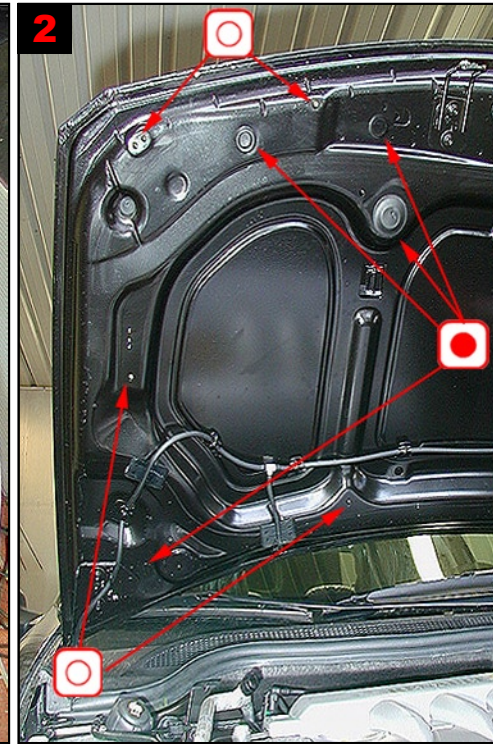


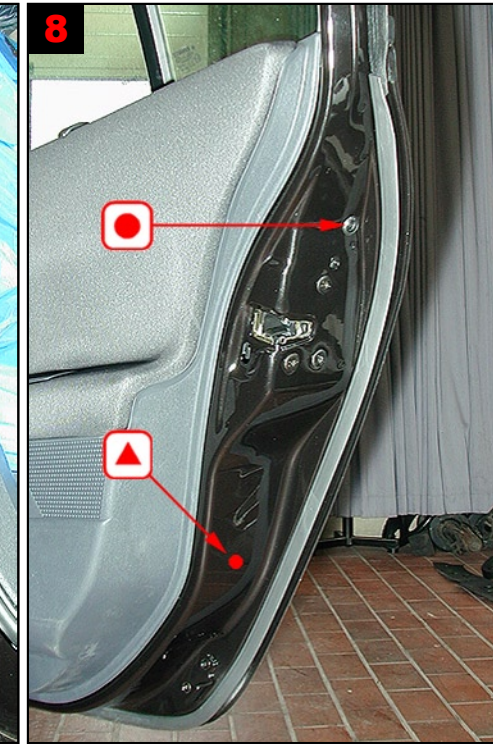
1
Engine compartment:
Cowl: Treatment from sides and flip plastic plate.
Treatment behind spring struts, on top of longitudinal members, under fluid reservoir, electronic box, fuse box and air filter box. Treatment of locking plate via existing holes and up under. See fig 3 and 4 for correct treatment.



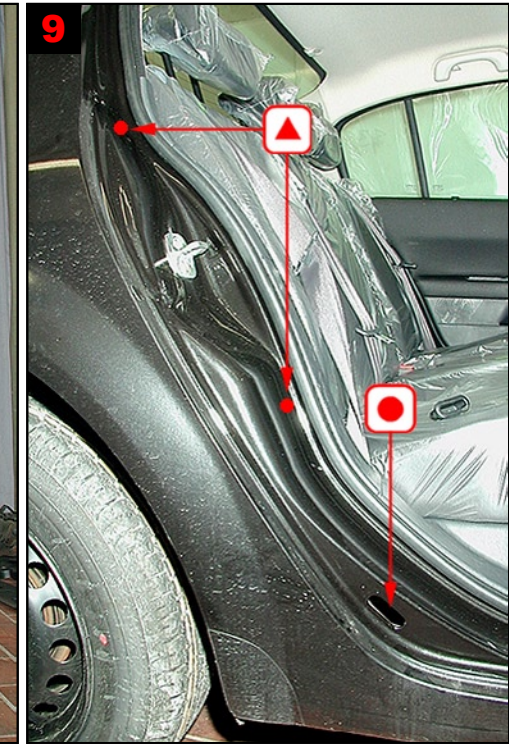
2
Bonnet lid:
Treat via existing and plugged holes.



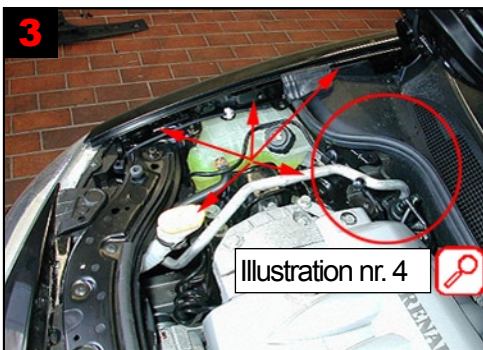
7
B-pillar/back door:
Treatment of B-pillar via 2 existing plugged holes. Rear door: Treatment via grommet.



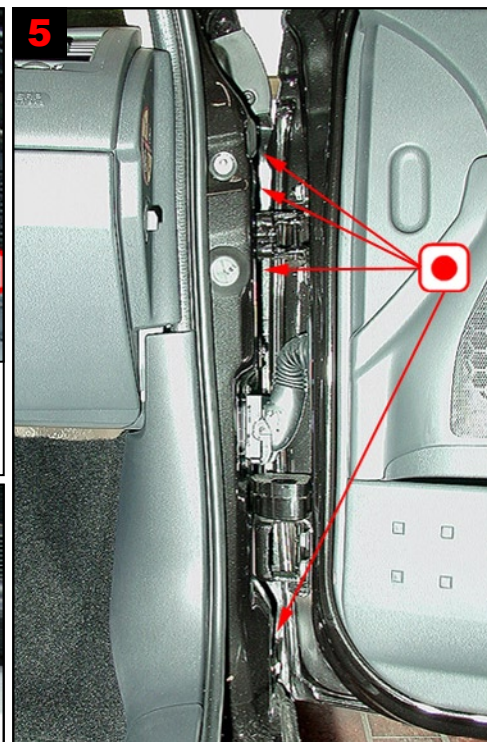
8
Rear door:
Treat via 1 drilled hole and existing plugged hole.



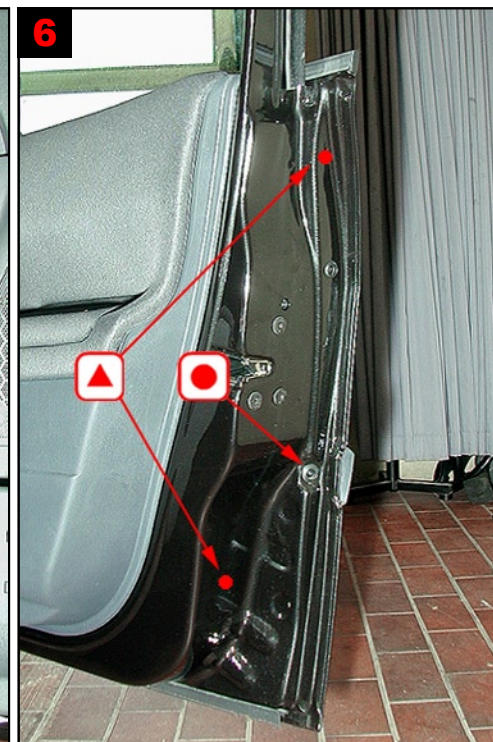
9
C-pillar:
Treat via 2 drilled holes as well as via existing plug.



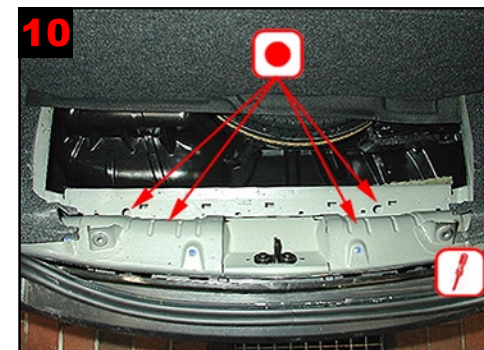
3
Fig. for correct treatment. See fig. 4 for treatment of reinforcement on McPherson suspension.



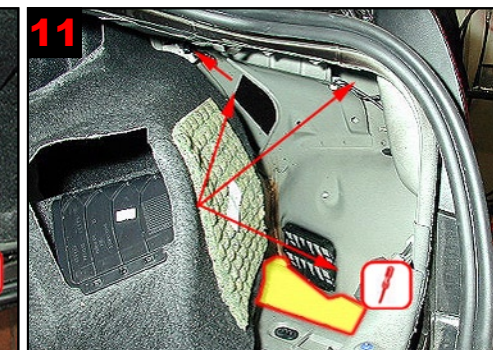
5
A-pillar:
Treatment via 4 plugged holes.



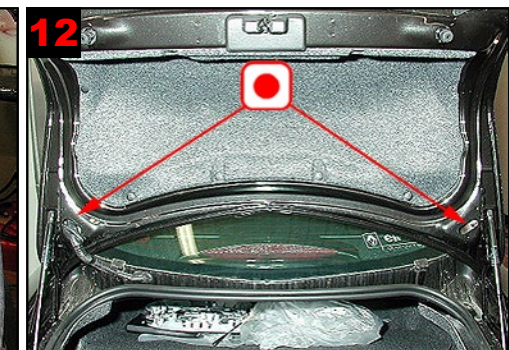
6
Front door:
Treatment via 2 drill holes and existing plug by side trim.



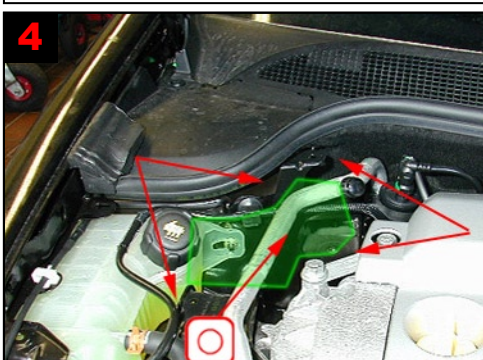
10
Rear panel and reinforcement:
Remove plastic plate and treat via existing holes.



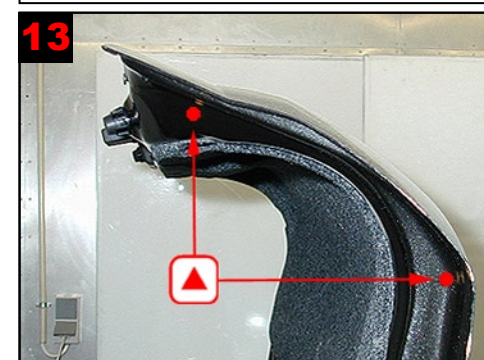
11
Rear wing and rear panel:
Flip up lining. Treatment via existing and plugged hole. Remove foam rubber pad.



12
Tailgate:
Treat via 2 existing plugged holes.



4
Fig. for correct treatment of reinforcement.



13
Tailgate side:
Drill 2 holes for correct treatment.

Foam rubber pad is very water and moist absorbant!



Treatment diagram

Underside

General view of underside

