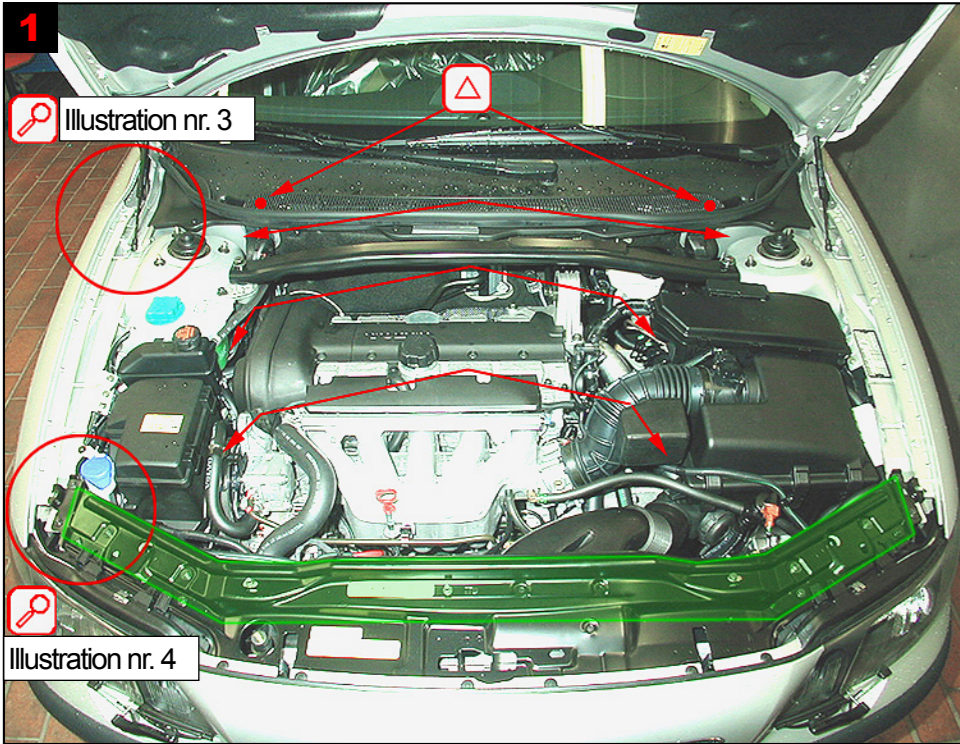
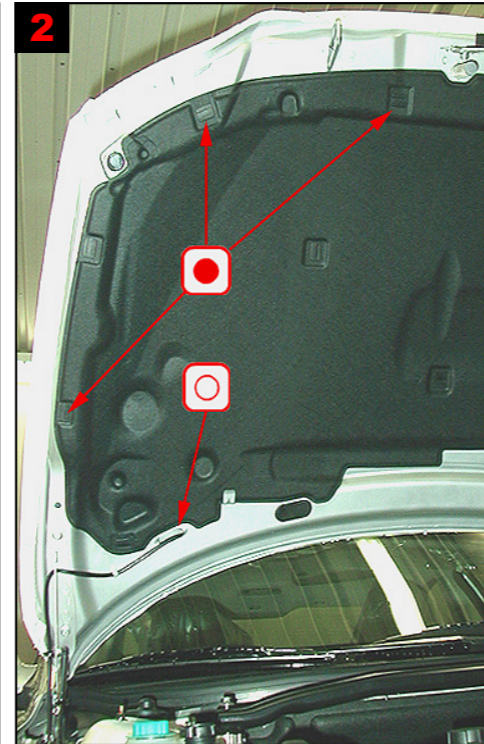




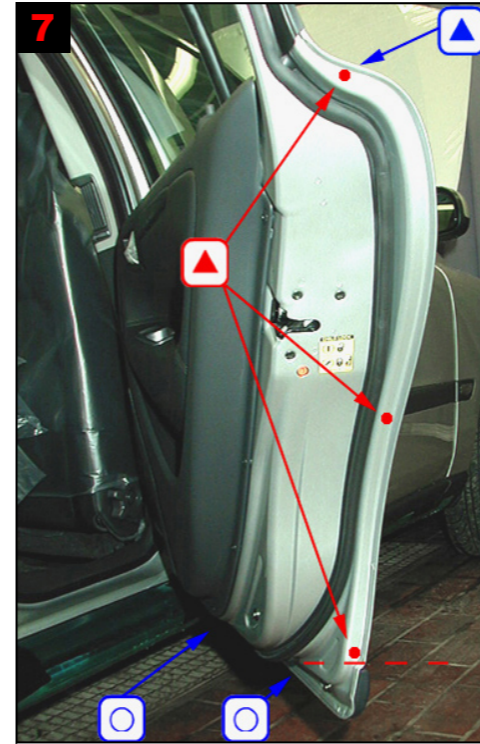
Floor level



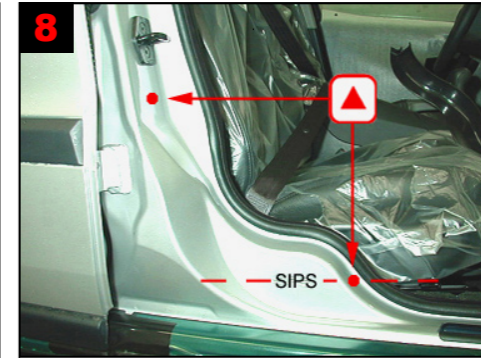
Engine compartment:
Cowl: Treatment via 2 drill holes in plastic plate. Treatment on top of longitudinal members, under battery, air filter box and fusebox. Treatment of locking plate via existing holes and up under. See fig 3 and 4 for correct treatment of topmember and wing.



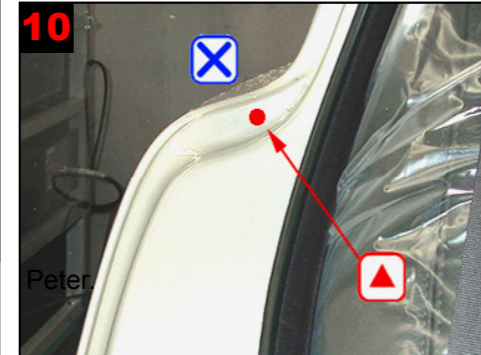
Bonnet lid (plastic):
Treatment via 3 plugged holes (clips for lining) and 1 existing hole each side.



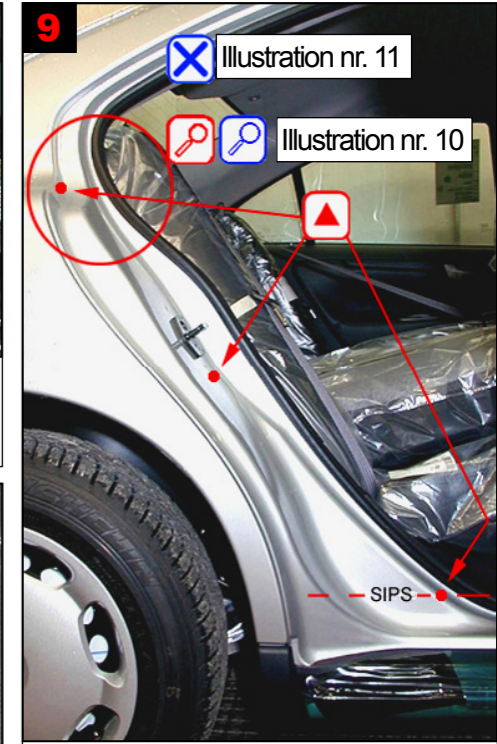
Rear door: Treat via 3 drilled holes.
Alternativ:
Treatment via 1 drill hole for treatment of top member and 2 existing drain holes in bottom.



B-pillar:
Drill 2 holes for correct treatment.



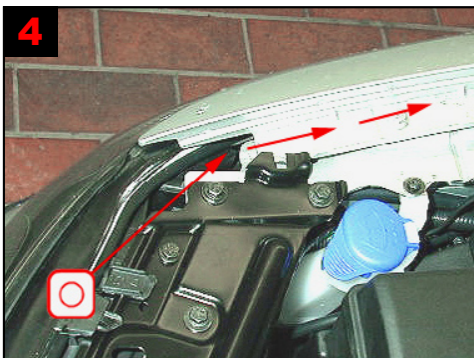
C-pillar:
Fig: drilling at correct level.



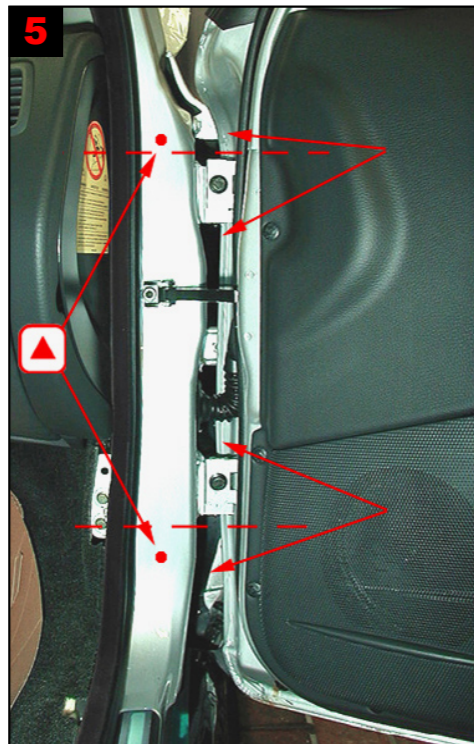
C-pillar: Treatment via 3 drill holes, lower drill hole level with SIPS-logo. See fig 10 for correct drilling in top.
Alternativ:
Avoid drilling in top, treatment via boot. See fig. 11 for correct treatment.



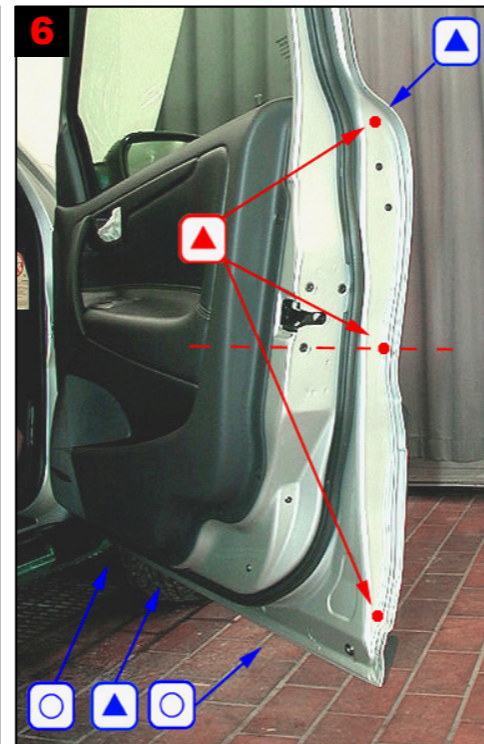
Engine compartment/front wing:
Treatment via existing gap by hinges for bonnet lid.



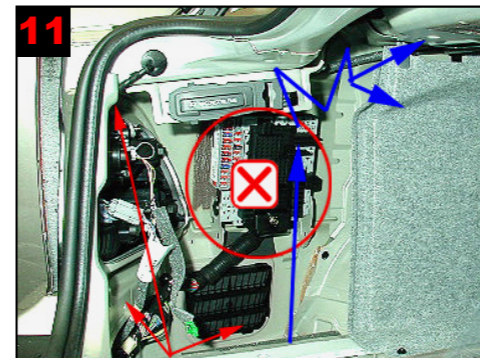
Top member in wing:
Treatment via existing gap behind head light.



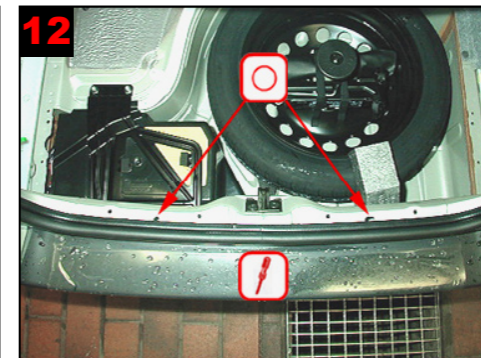
A-pillar/front wing:
Front wing: Treatment via clearance between A-pillar and wheel arch.
A-pillar: Treat via 2 drilled holes. Uppermost drill hole above door hinge. Lower drilling below door hinge.



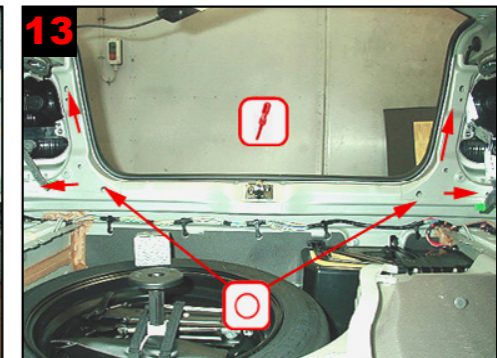
Front door: Treat via 3 drilled holes.
Alternativ:
Treatment via 2 drill holes and 2 existing drain holes, drill hole in door bottom right between drain holes and at the same level, close to door plate.



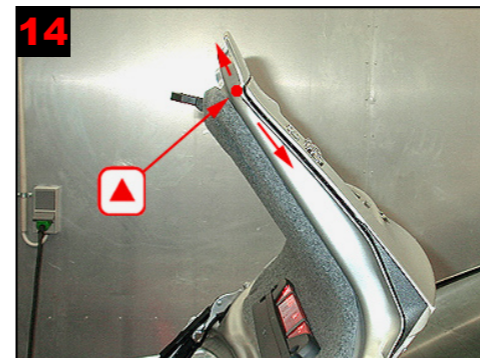
Rear wing: Treat with caution around fusebox, treat all around. **Alternativ:** Treat with flexhose right across wheel arches.



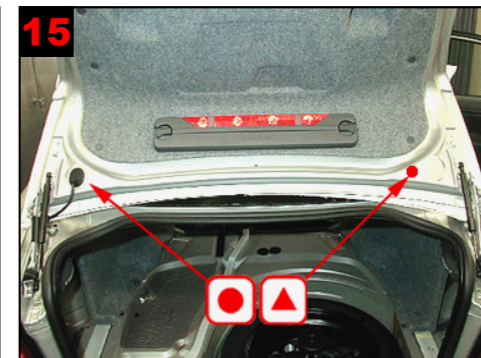
Rear panel:
Remove plastic plate and treat via existing holes.



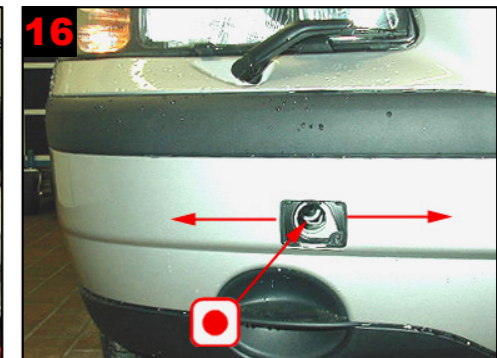
Rear panel from boot:
Treat via existing holes.



Tailgate (plastic): 1 drill hole to treat reinforcement.



Tailgate (plastic): Treatment of reinforcements via 1 drill hole right side and existing plug left side.

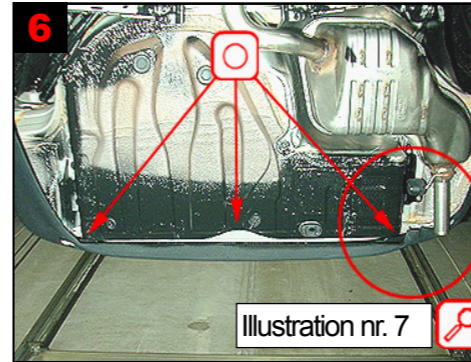
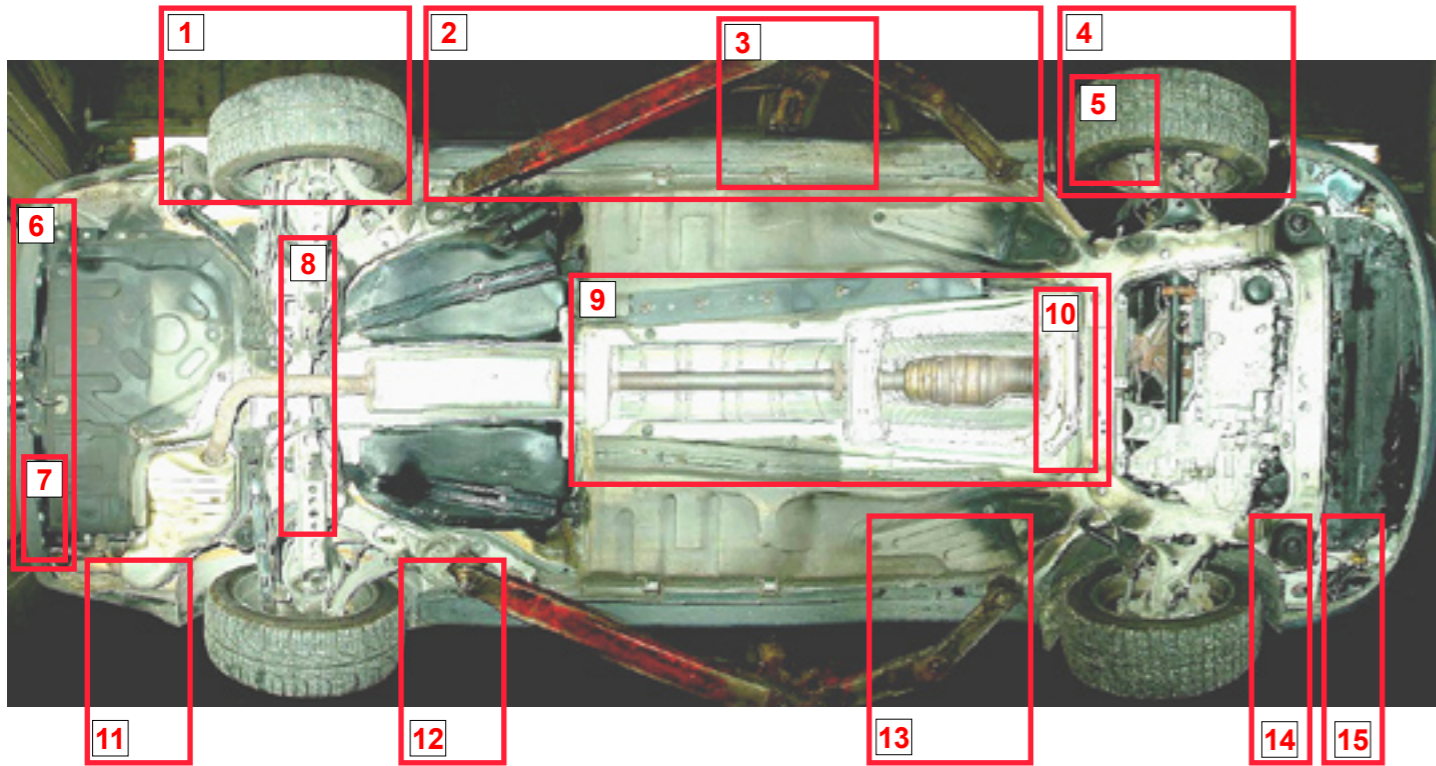


Member for bumper:
Treat via existing aperture.

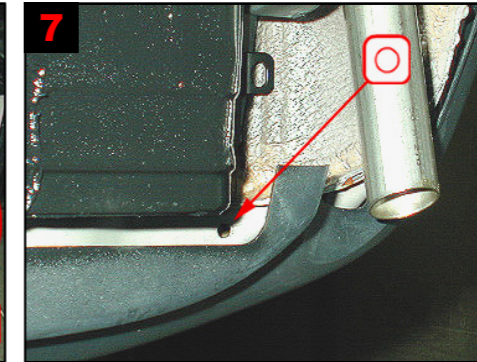


Underside

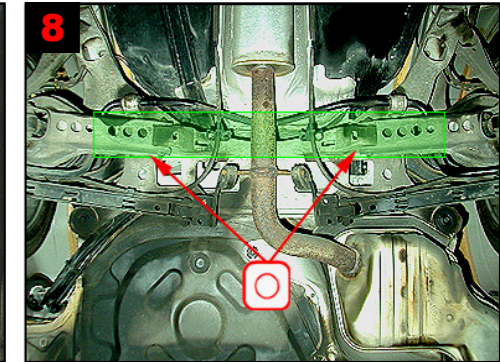
General view of underside



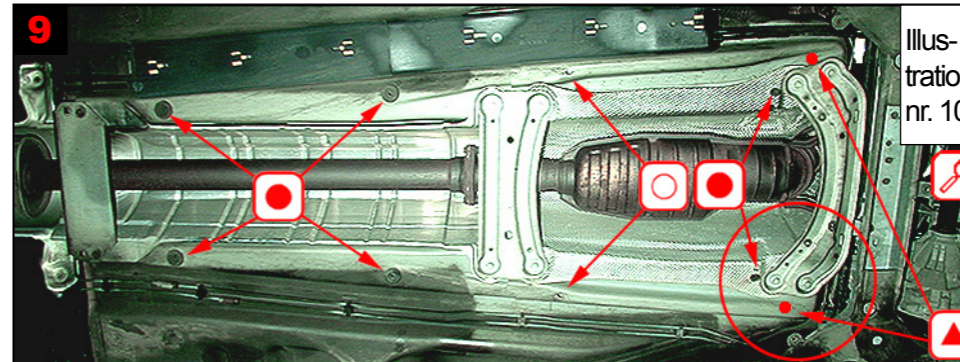
6
Rear panel:
Treatment via 3 existing holes.
See also fig. 7.



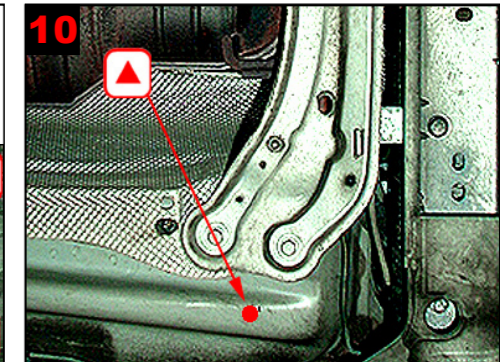
7
Rear panel:
Figure illustrating the location of holes.



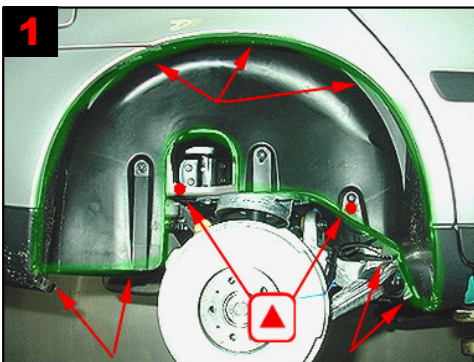
8
Cross member above rear axle
assembly: Treat via existing holes.



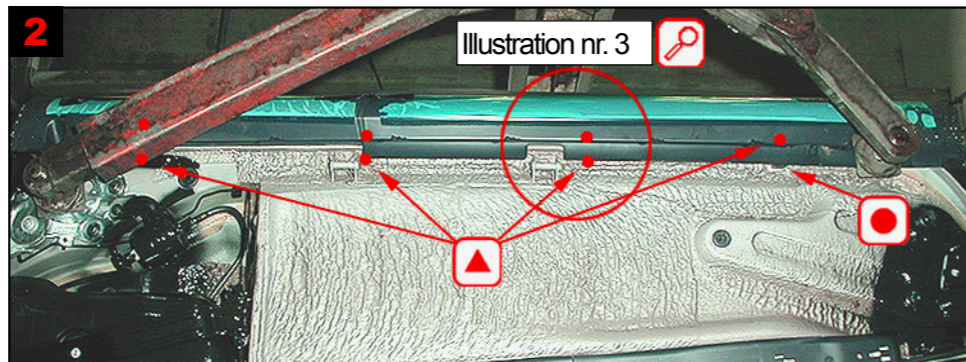
9
Longitudinal members centre:
Treat via existing and plugged holes.
See fig. 10 for drilling at correct level.



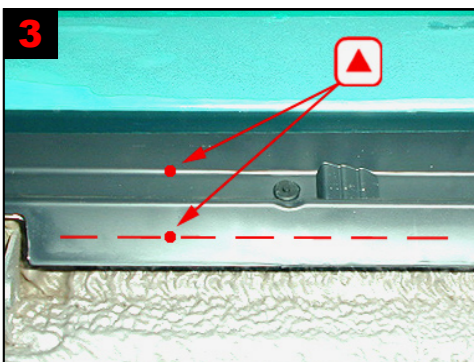
10
Longitudinal member centre:
Fig. for drillings at correct level.



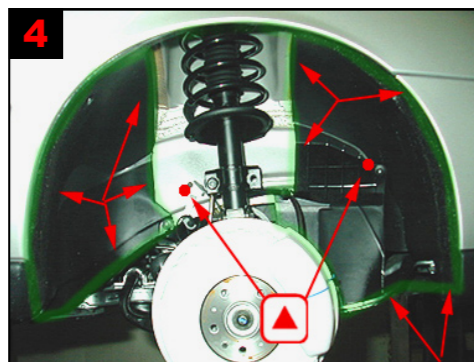
1
Wheel arch rear:
2 drill holes for correct treatment, flip
wheel arch liner to treat behind it.



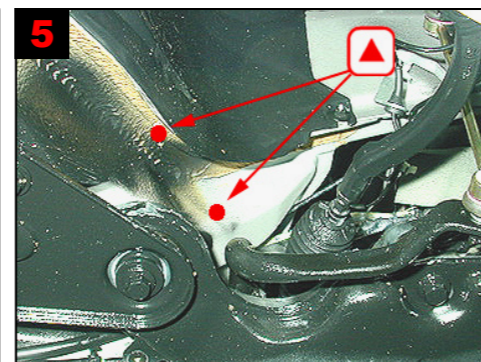
2
Panel:
4 drill holes to treat outer panel and 3 drill holes and existing plug to treat inner
panel. See fig 3 for drilling at correct level.



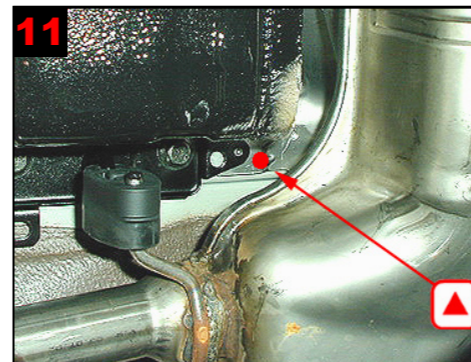
3
Panel sectional view:
Fig: drilling at correct level.



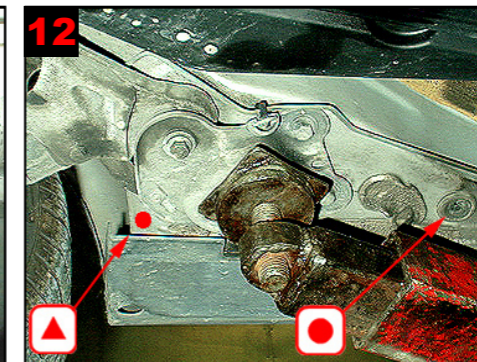
4
Wheel arch front:
Treatment via 2 drill holes and behind
wheel arch liner where possible.



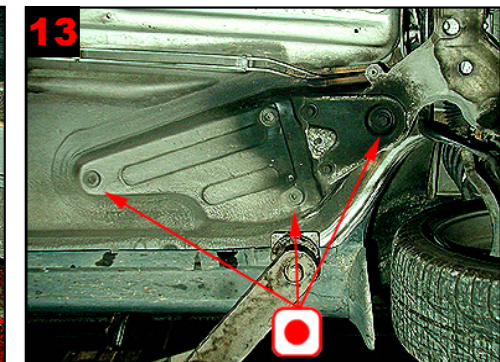
5
Longitudinal member/reinforcement in
wheel arch front:
Treat via 2 drilled holes.



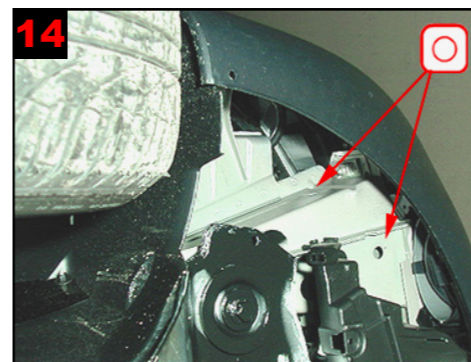
11
Longitudinal member rear: 1 drill hole
each side through cover plate.



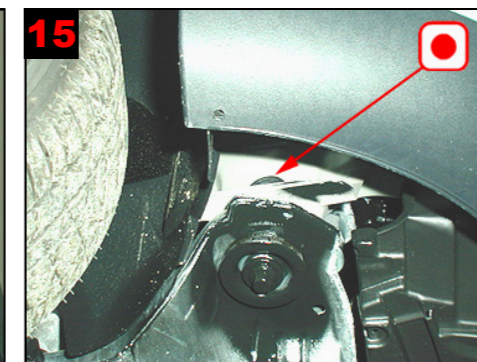
12
Longitudinal member after wheel
arch rear: Treat via 1 drilled hole and
existing plugged hole.



13
Reinforcement before wheel arch front:
Treat via 3 existing plugged holes.



14
Longitudinal member front:
Treat via existing holes.



15
Longitudinal member front:
Treat via existing plugged hole.