

Quarter Outer Panel Sectioning

Removal Procedure

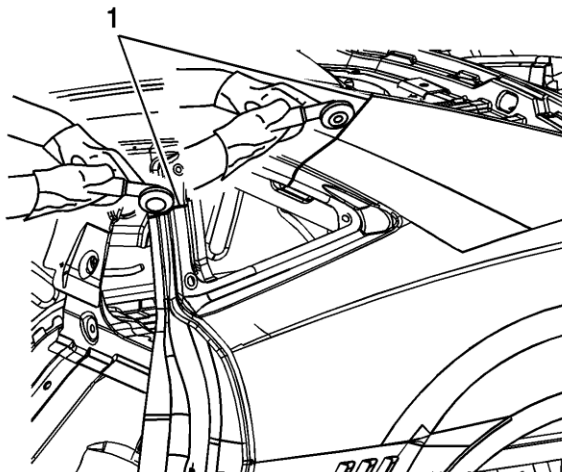
Warning: Refer to [Collision Sectioning Warning](#) in the Preface section.

Warning: Refer to [Approved Equipment for Collision Repair Warning](#) in the Preface section.

Warning: Refer to [Glass and Sheet Metal Handling Warning](#) in the Preface section.

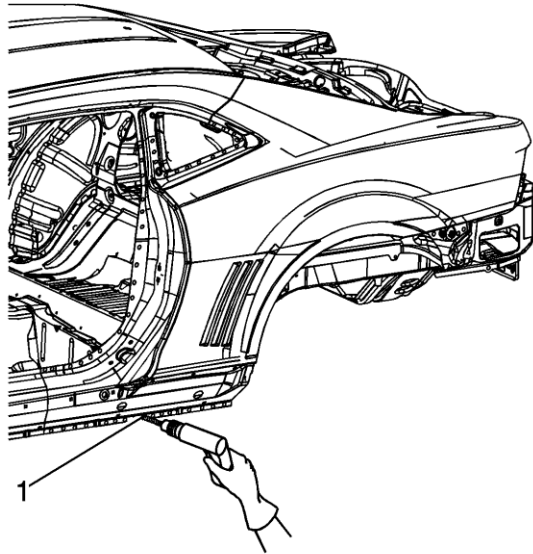
Note: The body side can be replaced at factory seams, but requires the removal of the roof and Front Upper Rail. The sectioning procedures have been developed as a more cost effective alternative to complete replacement. The specific area to be sectioned is determined by the extent of the damage to the vehicle.

1. Disable the SIR system. Refer to [SIR Disabling and Enabling](#).
2. Disconnect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#).
3. Remove all related panels and components.
4. Restore as much of the damage as possible to factory specifications.
5. Note the location and remove the sealers and anti-corrosion materials from the repair area, as necessary. Refer to [Foam Sound Deadeners Warning](#).



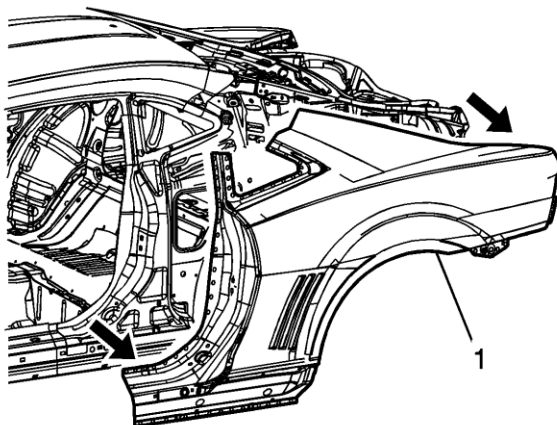
Note: Do not damage any inner panels or reinforcements. The Quarter Panel may be sectioned between the quarter glass opening and the rear window opening, using a 50 mm sleeve.

6. Cut the Quarter Panel where sectioning is to be performed (1).
7. Perform additional sectioning procedures as necessary. Refer to [Rocker Outer Panel Sectioning](#).



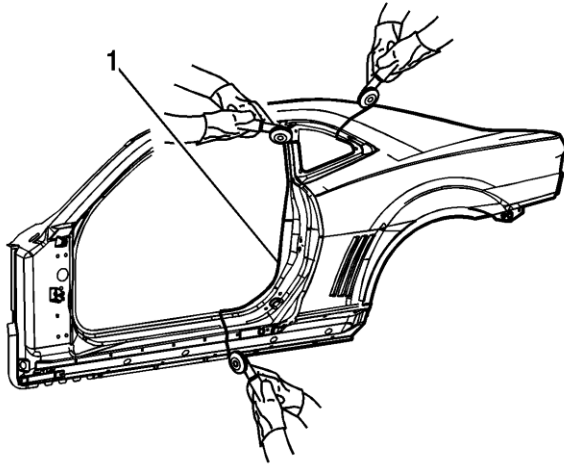
Note: Record the number and location of the original welds for installation of the service part.

8. Locate and drill out all factory welds (1).

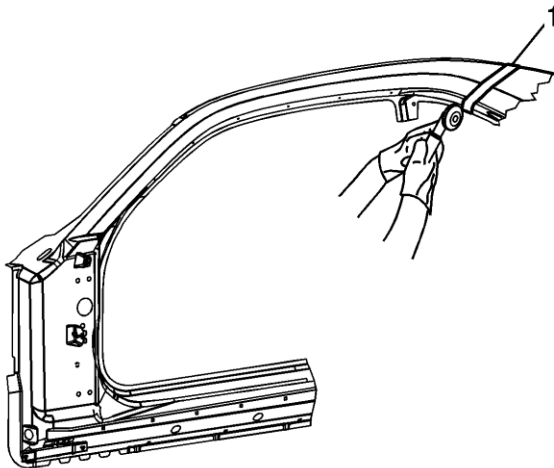


9. Remove the damaged Quarter Panel (1).

Installation Procedure

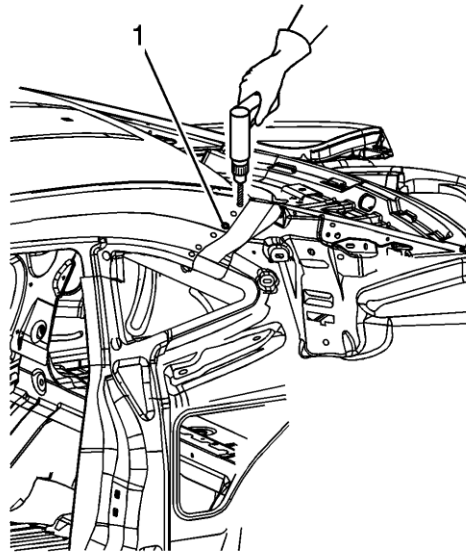


1. Cut the replacement body side in corresponding locations to fit the original panel (1). The sectioning joint should be trimmed to allow 1.5 times the metal thickness at the sectioning joint.



Note: The sectioning joint in the center pillar does not require a backing plate the center pillar reinforcement can be used as a weld backer.

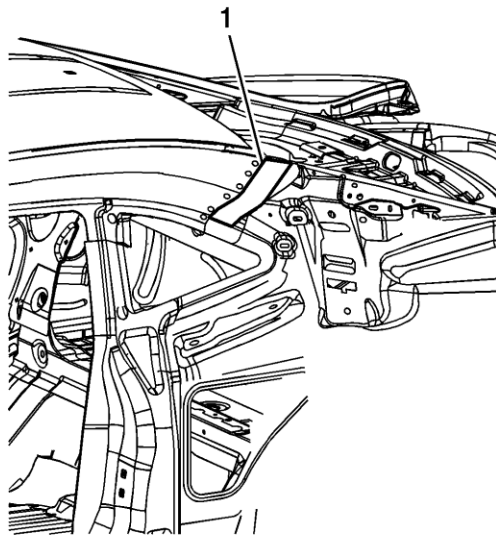
2. Create a 50 mm (2 in) backing plate from the unused portion of the service part (1). Trim the backing plate as necessary to fit behind the sectioning joint where there is no reinforcement.



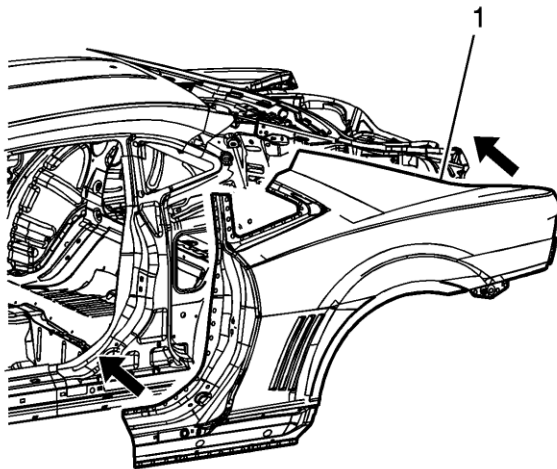
3. Drill 8 mm (5/16 in) plug weld holes along the sectioning cut on the remaining original part (1). Locate these holes 13 mm (1/2 in) from the edge and spaced 40 mm (1.5 in) apart.

Note: In any area damaged beyond recognition, or Structural weld thru adhesive was present space plug weld holes every 40 mm (1.5 in) apart.

4. Drill 8 mm (5/16 in) plug weld holes in the service part as necessary in the locations noted from the original panel.
5. Prepare all attachment surfaces as necessary.
6. Apply GM approved Weld-Thru Coating or equivalent to all mating surfaces. Refer to [Anti-Corrosion Treatment and Repair](#).

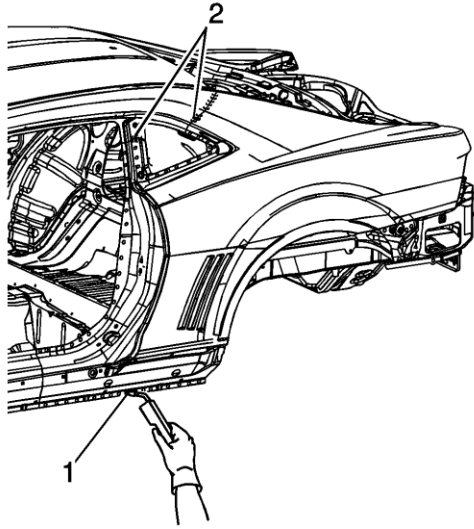


7. Fit the backing plate halfway into the sectioning joint (1), clamp and plug weld to the vehicle



8. Position the service panel to the vehicle (1).
9. Clamp service part in place.

10. Inspect the vehicle for proper dimensions using 3-dimensional measuring equipment.



11. Plug weld accordingly (1).

Note: To create a solid weld with minimum heat distortion make 25 mm (1 in) stitch welds along the seam with 25 mm (1 in) gaps between them. Then go back and complete the stitch weld.

12. Stitch weld sectioning joint (2).

13. Clean and prepare all welded surfaces.

14. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to [Anti-Corrosion Treatment and Repair](#).

15. Paint the repair area. Refer to [Basecoat/Clearcoat Paint Systems](#).

16. Install all related panels and components.

17. Connect the negative battery cable. Refer to [Battery Negative Cable Disconnection and Connection](#)

18. Enable the SIR system. Refer to [SIR Disabling and Enabling](#).

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