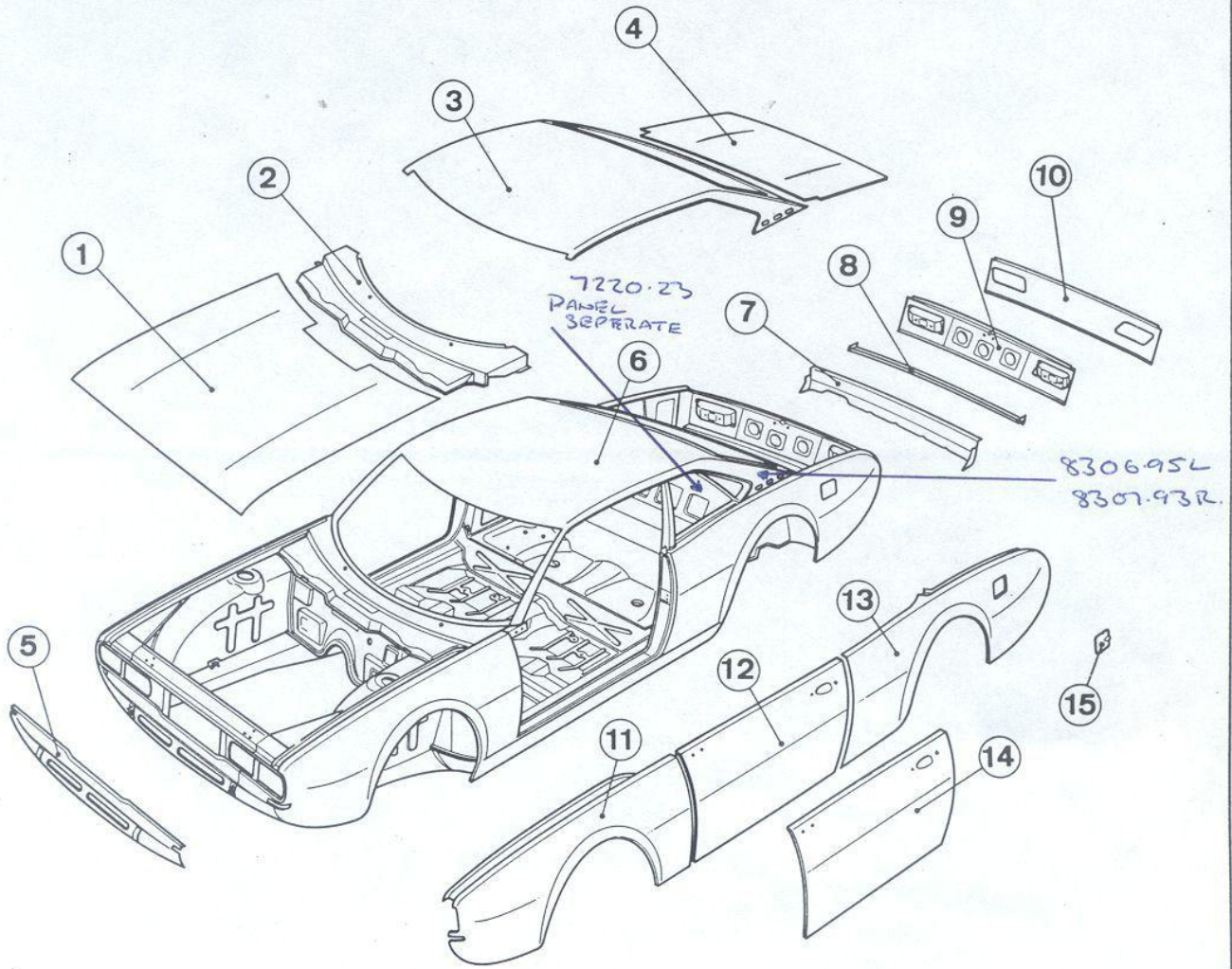


HULL  
NOMENCLATURE  
PRINCIPAL COMPONENTS USED FOR REPAIRS

22 504 B 001



1 - Bonnet 7901.62

2 - Scuttle 8104.24

3 - Roof 8301.28

4 - Boot lid 8606.41

5 - Front panel 7802.28

6 - Bodysell NIA

7 - Rear lower panel 7241.84

8 - Rear intermediate panel 7241.38

9 - Rear panel assembly 7243.23 (LIGHTS ETC)

10 - Rear panel, bare 7243.22

\* 11 - Front wing 7840.43L 7841.48R  
CHAM-WATERDRIP. 7846.09L 7846.11R.

12 - Door 9003.94R (EARLY) 9003.92R (LATE)

13 - Rear wing 8509.75L 9001.84L (LATE)

8510.43R. NOSE= 1504.32.

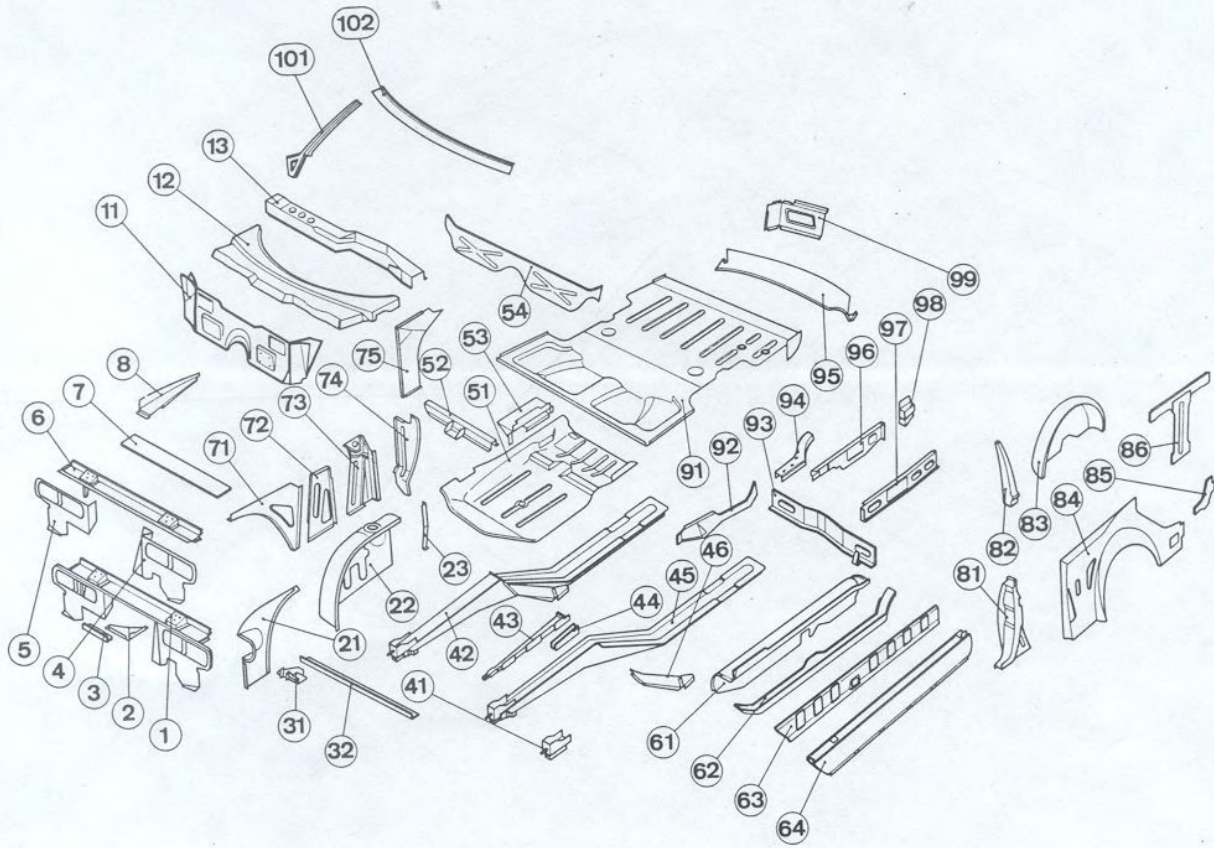
14 - Door outer panel 9009.25L LATE

9010.25R

15 - Fuel filler flap 1517.09



HULL  
NOMENCLATURE  
PRINCIPAL COMPONENTS USED FOR REPAIRS





- 1 - Front frame 7105.33  
7105.54. →76.
- 2 - Lower gusset 7113.32L  
7114.35R.
- 3 - Extension piece 7129.17L.
- 4 - LH component 7130.17R.  
7113.19L 7114.14R.
- 5 - RH component 7113.40 - 7113.41  
Su. GUSSET 7114.29L - 7114.30R
- 6 - Frame upper cross-member 7106.16.
- 7 - Cross-member liner 7106.24.
- 8 - Junction piece 7113.29L - 7114.32R.
  
- 11 - Bulkhead 7150.45
- 12 - Scuttle 7140.53
- 13 - Bulkhead upper cross-member 7147.12
  
- 21 - Headlamps protector 7113.28L - 7114.28R.
- 22 - Front wing valance 7121.50L - 7122.63R  
7121.52L - 7122.65R.
- 23 - Valance corner piece 7126.05L 7127.08R.
  
- 31 - Lower cross-member bracket 7212.53L - 7213.39R.
- 32 - Front lower cross-member 7209.13
  
- 41 - Wheel jack support 7219.10
- 42 - Buttress sub-assembly 7212.14L - 7213.08R.
- 43 - Buttress soleplate 7212.43L - 7213.42R
- 44 - Shoe 7209.04
- 45 - Buttress, bare 7212.42L - 7213.41R.
- 46 - Connecting piece 7212.35L - 7213.34R.
  
- 51 - Half-floor 7204.35L - 7205.17R.
- 52 - Under seats cross-member 7214.14 x2
- 53 - Cross-member brackets 7215.15L - 7215.16R
- 54 - Vertical cross-member 7221.13
  
- 61 - Inner sidemember 7007.21L  
7008.16R
- 62 - Sidemember reinforcement 7025.12L  
7026.12R
- 63 - Sidemember web 7007.20L  
7008.15R
- 64 - Outer sidemember 7009.16L  
7010.16R.
  
- 71 - Front gusset 7129.16L - 7130.16R
- 72 - Rear gusset 7129.15L - 7130.15R
- 73 - Door post 7133.23L - 7134.23R
- 74 - Mudshield 7136.05L - 7136.06R
- 75 - Door post liner 7131.16L - 7132.14R
  
- 81 - Centre pillar (lower half) 8521.32L  
8522.31R
- 82 - Centre pillar (upper half) 8521.57L  
8522.57R
- 83 - Rear wheel arch 8516.79R  
8515.26L.
- 84 - Rear wing valance 8513.20L  
8516.73R.
- 85 - Connecting piece 8522.30
- 86 - Rear buttress 8513.22L + 8517.26L  
+ 8517.27  
8516.45R.
  
- 91 - Rear floor 7230.92
- 92 - Box section side 7259.23L - 7261.23R
- 93 - Transversal reinforcement 7252.56
- 94 - Box section capping 7259.17L  
7262.18R
- 95 - Rear cross-member 7241.82
- 96 - Lateral reinforcement 7252.31
- 97 - Reinforcement sidepiece 7252.11
- 98 - Wheel jack rear support 7227.05L  
7228.05R
- 99 - Side frame 7242.33L  
7242.21R
  
- 101 - Screen pillar 8108.35L 8108.36R
- 102 - Screen sill 8105.29


SPARE WHEEL CARRIER 7603.30 or 35 v6.



304 Cab/Coach.

81101


Tailight lens.

6345.87 LH 6345.88 RH 

Reverse light lens Cab/Coach.

6349.46 orange 6349.47 clear 

Tailight lens. Estate

6345.49 LH 6345.50 RH 

Sunshaded door mirror.

8150.41. Chrome plated flat glass.

8150.42 — " — convex glass.

8150.45 painted grey flat glass double window

8150.47. — " — flat glass notched arm type

8150.48. painted grey convex glass

Plastic pad (for mirror)

8156.03

8156.06. <sup>504/CC.</sup> pad, notched area type

8149.47. Hatglass chrome plated with notch

8149.46 — " —

6349.16 LH Reverse light lens <sup>white.</sup> 6349.18 RH <sup>63.150</sup>

6345.74 LH Red w/out reflector. 6345.75 RH.

6345.72 LH. Flasher yellow 6345.73 RH.

6345.76 — Red with reflector. —



peugeot504.info

63.D01.

6308.37 LH. 6308.38 RH.

6308.61 LH. 6308.62 RH.

Crashers

LH. 6304.24 Inner. 6304.25 Outer. 6311.06 Protector

RH. 6304.24 6304.26 6311.07



Badges. 86.D01.

V6. 8661.21.

V6Ti. 8661.38.

Door Upholstery 93601.

PLATE DR PROTECTION

9388.43 LH. 9388.44 RH.

REAR SUSPENSION.

Arm. 5130.88 LH. → 75


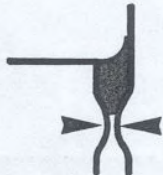
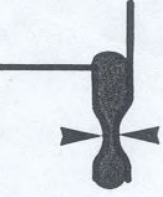
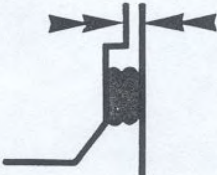

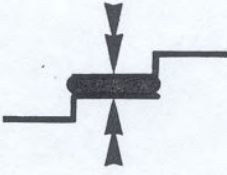
5130.89 RH. → 75

5175.07 LH. → 75

5175.08 RH. → 75





WEATHERPROOFING PRODUCTS

Description	Remarks	Sketch	Pt. No.
<p>H.T. (High temperature) sealing compound</p> <p>-----</p>	<ul style="list-style-type: none"> <li>- External finishing, of good appearance</li> <li>- Can be applied with a nozzle</li> <li>- Can be applied to stripped or painted panelling</li> <li>- Drying at 80°C</li> <li>- Can be painted without colour transfer</li> </ul>		<p>9725.05 : 180 cm<sup>3</sup></p> <p>9725.17 : 320 cm<sup>3</sup></p>
<p>L.T. (Low temperature) sealing compound</p> <p>○ ○ ○ ○ ○ ○</p>	<ul style="list-style-type: none"> <li>- For internal sealing which is not visible</li> <li>- Apply with a nozzle, smooth down with a brush</li> <li>- On stripped or painted panelling</li> <li>- Air drying</li> <li>- Can be painted</li> </ul>		<p>White</p> <p>9731.78 : 180 cm<sup>3</sup></p> <p>9725.16 : 320 cm<sup>3</sup></p> <p>Black</p> <p>9798.51 : 180 cm<sup>3</sup></p> <p>9725.19 : 320 cm<sup>3</sup></p>
<p>S.W. (Spot welding) sealing compound</p> <p>○/○/○/○/○/○</p>	<ul style="list-style-type: none"> <li>- For non-visible surfaces that are to be spot welded</li> <li>- Applied with a nozzle</li> <li>- Must be applied to fully stripped panelling</li> </ul>		<p>9725.09 : 180 cm<sup>3</sup></p> <p>9726.18 : 320 cm<sup>3</sup></p>
<p>14 mm diameter gap filling mastic</p> <p>— / — / —</p>	<ul style="list-style-type: none"> <li>- Provides seal by being squeezed together</li> <li>- Supplied in a 14 mm diameter strip</li> <li>- Must be squeezed</li> <li>- Does not dry either in air or when stoved</li> <li>- Will not hold paint</li> <li>- Applied to clean painted panelling</li> </ul>		<p>9725.04</p>
<p>6 mm diameter strip mastic</p> <p>— // — // —</p>	<ul style="list-style-type: none"> <li>- External finishing compound</li> <li>- Supplied in 6 mm diameter strips</li> <li>- Smooth down with a knife</li> <li>- Applied to painted panelling</li> <li>- Not to be stoved</li> <li>- Cannot be painted</li> </ul>		<p>9725.10</p>
<p>2 x 20 mm strip mastic</p> <p>— /// — /// —</p>	<ul style="list-style-type: none"> <li>- Seals by squeezing</li> <li>- Supplied in 2 x 20 mm strips</li> <li>- Must be squeezed</li> <li>- Applied to painted panelling</li> <li>- Does not dry in air or when stoved</li> <li>- Cannot be painted</li> </ul>		<p>9725.11</p>



BODY SHELL  
EQUIPMENT  
WEATHERPROOFING AND FINISHING PRODUCTS

Description	Remarks	Sketch	Pt. No.
<p>Two-part adhesive mastic</p> 	<ul style="list-style-type: none"><li>- Two-part adhesive mastic</li><li>- Applied with a spatule</li><li>- To stripped or painted panelling</li><li>- Pot life after mixing - 30 mins.</li><li>- Air drying</li></ul>		<p>9731.16</p>







BODY SHELL  
EQUIPMENT  
PROTECTIVE PRODUCTS

23

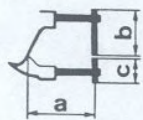
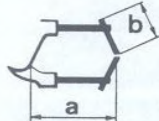
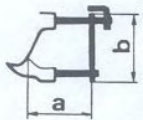
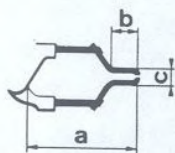
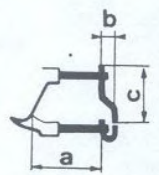
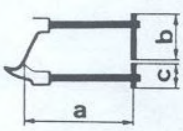
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101

Description	Remarks	Sketch	Pt. No.
Conducting primer	<ul style="list-style-type: none"> <li>- Protective primer that does not interfere</li> <li>- wuth spot welding</li> <li>- Brush application</li> <li>- To fully stripped panelling</li> </ul>		Primer : 9739.63  Thinners : 9739.54
Liquid bituminous wax	<ul style="list-style-type: none"> <li>- Anti-corrosive protective product</li> <li>- Used in hollow sections</li> <li>- Sprayed or brushed</li> <li>- Cannot be painted</li> </ul>		9725.14 : 50 l  9725.15 : 200 l
Thick bituminous wax	<ul style="list-style-type: none"> <li>- Anti-corrosive protective product</li> <li>- Used for under-body sections</li> <li>- Spray or brush application</li> <li>- Cannot be painted</li> </ul>		Approval deferred
Anti-chipping compound (PVC retouching)	<ul style="list-style-type: none"> <li>- Anti-chipping protective product</li> <li>- Applied by spraying</li> <li>- To panelling from which mud traces have been cleaned off</li> <li>- Air drying or stoving</li> <li>- Can be painted.</li> </ul>		9725.22



SPOT WELDERS

TYPES	Useful length in mm	COMPOSITION OF THE EQUIPMENT TO BE USED									
		Equipment	ARO	SCIAKY	ARO	SCIAKY	ARO	SCIAKY	ARO	SCIAKY	
	120	Symbol	AA1		AA2		AA3				
		References	Std. unit Upr. arm Upr. elect. Lwr. arm. Lwr. elect.	242A * * * *	242/52N * * * *	- * * *	- * * *	- * * *	- * * *	8 000 * * *	1087N * * *
		Length b	*	*	100mm(1) *	100mm(1) *	200 mm 20mm(1)	200 mm 20mm(1)			
		Length c	*	*	*	*					
		Remarks	*Std. parts		1) grind chamfer		1) use a std. 70mm electrode				
	143 a 170	Symbol	AB1		AB2						
		References	Std. unit Upr. arm Upr. elect. Lwr. arm. Lwr. elect.	100 298 3 559 100 298 3 559	252N * * *	* * * *	252N * * *				
		Length b	*	*	*	*					
		Remarks	* Std. parts		* Std. parts (1) grind chamfer						
			120	Symbol	AC1						
References	Std. unit Upr. arm Upr. elect. Lwr. arm. Lwr. elect.			106 450 * * *	2008N * * *						
Length b	*			*							
Remarks	* Std. parts										
	228 a 250	Symbol	AD1								
		References	Std. unit Upr. arm. Upr. elect. Lwr. arm. Lwr. elect.	- 100 298 special (1) 100 298 special (1)	252/109N * * *						
		Length b	*	*							
		Length c	*	*							
Remarks	* Std. parts 1) see page 320.11										
	120	Symbol	AE1								
		References	Std. unit Upr. arm. Upr. elect. Lwr. arm. Lwr. elect.	102 653 * * *	75 060 * * *						
		Length b	*	*							
		Length c	*	*							
Remarks	* Std. parts										
	250	Symbol	BA1		BA2		BA3		BA4		
		References	Std. unit Upr. arm. Upr. elect. Lwr. arm. Lwr. elect.	244A * * *	244/54N * * *	- * * *	- * * *	- * * *	- * * *	- * * *	- * * *
		Length b	*	*	200 mm 20mm(1)	200 mm 20mm(1)	110mm(1) 110mm(1)	110mm(1) 110mm(1)	200 mm 50 mm	200 mm 50 mm	
		Length c	*	*	*	*					
		Remarks	* Std. parts		1) use a std. 70mm electrode		Inclined electrodes 1) ground chamfer				





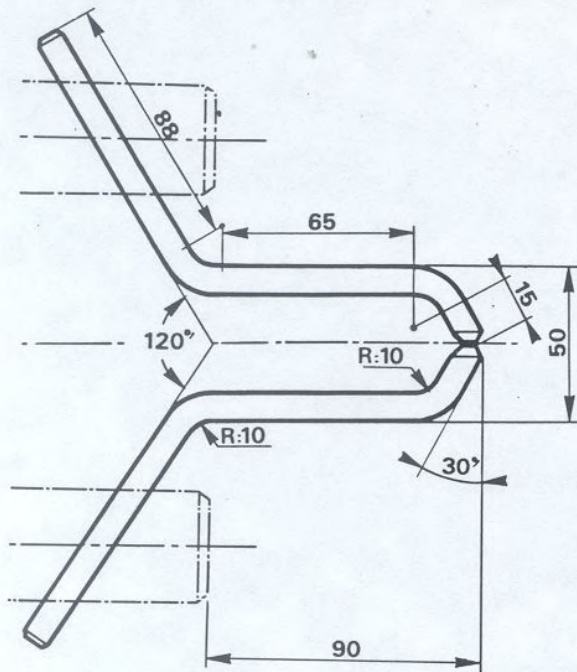


HULL  
EQUIPMENT AND MATERIALS  
WELDING EQUIPMENT

23

000

411



TO BE MADE

Electrodes

These electrodes can be formed cold, using straight electrodes 200 mm long.

These are obtainable from ARO under ref: 8000.

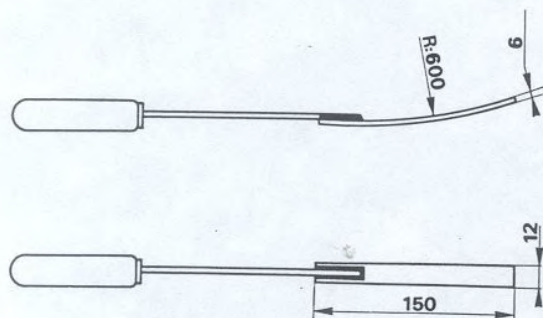
Address:

Machines à souder ARO  
33, Rue de la Colonie, PARIS 75013

TO BE MADE

Conductive blade

- Material: copper.
- This tool prevents external visible marks when spot welding such items as :
  - Roof/gutter,
  - Quarter panel/gutter,
  - Doorpanel.

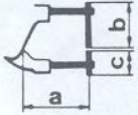
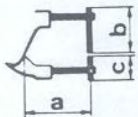
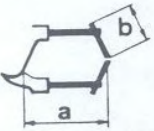
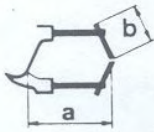
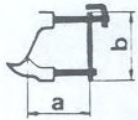
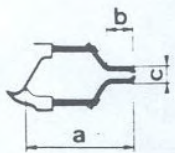




BODY SHELL  
EQUIPMENT  
SPOT WELDING TOOLING

23 000 421

SPOT WELDING GUNS

TYPES	Eff. length in mm	COMPOSITION OF SETS TO BE USED											
		Equipment	ARO	SCIAYK	ARO	SCIAYK	ARO	SCIAYK	ARO	SCIAYK			
	120	<b>Symbols</b>	AA1		AA2		AA3		AA4				
		References	Weld assy Upp. arm Upp. electro Low. arm Low. electro	242A * * * *	242/52N * * * *	- * * *	- * * *	- * * *	- * * *	8 000 * * *	1087N * * *	- * * *	- * * *
		Length b Lenght c	* *	* *	100mm(1) *	100mm(1) *	200mm 20mm(1)	200mm 20mm(1)	70mm	70mm			
		Remarks	*Standard components			1) Ground obliquely		1) To be cut from a standard 70 mm electrode		2) See p. 23604A 401 for sketch of electrode to be made			
	120	<b>Symbols</b>	AA5										
		References	Weld assy Upp. arm Upp. electro Low. arm Low. electro	- * * * *	- * * * *								
		Length b Lenght c	20 mm(1) 200 mm	20 mm(1) 200 mm									
		Remarks	1) To be cut from a standard 70 mm electrode										
	143 a 170	<b>Symbols</b>	AB1		AB2		AB3						
		References	Weld assy Upp. arm Upp. electro Low. arm Low. electro	- 100 298 3 559 100 298 3 559	252N * * * *	* * *(1) * *(1)	252N * * *(1) * *(1)	* * *(2) * *(2)	252N * * *(2) * *(2)				
		Length b	*	*	*	*	*	*					
		Remarks	*Standard components			*Standard componen (1) obliquely ground		(2) See p. 23104A401 for sketch of electrode to be made.					
		<b>Symbols</b>											
		References	Weld assy Upp. arm Upp. electro Low. arm Low. electro										
		Length b											
		Remarks											
	120	<b>Symbols</b>	AC1										
		References	Weld assy Upp. arm Upp. electro Low. arm Low. electro	106 450 * * * *	2008N * * * *								
		Length b	*	*									
		Remarks	*Standard components										
	728 a 250	<b>Symbols</b>	AD1										
		References	Weld assy Upp. arm Upp. electro Low. arm Low. electro	100 298 Special (1) 100 298 Special (1)	252/1090N * * *								
		Length b Lenght c	* *	* *									
		Remarks	*Standard components (1)see 23000411										

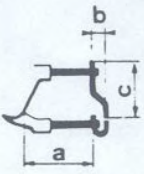
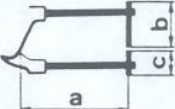
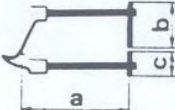
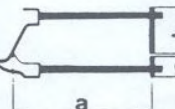
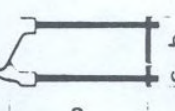
PEUGEOT



23 000 422

BODY SHELL  
EQUIPMENT  
SPOT WELDING TOOLING

SPOT WELDING GUNS

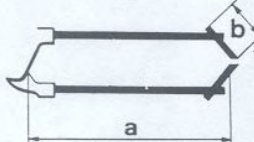
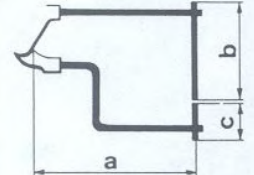
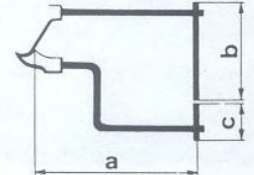
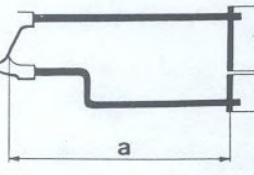
TYPES	Eff. length in mm	COMPOSITION OF SETS TO BE USED									
		Equipment	ARO	SCIAKY	ARO	SCIAKY	ARO	SCIAKY	ARO	SCIAKY	
<b>AE</b> 	120	<b>Symbols</b>	AE1								
		References	Weld assy	102 653	75 060						
			Upp. arm	*	*						
			Upp. electro	*	*						
		Low. arm	*	*							
		Low. electro	*	*							
		Lenght b	*	*							
		Lenght c	*	*							
		Remarks	*Standard components								
<b>BA</b> 	250	<b>Symbols</b>	BA1		BA2		BA3		BA4		
		References	Weld assy	244A	244/54N	-	-	-	-	-	-
			Upp. arm	*	*	*	*	*	*	*	*
			Upp. electro	*	*	8 000	1087N	*	*	*	*
		Low. arm	*	*	*	*	*	*	*	*	
		Low. electro	*	*	*	*	*	*	*	*	
		Lenght b	*	*	200mm	200mm	110mm(1)	110mm(1)	200mm	200mm	
		Lenght c	*	*	20mm(1)	20mm(1)	110mm(1)	110mm(1)	50mm	50mm	
		Remarks	*Standard components		1) To be cut from a standard 70 mm		Inclined electrodes (1) obliquely ground				
<b>BA</b> 	250	<b>Symbols</b>									
		References	Weld assy								
			Upp. arm								
			Upp. electro								
		Low. arm									
		Low. electro									
		Lenght b									
		Lenght c									
		Remarks									
<b>CA</b> 	350	<b>Symbols</b>	CA1		CA2		CA3				
		References	Weld assy	245A	245/55N	-	-	-	-		
			Upp. arm	*	*	*	*	*	*		
			Upp. electro	*	*	*	*	*	*		
		Low. arm	*	*	*	*	*	*			
		Low. electro	*	*	8000	1087N	*	*			
		Lenght b	*	*	35mm(1)	35mm(1)	110mm(1)	110mm(1)			
		Lenght c	*	*	200mm	200mm	110mm(1)	110mm(1)			
		Remarks	*Standard components		1) To be cut from a standard 70 mm		Inclined electrodes (1) obliquely ground				
<b>CA</b> 	350	<b>Symbols</b>									
		References	Weld assy								
			Upp. arm								
			Upp. electro								
		Low. arm									
		Low. electro									
		Lenght b									
		Lenght c									
		Remarks									



**BODY SHELL  
EQUIPMENT  
SPOT WELDING TOOLING**

23 000 423

**SPOT WELDING GUNS**

TYPES	Eff. length in mm	COMPOSITION OF SETS TO BE USED										
		Equipment	ARO	SCIAKY	ARO	SCIAKY	ARO	SCIAKY	ARO	SCIAKY		
<b>DA</b> 	<b>550</b> <b>a</b> <b>600</b>	<b>Symbols</b>		<b>DA1</b>								
		References	Weld assy	-	-							
			Upp. arm	*	*							
			Upp. electro	3559	1083N							
	Low. arm	*	*									
	Low. electro	3559	1083N									
	Lenght b	110mm										
	Remarks	Oblique electrodes										
<b>EA</b> 	<b>450</b>	<b>Symbols</b>		<b>EA1</b>	<b>EA2</b>	<b>EA3</b>	<b>EA4</b>					
		References	Weld assy	-	-	-	-	-	-	-		
			Upp. arm	*	2005,1N	*	2005,1N	*	2005,1N	*	2005,1N	
			Upp. electro	*	1082N	*	1087N	*	1087N	*	1083N(1)	
	Low. arm	*	255/55,1N	*	255/55,1N	*	255/55,1N	*	255/55,1N			
	Low. electro	*	1082N	*	1088N	*	1088N	*	1088N			
	Lenght b	*		*	120mm	*	200mm	*	120mm			
	Lenght c	*	120mm	*	300mm	*	300mm	*	300mm			
	Remarks	*Standard components		Electrodes that are referenced with reference to Assy.EA1.				(1) Inclined electrode				
<b>EA</b> 	<b>450</b>	<b>Symbols</b>		<b>EA5</b>								
		References	Weld assy	-	-							
			Upp. arm	*	2005,1N	*		*		*		
			Upp. electro	*		*		*		*		
	Low. arm	*	255/55,1N	*		*		*				
	Low. electro	*		*		*		*				
	Lenght b	*	300mm	*		*		*				
	Lenght c	*	35mm	*		*		*				
	Remarks											
<b>FA</b> 	<b>650</b>	<b>Symbols</b>		<b>FA1</b>								
		References	Weld assy	-	-							
			Upp. arm	*	*							
			Upp. electro	8000	*							
	Low. arm	*	*									
	Low. electro	2897	*									
	Lenght b	*	*									
	Lenght c	100mm(1)		100mm(1)								
	Remarks	(1) To be cut from standard 140 mm electrode										
		<b>Symbols</b>										
		References	Weld assy									
			Upp. arm									
			Upp. electro									
	Low. arm											
	Low. electro											
	Lenght b											
	Lenght c											
	Remarks											




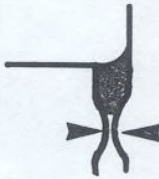


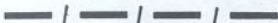
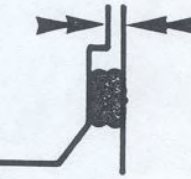



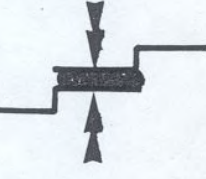
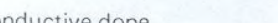



HULL  
EQUIPMENT AND MATERIALS  
SEALING AND FINISHING PRODUCTS

23

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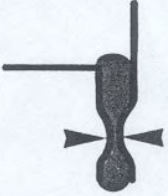

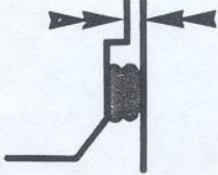

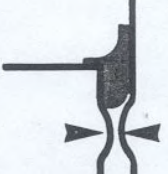

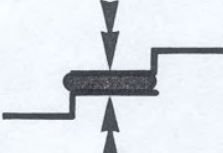
501

Description	Usage	Figure
HT (high temperature) sealant  	<ul style="list-style-type: none"> <li>- Gives good external finish</li> <li>- Applied by gun</li> <li>- To bare or painted panels</li> <li>- Dries at 80 °C</li> <li>- Can be painted without loss of colour</li> </ul>	
LT (low temperature) sealant  	<ul style="list-style-type: none"> <li>- Internal sealant, finish unimportant</li> <li>- Applied by gun and smoothed with a brush</li> <li>- To bare or painted panels</li> <li>- Air drying</li> <li>- Can be painted</li> </ul>	
Spot welds sealant (SP)  	<ul style="list-style-type: none"> <li>- Appearance unimportant, takes spot welds</li> <li>- Applied by gun</li> <li>- To clean bare metal</li> </ul>	
Mastic stopping 14 mm Ø  	<ul style="list-style-type: none"> <li>- Pressure sealant</li> <li>- Packaged in 14 mm rolls</li> <li>- Must be compressed</li> <li>- Does not air or stove harden</li> <li>- Will not retain paint</li> <li>- Applied to clean painted panels</li> </ul>	
Mastic in 6 mm Ø rolls  	<ul style="list-style-type: none"> <li>- External finishing</li> <li>- Packaged in 6 mm Ø rolls</li> <li>- Spread with a spatula</li> <li>- Applied to painted panels</li> <li>- Do not stove</li> <li>- Will not take paint</li> </ul>	
Mastic in strip form. 2 x 20 mm  	<ul style="list-style-type: none"> <li>- Pressure sealant</li> <li>- Packaged in strip form 2 x 20 mm</li> <li>- Must be compressed</li> <li>- Applied to painted panels</li> <li>- Will not air or stove harden</li> <li>- Will nor retain paint</li> </ul>	
Conductive dope  	<ul style="list-style-type: none"> <li>- Anti-corrosion protection suitable for spot welding</li> <li>- Applied by brush</li> <li>- To clean bare metal</li> </ul>	



BODY SHELL  
EQUIPMENT  
SEALING AND FINISHING PRODUCTS



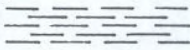

23 000 801

Description	Remarks	Sketch	Pt.No.
H.T. (High temperature) sealing compound  	<ul style="list-style-type: none"> <li>- Good external appearance</li> <li>- Can be applied with a nozzle</li> <li>- On stripped or painted panelling</li> <li>- Dries at 80°</li> <li>- Can be painted without colour transfer</li> </ul>		9725.05 : 180 cm <sup>3</sup> 9725.17 : 320 cm <sup>3</sup>
L.T. (Low temperature) sealing compound  	<ul style="list-style-type: none"> <li>- For internal sealing that is not visible</li> <li>- Applied with a nozzle and smoothed down with a brush</li> <li>- On stripped or painted panelling</li> <li>- Air drying</li> <li>- Can be painted</li> </ul>		white 9731.78 : 180 cm <sup>3</sup> 9725.16 : 320 cm <sup>3</sup> black 9798.51 : 180 cm <sup>3</sup> 9725.19 : 320 cm <sup>3</sup>
S.W. (Spot welding) sealing compound  	<ul style="list-style-type: none"> <li>- For areas which are not visible</li> <li>- Permits spot welding to be carried out</li> <li>- Applied with a nozzle</li> <li>- Panelling must be completely stripped back</li> </ul>		9725.09 : 180 cm <sup>3</sup> 9726.18 : 320 cm <sup>3</sup>
14 mm gap filling mastic  	<ul style="list-style-type: none"> <li>- Seals when squeezed</li> <li>- Supplied in 14 mm <math>\phi</math> strips</li> <li>- Must be subjected to pressure</li> <li>- Does not either dry in air or when stoved</li> <li>- Paint will not stick to it</li> <li>- To be applied to clean painted panelling</li> </ul>		9725.04
6 mm strip mastic  	<ul style="list-style-type: none"> <li>- External finishing</li> <li>- Packed as a 6 mm <math>\phi</math> strip</li> <li>- Smoothed down with a filling knife</li> <li>- Applied to painted panelling</li> <li>- Cannot be stoved</li> <li>- Cannot be painted</li> </ul>		9725.10
2 x 20 mm strip mastic  	<ul style="list-style-type: none"> <li>- Seals by squeezing</li> <li>- Packed in strips section 2 x 20 mm</li> <li>- Must be subjected to pressure</li> <li>- Applied to painted panelling</li> <li>- Does not dry in air or when stoved</li> <li>- Paint will not stick to it</li> </ul>		9725.11

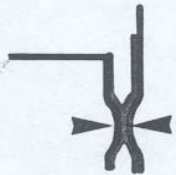







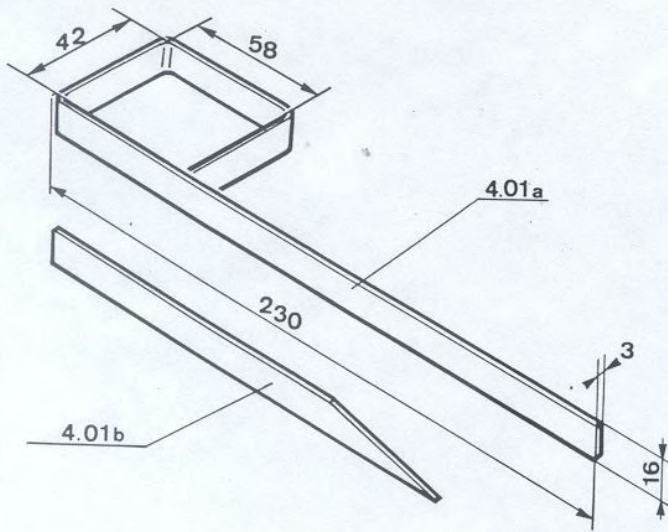
**BODY SHELL  
EQUIPMENT  
SEALING AND FINISHING PRODUCTS**

Description	Remarks	Sketch	Pt.No.
Two part mastic adhesive  	<ul style="list-style-type: none"> <li>- Two part mastic adhesive</li> <li>- Applied with a spatula</li> <li>- On stripped or painted panelling</li> <li>- Pot life after mixing 30 minutes</li> <li>- Air drying</li> </ul>		9731.16
Expanding foam  	<ul style="list-style-type: none"> <li>- Sealing product</li> <li>- Used in hollow sections</li> <li>- Applied by injection</li> </ul>		9731.28



Description	Remarks	Sketch	Pt.No.
Conducting primer	<ul style="list-style-type: none"> <li>- Protective primer that permits welding to be carried out</li> <li>- Brush application</li> <li>- To fully stripped back panelling</li> </ul>		Primer : 9739.63  Thinners : 9739.54
Liquid bituminous	<ul style="list-style-type: none"> <li>- Anti-corrosion protection product</li> <li>- Used in hollow sections</li> <li>- Applied by spraying or with a brush</li> <li>- Paint will not stick to it</li> </ul>		9725.25 : 60 L
Thick bituminous wax	<ul style="list-style-type: none"> <li>- Anti-corrosion protection product</li> <li>- Used for underbody areas</li> <li>- Applied by spraying or with a brush</li> <li>- Paint will not stick to it</li> </ul>		Approval deferred
Anti-chipping compound (P.V.C. retouching product)	<ul style="list-style-type: none"> <li>- Anti-chipping protective product</li> <li>- Applied by spraying</li> <li>- To panelling from which all traces of mud have been removed</li> <li>- Air drying or stoving</li> <li>- May be painted</li> </ul>		9725.22





**TO BE MADE**

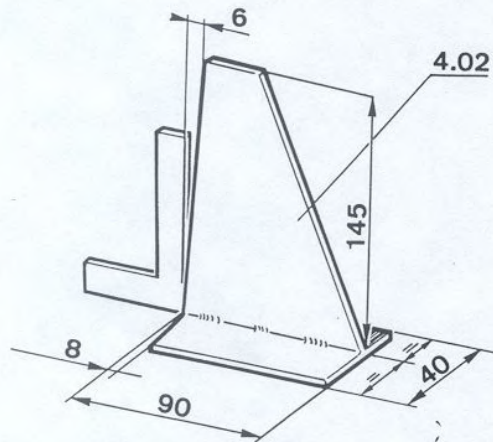
**TEMPLLET**

**Straight edge** 4.01a

Material: 3 mm thick sheetmetal

**Blade** (hacksaw blade) 4.01b

– Used for marking-off the lower cut in the centre pillar.

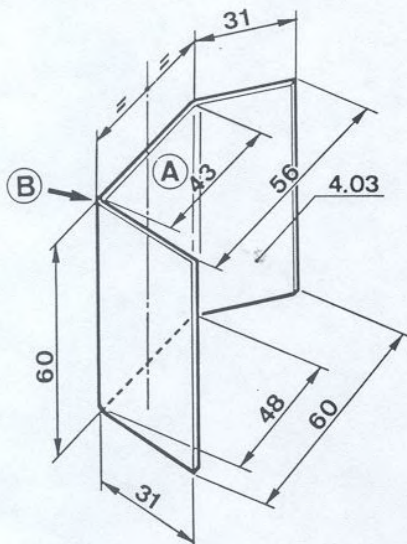


**TEMPLLET**

**Set square** 4.02

Material: 2 mm thick sheetmetal.

– Used on the 504 for setting the templet 4.01a on the centre pillar parallel to the sidemember.



**TEMPLLET**

**Marking-off muff** 4.03

Material: 1 mm thick sheetmetal.

– Used on the 504 for marking-off the upper cut in the centre pillar.

– This templet should be a tight fit, with the face (A) pressing against the outside surface of the centre pillar.

– The upper edge (B) defines the cutting line.



VOLUME II

Page

GENERAL

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- Foreword

001

- Symbols used in the methods

002



VOLUME II

GENERAL

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Pages

- Introduction 001(1)
- Symbols used in repair methods 002(1) and 012
- Freeing a front wing 011 and 012
- Replacing an outer door panel 301 to 304



These bodywork repair methods have been developed to enable a repairer to produce first class work under the best conditions.

The operations under the various headings are defined as follows:

**SUPPLEMENTARY OPERATIONS**, including:

All of the operations which are supplementary to a specific repair. For those operations already described in a particular manual, and indicated in heavy type, refer to the references given:

- Group no./page no. : this manual
- Group no./page no. : other manuals.

Operations which include sub-operations in the Repair Times Schedules are prefixed with an asterisk (\*).

**PREPARATION OF NEW COMPONENTS**, including:

- Protective painting of new panels prior to fitting (anti-corrosion).
- Stripping of panel edges and flangers prior to welding.
- Marking-off of panels for cutting in cases of partial replacement.

**CUTTING**

Of damaged panels as required.

**UNFASTENING**, including:

- Freeing welds along the line of welding.
- Reconditioning, straightening and discing of panel flanges.

**ADJUSTMENT**, including:

- Offering-up of components for any necessary adjustment.
- Checking.
- Adjusting.

**WELDING**, including:

- Necessary protection of panel flanges with conductive dope.
- Welding along the lines defined using the specified equipment.

**FINISHING**

- Application of solder or polyester sealer to surfaces requiring a high degree of finish.

**SEALING**

- Application of sealing compounds in accordance with the prescribed method.

**PROTECTION**, including:

- Application of wax/tar compound to box sections in accordance with brochure No. 1750.
- Application of anti-gravel compound to the areas indicated.

After completion of repair it is essential to check the operation of all electrical equipment, check the closure and locking of all mobile panels and to remove all traces of working from the vehicle.



HULL  
METHODS  
OPERATION SYMBOLS

For the purpose of simplification operations are presented on the stripped hull, whether or not the jig is used.

JIG USAGE

- hull jig must be used.
- use of hull jig to be determined by the severity of impact

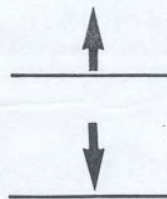


OPERATION SYMBOLS

REMOVE

REFIT

securing bolts



CUTTING



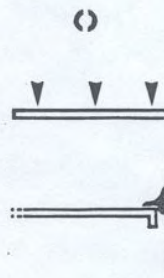
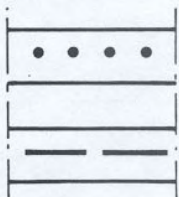
UNFASTENING



WELDING

spot weld

oxy-acetylene



SEALING

HT sealant\*

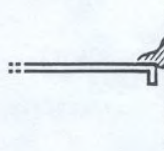
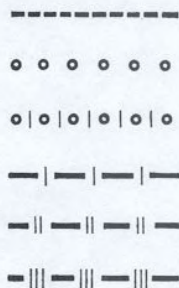
LT sealant\*

SW sealant\*

Stopping mastic

Mastic in rolls, 6 mm Ø

Mastic in strips



\*HT : High temperature

\*LT : Low temperature

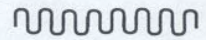
\*SW : Spot welding



OPERATION CODES

WEATHERPROOFING (Contd.)

Mastic adhesive



Expanding foam



FINISHING

Polyester body filler or lead filler



PROTECTION

Liquid bituminous wax



Anti-chipping compound (PVC re-touching)

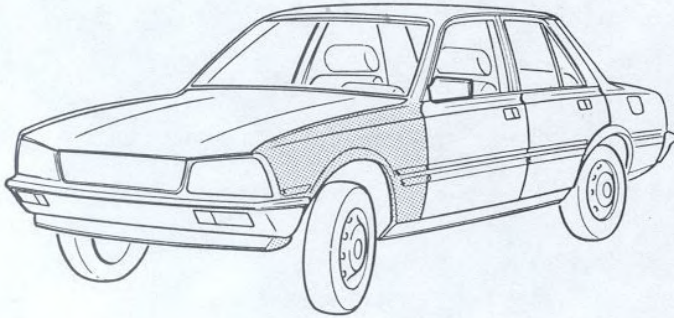




BODY SHELL  
METHODS  
FREEING A FRONT WING

25 000

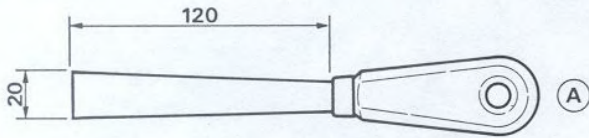
011



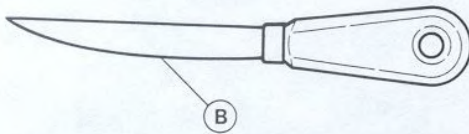
ADDITIONAL OPERATIONS

- Removing and refitting a front wing.

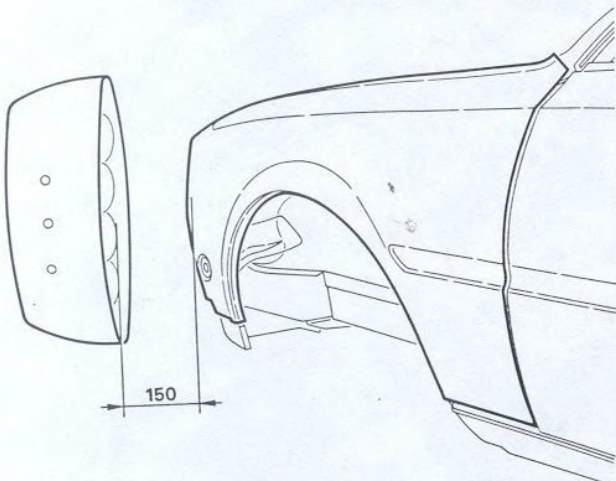
See : 25 504 A 004  
25 505 A 001  
25 604 A 001



EQUIPMENT TO BE PRODUCED LOCALLY



Make a cutting edged tool of the profile shape shown in (B) from an ordinary commercial putty knife (A).



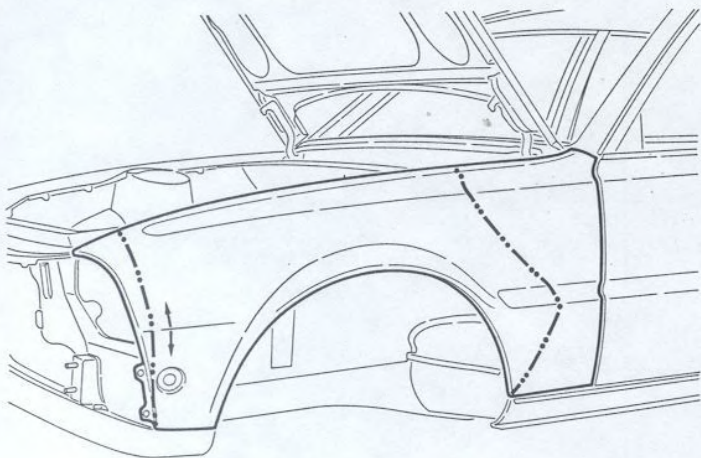
FREEING THE WING

**NOTE** - To soften the mastic joint line on the inside face of the wing one must have available a heat source that can raise the temperature of the joint to approximately 100° C.

- Place an infra red lamp set at a maximum distance of 150 mm from the joint line to be freed, and leave it in position for 10 minutes.



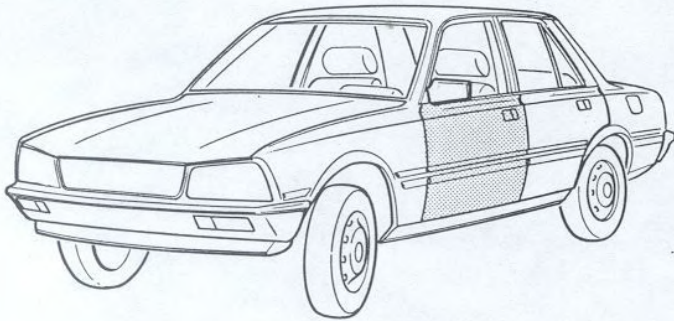
BODY SHELL  
METHODS  
FREEING A FRONT WING



**FREEING THE WING(Contd).**

- Insert the point of the knife into the heated mastic.
- Separate the joint by cutting the mastic, first in an upward direction and then in a downward direction, along the joint line.



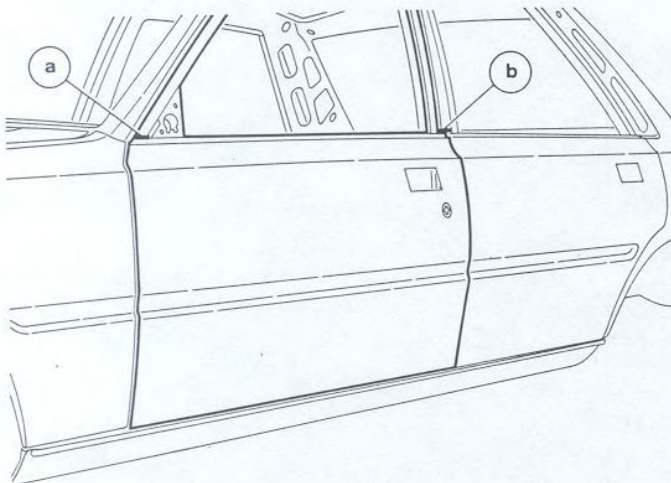


**ADDITIONAL OPERATIONS**

- Removing and refitting a door.  
(see 35.504 A 301).
- Removing and refitting the waist moulding.

**NOTE** - This method can be used on the front and rear doors of :

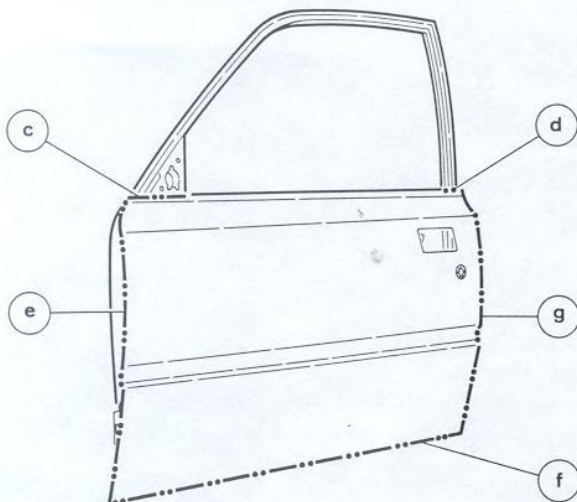
504 - 505 - 604



**FITTING**

- Mark the position of the panel to be replaced by making two saw cuts along :

(a) (b)



**CUTTING**

- Cut the brazed joints along :

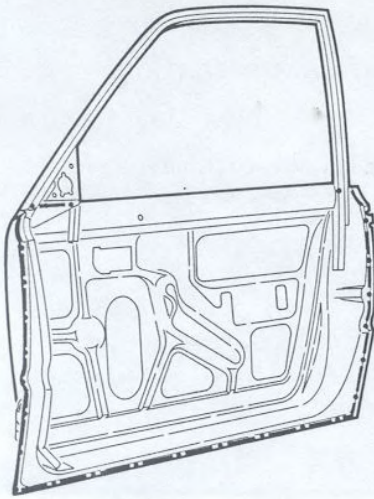
(c) (d)

- Grind back the crimped edges along :

(e) (f) (g)

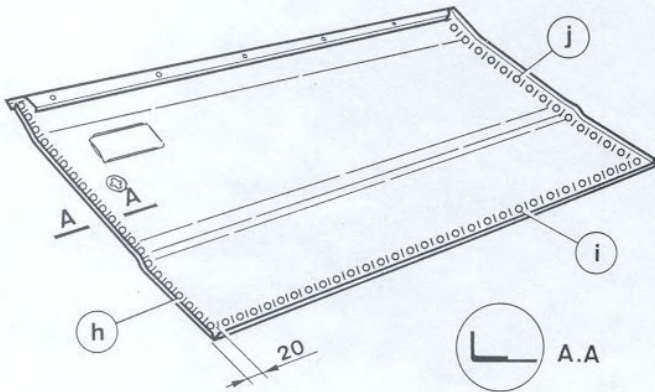


BODY SHELL  
METHODS  
REPLACING AN OUTER DOOR PANEL



PREPARATION

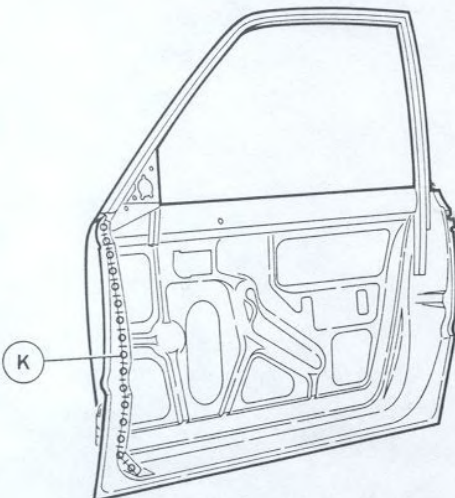
- Prepare the joint lines.



FITTING

- Apply a coat of welding mastic, brushing it smooth, to the inside of the panel along lines.

(h) (i) (j)



- Apply a thick fillet of welding mastic to the stiffener along line.

(k)

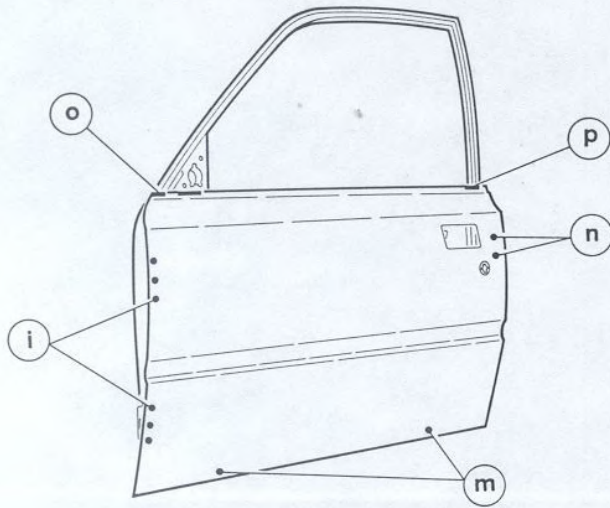
- Adjust the position of the panel by following the position lines on the door uprights.



BODY SHELL  
METHODS  
REPLACING AN OUTER DOOR PANEL

25 000

303



WELDING

– Spot weld the door panel along lines :

(l) (m) (n)

using equipment **AA1** 

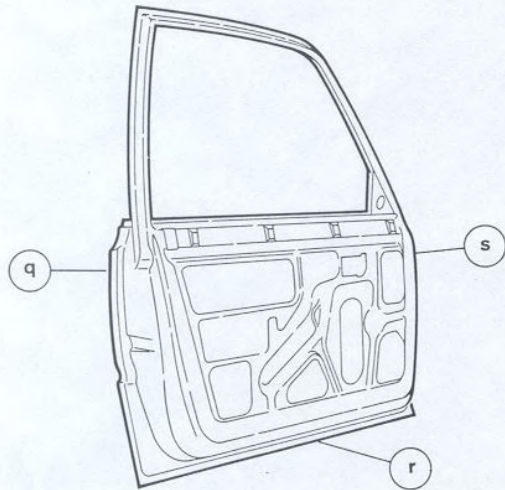
– Braze along lines :

(o) (p)

– Fold down and crimp the following edges :

(q) (r) (s)

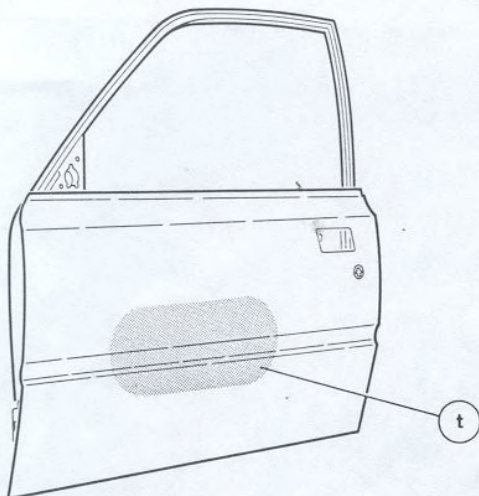
– Remove the excess welding mastic after crimping.



PROTECTIVE TREATMENT

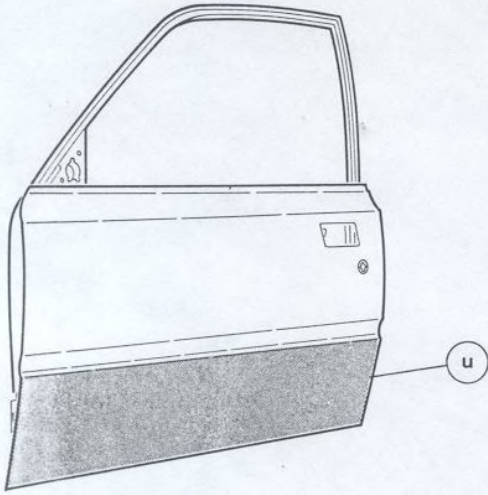
– Apply a coat of anti-chipping compound to the inside face of the panel as shown at :

(t)





BODY SHELL  
METHODS  
REPLACING AN OUTER DOOR PANEL



PROTECTIVE TRÉATMENT (Contd.)

- Spray liquid bituminous wax inside the door, after painting, over area :

(u)



## VOLUME II

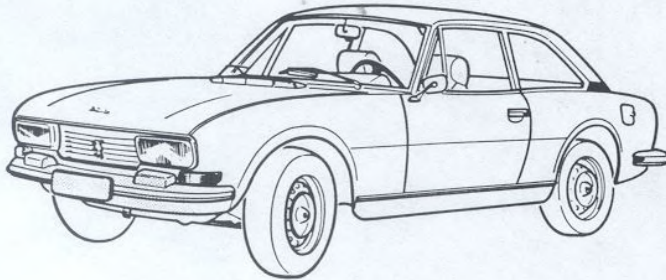
Page

## B - COUPE

25 504 B

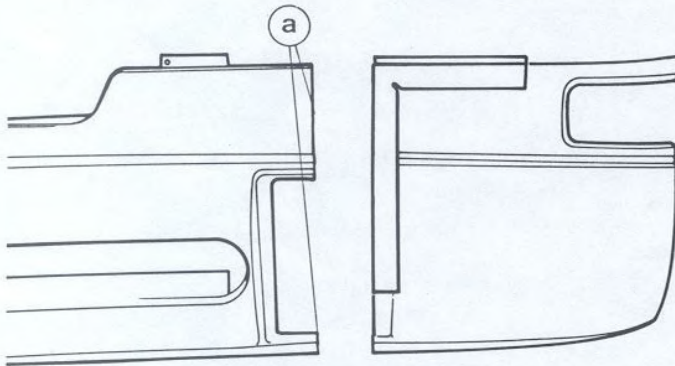
- Part replacement of front panel	001 to 002
- Replace a front wing	011 to 015
- Replace front frame and headlamps protector	021 to 024
- Replace front section of sidemember	301 to 306
- Replace a door post	311 to 315
● - Replace door post valances	321 to 323
- Replace roof	331 to 334
- Replace a front pillar	341 to 343
- Replace rear lower panel	601 to 603
- Replace rear upper panel and cross-piece	611 to 614
- Part replacement of rear panels	621 to 624
- Replace a rear wing	631 to 636
- Replace tie-down mounting plate and gusset	641 to 643
- Part replacement of a rear wing valance	651 to 654
- Replace lower half of centre pillar	661 to 663
● - Replace rear half of sidemember	671 to 674
□ - Replace a sidemember web (rear part)	681 to 683
□ - Replace a rear wing valance	691 to 695





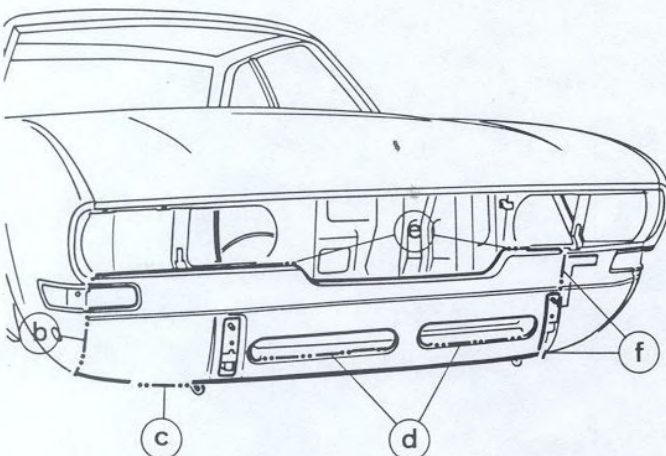
**SUPPLEMENTARY OPERATIONS**

- Remove-refit:
- front bumper
- \* front end, bright trim strip
- front direction indicators
- \* headlights
- horns



**PREPARE NEW PART**

To avoid destroying the original assembly with the front wing it is possible to cut-out the panel as at: (a).

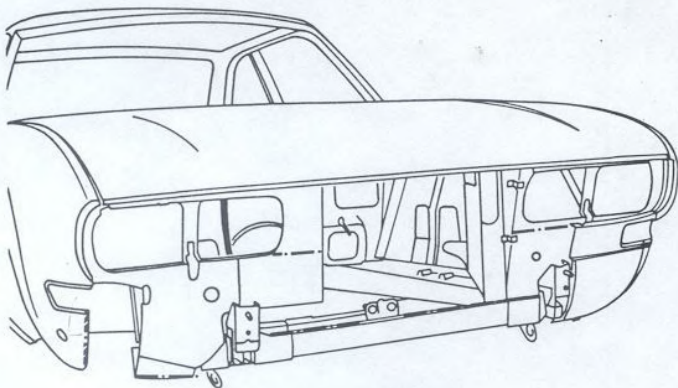


**CUT**

- Cut the front panel at (b), (c), (d), (e) and then at (f)  
(Final cut identical with preparation of the new panel).

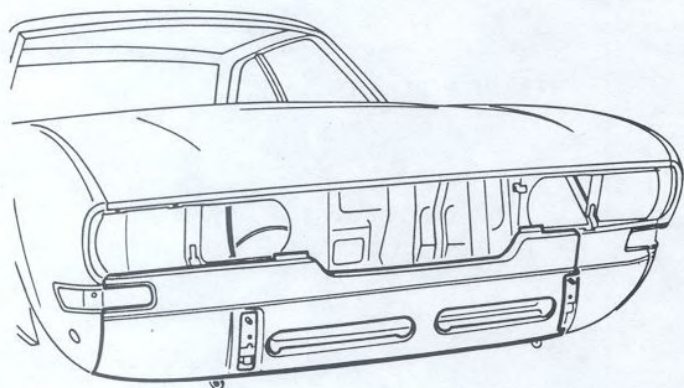


HULL  
METHODS  
PART REPLACEMENT OF FRONT PANEL



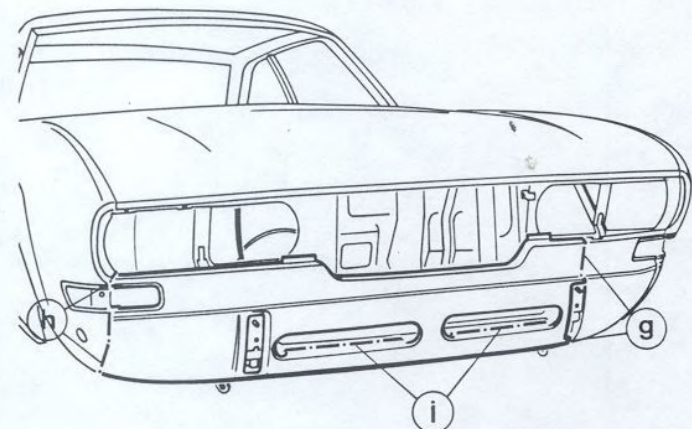
UNFASTEN

- Prepare the joints.



ADJUST

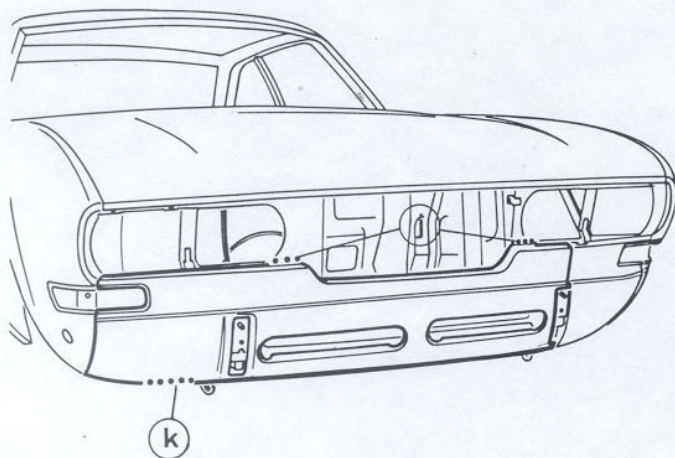
- Position the panel
- Align the panel chine lines
- Insure that cut edges are flush.



WELD

- Flame weld at (g) with a continuous weld.
- and tack weld at (h) and (i).





**WELD (cont.)**

- Spot weld the front panel at:  
(j) and (k)

using equipment

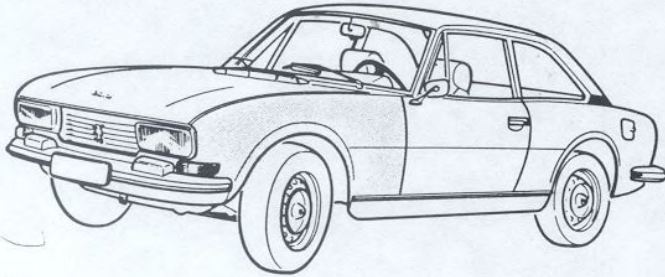
**AB1**





HULL  
METHODS  
REPLACE A FRONT WING

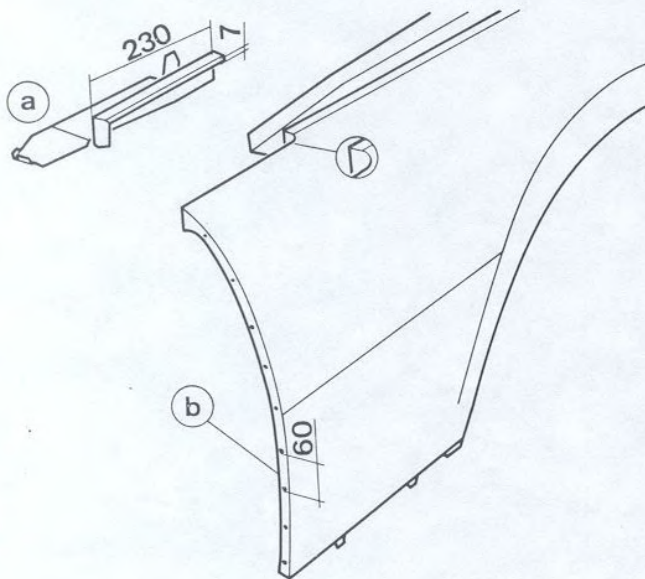
25 504 B 011



SUPPLEMENTARY OPERATIONS

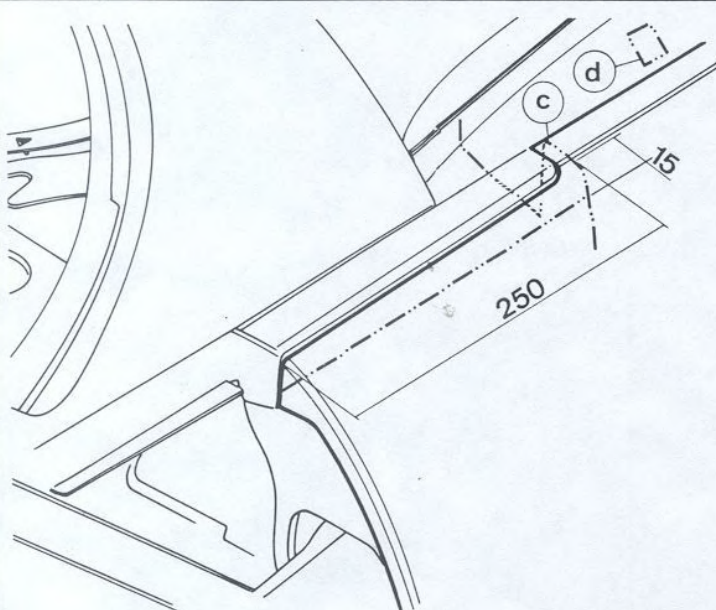
Remove-refit:

- \* door
- sill bright trim
- sill outer protector
- monogram (RH side)
- direction indicator
- \* headlight
- screen washer reservoir (RH side)



PREPARE NEW PART

- In order not to damage the original assembly of the front wing to the scuttle side, make a final cut at (a).
- Drill a 6mm diameter  $\emptyset$  in the flange as at (b).

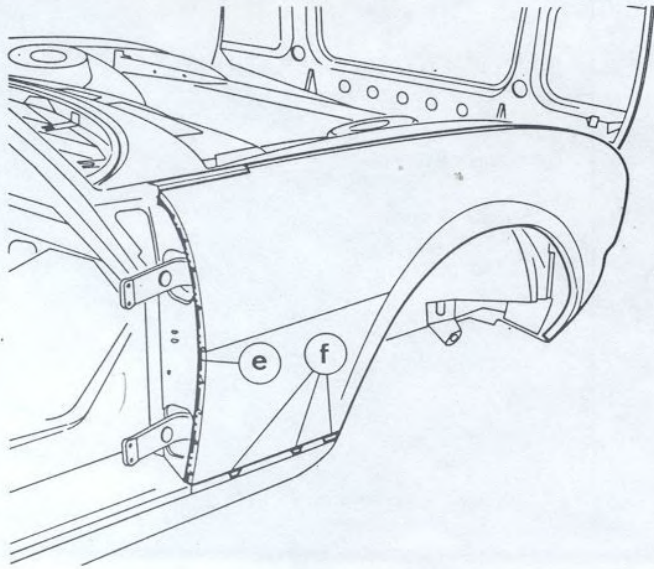


CUT

- Make a provisional cut as at: (c)
- Cut-out as at (d)



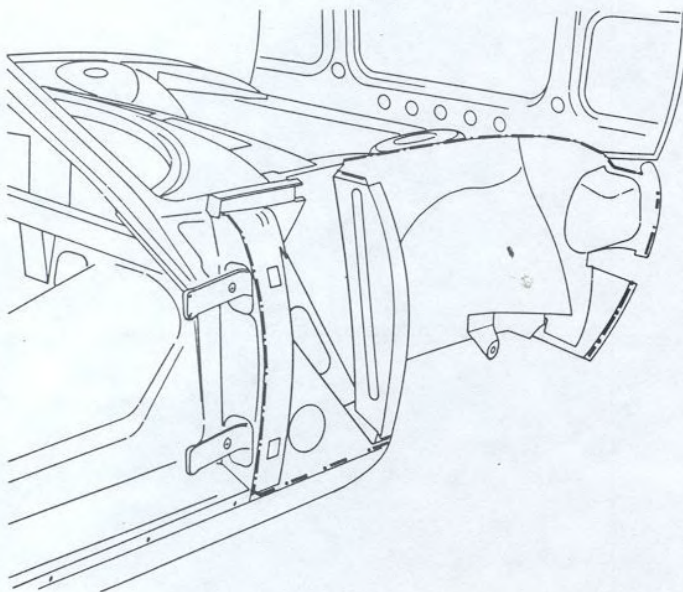
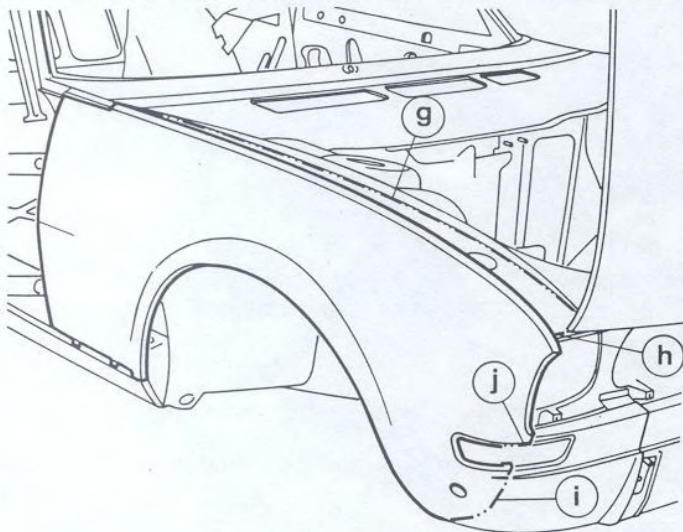
HULL  
METHODS  
REPLACE A FRONT WING



CUT (cont.)

– Cut the wing as at:

(e), (f), (g), (h), (i), (j)



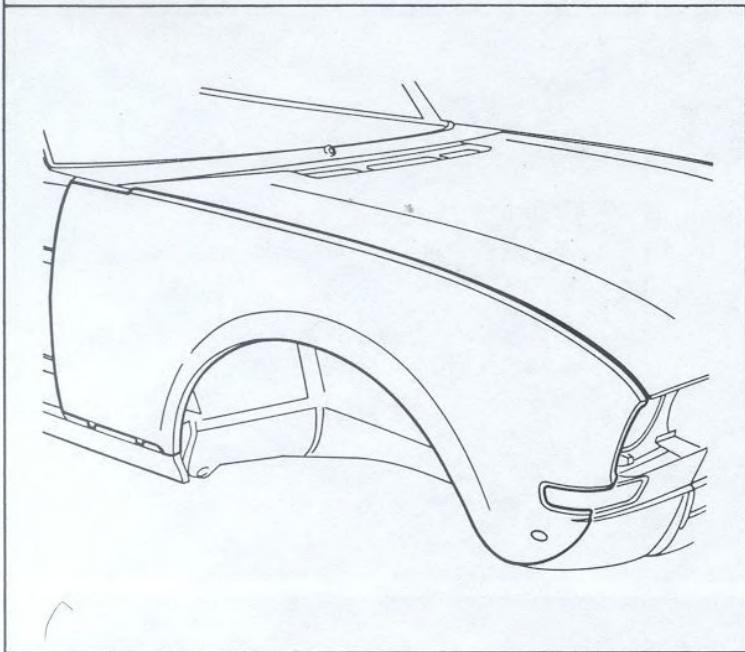
UNFASTEN

– Prepare the joints.



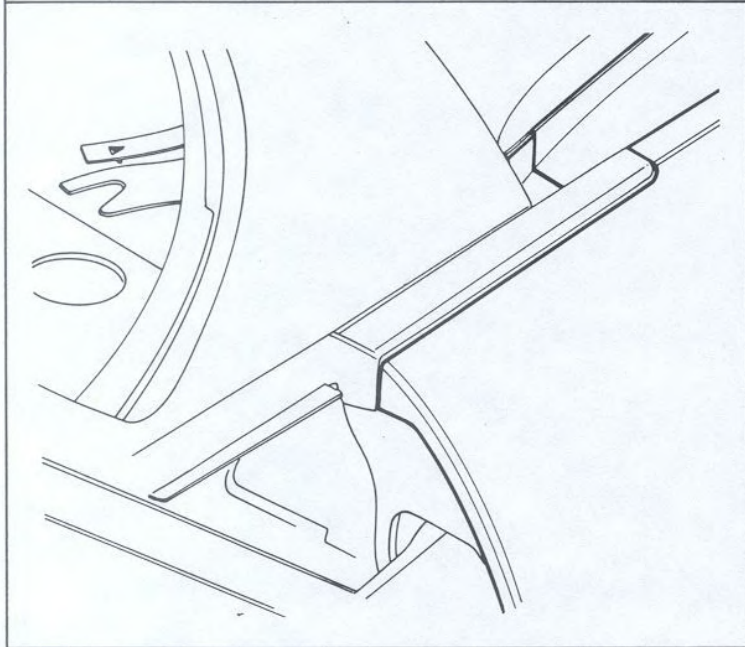
HULL  
METHODS  
REPLACE A FRONT WING

25 504 B 013

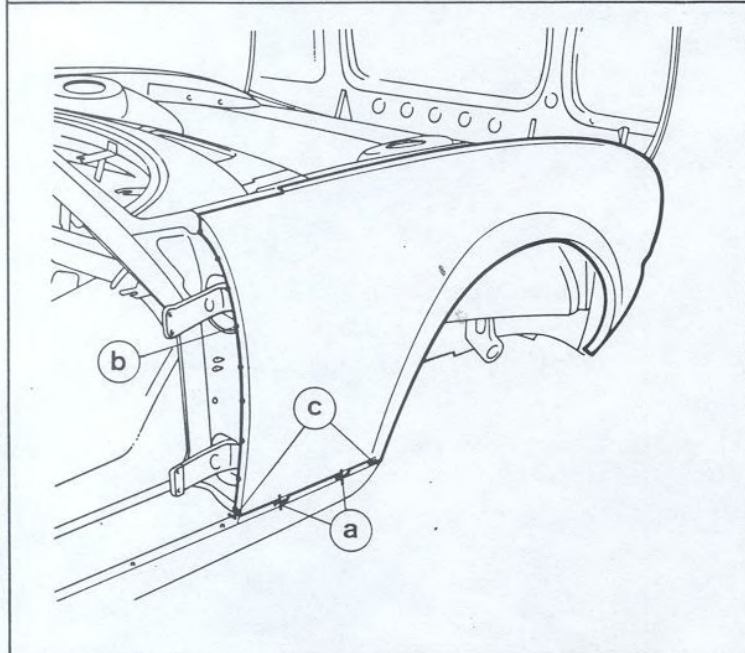


**ADJUST**

- Adjust clearance
- Install the front wing
- Check:
  - fit of wing to door post
  - alignment of chine lines
  - clearance



- Mark-off the final cut
- Remove the front wing
- Recut as necessary
- Refit the wing
- Secure the panel with 2 - 4 mm Ø pop rivets at (a).

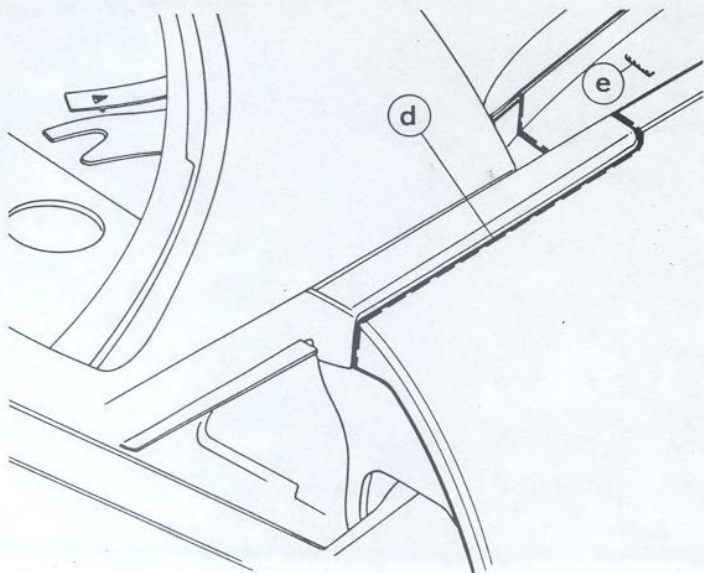


**WELD**

- Braze the wing panel
  - by plugging as at (b)
  - by tacking at (c)

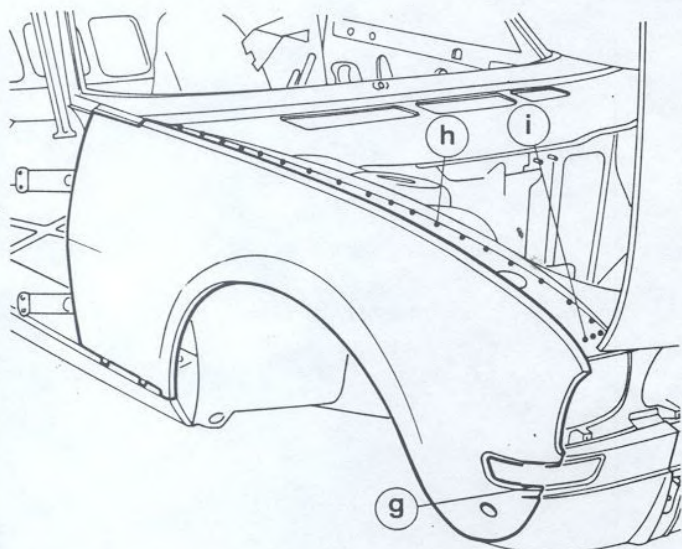
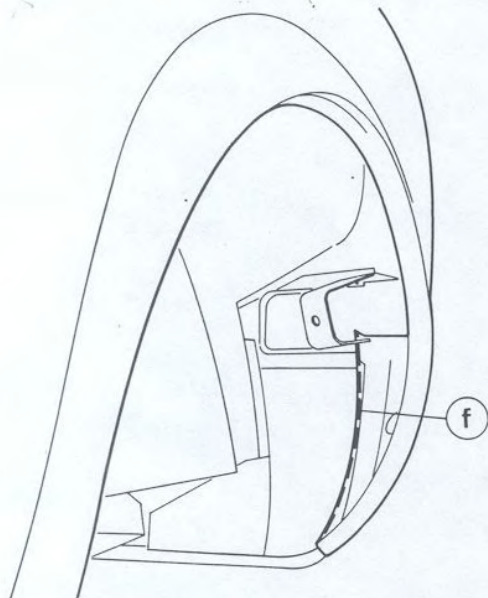


HULL  
METHODS  
REPLACE A FRONT WING



WELD (cont.)

- Flame weld the wing along the line (d) and tack weld at (e), (f), (g).



- Spot weld the wing at (h), (i),

using equipment

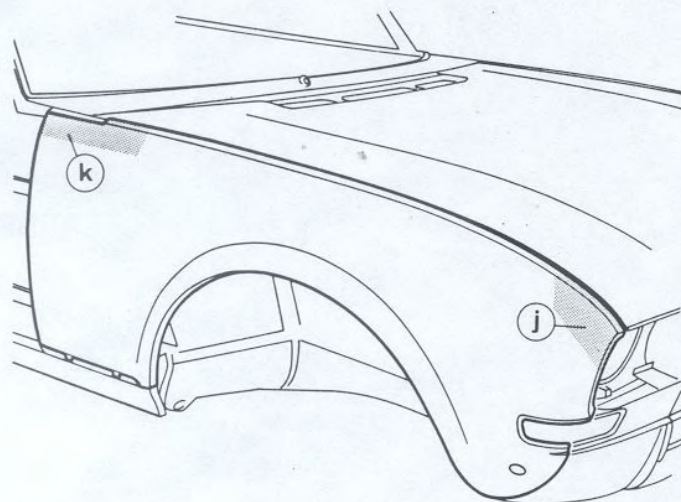
AD1





HULL  
METHODS  
REPLACE A FRONT WING

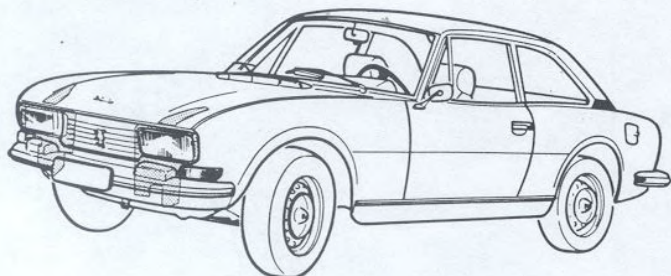
25	504	B	015
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**FINISH**

- Ensure that the front end of the wing panel is flushed with the edge of the bonnet, as at (j), finish the weld surfaces (k) with solder.



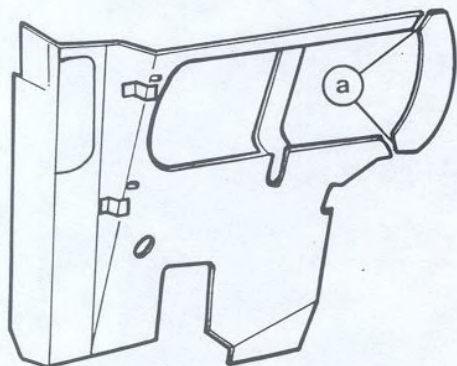


## SUPPLEMENTARY OPERATIONS

- \* Replace a front wing (see 25.504B011)
- \* Replace front panel (see 25.504B001)

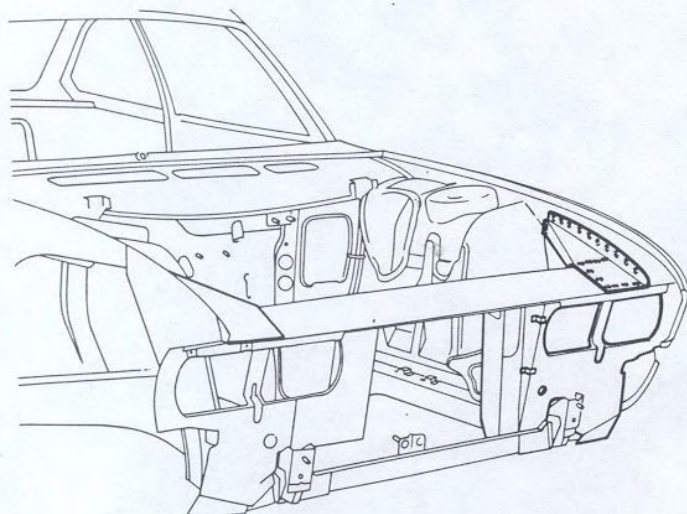
## Remove-refit:

- Bonnet
- Bonnet hinges
- Screenwasher pump (to the right)
- Regulator (to the right)
- Headlights relay (to the left)
- Battery (to the left)



## PREPARE NEW PART

- Replacement of a front frame component with the front wing in situ, is simplified by making cuts as at (a).



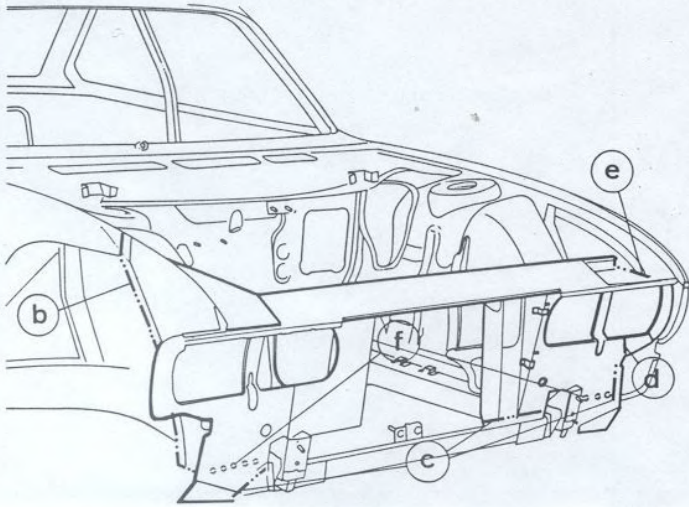
## CUT

- Unfasten the cross-member gusset by breaking the spot welds.



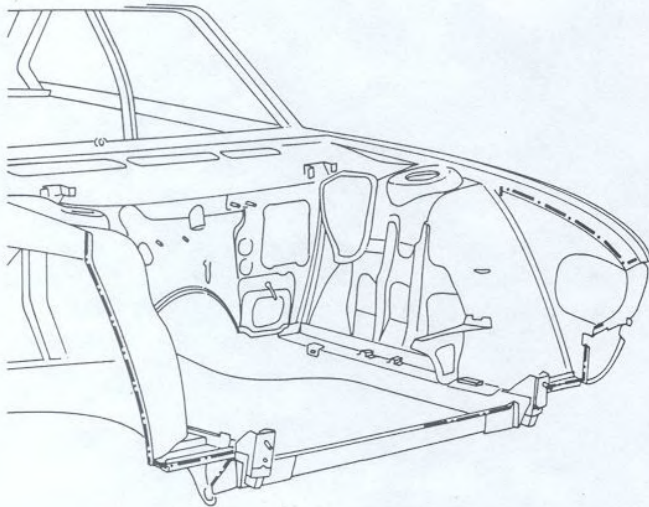
## HULL METHODS

### REPLACE FRONT FRAME AND HEADLIGHTS PROTECTION PANEL



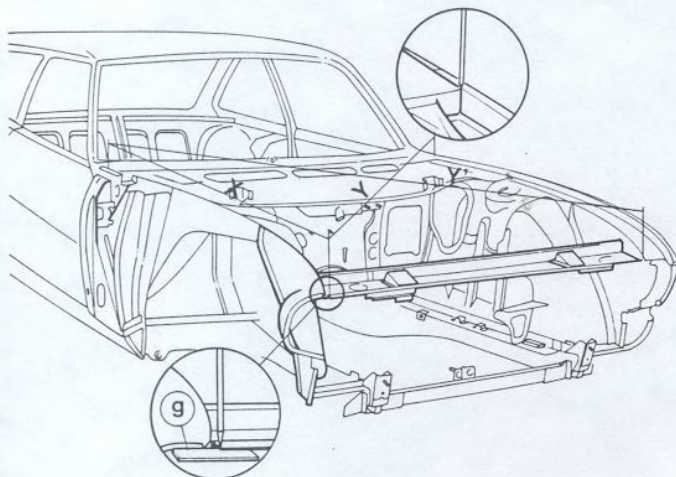
#### CUT (cont.)

- Cut the headlights protector at **(b)**.
- Cut the front frame at **(c), (d), (e)**.
- Break the spot welds at **(f)**.



#### UNFASTEN

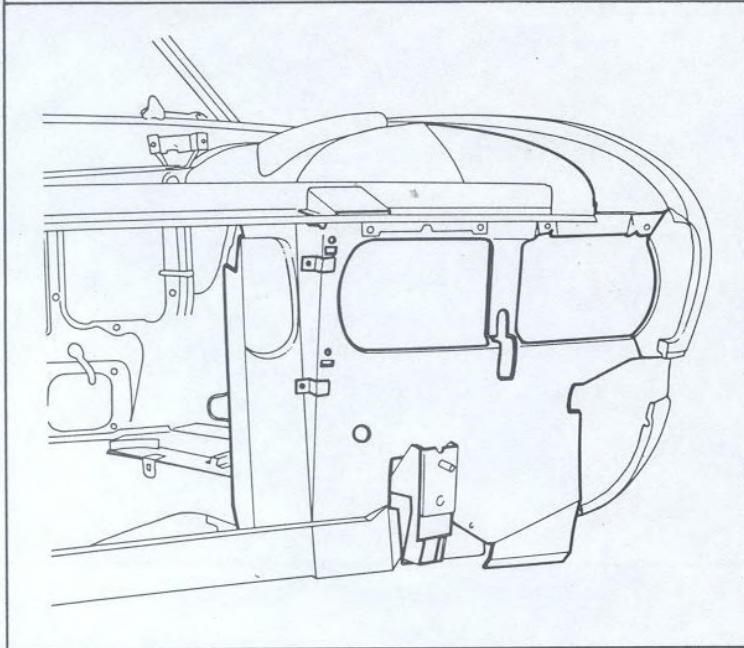
- Prepare the edges.



#### ADJUST

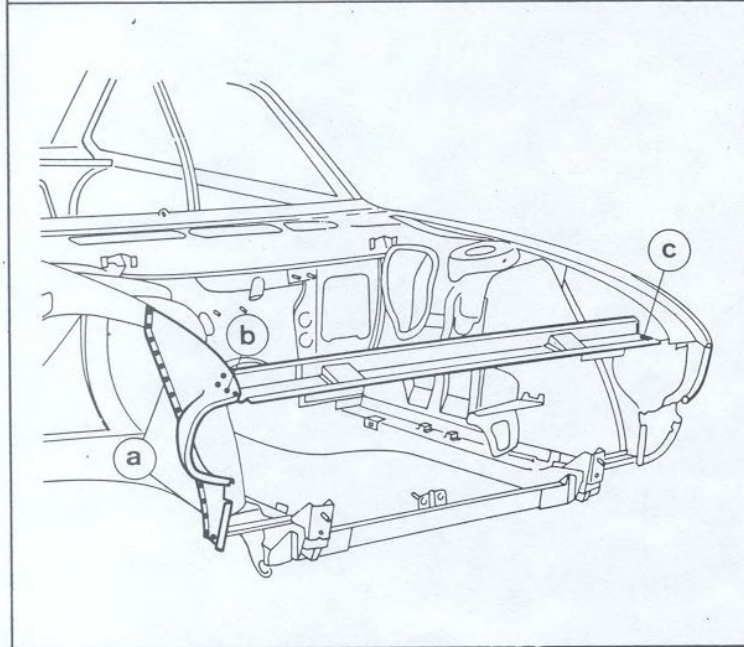
- Position the headlights protector and frame cross-member.
- Align the joints to be welded as at **(g)**.
- Correct positioning of the assembly in depth, using the X ref.  $X = 1273\text{mm}$ .
- Check the diagonals  $Y = Y' = 1845 \pm 1\text{mm}$ .







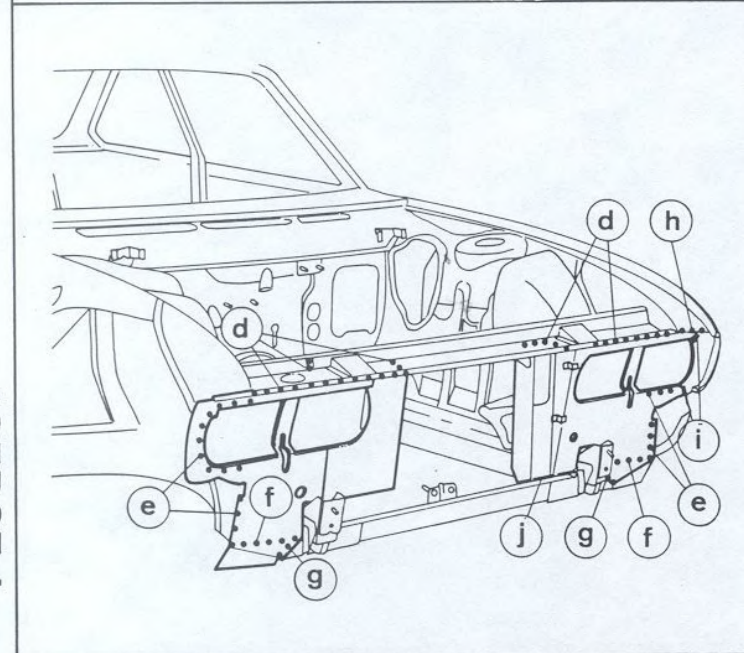
**ADJUST (cont.)**


- Position the frame panel.
- Mark-off the final cuts.
- Remove the frame panel.
- Clean-up the cut edges.



**WELD**

- Spot weld the headlights protector at (a)  
using equipment **BA1** 
- Spot weld the frame cross-member at (b)  
using equipment **AB1** 
- and tack weld at (c)

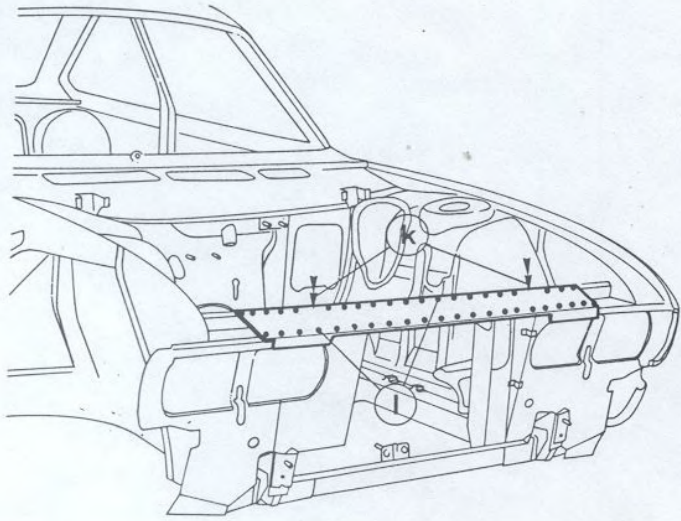


- Position the frame panels and spot weld at (d), (e), (f), (g), (h).  
using equipment **AB1** 
- and tack weld at (i), (j).



HULL  
METHODS

REPLACE FRONT FRAME AND HEADLIGHTS PROTECTION PANEL



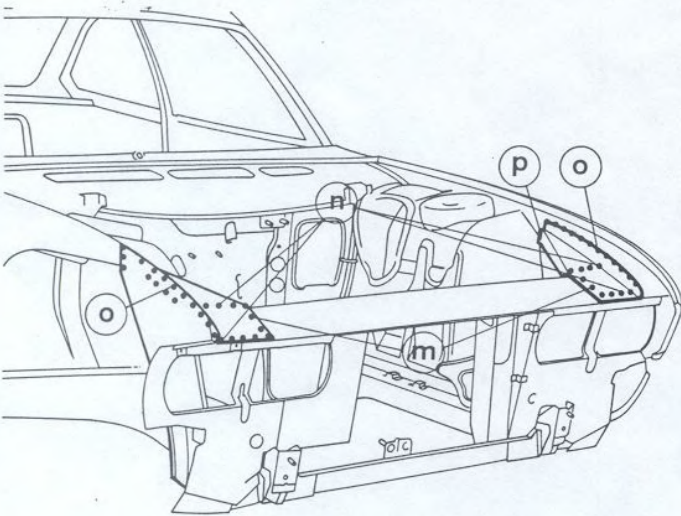
WELD (cont.)

– Secure the cross-member liner at (k).

– Spot weld as at (l)

using equipment

AB1



– Position and spot weld the cross-member gussets at (m), (n), (o).

using equipment

AB1

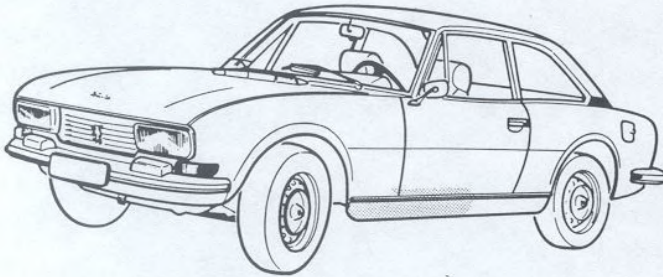


– Flame weld at (p).



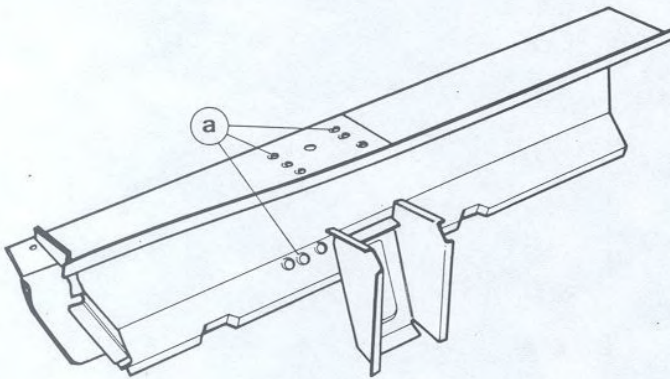
HULL  
METHODS  
REPLACE FRONT SECTION OF A SIDEMEMBER

25 504 B 301



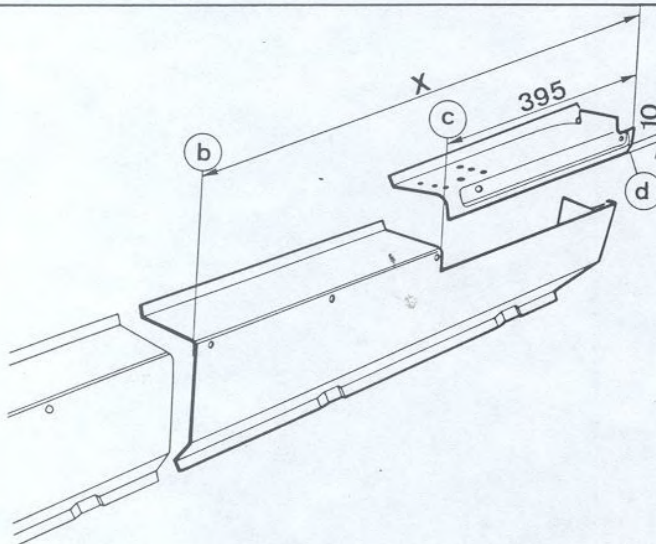
SUPPLEMENTARY OPERATIONS

- Remove-refit:
  - \* door
  - door sill outer protector
  - sill bright trim.



PREPARE NEW PART

- Break the spot welds at (a) without damaging the reinforcement piece which is to be reused.



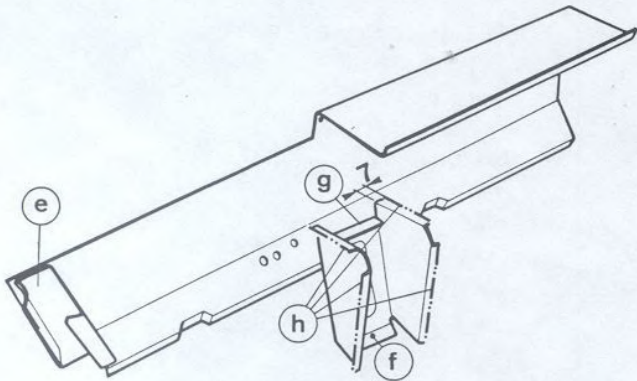
- Cut the sidemember:
  - at (b) for a length (x) determined by the extent of damage.
  - at (c), (d).



HULL  
METHODS  
REPLACE FRONT SECTION OF A SIDEMEMBER

PREPARE NEW PART

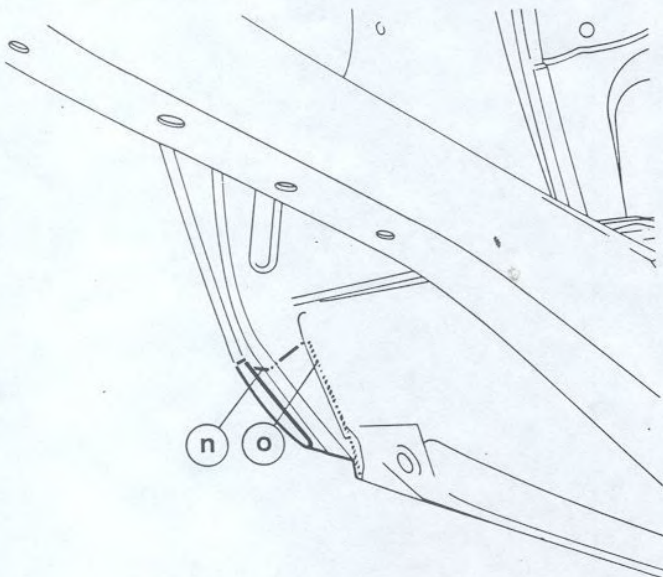
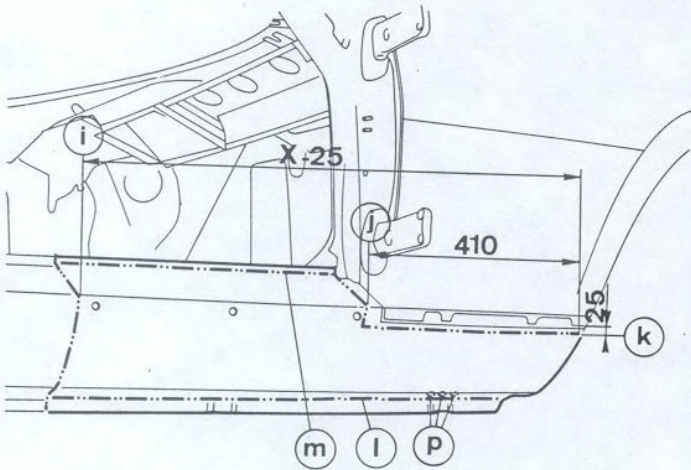
- To facilitate fitting of the sidemember, open-up the end as at (e)
- To facilitate fitting and welding of the reinforcement:
  - drill a 3mm Ø hole in the centre of one of the pads (f)
  - bend at 90° at (g)
  - cut as at (h)



CUT

- Cut the sidemember as at:
  - (i), (j), (k), (l), (m), (n), (o)

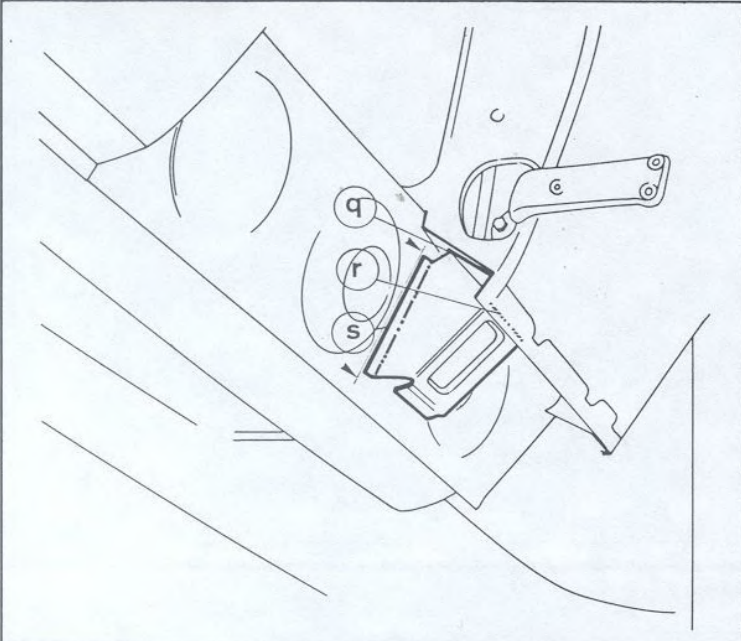
- Break the spot welds at (p).





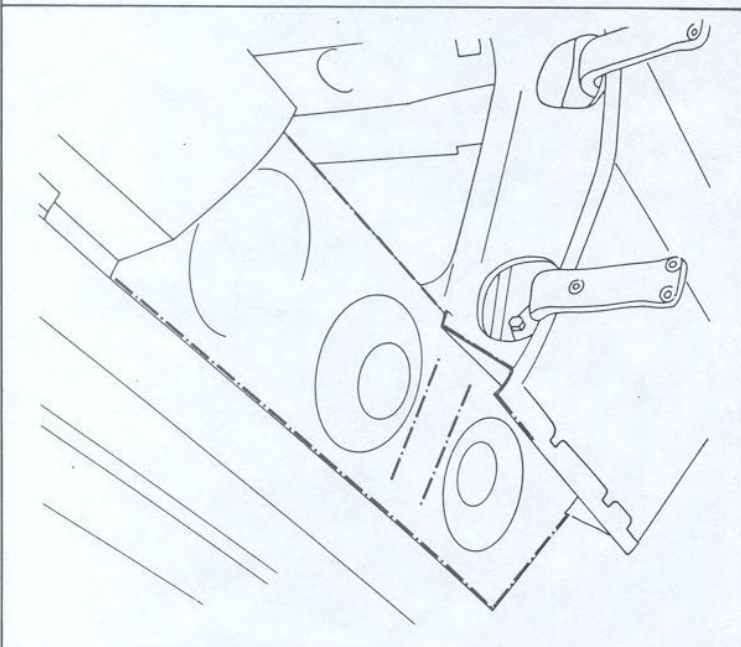
HULL  
METHODS  
REPLACE FRONT SECTION OF A SIDEMEMBER

25 504 B 303



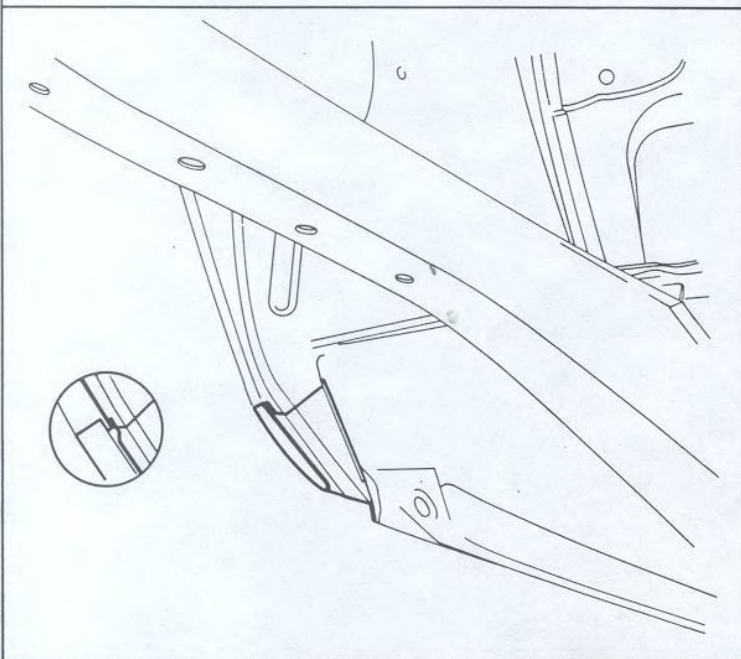
**CUT (cont.)**

- To simplify alignment of the new part, mark the sideways position of the reinforcement prior to cutting.
- Cut the reinforcement as at:  
**(q), (r), (s)**



**UNFASTEN**

- Prepare the edges.

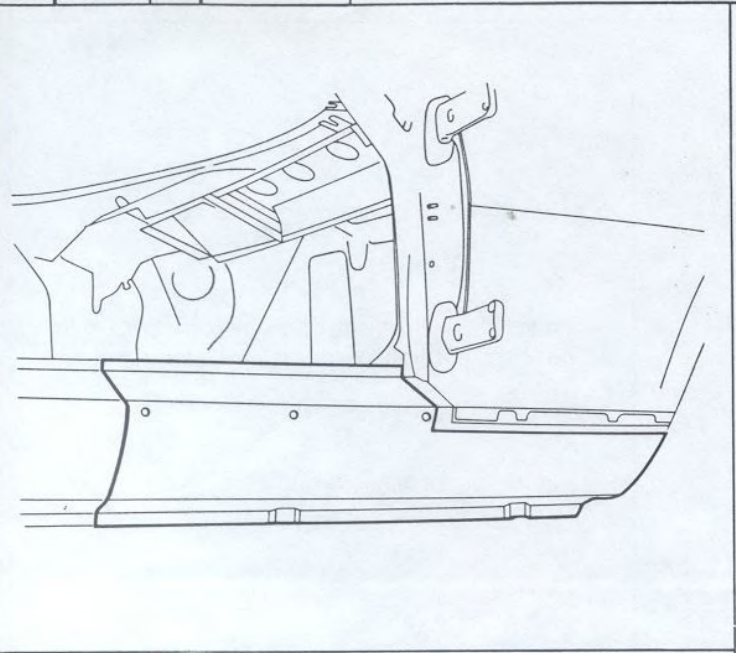


**ADJUST**

- Fit the sidemember.

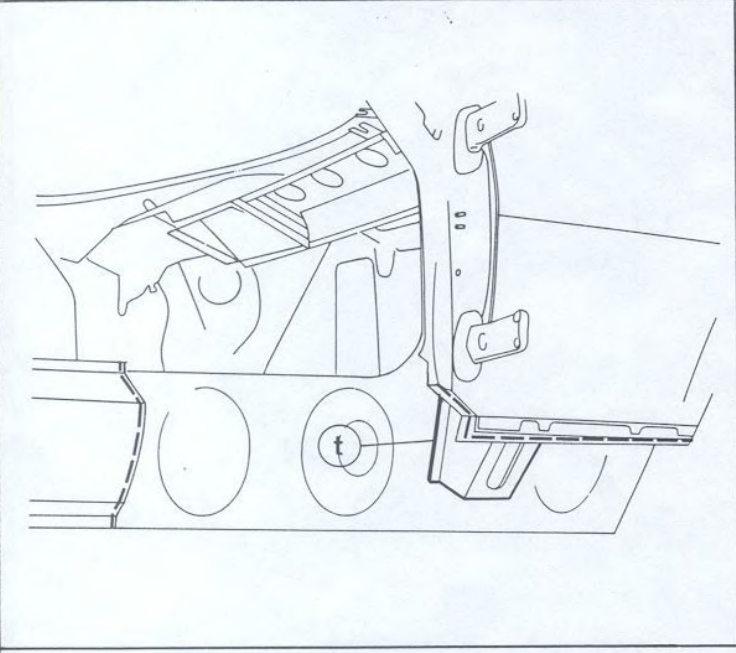


HULL  
METHODS  
REPLACE FRONT SECTION OF A SIDEMEMBER



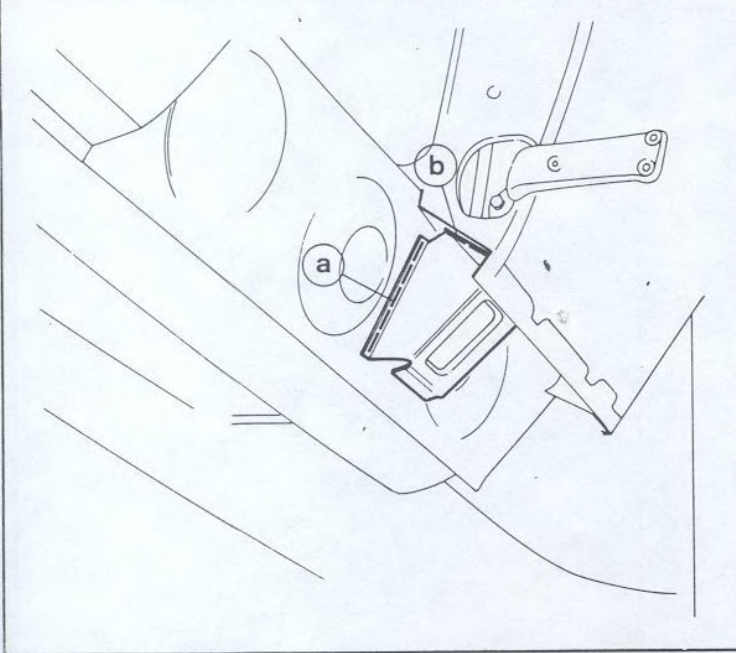
**ADJUST**

- Align the chine lines.
- Mark-off for final cutting.
- Remove the sidemember.
- Correct cuts as necessary.
- Align the reinforcement in relation to the marks **(t)**.
- Position the sidemember.
- Check the vertical positioning of the reinforcement.
- Remove the sidemember.



**WELD**

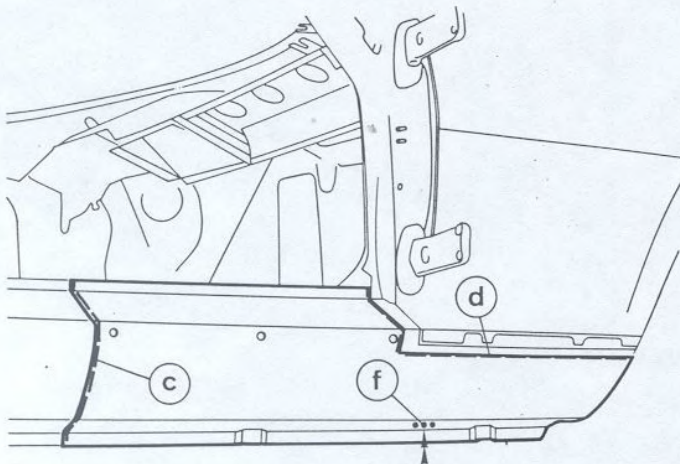
- Tack weld each side of the reinforcement at: **(a), (b)**.





HULL  
METHODS  
REPLACE FRONT SECTION OF A SIDEMEMBER

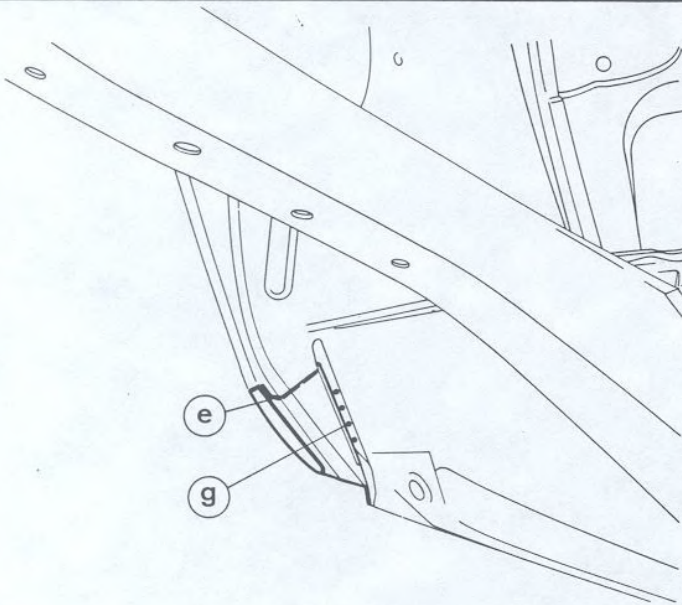
25 504 B 305



WELD (cont.)

– Flame weld along the lines:

(c), (d), (e)



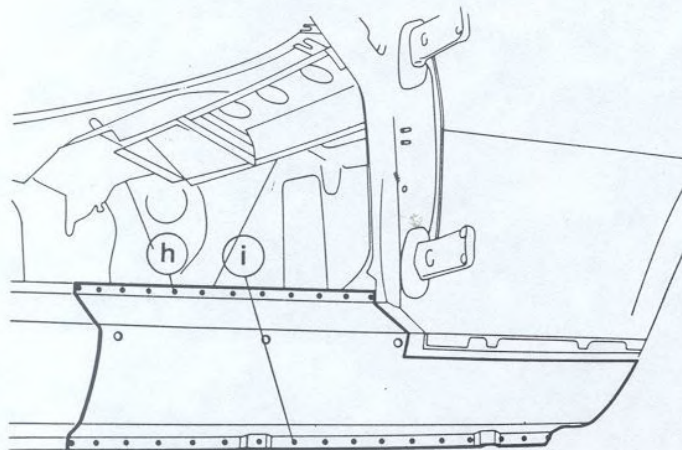
– Fit the sidemember to the reinforcement using a panel screw.

– Plug braze at (f).

– Spot weld the sidemember at (g)

using equipment

AA1



– At (h), (i)

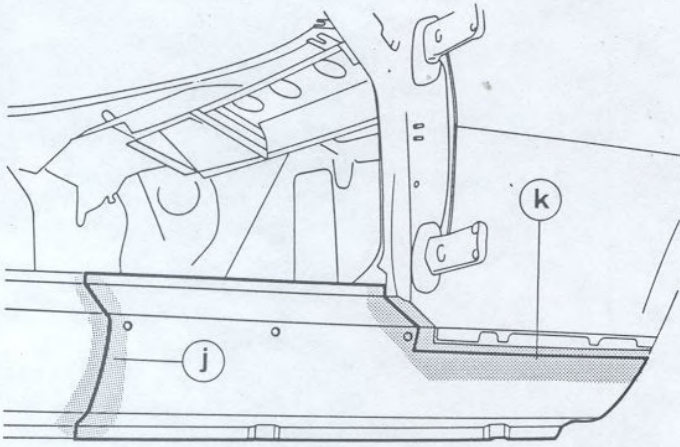
with equipment

AA3





**HULL  
METHODS  
REPLACE A FRONT SECTION OF A SIDEMEMBER**



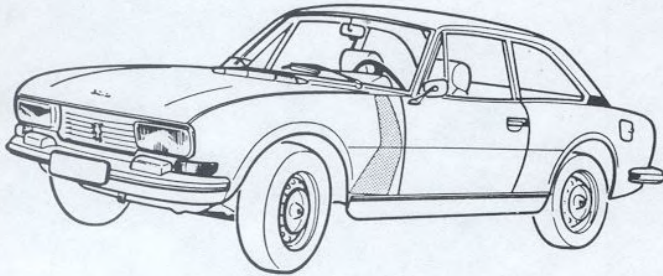
**FINISH**

- Finish the welds with an application of solder as at (j), (k).

**PROTECT**

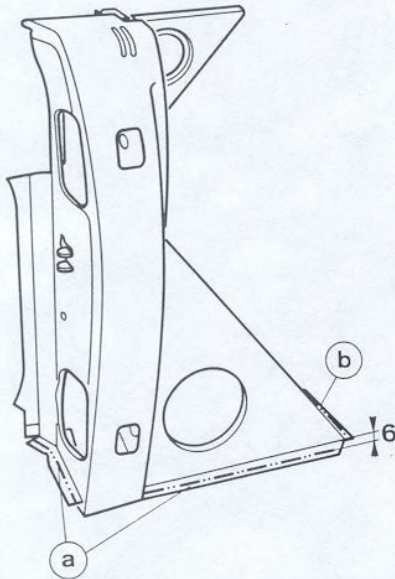
- Apply a coat of soundproofing compound to the area repaired.





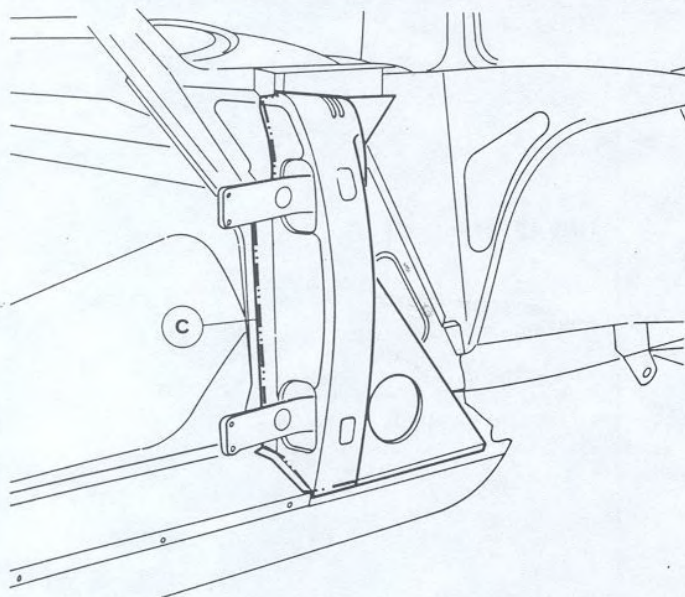
**SUPPLEMENTARY OPERATIONS**

- \* **Replace a front wing** (see 25.504B011).
- Remove-refit:
  - \* door
  - \* fascia panel
  - electronic control unit (to the right)
  - screenwasher relay (to the right)
  - fusebox (to the left)
  - rooflight switch
  - \* frontscreen
  - lateral air-vent
  - sill bright trim
  - sill protector
- Lift-relay:
  - half-floor trim
  - front pillar trim.



**PREPARE NEW PART**

- Re-cut the edges as at (a), (b).

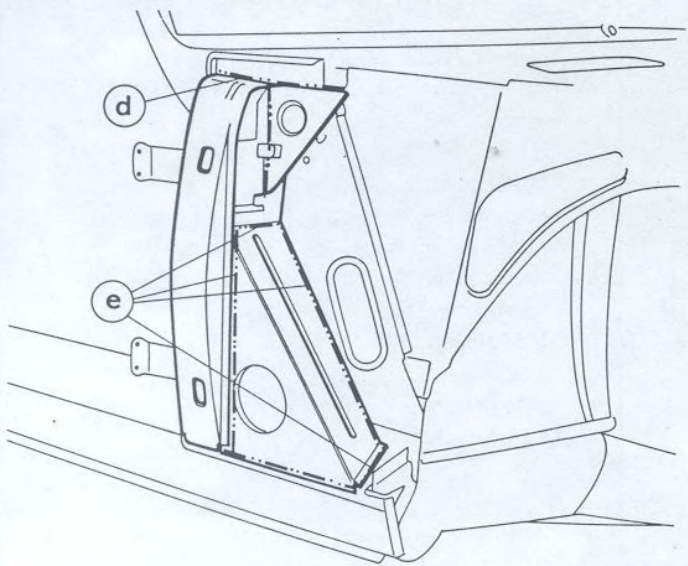


**CUT**

- Cut the door post as at (c).



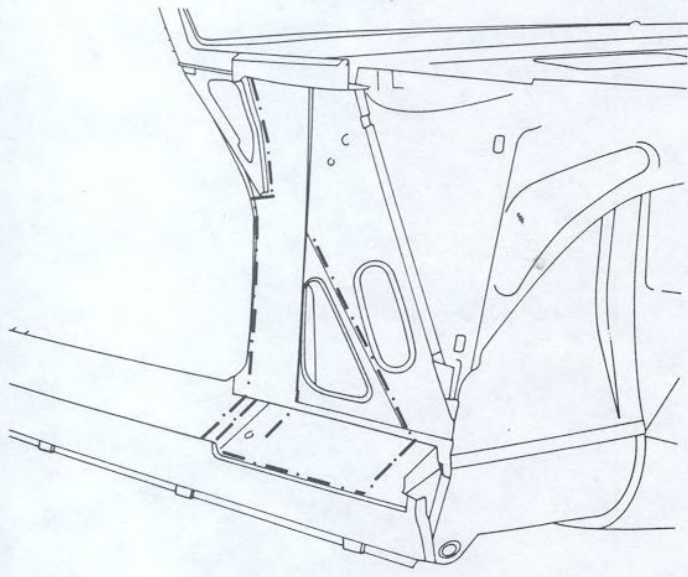
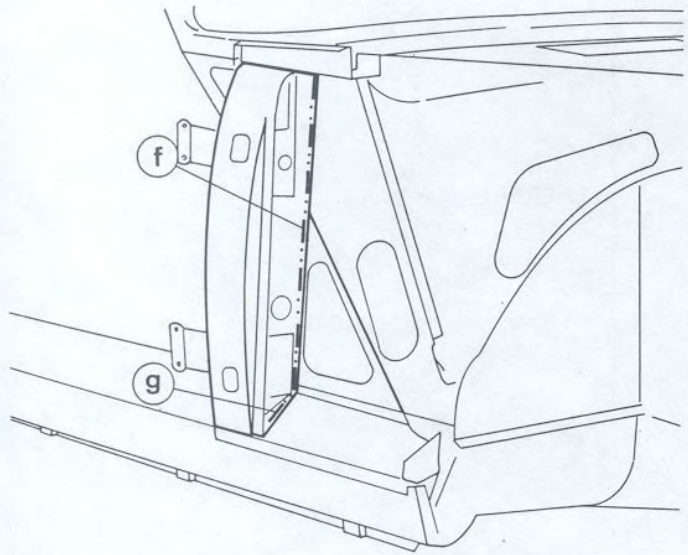
HULL  
METHODS  
REPLACE A DOOR POST



CUT

— Cut the post as at:

(d), (e), (f), (g)



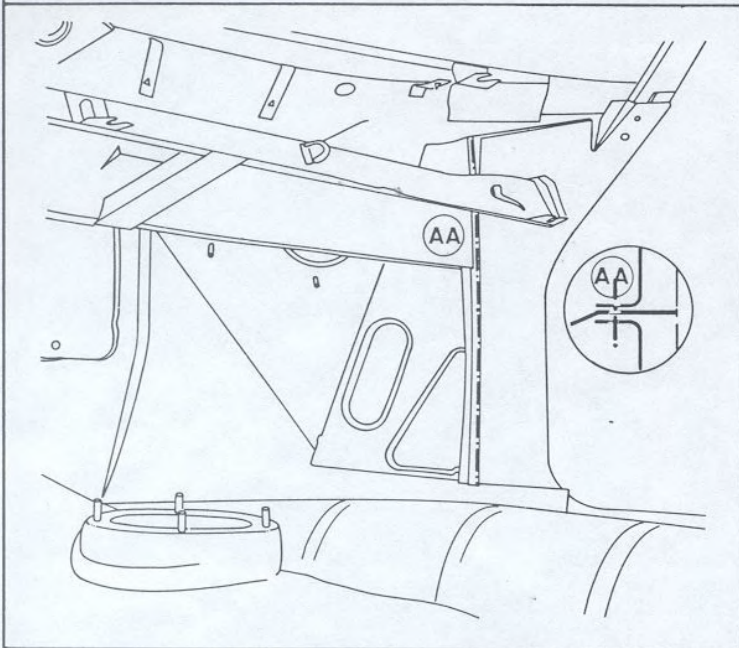
UNFASTEN

— Prepare the joints.



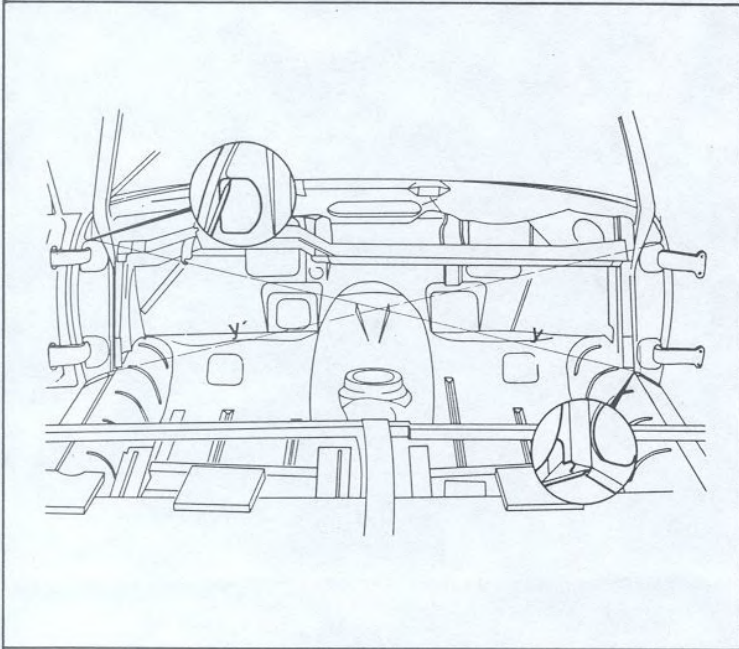
HULL  
METHODS  
REPLACE A DOOR POST

25 504 B 313



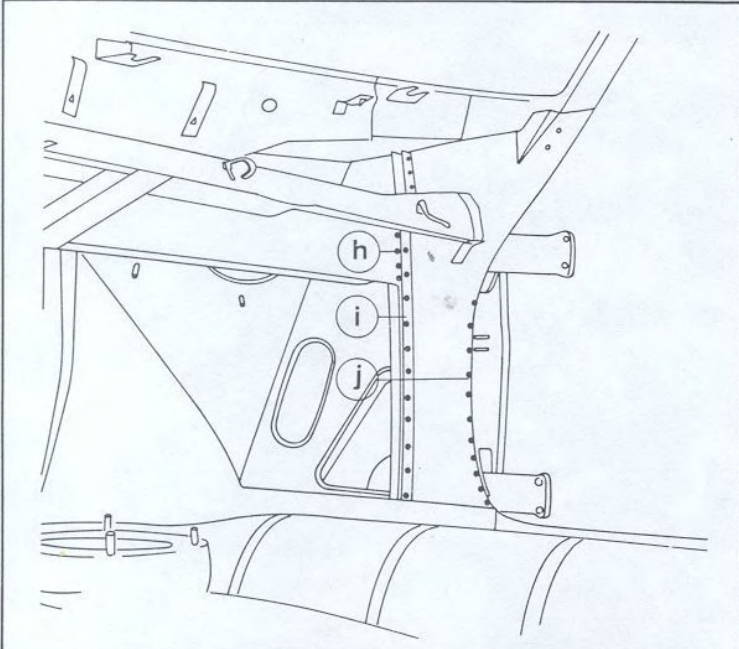
UNFASTEN (cont.)

- Unfasten the junction of the 3 panels by drilling the spot welds with a 6mm Ø drill.
- Remove the centre piece.
- Plug the holes in each of the other panels.




ADJUST

- Insert the post between the 2 valances, and abutting the sidemember.
- Note the measurement of the diagonal **Y**.
- Correct positioning of the door post in relation to : **Y'**.



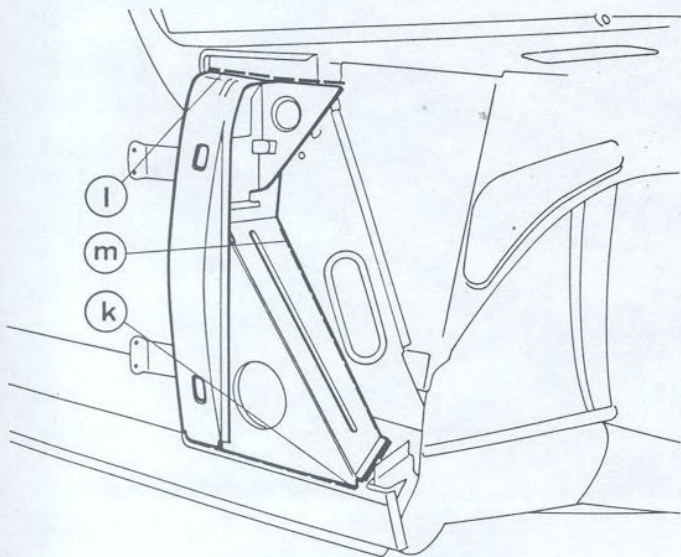
WELD

- Spot weld the post as at: (h), (i), (j)
- using equipment **AB1** 



25 504 B 3 14

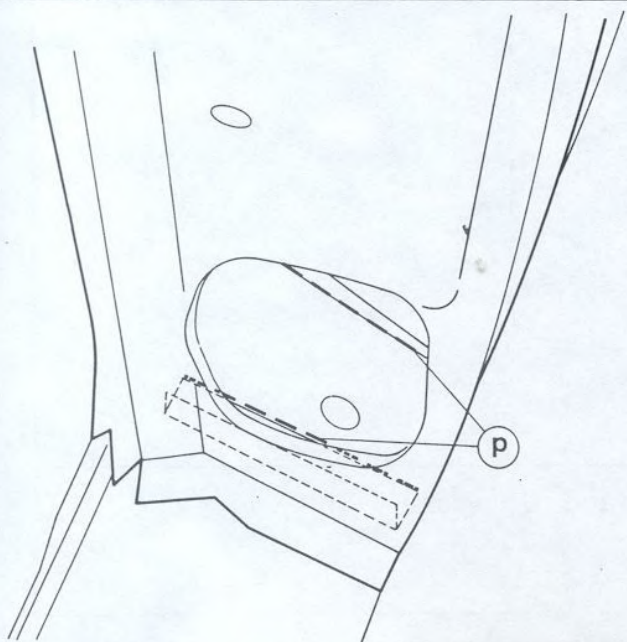
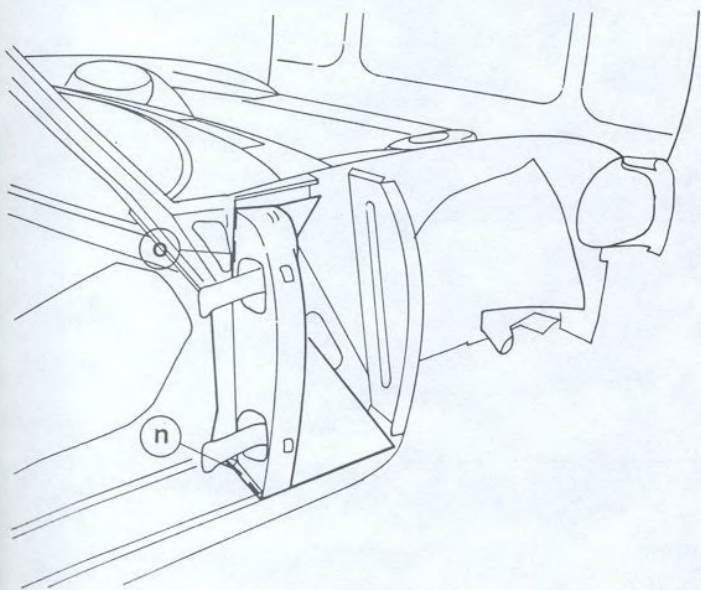
HULL  
METHODS  
REPLACE A DOOR POST



WELD (cont.)

– Tack weld as at:

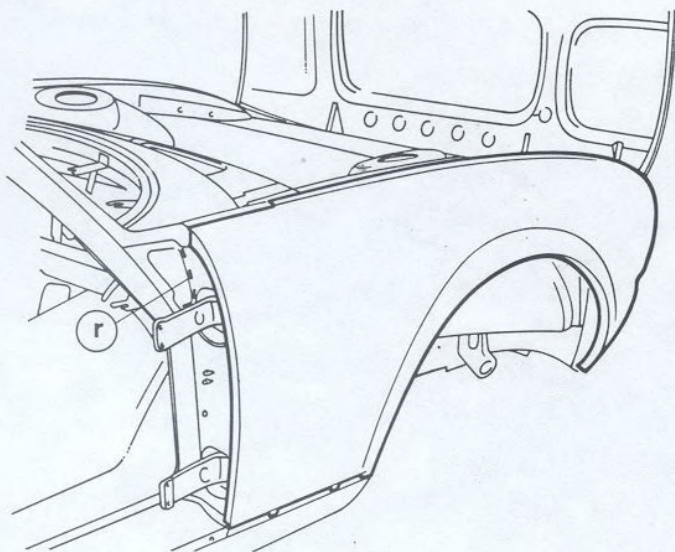
(k), (l), (m), (n), (o), (p)





HULL  
METHODS  
REPLACE A DOOR POST

25	504	B	315
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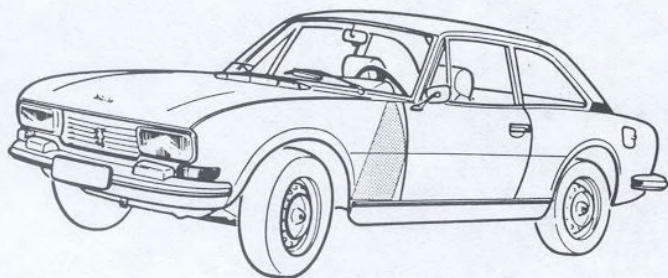
SEAL

- After welding of the front wing, apply a length of HT sealant at (r).



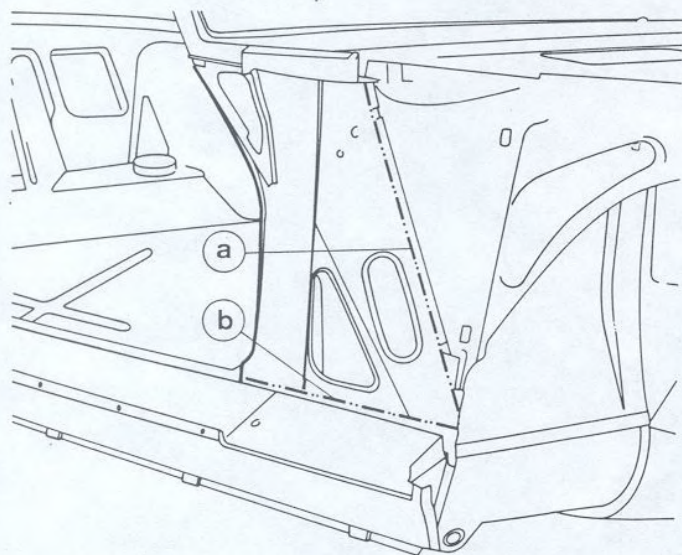
HULL  
METHODS  
REPLACE DOOR POST VALANCES

25 504 B 321



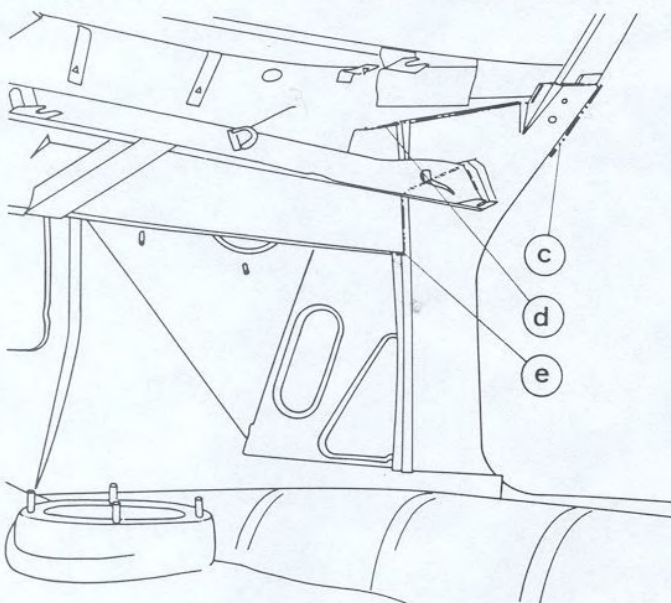
SUPPLEMENTARY OPERATION

\* Replace a door post (see 25.504B.311).



CUT

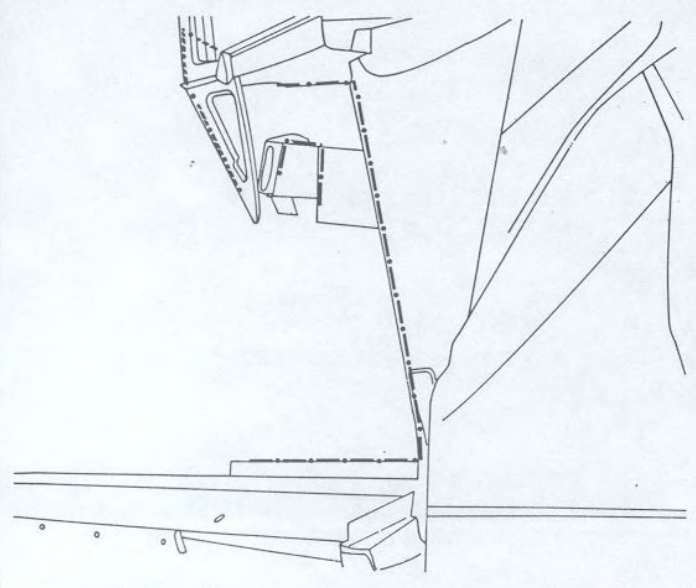
– Cut the door post valances as at:  
(a), (b), (c), (d), (e)





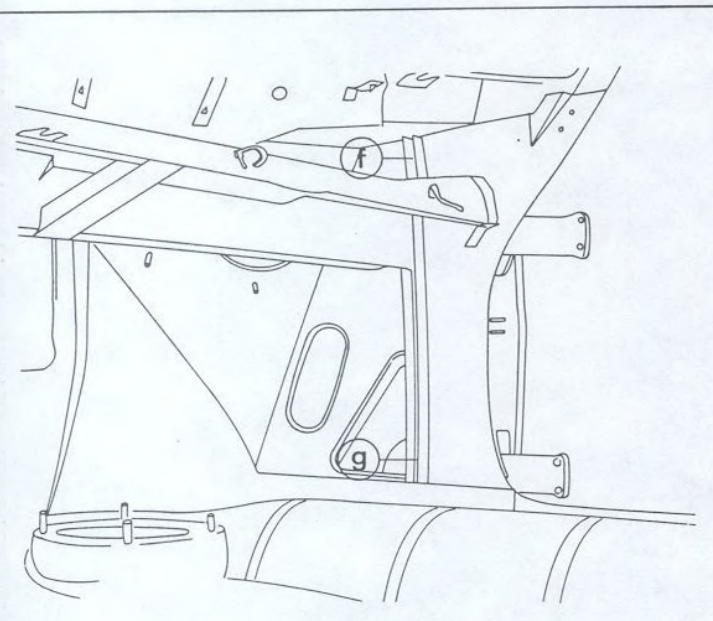
25 504 B 322

HULL  
METHODS  
REPLACE DOOR POST VALANCES



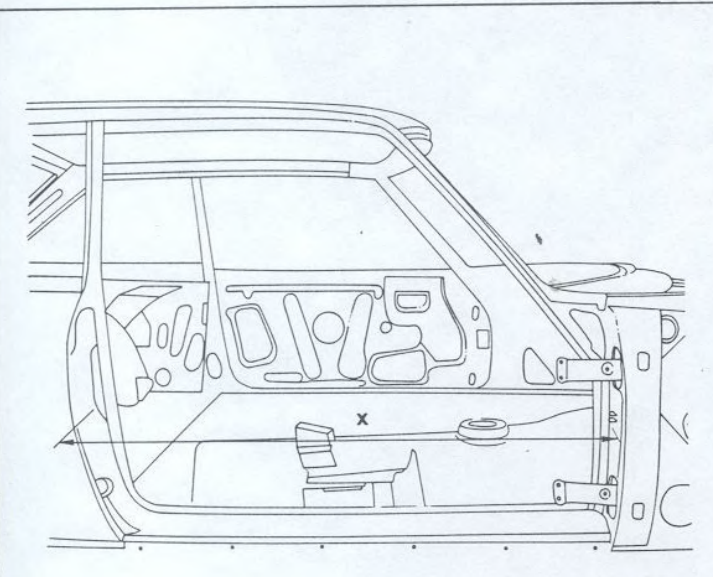
UNFASTEN

- Prepare the joints.



ADJUST

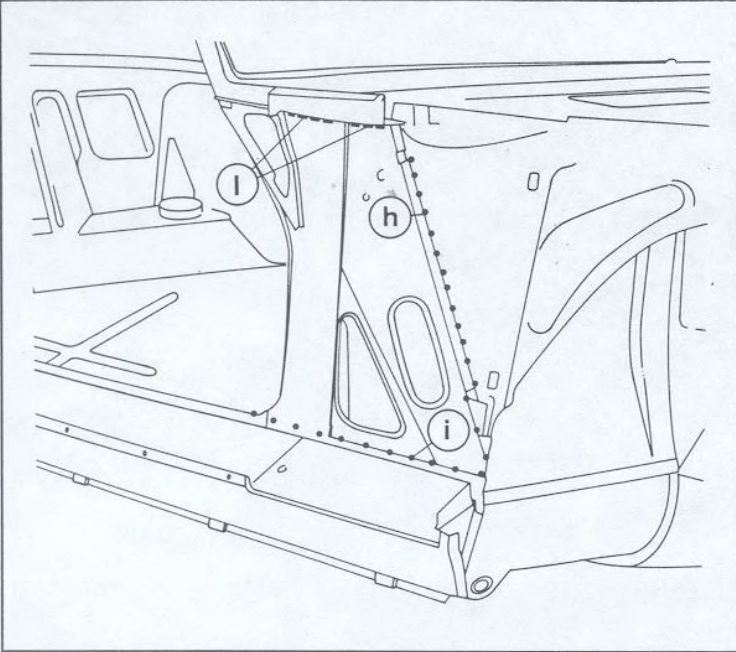
- Position:
  - the valances
  - doorpost.
- Clip the post and valances at **(f)** and **(g)**
- Adjust the fit of the post
- Note the dimension of **(x)** taken from the opposite side
- Adjust positioning of the post
- Secure the valances
- Remove the post





HULL  
METHODS  
REPLACE DOOR POST VALANCES

25 504 B 323



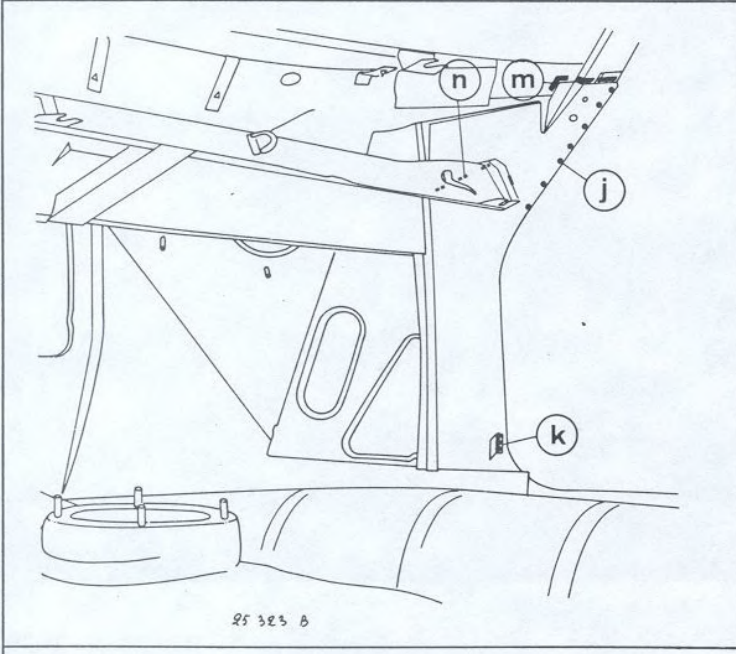
WELD

– Spot weld the door post at:

(h), (i), (j), (k)

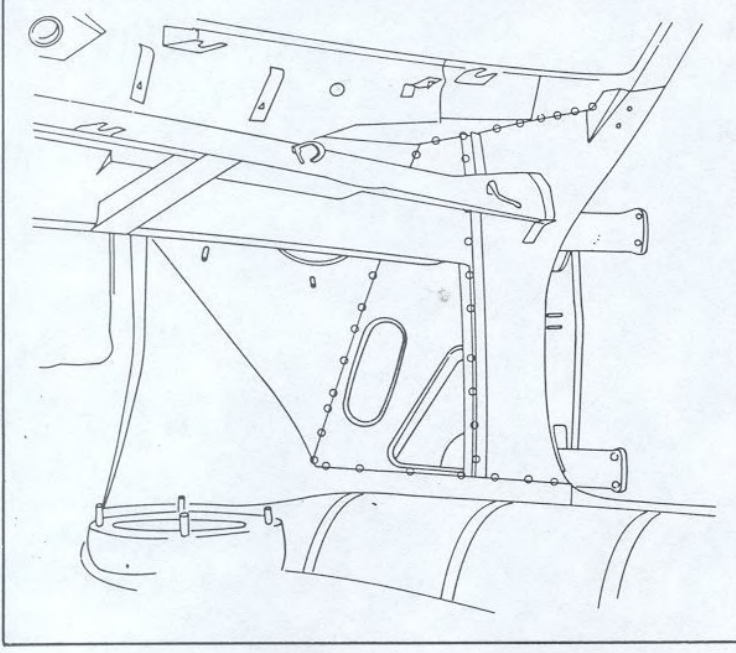
using equipment

BA1



– Tack weld at : (l), (m), (n).

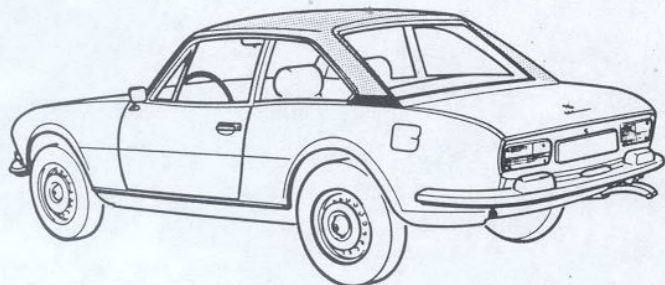
25 323 B



SEAL

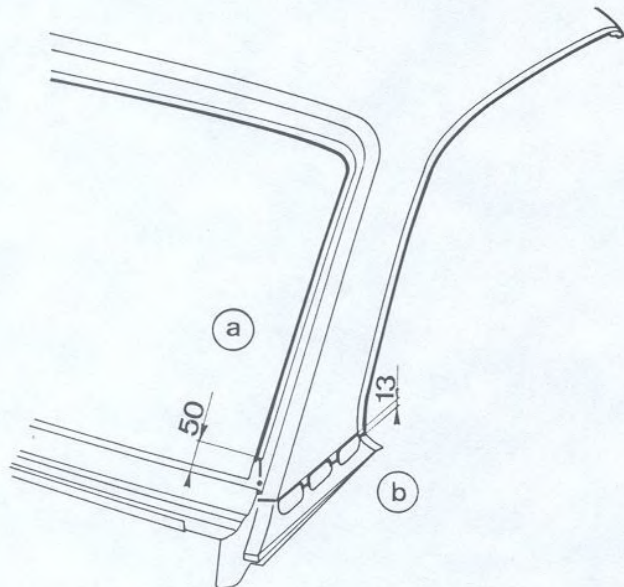
– After welding the doorpost, apply a length of LT sealant, spread with a brush.





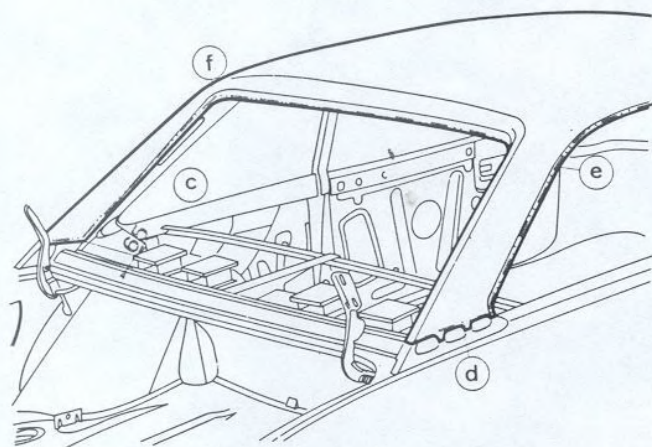
**SUPPLEMENTARY OPERATIONS**

- Remove-refit:
  - \* boot lid
  - \* roof gutters bright trim
  - \* rear shelf
  - \* door aperture seals
- quarter panel air vent
- seats
- front screen
- \* rear screen



**PREPARE NEW PART**

- Cut the quarter panels at:  
**(a), (b)**

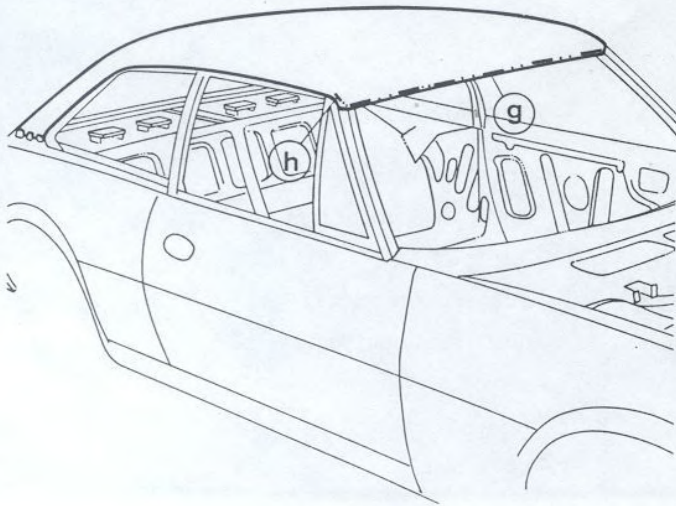


**CUT**

- Cut the quarter panels at:  
**(e), (f)**

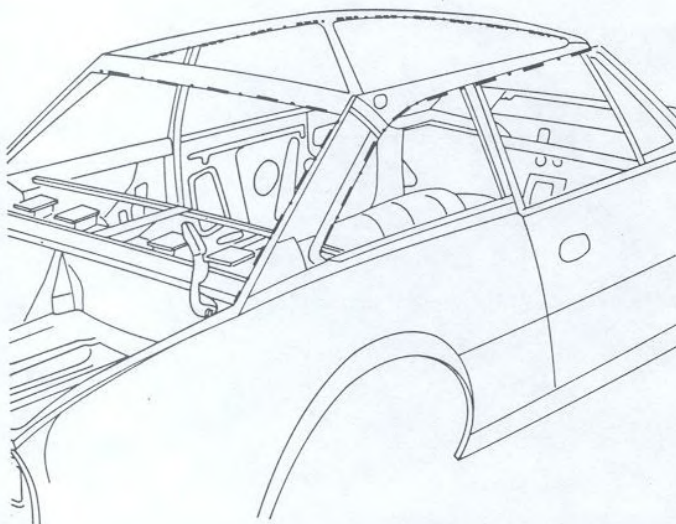


**HULL  
METHODS  
REPLACE ROOF**



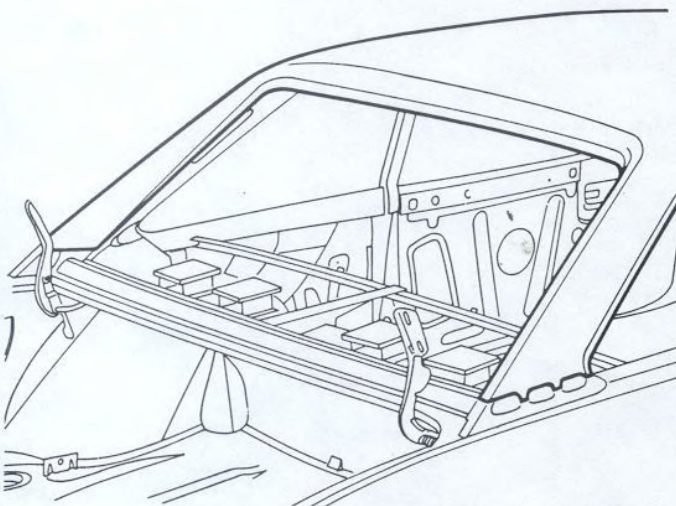
**CUT**

- Cut the roof as at: (g), (h).



**UNFASTEN**

- Prepare the panel joints.



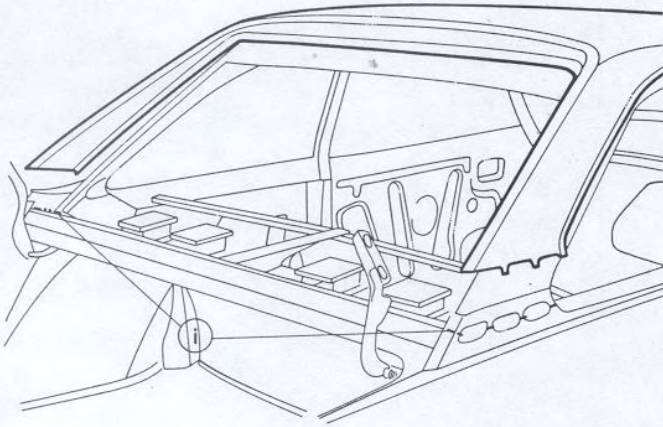
**ADJUST**

- Using the front and rear screens, check the positioning of the screen pillars and the quarter panels.
- Place the roof panel in position.
- Adjust and align the roof at front and rear.



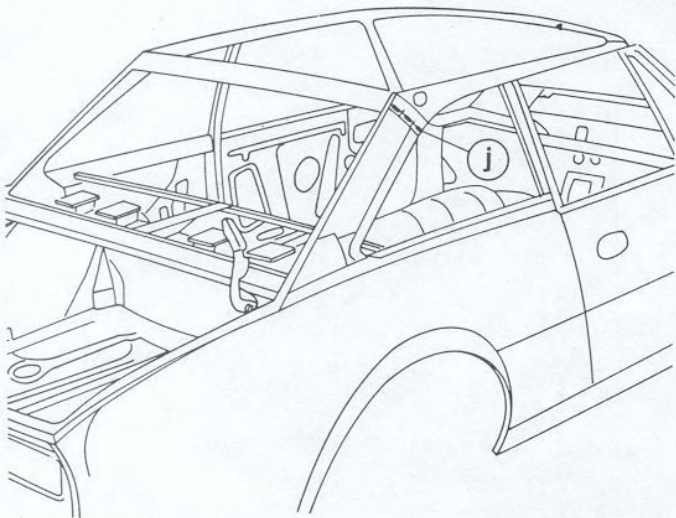
HULL  
METHODS  
REPLACE ROOF

25 504 B 333

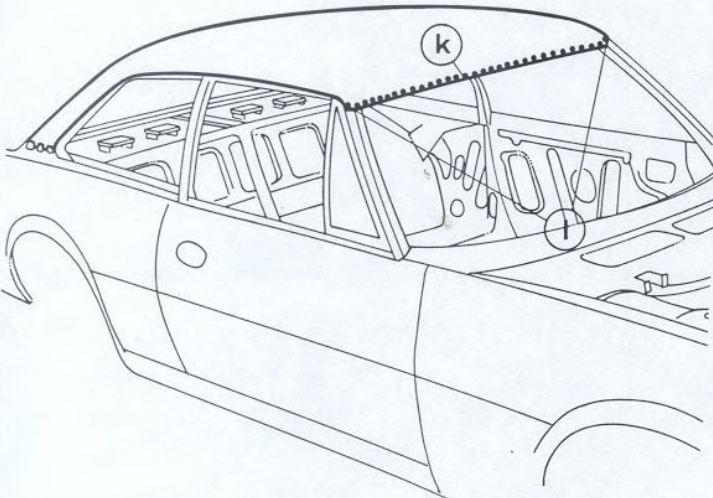


ADJUST (cont.)


- Mark-off the final cuts in the quarter panels.
- Lift the roof.
- Cut as at (i).



- Apply sealant at (j).
- Install and secure the roof.

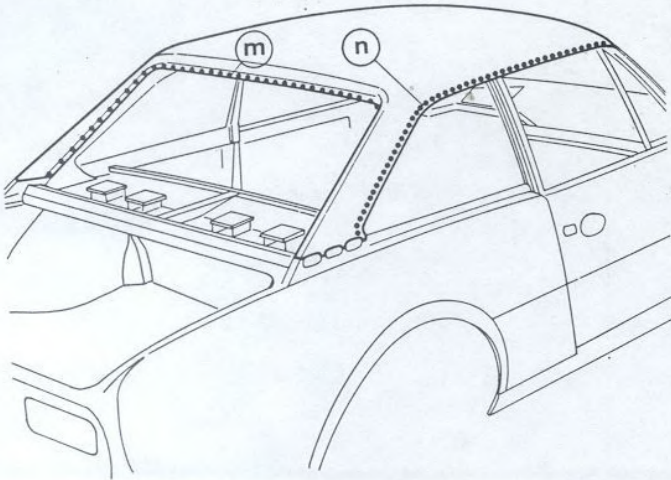


WELD

- Spot weld the roof panel, as at (k)  
using equipment **AB1** 
- Flame weld the screen pillars at (l), after cutting away any excess of roof panel.



HULL  
METHODS  
REPLACE ROOF

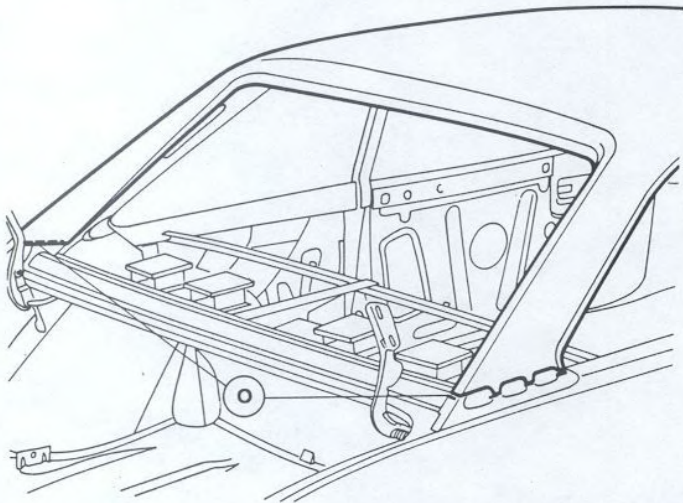


WELD (cont.)

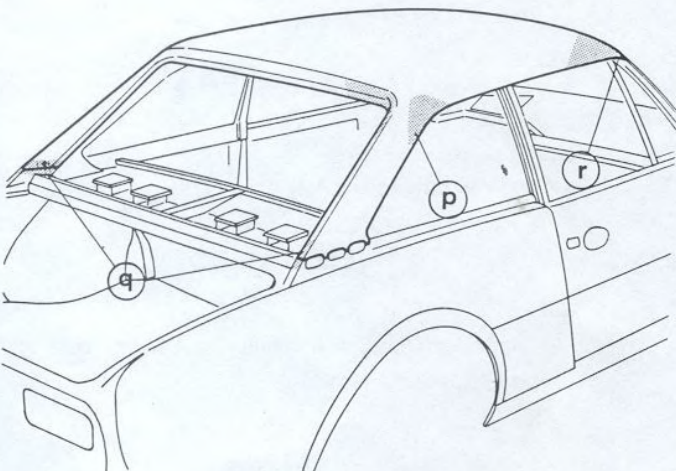
- Spot weld the roof panel, as at (m), (n).

using equipment

AB1



- Flame weld the quarter panels as at (o).



FINISH

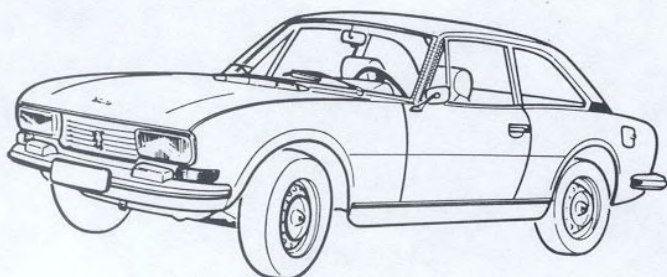
- Finish the roof welds with an application of solder at,

(p), (q), (r)



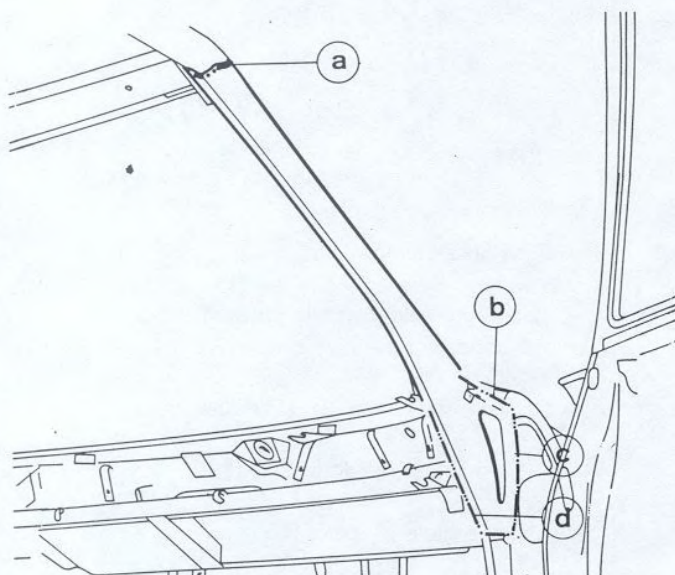
HULL  
METHODS  
REPLACE A FRONT SCREEN PILLAR

25 504 B 341



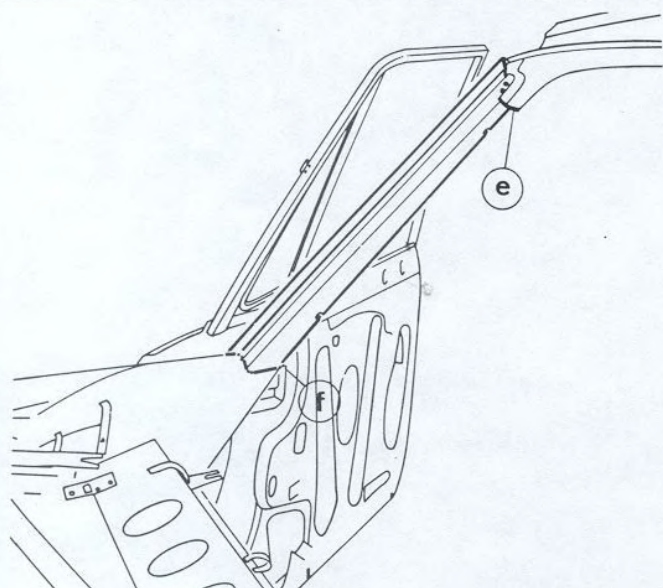
SUPPLEMENTARY OPERATIONS

- \* Replace roof (see 25.504B.331).
- Remove-refit:
  - fascia panel
  - electronic control unit
  - screenwiper relay (to the right).



CUT

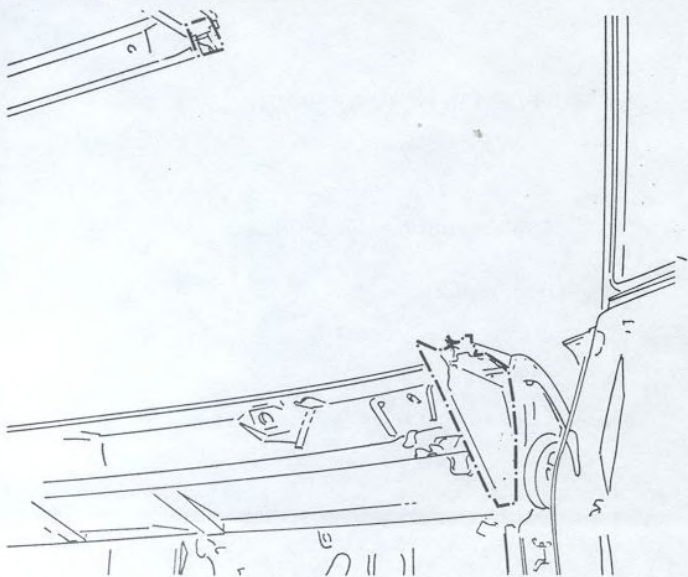
- Cut the pillar as at:  
(a), (b), (c), (d), (e), (f)





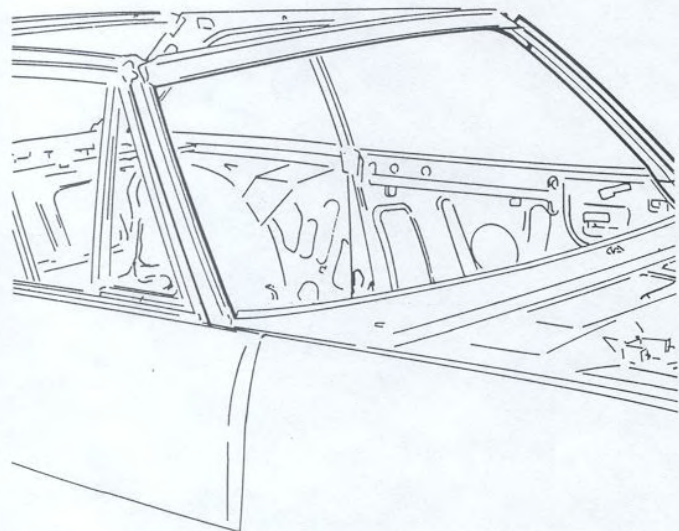
25 504B 342

HULL  
METHODS  
REPLACE FRONT SCREEN PILLAR



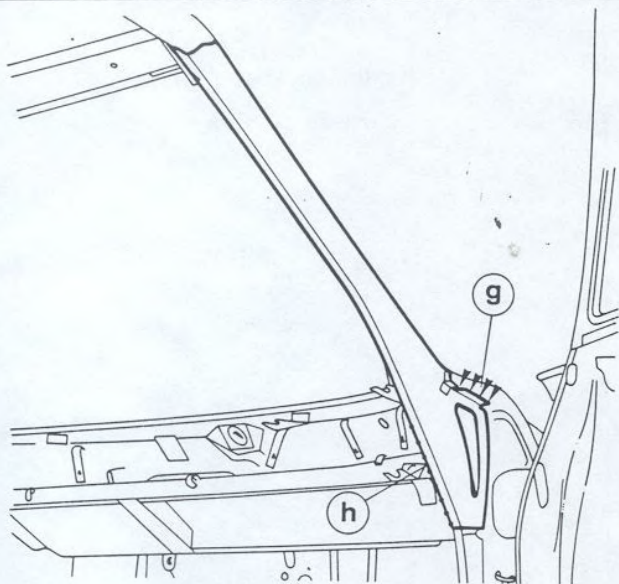
UNFASTEN

- Prepare the panel joints.



ADJUST

- Position the pillar.
- Check the height of the pillar in comparison with the opposite side.
- Offer-up the screen, equalize clearances.
- Fit and adjust the door.
- Check angle of slope of screen pillar.



WELD

- Spot weld the pillar as at: (g), (h)

using equipment

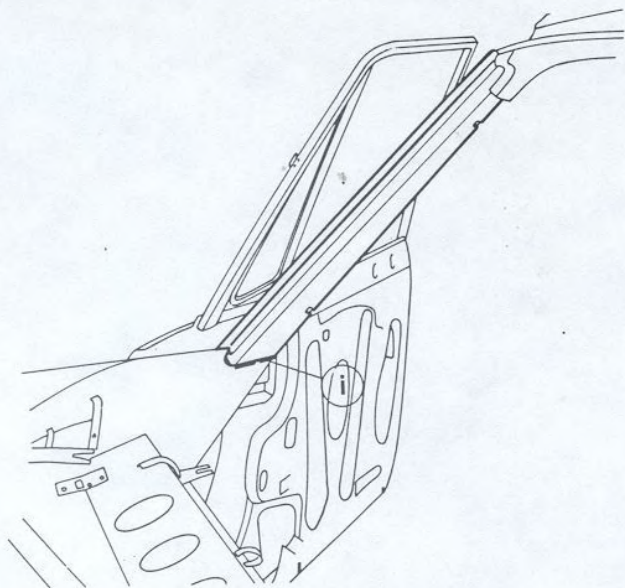
AB1





HULL  
METHODS  
REPLACE A FRONT SCREEN PILLAR

25 504 B 343

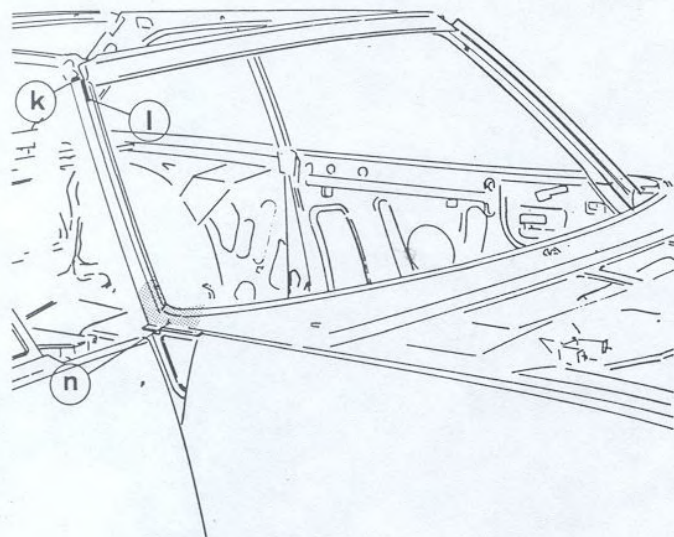
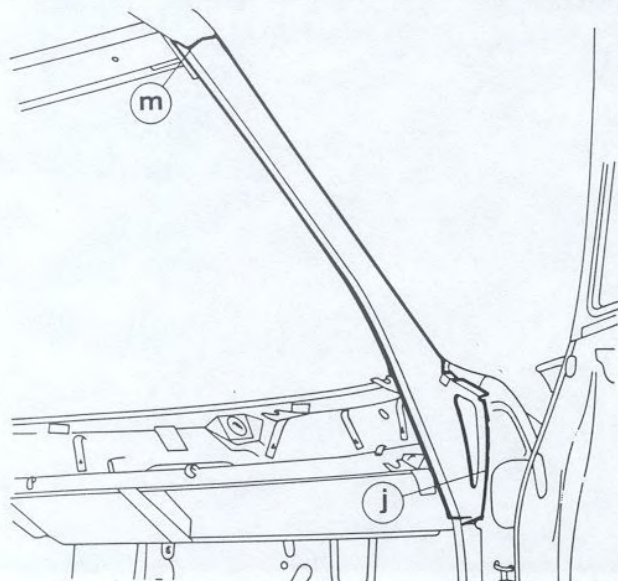


WELD (cont.)

– Flame weld the pillar as at:

(h), (i), (j), (k), (l)

– Braze at (m).



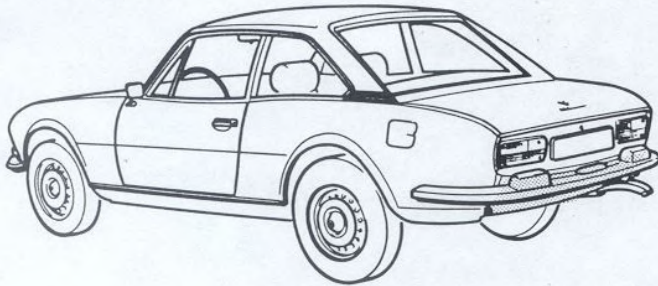
FINISH

– Finish the weld at the frame corners (n) with an application of solder.



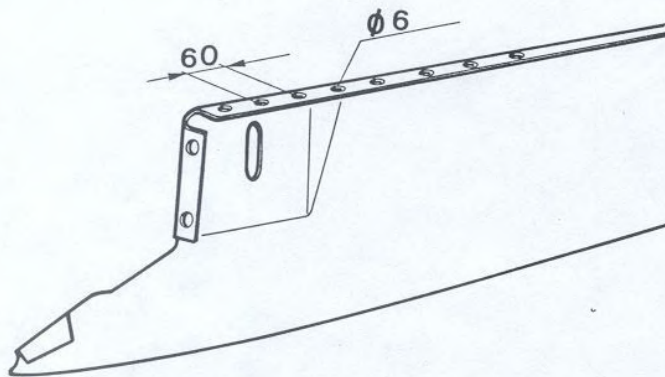
HULL  
METHODS  
REPLACE REAR LOWER PANEL

25 504 B 601



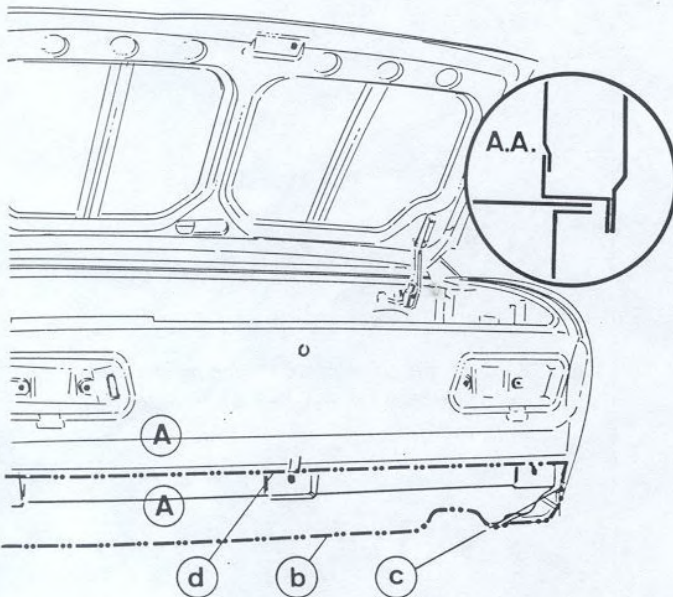
SUPPLEMENTARY OPERATIONS

- Remove-refit:  
- rear bumper
- Lift-relay:  
- boot trim.



PREPARE NEW PART

To simplify subsequent welding, drill the flange, as at (a).

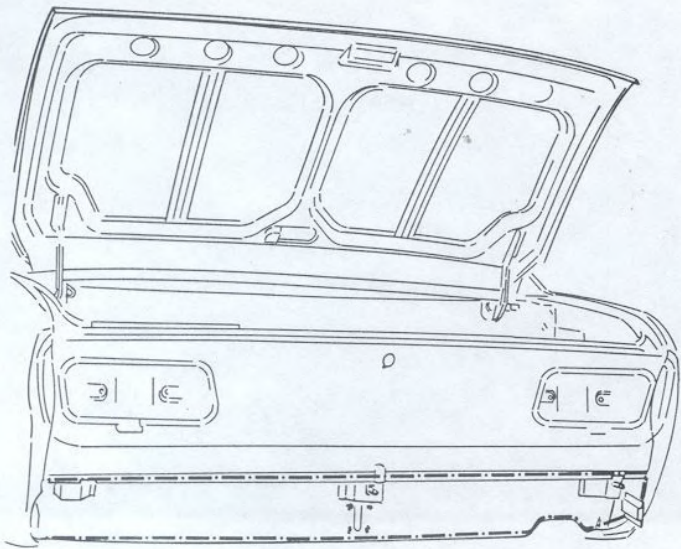


CUT

- Cut the lower panel, as at (b), (c), (d).

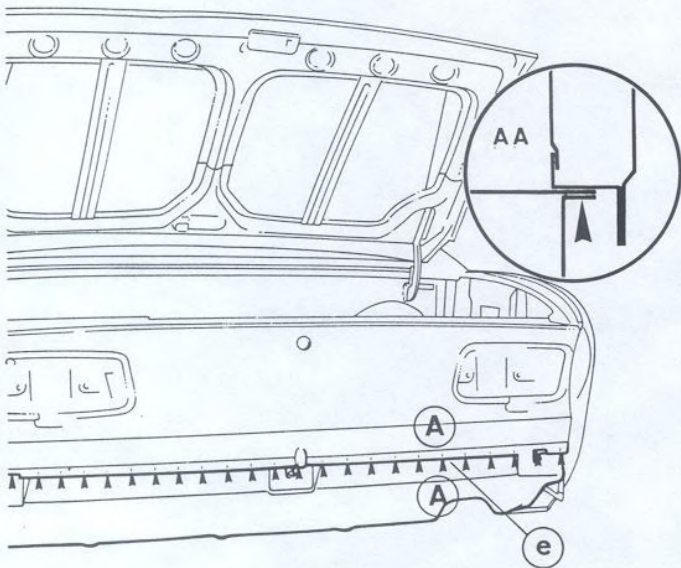


HULL  
METHODS  
REPLACE REAR LOWER PANEL



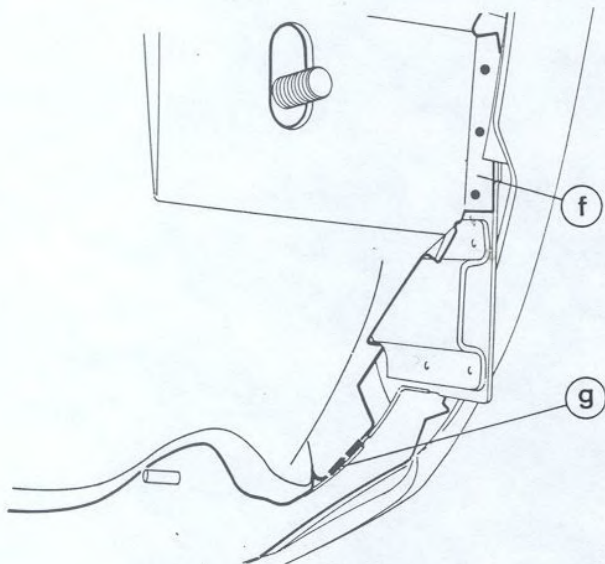
UNFASTEN

- Prepare the panel joints.



WELD

- Braze the lower panel,
- plugging at (e) and (f)
- tacking at (g).

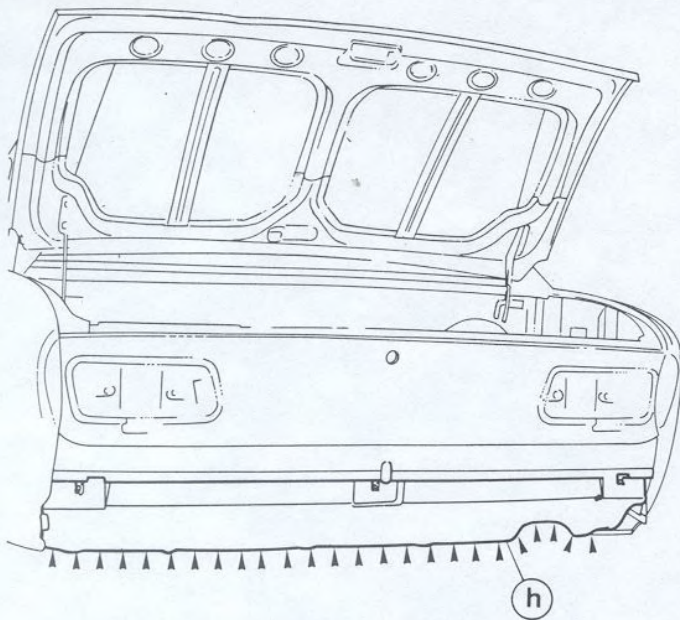


**NOTE:** As a supplement to replacing the upper rear panel: spot weld as at (e), using AA1 equipment.



HULL  
METHODS  
REPLACE REAR LOWER PANEL

25 504 B 603



WELD (cont.)

– Spot weld the rear lower panel as at: (h)

using equipment

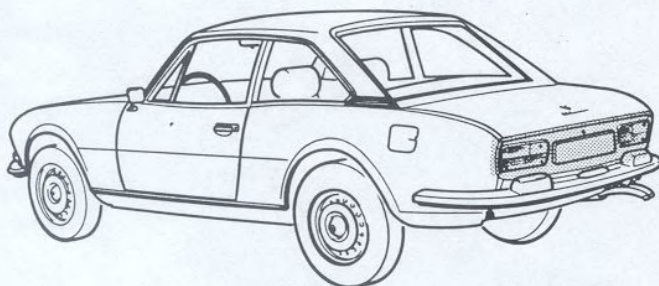
AC1





HULL  
METHODS  
REPLACE REAR UPPER PANEL AND SIDE FRAME

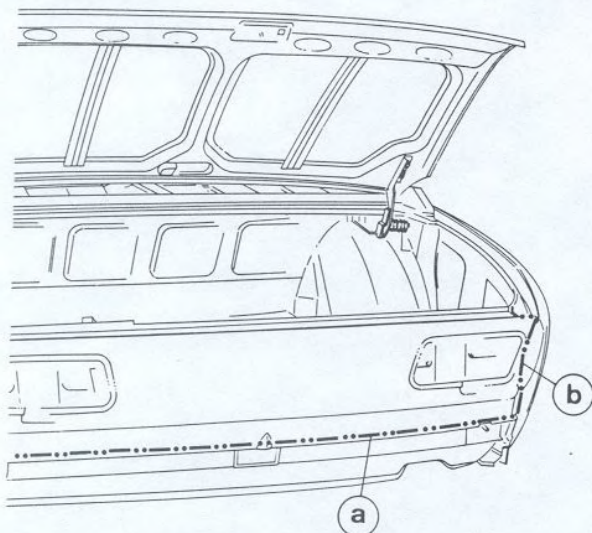
25 504 B 611



SUPPLEMENTARY OPERATIONS

Remove-refit:

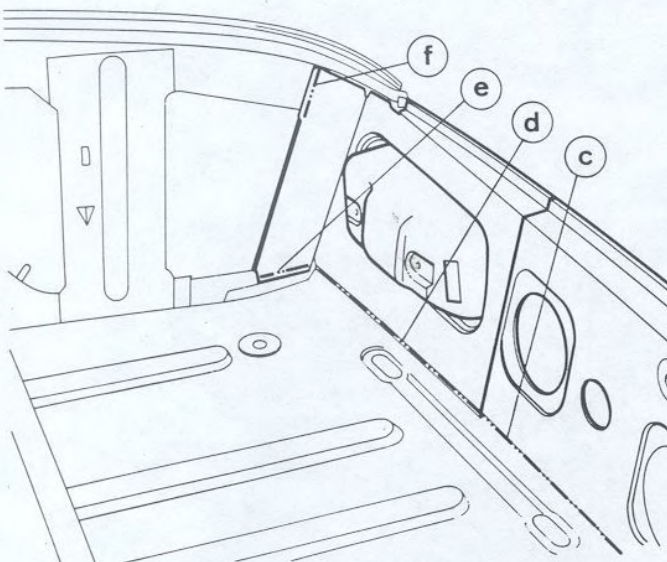
- rearlights
- rear bumper
- rear numberplate
- boot lid striker



Lift-relay: boot trim.

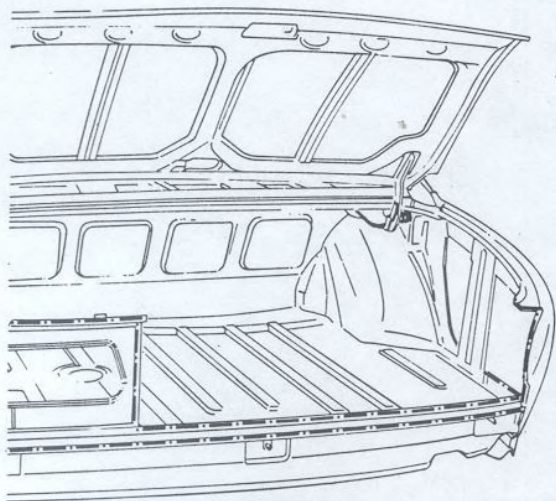
CUT

- Cut the rear panel, as at: (a), (b), (c).
- Cut the sideframe as at: (d), (e), (f).



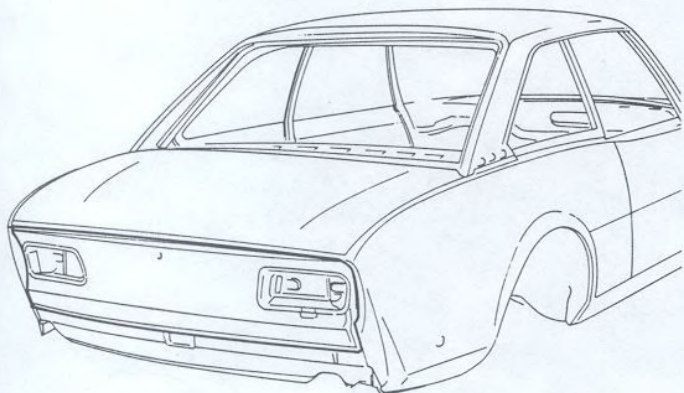


**HULL  
METHODS  
REPLACE REAR UPPER PANEL AND SIDE FRAME**



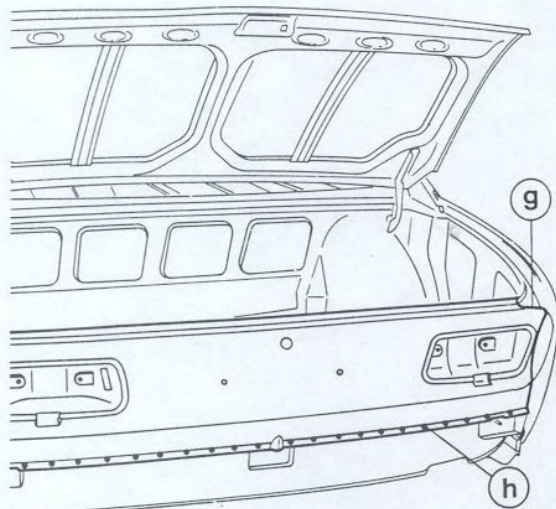
**UNFASTEN**

- Prepare panel joints.




**ADJUST**

- Position the rear panel.
- Equalise distribution of clearance.
- Check flush fitting.



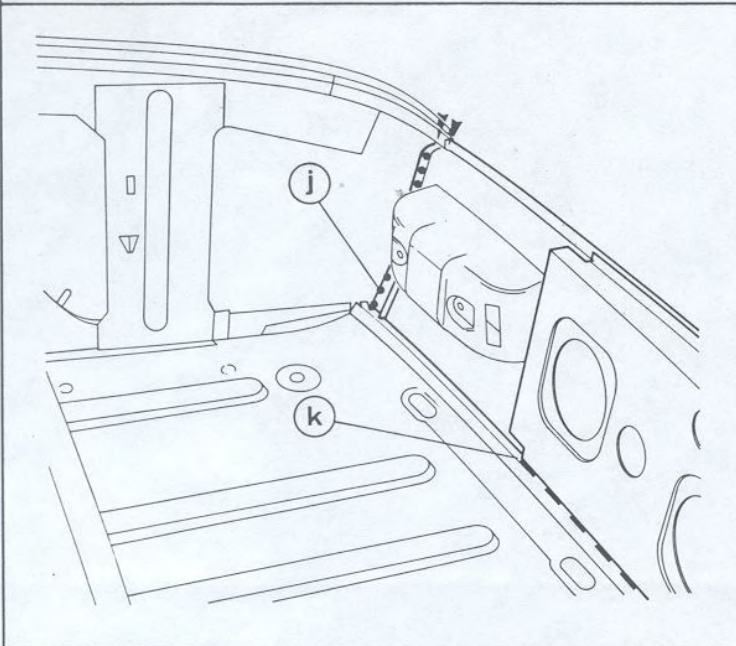
**WELD**

- Spot weld the rear panel as at (h)  
using equipment **AC1** 
- Braze the corner at (g).





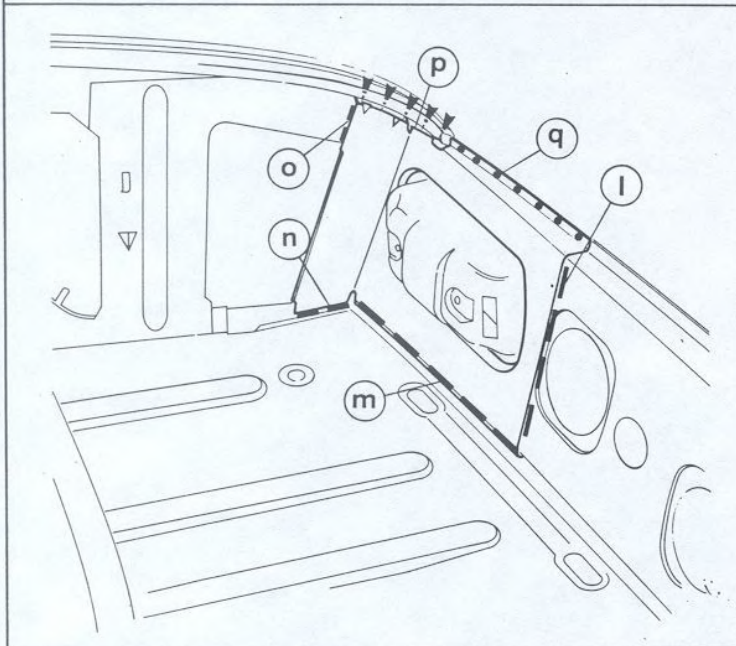
HULL  
METHODS  
REPLACE REAR UPPER PANEL AND SIDEFAME

25 504 B 613



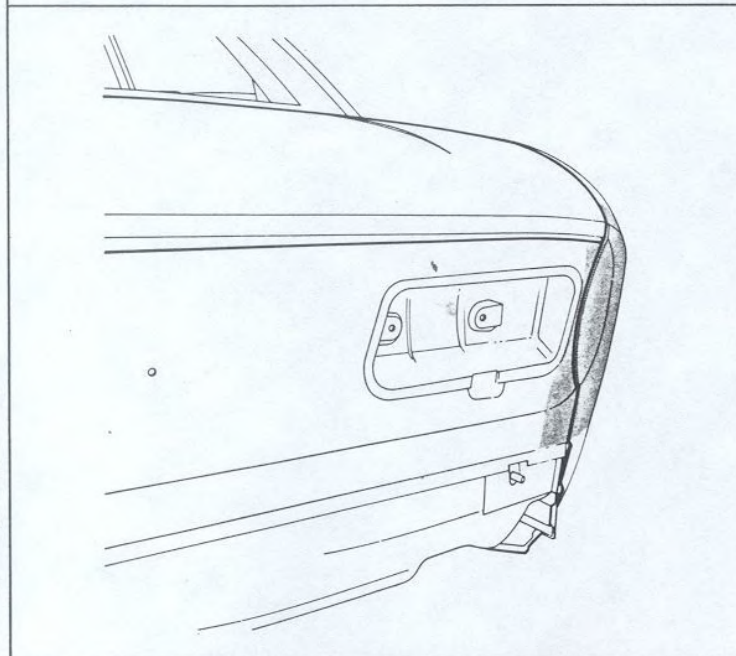
WELD (cont.)

- Spot weld the rear panel as at (j)  
using equipment **AD1** 
- Spot weld the side frame as at (q), (p)  
using equipment **AD1** 



- Tack weld:
  - the panel reinforcement at (k),
  - the side frame as at (l), (m), (n), (o).

To the left: weld the tool kit bracket.

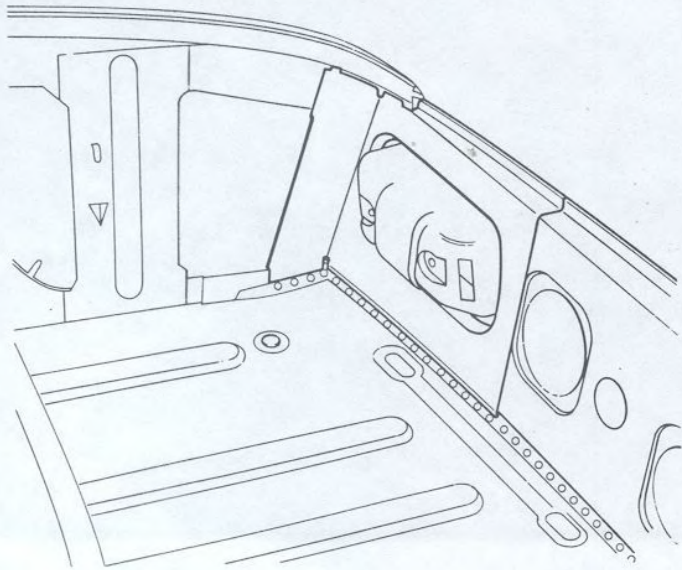


FINISH

- Equalize the distribution of the boot lid clearance.
- Finish flush with solder the junction of the end of the rear wing/rear panel/boot lid.



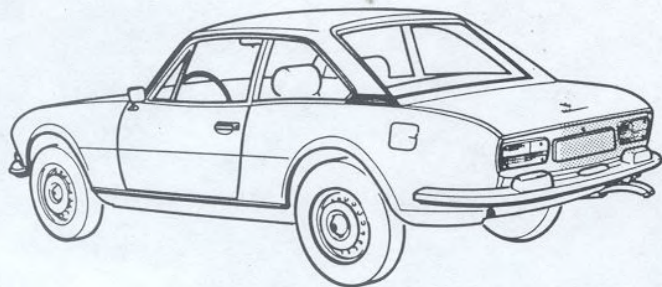
HULL  
METHODS  
REPLACE REAR UPPER PANEL AND SIDEFRAME



SEAL

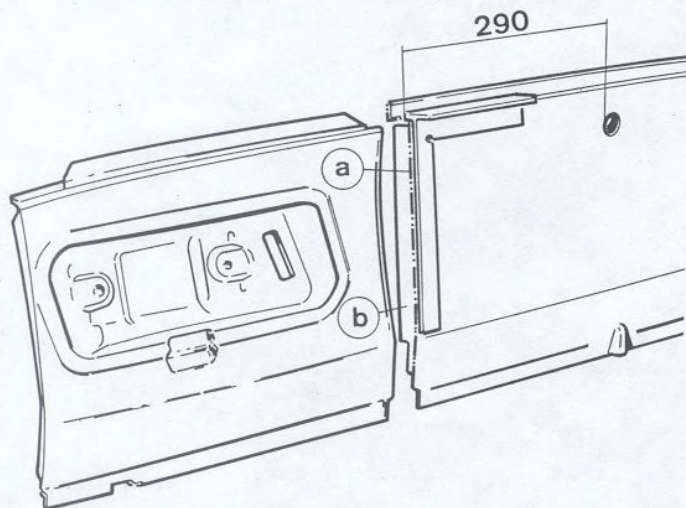
- Apply a length of LT sealant.
- Brush smooth.





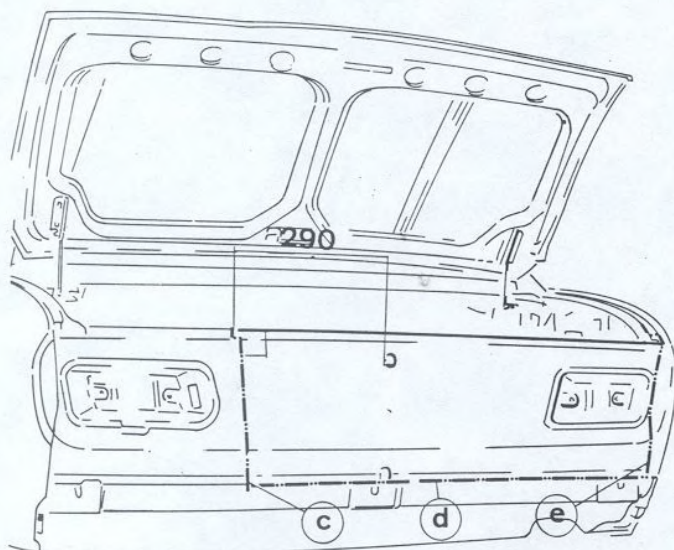
**SUPPLEMENTARY OPERATIONS**

- Remove-refit:
  - rearlights
  - rear bumper
  - rear number plate
  - boot lid striker
- Lift-relay: boot trim.



**PREPARE NEW PART**

- Cut the rear panel, as at (a).
- Do not cut the liner (b).

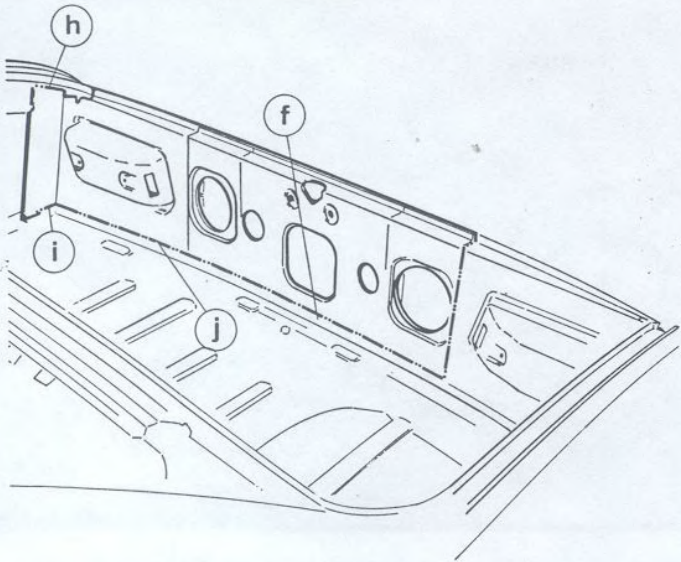


**CUT**

- Cut the rear panel, as at (d), (e) at (c) together with the liner.

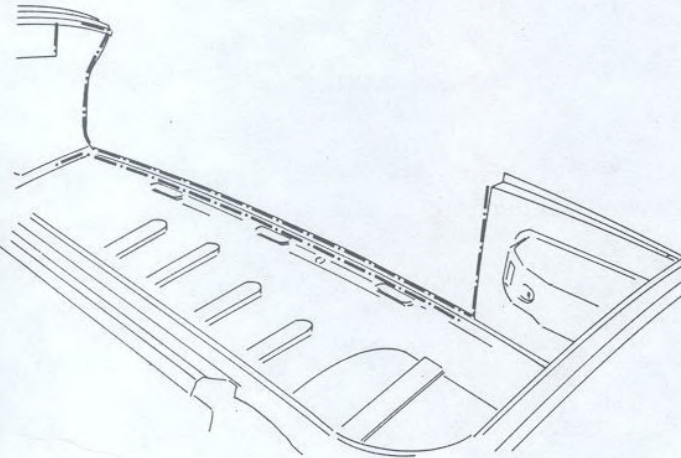


HULL  
METHODS  
PART REPLACEMENT OF REAR UPPER PANEL



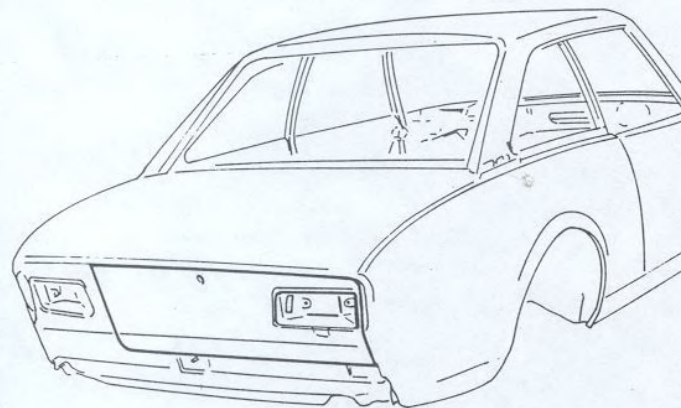
CUT (cont.)

- Cut the panel liner, as at (f).
- Cut the side frame, as at (h), (i), (j).



UNFASTEN

- Prepare the panel joints.



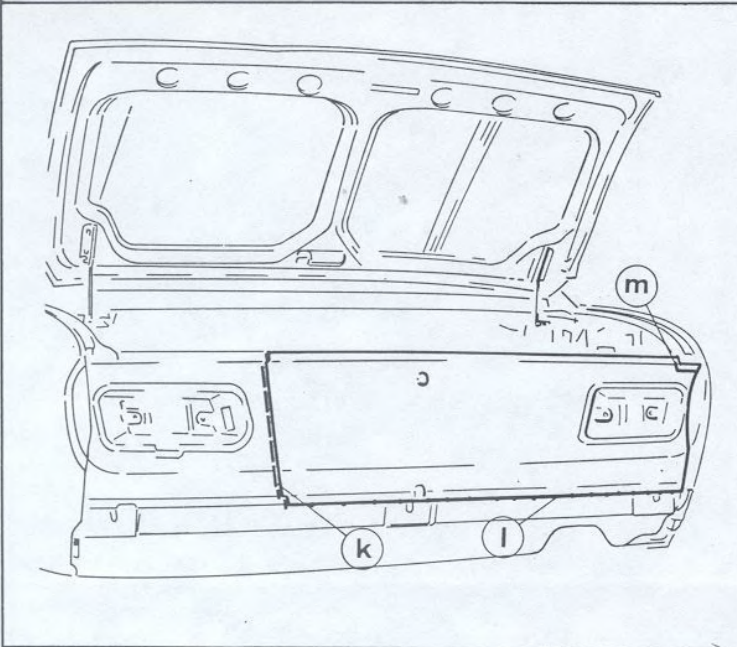
ADJUST

- Position the rear panel.
- Equalize distribution of clearance.
- Check for flush fitting.
- Check adjustment of cut.



HULL  
METHODS  
PART REPLACEMENT OF REAR UPPER PANEL

25 504 B 623



WELD

– Weld the rear panel:

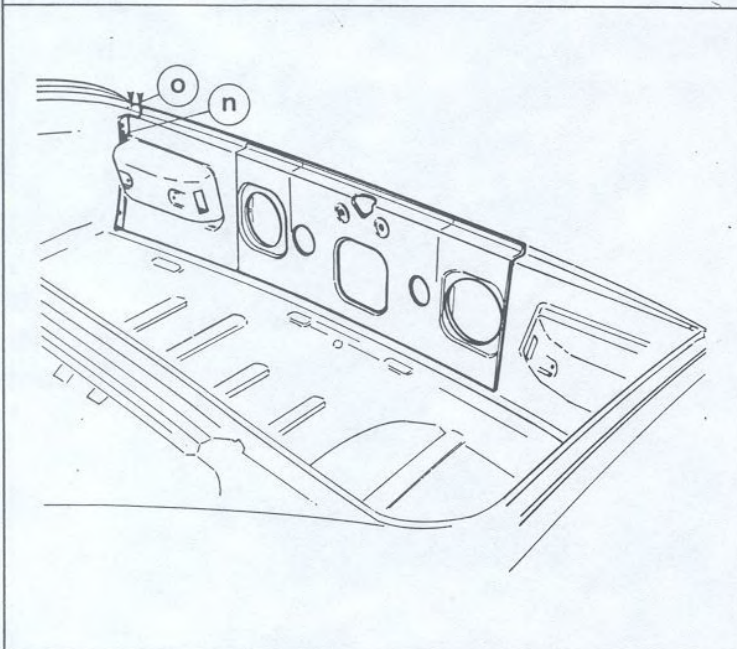
- tack weld as at (k)

- spot weld as at (l)

using equipment **AC1**

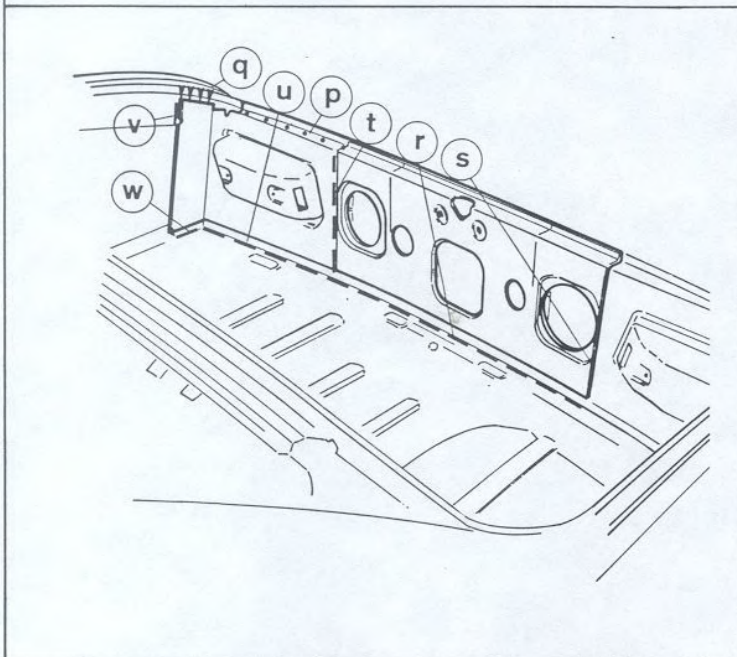


– Braze the corner at (m).



– Spot weld the rear wing at (n), (o), the sideframe at (p), (q)

using equipment **AD1**

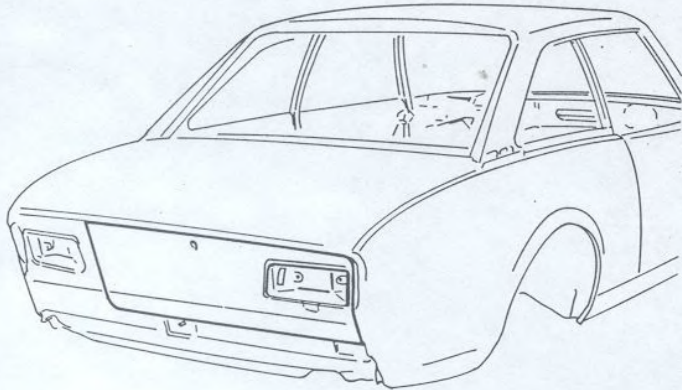


– Tack weld as at:

(r), (s), (t), (u), (v), (w)

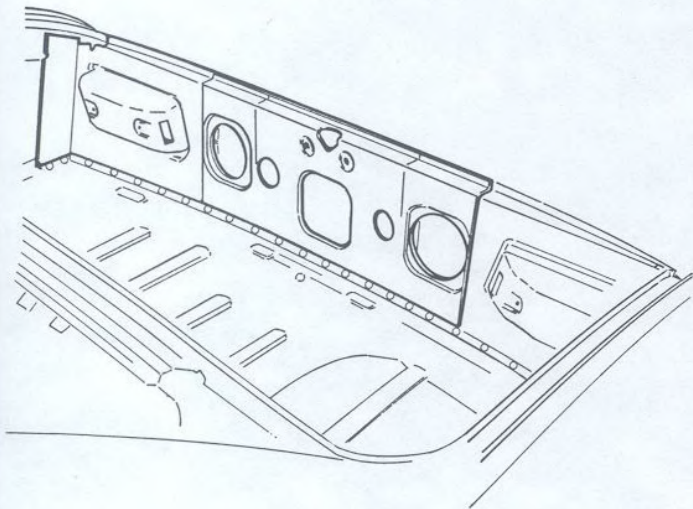


HULL  
METHODS  
PART REPLACEMENT OF REAR UPPER PANEL



**FINISH**

- Equalize distribution of boot lid clearance.
- Finish flush the junction of the end of the rear wing/rear panel/boot lid with an application of solder.
- Finish the appearance of the vertical joints with an application of solder.



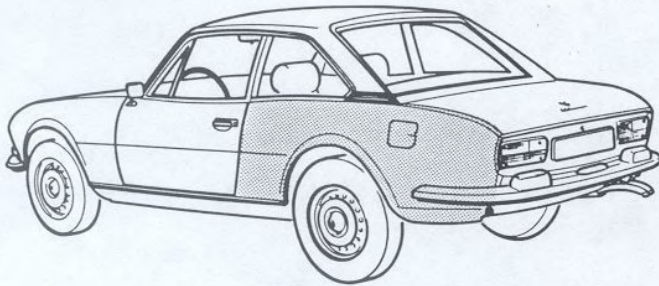
**SEAL**

- Apply a length of LT sealant, brush smooth.



HULL  
METHODS  
REPLACE A REAR WING

25 | 504 B | 631



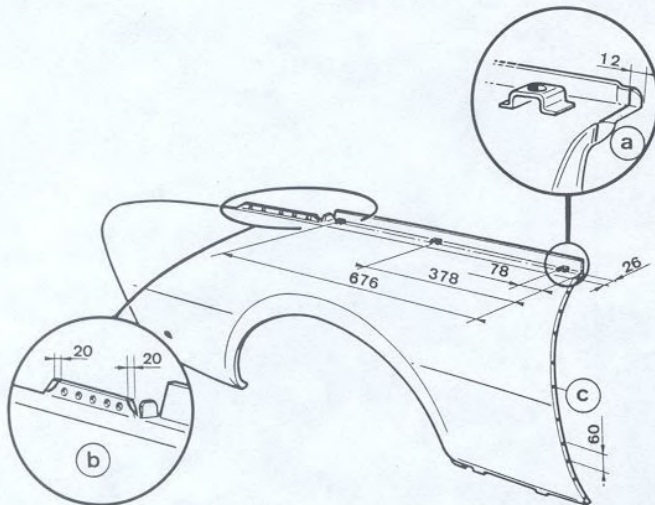
SUPPLEMENTARY OPERATIONS

Remove-refit:

- rearlights
- rear bumper
- fuel filler flap (to the left)
- \* door aperture seal
- door sill outer protector
- sill bright trim
- quarter panel air vent
- \* roof gutter bright trim
- side of headlining

Lift-relay:

- rear half-floor trim
- boot trim.



PREPARE NEW PART

To simplify fitting and welding:

- Cut the angular pieces at (a) and (b).
- Drill 6mm Ø holes at (b) and (c).
- Spot weld the 3 cages recovered from the displaced wing,

using equipment

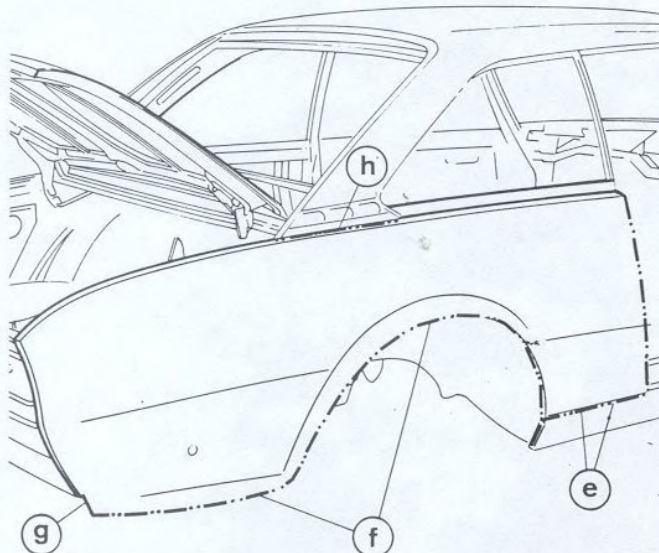
AA1



CUT

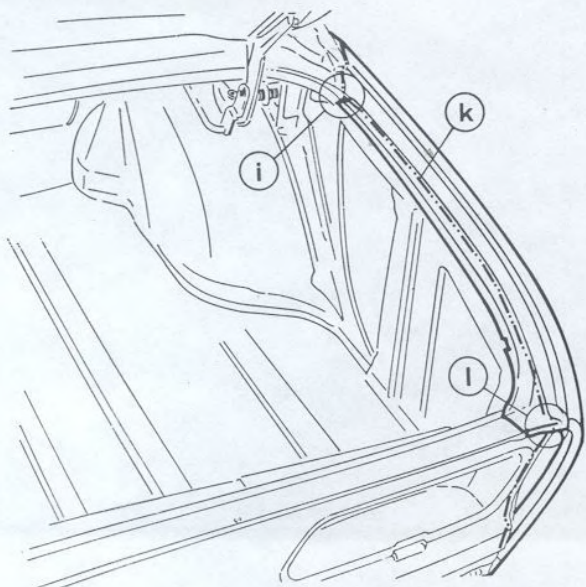
- Cut the rear wing as at:

(e), (f), (g), (h)



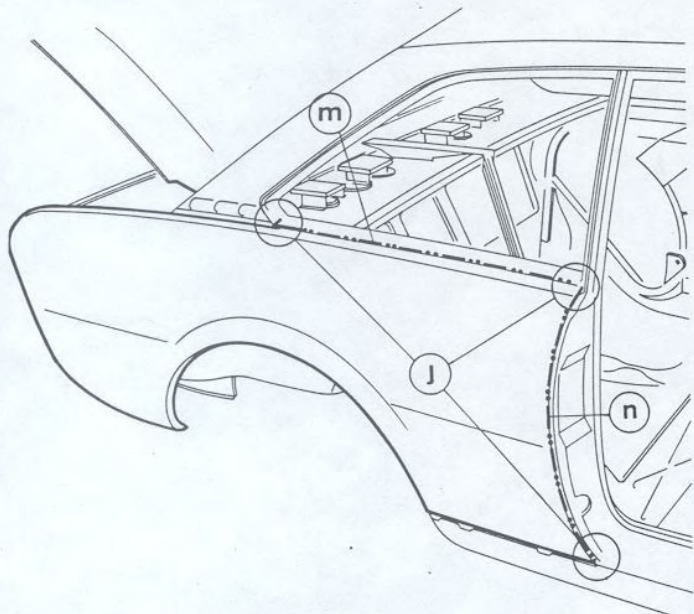


HULL  
METHODS  
REPLACE A REAR WING



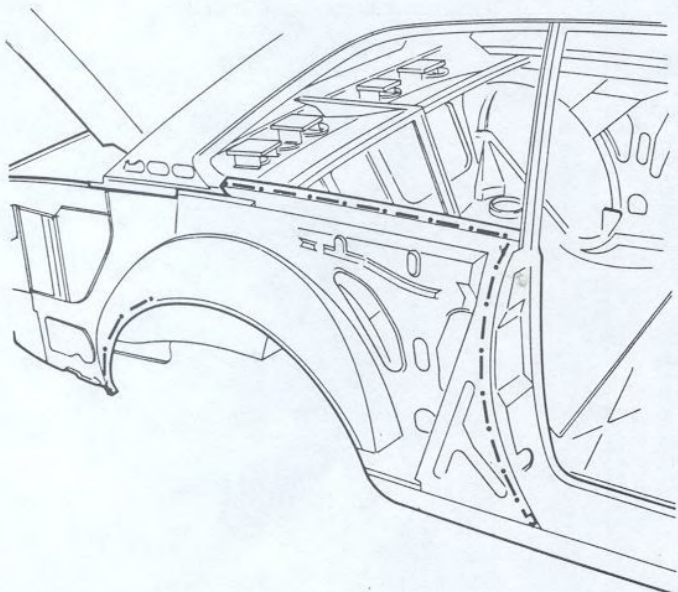
CUT (cont).

- Remove the solder at (i), (j).



- Cut the wing panel as at:

(k), (l), (m), (n)



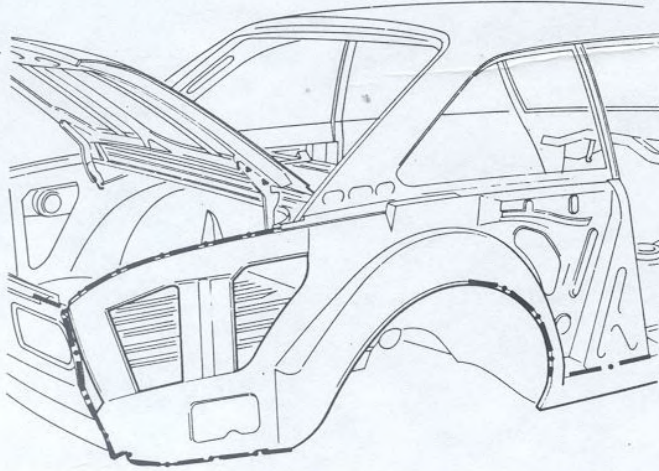
UNFASTEN

- Prepare the panel joints.



HULL  
METHODS  
REPLACE A REAR WING

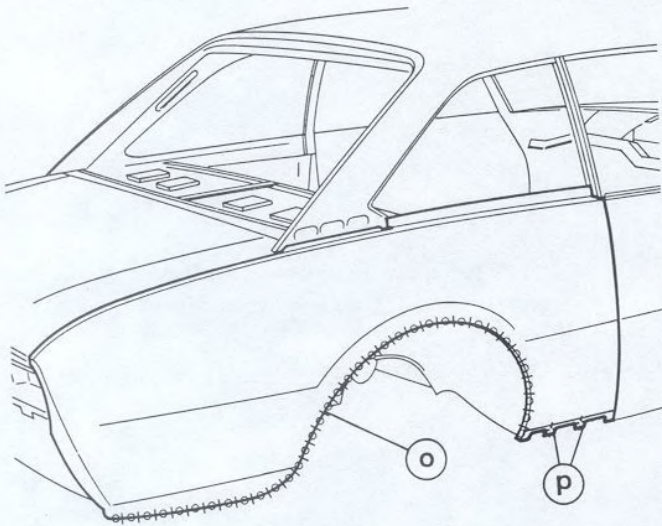
25 504 B 633



UNFASTEN (cont.)

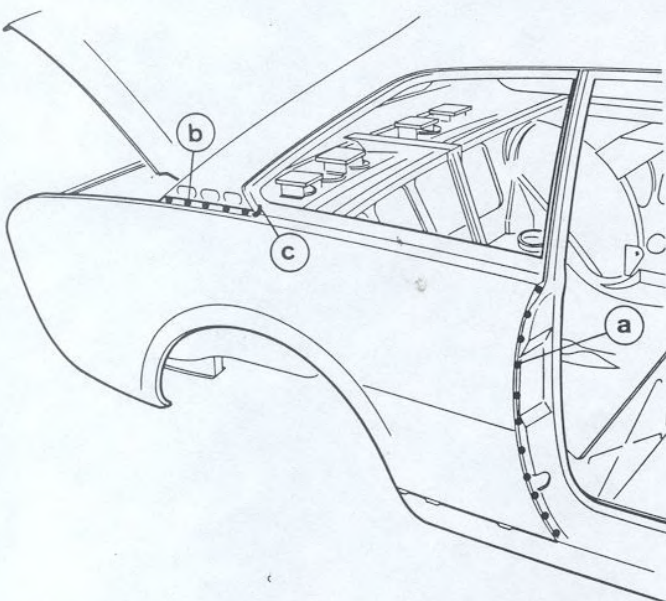
ADJUST

- Apply a length of conductive sealant at (o).
- Position the rear wing with the wheelarch.
- Check and adjust:
  - height and flushness relative to the boot aperture panel
  - its fit with the centre pillar
  - alignment of panel chines (door-rear wing)
  - adjustment of quarter light.
- Equalize distribution of clearances.
- Secure the rear wing at (p) with 2 pop rivets.



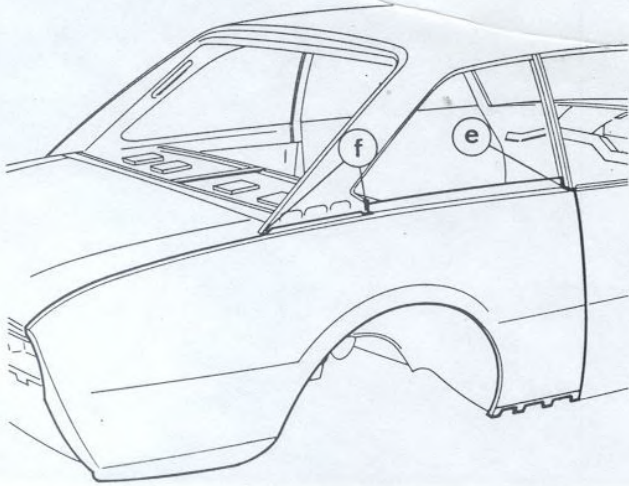
WELD

- Plug braze the rear wing at (a), (b).
- Braze the angle at (c).



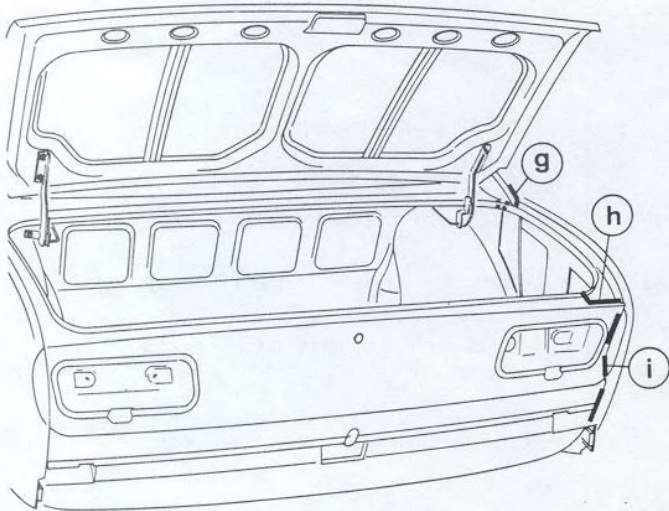


HULL  
METHODS  
REPLACE A FRONT WING



WELD (cont.)

- Braze the corners at (e), (f), (g), (h).

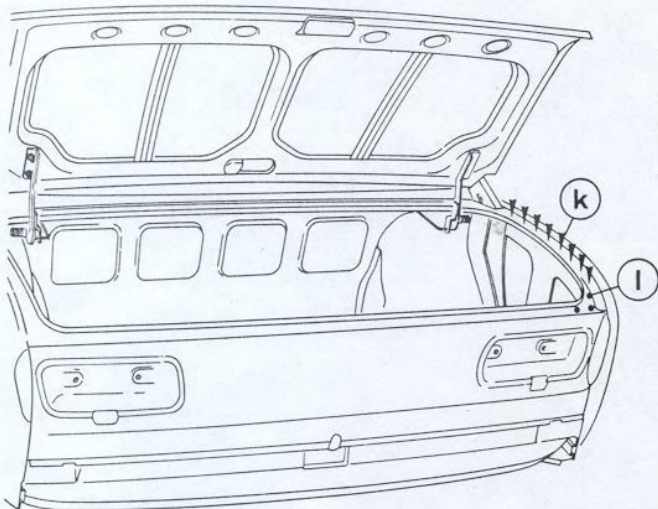


- Braze the join of the rear panel as at (i).

**NOTE:** When the sideframe is replaced with the rear wing, the weld at (i) is spot welded,

using equipment

AD1



- Spot weld the rear wing at (k), (l)

using equipment

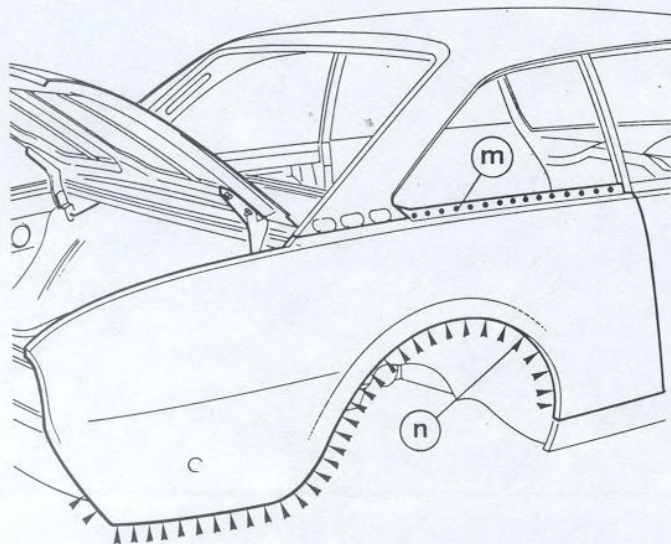
AA1






HULL  
METHODS  
REPLACE A REAR WING

25 504 B 635




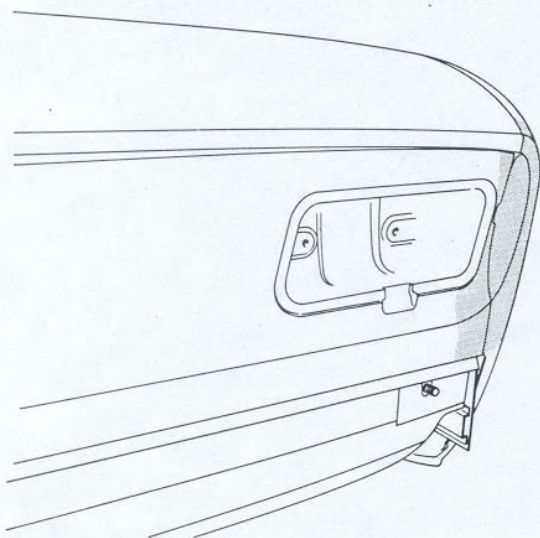
**WELD (cont.)**

– Spot weld the rear wing at (m)

using equipment **AA1** 

and at (n)

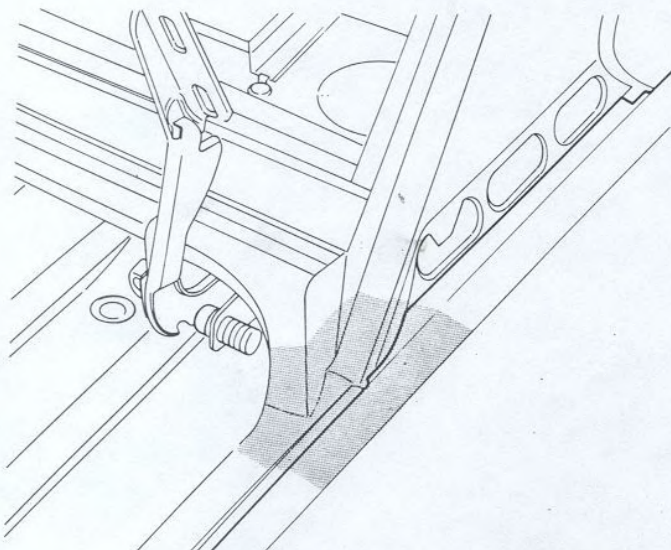
using equipment **AC1** 



**FINISH**

– Equalize distribution of boot lid clearance.

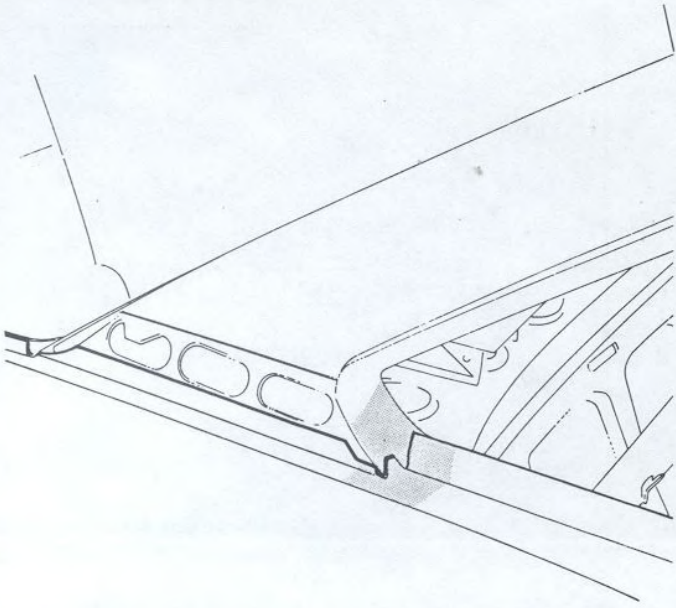
– Finish the junction of the end of the rear wing and rear panel with solder.



– Surface finish by an application of solder.

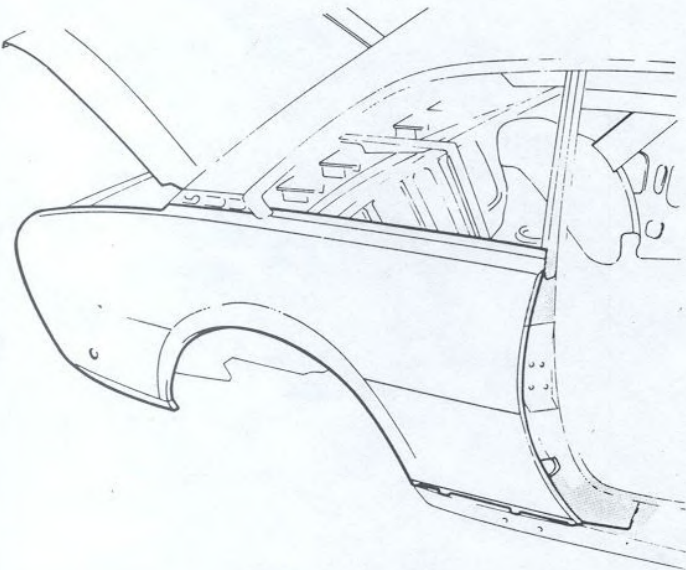


HULL  
METHODS  
REPLACE A REAR WING



**FINISH** (cont.)

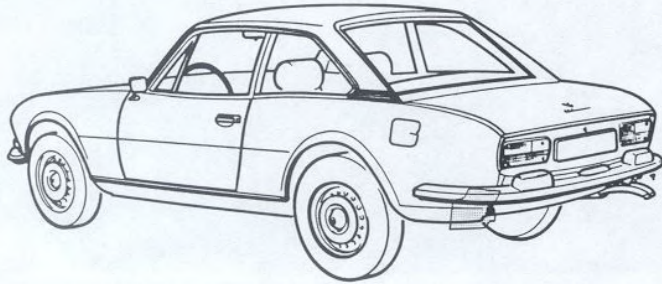
- Surface finish by an application of solder.





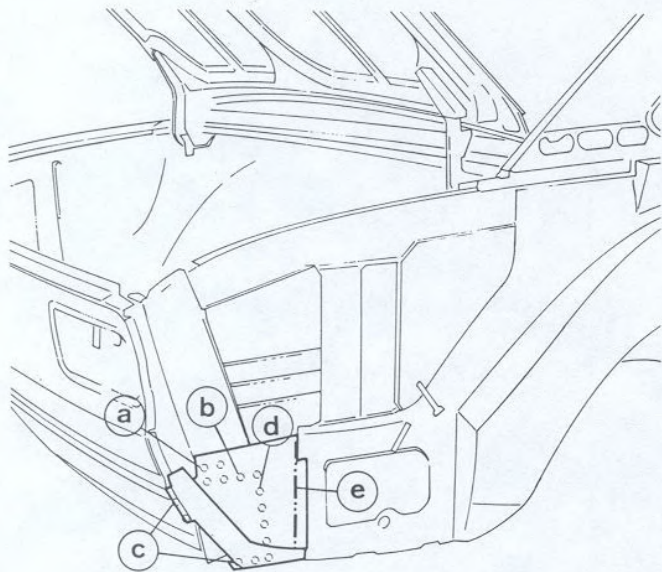
HULL  
METHODS  
REPLACE REAR TIE-DOWN MOUNTING

25 504 B 641



SUPPLEMENTARY OPERATIONS

\* Replace a rear wing (see 25.504B.631).



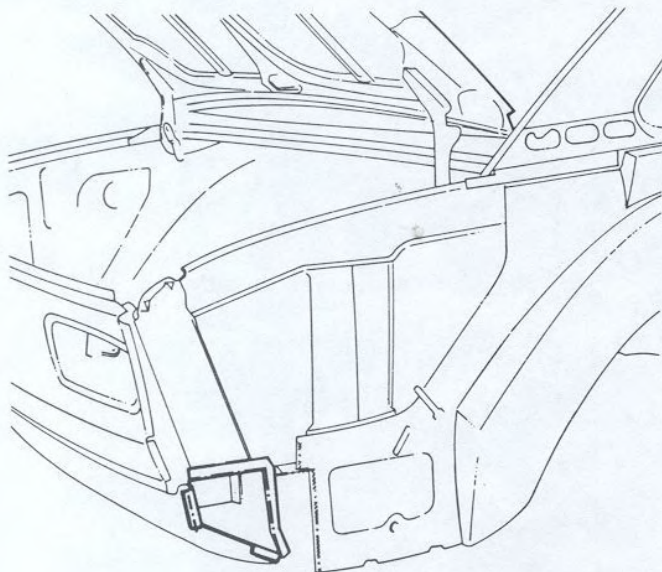
CUT

– Break the spot welds at:

(a), (b), (c), (d)

– Cut the tie-down mounting as at:

(e)



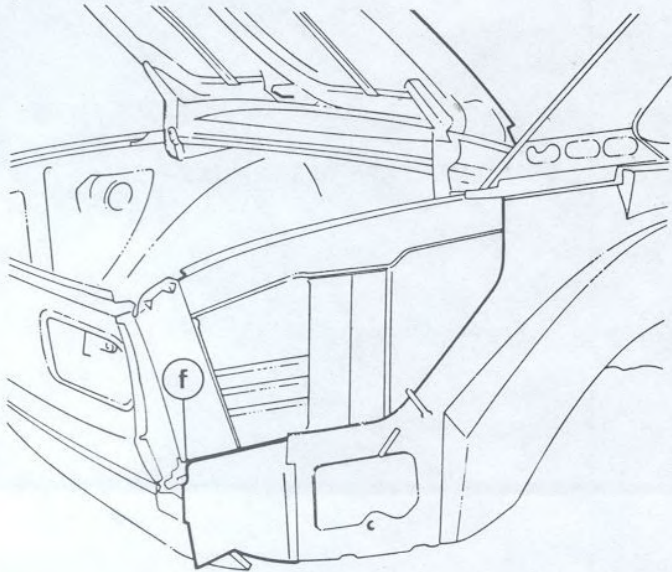
UNFASTEN

– Prepare the joints.



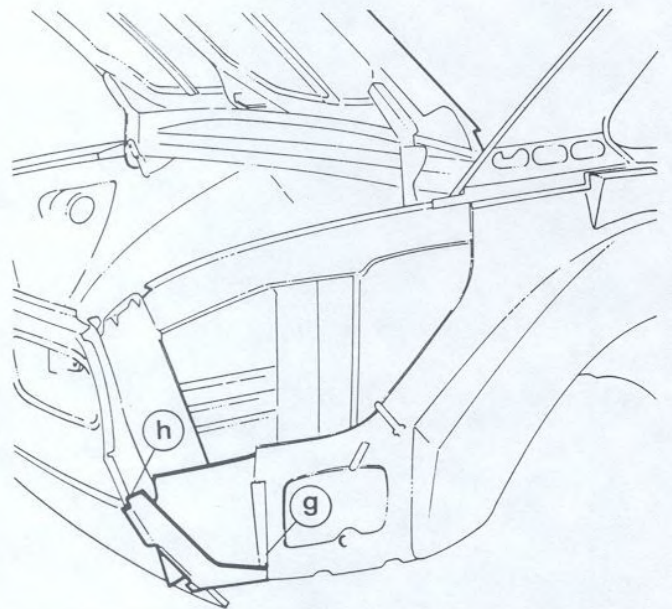
25 504 B 642

HULL  
METHODS  
REPLACE A REAR TIE-DOWN MOUNTING

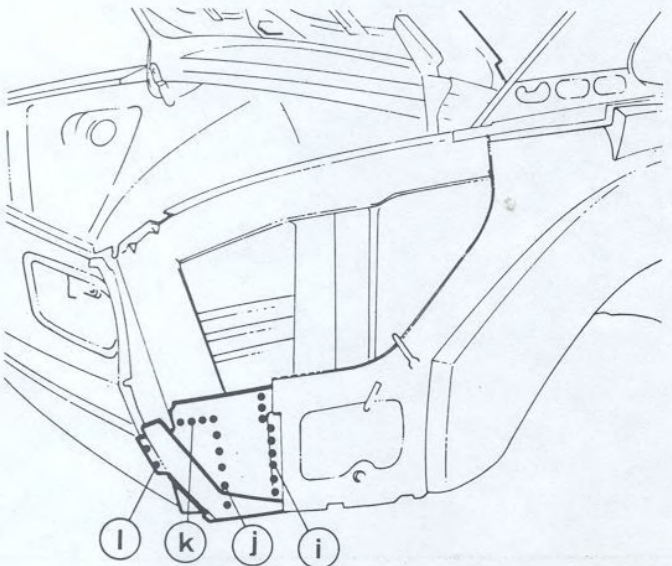


ADJUST

- Centre the tie-down mounting in the cut-out in the lower panel.
- Match the angle (f) with the wing vertical corner piece.



- Align the junction piece with:
  - the valance (g)
  - the cornerpiece centre (h).



WELD

- Spot weld the tie-down mounting as at:

(i), (j), (k), (l)

using equipment

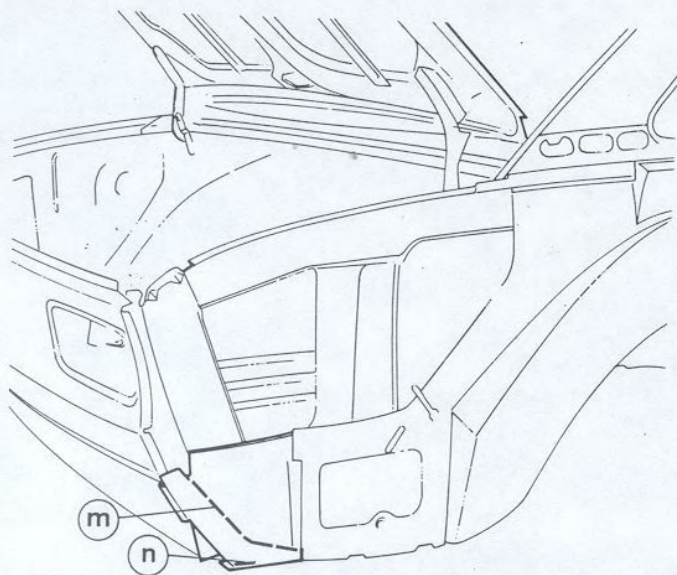
BA1





HULL  
METHODS  
REPLACE REAR TIE-DOWN MOUNTING

25 504 B 643



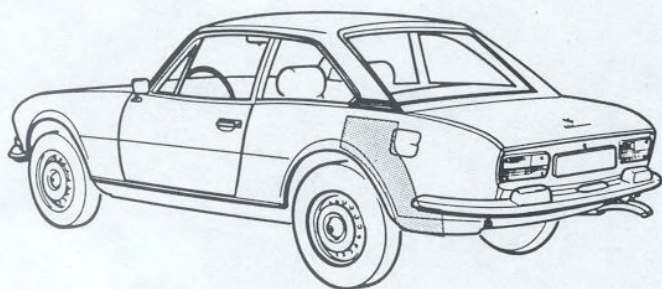
**WELD** (cont.)

- Tack weld the junction piece at **(m)**.
- Braze the lower panel at **(n)**.



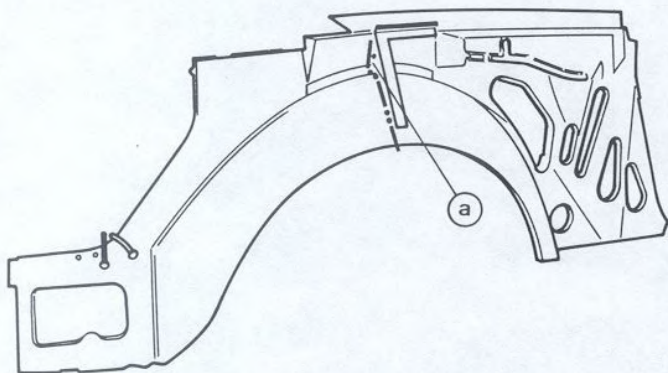
HULL  
METHODS  
PART REPLACEMENT OF A REAR WING VALANCE

25 504 B 651



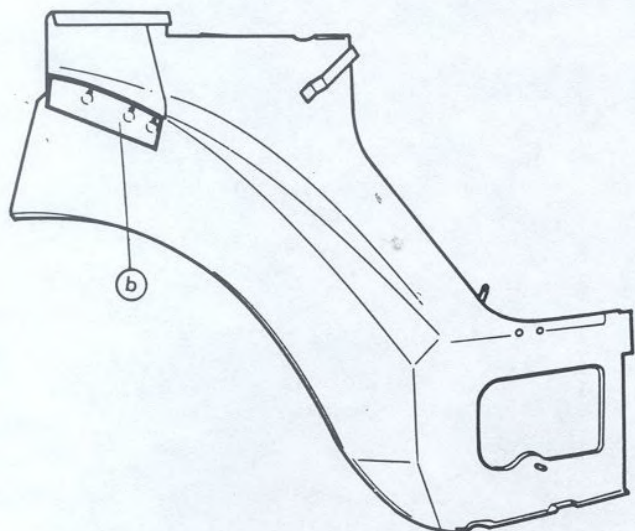
SUPPLEMENTARY OPERATIONS

- \* Replace a rear wing (see 25.504B.631).
- Replace a wing buttress.



PREPARE NEW PART

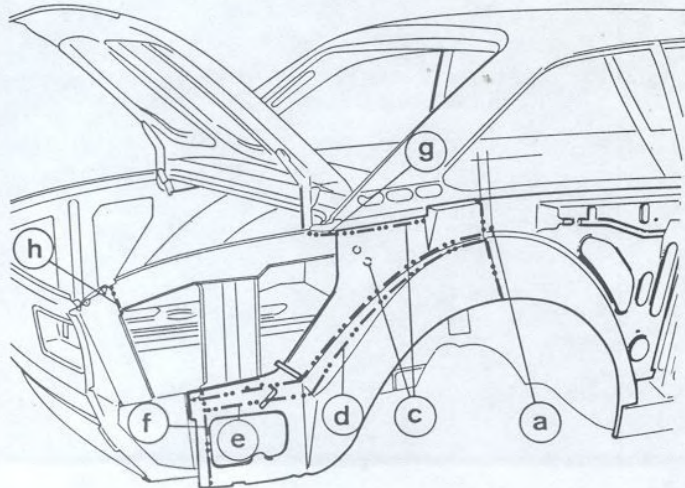
- Mark-off a line as at (a).



- Unfasten the panel, as at (b).



HULL  
METHODS  
PART REPLACEMENT OF A REAR WING VALANCE

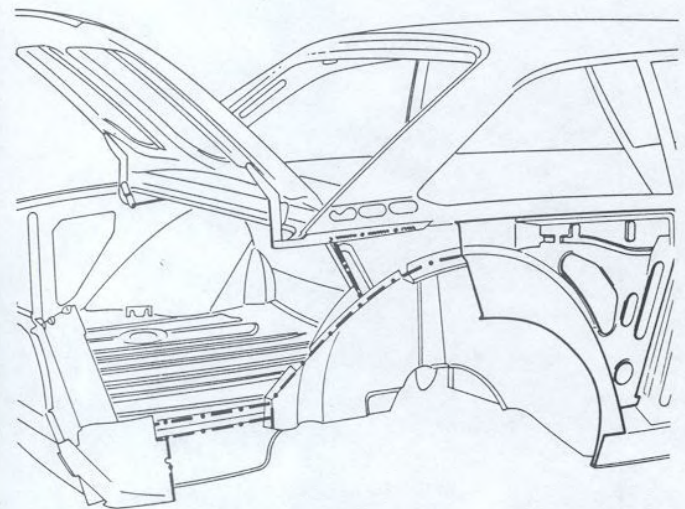


**CUT**

– Cut the valance: along a line 15mm behind the hole (a), as at:

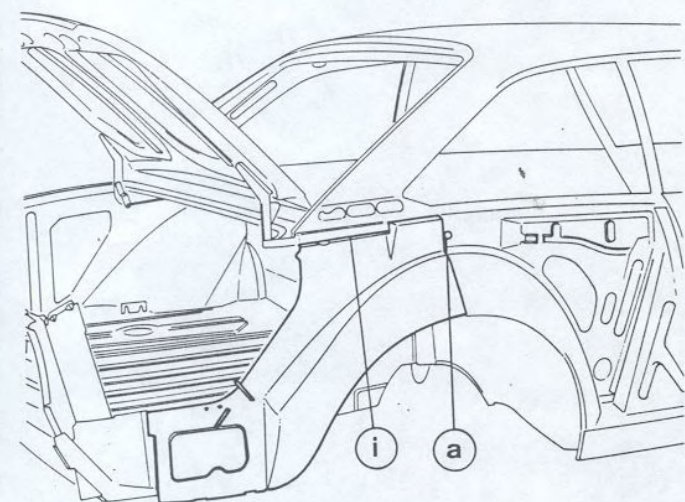
(c), (d), (e), (f)

– Cut the buttress as at: (g), (h).



**UNFASTEN**

– Prepare the joints.



**ADJUST**

– Position the wing valance overlapping and forming a tangent to hole (a).

– Check the joint (i).

– Mark-off for cutting.

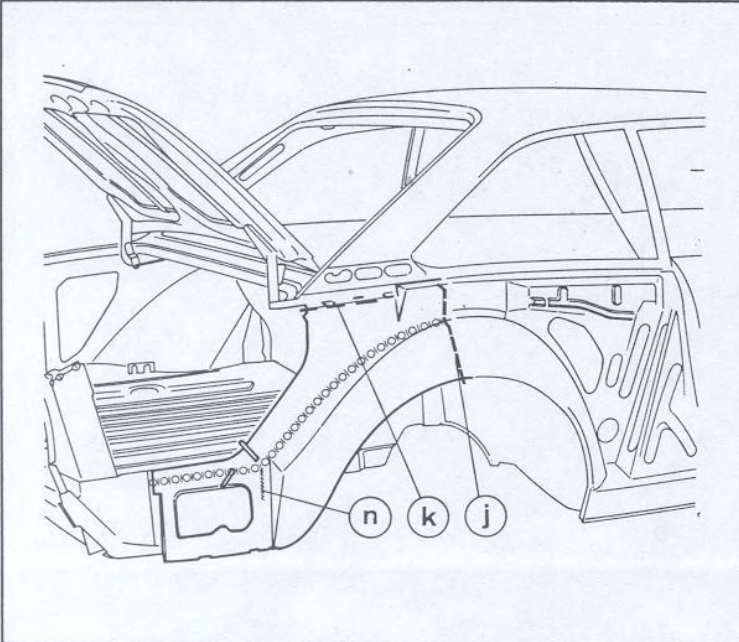
– Remove the valance.

– Re-cut.



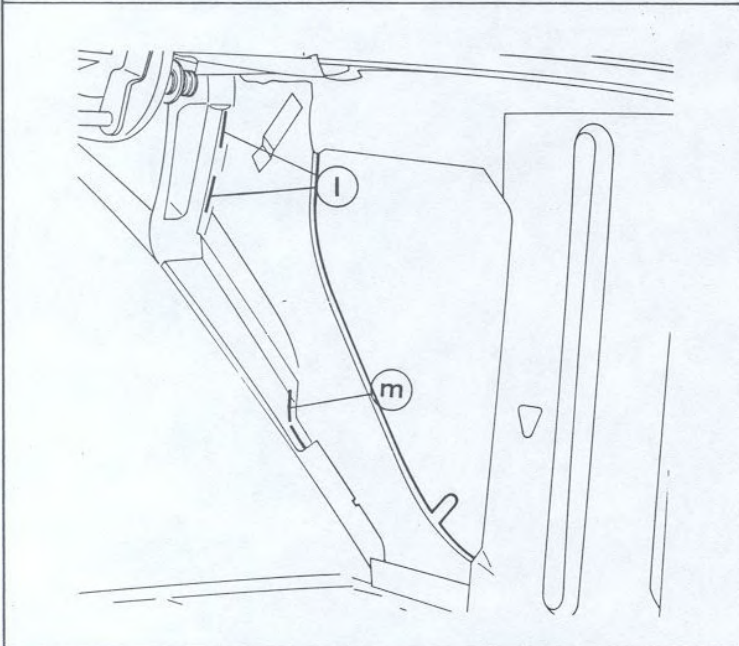
HULL  
METHODS  
PART REPLACEMENT OF A REAR WING VALANCE

25 504 B 653



WELD

- Apply a length of conductive sealant to the joint between valance/wheelarch.
- Flame weld the valance as (j) and tack it as at, (k), (l), (m), (n).

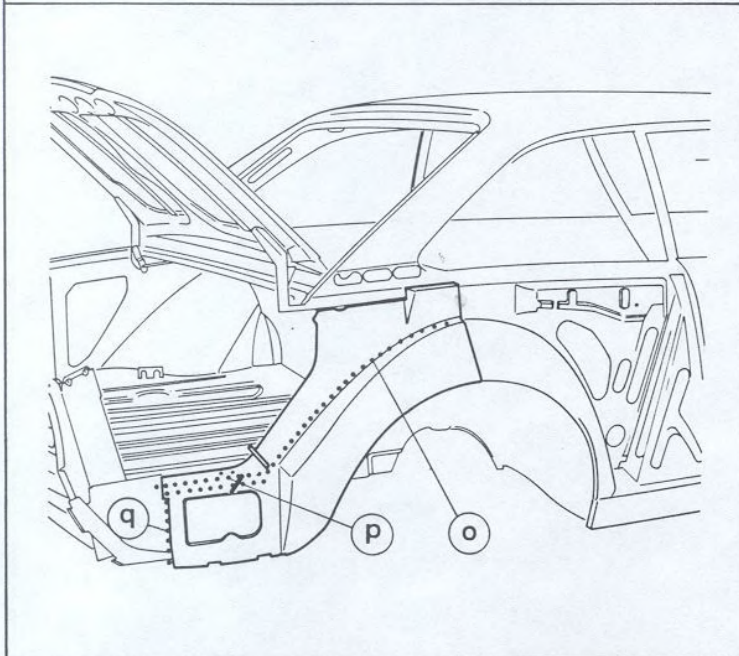


- Spot weld the valance as at:

(o), (p), (q)

using equipment

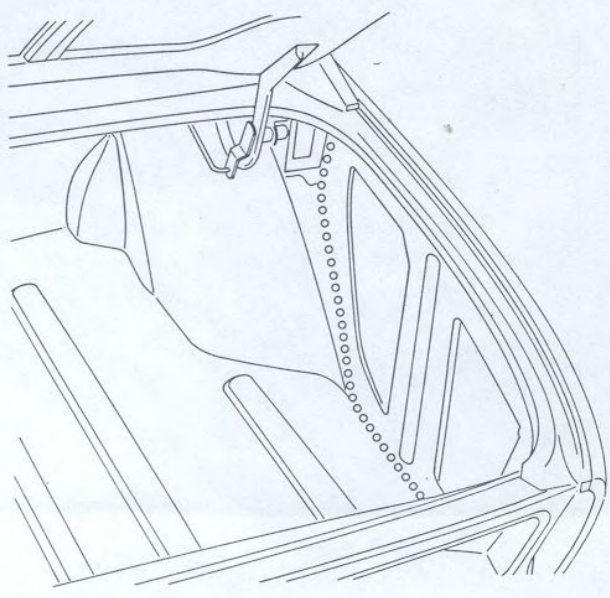
CA2





25 504B 654

HULL  
METHODS  
PART REPLACEMENT OF A REAR WING VALANCE



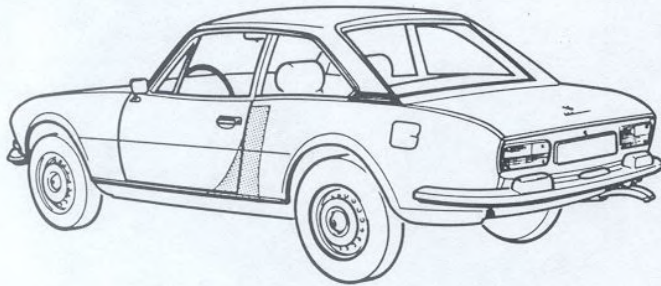
SEAL

- After welding of the rear wing/buttruss.
- Apply a length of LT sealant and brush smooth.



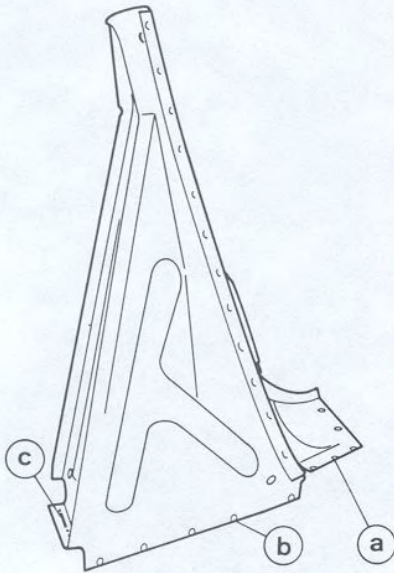
HULL  
METHODS  
REPLACE LOWER HALF OF CENTRE PILLAR

25 504 B 661



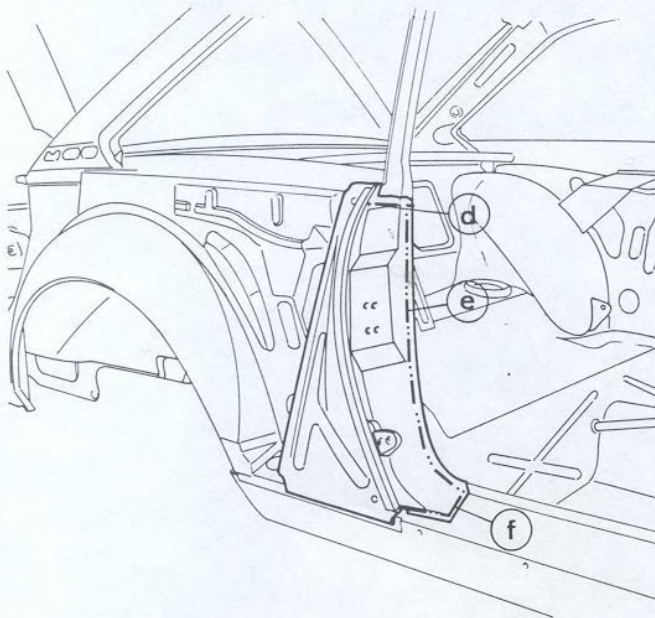
SUPPLEMENTARY OPERATIONS

- \* Replace a front wing (see 25.504B.631).
- Remove-refit door.



PREPARE NEW PART

- Drill 10 6mm Ø holes as at (a), (b).
- Cut a 9mm wide strip as at (c).  
(preparation for welding).



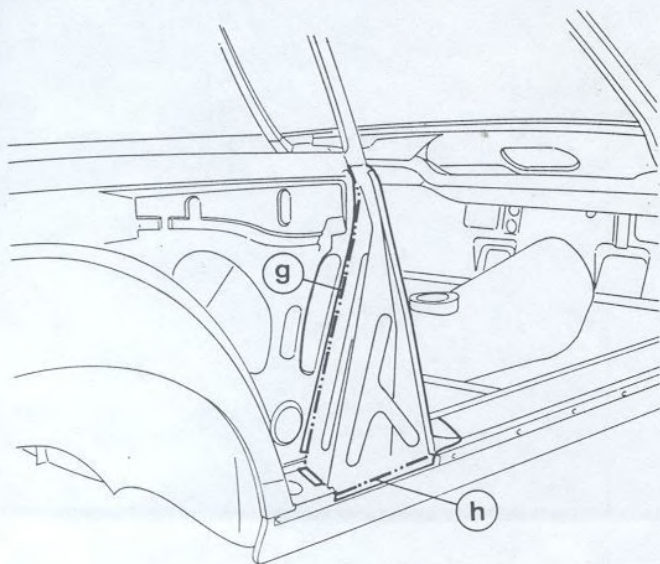
CUT

- Cut the centre pillar as at:  
(d), (e), (f)



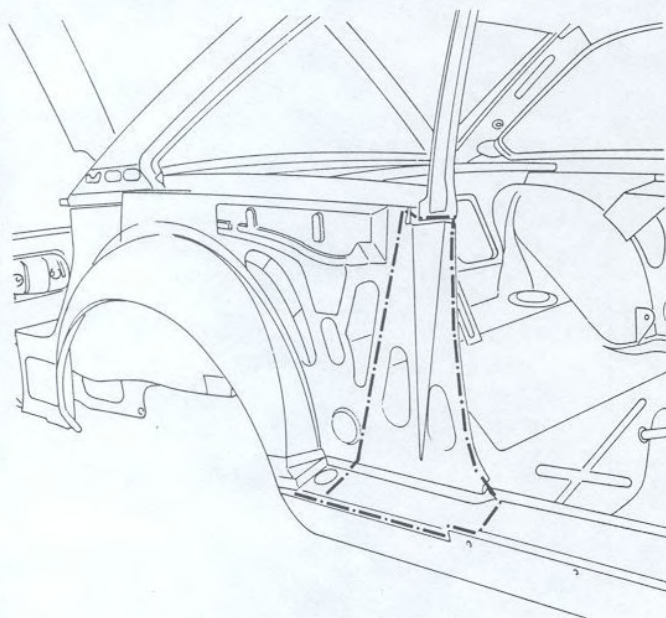
25 504 B 662

**HULL  
METHODS  
REPLACE LOWER HALF OF A CENTRE PILLAR**



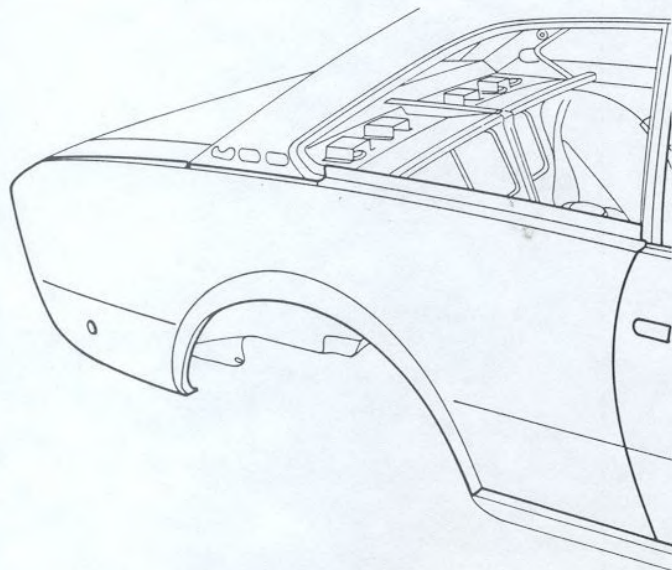
**CUT (cont.)**

- Cut the pillar as at: (g), (h).



**UNFASTEN**

- Prepare the joints.



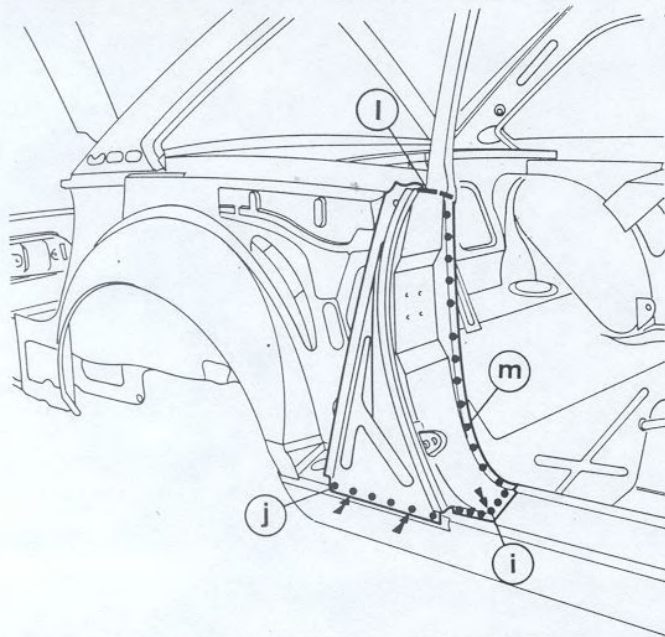
**ADJUST**

- Position the pillar.
- Position the rear wing.
- Refit and adjust the door.
- Adjust pillar to wing.



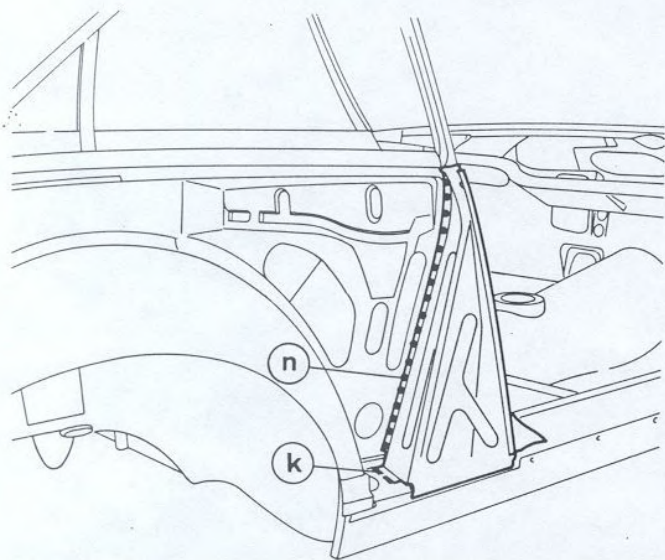
HULL  
METHODS  
REPLACE LOWER HALF OF A CENTRE PILLAR

25 504 B 663



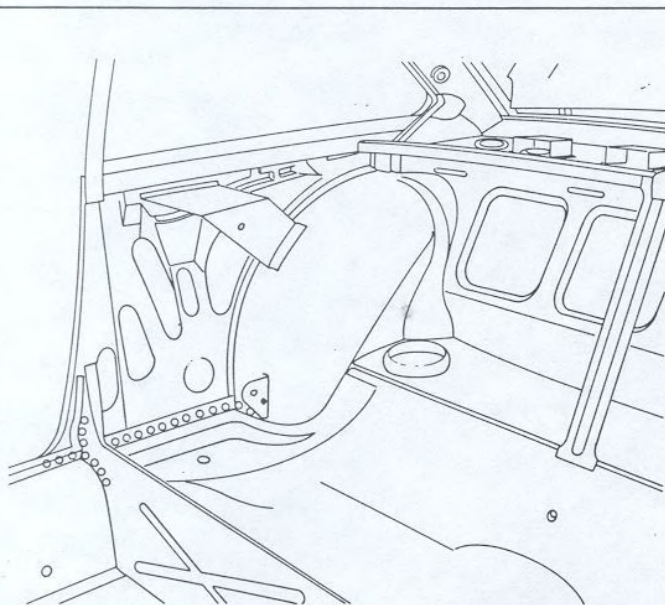
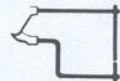
WELD

- Secure the pillar to the sidemember with panel screws.
- Braze the pillar by plugging, as at (i), (j).
- By tacking at (k).
- Flame weld the pillar at (l).



- Spot weld as at: (m), (n)

using equipment EA1



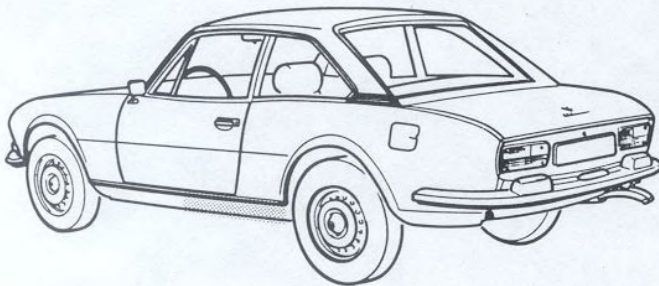
SEAL

- Apply a length of LT sealant.



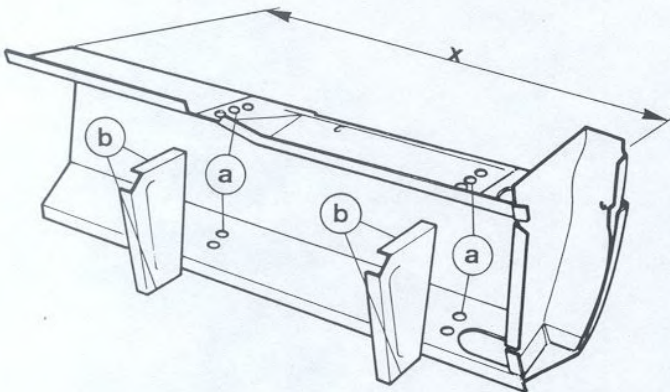
HULL  
METHODS  
REPLACE REAR SECTION OF A SIDEMEMBER

25 504 B 671



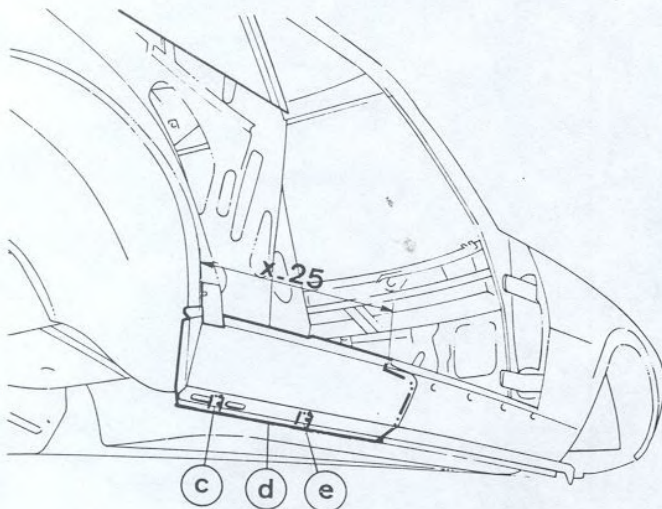
SUPPLEMENTARY OPERATIONS

- \* Replace lower half of a centre pillar (see 25.504B.661).
- Remove-refit sidemember trim.



PREPARE NEW PART

- Cut the sidemember for a distance (x) determined by the extent of damage.
- Break the spot welds at (a) without damaging the reinforcements, which are re-used.
- Drill the flanges (b) in the centre of the weld prints for securing the reinforcements with panel screws when fitting.

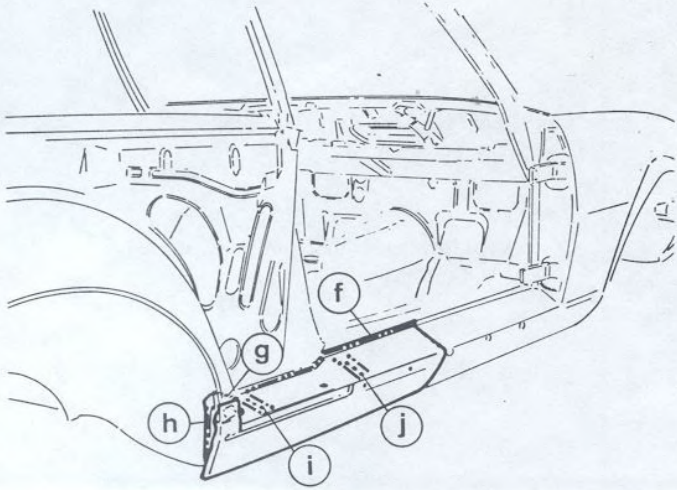


CUT

- Cut the sidemember as at:  
(c), (d), (e), (x - 25)

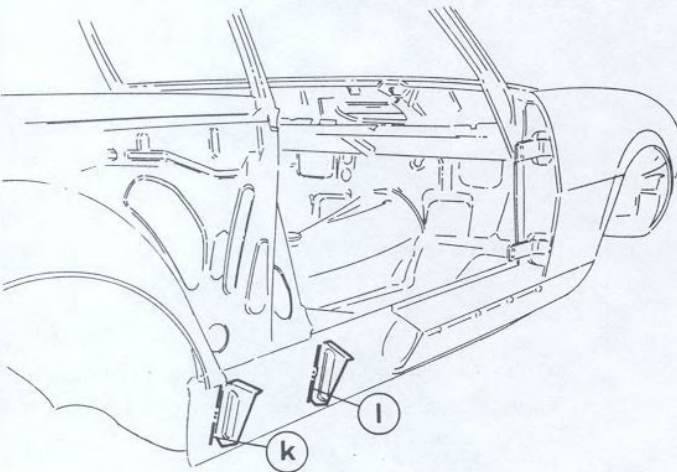


HULL  
METHODS  
REPLACE REAR SECTION OF A SIDEMEMBER

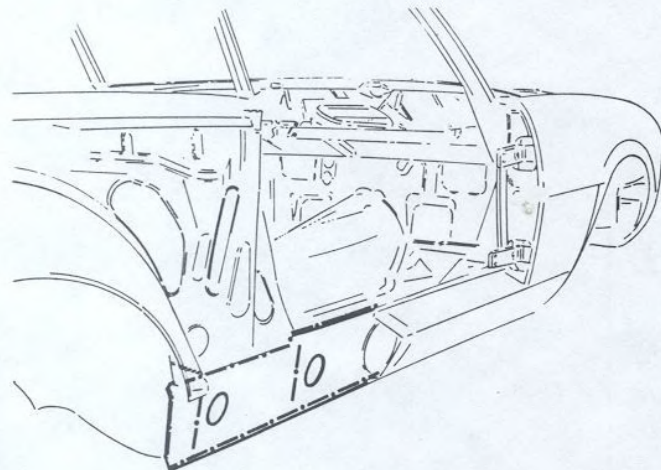


**CUT** (cont.)

- Cut the sidemember as at:  
**(f), (g), (h), (i), (j)**



- Cut the reinforcements at **(k), (l)**.



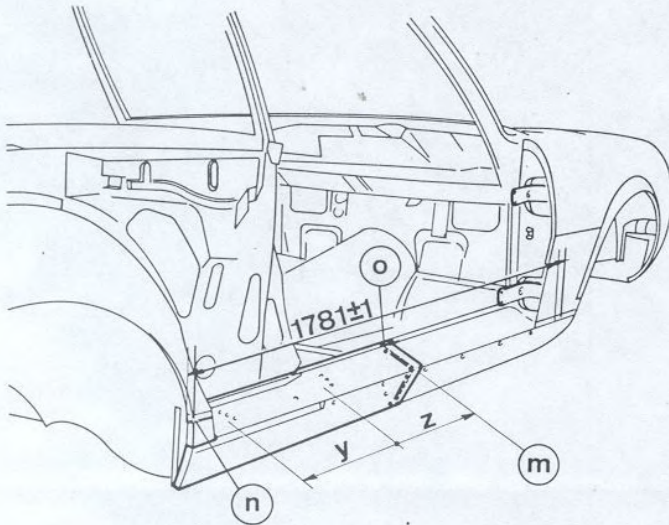
**UNFASTEN**

- Prepare the joints.



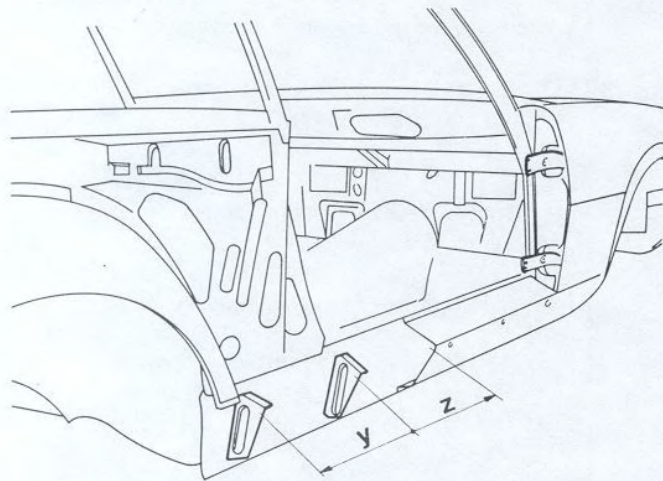
HULL  
METHODS  
REPLACE REAR SECTION OF A SIDEMEMBER

25 504 B 673

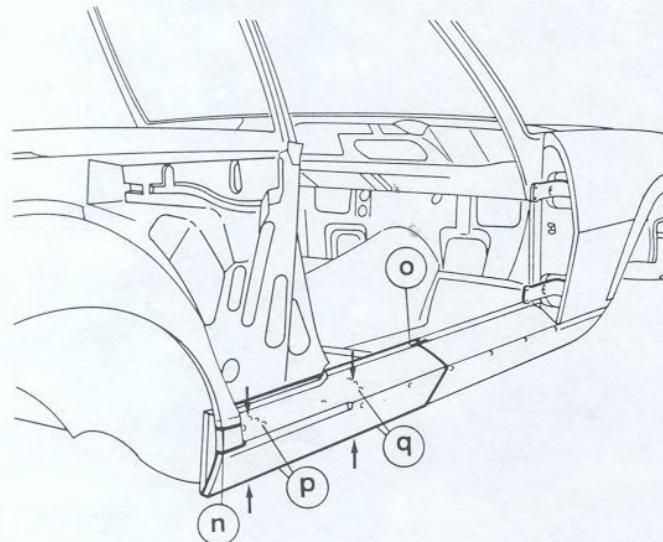


ADJUST

- Adjust the alignment of the sidemember.
- Check the overall length of:  $1781 \pm 1$ .
- Secure the rear of the sidemember.
- Saw cut the overlapping pieces of the sidemember, as at (m).



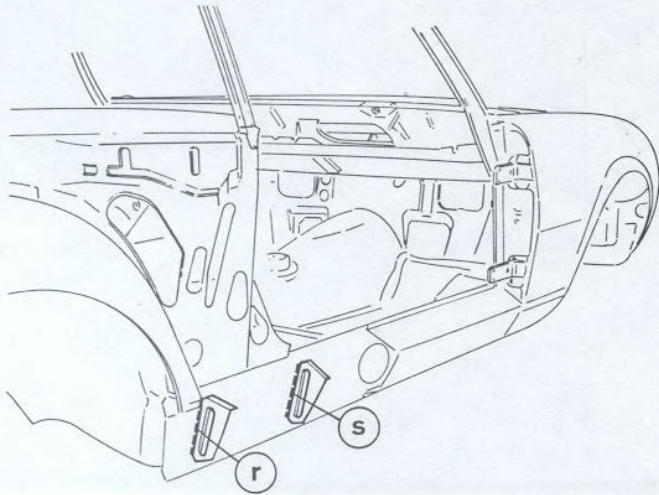
- Mark the position of the sidemember at (n) and (o).
- Remove the sidemember.
- Clamp the reinforcements in position as at (y), (z) (do not overtighten the clamps).



- Position the sidemember.
- Correct the positioning of the reinforcements in relation to holes (p) and (q), and secure them with panel screws.
- Align the sidemember in relation to the marks (o) and (n).

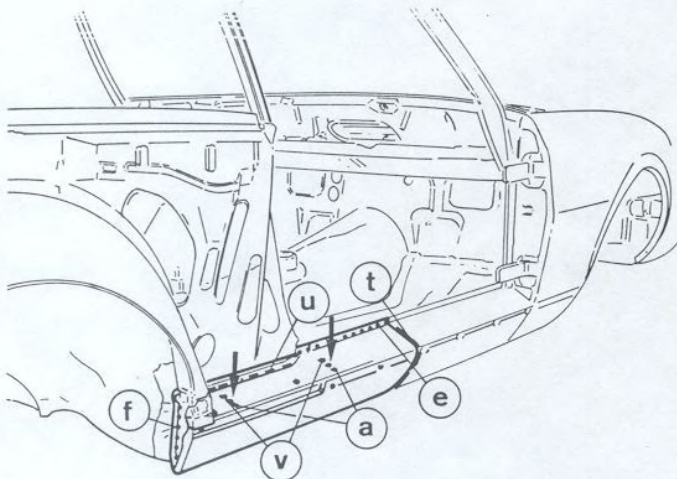


**HULL  
METHODS  
REPLACE REAR SECTION OF A SIDEMEMBER**



**WELD**

- Tack weld the reinforcements at (r) and (s).
- Position the sidemember.
- Weld along the joint at (t).
- Tack as at (u).



- Secure the sidemember to the reinforcements at (v) and (w) with 4 panels.screws.
- Plug braze at (a) and (b).
- Remove the screws and braze the remaining holes.
- Spot weld the sidemember at:

(c), (d), (e)

using equipment

**AAB**



and at (f)

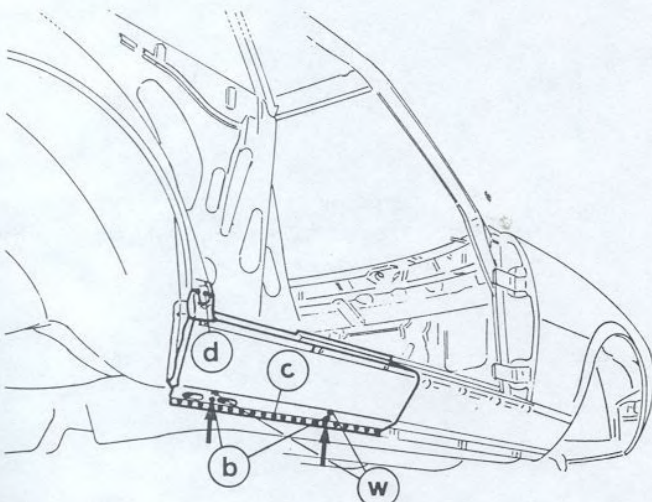
using equipment

**AD1**



**FINISH**

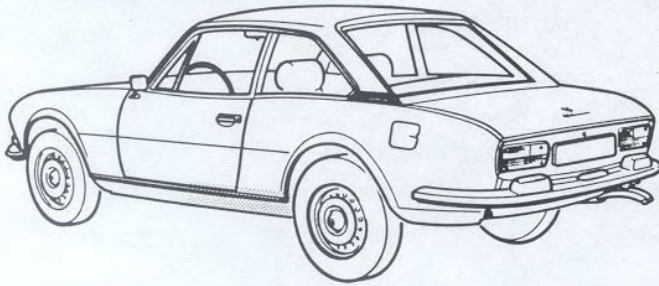
Finish welds with an application of solder.





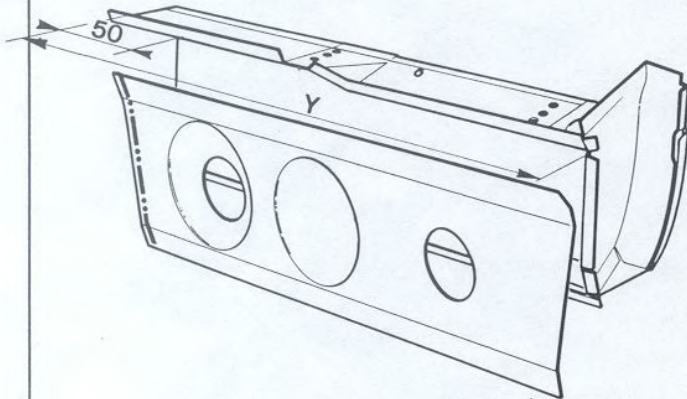
HULL  
METHODS  
REPLACE A SIDEMEMBER WEB (rear portion)

□	25	504	B	681
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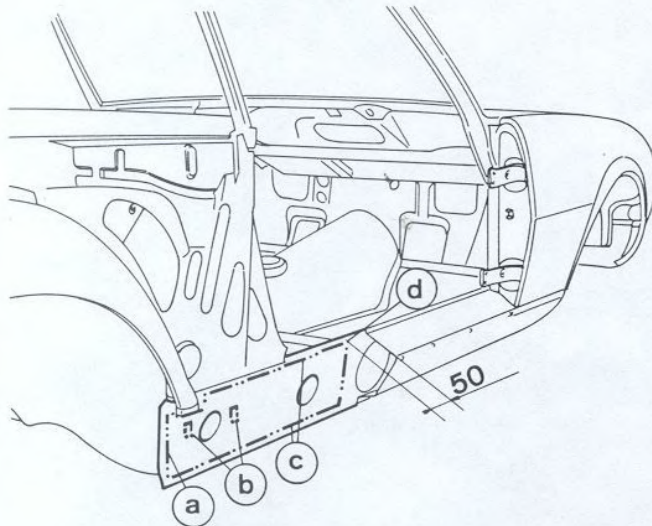
SUPPLEMENTARY OPERATIONS

- \*Replace rear section of a sidemember (see 25.504 B 671).



PREPARE NEW PART

- Cut the sidemember web for a distance of : **Y - 50 mm.**

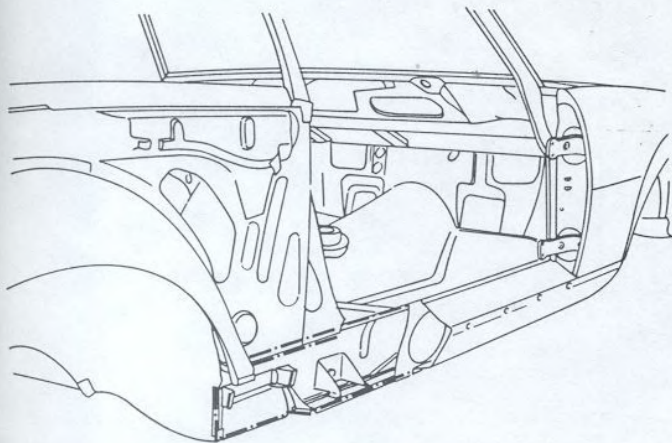


CUT

- Cut the sidemember web as at (a), (b), (c), and at (d) 50 mm from the provisional cut in the sidemember.

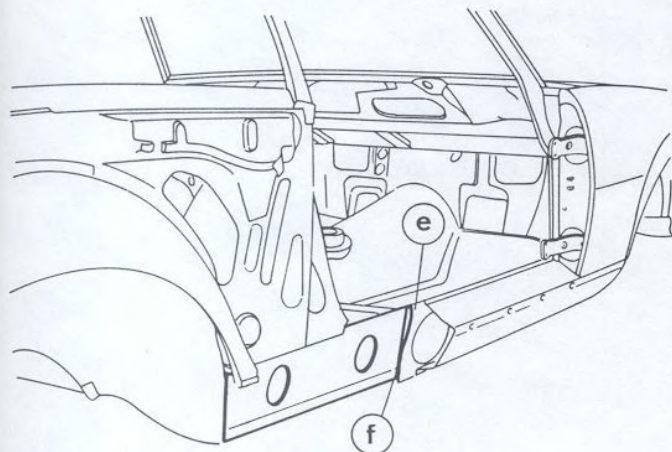


HULL  
METHODS  
REPLACE A SIDEMEMBER WEB (rear portion)



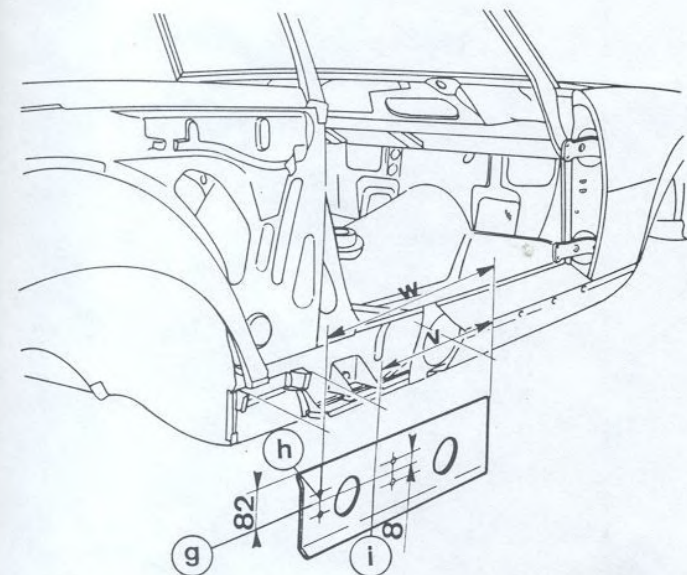
UNFASTEN

- Prepare the joints



ADJUST

- Position the web at the end (e)
- Align the web piece
- Mark-off the cut (f)
- Remove the web and cut as marked.

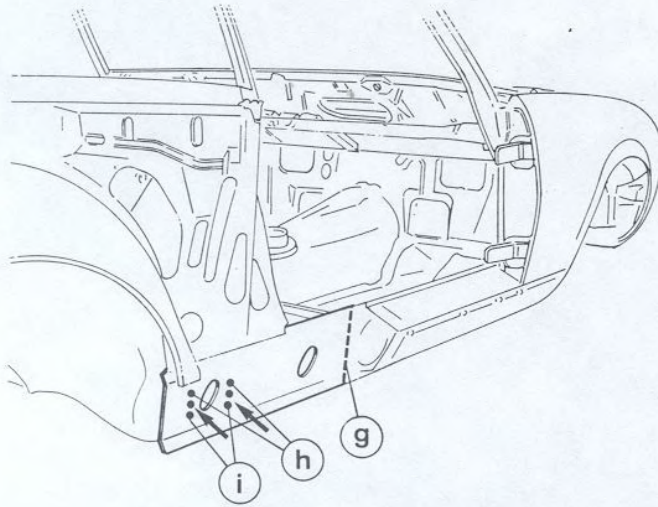


- Transfer the dimensions at (v) and (w) to the web.
- Mark-off the line (g).
- Drill one 4 mm  $\emptyset$  hole and two 6 mm  $\emptyset$  holes at (h) and (i) respectively, for securing and subsequent welding.



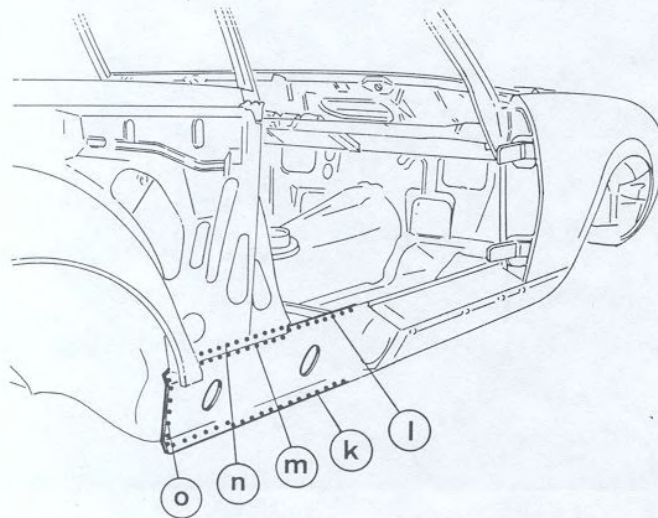
HULL  
METHODS  
REPLACE A SIDEMEMBER WEB (rear portion)

□ 25 504 B 683





WELD


- Tack weld the web as at (g).
- Secure the web to the reinforcements with panel screws.
- Plug braze at (h) and (i).
- Remove the panel screws and braze the holes.



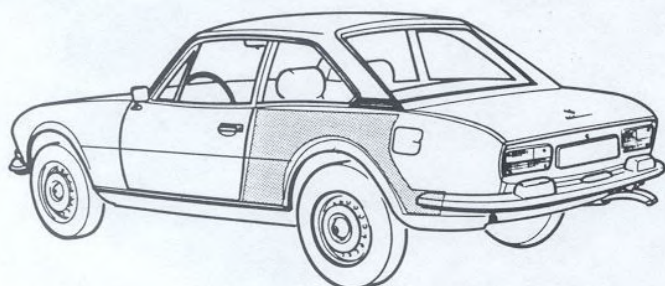
- Spot weld web and sidemember at (m) and (n)

using equipment **CA1** 

at (o)  
using equipment **AD1** 

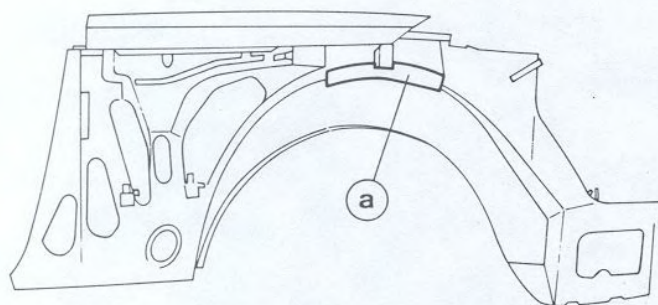
and at (k), (l)  
using equipment **AA3** 





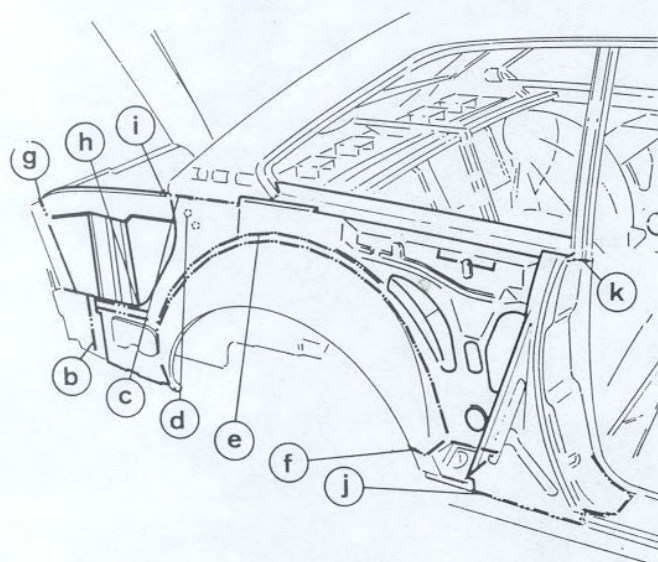
SUPPLEMENTARY OPERATIONS

\* Replace a rear wing (see 25.504B.661).



PREPARE NEW PART

– Unfasten the part at (a).



CUT

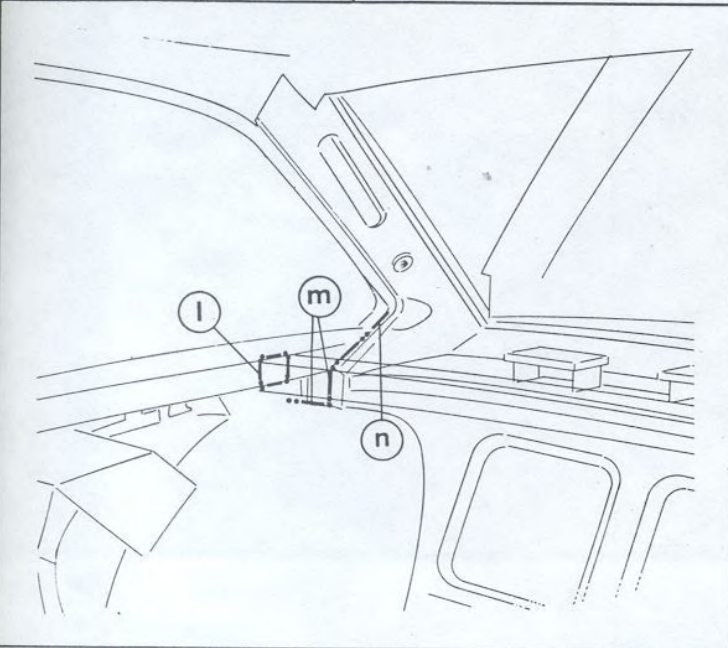
– Cut the wing valance at:  
(b), (c), (d), (e), (f)

– Cut the buttress at:  
(g), (h), (i)

– Cut the centre pillar at:  
(j), (k)



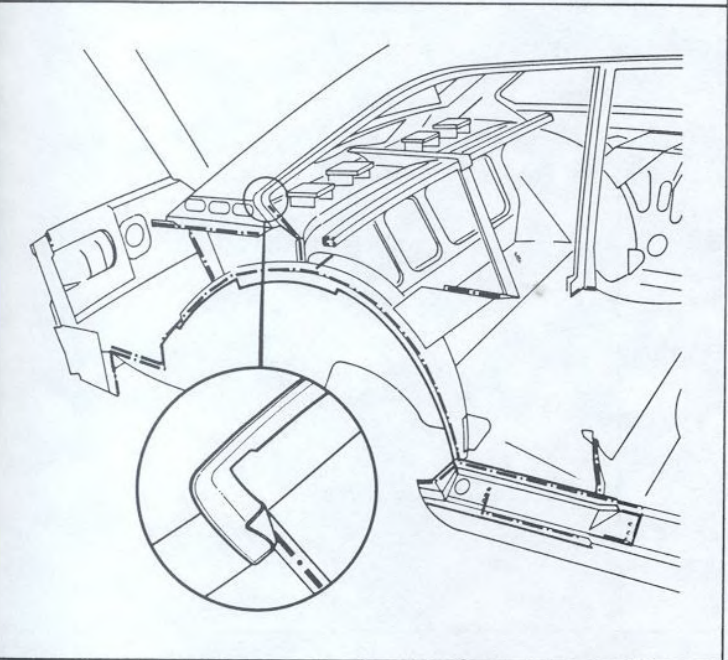
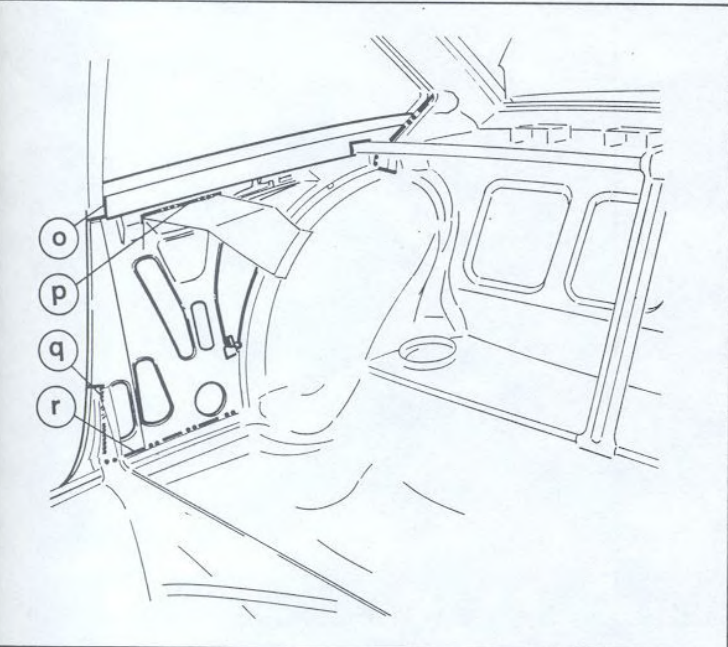
HULL  
METHODS  
REPLACE A REAR WING VALANCE



**CUT (cont.)**

– Cut the valance as at:

(l), (m), (n), (o), (p), (q), (r)



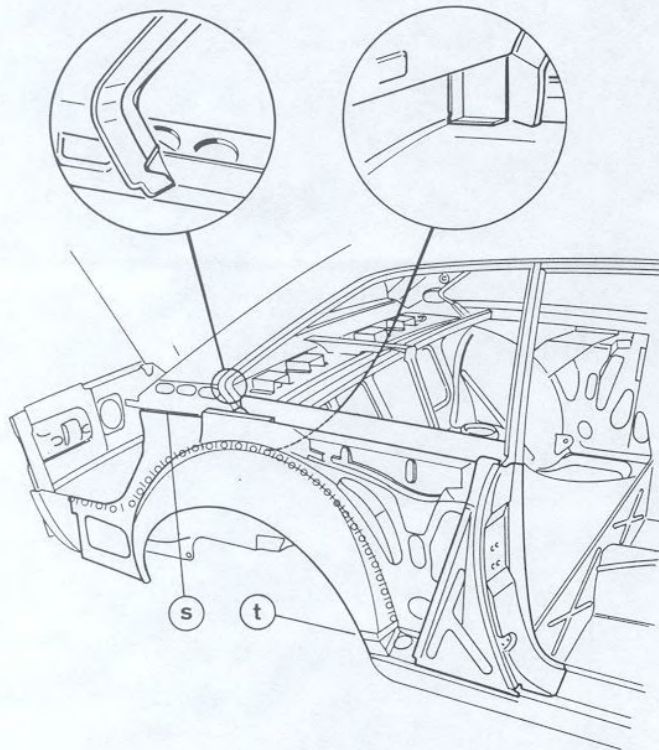
**UNFASTEN**

– Prepare the joints.



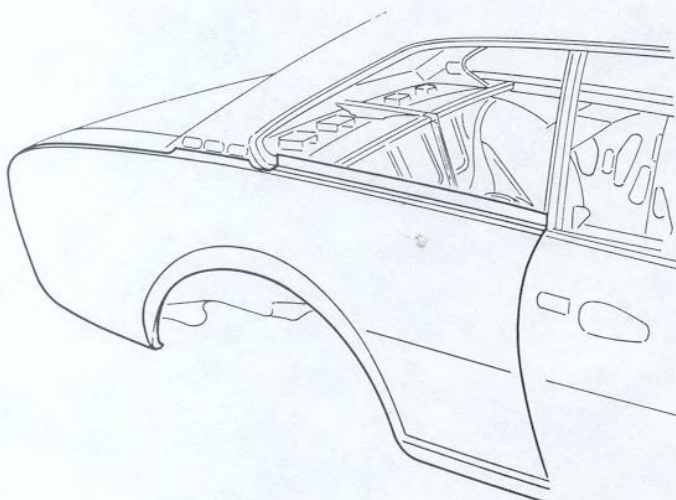
HULL  
METHODS  
REPLACE A REAR WING VALANCE

□ 25 504 B 693



ADJUST

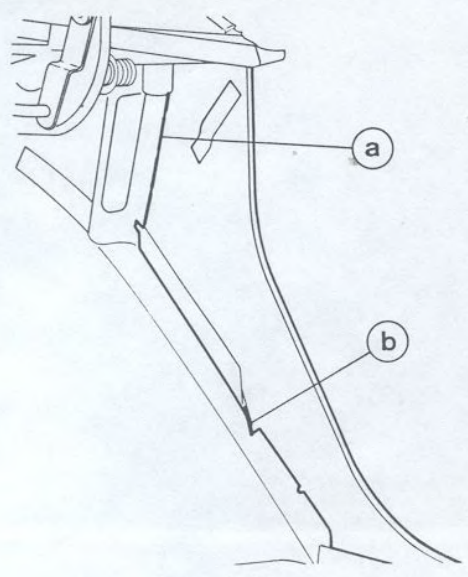
- Apply conductive sealant at the joint of valance/wheelarch.
- Position the rear wing valance and hold in position against (s) and (t).
- Position the centre pillar.
- Position and adjust the rear wing.
- Refit and adjust the door.
- Adjust the centre pillar in relation to the wing, mark the position of this on the valance and on the sidemember.
- Remove the rear wing and pillar.





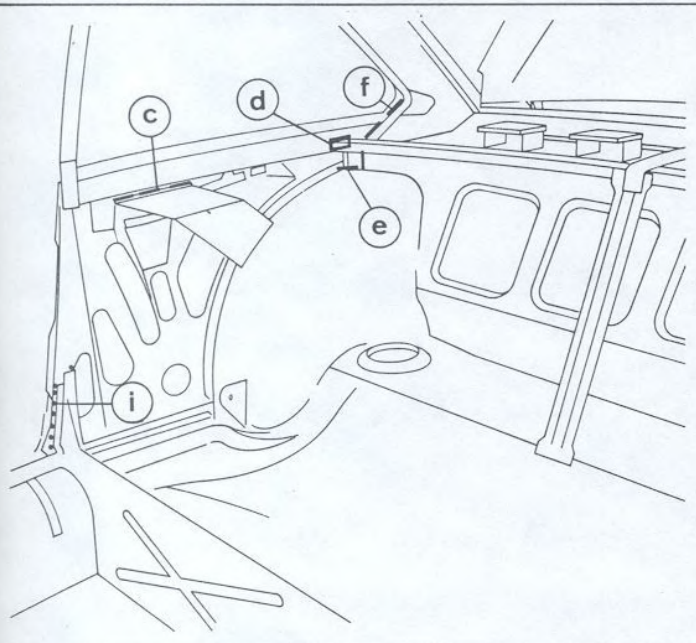


HULL  
METHODS  
REPLACE A REAR WING VALANCE



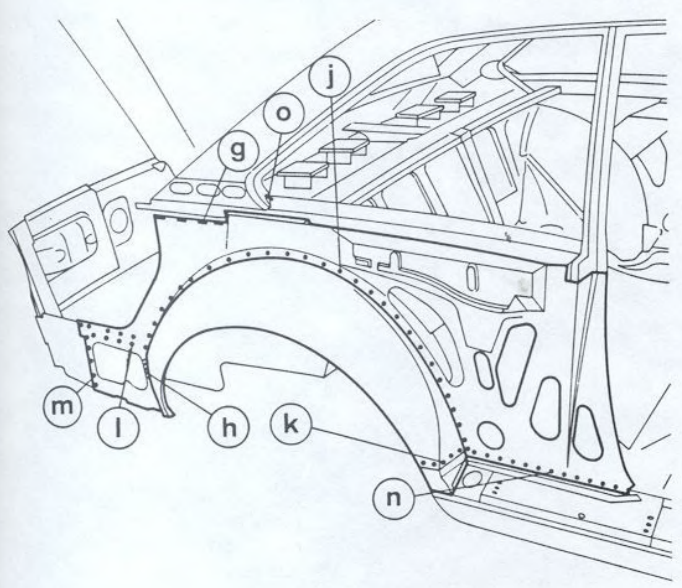
WELD

- Tack weld the wing valance as at:  
(a), (b), (c), (d), (e), (f), (g), (h)



- Spot weld the valance at:  
(i), (j), (k), (l), (m), (n)

using equipment **CA2**

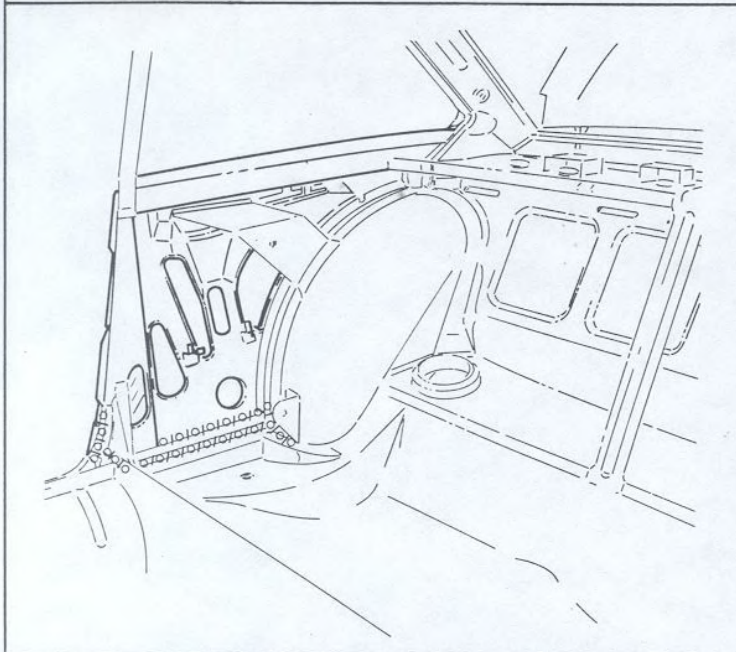


- Braze at (o).



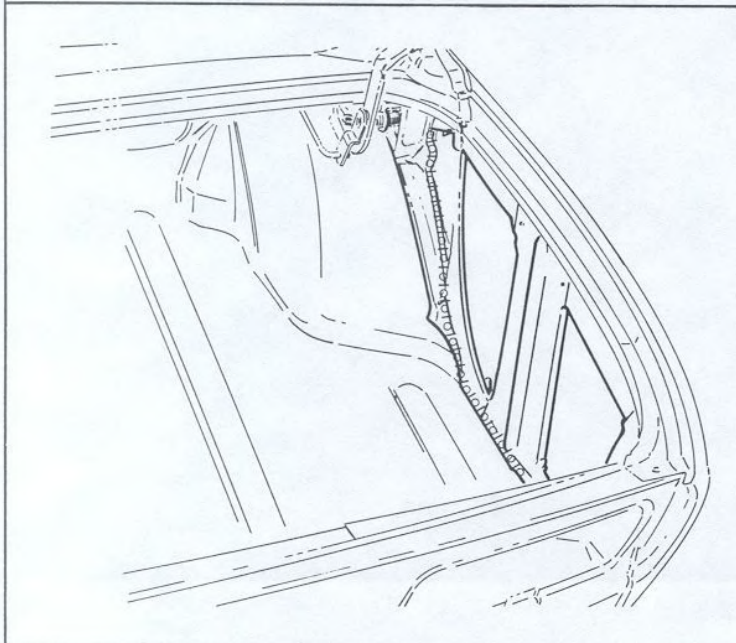
HULL  
METHODS  
REPLACE A REAR WING VALANCE

□ 25 504 B 695



SEAL

- After welding of the centre pillar and rear wing:
- Apply a length of LT sealant
- Brush smooth.





404 - 504 - 505 - 604

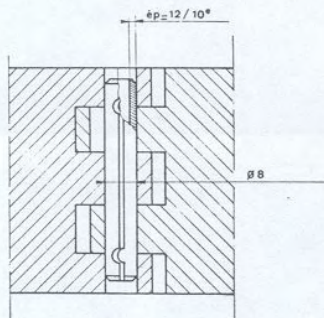
From April 1979 onwards, the thickness of the material used for the door hinge pins has been increased to 1.2 mm instead of 1 mm.

The reduction in the inside diameter of the pin that results from this has involved producing a new extractor **8.1303 F**, Pt. No. 9763.79.

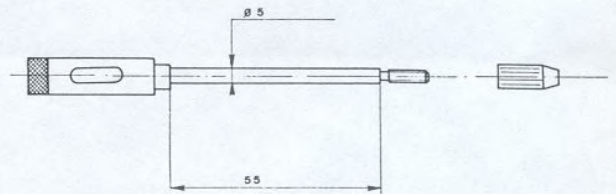
This tool is to be added to the existing tool set (inertia unit, extractors) **8.1303 W**, the reference number of which now becomes **8.1303 ZZ** - Pt. No. 9763.80.

IDENTIFICATION

HINGE PIN










EXTRACTOR





PLUGS

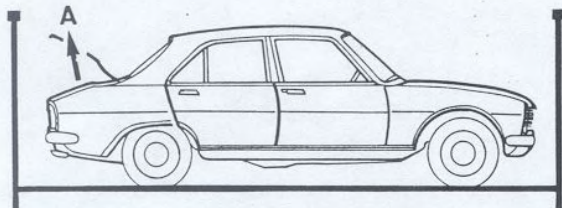
PLASTIC PLUGS	Hole sizes	Part Nos.
	- 20 x 40	7518.26
	- 20 x 50	7518.27
	- Ø 10	7518.11
	- Ø 17	6983.28
	- Ø 20	7518.15
	- Ø 25	7518.13
	- Ø 30	7518.18
	- Ø 32	7518.09
	- Ø 35	6983.11
	- Ø 10	6983.06
	- Ø 25	8236.06
	- Ø 20	9033.22
RUBBER PLUGS	Hole sizes	Part Nos.
	- 20 x 50	6983.09
	- Ø 17	7518.04
	- Ø 25	6983.27

PEUGEOT



PROTECTION  
METHODS  
TREATMENT BOX SECTIONS

45 504 B 001



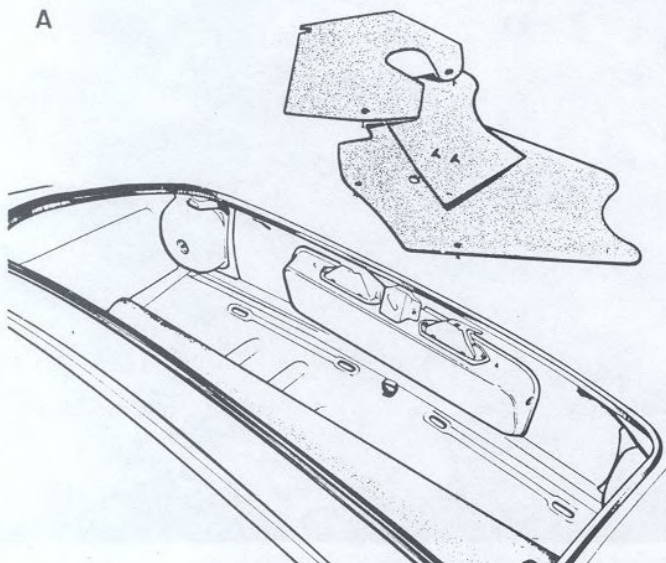
504 L

PREPARATORY OPERATIONS



REMOVE

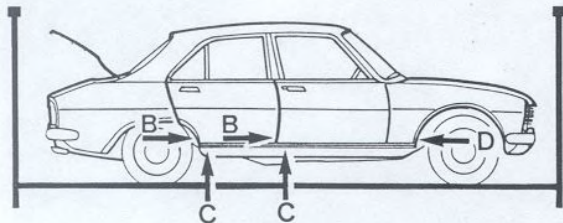
A



- As at :

(A)

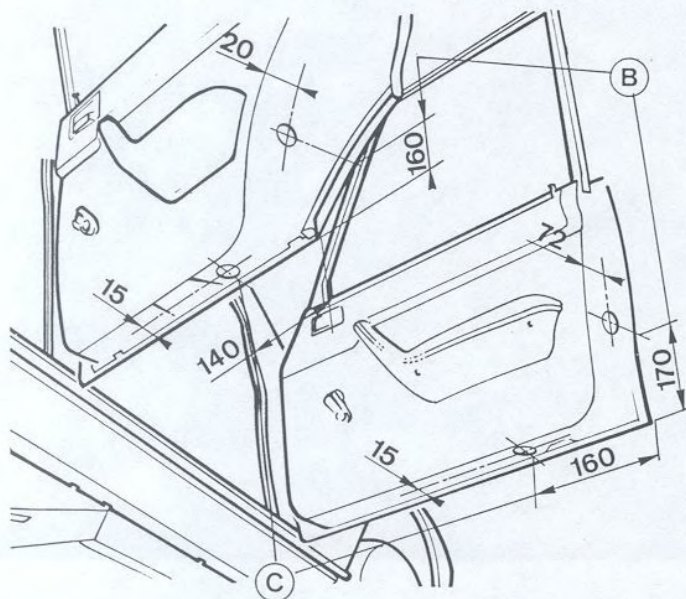




TREPANNING



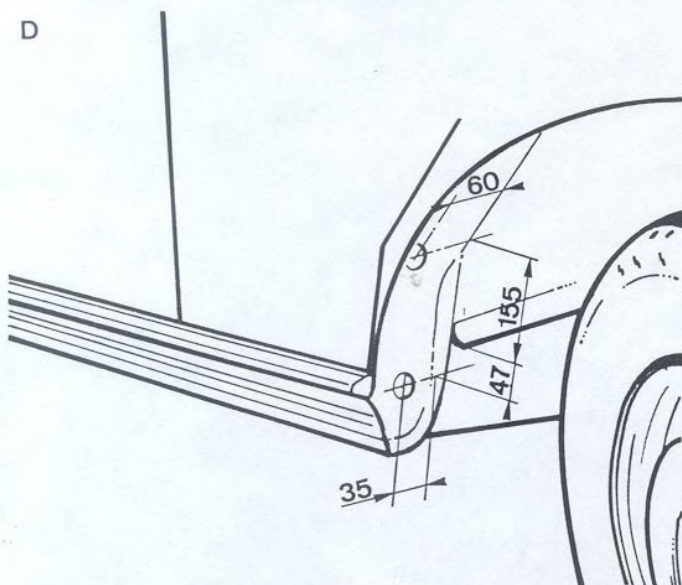
Trepanning of box sections with no access.



- Trepan :

a 20 Ø hole as at (B)

keeping the cutter parallel with the panel and lower edge of the door.



a 10 mm Ø hole as at (C)



and a 25 mm Ø hole as at (D)



PROTECTION  
METHODS  
TREATMENT BOX SECTIONS

45 504 B 005

USABLE LENGTH OF LANCES

Marking		
1		0,70
2		1,00
3		0,20
4		0,20
5		0,30
6		0,50

PROTECTION OPERATIONS

TREATMENT

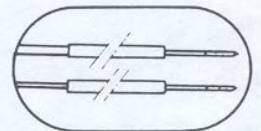


— Spray as at :

(1) (2)

using equipment

ABC



and guiding the lance parallel with the bottom of the door.

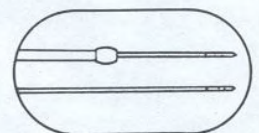
as at (3) (4)

equipment maintaining the lance against the door outer panel.

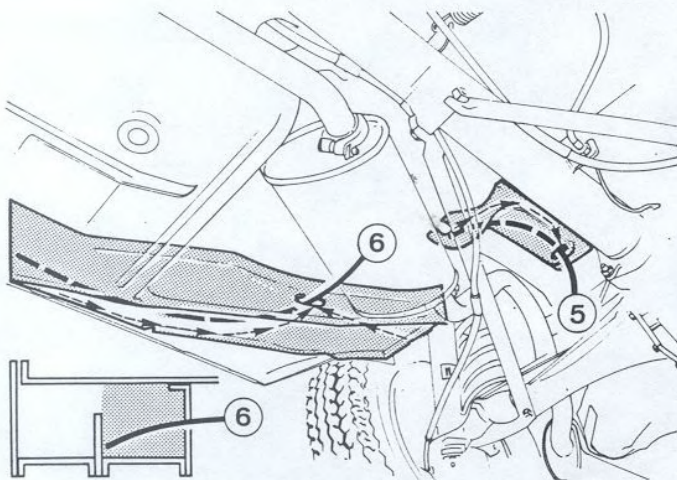
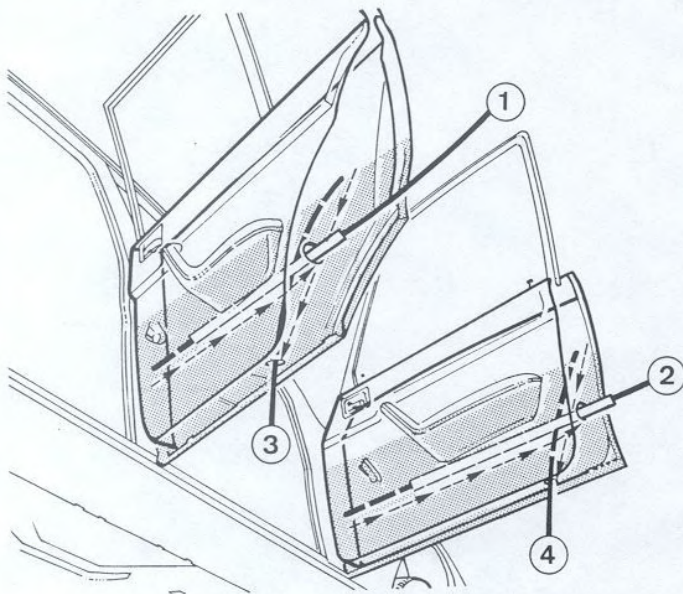
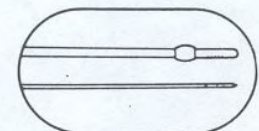
as at (5)

using AB

as at (6)



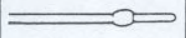
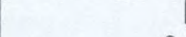
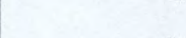
using A equipment





PROTECTION  
METHODS  
TREATMENT OF BOX SECTIONS

USABLE LENGTH OF LANCES

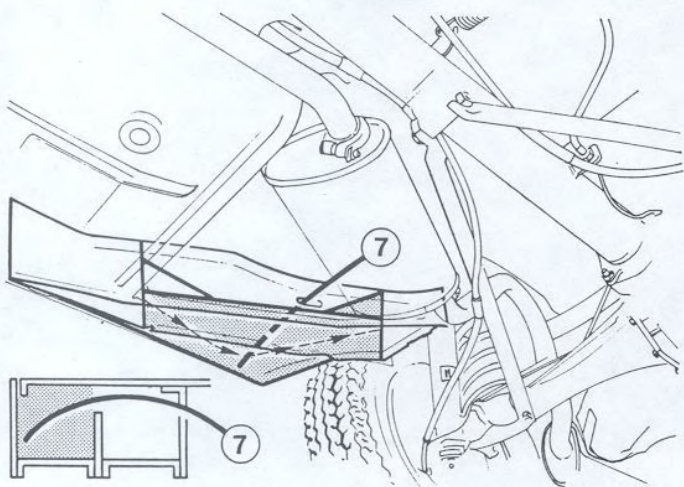
Marking		
		
7	0,25	
8	0,30	
9	1,20	0,90
9*	1,80	
10	0,50	

Treatment (Cont.)



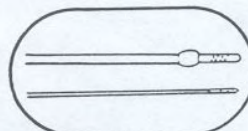
— Spray as at :

(7) (8) (9) or (9\*)

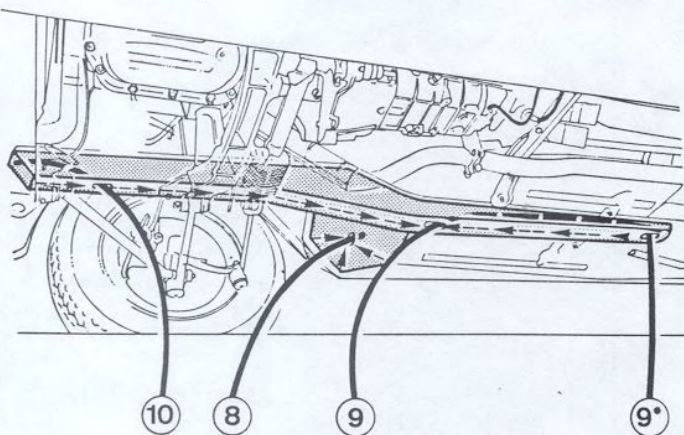


using equipment

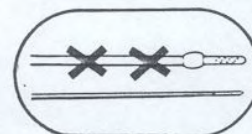
**A**



at (10)



with equipment



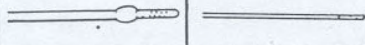
\*Previous access.



PROTECTION  
METHODS  
TREATMENT OF BOX SECTIONS

45 504 B 007

USABLE LENGTH OF LANCES

Marking		
	11	0,60
12	0,55	
13	1,00	

TREATMENT (Cont.)



— Spray as at :

(11)

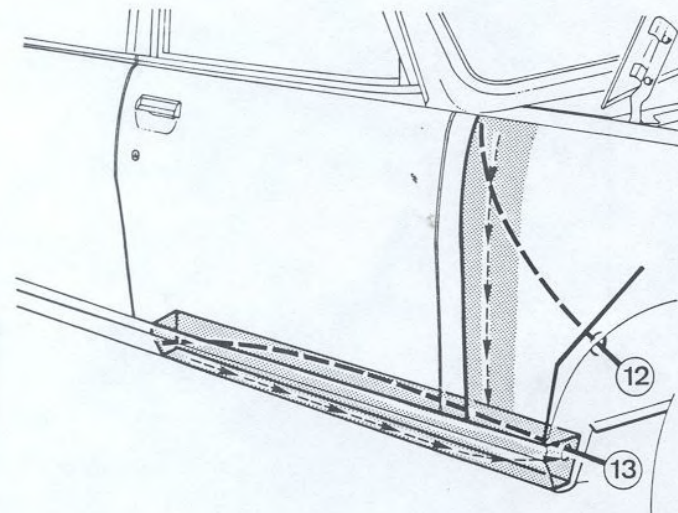
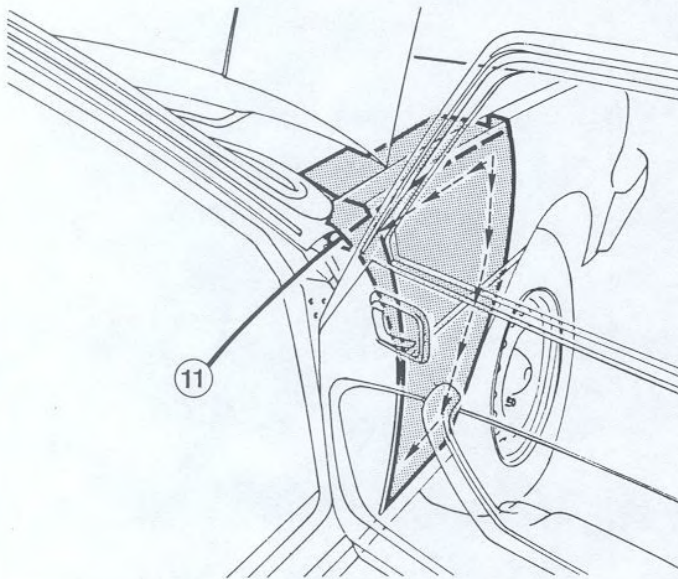
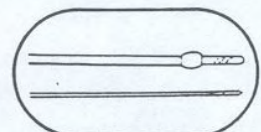
(12)

Keeping the lance against the wing.

(13)

with equipment

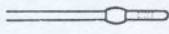

A



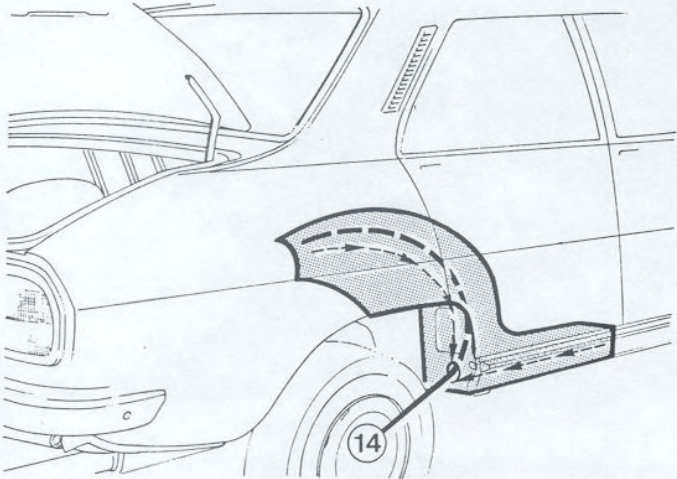


PROTECTION  
METHODS  
TREATMENT OF BOX SECTIONS

USABLE LENGTH OF LANCES

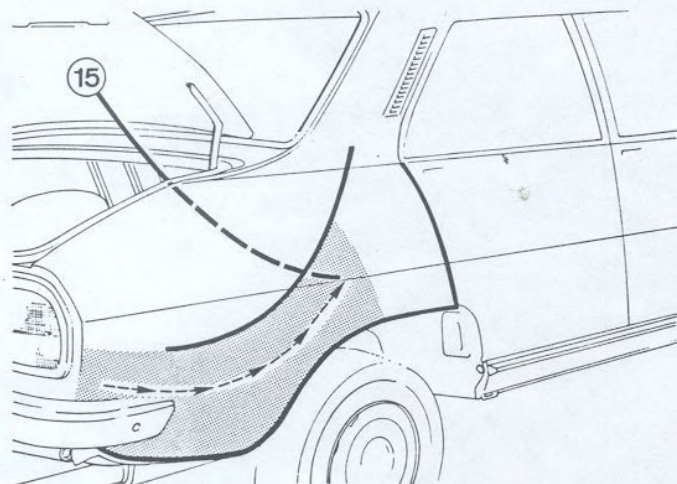
Marking		
14		1,00
15		0,60

TREATMENT (Cont.)

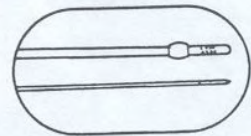


– Spray as at :

(14) (15)



using equipment **A**





PROTECTION  
METHODS  
TREATMENT OF BOX SECTIONS

45 504 B 009

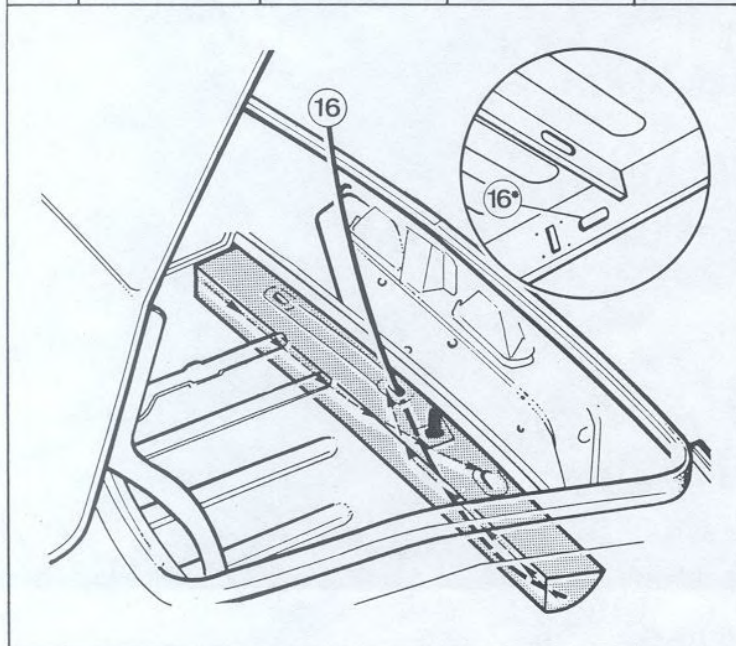
USABLE LENGTH OF LANCE

Marking		
16 - 16*	0,80	
17		0,60

TREATMENT (Cont.)

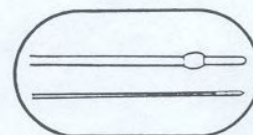


— Spray as at :

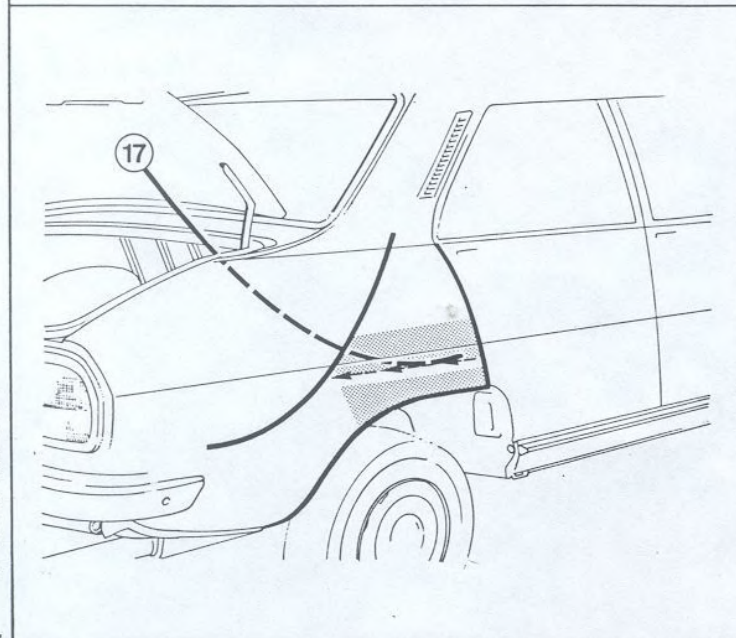


(16)

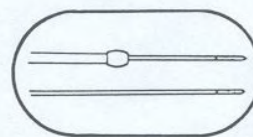
with equipment



(17)



with equipment



\*previous access under floor.