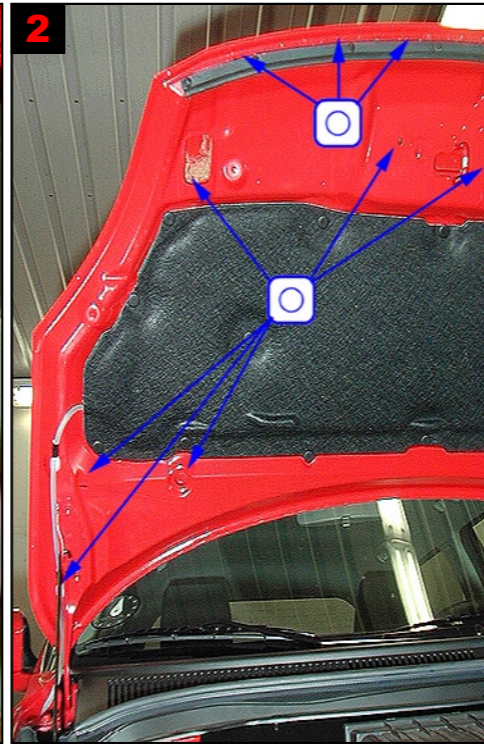
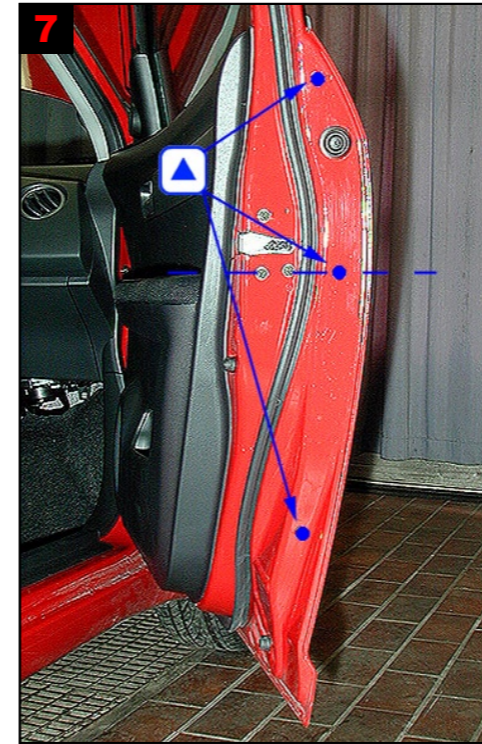


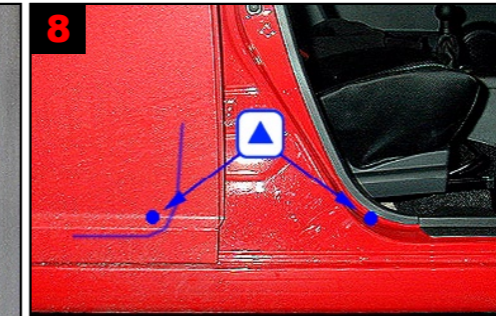
1 Engine compartment:
Cowl: Treat with caution in underneath.
Treatment behind McPherson suspension including reinforcements, on top of longitudinal members, under battery and fuse box and treat locking plate via existing holes. See fig. 3, 4 and 6 for correct treatment.



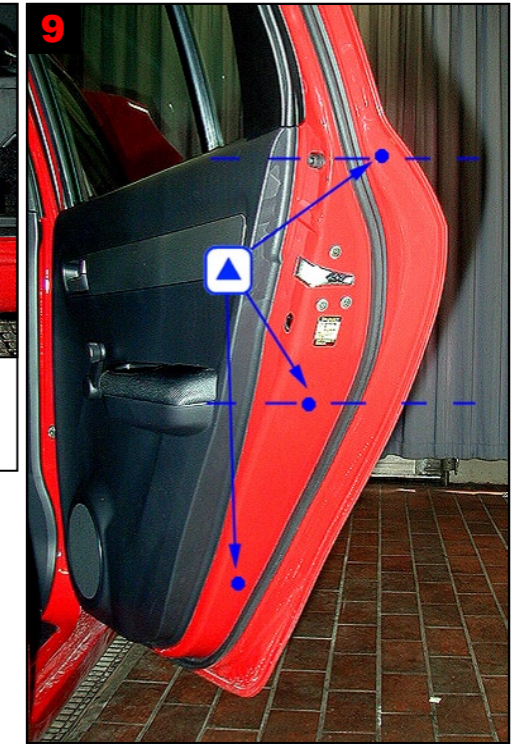
2 Bonnet lid:
Treat via existing holes and gaps.



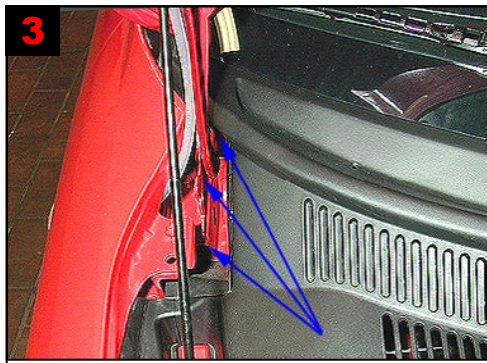
7 Front door:
3 drill holes for correct treatment. Centre drilling. Centre drill hole level with lower screw for lock mounting.



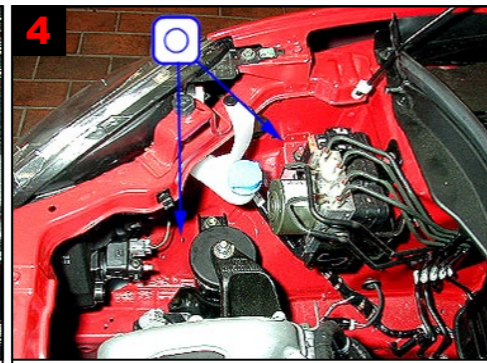
8 B-pillar:
Treat via 2 drilled holes. Drill in center of panel curve.



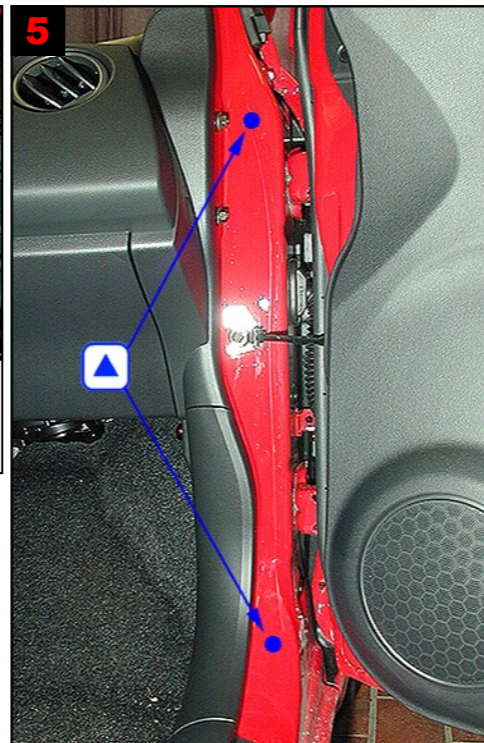
9 Rear door:
Treat via 3 drilled holes. Top drilling level with existing plug. Centre drilling. Drill level with door handle.



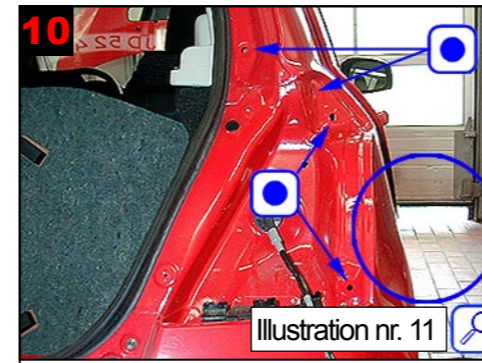
3 Engine compartment - sectional view:
Treatment around hinges for bonnet lid.



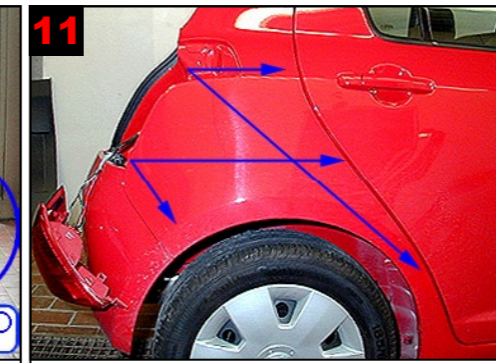
4 Engine compartment - sectional view:
Treat reinforcements via existing holes.



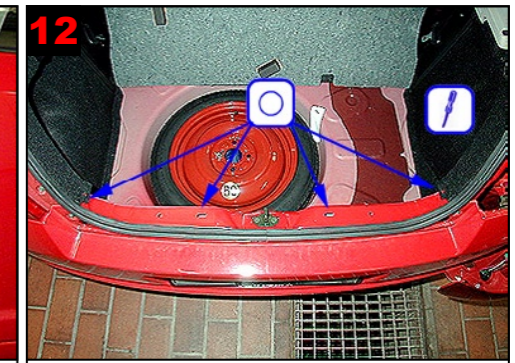
5 A-pillar:
Drill 1 hole above top door hinge. Treatment via 1 drilling in panel arch.



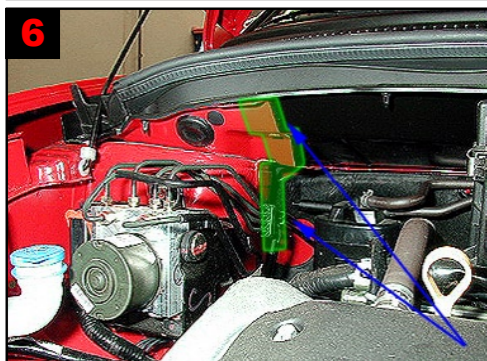
10 Rear wing/rear panel:
Remove tail light. Treat via 4 existing plugged holes. See fig. 11 for correct treatment.



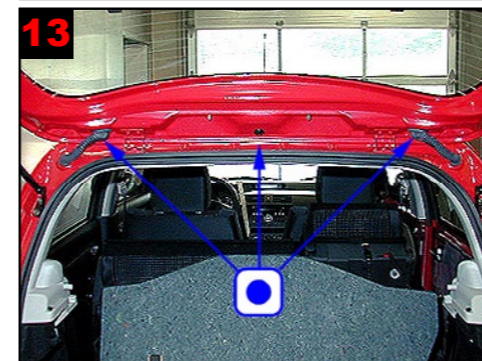
11 Rear wing:
Fig. for correct treatment.



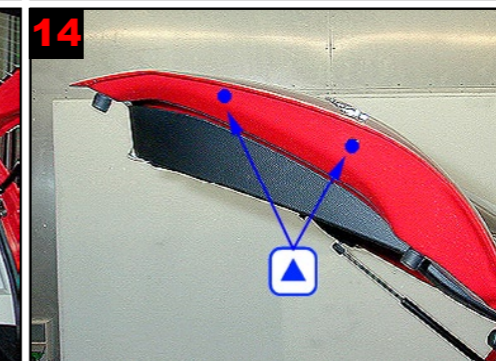
12 Rear panel:
Remove cover plate. Treat via existing holes.



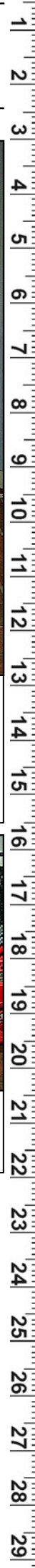
6 Spring strut: Plate flange:
Treat wherever possible.



13 Tailgate by roof:
Treat via 3 existing plugged holes.

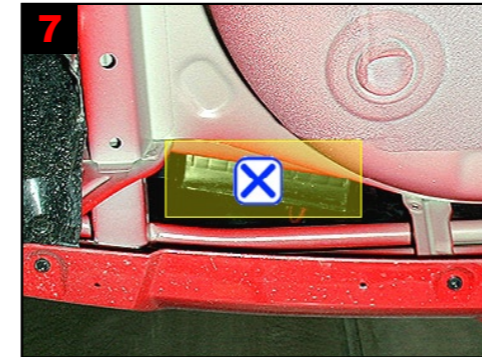
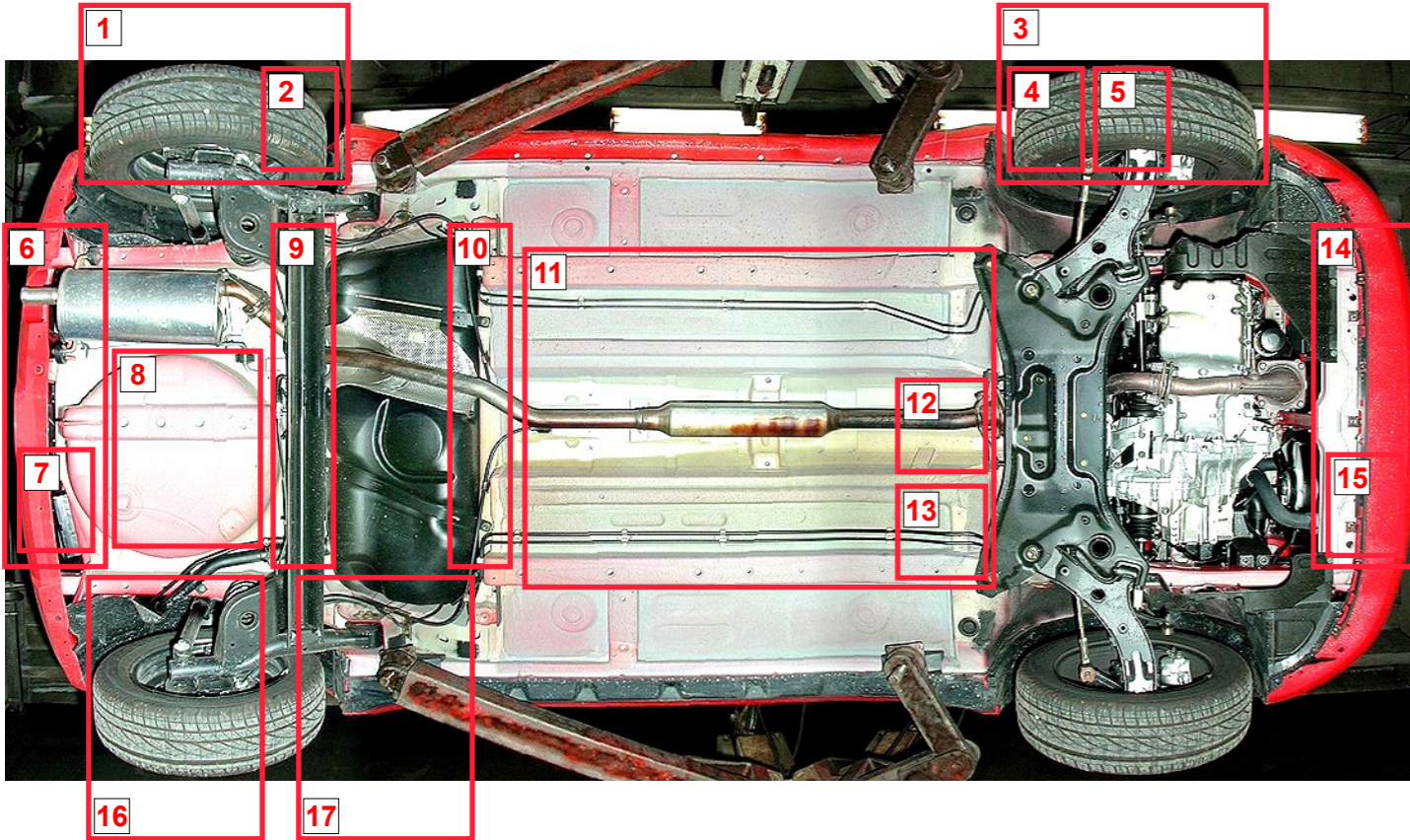


14 Tailgate side:
Drill 2 holes for correct treatment. (caution when advancing lance).

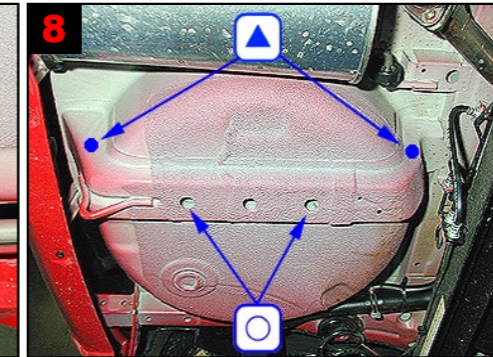




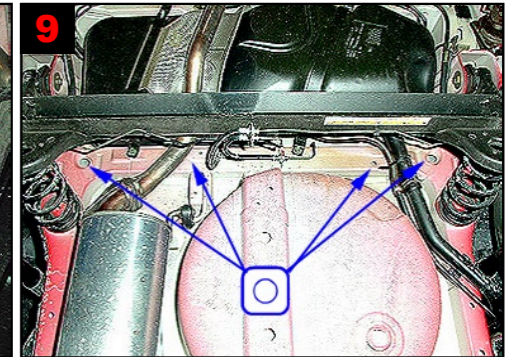
General view of underside



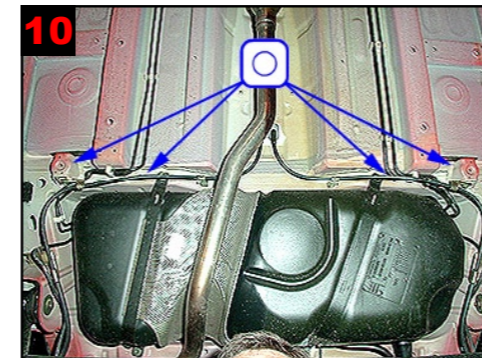
No treatment of air intake.



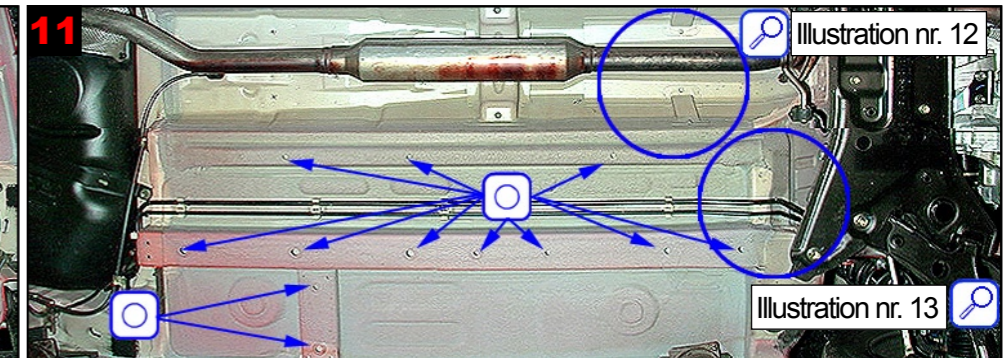
Reinforcement by spare wheel box. Treat via 2 drilled holes as well as via existing holes.



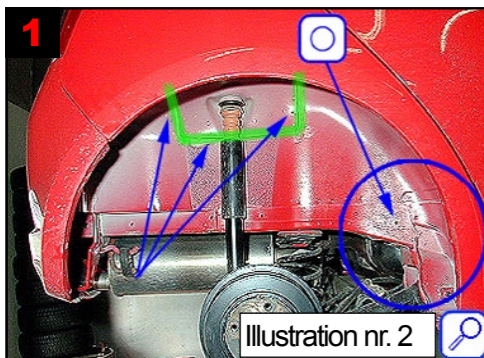
Cross member above rear axle assembly: Treat via existing holes.



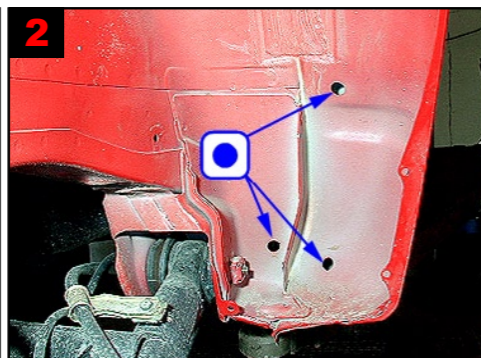
Cross member before tank/reinforcement: Treat via existing holes and gaps.



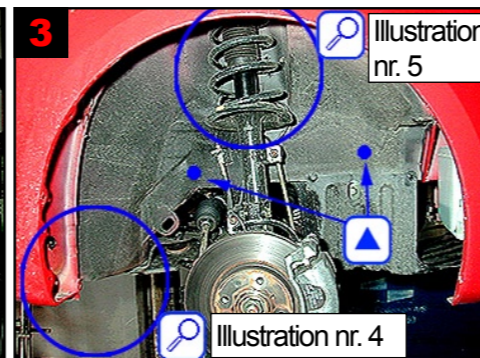
Longitudinal member/cross member: Treat via existing holes. Notice: several layers of plate. See fig 12 and 13.



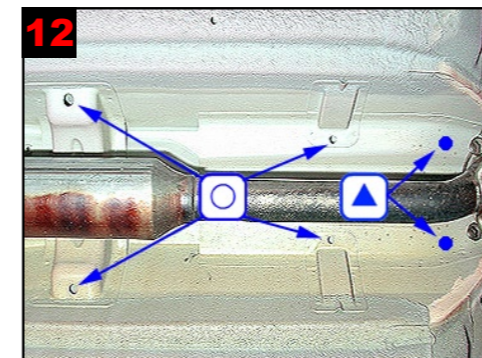
Wheel arch rear/panel: Treat via existing hole. Treat panel flange all round. Panel: Fig. 2:



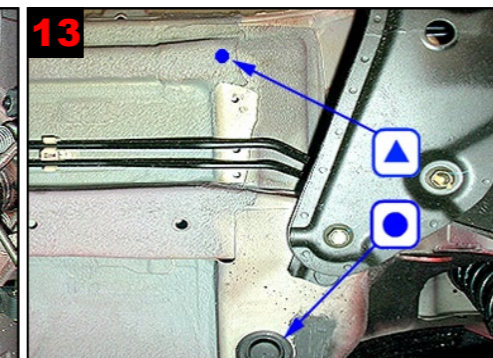
Panel: Treat via 3 existing plugged holes.



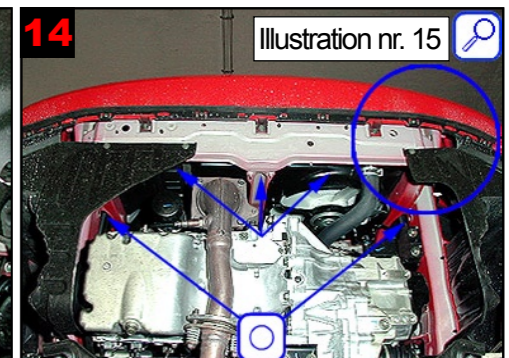
Wheel arch front/longitudinal member: Drill 2 holes for correct treatment. See fig. 4 and 5 for correct treatment.



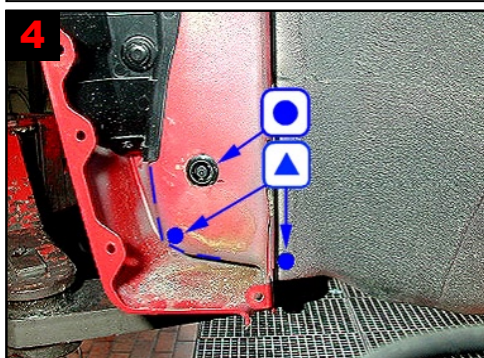
Cross member/reinforcement: Treat via 2 drilled holes as well as via existing holes.



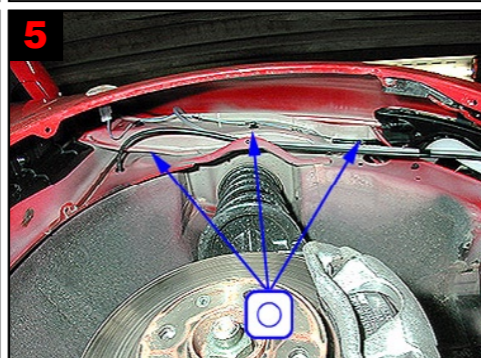
Small cross member and longitudinal member centre: Treat via 1 drilled hole and existing plugged hole.



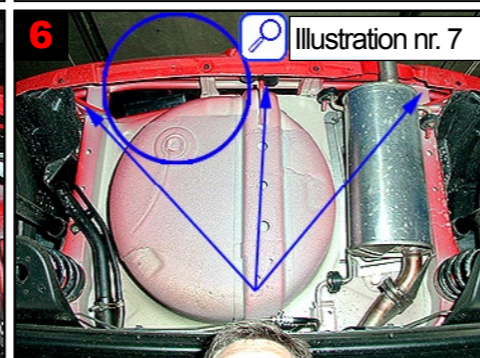
Cross member under radiator/longitudinal member front: Treat via existing holes and gaps. See fig. 15.



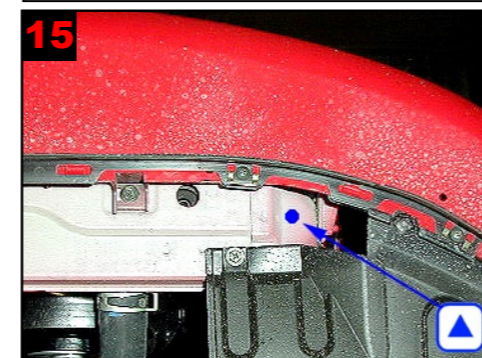
Wheel arch front/panel: Treat via 2 drilled hole and existing plugged hole.



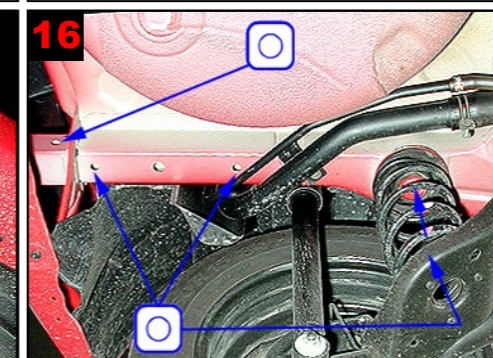
Wheel arch front top member: Treat via existing holes and gaps.



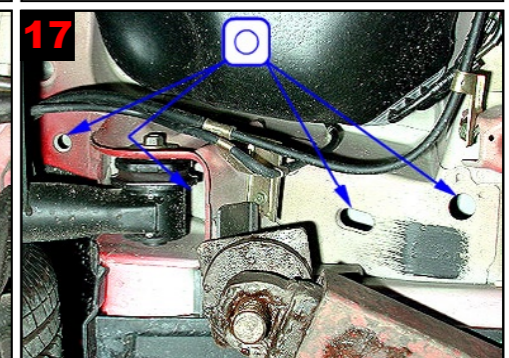
Rear panel: Treat via existing holes. Treat between bumper and panel. See fig 7.



Reinforcement/longitudinal member front: Treat via 1 drilled hole each side.



Longitudinal members rear: Treat via existing holes.



Longitudinal member before wheel arch rear: Treat via existing holes.