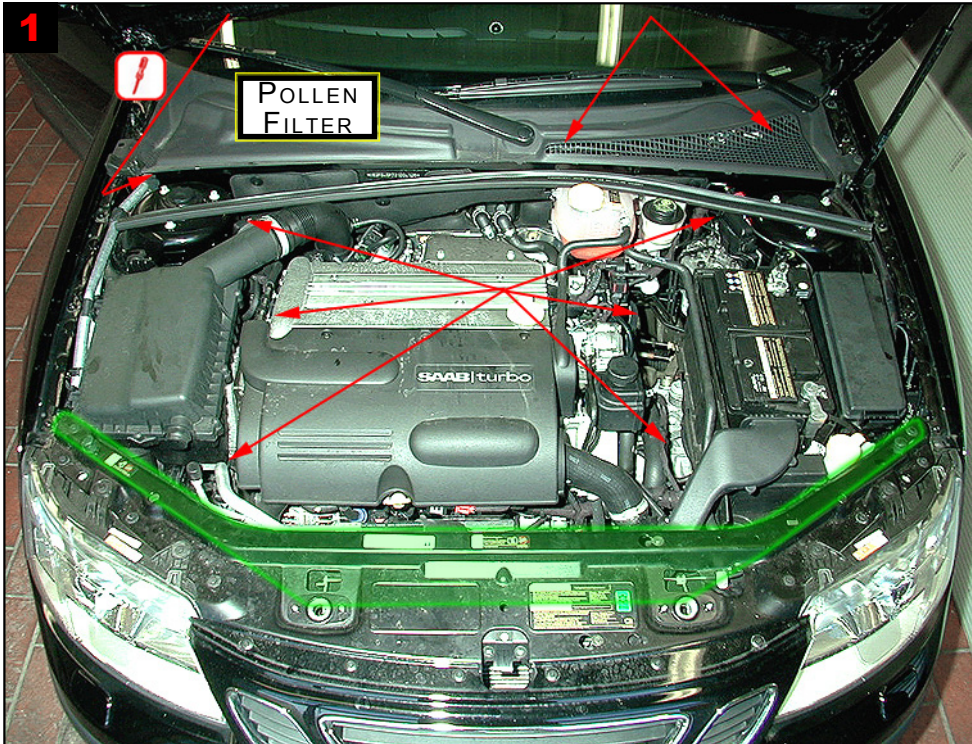


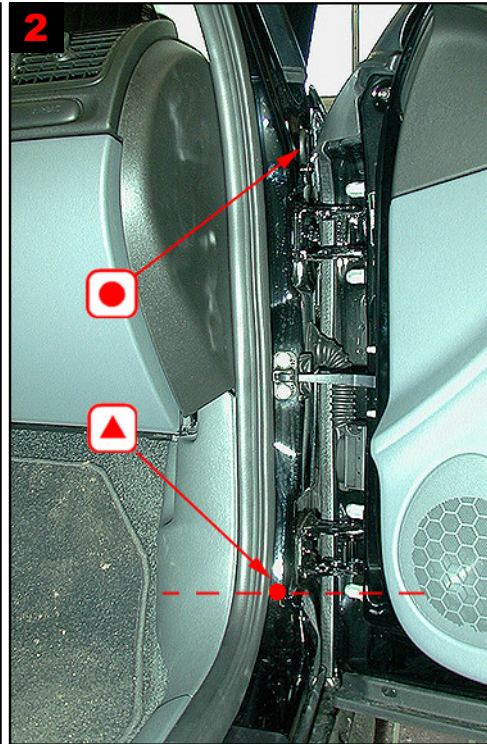


Treatment diagram

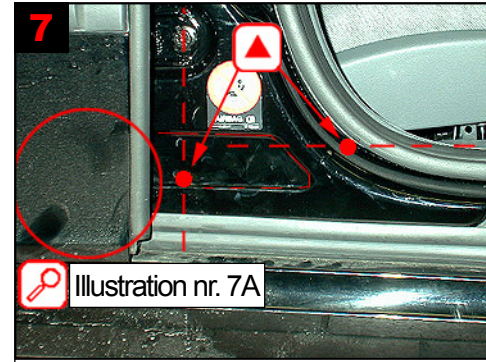
Floor level



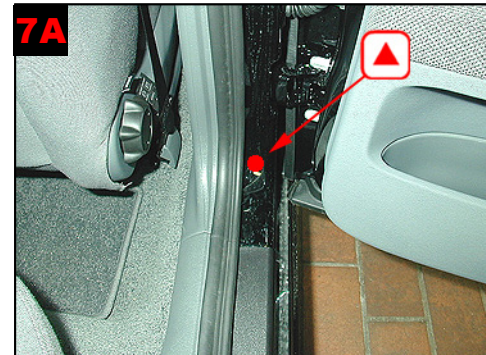
Engine compartment:
Cow: Flip plastic plate right side - treatment in under, left side treatment via existing holes. Treatment on top of longitudinal members, behind spring struts, under battery, air filter box and fuse box. Treatment of locking plate via existing holes and up under.
Bonnet lid: No treatment, rustproof materials.



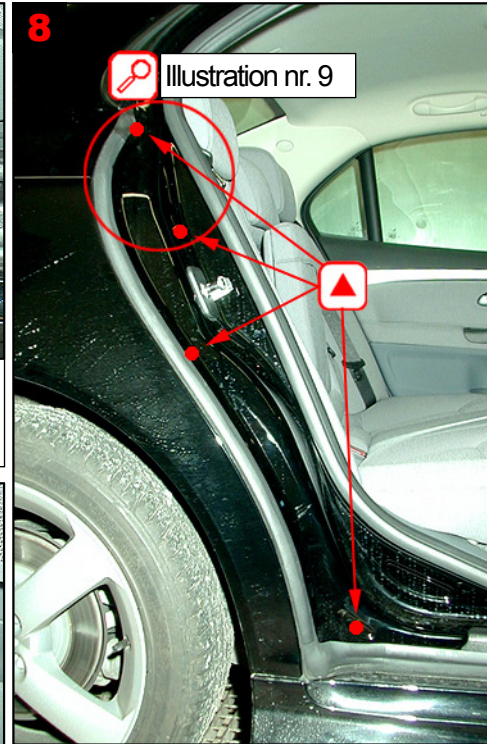
A-pillar:
Treatment via existing plugged hole and 1 drill hole, drill level is right below door hinges.



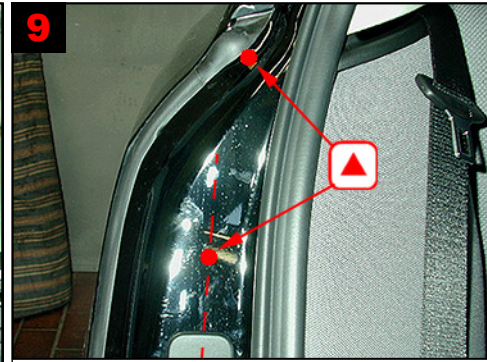
B-pillar:
Treat via 2 drilled holes. See fig. 7A for correct drilling in panel curve.



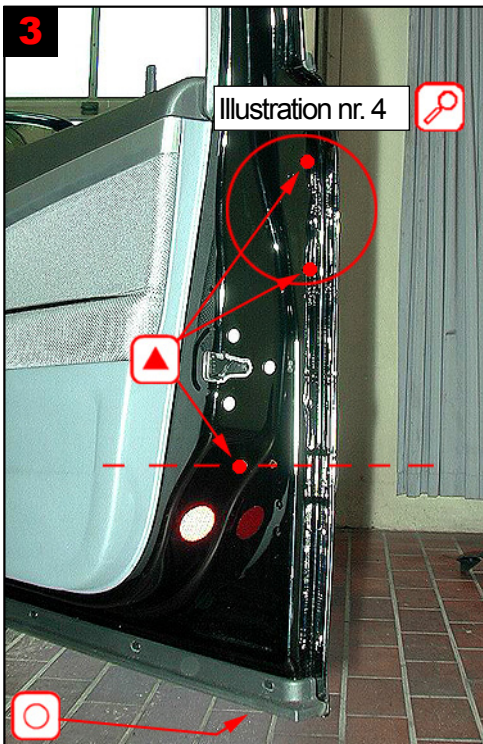
B-pillar by rear door:
Treatment via 1 drilling in panel arch.



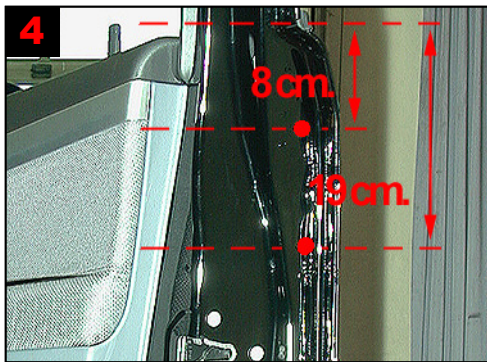
C-pillar:
Treatment via 4 drilled holes. See fig. 9 for correct top drilling.



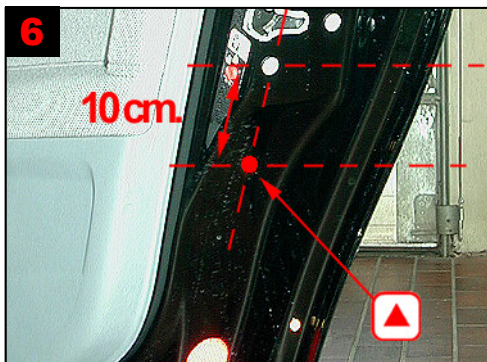
C-pillar top:
Fig. for drillings at correct level.



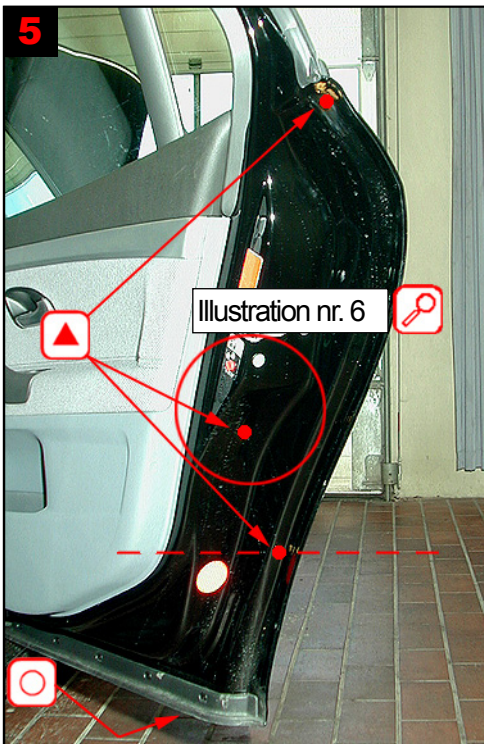
Front door:
Treatment via 3 drill holes and existing hole. See fig. 4 for correct top drillings. Lower drill hole is drilled level with upper part of side trim.



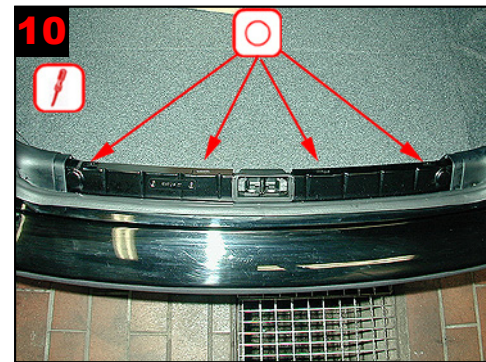
Front door: Top drill hole abt. 8 cm below rubber trim. Centre drill hole abt. 19 cm below rubber trim.



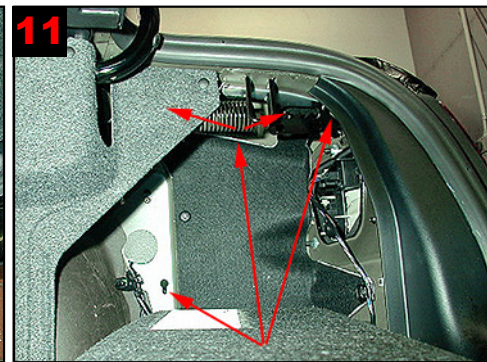
Rear door:
Fig. for correct drilling centre. Drill 10 cm below screw for door lock.



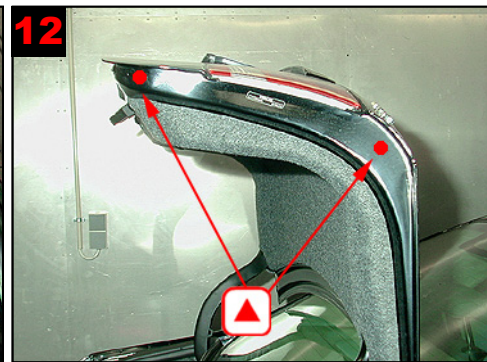
Rear door:
Treatment via 3 drill holes and existing hole. See fig. 6 for correct drilling centre.



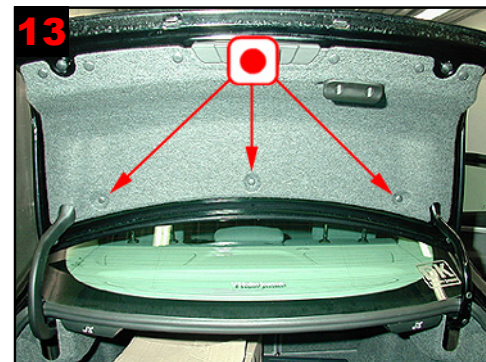
Rear panel:
Remove plastic plate. Treat via existing holes.



Rear wing from boot: Open existing lug, treatment in all directions via existing holes and gaps and around tail light.



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



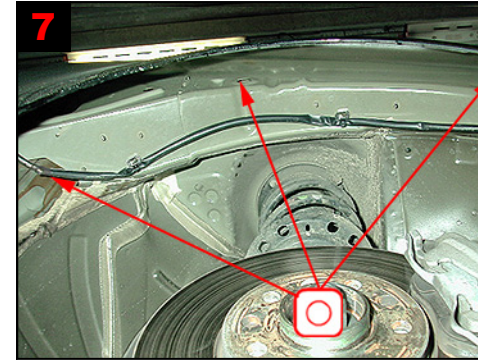
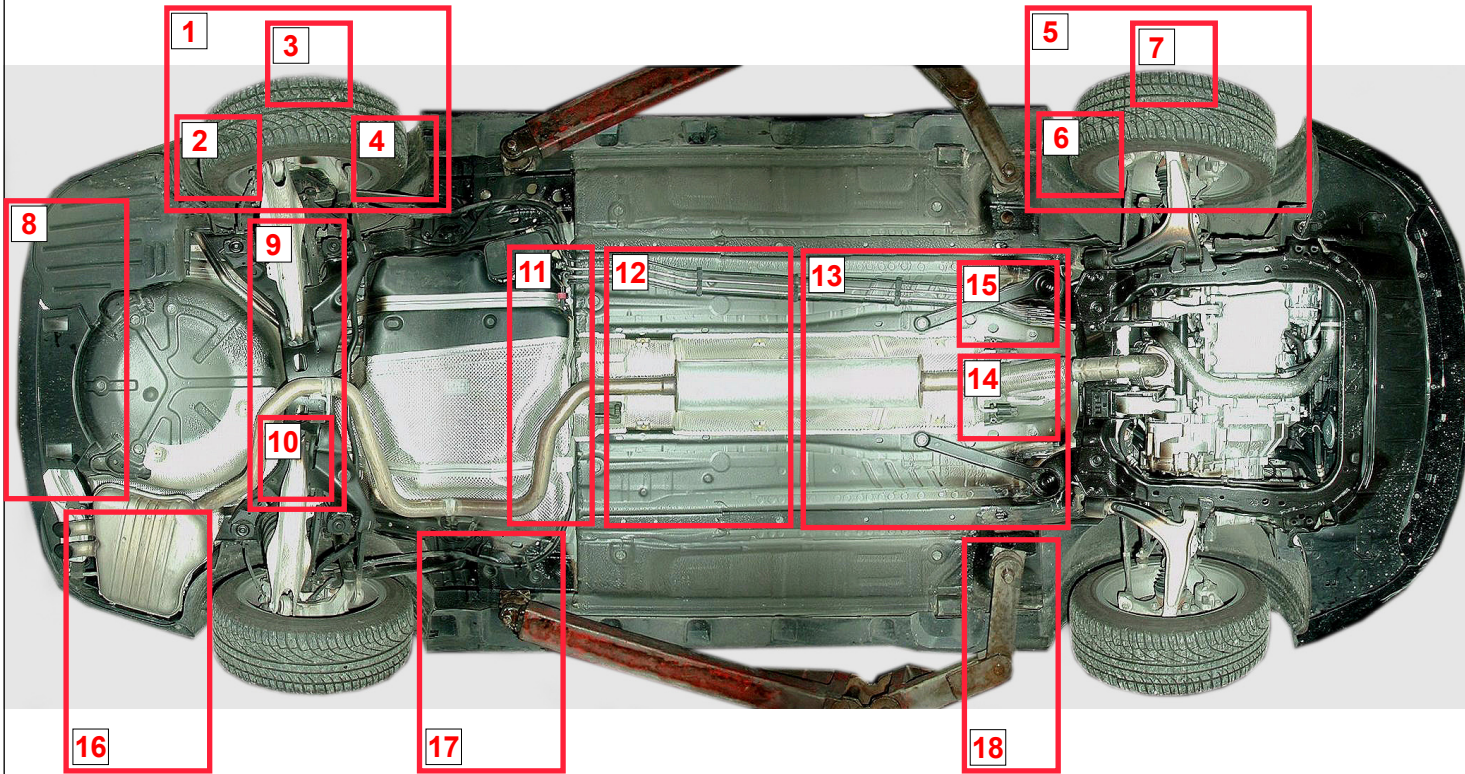
Tailgate by rear window:
Treatment via existing plugged holes (clips).



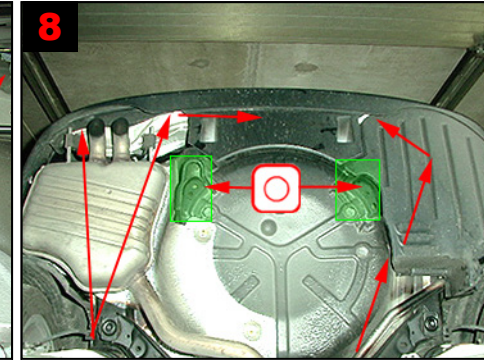
Treatment diagram

Underside

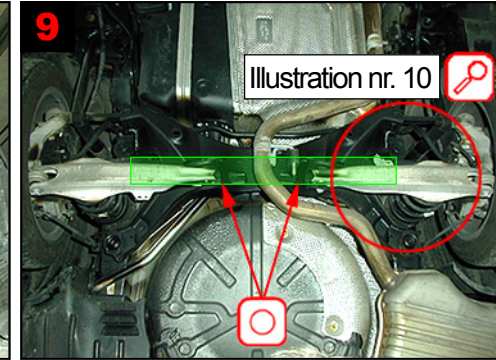
General view of underside



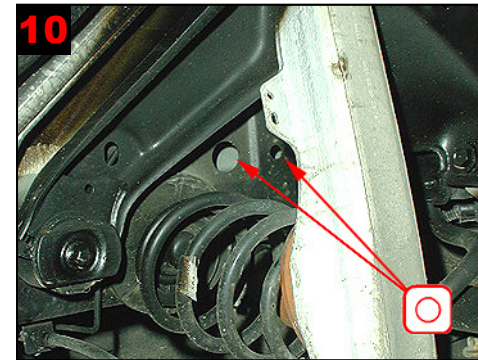
7
Wheel arch front, top member:
Treat via existing holes.



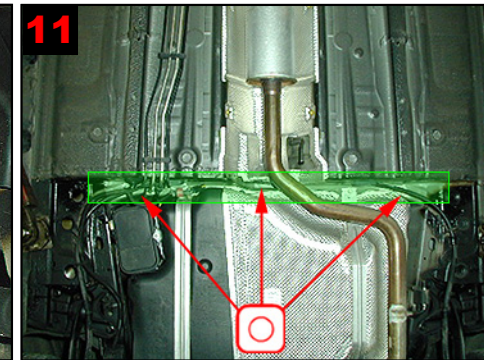
8
Rear panel and reinforcements on spare
wheel box: Treat via existing holes and
gaps.



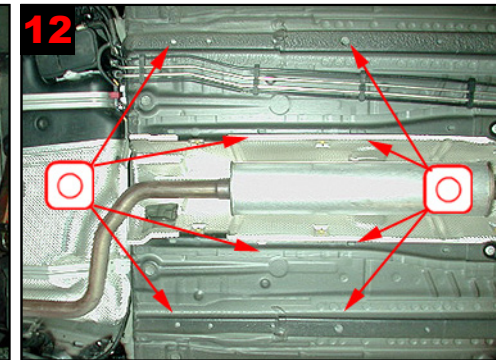
9
Cross member above rear axle
assembly: Treat via existing holes. See
also fig 10.



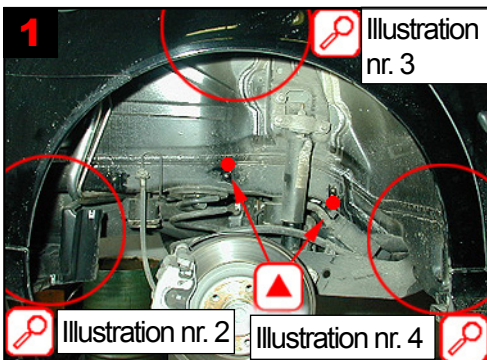
10
Cross member above rear axle
assembly: Treat via existing holes.



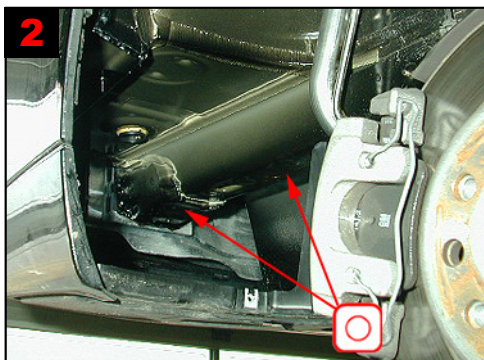
11
Cross member after tank:
Treat via existing holes.



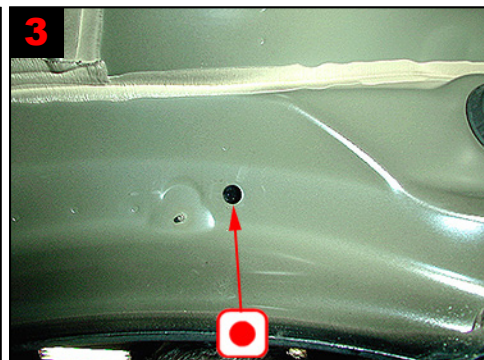
12
2 * longitudinal members centre, rear:
Treat via existing holes.



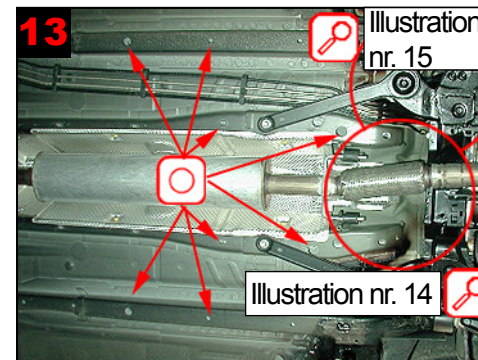
1
Wheel arch rear, longitudinal member:
Treat via 2 drilled holes. See fig. 2, 3, 4
for correct treatment.



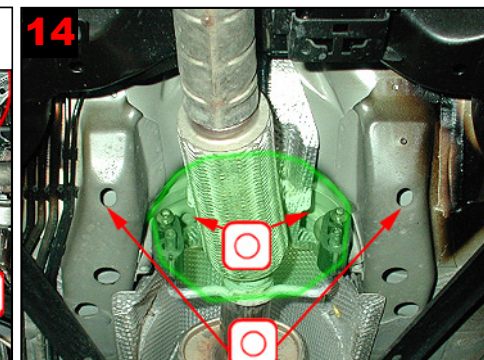
2
Wheel arch rear, longitudinal member:
Treat via existing holes.



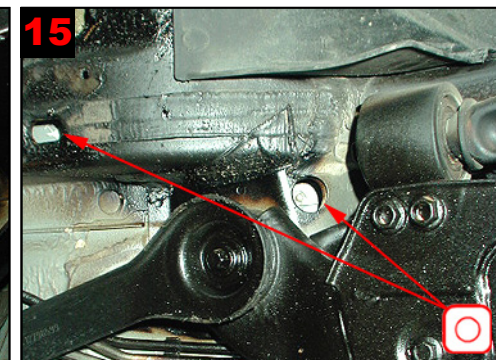
3
Wheel arch rear, top: Treatment via
existing plugged hole behind wheel arch
liner.



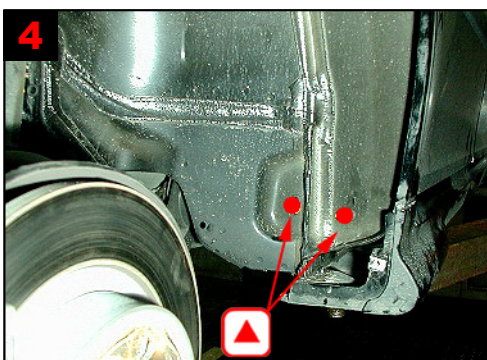
13
2 * longitudinal members centre, front: Treat
via existing holes. See fig. 14 and 15 for correct
treatment of double plate and reinforcement.



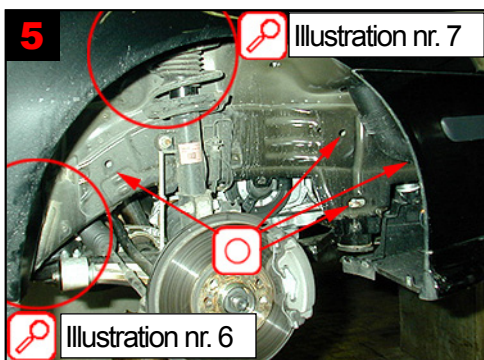
14
Double plate above exhaust and
longitudinal members: Treat via existing
holes.



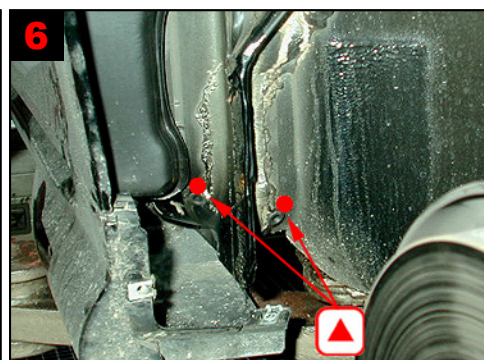
15
Reinforcement/longitudinal members:
Treat via existing holes.



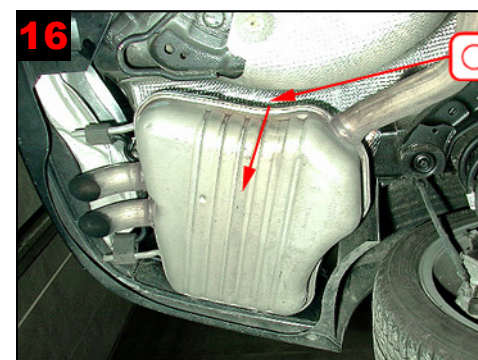
4
Wheel arch rear, panel: 2 drill holes for
correct treatment of inner and outer
panel (treat with lance).



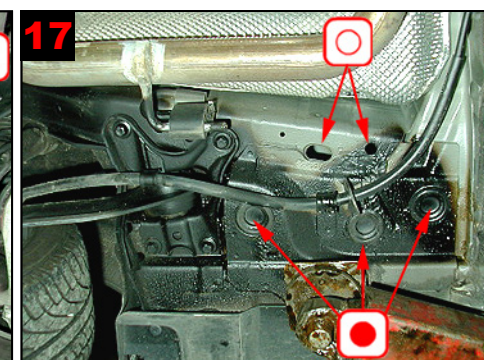
5
Wheel arch front/longitudinal member/
reinforcement: Treat via existing holes.
See fig. 6 and 7 for correct treatment.



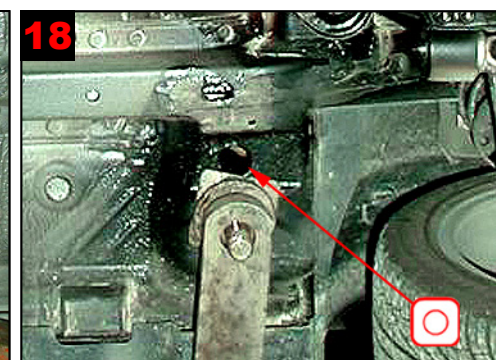
6
Wheel arch front, panel: 2 drill holes
for correct treatment of inner and outer
panel (treat with lance).



16
Longitudinal member rear: Treat via
existing hole behind cover plate for
exhaust.



17
Longitudinal member after wheel arch
rear: Treat via existing and plugged
holes.



18
Small cross member before front wheel
arch: Treat via existing hole.