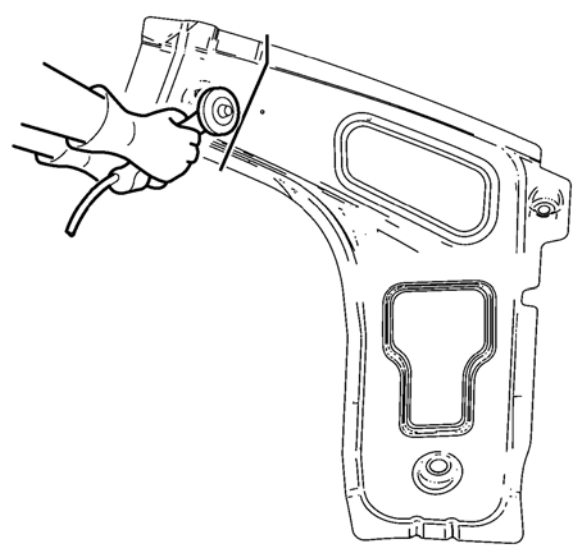
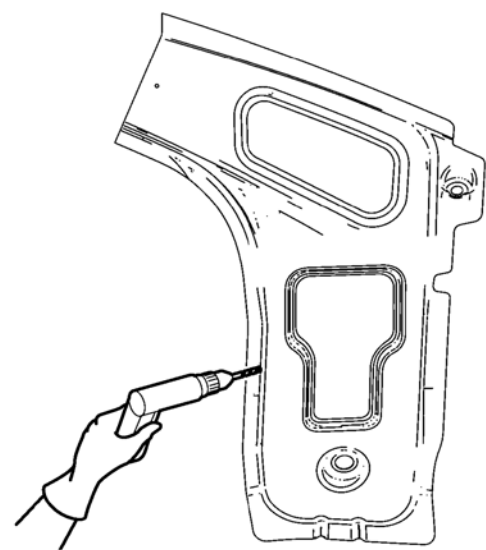


15. Spot weld accordingly
16. To create a solid braze with minimum heat distortion, make 25 mm (1 in) stitch brazes along the seam with 25 mm (1 in) gaps between them. Then go back and complete the stitch braze.



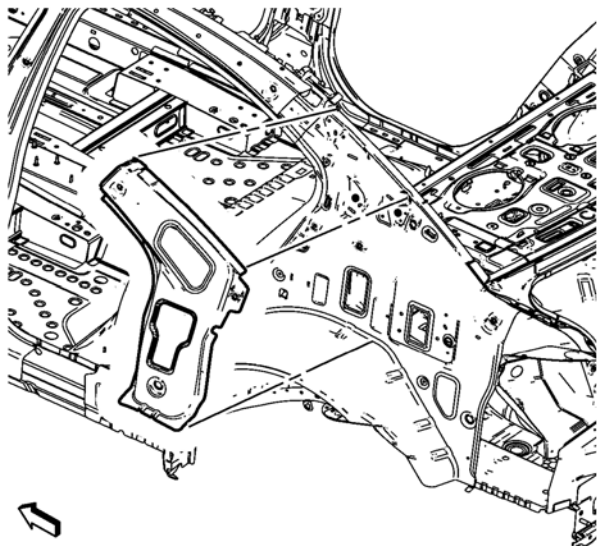
17. Cut the body lock pillar upper reinforcement in corresponding locations to fit the remaining original panel. The sectioning joint should be trimmed to allow a gap of one-and-one-half-times the metal thickness at the sectioning joint.
18. Create a 50 mm (2 in) backing plate from the unused portion of the service part.
19. Create 5 x 18 mm (4/16 x 11/16 in) slots for MIG-brazing along the sectioning cut on the remaining original part. Locate these holes 13 mm (1/2 in) from the edge of part and spaced 40 mm (1 1/2 in) apart.
20. Prepare all mating surfaces as necessary.
21. Fit the backing plates halfway into the sectioning joints, clamp in place and braze to the vehicle.
22. Align the body lock pillar upper reinforcement.



23. Create 6 x 20 mm (4/16 x 12/16 in) slots for MIG-brazing in locations where you can not apply a resistance spot welder.
24. Clean and prepare the attaching surfaces for spot welding and brazing.

**Note:** In MIG-brazing areas 50 mm (2 in) must be kept clear of structural adhesive.

25. Apply structural adhesive to all attaching surfaces



26. Position the body lock pillar upper reinforcement.
27. Verify the fit of the panel.
28. Clamp the body lock pillar upper reinforcement into position.