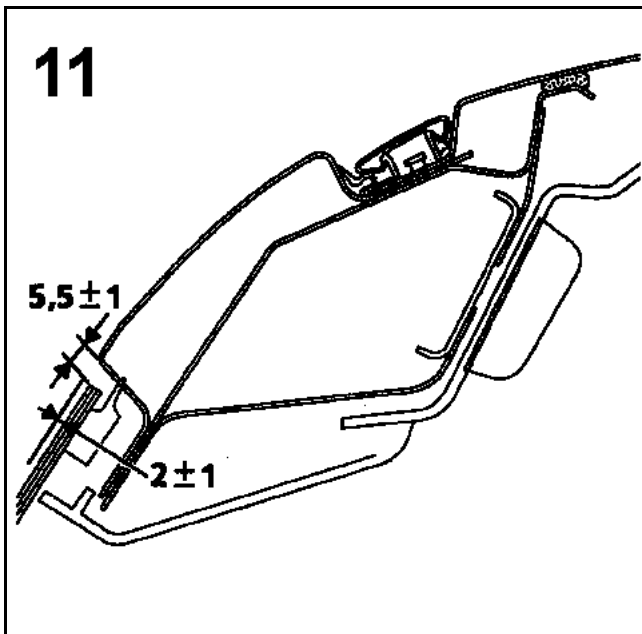
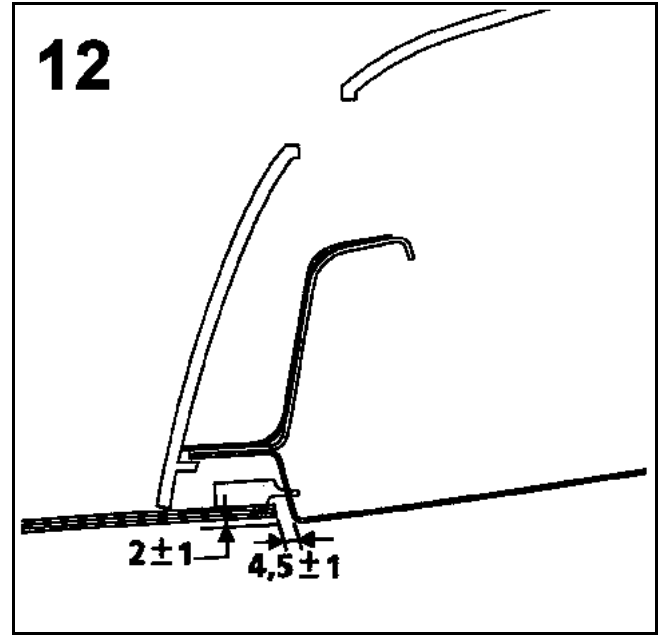
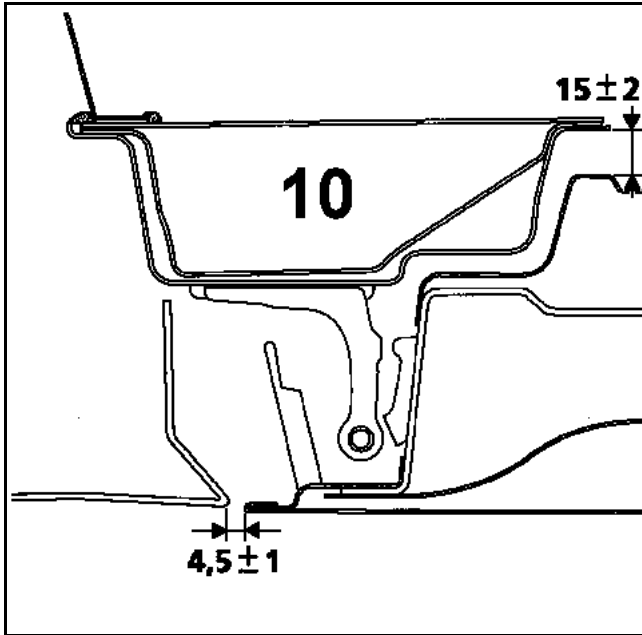
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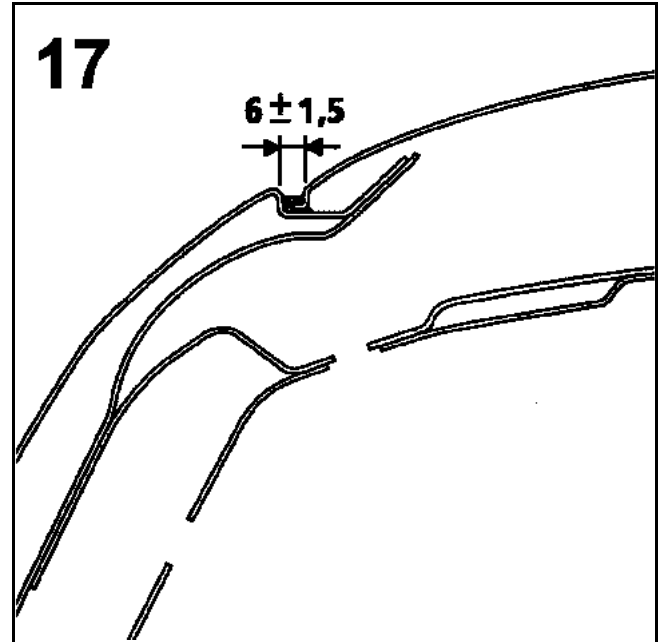
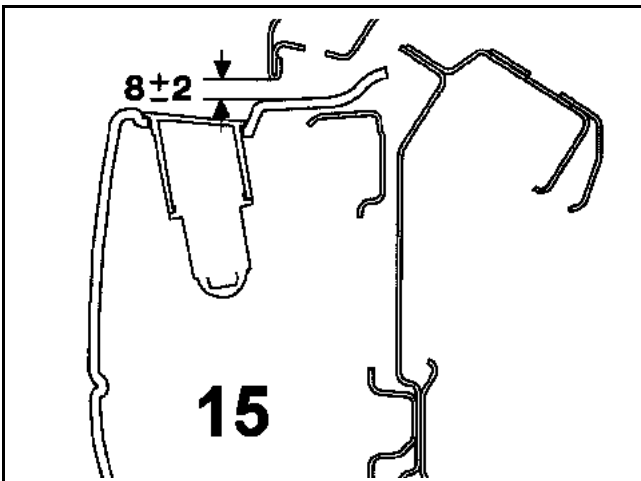
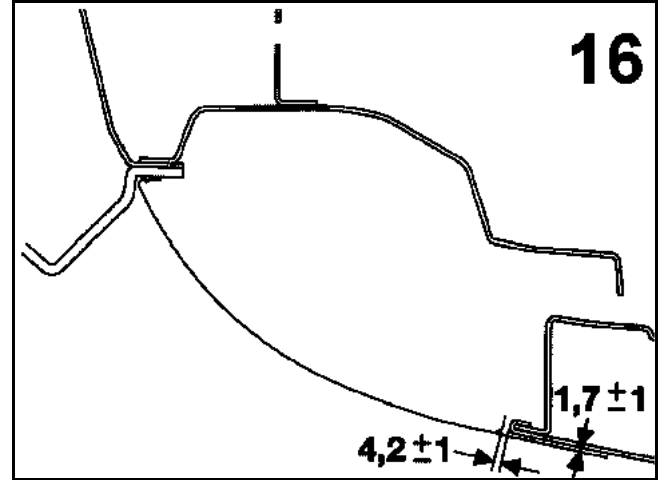
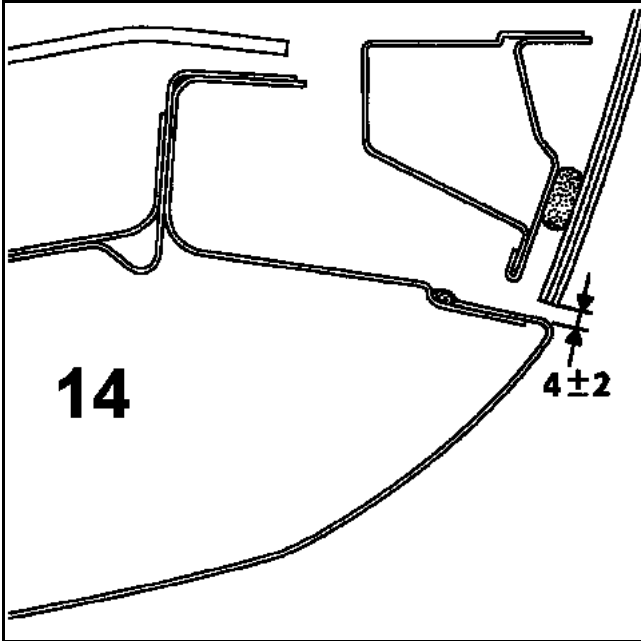
32 Doors (2) **47-A**











Before carrying out repairs to the bodywork of a car, even if the damage seems slight, it is necessary to carry out a series of tests:

● VISUAL INSPECTION

This inspection involves the examination of the sub-frame of the vehicle where mechanical components are mounted and in the crumple zones or vulnerable areas in order to detect creases where materials have been deformed.

● TRAMMEL GAUGE CHECK

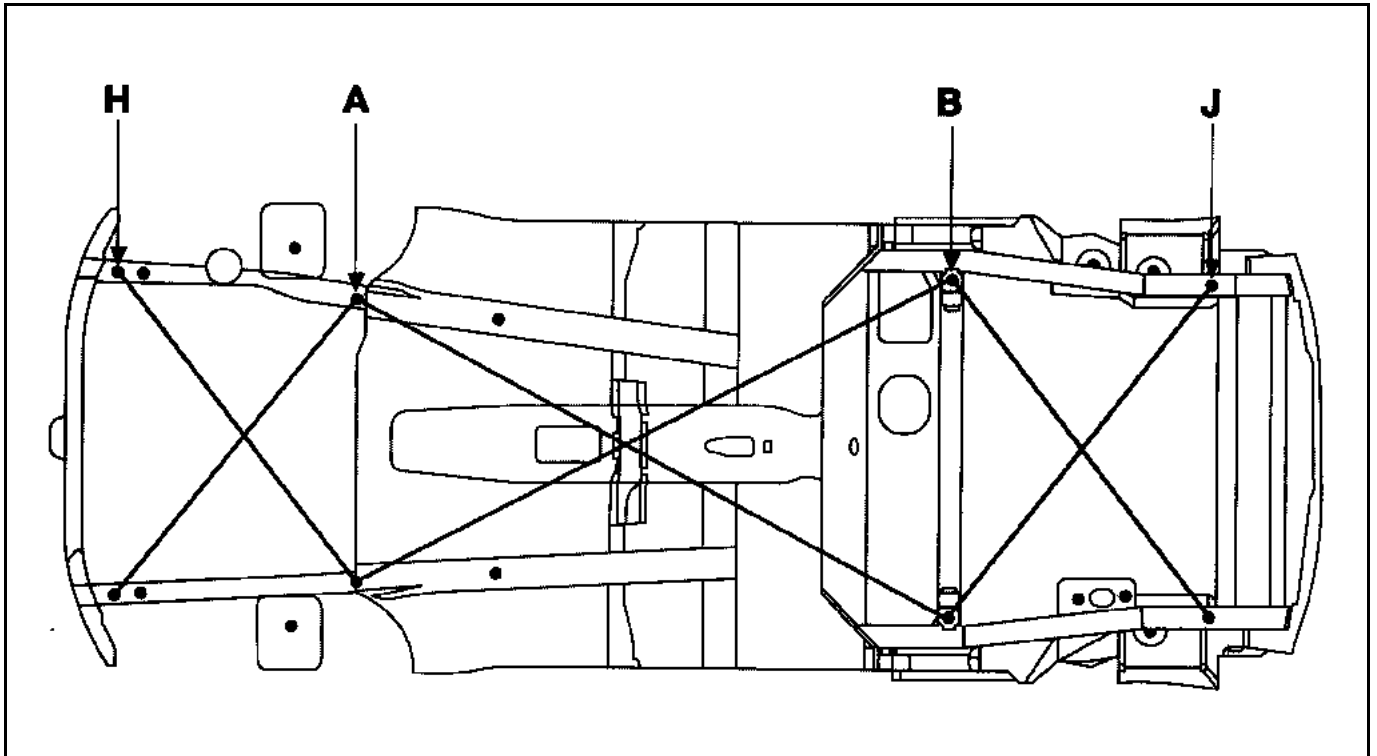
The visual inspection may be completed using a trammel gauge which will allow measurement of certain deformations by symmetrical comparisons (for more detail on each point to check, see the repair bench paragraph below).

● AXLE GEOMETRY CHECK

It is the only check which determines whether the impact suffered by the vehicle has or has not affected its roadholding.

Important: In borderline cases, it is essential not to neglect checking the axle assembly components which may also have been subject to deformation.

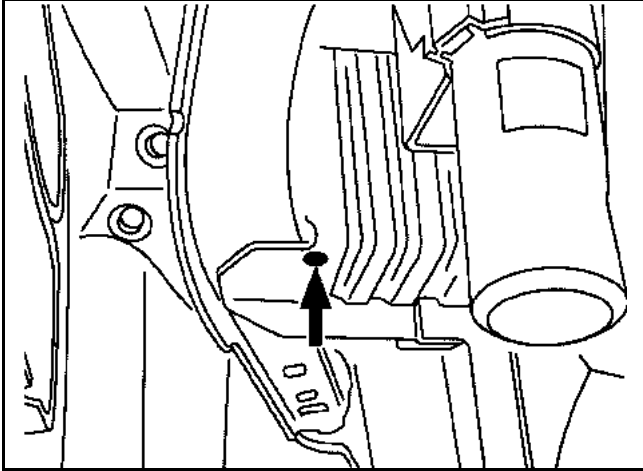
On principle, no welded component in the body shell may be replaced without ensuring that the sub-frame has not been affected by the impact.



GAUGE POINTS

Point H:

Front end of front side member.

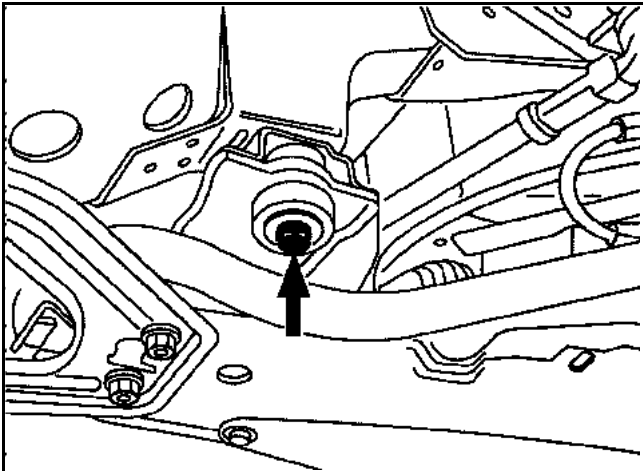


Point A:

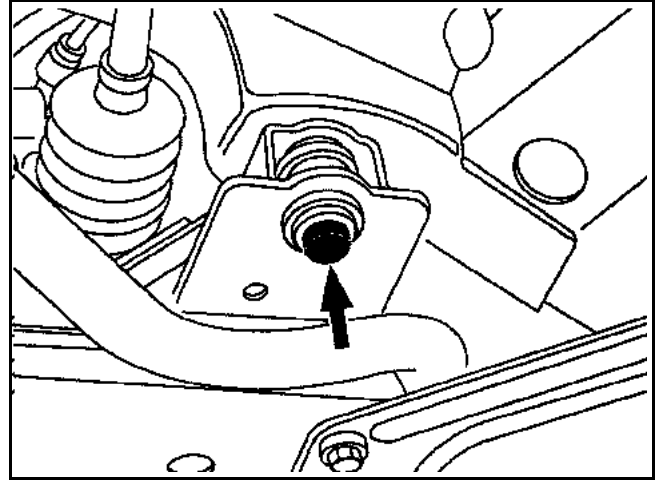
Front sub-frame rear attachment.

Starting reference point for a rear impact.

Right-hand side



Left-hand side

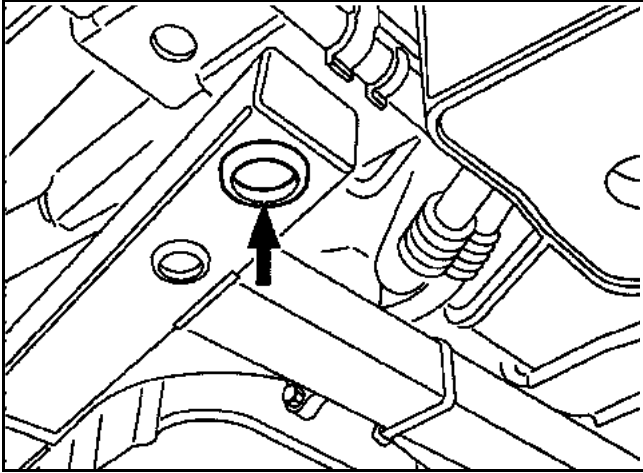


Point B:

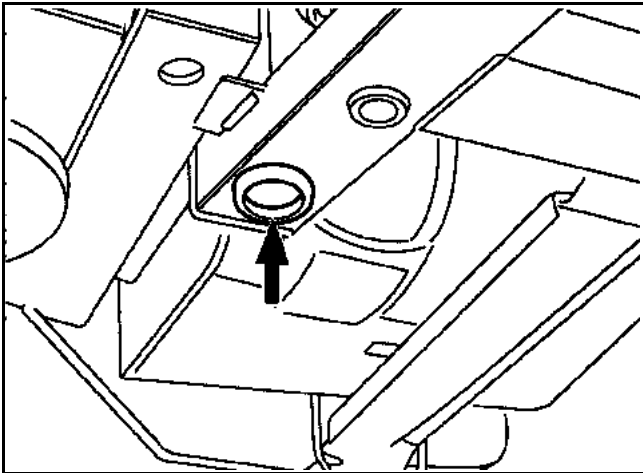
Front point of rear axle assembly.

Starting reference point for a frontal impact.

Right-hand side

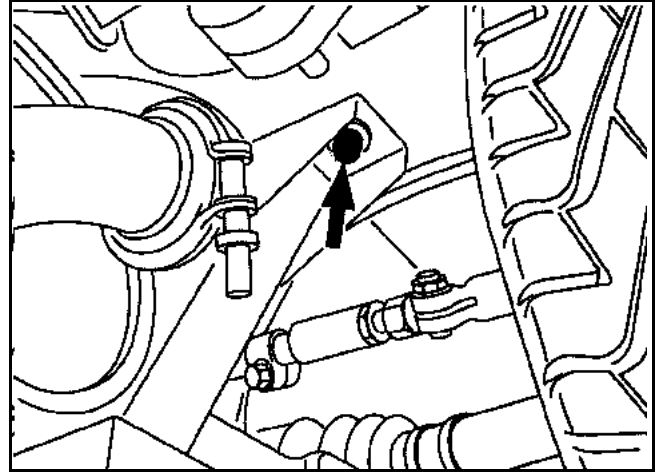


Left-hand side

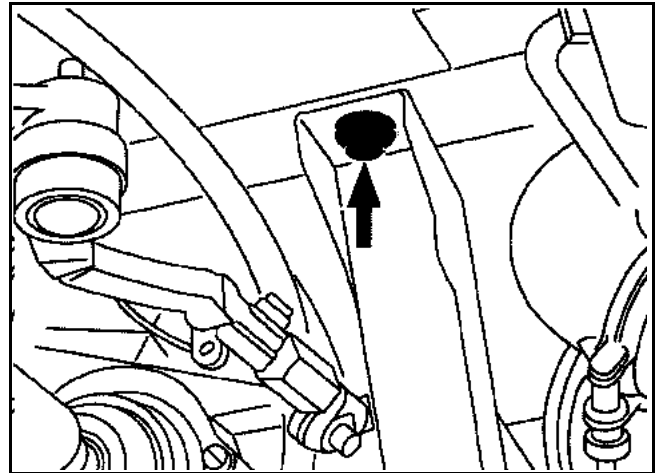
**Point J:**

Rear end of rear side member (engine sub-frame rear mounting).

Right-hand side

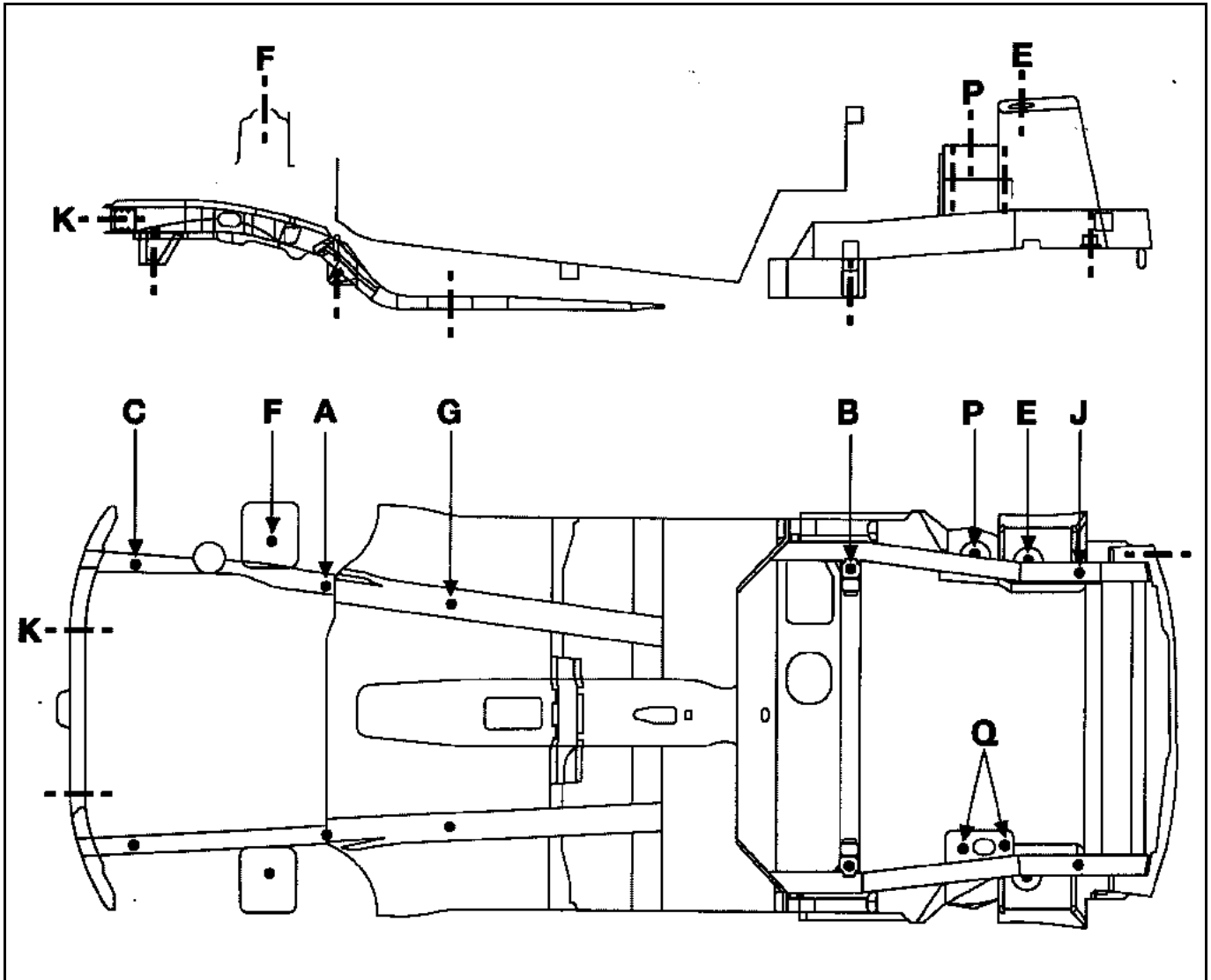


Left-hand side



GENERAL INFORMATION
Sub-frame dimensions

	DESCRIPTION	DIMEN- SION X	DIMEN- SION Y	DIMEN- SION Z	DIAMETER	ANGLE%
A	Front sub-frame rear mounting	205	402.5	71	18.5	0
B	Rear axle left hand front mounting	1878	489.65	51	19	0
	Rear axle front right mounting	1878	- 489.65	51	29 x 19	0
C	Front left sub-frame front mounting	- 418	- 447	130	10 x10 (square)	0
	Front right sub-frame front mounting	- 418	465	130	10 x10 (square)	0
E	Rear shock absorber upper mounting	2 454.07	520.15	699.89	92	0
F	Front shock absorber upper mounting	18.5	545.50	657	48	X: 3°02 Y: 1°
G	Rear section of front left side member	600	375	- 3.7	20 x 20 (square)	0
	Rear section of front right side member	600	351.6	- 5	20 x 20 (square)	0
J	Rear end of rear side member	2 668.80	483.5	221	18	0
K	Front cross member	- 575	315	280	14.25	X: 4°30 Z: 5°
P	Right side engine mounting	2280.76	536.29	542.06	51	0
Q	Front left gearbox mounting	2245.69	- 434.10	426.98	M12	0
	Rear left gearbox mounting	2378.73	- 423.07	426.98	M12	0

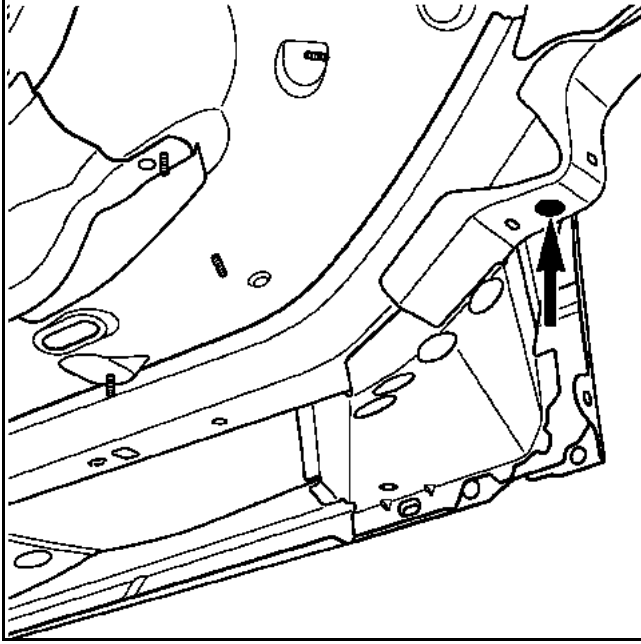


I - MAIN REFERENCE POINTS FOR SETTING VEHICLE TRIM LEVEL

A - FRONT SUB-FRAME REAR MOUNTING

This is the main front reference point.

1 - Front mechanical elements removed



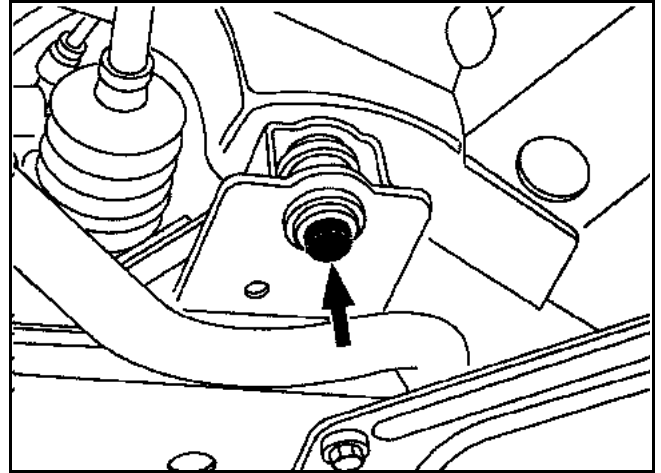
The gauge rests against the rear section of the side member and is centred in the sub-frame mounting hole.

NOTE:

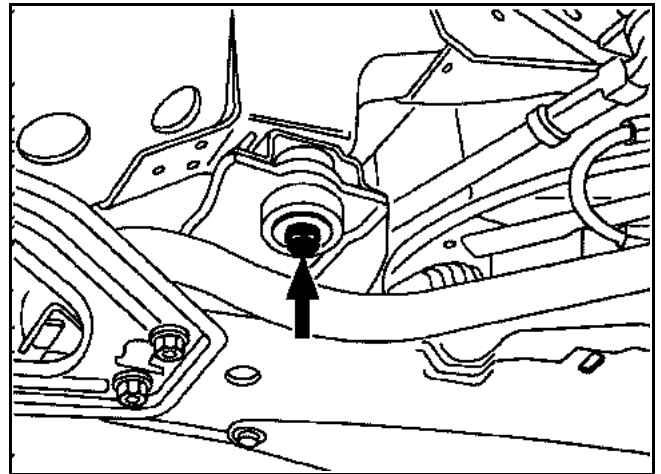
- on the left-hand side, the hole is round,
- on the right-hand side, it is slotted.

2 - Front mechanical elements in place.

Left-hand side



Right-hand side



The gauge covers the sub-frame mounting bolt and rests against the mounting bolt washer.

NOTE: the two sides are not symmetrical, on the right hand side the mounting is set on the rubber mounting.

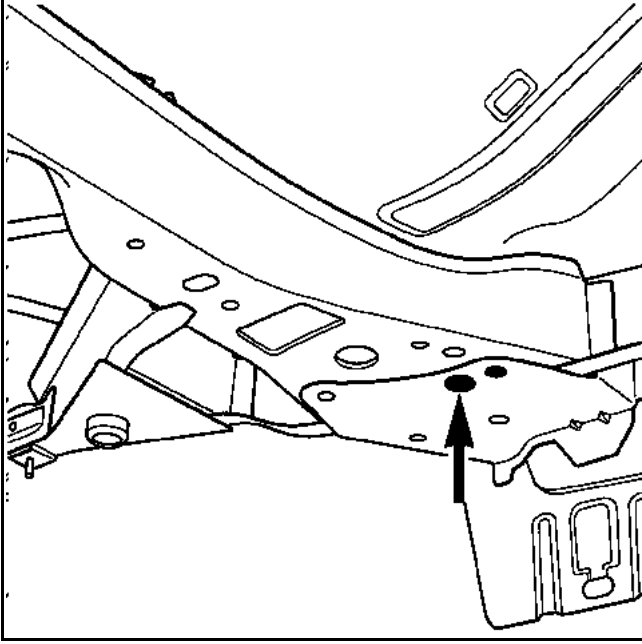
If the rear of the vehicle is being rebuilt, these two points alone may be used to align and support the front of the vehicle.

I - MAIN REFERENCE POINTS FOR SETTING VEHICLE TRIM LEVEL (cont.)

B - REAR SUB-FRAME FRONT MOUNTING

It is the main rear reference point.

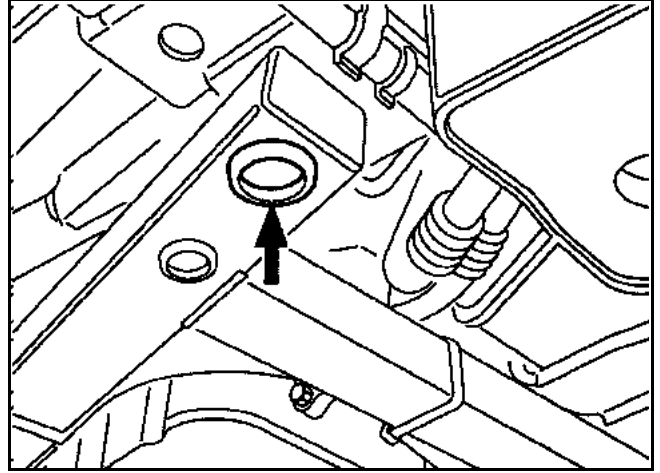
1 - Rear mechanical elements removed



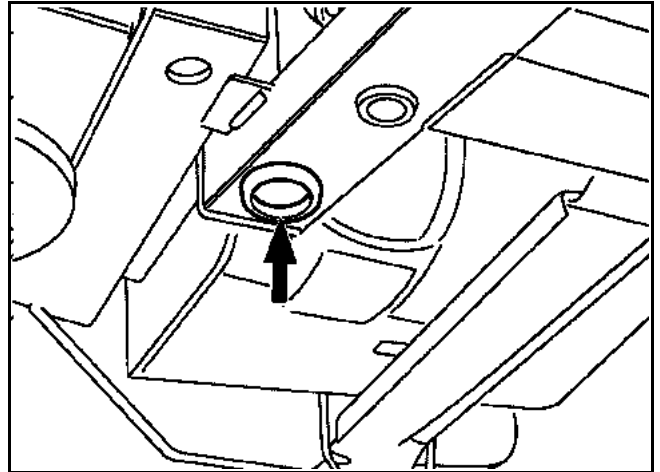
The gauge is in contact with the underneath of the rear axle front mounting side cross member and is centred in the housing guide hole.

2 - Rear sub-frame in place

Right-hand side



Left-hand side



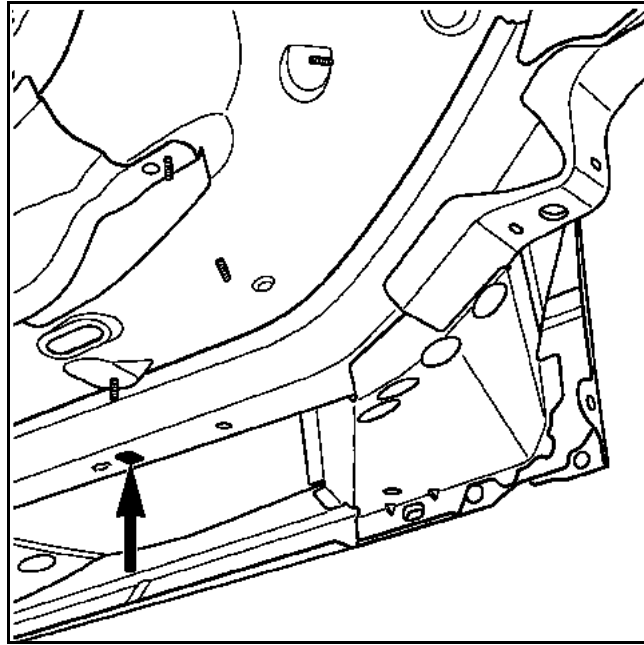
The gauge covers the sub-frame mounting bolt and rests against the mounting bolt washer.

If the front section of the vehicle has to be rebuilt, these two points may be used to align and support the rear of the vehicle.

II - ADDITIONAL REFERENCE POINTS FOR SETTING VEHICLE TRIM LEVEL

These are the provisional reference points which replace the main points, when these have been affected by the impact.

G - FRONT SIDE MEMBER, REAR SECTION



This point is also used as a positioning reference when replacing a rear section of the front side member.

On the impact side, this point allows the vehicle to be additionally supported with a reference point on the opposite side.

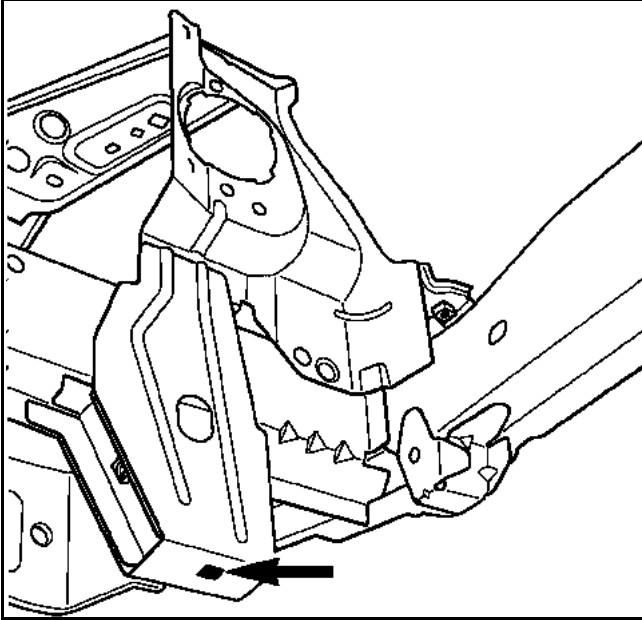
NOTE: these points should only be used in the circumstances quoted, there is no need to use them when the main reference points (points A and B) are correct.

This additional reference function may also be filled by the front side member ends check points for a rear impact and vice versa.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS

C - FRONT SUB-FRAME FRONT MOUNTING

1 - Front mechanical elements removed

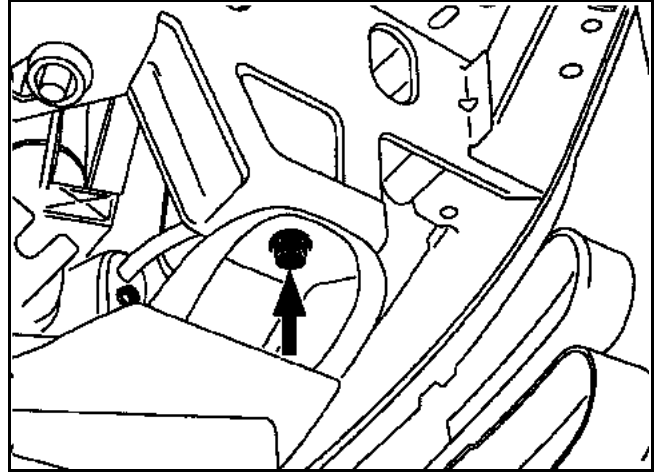


The gauge rests under the sub-frame front mounting and is centred in the hole with the mounting bolt.

It is used when replacing:

- a front end cross member,
- a side member, part section,
- a half unit.

2 - Front mechanical elements in place



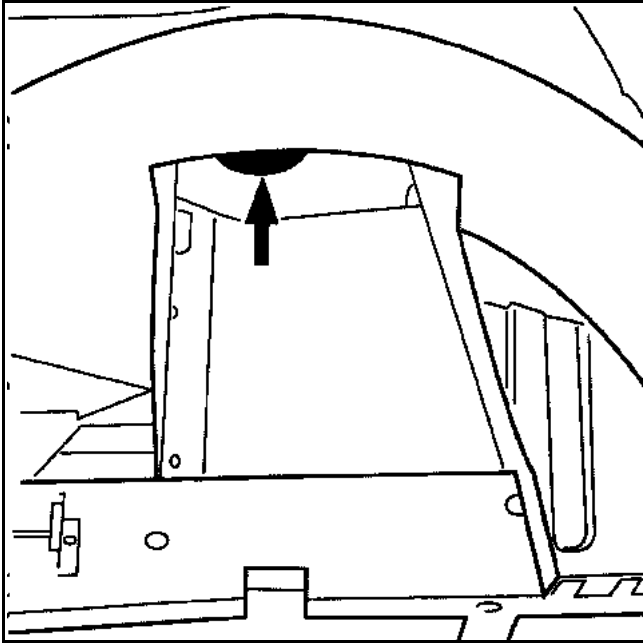
The gauge covers the sub-frame mounting bolt and washer.

It is used:

- following a minor frontal collision,
- for fault finding for the jig inspection of the front section.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS (cont.)

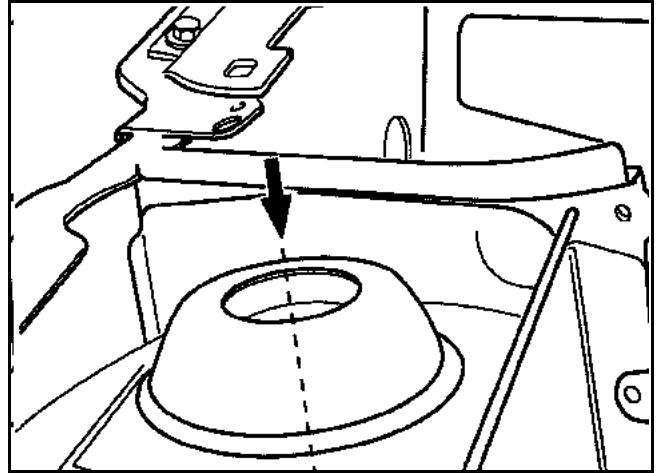
E - REAR SHOCK ABSORBER UPPER MOUNTING



The gauge is fitted into the housing shock absorber cup and is used to position this mounting when replacing a wheel arch.

It is also used when straightening.

F - FRONT SHOCK ABSORBER UPPER MOUNTING



The gauge rests under the shock absorber cup and is centred in the shock absorber mounting hole.

It is used when replacing:

- a wheel arch,
- a front half unit.

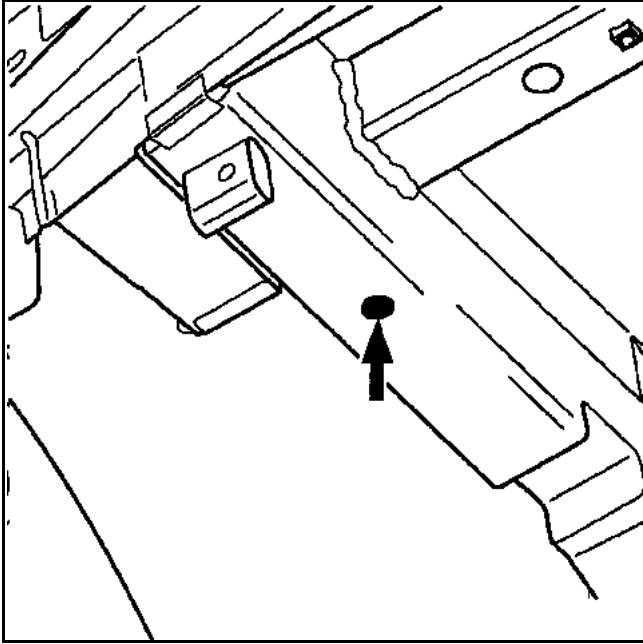
It is also used when straightening.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS (cont.)

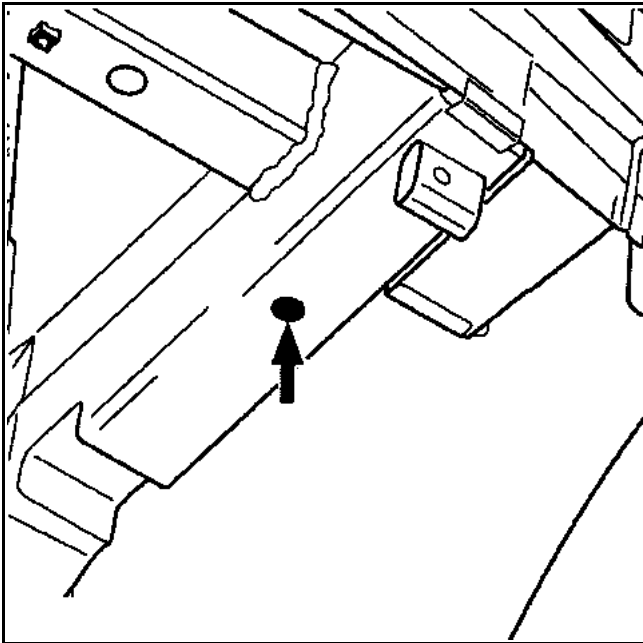
J - REAR SIDE MEMBER REAR END

1 - Rear mechanical elements removed

Left-hand side

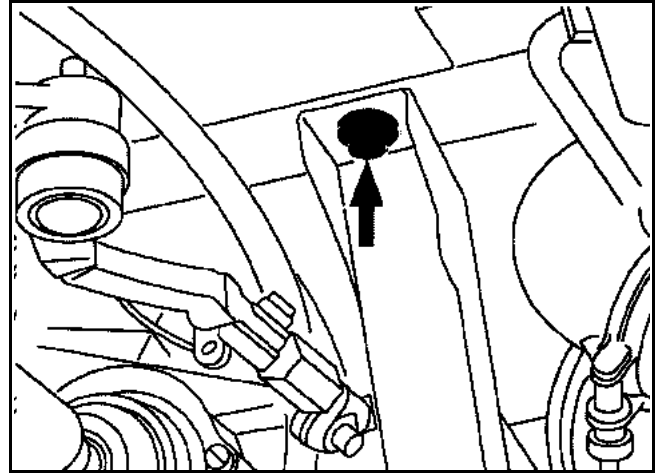


Right-hand side

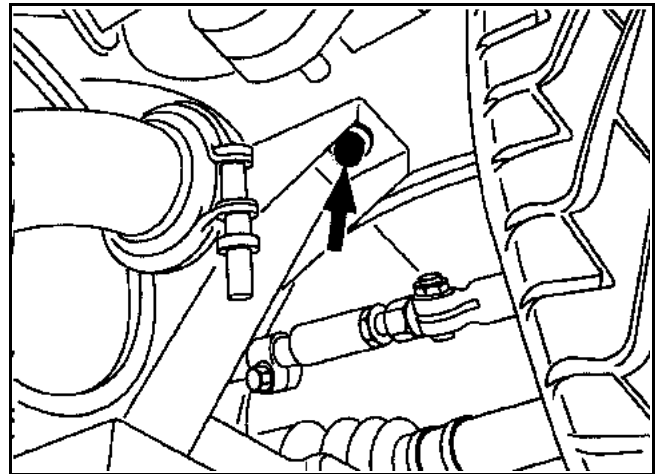


2- Mechanical

Left-hand side



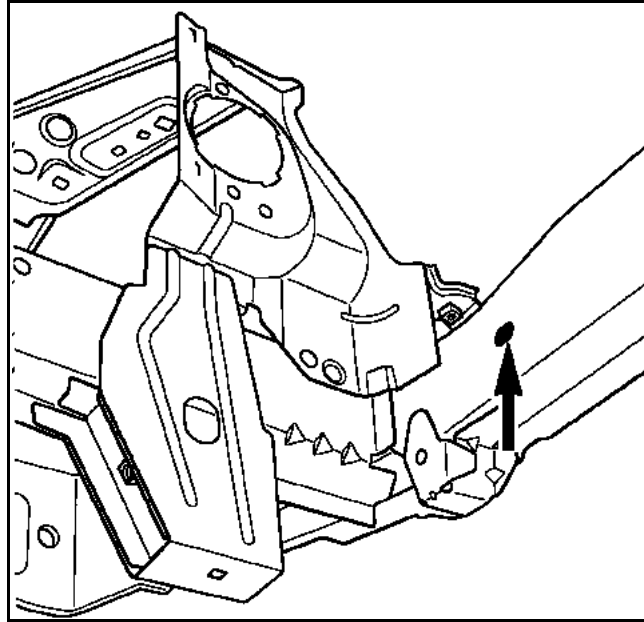
Right-hand side



It may be used for a minor rear impact without removing the rear axle.

III - REFERENCE POINTS FOR POSITIONING REPLACED PARTS (cont.)

K - FRONT END CROSS MEMBER



The gauge helps with the fitting of the cross member and rests vertically against the front end cross member, then it is centred by a centring bolt at (K).

1 - Front mechanical elements removed

It is used for replacing the front end cross member, with or without mechanical elements.

2 - Front mechanical elements in place

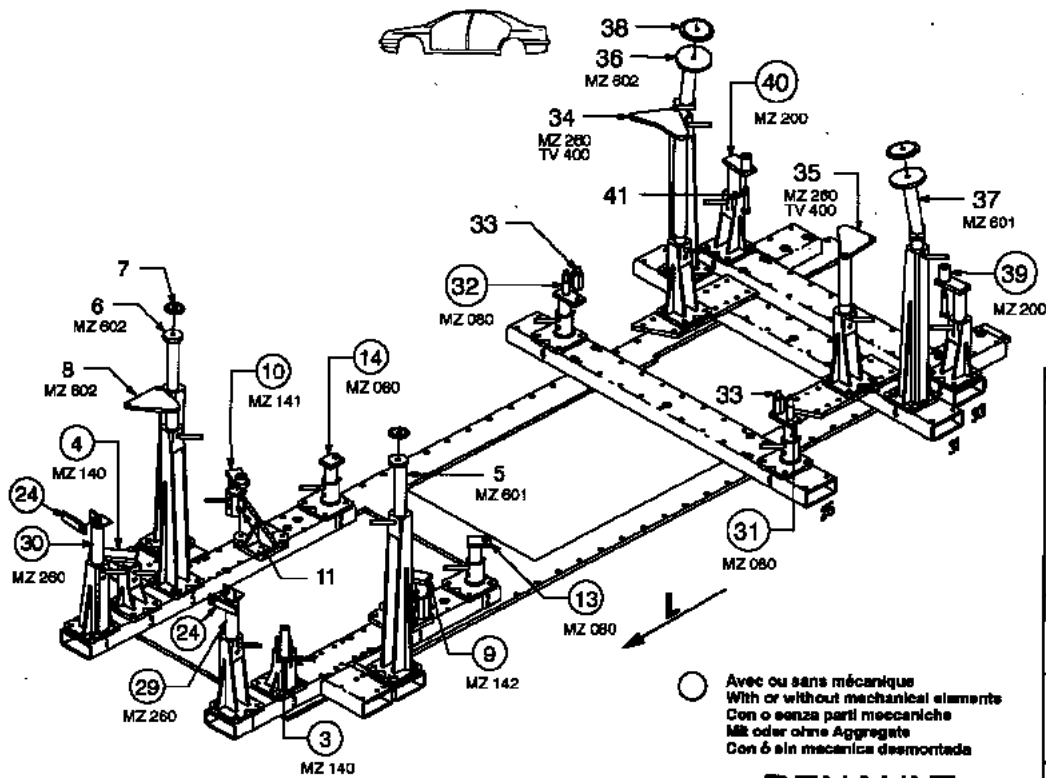
The gauge helps with fault finding on the front cross member.

GENERAL INFORMATION

Repair Bench

40

CELETTE REPAIR BENCH



REP.	REFERENCE	PDS	NB	MZ
31	774.7031	1,8	1	080
32	774.7032	1,8	1	080
33	774.7033	0,4	2	
34	774.7034	3,4	1	280
35	774.7035	2,8	1	280
36	774.7036	2,8	1	602
37	774.7037	2,8	1	601
38	774.7038	0,7	2	
39	774.7039	2,6	1	200
40	774.7040	2,6	1	200
41	774.7041	0,2	2	

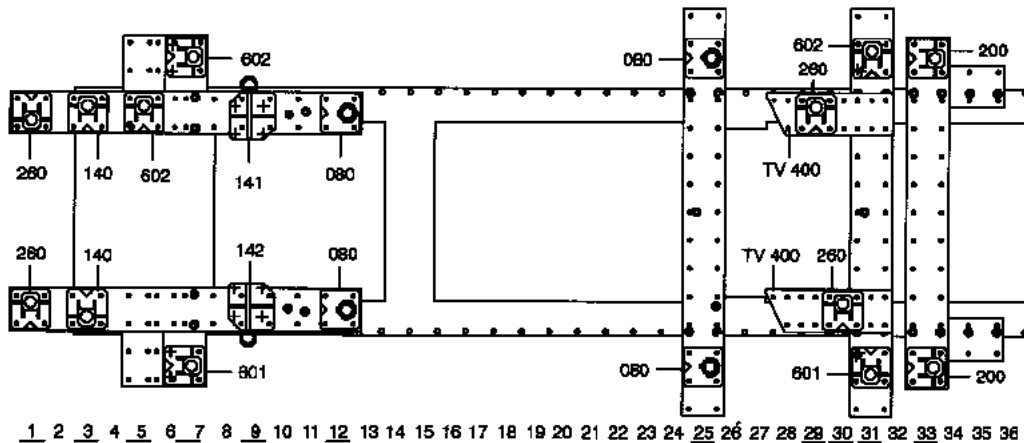
complément au
complementary set to
complemento al
zusatz zu

774.310

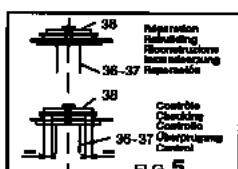
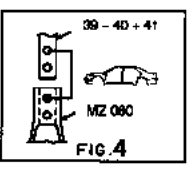
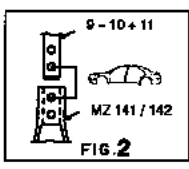
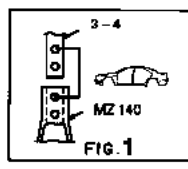
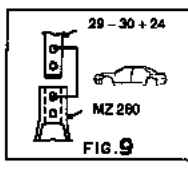
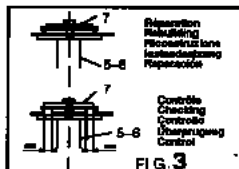
RENAULT

774.306

24 Kg 07.07.2000 427-D-27Q



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36



IV - SPECIAL TOOLING PART NUMBERS

CELETTE



Special heads for **MZ System**

These can be ordered from: CELETTE S.A.
B.P. 9
38026 VIENNE

Supplier's part number:

774.306 (suited to fittings on Clio 774.310)

The replacement of this part is a basic operation after a frontal collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

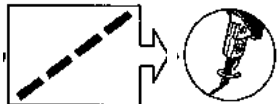
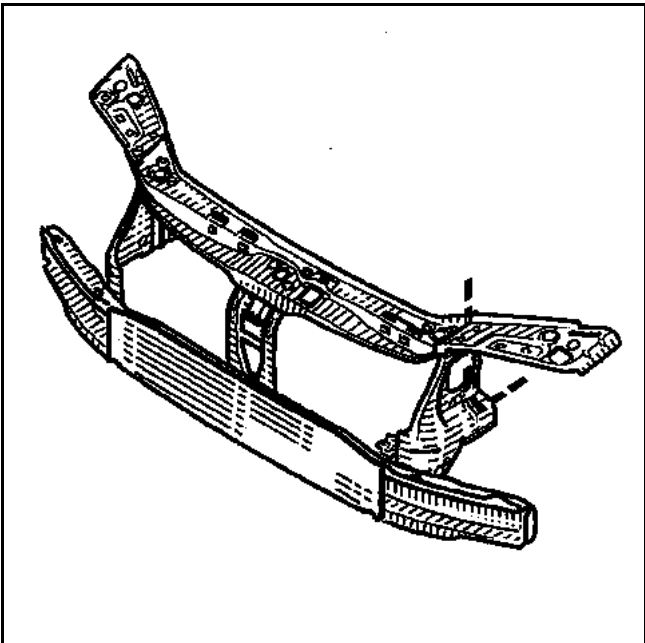
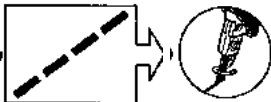
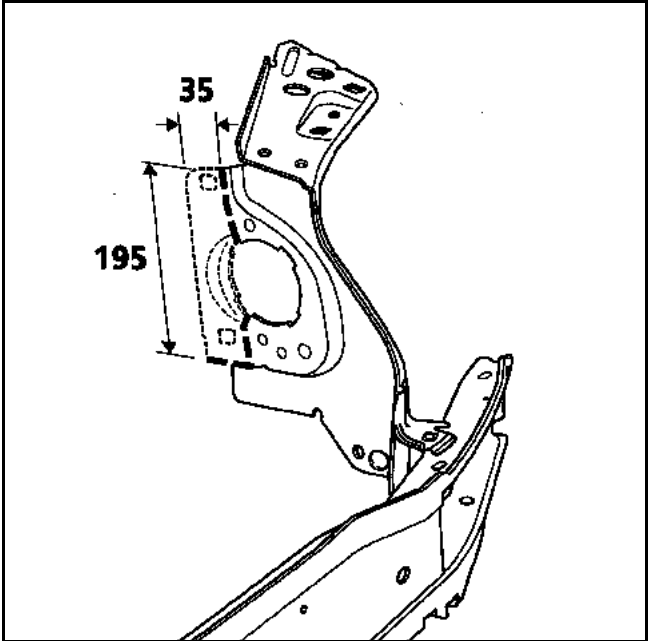
Information on additional parts will be dealt with in their respective sections (refer to the contents).

Use of the body jig bench and the front panel jig is essential.

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 2 in the description of parts section).



LOWER STRUCTURE

Front side member, front section

41**C**

The operation to replace this part is additional to replacing the front end cross member and the headlight carrier panel.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

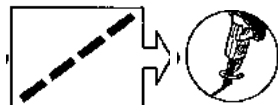
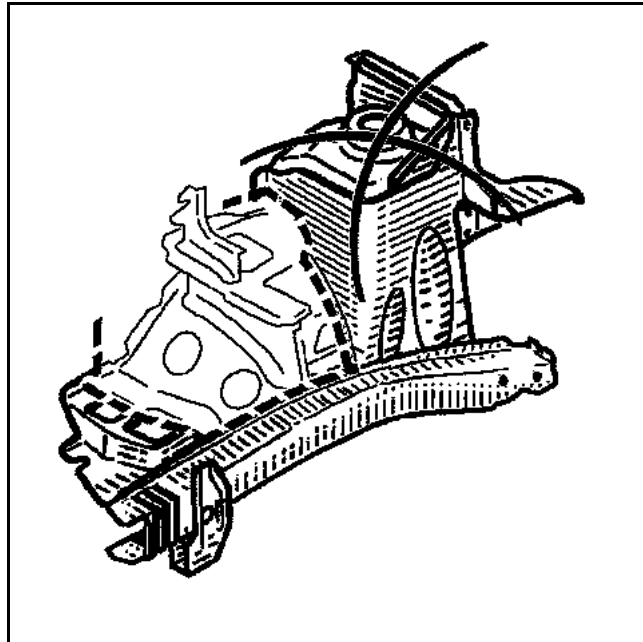
Information on additional parts will be dealt with in their respective sections (refer to the contents).

The body jig bench must be used.

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

You will have to order the entire front half unit and remove the side member from it (see example 3 in the description of parts section).



The operation to replace this part is additional to replacing the front end lower cross member and the headlight carrier panel.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

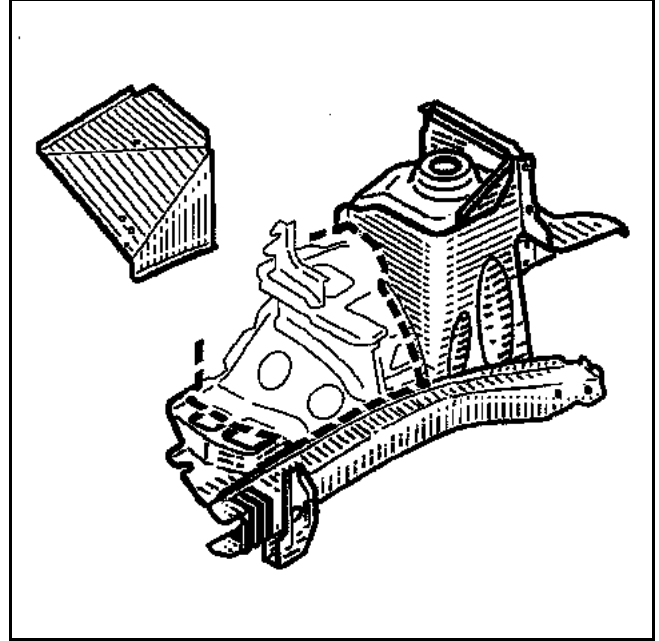
The body jig bench must be used.

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

You will need to:

- cut this part along a line drawn on the part (see example 1 in the description of parts section).
- additionally order the wheel arch front section specific to the vehicle.



LOWER STRUCTURE

Front side member, rear section

41 H

The operation to replace this part is additional to replacing the half unit.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

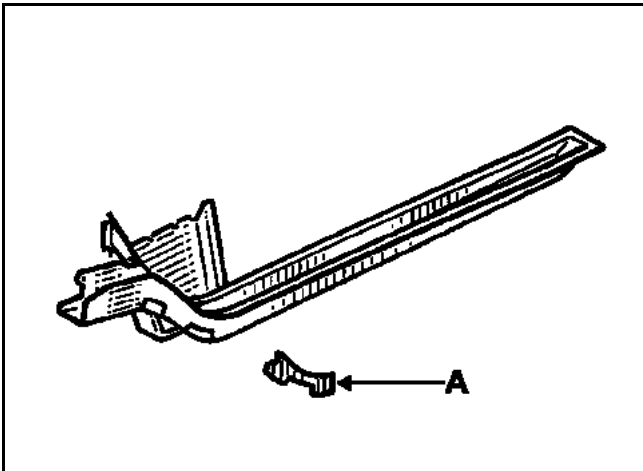
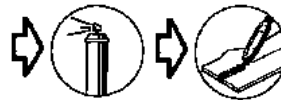
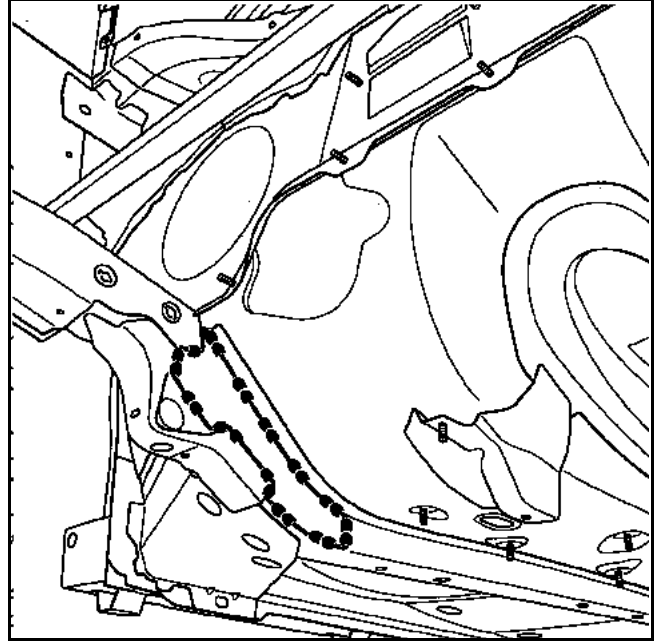
The body jig bench must be used.

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

You will need to weld the stiffener (A) according to the instructions given in the method below.

The stiffener (A) is supplied with the side member under a specific part number.



The operation to replace this part is additional to replacing the rear end panel after a rear collision or the inner sill panel after a side collision.

This operation is carried out partially (see cut A-A and B-B):

In the operation described below, only descriptions of the joints specific to the part concerned are given.

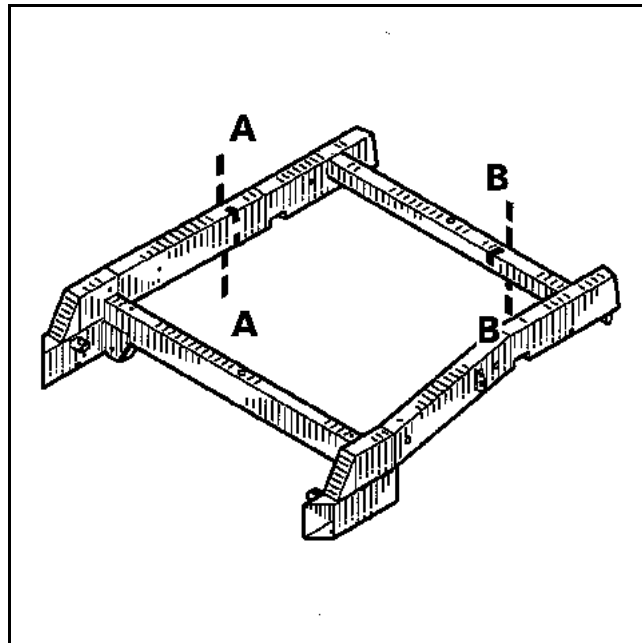
Information on additional parts will be dealt with in their respective sections (refer to the contents).

The body jig bench must be used.

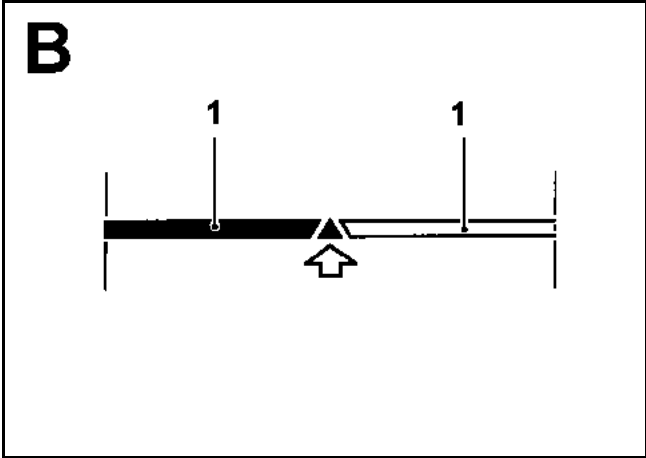
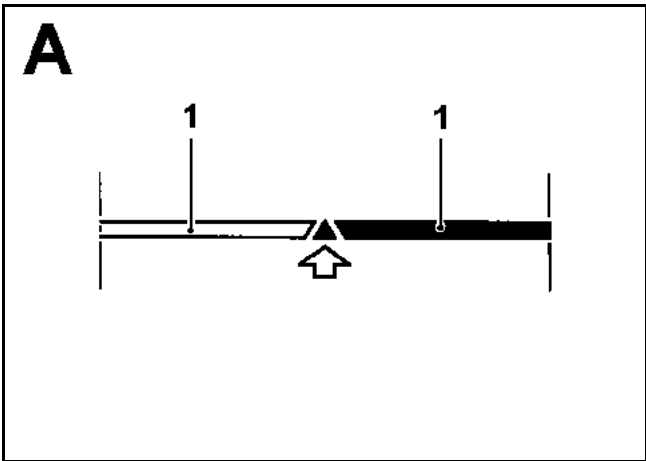
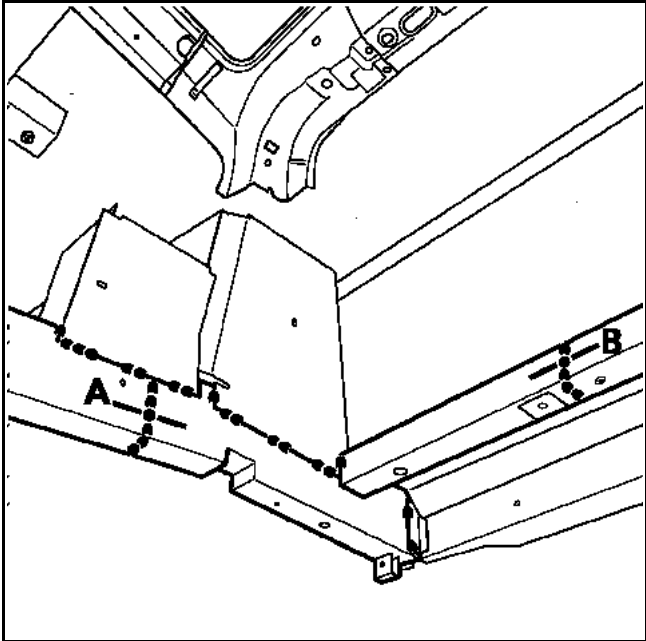
COMPOSITION OF THE REPLACEMENT PART

Part specific to the vehicle assembled with:

- side members,
- cross members,
- sub-frame mounting units



NOTE: the mechanic determines where to cut the rear cross member of the side member, according to the magnitude of the impact.



REMINDER: the mechanic determines where to cut the rear cross member of the side member, according to the magnitude of the impact.

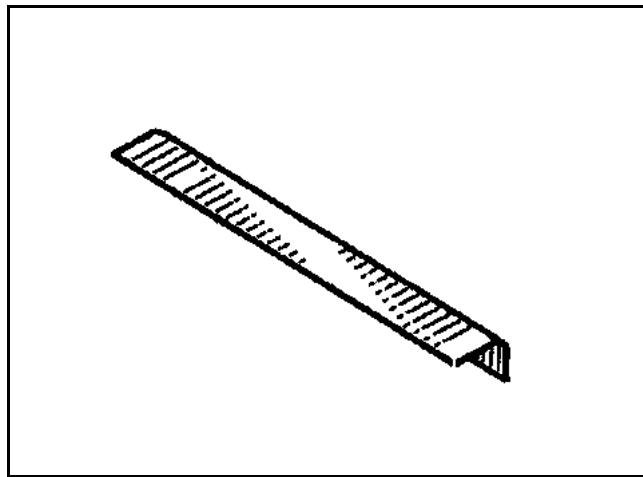
The replacement of this part is an additional operation to the replacement of the rear end panel after a rear impact.

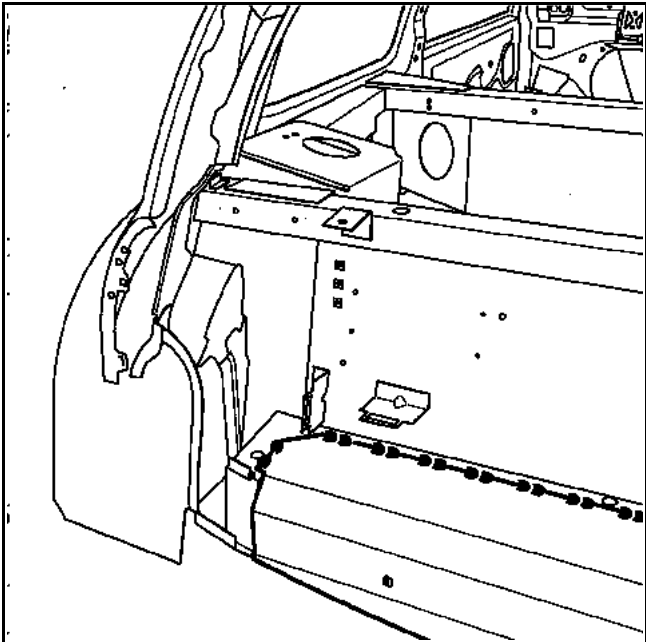
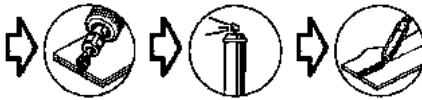
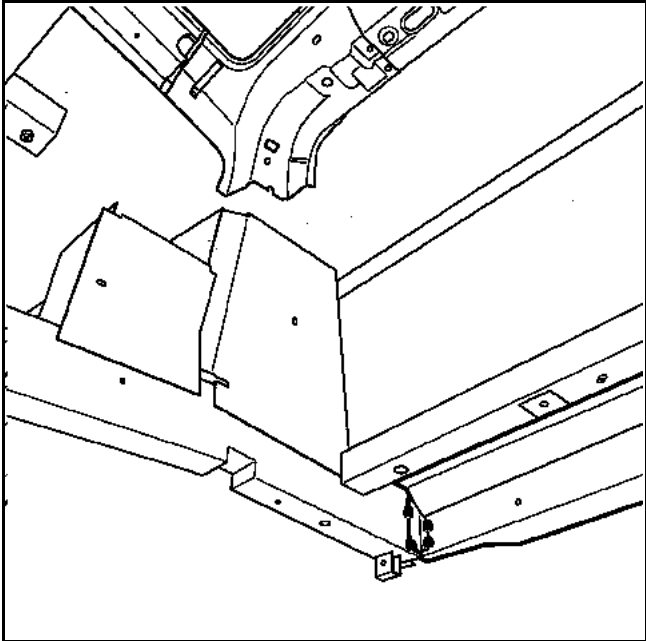
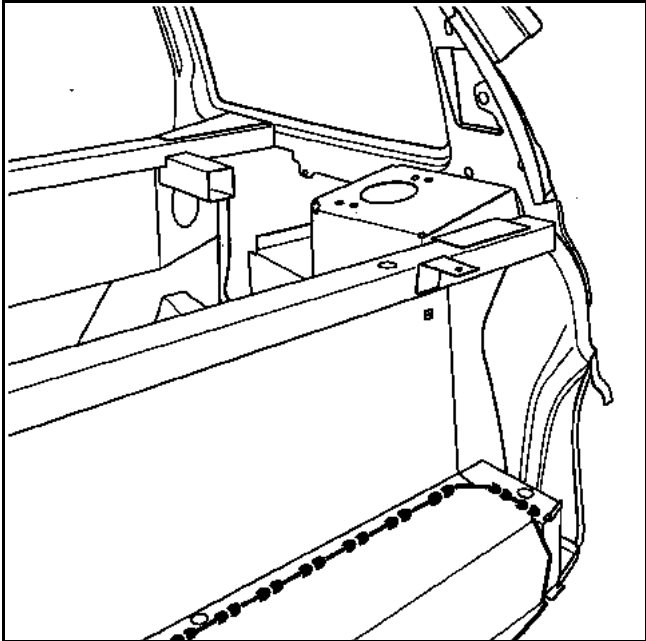
In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Part specific to the vehicle, supplied alone.





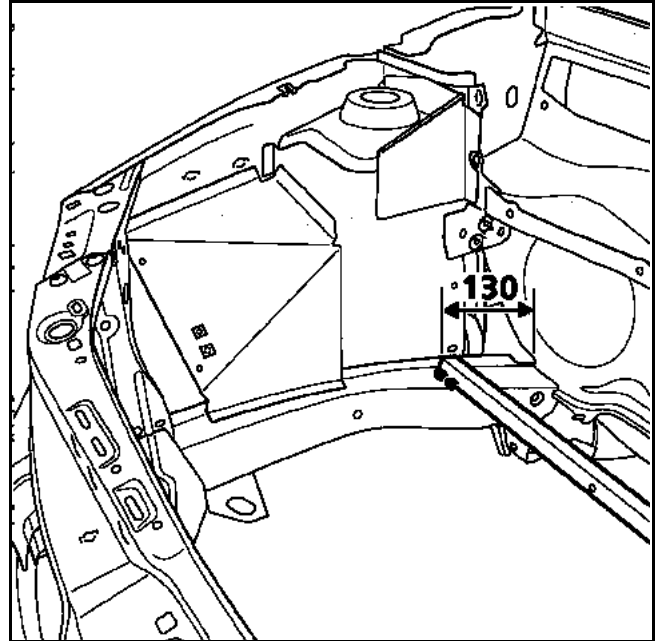
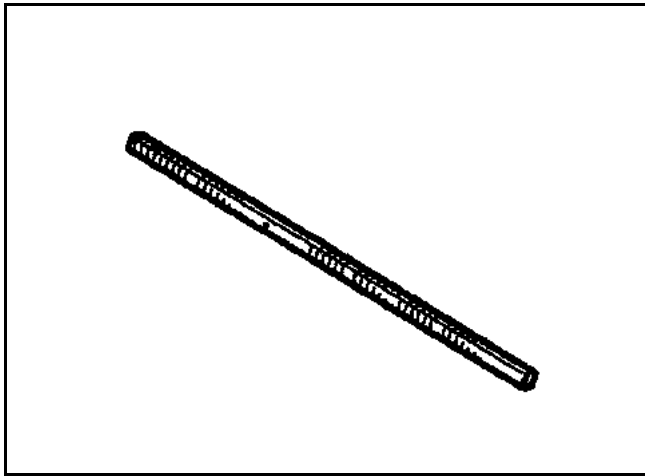
The operation to replace this part is additional to replacing the half unit after a front collision.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Part specific to the vehicle, supplied alone.



UPPER FRONT STRUCTURE

Headlight carrier panel

42 C

The replacement of this part is a basic operation after a frontal collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

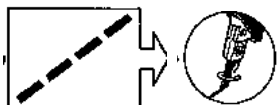
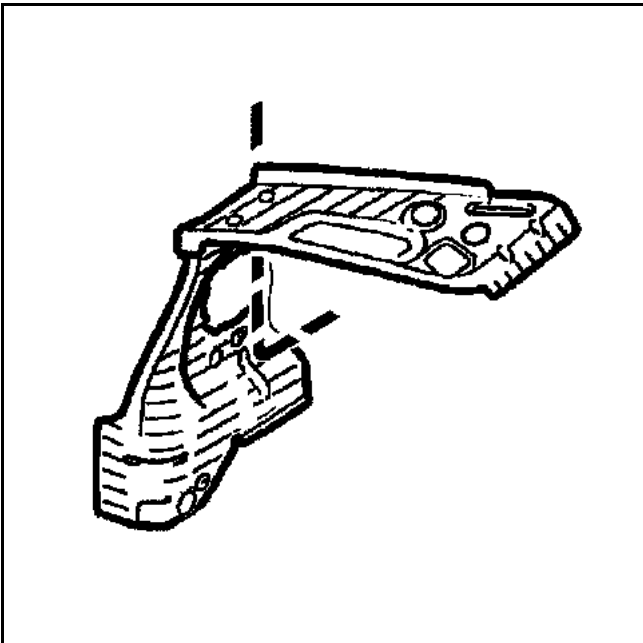
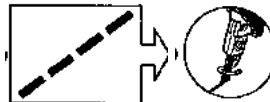
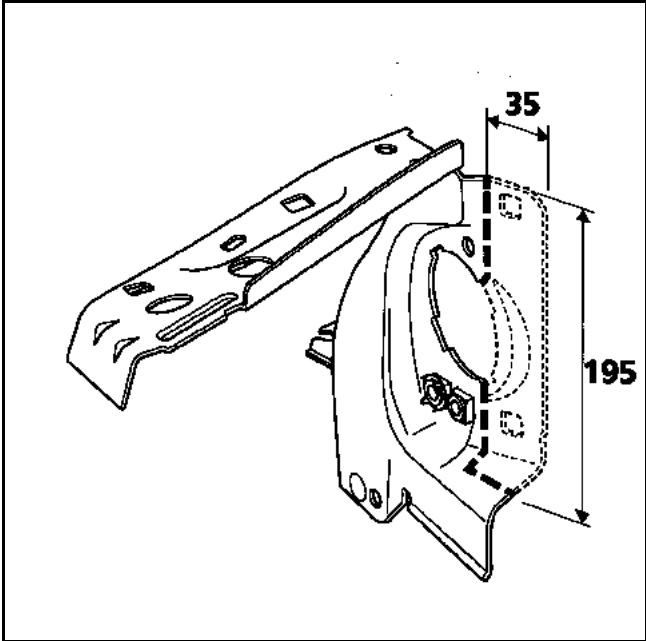
Information on additional parts will be dealt with in their respective sections (refer to the contents).

Use of the front panel jig is essential.

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part, but on the left-hand side only (see example 2 in the description of parts section).



The operation to replace this part is additional to replacing the headlight carrier panel after a frontal collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

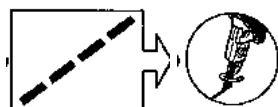
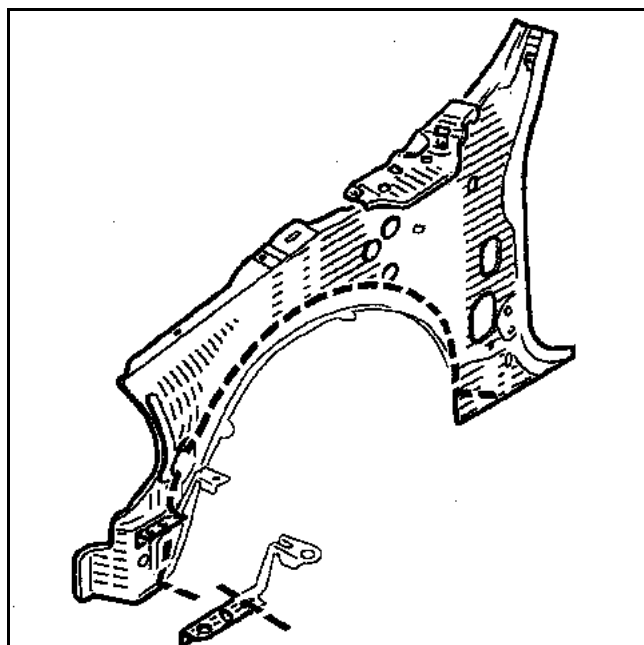
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 1 in the description of parts section).



UPPER FRONT STRUCTURE

Scuttle side panel upper stiffener, front section

42 F

The operation to replace this part is additional to replacing the scuttle side panel after a frontal collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

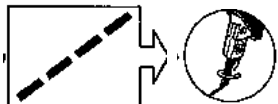
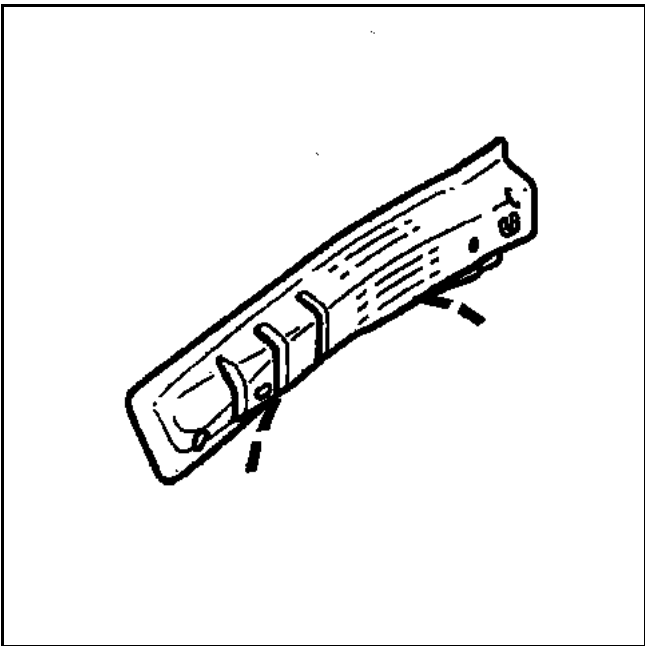
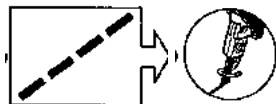
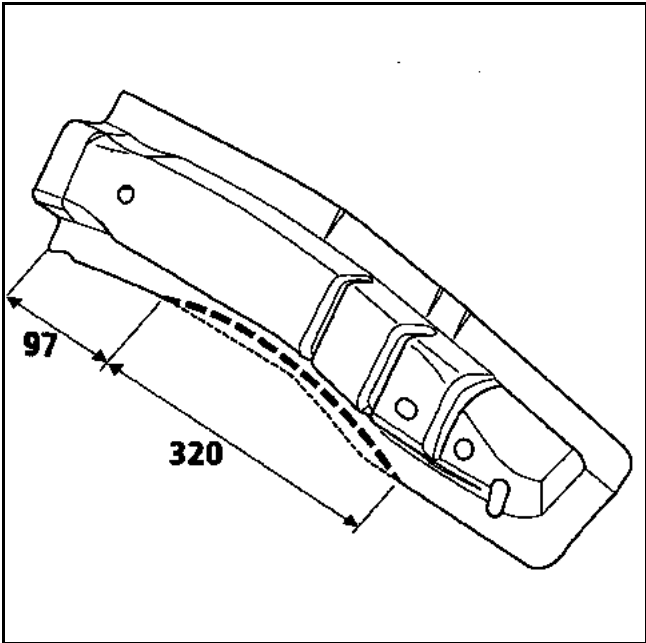
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part, but on the left-hand side only (see example 2 in the description of parts section).



UPPER FRONT STRUCTURE

Wheel arch, front section

42 H

The operation to replace this part is additional to replacing the scuttle side panel after a frontal collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

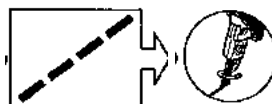
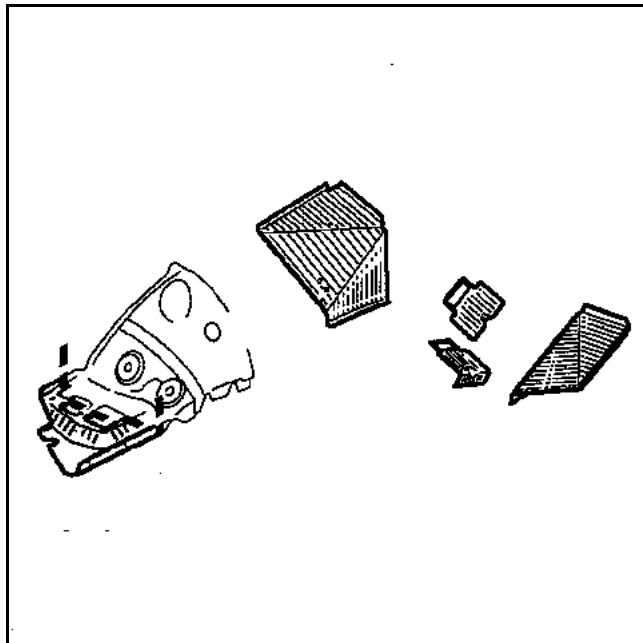
Right-hand side

As well as the specific part, you will need to:

- order the wheel arch front section of the basic vehicle.
- cut this part along a line drawn on the part (see example 2 in the description of parts section).

Left-hand side

Parts specific to the vehicle, supplied in a set.

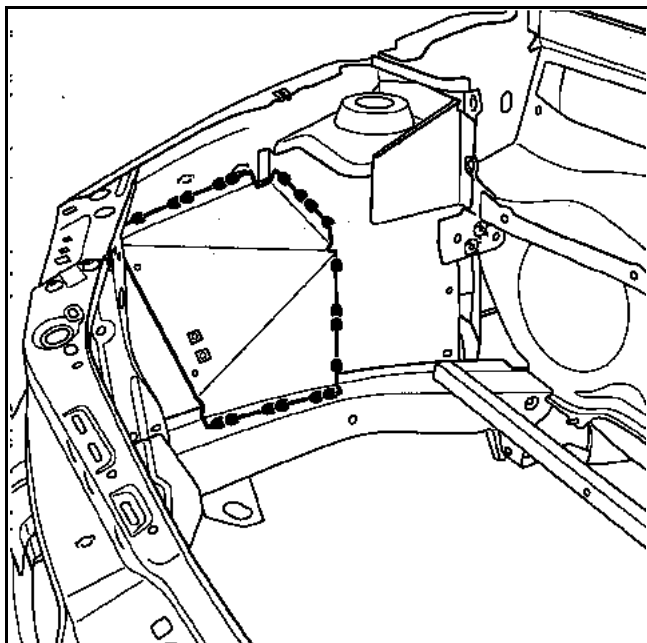
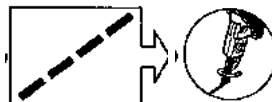
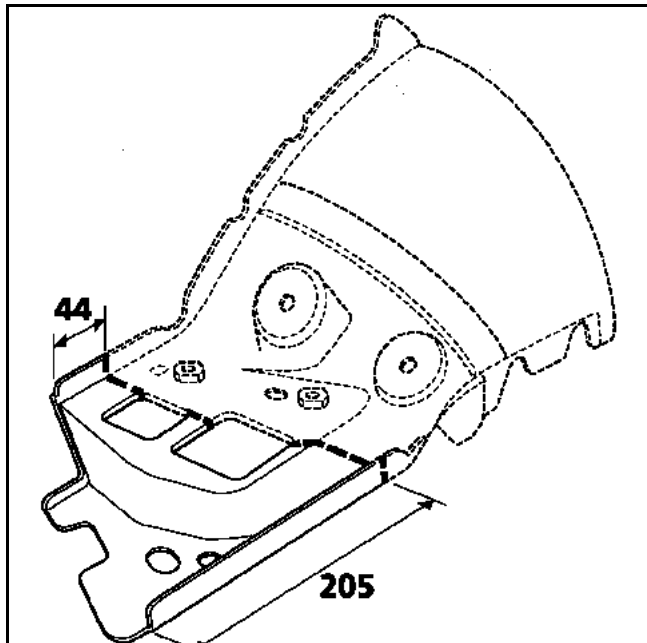
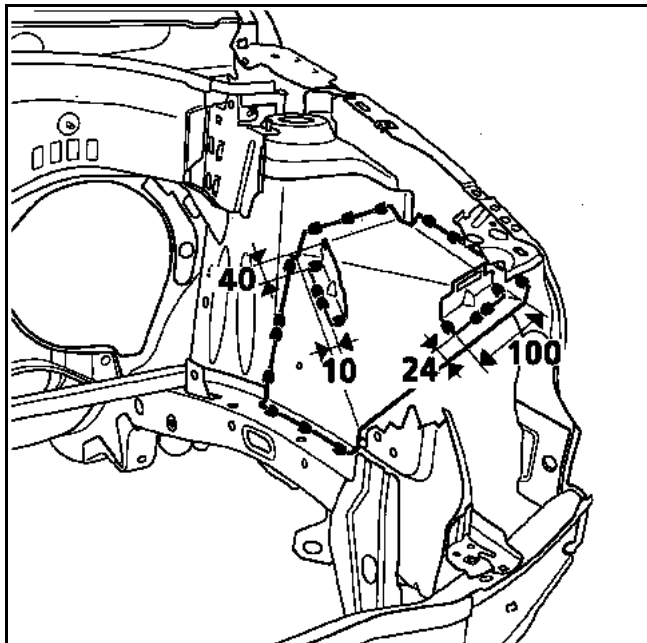


NOTA: the two fuse box supports are welded in position as described in the method below.

UPPER FRONT STRUCTURE

Wheel arch, front section

42 **H**



The operation to replace the wheel arch is additional to replacing the scuttle side panel after a frontal collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

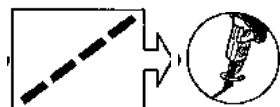
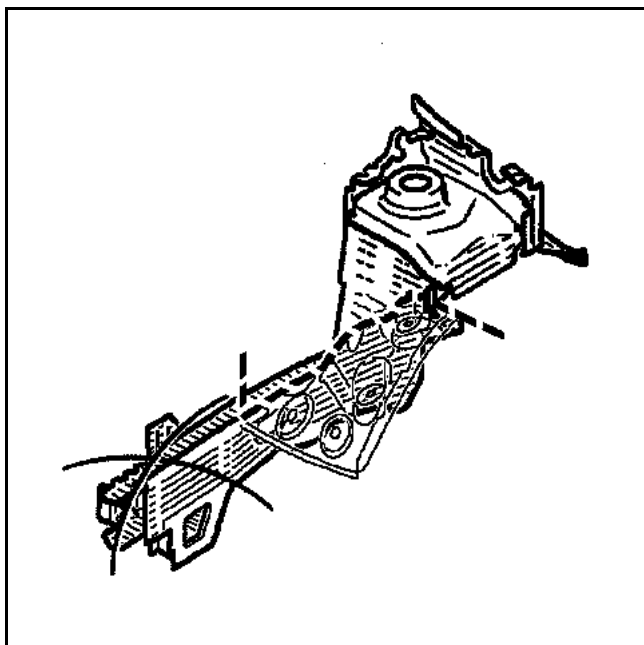
Information on additional parts will be dealt with in their respective sections (refer to the contents).

The body jig bench must be used.

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

You will have to order the entire front half unit and remove the wheel arch from it (see example 3 in the description of parts section).



The operation to replace this part is additional to replacing the A-pillar after a front side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

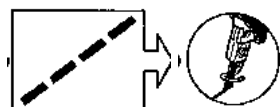
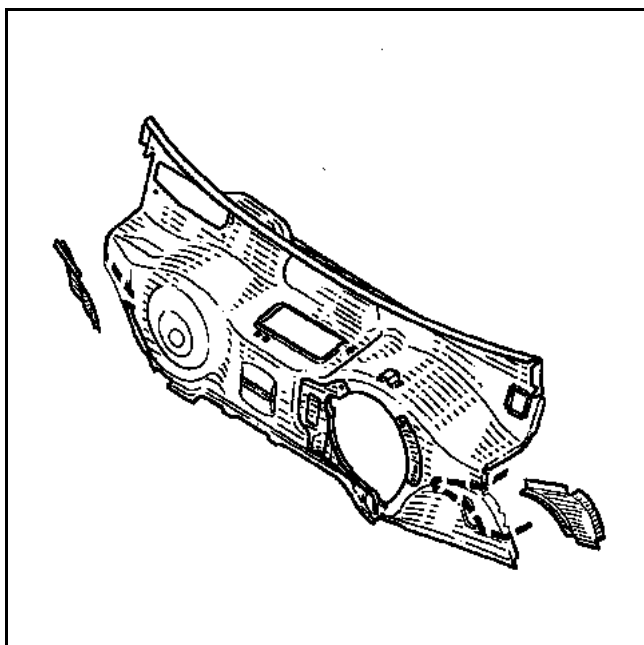
Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

You will need to:

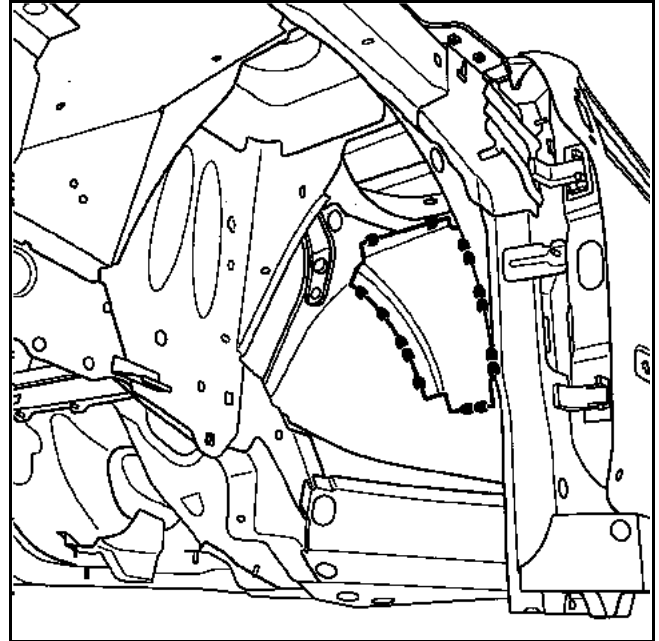
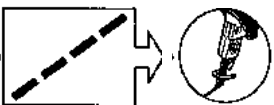
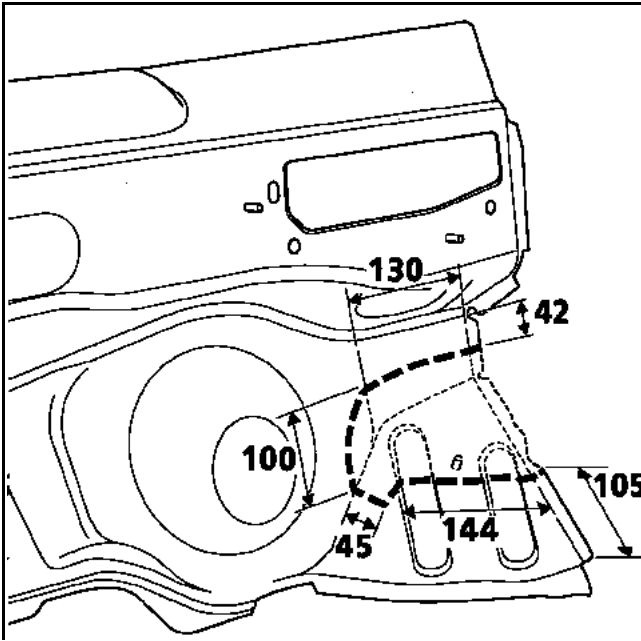
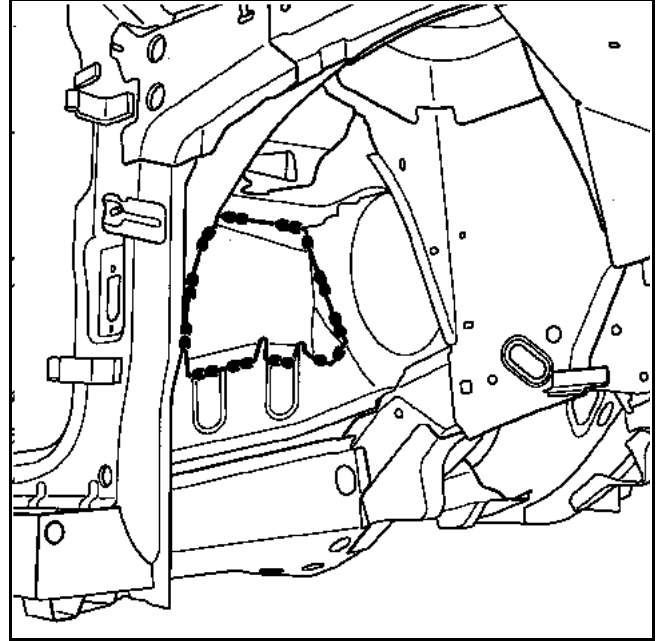
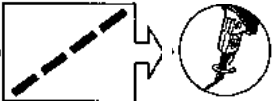
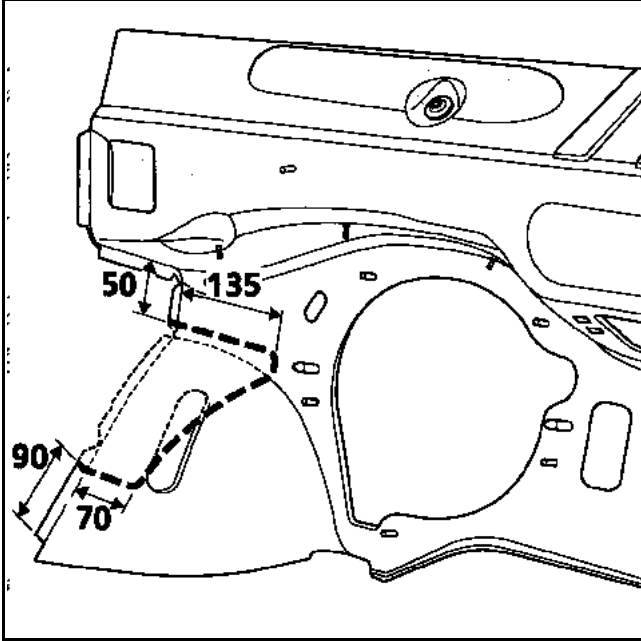
- cut this part along a line drawn on the part (see example 2 in the description of parts section),
- order the two blanking covers supplied in a set.



UPPER FRONT STRUCTURE

Bulkhead

42 **K**



The replacement of this part is a basic operation after a front side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

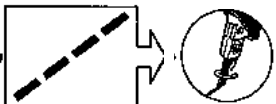
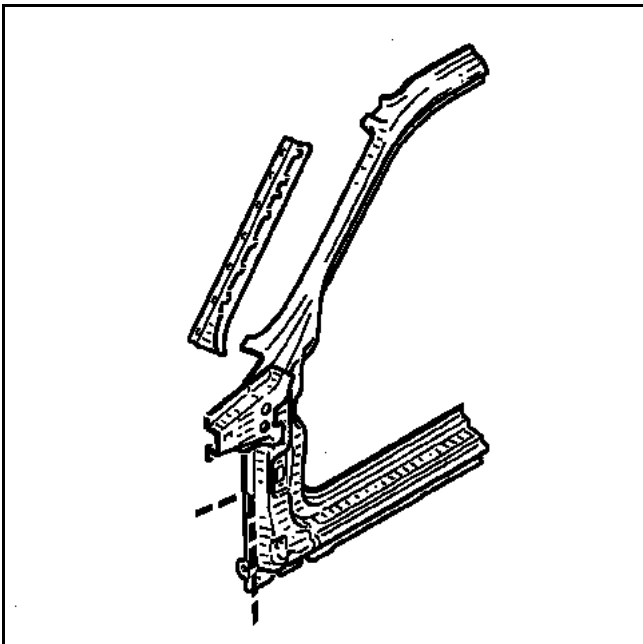
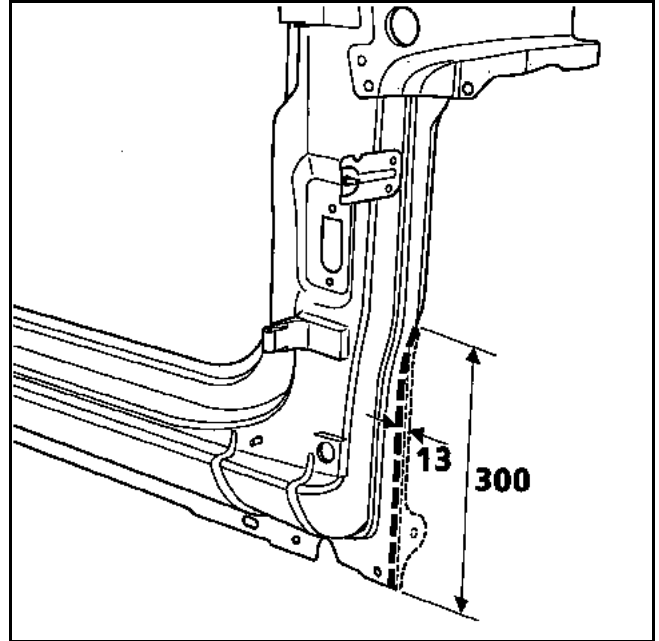
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 2 in the description of parts section).



The replacement of this part is a basic operation after a side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

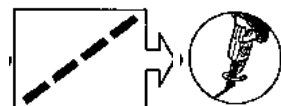
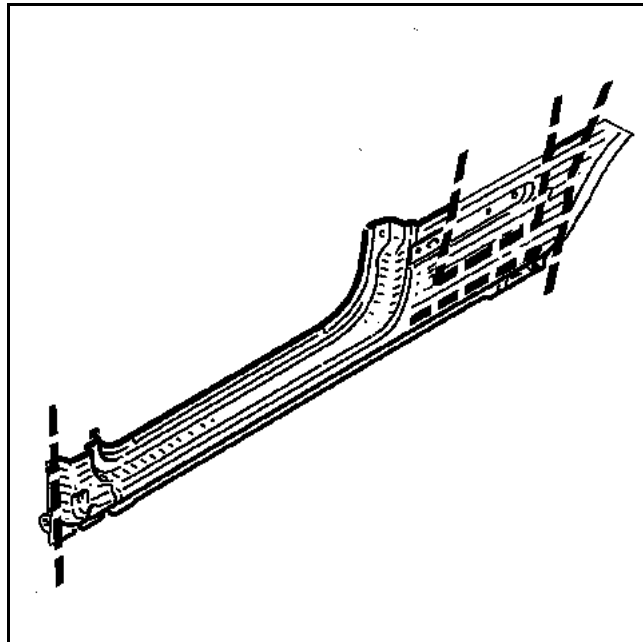
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 1 in the description of parts section).



UPPER SIDE STRUCTURE

Sill panel stiffener

43

I

The operation to replace this part is additional to replacing the sill panel after a side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

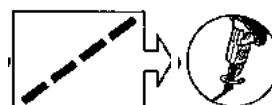
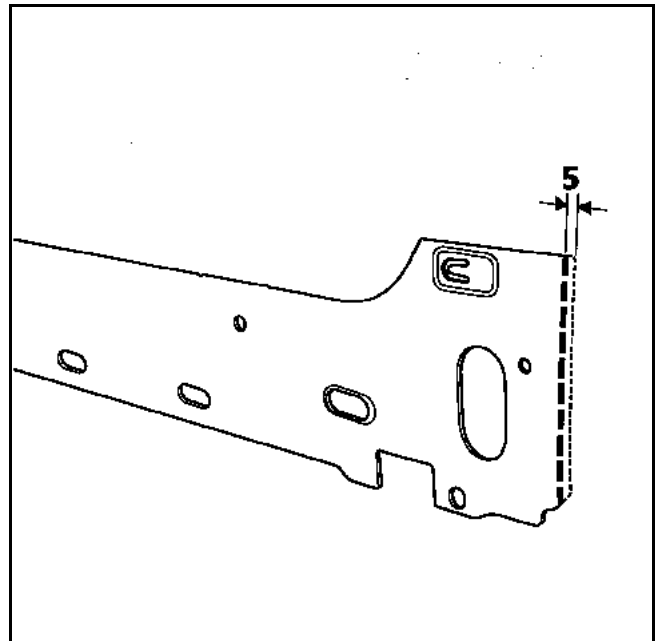
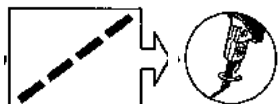
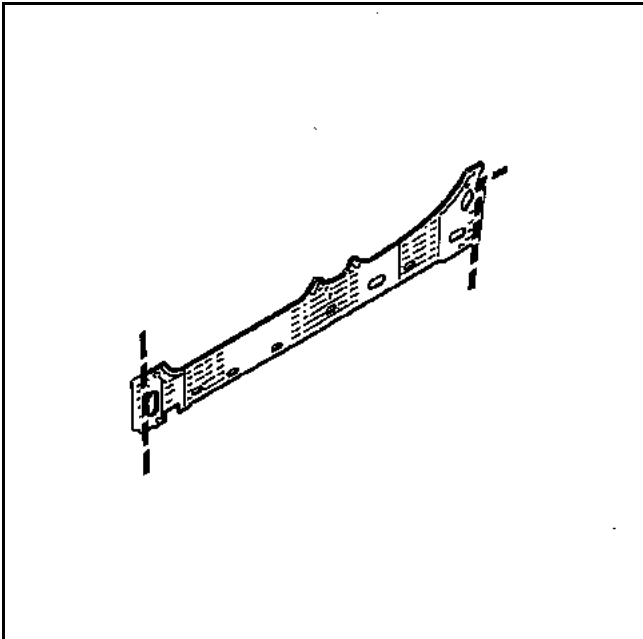
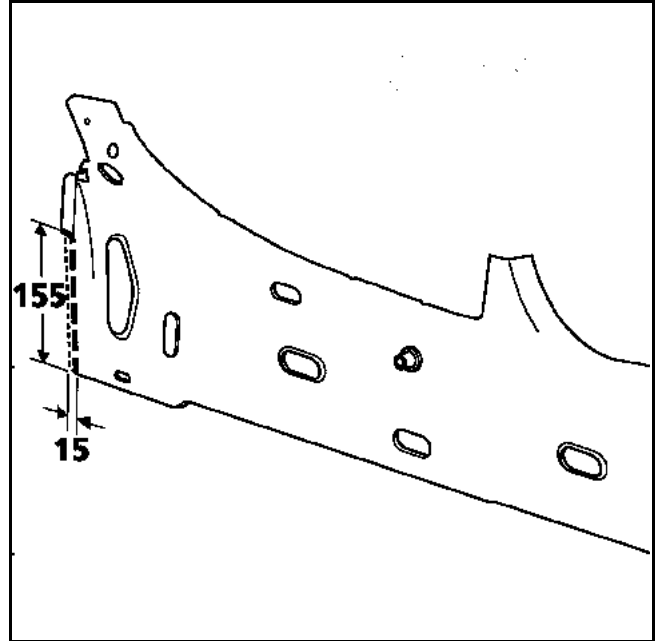
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 2 in the description of parts section).



The operation to replace this part is additional to replacing the sill panel stiffener after a side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

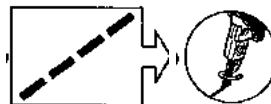
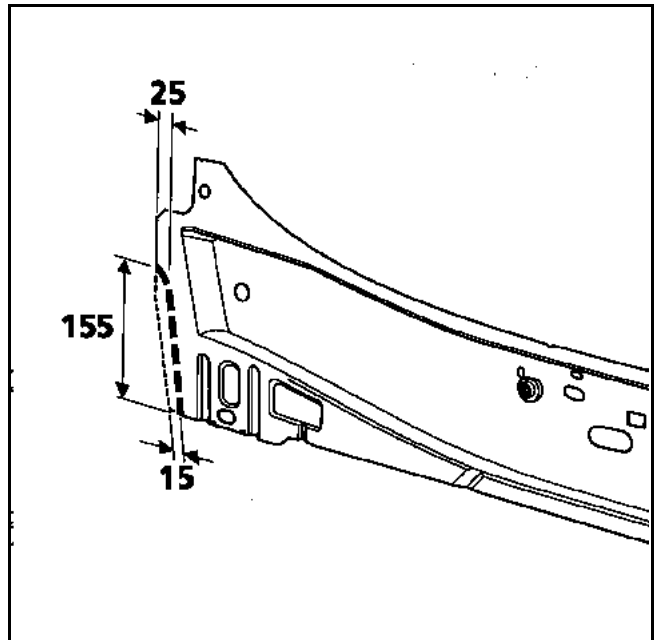
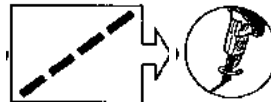
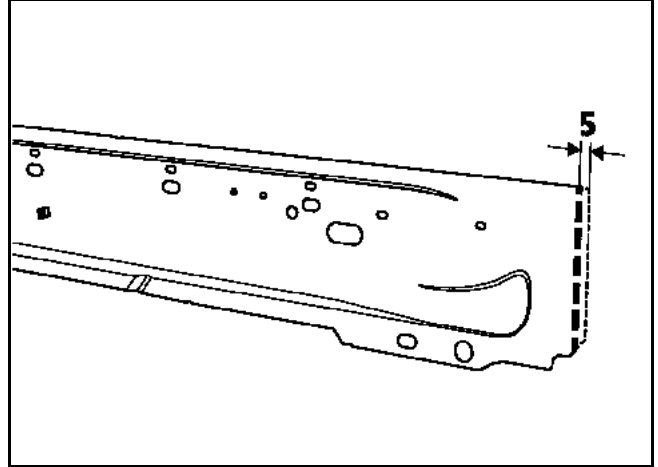
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 2 in the description of parts section).



The replacement of this part is a basic operation after a side collision.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

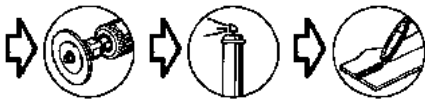
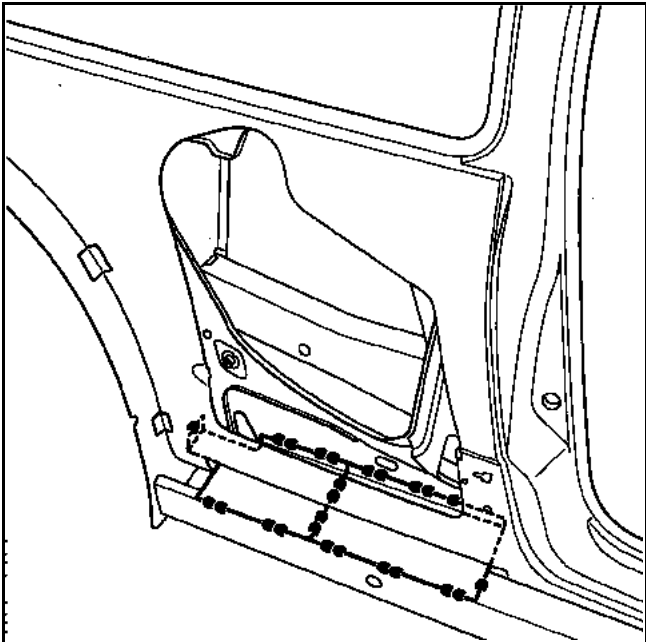
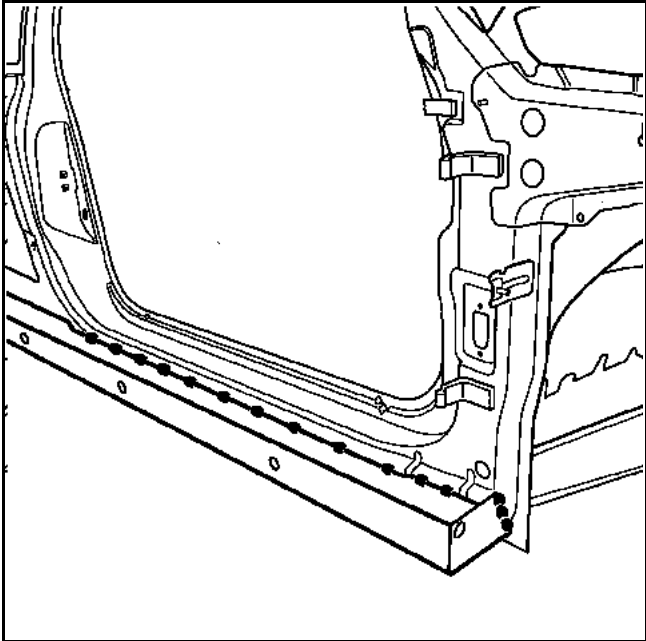
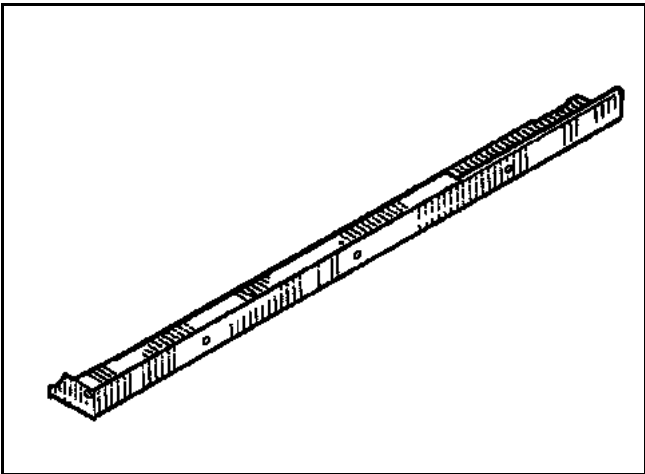
Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Part specific to the vehicle assembled with:

- front closure panel component,
- upper closure panel component,
- reinforcing partitions,

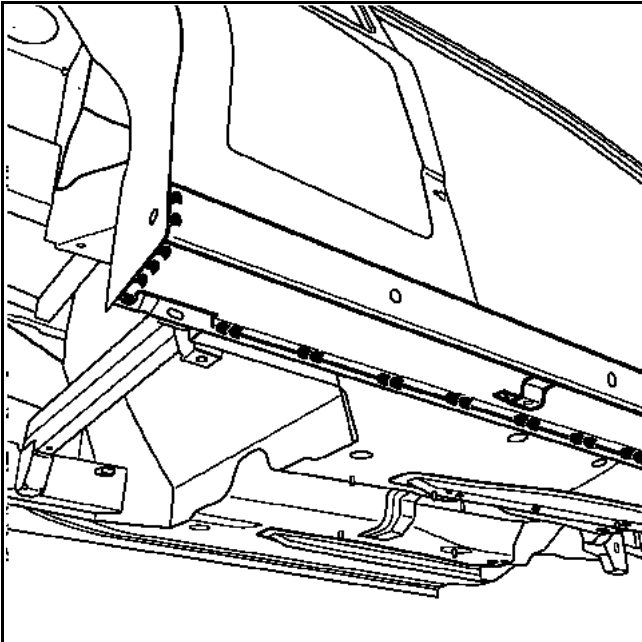
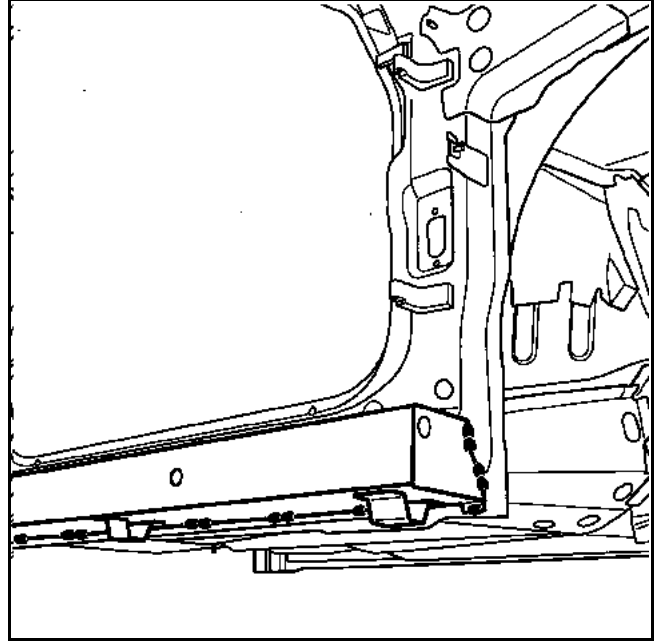
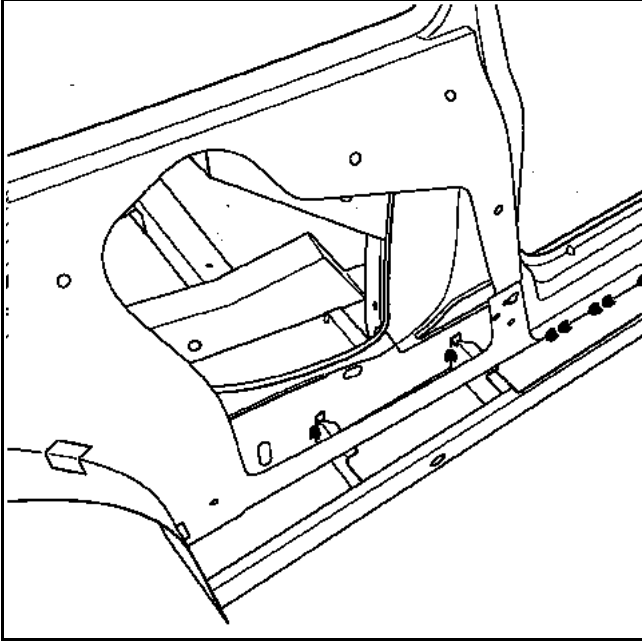
and delivered in a set with the upper and rear closure panel components.



UPPER SIDE STRUCTURE

Sill panel outer stiffener

43 L



The replacement of the rear wing panel is a complementary operation to the replacement of the outer rear wing panel after a rear side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

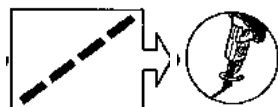
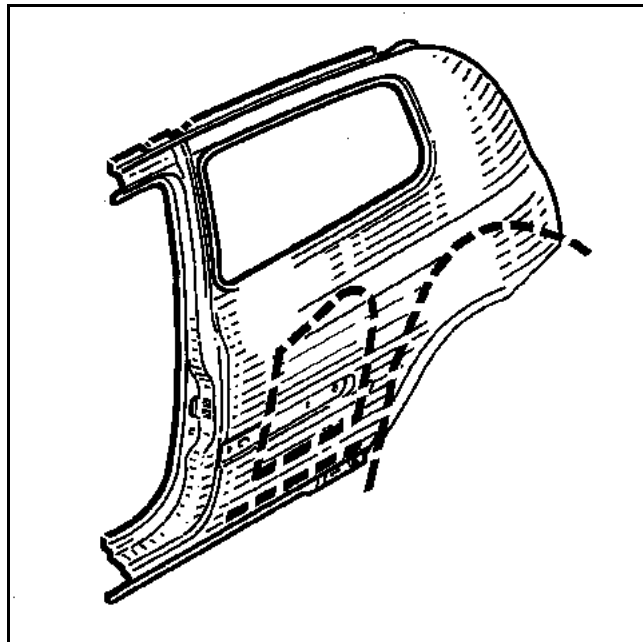
Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

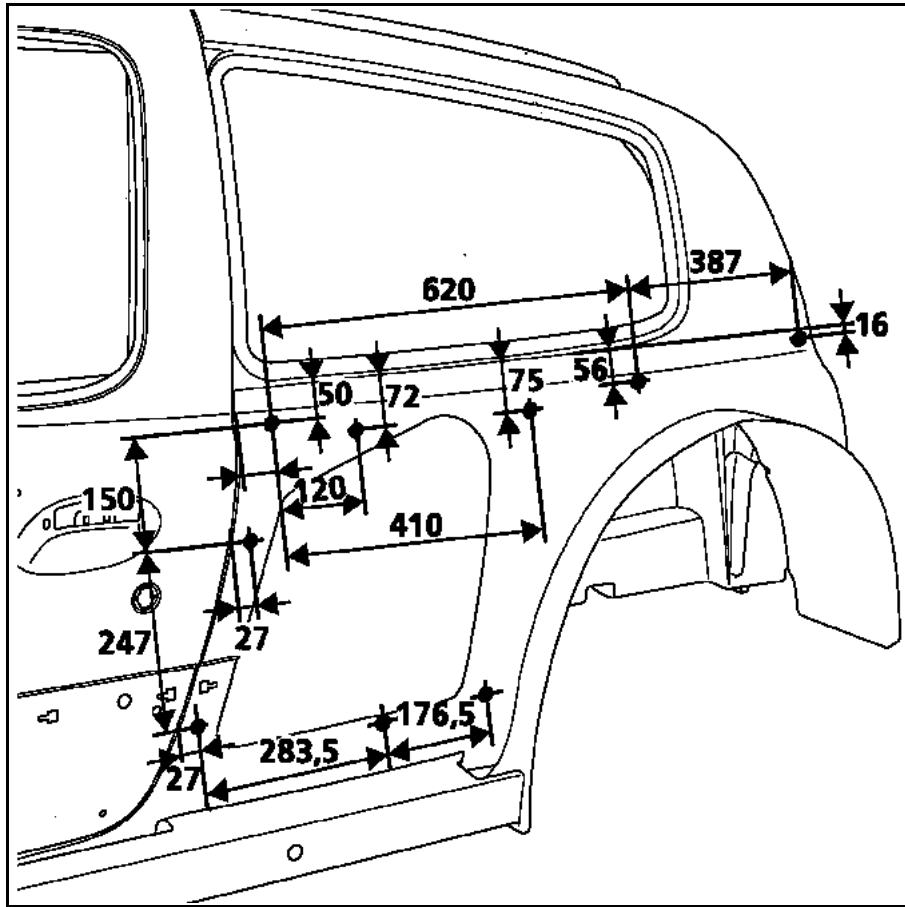
You will need to:

- cut this part along a line drawn on the part (see example 1 in the description of parts section).
- drill the part following the instructions given in the method (see example 2 in the description of parts section).



UPPER REAR STRUCTURE

Rear wing panel

44**A**

The distances between the drillings are given in mm for information.

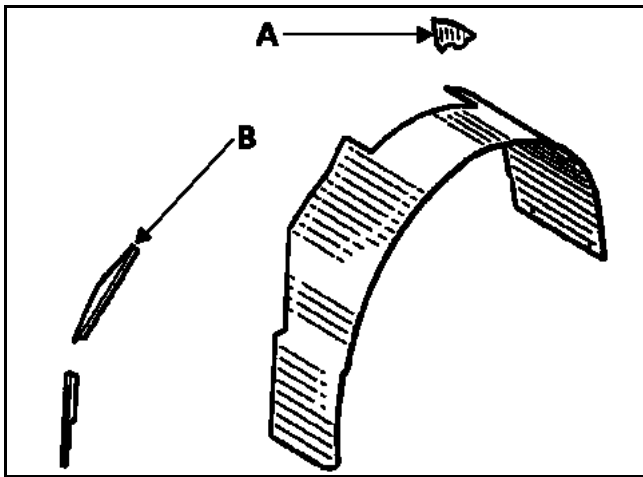
The operation to replace this part is additional to replacing the rear wing panel after a side collision.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

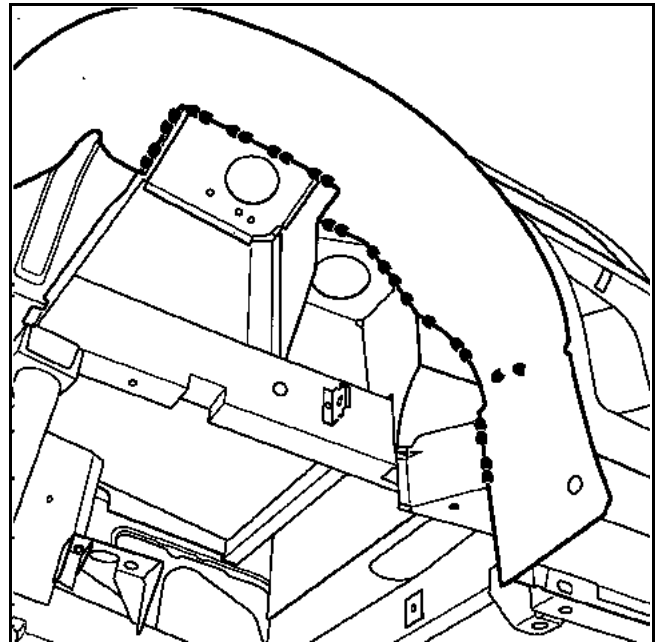
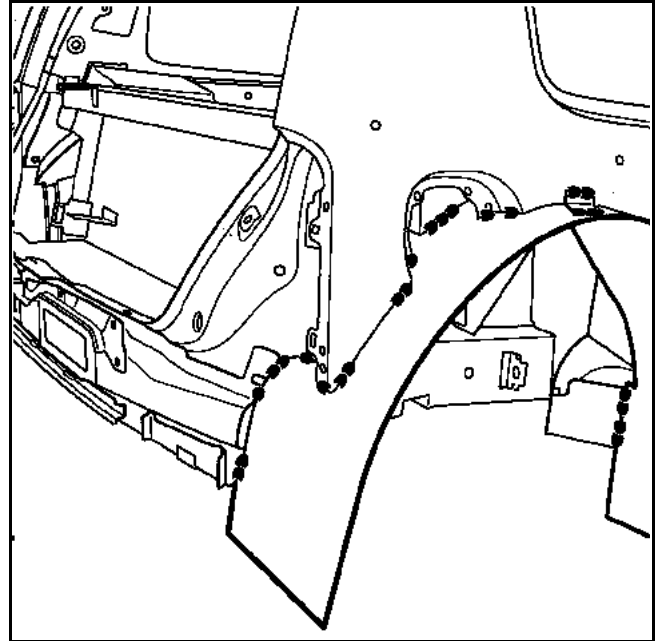
Information on additional parts will be dealt with in their respective sections (refer to the contents).

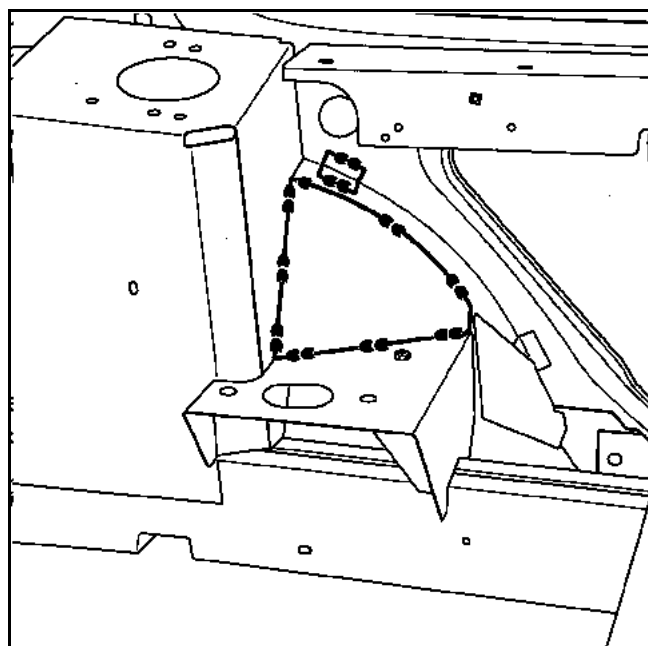
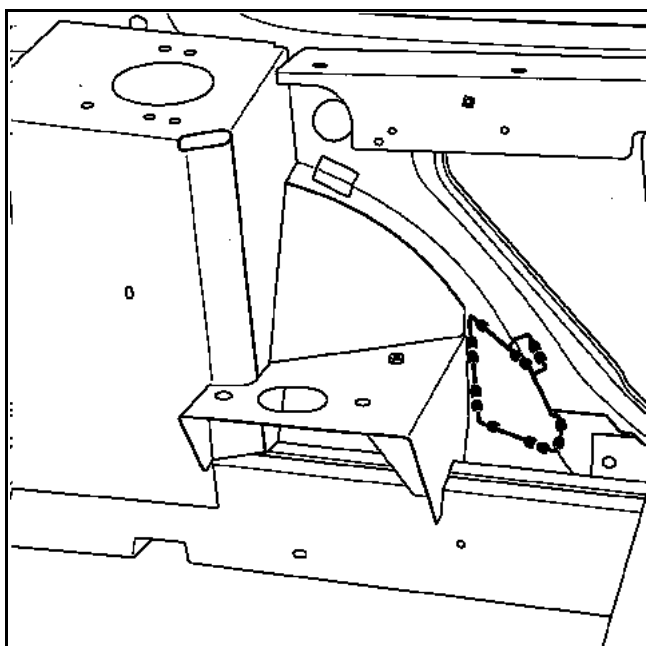
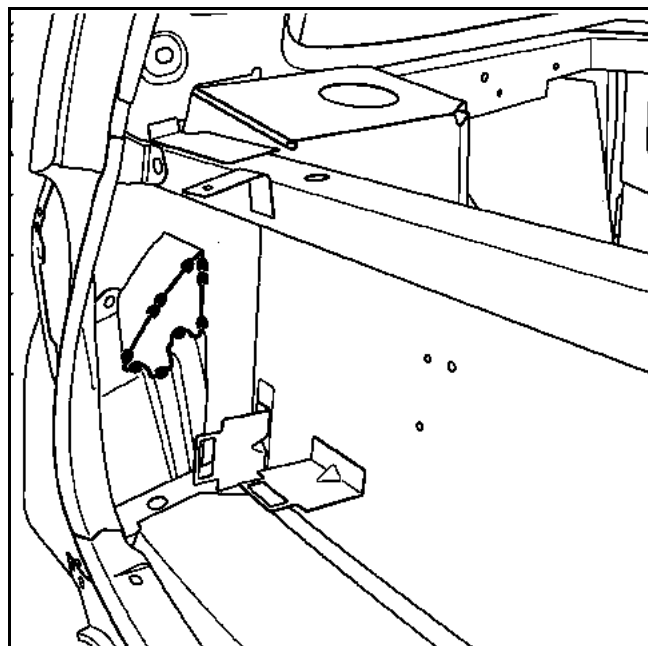
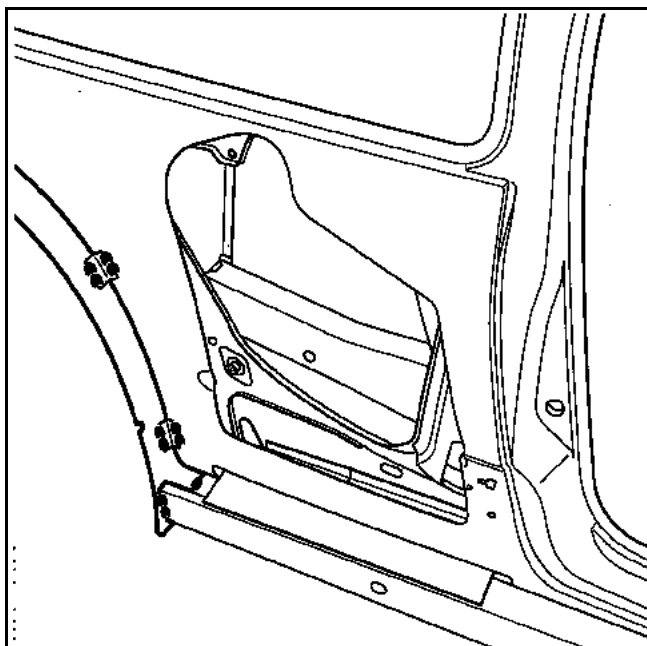
COMPOSITION OF THE REPLACEMENT PART

Parts specific to the vehicle, supplied in a set.



NOTE: parts (A) and (B) are only welded on the left-hand side.





The operation to replace this part is additional to replacing the body side lining after a side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

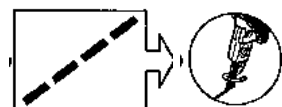
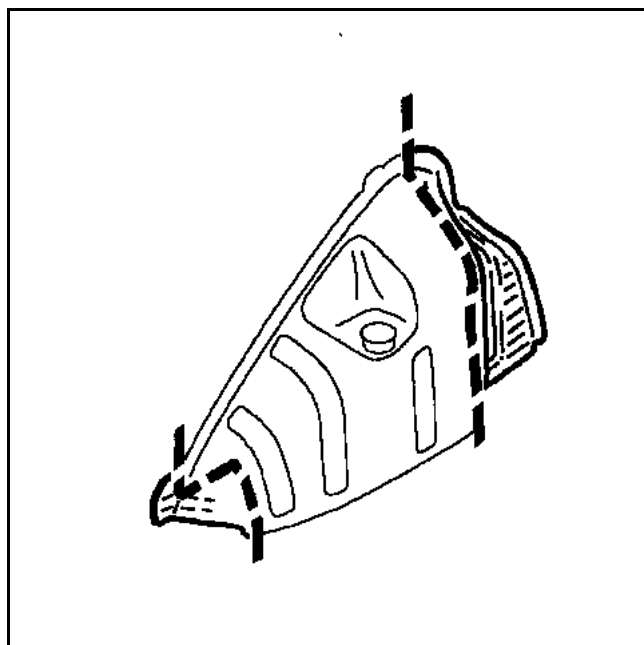
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

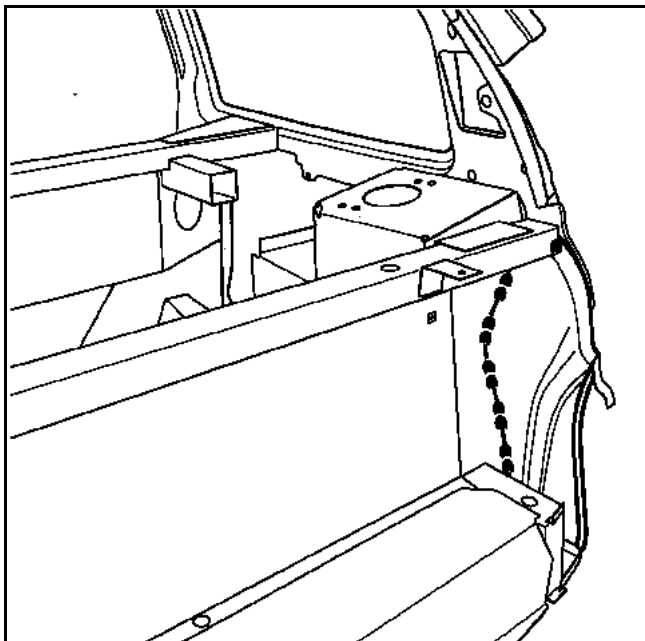
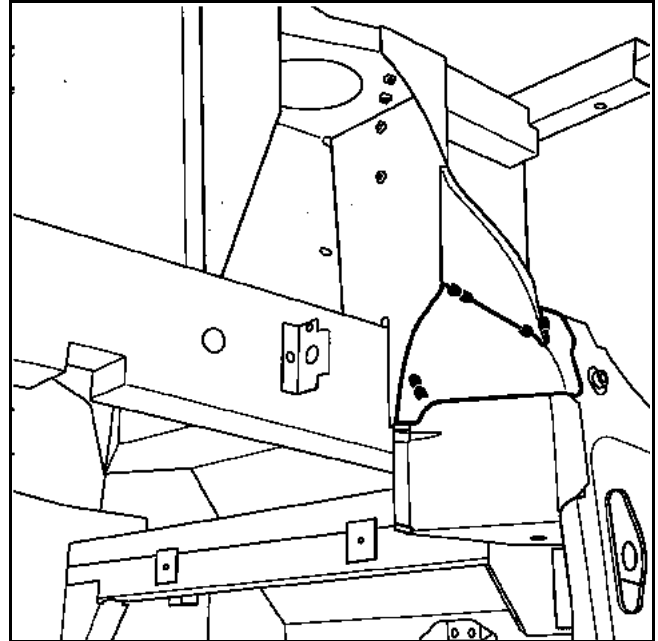
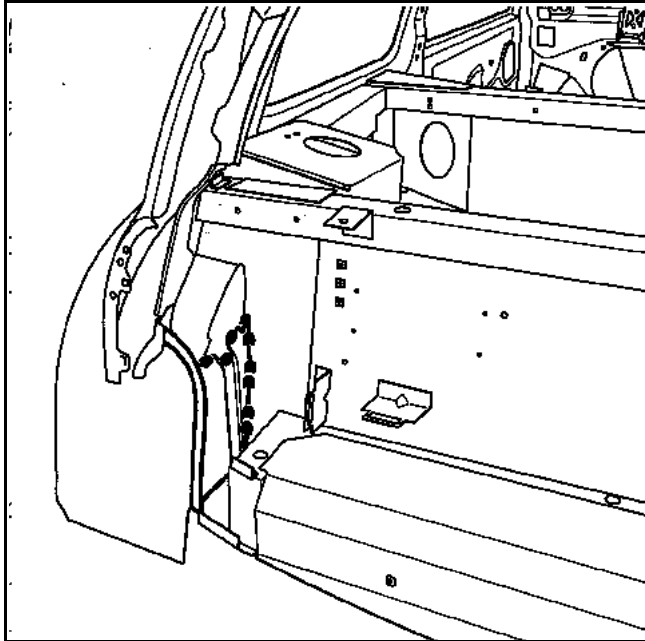
Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 1 in the description of parts section).





The operation to replace this part is additional to replacing the rear wing panel after a side collision.

You will also need to unclip the parcel shelf lateral support and the engine lateral partition.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

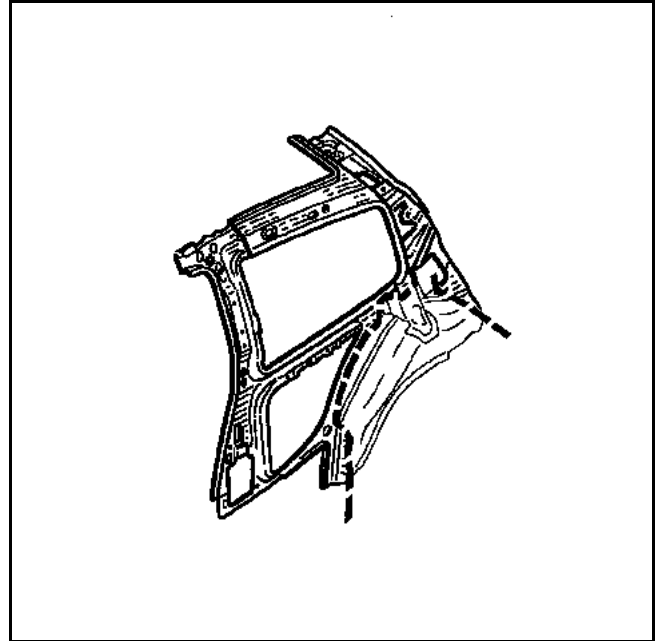
Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

You will need to:

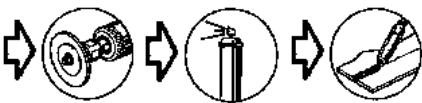
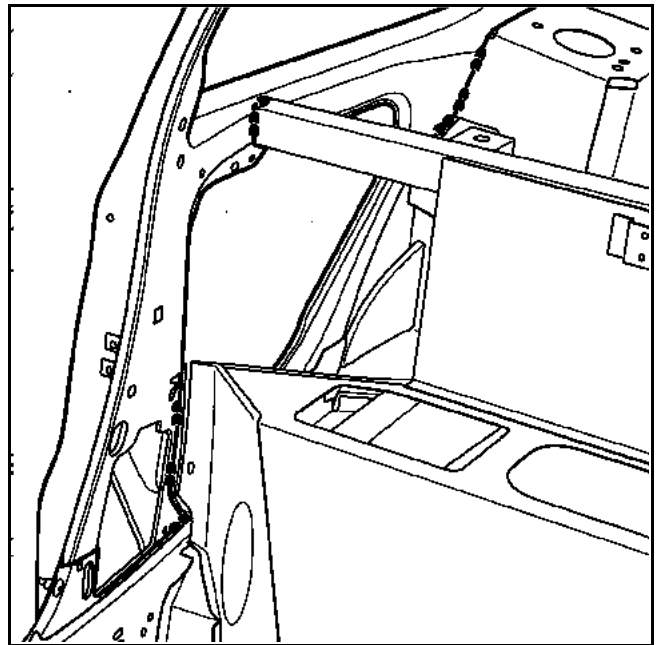
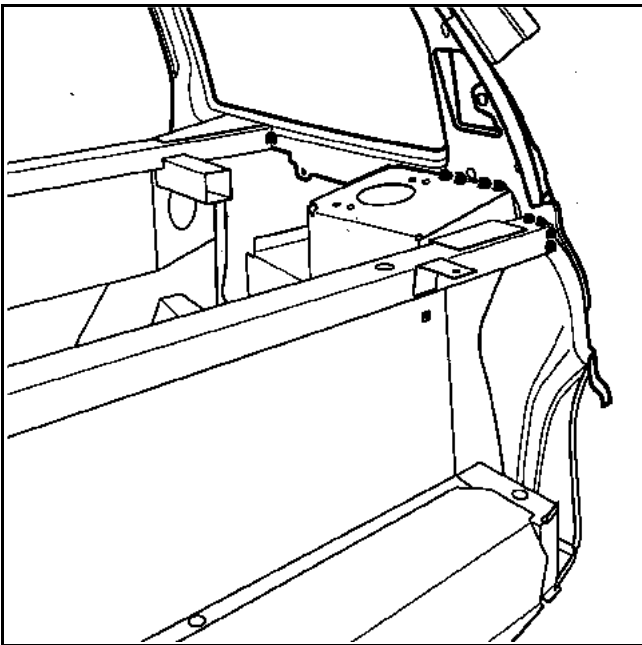
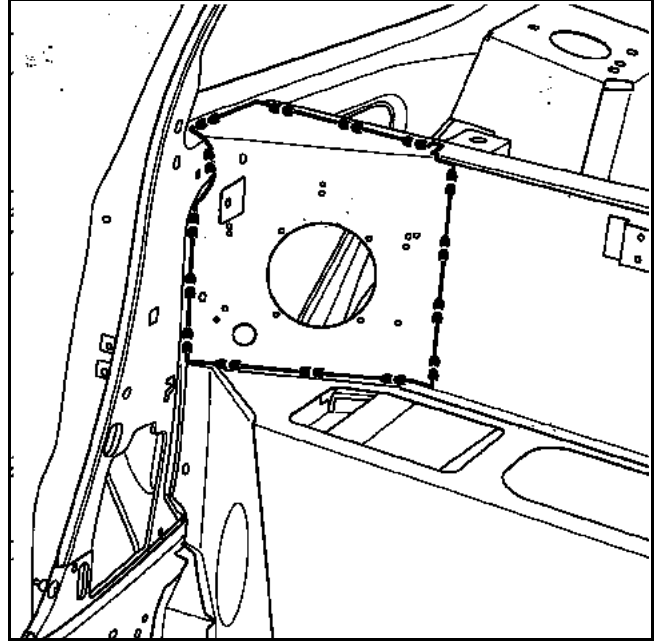
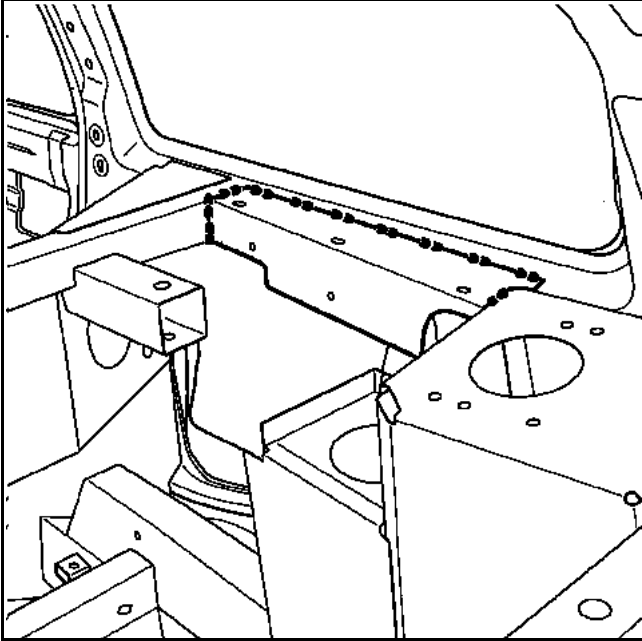
- cut this part along a line drawn on the part (see example 1 in the description of parts section).
- additionally order a parcel shelf lateral support and an engine lateral partition.



UPPER REAR STRUCTURE

Quarter panel lining

44 F



The replacement of this part is a basic operation after a rear collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

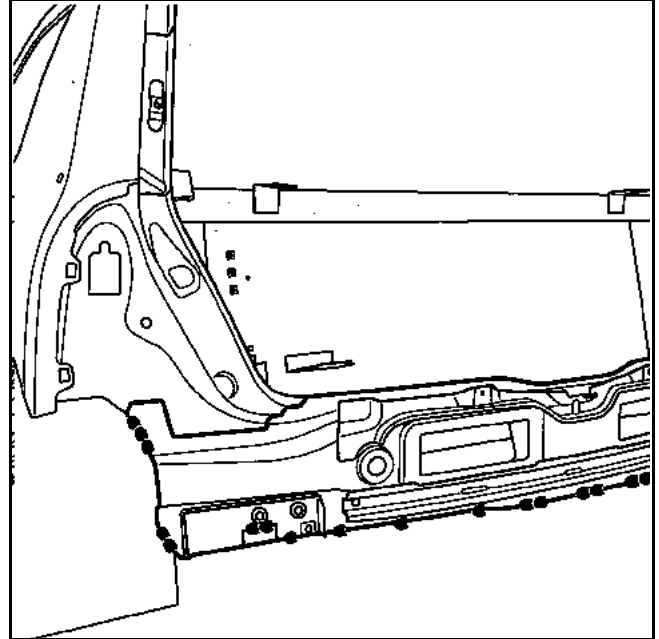
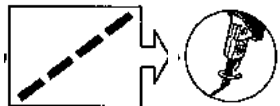
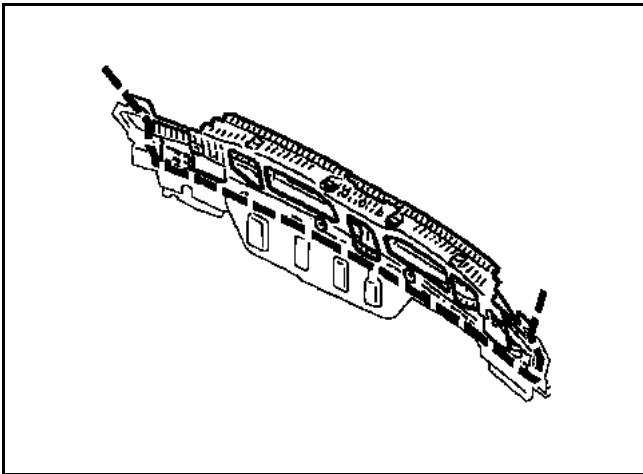
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 1 in the description of parts section).



This part is replaced in addition to replacing:

- the end panel after a rear collision,
- the rear wing panel and the outer wheel arch after a rear side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

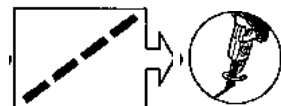
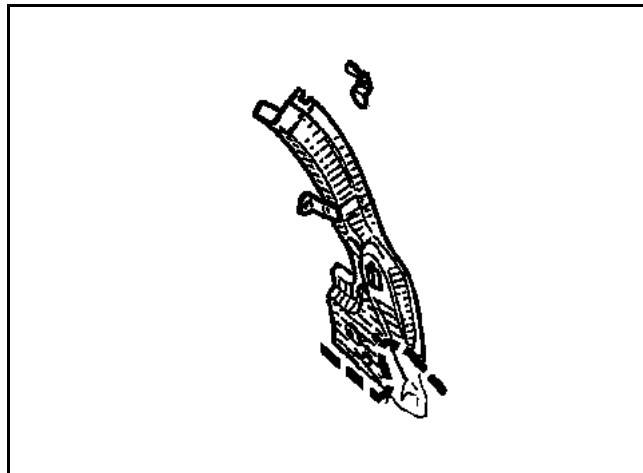
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be cut along a line drawn on the part (see example 1 in the description of parts section).



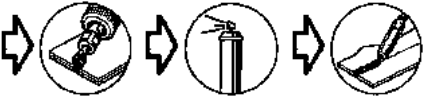
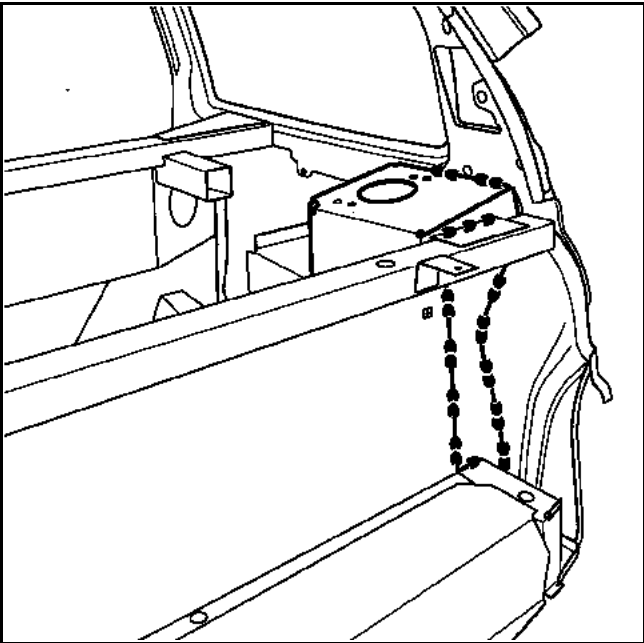
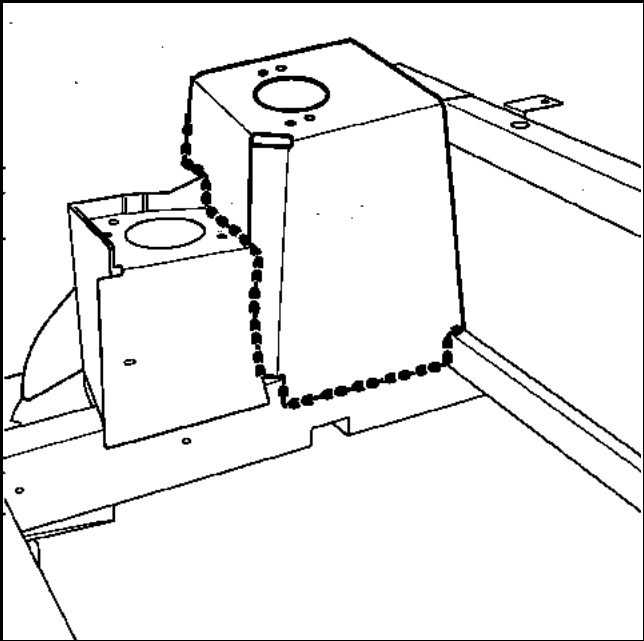
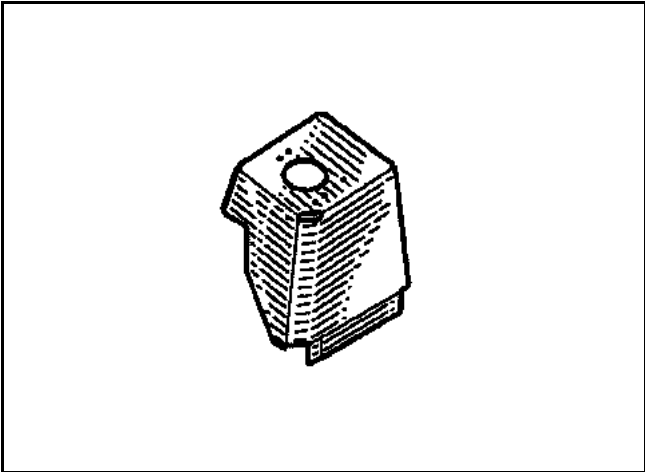
The operation to replace this part is additional to replacing the inner wheel arch after a rear side collision.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Part specific to the vehicle, supplied alone.



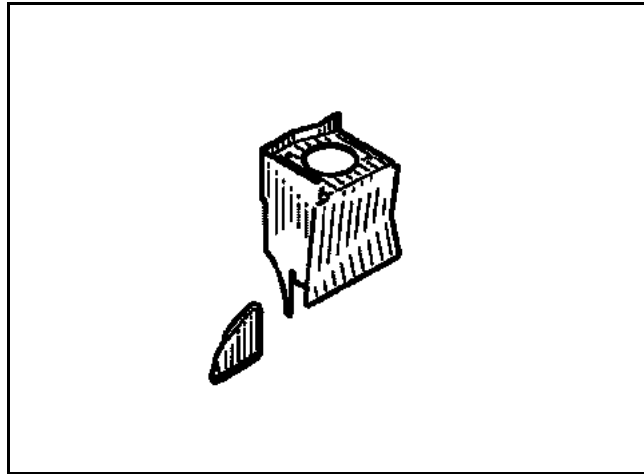
The operation to replace this part is additional to replacing the inner wheel arch after a rear side collision.

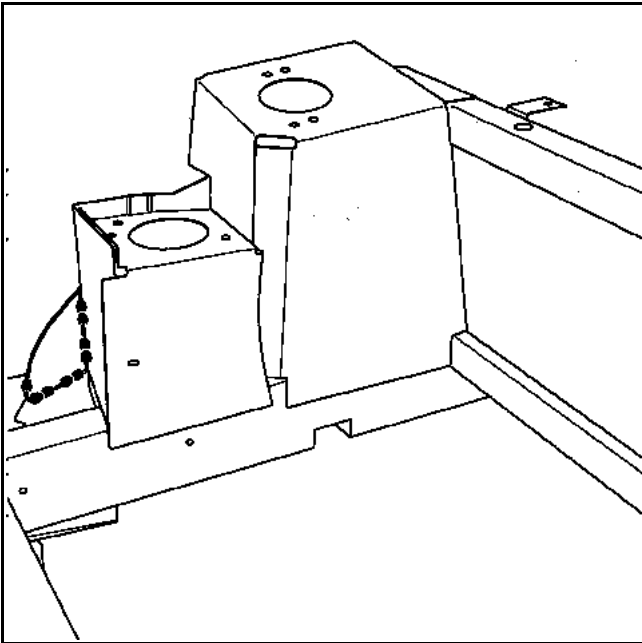
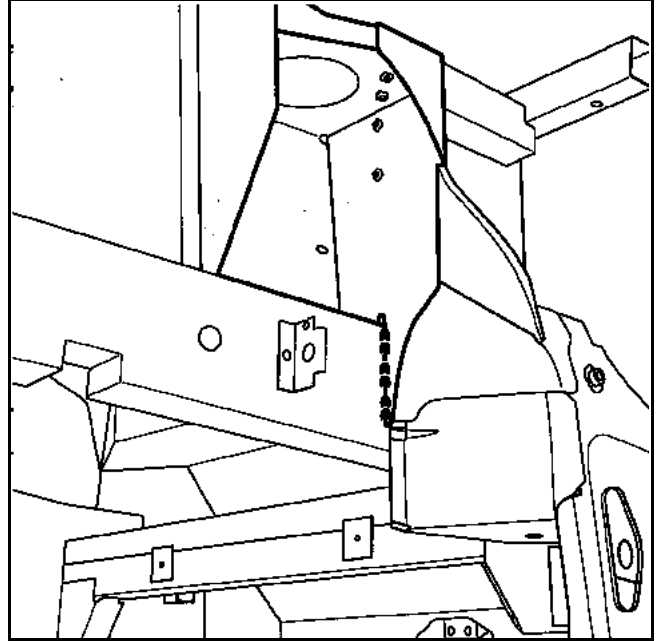
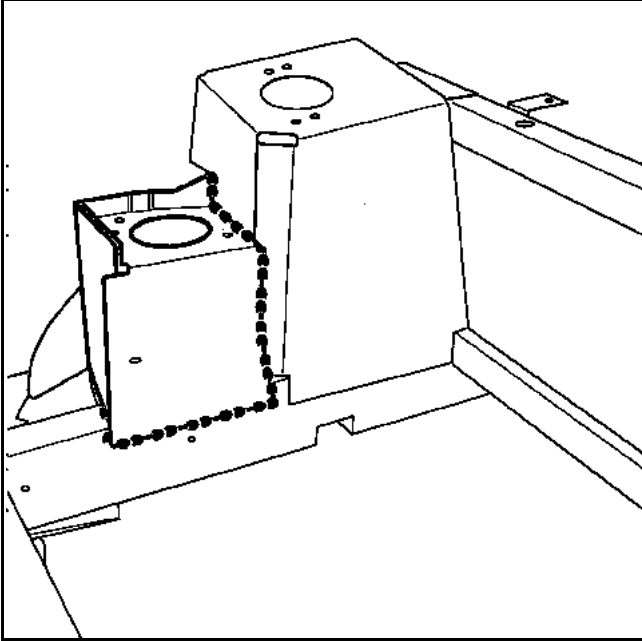
In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Parts specific to the vehicle, supplied in a set.





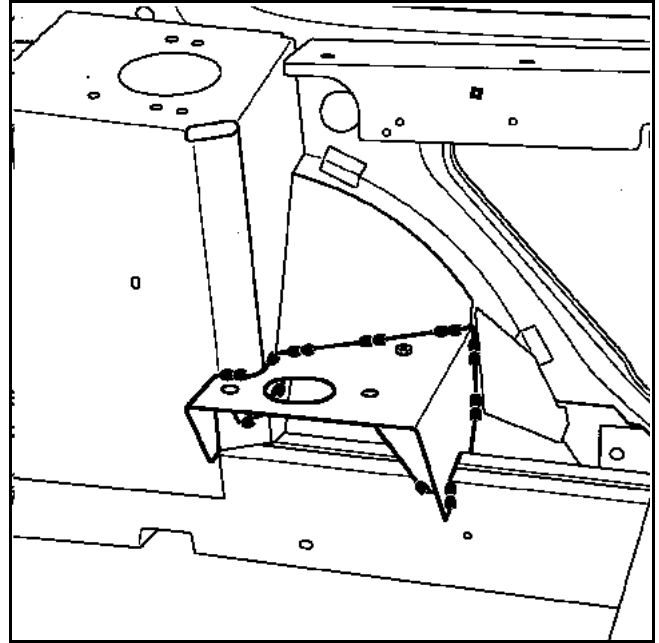
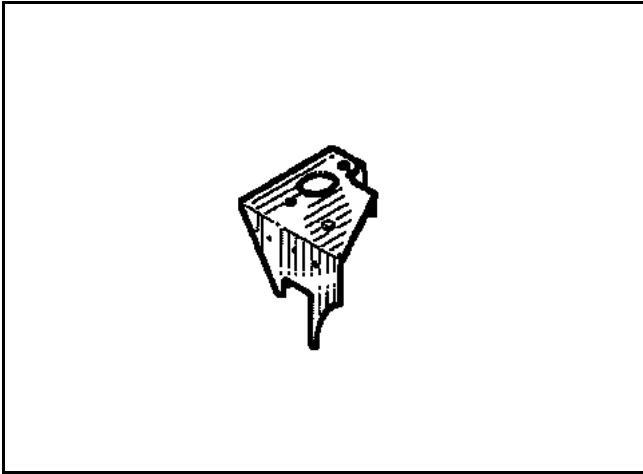
The operation to replace this part is additional to replacing the inner wheel arch after a rear side collision.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Part specific to the vehicle, supplied alone.



UPPER REAR STRUCTURE

Parcel shelf rear mounting cross member

44 L

This part is replaced in addition to replacing:

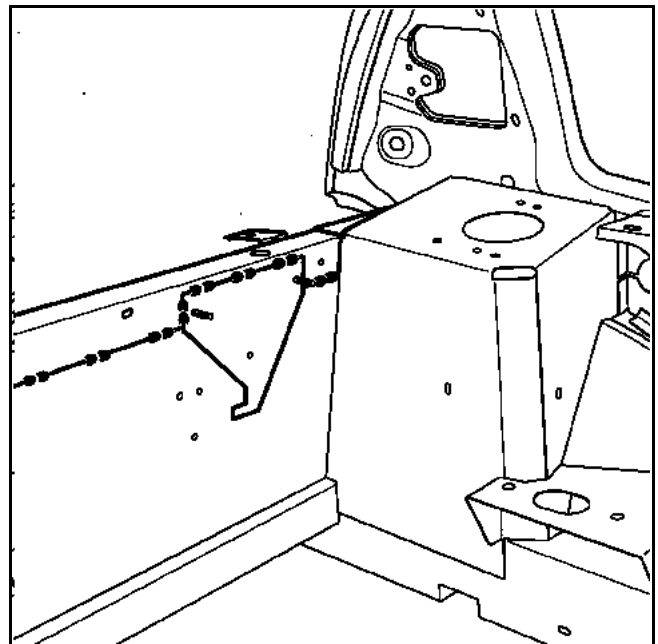
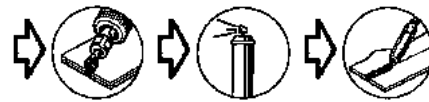
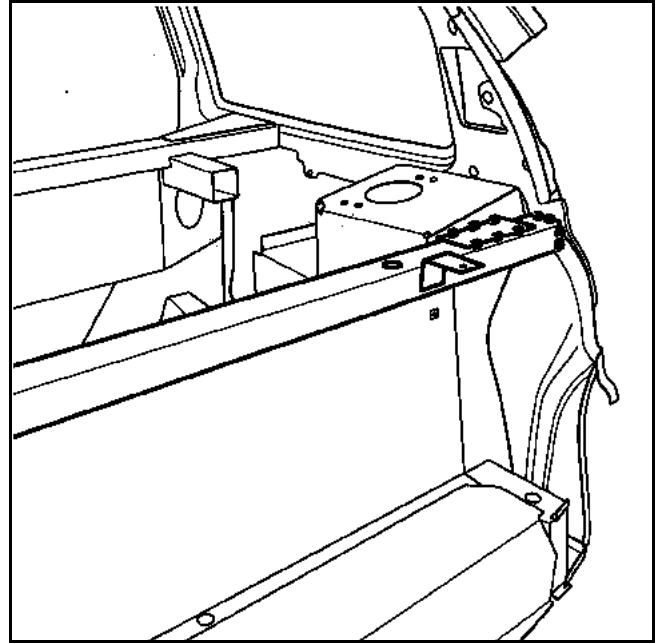
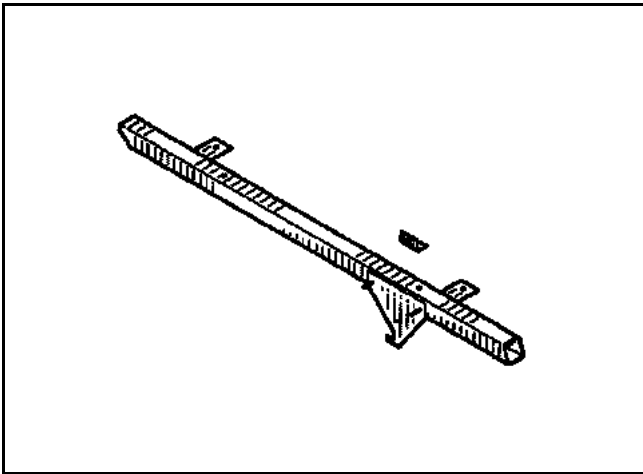
- the engine compartment rear partition after a rear collision,
- the quarter panel lining after a rear side collision.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Part specific to a vehicle fitted with brackets and stiffener.



This part is replaced in addition to replacing:

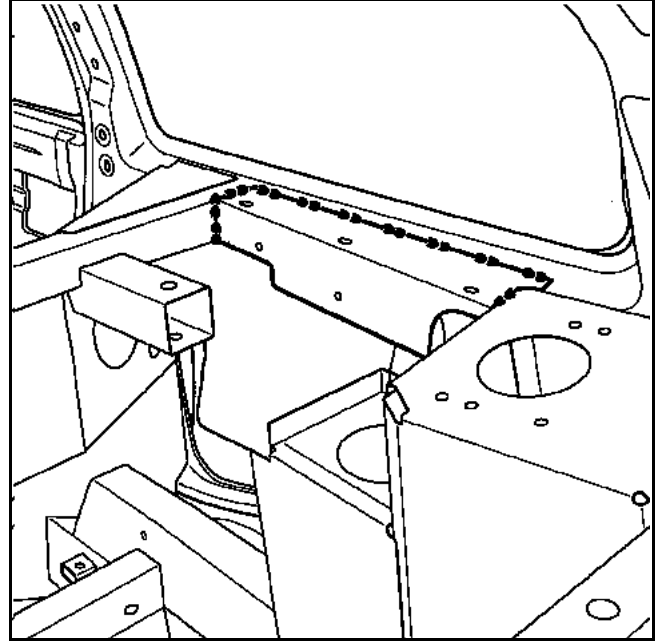
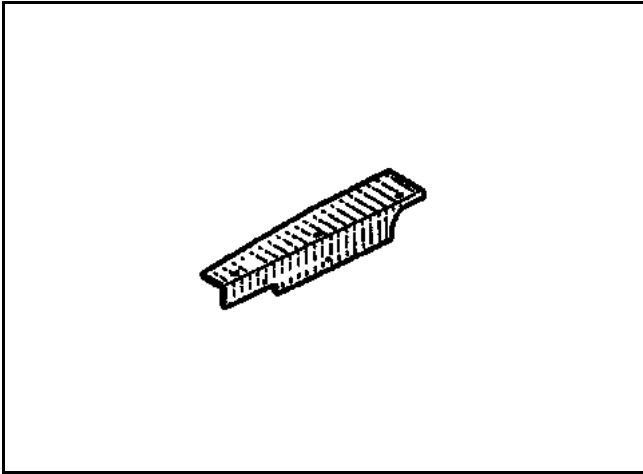
- the parcel shelf rear mounting cross member after a rear collision,
- the quarter panel lining after a rear side collision.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Part specific to the vehicle, supplied alone.



This part is replaced in addition to replacing:

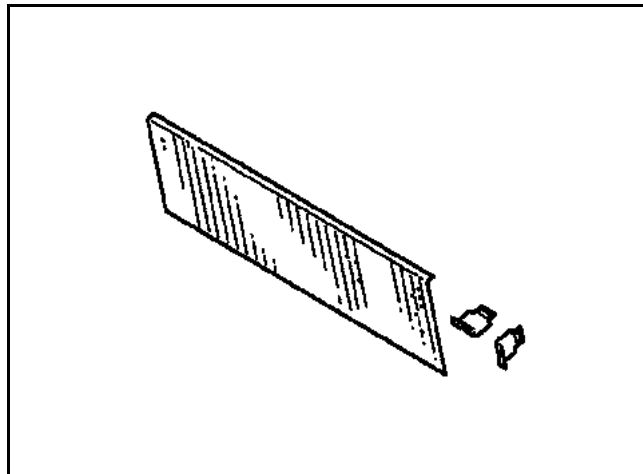
- the rear end panel after a rear collision,
- the quarter panel lining after a rear side collision.

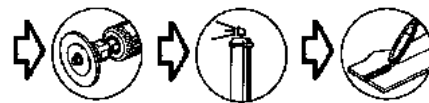
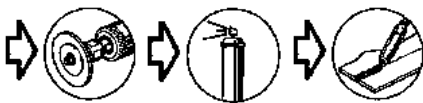
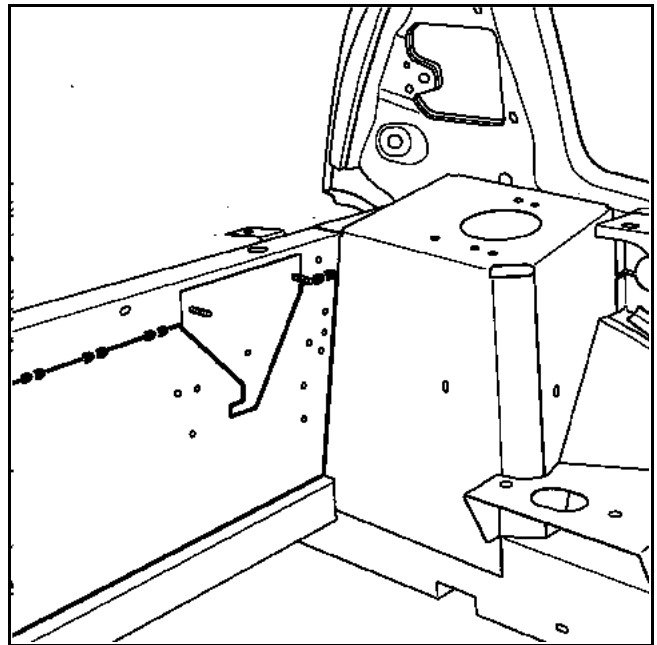
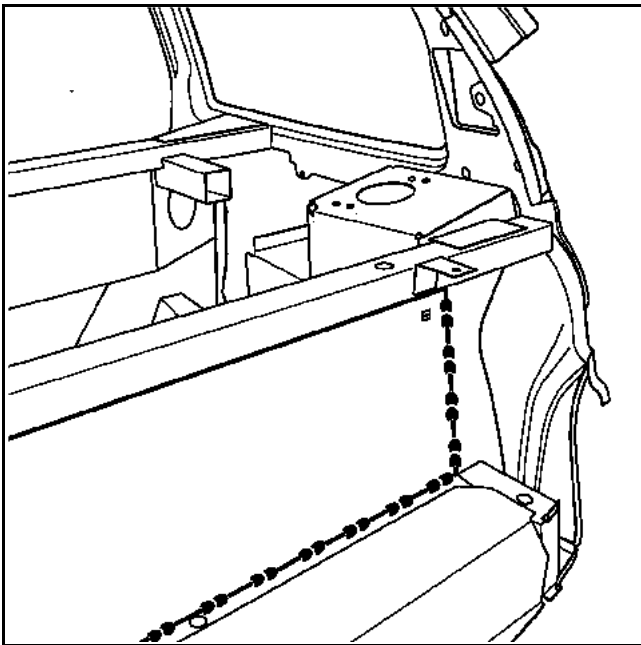
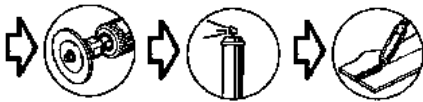
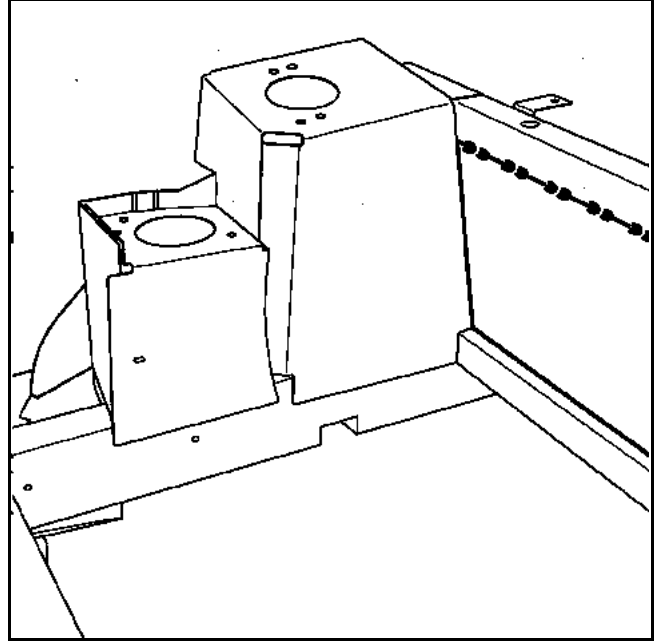
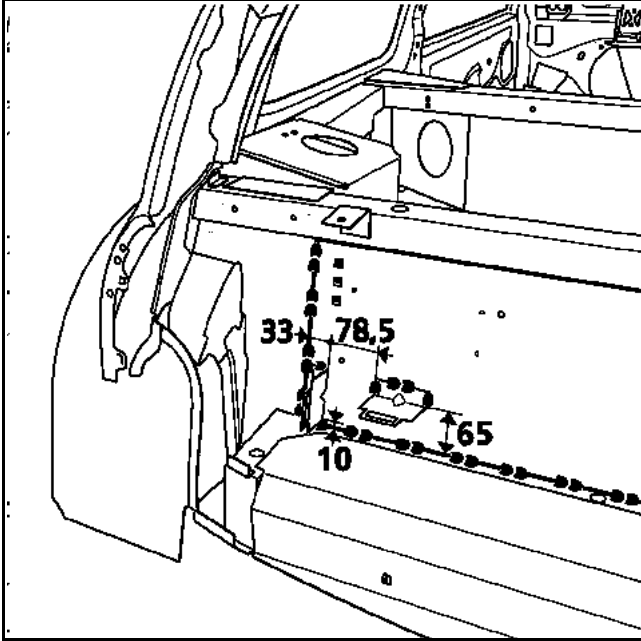
In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Parts specific to the vehicle, supplied in a set.





UPPER REAR STRUCTURE

Engine compartment lateral partition

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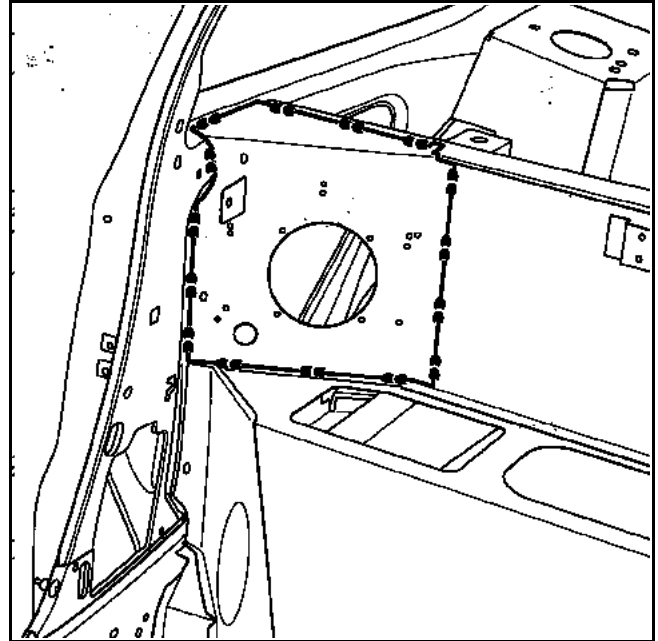
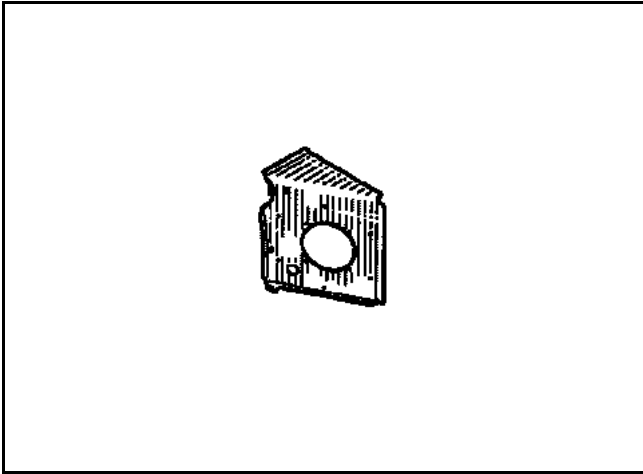
The operation to replace this part is additional to replacing the quarter panel lining after a side collision.

In the operation described below, only descriptions of the joints specific to the part concerned are given.

Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

Part specific to the vehicle, supplied alone.



The replacement of the door is a complementary operation to the replacement of the outer door panel after a side collision.

In the operation described below, only descriptions of features specific to the vehicle and special adaptations concerned are given.

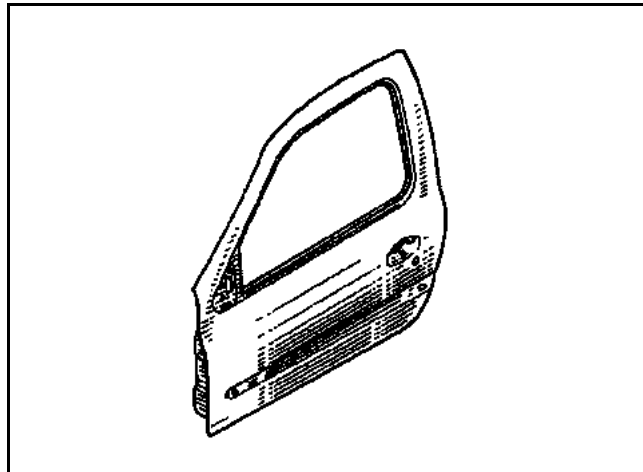
The operation to replace the part does not change; refer to Workshop Repair Manual 338 for more information.

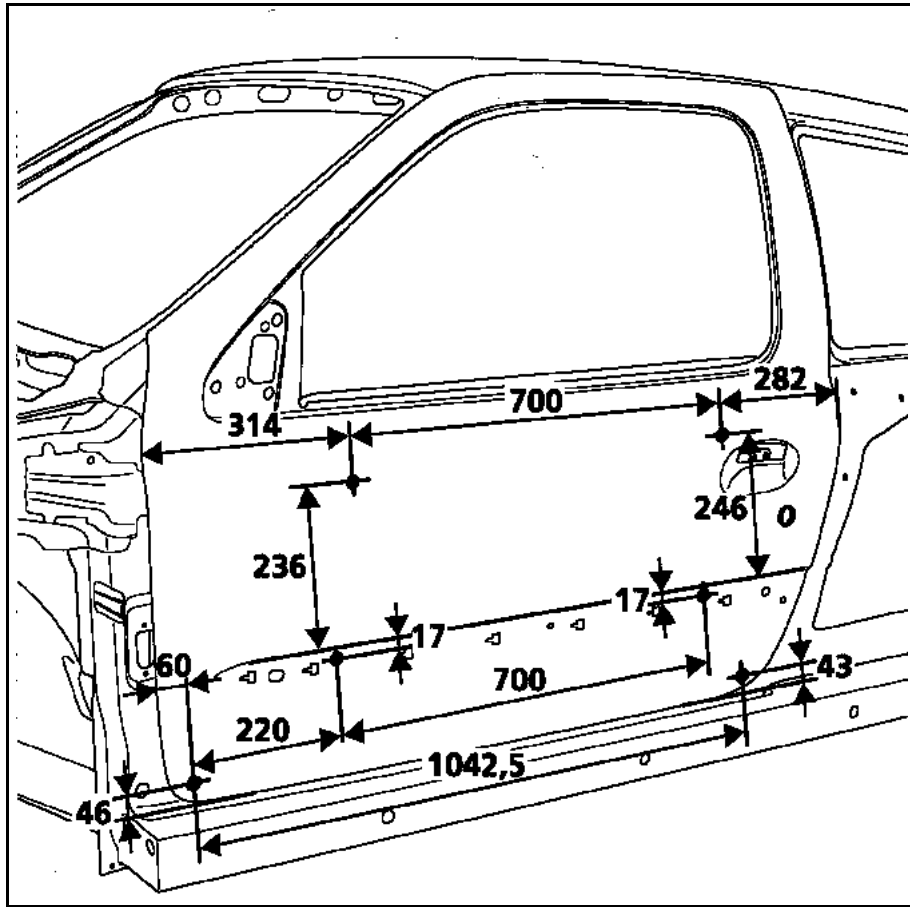
Information on additional parts will be dealt with in their respective sections (refer to the contents).

COMPOSITION OF THE REPLACEMENT PART

The replacement part is exactly the same as the basic vehicle part.

This part will have to be drilled according to a pattern (see example 2 in the description of parts section).





The distances between the drillings are given in mm for information.