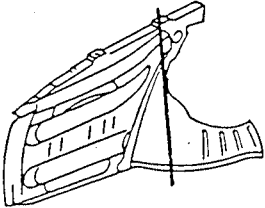
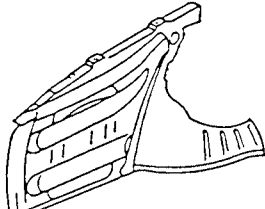
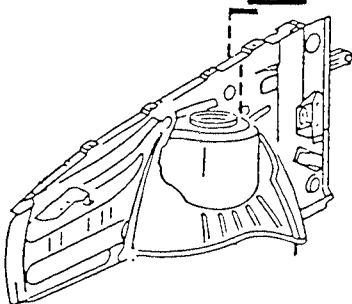
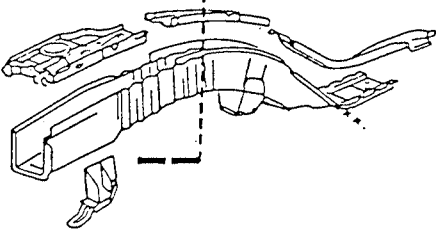
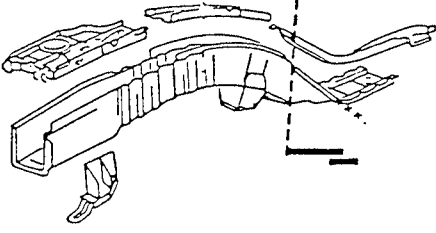
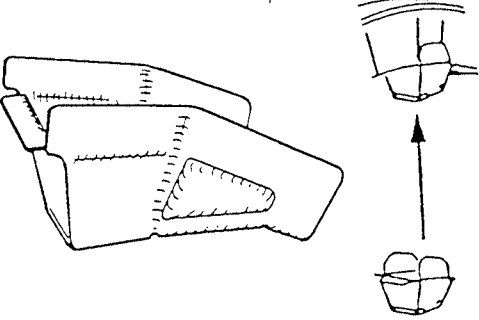
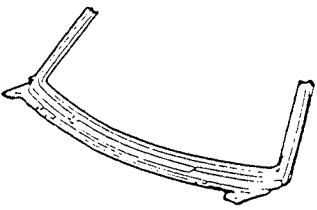


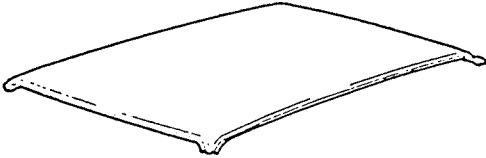
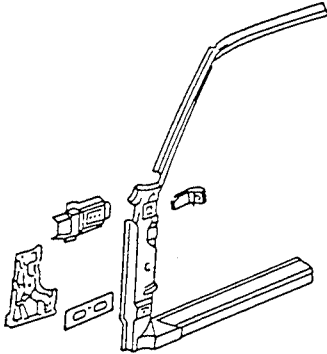

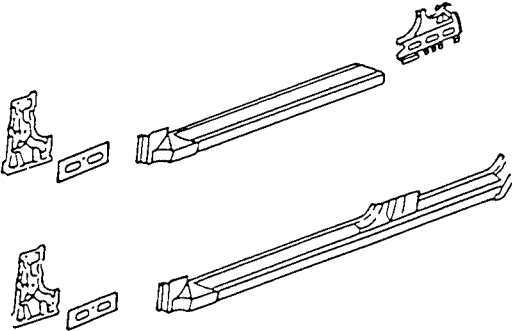
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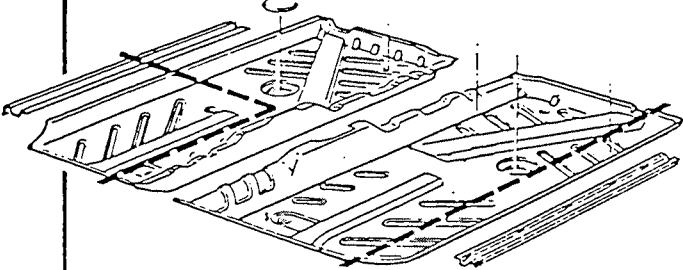
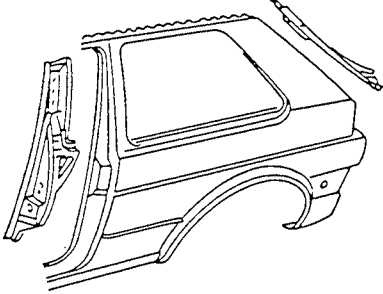
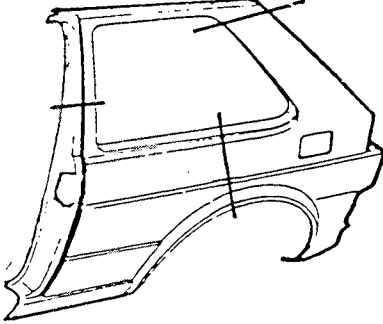
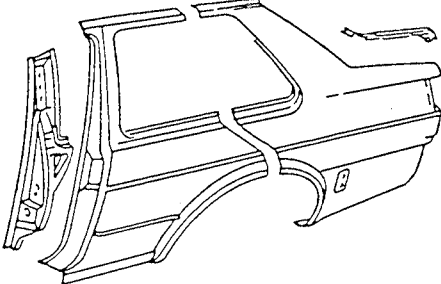
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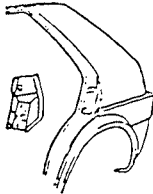
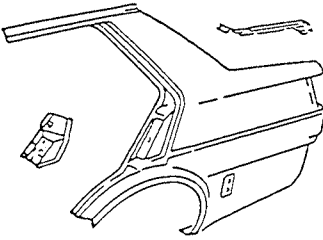

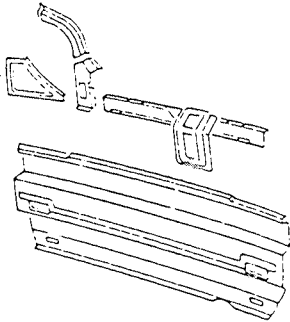
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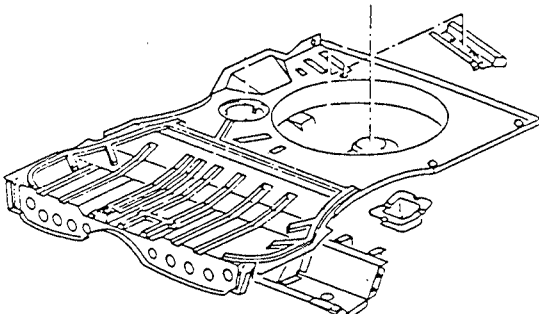
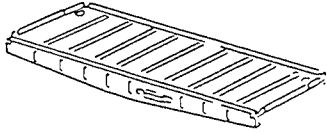
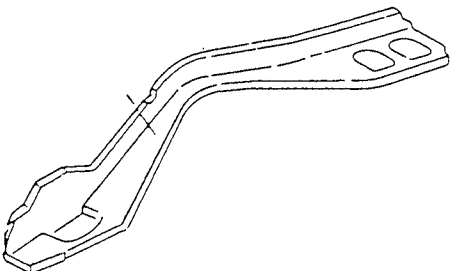
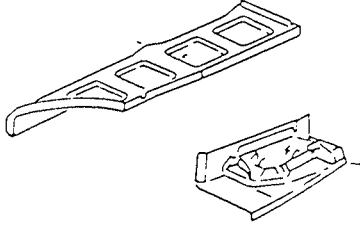
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Replacement body sub-parts and part sections

A "sub-part" is a section of a complete part (e.g. end section front and rear), which is supplied direct from the Parts Department, already cut to size.

On other hand "part sections" are cut from complete parts to the required size, by the workshop doing the repair. In individual cases it will be necessary to work exactly to the method described and illustrated in the manual.

Because the use of "sub-parts" and/or "part sections" together with special tools and equipment influence the times, special note is made of the tools and equipment in the description of repair.

Basic instructions for body repairs

Parting cuts: The parting cuts or cutting lines illustrated in the description of operations are based on detailed examinations carried out on accident vehicles.

In areas where cutting and the subsequent joining affect the rigidity of the body and also the operational safety and serviceability of the vehicle, the parting cuts must be made in accordance with the Workshop Manual instructions.

Straightening: Bodies and floor sections are produced mainly from cold formed deep drawn sheet metal. For this reason the reshaping of accident damaged areas should be carried out in the same manner.

If the extent of the damage does not permit reforming, the damaged part should be cut out after adjacent surfaces have been straightened.

Note: The removal of parts alters the vehicle weight distribution, making it necessary to secure the vehicle to the hoist.

The battery must be completely disconnected before carrying out arc or spot welding operations.

Before commencing any welding or brazing operations, ensure that good ventilation conditions exist.

The rules for the prevention of accidents must be strictly adhered to when carrying out repairs to the vehicle body and paintwork.

When spot welding galvanised sheet metal, the welding current must be increased by 30 %, the electrode pressure must also be increased and the electrodes themselves should be pointed.

If galvanised sheet metal is to be welded with shielded arc, the welding capacity must be increased.

Long term body protection:

After introducing the customer oriented bodywork warranty "6 year warranty against rusting through, since 07.03.79, 3 year warranty against paint defects since 25.03.83" all body repairs must be carried out in a professional manner, as prescribed by the Manufacturer.

- The only materials to be used are those which have the Manufacturer's approval.
- Outer panels must have a finishing coat on the inside before welding in.
- Cold zinc paint (LKL 015 001) must be used when RP • spot welding.
- All weld seam areas must be primed, both inside and out, before sealing off.
- Stone damage protection paint and underbody sealant must be applied before application of the finishing coat.
- After applying the finishing coat, all cavities in the repaired area must be treated with cavity protection material.

Conditions in which body and/or parts are passed for painting

Before a repaired vehicle or part is handed over to the paint shop for painting, the repaired or beaten out, and where necessary, filled surfaces must be prepared for painting by sanding down with sand paper having a grain of P80-P100.

This preparatory work is the job of the sheet metal worker and is included in the time allowed for the repair.

Diagnosis on accident vehicles

Damage to the running gear and assembly mountings, which could have very serious effects later on is sometimes not discovered when accident vehicles are being repaired. Where the accident damage indicates over-stressing of the vehicle, special attention must be paid to the following components, completely independent of the axle geometry measurement which must be made in all cases:

Check to ensure that the steering gear and linkage operate correctly over the complete lock-to lock range. Carry out a visual check for bent or cracked parts.

Check the running gear and all running gear components such as wishbones/trailing arms, suspension struts, steering knuckles, anti-roll bars, sub-frames, axle beams and mountings for bending, twisting and fracturing.

Examine wheels and tyres for damage, true running and imbalance. Examine tyres for cuts/splits etc. in treads and walls and check the pressures.

Examine the engine/gearbox/exhaust system mountings for damage.

Finally, a thorough road test will give the assurance that the vehicle is once again completely roadworthy and can be handed back to the customer without any doubts as to its mechanical state.