

# BODY REPAIRS

## INDEX

	<i>Page</i>
MINOR DAMAGE AND BODY DISTORTION .. .. .	65
MAJOR DAMAGE AND BODY SHELL RENEWAL .. .. .	65

***Have you read the General Notes on page vii?***

### MINOR DAMAGE AND BODY DISTORTION

Minor body damage can be corrected in the normal way with hydraulic body repair equipment. Consideration must however, be given to distortion of other body members in addition to the obviously damaged parts. For example, an impact involving a rear quarter panel may also have caused the less apparent displacement of the rear

longitudinal members, and in turn misalignment of the rear axle. Distortion of the front end structure resulting from a side or frontal impact on a front wing may not be obvious until a more detailed examination of the engine mount side rails and floor panel has been carried out.

### MAJOR DAMAGE AND BODY SHELL RENEWAL

Where extensive buckling and tearing of the body is encountered, the most economical and satisfactory repair may be to cut away the damaged parts and weld in new panels or members. To facilitate identification of the various panels and determine the area to be cut away, exploded views of the body construction are shown in Figs. 97 and 98. It must be borne in mind that in some cases where a complete member or panel assembly only is serviced, it may be easier and more satisfactory to remove the damaged area and cut the new parts to suit. One exception to this method is in the body side panel, which is supplied as a single item as shown in Fig. 97, or in four separate sections (Fig. 100). When renewing a rear lower outer panel, the existing body side panel should be cut away to suit the new section as shown in Fig. 101.

Before attempting any welding or heat straightening operation, precautions must be taken against the risk of fire or damage to plastic trim and sealing materials. The fuel tank and pipe line must always be removed if welding operations are to be carried out in adjacent areas.

Where partial or complete replacement of the front end structure is required, Front End Assembly Frame D.1151 (Fig. 102) should be used to support the new members and panels in position. The assembly frame is first bolted to the underside of the floor panel, using the two forward manufacturing location holes (Fig. 103) and supported at the front end by body jacks. Before tightening the attaching bolts, diagonal and longitudinal checks must be made to ensure that the assembly frame is in correct alignment with the floor panel. The new front sections of the engine mount side