

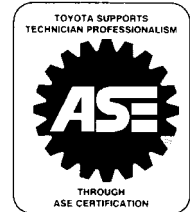
COLLISION REPAIR INFORMATION

FOR THE TOYOTA DEALER

TITLE: REAR QUARTER LOWER EXTENSION
REPLACEMENT PANEL

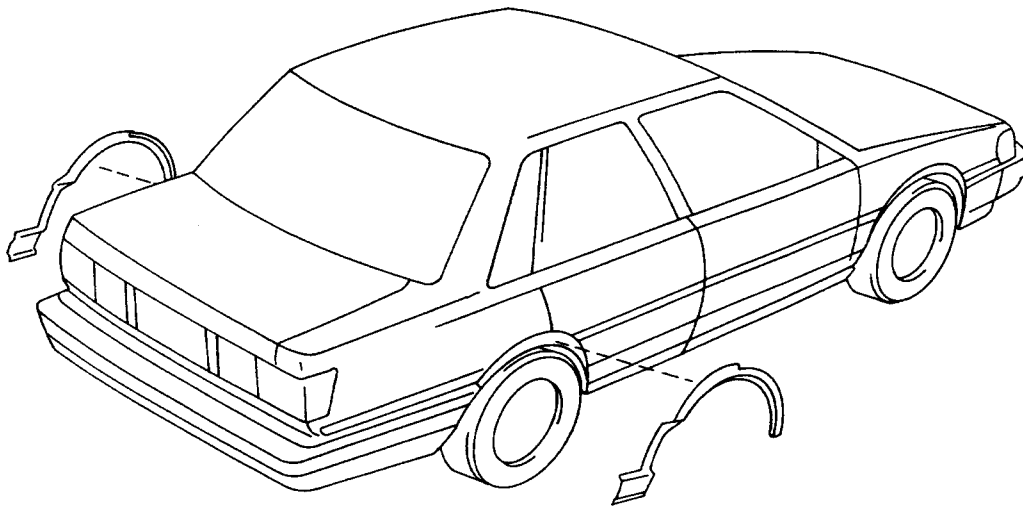
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SECTION: EXTERIOR BULLETIN #73
MODELS: COROLLA (AE9) 1988-91, TERCEL (EL3)
1988-91, 4RUNNER (13) 1990-95
DATE: NOVEMBER 1996



Toyota has made available a partial rear quarter replacement panel (lower extension) for Corolla, Tercel and 4Runner. To order, use the applicable part number, part name and the quantity needed for the model being repaired.

General guidelines covering procedures, materials and tools can be found on the following pages of this bulletin.



MODEL		PART NUMBER	PART NAME	QTY
C O R O L L A (AE9)	4-DOOR SEDAN	61681-12060	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-12050	EXTENSION, QUARTER PANEL LOWER LH	1
	5-DOOR WAGON	61681-13010	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-13010	EXTENSION, QUARTER PANEL LOWER LH	1
	2-DOOR COUPE	61681-12080	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-12070	EXTENSION, QUARTER PANEL LOWER LH	1
	4-WD WAGON	61681-12070	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-12060	EXTENSION, QUARTER PANEL LOWER LH	1

MODEL		PART NUMBER	PART NAME	QTY
T E R C E L (EL31)	3-DOOR	61681-16010	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-16010	EXTENSION, QUARTER PANEL LOWER LH	1
	5-DOOR	61681-16020	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-16020	EXTENSION, QUARTER PANEL LOWER LH	1
	2-DOOR	61681-16030	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-16030	EXTENSION, QUARTER PANEL LOWER LH	1

MODEL		PART NUMBER	PART NAME	QTY
4 R U N N E R (13)	W/ WHEEL ARCH MOULDING	61681-35040	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-35040	EXTENSION, QUARTER PANEL LOWER LH	1
	W/O WHEEL ARCH MOULDING	61681-35050	EXTENSION, QUARTER PANEL LOWER RH	1
		61682-35050	EXTENSION, QUARTER PANEL LOWER LH	1

PROCEDURES

Wash vehicle exterior. Pressure wash rear quarter panel and rear outer wheel house area. Dry vehicle. Blow dry excess moisture from rear wheel arch area thoroughly.

Place vehicle on a lift or a portable lifting device (use jack stands for safety when a service jack is used). Always use proper vehicle lifting and support locations.

Remove any interior trim, exterior trim and components (seats, trunk lining, fuel tank [for safety], wiring, electronic control units, bumper, etc.) that may be damaged during the repair process.

Disconnect and isolate the negative (-) terminal cable of the battery.

If applicable to the model year being repaired, disarm the Supplemental Restraint System (SRS) as noted in the "INTRODUCTION" section (handling precautions on related components) of the vehicle-specific Collision Repair Manual or the "RS" section of the Repair Manual prior to using electric welding equipment.

Protect interior and exterior of vehicle from metal particles and sparks generated during cutting and welding operations.

PROCEDURES (cont'd)

Use the replacement panel as a template to mark the vehicle body for the initial rough cut. See illustration A.

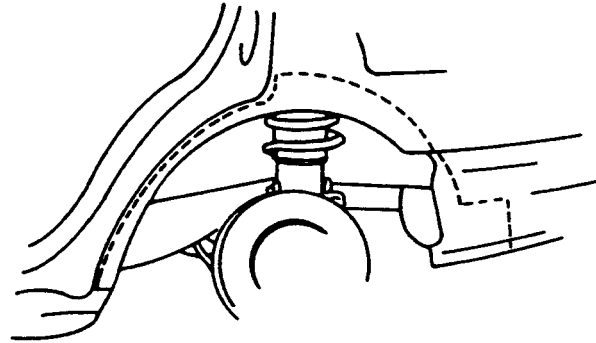


Illustration A.

Make a rough cut on the body panel, approximately 1/2" (13mm) below the mark line, using a cutoff wheel. Be careful not to cut through the outer wheel house. See illustration B.

Next, using a spot weld cutter with the appropriate size bit, drill out the factory spot welds. Remove the old panel. Remove any corrosion buildup that has accumulated in the flange and mating area using a 3M "Clean 'N Strip" disc or an equivalent.

Neutralize any surface corrosion with a metal conditioner and conversion coating.

Drill or punch holes 1/4" (6.5mm) in new panel in preparation for MIG welding.

Apply a weld-through primer (zinc-rich) on both the outer wheel house and the replacement panel at the mating surfaces. Repair any damage to the outer wheel house prior to installation.

Make a precise final cut on the body panel in preparation for a butt joint. See illustration B.

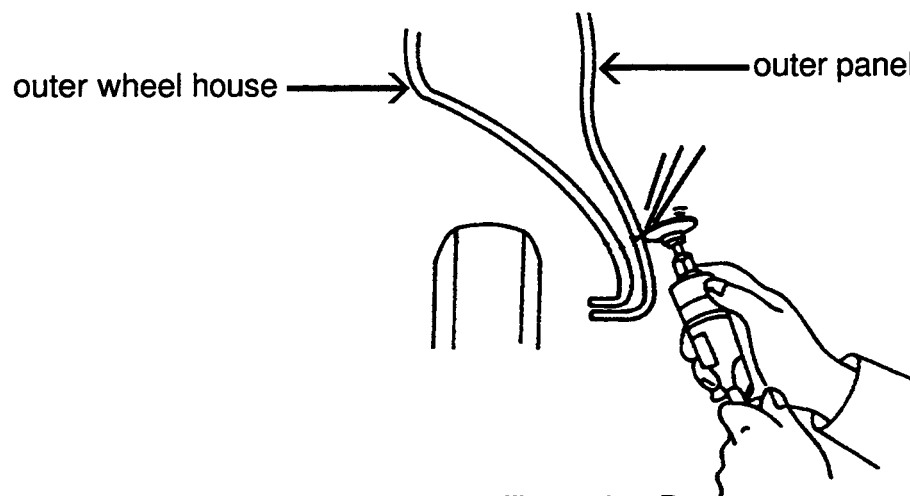


Illustration B.

PROCEDURES (cont'd)

Apply body sealer (non-flammable) to the outer wheel house and replacement panel. See illustration C.

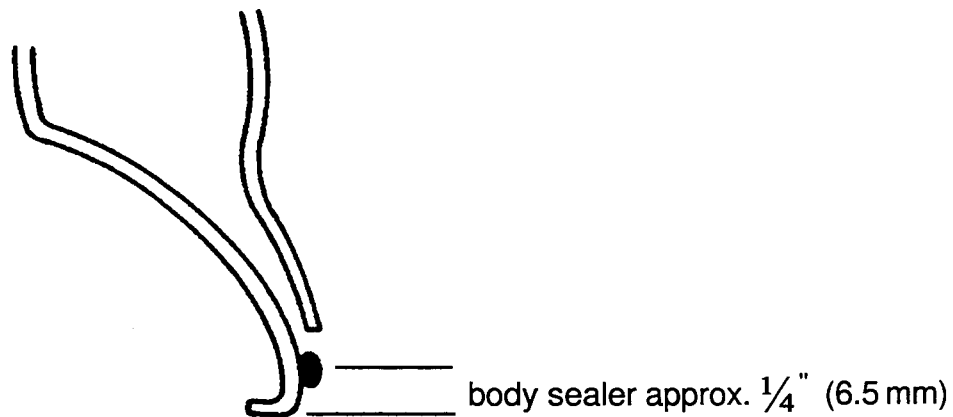


Illustration C.

Hold replacement panel in position using vise grip-type pliers or self tapping screws. See illustrations D1 and D2.

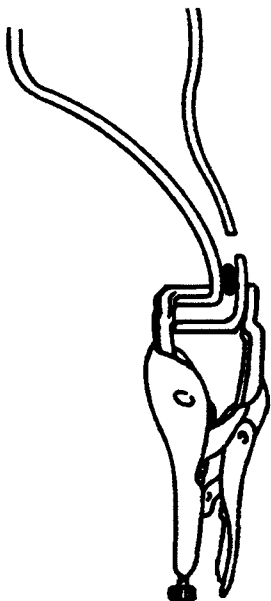


Illustration D1

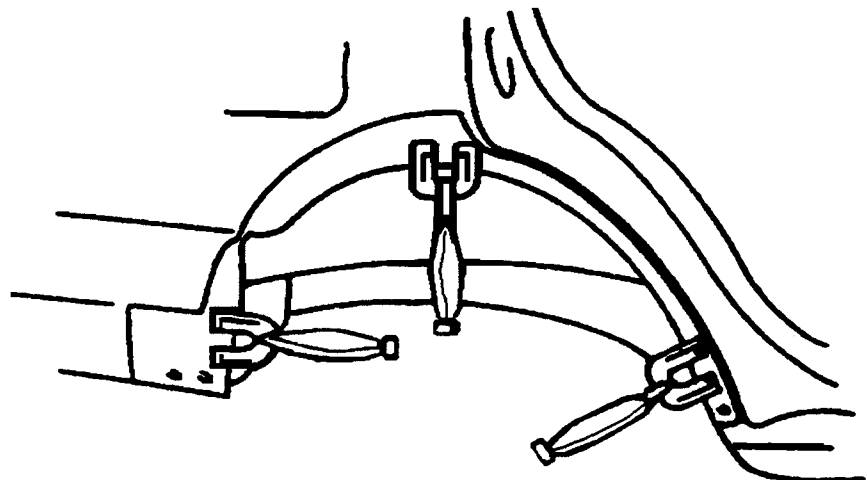


Illustration D2

IMPORTANT TIP: Use the original number of spot welds in the wheel arch area if MIG (GMAW) welding (1:1 ratio). However, if squeeze-type resistance spot welding (STRSW) is used, the formula for replacement welding is 1.3 x the original number (1.3:1 ratio) of factory welds (i.e. 20 original spot welds = 26 replacement spot welds).

For additional information, refer to the Welding Techniques section of the Toyota Fundamental Body Repair Procedures Manual, part number 00400-BRM 00-2E, the vehicle-specific Collision Repair Manual, or contact your regional office to obtain information about Toyota Collision Repair and Refinish Training Programs.

PROCEDURES (cont'd)

Begin by tack welding replacement panel on opposite ends to reduce warpage. Weld in short alternating intervals (switch mode preferred) no longer than 1/4" (6.5mm) as shown in illustration D3.

Alternate between plug welding or squeeze-type resistance spot welding and stitch welding until replacement panel is completely attached. Grind the exterior welds as necessary, however, do not over grind welds as this will reduce the strength of the welds. Feather-edge and prepare the repair area for application of epoxy primer. Let epoxy primer dry according to paint makers recommendations.

Next, fill minor imperfections with a suitable body filler and prepare panel for primer-surfacer.

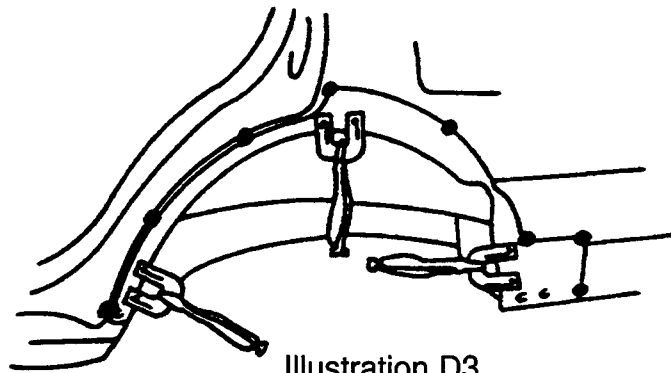


Illustration D3.

Apply corrosion protection (cavity wax, body seam sealer) between the replacement and adjoining panels. Refer to illustrations E1, E2 and E3.

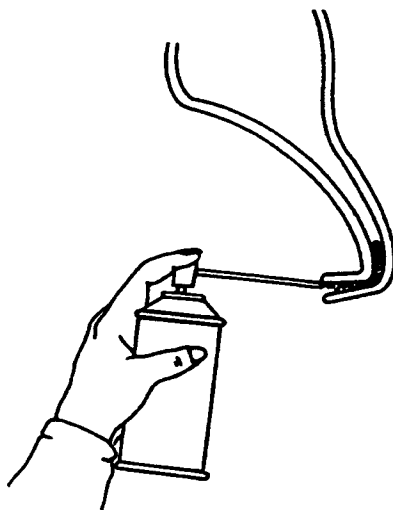


Illustration E1.
(cavity wax)

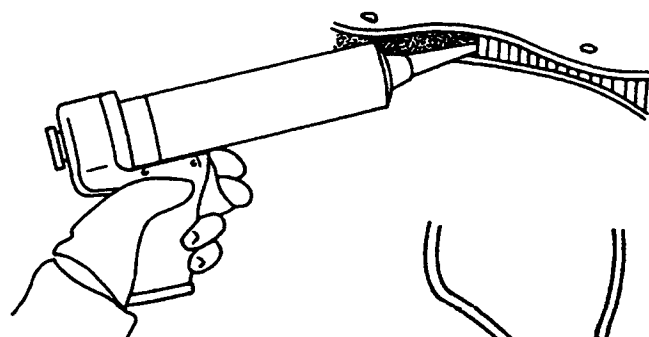


Illustration E2.
(body seam sealer)



Illustration E3.
(corrosion protection
between mating area)

PROCEDURES (cont'd)

The inspection holes in the interior compartment for the wheel well and trunk provide access for the application of cavity wax. See illustration F.

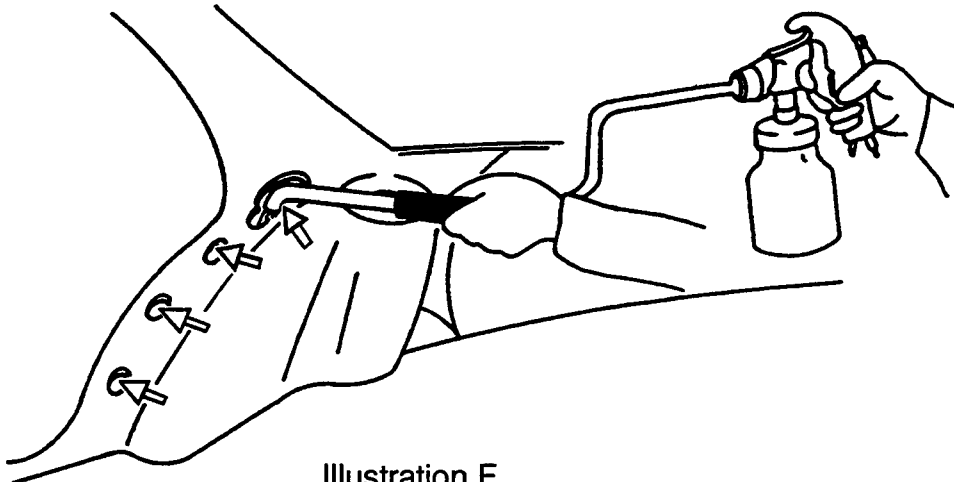


Illustration F

Apply undercoating in the wheel opening area. Prepare panel and refinish as necessary using high quality urethane refinish materials.

Inspect quality of repair work, then reassemble vehicle. New attachment clips and hardware may be needed for reassembly.

Wash vehicle and reinspect prior to customer delivery.

Customer Satisfaction: If you see a problem with the repair, so will the customer!

MATERIALS AND TOOLS

- | | |
|---|---------------------------------------|
| Assortment of vise grips | MIG welder |
| Assortment of handtools | Nibbler |
| Body hammers and dollies | Plasma cutter |
| Body filler | Personal protective clothing |
| Brushable seam sealer | Pressure washer |
| Cavity wax | Protective welding blanket |
| Die grinder with cut-off wheel attachment | Respiratory protection mask (welding) |
| Disc grinder | Reciprocating saw |
| Drill | Seam and joint sealer |
| Epoxy primer | Self-tapping screws |
| Eye protection | Spot weld cutter |
| Fire extinguisher | Steel toe footwear |
| Gloves | Undercoating equipment and materials |
| Jack stands | Urethane refinish system |
| Metal cutting shears | Vehicle lift |
| Metal conditioner | Weld-through primer (zinc rich) |

NOTE: Additional tools and materials may be required to complete repair.