



Sedan Range

DATE 7/98

13-38

SERVICE

TECHNICAL BULLETIN

Rear Wheel lip Corrosion – Replace Damaged Section – Repair Procedure

MODEL 1995-97 MY
Sedan Range
VIN 720001-803216

ISSUE:

A small number of early production Sedan Range vehicles within the above VIN range have exhibited a degree of corrosion blistering on the rear fender 'eyebrow' area.

The corrosion is due to an incomplete production process where the sealant, introduced between the edges of the inner wheel well panel and the fender panel, has not adhered to the bare metal of the fender panel edge.

The gap between the sealant and the fender retains moisture, which promotes corrosion, from the inner surface outwards.

The corrosion, if present, can be seen as blistering or staining of the paint film on the rear wheel well eyebrow where the corrosion, originating at the back of the panel, has progressed through to the outer surface.

What can be seen on the surface may be the total extent of the corrosion, however, experience has shown that further corrosion will probably be found around the inside edge, up to 5 cm (2 in) from the edge of the fender panel, i.e. where the sealing material was in contact with the panel.

The inner wheel well panel edge is not affected.

ACTION:

Obtain DSM approval before repairing the fender under the terms of the Corrosion Warranty.

The corroded area must be removed and replaced by a section cut from a replacement panel.

A new sealing material, for the wheel well area, was introduced from VIN 803217: this material provides a good continuous, adhered and sealed, seam.

Remove the rear bumper assembly, vehicle battery, fuel tank, rear seat, rear carpet and the treadplate.

MARKING THE REPLACEMENT PANEL

- A curved line 55 mm, (2.2"), above and following the wheel opening line will mark the cutting line for the vehicle **body**, but, since the body panel will be set flanged 10 mm, (0.4"), above this line, the **replacement panel** should be marked to a dimension of 55 mm plus 10 mm, **i.e. 65 mm, (2.6")**, (B, Illustration 1), to give the required 10 mm overlap.

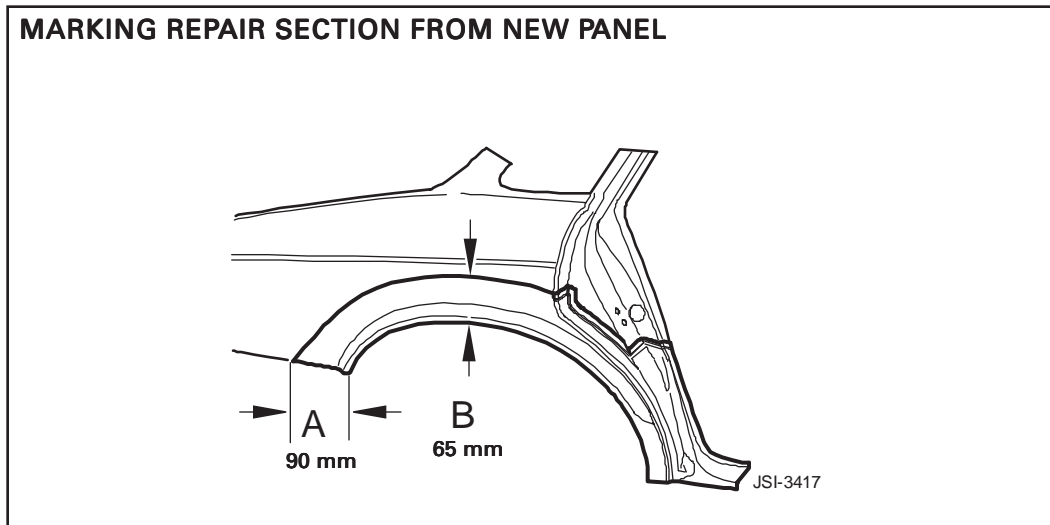


ILLUSTRATION 1

- From a point 90 mm, (3.5"), to the rear of the lower rear corner of the wheel well, (A, Illustration 1), mark a line to blend with the 65 mm line.
- Mark a horizontal line across the crease below the striker plate and then extended horizontally forward to the panel edge, (Illustration 2).

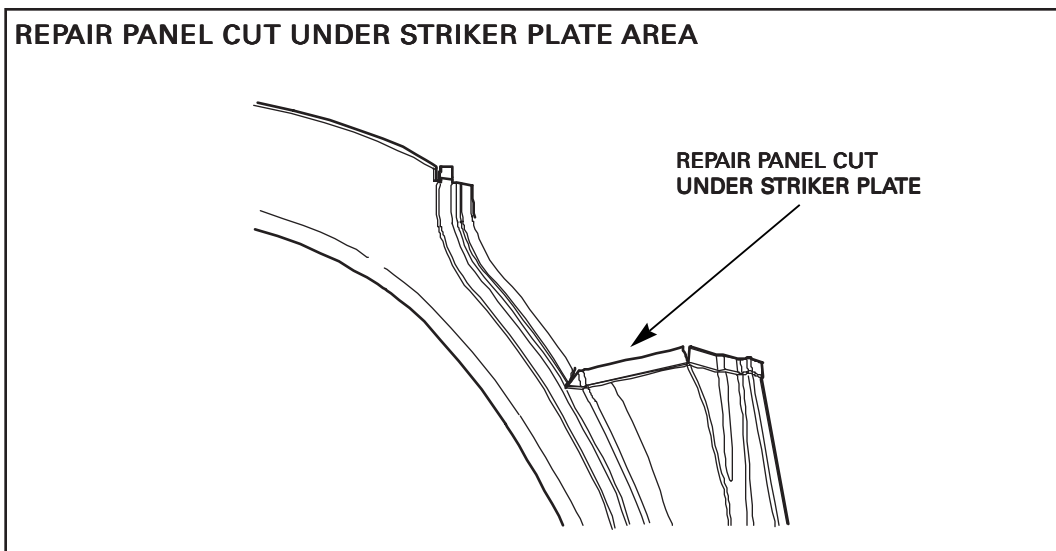


ILLUSTRATION 2

- The line connecting the wheel well line to the horizontal crease line should follow the inside of the body closure edge, **i.e. on the vertical flat face, not in the corner radius.**

- At the point where the line turns in at the door opening the flanging of the body ends and the flanging of the replacement panel begins, so the cutting line must be moved upward by 10 mm to create a cutting line.

CUTTING THE VEHICLE BODY PANEL

- Cover all exposed paint and trim areas with a suitable dust-proof sheet or film and mask the area around the cutting line with masking tape to provide a marking area and a protection against paint damage.
- Remove any burrs from the cut edge of the replacement panel.
- Carefully place the replacement panel in position over the body panel, to act as a template, and then mark around the edge (Illustration 3).

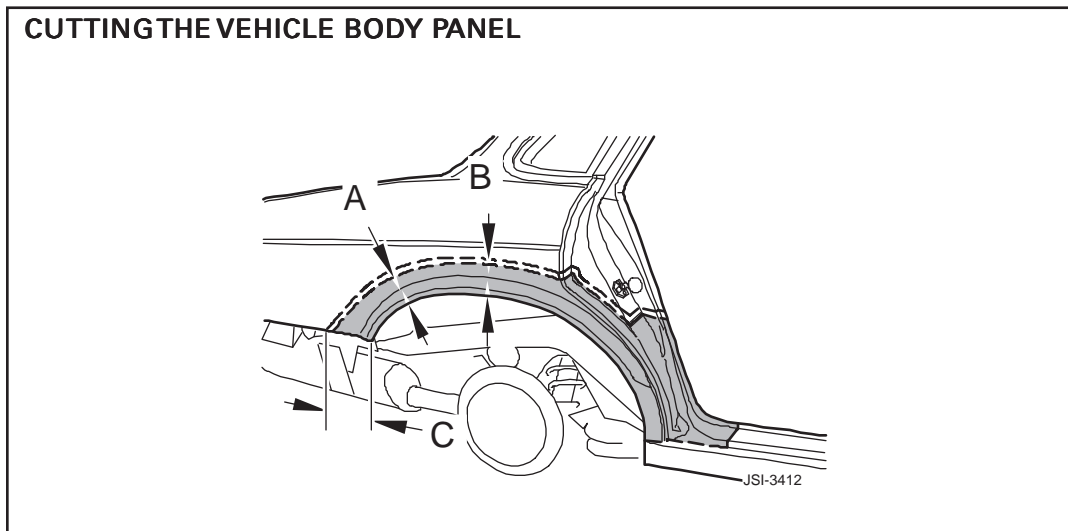


ILLUSTRATION 3

- Remove the panel/template and mark a line 10 mm **below**, (A, Illustration 3), the line already marked, (B, Illustration 3), to provide a cutting line on the body panel. This line will result in a 10 mm overlap of replacement panel and body panel.
- Drill out the spot welds around the edge of the body panel, noting especially the welds on the inner edge of the wheel well, (arrowed in Illustration 4).

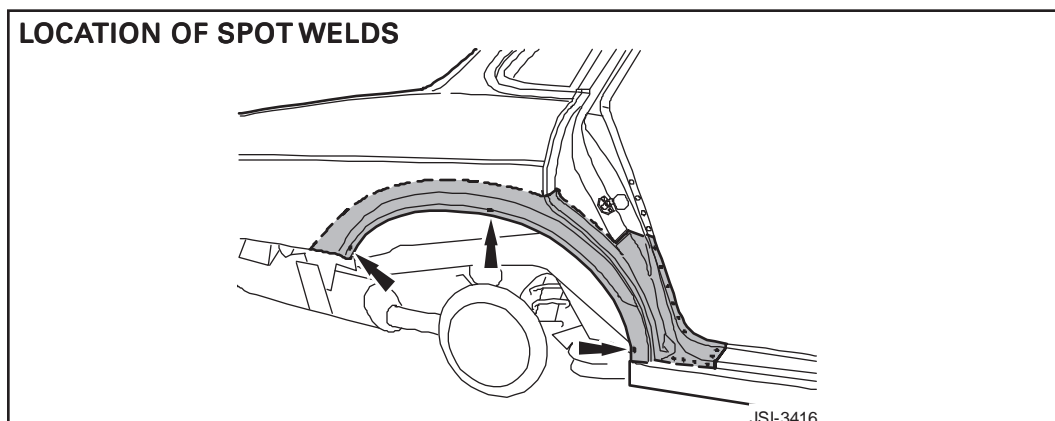


ILLUSTRATION 4

- Cut along the marked line using a cold method, i.e. disc wheel cutter (Illustration 5) and chisel, and then remove the corroded area.

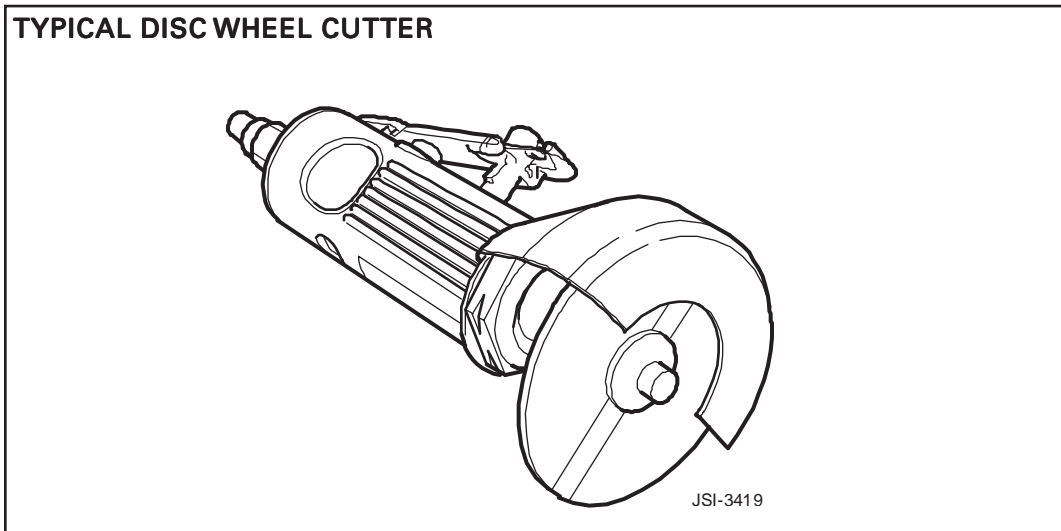


ILLUSTRATION 5

- Remove any burrs from the cut edge and the spot weld sites of the body panel. During this operation do not damage the inner wheel well panel.
- Clean the paint from the area to be covered by the flanged edge, at least 10 mm, (0.4"), from the edge.
- Clean the inner wheel well panel of all traces of the original sealant.
- Apply the flanging tool (Illustration 6) to the body panel around the wheel well and up to the door opening.

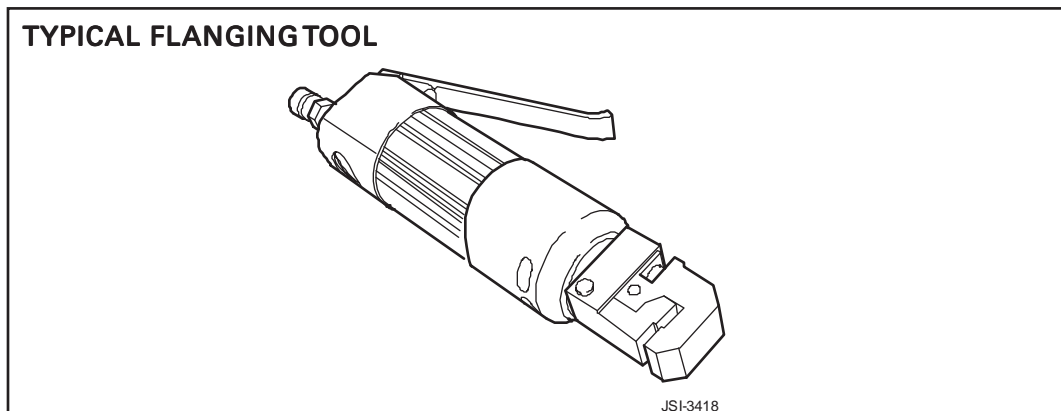


ILLUSTRATION 6

- At the point where the wheel well line meets the door opening, the body panel flanging operation stops, and the flanging of the replacement panel begins. The flanging of the replacement panel continues across the replacement panel to the inner door opening.

FITTING THE REPLACEMENT PANEL

- Where the flanging is continued around a corner the corner edge must be split to accommodate the flanging.
- The replacement panel must be frequently fitted in position to check the fit of the flanged areas and the matching of the corners and edges.
- When all adjustments have been completed, apply a coat of zinc primer paint to all the bare surfaces on both the body and replacement panels.
- If the panel is to be tacked in position with puddle welds then an appropriate series of holes should be drilled, every 35 mm, (1.4 in.), in the panel overlap area, above the wheel well.
- Apply a generous bead of a suitable adhesive sealant all around the wheel well.
- Place the panel in position with the flanged portion under the door opening assembly, as shown in Illustration 7, and the overlap area correctly located.

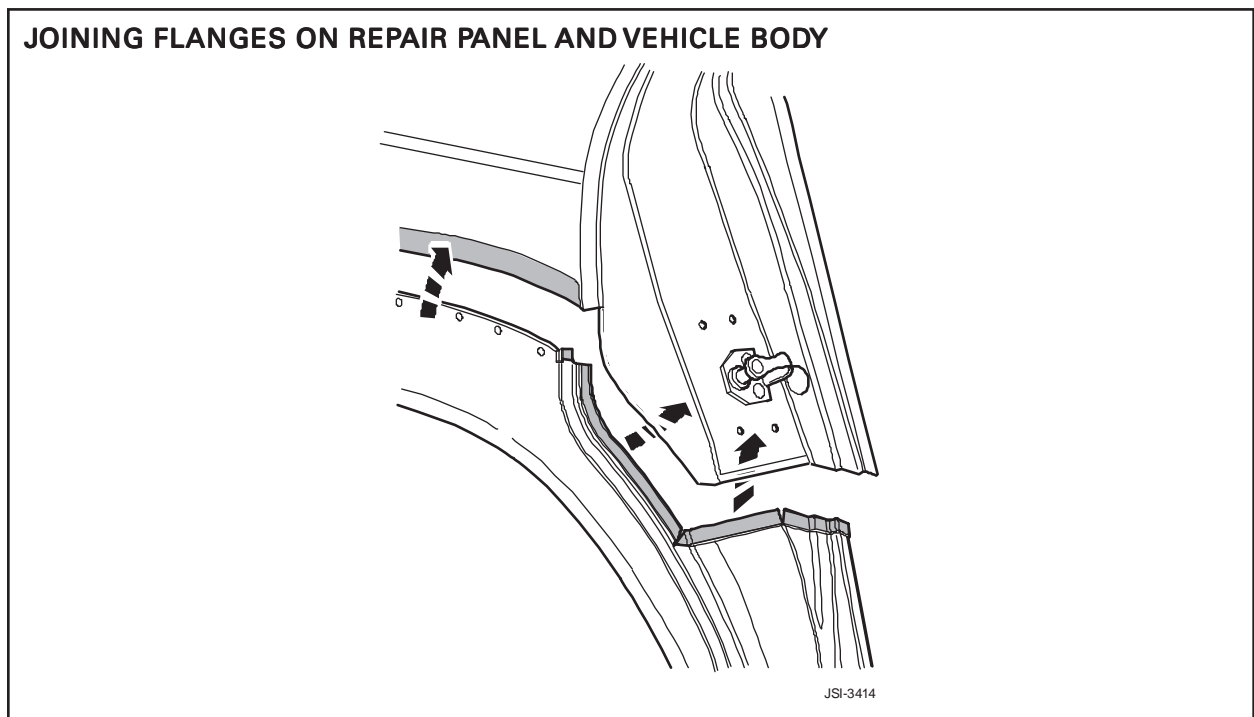


ILLUSTRATION 7

- Manually compress the wheel well eyebrow against the inner panel to spread the sealant and ensure that there is full sealant contact around the area.
- Ensure that the panel is correctly clamped in position at all points and then clean off all surplus sealant.
- Tack the panel into position.
- Check the panel position is correct and then complete the spot welds and any further welding to finally secure the panel.
- Using a suitable abrasive disc clean off all the surplus weld material to provide a smooth surface for the filler.

- Fill the area and then clean off the surplus filler to provide a suitable base for the painting operation.

PARTS INFORMATION:

<u>DESCRIPTION</u>	<u>PART NUMBER</u>
Fender panel RH rear	FNC 3320AA
Fender panel LH rear	FNC 3321AA

WARRANTY INFORMATION:

<u>FAULT CODE</u>	<u>R.O. NUMBER</u>	<u>DESCRIPTION</u>	<u>TIME ALLOWANCE</u>
XD ** **	76.93.41	Rear fender wheel lip repair	13.55 hrs.

** ** Refer to section XD of Warranty Codes and Repair Operation Times Manual.