

Body Panel Sectioning

Special Tool(s) / General Equipment

Self-Piercing Rivet (SPR) Remover/Installer
Belt Sander
Blind Rivet Gun
Air Body Saw
MIG/MAG Welding Equipment

Materials

Name	Specification
Seam Sealer TA-2-B, 3M [®] 08308, LORD Fusor [®] 805DTM	-

Repair

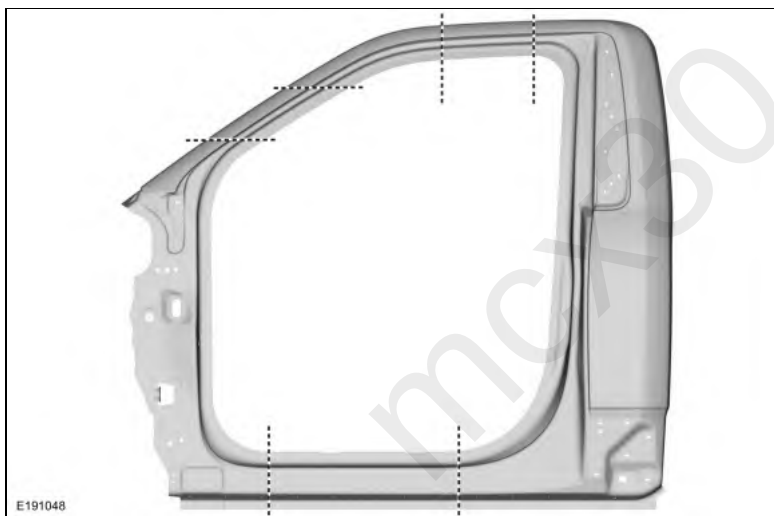
NOTICE: Do not begin removal of the vehicle body side until the replacement panel is available for reference.

NOTICE: Do not carry out body side sectioning repairs in areas of door hinge, safety restraints or striker anchoring points. Welding within 50 mm (1.96 in) of door hinge or striker locations may compromise structural integrity during a collision.

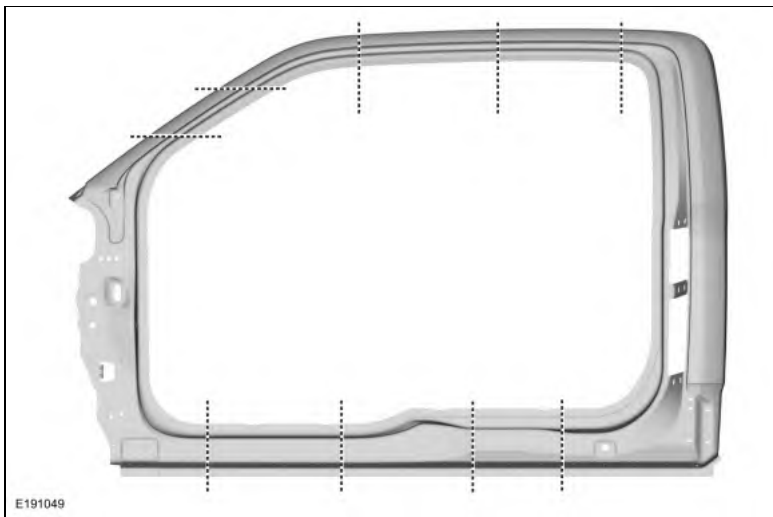
NOTE: The following illustrations are intended as a general guideline and are not all inclusive.

NOTE: LH side shown, RH side similar.

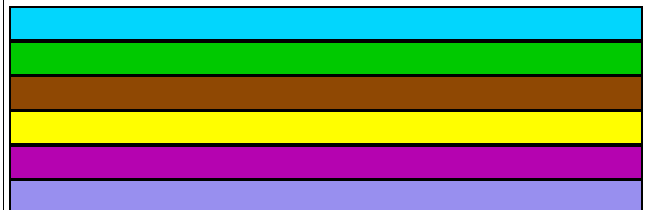
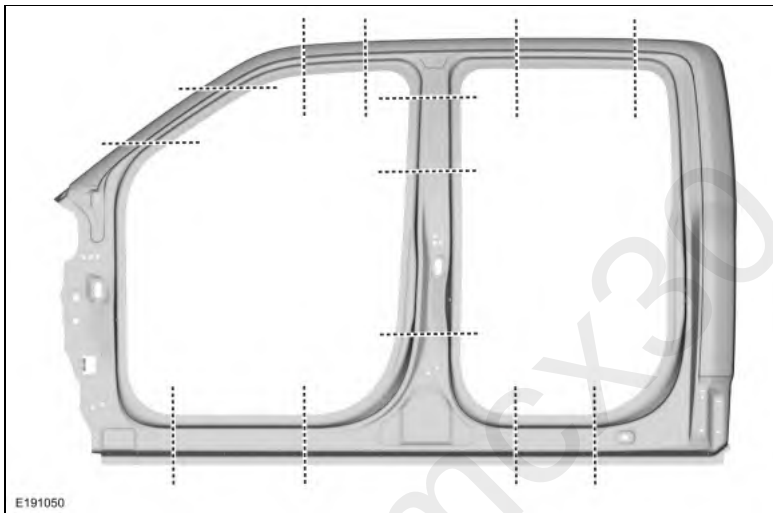
1. Regular Cab



2. SuperCab



3. Crew Cab



4. Restore the vehicle dimensionally to pre-damage condition.
Refer to: Body and Frame (501-26 Body Repairs - Vehicle Specific Information and Tolerance Checks, Description and Operation).

5. As a general rule, sectioning cut points should be chosen to result in the smallest repair area possible.

6. Detrim the vehicle as necessary and remove any SPR or FDS from the area to be repaired.
Use the General Equipment: Self-Piercing Rivet (SPR) Remover/Installer
Use the General Equipment: Belt Sander

7. Only remove as much of the **outer** body side as necessary.
Use the General Equipment: Air Body Saw

8. **NOTE:** During assembly, use a SPR where possible. This will produce a higher quality repair.

Where possible, create a lap-joint backer plate from an unused portion of the old or replacement panel. This will create a stronger joint.
Refer to: Joining Techniques (501-25 Body Repairs - General Information, General Procedures).
Use the General Equipment: Self-Piercing Rivet (SPR) Remover/Installer
Use the General Equipment: Blind Rivet Gun
Use the General Equipment: MIG/MAG Welding Equipment

9. Rough finish all sectioning joints with a fibre-based body filler, final finish sectioning joints and plug welds with a conventional body filler.

10. Properly seal all joints to prevent moisture intrusion. Water and moisture migrate toward horizontal joints and corrosion tends to occur more rapidly in these areas.
Material: Seam Sealer / TA-2-B, 3M[®], 08308, LORD Fusor[®] 805DTM

11. Proceed with the refinishing process using a Ford approved paint system and manufacturers recommendations.

12. Restore corrosion protection.
Refer to: Corrosion Prevention (501-25 Body Repairs - General Information, General Procedures).

13. Reinstall vehicle trim as necessary.

mcx30.com