

# Rear Compartment Panel Sectioning

## Removal Procedure

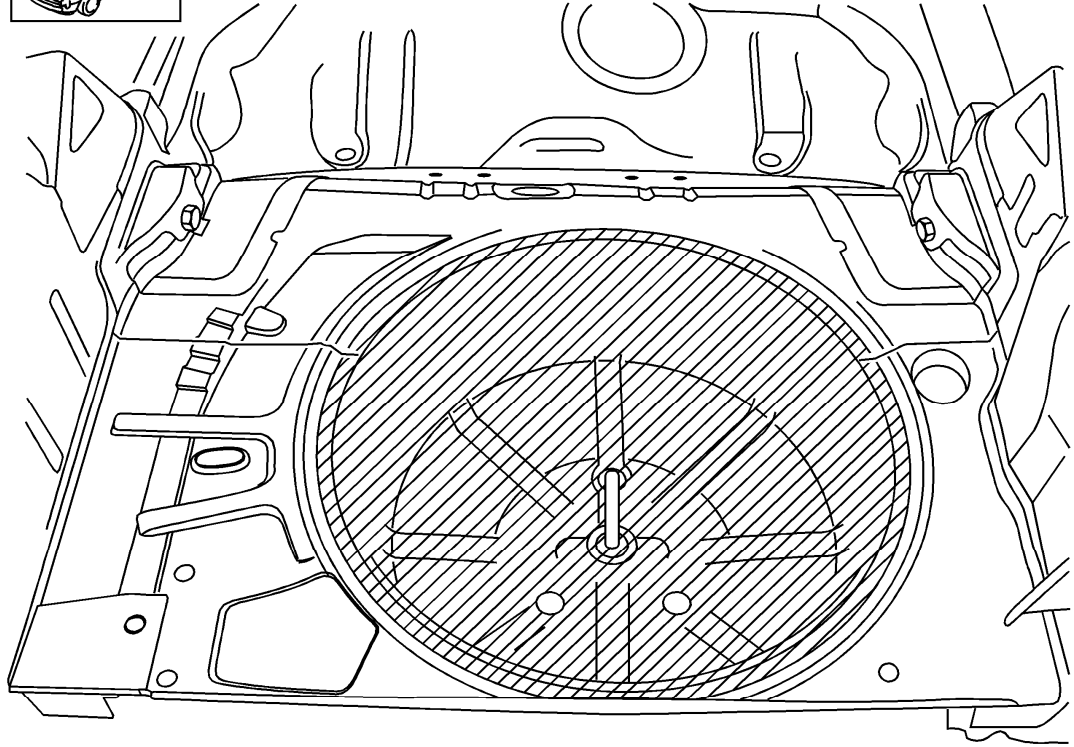
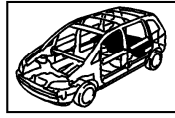
**Caution:** Refer to [Approved Equipment for Collision Repair Caution](#) in the Preface section.

**Important:** The rear floor sectioning procedure will be an overlap joint just rearward of the floor reinforcements. The service replacement panel comes as a complete assembly and will have to be cut in corresponding locations to complete the repair.

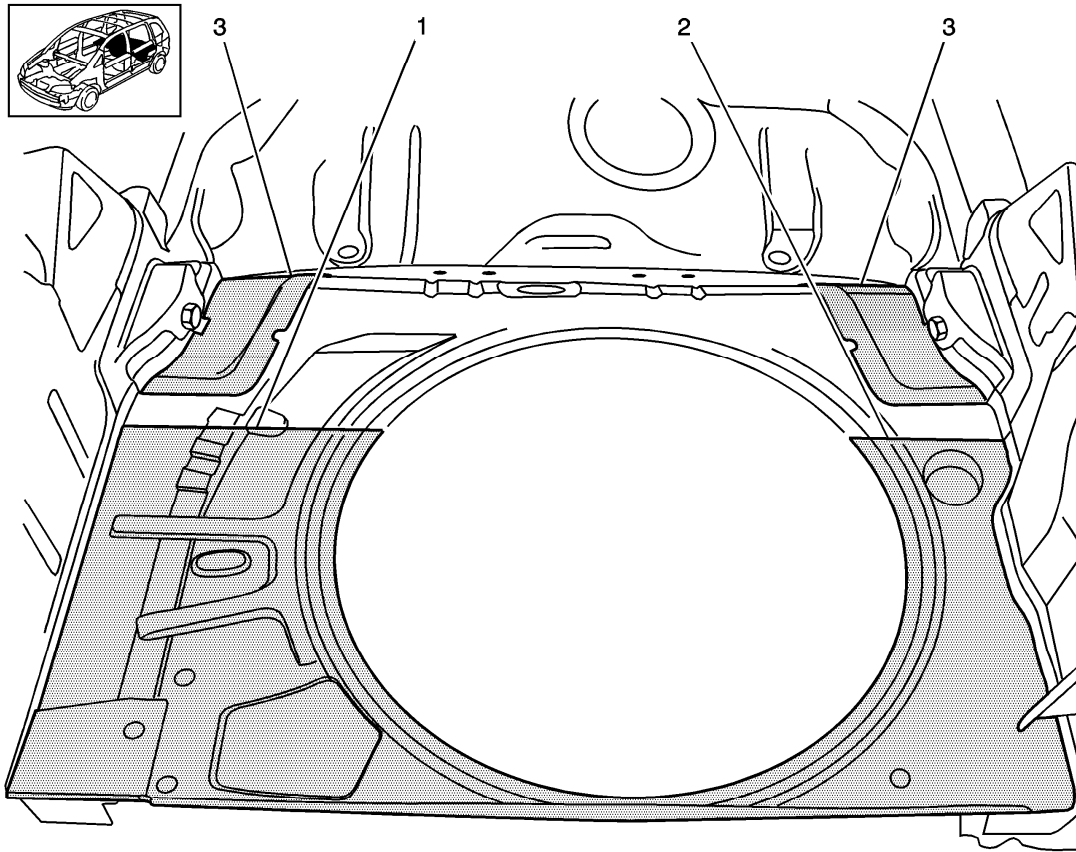
1. Disable the SIR system.
2. Disconnect the negative battery cable.
3. Remove all related panels and components.
4. Repair as much damage as possible to factory specifications. Refer to [Dimensions - Body](#)

**Caution:** Refer to [Foam Sound Deadeners Caution](#) in the Preface section.

5. Note the locations and remove the sealers and anti-corrosion materials from the repair area as necessary. Refer to [Anti-Corrosion Treatment and Repair](#)

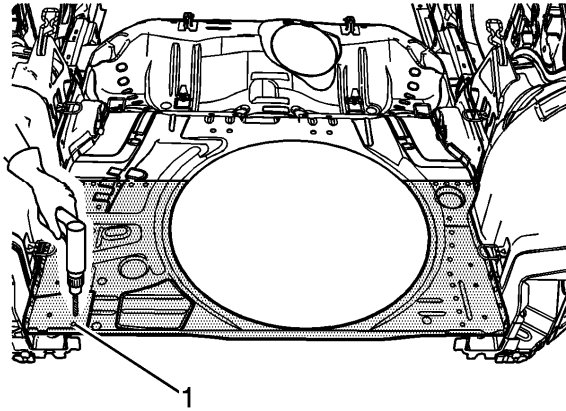


6. Locate and drill out the welds securing the spare wheel well panel.
7. Locate and cut MIG braze weld.
8. Remove the spare wheel well panel.

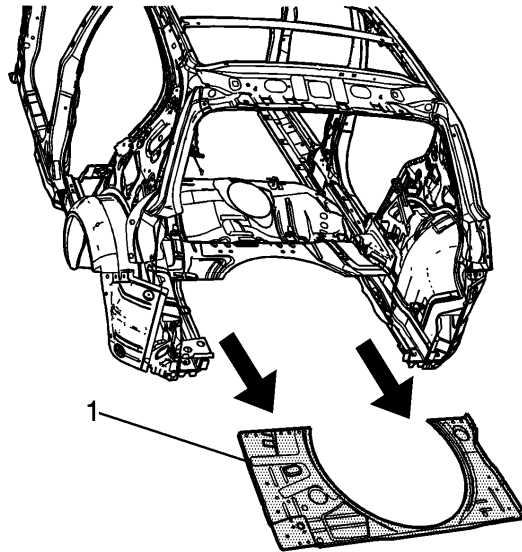


**Important:** Do not damage any inner panels or reinforcements.

9. Cut the rear compartment panel in locations (1) and (2), which are approximately 60 mm (2.5 in) from the floor reinforcements (3).

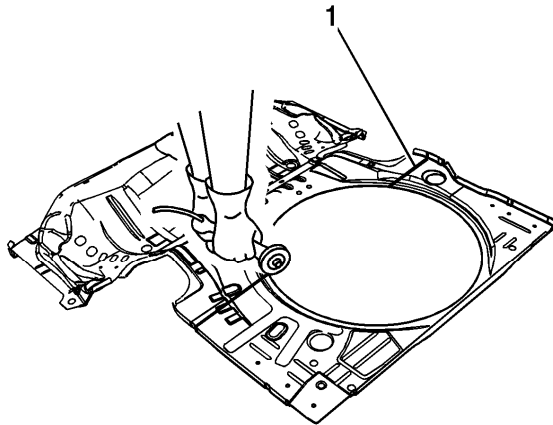


10. Locate and drill out all the factory welds (1) along the top of the floor panel. Note the number and location of the welds for installation.



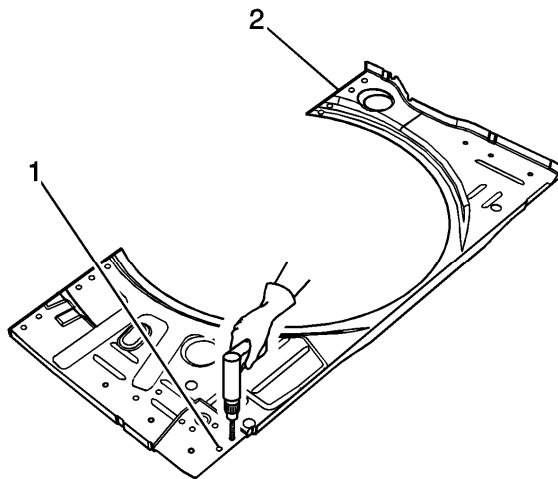
11. Remove the damaged floor panel (1) from the vehicle.

## [Installation Procedure](#)



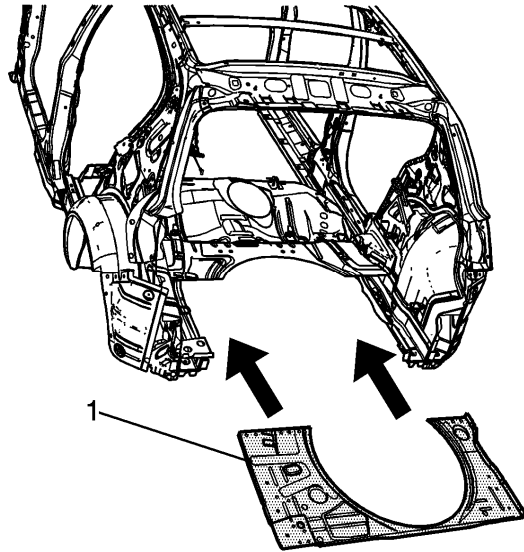
**Important:** When measuring cut location, allow 20 mm extra material for overlap seam.

1. Apply tape to the cut locations (1) based on the original sectioned cut allowing for additional 20 mm for overlap.
2. Section panel as necessary.

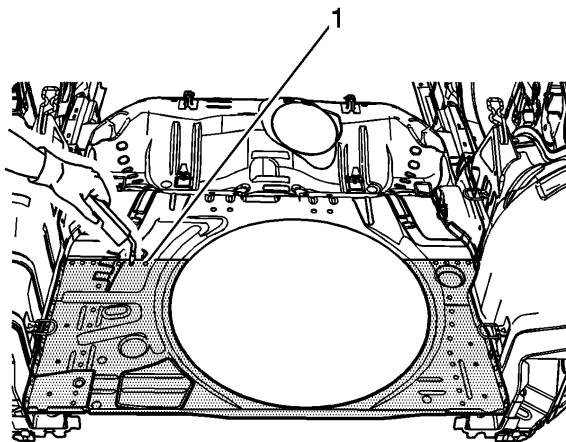


**Important:** If the location of the original welds can not be determined, or if structural adhesive is present, space the plug weld holes every 40 mm (1 in) apart in the service assembly.

3. Drill 8 mm (5/16 in) plug weld holes (1) as necessary in locations noted from the original panel.
4. Drill additional plug weld holes (2) along the overlap edge spaced 40 mm apart.
5. Prepare all mating surfaces as necessary.
6. Apply GM approved Weld-Thru coating or equivalent to all mating surfaces.  
Refer to [Anti-Corrosion Treatment and Repair](#)



7. Position the service rear panel to overlap the original panel (1). Clamp in place.



8. Plug weld accordingly.

**Important:** To create a solid weld with minimal heat distortion, make 25 mm stitch welds along the seam with 25 mm gaps between them.

9. Stitch weld the sectioning joint.
  10. Install the rear spare wheel well panel.
  11. Clean and prepare all welded surfaces.
  12. Apply the sealers and anti-corrosion materials to the repair area. Refer to [Anti-Corrosion Treatment and Repair](#) .
  13. Paint the repair area. Refer to [Basecoat/Clearcoat Paint Systems](#) .
  14. Install all related panels and components.
  15. Connect the negative battery cable.
  16. Enable the SIR system.
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