

1. Cutting Out Damaged Parts:

Before starting work, define the connection point in accordance with spare part.

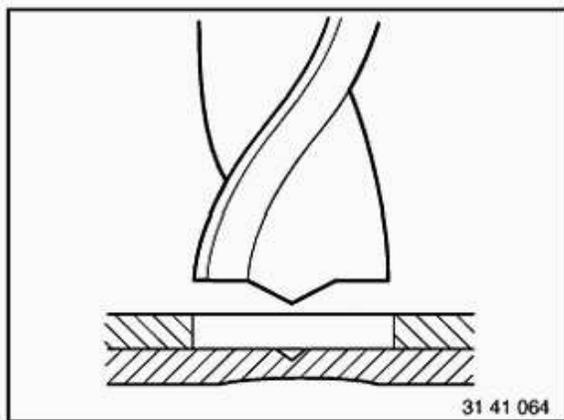
Roughly cut out damaged part inside the connection point.

Caution!

Be careful not to cut through and damage sheet metal underneath.

Remove sealing compound, anti-drumming compound and, if applicable, paint to neutralize the joints. Drill off welding spots. When drilling out, ensure that drill holes only appear on part which is being cut out. Do not drill in the remaining connection flanges.

Grind off welded seams carefully with a disc grinder. Heat brazed connections with an autogen torch! Don't overheat! Take off scrap metal. Remove remaining springy brazing solder with a steel brush. Straighten and grind off all joint surfaces thoroughly.



2. Installing New Parts:

Prepare joints according with pertinent repairing instructions.

Repairs regarding suspension points for engine or transmission and running gear parts, must be carried out on a straightening bench using the set of attachments for a certain vehicle type. Other attachments are also available for various body parts. Check deflection and dimension of front and rear windows by installing an original window. Refer to relevant drawings for gaps of doors, engine bonnet and luggage-compartment lid.

Coat joints required for resistance spot welding with zinc dust paint. Only remove protective paint from galvanized replacement parts. Drill 8 mm dia. holes in joints not accessible for spot welding tongs, using the spacing of drilled off welded spots, and plug spot weld these joints.

Produce inert-gas welded seams according to the cut-out part.

Produce brazed joints with heat dispersion limited to a minimum and without overheating. Joining methods which deviate from standard production will be described in the repairing instructions. Grind down welded seams on visible outside surfaces.

Caution!

Do not grind down thickness of sheet metal.

Grind down and fill in irregularities with tin. After tinning the surface should be prepared to such an extent that only a coat of fine filler has to be applied in the paintshop.

All welded seams sealed off with body sealing compound in original state must be sealed off again thoroughly

immediately after repairing. Damaged anti-drumming compound must be replaced.

New sheet-metal parts or cavities, seams, cracks and folds formed by new sheet metal parts must be sealed immediately with a body-sealing compound.

