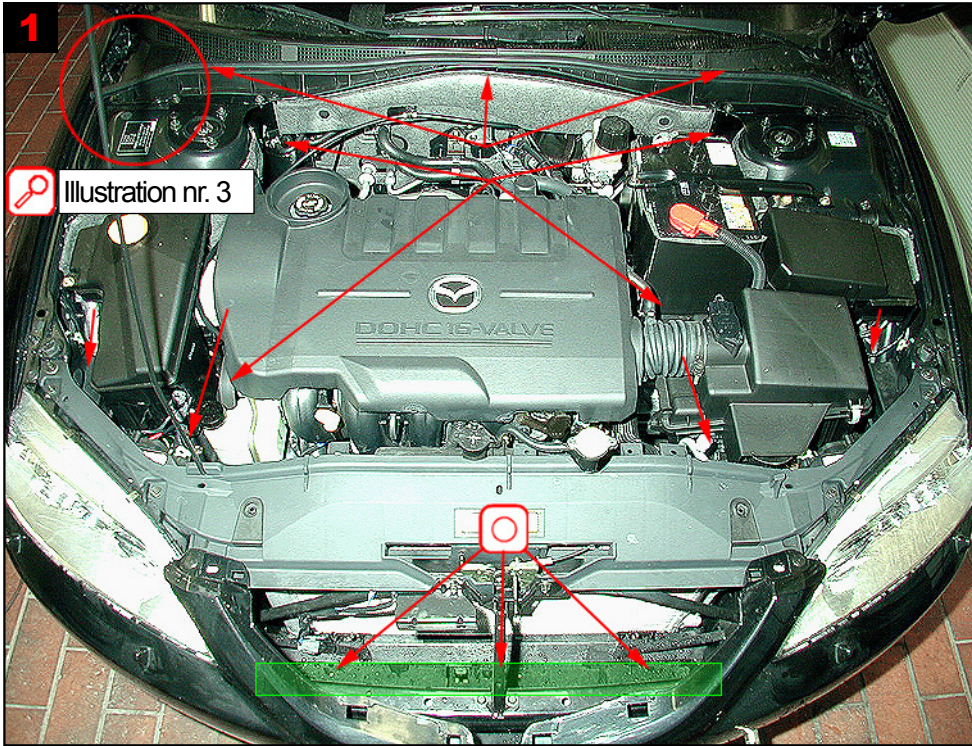
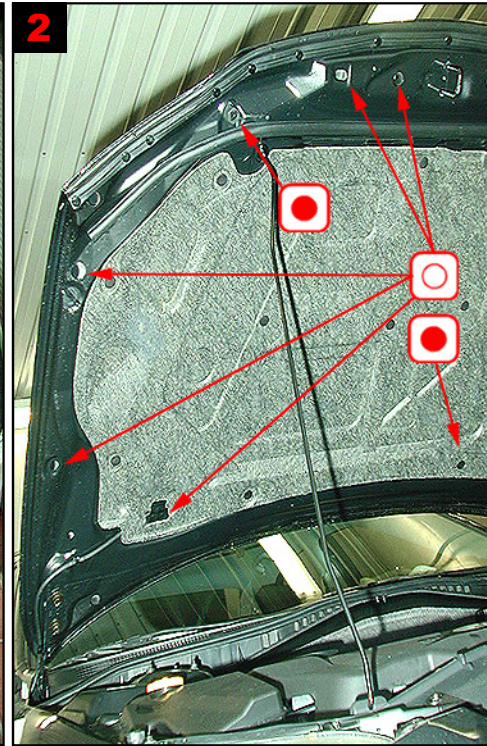




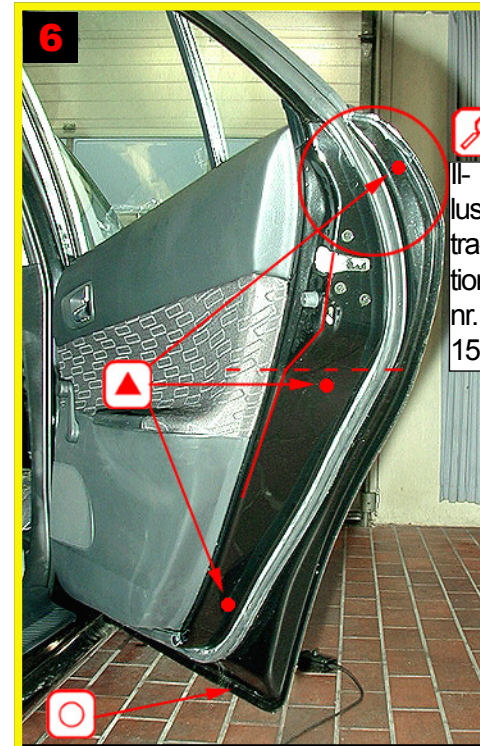
Floor level



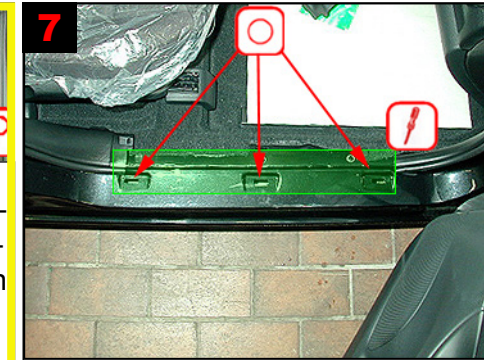
1
Engine compartment:
Cowl: Flip plastic plate, treat in under. Treatment on top of longitudinal members, behind spring struts, air filter box, fuse box and battery. Treatment via existing holes in cross member (behind bumper), and via existing holes by hinges for bonnet lid. See fig. 3 for correct treatment of top member in wing.



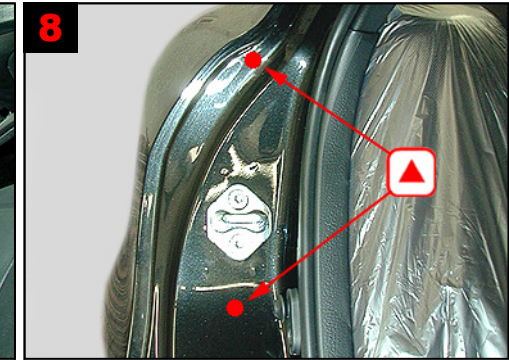
2
Bonnet lid:
Treatment via all existing holes and 2 plugged holes. Notice: double plate at oval-shaped holes by door lock in front.



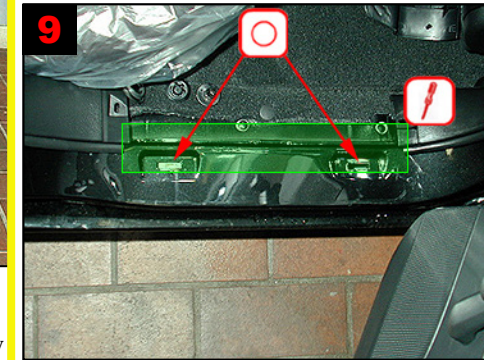
6
Rear door:
Treatment via 3 drill holes and existing hole. Centre drill hole is drilled right below plate flange. See fig. 15 for correct drilling at top.



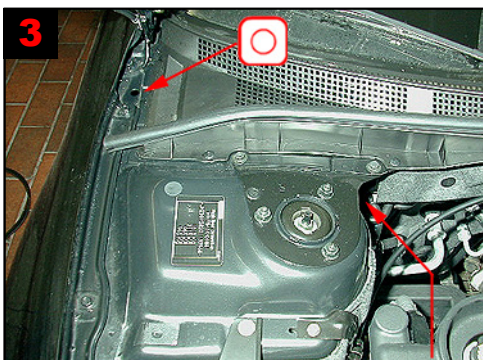
7
Panel:
Dismantle plastic plate for panel. Treat via existing holes. Notice: double plate.



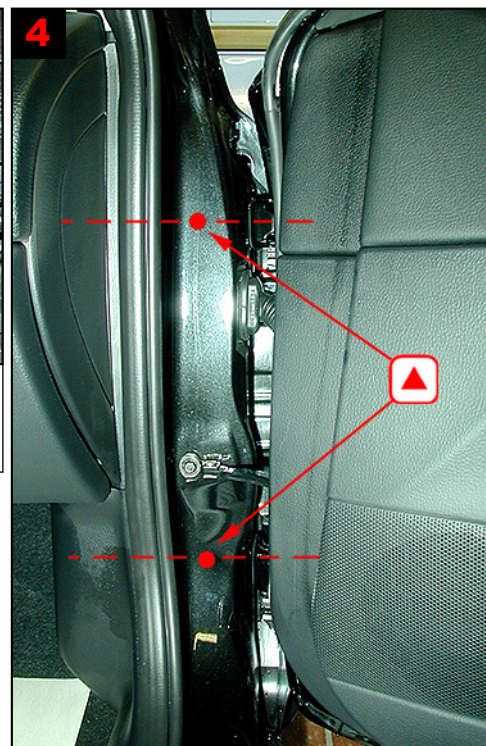
8
C-pillar/rear wing:
Treat via 2 drilled holes.



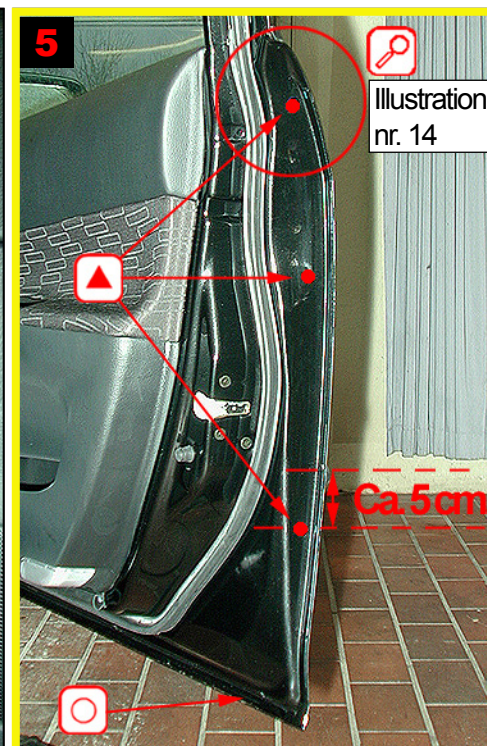
9
Panel:
Dismantle plastic plate for panel. Treat via existing holes. Notice: double plate.



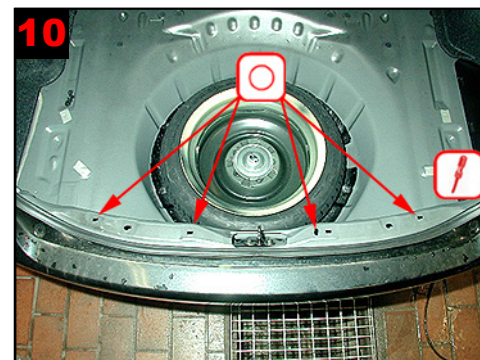
3
Engine compartment - sectional view:
Treatment of topmember in wing via existing hole and treatment of reinforcement behind spring strut.



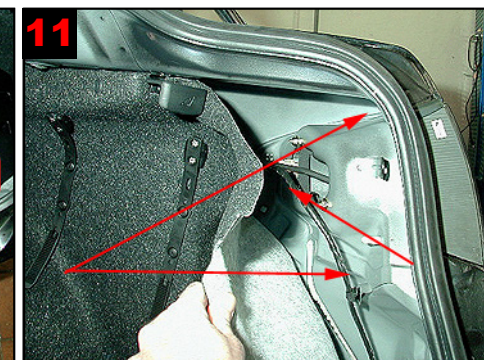
4
A-pillar:
Treat via 2 drilled holes. Drill level with door hinges centre.



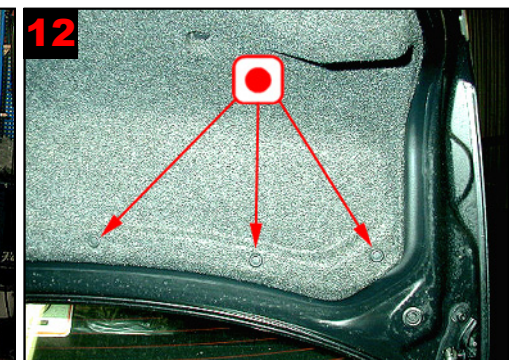
5
Front door:
Treatment via 3 drill holes and existing hole. Lower drill holes is drilled app. 5 cm below side trim. See fig. 14 for correct drilling at top.



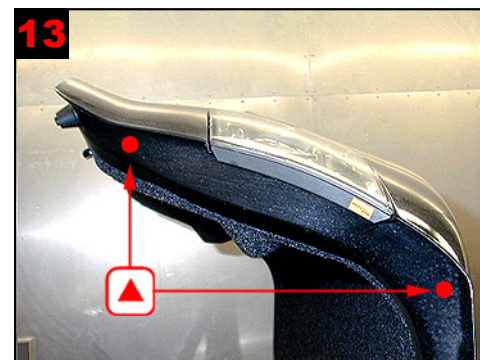
10
Rear panel:
Remove plastic plate. Treat via existing holes.



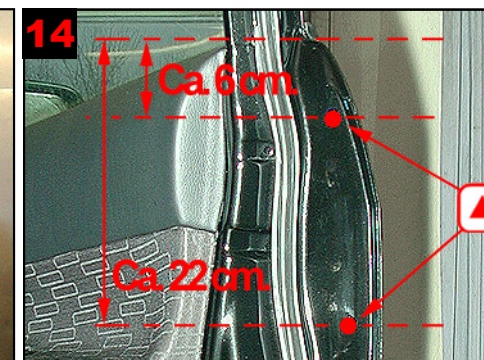
11
Rear wing:
Flip lining, treat around tail light.



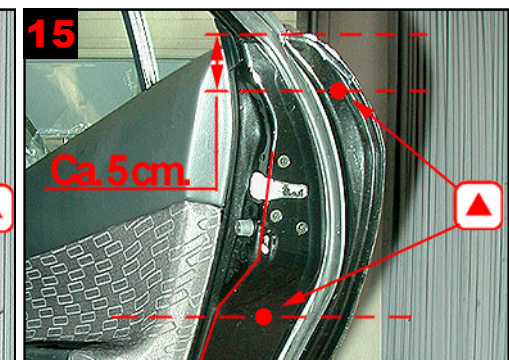
12
Tailgate by rear window:
Treatment via existing plugged holes (clips).



13
Tailgate side:
Treat via 2 drilled holes. Caution when advancing lance.



14
Front door sectional view:
Fig. for correct treatment.

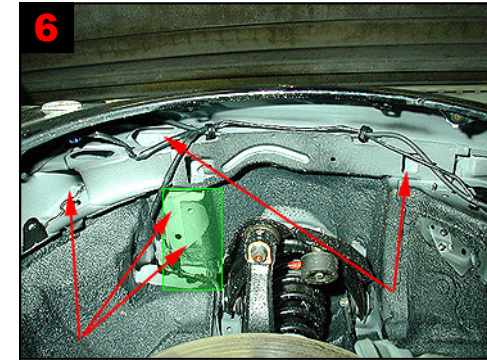
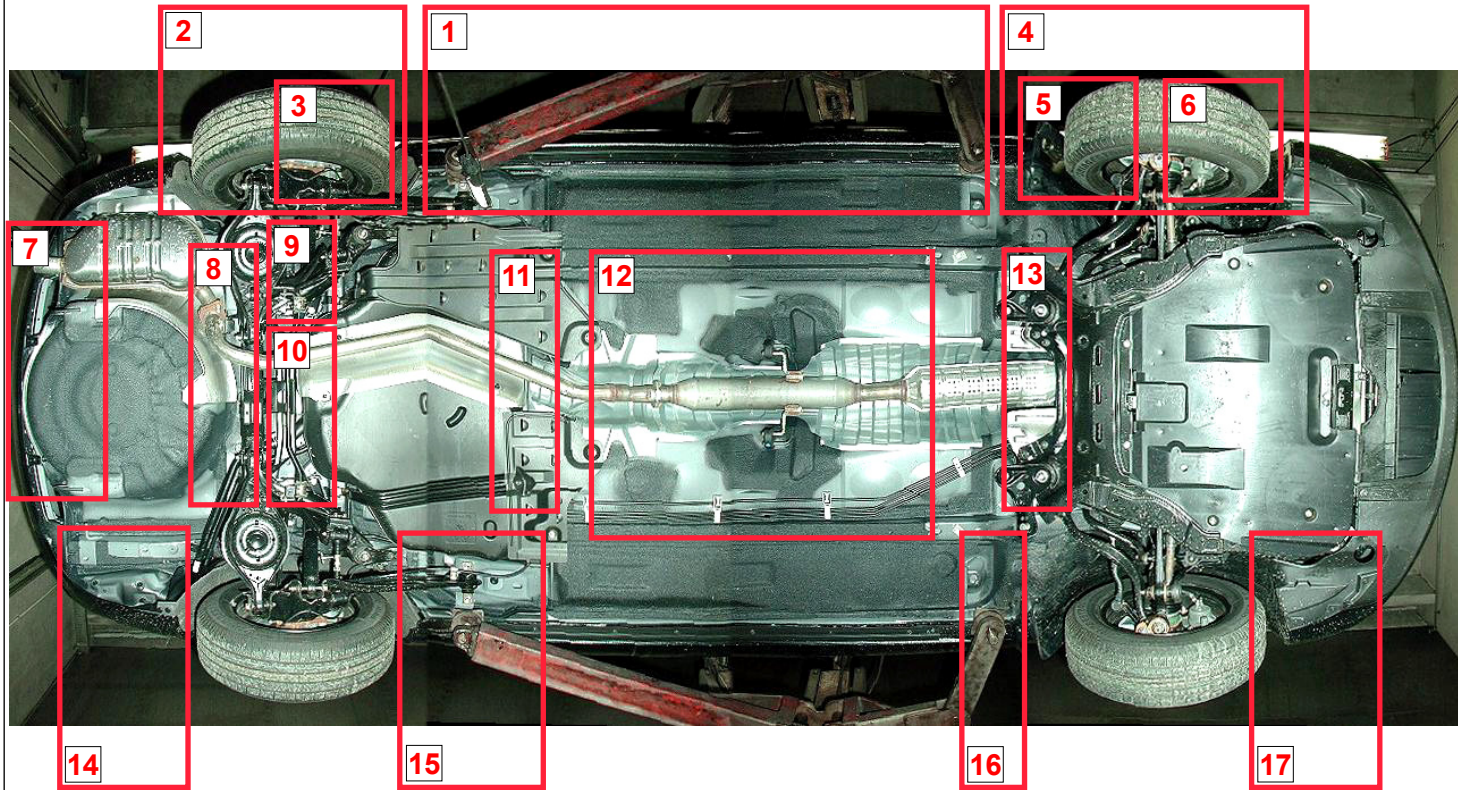


15
Rear door sectional view:
Fig. for correct treatment.

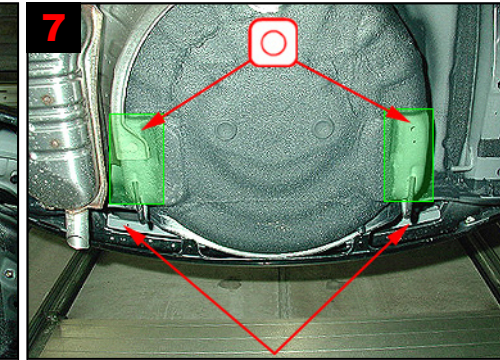


Underside

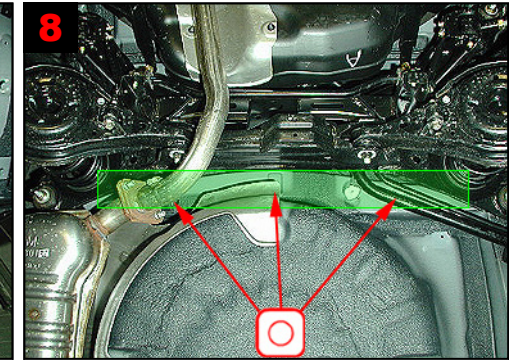
General view of underside



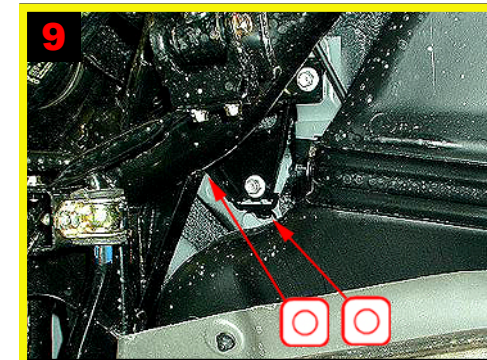
6
Wheel arch front:
Treatment of top member and reinforcement
via existing holes and gaps.



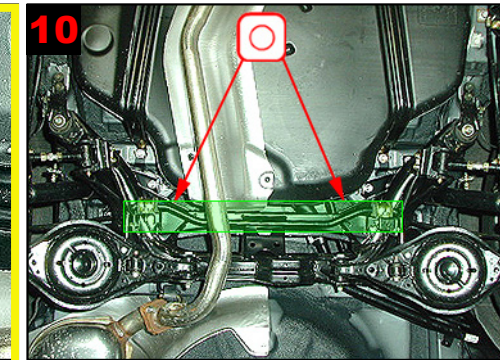
7
Rear panel/reinforcements:
Treatment via existing holes and between
panel and bumper.



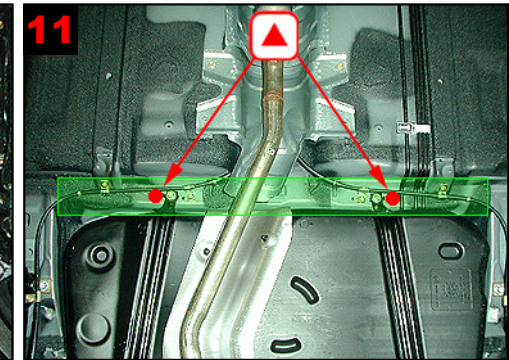
8
Cross member above rear axle assembly:
Treat via existing holes.



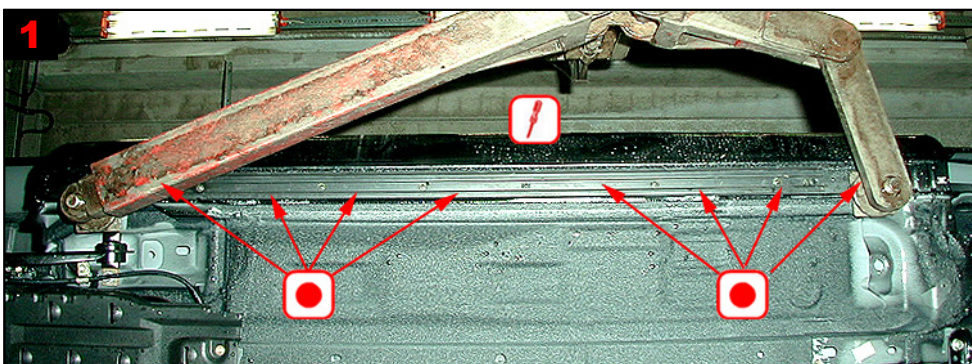
9
Member for shock absorber:
Treat via existing holes.



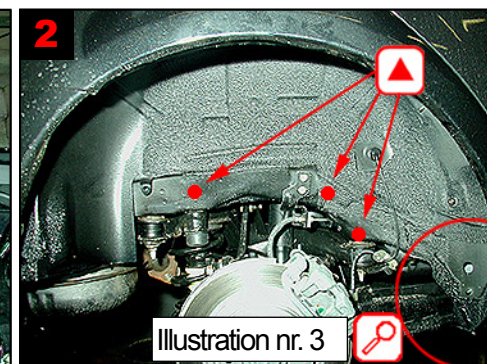
10
Cross member before tank:
Treat via existing holes.



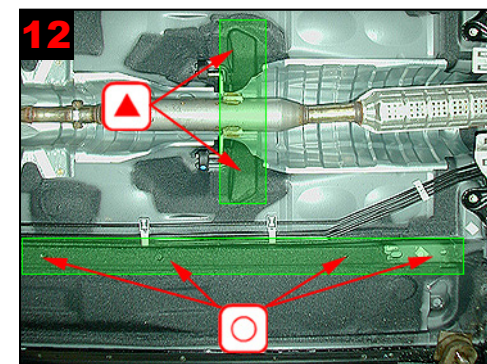
11
Cross member after tank:
Drill 2 holes for correct treatment.



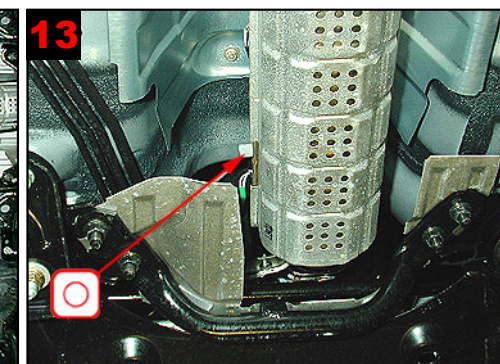
1
Panel:
Dismantle rubber strip. Treatment via existing plugged holes (clips).



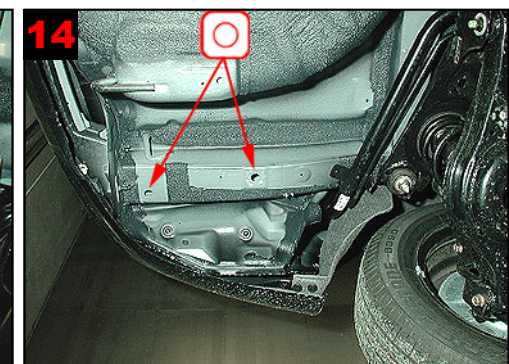
2
Wheel arch rear: 3 drill holes to treat
longitudinal member and reinforcement.
See fig. 3 to treat C-pillar and panel.



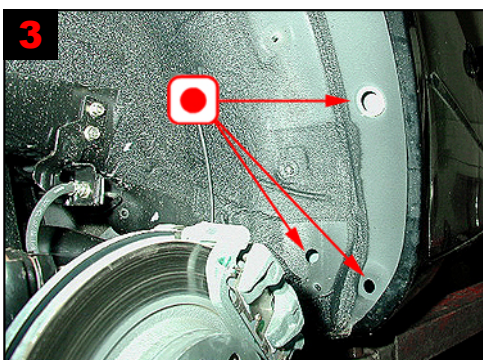
12
Longitudinal member and cross member
centre: Cross member: Treat via 2 drilled holes.
Longitudinal members: Treat via existing holes.



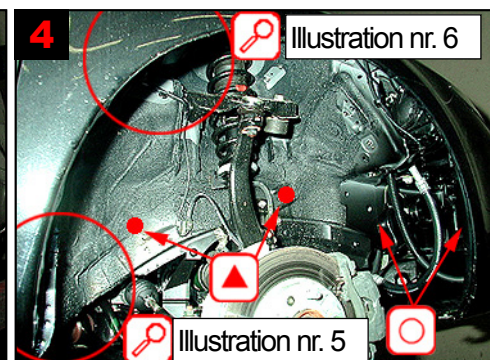
13
Cross member above exhaust by rack-and-
pinion. Treat via existing hole.



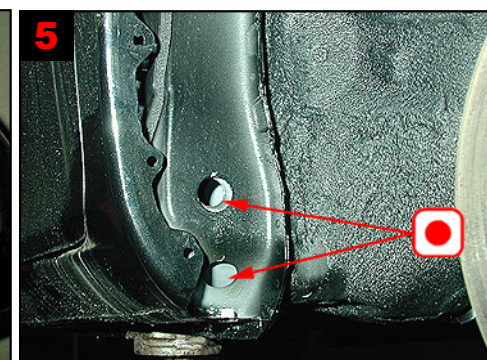
14
Longitudinal members rear:
Treat via existing holes.



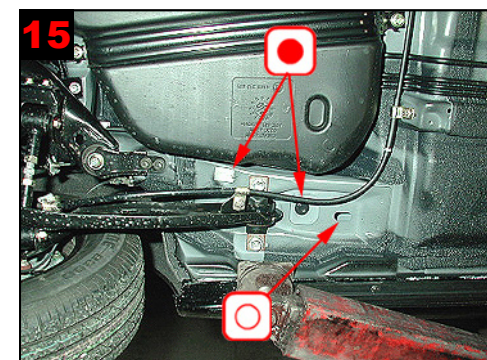
3
Wheel arch rear:
C-pillar/panel: Treat via 3 existing plugged
holes.



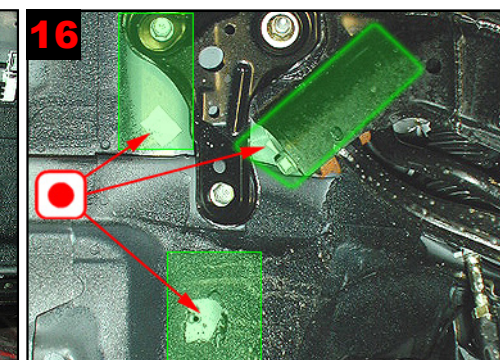
4
Wheel arch front: 2 drill holes and 2 existing holes
for correct treatment of longitudinal member. See
fig. 5 and 6 for treatment of top member and
panel.



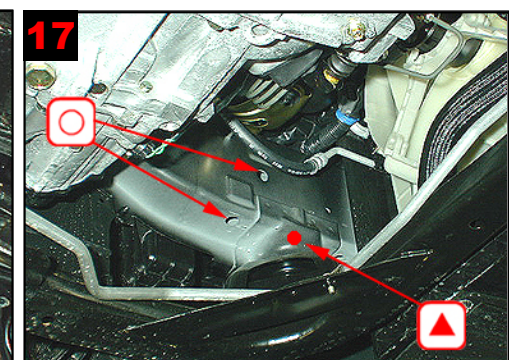
5
Wheel arch front:
Treatment of panel via 2 plugged holes.



15
Longitudinal members after wheel arch rear:
Treat via existing and plugged holes.



16
Cross member and reinforcements by front
axle assembly suspension: Treat via existing
plugged holes.



17
Longitudinal members and reinforcements
in front: Treatment via 1 drill hole and
existing holes.