Panelwork

4 Panelwork

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

<table>
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<tr>
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NOVEMBER 2005 Edition Anglaise

X84, and B84 or C84 or G84 or S84
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GENERAL VEHICLE INFORMATION

Bodywork special tools: Use B84 or C84.

USING THE DASHBOARD CROSS MEMBER REMOVAL TOOL

Car. 1673

1. Screw the rod (1) onto the body (2) as far as the stop and tighten gently.
2. Insert the assembly into the A-pillar, then screw into the beam as far as the stop.
3. Firmly lock tool body (2) in the same way as a lock nut against the dashboard cross member nut while holding the hexagonal head of bolt (1).
4. Unscrew the tool as far as the stop using hexagon bolt (2) 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 and unlock rod (1) in the same way as a lock nut.
6. Unscrew dashboard cross member rod (1) to remove the tool.
7. Repeat the procedure for the second bolt. This releases the dashboard cross member from the A-pillar.
To refit, screw the lock nut (left-hand thread) fully into the beam.

Fit the beam with the A-pillar hole.

As for the removal operation, prepare the tool, screw it completely into the beam nut then lock the tool body (2) against the beam nut.

Simultaneously screw the rod (1) and the body (2) of the tool as far as the stop, tightening gently.

Hold the body (2) of the tool and unscrew the rod (1) in the same way as a lock nut and then remove the tool.

**USING THE DASHBOARD PROTECTION TOOL Car.**

- Use this tool when replacing the windscreen:
  - remove the A-pillar trims,
  - position the dashboard protector to prevent damage.

**WARNING**

When removing the dashboard cross member, it is possible that the lock nuts may cause the two sides to become incorrectly adjusted. In this case, refit the dashboard to adjust the clearances with the windscreen pillar trim and the door trim.
GENERAL VEHICLE INFORMATION

Bodywork special tools:
- Use B84 or C84
GENERAL VEHICLE INFORMATION

Bodywork special tooling: Use B84 or C84

Select the mandrel, anvil and insert assembly adapted to the crimping operation to be carried out.

1. Into the mandrel mounting:
   (1) Screw the mandrel (left-hand thread).

2. Tighten the bolt (3) onto the body (4) until the stop (left-hand thread).

3. Into the body:
   (4) Screw the anvil (5) (left-hand thread).

4. Fit the assembly (1) and (2) into the body of the tool.

5. Screw the insert (left-hand thread) onto the pull rod.

6. Turn the bolt using a 24 spanner, holding the tool handle manually.

7. 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 brush to apply the following:

- a pre-treatment primer,
- a two-part primer,
- paint in the vehicle body colour.

Completion of the crimping operation should be felt by the operator (increase in the tightening effort). Crimping of the insert is correct when it no longer has any rotational play; this should be checked before removing the pull rod - mandrel assembly.
<table>
<thead>
<tr>
<th>Description</th>
<th>Dimension X</th>
<th>Dimension Y</th>
<th>Dimension Z</th>
<th>Diameter (in mm)</th>
<th>Angle (in degrees)</th>
</tr>
</thead>
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### GENERAL VEHICLE INFORMATION

#### Sub-frame: Specifications

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Note: The reference points located on the right-hand side of the vehicle are shown by an asterisk.
GENERAL VEHICLE INFORMATION

Hollow body parts inserts: List and location of components

B84 or C84

101425
GENERAL VEHICLE INFORMATION

Hollow body parts inserts: List and location of components.

A-pillar insert (1).

A-pillar reinforcement insert (2).

B84 or C84

101424

102031

102848
GENERAL VEHICLE INFORMATION

Hollow body parts inserts: List and location of components

- A-pillar insert (3)
- A-pillar lining insert (4)
- Front side member rear insert (5)
- B-pillar insert (6)
- Column cover rear (7)
- Column cover front (8)
- Column cover front (9)

102007 102850 102868 101967
Hollow body parts inserts: List and location of components:

- B84 or C84 B-pillar reinforcement insert (7).
- Rear wing panel lower insert (8).
- Rear wing panel upper insert (9).
- Sill panel rear insert (10), (11).

References:
- 102851
- 101968
- 102849
- 102581
GENERAL VEHICLE INFORMATION

Hollow body parts inserts: List and location of components.

- Sill panel reinforcement insert (102591).
- Rear wing panel upper insert (102629).
GENERAL VEHICLE INFORMATION

Precautions for repair

Hollow body parts inserts:

The expanding inserts ensure that the vehicle cavities are sealed and soundproofed. They react to the temperature when the bodywork is immersed in the cataphoretic bath at the factory. These conditions cannot be reproduced on the bodywork.

As inserts are not recoverable, always replace expanding inserts.

The inserts supplied by the Parts Department are identical to the original parts.

To obtain the same sealing and soundproofing properties, carry out the following operations:

- Clean the bonding surfaces with heptane.
- If necessary, seal the holes in the insert using pieces cut from a soundproofing pad.
- Apply a bead of preformed trim sealing mastic around and inside the insert holes.
- Fit the insert by compressing the mastic.

In some cases, it is possible to replace the accessible part of the insert only, which must be cut out of the replacement part.

WARNING

Do not re-fit the part after compressing the bead.

When MIG welding, protect the inserts from spatter and heat dispersion.

For example, use a heat shield.
Earths on the body / List and location of components

For the replacement procedure for earth studs, see MR 400, 40A, General information, Electrical earth screw connections.

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.
GENERAL VEHICLE INFORMATION

Earths on the body: List and location of components

40A

DETAILED VIEW OF THE POSITION OF EARTHS ON THE VEHICLE

Earth studs (1) on the front right-hand side member.

Earth studs (2) on the front left-hand side member and on the front end side cross member.

Earth studs (3) on the tunnel.

Left-hand side Earths studs (4) on the rear end panel side lining.
Earthes on the body: List and location of components

Right-hand side

Earth studs (5) on the rear end panel side lining and on the inner wheel arch.
### Vehicle Front Section Structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
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<td>3.</td>
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<tr>
<td>4.</td>
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<tr>
<td>No.</td>
<td>Description</td>
<td>Mark</td>
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<tr>
<td>-----</td>
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<td>------</td>
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</tr>
<tr>
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</tr>
<tr>
<td>2</td>
<td>Connecting bracket</td>
<td>HLE</td>
<td>Connecting bracket</td>
</tr>
<tr>
<td>3</td>
<td>Front wheel arch</td>
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</tr>
<tr>
<td>4</td>
<td>Engine tie-bar mounting</td>
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<td>Battery tray support</td>
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<td>Engine stand</td>
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<td>13</td>
<td>Wheel arch</td>
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<td>14</td>
<td>Sub-frame rear mounting</td>
<td>HLE/</td>
<td>Sub-frame rear mounting</td>
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<td>15</td>
<td>Connecting bracket</td>
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<td>Connecting bracket</td>
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<td>16</td>
<td>Front wheel arch</td>
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<td>17</td>
<td>Engine tie-bar mounting</td>
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<td>HLE</td>
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### Mark Description Classification Type Thickness (mm)

1. **Front side door panel:**
   - **HLE:** 0.7/0.95

2. **Rear side door panel:**
   - **HLE:** 0.7/0.95

3. **Front jack support:**
   - **HLE:** 1.8

4. **Rear jack support:**
   - **HLE:** 1.8

5. **Sill panel:**
   - **41C, Side lower structure, Sill panel: Description, page 41C-9**
   - **-0.7**

6. **Upper body:**
   - **43A, Side upper structure, Upper body panel: Description, page 43A-47**
   - **-0.7**
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<td>4</td>
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<td>5</td>
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<td>7</td>
<td>Rear roof drip moulding lining</td>
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<td>8</td>
<td>Roof rear cross member with sunroof</td>
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<td>9</td>
<td>Roof rear cross member without sunroof</td>
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<td>Roof middle cross member</td>
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<td>11</td>
<td>Front section of roof</td>
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<td>12</td>
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<td>Roof front cross member</td>
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Mark Description Classification Type Thickness (mm)
GENERAL VEHICLE INFORMATION

Vehicle side section structure: Description

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<td>0.7/0.95</td>
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<td>2</td>
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<td>3</td>
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Mark Description Classification Type Thickness (mm)
C84 102403
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<tr>
<td>HLE</td>
<td>0.7/0.9</td>
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<tr>
<td>HLE</td>
<td>0.7/0.9</td>
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<tr>
<td>VHLE</td>
<td>1.8/1.5</td>
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<tr>
<td>HLE</td>
<td>1.5/2</td>
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<td>0.7/0.9</td>
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<tr>
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<td>0.7/0.9</td>
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<td>1.2/1.5</td>
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<td>0.7/0.9</td>
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<tr>
<td>HLE</td>
<td>1.2/1.5</td>
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<td>0.7/0.9</td>
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<td>0.7/0.9</td>
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</table>

Note: The table above provides a summary of the vehicle side section structure, including various components and their specifications. Each component is identified by a mark and described with relevant details.
## General Vehicle Information

**Vehicle Side Section Structure: Description**

### Mark Description Classification Type Thickness (mm)

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classification Type</th>
<th>Thickness (mm)</th>
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<tbody>
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<td>A</td>
<td>Side Section Structure</td>
<td>Class A</td>
<td>18</td>
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<td>B</td>
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<td>Class B</td>
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40A
### Vehicle Central Section Structure: Description

<table>
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<tbody>
<tr>
<td>Bulkhead lower cross member</td>
<td>VHL</td>
<td>2</td>
<td>2.5</td>
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<tr>
<td>Bulkhead</td>
<td>VHL</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>Bulkhead side reinforcement</td>
<td>UHL</td>
<td>2</td>
<td>1.7</td>
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<tr>
<td>Bulkhead reinforcement</td>
<td>UHL</td>
<td>5</td>
<td>1.7</td>
</tr>
</tbody>
</table>

*Note: The image contains a diagram of the vehicle central section structure. The table outlines the dimensions and specifications of various components.*
## GENERAL VEHICLE INFORMATION

### Vehicle central section structure: Description

**B84 or C84**

<table>
<thead>
<tr>
<th>Description</th>
<th>Width (mm)</th>
<th>Mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulkhead upper cross member</td>
<td>(6)</td>
<td></td>
</tr>
<tr>
<td>HLE 0.95/3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heater bulkhead</td>
<td>(7)</td>
<td></td>
</tr>
<tr>
<td>HLE -0.7/1.2</td>
<td></td>
<td></td>
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<tr>
<td>Windscreen wiper mounting</td>
<td>(8)</td>
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</tr>
<tr>
<td>HLE -1.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windscreen aperture lower cross member</td>
<td>(9)</td>
<td></td>
</tr>
<tr>
<td>HLE -0.7</td>
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<td></td>
</tr>
<tr>
<td>Windscreen aperture lower cross member closure panel</td>
<td>(10)</td>
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</tr>
<tr>
<td>HLE -0.65/1.2</td>
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<td></td>
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<tr>
<td>Front seat mounting exterior unit</td>
<td>(11)</td>
<td></td>
</tr>
<tr>
<td>HLE 1.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front seat mounting interior unit</td>
<td>(12)</td>
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</tr>
<tr>
<td>HLE 1.5/2.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front cross member under front seat</td>
<td>(13)</td>
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<tr>
<td>HLE 1.5</td>
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<tr>
<td>Steering column mounting</td>
<td>(14)</td>
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<td>1.3</td>
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<tr>
<td>Tunnel</td>
<td>(15)</td>
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<tr>
<td>HLE/THLE 1/1.6</td>
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<tr>
<td>Centre floor, side section</td>
<td>(16)</td>
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<tr>
<td>VHLE 0.7/2.5</td>
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<tr>
<td>Exhaust mounting support</td>
<td>(17)</td>
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<td>1.2/2.5</td>
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Mark Description Classification Type Thickness (mm)
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<th>No.</th>
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<th>Type</th>
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<td>40A</td>
<td>2.78</td>
<td>1.2</td>
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<tr>
<td>15</td>
<td>Rear section of floor</td>
<td>40A</td>
<td>40A</td>
<td>3.48</td>
<td>1.2</td>
<td></td>
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<tr>
<td>16</td>
<td>Control arm upper</td>
<td>40A</td>
<td>40A</td>
<td>3.48</td>
<td>1.2</td>
<td></td>
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</tr>
<tr>
<td>17</td>
<td>Control arm lower</td>
<td>40A</td>
<td>40A</td>
<td>3.48</td>
<td>1.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Rear floor front cross member, centre section</td>
<td>40A</td>
<td>40A</td>
<td>3.48</td>
<td>1.2</td>
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</table>

**GENERAL VEHICLE INFORMATION**

Vehicle central section structure: Description

B84 or C84

(18) Fuel tank mounting support (see 41D, Rear lower structure, Tank mounting support: Description, page 41D-31)

(19) Front section of rear floor (see 41D, Rear lower structure, Rear floor, front section: Description, page 41D-10)

(20) Sill panel reinforcement stiffener VHE 0.7/2.5

(21) Sill panel rear reinforcement (see 41C, Side lower structure, Sill panel rear reinforcement: Description, page 41C-29)

(22) Fuel gauge closure panel HLE 0.8

(23) Rear floor front cross member, centre section (see 41D, Rear lower structure, Rear floor front cross member, centre section: Description, page 41D-25)

HLE/THLE 0.7/2.5

Mark Description Classific

Type Thickness (mm)
### Rear Structure

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<td>1</td>
<td>Rear wing panel</td>
<td>(see 44A, Rear upper structure, Rear wing panel: Description, page 44A-7)</td>
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<tr>
<td>2</td>
<td>Quarter panel lining</td>
<td>(see 44A, Rear upper structure, Quarter panel lining: Description, page 44A-37)</td>
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<td>0.6</td>
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<td>3</td>
<td>Rear quarter upper reinforcement</td>
<td>(see 44A, Rear upper structure, Quarter panel upper reinforcement: Description, page 44A-40)</td>
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<td>4</td>
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<td>(see 41D, Rear lower structure, Far rear lower cross member, side section: Description, page 41D-29)</td>
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<td>5</td>
<td>Rear wheel arch extension</td>
<td>(see 44A, Rear upper structure, Rear wheel arch extension: Description, page 44A-33)</td>
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<td>6</td>
<td>Tailgate stop mounting</td>
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### GENERAL VEHICLE INFORMATION

**Vehicle structure rear section: Description**

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<td>Rear end panel assembly</td>
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<td>Rear end panel (see 44A, Rear upper structure, Rear end panel: Description, page 44A-49)</td>
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<td>8</td>
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<td>Rear side member closure panel, rear section (see 41D, Rear lower structure, Rear side member closure panel, rear section: Description, page 41D-23)</td>
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<td>9</td>
<td>Impact cross member mounting stiffener</td>
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<td>Light mounting lining</td>
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<td>Light mounting lining</td>
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<td>11</td>
<td>Rear end panel side lining</td>
<td>11</td>
<td>Rear end panel side lining</td>
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<tr>
<td>12</td>
<td>Rear light mounting</td>
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<td>Rear light mounting</td>
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<tr>
<td>13</td>
<td>Inner rear wheel arch</td>
<td>13</td>
<td>Inner rear wheel arch</td>
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<tr>
<td>14</td>
<td>Rear wheel arch closure panel</td>
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<td>Rear wheel arch closure panel</td>
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<td>16</td>
<td>Rear wing panel rain channel</td>
<td>16</td>
<td>Rear wing panel rain channel</td>
<td></td>
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</tbody>
</table>

Mark Description Classification Type Thickness (mm)
### GENERAL VEHICLE INFORMATION

**Vehicle removable section structure: Description**

<table>
<thead>
<tr>
<th>Mark Description</th>
<th>Classification Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>B84 or C84</td>
<td></td>
</tr>
</tbody>
</table>

- **(1)** Frontal impact cross member: (see 41A, Front lower structure, Front impact cross member: Removal - Refitting, page 41A-8)
  - Aluminium

- **(2)** Radiator mounting cross member: (see 41A, Front lower structure, Radiator support cross member: Removal - Refitting, page 41A-13)
  - Aluminium

- **(3)** Front end panel centre section: (see 42A, Upper front structure, Front: Removal - Refitting, page 42A-23)
  - Steel/SMC

- **(4)** Front end panel side section: (see 42A, Upper front structure, Front: Removal - Refitting, page 42A-23)
  - SMC

- **(5)** Bonnet: (see 48A, Non-side opening elements, Bonnet: Removal - Refitting, page 48A-5)
  - Aluminium
<table>
<thead>
<tr>
<th>No</th>
<th>Description</th>
<th>Material</th>
<th>Mark Description</th>
<th>Classific</th>
<th>Type</th>
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<tbody>
<tr>
<td>2</td>
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<td>(6)</td>
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<td>3</td>
<td>Front wing</td>
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<tr>
<td>4</td>
<td>Front wing lower mounting support</td>
<td>(8)</td>
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</tr>
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<td>5</td>
<td>Dashboard cross member</td>
<td>(9)</td>
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<td></td>
</tr>
<tr>
<td>6</td>
<td>Bulkhead plate</td>
<td>(10)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Front side door, 3-door version</td>
<td>(11)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Front side door, 5-door version</td>
<td>(12)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Fuel filler flap cover</td>
<td>(13)</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>10</td>
<td>Rear section of rear floor</td>
<td>(14)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>11</td>
<td>Rear side door</td>
<td>(15)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Rear impact lower cross member</td>
<td>(16)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Tailgate</td>
<td>(17)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PART REQUIRING REPAIRS IN BODY JIG BENCH

- (1) Engine stand.
- (2) Front wheel arch.
- (3) Front half unit.
- (4) Front side member.
- (5) Radiator cross member mounting.
- (6) Front sub-frame front mounting unit.
- (7) Front sub-frame rear mounting unit.
- (8) Rear side member.

1 - PRINCIPAL REFERENCE POINT FOR SETTING TRIM HEIGHT

1 - A - FRONT SUB-FRAME REAR MOUNTING

This is the principal front reference point for setting the trim height.

a - Front mechanical components in place

The bracket covers the sub-frame mounting bolt (A).
GENERAL VEHICLE INFORMATION

Two possible cases can arise:
- For rebuilding the rear of the vehicle, these two points alone can be used to align and support the front of the vehicle.
- For a light frontal impact not requiring removal of the front axle sub-frame.

If in doubt about the damage to one of the main reference points (A or B), use the two additional points located in the area not affected by the impact to confirm the trim height.

1. Front mechanical components in place

2. B - REAR AXLE FRONT MOUNTING
   This is the principal rear reference point for setting the trim height.
   a - Rear mechanical components in place
   b - Rear mechanical components removed

Note:
- On the left-hand side, the hole is round;
- On the right-hand side, it is a slot.

WARNING
This point contributes to ensuring the front axle geometry, it aligns the front axle sub-frame with the body and directly influences all the angles of the front axle.
GENERAL VEHICLE INFORMATION

Structure components to be positioned on body repair bench:

B84 or C84

The bracket is supporting the underneath of the rear axle assembly mounting unit and is centred in the threaded holes of the rear axle bearing mounting. If the complete rear side member is being replaced, this reference point is replaced by point (G) located on the rear section of the front side member, points (B) being used to position the replaced component.

II - REFERENCE POINTS FOR POSITIONING THE PARTS REPLACED

1 - C - FRONT SUB-FRAME FRONT MOUNTING UNIT

With just the front mechanical components removed, the bracket rests under the front sub-frame front mounting unit and is centred in the threaded hole of the sub-frame mounting. It is used when replacing:

- a partial or complete front side member,
- a half unit.

2 - F - FRONT SHOCK ABSORBER UPPER MOUNTING

The bracket rests under the shock absorber cup and is centred in the shock absorber cup hole. It is used when replacing:

- a wheel arch,
- a front half unit.

It is also used when straightening.

WARNING

These points are used to align the rear axle with the body and directly influence the vehicle trajectory angle.

WARNING

This point helps to maintain the front axle geometry. It directly influences the clearance in the space of the lower wishbone and therefore the variations in castor angle and wheel alignment.

WARNING

This point helps to maintain the front axle geometry. It directly influences the camber and castor pivot angles.
GENERAL VEHICLE INFORMATION

Structure components to be positioned on body repair bench:

- B84 or C84

3 - P - ENGINE MOUNTING

The bracket is positioned from above the engine mounting and is centred in the mounting hole of the axle. It should be used with the mechanical components removed for the replacement of:

- a front half unit.
- a front wheel arch.

4 - H - END OF FRONT SIDE MEMBER

The bracket rests under the side member and is centred in the threaded hole of the radiator mounting cross member. It should be used with the mechanical components removed for the replacement of:

- a side member,
- a front half unit.
- a radiator cross member mounting support.

5 - K - FRONTAL IMPACT CROSS MEMBER MOUNTING

The bracket rests vertically against the radiator cross member mounting and is centred in the threaded mounting holes of the frontal impact cross member. When rebuilding, points (K) are used for replacing:

- a radiator cross member mounting,
- a partial or complete front side member,
- a half unit.
GENERAL VEHICLE INFORMATION

Structure components to be positioned on body repair bench:

- **B84** or **C84**

They are also used as reference points for mounting the front wing upper support.

- **6 - J - REAR SIDE MEMBER END**

The bracket rests under the side member and is centred in the leader pin hole.

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

It is also used with the mechanical components removed, in the same conditions, to replace the side member.

- **7 - E - REAR SHOCK ABSORBER MOUNTING**

The bracket is centred and attached inside the shock absorber shaft.

It should be used when replacing a complete rear side member.

- **8 - L - REAR END PANEL CROSS MEMBER**

The bracket rests vertically against the side lining of the rear end panel and is centred on the rear impact cross member mounting studs.

The bracket must be used when replacing the side lining of a rear end panel.
GENERAL VEHICLE INFORMATION

Structure components to be positioned on body repair bench:

- B84 or C84

They are used when replacing:

- an impact cross member mounting stiffener,
- a partial or complete rear side member.
GENERAL VEHICLE INFORMATION

Structural bodywork reference material: Use B84 or C84

I - CLASSIFYING INFORMATION

This information is classified in two additional documents:

1. Vehicle structure bodywork repair procedures (MR of the vehicle concerned)
   - This document comprises two sections:
     - Section 0: This section does not contain repair procedures, it only contains descriptive information; It consists of several subsections:
       - 01C Vehicle bodywork specifications
       - 02A Lifting equipment
       - 02B Bodywork innovations
       - 03B Collision
       - 04E Paintwork
       - 05B Bodywork equipment and tooling
     - Section 4:
       - 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:
     - Part 1: General description containing information relating to generic structural spare parts and to their design. This information may be the same for several vehicles.
     - Part 2: Description, removal and refitting, strip and rebuild, and adjustment; contains information about the structure of the replacement parts and contains special notes about the vehicle being worked on.

2. Fundamentals of structural bodywork repair (MR 400)
   - This document comprises two sections:
     - Section 0:
       - This section does not contain any repair procedures; it only contains descriptive information and has only one subsection:
         - 03B Collision
     - Section 4:
       - 40A Structure general information

II - INFORMATION SEARCH

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

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

Specifications of specific products to repair a given vehicle. Firstly refer to section 0 of the Vehicle's MR then refer to the « IXELL product catalogue ».
GENERAL VEHICLE INFORMATION
Structural bodywork reference material: Use B84 or C84

Use of a specific tool to repair a given vehicle. Firstly refer to subsection 0 of the Vehicle's MR then MR 400.

Information concerning the replacement parts of a given vehicle regarding:
- The replacement possibilities with the position on the vehicle.
- A conversion before assembly.
- A cutting area with the special features of this cut.
- Special features of right-left symmetry.
- Special features of the version or equipment.

Refer to the subsection which corresponds to the part concerned: 41 to 48 of the Vehicle MR, part 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 procedure 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 MR 400 then the equipment catalogue.

Combination of impacts to repair a given vehicle. Refer to section 0 of the Vehicle's MR.

Logic of the impact combination. Refer to section 0 of the Vehicle's MR.

Fault finding on an impact for a given vehicle. Firstly refer to section 0 of the Vehicle's MR then section 0 of MR 400.
### General Vehicle Information

**Structural bodywork reference material:** Use B84 or C84

**Logic of impact fault finding:** Section 0 of MR 400.

**General instructions for:**
- Repair.
- Safety.
- Preparing a vehicle.
- Classification of tools.
- Precautions for repair.

**Questions Answers**

---

<table>
<thead>
<tr>
<th>Column 1</th>
<th>Column 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data</td>
<td>Data</td>
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<tr>
<td>Notes</td>
<td>Notes</td>
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<tr>
<td>Tools</td>
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<td>Preparing areas</td>
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<tr>
<td>Classification tools</td>
<td>Classification tools</td>
</tr>
<tr>
<td>Precautions notes</td>
<td>Precautions notes</td>
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</tbody>
</table>
Vehicle front section structure: Description

**Mark Description Classification Type Thickness (mm)**

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<th>Description</th>
<th>Mark</th>
<th>Thickness</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Scuttle side panel upper reinforcement</td>
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<td>0.9</td>
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<td>2</td>
<td>Scuttle side panel</td>
<td>HLE/</td>
<td>1/2.5</td>
</tr>
<tr>
<td>3</td>
<td>Front end side cross member</td>
<td></td>
<td>1.2</td>
</tr>
<tr>
<td>4</td>
<td>Left-hand front half unit</td>
<td>HLE/</td>
<td>1.1/3</td>
</tr>
<tr>
<td>5</td>
<td>Front section of front side member closure panel</td>
<td></td>
<td>1.7/3</td>
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</table>

*Note: Numbers correspond to specific parts on the diagram.*
<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
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<tbody>
<tr>
<td>41A</td>
<td>Front mounting of front sub-frame</td>
<td>HLE</td>
<td>1.2/2.5</td>
<td>-</td>
</tr>
<tr>
<td>41A</td>
<td>Radiator cross member support</td>
<td>HLE</td>
<td>1.2/2.5</td>
<td>-</td>
</tr>
<tr>
<td>41A</td>
<td>Front side member</td>
<td>HLE/THLE</td>
<td>1.2/3</td>
<td>-</td>
</tr>
<tr>
<td>41A</td>
<td>Battery tray bracket</td>
<td>HLE/THLE</td>
<td>1.2/2</td>
<td>-</td>
</tr>
<tr>
<td>41A</td>
<td>Right-hand front half unit</td>
<td>HLE/THLE</td>
<td>1.1/3</td>
<td>-</td>
</tr>
<tr>
<td>41A</td>
<td>Engine stand</td>
<td>HLE</td>
<td>1.5/2</td>
<td>-</td>
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<tr>
<td>41A</td>
<td>Wheel arch</td>
<td>HLE</td>
<td>1.1/2</td>
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<tr>
<td>41B</td>
<td>Sub-frame rear mounting</td>
<td>HLE/THLE</td>
<td>2/3</td>
<td>-</td>
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<td>41B</td>
<td>Centre floor front side cross member</td>
<td>HLE/THLE</td>
<td>1.2/3</td>
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### Vehicle Central Section Structure: Description

<table>
<thead>
<tr>
<th>Mark Description</th>
<th>Mark Description Class</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bulkhead lower cross member</td>
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<td></td>
<td>2.5</td>
</tr>
<tr>
<td>2. Steering column unit</td>
<td></td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>3. Bulkhead</td>
<td></td>
<td></td>
<td>0.9</td>
</tr>
<tr>
<td>4. Bulkhead side reinforcement</td>
<td>VHLE</td>
<td></td>
<td>1.7</td>
</tr>
<tr>
<td>5. Bulkhead reinforcement</td>
<td>UHLE</td>
<td></td>
<td>1.7</td>
</tr>
</tbody>
</table>
Vehicle central section structure: Description

B84 or C84

41A

(6) Bulkhead upper cross member  (see 42A, Upper front structure, Bulkhead upper cross member: Description, page 42A-57)

HLE 0.95/3

(7) Heater bulkhead  (see 42A, Upper front structure, Heater bulkhead: Description, page 42A-38)

- 0.7/1.2

(8) Windscreen wiper mounting  (see 42A, Upper front structure, Windscreen wiper mounting: Description, page 42A-61)

- 1.2

(9) Windscreen aperture lower cross member (see 42A, Upper front structure, Windscreen aperture lower cross member: Description, page 42A-41)

- 0.7

(10) Windscreen aperture lower cross member closure panel (see 42A, Upper front structure, Windscreen aperture lower cross member closure panel: Description, page 42A-47)

- 0.65/1.2

(11) Front seat mounting exterior unit  (see 41B, Centre lower structure, Front seat rear outer mounting unit: Description, page 41B-26)

HLE 1.5

(12) Front seat mounting interior unit  (see 41B, Centre lower structure, Front seat rear mounting interior unit: Description, page 41B-25)

HLE 1.5/2.5

(13) Front cross member under front seat  (see 41B, Centre lower structure, Front cross member under front seat: Description, page 41B-23)

HLE 1.5

(14) Steering column mounting - 1.3

(15) Tunnel  (see 41B, Centre lower structure, Tunnel: Description, page 41B-20)

HLE/THLE 1/1.6

(16) Centre floor, side section  (see 41B, Centre lower structure, Central floor, side section: Description, page 41B-13)

VHLE 0.7/2.5

(17) Exhaust mounting support  (see 41D, Rear lower structure, Exhaust mounting support: Description, page 41D-30)

- 1.2/2.5
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
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<tbody>
<tr>
<td>14</td>
<td>Fuel tank mounting support</td>
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<td>15</td>
<td>Rear section of front floor</td>
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</tr>
<tr>
<td></td>
<td>Tank mounting support</td>
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</tr>
<tr>
<td>16</td>
<td>Sill panel reinforcement</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VHLE</td>
<td>1.8</td>
</tr>
<tr>
<td>17</td>
<td>Rear floor front cross member, centre</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Description</td>
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</tr>
<tr>
<td>18</td>
<td>Fuel gauge closure panel</td>
<td></td>
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<tr>
<td>19</td>
<td>HLE</td>
<td>0.7/2.5</td>
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<td>20</td>
<td>Sill panel rear reinforcement</td>
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<tr>
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</tr>
<tr>
<td>21</td>
<td>Rear floor front cross member, centre</td>
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<tr>
<td></td>
<td>HLE</td>
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## Vehicle Removable Section Structure: Description

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<tr>
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<td><strong>Vehicle Removable Section Structure</strong></td>
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<tr>
<td></td>
<td><strong>Description</strong></td>
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<td>B84</td>
<td><strong>STRUCTURE WHICH CAN BE DISMANTLED</strong></td>
<td></td>
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</tbody>
</table>

- **(1) Frontal impact cross member** - (see 41A, Front lower structure, Front impact cross member: Removal - Refitting, page 41A-8)
  - Material: Aluminium

- **(2) Radiator mounting cross member** - (see 41A, Front lower structure, Radiator support cross member: Removal - Refitting, page 41A-13)
  - Material: Aluminium

- **(3) Front end panel centre section** - (see 42A, Upper front structure, Front: Removal - Refitting, page 42A-23)
  - Material: Steel/SMC

- **(4) Front end panel side section** - (see 42A, Upper front structure, Front: Removal - Refitting, page 42A-23)
  - Material: SMC

- **(5) Bonnet** - (see 48A, Non-side opening elements, Bonnet: Removal - Refitting, page 48A-5)
  - Material: Aluminium
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Description</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>41A</td>
<td>(6) Front wing upper mounting support</td>
<td>(see 42A, Upper front structure)</td>
<td>Noryl</td>
</tr>
<tr>
<td>41A</td>
<td>(7) Front wing</td>
<td>(see 42A, Upper front structure)</td>
<td>Noryl</td>
</tr>
<tr>
<td>41A</td>
<td>(8) Front wing lower mounting support</td>
<td>(see 42A, Upper front structure)</td>
<td>Noryl</td>
</tr>
<tr>
<td>41A</td>
<td>(9) Dashboard cross member</td>
<td>(see 42A, Upper front structure)</td>
<td>Aluminium</td>
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<tr>
<td>41A</td>
<td>(10) Bulkhead plate</td>
<td>(see 42A, Upper front structure)</td>
<td>Aluminium</td>
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<tr>
<td>41A</td>
<td>(11) Front side door, 3-door version</td>
<td>(see 47A, Side opening elements)</td>
<td>Noryl</td>
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<tr>
<td>41A</td>
<td>(12) Front side door, 5-door version</td>
<td>(see 47A, Side opening elements)</td>
<td>Noryl</td>
</tr>
<tr>
<td>41A</td>
<td>(13) Fuel filler flap cover</td>
<td>(see 47A, Side opening elements)</td>
<td>Noryl</td>
</tr>
<tr>
<td>41A</td>
<td>(14) Rear section of rear floor</td>
<td>(see Rear floor rear section: Description)</td>
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<td>(15) Rear side door</td>
<td>(see 47A, Side opening elements)</td>
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<tr>
<td>41A</td>
<td>(16) Rear impact lower cross member</td>
<td>(see 41D, Rear lower structure)</td>
<td>Polypropylene</td>
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<tr>
<td>41A</td>
<td>(17) Tailgate</td>
<td>(see 48A, Non-side opening elements)</td>
<td>Polypropylene</td>
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</table>
FRONT LOWER STRUCTURE

Removal - Refitting

**REMOVAL**

**I - REMOVAL PREPARATION OPERATION**

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

**II - OPERATION FOR REMOVAL OF PART CONCERNED**

- Remove the side mounting bolts (1) (three on each side).
- Move the retaining clips on the front end panel away using a flat-blade screwdriver and detach the frontal impact cross member.

**REFITTING**

**I - REFITTING OPERATION FOR PART CONCERNED**

- Refit:
  - the front impact cross member,
  - the side mounting bolts (1) (three on each side).
- Tighten to torque:
  - the side mounting bolts (44 Nm),
  - the unit bolts (35 Nm).

**II - FINAL OPERATION**

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

**Tightening torques**

<table>
<thead>
<tr>
<th>Side mounting bolts</th>
<th>44 Nm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unit bolts</td>
<td>35 Nm</td>
</tr>
</tbody>
</table>

**Note:** Depending on the degree of impact, it may be possible to replace the cross member via the unit bolts (2).

**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.
Lower front end cross member: General description

A special feature of this part is that it is bolted to the ends of the front side members via the radiator cross member mounting support.

WARNING
The information contained in the following description is 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.
<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Front end side cross member</td>
<td>-</td>
<td>1.2</td>
</tr>
</tbody>
</table>

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

**II - PART FITTED**

<table>
<thead>
<tr>
<th>Right-hand side</th>
<th>Left-hand side</th>
</tr>
</thead>
</table>

102624
101414
FRONT LOWER STRUCTURE

Front end side cross member: Description

41A

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.
FRONT LOWER STRUCTURE
Radiator support cross member: General description

**Radiator support cross member: General description**

**B84 or C84**

**DESIGN OF THE STRUCTURAL COMPONENT**

The distinctive feature of this part is that it combines:

- Distributing the force of frontal impacts,
- Radiator mounting cross member.

**WARNING**

The information contained in the following description is 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**.

---

*Illustration showing the part in a front view.*
FRONT LOWER STRUCTURE
Radiator support cross member: Removal - Refitting

REMOVAL
I - REMOVAL PREPARATION OPERATION
a Remove the front bumper (see Front bumper: Removal - Refitting).
a Attach the radiator upper section.
a Remove the engine undertray.

II - OPERATION FOR REMOVAL OF PART CONCERNED
a Remove:
   - the mounting bolts (1), (2), and (3),
   - the radiator mounting cross member.

REFITTING
I - REFITTING OPERATION FOR PART CONCERNED
a Refit:
   - the radiator mounting cross member,
   - the mounting bolts (1), (2), and (3).

   Tighten to torque:
   - the mounting nut (1) (21 Nm),
   - the mounting bolts (2) (105 Nm),
   - the mounting bolts (3) (62 Nm).

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

Tightening torques:
- the mounting nut (1) 21 Nm
- the mounting bolts (2) 105 Nm
- the mounting bolts (3) 62 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 component to straighten it.

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

IMPORTANT

The straightening bench must be used.

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

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

110509
110510
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.
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).

Lines (3) and (4) of the diagram show a butt weld by continuous MAG welding. Weld (4) along the butt weld line.
Front Lower Structure

Front side member: Description

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

**I - Composition of the Spare Part**

Right-hand side

| 115690 |

Left-hand side

| 115689 |

| 115114 |

| 115115 |
## FRONT LOWER STRUCTURE

### Front side member: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front section of front side member</td>
<td>HLE/THLE</td>
<td>1.7/2.5</td>
</tr>
<tr>
<td>2</td>
<td>Bulkhead cross member right-hand bracket</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>Stiffener unit for end of side member</td>
<td>VHLE</td>
<td>1.8</td>
</tr>
<tr>
<td>4</td>
<td>Impact absorber mounting unit</td>
<td>HLE/THLE</td>
<td>1.2/3</td>
</tr>
<tr>
<td>5</td>
<td>Sub-frame mounting unit</td>
<td>HLE</td>
<td>1.8/3</td>
</tr>
<tr>
<td>6</td>
<td>Front side member reinforcement</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>7</td>
<td>Reinforcement for gearbox on side member</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>8</td>
<td>Side plate mounting reinforcement</td>
<td></td>
<td>1.7</td>
</tr>
</tbody>
</table>

*Figures 101757 and 101756 are not shown.*

---

**Notes:**
- Mark 1: Partial replacement of the front section
- Side: front side
**FRONT LOWER STRUCTURE**

**Front side member: Description**

- **B84 or C84**

**2 - Partial replacement**

**Preparation of the replacement part**

**Right-hand side**

To make the cut, unclip the connecting bracket (B).

**Left-hand side**

III - **POSITIONING OF LOCAL ELECTRICAL EARTHS**

101754

Note:

When cutting, be careful not to damage the rear inner reinforcement (A).

101758

Note:

Do not reuse the connecting bracket previously removed, a new one is available from the Parts Department.

115075

**WARNING**

The position of this cut must be observed, and is determined according to the position of the internal reinforcements cut or the acoustic inserts.
FRONT LOWER STRUCTURE
Front side member: Description

41A

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.
FRONT LOWER STRUCTURE
Front section of front side member closure panel: General description

B84 or C84

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
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 component to straighten it.

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.

IMPORTANT
The straightening bench must be used.

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

110512

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 LOWER STRUCTURE

Front section of front side member closure panel: General description

B84 or C84

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

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 connecting pieces relevant to partial replacement by cutting are shown. For other issues of access to mating faces, the various replacement options are described in the structural bodywork repair basics (see MR 400, 40A, General Information).

Lines (3) and (4) of the diagram show a butt weld by continuous MAG 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 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.

110514
The options for replacing this part are as follows:

- Partial replacement of the front section: this operation complements straightening the radiator cross member mounting.
- Partial replacement: this operation complements the partial replacement of the front side member.

**COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>Right-hand side</th>
<th>Left-hand side</th>
</tr>
</thead>
<tbody>
<tr>
<td>115688</td>
<td>115687</td>
</tr>
<tr>
<td>115112</td>
<td>115111</td>
</tr>
</tbody>
</table>
### FRONT LOWER STRUCTURE

Front section of front side member closure panel: Description

#### Mark Description Type Thickness

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side member closure panel</td>
<td>HEL/THLE</td>
<td>1.7/2.5</td>
</tr>
<tr>
<td>Front assembly mounting unit</td>
<td>HEL</td>
<td>1.8</td>
</tr>
<tr>
<td>Brake hose stop bracket</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional unit interior closure panel component</td>
<td>HEL</td>
<td>1.2</td>
</tr>
<tr>
<td>Washer fluid reservoir mounting</td>
<td>HEL</td>
<td>2</td>
</tr>
<tr>
<td>Interior closure panel component</td>
<td>HEL</td>
<td>1.5</td>
</tr>
<tr>
<td>Front towing ring</td>
<td></td>
<td></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 plug welds after holes have been drilled in the first panel.
- Do not move the position of this weld as it is determined by the position of the linings, reinforcements or expanding inserts.
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.
This part functions only as a battery tray bracket. It is welded to the vehicle structure.

WARNING
The information contained in the following description is 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.
There is only one way to replacing these components:

- Complete replacement.

### II - PART FITTED

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Battery tray upper section</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Battery tray lower section - 2.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Air filter retaining bracket - 1.2</td>
<td></td>
<td></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 plug welds after holes have been drilled in the first panel.
FRONT LOWER STRUCTURE
Radiator cross member mounting: General description

The radiator cross member mounting is made up of the following components:

- Cross member mounting component (1)
- Mounting support unit (2)

This part acts as:

- A radiator cross member support,
- A front end cross member support,
- A front end panel support.

WARNING
The information contained in the following description is 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 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.
To replace this part, order an additional connecting bracket (A). There is only one way of replacing this part: a complete replacement.

Table:

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>115683</td>
<td>Radiator cross member mounting unit</td>
<td>HEL</td>
<td>1.2</td>
</tr>
<tr>
<td>115108</td>
<td>Radiator cross member mounting closure panel</td>
<td>HEL</td>
<td>2.5</td>
</tr>
</tbody>
</table>

Note: A straightening bench is essential when simultaneously replacing the left-hand and right-hand parts.
FRONT LOWER STRUCTURE
Radiator cross member support: Description

II - PART FITTED
Complete replacement

III - STRAIGHTENING

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.

Note:
When straightening a radiator cross member mounting, the side member closure panel can be partially replaced to access the damaged area.
FRONT LOWER STRUCTURE
Front mounting of front sub-frame - General description

This is a basic part; it functions only as a front mounting of front sub-frame.

WARNING
The information contained in the following description is 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.
### Part Replacement

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

### Composition of the Spare Part

#### Mark Description Type Thickness (mm)

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEL</td>
<td>Front mounting of front sub-frame</td>
<td>1.8</td>
<td></td>
</tr>
</tbody>
</table>

### Note

The straightening bench must be used.

### 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.
FRONT LOWER STRUCTURE
Engine mounting: General description

WARNING
The information contained in the following description is 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 features will be specified if applicable in other parts of this sub-section dealing with the part.

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 the engine mountings:
- Complete replacement: This operation complements the replacement of the scuttle panel for a frontal impact and the partial replacement of the front side member and front wheel arch for a right-hand side impact.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine mounting rear section</td>
<td>HEL</td>
<td>1.5</td>
</tr>
<tr>
<td>Engine mounting upper section</td>
<td>HEL</td>
<td>2</td>
</tr>
<tr>
<td>Engine mounting height adjuster reinforcement</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>Engine mounting rear reinforcement</td>
<td>-</td>
<td>2</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 plug welds after holes have been drilled in the first panel.
FRONT LOWER STRUCTURE

Sub-frame rear mounting: General description

WARNING

The information contained in the following descriptions is 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 features will be specified if applicable in other parts of this sub-section dealing with the part.

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 the sub-frame rear mounting:
- Complete replacement.

### I. COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sub-frame rear mounting</td>
<td>HEL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sub-frame rear mounting reinforcement</td>
<td>THLE</td>
<td></td>
</tr>
</tbody>
</table>

101420 115121 101999
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 special feature of this type of part is that it acts simultaneously as front side member, front wheel arch, centre floor front side cross member and front end side cross member and is composed of several different kinds of panels of different thicknesses.

WARNING

The information contained in the following description is 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.
To replace this part, order an additional engine tie-bar mounting (A) or connecting bracket (B) depending on the impact side.

There is only one way of replacing this part:
- Complete replacement.
FRONT LOWER STRUCTURE
Front half unit Description

<table>
<thead>
<tr>
<th>MARK</th>
<th>DESCRIPTION</th>
<th>TYPE</th>
<th>THICKNESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side member</td>
<td>HEL/THLE</td>
<td>1.5/3</td>
</tr>
<tr>
<td>2</td>
<td>Front section of front side member closure panel</td>
<td>HEL/THLE</td>
<td>1.2/2.5</td>
</tr>
<tr>
<td>3</td>
<td>Front wheel arch</td>
<td>HEL</td>
<td>1.1/2</td>
</tr>
<tr>
<td>4</td>
<td>Engine support</td>
<td>HEL</td>
<td>1.5</td>
</tr>
<tr>
<td>5</td>
<td>Front end side cross member</td>
<td>HEL</td>
<td>1.5</td>
</tr>
<tr>
<td>6</td>
<td>Sub frame rear mounting</td>
<td>HEL/THLE</td>
<td>2/3</td>
</tr>
<tr>
<td>7</td>
<td>Centre floor front side cross member</td>
<td>HEL/THLE</td>
<td>1.2/3</td>
</tr>
<tr>
<td>8</td>
<td>Battery tray bracket</td>
<td>HEL/THLE</td>
<td>1.5/2</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, these 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 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.
<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classif</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Scuttle side panel upper reinforcement</td>
<td>L4</td>
<td>-</td>
<td>0.9</td>
</tr>
<tr>
<td>2</td>
<td>Scuttle side panel</td>
<td>HLE/THLE</td>
<td>-</td>
<td>2.5</td>
</tr>
<tr>
<td>3</td>
<td>Front end side cross member</td>
<td>HLE/THLE</td>
<td>-</td>
<td>1.2</td>
</tr>
<tr>
<td>4</td>
<td>Left-hand front half unit</td>
<td>HLE/THLE</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>Front section of front side member closure panel</td>
<td>HLE/THLE</td>
<td>-</td>
<td>1.7</td>
</tr>
</tbody>
</table>

Note: The table above lists the components and their corresponding specifications for the vehicle's front section structure, as indicated in the diagram and description provided.
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front mounting of front sub-frame</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Radiator cross member support</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Front side member</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Battery tray bracket</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Right-hand front half unit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Front end side cross member</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Engine stand</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Wheel arch</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Sub-frame rear mounting</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Centre floor front side cross member</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### CENTRE LOWER STRUCTURE

#### Vehicle side section structure: Description

<table>
<thead>
<tr>
<th>Mark Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Front side door panel</td>
<td>HLE</td>
<td>0.7/0.95</td>
<td></td>
</tr>
<tr>
<td>(2) Rear side door panel</td>
<td>HLE</td>
<td>0.7/0.95</td>
<td></td>
</tr>
<tr>
<td>(3) Front jack support</td>
<td>HLE</td>
<td>1.8</td>
<td></td>
</tr>
<tr>
<td>(4) Rear jack support</td>
<td>HLE</td>
<td>1.8</td>
<td></td>
</tr>
<tr>
<td>(5) Sill panel</td>
<td></td>
<td>0.7</td>
<td></td>
</tr>
<tr>
<td>(6) Upper body</td>
<td></td>
<td>0.7</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Component</td>
<td>Description</td>
<td>Mark</td>
</tr>
<tr>
<td>------</td>
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<td>-------------</td>
<td>------</td>
</tr>
<tr>
<td>1</td>
<td>CENTRE LOWER STRUCTURE</td>
<td>Vehicle side section structure</td>
<td>B84 or C84</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>Body side front section</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Rear inner sill panel</td>
<td>HLE 1.2/1.5</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td>B-pillar reinforcement stiffener</td>
<td>HLE 1.5/2.2</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>Roof drip moulding lining</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>Roof rear cross member with sunroof</td>
<td>HLE 0.7/0.9</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>Roof rear cross member without sunroof</td>
<td>HLE 0.7/0.9</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>Roof middle cross member</td>
<td>HLE 1.5</td>
</tr>
<tr>
<td>9</td>
<td></td>
<td>Front section of roof</td>
<td>HLE 0.7</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>A-pillar lining</td>
<td>HLE 1.5/2</td>
</tr>
<tr>
<td>11</td>
<td></td>
<td>Roof front cross member</td>
<td>HLE 0.7</td>
</tr>
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</table>

Mark Description Classification Type Thickness (mm)
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Identification</th>
<th>Type</th>
<th>Classification</th>
<th>Thickness (mm)</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side door panel</td>
<td>HLE</td>
<td></td>
<td></td>
<td>0.7/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Front jack support</td>
<td>HLE</td>
<td></td>
<td></td>
<td>1.8</td>
</tr>
<tr>
<td>3</td>
<td>Rear jack support</td>
<td>HLE</td>
<td></td>
<td></td>
<td>1.8</td>
</tr>
</tbody>
</table>

**Vehicle side section structure: Description**

**B84 or C84**

- **Roof** (see 45A, Top of body, Roof: Description, page 45A-7)
- **Rear section of roof** (see 45A, Top of body, Roof rear section: Description, page 45A-10)
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Mark</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>41B</td>
<td>CENTRE LOWER STRUCTURE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41C</td>
<td>Vehicle side section structure: Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41B</td>
<td>(4) Sill panel</td>
<td></td>
<td>(see 41C, Side lower structure, Sill panel: Description, page 41C-9)</td>
</tr>
<tr>
<td>41B</td>
<td>(5) Upper body</td>
<td></td>
<td>(see 43A, Side upper structure, Upper body panel: Description, page 43A-47)</td>
</tr>
<tr>
<td>41B</td>
<td>(6) Body side front section</td>
<td></td>
<td>(see 43A, Side upper structure, Body side front section: Description, page 43A-39)</td>
</tr>
<tr>
<td>41B</td>
<td>(7) Body side front section reinforcement</td>
<td></td>
<td>(see 43A, Side upper structure, Body side front section reinforcement: Description, page 43A-42)</td>
</tr>
<tr>
<td>41B</td>
<td>(8) Rear inner sill panel</td>
<td>HLE 1.2/1.5</td>
<td>(see 41C, Side lower structure, Rear inner sill panel: Description, page 41C-23)</td>
</tr>
<tr>
<td>41B</td>
<td>(9) Anti-intrusion reinforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41B</td>
<td>(10) Quarter panel front reinforcement HLE 1.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41B</td>
<td>(11) B-pillar reinforcement stiffener</td>
<td>VHLE 1.8</td>
<td>(see B-pillar reinforcement stiffener: Description)</td>
</tr>
<tr>
<td>41B</td>
<td>(12) A-pillar lining</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41B</td>
<td>(13) Roof rear cross member without sunroof</td>
<td>HLE 1.5/2</td>
<td>(see 45A, Top of body, Roof rear cross member: Description, page 45A-16)</td>
</tr>
<tr>
<td>41B</td>
<td>(14) Roof rear cross member with sunroof</td>
<td>HLE 0.7/0.9</td>
<td></td>
</tr>
<tr>
<td>41B</td>
<td>(15) Rear section of roof</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41B</td>
<td>(16) Roof</td>
<td></td>
<td></td>
</tr>
<tr>
<td>41B</td>
<td>(17) Front section of roof</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark</td>
<td>Section</td>
<td>Description</td>
<td>Classification</td>
</tr>
<tr>
<td>------</td>
<td>---------</td>
<td>-------------</td>
<td>----------------</td>
</tr>
<tr>
<td>41B</td>
<td>19</td>
<td>Roof middle cross member</td>
<td>HLE</td>
</tr>
<tr>
<td>41B</td>
<td>18</td>
<td>Roof front cross member</td>
<td>HLE</td>
</tr>
</tbody>
</table>

Vehicle side section structure: Description

Roof front cross member: Description (see 45A, Top of body, Roof front cross member: Description, page 45A-12)

Roof middle cross member: Description (see 45A, Top of body, Roof centre cross member: Description, page 45A-14)

Mark Description Classification Type Thickness (mm)
### Vehicle central section structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Class</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Bulkhead lower cross member</td>
<td>VHLE</td>
<td>2.5</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Steering column unit</td>
<td>1.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Bulkhead side reinforcement</td>
<td>UHLE</td>
<td>0.9</td>
<td></td>
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<tr>
<td>D</td>
<td>Bulkhead reinforcement</td>
<td>UHLE</td>
<td>1.7</td>
<td></td>
</tr>
</tbody>
</table>

(see 42A-53, Upper front structure, Bulkhead lower cross member: Description, page 42A-59)

(see 42A-49, Upper front structure, Bulkhead: Description, page 42A-59)

(see 42A-59, Upper front structure, Bulkhead side stiffener: Description, page 42A-59)

(see 42A-51, Upper front structure, Bulkhead reinforcement: Description, page 42A-51)
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Mark</th>
<th>Description Classifications</th>
<th>Type</th>
<th>Mark Description</th>
<th>Classification Type</th>
<th>Thickness (mm)</th>
</tr>
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<tbody>
<tr>
<td>4</td>
<td>Bulkhead upper cross member</td>
<td></td>
<td></td>
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<td>0.8</td>
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<td>7</td>
<td>Heater bulkhead</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.7/1.2</td>
</tr>
<tr>
<td>8</td>
<td>Windscreen wiper mounting</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>1.2</td>
</tr>
<tr>
<td>9</td>
<td>Windscreen aperture lower cross mem-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td></td>
<td>ber</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.65/1.2</td>
</tr>
<tr>
<td>10</td>
<td>Windscreen aperture lower cross mem-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.65/1.2</td>
</tr>
<tr>
<td></td>
<td>ber closure panel</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>0.65/1.2</td>
</tr>
<tr>
<td>11</td>
<td>Front seat mounting exterior unit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>12</td>
<td>Front seat mounting interior unit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.5/2.5</td>
</tr>
<tr>
<td>13</td>
<td>Front cross member under front seat</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>14</td>
<td>Steering column mounting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.3</td>
</tr>
<tr>
<td>15</td>
<td>Tunnel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1/1.6</td>
</tr>
<tr>
<td>16</td>
<td>Centre floor, side section</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0.7/2.5</td>
</tr>
<tr>
<td>17</td>
<td>Exhaust mounting support</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>1.2/2.5</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Mark</td>
<td>Description</td>
<td>Class</td>
<td>Thickness (mm)</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>14</td>
<td>Fuel tank mounting support</td>
<td></td>
<td>BH</td>
<td>HLE</td>
<td>0.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Central section rear floor</td>
<td></td>
<td>HLE</td>
<td>HLE</td>
<td>1.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Central section rear floor</td>
<td></td>
<td>HLE</td>
<td>THLE</td>
<td>0.7/2.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Central section rear floor</td>
<td></td>
<td>HLE</td>
<td>HLE</td>
<td>1.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Rear floor front cross member, centre section</td>
<td></td>
<td>HLE</td>
<td>HLE</td>
<td>0.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Rear floor front cross member, centre section</td>
<td></td>
<td>HLE</td>
<td>HLE</td>
<td>1.2/2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The special feature of this type of part is that it is made of two different kinds of panels of different thicknesses assembled by laser butt welding.

I - DESIGN OF THE STRUCTURAL COMPONENT

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 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 INSTRUCTIONS FOR A PARTIAL REPLACEMENT

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

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 descriptions is 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 sub-section dealing with the part.

Note:

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

1. 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.

WARNING
Line (1) in the drawing shows partial replacement and a weld by joggling with plug welds at regular intervals.

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

Lines (1) and (2) in the diagram show the partial front replacement and a weld by joggling with plug welds at regular intervals.
The options for replacing this part are as follows:
- partial replacement of front end section: this operation complements the replacement of the A-pillar reinforcement,
- partial replacement of the front section,
- partial replacement of the rear section: this operation complements the replacement of the B-pillar reinforcement,
- complete replacement.

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Side floor</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>2</td>
<td>Centre side member reinforcement</td>
<td>THLE</td>
<td>2.5</td>
</tr>
<tr>
<td>3</td>
<td>Centre side member</td>
<td>THLE</td>
<td>2</td>
</tr>
</tbody>
</table>

103089
CENTRE LOWER STRUCTURE
Central floor, side section: Description

2 - Partial replacement of the front section
3 - Partial replacement of the rear section
4 - Complete replacement

III - POSITIONING OF LOCAL ELECTRICAL EARTHS

WARNING
If the spot welds cannot be made as they were originally, these should be replaced with plug welds after holes have been drilled in the first panel.
CENTRE LOWER STRUCTURE

Description

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.
CENTRE LOWER STRUCTURE

Background

The components of the Centre floor front lateral cross member include: General description

I - DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; it functions only as a centre floor front side cross member.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

Line (1) in the diagram shows the area in which it is possible to carry out a partial replacement.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

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

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 features will be specified if applicable in other parts of this sub-section dealing with the part.

IMPORTANT

For complete replacement, the straightening bench must be used.

Note:

For detailed instructions about a particular join, see MR400, 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.

110598

110599
Line (3) of the diagram shows a butt weld by continuous MAG welding.
The options for replacing this part are as follows:

- partial replacement,
- complete replacement.

## I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front side cross member</td>
<td>HEL</td>
<td>1.2</td>
</tr>
<tr>
<td>Front side cross member reinforcement</td>
<td>-</td>
<td>1.5</td>
</tr>
<tr>
<td>Front side cross member impact reinforcement</td>
<td>THLE</td>
<td>3</td>
</tr>
</tbody>
</table>

Note: The cut is made at the end of the front side member.
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.
There is only one way of replacing this part:
- complete replacement: this operation complements the replacement of the complete centre floor side section for a side impact.

**II - COMPOSITION OF THE SPARE PART**

**III - PART FITTED**

<table>
<thead>
<tr>
<th>Part Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tunnel</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Tunnel - 1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Centre cross member beneath tunnel</td>
<td>HEL 1.5</td>
</tr>
<tr>
<td>3</td>
<td>Steering column cross member mounting</td>
<td>- 1.3</td>
</tr>
<tr>
<td>4</td>
<td>Steering column stay upper bracket</td>
<td>- 1.3</td>
</tr>
<tr>
<td>5</td>
<td>Tunnel reinforcement</td>
<td>THLE 1.6</td>
</tr>
</tbody>
</table>

**Note:** For right-hand drive vehicles, observe the value indicated before to position the steering column cross member mounting.
WARNING
If the spot welds cannot be made as they were originally, these 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.

WARNING

The information contained in the following descriptions is 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 sub-section dealing with the part.

Note:

For detailed instructions about a particular joint, see MR400, 40A, General information.
There is only one way of replacing this part:
- complete replacement.

### II - PART FITTED

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front cross member under front seat</td>
<td>HEL</td>
<td>1.5</td>
</tr>
<tr>
<td>2</td>
<td>Seat mounting reinforcement</td>
<td>HEL</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, these should be replaced with plug welds after holes have been drilled in the first panel.
CENTRE LOWER STRUCTURE

Front cross member under front seat: Description

- Fitting the cross member

Left-hand side

(\(X_1\)) = 335 mm

Right-hand side

(\(X_2\)) = 335 mm

Note:

It is essential to observe the values indicated before.
There is only one way of replacing this part:
- complete replacement.

### II - COMPOSITION OF THE SPARE PART

- **Number Description Type Thickness (mm)**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>102654</td>
<td>Front seat rear inner mounting unit</td>
<td>HEL 1.5</td>
<td>335 mm</td>
</tr>
</tbody>
</table>

**Note:** It is necessary to respect the dimension previously indicated.
There is only one way of replacing this part: complete replacement.

**II - COMPOSITION OF THE SPARE PART**

- Number
- Description
- Type
- Thickness (mm)

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front seat</td>
<td>HEL</td>
<td>1.5</td>
</tr>
<tr>
<td>2</td>
<td>Front seat</td>
<td>HEL</td>
<td>1.5</td>
</tr>
</tbody>
</table>

**WARNING**

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

**Note:** It is necessary to respect the dimension previously indicated.
### Vehicle Side Section Structure: Description

**B84 or C84**

<table>
<thead>
<tr>
<th>Mark Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side door panel (see Front side door panel: Description)</td>
<td>HLE</td>
<td>0.7/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Rear side door panel (see Rear side door panel: Description)</td>
<td>HLE</td>
<td>0.7/0.95</td>
</tr>
<tr>
<td>3</td>
<td>Front jack support (see Front jacking point: Description)</td>
<td>HLE</td>
<td>1.8</td>
</tr>
<tr>
<td>4</td>
<td>Rear jack support (see Front jacking point: Description)</td>
<td>HLE</td>
<td>1.8</td>
</tr>
<tr>
<td>5</td>
<td>Sill panel (see 41C, Side lower structure, Sill panel: Description, page 41C-9)</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>6</td>
<td>Upper body (see 43A, Side upper structure, Upper body panel: Description, page 43A-47)</td>
<td>-</td>
<td>0.7</td>
</tr>
</tbody>
</table>
### Vehicle side section structure: Description

| No. | Description                          | Mark | Description | Classifi
<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Type</td>
</tr>
<tr>
<td>2.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
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<td>3.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>4.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
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<td>5.</td>
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<td>1.5/2.2</td>
<td>Thickness</td>
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<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>7.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>8.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
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<td>9.</td>
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<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>10.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>11.</td>
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<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>12.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>13.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>14.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>15.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>16.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>17.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>18.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>19.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
<tr>
<td>20.</td>
<td>-----</td>
<td>HLE</td>
<td>1.5/2.2</td>
<td>Thickness</td>
</tr>
</tbody>
</table>

### Notes:
- **Mark Description**
- **Classification Type**
- **Thickness (mm)**
Vehicle side section structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side door panel</td>
<td></td>
<td>HLE</td>
<td>0.7/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Front jack support</td>
<td></td>
<td>HLE</td>
<td>1.8</td>
</tr>
<tr>
<td>3</td>
<td>Rear jack support</td>
<td></td>
<td>HLE</td>
<td>1.8</td>
</tr>
</tbody>
</table>

Mark Description Classification Type Thickness (mm)

C84

Note: The image contains a table and a diagram illustrating the vehicle's side section structure.
<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Mark Description</th>
<th>Class</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
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</tr>
<tr>
<td>A</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

SIDE LOWER STRUCTURE
Vehicle side section structure: Description
<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classification</th>
<th>Detail</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Roof front cross member</td>
<td>HLE</td>
<td>0.7</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Roof middle cross member</td>
<td>HLE</td>
<td>1.5</td>
<td></td>
</tr>
</tbody>
</table>

Vehicle side section structure: Description

B84 or C84

Roof front cross member: Description, page 45A-12

Roof centre cross member: Description, page 45A-14
### Vehicle Central Section Structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bulkhead lower cross member</td>
<td>VHLE</td>
<td>2.5</td>
</tr>
<tr>
<td>2</td>
<td>Steering column unit</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>3</td>
<td>Bulkhead</td>
<td></td>
<td>0.9</td>
</tr>
<tr>
<td>4</td>
<td>Bulkhead side reinforcement</td>
<td>UHLE</td>
<td>1.7</td>
</tr>
<tr>
<td>5</td>
<td>Bulkhead reinforcement</td>
<td>UHLE</td>
<td>1.7</td>
</tr>
</tbody>
</table>

Note: For detailed instructions, refer to pages 42A-53 and 42A-49 for Upper Front Structure details.
<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Mark Description</th>
<th>Classification Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Bulkhead upper cross member</td>
<td>41C</td>
<td>41C</td>
<td>6</td>
</tr>
<tr>
<td>B</td>
<td>Heater bulkhead</td>
<td>41C</td>
<td>HLE</td>
<td>0.95/3</td>
</tr>
<tr>
<td>C</td>
<td>Windscreen wiper mounting</td>
<td>41C</td>
<td>-</td>
<td>0.7/1.2</td>
</tr>
<tr>
<td>D</td>
<td>Windscreen aperture lower cross member</td>
<td>41C</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>E</td>
<td>Windscreen aperture lower cross member closure panel</td>
<td>41C</td>
<td>-</td>
<td>0.65/1.2</td>
</tr>
<tr>
<td>F</td>
<td>Front seat mounting exterior unit</td>
<td>41B</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>G</td>
<td>Front seat mounting interior unit</td>
<td>41B</td>
<td>HLE</td>
<td>1.5/2.5</td>
</tr>
<tr>
<td>H</td>
<td>Front cross member under front seat</td>
<td>41B</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>I</td>
<td>Steering column mounting</td>
<td>41B</td>
<td>-</td>
<td>1.3</td>
</tr>
<tr>
<td>J</td>
<td>Tunnel</td>
<td>41B</td>
<td>HLE/THLE</td>
<td>1/1.6</td>
</tr>
<tr>
<td>K</td>
<td>Centre floor, side section</td>
<td>41B</td>
<td>VHLE</td>
<td>0.7/2.5</td>
</tr>
<tr>
<td>L</td>
<td>Exhaust mounting support</td>
<td>41D</td>
<td>-</td>
<td>1.2/2.5</td>
</tr>
</tbody>
</table>

Note: The table lists various components of the vehicle's lower structure, along with their specifications. The classification types and thickness values are provided for each component.
## Vehicle central section structure: Description

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mark</th>
<th>Classification</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>Fuel tank</td>
<td>HLE</td>
<td>0.7/2.5</td>
<td></td>
</tr>
<tr>
<td>1B</td>
<td>Front section of rear floor</td>
<td>HLE</td>
<td>0.8</td>
<td></td>
</tr>
<tr>
<td>1C</td>
<td>Rear sill panel reinforcement stiffener</td>
<td>HLE</td>
<td>1.4</td>
<td></td>
</tr>
<tr>
<td>1D</td>
<td>Rear sill panel rear reinforcement</td>
<td>HLE</td>
<td>1.8</td>
<td></td>
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<tr>
<td>1E</td>
<td>Fuel gauge closure panel</td>
<td>HLE</td>
<td>2.0</td>
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<tr>
<td>1F</td>
<td>Rear floor front cross member, centre section</td>
<td>HLE</td>
<td>2.2</td>
<td></td>
</tr>
</tbody>
</table>
To replace the part, see the assembly. Mark the part number on the assembly. The options for replacing this part are as follows:

- Partial replacement of the front end section: order insert (A),
- Partial replacement under door:
- Partial replacement center section: order insert (B),
- Complete replacement: order inserts (A) and (B).

For the complete replacement of the sill panel on 3- and 5-door versions, also order anti-grit protective film (F).
### SIDE LOWER STRUCTURE

**Sill panel Description**

#### COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sill panel</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>Jacking point</td>
<td>HEL</td>
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</table>

#### PART FITTED

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sill panel</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>Jacking point</td>
<td>HEL</td>
<td>1.8</td>
</tr>
</tbody>
</table>

---

*Partial replacement of the front end section.*
SIDE LOWER STRUCTURE
Sill panel Description

Cut A
Cut B
Cut C

115408
115418
C84

115398
115417
<table>
<thead>
<tr>
<th>B84</th>
<th>115394</th>
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<tbody>
<tr>
<td>C84</td>
<td>115399</td>
</tr>
<tr>
<td>B84</td>
<td>115392</td>
</tr>
<tr>
<td></td>
<td>115410</td>
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</tbody>
</table>
SIDE LOWER STRUCTURE
Sill panel: Description

41C

Cut H III - ANTI-GRIT PROTECTION
To fit anti-grit protective adhesive film, see Technical Note 579A, Anti-grit protective adhesive film.

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.
SIDE LOWER STRUCTURE
Complete sill panel: General description

The special feature of this part is that its lower section is butt welded by laser with two different types of panel and two different thicknesses.

This is a basic part; it only functions as a sill panel.

WARNING
The information contained in the following description is 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 sub-section dealing with the part.

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

IMPORTANT
Before any operation, remove the front seat belts.
SIDE LOWER STRUCTURE
Complete sill panel: General description

B84 or C84...
Cut 1, 2 and 3: These cut lines show the complete replacement of the sill panel.

III - AREA TO BE CUT FOR PARTIAL REPLACEMENT

SIDE LOWER STRUCTURE
Complete sill panel: General description
Complete sill panel: General description

- Cut 1 and 4. These cut lines show the partial front replacement of the sill panel.
- Cut 3 and 5. These cut lines show the partial rear replacement of the sill panel.
- Cut 4 and 6. These cut lines show the partial under door replacement of the sill panel.

It is possible to use cuts made previously to carry out larger partial replacements:
- Front partial replacement,
- Rear partial replacement.

These operations allow you to access the inside of the hollow section of the structural component to straighten it.
SIDE LOWER STRUCTURE
Complete sill panel: General description

IV - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

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

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).

Lines (1), (2) and (5) of the diagram show a butt weld by continuous MAG welding.

All the welds described in this procedure are identical.

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.
SIDE LOWER STRUCTURE
Full inner sill panel: General description

I - DESIGN OF THE STRUCTURAL COMPONENT
This is a basic part; it only functions as an inner sill panel.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT
This part is replaced completely on this type of vehicle.

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 sub-section dealing with the part.

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

B84 102626
C84 102627
C84, and LONG CHASSIS
**III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT**

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

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).

Line (1) of the diagram shows a butt weld by continuous MAG welding.

**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.
The options for replacing this part are as follows:
- partial replacement (5-door version),
- complete replacement.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear inner sill panel</td>
<td>B84</td>
<td>102595</td>
</tr>
<tr>
<td></td>
<td>C84</td>
<td>102627</td>
</tr>
<tr>
<td></td>
<td></td>
<td>115946</td>
</tr>
</tbody>
</table>
Special note on the replacement of the rear inner sill panel

- Complete replacement

Note:
Make a partial cut on the outer rear wheel arch to unweld the rear inner sill panel.

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.
SIDE LOWER STRUCTURE

Sill panel reinforcement: General description

I - DESIGN OF THE STRUCTURAL COMPONENT

The distinctive feature of this part is that it combines several functions:
- sill panel reinforcement,
- A-pillar reinforcement,
- B-pillar reinforcement,
- body side front section reinforcement.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

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 sub-section dealing with the part.

Note:

For a detailed description of a particular connection, see MR 400, 40A, General Information.
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 section: order insert (A).
- Complete replacement: order inserts (A) and (B).

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 section: order insert (C).
- Complete replacement: order inserts (C) and (D).

B84 115661  
C84 115670
### Description of the spare part

#### I - Composition of the Spare Part

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Body side front section reinforcement</td>
<td>HEL</td>
<td>1.2/1.5</td>
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<tr>
<td>(2)</td>
<td>Upper hinge reinforcement</td>
<td>HEL</td>
<td>2</td>
</tr>
<tr>
<td>(3)</td>
<td>Lower hinge reinforcement</td>
<td>VHEL</td>
<td>2</td>
</tr>
</tbody>
</table>

#### II - Part Fitted

- Partial replacement of the front section
- Complete replacement

![Diagram of the side lower structure](image-url)
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.
To replace this part, also order the sill panel rear stiffener (A). There is only one way of replacing this part:

I - Composition of the spare part

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sill panel rear reinforcement</td>
<td>HEL</td>
<td>1.4</td>
</tr>
</tbody>
</table>

102588
B84

102585
C84
To straighten the sill panel rear reinforcement, detach the sill panel rear reinforcement (2) from the rear pillar rear reinforcement (3).

Note:
To keep the B-pillar reinforcement if it has not been damaged, the operation is performed from inside the vehicle.

**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 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 special feature of this part is that it combines the functions of front and rear jacking point.

WARNING
The information contained in the following descriptions is 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 sub-section 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: this operation complements
the replacement of the rear wing.

II - PART FITTED
Perform a dummy fitting of the sill panel and the rear
door to check the positioning of the impact absorber
unit.

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
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<tbody>
<tr>
<td>102814</td>
<td>Impact absorber unit</td>
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Note: Use plug welds.
### Vehicle Central Section Structure: Description

#### Mark Description Classification Type Thickness (mm)

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<tr>
<th>Mark Description</th>
<th>Classification Type</th>
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<tbody>
<tr>
<td>Bulkhead lower cross member</td>
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<td>Steering column unit</td>
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<tr>
<td>Bulkhead</td>
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<tr>
<td>Bulkhead side reinforcement</td>
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<tr>
<td>Bulkhead reinforcement</td>
<td>UHLE</td>
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---

**Diagram**

- Diagram of the vehicle central section structure showing various components and their positions.

---

**Note:**

- The bulkhead lower cross member is detailed on page 42A-53.
- The steering column unit details are on page 42A-49.
- The bulkhead side reinforcement is on page 42A-59.
- The bulkhead reinforcement details are on page 42A-51.
<table>
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<tr>
<th>No.</th>
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<th>Mark Description</th>
<th>Class</th>
<th>Type</th>
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<tr>
<td>2</td>
<td>Heater bulkhead</td>
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<td>Windscreen wiper mounting</td>
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<td>Windscreen aperture lower cross mem</td>
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<td>6</td>
<td>Front seat mounting exterior unit</td>
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<td>7</td>
<td>Front seat mounting interior unit</td>
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<td>8</td>
<td>Front cross member under front seat</td>
<td></td>
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<tr>
<td>9</td>
<td>Steering column mounting</td>
<td></td>
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<td>1.3</td>
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<td>10</td>
<td>Tunnel</td>
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<tr>
<td>11</td>
<td>Centre floor, side section</td>
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<td>12</td>
<td>Exhaust mounting support</td>
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</table>

Vehicle central section structure: Description

B84 or C84
Vehicle central section structure: Description

<table>
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<tr>
<th>Mark</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
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<tbody>
<tr>
<td>14</td>
<td>Fuel tank mounting support</td>
<td>HLE/THLE</td>
<td>0.7/2.5</td>
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<tr>
<td>15</td>
<td>Rear section of floor</td>
<td>HLE</td>
<td>1.2/2.5</td>
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</tr>
<tr>
<td>16</td>
<td>Sill panel rear reinforcement</td>
<td>HLE</td>
<td>1.4</td>
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<tr>
<td>17</td>
<td>Fuel gauge closure panel</td>
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<td>0.8</td>
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<tr>
<td>18</td>
<td>Rear floor front cross member, centre section</td>
<td>HLE</td>
<td>1.2/2.5</td>
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</table>
## Rear Lower Structure

### Vehicle Structure Rear Section Description

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<tr>
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<th>Mark Description</th>
<th>Mark Description Type</th>
<th>Thickness (mm)</th>
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<tbody>
<tr>
<td>1</td>
<td>Rear wing panel</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>2</td>
<td>Quarter panel lining</td>
<td></td>
<td>0.6</td>
</tr>
<tr>
<td>3</td>
<td>Rear quarter upper reinforcement</td>
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<td>4</td>
<td>Far rear lower cross member, side section</td>
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<td>Tailgate stop mounting</td>
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</table>

### Mark Description Classifications:

- B84 or C84

---

[Diagram of Rear Lower Structure]

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<th>Mark</th>
<th>Description</th>
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<tr>
<td>41D</td>
<td>Rear floor centre cross member</td>
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</tr>
<tr>
<td>44A</td>
<td>Rear end panel assembly</td>
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<tr>
<td>44A</td>
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<tr>
<td>41D</td>
<td>Rear side member</td>
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<tr>
<td>44A</td>
<td>Rear impact cross member mounting stiffener</td>
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<td>Rear end panel side lining</td>
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<td>41D</td>
<td>Rear side member closure panel, rear section</td>
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<td>44A</td>
<td>Rear light mounting</td>
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Mark Description Classification Type Thickness (mm)
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<td>27</td>
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</table>

Mark Description Classification Type Thickness (mm)
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 perform a partial replacement.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

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

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 descriptions is 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 electric spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
Line (2) on the diagram marks a slotted joint connected with plug welds at regular intervals.
The options for replacing this part are as follows:

- partial replacement: this operation complements the replacement of the rear section of the body side after a side impact,
- complete replacement.

**Composition of the spare part**

115695

115250
### REAR LOWER STRUCTURE
Rear floor, front section: Description

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front section of rear floor</td>
<td>HEL</td>
<td>0.7</td>
</tr>
<tr>
<td>Passenger retaining cross member</td>
<td>HEL</td>
<td>0.9</td>
</tr>
<tr>
<td>Rear seat mounting right-hand side stiffener</td>
<td>HEL</td>
<td>1.65</td>
</tr>
<tr>
<td>Rear seat mounting left-hand side stiffener</td>
<td>HEL</td>
<td>1.65</td>
</tr>
<tr>
<td>Reservoir front mounting stiffener</td>
<td></td>
<td>1.2</td>
</tr>
<tr>
<td>Cable sleeve stop</td>
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<td>1.2</td>
</tr>
<tr>
<td>Exhaust mounting</td>
<td></td>
<td>1.2/2.5</td>
</tr>
<tr>
<td>Cross member reinforcement</td>
<td>HEL</td>
<td>0.85</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.
To avoid damaging the vehicle's electrical and electronic components, the battery and earth cables on 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.
I - DESIGN OF THE STRUCTURAL COMPONENT

The special feature of this type of part is that it is affixed to the vehicle by bolts and by a cement bead.

II - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

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

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.

STANDARD CHASSIS

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.
REAR LOWER STRUCTURE

Rear floor rear section: Removal - Refitting

B84 or C84

REMOVAL

I - REMOVAL PREPARATION OPERATION

a Remove:
- the rear wheel arch liners (see Rear wheel arch liner: Removal - Refitting),
- the rear bumper (see Rear bumper: Removal - Refitting),
- the luggage compartment carpet (see Luggage compartment carpet: Removal - Refitting),
- the emergency spare wheel and the jack.

a Remove the exhaust silencer mounting bolt (1).

a Detach the exhaust silencer by pulling it downwards.

a Remove the heat shield mounting bolts (2).

a Remove the heat shield.

a Remove:
- the two tank mounting bolts (3),
- the funnel lower mounting bolt (4).

Tightening torques

m rear floor rear section mounting bolts 21 Nm
REAR LOWER STRUCTURE
Rear floor rear section: Removal - Refitting

II - OPERATION FOR REMOVAL OF PART CONCERNED

- Remove all the floor mountings.
- Insert a flat chisel into the rear right-hand corner of the floor.
- Use the flat chisel as a lever and carefully detach the floor.

REFITTING

I - REFITTING PREPARATION OPERATION

1. Preparation of the replacement part
   - Remove the remaining cement bead.
   - Using heptane and a lint-free cloth, clean the surfaces to be attached.

Note:
During the operation, cut the mastic bead using a sectioning tool if there is too much resistance during removal.
Rear floor rear section: Removal - Refitting

41D

2 - Preparing the vehicle
a) Remove the remaining cement bead.

b) Using heptane and a lint-free cloth, clean the surfaces to be attached.

II - REFITTING OPERATION FOR PART CONCERNED
a) Refit:
- the rear floor,
- all the floor mountings.

tighten to torque the rear floor rear section mounting bolts (21 Nm).

b) Check that the seal between the floor and subframe is sufficient.

III - FINAL OPERATION
a) Refit:
- the lower mounting bolt (4) to the funnel,
- the two tank mounting bolts (3),
- the silencer heat shield,
- the bolts (2) securing the heat shield,
- the exhaust silencer,
- the silencer mounting bolt (1),
- the emergency spare wheel and the jack,
- the luggage compartment carpet (see Luggage compartment carpet: Removal - Refitting),
- the rear bumper (see Rear bumper: Removal - Refitting),
- the rear wheel arch liners (see Rear wheel arch liner: Removal - Refitting).

Note:
To avoid any risk of damage to the mastic bead and to facilitate the positioning of the floor when it is refitted, move the tank away using a wooden block (7).

Note:
Remove any visible excess mastic from the vehicle interior and exterior.
1 - DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; it only functions as a rear side member.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT

Cut 1:

This line marks the area in which it is possible to perform a partial replacement. This operation allows you to access the inside of the hollow section of the structural component to straighten it.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

Only the connecting pieces relevant to partial replacement by cutting are shown. 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 sub-section dealing with the part.

IMPORTANT

The straightening bench must be used.

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 electric spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
Line (2) of the diagram shows a butt weld by continuous MAG welding.
There is only one way of replacing this part:
- complete replacement: this operation complements the replacement of the rear end panel assembly and the rear side member closure panel.

**I - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear side member closure panel component</td>
<td>VHEL</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Rear side member connection component</td>
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</tr>
<tr>
<td>3</td>
<td>Rear to wing bushing</td>
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</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.
The options for replacing this part are as follows:
- Partial replacement,
- Complete replacement: this operation complements the partial replacement of the rear floor front section after a rear impact.

### Composition of the Spare Part

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
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<td>2</td>
<td>Rear cross member/rear side member connection component</td>
<td>HEL/VHEL</td>
<td>1.2/1.8</td>
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<td>3</td>
<td>Rear axle assembly unit</td>
<td>HEL</td>
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</tr>
<tr>
<td>4</td>
<td>Sill panel rear reinforcement</td>
<td>HEL</td>
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</tr>
<tr>
<td>5</td>
<td>Rear side member assembly unit reinforcement connection component</td>
<td>VHEL</td>
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<td>Rear axle assembly unit reinforcement</td>
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<td>7</td>
<td>Far rear lower cross member, side section</td>
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<td>8</td>
<td>Rear impact cross member mounting stiffener</td>
<td>HEL/VHEL</td>
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</table>

Note: The body jig bench must be used.
Note: If the impact does not enable the side member to be cut at (A), remove the connecting bracket (B) from the spare part and weld it in area (X1) on the rear side member. The cutting procedure remains the same as previously.
REAR LOWER STRUCTURE

Rear side member: Description

B84 or C84

WARNING

If the spot welds cannot be made as they were originally, 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 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: this operation complements the replacement of the rear end panel and the rear side member after a rear impact.

### II - PART FITTED

#### complete replacement

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
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<tr>
<td>115682</td>
<td>Rear side member closure panel, rear section</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.

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.
REAR LOWER STRUCTURE

Rear floor front cross member, centre section: Description

There is only one way of replacing this part:
- complete replacement: this operation complements
  the replacement of the rear side member after a side
  impact.

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102669</td>
<td>Rear axle cross member</td>
<td>HEL</td>
<td>1.2</td>
</tr>
<tr>
<td>115254</td>
<td>Rear left-hand seat belt anchor</td>
<td>HEL</td>
<td>2</td>
</tr>
<tr>
<td>102961</td>
<td>Rear right-hand seat belt anchor</td>
<td>HEL</td>
<td>1.5</td>
</tr>
</tbody>
</table>

Legend:
- HEL: High Elastic Limit Steel
- B84 or C84: Specific code for the part

1. Superstructure for the diagram view.
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.
REAR LOWER STRUCTURE

Rear floor centre cross member: General description

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 features will be specified if applicable in other parts of this sub-section 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: this operation supplements the replacement of the rear side member following a rear or side collision.

### II - PART FITTED

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102667</td>
<td>Rear floor centre cross member</td>
<td>HEL</td>
<td></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.
There is only one way of replacing this part:
- complete replacement: this operation supplements the replacement of the rear wheel arch extension, the side lining of the rear end panel and the lower section of the rear wing panel rain channel.

---

**I - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102645</td>
<td>Far rear lower cross member, side section</td>
<td>1</td>
<td></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.
There is only one way of replacing this part:
- complete replacement: this operation supplements the replacement of the tunnel.

### PART FITTED

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102664</td>
<td>Exhaust mounting support</td>
<td>-</td>
<td>1.2</td>
</tr>
</tbody>
</table>

**Note:**
The angle of the exhaust mounting support can be adjusted using the two rivets which should be obtained separately from the Parts Department.

**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.
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></td>
<td>Fuel tank mounting support.</td>
<td></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.
REAR LOWER STRUCTURE

Rear impact lower cross member: General description

This component is made from aluminium. A feature of this component is that it is attached to the ends of rear side members.

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 part.

Note:

For a detailed description of a particular connection, see MR 400, 40A, General Information.
REAR LOWER STRUCTURE

Rear impact lower cross member: Removal - Refitting

B84 or C84

REMOVAL

I - REMOVAL PREPARATION OPERATION

a

Remove:

- the rear lights (see Rear light on wing: Removal - Refitting)
- the rear bumper (see Rear bumper: Removal - Refitting)

II - OPERATION FOR REMOVAL OF PART CONCERNED

a

Remove:

- the mounting nuts (1)
- the rear impact lower cross member.

REFITTING

I - REFITTING PREPARATION OPERATION

a

II - REFITTING OPERATION FOR PART CONCERNED

a

Refit:

- the rear impact lower cross member,
- the mounting nuts (1).

Tighten to torque the rear impact lower cross member mounting nuts (21 Nm).

III - FINAL OPERATION

a

Refit:

- the rear bumper (see Rear bumper: Removal - Refitting)
- the rear lights (see Rear light on wing: Removal - Refitting).

Tightening torques:

- rear impact lower cross member mounting nuts 21 Nm

Note:

Replace the foam on the rear impact lower cross member if it has been damaged.
### Upper Front Structure

#### Vehicle front section structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>42A</td>
<td>Scuttle side panel upper reinforcement</td>
<td>B84 or C84</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td></td>
<td>Scuttle side panel</td>
<td>B84 or C84</td>
<td>2</td>
<td>HLE/THLE 1/2.5</td>
</tr>
<tr>
<td></td>
<td>Front end side cross member</td>
<td></td>
<td>3</td>
<td>1.2</td>
</tr>
<tr>
<td></td>
<td>Left-hand front half unit</td>
<td></td>
<td>4</td>
<td>HLE/THLE 1.1/3</td>
</tr>
<tr>
<td></td>
<td>Front section of front side member closure panel</td>
<td></td>
<td>5</td>
<td>HLE/THLE 1.7/3</td>
</tr>
</tbody>
</table>
## UPPER FRONT STRUCTURE

Vehicle front section structure: Description

### Mark Description Classification Type Thickness (mm)

<table>
<thead>
<tr>
<th>Index</th>
<th>Description</th>
<th>Classification</th>
<th>Mark</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Upper front section</td>
<td>C84 or B84</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Front mounting of front sub-frame (see 41A, Front lower structure, Front mounting of front sub-frame: Description, page 41A-32)</td>
<td>HLE 1.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Radiator cross member support (see 41A, Front lower structure, Radiator cross member support: Description, page 41A-29)</td>
<td>HLE/THLE 1.2/2.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Front side member (see 41A, Front lower structure, Front side member: Description, page 41A-17)</td>
<td>HLE/THLE 1.2/3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Battery tray bracket (see 41A, Front lower structure, Battery tray support: Description, page 41A-27)</td>
<td>HLE/THLE 1.5/2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Right-hand front half unit (see 41A, Front lower structure, Front half unit: Description, page 41A-39)</td>
<td>HLE/THLE 1.1/3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Front end side cross member (see Front end side cross member: Description)</td>
<td>HLE/THLE 1.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Engine stand (see 41A, Front lower structure, Engine mounting: Description, page 41A-34)</td>
<td>HLE 1.5/2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Wheel arch (see 42A, Upper front structure, Front wheel arch: Description, page 42A-35)</td>
<td>HLE 1.1/2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Engine tie-bar mounting HLE 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Sub-frame rear mounting (see Sub-frame rear mounting: Description)</td>
<td>HLE/THLE 2/3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Centre cross member</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Connecting bracket (see Front wheel arch: Description)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes

- **Classification**: C84 or B84
- **Type**: HLE or THLE
- **Thickness**: Various (mm)

---

Date: [Date]
### Mark Description Classification

<table>
<thead>
<tr>
<th>Mark Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulkhead lower cross member</td>
<td>(see 42A, Upper front structure, Bulkhead lower cross member: Description, page 42A-53)</td>
<td>VHLE</td>
<td>2.5</td>
</tr>
<tr>
<td>Steering column unit</td>
<td></td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>Bulkhead</td>
<td>(see 42A, Upper front structure, Bulkhead: Description, page 42A-49)</td>
<td>-</td>
<td>0.9</td>
</tr>
<tr>
<td>Bulkhead side reinforcement</td>
<td>(see 42A, Upper front structure, Bulkhead side stiffener: Description, page 42A-59)</td>
<td>UHLE</td>
<td>1.7</td>
</tr>
<tr>
<td>Bulkhead reinforcement</td>
<td>(see 42A, Upper front structure, Bulkhead reinforcement: Description, page 42A-51)</td>
<td>UHLE</td>
<td>1.7</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Mark</td>
<td>Description Classifications</td>
</tr>
<tr>
<td>-----</td>
<td>-----------------------------------------</td>
<td>-----------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>A</td>
<td>Bulkhead upper cross member</td>
<td></td>
<td>HLE</td>
</tr>
<tr>
<td>B</td>
<td>Heater bulkhead</td>
<td></td>
<td>HLE</td>
</tr>
<tr>
<td>C</td>
<td>Windscreen wiper mounting</td>
<td></td>
<td>HLE</td>
</tr>
<tr>
<td>D</td>
<td>Windscreen aperture lower cross member</td>
<td></td>
<td>HLE</td>
</tr>
<tr>
<td>E</td>
<td>Front seat mounting exterior unit</td>
<td></td>
<td>HLE</td>
</tr>
<tr>
<td>F</td>
<td>Front seat mounting interior unit</td>
<td></td>
<td>HLE</td>
</tr>
<tr>
<td>G</td>
<td>Front cross member under front seat</td>
<td></td>
<td>HLE</td>
</tr>
<tr>
<td>H</td>
<td>Steering column mounting</td>
<td></td>
<td>THLE/</td>
</tr>
<tr>
<td>I</td>
<td>Centre floor, side section</td>
<td></td>
<td>VHLE</td>
</tr>
<tr>
<td>J</td>
<td>Exhaust mounting support</td>
<td></td>
<td>THLE</td>
</tr>
</tbody>
</table>
### UPPER FRONT STRUCTURE
Vehicle central section structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>42A</td>
<td></td>
</tr>
</tbody>
</table>

- **Fuel tank mounting support** (see 41D, Rear lower structure, Tank mounting support: Description, page 41D-31)

- **1.2**

- **Front section of rear floor** (see 41D, Rear lower structure, Rear floor, front section: Description, page 41D-10)

- **HLE/THLE 0.7/2.5**

- **Sill panel reinforcement stiffener VHLE 1.8**

- **Sill panel rear reinforcement** (see 41C, Side lower structure, Sill panel rear reinforcement: Description, page 41C-29)

- **HLE 1.4**

- **Fuel gauge closure panel HLE 0.8**

- **Rear floor front cross member, centre section** (see 41D, Rear lower structure, Rear floor front cross member, centre section: Description, page 41D-25)

- **HLE 1.2/2**

---

### Mark Description Classification Type Thickness (mm)
**UPPER FRONT STRUCTURE**

Vehicle removable section structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classification Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Frontal impact cross member</td>
<td>(see 41A, Front lower structure, Front impact cross member: Removal - Re tightening, page 41A-8)</td>
</tr>
<tr>
<td>2</td>
<td>Radiator mounting cross member</td>
<td>(see 41A, Front lower structure, Radiator support cross member: Removal - Re fitting, page 41A-13)</td>
</tr>
<tr>
<td>3</td>
<td>Front end panel centre section</td>
<td>(see 42A, Upper front structure, Front: Removal - Re fitting, page 42A-23)</td>
</tr>
<tr>
<td>4</td>
<td>Front end panel side section</td>
<td>(see 42A, Upper front structure, Front: Removal - Re fitting, page 42A-23)</td>
</tr>
<tr>
<td>5</td>
<td>Bonnet</td>
<td>(see 48A, Non-side opening elements, Bonnet: Removal - Re fitting, page 48A-5)</td>
</tr>
<tr>
<td>No.</td>
<td>Description</td>
<td>Mark Description Classifications</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>1.</td>
<td>Front wing upper mounting support</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Front wing</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Front wing lower mounting support</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Dashboard cross member</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Bulkhead plate</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Front side door, 3-door version</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Front side door, 5-door version</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Fuel filler flap cover</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Rear section of rear floor</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Rear side door</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Rear impact lower cross member</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Tailgate</td>
<td></td>
</tr>
</tbody>
</table>
UPPER FRONT STRUCTURE
Front wing: General description

I - DESIGN OF THE STRUCTURAL COMPONENTS

- Plastic wing (NORYL)
- Wing bolted to its upper mounting support

II - REMOVAL - REFITTING

To remove or replace the front wing, remove:
- The scuttle panel grille,
- The engine side trim,
- The front wing upper trim,
- The front wheel arch liner,
- The front section of the sill panel protector,
- The front wing direction indicator,
- The front bumper,
- The front headlight.

III - ADJUSTMENT

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

WARNING

The information contained in the following description is 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 part.

Note:

- If the component is to be removed and not replaced, mark the position of the mountings before unscrewing them to avoid having to make adjustments when refitting the component.

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 wing: General description

Adjustment of the rear area:

Adjust the shut lines and alignment with the front door using mountings (6) and (7).
Adjust the alignment of the front wing using mountings (15).
The front wing is a structural bodywork component made of thermoplastic, and can be removed.

**REMOVAL**

**I - REMOVAL PREPARATION OPERATION**

- Remove:
  - the scuttle panel grille (see Scuttle panel grille: Removal - Refitting),
  - the engine side trim,
  - the front wing upper trim,
  - the front wheel arch liner (see Front wheel arch liner: Removal - Refitting),
  - the front section of the sill panel protector,
  - the front wing direction indicator,
  - the front bumper (see Front bumper: Removal - Refitting),
  - the front headlight (see Halogen headlight: Removal - Refitting).

**II - OPERATION FOR REMOVAL OF PART CONCERNED**

- Remove:
  - the bolts (A),
  - the nut (B),
  - the front wing.

**Tightening torques**

- bolts (A): 6.5 Nm
- nut (B): 6.5 Nm
UPPER FRONT STRUCTURE

Front wing: Removal - Refitting

B84 or C84

I - REFITTING PREPARATION OPERATION

a Always replace the expanding insert (C).

II - REFITTING OPERATION FOR PART CONCERNED

a Refit:
- the front wing,
- the nut (B),
- the bolts (A).

a Adjust the shut lines and flush fitting (see Front wing: Adjustment).

a Tighten to torque:
- the bolts (A) (6.5 Nm),
- the nut (B) (6.5 Nm).

III - FINAL OPERATION

a Refit:
- the headlight (see Halogen headlight: Removal - Refitting),
- the front bumper (see Front bumper: Removal - Refitting),
- the front wing direction indicator,
- the front section of the sill panel protector,
- the front wheel arch liner (see Front wheel arch liner: Removal - Refitting),
- the front wing upper trim,
- the engine side trim,
- the scuttle panel grille (see Scuttle panel grille: Removal - Refitting).

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UPPER FRONT STRUCTURE
Front wing: Adjusting

ADJUSTMENT VALUES

For information on front wing adjustment values, (see Vehicle shut lines: Adjustment value).

ADJUSTMENT

Observe the adjustment sequence.

I - BASIC ADJUSTMENT

Remove:
- the front wing (see Upper front structure, Front wing: Removal - Refitting, page 42A-11),
- the front wing upper mounting support (see Upper front structure, Front wing upper mounting support: Removal - Refitting, page 42A-20),
- detach and clean the beading (7).
- position the support and the wing on the vehicle.

Finger tighten all the mountings.

 Tightening torques

Tightening torques of the front wing upper mounting support 

- bolt (A) 6.5 Nm
- bolt (B) 6.5 Nm
- nut (C) 6.5 Nm
- bolts (D) 6.5 Nm
- bolt (E) 6.5 Nm

- Bead strip

- Mountings
UPPER FRONT STRUCTURE
Front wing: Adjusting

1. Check the formation of the side members and
   adjust the shut lines and flush fitting between the
   wing, the door and the bonnet.
2. Remove the front wing.
3. Mark the position of the upper mounting support
   then remove it.
4. Reapply the cement bead using a type M.J.Pro
textile adhesive.
5. Tighten to torque the mounting bolts of the front
   wing upper mounting support (6.5 Nm).

Note: Only mountings are accessible when the wing
is in position.
UPPER FRONT STRUCTURE
Front wing: Adjusting

II - FINAL ADJUSTMENT

- Adjust the shut lines and flush fitting of area (1).
- Tighten to torque: bolts (A) (6.5 Nm).
- Adjust the shut lines and flush fitting of areas (2) and (3).
- Tighten to torque: nut (C) (6.5 Nm).
- Adjust the shut lines and flush fitting of areas (4) and (5).
- Tighten to torque: bolts (D) (6.5 Nm).
Adjust the shut lines and flush fitting of area (6).

Adjust to torque the bolt (E) (6.5 Nm).

Adjust the headlight setting if necessary.

Note: Adjustment cannot be made at the bumper, as it is fitted into the wing lower pressure piece.
UPPER FRONT STRUCTURE

Front wing lower mounting support: General description

DESIGN OF THE STRUCTURAL COMPONENT

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 description is 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 part.
Before removing:
- Front wheel arch liner (see Front wheel arch liner: Removal - Refitting)
- Front bumper (see Front bumper: Removal - Refitting)
- Front headlight (see Halogen headlight: Removal - Refitting)

Remove the mounting bolt (1) from the front wing.

Remove:
- The mounting nuts (2) from the support,
- The front wing lower mounting support.

For refitting:
- Refit the front wing lower mounting support,
- The mounting nuts (2) from the support,
- The mounting bolt (1) from the front wing.

Tighten to torque:
- The front wing lower mounting support nuts (2) (6.5 Nm),
- The front wing mounting bolt (1) (6.5 Nm).

Final operation:
- Refit:
  - Headlight (see Halogen headlight: Removal - Refitting)
  - Front bumper (see Front bumper: Removal - Refitting)
  - Front wheel arch liner (see Front wheel arch liner: Removal - Refitting)

Tightening torques:
- Front wing lower mounting support nuts (2): 6.5 Nm
- Front wing mounting bolt (1): 6.5 Nm
UPPER FRONT STRUCTURE
Front wing upper mounting support: General description

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 descriptions is 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 part.
REMOVAL

I - 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 Halogen headlight: Removal - Refitting),
- the front wing (see Upper front structure, Front wing: Removal - Refitting, page 42A-11).

a

Remove:

- the mounting bolts (1) from the bonnet hinges,
- the bonnet.

II - OPERATION FOR REMOVAL OF PART CONCERNED

a

Remove the mounting bolts (2) from the support.

a

Detach the cement bead (3).

a

Remove the front wing upper mounting support.

Tightening torques

| Front wing upper mounting support bolts | 6.5 Nm |

101219

101752

101220
REFITTING

I - REFITTING PREPARATION OPERATION

a) Always replace the expanding insert (4).

b) Clean and apply a bead (3) of M.J. PRO setting adhesive.

II - REFITTING OPERATION FOR PART CONCERNED

a) Refit:
- the front wing upper mounting support,
- the support mounting bolts (2).

b) Tighten to torque the front wing upper mounting support bolts (6.5 Nm).

III - FINAL OPERATION

a) Refit:
- the bonnet,
- the bonnet mounting bolts (1),
- the front wing (see 42A, Upper front structure, Front wing: Removal - Refitting, page 42A-11),
- the headlight (see Halogen headlight: Removal - Refitting),
- the front bumper (see Front bumper: Removal - Refitting),
- the front wheel arch liner (see Front wheel arch liner: Removal - Refitting).

WARNING

Before cementing the part, it is advisable to fit the wing and the bonnet provisionally in order to mark the correct position for the front wing upper mounting support.
A special feature of this type of component is that it comprises an upper cross member (1) made from steel and composite material and two side sections (2) made from a composite material, which cannot be repaired and which are bolted on the vehicle. This part is attached to the ends of the front side members and cannot be adjusted.

WARNING

The information contained in the following description is valid 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 part.
The side sections are removable structural components made of SMC type composite material. The upper cross member is a component made up of two sections (steel and SMC) which are pressed together.

**REMOVAL**

1. **REMOVAL PREPARATION OPERATION FOR SIDE SECTION**
   - Remove:
     - the front wheel arch liners (see Front wheel arch liner: Removal - Refitting),
     - the front bumper (see Front bumper: Removal - Refitting),
     - the front headlights (see Halogen headlight: Removal - Refitting),
     - the front impact cross member (see 41A, Front lower structure, Front impact cross member: Removal - Refitting, page 41A-8).
   - Pull out the filling pipe (1).
   - Disconnect the pump pipes (2) and detach the reservoir (3) by pulling it strongly towards the front of the vehicle.
   - Drain the reservoir if necessary.
   - Unclip the radiator air deflector (4).

**Tightening torques**

- front end panel side section mounting bolts: 6.5 Nm
- front end panel upper cross member mounting bolt: 21 Nm

...
UPPER FRONT STRUCTURE
Front: Removal - Refitting

B84 or C84

II - OPERATION FOR REMOVAL OF SIDE SECTION

a Remove:
- the mounting bolts (5) from the side section,
- the side sections from the front end panel.

REFITTING

I - REFITTING OPERATION FOR SIDE SECTION

a Refit:
- the side sections to the front end panel.
- the side section mounting bolts (5).

a Tighten to torque the front end panel side section mounting bolts (6.5 Nm).

II - FINAL OPERATION

a Clip the radiator air deflector (4) into place.

a Refit the reservoir (3).

a Connect the pipes (2) to the washer fluid pump.

a Refit the filler pipe (1).

a Fill the washer fluid reservoir.

REMOVAL

I - REMOVAL PREPARATION OPERATION FOR THE UPPER CROSS MEMBER

a Unclip the upper section (6) of the plastic union and detach the bonnet opening cable.

a Using a screwdriver, unclip the radiator indexing pins (7).

a Clip the radiator air deflector (4) into place.

a Refit the reservoir (3).
UPPER FRONT STRUCTURE
Front: Removal - Refitting

B84 or C84

I - REFITTING OPERATION FOR THE UPPER CROSS MEMBER

- Refit:
  - the upper cross member,
  - the mounting bolt (11) to the upper cross member,
  - the side section mounting bolts (10).

II - FINAL OPERATION

- Refit the wiring harness on the upper cross member.
- Connect:
  - the connector (9) to the washer fluid pump,
  - the audible warning connector (8).
- Clip the radiator indexing pins (7) into place.
- Refit the bonnet opening cable to the upper cross member.

Tighten to torque:
- the front end panel upper cross member mounting bolt (21 Nm),
- the side section side section mounting bolts (6.5 Nm).

II - OPERATION FOR REMOVAL OF THE UPPER CROSS MEMBER

- Remove:
  - the mounting bolts (10) from the side sections,
  - the mounting bolt (11) from the upper cross member,
  - the upper cross member.

I - REMOVAL OPERATION FOR THE UPPER CROSS MEMBER

- Disconnect the audible warning connector (8) from the side section.
- Disconnect the washer fluid pump connector (9) from the upper cross member.
- Detach the wiring harness from the upper cross member.

a Connect the audible warning connector (8) from the side section.
- Disconnect the washer fluid pump connector (9) from the upper cross member.
- Detach the wiring harness from the upper cross member.
UPPER FRONT STRUCTURE
Scuttle side panel: General description

I - DESIGN OF THE STRUCTURAL COMPONENT
The distinctive feature of this part is that it combines:
- scuttle side panel.
- A-pillar lining.

II - AREA TO BE CUT FOR PARTIAL REPLACEMENT
Cut line (3) marks the area in which it is possible to make a cut.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT
Only the connecting pieces relevant to partial replacement by cutting are shown.

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 descriptions is 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 part.

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, these should be replaced with plug welds after holes have been drilled in the first panel.
Line (6) in the drawing marks the partial replacement and a MAG butt weld. Depending on the exact position of the cut, a weld made by joggling with plug welds at regular intervals may also be used.
The options for replacing the front end are:
- partial replacement of the front section,
- partial replacement of the rear section,
- complete replacement.

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A-pillar lining HEL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Dashboard reinforcement bracket</td>
<td>VHEL</td>
<td>2.5</td>
</tr>
<tr>
<td>3</td>
<td>Dashboard mounting unit reinforcement</td>
<td>VHEL</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Dashboard mounting unit HEL</td>
<td>HEL</td>
<td>1.7</td>
</tr>
<tr>
<td>5</td>
<td>Driver's position mounting bracket</td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>6</td>
<td>Dashboard cross member mounting upper spacer</td>
<td>VHEL</td>
<td>2.5</td>
</tr>
<tr>
<td>7</td>
<td>Dashboard cross member mounting lower spacer</td>
<td>VHEL</td>
<td>2.5</td>
</tr>
</tbody>
</table>
The partial replacement of the front section is linked to the partial replacement of the upper reinforcement on the scuttle side panel.

2. Partial replacement of the front section

3. Partial replacement of the rear section

4. Complete replacement

**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.

**Note:** The complete replacement of the scuttle side panel supplements the replacement of the A-pillar reinforcement.

**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.
UPPER FRONT STRUCTURE

Cowl side panel: Description

42A-30

UPPER FRONT STRUCTURE

III - POSITIONING OF LOCAL ELECTRICAL EARTHS

115076

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.
UPPER FRONT STRUCTURE

Scuttle side panel upper reinforcement: General description

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 of the front section,
- complete replacement.

**I - COMPOSITION OF THE SPARE PART**

**II - PART FITTED**

1. Partial replacement of the front section
2. Complete replacement

**III - POSITIONING OF LOCAL ELECTRICAL EARTHS**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>115696</td>
<td>Scuttle side panel upper reinforcement</td>
<td>-</td>
<td>0.9</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.
UPPER FRONT STRUCTURE
Scuttle side panel upper reinforcement: Description

**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.
UPPER FRONT STRUCTURE
Front wheel arch: General description

WARNING
The information contained in the following description is 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: this operation supplements
the replacement of the scuttle side panel for a side im-
mPact or the front side member for a frontal impact.

I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Shock absorber cup height adjuster</td>
<td>1.1</td>
</tr>
<tr>
<td>2</td>
<td>Shock absorber cup HLE</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Cup reinforcement</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Engine support connection reinforcement</td>
<td>2</td>
</tr>
</tbody>
</table>

Note:
The body jig bench must be used.
### Upper Front Structure

**Front Wheel Arch: Description**

- **B84 or C84**

---

**Mark Description Type Thickness (mm)**

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Shock absorber cup height adjuster</td>
<td>1.1</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Shock absorber cup HLE</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Air filter mounting support</td>
<td>1.2</td>
<td></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 plug welds after holes have been drilled in the first panel.

---

**Diagram**

- Diagram showing the front wheel arch and associated parts.

---

**Notes**

- Ensure all parts are securely attached as per the original specifications.
- Inspect all connections and bolts for tightness and security.
- Use high-quality replacement parts to maintain structural integrity.

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**101765**

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**101766**
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 the heater bulkhead:

Complete replacement: this operation supplements the replacement of the front wheel arch or the windshield aperture lower cross member for side impact.

**I - COMPOSITION OF THE SPARE PART**

**II - PART FITTED**

Complete replacement

**III - POSITIONING OF LOCAL ELECTRICAL EARTHS**

<table>
<thead>
<tr>
<th>Part</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102673</td>
<td>Heater bulkhead</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>115267</td>
<td>Heater bulkhead brackets</td>
<td>-</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, these 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 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

The information contained in the following description of the DESIGN OF THE STRUCTURAL COMPONENT is valid 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.
There is only one way of replacing this part:
- complete replacement: this operation supplements the replacement of the windscreen aperture lower cross member closure panel.

### Composition of the Spare Part

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Windscreen aperture lower cross member</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>2</td>
<td>Wiper mounting reinforcement</td>
<td>-</td>
<td>1.2</td>
</tr>
</tbody>
</table>

### IMPORTANT
For the weld joints in three thicknesses, the spot welds on the part replaced should be executed in the same place as the originals to retain the mechanical properties of the joint.

### 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.
UPPER FRONT STRUCTURE
Dashboard cross member: Removal - Refitting

REMOVAL
I - REMOVAL PREPARATION OPERATION
a  Remove:
  - the front doors (see 47A, Side opening elements, Front side door: Removal - Refitting, page 47A-5)
  - the dashboard (see Dashboard: Removal - Refitting)
  - the steering column (see Steering column: Removal - Refitting).

II - OPERATION FOR REMOVAL OF PART CONCERNED
a  Unclip the wiring harness (1).
  a  Remove the mounting bolts (2).
  a  Remove the blanking covers (3).

Special tooling required
Car. 1765 Dashboard beam play compensation pin repositioning bolts

Tightening torques
m centring device (6) 8 Nm
mounting bolt (5) 21 Nm
side mounting bolts (4) 21 Nm
mounting bolts (2) 8 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.
Dashboard cross member: Removal - Refitting

- Remove the side mounting bolts (4).
- Remove the mounting bolt (5).
- Loosen the centring device (6) in order to align the holes in the A-pillar lining with the dashboard cross member lock nuts.
- Fit the Car. 1765 onto body (8) as far as the stop.
- Screw the rod (7) fully into the body (8) and tighten gently.
- Firmly lock the tool body (8) against the dashboard cross member nut in the same way as a lock nut, while holding the hexagon bolt (7).
- Unscrew the tool as far as the stop using the hexagon bolt (8) and tighten gently (during the operation, the beam nut, which has a left-hand thread, screws into the beam and releases it from the A-pillar).
Dashboard cross member: Removal - Refitting

**Removal**

- Unscrew dashboard cross member rod (7) to remove the tool.
- Remove:
  - the side mounting bolts (4) from the other side of the vehicle,
  - the dashboard cross member.

**Refitting**

**I - Refitting Operation for Part Concerned**

- Fully tighten the locking nut (left-hand thread) in the beam.
- Refit:
  - the dashboard cross member,
  - the side mounting bolts (4) on the side on which the lock nut has not been loosened.
- Fit the **(Car. 1765)** onto body (8) as far as the stop.
- Screw the rod (7) fully into the body (8) and tighten gently.
- Firmly lock tool body in the same way as a lock nut against the dashboard cross member nut while holding the hexagon bolt.
- Simultaneously screw the rod (7) and the tool body (8) fully, tightening gently.

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

**Diagram**

- Diagram showing the removal and refitting process.
- Details of the dashboard cross member and related components.
- Additional notes for installation and adjustment.
UPPER FRONT STRUCTURE
Dashboard cross member: Removal - Refitting

a Hold the tool body (8) and release the rod (7) in the same way as a lock nut.

a Unscrew dashboard cross member rod to remove the tool.

a Tighten to torque the centring device (6) (8 Nm).

a Refit:
- the mounting bolt (5),
- the side mounting bolts (4).

a Tighten to torque:
- the mounting bolt (5) (21 Nm),
- the side mounting bolts (4) (21 Nm).

a Refit the blanking covers (3).

a Refit the mounting bolts (2).

a Tighten to torque the mounting bolts (2) (8 Nm).

a Clip the wiring harness (1).

II - FINAL OPERATION
a Refit:
- the steering column (see Steering column: Removal - Refitting),
- the dashboard (see Dashboard: Removal - Refitting),

a It is possible to adjust the dashboard after it has been refitted to the vehicle, by removing the dashboard side panel (9) to access the mounting bolt (5) and the dashboard cross member centring device (6).
Upper Front Structure

Windscreen aperture lower cross member closure panel: General description

B84 or C84

Design of the Structural Component

This is a basic part; it only fulfills the function of the windscreen aperture lower cross member closure panel.

Warning

The information contained in the following descriptions is 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.
There is only one way of replacing these parts:

- Complete replacement: this operation supplements the replacement of the heater bulkhead for a side impact at the A-pillar.

**II - COMPOSITION OF THE SPARE PART**

**III - PART FITTED**

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102675</td>
<td>Windscreen aperture lower cross member closure panel</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>115274</td>
<td>Windscreen aperture lower cross member centre reinforcement</td>
<td>-</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, these should be replaced with plug welds after holes have been drilled in the first panel.
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.
The options for replacing this part are as follows:

- partial replacement,
- complete replacement: this operation supplements the replacement of the bulkhead side reinforcement and the bulkhead lower cross member.

### COMPOSITION OF THE SPARE PART

### PART FITTED

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102677</td>
<td>Bulkhead</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

### WARNING

If the spot welds cannot be made as they were originally, these 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.
42A

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

### COMPOSITION OF THE SPARE PART

1. **Mark**
2. **Description**
3. **Type**
4. **Thickness (mm)**

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>102676</td>
<td>Bulkhead reinforcement</td>
<td>UHLE</td>
<td>1.7</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 plug welds after holes have been drilled in the first panel.

### 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.
UPPER FRONT STRUCTURE
Bulkhead lower cross member: General description

This is a basic part; it simply fulfils 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, these should be replaced with plug welds after holes have been drilled in the first panel.
There is only one way of replacing this part:
- complete replacement.

I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bulkhead lower cross</td>
<td>THLE</td>
<td>2.5</td>
</tr>
<tr>
<td></td>
<td>member</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

II - PART FITTED

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 removal/refitting of this part is an operation linked to the replacement of the complete body shell.

**REMOVAL**

**OPERATION FOR REMOVAL OF PART CONCERNED**

- Remove the mounting bolts (A).
- Cut the cement bead using the pneumatic tool (see Technical Note 414 A).
- Remove the bulkhead panel.

**REFITTING**

**REFITTING OPERATION FOR PART CONCERNED**

- Refit the bulkhead panel.
- Refit the mounting bolts (A).
- Tighten to torque the bolts (A) (8 Nm).

**Tightening torques**

| **Bolts (A)** | **8 Nm** |

Note: Wire cutting can be difficult due to the shape of the surrounding components, and the bulkhead panel mounting bolts.

Note: To refit, the bonding procedure is identical to that for replacing a bonded windscreen (refer to Technical Note 371A).
UPPER FRONT STRUCTURE

Bulkhead side reinforcement: General description

Design of the structural component

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 descriptions is 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.
UPPER FRONT STRUCTURE

Bulkhead upper cross member: General description

DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; it only fulfils the function of a bulkhead upper cross member.

WARNING

The information contained in the following descriptions is 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.
There is only one way of replacing this part:

- Complete replacement: this operation supplements the replacement of the A-pillar.

### Part Fitted

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bulkhead upper cross member</td>
<td>HLE</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Windscreen aperture lower cross member left-hand side angle bracket</td>
<td>-</td>
<td>1.2</td>
</tr>
<tr>
<td>3</td>
<td>Wiper left-hand mounting pad</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Wiper right-hand mounting pad</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Linkage support reinforcement plate</td>
<td>HLE</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>Tie-bar mounting HLE</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Bulkhead upper cross member bracket</td>
<td>-</td>
<td>2</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 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: this operation supplements the replacement of the A-pillar and the A-pillar lining.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>101607</td>
<td>Bulkhead side reinforcement</td>
<td></td>
<td>1.7</td>
</tr>
</tbody>
</table>

### IMPORTANT

For the weld joints in three thicknesses, the spot welds on the part replaced should be executed in the same place as the originals to retain the mechanical properties of the joint.

### WARNING

If the spot welds cannot be made as they were originally, these 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: this operation supplements the replacement of the scuttle side panel and the scuttle side panel reinforcement.

**II - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>Mark Description Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wiper mounting</td>
<td>1.2</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, these should be replaced with plug welds after holes have been drilled in the first panel.
UPPER FRONT STRUCTURE

Windscreen wiper mounting: Description

B84 or C84

III - POSITIONING OF LOCAL ELECTRICAL EARTHS

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.
### Vehicle Side Section Structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Mark Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side door panel</td>
<td></td>
<td>HLE</td>
<td>0.7/0.95</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Rear side door panel</td>
<td></td>
<td>HLE</td>
<td>0.7/0.95</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Front jack support</td>
<td></td>
<td>HLE</td>
<td>1.8</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Rear jack support</td>
<td></td>
<td>HLE</td>
<td>1.8</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Sill panel</td>
<td></td>
<td>-</td>
<td>0.7</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Upper body</td>
<td></td>
<td>-</td>
<td>0.7</td>
<td></td>
</tr>
</tbody>
</table>

*Note: The figure illustrates the side structure and the table aligns with the vehicle's side section structure details.*
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Mark</th>
<th>Description</th>
<th>Classification</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Windscreen pillar lining</td>
<td>HLE</td>
<td></td>
<td></td>
<td>1.5/2</td>
</tr>
<tr>
<td>2</td>
<td>B-pillar lower lining</td>
<td>HLE</td>
<td></td>
<td></td>
<td>0.7/0.9</td>
</tr>
<tr>
<td>3</td>
<td>B-pillar upper lining</td>
<td>HLE</td>
<td></td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>4</td>
<td>Rear roof drip moulding lining</td>
<td>HLE</td>
<td></td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Roof rear cross member with sunroof</td>
<td>HLE</td>
<td></td>
<td></td>
<td>0.7/0.9</td>
</tr>
<tr>
<td>6</td>
<td>Roof rear cross member without sunroof</td>
<td>HLE</td>
<td></td>
<td></td>
<td>0.7/0.9</td>
</tr>
<tr>
<td>7</td>
<td>Roof middle cross member</td>
<td>HLE</td>
<td></td>
<td></td>
<td>1.5</td>
</tr>
<tr>
<td>8</td>
<td>Front section of roof</td>
<td>HLE</td>
<td></td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>9</td>
<td>A-pillar lining</td>
<td>HLE</td>
<td></td>
<td></td>
<td>1.5/2</td>
</tr>
<tr>
<td>10</td>
<td>Roof front cross member</td>
<td>HLE</td>
<td></td>
<td></td>
<td>0.7</td>
</tr>
</tbody>
</table>
Vehicle side section structure: Description

**Mark**

<table>
<thead>
<tr>
<th>Description</th>
<th>Mark</th>
<th>Classi</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front side door panel</td>
<td>HLE</td>
<td>0.7/0.95</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front jack support</td>
<td>HLE</td>
<td>1.8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear jack support</td>
<td>HLE</td>
<td>1.8</td>
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<td>Code</td>
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<td>Classification</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------------------------------</td>
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<td>----------------</td>
</tr>
<tr>
<td>43A</td>
<td>Vehicle side section structure: Description</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41C</td>
<td>B84 or C84</td>
<td></td>
<td>Sill panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Upper body</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Body side front section</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rear inner sill panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Anti-intrusion reinforcement</td>
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<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>Quarter panel front reinforcement</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A-pillar lining</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Roof rear cross member without sunroof</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Roof rear cross member with sunroof</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rear section of roof</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>43A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Roof</td>
<td></td>
</tr>
<tr>
<td></td>
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<td>43A</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Front section of roof</td>
<td></td>
</tr>
</tbody>
</table>
SIDE UPPER STRUCTURE
Vehicle side section structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>MM</th>
<th>MM</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Roof front cross member</td>
<td>HLE 0.7</td>
<td>7</td>
</tr>
<tr>
<td>17</td>
<td>Roof middle cross member</td>
<td>HLE 1.5</td>
<td>7</td>
</tr>
</tbody>
</table>

Mark Description Classification Type Thickness (mm)
The A-pillar is obtained by extension from the body side front section.

WARNING
The following information describes the general repair procedure for all vehicles with the same type of 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, these should be replaced with plug welds after holes have been drilled in the first panel.
To replace this part, also order insert (A).

The options for replacing this part are as follows:
- partial replacement,
- partial central replacement: this operation is specific to the replacement of the hinge reinforcement,
- complete replacement.

### (A) COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>115660</td>
<td>Body side</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>115280</td>
<td>Jacking point support</td>
<td>HLE</td>
<td>1.8</td>
</tr>
</tbody>
</table>

102041
A-pillar: Description

Cut A

Make the cut in area (X2).

Cut B

2 - Partial central replacement

For replacement of the hinge reinforcement (see Side upper structure, A-pillar reinforcement: Description, page 43A-11).
SIDE UPPER STRUCTURE
A-pillar Description

B84 or C84

3 - Complete replacement

Cut C

Note: Do not make the cut above this limit as the expanding insert could be cut.

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, these should be replaced with plug welds after holes have been drilled in the first panel.
A-pillar reinforcement: General description

This part's special feature is that it serves as an A-pillar reinforcement, B-pillar reinforcement, body side front section reinforcement and sill panel reinforcement.

WARNING
The following information describes the general repair procedure for all vehicles with the same type of 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, these should be replaced with plug welds after holes have been drilled in the first panel.
To replace this part, order the expanding inserts corresponding to each of the following cases.

-  partial replacement of lower section: order insert (B) or (D),
-  partial replacement: order inserts (A) and (B) or (C) and (D).

**I - COMPOSITION OF THE SPARE PART**

- B84 115659
- C84 115668
- B84 115423
**Mark Description Type Thickness (mm)**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Body side reinforcement</td>
<td>HLE</td>
</tr>
<tr>
<td>(2)</td>
<td>A-pillar upper hinge reinforcement</td>
<td>THLE</td>
</tr>
<tr>
<td>(3)</td>
<td>A-pillar lower hinge reinforcement</td>
<td>THLE</td>
</tr>
</tbody>
</table>

**WARNING**

If the spot welds cannot be made as they were originally, these should be replaced with plug welds after holes have been drilled in the first panel.
A-pillar reinforcement: Description

1. Partial replacement

2. Partial replacement of the weld(s) if, in addition, the welds of the lining, shell, or lining are affected.

3. Partial reinforcement of the upper hinge bolster area.

Unpick the welds and remove the upper hinge reinforcement (4).

WARNING: Do not alter the position of this weld; it is determined by the position of the lining, reinforcements or expanding inserts.
SIDE UPPER STRUCTURE
A-pillar reinforcement: Description

Position and weld the upper hinge reinforcement with six plug welds after having drilled the replacement part.

IV - SPECIAL NOTE FOR LOWER HINGE REINFORCEMENT

Apply two securing beads to the lower hinge reinforcement.

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.
SIDE UPPER STRUCTURE

Windscreen pillar lining: General description

**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.
To replace this part, order the expanding insert.

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

### COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Type</th>
<th>Description</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B84</td>
<td>HLE</td>
<td>Windscreen pillar lining</td>
<td>1.5</td>
</tr>
<tr>
<td>C84</td>
<td>HLE</td>
<td>Windscreen pillar lining</td>
<td>1.5</td>
</tr>
</tbody>
</table>
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.

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

WARNING
The information contained in the following description is for general repair procedures for all vehicles with the same design for this part. Before reading the following general information, make sure 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.
II - AREA TO BE CUT FOR PARTIAL REPLACEMENT
Cut lines (1) and (2) show the area in which it is possible to carry out a partial replacement. Make the cut line (2) on the butt weld.

III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT
Only the connecting pieces relevant to partial replacement by cutting are shown. 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).
Lines (5) and (6) of the drawing show a butt weld by continuous MAG welding. Weld (6) along the butt weld line.

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

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

I - COMPOSITION OF THE SPARE PART

II - PART FITTED

1 - Partial replacement

115658

115280

Mark Description Type Thickness (mm)

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Body side</td>
<td>0.9</td>
</tr>
<tr>
<td>2</td>
<td>Jacking point support</td>
<td>HLE 1.8</td>
</tr>
</tbody>
</table>

102857
It is possible to cut along the whole length of the sill panel.

- Cut A
- Cut B

Refer to the diagrams for detailed visual guidance.
Note: Make the cut outside area (X2) to avoid cutting into the impact absorbing unit and the expanding insert.
WARNING

If the spot welds cannot be made as they were originally, these should be replaced with plug welds after holes have been drilled first.
SIDE UPPER STRUCTURE
B-pillar reinforcement: General description

I - DESIGN OF THE STRUCTURAL COMPONENT
The special feature of this part is that it combines several functions:
- B-pillar reinforcement,
- A-pillar reinforcement,
- sill panel reinforcement,
- body side front section reinforcement.

II - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT
Only the connecting pieces relevant to partial replacement by cutting are shown.

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).

Line 2 of the diagram shows a butt weld by continuous MAG welding.

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 electric spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.

Note: For more information, please refer to related sections.
To replace this part, order the expanding insert (A).

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

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

115657

115667

115423
**SIDE UPPER STRUCTURE**

B-pillar reinforcement: Description

- **B84 or C84**

**II - PART FITTED**

Partial replacement

It is possible to make the cut in area (X1).

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Body side 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 reinforcement</td>
<td>THLE</td>
<td>2</td>
</tr>
</tbody>
</table>

---

**43A**

---
It is possible to make the cut along the length of the sill panel reinforcement.

Cut B

Cut C
It is possible to make the cut along the length of the sill panel reinforcement.

**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.
There is only one way of replacing this part:
- complete replacement: this operation supplements the replacement of the B-pillar reinforcement.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-pillar impact reinforcement</td>
<td>HLE</td>
<td>2.2</td>
</tr>
<tr>
<td>B-pillar reinforcement central stiffener</td>
<td>HLE</td>
<td>1.5</td>
</tr>
<tr>
<td>B-pillar reinforcement upper stiffener</td>
<td>HLE</td>
<td>2.0</td>
</tr>
</tbody>
</table>
### Description

- **B-pillar reinforcement stiffener:**
  - **B84 or C84**

### Table

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>43A</td>
<td>Complete replacement</td>
<td>THLE</td>
<td>1.8</td>
</tr>
</tbody>
</table>
SIDE UPPER STRUCTURE
B-pillar reinforcement stiffener: Description

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.
SIDE UPPER STRUCTURE

B-pillar lining: General description

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

The special feature of this part is that it is extended from the rear quarter lining.

WARNING

The information contained in the following description is 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 electric 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 complete rear quarter lining.

There is only one way of replacing this part:

- **Partial replacement:** This operation supplements the replacement of the B-pillar reinforcement.

### Composition of the Spare Part

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102659</td>
<td>Quarter panel lining</td>
<td>-</td>
<td>0.6</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.
WARNING
The position of this cut must be observed, and is determined according to the position of the internal reinforcements or acoustic inserts cut.
There is only one way of replacing this part:
- complete replacement: this operation supplements the replacement of the B-pillar reinforcement after a side impact.

**II - COMPOSITION OF THE SPARE PART**

<table>
<thead>
<tr>
<th>Number Description Type Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102612 B-pillar lower lining 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.
There is only one way of replacing this part:

- **Complete replacement**: this operation supplements the replacement of the B-pillar reinforcement after a side impact.

### II - Composition of the Spare Part

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102615</td>
<td>B-pillar upper lining</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 electric spot welding machine, they should be replaced with plug welds after holes have been drilled in the first panel.
This part has two special features:
- it is welded under the roof,
- it is butt welded at section (\(1\)).

This part is obtained by removing the front section of the body side, 5-door version.

WARNING
The information contained in the following description is 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.

110491

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.
To replace this part, order expanding inserts (A), (B) and (C).

The options for replacing this part are as follows:
- partial replacement (3-door version),
- complete replacement (5-door version).

### Composition of the Spare Part

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Body side front section</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>2</td>
<td>Jacking point support</td>
<td>HLE</td>
<td>1.8</td>
</tr>
</tbody>
</table>

**Note:** The Parts Department only supplies the front section of the body sides for 5-door versions. For 3-door versions, keep the section common to 5-door versions (A-pillar) and dispose of the B-pillar.
It is possible to make the cut in area (X1).

**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.
Complete replacement

The position of this cut must be observed, and is determined according to the position of the internal reinforcements or acoustic inserts cut.
There is only one way of replacing this part:

- Complete replacement: this operation supplements the replacement of the body side after a side impact.

I - COMPOSITION OF THE SPARE PART

- **B84**
  - 115654
- **C84**
  - 115664
- **B84**
  - 115423
### Body Side Front Section Reinforcement: Description

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Body Side Reinforcement</td>
<td>HLE</td>
<td>1.2</td>
</tr>
<tr>
<td>Upper Hinge Reinforcement</td>
<td>THLE</td>
<td>2.5</td>
</tr>
<tr>
<td>Lower Hinge Reinforcement</td>
<td>THLE</td>
<td>2.5</td>
</tr>
</tbody>
</table>

**Number**: 115424

**Type**: B84

**Number**: 115315

**Type**: C84

**Number**: 115316
III - REPLACEMENT OF THE UPPER HINGE REINFORCEMENT

Remove the welds from and then remove the upper hinge reinforcement (4).

Position then weld the upper hinge reinforcement (4) with six plug welds, after drilling the replacement part.

IV - SPECIAL NOTE ON THE LOWER HINGE REINFORCEMENT

On the lower hinge reinforcement, apply two securing beads (5) of 15 mm.

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.

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.
**SIDE UPPER STRUCTURE**

Upper body panel: General description

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 illustration show the area in which a partial replacement may be carried out.

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

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

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 descriptions 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.

**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.

**NOTE**

The illustrations show the general form of the component only. For specific dimensions and tolerances, refer to the detailed drawings provided in the sub-section.
Lines (4), (5), and (6) of the drawing show a butt weld by continuous MAG welding.
To replace this part, order the expanding insert (A).

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

**I - COMPOSITION OF THE SPARE PART**

- **B84**
  - 115656
- **C84**
  - 115666
It is possible to make the cut in area (X1).

### Number Description Type Thickness

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B84</td>
<td>Upper body -</td>
<td>0.7</td>
<td></td>
</tr>
<tr>
<td>C84</td>
<td>Number</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
It is possible to make the cut in area (X2).
Cut B

It is possible to make the cut in area (X3).
Cut C
It is possible to make the cut in area (X4).

It is possible to make the cut in area (X5).
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.
### REAR STRUCTURE

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear wing panel (see 44A, Rear upper structure, Rear wing panel: Description, page 44A-7)</td>
<td>0.7</td>
</tr>
<tr>
<td>2</td>
<td>Quarter panel lining (see 44A, Rear upper structure, Quarter panel lining: Description, page 44A-37)</td>
<td>0.6</td>
</tr>
<tr>
<td>3</td>
<td>Rear quarter upper reinforcement (see 44A, Rear upper structure, Quarter panel upper reinforcement: Description, page 44A-40)</td>
<td>0.9</td>
</tr>
<tr>
<td>4</td>
<td>Far rear lower cross member, side section (see 41D, Rear lower structure, Far rear lower cross member, side section: Description, page 41D-29)</td>
<td>0.95</td>
</tr>
<tr>
<td>5</td>
<td>Rear wheel arch extension (see 44A, Rear upper structure, Rear wheel arch extension: Description, page 44A-33)</td>
<td>0.7</td>
</tr>
<tr>
<td>6</td>
<td>Tailgate stop mounting</td>
<td></td>
</tr>
<tr>
<td>Mark</td>
<td>Description</td>
<td>Type</td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>13</td>
<td>Rear light mounting (see 44A, Rear upper structure, Rear lights support: Description, page 44A-18)</td>
<td>HLE</td>
</tr>
<tr>
<td>14</td>
<td>Rear wheel arch closure panel (see 44A, Rear upper structure, Rear wheel arch closure panel: Description, page 44A-31)</td>
<td>HLE</td>
</tr>
<tr>
<td>15</td>
<td>Quarter panel stiffener (see 44A, Rear upper structure, Quarter panel reinforcement: Description, page 44A-36)</td>
<td>HLE</td>
</tr>
<tr>
<td>16</td>
<td>Rear wing panel rain channel (see 44A, Rear upper structure, Rear wing panel rain channel: Description, page 44A-15)</td>
<td>HLE</td>
</tr>
</tbody>
</table>
**Vehicle structure rear section: Description**

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>44A</td>
<td>Rear section panel</td>
<td>M2</td>
<td>1</td>
<td>0.7</td>
</tr>
<tr>
<td>44A</td>
<td>Quarter panel lining</td>
<td>M2</td>
<td>2</td>
<td>0.6</td>
</tr>
<tr>
<td>44A</td>
<td>Rear quarter upper reinforcement</td>
<td>M2</td>
<td>3</td>
<td>0.9</td>
</tr>
<tr>
<td>44A</td>
<td>Quarter panel centre reinforcement</td>
<td>M2</td>
<td>4</td>
<td>1.5</td>
</tr>
<tr>
<td>44A</td>
<td>Rear roof drip moulding lining</td>
<td>M2</td>
<td>5</td>
<td>1/2</td>
</tr>
<tr>
<td>44A</td>
<td>Far rear lower cross member, side part</td>
<td>M2</td>
<td>6</td>
<td>0.95</td>
</tr>
</tbody>
</table>

(See 44A, Rear upper structure, page 44A-7; 44A, Rear upper structure, Quarter panel lining: Description, page 44A-37; 44A, Rear upper structure, Quarter panel upper reinforcement: Description, page 44A-40; 44A, Rear upper structure, Quarter panel centre reinforcement: Description, page 44A-43; 44A, Rear upper structure, Roof rear drip moulding lining: Description, page 44A-44; 41D, Rear lower structure, Far rear lower cross member, side section: Description, page 41D-29.)
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Mark</th>
<th>Description</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear wheel arch extender</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Tailgate stop mounting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Rear floor centre cross member</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Rear end panel assembly</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Rear end panel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Rear side member</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Rear end panel side lining</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Impact cross member mounting stiffener</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Light mounting lining</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Rear end panel side lining</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Rear wheel arch closure panel, rear section</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Quarter panel stiffener</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Rear wing panel rain channel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
REAR UPPER STRUCTURE
Rear wing panel
General description

B84 or C84

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) of the drawing show the areas in which it is possible to carry out a partial replacement.

WARNING
The information contained in the following descriptions is 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 is carried out, remove the seat belts and curtain airbag.
III - ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

Only the connections relevant to partial replacement by cutting are shown.

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).

Lines (7) in the drawing show a butt weld by continuous MAG welding.

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.
The options for replacing this part are as follows:
- Partial replacement: order inserts (A) and (B) and anti-gravel protective film (C).

I. Composition of the spare part

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B84</td>
<td>Rear wing panel</td>
<td>-</td>
<td>0.7</td>
</tr>
<tr>
<td>C84</td>
<td>Door striker plate</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>B84</td>
<td>Jacking point support</td>
<td>HLE</td>
<td>1.8</td>
</tr>
</tbody>
</table>

The options for replacing this part are as follows:
- Partial replacement: order inserts (E) and (F) and anti-gravel protective film (G).
- Complete replacement: order inserts (D), (E), (F) and anti-gravel protective film (G).
REAR UPPER STRUCTURE
Rear wing panel: Description

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Rear wing panel</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>5</td>
<td>Door striker plate stiffener</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>Jacking point support HLE</td>
<td></td>
<td>1.8</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.
WARNING
Do not alter the positioning of this weld, as its location is determined by the welds of the wing and stabilising frame elements.
It is possible to make the cut in area (X1).
REAR UPPER STRUCTURE

Rear wing panel: Description

[Diagram and textual information]

B84 or C84

2 - Complete replacement

[Images and labels]

102858
115294
101972
115420
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.
The procedure for crimping the rear wing panel is identical to that for replacing a door panel.

Use MJ Pro type adhesive to ensure correct appearance and sealing after crimping of the rear wing panel.

Note:
Use structural adhesive on the crimping area.

REAR UPPER STRUCTURE
Rear wing panel rain channel: General description

DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; its only function is that of rear wing panel rain channel.

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 descriptions is 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.
REAR UPPER STRUCTURE
Rear wing panel rain channel

Description
B84 or C84

The options for replacing this part are as follows:
- partial replacement of the bottom section of the rear wing panel rain channel: this operation avoids the need to remove the rear wing,
- replacement of the bottom section of the rain channel: this operation supplements the rear wheel arch extension and the side closure of the far rear lower cross member.
- complete replacement: this operation supplements the replacement of the roof, rear wing and the rear wheel arch extension.

I - COMPOSITION OF THE SPARE PART

II - PART FITTED
1 - Partial replacement of the bottom section of the rear wing panel rain channel
2 - Replacement of the bottom section of the rear wing panel rain channel

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>115797</td>
<td>Rear side rain channel</td>
<td>HLE</td>
<td>0.9/1</td>
</tr>
</tbody>
</table>
REAR UPPER STRUCTURE
Rear wing panel rain channel: Description

3 - Complete replacement of the rear wing panel rain channel

III - POSITIONING OF LOCAL ELECTRICAL EARTHS

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 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.
REAR UPPER STRUCTURE
Rear lights support: General description

B84 or C84

DESIGN OF THE STRUCTURAL COMPONENT
This is a basic part; its only function is that of a rear lights support and it is part of the rear wing panel rain channel connection.

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 a detailed description of a particular connection, see MR 400, 40A, General Information.
There is only one way of replacing this part:
- complete replacement: this operation supplements the replacement of the rear end panel assembly.

### II - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>115798</td>
<td>Rear lights support</td>
<td></td>
<td>0.9</td>
</tr>
<tr>
<td>101408</td>
<td>Luggage compartment</td>
<td>side stop mounting</td>
<td>1</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 electric 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.
REAR UPPER STRUCTURE

Light support lining: General description

The function of this section in the vehicle is that of the light mounting lining as a part of the rear upper structure. The information contained in the following description is 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.
There is only one way of replacing this part:
- complete replacement: this operation supplements the replacement of the rear end panel assembly.

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102827</td>
<td>Lights support lining</td>
<td>-</td>
<td>1</td>
</tr>
</tbody>
</table>
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**

**WARNING**

The information contained in the following description is 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.
Outer rear wheel arch - General description

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

- ASSEMBLY INSTRUCTIONS FOR A PARTIAL REPLACEMENT

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

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).

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

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.
REAR UPPER STRUCTURE
Outer rear wheel arch: Description

The options for replacing this part are as follows:
- partial replacement (3-door version): this operation does not require removal of the quarter panel centre stiffener,
- complete replacement.

I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B84</td>
<td>Quarter panel lining</td>
<td>HEL</td>
<td>0.6</td>
</tr>
<tr>
<td>C84</td>
<td>Quarter panel stiffener</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1: COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Area</th>
<th>Description</th>
<th>Mark</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Quarter panel stiffener</td>
<td>C84</td>
<td></td>
</tr>
</tbody>
</table>
44A - 25

REAR UPPER STRUCTURE

Outer rear wheel arch: Description

II - PART FITTED

1 - Partial replacement

C84

102878

102876

102873

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.
REAR UPPER STRUCTURE
Outer rear wheel arch: Description

- Complete replacement

B84 or C84

- 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 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.
REAR UPPER STRUCTURE
Inner wheel arch: General descriptions

DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; its only function is that of an internal rear wheel arch and rear shock absorber 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 descriptions is 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**: this operation complements the replacement of the rear wheel arch closure panel.

### II - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Inner rear wheel arch</td>
<td>HEL</td>
<td>0.7</td>
</tr>
<tr>
<td>2</td>
<td>Rear section of rear wheel arch</td>
<td>HEL</td>
<td>0.7</td>
</tr>
<tr>
<td>3</td>
<td>Rear light mounting lining</td>
<td>HEL</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Rear seat upper mounting support</td>
<td>HEL</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, these 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 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: this operation complements the replacement of the rear outer wheel arch for a side impact.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rear wheel arch 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 electrical spot welding machine, these 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.
## Rear Wheel Arch Extension: Description

There is only one way of replacing this part:

- **Complete Replacement**

### Complete Replacement

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102602</td>
<td>Rear wheel arch extender.</td>
<td></td>
<td>0.7</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 plug welds after holes have been drilled in the first panel.
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 distinctive feature of this part is that it combines two functions:
- quarter panel lining,
- outer rear wheel arch.

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 descriptions is 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.
There is only one way of replacing this part: complete replacement. This operation complements the replacement of the quarter panel lining for a side impact.

**I - COMPOSITION OF THE SPARE PART**

**II - PART FITTED**

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102603</td>
<td>Quarter panel stiffener</td>
<td>-</td>
<td>0.9</td>
</tr>
</tbody>
</table>

**WARNING**

If the spot welds cannot be made as they were originally, these should be replaced with plug welds after holes have been drilled in the first panel.
### COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B84</td>
<td>Quarter panel lining</td>
<td>-</td>
<td>0.6</td>
</tr>
<tr>
<td>C84</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- The only way to replace this part is complete replacement, which complements the replacement of the rear end panel and rear side member for a rear impact or the rear body side and rear quarter upper reinforcement for a rear side impact.
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.
There is only one way of replacing this part:
- complete replacement: this operation complements the replacement of the complete body side or the upper body for a side impact.

## COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B84</td>
<td>Quarter panel upper reinforcement</td>
<td>-</td>
<td>0.9</td>
</tr>
<tr>
<td>C84</td>
<td>Quarter panel upper reinforcement</td>
<td>-</td>
<td>0.9</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 plug welds after holes have been drilled in the first panel.
There is only one way of replacing this part:

- complete replacement: this operation complements the replacement of the rear wing panel for a rear side impact.

### II - PART FITTED

#### Complete replacement

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quarter panel centre reinforcement</td>
<td></td>
<td>0.9</td>
</tr>
</tbody>
</table>

**WARNING**

If the spot welds cannot be made as they were originally, these should be replaced with plug welds after holes have been drilled in the first panel.
There is only one way of replacing this part:
- complete replacement: this operation complements
  the replacement of the complete body side or the up-
  per body for a side impact.

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B84</td>
<td>Rear roof drip</td>
<td>0.9</td>
</tr>
<tr>
<td>C84</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### II - PART FITTED

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description Type</th>
<th>Mark</th>
<th>Description Type</th>
<th>Mark</th>
<th>Description Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rear roof drip</td>
<td>B84</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Roof rear drip moulding lining: Description

B84 or C84

44A

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.
There is only one way of replacing this part:
- complete replacement: this operation complements the replacement of the light mounting lining for a rear impact.
## Rear Upper Structure

### Rear End Panel Assembly: Description

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear end panel assembly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear end panel -</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>Rear end panel lining, right-hand side section</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>Rear end panel lining, left-hand side section</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>Rear end panel lining reinforcement</td>
<td>VHEL</td>
<td>1.8</td>
</tr>
<tr>
<td>Rear end panel lining, centre section</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>Rear end panel lining trim mounting bridge piece</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Tank mounting reinforcement</td>
<td></td>
<td>2.5</td>
</tr>
<tr>
<td>Rear floor rear right-hand section mounting</td>
<td>HEL</td>
<td>2</td>
</tr>
<tr>
<td>Rear floor rear left-hand section mounting</td>
<td>HEL</td>
<td>2</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 plug welds after holes have been drilled in the first panel.
REAR UPPER STRUCTURE
Rear end panel General description

DESIGN OF THE STRUCTURAL COMPONENT
This is a basic part, and its only function is that of the rear end panel.
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 a detailed description of a particular connection, see MR 400, 40A, General Information.
REAR UPPER STRUCTURE
Rear end panel: Description

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

### I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>115801</td>
<td>Partial replacement</td>
<td>0.7</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>101995</th>
<th>Mark Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>101996</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
REAR UPPER STRUCTURE
Rear end panel: Description

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.

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:

- partial replacement.

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>101412</td>
<td>Rear end panel side lining</td>
<td>-</td>
<td>0.7</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 plug welds after holes have been drilled in the first panel.
TOP OF BODY
Vehicle side section structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Classifcation Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side door panel (see note)</td>
<td>HLE</td>
<td>0.7/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Rear side door panel (see note)</td>
<td>HLE</td>
<td>0.7/0.95</td>
</tr>
<tr>
<td>3</td>
<td>Front jack support (see note)</td>
<td>HLE</td>
<td>1.8</td>
</tr>
<tr>
<td>4</td>
<td>Rear jack support (see note)</td>
<td>HLE</td>
<td>1.8</td>
</tr>
<tr>
<td>5</td>
<td>Sill panel (see note)</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>6</td>
<td>Upper body (see note)</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>ID</td>
<td>Description</td>
<td>Mark</td>
<td>Description</td>
</tr>
<tr>
<td>----</td>
<td>------------------------------------------------------------------------------</td>
<td>------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>7</td>
<td>Vehicle side section structure: Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Body side front section</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Body side front section reinforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Rear inner sill panel</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>B-pillar reinforcement stiffener</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Anti-intrusion reinforcement</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>B-pillar lower lining</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>B-pillar upper lining</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Rear roof drip moulding lining</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Roof rear cross member with sunroof</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Roof rear cross member without sunroof</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Roof middle cross member</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Front section of roof</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>A-pillar lining</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Roof front cross member</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Roof rear cross member with sunroof</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Roof rear cross member without sunroof</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Vehicle side section structure: Description

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front side door panel</td>
<td></td>
<td>Front jack support</td>
<td>HLE</td>
<td>0.7/0.95</td>
</tr>
<tr>
<td>2</td>
<td>Front jack support</td>
<td></td>
<td>Rear jack support</td>
<td>HLE</td>
<td>1.8</td>
</tr>
</tbody>
</table>

Figures:

- Diagram of vehicle side section structure

- Table of material specifications
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mark</th>
<th>Classification</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Front section of roof</td>
<td>HLE</td>
<td>1.5/2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Roof rear cross member without sunroof</td>
<td>HLE</td>
<td>0.7/0.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Rear section of roof</td>
<td>HLE</td>
<td>0.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Roof</td>
<td>HLE</td>
<td>0.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark</td>
<td>Description</td>
<td>Material</td>
<td>IPN</td>
<td>Class</td>
<td></td>
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<tr>
<td>------</td>
<td>-------------</td>
<td>----------</td>
<td>-----</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Roof front cross member</td>
<td>45A</td>
<td>5.6</td>
<td>6.3</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Roof middle cross member</td>
<td>45A</td>
<td>3.2</td>
<td>4.2</td>
<td></td>
</tr>
</tbody>
</table>
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 an aperture 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, 40A, General Information).

WARNING

The information contained in the following description is 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.
To replace this part, also order the roof stiffener material (A) (see Parts Catalogue).

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

I - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>104573</td>
<td>Roof</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.

**Note:**
The procedure presents no difficulties.
There is only one way of replacing this part:
- complete replacement.

This operation only affects versions equipped with a sunroof.

**II - PART FITTED**

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>101615</td>
<td></td>
<td>Front section of roof</td>
<td>0.7</td>
</tr>
</tbody>
</table>

Note: The procedure for replacing this part has no special notes, and joints can all be made as originally.
There is only one way of replacing this part:
- complete replacement.
This operation only affects versions equipped with a sunroof.

### I - COMPOSITION OF THE SPARE PART

Part supplied on its own.

### II - PART FITTED

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>101614</td>
<td>Rear section of roof</td>
<td></td>
<td>0.7</td>
</tr>
<tr>
<td>101833</td>
<td></td>
<td></td>
<td></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.
DESIGN OF THE STRUCTURAL COMPONENT

This is a basic part; its only function is that of a roof front cross member and roof stiffener by means of a cemented connection. 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 descriptions 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.
There is only one way of replacing this part:

- Complete replacement: this operation supplements the replacement of the roof for the normal roof version and the roof front section for the sunroof version.

### II - COMPOSITION OF THE SPARE PART

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>102606</td>
<td>Roof front cross member</td>
<td>HLE</td>
<td>0.7</td>
</tr>
</tbody>
</table>

**Note:**

There is no specific procedure for replacing this part; all connections can be made as they originally were.
Roof centre cross member: General description

This is a basic part; its only function is that of a roof centre cross member and roof stiffener by means of a cemented connection.

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

- Complete replacement: this operation supplements the replacement of the roof.

### Part Fitted

<table>
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<tr>
<th>Part Number</th>
<th>Description</th>
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<td>102608</td>
<td>Roof centre cross member</td>
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**Note:**
There is no specific procedure for replacing this part; all connections can be made as they originally were.
This is a basic part; its only function is that of roof rear cross member as well as roof stiffener by means of a cemented connection.

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 descriptions 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.
TOP OF BODY
Roof rear cross member Description

Standard roof version
Sunroof version

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

I - COMPOSITION OF THE SPARE PART

Standard roof version
Sunroof version

102618
102611
115143
115144
### TOP OF BODY
Roof rear cross member: Description

<table>
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<tr>
<th>Mark Description</th>
<th>Type</th>
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<td>Rear cross member side lining</td>
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**Note:** There is no specific procedure for opening or repair instructions as to replace the indicated part.
### Vehicle Removable Section Structure: Description

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**Removal - Refitting, page:** 41A-8
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</table>
I - COMPONENT DESIGN

This part has the following specifications:
- "bolted and bolted" hinges mounted vertically on the A-pillar and the door box section,
- a door check rod integrated in the lower hinge.

II - REMOVAL - REFITTING

If the front door hinge mountings are the "bolted and bolted" type it is possible to remove the front side door, depending on the operations to be performed:
- either by unscrewing the mountings on the component in the event of replacement of the front side door,
- or with the hinges by removing the mountings on the A-pillar in the event of replacement of the body.

III - ADJUSTMENT

There are four main areas where adjustments can be made:
- adjustment of the front area,
- adjustment of the rear area,
- adjustment of the upper area,
- adjustment of the lower area.

Always begin the adjustments on the hinge side with the lock striker plate loose and the stops in place.

1 - Adjustment of the front area:
Adjust the shut lines and alignment with the front wing using the front door hinge mountings.

2 - Adjustment of the rear area
Adjust the shut lines and alignment with the rear door and the closure firmness using the striker plate mountings.

3 - Adjustment of the upper area
Adjust the shut lines and alignment with the roof and A-pillar using the front side door hinge mountings.

WARNING

The information contained in the following descriptions is 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:
If the component is to be removed and not replaced, mark the position of the mountings before unscrewing them to avoid having to make adjustments when refitting the component.

Note:
The front side door is the component positioned after the rear side door, in the order of assembly of removable components in the factory. For it to be completely adjusted, position all the other components correctly.

IMPORTANT

In this case, compromise between the closure firmness and the rear shut lines of the front door by giving priority to closing in such a way that the door presses sufficiently onto the seal to avoid floating of the rear of the door.
SIDE OPENING ELEMENTS

Front side door: General description

- Adjust the shut lines and alignment with the sill panel using the front side door hinge mountings.
SIDE OPENING ELEMENTS
Front side door - Removal - Refitting

I - REMOVAL WITHOUT THE HINGES
1 - REMOVAL PREPARATION OPERATION
a Disconnect the door wiring harness supply connector.

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

II - REFITTING WITHOUT THE HINGES
1 - REFITTING OPERATION FOR PART CONCERNED
a Refit:
- the door,
- the door's four mounting bolts (1).

a Adjust the door clearances and shut lines.

a Tighten to torque the door mounting bolts (21 Nm).

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

III - REMOVAL WITH HINGES
1 - REMOVAL PREPARATION OPERATION
a Remove the front wing.

a Disconnect the door wiring harness supply connector.

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

101720
101720

Tightening torques
- door mounting bolts: 21 Nm
- door hinge mounting bolts: 27 Nm
- door retention device: 0.8 Nm
- door retention device mounting bolts: 2.1 Nm
SIDE OPENING ELEMENTS
Front side door: Removal - Refitting

1 - REFITTING WITH HINGES

1 - REFITTING OPERATION FOR PART CONCERNED

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

a Adjust the door clearances and shut lines.

a Tighten to torque the door hinge mounting bolts (27 Nm).

2 - FINAL OPERATION

a Connect the door's wiring harness supply connector.

a Refit the front wing.

V - PASSIVE SAFETY

a At the end of the operation, check the presence and condition of the door retention device (3).

a Tighten to torque the door retention device (0.8 Nm).

a On 3-door models, check the presence and condition of the additional door retention device located on the lower section.

a Tighten to torque the door retention device mounting bolts (2.1 Nm).

Note:
The function of this part is essential in the event of a frontal impact. The door retention device keeps the door in its longitudinal plane, thereby absorbing impact energy efficiently.
SIDE OPENING ELEMENTS

Front side door: Adjustment a

ADJUSTMENT VALUES

For information on the front side door adjustment values, see "Vehicle shut lines: Adjustment value".

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.
- Observe the adjustment sequence.

REAR DOOR SHUT LINE ADJUSTMENT

Undo the hinge mounting bolts (6).
Adjust the shut lines with the rear door.
Tighten to torque the hinge mounting bolts (27 Nm).

Tightening torques:
- Hinge mounting bolts: 27 Nm
- Door box section mountings: 21 Nm
- Striker plate bolts: 21 Nm

115802 101721
II - ADJUSTMENT OF FLUSH FITTING WITH THE FRONT WING AND THE REAR DOOR

1. Replace the original indexing studs (7) with bolts (8), available from the Parts Department, to enable flush fitting adjustment.

2. Undo the door box section mounting bolts (9).

3. Adjust the flush fitting with the front wing.

4. Tighten to torque the door box section mounting bolts (21 Nm).

101719

Note:
To increase the adjustment available, enlarge the upper holes on the original hinges. After-Sales hinges are supplied with square slots.
Special notes on the striker plate

- The striker plate is spot-welded at (A) on the reinforcement inside the B-pillar.
- To carry out adjustments, bend the fusible sections (B) of the plate.
- This operation can only be carried out using a hammer.
- Undo the striker plate bolts (10) .
- Adjust the flush fitting with the rear door, the contact and the closure firmness.
- Tighten to torque the striker plate bolts (21 Nm) .
SIDE OPENING ELEMENTS
Front side door: Stripping - Restoring

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

STRIPPING

- Remove:
  - the door mirror (see Door mirror: Removal - Refitting)
  - the sliding window (see Sliding window in front side door: Removal - Refitting)
  - the interior trim (see Front side door trim: Removal - Refitting)
  - the exterior handle (see Door exterior handle: Removal - Refitting)
  - the door lock (see Front side door lock: Removal - Refitting)

- Remove:
  - the door lower interior weatherstrip (see Front side door interior weatherstrip: Removal - Refitting)
  - the door lower exterior weatherstrip (see Front door side exterior weatherstrip: Removal - Refitting)
  - the exterior door frame seal (see Front side door frame seal: Removal - Refitting)
  - the exterior strip (see Front door protective strip: Removal - Refitting)

REASSEMBLING

- Refit:
  - the exterior strip (see Front door protective strip: Removal - Refitting)
  - the exterior door frame seal (see Front side door frame seal: Removal - Refitting)
  - the door lower exterior weatherstrip (see Front door side exterior weatherstrip: Removal - Refitting)
  - the door lower interior weatherstrip (see Front side door interior weatherstrip: Removal - Refitting)
  - the door lock (see Front side door lock: Removal - Refitting)
  - the exterior handle (see Door exterior handle: Removal - Refitting)
  - the interior trim (see Front side door trim: Removal - Refitting)
  - the sliding window (see Sliding window in front side door: Removal - Refitting)
  - the door mirror (see Door mirror: Removal - Refitting)

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

WARNING
For vehicles equipped with the hands-free function, remove the exterior handle and the door lock when the door interior trim is removed and leave the lock assembly in the interior trim during removal.
There is only one way of replacing - complete replacement.

Special tooling required:
- Car 1657
- Door panel uncrimping pliers.

B84
101600

C84
101616
## SIDE OPENING ELEMENTS

**Front side door panel: Description**

### I - COMPOSITION OF THE SPARE PART

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<th>Description</th>
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<tr>
<td>101582</td>
<td>Door panel reinforcement</td>
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**Mark Description Type Thickness (mm)**

**Part FITTED**

1. Complete replacement

---

**Diagram:**

1. Part of the door panel.

---

**Diagrams:**

- Diagram of the door panel.
- Diagram of the reinforcement.

---

**Note:**

- Diagrams and specifications are for reference only.
- Actual components may vary.
Front side door panel: Description

The door panel can be removed using the "Car. 1657".

Applying the structural adhesive

B84
C84
101587
115152
22436
Use an M. J. Pro type setting adhesive.

Positioning the panel soundproofing:

- B84 or C84

For additional instructions, refer to the user manual.
SIDE OPENING ELEMENTS

Front side door panel: Description

Note:
If a panel straightening operation requiring even partial removal of soundproofing is necessary, the soundproofing must be replaced.
Rear side door: General description

This part has the following specifications:
- "bolted and bolted" hinges mounted vertically on the B-pillar and the door box section,
- a door check rod integrated in the lower hinge.

Removal, refitting
If the front side door hinge mountings are the "bolted and bolted" type it is possible to remove the rear side door, depending on the operations to be performed:
- Either by unscrewing the mountings on the component in the event of replacement of the rear side door,
- Or with the hinges by removing the mountings on the A-pillar in the event of replacement of the body.

Adjustment
There are four main areas where adjustments can be made:
- Adjustment of the front area:
  Adjust the shut lines and alignment with the front side door using the rear side door hinge mountings.
- Adjustment of the rear area:
  Adjust the shut lines and alignment with the rear wing and the closure firmness using the striker plate mountings.
- Adjustment of the upper area:
  Adjust the shut lines and alignment with the roof and the quarter panel using the rear side door hinge mountings.
- Adjustment of the lower area:

Warning
The information contained in the following descriptions is 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:
If the component is to be removed and not replaced, mark the position of the mountings before unscrewing them to avoid having to make adjustments when refitting the component.

Note:
The rear side door is the component positioned first in the order of assembly of removable components in the factory. For it to be completely adjusted, correctly position all the other components.

Important
In this case, compromise between the closure firmness and the rear shut lines of the rear side door by giving priority to closing in such a way that the door presses sufficiently onto the seal to avoid floating of the rear of the door.
SIDE OPENING ELEMENTS

Rear side door: General description

4 - Adjustment of the lower area:
Adjust the shut lines and alignment with the sill panel using the rear side door hinge mountings.
SIDE OPENING ELEMENTS
Rear side door: Removal - Refitting

I - REMOVAL WITHOUT THE HINGES

1 - REMOVAL PREPARATION OPERATION
   a) Disconnect the door wiring harness supply connector.

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

II - REFITTING WITHOUT HINGES

1 - REFITTING OPERATION FOR PART CONCERNED
   a) Refit:
      - the door,
      - the door mounting bolts (1).
   b) Adjust the door shut lines and flush fitting (see Vehicle shut lines: Adjustment value 101730).
   c) Tighten to torque the door mounting bolts (21 Nm).

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

III - REMOVAL WITH HINGES

1 - REMOVAL PREPARATION OPERATION
   a) Disconnect the door wiring harness supply connector.

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

IV - REFITTING WITH HINGES

1 - REFITTING OPERATION FOR PART CONCERNED
   a) Refit:
      - the door,
      - the hinge mounting bolts (2).
   b) Tightening torques:
      - door mounting bolts: 21 Nm
      - hinge mounting bolts: 27 Nm
      - door retention device mounting bolts: 21 Nm
Adjust the door shut lines and flush fitting (see Vehicle shut lines: Adjustment value).

Tighten to torque the hinge mounting bolts (27 Nm).

Connect the door’s wiring harness supply connector.

At the end of the operation, check the presence and condition of the door retention device (3).

Tighten to torque the door retention device mounting bolts (21 Nm).

REMINDER: This part’s function is essential in the event of a rear collision. The door retention device keeps the door in its longitudinal plane, thereby absorbing impact energy efficiently.
SIDE OPENING ELEMENTS
Rear side door: Adjustment

ADJUSTMENT VALUES
For information on the rear side door adjustment values, (see Vehicle shut lines: adjustment value).

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):

1. Observe the adjustment sequence.

I - ADJUSTMENT OF FLUSH FITTING WITH THE FRONT DOOR AND THE REAR WING

1. Undo the hinge mounting bolts (6).
2. Adjust the shut lines with the rear door.
3. Tighten to torque the hinge mounting bolts (27 Nm).

Tightening torques:
m - hinge mounting bolts 27 Nm
m - door box section mountings 21 Nm
m - striker plate bolts 21 Nm

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101731

125-49
SIDE OPENING ELEMENTS

Rear side door: Adjustment

- Replace the original indexing studs (7) with bolts (8) available from the Parts Department, to enable flush fitting adjustment.
- Undo the door box section mounting bolts (9).
- Adjust the flush fitting with the front door and the rear wing.
- Tighten to torque the door box section mounting bolts (21 Nm).

Note: To increase the adjustment available, enlarge the upper holes on the original hinges. After-Sales hinges are supplied with square slots.

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101729
SIDE OPENING ELEMENTS
Rear side door: Adjustment

The striker plate is spot-welded to the rear wing reinforcement (A). To carry out adjustments, bend the fusible sections (B) of the plate. This operation can only be performed by exerting a relatively strong force on the striker (e.g. by using a hammer).

Undo the striker plate bolts (10).
Adjust the flush fitting with the rear wing, the contact and the closure firmness.
Tighten to torque the striker plate bolts (21 Nm).
SIDE OPENING ELEMENTS
Rear side door: Stripping - Restoring

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

STRIPPING

Remove:
- the sliding window (see Sliding window in rear side door: Removal - Refitting)
- the interior trim (see Rear side door trim: Removal - Refitting)
- the exterior handle (see Interior door handle on rear side door)
- the door lock (see Rear side door lock: Removal - Refitting)
- the door lower weatherstrip (see Rear side door interior weather strip: Removal - Refitting)
- the fixed window and exterior door frame seal (see Rear side door frame seal: Removal - Refitting)
- the exterior door moulding (see Rear door protective strip: Removal - Refitting)

REASSEMBLING

Refit:
- the exterior door moulding (see Rear door protective strip: Removal - Refitting)
- the fixed window and exterior door frame seal (see Rear side door frame seal: Removal - Refitting)
- the door lower weatherstrip (see Rear side door interior weather strip: Removal - Refitting)
- the door lock (see Rear side door lock: Removal - Refitting)
- the exterior handle (see Interior door handle on rear side door)
- the interior trim (see Rear side door trim: Removal - Refitting)
- the sliding window (see Sliding window in rear side door: Removal - Refitting)

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

WARNING
For vehicles equipped with the hands-free function, remove the exterior handle and the door lock when the door interior trim is removed and leave the lock-exterior handle support assembly in the trim during removal.
There is only one way of replacing this part:

- complete replacement.

### I - COMPOSITION OF THE SPARE PART

#### II - PART FITTED

<table>
<thead>
<tr>
<th>Mark</th>
<th>Description</th>
<th>Type</th>
<th>Thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rear side door panel</td>
<td>HLE</td>
<td>0.7</td>
</tr>
<tr>
<td>2</td>
<td>Door panel reinforcement</td>
<td>-1</td>
<td>1</td>
</tr>
</tbody>
</table>

Special tooling required: Car. 1657 Door panel uncrimping pliers.
**Rear side door panel: Description**

- **Cut A**: Applying the structural adhesive

  - Use an M. J. Pro type setting adhesive.

- **Positioning the panel soundproofing**

  - Note: If a panel straightening operation requiring even partial removal of soundproofing is necessary, the soundproofing must be replaced.
COMPONENT DESIGN

The fuel filler flap has two special features:
- It is made of plastic (NORYL),
- It is slotted into its plastic mounting (1).

WARNING
The information contained in the following description is 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
OPERATION FOR REMOVAL OF PART CONCERNED

a Press gently with your fingers to disengage the cover of the four clips (1) and pull the cover outwards.

REFITTING
OPERATION FOR PART CONCERNED

a Clip the fuel filler flap cover onto its mounting.
**NON-SIDE OPENING ELEMENTS**

Vehicle removable section structure: Description

<table>
<thead>
<tr>
<th>Mark Description</th>
<th>Classification Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Frontal impact cross member</td>
<td>(see 41A, Front lower structure)</td>
</tr>
<tr>
<td>(2) Radiator mounting cross member</td>
<td>(see 41A, Front lower structure)</td>
</tr>
<tr>
<td>(3) Front end panel centre section</td>
<td>(see 42A, Upper front structure)</td>
</tr>
<tr>
<td>(4) Front end panel side section</td>
<td>(see 42A, Upper front structure)</td>
</tr>
<tr>
<td>(5) Bonnet</td>
<td>(see 48A, Non-side opening elements)</td>
</tr>
</tbody>
</table>

Frontal impact cross member: Removal - Reattachment, page 41A-8

Radiator support cross member: Removal - Reattachment, page 41A-13

Front: Removal - Reattachment, page 42A-23


Aluminium

Steel/SMC

SMC
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Mark Description</th>
<th>Classiﬁcation Type</th>
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<tbody>
<tr>
<td>48A</td>
<td>48A</td>
<td>48A</td>
<td></td>
</tr>
</tbody>
</table>

## Vehicle removable section structure: Description

- **B84** or **C84**

### (6) Front wing upper mounting support
- (see 42A, Upper front structure)
- Front wing upper mounting support: Removal - Replacing
- Page 42A-20

### (7) Front wing
- (see 42A, Upper front structure)
- Front wing: Removal - Replacing
- Page 42A-11

### (8) Front wing lower mounting support
- (see 42A, Upper front structure)
- Front wing lower mounting support: Removal - Replacing
- Page 42A-18

### (9) Dashboard cross member
- (see 42A, Upper front structure)
- Dashboard cross member: Removal - Replacing
- Page 42A-42

### (10) Bulkhead plate
- (see 42A, Upper front structure)
- Bulkhead panel: Removal - Replacing
- Page 42A-54

### (11) Front side door, 3-door version
- (see 47A, Side opening elements)
- Front side door: Removal - Replacing
- Page 47A-5

### (12) Front side door, 5-door version
- (see 47A, Side opening elements)
- Front side door: Removal - Replacing
- Page 47A-5

### (13) Fuel ﬁller flap cover
- (see 47A, Side opening elements)
- Fuel ﬁller ﬂap cover: Removal - Replacing
- Page 47A-27

### (14) Rear section of rear ﬂoor
- (see Rear ﬂoor rear section: Description)

### (15) Rear side door
- (see 47A, Side opening elements)
- Rear side door: Removal - Replacing
- Page 47A-18

### (16) Rear impact lower cross member
- (see 41D, Rear lower structure)
- Rear impact lower cross member: Removal - Replacing
- Page 41D-33

### (17) Tailgate
- (see 48A, Non-side opening elements)
- Tailgate: Removal - Replacing
- Page 48A-11
I - DESIGN OF THE STRUCTURAL COMPONENT

This type of bonnet has the following specifications:

- Opening at the front, "bolted and bolted", type hinges at the rear, mounted vertically on the bonnet hinge mounting and flat mounted and indexed on the bonnet lining,
- Side stay mounted on the front wing mounting support,
- Side stops mounted with pedestrian impact absorbers built into the front upper cross member,
- Central lock with built-in safety retainer,
- With built-in and removable windscreen washer jets.

II - REMOVAL - REFITTING

If the bonnet hinge mountings are of the "bolted and bolted" type, following the operations to be performed, it is possible to remove the bonnet:

- Either by unscrewing the mountings on the component if the bonnet is to be replaced or removed for mechanical work,
- Or with the hinges by removing the mountings on the aperture if the body is to be replaced.

III - ADJUSTMENT

There are two main areas where adjustments can be made:

- Adjustment of the rear area,
- Adjustment of the front area.

Always begin the adjustments on the hinge side with the lock striker plate loose and the stops in place.

Adjustment of the rear area:

Adjust the shut lines and alignment with the scuttle aperture and the front wings using the bonnet hinge mountings.

Adjustment of the front area:

Shut lines with the wings and clearance from the bumper and headlights are not adjustable because the bonnet stops on the front upper cross member are fixed.
Only the closure firmness is adjustable by the fittings securing the lock.

WARNING

The information contained in the following description is 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:

If the component is to be removed and not replaced, mark the position of the mountings before unscrewing them to avoid having to make adjustments when refitting the component.

Note:

The bonnet is the last of the removable components to be fitted on the body in the factory assembly process.
For final adjustment, correctly position all the other components including the bumper and the headlights for them to be correctly positioned.
Note:
In this case, a compromise between the closure firmness and the front height of the bonnet is given priority to closing in such a way as to retain a minimum bonnet drag in the direction of the support on the stops to avoid the front of the bonnet floating.
**NON-SIDE OPENING ELEMENTS**

**Bonnet: Removal - Refitting**

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### 48A - Bonnet: Removal - Refitting

#### I - REMOVAL BY MEANS OF THE BONNET BOLTS

1. **Removal Preparation Operation**
   - Remove:
     - the bonnet soundproofing (see Bonnet soundproofing: Removal - Refitting),
     - the tube supplying the washer jets on the bonnet.

2. **Operation for Removal of Part Concerned**
   - Remove:
     - the bonnet mounting bolts (1),
     - the bonnet.

#### II - REFITTING BY MEANS OF THE BONNET BOLTS

1. **Refitting Operation for Part Concerned**
   - Refit:
     - the bonnet,
     - the bonnet mounting bolts.
   - Adjust the opening clearances and shut lines (see 48A, Non-side opening elements, Bonnet: Adjustment, page 48A-7).
   - Torque tighten the bonnet mounting bolts (8 Nm).

2. **Final Operation**
   - Refit:
     - the tube supplying the washer jets on the bonnet,
     - the bonnet soundproofing (see Bonnet soundproofing: Removal - Refitting).

---

### 310 - Upper front structure

#### Front wing: Removal - Refitting

1. **Removal Preparation Operation**
   - Remove:
     - the front wing (see 42A, Upper front structure, Front wing: Removal - Refitting, page 42A-11),
     - the bonnet soundproofing (see Bonnet soundproofing: Removal - Refitting),
     - the tube supplying the washer jets on the bonnet.

2. **Operation for Removal of Part Concerned**
   - Remove:
     - the bonnet hinge mounting bolts (2),
     - the bonnet hinge.

---

### 419 - Non-side opening elements

#### B84 or C84

- **Tightening torques**
  - Bonnet mounting bolts: 8 Nm
  - Bonnet hinge mounting bolts: 8 Nm
Bonnet: Removal - Refitting

IV - REFITTING BY MEANS OF THE BONNET HINGE BOLTS

1 - REFITTING OPERATION FOR PART CONCERNED

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

a) Adjust the opening clearances and shut lines (see 48A, Non-side opening elements, Bonnet: Adjustment, page 48A-7).

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

2 - FINAL OPERATIONS

a) Refit:
- the tube supplying the washer jets on the bonnet,
- the bonnet soundproofing (see Bonnet soundproofing: Removal - Refitting),
**NON-SIDE OPENING ELEMENTS**

**Bonnet: Adjustment**

**ADJUSTMENT VALUES**

For any information regarding bonnet adjustment values, see Vehicle shut lines: Adjustment value.

**ADJUSTMENT**

There are two options for adjusting the bonnet:

- by means of the bonnet mounting bolts,
- by means of the bonnet hinge mounting bolts: the front wing needs to be removed for this operation.

The bonnet striker must be adjusted in addition to the bonnet adjustment.

Observe the adjustment sequence.

### I - ADJUSTMENT BY MEANS OF THE BONNET MOUNTING BOLTS

1. Undo the bonnet mounting bolts (4).
2. Adjust the bonnet shut lines.
3. Torque tighten the bonnet mounting bolts (8 Nm).

**Tightening torques**

- Bonnet mounting bolts: 8 Nm
- Bonnet hinge mounting bolts: 8 Nm
- Safety catch mounting bolts: 8 Nm
II - ADJUSTMENT BY MEANS OF THE BONNET HINGE MOUNTING BOLTS

2. Undo the bonnet hinge bolts (5).
3. Position the front wing on the vehicle.
4. Adjust the bonnet shut lines.
5. Remove the front wing.
6. Torque tighten the bonnet hinge mounting bolts (8 Nm).

III - ADJUSTMENT OF THE CLOSING PLUNGER AND SAFETY CATCH

1. Adjust the closing plunger with the bonnet lock. 101163 101157
2. Note: When adjusting the closing plunger and safety catch, it is essential to remove the closing plunger and catch, and touch up the bonnet paintwork with anti-corrosion protection.
NON-SIDE OPENING ELEMENTS
Bonnet: Adjustment

1. Adjust the safety catch.
2. Tighten to torque the safety catch mounting bolts (8 Nm).

Note: It is essential to check that the safety catch operates correctly following adjustment of the bonnet and lock mechanism.

Note: When in the closed position, the bonnet should rest on stops (6).
NON-SIDE OPENING ELEMENTS
Tailgate: General description

I - DESIGN OF THE STRUCTURAL COMPONENT

This type of tailgate has the following specifications:
- bottom opening, hinges at the top of the "bolted and bolted" type, fixed vertically on the tailgate hinge reinforcement and flat mounted on the tailgate lining,
- side stays fixed onto the rain channels of the rear wings,
- fixed side stops built into the tailgate lining,
- central lock.

II - REMOVAL - REFITTING

When the tailgate hinge mountings are of the "bolted and bolted" type, following the operations to be performed it is possible to remove the tailgate:
- either by unscrewing the mountings on the component if the tailgate is to be replaced,
- or with the hinges by removing the mountings on the roof rear cross member if the body is to be replaced.

III - ADJUSTMENT

Two main areas of adjustment may be identified:
- adjustment of the upper area,
- adjustment of the lower area.

Always begin the adjustments on the hinge side with the lock striker plate loose and the stops in place.

Adjustment of the upper area:
Adjust the shut lines and alignment with the roof and the rear wings using the tailgate hinge mountings.

Adjustment of the lower area:
Shut lines with the wings and clearance from the bumper and rear lights are not adjustable because the tailgate stops on the tailgate lining are fixed.

Only the closure firmness is adjustable by the fittings securing the lock.

WARNING

The information contained in the following descriptions is 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:
If the component is to be removed and not replaced, mark the position of the mountings before unscrewing them to avoid having to make adjustments when refitting the component.

Note:
For final adjustment, correctly position the rear lights and the bumper so that they remain correctly positioned.

Note:
In this case, compromise between the closure length and the lower shut lines of the tailgate by giving priority to closing in such a way as to retain sufficient pressure by the tailgate on the stops to prevent the tailgate from floating.
I - REMOVAL WITHOUT THE HINGES

1 - REMOVAL PREPARATION OPERATION

- Remove the tailgate trim (see Tailgate lining: Removal - Refitting).
- Disconnect the electrical connectors to:
  - the rear screen wiper motor,
  - the tailgate lock,
  - the heated rear screen.
- Remove:
  - the tailgate electrical supply harness,
  - the washer jet pipes,
  - the tailgate gas struts.

2 - OPERATION FOR REMOVAL OF PART CONCERNED

- Remove:
  - the tailgate mounting bolts (1) from each side of the vehicle.
  - the tailgate.

II - REFITTING WITHOUT HINGES

1 - REFITTING OPERATION FOR PART CONCERNED

- Refit:
  - the tailgate,
  - the tailgate mounting bolts (1) to each side of the vehicle.
  - Torque tighten the tailgate mounting bolts (8 Nm).

2 - FINAL OPERATION

- Refit:
  - the tailgate gas struts,
  - the washer jet pipes,
  - the tailgate electrical feed harness.
- Connect the electrical connectors to:
  - the heated rear screen,
  - the tailgate lock,
  - the rear screen wiper motor.
- Refit the tailgate trim (see Tailgate lining: Removal - Refitting).

III - REMOVAL WITH HINGES

1 - REMOVAL PREPARATION OPERATION

- Remove the tailgate trim (see Tailgate lining: Removal - Refitting).
- Disconnect the electrical connectors to:
  - the rear screen wiper motor,
  - the tailgate lock,
  - the heated rear screen.
- Remove:
  - the tailgate electrical supply harness,
  - the washer jet pipes,
  - the tailgate gas struts.

Tightening torques:
- Tailgate mounting bolts: 8 Nm
- Hinge mounting bolt: 21 Nm
Non-Side Opening Elements
Tailgate: Removal - Refitting

2 - OPERATION FOR REMOVAL OF PART CONCERNED

a) Keep the headlining to one side using a wedge (2).

a) Remove:
- the hinge mounting bolt (3) from each side of the vehicle,
- the tailgate.

IV - REFITTING WITH HINGES

1 - REFITTING OPERATION FOR PART CONCERNED

a) Refit:
- the tailgate,
- the hinge mounting bolt (3) to each side of the vehicle,
- tighten to torque the hinge mounting bolt (21 Nm).

a) Fit the headlining.

2 - FINAL OPERATION

a) Refit:
- the tailgate gas struts,
- the washer jet pipes,
- the tailgate electrical feed harness.

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

a) Refit the tailgate trim (see Tailgate lining: Removal - Refitting).
ADJUSTMENT VALUES

For any information regarding tailgate adjustment values, see tailgate adjustment values.

ADJUSTMENT

There are two options for adjusting the tailgate:
- by means of the tailgate mounting bolts,
- by means of the tailgate hinge mounting bolts:

The tailgate striker plate must be adjusted in addition to the tailgate adjustment.

Observe the adjustment sequence.

I - ADJUSTMENT BY MEANS OF THE TAILGATE MOUNTING BOLTS

1. Loosen the tailgate mounting bolts (6 Nm).
2. Adjust the tailgate shut lines.
3. Torque tighten the tailgate mounting bolts (8 Nm).

Tightening torques
- tailgate mounting bolts 8 Nm
- tailgate hinge mounting bolt 21 Nm
- tailgate striker plate mounting bolts 21 Nm
II - ADJUSTMENT BY MEANS OF THE TAILGATE HINGE MOUNTING BOLTS

- Keep the headlining to one side using a wedge (7).
- Loosen the tailgate hinge mounting bolt (8).
- Adjust the tailgate shut lines.
- Tighten to torque the tailgate hinge mounting bolt (21 Nm).
- Fit the headlining.

III - TAILGATE STRIKER PLATE ADJUSTMENT

- Loosen the tailgate striker plate mounting bolts (9).
- Adjust the tailgate lower section shut lines.
- Tighten to torque the tailgate striker plate mounting bolts (21 Nm).

Note: When in the closed position, the stops (10) should rest on the body.
Described below is a special sequence of operations for tailgate replacement.

**STRIPPING**

- Remove:
  - the tailgate trim (see Tailgate lining: Removal - Refitting),
  - the rear screen wiper motor (see Rear screen wiper motor: Removal - Refitting),
  - the tailgate lock (see Tailgate lock: Removal - Refitting),
  - the tailgate opening control (see Tailgate exterior opening control: Removal - Refitting),
  - the high level brake light (see Third brake light: Removal - Refitting),
  - the rear screen (see Rear screen glass: Removal - Refitting),
  - the wiring harness.

**REASSEMBLING**

- Refit:
  - the wiring harness,
  - the rear screen (see Rear screen glass: Removal - Refitting),
  - the high level brake light (see Third brake light: Removal - Refitting),
  - the tailgate opening control (see Tailgate exterior opening control: Removal - Refitting),
  - the tailgate lock (see Tailgate lock: Removal - Refitting),
  - the rear screen wiper motor (see Rear screen wiper motor: Removal - Refitting),
  - the tailgate trim (see Tailgate lining: Removal - Refitting).

*Note:* It is possible to carry out the trim removal operations on the vehicle before removing the tailgate.