




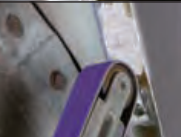
















Steel Part Replacement		
<b>1</b>		<p><b>Pre-Cleaning</b> Pre-wash/clean vehicle prior to disassembly (power wash undercarriage area at repair).</p>
<b>2</b>		<p><b>Panel Cutting</b> Identify OEM recommended sectioning location, scribe or mark with tape on the vehicle. Trim repair area using preferred cut-off wheel. Use grade 36 file belt in hard to reach areas to cut top panel and avoid damage to host panel.</p>
<b>3</b>		<p><b>Sealer/Coating Removal</b> Use Scotch-Brite™ Clean N Strip disc to remove seam sealer and coatings from large easy to access areas. Use CRS Scotch-Brite™ Belt to remove coatings and seam sealers in hard to reach areas and along pinch weld flanges to expose spot weld locations.</p>
<b>4</b>		<p><b>Spot Weld Removal</b> Using grade 36 or 60 abrasive belt, grind spot weld to remove weld from top panel. Note top panel thickness. <b>Use caution when grinding to only grind top panel and limit cutting into host/interior panel.</b> Use belt thickness as a gauge — stop grinding when back of belt is flush with exterior panel. Grade 80 belt can be used to remove welds from thinner steels.</p>
<b>5</b>		<p><b>Panel Separation</b> Separate exterior panel from the host panel. <b>DO NOT force separation in areas where the weld isn't completely removed; go back to step 4 and finish weld removal before continuing.</b></p>
<b>6<sub>A</sub></b>		<p><b>Surface Preparation</b> Using a grade 80 abrasive belt, remove remaining weld nugget material from host panel.</p>
<b>6<sub>B</sub></b>		<p><b>Surface Preparation</b> Clean and prep remaining mating flanges on host and replacement panel with a coarse Scotch-Brite™ Belt where necessary.</p>
<b>7<sub>A</sub></b>		<p><b>MIG Plug Weld Dressing</b> Use a grade 80 abrasive belt to dress replacement MIG welds. Grind weld. <b>Use caution to avoid damage to adjacent areas.</b></p>
<b>7<sub>B</sub></b>		<p><b>Continuous Weld Dressing</b> Use a 3 in. grade 60 grinding disc to dress continuous MIG welds at sectioning joint. Grind weld. <b>Use caution to limit amount of grinding done to adjacent areas.</b></p>
<b>8</b>		<p><b>Weld Cleaning</b> Use a CRS Scotch-Brite™ Belt to clean weld site in preparation for subsequent operations.</p>

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Product List	
<p>3M™ Car Wash Soap Concentrate, 1 gallon, PN 38377</p>	
<p>3M™ All Purpose Cleaner and Degreaser Concentrate, 1 gallon, PN 38350</p>	
<p>3M™ Green Corps™ Cut-Off Wheel, 3 in. x 1/32 in., PN 01989; 3 in. x 1/16 in., PN 01990</p>	
<p>Scotch-Brite™ Roloc™+ Clean N Strip XT Disc, PN 07470</p>	
<p>Scotch-Brite™ Roloc™+ Clean N Strip TR Disc, PN 07466</p>	
<p>3M™ File Belt Sander, 18 in., PN 33575; 13 in., PN 33573</p>	
<p>Scotch-Brite™ Durable Flex Belt, CRS, PN 64475</p>	
<p>3M™ Cubitron™ II File Belt, grade 36+, PN 33443; grade 60+, PN 33445; grade 80+, PN 33446</p>	
<p>3M™ Pistol Grip Disc Sander, PN 33577</p>	
<p>3M™ Cubitron™ II Fibre Roloc™ Disc, grade 60+, 3 in., PN 33391</p>	

Think About Your Health	
<p>3M™ E-A-R™ Skull Screws™ Ear Plug, PN P1300</p>	
<p>3M™ Half Facepiece Respirator, PN 07182</p>	
<p>3M™ Lexa™ Protective Eyewear, PN 15200</p>	

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

**Note: Follow High Strength steel heat control recommendations and techniques when necessary.**

# 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](http://www.3MCollision.com)

For product material safety data sheets see [go.3M.com/SDS](http://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.



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