

SECTION 2

PREPARATIONS OF BODYWORK

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1. GENERAL DESCRIPTION

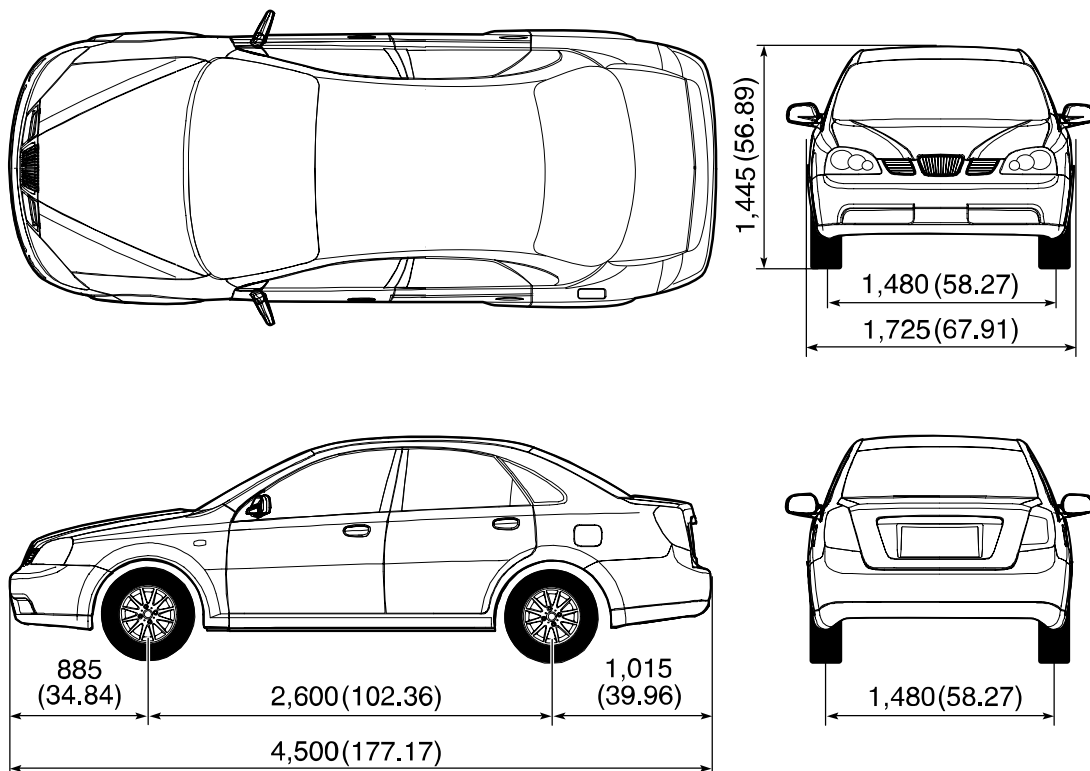
- Most monocoque bodies are composed as a single unit by welding together pressed parts made of steel plates which come in a variety of different shapes and sizes. Each part is responsible for displaying a certain strength and durability in order that it may play its role in meeting

the functions of the body as a whole.

- Damage to the exterior of the body can be inspected visually, but where there has been an external impact, it is necessary to inspect the extent of the damage. In some cases, the deformation has spread beyond the actual areas which were in the collision and so this has to be inspected closely.

NOTCHBACK

Unit: mm (in.)



Front Wheel alignment

Toe-in (2-Personload) (°)	-0.17 ~ 0.17
Camber (°)	-1.08 ~ 0.42
Caster (°)	3.25 ~ 4.75

Rear Wheel alignment

Toe-in (2-Personload) (°)	0.03 ~ 0.37
Camber (°)	-1.5 ~ -0.5

J3402001

Fig. 1

HATCHBACK

Unit: mm (in.)

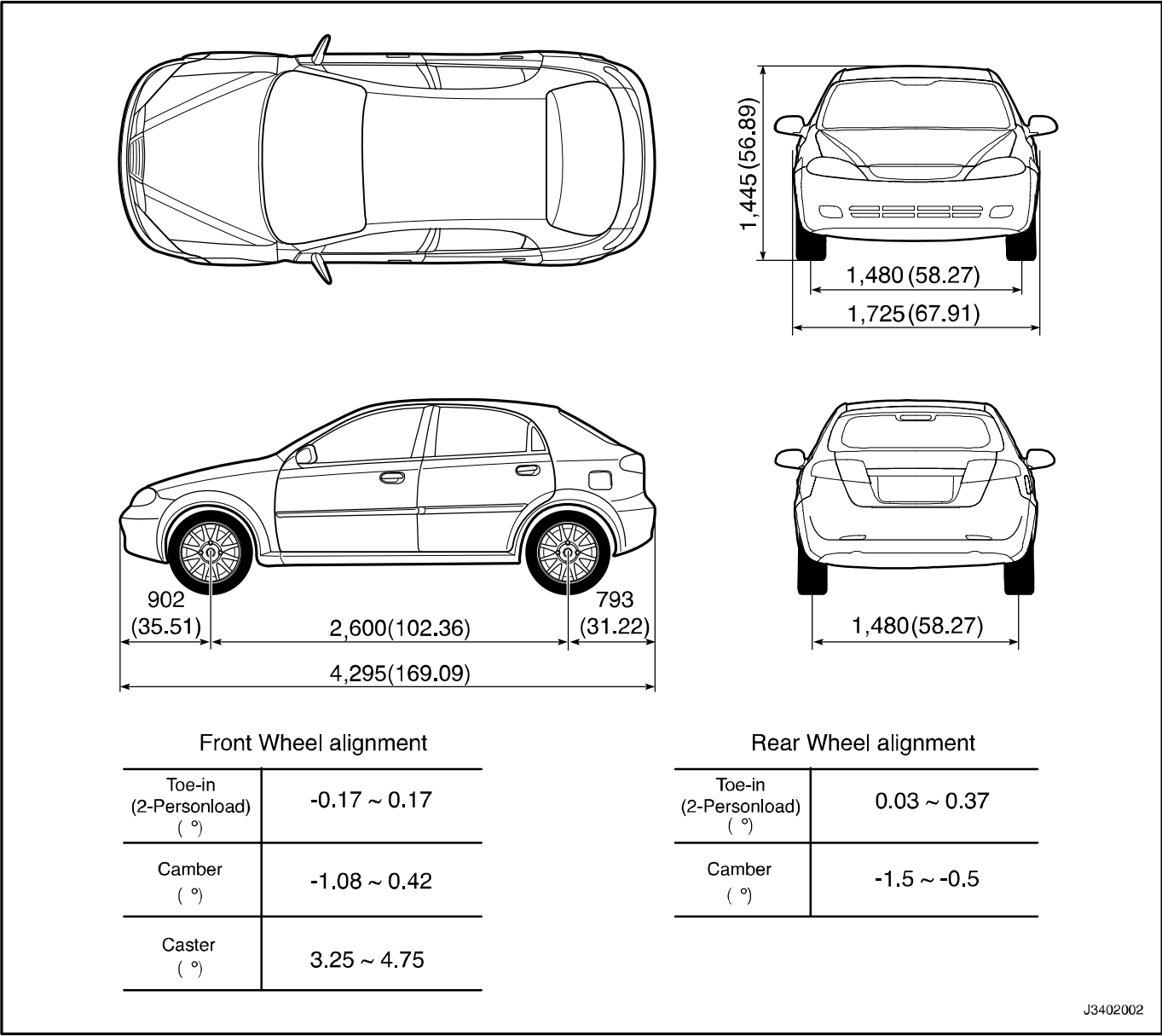


Fig. 2

2. CHECKPOINTS

- Accurate Inspection of Damaged Parts(Visual)

Seat Belts

Always replace the seat belt if :

1. The belt material is cut, punctured, burned or in any way damaged.
2. The buckle or retractor does not work properly.
3. They were being worn at the time of a collision(also check for damage at the seat belt anchor points).
4. Their condition is questionable.

Front Section :

1. Is there any bending, splitting, denting or other damage to the suspension and its related parts?
2. Is there any deformation of the front panel or radiator crossmember? Have any of the connected sections come apart?
3. Are there any creases or distortion in the front wheel-house or side frame? Have any of the connected sections come apart?
4. Is there any bending or twisting of the whole front area?
5. Is there any deformation like creases, bulges, or dents in the front pillar, dash panel, floor, etc.?
6. Is there any vertical twisting or misaligned clearance in the door?
7. Is the windshield seal broken?
8. Is there any deformation in the vicinity of the top part of the roof panel's center pillar?
9. Is there any damage inside the automobile(is there any twisting of the dash panel, or anything irregular with the clearances or sheet-mounting parts)?
10. Is there any damage to the steering wheel? Is there any deformation in the column and the column-mounted parts?
11. Is there any oil or water leakage and damage to the engine, transmission or brakes?
12. Is there any irregular noise in the gear changing operation, engine and transmission rotation?
13. Are there any traces of contact between the engine block and the center crossmember ?
14. Is there any damage to brake or fuel lines, or wire harnesses?

Rear Section :

1. Is there any twisting, bulging or denting of the rear floor any rear bolsters? Have any of the connected sections come apart?
2. Is there any irregular bulging or denting in the rear fender?
3. Is there any distortion in the rear inner panel? Is there any bending and denting in the vicinity of the rear pillar?
4. Is there any distortion or creasing in the rear wheel-house and arch sections? Have any of the connected sections come apart?
5. Is there anything irregular in the rear glass seal clearance?
6. Is there any twisting or misalignment of the clearance of the trunk lid opening section?
7. Is there any bending, splitting, denting or other damage to the suspension and its related parts?
8. Is there any deformation of the rear floor crossmember, trunk floor panel and back panel? Have any of the connected sections come apart?

Impact Beam :

Always replace the door assembly if :

1. The external force makes the impact beam of door inner deform.
Always replace impact beam if :
2. The external force makes the impact beam of front bumper and rear bumper deform.

3. CORRECTION OF THE DAMAGED AREA

- Set the frame corrector on the car body.
- The side frame is to allow reshaping by pulling it out.
- Use the horizontal pinch welds for anchoring the car.

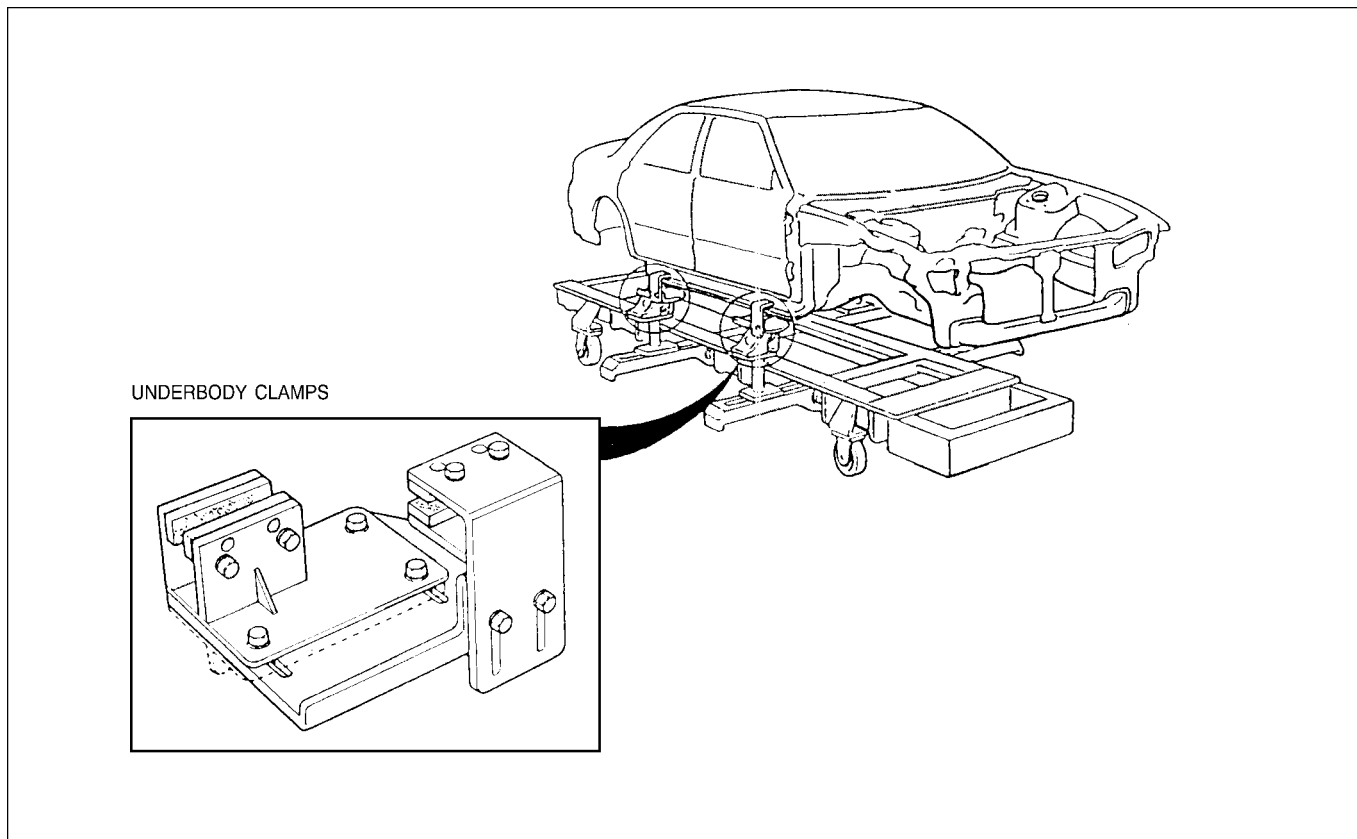


Fig. 3

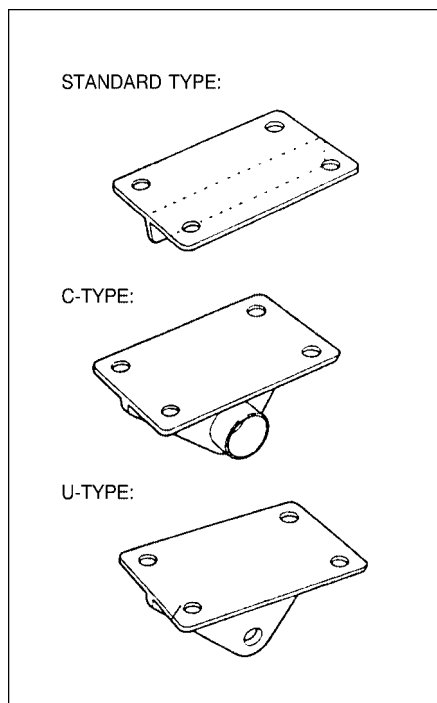


Fig. 4

- Apply load to the damaged section and pull it out until the section is almost restored to the original shape.

Underbody Clamp Specifications

	Standard type	C-type	U-type
Frame correctors	• Dataliner • Car-o-liner • Celette • Flex-o-liner • etc.	• Korek • Auto pole • etc.	• U-Base • Pro-Tec • etc.

4. MEASURING SYSTEMS (WITHOUT SMALL DAMAGE)

- Whenever possible, make judgements and conclusions based on measurement. Measure the wheel alignment(see pages 2-2, 2-3) so as to prevent any future trouble like unsymmetrical wear of the tires or catching

of the steering wheel.

- If there are any deviations, use a tram tracking gauge and measure parts of the body.(Below Fig. 5-1)
- If there is any twisting to the body, measure using a frame centering gauge.(Below Fig. 5-2)
- When measuring body dimensions, use a universal tram gauge.(Below Fig. 5-3)

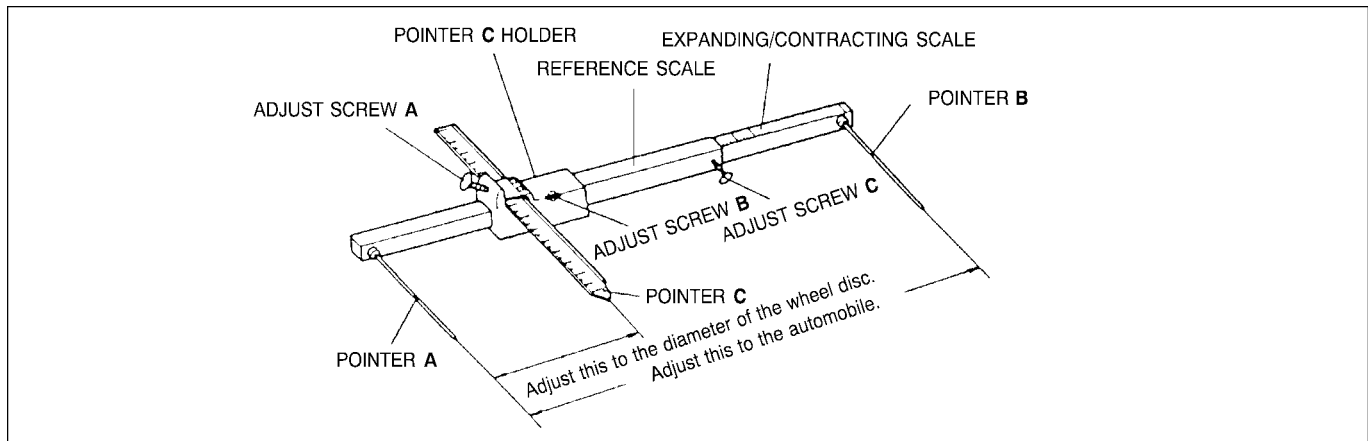


Fig. 5-1

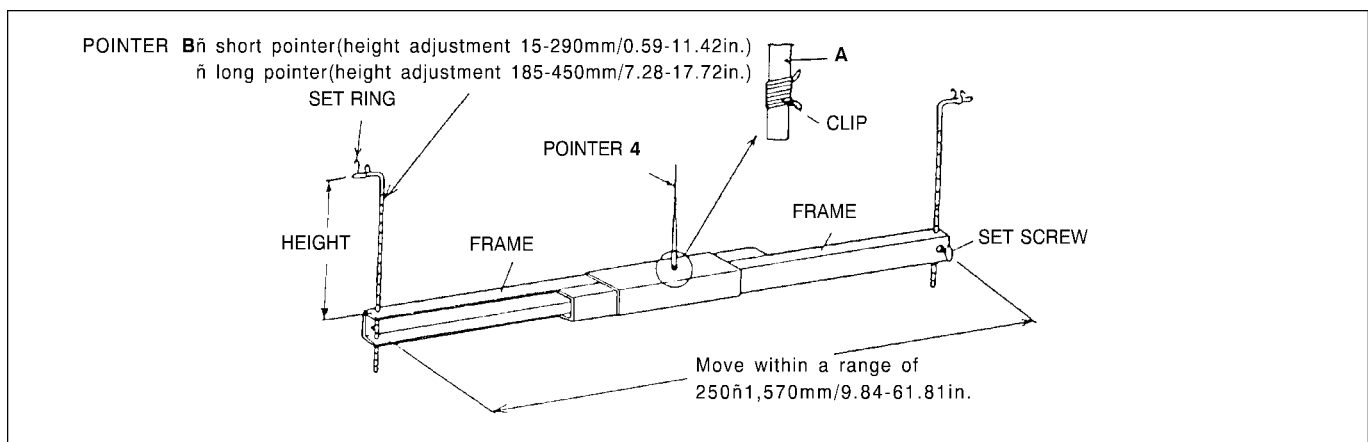


Fig. 5-2

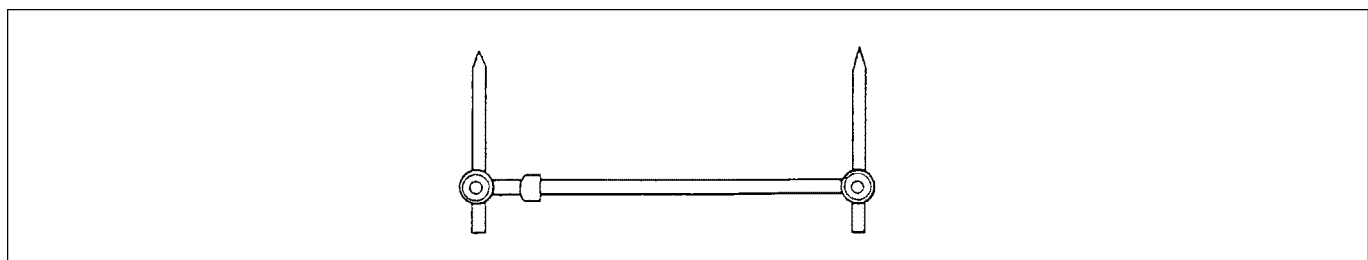


Fig. 5-3

Fig. 5