



JEEP WRANGLER BODY REPAIR MANUAL



SAFETY NOTICE

CAUTION

ALL SERVICE AND REBUILDING INSTRUCTIONS CONTAINED HEREIN ARE APPLICABLE TO, AND FOR THE CONVENIENCE OF, THE AUTOMOTIVE TRADE ONLY. All test and repair procedures on components or assemblies in non-automotive applications should be repaired in accordance with instructions supplied by the manufacturer of the total product.

Proper service and repair is important to the safe, reliable operation of all motor vehicles. The service produces recommended and described in this publication were developed for professional service personnel, and are effective methods for performing vehicle repair. Following these procedures will help ensure efficient economical vehicle performance and service reliability. Some service procedures require the use of special tools designed for specific procedures. These special tools should be used as recommended throughout this publication.

Special attention should be exercised when working with spring-or tension-loaded fasteners and devices such as E-Clips, Circlips, Snap rings, etc., since careless removal may cause personal injury. Always wear safety goggles when working on vehicles or vehicle components.

It is important to note that this publication contains various Cautions and Warnings. These should be read carefully in order to minimize risk of personal injury or the possibility that improper service methods may damage the vehicle or render it unsafe. It is important to note that these Cautions and Warnings cover only the situations and procedures DaimlerChrysler Corporation has encountered and recommended. DaimlerChrysler Corporation cannot possibly know, evaluate, and advise the service trade of all conceivable ways in which service may be performed, or of the possible hazards of each. Consequently, DaimlerChrysler has not undertaken any such broad service review. Accordingly, anyone uses a service procedure or tool that is not recommended in this publication must be certain that neither personal safety, nor vehicle safety, will be jeopardized by the service methods they select.

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Copies of the following Body Repair Manuals are available by calling 1-800-890-4038

- | | |
|--|--|
| • Chrysler 300 (81-316-0531CD) | • Dodge Ram (81-316-0739-CD) |
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INTRODUCTION

Jeep Wrangler



This manual has been prepared for use by all body technicians involved in the repair of the Jeep Wrangler.

This manual shows:

- Typical panels contained in these vehicles
- The weld locations for these panels
- The types of welds for the panel
- Proper sealer types and correct locations

Body Construction Characteristics
History of Collision Repair.....
Corrosion Protection
Vehicle Identification Number Information
Paint Codes Information
Welded Panel Replacement.....
Sealer Locations
Structural Adhesive Locations
Sound Deadener Locations
Frame/Body Dimensions.....
Frame Rail Sectioning Procedure
Additional Support/Information.....

DaimlerChrysler Motors Corporation reserves the right to make improvements in design or to change specifications to these vehicles without incurring any obligation upon itself.

BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Dodge Ram:

MS 66 - Represents an uncoated Hot Rolled Steel Sheet used mainly for interior braces and reinforcements.

MS 67 - Represents an uncoated Cold Rolled Sheet structural steel used in areas where structural integrity is critical.

EG., the type of steel used for the "A" pillar.

MS 264 - Represents an uncoated high strength low alloy (HSLA) steel used in applications where structural integrity is critical.

MS 6000-44A - Low carbon, hot dipped galvanneal (or EGA) with 45 g/m² minimum coating weight on both sides.

- Most common Sheet Steel product used by Chrysler.

MS 6000-44VA - 50 ksi min. yield strength, HSLA, killed steel, with 44 g/m² minimum coating weight on both sides.

- Most common high strength coated steel product used by Chrysler.

MS82-1228 - Represent a coated high strength low alloy (HSLA) hot or cold rolled sheet steel used in applications where structural integrity is critical.

PARTIAL LIST OF STEEL APPLICATIONS

Galvannealed Steel

Body Side Aperture

Cowl Plenum Panel

Cowl Side Panel

Dash Panel

Front Door - Inner Panel

Front Door - Outer Panel

Front Fender

Front Floor Pan

Front Hinge Pillar

Front Rail

Front Strut Mounting Tower

Front Wheelhouse (Front and Rear)

Lower Radiator Crossmember

Rear Door - Inner Panel

Rear Door - Outer Panel

Rear Floor Pan

Rear Floor Pan Front Crossmember

Rear Floor Pan Side Rail

Rear Suspension Crossmember

Rear Quarter Panel - Inner

Rear Quarter Panel - Outer

Rear Wheelhouse - Inner

Roof Panel

UpperLoad Path Beam

Upper Radiator Crossmember

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BODY CONSTRUCTION CHARACTERISTICS

The following measures have been implemented in order to provide maximum corrosion prevention and protection.

1. The use of galvanized coatings throughout the body structure.
2. Ecoat is used on the complete body in all instances.
3. Body sealing.
4. Stone-chipping resistant primer application.
5. Underbody corrosion prevention.

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Tech Authority Website contains the most complete listings, descriptions, and ordering information for DaimlerChrysler Corporation service information materials. The materials included in Tech Authority cover every aspect of repairing and maintaining Chrysler, Plymouth, Dodge, Dodge Truck and Jeep® vehicles.

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HISTORY OF COLLISION REPAIR

Time was, if you had an accident, the call went out to the insurance company - to the collision shop - or several shops - get the lowest bid and in no time at all, the vehicle was repaired.

The facilities, training, and equipment were simple. Use a torch to cut, shape, and bend. Use something substantial as an anchoring point - maybe a tree and then just pull.

Use plenty of solder or body putty to make it look good. With the frame and body vehicle, the job was easy; first straighten the frame - then fix the mechanical components and the body work was cosmetic. This was all well and good until the mid - '70s.

Then, the designers, engineers, and manufacturers had to find ways to make the vehicles energy efficient - and that meant unibody cars. The unibody concept wasn't new - back in the '30s the Chrysler Air Flow had it - race cars have it - and now the driving public worldwide has it.

The change came quickly. Manufacturers devoted time, money, and talent to develop the unibody car. The public was ready to buy and did!

But then came the problem! The collision repair industry wasn't given the luxury of taking their time to train people in the new technology - or take time to plan for new equipment.

The collision happened and the vehicle had to be fixed. Cars that were repairable were being totalled.

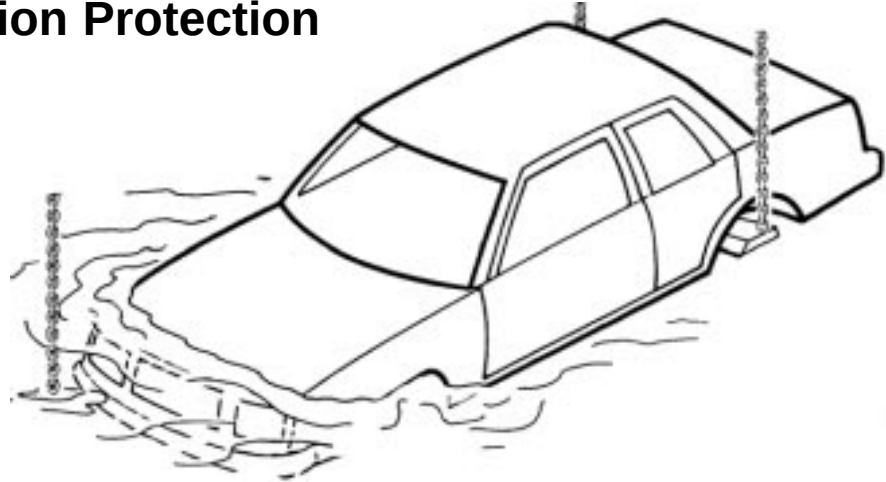
Cars that were repaired were not repaired correctly. Everybody was in a **quandary** - auto manufacturer - insurance company - repair equipment people - body shops - and repair technicians.

The problem started in the early '70s and body shops are still catching up today. Yesterday's "ding" is today's "crash". It takes trained technicians and sophisticated equipment to do the repair today.

That's why DaimlerChrysler is taking the time and effort to get the right information into the hands of the people that handle the repair job.

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Corrosion Protection



Factory Applied Corrosion Protection

During the manufacturing of the unibody car, the manufacturer applies "corrosion protection" using specialized manufacturing processes. This system is not duplicated in the collision repair body shop. However, the body shop still has a responsibility to apply corrosion protection to the unibody vehicle. So, the collision repair shop must use alternative materials to do the corrosion protection job after the repair.

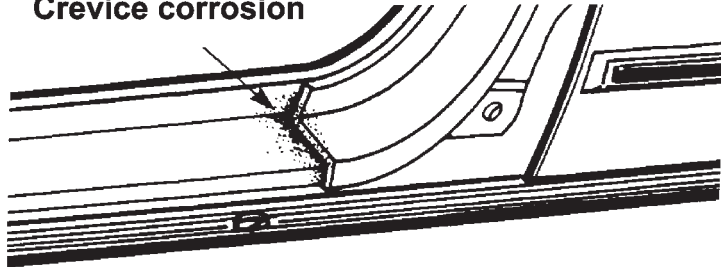
This corrosion protection is required regardless of the environment and weather conditions the vehicle will be operated in. Corrosion protection is as important in the desert as it is at the seaside. Corrosion damage can literally destroy the structural integrity of a unibody vehicle from within. Many corrosion protection systems are destroyed during collision repair operations. Metal finishing, metal working and fatigue can cause the breakdown of many of the corrosion barriers installed at the factory. The use of heat for stress relief and welding also destroys factory installed corrosion barriers. These corrosion barriers and corrosion protection systems must be replaced after collision repair to ensure that the structural integrity of the unibody will remain intact throughout its life. In the past, only vehicles with aftermarket or after delivery corrosion protection systems installed were serviced after collision repair to restore the corrosion protection system.

An understanding of the types of corrosion which affect the unibody vehicles will assist in understanding why the factory protection systems are important, how the factory protection systems consist of and how the systems' protection is replaced after collision and electrolytic corrosion. Some of the more common types of corrosion are **crevice corrosion, pitting, galvanic corrosion, stress corrosion, cracking, fretting, and erosion corrosion.**

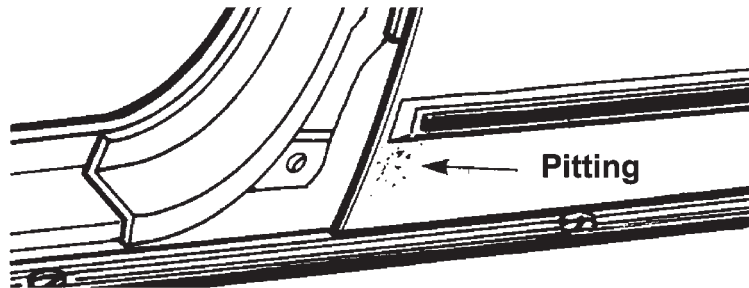
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Corrosion Protection

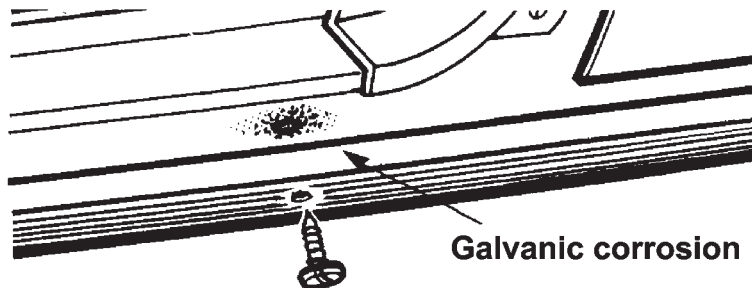
Crevice corrosion



Crevice corrosion is a form of localized attack that occurs in areas on metal surfaces exposed to the elements. Examples include spot weld lap joints, threaded or riveted connections, gasket fittings, porous welds, valve seats.



Pitting is the corrosion of a metal surface at points or small areas which look like a small hole in the metal.



Galvanic corrosion is the type that occurs when dissimilar metals are in electrical contact while immersed in an electrolyte.

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Corrosion Protection

The penetration of corrosive solutions into these small areas, with widths that are typically a few thousandths of an inch, can result in various types of failures: the metal surface may become rusty in appearance, operating components may seize when protective coatings may have been removed from the metal surface. The coating of zinc on steel, known as galvanized, is an example of sacrificial cathodic protection.

An example of galvanic corrosion on the automobile is a stainless steel trim molding on a painted mild steel. When the paint becomes damaged, a galvanic corrosion cell is formed between the passive stainless steel (cathode) and the steel (anode). The corrosion leads to what would look like a rust stain. Methods of reducing galvanic corrosion include the use of compatible materials, minimizing of cathode-to-anode areas, the insulation of dissimilar metal contacts and the use of thick, replaceable sections.

Stress corrosion, cracking, fretting, and erosion corrosion.

Corrosion cracking is the early cracking of metals produced by the combined action of tensile stress and a corrosive atmosphere.

Corrosion fatigue is cracking due to the action of stresses and corrosion. Methods of reducing corrosion fatigue include the reduction in stress and the use of coatings.

Fretting is the deterioration of a metal at contact surfaces due to the presence of a corrosive and relative motion between the surfaces. The two metal surfaces initially are covered with an oxide film that becomes abraded during vibration. The results are oxide particles that become corroded. During the collision repair process, the factory protection materials become damaged from working the metals, or from the use of heat in the repair operations. If these factory protection materials are not replaced with some similar protection material after repair, a corrosion hot spot is formed. A corrosion hot spot is a small unprotected area surrounded by a protected area throughout the rest of the vehicle. the hot spot effect causes rapid deterioration of the unprotected area. This deterioration takes place at a much faster rate, sometimes 10-12 times faster than if the entire car were unprotected. The hot spot effect is created because all the corrosive factors are channeled to the unprotected area much the same way all material flowing through a funnel is concentrated in a small area. This hot spot effect means that corrosion failures to the unibody structure could occur in a short period of time even in an atmosphere normally not subject to corrosion. The hot spot effect can cause rapid deterioration of unibody structures from corrosion damage in a desert as well as seaside.

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Corrosion Protection

The types of materials used in rustproofing application include oil based materials, wax base materials, primers and color coats. The most important properties of rustproofing materials are adhesion, toughness, and the resistance to the environment. The best coating in the world is not effective unless it is present in the right place at the right time.

Corrosion Protection Information

When making the collision repair, refer to the manufacturer's information on where corrosion protection and sealants are applied. Be sure to follow the recommendations. The application process is usually included with the material manufacturer's information so be sure to read and understand it before proceeding with the repair.

Collision Repair Corrosion Protection Materials

The materials must provide good **electrolyte barriers**. The material must also be able to penetrate **tiny crevices** and prevent **abrasive corrosion**. The material must be **compatible** with **paint systems** as many areas of the car must be treated before paint is applied.

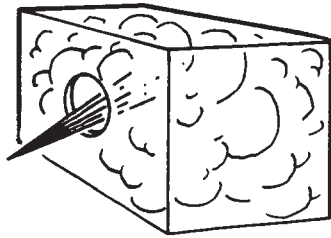
Materials containing silicones will cause paint conditions such as fish eyes if they are applied before the repaired vehicle is painted. So no silicone containing material is to be used. As many of the repair areas are more accessible before final assembly and painting, the non-silicone type materials are a must for this type of application.

When protecting an enclosed area, fog type properties for the corrosion protection material are a plus. The fog properties make the material much less susceptible to operator error or misapplication. With a fog type material, once the material is introduced inside of an enclosure, the fog spreads rapidly and evenly into all areas including tiny crevices. The fog type materials do not require direct spray application to be effective. Fog type materials are also very effective in coating over any existing rusted or corrosion damaged areas and preventing further corrosion of these areas. This is especially important on repairs of older vehicles.

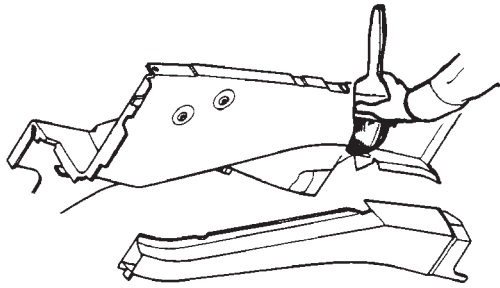
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Corrosion Protection

Spray Accessibility to the Repair



Being able to achieve fog spray penetration into enclosed cavities as well as open areas requires application equipment, which includes an assortment of wands of various lengths and design.



Some areas are more effectively treated by brush application of corrosion protection material before they are assembled. A good example of this is an inner and outer engine compartment side rail area. Brush application to the inside of these areas as individual pieces is easy before assembly and can be followed by a light fog application to the weld areas and the crevices formed during assembly after the rails are assembled. Brush application keeps the foreign material from getting between welded joints during assembly yet gives good coverage to general areas with easy application. The material selected in addition to paint compatibility features and fog application features is also an excellent brush application material. Repaired areas, boxed in or closed in are more easily treated during assembly using fog and brush on techniques. Care must be taken to keep the corrosion materials away from the welding areas as welding contamination might take place. Brush-on applications are used before welding and fog in applications are used after welding assemblies together.

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Corrosion Protection

Desired Characteristics of Corrosion Protection Material

- 1. Corrosion prevention material-** The material must displace water to prevent corrosion. This can be tested by spraying water on an open panel on the floor, then spraying the corrosion preventative material over the watered panel and observing if the material displaces the water.
- 2. Creepage of material-** To insure thorough and complete protection coverage, the material should have a "creep" capability, approximately 1/4 inch per minute while drying. This assures protective penetration of pinch welds, cracks, etc.
- 3. Safe material-** Material should be non-combustible when dried and when wet unable to support a fire after ignition.
- 4. Clean-up-** The material should be of a viscosity which inhibits runs or drips. Overspray on a vehicle's painted surface should wipe off easily without solvent when wet, with solvent when dry. The material should also dry clean off clothing.
- 5. Guarantee/Warranty-** The corrosion protection has to be done to maintain factory corrosion warranty. Manufacturer's recommendations must be followed.

Glossary:

Abrasion Corrosion - Rubbing or hitting of one material by another

Corrosion Protection - Material applied to deter corrosion (oxidation)

Crevice Corrosion - Oxidation when two metals are joined

Electrolytic Corrosion - Electrical action taking place between two materials in the presence of an electrolyte (liquid)

Fogging - Applying material in a mist form

Fretting - Deterioration of metal at contact surfaces due to motion and corrosive elements

Galvanic Corrosion - Electrical action (electrolysis) between two dissimilar metals in the presence of electrolyte (liquid)

Hot Spot - An unprotected area subject to corrosion

Pitting Corrosion - Corrosion on a surface the results in a small "specks" or "pinholes"

Stress of Fatigue, Cracking Corrosion - Cracking due to stress and atmospheric elements

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AUTHENTIC PERFORMANCE™



IT'S A JEEP THING

When it comes to ruggedness, dependability and off-road capability, there's only one Jeep. Owners know that—it's why they bought a Jeep. And it's why nothing but Jeep parts will do.

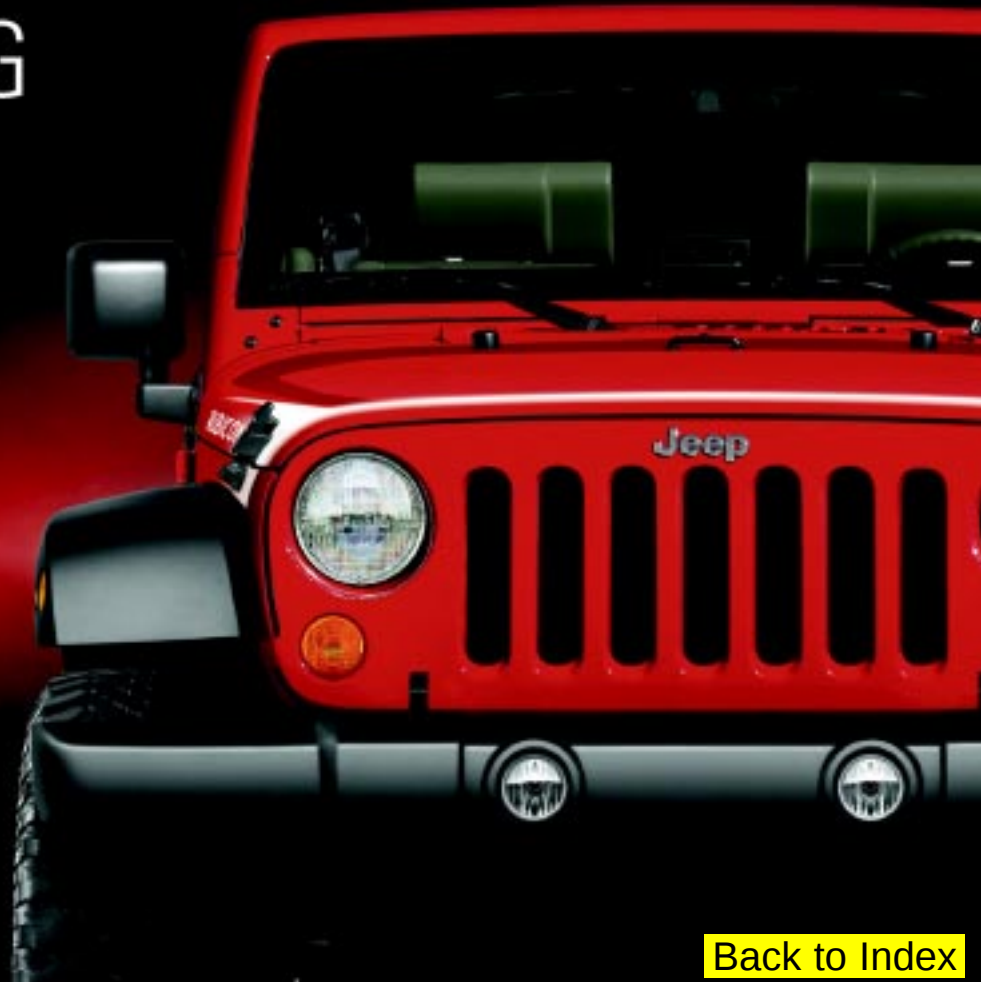
With authentic Mopar Collision Repair Parts, you always get DaimlerChrysler original equipment quality, and that means a superior fit every time. Combine that with immediate availability, fast delivery and competitive pricing, and it's easy to see why Mopar is your best choice. Plus, Mopar Collision Repair Parts come with a limited warranty backed by Dodge, Chrysler and Jeep, dealers nationwide.

Call your local dealer today for all your Mopar parts needs.

Jeep



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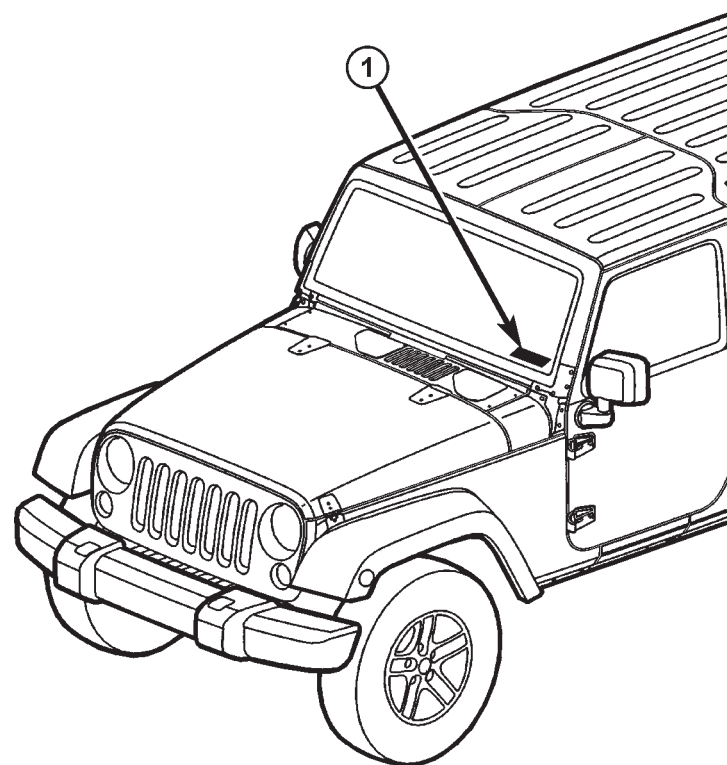


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JEEP WRANGLER VEHICLE IDENTIFICATION NUMBER DESCRIPTION

The Vehicle Identification Number (VIN) can be viewed through the windshield at the upper left corner of the instrument panel, near the left windshield pillar. The VIN consists of 17 characters in a combination of letters and numbers that provide specific information about the vehicle. Refer to VIN Code Breakdown Chart for decoding information. To protect the consumer from theft and possible fraud the manufacturer is required to include a Check Digit at the ninth position of the vehicle identification number. The check digit is used by the manufacturer and government agencies to verify the authenticity of the vehicle and official documentation. The formula to use the check digit is not released to the general public.

VEHICLE IDENTIFICATION NUMBER (VIN)
1 - VEHICLE IDENTIFICATION NUMBER (VIN)



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VEHICLE IDENTIFICATION NUMBER DECODING CHART

POSITION	INTERPRETATION	CODE = DESCRIPTION
1	Country of Origin	1 = Manufactured by Daimler Chrysler Corporation
2	Make	J = Jeep
3	Vehicle Type	4 = Multipurpose Passenger Vehicle Less Side Air Bags 8 = Multipurpose Passenger Vehicle With Side Air Bags
4	Gross Vehicle Weight Rating	F = 4001-5000 Lbs. (1815-2267 Kg)
5	Vehicle Line	A = Wrangler Left Hand Drive (4 x 4) B = Wrangler Left Hand Drive (4 x 2) E = Wrangler Right Hand Drive (4 x 4)
6	Series/Transmission	2 = L (Low Line) 4 = H (High Line) 5 = P (Premium) 6 = S (Sport) B = 4 Speed Automatic VLP - Sales Code (DGV) C = 6 Speed Manual - Sales Code (DEH) E = 5 Speed Automatic - Sales Code (DGQ)
7	Body Style	4 = Open Body (JK 72) 9 = Extended Open Body (JK 74)
8	Engine	1 = 3.8L V6 CYL Gasoline SMPI - Sales Code (EGT) 9 = 2.8L I4 CYL Turbo Diesel Next Gen - Sales Code (ENS)
9	Check Digit	0 through 9 or X
10	Model Year	7 = 2007
11	Assembly Plant	L = Toledo South Assembly
12 - 17	Vehicle Build Sequence	

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VEHICLE CERTIFICATION LABEL

DESCRIPTION

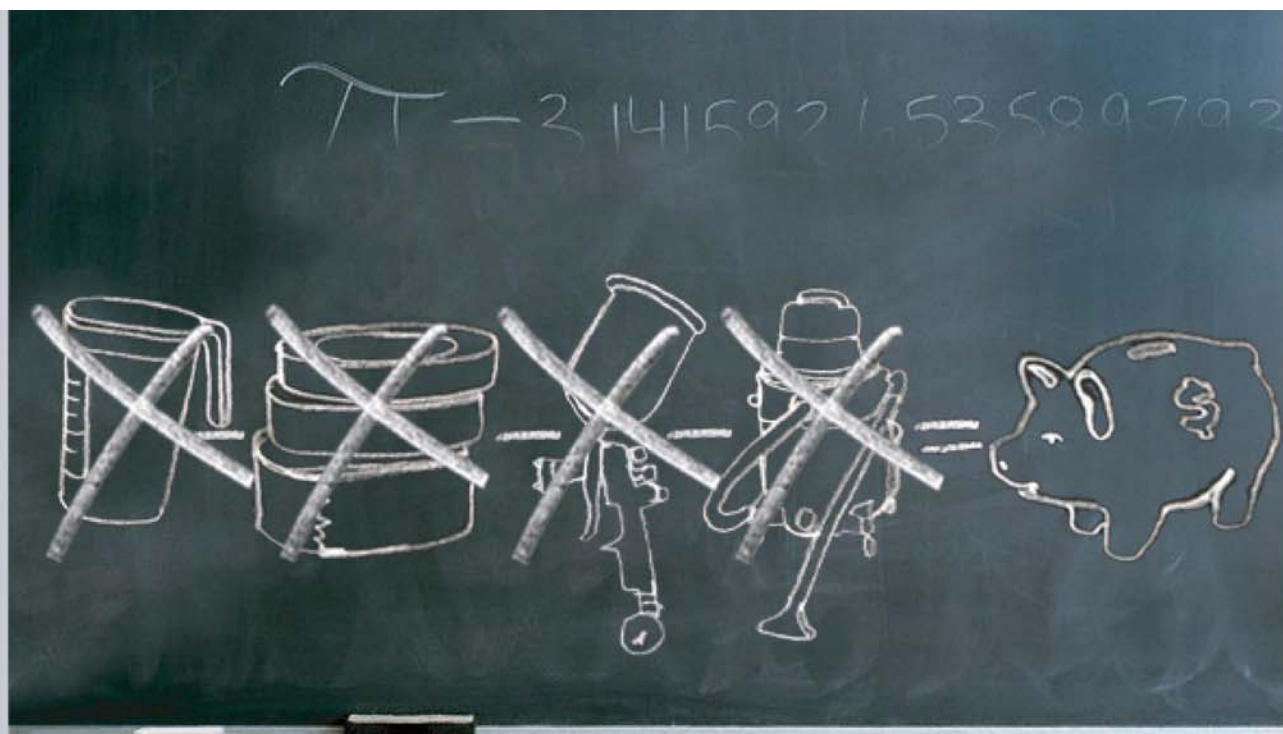
A vehicle certification label is attached to every DaimlerChrysler Corporation vehicle. The label certifies that the vehicle conforms to all applicable Federal Motor Vehicle Standards. The label also lists:

- Month and year of vehicle manufacture.
- Gross Vehicle Weight Rating (GVWR). The gross front and rear axle weight ratings (GAWR's) are based on a minimum rim size and maximum cold tire inflation pressure.
- Vehicle Identification Number (VIN).
- Type of vehicle.
- Type of rear wheels.
- Bar code.
- Month, Day and Hour (MDH) of final assembly.
- Paint and Trim codes.
- Country of origin.

The label is located on the driver-side door shut-face.

MFD BY	DAIMLER CHRYSLER CORPORATION	DATE OF MFR	1-96 C	GVWR	2268 KG (05000 LB)
GAWR FRONT	WITH TIRES	RIMS AT	COLD		
1203 KG (2650 LB)	P195/75R14	14 X 5.5	380 KPA(35 PSI)		
GAWR REAR	WITH TIRES	RIMS AT	COLD		
1225 KG (2700 LB)	P195/75R14	14 X 5.5	380 KPA(35 PSI)		
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.					
VIN: XXXXXXXXXXXXXXXX		TYPE:		SINGLE X DUAL	
					
MDH: 010615 021 PAINT:POP VEHICLE MADE IN CANADA TRIM:C5C3 4048505					
8086d7b					

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Addition by Subtraction



It's a simple equation: Using the right tool for the job adds up to a stronger bottom line. The new NP75C Squeegee Prime from Sherwin-Williams Automotive Finishes is the first ever direct to metal spreadable primer that you can apply like body filler or glazing putty.

There's no mixing, no masking, no spraying and no clean up with this DTM high solids ISO-free primer. It's packaged in a dual chambered cartridge and delivered through a static mixing tube for 100% transfer efficiency. Squeegee Prime provides excellent bare metal adhesion, corrosion protection and filling properties, which equates to less labor and increased profits for you.

Put the best finish on your bottom line with Sherwin-Williams.



SHERWIN-WILLIAMS.
Automotive Finishes

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JEEP WRANGLER PAINT CODES

EXTERIOR

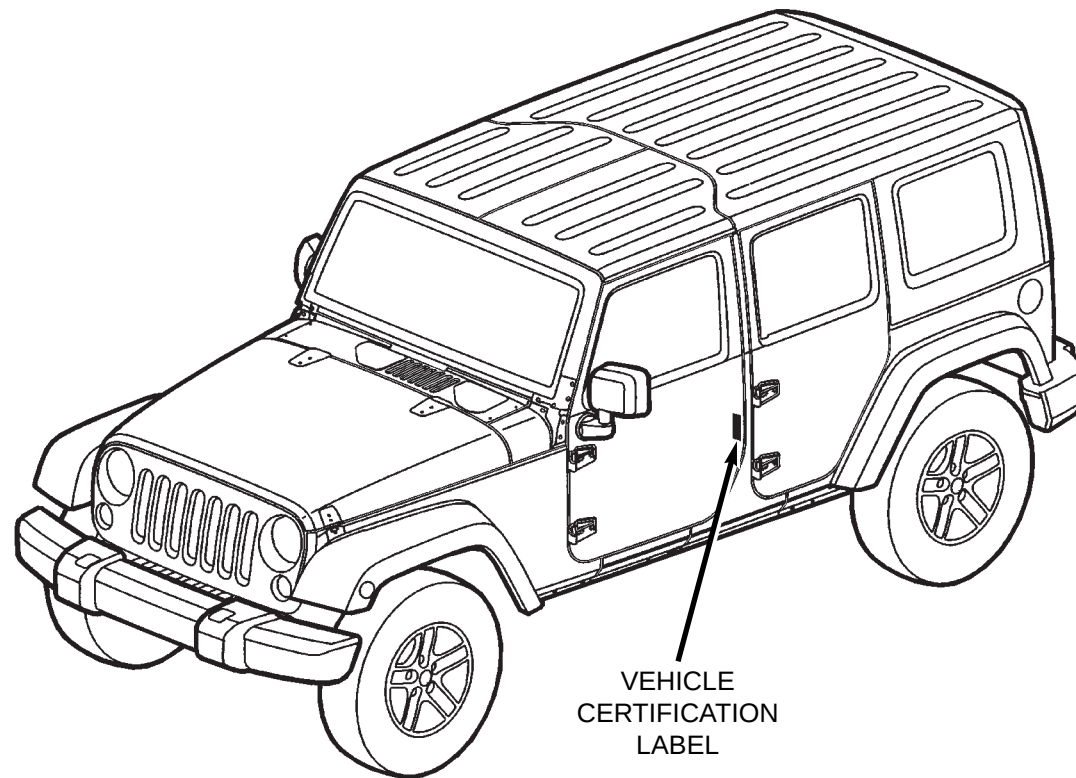
CODE	COLOR
EEM	Red Rock Crystal Pearl Coat
PR4	Flame Red Crystal Clear Coat
EDA	Light Gray Stone Pearl Coat
EJR	Rescue Green Metallic Pearl Coat
EGJ	Jeep Green Metallic Clear Coat
DBM	Steel Blue Metallic Clear Coat
WSB/WS2	Bright Silver Metallic Clear Coat
DX8	Black Clear Coat
SW1	Stone White Clear Coat

INTERIOR

CODE	COLOR
K	Dark Khaki/Medium Khaki
S	Dark Slate Gray/Medium Slate Gray

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PAINT CODE LOCATION



The vehicle certification label identifies the paint code. This label is located on the driver's door shut face.

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teamPSE FACILITY PLANNING SERVICES

We can design a body shop that optimizes service efficiency and maximizes profitability. teamPSE Facility Planning Services makes the difference!



teamPSE SERVICE
Your Equipment Specialists

Contact teamPSE for your Body Shop needs — 1.800.223.5623 or
teamPSE eStore on DealerCONNECT (located under the eStoreMarketCenter tab)



TECHNOLOGY PROFIT
ART

"With Sikkens, we've been able to cut our bake time
66%
which has had a huge impact on our productivity and energy costs."
—Mike Schoonover, Owner—Schoonover Bodyworks Inc., Stillwater, Minnesota

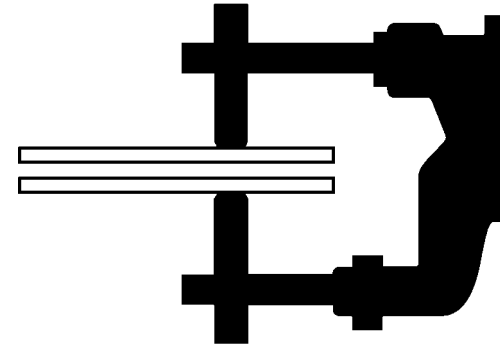
Sikkens is more than great paint. It's people who are passionate about creating products and services with superior technology. It's about products proven to actually work and create more profitable businesses. It's about customers confident in knowing where to turn when they need a total business partner.



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WELDED PANEL REPLACEMENT

Jeep Wrangler



The basic parts of the body structure are the welded panels. This section contains a brief description of the placement of some of the panels and their weld locations.

Note: To ensure the strongest, most durable and cleanest welds possible, perform testing before and during all weld procedures. Always follow American Weld Society specifications and procedures.

Note: Diagrams do not show all of the parts.

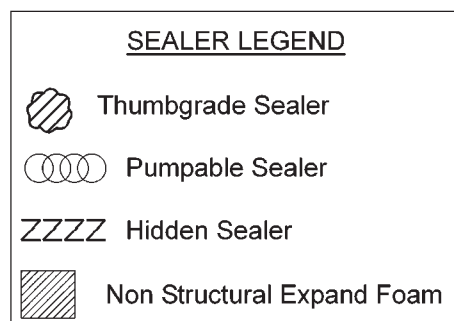
Explanation of Manual Contents	Rear Floor Assembly (JK72)
Dash/Cowl/Plenum (Common)	Rear Floor Assembly (JK74)
Miscellaneous Body (Common)	Ladder and Floor Assembly (JK72)
Underbody (JK72)	Ladder and Floor Assembly (JK74)
Underbody (JK74)	Underbody Complete (JK72)
Fender Assembly (Common)	Underbody Complete (JK74)
Hood Assembly (Common)	Body Side Aperture Inner (JK72)
Front Door Full (Common)	Body Side Aperture Inner (JK74)
Front Door Half (Common)	Body Side Aperture Outer (JK72)
Windshield Frame (Common)	Body Side Aperture Outer (JK74)
Underbody/Hydrofoam Complete (Common)	Body Side Aperture Compete (JK72)
Cowl/Dash/Plenum (JK72)	Body Side Aperture Complete (JK74)
Cowl/Dash/Plenum (JK74)	Body in White Complete (JK72)
Ladder Assembly Complete (JK72)	Body in White Complete (JK74)
Ladder Assembly Complete (JK74)	Rear Door Full (JK74)
Front Floor Assembly (JK72)	Rear Door Half (JK74)
Front Floor Assembly (JK74)	

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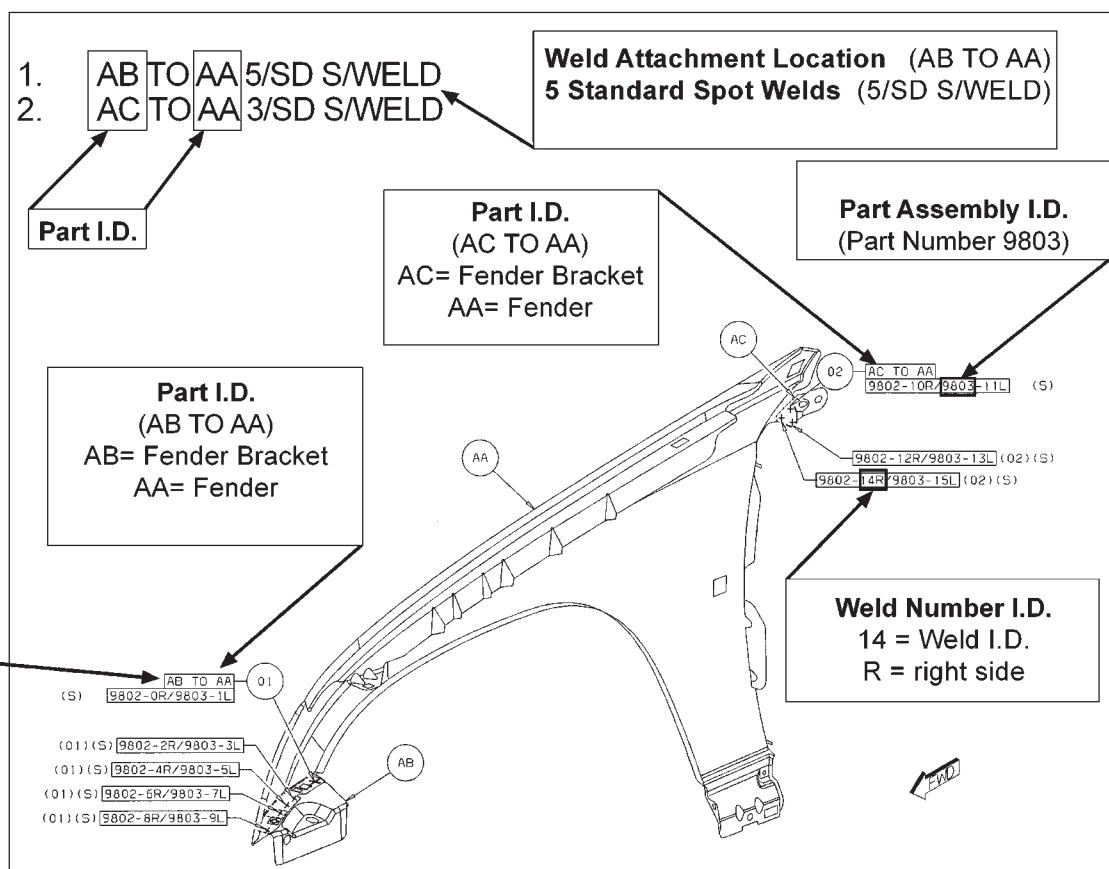
Explanation of Welding/Sealer Information

The major construction of a unibody vehicle consists of welded panels that create the supporting structure for all components and assemblies of the vehicle. Here are some examples for replacement of these parts.

Certain body components must use sealers to ensure proper assembly. Be sure to check the **Body Sealing Locations** and **Structural Adhesive Sections** for location and sealer type.



The welded components are indicated by using the designations given in the illustration below: For example, “AB to AA” indicates that component “AB” and component “AA” shown in this illustration are welded together.



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Explanation of Welding Abbreviations

Definitions

Weld Type

(ORD)=Ordinary Weld or Standard

(CRT)=Critical Weld or Diamond

(SAF)=Safety Weld

PROJ=Projection Weld

FCAW=Flex Core Arc Weld

MFG=Manufacturing Weld

S/WELD=Spot Welds

/SD=Per Side

Examples

AA TO AB 5/SD S/WELDS (ORD)=

PART AA WELDED TO PART AB 5 PER SIDE (5 RIGHT/5 LEFT) SPOT WELDS STANDARD

AA TO AB 12 PROJ WELDS (CRT)=

PART AA WELDED TO PART AB 12 PROJECTION WELDS CRITICAL OR DIAMOND

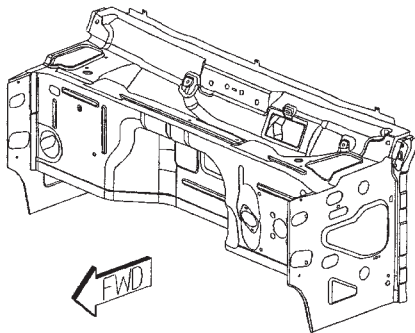
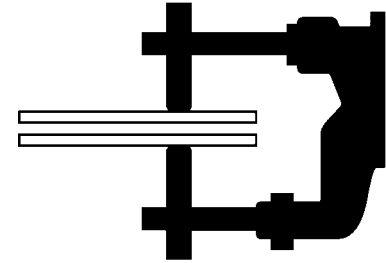
Adhesives

STRUCT ADH (ORD) = Ordinary Structural Adhesive

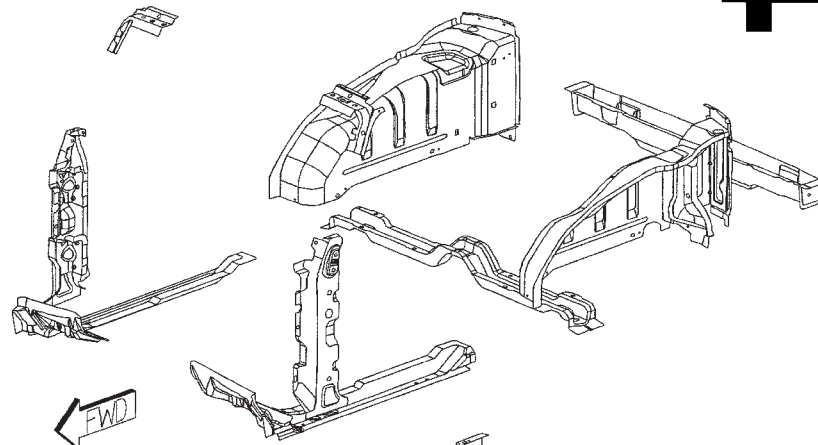
ADH (ORD) = Ordinary Adhesive

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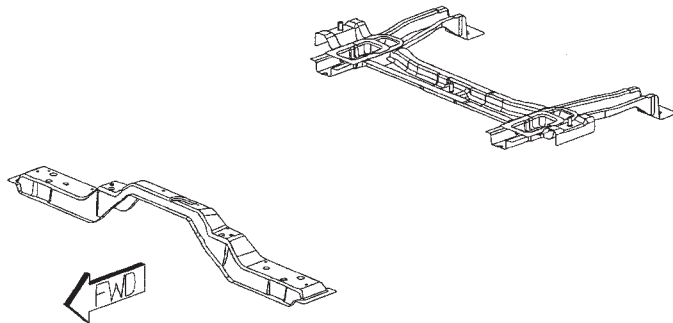
WELD LOCATION OVERVIEW ZONES



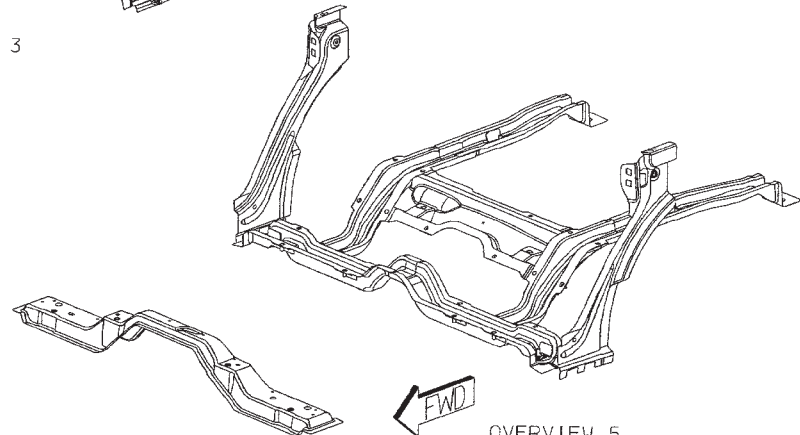
OVERVIEW 2



OVERVIEW 3



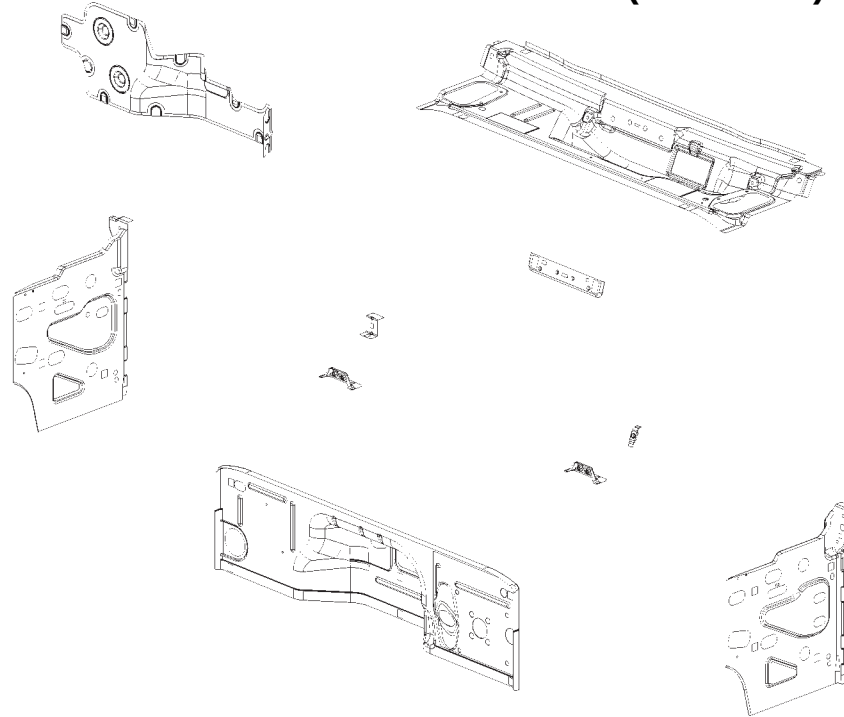
OVERVIEW 4



OVERVIEW 5

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JEEP WRANGLER DASH/COWL/PLENUM (COMMON) SECTION

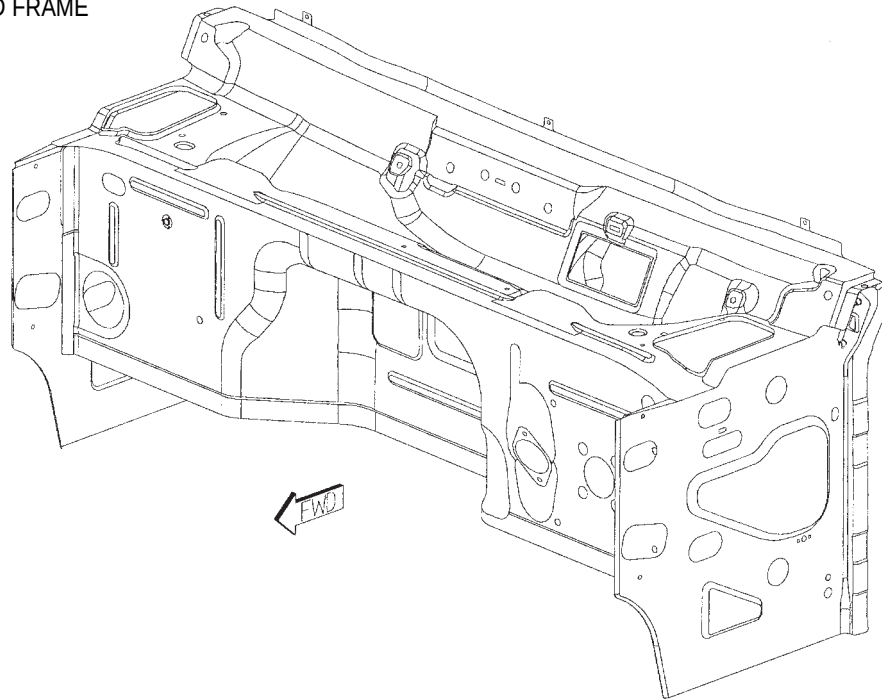


- | | | | |
|----|---|----|--|
| AA | PANEL – DASH – | AK | 06101913 NUT/WELD (BIWASM REPORT 8 PLACES)
06101913 TO 55395285AA |
| AB | PATCH ASSY – DASH PANEL – | AL | TAPPING PLATE – HOOD HINGE TO BODY – |
| AC | 06105007AA STUD.WELD (BIWASM REPORT
15 PLACES) | AM | TAPPING PLATE – WINDSHIELD HINGE TO BODY – |
| AD | 06105018AA STUD.WELD (BIWASM REPORT
1 PLACE) | AN | 06105018 STUD.WELD (BIWASM REPORT 4 PLACES) |
| AE | STUD.WELD/INTERNAL – ANN.RING.NO.PIOLT.
PT.SPECIAL – ELECTRICAL GROUND TO DASH | AP | PANEL – COWL SIDE RT – |
| AF | 06504755 – STUD/PILOT (BIWASM REPORT 1 PLACE) | AP | PANEL – COWL SIDE LT – |
| AG | 55276527AA SPACER-SHOULDER (BIWASM REPORT
2 PLACES) | AR | STUD.WELD/INTERNAL – HEADER.PT.NIBS.NO.FIN
– I/P TO PLENUM |
| AH | PANEL – COWL BAR – | AS | PANEL – PLENUM LWR – |
| AJ | RETAINER ASSY – TAPPING PLATE – COWL BAR TO
WINDSHIELD FRAME | AT | 06105007 – STUD.WELD (BIWASM REPORT 2 PLACES) |
| | | AU | NUT/WELD.HEX – NO.FIN – COWL GRILLE TO COWL
BAR |

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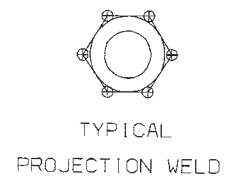
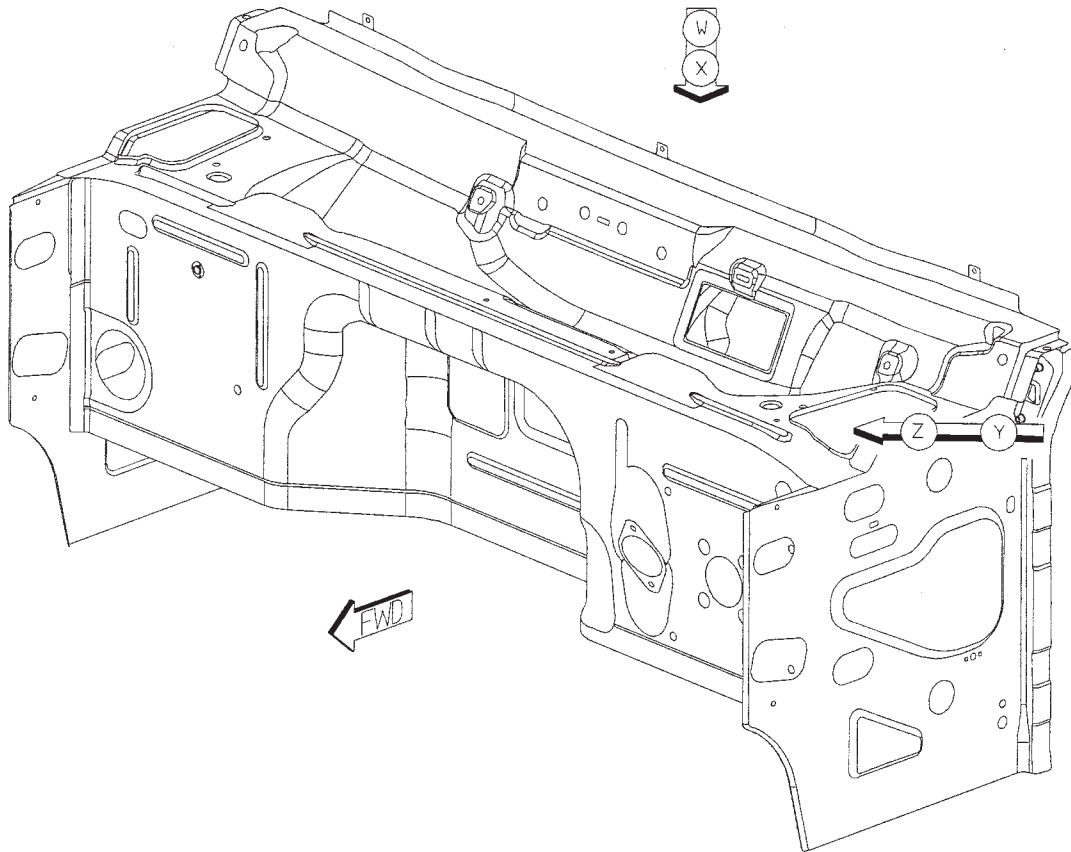
PARTS IDENTIFICATION LEGEND, OVERVIEW 2

AA	PANEL – DASH –	AK	06101913 NUT/WELD (BIWASM REPORT 8 PLACES) 06101913 TO 55395285AA
AB	PATCH ASSY – DASH PANEL –	AL	TAPPING PLATE – HOOD HINGE TO BODY –
AC	06105007AA STUD.WELD (BIWASM REPORT 15 PLACES)	AM	TAPPING PLATE – WINDSHIELD HINGE TO BODY –
AD	06105018AA STUD.WELD (BIWASM REPORT 1 PLACE)	AN	06105018 STUD.WELD (BIWASM REPORT 4 PLACES)
AE	STUD.WELD/INTERNAL – ANN.RING.NO.PIOLT. PT.SPECIAL – ELECTRICAL GROUND TO DASH	AP	PANEL – COWL SIDE RT –
AF	06504755 – STUD/PILOT (BIWASM REPORT 1 PLACE)	AP	PANEL – COWL SIDE LT –
AG	55276527AA SPACER-SHOULDER (BIWASM REPORT 2 PLACES)	AR	STUD.WELD/INTERNAL – HEADER.PT.NIBS.NO.FIN – I/P TO PLENUM
AH	PANEL – COWL BAR –	AS	PANEL – PLENUM LWR –
AJ	RETAINER ASSY – TAPPING PLATE – COWL BAR TO WINDSHIELD FRAME	AT	06105007 – STUD.WELD (BIWASM REPORT 2 PLACES)
		AU	NUT/WELD.HEX – NO.FIN – COWL GRILLE TO COWL BAR



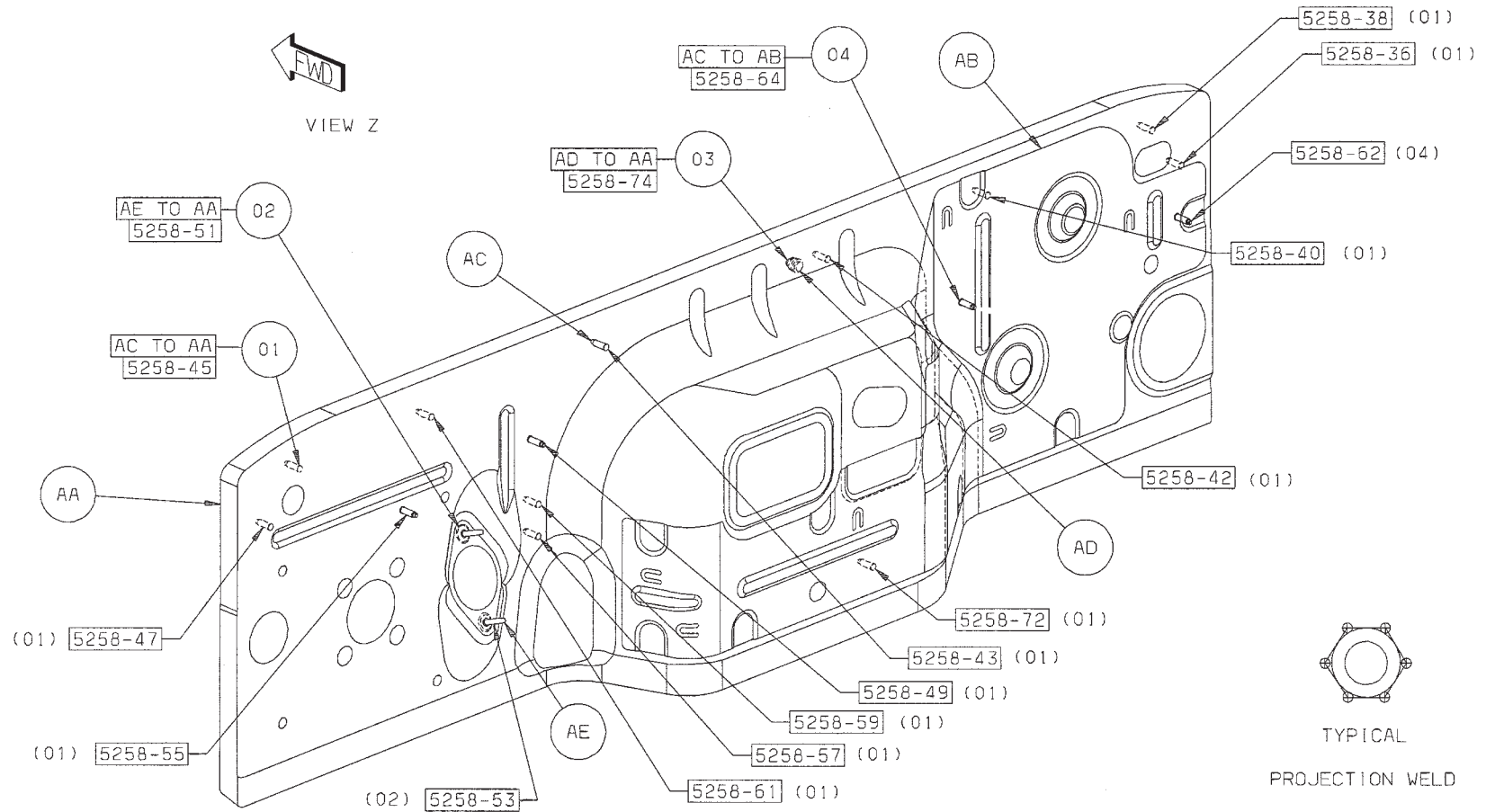
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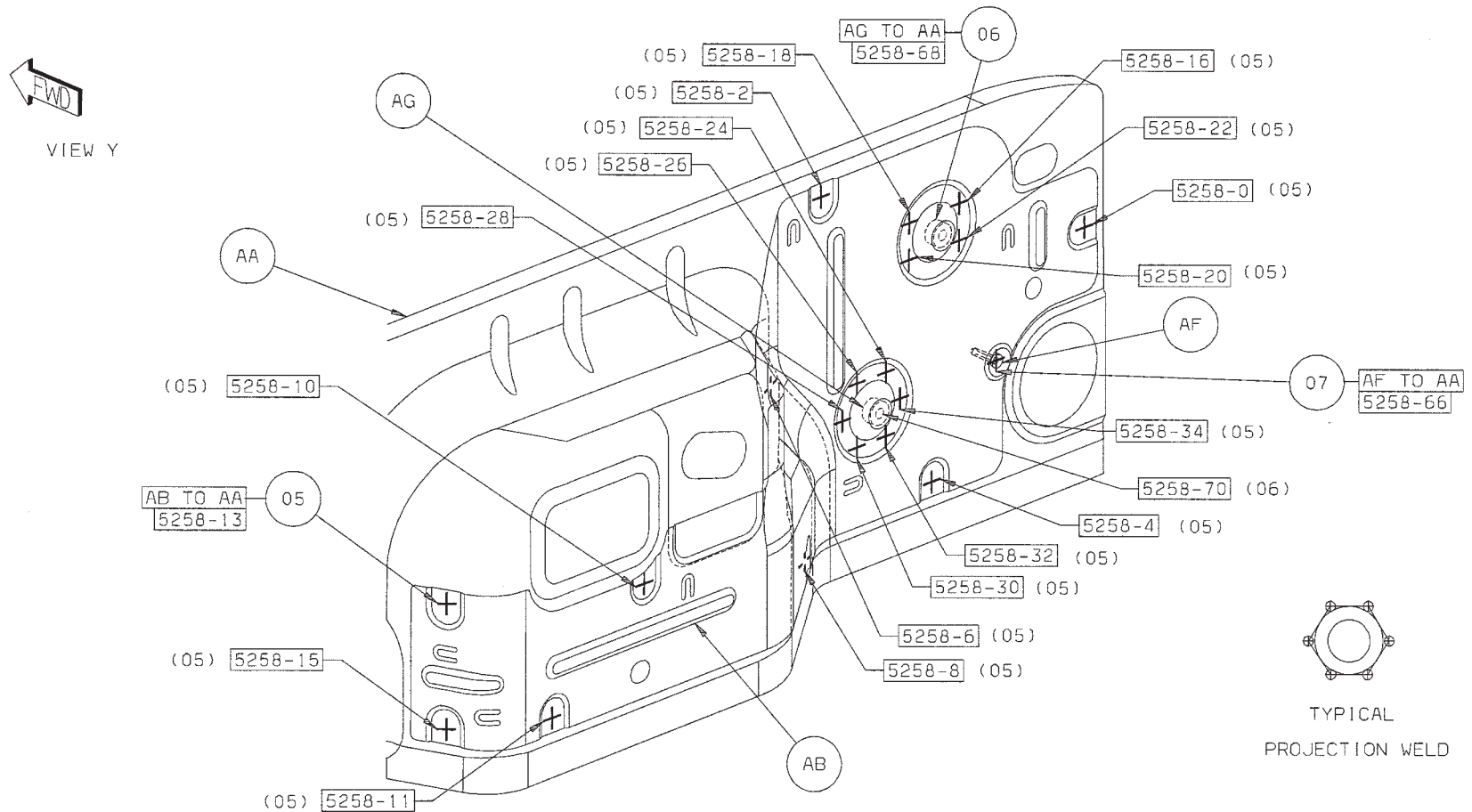
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- 01 AC TO AA 13 PROJ WELDS
- 02 AE TO AA 2 PROJ WELDS
- 03 AD TO AA 1 PROJ WELD
- 04 AC TO AB 2 PROJ WELDS



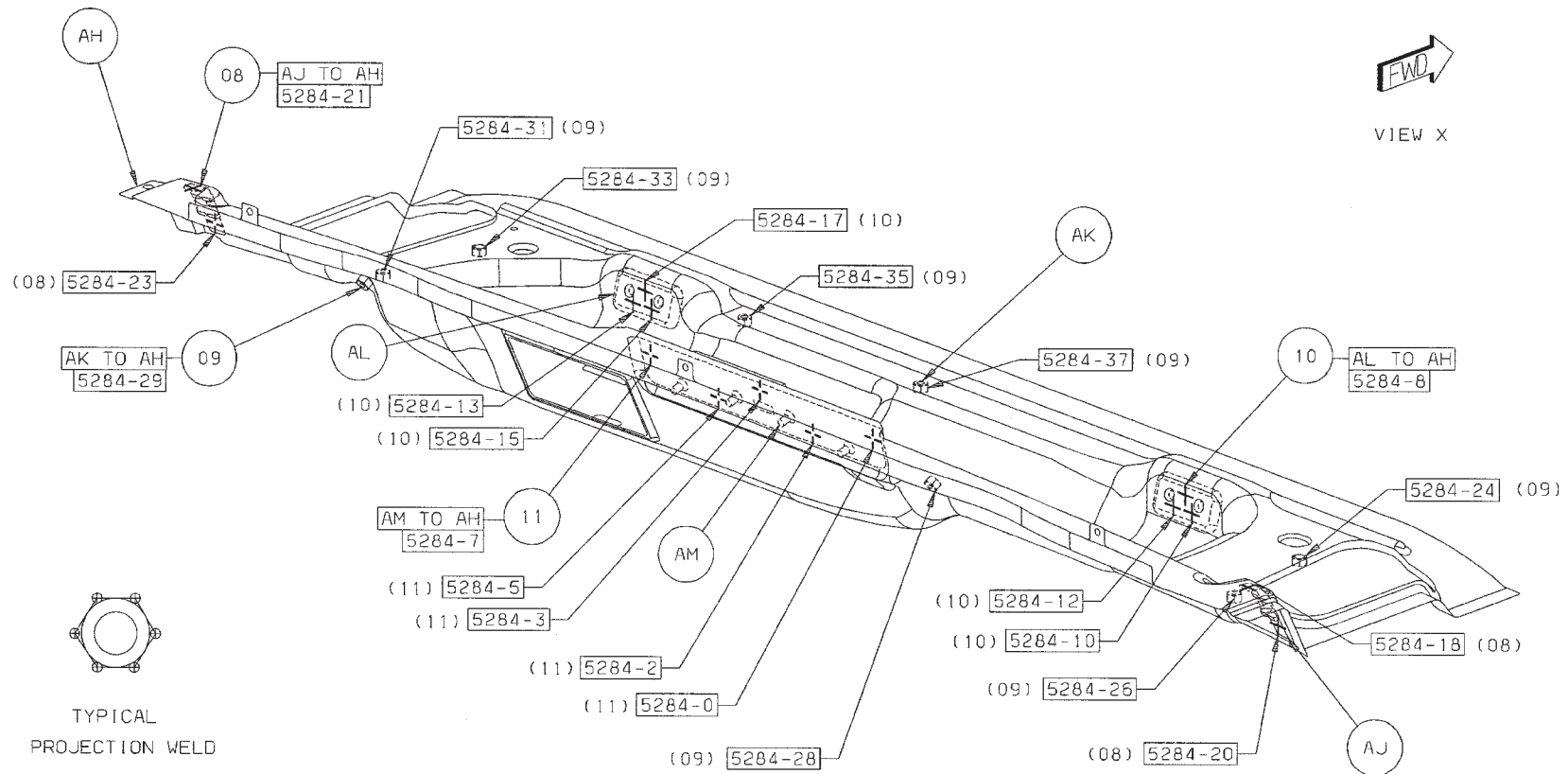
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- 05 AB TO AA 19 SWELDS (ORD)
- 06 AG TO AA 2 PROJ WELDS
- 07 AF TO AA 1 PROJ WELD



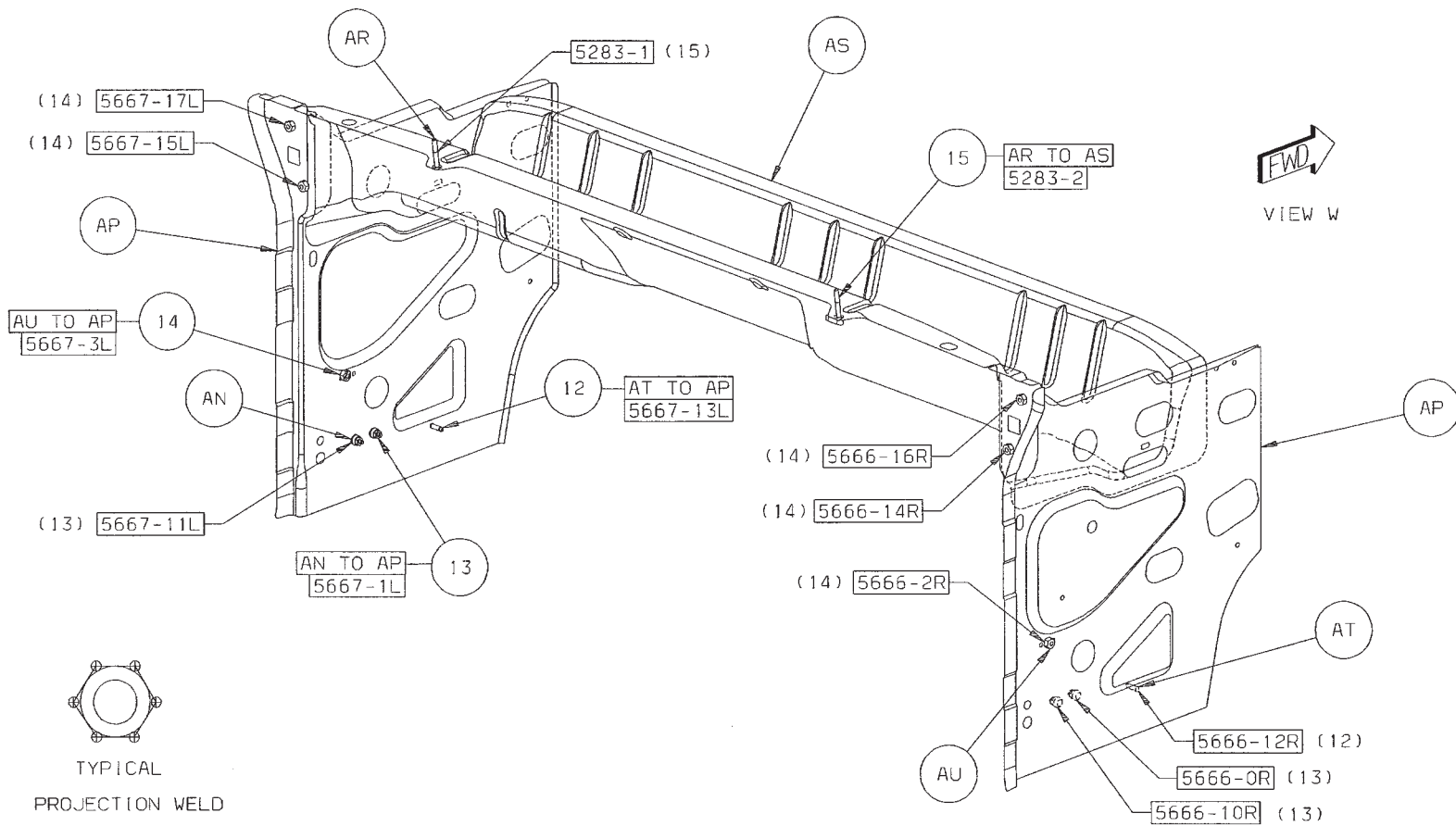
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- 08 AJ TO AH 4 S/WELDS (ORD)
- 09 AK TO AH 8 PROJ WELDS
- 10 AL TO AH 6 S/WELDS (ORD)
- 11 AM TO AH 5 S WELDS (ORD)



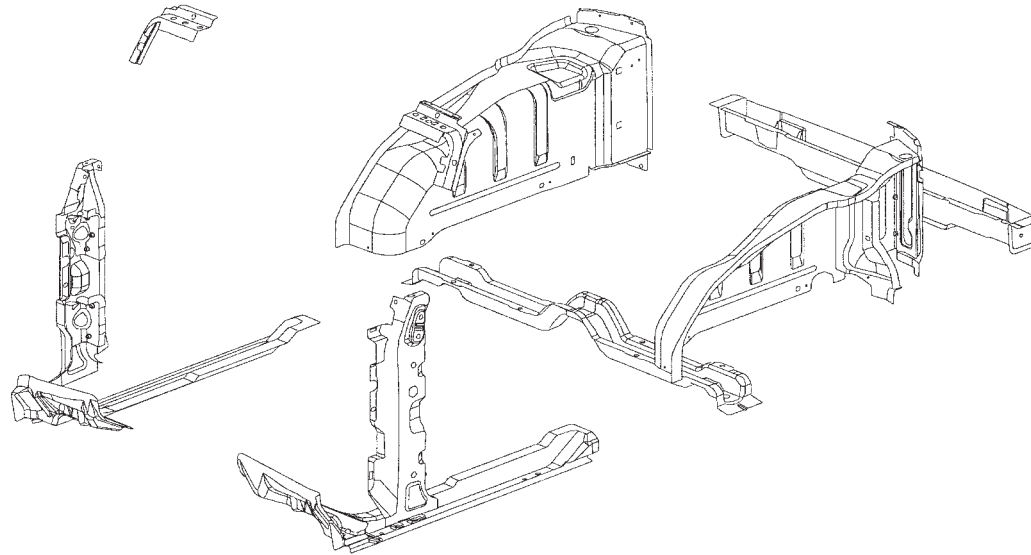
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- 12 AT TO AP 2 PROJ WELDS
- 13 AN TO AP 4 PROJ WELDS
- 14 AU TO AP 6 PROJ WELDS
- 15 AR TO AS 2 PROJ WELDS



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JEEP WRANGLER MISCELLANEOUS BODY (COMMON) SECTION

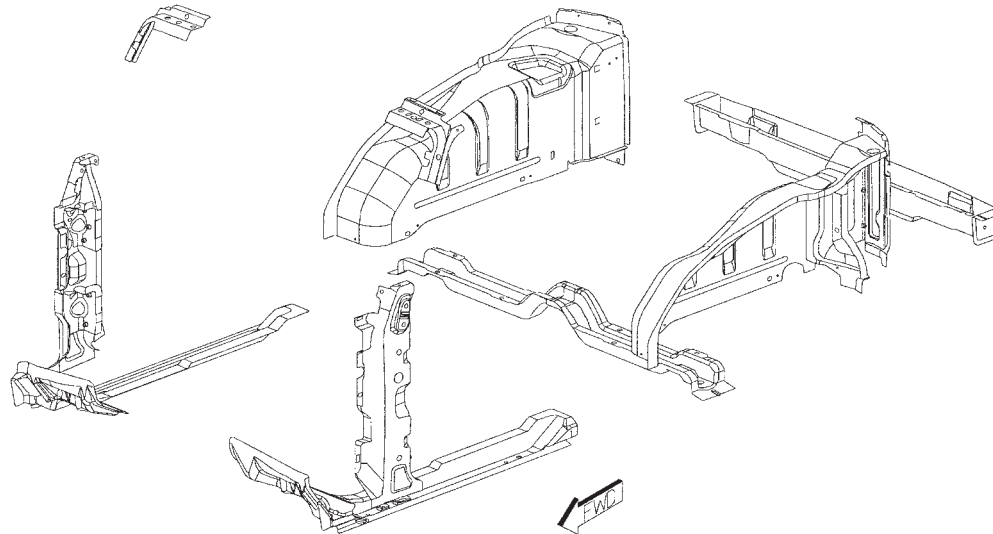


AA EXTENSION – UNDERBODY HOLD-DOWN RT –	AN TAPPING PLATE –
AA EXTENSION – UNDERBODY HOLD-DOWN LT –	AN TAPPING PLATE –
AB REINF – UNDERBODY HOLD-DOWN RT –	AP REINF – A-PILLAR UPR RT –
AB REINF – UNDERBODY HOLD-DOWN LT –	AP REINF – A-PILLAR UPR LT –
AC TAPPING PLATE – BODY MOUNT FRT LWR RT –	AR 55395630AA
AD REINF – A-PILLAR RT –	AS BRACKET – SUPPORT REINF –
AD REINF – A-PILLAR LT –	AT REINF – SWING GATE STRIKER –
AE REINF – FRT DOOR HINGE UPR RT –	AU NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
AE REINF – FRT DOOR HINGE UPR LT –	STABILIZER TO SWING GATE
AF REINF – FRT DOOR HINGE LWR RT –	AV REINF – SWING GATE HINGE –
AF REINF – FRT DOOR HINGE LWR LT –	AW REINF ASSY – SWING GATE HINGE UPR –
AG END CAP – RR CLOSURE RT –	AX REINF ASSY – SWING GATE HINGE LWR –
AG END CAP – RR CLOSURE LT –	AY CROSSMEMBER – MID FLOOR RT –
AH REINF – RR CLOSURE –	AY CROSSMEMBER – MID FLOOR LT –
AJ CROSSMEMBER – RR CLOSURE LWR –	AZ REINF – C-PILLAR CROSSMEMBER BODY
AL PANEL – RR WHEELHOUSE INR RT –	MOUNTING –
AL PANEL – RR WHEELHOUSE INR LT –	BA TAPPING PLATE – SEAT BELT ANCHOR 2ND RW –
AM 55397174AA	

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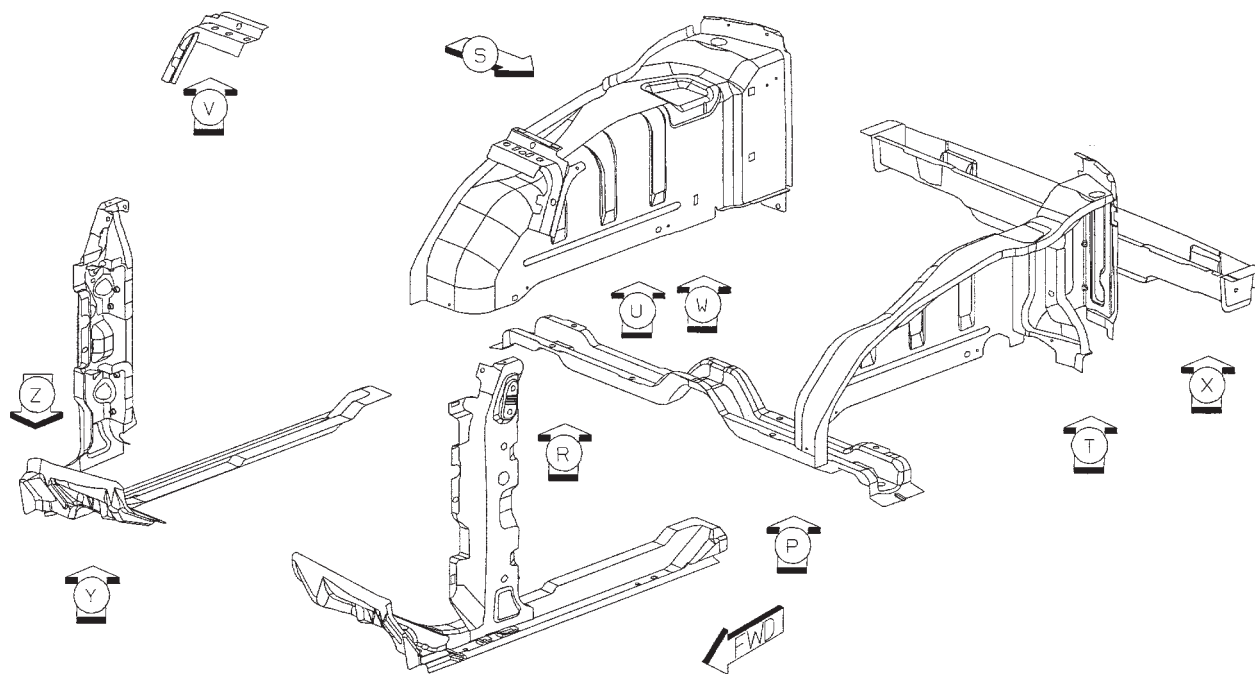
PARTS IDENTIFICATION LEGEND, OVERVIEW 3

AA EXTENSION – UNDERBODY HOLD-DOWN RT –	AN TAPPING PLATE –
AA EXTENSION – UNDERBODY HOLD-DOWN LT –	AN TAPPING PLATE –
AB REINF – UNDERBODY HOLD-DOWN RT –	AP REINF – A-PILLAR UPR RT –
AB REINF – UNDERBODY HOLD-DOWN LT –	AP REINF – A-PILLAR UPR LT –
AC TAPPING PLATE – BODY MOUNT FRT LWR RT –	AR 55395630AA
AD REINF – A-PILLAR RT –	AS BRACKET – SUPPORT REINF –
AD REINF – A-PILLAR LT –	AT REINF – SWING GATE STRIKER –
AE REINF – FRT DOOR HINGE UPR RT –	AU NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
AE REINF – FRT DOOR HINGE UPR LT –	STABILIZER TO SWING GATE
AF REINF – FRT DOOR HINGE LWR RT –	AV REINF –SWING GATE HINGE –
AF REINF – FRT DOOR HINGE LWR LT –	AW REINF ASSY – SWING GATE HINGE UPR –
AG END CAP – RR CLOSURE RT –	AX REINF ASSY – SWING GATE HINGE LWR –
AG END CAP – RR CLOSURE LT –	AY CROSSMEMBER – MID FLOOR RT –
AH REINF – RR CLOSURE –	AY CROSSMEMBER – MID FLOOR LT –
AJ CROSSMEMBER – RR CLOSURE LWR –	AZ REINF – C-PILLAR CROSSMEMBER BODY
AL PANEL – RR WHEELHOUSE INR RT –	MOUNTING –
AL PANEL – RR WHEELHOUSE INR LT –	BA TAPPING PLATE – SEAT BELT ANCHOR 2ND RW –
AM 55397174AA	



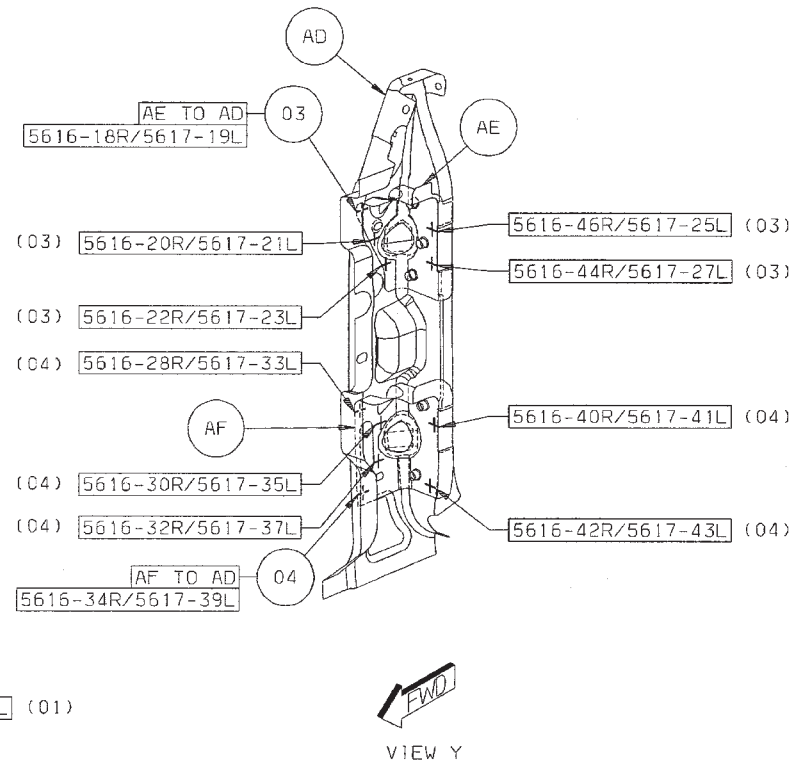
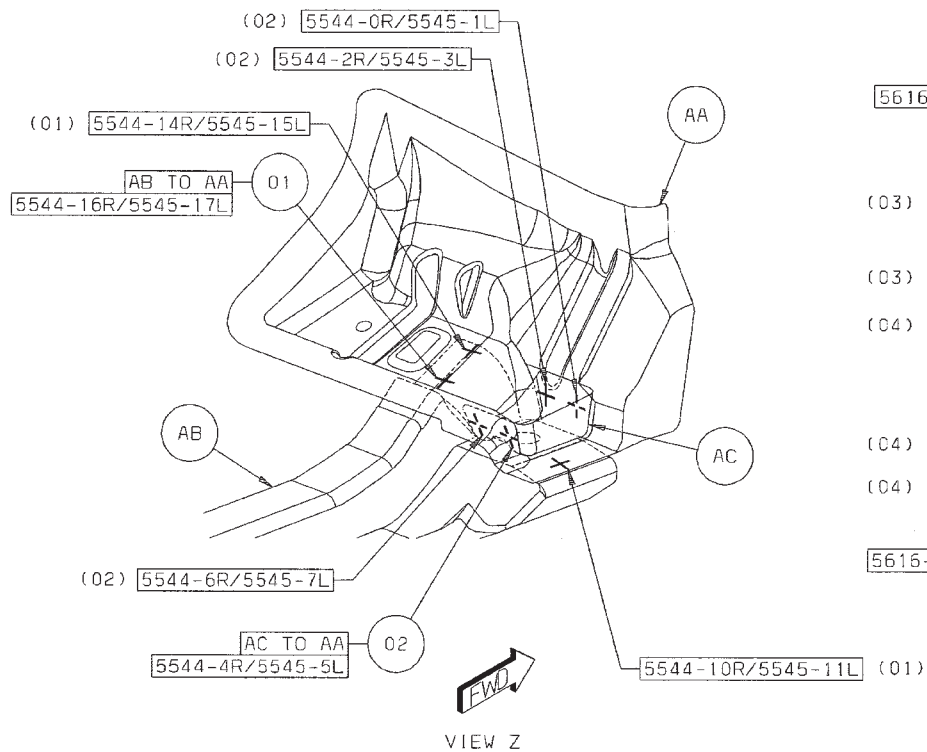
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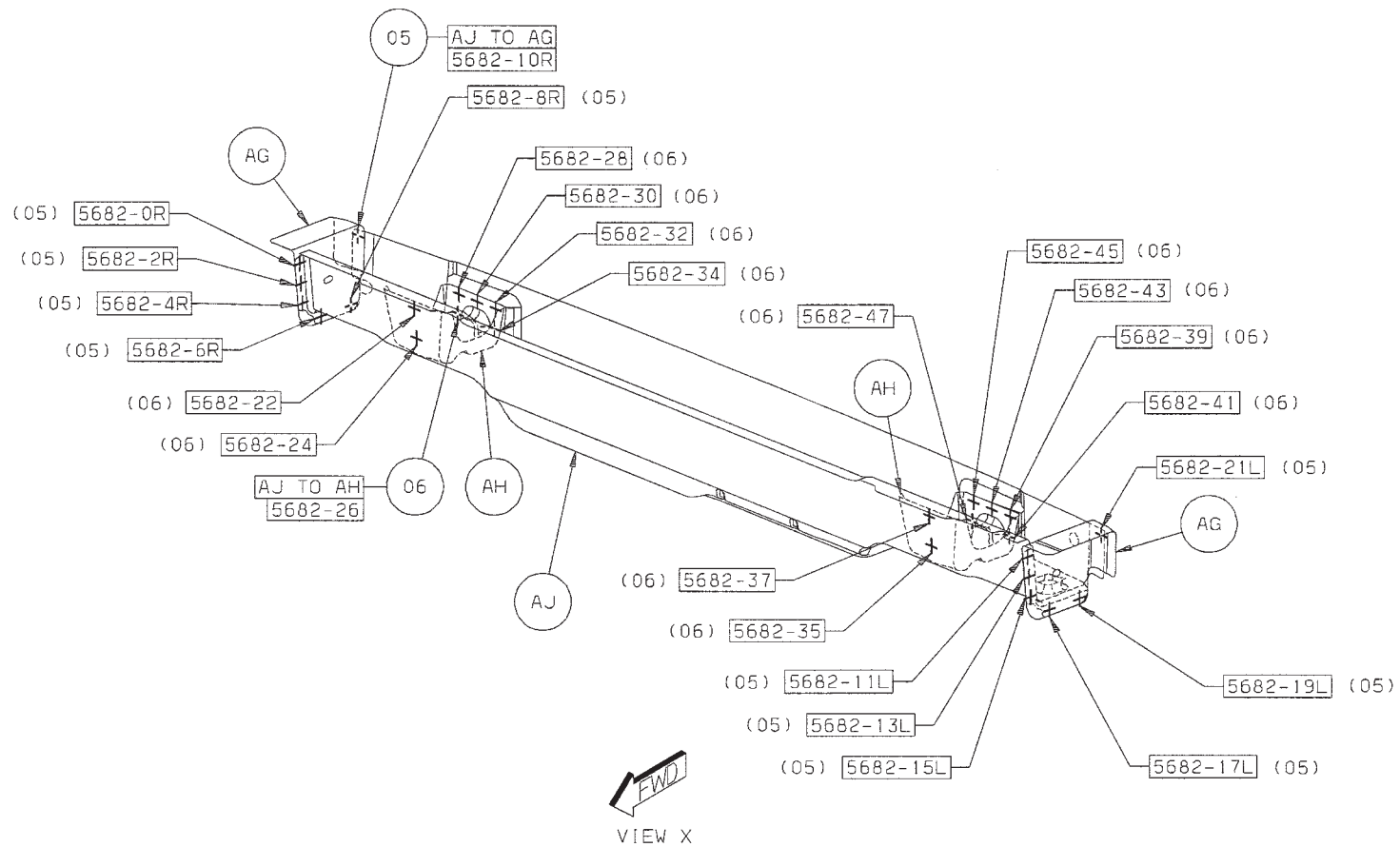
- 01 AB TO AA 3/SD S/WELDS (ORD)
- 02 AC TO AA 4/SD S/WELDS (ORD)
- 03 AE TO AD 5/SD S/WELDS (ORD)
- 04 AF TO AD 6/SD S/WELDS (ORD)



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05 AJ TO AG 6R/6L SD S/WELDS (ORD)

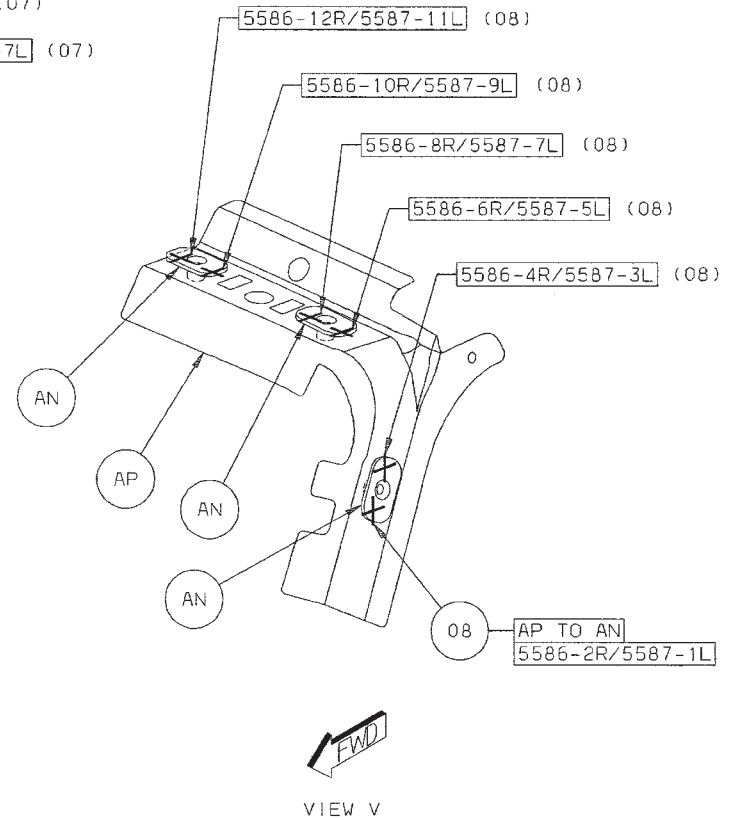
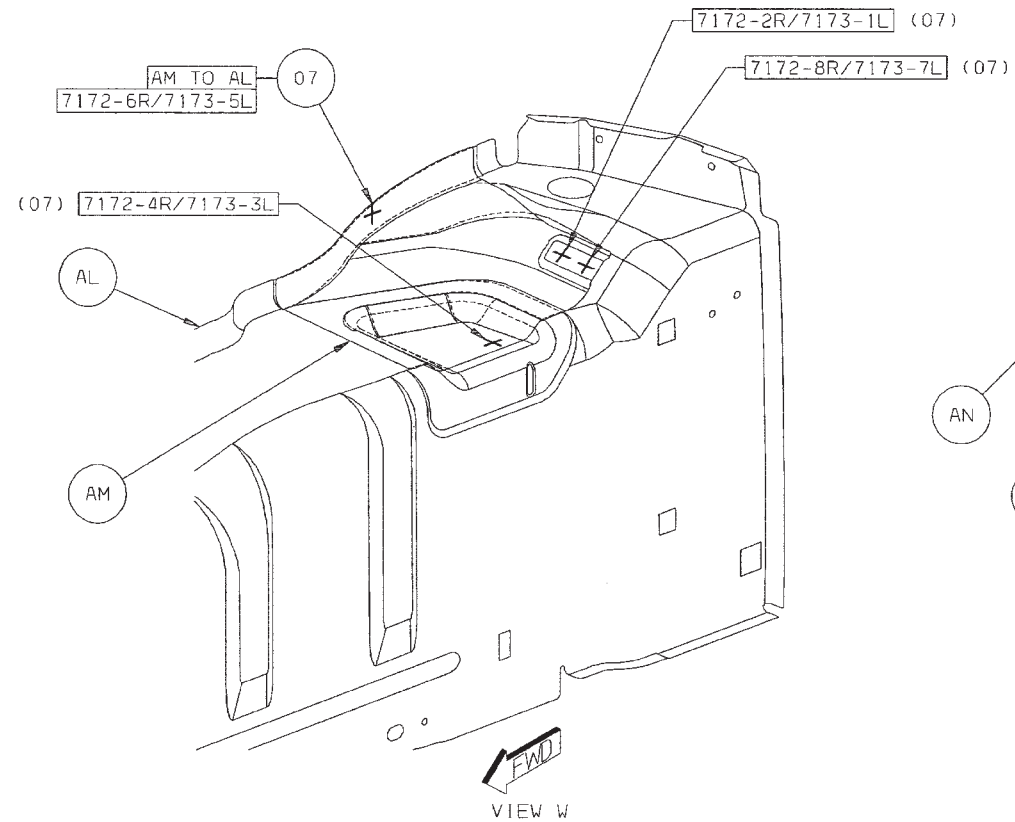
06 AJ TO AH 14/SD S/WELDS (ORD)



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07 AM TO AL 4/SD S/WELDS (ORD)

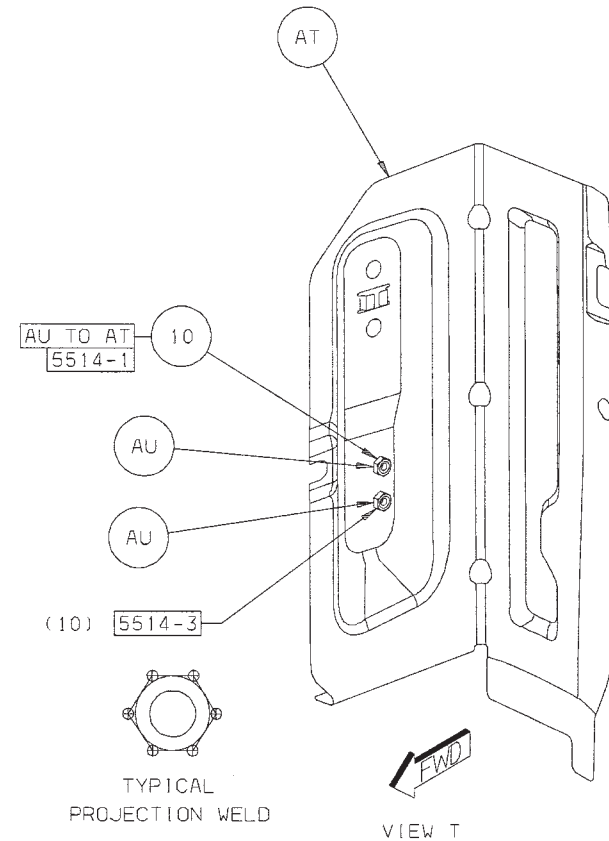
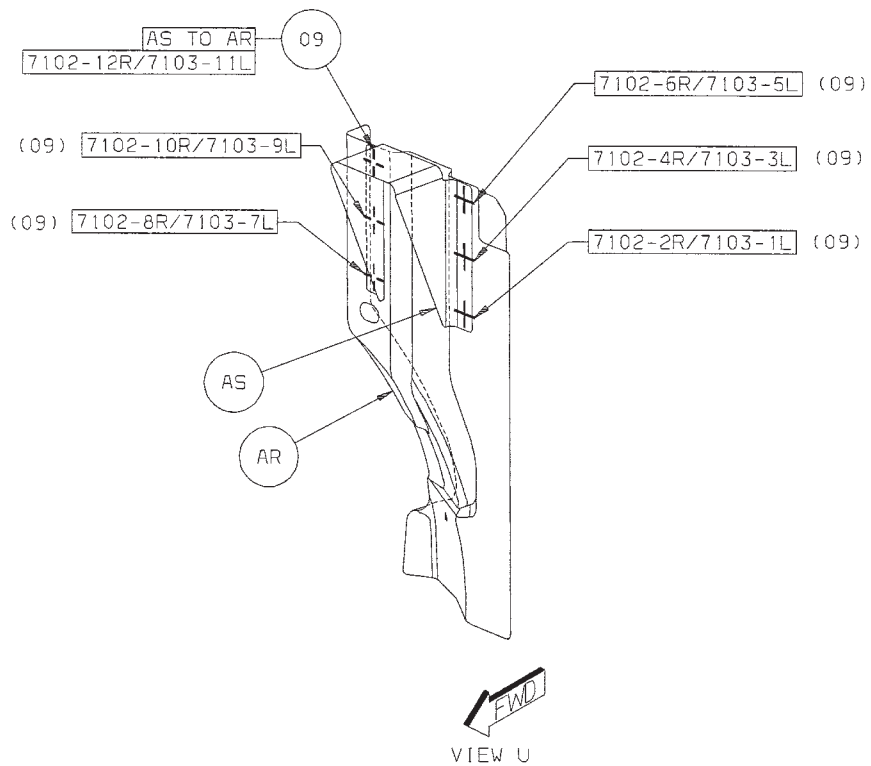
08 AP TO AN 6/SD S/WELDS (ORD)



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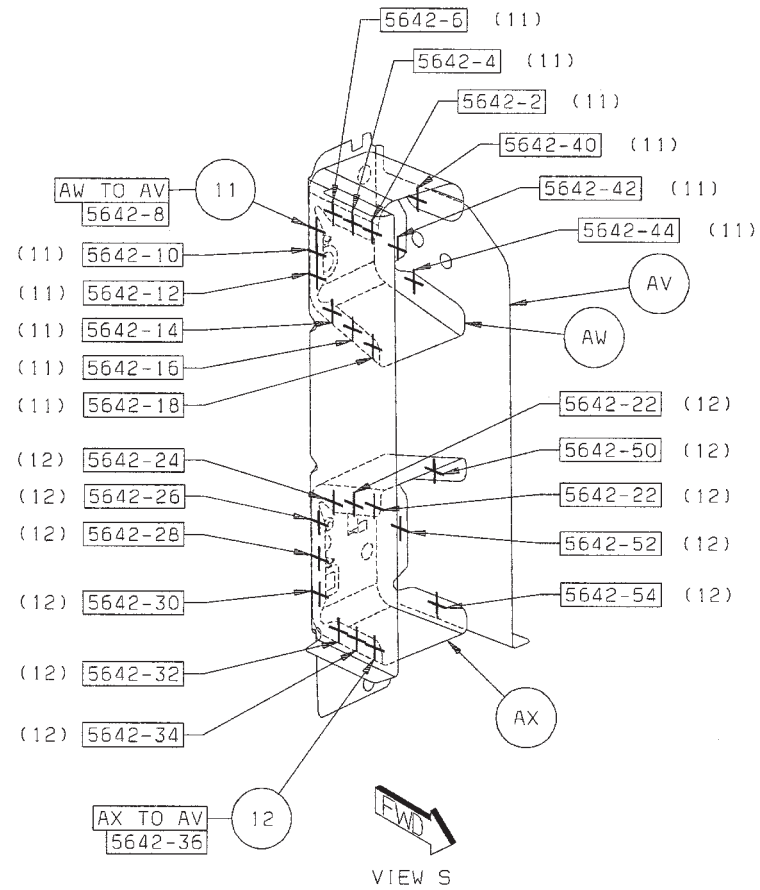
09 AS TO AR 6/SD S/WELDS (ORD)

10 AU TO AT 2 PROJ WELDS (ORD)



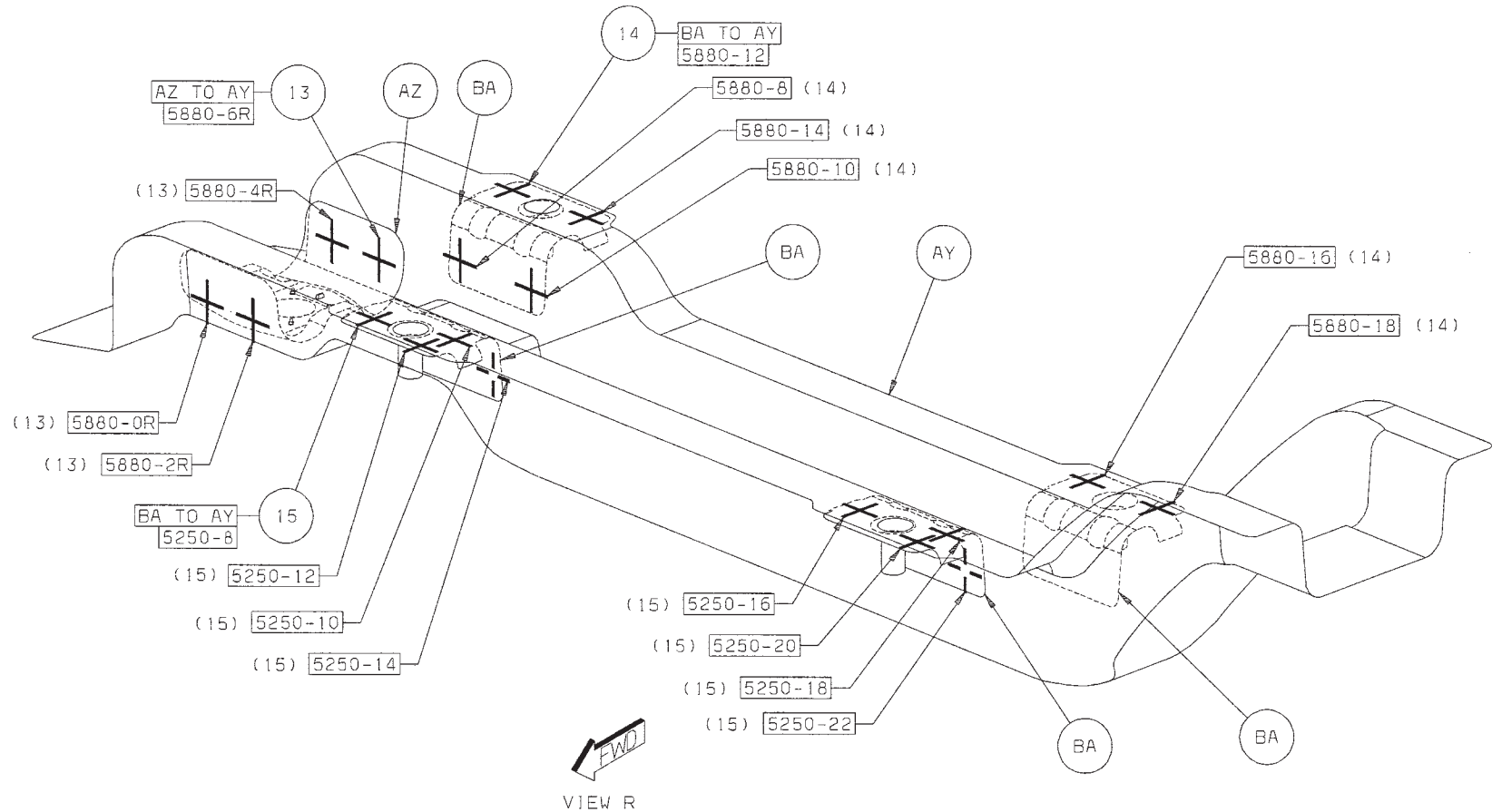
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- 11 AW TO AV 12 S/WELDS (ORD)
- 12 AX TO AV 12 S/WELDS (ORD)



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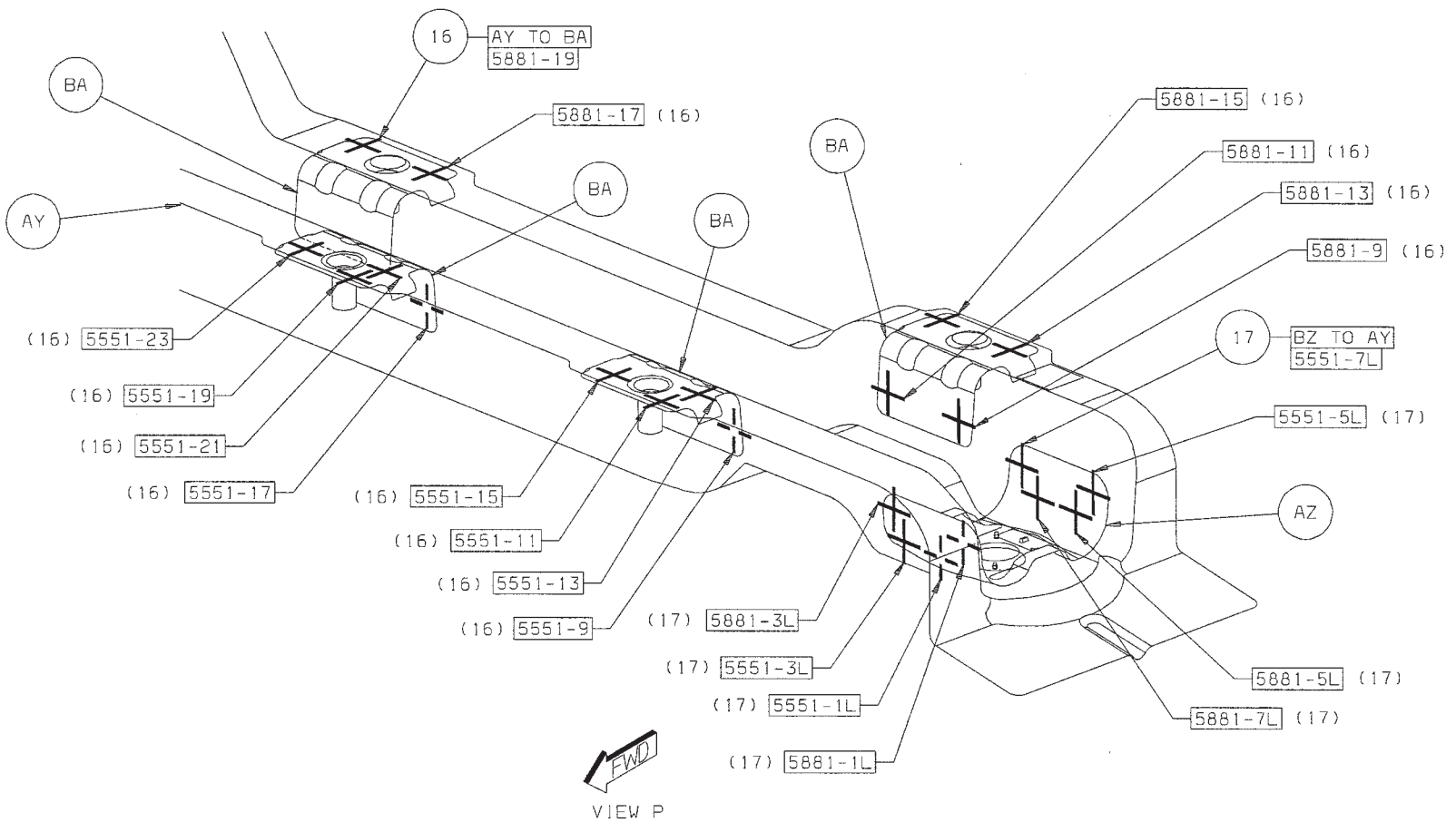
- 13 AZ TO AY 4R S/WELDS (ORD)
- 14 BA TO AY 6 S/WELDS (ORD)
- 15 BA TO AY 8 S/WELDS (ORD)



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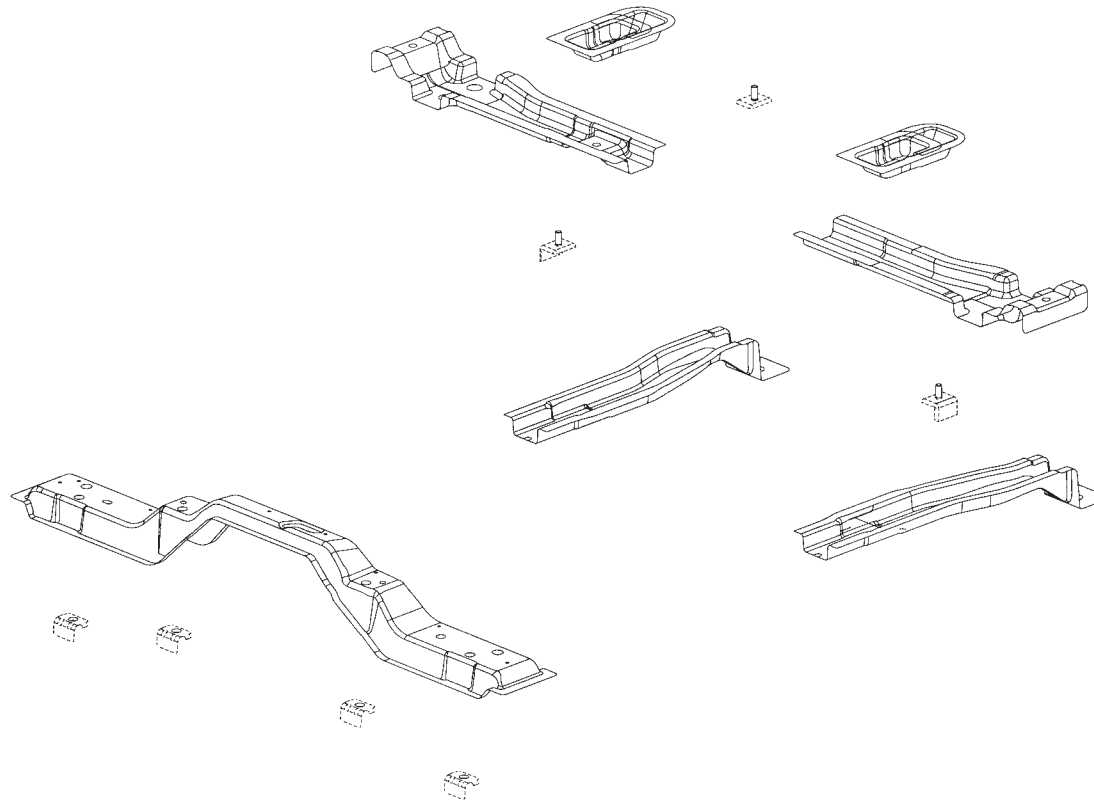
16 AY TO BA 14 SWELDS (ORD)

17 AZ TO AY 8 SWELDS (ORD)



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JEEP WRANGLER UNDERBODY (JK72) SECTION

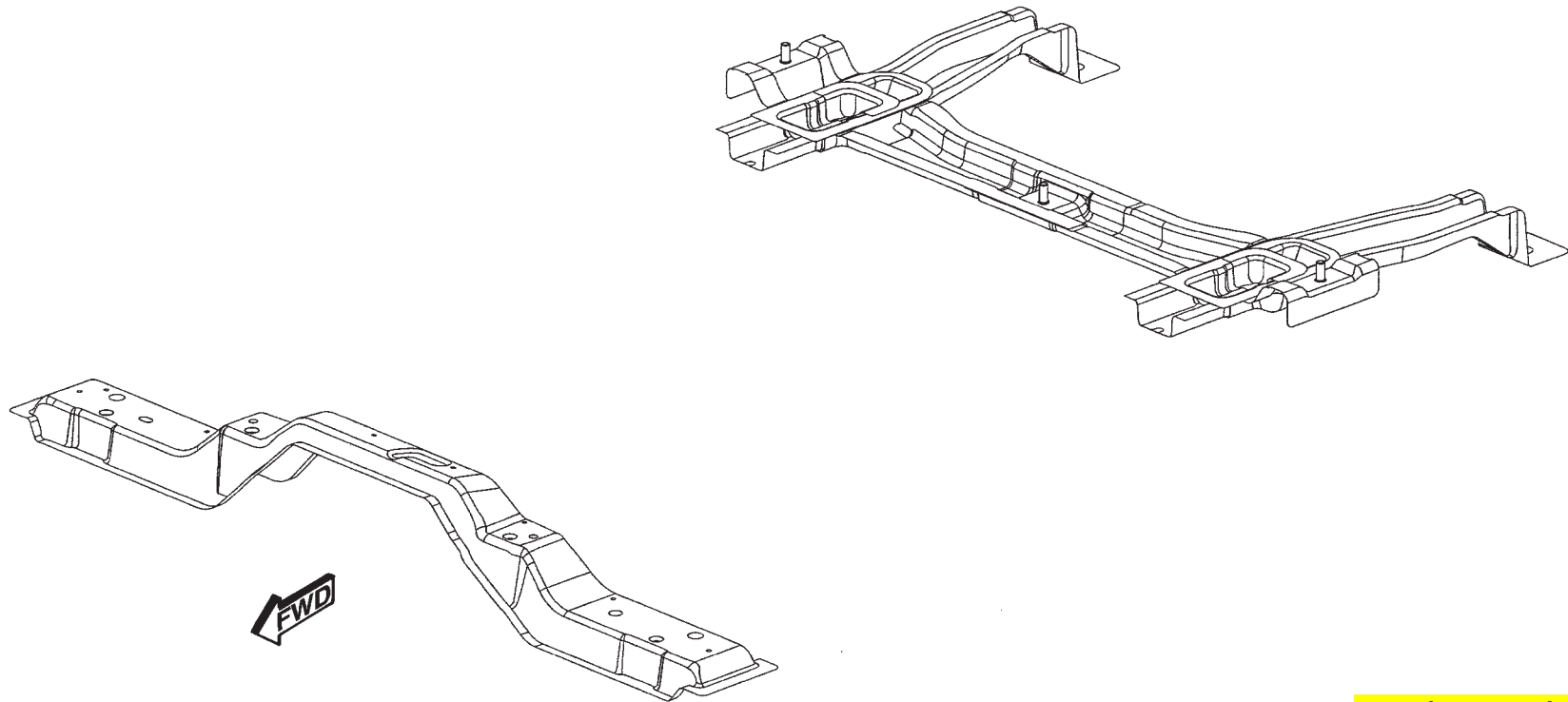


- AA CROSSMEMBER – FRT SEAT FRT –
- AB TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
- AC RAIL – LONGITUDINAL RR RT –
- AC RAIL – LONGITUDINAL RR LT –
- AD CROSSMEMBER – RR FLOOR PAN RT –
- AD CROSSMEMBER – RR FLOOR PAN LT –
- AE STUD PLATE ASSY – SEAT BELT –
- AE STUD PLATE ASSY – SEAT BELT –
- AG (01) 06102053AA NUT/WELD.HEX-THICK
- AH REINF ASSY – RR SEAT RR –
- AH REINF ASSY – RR SEAT RR –

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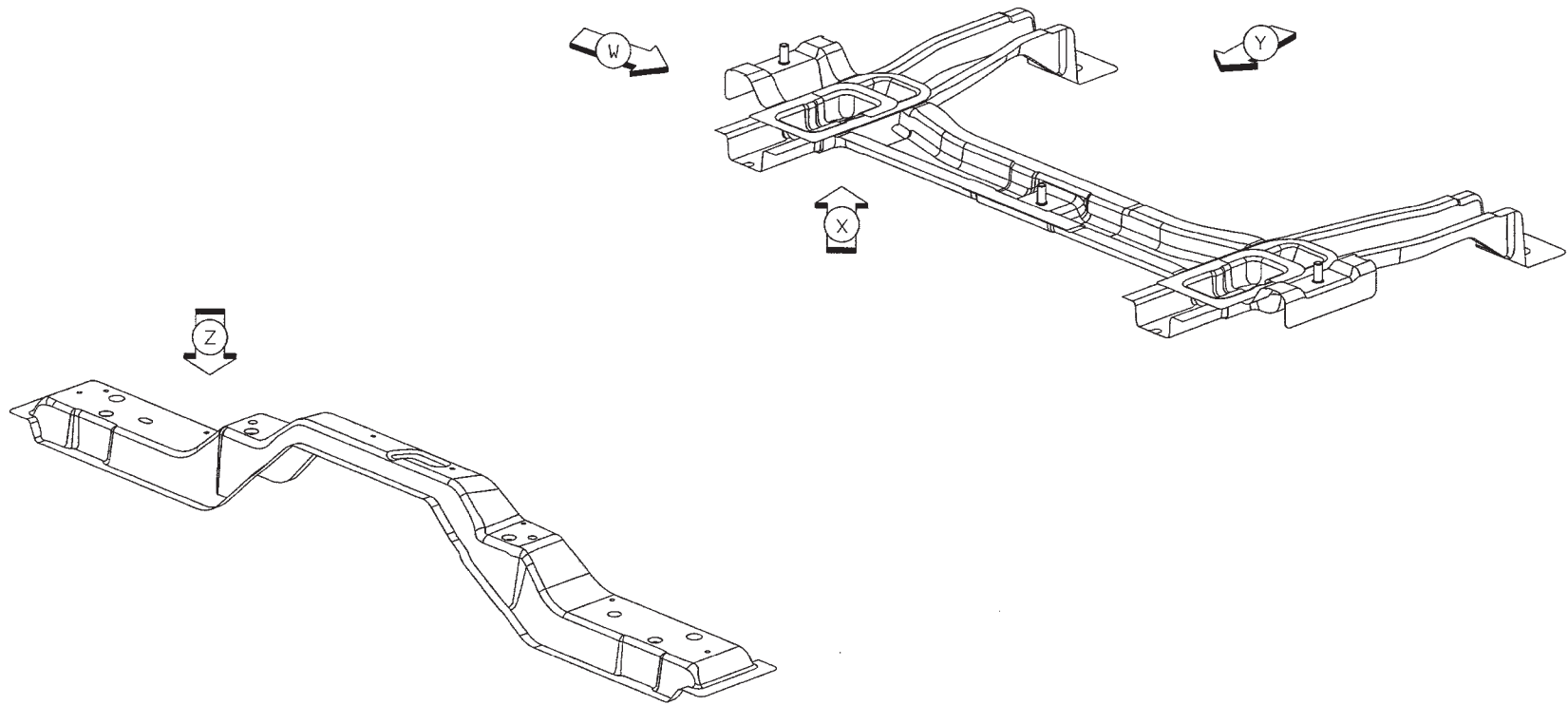
PARTS IDENTIFICATION LEGEND, OVERVIEW 4

AA CROSSMEMBER – FRT SEAT FRT –
AB TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
AC RAIL – LONGITUDINAL – RR RT
AC RAIL – LONGITUDINAL – RR LT
AD CROSSMEMBER – RR FLOOR PAN RT –
AD CROSSMEMBER – RR FLOOR PAN LT –
AE STUD PLATE ASSY – SEAT BELT –
AE STUD PLATE ASSY – SEAT BELT –
AG (01) 06102053AA NUT/WELD.HEX-THICK
AH REINF ASSY – RR SEAT RR –
AH REINF ASSY – RR SEAT RR –



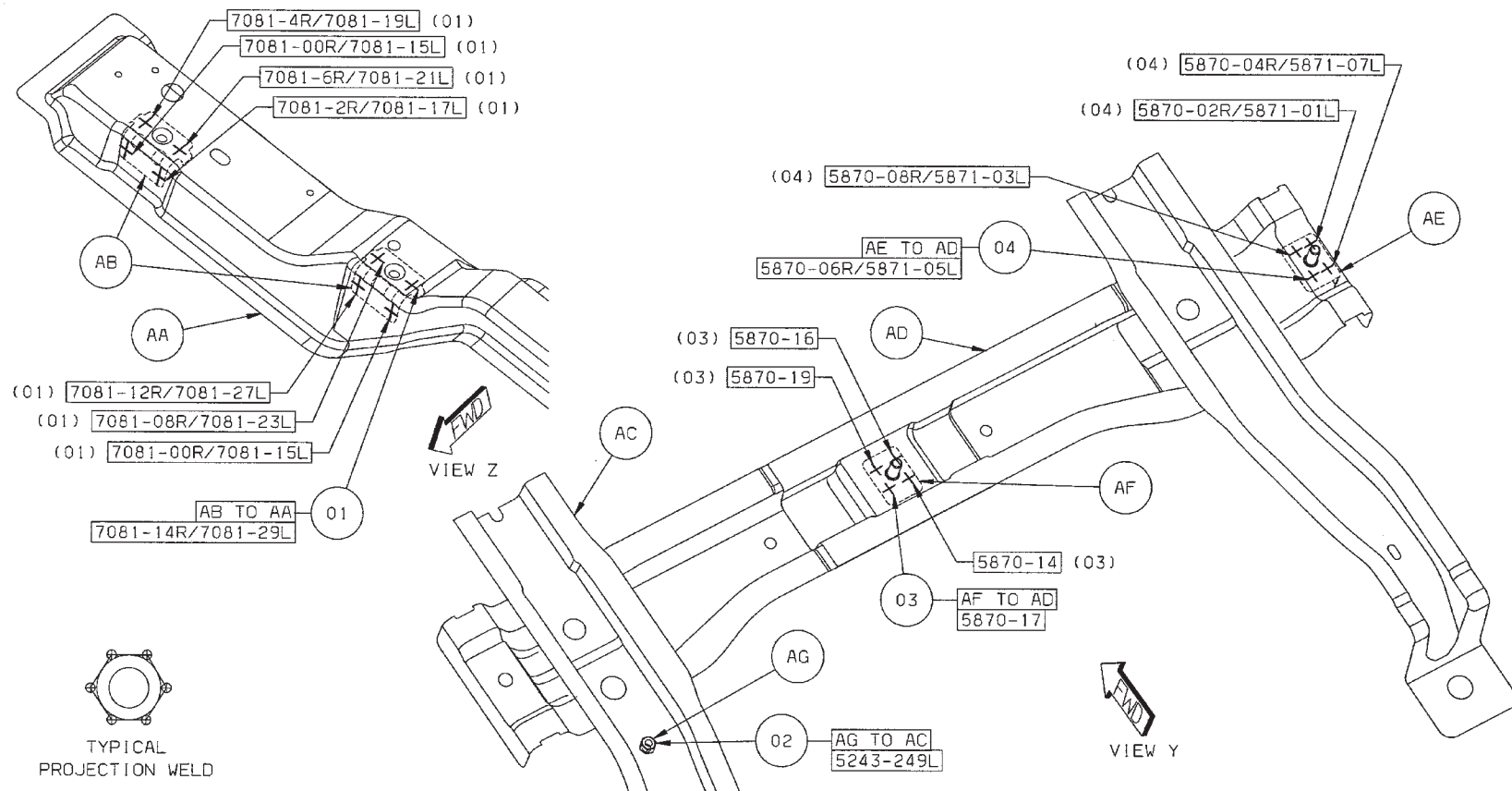
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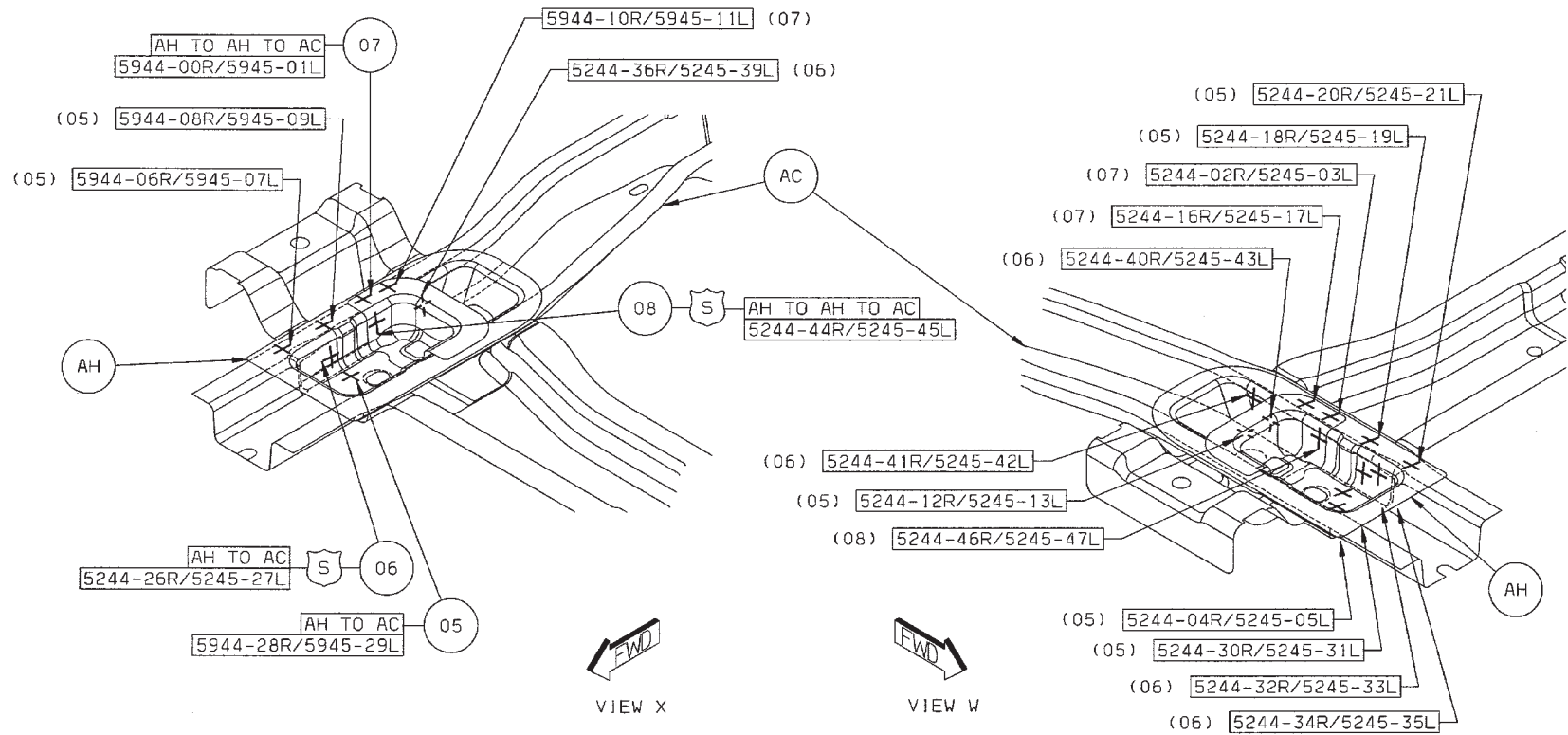
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- 01 AB TO AA 8/SD S/WELDS (ORD)
- 02 AG TO AC 1L PROJ WELD
- 03 AF TO AD 4 S/WELDS (ORD)
- 04 AE TO AD 4/SD S/WELDS (ORD)



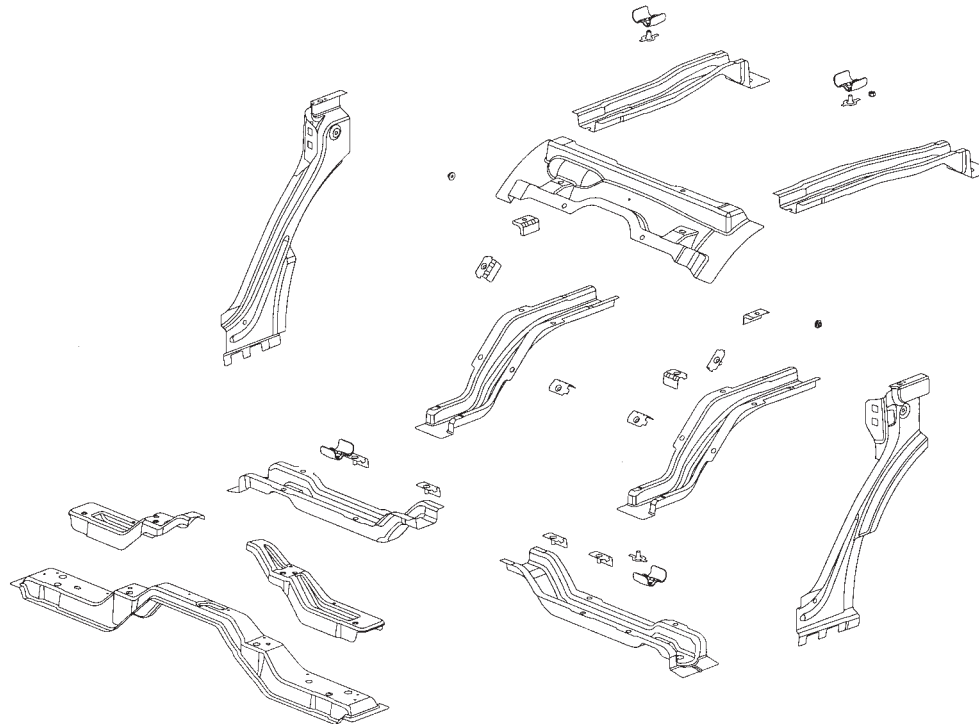
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- 05 AH TO AC 8/SD S/WELDS (ORD)
- 06 AH TO AC 6/SD S/WELDS (SAF)
- 07 AH TO AH TO AC 4/SD S/WELDS (ORD)
- 08 AH TO AH TO AC 2/SD S/WELDS (SAF)



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JEEP WRANGLER UNDERBODY (JK74) SECTION

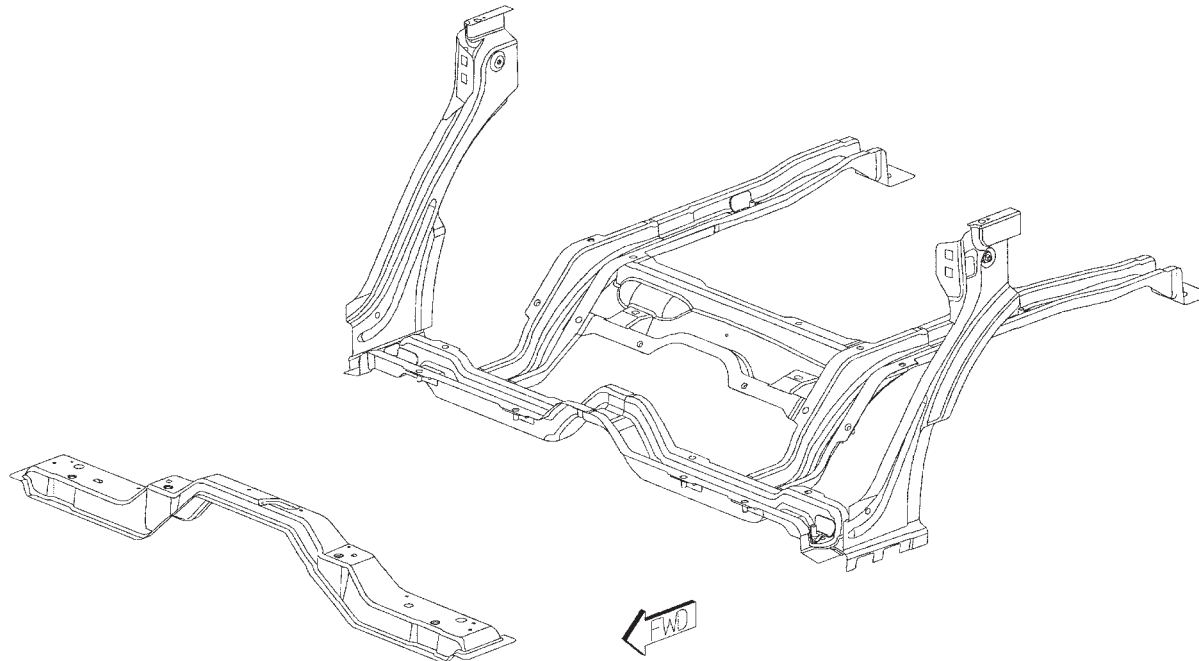


- | | |
|---|---|
| AA CROSSMEMBER – FRT SEAT FRT – | AF TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW – |
| AB REINF ASSY – FRT SEAT FRT RT – | AF TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW – |
| AB REINF ASSY – FRT SEAT FRT LT – | AF TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW – |
| AC REINF – DOGLEG QTR INR RT – | AG REINF – C-PILLAR CROSSMEMBER BODY MOUNTING – |
| AC REINF – DOGLEG QTR INR LT – | AG REINF – C-PILLAR CROSSMEMBER BODY MOUNTING – |
| AD NUT/WELD.HEX – NIBS.NO.FIN – RR DOOR | AH RAIL – LONGITUDINAL FRT – |
| STRIKER TO BODY | AH RAIL – LONGITUDINAL FRT – |
| AD NUT/WELD.HEX – NIBS.NO.FIN – RR DOOR | AJ STUD PLATE ASSY – RR SEAT – |
| STRIKER TO BODY | AJ STUD PLATE ASSY – RR SEAT – |
| AE CROSSMEMBER – MID FLOOR RT – | AK CROSSMEMBER – RR SEAT MOUNTING – |
| AE CROSSMEMBER – MID FLOOR LT – | AL RAIL – LONGITUDINAL RR RT – |
| AF TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW – | AL RAIL – LONGITUDINAL RR LT – |
| AF TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW – | AM 06102053AA – NUT/WELD.HEX – THICK |

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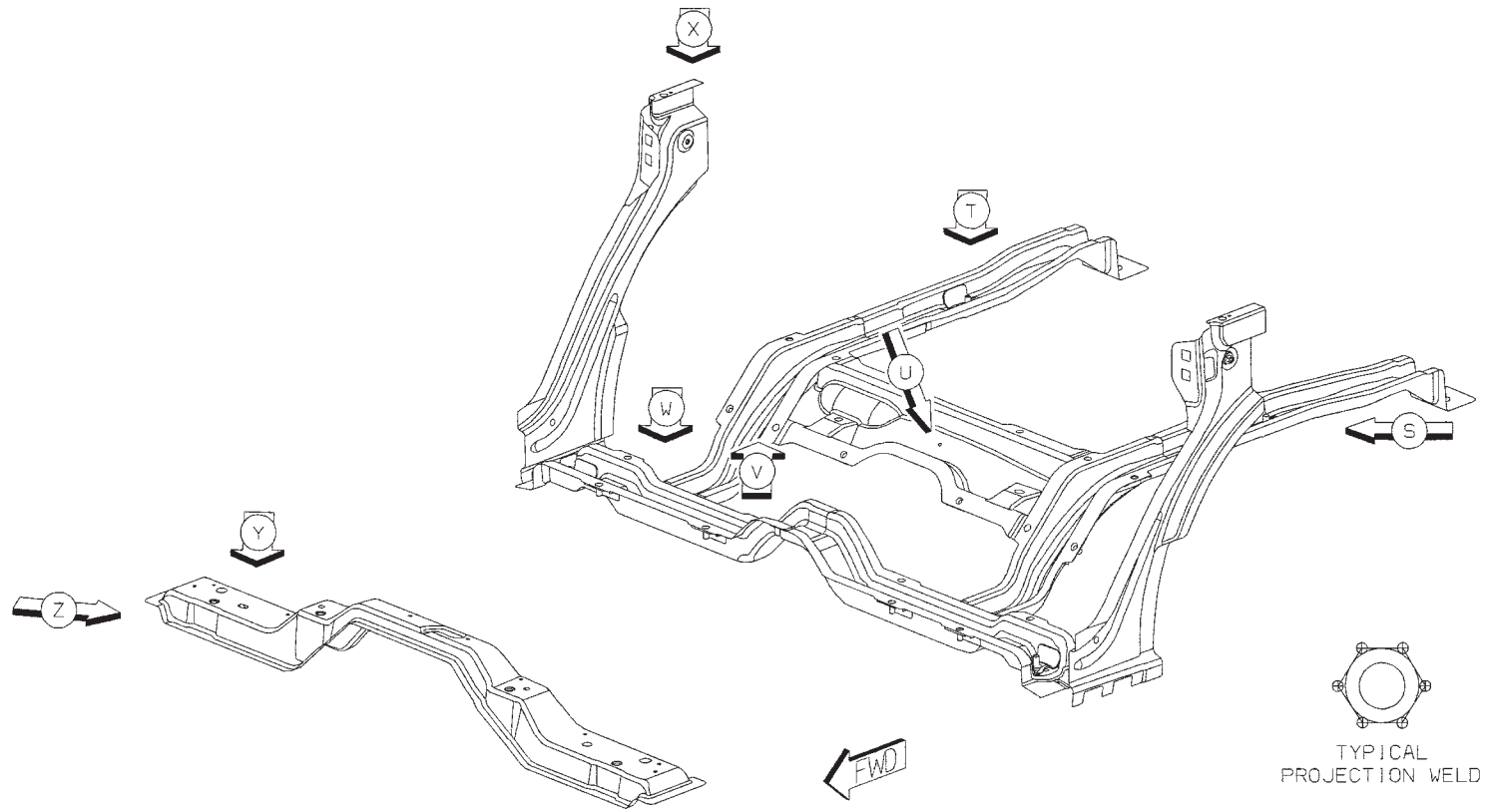
PARTS IDENTIFICATION LEGEND, OVERVIEW 5

AA	CROSSMEMBER – FRT SEAT FRT –	AF	TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
AB	REINF ASSY – FRT SEAT FRT RT –	AF	TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
AB	REINF ASSY – FRT SEAT FRT LT –	AF	TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
AC	REINF – DOGLEQ QTR INR RT –	AG	REINF – C-PILLAR CROSSMEMBER BODY MOUNTING –
AC	REINF – DOGLEQ QTR INR LT –	AG	REINF – C-PILLAR CROSSMEMBER BODY MOUNTING –
AD	NUT/WELD.HEX – NIBS.NO.FIN – RR DOOR STRIKER TO BODY	AH	RAIL – LONGITUDINAL FRT –
AD	NUT/WELD.HEX – NIBS.NO.FIN – RR DOOR STRIKER TO BODY	AH	RAIL – LONGITUDINAL FRT –
AE	CROSSMEMBER – MID FLOOR RT –	AJ	STUD PLATE ASSY – RR SEAT –
AE	CROSSMEMBER – MID FLOOR LT –	AJ	STUD PLATE ASSY – RR SEAT –
AF	TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –	AK	CROSSMEMBER – RR SEAT MOUNTING –
AF	TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –	AL	RAIL – LONGITUDINAL RR RT –
		AL	RAIL – LONGITUDINAL RR LT –
		AM	06102053AA – NUT/WELD.HEX – THICK



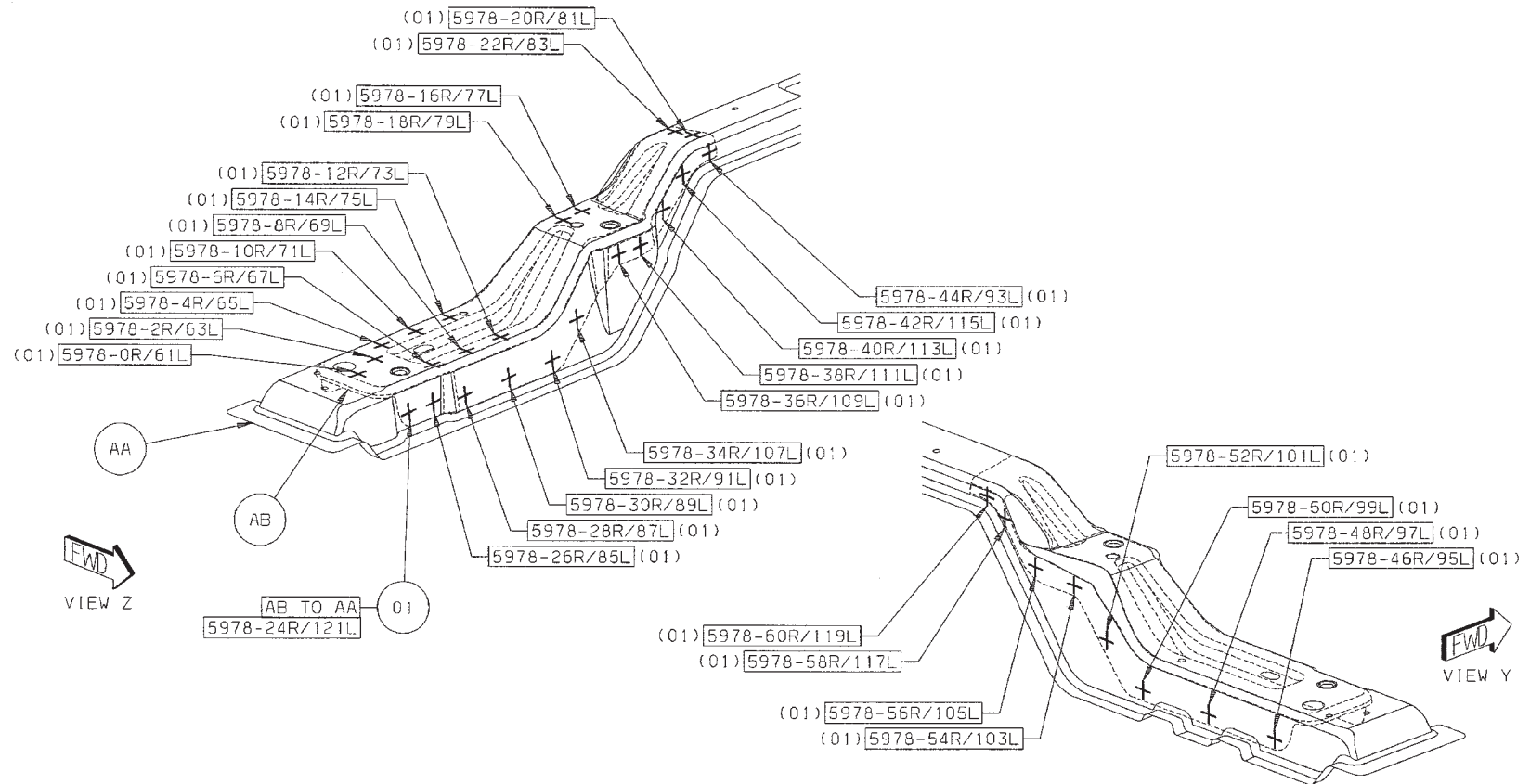
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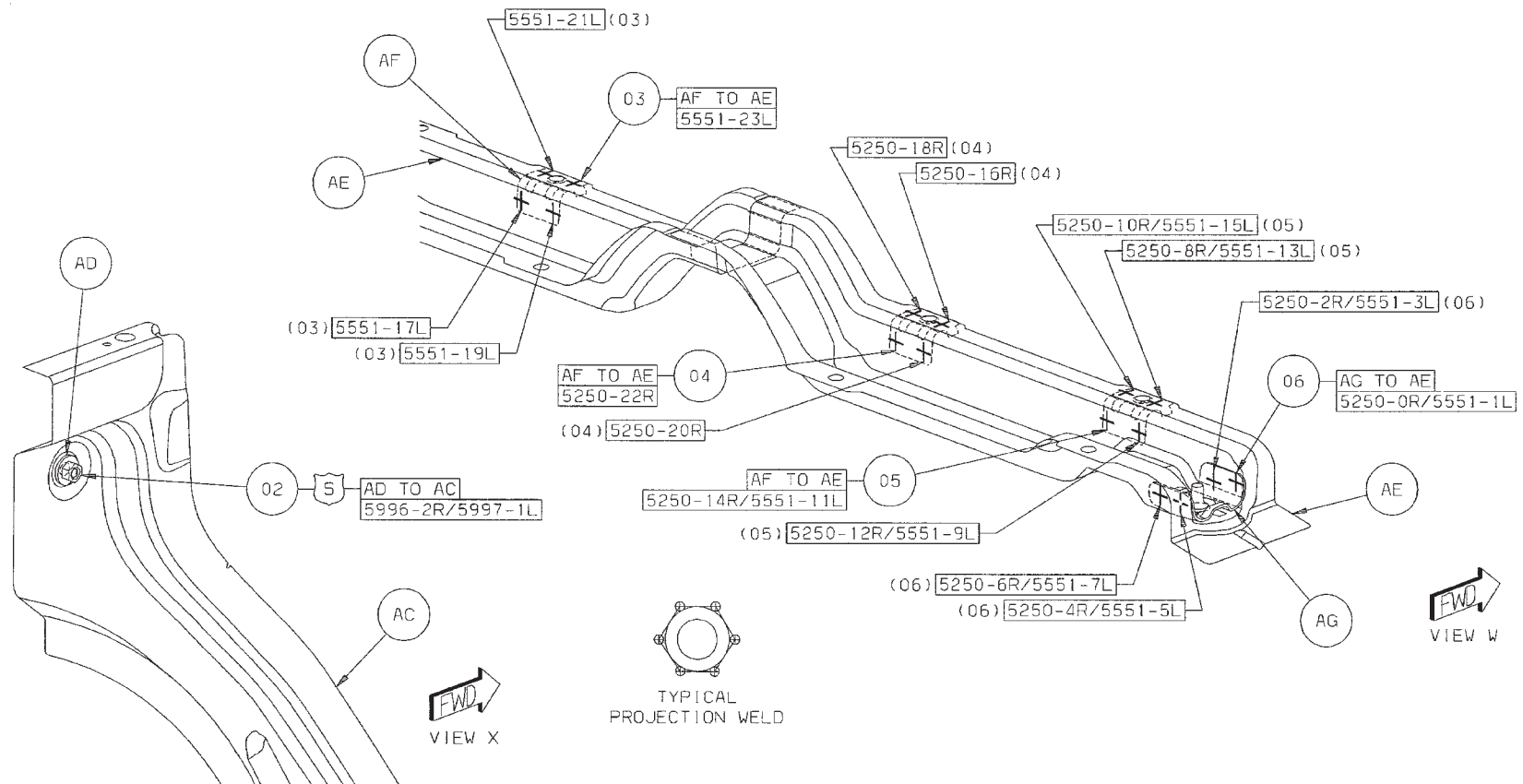
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01 AB TO AA 31/SD SWELDS (ORD)



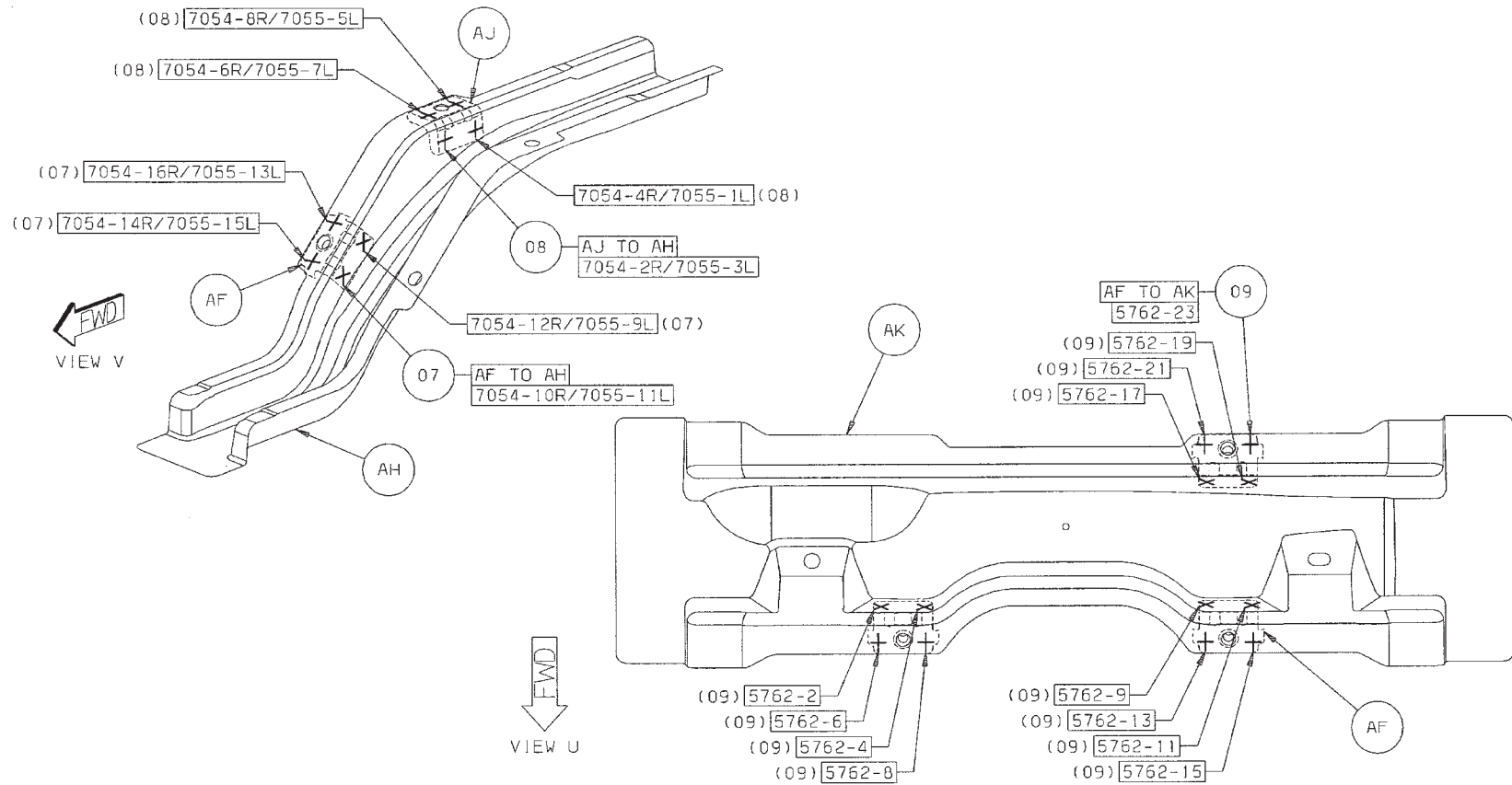
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- 02 AD TO AC 1/SD PROJ WELD (SAF)
- 03 AF TO AE 4L S/WELDS (ORD)
- 04 AF TO AE 4R S/WELDS (ORD)
- 05 AF TO AE 4/SD S/WELDS (ORD)
- 06 AG TO AE 4/SD S/WELDS (ORD)



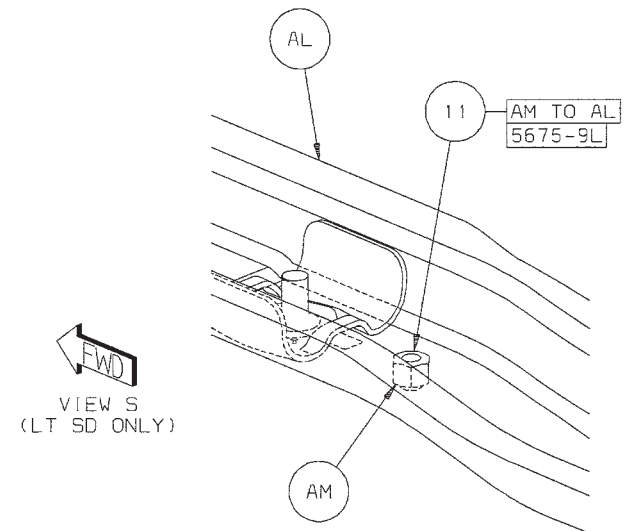
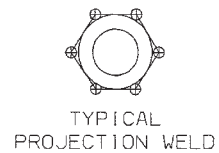
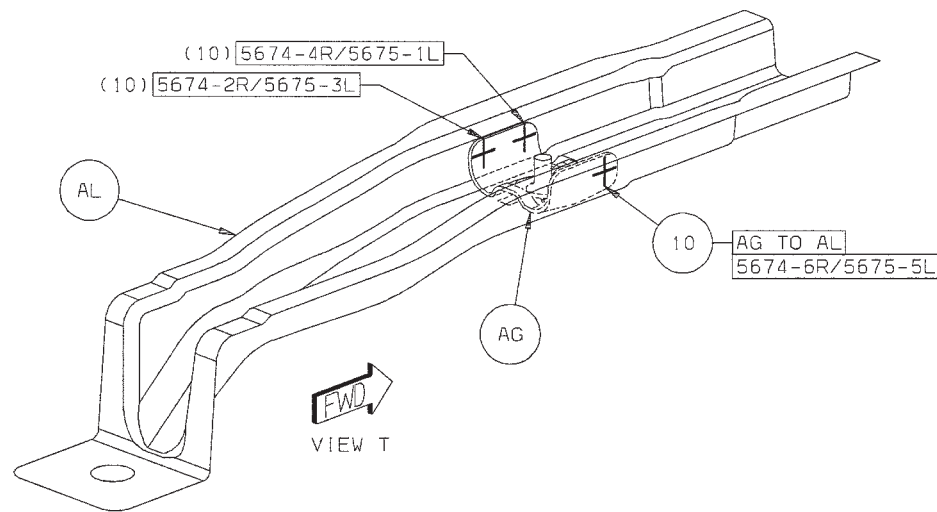
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- 07 AF TO AH S/SD S/WELDS (ORD)
- 08 AJ TO AH 4/SD S/WELDS (ORD)
- 09 AF TO AK 12 S/WELDS (ORD)



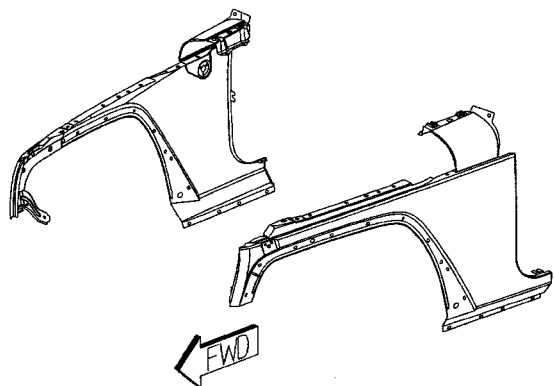
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- 10 AG TO AL 3/SD S/WELDS (ORD)
- 11 AM TO AL 1L PROJ WELD (ORD)

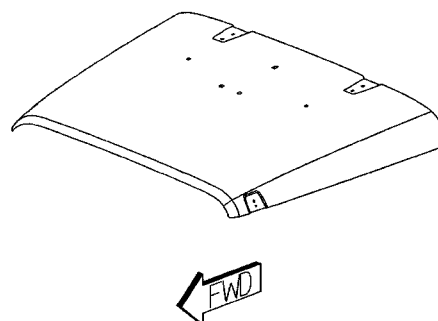


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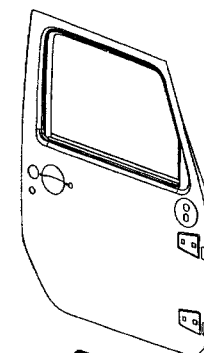
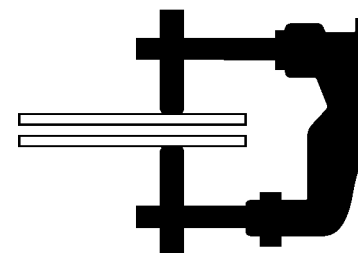
WELD LOCATION OVERVIEW ZONES



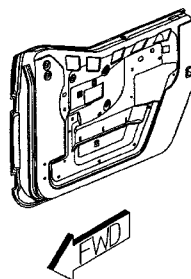
OVERVIEW 7



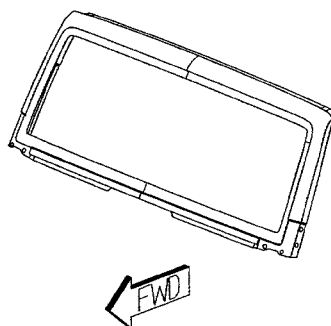
OVERVIEW 8



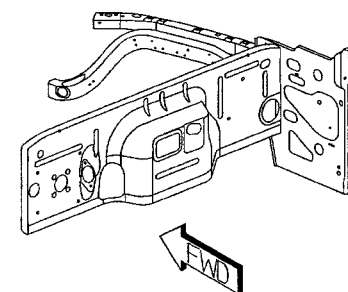
OVERVIEW 9



OVERVIEW 10



OVERVIEW 11



OVERVIEW 12

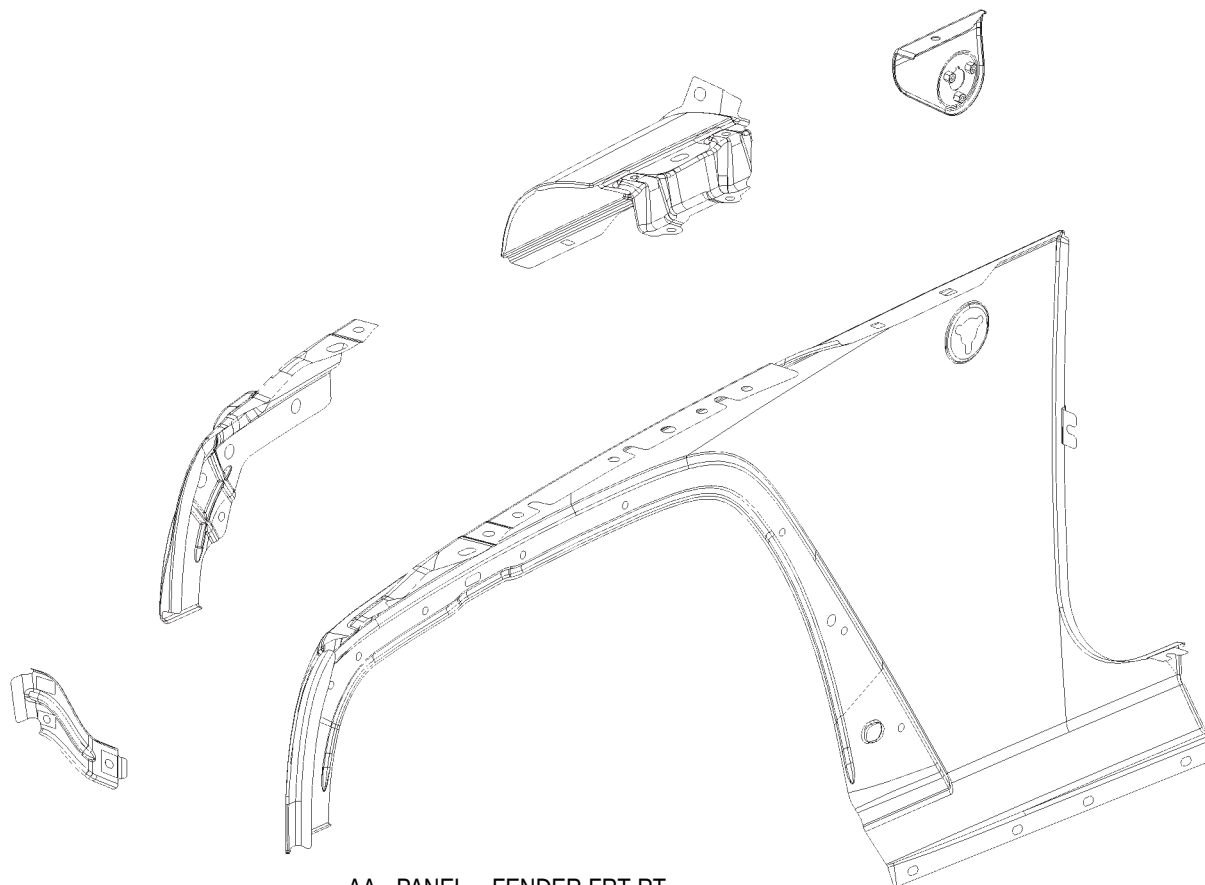
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HEMI.com, the official DaimlerChrysler HEMI® Web site. Learn about the history of the early HEMI®, built by Chrysler, DeSoto, and Dodge. Get all the details on the 426 HEMI on the street and in race cars, from NASCAR stock cars at Daytona and Darlington, to NHRA Super Stock, Funny Cars, and Top Fuel dragsters. Meet the engineers who designed the original HEMI, the 426 HEMI and the new 5.7 HEMI. Learn how Don Garlits and other legendary racers adopted the 331, 354, 392, and finally the 426 Hemi as they set records year after year.

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JEEP WRANGLER FENDER ASSEMBLY (COMMON) SECTION

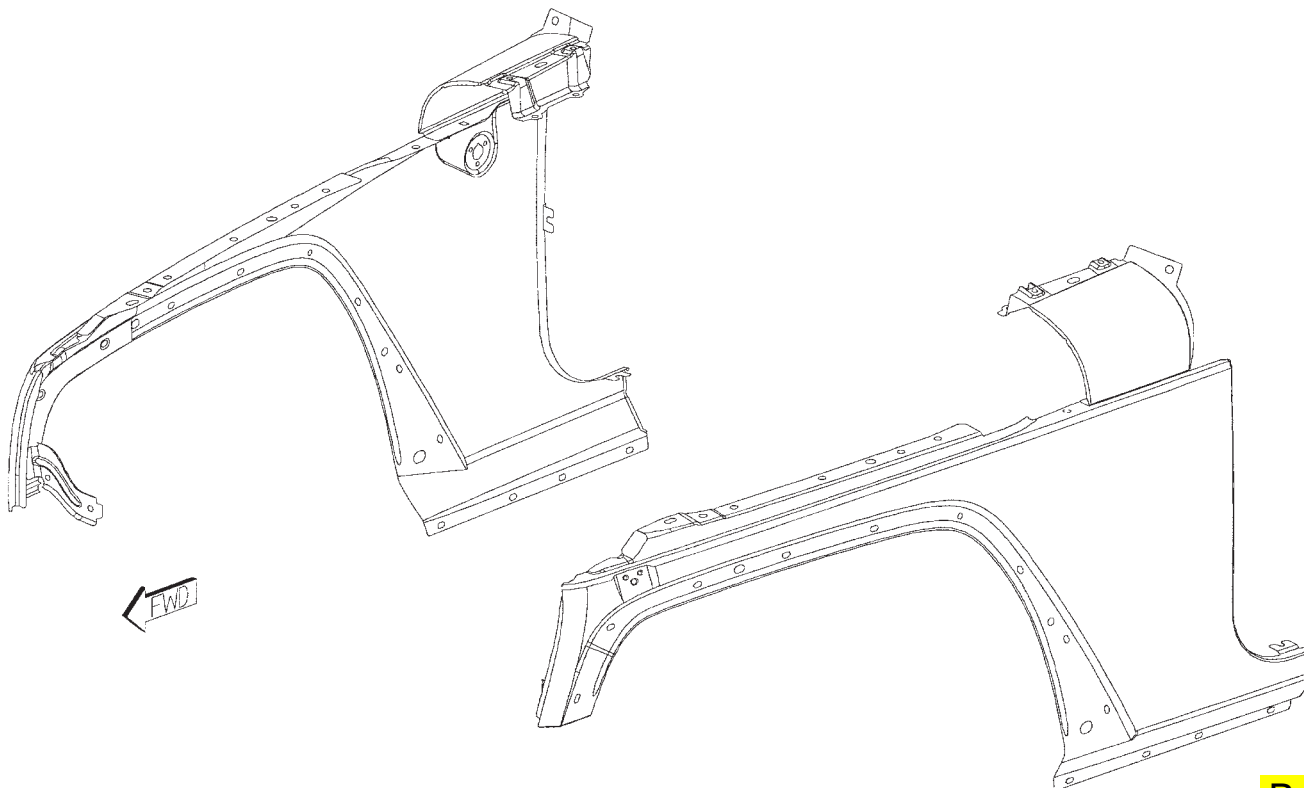


- AA PANEL – FENDER FRT RT –
- AA PANEL – FENDER FRT LT –
- AB BRACKET – FENDER MOUNTING FRT RT –
- AB BRACKET – FENDER MOUNTING FRT LT –
- AC REINF – FENDER MOUNTING FRT RT –
- AC REINF – FENDER MOUNTING FRT LT –
- AD PANEL – COWL TOP END RT –
- AD PANEL – COWL TOP END LT –
- AE REINF – ANTENNA MTG –

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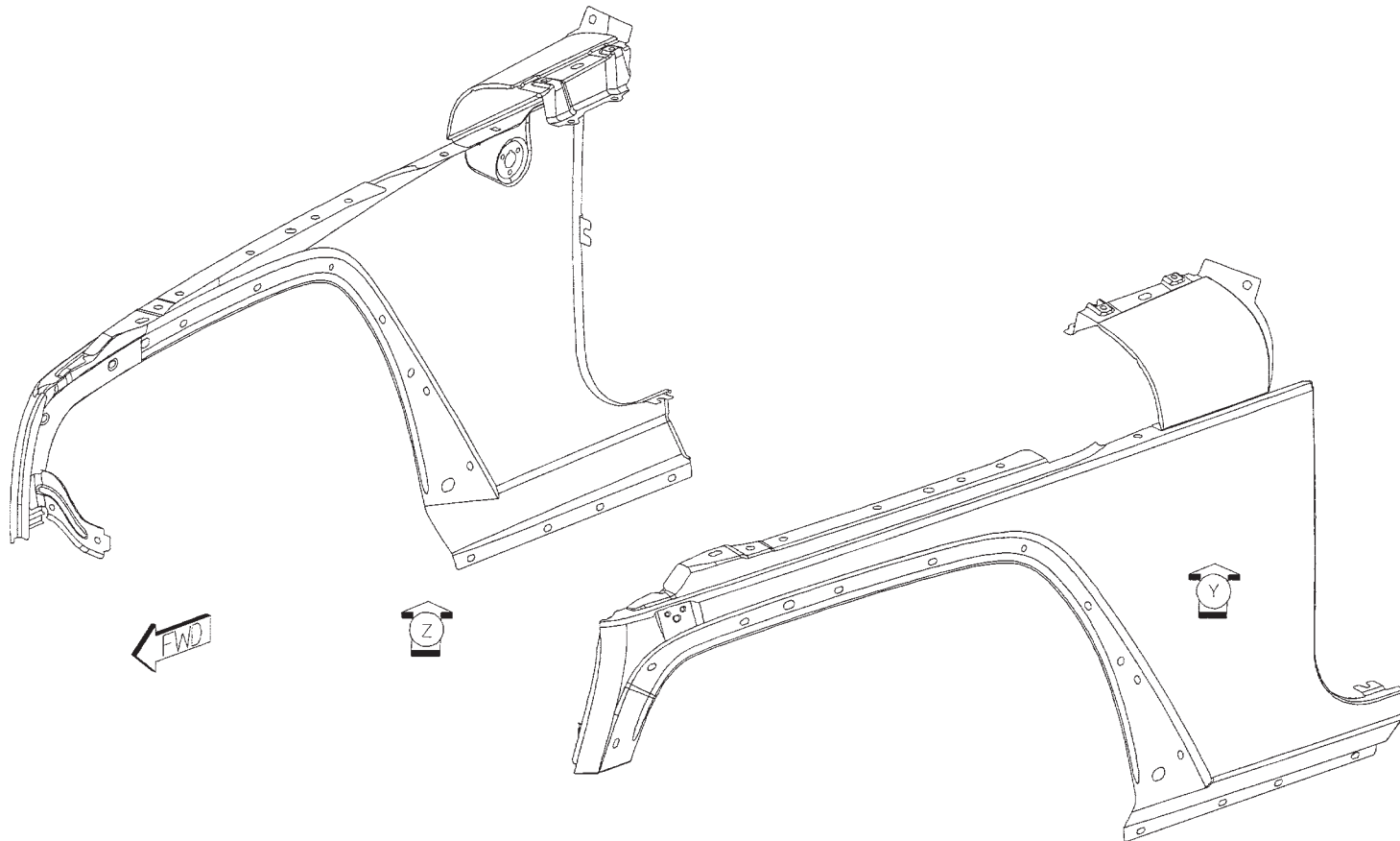
PARTS IDENTIFICATION LEGEND, OVERVIEW 7

AA PANEL – FENDER FRT RT –
AA PANEL – FENDER FRT LT –
AB BRACKET – FENDER MOUNTING FRT RT –
AB BRACKET – FENDER MOUNTING FRT LT –
AC REINF – FENDER MOUNTING FRT RT –
AC REINF – FENDER MOUNTING FRT LT –
AD PANEL – COWL TOP END RT –
AD PANEL – COWL TOP END LT –
AE REINF – ANTENNA MTG –



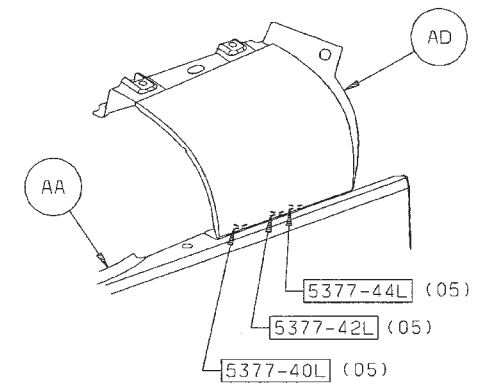
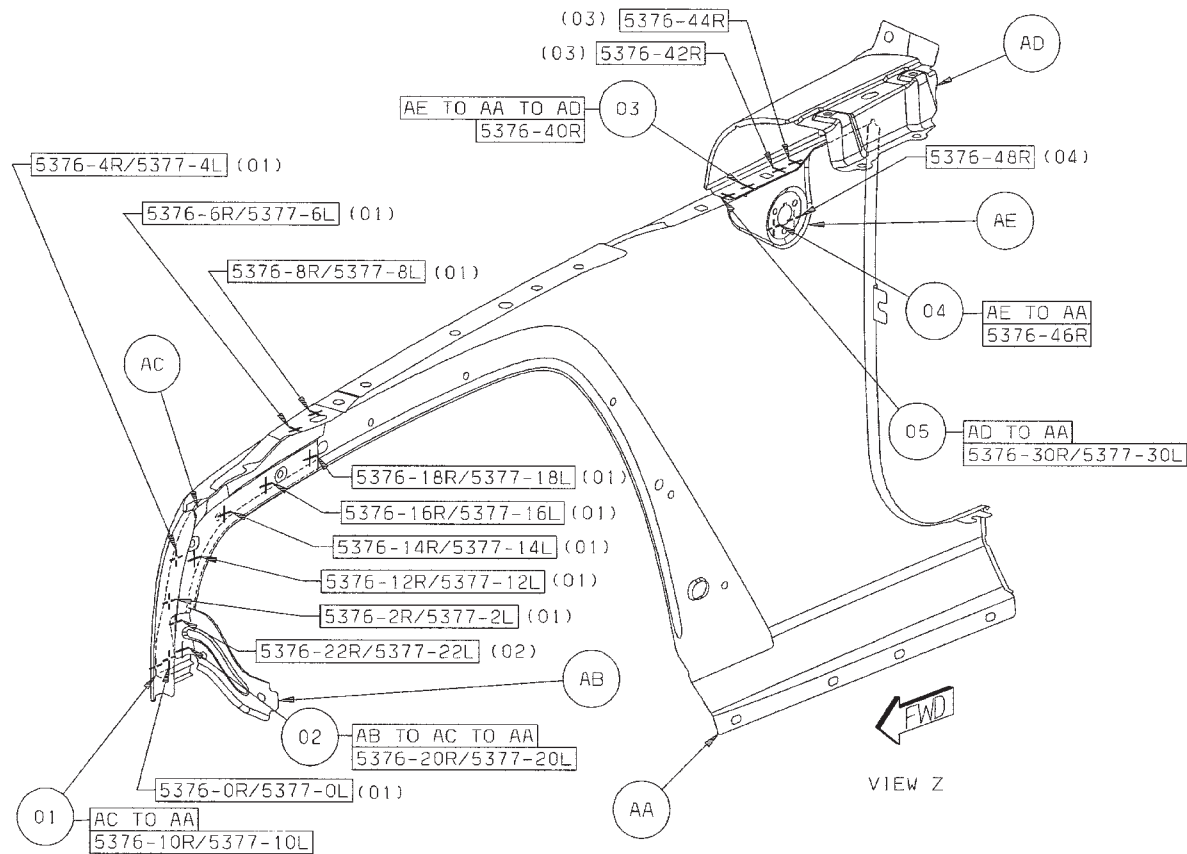
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- 01 AC TO AA 10/SD SWELDS (ORD)
- 02 AB TO AC TO AA 2/SD SWELDS (ORD)
- 03 AE TO AA TO AD 3R SWELDS (ORD)
- 04 AE TO AA 2R SWELDS (ORD)
- 05 AD TO AA 1R/4L SWELD (ORD)

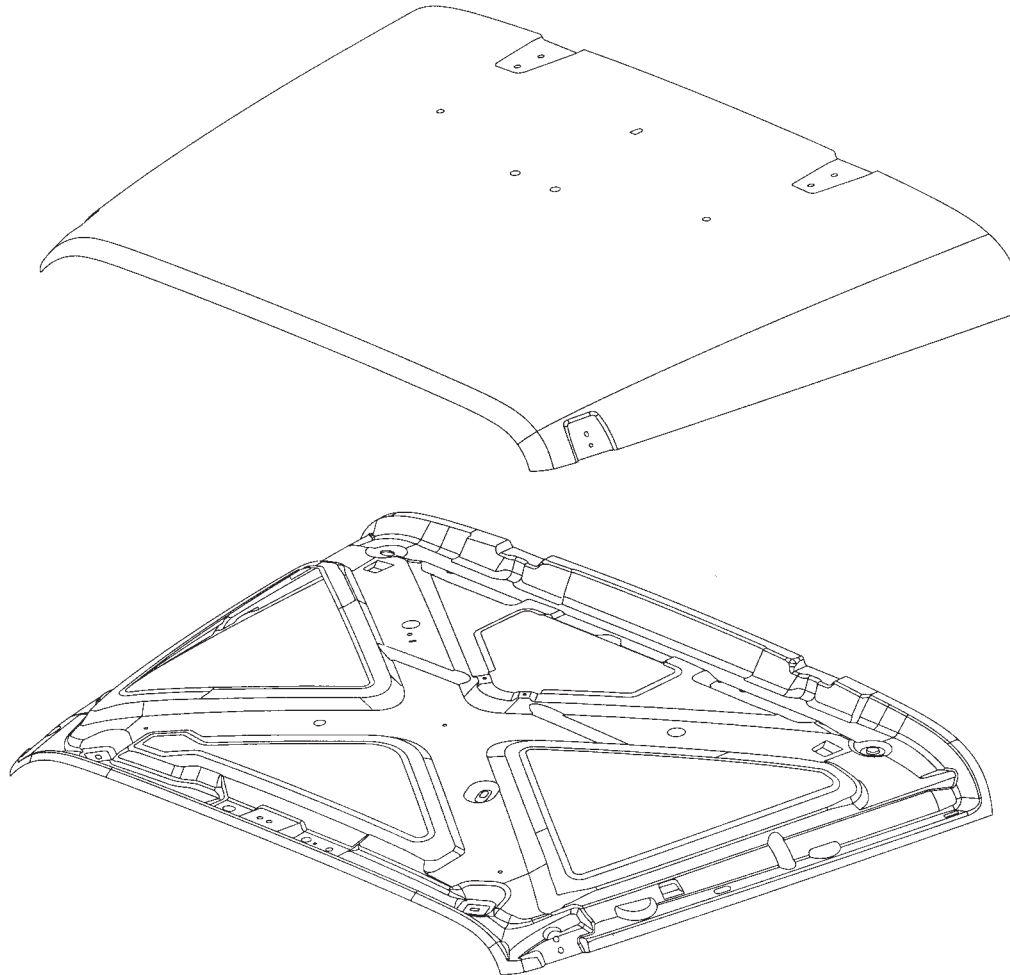


VIEW Y
(LEFT SIDE ONLY)

VIEW Z

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JEEP WRANGLER HOOD ASSEMBLY (COMMON) SECTION

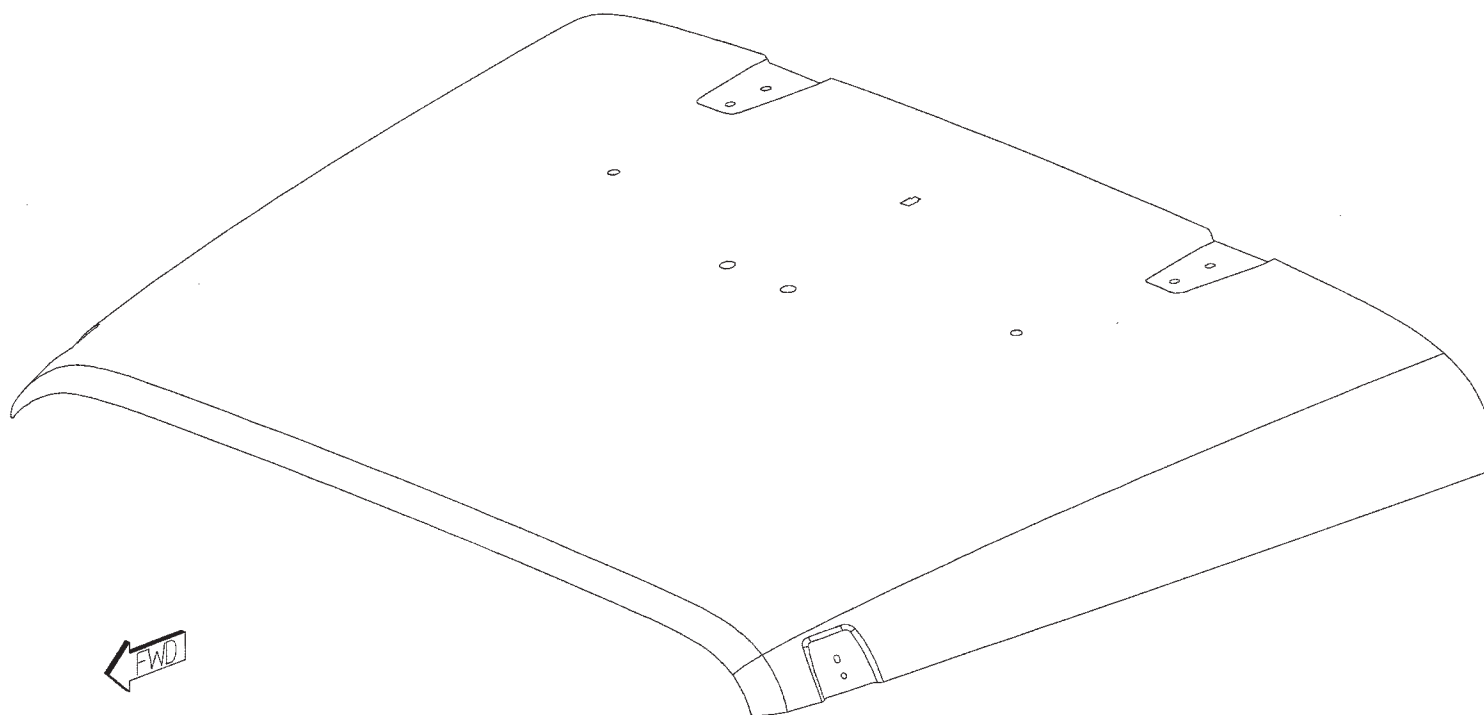


- AA REINF - HOOD PANEL FRT -
- AB REINF - HOOD HING MTG -
- AC PANEL - HOOD INR -
- AD PANEL - HOOD OTR -

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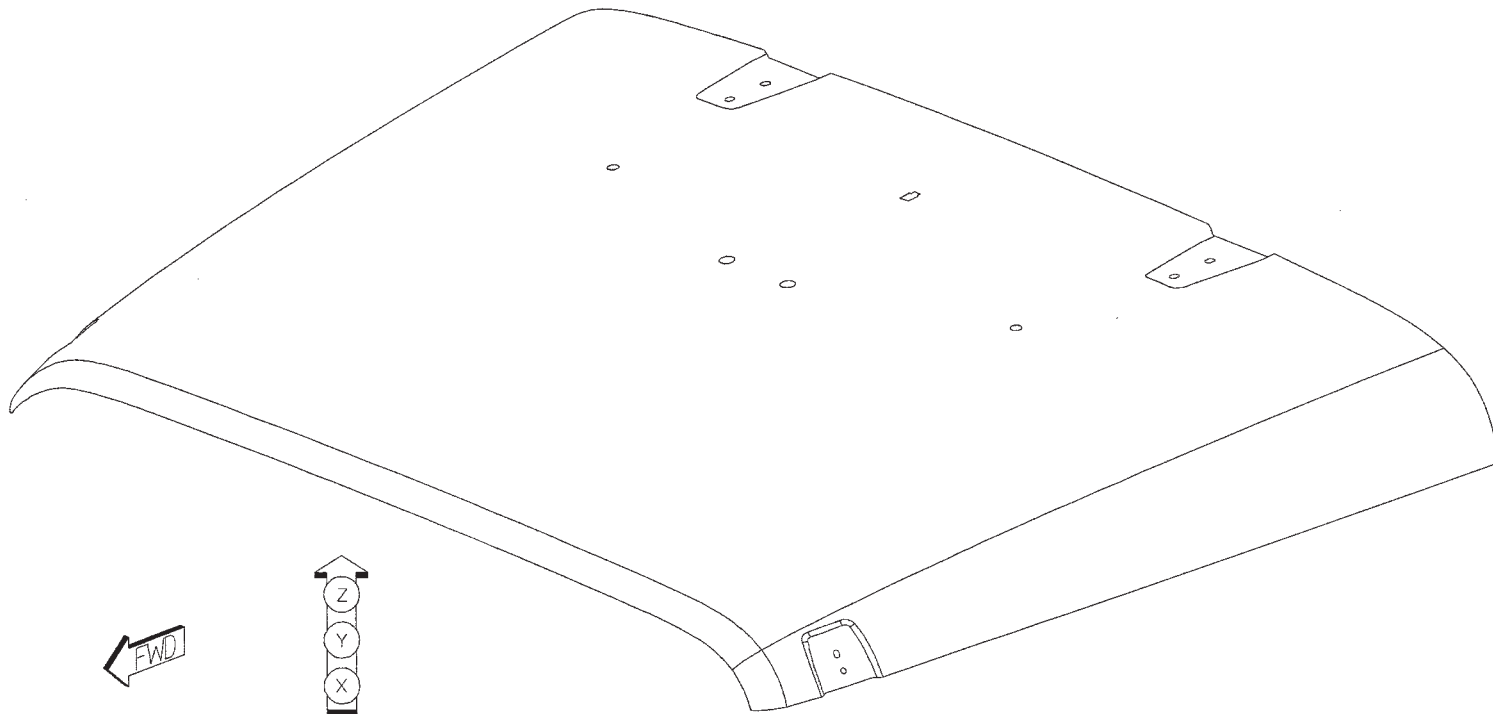
PARTS IDENTIFICATION LEGEND, OVERVIEW 8

AA REINF – HOOD PANEL FRT –
AB REINF – HOOD HING MTG –
AC PANEL – HOOD INR –
AD PANEL – HOOD OTR –



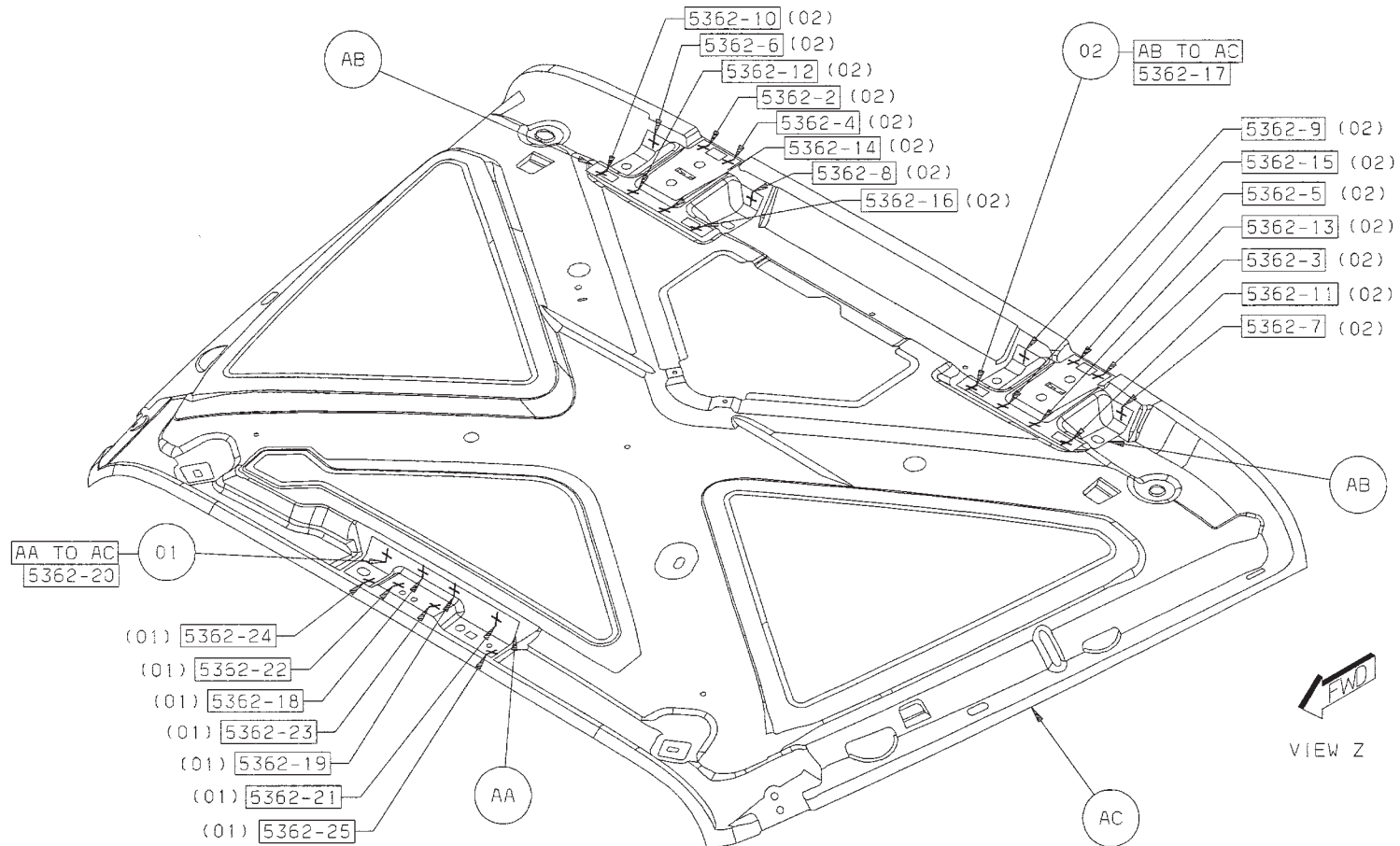
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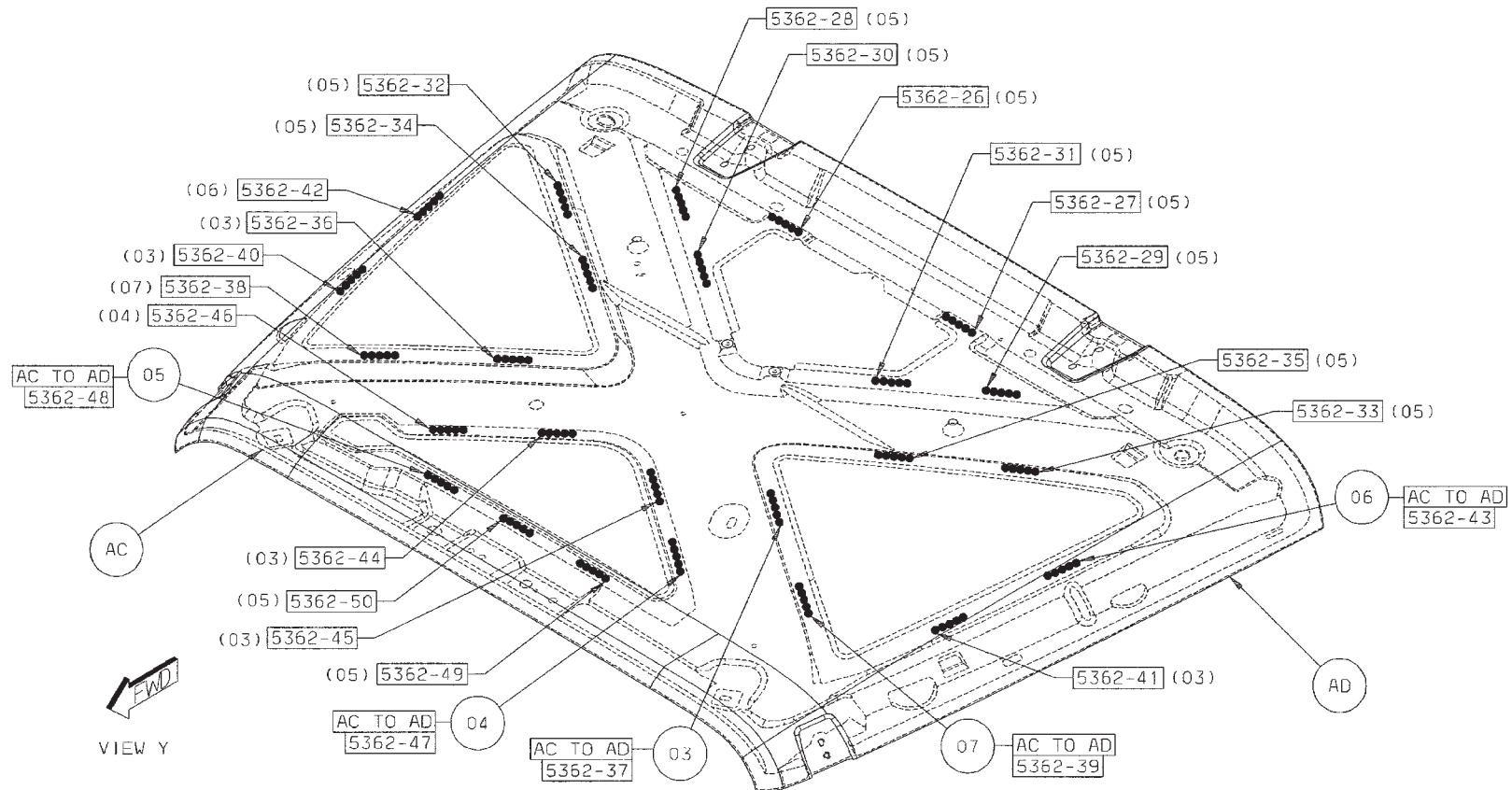
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- 01 AA TO AC 8 SWELDS (ORD)
 02 AB TO AC 16 SWELDS (ORD)



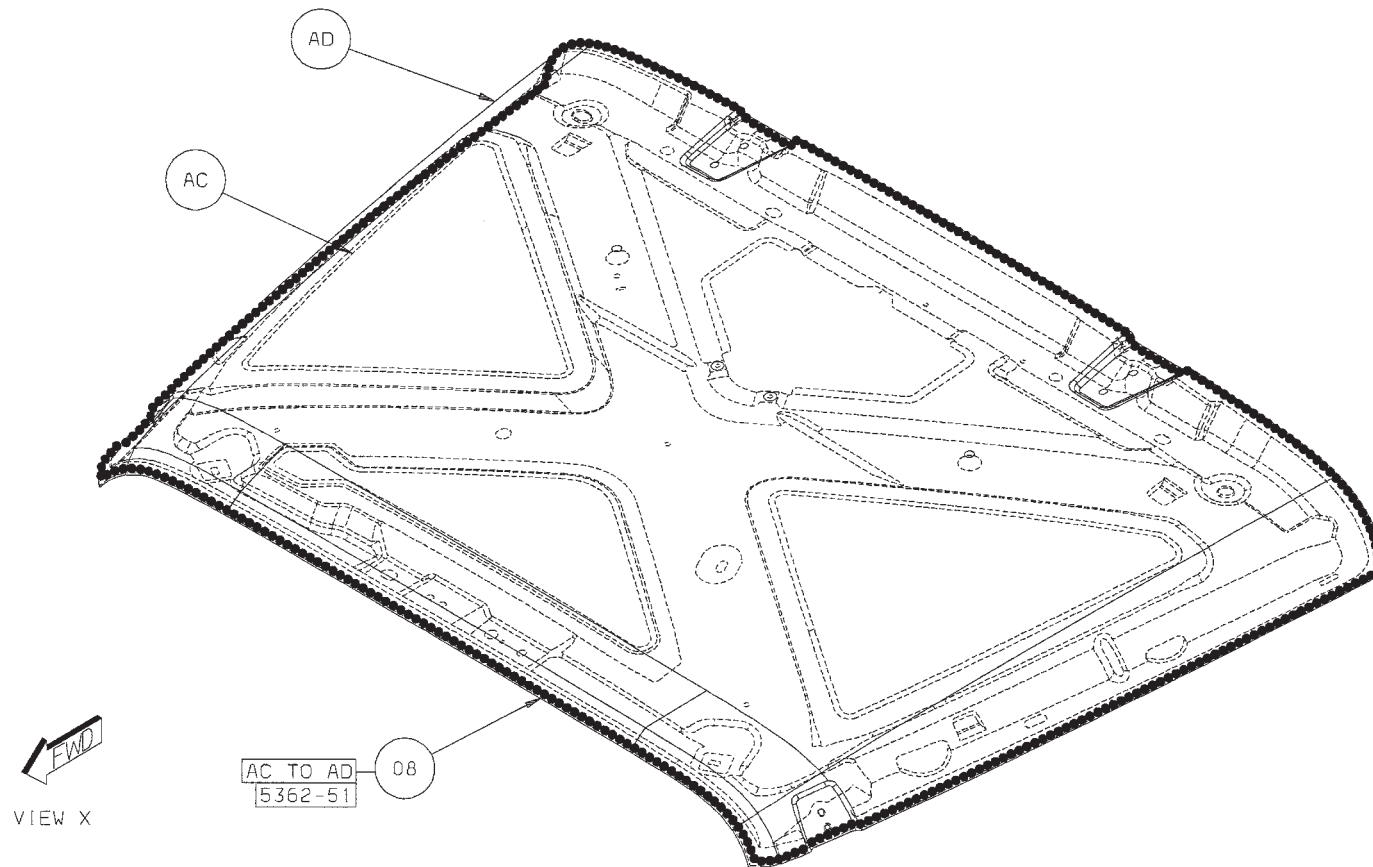
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- 03 AC TO AD 6 STRUC ADH
- 04 AC TO AD 2 STRUC ADH
- 05 AC TO AD 13 STRUC ADH
- 06 AC TO AD 2 STRUC ADH
- 07 AC TO AD 2 STRUC ADH



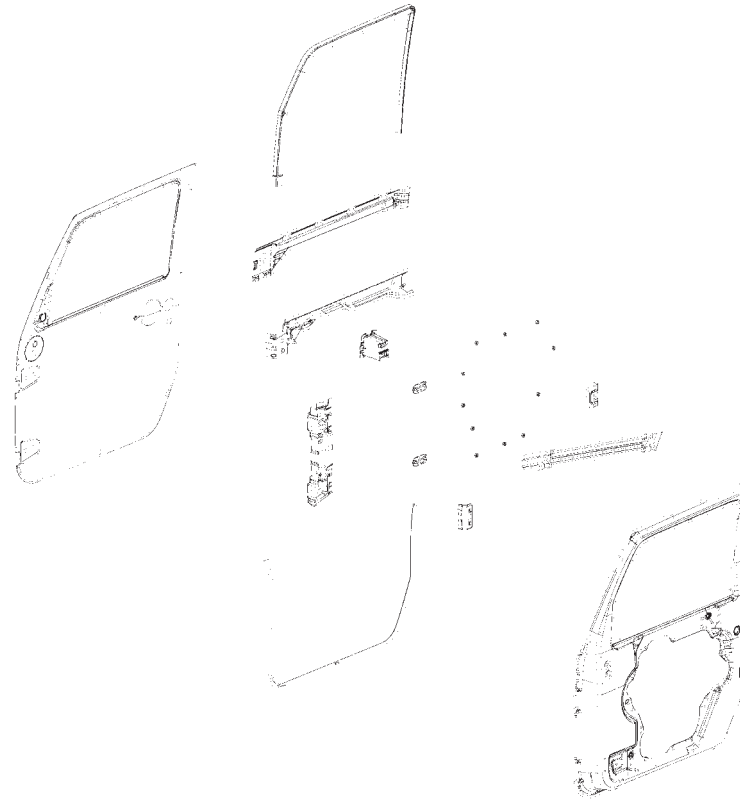
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08 AC TO AD 1 STRUC ADH



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JEEP WRANGLER FRONT DOOR FULL (COMMON) SECTION



AA PANEL – FRT DOOR INR RT –
 AA PANEL – FRT DOOR INR LT –
 AB REINF – DOOR LATCH RT –
 AB REINF – DOOR LATCH LT –
 AC CHANNEL – FRONT DOOR LWR RT –
 AC CHANNEL – FRONT DOOR LWR LT –
 AD REINF – FRT DOOR HINGE PILLAR RT –
 AD REINF – FRT DOOR HINGE PILLAR LT –
 AE REINF – FRT DOOR BELT INR RT –
 AE REINF – FRT DOOR BELT INR LT –

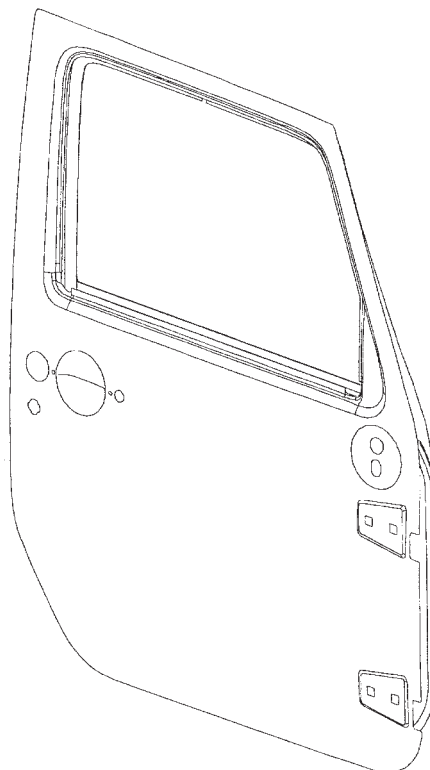
AF REINF – DOOR CHECK STRAP –
 AG REINF – DOOR LWR FRT RT –
 AG REINF – DOOR LWR FRT LT –
 AH REINF – FRT DOOR BELT OTR RT –
 AH REINF – FRT DOOR BELT OTR LT –
 AJ CHANNEL – DOOR GLASS RUN CHANNEL FRT UPR –
 AJ CHANNEL – DOOR GLASS RUN CHANNEL FRT UPR –
 AK CHANNEL – FRT DOOR PRIMARY RT –
 AK CHANNEL – FRT DOOR PRIMARY LT –

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PARTS IDENTIFICATION LEGEND, OVERVIEW 9

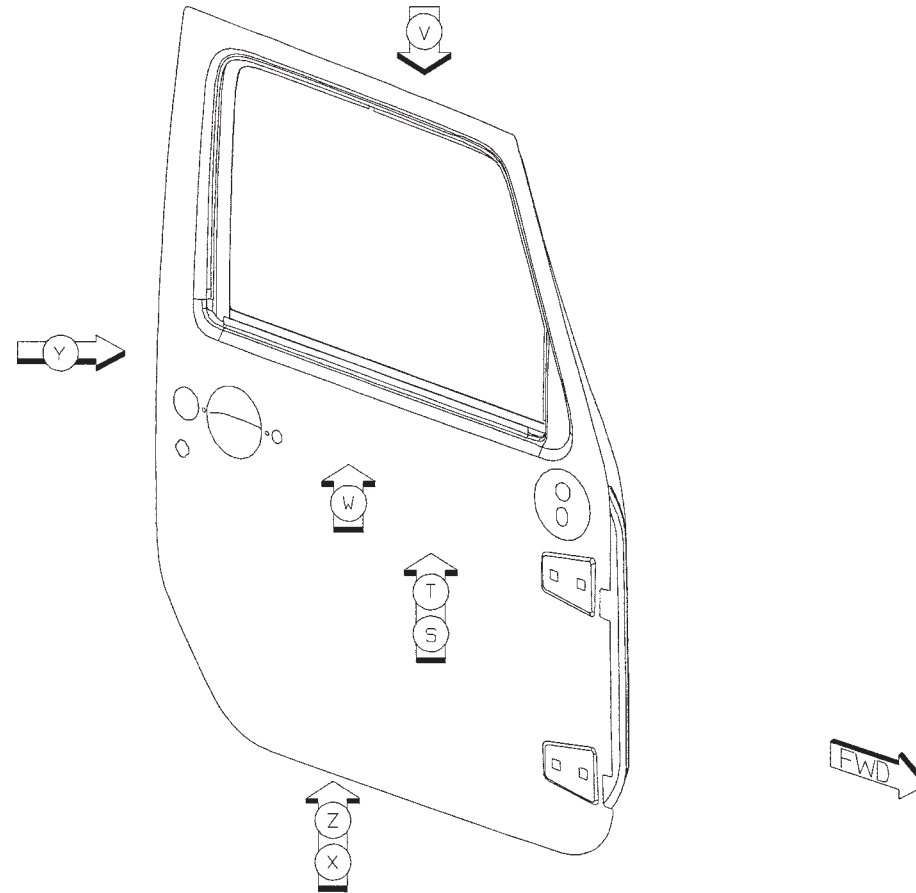
AA PANEL – FRT DOOR INR RT –
AA PANEL – FRT DOOR INR LT –
AB REINF – DOOR LATCH RT –
AB REINF – DOOR LATCH LT –
AC CHANNEL – FRONT DOOR LWR RT –
AC CHANNEL – FRONT DOOR LWR LT –
AD REINF – FRT DOOR HINGE PILLAR RT –
AD REINF – FRT DOOR HINGE PILLAR LT –
AE REINF – FRT DOOR BELT INR RT –
AE REINF – FRT DOOR BELT INR LT –

AF REINF – DOOR CHECK STRAP –
AG REINF – DOOR LWR FRT RT –
AG REINF – DOOR LWR FRT LT –
AH REINF – FRT DOOR BELT OTR RT –
AH REINF – FRT DOOR BELT OTR LT –
AJ CHANNEL – DOOR GLASS RUN CHANNEL FRT UPR –
AJ CHANNEL – DOOR GLASS RUN CHANNEL FRT UPR –
AK CHANNEL – FRT DOOR PRIMARY RT –
AK CHANNEL – FRT DOOR PRIMARY LT –



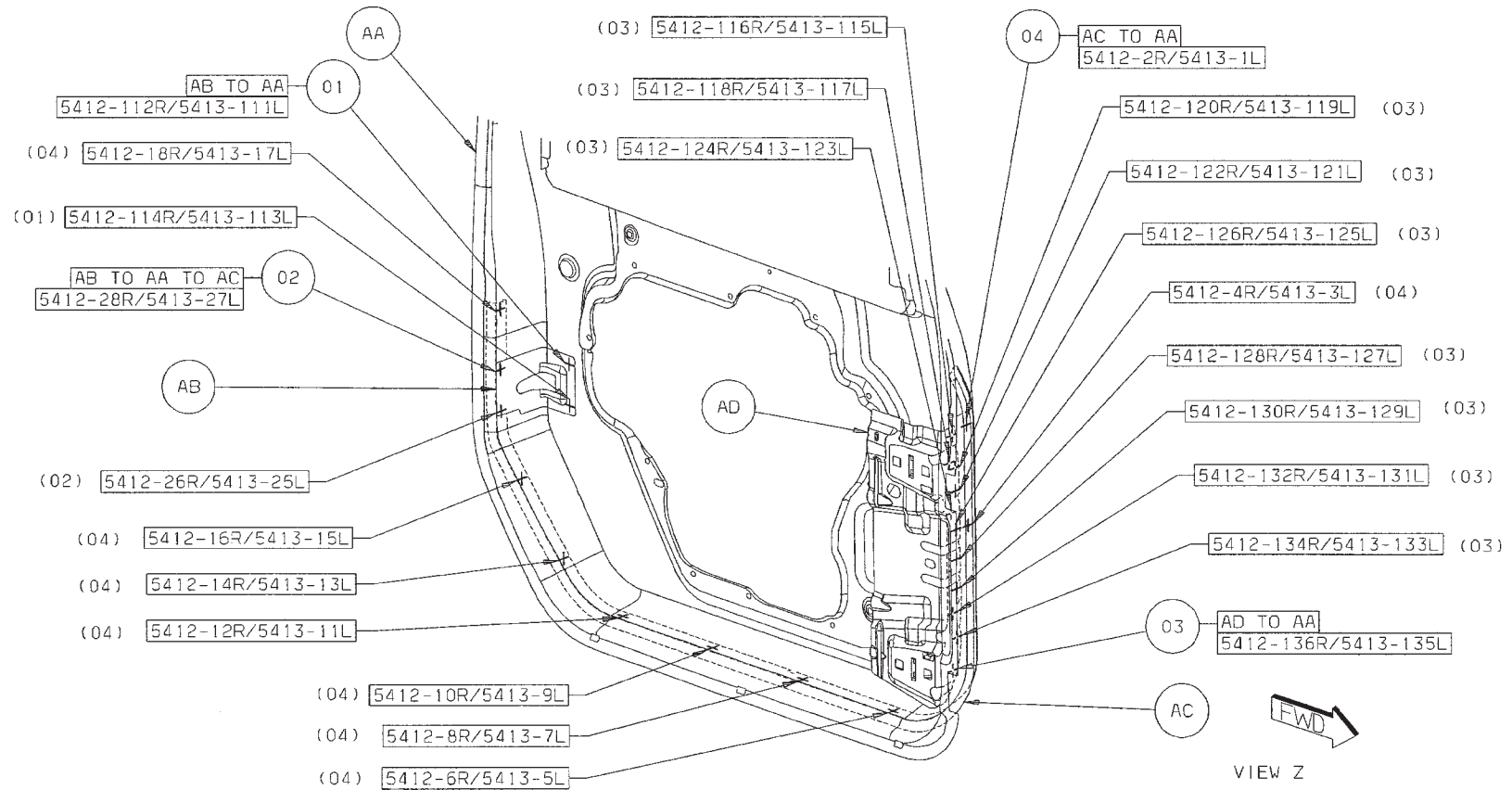
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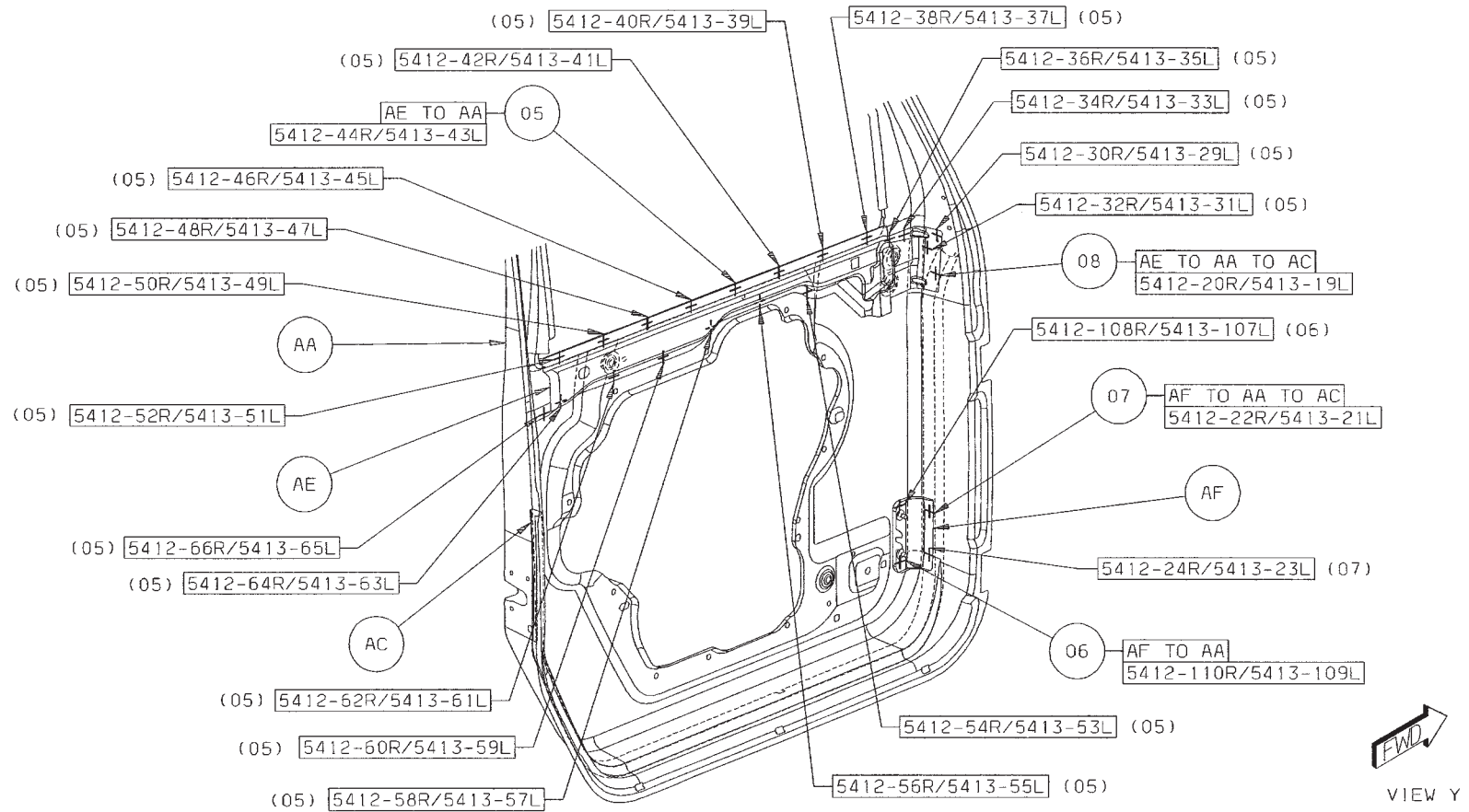
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- 01 AB TO AA 2/SD S/WELDS (ORD)
- 02 AB TO AA TO AC 2/SD S/WELDS (ORD)
- 03 AD TO AA 11/SD S/WELDS (ORD)
- 04 AC TO AA 9/SD S/WELDS (ORD)



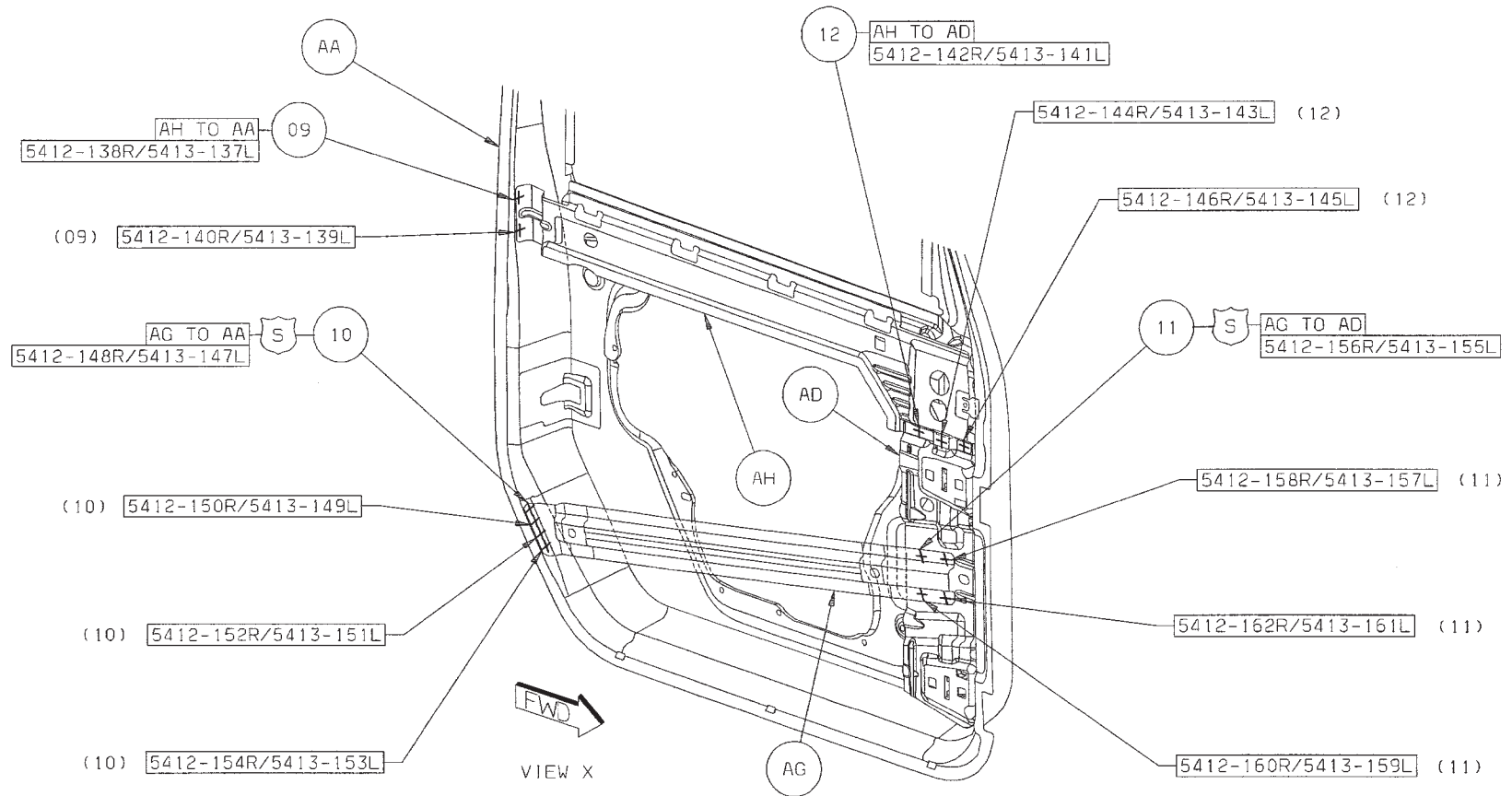
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- 05 AE TO AA 19/SD S/WELDS (ORD)
- 06 AF TO AA 2/SD S/WELDS (ORD)
- 07 AF TO AA TO AC 2/SD S/WELDS (ORD)
- 08 AE TO AA TO AC 2/SD S/WELD (ORD)



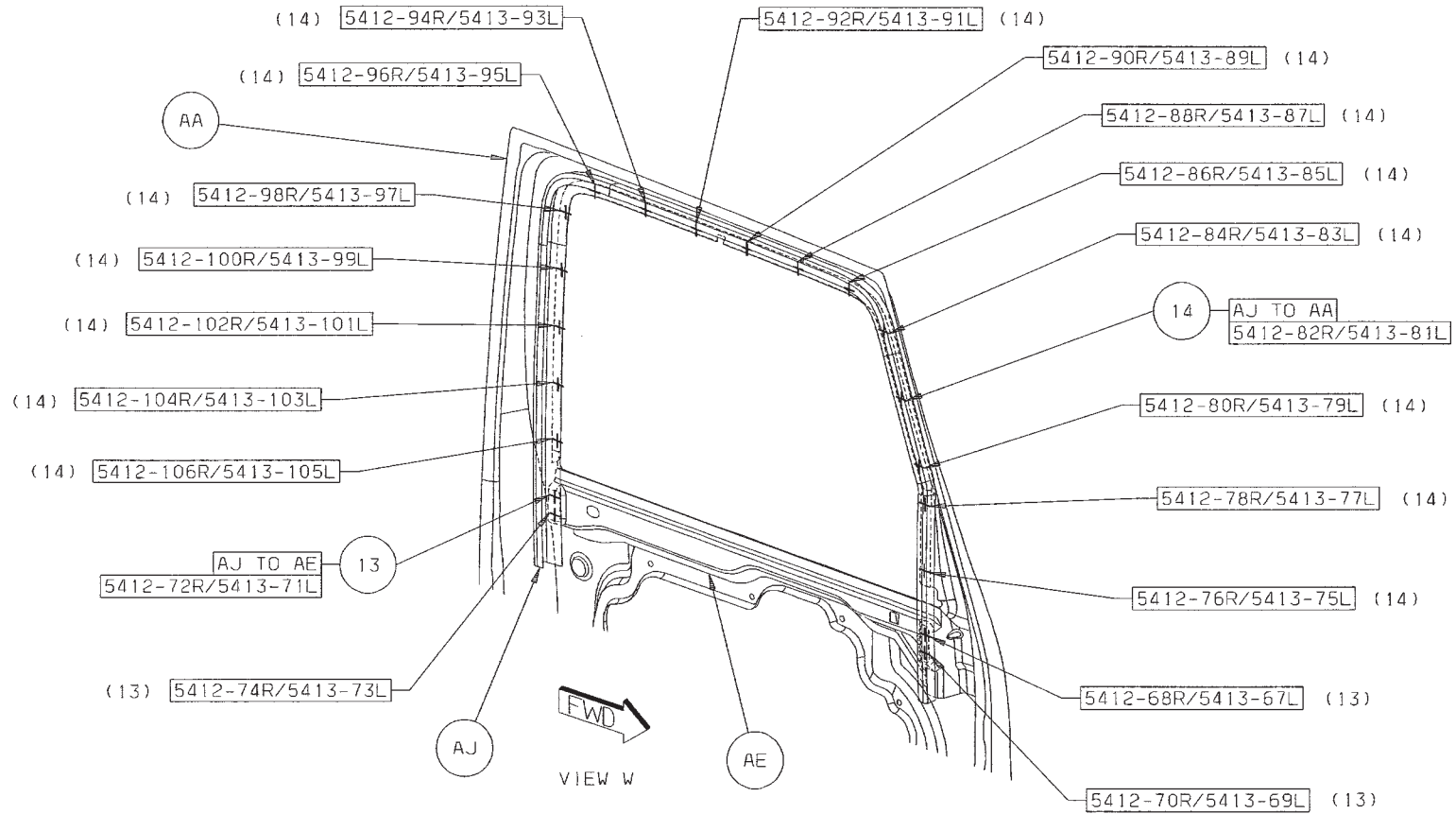
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- 09 AH TO AA 2/SD S/WELDS (ORD)
- 10 AG TO AA 4/SD S/WELDS (SAF)
- 11 AG TO AD 4/SD S/WELDS (SAF)
- 12 AH TO AD 3/SD S/WELDS (ORD)



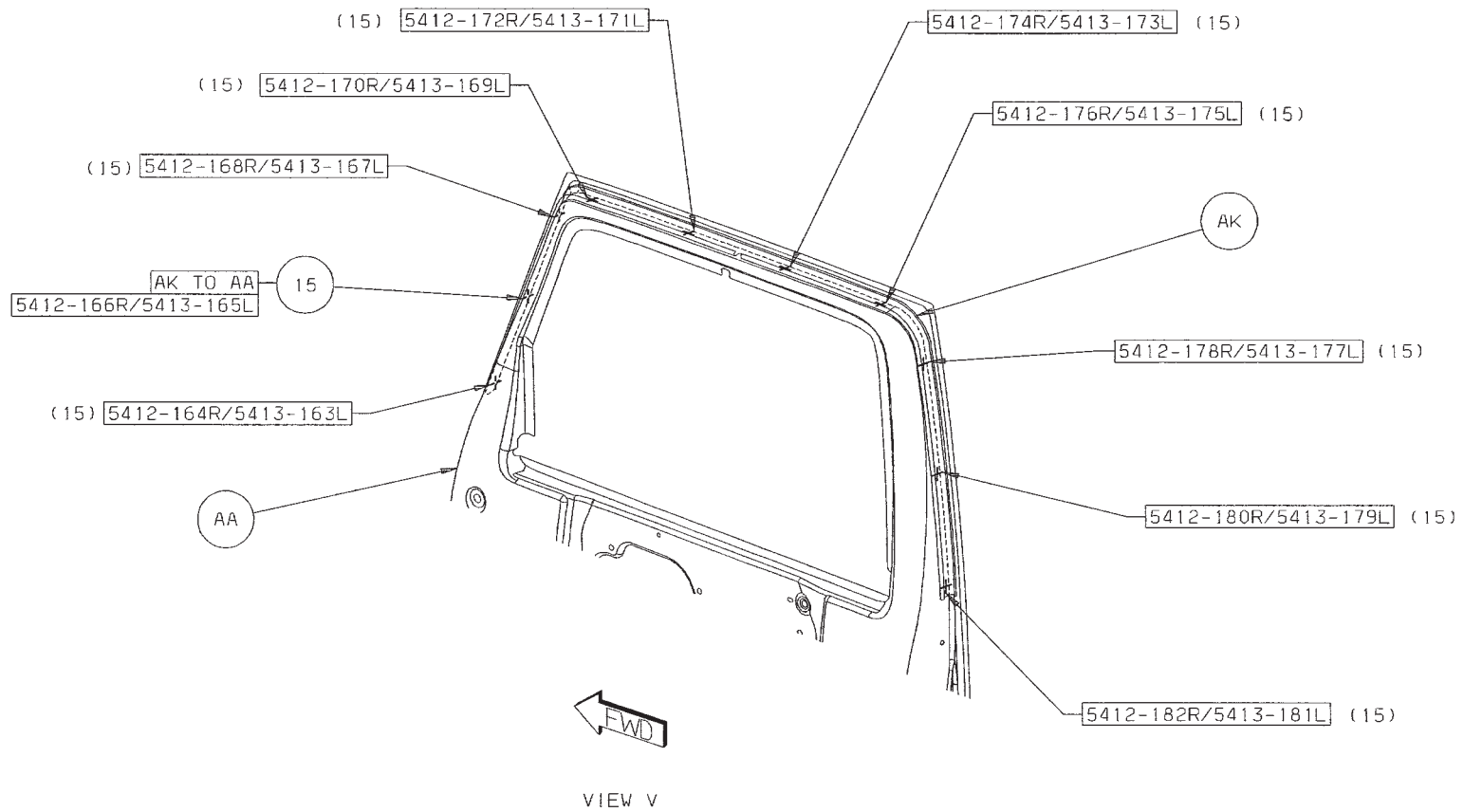
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- 13 AJ TO AD 4/SD SWELDS (ORD)
 14 AJ TO AA 16/SD SWELDS (ORD)



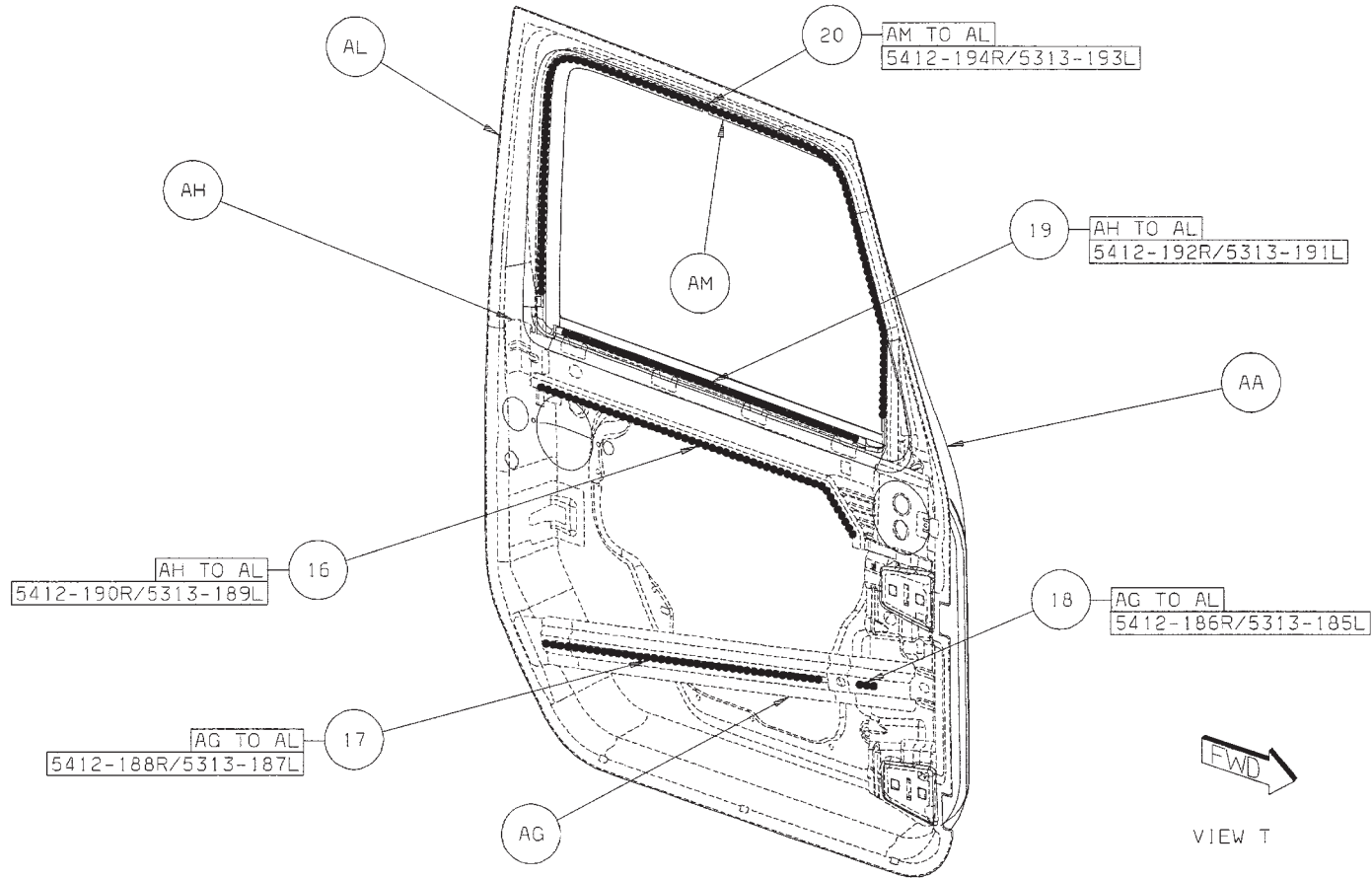
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15 AK TO AA 10/SD S/WELDS (ORD)



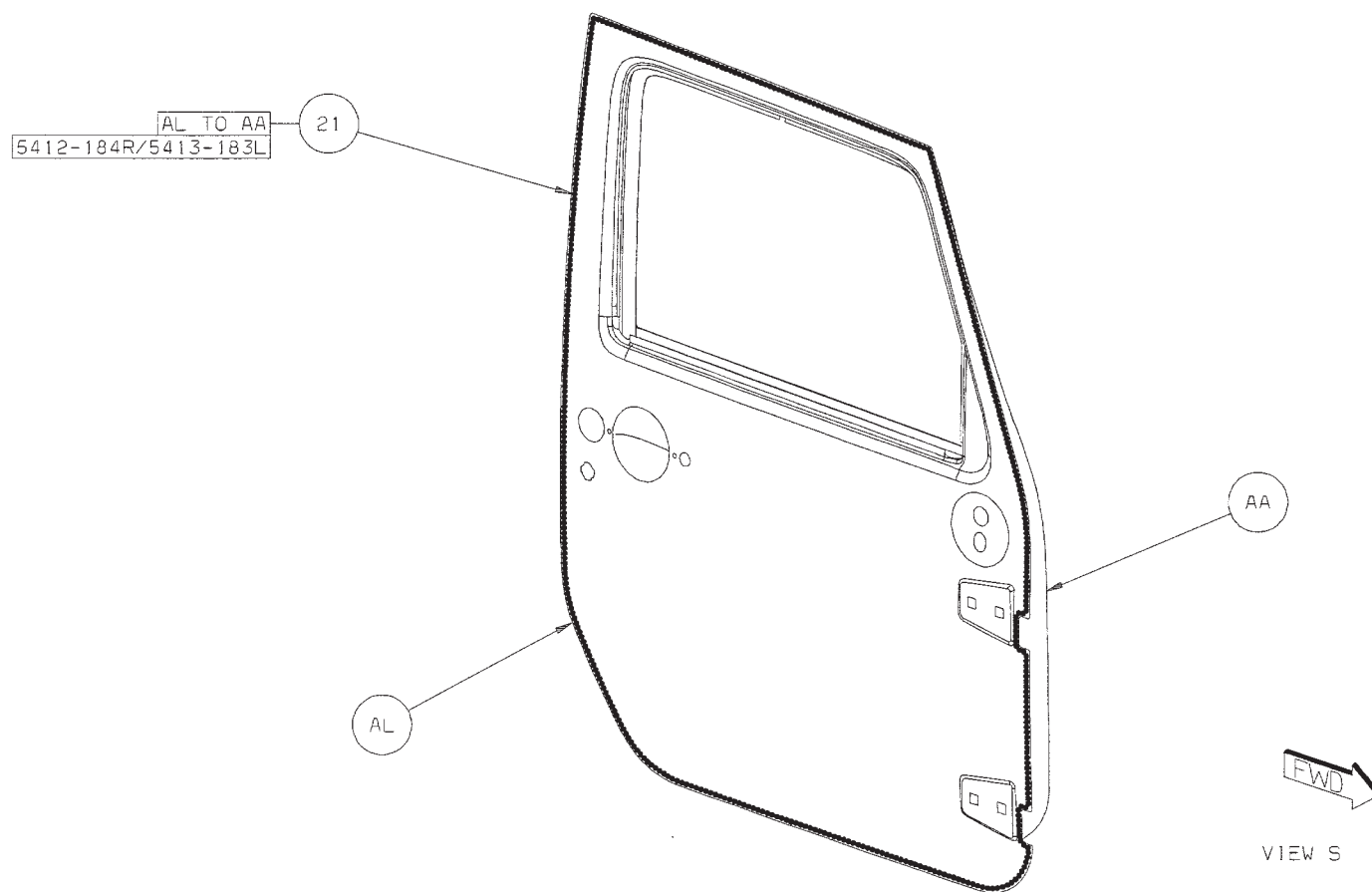
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- 16 AH TO AL 1/SD STRUC ADH
- 17 AG TO AL 1/SD STRUC ADH
- 18 AG TO AL 1/SD STRUC ADH
- 19 AH TO AL 1/SD STRUC ADH
- 20 AM TO AL 1/SD STRUC ADH



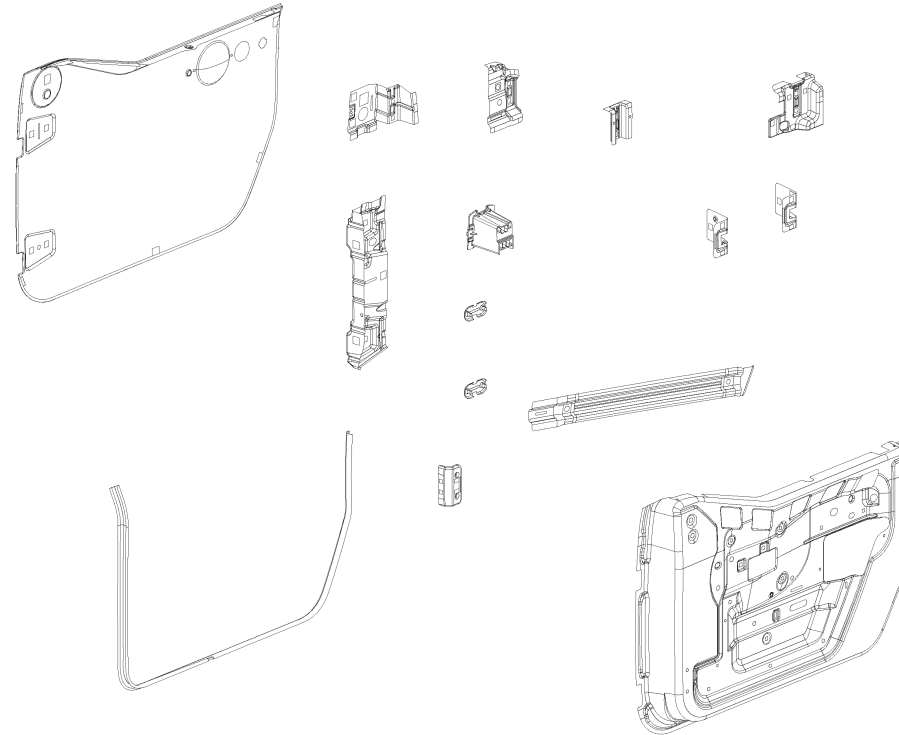
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20 AL TO AA 1/SD STRUC ADH



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JEEP WRANGLER FRONT HALF DOOR (COMMON) SECTION

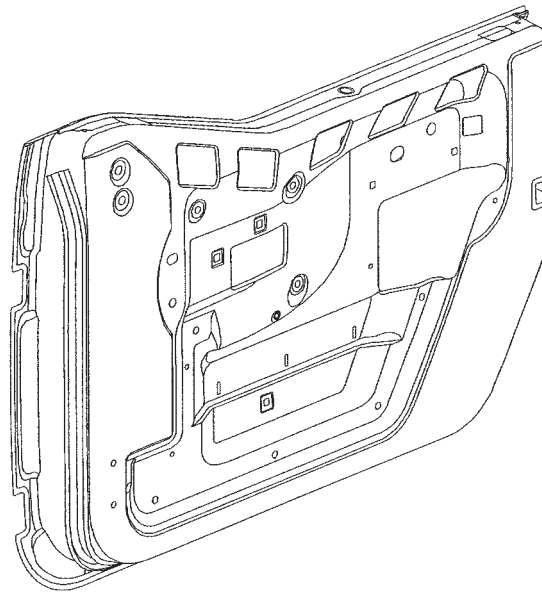


- | | | | |
|----|---------------------------------------|----|----------------------------------|
| AA | PANEL – FRT DOOR INR RT – | AG | REINF – DOOR LWR FRT RT – |
| AA | PANEL – FRT DOOR INR LT – | AG | REINF – DOOR LWR FRT LT – |
| AB | REINF – FRT DOOR HINGE PILLAR RT – | AH | RETAINER – TUBE FRT – |
| AB | REINF – FRT DOOR HINGE PILLAR LT – | AH | RETAINER – TUBE FRT – |
| AC | CHANNEL – FRT DOOR HALF DOOR LWR RT – | AJ | RETAINER – FRT DOOR CTR UPR RT – |
| AC | CHANNEL – FRT DOOR HALF DOOR LWR LT – | AJ | RETAINER – FRT DOOR CTR UPR LT – |
| AD | REINF – FRT DOOR BELT INR SHORT RT – | AK | REINF – DOOR LATCH RT – |
| AD | REINF – FRT DOOR BELT INR SHORT LT – | AK | REINF – DOOR LATCH LT – |
| AE | RETAINER – FRT DOOR UPR FRT RT – | AL | PANEL – FRT DOOR OTR RT – |
| AE | RETAINER – FRT DOOR UPR FRT LT – | AL | PANEL – FRT DOOR OTR LT – |
| AF | REINF – DOOR CHECK STRAP – | | |

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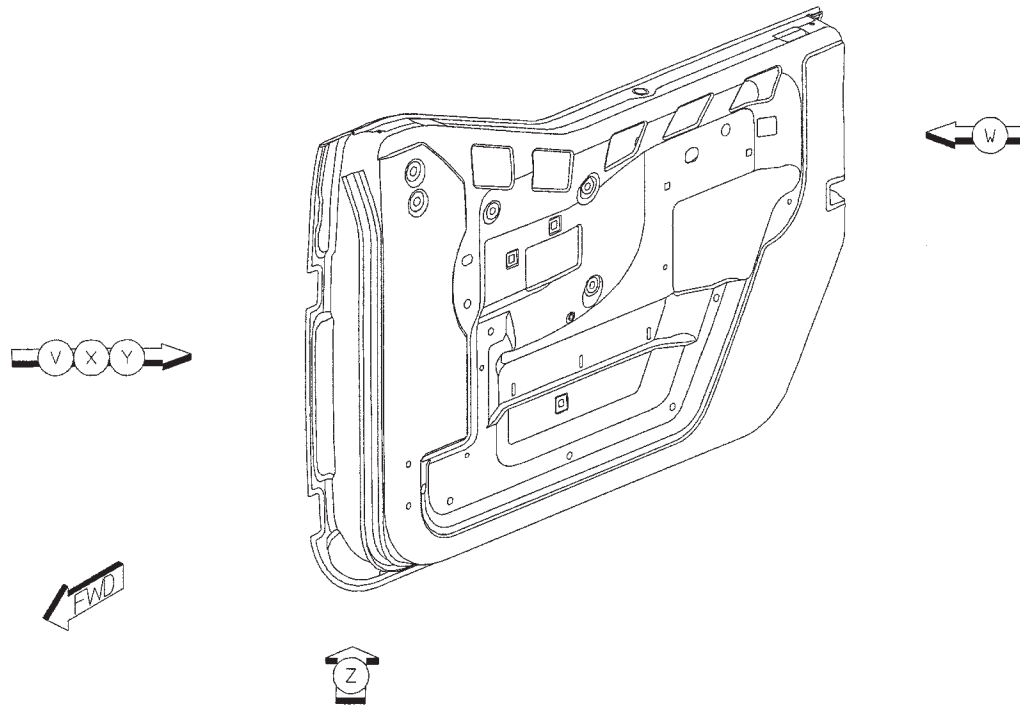
PARTS IDENTIFICATION LEGEND, OVERVIEW 10

AA	PANEL – FRT DOOR INR RT –	AG	REINF – DOOR LWR FRT RT –
AA	PANEL – FRT DOOR INR LT –	AG	REINF – DOOR LWR FRT LT –
AB	REINF – FRT DOOR HINGE PILLAR RT –	AH	RETAINER – TUBE FRT –
AB	REINF – FRT DOOR HINGE PILLAR LT –	AH	RETAINER – TUBE FRT –
AC	CHANNEL – FRT DOOR HALF DOOR LWR RT –	AJ	RETAINER – FRT DOOR CTR UPR RT –
AC	CHANNEL – FRT DOOR HALF DOOR LWR LT –	AJ	RETAINER – FRT DOOR CTR UPR LT –
AD	REINF – FRT DOOR BELT INR SHORT RT –	AK	REINF – DOOR LATCH RT –
AD	REINF – FRT DOOR BELT INR SHORT LT –	AK	REINF – DOOR LATCH LT –
AE	RETAINER – FRT DOOR UPR FRT RT –	AL	PANEL – FRT DOOR OTR RT –
AE	RETAINER – FRT DOOR UPR FRT LT –	AL	PANEL – FRT DOOR OTR LT –
AF	REINF – DOOR CHECK STRAP –		



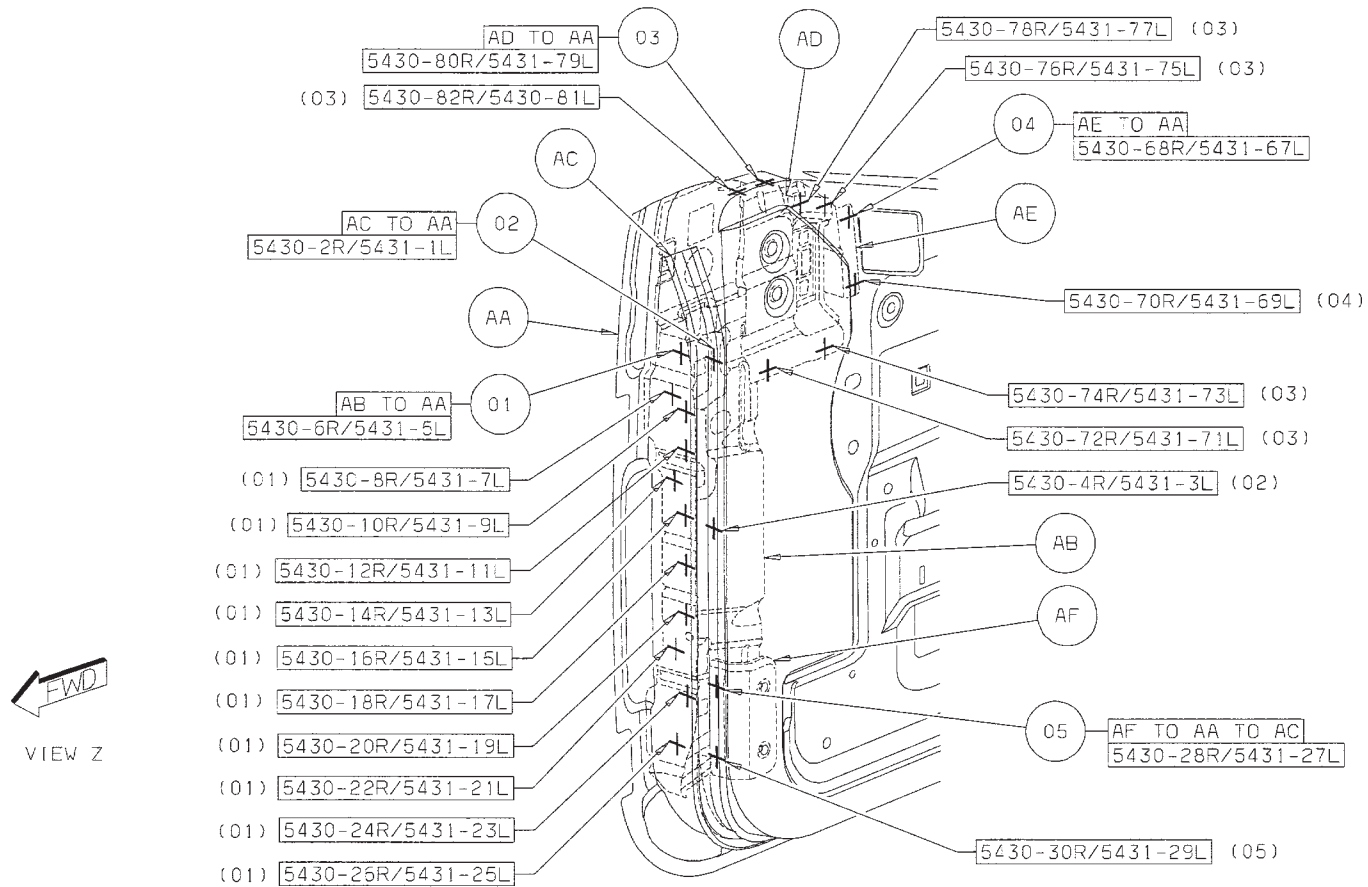
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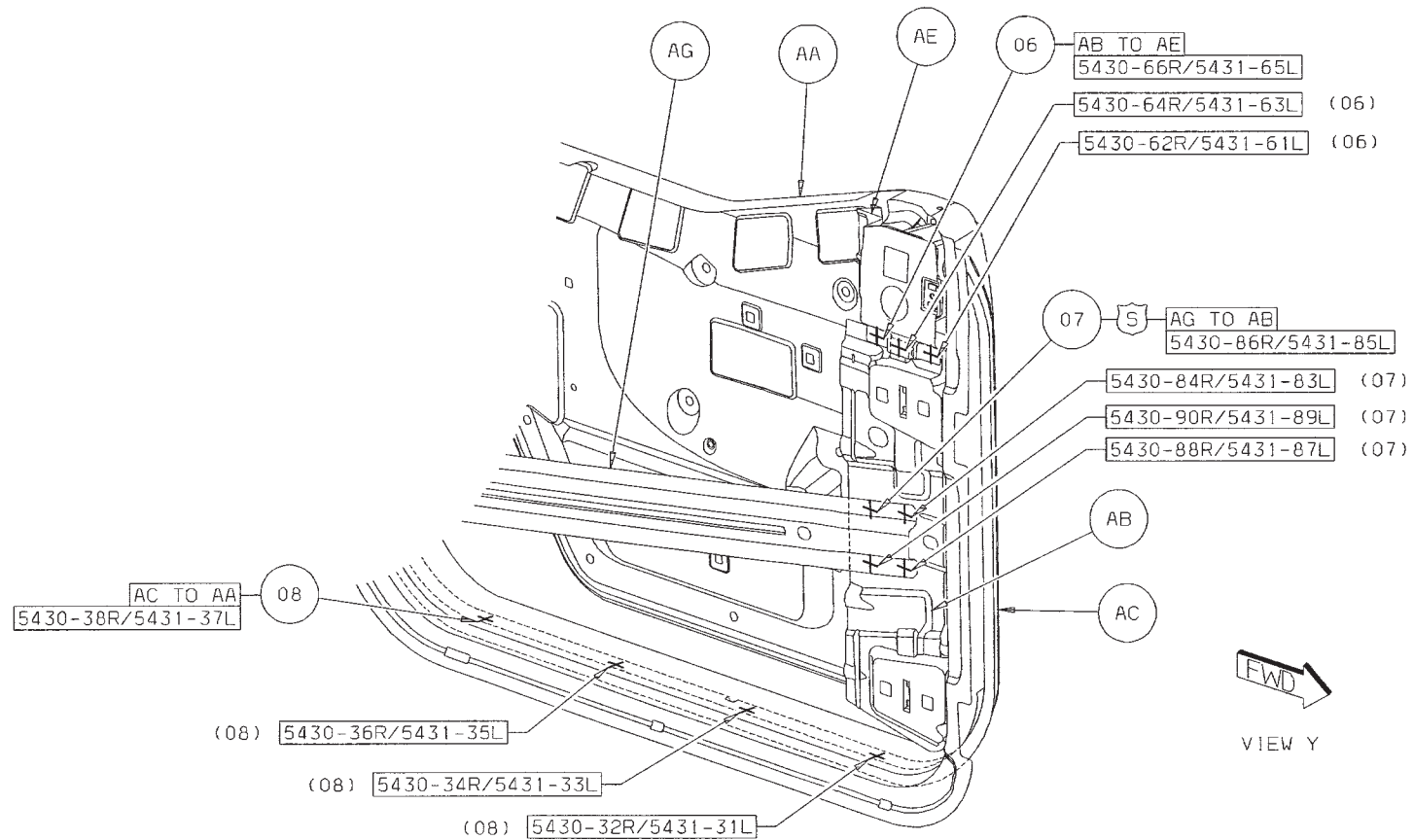
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- 01 AB TO AA 11/SD S/WELDS (ORD)
- 02 AC TO AA 2/SD S/WELDS (ORD)
- 03 AD TO AA 6/SD S/WELDS (ORD)
- 04 AE TO AA 2/SD S/WELDS (ORD)
- 05 AF TO AA 2/SD S/WELDS (ORD)
- 06 AF TO AA TO AC 2/SD S/WELDS (ORD)



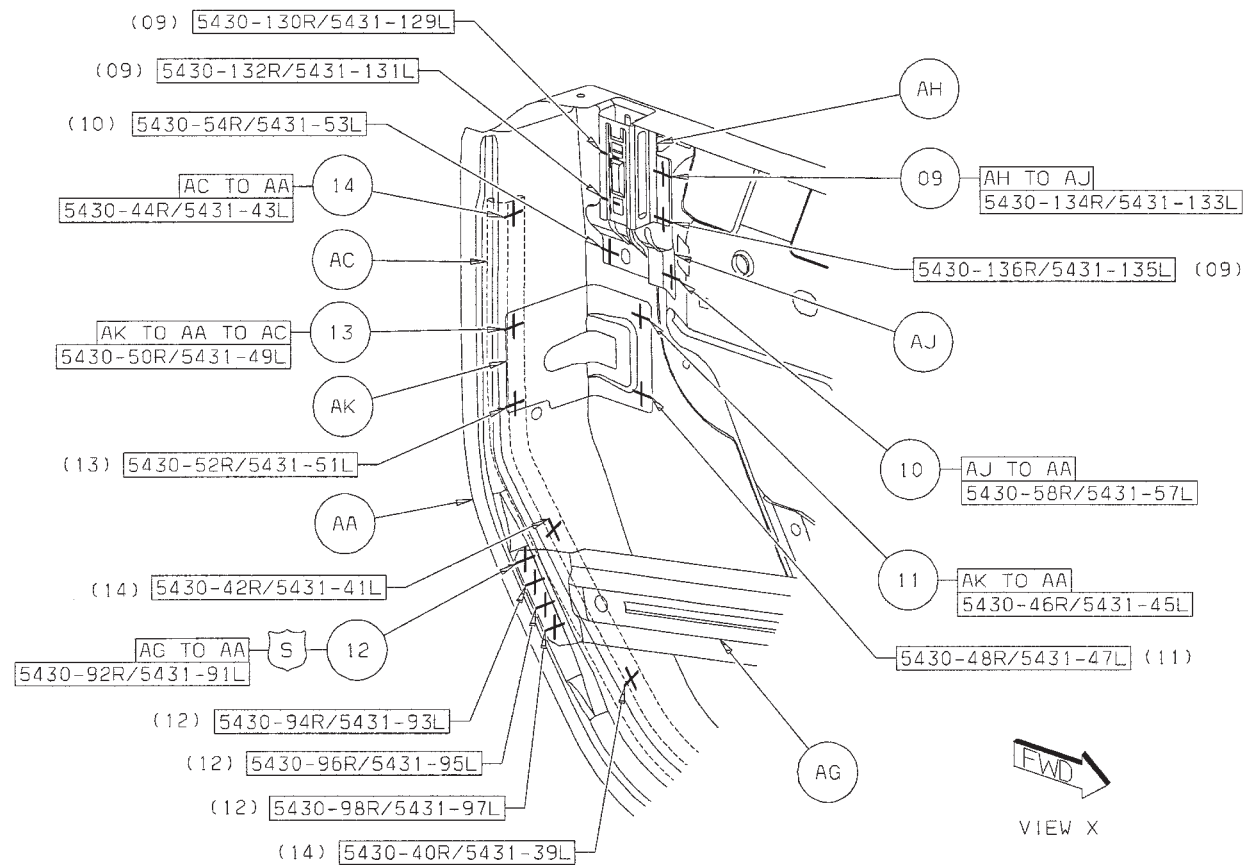
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- 07 AB TO AE 3/SD S/WELDS (ORD)
- 08 AG TO AB 4/SD S/WELDS (SAF)
- 09 AC TO AA 4/SD S/WELDS (ORD)



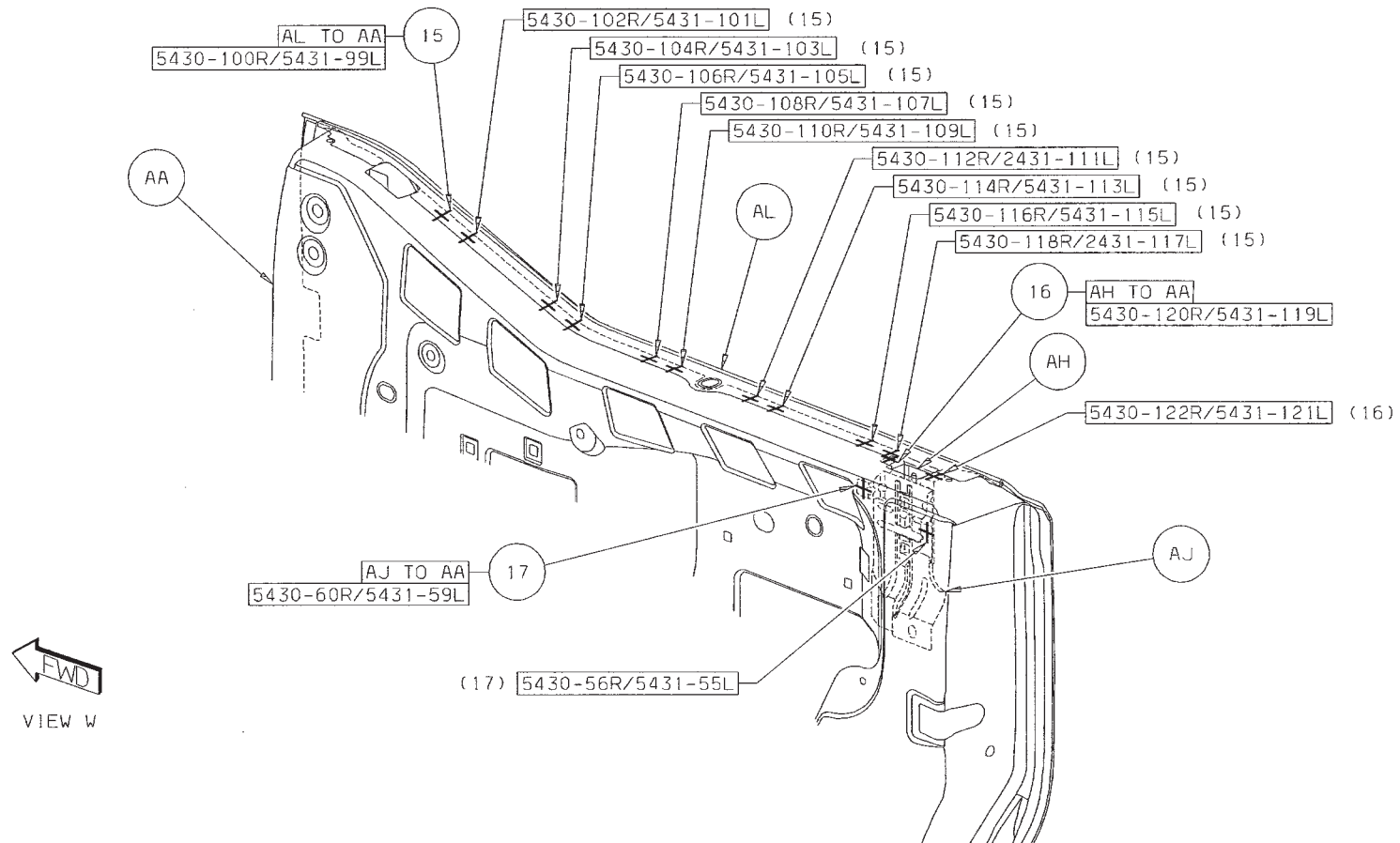
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- 10 AH TO AJ 6/SD S/WELDS (ORD)
- 11 AJ TO AA 5/SD S/WELDS (ORD)
- 12 AK TO AA 2/SD S/WELDS (ORD)
- 13 AG TO AA 4/SD S/WELDS (SAF)
- 14 AK TO AA TO AC 2/SD S/WELDS (ORD)
- 15 AC TO AA 3/SD S/WELDS (ORD)



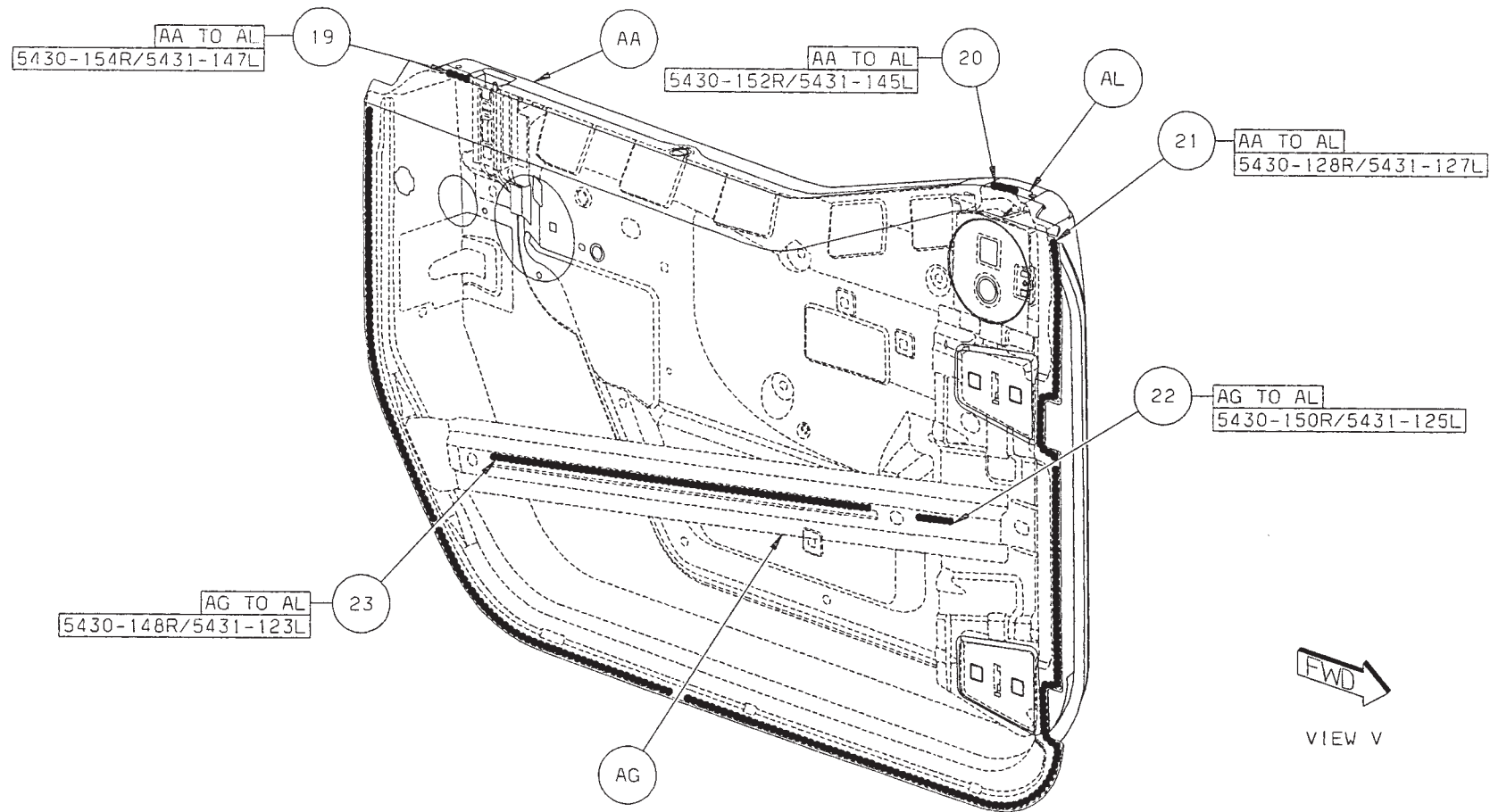
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- 16 AL TO AA 10/SD S/WELDS (ORD)
- 17 AH TO AA 2/SD S/WELDS (ORD)
- 18 AJ TO AA 2/SD S/WELDS (ORD)



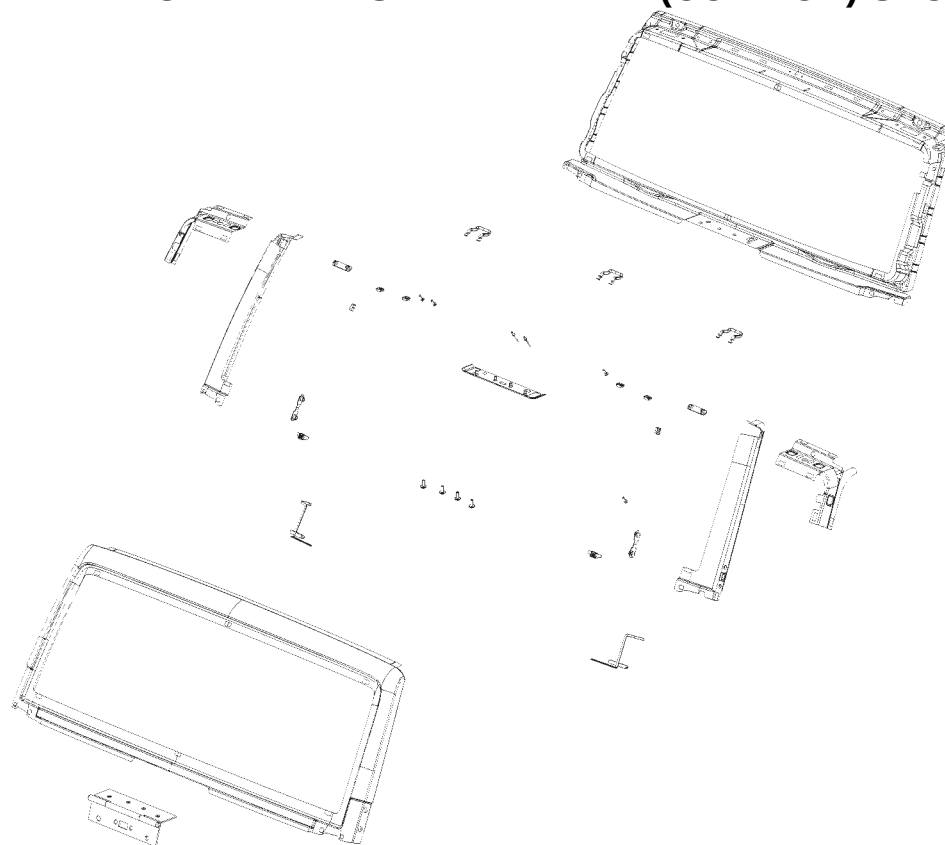
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- 19 AA TO AL 1/SD STRUC ADH
- 20 AA TO AL 1/SD STRUC ADH
- 21 AA TO AL 1/SD STRUC ADH
- 22 AG TO AL 1/SD STRUC ADH
- 23 AG TO AL 1/SD STRUC ADH



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JEEP WRANGLER WINDSHIELD FRAME (COMMON) SECTION

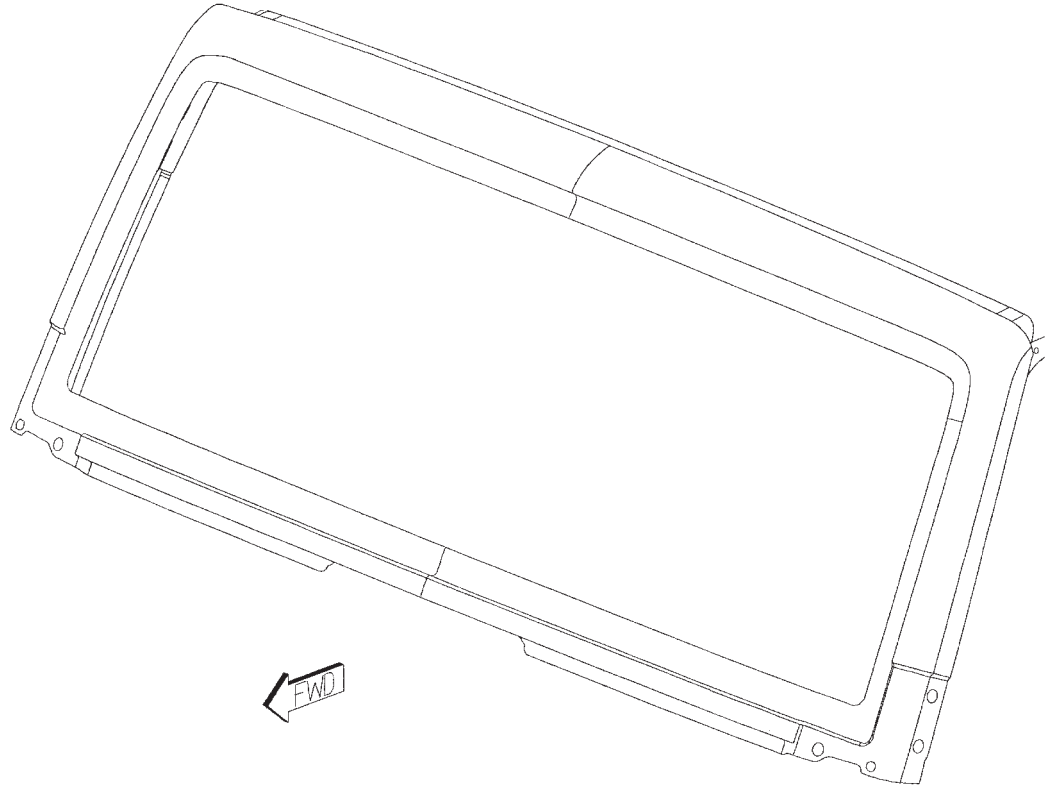


- AA PANEL – WINDSHIELD OTR –
- AB PANEL – WINDSHIELD INR –
- AC TAPPING PLATE – WINDSHIELD HINGE TO BODY –
- AD NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
WINDSHIELD FRAME TO HINGE
- AE REINF – A-PILLAR LWR RT –
- AE REINF – A-PILLAR LWR LT –
- AF REINF – A-PILLAR UPR RT –
- AF REINF – A-PILLAR UPR LT –
- AG REINF – FOOTMAN LOOP –

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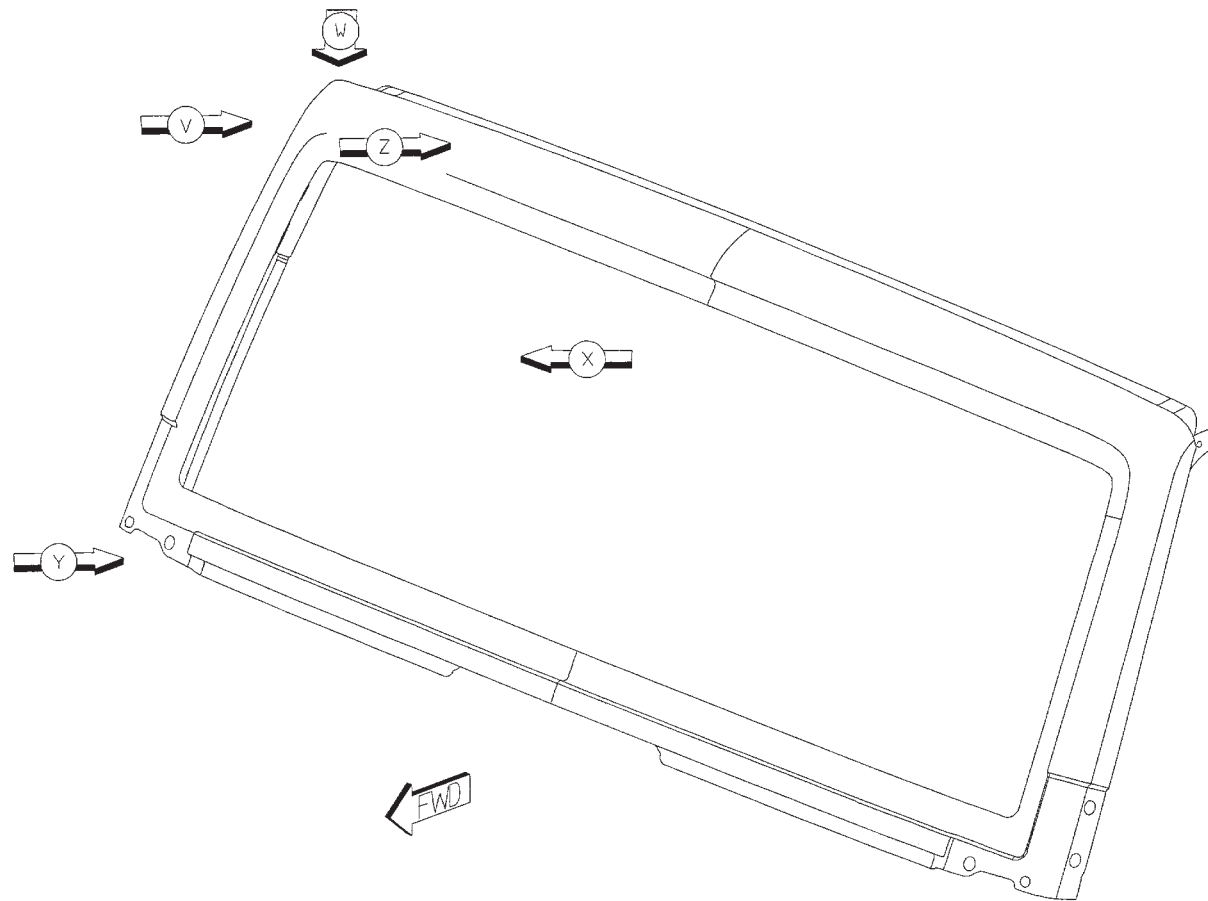
PARTS IDENTIFICATION LEGEND, OVERVIEW 11

AA PANEL – WINDSHIELD OTR –
AB PANEL – WINDSHIELD INR –
AC TAPPING PLATE – WINDSHIELD HINGE TO BODY –
AD NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT –
WINDSHIELD FRAME TO HINGE
AE REINF – A-PILLAR LWR RT –
AE REINF – A-PILLAR LWR LT –
AF REINF – A-PILLAR UPR RT –
AF REINF – A-PILLAR UPR LT –
AG REINF – FOOTMAN LOOP –



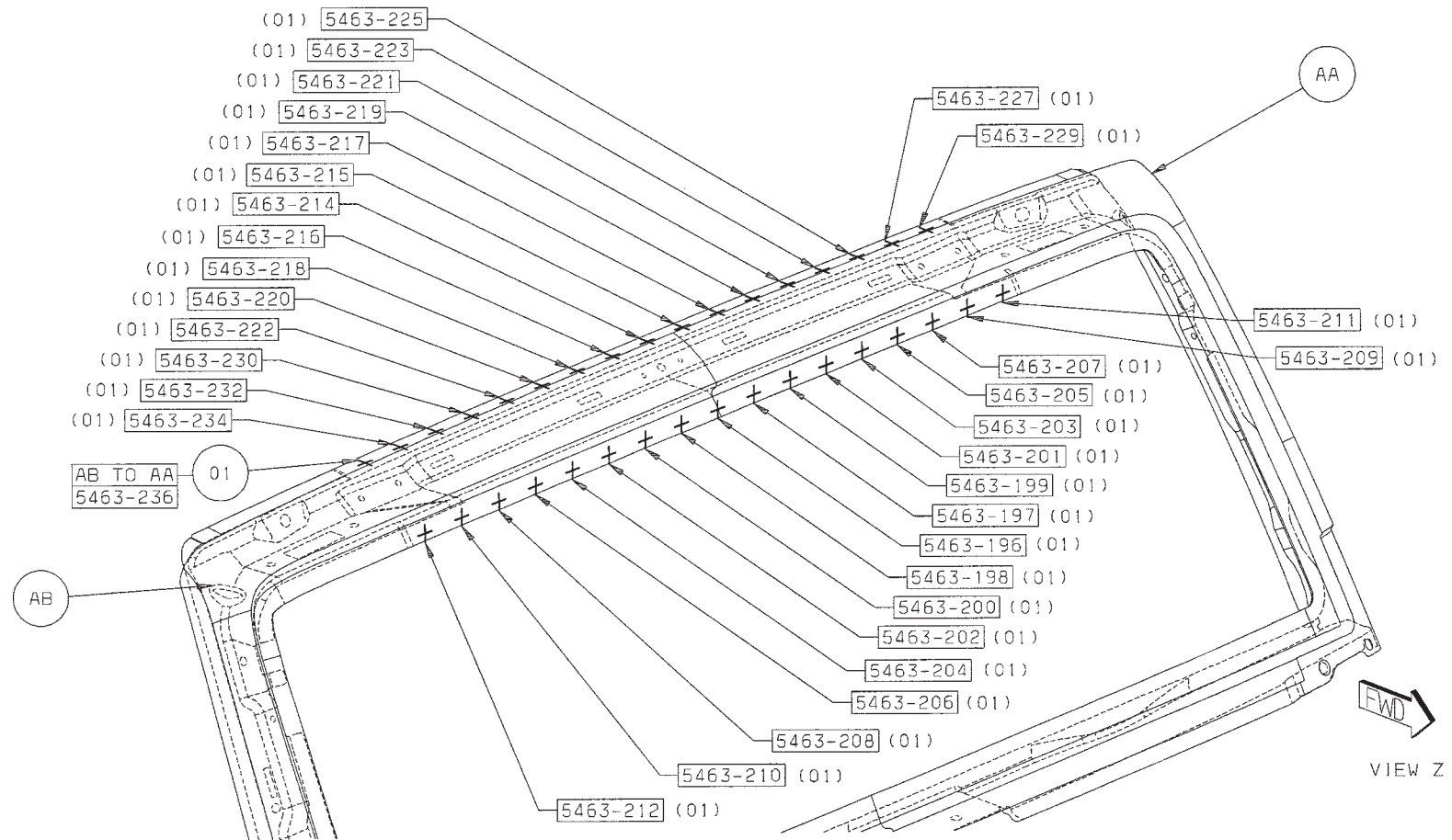
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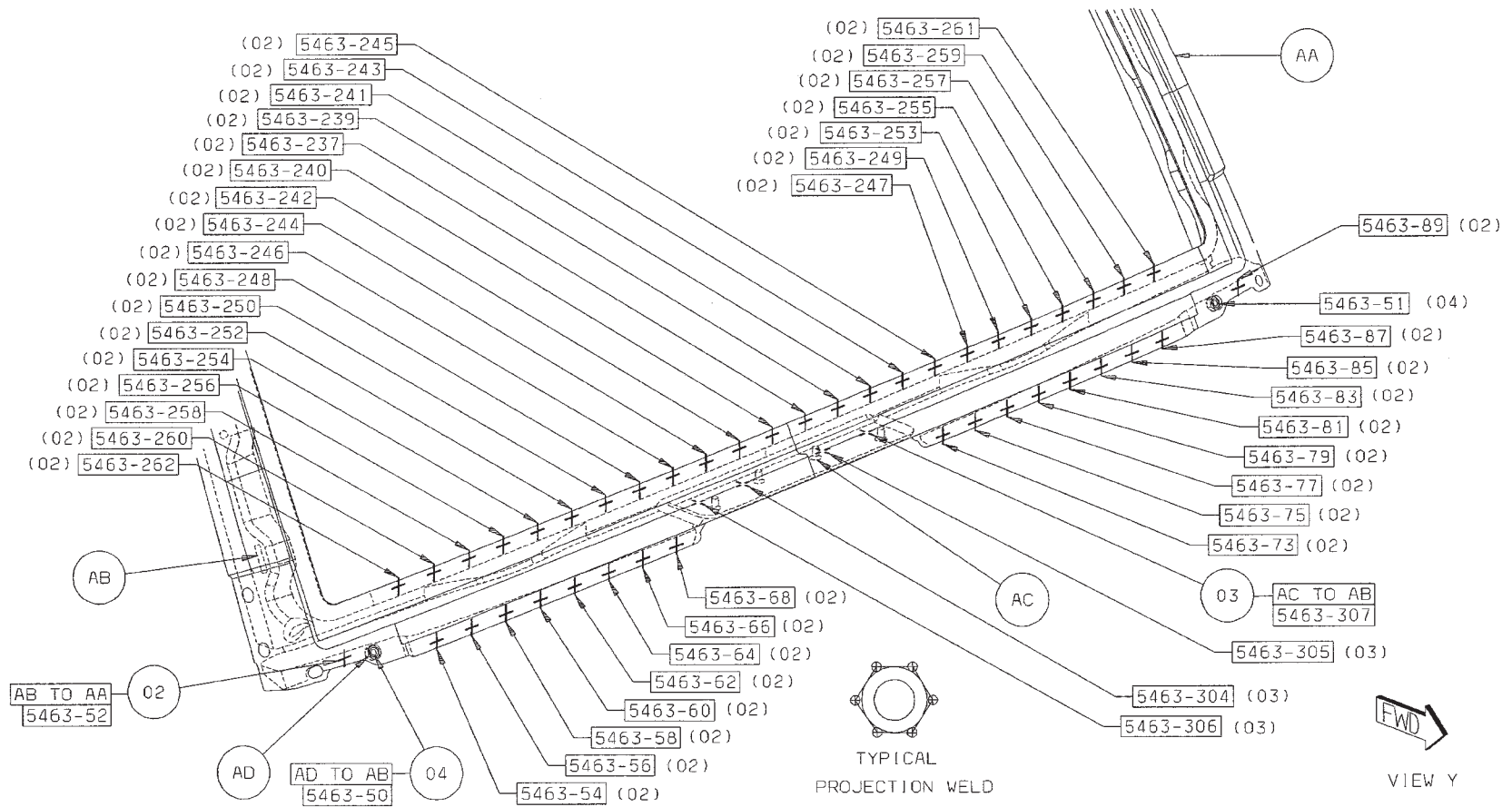
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01 AB TO AA 34 SWELDS (ORD)



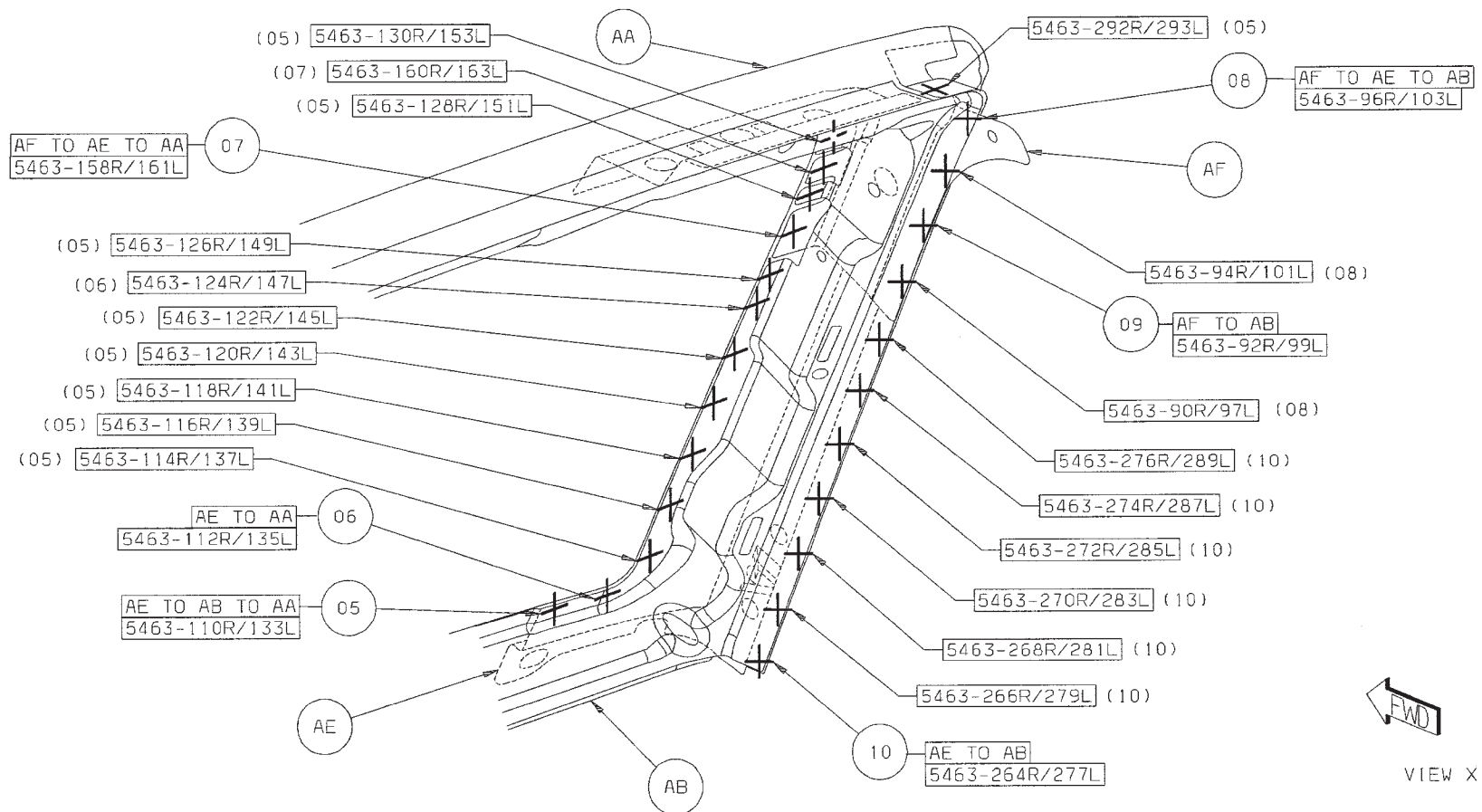
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- 02 AB TO AA 42 S/WELDS (ORD)
- 03 AC TO AB 4 S/WELDS (ORD)
- 04 AD TO AB 2 PROJ WELD



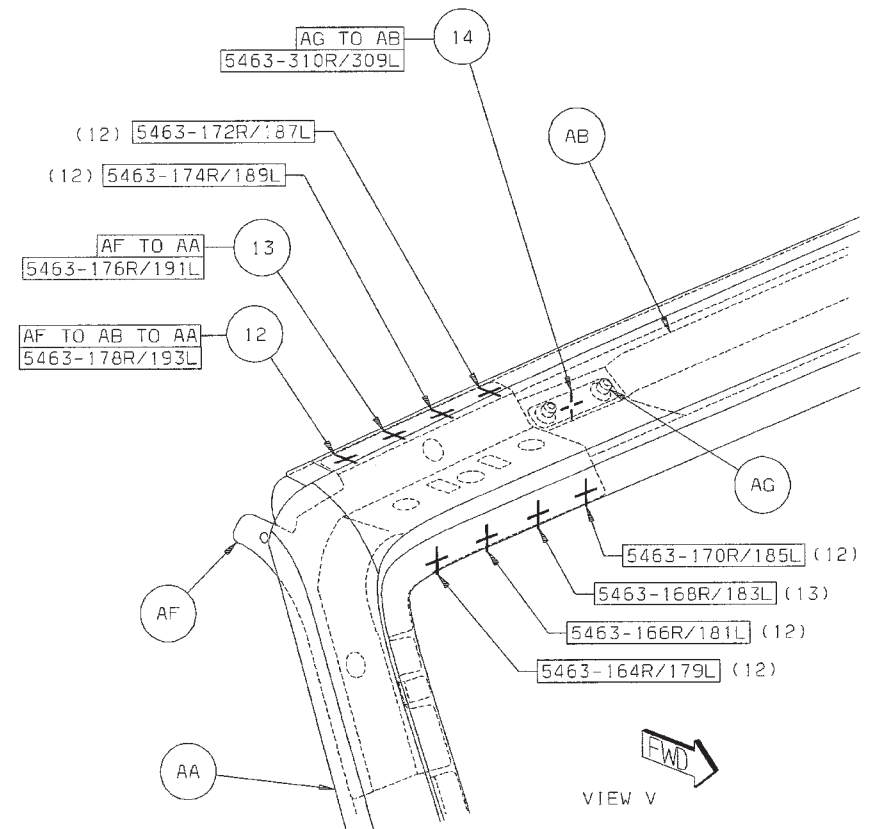
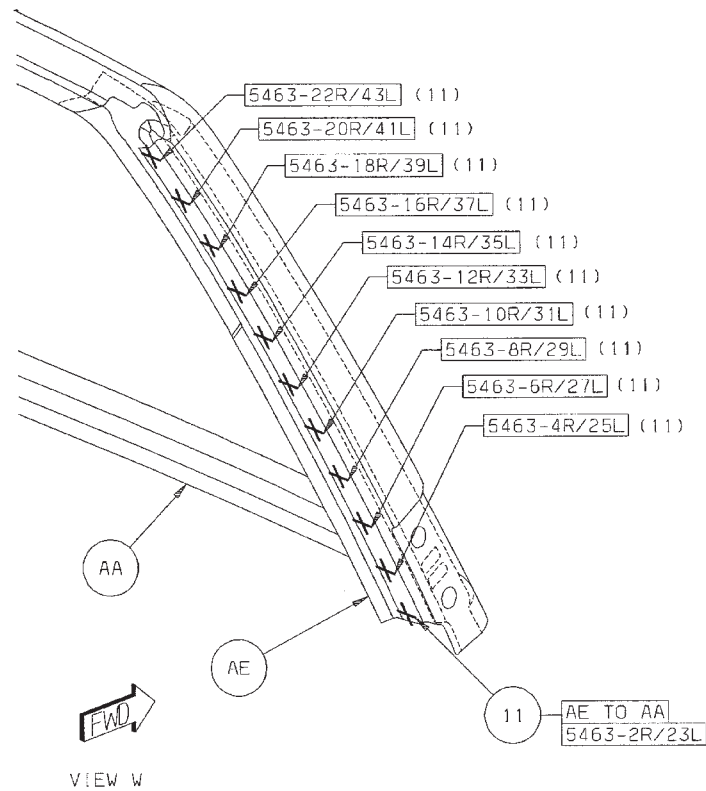
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- 05 AE TO AB TO AA 10/SD S/WELDS (ORD)
- 06 AE TO AA 2/SD S/WELDS (ORD)
- 07 AF TO AE TO AA 2/SD S/WELDS (ORD)
- 08 AF TO AE TO AB 3/SD S/WELD (ORD)
- 09 AF TO AB 1/SD S/WELDS (ORD)
- 10 AE TO AB 7/SD S/WELD (ORD)



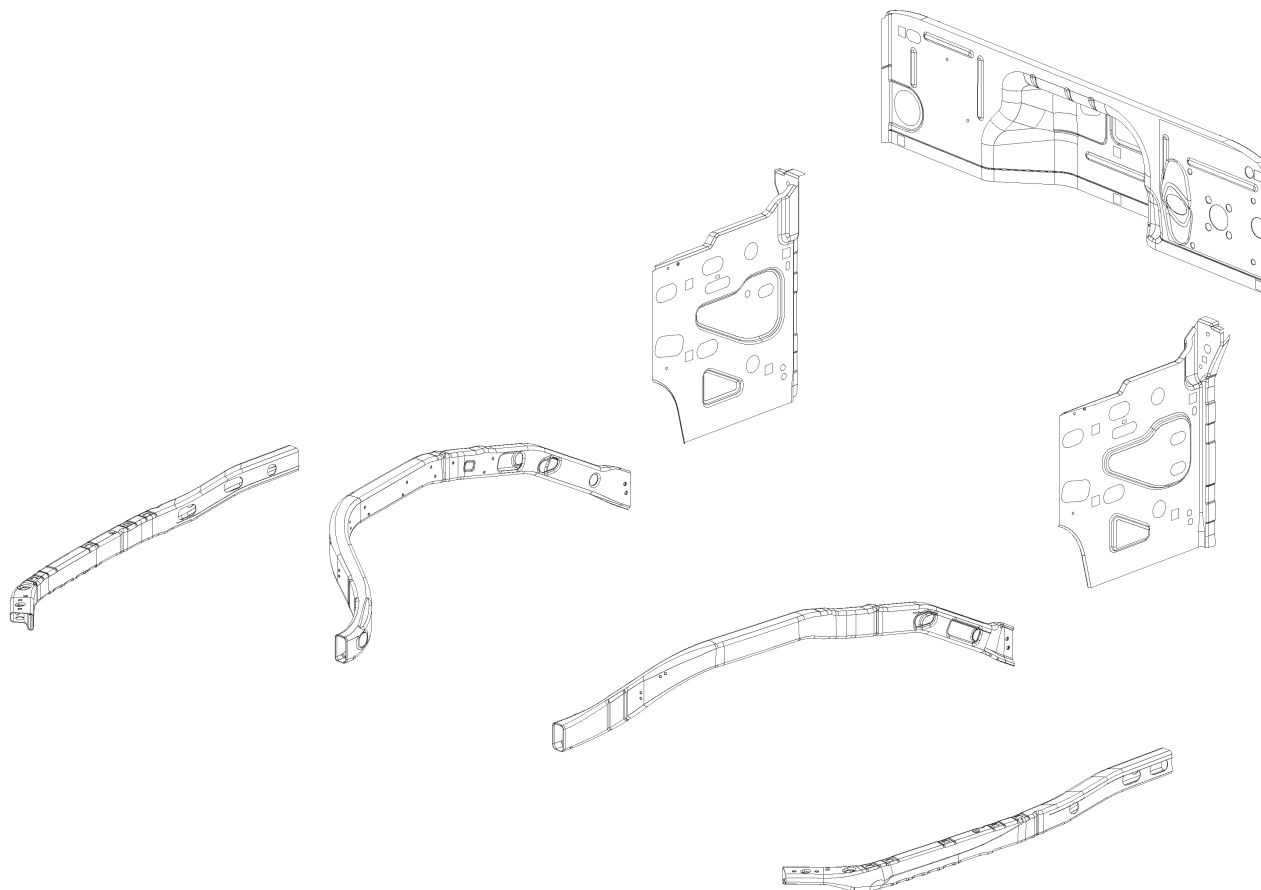
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- 11 AE TO AA 11/SD S/WELD (ORD)
- 12 AF TO AB TO AA 6/SD S/WELDS (ORD)
- 13 AF TO AA 2/SD S/WELDS (ORD)
- 14 AG TO AB 1/SD S/WELD (ORD)



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JEEP WRANGLER UNDERBODY/HYDROFORM COMPLETE (COMMON) SECTION

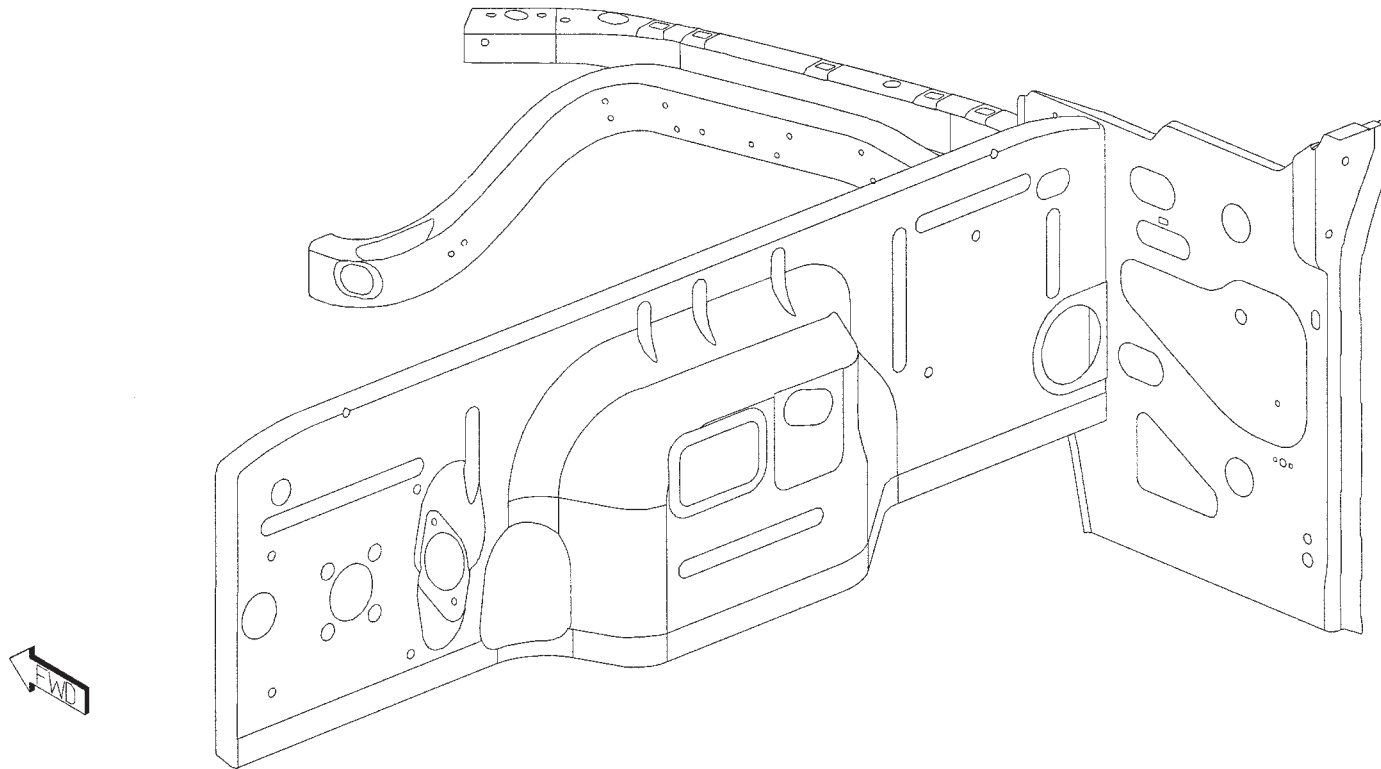


- AA PANEL – COWL SIDE RT –
- AA PANEL – COWL SIDE LT –
- AB PANEL – DASH –
- AC TUBE – RADIATOR & FRT FENDER RT –
- AC TUBE – RADIATOR & FRT FENDER LT –
- AD TUBE – FRT FENDER SUPPORT RT –
- AD TUBE – FRT FENDER SUPPORT LT –

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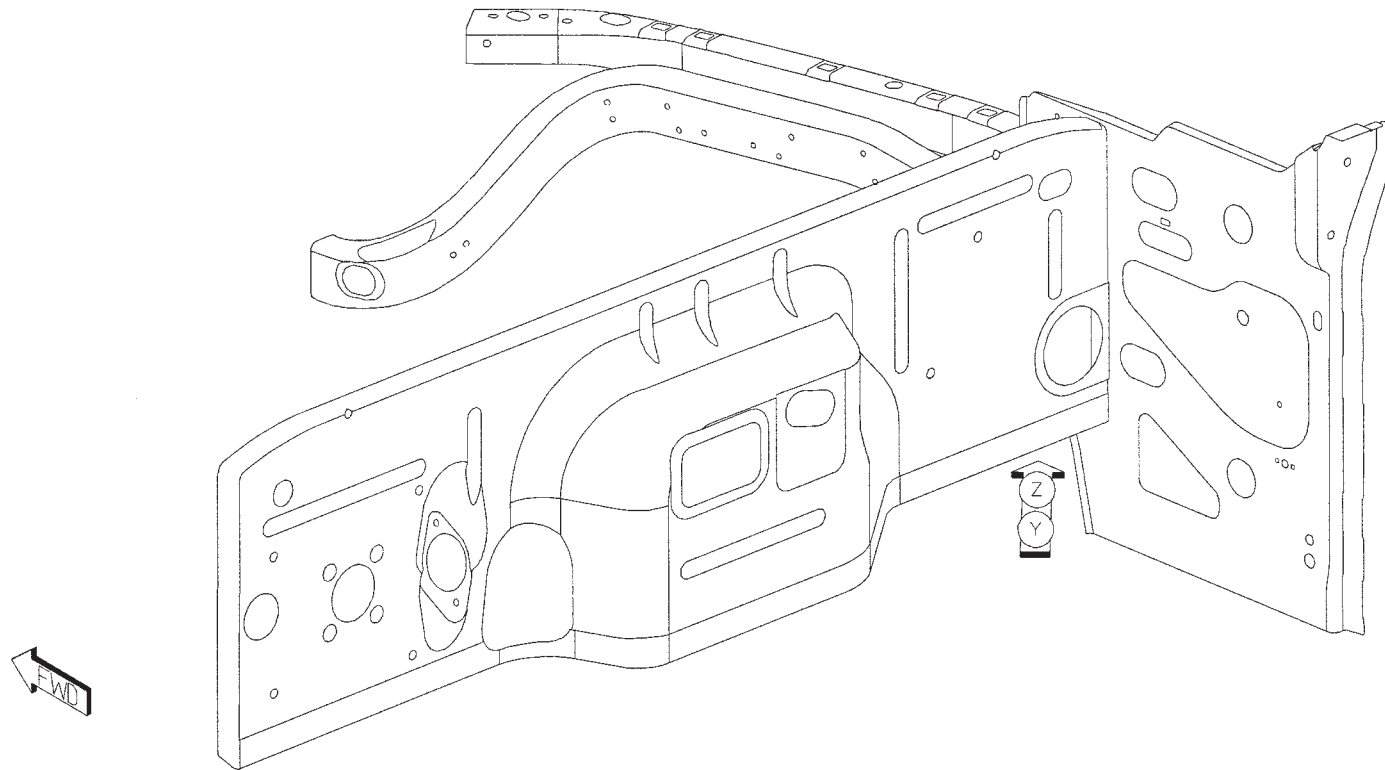
PARTS IDENTIFICATION LEGEND, OVERVIEW 12

AA PANEL – COWL SIDE RT –
AA PANEL – COWL SIDE LT –
AB PANEL – DASH –
AC TUBE – RADIATOR & FRT FENDER RT –
AC TUBE – RADIATOR & FRT FENDER LT –
AD TUBE – FRT FENDER SUPPORT RT –
AD TUBE – FRT FENDER SUPPORT LT –



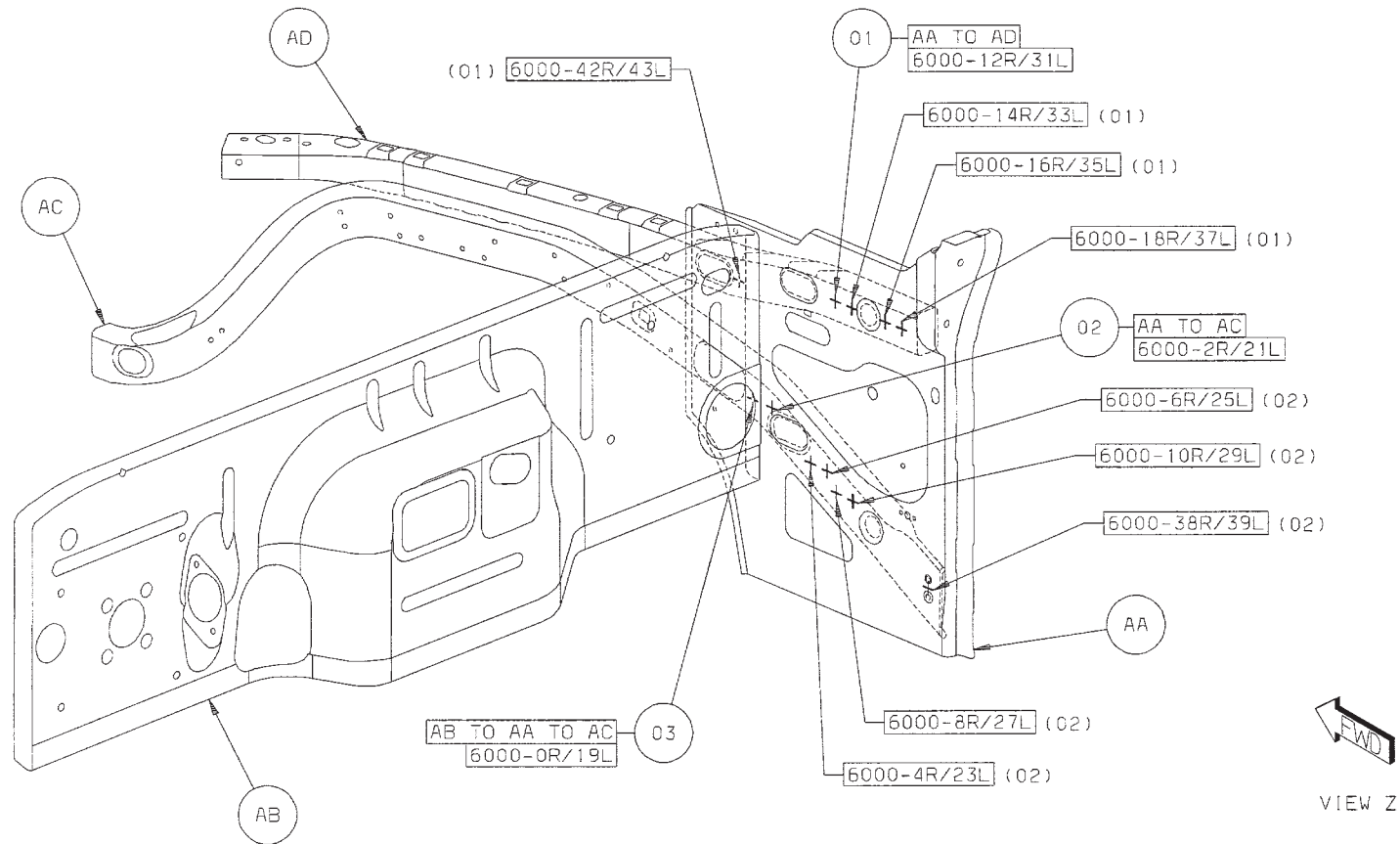
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WELD LAYOUT LOCATION GUIDE



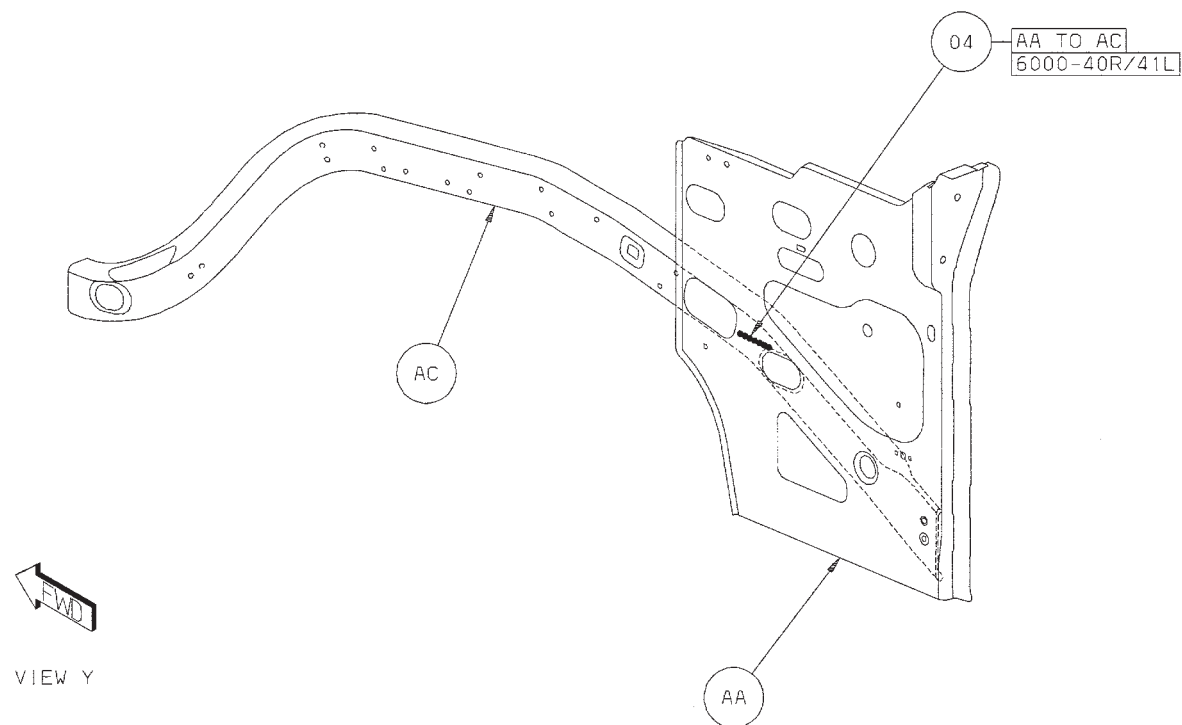
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- 01 AA TO AD 5/SD S/WELDS (ORD)
- 02 AA TO AC 6/SD S/WELDS (ORD)
- 03 AB TO AA TO AC 1/SD S/WELDS (ORD)



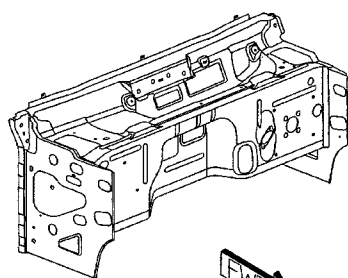
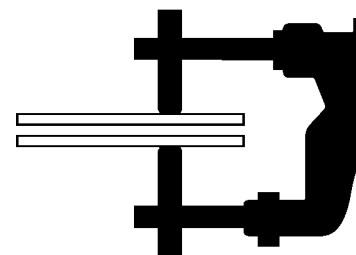
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04 AA TO AC 1/SD STRUC ADH

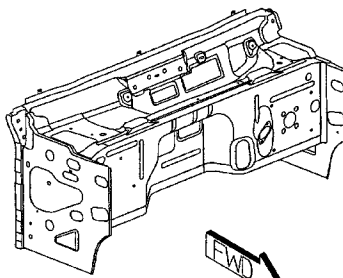


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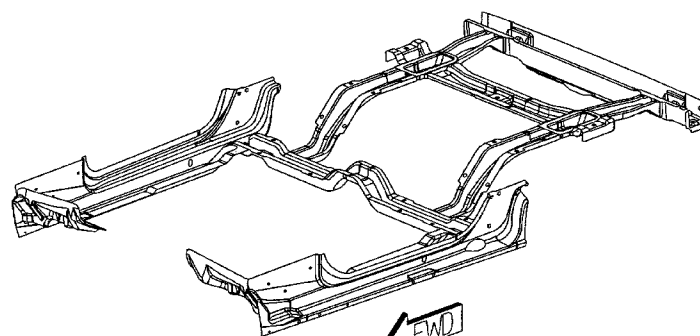
WELD LOCATION OVERVIEW ZONES



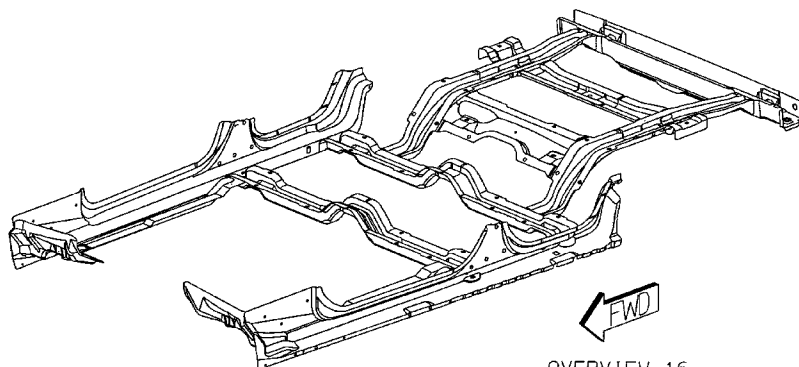
OVERVIEW 13



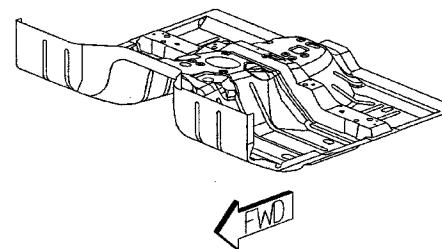
OVERVIEW 14



OVERVIEW 15



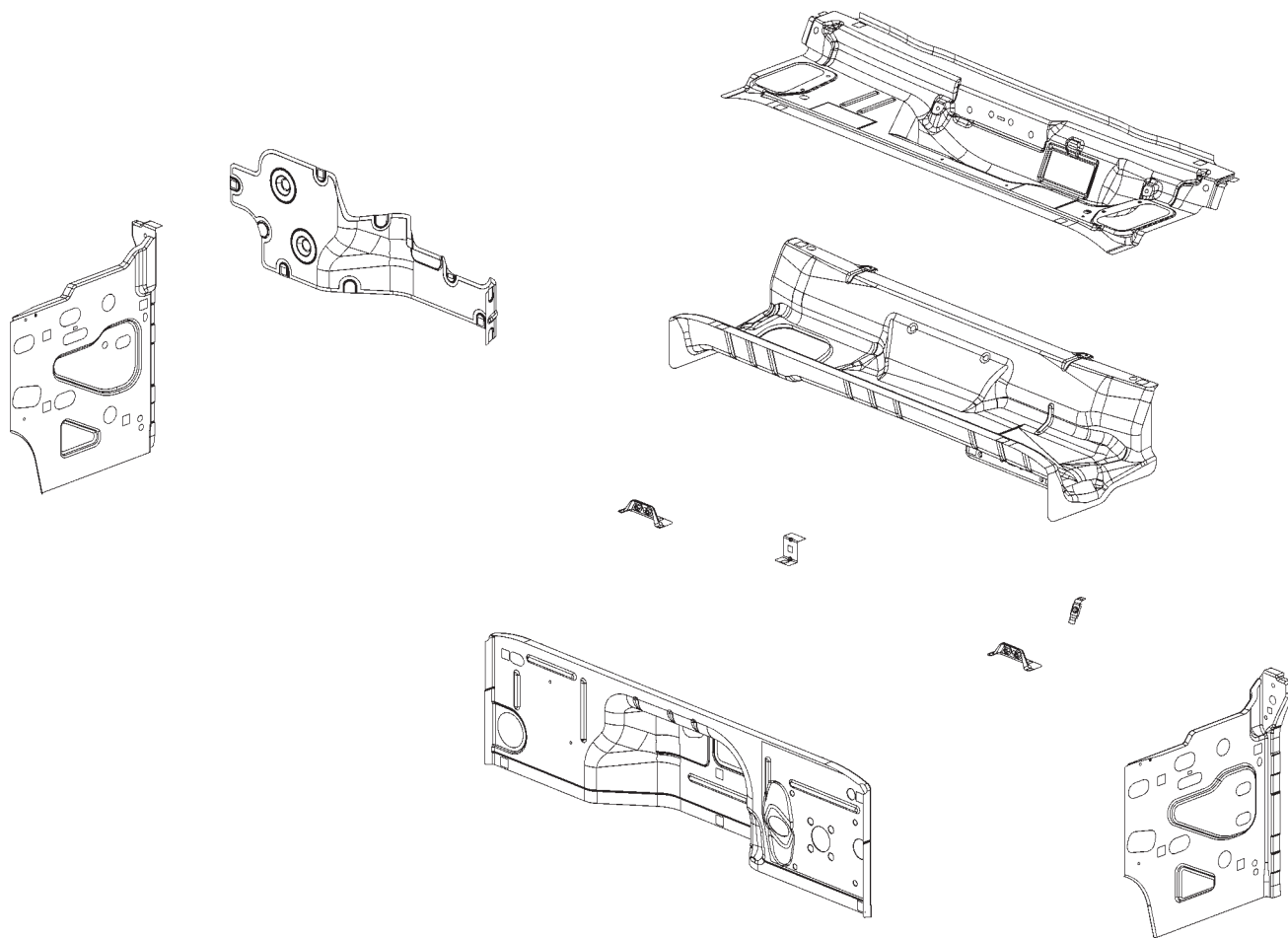
OVERVIEW 16



OVERVIEW 17

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JEEP WRANGLER COWL/DASH/PLENUM (JK72) SECTION

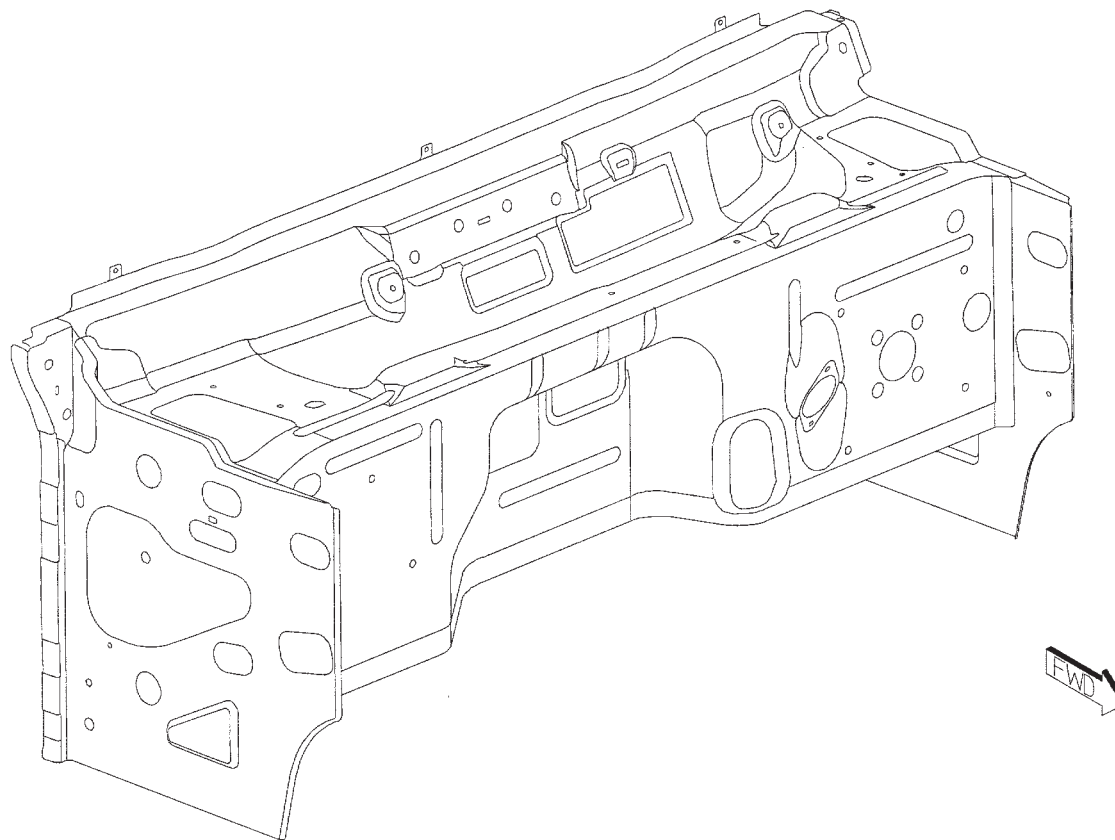


- AA PANEL – DASH –
- AB PANEL – PLENUM LWR –
- AC PANEL – COWL BAR –
- AD PANEL – COWL SIDE RT –
- AD PANEL – COWL SIDE LT –

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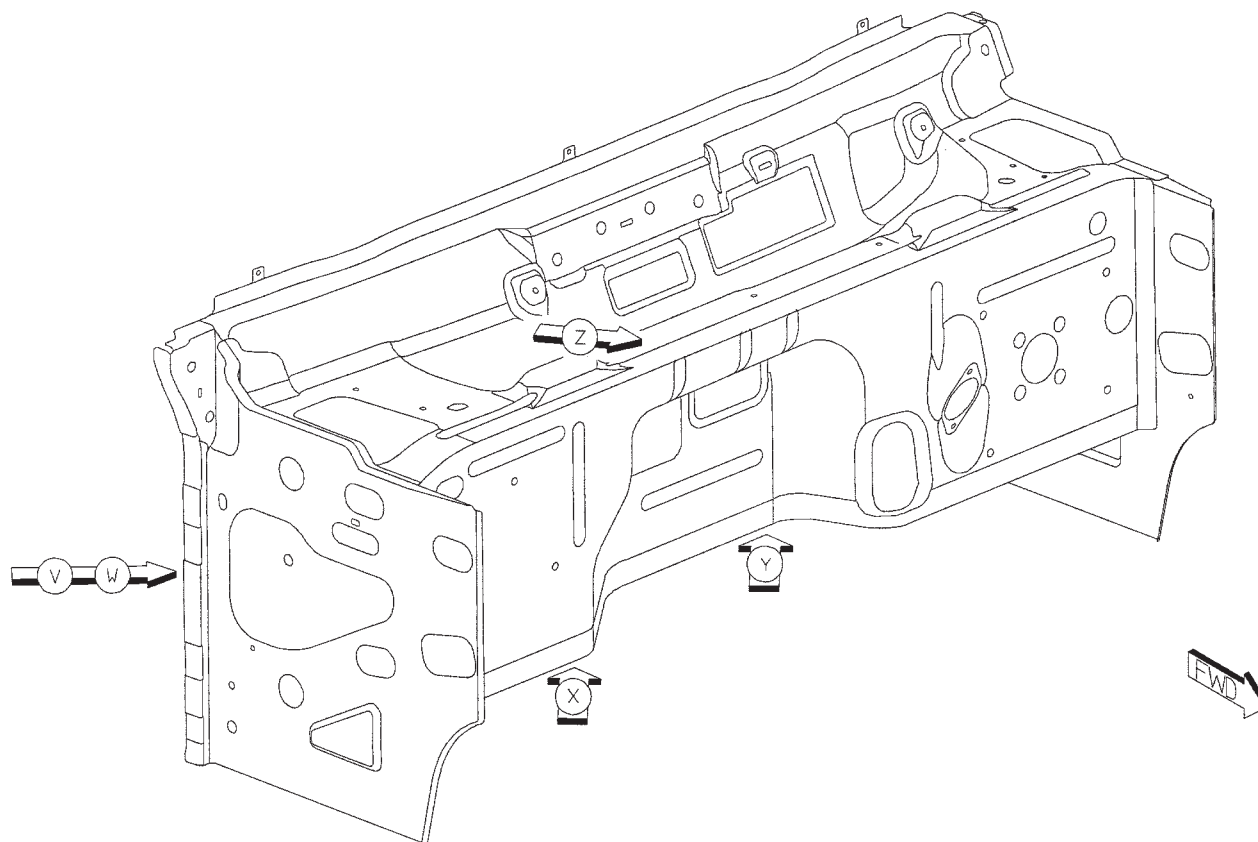
PARTS IDENTIFICATION LEGEND, OVERVIEW 13

AA PANEL – DASH –
AB PANEL – PLENUM LWR –
AC PANEL – COWL BAR –
AD PANEL – COWL SIDE RT –
AD PANEL – COWL SIDE LT –



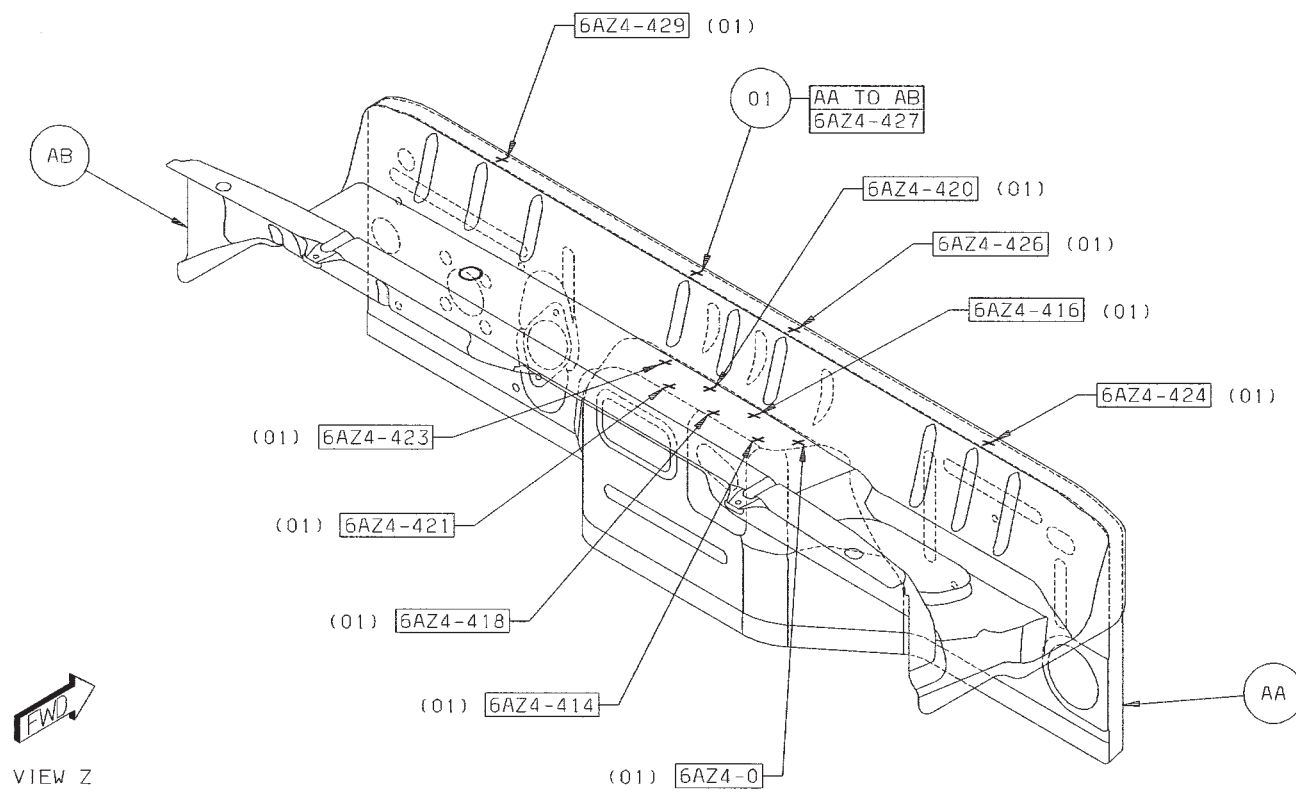
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WELD LAYOUT LOCATION GUIDE



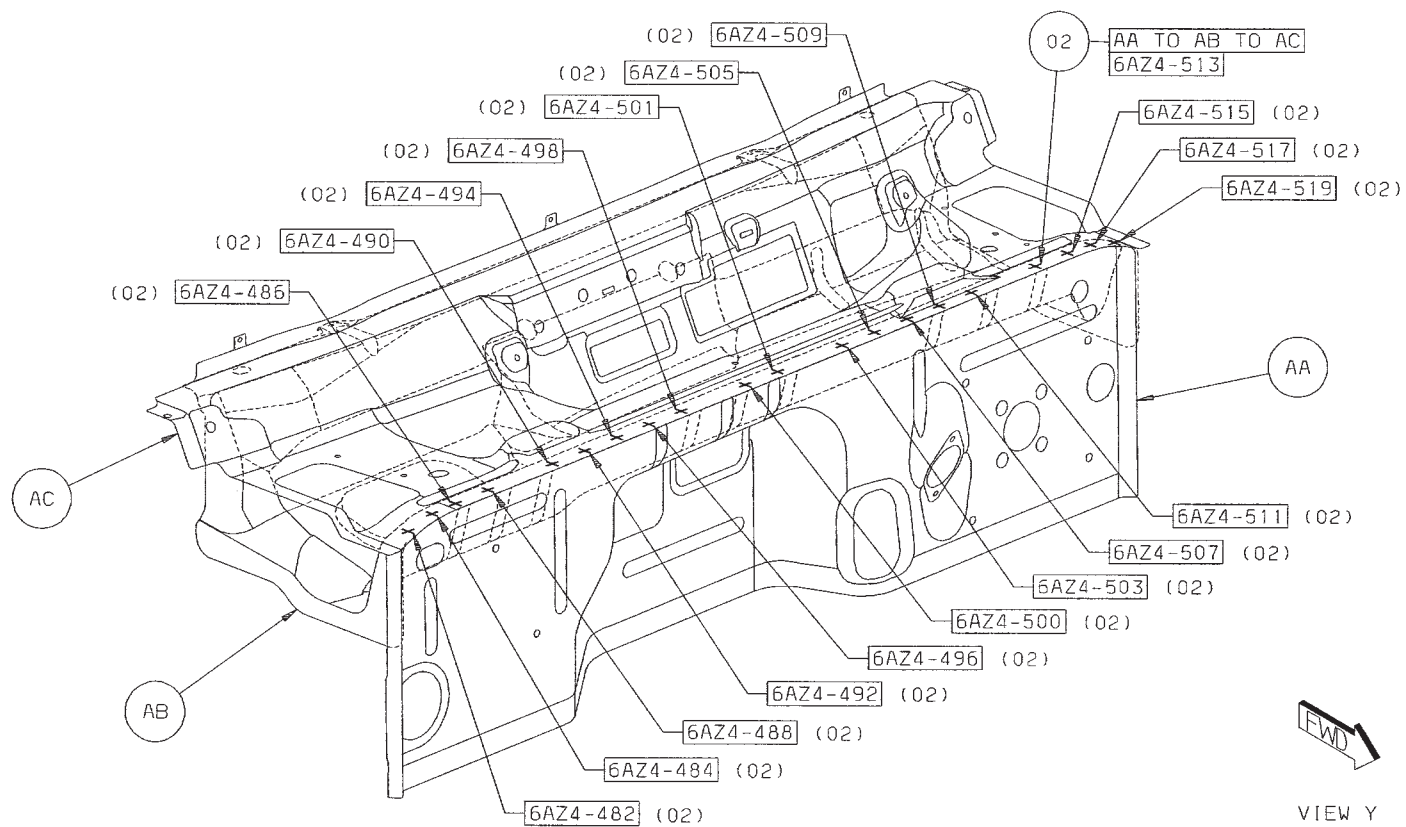
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01 AA TO AB 7R/4L S-WELDS (ORD)



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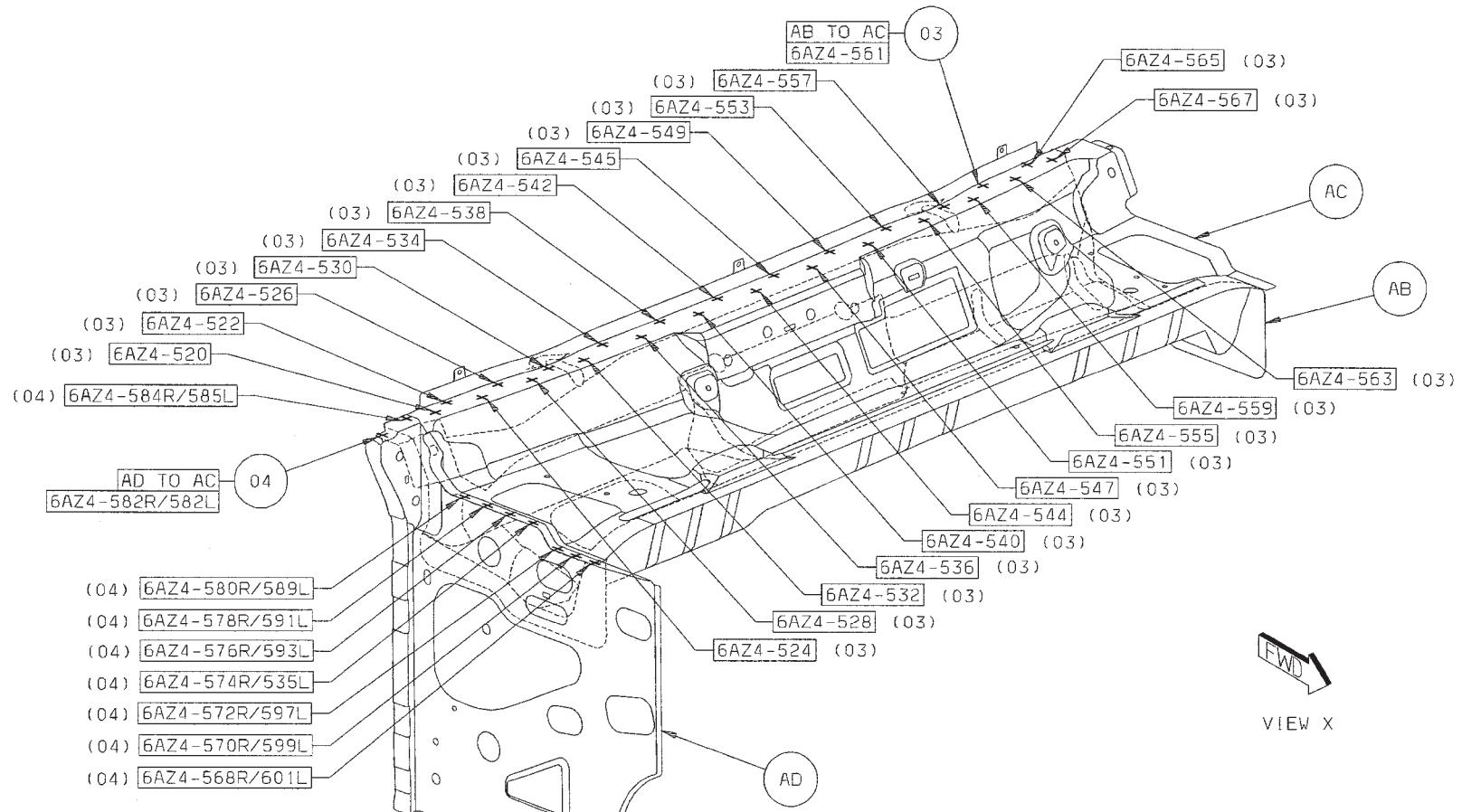
02 AA TO AB TO AC 10R/10L S-WELDS (ORD)



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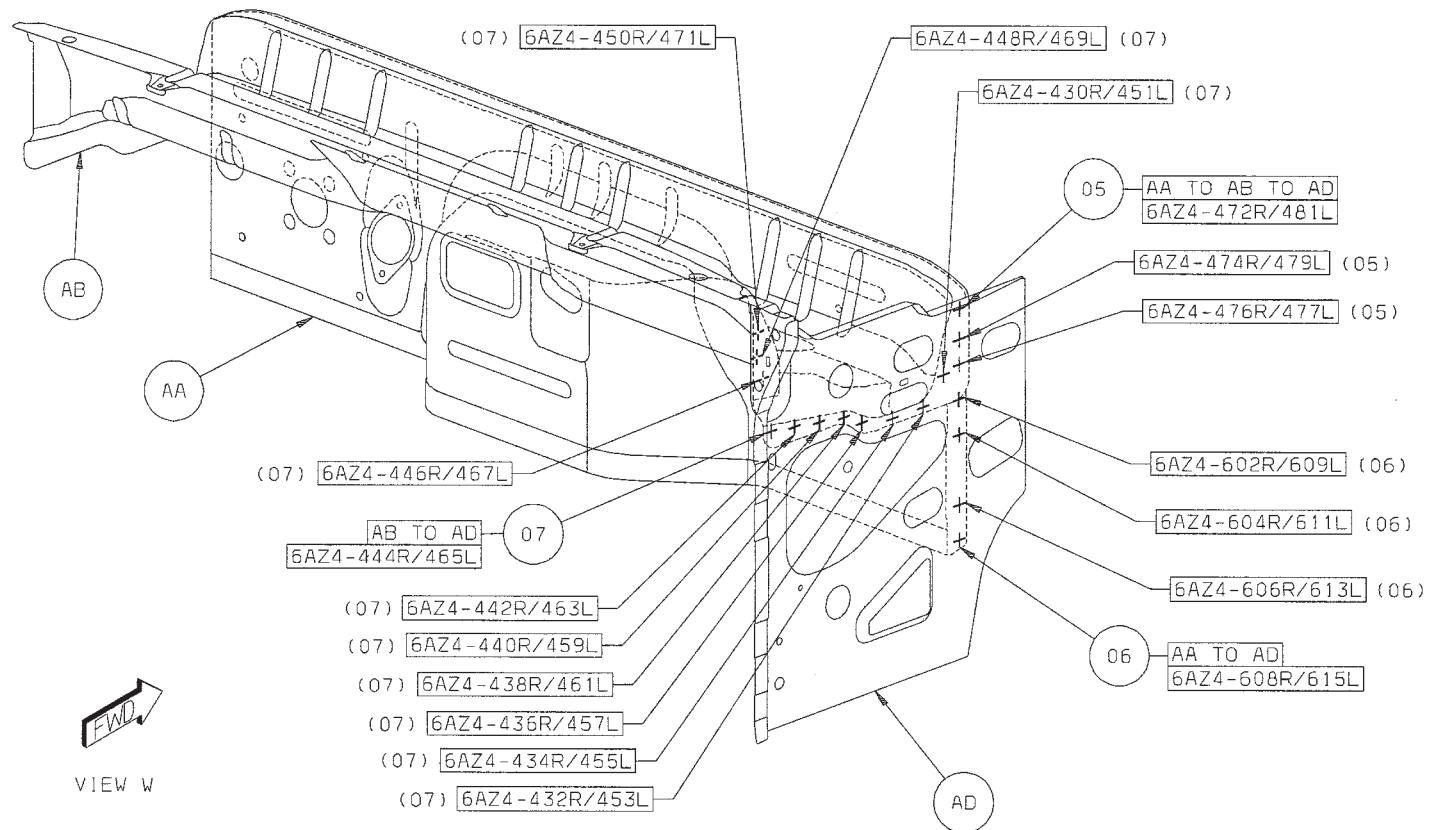
03 AB TO AC 13R/12L S-WELDS (ORD)

04 AD TO AC 8/SD S-WELDS (ORD)



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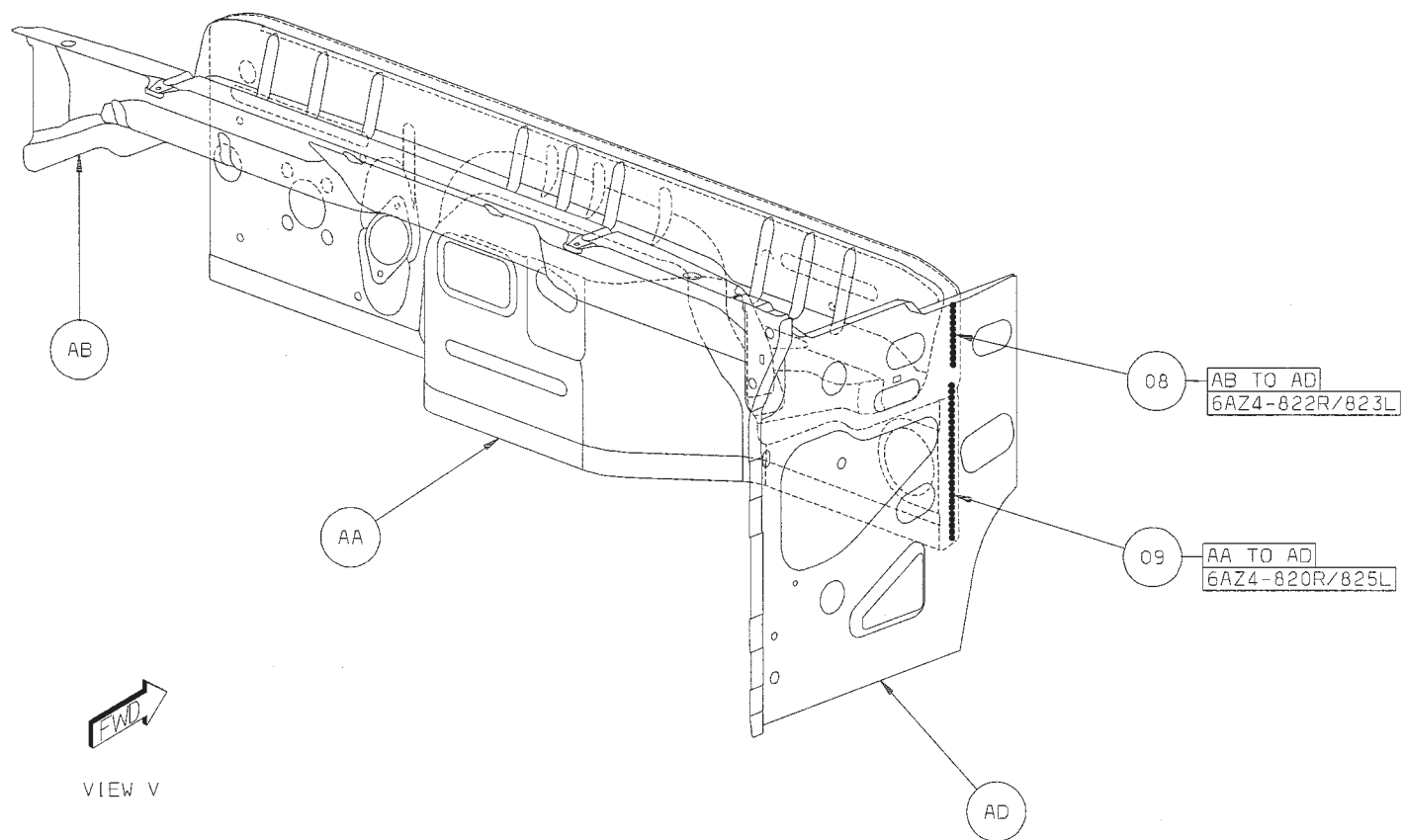
- 05 AA TO AB TO AD 3/SD S-SELDs (ORD)
- 06 AA TO AD 4/SD S-WELDS (ORD)
- 07 AB TO AD 11/SD S-WELDS (ORD)



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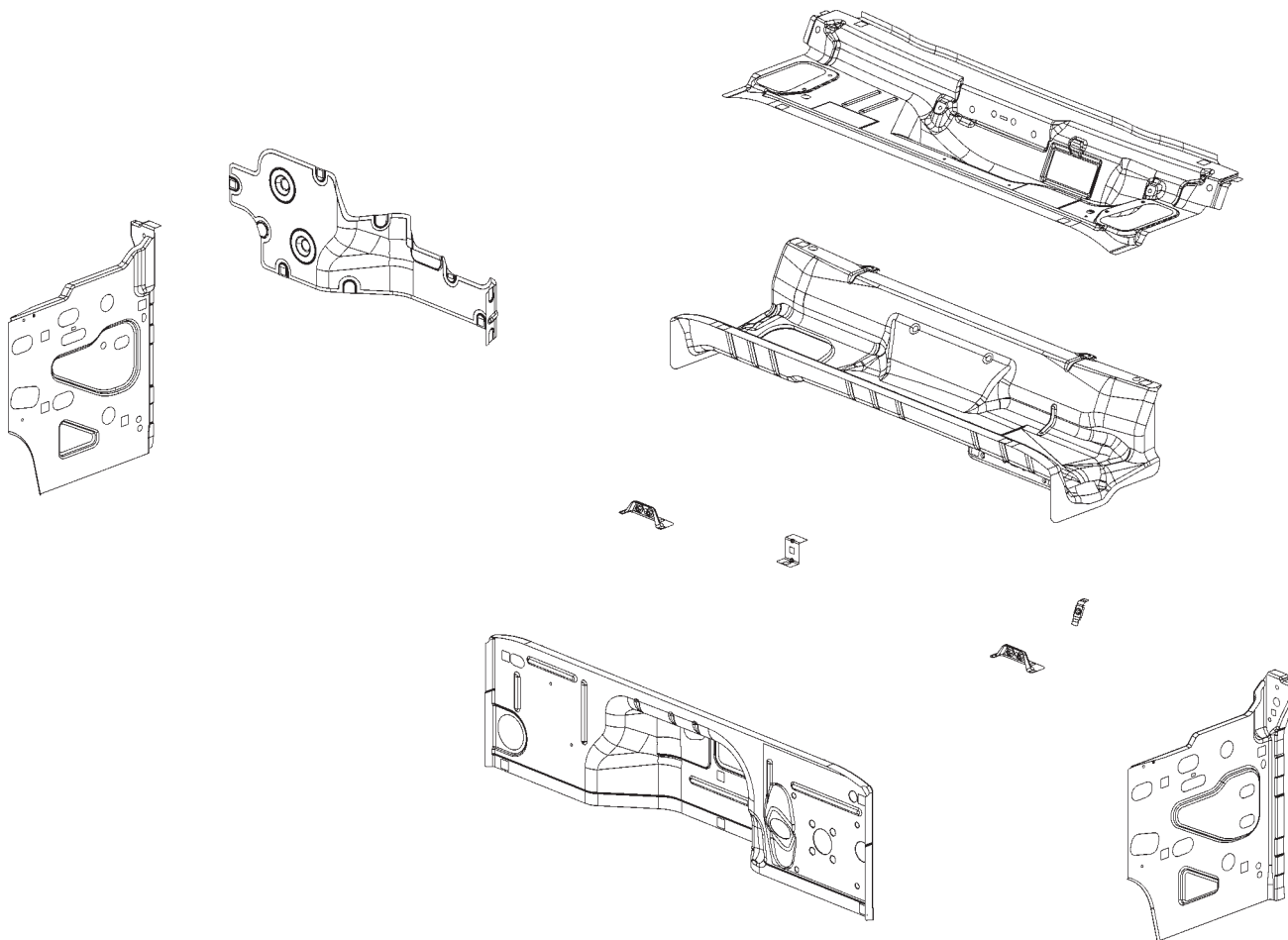
08 AB TO AD 1/SD STRUC ADH

09 AA TO AD 1/SD STRUC ADH



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JEEP WRANGLER COWL/DASH/PLENUM (JK74) SECTION

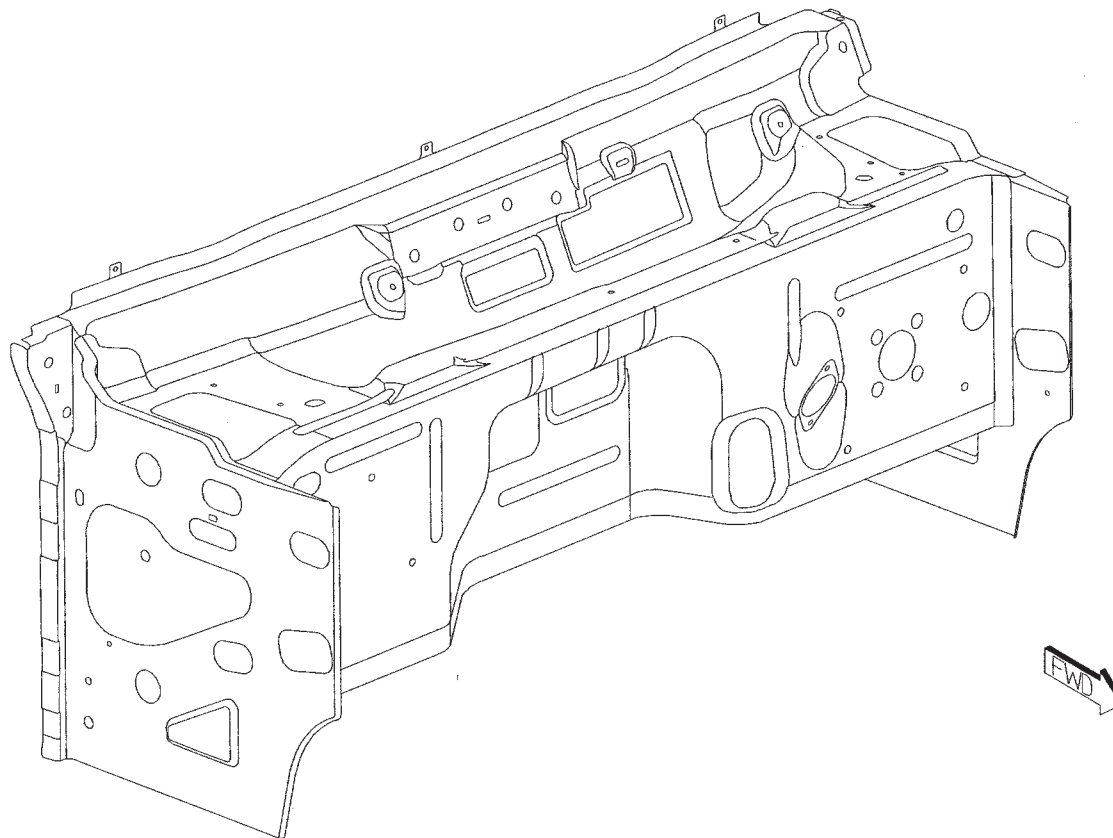


- AA PANEL – DASH RHD –
- AB PANEL – PLENUM RHD –
- AC PANEL – COWL BAR RHD –
- AD PANEL – COWL SIDE RT –
- AD PANEL – COWL SIDE LT –

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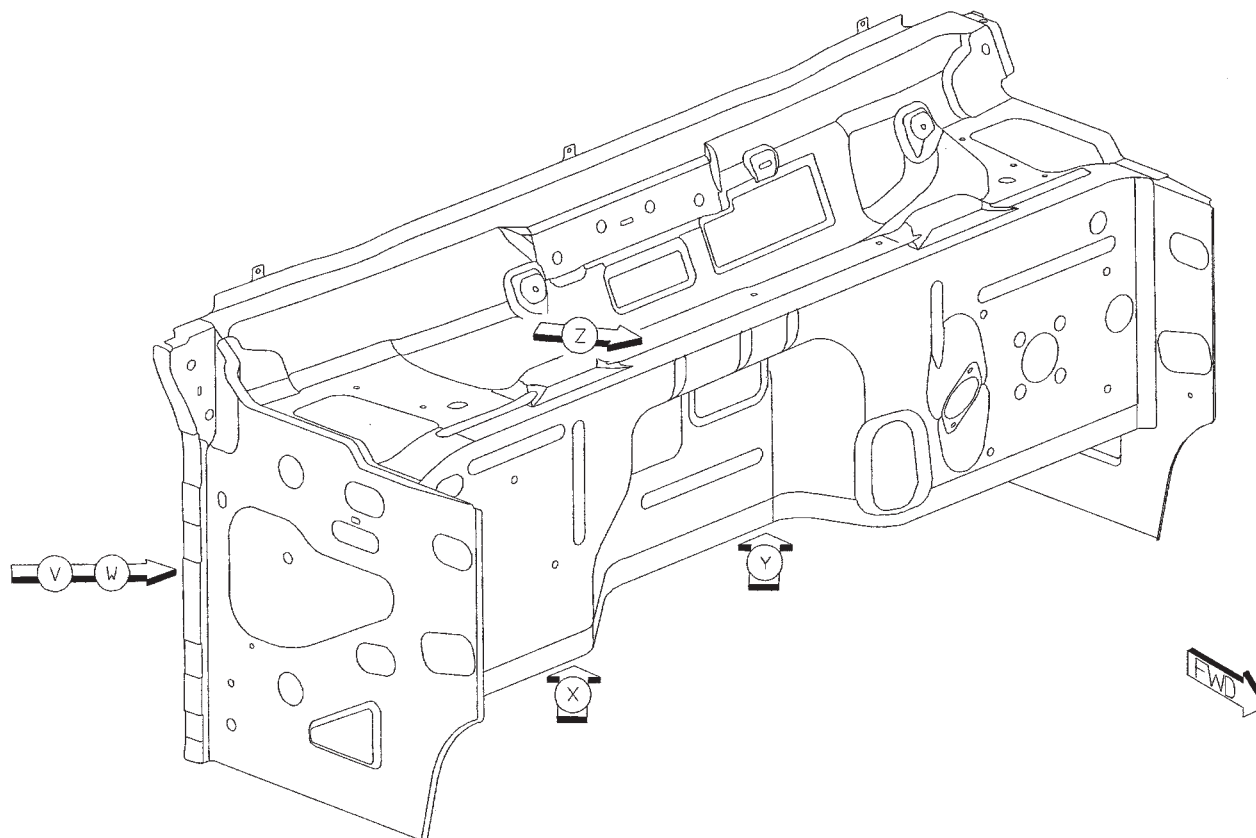
PARTS IDENTIFICATION LEGEND, OVERVIEW 14

AA PANEL – DASH RHD –
AB PANEL – PLENUM RHD –
AC PANEL – COWL BAR RHD –
AD PANEL – COWL SIDE RT –
AD PANEL – COWL SIDE LT –



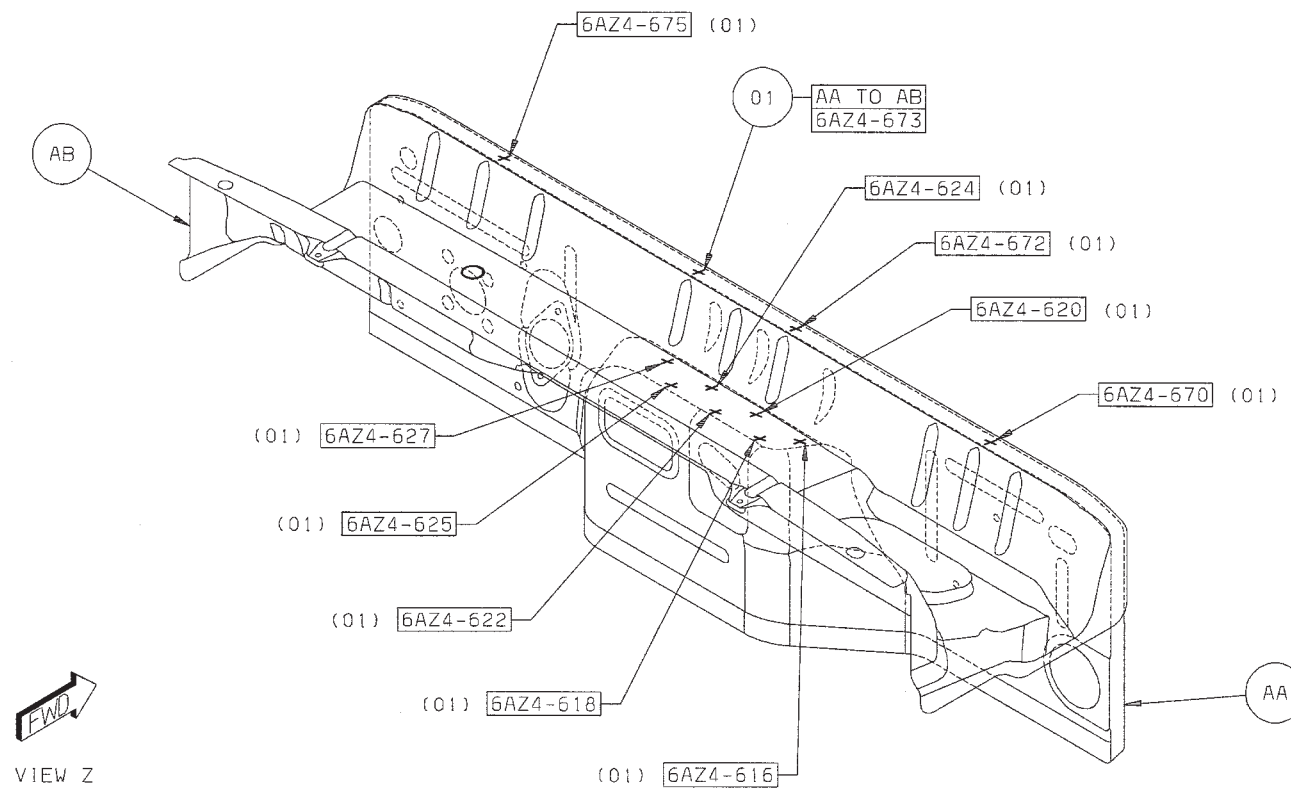
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WELD LAYOUT LOCATION GUIDE



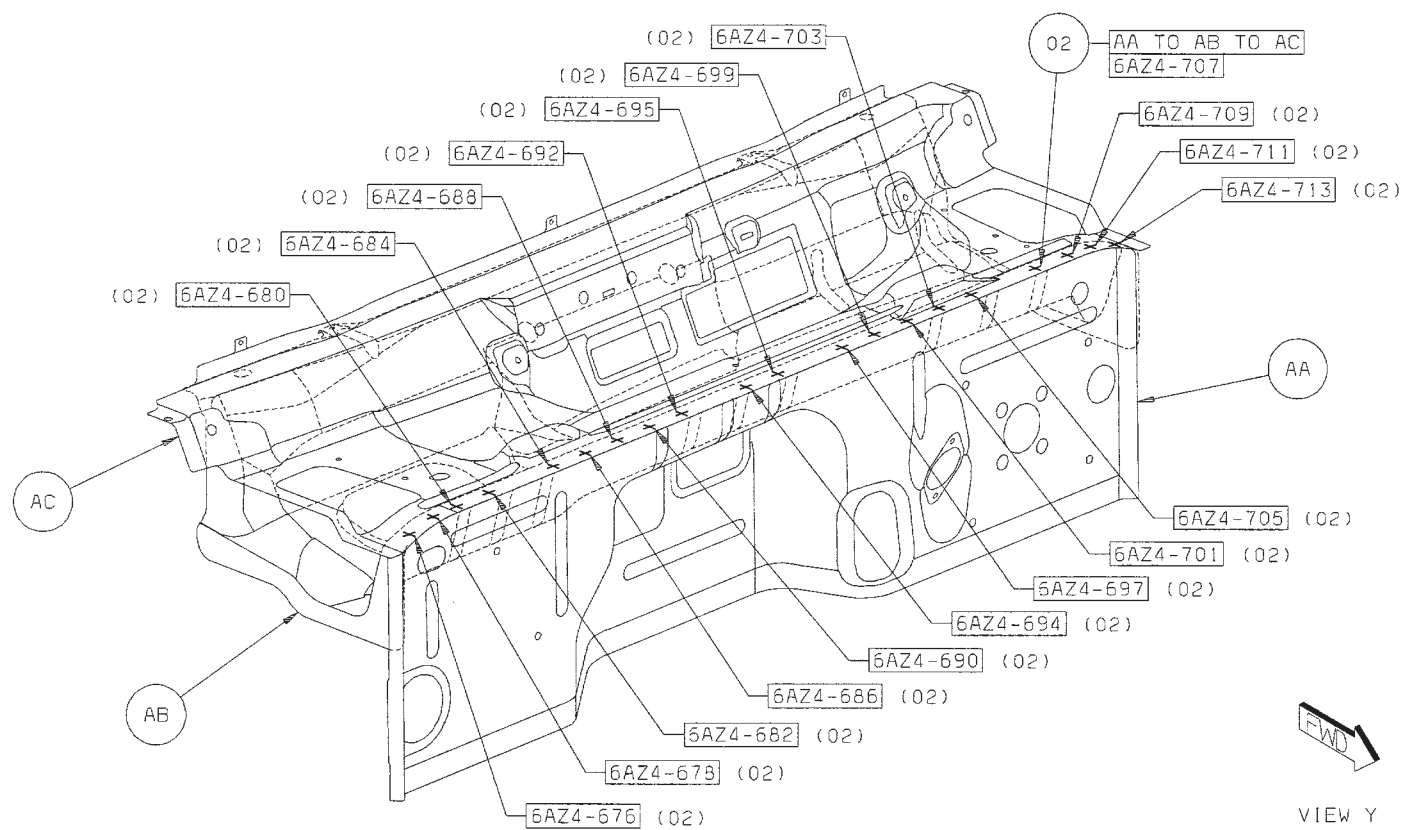
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01 AA TO AB 7R/4L S-WELDS (ORD)



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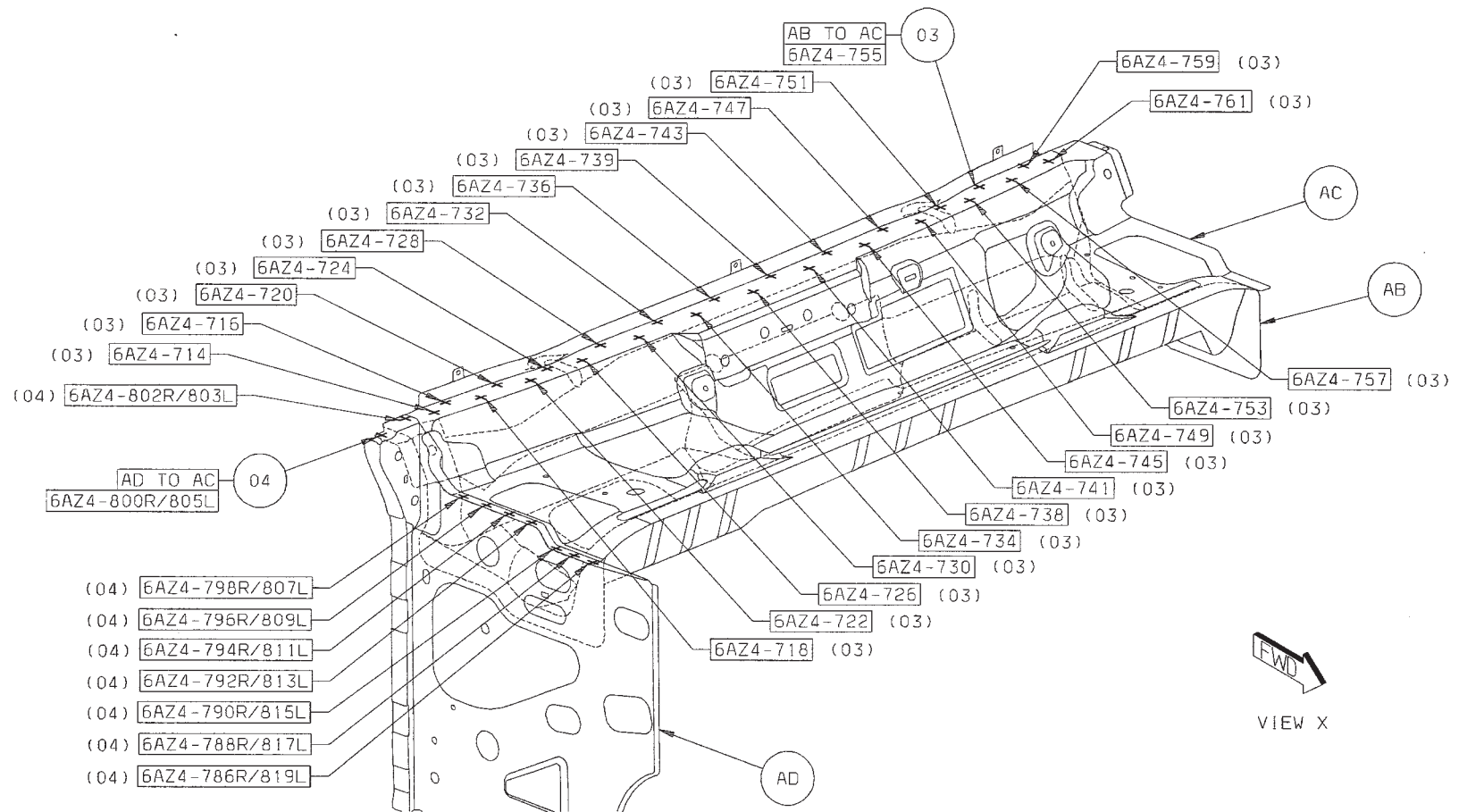
02 AA TO AB TO AC 10R/10L S-WELDS (ORD)



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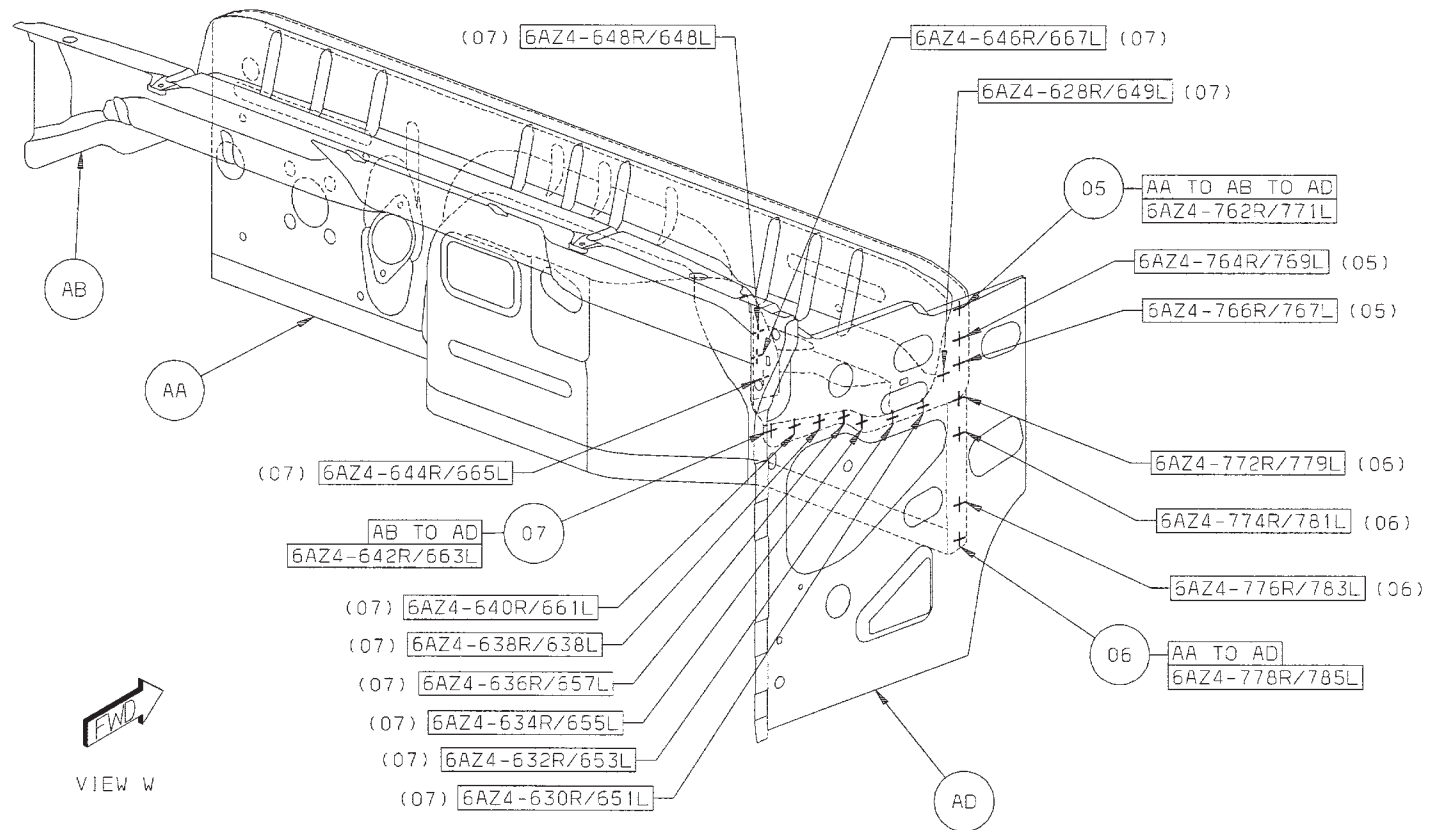
03 AB TO AC 13R/12L S-WELDS (ORD)

04 AD TO AC 8/SD S-WELDS (ORD)



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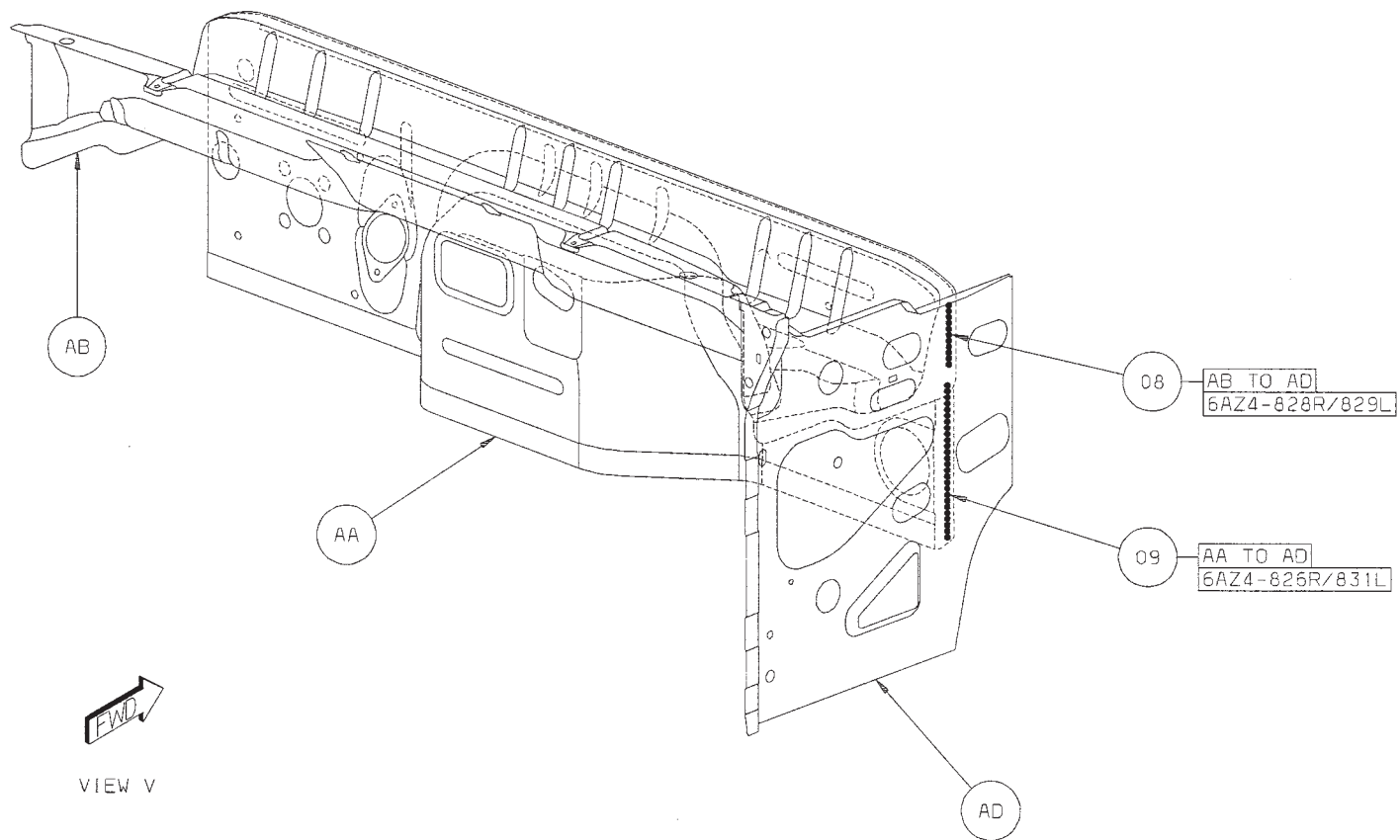
- 05 AA TO AB TO AD 3/SD S-SELDs (ORD)
- 06 AA TO AD 4/SD S-WELDS (ORD)
- 07 AB TO AD 11/SD S-WELDS (ORD)



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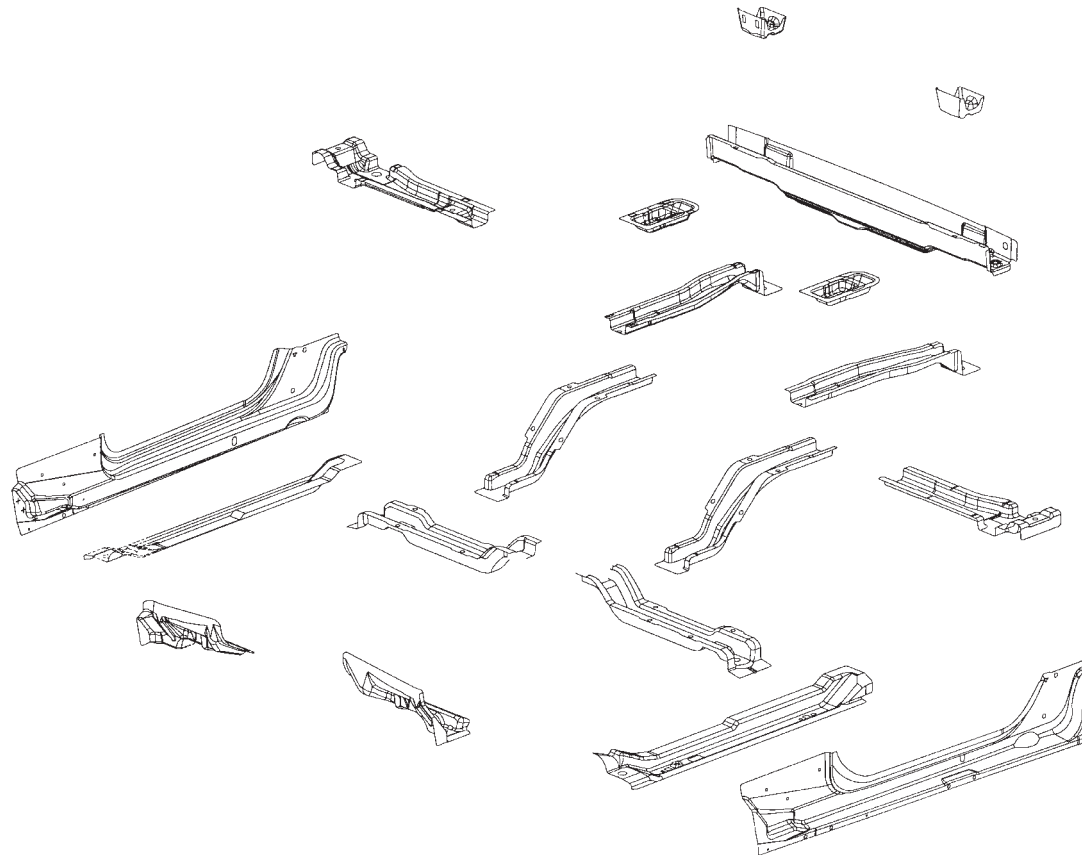
08 AB TO AD 1/SD STRUC ADH

09 AA TO AD 1/SD STRUC ADH



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JEEP WRANGLER LADDER ASSEMBLY COMPLETE (JK72) SECTION



AA SILL – INR RT –
 AA SILL – INR LT –
 AB REINF ASSY – UNDERBODY HOLD-DOWN RT –
 AB REINF ASSY – UNDERBODY HOLD-DOWN LT –
 AC CROSSMEMBER – MID FLOOR RT –
 AC CROSSMEMBER – MID FLOOR LT –
 AD EXTENSION – UNDERBODY HOLD-DOWN RT –
 AD EXTENSION – UNDERBODY HOLD-DOWN LT –
 AE RAIL – LONGITUDINAL FRT –

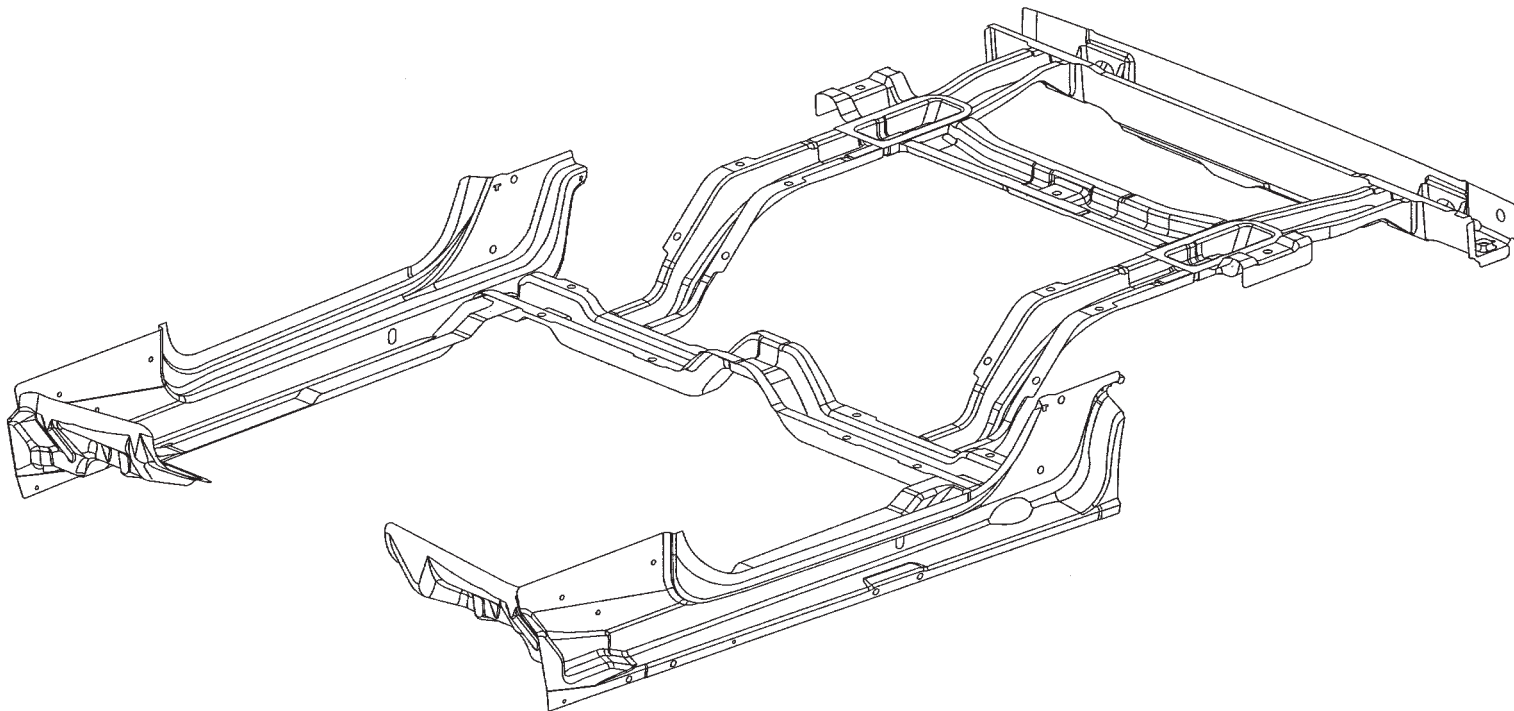
AF RAIL – LONGITUDINAL RR RT –
 AF RAIL – LONGITUDINAL RR LT –
 AG REINF ASSY – RR SEAT RR –
 AG REINF ASSY – RR SEAT RR –
 AH TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
 AJ CROSSMEMBER – RR FLOOR PAN RT –
 AJ CROSSMEMBER – RR FLOOR PAN LT –
 AK CROSSMEMBER – RR CLOSURE LWR –
 AL REINF – RR CLOSING –

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PARTS IDENTIFICATION LEGEND, OVERVIEW 15

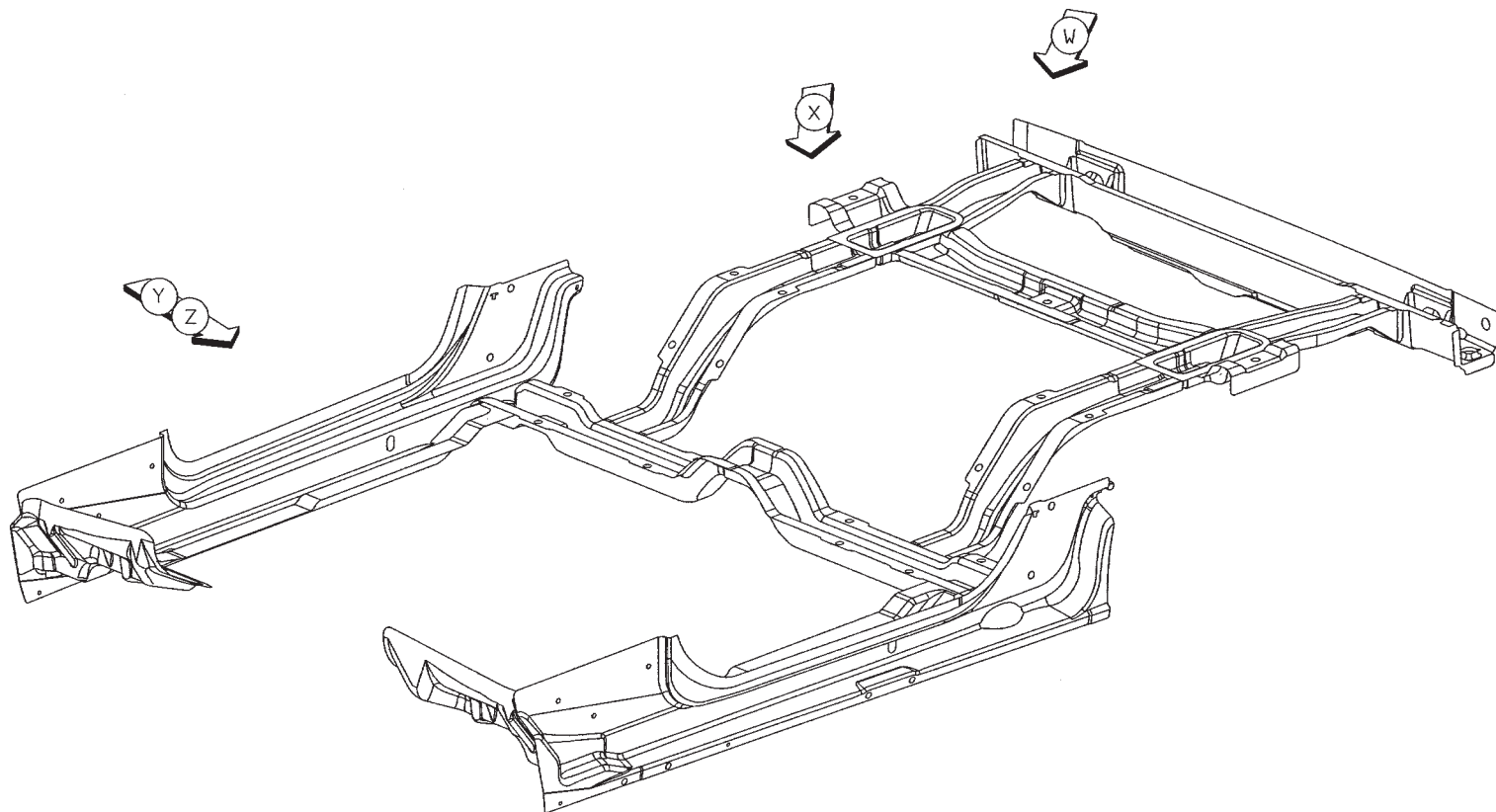
AA SILL – INR RT –
AA SILL – INR LT –
AB REINF ASSY – UNDERBODY HOLD-DOWN RT –
AB REINF ASSY – UNDERBODY HOLD-DOWN LT –
AC CROSSMEMBER – MID FLOOR RT –
AC CROSSMEMBER – MID FLOOR LT –
AD EXTENSION – UNDERBODY HOLD-DOWN RT –
AD EXTENSION – UNDERBODY HOLD-DOWN LT –
AE RAIL – LONGITUDINAL FRT –

AF RAIL – LONGITUDINAL RR RT –
AF RAIL – LONGITUDINAL RR LT –
AG REINF ASSY – RR SEAT RR –
AG REINF ASSY – RR SEAT RR –
AH TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
AJ CROSSMEMBER – RR FLOOR PAN RT –
AJ CROSSMEMBER – RR FLOOR PAN LT –
AK CROSSMEMBER – RR CLOSURE LWR –
AL REINF – RR CLOSING –



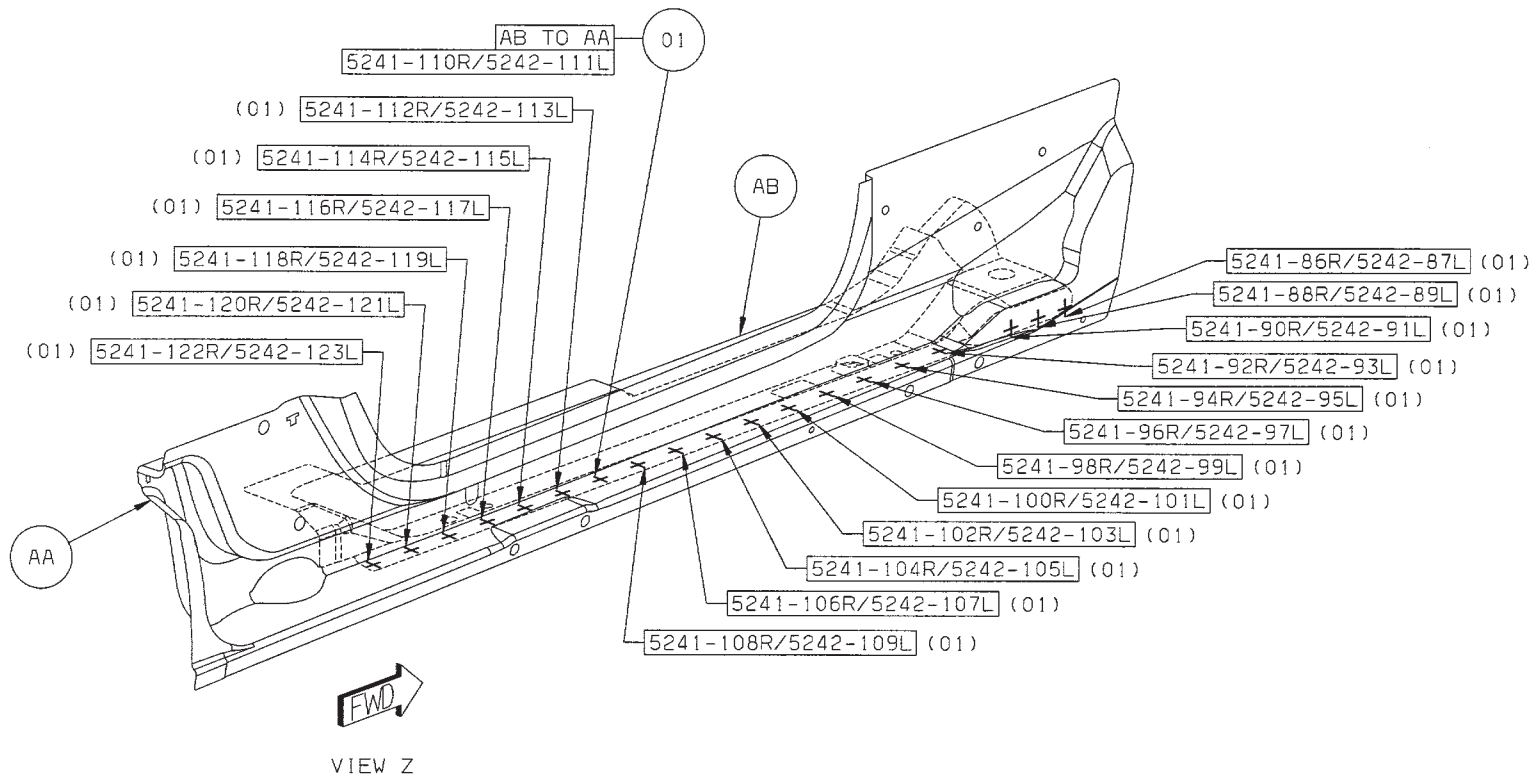
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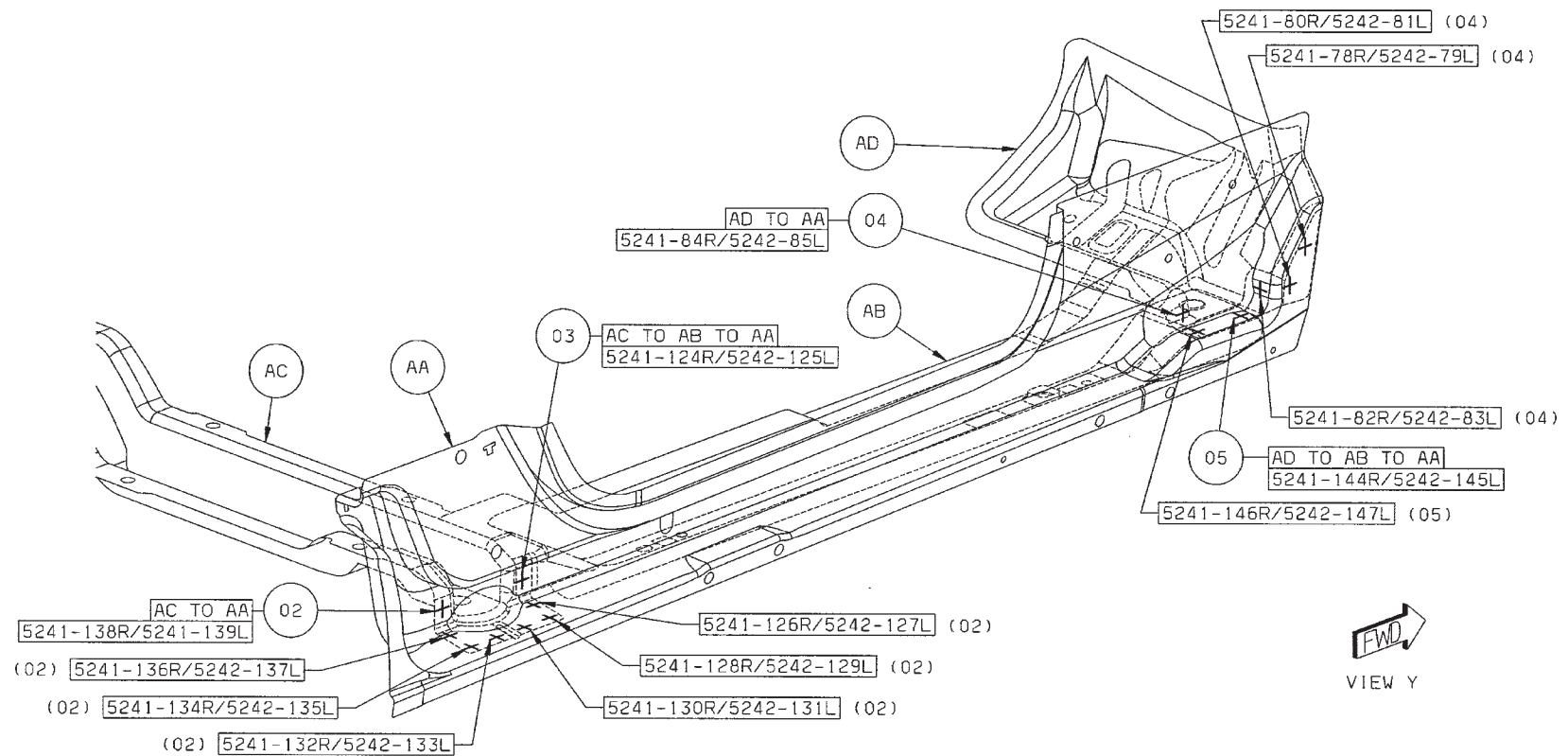
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01 AB TO AA 19/SD SWELDS (ORD)



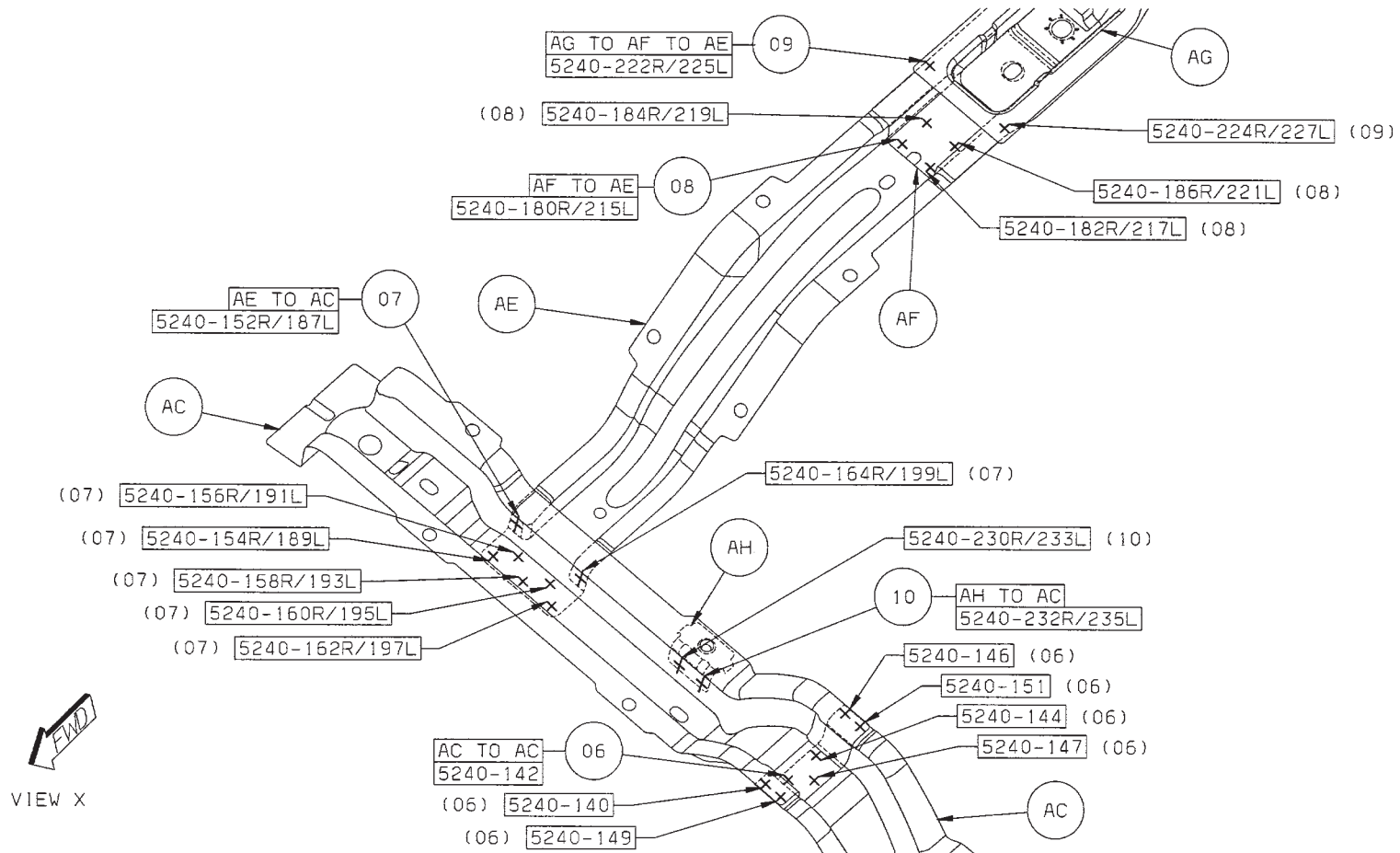
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- 02 AC TO AD 7/SD S/WELDS (ORD)
- 03 AC TO AB TO AA 1/SD S/WELDS (ORD)
- 04 AD TO AA 4/SD S/WELDS (ORD)
- 05 AD TO AB TO AA 2/SD S/WELDS (ORD)



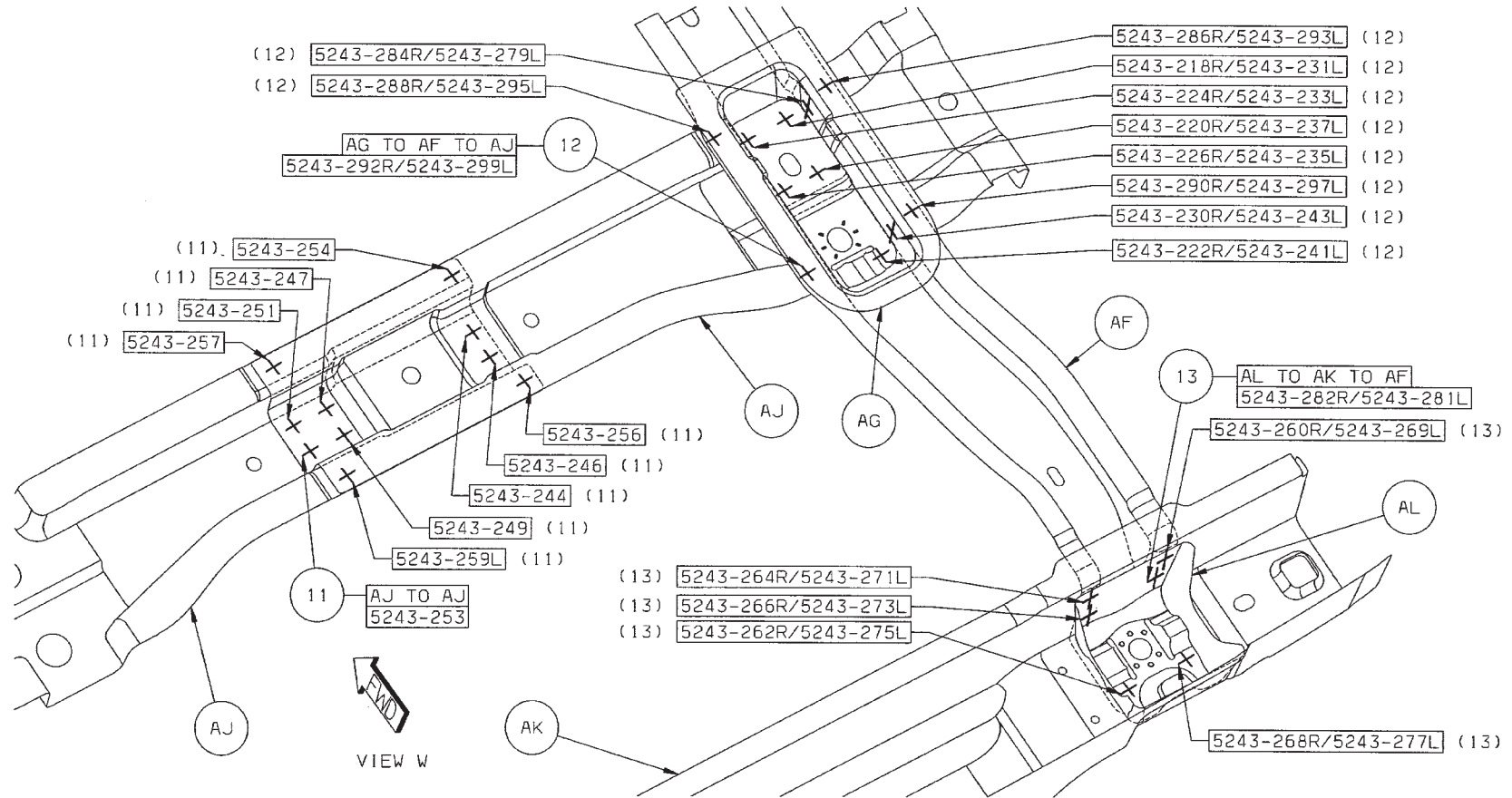
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- 06 AC TO AC 7 S/WELDS (ORD)
- 07 AE TO AC 7/SD S/WELDS (ORD)
- 08 AF TO AE 4/SD S/WELDS (ORD)
- 09 AG TO AF TO AE 2/SD S/WELDS (ORD)
- 10 AH TO AC 2/SD S/WELDS (ORD)



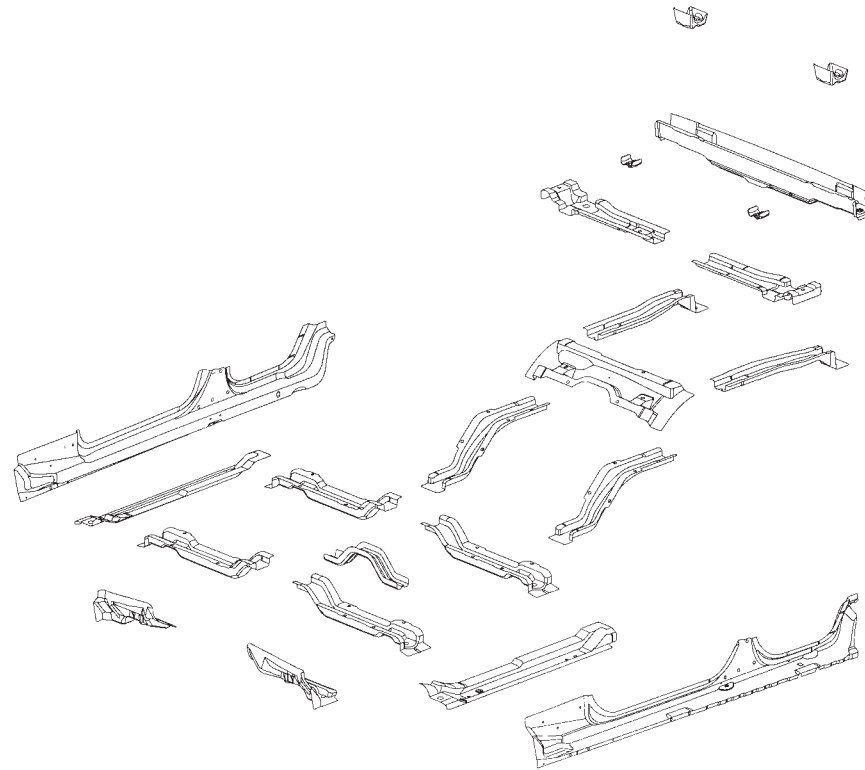
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- 11 AJ TO AJ 10 S/WELDS (ORD)
- 12 AG TO AF TO AJ 11/SD S/WELDS (ORD)
- 13 AL TO AK TO AF 6/SD S/WELDS (ORD)



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JEEP WRANGLER LADDER ASSEMBLY COMPLETE (JK74) SECTION



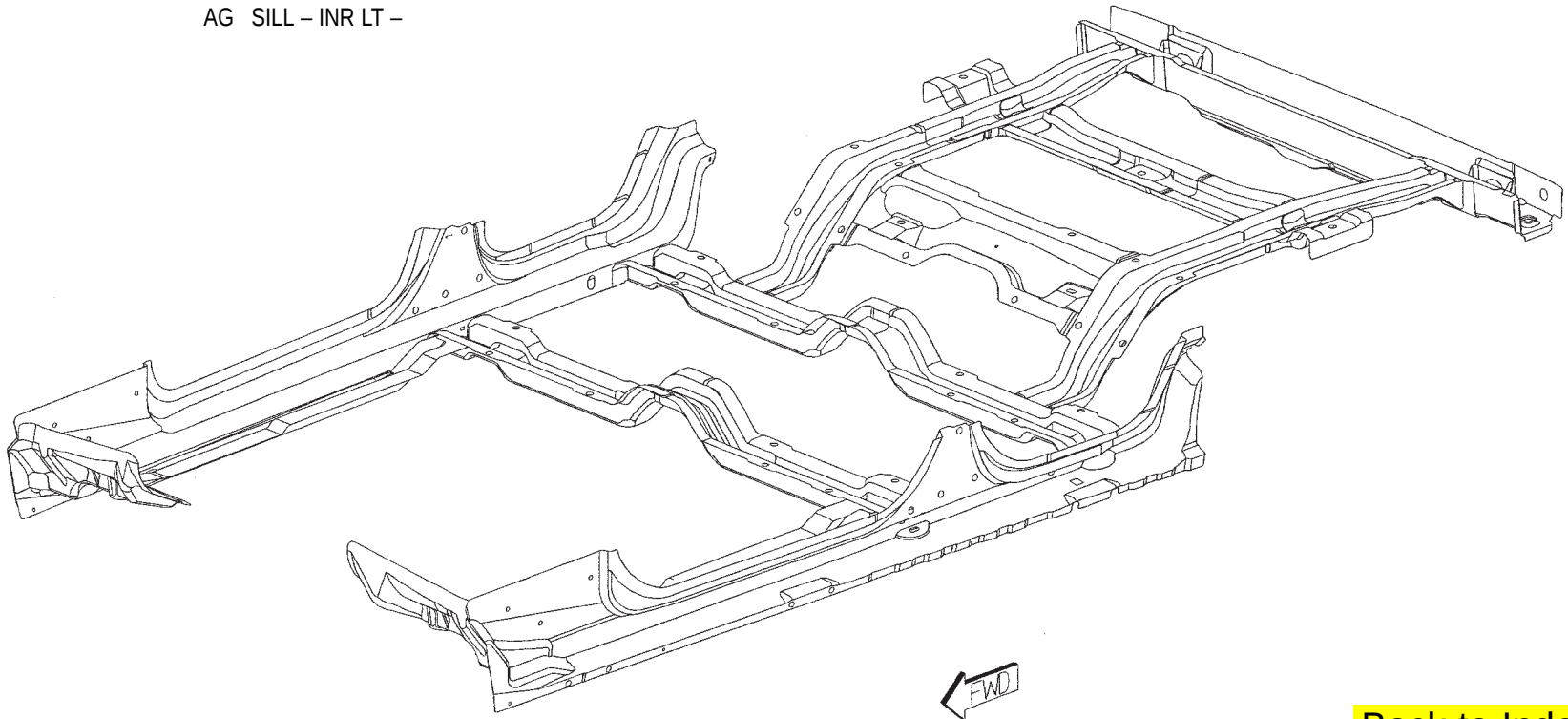
AA CROSSMEMBER – MID FLOOR RT –
 AA CROSSMEMBER – MID FLOOR LT –
 AB REINF – MID FLOOR –
 AC TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
 AC TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –
 AD RAIL – LONGITUDINAL FRT –
 AD RAIL – LONGITUDINAL FRT –
 AE RAIL – LONGITUDINAL RR RT –
 AE RAIL – LONGITUDINAL RR LT –
 AF CROSSMEMBER – RR SEAT MOUNTING –
 AG SILL – INR RT –
 AG SILL – INR LT –

AH REINF – UNDERBODY HOLD-DOWN RT –
 AH REINF – UNDERBODY HOLD-DOWN RT –
 AJ EXTENSION – UNDERBODY HOLD-DOWN RT –
 AJ EXTENSION – UNDERBODY HOLD-DOWN LT –
 AK CROSSMEMBER – RR FLOOR PAN RT –
 AK CROSSMEMBER – RR FLOOR PAN LT –
 AL REINF – C-PILLAR CROSSMEMBER BODY MOUNTING –
 AL REINF – C-PILLAR CROSSMEMBER BODY MOUNTING –
 AM CROSSMEMBER – RR CLOSURE LWR –
 AN REINF – RR CLOSING –

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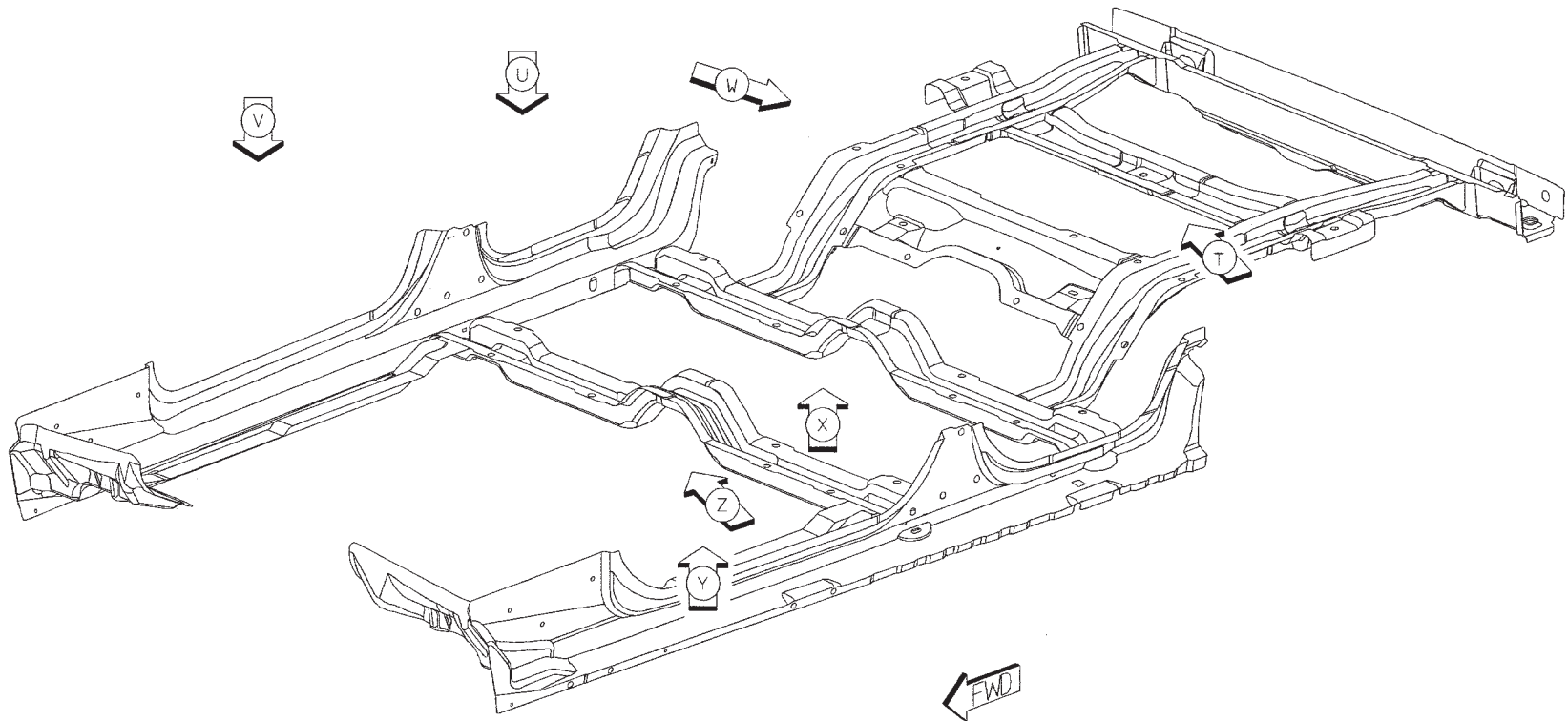
PARTS IDENTIFICATION LEGEND, OVERVIEW 16

AA CROSSMEMBER – MID FLOOR RT –	AH REINF – UNDERBODY HOLD-DOWN RT –
AA CROSSMEMBER – MID FLOOR LT –	AH REINF – UNDERBODY HOLD-DOWN RT –
AB REINF – MID FLOOR –	AJ EXTENSION – UNDERBODY HOLD-DOWN RT –
AC TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –	AJ EXTENSION – UNDERBODY HOLD-DOWN LT –
AC TAPPING PLATE – SEAT BELT ANCHOR 2ND ROW –	AK CROSSMEMBER – RR FLOOR PAN RT –
AD RAIL – LONGITUDINAL FRT –	AK CROSSMEMBER – RR FLOOR PAN LT –
AD RAIL – LONGITUDINAL FRT –	AL REINF – C-PILLAR CROSSMEMBER BODY MOUNTING –
AE RAIL – LONGITUDINAL RR RT –	AL REINF – C-PILLAR CROSSMEMBER BODY MOUNTING –
AE RAIL – LONGITUDINAL RR LT –	AM CROSSMEMBER – RR CLOSURE LWR –
AF CROSSMEMBER – RR SEAT MOUNTING –	AN REINF – RR CLOSING –
AG SILL – INR RT –	
AG SILL – INR LT –	



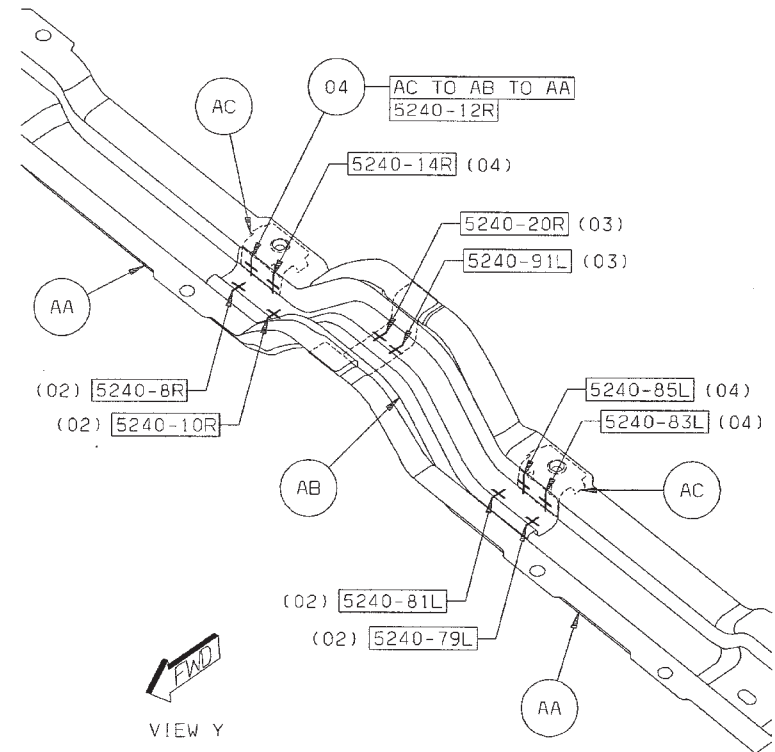
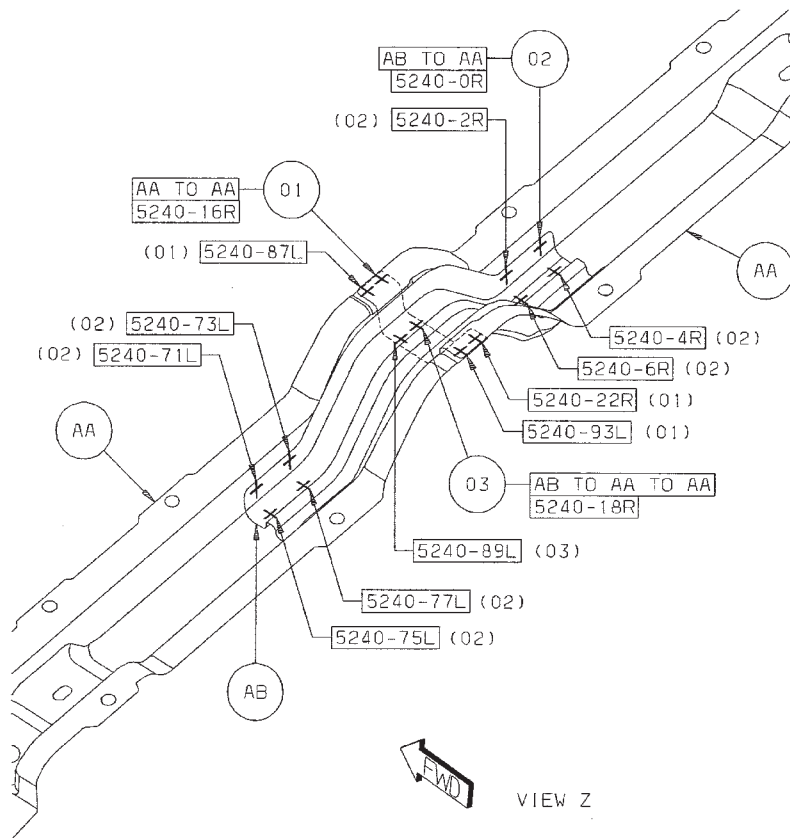
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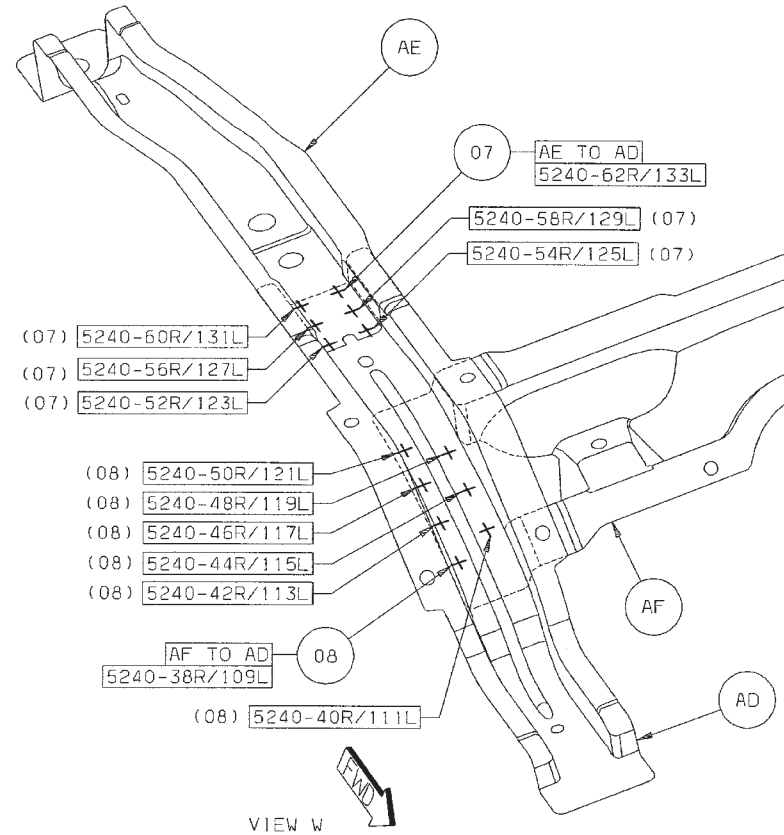
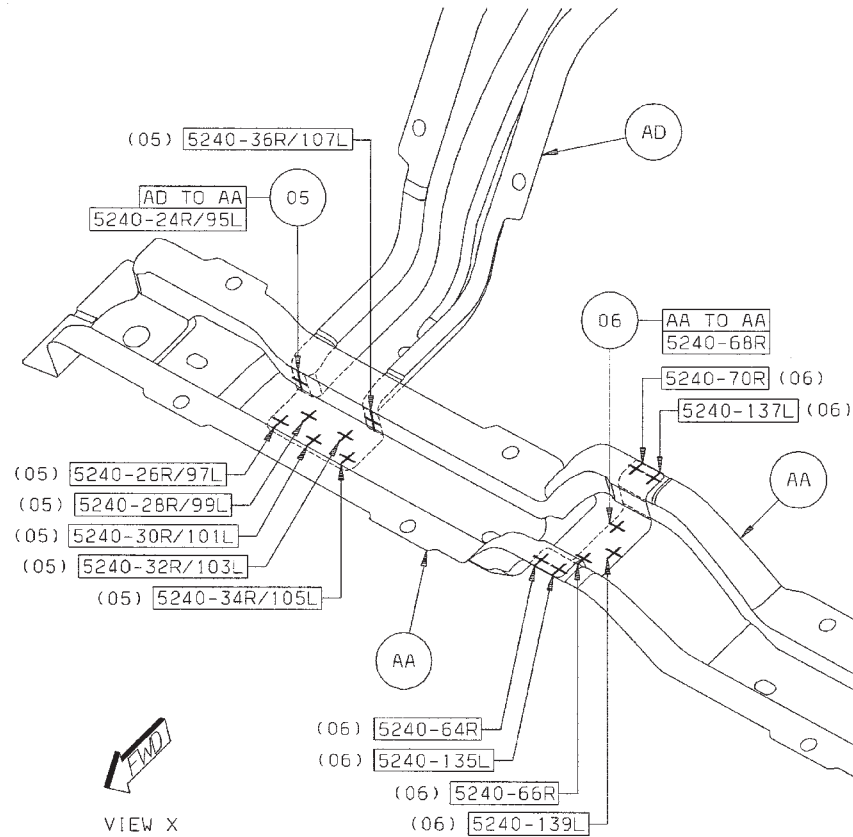
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- 01 AA TO AA 2R/2L S/ELDS (ORD)
- 02 AB TO AA 6R/6L S/WELDS (ORD)
- 03 AB TO AA TO AA 2R/2L S/WELDS (ORD)
- 04 AC TO AB TO AA 2R/2L S/WELDS (ORD)



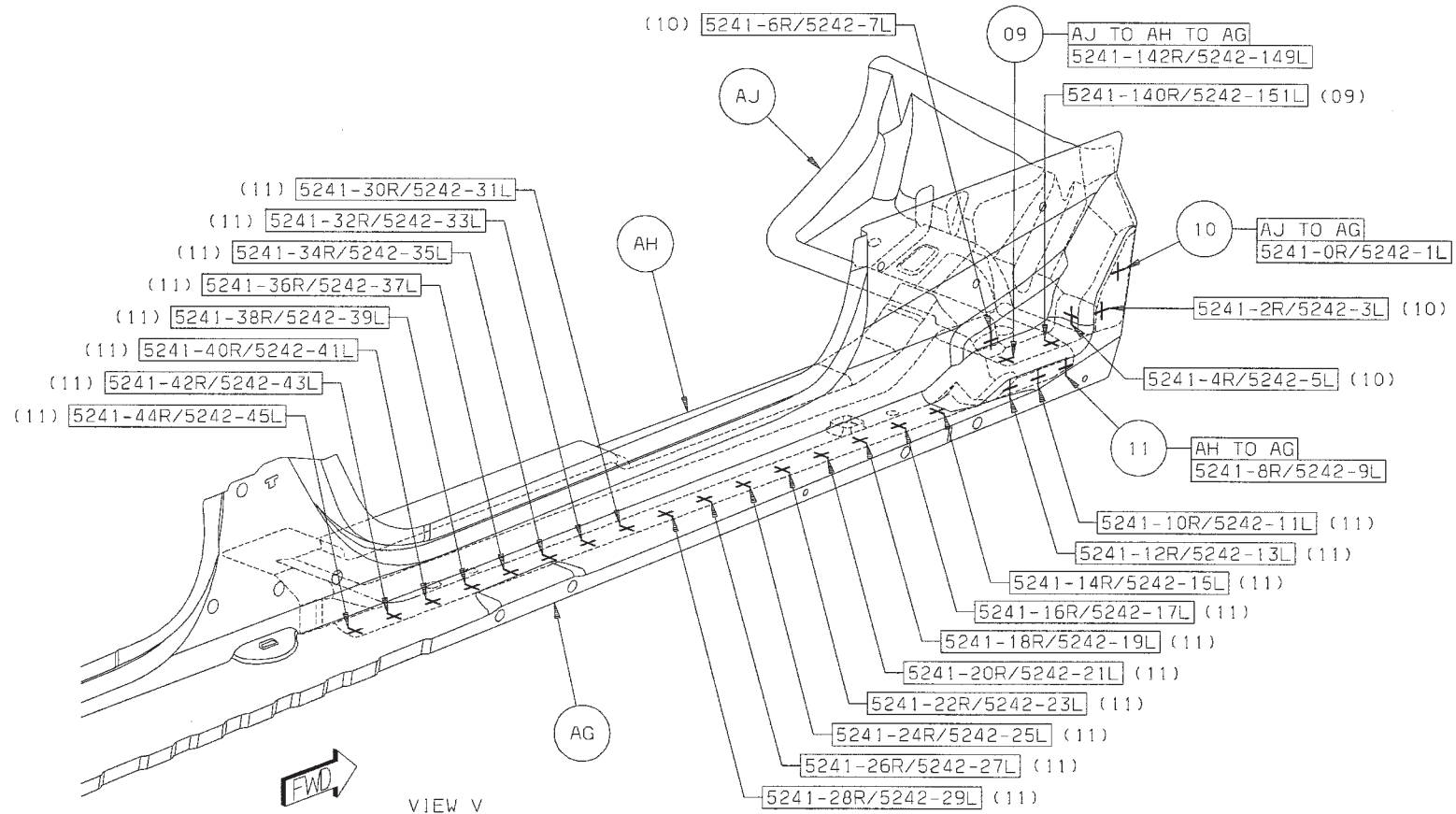
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- 05 AD TO AA 7/SD S/WELDS (ORD)
- 06 AA TO AA 4R/3L S/WELDS (ORD)
- 07 AE TO AD 6/SD S/WELDS (ORD)
- 08 AF TO AD 7/SD S/WELDS (ORD)



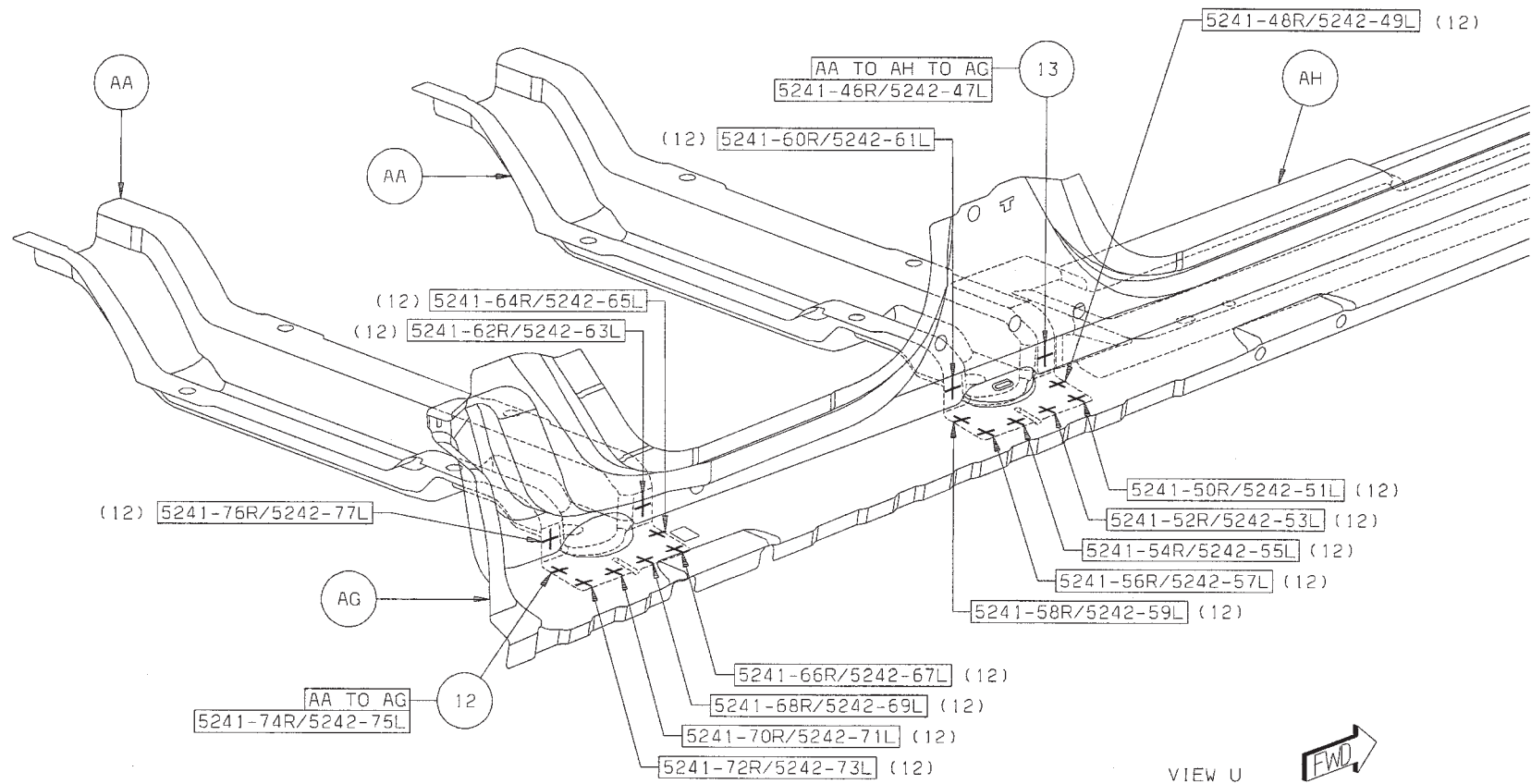
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- 09 AJ TO AH TO AG 2/SD S/WELDS (ORD)
- 10 AJ TO AG 4/SD S/WELDS (ORD)
- 11 AH TO AG 19/SD S/WELDS (ORD)



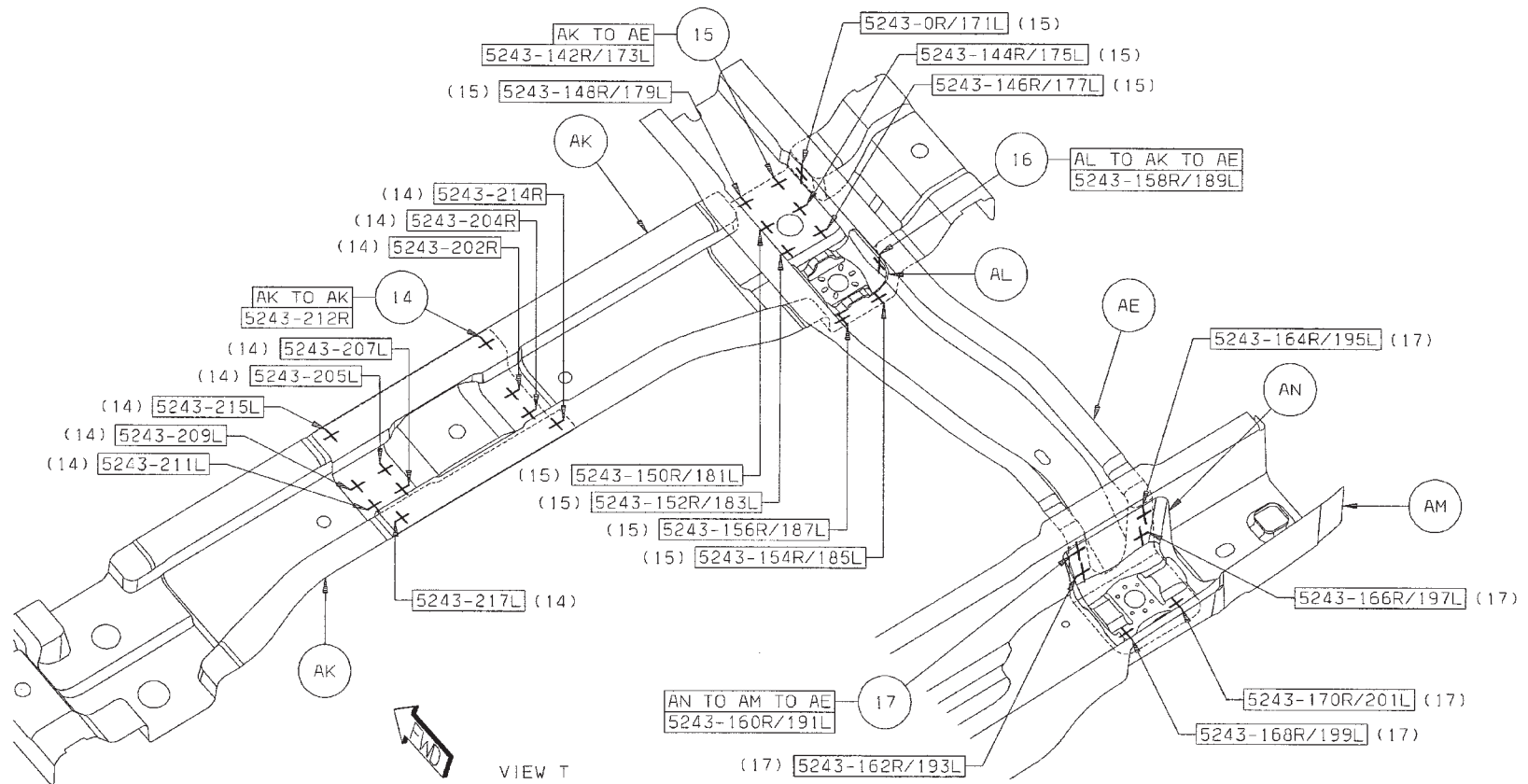
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- 12 AA TO AG 15/SD S/WELDS (ORD)
 13 AA TO AH TO AG 1/SD S/WELDS (ORD)



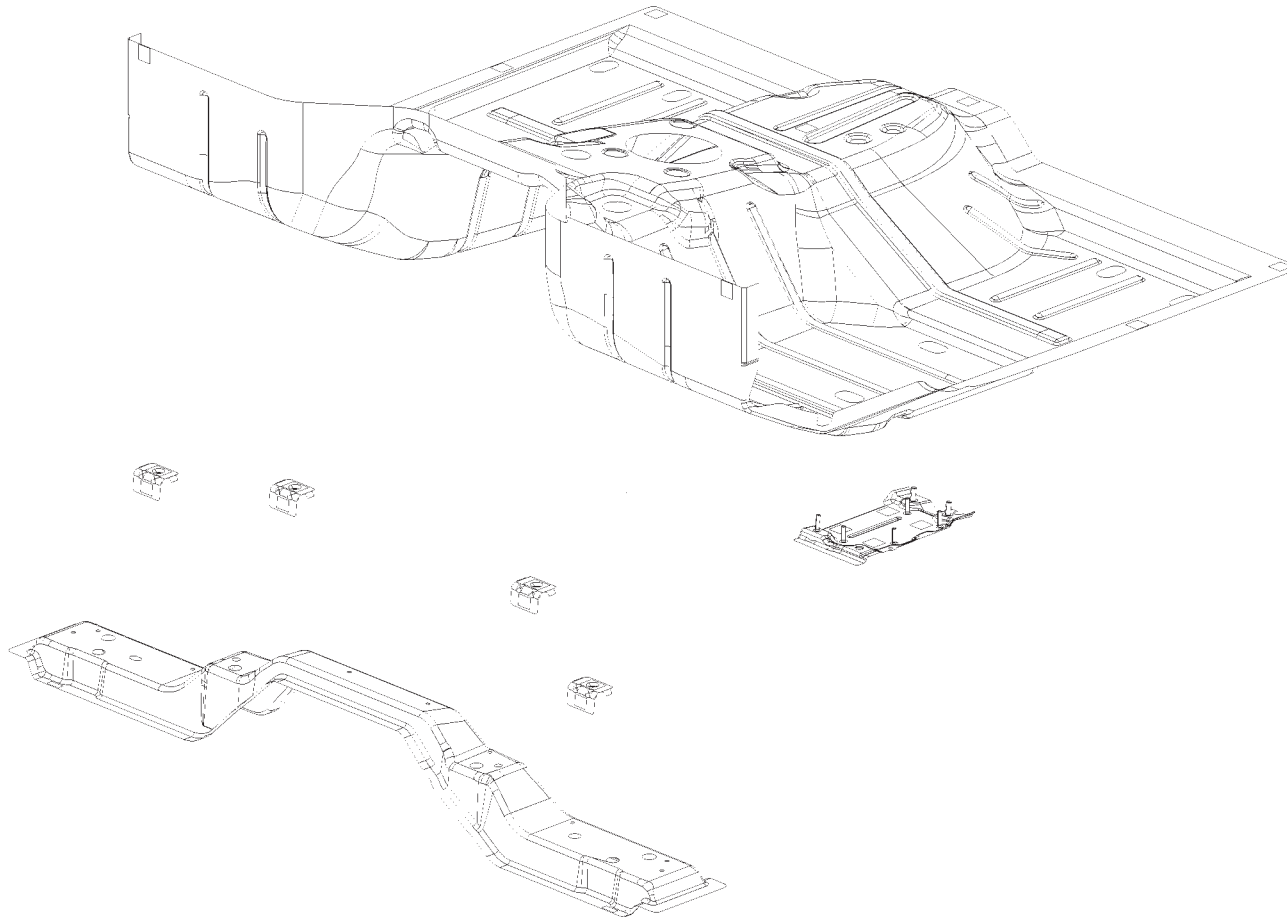
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- 14 AK TO AK 4R/6L S/WELDS (ORD)
- 15 AK TO AE 9/SD S/WELDS (ORD)
- 16 AL TO AK TO AE 1/SD S/WELD (ORD)
- 17 AN TO AM TO AE 6/SD S/WELDS (ORD)



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JEEP WRANGLER FRONT FLOOR ASSEMBLY (JK72) SECTION

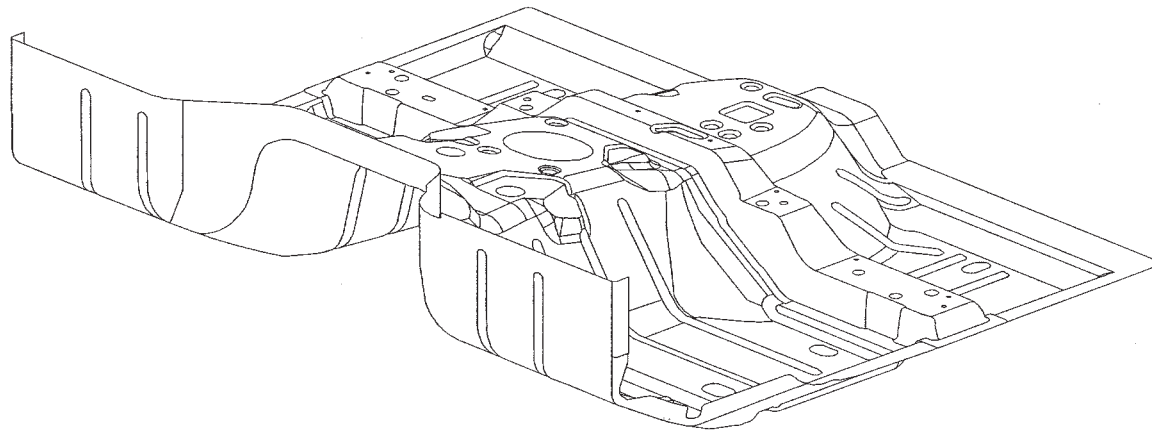


- AA PAN – FLOOR FRT –
- AB CROSSMEMBER – FRT SEAT FRT –
- AC STUD.WELD/EXTERNAL – SHIFTER SLED TO BODY –
- AD STUD.WELD/EXTERNAL – HEADER.PT.PNT.CUTTER.SPECIAL –
TRIM FINAL PARTS TO BODY
- AE PART NUMBER 06105018AA

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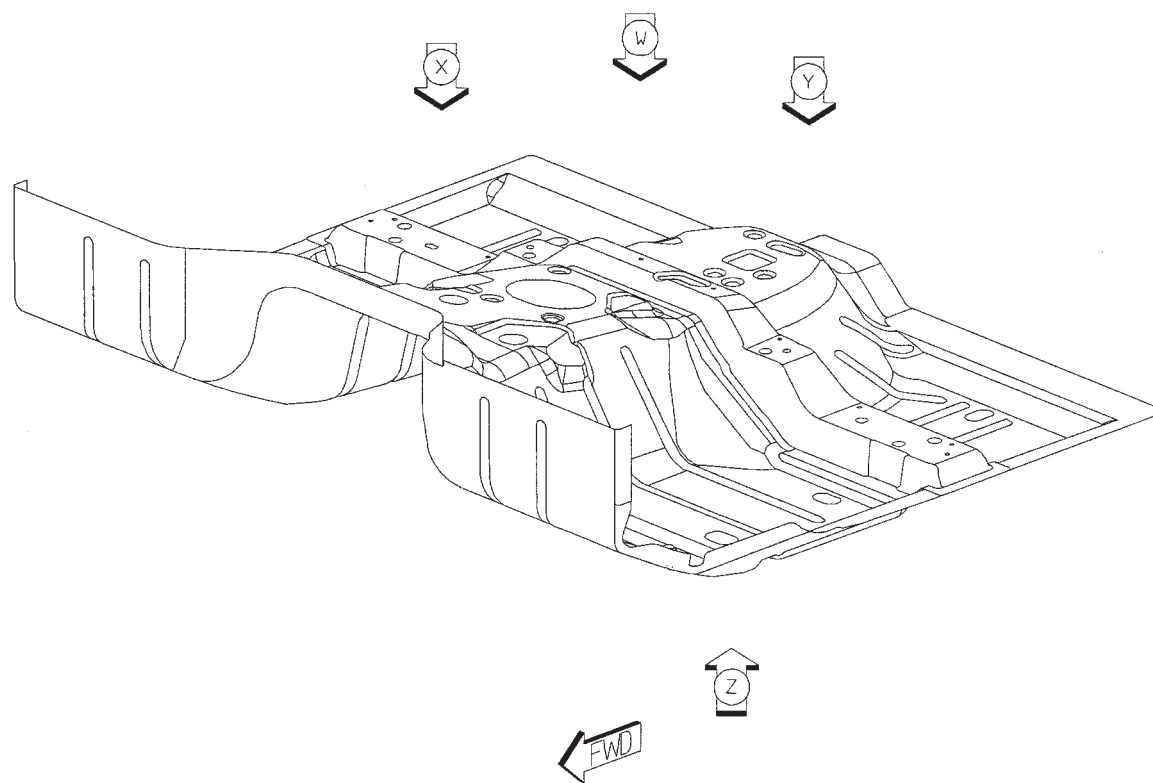
PARTS IDENTIFICATION LEGEND, OVERVIEW 17

- AA PAN – FLOOR FRT –
- AB CROSSMEMBER – FRT SEAT FRT –
- AC STUD.WELD/EXTERNAL – SHIFTER SLED TO BODY –
- AD STUD.WELD/EXTERNAL – HEADER.PT.PNT.CUTTER.SPECIAL –
TRIM FINAL PARTS TO BODY
- AE PART NUMBER 06105018AA



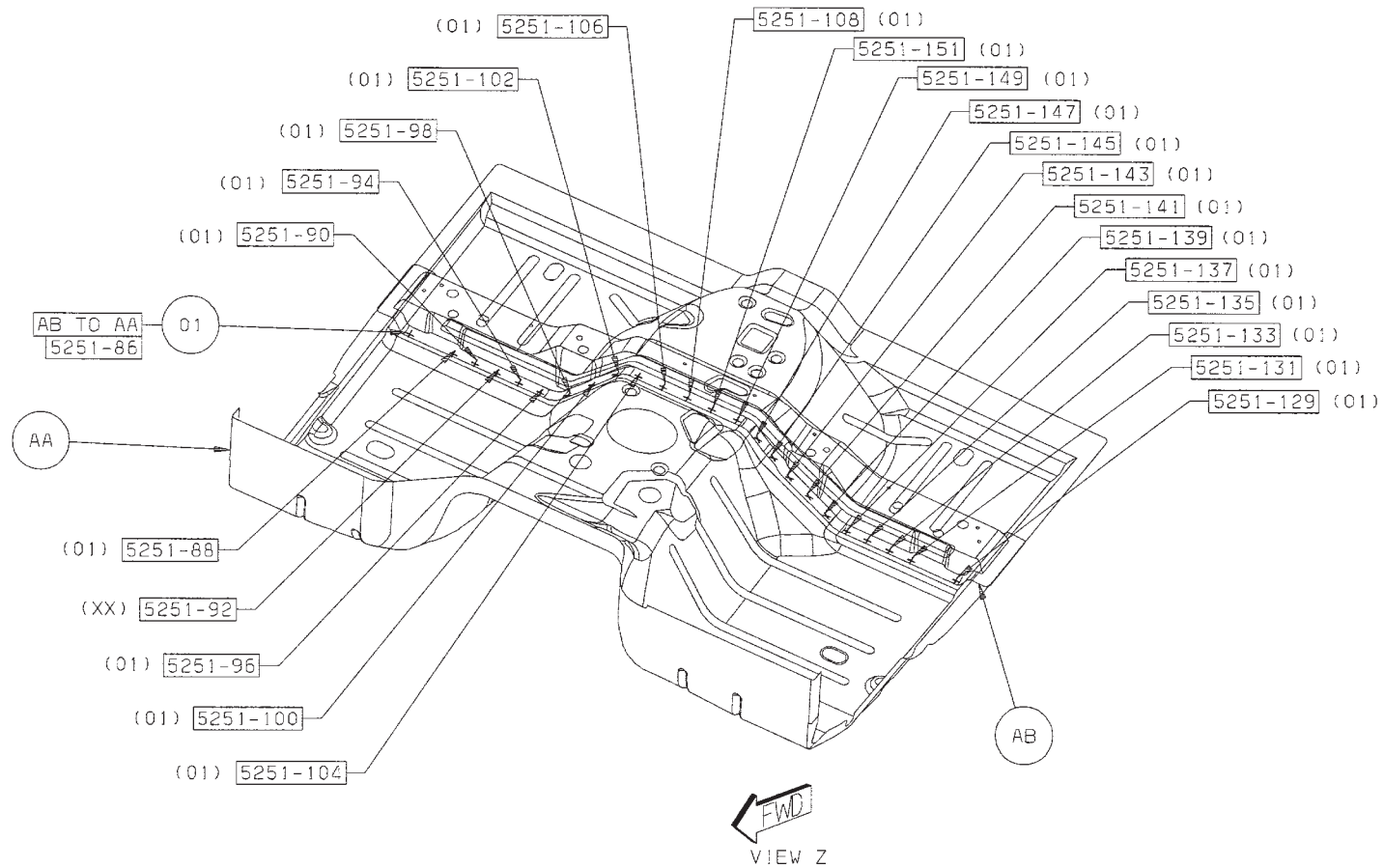
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WELD LAYOUT LOCATION GUIDE



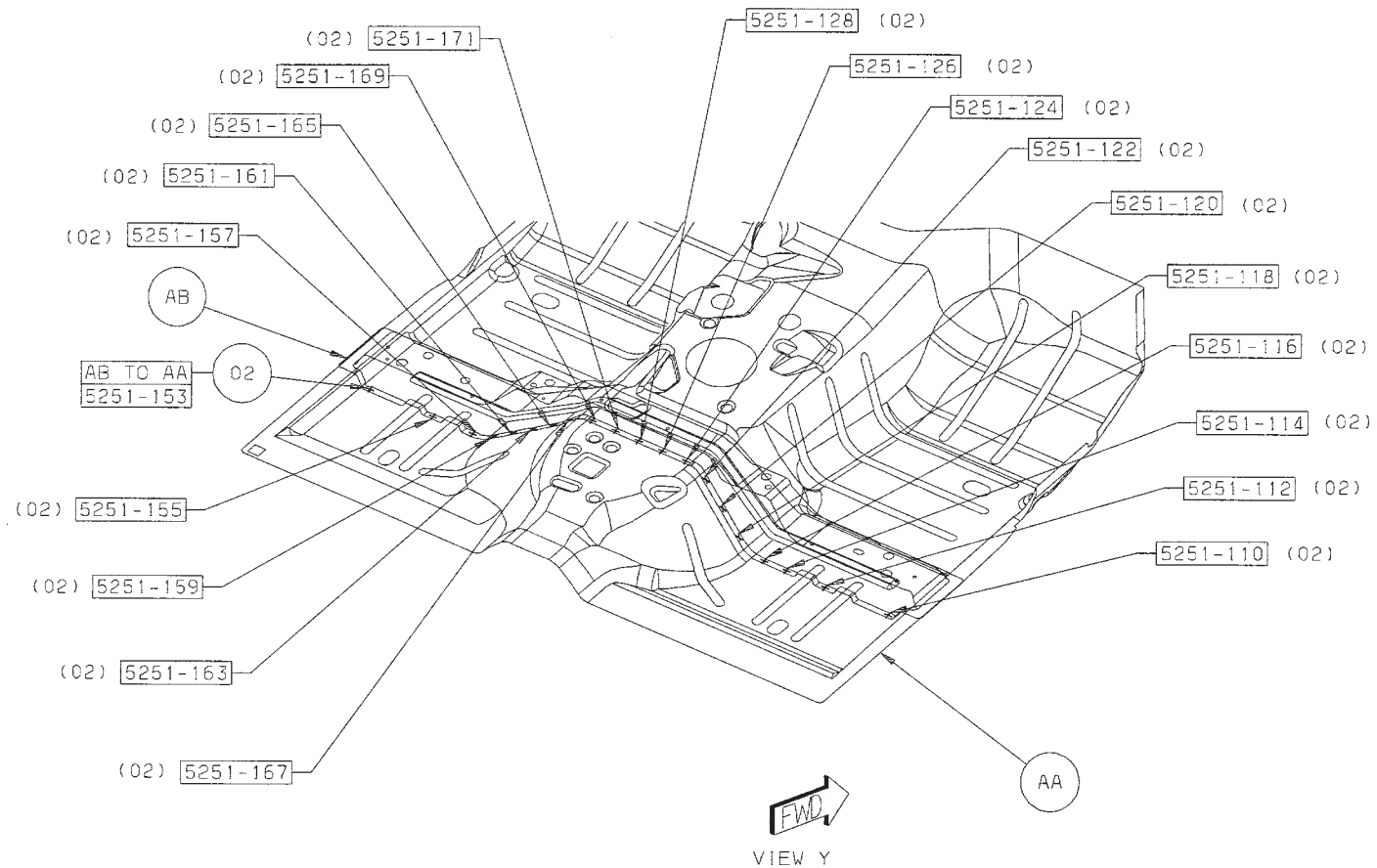
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01 AB TO AA 24 SWELDS (ORD)



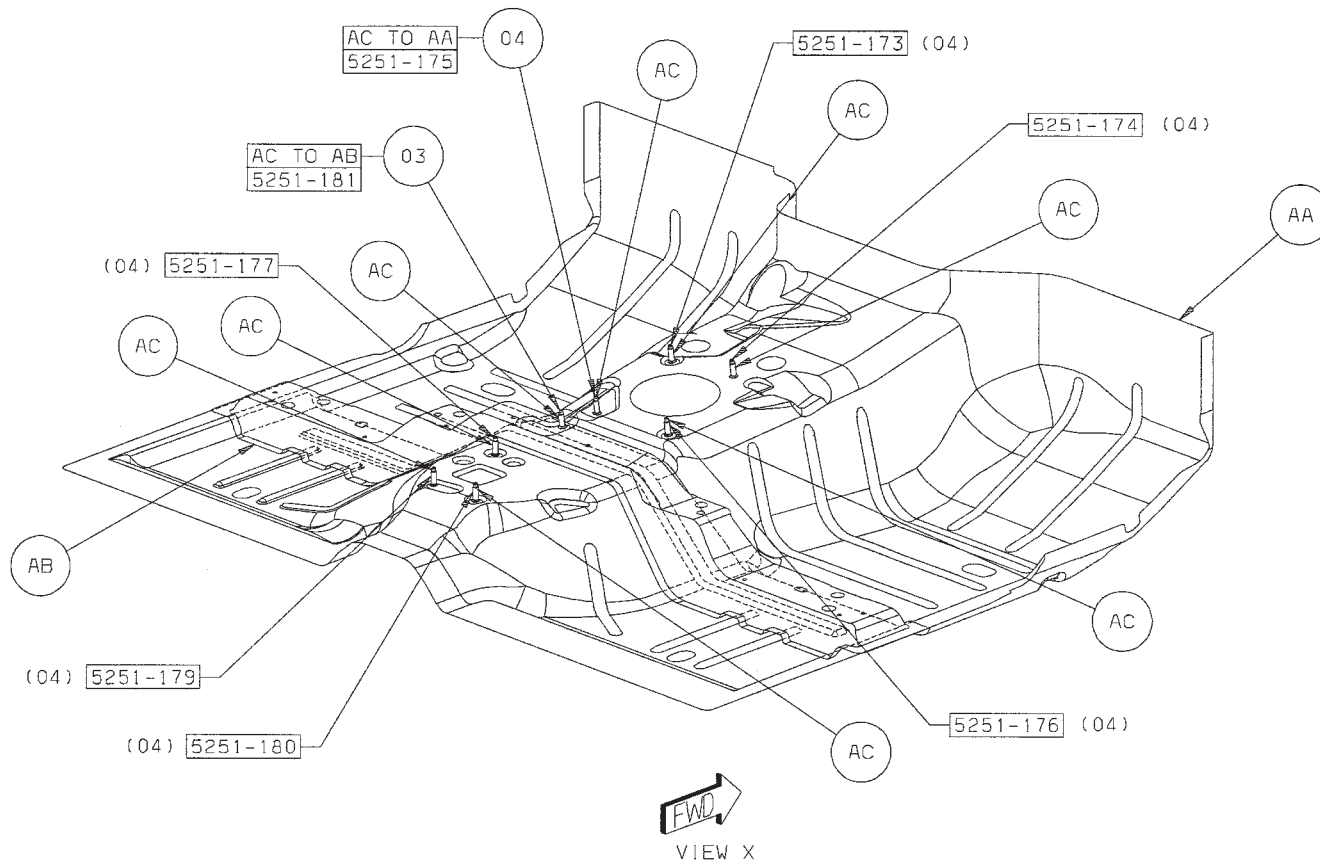
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02 AB TO AA 20 S/WELDS (ORD)



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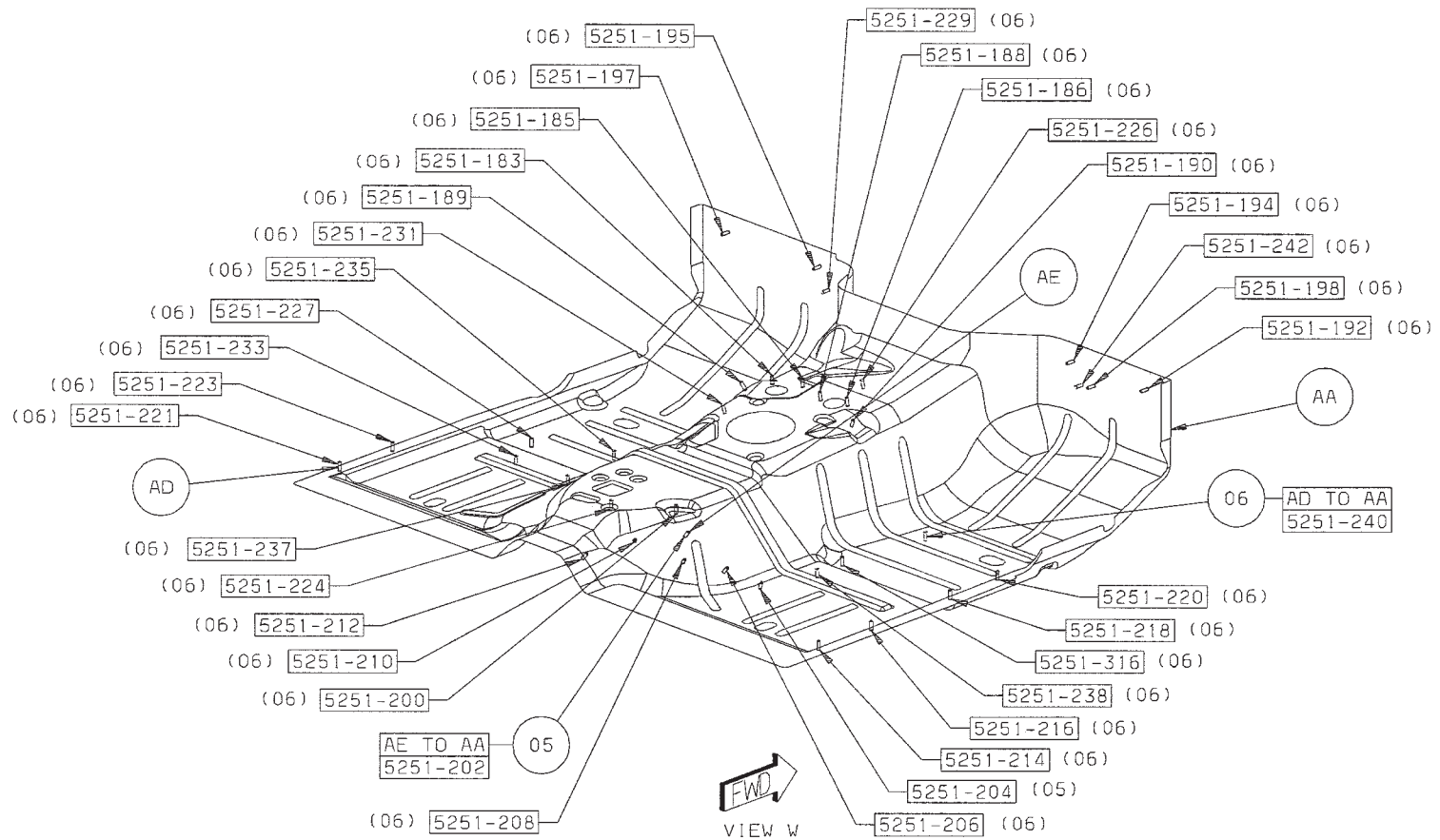
- 03 AC TO AB 1 S/WELD (ORD)
04 AC TO AA 7 S/WELDS (ORD)



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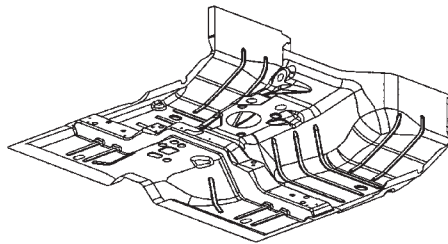
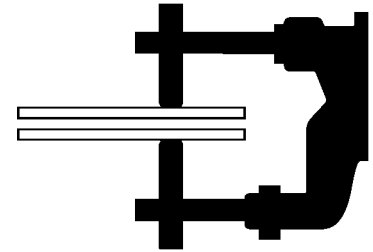
05 AD TOA A 34 SWELDS (ORD)

06 AE TO AA 2 SWELDS (ORD)

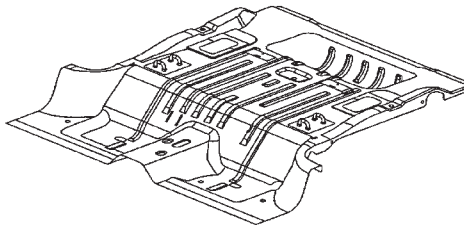


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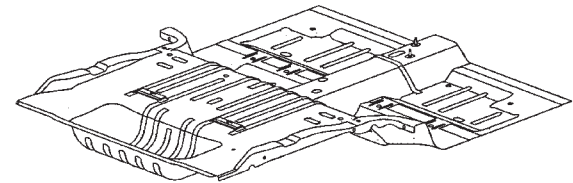
WELD LOCATION OVERVIEW ZONES



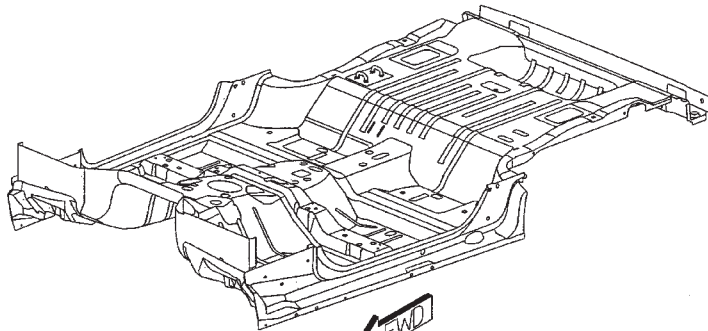
OVERVIEW 18



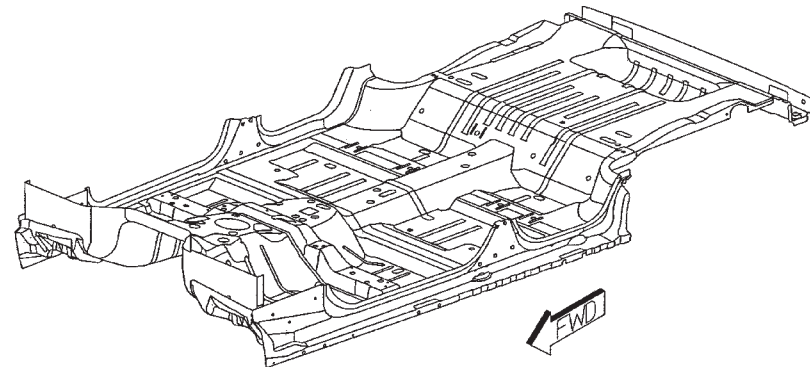
OVERVIEW 19



OVERVIEW 20



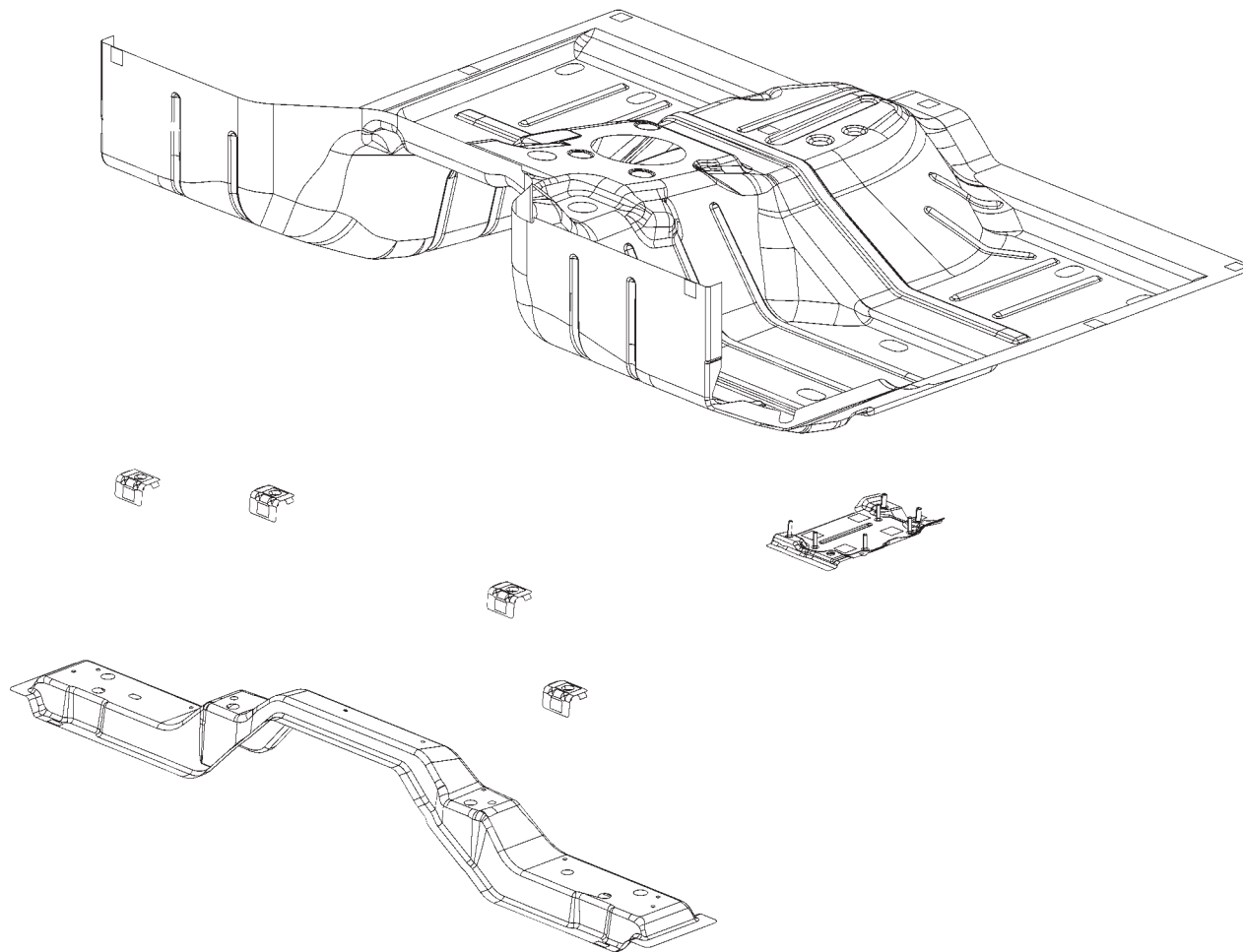
OVERVIEW 21



OVERVIEW 22

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JEEP WRANGLER FRONT FLOOR (JK74) SECTION

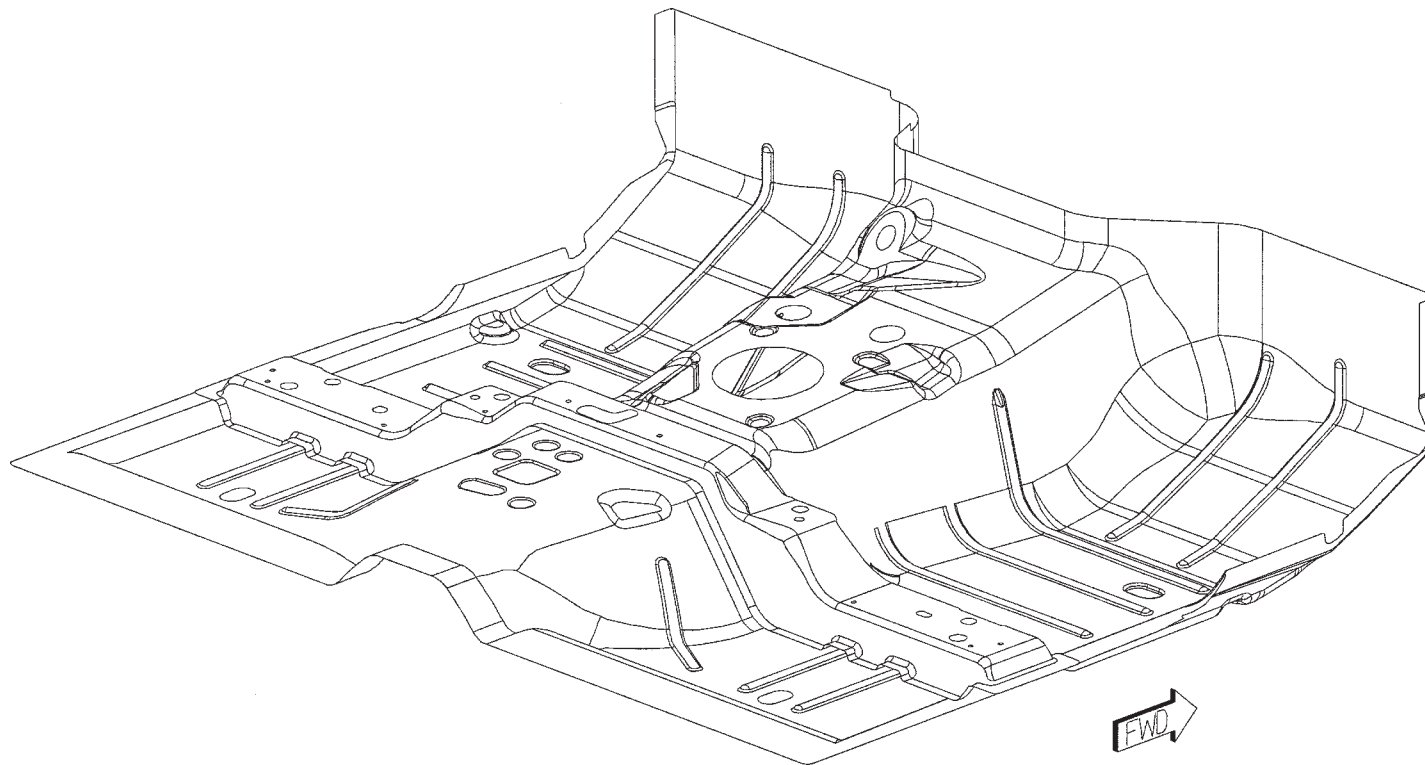


- AA PAN – FLOOR FRT –
- AB CROSSMEMBER – FRT SEAT FRT –
- AC 06105006 STUD WELD 9 QTY (BIWASM)
- AD 06505630AA STUD WELD 2 QTY (BIWASM)

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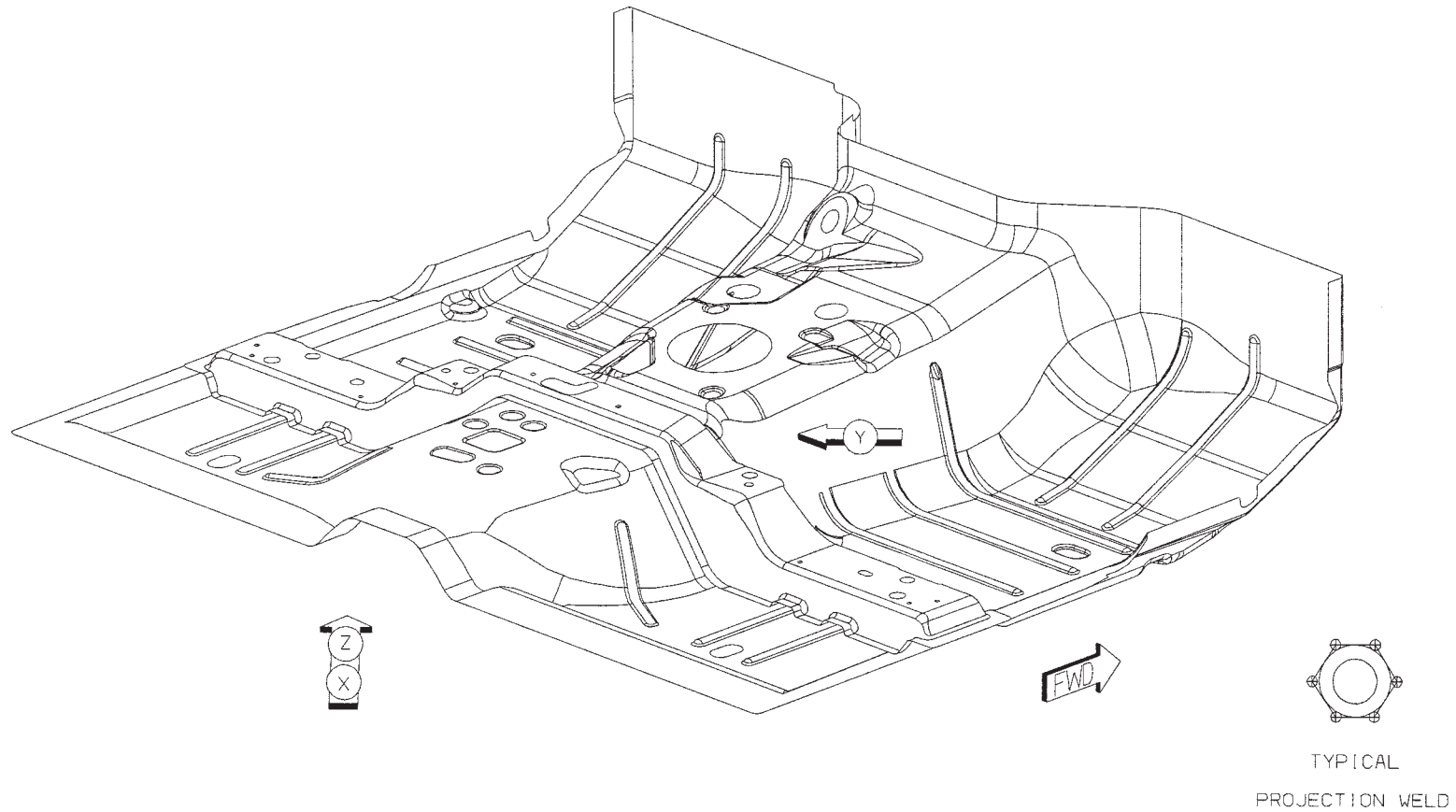
PARTS IDENTIFICATION LEGEND, OVERVIEW 18

AA PAN – FLOOR FRT –
AB CROSSMEMBER – FRT SEAT FRT –
AC 06105006 STUD WELD 9 QTY (BIWASM)
AD 06505630AA STUD WELD 2 QTY (BIWASM)



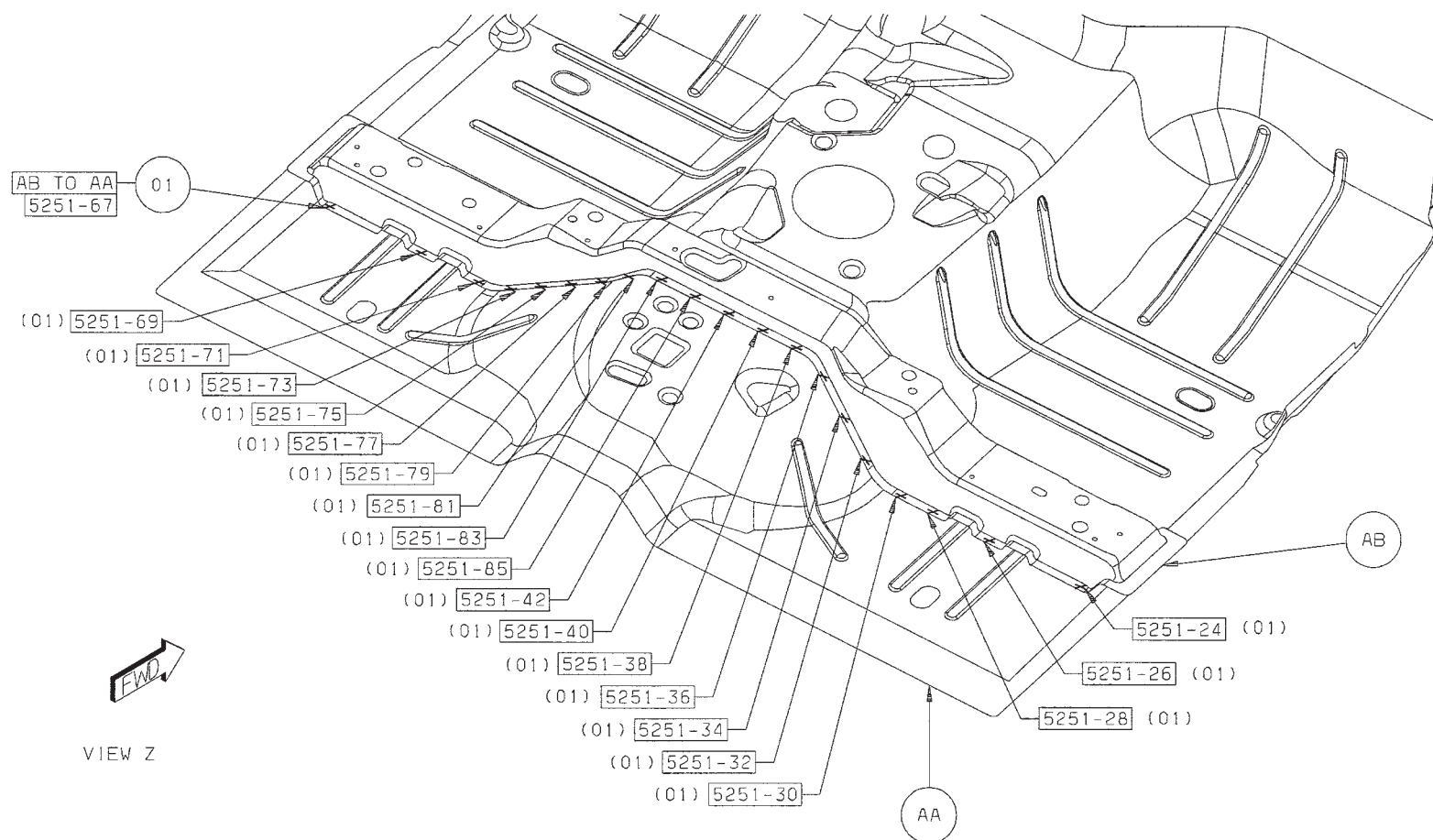
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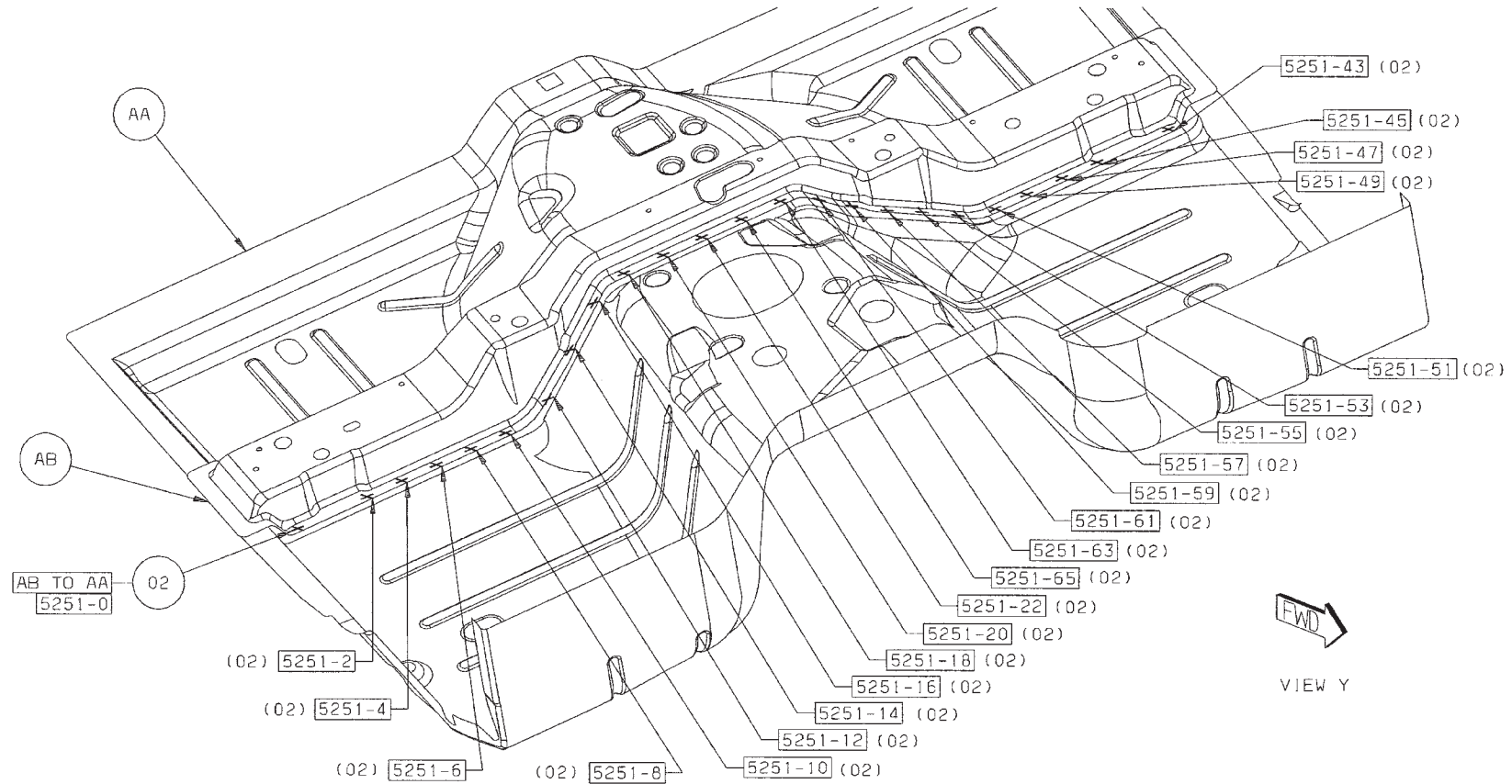
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01 AB TO AA 20 SWELDS (ORD)



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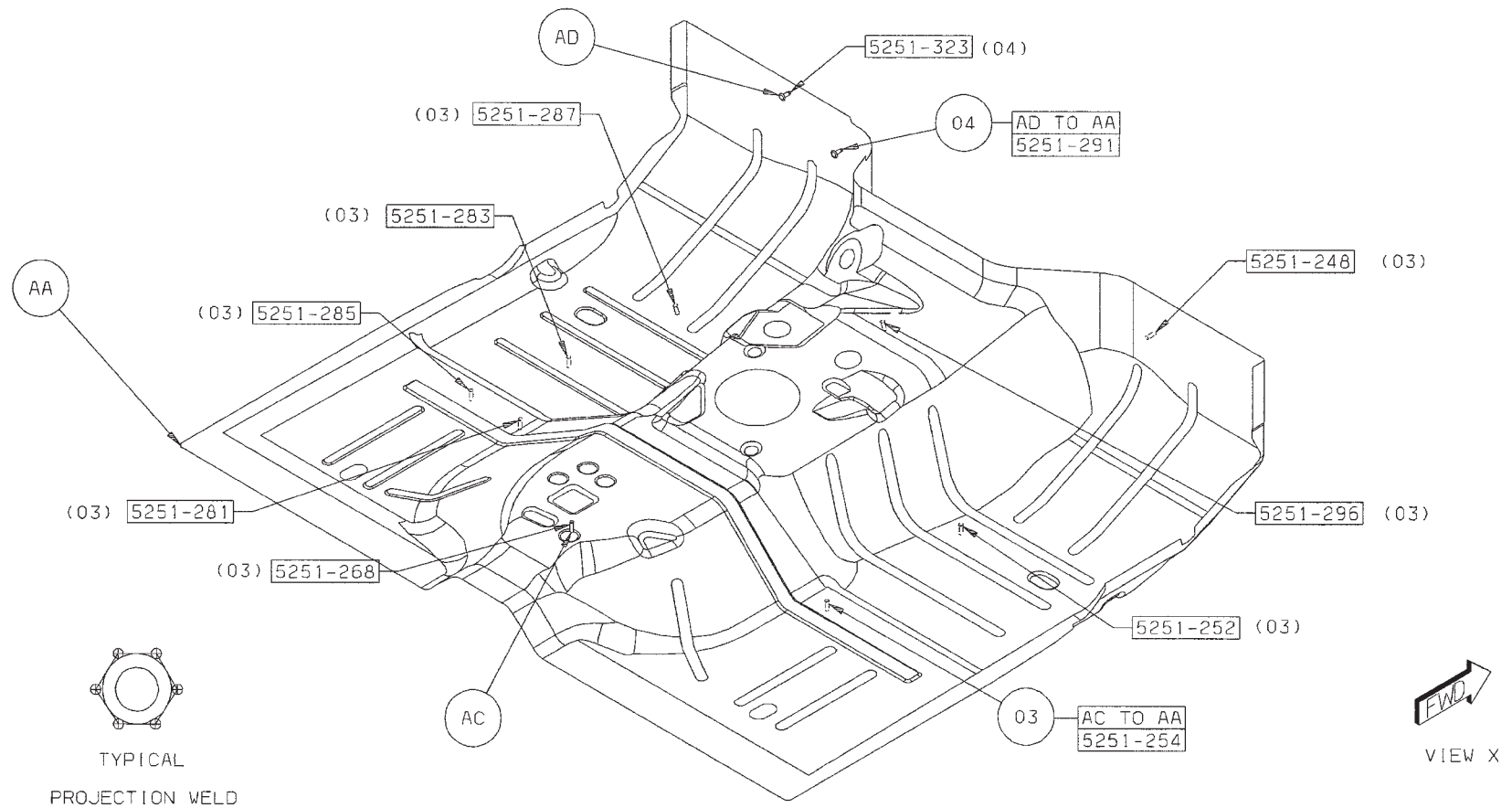
02 AB TO AA 24 S/WELDS (ORD)



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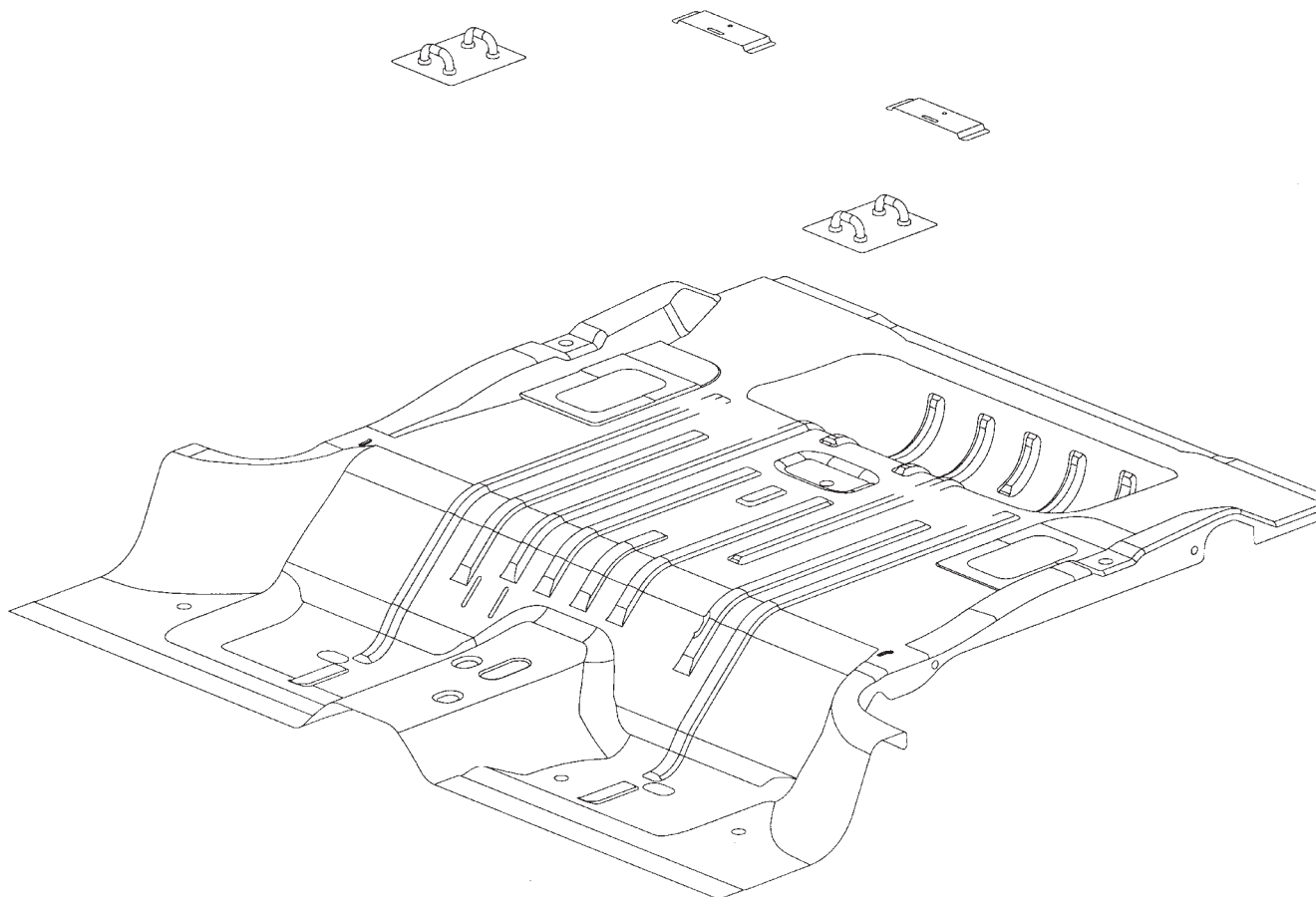
03 AC TO AA 9 PROJ WELDS (ORD)

04 AD TO AA 2 PROJ WELDS (ORD)



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JEEP WRANGLER REAR FLOOR ASSEMBLY (JK72) SECTION

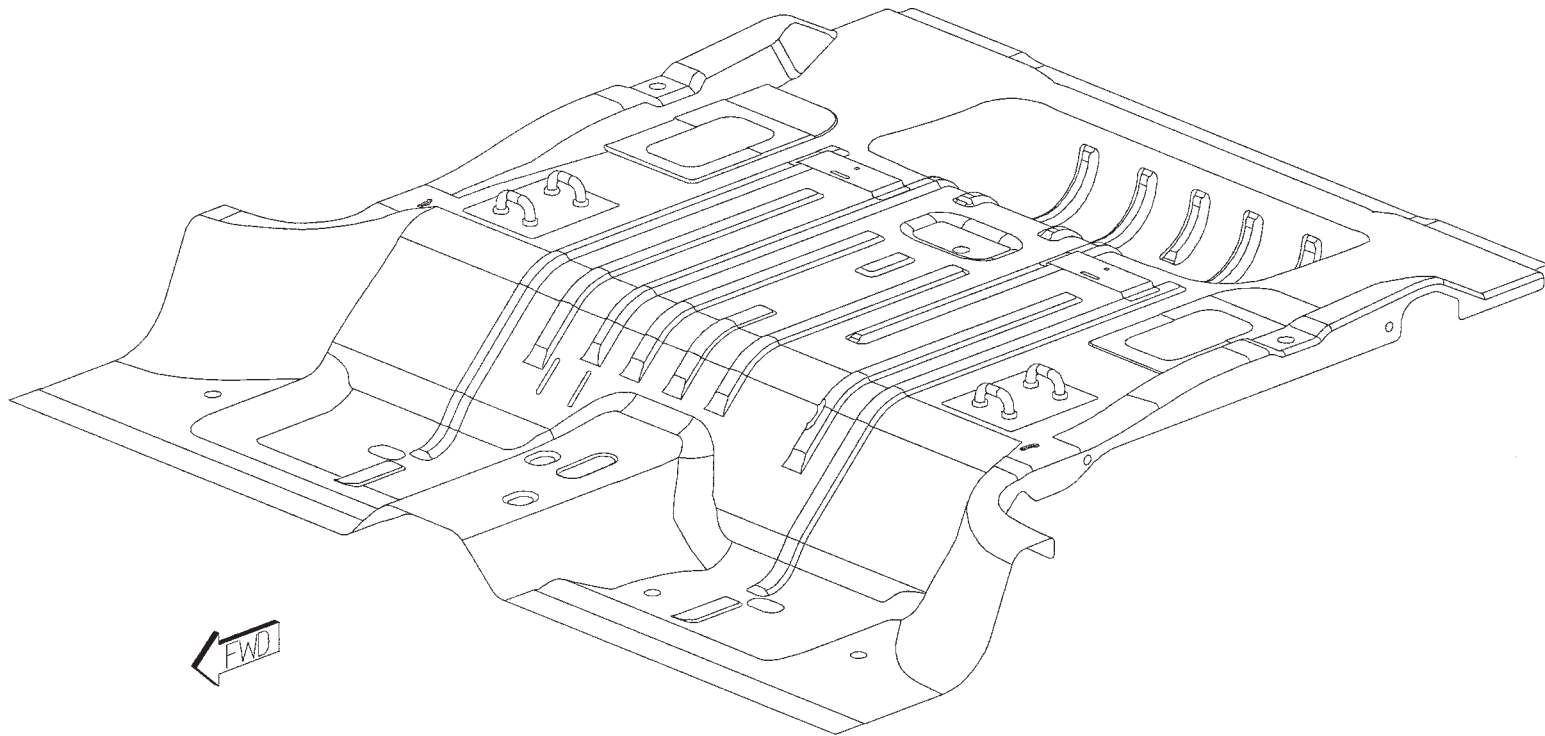


- AA PAN – FLOOR RR –
- AB RETAINER – FLOOR COVERING –
- AC STUD.WELD/EXTERNAL – HEADER.PT.PNT.
CUTTER.SPECIAL – HEAT SHIELD TO REAR FLOOR
- AD REINF ASSY – RR SEAT FRT –
- AE BRACKET – PARKING BRAKE REACTION TUB –

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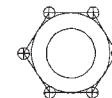
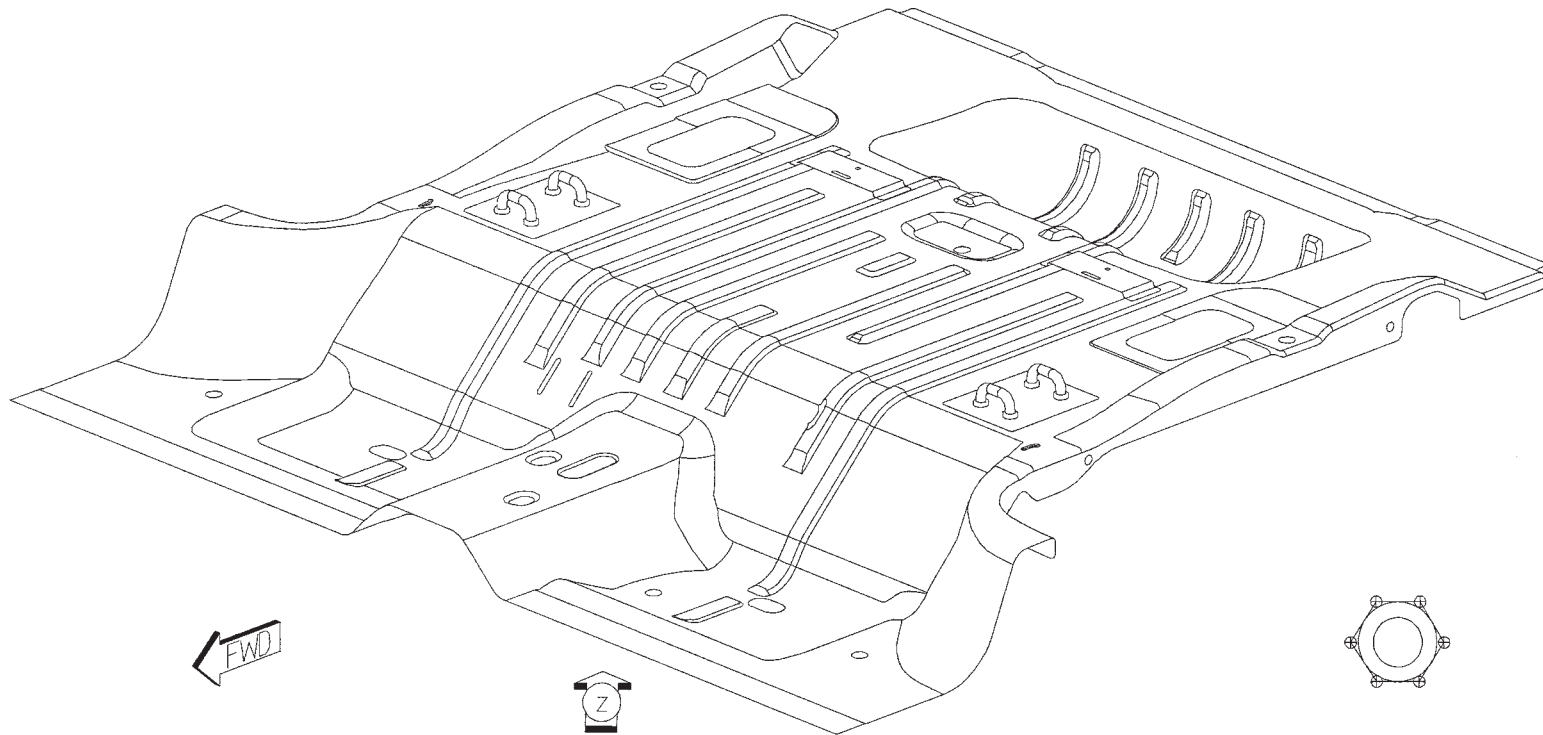
PARTS IDENTIFICATION LEGEND, OVERVIEW 19

- AA PAN – FLOOR RR –
- AB RETAINER – FLOOR COVERING –
- AC STUD.WELD/EXTERNAL – HEADER.PT.PNT.
CUTTER.SPECIAL – HEAT SHIELD TO REAR FLOOR
- AD REINF ASSY – RR SEAT FRT –
- AE BRACKET – PARKING BRAKE REACTION TUB –



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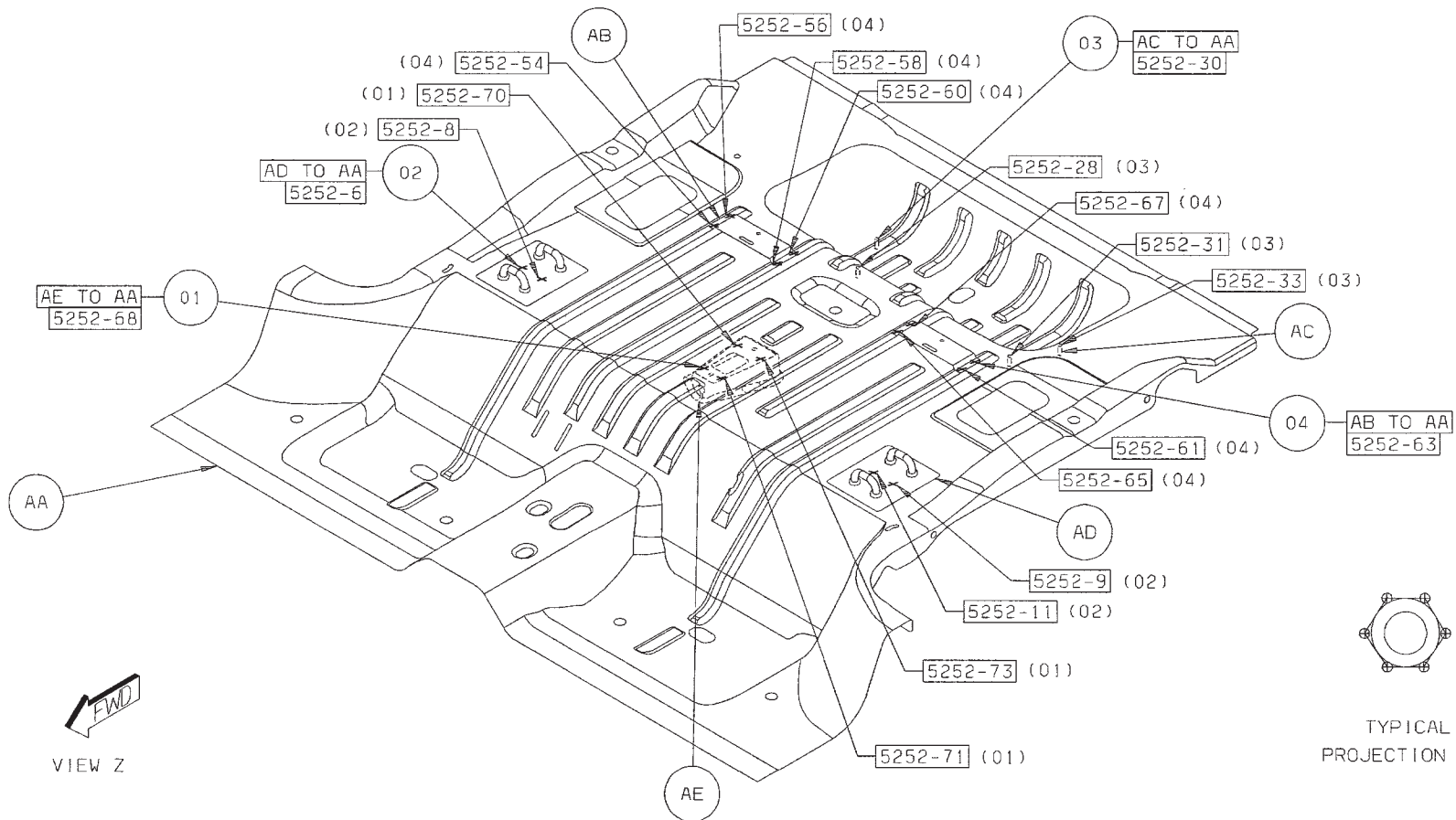
WELD LAYOUT LOCATION GUIDE



TYPICAL
PROJECTION WELD

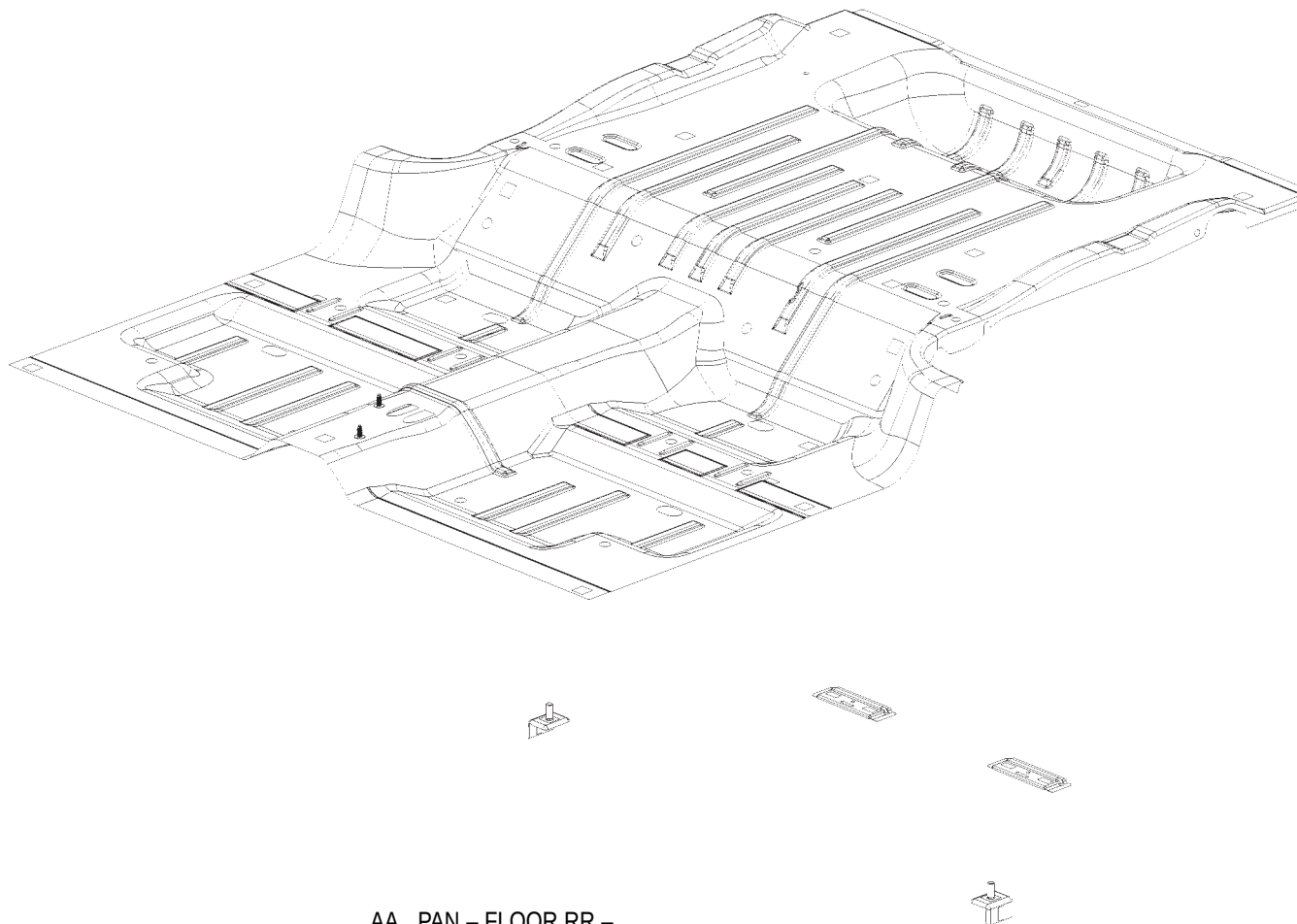
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- 01 AB TO AA 4 SWELDS (ORD)
- 02 AD TO AA 4 SWELDS (ORD)
- 03 AC TO AA 4 PROJ WELDS (ORD)
- 04 AB TO AA 8 SWELDS (ORD)



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JEEP WRANGLER REAR FLOOR ASSEMBLY (JK74) SECTION

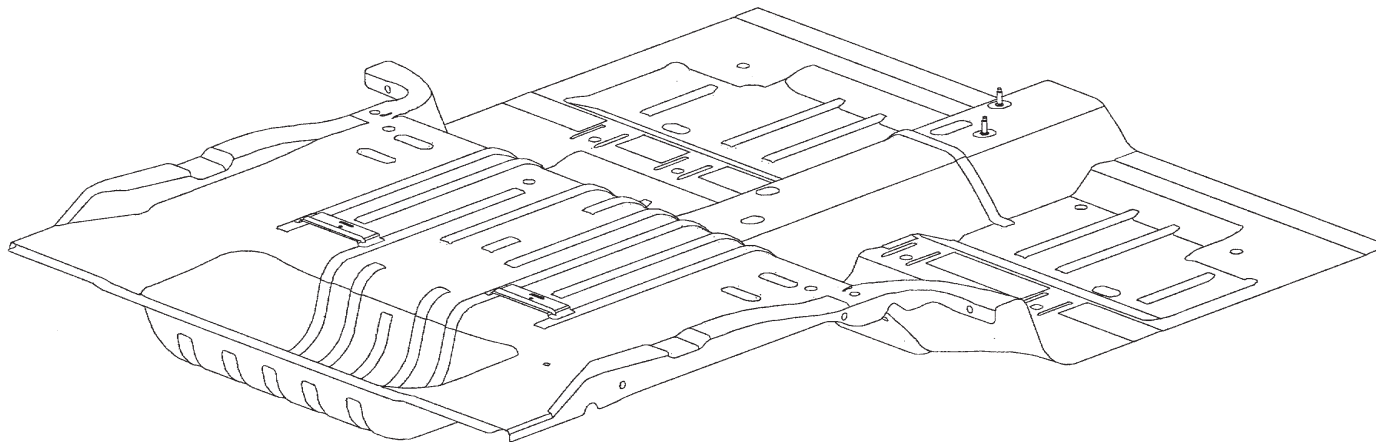


- AA PAN – FLOOR RR –
- AB STUD.WELD/EXTERNAL – HEADER.PT.PNT.
CUTTER.SPECIAL – HEAT SHIELD TO REAR FLOOR
- AC BRACKET – PARKING BRAKE REACTION TUB –
- AD RETAINER – FLOOR COVERING –
- AE 55397036AA STUD PLATE-SEAT BELT (2)
- AF 06508445 STUD WELD EXTERNAL

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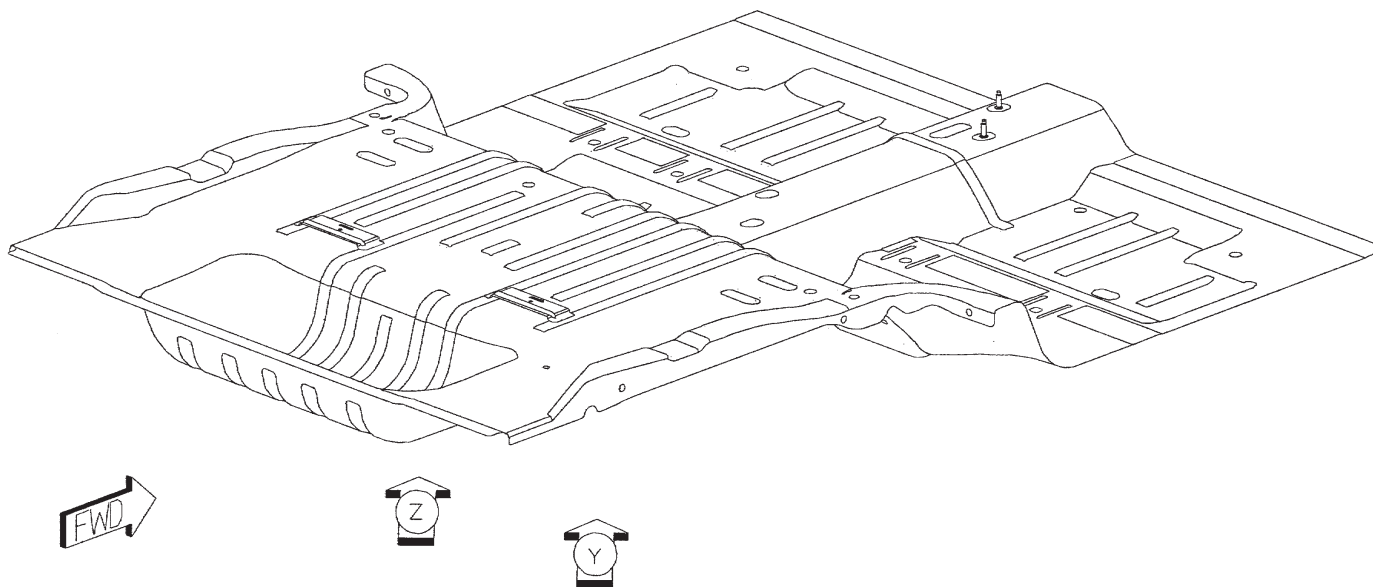
PARTS IDENTIFICATION LEGEND, OVERVIEW 20

AA PAN – FLOOR RR –
AB STUD.WELD/EXTERNAL – HEADER.PT.PNT.
CUTTER.SPECIAL – HEAT SHIELD TO REAR FLOOR
AC BRACKET – PARKING BRAKE REACTION TUB –
AD RETAINER – FLOOR COVERING –
AE 55397036AA STUD PLATE-SEAT BELT (2)
AF 06508445 STUD WELD EXTERNAL



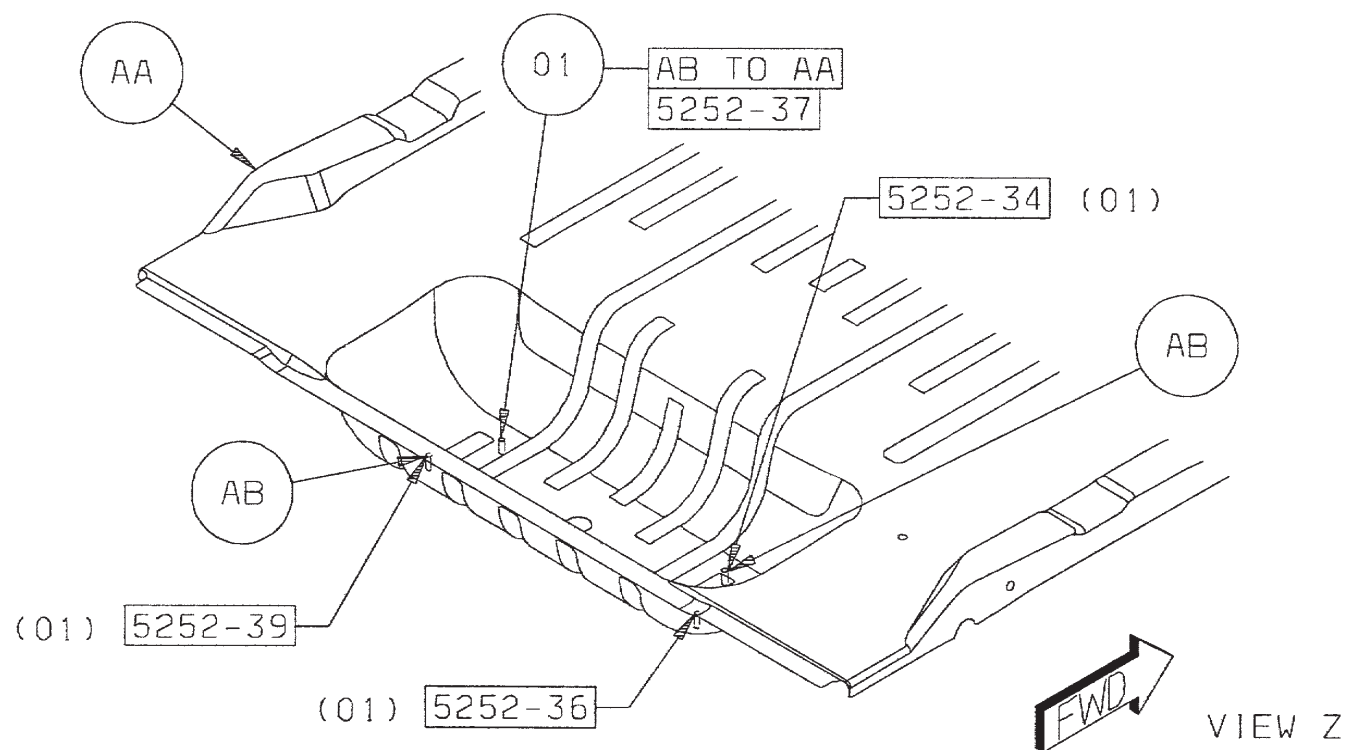
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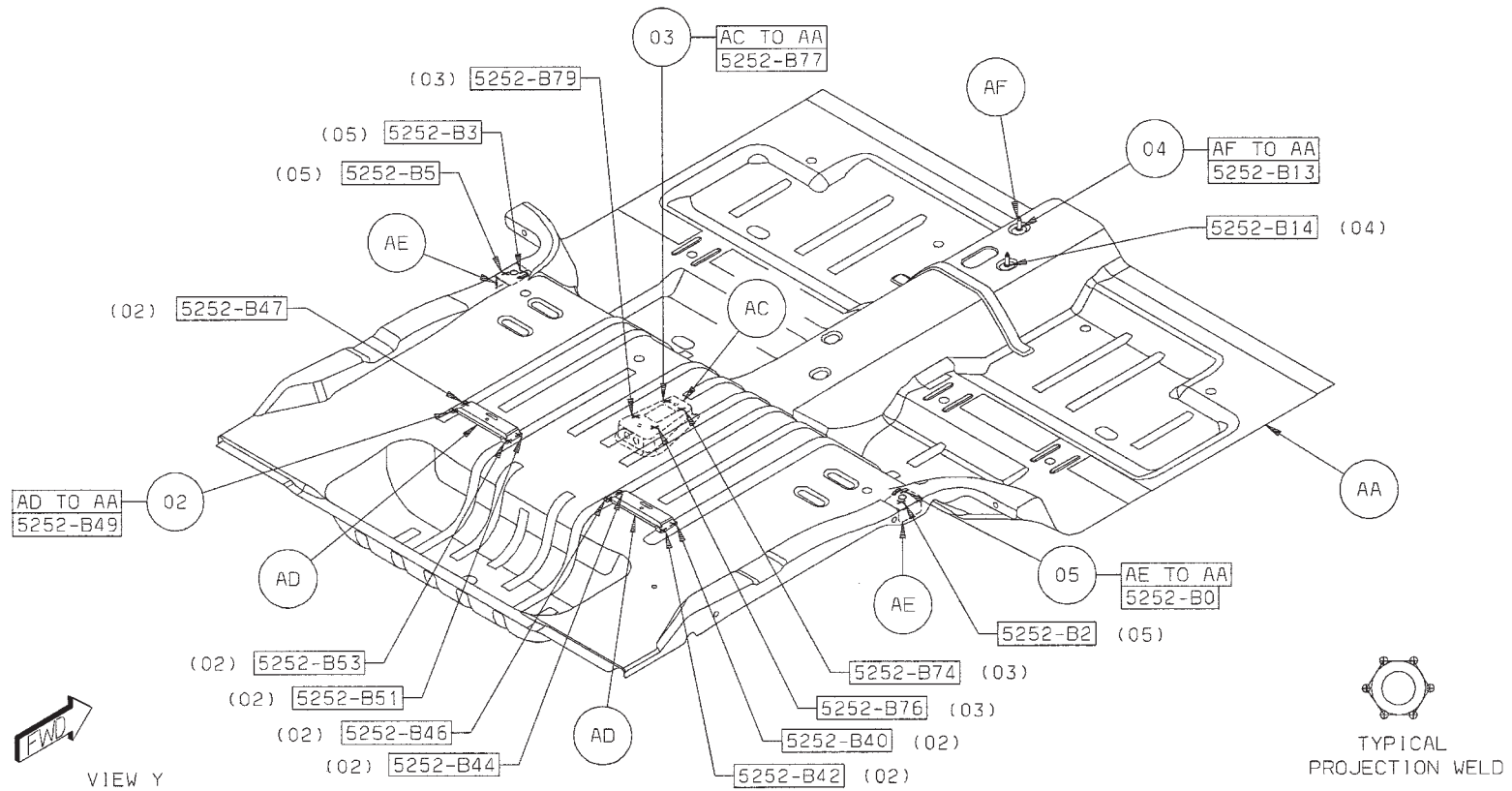
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01 AA TO AB 4 PROJ WELDS (ORD)



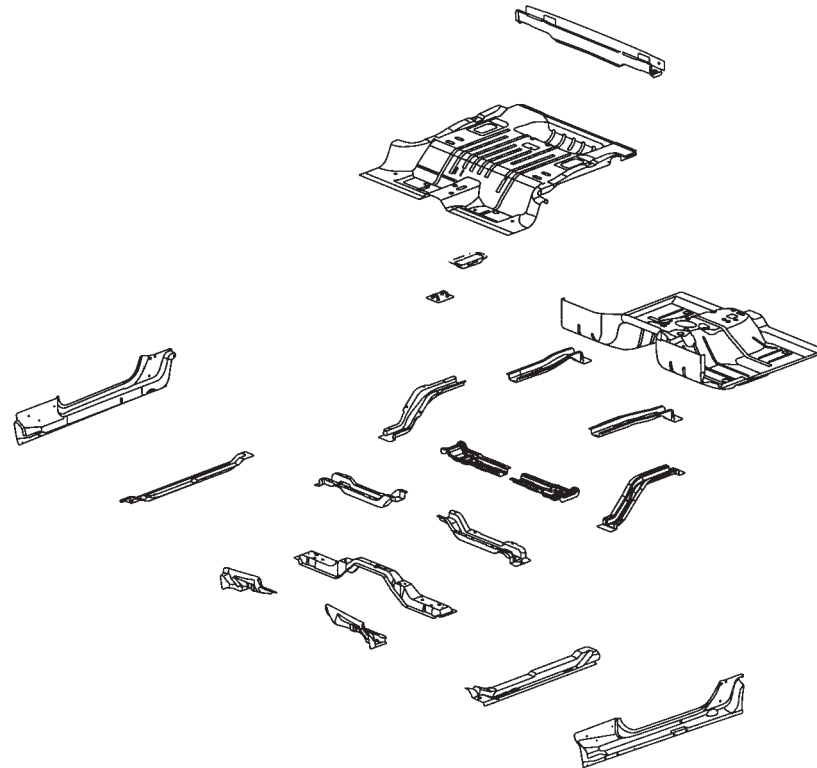
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- 02 AD TO AA 8 S/WELDS (ORD)
- 03 AC TO AA 4 S/WELDS (ORD)
- 04 AF TO AA 2 PROJ WELDS (ORD)
- 05 AE TO AA 4 S/WELDS (ORD)



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JEEP WRANGLER LADDER AND FLOOR ASSEMBLY (JK72) SECTION

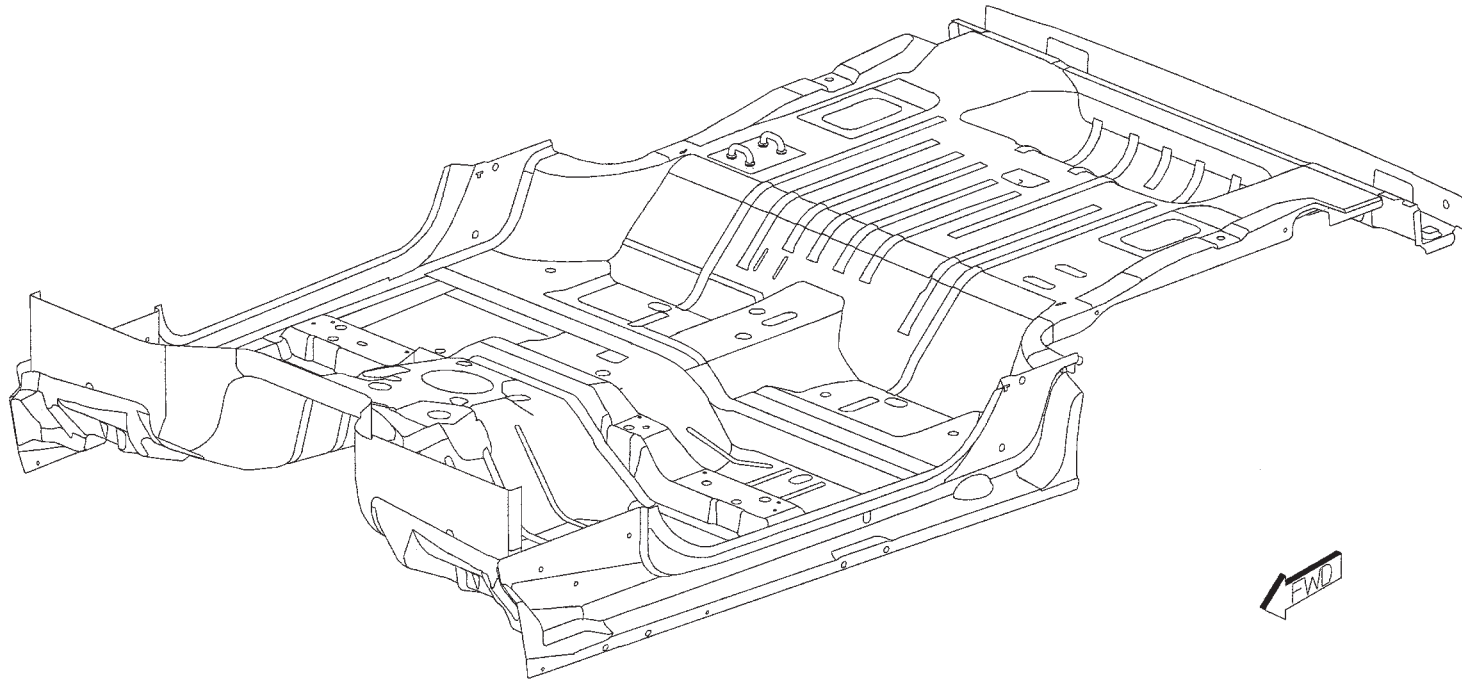


- | | |
|---|---|
| AA PAN – FRONT FLOOR – | AK REINF ASSY – RR SEAT FRT – |
| AB EXTENSION – UNDERBODY HOLD-DOWN RT – | AL RAIL – LONGITUDINAL RR RT – |
| AB EXTENSION – UNDERBODY HOLD-DOWN LT – | AL RAIL – LONGITUDINAL RR LT – |
| AC REINF – UNDERBODY HOLD-DOWN RT – | AM REINF ASSY – RR SEAT RR – |
| AC REINF – UNDERBODY HOLD-DOWN LT – | AN CROSSMEMBER – RR CLOSURE LWR – |
| AD CROSSMEMBER – FRT SEAT FRT – | AP CROSSMEMBER – RR FLOOR PAN RT – |
| AE SILL – INR RT – | AP CROSSMEMBER – RR FLOOR PAN LT – |
| AE SILL – INR LT – | AR STUD PLATE ASSY – SEAT BELT – |
| AF PAN – FLOOR RR – | AS STUD.WELD/EXTERNAL – HEADER.PT.PNT.CUTTER. |
| AG CROSSMEMBER – MID FLOOR RT – | SPECIAL – TRIM FINAL PARTS TO BODY |
| AG CROSSMEMBER – MID FLOOR LT – | |
| AH RAIL – LONGITUDINAL FRT – | |

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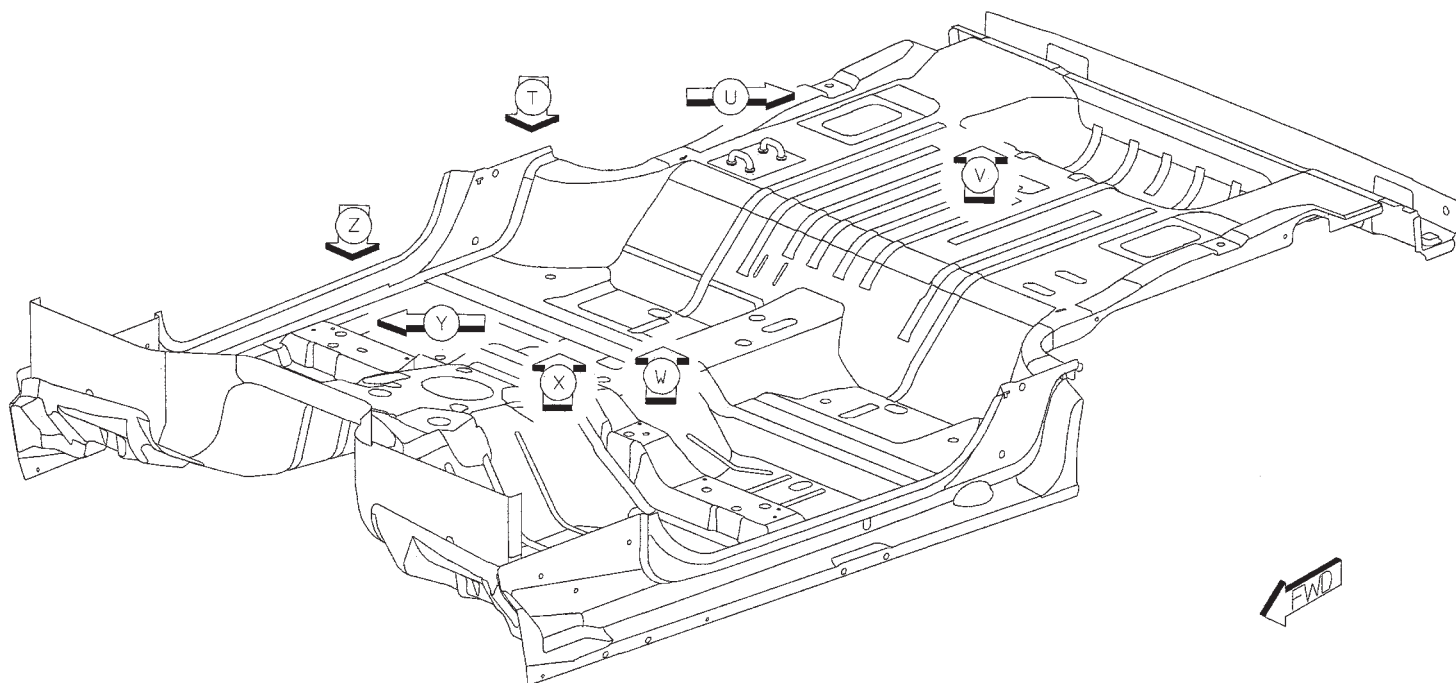
PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AA	PAN – FRONT FLOOR –	AK	REINF ASSY – RR SEAT FRT –
AB	EXTENSION – UNDERBODY HOLD-DOWN RT –	AL	RAIL – LONGITUDINAL RR RT –
AB	EXTENSION – UNDERBODY HOLD-DOWN LT –	AL	RAIL – LONGITUDINAL RR LT –
AC	REINF – UNDERBODY HOLD-DOWN RT –	AM	REINF ASSY – RR SEAT RR –
AC	REINF – UNDERBODY HOLD-DOWN LT –	AN	CROSSMEMBER – RR CLOSURE LWR –
AD	CROSSMEMBER – FRT SEAT FRT –	AP	CROSSMEMBER – RR FLOOR PAN RT –
AE	SILL – INR RT –	AP	CROSSMEMBER – RR FLOOR PAN LT –
AE	SILL – INR LT –	AR	STUD PLATE ASSY – SEAT BELT –
AF	PAN – FLOOR RR –	AS	STUD.WELD/EXTERNAL – HEADER.PT.PNT.CUTTER. SPECIAL – TRIM FINAL PARTS TO BODY
AG	CROSSMEMBER – MID FLOOR RT –		
AG	CROSSMEMBER – MID FLOOR LT –		
AH	RAIL – LONGITUDINAL FRT –		



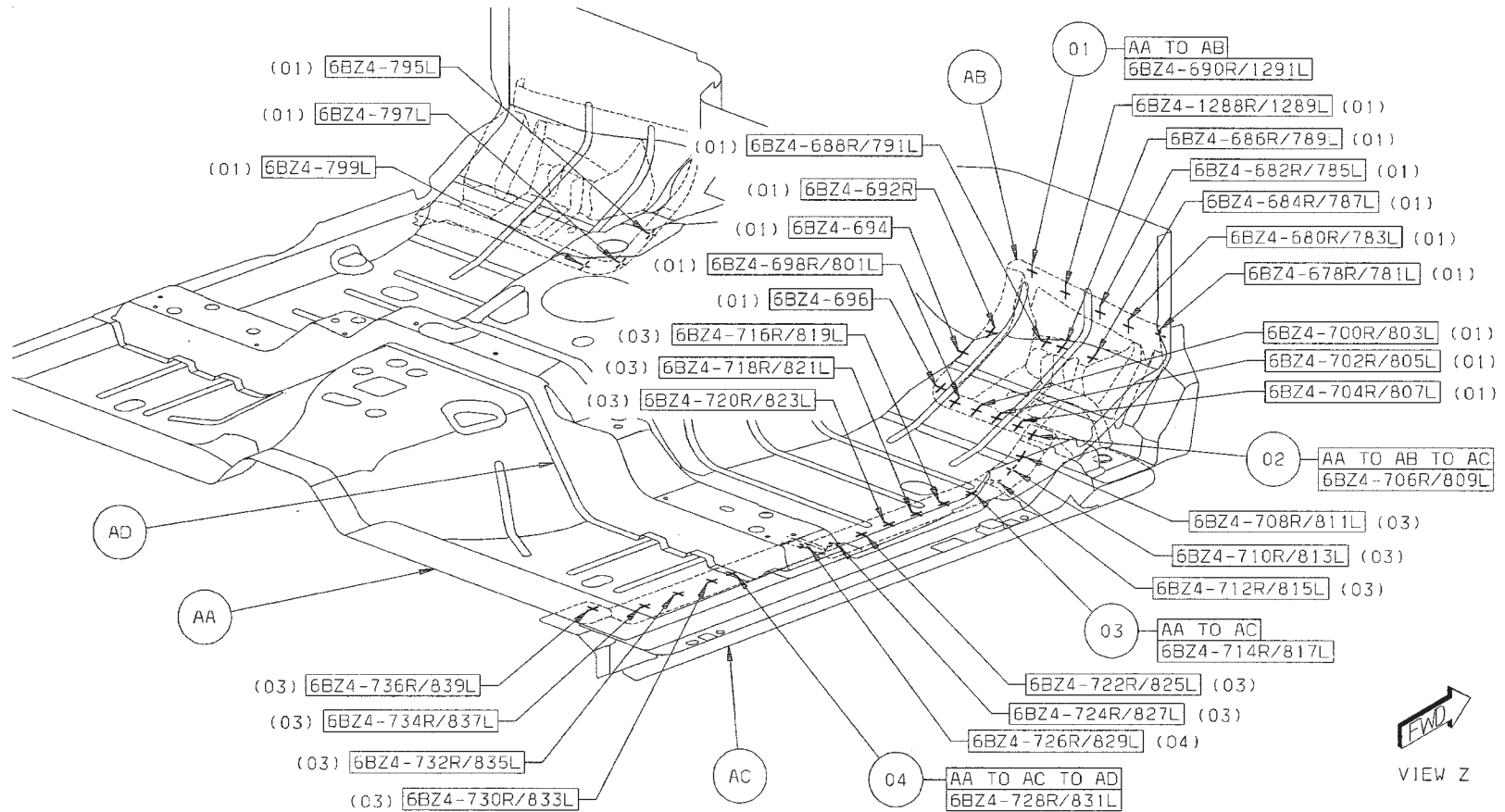
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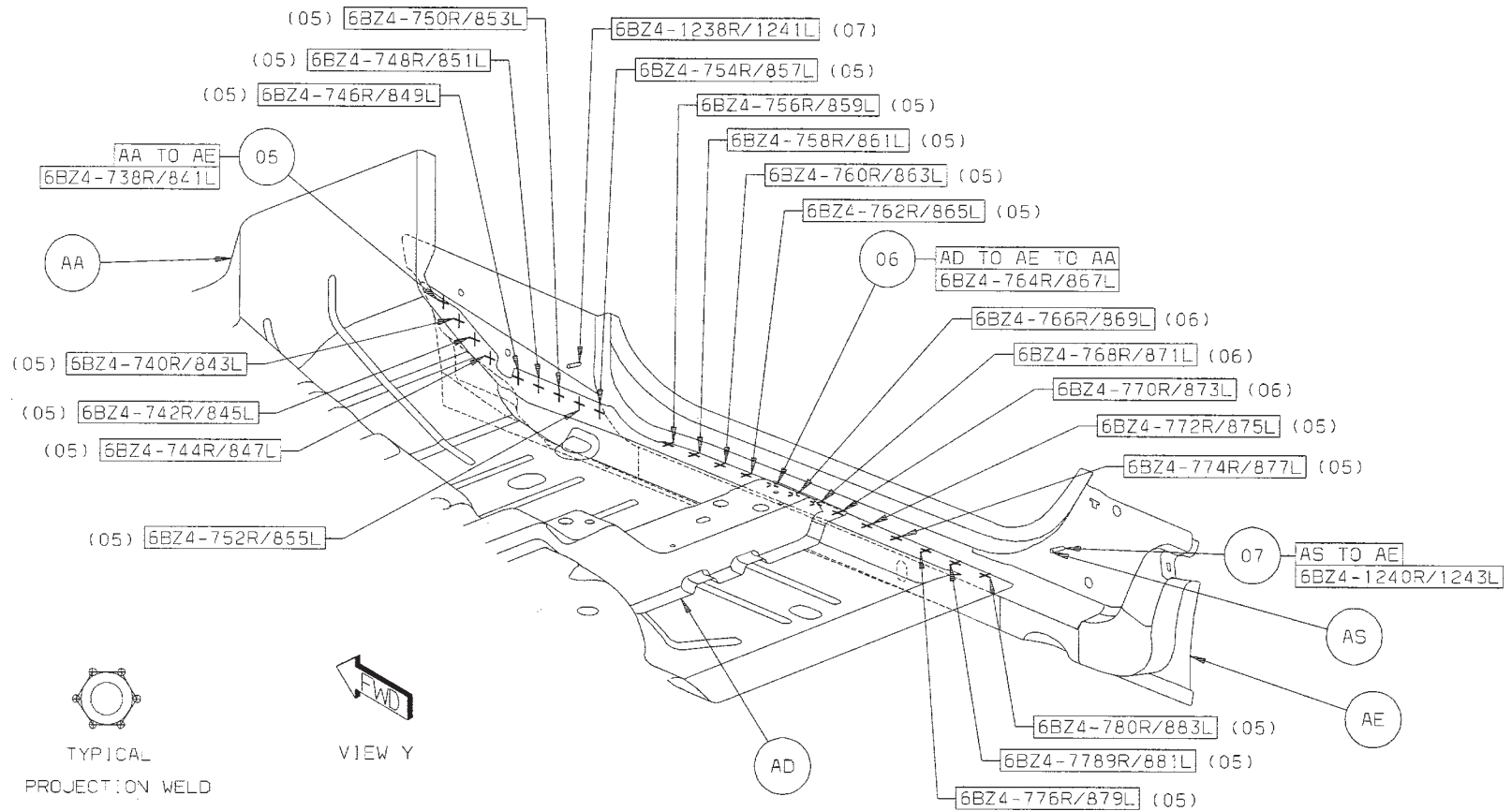
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- 01 AA TO AB 18/SD SWELDS (ORD)
- 02 AA TO AB TO AC 1/SD SWELD (ORD)
- 03 AA TO AC 13/SD SWELDS (ORD)
- 04 AA TO AC TO AD 1/SD SWELD (ORD)



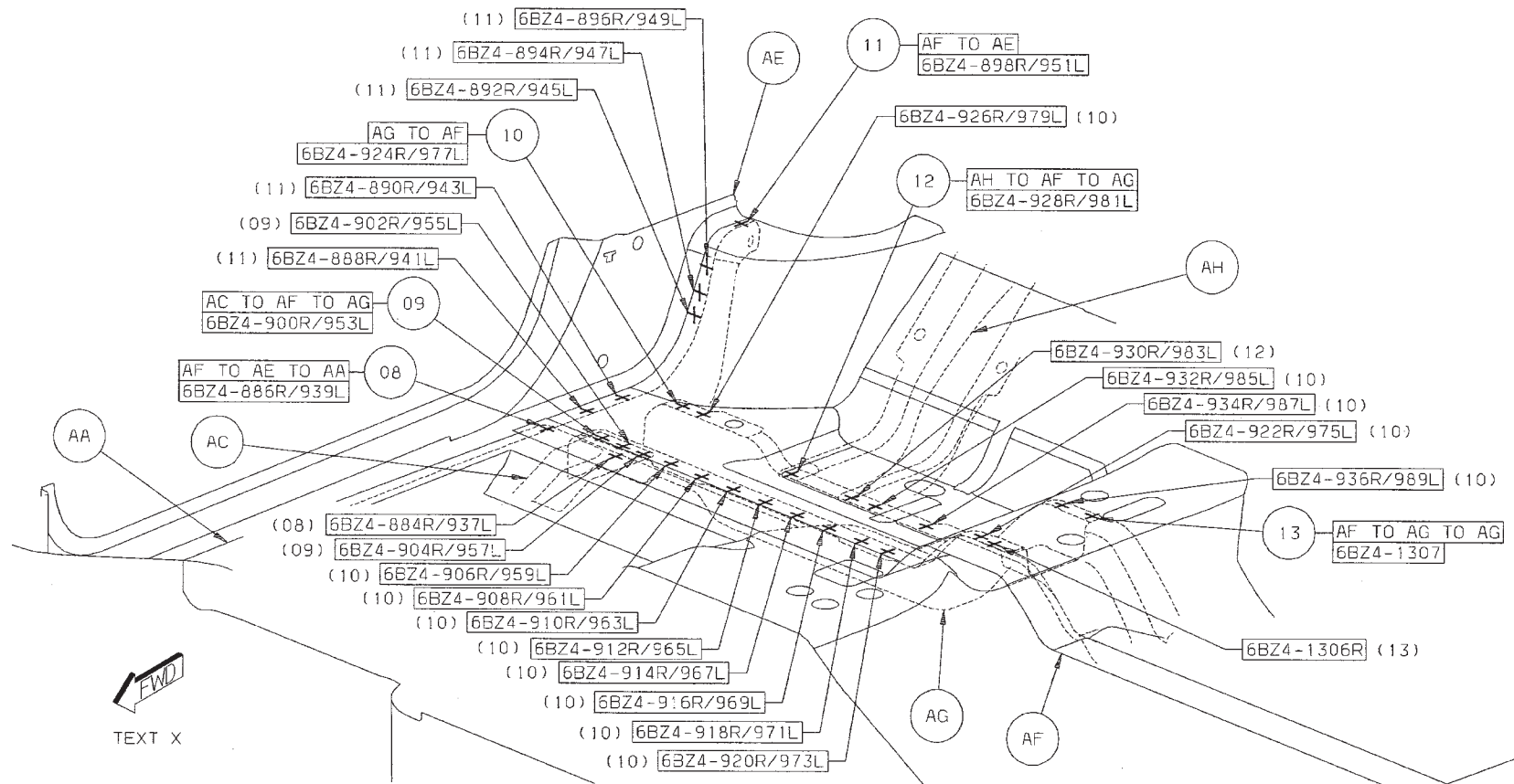
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- 05 AA TO AE 18/SD S/WELDS (ORD)
 06 AD TO AE TO AA 4/SD S/WELDS (ORD)
 07 AS TO AE 2/SD PROJ WELDS (ORD)



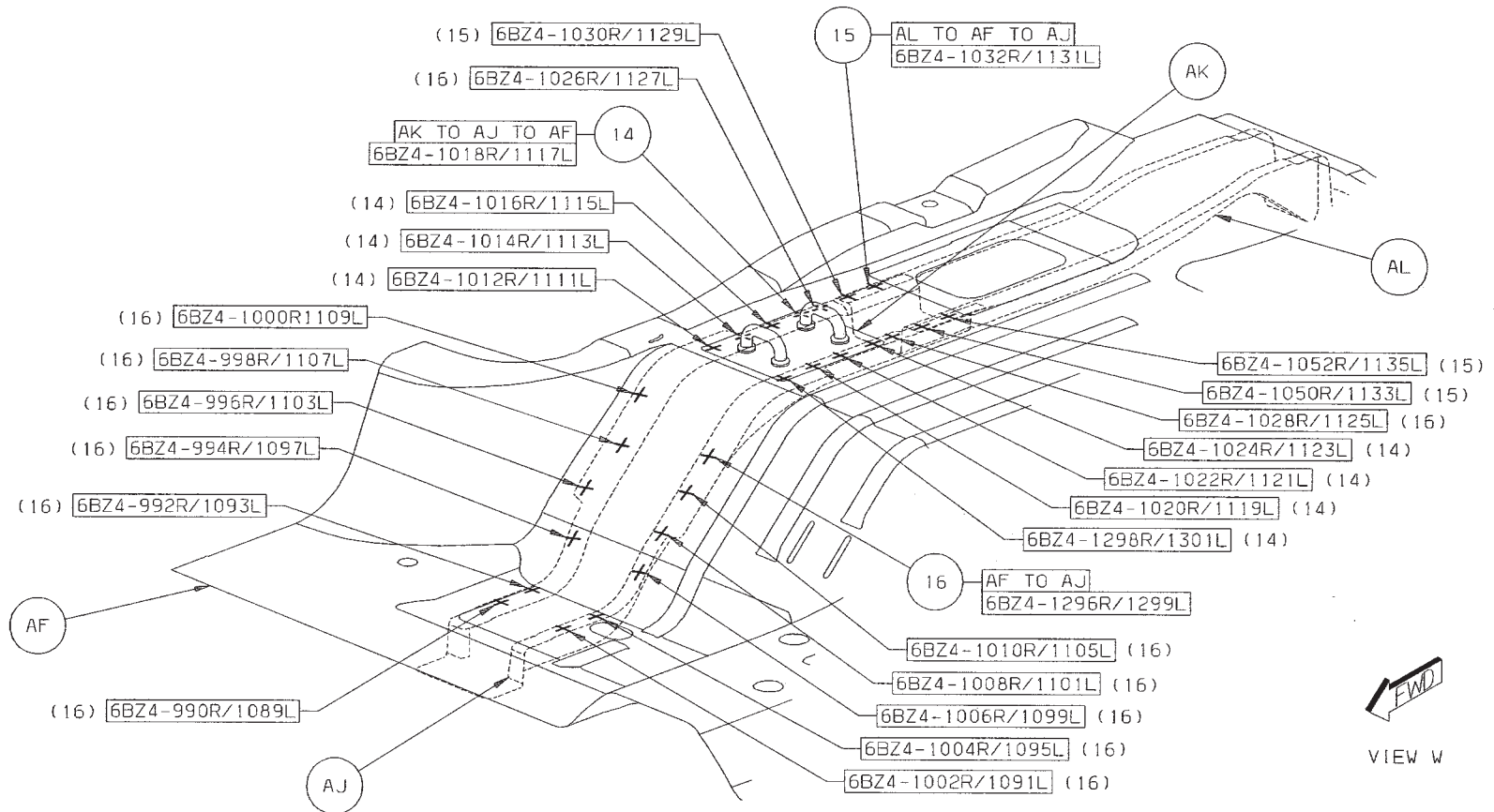
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- 08 AF TO AE TO AA 2/SD S/WELDS (ORD)
- 09 AC TO AF TO AG 3/SD S/WELDS (ORD)
- 10 AG TO AF 14/SD S/WELDS (ORD)
- 11 AF TO AE 6/SD S/WELDS (ORD)
- 12 AH TO AF TO AG 1/SD S/WELD (ORD)
- 13 AF TO AG TO AG 2/SD S/WELDS (ORD)



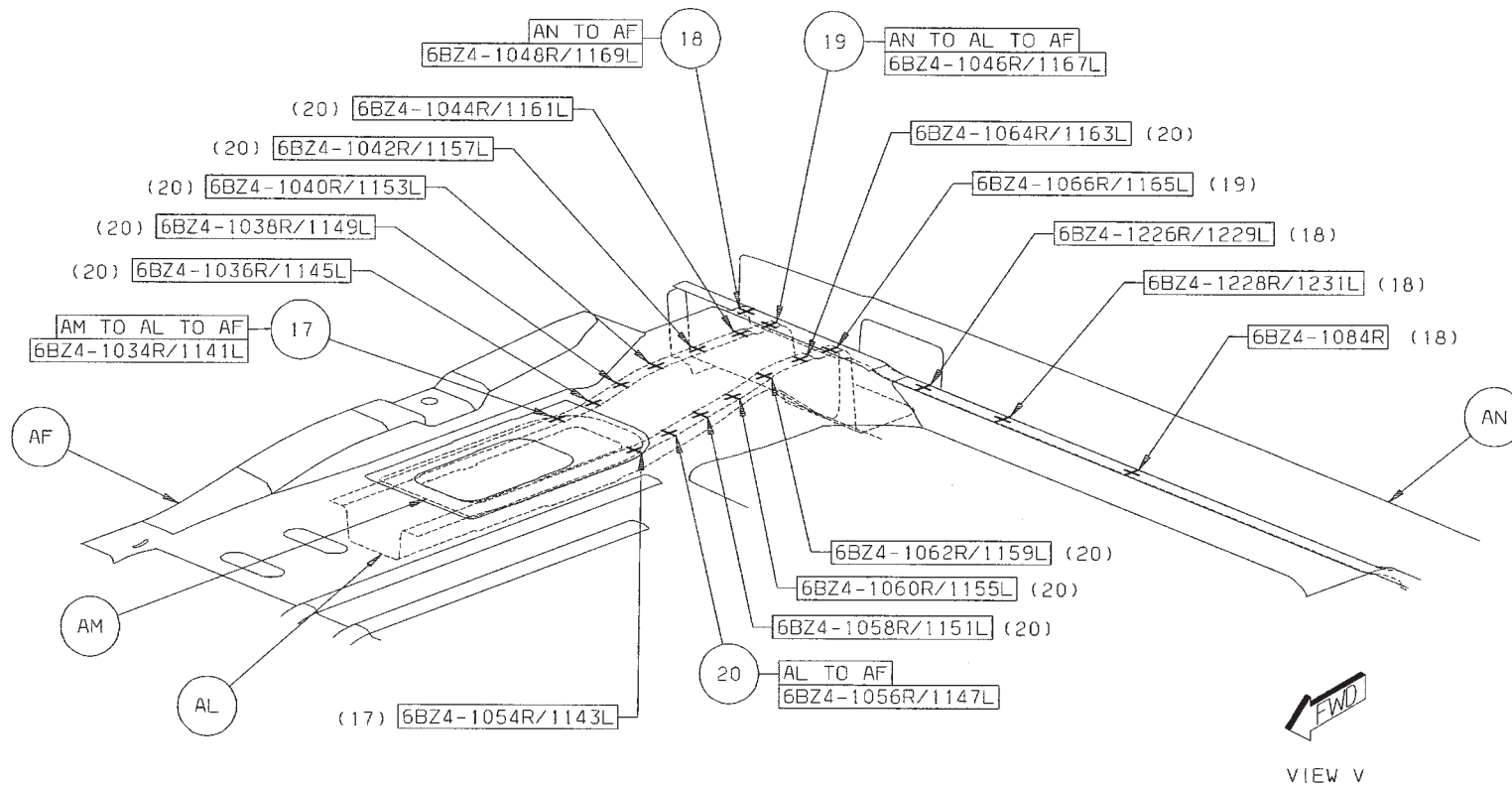
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- 14 AK TO AJ TO AF 8/SD S/WELDS (ORD)
- 15 AL TO AF TO AJ 4/SD S/WELDS (ORD)
- 16 AF TO AJ 14/SD S/WELDS (ORD)



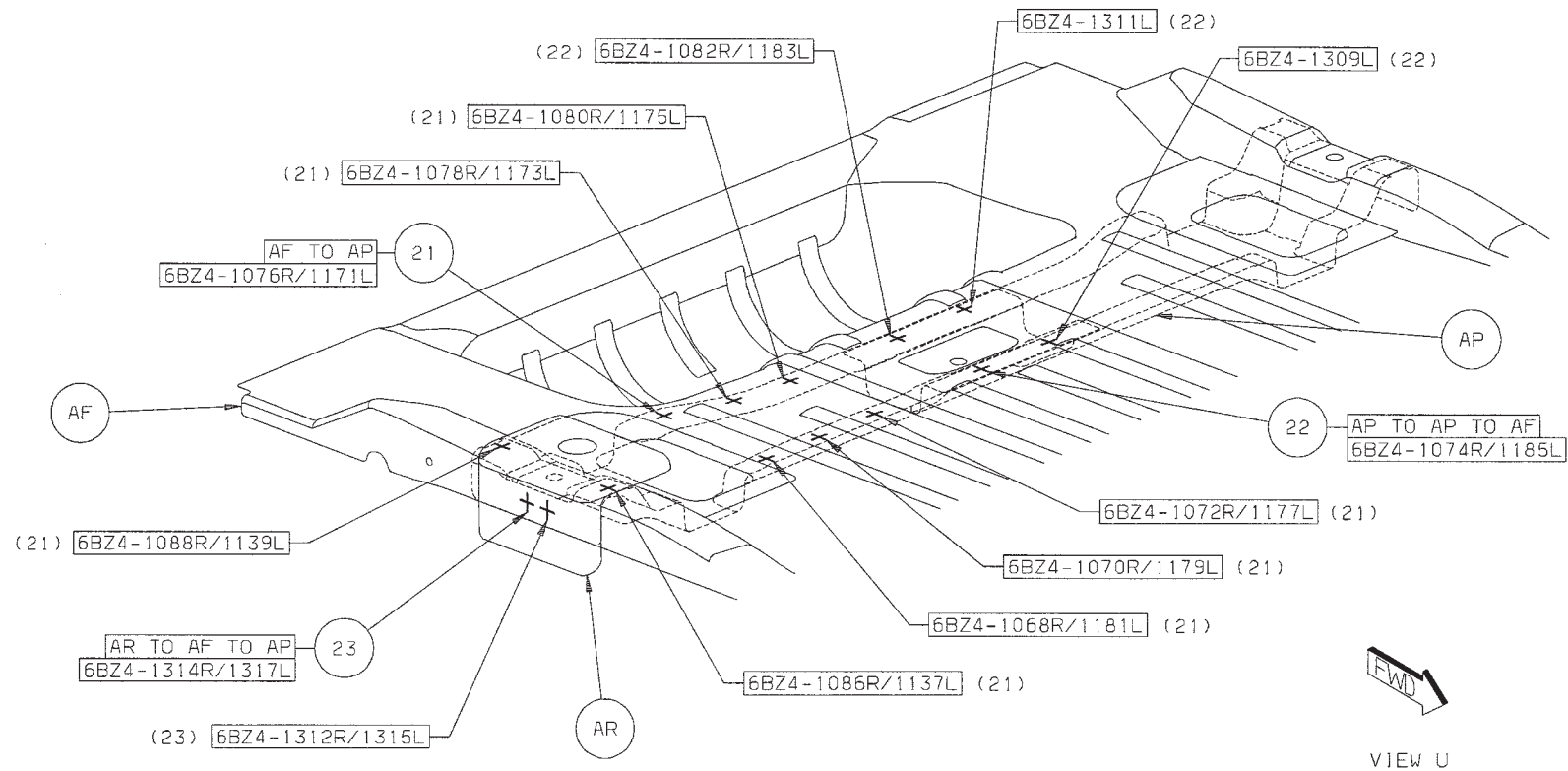
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- 17 AM TO AL TO AF 2/SD SWELDS (ORD)
- 18 AN TO AF 4/SD SWELDS (ORD)
- 19 AN TO AL TO AF 2/SD SWELDS (ORD)
- 20 AL TO AF 10/SD SWELDS (ORD)



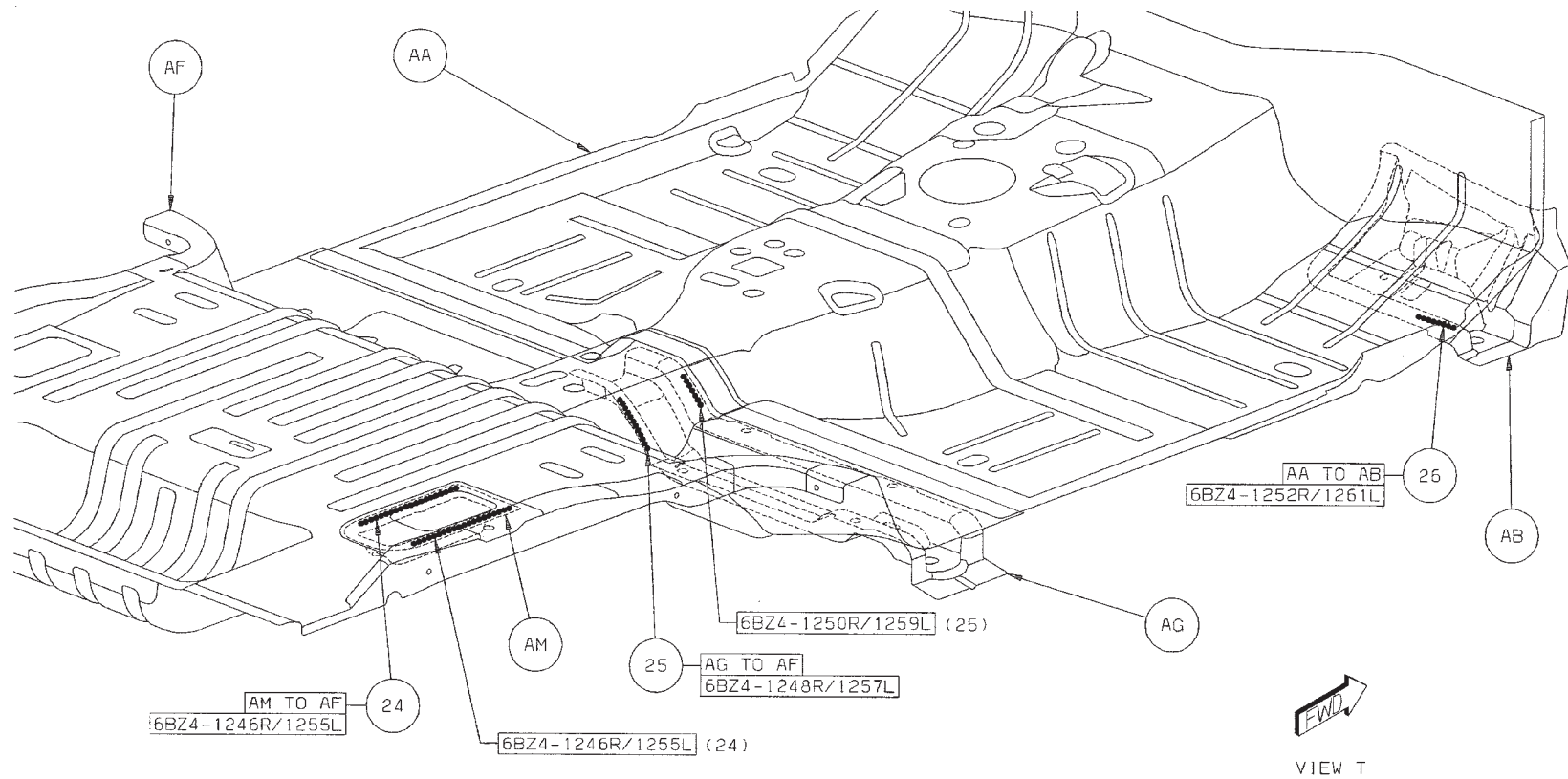
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- 21 AF TO AP 8/SD S/WELDS (ORD)
- 22 AP TO AP TO AF 4/SD S/WELDS (ORD)
- 23 AR TO AF TO AP 2/SD S/WELDS (ORD)



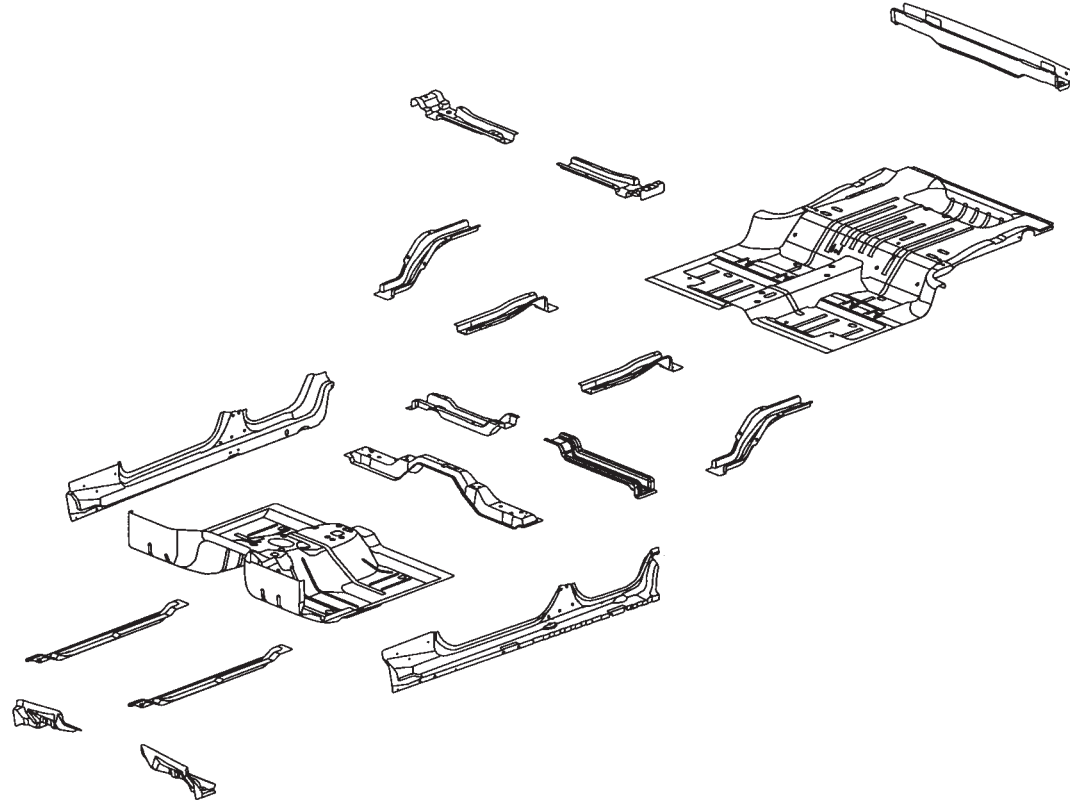
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- 24 AM TO AF 2/SD STRUC ADH
- 25 AG TO AF 2/SD STRUC ADH
- 26 AA TO AB 1/SD STRUC ADH



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JEEP WRANGLER LADDER AND FLOOR ASSEMBLY (JK74) SECTION

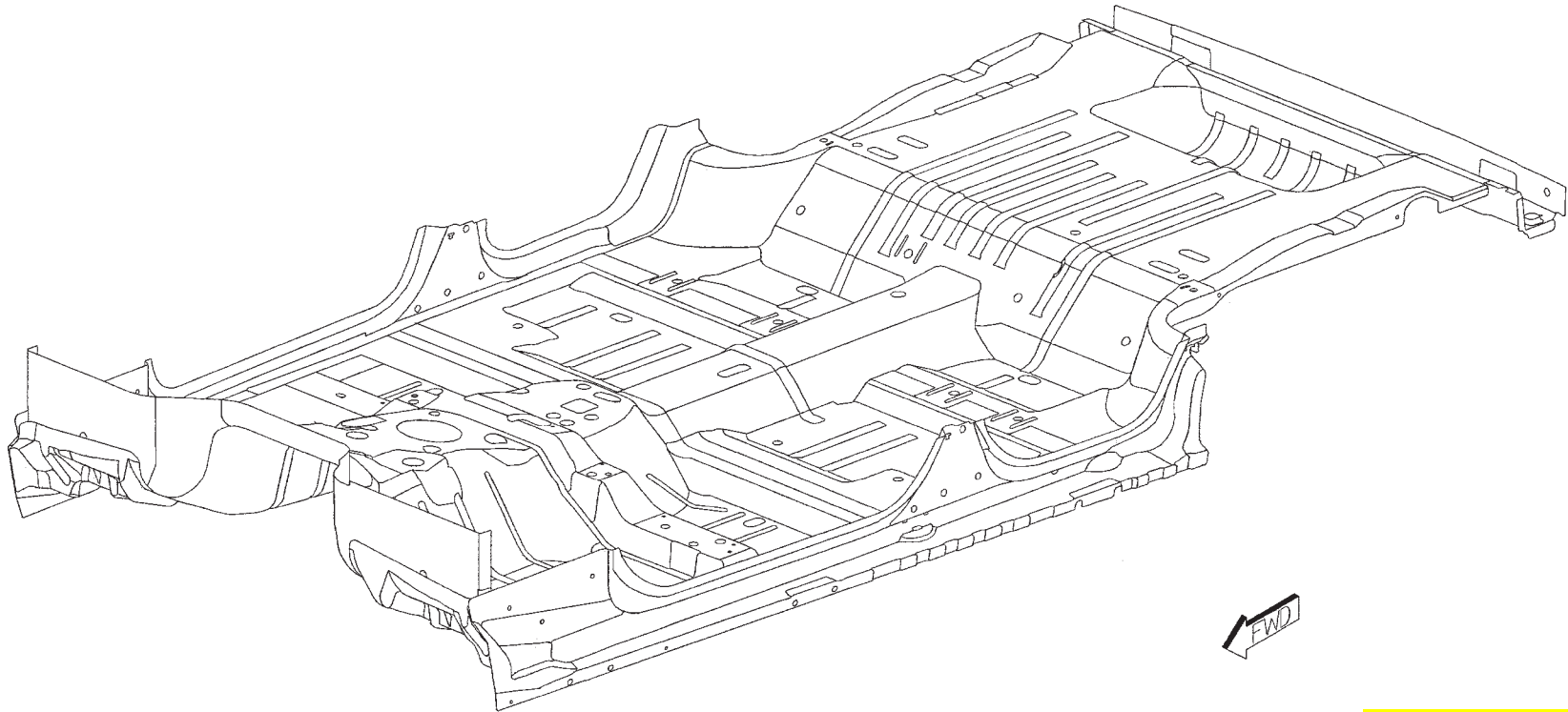


- | | |
|---|---|
| AA PAN – FRONT FLOOR – | AG CROSSMEMBER – MID FLOOR LT – |
| AB EXTENSION – UNDERBODY HOLD-DOWN RT – | AH RAIL – LONGITUDINAL RR RT – |
| AB EXTENSION – UNDERBODY HOLD-DOWN LT – | AH RAIL – LONGITUDINAL RR LT – |
| AC REINF – UNDERBODY HOLD-DOWN RT – | AK CROSSMEMBER – RR SEAT MOUNTING – |
| AC REINF – UNDERBODY HOLD-DOWN LT – | AL CROSSMEMBER – RR CLOSURE LWR – |
| AD CROSSMEMBER – FRT SEAT FRT – | AM CROSSMEMBER – RR FLOOR PAN RT – |
| AD CROSSMEMBER – FRT SEAT FRT – | AM CROSSMEMBER – RR FLOOR PAN LT – |
| AE SILL – INR RT – | AN STUD.WELD/EXTERNAL – HEADER.PT.PNT.CUTTER. |
| AE SILL – INR LT – | SPECIAL – HEAT SHIELD TO REAR FLOOR |
| AF PAN – FLOOR RR – | |
| AG CROSSMEMBER – MID FLOOR RT – | |

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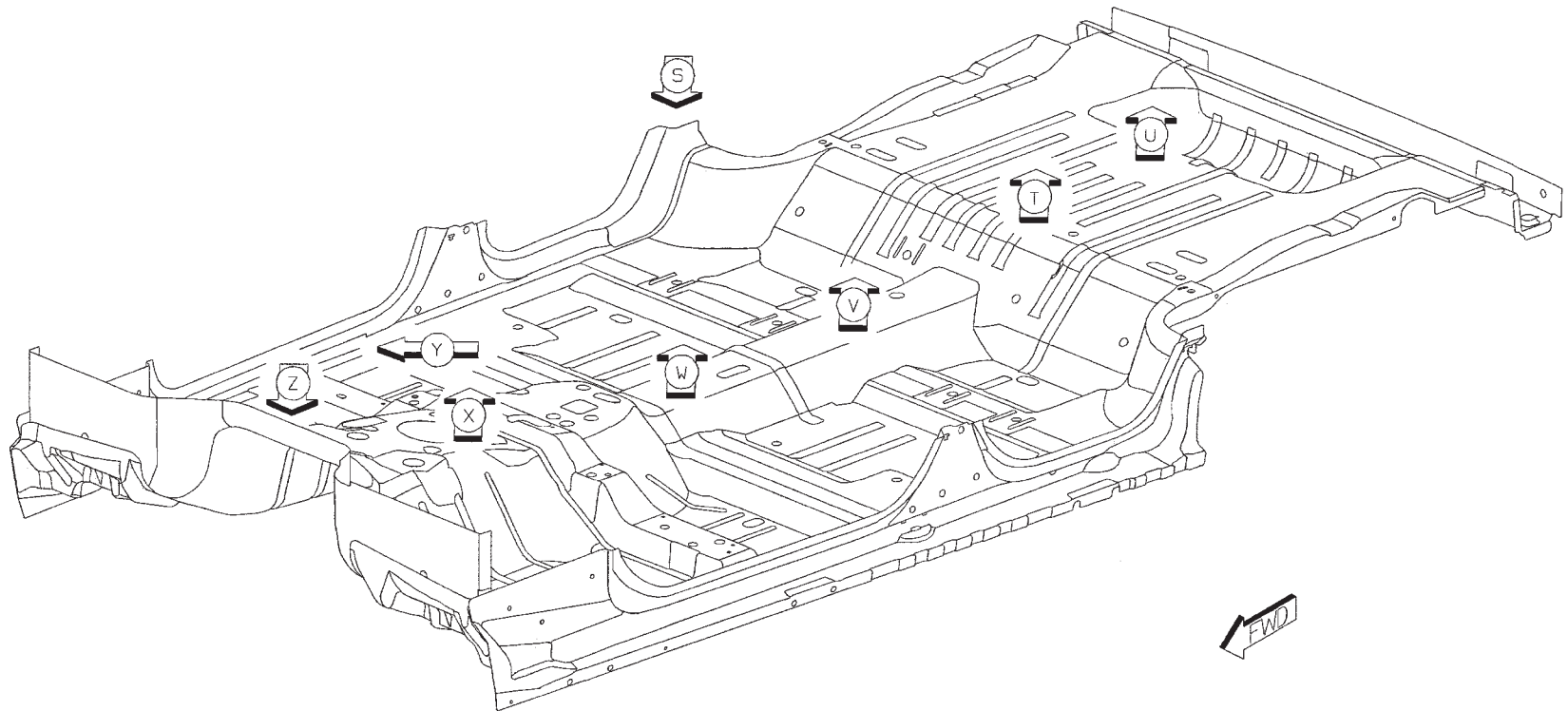
PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AA PAN – FRONT FLOOR –	AG CROSSMEMBER – MID FLOOR LT –
AB EXTENSION – UNDERBODY HOLD-DOWN RT –	AH RAIL – LONGITUDINAL RR RT –
AB EXTENSION – UNDERBODY HOLD-DOWN LT –	AH RAIL – LONGITUDINAL RR LT –
AC REINF – UNDERBODY HOLD-DOWN RT –	AK CROSSMEMBER – RR SEAT MOUNTING –
AC REINF – UNDERBODY HOLD-DOWN LT –	AL CROSSMEMBER – RR CLOSURE LWR –
AD CROSSMEMBER – FRT SEAT FRT –	AM CROSSMEMBER – RR FLOOR PAN RT –
AD CROSSMEMBER – FRT SEAT FRT –	AM CROSSMEMBER – RR FLOOR PAN LT –
AE SILL – INR RT –	AN STUD.WELD/EXTERNAL – HEADER.PT.PNT.CUTTER. SPECIAL – HEAT SHIELD TO REAR FLOOR
AE SILL – INR LT –	
AF PAN – FLOOR RR –	
AG CROSSMEMBER – MID FLOOR RT –	



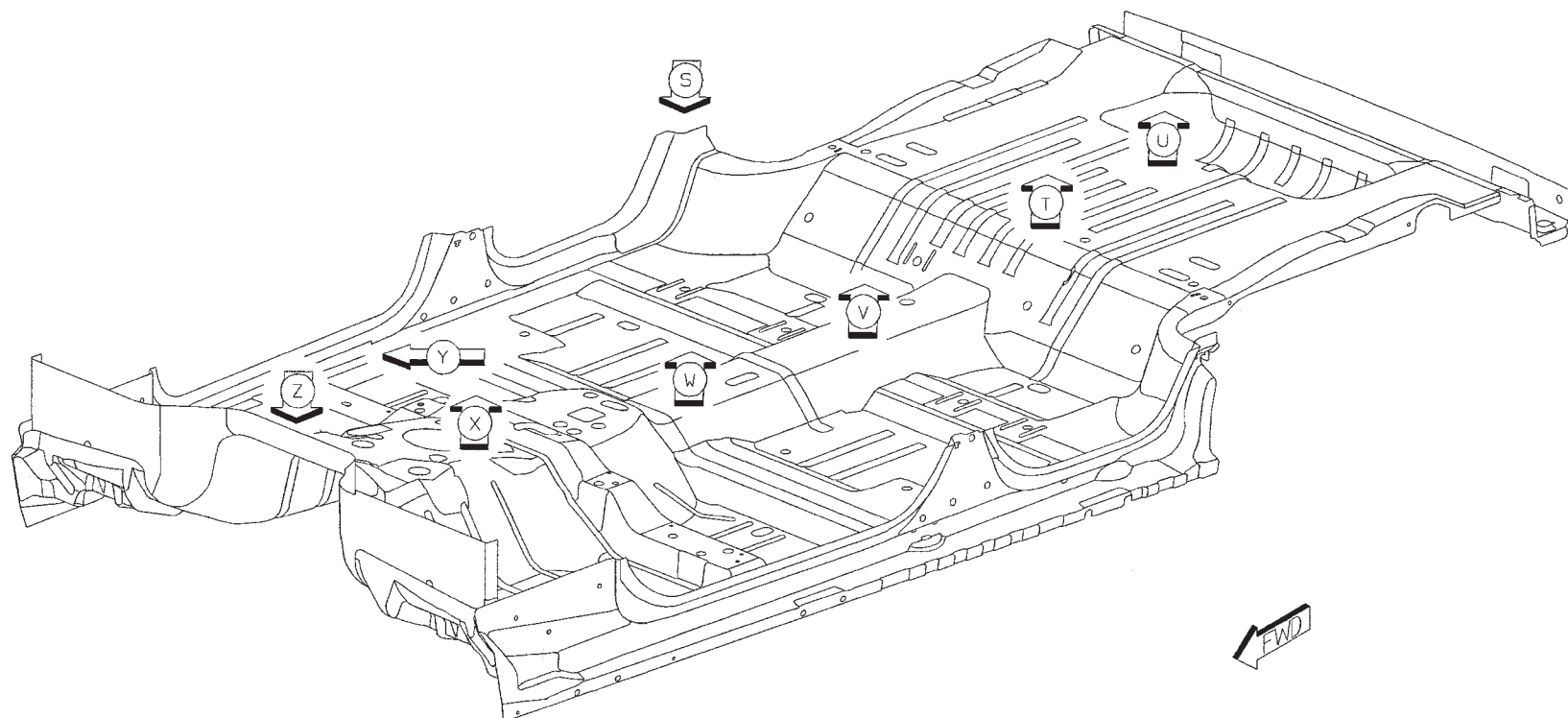
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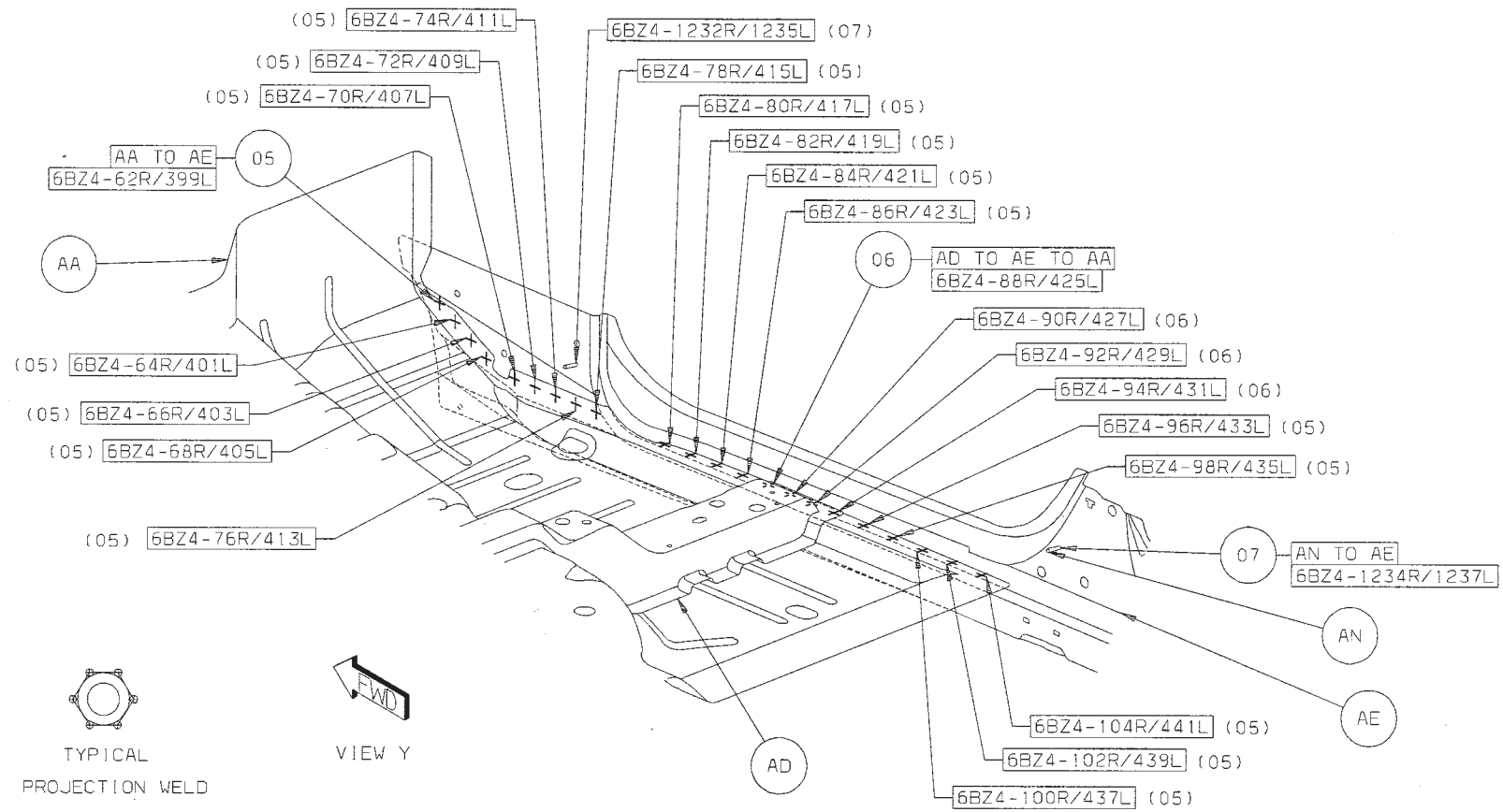
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- 01 AA TO AB 18/SD S/WELDS (ORD)
- 02 AA TO AB TO AC 1/SD S/WELD (ORD)
- 03 AA TO AC 13/SD S/WELDS (ORD)
- 04 AA TO AC TO AD 2/SD S/WELDS (ORD)



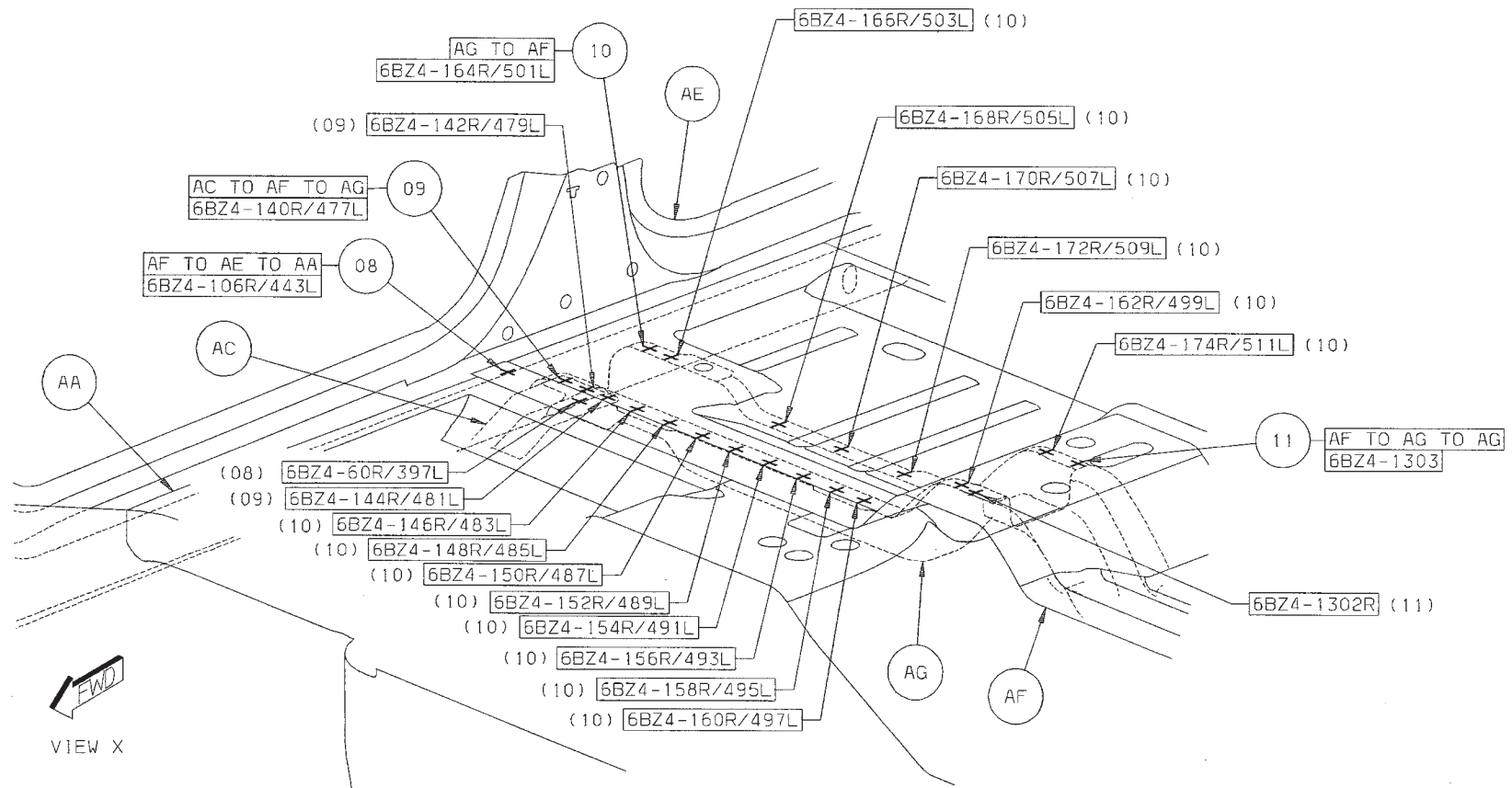
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- 05 AA TO AE 18/SD S/WELDS (ORD)
- 06 AD TO AE TO AA 4/SD S/WELDS (ORD)
- 07 AS TO AE 2/SD PROJ WELDS



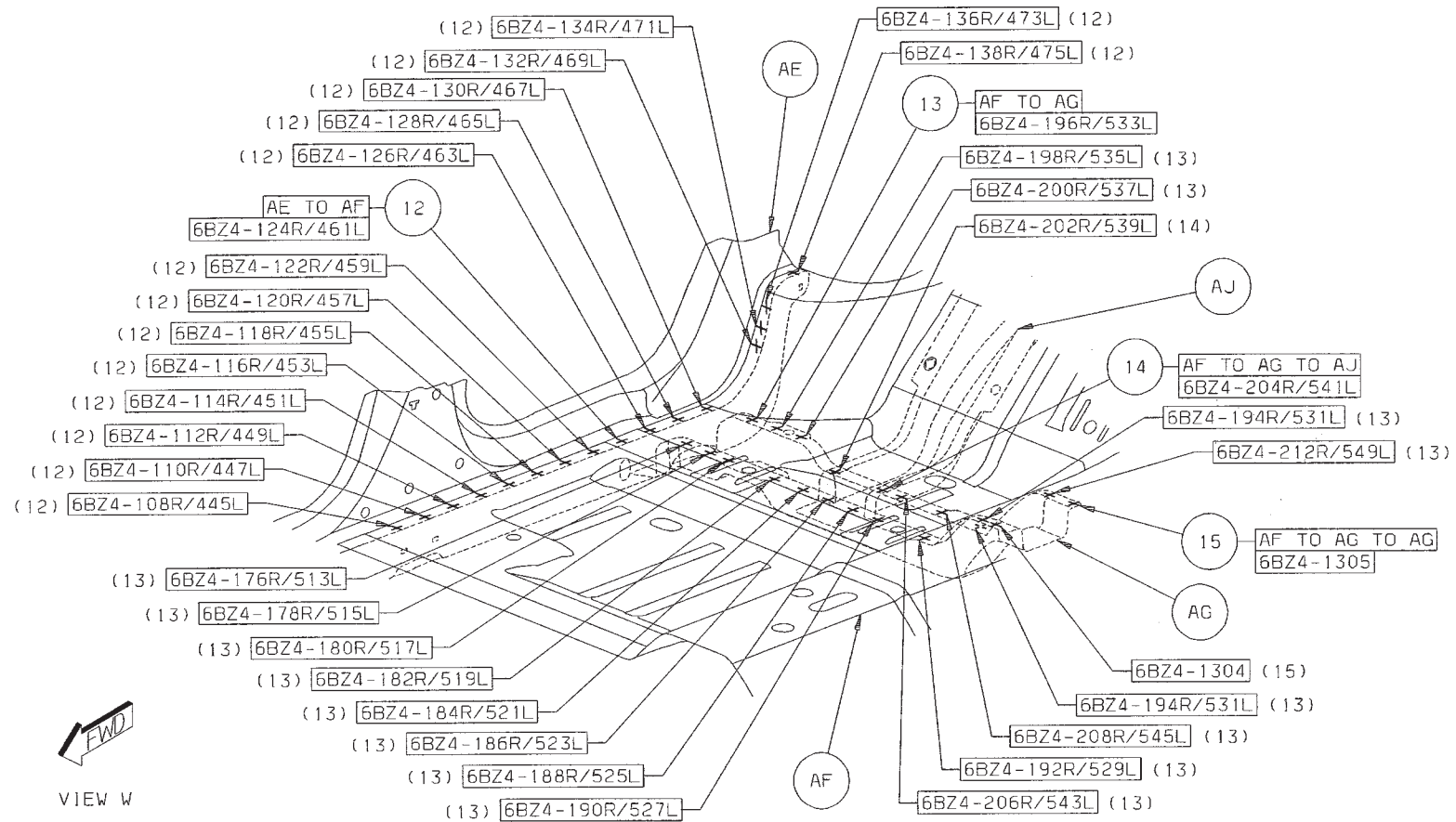
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- 08 AF TO AE TO AA 2/SD S/WELDS (ORD)
- 09 AC TO AF TO AG 3/SD S/WELDS (ORD)
- 10 AG TO AF 15/SD S/WELDS (ORD)
- 11 AF TO AG TO AG 2/SD S/WELDS (ORD)



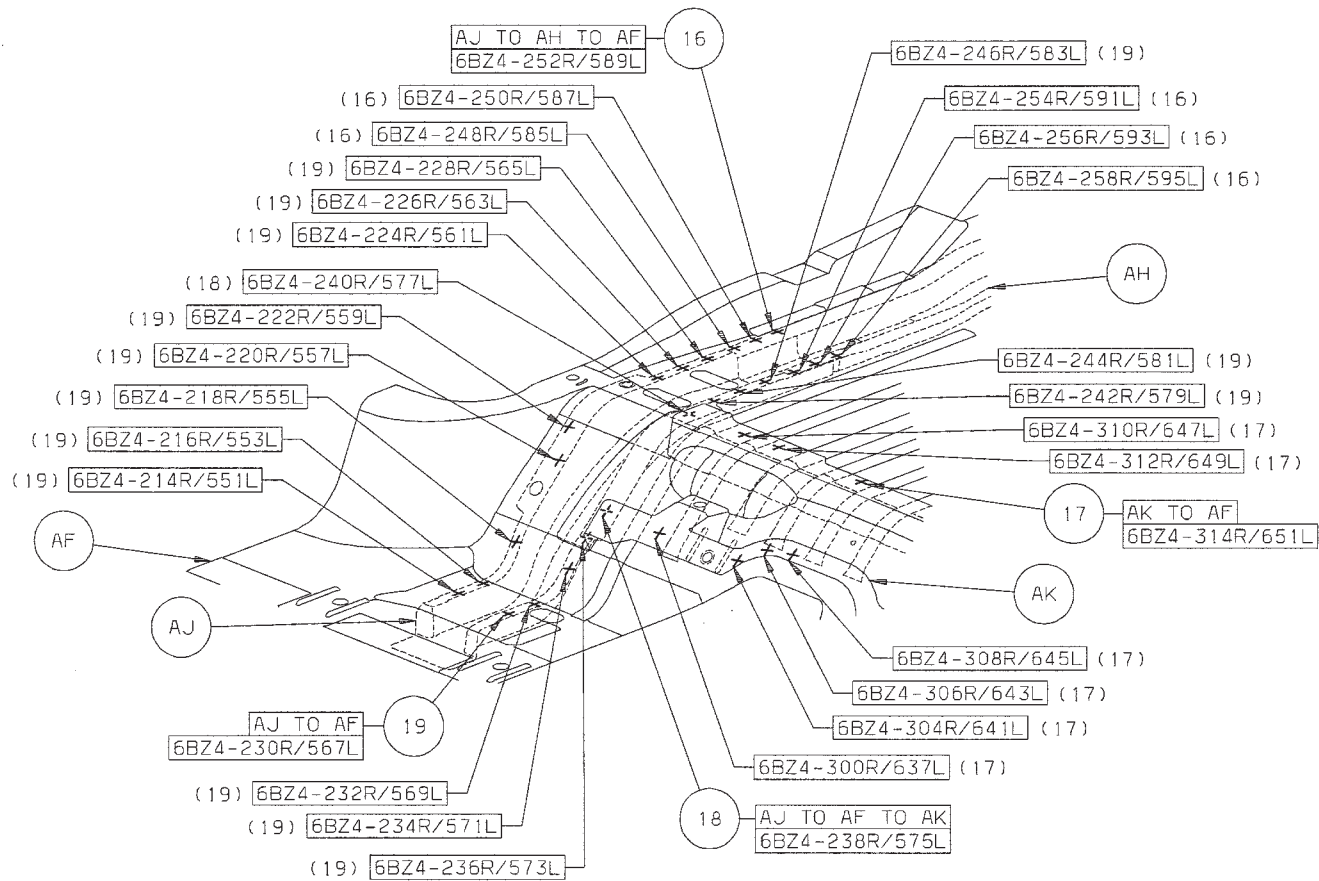
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- 12 AE TO AF 16/SD S/WELDS (ORD)
- 13 AF TO AG 17/SD S/WELDS (ORD)
- 14 AF TO AG TO AJ 2/SD S/WELDS (ORD)
- 15 AF TO AG TO AG 2 S/WELDS (ORD)



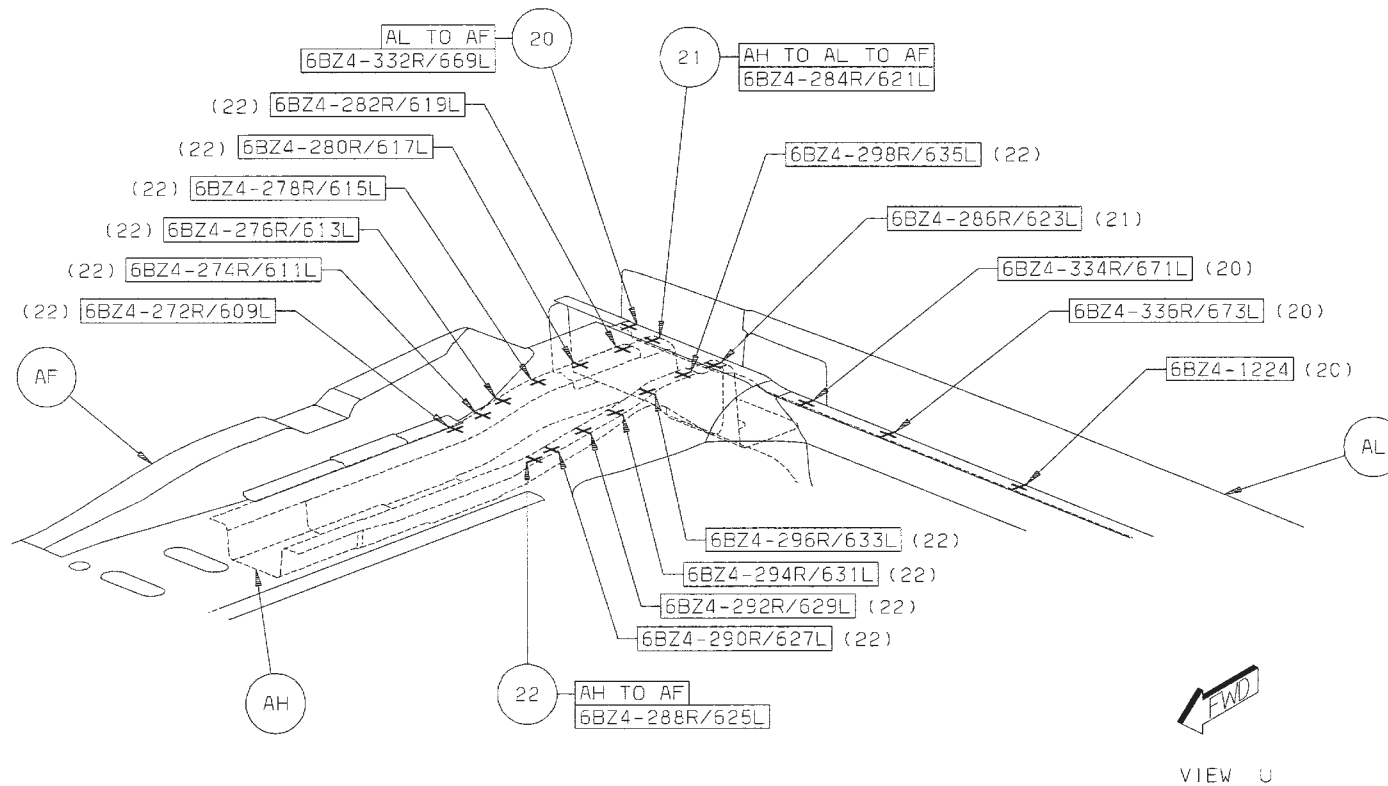
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- 16 AJ TO AH TO AF 6/SD S/WELDS (ORD)
- 17 AK TO AF 7/SD S/WELDS (ORD)
- 18 AJ TO AF TO AK 2/SD S/WELDS (ORD)
- 19 AJ TO AF 15/SD S/WELDS (ORD)



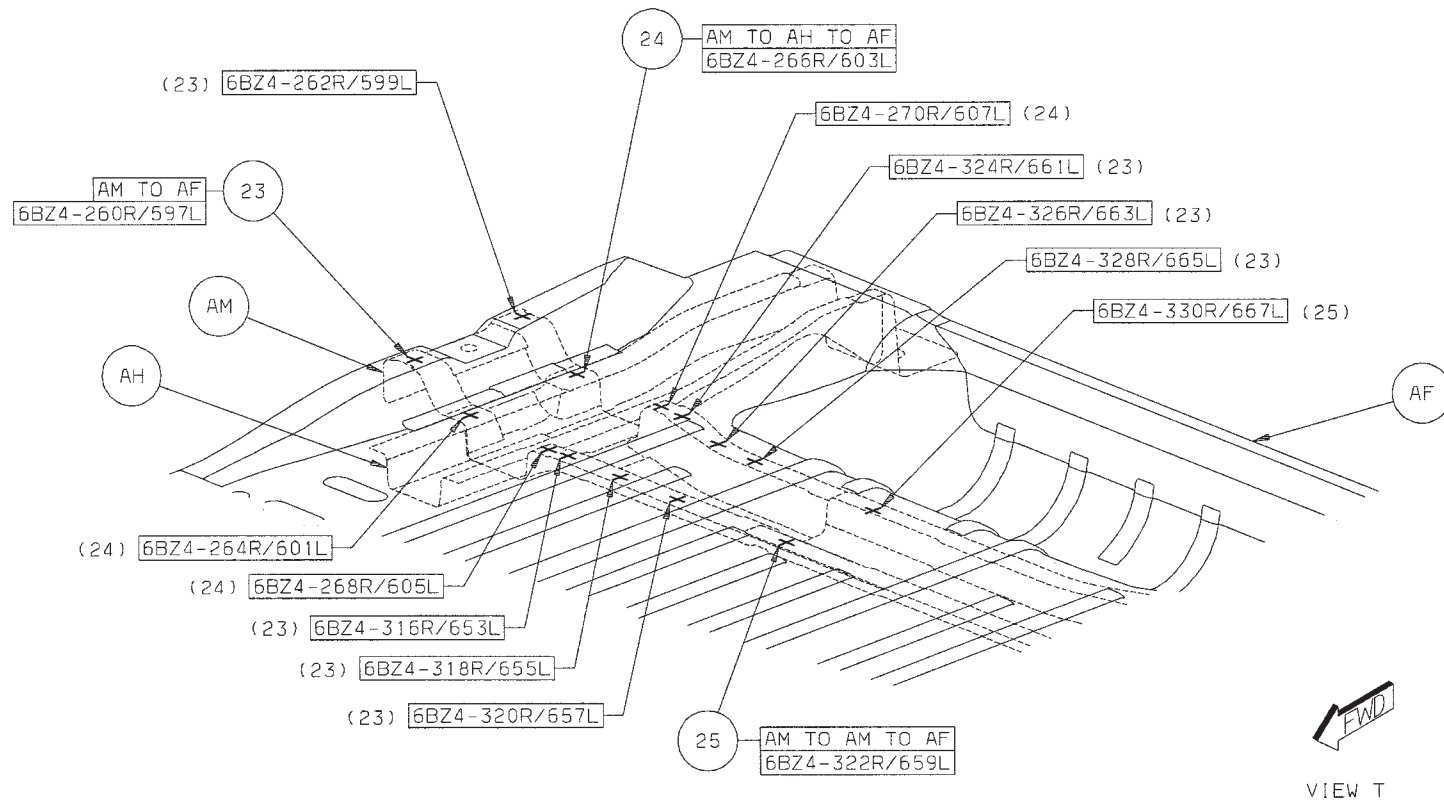
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- 20 AL TO AF 4/SD S/WELDS (ORD)
- 21 AH TO AL TO AF 2/SD S/WELDS (ORD)
- 22 AH TO AF 12/SD S/WELDS (ORD)



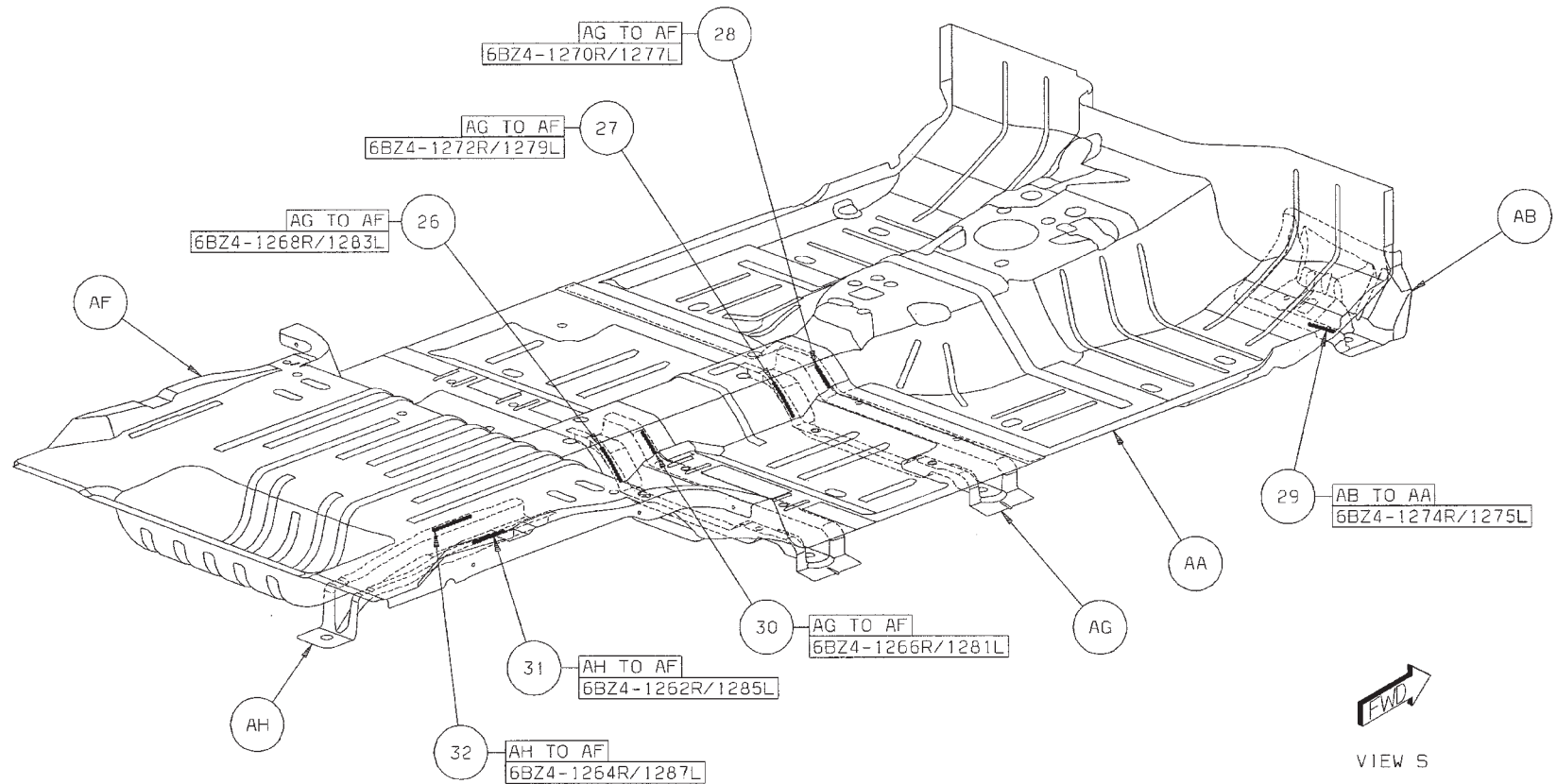
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- 23 AM TO AF 8/SD S/WELDS (ORD)
- 24 AM TO AH TO AF 4/SD S/WELDS (ORD)
- 25 AM TO AM TO AF 2/SD S/WELDS (ORD)



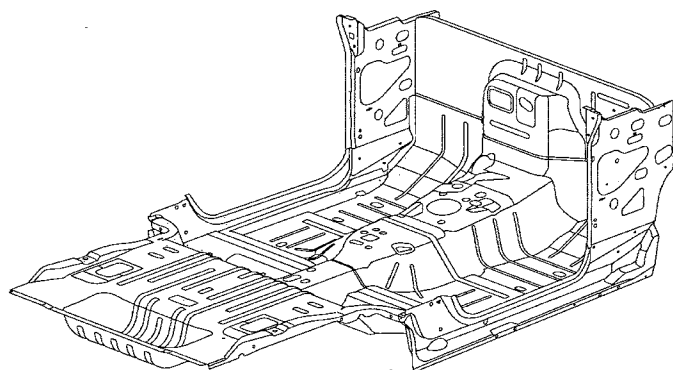
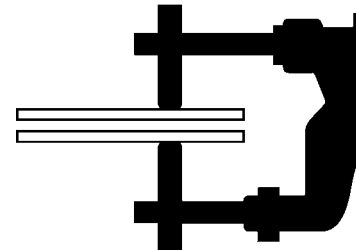
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- 26 AG TO AF 1 STRUC ADH
- 27 AG TO AF 1 STRUC ADH
- 28 AG TO AF 1 STRUC ADH
- 29 AB TO AA 1 STRUC ADH
- 30 AG TO AF 1 STRUC ADH
- 31 AH TO AF 1 STRUC ADH
- 32 AH TO AF 1 STRUC ADH

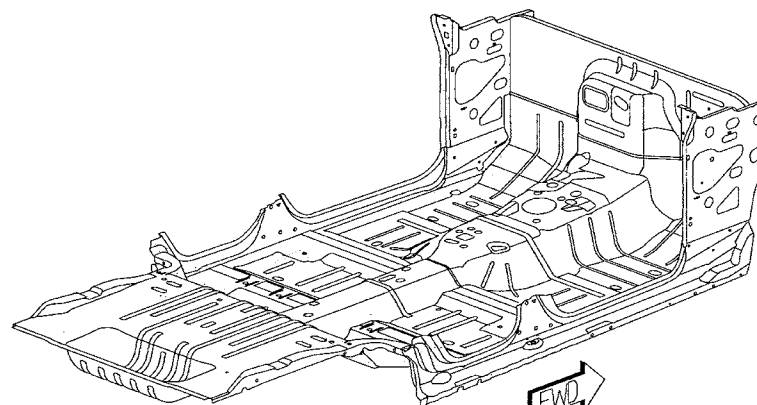


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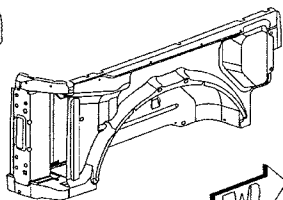
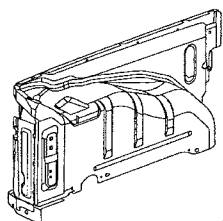
WELD LOCATION OVERVIEW ZONES



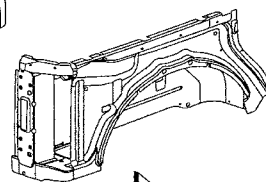
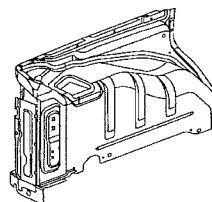
OVERVIEW 23



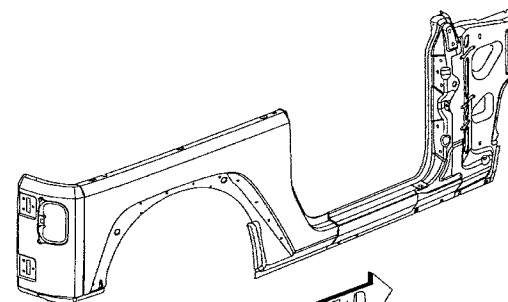
OVERVIEW 24



OVERVIEW 25



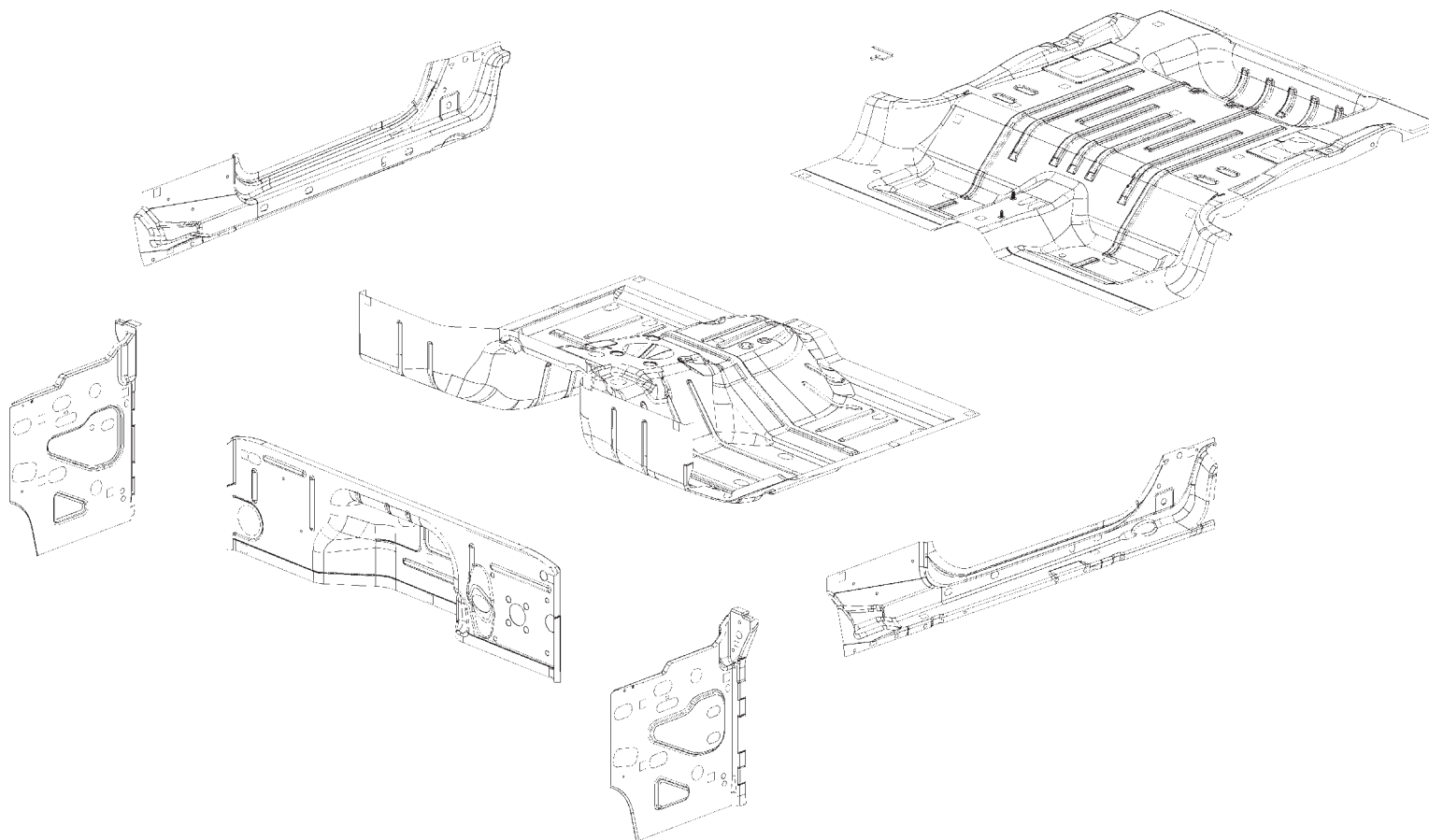
OVERVIEW 26



OVERVIEW 27

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JEEP WRANGLER UNDERBODY COMPLETE (JK72) SECTION

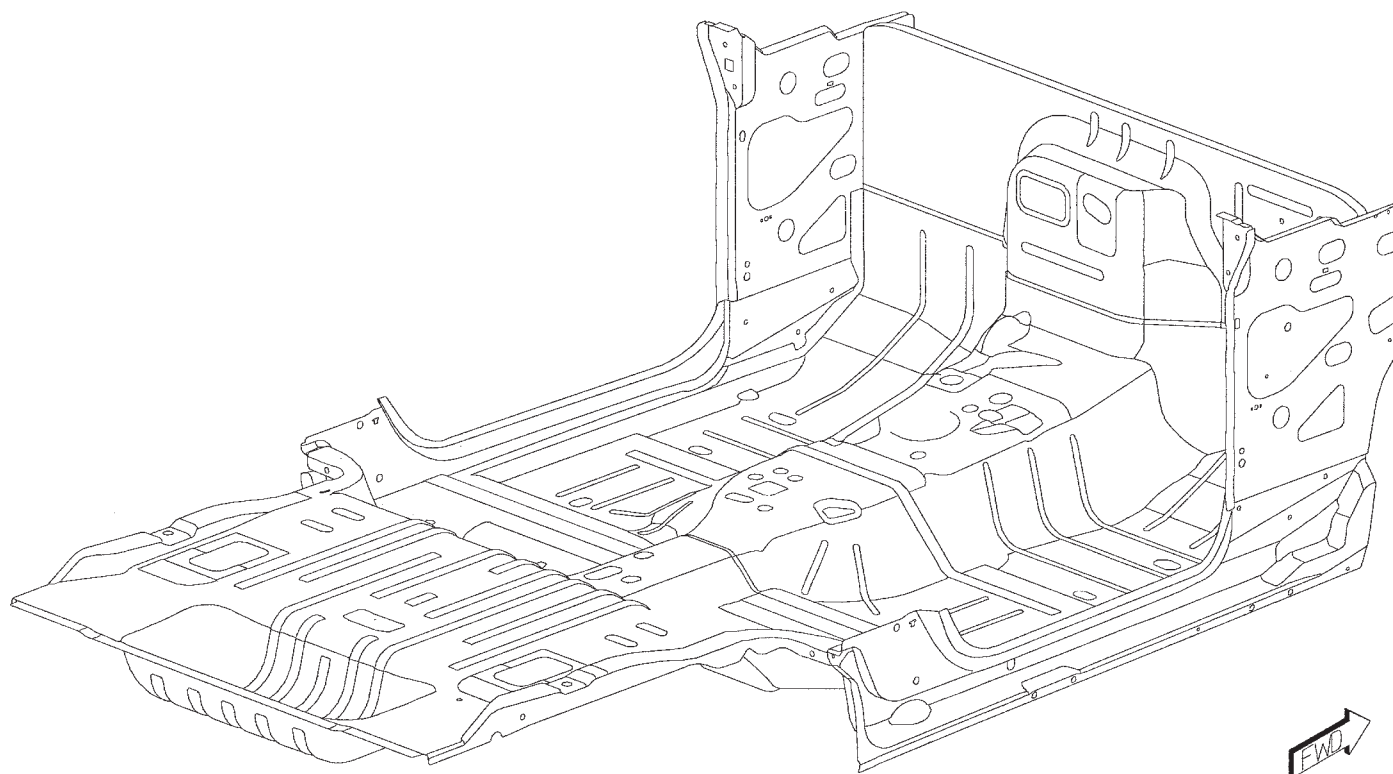


- AA PAN – FLOOR FRT –
- AB PANEL – DASH –
- AC PANEL – COWL SIDE RT –
- AC PANEL – COWL SIDE LT –
- AD SILL – INR RT –
- AD SILL – INR LT –
- AE PAN – FLOOR RR –

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PARTS IDENTIFICATION LEGEND, OVERVIEW 23

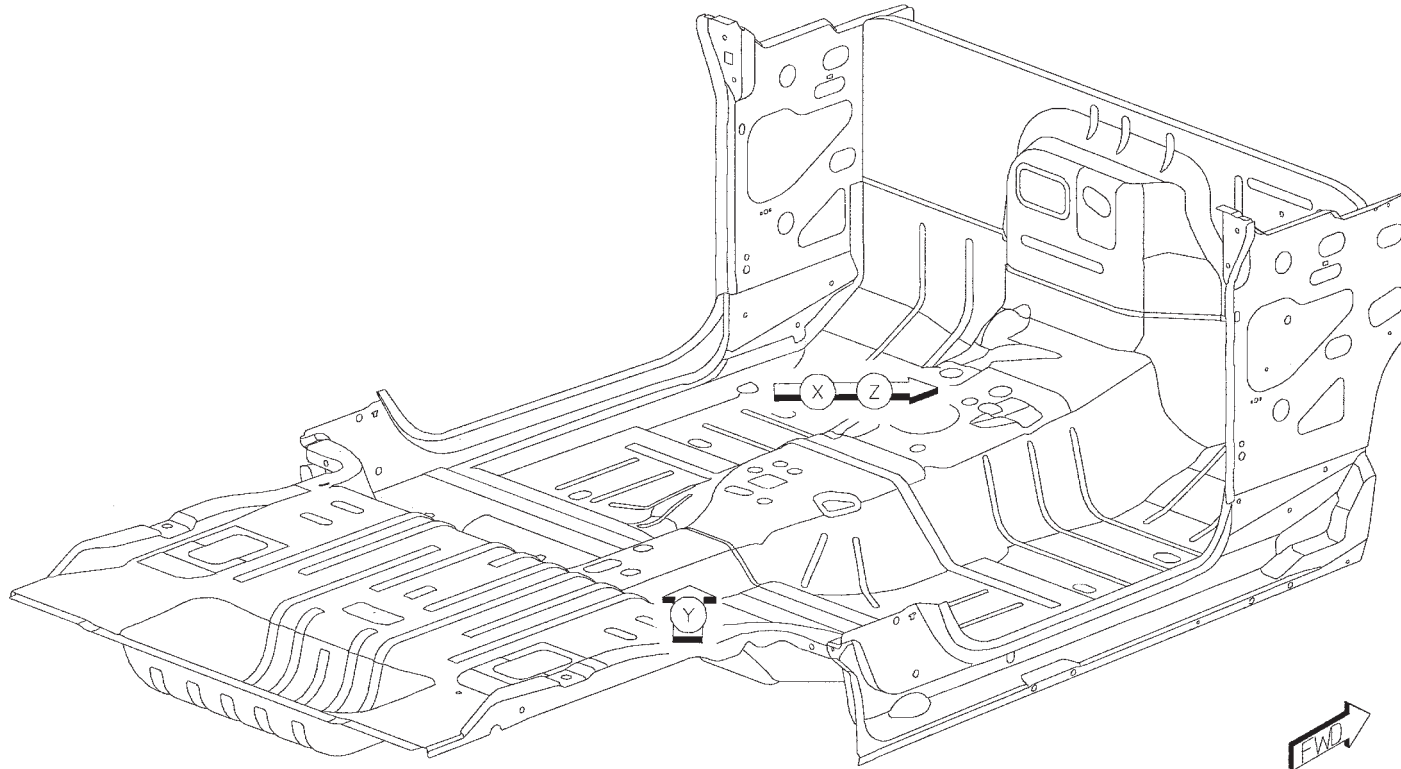
- AA PAN - FLOOR FRT -
AB PANEL - DASH -
AC PANEL - COWL SIDE RT -
AC PANEL - COWL SIDE LT -
AD SILL - INR RT -
AD SILL - INR LT -
AE PAN - FLOOR RR -



FWD

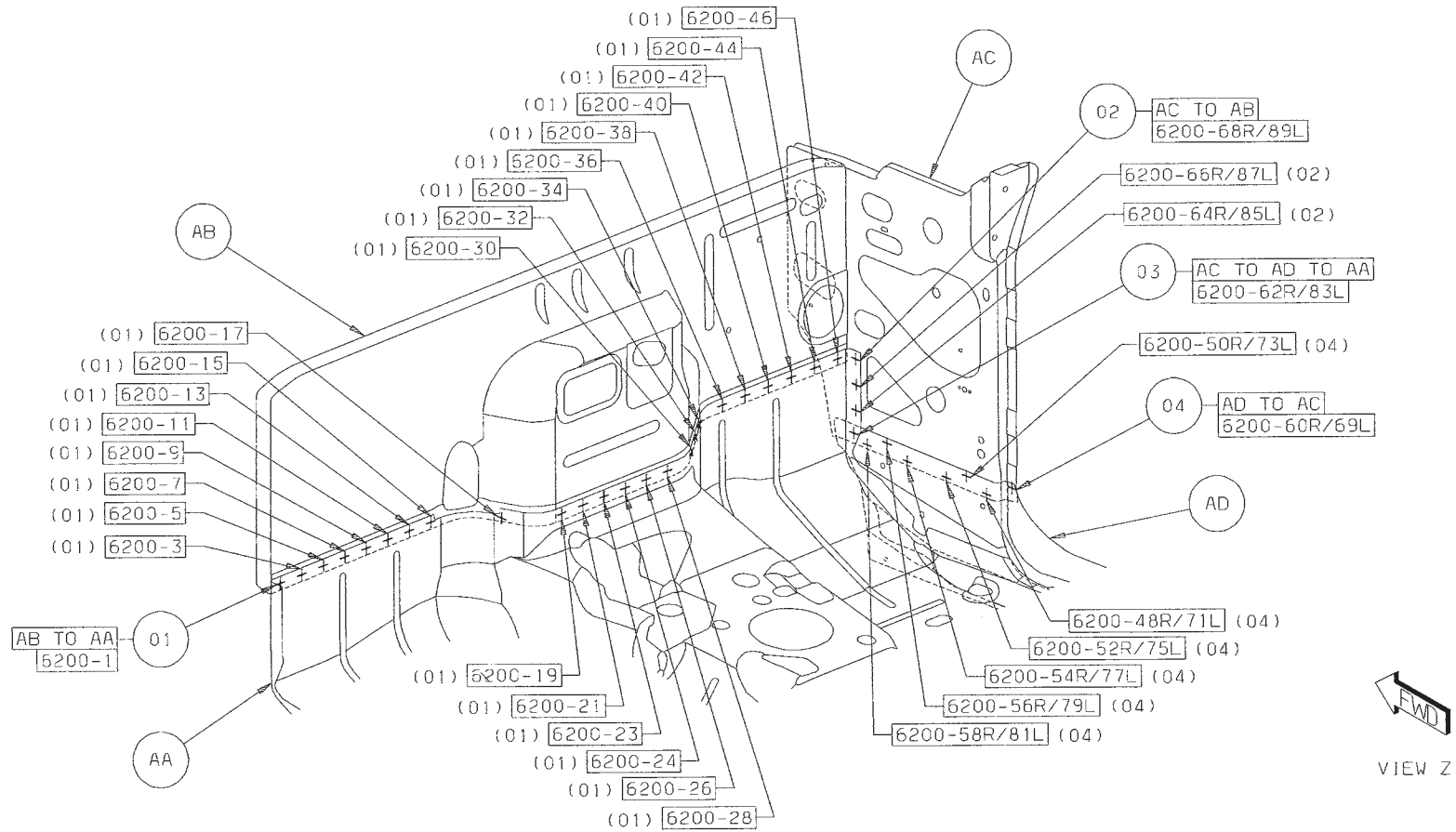
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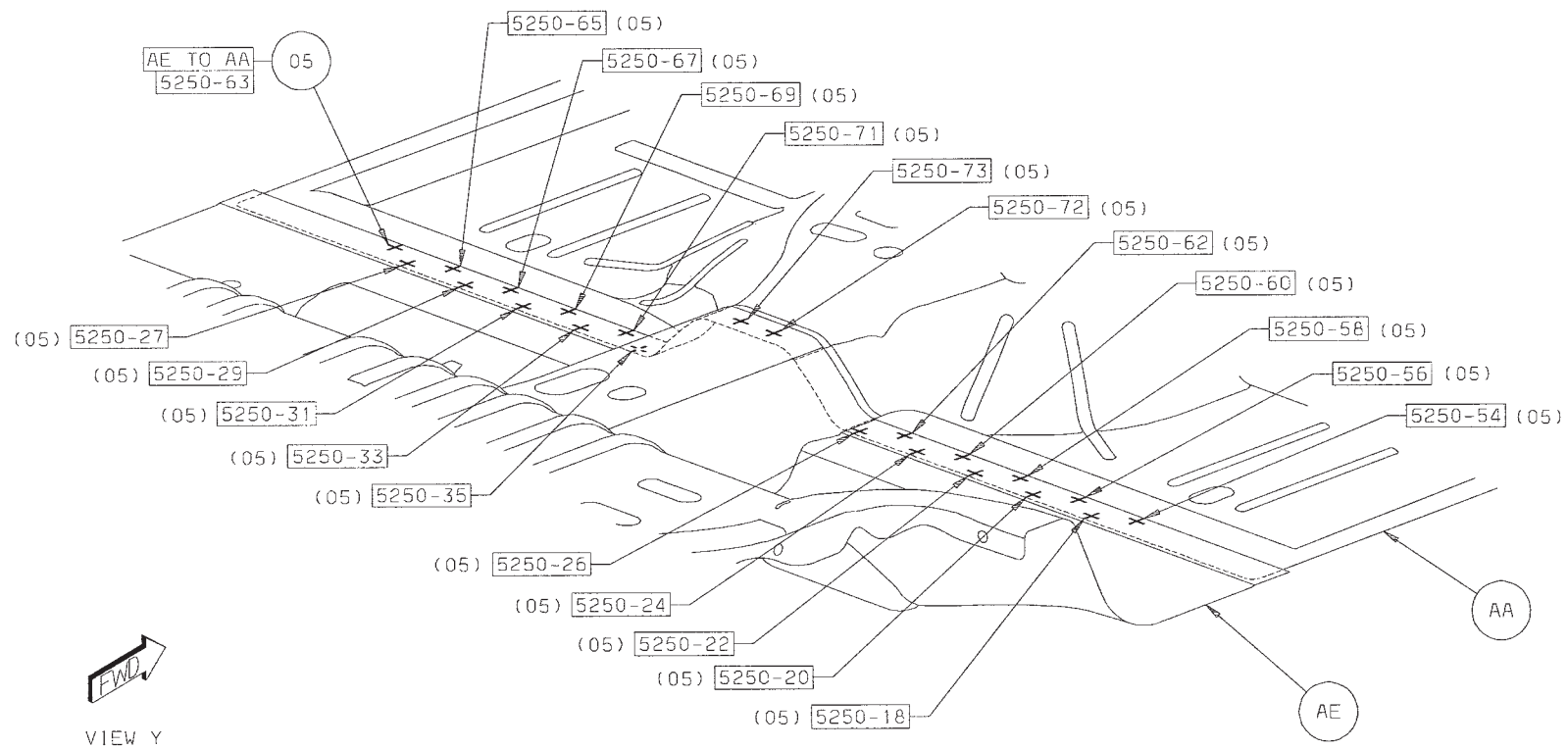
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- 01 AB TO AA 24 S/WELDS (ORD)
- 02 AC TO AB 3/SD S/WELDS (ORD)
- 03 AC TO AD TO AA 1/SD S/WELDS (ORD)
- 04 AD TO AC 7/SD S/WELDS (ORD)



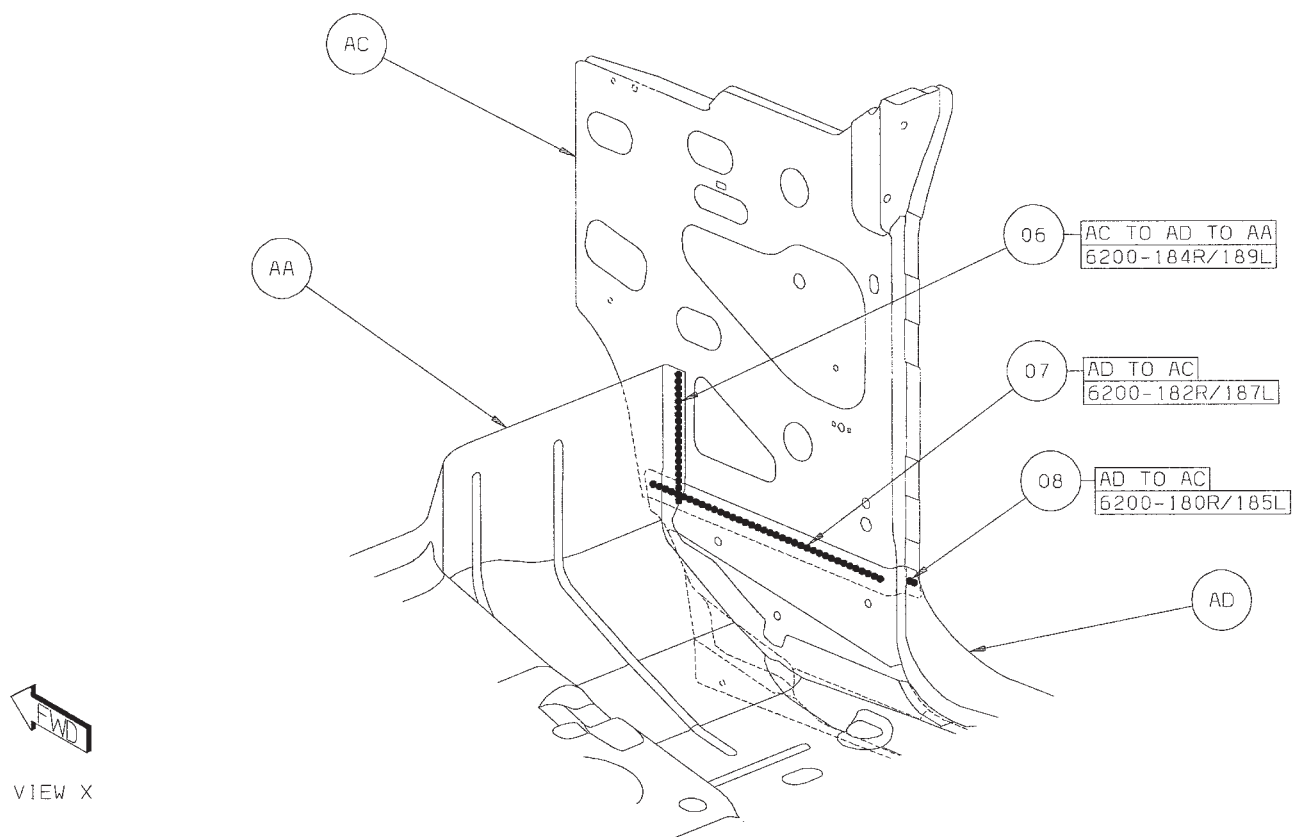
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05 AE TO AA 22 S/WELDS (ORD)



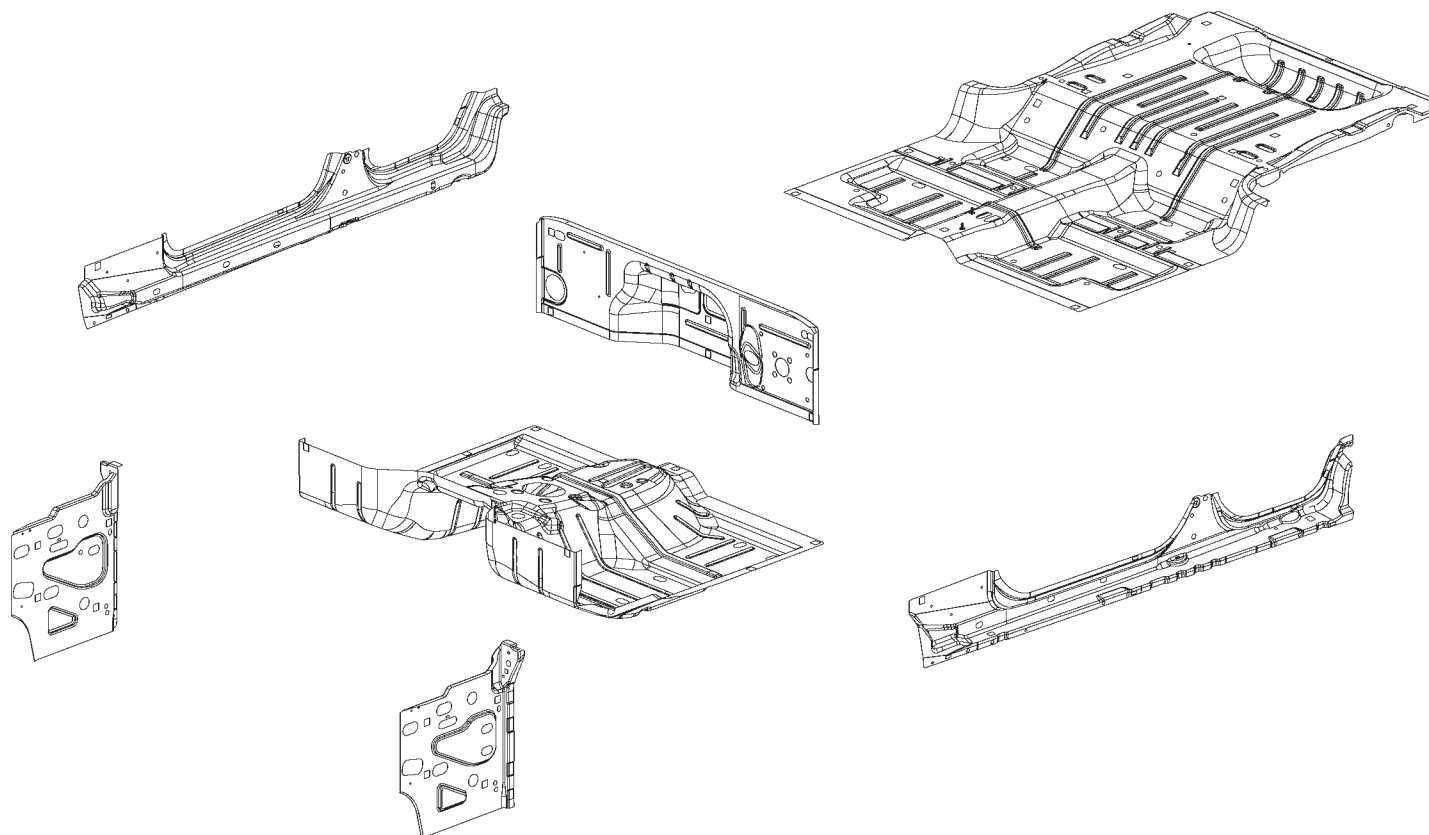
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- 06 AC TO AD TO AA 1 STRUC ADH
- 07 AC TO AD 1 STRUC ADH
- 08 AC TO AD STRUC ADH



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JEEP WRANGLER UNDERBODY COMPLETE (JK74) SECTION

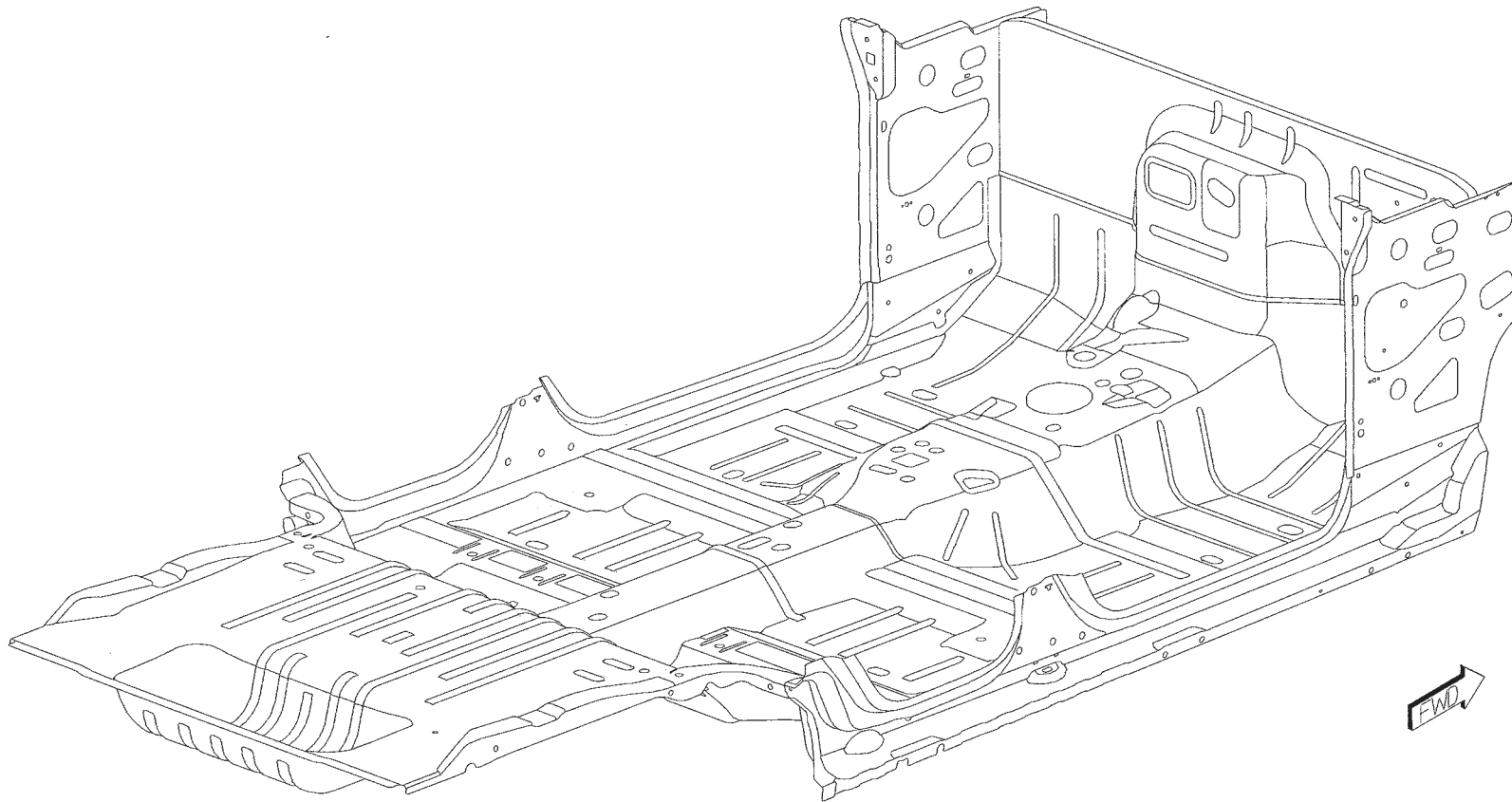


- AA PAN – FLOOR FRT –
- AB PANEL – DASH –
- AC PANEL – COWL SIDE RT –
- AC PANEL – COWL SIDE LT –
- AD SILL – INR RT –
- AD SILL – INR LT –
- AE PAN – FLOOR RR –

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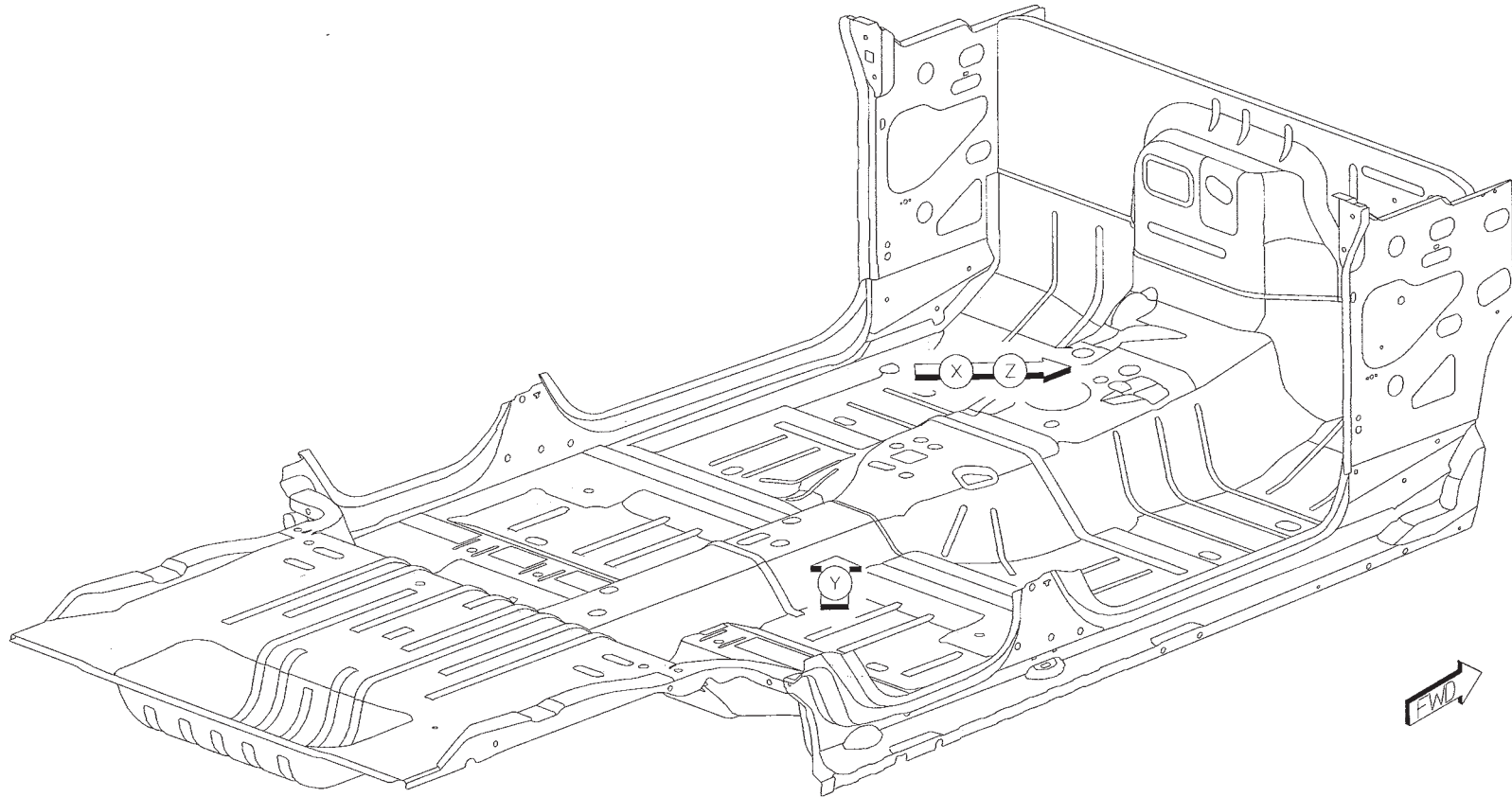
PARTS IDENTIFICATION LEGEND, OVERVIEW 24

AA PAN - FLOOR FRT -
AB PANEL - DASH -
AC PANEL - COWL SIDE RT -
AC PANEL - COWL SIDE LT -
AD SILL - INR RT -
AD SILL - INR LT -
AE PAN - FLOOR RR -



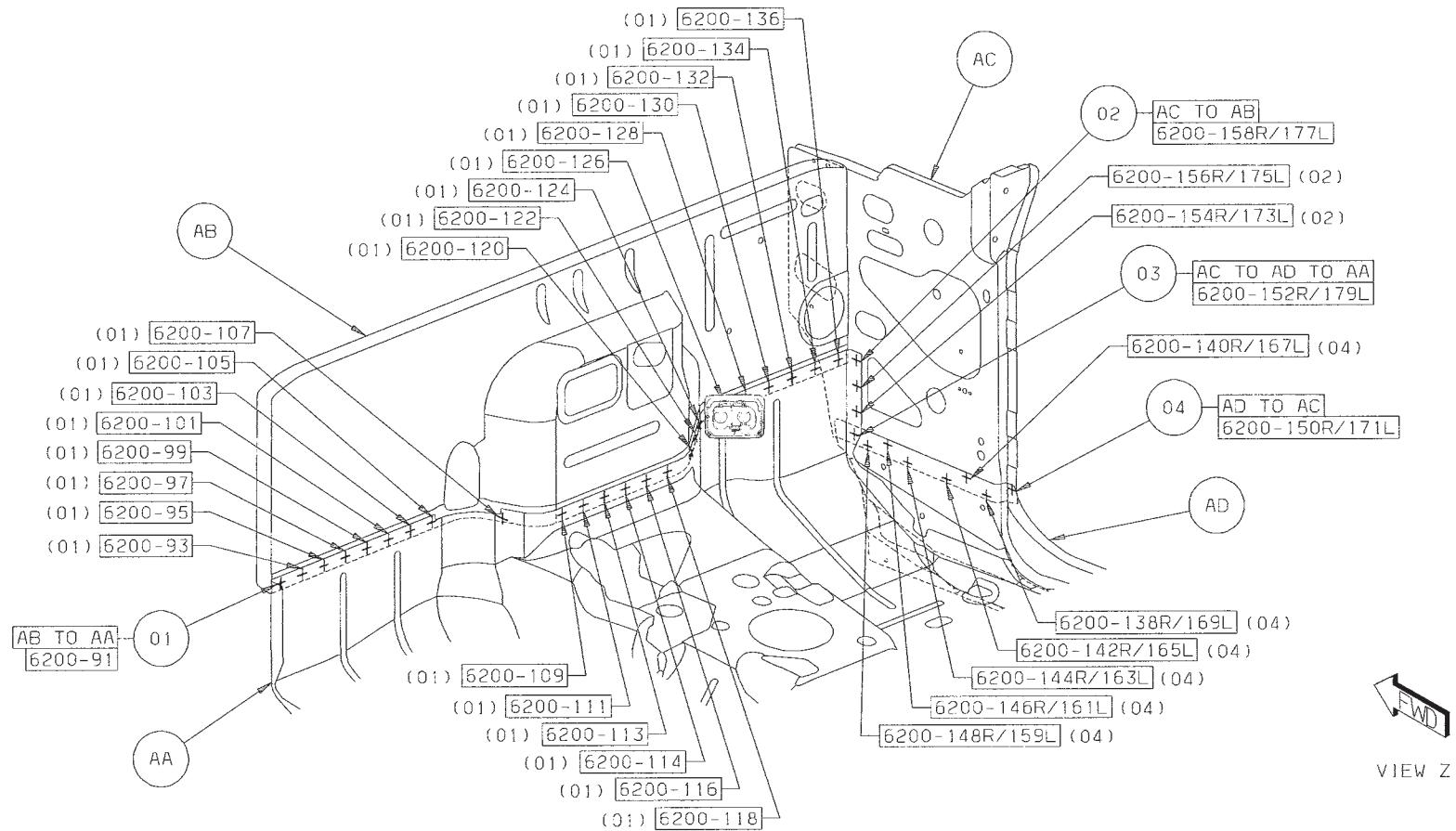
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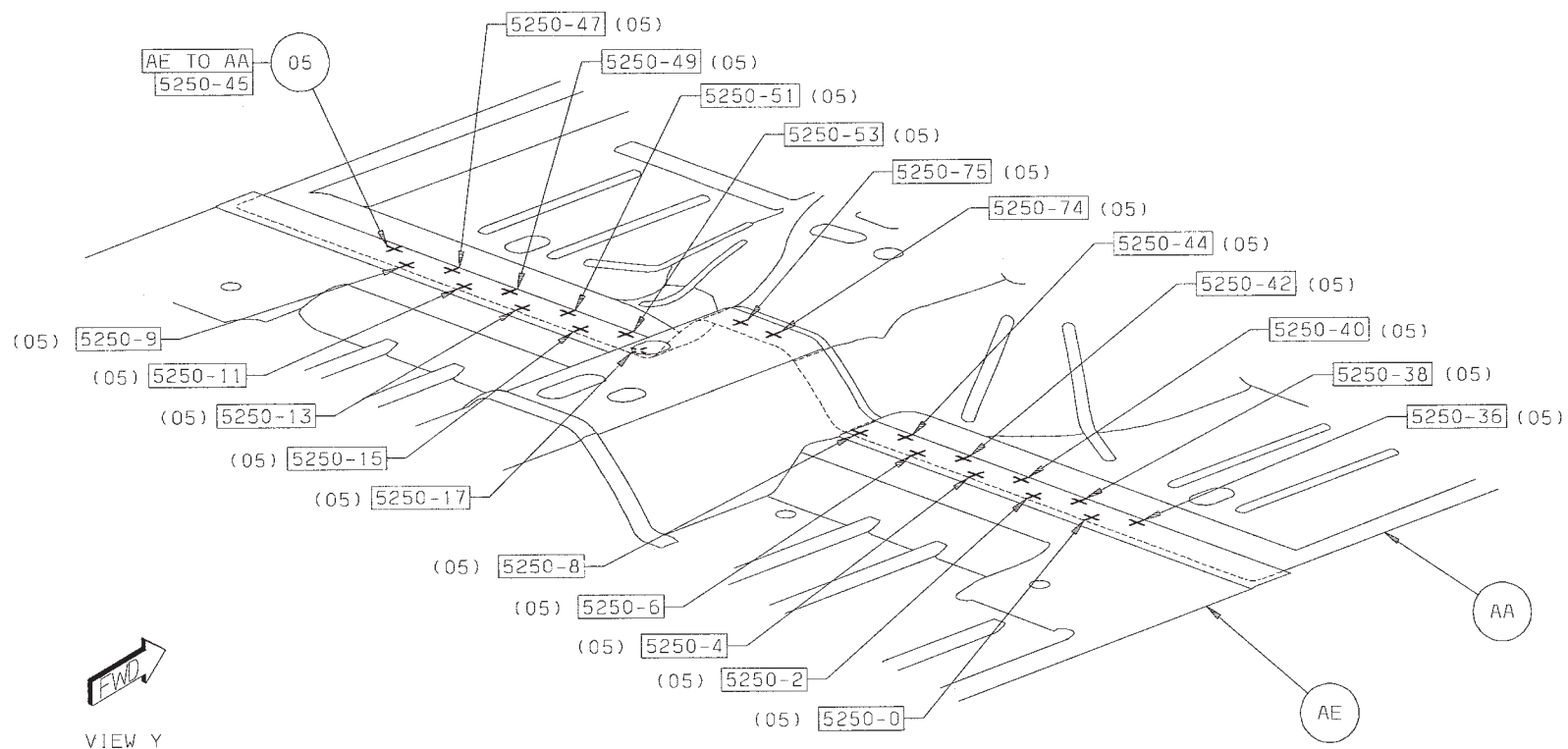
[Back to Index](#)

- 01 AB TO AA 24 S/WELDS (ORD)
- 02 AC TO AB 3/SD S/WELDS (ORD)
- 03 AC TO AD TO AA 1/SD S/WELDS (ORD)
- 04 AD TO AC 7/SD S/WELDS (ORD)



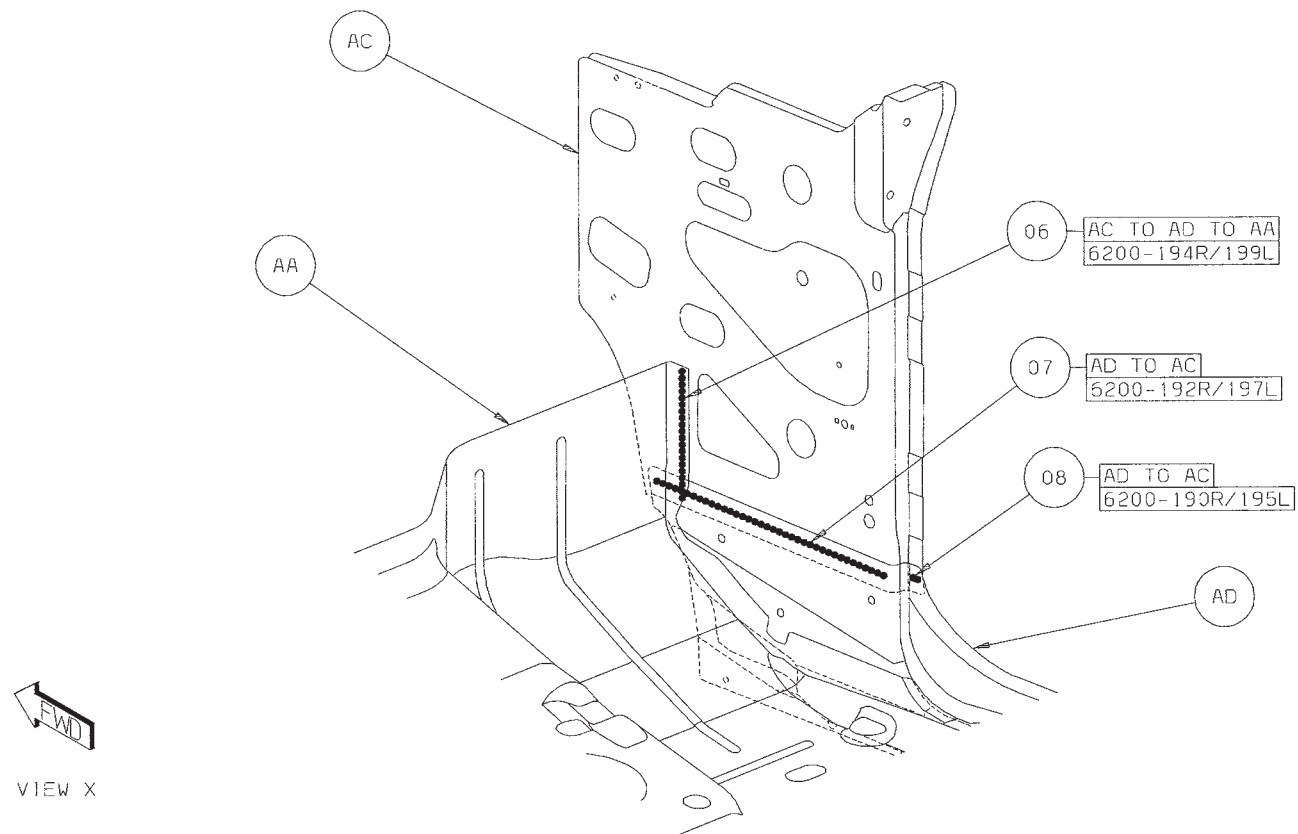
[Back to Index](#)

05 AE TO AA 22 S/WELDS (ORD)



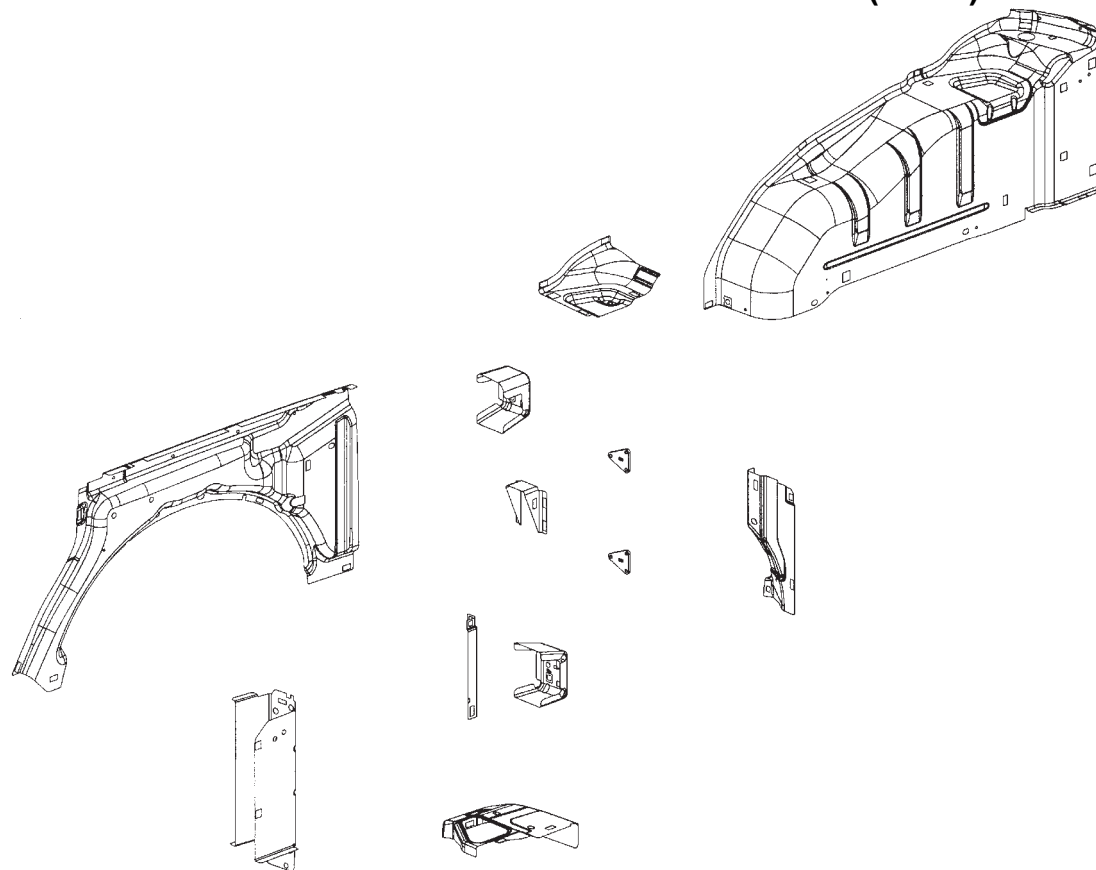
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- 06 AC TO AD TO AA 1 STRUC ADH
- 07 AC TO AD 1 STRUC ADH
- 08 AC TO AD 1 STRUC ADH



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JEEP WRANGLER BODY SIDE APERTURE INNER (JK72) SECTION



AA PANEL – RR WHEELHOUSE INR RT –
 AA PANEL – RR WHEELHOUSE INR LT –
 AB PANEL – QTR INR RT –
 AB PANEL – QTR INR LT –
 AC 55397174AA/75AA
 AD BRACKET – SUPPORT REINF –
 AD BRACKET – SUPPORT REINF –
 AE BRACKET – WHEELHOUSE RR –
 AF REINF – CLOSE-OUT –

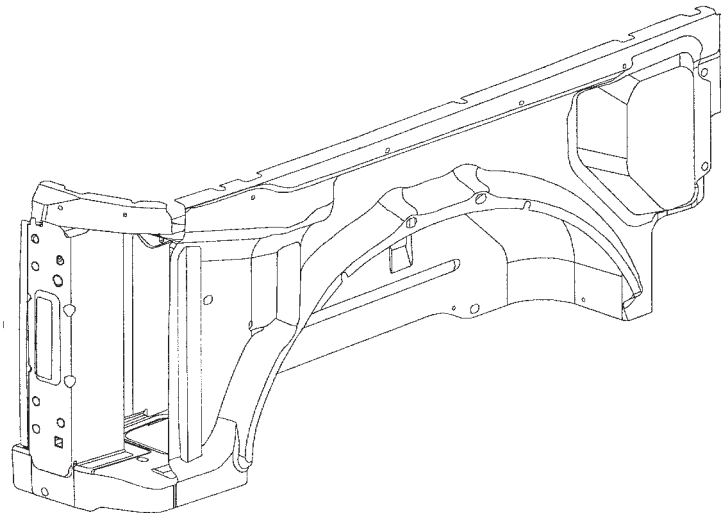
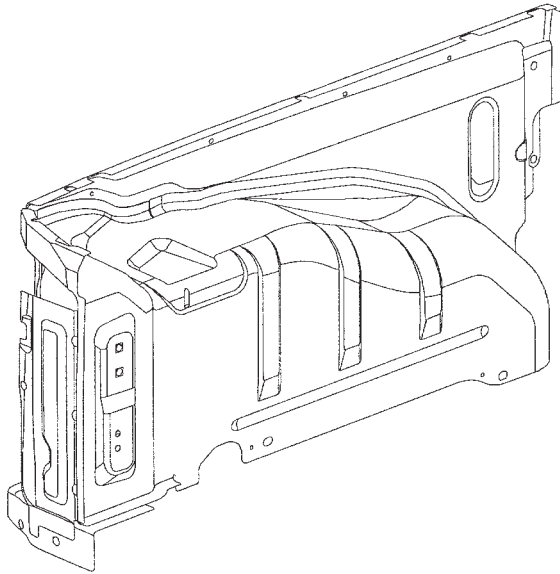
AF REINF – CLOSE-OUT –
 AG REINF – SWING GATE HINGE –
 AH REINF ASSY – SWING GATE HINGE UPR –
 AJ REINF ASSY – SWING GATE HINGE LWR –
 AK PANEL – CLOSE-OUT LWR RR RT –
 AK PANEL – CLOSE-OUT LWR RR LT –
 AL PANEL – CLOSE-OUT LWR RR LT –
 AM REINF – SWING GATE STRIKER –

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PARTS IDENTIFICATION LEGEND, OVERVIEW 25

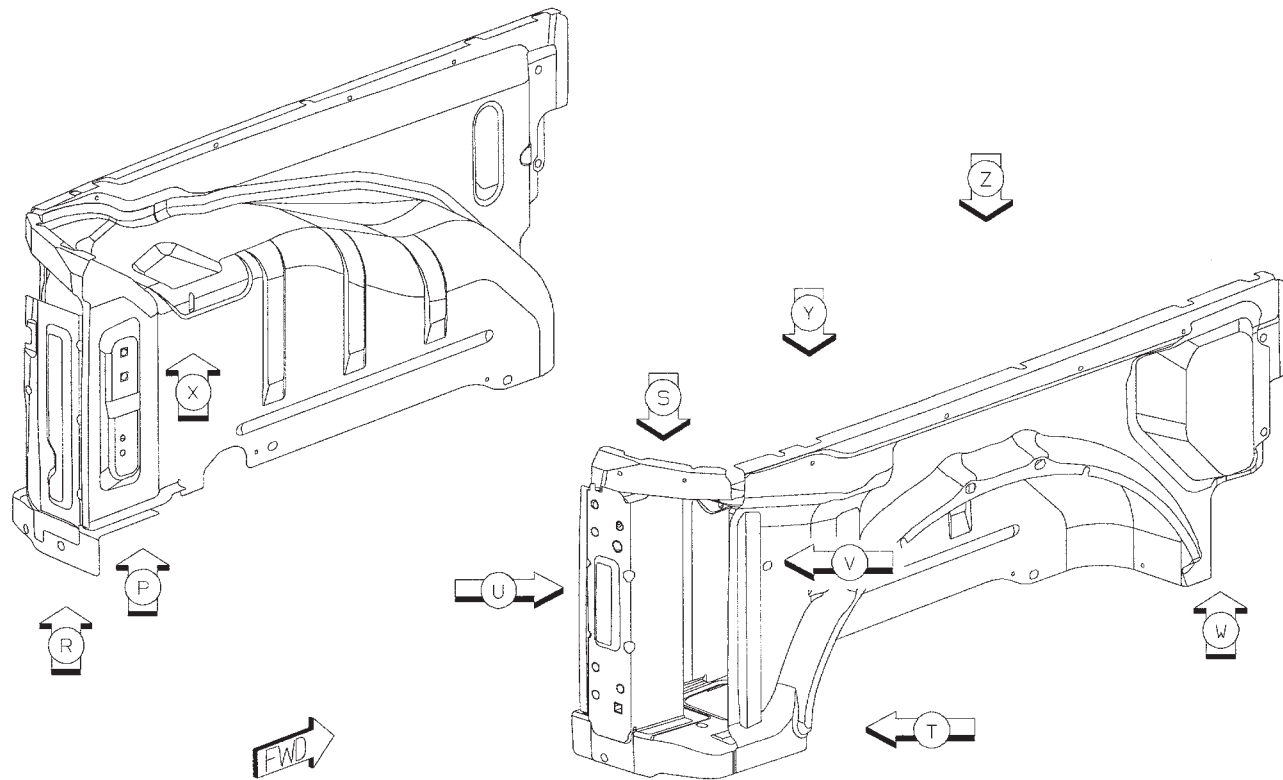
AA PANEL – RR WHEELHOUSE INR RT –
AA PANEL – RR WHEELHOUSE INR LT –
AB PANEL – QTR INR RT –
AB PANEL – QTR INR LT –
AC 55397174AA/75AA
AD BRACKET – SUPPORT REINF –
AD BRACKET – SUPPORT REINF –
AE BRACKET – WHEELHOUSE RR –
AF REINF – CLOSE-OUT –

AF REINF – CLOSE-OUT –
AG REINF – SWING GATE HINGE –
AH REINF ASSY – SWING GATE HINGE UPR –
AJ REINF ASSY – SWING GATE HINGE LWR –
AK PANEL – CLOSE-OUT LWR RR RT –
AK PANEL – CLOSE-OUT LWR RR LT –
AL PANEL – CLOSE-OUT LWR RR LT –
AM REINF – SWING GATE STRIKER –



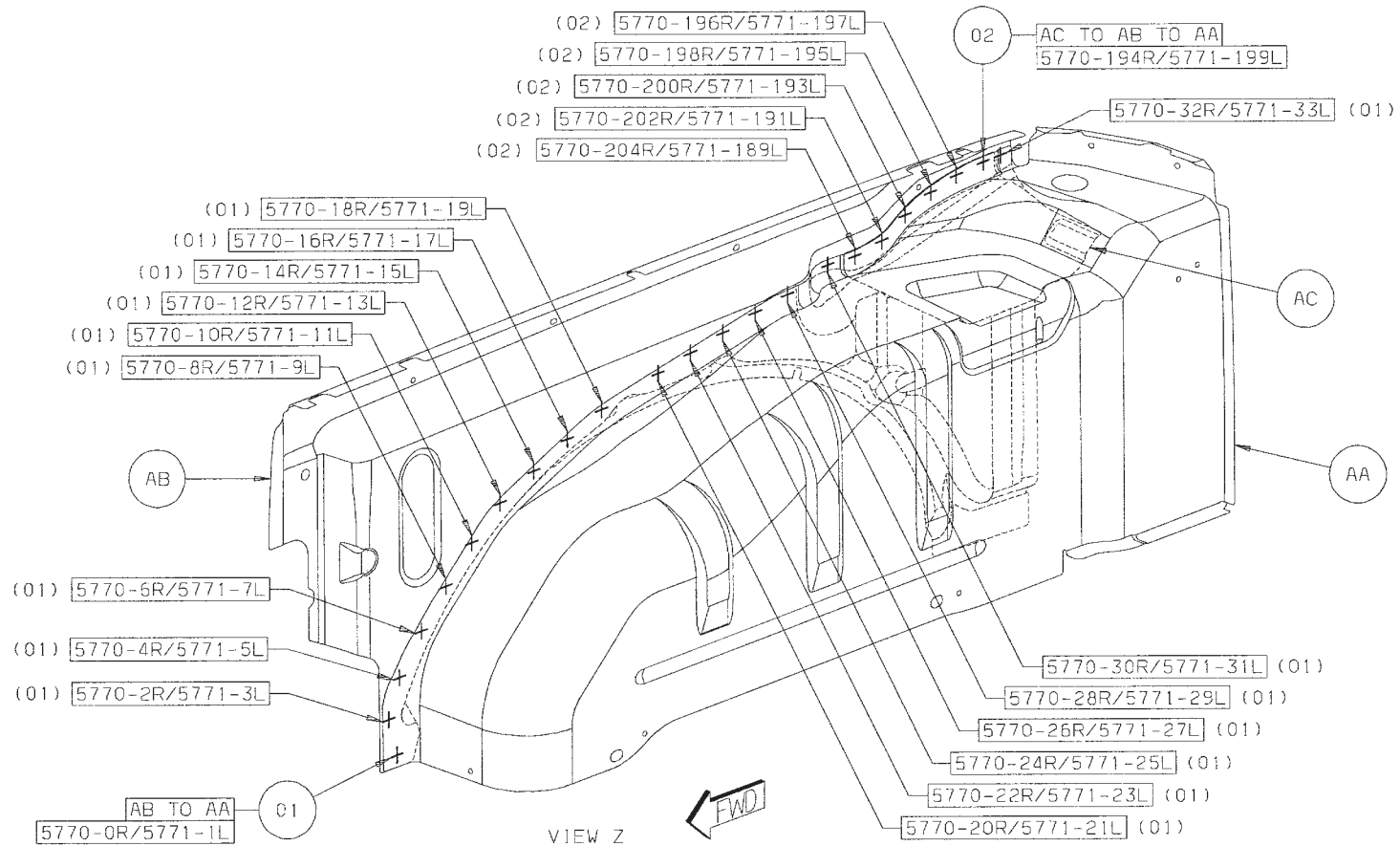
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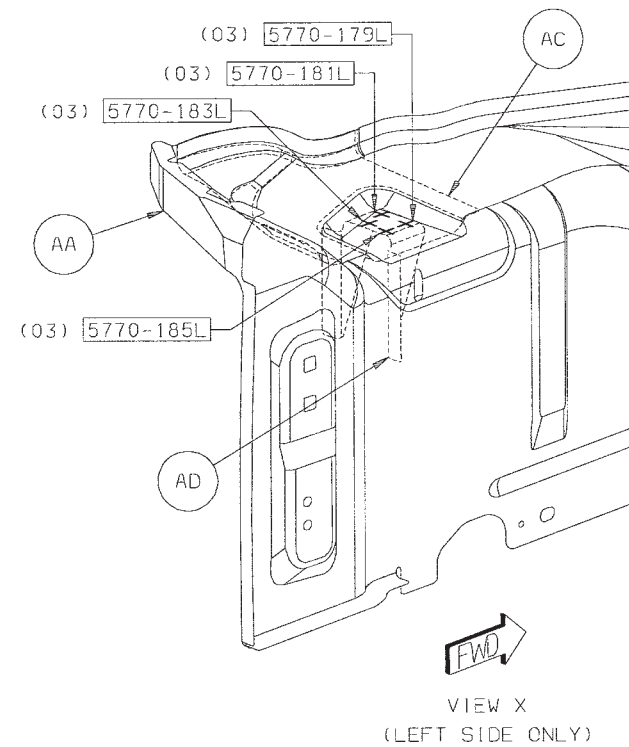
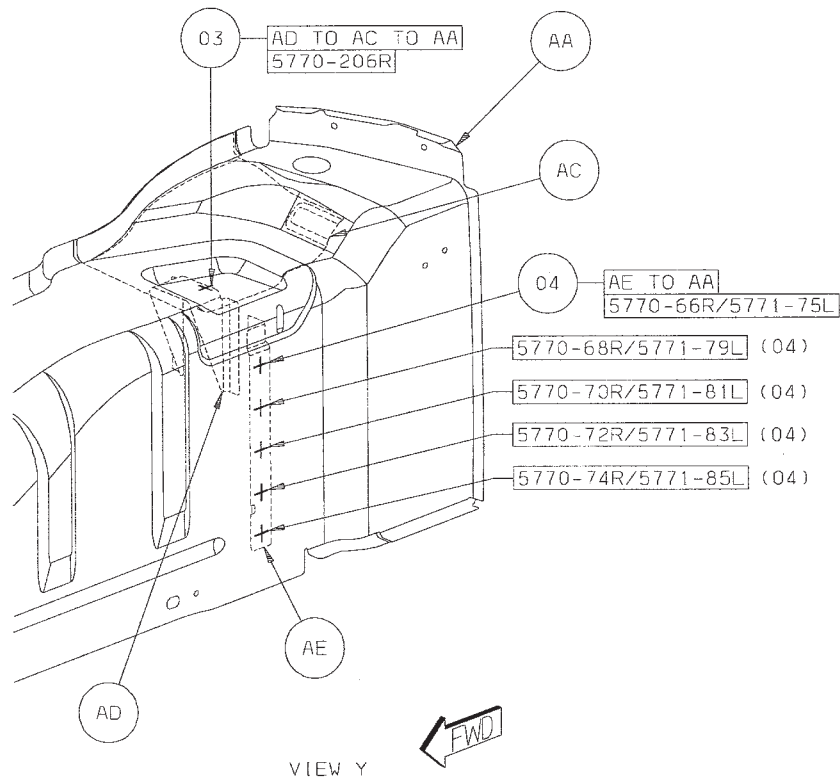
- 01 AB TO AA 17/SD S/WELDS (ORD)
 02 AC TO AB TO AA 6/SD S/WELDS (ORD)



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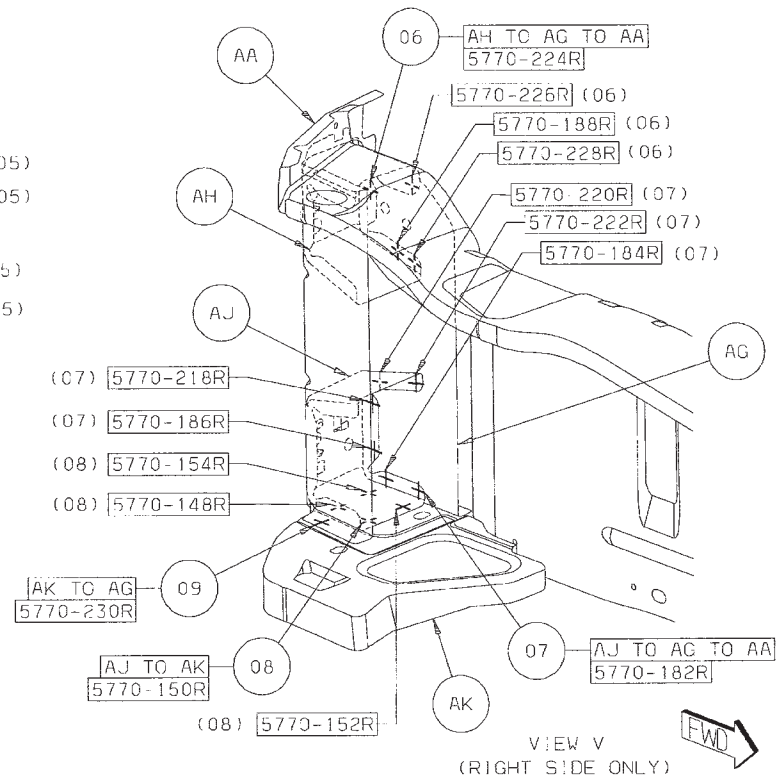
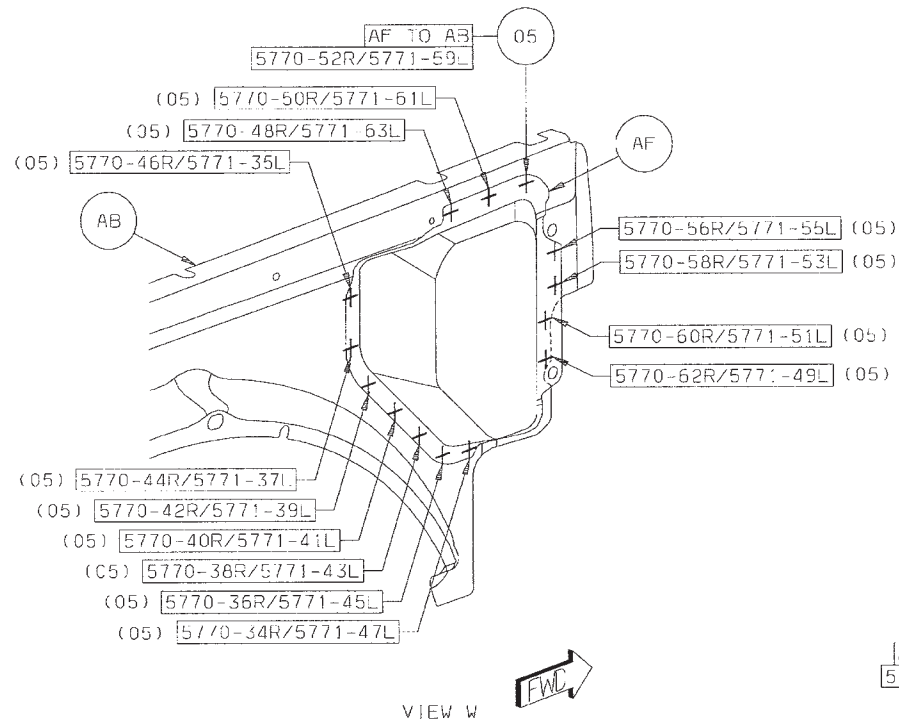
03 AD TO AC TO AA 1R/4L S/WELDS (ORD)

04 AE TO AA 5/SD S/WELDS (ORD)



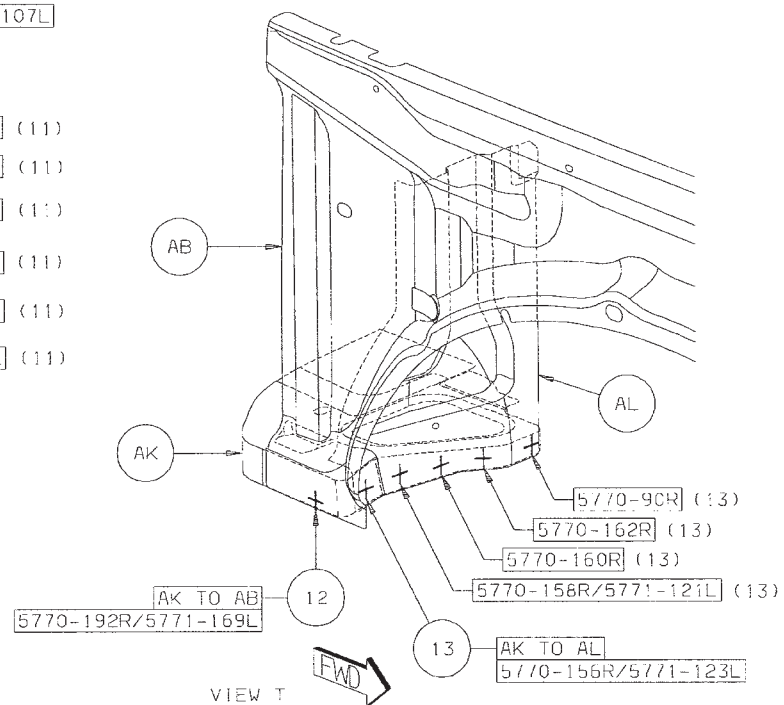
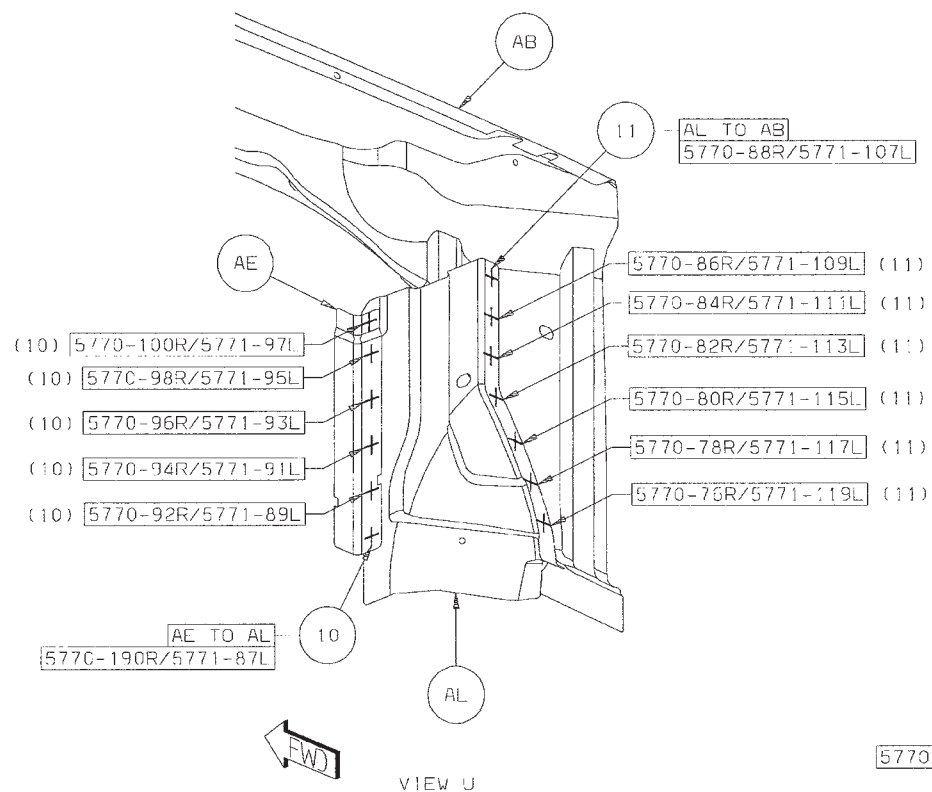
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- 05 AF TO AB 14/SD S/WELDS (ORD)
- 06 AH TO AG TO AA 4R S/WELDS (ORD)
- 07 AJ TO AG TO AA 6/R S/WELDS (ORD)
- 08 AJ TO AK 4R S/WELDS (ORD)
- 09 AK TO AG 1R S/WELD (ORD)



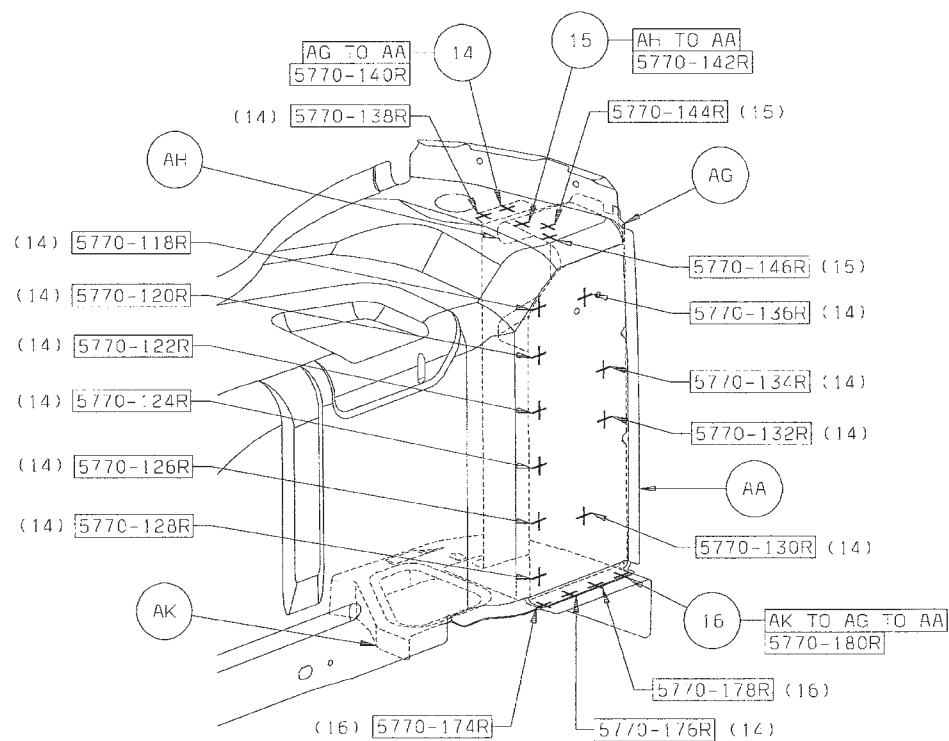
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- 10 AE TO AL 6/SD S/WELDS (ORD)
- 11 AL TO AB 7/SD S/WELDS (ORD)
- 12 AK TO AB 1/SD S/WELD (ORD)
- 13 AK TO AL 5R/2L S/WELDS (ORD)

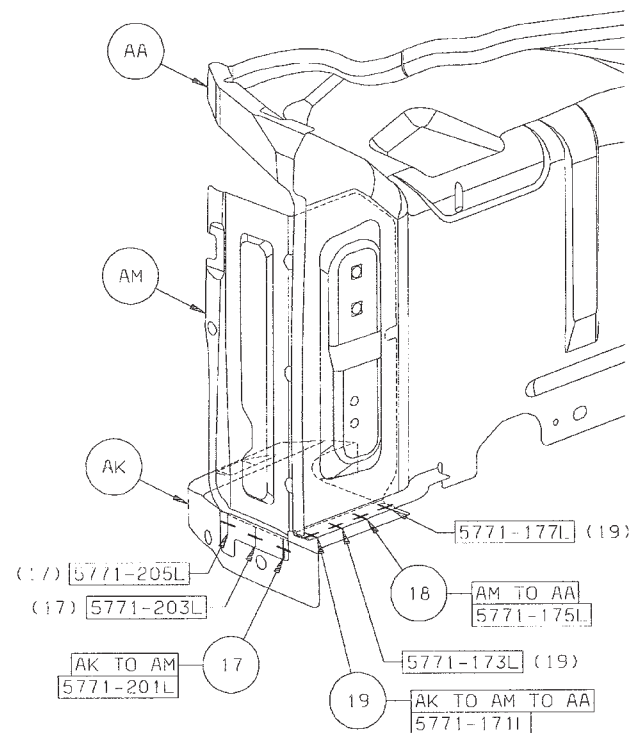


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- 14 AG TO AA 13R S/WELDS (ORD)
- 15 AH TO AA 3R S/WELDS (ORD)
- 16 AK TO AG TO AA 3R S/WELDS (ORD)
- 17 AK TO AM 3L S/WELDS (ORD)
- 18 AM TO AA 1L S/WELD (ORD)
- 19 AK TO AM TO AA 3L S/WELDS (ORD)



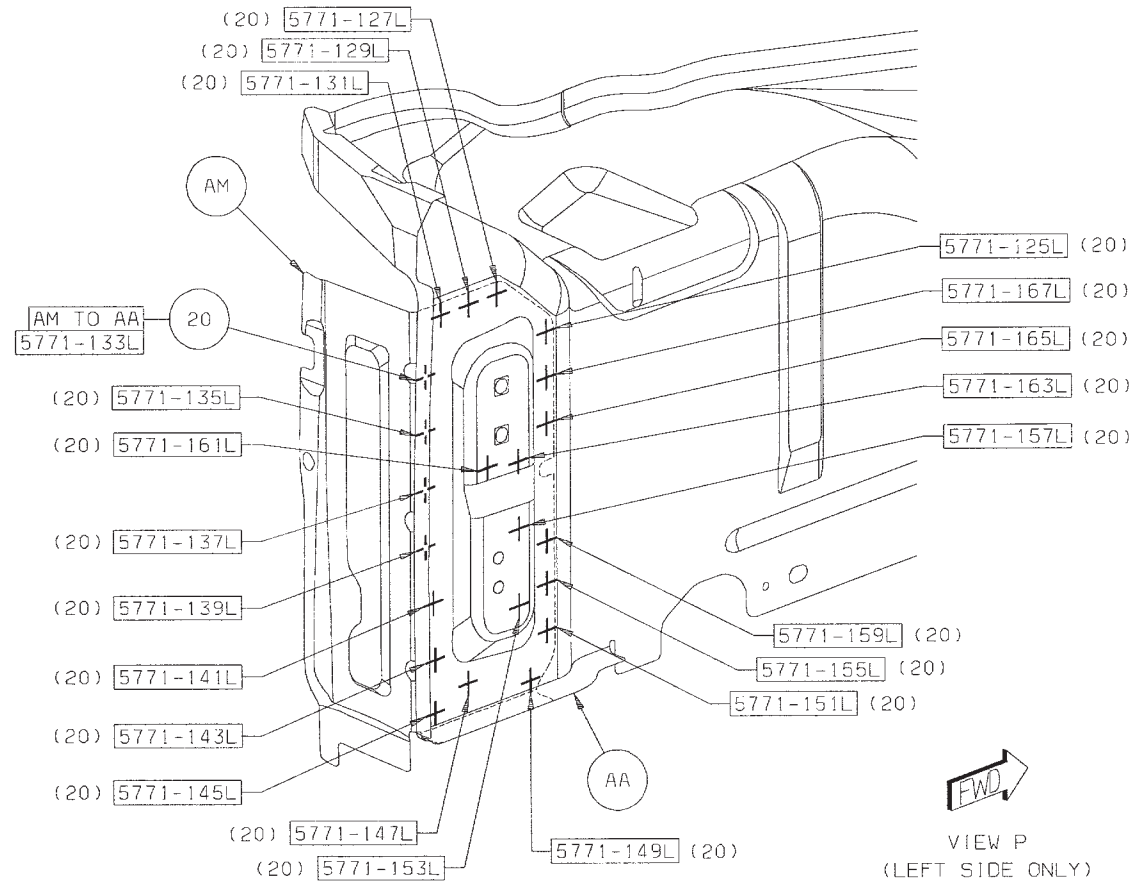
VIEW S
(RIGHT SIDE ONLY)



VIEW R
(LEFT SIDE ONLY)

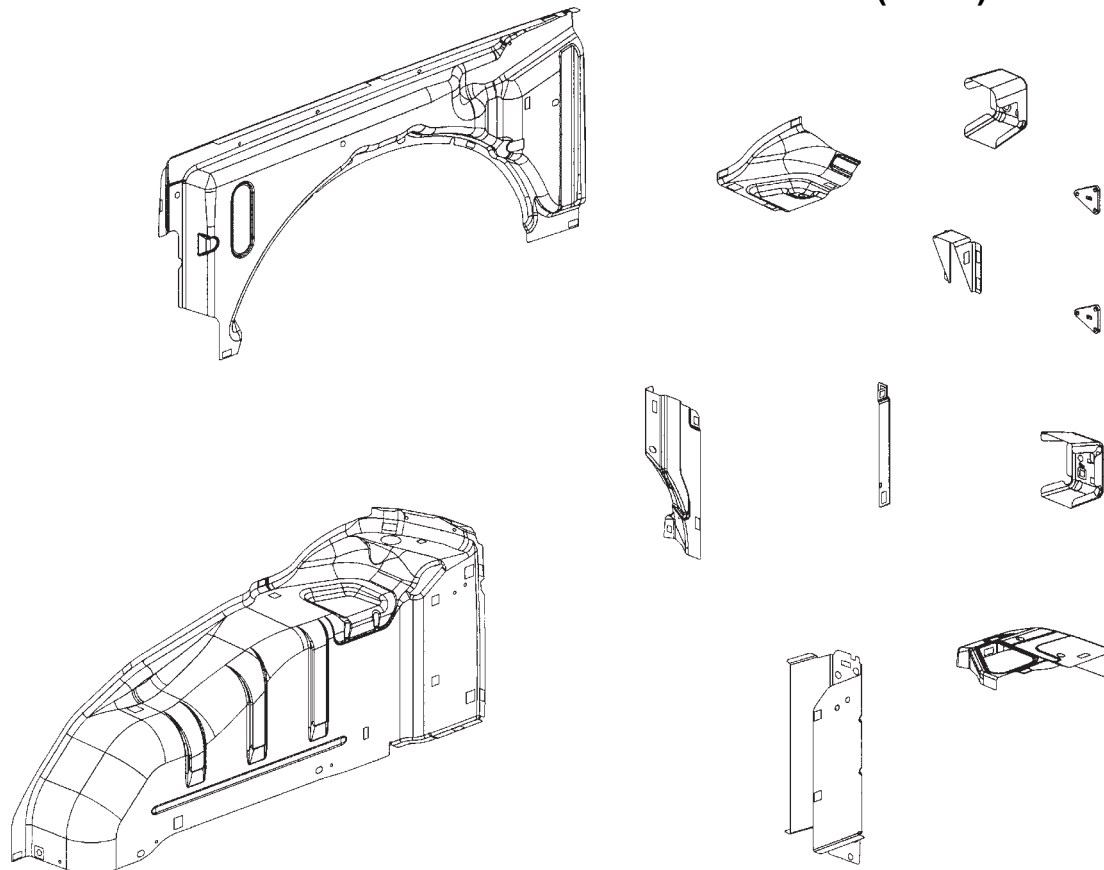
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20 AM TO AA 22L S/WELDS (ORD)



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JEEP WRANGLER BODY SIDE APERTURE INNER (JK74) SECTION



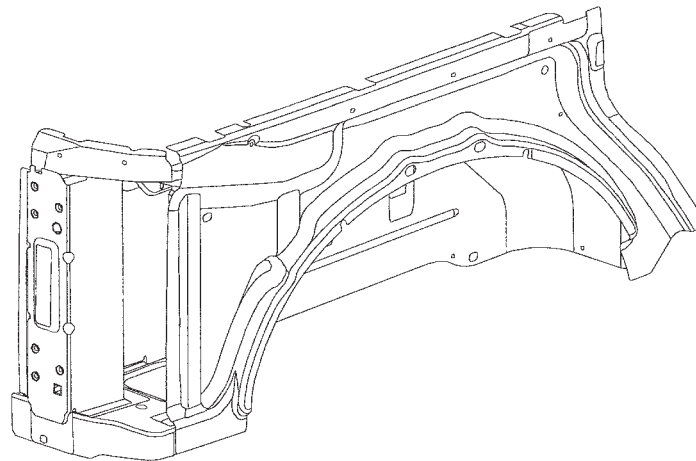
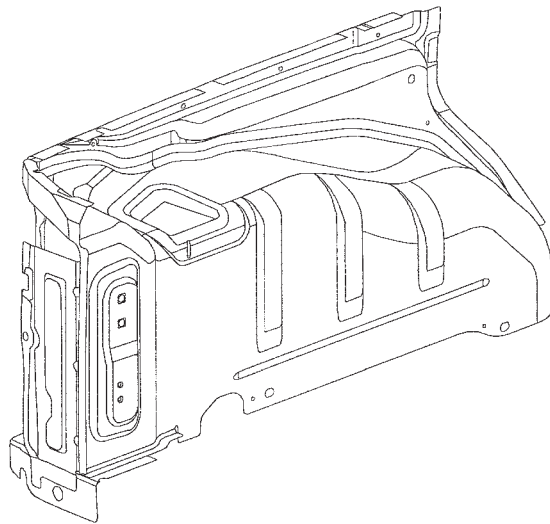
AA PANEL – QTR INR RT –
 AA PANEL – QTR INR LT –
 AB PANEL – RR WHEELHOUSE INR RT –
 AB PANEL – RR WHEELHOUSE INR LT –
 AC REINF – WHEELHOUSE INR RT –
 AC REINF – WHEELHOUSE INR LT –
 AD 55395630/31AA PANEL – CLOSE-OUT UPR RR
 RT/LT –
 AE PANEL – CLOSE-OUT LWR RR RT –

AE PANEL – CLOSE-OUT LWR RR LT –
 AF BRACKET – WHEELHOUSE RR –
 AG BRACKET – SUPPORT REINF –
 AG BRACKET – SUPPORT REINF –
 AH REINF – SWING GATE HINGE –
 AJ REINF ASSY – SWING GATE HINGE UPR –
 AJ REINF ASSY – SWING GATE HINGE LWR –
 AL REINF – SWING GATE STRIKER –

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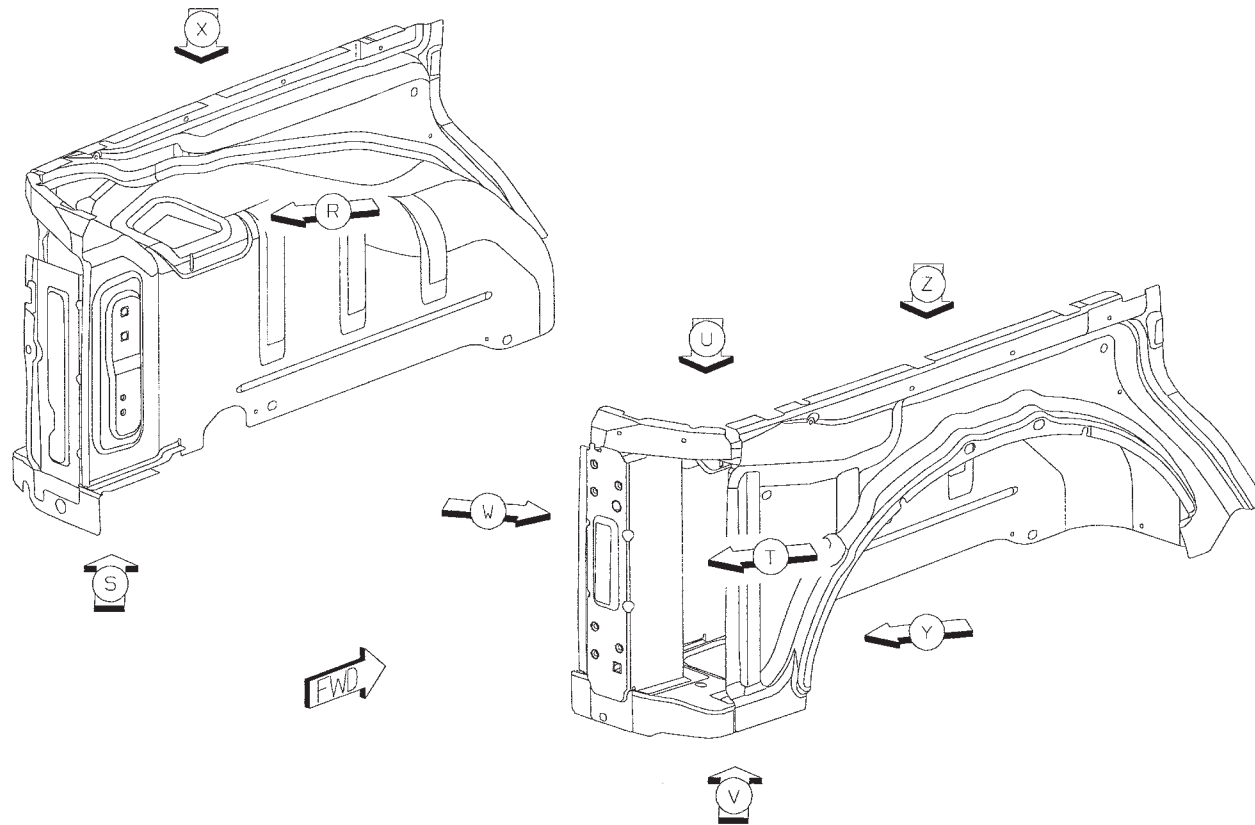
PARTS IDENTIFICATION LEGEND, OVERVIEW 26

AA	PANEL – QTR INR RT –	AE	PANEL – CLOSE-OUT LWR RR LT –
AA	PANEL – QTR INR LT –	AF	BRACKET – WHEELHOUSE RR –
AB	PANEL – RR WHEELHOUSE INR RT –	AG	BRACKET – SUPPORT REINF –
AB	PANEL – RR WHEELHOUSE INR LT –	AG	BRACKET – SUPPORT REINF –
AC	REINF – WHEELHOUSE INR RT –	AH	REINF – SWING GATE HINGE –
AC	REINF – WHEELHOUSE INR LT –	AJ	REINF ASSY – SWING GATE HINGE UPR –
AD	55395630/31AA PANEL – CLOSE-OUT UPR RR RT/LT –	AJ	REINF ASSY – SWING GATE HINGE LWR –
AE	PANEL – CLOSE-OUT LWR RR RT –	AL	REINF – SWING GATE STRIKER –



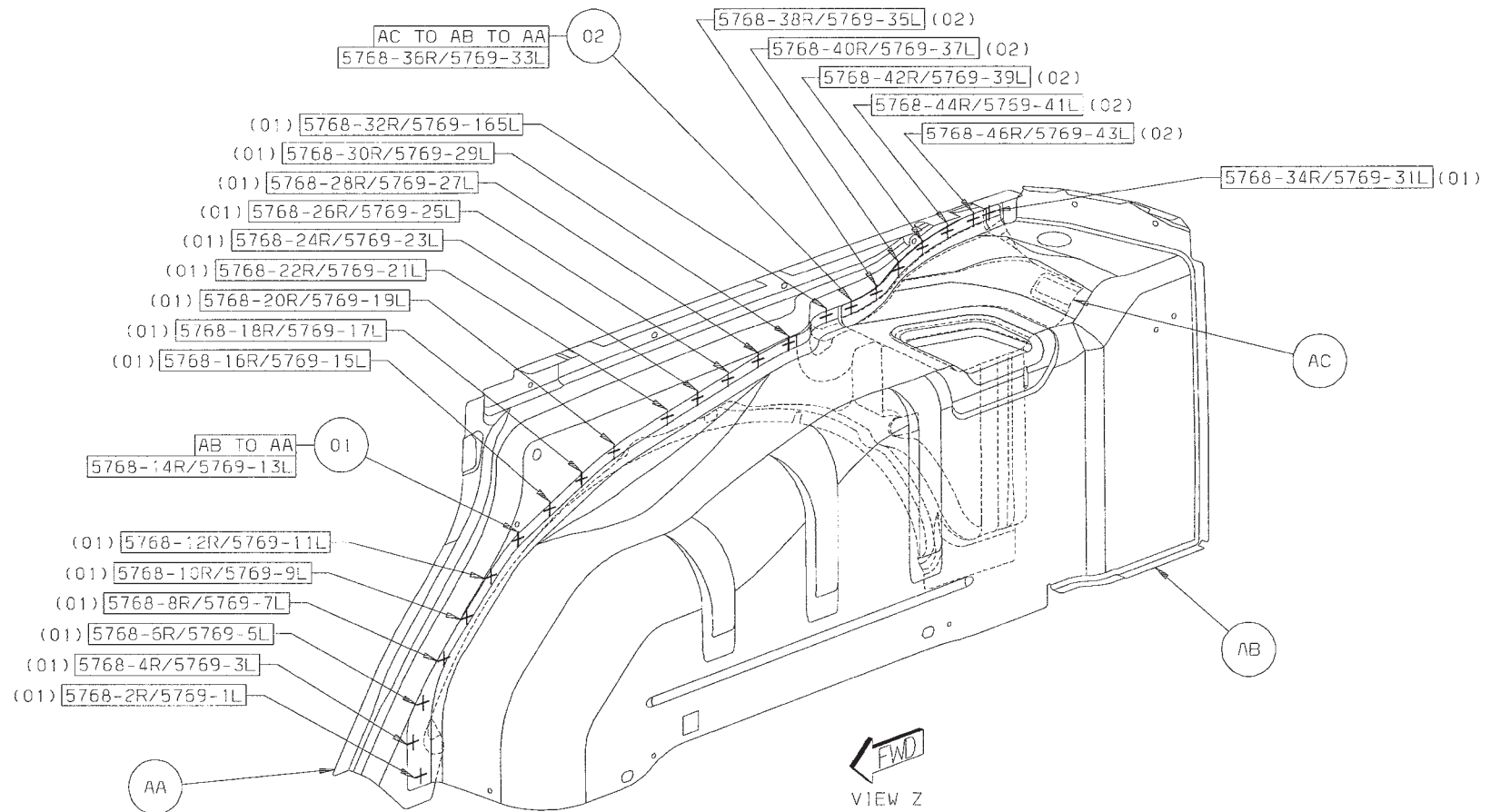
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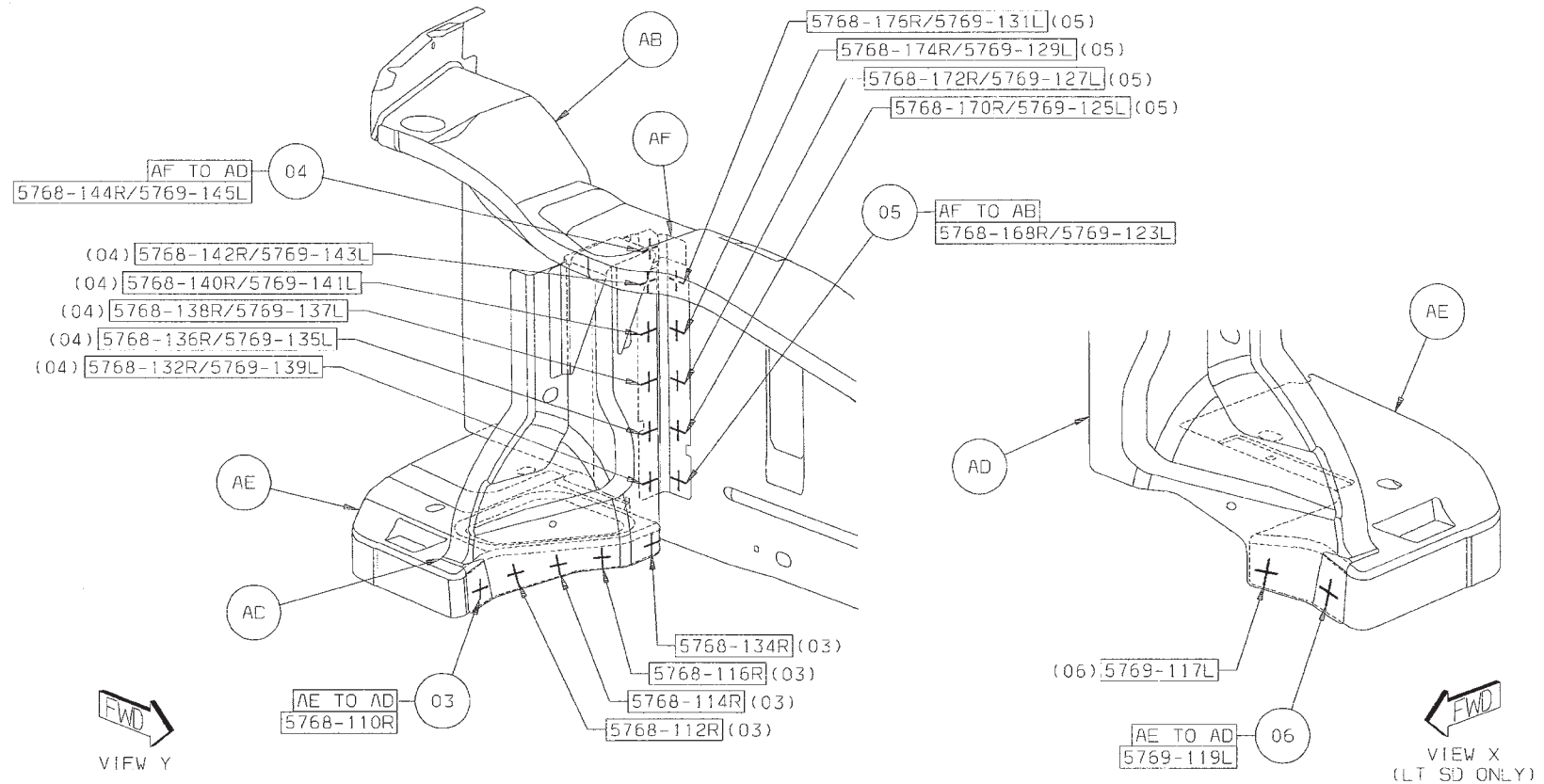
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- 01 AB TO AA 17/SD S/WELDS (ORD)
 02 AC TO AB TO AA 6/SD S/WELDS (ORD)



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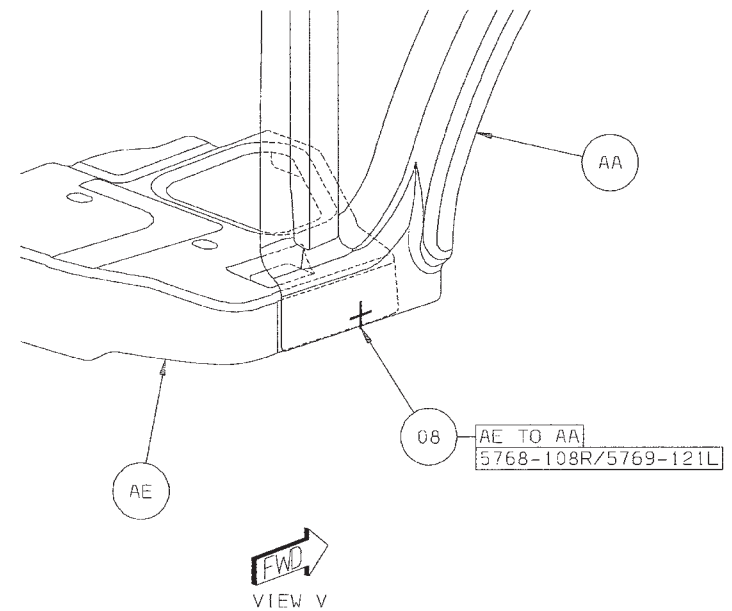
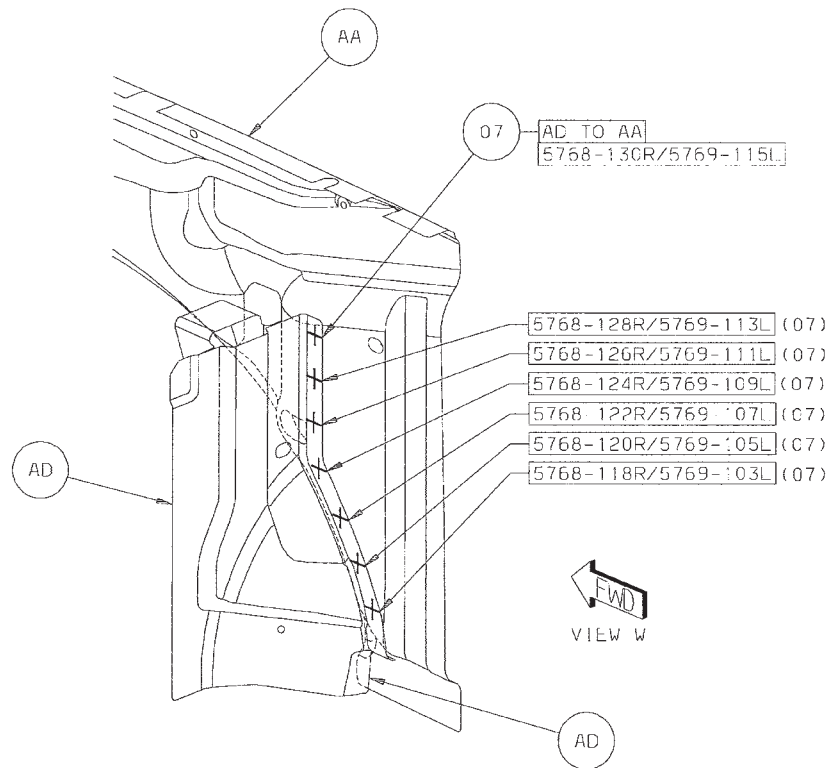
- 03 AE TO AD 5R S/WELDS (ORD)
- 04 AF TO AD 6/SD S/WELDS (ORD)
- 05 AF TO AB 5/SD S/WELDS (ORD)
- 06 AE TO AD 2L S/WELDS (ORD)



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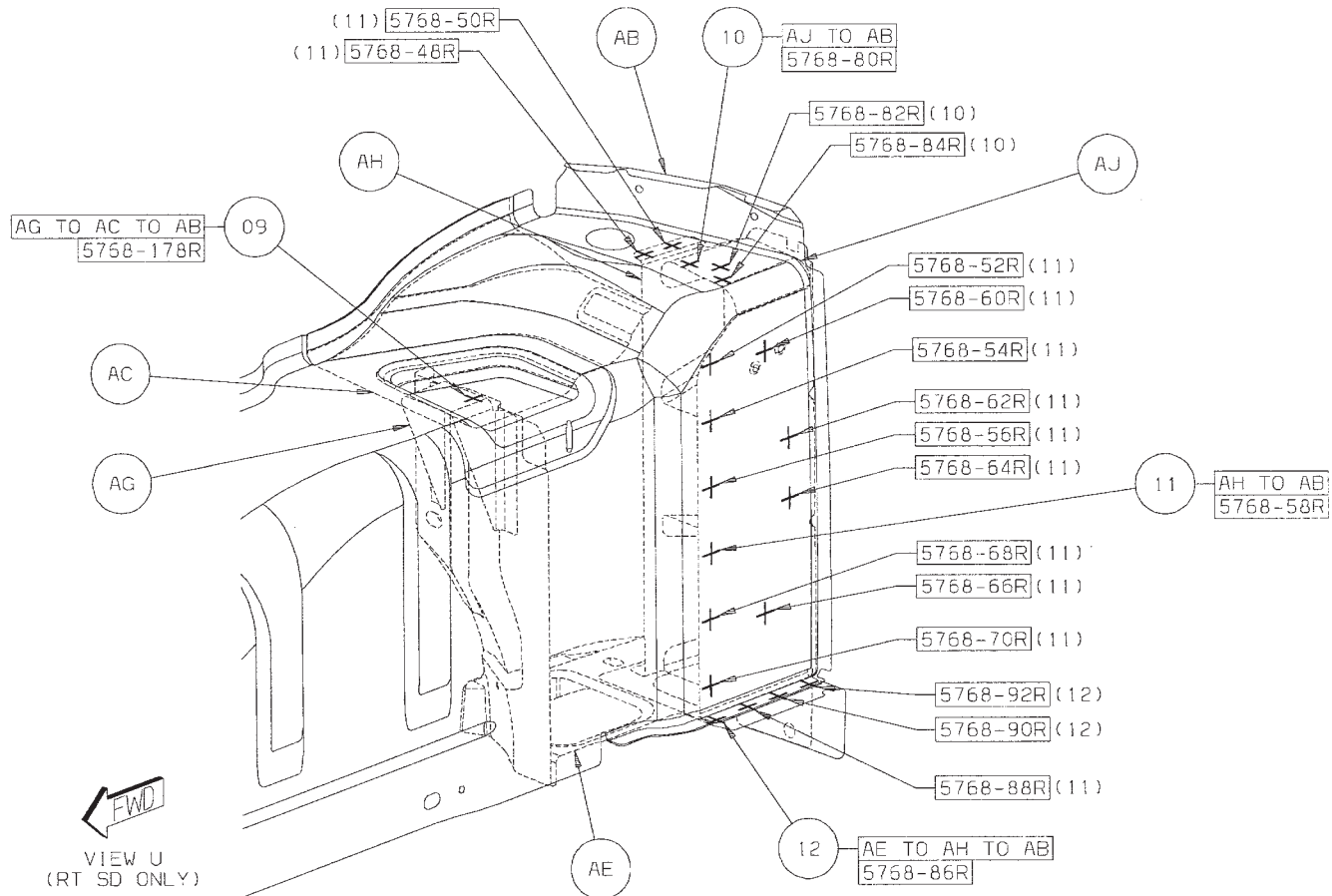
07 AD TO AA 7/SD S/WELDS (ORD)

08 AE TO AA 1/SD S/WELD (ORD)



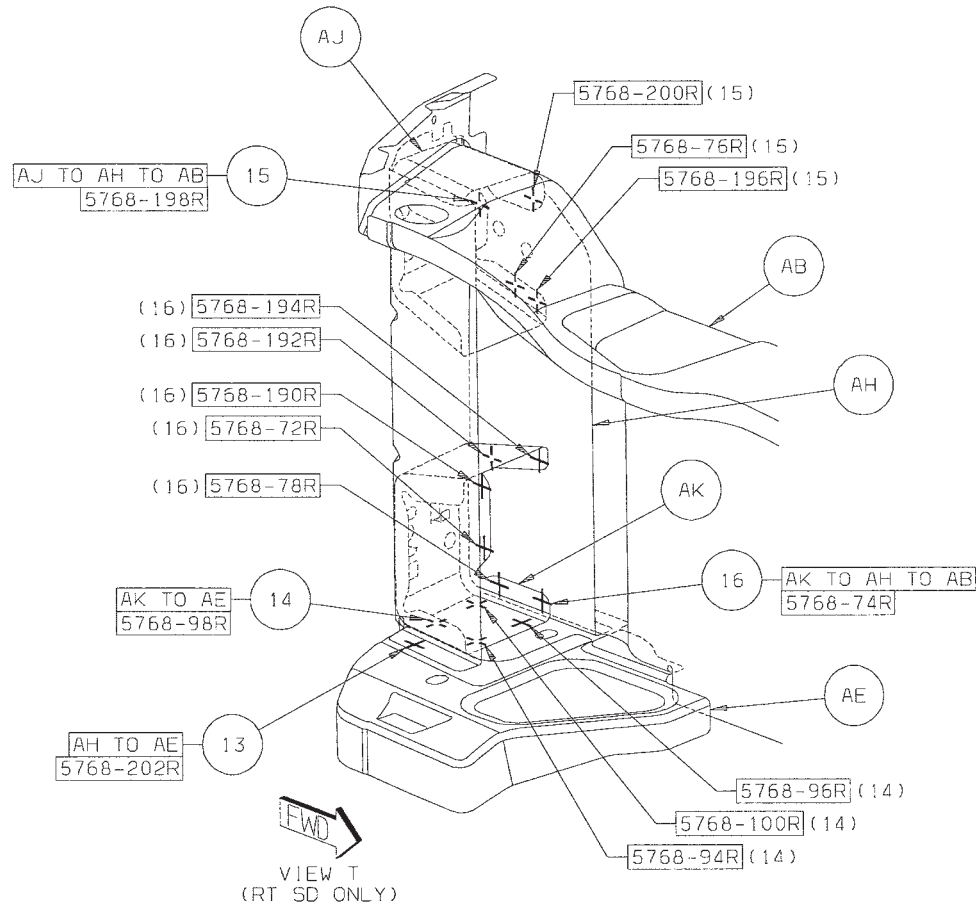
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- 09 AG TO AC TO AB 1R S/WELD (ORD)
- 10 AJ TO AB 3R S/WELDS (ORD)
- 11 AH TO AB 13R S/WELDS (ORD)
- 12 AE TO AH TO AB 3R S/WELDS (ORD)



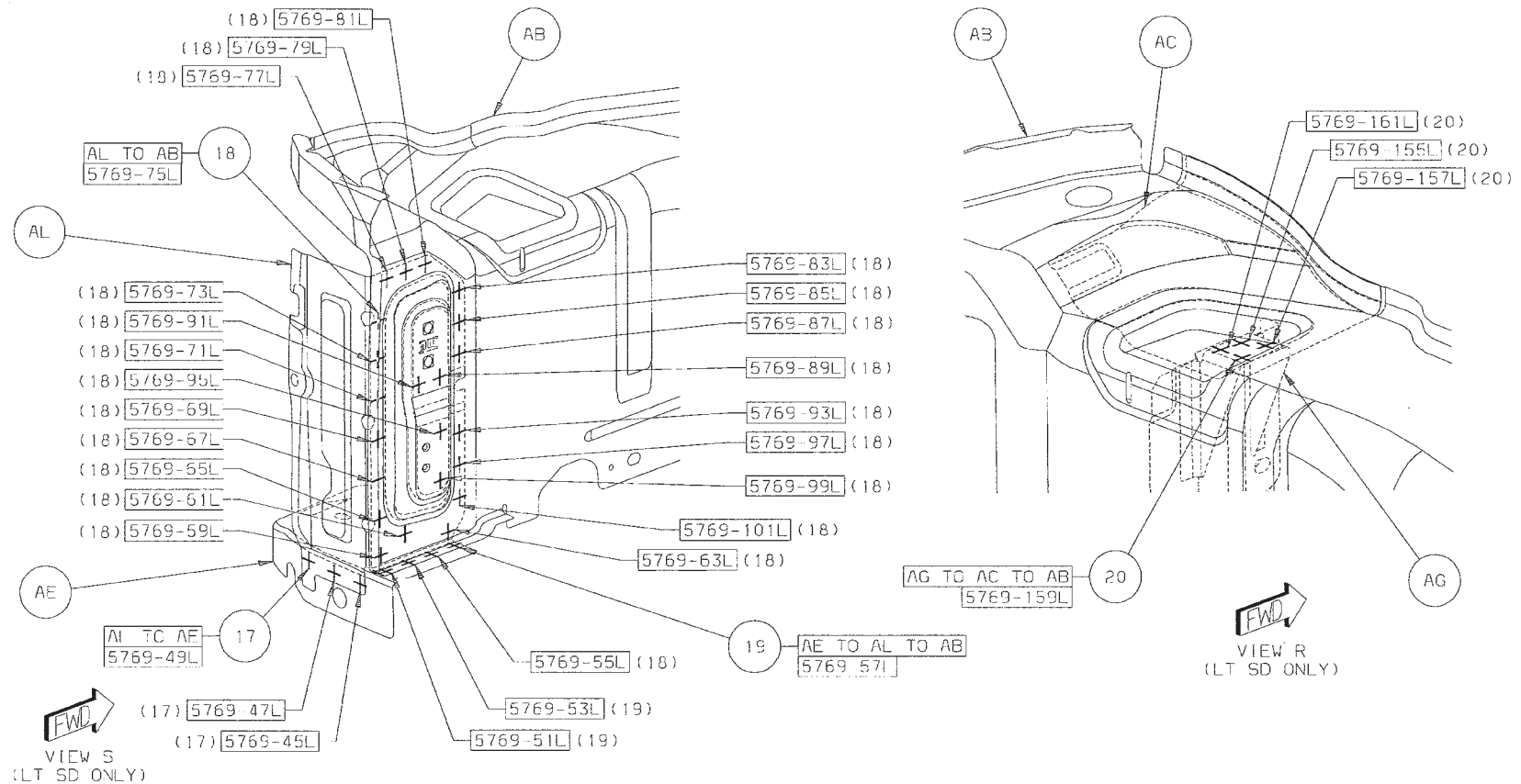
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- 13 AH TO AE 1R S/WELD (ORD)
- 14 AK TO AE 4R S/WELDS (ORD)
- 15 AJ TO AH TO AB 4R S/WELDS (ORD)
- 16 AK TO AH TO AB 6R S/WELDS (ORD)



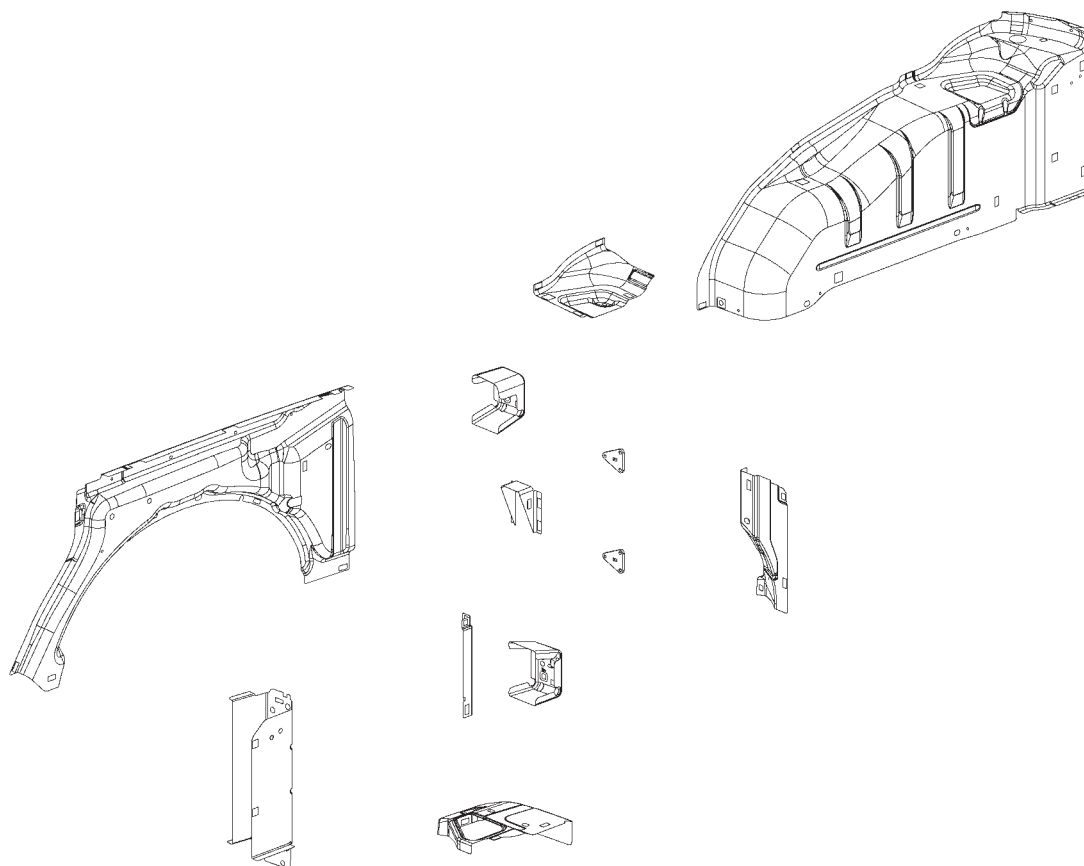
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- 17 AL TO AE 3L S/WELDS (ORD)
- 18 AL TO AB 23L S/WELDS (ORD)
- 19 AE TO AL TO AB 3L S/WELDS (ORD)
- 20 AG TO AC TO AB 4L S/WELDS (ORD)



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JEEP WRANGLER BODY SIDE APERTURE OUTER (JK72) SECTION



AA PANEL – BODY SIDE APERTURE RR RT –

AA PANEL – BODY SIDE APERTURE RR LT –

AB PANEL – RR CORNER RT –

AB PANEL – RR CORNER LT –

AC PANEL – BODY SIDE APERTURE FRT RT –

AC PANEL – BODY SIDE APERTURE FRT LT –

AD REINF – BODY SIDE APERTURE EXTENSION RT –

AD REINF – BODY SIDE APERTURE EXTENSION LT –

AE REINF – A-PILLAR RT –

AE REINF – A-PILLAR LT –

AF REINF – INR BODY SILL RT –

AF REINF – INR BODY SILL LT –

AG REINF – FRT DOOR HINGE UPR RT –

AG REINF – FRT DOOR HINGE UPR LT –

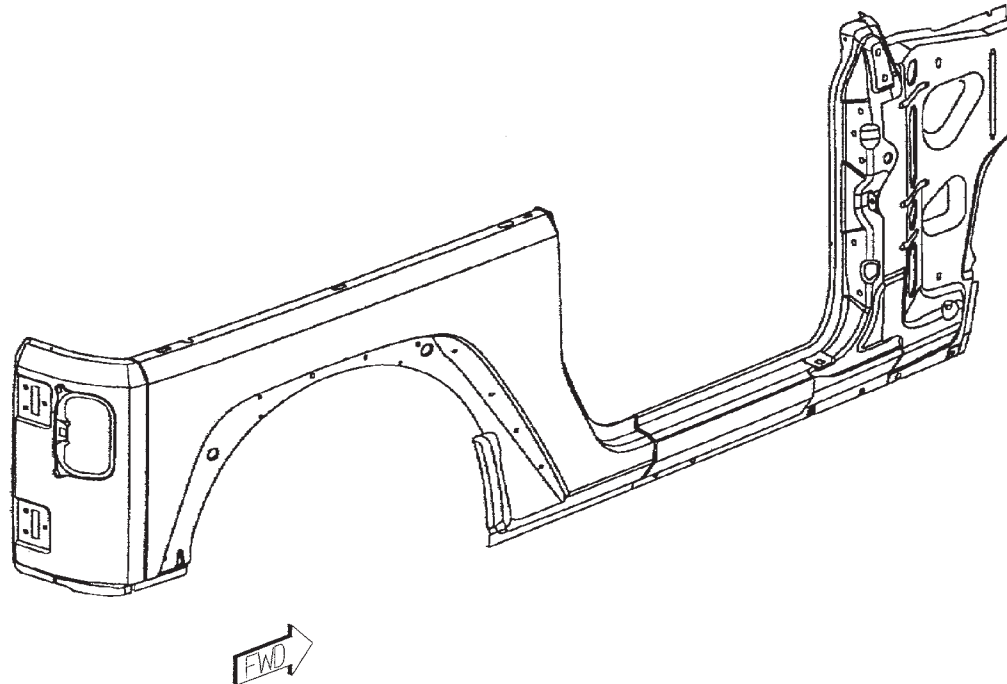
AH REINF – FRT DOOR HING LWR RT –

AH REINF – FRT DOOR HING LWR LT –

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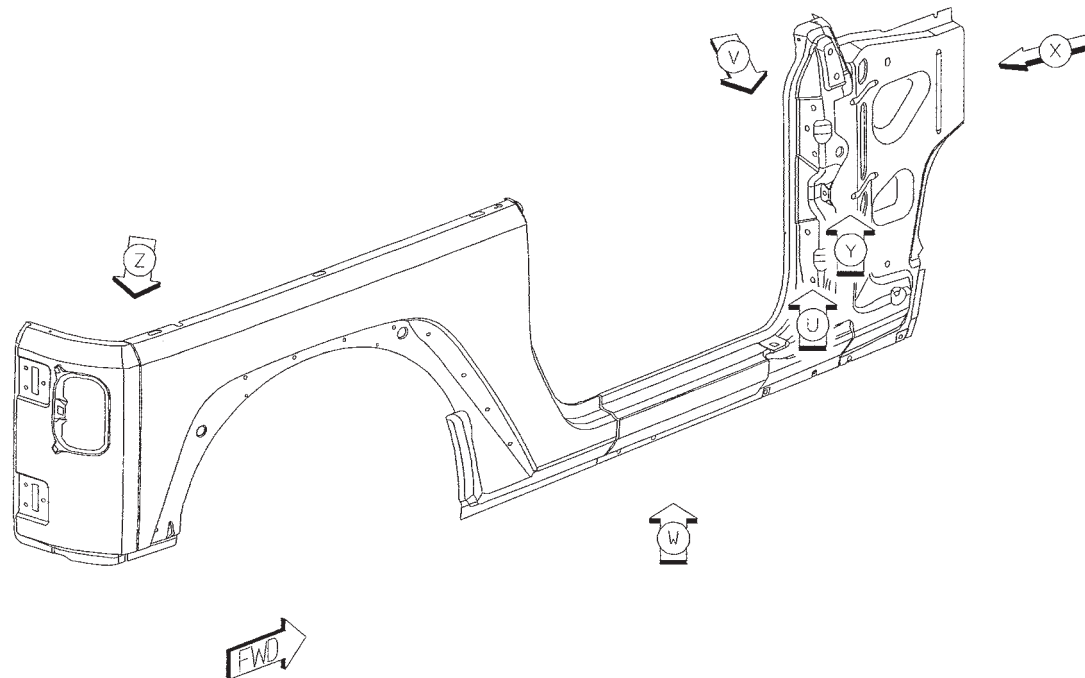
PARTS IDENTIFICATION LEGEND, OVERVIEW 27

AA	PANEL – BODY SIDE APERTURE RR RT –	AE	REINF – A-PILLAR RT –
AA	PANEL – BODY SIDE APERTURE RR LT –	AE	REINF – A-PILLAR LT –
AB	PANEL – RR CORNER RT –	AF	REINF – INR BODY SILL RT –
AB	PANEL – RR CORNER LT –	AF	REINF – INR BODY SILL LT –
AC	PANEL – BODY SIDE APERTURE FRT RT –	AG	REINF – FRT DOOR HINGE UPR RT –
AC	PANEL – BODY SIDE APERTURE FRT LT –	AG	REINF – FRT DOOR HINGE UPR LT –
AD	REINF – BODY SIDE APERTURE EXTENSION RT –	AH	REINF – FRT DOOR HING LWR RT –
AD	REINF – BODY SIDE APERTURE EXTENSION LT –	AH	REINF – FRT DOOR HING LWR LT –



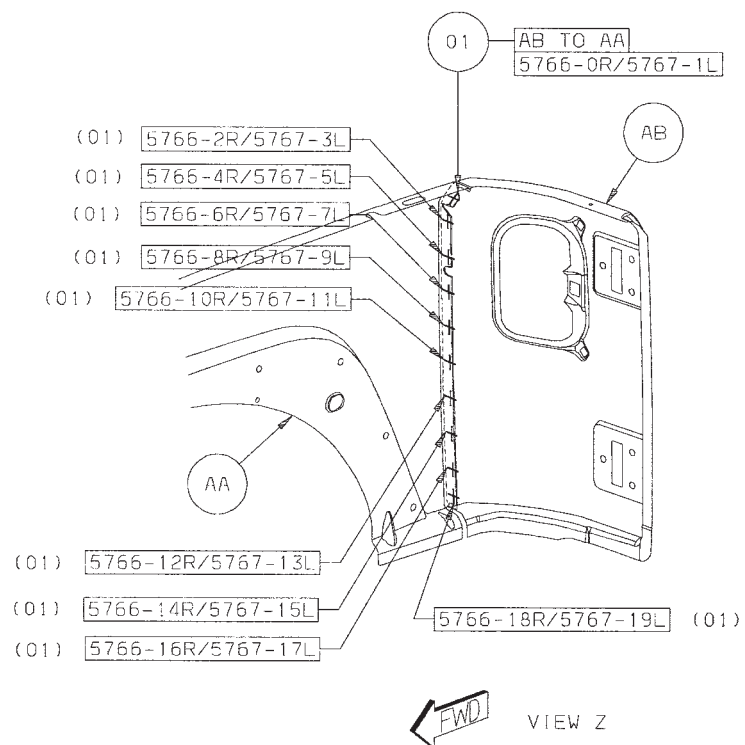
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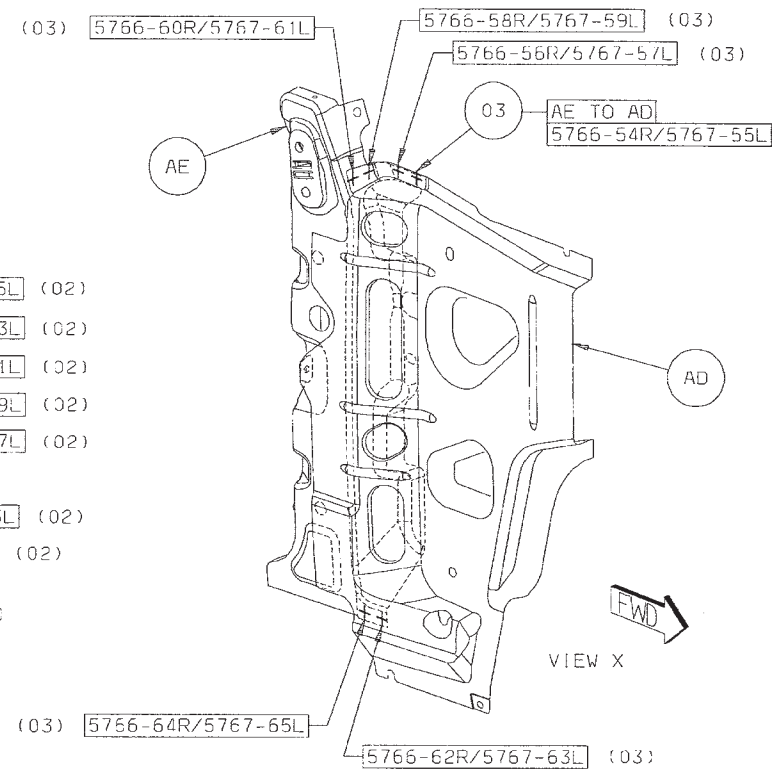
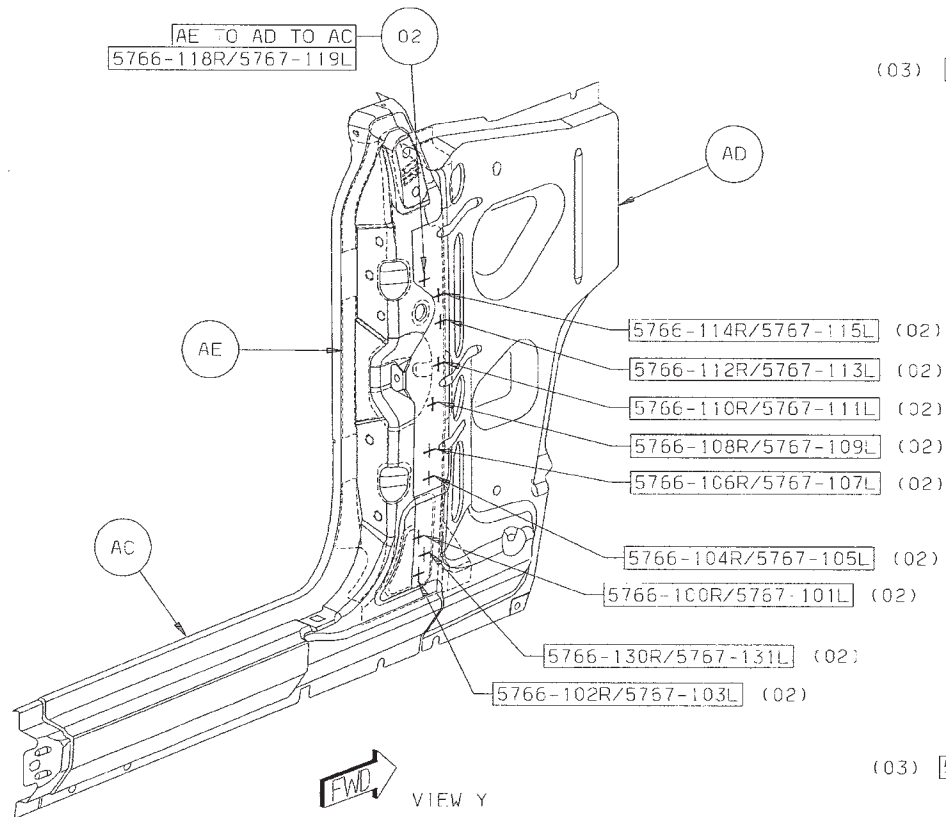
01 AB TO AA 10/SD S/WELDS (ORD)



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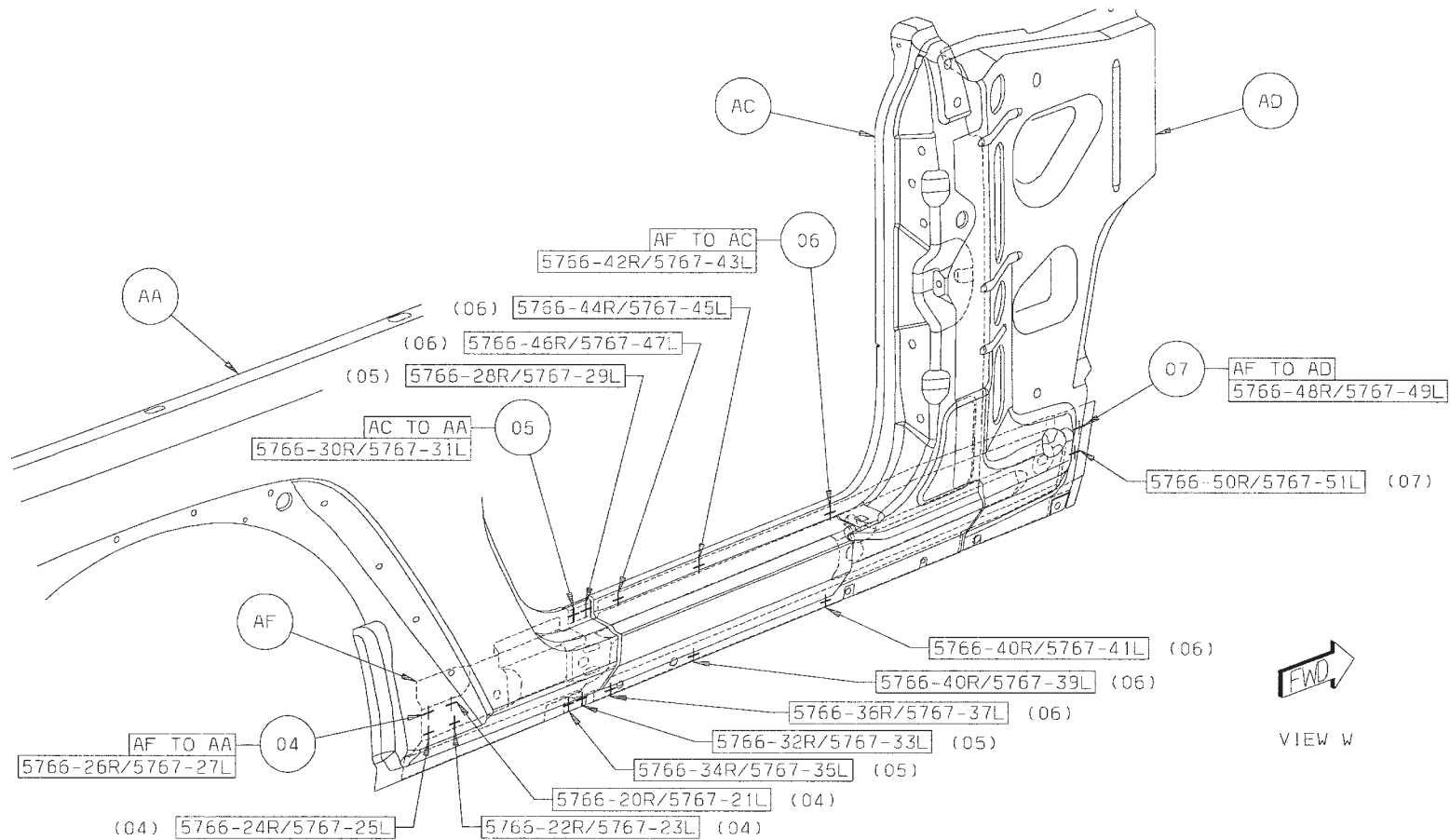
02 AE TO AD TO AC 10/SD S/WELDS (ORD)

03 AE TO AD 6/SD S/WELDS (ORD)



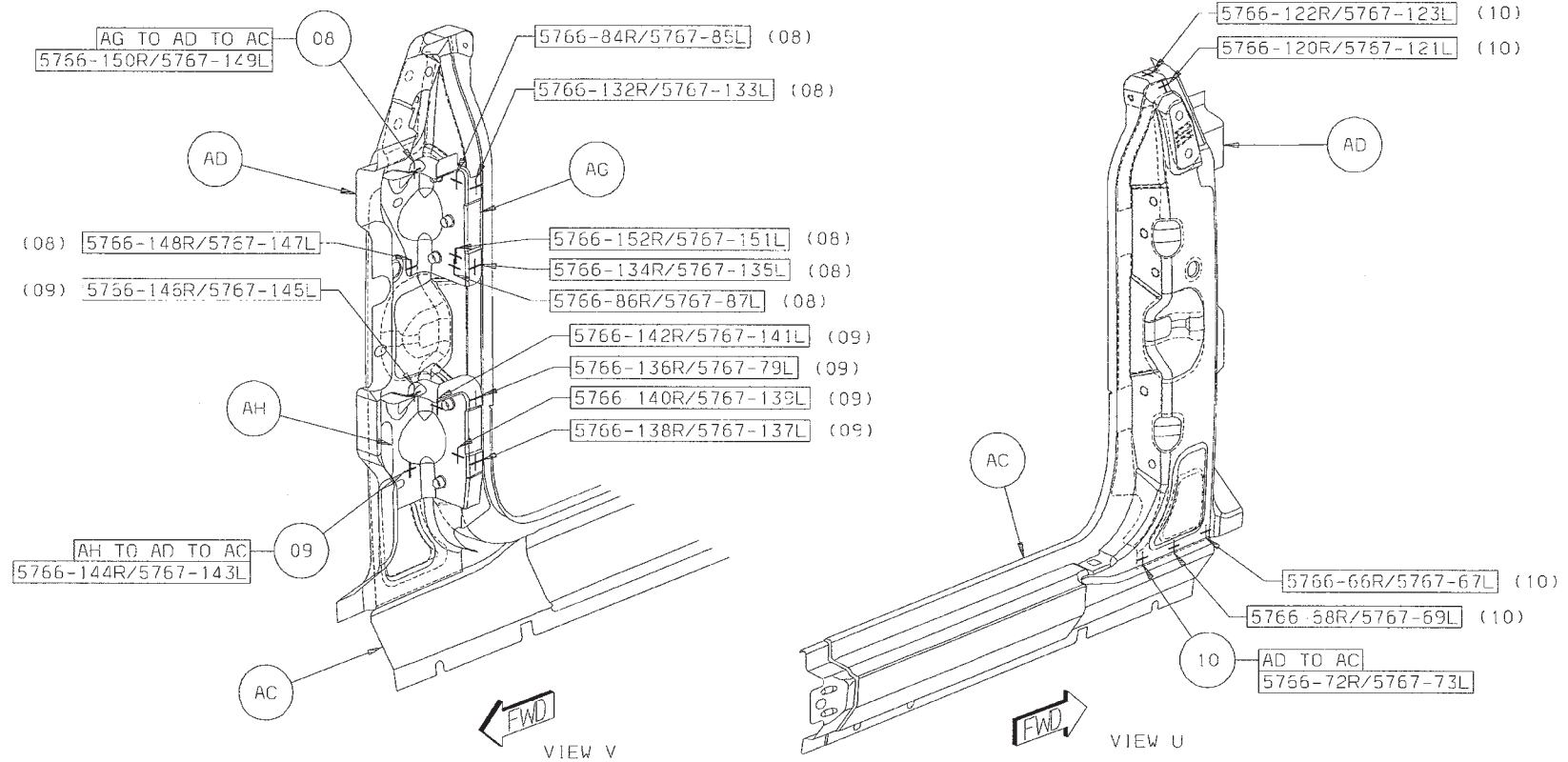
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- 04 AF TO AA 4/SD S/WELDS (ORD)
- 05 AC TO AA 4/SD S/WELDS (ORD)
- 06 AF TO AC 2/SD S/WELDS (ORD)
- 07 AF TO AD 2/SD S/WELDS (ORD)



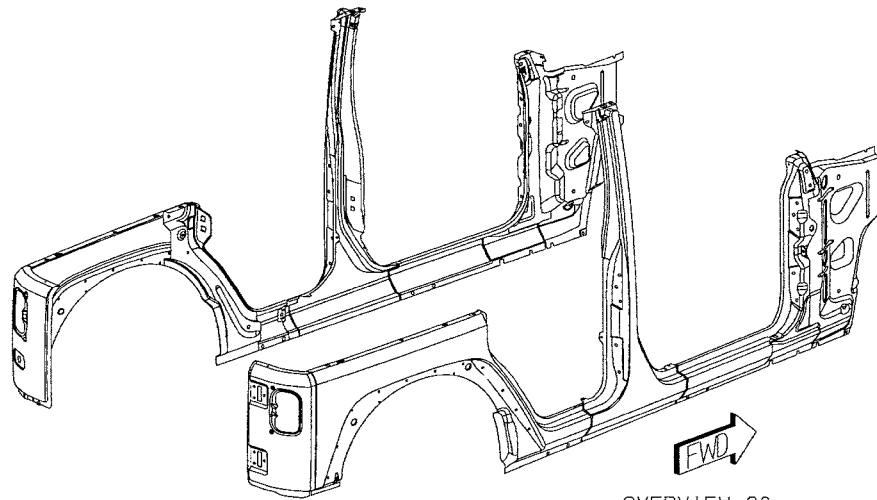
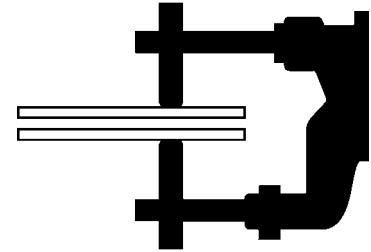
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- 08 AG TO AD TO AC 7/SD S/WELDS (ORD)
 09 AH TO AD TO AC 6/SD S/WELDS (ORD)
 10 AD TO AC 5/SD S/WELDS (ORD)

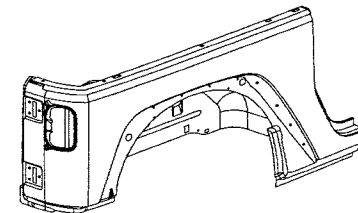


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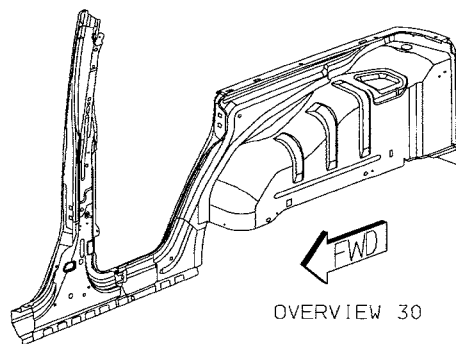
WELD LOCATION OVERVIEW ZONES



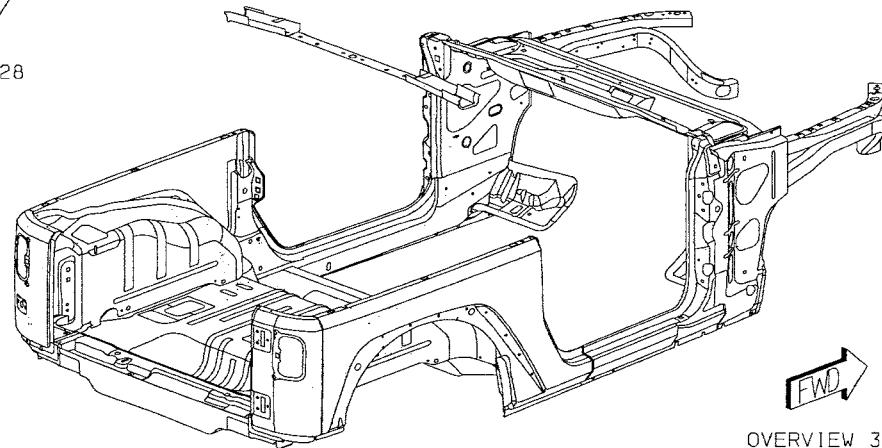
OVERVIEW 28



OVERVIEW 29



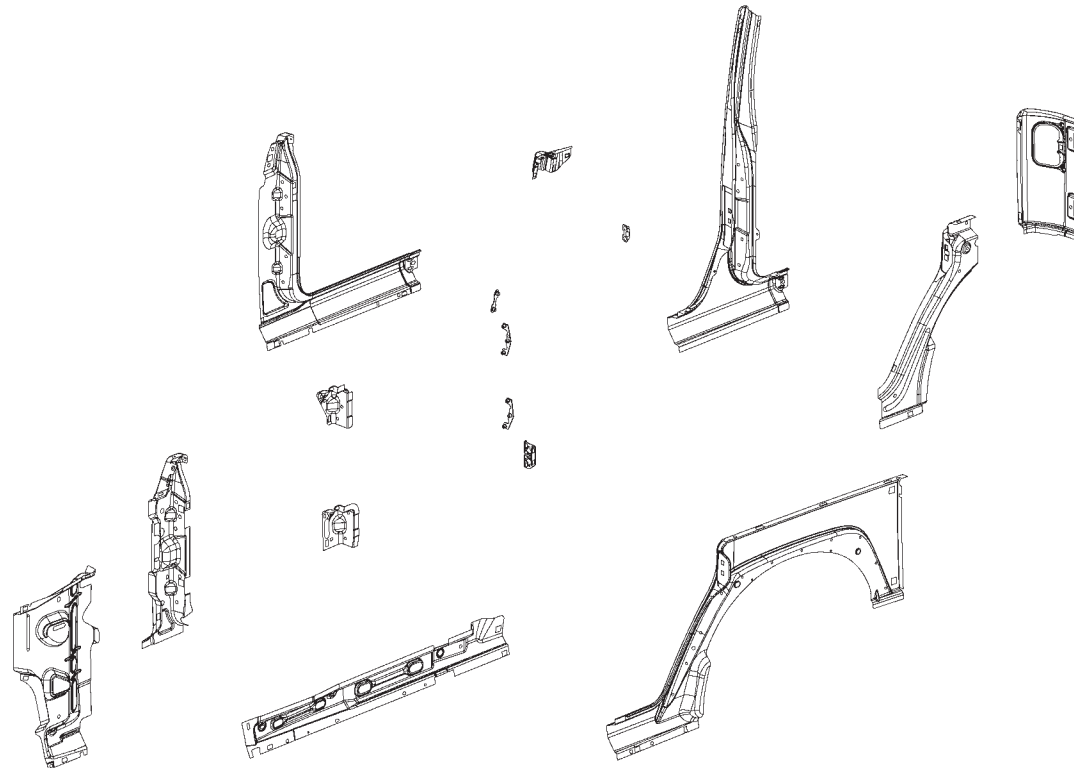
OVERVIEW 30



OVERVIEW 31

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JEEP WRANGLER BODY SIDE APERTURE OUTER (JK74) SECTION



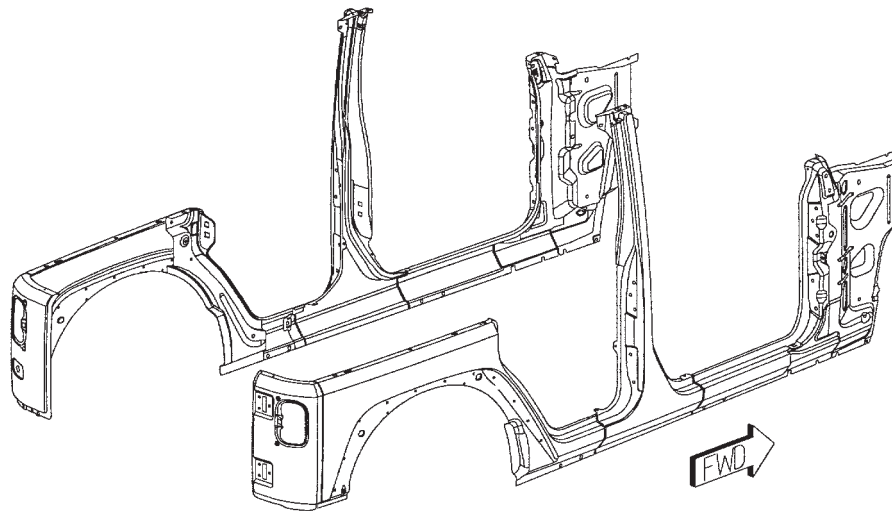
AA PANEL – BODY SIDE APERTURE FRT RT –
 AA PANEL – BODY SIDE APERTURE FRT LT –
 AB REINF – A-PILLAR RT –
 AB REINF – A-PILLAR LT –
 AC REINF – FRT DOOR HINGE UPR RT –
 AC REINF – FRT DOOR HINGE UPR LT –
 AD REINF – FRT DOOR HINGE LWR RT –
 AD REINF – FRT DOOR HINGE LWR LT –
 AE REINF – BODY SIDE APERTURE EXTENSION RT –
 AE REINF – BODY SIDE APERTURE EXTENSION LT –
 AF REINF – INR BODY SILL RT –
 AF REINF – INR BODY SILL LT –

AG PANEL – B-PILLAR OTR RT –
 AG PANEL – B-PILLAR OTR LT –
 AH PANEL – BODY SIDE APERTURE RR RT –
 AH PANEL – BODY SIDE APERTURE RR LT –
 AJ BRACKET – B-PILLAR UPR RT –
 AJ BRACKET – B-PILLAR UPR LT –
 AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT – HARD
 TOP TO BODY SIDE
 AL REINF – DOGLEG QTR INR RT –
 AL REINF – DOGLEG QTR INR LT –
 AM PANEL – RR CORNER RT –
 AM REINF – RR CORNER LT –

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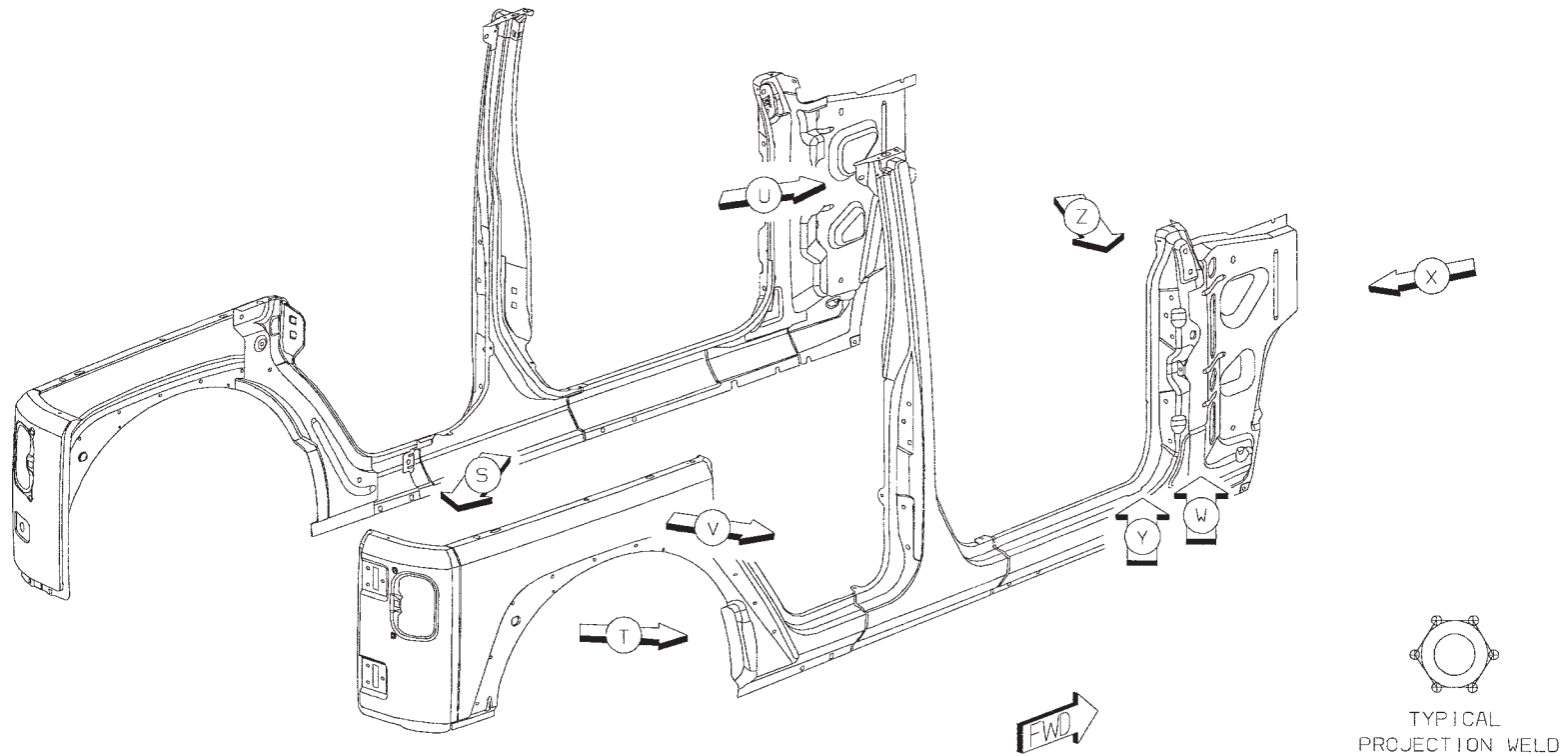
PARTS IDENTIFICATION LEGEND, OVERVIEW 28

AA PANEL – BODY SIDE APERTURE FRT RT –	AG PANEL – B-PILLAR OTR RT –
AA PANEL – BODY SIDE APERTURE FRT LT –	AG PANEL – B-PILLAR OTR LT –
AB REINF – A-PILLAR RT –	AH PANEL – BODY SIDE APERTURE RR RT –
AB REINF – A-PILLAR LT –	AH PANEL – BODY SIDE APERTURE RR LT –
AC REINF – FRT DOOR HINGE UPR RT –	AJ BRACKET – B-PILLAR UPR RT –
AC REINF – FRT DOOR HINGE UPR LT –	AJ BRACKET – B-PILLAR UPR LT –
AD REINF – FRT DOOR HINGE LWR RT –	AK NUT/WELD.HEX – NIBS.NO.FIN.PILOT.PT – HARD TOP TO BODY SIDE
AD REINF – FRT DOOR HINGE LWR LT –	AL REINF – DOGLEG QTR INR RT –
AE REINF – BODY SIDE APERTURE EXTENSION RT –	AL REINF – DOGLEG QTR INR LT –
AE REINF – BODY SIDE APERTURE EXTENSION LT –	AM PANEL – RR CORNER RT –
AF REINF – INR BODY SILL RT –	AM REINF – RR CORNER LT –
AF REINF – INR BODY SILL LT –	



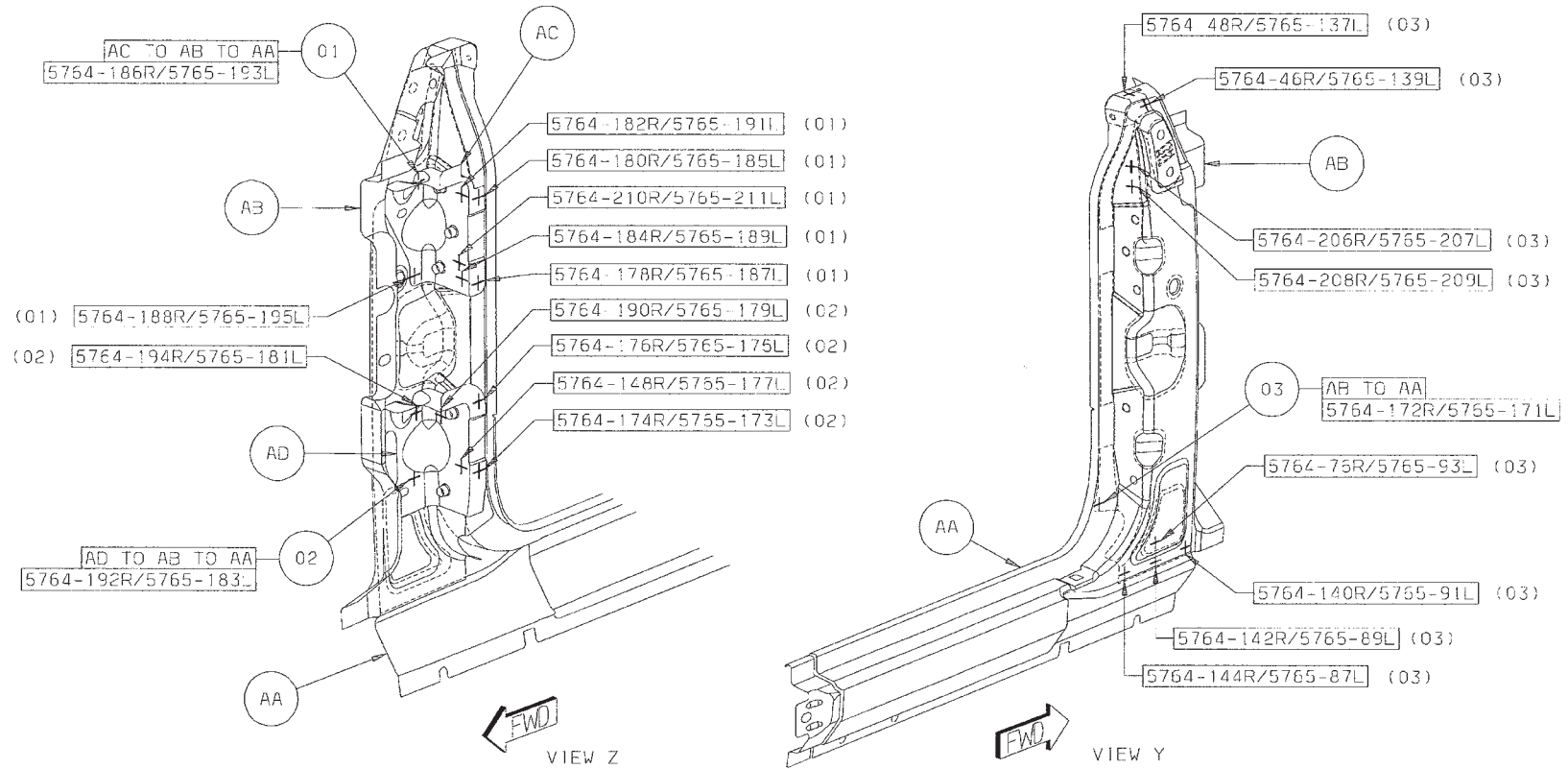
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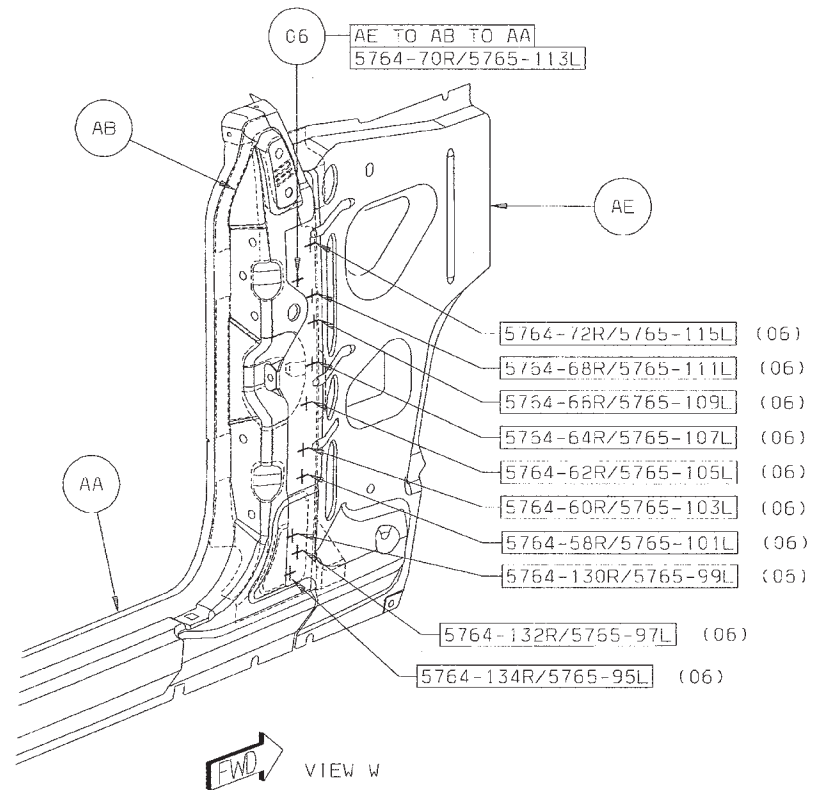
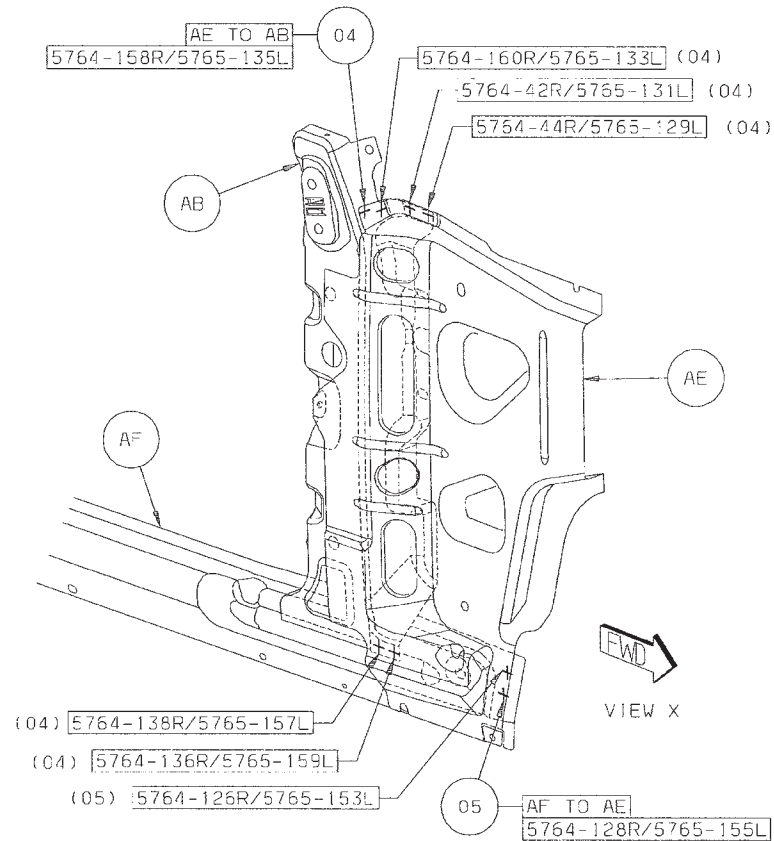
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- 01 AC TO AB TO AA 7/SD S/WELDS (ORD)
- 02 AD TO AB TO AA 6/SD S/WELDS (ORD)
- 03 AB TO AA 9/SD S/WELDS (ORD)



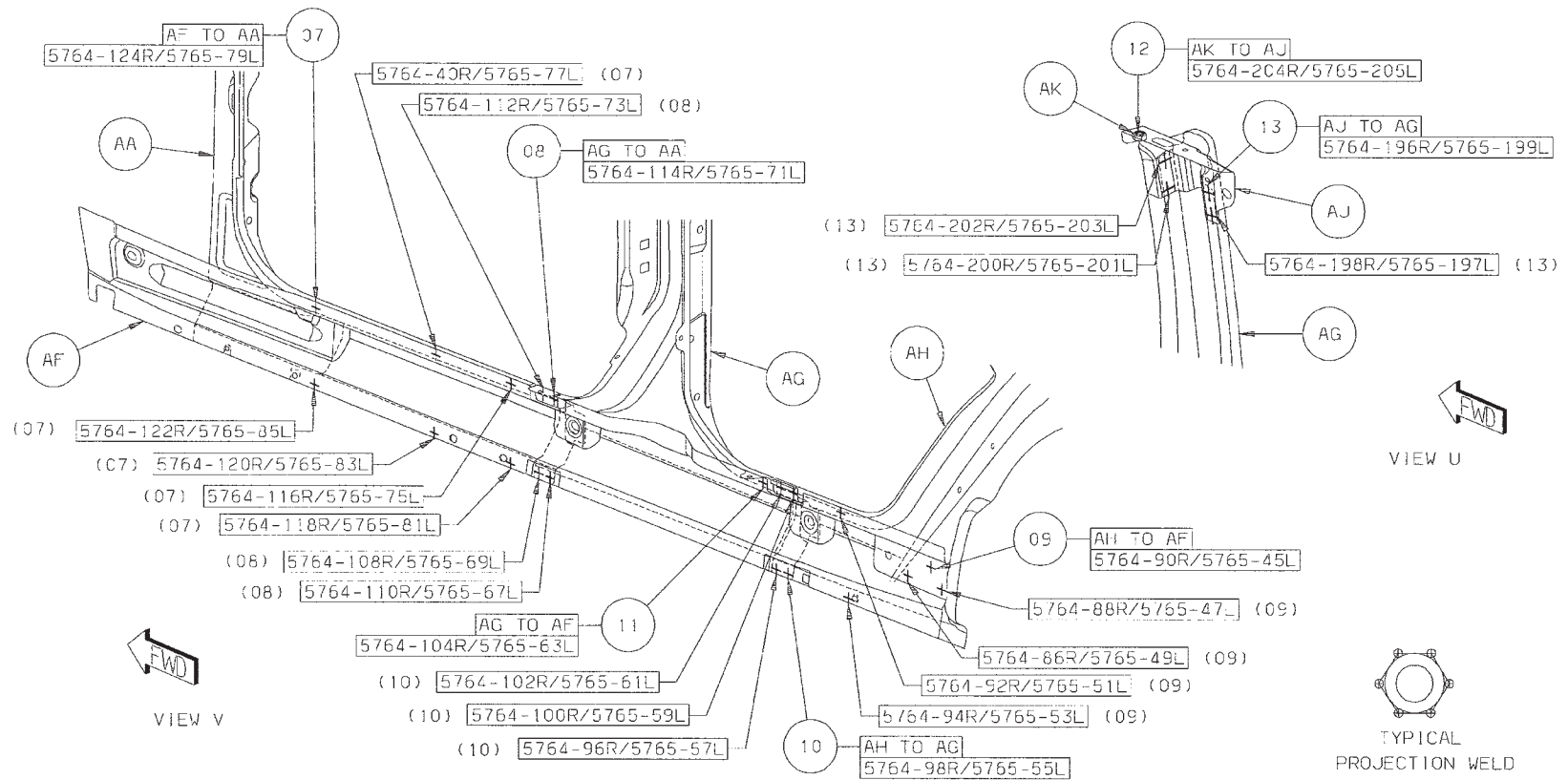
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- 04 AE TO AB 6/SD SWELDS (ORD)
 05 AF TO AE 2/SD S/WELDS (ORD)
 06 AE TO AB TO AA 11/SD S/WELDS (ORD)



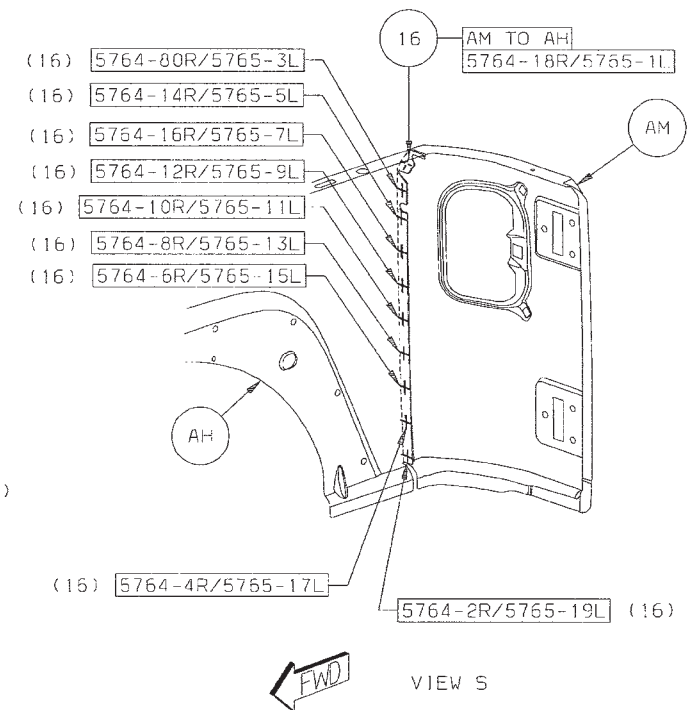
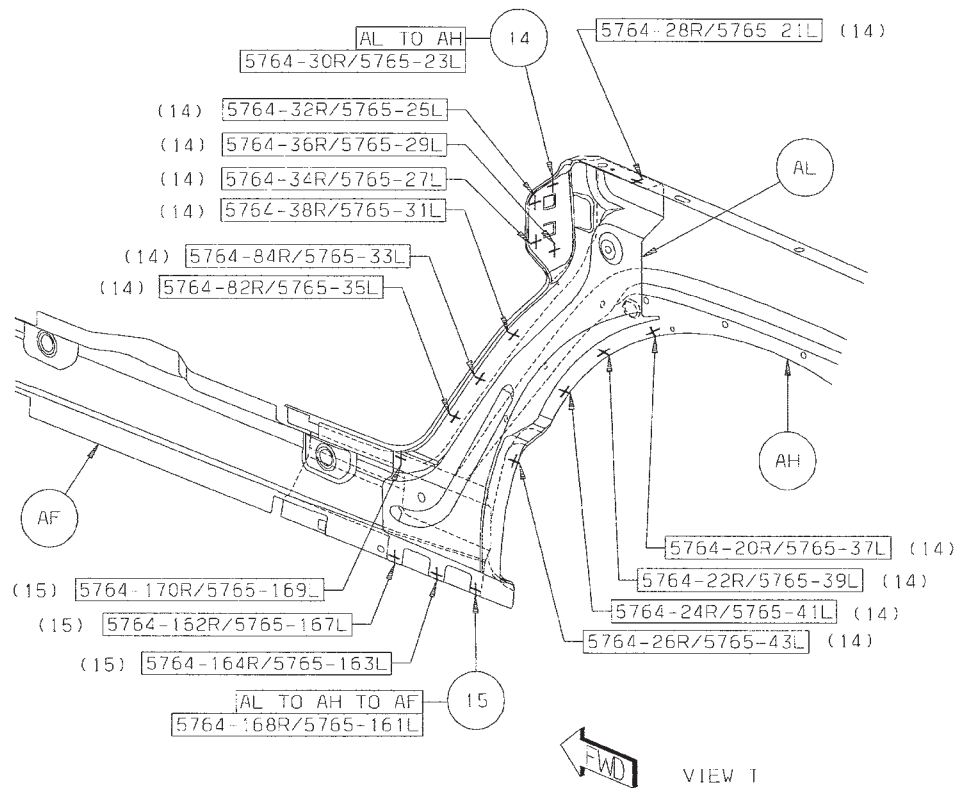
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- 07 AF TO AA 6/SD S/WELDS (ORD)
- 08 AG TO AA 4/SD S/WELDS (ORD)
- 09 AH TO AF 5/SD S/WELDS (ORD)
- 10 AH TO AG 4/SD S/WELDS (ORD)
- 11 AG TO AF 1/SD S/WELD (ORD)
- 12 AK TO AJ 1/SD PROJ WELD (ORD)



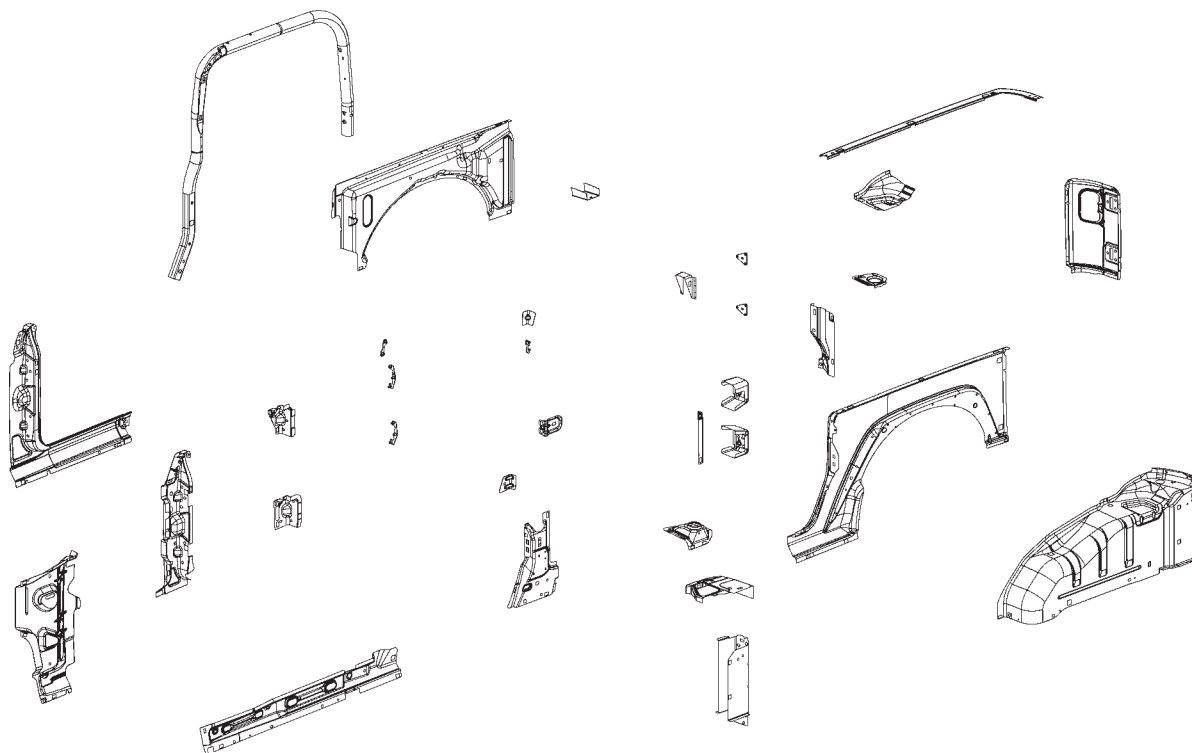
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- 13 AJ TO AG 4/SD S/WELDS (ORD)
- 14 AL TO AH 12/SD S/WELDS (ORD)
- 15 AL TO AH TO AF 4/SD S/WELDS (ORD)
- 16 AM TO AH 10/SD S/WELDS (ORD)



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JEEP WRANGLER BODY SIDE APERTURE COMPLETE (JK72) SECTION



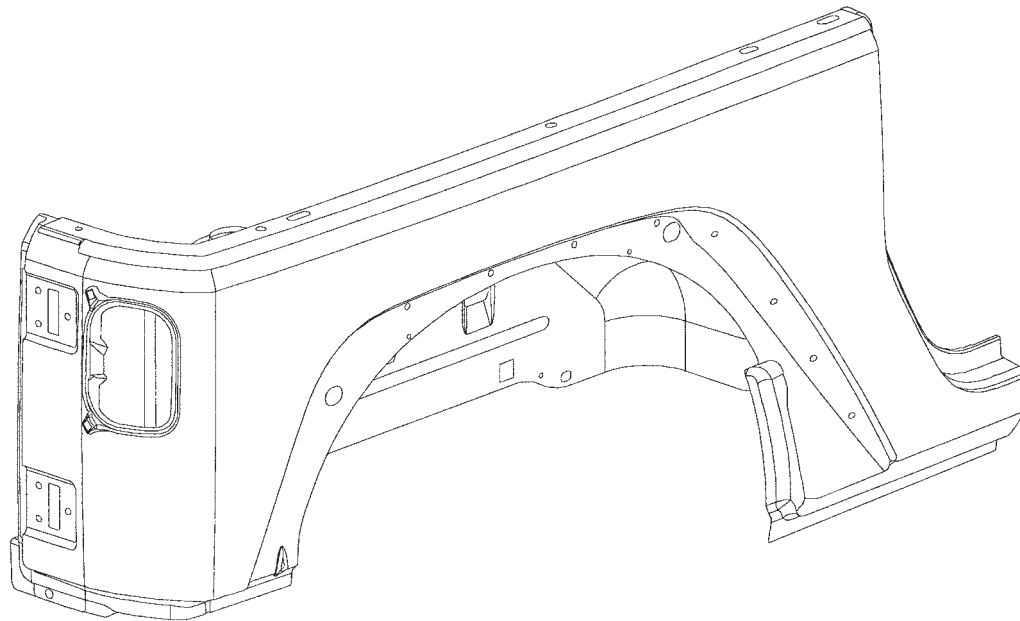
AA RETAINER – BELT RAIL –
 AB PANEL – RR WHEELHOUSE INR RT –
 AB PANEL – RR WHEELHOUSE INR LT –
 AC REINF – SWING GATE HINGE –
 AD PANEL – RR CORNER RT –
 AD PANEL – RR CORNER LT –
 AE PANEL – CLOSE-OUT LWR RR RT –
 AE PANEL – CLOSE-OUT LWR RR LT –
 AF PANEL – BODY SIDE APERTURE RR RT –
 AF PANEL – BODY SIDE APERTURE RR LT –
 AG PANEL – QTR INR RT –
 AG PANEL – QTR INR RT –

AJ REINF – WHEELHOUSE INR RT –
 AJ REINF – WHEELHOUSE INR LT –
 AK REINF – C-PILLAR RT –
 AK REINF – C-PILLAR LT –
 AL BRACKET – WHEELHOUSE RR –
 AM REINF – B-PILLAR RT –
 AM REINF – B-PILLAR LT –
 AN BRACKET – SUPPORT LWR RT –
 AN BRACKET – SUPPORT LWR LT –
 AP BRACKET – SUPPORT –
 AR 55397232AA – BRACKET SUPPORT –

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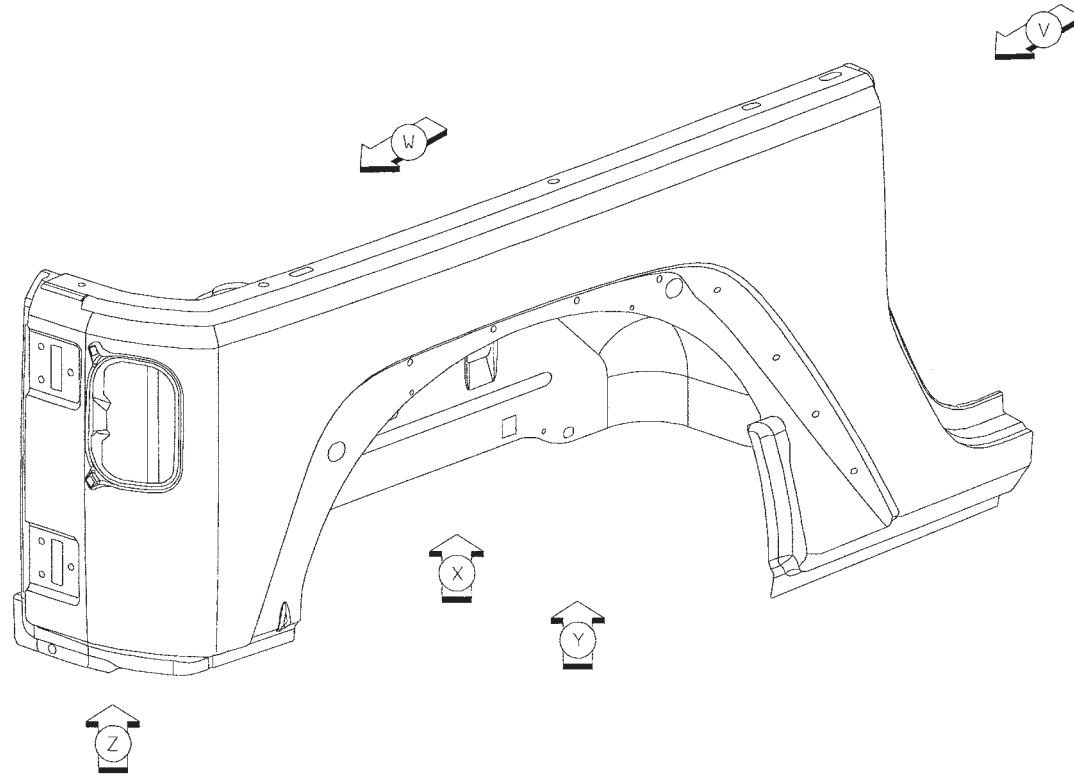
PARTS IDENTIFICATION LEGEND, OVERVIEW 29

AA	RETAINER – BELT RAIL –	AJ	REINF – WHEELHOUSE INR RT –
AB	PANEL – RR WHEELHOUSE INR RT –	AJ	REINF – WHEELHOUSE INR LT –
AB	PANEL – RR WHEELHOUSE INR LT –	AK	REINF – C-PILLAR RT –
AC	REINF – SWING GATE HINGE –	AK	REINF – C-PILLAR LT –
AD	PANEL – RR CORNER RT –	AL	BRACKET – WHEELHOUSE RR –
AD	PANEL – RR CORNER LT –	AM	REINF – B-PILLAR RT –
AE	PANEL – CLOSE-OUT LWR RR RT –	AM	REINF – B-PILLAR LT –
AE	PANEL – CLOSE-OUT LWR RR LT –	AN	BRACKET – SUPPORT LWR RT –
AF	PANEL – BODY SIDE APERTURE RR RT –	AN	BRACKET – SUPPORT LWR LT –
AF	PANEL – BODY SIDE APERTURE RR LT –	AP	BRACKET – SUPPORT –
AG	PANEL – QTR INR RT –	AR	55397232AA – BRACKET SUPPORT –
AG	PANEL – QTR INR LT –		



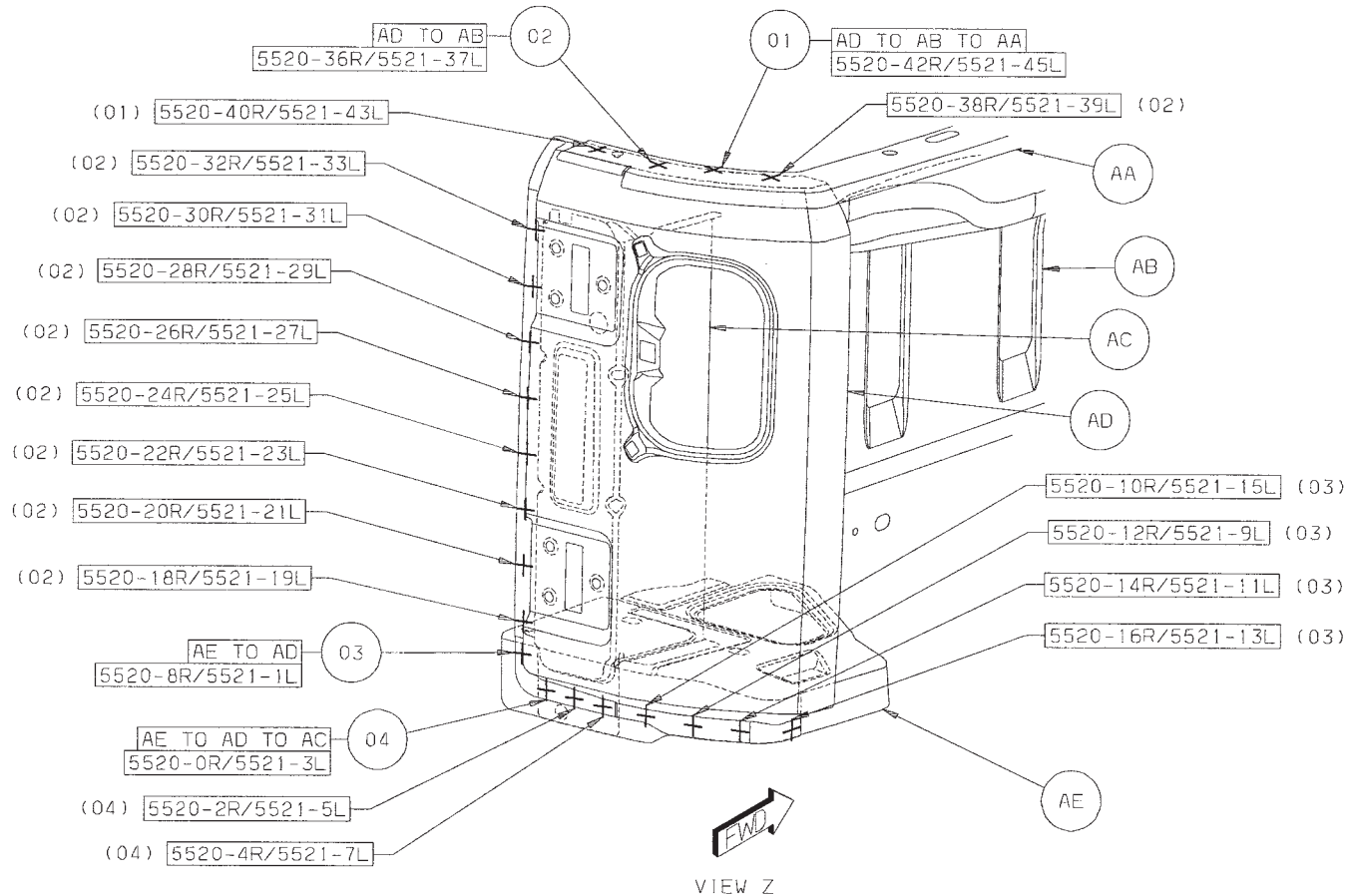
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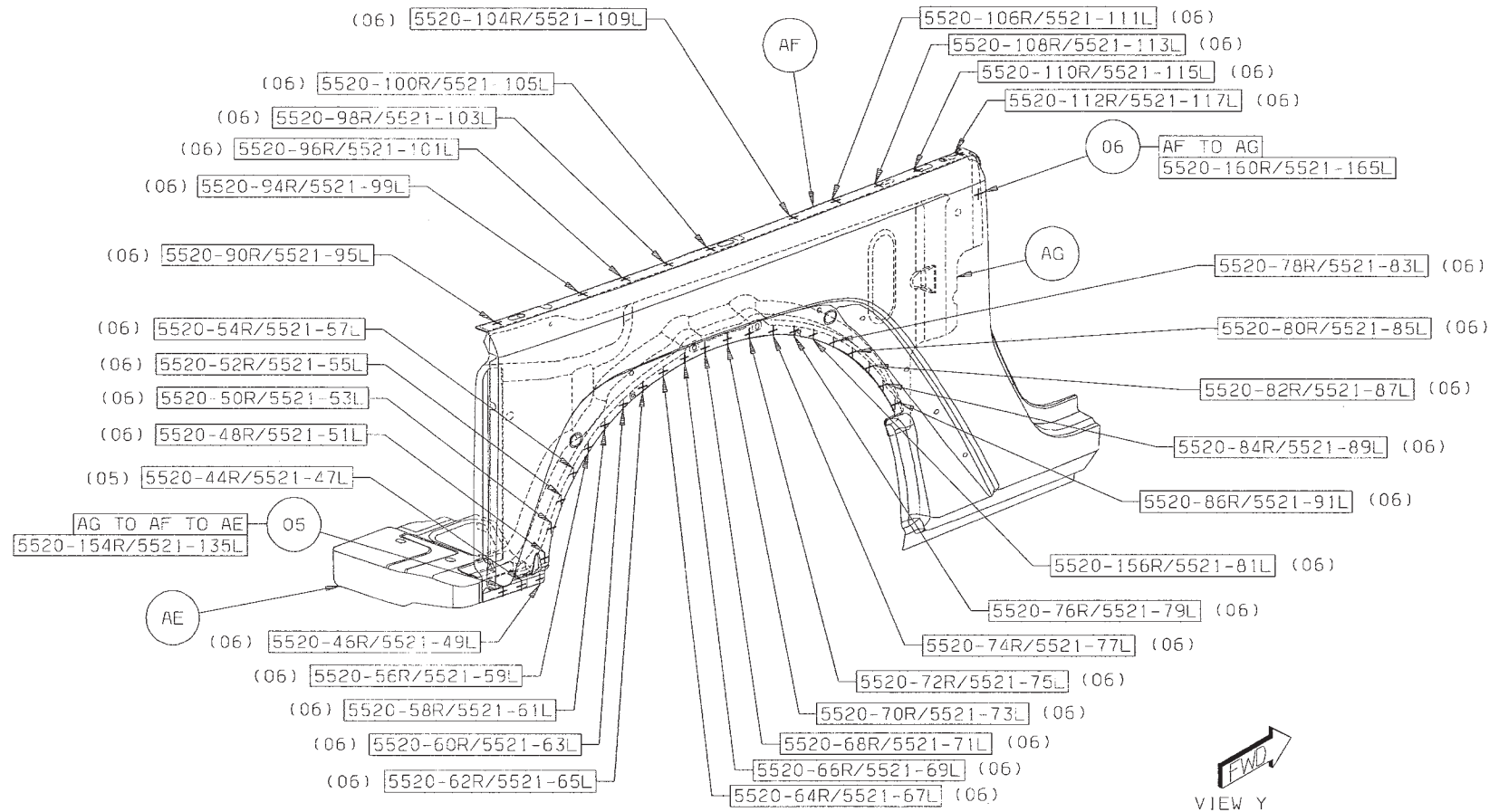
- 01 AD TO AB TO AA 2/SD S/WELDS (ORD)
- 02 AD TO AB 10/SD S/WELDS (ORD)
- 03 AE TO AD 5/SD S/WELDS (ORD)
- 04 AE TO AD TO AC 3/SD S/WELDS (ORD)



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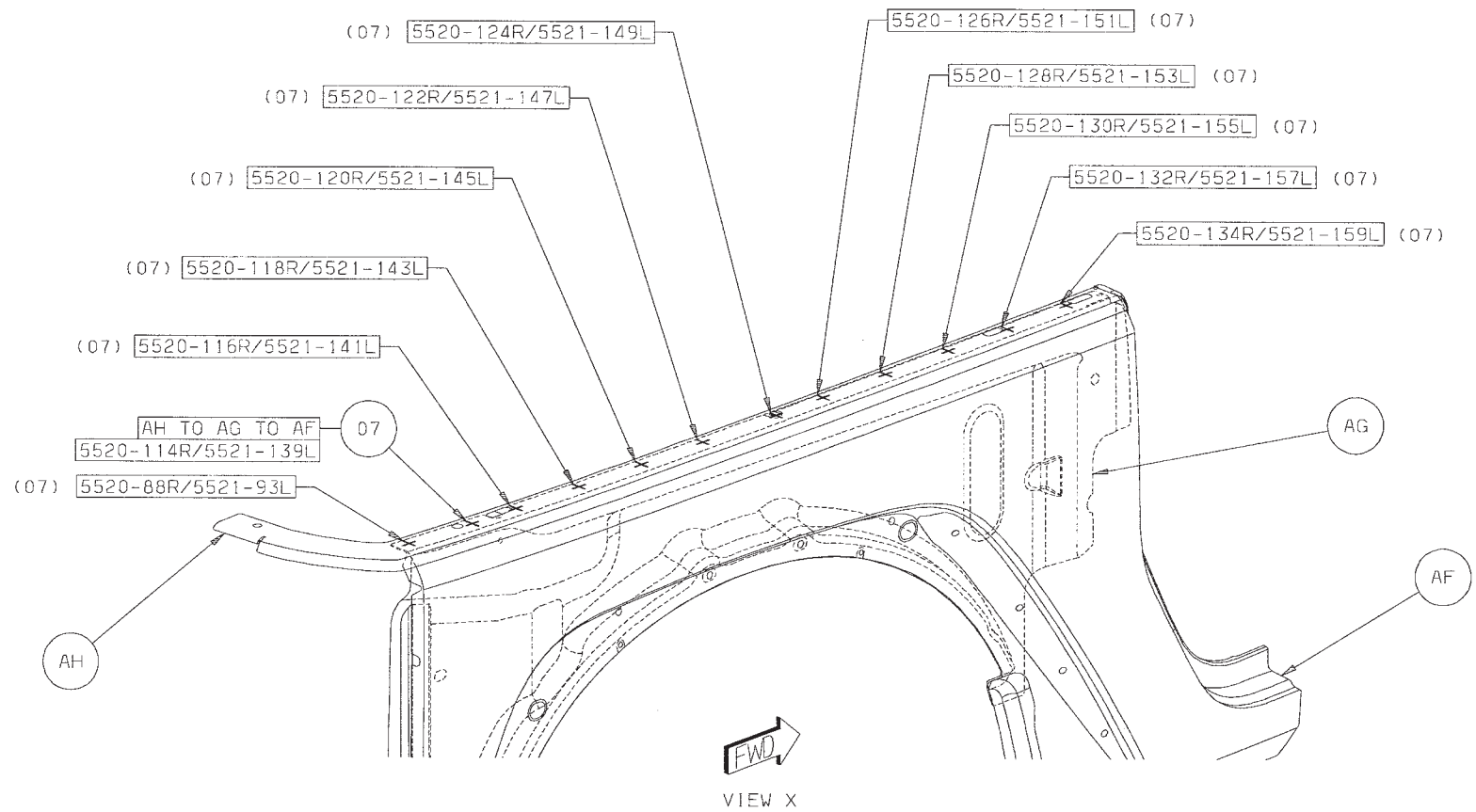
05 AG TO AF TO AE 2/SD S/WELDS (ORD)

06 AF TO AG 33/SD S/WELDS (ORD)



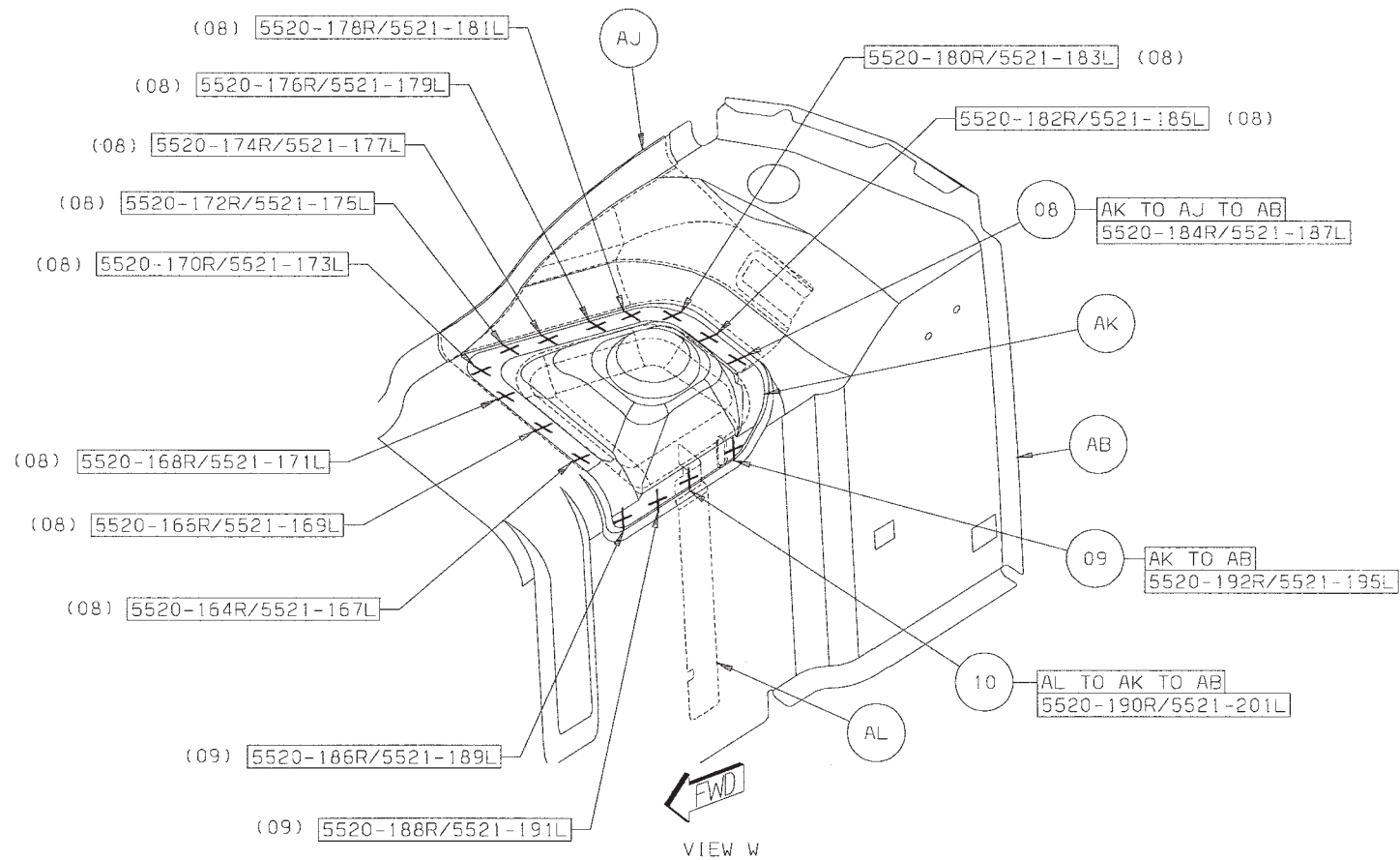
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07 AH TO AG TO AF 12/SD S/WELDS (ORD)



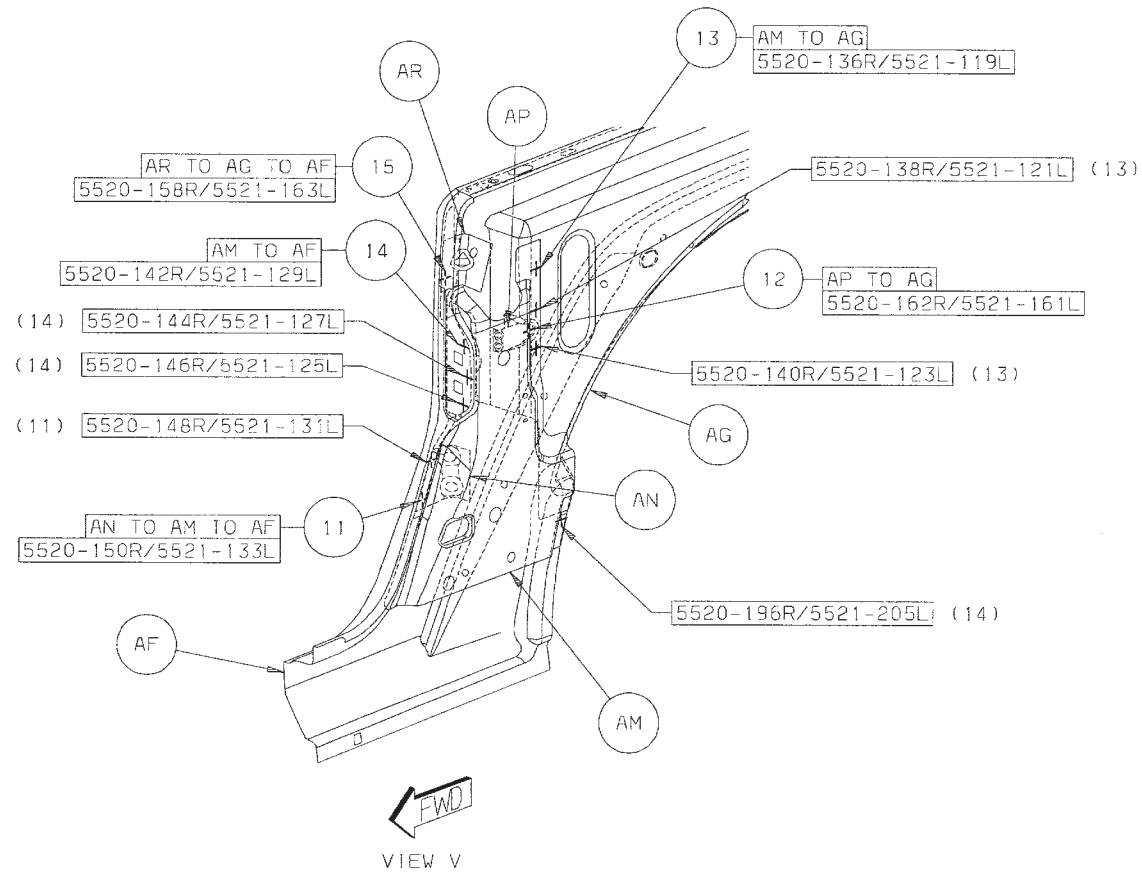
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- 08 AK TO AJ TO AB 11/SD S/WELDS (ORD)
- 09 AK TO AB 3/SD S/WELDS (ORD)
- 10 AL TO AK TO AB 1/SD S/WELD (ORD)



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- 11 AN TO AM TO AF 2/SD S/WELDS (ORD)
- 12 AP TP AG 1/SD S/WELD (ORD)
- 13 AM TO AG 3/SD S/WELDS (ORD)
- 14 AM TO AF 3/SD S/WELDS (ORD)
- 15 AR TO AG TO AF 1/SD S/WELD (ORD)



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JEEP WRANGLER BODY SIDE APERTURE COMPLETE (JK74) SECTION



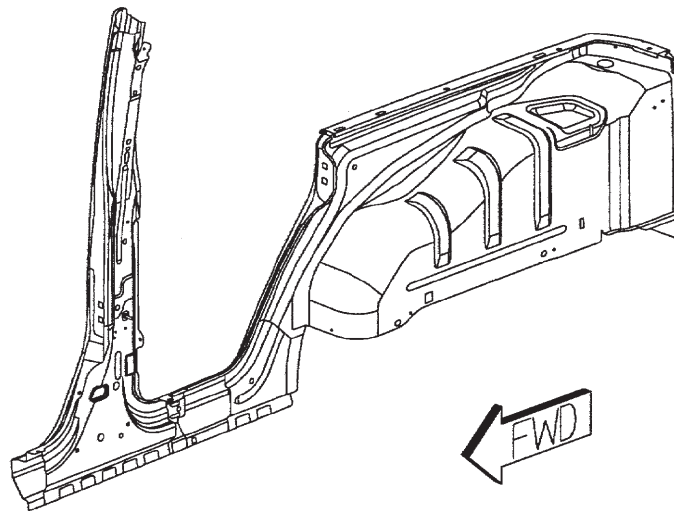
AA PANEL – RR WHEELHOUSE INR RT –
 AA PANEL – RR WHEELHOUSE INR LT –
 AB PANEL – RR CORNER RT –
 AB PANEL – RR CORNER LT –
 AC RETAINER – BELT RAIL –
 AD REINF – SWING GATE HINGE –
 AE PANEL – CLOSE-OUT LWR RR RT –
 AF REINF – SWING GATE STRIKER –
 AG PANEL – QTR INR RT –
 AG PANEL – QTR INR LT –
 AH PANEL – BODY SIDE APERTURE RR RT –
 AH PANEL – BODY SIDE APERTURE RR LT –
 AJ REINF – DOGLEG QTR INR RT –
 AJ REINF – DOGLEG QTR INR LT –
 AK REINF – WHEELHOUSE INR RT –
 AK REINF – WHEELHOUSE INR LT –

AL REINF – C-PILLAR RT –
 AL REINF – C-PILLAR LT –
 AM BRACKET – WHEELHOUSE RR –
 AN REINF – B-PILLAR RT –
 AN REINF – B-PILLAR LT –
 AP PANEL – B-PILLAR OTR RT –
 AP PANEL – B-PILLAR OTR LT –
 AR REINF – B-PILLAR RR DOOR HINGE RT –
 AR REINF – B-PILLAR RR DOOR HINGE LT –
 AS BRACKET – B-PILLAR UPR RT –
 AS BRACKET – B-PILLAR UPR LT –
 AT BRACKET – SUPPORT UPR RT –
 AT BRACKET – SUPPORT UPR LT –
 AU REINF – INR BODY SILL RT –
 AU REINF – INR BODY SILL LT –

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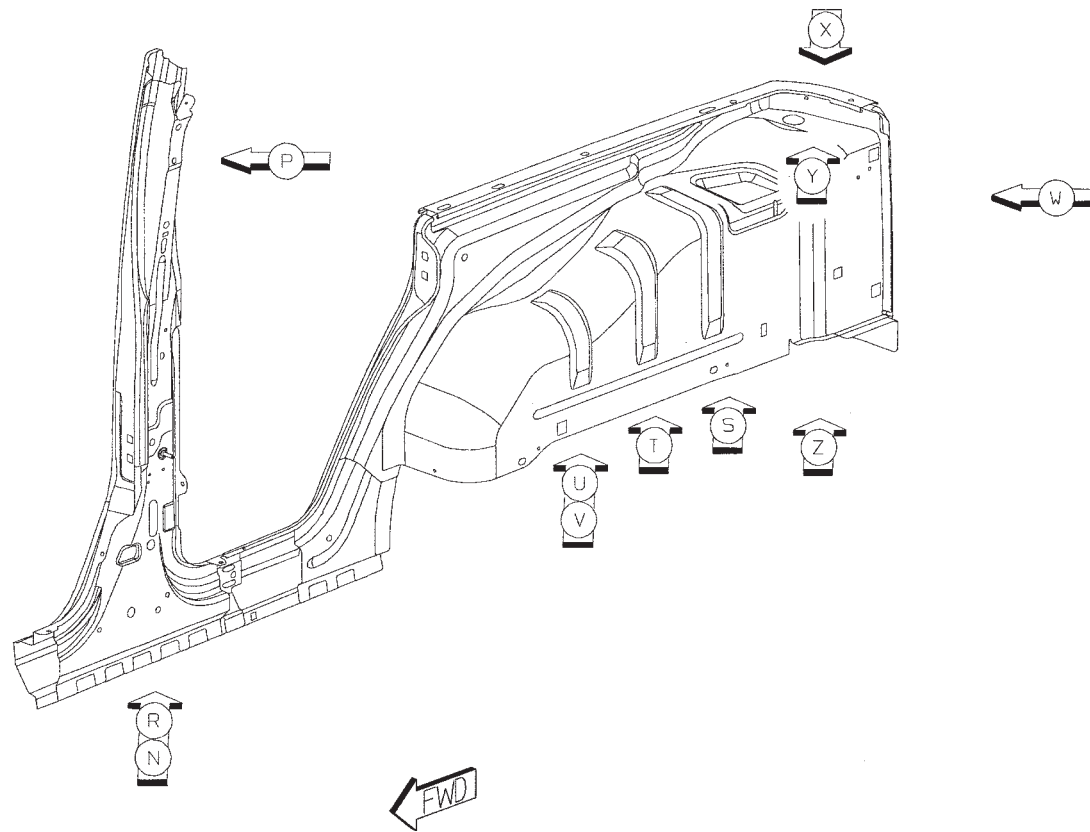
PARTS IDENTIFICATION LEGEND, OVERVIEW 30

AA	PANEL – RR WHEELHOUSE INR RT –	AL	REINF – C-PILLAR RT –
AA	PANEL – RR WHEELHOUSE INR LT –	AL	REINF – C-PILLAR LT –
AB	PANEL – RR CORNER RT –	AM	BRACKET – WHEELHOUSE RR –
AB	PANEL – RR CORNER LT –	AN	REINF – B-PILLAR RT –
AC	RETAINER – BELT RAIL –	AN	REINF – B-PILLAR LT –
AD	REINF – SWING GATE HINGE –	AP	PANEL – B-PILLAR OTR RT –
AE	PANEL – CLOSE-OUT LWR RR RT –	AP	PANEL – B-PILLAR OTR LT –
AF	REINF – SWING GATE STRIKER –	AR	REINF – B-PILLAR RR DOOR HINGE RT –
AG	PANEL – QTR INR RT –	AR	REINF – B-PILLAR RR DOOR HINGE LT –
AG	PANEL – QTR INR LT –	AS	BRACKET – B-PILLAR UPR RT –
AH	PANEL – BODY SIDE APERTURE RR RT –	AS	BRACKET – B-PILLAR UPR LT –
AH	PANEL – BODY SIDE APERTURE RR LT –	AT	BRACKET – SUPPORT UPR RT –
AJ	REINF – DOGLEG QTR INR RT –	AT	BRACKET – SUPPORT UPR LT –
AJ	REINF – DOGLEG QTR INR LT –	AU	REINF – INR BODY SILL RT –
AK	REINF – WHEELHOUSE INR RT –	AU	REINF – INR BODY SILL LT –
AK	REINF – WHEELHOUSE INR LT –		



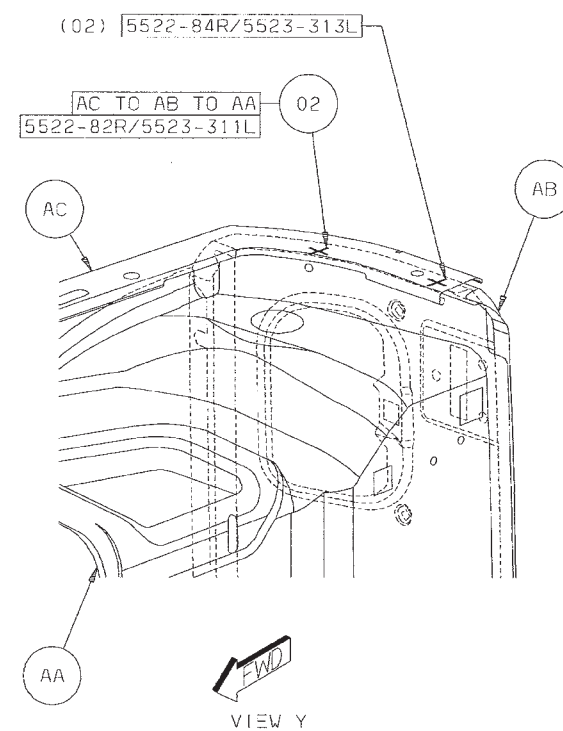
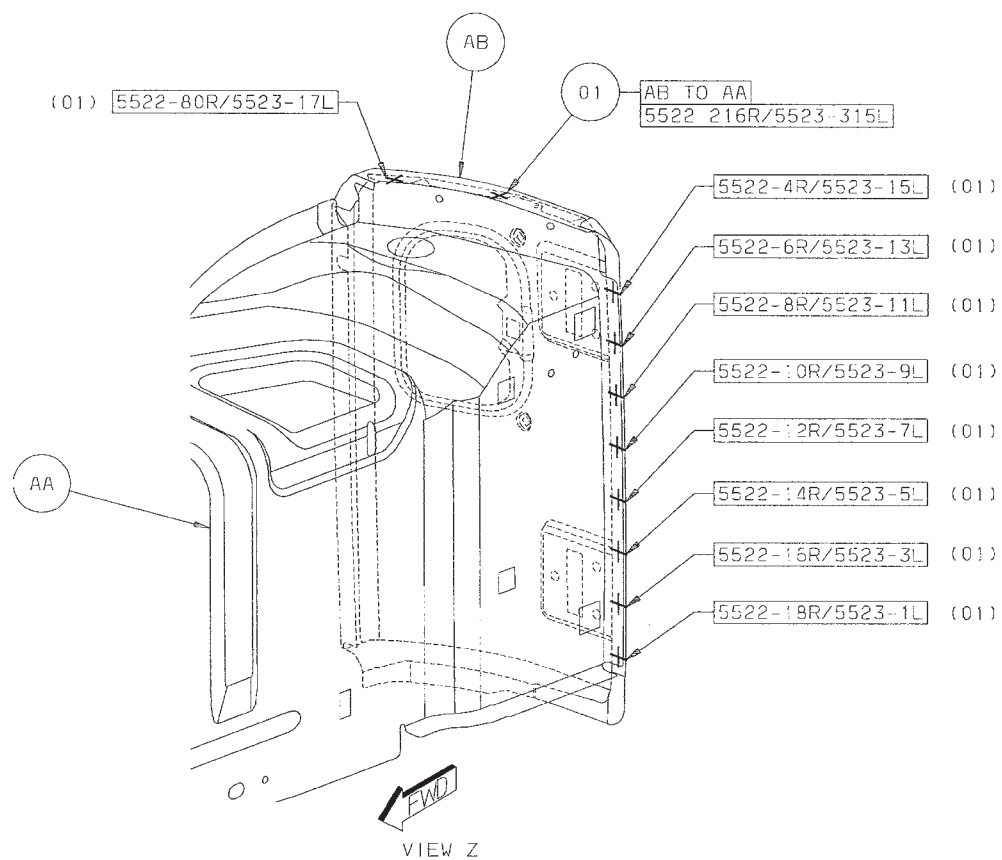
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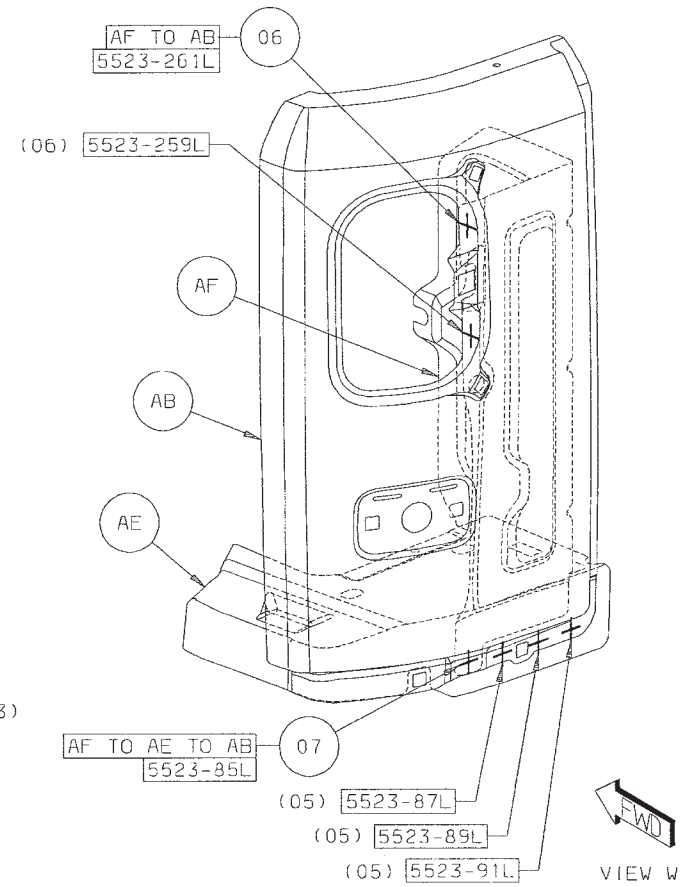
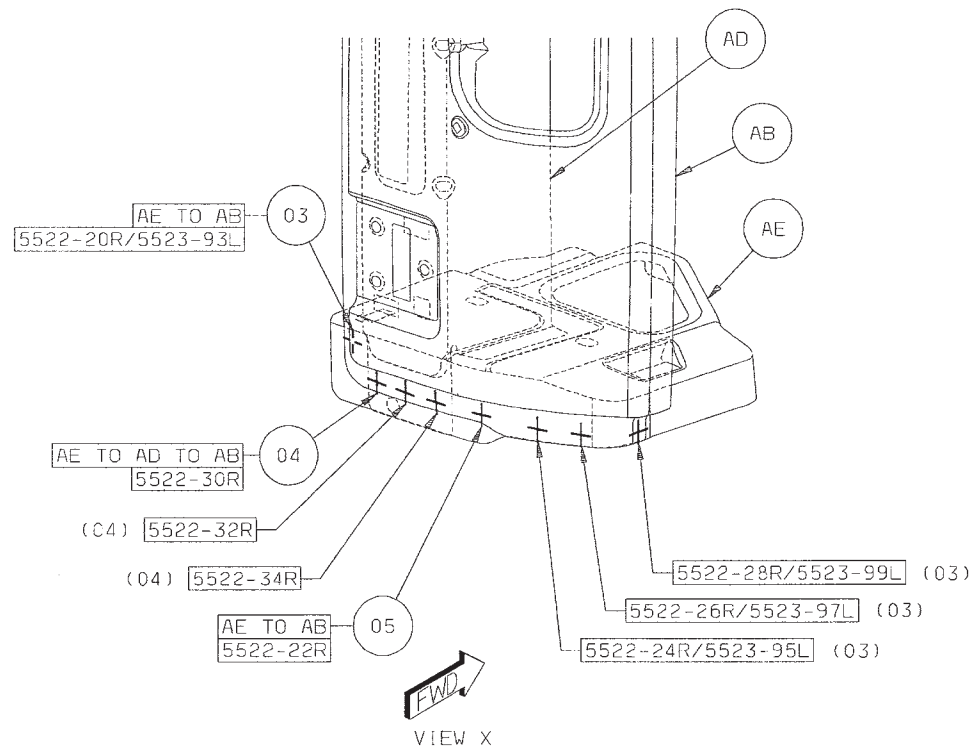
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- 01 AB TO AA 10/SD S/WELDS (ORD)
 02 AC TO AB TO AA 2/SD S/WELDS (ORD)



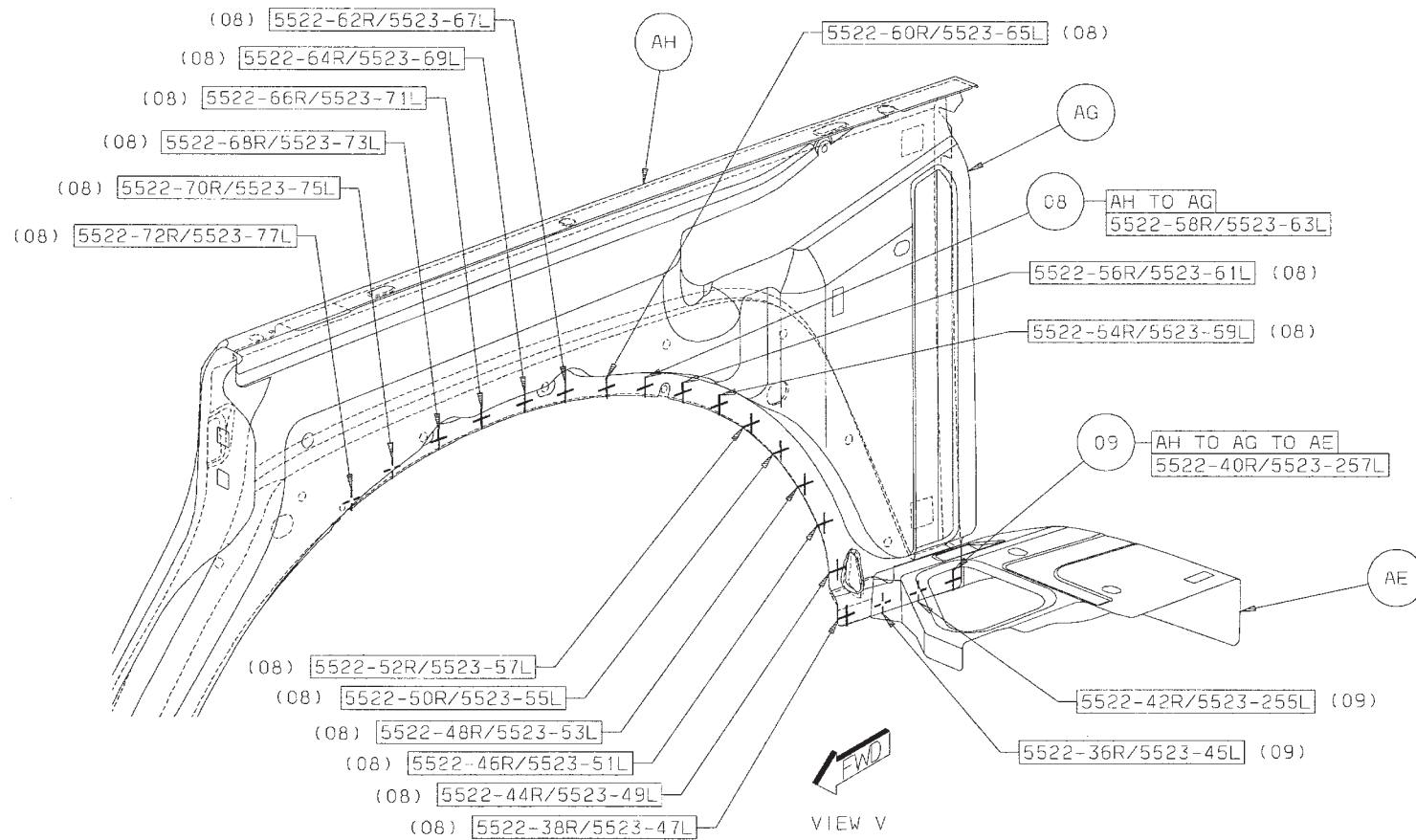
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- 03 AE TO AB 4/SD S/WELDS (ORD)
- 04 AE TO AD TO AB 3R S/WELDS (ORD)
- 05 AE TO AB 1R/3L S/WELDS (ORD)
- 06 AF TO AB 2L S/WELDS (ORD)
- 07 AF TO AE TO AB 1L S/WELDS (ORD)



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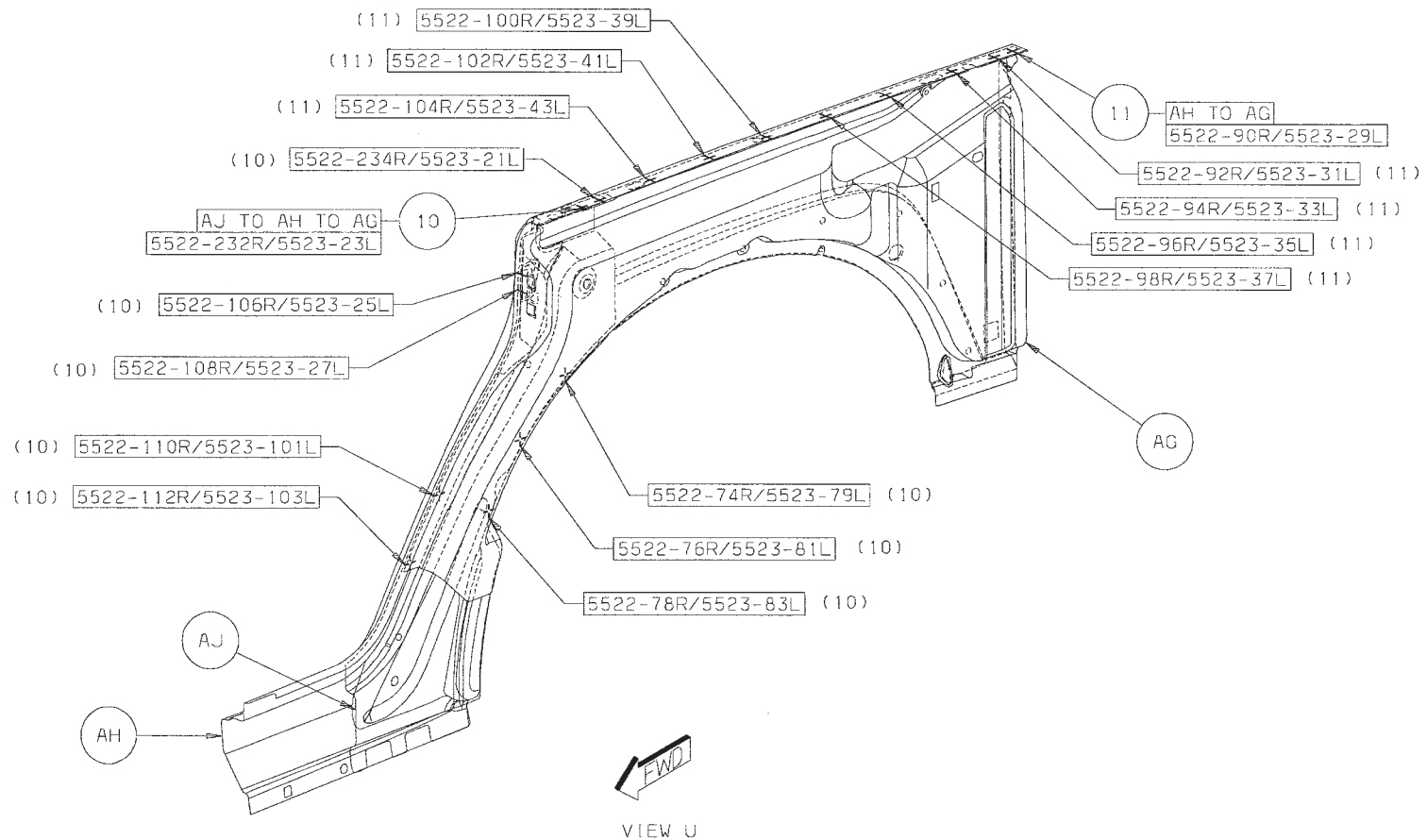
- 08 AH TO AG 16/SD S/WELDS (ORD)
 09 AH TO AG TO AE 3/SD S/WELDS (ORD)



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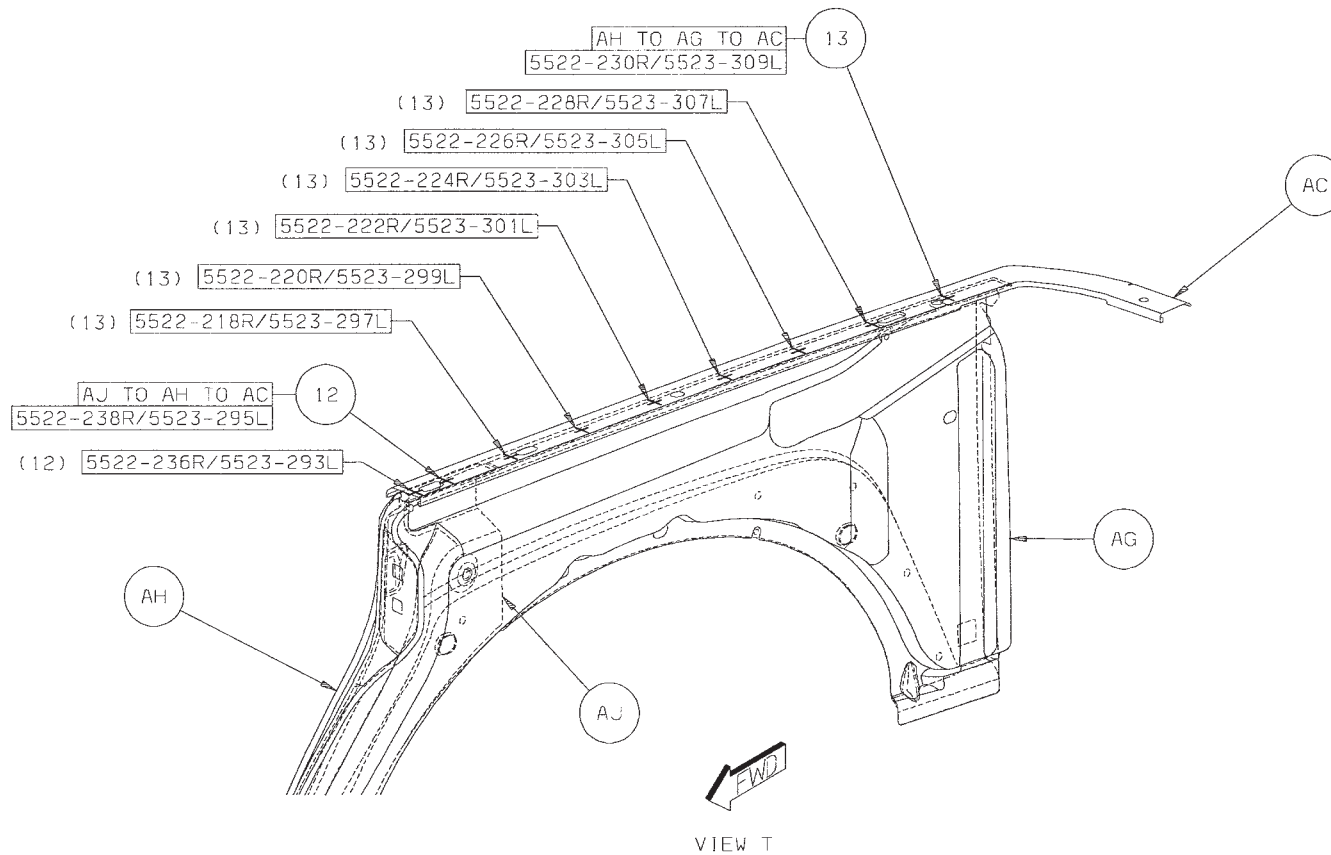
10 AJ TO AH TO AG 9/SD S/WELDS (ORD)

11 AH TO AG 8/SD S/WELDS (ORD)



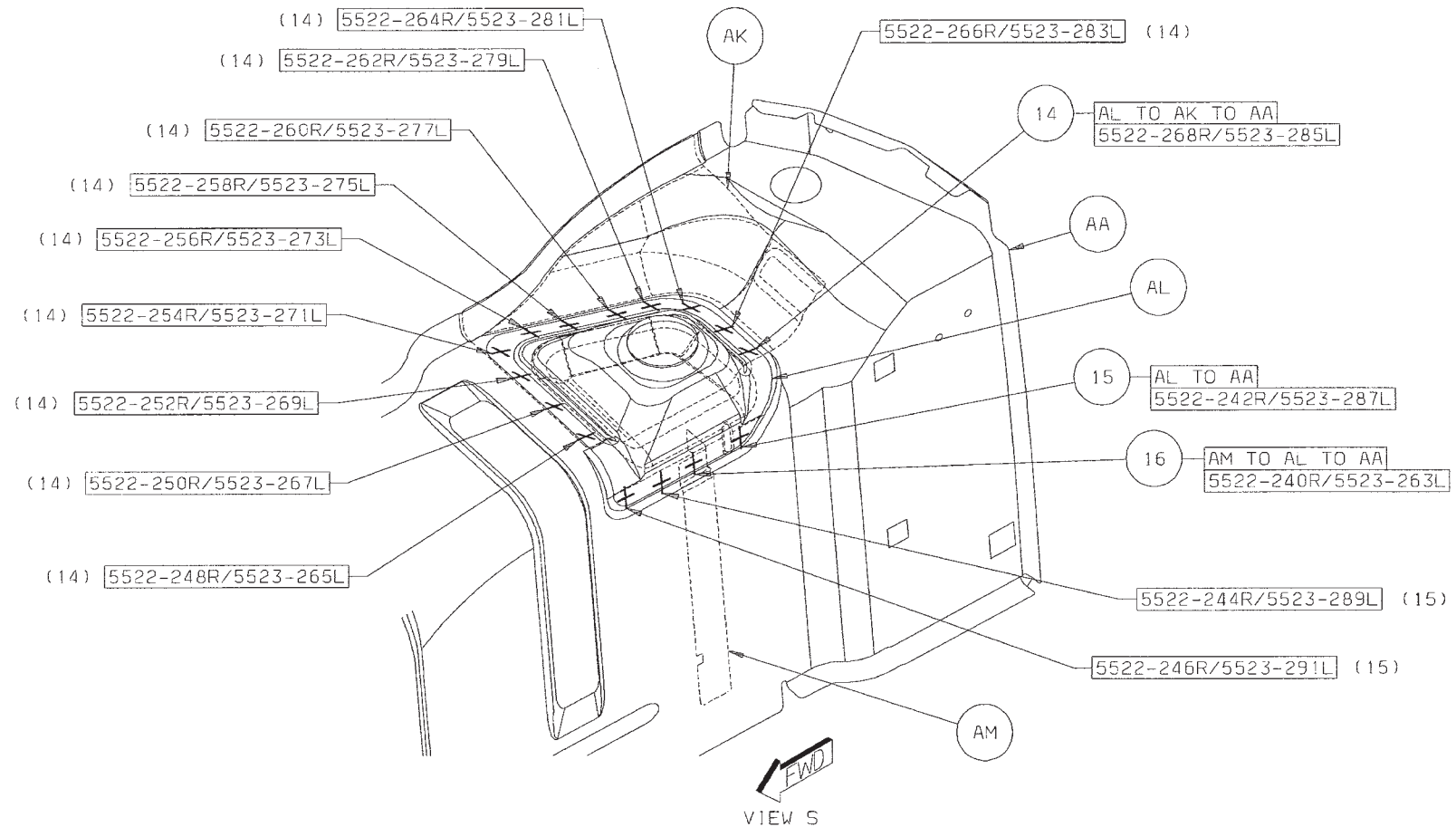
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- 12 AJ TO AH TO AC 2/SD S/WELDS (ORD)
- 13 AH TO AG TO AC 7/SD S/WELDS (ORD)



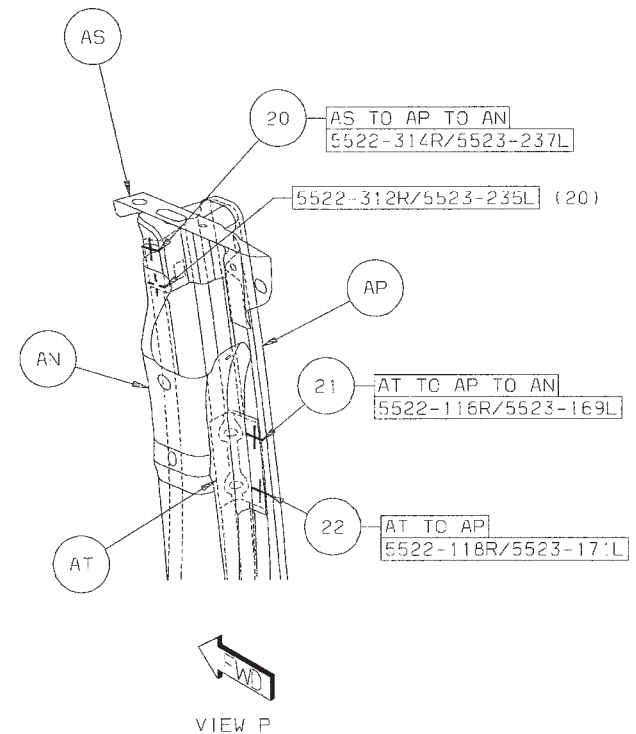
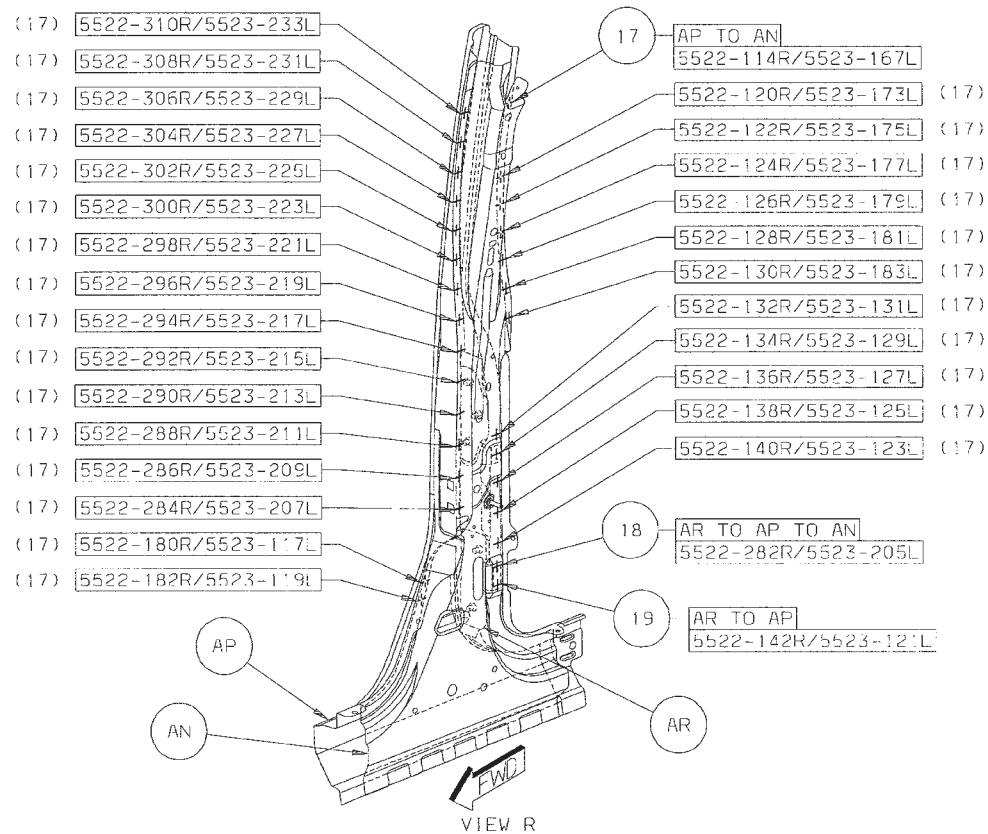
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- 14 AL TO AK TO AA 11/SD S/WELDS (ORD)
- 15 AL TO AA 3/SD S/WELDS (ORD)
- 16 AM TO AL TO AA 1/SD S/WELDS (ORD)



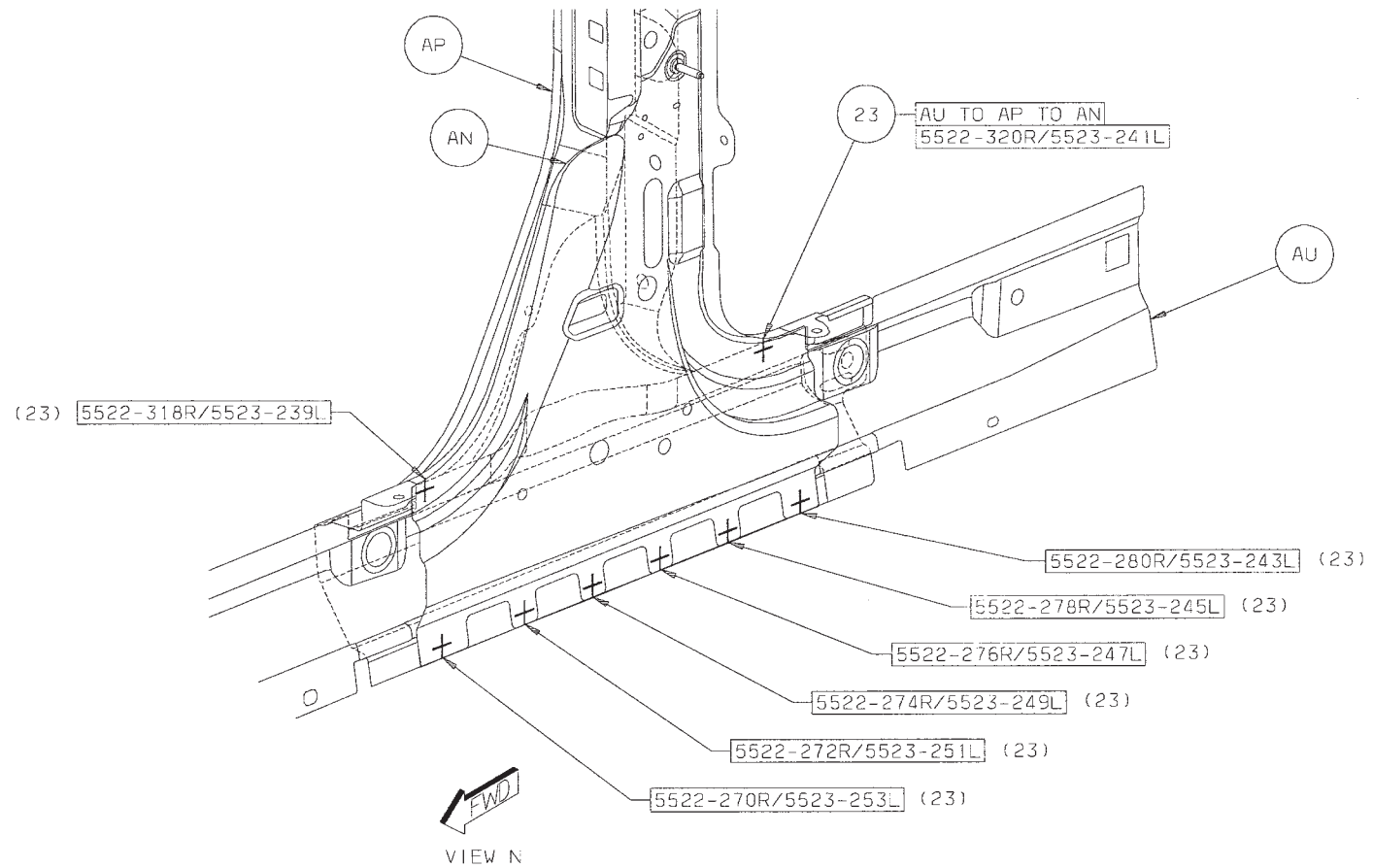
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- 17 AP TO AN 28/SD S/WELDS (ORD)
- 18 AR TO AP TO AN 1/SD S/WELDS 90RD)
- 19 AR TO AP 1/SD S/WELDS (ORD)
- 20 AS TO AP TO AN 2/SD S/WELDS (ORD)
- 21 AT TO AP TO AN 1/SD S/WELDS (ORD)
- 22 AT TO AP 1/SD S/WELDS (ORD)



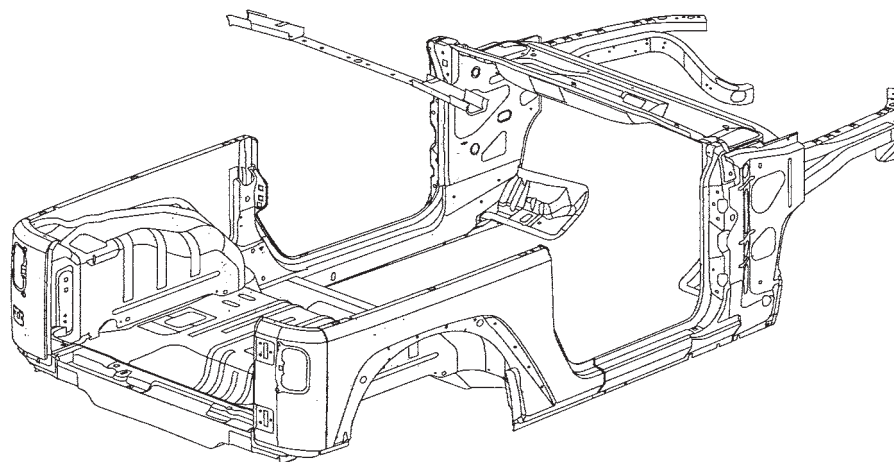
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23 AU TO AP TO AN 8/SD S/WELDS (ORD)



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JEEP WRANGLER BODY IN WHITE COMPLETE (JK72) SECTION



AA REINF – BODY SIDE APERTURE EXTENSION RT –
 AA REINF – BODY SIDE APERTURE EXTENSION LT –
 AB PANEL – COWL SIDE RT –
 AB PANEL – COWL SIDE LT –
 AC REINF – A-PILLAR RT –
 AC REINF – A-PILLAR LT –
 AD TUBE – FRT FENDER SUPPORT RT –
 AD TUBE – FRT FENDER SUPPORT LT –
 AE TUBE – RADIATOR & FRT FENDER RT –
 AE TUBE – RADIATOR & FRT FENDER LT –
 AF SILL – INR RT –
 AF SILL – INR LT –
 AG EXTENSION – UNDERBODY HOLD-DOWN RT –
 AG EXTENSION – UNDERBODY HOLD-DOWN LT –
 AH REINF – INR BODY SILL RT –

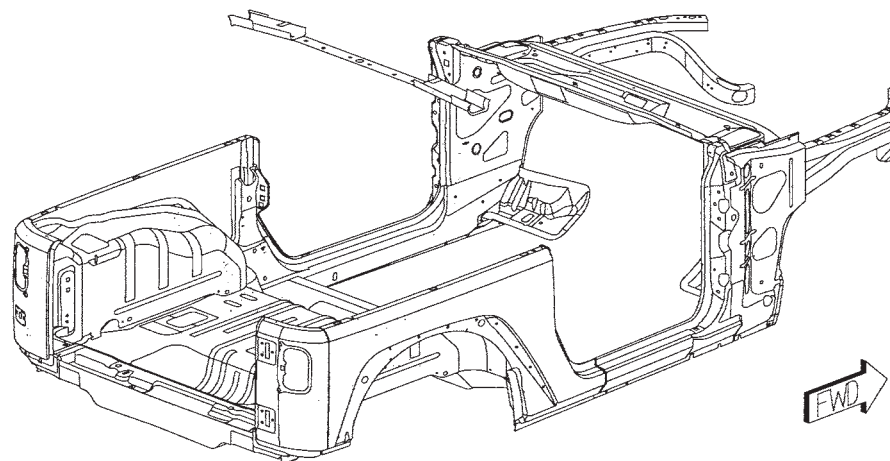
AH REINF – INR BODY SILL LT –
 AJ PANEL – BODY SIDE APERTURE FRT RT –
 AJ PANEL – BODY SIDE APERTURE FRT LT –
 AK REINF – FRT DOOR HINGE UPR RT –
 AK REINF – FRT DOOR HINGE UPR LT –
 AL REINF – FRT DOOR HINGE LWR RT –
 AL REINF – FRT DOOR HINGE LWR LT –
 AM REINF – B-PILLAR RT –
 AM REINF – B-PILLAR LT –
 AN PANEL – BODY SIDE APERTURE RR RT –
 AN PANEL – BODY SIDE APERTURE RR LT –
 AP PAN – FLOOR RR –
 AR PANEL – RR WHEELHOUSE INR RT –
 AR PANEL – RR WHEELHOUSE INR LT –
 AS CROSSMEMBER – RR FLOOR PAN RT –

AS CROSSMEMBER – RR FLOOR PAN LT –
 AT PANEL – CLOSE-OUT LWR RR RT –
 AT PANEL – CLOSE-OUT LWR RR LT –
 AU CROSSMEMBER – RR CLOSURE UPR –
 AV CROSSMEMBER – RR CLOSURE LWR –
 AW REINF – SWING GATE HINGE –
 AX END CAP – RR CLOSURE RT –
 AX END CAP – RR CLOSURE LT –
 AY PANEL – RR CORNER RT –
 AY PANEL – RR CORNER LT –
 AZ BRACKET – B-PILLAR RT –
 AZ BRACKET – B-PILLAR LT –
 BA BAR – CROSS FRT –
 BB PANEL – COWL BAR –

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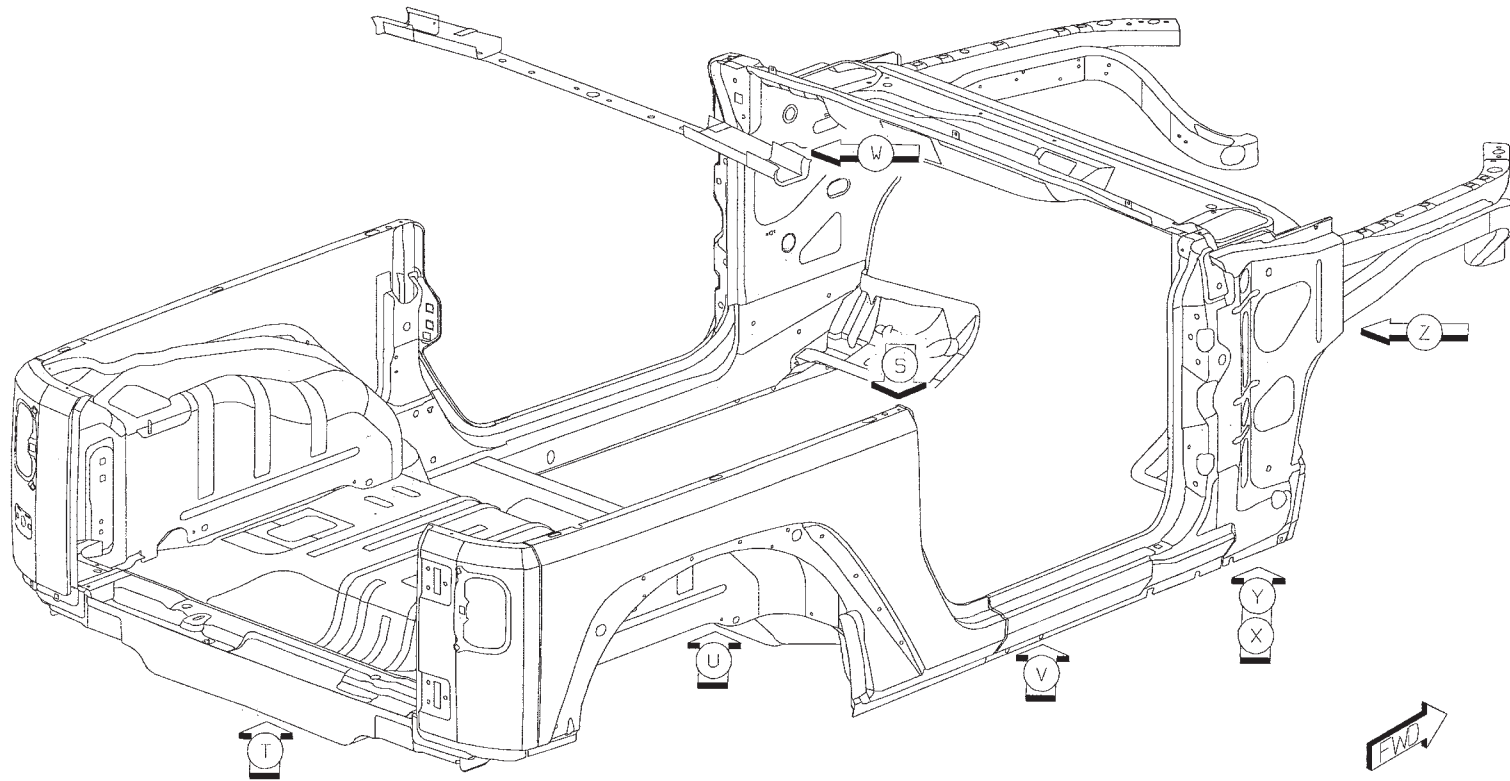
PARTS IDENTIFICATION LEGEND, OVERVIEW 31

AA REINF – BODY SIDE APERTURE EXTENSION RT –	AH REINF – INR BODY SILL LT –	AS CROSSMEMBER – RR FLOOR PAN LT –
AA REINF – BODY SIDE APERTURE EXTENSION LT –	AJ PANEL – BODY SIDE APERTURE FRT RT –	AT PANEL – CLOSE-OUT LWR RR RT –
AB PANEL – COWL SIDE RT –	AJ PANEL – BODY SIDE APERTURE FRT LT –	AT PANEL – CLOSE-OUT LWR RR LT –
AB PANEL – COWL SIDE LT –	AK REINF – FRT DOOR HINGE UPR RT –	AU CROSSMEMBER – RR CLOSURE UPR –
AC REINF – A-PILLAR RT –	AK REINF – FRT DOOR HINGE UPR LT –	AV CROSSMEMBER – RR CLOSURE LWR –
AC REINF – A-PILLAR LT –	AL REINF – FRT DOOR HINGE LWR RT –	AW REINF – SWING GATE HINGE –
AD TUBE – FRT FENDER SUPPORT RT –	AL REINF – FRT DOOR HINGE LWR LT –	AX END CAP – RR CLOSURE RT –
AD TUBE – FRT FENDER SUPPORT LT –	AM REINF – B-PILLAR RT –	AX END CAP – RR CLOSURE LT –
AE TUBE – RADIATOR & FRT FENDER RT –	AM REINF – B-PILLAR LT –	AY PANEL – RR CORNER RT –
AE TUBE – RADIATOR & FRT FENDER LT –	AN PANEL – BODY SIDE APERTURE RR RT –	AY PANEL – RR CORNER LT –
AF SILL – INR RT –	AN PANEL – BODY SIDE APERTURE RR LT –	AZ BRACKET – B-PILLAR RT –
AF SILL – INR LT –	AP PAN – FLOOR RR –	AZ BRACKET – B-PILLAR LT –
AG EXTENSION – UNDERBODY HOLD-DOWN RT –	AR PANEL – RR WHEELHOUSE INR RT –	BA BAR – CROSS FRT –
AG EXTENSION – UNDERBODY HOLD-DOWN LT –	AR PANEL – RR WHEELHOUSE INR LT –	BB PANEL – COWL BAR –
AH REINF – INR BODY SILL RT –	AS CROSSMEMBER – RR FLOOR PAN RT –	



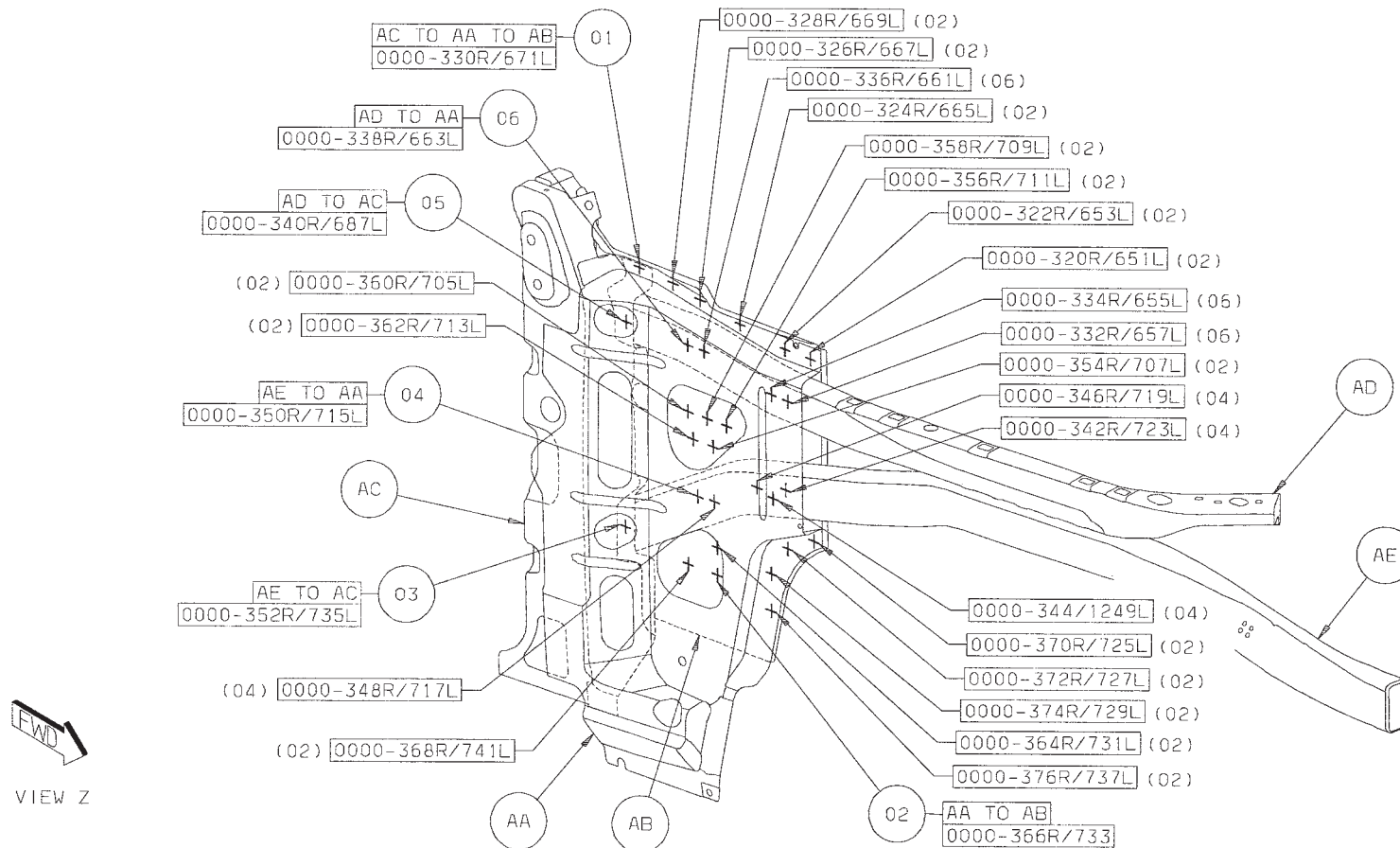
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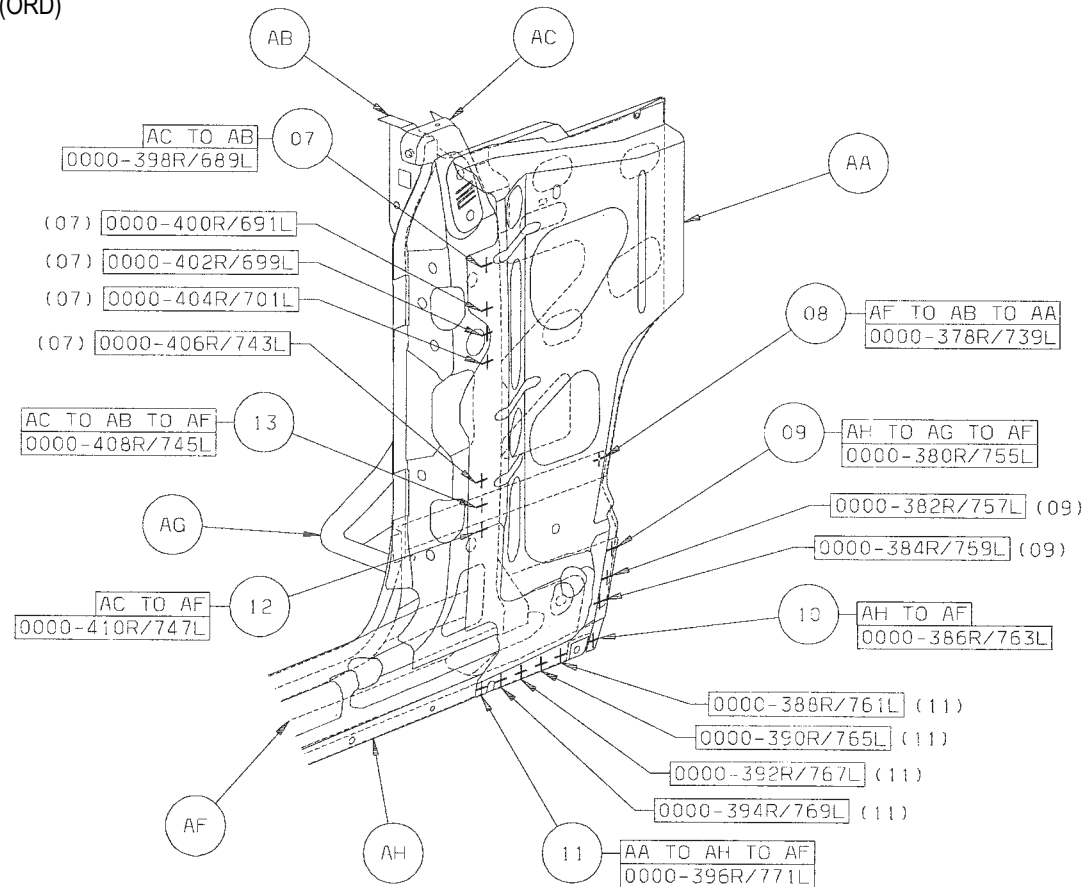
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- 01 AC TO AA TO AB 1/SD S/WELD (ORD)
- 02 AA TO AB 17/SD S/WELDS (ORD)
- 03 AE TO AC 1/SD S/WELD (ORD)
- 04 AE TO AA 4/SD S/WELDS (ORD)
- 05 AD TO AC 1/SD S/WELDS (ORD)
- 06 AD TO AA 4/SD S/WELDS (ORD)



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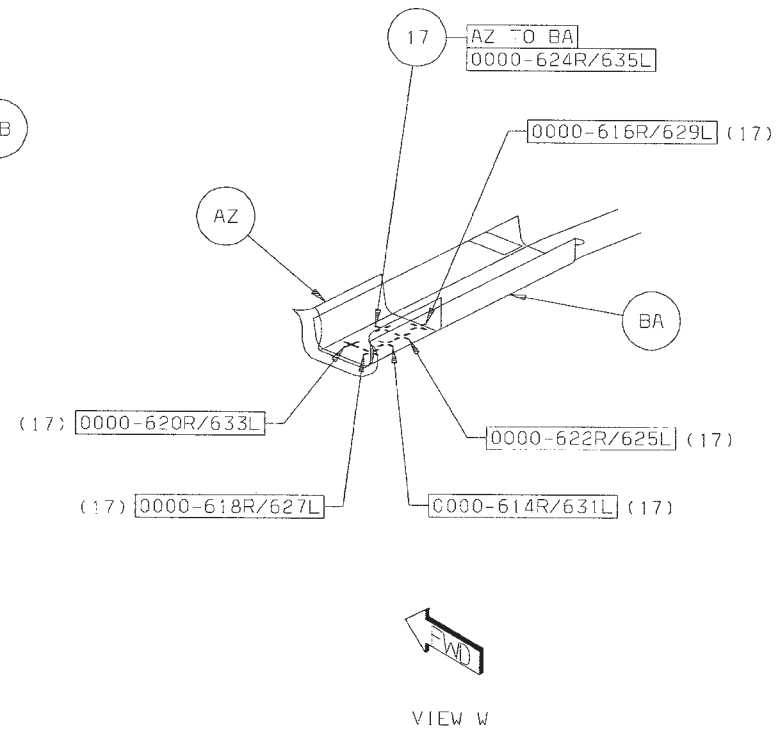
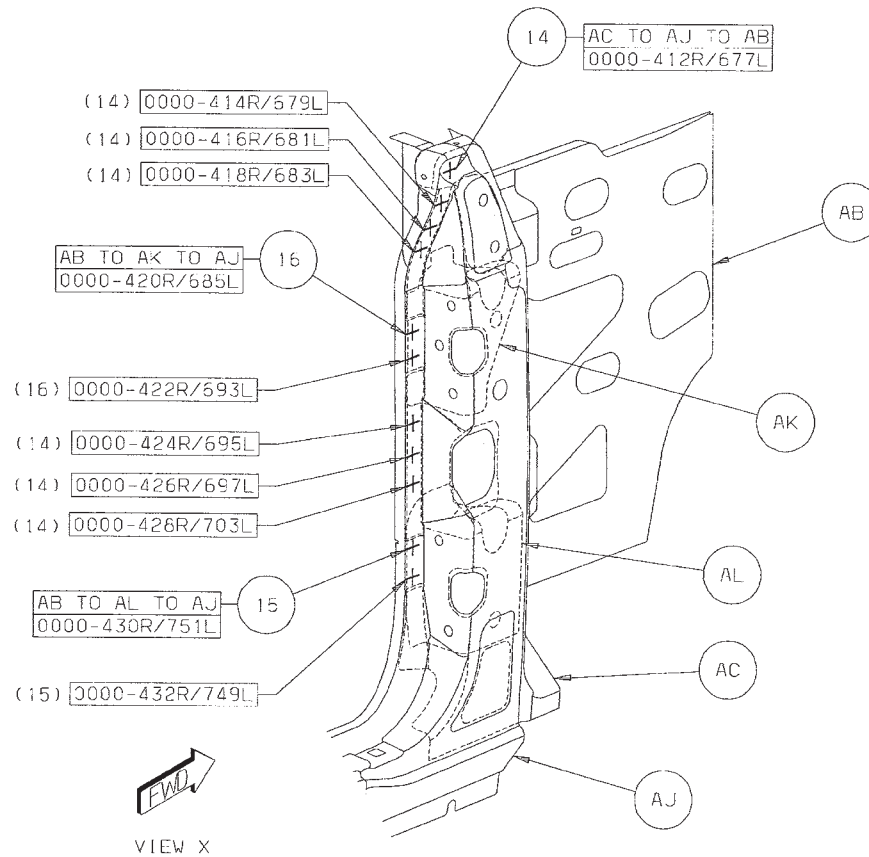
- 07 AC TO AB 5/SD S/WELDS (ORD)
- 08 AF TO AB TO AA 1/SD S/WELD (ORD)
- 09 AH TO AG TO AF 3/SD S/WELDS (ORD)
- 10 AH TO AF 1/SD S/WELD (ORD)
- 11 AA TO AH TO AF 5/SD S/WELDS (ORD)
- 12 AC TO AF 1/SD S/WELD (ORD)
- 13 AC TO AB TO AF 1/SD S/WELDS (ORD)



VIEW Y

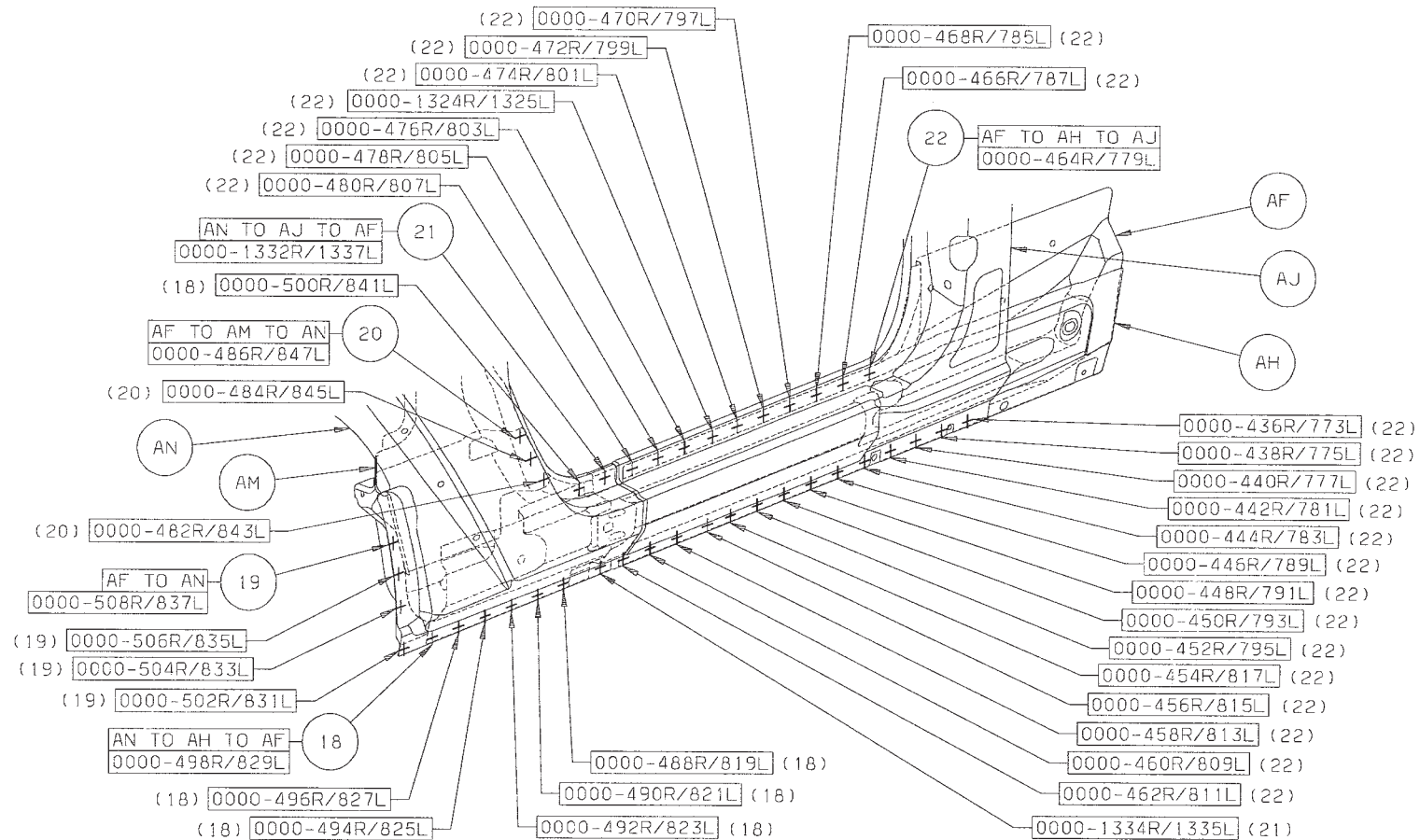
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- 14 AC TO AJ TO AB 7/SD S/WELDS (ORD)
- 15 AB TO AL TO AJ 2/SD A/WELDS (ORD)
- 16 AB TO AK TO AJ 2/SD S/WELDS (ORD)
- 17 AZ TO BA 6/SD S/WELDS (ORD)



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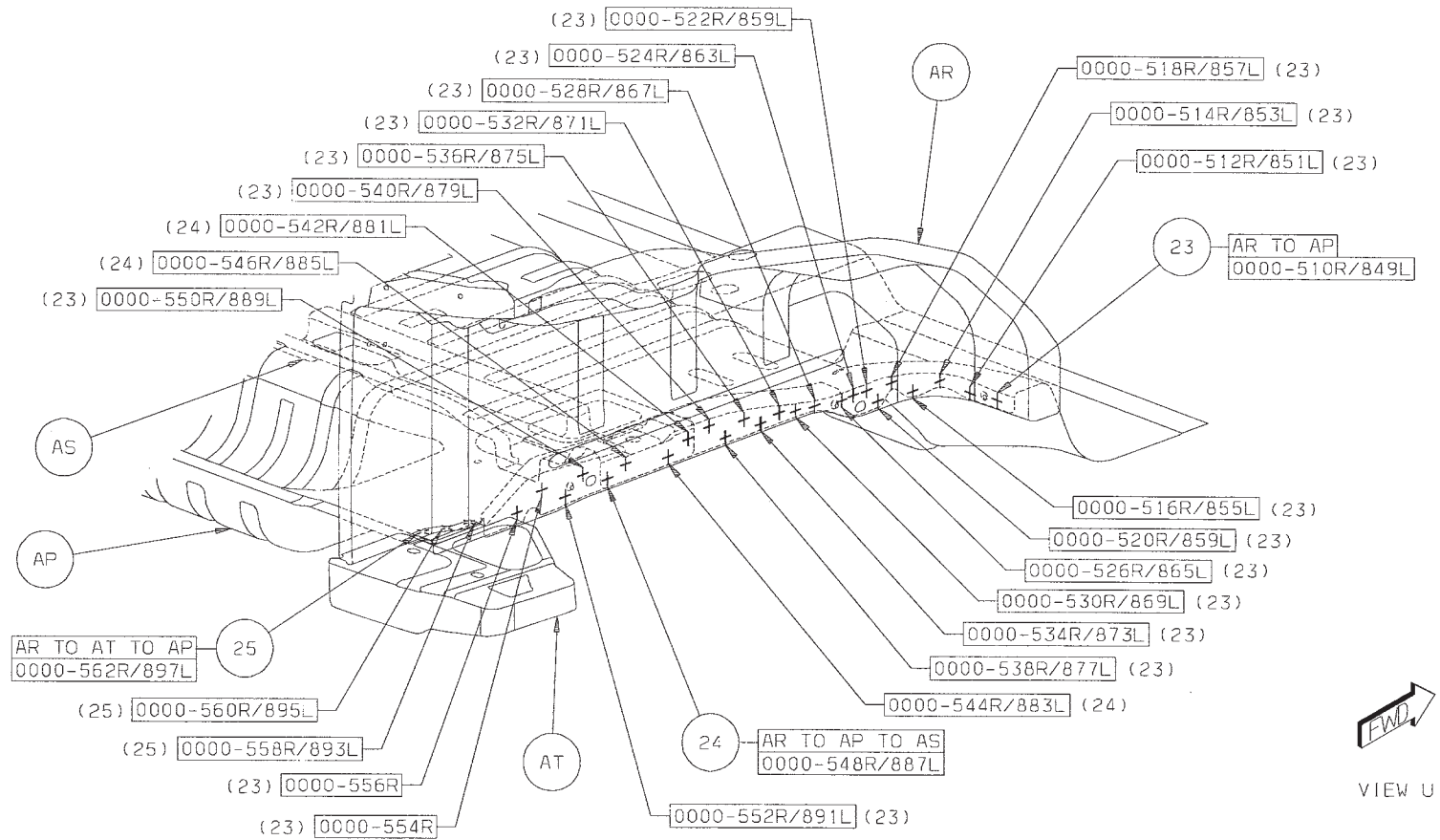
- 18 AN TO AH TO AF 6/SD S/WELDS (ORD)
- 19 AF TO AN 4/SD S/WELDS (ORD)
- 20 AF TO AM TO AN 2/SD S/WELDS (ORD)
- 21 AN TO AJ TO AF 2/SD (ORD)
- 22 AF TO AH TO AJ 23/SD (ORD)



VIEW V

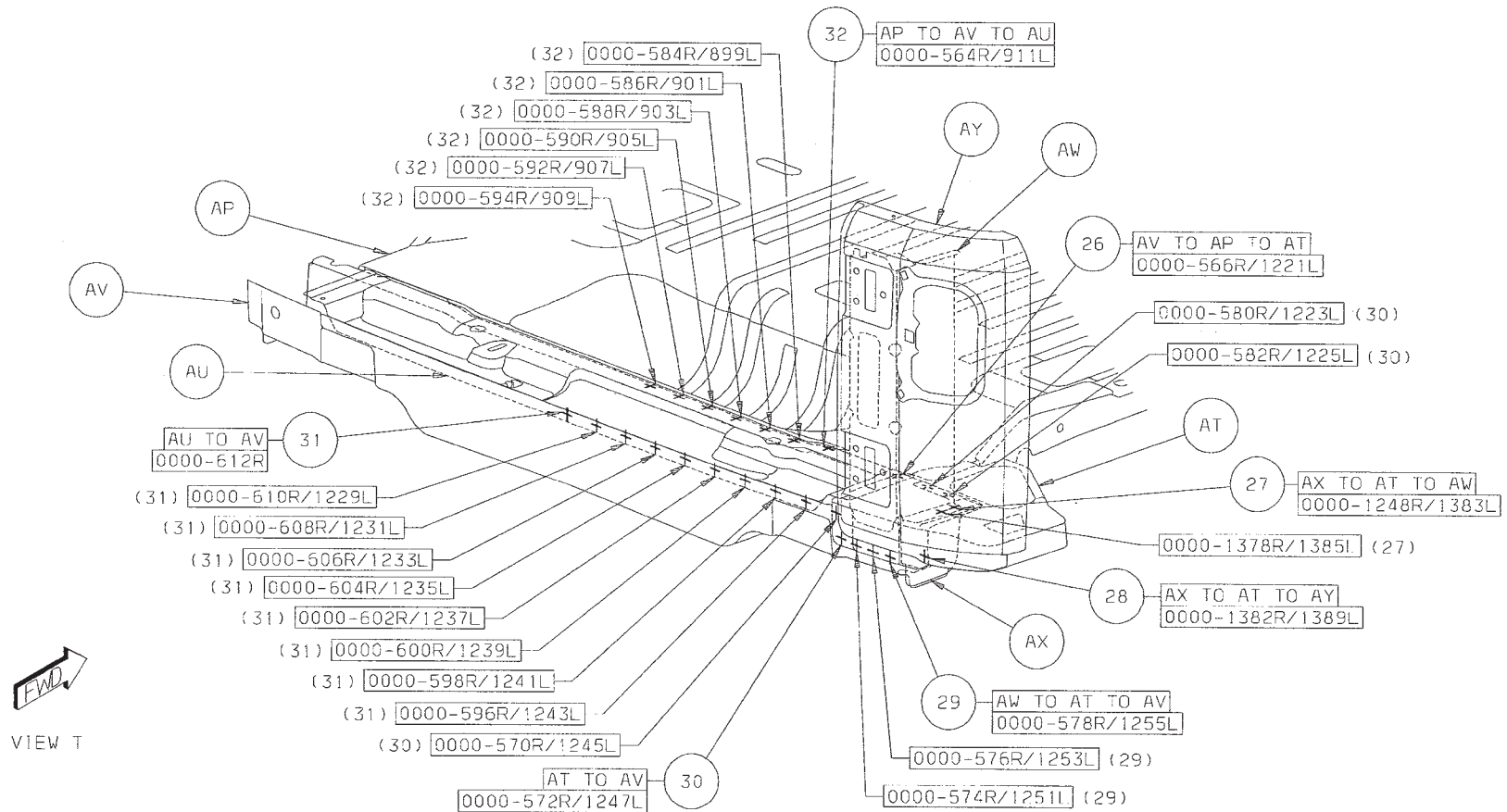
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- 23 AR TO AP 20R/18L S/WELDS (ORD)
- 24 AR TO AP TO AS 4/SD S/WELDS (ORD)
- 25 AR TO AT TO AP 3/SD S/WELDS (ORD)



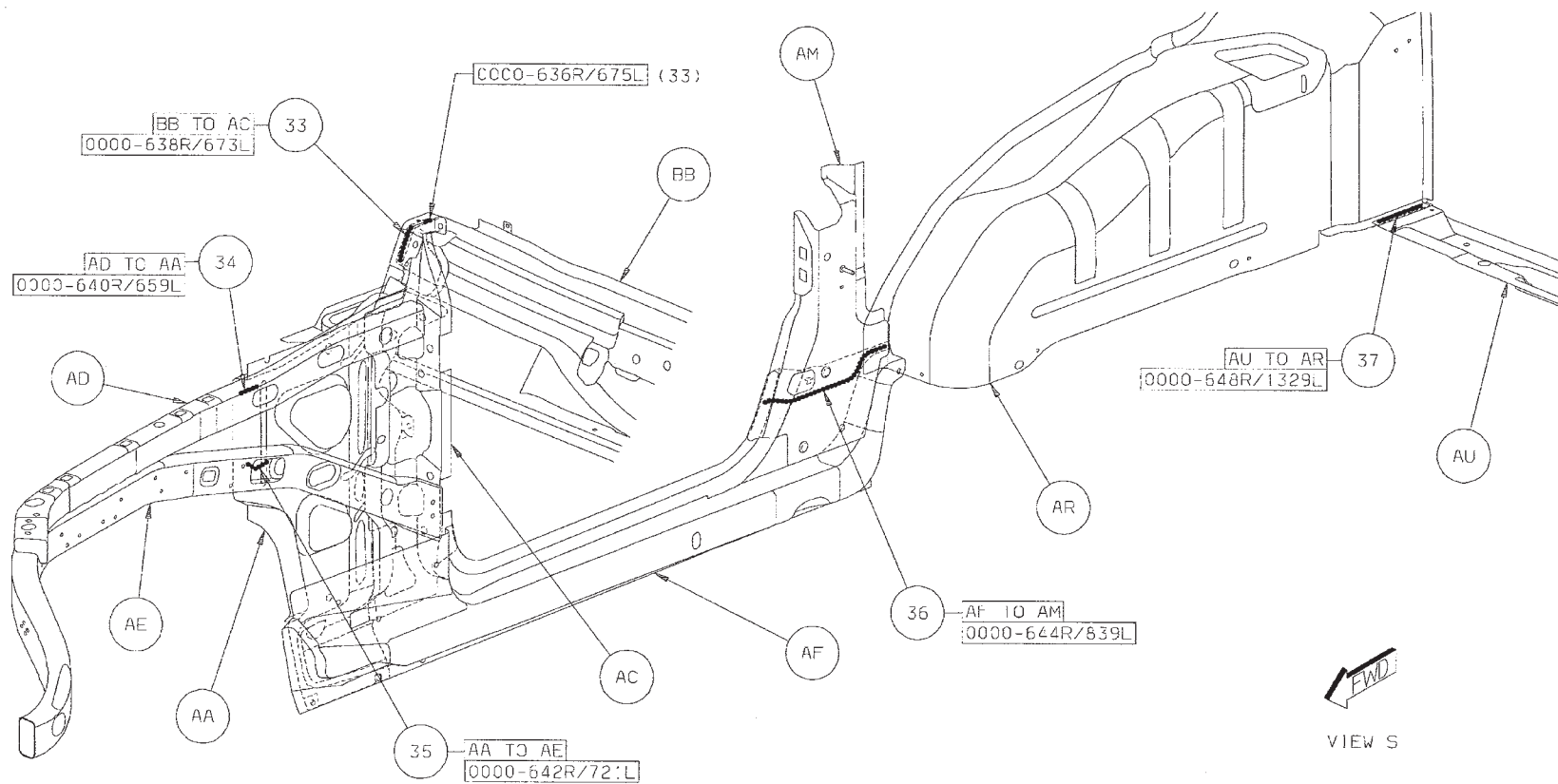
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- 26 AV TO AP TO AT 1/SD S/WELD (ORD)
- 27 AX TO AT TO AW 2/SD S/WELDS (ORD)
- 28 AX TO AT TO AY 1/SD S/WELD (ORD)
- 29 AW TO AR TO AV 3/SD S/WELDS (ORD)
- 30 AT TO AV 4/SD S/WELDS (ORD)
- 31 AU TO AV 9/SD S/WELDS (ORD)
- 32 AP TO AV TO AU 7/SD S/WELDS (ORD)



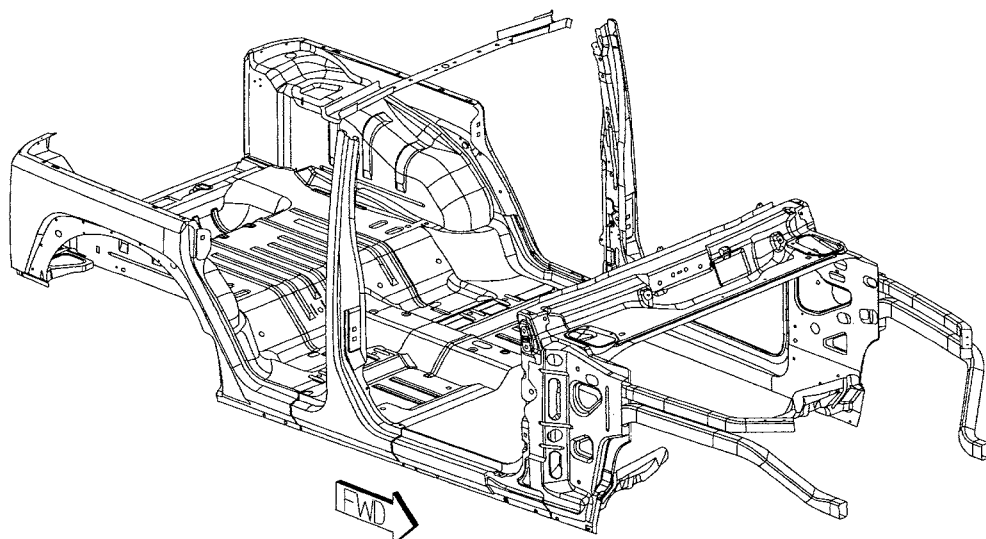
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- 33 BB TO AC 2 STRUC ADH
- 34 AD TO AA 1 STRUC ADH
- 35 AA TO AE 1 STRUC ADH
- 36 AF TO AM 1 STRUC ADH
- 37 AU TO AR 1 STRUC ADH

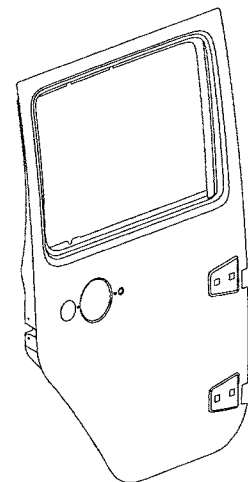


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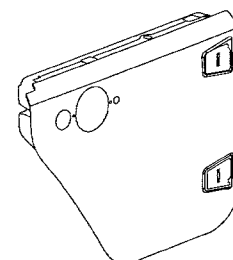
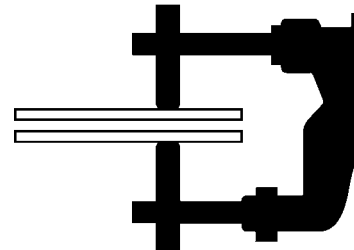
WELD LOCATION OVERVIEW ZONES



 OVERVIEW 32



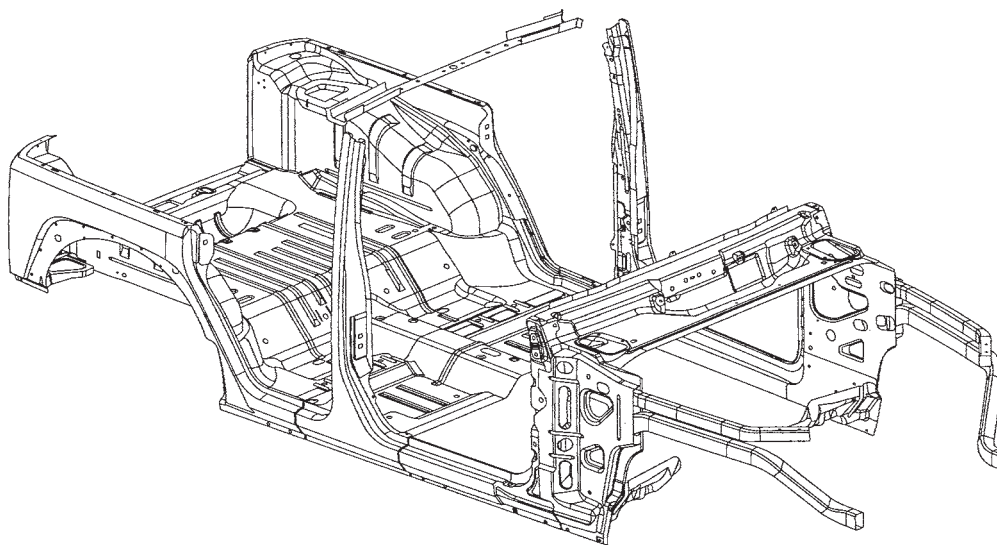
 OVERVIEW 33



 OVERVIEW 34

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JEEP WRANGLER BODY IN WHITE COMPLETE (JK74) SECTION



AA PANEL – COWL SIDE RT –
 AA PANEL – COWL SIDE LT –
 AB REINF – BODY SIDE APERTURE EXTENSION RT –
 AB REINF – BODY SIDE APERTURE EXTENSION LT –
 AC EXTENSION – UNDERBODY HOLD-DOWN RT –
 AC EXTENSION – UNDERBODY HOLD-DOWN LT –
 AD REINF – INR BODY SILL RT –
 AD REINF – INR BODY SILL LT –
 AE SILL – INR RT –
 AE SILL – INR LT –
 AF TUBE – FRT FENDER SUPPORT RT –
 AF TUBE – FRT FENDER SUPPORT LT –
 AG TUBE – RADIATOR & FRT FENDER RT –
 AG TUBE – RADIATOR & FRT FENDER LT –
 AH REINF – A-PILLAR RT –
 AH REINF – A-PILLAR LT –

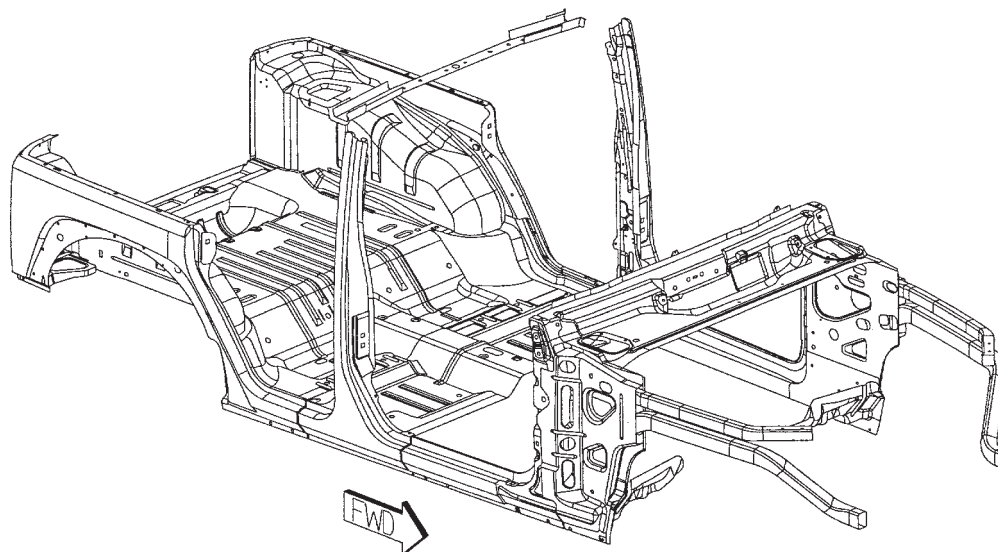
AJ REINF – FRT DOOR HINGE LWR RT –
 AJ REINF – FRT DOOR HINGE LWR LT –
 AK REINF – FRT DOOR HINGE UPR RT –
 AK REINF – FRT DOOR HINGE UPR LT –
 AL PANEL – BODY SIDE APERTURE FRT RT –
 AL PANEL – BODY SIDE APERTURE FRT LT –
 AM PANEL – B-PILLAR OTR RT –
 AM PANEL – B-PILLAR OTR LT –
 AN REINF – B-PILLAR RT –
 AN REINF – B-PILLAR LT –
 AP PANEL – BODY SIDE APERTURE RR RT –
 AP PANEL – BODY SIDE APERTURE RR LT –
 AR PANEL – OTR INR RT –
 AR PANEL – OTR INR LT –
 AS REINF – DOGLEG QTR INR RT –
 AS REINF – DOGLEG QTR INR LT –

AT PANEL – RR WHEELHOUSE INR RT –
 AT PANEL – RR WHEELHOUSE INR LT –
 AU PAN – FLOOR RR –
 AV STUD PLATE ASSY – SEAT BELT –
 AW CROSSMEMBER – RR FLOOR PAN RT –
 AX PANEL – CLOSE-OUT LWR RR RT –
 AY CROSSMEMBER – RR CLOSURE LWR –
 AZ REINF – SWING GATE HINGE –
 BU PANEL – COWL BAR –
 BV BRACKET – B-PILLAR RT –
 BW BAR – CROSS FRT –
 BX CROSSMEMBER – RR CLOSURE UPR –
 BY PANEL – RR CORNER RT –
 BY PANEL – RR CORNER LT –
 BZ END CAP – RR CLOSURE RT –

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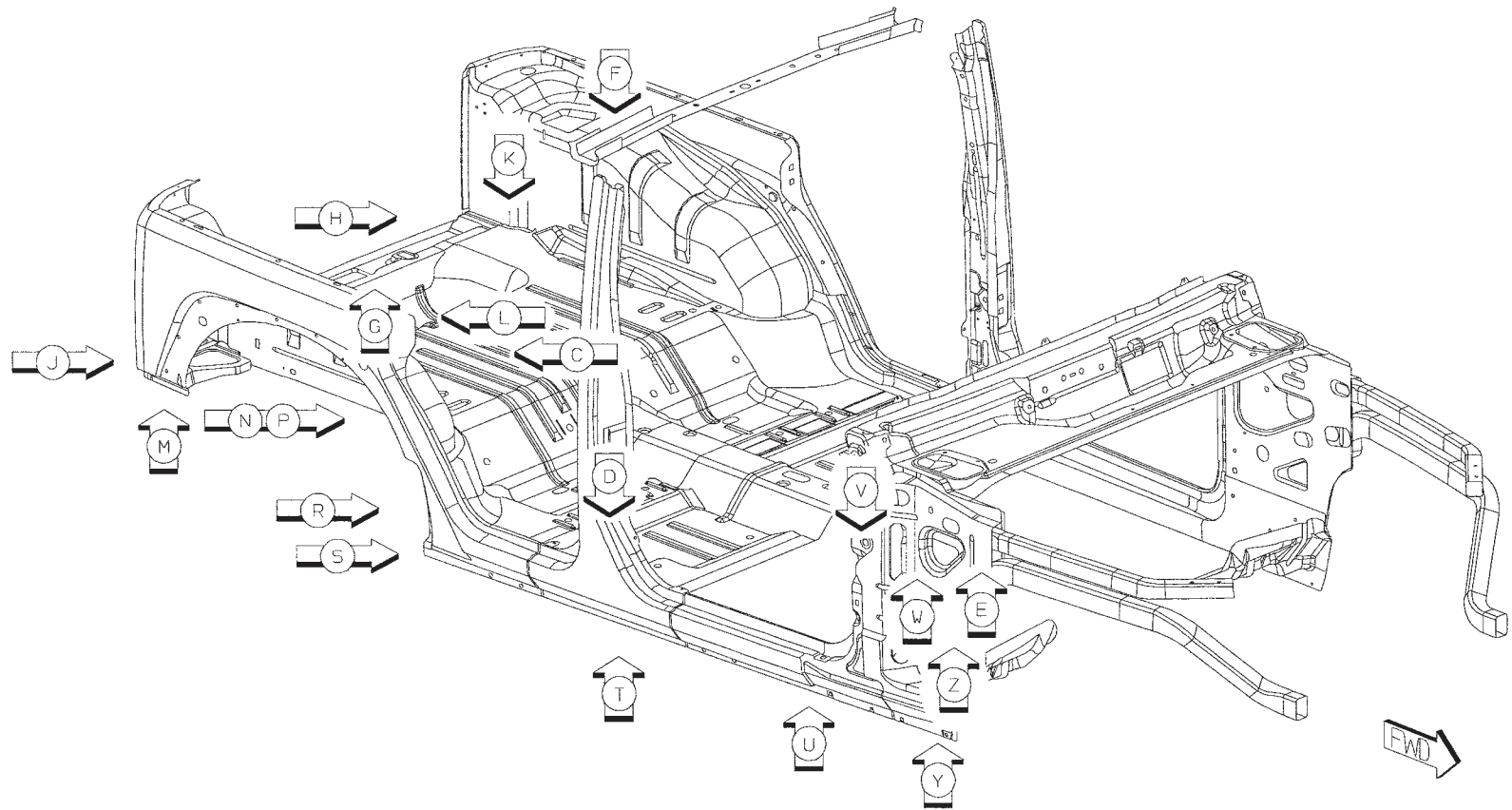
PARTS IDENTIFICATION LEGEND, OVERVIEW 32

AA PANEL – COWL SIDE RT –	AJ REINF – FRT DOOR HINGE LWR RT –	AT PANEL – RR WHEELHOUSE INR RT –
AA PANEL – COWL SIDE LT –	AJ REINF – FRT DOOR HINGE LWR LT –	AT PANEL – RR WHEELHOUSE INR LT –
AB REINF – BODY SIDE APERTURE EXTENSION RT –	AK REINF – FRT DOOR HINGE UPR RT –	AU PAN – FLOOR RR –
AB REINF – BODY SIDE APERTURE EXTENSION LT –	AK REINF – FRT DOOR HINGE UPR LT –	AV STUD PLATE ASSY – SEAT BELT –
AC EXTENSION – UNDERBODY HOLD-DOWN RT –	AL PANEL – BODY SIDE APERTURE FRT RT –	AW CROSSMEMBER – RR FLOOR PAN RT –
AC EXTENSION – UNDERBODY HOLD-DOWN LT –	AL PANEL – BODY SIDE APERTURE FRT LT –	AX PANEL – CLOSE-OUT LWR RR RT –
AD REINF – INR BODY SILL RT –	AM PANEL – B-PILLAR OTR RT –	AY CROSSMEMBER – RR CLOSURE LWR –
AD REINF – INR BODY SILL LT –	AM PANEL – B-PILLAR OTR LT –	AZ REINF – SWING GATE HINGE –
AE SILL – INR RT –	AN REINF – B-PILLAR RT –	BU PANEL – COWL BAR –
AE SILL – INR LT –	AN REINF – B-PILLAR LT –	BV BRACKET – B-PILLAR RT –
AF TUBE – FRT FENDER SUPPORT RT –	AP PANEL – BODY SIDE APERTURE RR RT –	BW BAR – CROSS FRT –
AF TUBE – FRT FENDER SUPPORT LT –	AP PANEL – BODY SIDE APERTURE RR LT –	BX CROSSMEMBER – RR CLOSURE UPR –
AG TUBE – RADIATOR & FRT FENDER RT –	AR PANEL – OTR INR RT –	BY PANEL – RR CORNER RT –
AG TUBE – RADIATOR & FRT FENDER LT –	AR PANEL – OTR INR LT –	BY PANEL – RR CORNER LT –
AH REINF – A-PILLAR RT –	AS REINF – DOGLEG QTR INR RT –	BZ END CAP – RR CLOSURE RT –
AH REINF – A-PILLAR LT –	AS REINF – DOGLEG QTR INR LT –	



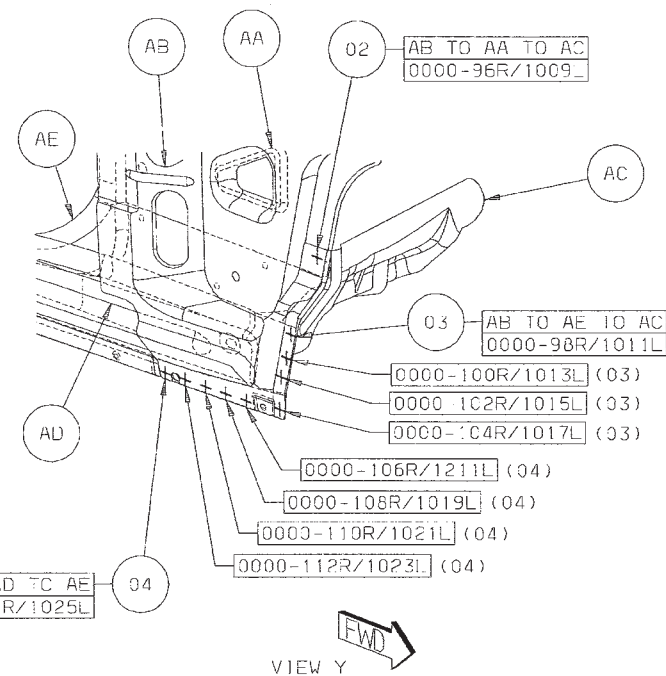
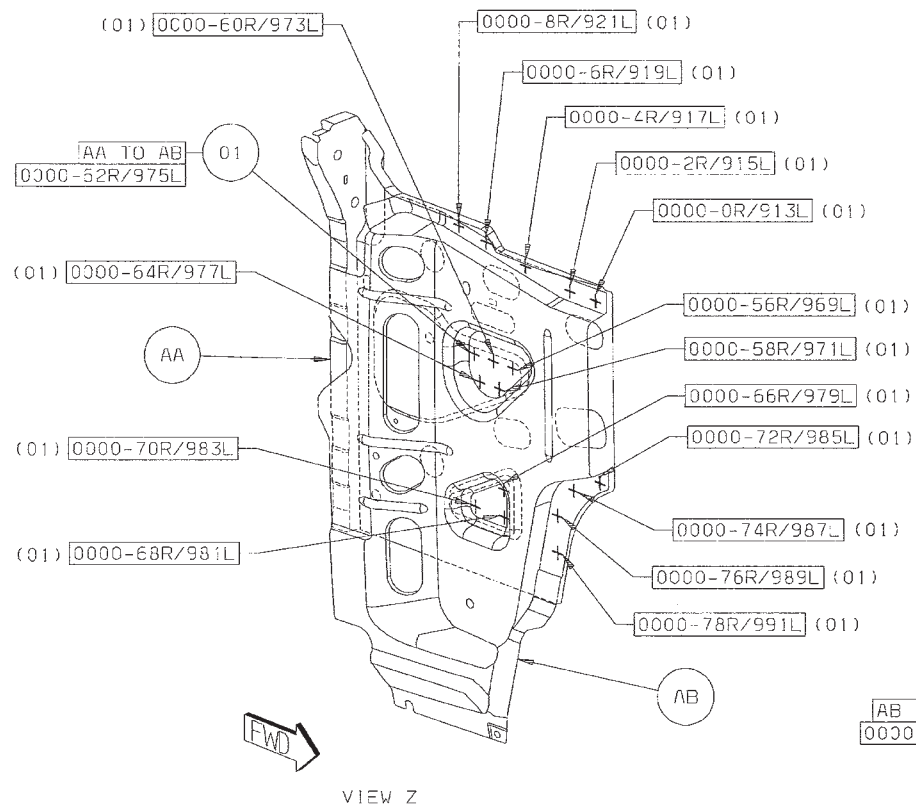
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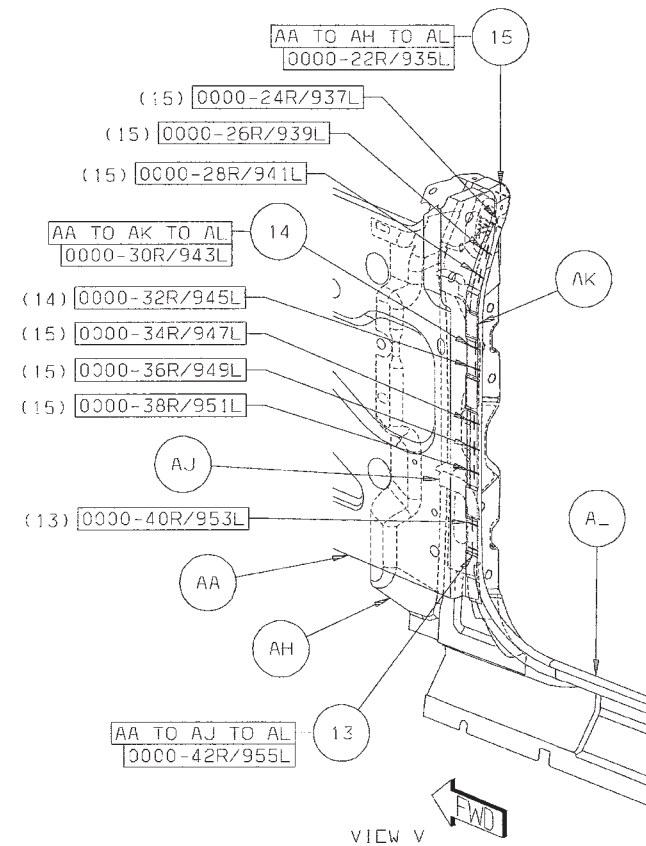
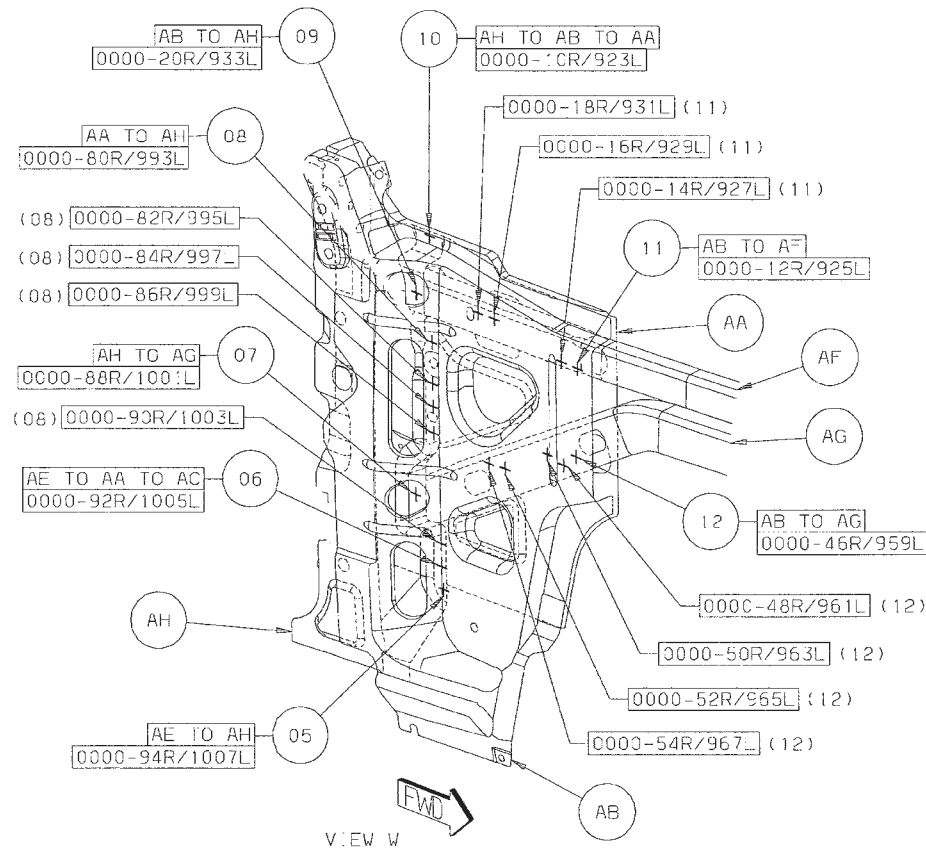
- 01 AB TO AA 17/SD S/WELDS (ORD)
- 02 AB TO AA TO AC 1/SD S/WELD (ORD)
- 03 AB TO AE TO AC 4/SD S/WELDS (ORD)
- 04 AB TO AD TO AE 5/SD S/WELDS (ORD)



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- 05 AE TO AH 1/SD S/WELDS (ORD)
- 06 AE TO AA TO AC 1/SD S/WELDS (ORD)
- 07 AH TO AG 1/SD S/WELDS (ORD)
- 08 AA TO AH 4/SD S/WELDS (ORD)
- 09 AB TO AH 1/SD S/WELDS (ORD)
- 10 AH TO AB TO AA 1/SD S/WELDS (ORD)

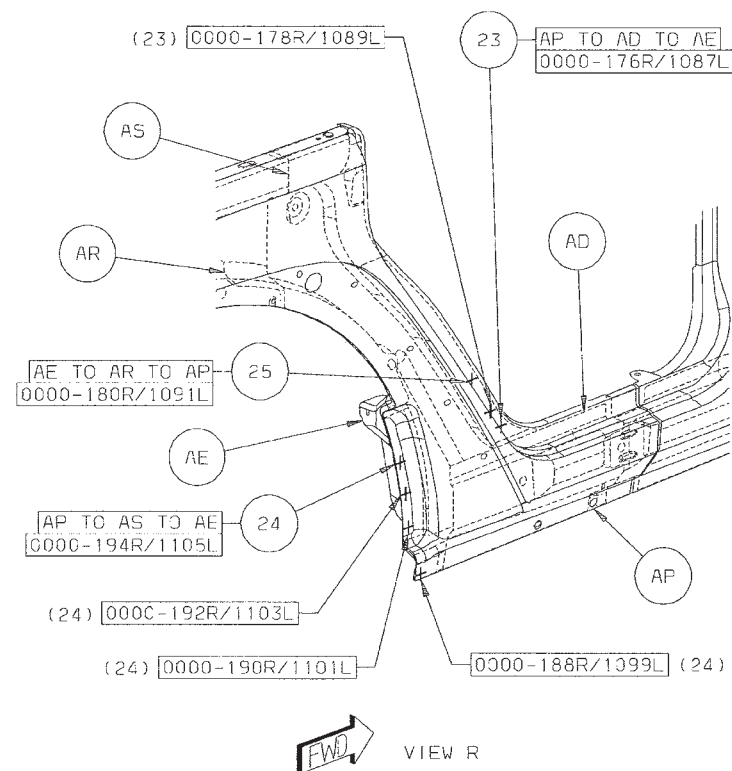
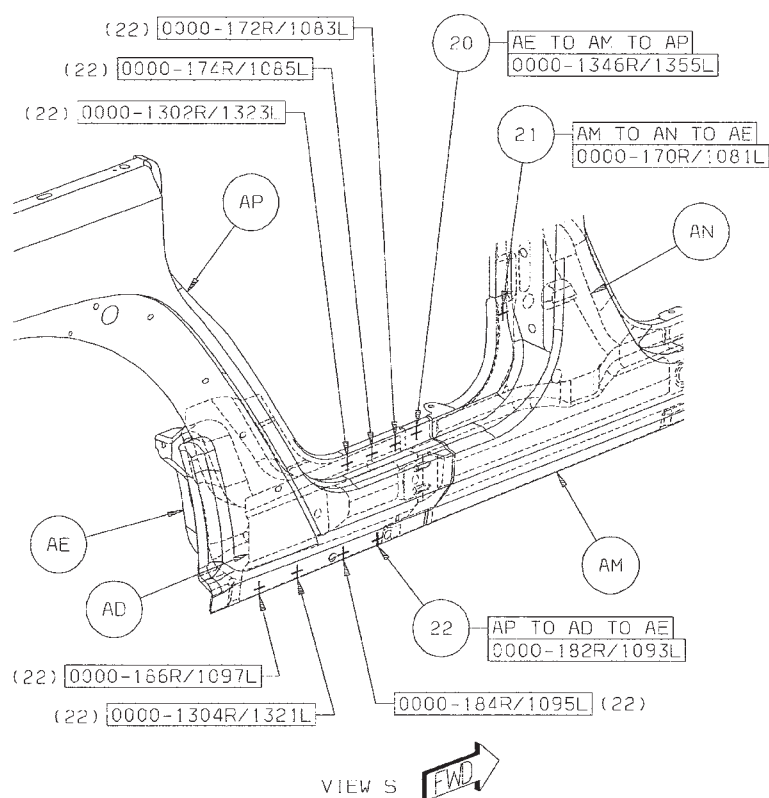
- 11 AB TO AF 4/SD S/WELDS (ORD)
- 12 AB TO AG 5/SD S/WELDS (ORD)
- 13 AA TO AJ TO AL 2/SD S/WELDS (ORD)
- 14 AA TO AK TO AL 2/SD S/WELDS (ORD)
- 15 AA TO AH TO AL 7/SD S/WELDS (ORD)



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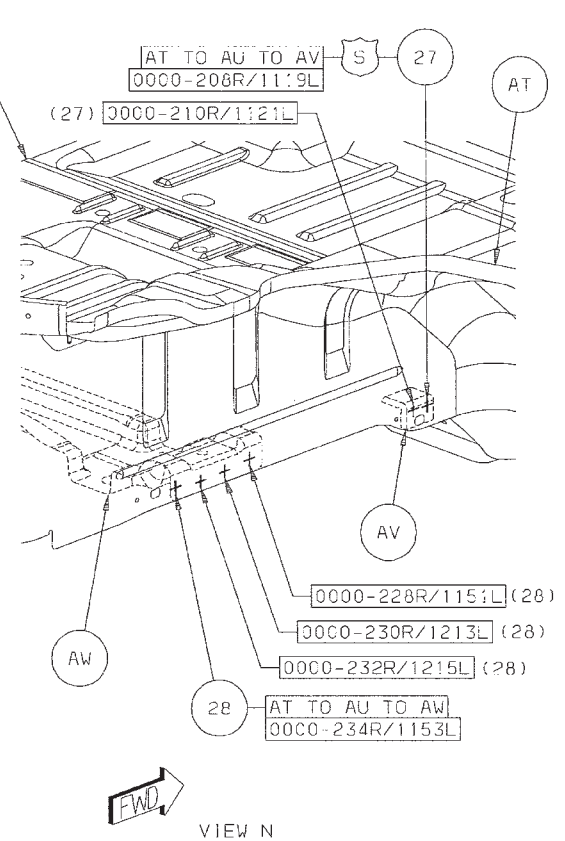
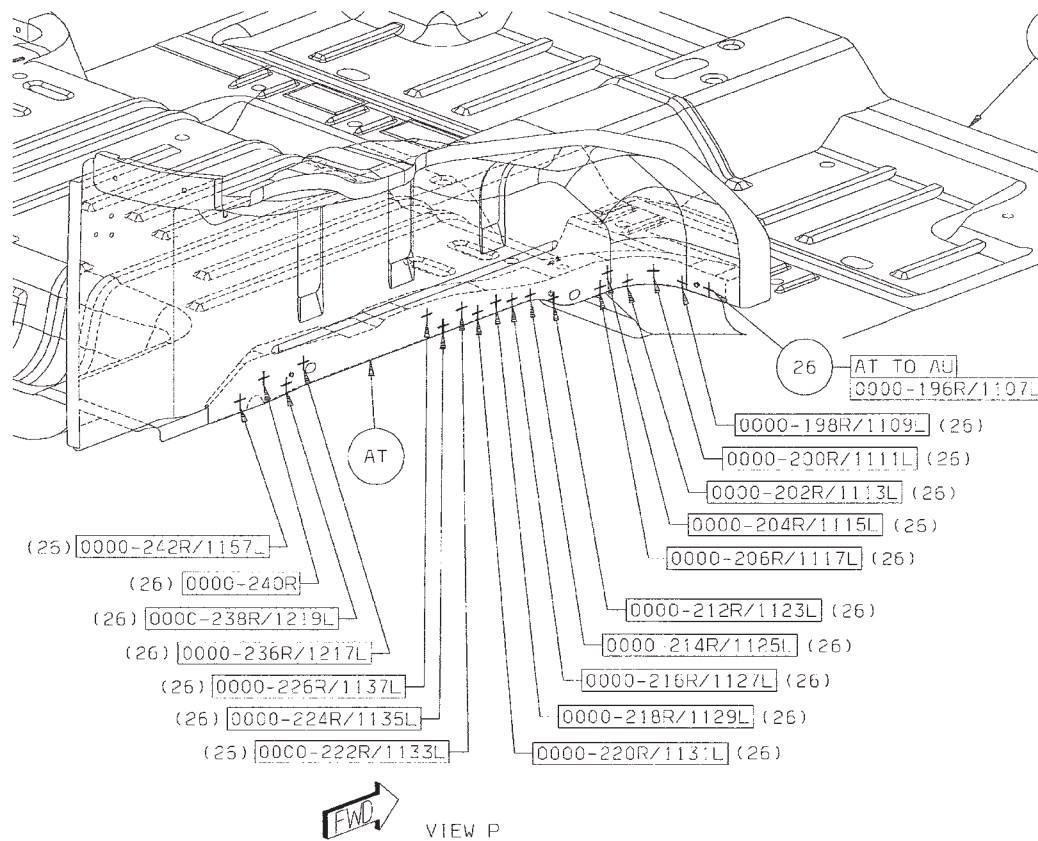
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- 20 AE TO AM TO AP 1/SD S/WELDS (ORD)
- 21 AM TO AN TO AE 1/SD S/WELDS (ORD)
- 22 AP TO AD TP AE 7/SD S/WELDS (ORD)
- 23 AP TO AD TO AE 2/SD S/WELDS (ORD)
- 24 AP TO AS TO AE 4/SD S/WELDS (ORD)
- 25 AE TO AR TO AP 1/SD S/WELDS (ORD)



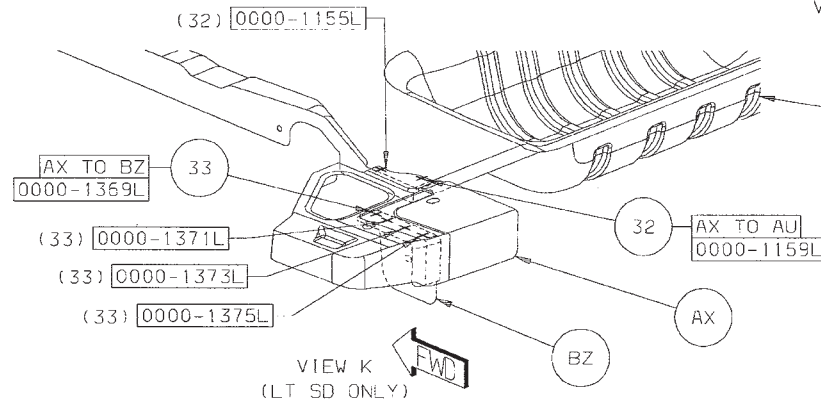
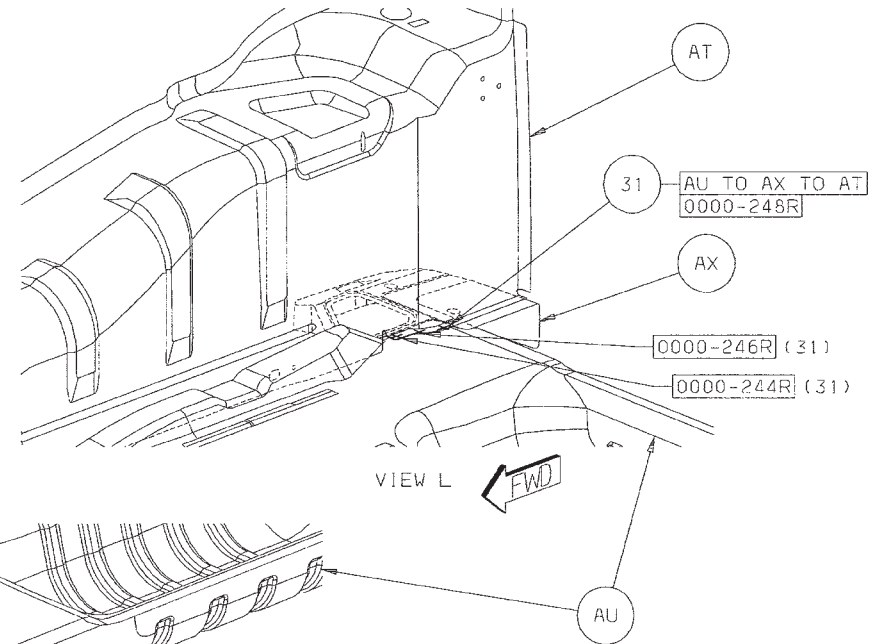
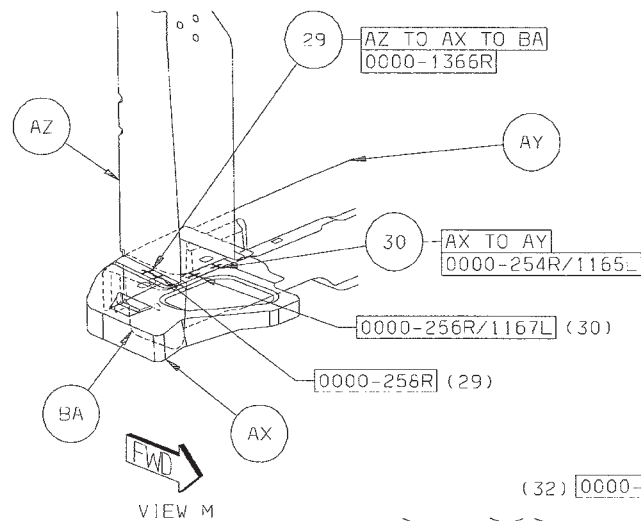
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- 26 AT TO AU 18R/17L S/WELDS (ORD)
- 27 AT TO AU TO AV 2/SD S/WELDS (SAF)
- 28 AT TO AU TO AW 4/SD S/WELDS (ORD)



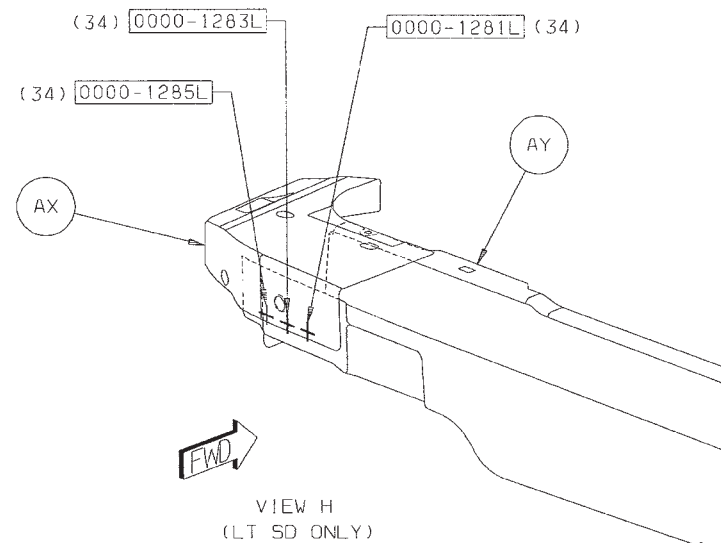
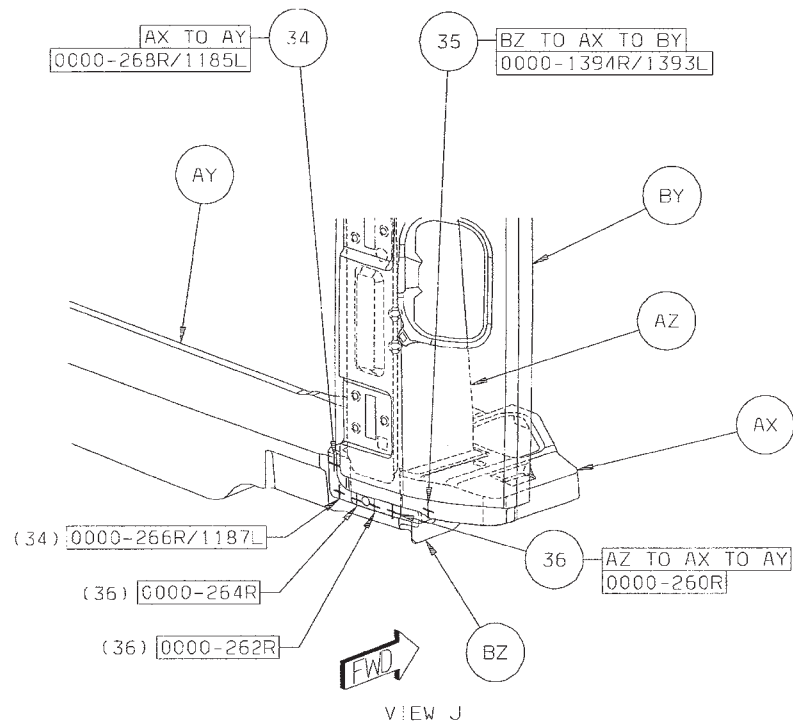
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- 29 AZ TO AX TO BA 1R S/WELD (ORD)
- 30 AX TO AY 3R/2L S/WELDS (ORD)
- 31 AU TO AX TO AT 3R S/WELDS (ORD)
- 32 AX TO AU 1L S/WELD (ORD)
- 33 AX TO BZ 4L S/WELDS (ORD)



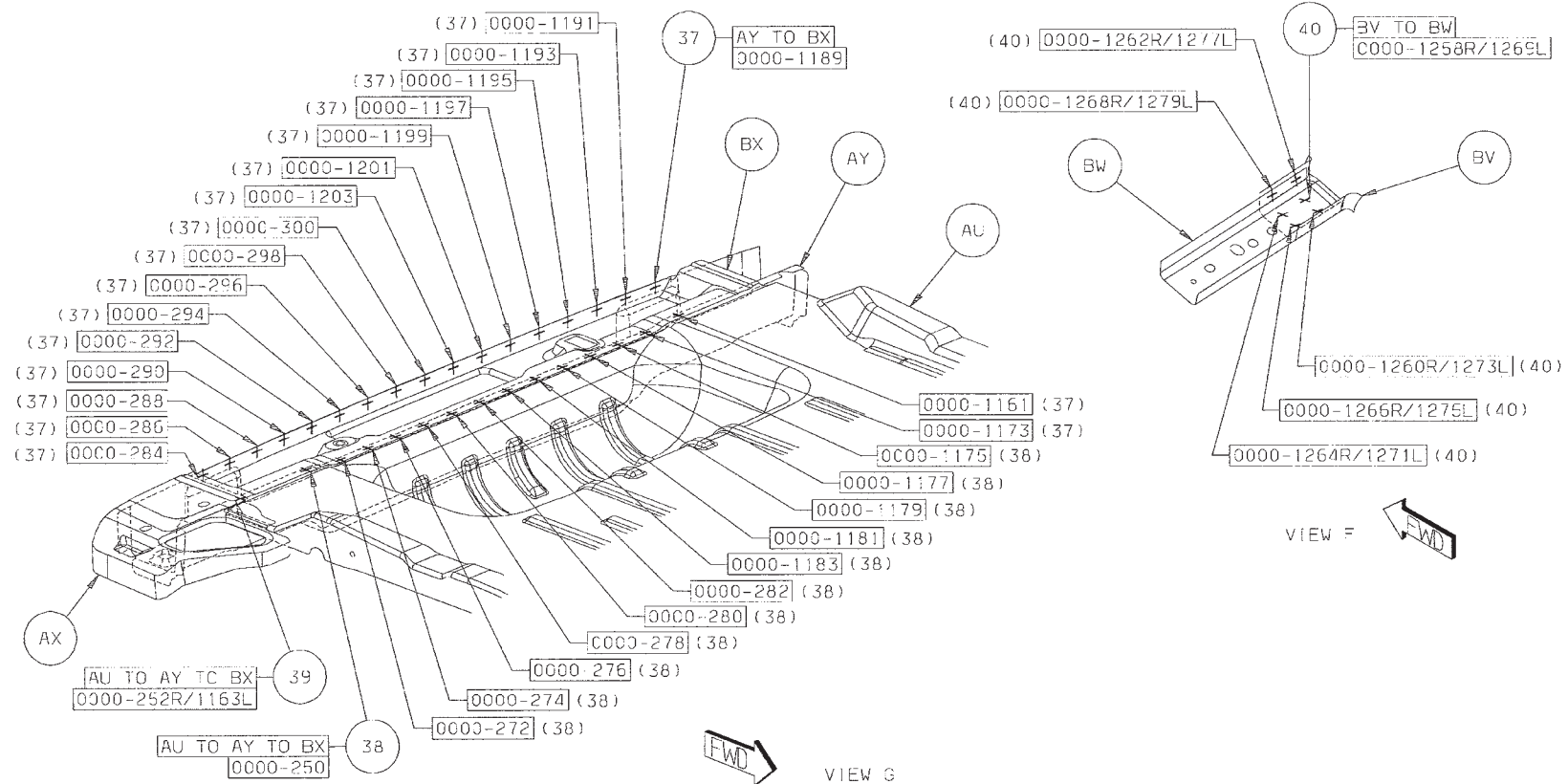
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- 34 AX TO AY 2R/5L S/WELDS (ORD)
- 35 BZ TO AX TO BY 1/SD S/WELDS (ORD)
- 36 AZ TO AX TO AY 3R S/WELDS (ORD)



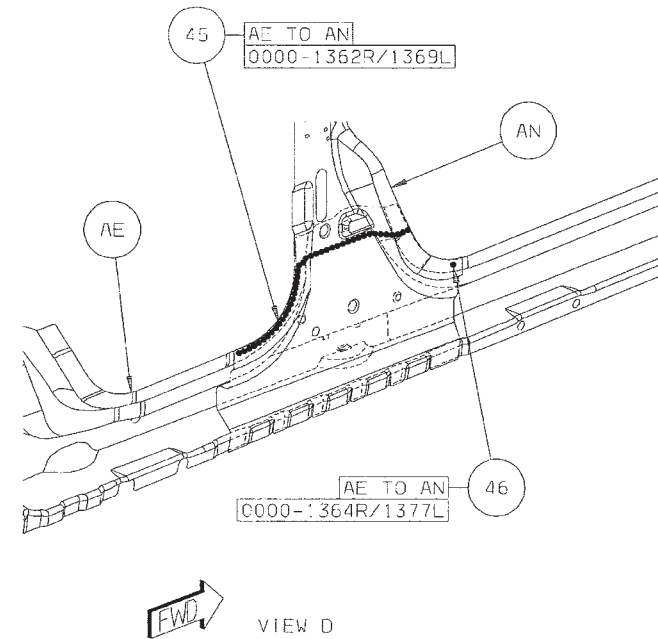
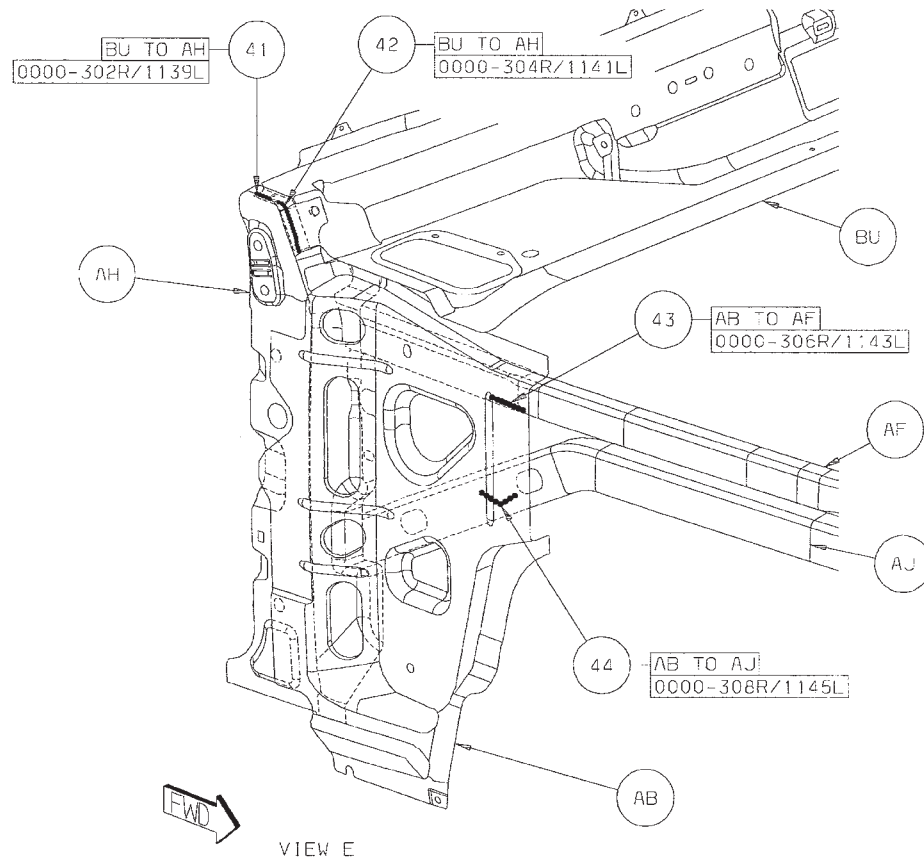
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- 37 AY TO BX 17 S/WELDS (ORD)
- 38 AU TO AY TO BX 14 S/WELDS (ORD)
- 39 AU TO AY TO BX 1/SD S/WELDS (ORD)
- 40 BV TO BW 6/SD S/WELDS (ORD)



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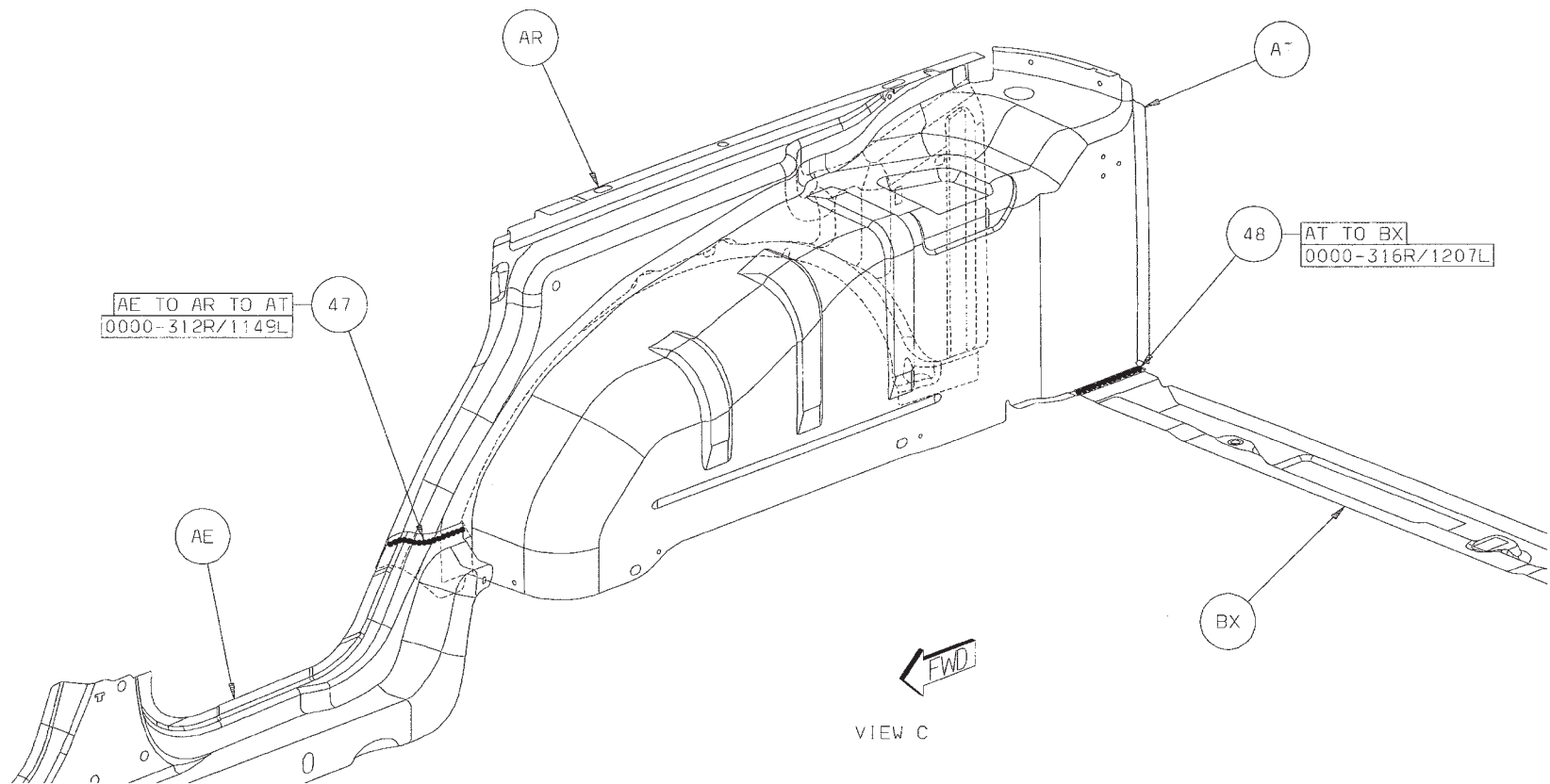
- 41 BU TO AH 1/SD STRUC ADH
- 42 BU TO AH 1/SD STRUC ADH
- 43 AB TO AF 1/SD STRUC ADH
- 44 AB TO AJ 1/SD STRUC ADH
- 45 AE TO AN 1/SD STRUC ADH
- 46 AE TO AN 1/SD GUM DROP



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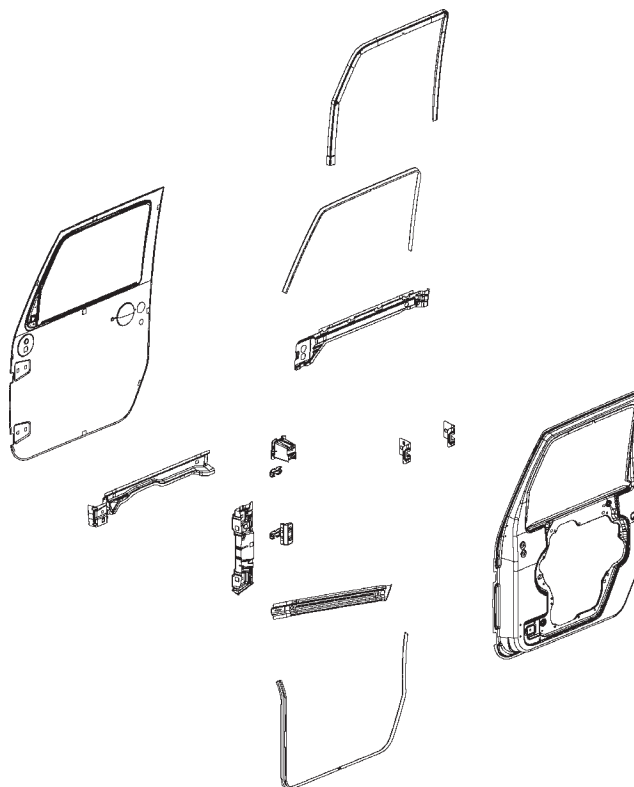
47 AE TO AR TO AT 1/SD STRUC ADH

48 AT TO BX 1/SD STRUC ADH



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JEEP WRANGLER REAR DOOR FULL (JK74) SECTION



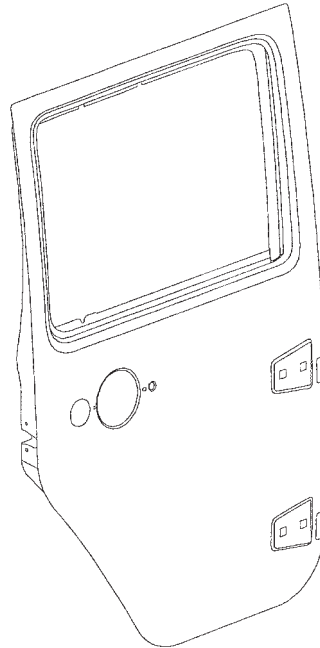
AA PANEL – RR DOOR INR RT –
 AA PANEL – RR DOOR INR LT –
 AB CHANNEL – CHANNEL RR UPR RT –
 AB CHANNEL – CHANNEL RR UPR LT –
 AC REINF – RR DOOR BELT INR RT –
 AC REINF – RR DOOR BELT INR LT –
 AD REINF – FRT DOOR HINGE PILLAR RT –
 AD REINF – FRT DOOR HINGE PILLAR LT –
 AE REINF – DOOR LWR RR RT –
 AE REINF – DOOR LWR RR LT –
 AF REINF – RR DOOR BELT OTR RT –

AF REINF – RR DOOR BELT OTR LT –
 AG REINF – DOOR LATCH RT –
 AG REINF – DOOR LATCH LT –
 AH CHANNEL – RR DOOR LWR RT –
 AH CHANNEL – RR DOOR LWR LT –
 AJ REINF – DOOR CHECK STRAP –
 AK CHANNEL – RR DOOR PRIMARY RT –
 AK CHANNEL – RR DOOR PRIMARY LT –
 AL PANEL – RR DOOR OTR RT –
 AL PANEL – RR DOOR OTR LT –

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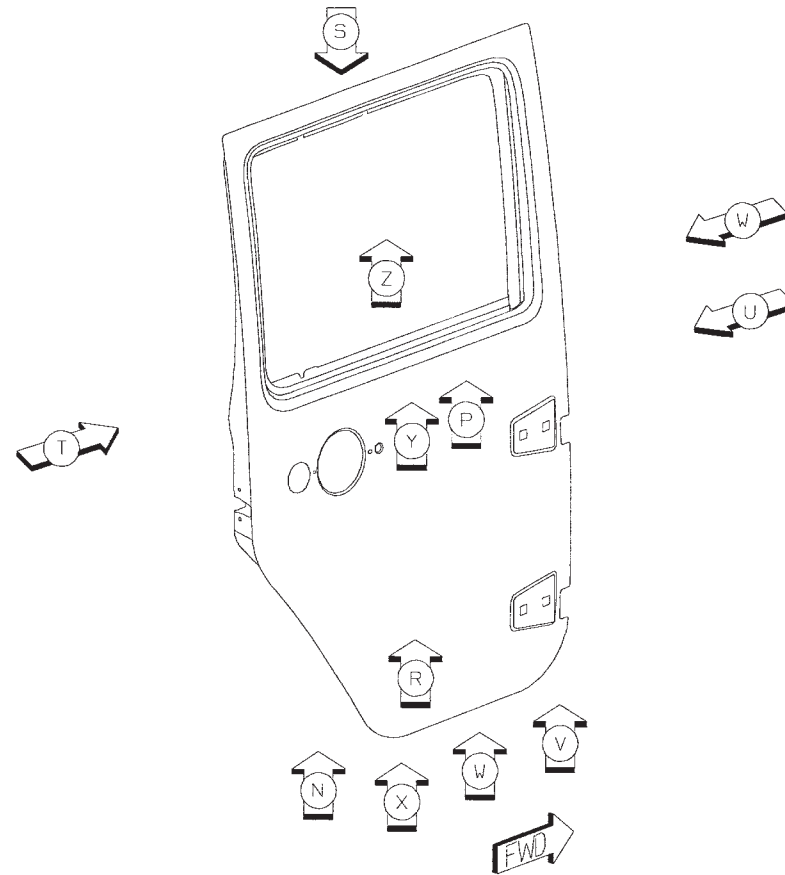
PARTS IDENTIFICATION LEGEND, OVERVIEW 33

AA	PANEL – RR DOOR INR RT –	AF	REINF – RR DOOR BELT OTR LT –
AA	PANEL – RR DOOR INR LT –	AG	REINF – DOOR LATCH RT –
AB	CHANNEL – CHANNEL RR UPR RT –	AG	REINF – DOOR LATCH LT –
AB	CHANNEL – CHANNEL RR UPR LT –	AH	CHANNEL – RR DOOR LWR RT –
AC	REINF – RR DOOR BELT INR RT –	AH	CHANNEL – RR DOOR LWR LT –
AC	REINF – RR DOOR BELT INR LT –	AJ	REINF – DOOR CHECK STRAP –
AD	REINF – FRT DOOR HINGE PILLAR RT –	AK	CHANNEL – RR DOOR PRIMARY RT –
AD	REINF – FRT DOOR HINGE PILLAR LT –	AK	CHANNEL – RR DOOR PRIMARY LT –
AE	REINF – DOOR LWR RR RT –	AL	PANEL – RR DOOR OTR RT –
AE	REINF – DOOR LWR RR LT –	AL	PANEL – RR DOOR OTR LT –
AF	REINF – RR DOOR BELT OTR RT –		



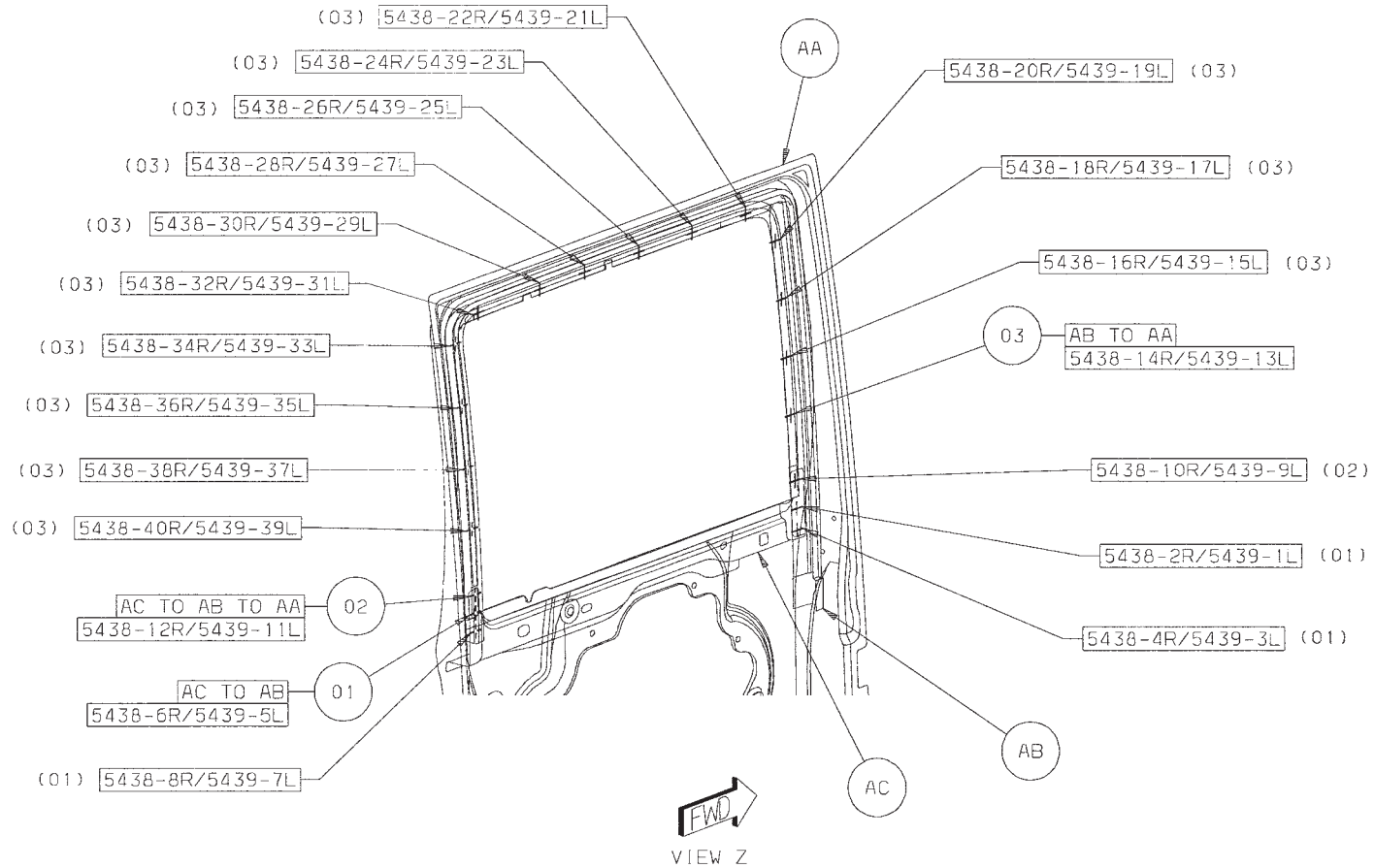
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WELD LAYOUT LOCATION GUIDE



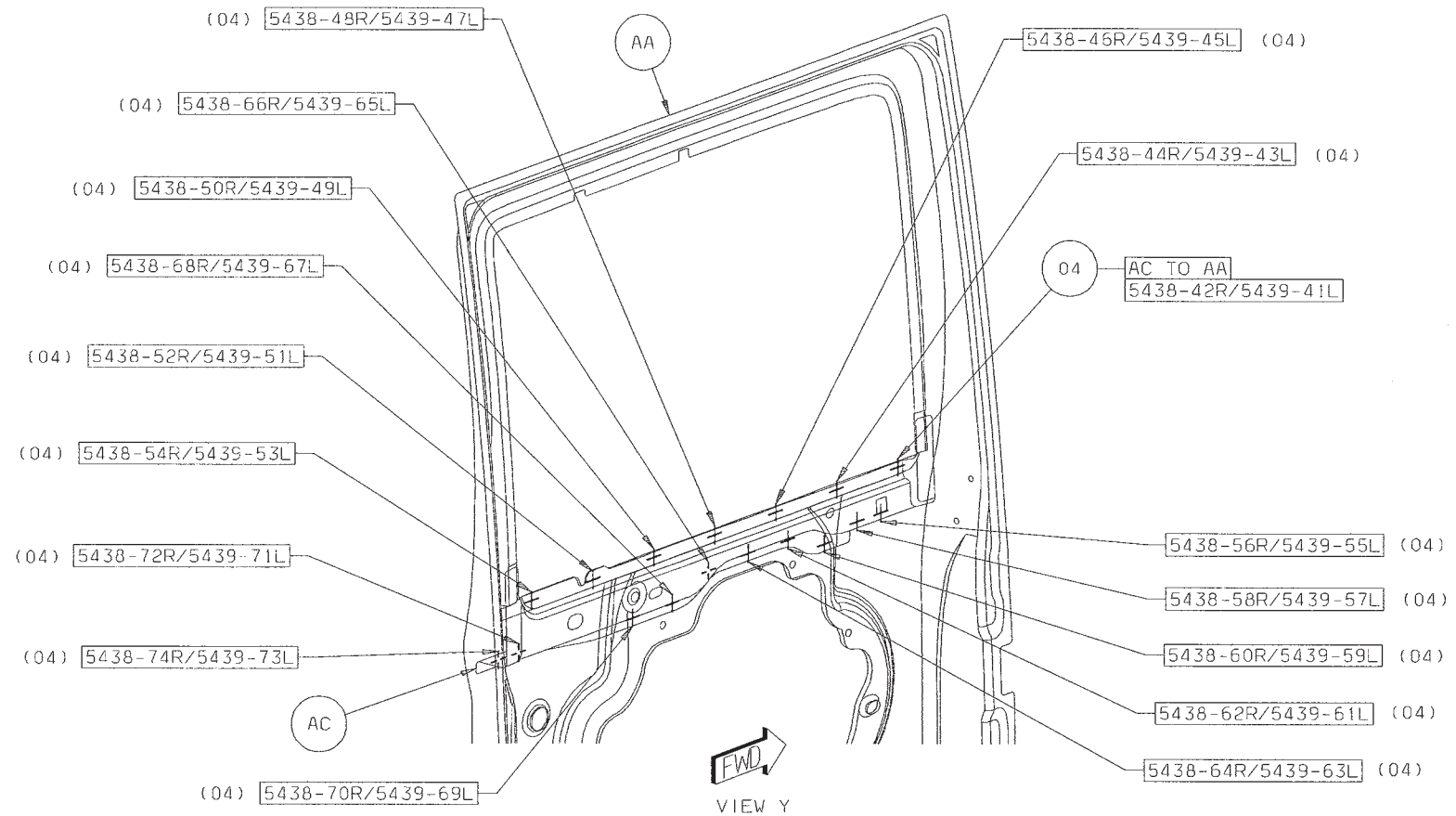
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- 01 AC TO AB 4 SD S/WELDS (ORD)
- 02 AC TO AB TO AA 2 SD S/WELDS (ORD)
- 03 AB TO AA 14 SD S/WELDS (ORD)



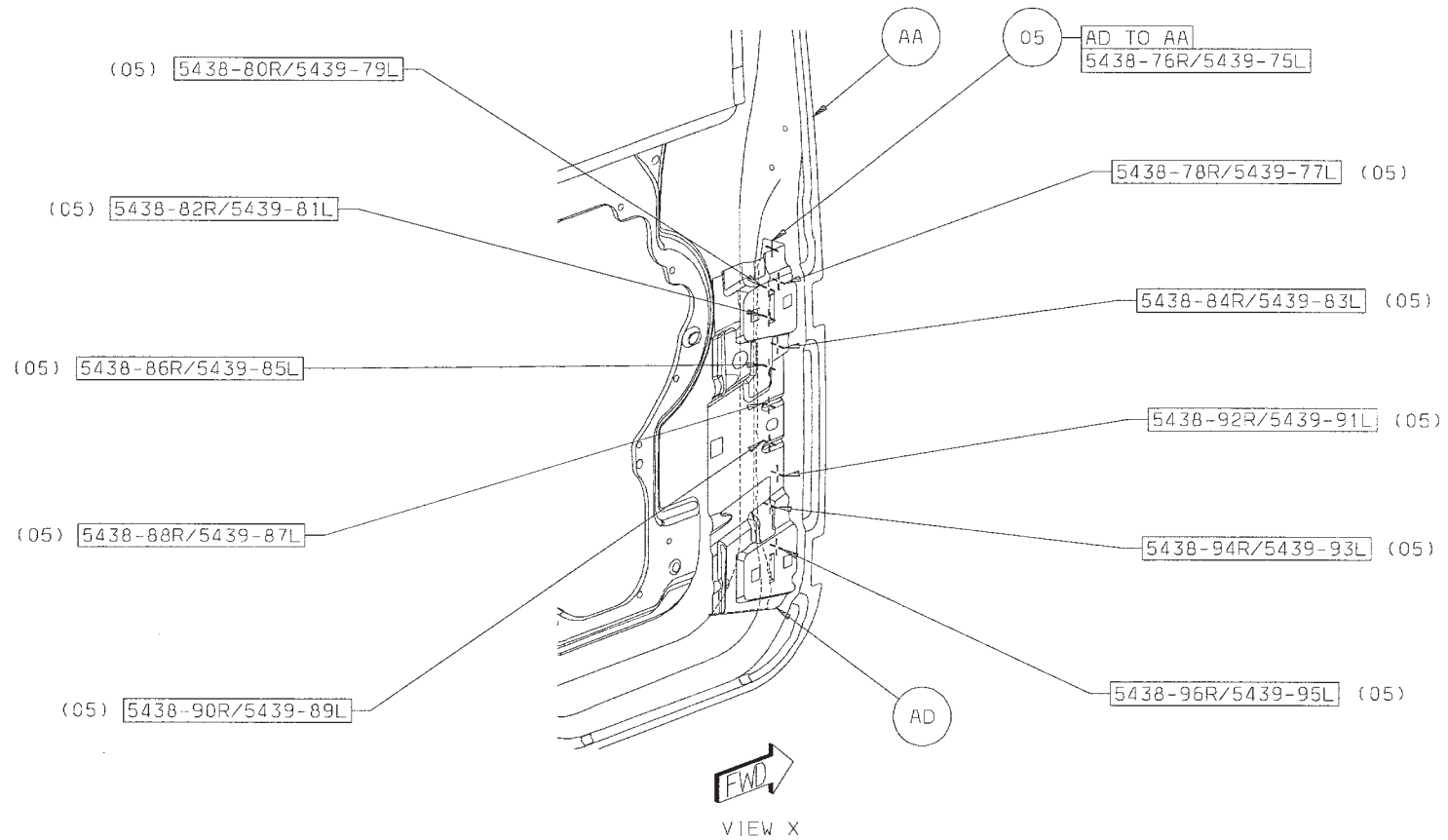
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04 AC TO AA 17 SD S/WELDS (ORD)



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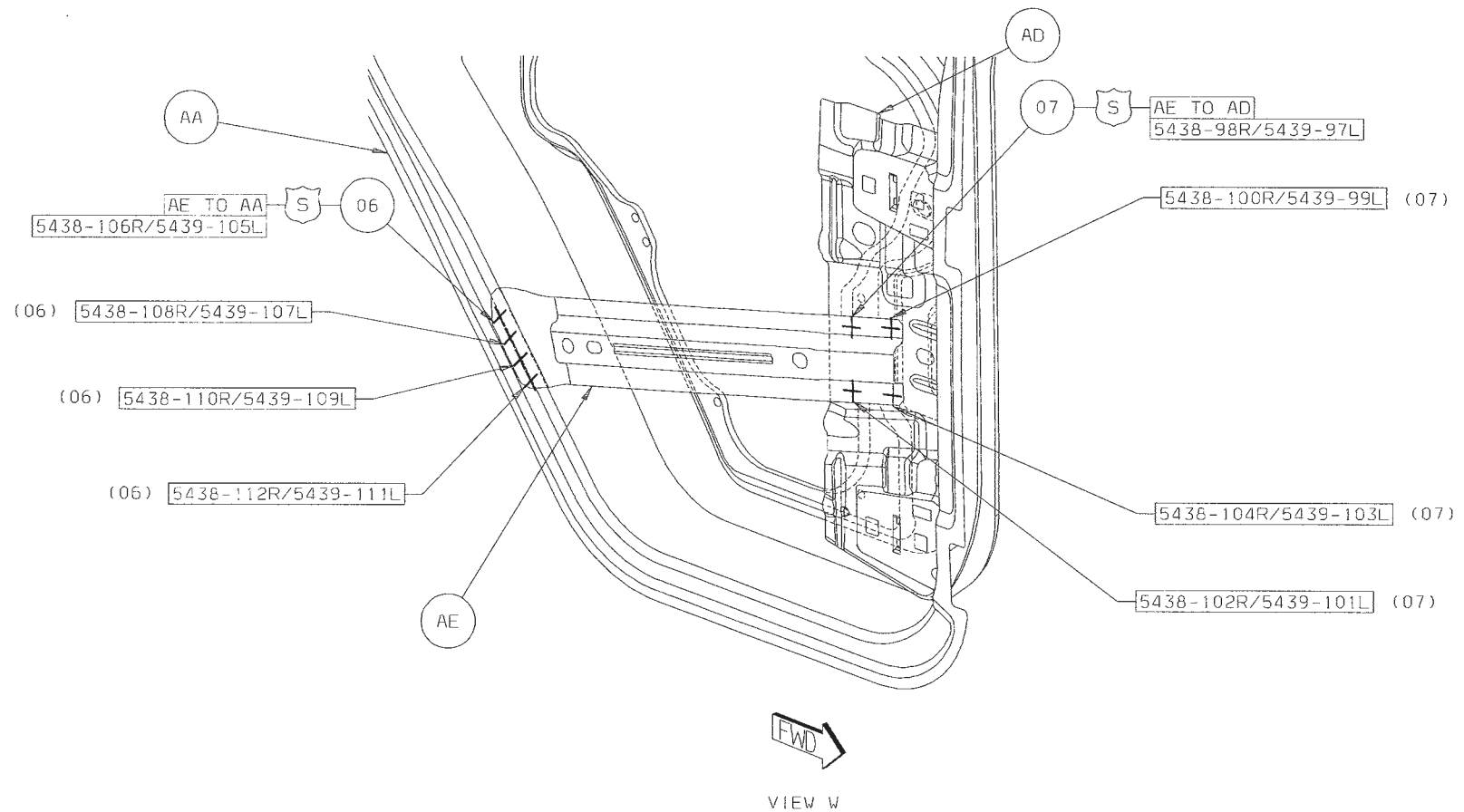
05 AD TO AA 11 SD S/WELDS (ORD)



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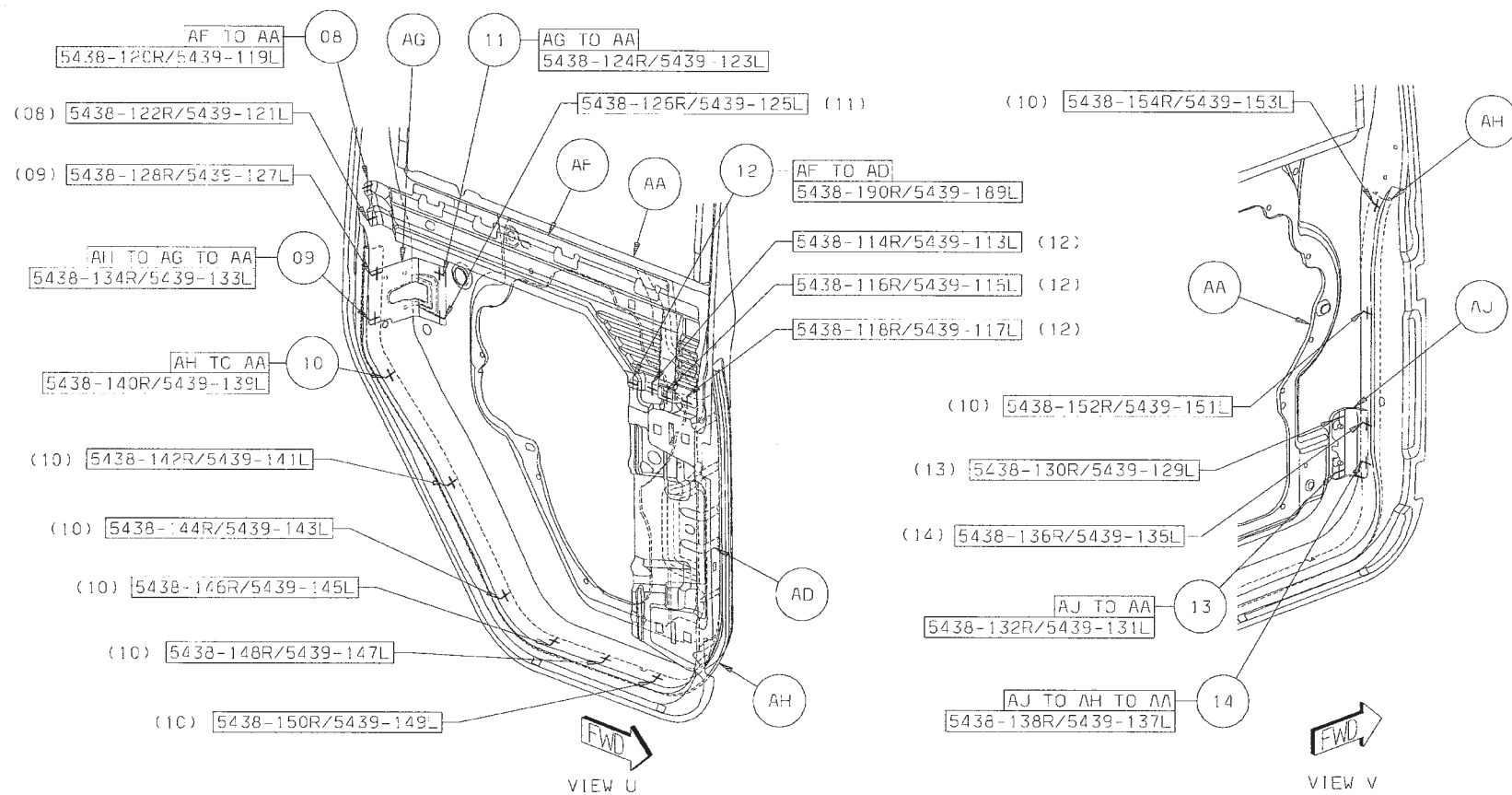
06 AS TO AA 4 SD S/WELDS (SAF)

07 AE TO AD 4 SD S/WELDS (SAF)



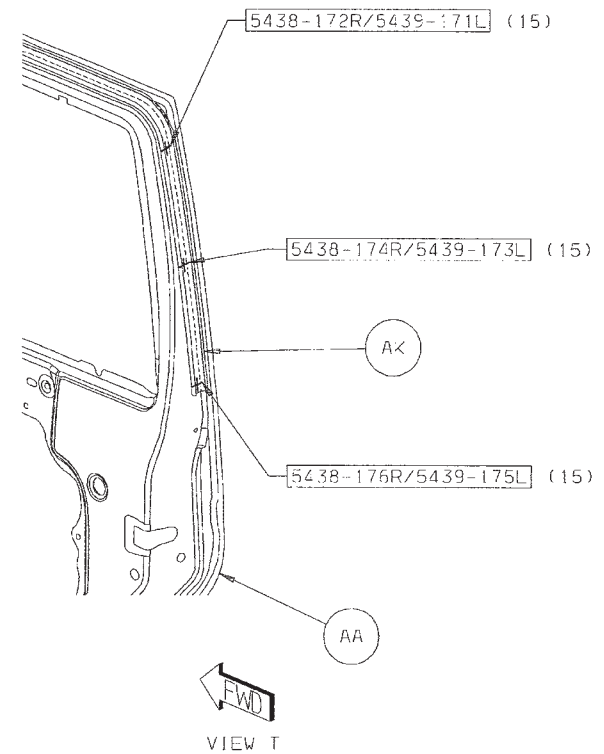
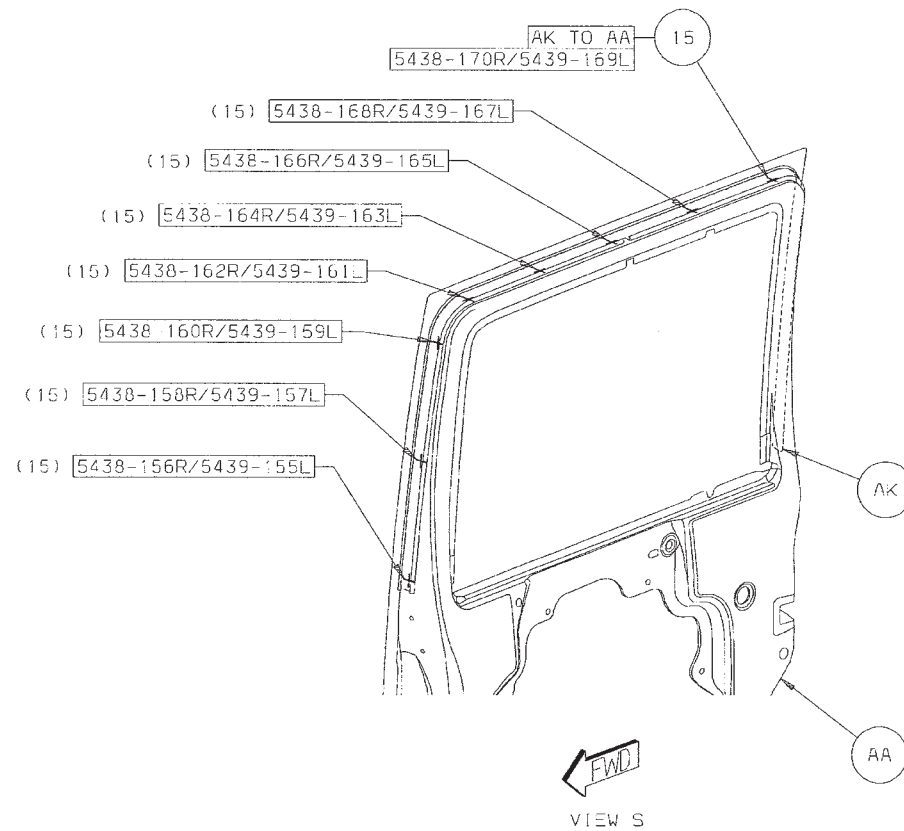
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- 08 AF TO AA 2 SD S/WELDS (ORD)
- 09 AH TO AG TO AA 2/SD S/WELDS (ORD)
- 10 AH TO AA 8 SD S/WELDS (ORD)
- 11 AG TO AA 2 SD S/WELDS (ORD)
- 12 AF TO AD 4 SD S/WELDS (ORD)
- 13 AJ TO AA 2 SD S/WELD (ORD)
- 14 AJ TO AH TO AA 2 SD S/WELDS (ORD)



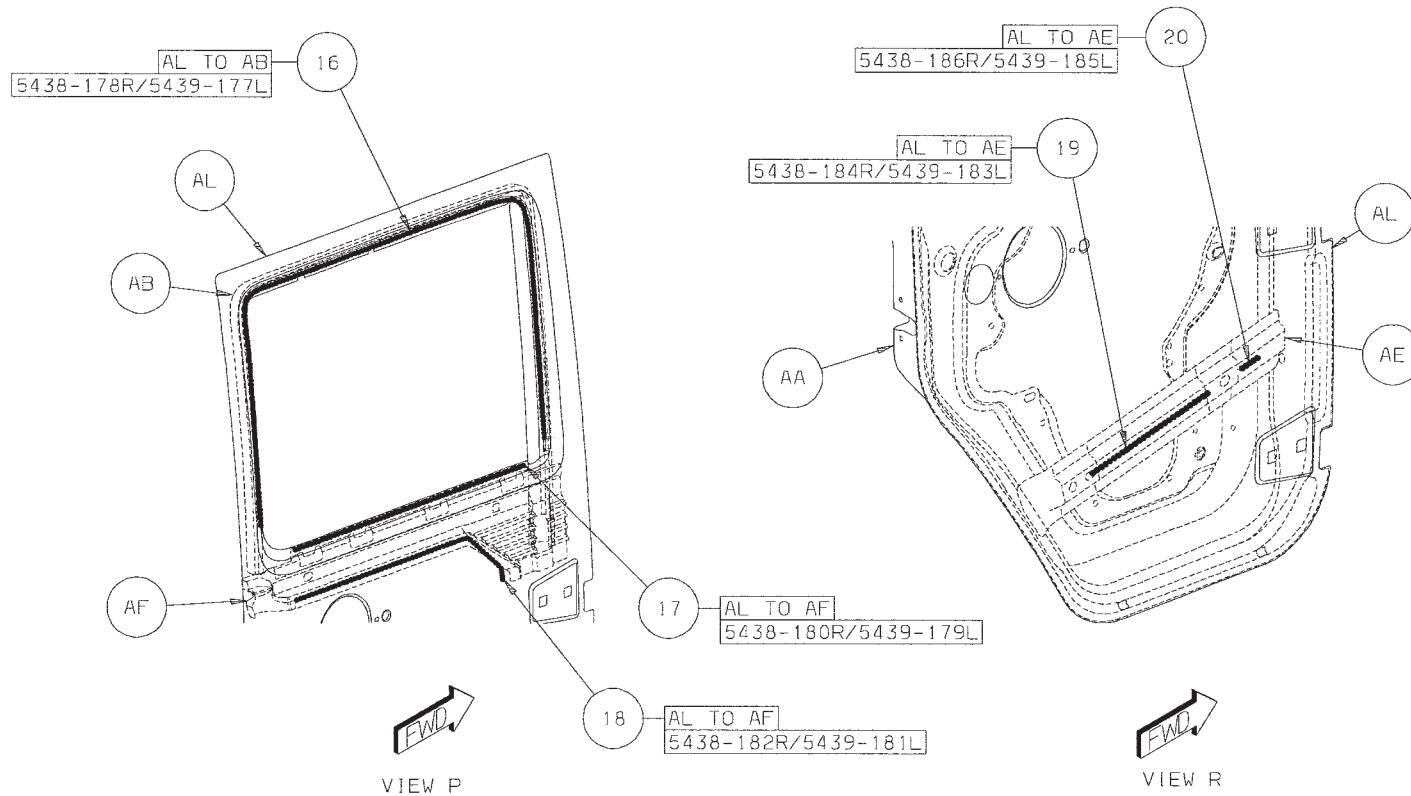
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15 AK TO AA 11 SD SWELDS (ORD)



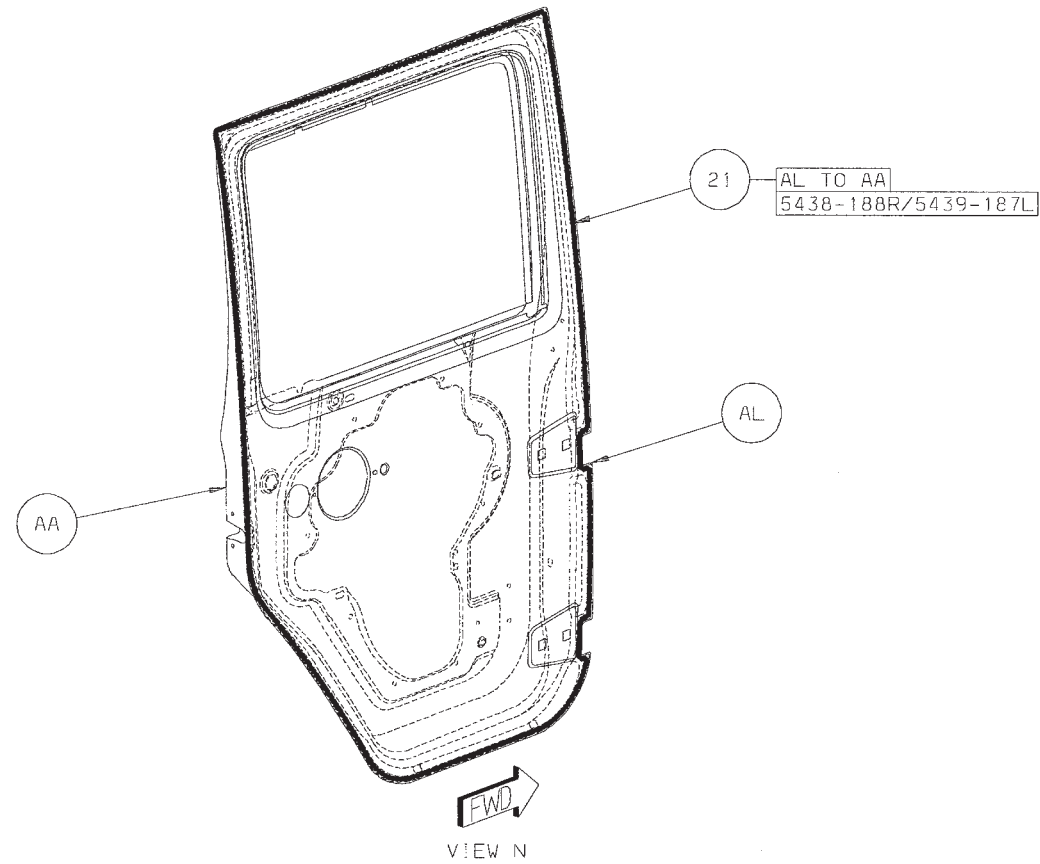
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- 16 AL TO AB 1 BEAD STRUC ADH (ORD)
- 17 AL TO AL 1 BEAD STRUC ADH (ORD)
- 18 AL TO AF 1 BEAD STRUC ADH (ORD)
- 19 AM TO AL 1 BEAD STRUC ADH (ORD)
- 20 AM TO AL 1 BEAD STRUC ADH (ORD)



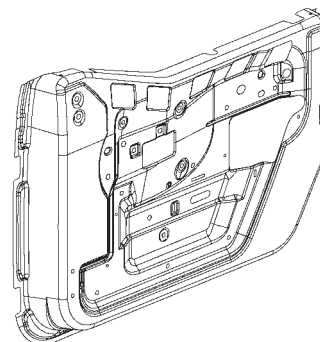
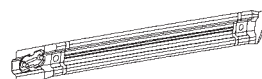
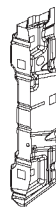
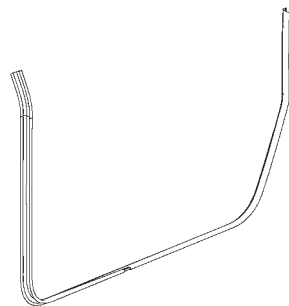
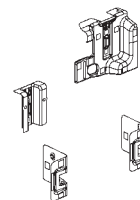
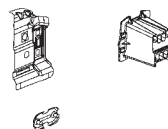
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21 AL TO AA 1 BEAD STRUC ADH (ORD)



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A technical drawing of a rectangular metal plate, likely a component for a vehicle's interior. The plate features several mounting points: two circular holes with internal slots on the left side, and a larger circular hole with a central slot on the right side. There are also several rectangular slots and smaller circular holes along the edges, suggesting it is designed to be secured with screws or bolts. The drawing is a line art representation showing the outline and internal features of the plate.



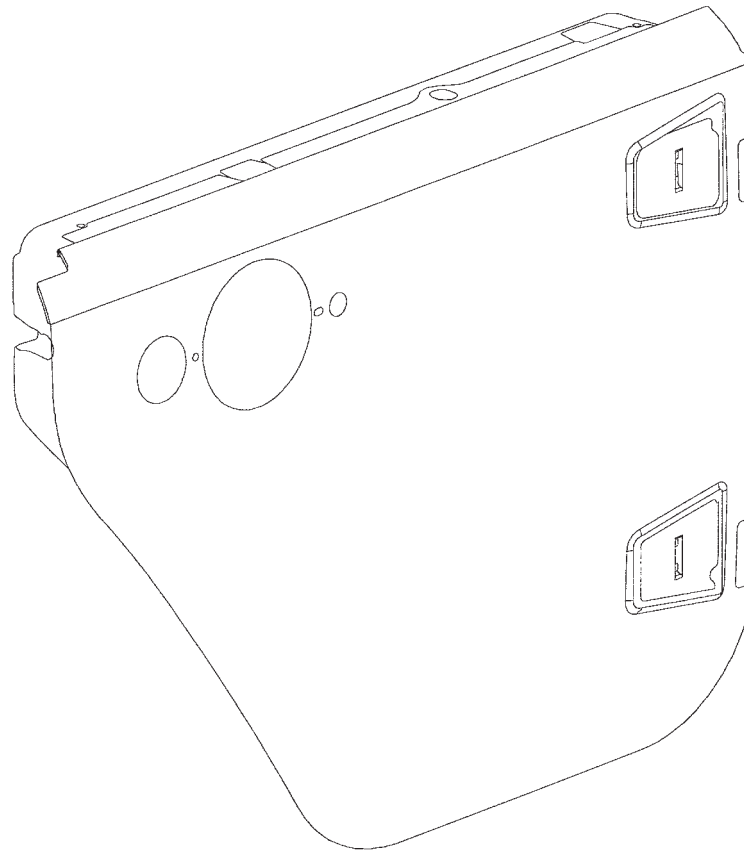
AE REINF - DOOR LATCH LT-
AF CHANNEL - RR DOOR DOOR HALF LWR RT -
AF CHANNEL - RR DOOR DOOR HALF LWR LT -
AG RETAINER - TUBE FRT -
AH PANEL - RR HALF DOOR OTR RT -
AH PANEL - RR HALF DOOR OTR LT -
AJ REINF - RR DOOR BELT INR RT -
AJ REINF - RR DOOR BELT INR LT -

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PARTS IDENTIFICATION LEGEND, OVERVIEW 34

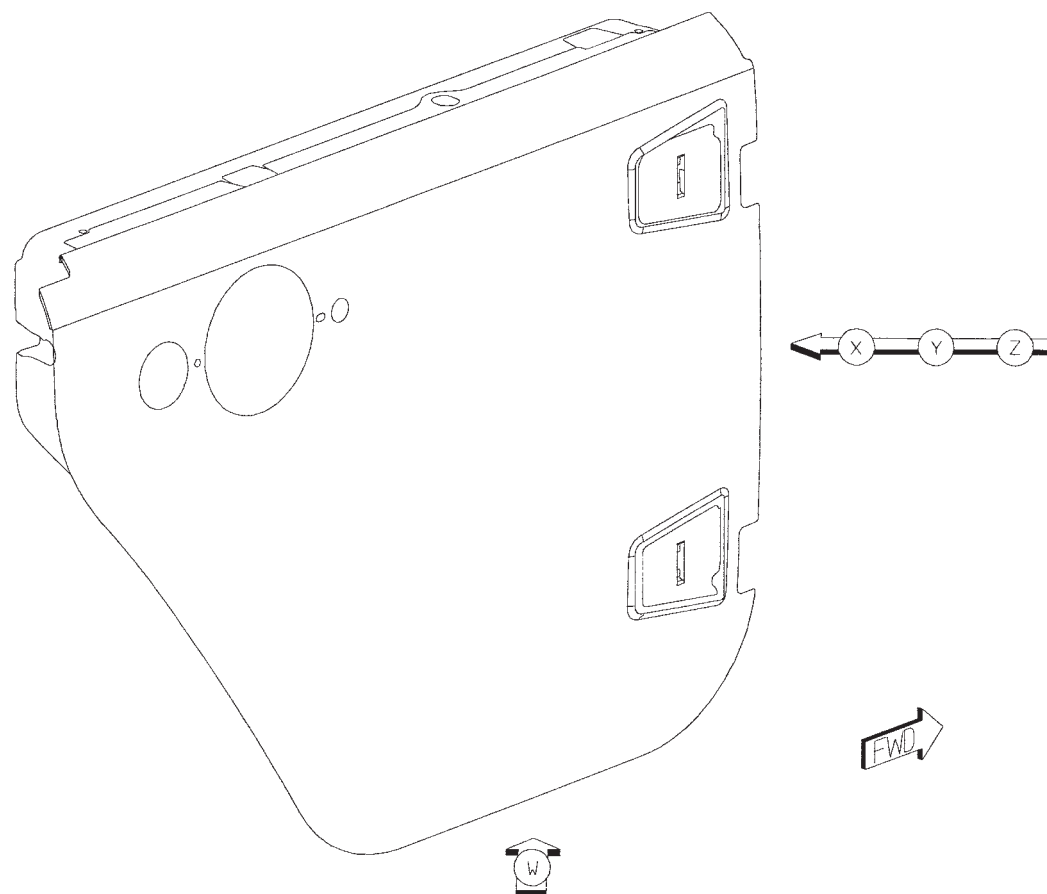
AA PANEL – RR DOOR INR RT –
AA PANEL – RR DOOR INR LT –
AB REINF – FRT DOOR HINGE PILLAR RT –
AB REINF – FRT DOOR HINGE PILLAR LT –
AC REINF – DOOR LWR RR RT –
AC REINF – DOOR LWR RR LT –
AD REINF – DOOR CHECK STRAP –
AE REINF – DOOR LATCH RT–

AE REINF – DOOR LATCH LT–
AF CHANNEL – RR DOOR DOOR HALF LWR RT –
AF CHANNEL – RR DOOR DOOR HALF LWR LT –
AG RETAINER – TUBE FRT –
AH PANEL – RR HALF DOOR OTR RT –
AH PANEL – RR HALF DOOR OTR LT –
AJ REINF – RR DOOR BELT INR RT –
AJ REINF – RR DOOR BELT INR LT –



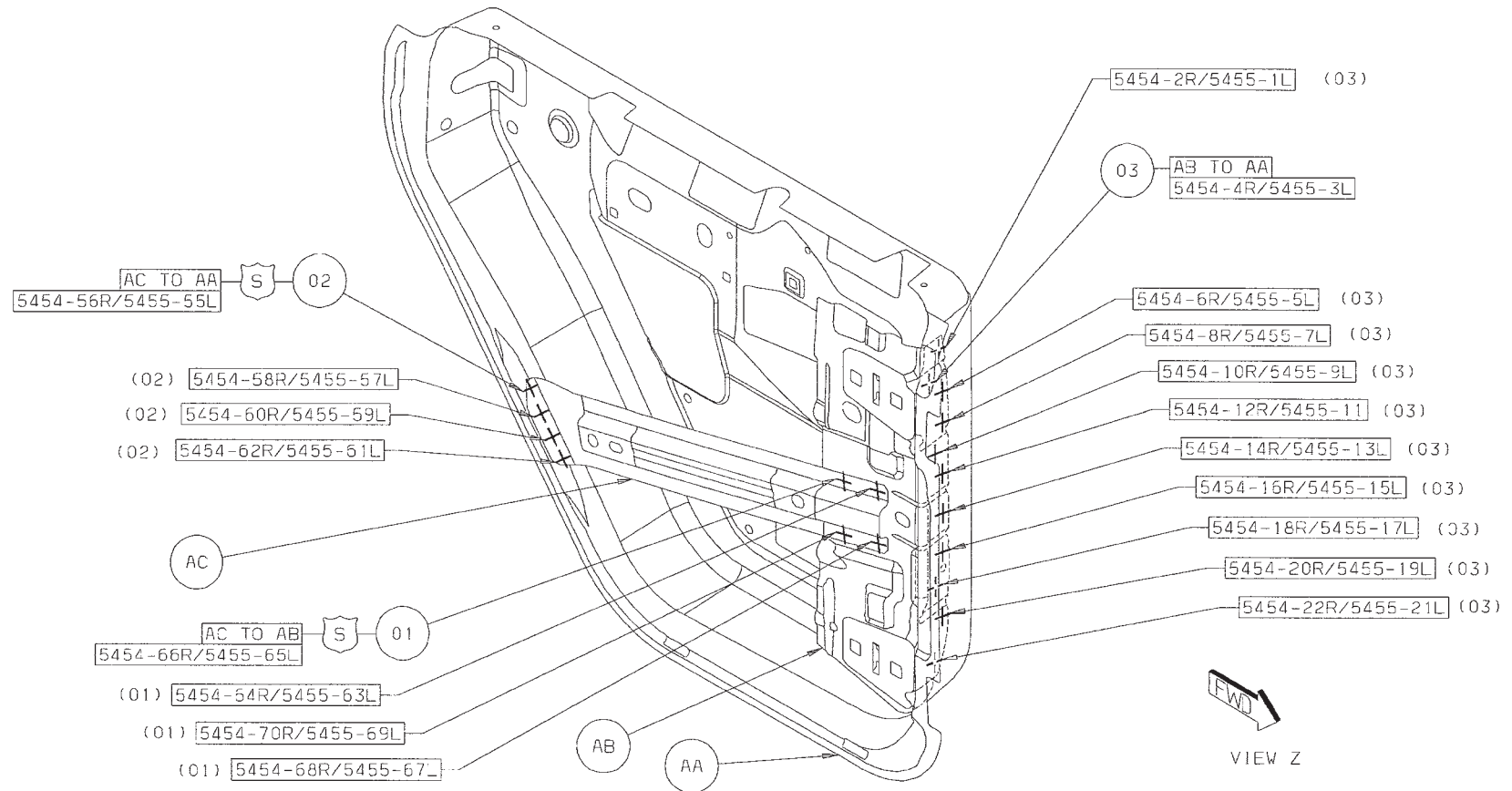
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WELD LAYOUT LOCATION GUIDE



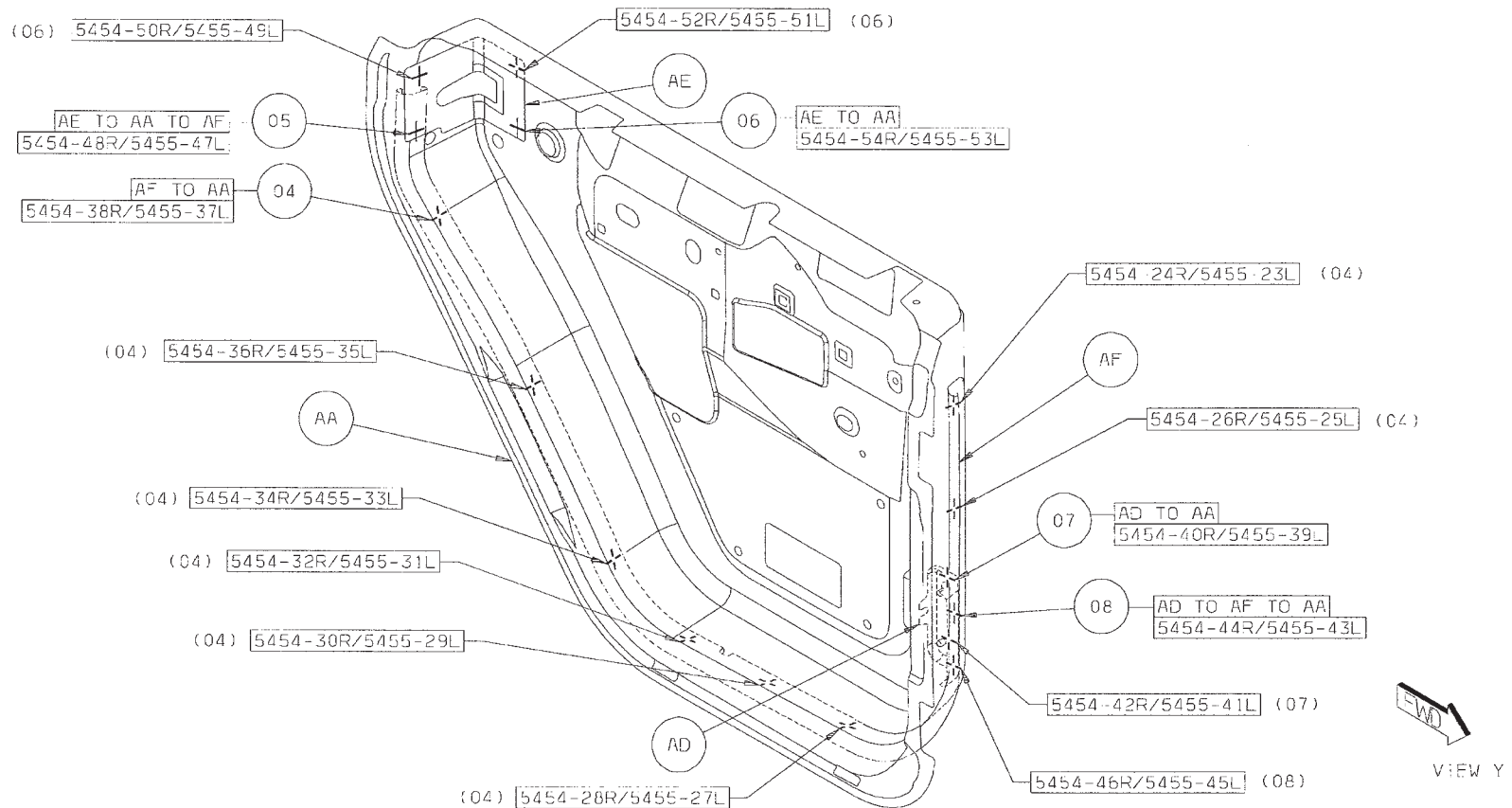
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- 01 AC TO AB 4/SD S/WELDS (SAF)
- 02 AC TO AA 4/SD S/WELDS (SAF)
- 03 AB TO AA 11/SD S/WELDS (ORD)



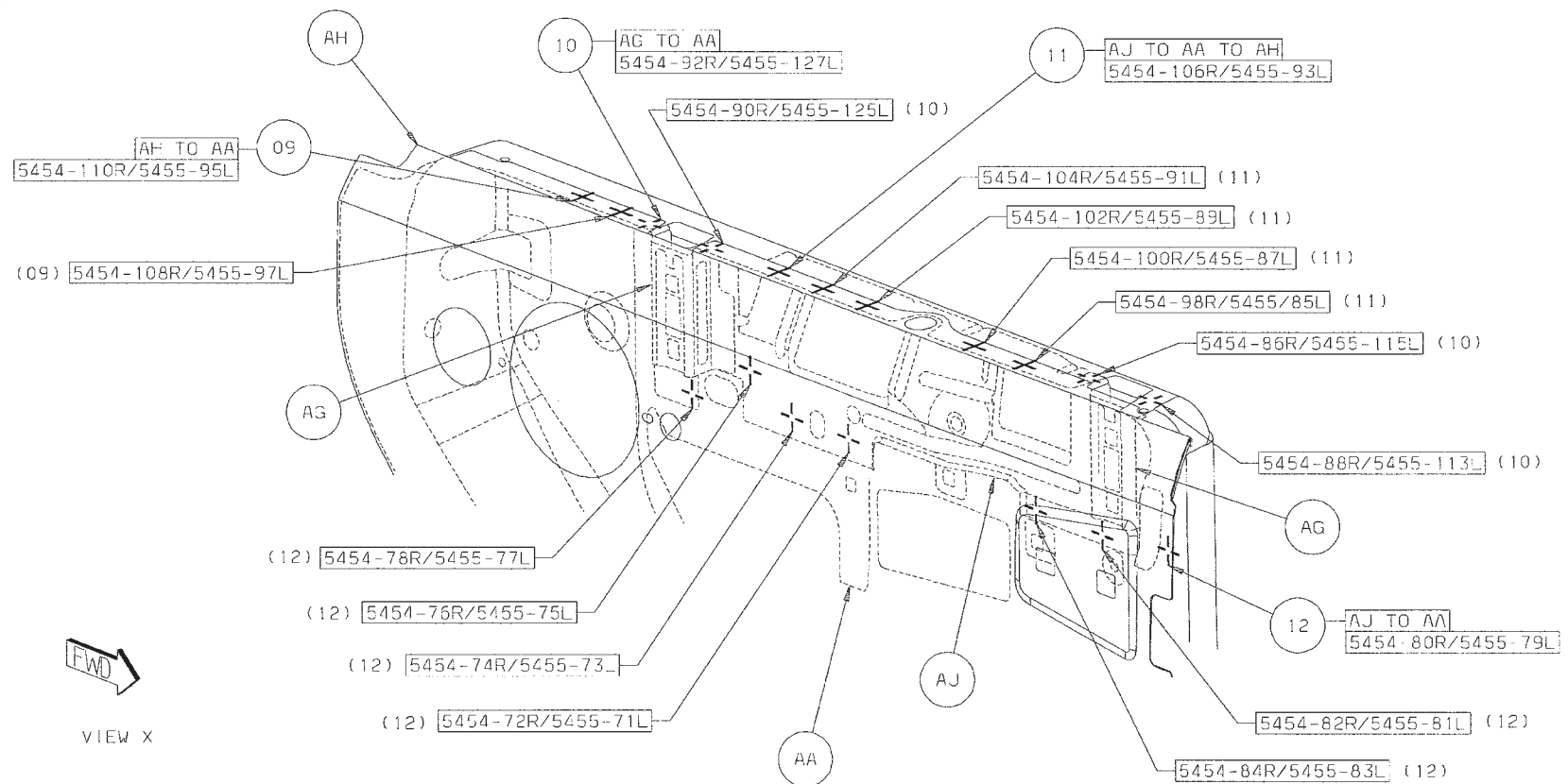
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- 04 AF TO AA 8/SD S/WELDS (ORD)
- 05 AE TO AA TO AF 1/SD S/WELD (ORD)
- 06 AE TO AA 3/SD S/WELDS (ORD)
- 07 AD TO AA 2/SD S/WELDS (ORD)
- 08 AD TO AF TO AA 2/SD S/WELDS (ORD)



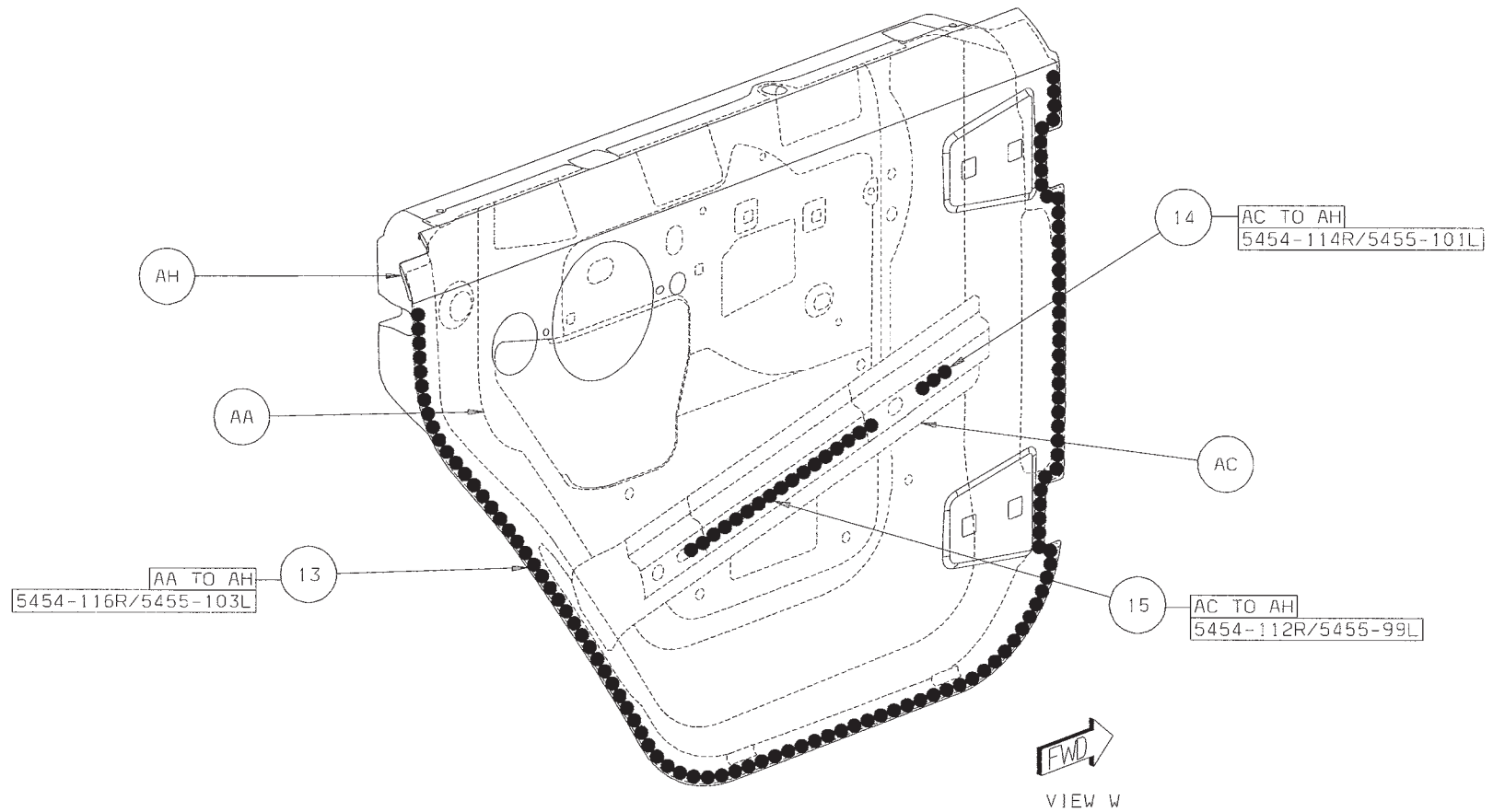
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- 09 AH TO AA 2/SD S/WELDS (ORD)
- 10 AG TO AA 4/SD S/WELDS (ORD)
- 11 AJ TO AA TO AH 5/SD S/WELDS (ORD)
- 12 AJ TO AA 7/SD S/WELDS (ORD)

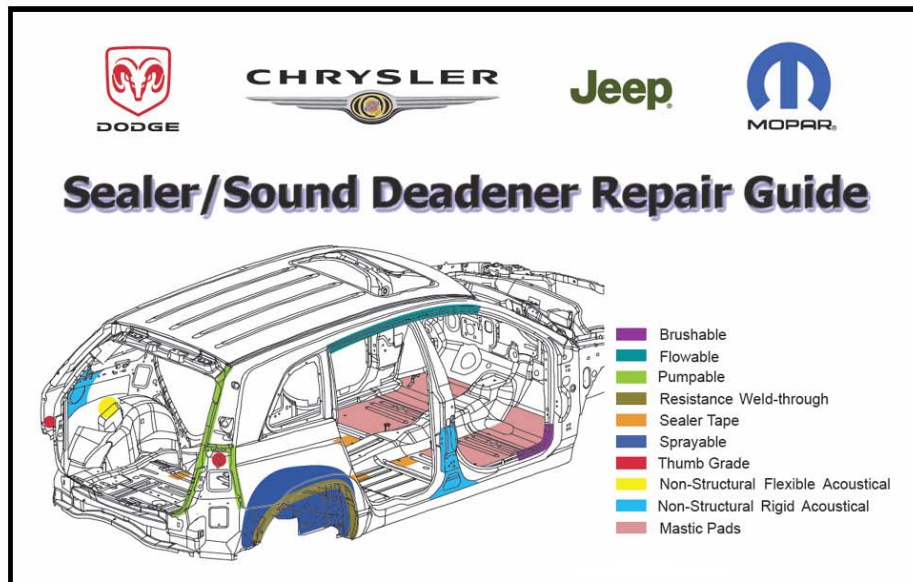


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- 13 AA TO AH 1 STRUC ADH
- 14 AC TO AH 1 STRUC ADH
- 15 AC TO AH 1 STRUC ADH



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Publication # 81-316-0731

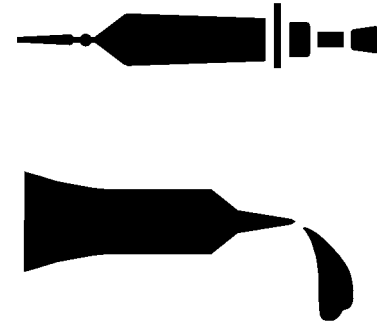


Publication # 81-316-0507

Addition copies of these publications are available by calling:
1-800-890-4038

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Sealer/Structural Adhesive/Sound Deadener Locations Jeep Wrangler



This section shows the different locations for Sealers, Sound Deadeners and Structural Adhesives and has been prepared for use by all body technicians involved in the repair of Jeep Wrangler.

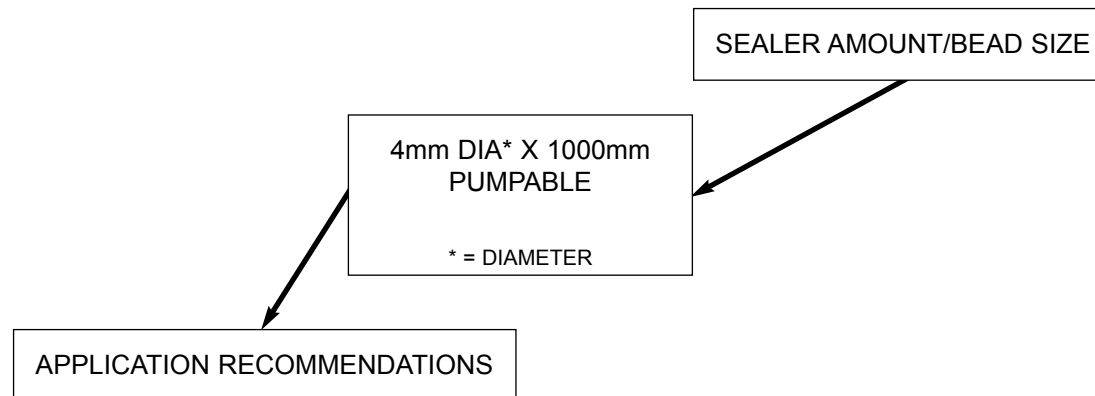
Body/Paint Sealer Locations
Structural Adhesive Locations
Sound Deadener Locations

DaimlerChrysler Motors Corporation reserves the right to make improvements in design or to change specifications to these vehicles without incurring any obligation upon itself.

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SEALER INFORMATION



ALL REPAIRS WHERE PANELS WERE REPLACED HAVE VOIDS THAT MUST BE FILLED WITH SEALANT. SEALANT SHOULD BE APPLIED TO ALL SKIPS, PIN HOLES, IN SEALERS AND WELD BURN THROUGH HOLES ON THE INTERIOR AND EXTERIOR OF TH VEHICLE THAT WOULD PERMIT LEAKAGE OF WATER, AIR OR EXHAUST FUMES. TYPICAL AREAS OF THE EXTERIOR THAT MUST BE SEALED ARE LISTED IN THIS SECTION. AREAS OF THE INTERIOR THAT MUST BE SEALED ARE FLOOR PANS, WHEELHOUSES, DASH PANEL, AND COWL SIDES.

SEALER LEGEND

-  THUMBGRADE SEALER
-  PUMPABLE SEALER
-  HIDDEN SEALER

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BODY SEALER LOCATIONS

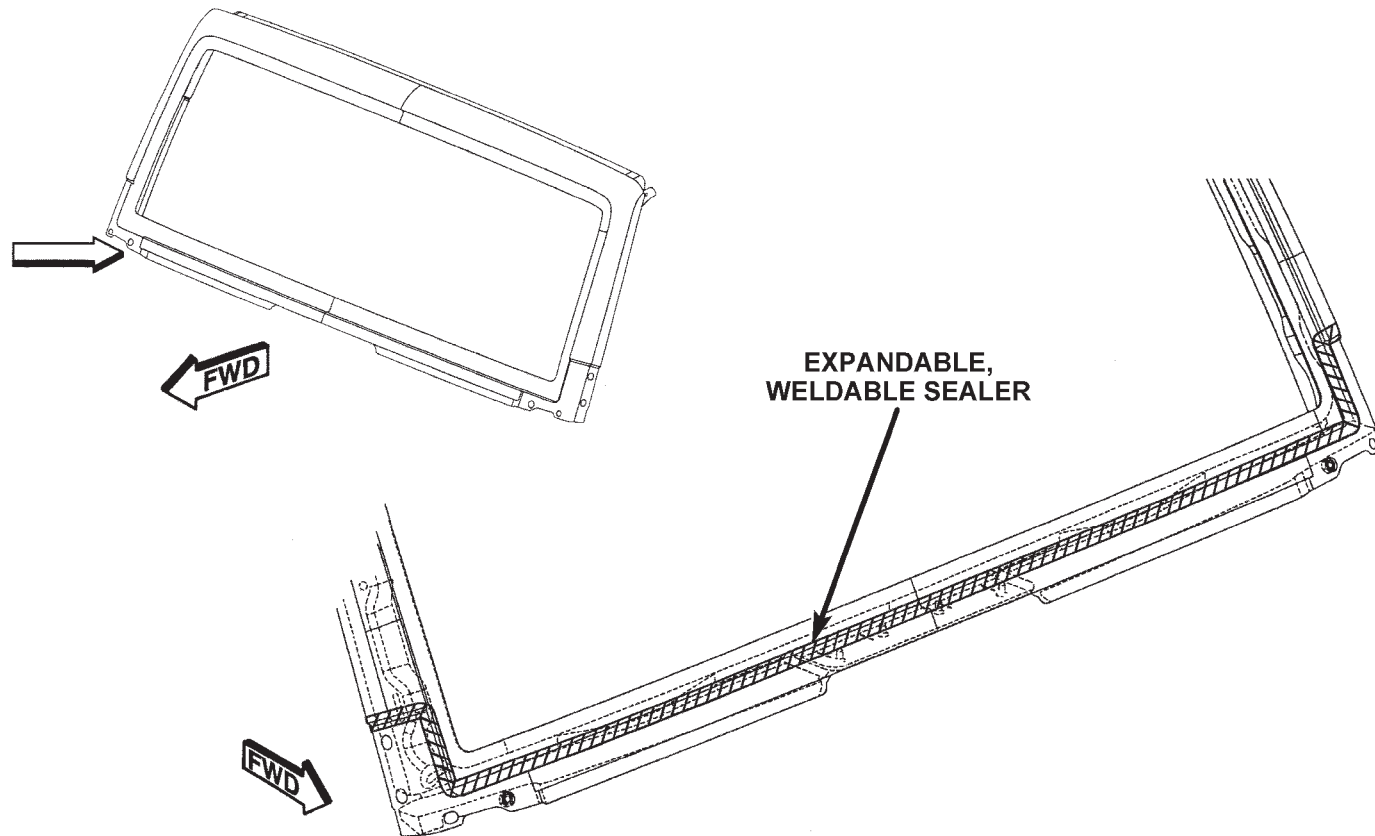
DESCRIPTION	FIGURE
WINDSHIELD FRAME	1
COWL/DASH/PLENUM (1 OF 2)	2
COWL/DASH/PLENUM (2 OF 2)	3
DASH/FRONT FLOOR	4
COWL SIDE/HYDROFOAM	5
FRONT OUTER BODY SIDE APERTURE	6
INNER SEAL	7
FLOOR PAN – JK72 ONLY	8
FLOOR PAN – JK74 ONLY	9
BELT RAIL REINFORCEMENT	10
FRONT FLOOR/INNER SILL/COWL SIDE PANEL	11
OUTER SILL/ROCKER PANEL	12
INNER SILL/FLOOR PAN/QUARTER PANEL/ WHEELHOUSE – JK74	13
FLOOR PAN/QUARTER PANEL/WHEELHOUSE – JK72	14
REAR QUARTER PANEL	15

Preferred Mopar Product:

- Paintable Seam Sealer – Part No. 04318026

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BODY SEALER LOCATIONS

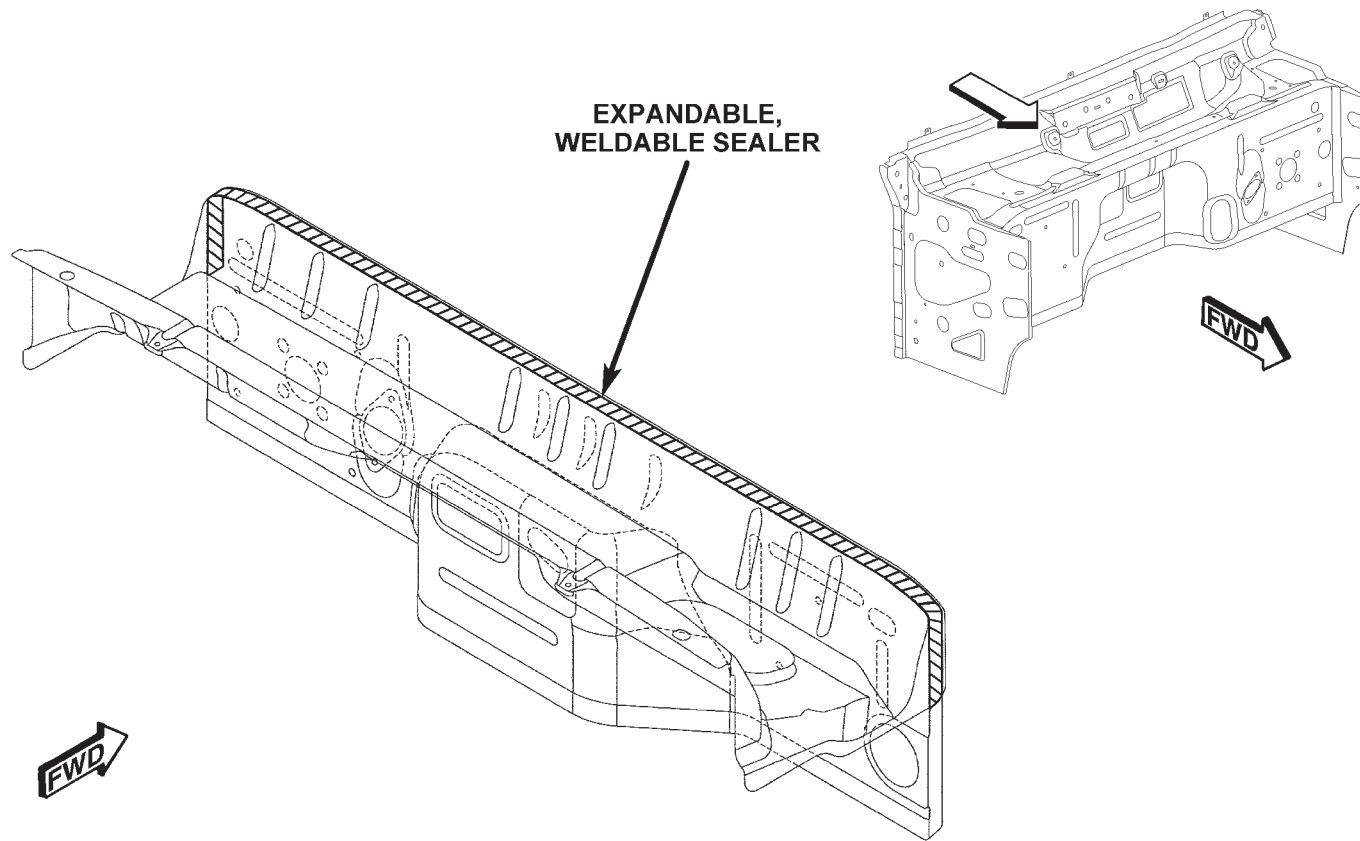


81a3aac5

Figure 1. Windshield Frame

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BODY SEALER LOCATIONS

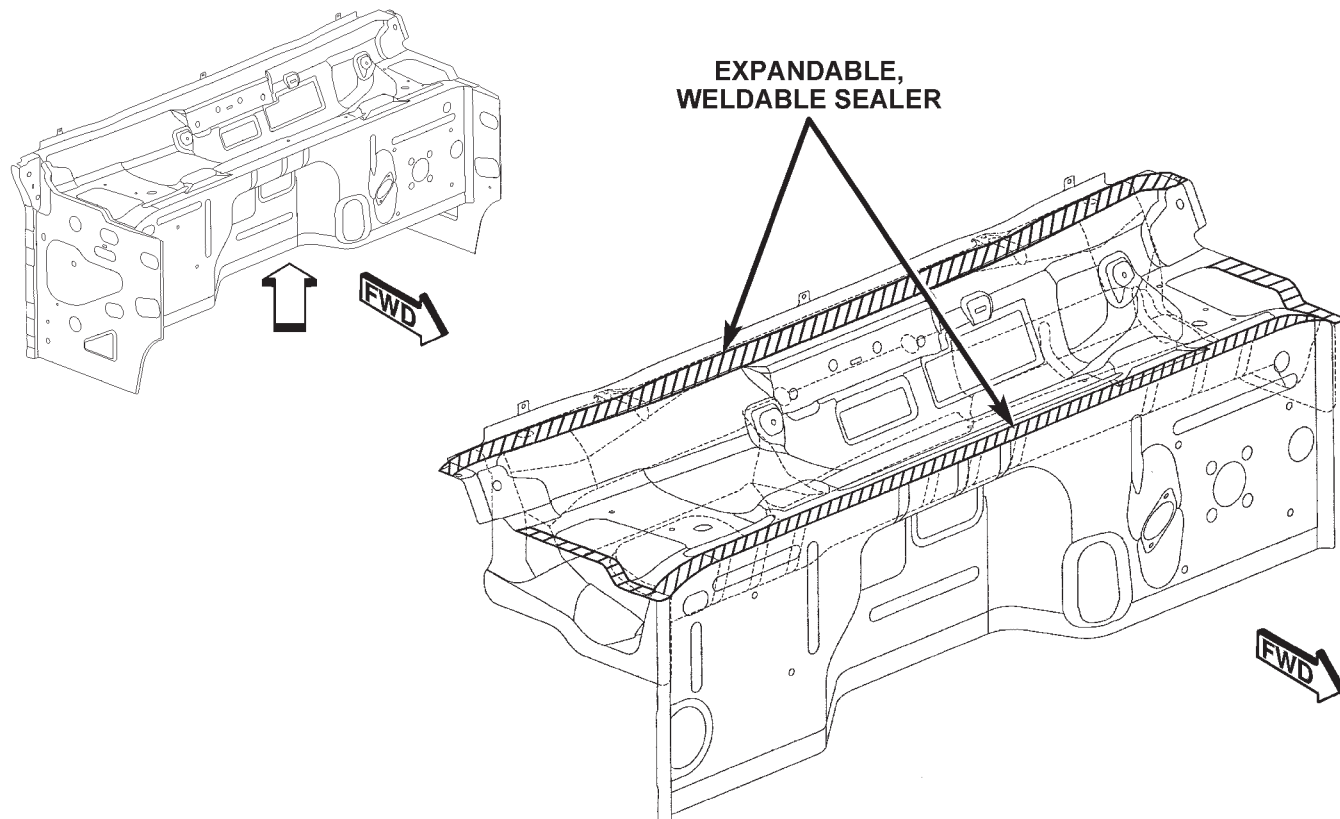


81a3aac9

Figure 2. Cowl/Dash/Plenum (1 of 2)

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BODY SEALER LOCATIONS

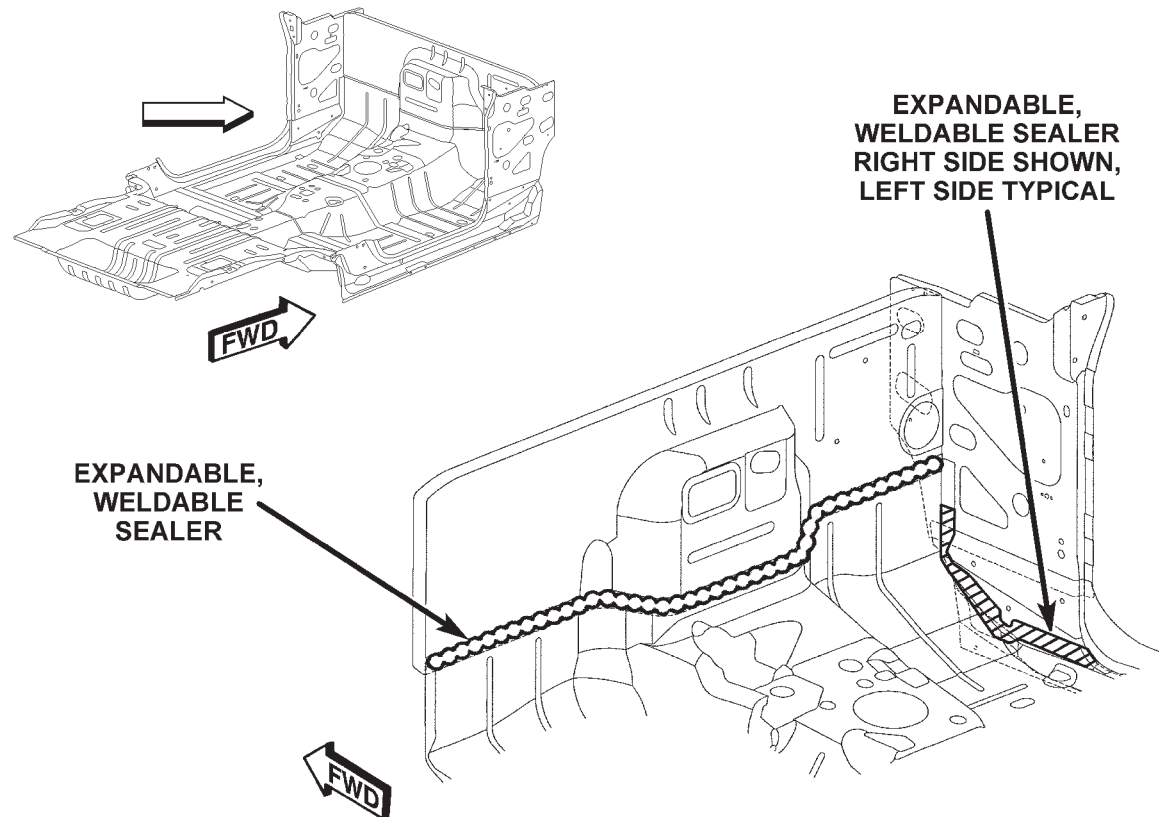


81a3aacd

Figure 3. Cowl/Dash/Plenum (2 of 2)

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BODY SEALER LOCATIONS

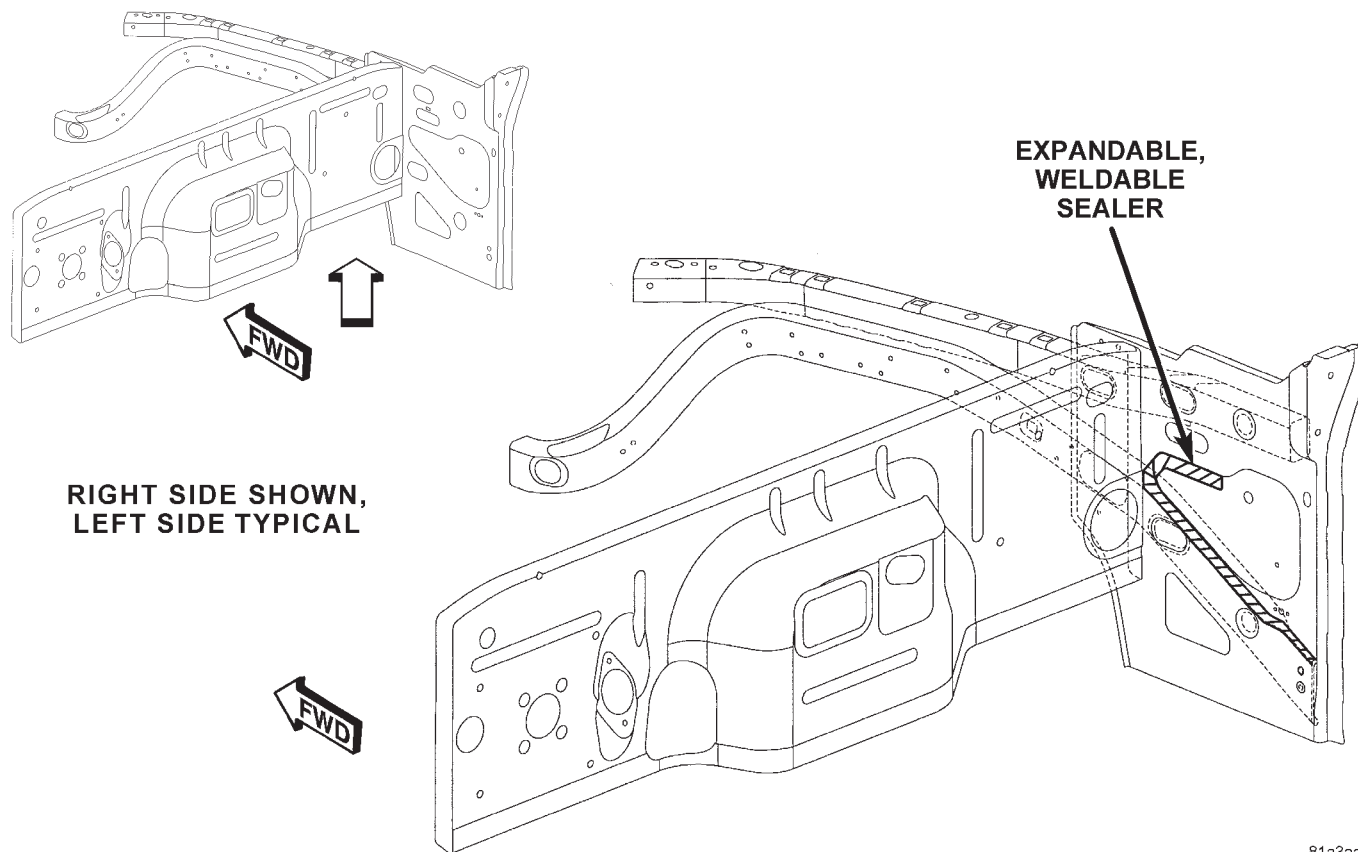


81a3aad1

Figure 4. Dash/Front Floor

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BODY SEALER LOCATIONS

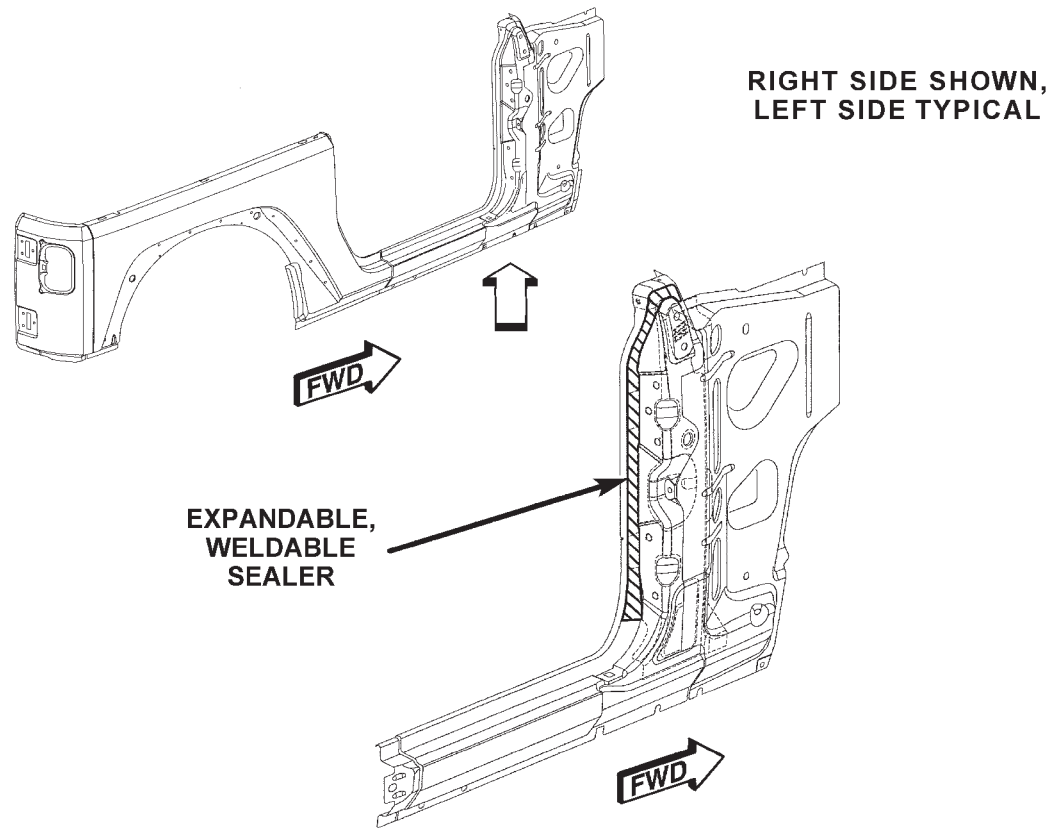


81a3aad9

Figure 5. Cowl Side/Hydrofoam

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BODY SEALER LOCATIONS



81a3aadd

Figure 6. Front Outer Body Side Aperture

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BODY SEALER LOCATIONS

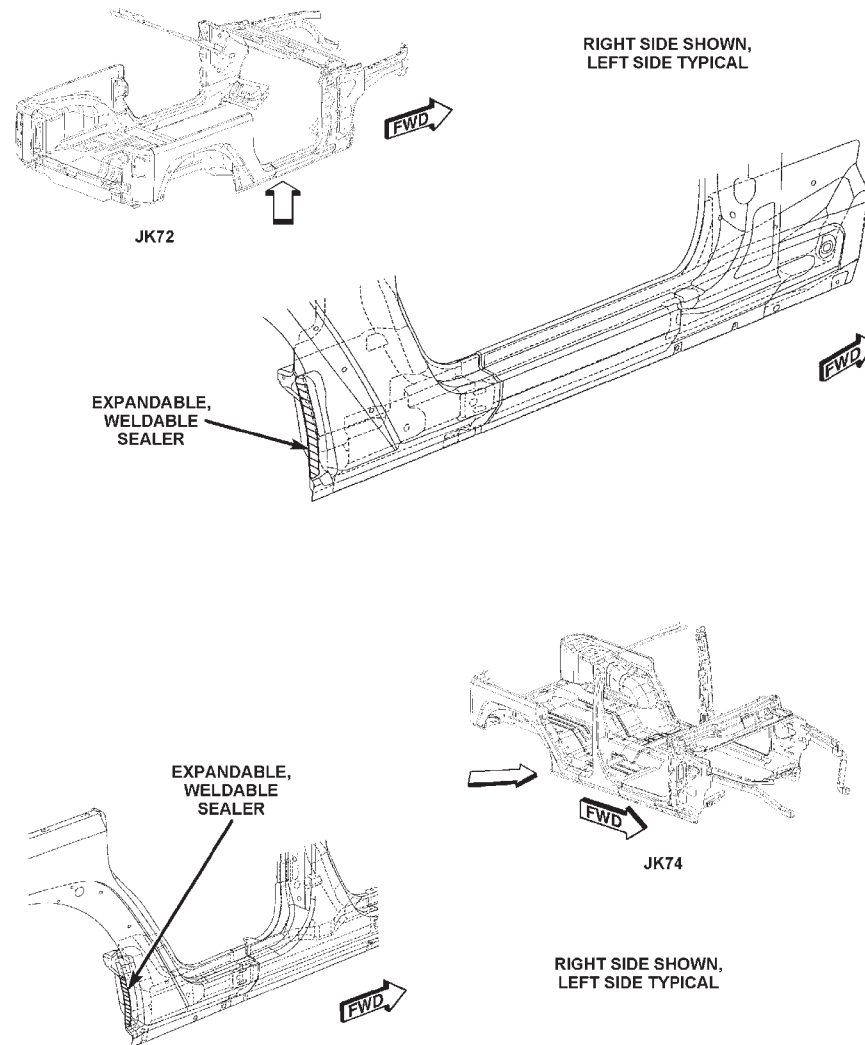
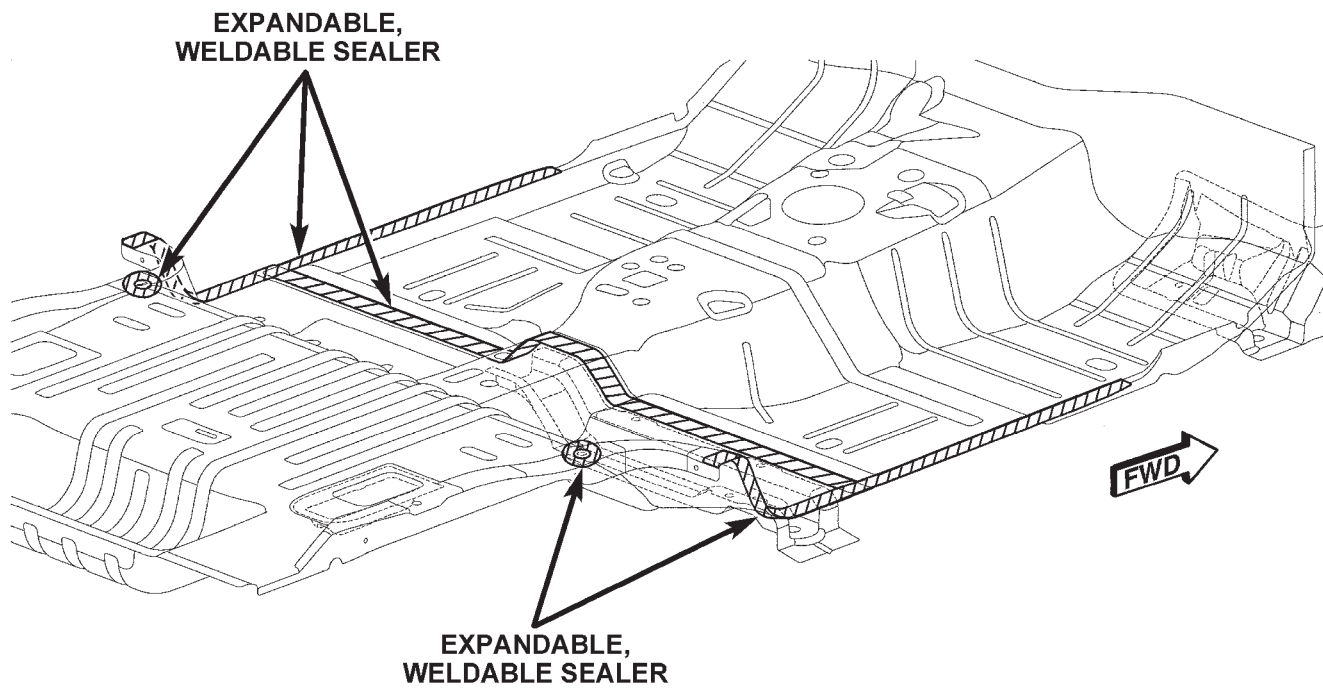


Figure 7. Inner Sill

81a3ab22

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BODY SEALER LOCATIONS

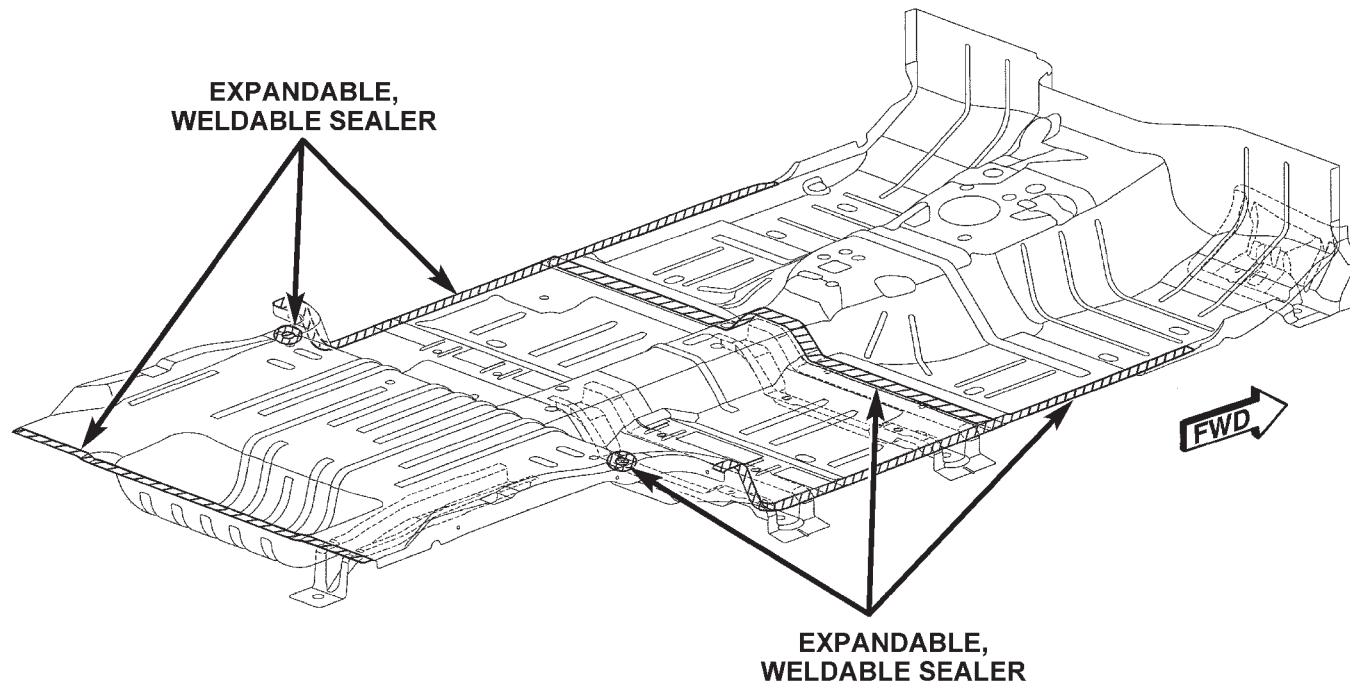


81a3ab26

Figure 8. Floor Pan – JK72 Only

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BODY SEALER LOCATIONS



81a3ab2a

Figure 9. Floor Pan – JK74 Only

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BODY SEALER LOCATIONS

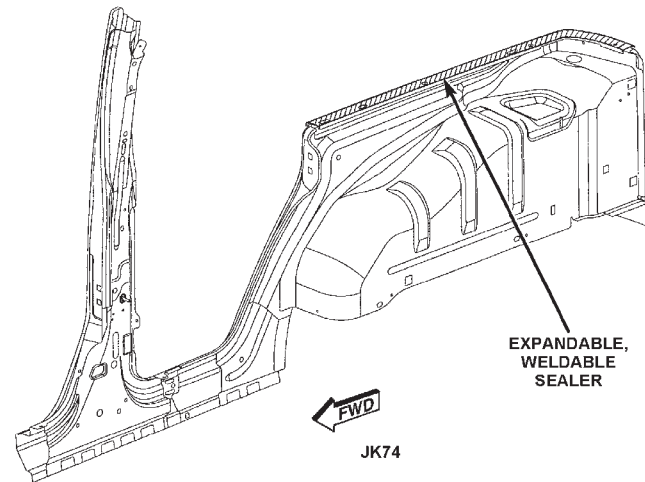
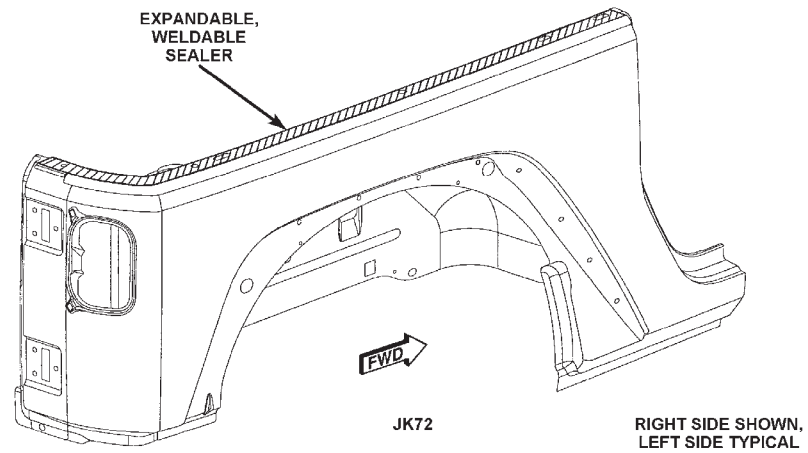


Figure 10. Belt Rail Reinforcement

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BODY SEALER LOCATIONS

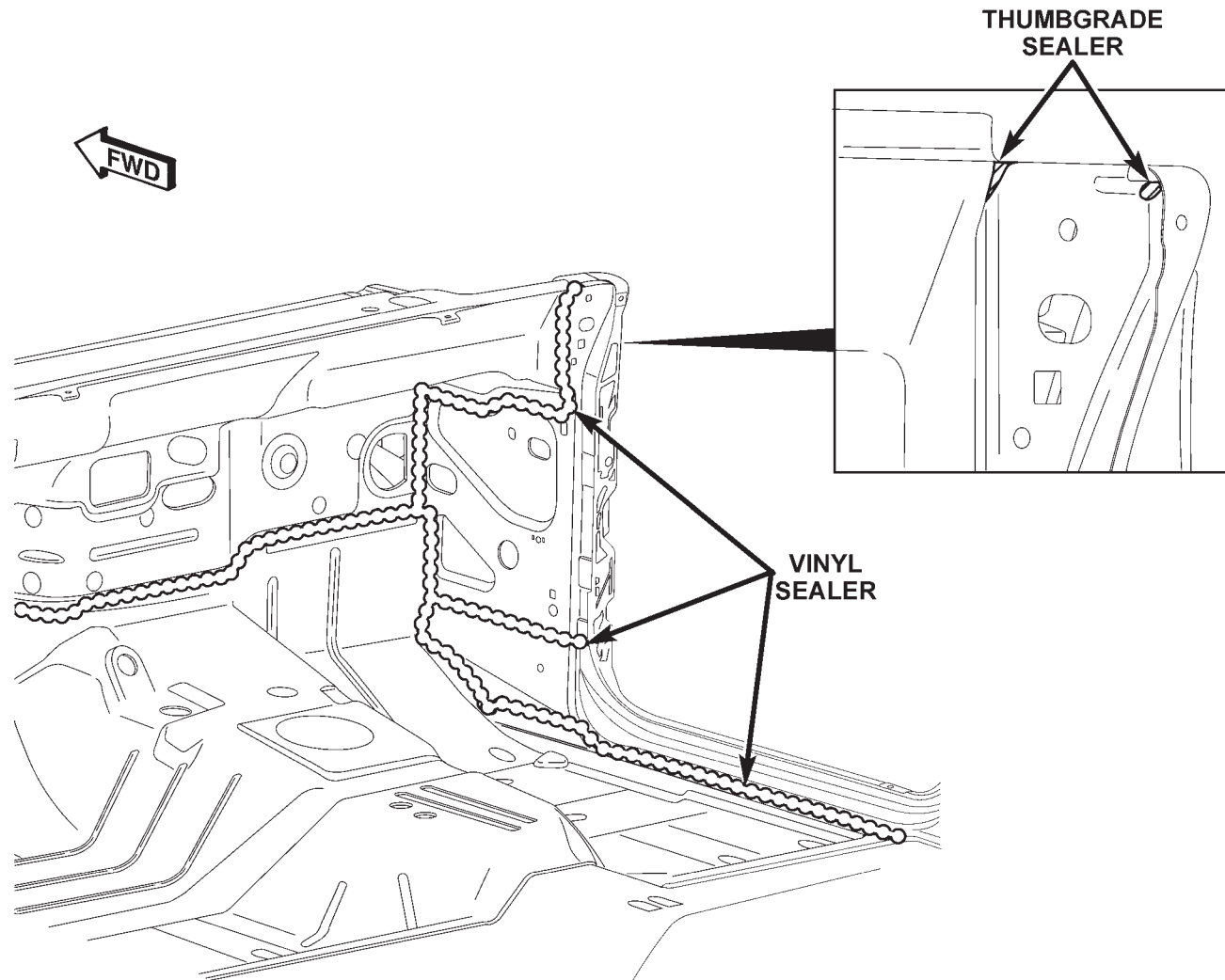


Figure 11. Front Floor/Inner Sill/Cowl Side Panel

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BODY SEALER LOCATIONS

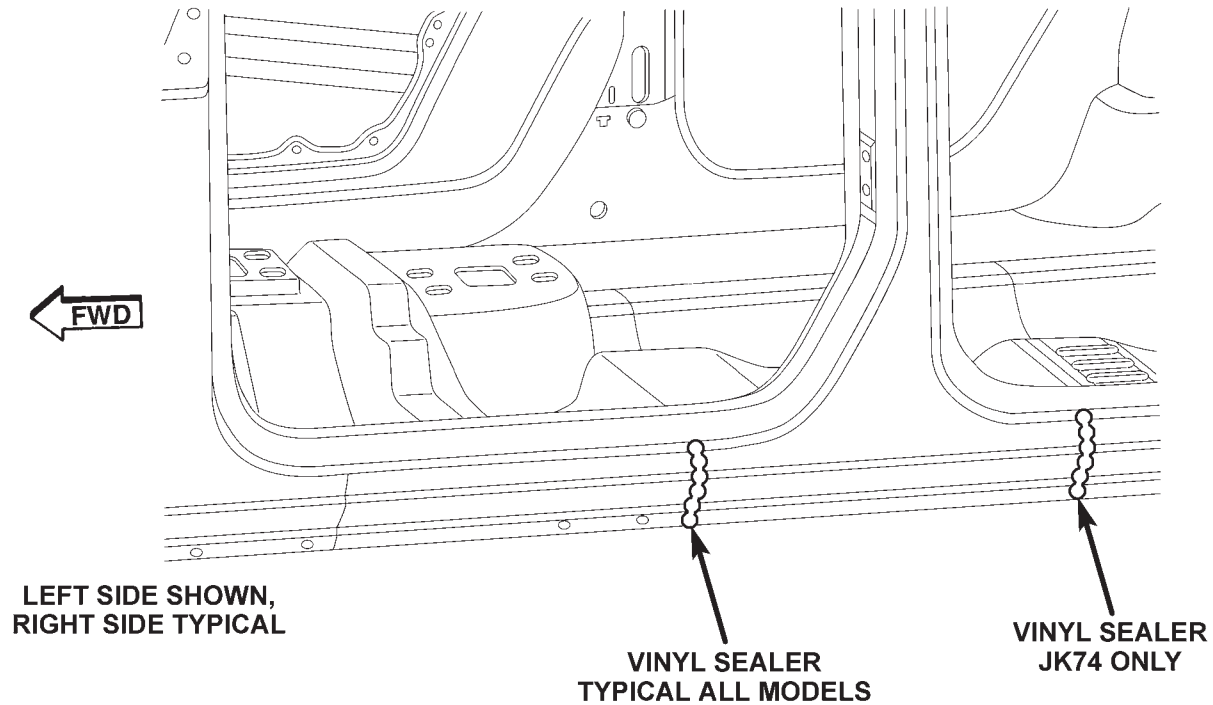


Figure 12. Outer Sill/Rocker Panel

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BODY SEALER LOCATIONS

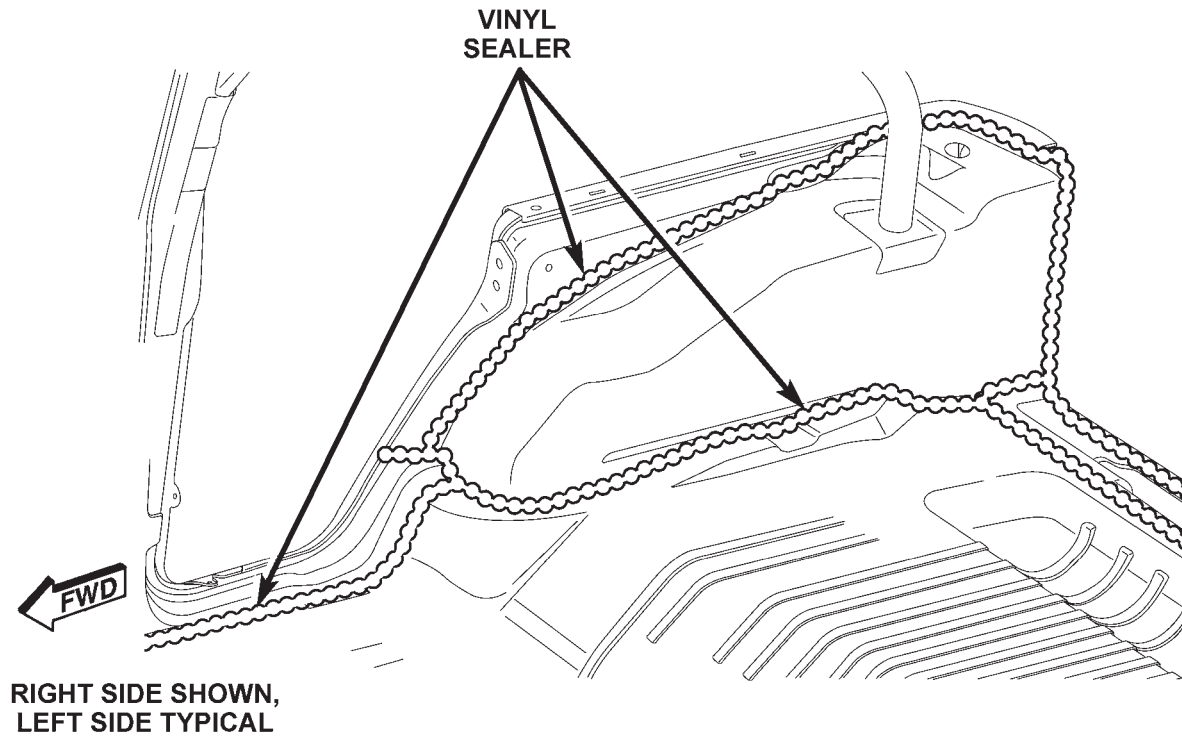


Figure 13. Inner Sill/Floor Pan/Quarter Panel/Wheelhouse – JK74

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BODY SEALER LOCATIONS

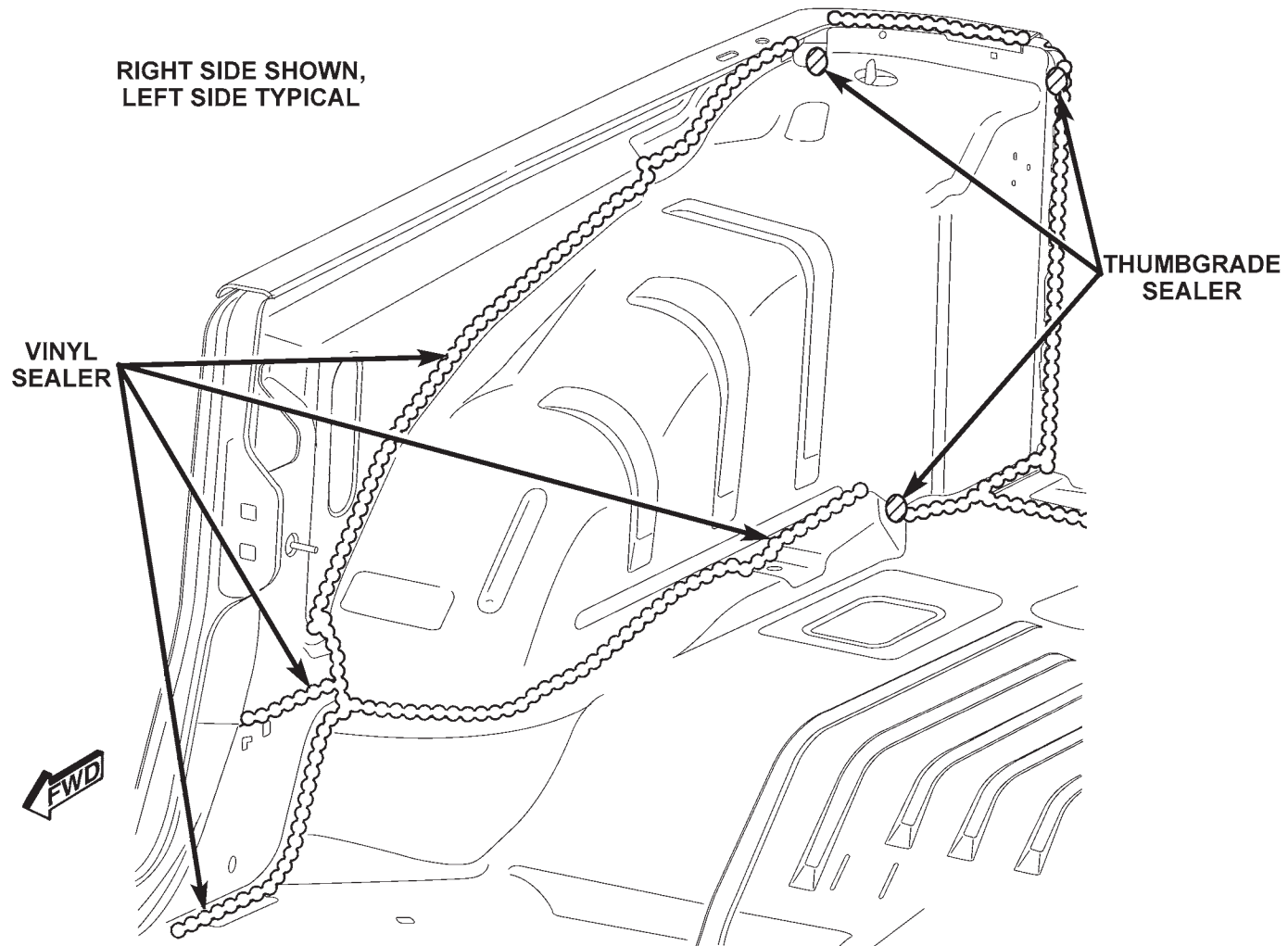


Figure 14. Floor Pan/Quarter Panel/Wheelhouse – JK72

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BODY SEALER LOCATIONS

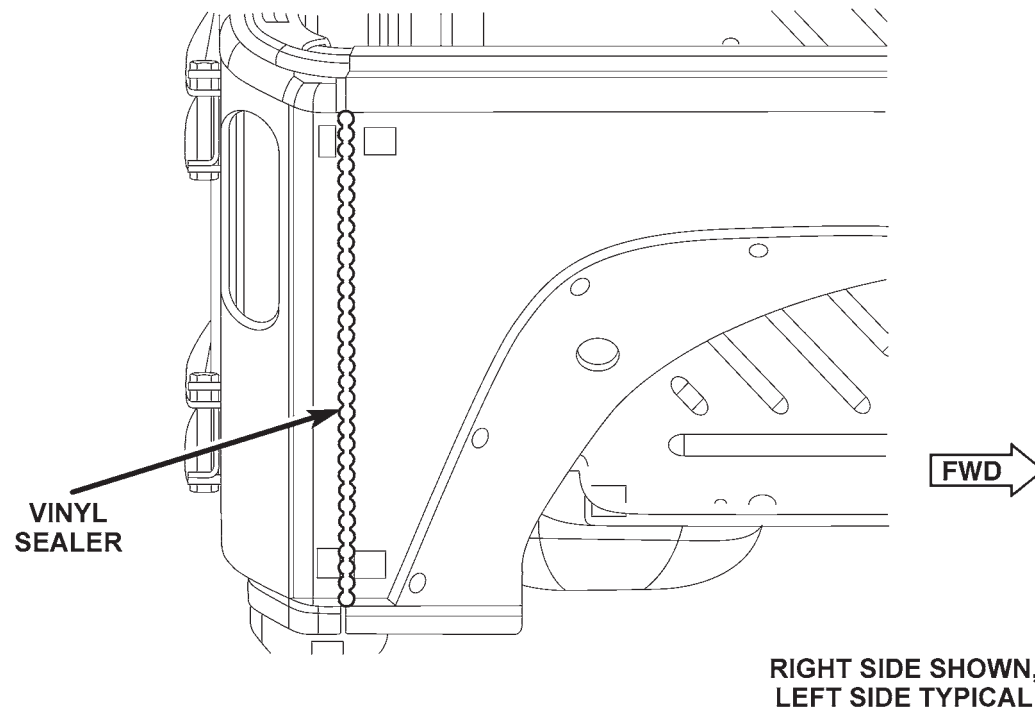


Figure 15. Rear Quarter Panel

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JEEP WRANGLER STRUCTURAL ADHESIVE LOCATIONS

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STRUCTURAL ADHESIVE LOCATION INDEX

NOTE: Structural Adhesives used are a high strength epoxy and a high expansion lower strength antflutter material. High strength epoxy is used on all areas.

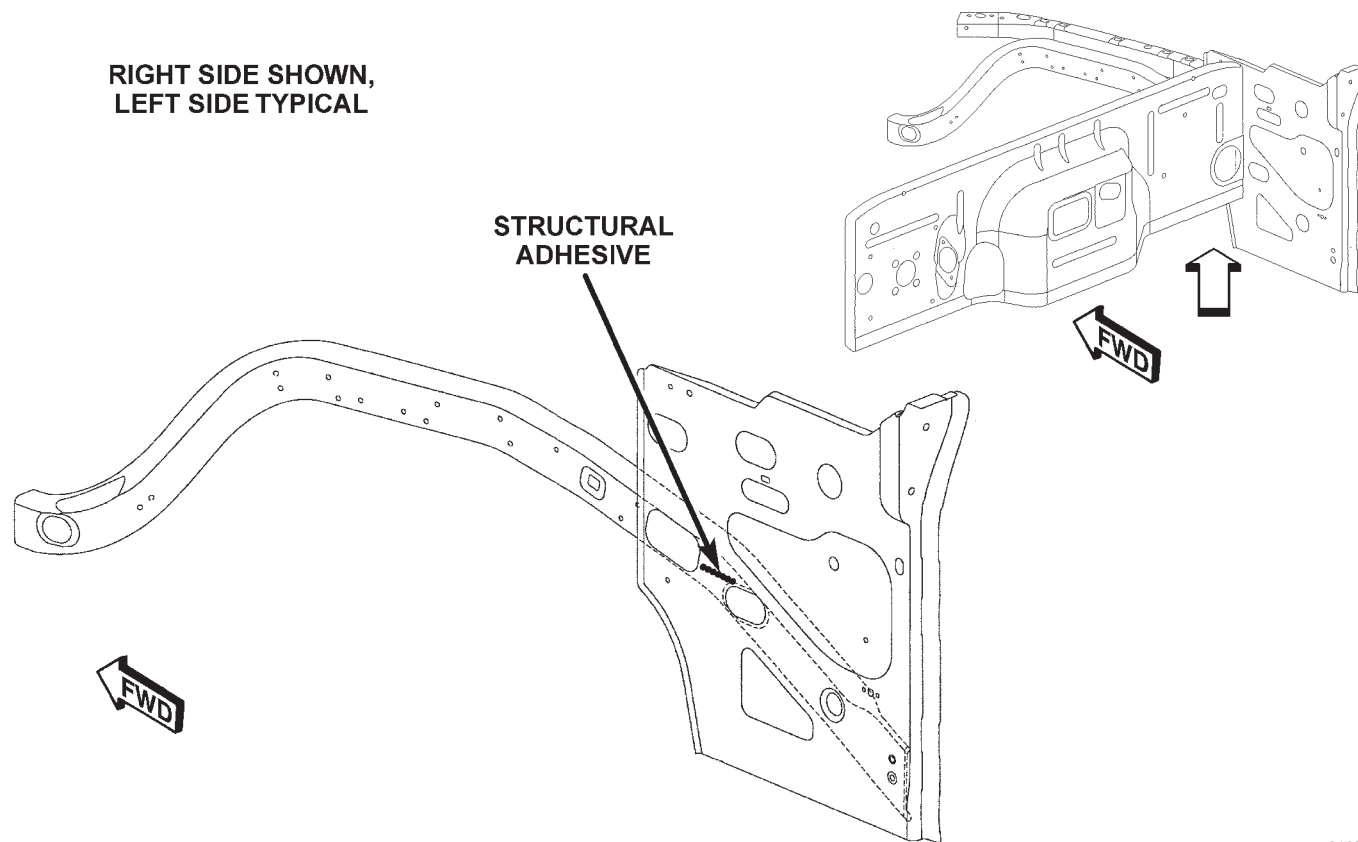
DESCRIPTION	FIGURE
UNDERBODY/HYDROFOAM	1
COWL/DASH/PLENUM – JK72 ONLY	2
LADDER AND FLOOR ASSEMBLY – JK72 ONLY	3
UNDERBODY COMPLETE – JK72 ONLY	4
BODY IN WHITE COMPLETE – JK72 ONLY	5
COWL/DASH/PLENUM – JK74 ONLY	6
LADDER AND FLOOR ASSEMBLY – JK74 ONLY	7
UNDERBODY COMPLETE – JK74 ONLY	8
BODY IN WHITE COMPLETE (1 OF 2) – JK74 ONLY	9
BODY IN WHITE COMPLETE (2 OF 2) – JK74 ONLY	10

Preferred Mopar Product:

- Fusor 147 – Part No. 05017147AA
- Fusor 112B – Part No. 05083855AA
- Dispenser – Part No. 05016570AA

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STRUCTURAL ADHESIVE LOCATIONS

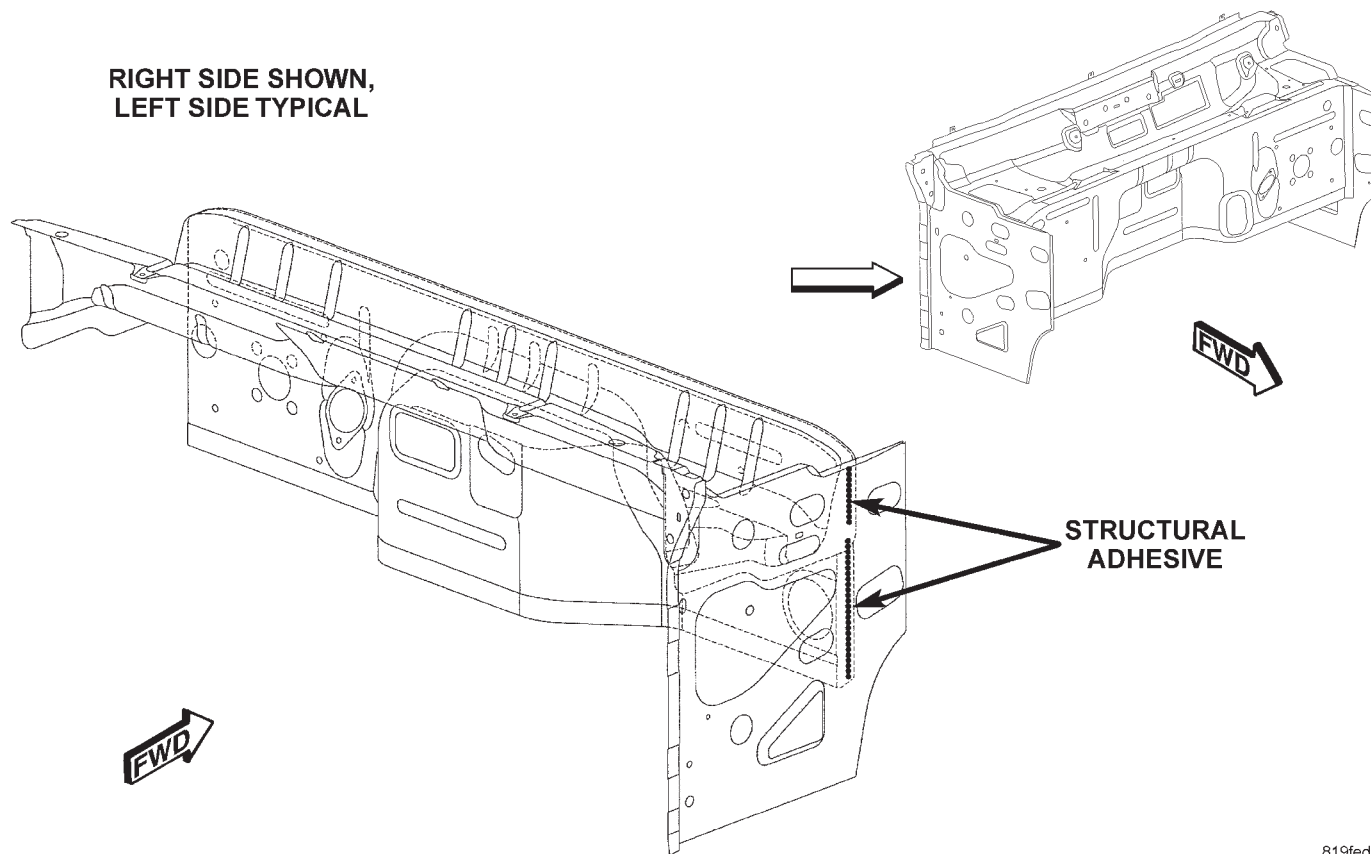


819fecf8

Figure 1. Underbody/Hydroform

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STRUCTURAL ADHESIVE LOCATIONS

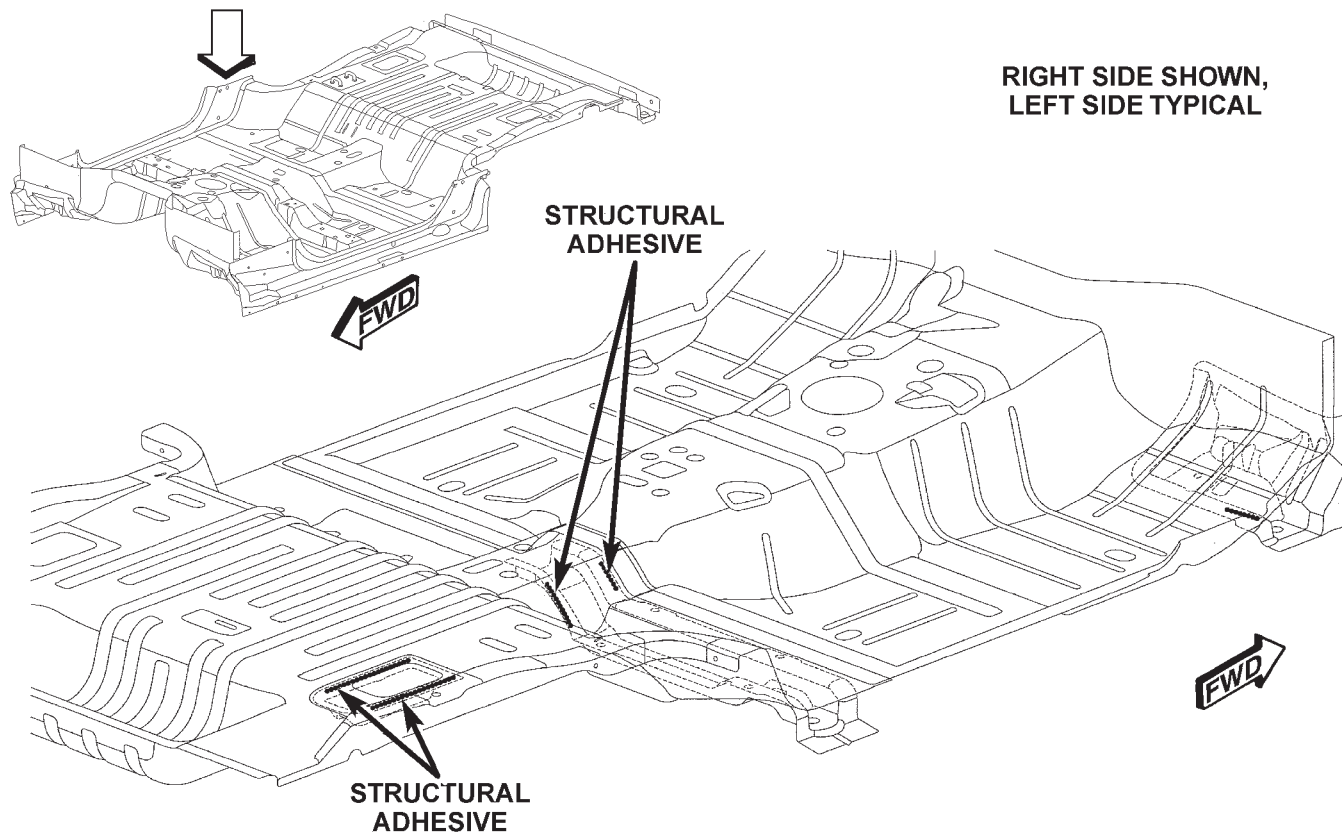


819fed65

Figure 2. Cowl/Dash/Plenum – JK72 Only

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STRUCTURAL ADHESIVE LOCATIONS



819fedf2

Figure 3. Ladder and Floor Assembly – JK72 Only

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STRUCTURAL ADHESIVE LOCATIONS

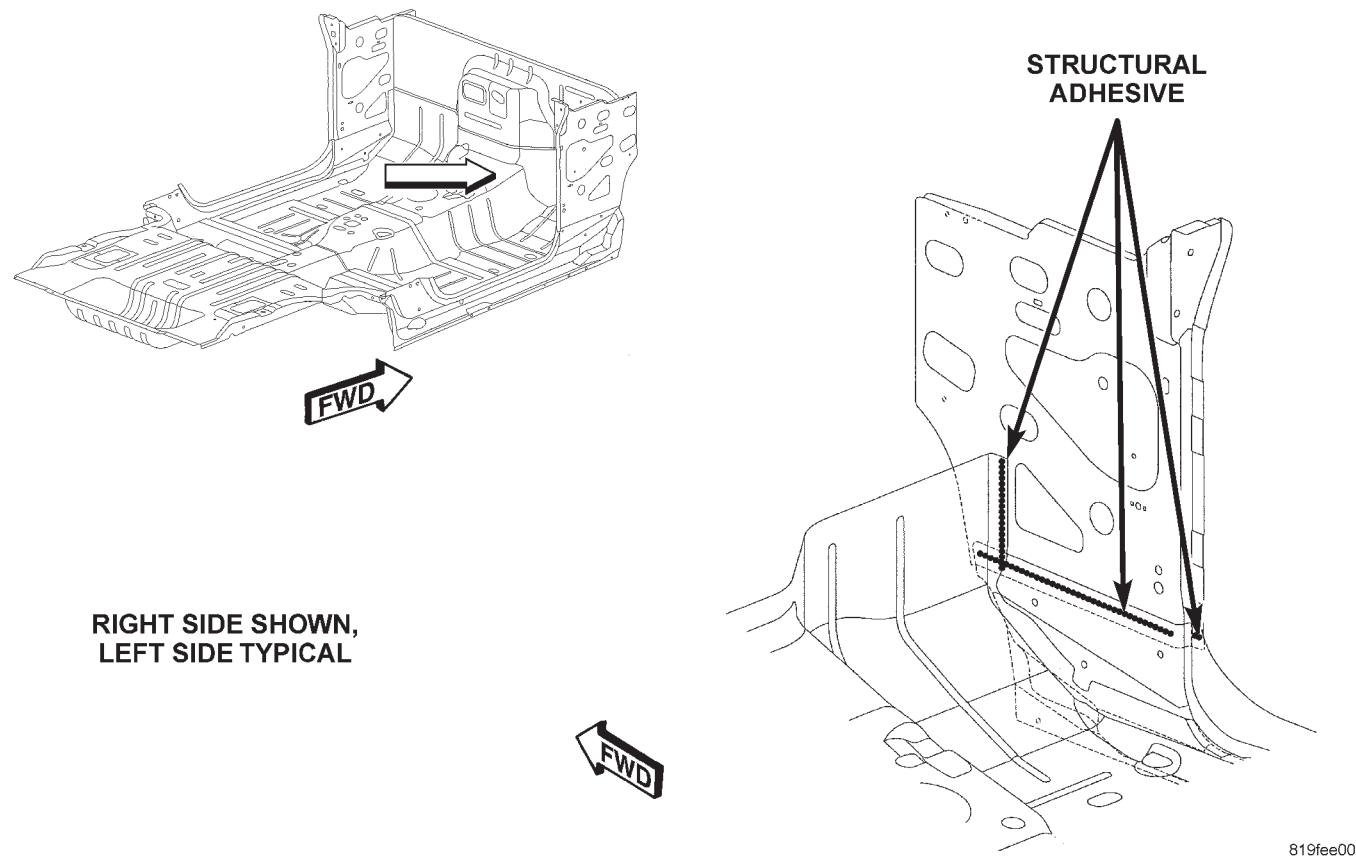
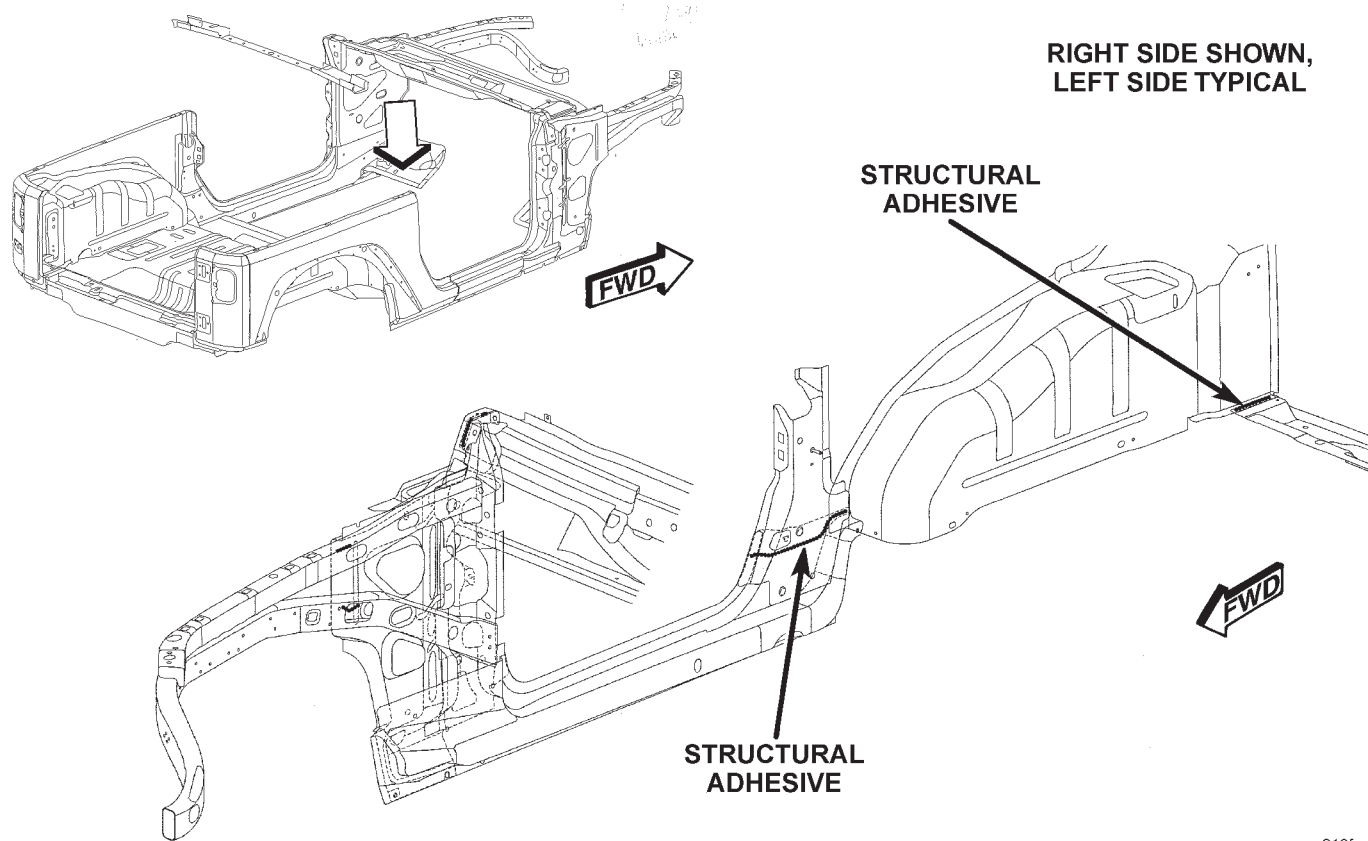


Figure 4. Underbody Complete – JK72 Only

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STRUCTURAL ADHESIVE LOCATIONS

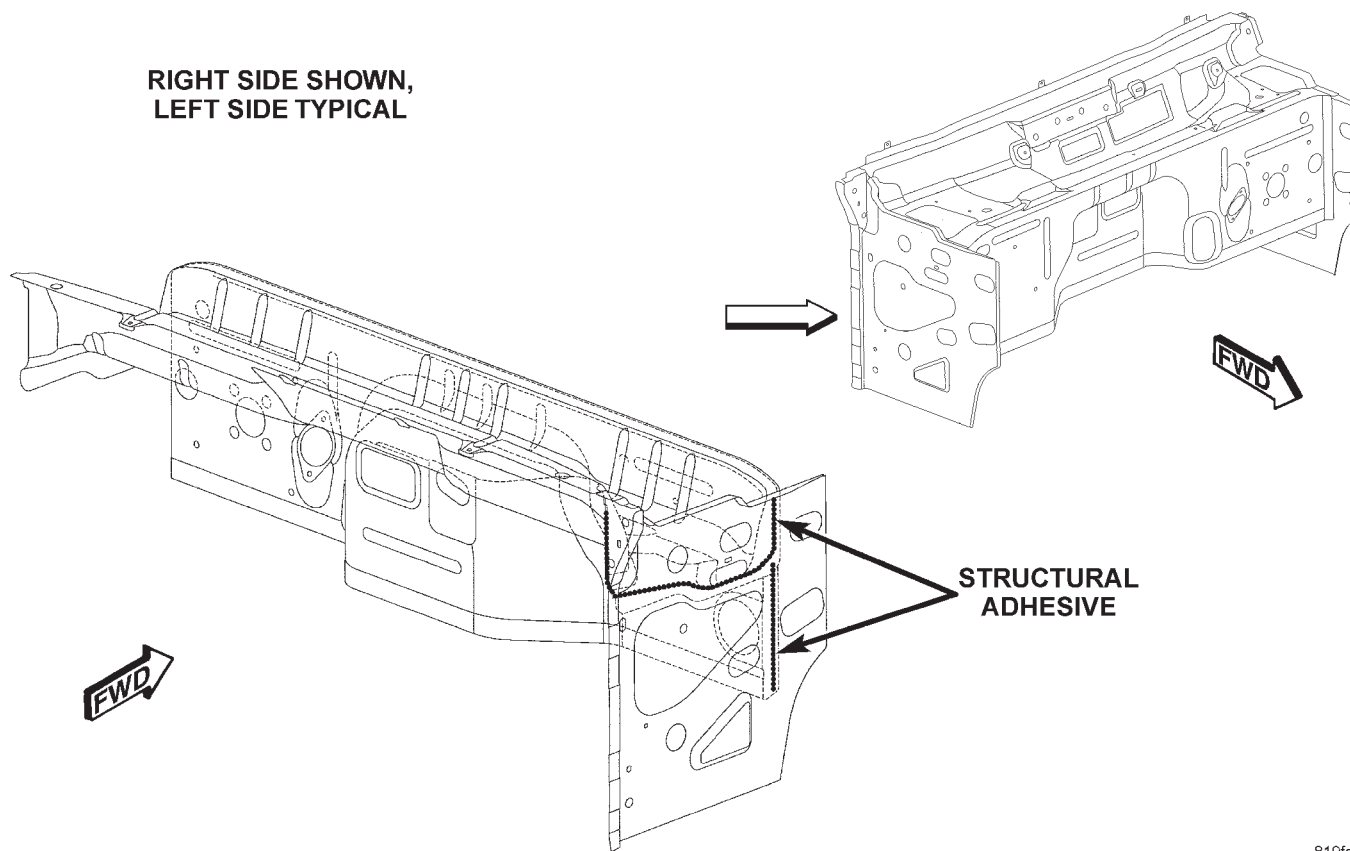


819fee0e

Figure 5. Body in White Complete – JK72 Only

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STRUCTURAL ADHESIVE LOCATIONS

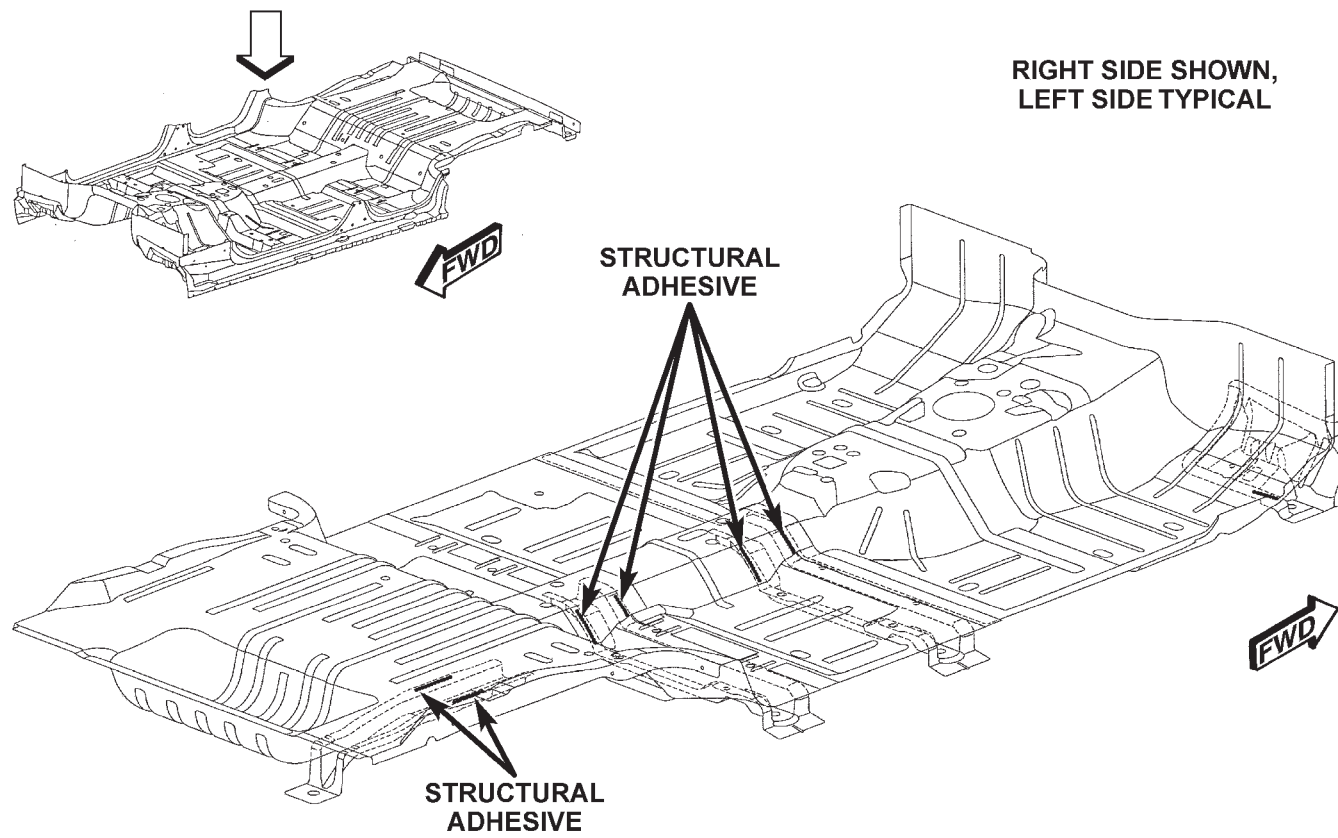


819fee38

Figure 6. Cowl/Dash/Plenum – JK74 Only

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STRUCTURAL ADHESIVE LOCATIONS

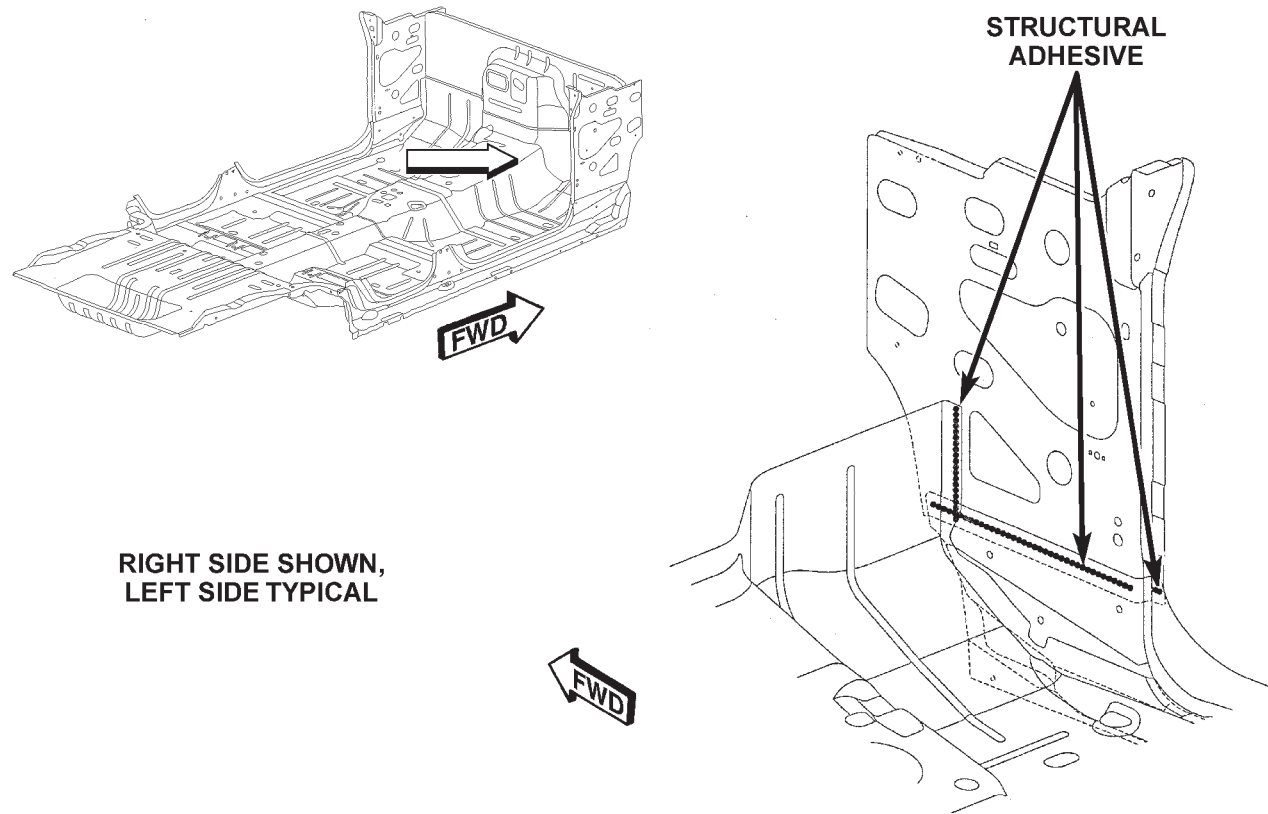


819fee45

Figure 7. Ladder and Floor Assembly – JK74 Only

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STRUCTURAL ADHESIVE LOCATIONS



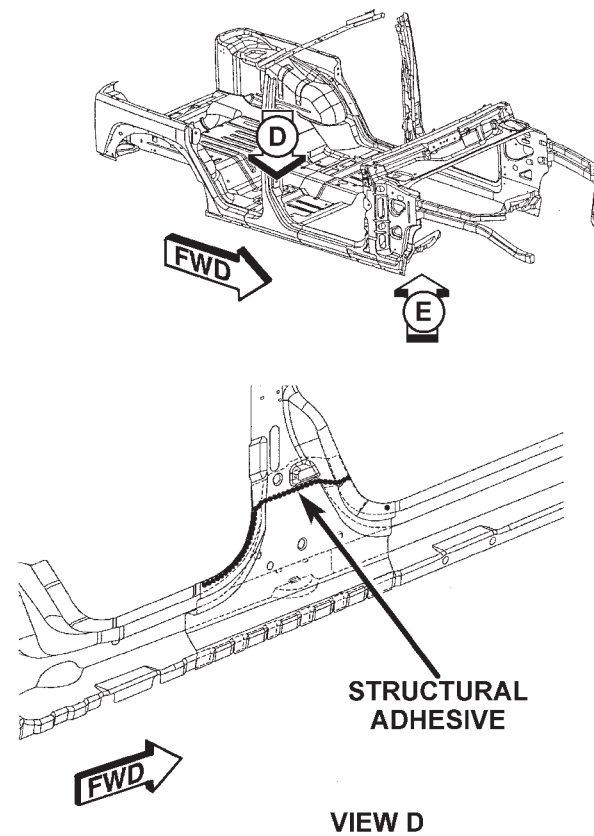
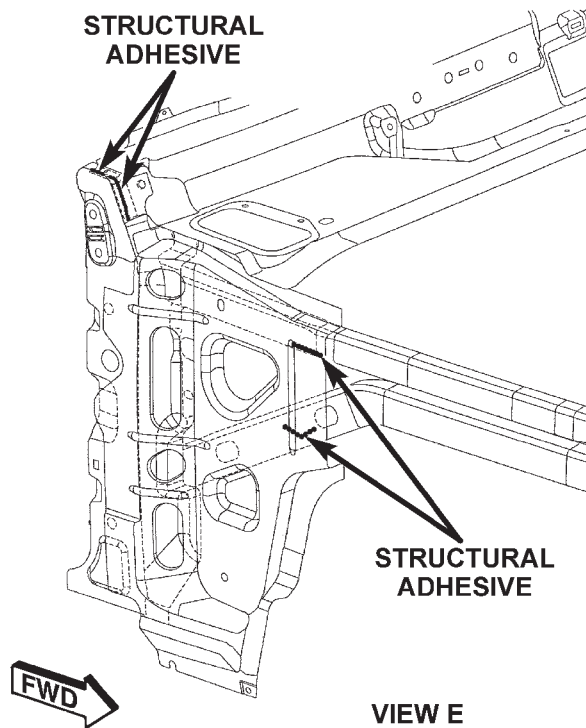
819fee49

Figure 8. Underbody Complete – JK74 Only

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STRUCTURAL ADHESIVE LOCATIONS

RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL



819fee56

Figure 9. Body in White Complete (1 of 2) – JK74 Only

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STRUCTURAL ADHESIVE LOCATIONS

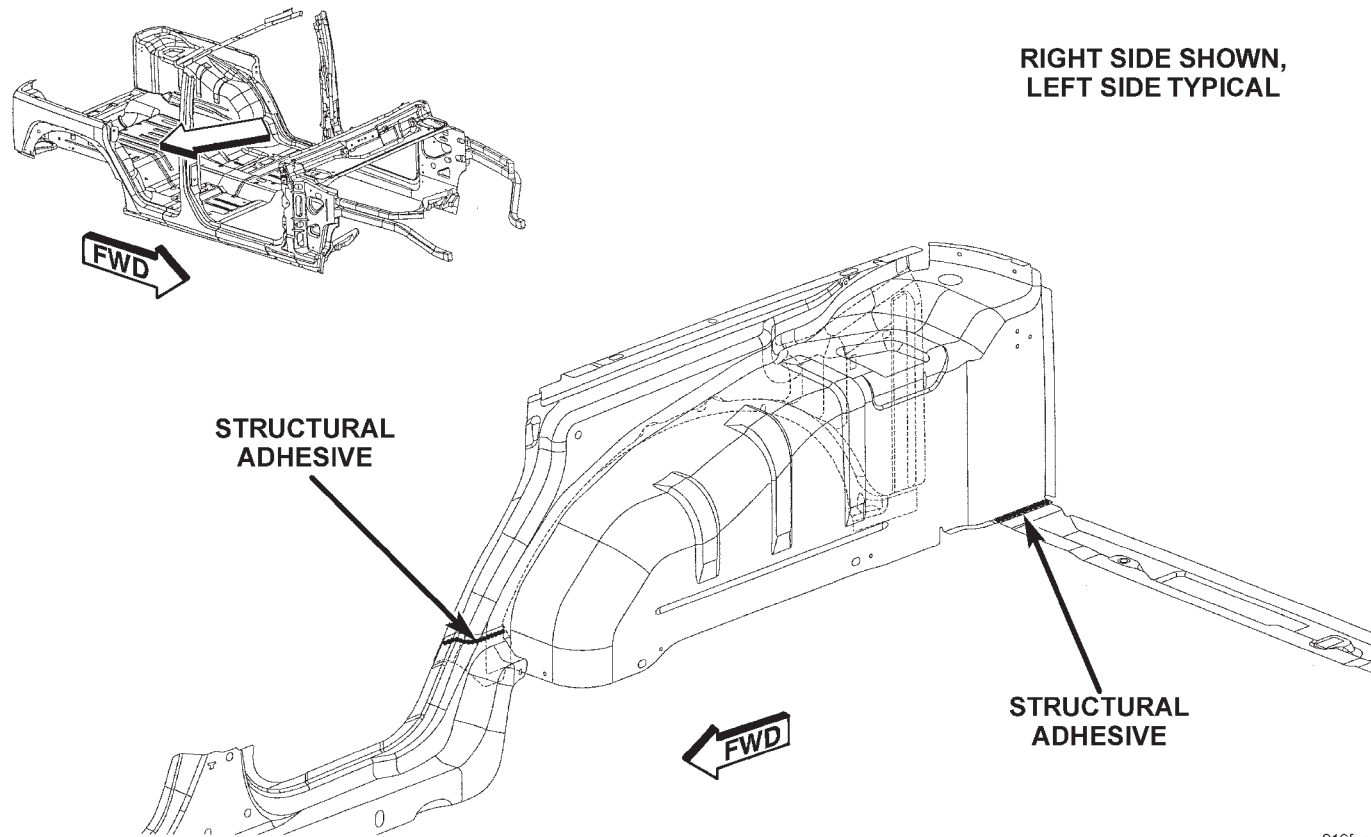


Figure 10. Body in White Complete (2 of 2) – JK74 Only

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Jeep Wrangler

SOUND DEADENER INFORMATION

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**JEEP WRANGLER
SOUND DEADENER LOCATIONS**

DESCRIPTION	FIGURE
FLOOR PAN ASSEMBLY – JK72	1
FLOOR PAN ASSEMBLY – JK74	2

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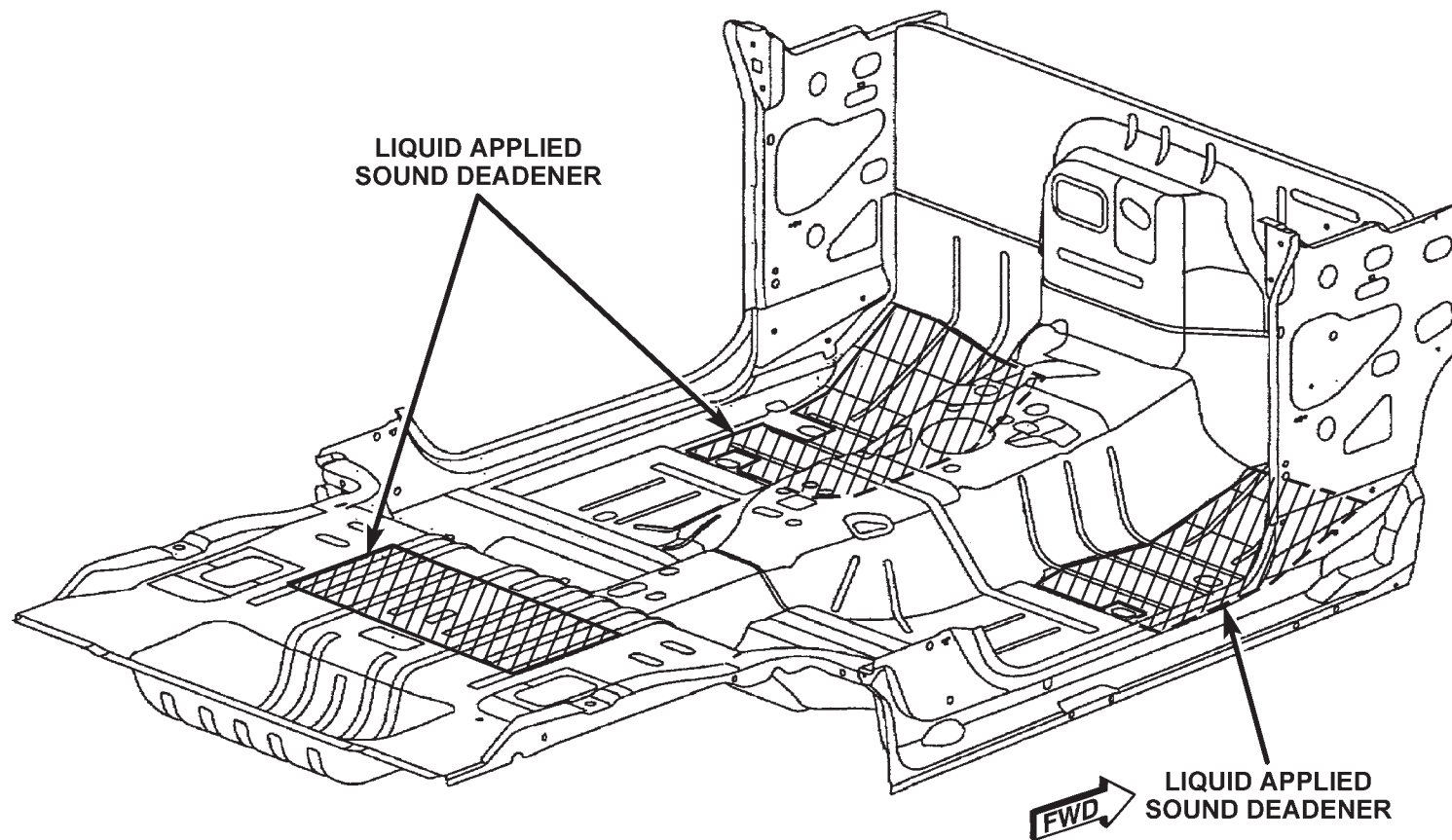


Figure 1. Floor Pan Assembly – JK72

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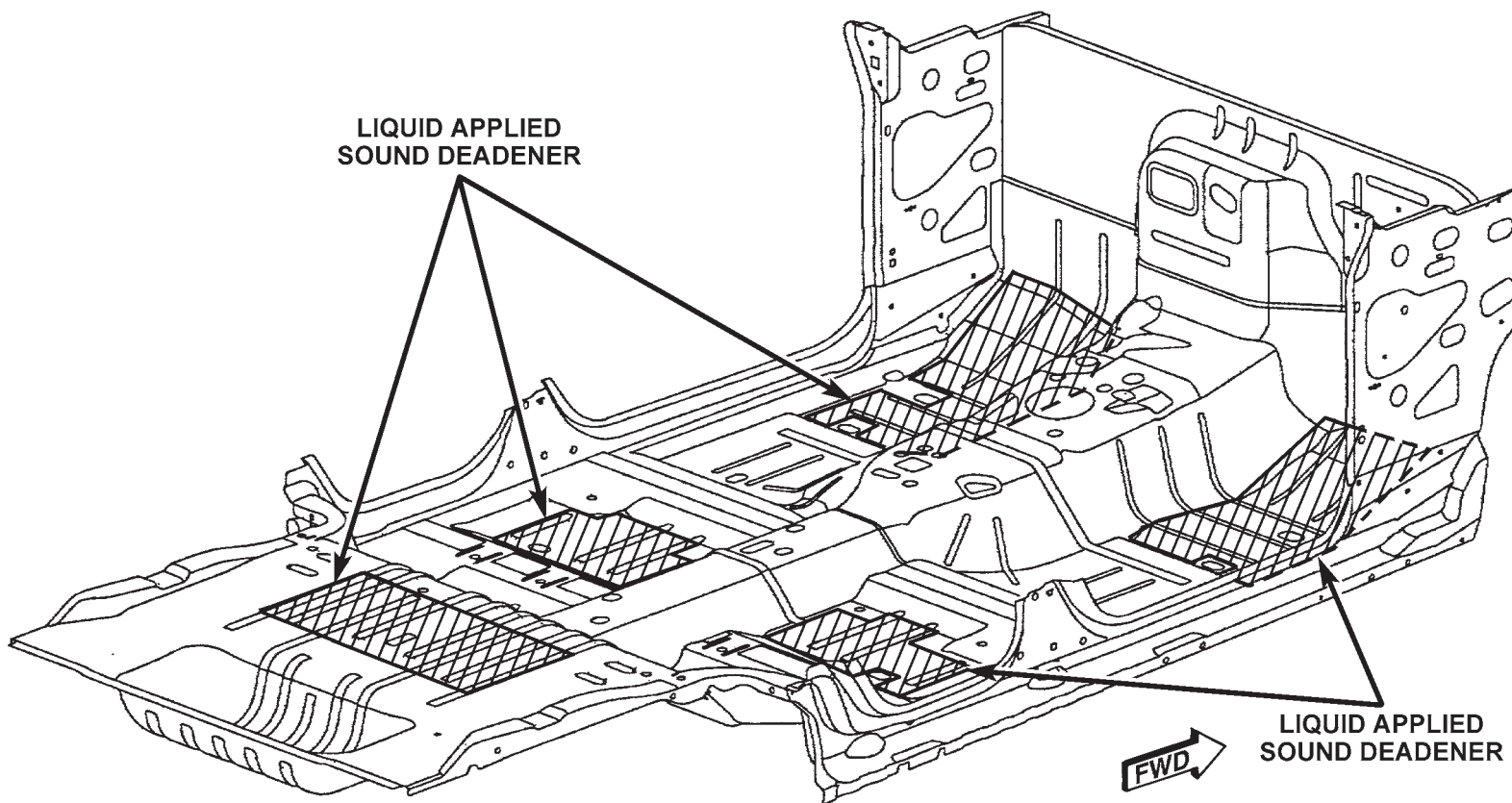


Figure 2. Floor Pan Assembly – JK74

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JEEP WRANGLER FRAME/BODY DIMENSIONS

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FRAME DIMENSIONS

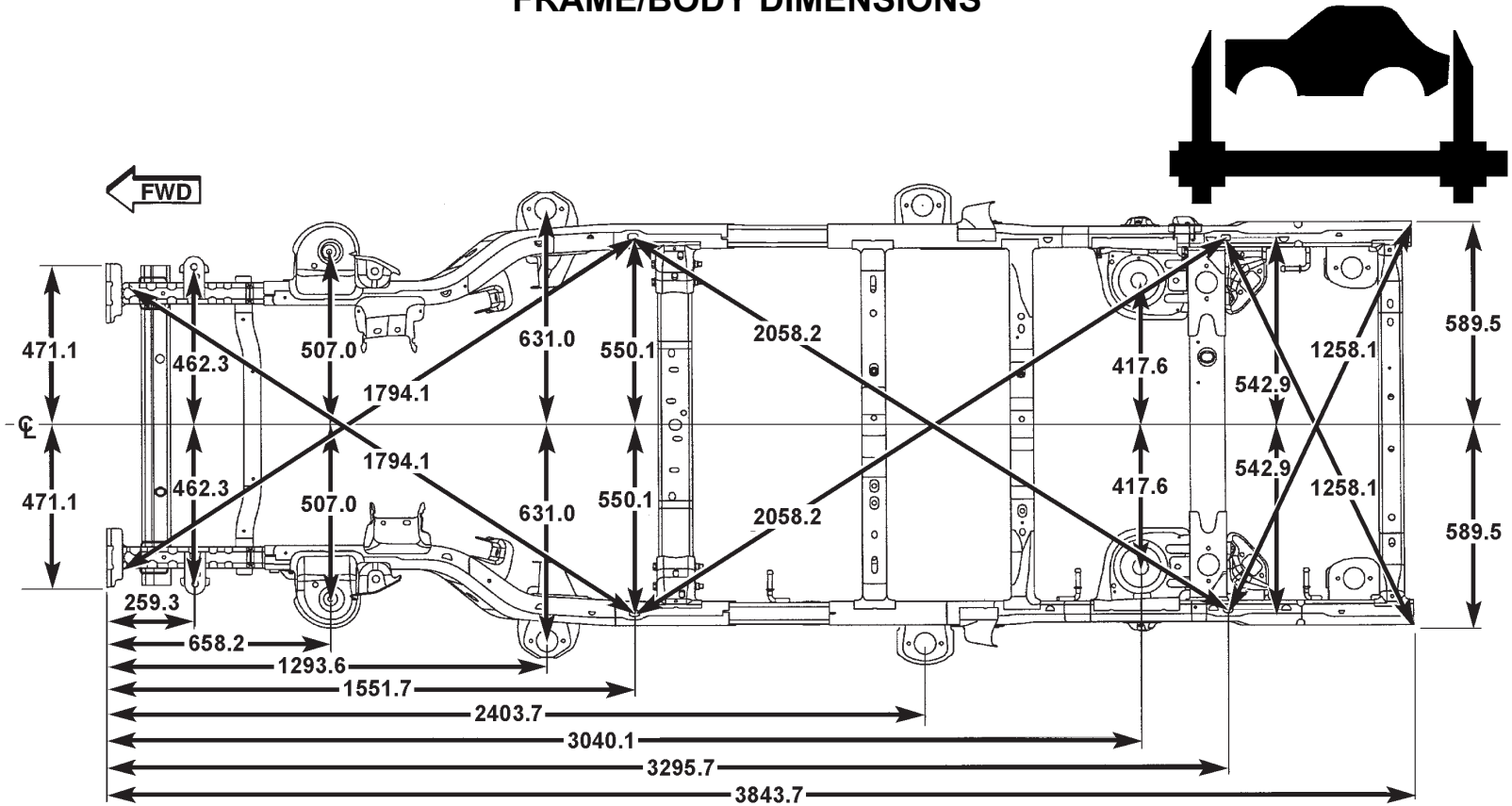
Frame dimensions are listed in metric scale. All dimensions are from center of Principal Locating Point (PLP), or from center to center of PLP and transfer location. Vertical dimensions can be taken from the work surface to the locations indicated.

INDEX

DESCRIPTION	FIGURE
FRAME DIMENSIONS (PLAN VIEW) – JK72	1
FRAME DIMENSIONS (SIDE VIEW) – JK72	2
FRAME DIMENSIONS (PLAN VIEW) – JK74	3
FRAME DIMENSIONS (SIDE VIEW) – JK74	4

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FRAME/BODY DIMENSIONS



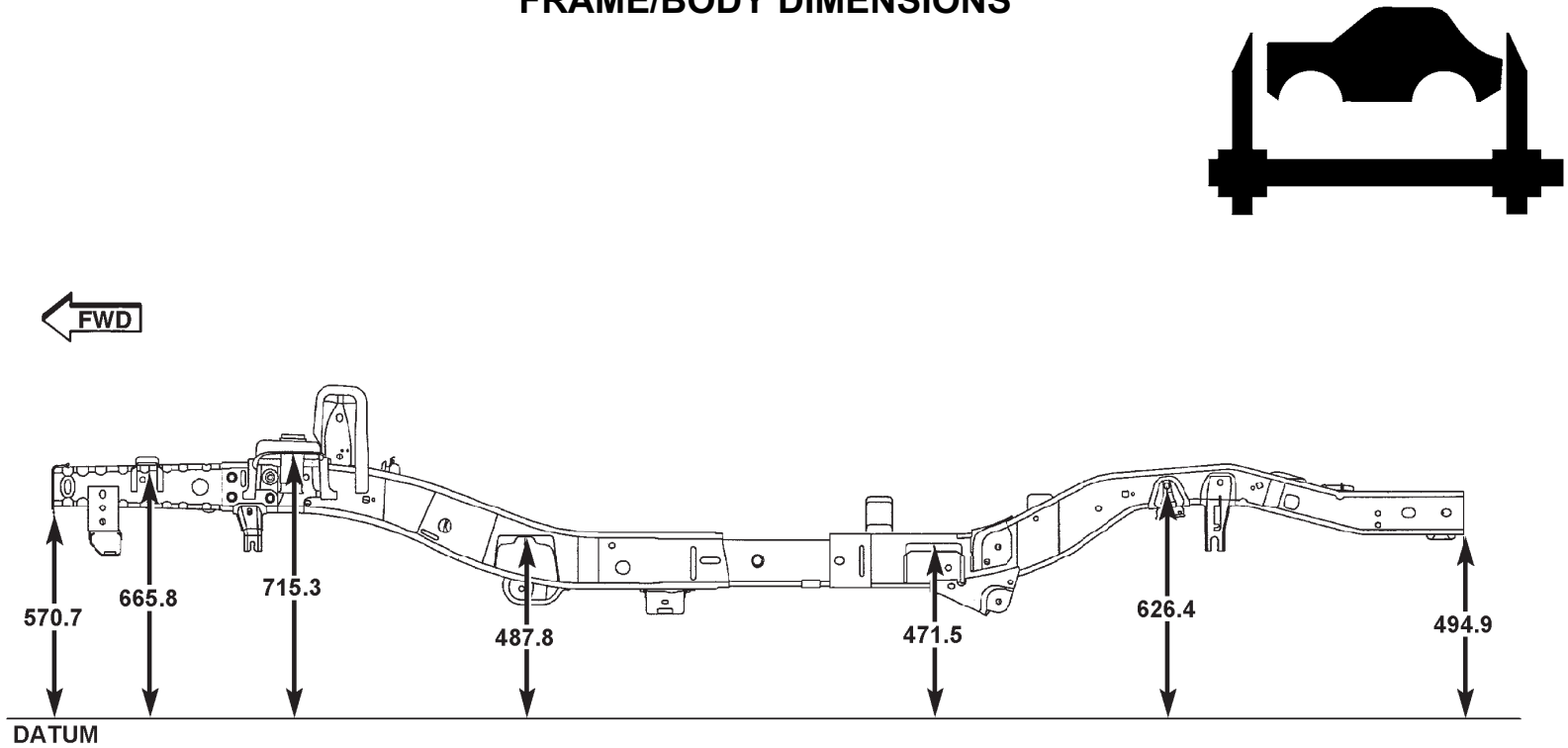
ALL DIMENSIONS ARE IN MILLIMETERS

Figure 1. FRAME DIMENSIONS (PLAN VIEW) – JK72

819f8ade

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FRAME/BODY DIMENSIONS



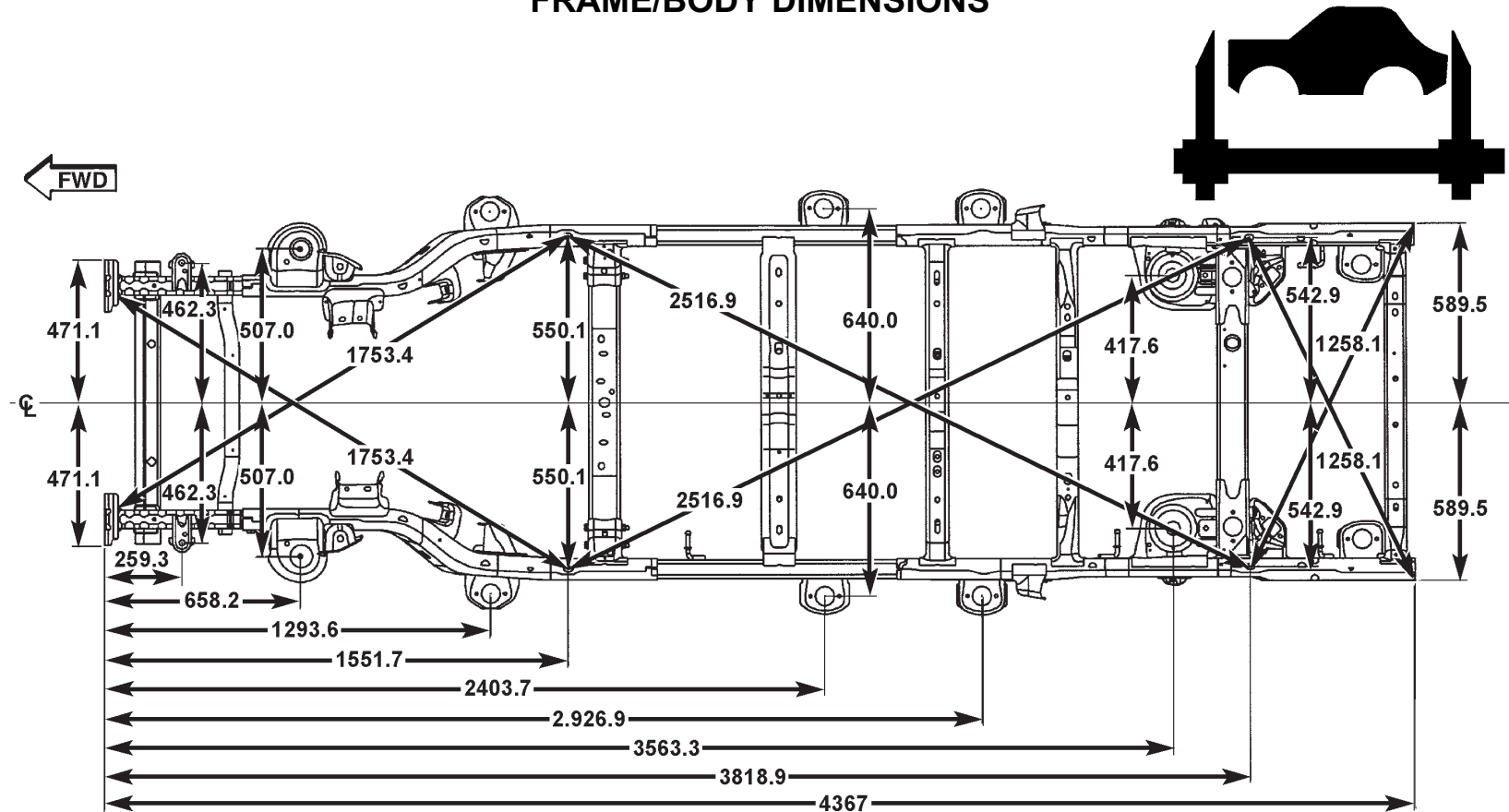
ALL DIMENSIONS
ARE IN MILLIMETERS

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Figure 2. FRAME DIMENSIONS (SIDE VIEW) – JK72

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FRAME/BODY DIMENSIONS



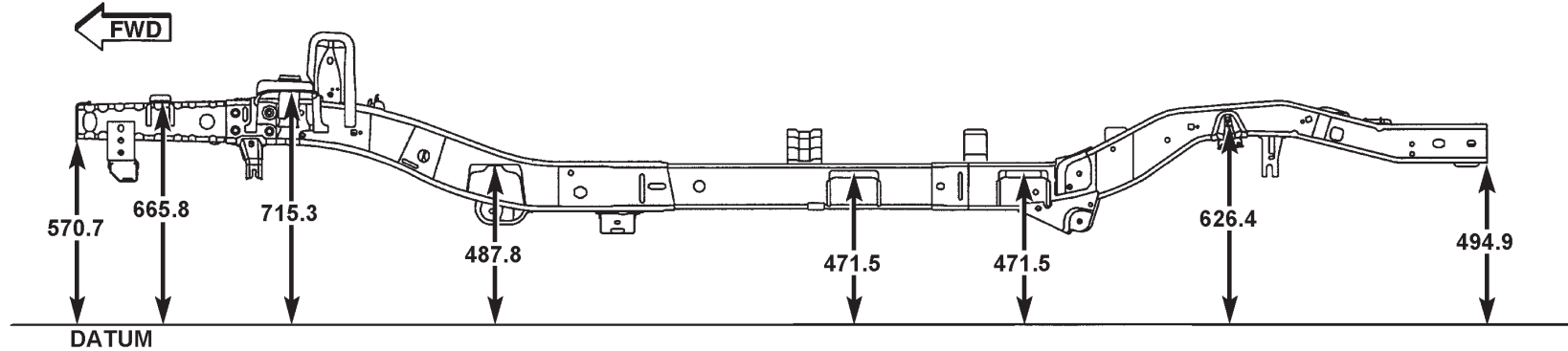
ALL DIMENSIONS ARE IN MILLIMETERS

Figure 3. FRAME DIMENSIONS (PLAN VIEW) – JK74

819f8aec

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FRAME/BODY DIMENSIONS



ALL DIMENSIONS
ARE IN MILLIMETERS

819f8af1

Figure 4. FRAME DIMENSIONS (SIDE VIEW) – JK74

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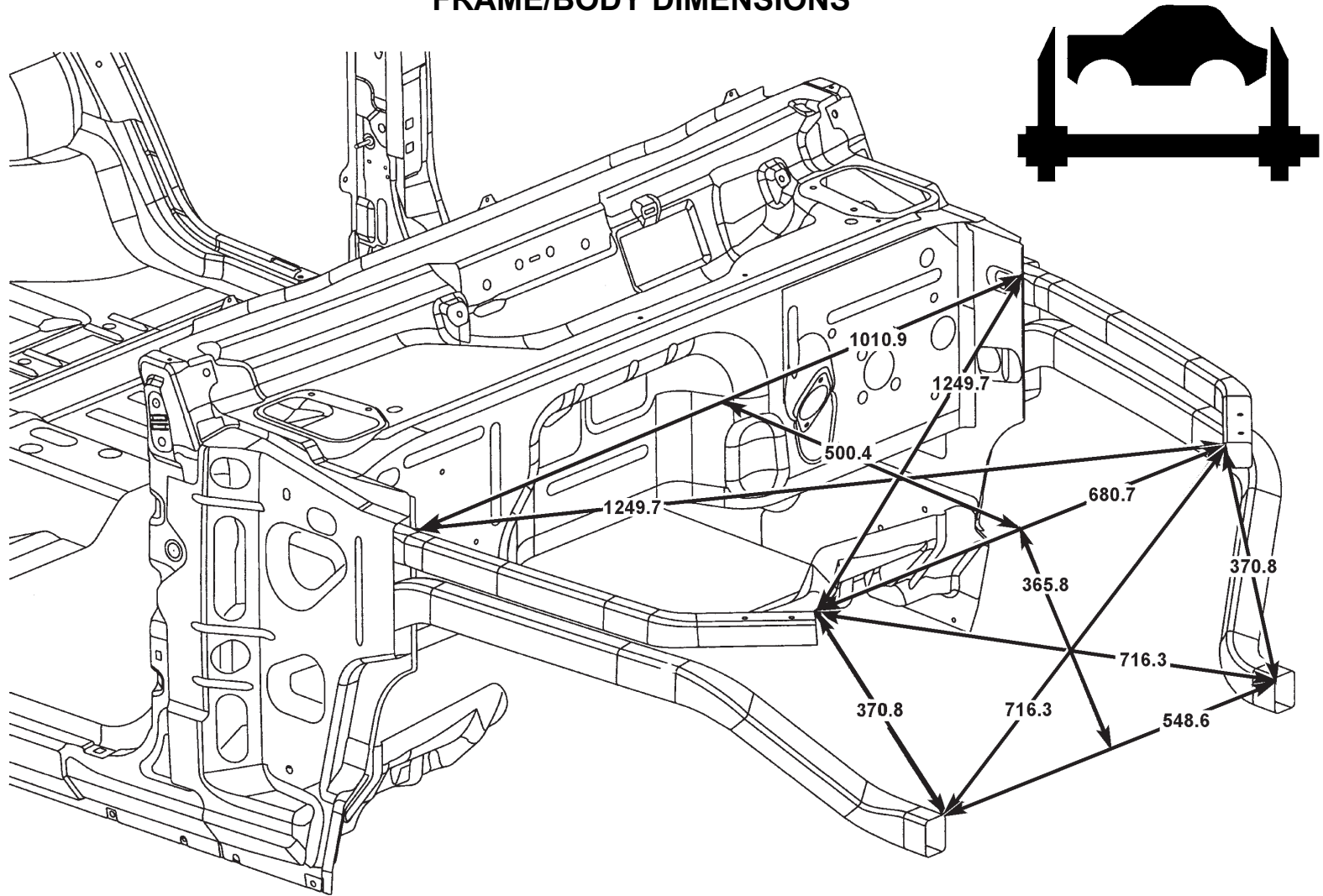


OPENING DIMENSIONS

DESCRIPTION	FIGURE
ENGINE BOX OPENING	1
WINDSHIELD OPENING	2
FRONT DOOR OPENING – JK72	3
REAR DOOR OPENING – JK74	4
“B” PILLAR CROSS/CAR – JK74	5
REAR DOOR OPENING – JK74	6
SWINGGATE OPENING	7

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FRAME/BODY DIMENSIONS



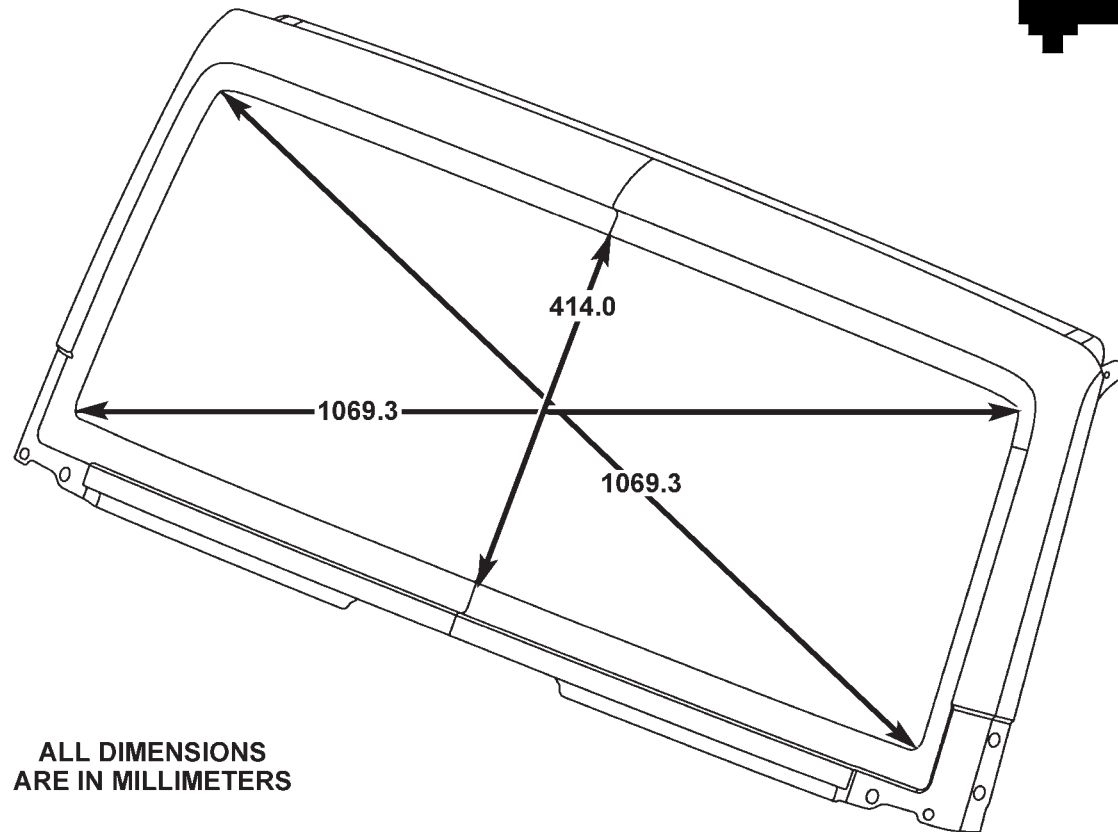
ALL DIMENSIONS
ARE IN MILLIMETERS

Figure 1. ENGINE BOX OPENING

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FRAME/BODY DIMENSIONS



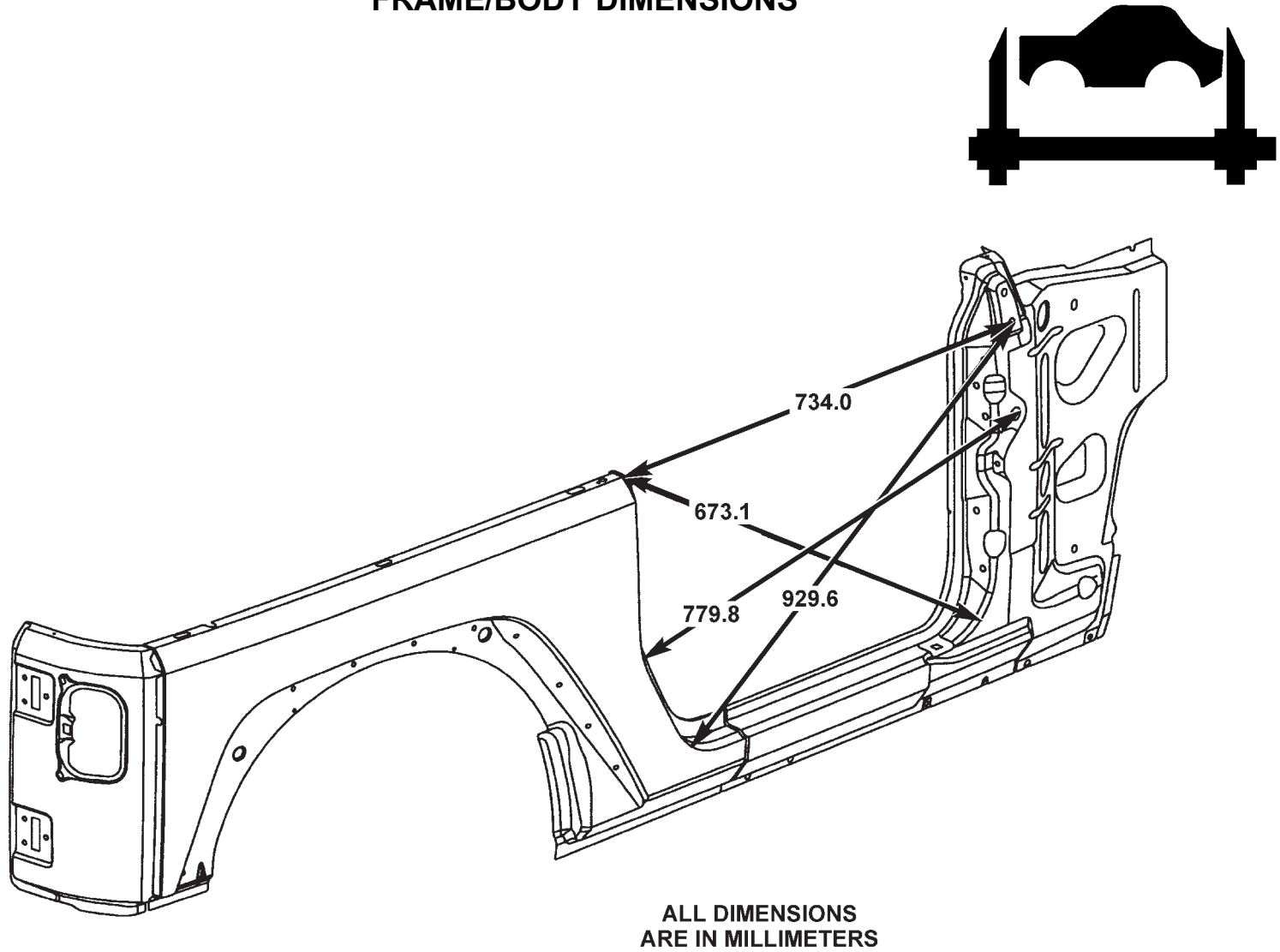
ALL DIMENSIONS
ARE IN MILLIMETERS

8199b171

Figure 2. WINDSHIELD OPENING

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FRAME/BODY DIMENSIONS

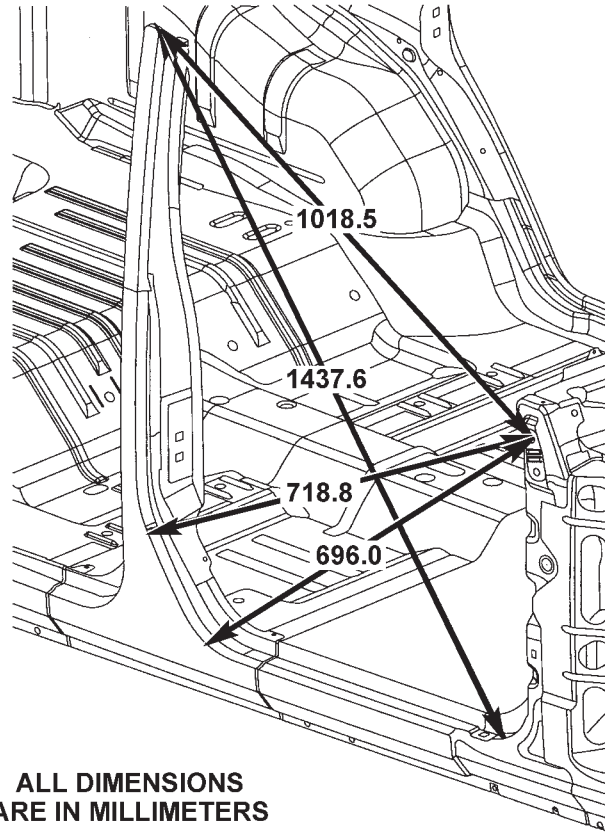


8199b1cc

Figure 3. FRONT DOOR OPENING – JK72

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FRAME/BODY DIMENSIONS



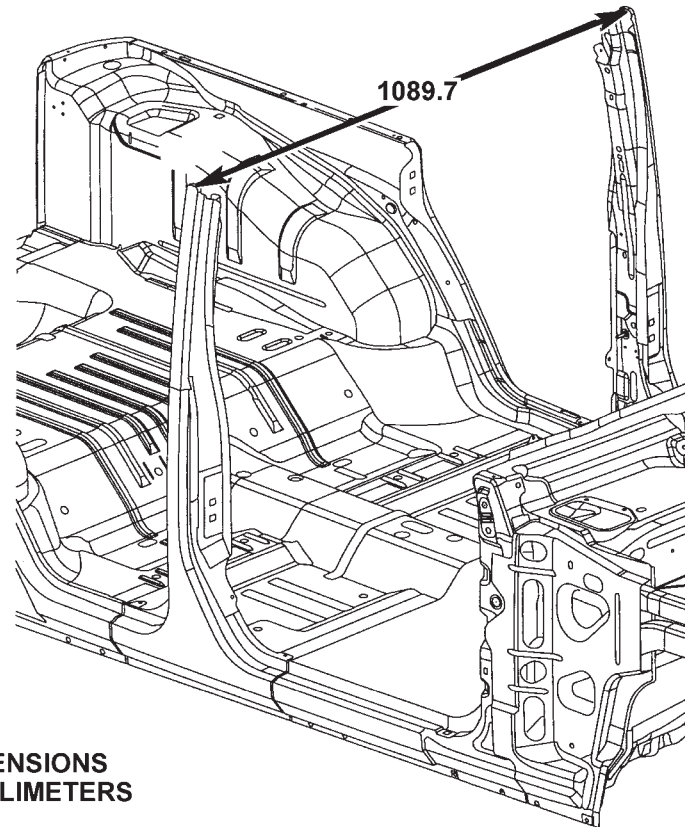
**ALL DIMENSIONS
ARE IN MILLIMETERS**

8199b289

Figure 4. FRONT DOOR OPENING – JK74

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FRAME/BODY DIMENSIONS



**ALL DIMENSIONS
ARE IN MILLIMETERS**

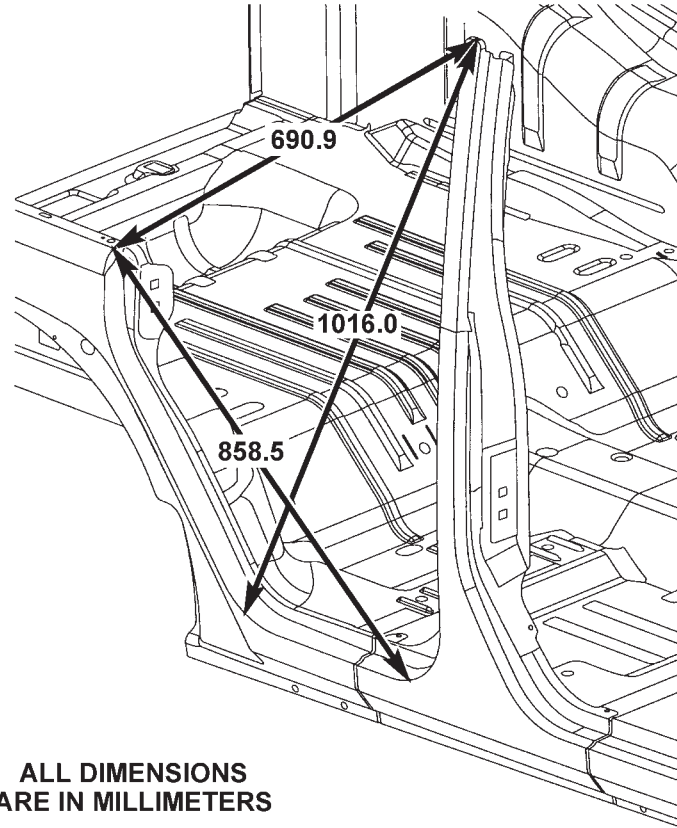


8199c462

Figure 5. "B" PILLAR CROSS/CAR – JK74

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FRAME/BODY DIMENSIONS



**ALL DIMENSIONS
ARE IN MILLIMETERS**

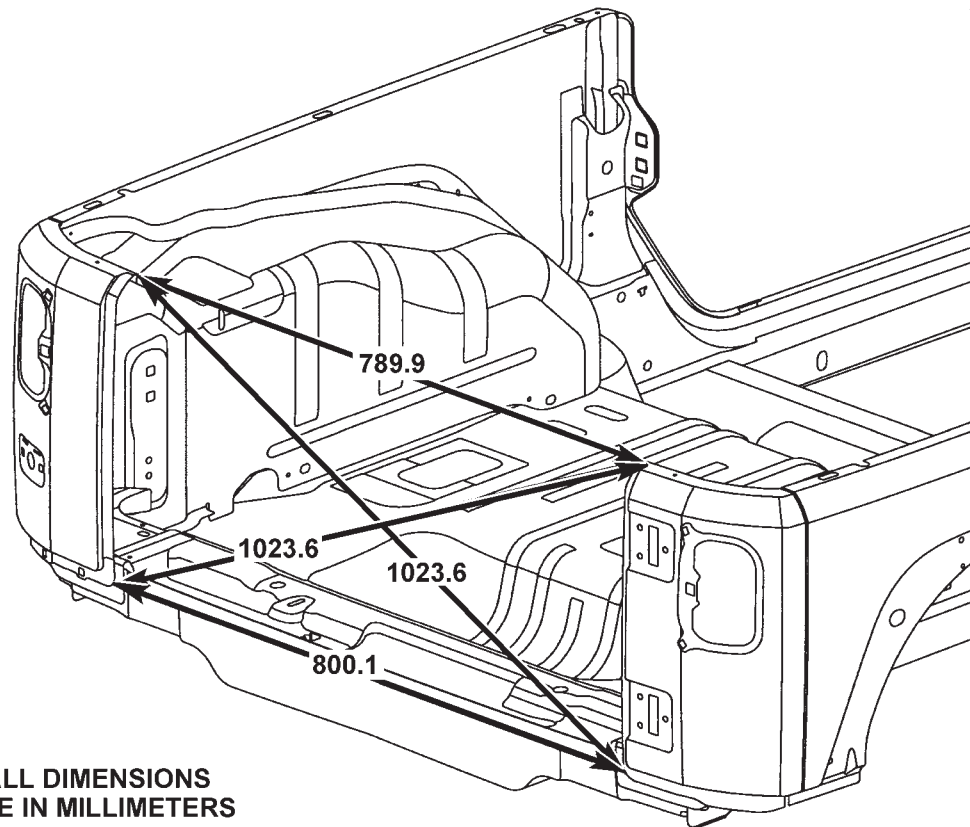


8199c466

Figure 6. REAR DOOR OPENING – JK74

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FRAME/BODY DIMENSIONS



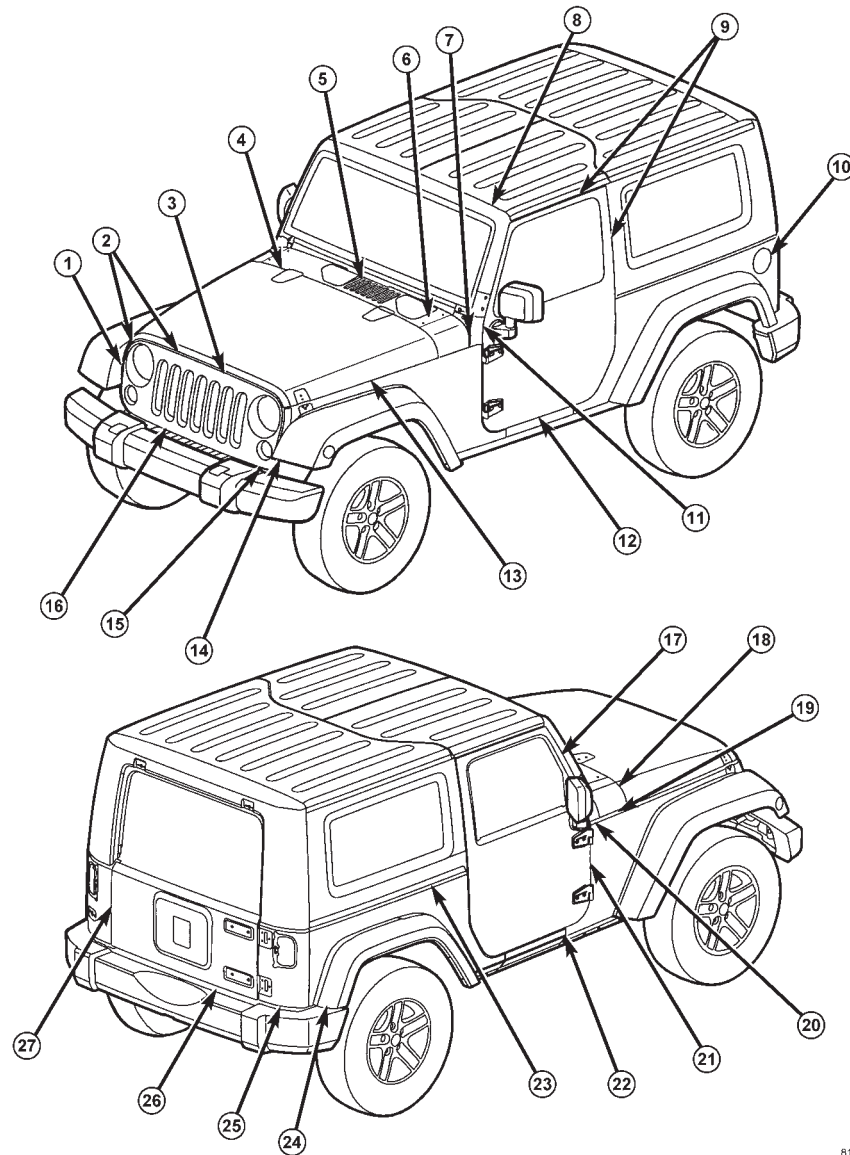
ALL DIMENSIONS
ARE IN MILLIMETERS

8199c479

Figure 7. SWINGGATE WINDOW OPENING

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GAP AND FLUSH DIMENSIONS



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GAP AND FLUSH DIMENSIONS

DIMENSION	DESCRIPTION	GAP	FLUSH
1	Fender to Grille	--	0.0 +/- 2.0
2	Hood/Fender to Grille	7.0 +/- 2.0 Parallel within 1.5 Side to Side 2.0	--
3	Hood to Grille	--	Hood O/F 1.0 +/- 2.0 Parallel within 1.5
4	Hood to Cowl Grille	7.0 +/- 2.0 Parallel within 1.5	0.0 +/- 2.0
5	Cowl Grille to Windshield	5.0 +/- 2.0 Parallel within 1.5	0.0 +/- 2.0
6	Cowl Grille to Cowl End Cap	5.5 +/- 1.5	0.0 +/- 1.5
7	Cowl Panel Windshield Reinforcement	To Windshield 4.0 +/- 1.5 Parallel within 1.5 To Cowl End Cap 3.0 +/- 2.0	--
8	Windshield to Hard/Soft Top	5.0 +/- 2.0 Parallel within 2.0	O/F 1.0 +/- 2.0
9	Hard/Soft Top to Front Door	5.0 +/- 2.0 Parallel within 1.5	12.0 +/- 2.0 at Drip Rail 0.0 +/- 1.5 at Belt Line
10	Fuel Filler Door to Body Side	0.0 + 1.5/-0.0	--
11	Windshield Reinforcement to Door	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
12	Front Door to Body Side	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Allow additional +/- 0.5 with Side Curtain
13	Hood to Fender	6.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
14	Fender/Wheel Flare to Fascia	16.0 +/- 4.0 Parallel within 3.0	--
15	Grille to Bumper	11.0 +/- 4.0 Parallel within 3.0	--
16	Grille to Valance Cover	13.0 +/- 4.0	--
17	Windshield to Door	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Allow additional +/- 0.5 with Side Curtain
18	Hood to Cowl Grille End Cap	7.0 +/- 2.0 Parallel within 1.5	0.0 +/- 1.5
19	Cowl End Cap to Fender	5.5 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
20	Windshield Reinforcement to Fender	7.0 +/- 2.0	0.0 +/- 1.5
21	Fender to Door	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
22	Fender to Body Side	5.0 +/- 1.5	0.0 +/- 1.5
23	Hard/Soft Top to Body	16.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
24	Rear Bumper to Wheel Flare	19.0 +/- 5.0	0.0 +/- 4.0
25	Rear Bumper to Body Side	13.0 +/- 3.0	--
26	Rear Bumper to Swing Gate	34.5 +/- 3.0 Parallel within 3.0	--
27	Swing Gate to Body	5.0 +/- 1.5 Parallel within 1.5 Side to Side 2.0	0.0 +/- 1.5 Parallel within 1.5

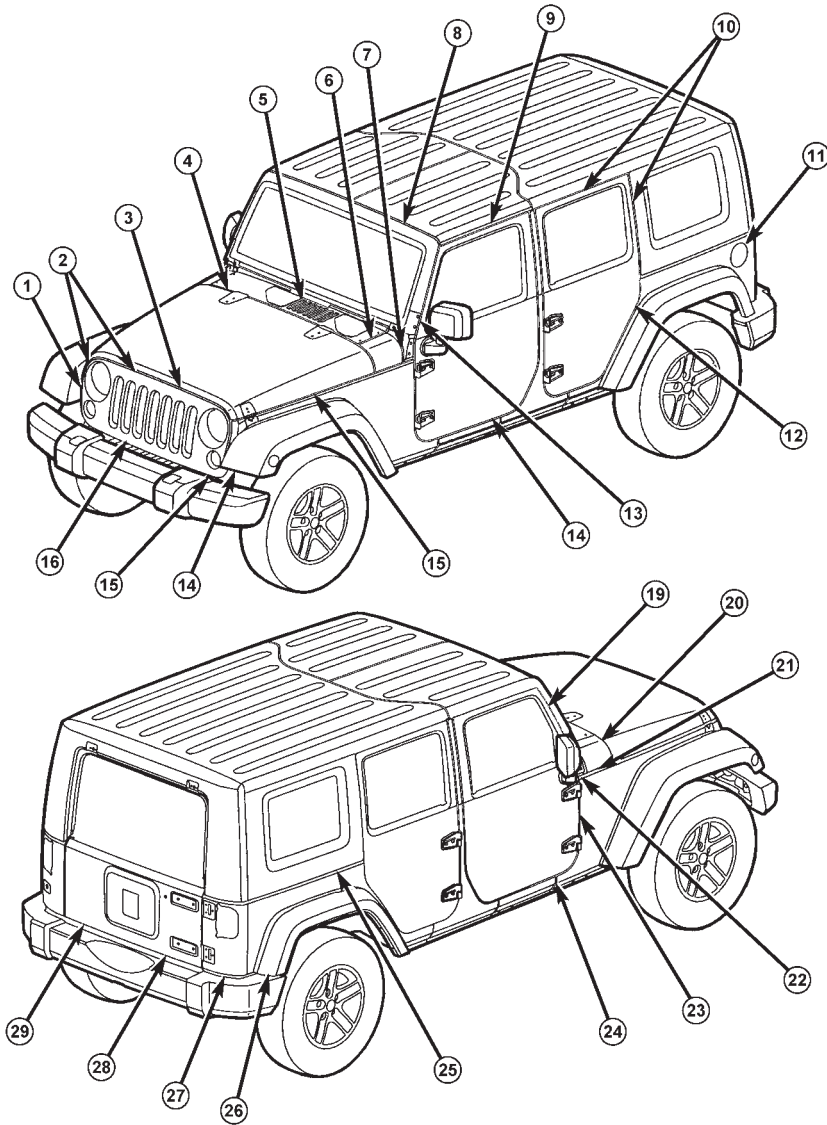
2007 JK72

NOTE:

All measurements are in millimeters. O/F = Over Flush U/F = Under Flush

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GAP AND FLUSH DIMENSIONS



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GAP AND FLUSH DIMENSIONS

DIMENSION	DESCRIPTION	GAP	FLUSH
1	Fender to Grille	--	0.0 +/- 2.0
2	Hood/Fender to Grille	7.0 +/- 2.0 Parallel within 1.5 Side to Side 2.0	--
3	Hood to Grille	--	Hood O/F 1.0 +/- 2.0 Parallel within 1.5
4	Hood to Cowl Grille	7.0 +/- 2.0 Parallel within 1.5	0.0 +/- 2.0
5	Cowl Grille to Windshield	5.0 +/- 2.0 Parallel within 1.5	0.0 +/- 2.0
6	Cowl Grille to Cowl End Cap	5.5 +/- 1.5	0.0 +/- 1.5
7	Cowl Panel Windshield Reinforcement	To Windshield 4.0 +/- 1.5 Parallel within 1.5 To Cowl End Cap 3.0 +/- 2.0	--
8	Windshield to Hard/Soft Top	5.0 +/- 2.0 Parallel within 2.0	O/F 1.0 +/- 2.0
9	Hard/Soft Top to Front Door	5.0 +/- 2.0 Parallel within 1.5	12.0 +/- 2.0
10	Hard/Soft Top to Rear Door	5.0 +/- 2.0 Parallel within 1.5	12.0 +/- 2.0 at Drip Rail 0.0 +/- 1.5 at Belt Line
11	Fuel Filler Door to Body Side	0.0 +/- 1.5/-0.0	--
12	Rear Door to Body Side	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Allow additional +/- 0.5 with Side Curtain
13	Windshield Reinforcement to Door	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
14	Front Door to Body Side	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Allow additional +/- 0.5 with Side Curtain
15	Hood to Fender	6.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
16	Fender/Wheel Flare to Fascia	16.0 +/- 4.0 Parallel within 3.0	--
17	Grille to Bumper	11.0 +/- 4.0 Parallel within 3.0	--
18	Grille to Valance Cover	13.0 +/- 4.0	--
19	Windshield to Door	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Allow additional +/- 0.5 with Side Curtain
20	Hood to Cowl Grille End Cap	7.0 +/- 2.0 Parallel within 1.5	0.0 +/- 1.5
21	Cowl End Cap to Fender	5.5 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
22	Windshield Reinforcement to Fender	7.0 +/- 2.0	0.0 +/- 1.5
23	Fender to Door	5.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
24	Fender to Body Side	5.0 +/- 1.5	0.0 +/- 1.5
25	Hard/Soft Top to Body	16.0 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5
26	Rear Bumper to Wheel Flare	19.0 +/- 5.0	0.0 +/- 4.0
27	Rear Bumper to Body Side	13.0 +/- 3.0	--
28	Rear Bumper to Swing Gate	34.5 +/- 3.0 Parallel within 3.0	--
29	Swing Gate to Body	5.0 +/- 1.5 Parallel within 1.5 Side to Side 2.0	0.0 +/- 1.5 Parallel within 1.5

2007 JK74

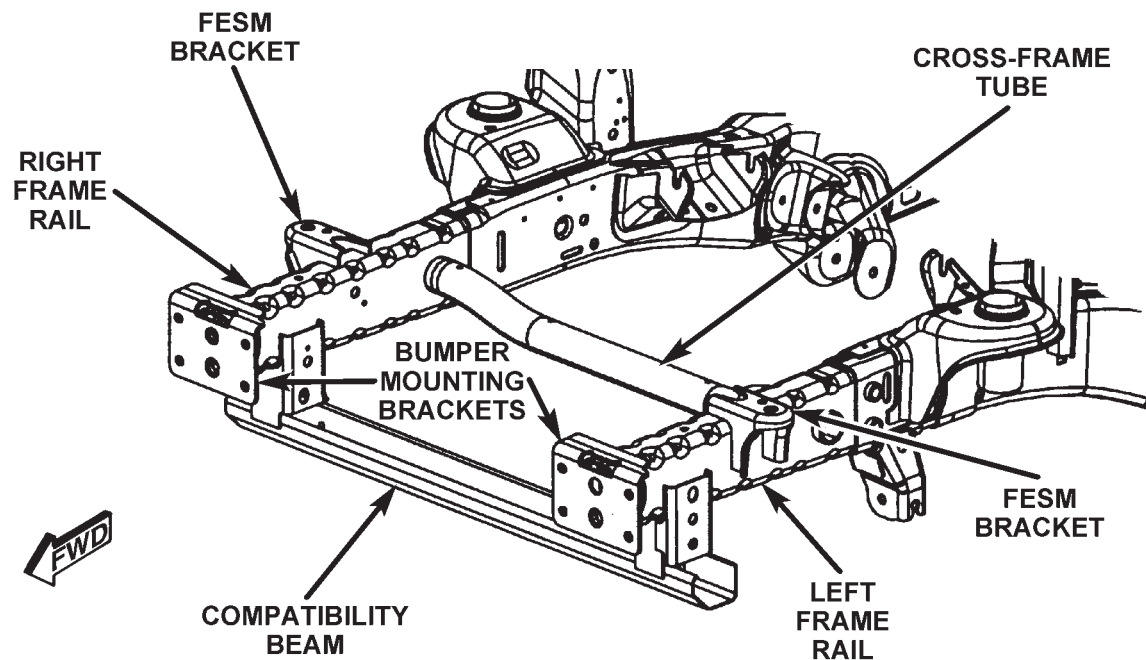
NOTE:

All measurements are in millimeters. O/F = Over Flush U/F = Under Flush

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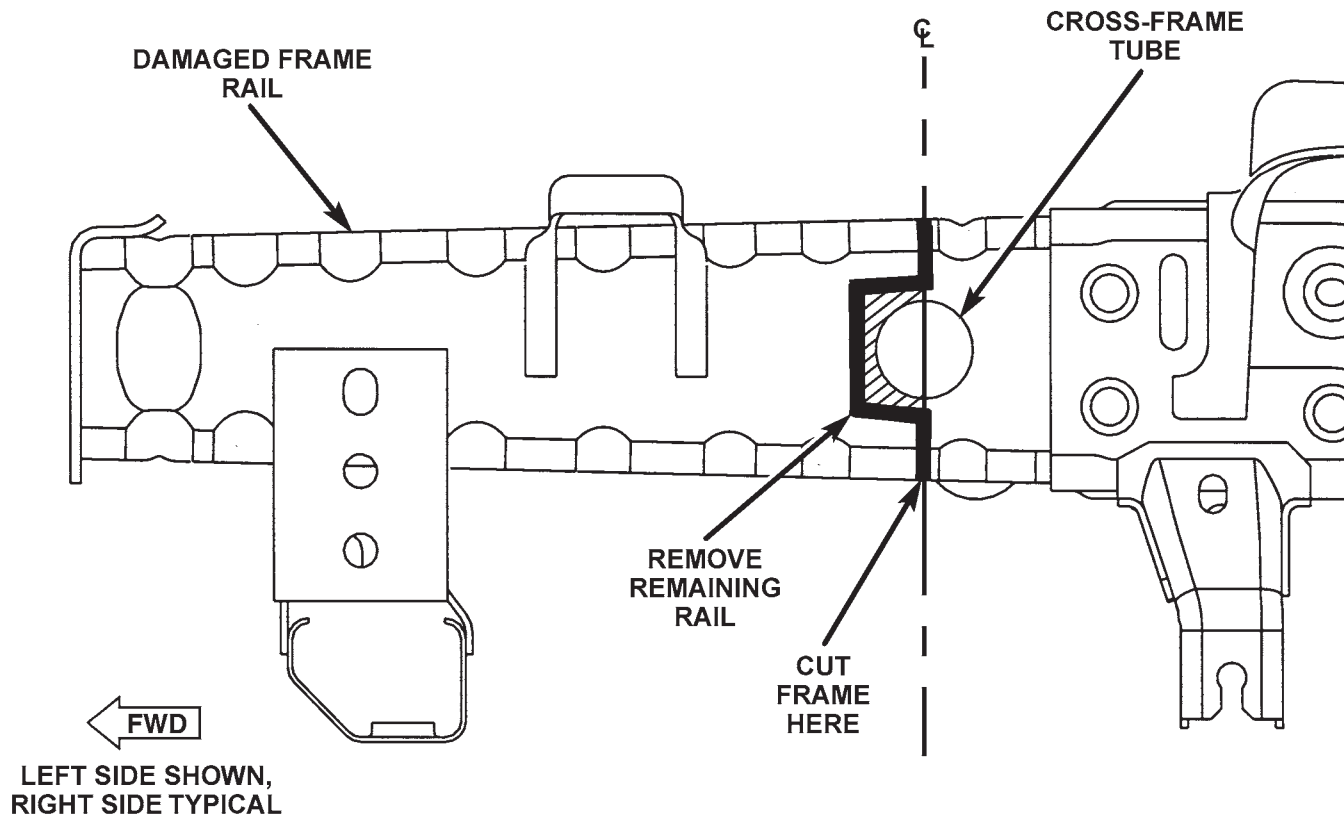
JEEP WRANGLER FRAME REPAIR PROCEDURES FRONT

1. Mount the vehicle on appropriate frame correction equipment ("frame rack") and using a three-dimensional measuring system measure frame/body and correct to vehicle specifications.
2. Release welds holding compatibility beam brackets to rails and remove – if compatibility beam is to be replaced also, the brackets only need to be removed from the undamaged rail.



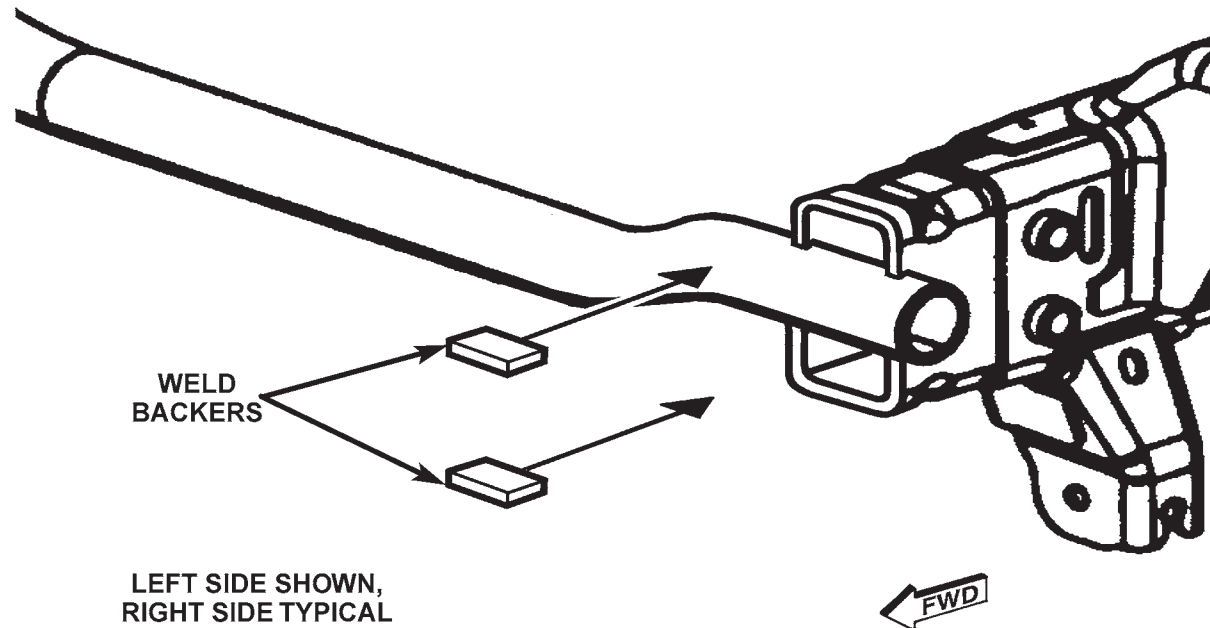
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3. At the centerline of the cross-frame tube, use a reciprocating saw to make a vertical cut through the frame rail to the tube from both the top and bottom.
4. Using either a reciprocating saw or a plasma cutter, cut forward of the tube to release the rail from the tube.
5. Grind off any remaining rail or weld attached to the tubular crossmember forward of the original vertical cuts in preparation for the replacement part.
6. Any cuts into the tubular crossmember should be welded and dressed smooth before proceeding.



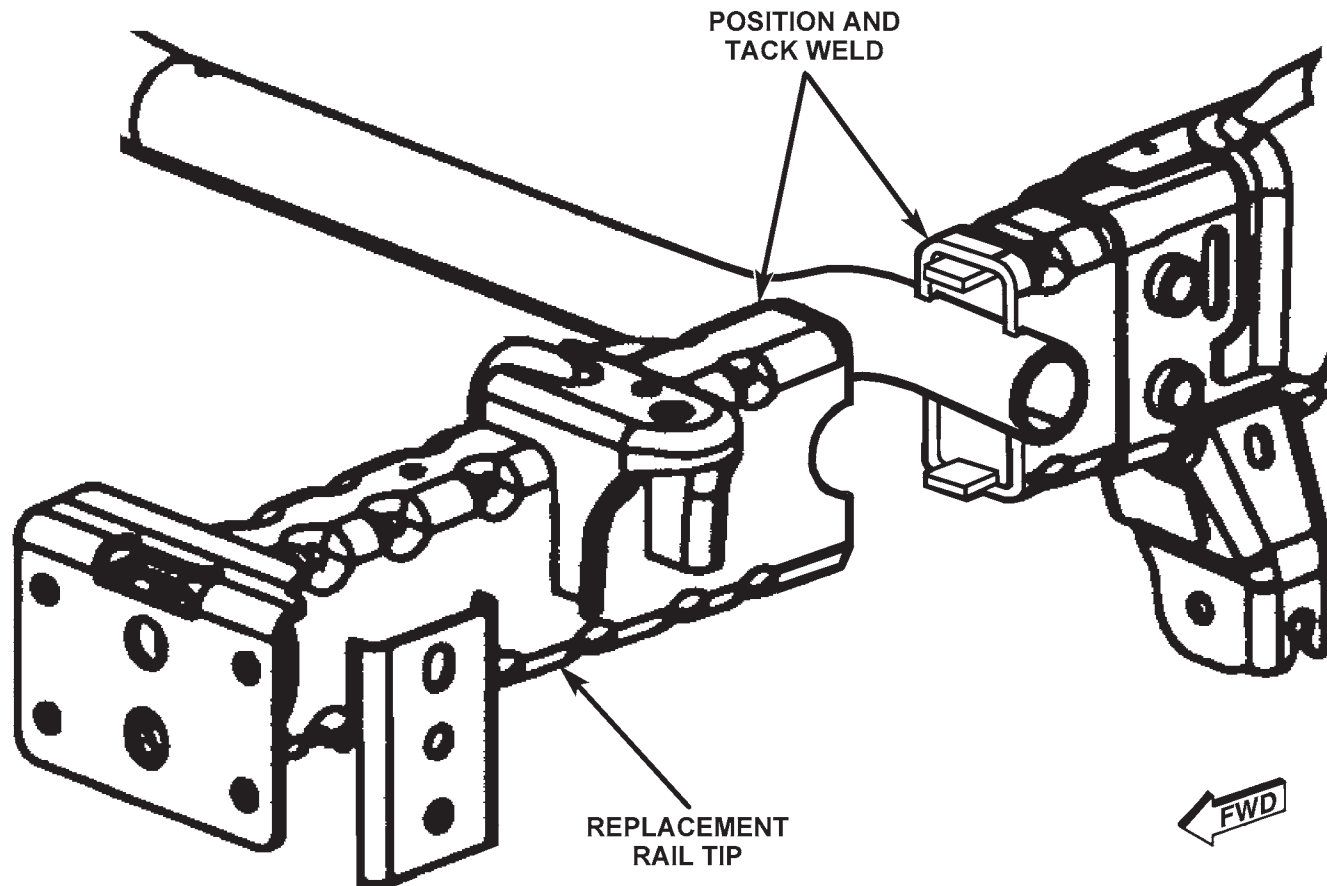
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7. From the removed rail, cut weld-backers which will fit snugly into the original frame at the cut location. Position these backers so 1/2" protrudes from the section location.
8. Cut the service part vertically at the same location as the original frame.
9. Clean and de-burr all cut edges, remove e-coat within 1" of the joint from the inside and outside of all the surfaces.
10. Ensure that a slight bevel is created at the butt-weld joint to allow complete weld penetration.
11. Refer to the weld chart for proper weld rod and approximate welder settings, and adjust the welder to create a proper weld bead.



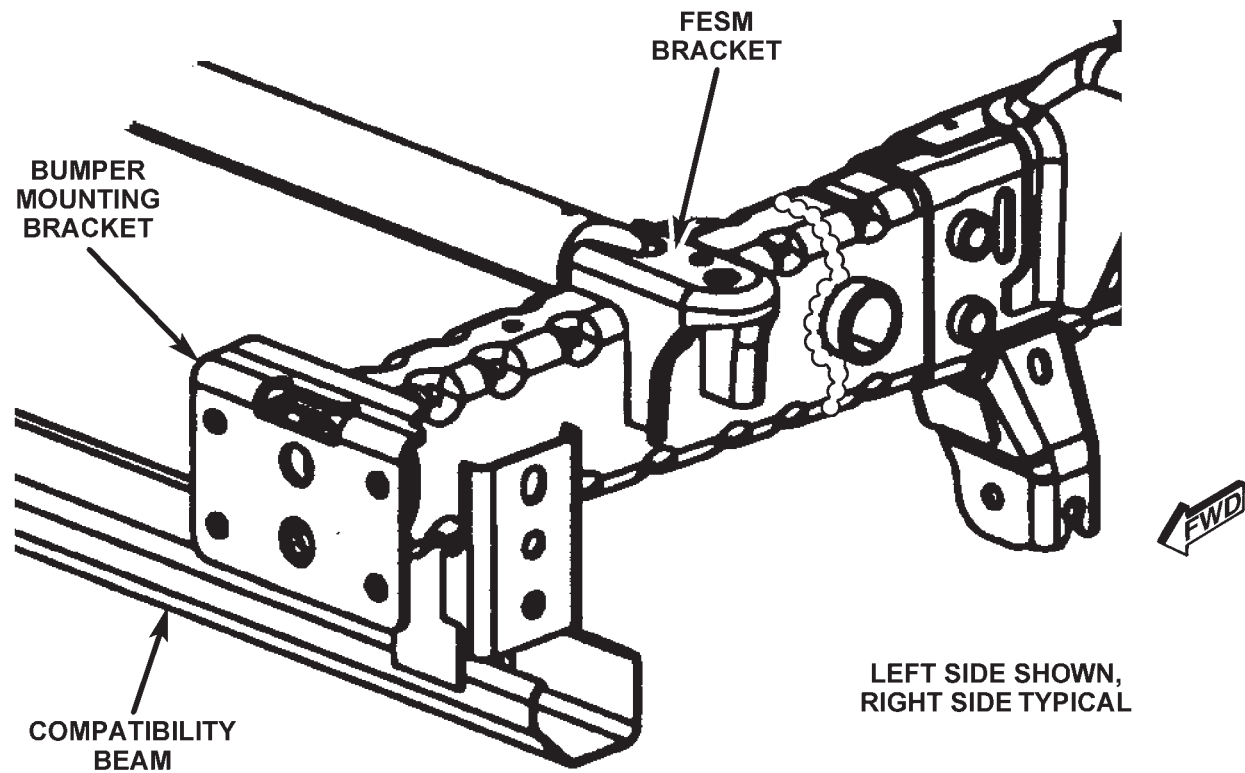
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12. Position new (cut) rail tip in proper position and tack-weld in place.
13. Weld replacement tip in place using a skip-stitch process. Weld in 2" increments on opposing sides of the rail to avoid distortion while also allowing the rail to cool between the welding operations.



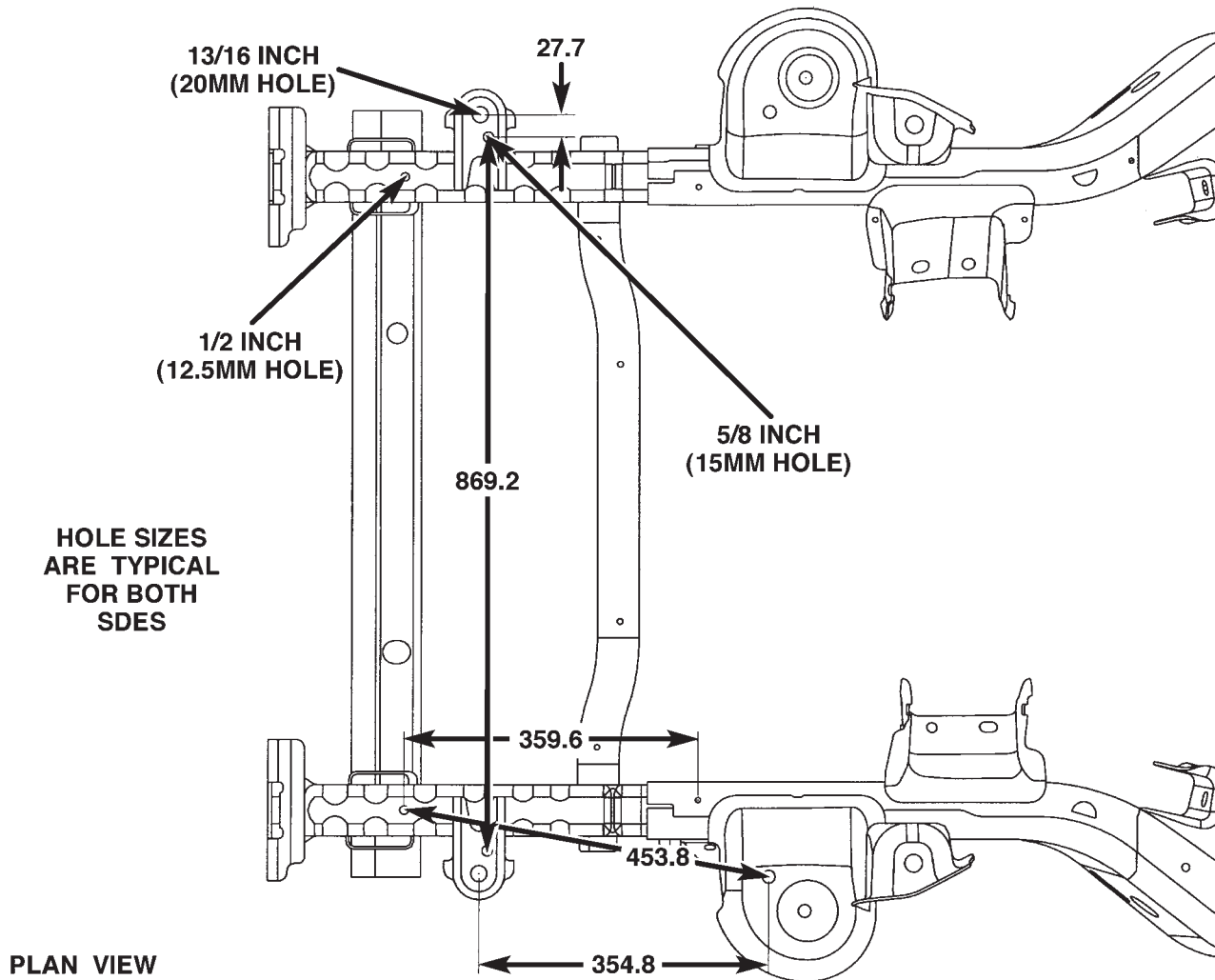
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14. Position and tack-weld FESM bracket, bumper mounting bracket, and compatibility beam.
15. When dimensional accuracy is confirmed, finish weld all components using the original weld locations as a guideline.

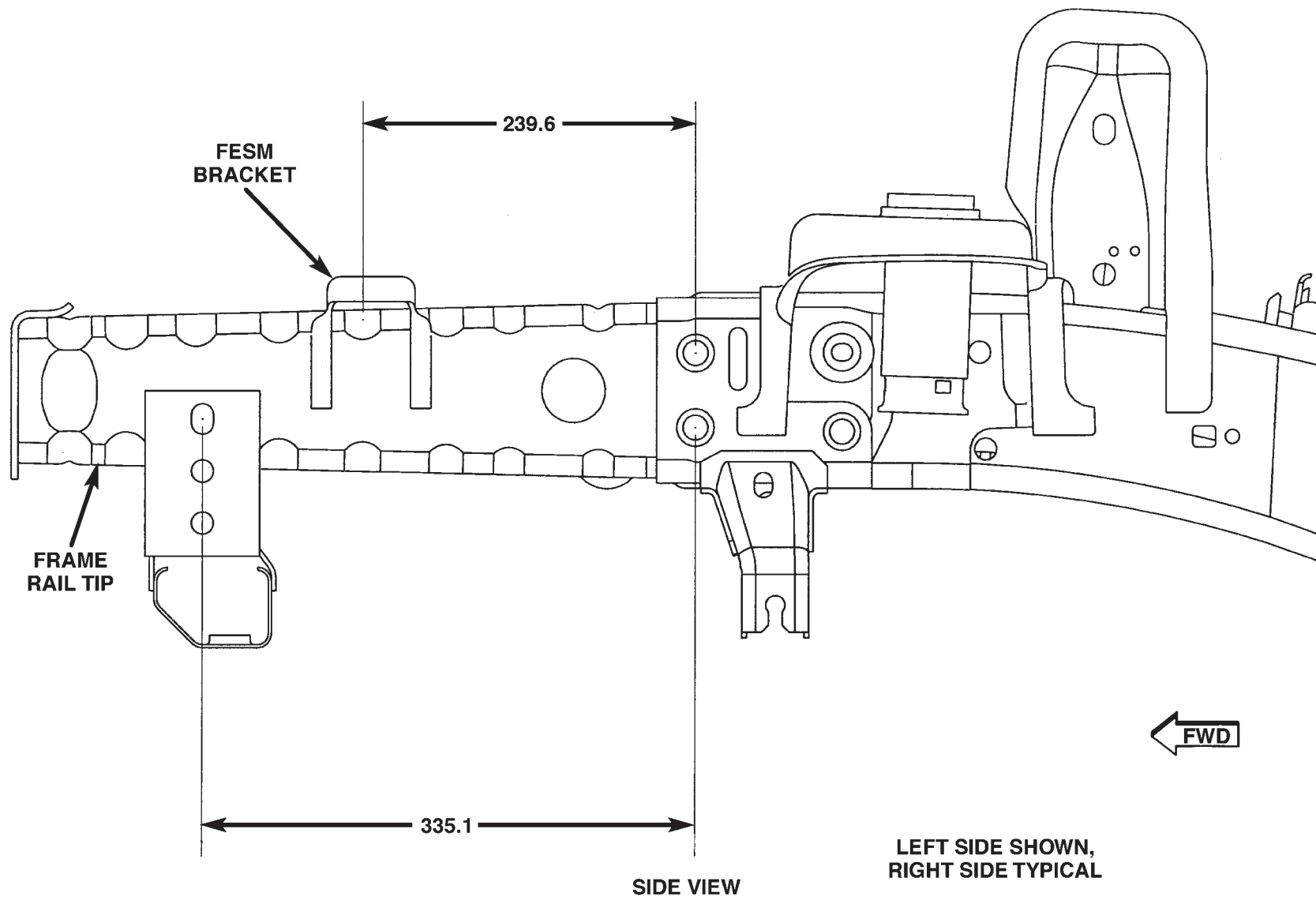


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16. If the FESM brackets and bumper mounting brackets were not pierced, create the appropriate piercings at this time. Refer to the following diagrams for correct dimensions.

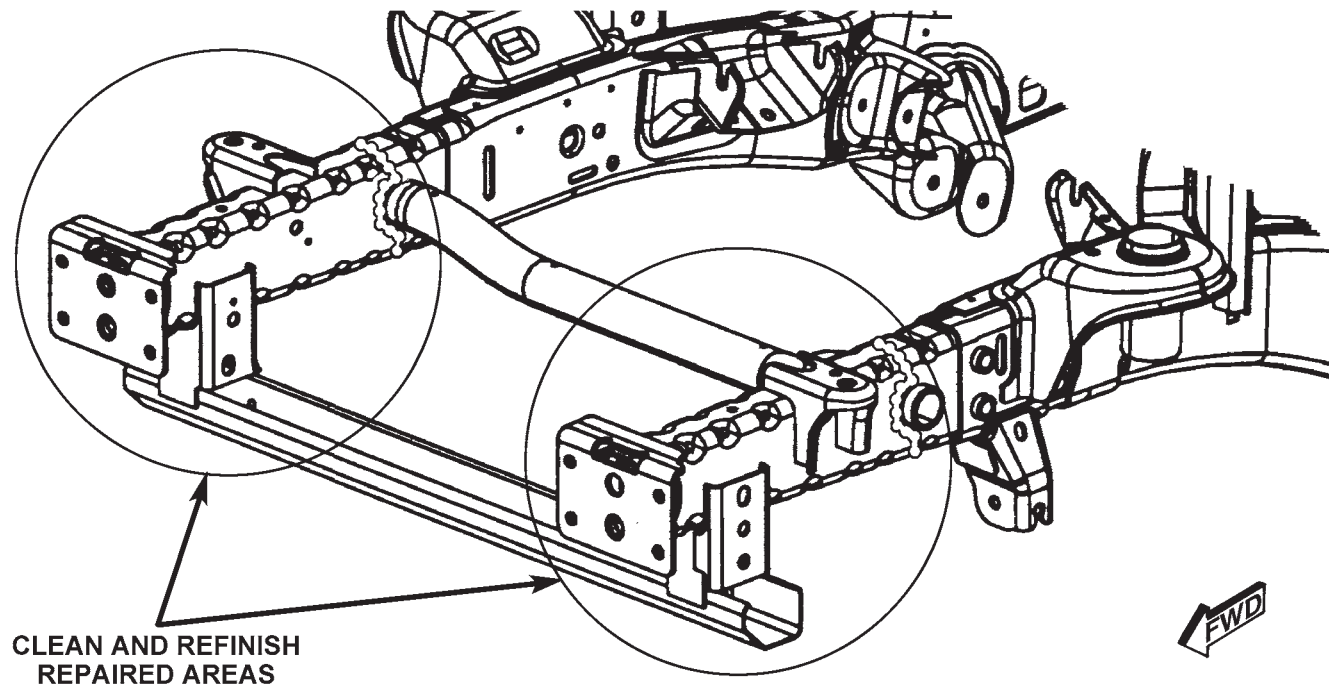


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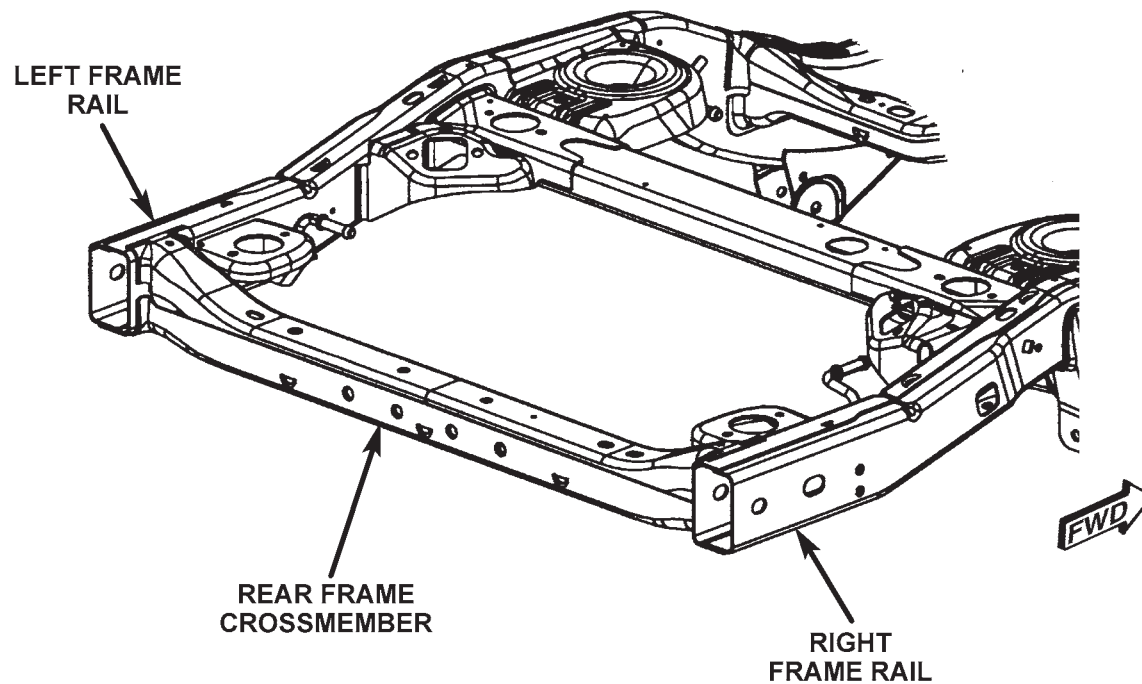
17. Cosmetically dress welds without removing any base metal – a skim coat of filler may be utilized for an improved cosmetic appearance.
18. Refinish all components to a production appearance.
19. On all areas inaccessible to the refinish operation, apply a creeping type rust proofing material ensuring 100% coverage. Be especially focused on those areas where welding may have burned off the original corrosion protection.



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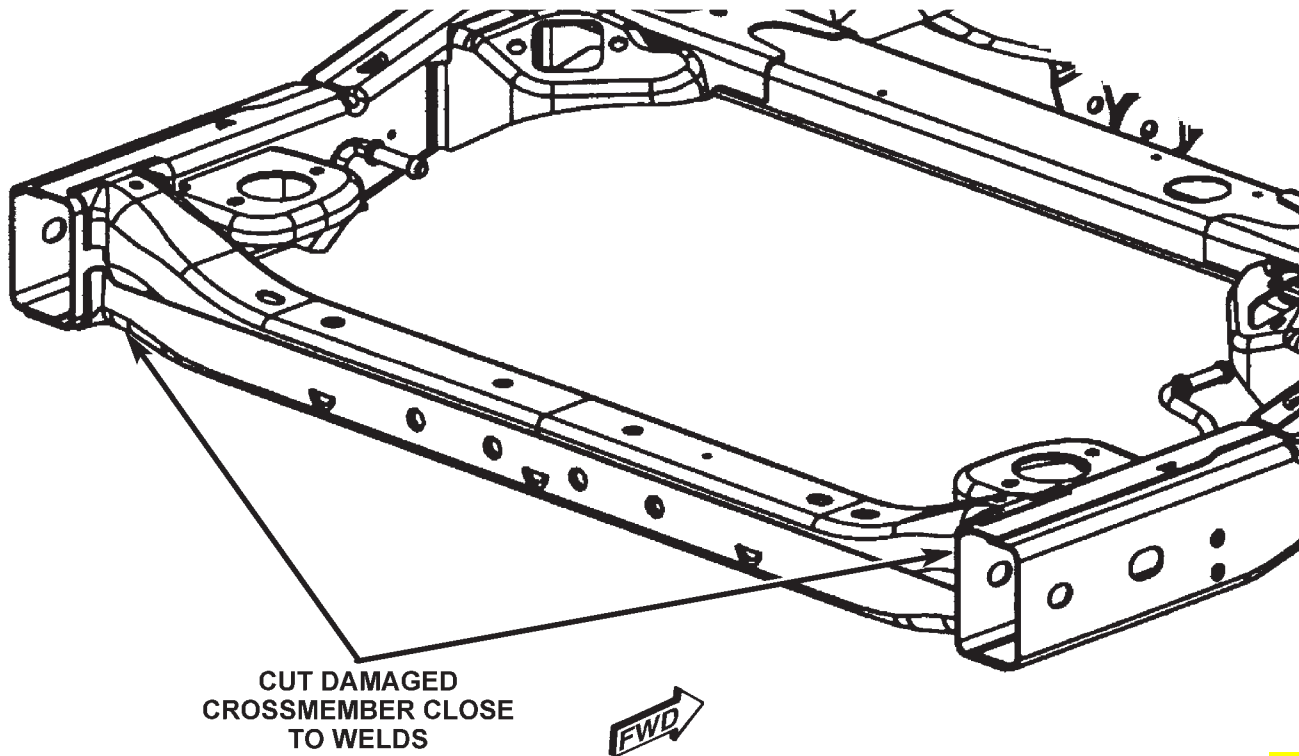
REAR CROSSMEMBER

1. Mount the vehicle on appropriate frame correction equipment ("frame rack") and using a three-dimensional measuring system measure frame/body and correct to vehicle specifications.
2. Remove rear bumper components.
3. Remove hitch receiver or tow hook if equipped.
4. Release rear body mount fasteners, and loosen remaining body fasteners to allow lifting the body upward providing work access.



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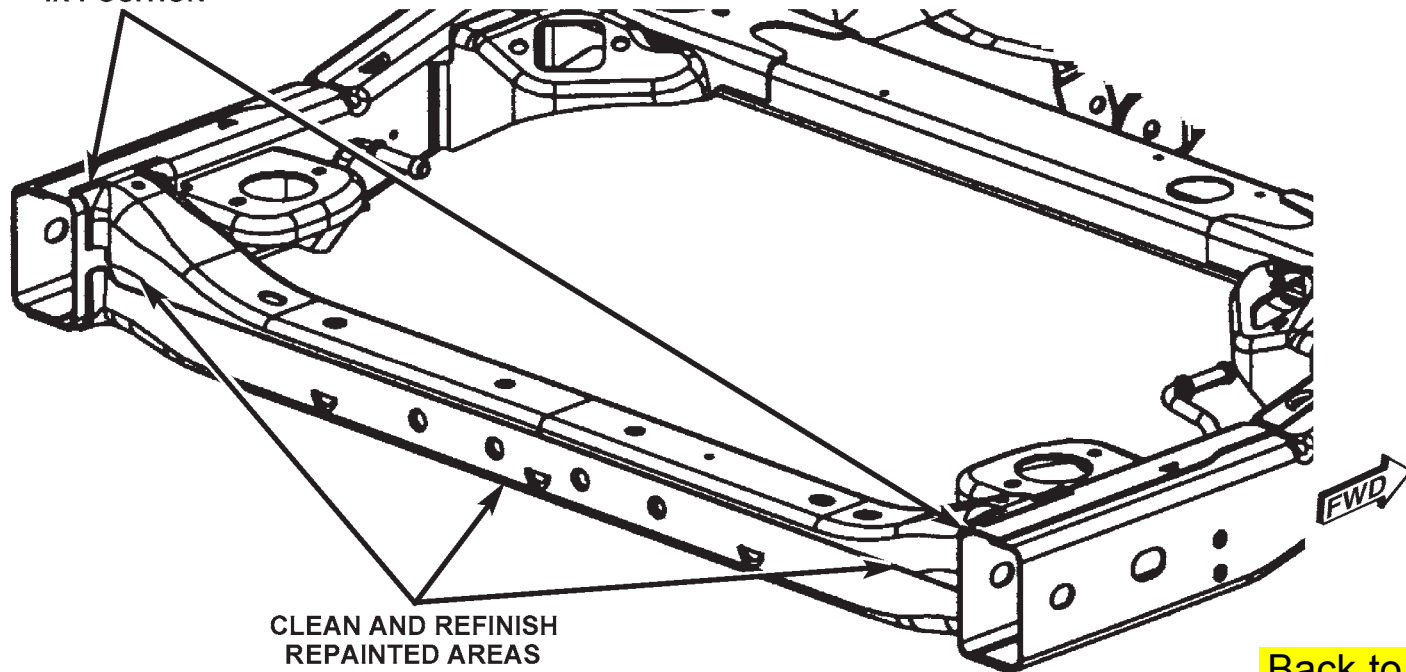
5. Using a reciprocating saw, or equivalent, cut the crossmember close to the welds to the side rails and body mount brackets and remove (each side of crossmember has a total of 7 welds).
6. Using an angle grinder, grind off remaining crossmember and weldments.
7. Dress new crossmember at weld locations so that a very shallow bevel is created and remove any e-coat, inside and out, on replacement part within 1-inch of weld zones as best possible.
8. Refer to the weld chart for proper weld rod and approximate welder settings, then using the old crossmember adjust the welder to create a proper weld bead.



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9. Install the crossmember and locate using three-dimensional measuring equipment.
10. When proper, tack-weld crossmember securely in position.
11. Complete weld installation of crossmember ensuring proper weld penetration.
12. Clean welded area of any burned coatings or spatter.
13. Apply refinish materials to exterior of crossmember and side rails to restore appearance and corrosion protection.
14. Apply inner panel anti-corrosion material inside crossmember.
15. Install hitch receiver/tow hook.
16. Install bumper components.

**WELD REPLACEMENT
CROSSMEMBER
IN POSITION**



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WELD PROCESS

CAUTION: All welds should conform to DaimlerChrysler vehicle engineering process standard "ps 9472".

WELDING PARAMETERS

WELDING PROCESS	FLUX CORED ARC	GAS METAL ARC (MIG)*	SHIELDED METAL ARC (STICK)
Material Thickness	3.7 mm to 4.2 mm	3.7 mm to 4.2 mm	3.7 mm to 4.2 mm
Electrode Type	Lincoln Electrical Co. Product #: NR-211 MP (Do Not Substitute)	AWS ER70S-6 (Do Not Substitute)	** AWS E 7018
Electrodes Size Inches	.045 Tubular	.035 Solid	3/32"
Electrode Stick Out	3/8" - 1/2"	1/2" - 5/8"	N/A
Polarity	Electrode "-" Work Piece "+"	Electrode "+" Work Piece "-"	Electrode "+" Work Piece "-"
Shielding Gas	Self Shielded	75% Ar 25% CO2	Self Shielded
Gas Flow Rate	N/A	25 - 35 CFM	N/A
Wire Feed Speed (inches per minute)	110 - 130 Vertical Down 70 - 90 Flat & Overhead	245 - 250 Vertical Down 210 - 225 Flat & Overhead	N/A
Approximate Amperage			
Vertical	110 - 130	175	85 (3/32" Diameter)
Flat & Overhead	70 - 90	155	90 (3/32" Diameter)
Voltage	15 - 18	19 - 20	N/A
Direction of Welding			
Vertical	Vertical Down Hill (only)	Vertical Down Hill (only)	Vertical - Up Hill (only)
Flat & Overhead	Flat - Push or Drag	Flat - Push or Drag	Flat - Drag

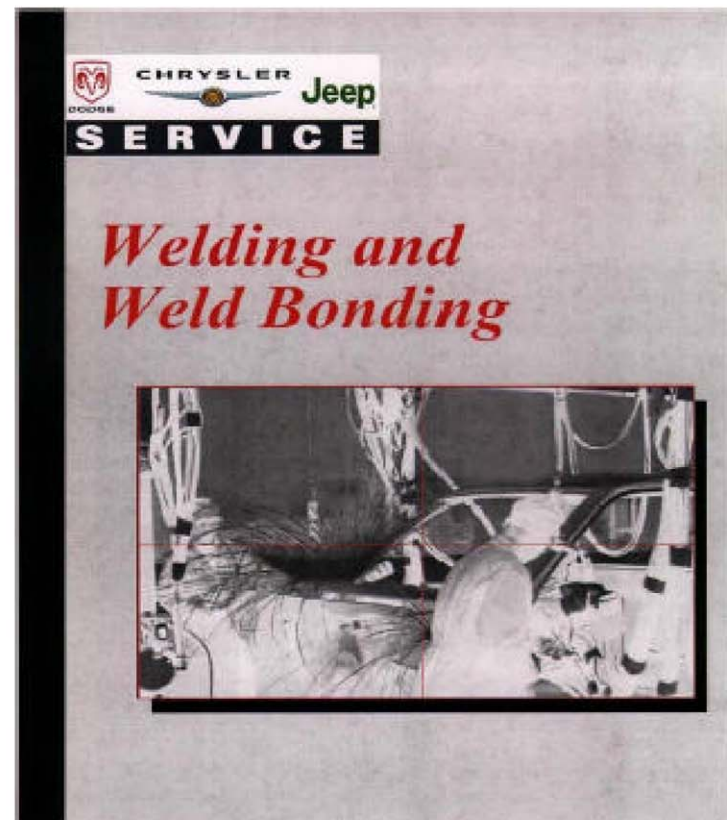
***First choice - Gas Metal Arc Welding Process:** Butt joints - apply two layers (passes) of weld metal. First pass should only fill approximately 1/2 the thickness. Vertical position welds - maintain electrode wire at leading edge of weld puddle while traveling down hill to produce maximum penetration into the sleeve. These techniques work for FCAW as well.

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Additional Support and Technical Information



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