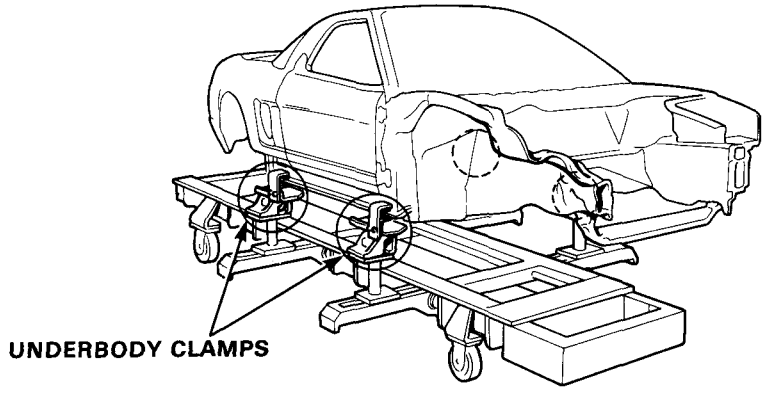
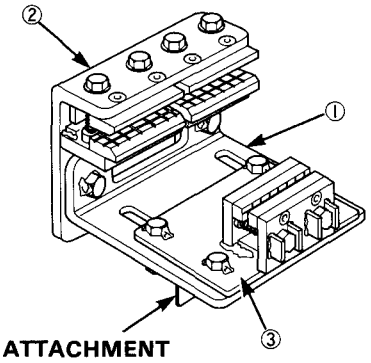
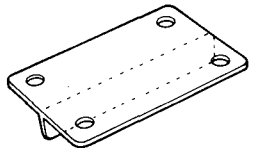
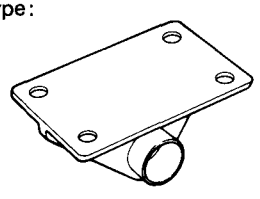
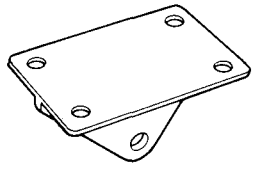
Preparation of Work

Correction of the Damaged Area

Set the frame corrector on the car body.
The side sill is flangeless to allow reshaping by pulling it out.
Use the horizontal pinch welds for anchoring the car.



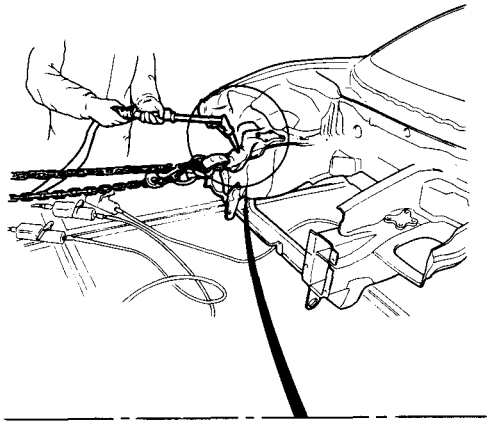
Underbody Clamp Specifications:

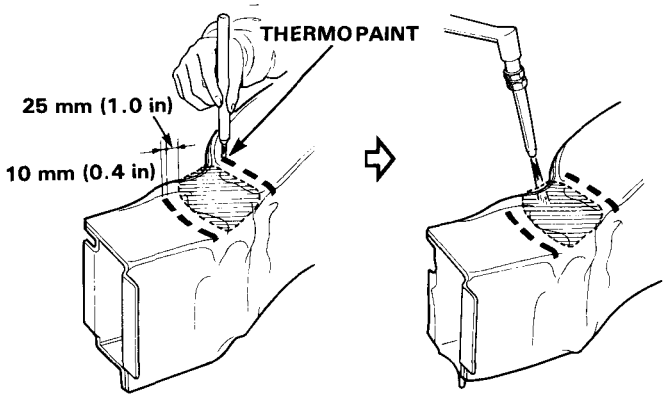
UNDERBODY CLAMP (Special tool)	Clamp Number	Frame correctors
 **ATTACHMENT**	AT-68 ① Clamp body ② Side clamp ③ Under clamp	
Standard type: 	AT-68-AL	● Dataliner ● Celette ● Car-o-liner ● Flex-o-liner ● etc.
C ⬬ type: 	AT-68-C Inner diameter 65 mm (2.6 in)	● Korek ● Auto pole ● etc.
U — type: 	AT-68-U Inner diameter 20 mm (0.8 in)	● U-Base ● Pro-Tec ● etc.

1. Apply load to the damaged section and pull it out until the section is almost restored to the original shape.

2. Check that the parts of the body they cover have been more or less restored to their original shapes.

   NOTE: As work-hardening occurs to the buckled section of the aluminum alloy, it can crack easily. Heat up the damaged section with an acetylene welder and pull it out to reshape it 1184°F (640°C) is the melting point of the aluminum alloy. Take care not to overheat it. Watch the heating temperature using a thermopaint, or heat crayon (see page 2-31).





3. Check the original position using the body dimensional drawings (see section 6) and the positioning jigs (see page 1-7).

4. Remove the parts that require replacement.

5. Decide whether to cut the weld joint parts and replace partially, or whether to replace all the parts.

   NOTE: Welded parts that can be partially cut and replaced are restricted to those listed in this manual (see section 4).

6. Cut off and separate the damaged parts.

   NOTE: When cutting the parts off, take special care that you do not damage adjacent parts on the automobile.

7. Mold the related parts.

8. Check the reshaped parts for cracks (see page 2-29).

9. Set and tack weld the replacement parts.

   NOTE: Temporarily mount the related parts and check the clearance and level differences.

10. Weld the replacement parts.
    Welding methods (see section 2).

    NOTE: Use of the positioning jig is recommended.

11. Check the welding sections for cracks (see page 2-29).

    NOTE: The paint film, which is designed to prevent corrosion caused by moisture, is destroyed around the edges of the locations that have been repaired by welding.
    Therefore, in such places and especially in those areas that are not visible, apply another coat of the paint; refer to the anti-corrosion painting manual. This operation is designed to maintain durability and quality (see section 7).