


Weld Sealing		
1		<p>Host Panel Preparation</p> <p>Using a grade 80 abrasive belt, remove remaining weld nugget material from host panel. Prep remaining mating flanges on host panel with a coarse Scotch-Brite™ Belt.</p>
2		<p>Mating Flange Panel Preparation</p> <p>Remove Ecoat from replacement panel mating flange areas using Scotch-Brite™ Belt or Clean N Strip disc.</p>
3		<p>Clean</p> <p>Clean host panel and replacement panel mating flange areas with a VOC compliant surface cleaner.</p>
4		<p>Dry Fit Panel</p> <p>Dry fit replacement panel and complete any necessary metal straightening at flanges areas.</p>
5		<p>Weld-Thru Primer</p> <p>Use Scotch-Brite™ belt to prepare metal surfaces. Clean and apply weld-thru primer to all areas requiring MIG welding.</p>
6		<p>Spot Weld Surface Preparation</p> <p>Identify replacement spot weld sites and remove Ecoat using Scotch-Brite™ Belt where spot weld tips will contact host and replacement panel. Remove panel once complete.</p>
7		<p>Pre-Assembly NVH Replacement</p> <p>If vehicle construction necessitates, apply NVH material or foams at original locations as required.</p>
8		<p>Apply Seam Sealer</p> <p>Apply urethane or MSP seam sealer to mating flange areas on host panel and replacement panel covering all bare metal areas. Apply additional bead of sealer at mating flange areas.</p>
9		<p>Install Replacement Panel</p> <p>Install replacement panel to host panel. Clamp in place.</p>
10		<p>Spot Weld</p> <p>Spot weld while sealer is uncured at prepared weld sites. Follow welder settings determined from test panel.</p>
11		<p>Sealer Clean Up</p> <p>Remove clamps and tool excess adhesive squeeze-out from repair area prior to curing to seal the repair. Note: Grinding to remove excess sealer can expose bare metal, causing corrosion.</p>
12		<p>Post-Assembly Foam Replacement</p> <p>Apply foams at original locations as required.</p>

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⚠ WARNING

Follow OEM and/or welder manufacturers' recommended procedure for making and testing welds. Before welding on a vehicle, test welds must be made to ensure proper weld quality and welding machine settings.

Product List

- 3M™ File Belt Sander, 18 in., PN 33575; 13 in., PN 33573 
- 3M™ Cubitron™ II File Belt, grade 80+, PN 33446 
- Scotch-Brite™ Durable Flex Belt, CRS, PN 64475 
- Scotch-Brite™ Roloc™ + Clean N Strip XT Disc, PN 07470 
- Scotch-Brite™ Roloc™ + Clean N Strip TR Disc, PN 07466 
- 3M™ Weld-Thru Coating II, PN 05917 
- 3M™ NVH Dampening Material, PN 04274 
- 3M™ Flexible Foam, 200mL, PN 08463 
- 3M™ Urethane Seam Sealer, PN 08361; PN 08362 
- 3M™ MSP Seam Sealer, PN 08370 
- 3M™ Rigid Pillar Foam, 200mL, PN 08458 

Think About Your Health

- 3M™ E-A-R™ Skull Screws™ Ear Plug, PN P1300 
- 3M™ Half Facepiece Respirator, PN 07182 
- 3M™ Lexa™ Protective Eyewear, PN 15200 

Not a complete list. Select protective eyewear, appropriate gloves, hearing protection, respirator and protective clothing based on your job and exposure assessment.

Note: Follow recommended internal corrosion protection processes prior to vehicle final assembly.

Protect Your Repairs

Corrosion protection is recommended for this type of repair.

Protect repairs with a self-healing, non-hardening formula

- 3M Cavity Wax Plus, PN 08852
- 3M™ Cavity Wax Plus Applicator Wand Kit, PN 08851



All OEMs recommend the application of internal anti-corrosion material during body repair, which includes cavity wax.

Individual Product Instruction and Safety Information

For individual product instructions and applicable precautions see product labels and associated literature for the individual product at www.3MCollision.com

For product material safety data sheets see go.3M.com/SDS

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IMPORTANT NOTE: There are of course many factors and variables that can affect an individual repair, so the technician and repair facility need to evaluate each specific application and repair process, including relevant vehicle, part and OEM guidelines, and determine what is appropriate for that repair.



3M Automotive Aftermarket Division
3M Center, Building 223-6N-01
St. Paul, MN 55144-1000
U.S.A.

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