

## Sectioning Guidelines

### General Equipment

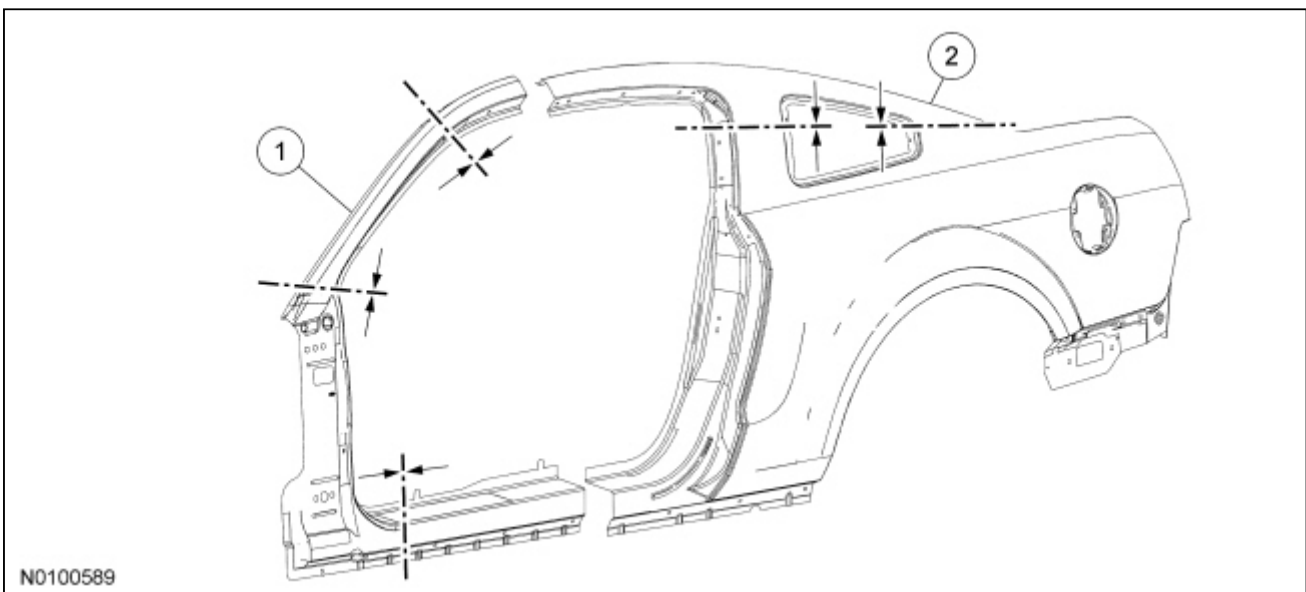
3 Phase Inverter Spot Welder 254-00002
Compuspot 700F Welder 190-50080
I4 Inverter Spot Welder 254-00014
Inverter Welder with MIG Welder 254-00015

### Material

Item	Specification
Metal Bonding Adhesive TA-1	—
Motorcraft® Metal Surface Prep ZC-31-A	—
Motorcraft® Premium Undercoating PM-25-A	—
Motorcraft® Rust Inhibitor Aerosol PM-24-A	—
Seam Sealer TA-2	—

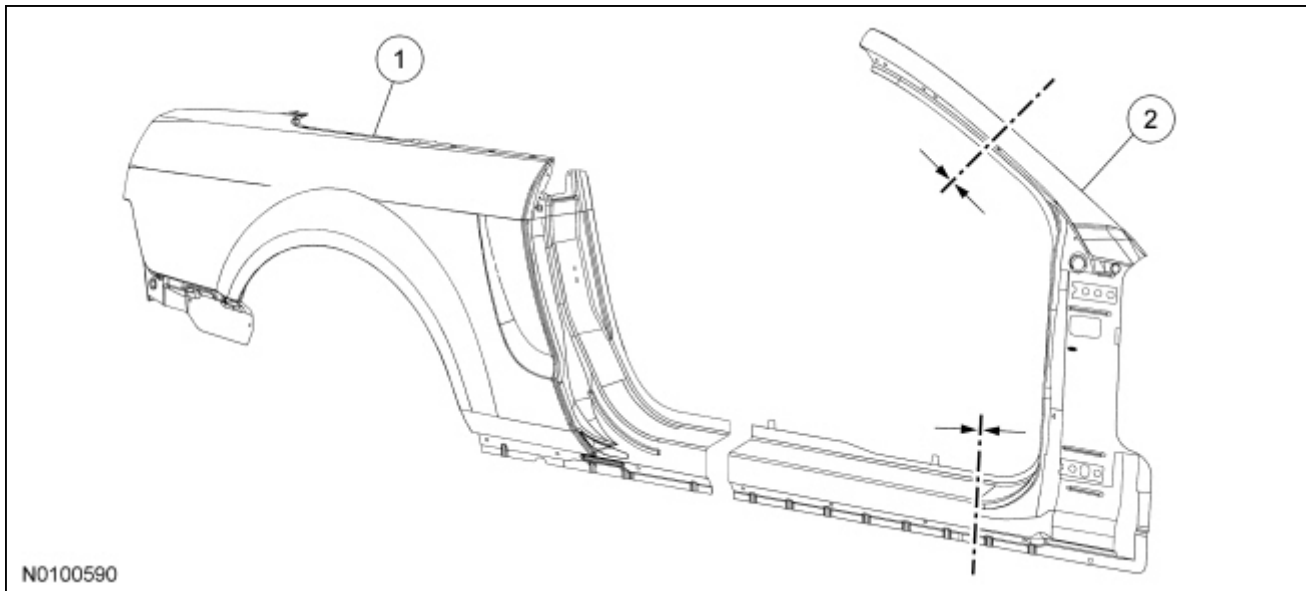
### Body Side Sectioning

#### Coupe



Item	Part Number	Description
1	211A11 LH/ 211A10 RH	Door frame — mild steel
2	27841 LH/ 27840 RH	Body side panel — mild steel

#### Convertible



Item	Part Number	Description
1	27841 LH/ 27840 RH	Body side panel — mild steel
2	211A11 LH/ 211A10 RH	Door frame — mild steel

**⚠ WARNING:** Never install used or reconditioned parts (as specified below) from pre-owned, salvaged or damaged vehicles. The use of such parts could lead to serious injury.

Never use non-Ford parts or accessories for completing repairs.

Ford Motor Company does not approve or recognize body and structural repair procedures, tools, parts or anything but new genuine Ford equipment. Ford cannot attest to the safety, quality, durability or legality of non-Ford parts or accessories. Use of such parts could lead to serious personal injury as they may contain damage which is not visible.


Ford does not approve use of the following:


- Salvaged or used parts
- Major body clips or assemblies from salvage vehicles
- Aftermarket structural or body components
- Salvaged or reconditioned wheels
- Used supplemental restraint system (SRS) components
  - air bags
  - restraint system modules
  - safety belts, buckles or retractors
  - crash sensors


Returning a vehicle to pre-accident condition can only be assured if repair procedures are carried out by skilled technicians using new genuine Ford parts and Ford-approved methods. Structural component repair procedures approved by Ford, using genuine Ford parts, have been validated by Ford Motor Company engineers.


Ford Motor Company does not endorse, cannot attest to, and makes no representations regarding structural repairs (frames, rails, aprons and body panels) carried out using non-genuine Ford Motor Company parts or non-Ford-approved methods. In particular, Ford makes no representations that the vehicle will meet any crash safety or anti-corrosion performance requirement. Such parts and methods have not been tested by Ford, and may not meet Ford's requirements for safety, performance, strength, quality, durability and corrosion protection.

Ford Motor Company bears no responsibility or liability of any kind if repairs are performed using alternative structural component repair procedures and/or parts.

 **WARNING:** Invisible ultraviolet and infrared rays emitted in welding can injure unprotected eyes and skin. Always use protection such as a welder's helmet with dark-colored filter lenses of the correct density. Electric welding will produce intense radiation, therefore, filter plate lenses of the deepest shade providing adequate visibility are recommended. It is strongly recommended that persons working in the weld area wear flash safety goggles. Also wear protective clothing. Failure to follow these instructions may result in serious personal injury.

 **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:** On vehicles equipped with Safety Canopy® options, prior to carrying out any sectioning repairs near the roof line or sail panel areas of the vehicle, remove the Safety Canopy® module and related components. Failure to comply may result in accidental deployment or damage to the Safety Canopy®. Refer to [Section 501-20B](#). Failure to follow these instructions may result in serious injury to technician or 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).

**NOTICE:** Electronic modules and related wiring may be damaged when exposed to heat from welding procedures. Carefully disconnect and remove, or position away from heat affected areas.

**NOTICE:** When carrying out repairs to LH quarter panel sheet metal, the factory sealer between the quarter panel and the fuel filler opening must be removed and sealed using flexible foam (locally obtained), to provide a correct seal.

**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.

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

1. Drill out the spot welds of the damaged panel to be sectioned. Using a cut-off wheel, reciprocating saw or plasma cutter, cut through the damaged area of the outer panel only and remove the section to be replaced.
  2. When welding overlapping surfaces or substrates, apply weld-through primer between the surfaces prior to welding.
  3. 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. Metal surfaces must be clean and dry before applying seam sealer.
  4. Proceed with the refinishing process following Ford-approved paint recommendations. Apply corrosion protection material to the exterior surfaces or substrates after refinishing.
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