

CLEANING AND INSPECTION (Continued)

Paint

The outside finish should be washed frequently. Never wipe the painted surface with a dry cloth. Dusting the finish when it is dry tends to rub dust and dirt into the paint, causing scratches on the surface. To keep the finish bright and attractive, wash the vehicle whenever it is dirty.

Protect the exterior with frequent washing, including underside areas. Use One Step Wash and Wax Concentrate D6AZ-19523-AA (ESR-M14P12-A) or equivalent, diluted to proper concentration, followed by a rinse with clear, cold water. Do not wash vehicle with hot water, in direct sunlight, or while sheet metal is hot.

Polish paint and bright metal with Custom Silicone Gloss Polish B7AZ-19530-AA (ESR-M11B26-A), Custom Paste Wax B4A-19534-AA(ESR-M11B23-A), Custom Cream Wax E4AZ-19534-AA (ESR-M11B26-A) or equivalent, to remove harmful deposits and provide added protection to body surfaces, body hardware, and chrome and aluminum parts. Touch up nicks and scratches with proper paint.

CAUTION: Do not use steel wool, abrasive-type cleaner, gasoline or strong detergents containing highly alkaline or caustic agents on chrome-plated materials, aluminum wheels, headlamps, bumpers or anodized aluminum parts, as damage to the protective coating and discoloration or paint deterioration may occur.

NOTE: Vehicles subjected to airborne pollen, insect droppings, bird droppings and other organic matter, especially vehicles subjected to this matter that are exposed to high temperatures and sunshine, should be washed as often as necessary to keep them free of this organic matter. Similar precautions should be taken where a vehicle may be exposed to chemical industrial fallout. Failure to do so may result in damage to the exterior surfaces.

Glass

Glass should be cleaned with Ultra Clear Spray Glass Cleaner E4AZ-19C507-AA (ESR-M14P5-A) or equivalent, using a clean, soft, lint-free cloth. Follow directions on the container.

ADJUSTMENTS

CAUTION: Never apply heat to the bumper energy absorber. Heat could cause the material inside the absorbers to expand and flow out of the absorbers or crack the metal housing. Always remove the absorbers before performing body frame service near them.

CAUTION: Never apply excessive heat to bumper surface. Heat could cause the bumper to distort.

CAUTION: When collecting exhaust fumes in service area, never attach a metal collector to the exhaust tail pipe as the heat could damage the bumper.

Body Alignment, Unitized

NOTE: Heat and the use of heavy-duty jacks must be carefully controlled because of the difference in the gauge of the metal in the side rails of a unitized body and the stress points in a unitized body. It is possible to pull damaged areas back into alignment with the use of lightweight jacks and hydraulic equipment, without heating the metal.

Rough-out badly damaged areas before taking measurements for squaring up a body. If necessary, remove the glass from the damaged area to prevent breakage. In severe cases, reinforcement brackets and other inner construction may have to be removed or cut to permit restoration of the outer shell and pillars, without excessive strain on the parts. Straighten, install and secure all such parts in place before attempting to align the body.

CAUTION: In cases of severe or sharp bends, it may be necessary to use heat. Any attempt to cold-straighten a severely bent bracket may cause ruptures of the welds and may also cause cracks in the bent part. Never heat the area to more than a dull red.

All welding should be done with a Rotunda MIG Welder 066-01210 or equivalent, with welding wire meeting AWS-E-70S Specifications.

CAUTION: Disconnect the negative battery cable before using any electric welding equipment.

Underbody Misalignment Check

The dimensions of the underbody must be restored in repairing major body damage to provide correct front and rear wheel geometry. Refer to illustration for the underbody dimensions. All the dimensions are detailed to the centerline of existing holes in the underbody assembly. Once the frame and suspension members are aligned, other operations in this Section can be performed.

Body Misalignment Check

CAUTION: Do not attempt to correct any serious misalignment with one jacking operation.

To align or square up a body, take two opposite diagonal measurements between the front, center or rear pillars. Take the measurements between reference points, such as crease lines or weld joints which are diagonally opposite each other on the two pillars being measured. Since all measurements should be made from the bare metal, remove all interior trim from the checking points.