WARNING: Always wear protective equipment including eye protection with side shields, and a dust mask when sanding or grinding. Failure to follow these instructions may result in serious personal injury.

WARNING: Do not carry out body side sectioning repairs in areas of laser welds. Factory laser welds cannot be duplicated with conventional welding equipment and structural integrity may be compromised. Failure to follow this instruction may result in serious injury to vehicle occupant(s).

WARNING: Do not cut or grind body side components within 50 mm (1.96 in) of restraint anchoring points. Welding within 50 mm (1.96 in) of restraint anchoring points may result in incorrect operation of restraint devices. For additional restraints anchoring location information, refer to Section 501-20A and Section 501-20B. Failure to follow these instructions may result in serious injury to vehicle occupant(s).

WARNING: Do not carry out body side sectioning repairs in areas of door hinge or striker anchoring points. Welding within 50 mm (1.96 in) of door hinge or striker locations may compromise structural integrity during a collision. Failure to follow these instructions may result in serious injury to vehicle occupant(s).

NOTICE: Sectioning procedures can only be carried out on the outer body side panel. No sectioning repairs can be carried out on inner reinforcement panels. Failure to follow these instructions may compromise the structural integrity of the vehicle.

NOTE: *Refer to the Ford Recommended Steel Repairability Matrix chart in the Specifications portion of this section for specific information regarding steel descriptions.*

NOTE: *When it is necessary to carry out weld-bonding procedures, refer to Weld-Bonding in this section.*

1. Remove the outer body sheet metal from the affected area prior to carrying out any body side reinforcing panel replacement. For additional information, refer to Sectioning Guidelines in this section.

NOTE: *Factory spot welds may be substituted with either resistance spot welds or Metal Inert Gas (MIG) plug welds. Spot/plug welds should equal factory welds in both location and quantity. Do not place a new spot weld directly over an original weld location. Plug weld hole should equal 8 mm (0.31 in) diameter.*

2. **NOTE:** *Observe prescribed welding procedures when carrying out repairs to the body assembly. For additional information, refer to Welding Precautions — Steel in this section.*

   NOTE: *When it is necessary to carry out weld-bonding procedures, refer to Weld-Bonding in this section.*

   Remove the outer body sheet metal from the affected area prior to carrying out any reinforcing panel replacement. For additional information, refer to Sectioning Guidelines in this section.

3. Where possible, create a backer piece using a portion of the old panel. This will create a stronger joint.

4. When welding overlapping surfaces or substrates, apply a weld-through primer between the surfaces prior to welding.

5. Make sure horizontal joints and flanges are correctly sealed with seam sealer to prevent moisture intrusion. Water and moisture migrate to horizontal joints and corrosion tends to occur more rapidly in these areas. Clean the repair area with metal surface prep or similar cleaning agent suitable for metal surfaces. Metal surfaces must be clean and dry before applying seam sealer.

6. Proceed with the refinish process following paint manufacturer's recommendations. Apply rust inhibitor or undercoating material to the repair area as required. For additional information, refer to Restoring Corrosion Protection Following Repair in this section.