

COLLISION REPAIR INFORMATION

FOR THE TOYOTA DEALER

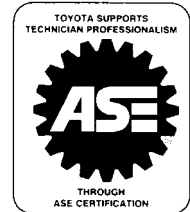
TITLE: PINCHWELD UNIBODY
CLAMP INSTALLATION

PAGE 1 of 3

SECTION: STRUCTURAL REPAIR BULLETIN #57

MODELS: ALL

DATE: MARCH 1994



The OEM pinchweld design reduces the amount of exposure to rust potential by being formed (bent) at the lower edge. See illustration A.

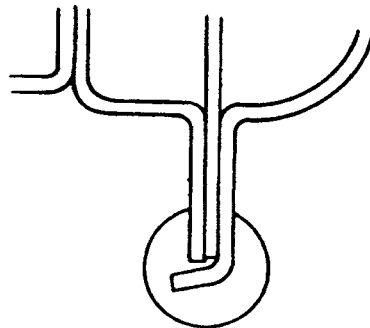


Illustration A.

The pinchweld design provides a uniform appearance when looking at the vehicle from the side. See illustration B.

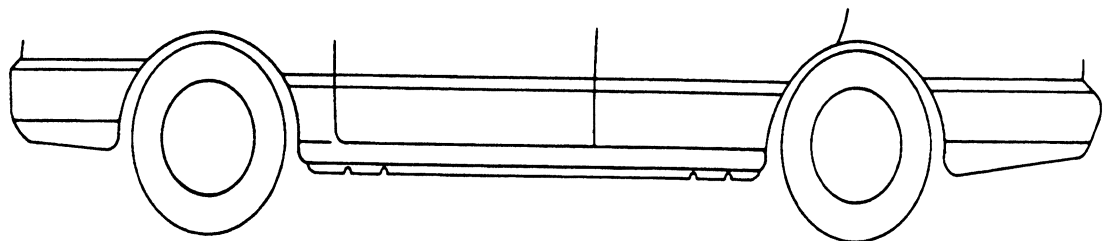


Illustration B.

Toyota recommends the unibody mounting locations shown in illustration C.

NOTE: Installation of four unibody repair clamps is recommended.

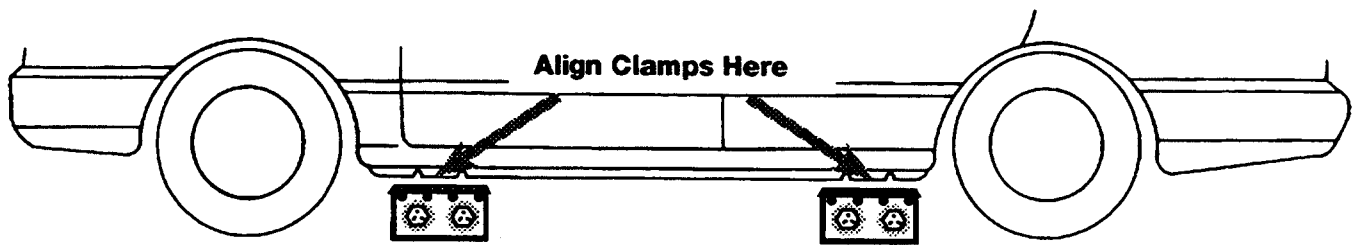


Illustration C.

Remove the factory installed PVC (polyvinyl chloride) undercoating in the area that interferes with the mounting of the unibody clamps. Zero clearance between the body repair clamp, pinchweld and the floor pan will provide the maximum area contact. See illustration D.

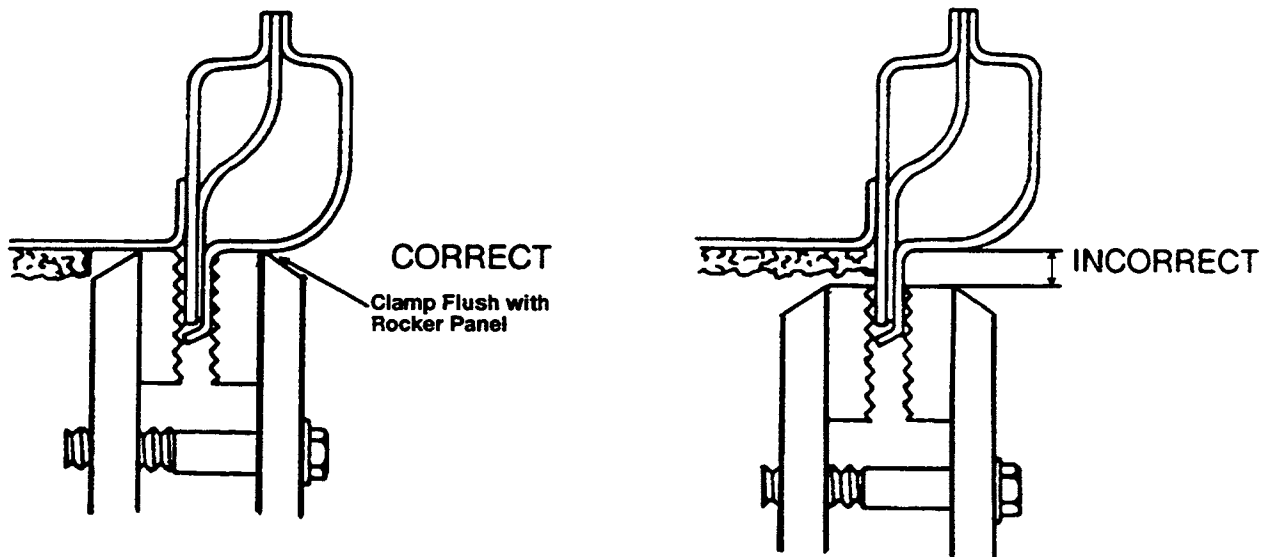


Illustration D.

The pinchweld will be deformed from the installation of clamps, giving the appearance of a wavy rocker panel. Therefore, the pinchweld must be restored to its original shape. See illustration E.

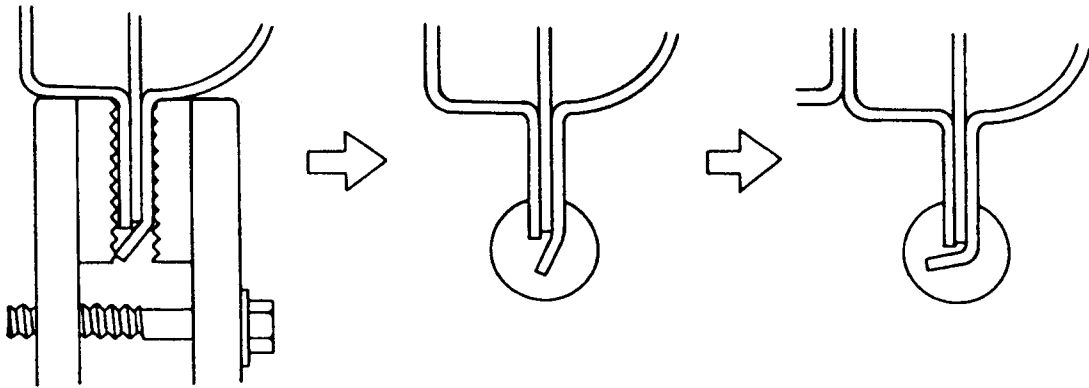


Illustration E.

The rocker panel must be refinished at the attachment site area after repairing the body. Included in refinishing is:

- outer rocker panel
- inner rocker panel

Reapply PVC undercoating to the floor pan as necessary. This area must have rust and corrosion protective materials applied comparable to OEM. Undercoats that are environmentally friendly (low VOC) with maximum corrosion protection, and adhesion are encouraged. Follow manufacturers recommendations for application procedures and necessary equipment.