Quarter Outer Panel Sectioning
Removal Procedure

**Warning:** Refer to Approved Equipment for Collision Repair Warning.

**Warning:** Refer to Foam Sound Deadeners Warning.

**Warning:** Refer to Battery Disconnect Warning.

1. Disable the SIR system and then disconnect the negative battery cable. Refer to SIR Disabling and Enabling.
2. Repair as much of the damaged area as possible.
3. Visually inspect the damage. Repair as much of the damage as possible. Refer to Dimensions - Body.
4. Remove the sealers and anti-corrosion materials from the repair area as necessary. Refer to Anti-Corrosion Treatment and Repair.

**Note:** There are sectioning procedures available for various locations of the body side outer panel. The sectioning procedure and location should be chosen based on the extent of damage to the vehicle and other inner reinforcements that need to be replaced. Sectioning should be performed only in the recommended areas. Failure to do so may compromise the structural integrity of the vehicle. Refer to service procedures for recommended sectioning locations.
5. Section the sail panel and the rocker panel.
   - At the sail panel, measure from the top outer corner of the back glass opening down 100 mm. Scribe a line. This is the cut location (1).
   - Scribe a line 350 mm forward of the rear edge of the rocker. This is the cut location (2).

**Note:** Record the number and location of welds for installation of the service assembly.

6. Remove all factory welds (1).
**Note:** Do not damage any other panel or reinforcements when cutting at the marked locations.

7. Cut the panel at the marked locations (1).

**Note:** There is high strength adhesive attaching the quarter outer panel to the outer wheel house along the entire length of the quarter panel wheel opening. Heat must be used to release this adhesive. It will make an audible noise when it releases.

8. Remove the lower quarter panel (1).

Installation Procedure
1. From the service part, cut the panel in corresponding locations to overlap the remaining original panel by 25 mm (1 in) at each joint location (1,2).

2. Drill 8 mm (5/16 in) plug weld holes as necessary in locations noted from the original quarter panel (1).

   **Note:** If the location of the original plug weld holes cannot be determined, or if structural Weld-Thru adhesive is present, space the plug weld holes every 40 mm (1 1/2 in) apart.

3. Prepare all mating surfaces for welding, as necessary.
4. Apply GM approved Weld-Thru coating or equivalent to all mating surfaces. Refer to Anti-Corrosion Treatment and Repair.

5. Position the new service panel and clamp in place (1).

6. Perform the sectioning procedure.

7. Weld accordingly at the original weld locations (1).

Note: Apply panel bonding adhesive to the entire joint between the outer wheelhouse panel and the quarter outer panel.
8. To create a solid weld with the minimum heat distortion, make a 25 mm (1 in) stitch weld along the seam with gaps of 25 mm (1 in) gaps between them. Go back and complete the stitch weld.
9. Clean and prepare all welded surfaces.

10. Pre-flange wheel housing. Using a flat faced body hammer, bend over the flanged edge 45 degrees (1) and at the same time holding a hard rubber block against it. Use the structural adhesive in the area (2).

11. Bend the wheel arch (3).
12. Apply the sealers and anti-corrosion materials to the repair area, as necessary. Refer to Anti-Corrosion Treatment and Repair.
15. Enable the SIR system and then connect the negative battery cable. Refer to SIR Disabling and Enabling.

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