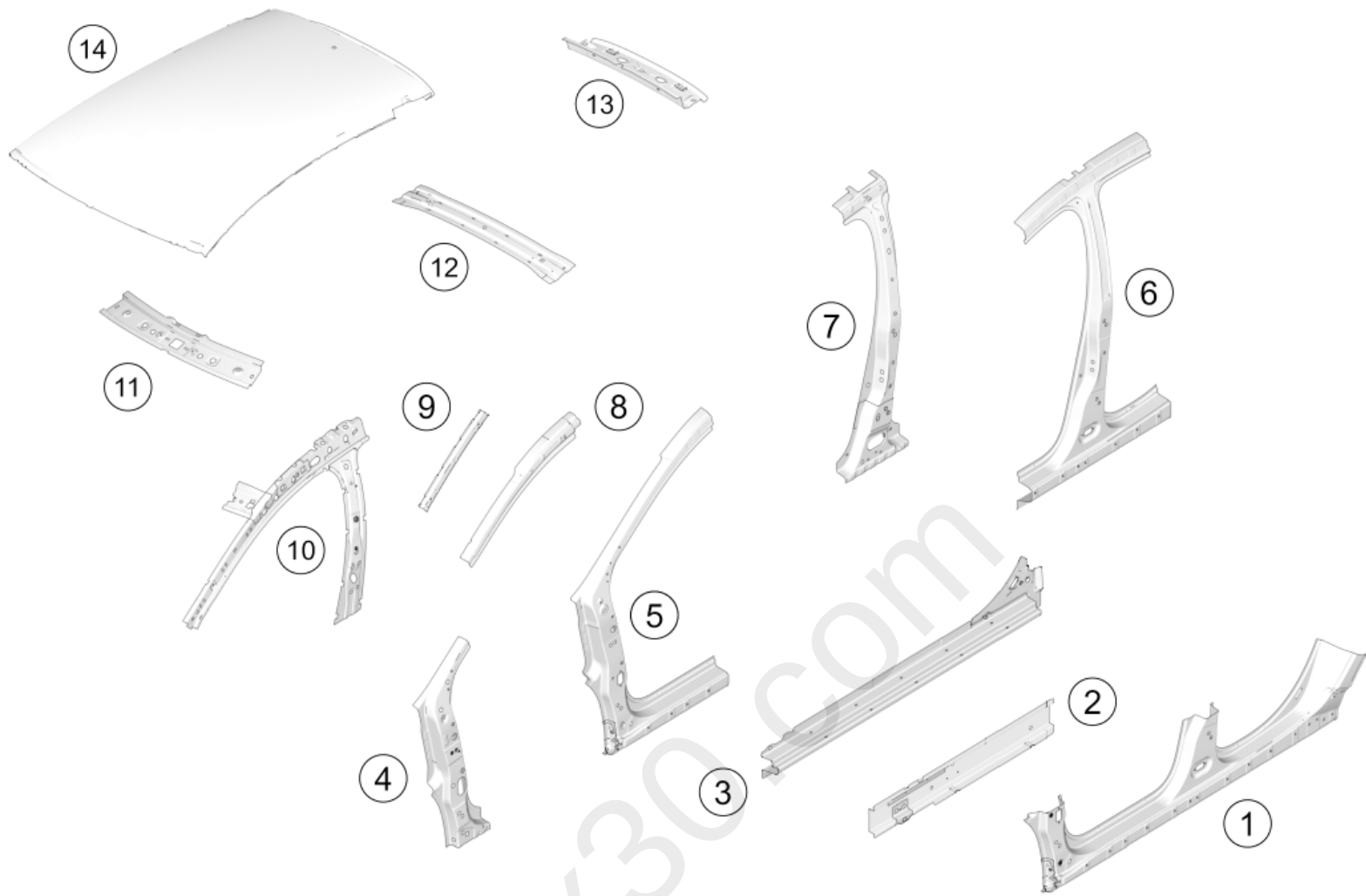




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No.	Description	Classification	Type	Thickness (mm)
(1)	Sill panel	Sill panel: Replacement	Mild steel	0.7
(2)	Sill panel closure panel		HLE	1.5
(3)	Sill panel reinforcement	Sill panel reinforcement: Replacement	HLE	1.5
(4)	A-pillar reinforcement		HLE	1.5
(5)	A-pillar	A-pillar: Replacement	Mild steel	0.7
(6)	B-pillar	B-pillar: Replacement	Mild steel	0.7
(7)	B-pillar reinforcement	B-pillar reinforcement: Replacement	HLE/UHLE	1.5/1.8
(8)	Front side roof rail reinforcement		HLE	1.3
(9)	Double seal mounting		HLE	0.65
(10)	Windscreen pillar lining		HLE/UHLE	1/1.3
(11)	Roof front cross member		Mild steel	0.65
(12)	Roof centre cross member		THLE	2
(13)	Roof rear cross member		HLE	0.95
(14)	Roof	Roof: Replacement	Mild steel	0.75

VEHICLE



Note, one or more warnings are present in this procedure



Equipment required

safety strap(s)

1. TOWING

CAUTION

See the current towing regulations in each country.

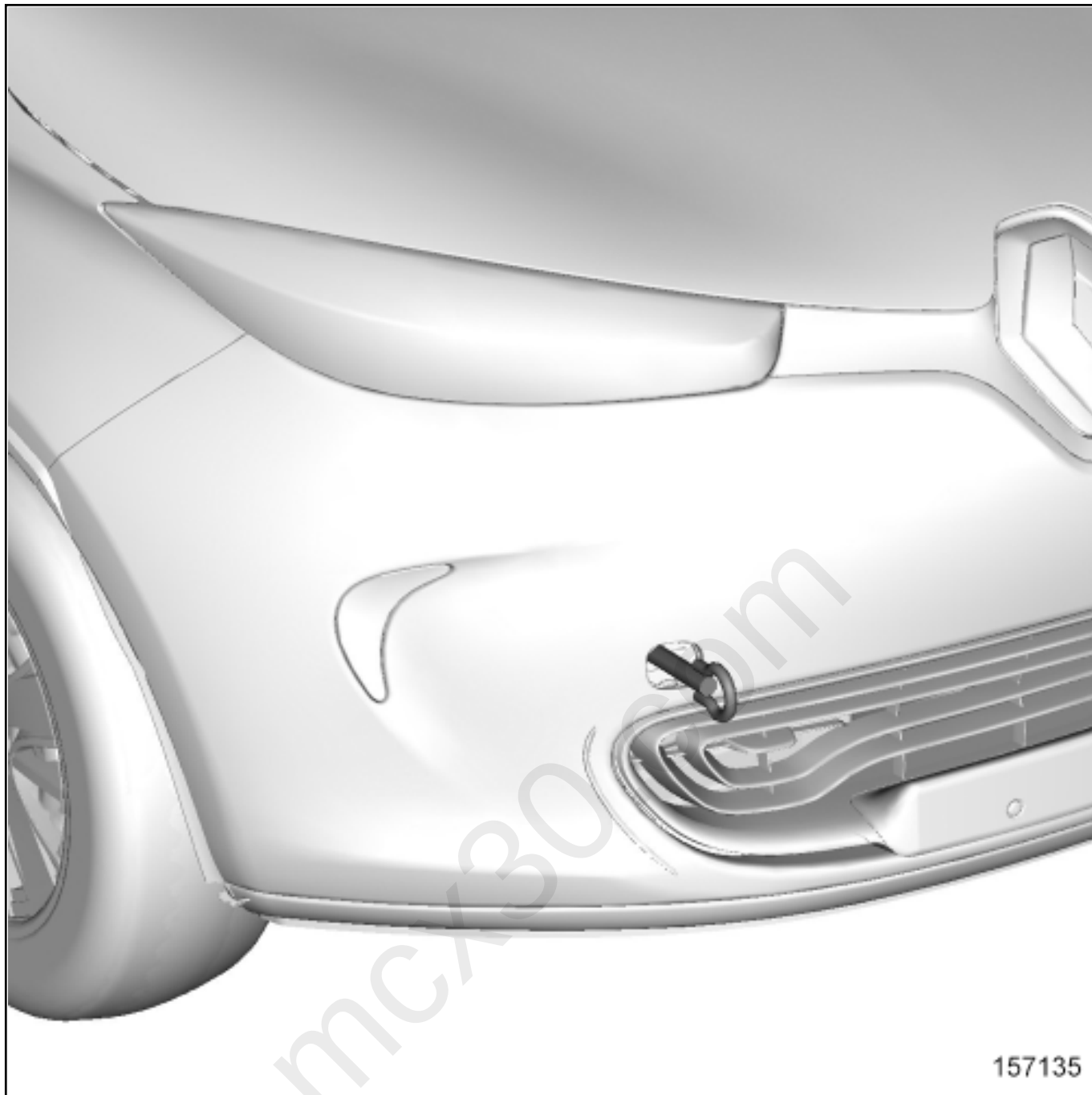
Never use the drive shafts as attachment points.

The towing points may only be used for towing on the road.

Never use the towing points for removing the vehicle from a ditch or to lift the vehicle, either directly or indirectly.

Screw in and lock the towing ring before towing.

1- POSITION OF FRONT ATTACHMENT POINT



2. LIFTING BY TROLLEY JACK



WARNING

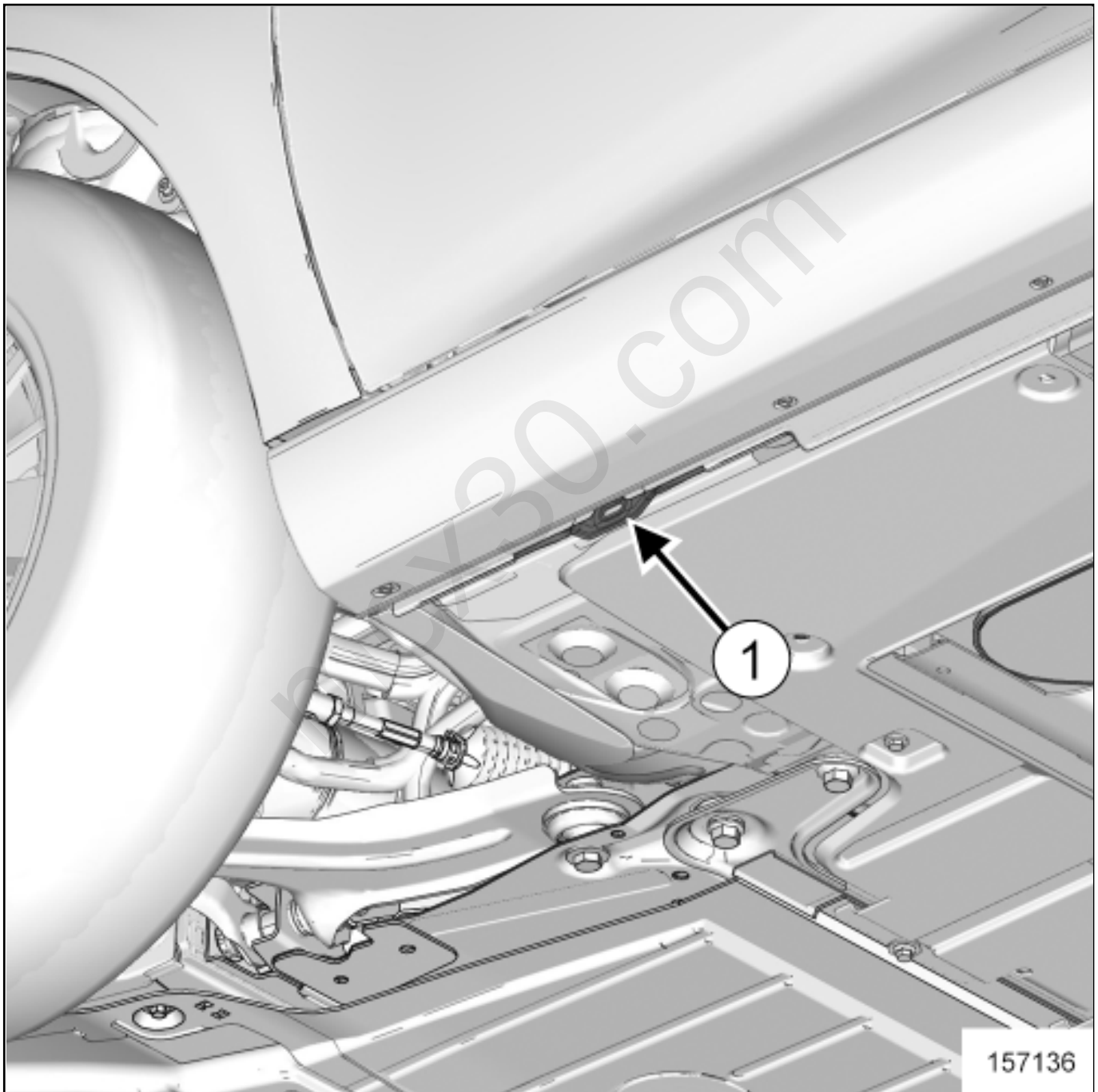
To prevent any accidents, the trolley jack must only be used to lift and/or move the vehicle. The vehicle height must be maintained with axle stands which are strong enough to support the weight of the vehicle.

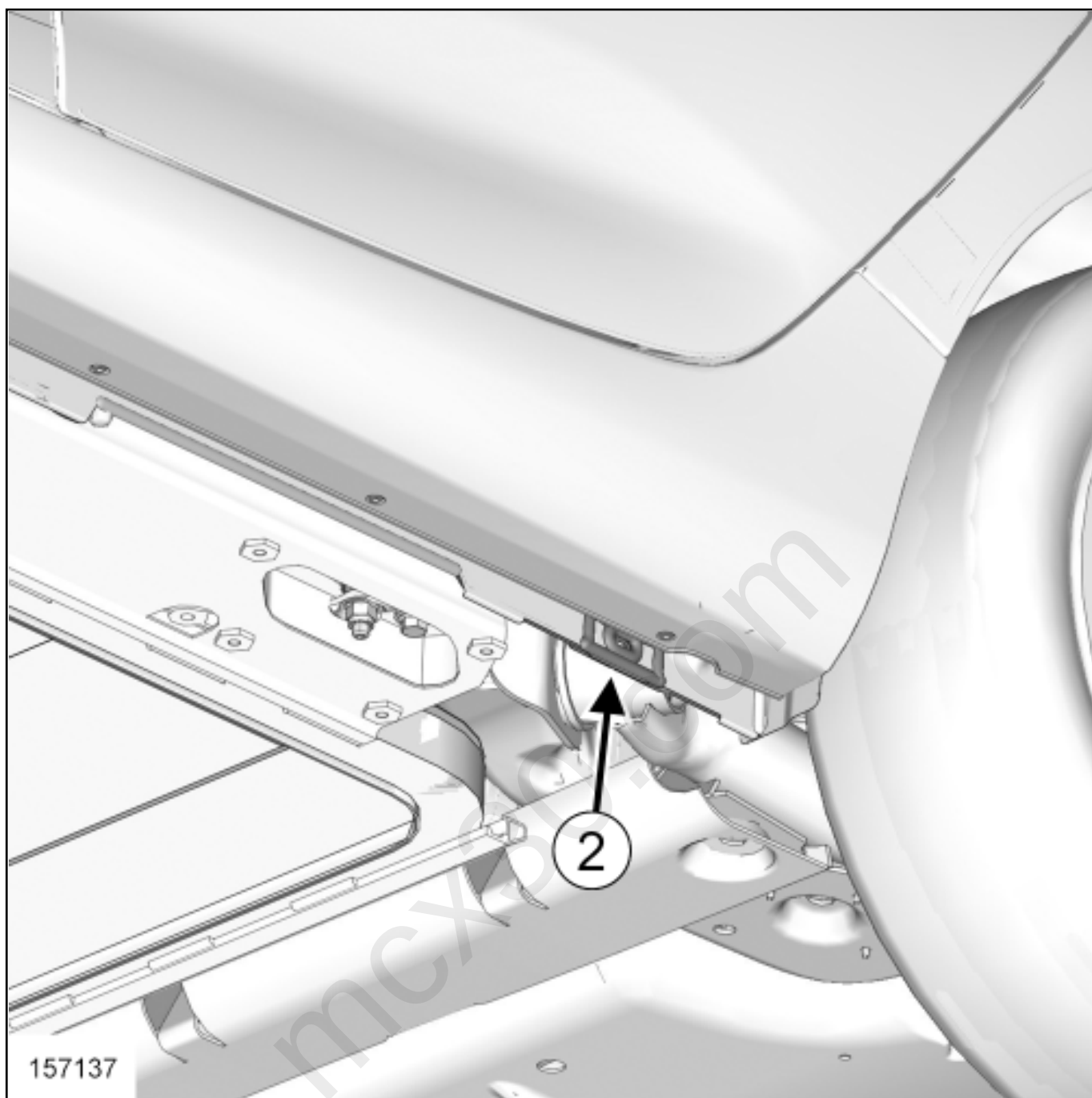
CAUTION



To avoid any damage to the original protection, use equipment fitted with rubber pads to prevent the equipment coming into direct contact with the vehicle.

To avoid any damage to the axle assemblies, the vehicle must not be raised using the front suspension arms for support or under the rear axle.

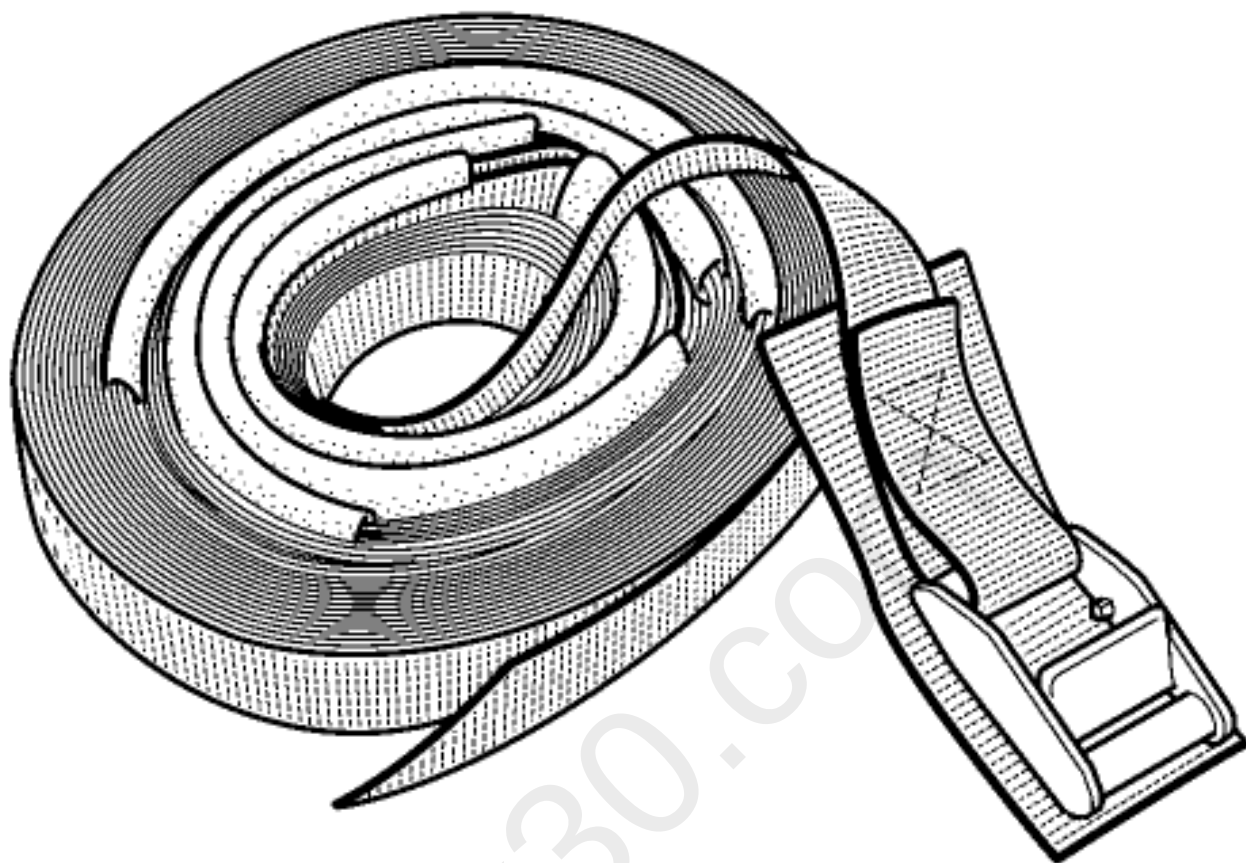




To mount the vehicle on axle stands, the entire vehicle must be lifted on one side and axle stands must be placed under the body reinforcements which are used as jacking points at(1) or (2) .

3. LIFTING ON A LIFT

1- SAFETY ADVICE REMINDER



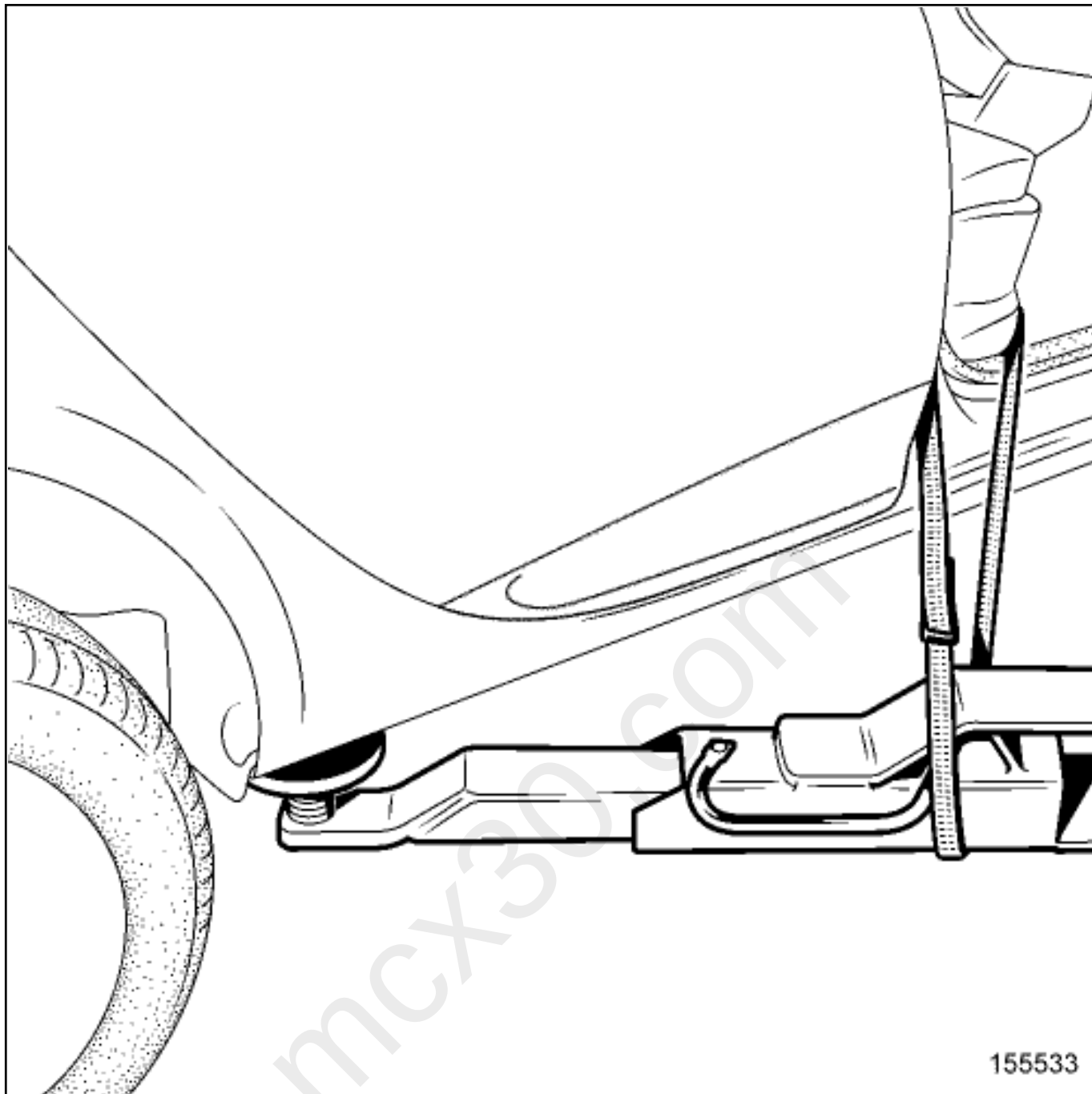
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Safety advice reminder:

If it is necessary to remove heavy components from the vehicle, it is preferable to use a four-post lift.

There is a danger that the vehicle will tilt on a two-post lift after certain components have been removed (e.g. engine and transmission assembly, rear axle, gearbox). Fit the safety strap(s) available from the Parts Department .

2- FITTING THE STRAPS



Fitting the straps:

For safety reasons, these straps must always be in perfect condition. Replace them as soon as they show signs of wear.

When fitting the straps, check that the seats and fragile parts of the vehicle are correctly protected.

1) TILTING TOWARDS THE FRONT

Pass the strap under the rear right-hand arm of the lift.

Pass the strap through the inside of the vehicle.

Pass the strap under the rear left-hand arm of the lift.

Pass the belt through the inside of the vehicle again.

Tighten the strap.

2) TILTING TOWARDS THE REAR

Pass the strap under the front right-hand arm of the lift.

Pass the strap through the inside of the vehicle.

Pass the strap under the front left-hand arm of the lift.

Pass the belt through the inside of the vehicle again.

Tighten the strap.

3- PERMITTED LIFTING POINTS

To raise the vehicle, position the pads of the lifting arms as indicated below, taking care not to damage the end of the front wing or the underside of the sill panel.

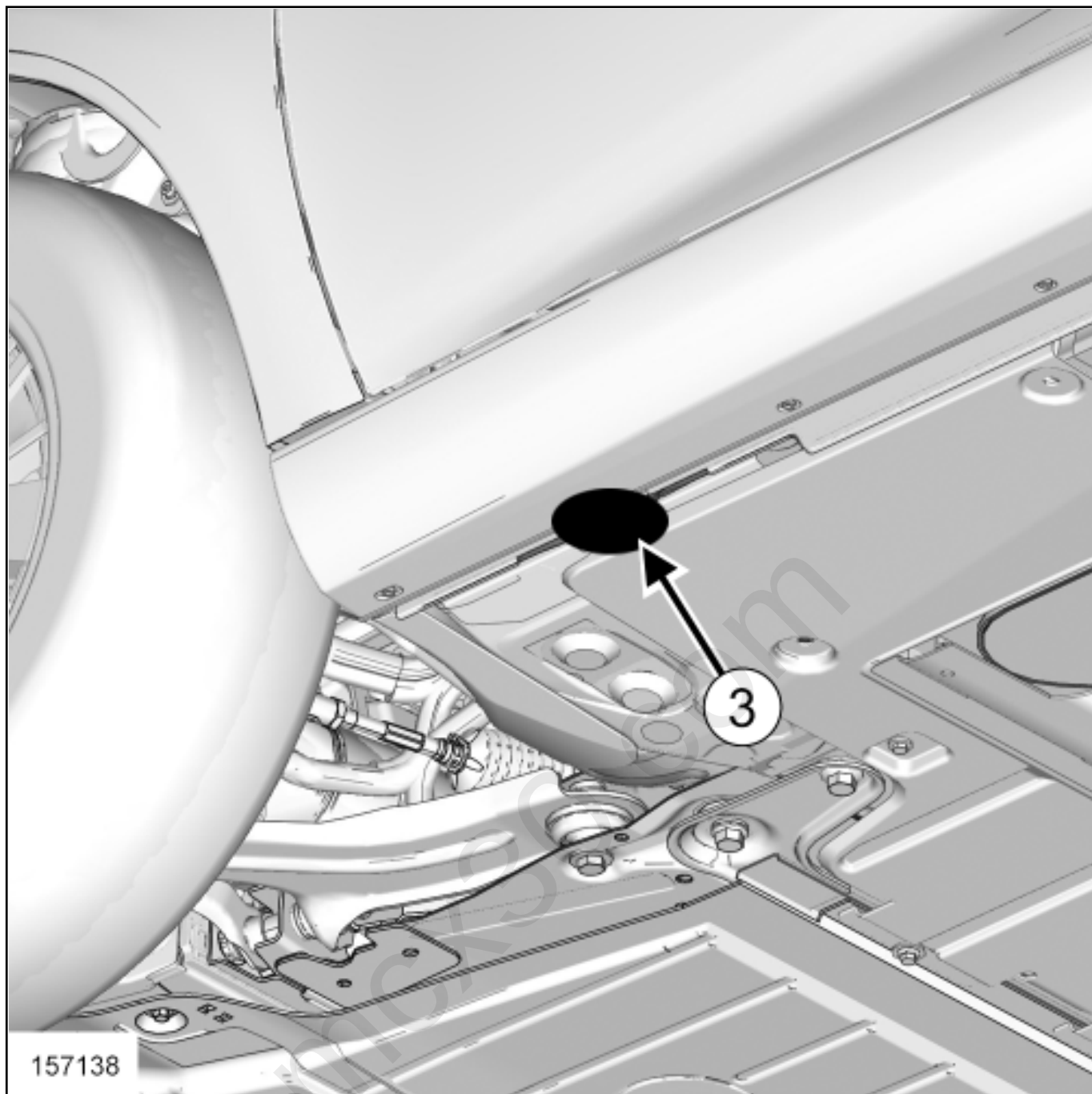


WARNING

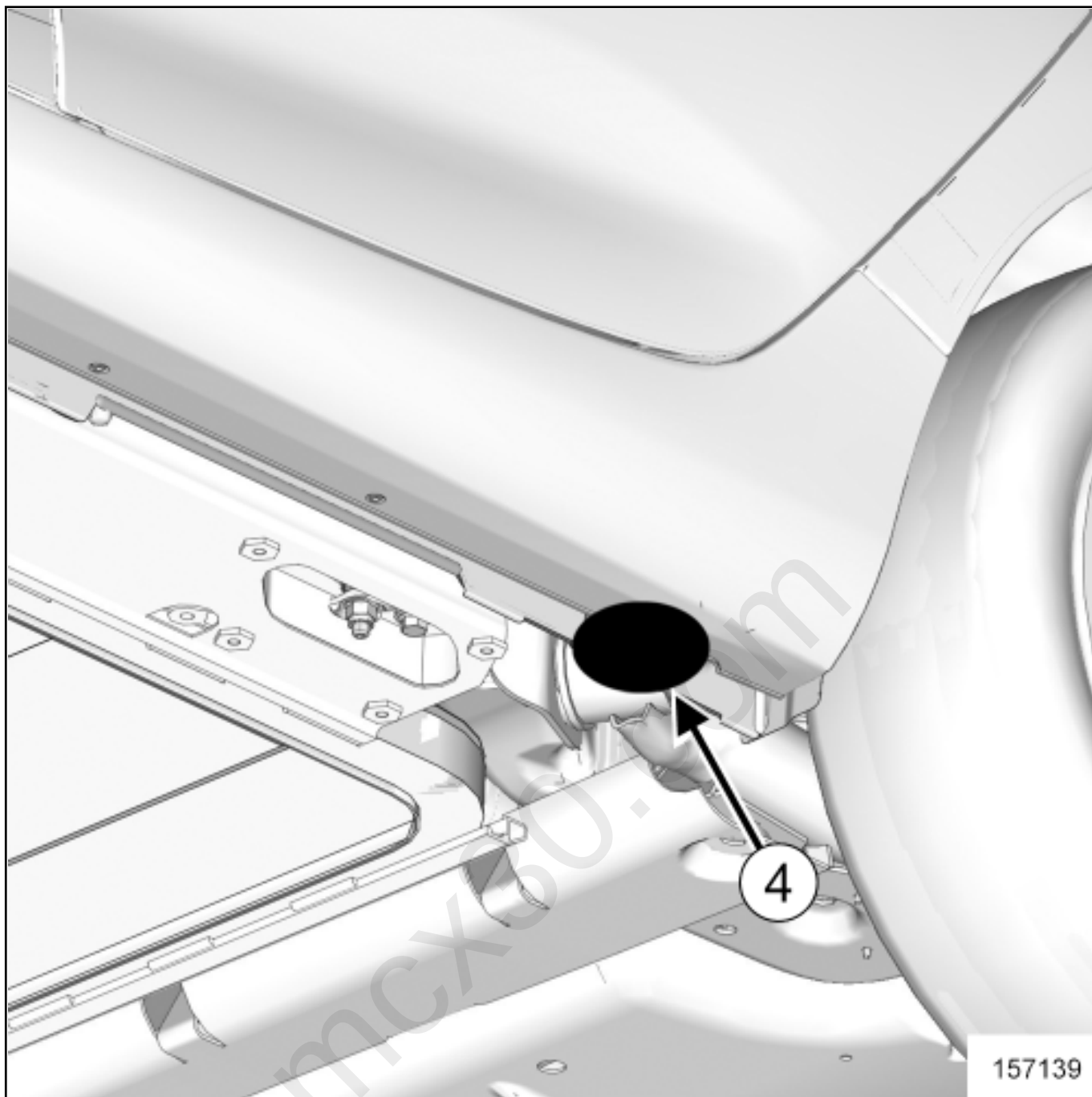
Only the jacking points described in this section allow the vehicle to be raised in complete safety.

Do not raise the vehicle using points other than those described in this section.

FRONT LIFTING POINTS



REAR LIFTING POINTS



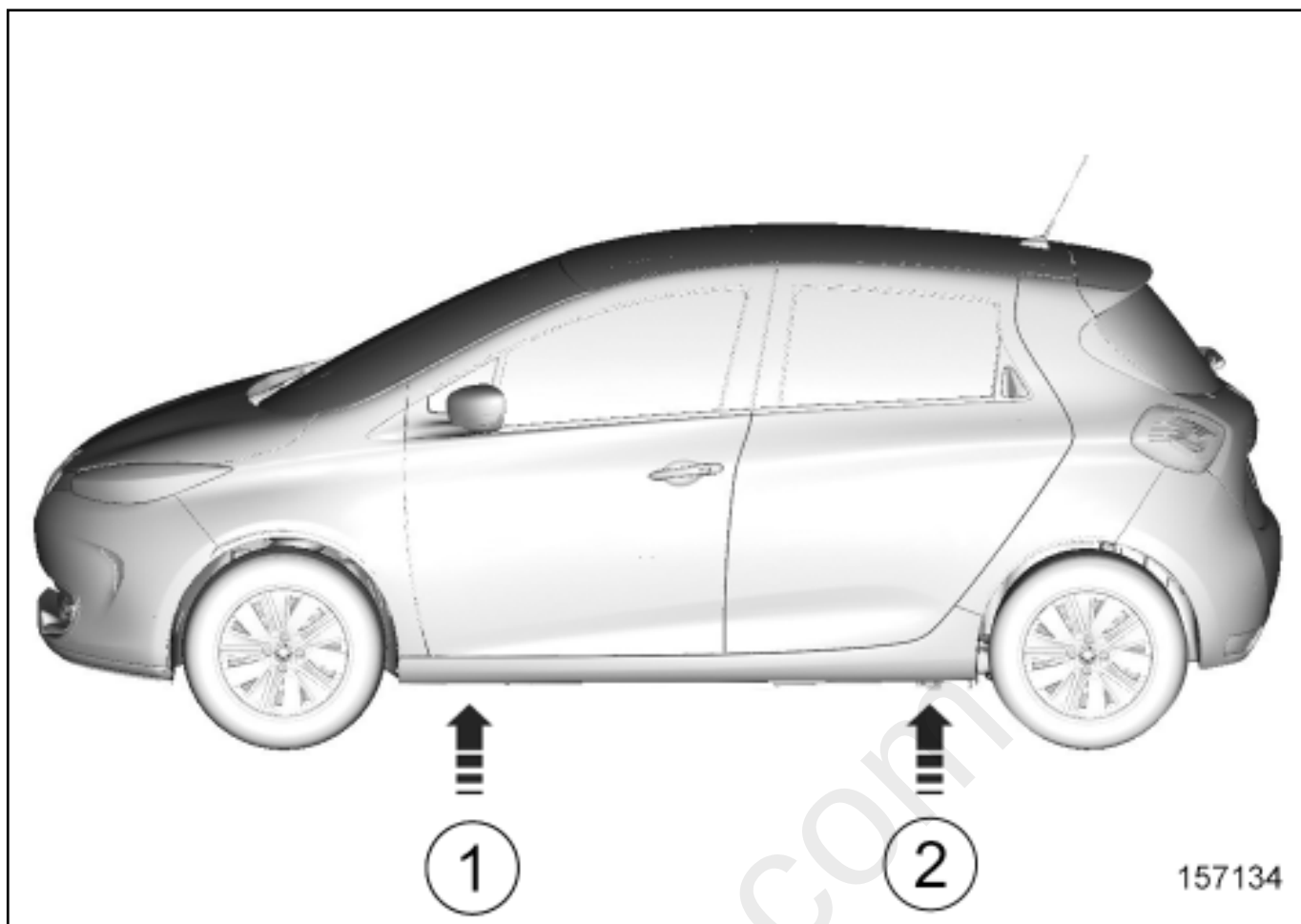
Note:



If this arrangement is not possible, notably when underbody supports are being used for bodywork rebuilding on a body jig bench, proceed as follows:

4. DISENGAGEMENT OF THE CROSS MEMBERS

DISENGAGEMENT OF THE SIDE CROSS MEMBERS



Support the vehicle at the jacking points at the front and under the jacking points at the rear, taking care not to damage the end of the front wing.



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XSL version : 3.02 du 22/07/11