BODY CONSTRUCTION CHARACTERISTICS

Definitions of Steels used in the Jeep Liberty:

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 galvannealed 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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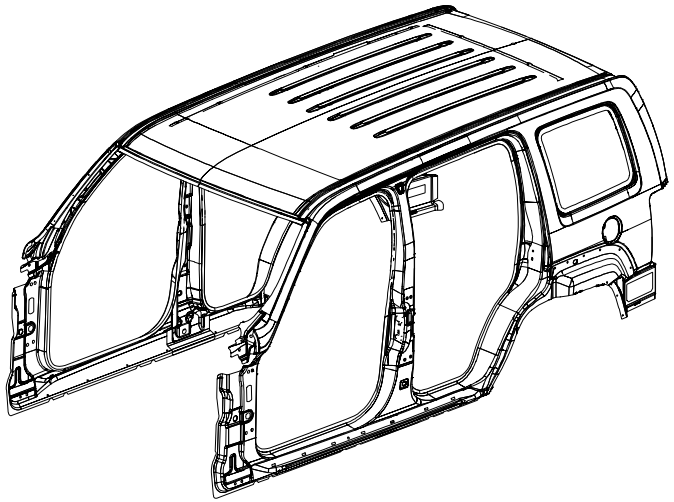
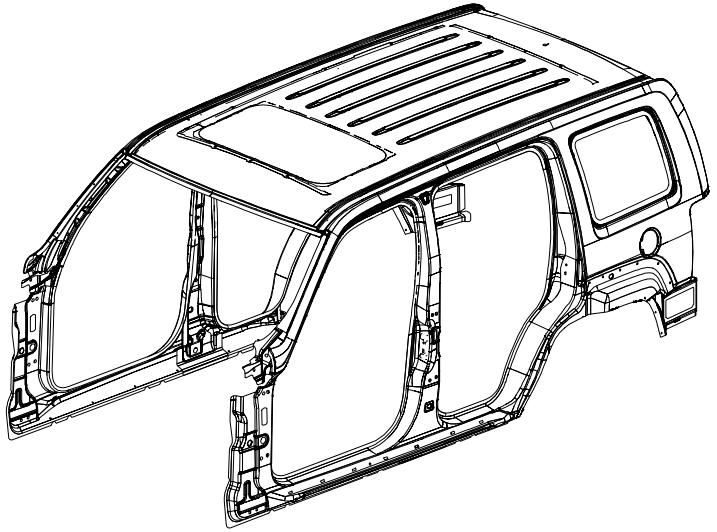
JEEP LIBERTY BODY IN WHITE COMPLETE SECTION





AA	PANEL – ROOF OTR –
AB	HEADER – ROOF FRT LWR –
AC	REINF – A-PILLAR INR LWR RT –
AC	REINF – A-PILLAR INR LWR LT –
AD	PANEL – BODY SIDE INR RT –
AD	PANEL – BODY SIDE INR LT –
AF	REINF – B-PILLAR RT –
AF	REINF – B-PILLAR LT –
AG	PANEL – BODY SIDE OTR RT –
AG	PANEL – BODY SIDE OTR LT –
AH	TROUGH – LIFTGATE OPENING RT –
AH	TROUGH – LIFTGATE OPENING LT –
AJ	HEADER – ROOF RR UPR –
AK	PAN –
AL	BOW – ROOF –
AM	REINF – ROOF W/SUNROOF –
AN	REINF – ROOF W/SUNROOF –
AP	REINF – ROOF PANEL W/SUNROOF OPENING –
AR	BOW – ROOF-
AS	REINF – ROOF SIDE RAIL INR RT –
AS	REINF – ROOF SIDE RAIL INR LT –
AT	REINF – ROOF W/SUNROOF –
AU	PANEL – ROOF W/SUNROOF –

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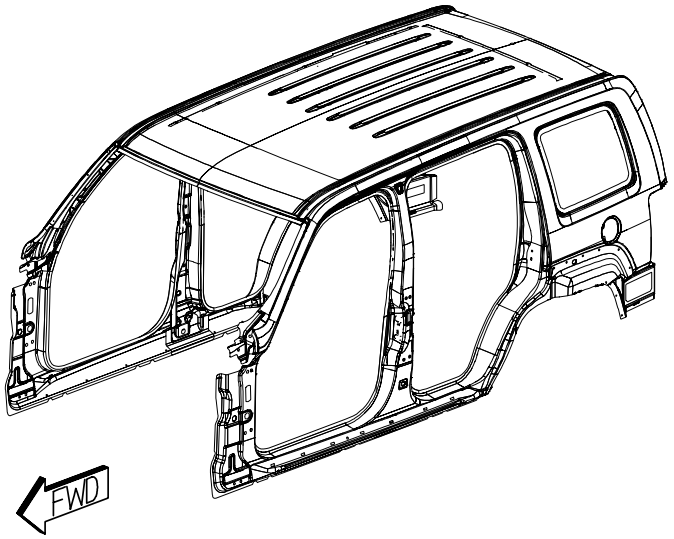
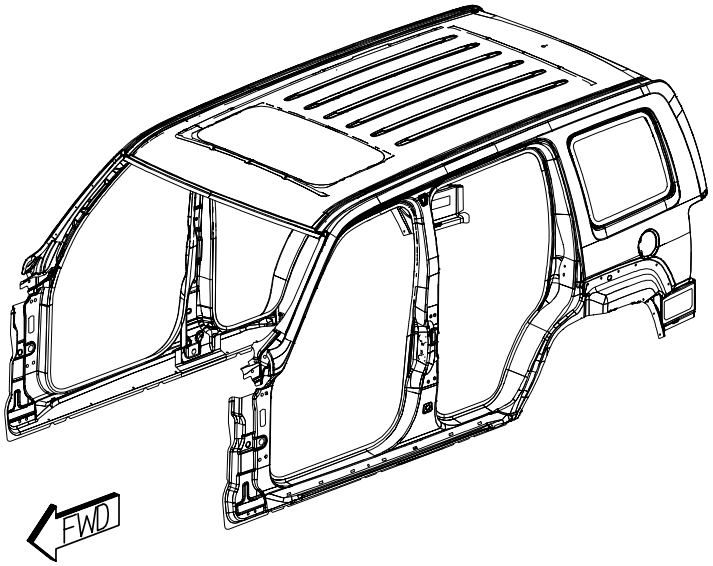
PARTS IDENTIFICATION LEGEND, OVERVIEW 22

AA	PANEL – ROOF OTR –
AB	HEADER – ROOF FRT LWR –
AC	REINF – A-PILLAR INR LWR RT –
AC	REINF – A-PILLAR INR LWR LT –
AD	PANEL – BODY SIDE INR RT –
AD	PANEL – BODY SIDE INR LT –
AF	REINF – B-PILLAR RT –
AF	REINF – B-PILLAR LT –
AG	PANEL – BODY SIDE OTR RT –
AG	PANEL – BODY SIDE OTR LT –
AH	TROUGH – LIFTGATE OPENING RT –
AH	TROUGH – LIFTGATE OPENING LT –
AJ	HEADER – ROOF RR UPR –
AK	PAN –
AL	BOW – ROOF –
AM	REINF – ROOF W/SUNROOF –
AN	REINF – ROOF W/SUNROOF –
AP	REINF – ROOF PANEL W/SUNROOF OPENING –
AR	BOW – ROOF-
AS	REINF – ROOF SIDE RAIL INR RT –
AS	REINF – ROOF SIDE RAIL INR LT –
AT	REINF – ROOF W/SUNROOF –
AU	PANEL – ROOF W/SUNROOF –





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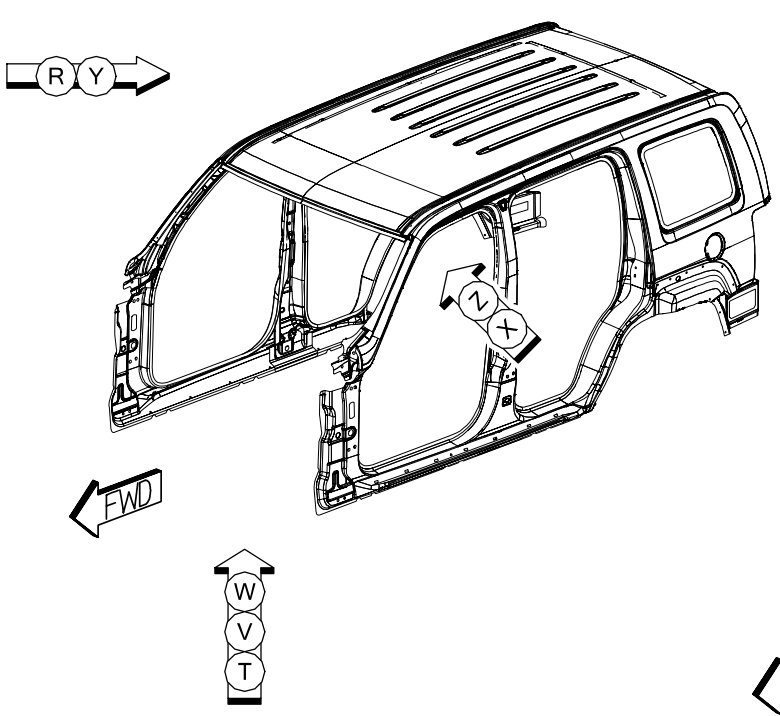
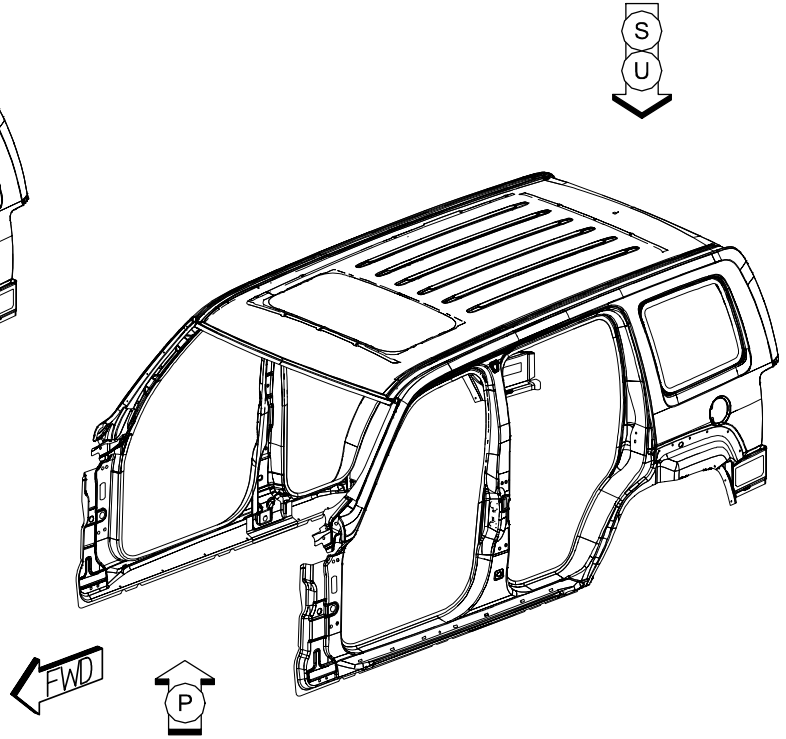
WELD LAYOUT LOCATION GUIDE





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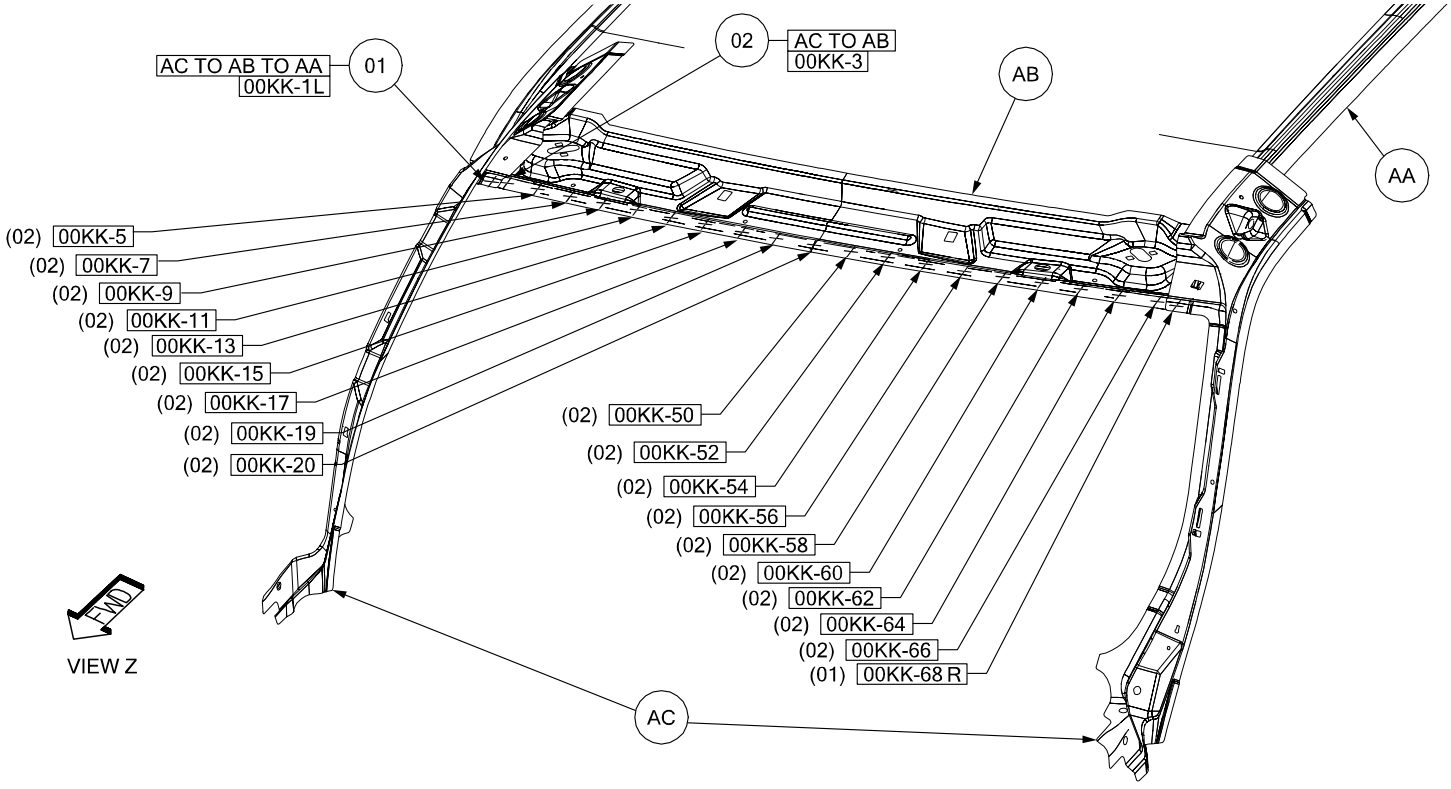
01 AC TO AB TO AA 1R/1L S/WELDS (ORD)
02 AC TO AB 19 S/WELDS (ORD)



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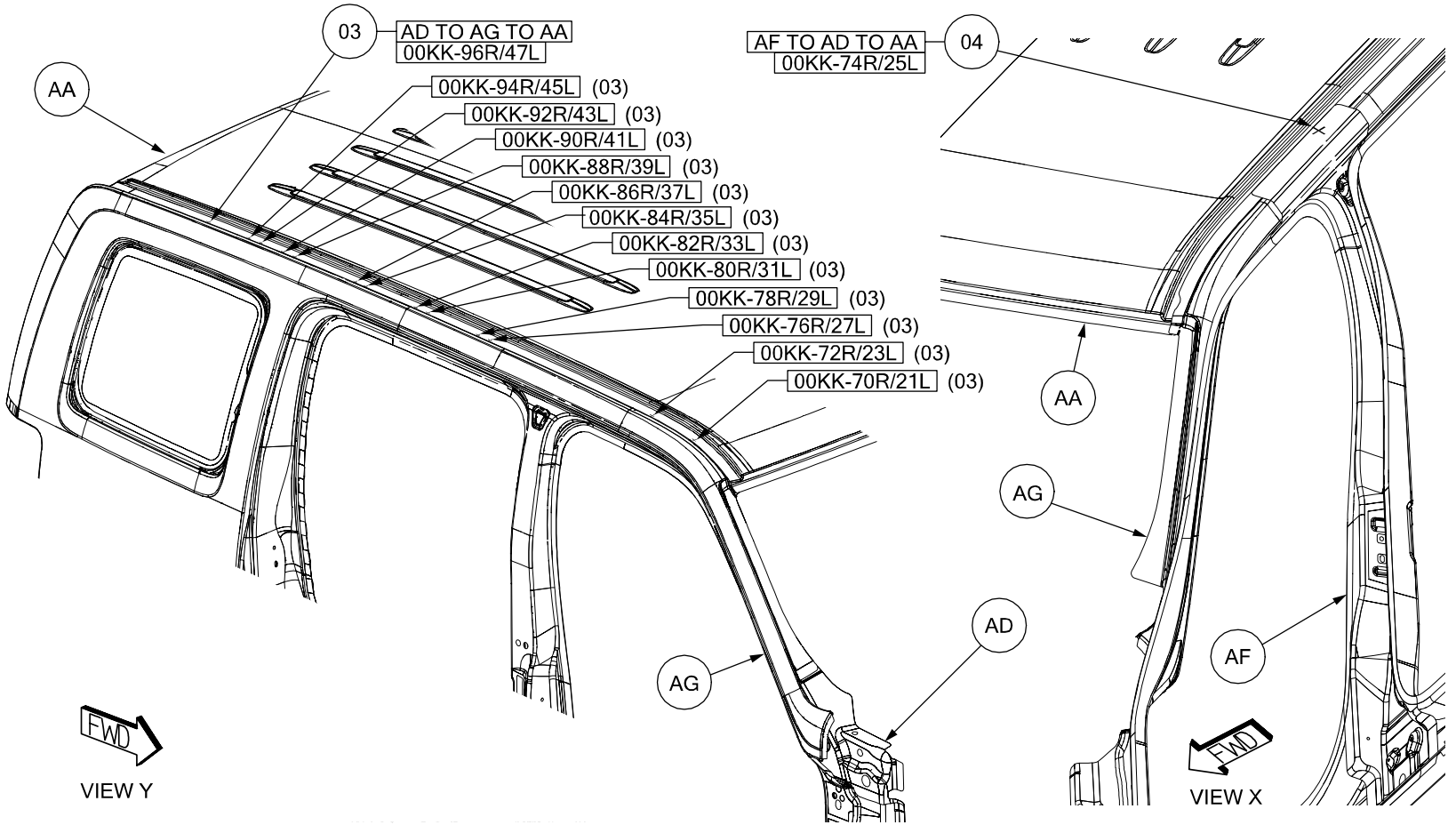
03 AD TO AG TO AA 13/SD S/WELDS (ORD)
04 AF TO AD TO AA 1/SD S/WELD (ORD)



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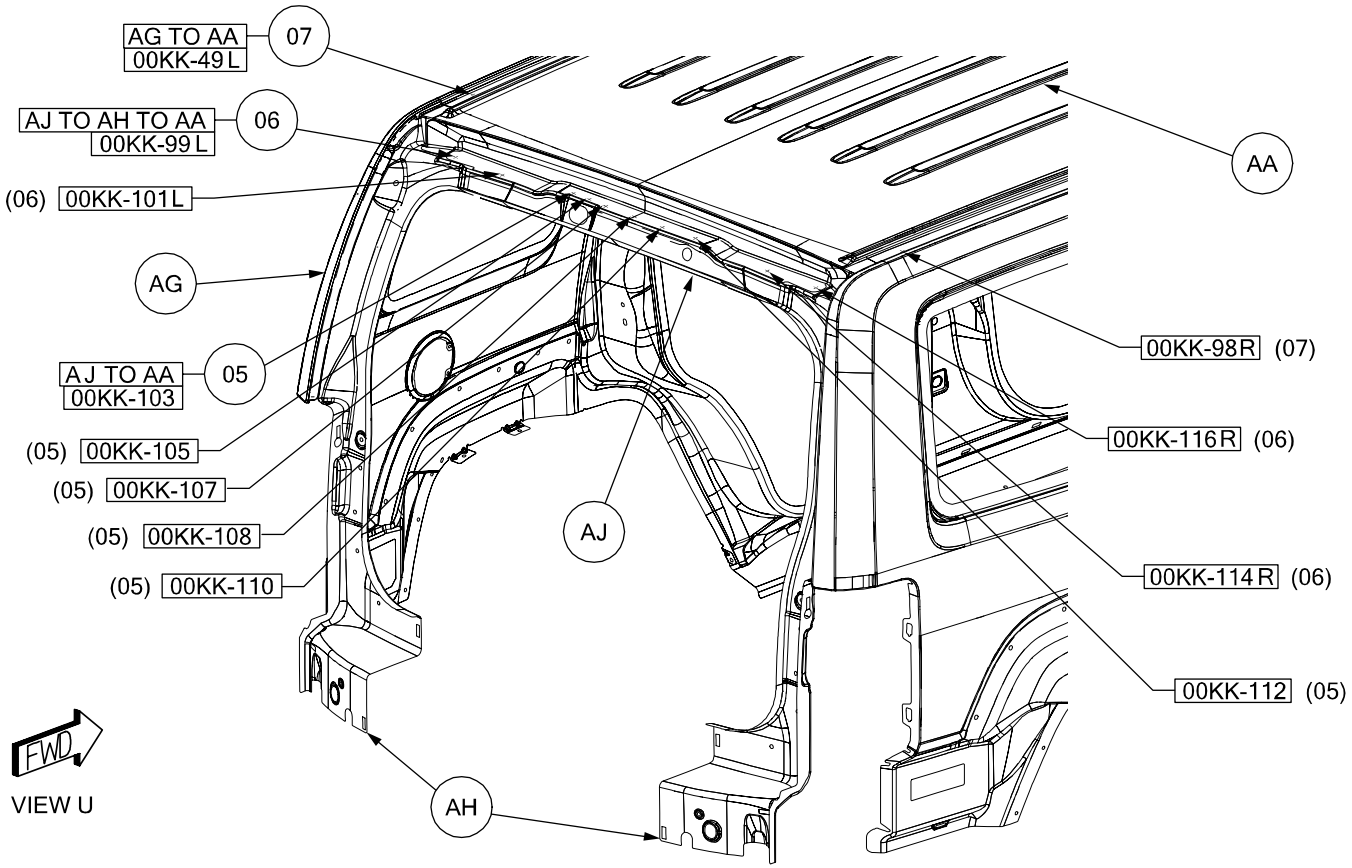
05 AJ TO AA 6 S/WELDS (ORD)
06 AJ TO AH TO AA 2R/2L S/WELDS (ORD)
07 AG TO AA 1R/1L S/WELD (ORD)



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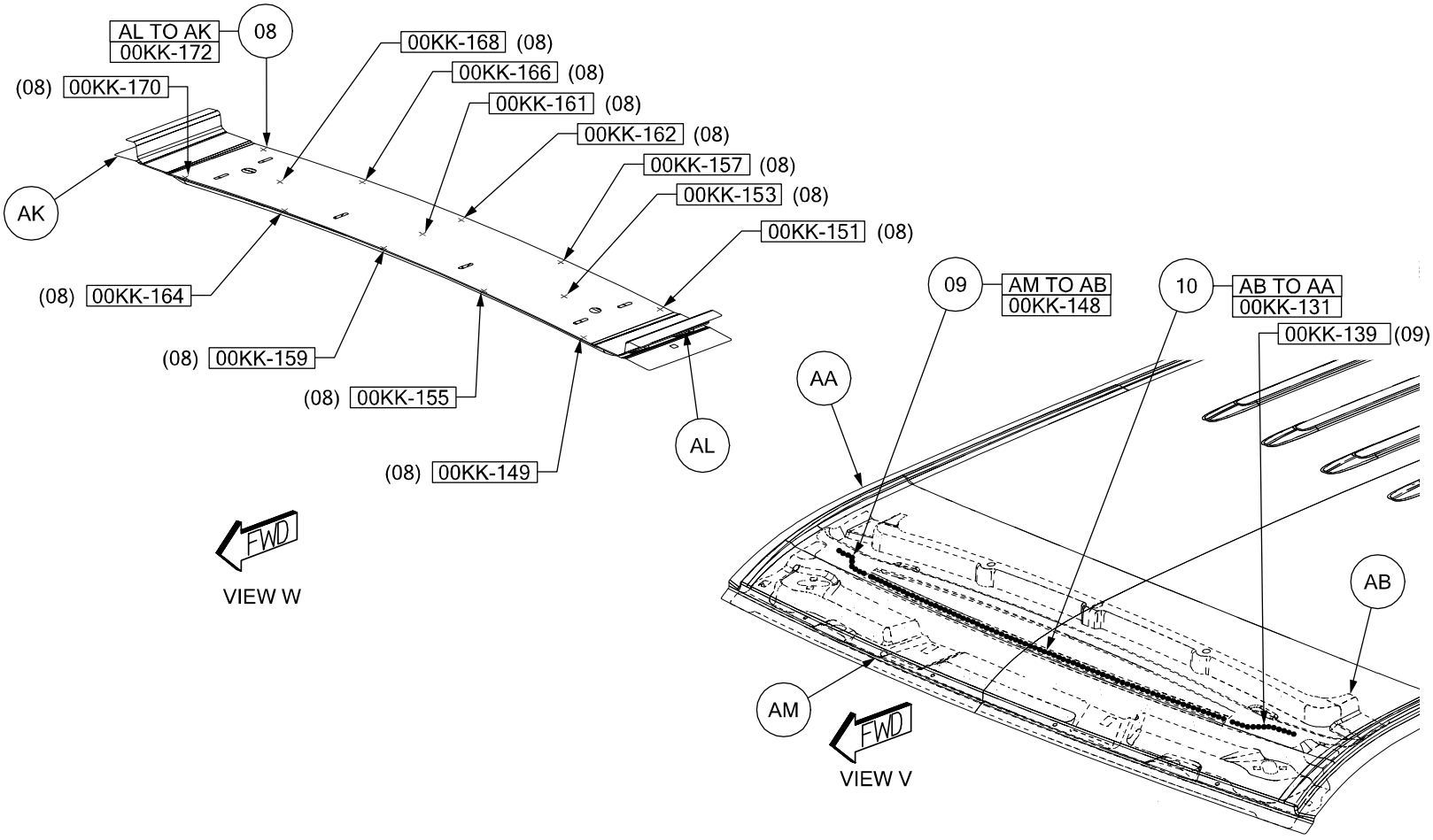
08 AL TO AK 13 S/WELDS (ORD)
09 AM TO AB 2 STRUC ADH (ORD)
10 AB TO AA 1 STRUC ADH (ORD)



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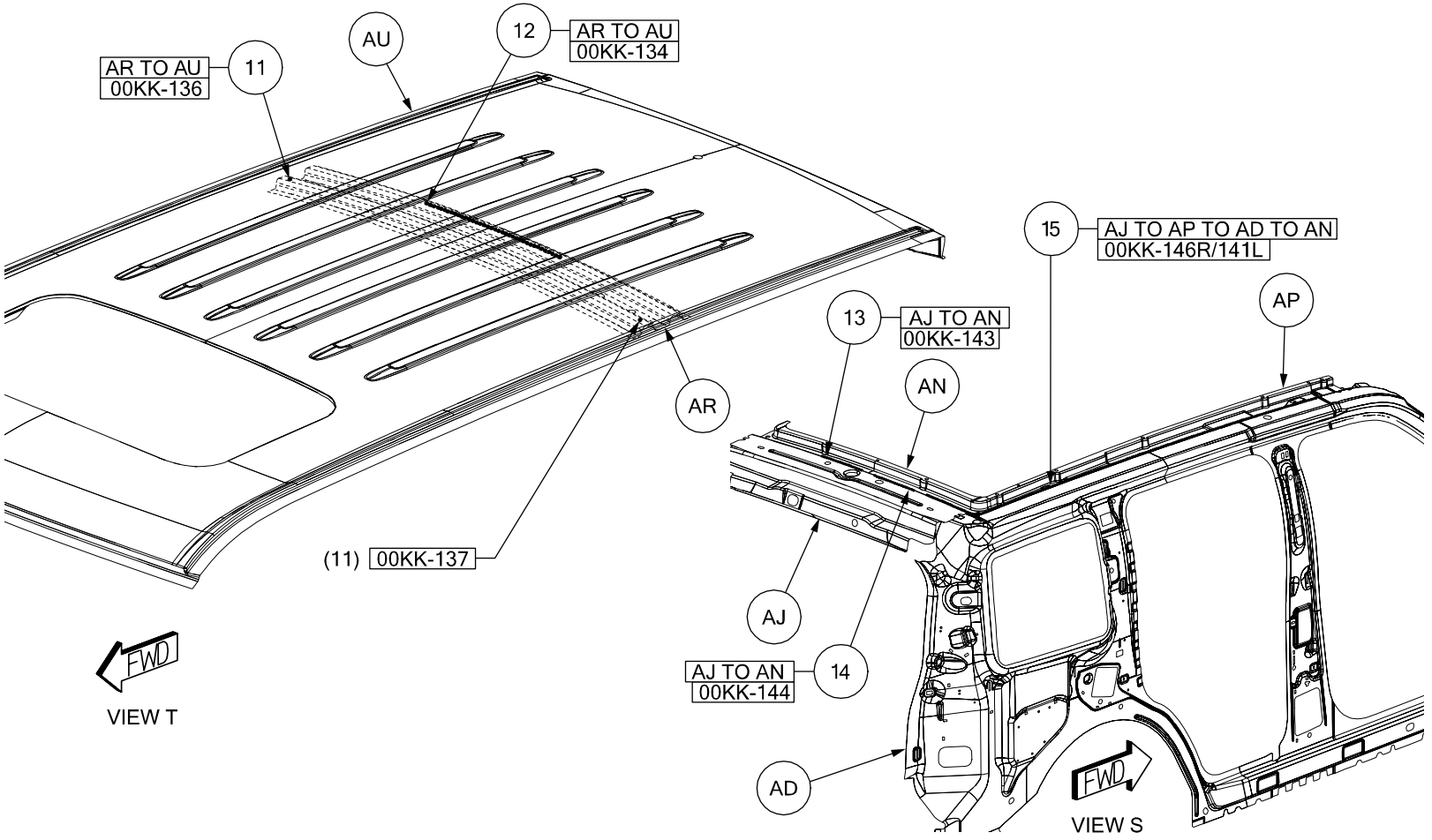
11 AR TO AU 2 GUM DROPS (ORD)
12 AR TO AU 1 STRUC ADH (ORD)
13 AJ TO AN 1 STRUC ADH (ORD)
14 AJ TO AN 1 STRUC ADH (ORD)
15 AJ TO AP TO AD TO AN 1 STRUC ADH (ORD)



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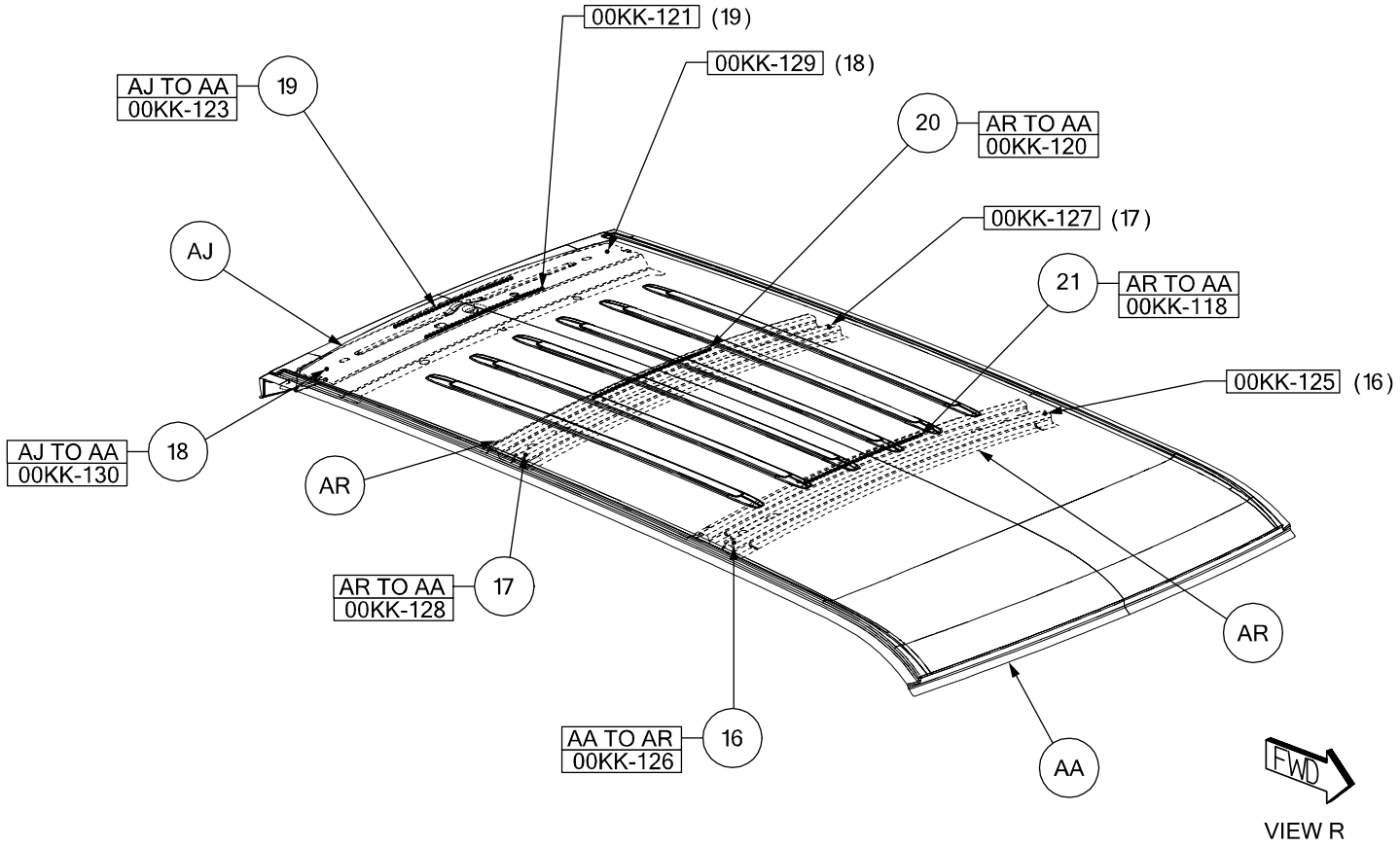
16 AA TO AR 2 GUM DROPS (ORD)
17 AR TO AA 2 GUM DROPS (ORD)
18 AJ TO AA 2 GUM DROPS (ORD)
19 AJ TO AA 2 STRUC ADH (ORD)
20 AR TO AA 1 STRUC ADH (ORD)
21 AR TO AA 1 STRUC ADH (ORD)



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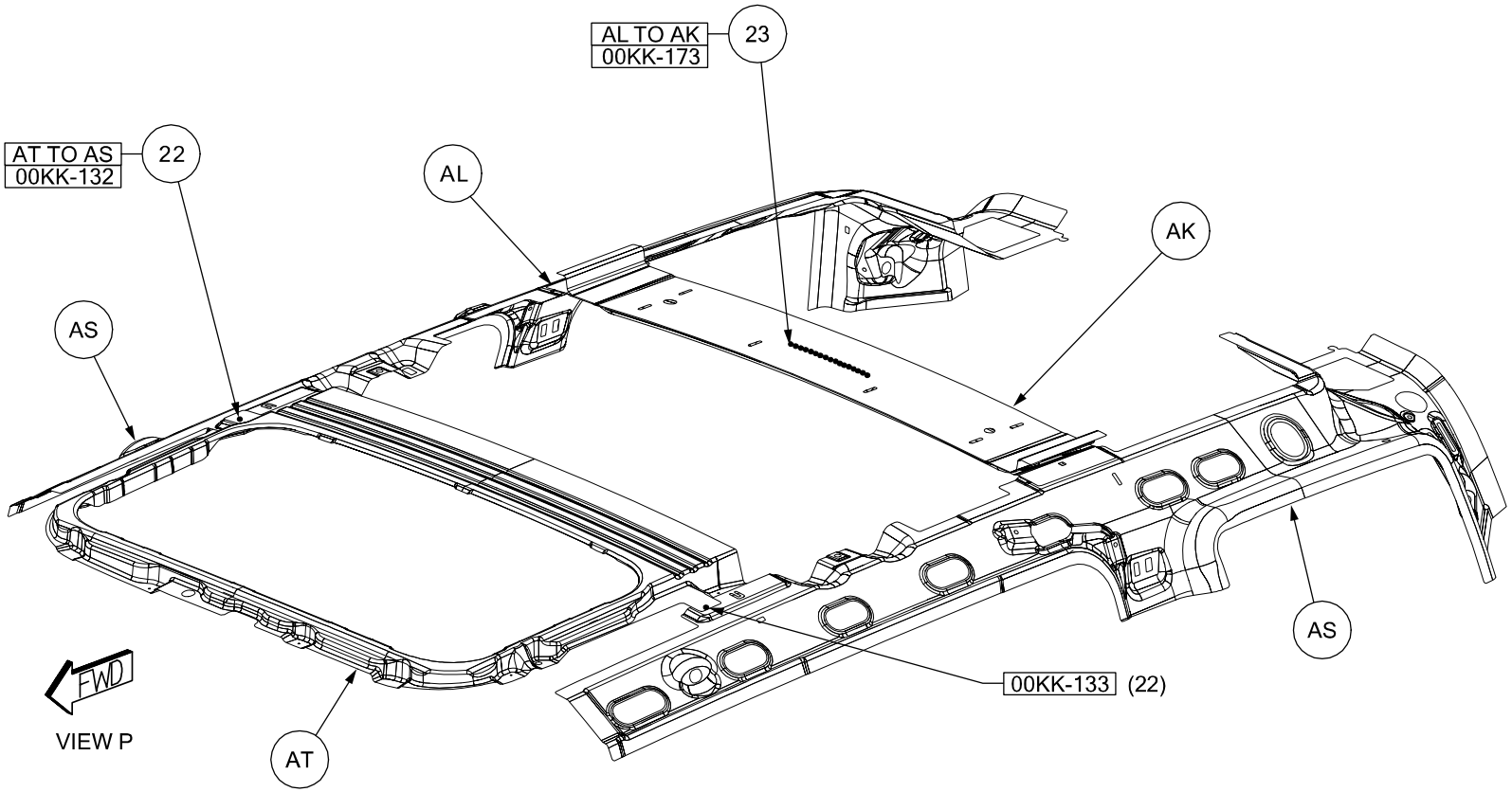
22 AT TO AS 2 GUM DROPS (ORD)
23 AL TO AK 1 STRUC ADH (ORD)



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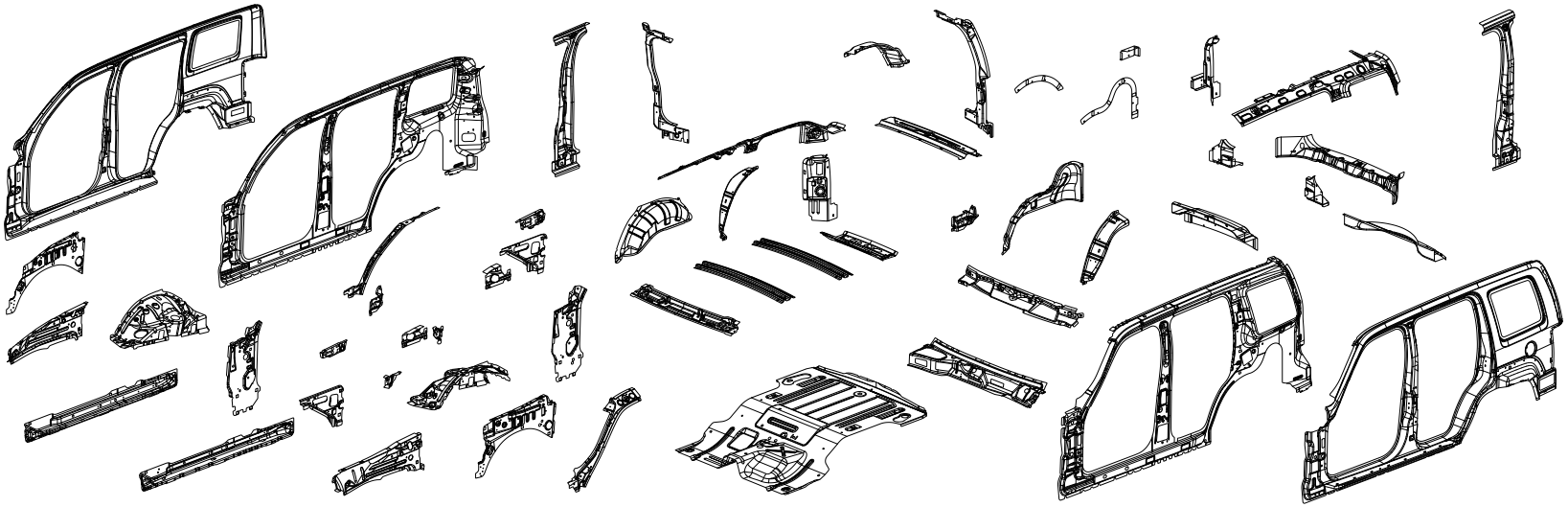
JEEP LIBERTY BODY IN WHITE WITHOUT ROOF SECTION



AA REINF – FENDER INR RT –
AA REINF – FENDER INR LT –
AB BRACKET – MODULE MTG UPR –
AC PANEL – FENDER INR RT –
AC PANEL – FENDER INR LT –
AD BRACKET – GAS PROP MOUNTING RT –
AD BRACKET – GAS PROP MOUNTING LT –
AE PANEL – COWL SIDE RT –
AE PANEL – COWL SIDE LT –
AF GUSSET – FRT FENDER INR RT –
AF GUSSET – FRT FENDER INR LT –
AG WHEELHOUSE – FRT INR RT –
AG WHEELHOUSE – FRT INR LT –
AH EXTENSION – UPR FENDER ATTACH RT –
AH EXTENSION – UPR FENDER ATTACH LT –
AJ PANEL – PLENUM CLOSURE RT –
AJ PANEL – PLENUM CLOSURE LT –
AK PANEL – BODY SIDE INR RT –
AK PANEL – BODY SIDE INR LT –
AL PANEL – PLENUM BAFFLE –
AM REINF – BODY SIDE APERTURE EXTENSION RT –
AM REINF – BODY SIDE APERTURE EXTENSION LT –
AN PANEL – BODY SIDE OTR RT –
AN PANEL – BODY SIDE OTR LT –
AP REINF – A-PILLAR INR LWR RT –
AP REINF – A-PILLAR INR LWR LT –
AR PANEL – PLENUM RR –
AS SILL – BODY SIDE RT –
AS SILL – BODY SIDE LT –
AT REINF – B-PILLAR RT –
AT REINF – B-PILLAR LT –
AU PANEL – RR WHEELHOUSE INR RT –
AU PANEL – RR WHEELHOUSE INR LT –
AV EXTENSION – RR WHEELHOUSE INR RT –
AV EXTENSION – RR WHEELHOUSE INR LT –
AW PAN – FLOOR RR –
AX HEADER – ROOF FRT LWR –
AY REINF – ROOF SIDE RAIL INR RT –
AY REINF – ROOF SIDE RAIL INR LT –
AZ BOW – ROOF –
BA CROSSMEMBER – GATE OPENING –
BB TROUGH – LIFTGATE OPENING RT –
BB TROUGH – LIFTGATE OPENING LT –
BC REINF – D-PILLAR RT –
BC REINF – D-PILLAR LT –
BD CROSSMEMBER – RR OTR –
BE BULKHEAD – CROSSMEMBER RR RT –
BE BULKHEAD – CROSSMEMBER RR LT –
BF PANEL – TAIL LAMP MOUNTING RT –
BF PANEL – TAIL LAMP MOUNTING LT –
BG CROSSMEMBER – RR INNER RT –
BH HEADER – ROOF RR UPR –
BJ HEADER – ROOF RR LWR –
BK REINF – BODY SIDE DOOR HINGE UPR RT –
BM PANEL – RR WHEELHOUSE OTR FRT RT –
BM PANEL – RR WHEELHOUSE OTR FRT LT –
BN PANEL – RR WHEELHOUSE OTR RR RT –
BN PANEL – RR WHEELHOUSE OTR RR LT –

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AA REINF – FENDER INR RT –
AA REINF – FENDER INR LT –
AB BRACKET – MODULE MTG UPR –
AC PANEL – FENDER INR RT –
AC PANEL – FENDER INR LT –
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AD BRACKET – GAS PROP MOUNTING LT –
AE PANEL – COWL SIDE RT –
AE PANEL – COWL SIDE LT –
AF GUSSET – FRT FENDER INR RT –
AF GUSSET – FRT FENDER INR LT –
AG WHEELHOUSE – FRT INR RT –
AG WHEELHOUSE – FRT INR LT –
AH EXTENSION – UPR FENDER ATTACH RT –
AH EXTENSION – UPR FENDER ATTACH LT –
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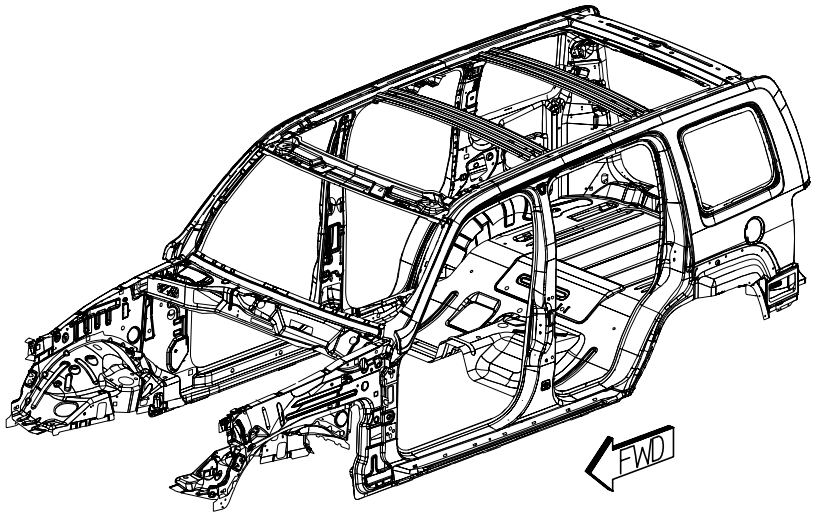
AJ PANEL – PLENUM CLOSURE LT –
AK PANEL – BODY SIDE INR RT –
AK PANEL – BODY SIDE INR LT –
AL PANEL – PLENUM BAFFLE –
AM REINF – BODY SIDE APERTURE EXTENSION RT –
AM REINF – BODY SIDE APERTURE EXTENSION LT –
AN PANEL – BODY SIDE OTR RT –
AN PANEL – BODY SIDE OTR LT –
AP REINF – A-PILLAR INR LWR RT –
AP REINF – A-PILLAR INR LWR LT –
AR PANEL – PLENUM RR –
AS SILL – BODY SIDE RT –
AS SILL – BODY SIDE LT –
AT REINF – B-PILLAR RT –
AT REINF – B-PILLAR LT –
AU PANEL – RR WHEELHOUSE INR RT –
AU PANEL – RR WHEELHOUSE INR LT –
AV EXTENSION – RR WHEELHOUSE INR RT –
AV EXTENSION – RR WHEELHOUSE INR LT –
AW PAN – FLOOR RR –
AX HEADER – ROOF FRT LWR –
AY REINF – ROOF SIDE RAIL INR RT –
AY REINF – ROOF SIDE RAIL INR LT –
AZ BOW – ROOF –
BA CROSSMEMBER – GATE OPENING –
BB TROUGH – LIFTGATE OPENING RT –
BB TROUGH – LIFTGATE OPENING LT –
BC REINF – D-PILLAR RT –
BC REINF – D-PILLAR LT –
BD CROSSMEMBER – RR OTR –
BE BULKHEAD – CROSSMEMBER RR RT –
BE BULKHEAD – CROSSMEMBER RR LT –
BF PANEL – TAIL LAMP MOUNTING RT –
BF PANEL – TAIL LAMP MOUNTING LT –
BG CROSSMEMBER – RR INNER RT –
BH HEADER – ROOF RR UPR –
BJ HEADER – ROOF RR LWR –
BK REINF – BODY SIDE DOOR HINGE UPR RT –
BM PANEL – RR WHEELHOUSE OTR FRT RT –
BM PANEL – RR WHEELHOUSE OTR FRT LT –
BN PANEL – RR WHEELHOUSE OTR RR RT –
BN PANEL – RR WHEELHOUSE OTR RR LT –



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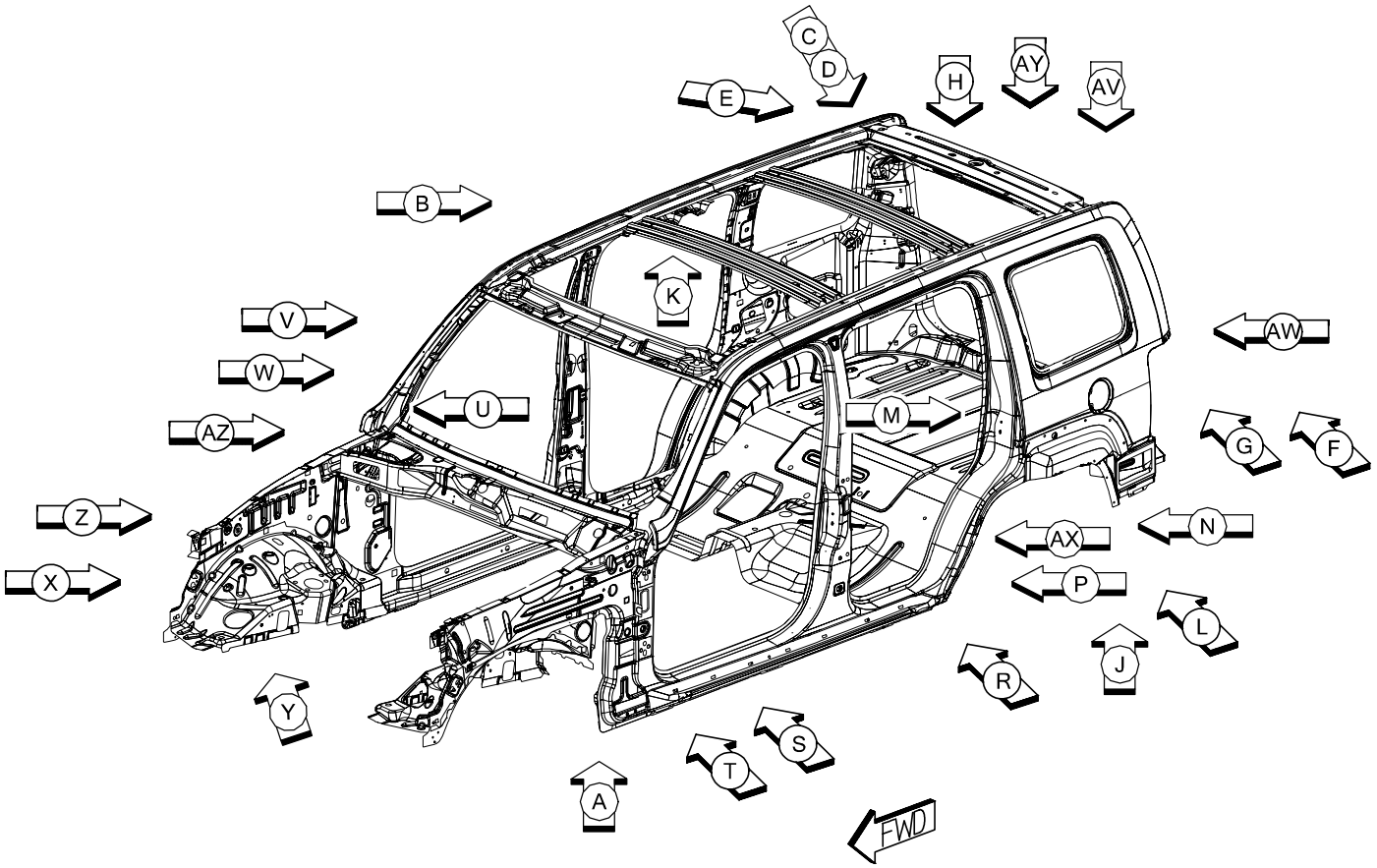
WELD LAYOUT LOCATION GUIDE



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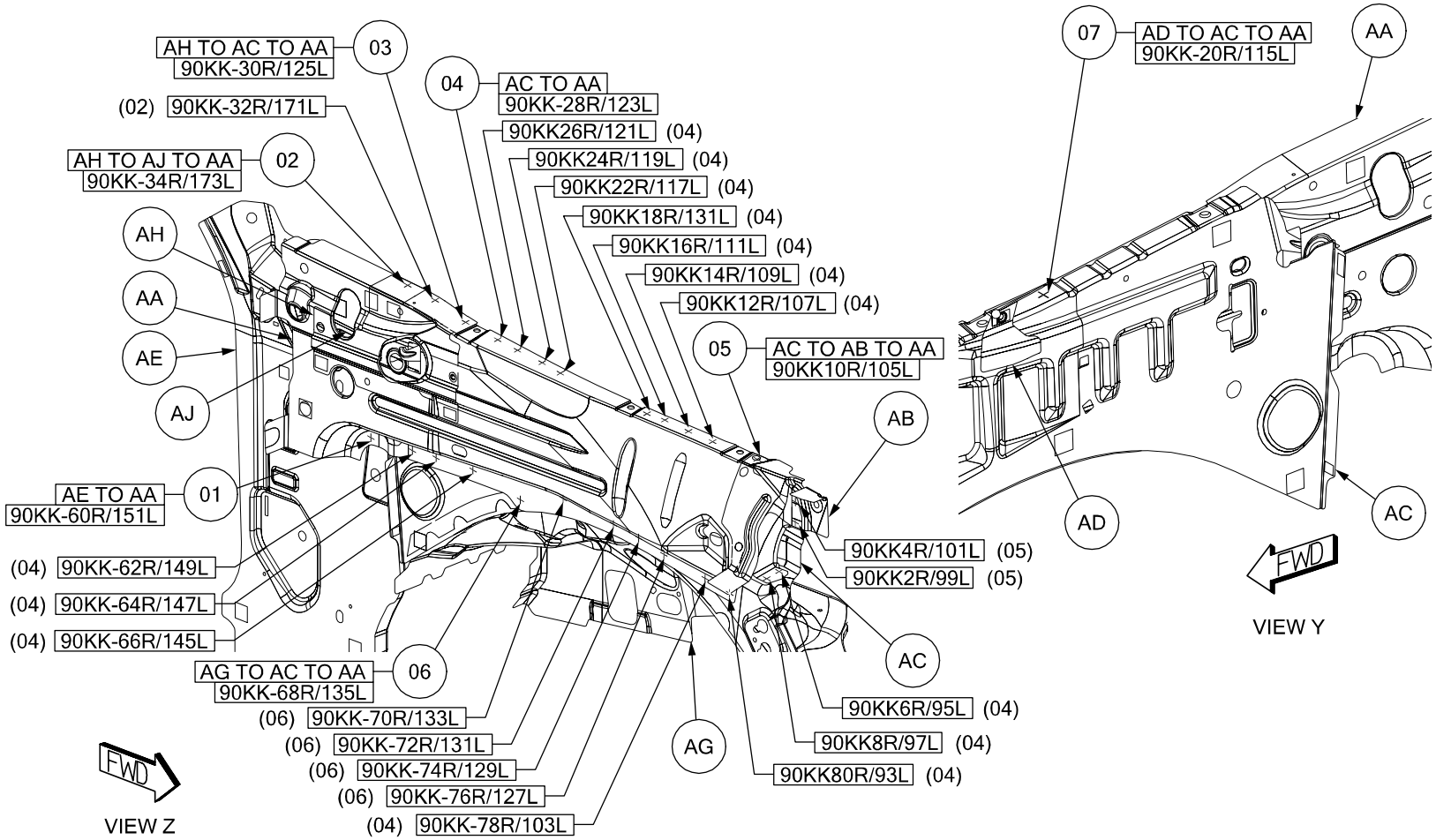
01 AE TO AA 1/SD S/WELD (ORD)
02 AH TO AJ TO AA 2/SD S/WELDS (ORD)
03 AH TO AC TO AA 1/SD S/WELD (ORD)
04 AC TO AA 15/SD S/WELDS (ORD)
05 AC TO AB TO AA 3/SD S/WELDS (ORD)
06 AG TO AC TO AA 5/SD S/WELDS (ORD)
07 AD TO AC TO AA 1/SD S/WELD (ORD)



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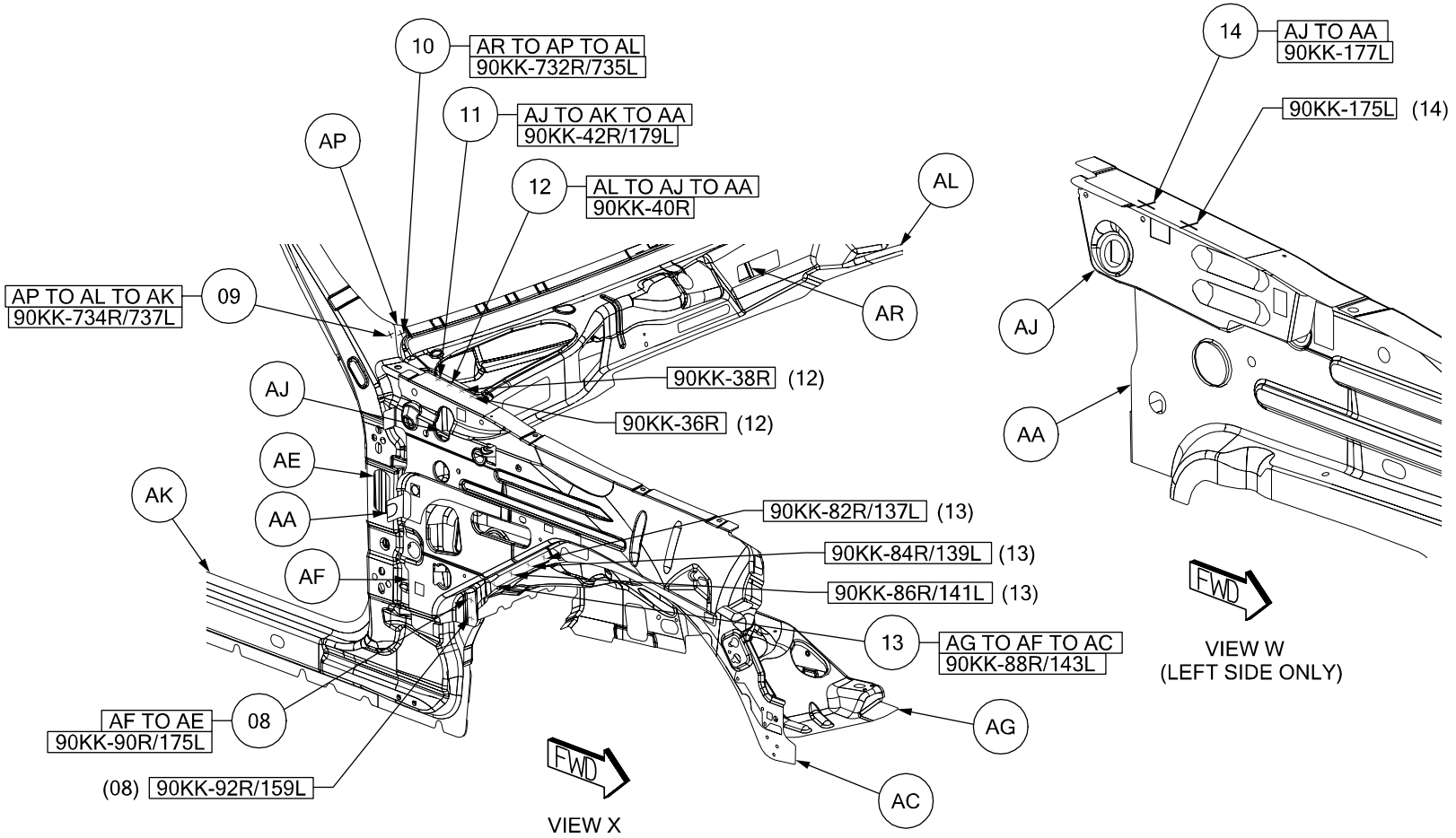
08 AF TO AE 2/SD S/WELDS (ORD)
09 AP TO AL TO AK 1/SD S/WELD (ORD)
10 AR TO AP TO AL 1/SD S/WELD (ORD)
11 AJ TO AK TO AA 1/SD S/WELD (ORD)
12 AL TO AJ TO AA 3R S/WELDS (ORD)
13 AG TO AF TO AC 4/SD S/WELDS (ORD)
14 AJ TO AA 2L S/WELDS (ORD)



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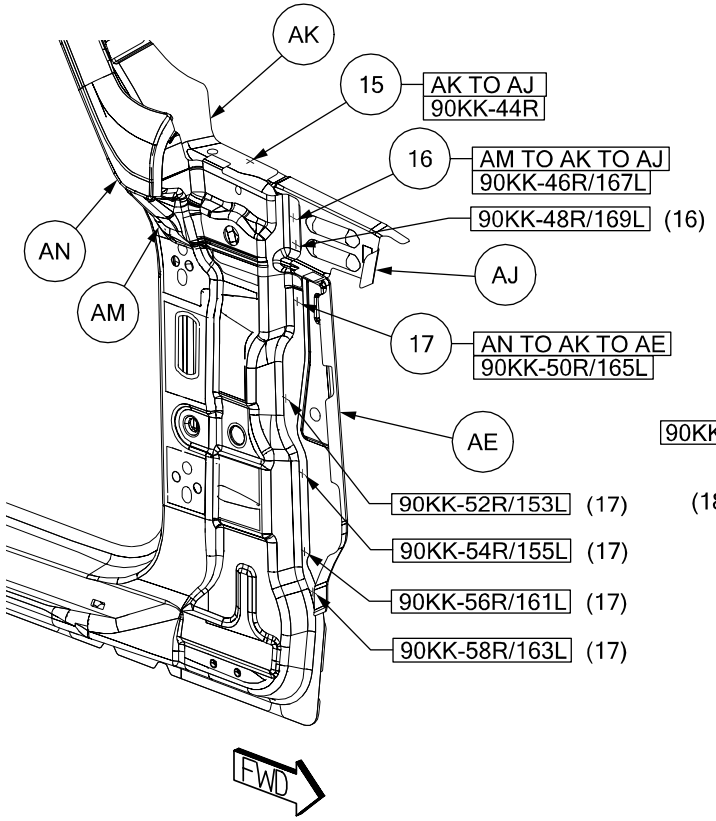
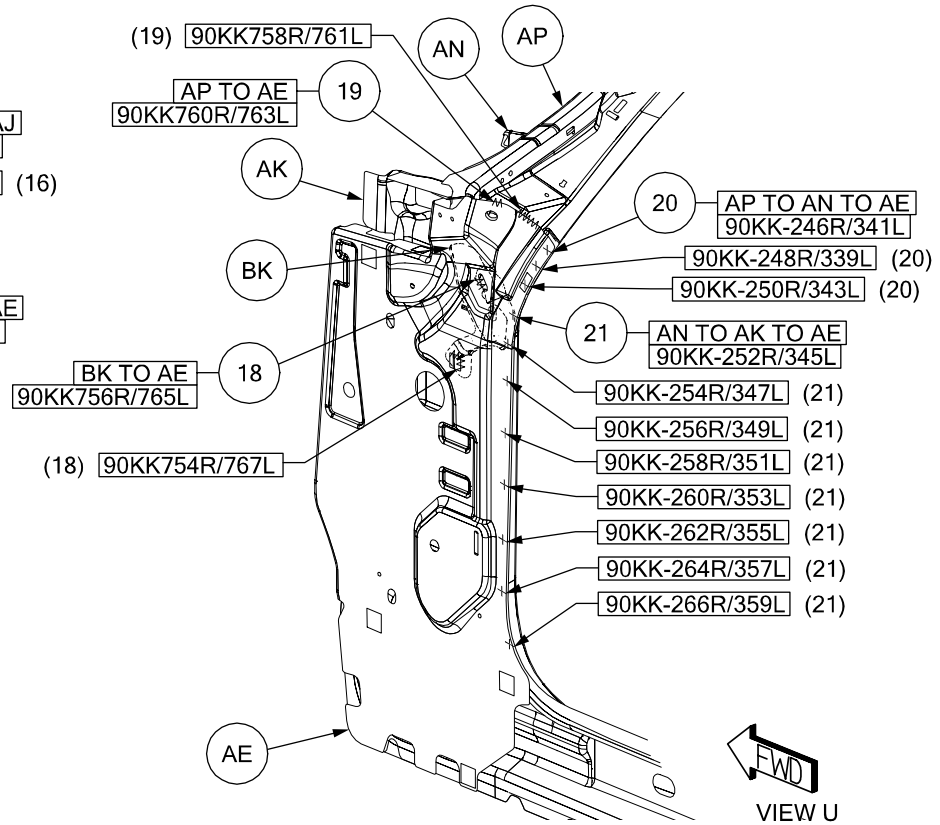
15 AK TO AJ 1R S/WELD (ORD)
16 AM TO AK TO AJ 2/SD S/WELDS (ORD)
17 AN TO AK TO AE 5/SD S/WELDS (ORD)
18 BK TO AE 2/SD S/WELDS (ORD)
19 AP TO AE 2/SD S/WELDS (ORD)
20 AP TO AN TO AE 3/SD S/WELDS (ORD)
21 AN TO AK TO AE 8/SD S/WELDS (ORD)



VIEW V



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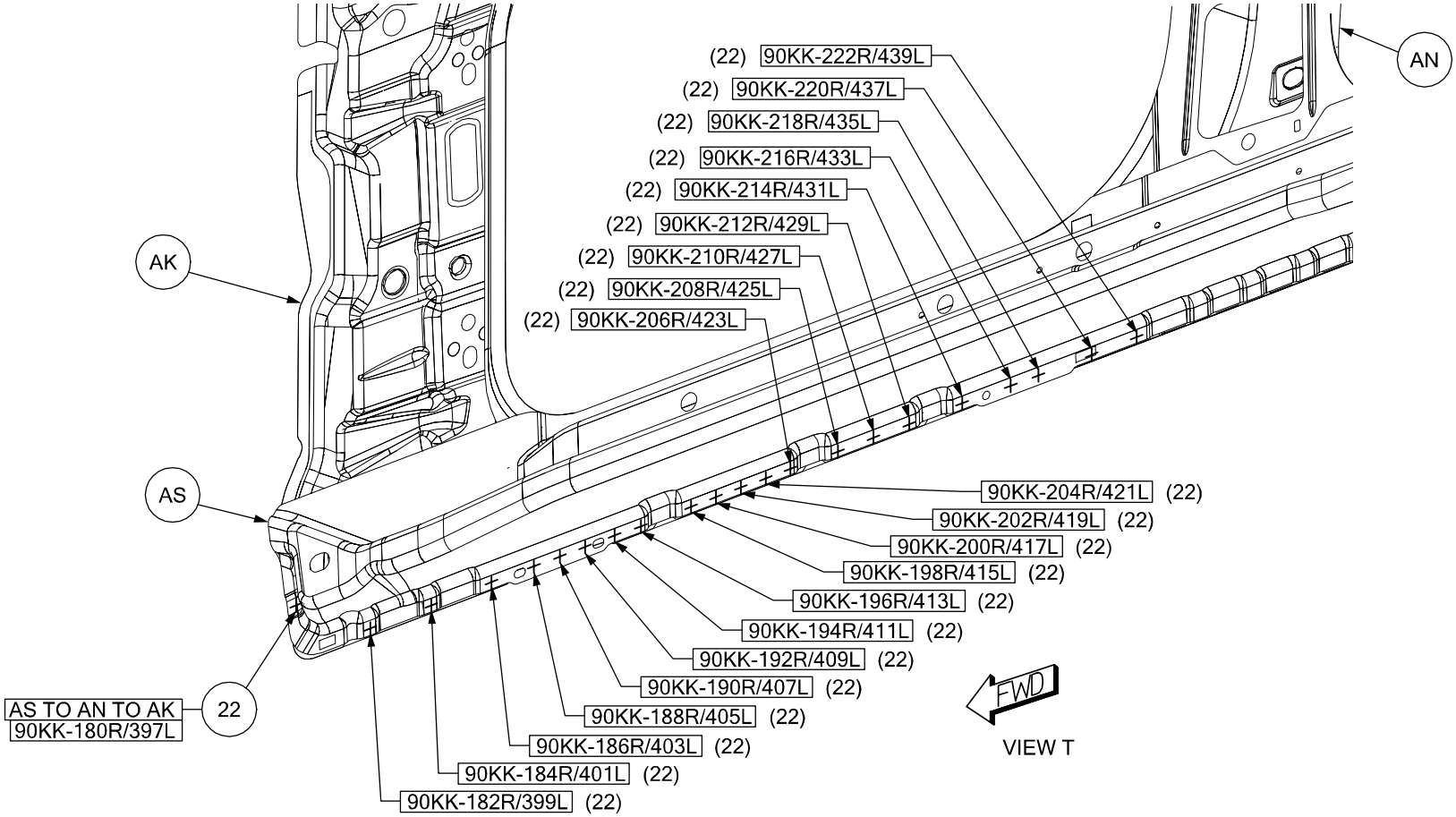
22 AS TO AN TO AK 22/SD S/WELDS (ORD)



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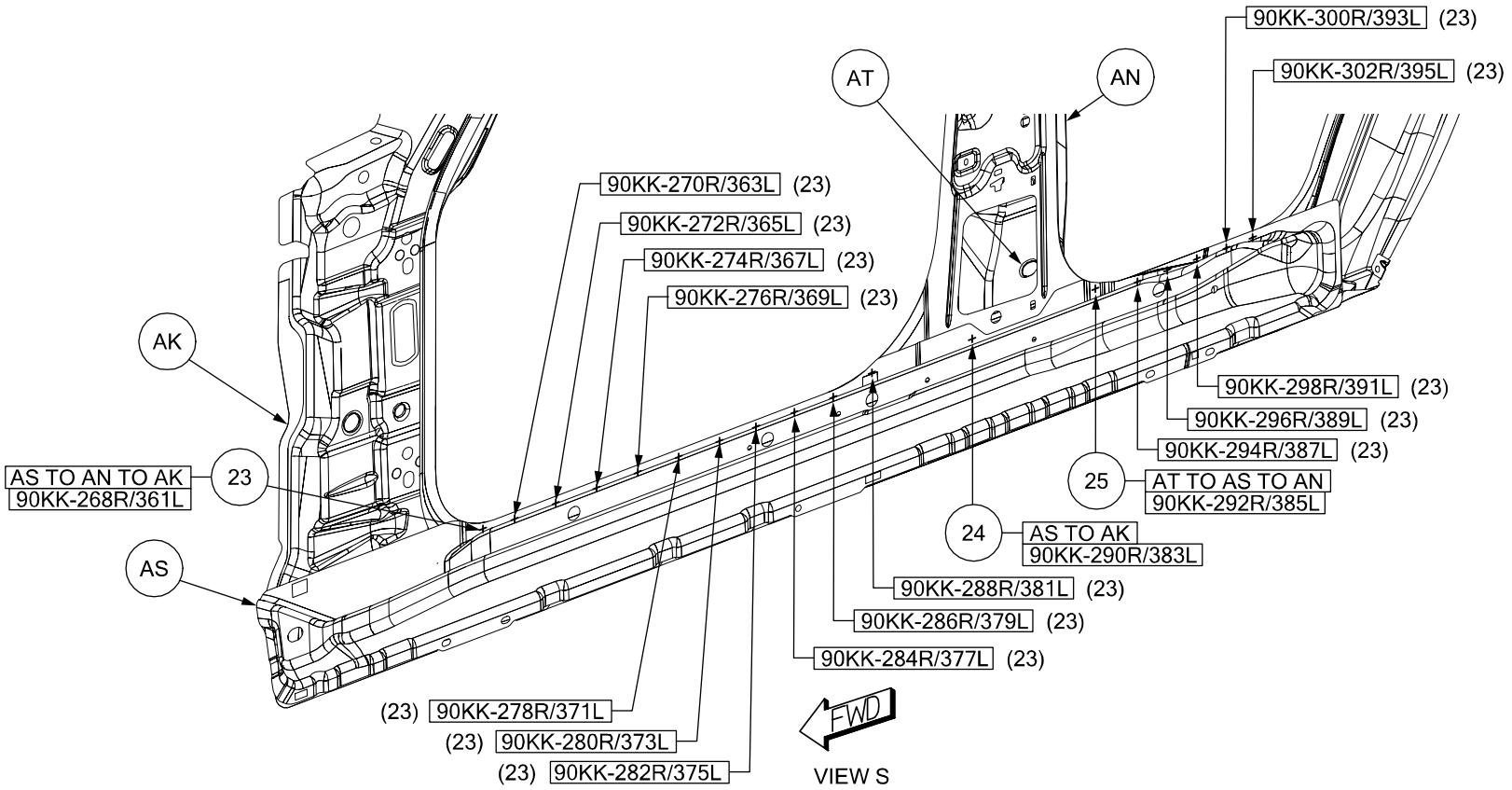
23 AS TO AN TO AK 16/SD S/WELDS (ORD)
24 AS TO AK 1/SD S/WELD (ORD)
25 AT TO AS TO AN 1/SD S/WELD (ORD)



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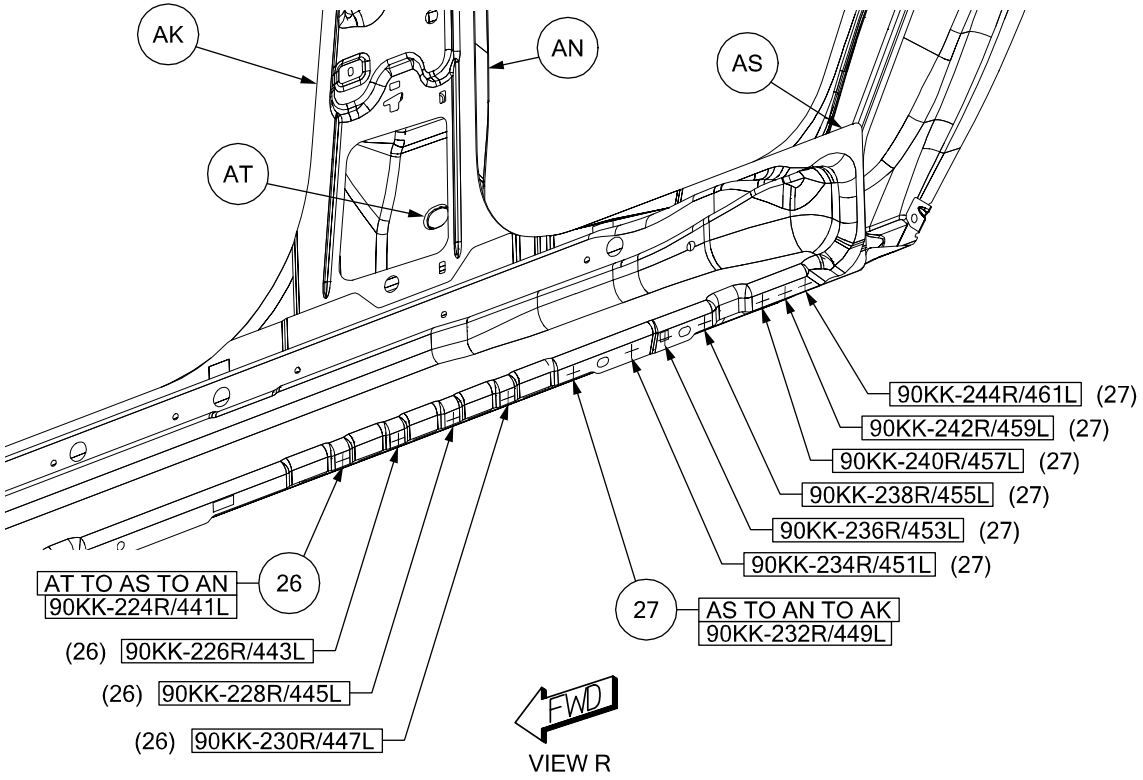
26 AT TO AS TO AN 4/SD S/WELDS (ORD)
27 AS TO AN TO AK 7/SD S/WELDS (ORD)



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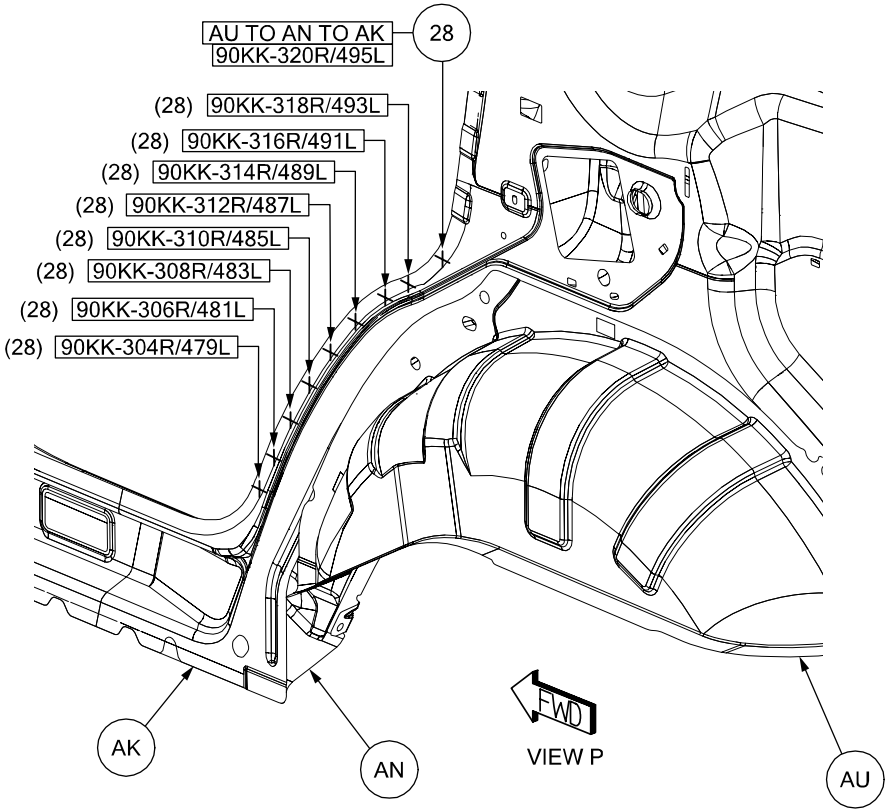
28 AU TO AN TO AK 9/SD S/WELDS (ORD)
29 AV TO AK 9R S/WELDS (ORD)



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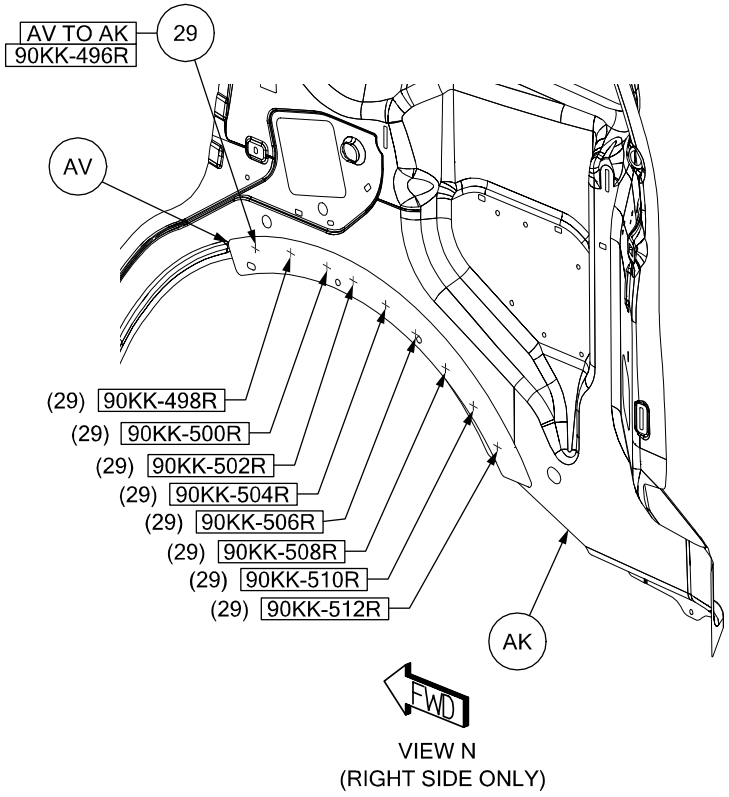

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(RIGHT SIDE ONLY)

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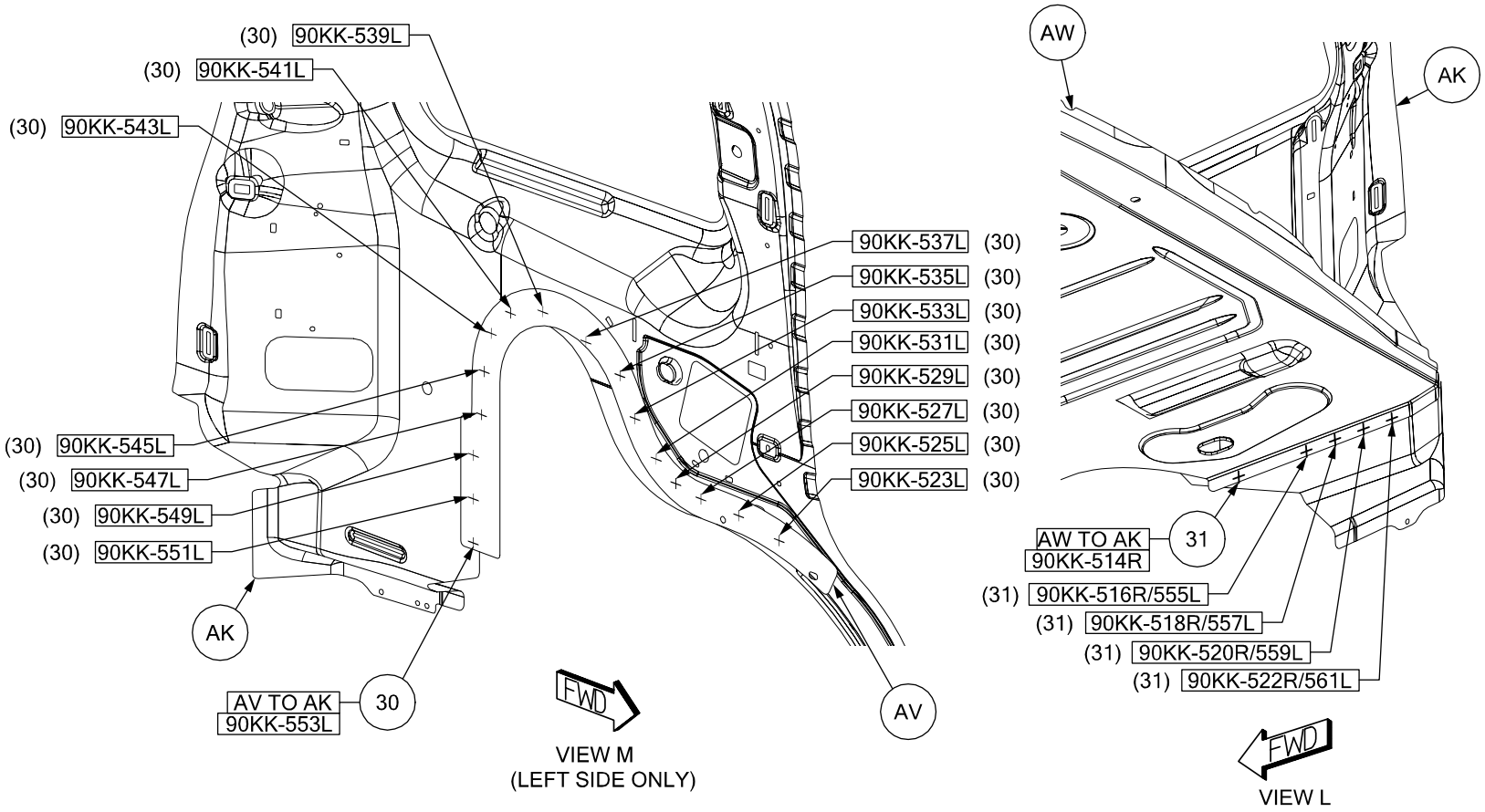
30 AV TO AK 16L S/WELDS (ORD)
31 AW TO AK 5/SD S/WELDS (ORD)



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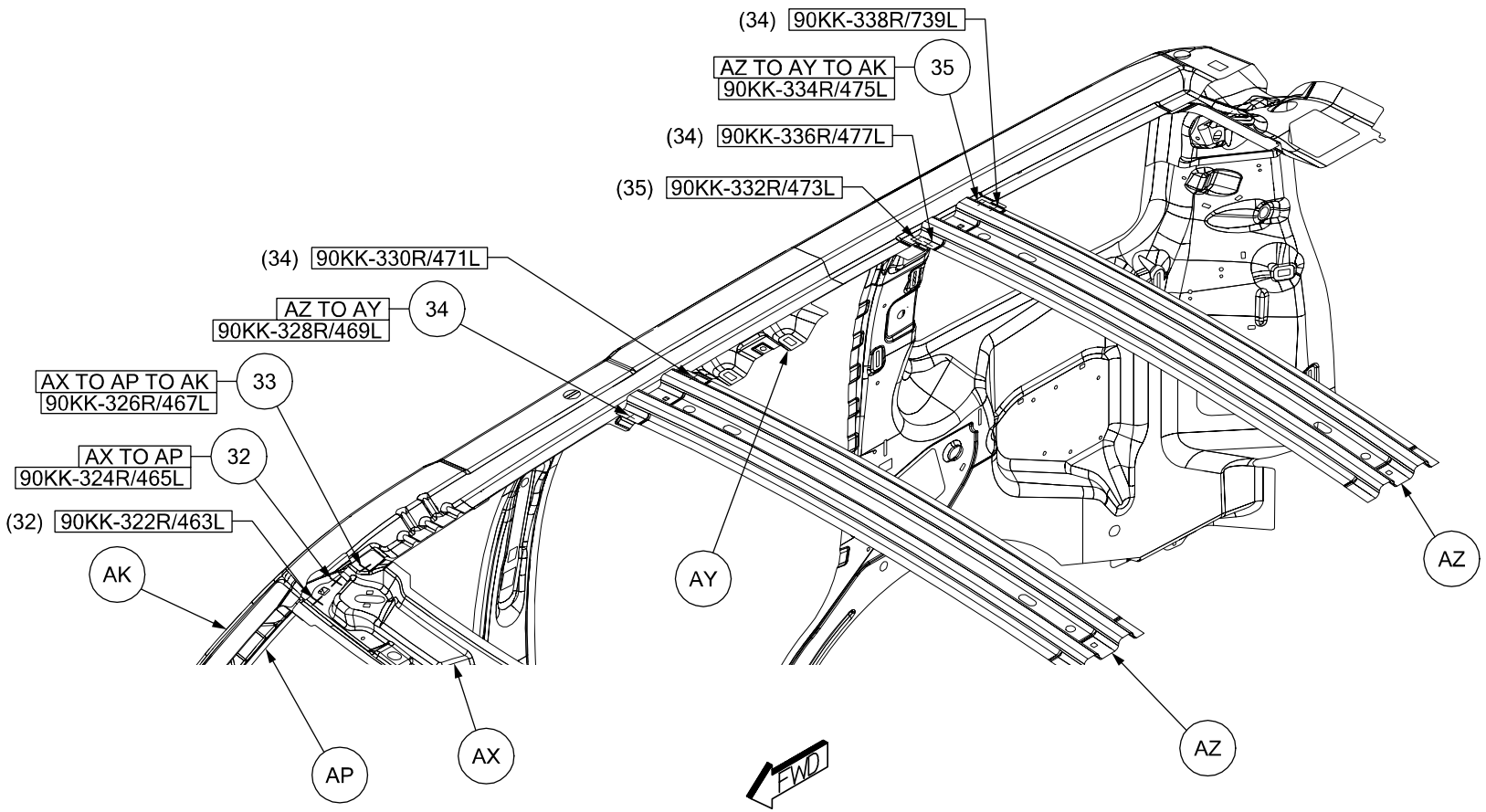
32 AX TO AP 2/SD S/WELDS (ORD)
33 AX TO AP TO AK 1/SD S/WELD (ORD)
34 AZ TO AY 4/SD S/WELDS (ORD)
35 AZ TO AY TO AK 2/SD S/WELDS (ORD)



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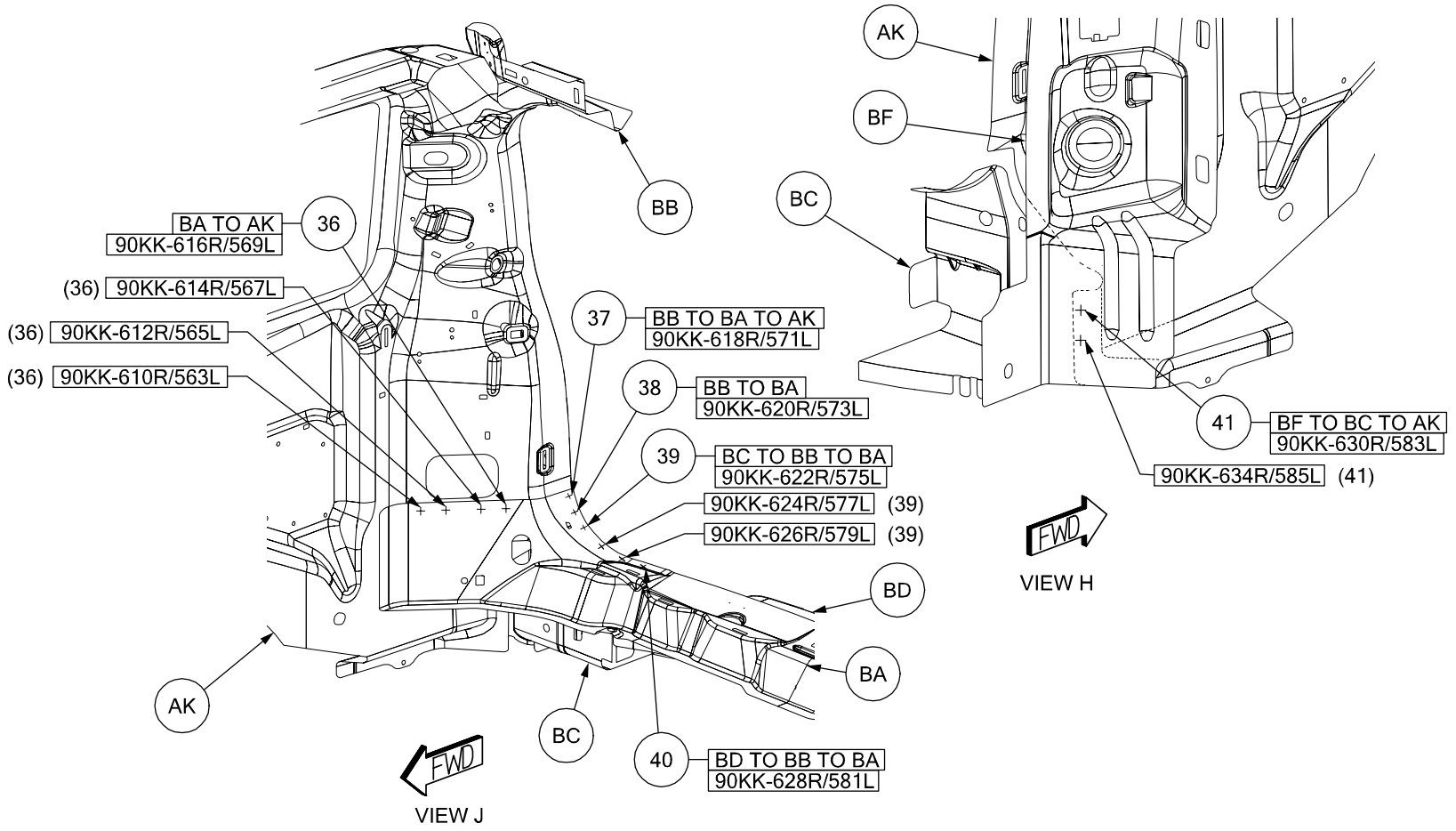
36 BA TO AK 4/SD S/WELDS (ORD)
37 BB TO BA TO AK 1/SD S/WELD (ORD)
38 BB TO BA 1/SD S/WELD (ORD)
39 BC TO BB TO BA 3/SD S/WELDS (ORD)
40 BD TO BB TO BA 1/SD S/WELD (ORD)
41 BF TO BC TO AK 2/SD S/WELDS (ORD)



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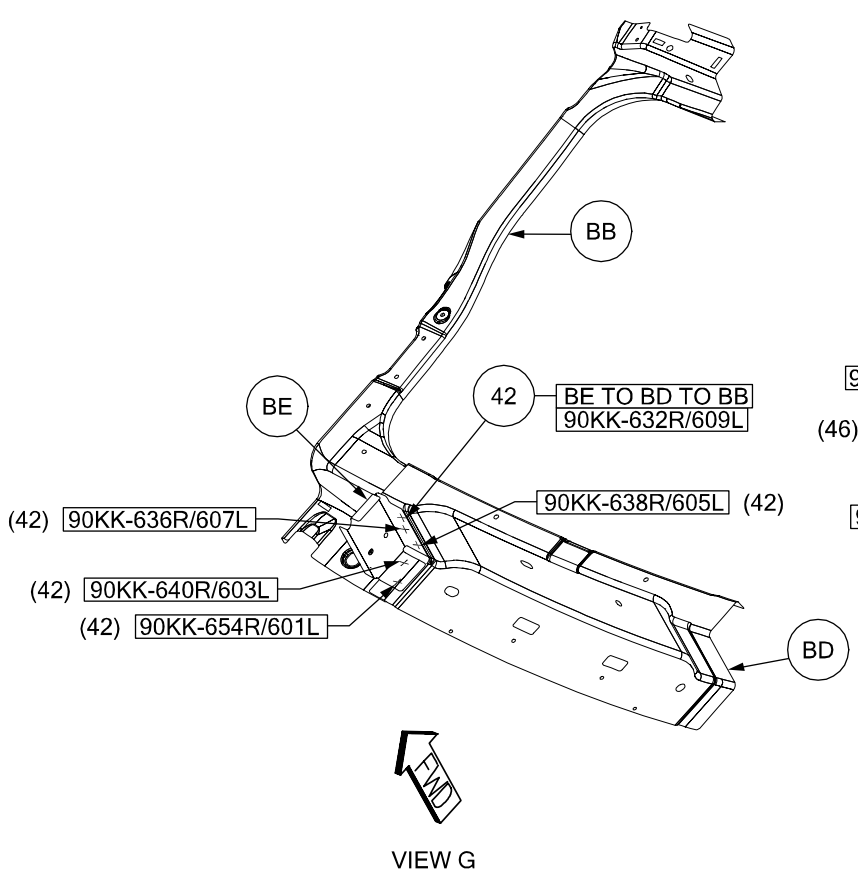
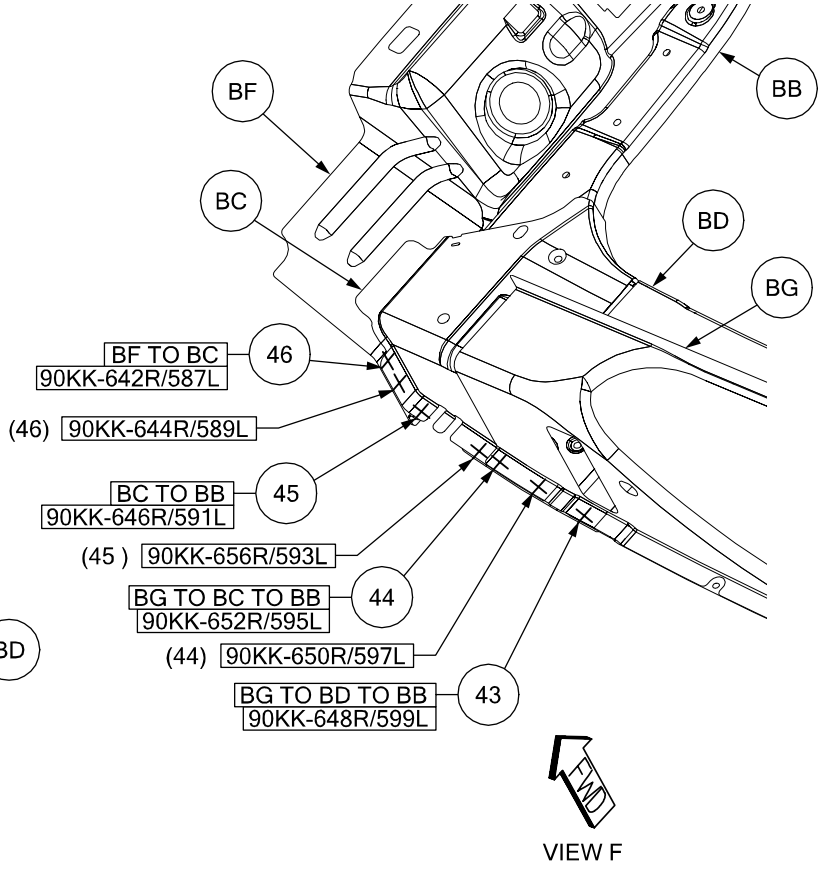
42 BE TO BD TO BB 5/SD S/WELDS (ORD)
43 BG TO BD TO BB 1/SD S/WELD (ORD)
44 BG TO BC TO BB 2/SD S/WELDS (ORD)
45 BC TO BB 2/SD S/WELDS (ORD)
46 BF TO BC 2/SD S/WELDS (ORD)



VIEW G



VIEW F

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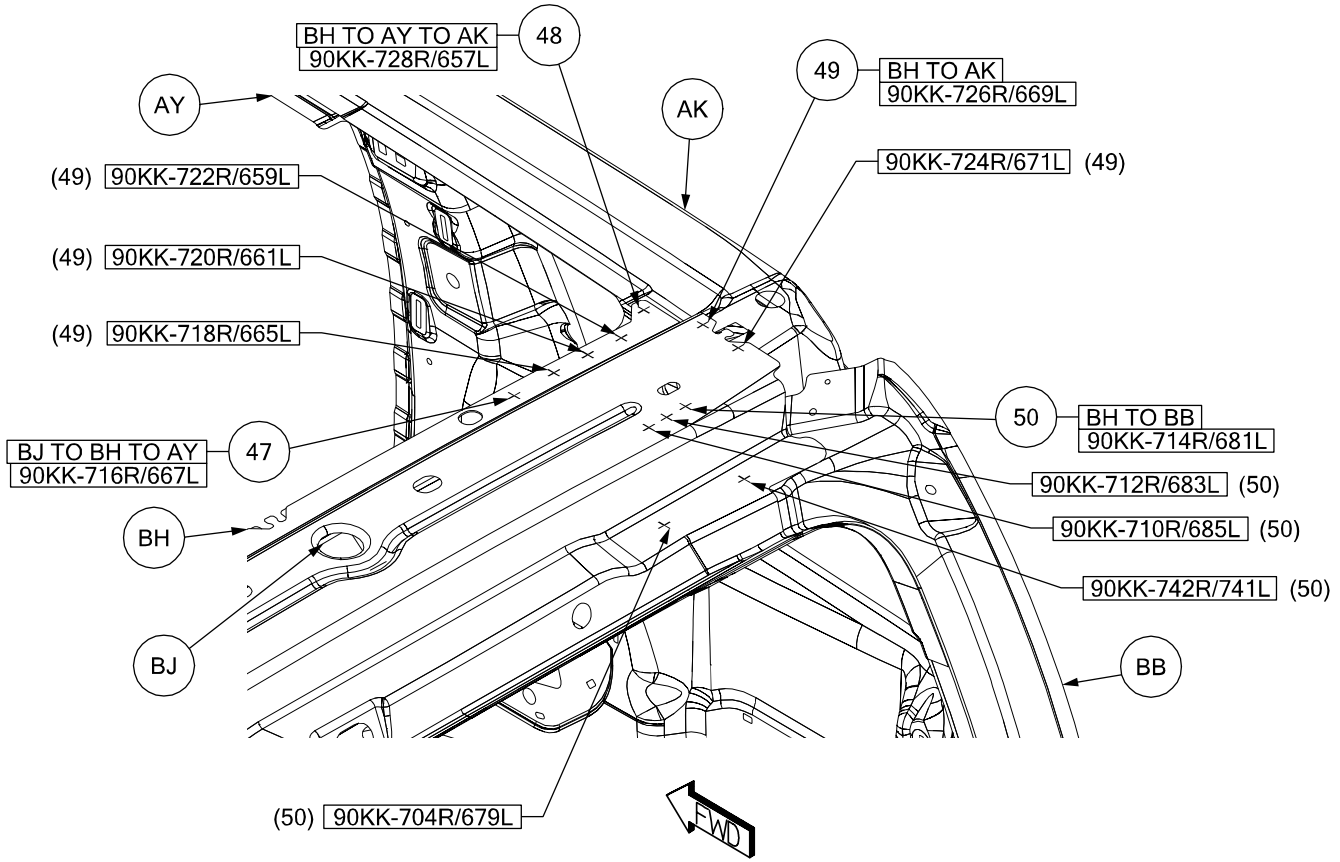
47 BJ TO BH TO AY 1/SD S/WELD (ORD)
48 BH TO AY TO AK 1/SD S/WELD (ORD)
49 BH TO AK 5/SD S/WELDS (ORD)
50 BH TO BB 5/SD S/WELDS (ORD)



VIEW E

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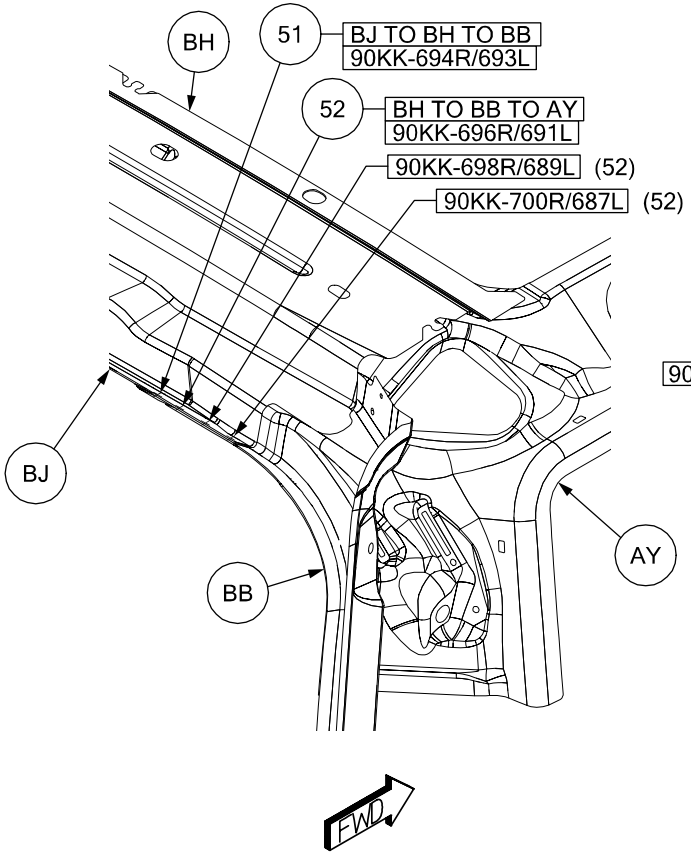
51 BJ TO BH TO BB 1/SD S/WELD (ORD)
52 BH TO BB TO AY 3/SD S/WELDS (ORD)
53 BJ TO AY 3/SD S/WELDS (ORD)



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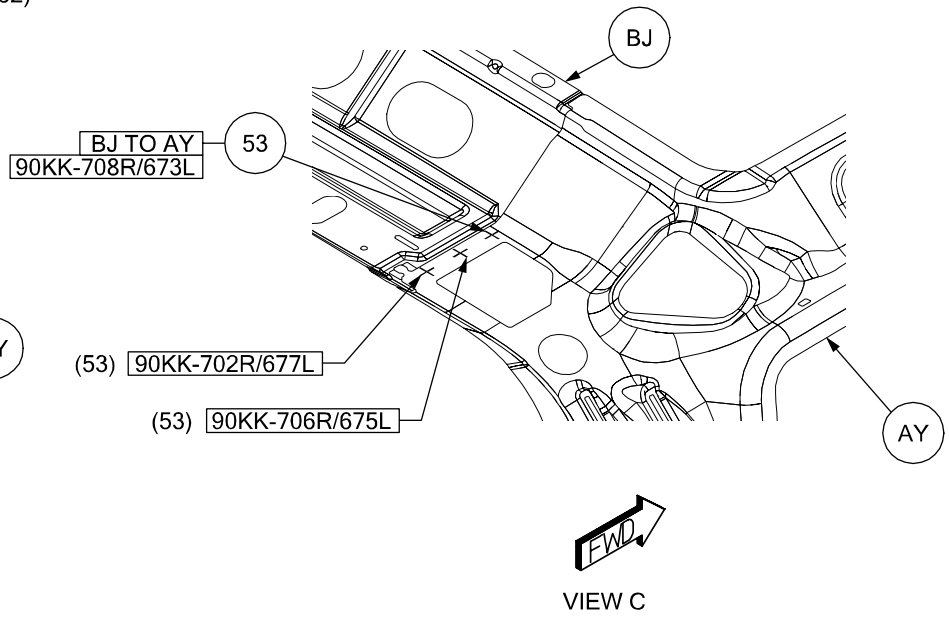

VIEW C

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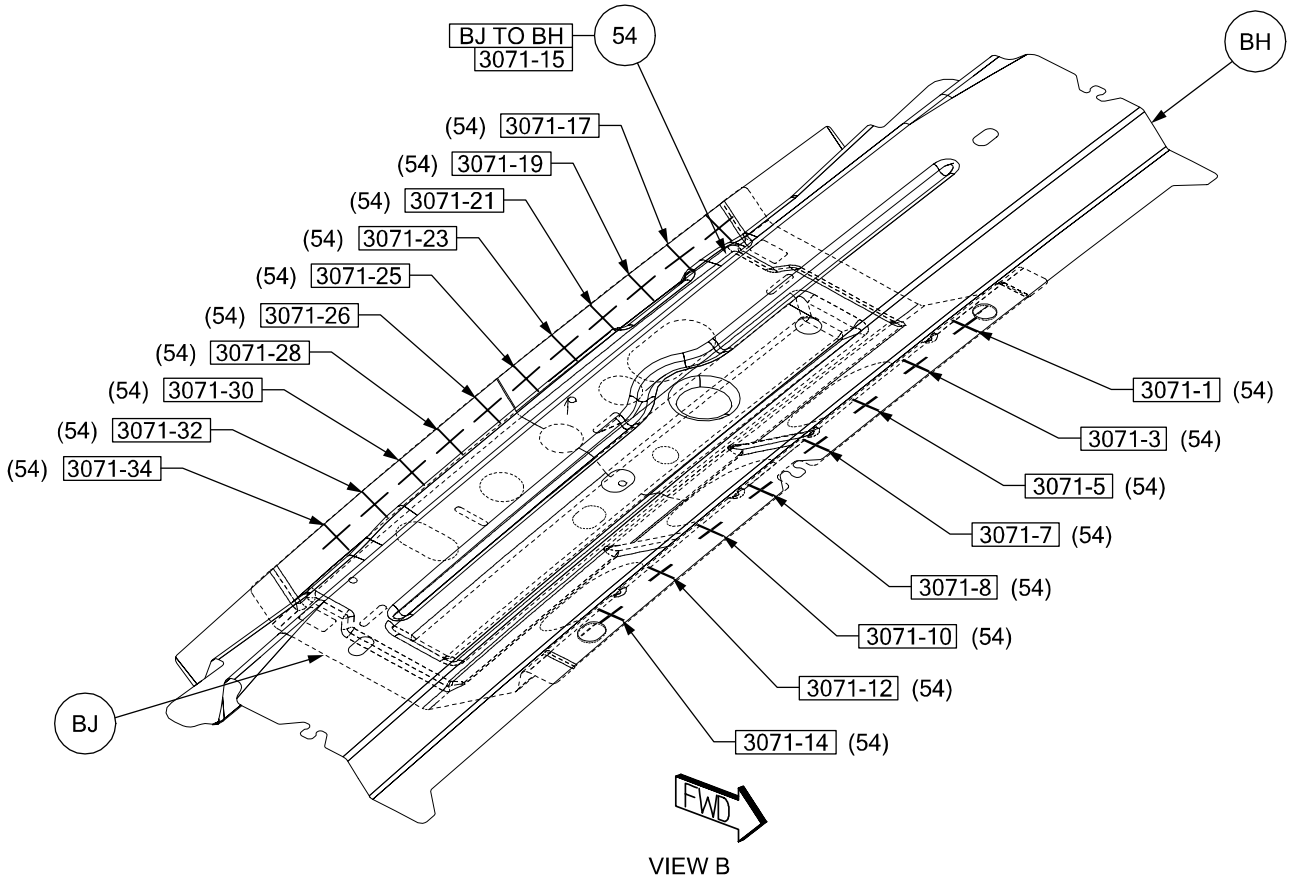
54 BJ TO BH 19 S/WELDS (ORD)



VIEW B

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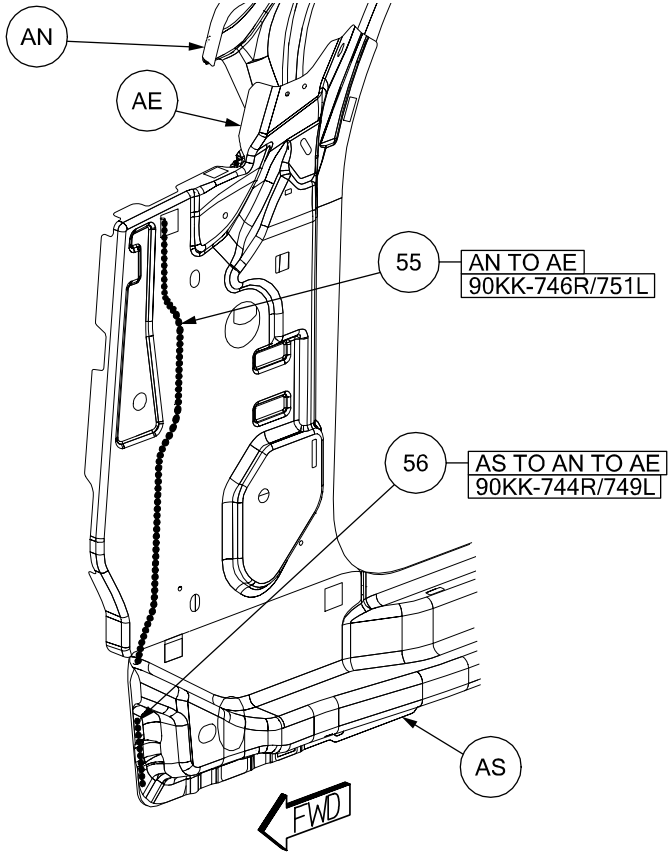
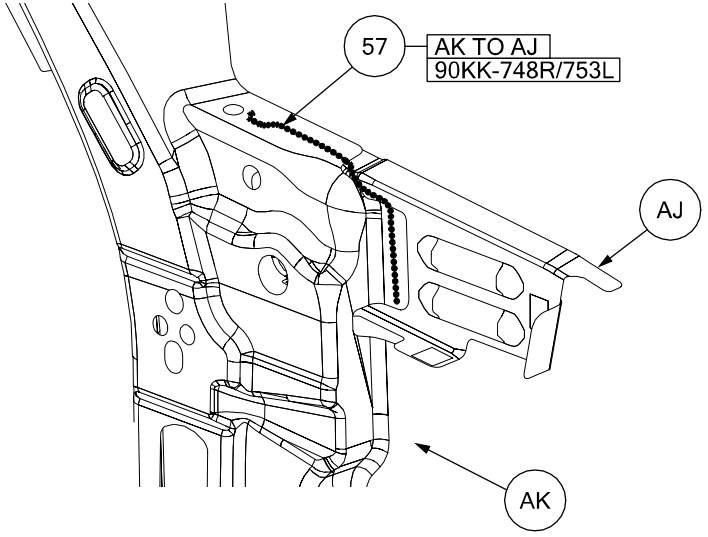
55 AN TO AE 1 STRUC ADH
56 AS TO AN TO AE 1 STRUC ADH
57 AK TO AJ 1 STRUC ADH



VIEW A



VIEW AZ

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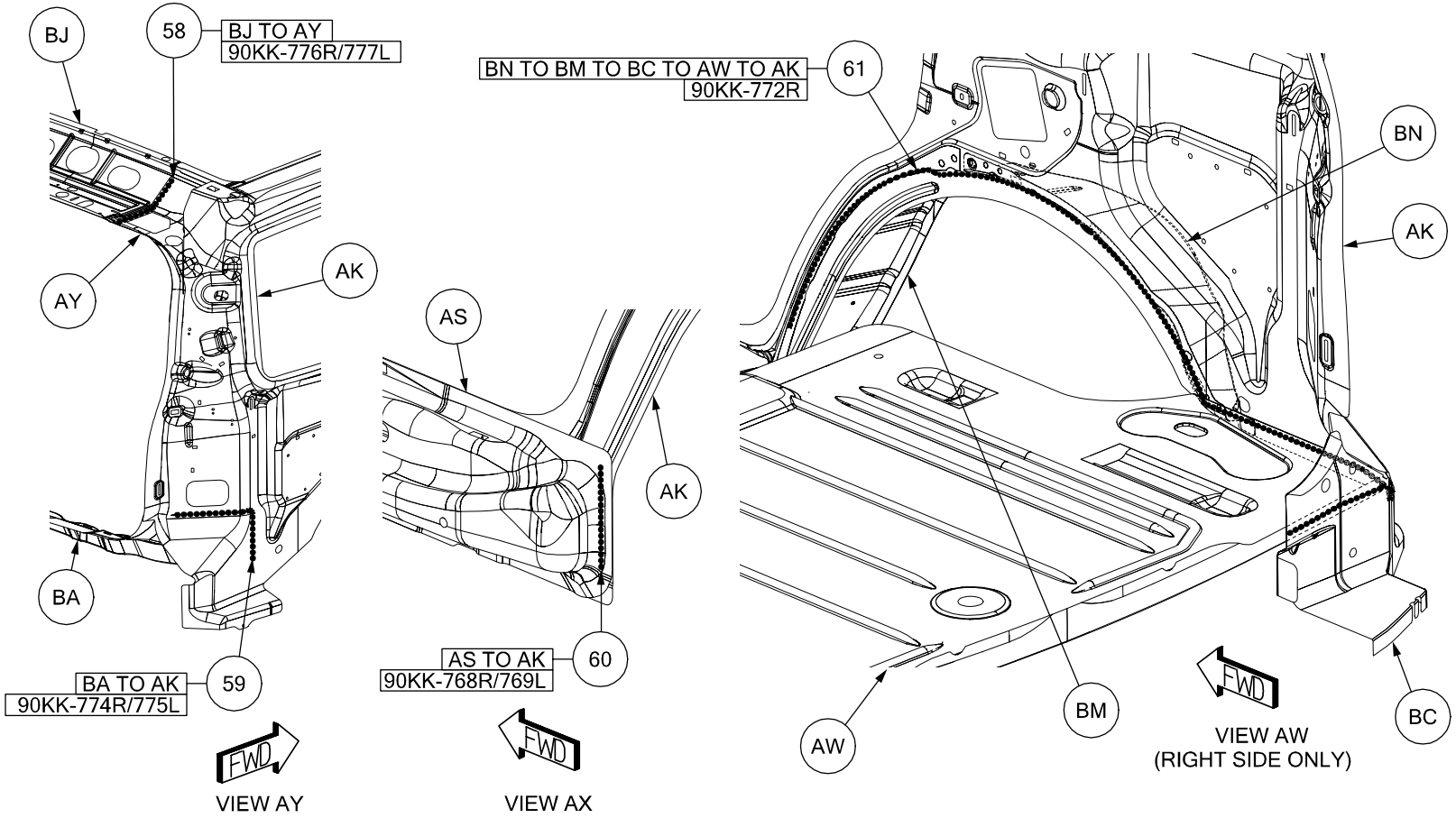
58 BJ TO AY 1 STRUC ADH
59 BA TO AK 1 STRUC ADH
60 AS TO AK 1 STRUC ADH
61 BN TO BM TO BC TO AW TO AK 1 STRUC ADH



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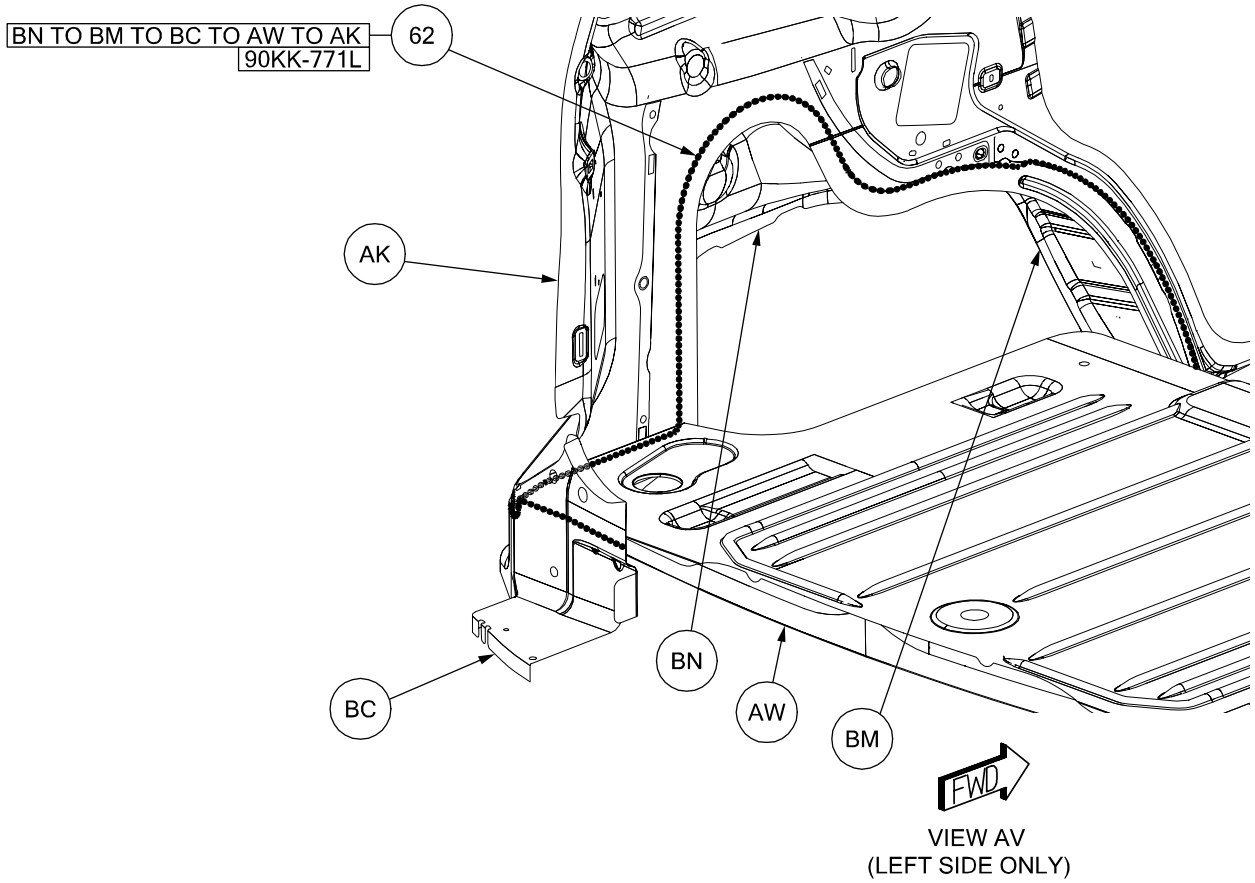
62 BN TO BM TO BC TO AW TO AK 1 STRUC ADH



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SEALER INFORMATION

SEALER AMOUNT/BEAD SIZE

4mm DIA* X 1000mm
PUMPABLE

* = DIAMETER

APPLICATION RECOMMENDATIONS

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
UPPER DASH/LOWER PLENUM	1
A-PILLAR REINFORCEMENT/INNER BODY SIDE APERTURE/PLENUM	2
UPPER PLENUM BAFFLE	3
DASH/FRONT FLOOR PAN	4
DASH AND LOWER PLENUM/COWL SIDE	5
COWL SIDE/BODY SIDE SILL	6
LOWER DASH/FRONT FLOOR PAN AND COWL SIDE	7
FLOOR PAN/BODY SIDE SILL	8
FRONT FLOOR PAN/REAR FLOOR PAN	9
REAR FLOOR PAN/REAR WHEELHOUSES	10
OUTER WHEELHOUSE/OUTER BODY SIDE	11
OUTER WHEELHOUSE/INNER BODY SIDE INNER AND OUTER PANEL	12
REAR FLOOR PAN/INNER BODY SIDE/D-PILLAR REINFORCEMENT	13
ROOF/BODY SIDE APERTURES	14
ROOF/REAR HEADER	15
DRAIN TROUGH/BODY SIDE APERTURE/TAIL LAMP	16

Preferred Mopar Product:

- Paintable Seam Sealer–Part No. 04318026

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BODY SEALER LOCATIONS

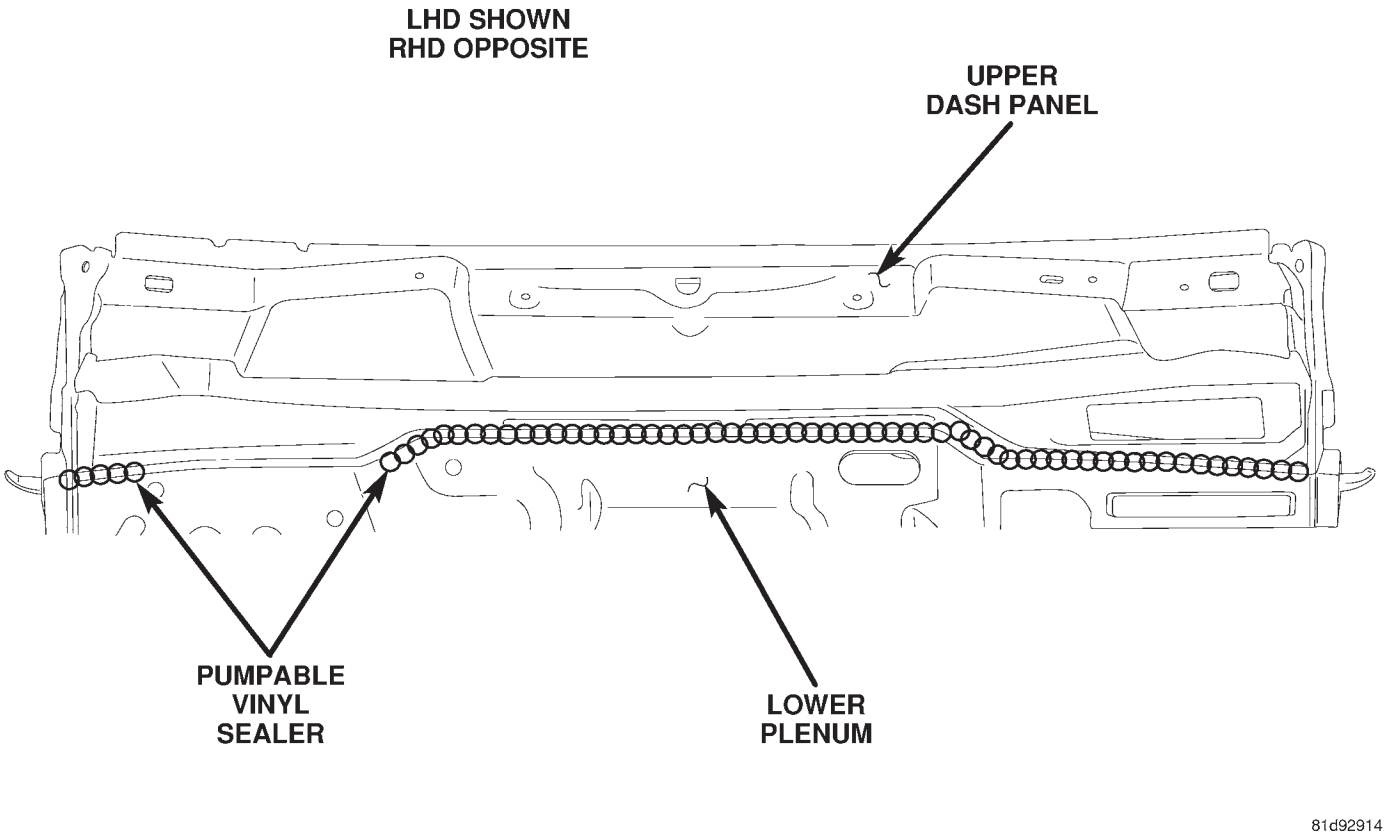

Figure 1. UPPER DASH/LOWER PLENUM

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BODY SEALER LOCATIONS

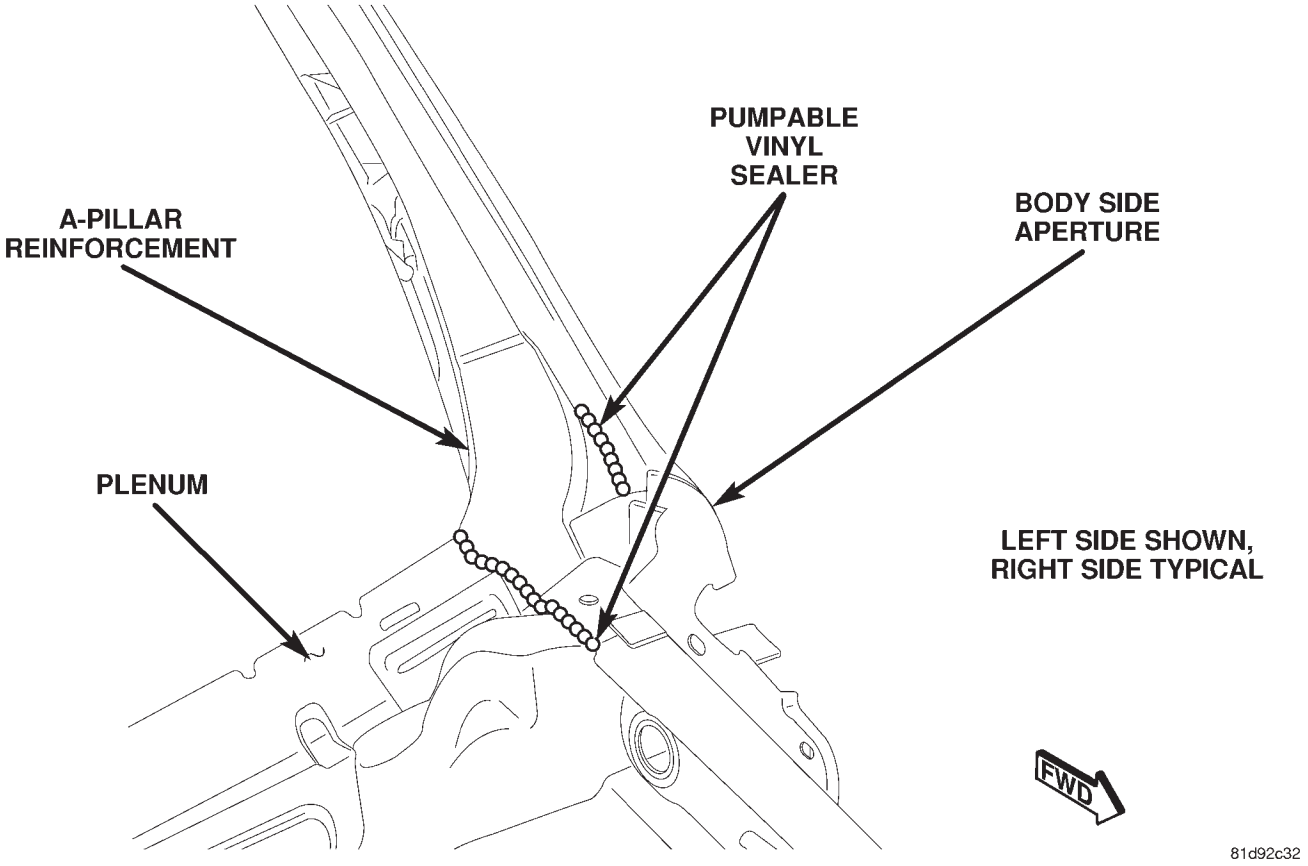

Figure 2. A-PILLAR REINFORCEMENT/INNER BODY SIDE APERTURE/PLENUM

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BODY SEALER LOCATIONS

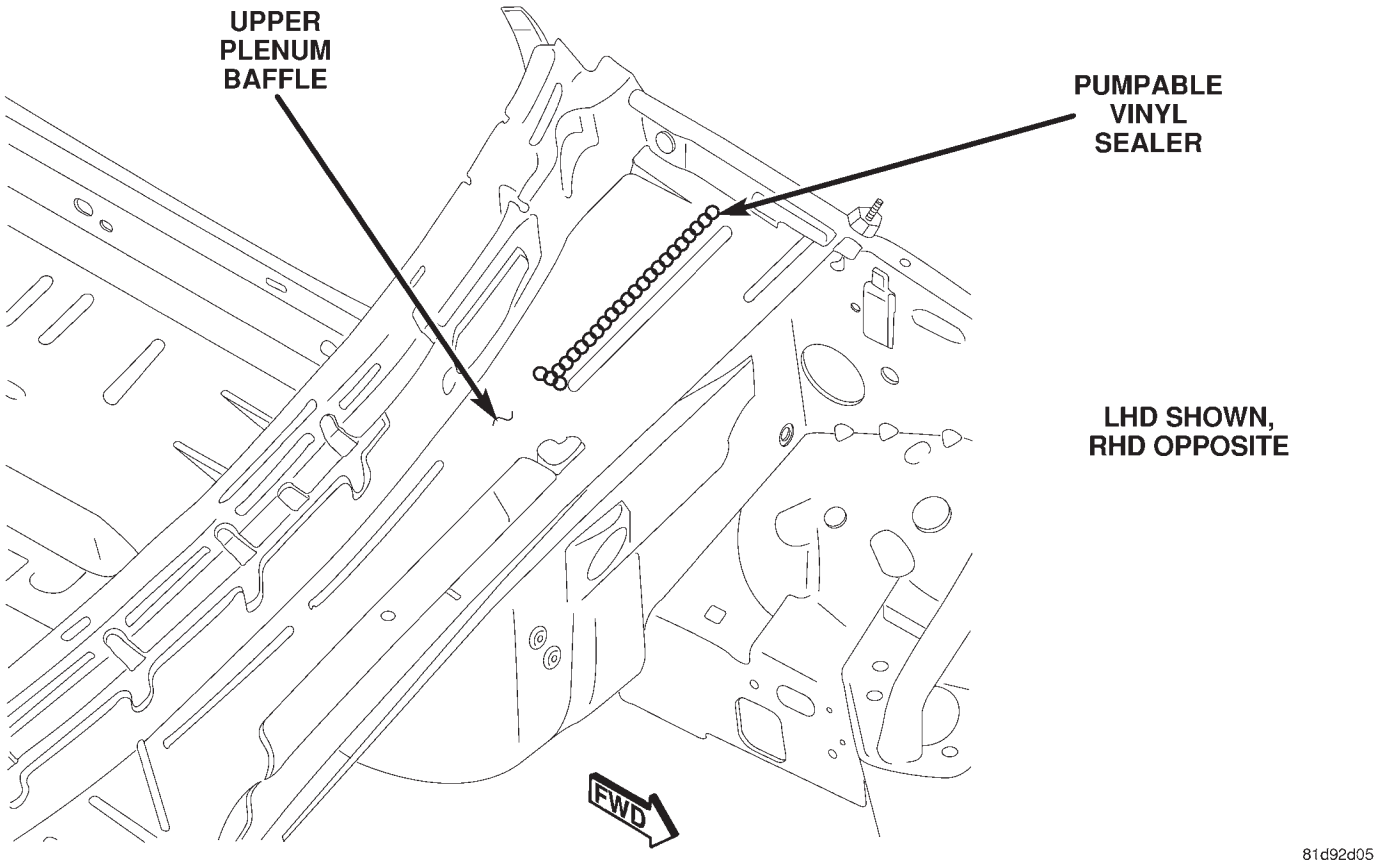

Figure 3. UPPER PLENUM BAFFLE

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BODY SEALER LOCATIONS

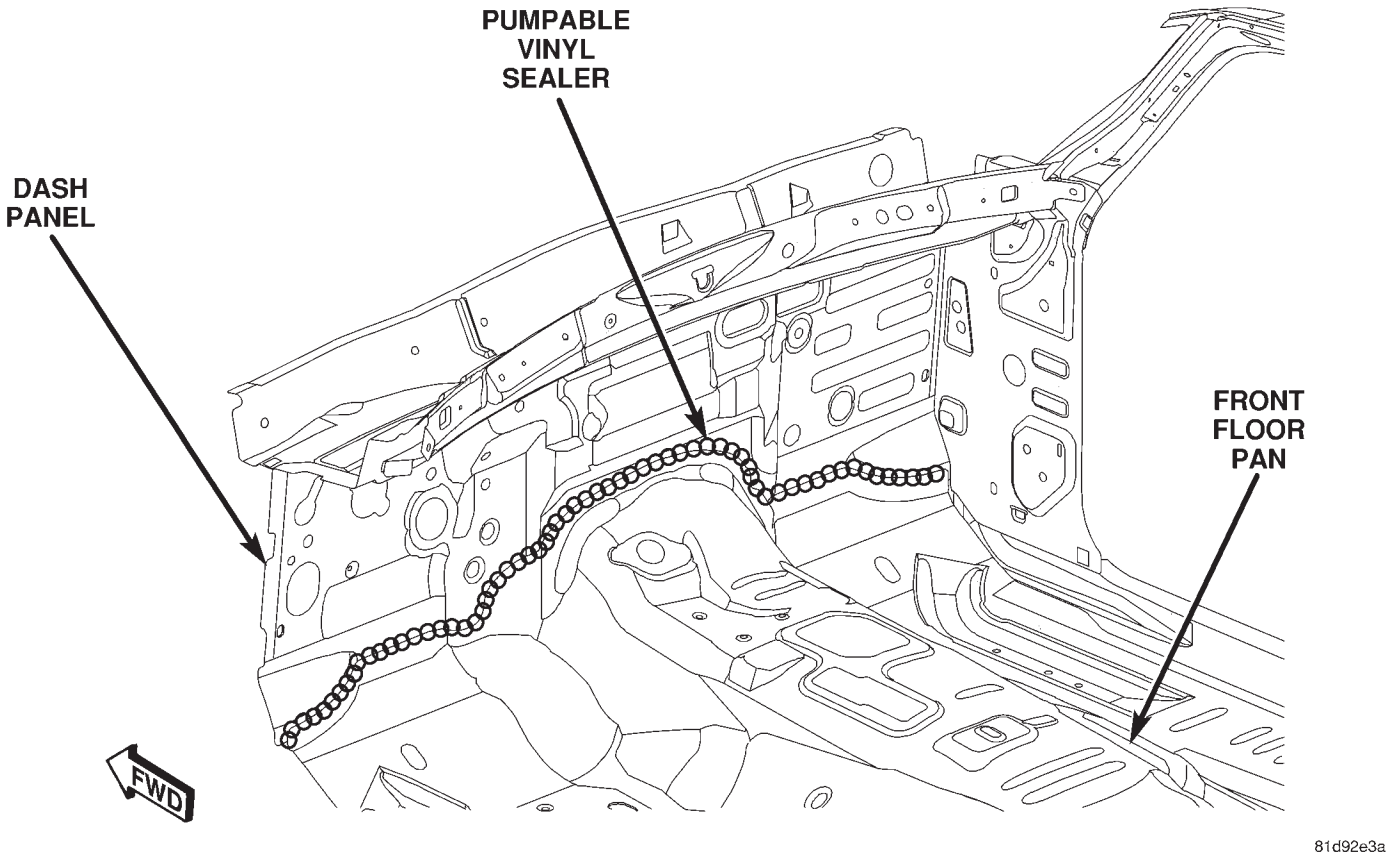

Figure 4. DASH/FRONT FLOOR PAN

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BODY SEALER LOCATIONS

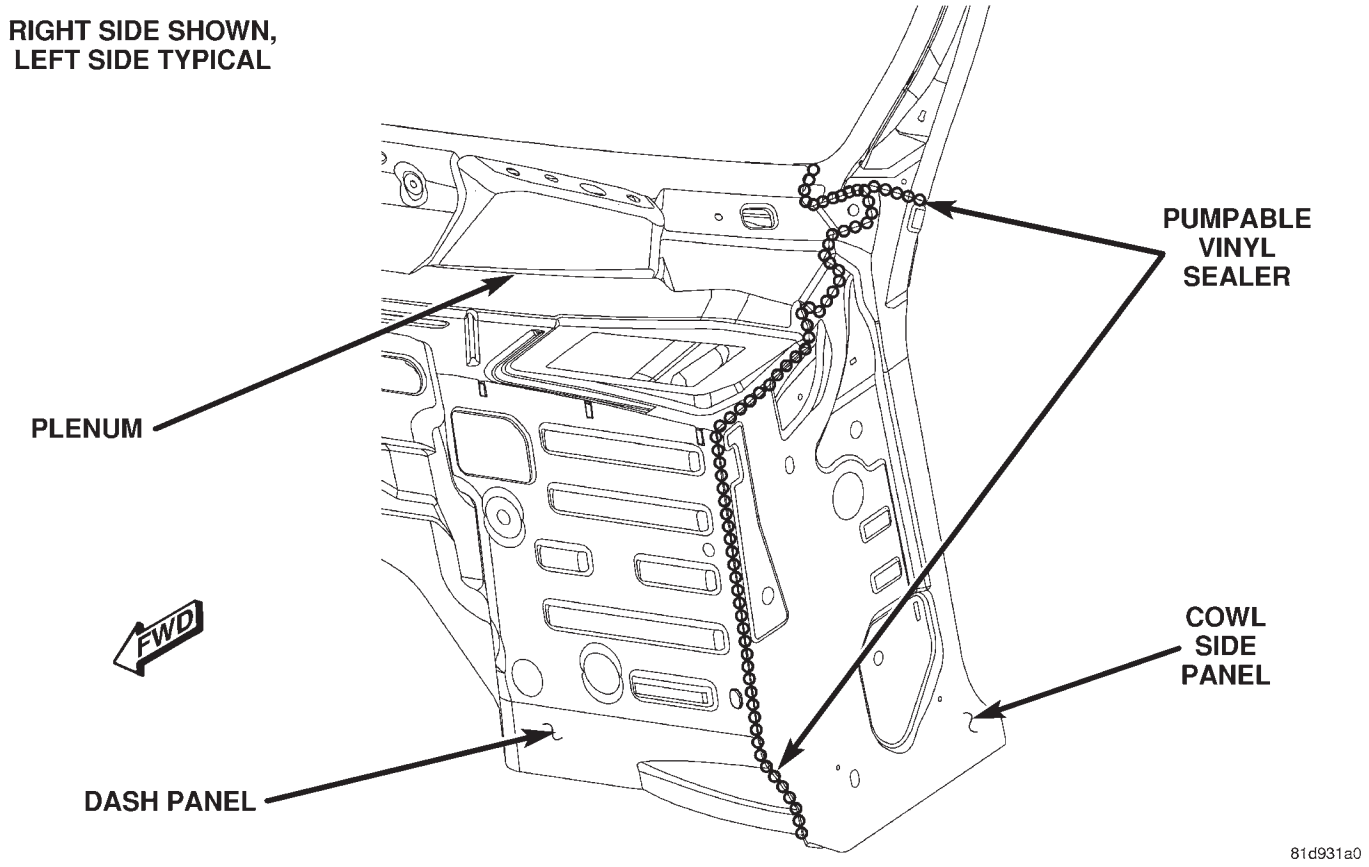

Figure 5. DASH AND LOWER PLENUM/COWL SIDE

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BODY SEALER LOCATIONS

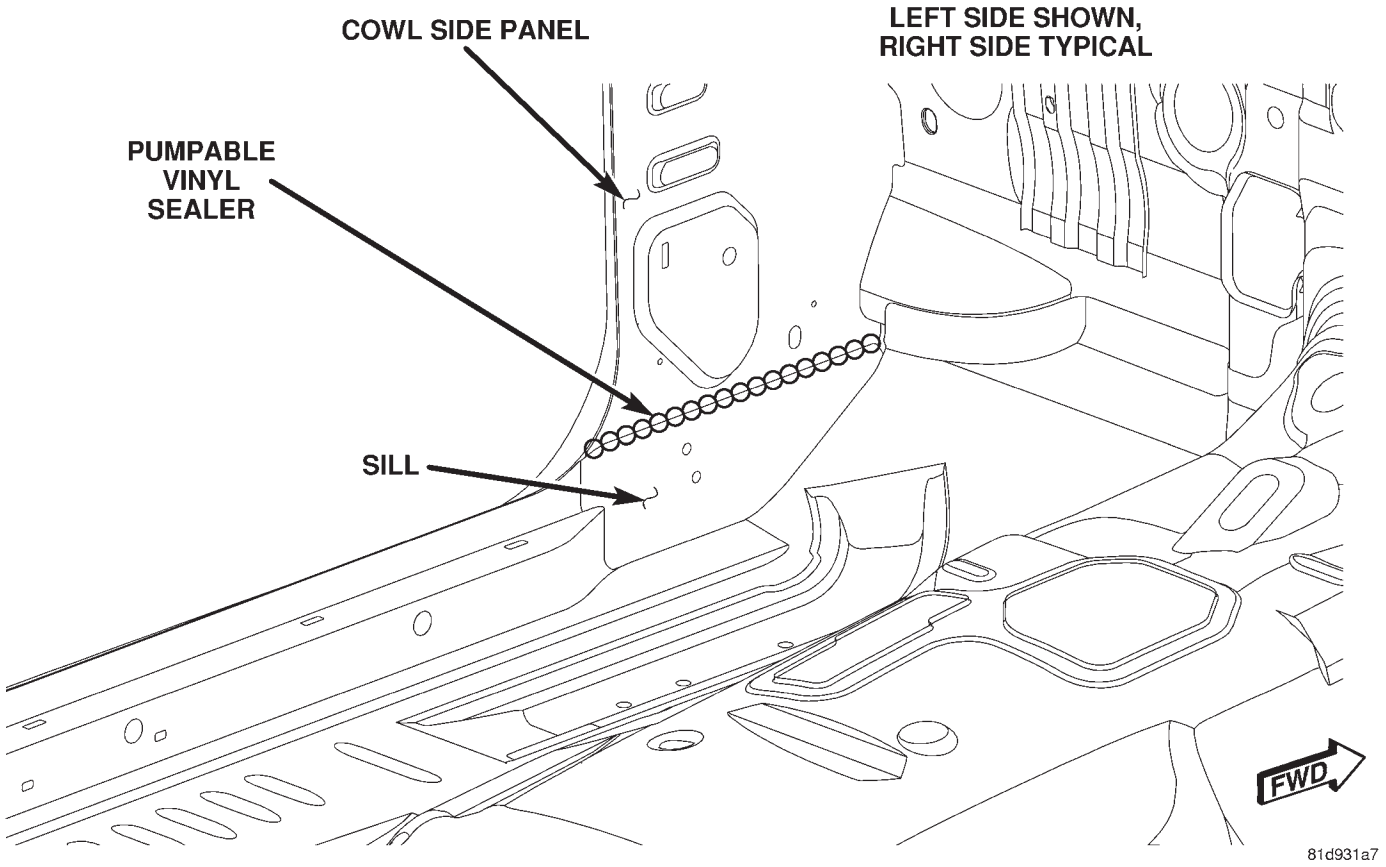

Figure 6. COWL SIDE/BODY SIDE SILL

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BODY SEALER LOCATIONS

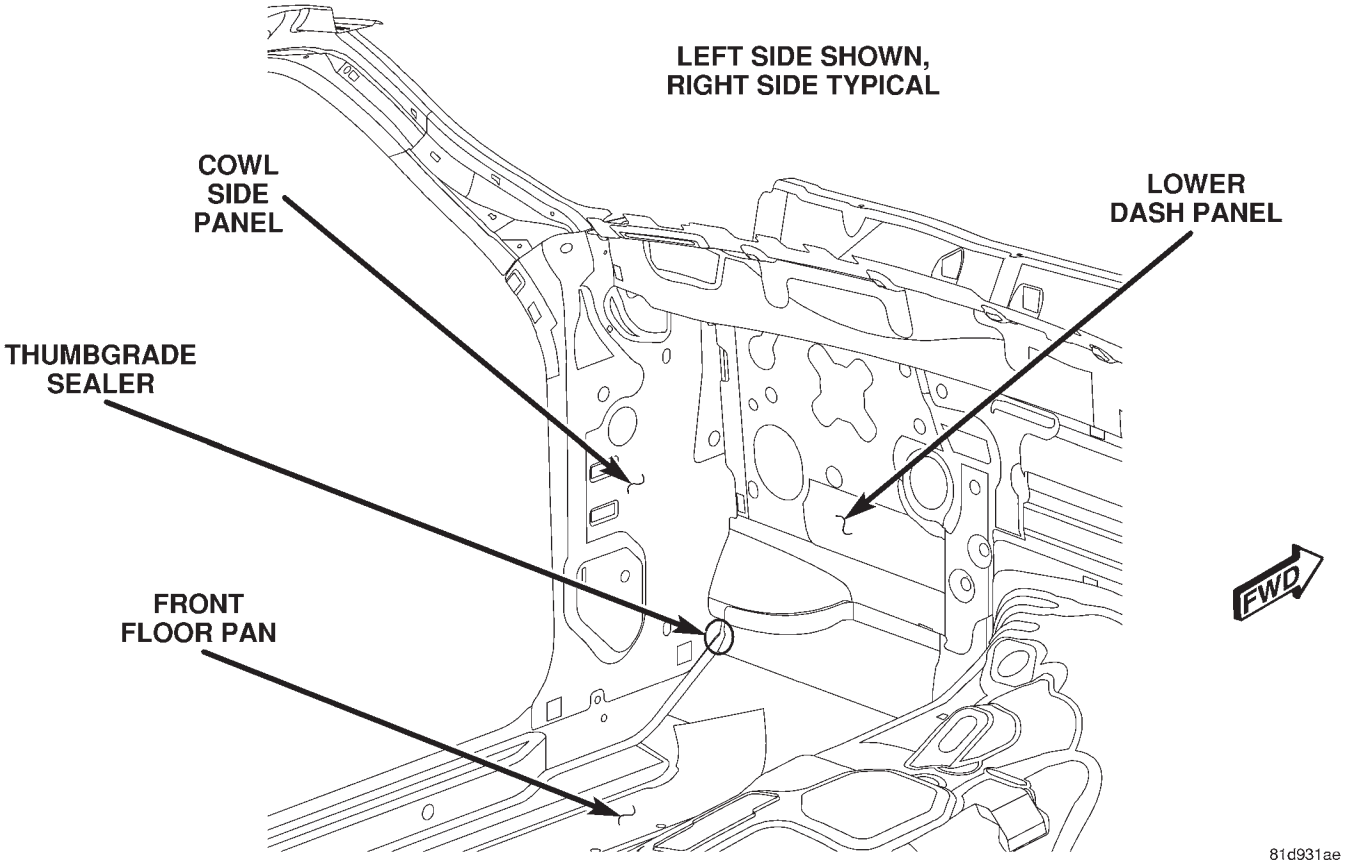

Figure 7. LOWER DASH/FRONT FLOOR PAN AND COWL SIDE

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BODY SEALER LOCATIONS

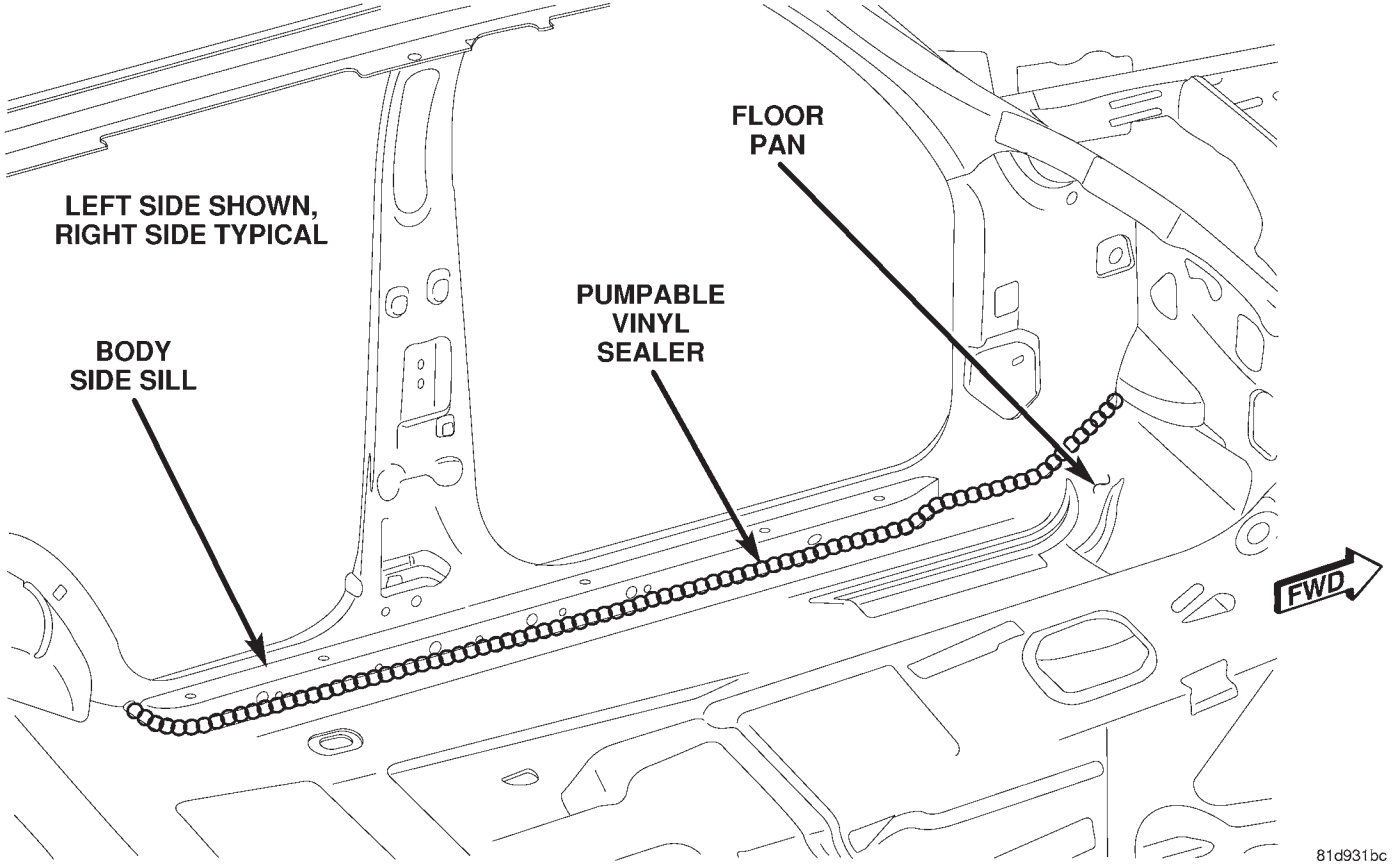

Figure 8. FLOOR PAN/BODY SIDE SILL

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BODY SEALER LOCATIONS

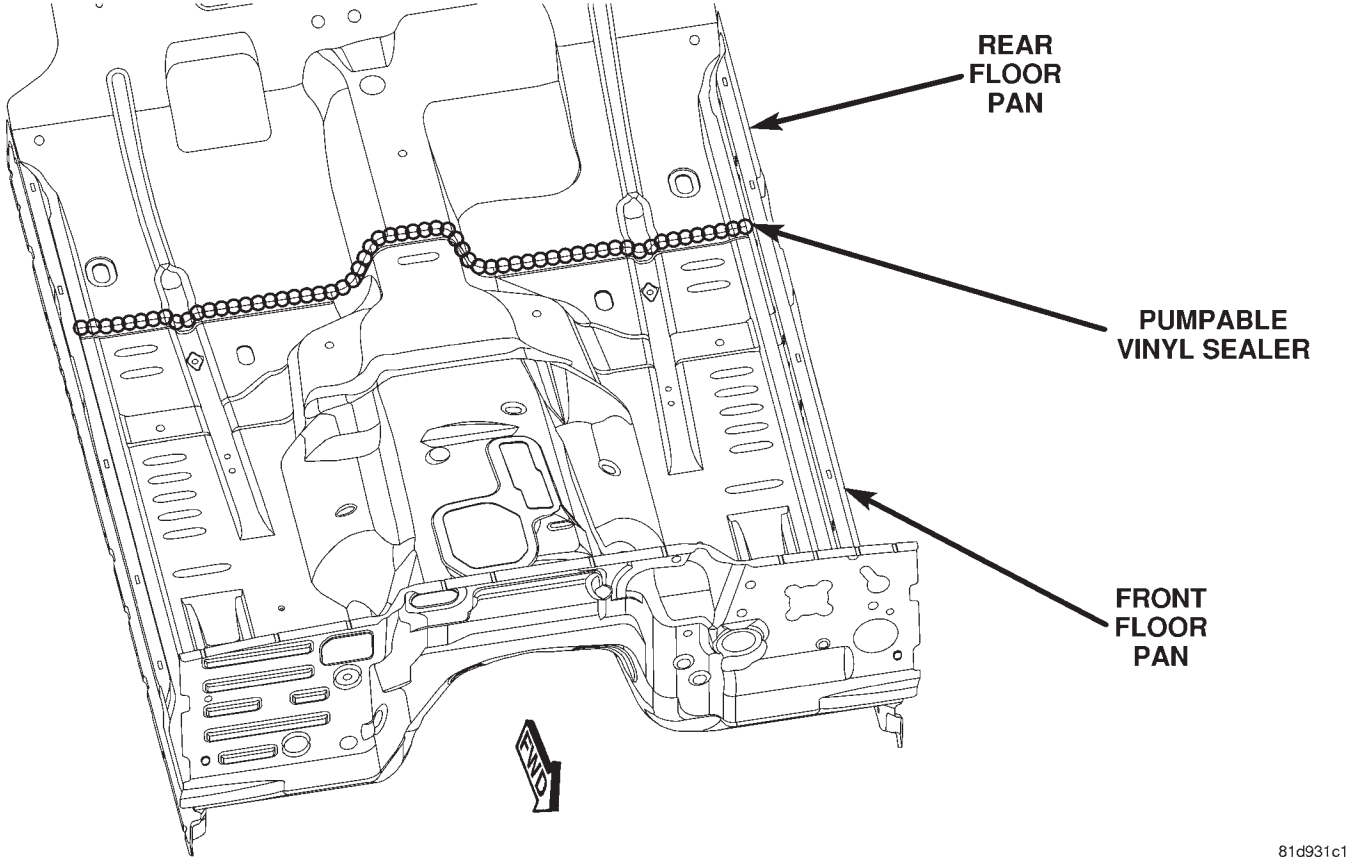

Figure 9. FRONT FLOOR PAN/REAR FLOOR PAN

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BODY SEALER LOCATIONS

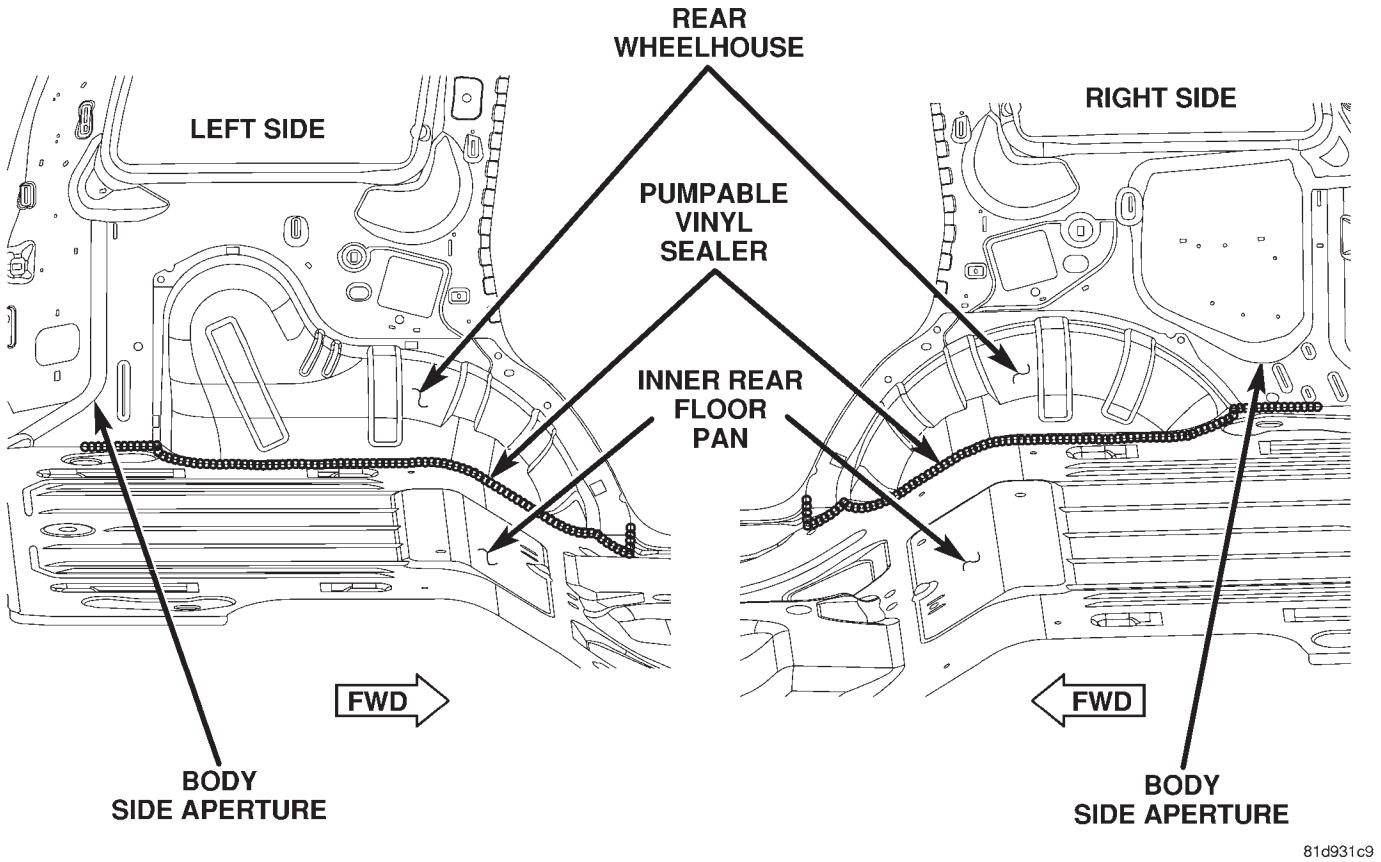

Figure 10. REAR FLOOR PAN/REAR WHEELHOUSE

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BODY SEALER LOCATIONS

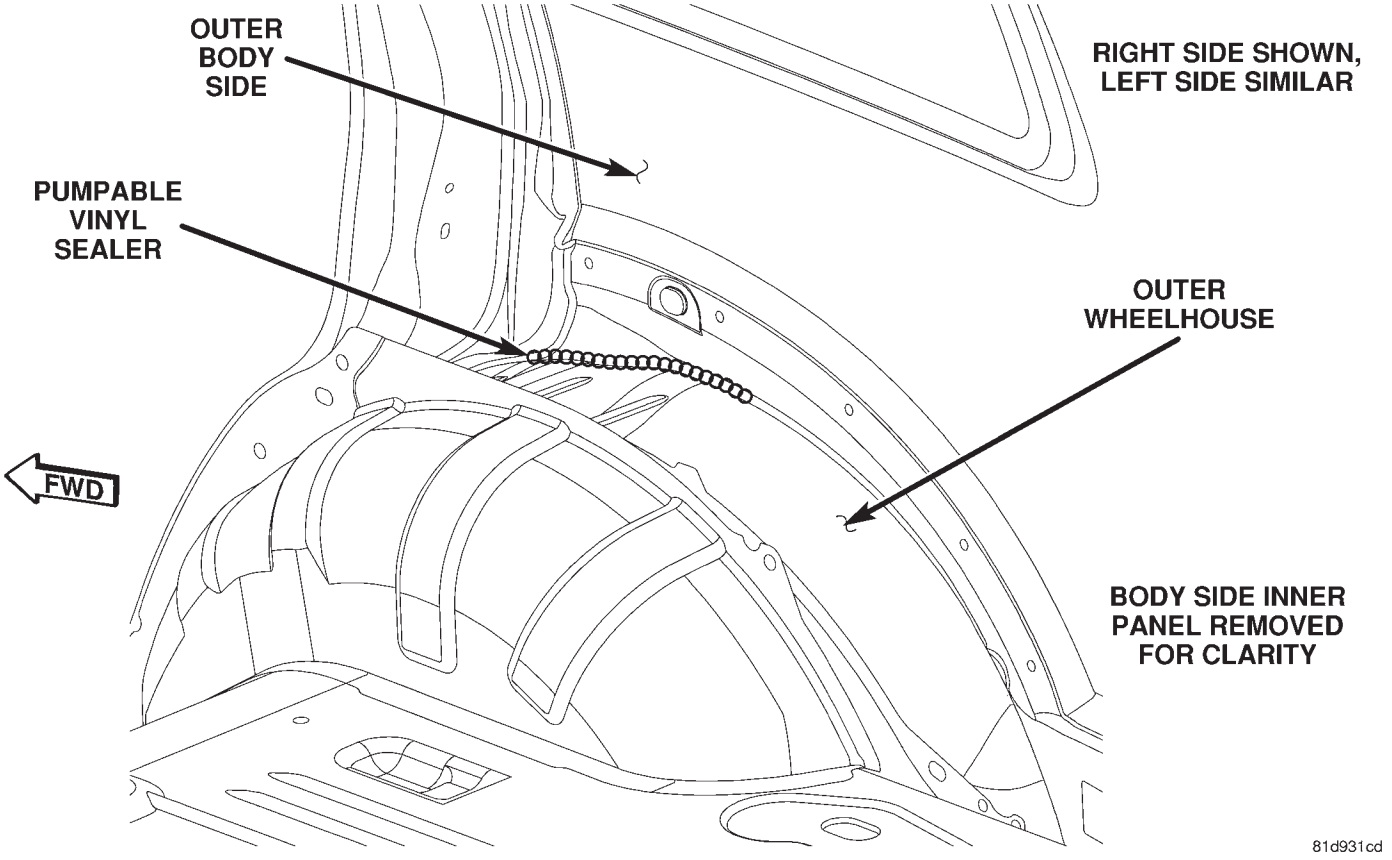

Figure 11. OUTER WHEELHOUSE/OUTER BODY SIDE

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BODY SEALER LOCATIONS

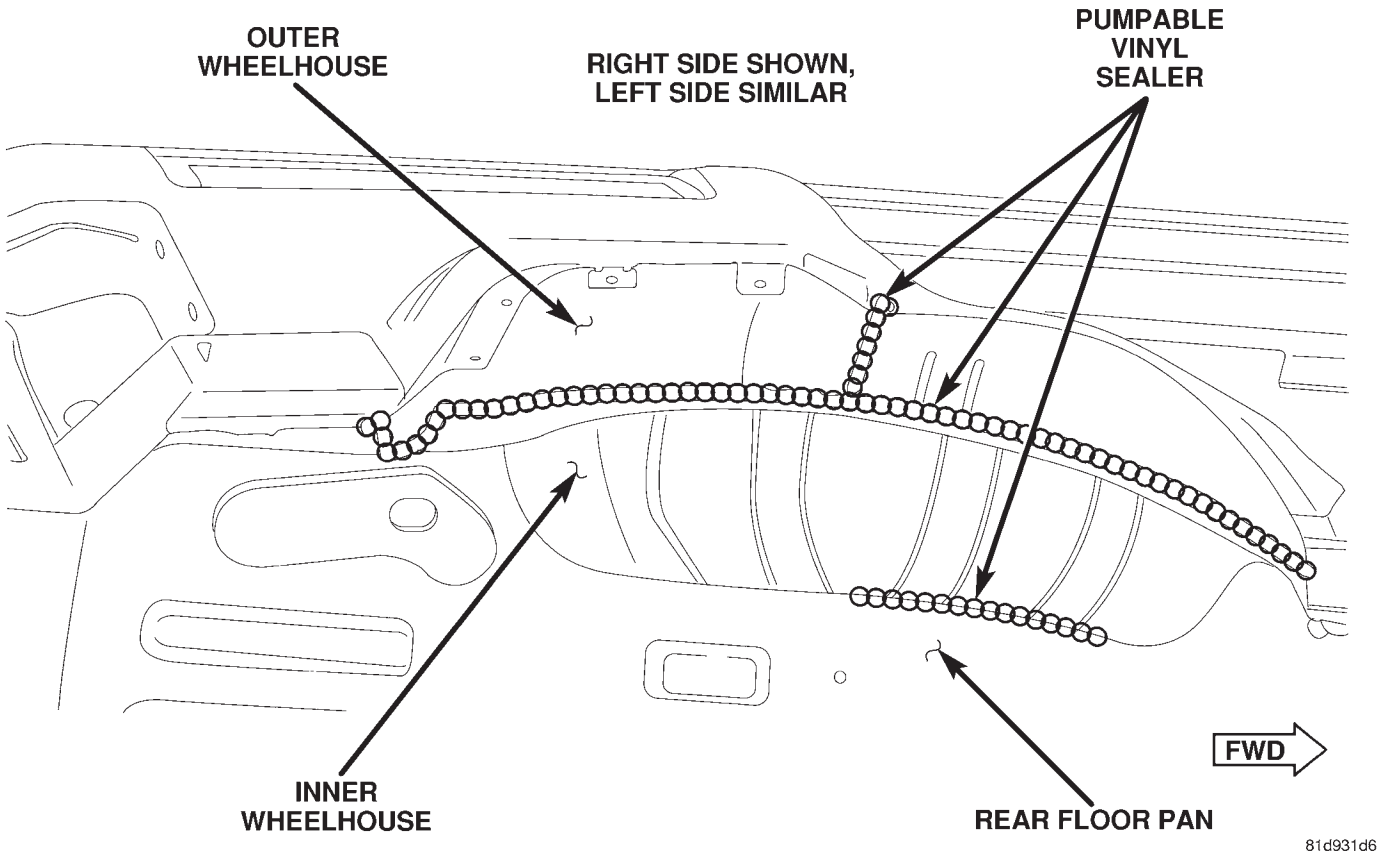

Figure 12. OUTER WHEELHOUSE/INNER BODY SIDE INNER AND OUTER PANEL

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BODY SEALER LOCATIONS

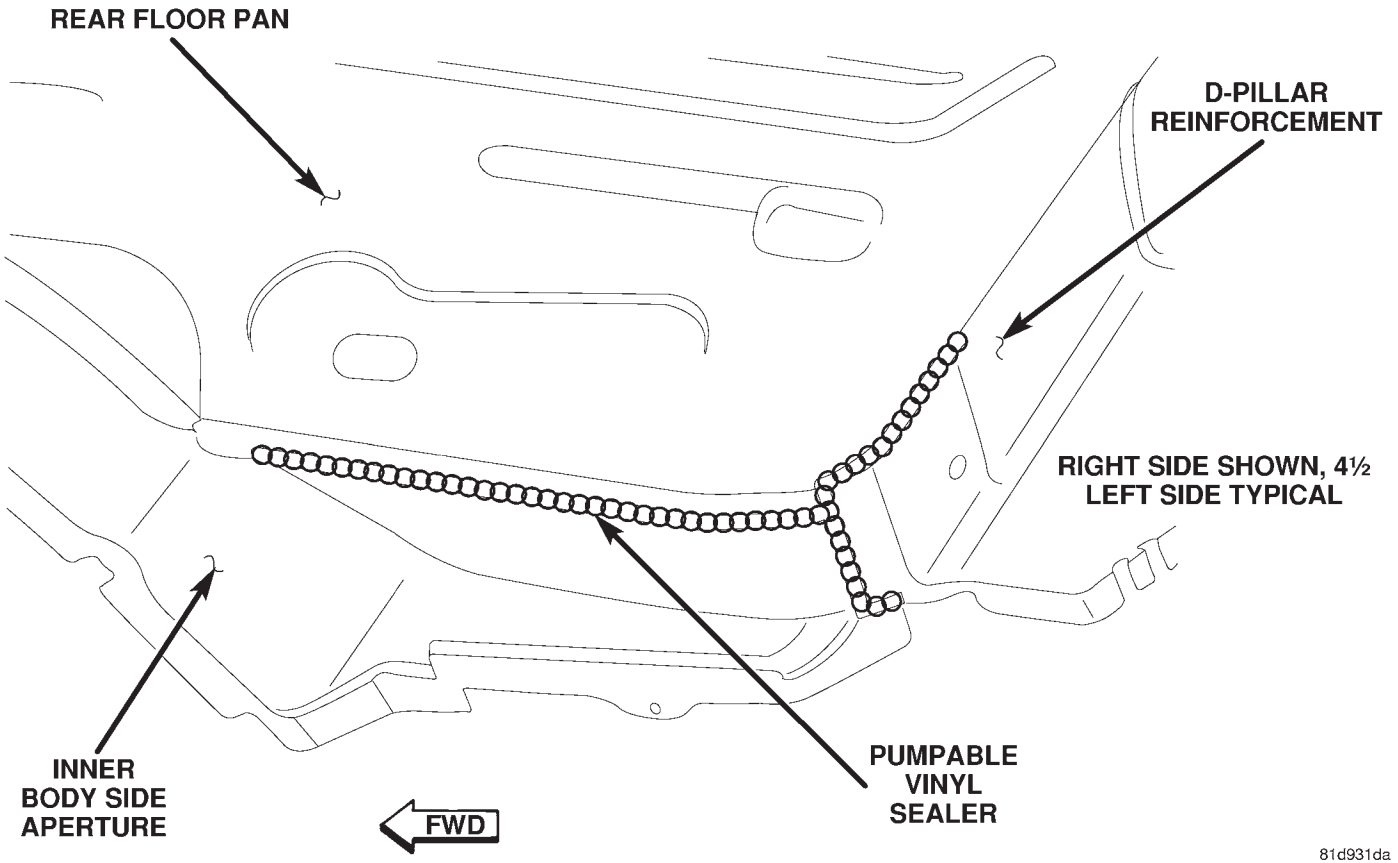

Figure 13. REAR FLOOR PAN/INNER BODY SIDE/D-PILLAR REINFORCEMENT

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BODY SEALER LOCATIONS

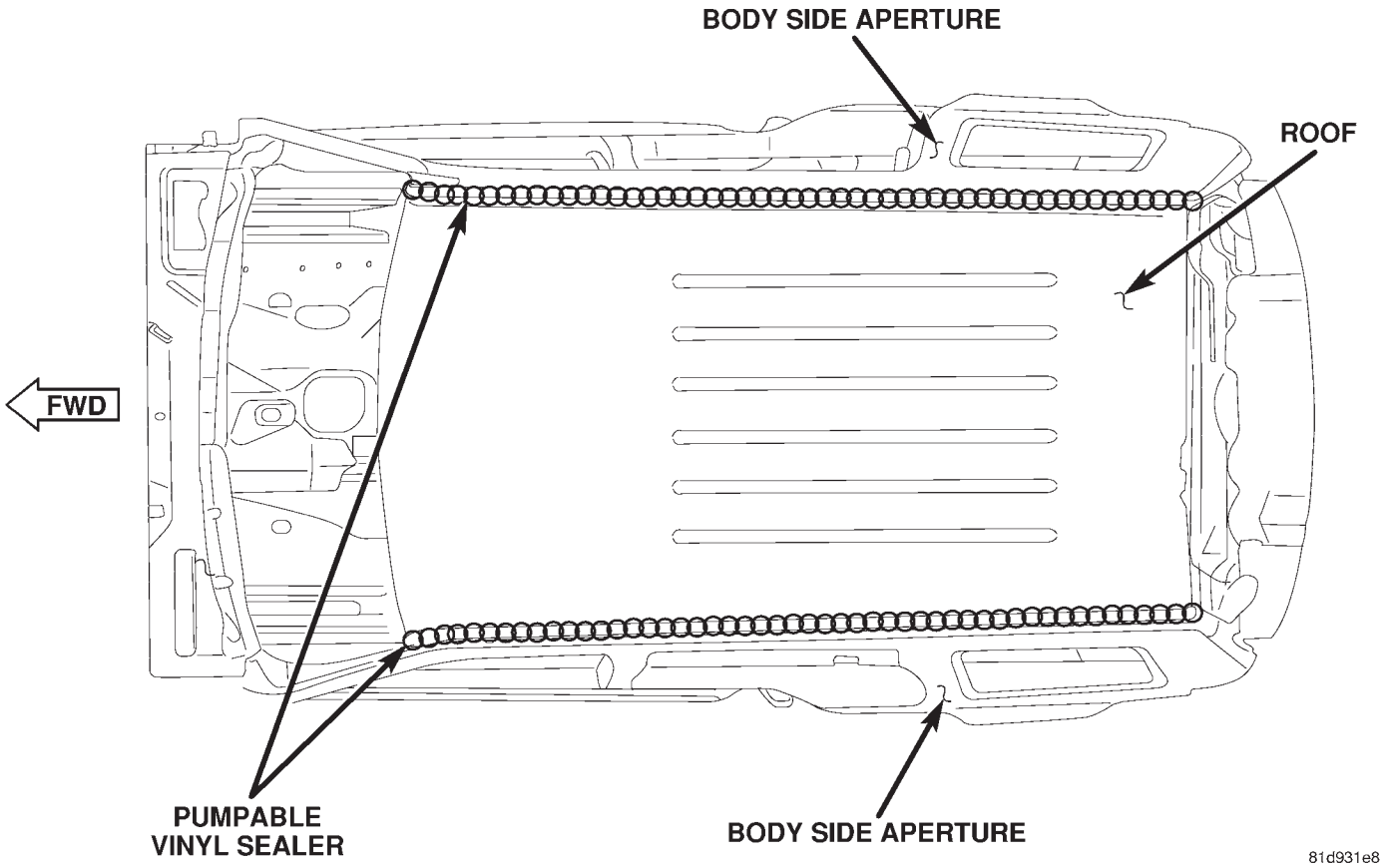

Figure 14. ROOF/BODY SIDE APERTURES

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BODY SEALER LOCATIONS

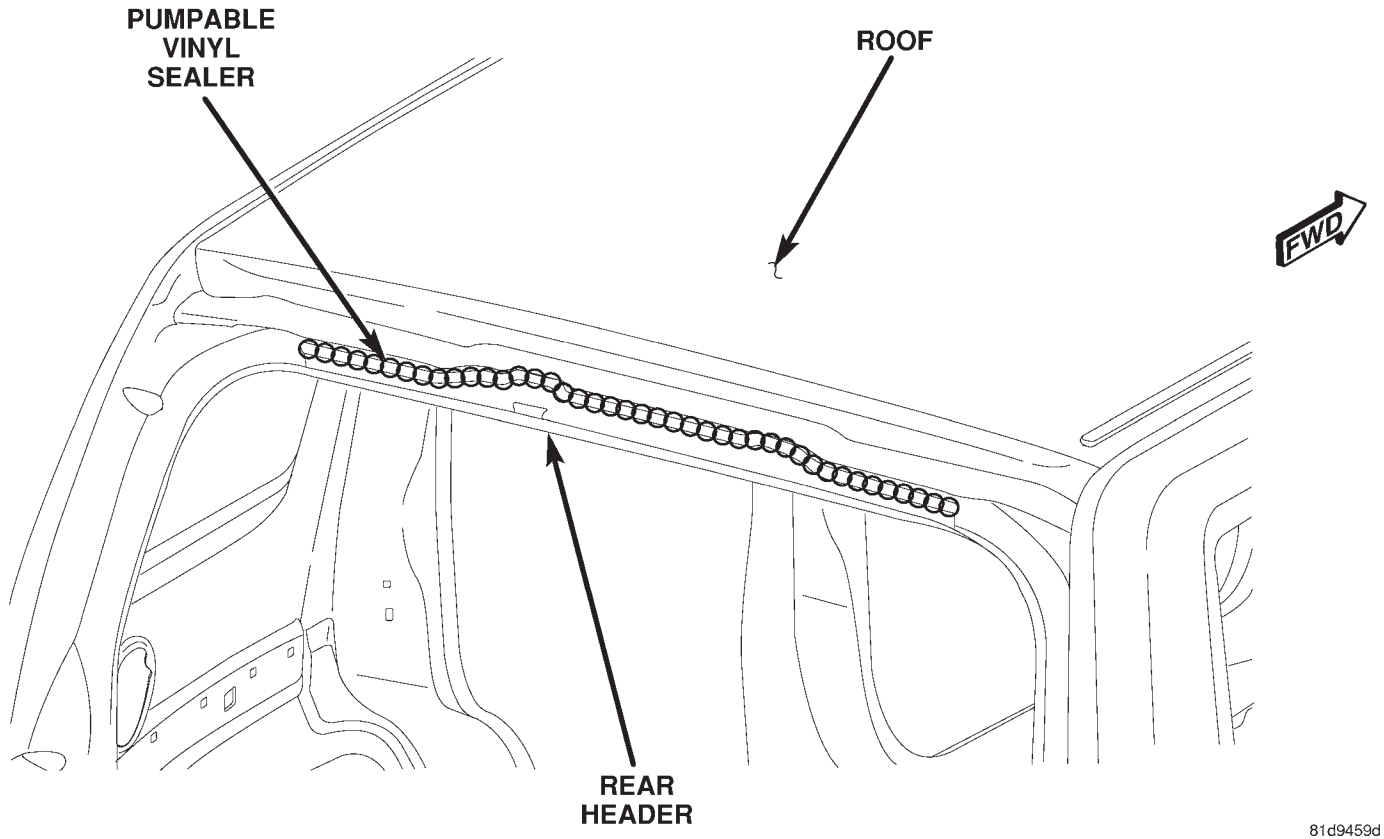

Figure 15. ROOF/REAR HEADER

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BODY SEALER LOCATIONS

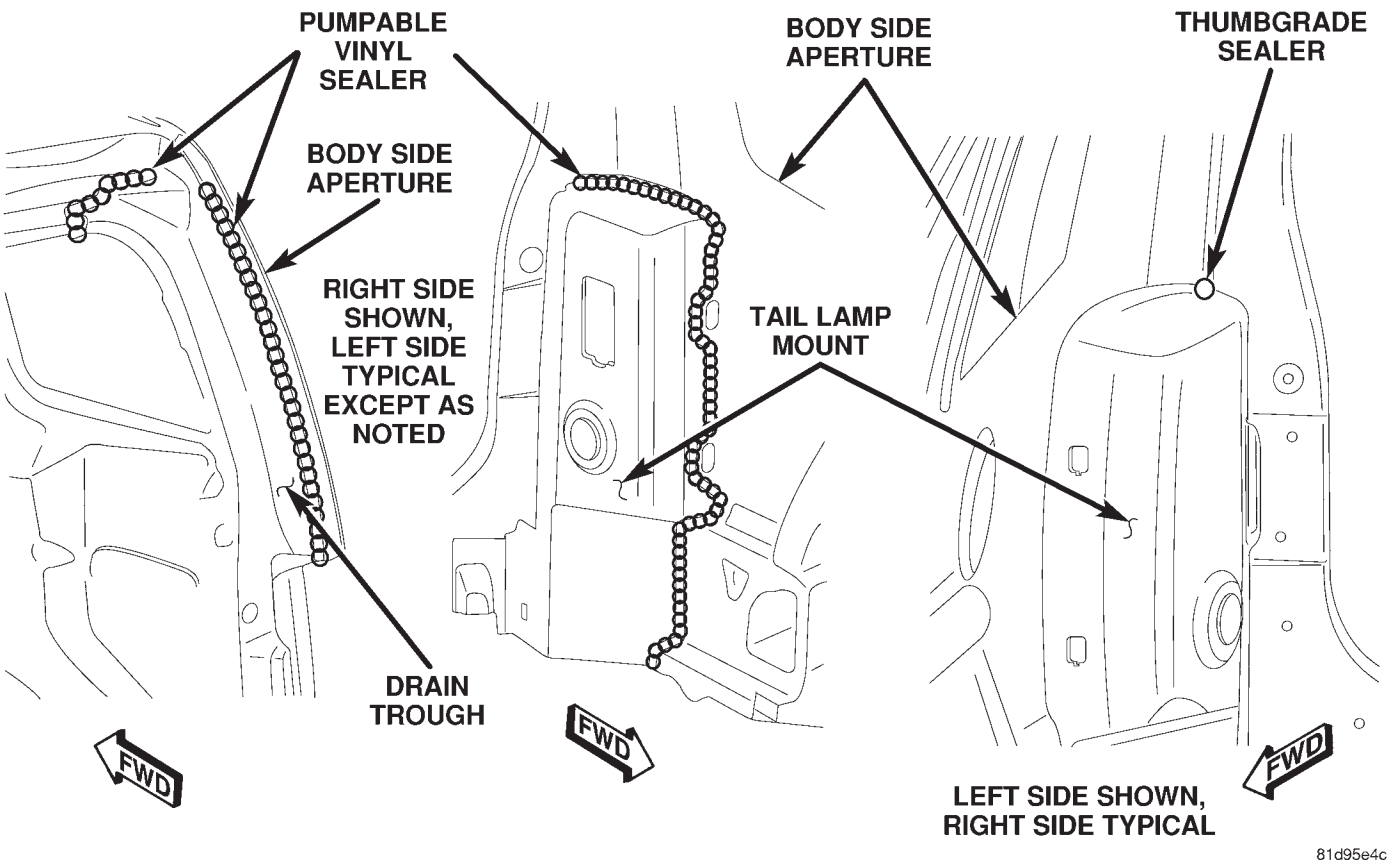

Figure 16. DRAIN TROUGH/BODY SIDE APERTURE/TAIL LAMP

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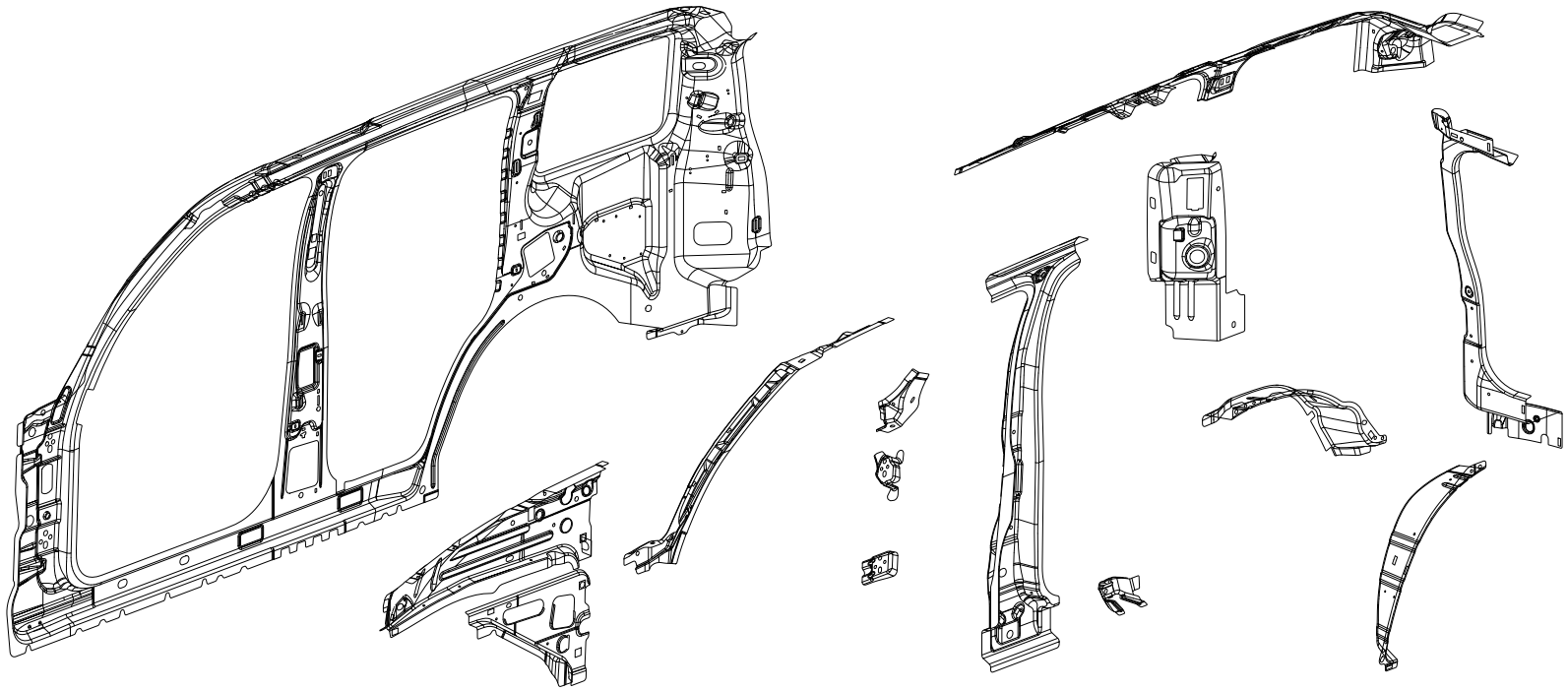
JEEP LIBERTY BODY SIDE APERTURE COMPLETE SECTION



AA PANEL – BODY SIDE INR RT –
AA PANEL – BODY SIDE INR LT –
AB PANEL – CLOSE-OUT RT –
AB PANEL – CLOSE-OUT LT –
AC REINF – A-PILLAR INR LWR RT –
AC REINF – A-PILLAR INR LWR LT –
AD REINF – FENDER INR RT –
AD REINF – FENDER INR LT –
AE PANEL – BODY SIDE OTR RT –
AE PANEL – BODY SIDE OTR LT –
AF REINF – BODY SIDE DOOR HINGE UPR RT –
AF REINF – BODY SIDE DOOR HINGE UPR LT –
AG REINF – BODY SIDE FRT DOOR LWR HINGE RT –
AG REINF – BODY SIDE FRT DOOR LWR HINGE LT –
AH GUSSET – FRT FENDER INR RT –
AH GUSSET – FRT FENDER INR LT –
AJ REINF – B-PILLAR RT –
AJ REINF – B-PILLAR LT –
AK REINF – ROOF SIDE RAIL INR RT –
AK REINF – ROOF SIDE RAIL INR LT –
AL PANEL – RR WHEELHOUSE OTR RR RT –
AL PANEL – RR WHEEL HOUSE OTR RR LT –
AM PANEL – TAIL LAMP MOUNTING RT –
AM PANEL – TAIL LAMP MOUNTING LT –
AN PANEL – RR WHEELHOUSE OTR FRT RT –
AN PANEL – RR WHEELHOUSE OTR FRT LT –
AP BRACKET – SILL MOLDING MTG RT –
AP BRACKET – SILL MOLDING MTG LT –
AR TROUGH – LIFTGATE OPENING RT –
AR TROUGH – LIFTGATE OPENING LT –

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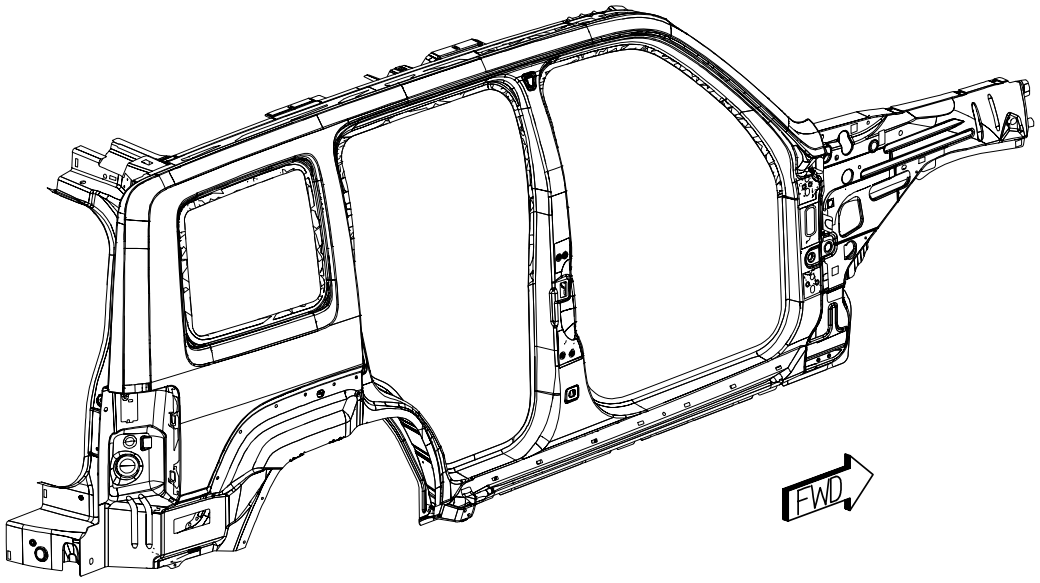
AA PANEL – BODY SIDE INR RT –
AA PANEL – BODY SIDE INR LT –
AB PANEL – CLOSE-OUT RT –
AB PANEL – CLOSE-OUT LT –
AC REINF – A-PILLAR INR LWR RT –
AC REINF – A-PILLAR INR LWR LT –
AD REINF – FENDER INR RT –
AD REINF – FENDER INR LT –
AE PANEL – BODY SIDE OTR RT –
AE PANEL – BODY SIDE OTR LT –
AF REINF – BODY SIDE DOOR HINGE UPR RT –
AF REINF – BODY SIDE DOOR HINGE UPR LT –
AG REINF – BODY SIDE FRT DOOR LWR HINGE RT –
AG REINF – BODY SIDE FRT DOOR LWR HINGE LT –
AH GUSSET – FRT FENDER INR RT –
AH GUSSET – FRT FENDER INR LT –
AJ REINF – B-PILLAR RT –
AJ REINF – B-PILLAR LT –
AK REINF – ROOF SIDE RAIL INR RT –
AK REINF – ROOF SIDE RAIL INR LT –
AL PANEL – RR WHEELHOUSE OTR RR RT –
AL PANEL – RR WHEEL HOUSE OTR RR LT –
AM PANEL – TAIL LAMP MOUNTING RT –
AM PANEL – TAIL LAMP MOUNTING LT –
AN PANEL – RR WHEELHOUSE OTR FRT RT –
AN PANEL – RR WHEELHOUSE OTR FRT LT –
AP BRACKET – SILL MOLDING MTG RT –
AP BRACKET – SILL MOLDING MTG LT –
AR TROUGH – LIFTGATE OPENING RT –
AR TROUGH – LIFTGATE OPENING LT –



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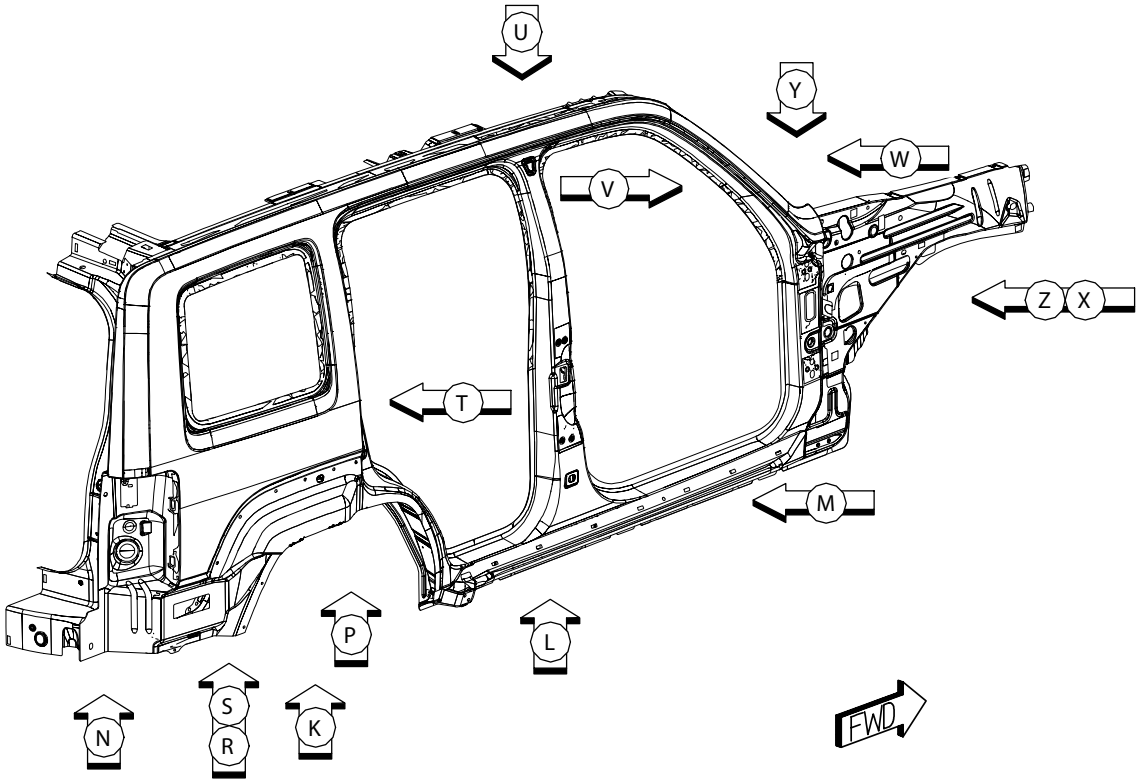
WELD LAYOUT LOCATION GUIDE



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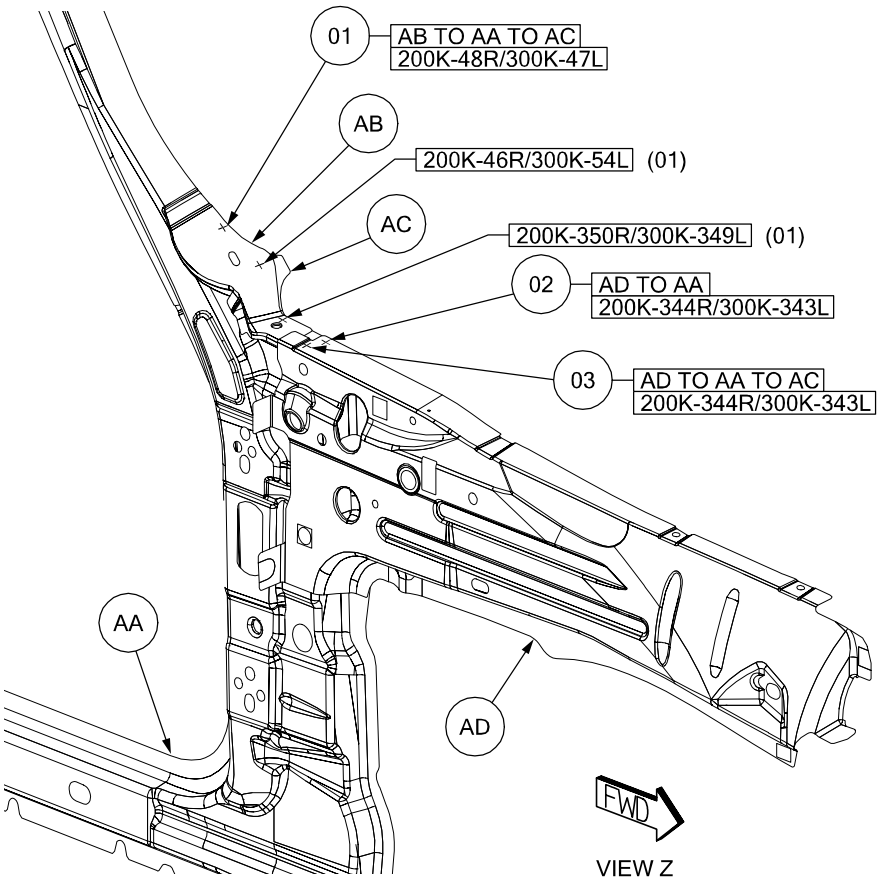
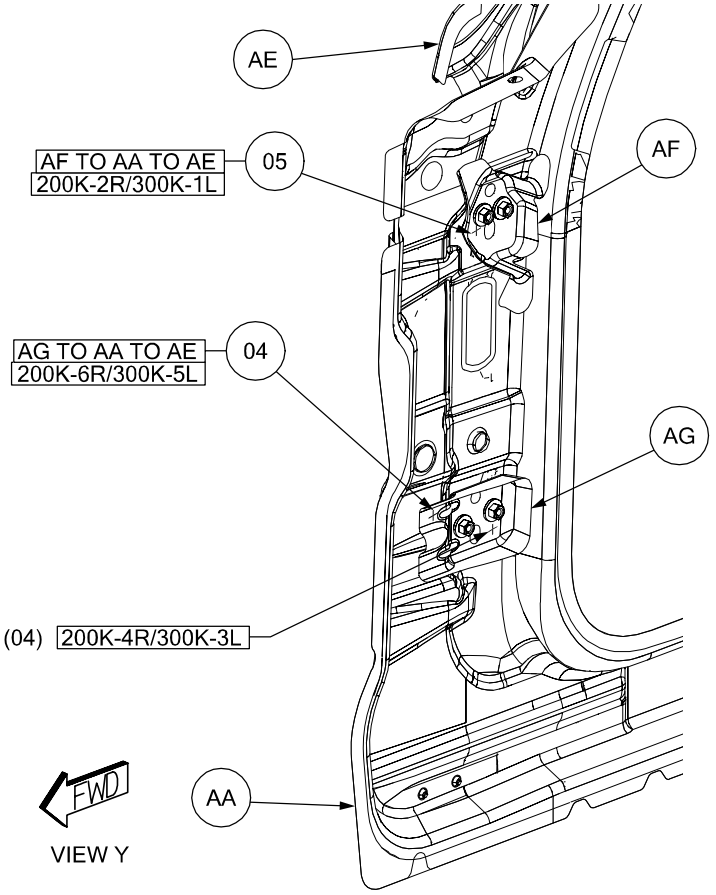
01 AB TO AA TO AC 3/SD S/WELDS (ORD)
02 AD TO AA 1/SD S/WELD (ORD)
03 AD TO AA TO AC 1/SD S/WELD (ORD)
04 AG TO AA TO AE 2/SD S/WELDS (ORD)
05 AF TO AA TO AE 1/SD S/WELD (ORD)





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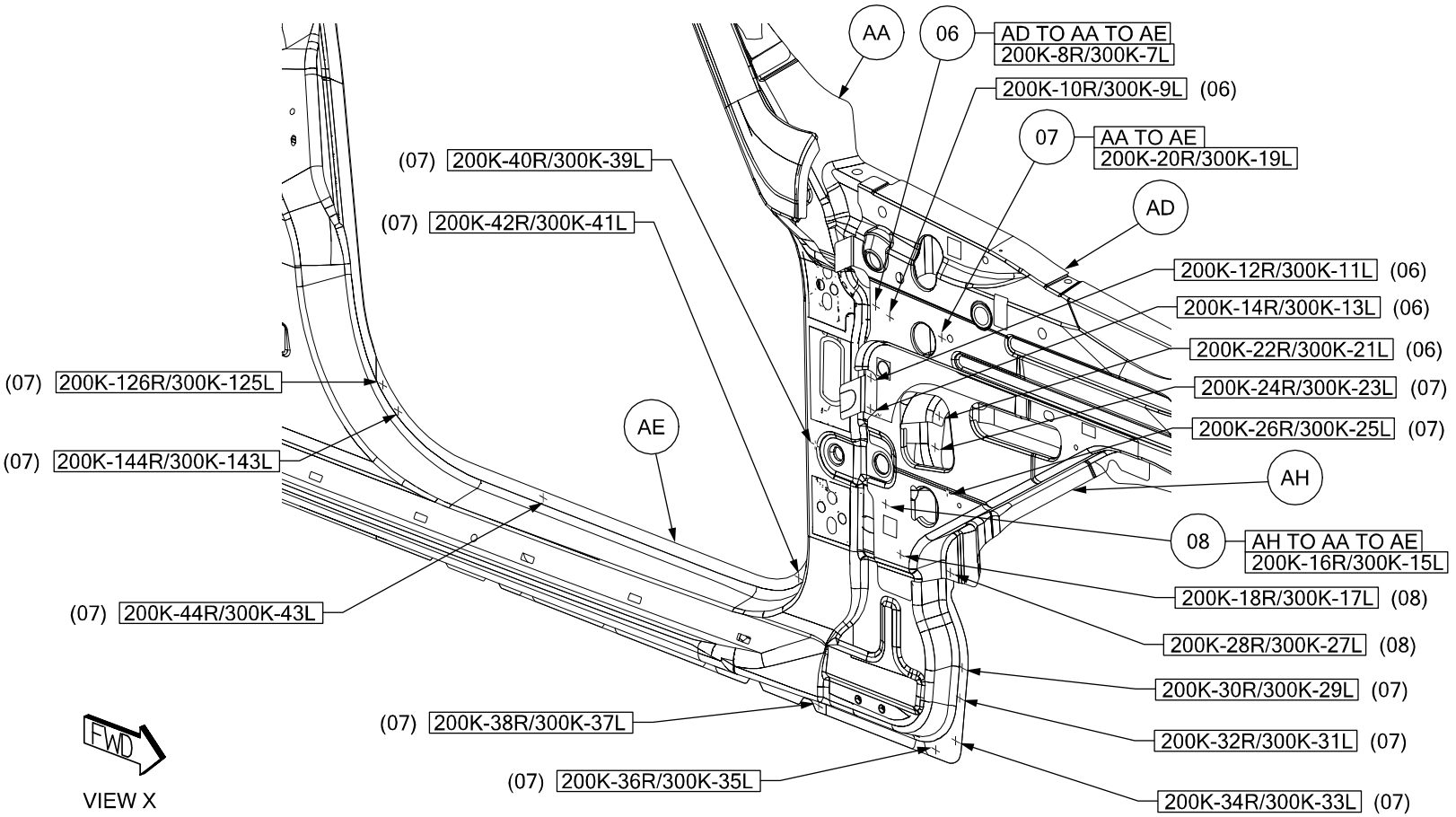
06 AD TO AA TO AE 5/SD S/WELDS (ORD)
07 AA TO AE 13/SD S/WELDS (ORD)
08 AH TO AA TO AE 3/SD S/WELDS (ORD)



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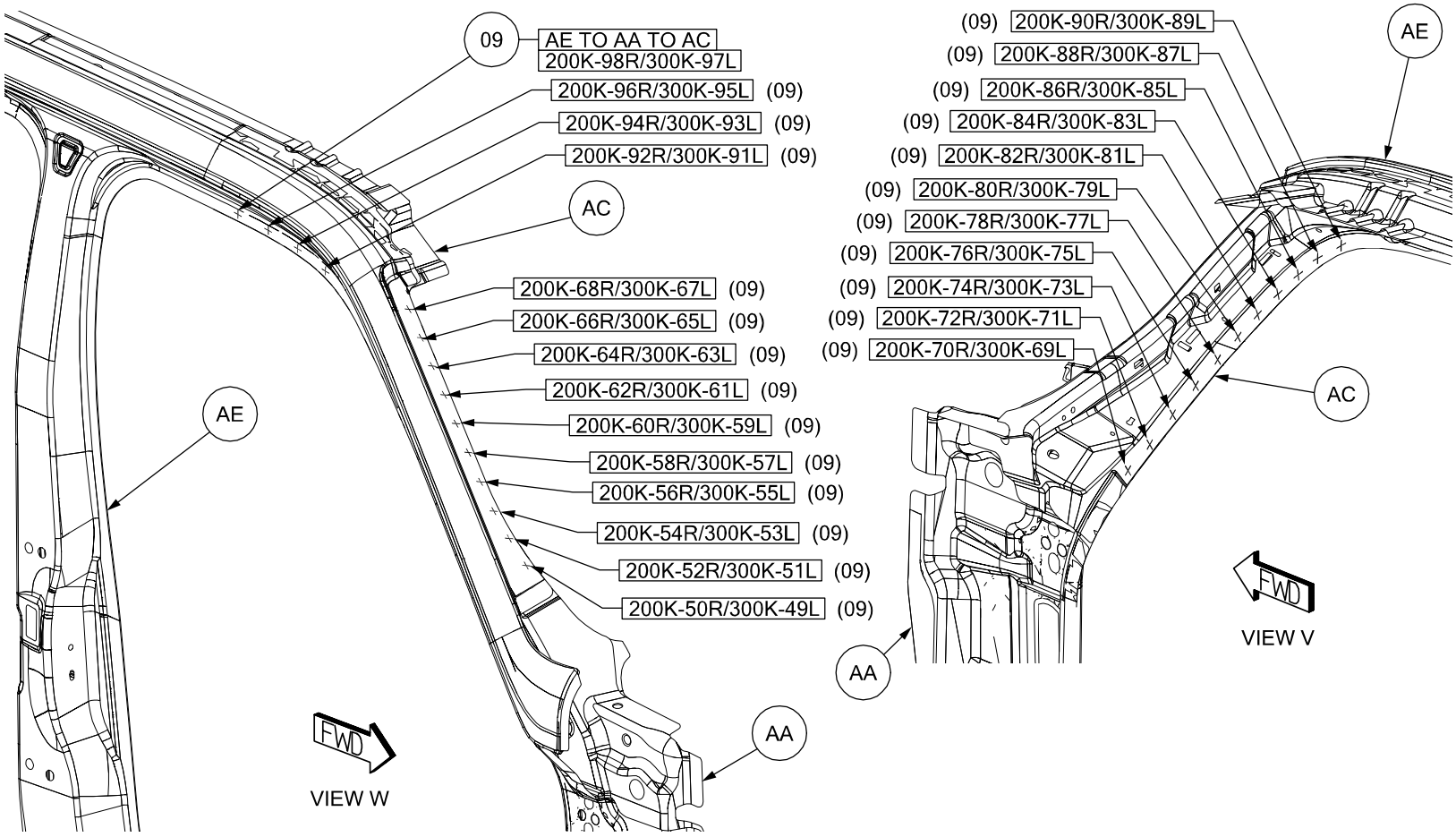
09 AE TO AA TO AC 25/SD S/WELDS (ORD)



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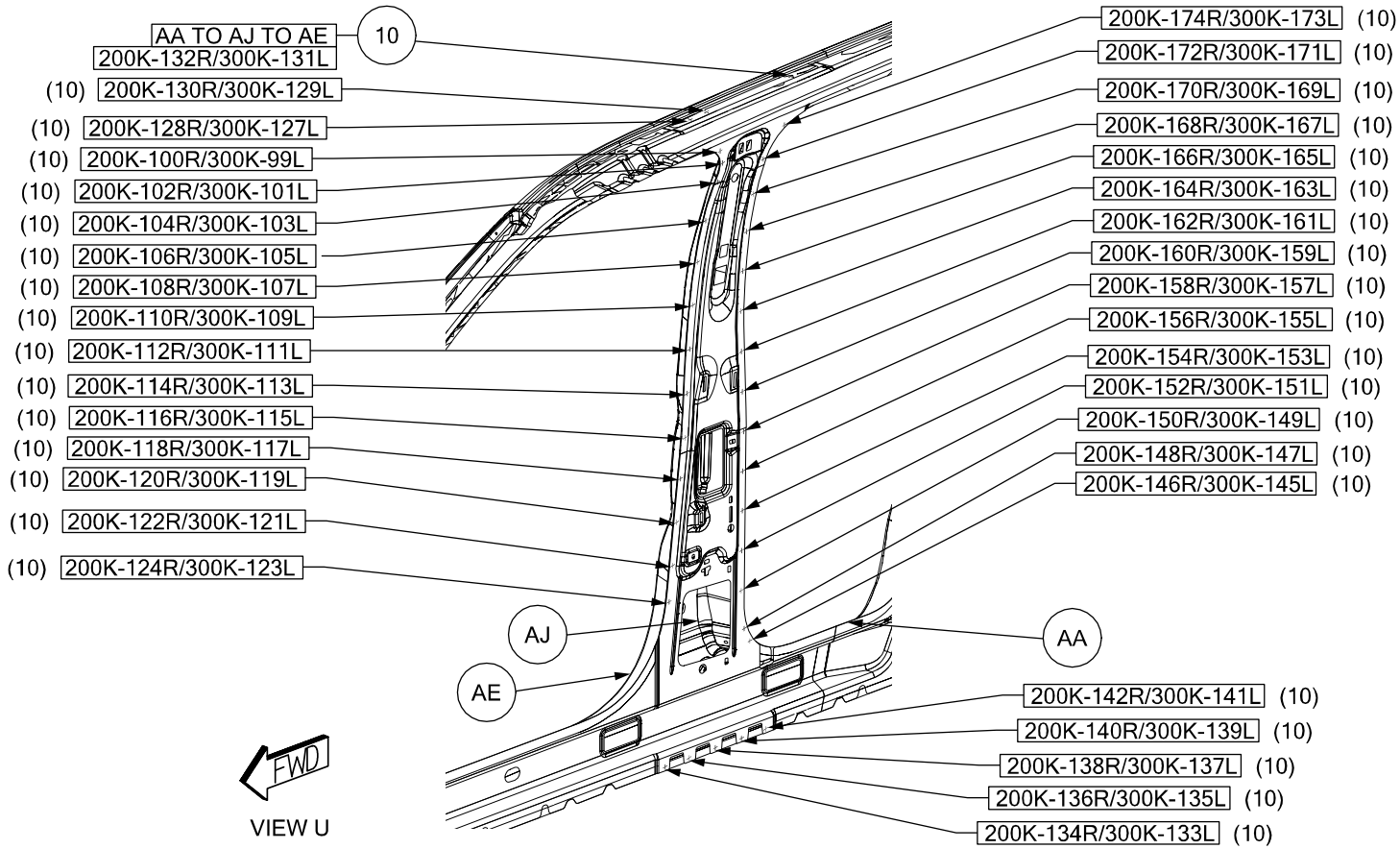
10 AA TO AJ TO AE 36/SD S/WELDS (ORD)



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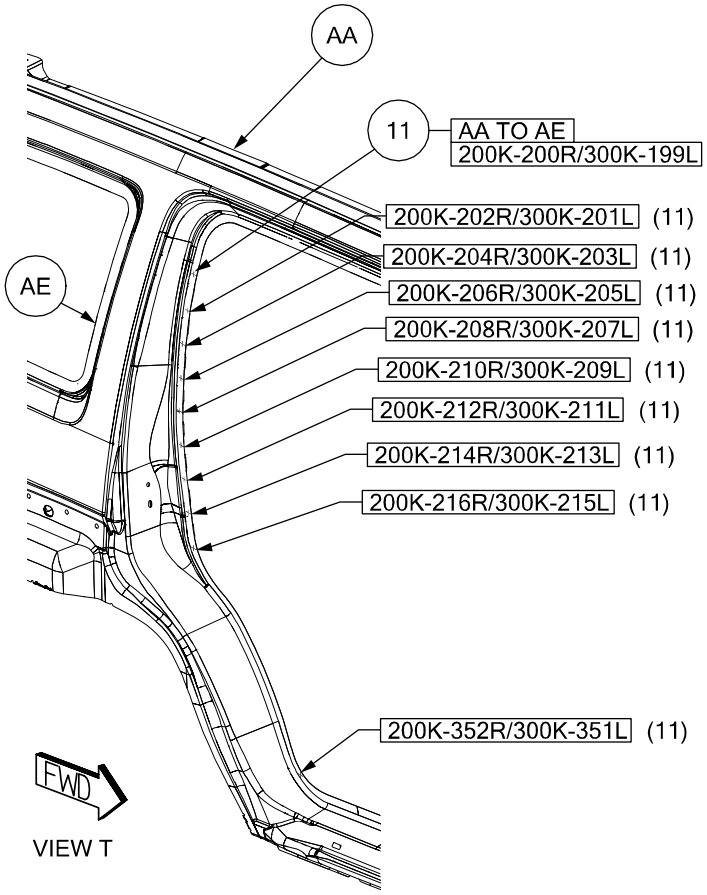
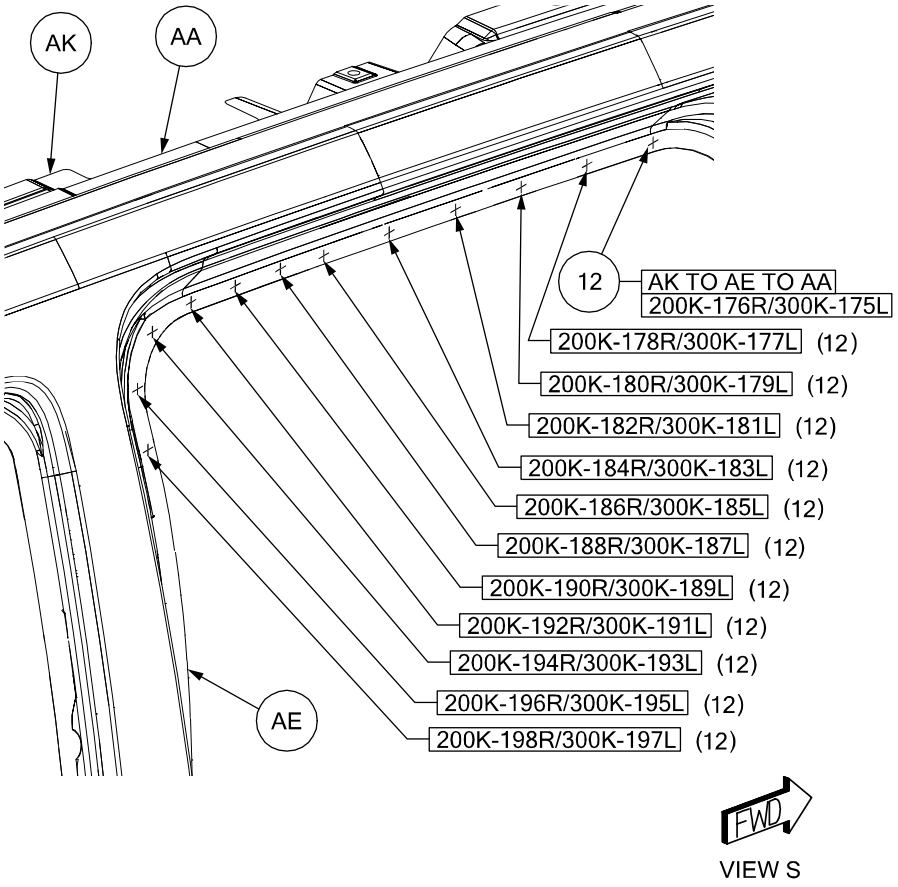
11 AA TO AE 10/SD S/WELDS (ORD)
12 AK TO AA TO AE 12/SD S/WELDS (ORD)





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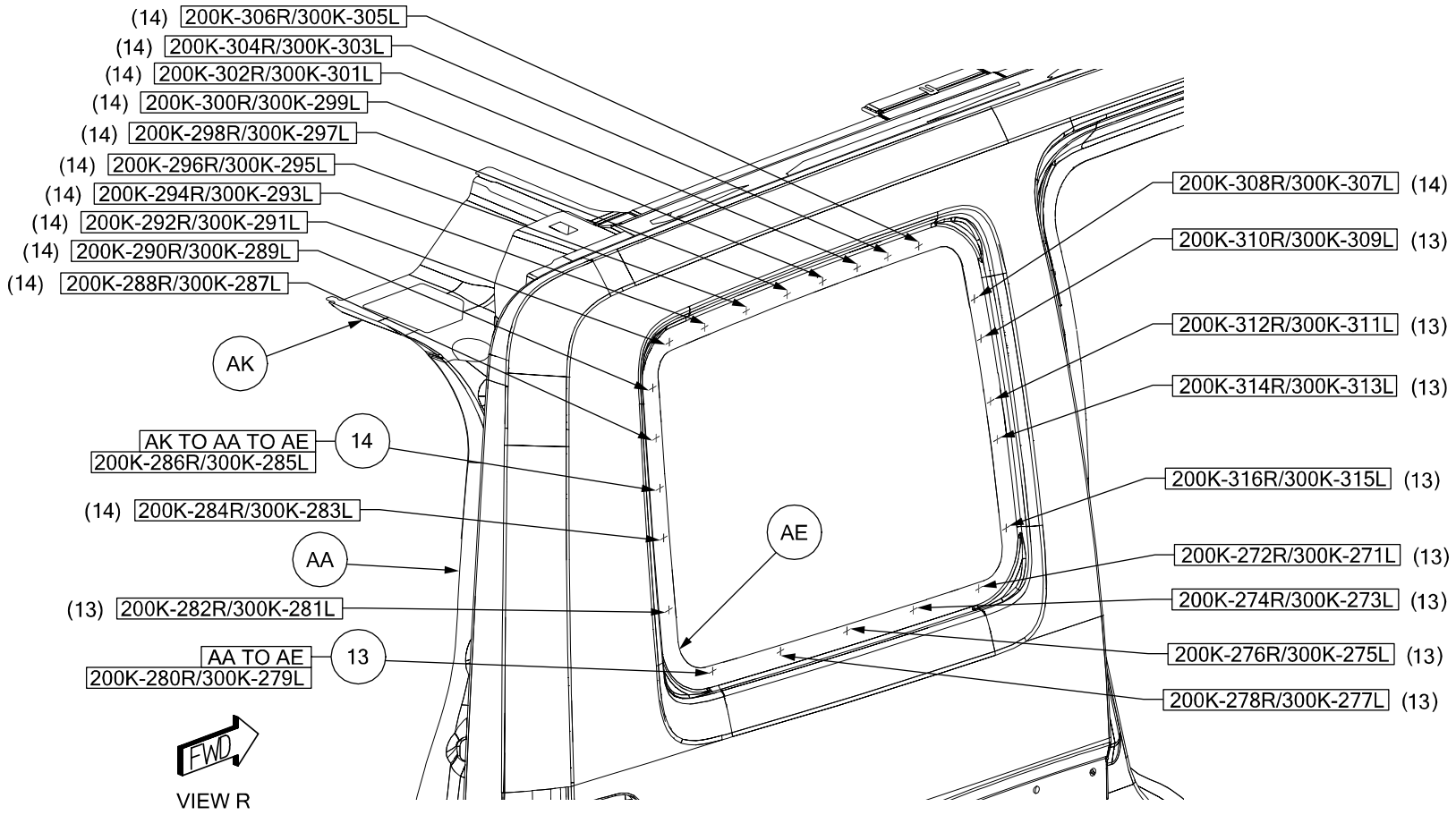
14 AK TO AA TO AE 13/SD S/WELDS (ORD)



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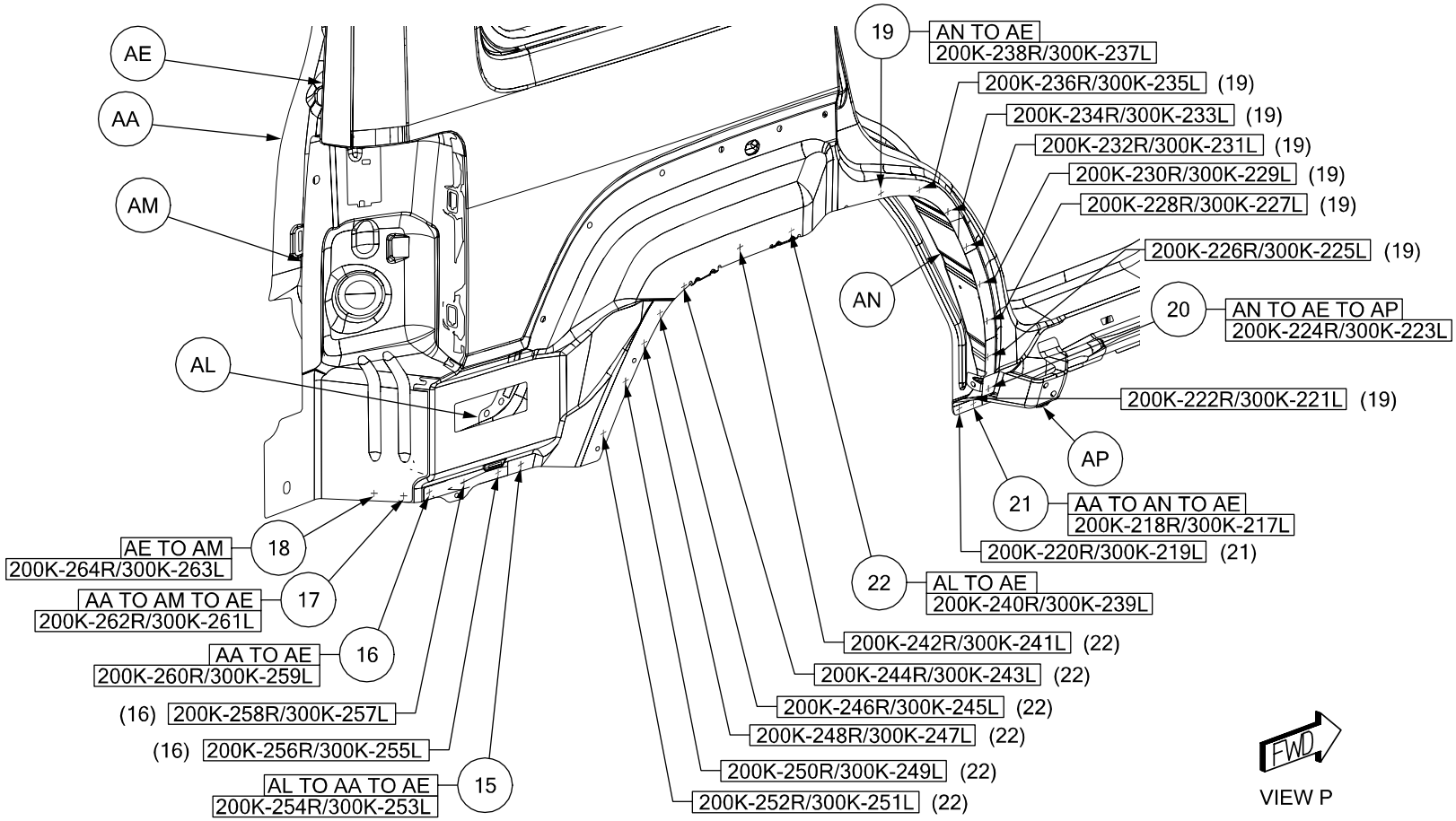
15 AL TO AA TO AE 1/SD S/WELD (ORD)
16 AA TO AE 3/SD S/WELDS (ORD)
17 AA TO AM TO AE 1/SD S/WELD (ORD)
18 AE TO AM 1/SD S/WELD (ORD)
19 AN TO AE 8/SD S/WELDS (ORD)
20 AN TO AE TO AP 1/SD S/WELD (ORD)
21 AA TO AN TO AE 2/SD S/WELDS (ORD)
22 AL TO AE 7/SD S/WELDS (ORD)



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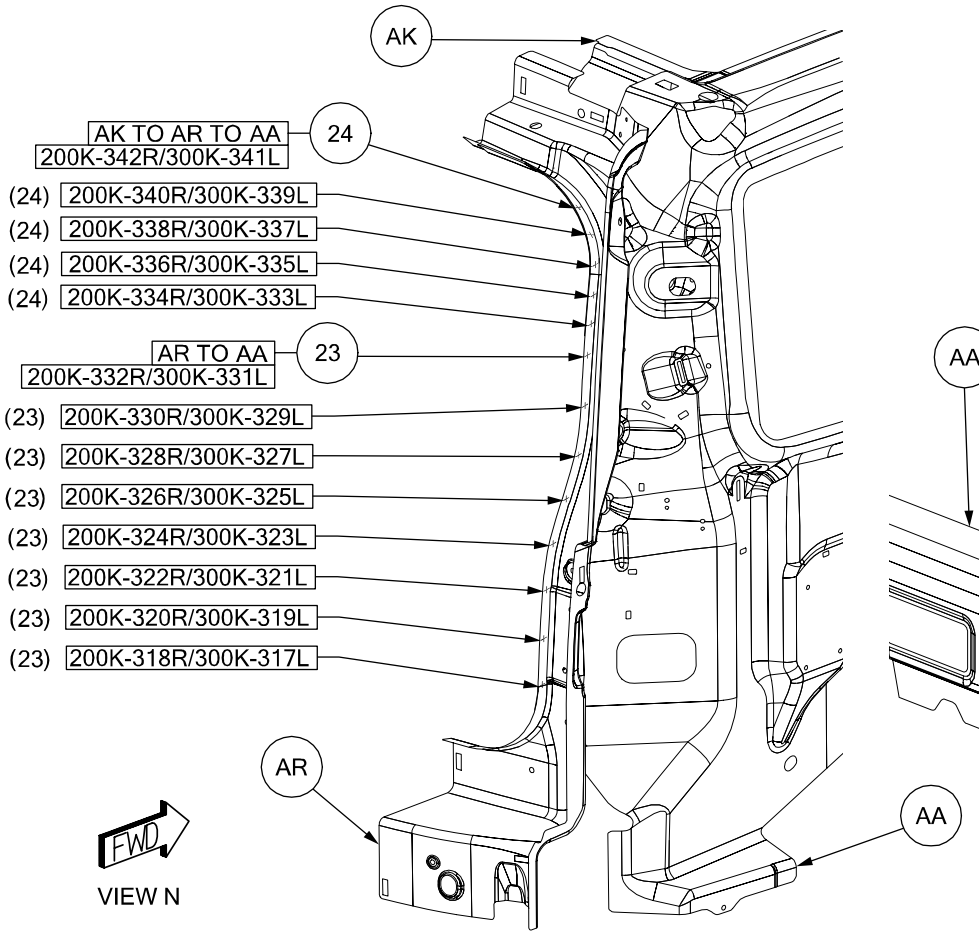
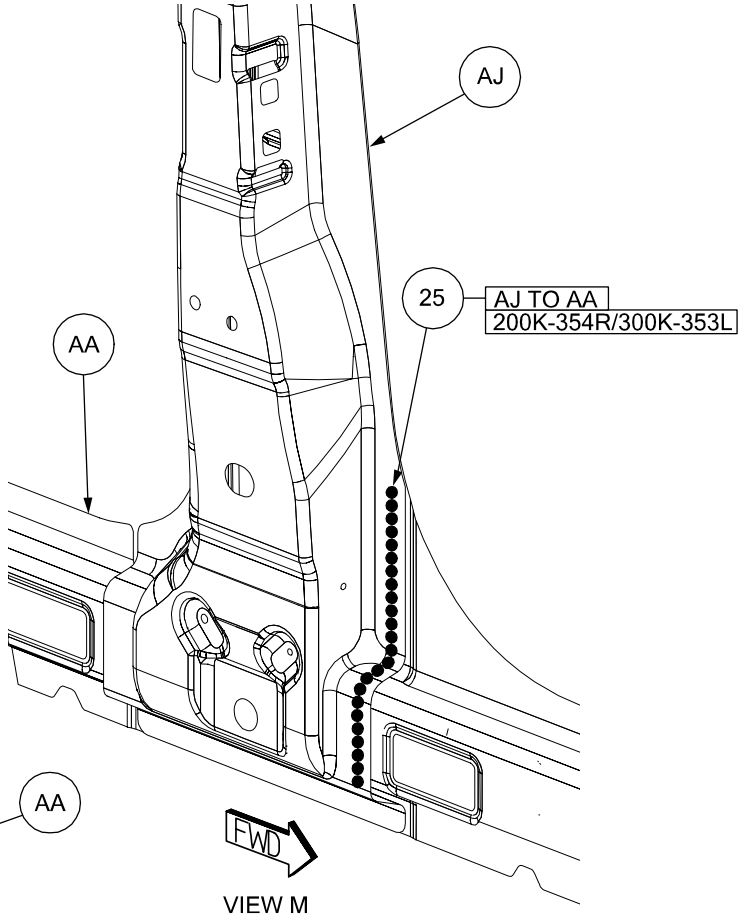
23 AR TO AA 8/SD S/WELDS (ORD)
24 AK TO AR TO AA 5/SD S/WELDS (ORD)
25 AJ TO AA 1/SD STRUC ADH





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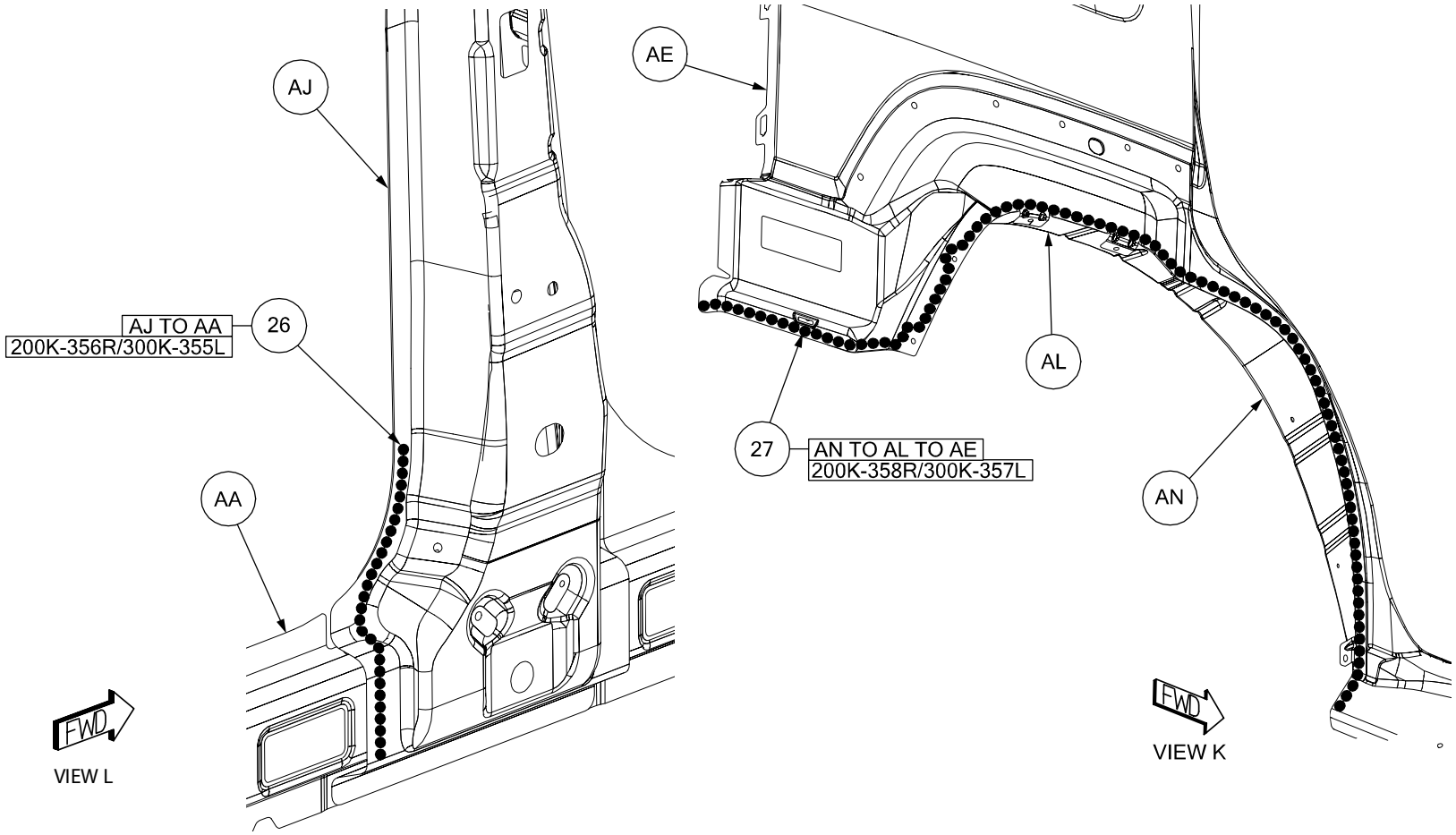
26 AJ TO AA 1/SD STRUC ADH
27 AN TO AL TO AE 1/SD STRUC ADH



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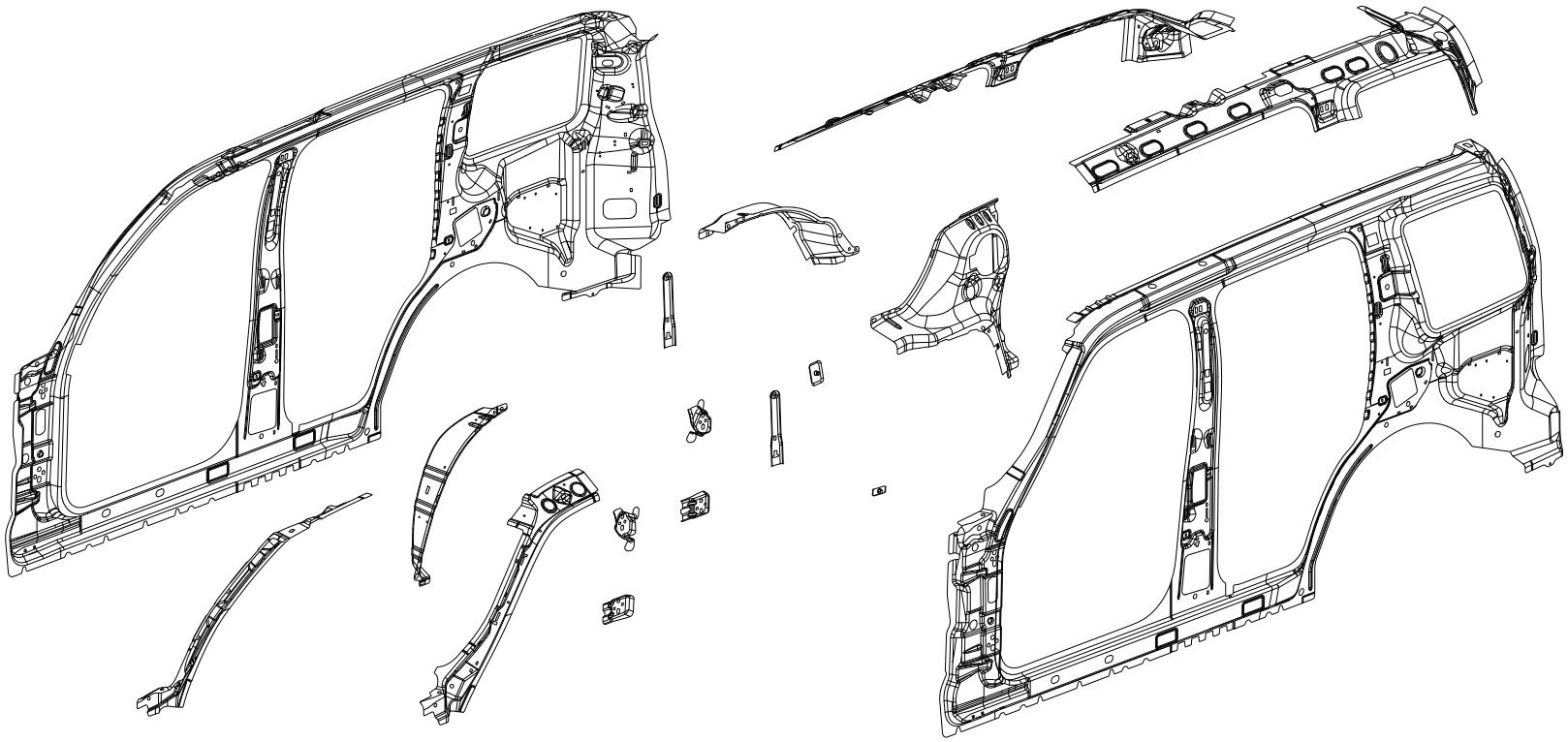

AA	REINF – A-PILLAR INR LWR RT –
AA	REINF – A-PILLAR INR LWR LT –
AB	REINF – BODY SIDE DOOR HINGE UPR RT –
AB	REINF – BODY SIDE DOOR HINGE UPR LT –
AC	REINF – BODY SIDE FRT DOOR LWR HINGE RT –
AC	REINF – BODY SIDE FRT DOOR LWR HINGE LT –
AD	PANEL – BODY SIDE INR RT –
AD	PANEL – BODY SIDE INR LT –
AE	REINF – ROOF SIDE RAIL INR RT –
AE	REINF – ROOF SIDE RAIL INR LT –
AF	PANEL – RR WHEELHOUSE OTR RR RT –
AF	PANEL – RR WHEELHOUSE OTR RR LT –
AG	REINF – SEAT & SHOULDER BELT RR –
AH	TAPPING PLATE – RETRACTOR ANCHOR –
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AJ	PANEL – RR WHEELHOUSE OTR FRT LT –
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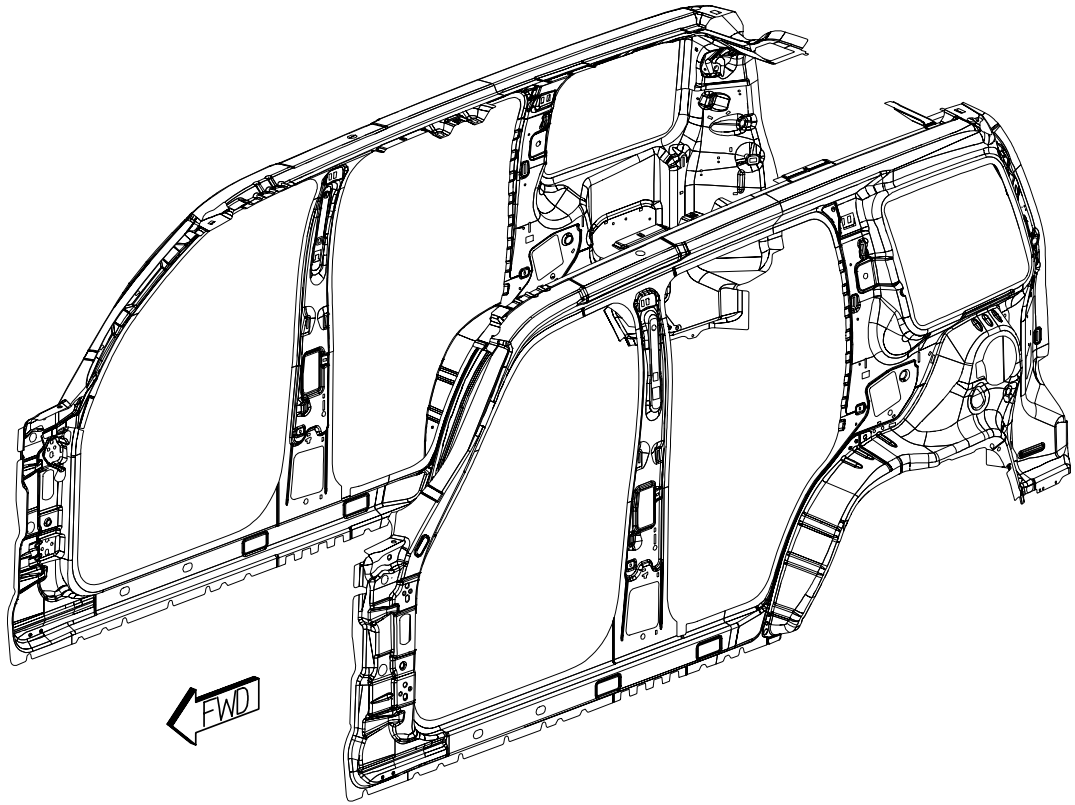
AA REINF – A-PILLAR INR LWR LT –
AB REINF – BODY SIDE DOOR HINGE UPR RT –
AB REINF – BODY SIDE DOOR HINGE UPR LT –
AC REINF – BODY SIDE FRT DOOR LWR HINGE RT –
AC REINF – BODY SIDE FRT DOOR LWR HINGE LT –
AD PANEL – BODY SIDE INR RT –
AD PANEL – BODY SIDE INR LT –
AE REINF – ROOF SIDE RAIL INR RT –
AE REINF – ROOF SIDE RAIL INR LT –
AF PANEL – RR WHEELHOUSE OTR RR RT –
AF PANEL – RR WHEELHOUSE OTR RR LT –
AG REINF – SEAT & SHOULDER BELT RR –
AH TAPPING PLATE – RETRACTOR ANCHOR –
AJ PANEL – RR WHEELHOUSE OTR FRT RT –
AJ PANEL – RR WHEELHOUSE OTR FRT LT –
AK REINF – SHOULDER BELT –



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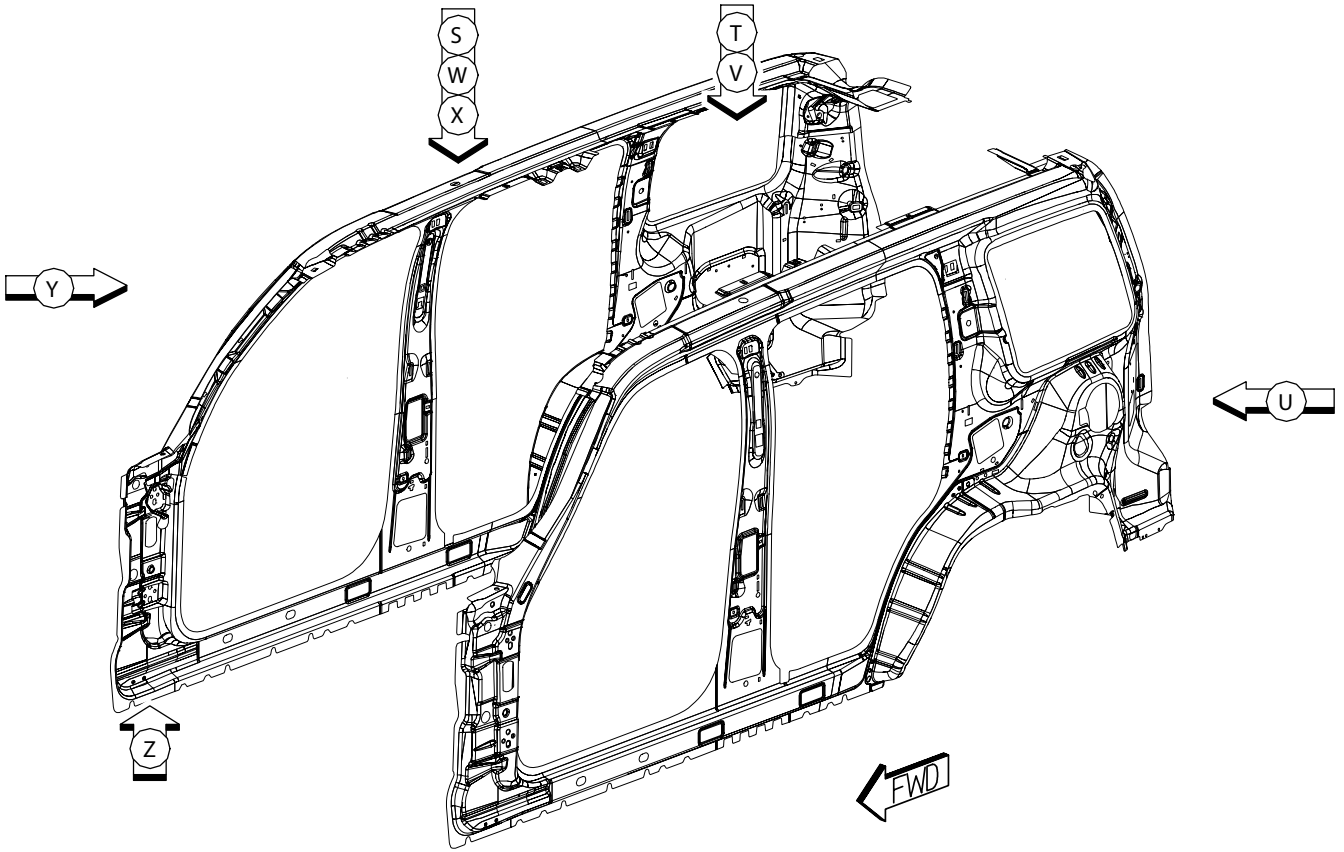

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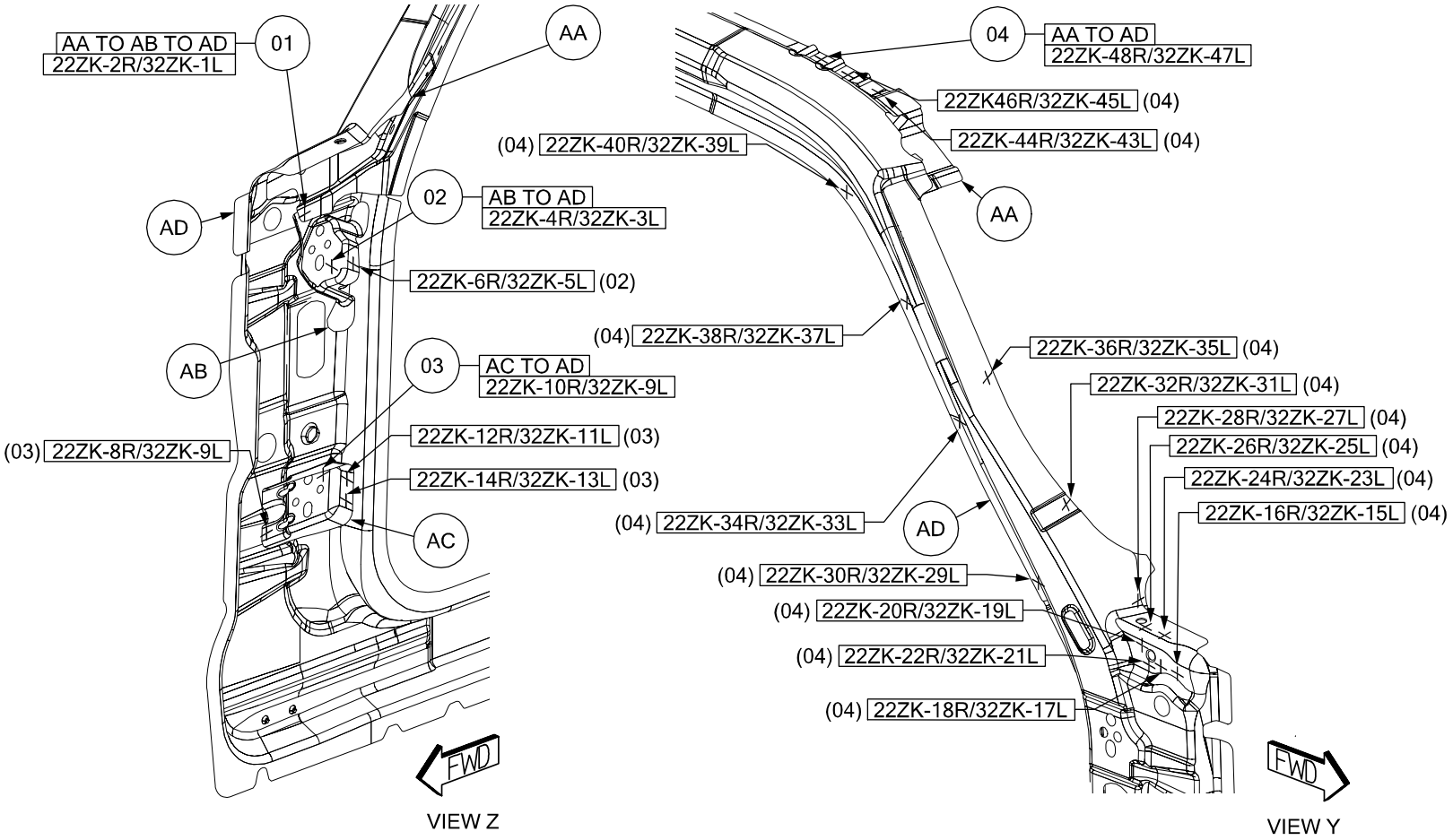

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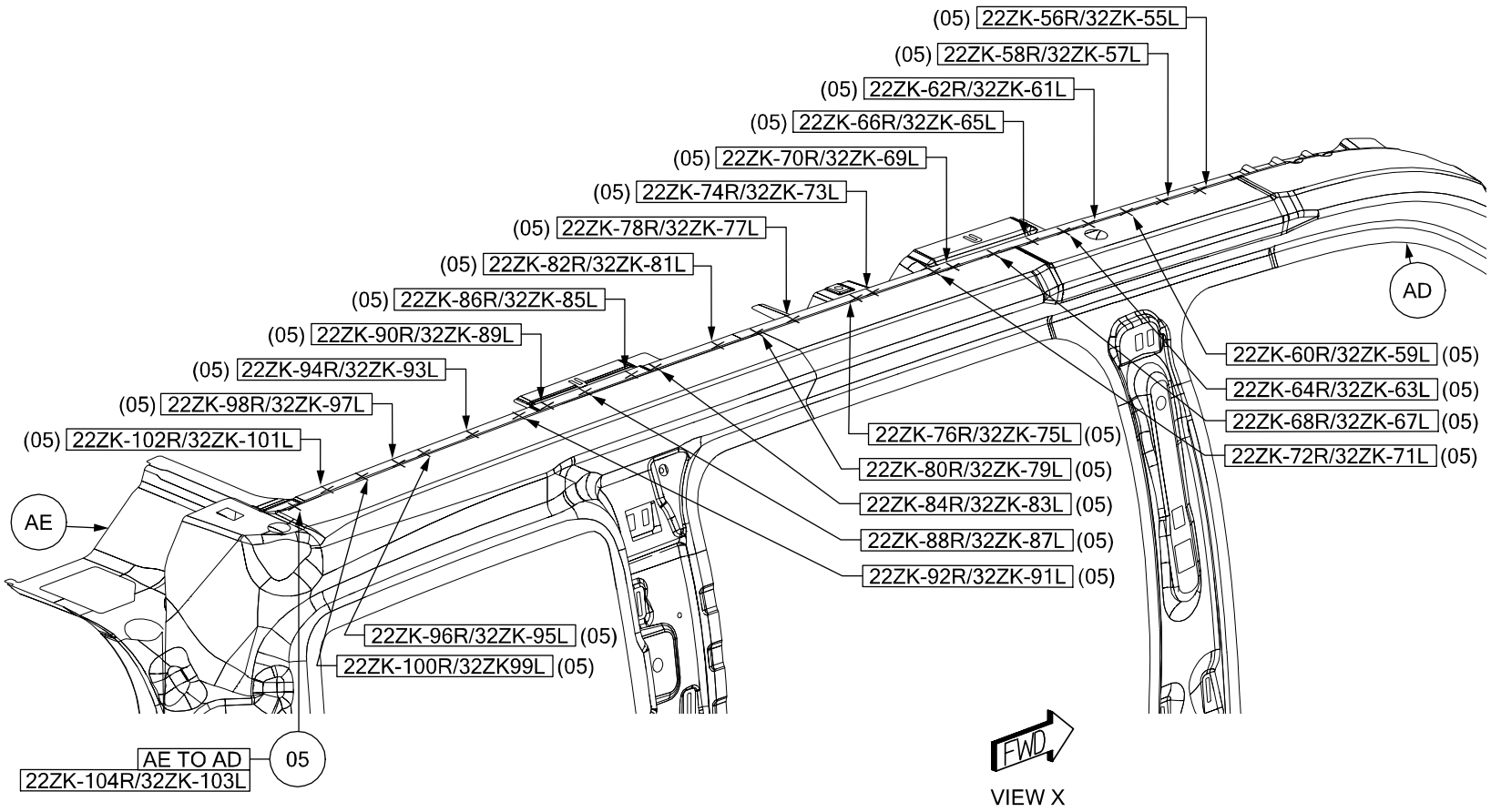

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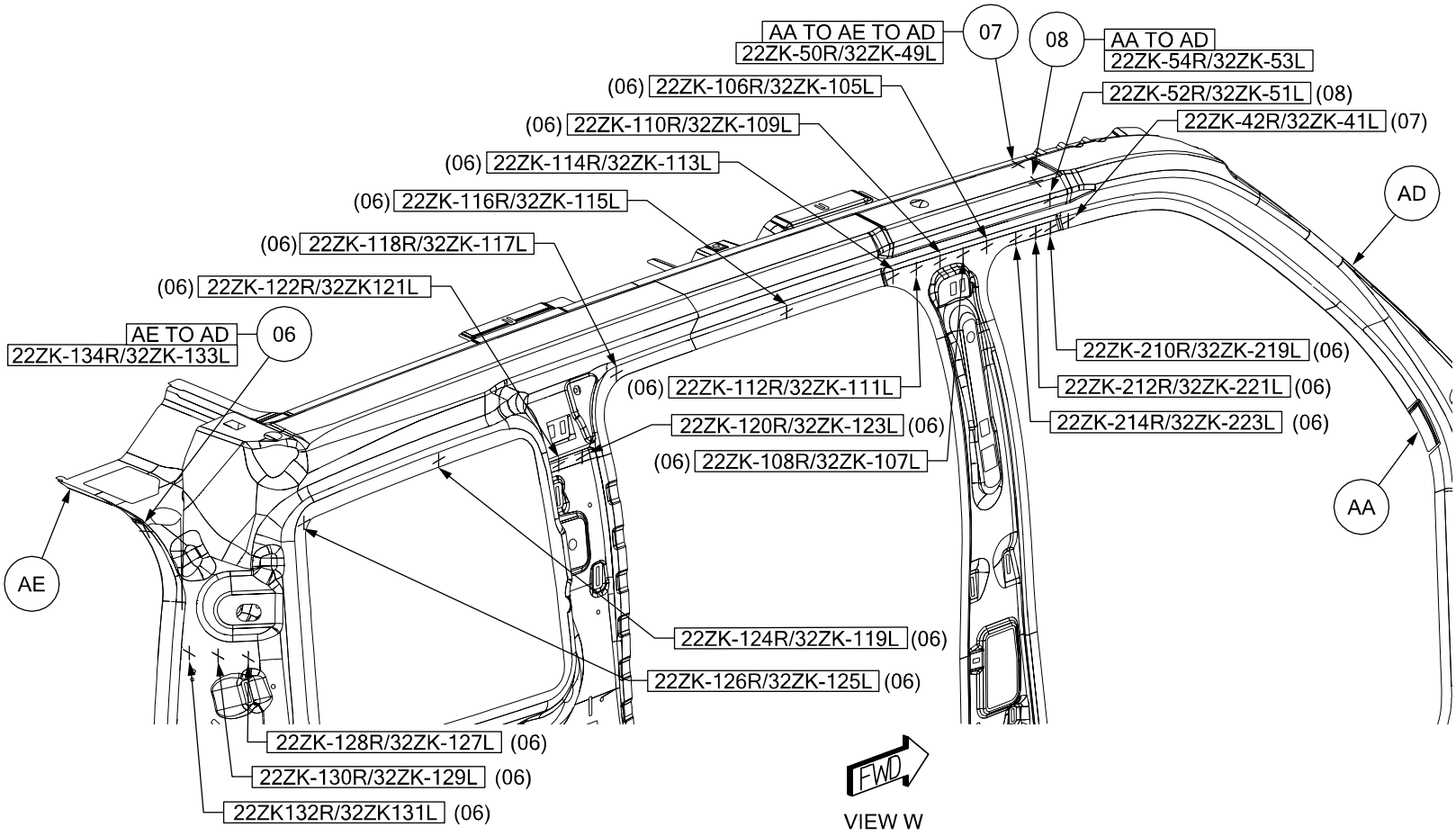

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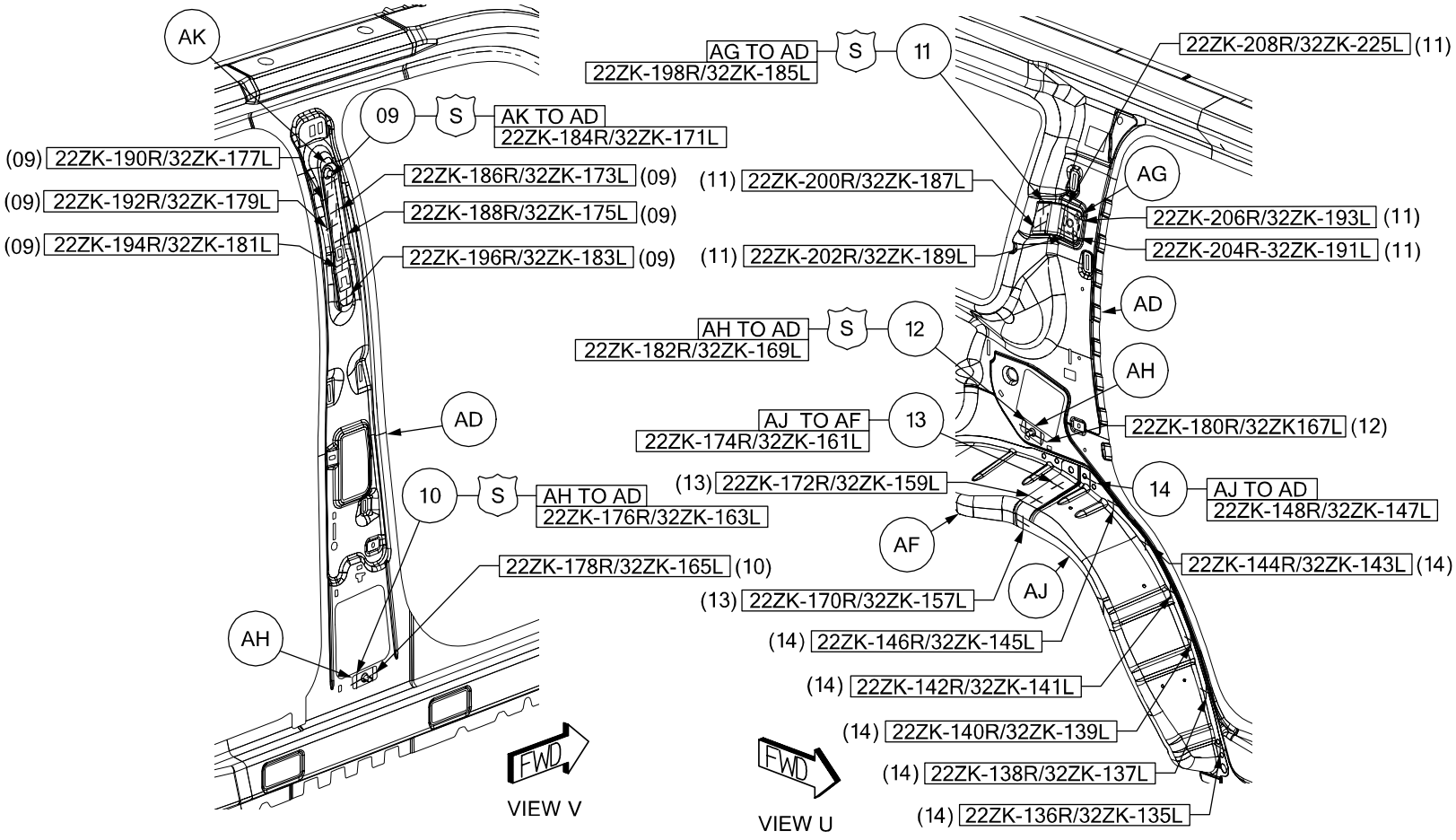

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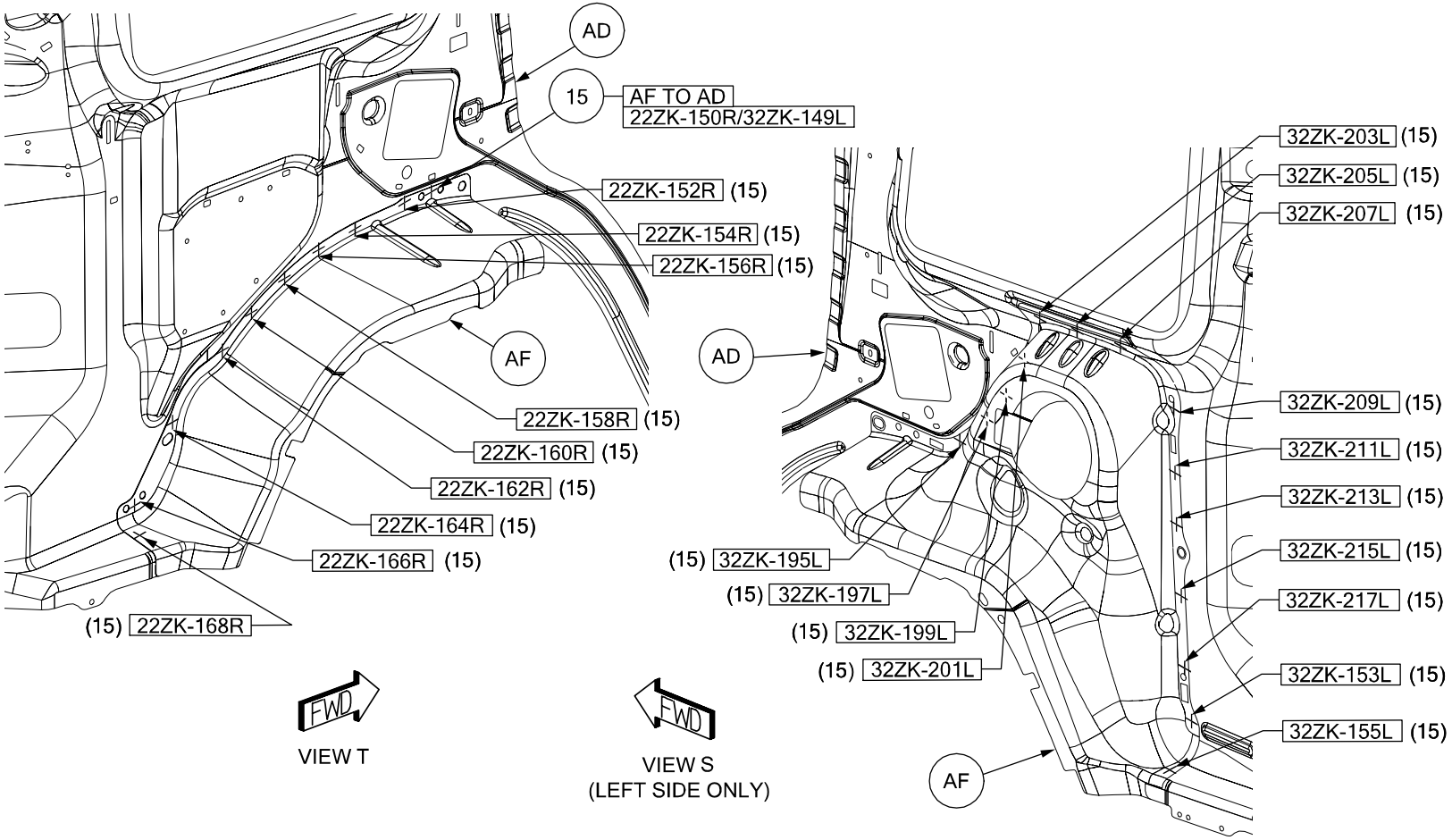

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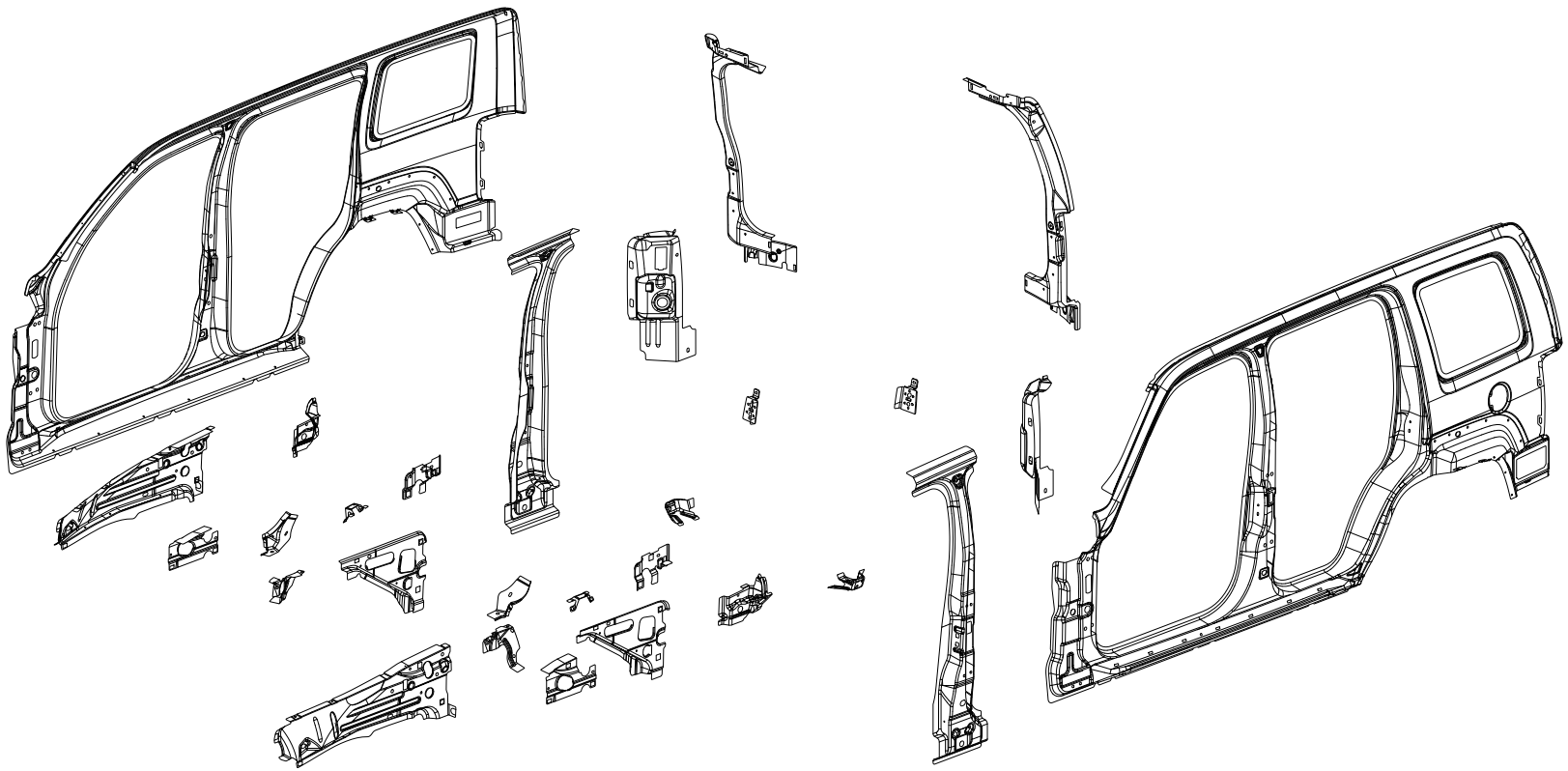

AA	REINF – FENDER INR RT –	AE	BRACKET – FENDER ATTACH RT –	AK	REINF – B-PILLAR RT –
AA	REINF – FENDER INR LT –	AE	BRACKET – FENDER ATTACH LT –	AK	REINF – B-PILLAR LT –
AB	EXTENSION – UPR FENDER ATTACH RT –	AF	BRACKET – FENDER MIDPOINT MTG RT –	AL	BRACKET – SILL MOLDING MTG RT –
AB	EXTENSION – UPR FENDER ATTACH LT –	AF	BRACKET – FENDER MIDPOINT MTG LT –	AL	BRACKET – SILL MOLDING MTG LT –
AC	REINF – BODY SIDE APERTURE EXTENSION RT –	AG	BRACKET – MODULE MTG UPR –	AM	REINF – C-PILLAR STRIKER RT –
		AG	BRACKET – MODULE MTG UPR –	AM	REINF – C-PILLAR STRIKER LT –
AC	REINF – BODY SIDE APERTURE EXTENSION LT –	AH	PANEL – BODY SIDE OTR RT –	AN	TROUGH – LIFTGATE OPENING RT –
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AD	PANEL – CLOSE-OUT RT –	AJ	GUSSET – FRT FENDER INR RT –	AP	PANEL – TAIL LAMP MOUNTING RT –
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AD PANEL – CLOSE-OUT RT –
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AE BRACKET – FENDER ATTACH RT –
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AF BRACKET – FENDER MIDPOINT MTG RT –
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AG BRACKET – MODULE MTG UPR –
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AH PANEL – BODY SIDE OTR RT –
AH PANEL – BODY SIDE OTR LT –
AJ GUSSET – FRT FENDER INR RT –
AJ GUSSET – FRT FENDER INR LT –
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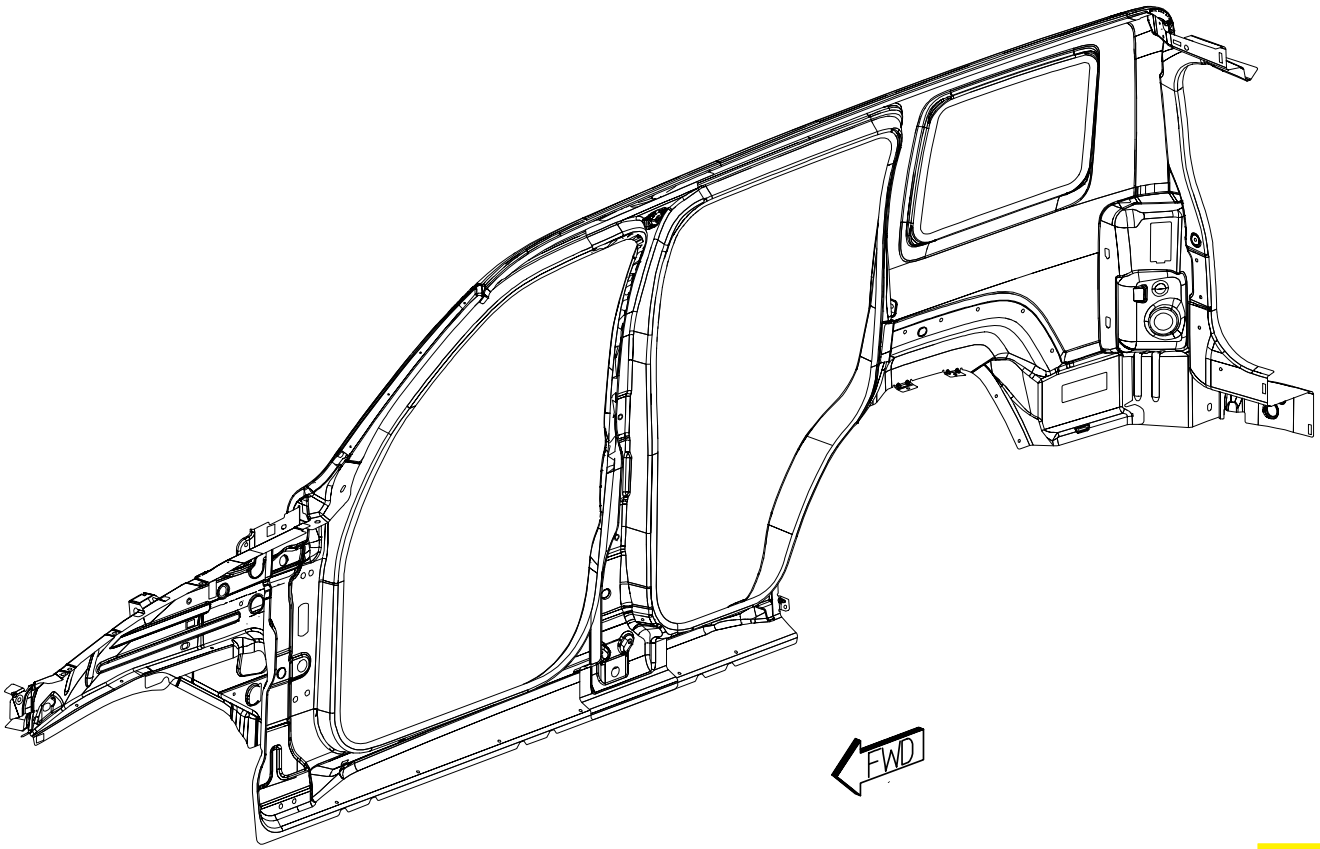
AL BRACKET – SILL MOLDING MTG RT –
AL BRACKET – SILL MOLDING MTG LT –
AM REINF – C-PILLAR STRIKER RT –
AM REINF – C-PILLAR STRIKER LT –
AN TROUGH – LIFTGATE OPENING RT –
AN TROUGH – LIFTGATE OPENING LT –
AP PANEL – TAIL LAMP MOUNTING RT –
AP PANEL – TAIL LAMP MOUNTING LT



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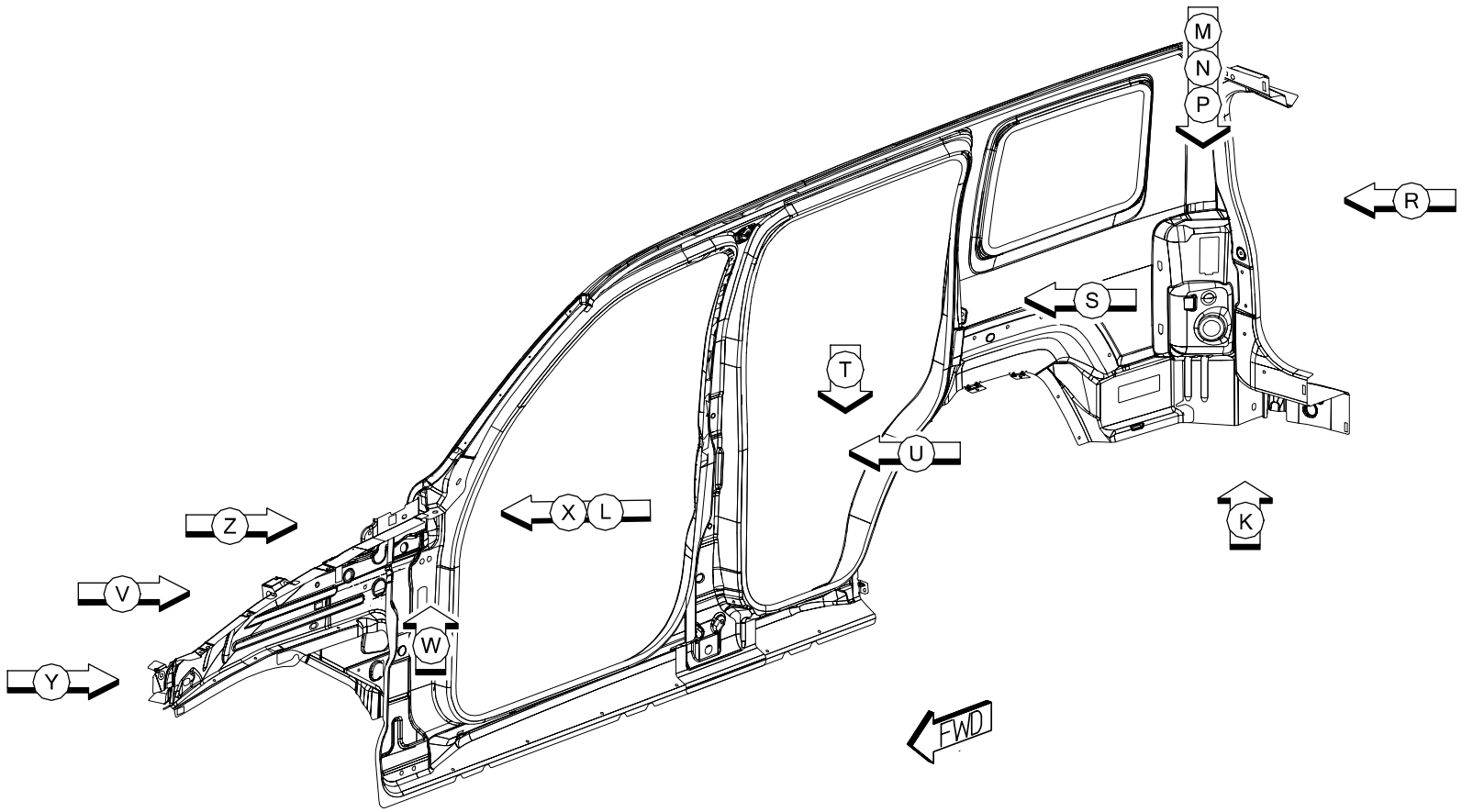

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05 AF TO AA 4/SD S/WELDS (ORD)
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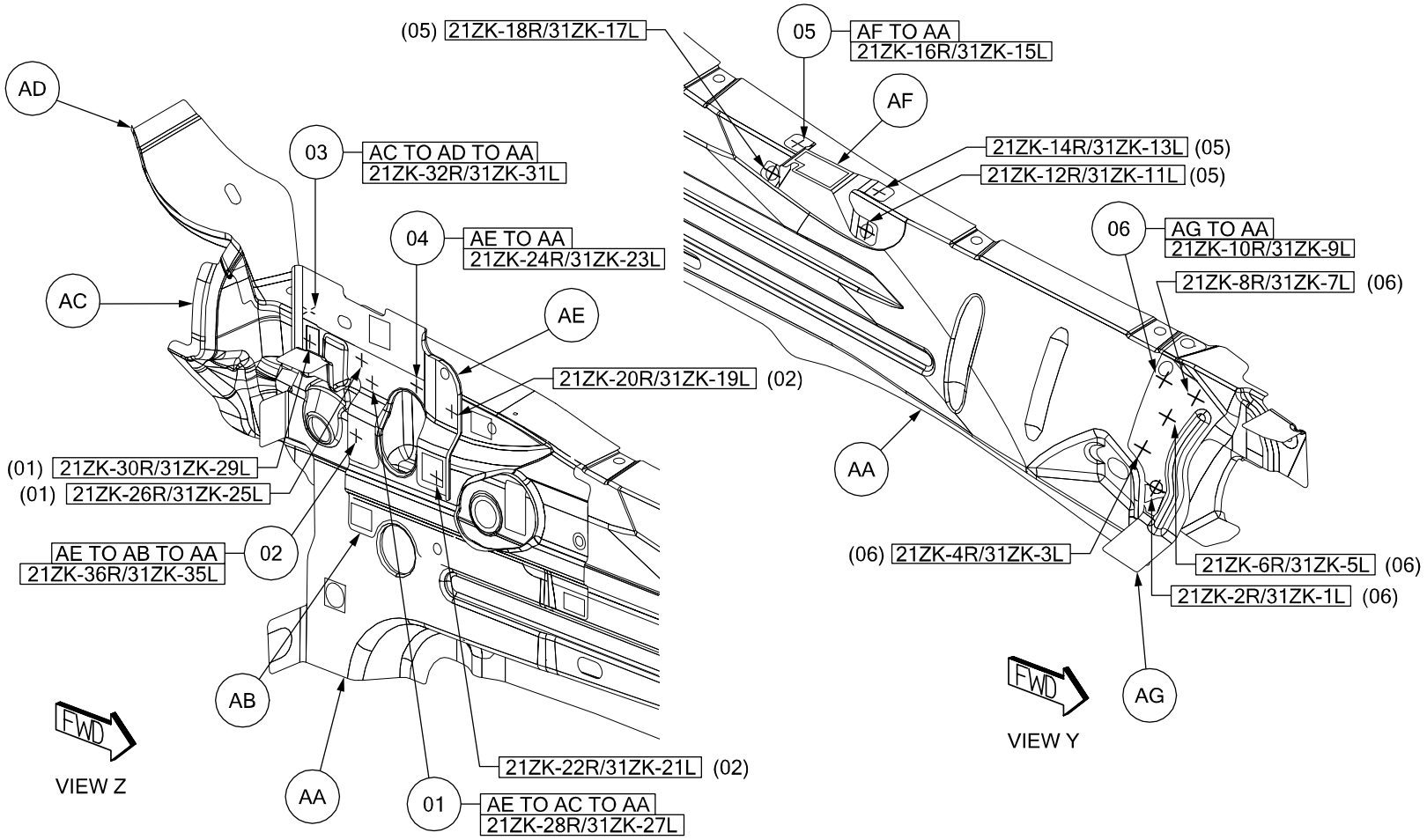

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08 AC TO AH 5/SD S/WELDS (ORD)
09 AC TO AD TO AH 1/SD S/WELDS (ORD)
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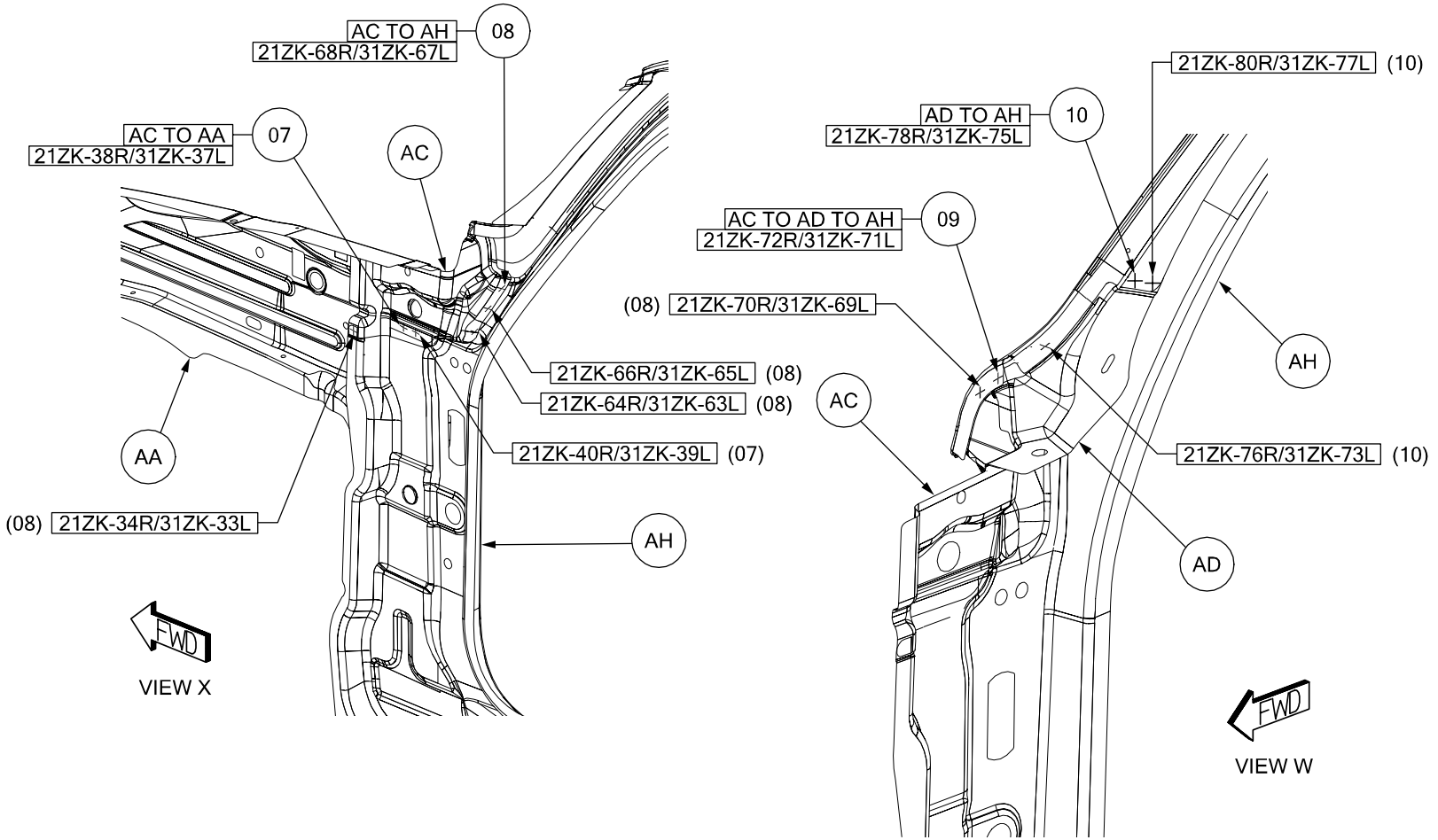

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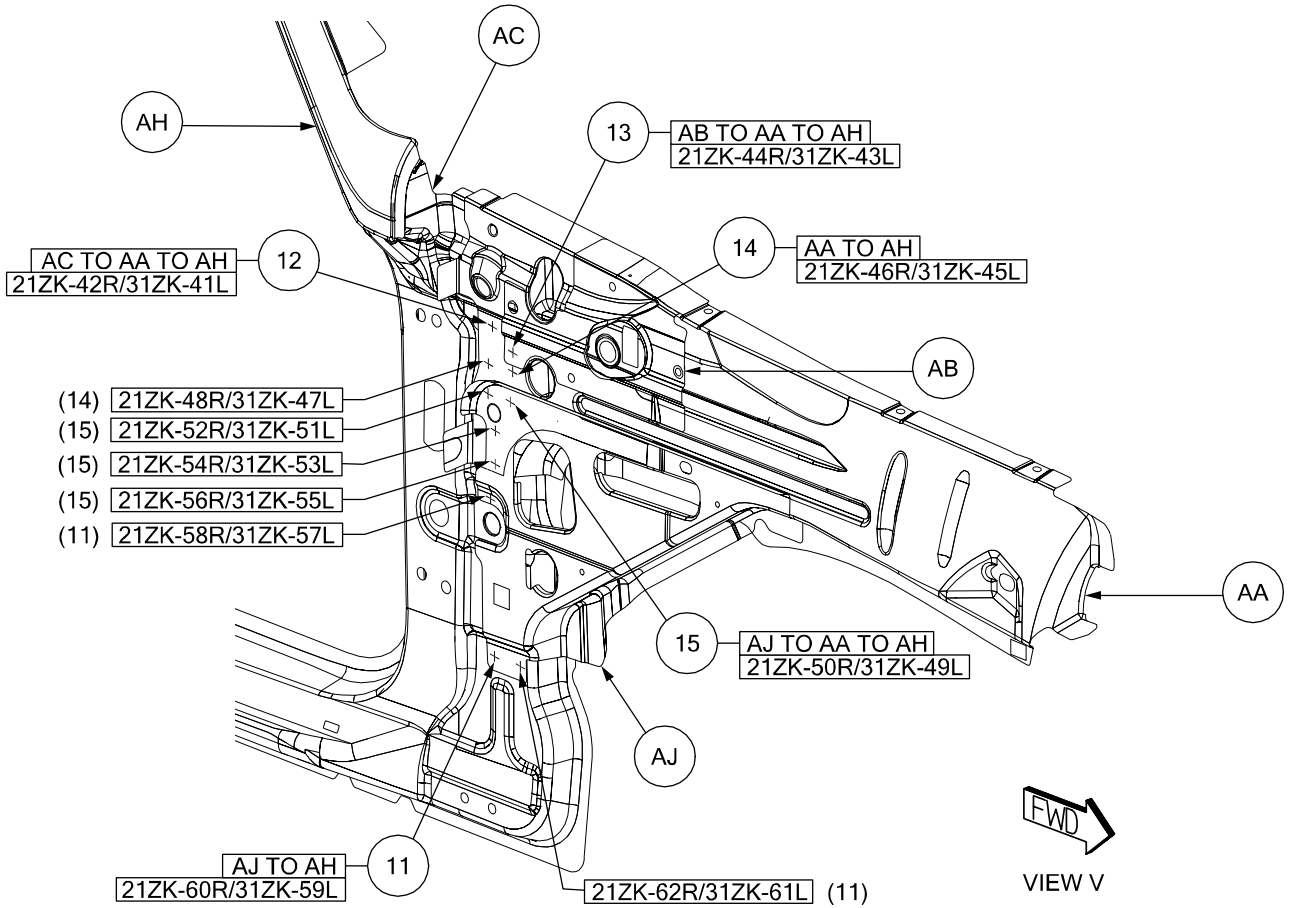

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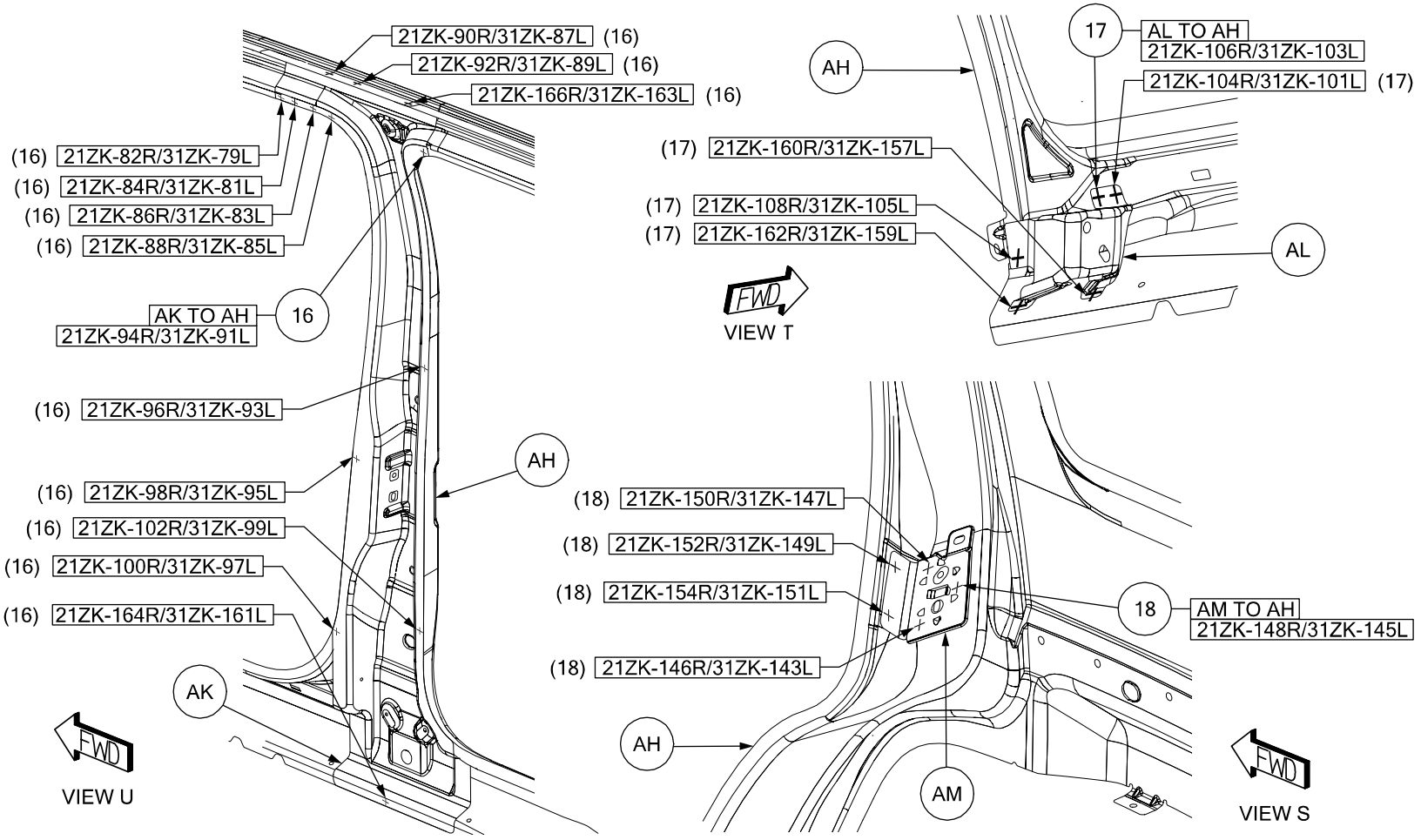
18 AM TO AH 5/SD S/WELDS (ORD)



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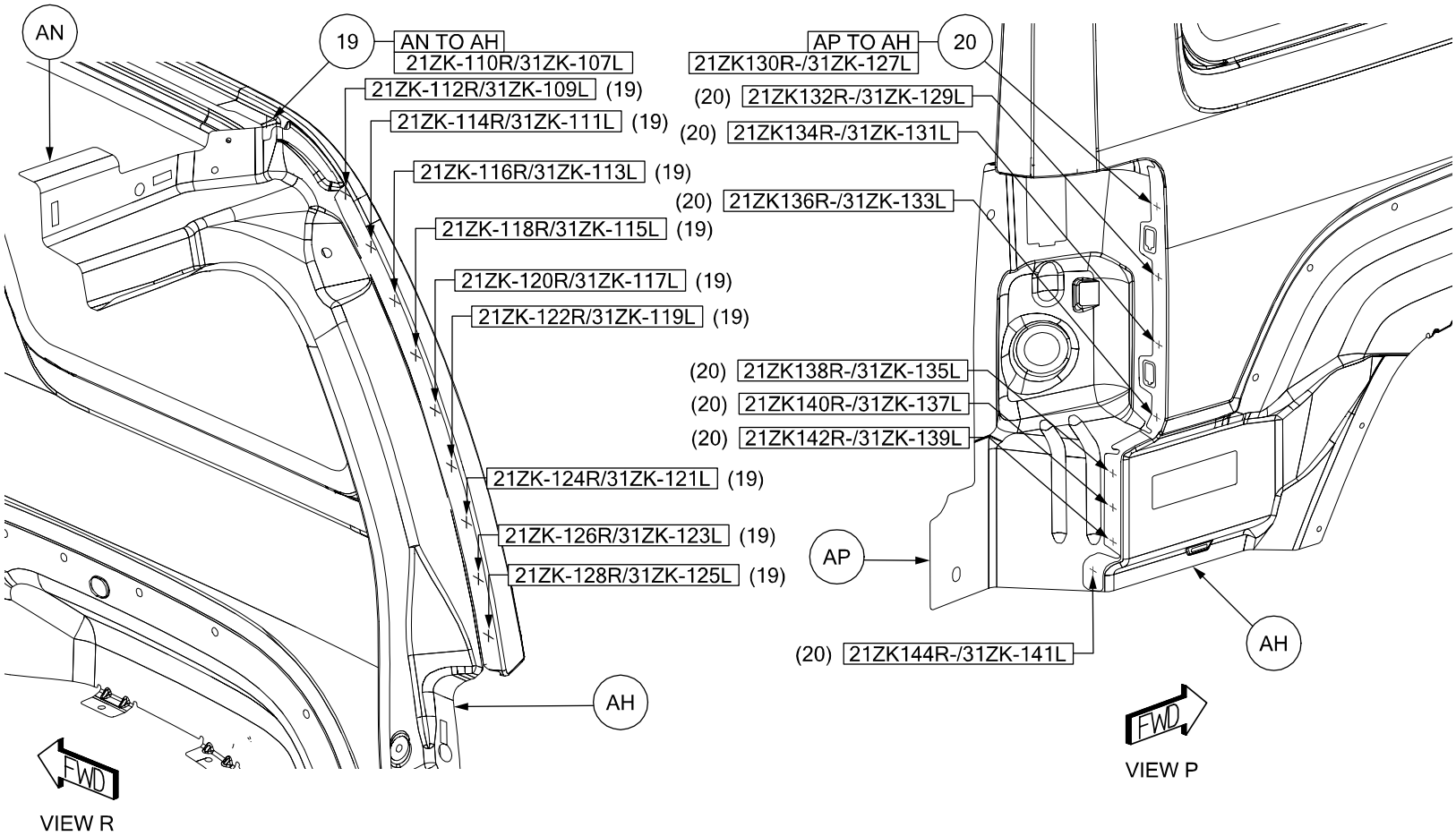
20 AP TO AH 8/SD S/WELDS (ORD)



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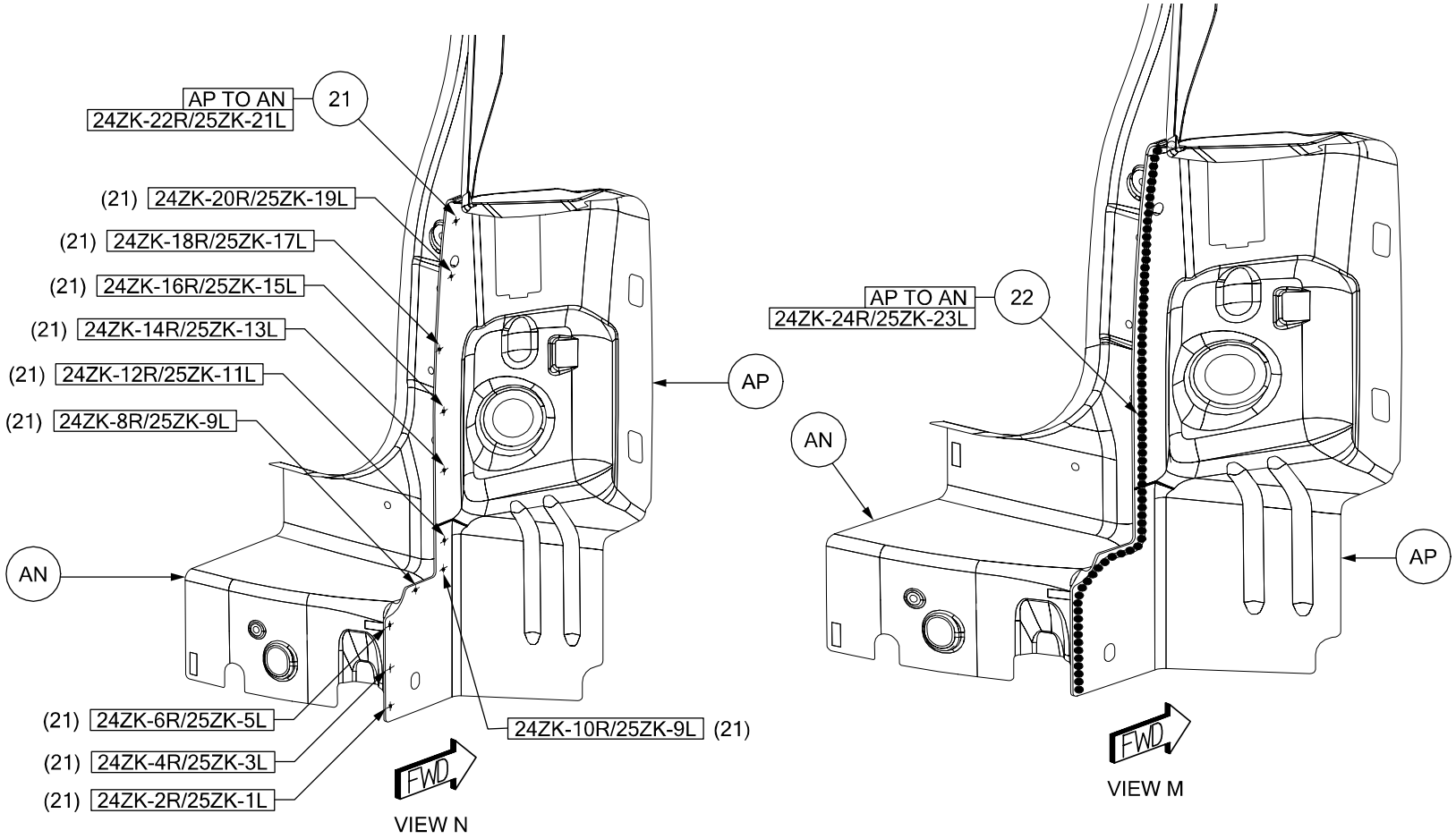
22 AP TO AN 1/SD STRUC ADH (ORD)



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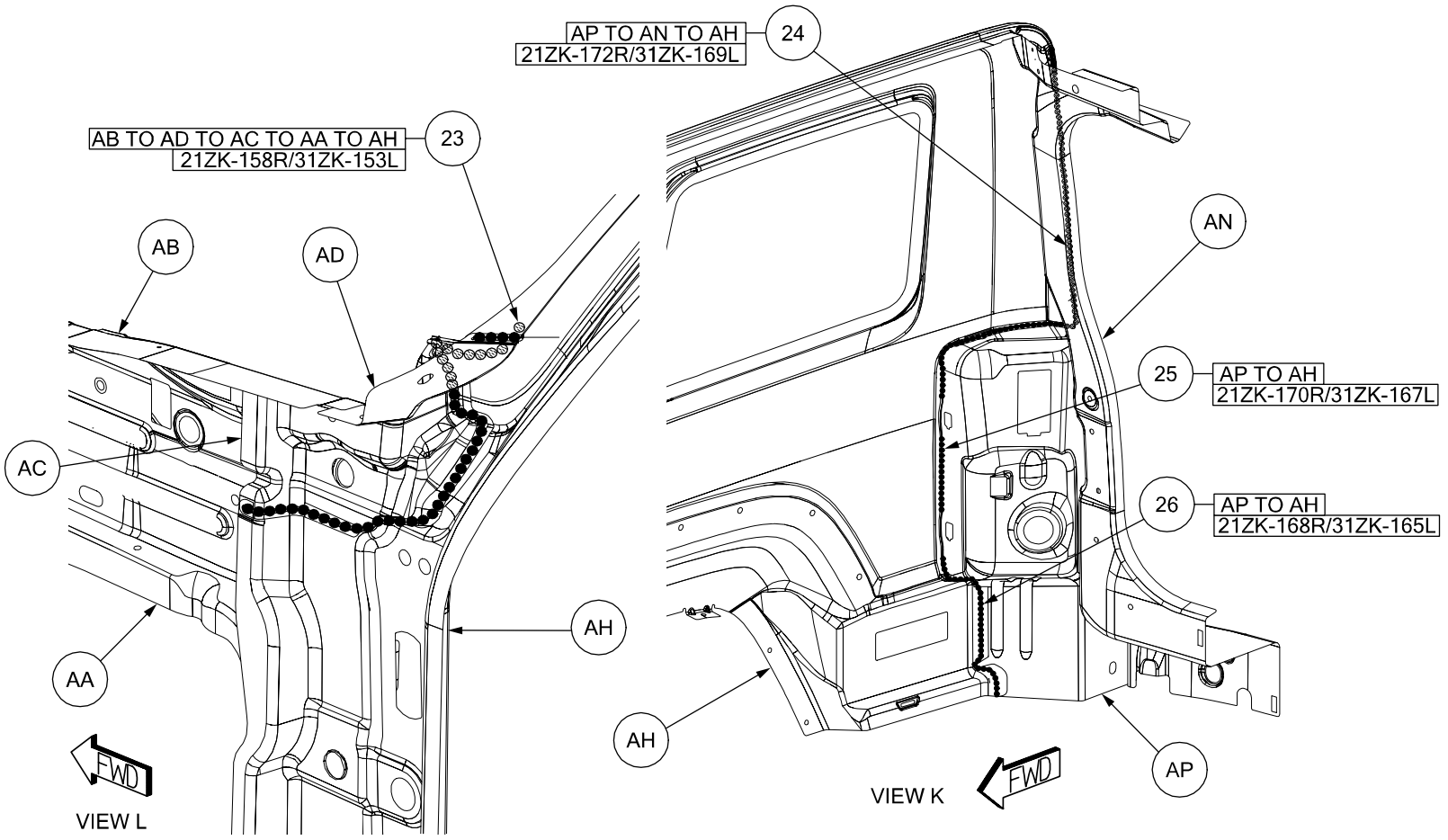
25 AP TO AH 1/SD STRUC ADH
26 AP TO AH 1/SD STRUC ADH



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BODY SIDE REPAIR SUPPLEMENT

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Body Side Repair Supplement

Sectioning Procedures

STANDARD PROCEDURE - BODY SIDE REPAIR

Partial replacement guidelines for the body side outer panel, the body side inner panel, and the b-pillar reinforcement.

These repairs are for collision damaged vehicles which DO NOT have pillar damage above the midpoint of the hinge pillars – more seriously damaged vehicles will require full panel replacement procedures into the roofline

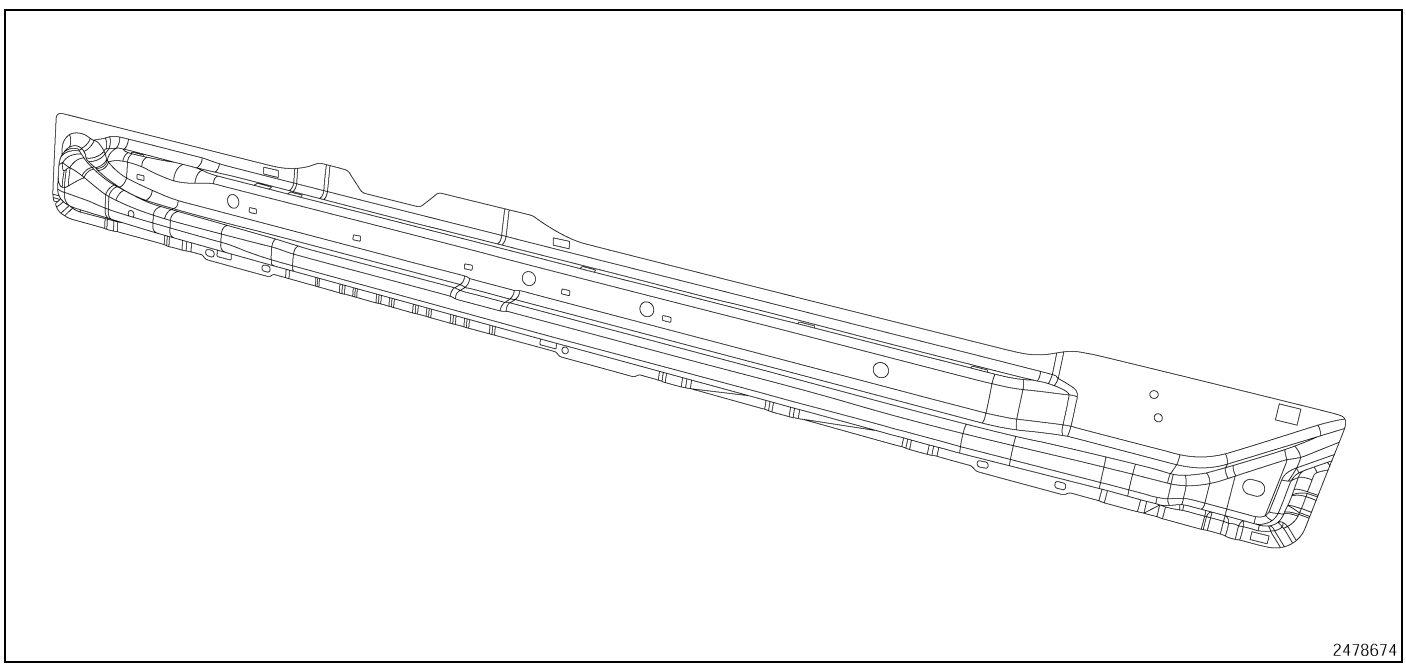
For the 2007 and up Nitro and 2008 and up Liberty, be aware that the inner sill panel between the body side inner and the floor pan is hotstamped boron and cannot be repaired or sectioned

2008 and up Liberty has a hot-stamped boron inner A-pillar reinforcement

Inner body side panel and B-pillar reinforcement sectioning locations have been chosen where they are the simplest to perform based on component shape and where the repair minimizes any affect on the body structure

CAUTION:

- **All restraint systems should be disabled before beginning repairs.**
- **Electronic modules located within 305 mm (12 in.) of any welding should be isolated.**
- **Protect vehicle from weld spatter damage.**
- **Vehicle service manual should be referenced for guidelines and warnings.**



Inner Sill Panel

Sandwiched between the inner body side panel and the floor. For 2002–2007 Liberty, this panel is high strength steel, but may be sectioned, using the described lap joint, providing holes & formations are avoided, and the repair joint is at least 203 mm (8 in.) from any other repair joint. For 2007 and up Nitro, and 2008 and up Liberty, this panel is hot-stamped boron and is not repairable or sectionable.

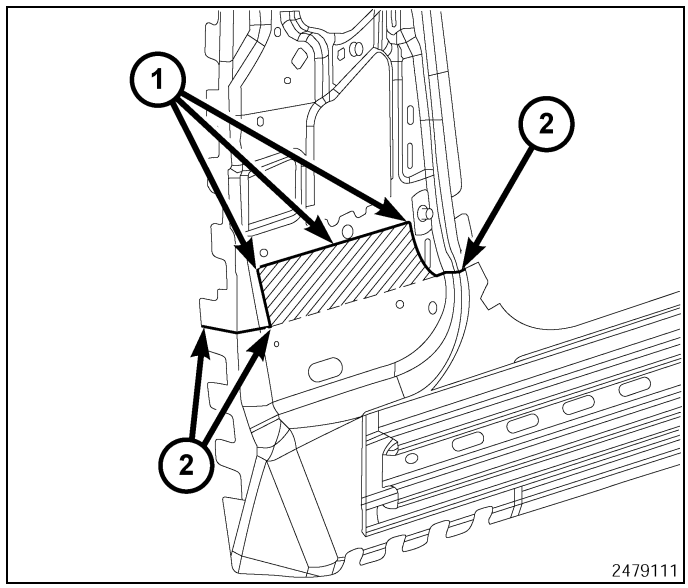
Joining Methods

Partial replacement of the inner body side panel and B-pillar reinforcement requires using a modified lap-joint in which flat surfaces are lapped after a step is manually formed in the “tab”, and a butt joint is used in “shaped” areas.

Small weld backers may be added behind the butt joints to improve weldability if needed, and in all cases 100% weld penetration is required.

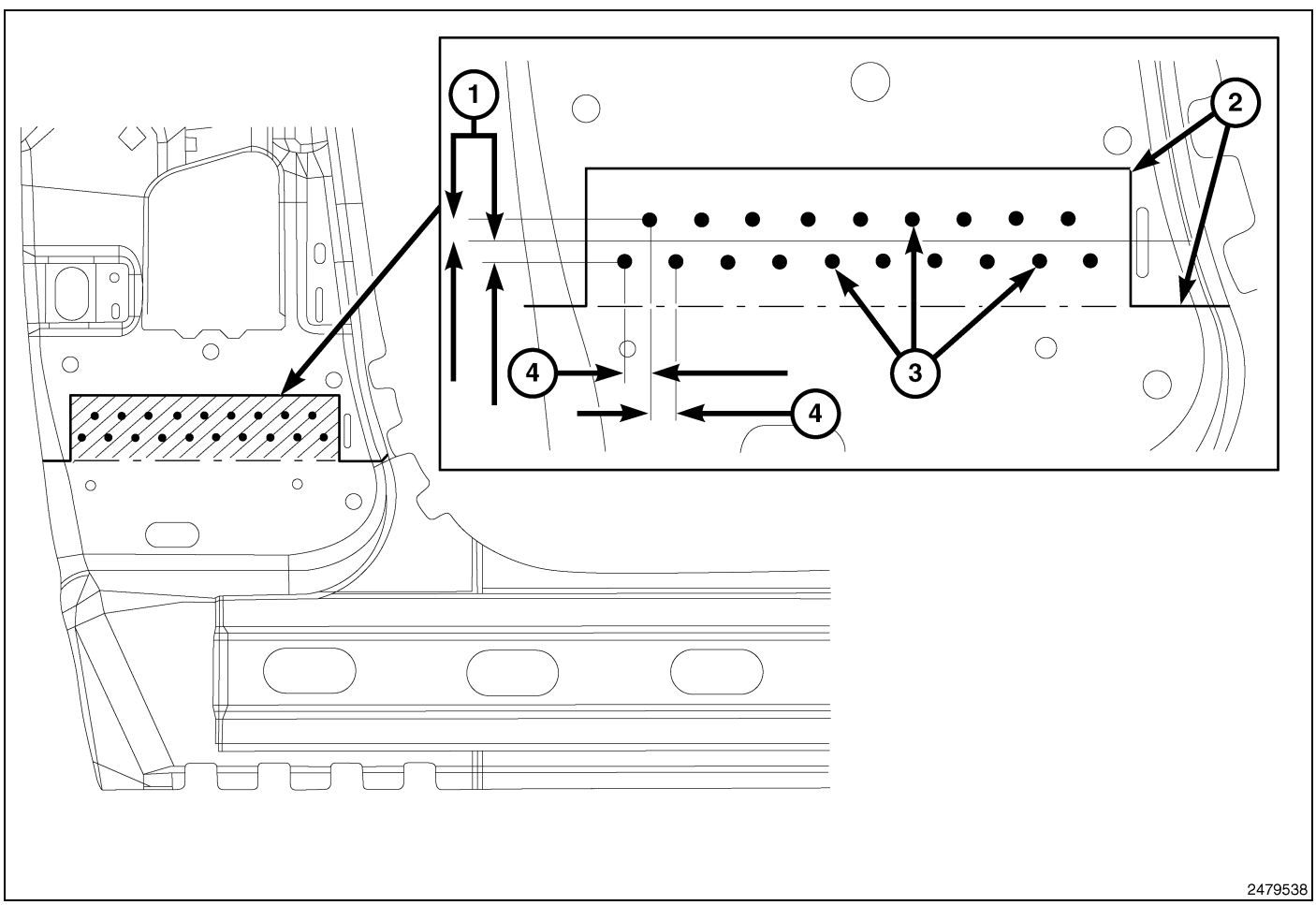
NOTE: Graphic for illustration only – does not represent KA/KJ/KK structure

The repair joint is a combination **lap-joint** and **butt-joint** – the panels are lapped in the flat areas and butted in contoured locations and at weld flanges.



1 - LAP-JOINT WELDS

2 - BUTT-JOINT WELDS



NOTE: Graphic for illustration only – does not represent KA/KJ/KK structure

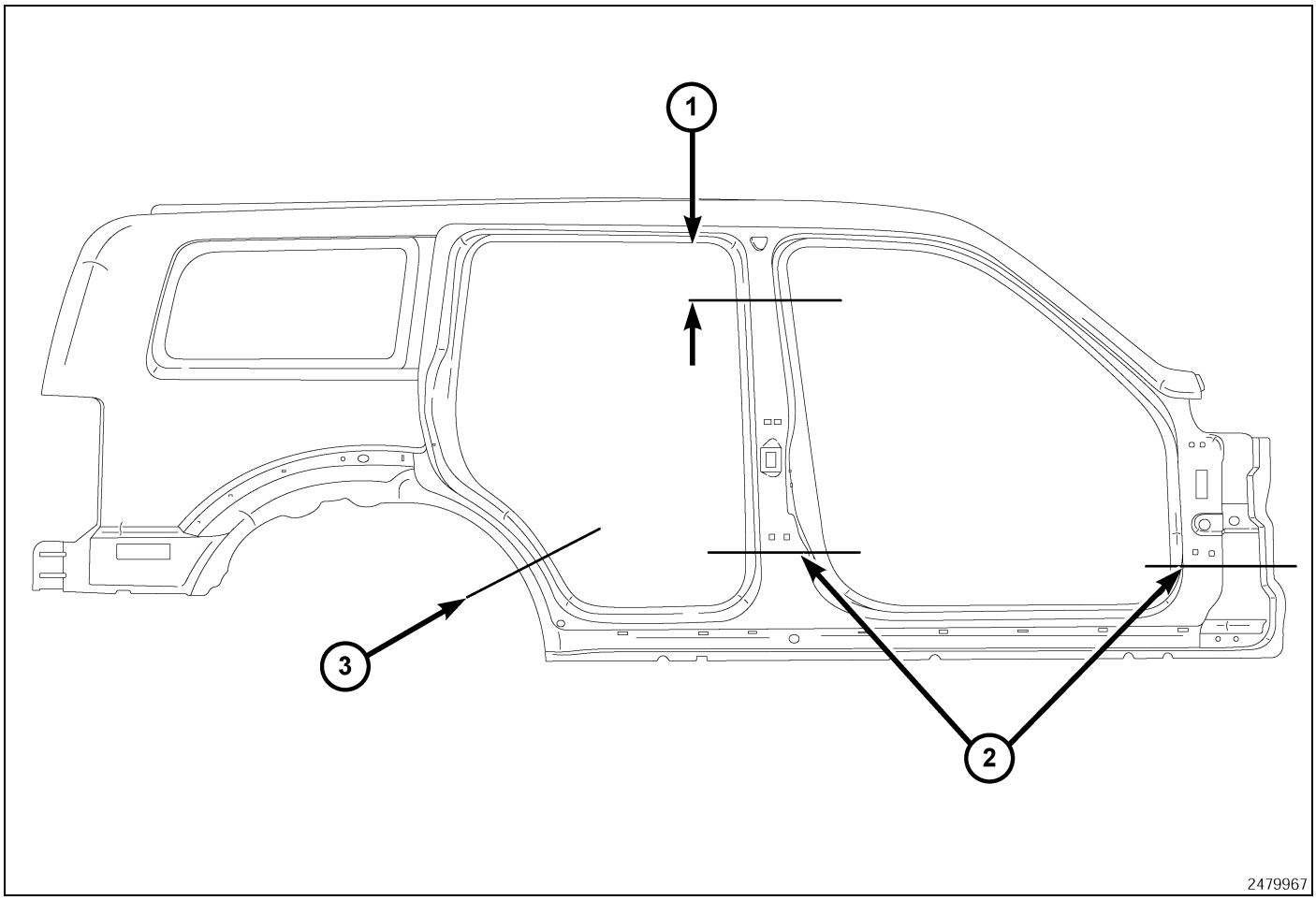
In the lap-jointed area, staggered arc ring fillet welds are used to augment the joint and both edges of the lapped panels should be welded.

The arc ring fillet welds, or “puddle welds”, should be spaced 13 mm (0.5 in.) apart following the centerline of the lap and should be staggered above and below the centerline 9.5 mm (0.375 in.).

CAUTION: Use Mopar Cavity wax kit part # 68042969AA, or equivalent, AFTER all welding is complete as material is flammable.

When all welding is completed, the welds should all be thoroughly cleaned and corrosion protection applied to all enclosed cavities. Two coats should be applied, allowing 30-minutes flash time between coats.

Nitro (KA) 2007 and Up



Nitro (KA)

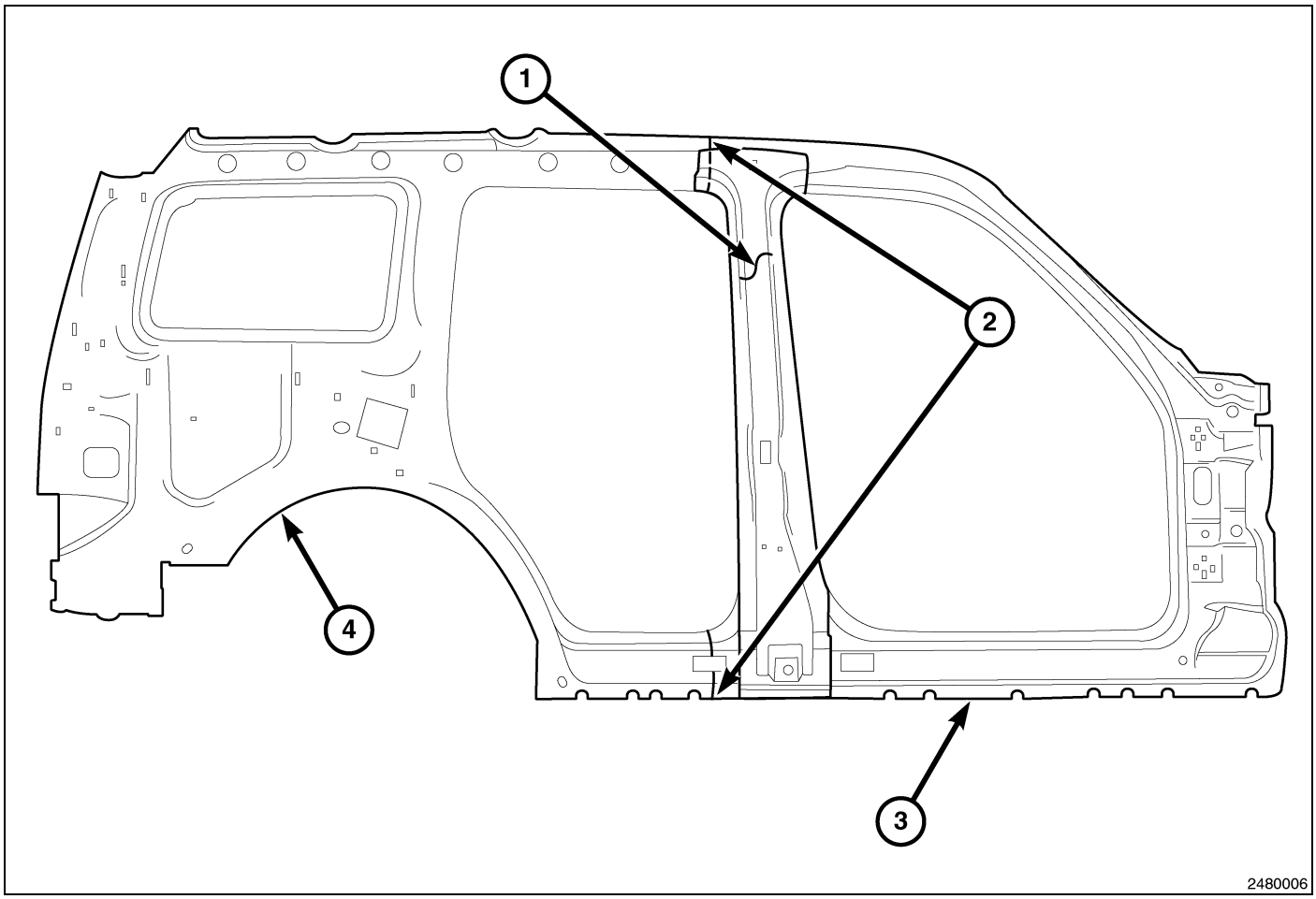
1 - 203 mm (8 in.)

2 - Lower A-pillar and B-pillar installation locations 4-inches below lower door hinge locations when only the sill is being replaced

3 - Normal installation location in the dogleg area as defined by the Mopar service part

The body side outer panel should be sectioned 203 mm (8 in.) below the upper door opening pinch weld flange when the B-pillar reinforcement and/or the inner body side are being partially replaced.

The outer body side panel may also be sectioned 102 mm (4 in.) below the lower door hinge if only the sill is being replaced. All outer body side panel joints should be butt-welded.

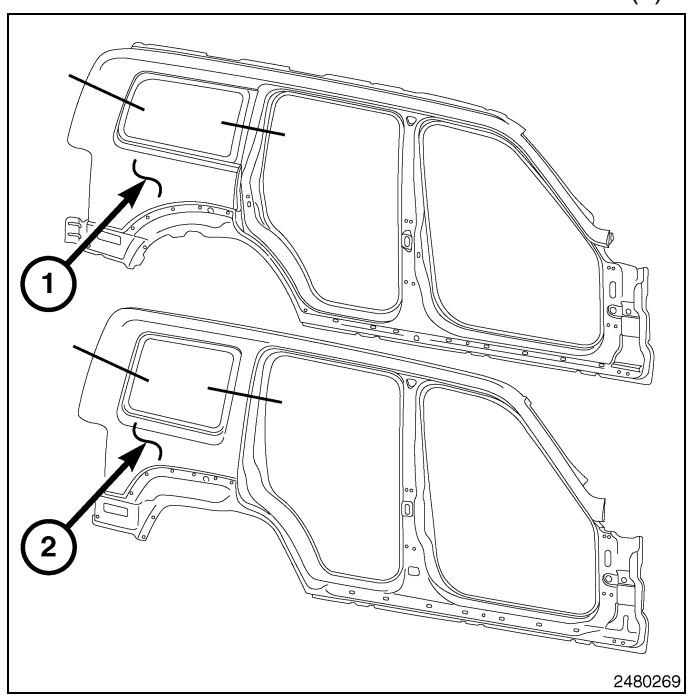


Nitro (KA)

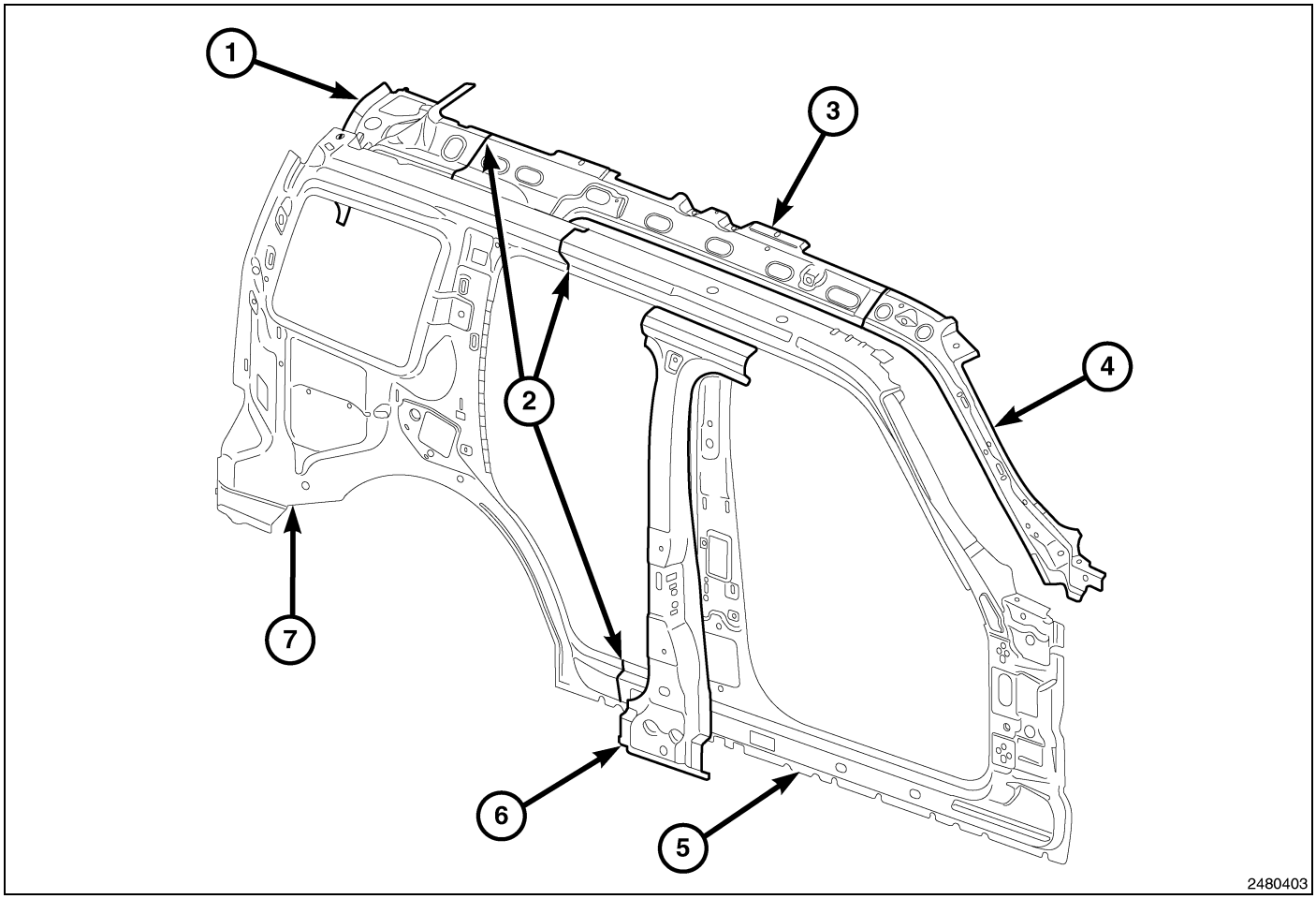
B-pillar Reinforcement (1) is 1.5 mm high-strength steel (345 MPa).

Inner body side panel is a tailored blank with .74 mm low-strength steel in the rear portion (4), and 1.5 mm high-strength steel in the forward portion (3) (345 MPa). The location the tailored blank transitions from front to rear is at seams (2).

The same body side outer panel replacement procedures and locations may be used for Liberty (2) as for Nitro (1).



Liberty (KK) 2008 and Up



LIBERTY (KK)

CAUTION: The A-pillar inner (4) and the inner sill panel (not shown) on KA and KK are hot-stamped boron. DO NOT SECTION THESE PARTS.

NOTE: For Liberty (KK) cut locations see Nitro (KA) locations.

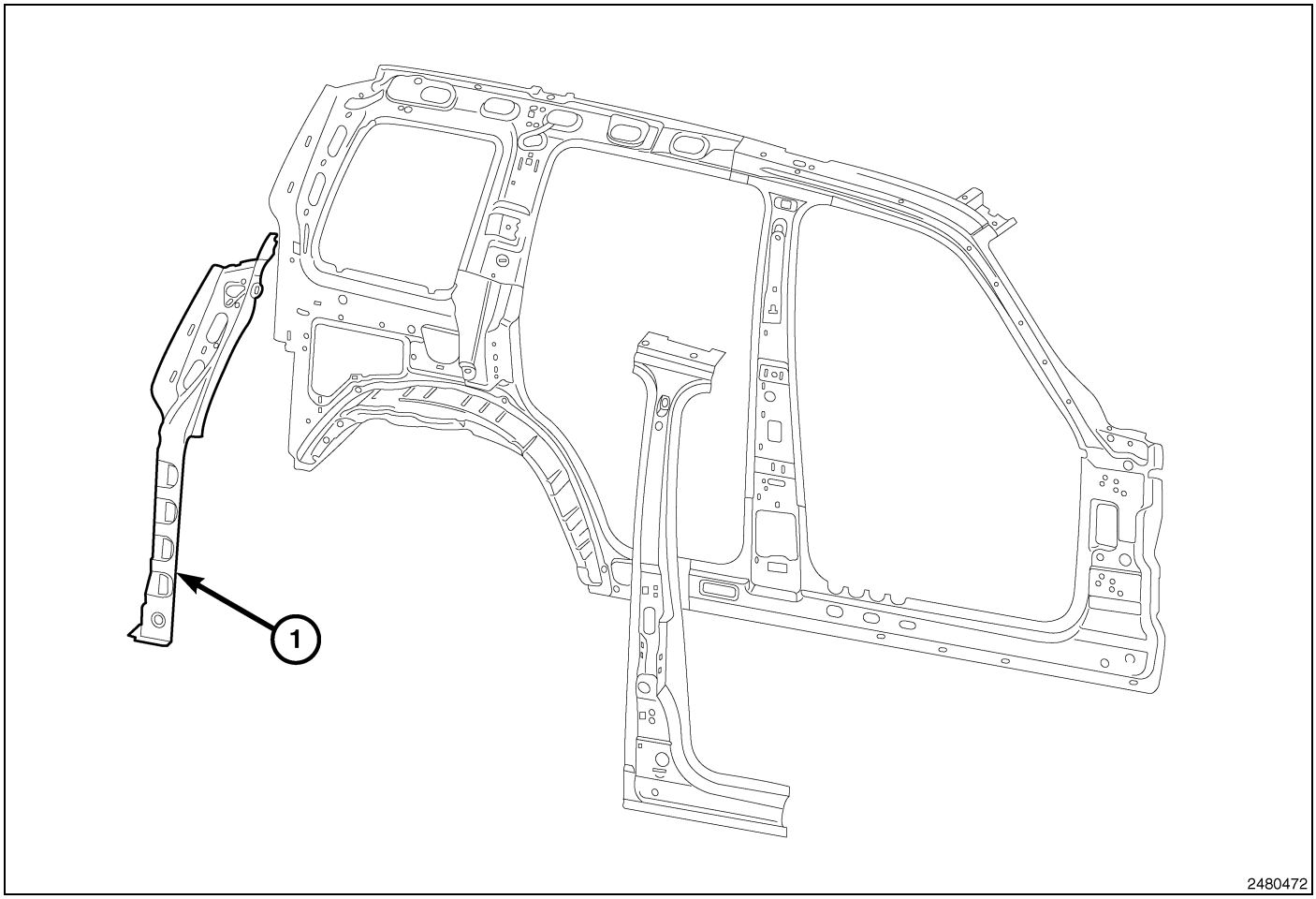
Roof rail is a tailored blank with 1.2 mm low-strength steel in the rear portion (1) and 2.0 mm high-strength steel in the mid-body portion (3) (345 MPa).

Inner body side panel is a tailored blank with 0.8 mm low-strength steel in the rear portion (7) and 1.5 mm high-strength steel in the front portion (5) (345 MPa).

The locations the tailored blanks transition from front to rear is at seams (2).

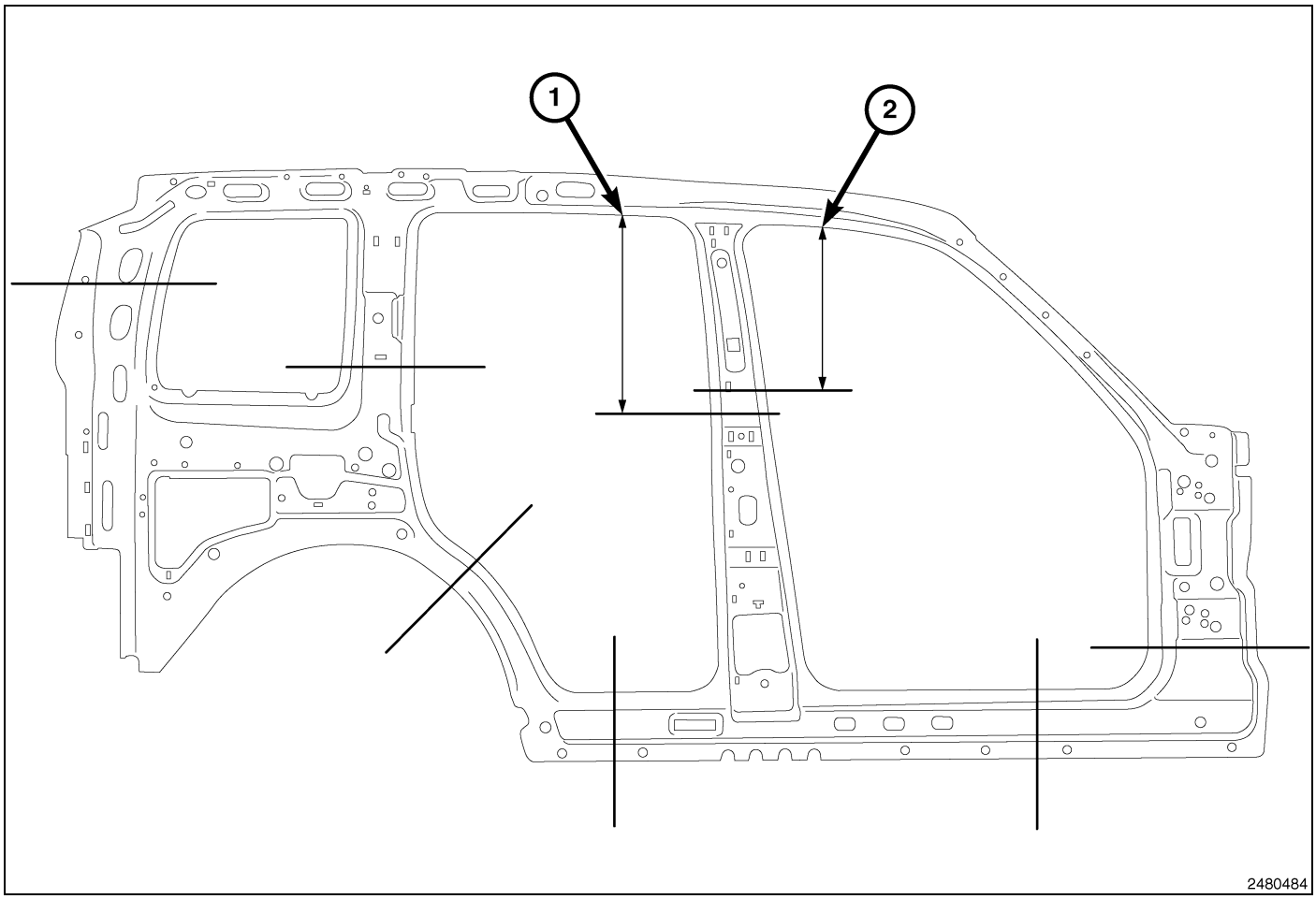
B-pillar reinforcement (6) is 1.5 mm high-strength steel (345 MPa).

Liberty (KJ) 2002 - 2006



LIBERTY (KJ)

D-pillar reinforcement (1) is 1.5 mm low-strength steel and may be sectioned as is the inner body side panel.



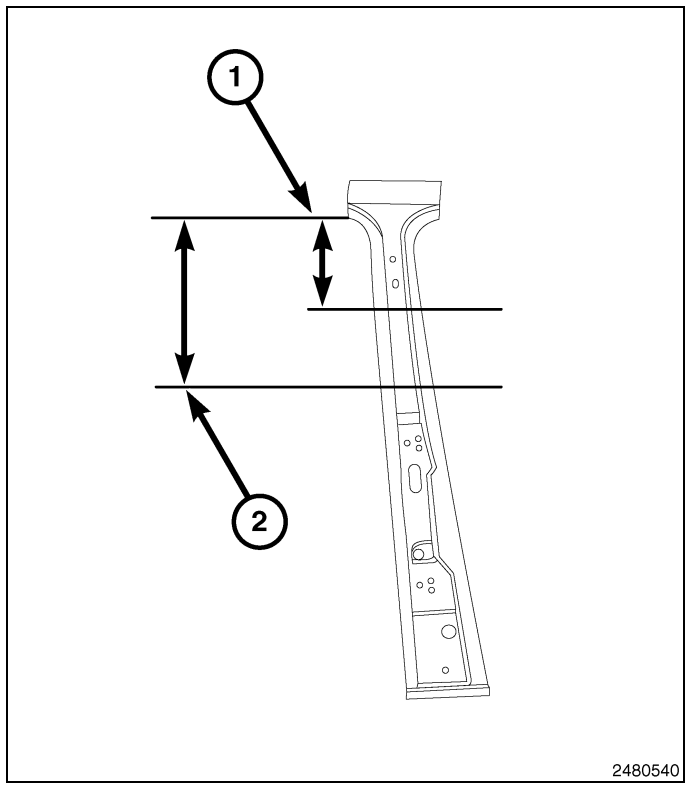
LIBERTY (KJ)

1 - 482.5 mm (19 in.)

2 - 432 mm (17 in.)

2002-2007 Liberty inner body side panel may be sectioned as shown. The B-pillar location is absolute, while remaining pillars and the two sill locations are somewhat flexible depending upon the damage which must be repaired – remember to section where there are no holes or formations and at least 25 mm (1 in.) from laser welds

B-pillar reinforcement may be sectioned, using a modified lap joint with 51 mm (2 in.) of overlap, anywhere within the area shown.

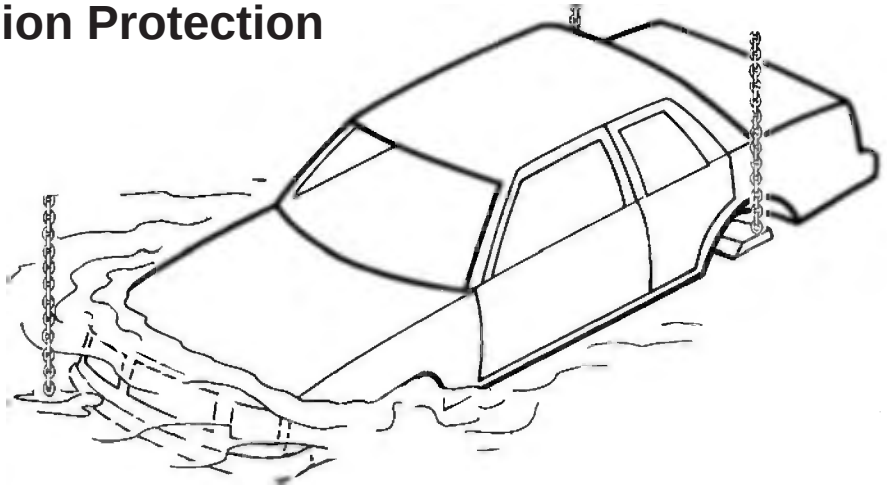


LIBERTY (KJ)

1 - 355.5 mm (14 in.)

2 - 482.5 mm (19 in.)

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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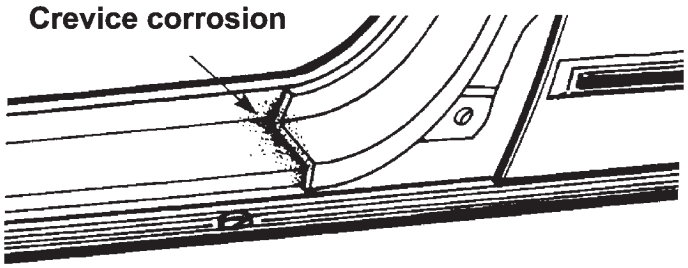
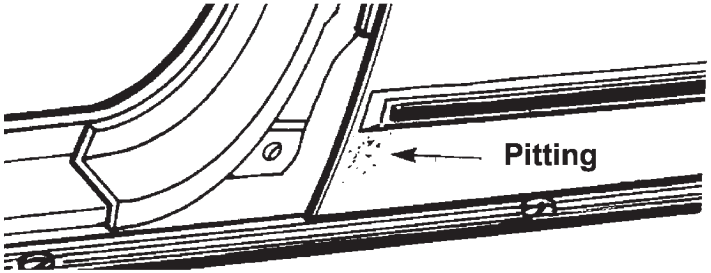
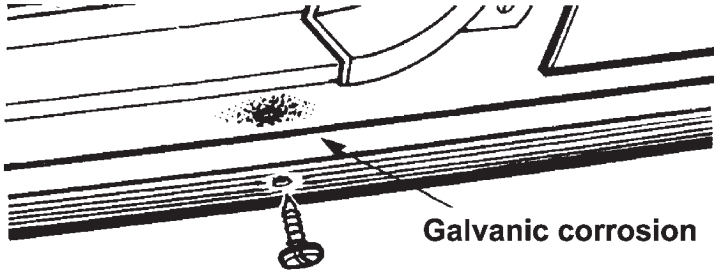
Corrosion Protection



Crevice corrosion 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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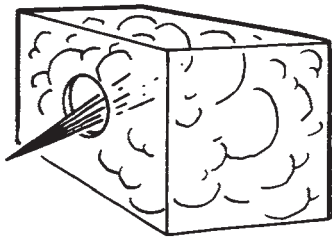
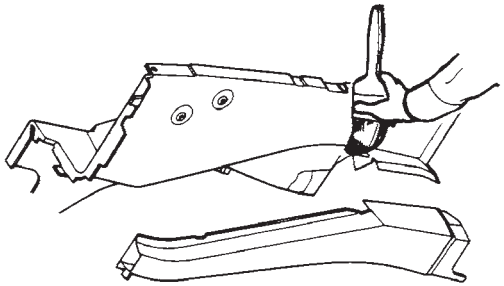
Corrosion Protection

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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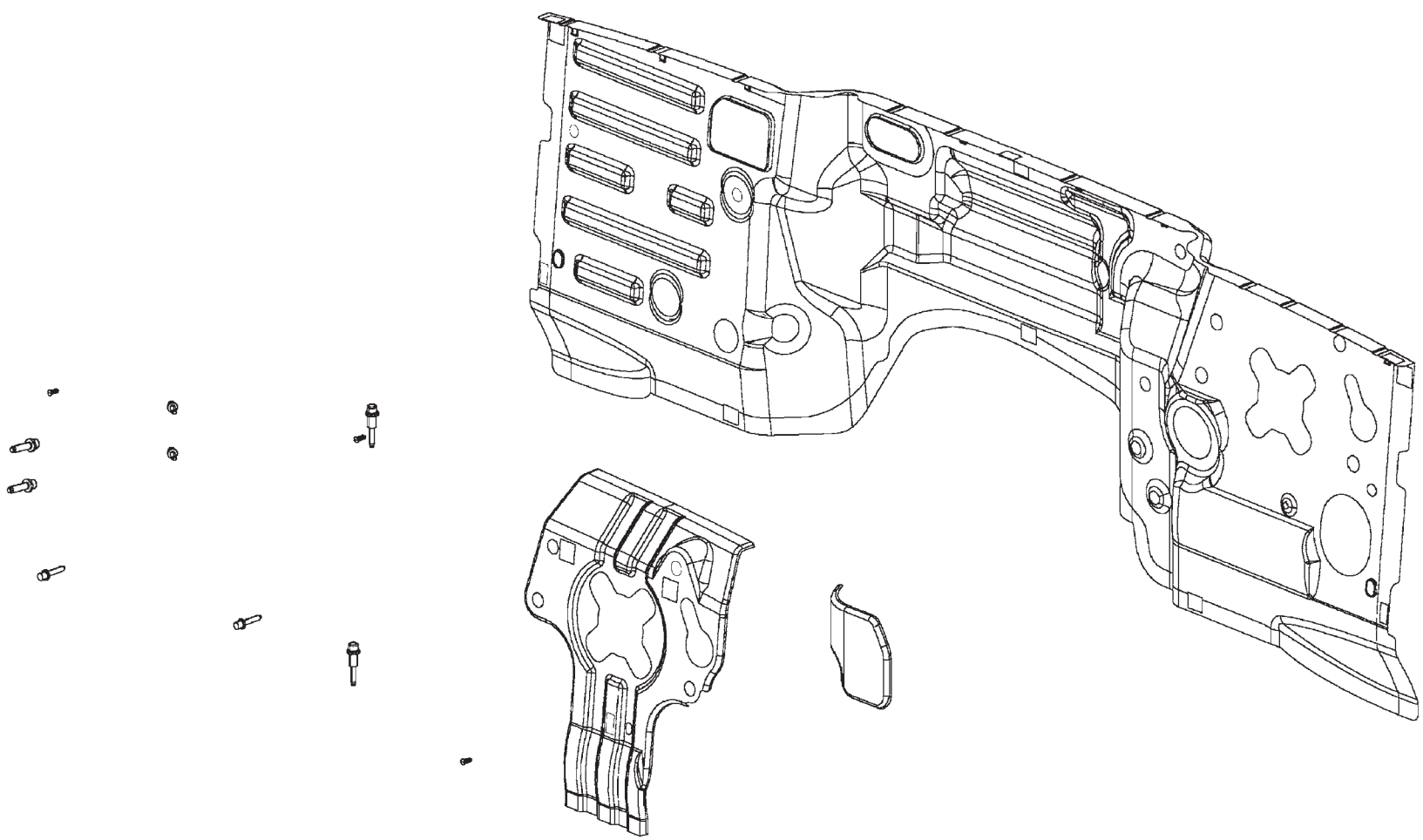
JEEP LIBERTY DASH SECTION



AA PANEL – DASH –
AB REINF – BRAKE MASTER CYL –
AC REINF – ACCELERATOR PEDAL –

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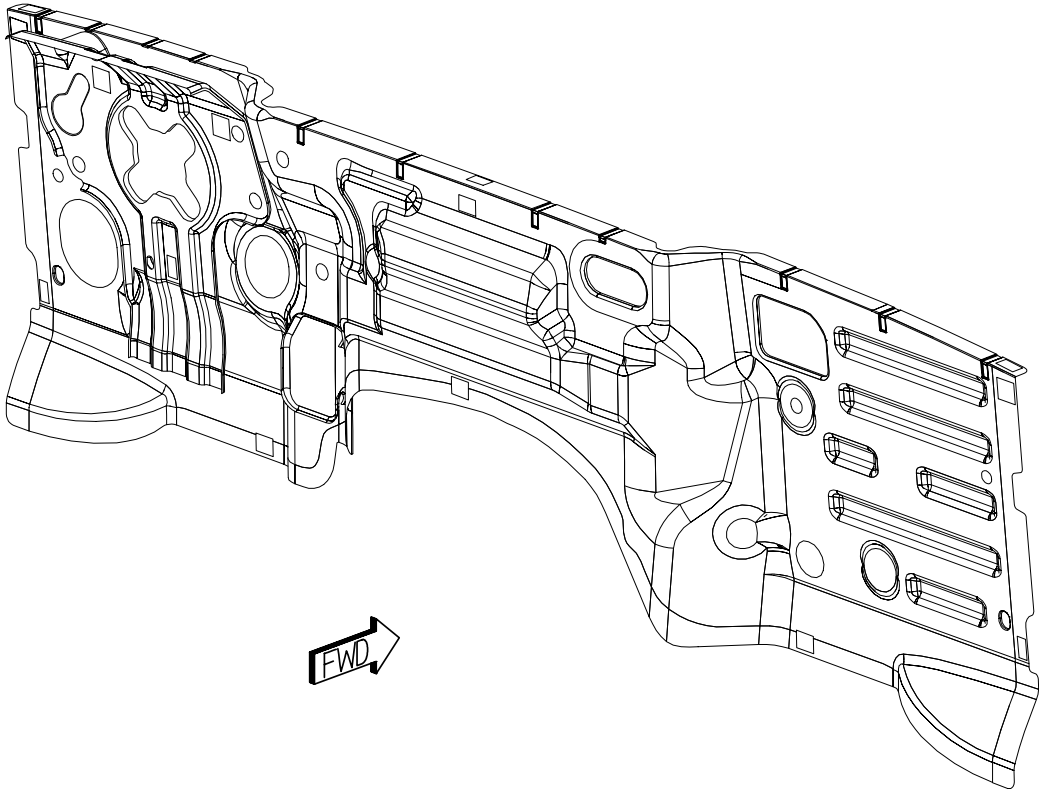
PARTS IDENTIFICATION LEGEND, OVERVIEW 9

AA PANEL – DASH –
AB REINF – BRAKE MASTER CYL –
AC REINF – ACCELERATOR PEDAL –



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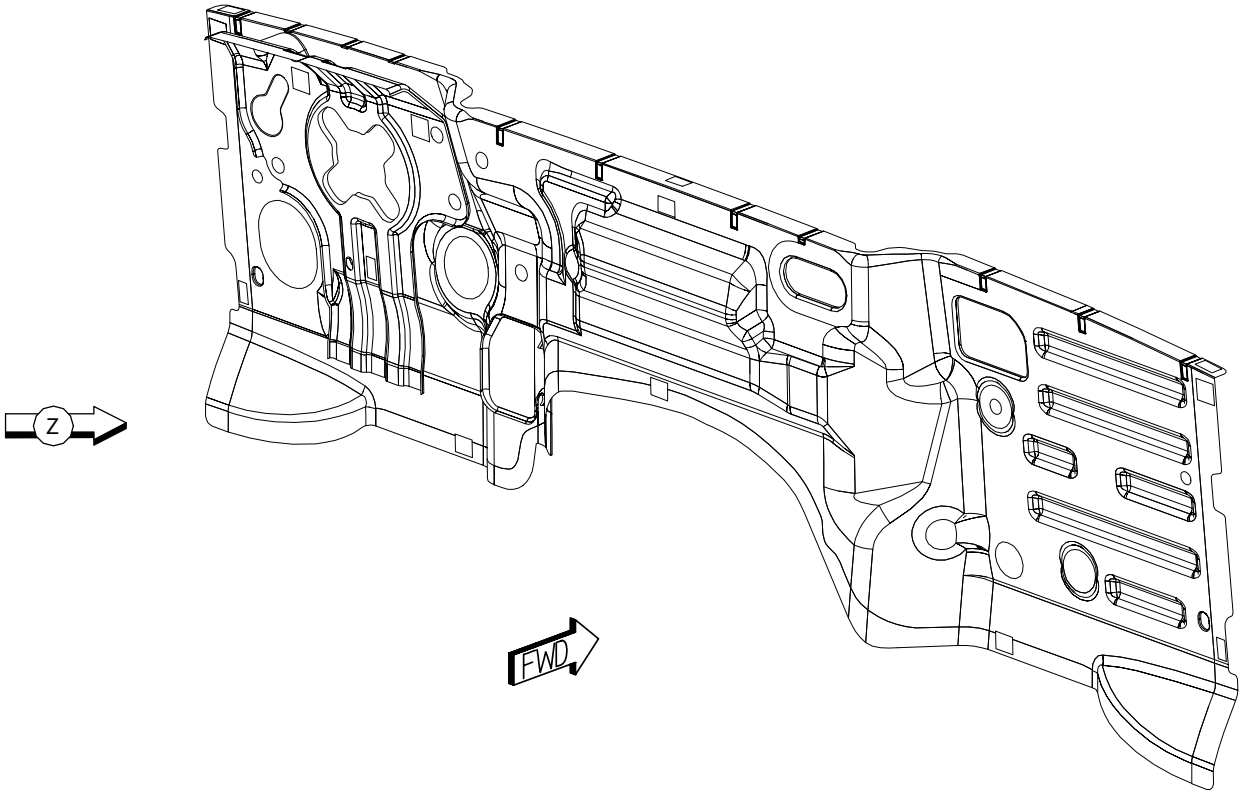
WELD LAYOUT LOCATION GUIDE



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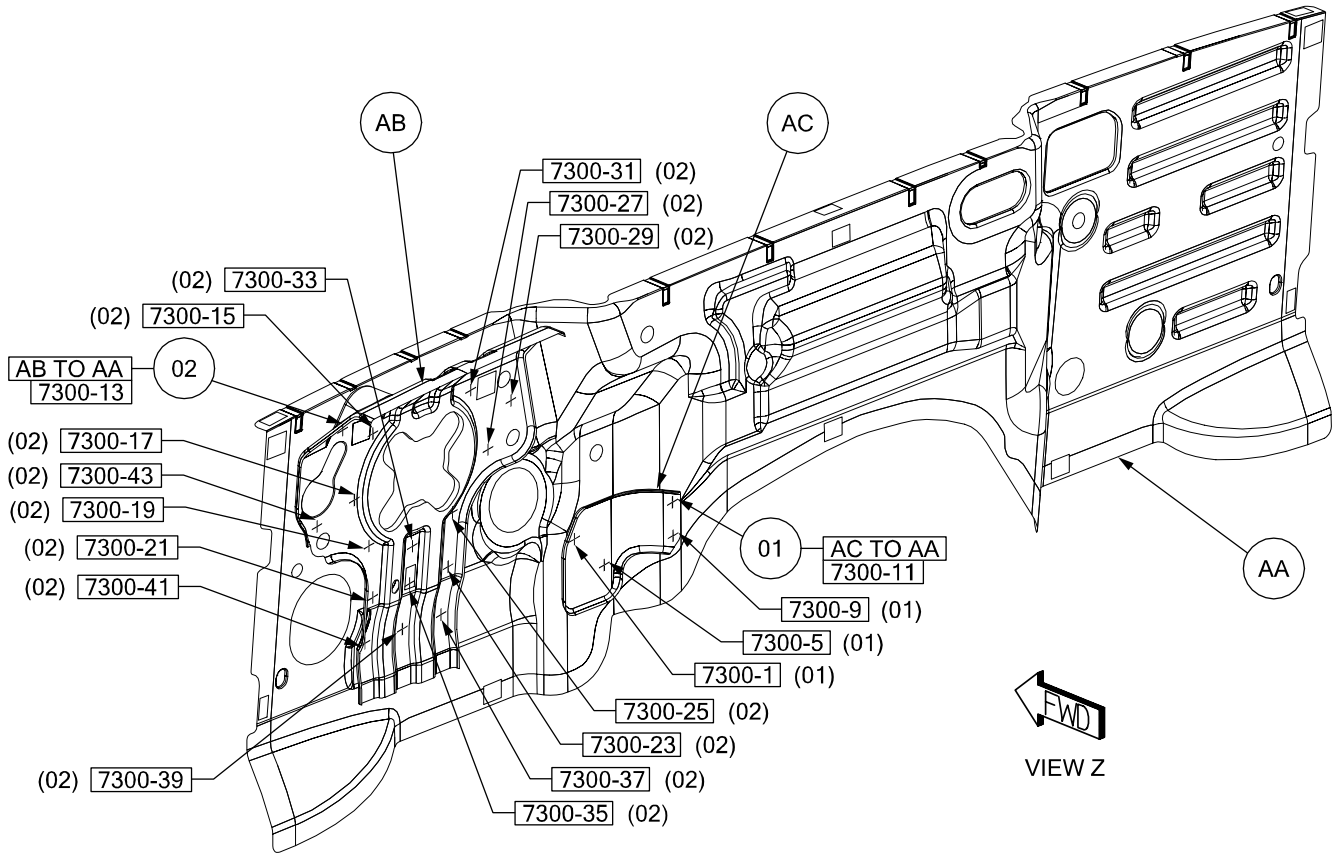
01 AC TO AA 4 S/WELDS (ORD)
02 AB TO AA 16 S/WELDS (ORD)



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Explanation of Welding/Sealer Information

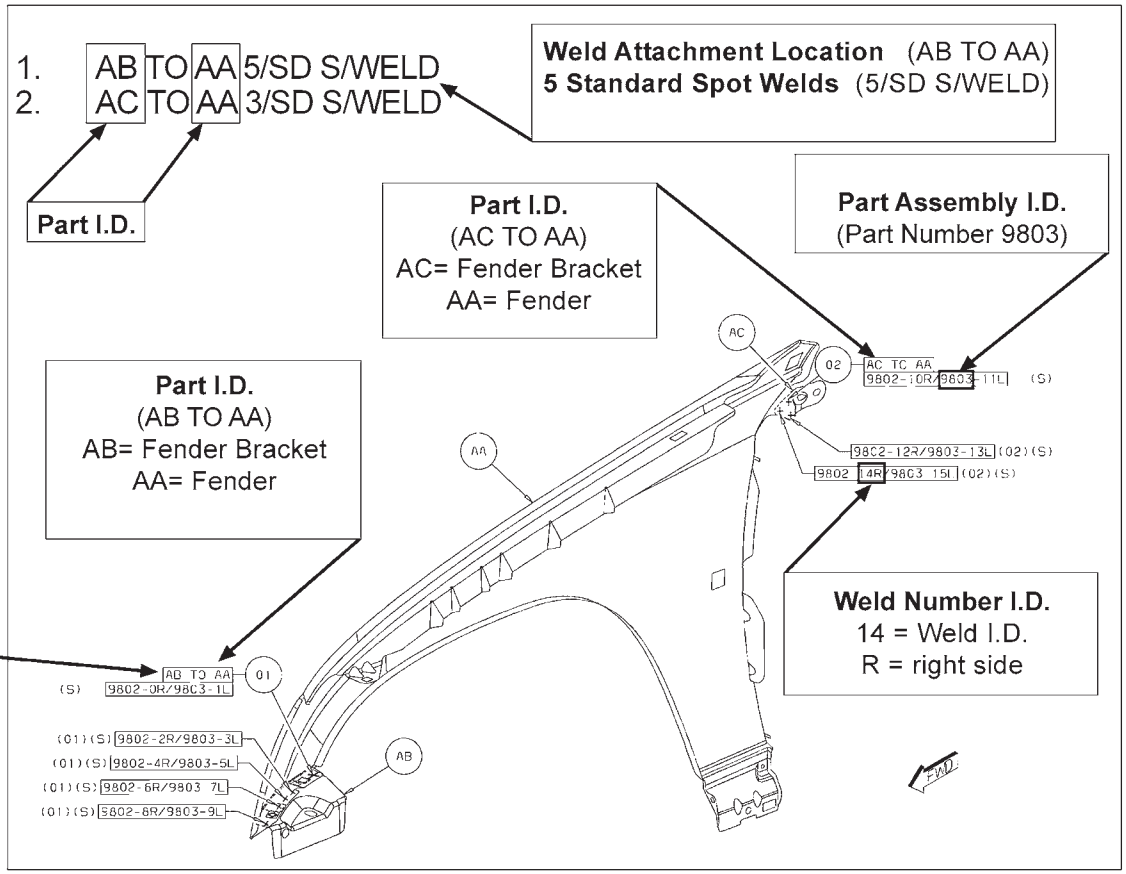
The major construction of a unibody vehicle consists of welded panels that create the supporting structure for all components and assemblies of the vehicle. Here are some examples for replacement of these parts.

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.

SEALER LEGEND

- Thumbgrade Sealer
- Pumpable Sealer
- ZZZZ Hidden Sealer
- Non Structural Expand Foam

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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JEEP LIBERTY
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.

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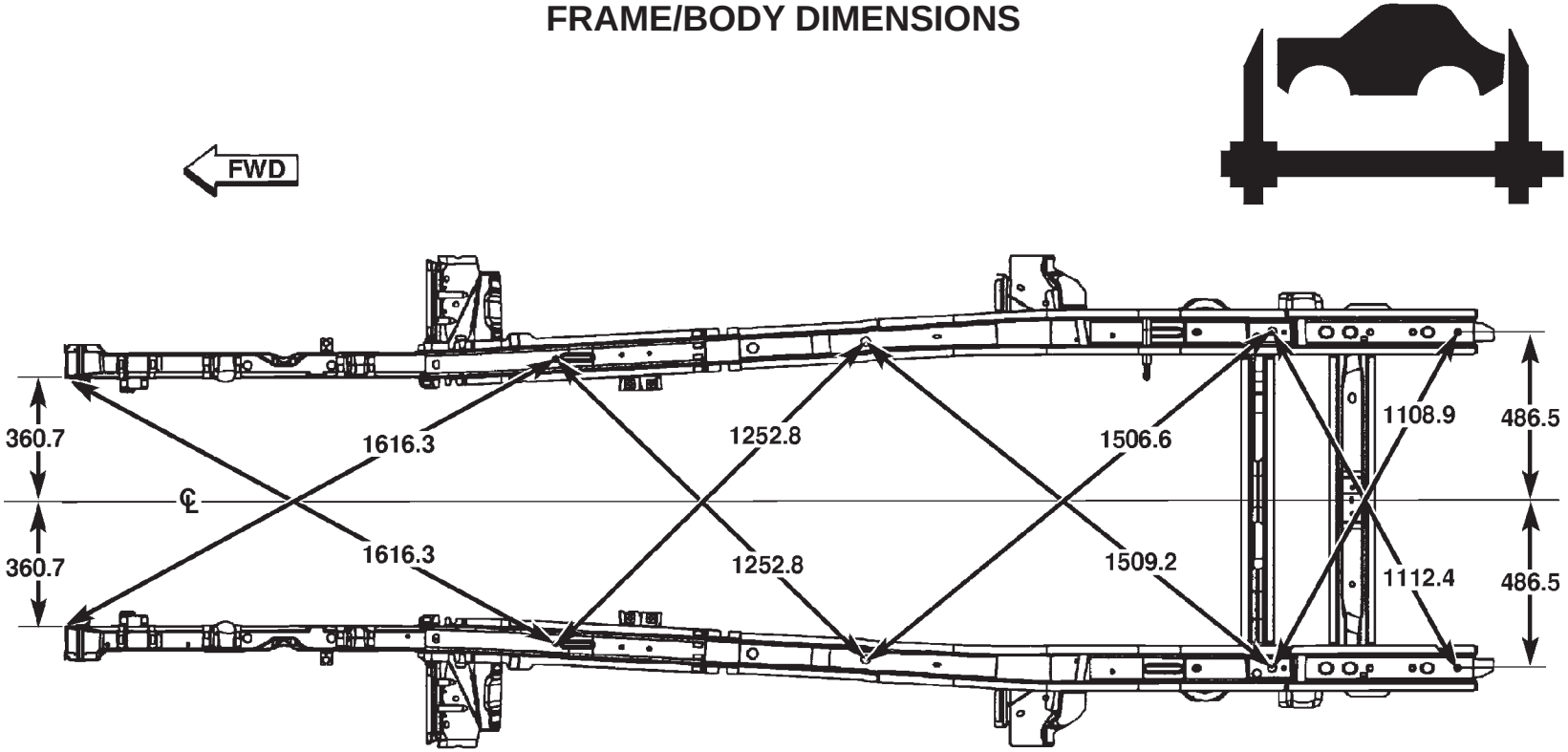
FRAME/BODY DIMENSIONS



ALL DIMENSIONS
ARE IN MILLIMETERS

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Figure 1. PLAN VIEW

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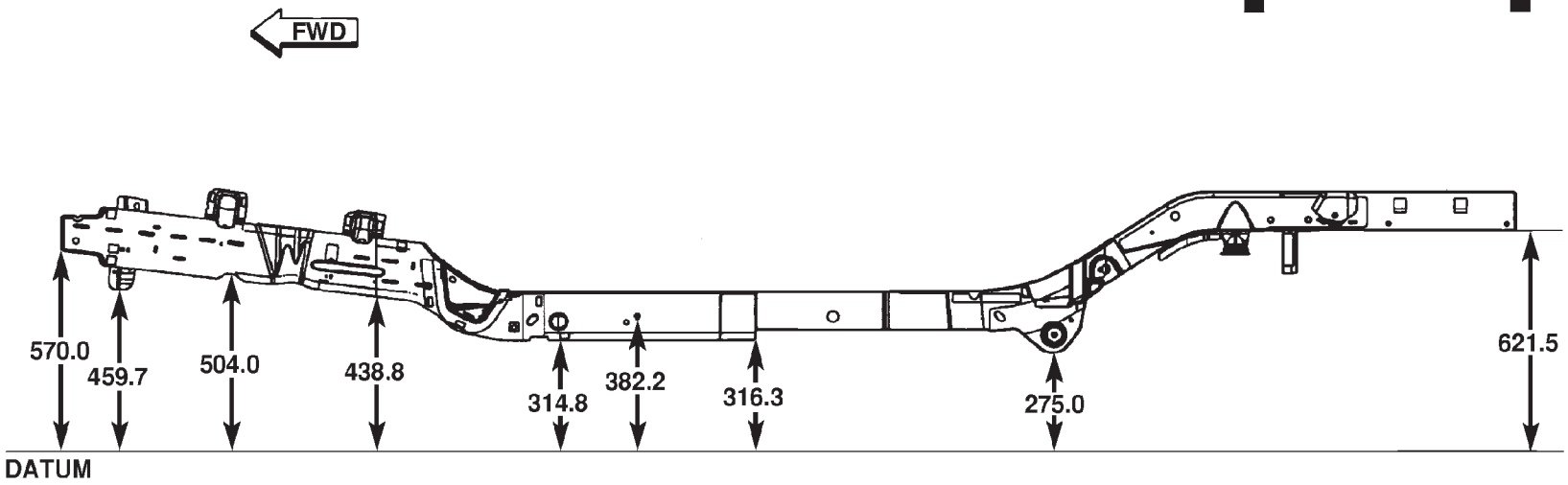
FRAME/BODY DIMENSIONS



ALL DIMENSIONS
ARE IN MILLIMETERS

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Figure 2. SIDE VIEW

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OPENING DIMENSIONS

DESCRIPTION	FIGURE
ENGINE BOX OPENING	1
WINDSHIELD OPENING	2
FRONT DOOR OPENING	3
REAR DOOR OPENING	4
QUARTER WINDOW OPENING	5
LIFTGATE OPENING	6
LIFTGATE WINDOW OPENING	7

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FRAME/BODY DIMENSIONS

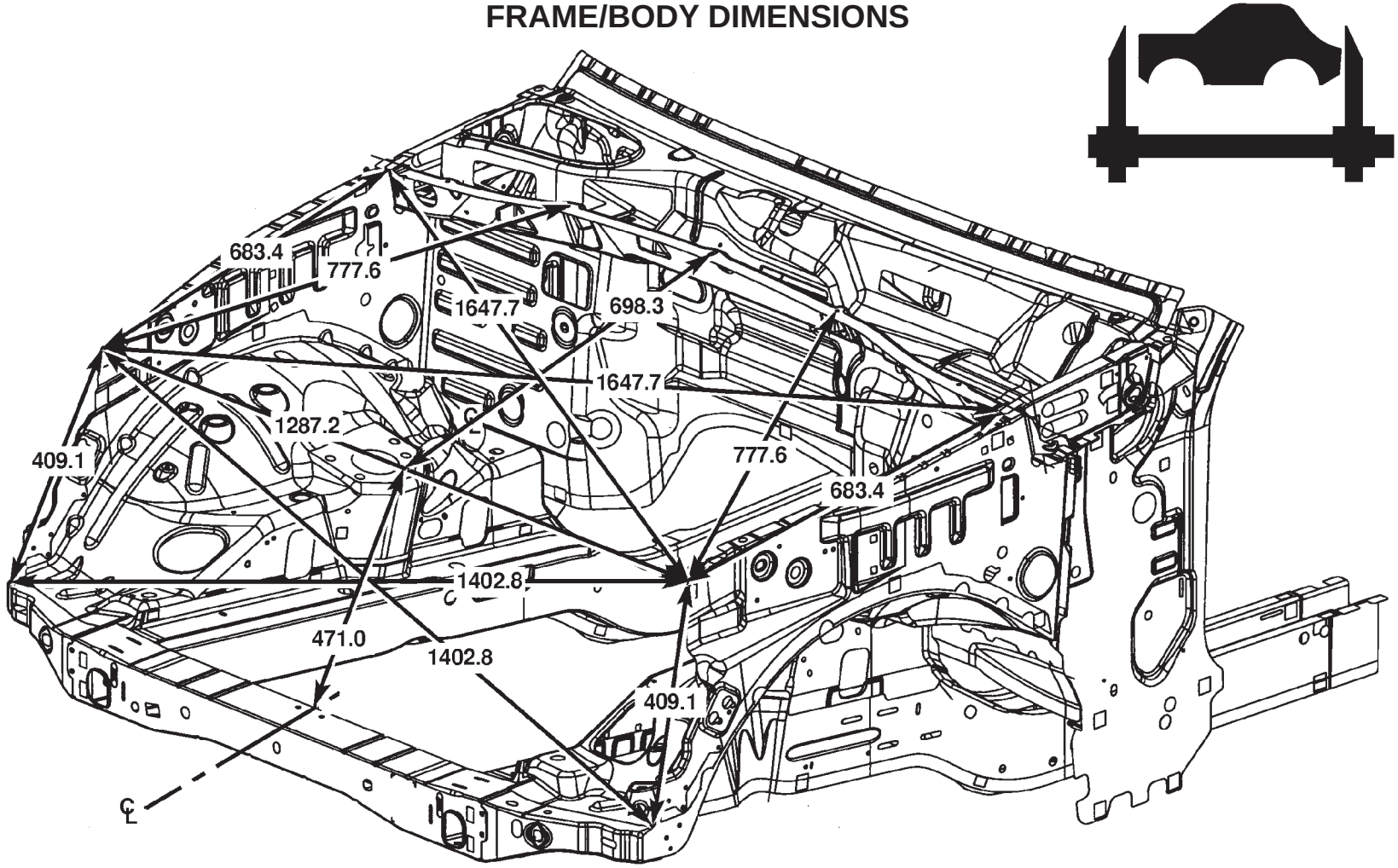

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Figure 1. ENGINE BOX OPENING

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FRAME/BODY DIMENSIONS

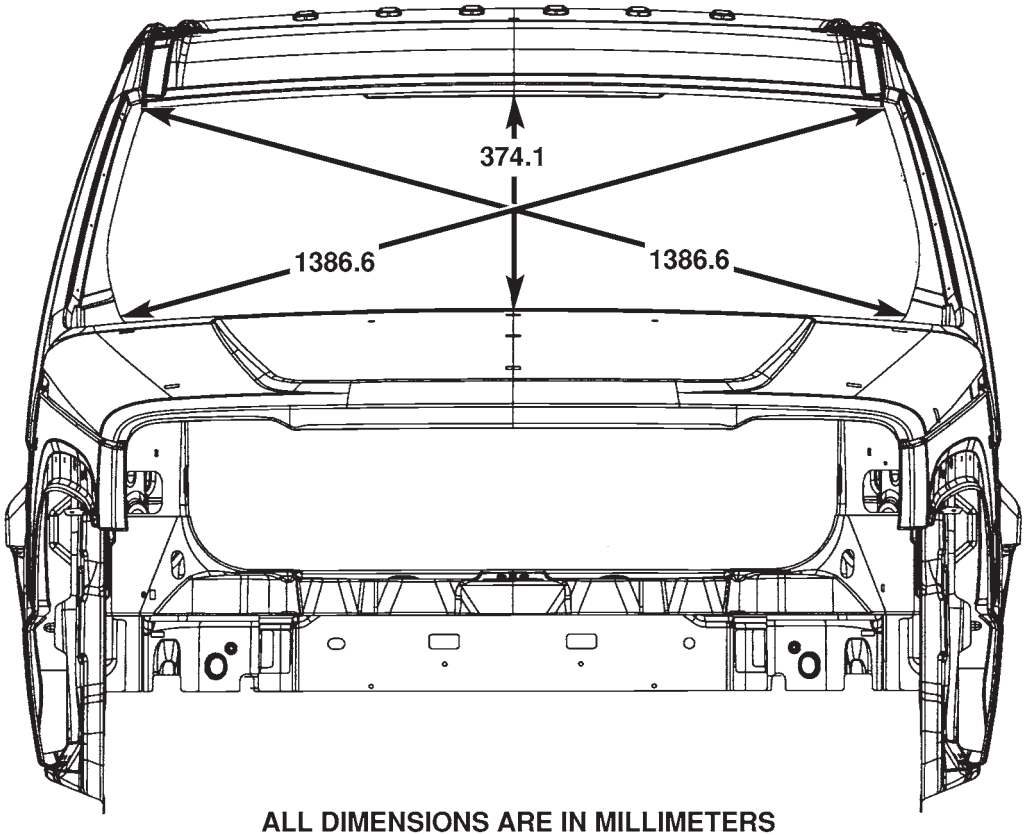

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Figure 2. WINDSHIELD OPENING

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FRAME/BODY DIMENSIONS

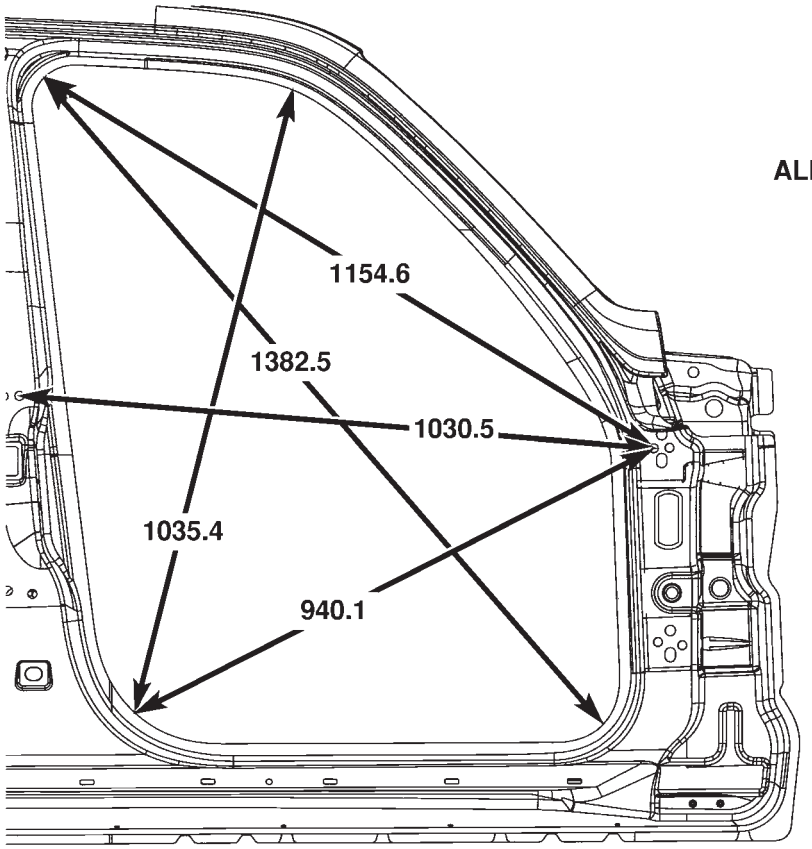

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Figure 3. FRONT DOOR OPENING

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FRAME/BODY DIMENSIONS

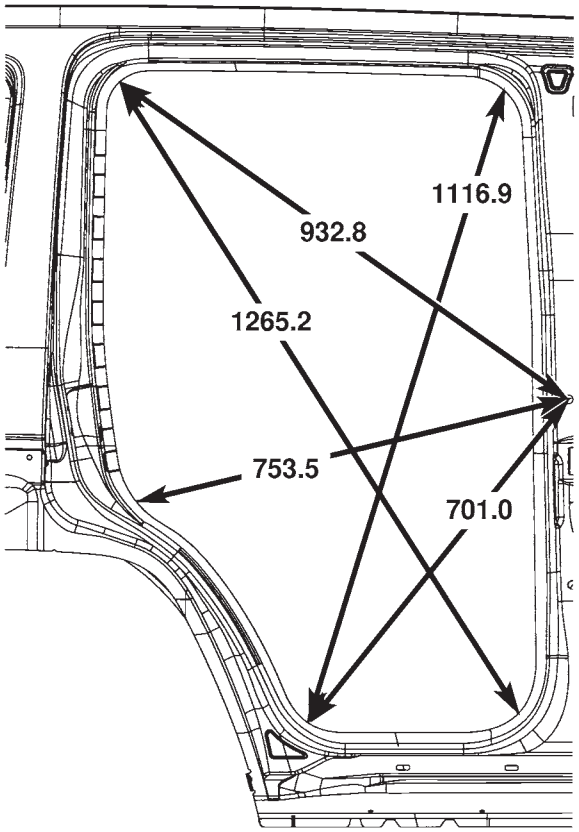

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Figure 4. REAR DOOR OPENING

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FRAME/BODY DIMENSIONS

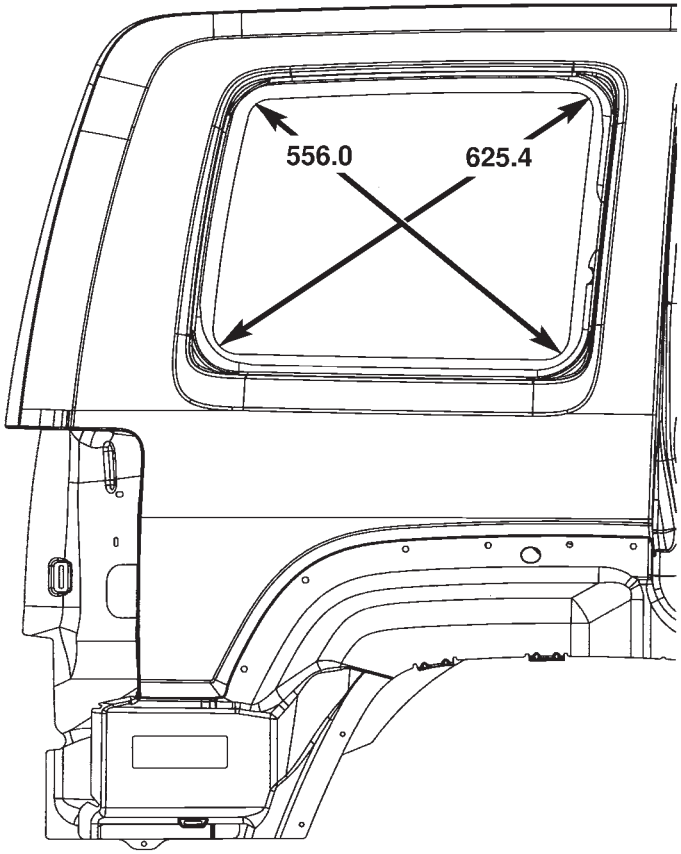

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Figure 5. QUARTER WINDOW OPENING

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FRAME/BODY DIMENSIONS

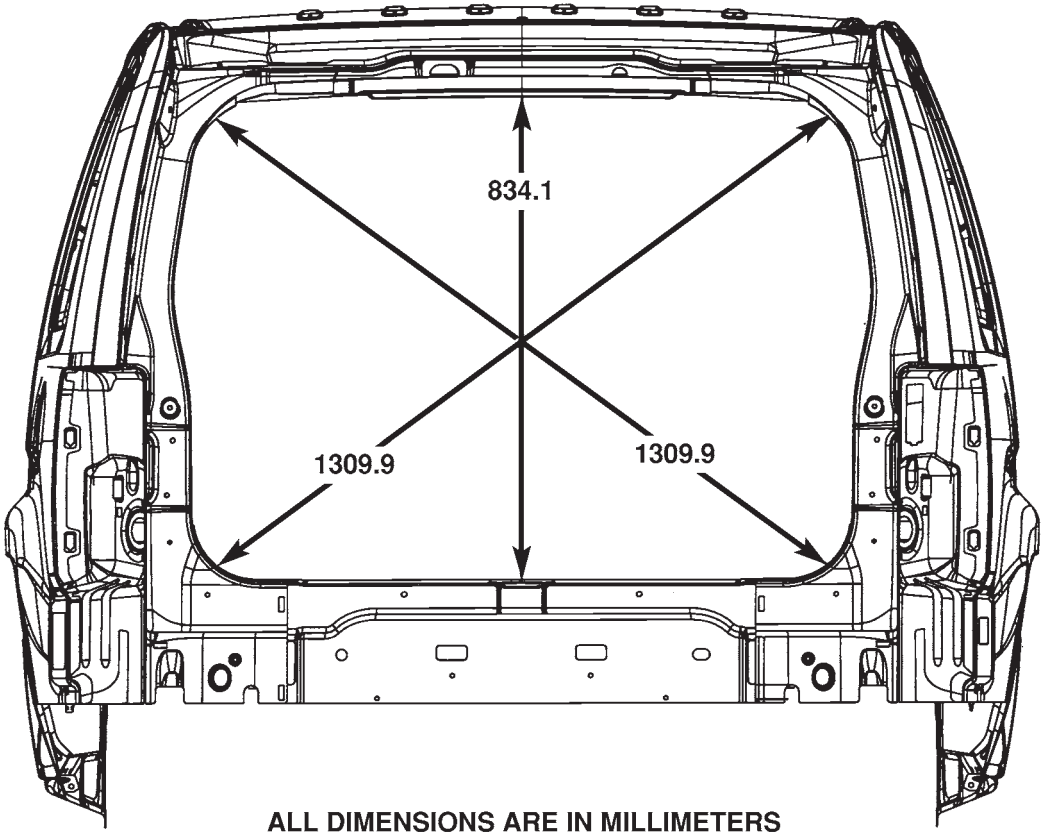

Figure 6. LIFTGATE OPENING

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FRAME/BODY DIMENSIONS

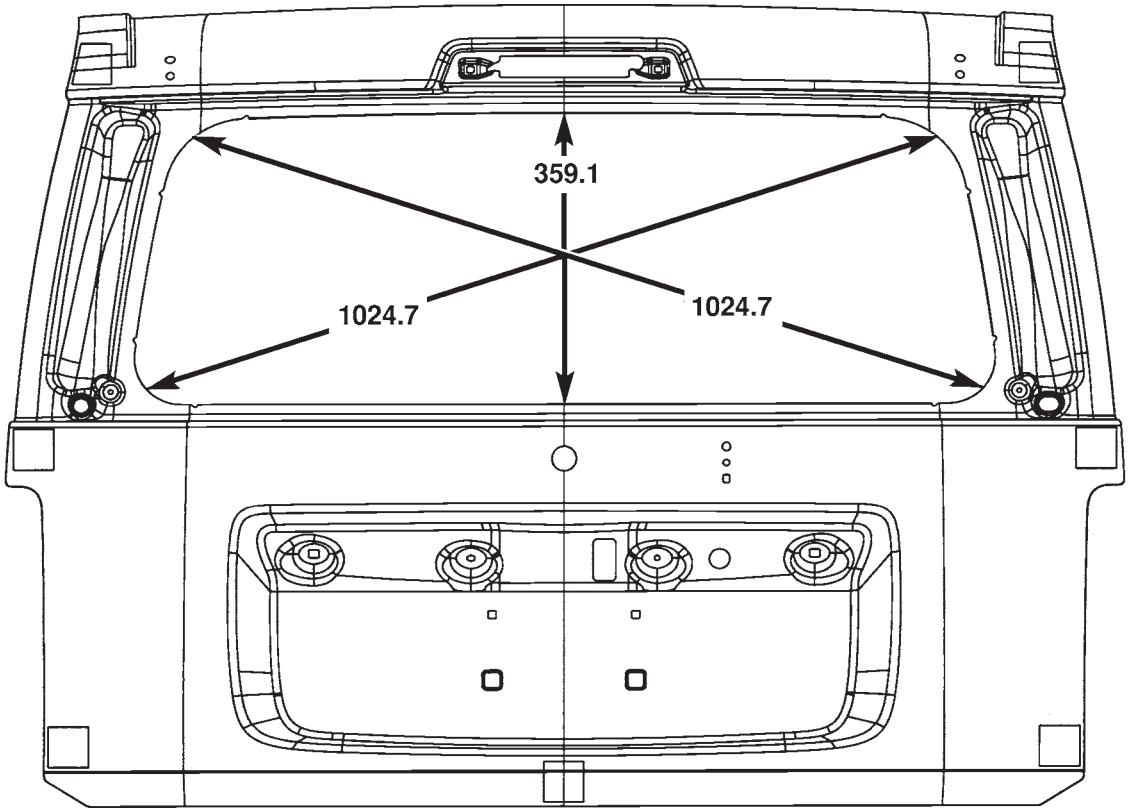

Figure 7. LIFTGATE WINDOW OPENING

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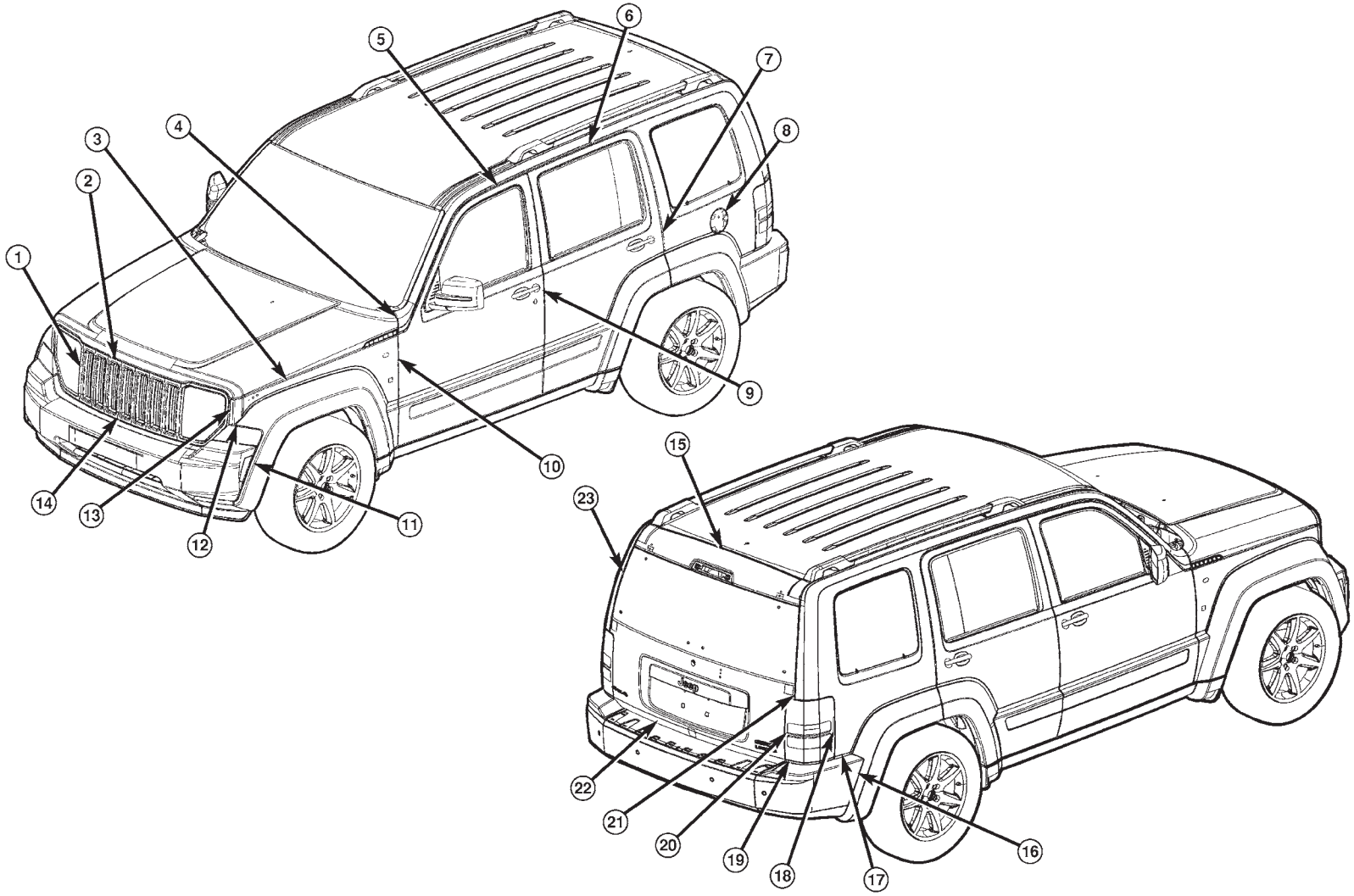
GAP AND FLUSH DIMENSIONS



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GAP AND FLUSH DIMENSIONS

DIMENSION	DESCRIPTION	GAP	FLUSH
1	Headlamp to Grille	3.0 +/- 2.0 Parallel within 2.0	--
2	Hood to Grille	8.0 +/- 2.0 Parallel within 2.0	O/F -2.0 +/- 2.0 Parallel within 2.0
3	Hood to Fender	7.0 +/- 1.5 Parallel within 1.5	O/F 1.0 +/- 1.5 Parallel within 1.5
4	Hood to Body Side Aperture	4.5 +/- 1.5 Parallel within 1.5	O/F 0.5 +/- 1.5 Parallel within 1.5
5	Front Door to Body Side Aperture	4.5 +/- 1.5 Parallel within 1.0 Except 7.25 +/- 1.25 @ A-pillar U/D	U/F -1.5 +/- 1.5 Parallel within 1.5
6	Rear Door to Body Side Aperture (above belt)	4.5 +/- 1.5 Parallel within 1.5	U/F 1.5 +/- 1.5 Parallel within 1.5
7	Rear Door to Body Side Aperture (below belt)	4.5 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Parallel within 1.5
8	Fuel Door to Body Side Aperture	3.25 +/- 1.0 Parallel within 1.0	U/F 0.75 +/-1.0 Parallel within 1.0
9	Front Door to Rear Door	4.5 +/- 1.5 Parallel within 1.5	0.0 +/- 1.5 Parallel within 1.5
10	Fender to Door	4.5 +/- 1.5 Parallel within 1.5	O/F 1.0 +/- 1.5 Parallel within 1.5
11	Fascia to Fender Flare	3.0 +/- 2.0 Parallel within 2.0 Centered within 2.0	--
12	Side Marker to Fender	3.0 +/- 2.0	--
13	Grille to Fender	5.5 +/- 2.0 Parallel within 2.0 Centered within 2.0	U/F -1.0 +/- 2.0 Parallel within 2.0
14	Fascia to Grille	4.0 +/- 2.0 Parallel within 2.0	--
15	Lift Gate to Roof	9.0 +/- 1.5 Parallel within 1.5	U/F -1.5 +/- 1.5 Parallel within 1.5
16	Fascia to Rear Wheel Flare	3.0+/- 2.0 Centered within 2.0	--
17	Fascia to Body Side Aperture	0.0 +/- 1.0 -0.0	--
18	Tail Lamp to Body Side Aperture	2.0 +/- 1.5 Parallel within 1.5 F/A 4.0 +/- 1.5 Centered within 2.0 U/D	U/F 0.75 +/-2.0 Parallel within 2.0 Centered within 2.0
19	Tail Lamp to Fascia	3.0 +/- 2.0 Parallel within 2.0 Centered within 2.0	--
20	Tail Lamp to Lift Gate	4.0 +/- 2.0 Parallel within 2.0 Centered within 2.0	O/F 1.0 +/- 2.0 Parallel within 2.0
21	Lift Gate to Body Side Aperture	4.0 +/- 1.0 Parallel within 1.0	U/F 1.75 +/- 1.5 Parallel within 1.5
22	Fascia to Lift Gate	Cross/Car: 4.0 +/- 2.0 Centered within 2.0 U/D: 8.0 +/- 2.0 Parallel within 2.0	--
23	Lift Gate Glass to Body Side Aperture	4.0 +/- 2.0 Parallel within 2.0 Centered within 2.0	U/F –2.5 +/- 2.0 Parallel within 2.0

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NOTE:

All measurements are in millimeters. O/F = Over Flush U/F = Under Flush
U/D = Up/Down F/A = Fore/Aft

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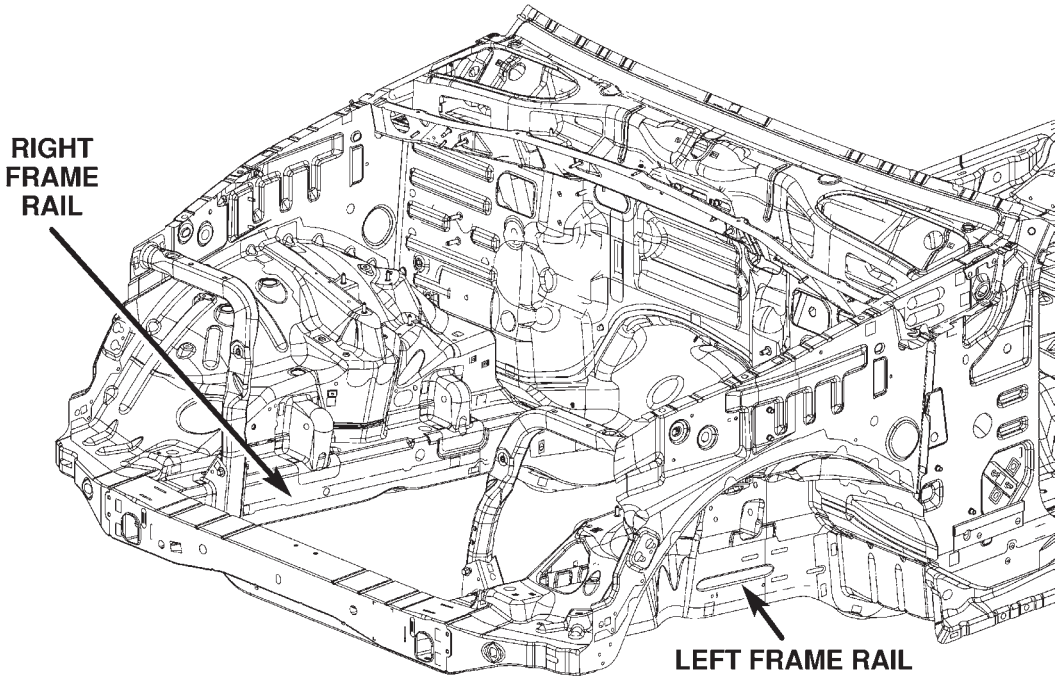
JEEP LIBERTY
FRONT FRAME RAIL SECTIONING PROCEDURE

Damage to the frame rail, rearward of the area covered by this procedure, which is not eliminated during preliminary structural corrections and pulls, necessitates complete rail replacement to restore the vehicle to pre-loss condition.

1. With vehicle mounted to appropriate pulling and 3-dimensional measuring equipment, complete the following procedure paying particular attention to body dimensions while fitting and welding panels.
2. Remove bumper components, cooling module, headlamps, and all other components for clear access to repair area.



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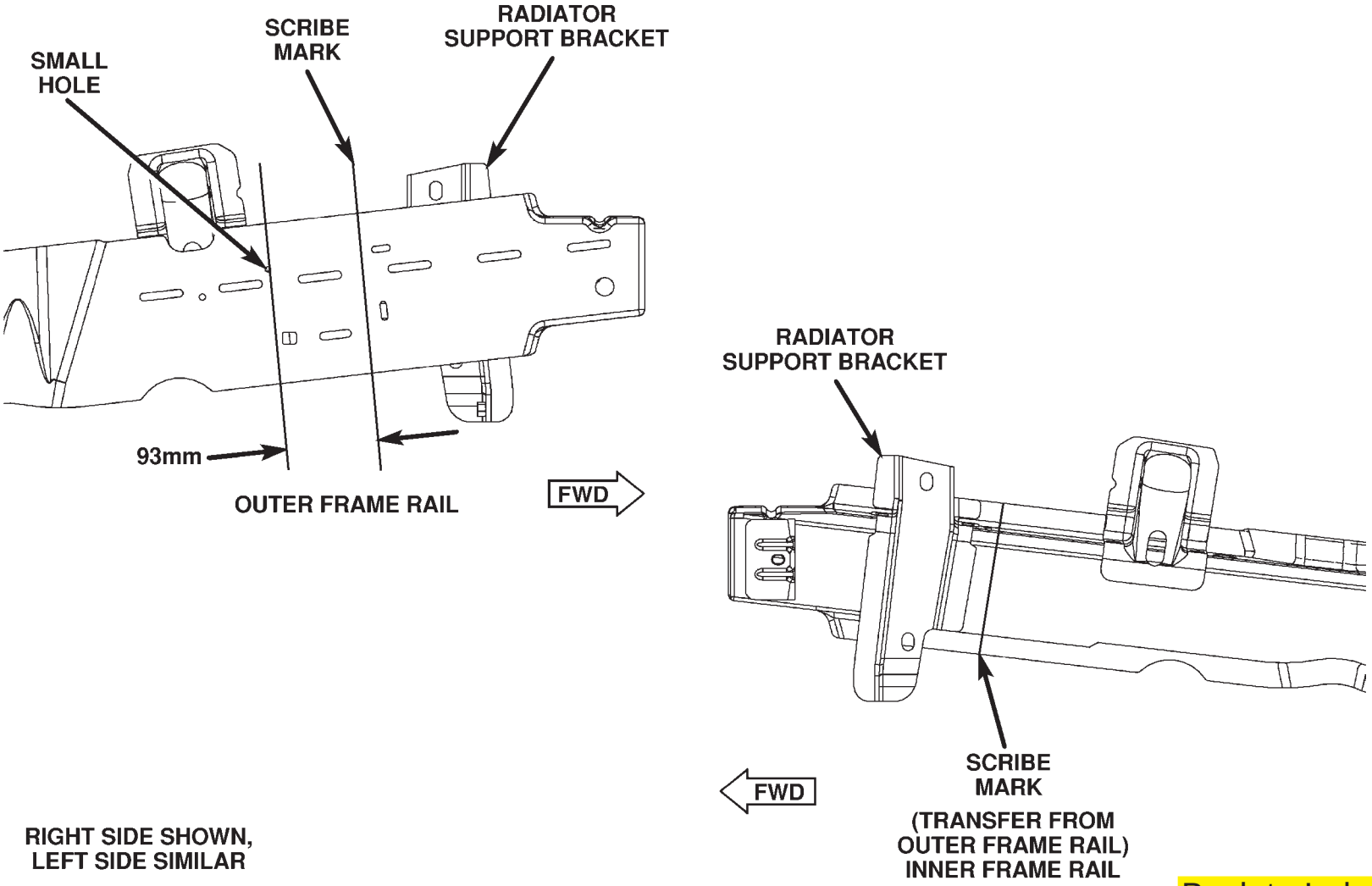
3. Using the center of the small PLP hole on the outer side member as reference, mark outer rail at top and bottom then create vertical scribe mark 93-mm forward of the PLP on outer frame rail.



RIGHT SIDE SHOWN, LEFT SIDE SIMILAR

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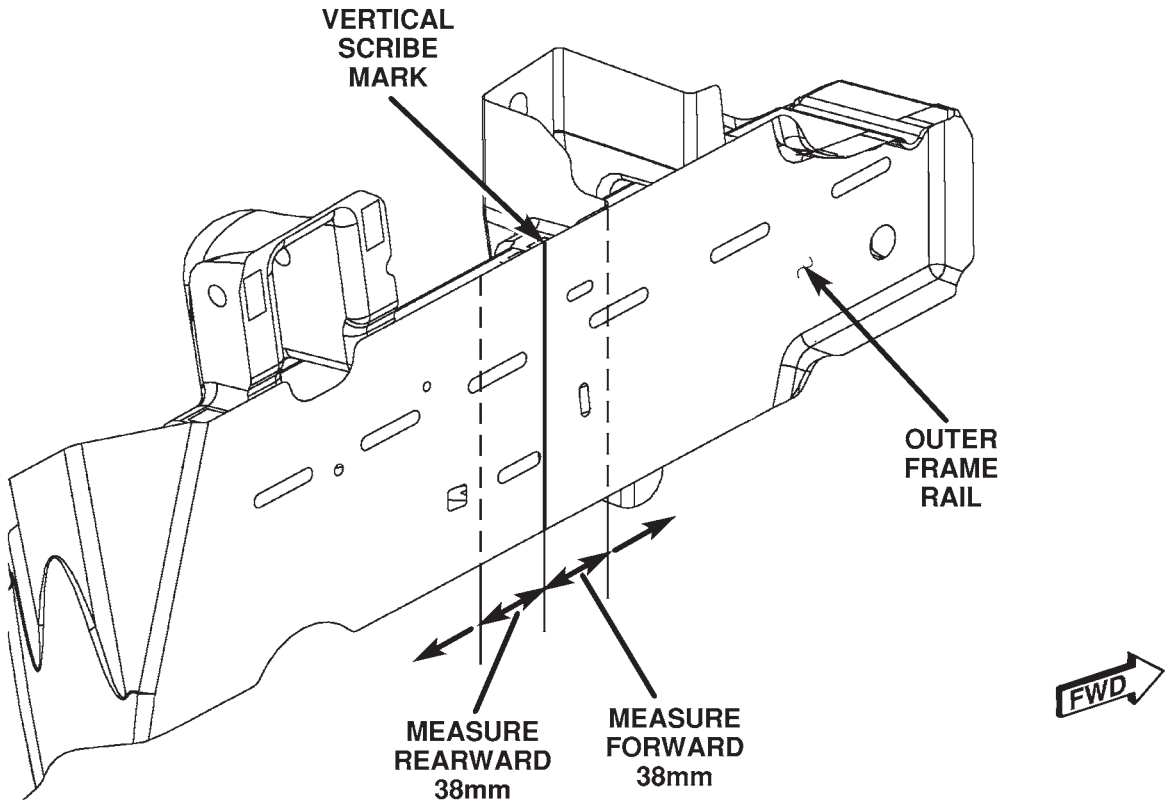
4. Using the scribe mark on the outer side member as reference, measure rearward 38mm and forward 38mm and mark outer rail at top and bottom then create vertical scribe mark on outer frame rail.



RIGHT SIDE SHOWN, LEFT SIDE SIMILAR

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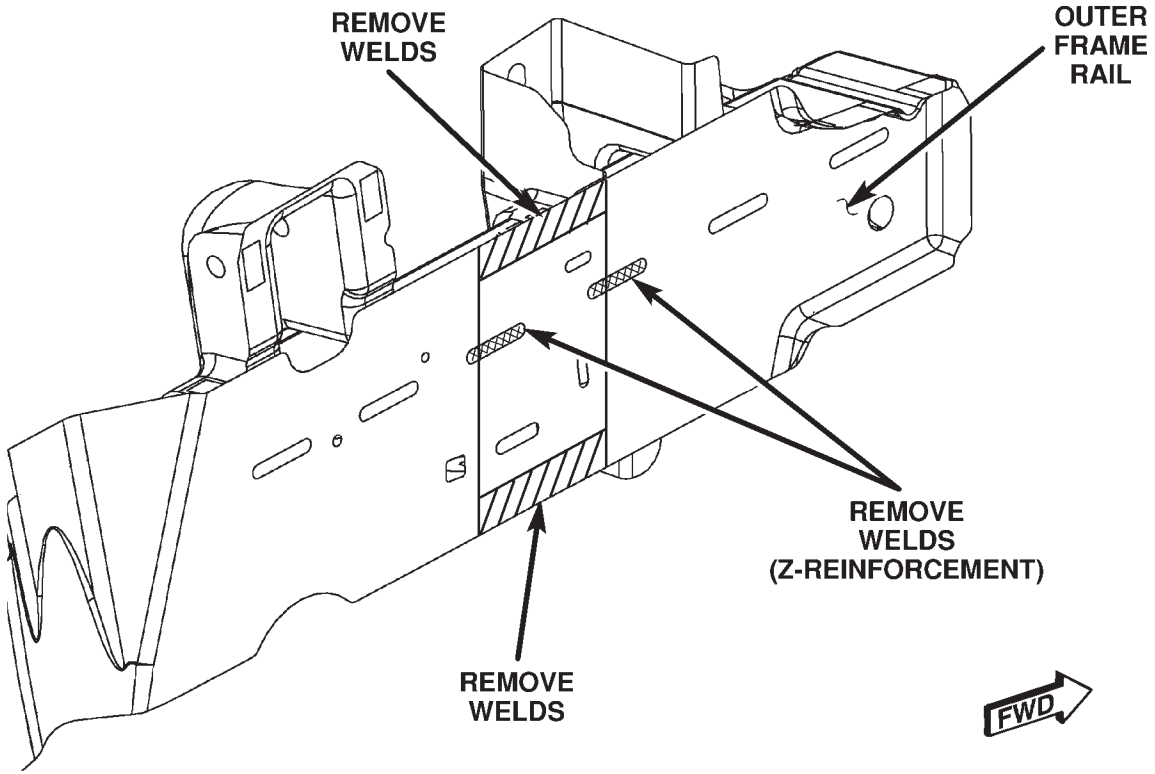
5. Remove welds holding the inner and outer side members together between the two scribe lines on the outer rail.
6. Remove the welds holding the internal z-reinforcement to the outer rail between the two scribe lines.



RIGHT SIDE SHOWN, LEFT SIDE SIMILAR

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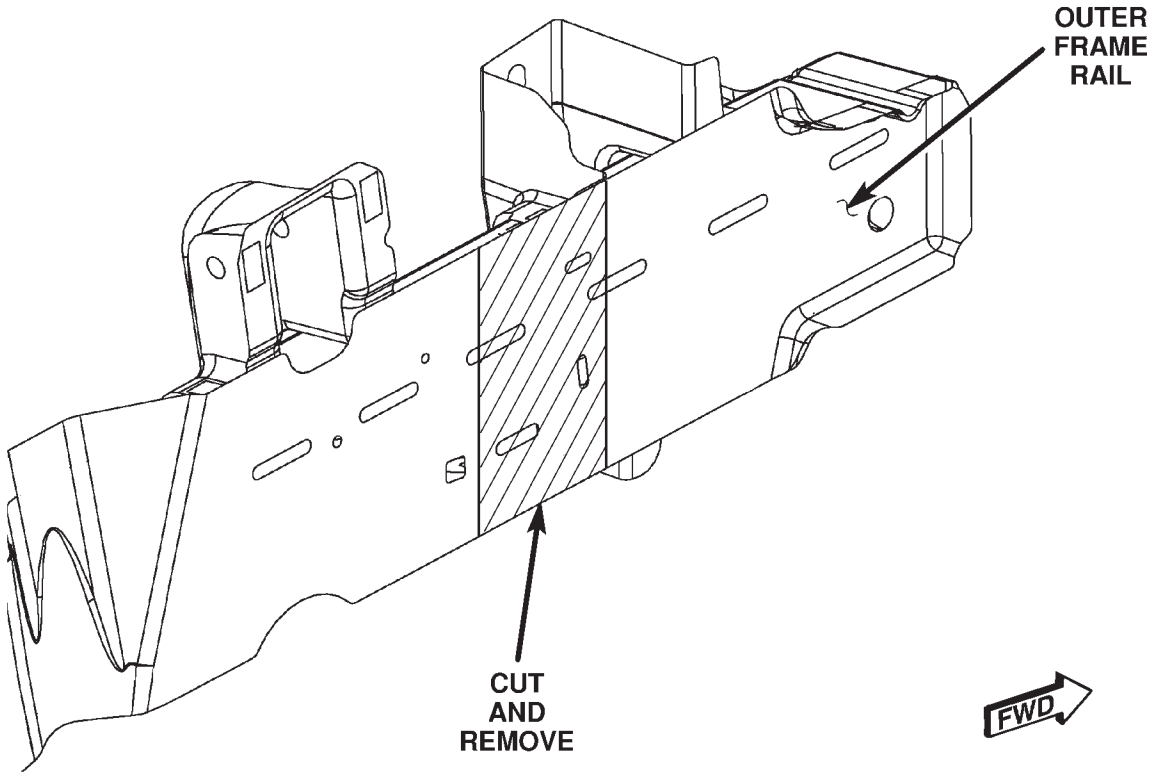
7. Carefully cut the outer side member top to bottom at the scribe lines without damaging the inner side member or the Z-reinforcement inside the rail and remove the access panel or “window”.



RIGHT SIDE SHOWN,
LEFT SIDE SIMILAR

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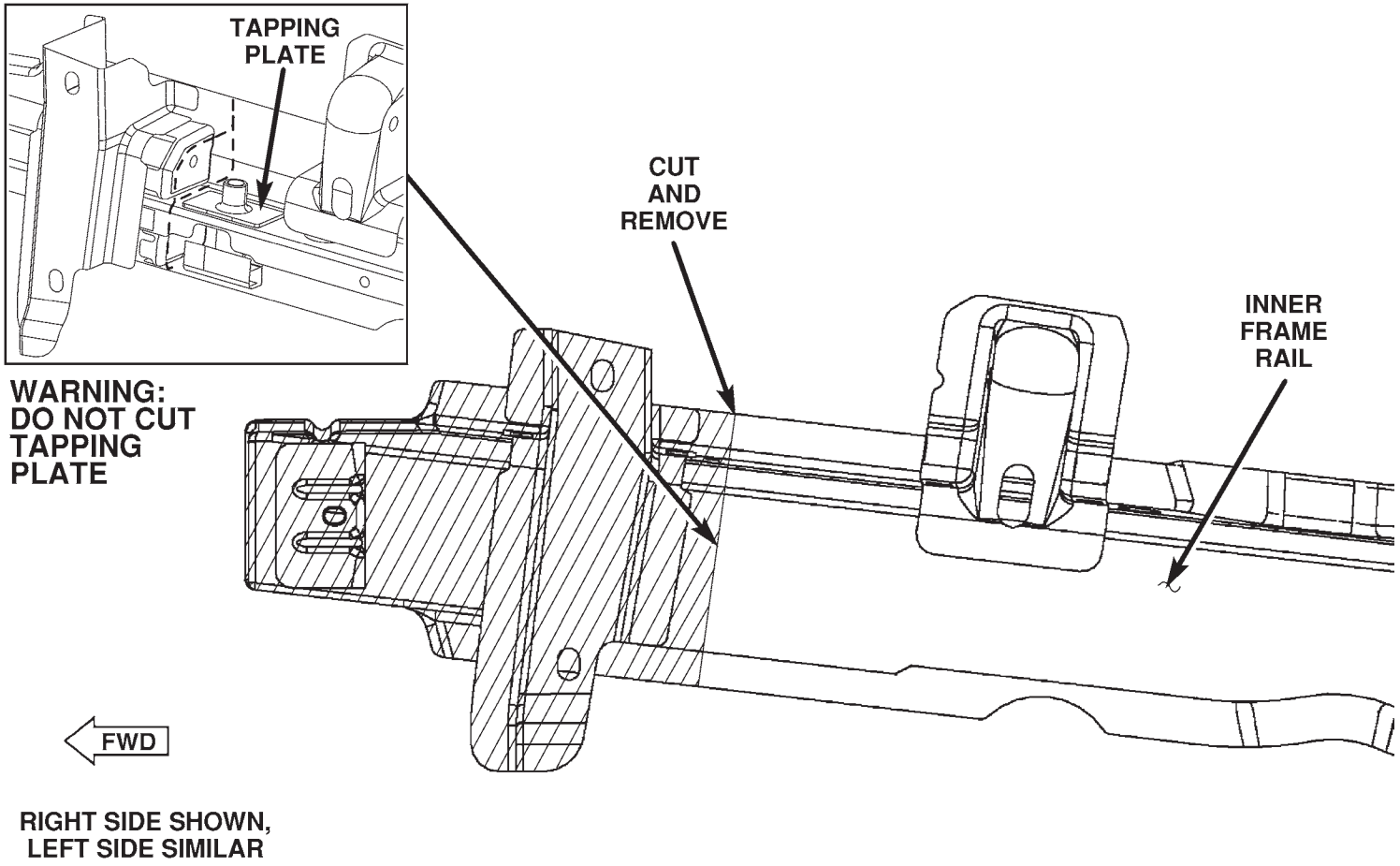
8. Using a reciprocating saw, cut vertically down through the inner frame rail and Z-reinforcement at the scribe location on the inner rail.



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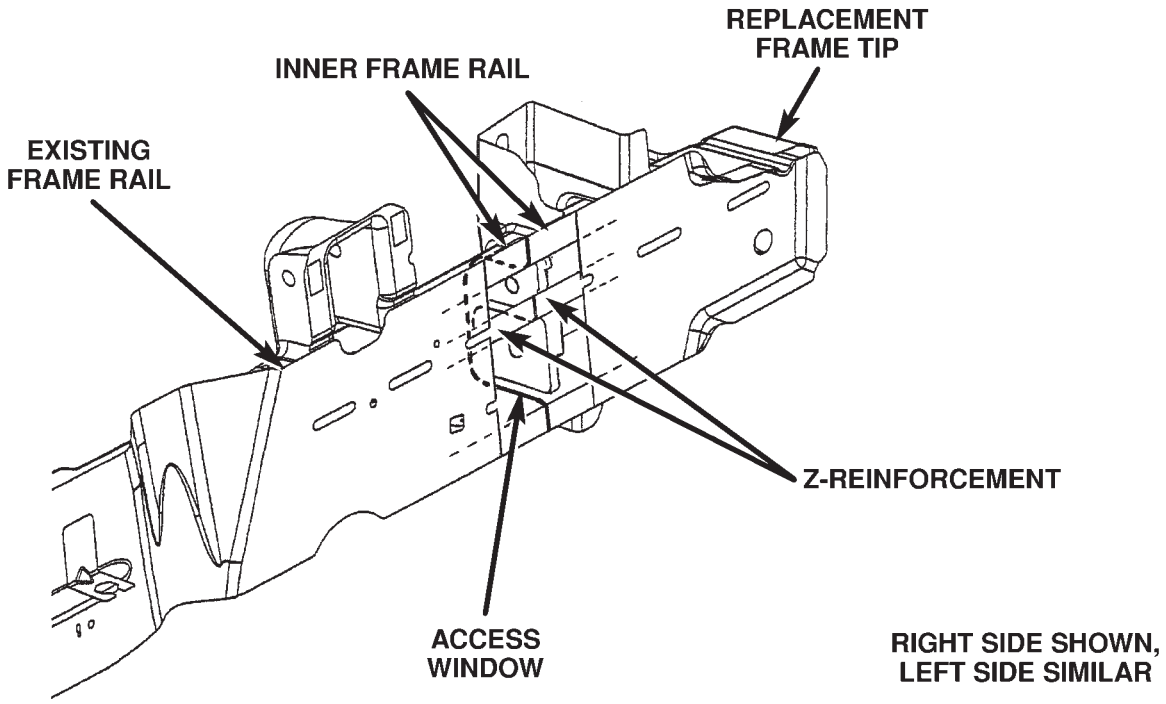
9. Carefully clean and de-burr all cut edges and prepare for welding.
10. Remove any paint, e-coat, or other coatings within 1-inch of any weld area.
11. Using the same procedures previously described, prepare the service rail tip for installation.
12. Fit and position the new rail tip to the vehicle using xyz dimensions and measuring equipment.
13. Confirm good joint fit-up with inner frame rail and Z-reinforcement and root gap equal to width of saw cut.
14. Tack weld the new tip into position using the weld chart located at the end of repair procedure section.
15. Reconfirm proper tip location.



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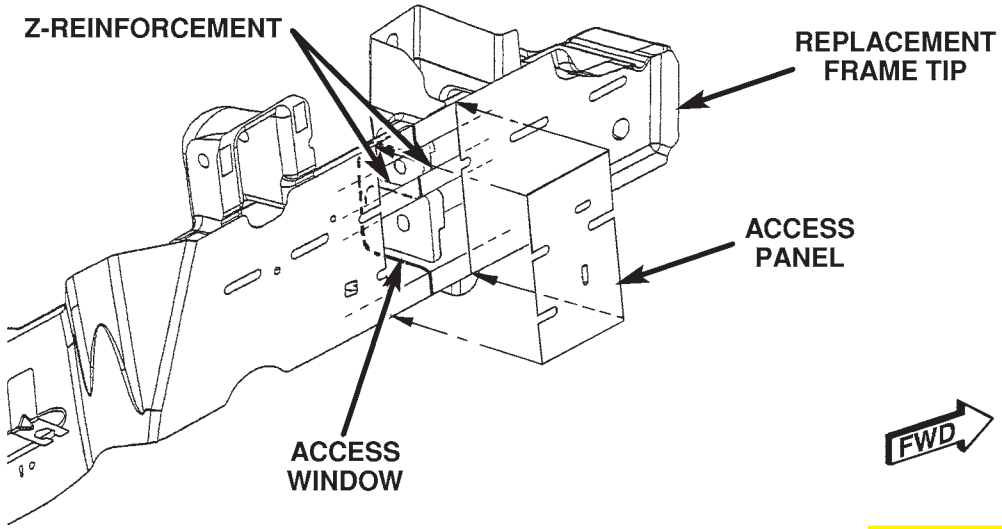
16. Weld inner frame rail in the following sequence.
    a. Upper half from the access window.
    b. Lower half from exterior of rail
    c. Clean backside of above two welds in preparation for welding.
    d. Upper half from exterior.
    e. Lower half from access window.
17. Weld Z-reinforcement from top and from bottom, from inner side rail to outer side rail.
18. Prepare access panel for reinstallation.
19. Clamp the access panel back to rail assembly.
20. Weld the butt-joints completely using a skip/stitch method to reduce the heat affected zone and distortion.
21. Weld the access window at the top and bottom to the inner frame rail using ring filet or STRSW (puddle) welds.
22. Install clamp to snug gap between outer rail and inner Z-reinforcements and MIG weld the outer rail back to the Z-reinforcement through the slots in the outer rail.



RIGHT SIDE SHOWN,
LEFT SIDE SIMILAR

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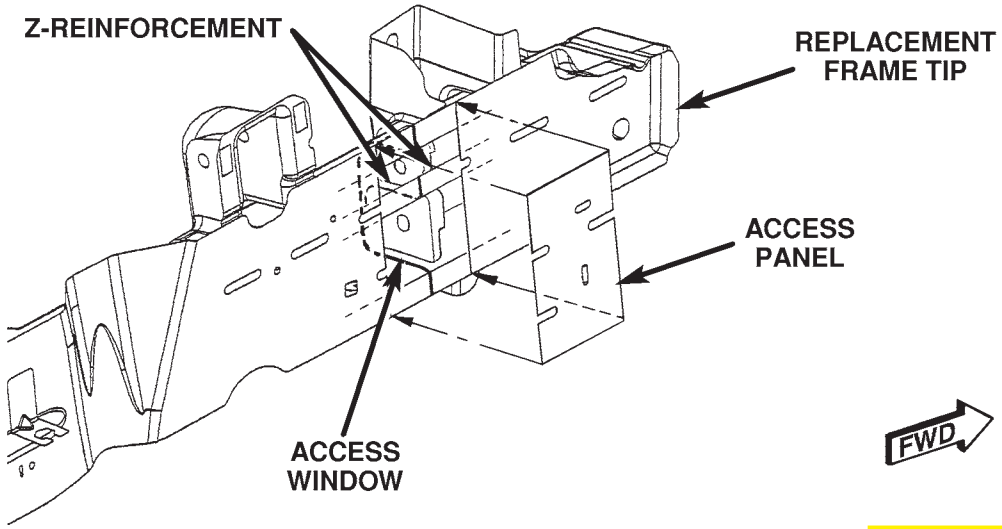
16. Weld inner frame rail in the following sequence.
    a. Upper half from the access window.
    b. Lower half from exterior of rail
    c. Clean backside of above two welds in preparation for welding.
    d. Upper half from exterior.
    e. Lower half from access window.
17. Weld Z-reinforcement from top and from bottom, from inner side rail to outer side rail.
18. Prepare access panel for reinstallation.
19. Clamp the access panel back to rail assembly.
20. Weld the butt-joints completely using a skip/stitch method to reduce the heat affected zone and distortion.
21. Weld the access window at the top and bottom to the inner frame rail using ring filet or STRSW (puddle) welds.
22. Install clamp to snug gap between outer rail and inner Z-reinforcements and MIG weld the outer rail back to the Z-reinforcement through the slots in the outer rail.



RIGHT SIDE SHOWN,
LEFT SIDE SIMILAR

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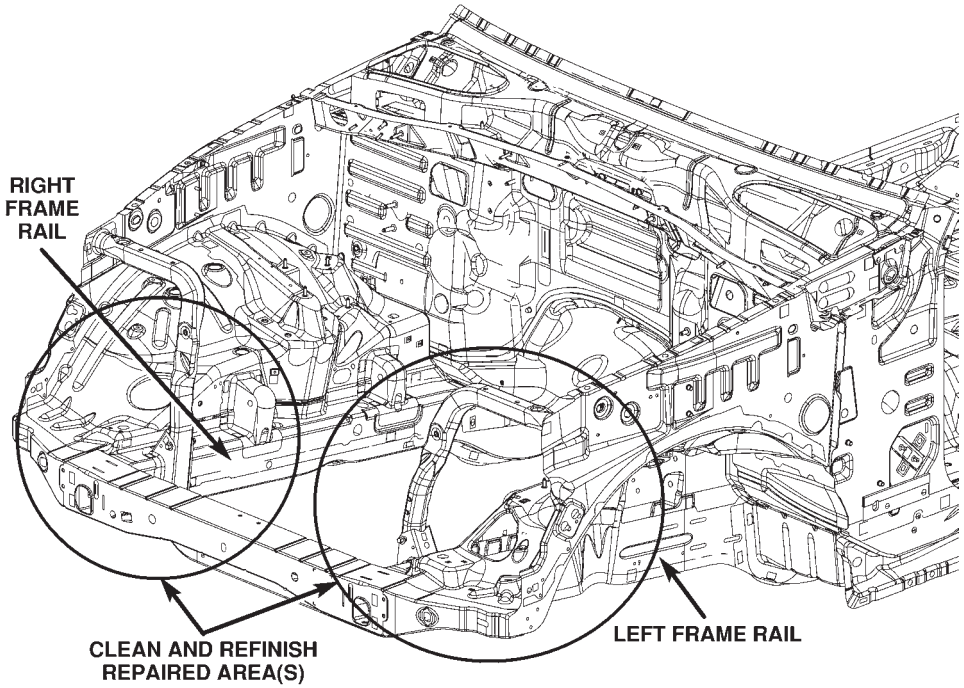
23. Dress the welded area and apply corrosion resistant coatings inside and out.
    a. Apply etch-primer to the inside of the frame rail repair area.
    b. Inside the rail, inject a creeping wax based rust inhibitor compound through the existing holes in the frame ensuring 100% coverage including the space between the original frame rail and the reinforcing sleeve; using Mopar Cavity wax kit (part # 68042969AA) / Undercoating kit (part # 68042967AA) or equivalent.
    c. Apply a durable top coat to the outside of the repair area.
24. Complete other repairs.



NOTE: Use Mopar Cavity wax kit (part # 68042969AA) / Undercoating kit (part # 68042967AA) or equivalent.

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COLLISION AND FIELD REPAIR
FUSION ARC WELDING PROCEDURE SPECIFICATIONS

COMPONENT PARTS	TRUCK FRAME		BODYSHELL EXTERIOR & UNDERBODY PANELS			
Material Type	Chrysler MS 264 (High Strength and Structural Quality Steels which includes HSLA, Martensitic, and Dual Phase materials) Chrysler MS 6000 (Zinc and Zinc Iron Alloy coated sheet steels)					
Material Thickness Range	2 mm - 4 mm		0.6 mm - 1.02 mm		>1.02 mm - 3.0 mm	
WELDING PROCESS	GAS METAL ARC (Note: 1)	FLUX CORED ARC	GAS METAL ARC (Note: 1)	MIG BRAZE (Note: 2)	GAS METAL ARC (Note: 1)	FLUX CORED ARC
ELECTRODE TYPE (AWS SPEC. A5.18)	AWS CLASS. ER70S-6	AWS CLASS. E71T-11 (Note 3)	AWS CLASS. ER70S-6	AWS CLASS. ERCuSi - A Silicon Bronze	AWS CLASS. ER70S-6	AWS CLASS. E71T-11 (Note 3)
ELECTRODE SIZE	0.035	0.045	0.023 - 0.025	0.035	0.035	0.045
ELECTRODE MAKER	Lincoln	Lincoln NR-211-MP	Lincoln		Lincoln	Lincoln NR-211-MP
WIRE FEED SPEED (in/min)	245-250 Vertical Down 70-90 Flat & Horizontal	110 Vertical Down 70-90 Flat & Horizontal	95-115 All Welds	150-155 Flat & Horizontal	245-250 Vertical Down 70-90 Flat & Horizontal	110 Vertical Down 70-90 Flat & Horizontal
TRAVEL SPEED (in/min)			10			
VOLTAGE	19-20	15-18	16-19	18-19	19-20	15-18
POLARITY	DCEP	DCEN	DCEP	DCEP	DCEP	DCEN
GAS FLOW (cfh)	25-35	N/A	25-35	25-35	25-35	N/A
ELECTRICAL STICKOUT (in)	1/2 - 5/8	3/8 - 1/2	1/2 - 5/8	5/8 - 3/4	1/2- 5/8	3/8 - 1/2
GAS TYPE	75% Ar 25% CO2	N/A	75% Ar 25% CO2	100% Ar	75% Ar 25% CO2	N/A
TYPE OF ARC TRANSFER	Short Circuit		Short Circuit	Spray	Short Circuit	

NOTES:

Caution: All welds should conform to the Chrysler vehicle engineering process standard PS 9472

These Procedure Specifications are appropriate as of this publication date 8/1/2007. Procedures may be superceeded with new spec's at a later date.

Always process to the thinner material thickness (TMT)

All persons performing welding must be qualified to weld in all positions.

(1) Must remove Zinc Coating on both sides of metal at the weld zone.

(2) MIG Braze welding process requires use of Pulse Arc or STT welding machine.

(3) Must use Lincoln product since E 71T-11 product differs from other suppliers.

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Additional Information and Guidelines

- Chrysler highly recommends all repairers obtain weld training and demonstrate weld proficiency through testing programs such as I-CAR or the American Welding Society (AWS).

- As vehicle designs incorporate increasing amounts of advanced high strength steel (AHSS), at thinner thicknesses to reduce vehicle weight, engineers are in effect designing to the limits of the base materials and electrodes. The repair person job increases in importance when performing panel replacements. Especially when the repair weld differs from the production weld (resistance weld versus fusion weld). For this reason it is imperative that the technician not only be highly trained, and be able to demonstrate his abilities to follow both the original equipment manufacturer's and weld equipment manufacturer's recommendations. In addition, he should be provided with quality welding equipment and welding consumables. Ensure that all electrodes purchased meet AWS specifications and that there is a certification program in place to guarantee their quality. Cheap, inferior electrodes will compromise the integrity of the repair.

- Welding information may be obtained from:
    - AWS (http://www.aws.org/w/a/)
    - Lincoln Equipment (http://www.lincolnelectric.com/)
    - Miller Equipment (http://www.millerwelds.com/)
    - ESAB (http://www.esabna.com/us/en/)
    - Local welding and trade schools
    - Public and university libraries
    - Many other sources

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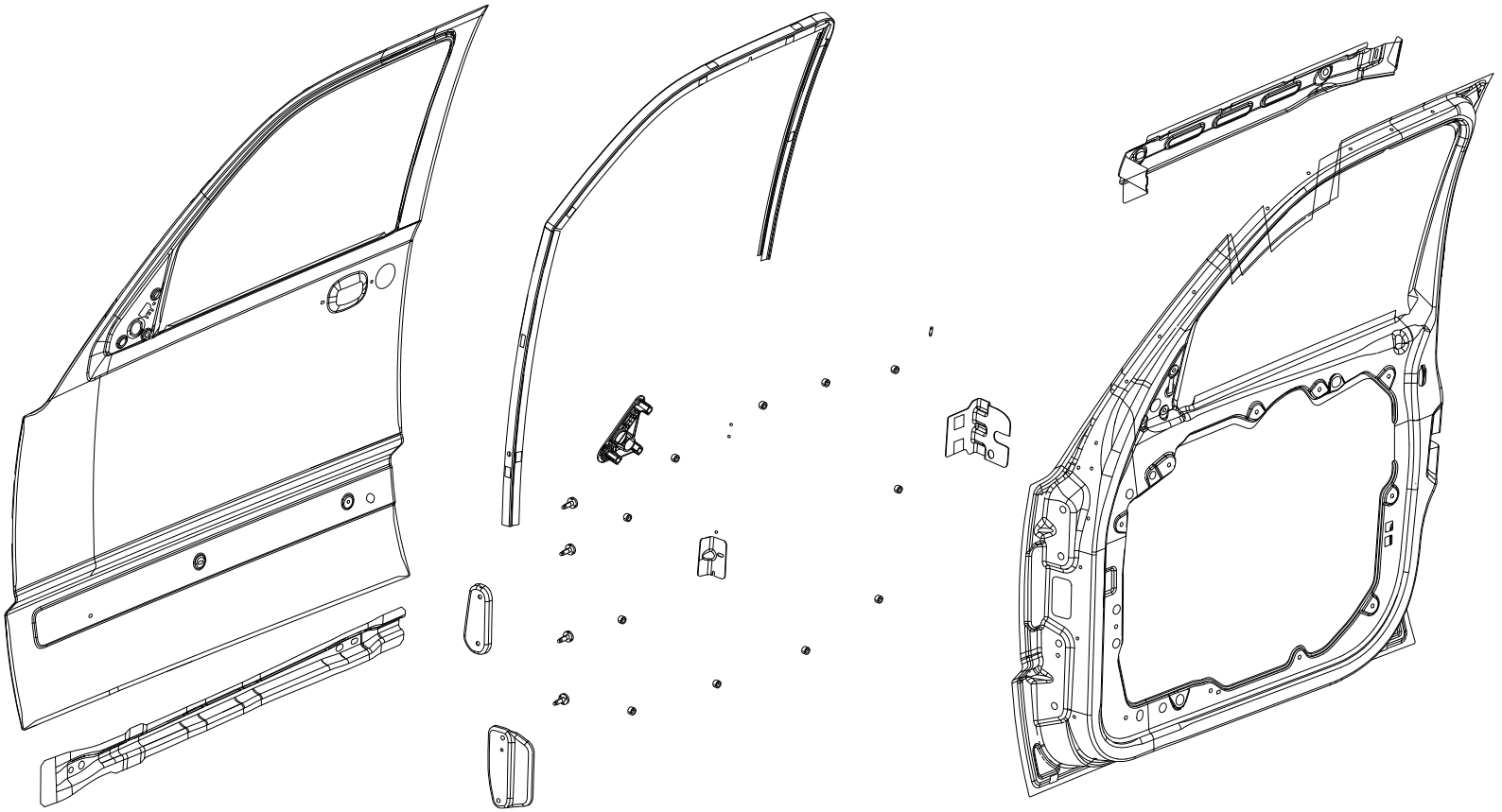
JEEP LIBERTY FRONT DOOR SECTION



AA	PANEL - FRT DOOR INR RT -
AA	PANEL - FRT DOOR INR LT -
AB	STUD PLATE - FRT DOOR RT -
AB	STUD PLATE - FRT DOOR LT -
AC	STUD PLATE - DOOR RT -
AC	STUD PLATE - DOOR LT -
AD	BEAM - IMPACT FRT DOOR RT -
AD	BEAM - IMPACT FRT DOOR LT -
AE	BRACKET - GLASS CHANNEL MOUNTING FRT RT -
AE	BRACKET - GLASS CHANNEL MOUNTING FRT LT -
AF	REINF - FRT DOOR BELT OTR RT -
AF	REINF - FRT DOOR BELT OTR LT -
AG	CHANNEL - FRT DOOR GLASS RT -
AG	CHANNEL - FRT DOOR GLASS LT -
AH	NUT/WELD.RD - NO.FIN.SPECIAL -
AJ	REINF - DOOR LATCH RT -
AJ	REINF - DOOR LATCH LT -
AK	PANEL - FRT DOOR OTR RT -
AK	PANEL - FRT DOOR OTR LT -

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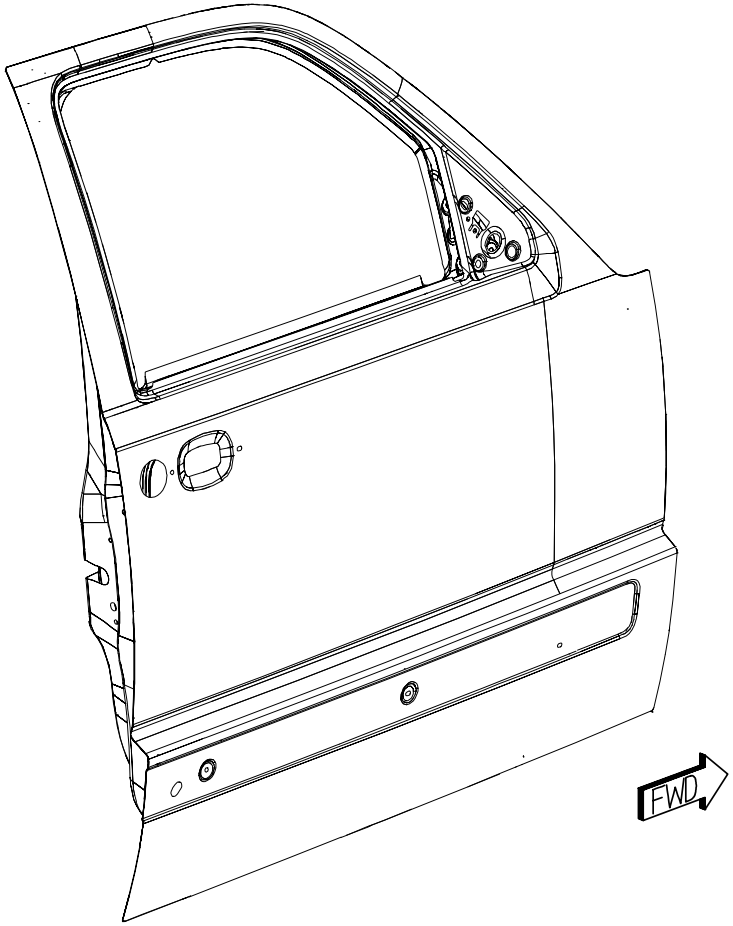
PARTS IDENTIFICATION LEGEND, OVERVIEW 24

AA PANEL - FRT DOOR INR RT -
AA PANEL - FRT DOOR INR LT -
AB STUD PLATE - FRT DOOR RT -
AB STUD PLATE - FRT DOOR LT -
AC STUD PLATE - DOOR RT -
AC STUD PLATE - DOOR LT -
AD BEAM - IMPACT FRT DOOR RT -
AD BEAM - IMPACT FRT DOOR LT -
AE BRACKET - GLASS CHANNEL MOUNTING FRT RT -
AE BRACKET - GLASS CHANNEL MOUNTING FRT LT -
AF REINF - FRT DOOR BELT OTR RT -
AF REINF - FRT DOOR BELT OTR LT -
AG CHANNEL - FRT DOOR GLASS RT -
AG CHANNEL - FRT DOOR GLASS LT -
AH NUT/WELD.RD - NO.FIN.SPECIAL -
AJ REINF - DOOR LATCH RT -
AJ REINF - DOOR LATCH LT -
AK PANEL - FRT DOOR OTR RT -
AK PANEL - FRT DOOR OTR LT -



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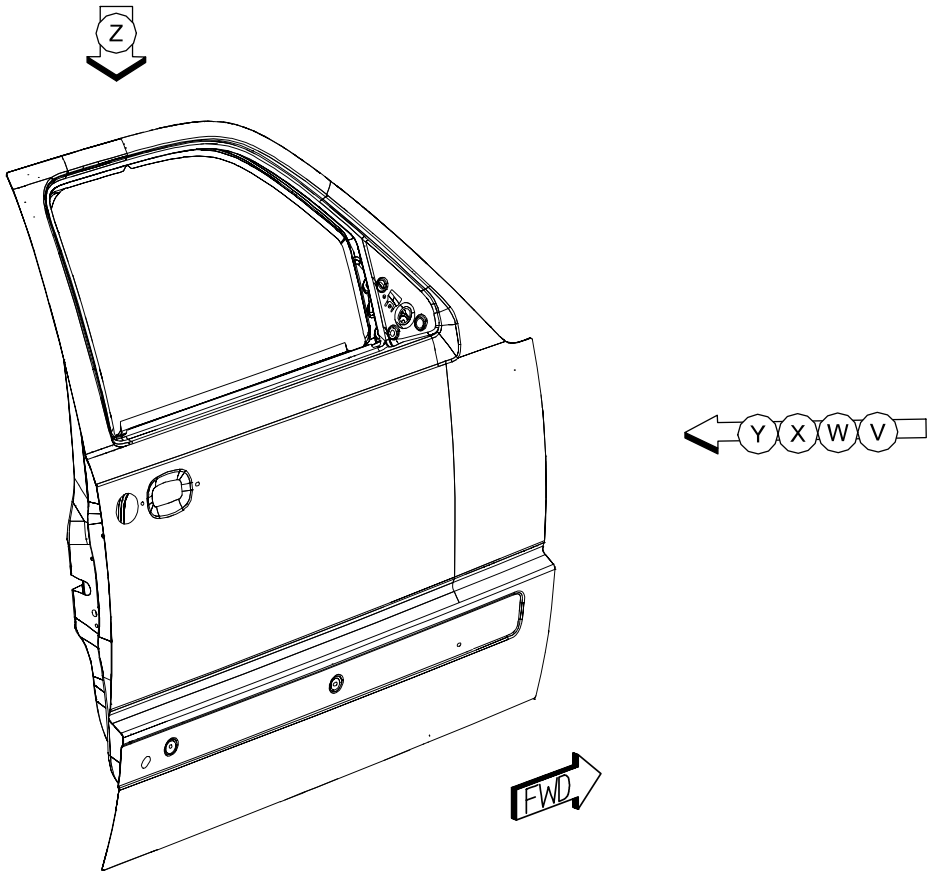
WELD LAYOUT LOCATION GUIDE



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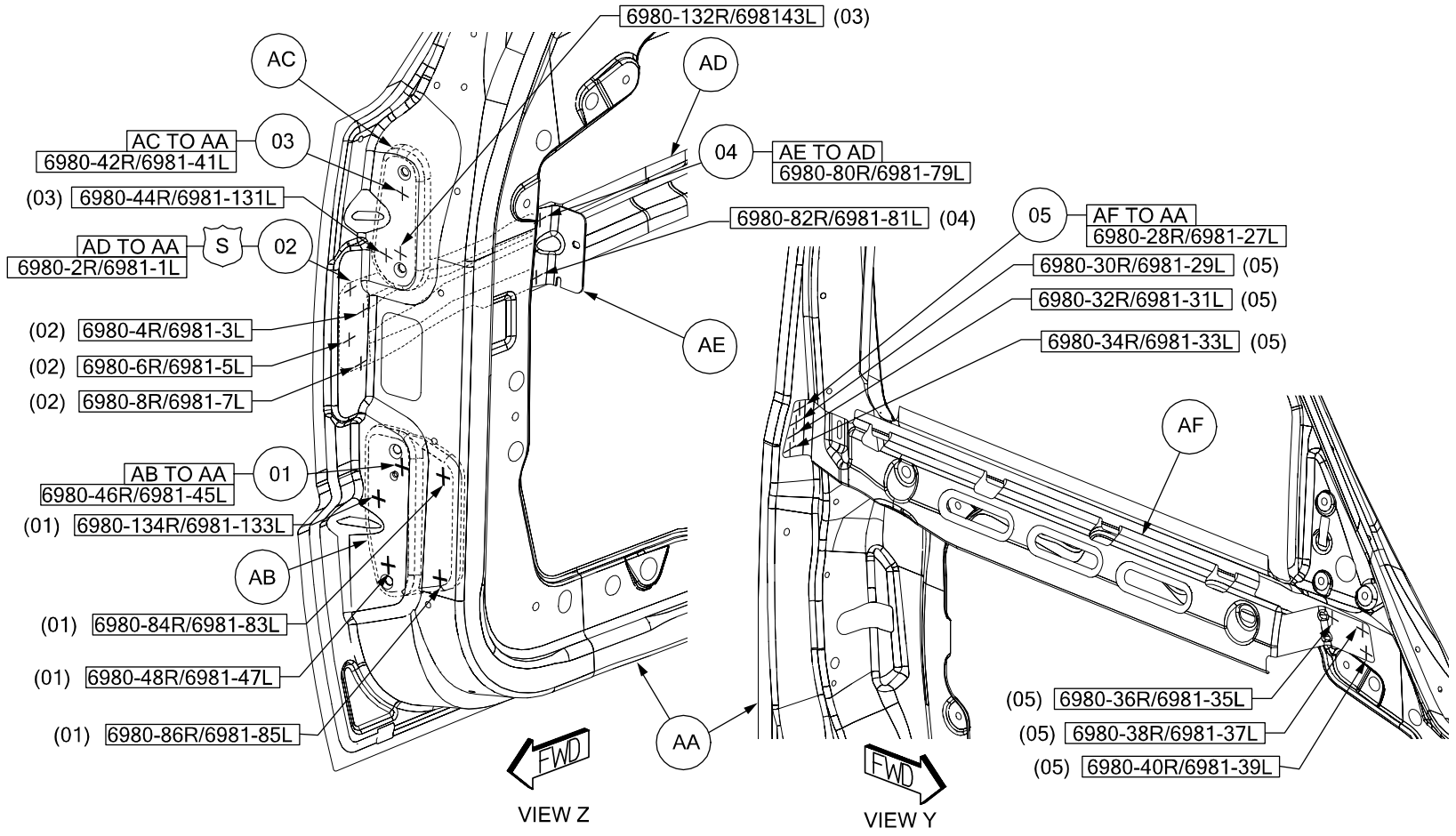
01 AB TO AA 2/SD S/WELDS (ORD)
02 AD TO AA 4/SD S/WELDS (ORD)
03 AC TO AA 3/SD S/WELDS (ORD)
04 AE TO AD 2/SD S/WELDS (ORD)
05 AF TO AA 7/SD S/WELDS (ORD)



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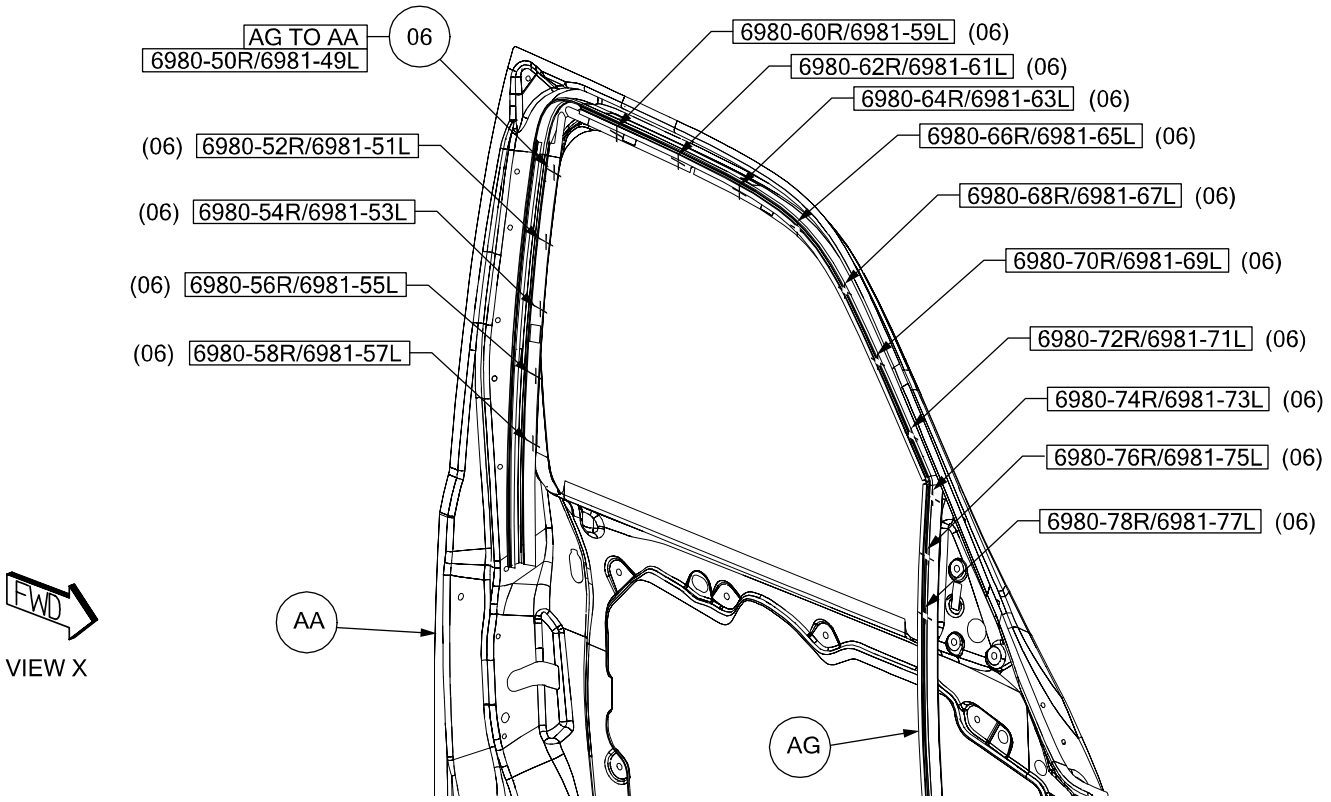
06 AG TO AA 15/SD S/WELDS (ORD)



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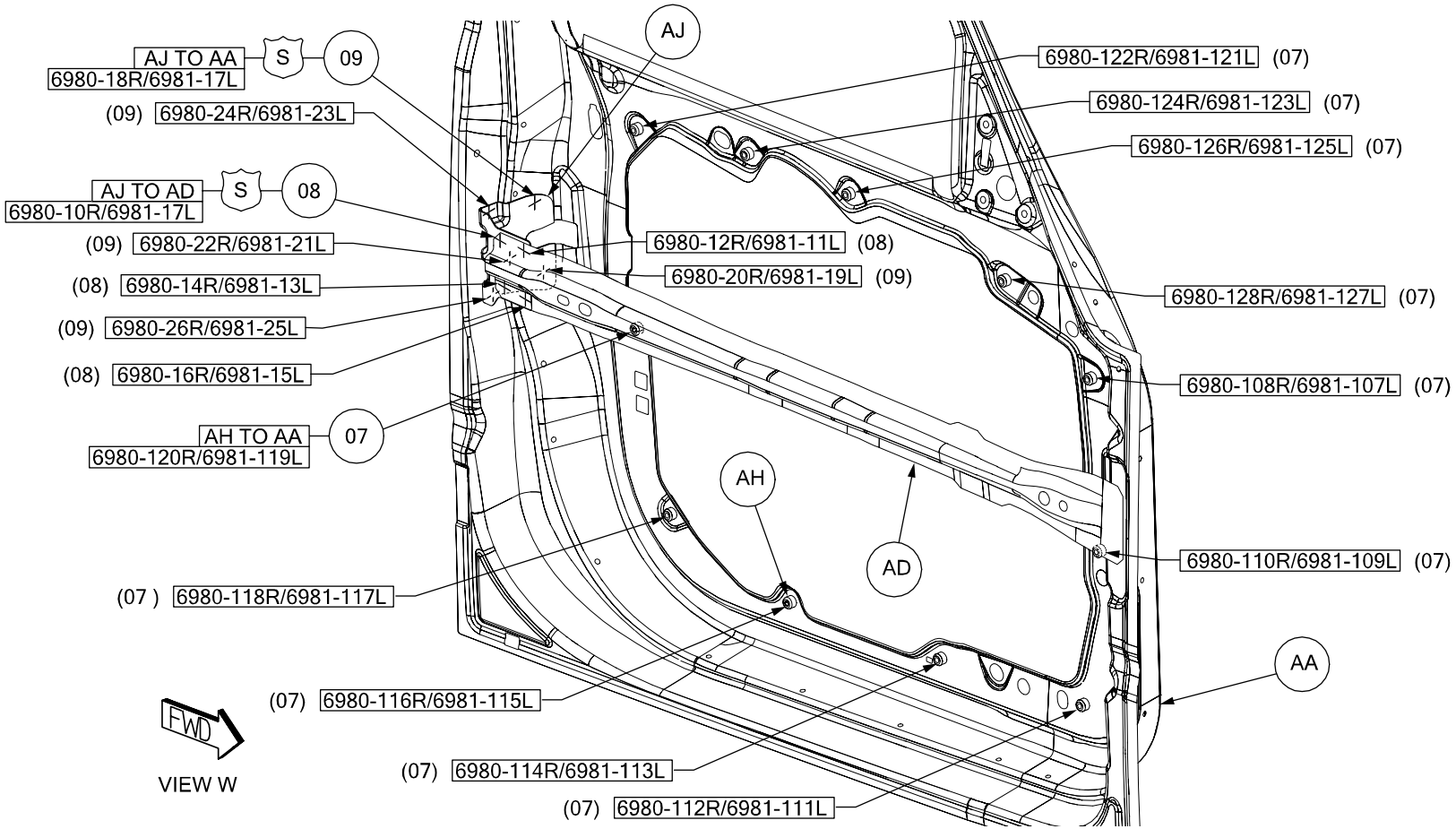
07 AH TO AA 11 PROJ WELD
08 AJ TO AD 4/SD S/WELDS (SAF)
09 AJ TO AA 5/SD S/WELDS (SAF)



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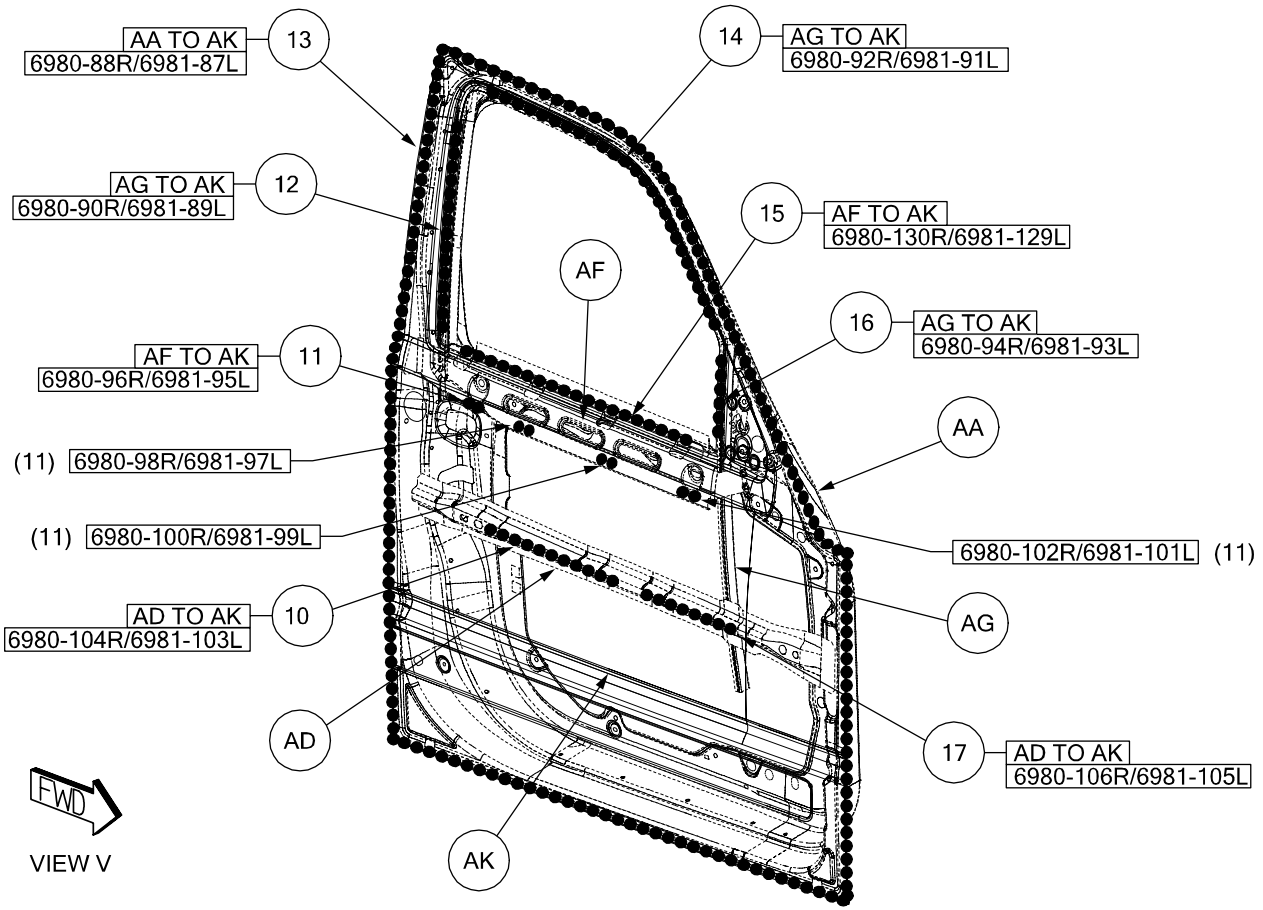
10 AD TO AK 1 STRUC ADH
11 AF TO AK 4 STRUC ADH
12 AG TO AK 1 STRUC ADH
13 AA TO AK 1 STRUC ADH
14 AG TO AK 1 STRUC ADH
15 AF TO AK 1 STRUC ADH
16 AG TO AK 1 STRUC ADH
17 AD TO AK 1 STRUC ADH



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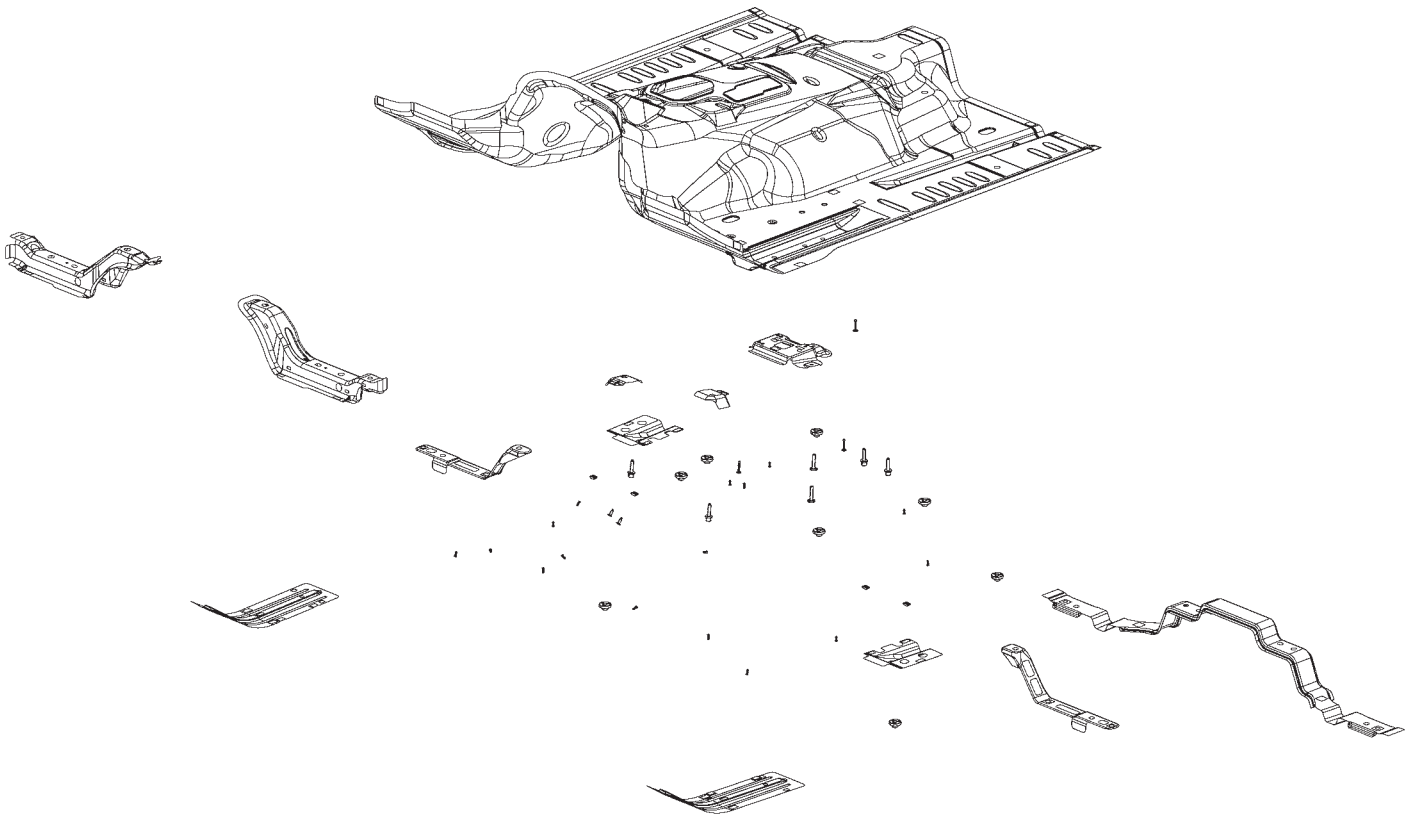
JEEP LIBERTY FRONT FLOOR ASSEMBLY SECTION



AA CROSSMEMBER – FRT SEAT RR –
AB PAN – FLOOR FRT –
AC CROSSMEMBER – FRT SEAT FRT – RT
AC CROSSMEMBER – FRT SEAT FRT – LT
AD PLATE – COMPRESSION FRT FLOOR CTR RT –
AD PLATE – COMPRESSION FRT FLOOR CTR LT –
AE REINF – FRT SEAT FRT RT –
AE REINF – FRT SEAT FRT LT –
AF PLATE – COMPRESSION FRT FLOOR RT –
AF PLATE – COMPRESSION FRT FLOOR LT –
AG BRACKET – OCCUPANT RESTRAINT CONTROLLER MODULE –
AH REINF – TUNNEL FRT –

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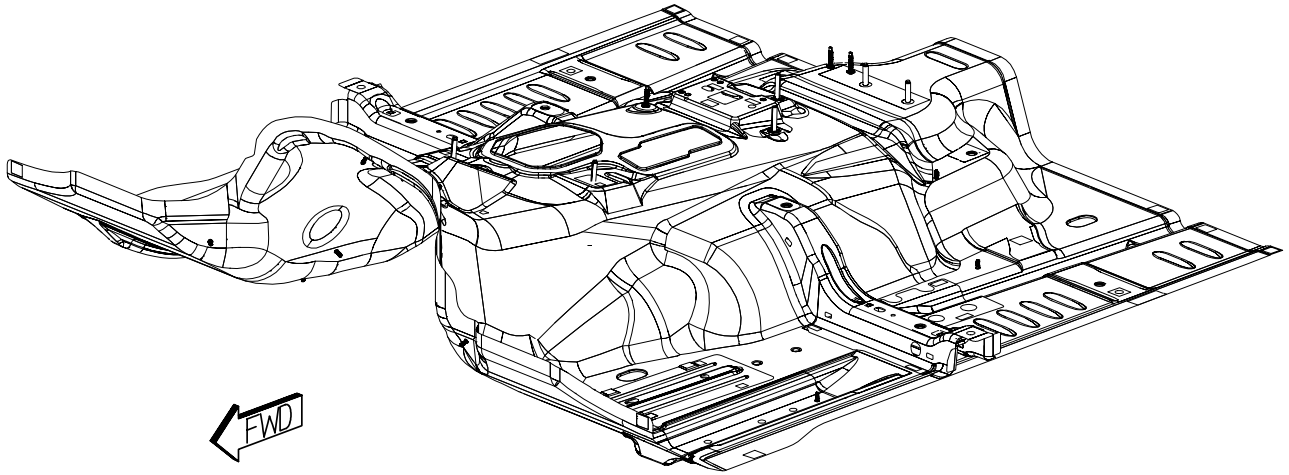
PARTS IDENTIFICATION LEGEND, OVERVIEW 11

AA CROSSMEMBER – FRT SEAT RR –
AB PAN – FLOOR FRT –
AC CROSSMEMBER – FRT SEAT FRT – RT
AC CROSSMEMBER – FRT SEAT FRT – LT
AD PLATE – COMPRESSION FRT FLOOR CTR RT –
AD PLATE – COMPRESSION FRT FLOOR CTR LT –
AE REINF – FRT SEAT FRT RT –
AE REINF – FRT SEAT FRT LT –
AF PLATE – COMPRESSION FRT FLOOR RT –
AF PLATE – COMPRESSION FRT FLOOR LT –
AG BRACKET – OCCUPANT RESTRAINT CONTROLLER MODULE –
AH REINF – TUNNEL FRT –



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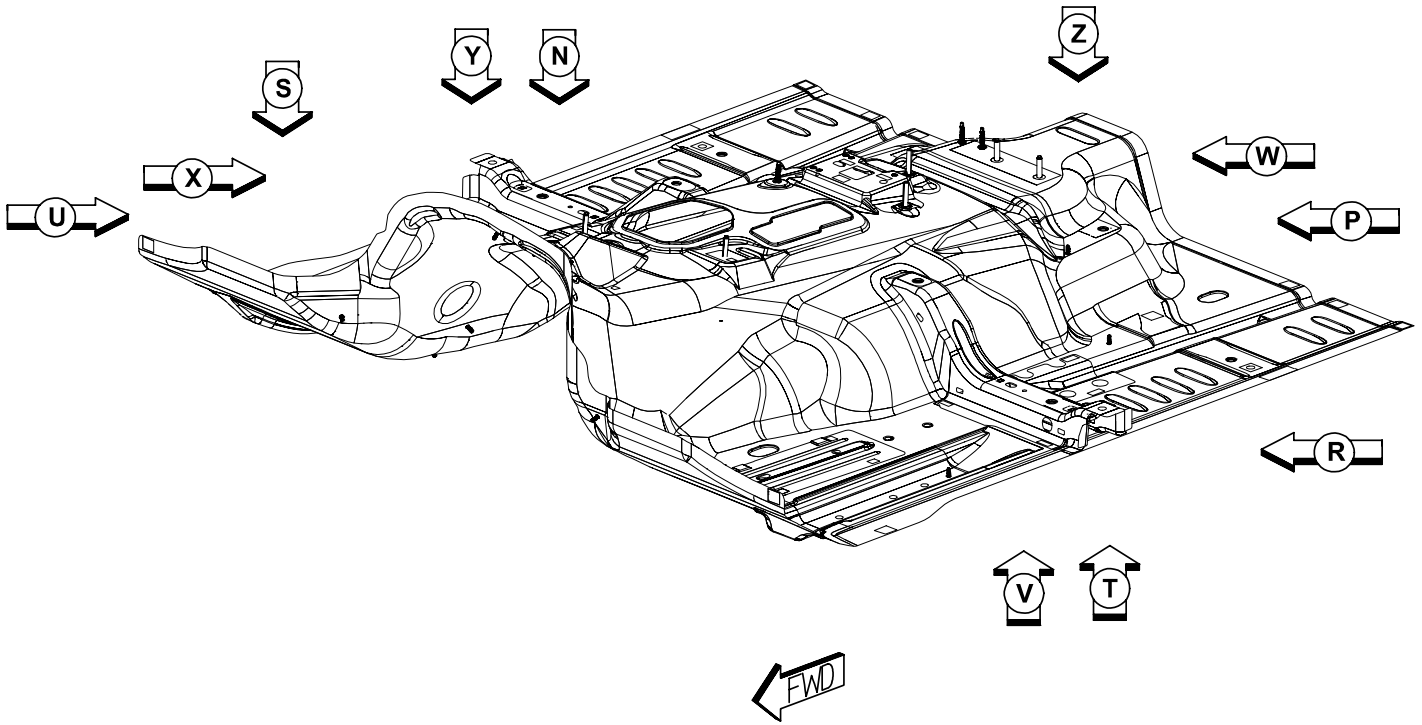
WELD LAYOUT LOCATION GUIDE



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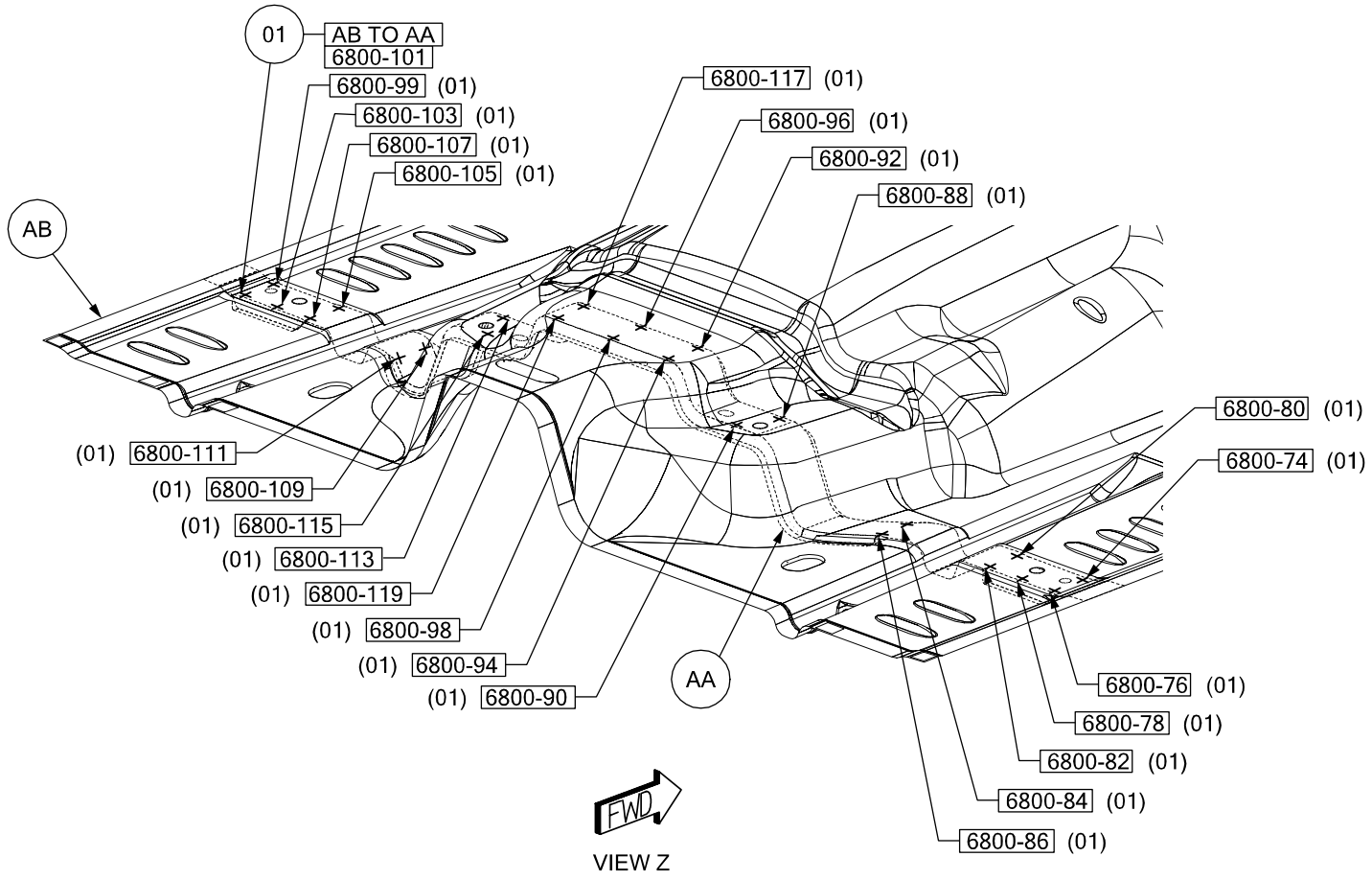
01 AB TO AA 24 S/WELDS (ORD)



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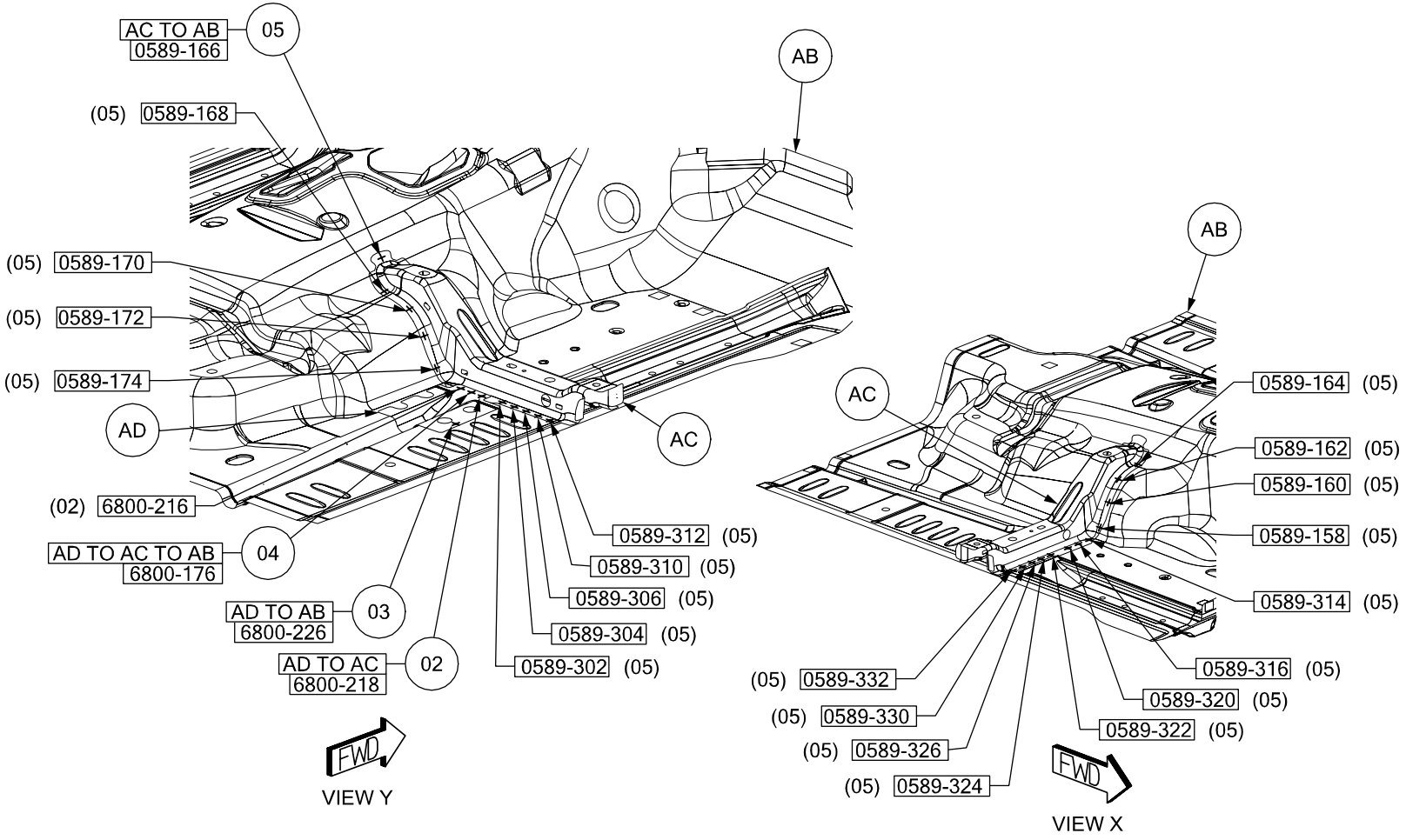
02 AD TO AC 2 S/WELDS (ORD)
03 AD TO AB 1 S/WELD (ORD)
04 AD TO AC TO AB 1 S/WELD (ORD)
05 AC TO AB 10 S/WELDS (ORD)



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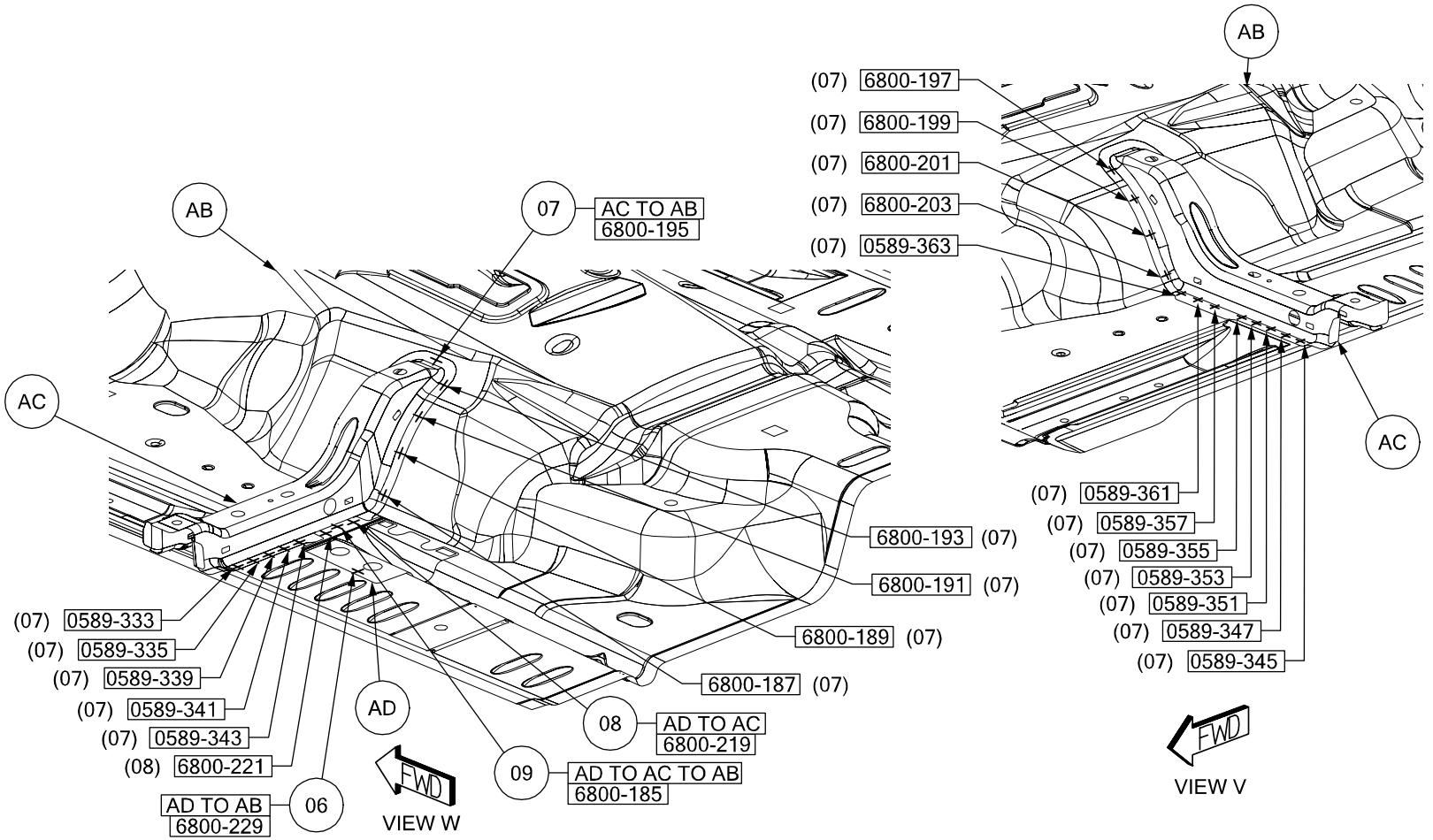
06 AD TO AB 1 S/WELD (ORD)
07 AC TO AB 22 S/WELDS (ORD)
08 AD TO AC 2 S/WELDS (ORD)
09 AD TO AC TO AB 1 S/WELD (ORD)



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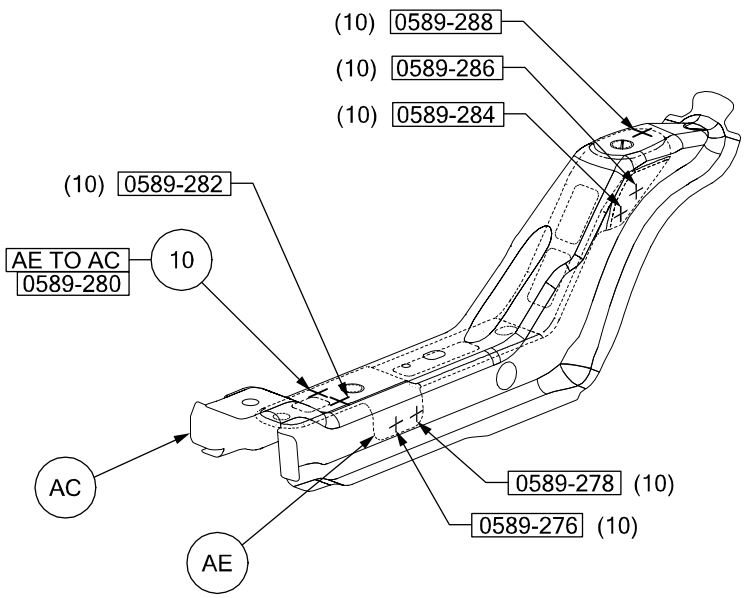
10 AE TO AC 14 S/WELDS (ORD)



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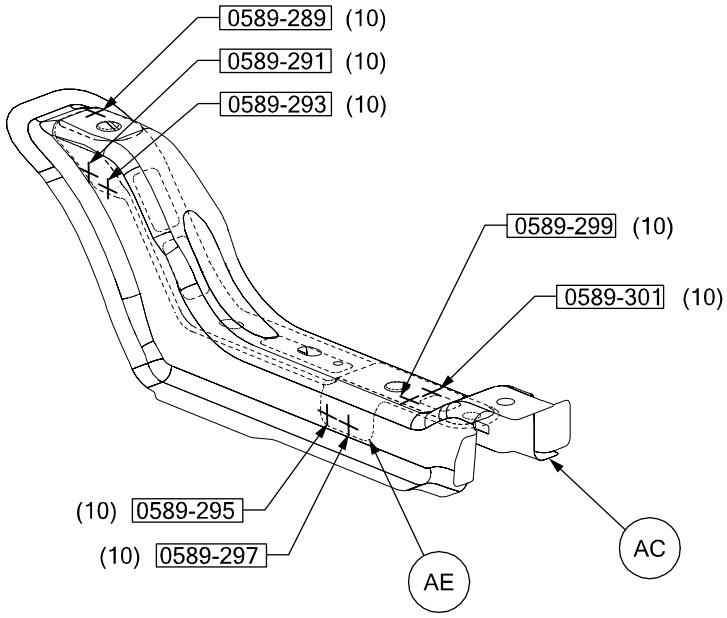

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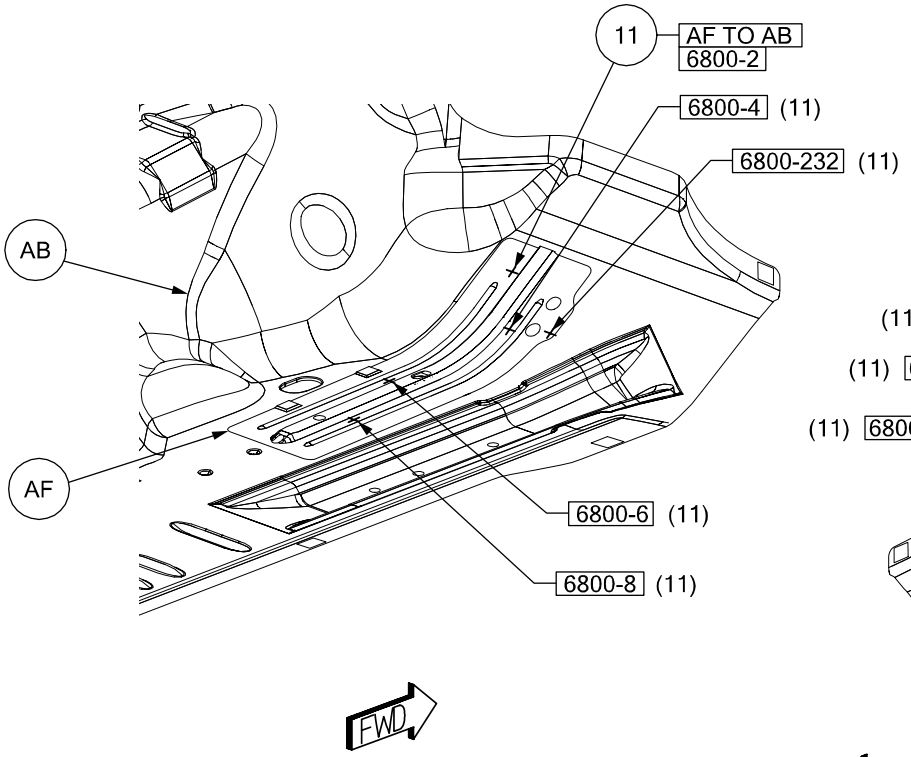
11 AF TO AB 10 S/WELDS (ORD)



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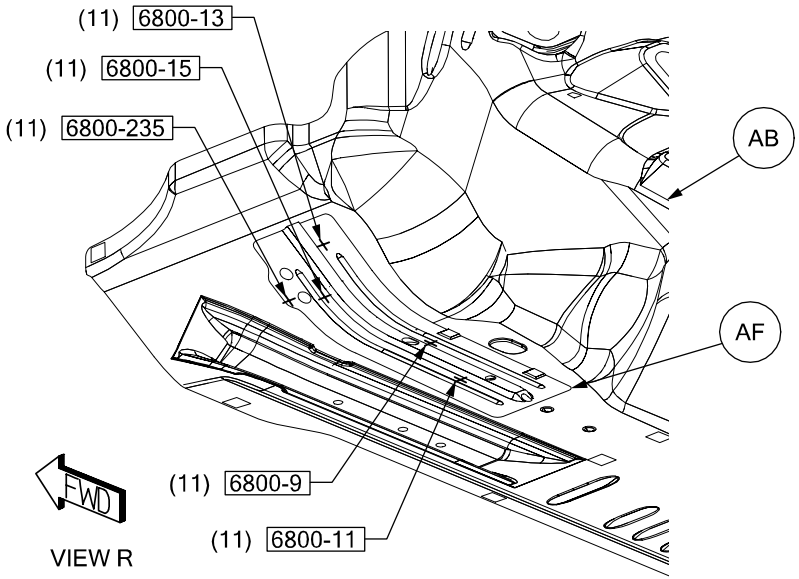

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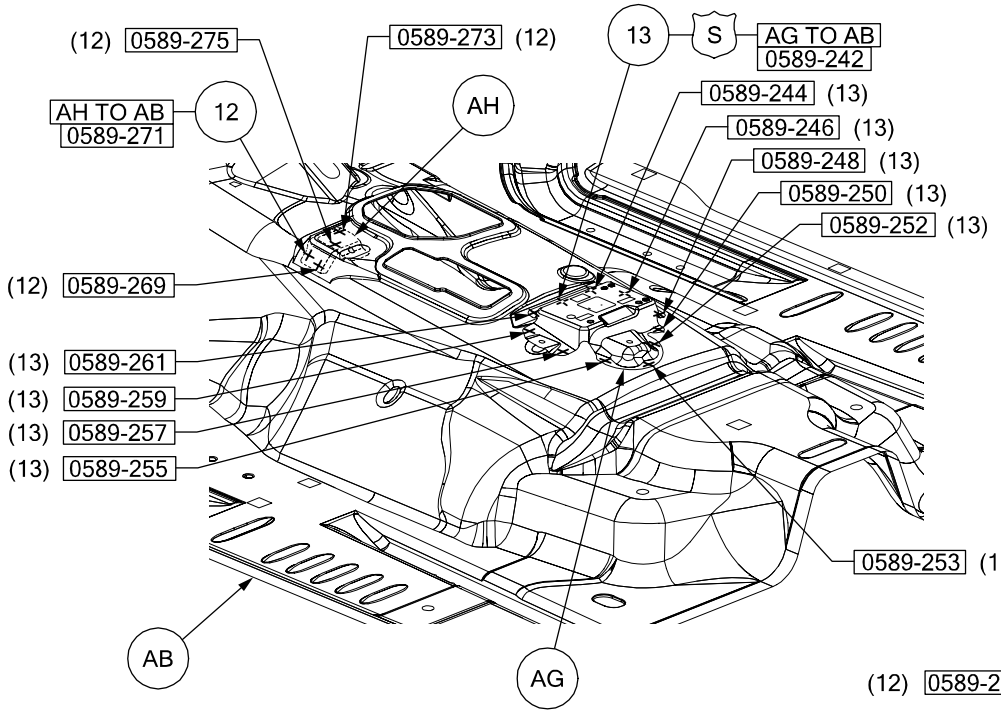
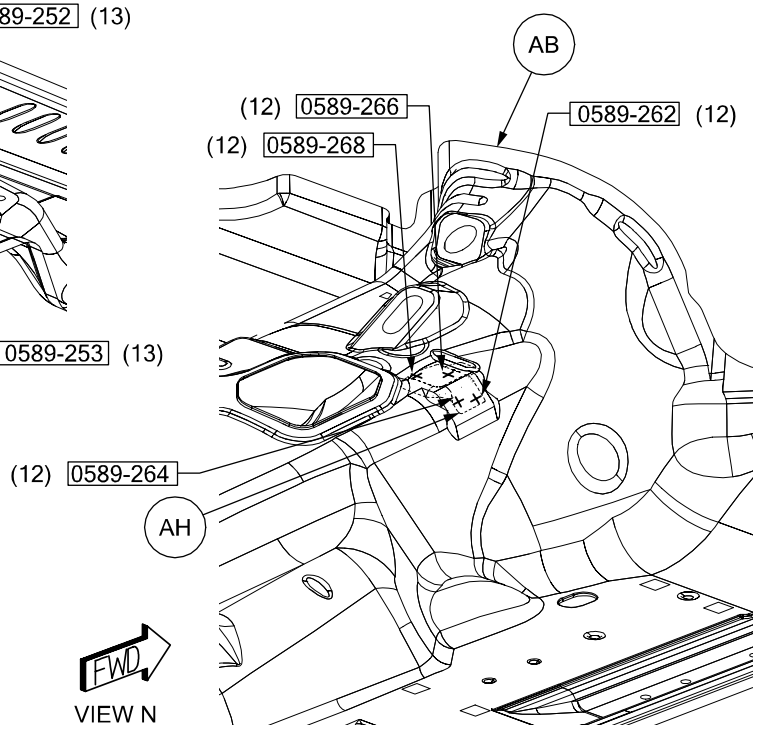
12 AH TO AB 8 S/WELDS (ORD)
13 AG TO AB 11 S/WELDS (SAF)





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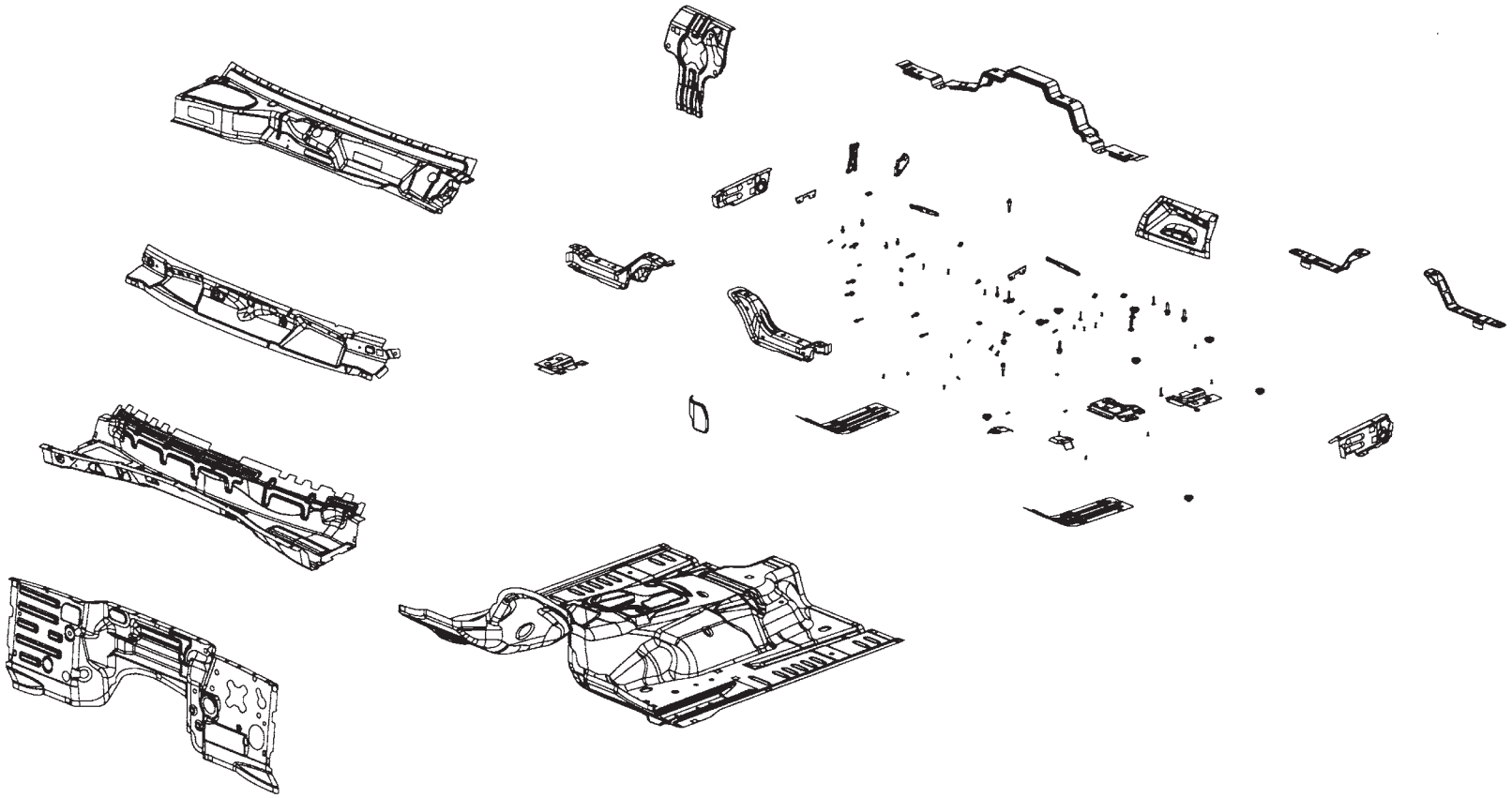
JEEP LIBERTY FRONT FLOOR/DASH/PLENUM SECTION



AA	PANEL – PLENUM BAFFLE –
AB	PANEL – PLENUM LWR –
AC	REINF – BRAKE MASTER CYL –
AD	PANEL – DASH –
AE	PAN – FLOOR FRT
AF	PANEL – DASH RHD –
AH	PANEL – PLENUM LWR RHD –
AJ	PANEL – PLENUM BAFFLE RHD –
AK	REINF – BRAKE MASTER CYL –

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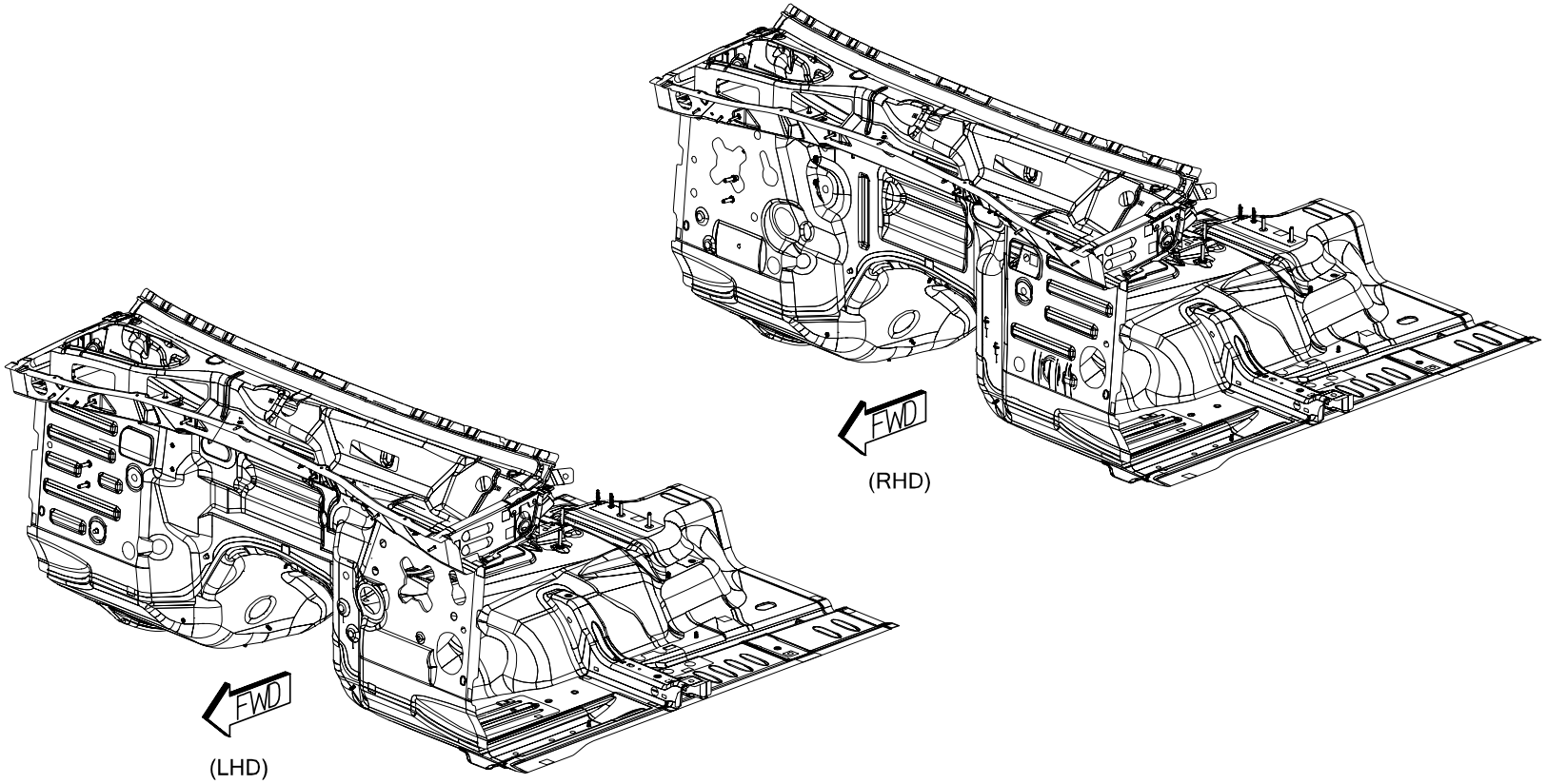
PARTS IDENTIFICATION LEGEND, OVERVIEW 15

AA PANEL – PLENUM BAFFLE –
AB PANEL – PLENUM LWR –
AC REINF – BRAKE MASTER CYL –
AD PANEL – DASH –
AE PAN – FLOOR FRT
AF PANEL – DASH RHD –
AH PANEL – PLENUM LWR RHD –
AJ PANEL – PLENUM BAFFLE RHD –
AK REINF – BRAKE MASTER CYL –



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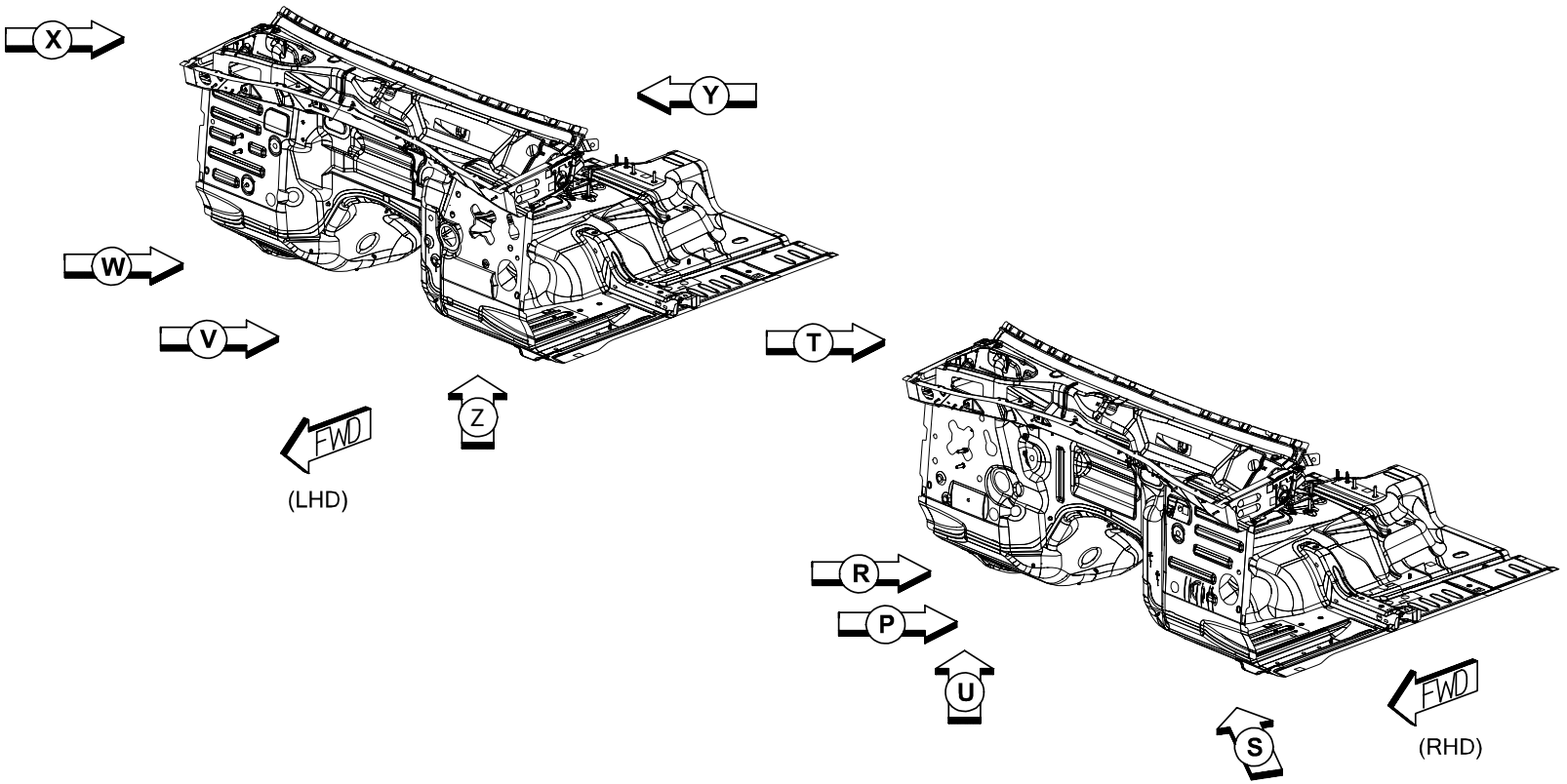
WELD LAYOUT LOCATION GUIDE



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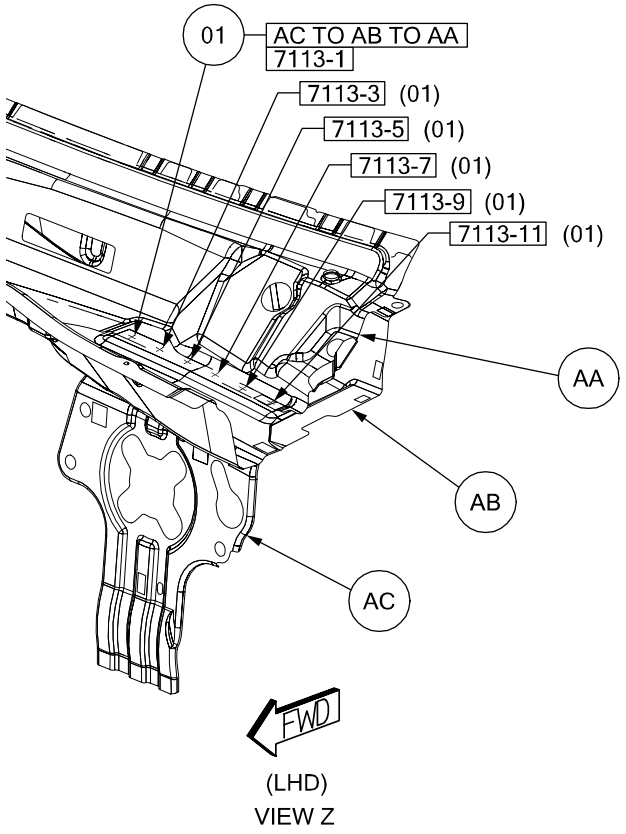
01 AC TO AB TO AA 6 S/WELDS (ORD)
02 AD TO AB 4 S/WELDS (ORD)



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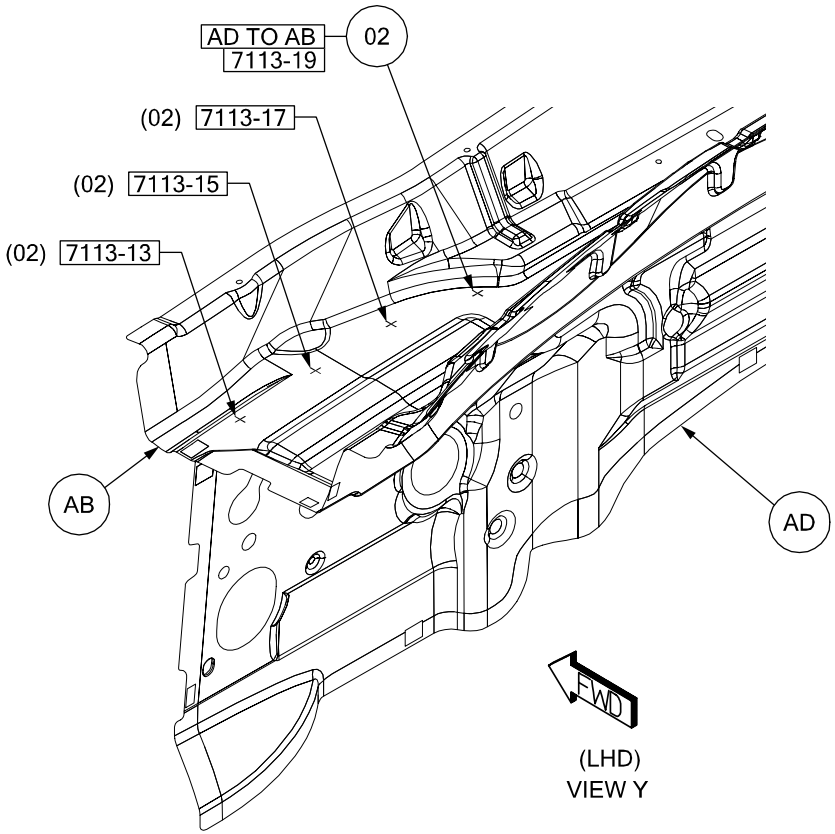

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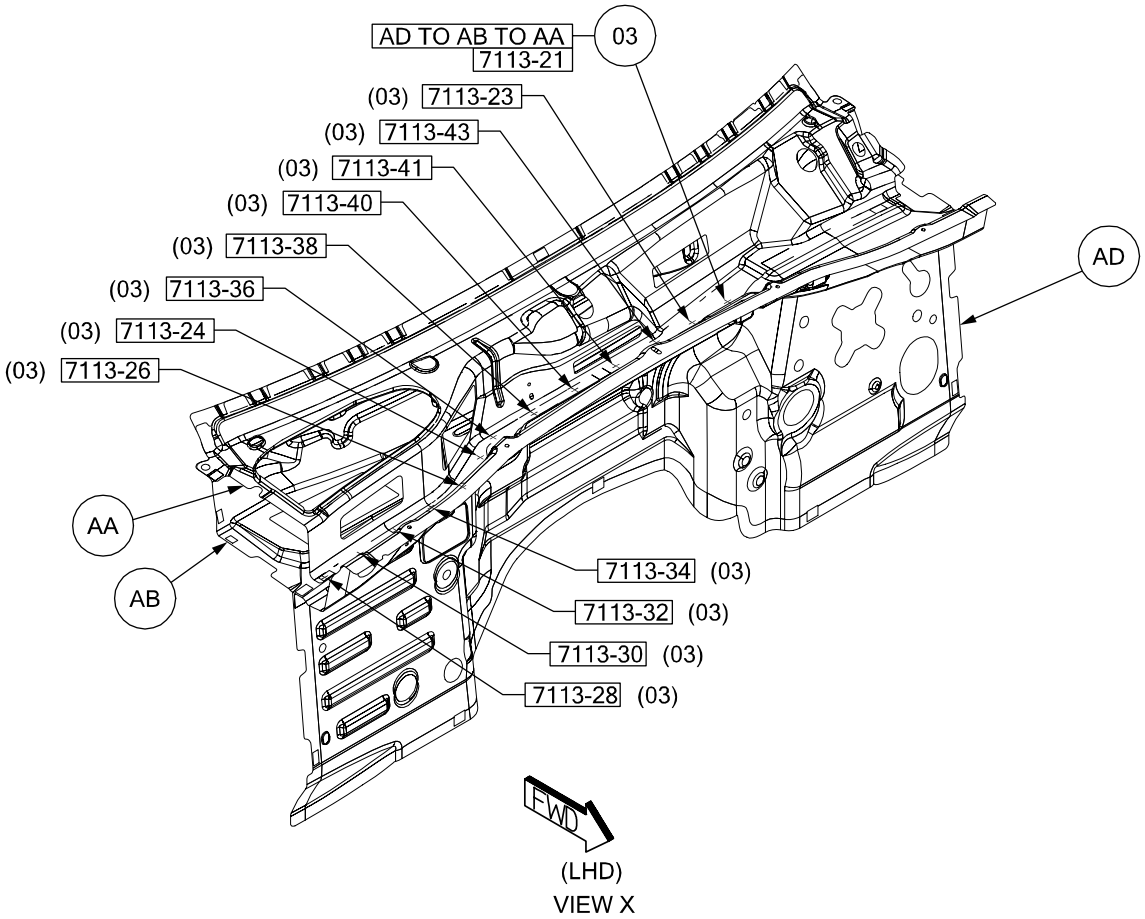
03 AD TO AB TO AA 13 S/WELDS (ORD)



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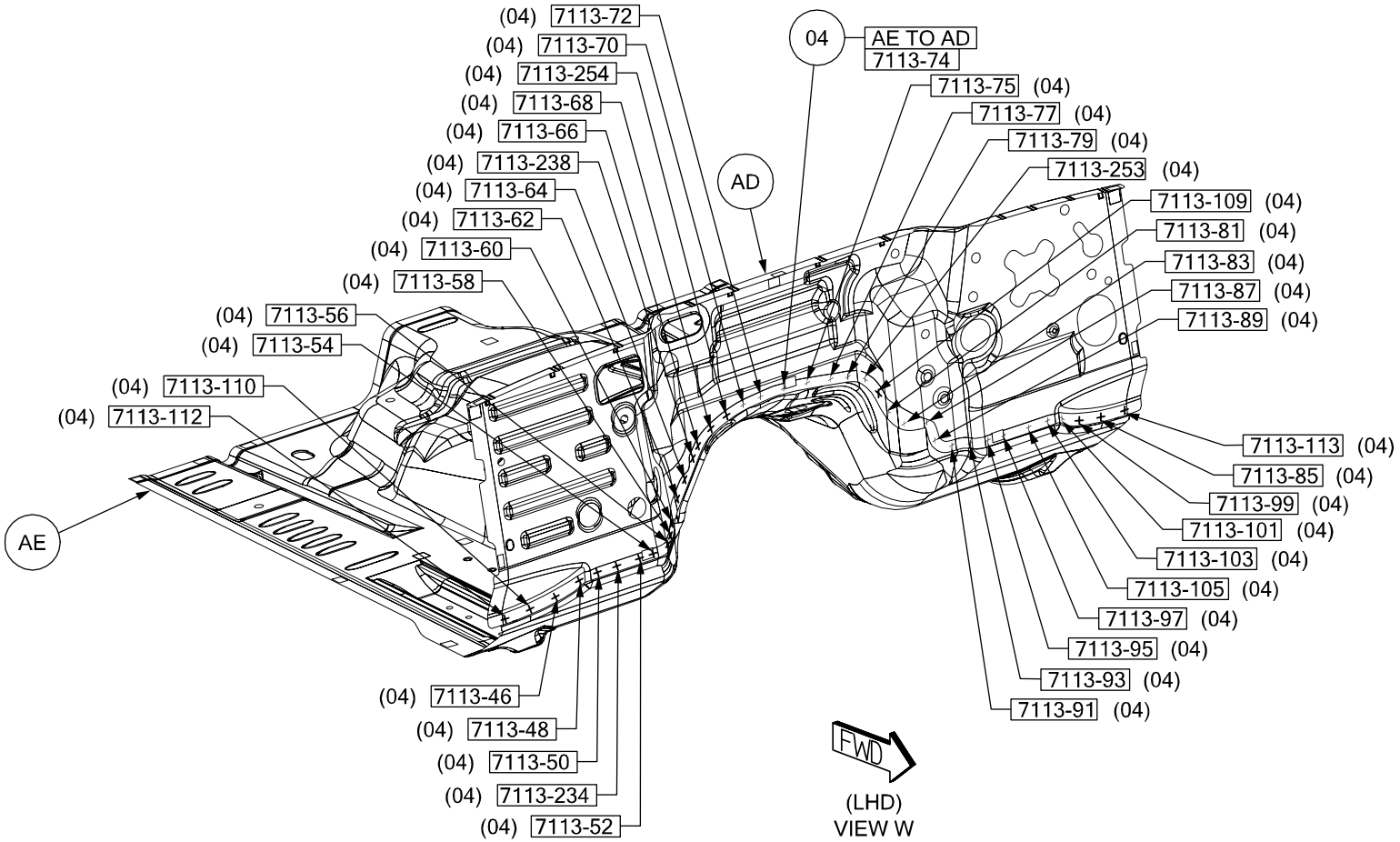
04 AE TO AD 39 S/WELDS (ORD)



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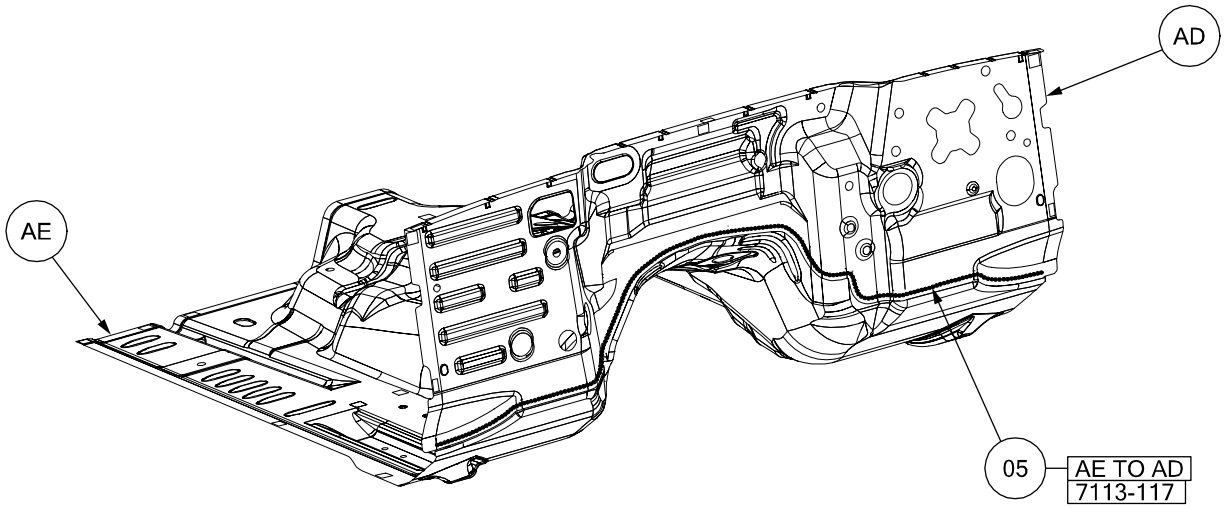
05 AE TO AD 1 STRUC ADH



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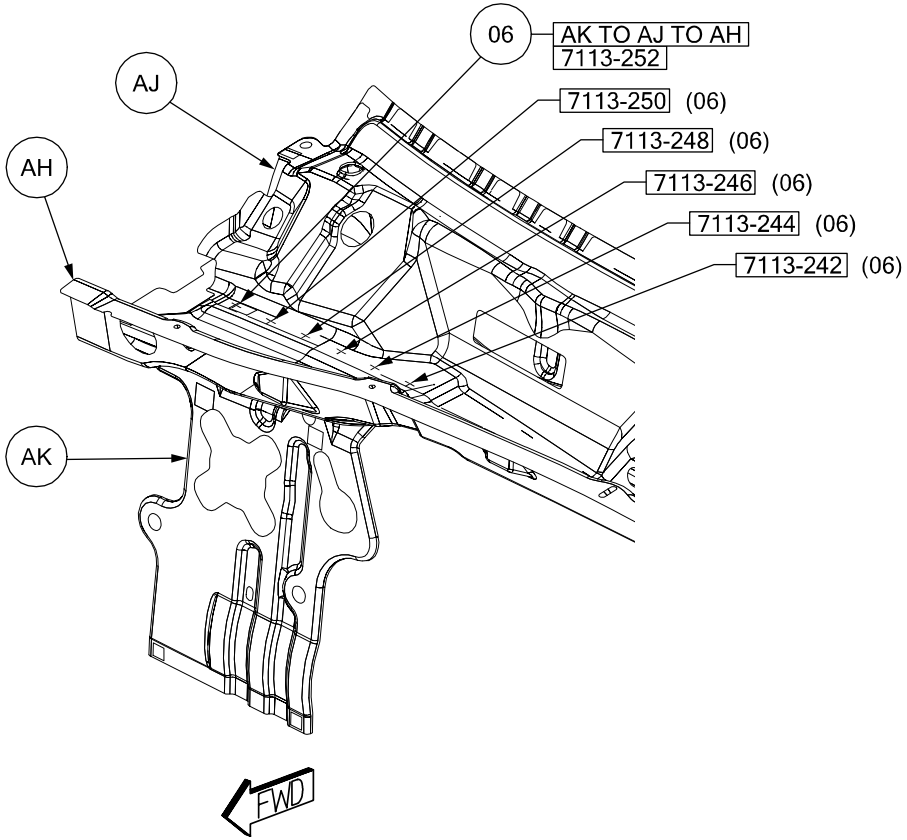
06 AK TO AJ TO AH 6 S/WELDS (ORD)
07 AH TO AG 6 S/WELDS (ORD)



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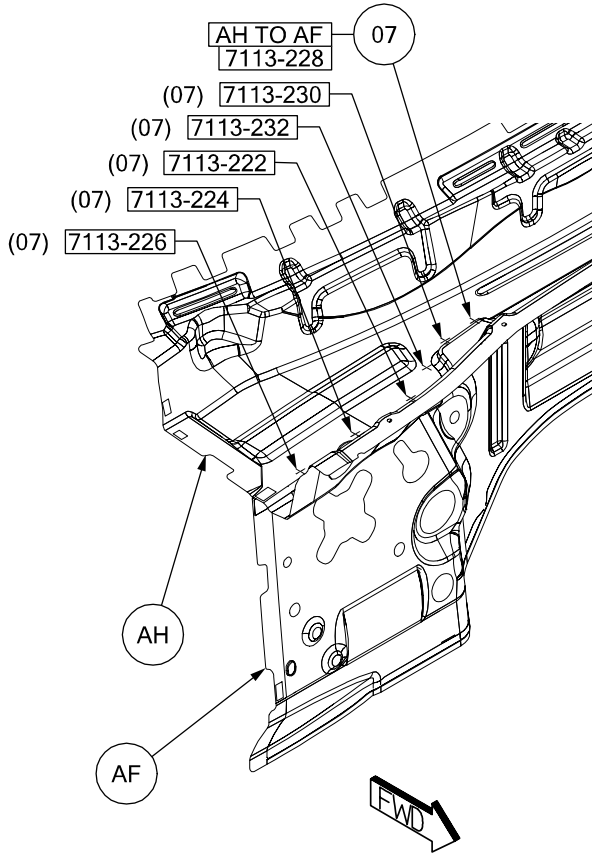

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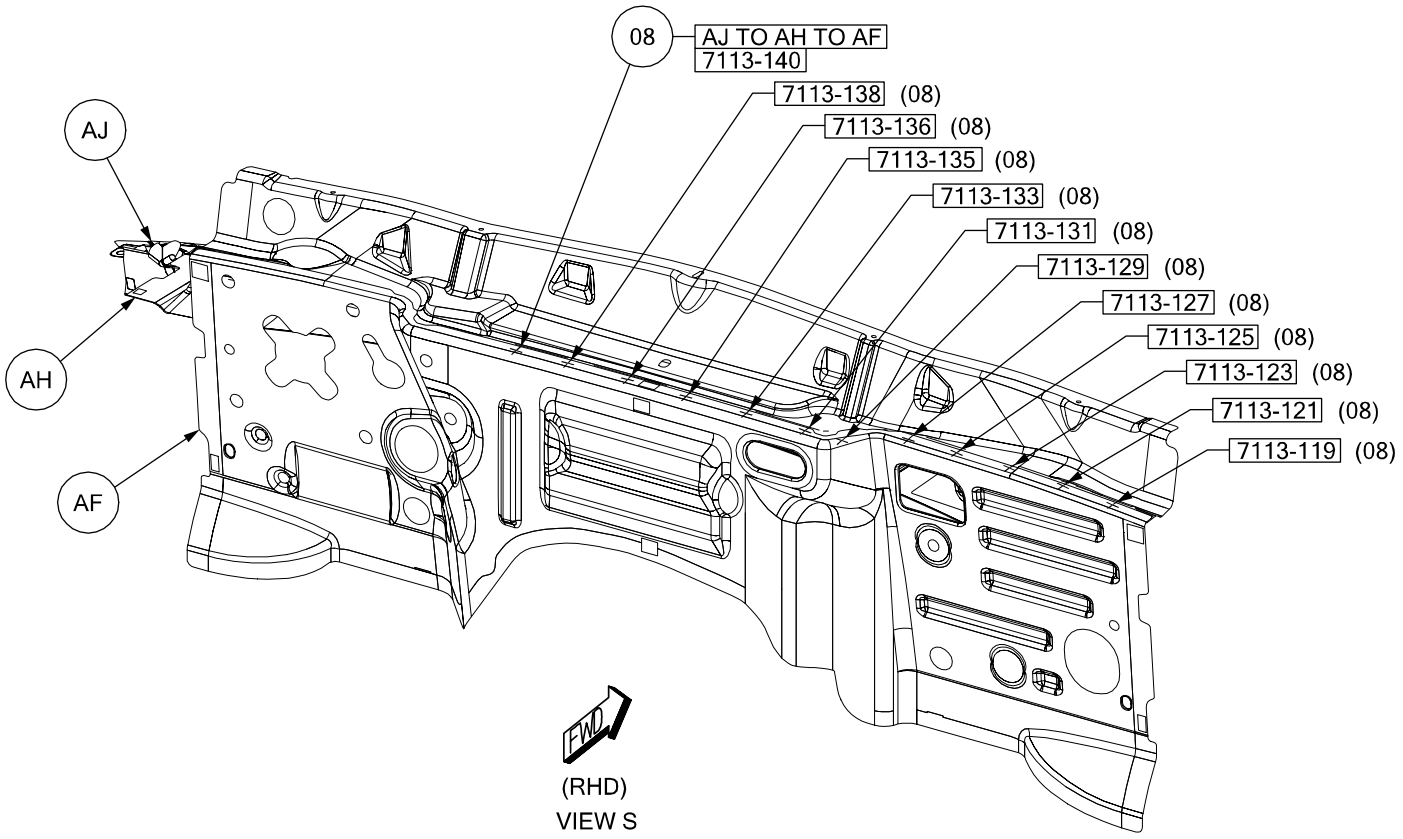
08 AD TO AB TO AA 12 S/WELDS (ORD)



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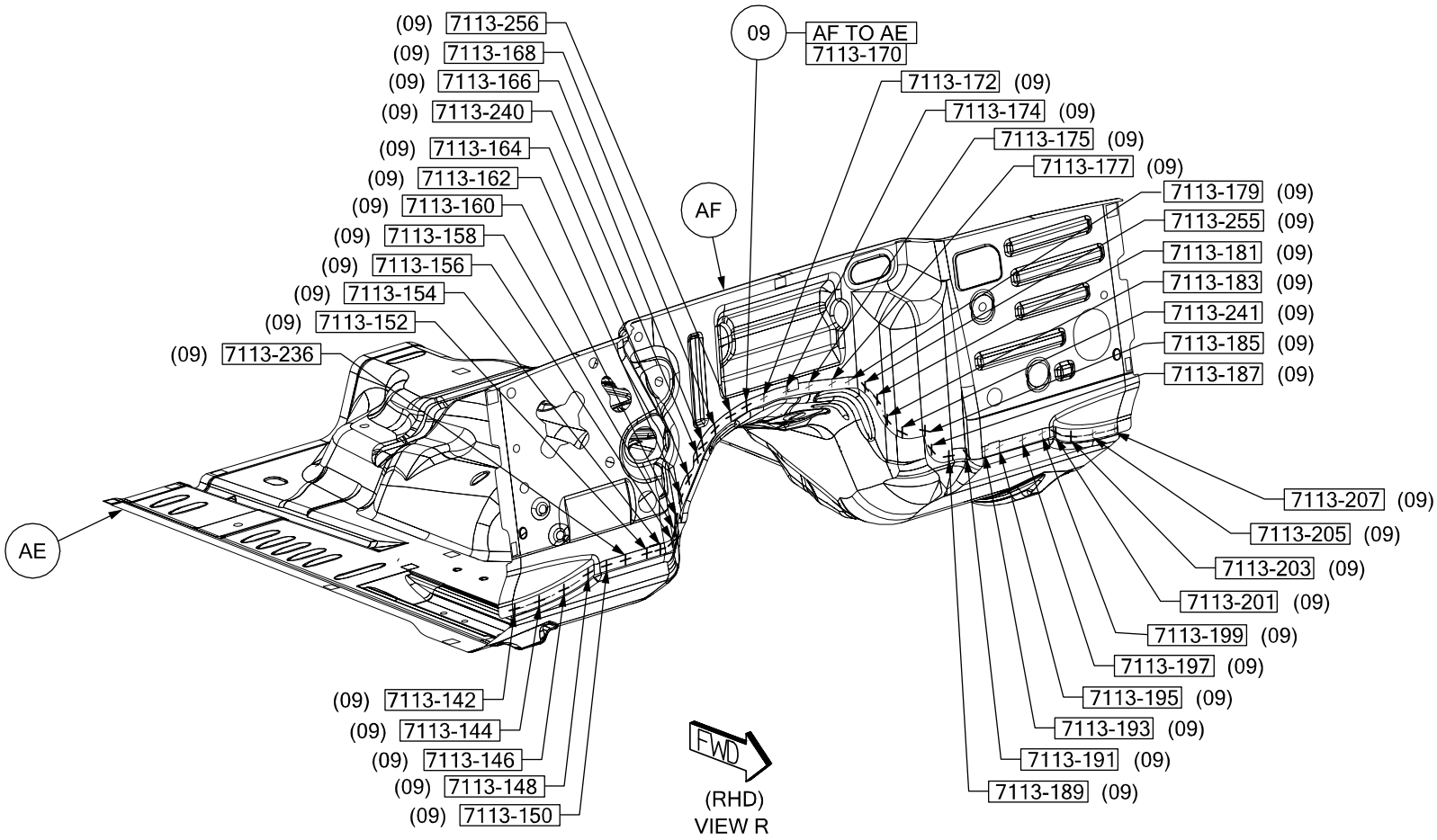
09 AF TO AE 39 S/WELDS (ORD)



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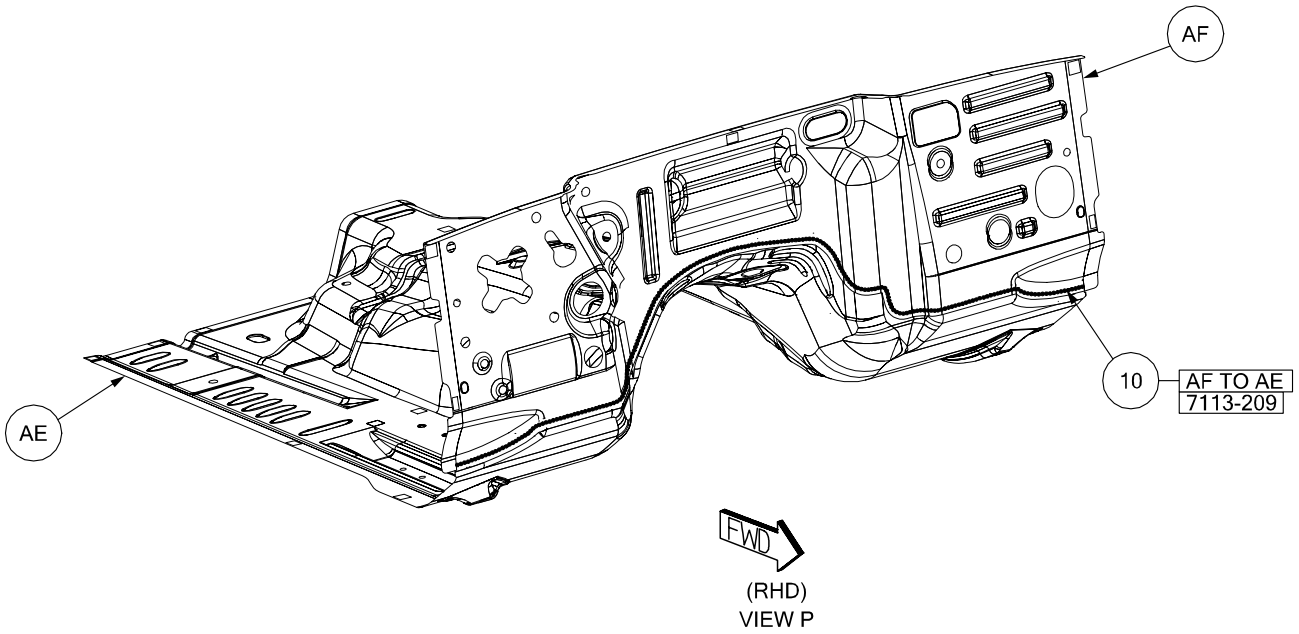
10 AG TO AE 1 STRUC ADH



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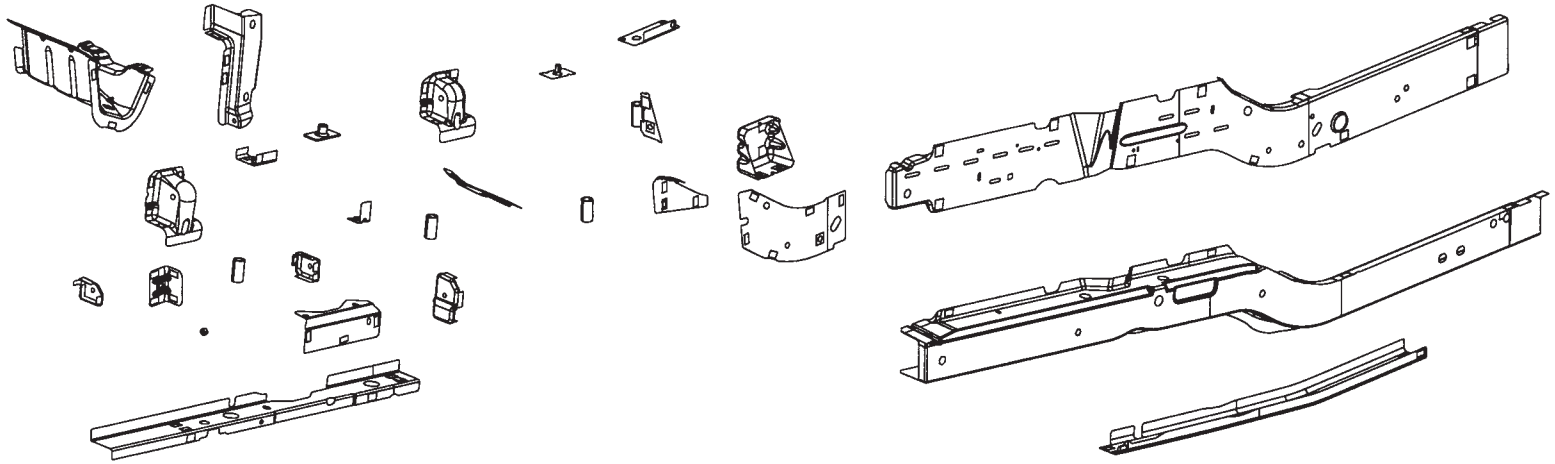

AA REINF – FRT RAIL TIP RT –
AA REINF – FRT RAIL TIP LT –
AB RAIL – FRT INR RT –
AB RAIL – FRT INR LT –
AC BRACKET – CONTROL ARM MOUNTING FRT UPR FRT RT –
AC BRACKET – CONTROL ARM MOUNTING FRT UPR FRT LT –
AD BRACKET – CONTROL ARM MOUNTING FRT UPR RR – RT
AD BRACKET – CONTROL ARM MOUNTING FRT UPR RR –
AE BRACKET – RADIATOR SUPPORT TO RAIL –
AE BRACKET – RADIATOR SUPPORT TO RAIL –
AF BRACKET – FRT RAIL TO CROSSMEMBER –
AF BRACKET – FRT RAIL TO CROSSMEMBER –
AG REINF – U-CHANNEL RT –
AG REINF – U-CHANNEL LT –
AH REINF – FRT RAIL INR RT –
AH REINF – FRT RAIL INR LT –
AJ BRACKET – SPACER –
AJ BRACKET – SPACER –
AK NUT/WELD.HEX – THICK – FUEL LINE COVER
AK NUT/WELD.HEX – THICK – FUEL LINE COVER
AL REINF – FRT RAIL INR DOUBLE RT –
AL REINF – FRT RAIL INR DOUBLE LT –
AM BRACKET – SPACER –
AM BRACKET – SPACER –
AN BULKHEAD – UPR RR RT –
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AP TAPPING PLATE – RAIL FRT –
AP TAPPING PLATE – RAIL FRT –
AR TAPPING PLATE – RAIL FRT –
AR TAPPING PLATE – RAIL FRT –
AS SPACER – CRUSH TUBE –
AS SPACER – CRUSH TUBE –
AT NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR ATTACH
AT NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR BRACKET MOUNTING
AT NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR ATTACH
AT NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR BRACKET MOUNTING
AU BULKHEAD – UPR FRT RT –
AU BULKHEAD – UPR FRT LT –
AV BULKHEAD – LWR FRT RT –
AV BULKHEAD – LWR FRT LT –
AW GUSSET – TRANS CROSSMEMBER BRACKET RR –
AW GUSSET – TRANS CROSSMEMBER BRACKET RR –
AX BRACKET – TRANS CROSSMEMBER MOUNTING RR RT –
AX BRACKET – TRANS CROSSMEMBER MOUNTING RR LT –
AZ NUT/WELD.HEX – THICK – FEM ATTACH
AZ NUT/WELD.HEX – THICK – FEM ATTACH
BA RAIL – FRT OTR RT –
BA RAIL – FRT OTR LT –
BB REINF – FLOOR FRT RT –
BB REINF – FLOOR FRT LT –
BC TORQUE BOX – FRT RT –
BC TORQUE BOX – FRT LT –
BD BRACKET – TRUCK TIE DOWN RT –
BD BRACKET – TRUCK TIE DOWN LT –
BE BRACKET – BRAKE HOSE MOUNTING –
BE BRACKET – BRAKE HOSE MOUNTING –

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AA REINF – FRT RAIL TIP LT –
AB RAIL – FRT INR RT –
AB RAIL – FRT INR LT –
AC BRACKET – CONTROL ARM MOUNTING FRT UPR FRT RT –
AC BRACKET – CONTROL ARM MOUNTING FRT UPR FRT LT –
AD BRACKET – CONTROL ARM MOUNTING FRT UPR RR – RT
AD BRACKET – CONTROL ARM MOUNTING FRT UPR RR –
AE BRACKET – RADIATOR SUPPORT TO RAIL –
AE BRACKET – RADIATOR SUPPORT TO RAIL –
AF BRACKET – FRT RAIL TO CROSSMEMBER –
AF BRACKET – FRT RAIL TO CROSSMEMBER –
AG REINF – U-CHANNEL RT –
AG REINF – U-CHANNEL LT –
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AH REINF – FRT RAIL INR LT –
AJ BRACKET – SPACER –
AJ BRACKET – SPACER –
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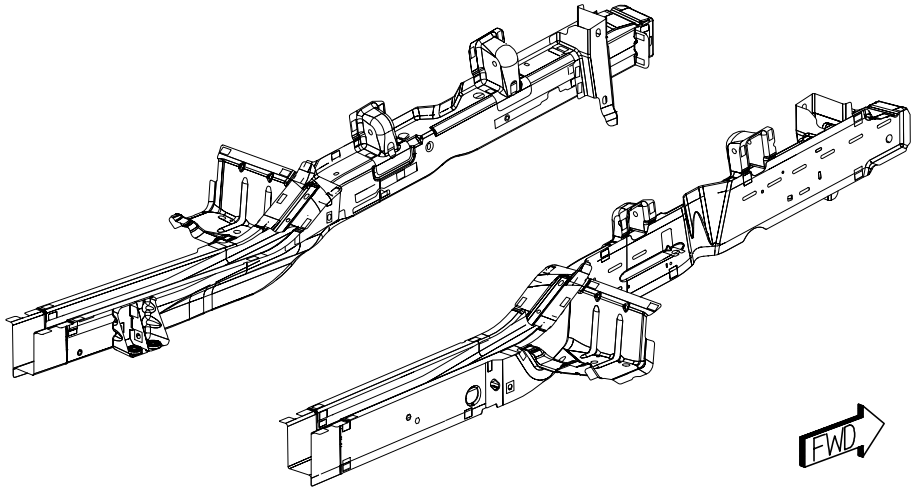
AL REINF – FRT RAIL INR DOUBLE RT –
AL REINF – FRT RAIL INR DOUBLE LT –
AM BRACKET – SPACER –
AM BRACKET – SPACER –
AN BULKHEAD – UPR RR RT –
AN BULKHEAD – UPR RR LT –
AP TAPPING PLATE – RAIL FRT –
AP TAPPING PLATE – RAIL FRT –
AR TAPPING PLATE – RAIL FRT –
AR TAPPING PLATE – RAIL FRT –
AS SPACER – CRUSH TUBE –
AS SPACER – CRUSH TUBE –
AT NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR ATTACH
AT NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR BRACKET MOUNTING
AT NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR ATTACH
AT NUT/WELD.RD – ROUND.SPECIAL – RR TRANS X-MBR BRACKET MOUNTING
AU BULKHEAD – UPR FRT RT –
AU BULKHEAD – UPR FRT LT –
AV BULKHEAD – LWR FRT RT –
AV BULKHEAD – LWR FRT LT –
AW GUSSET – TRANS CROSSMEMBER BRACKET RR –
AW GUSSET – TRANS CROSSMEMBER BRACKET RR –
AX BRACKET – TRANS CROSSMEMBER MOUNTING RR RT –
AX BRACKET – TRANS CROSSMEMBER MOUNTING RR LT –
AZ NUT/WELD.HEX – THICK – FEM ATTACH
AZ NUT/WELD.HEX – THICK – FEM ATTACH
BA RAIL – FRT OTR RT –
BA RAIL – FRT OTR LT –
BB REINF – FLOOR FRT RT –
BB REINF – FLOOR FRT LT –
BC TORQUE BOX – FRT RT –
BC TORQUE BOX – FRT LT –
BD BRACKET – TRUCK TIE DOWN RT –
BD BRACKET – TRUCK TIE DOWN LT –
BE BRACKET – BRAKE HOSE MOUNTING –
BE BRACKET – BRAKE HOSE MOUNTING –



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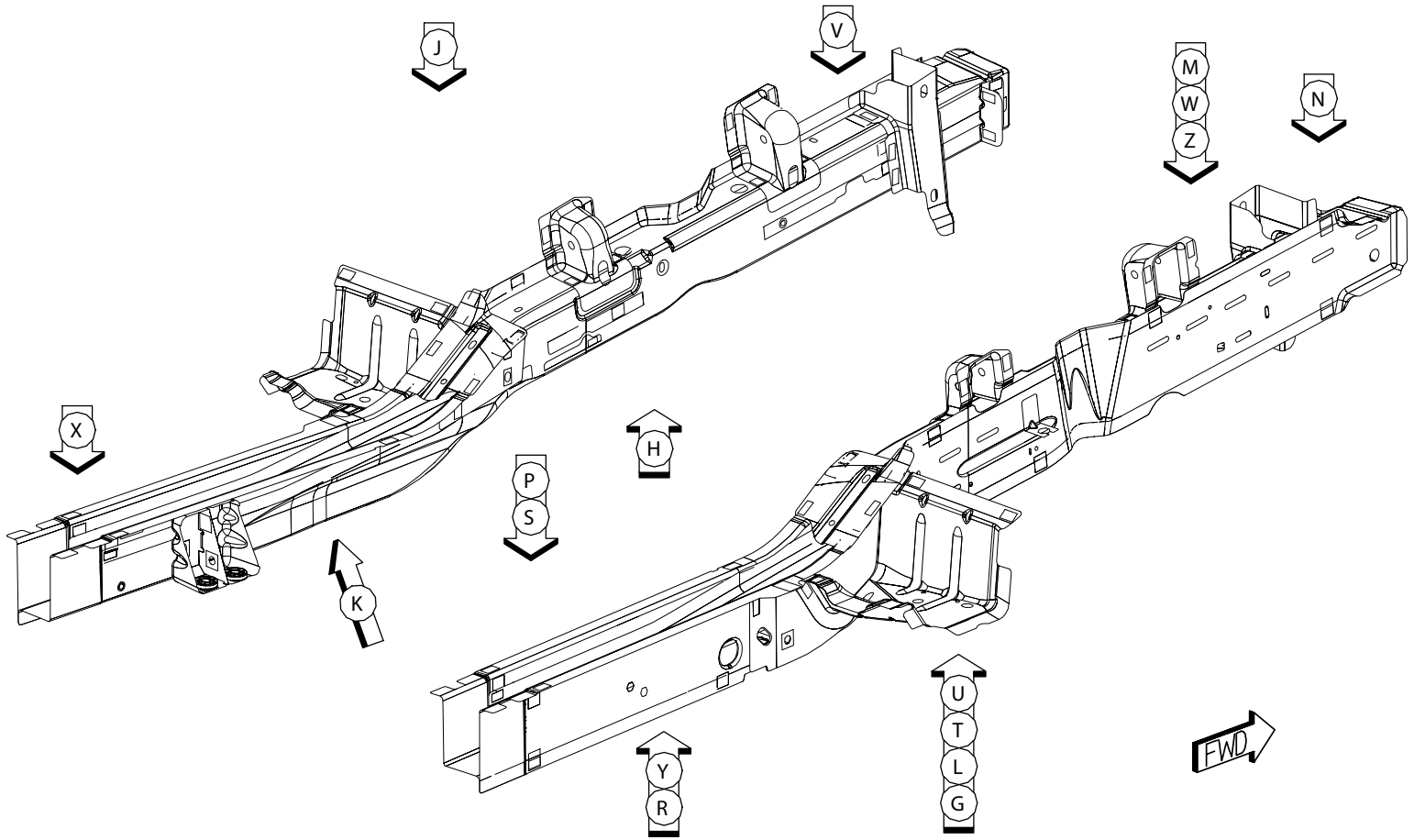
WELD LAYOUT LOCATION GUIDE



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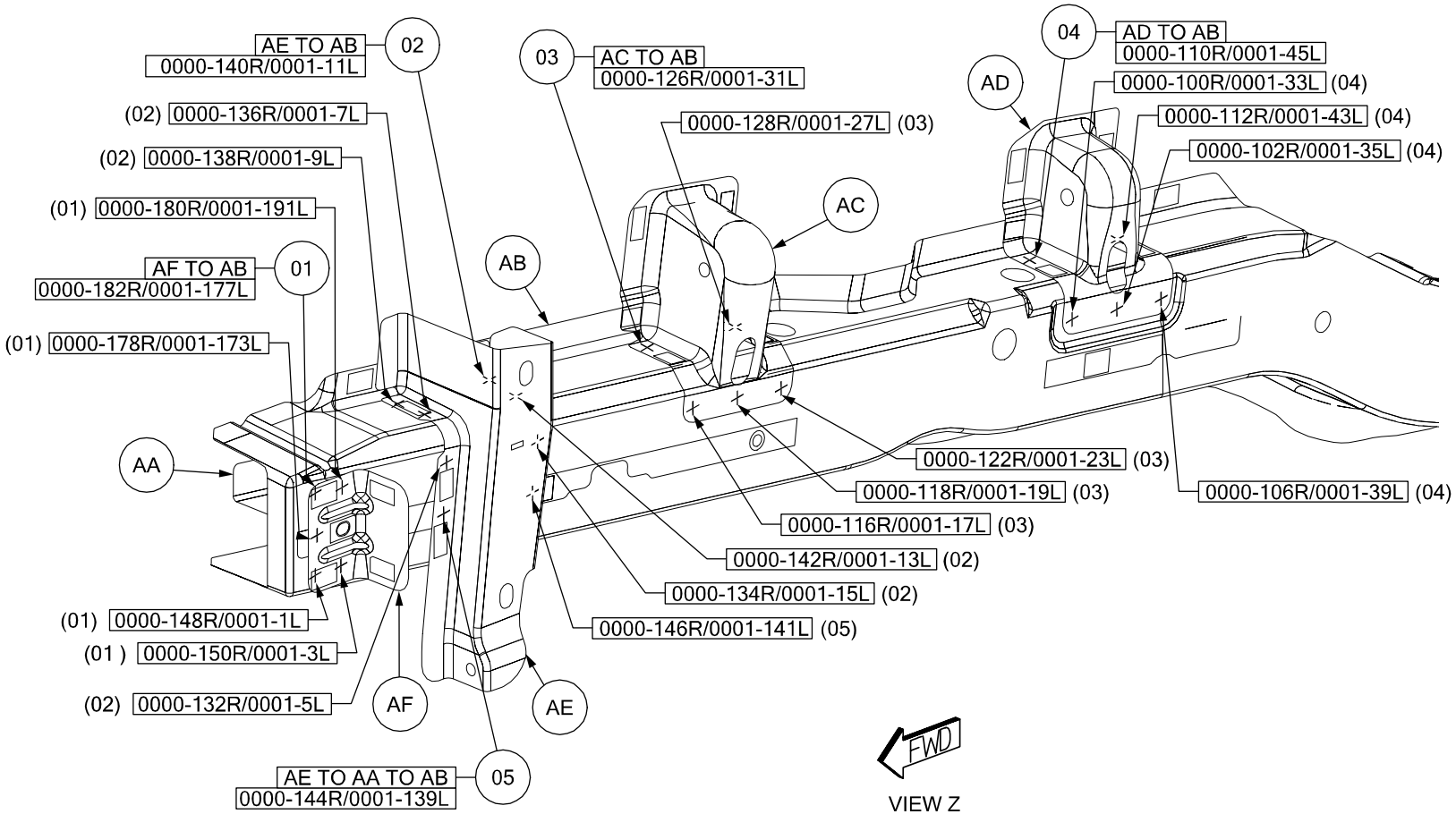
02 AE TO AB 6/SD S/WELDS (ORD)
03 AC TO AB 5/SD S/WELDS (ORD)
04 AD TO AB 5/SD S/WELDS (ORD)
05 AE TO AA TO AB 2/SD S/WELDS (ORD)



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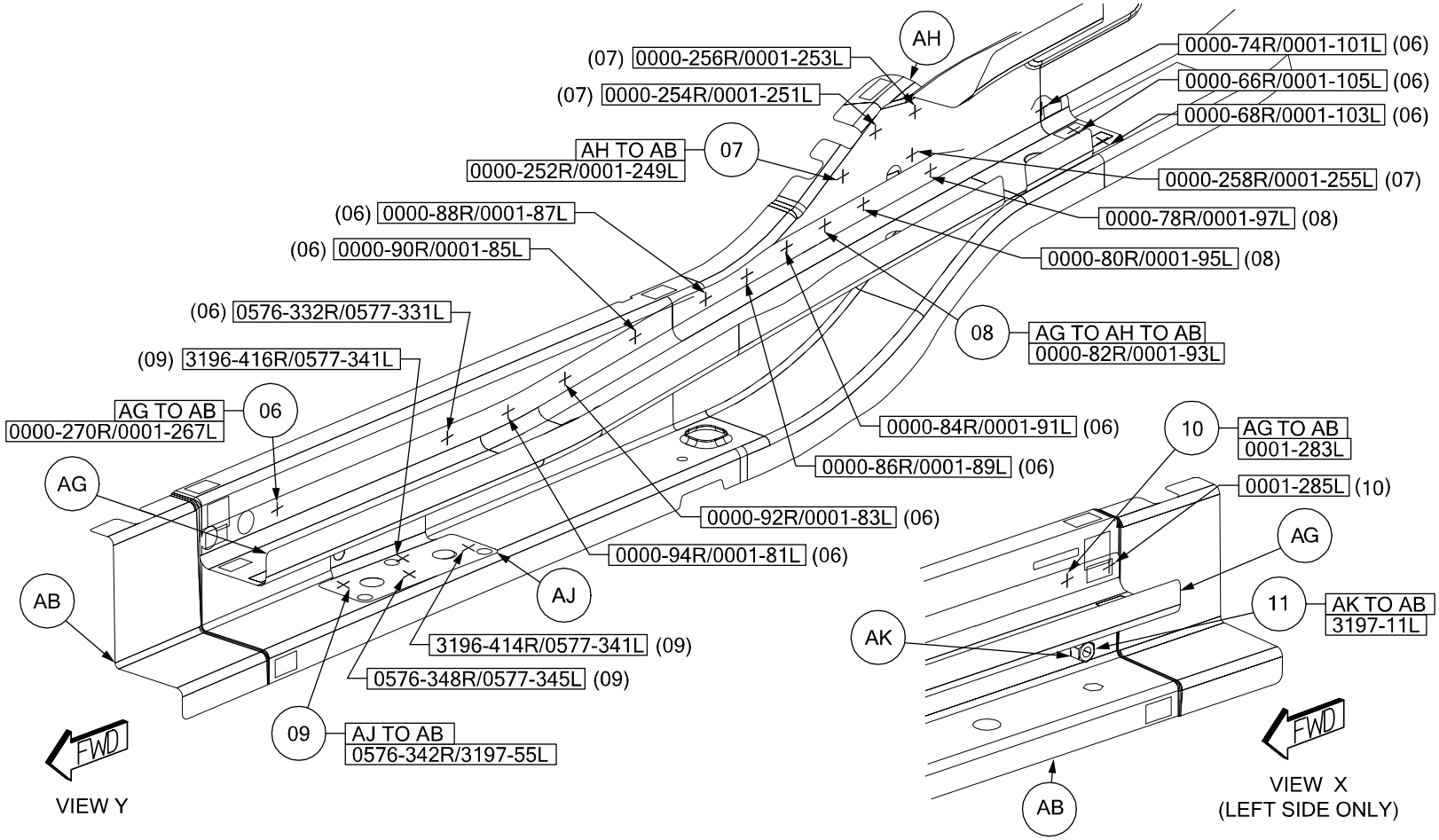
07 AH TO AB 4/SD S/WELDS (ORD)
08 AB TO AH TO AB 3/SD S/WELDS (ORD)
09 AJ TO AB 4/SD S/WELDS (ORD)
10 AG TO AB 2/SD S/WELDS (ORD)
11 AK TO AB 1L PROJ WELD (ORD)



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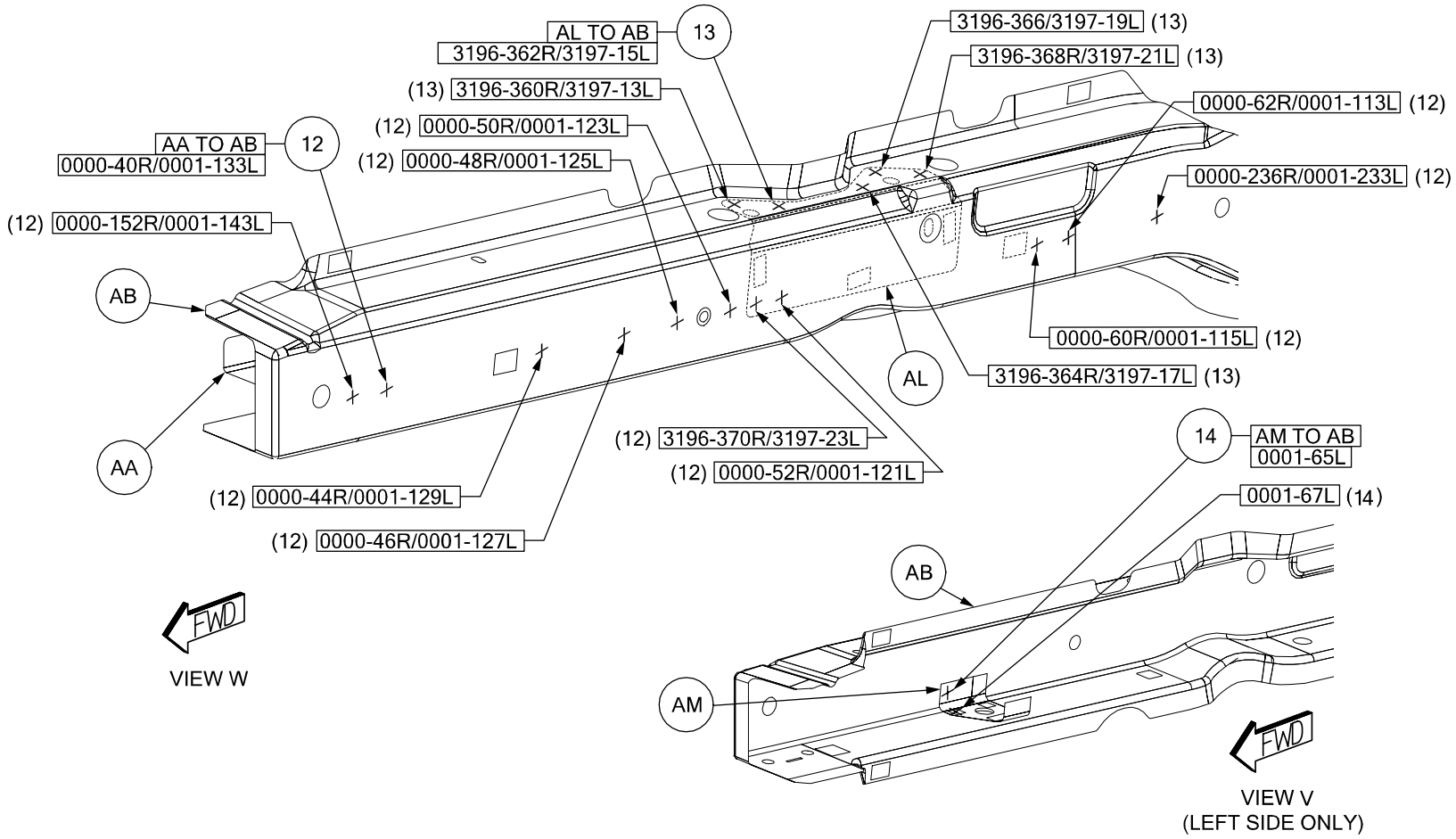
13 AL TO AB 5/SD S/WELDS (ORD)
14 AM TO AB 2L S/WELDS (ORD)



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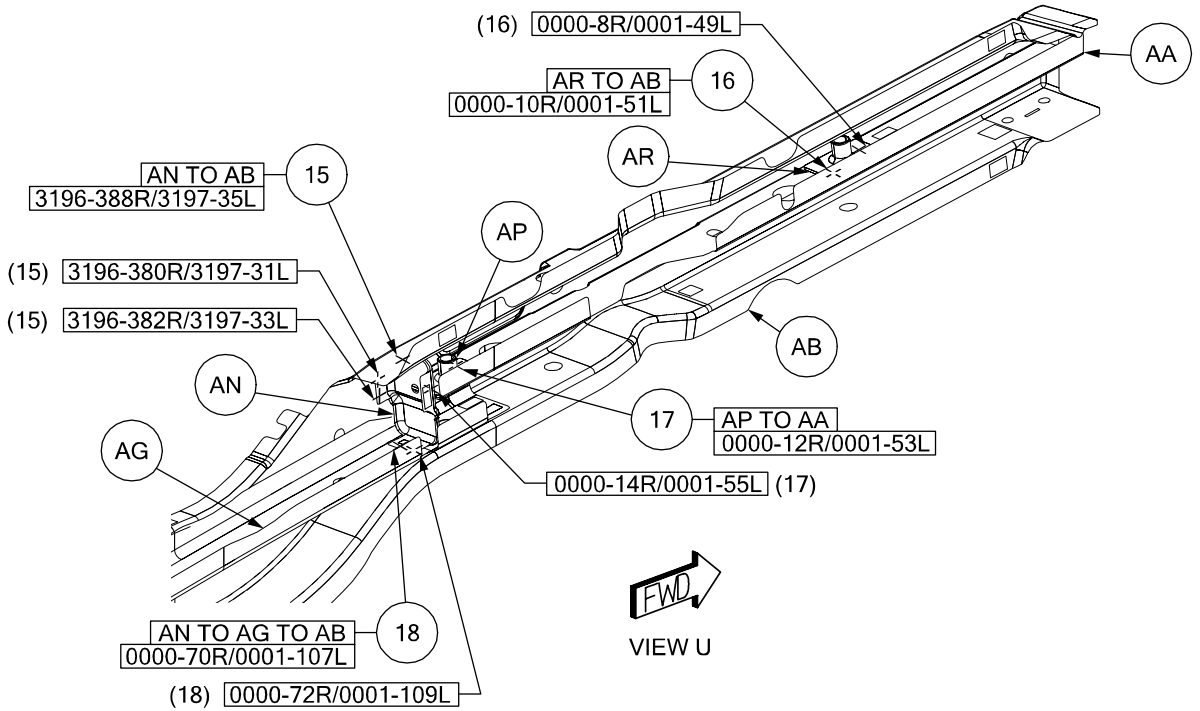
15 AN TO AB 3/SD S/WELDS (ORD)
16 AR TO AB 2/SD S/WELDS (ORD)
17 AP TO AA 2/SD S/WELDS (ORD)
18 AN TO AG TO AB 2/SD S/WELDS (ORD)



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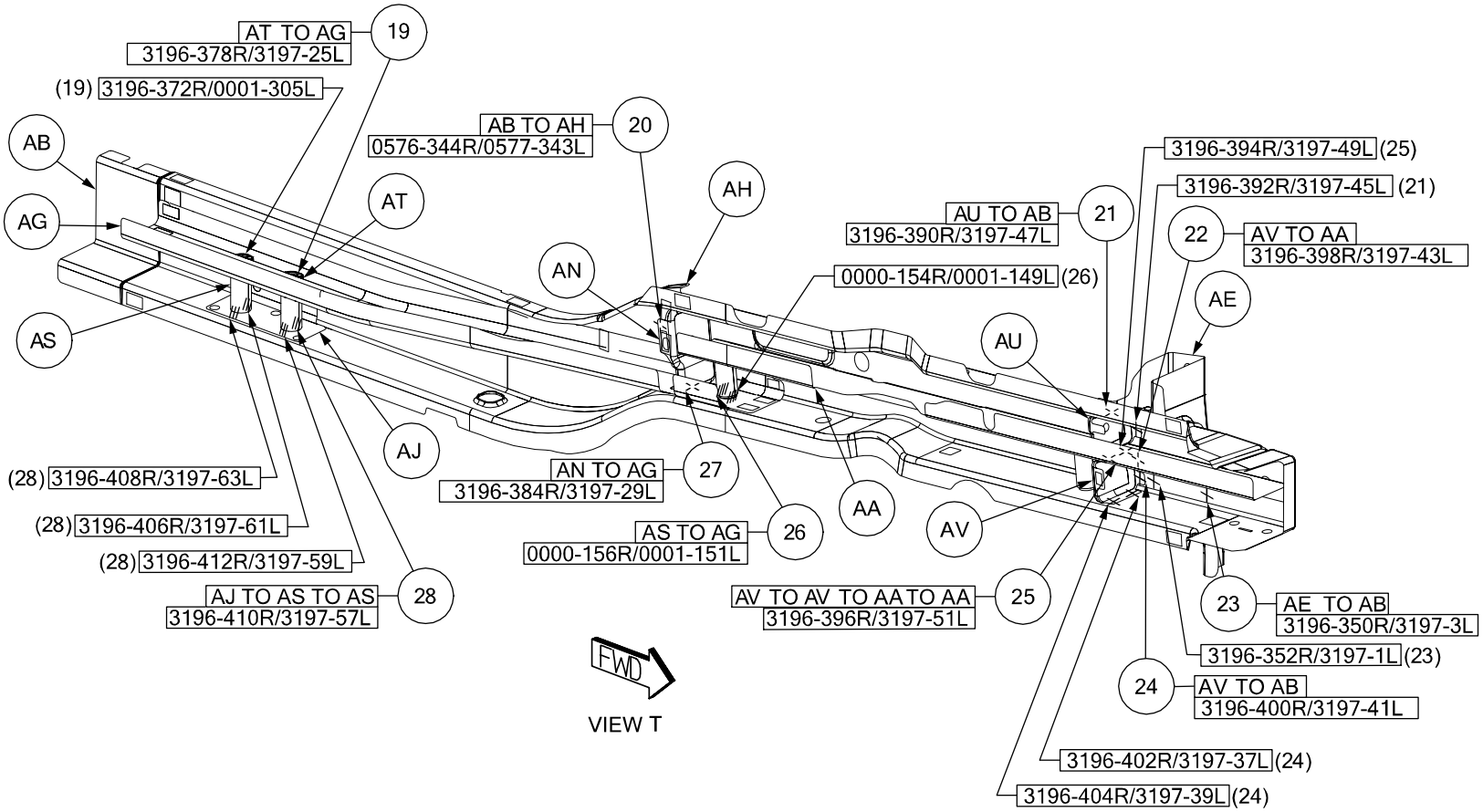
19 AT TO AG 2/SD PROJ WELDS (ORD)
20 AB TO AH 1/SD S/WELD (ORD)
21 AU TO AB 2/SD S/WELDS (ORD)
22 AV TO AA 1/SD SWELD (ORD)
23 AE TO AB 2/SD S/WELDS (ORD)
24 AV TO AB 3/SD S/WELDS (ORD)
25 AV TO AV TO AA TO AA 2/SD S/WELDS (ORD)
26 AS TO AG 2/SD S/WELDS (ORD)
27 AN TO AG 1/SD S/WELD (ORD)
28 AJ TO AS TO AS 4/SD S/WELDS (ORD)



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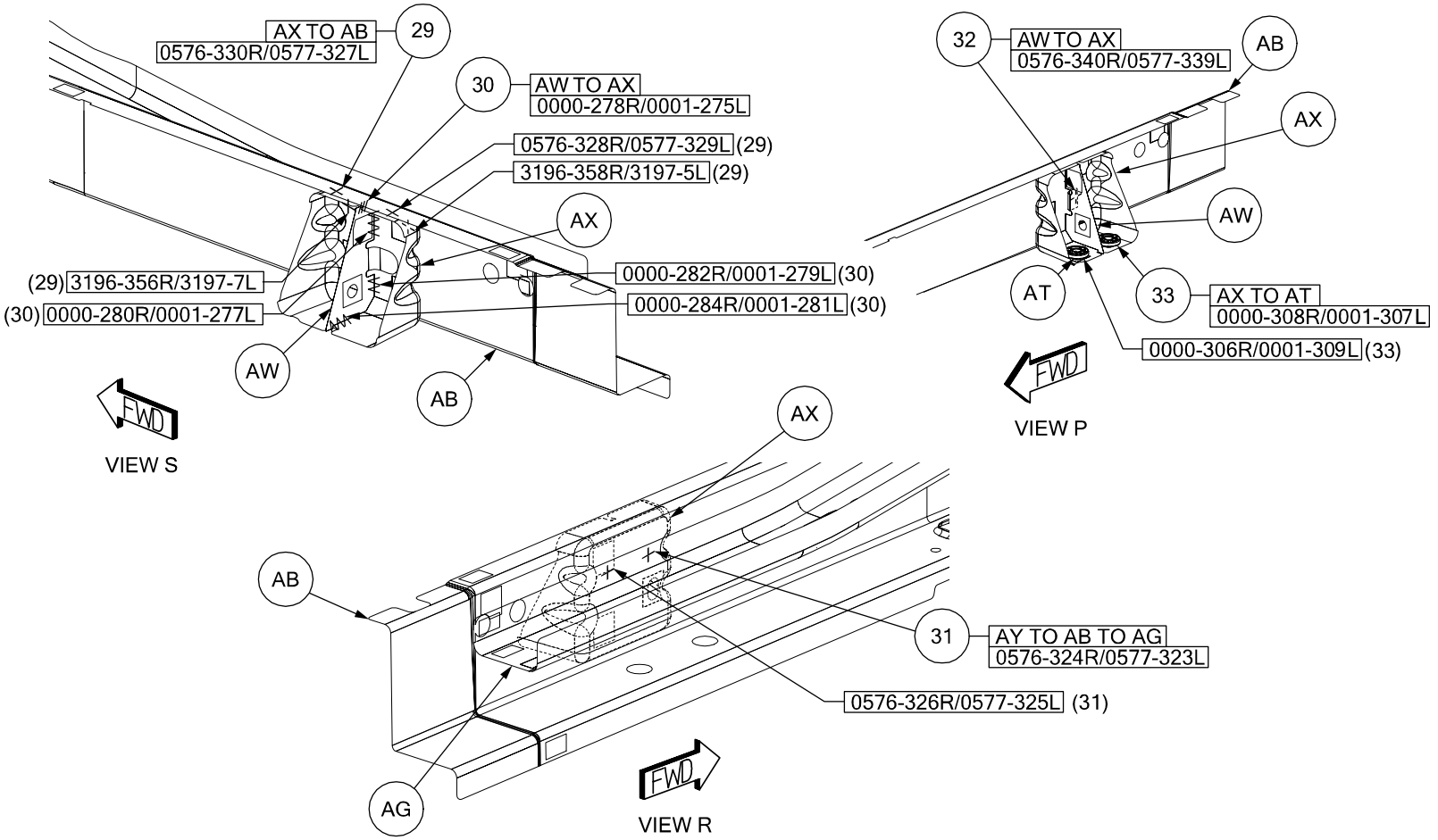
29 AX TO AB 4/SD S/WELDS (ORD)
30 AW TO AX 4/SD S/WELDS (ORD)
31 AY TO AB TO AG 2/SD S/WELDS (ORD)
32 AW TO AX 1/SD S/WELD (ORD)
33 AX TO AT 2/SD PROJ WELD (ORD)



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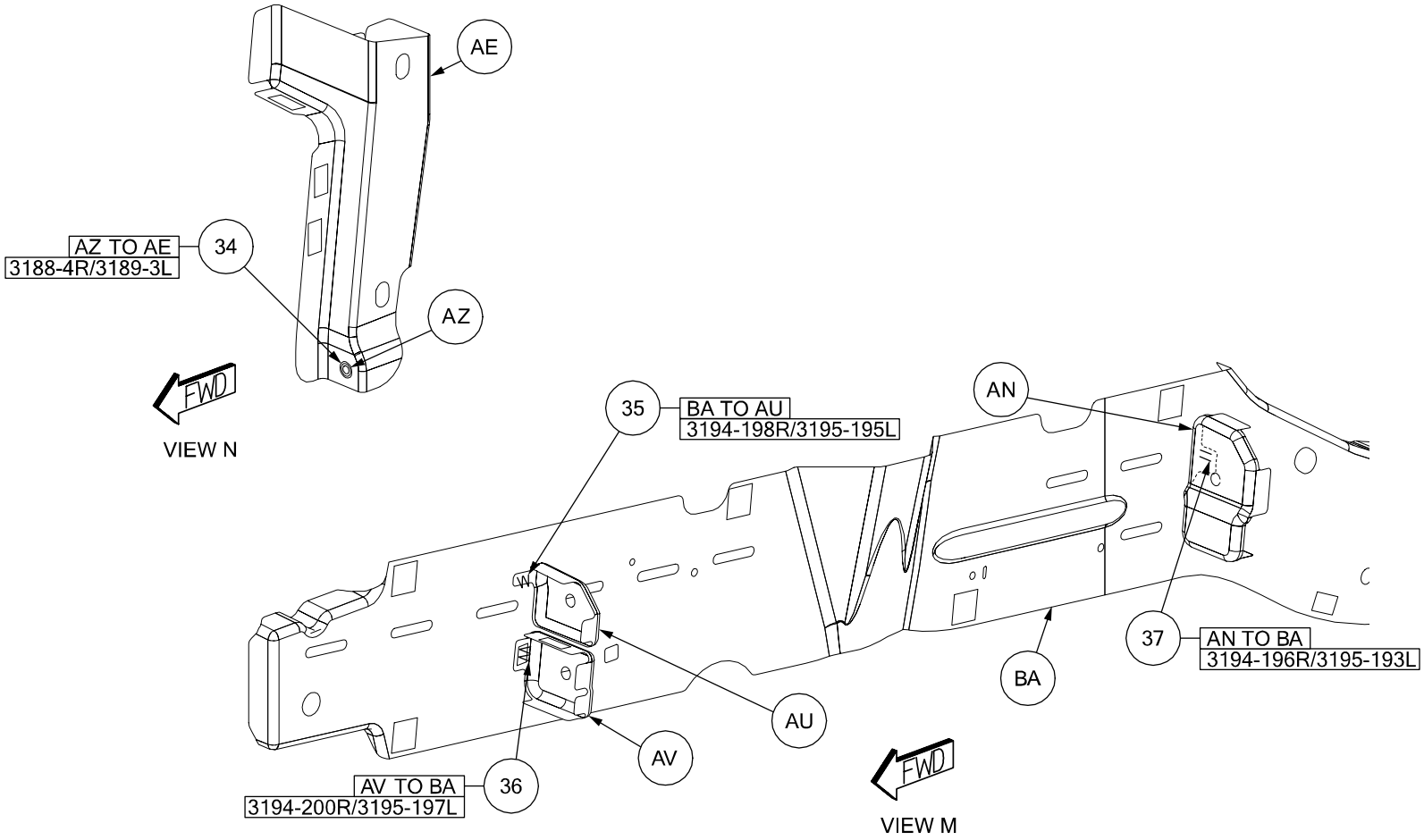
34 AZ TO AE 1/SD PROJ WELD (ORD)
35 BA TO AU 1/SD ARC WELD (ORD)
36 AV TO BA 1/SD ARC WELD (ORD)
37 AN TO BA 1/SD ARC WELD (ORD)



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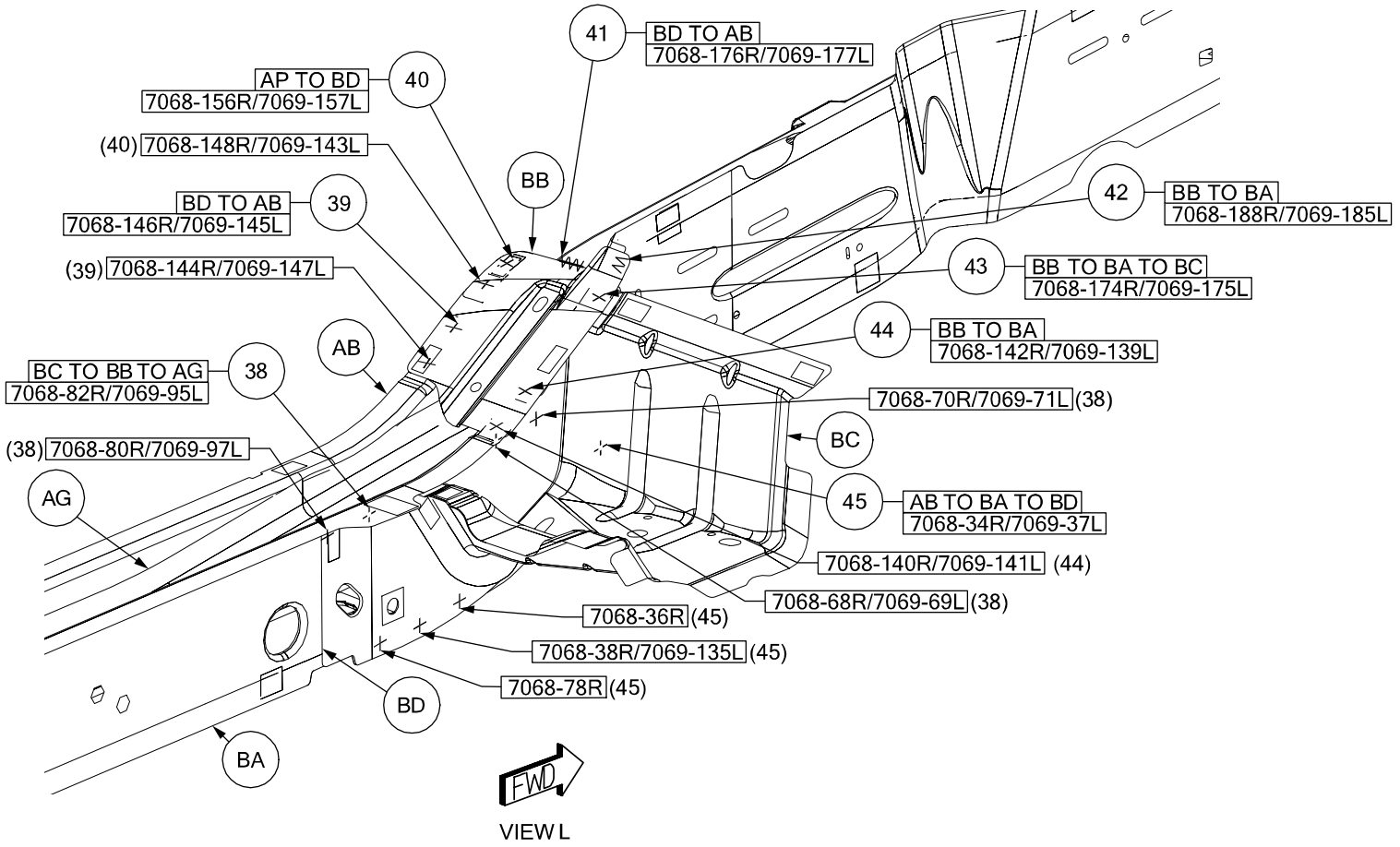
38 BC TO BB TO AG 4/SD S/WELDS (ORD)
39 BD TO AB 2/SD S/WELDS (ORD)
40 AP TO BD 2/SD S/WELDS (ORD)
41 BD TO AB 1/SD ARC WELD (ORD)
42 BB TO BA 1/SD ARC WELD (ORD)
43 BB TO BA TO BC 1/SD S/WELD (ORD)
44 BB TO BA 2/SD S/WELDS (ORD)
45 AB TO BA TO BD 4R/2L S/WELDS (ORD)



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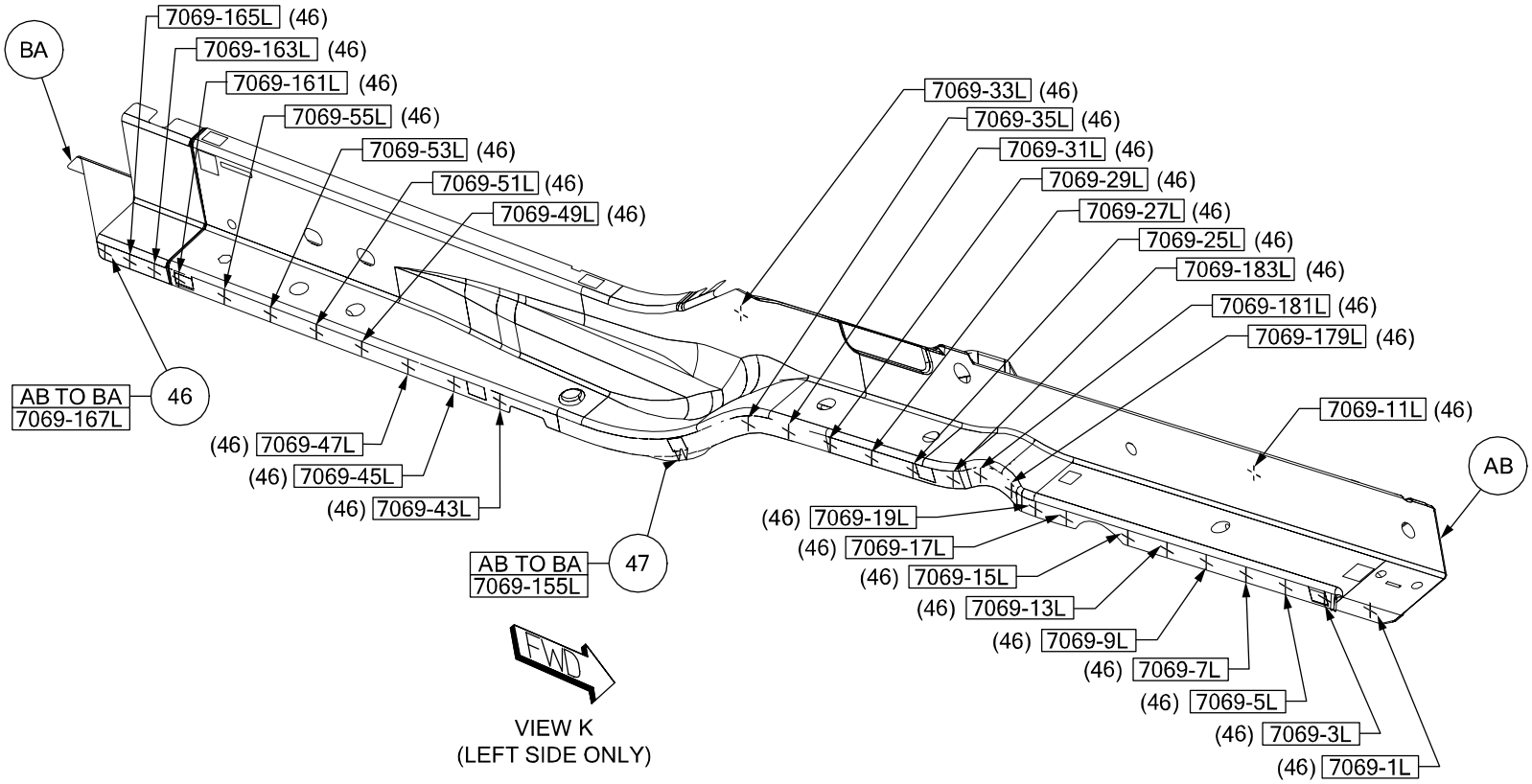
46 AB TO BA 30L S/WELDS (ORD)
47 AB TO BA 1L ARC WLED (ORD)



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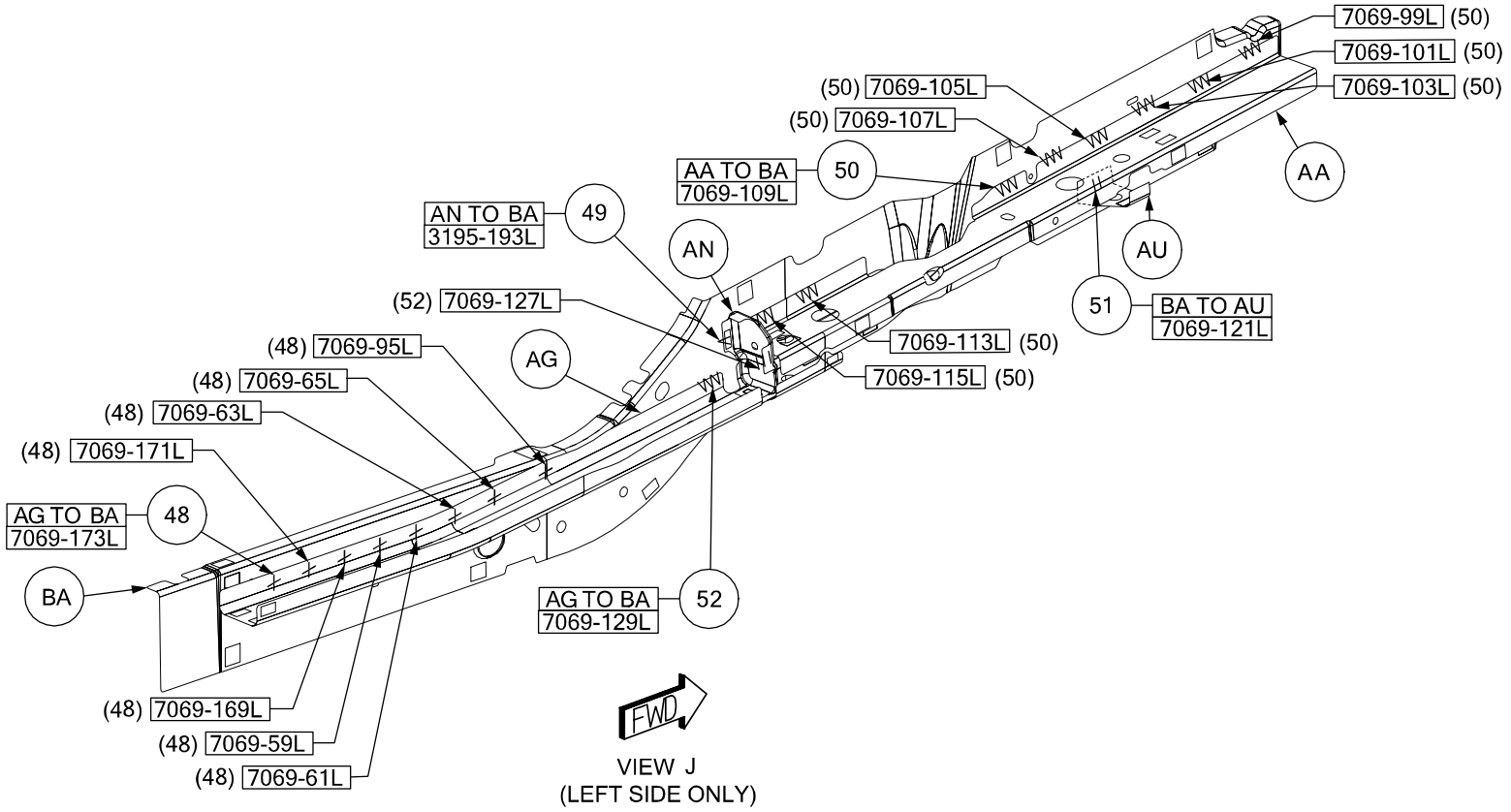
48 AG TO BA 8L S/WELDS (ORD)
49 AN TO BA 1L ARC WELD (ORD)
50 AA TO BA 8L ARC WELDS (ORD)
51 BA TO AU 1L ARC WELD (ORD)
52 AG TO BA 1L ARC WELD (ORD)



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(LEFT SIDE ONLY)

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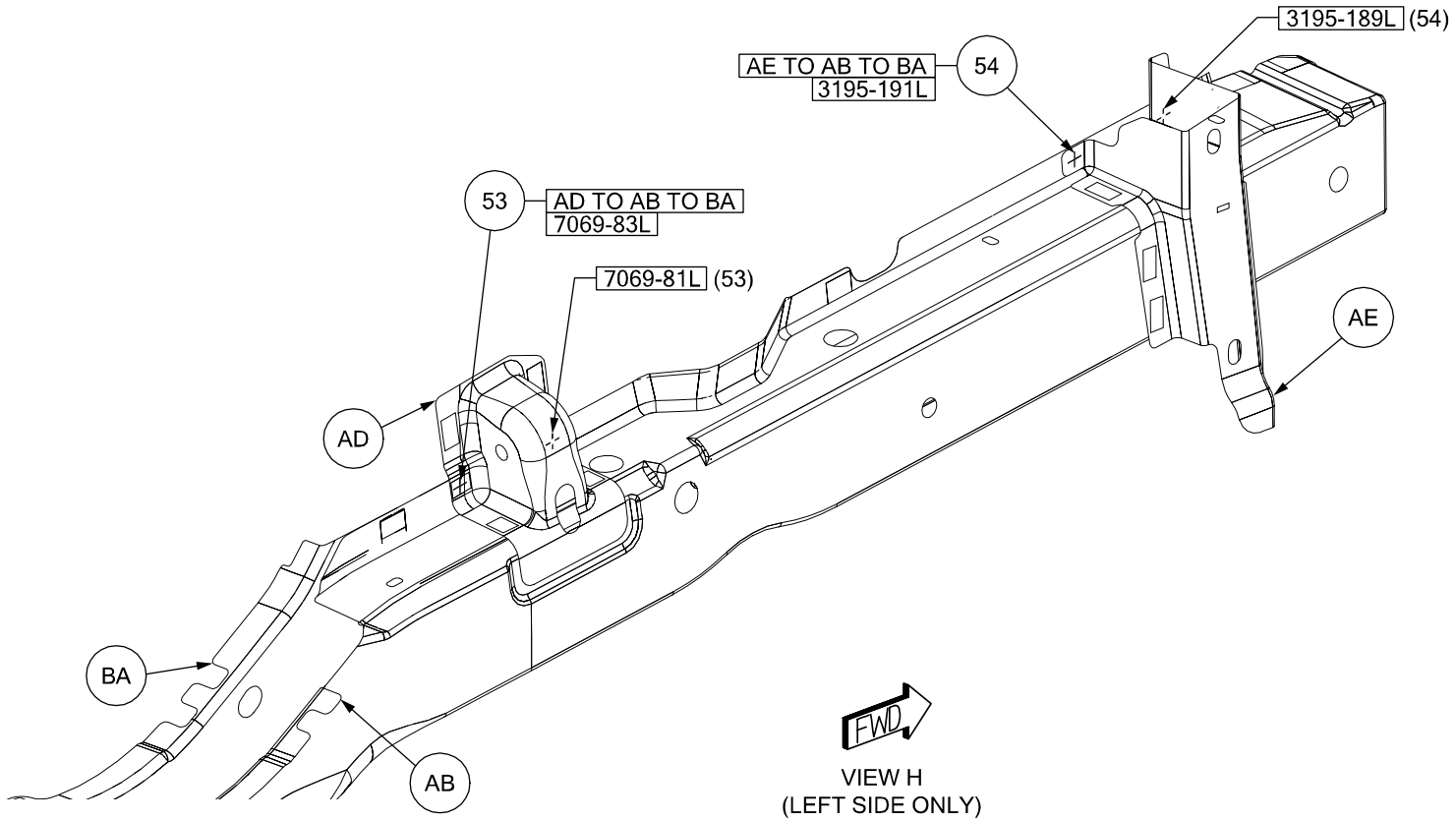
53 AD TO AB TO BA 2L S/WELDS (ORD)
54 AE TO AB TO BA 2L S/WELDS (ORD)



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(LEFT SIDE ONLY)

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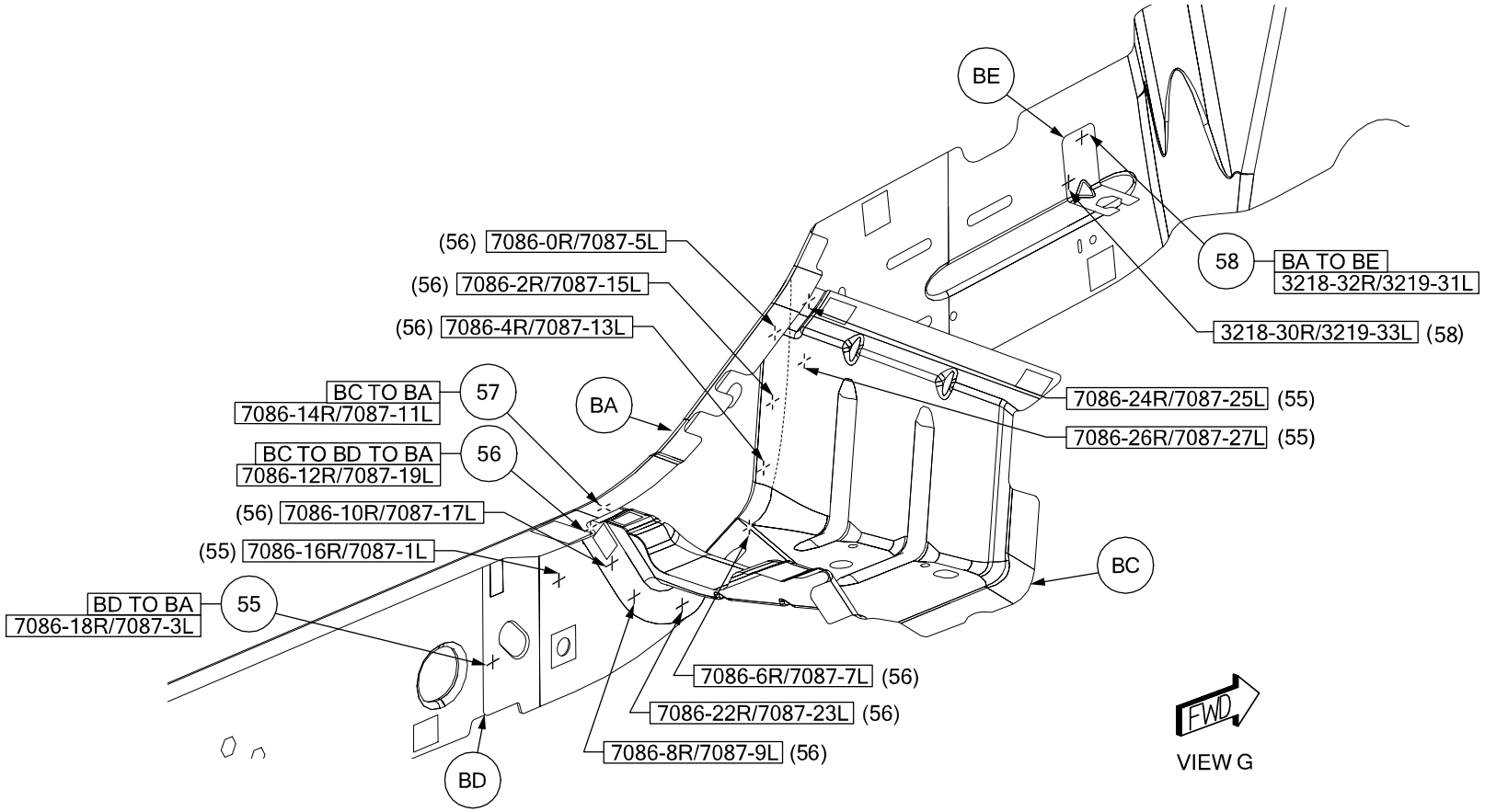
55 BD TO BA 4/SD S/WELDS (ORD)
56 BC TO BD TO BA 8/SD S/WELDS (ORD)
57 BC TO BA 1/SD S/WELD (ORD)
58 BA TO BE 2/SD S/WELDS (ORD)



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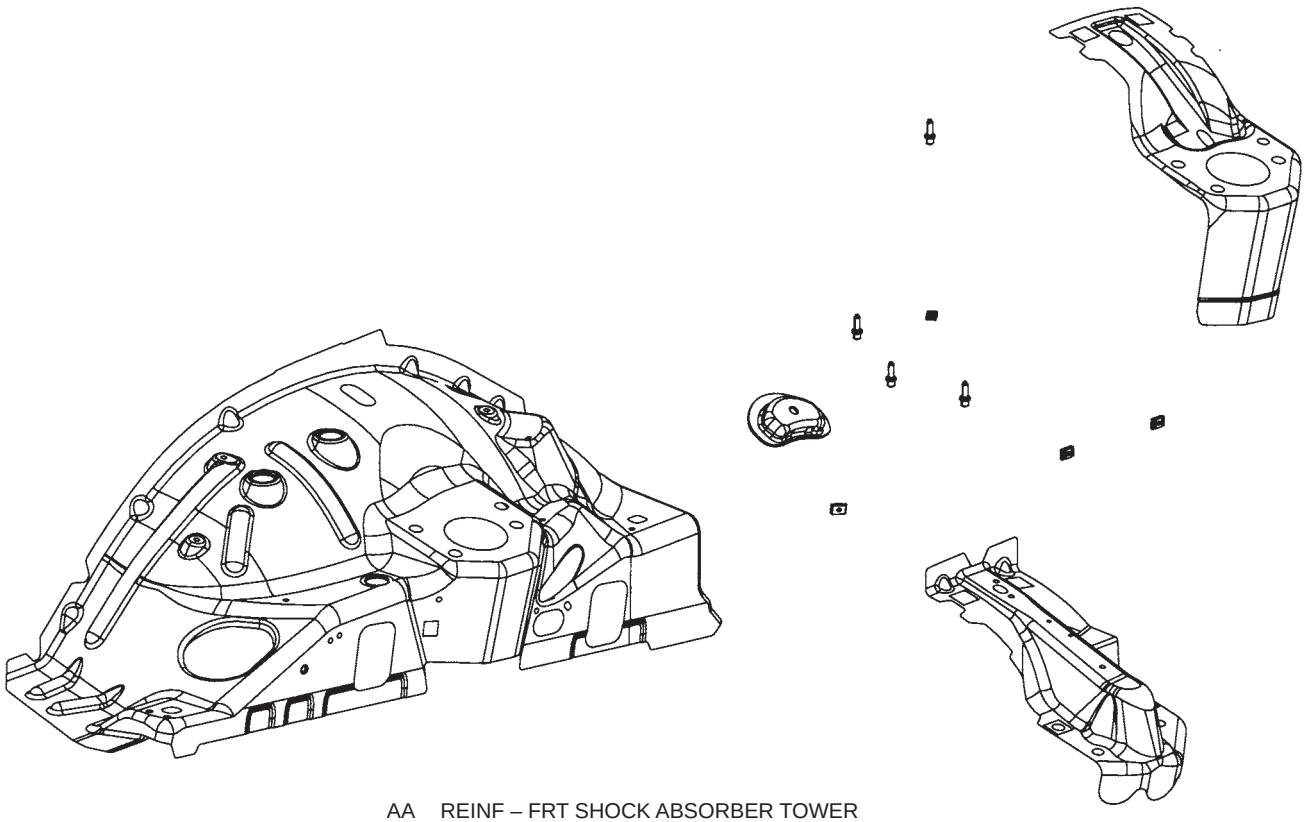
JEEP LIBERTY FRONT WHEELHOUSE ASSEMBLY SECTION



AA	REINF – FRT SHOCK ABSORBER TOWER LWR RT –
AA	REINF – FRT SHOCK ABSORBER TOWER LWR LT –
AB	CUP – JOUNCE BUMPER –
AB	CUP – JOUNCE BUMPER –
AC	WHEELHOUSE – FRT INR RT –
AC	WHEELHOUSE – FRT INR LT –
AD	REINF – FRT SHOCK ABSORBER TOWER UPR RT –
AD	REINF – FRT SHOCK ABSORBER TOWER UPR LT –

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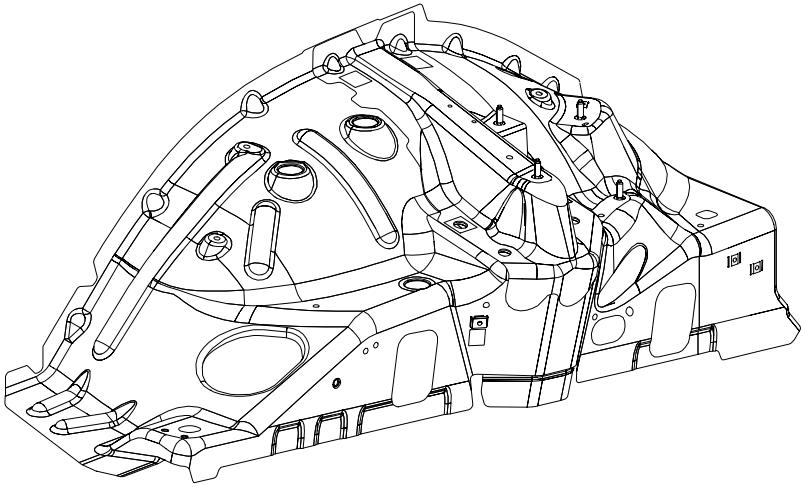
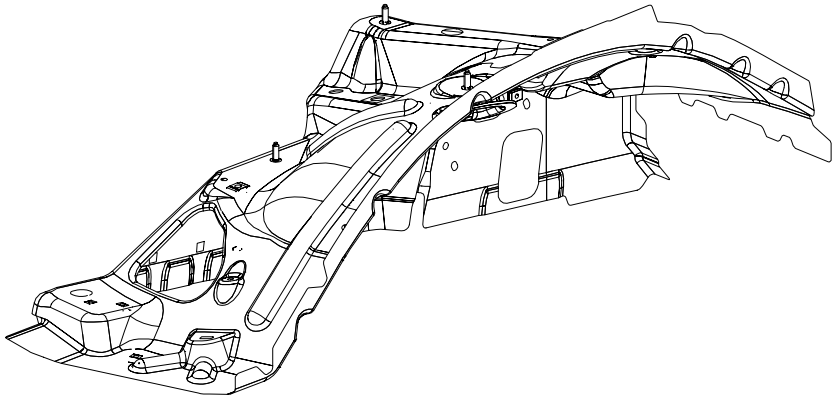
AA REINF – FRT SHOCK ABSORBER TOWER LWR RT –
AA REINF – FRT SHOCK ABSORBER TOWER LWR LT –
AB CUP – JOUNCE BUMPER –
AB CUP – JOUNCE BUMPER –
AC WHEELHOUSE – FRT INR RT –
AC WHEELHOUSE – FRT INR LT –
AD REINF – FRT SHOCK ABSORBER TOWER UPR RT –
AD REINF – FRT SHOCK ABSORBER TOWER UPR LT –





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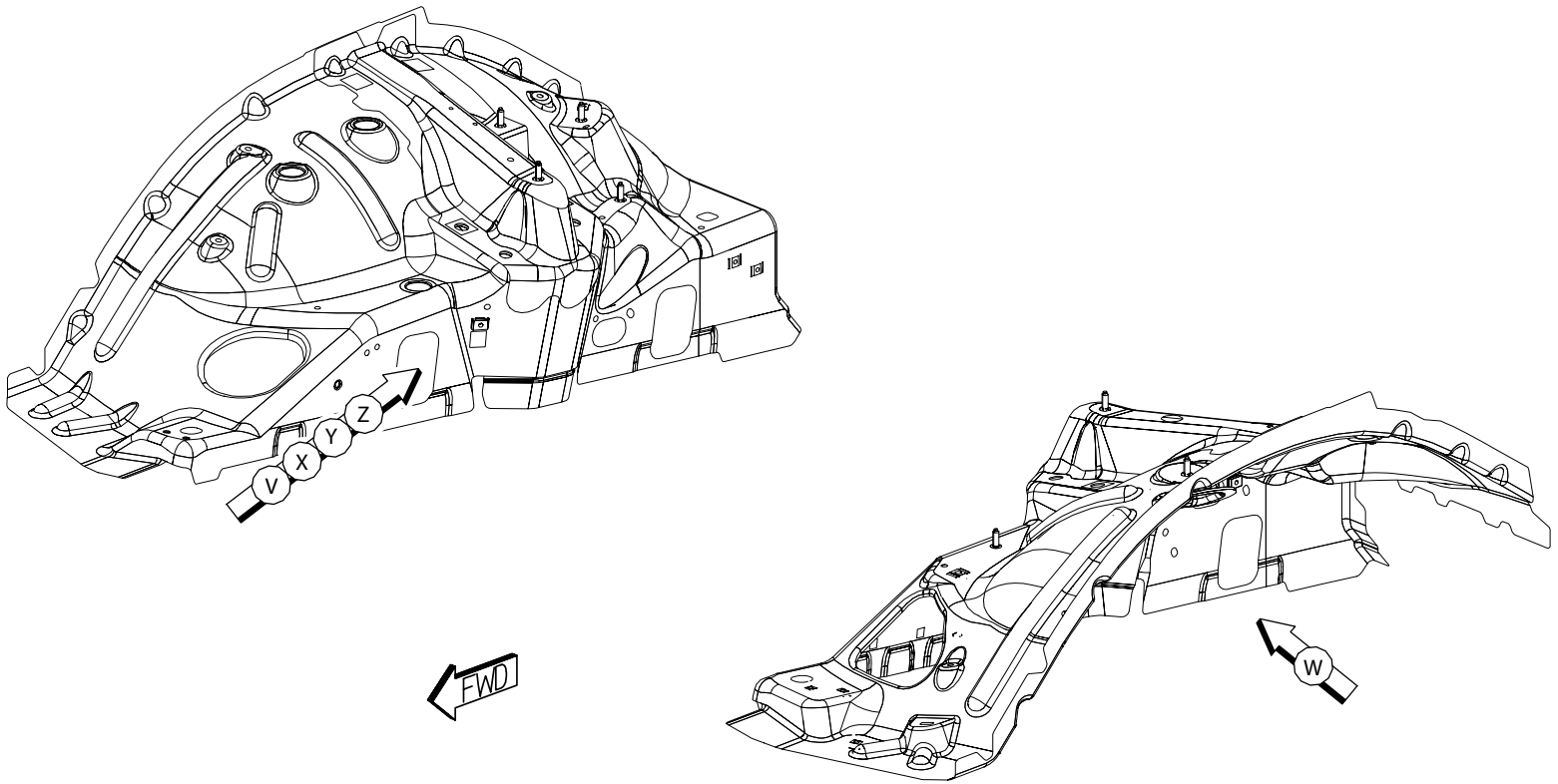

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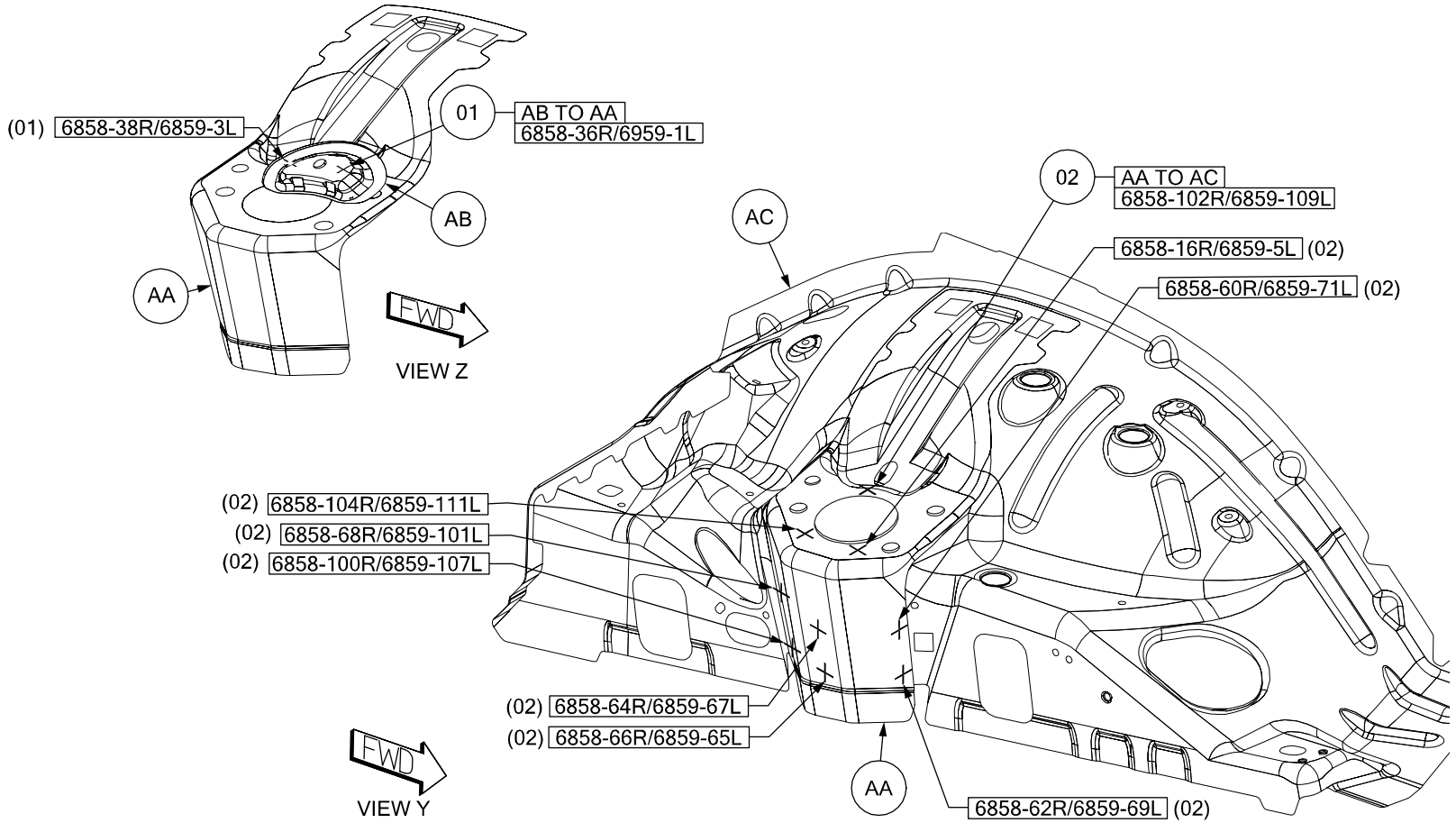
01 AB TO AA 2/SD S/WELDS (ORD)
02 AA TO AC 9/SD S/WELDS (ORD)



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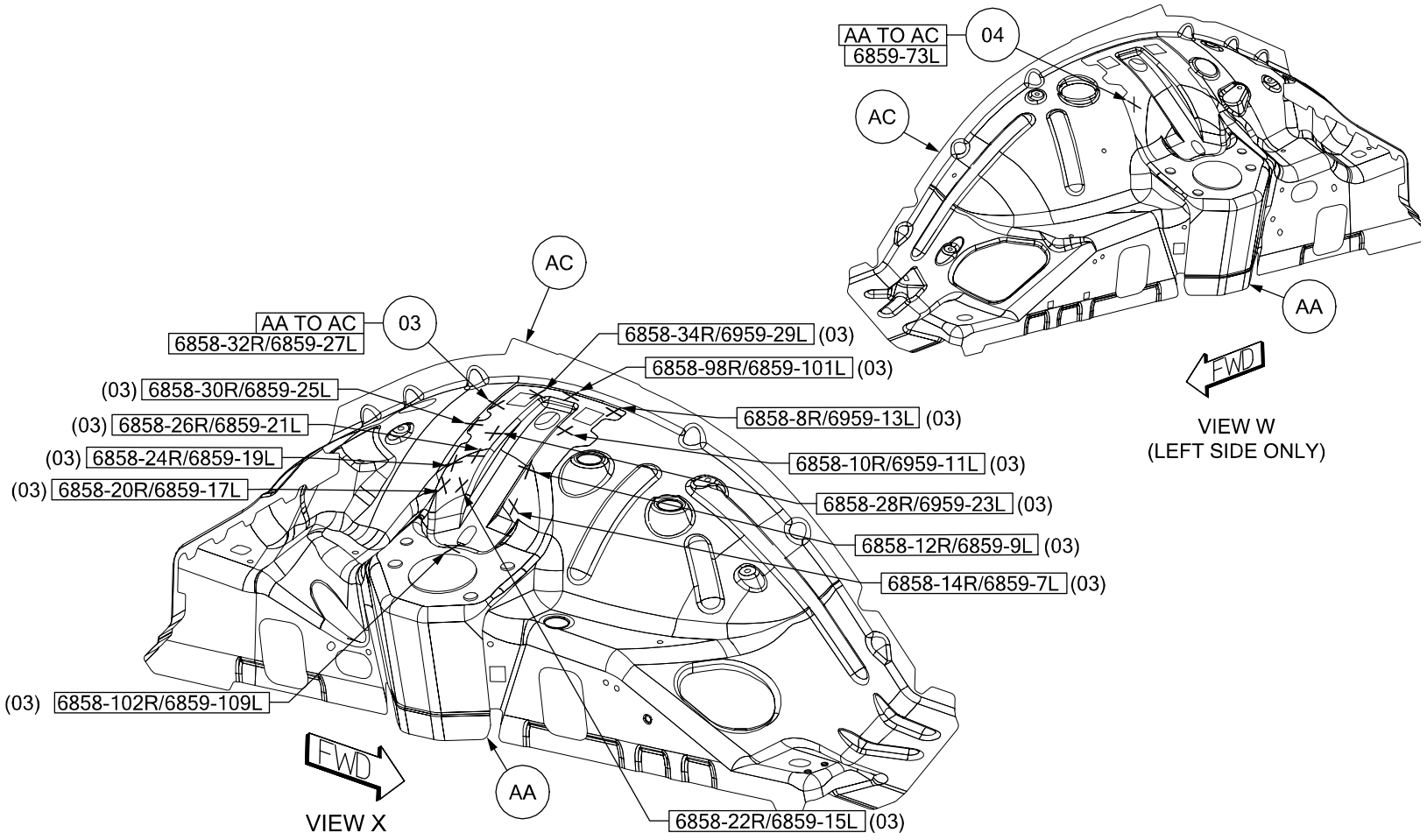
03 AA TOAC 14R/15L S/WELDS (ORD)
04 AA TO AC 1L S/WELD (ORD)



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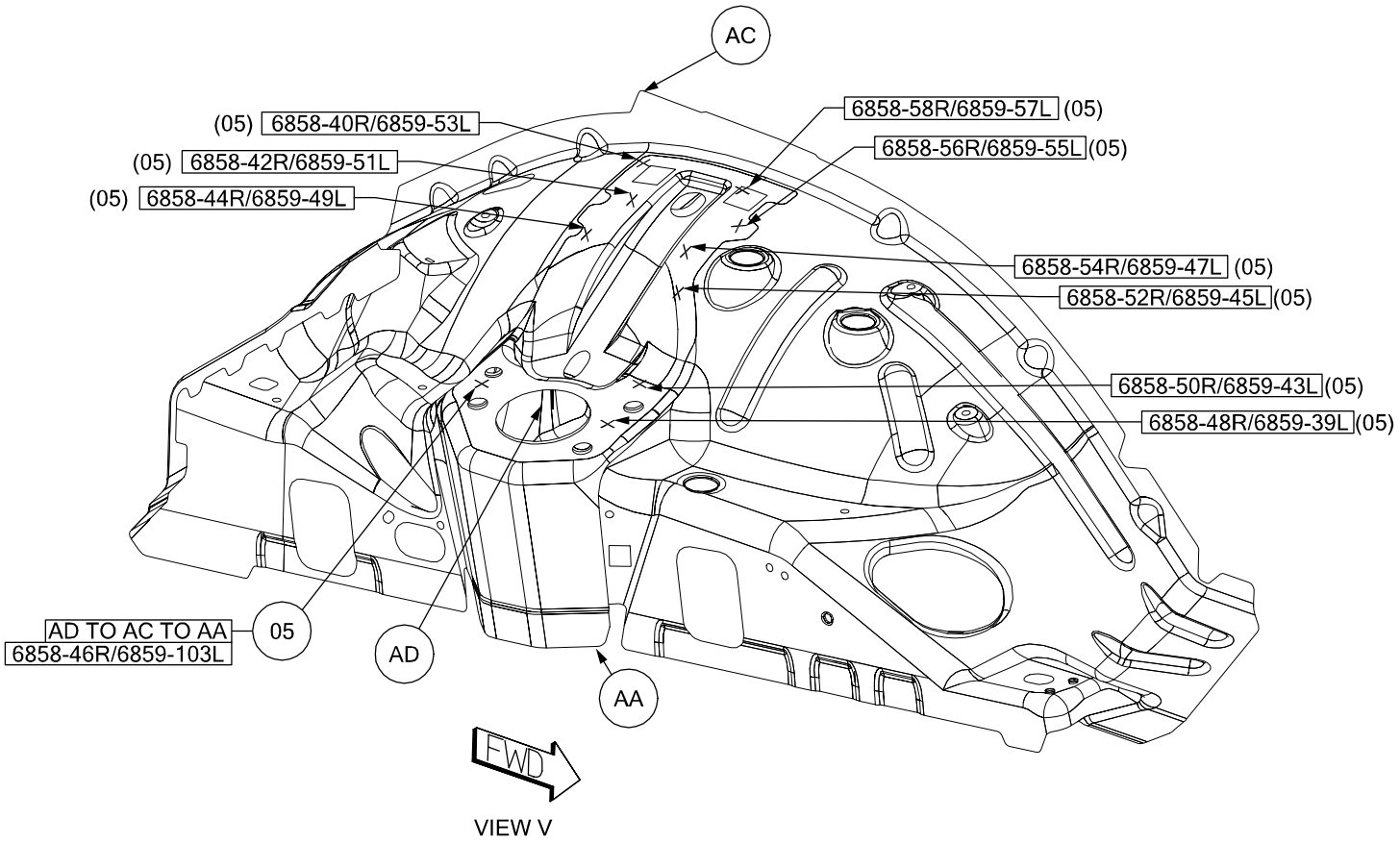
05 AD TO AC TO AA 10/SD S/WELDS (ORD)



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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 thenew 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 Chrysler LLC 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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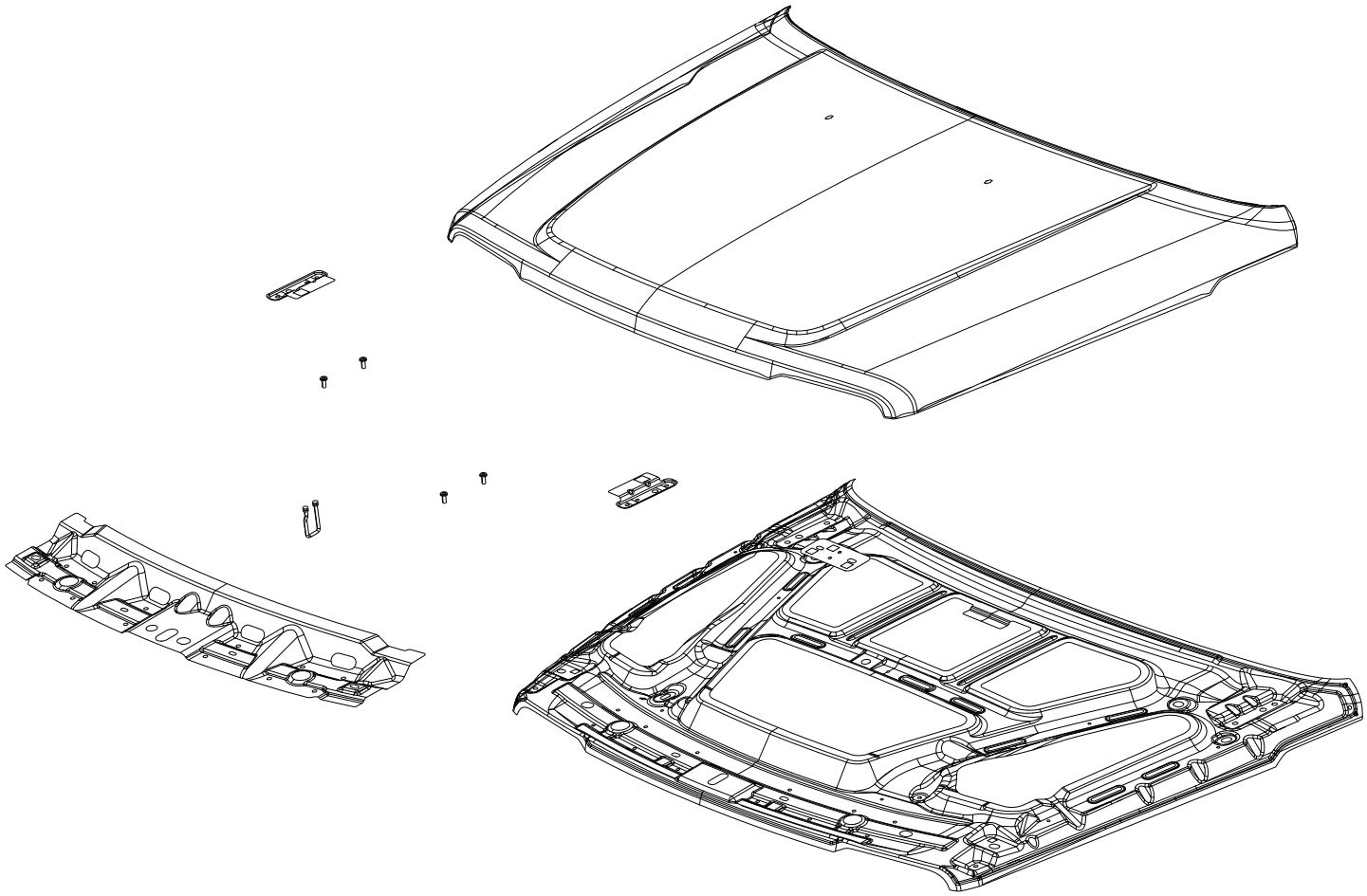
JEEP LIBERTY HOOD SECTION



AA PANEL – HOOD INR –
AB REINF – HOOD LATCH STRIKER –
AC REINF – STRIKER –
AD REINF – HOOD HINGE –
AE PANEL – HOOD OTR –

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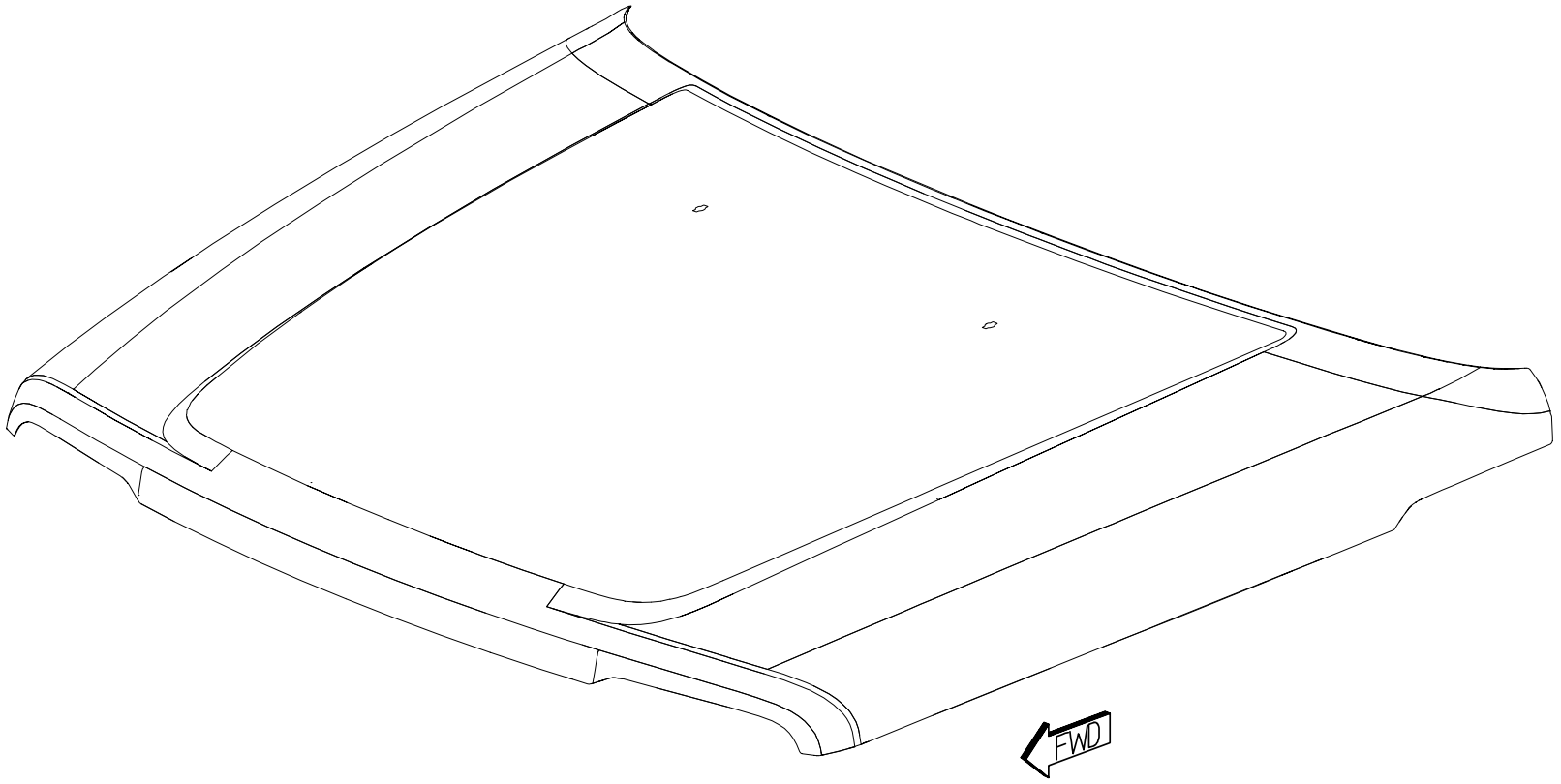
PARTS IDENTIFICATION LEGEND, OVERVIEW 23

AA PANEL – HOOD INR –
AB REINF – HOOD LATCH STRIKER –
AC REINF – STRIKER –
AD REINF – HOOD HINGE –
AE PANEL – HOOD OTR –



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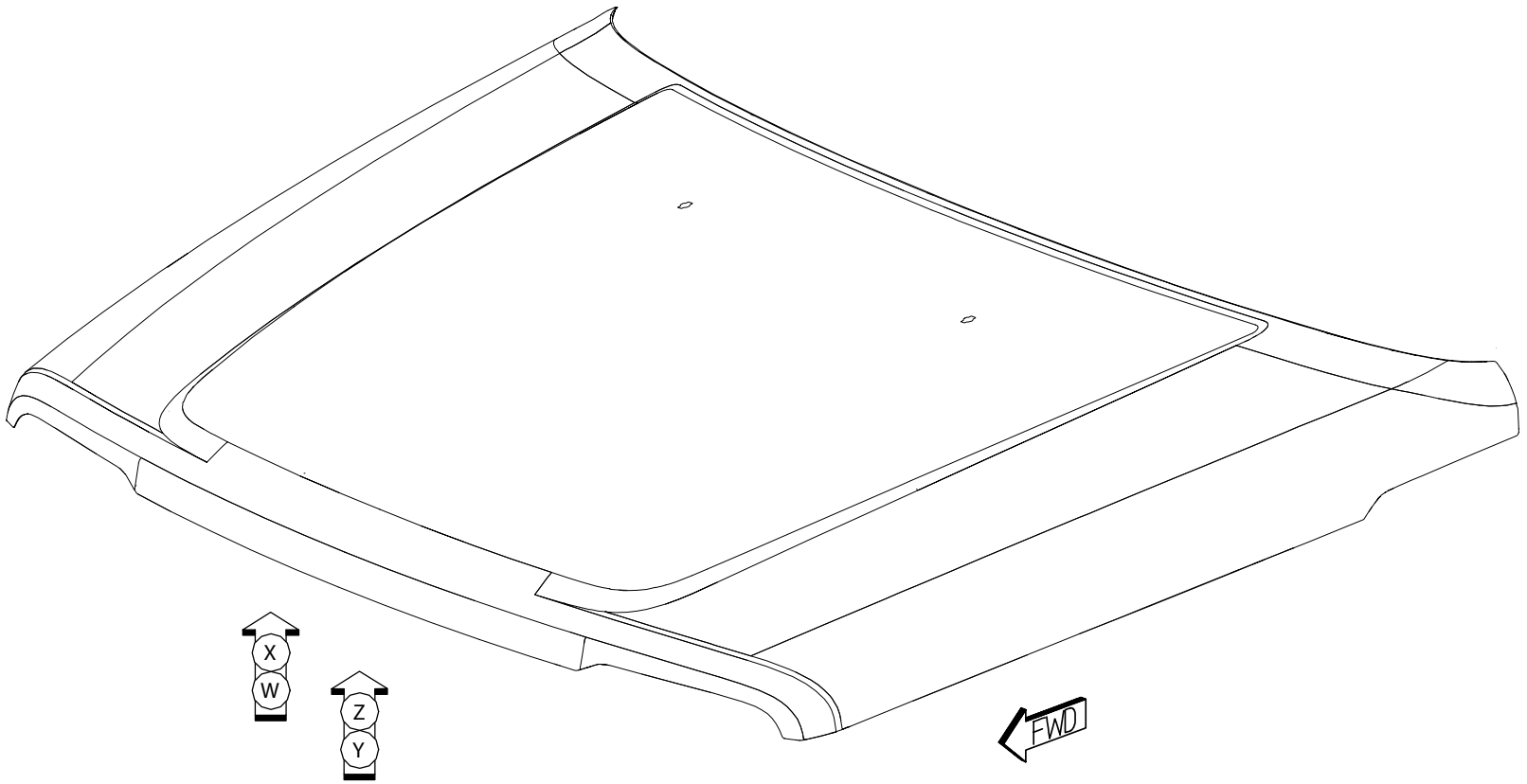

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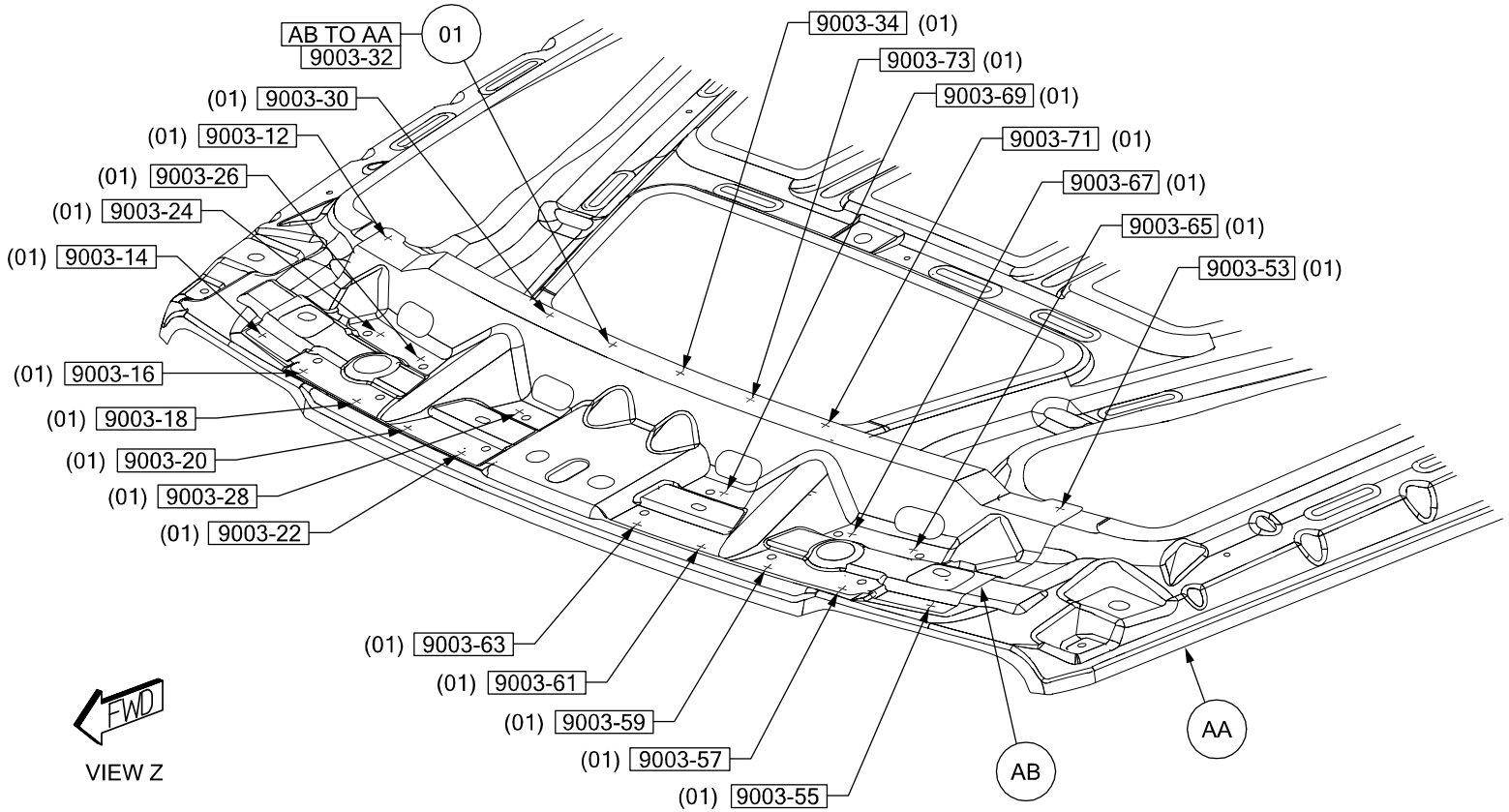
01 AB TO AA 23 S/WELDS (ORD)



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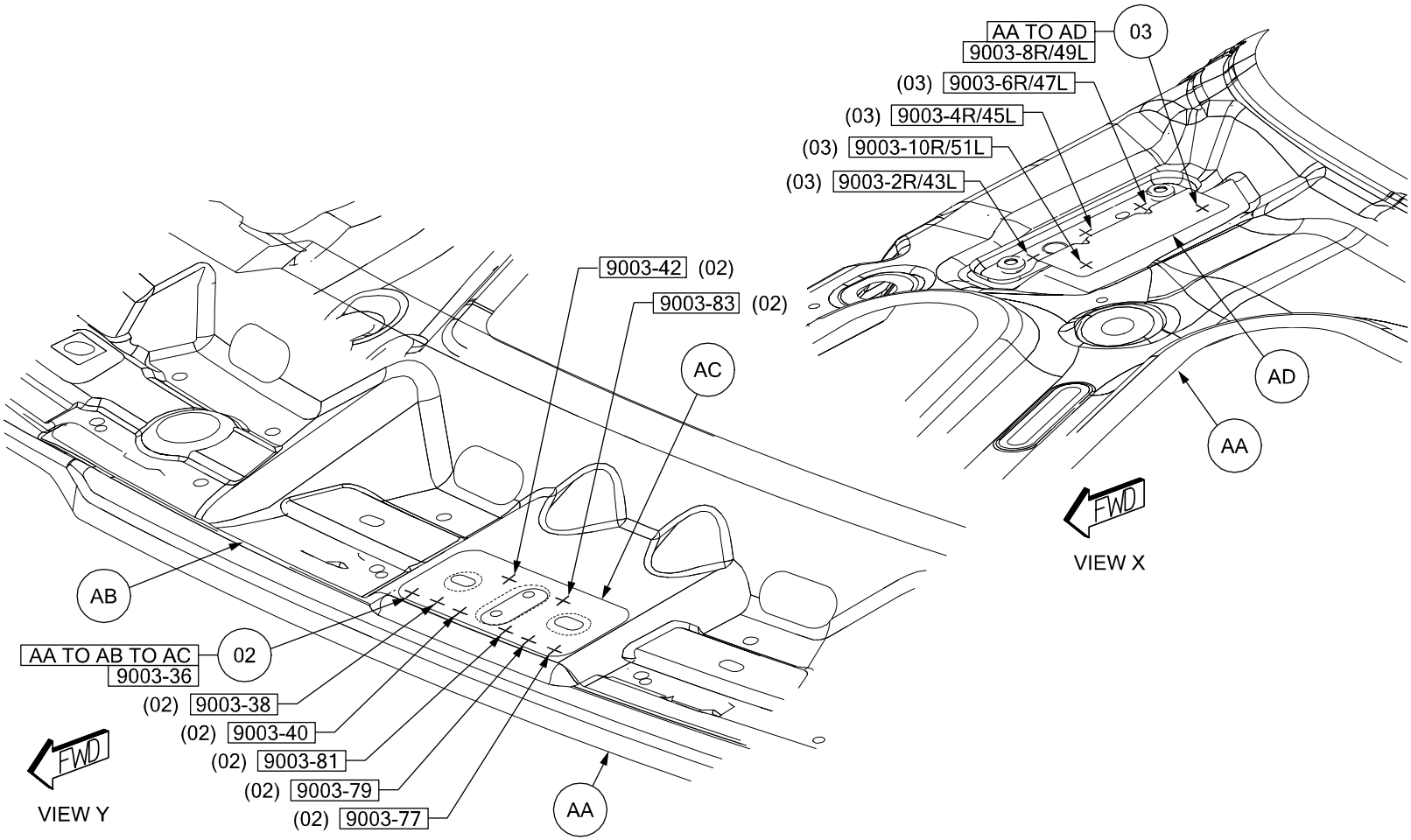
02 AA TO AB TO AC 8 S/WELDS (ORD)
03 AA TO AD 5/SD S/WELDS (ORD)



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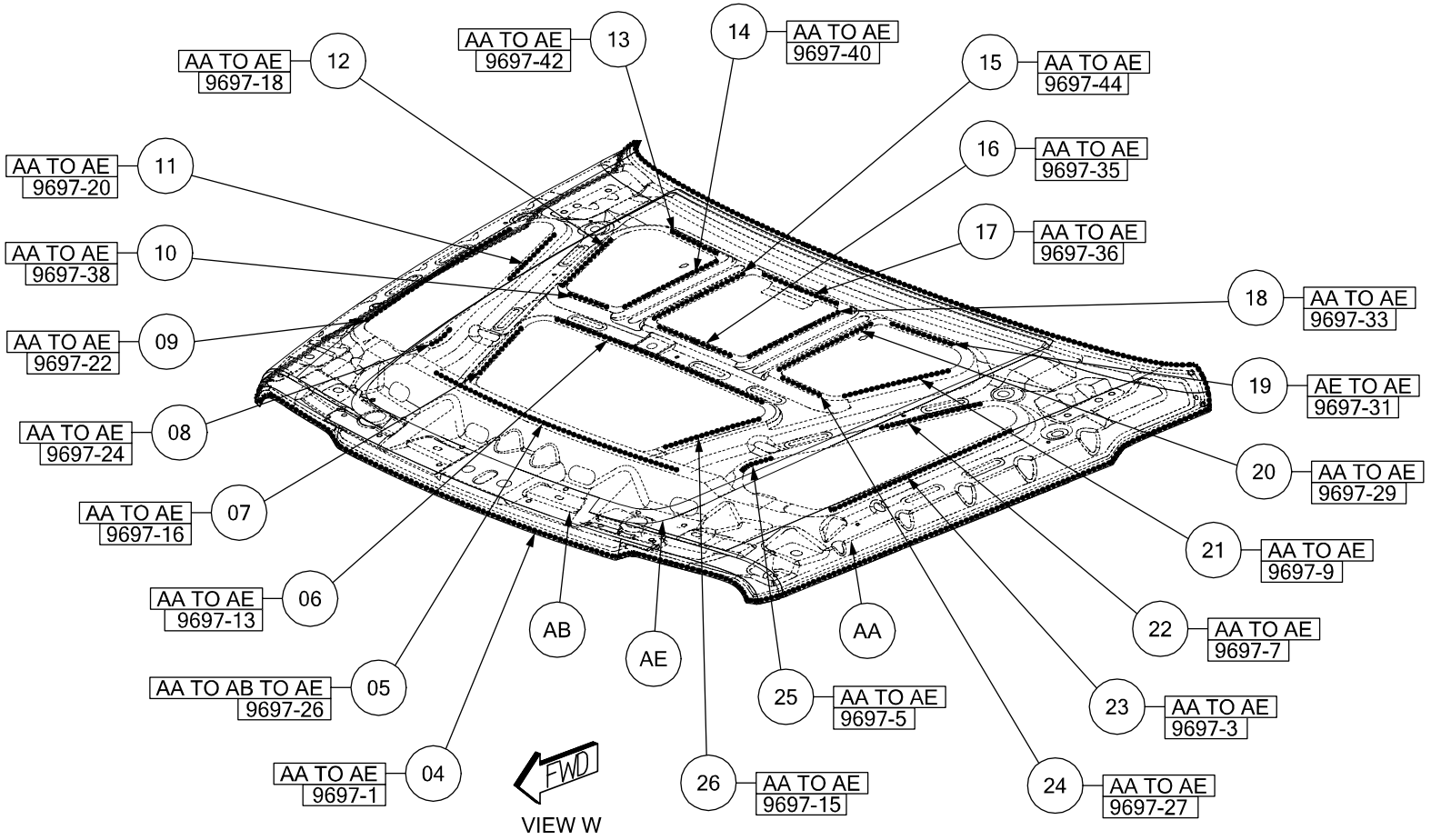
05	AA TO AB TO AE 1 STRUC ADH	11	AA TO AE 1 STRUC ADH	17	AA TO AE 1 STRUC ADH	23	AA TO AE 1 STRUC ADH
06	AA TO AE 1 STRUC ADH	12	AA TO AE 1 STRUC ADH	18	AA TO AE 1 STRUC ADH	24	AA TO AE 1 STRUC ADH
07	AA TO AE 1 STRUC ADH	13	AA TO AE 1 STRUC ADH	19	AA TO AE 1 STRUC ADH	25	AA TO AE 1 STRUC ADH
08	AA TO AE 1 STRUC ADH	14	AA TO AE 1 STRUC ADH	20	AA TO AE 1 STRUC ADH	26	AA TO AE 1 STRUC ADH
09	AA TO AE 1 STRUC ADH	15	AA TO AE 1 STRUC ADH	21	AA TO AE 1 STRUC ADH		



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INTRODUCTION

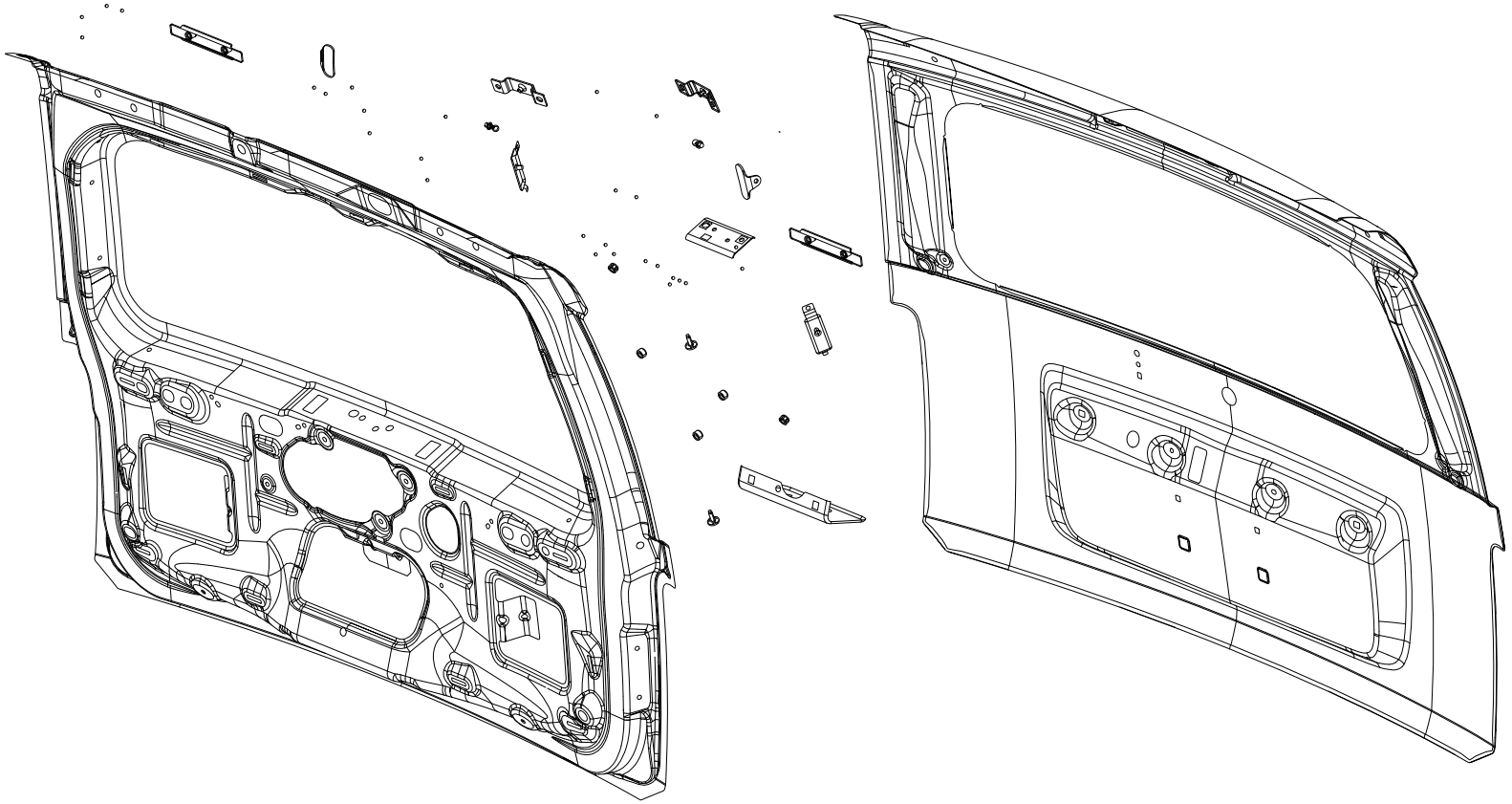
Jeep Liberty

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

This manual shows:

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

JEEP LIBERTY LIFTGATE SECTION



AA PANEL – LIFTGATE INR –
AB BRACKET – GAS PROP MOUNTING –
AC TAPPING PLATE – FLIPPER HINGE – FLIPPER HINGE –
AD TAPPING PLATE – LIFTGATE INR PANEL HINGE MOUNTING –
AE TAPPING PLATE – LIFTGATE GAS CYLINDER – LIFTGATE GAS CYLINDER –
AF REINF – LATCH MOUNT LIFT GATE – LATCH MOUNT LIFTGATE –
AG REINF – LIFTGATE FLIPPER LATCH –
AH PANEL – LIFTGATE OTR –

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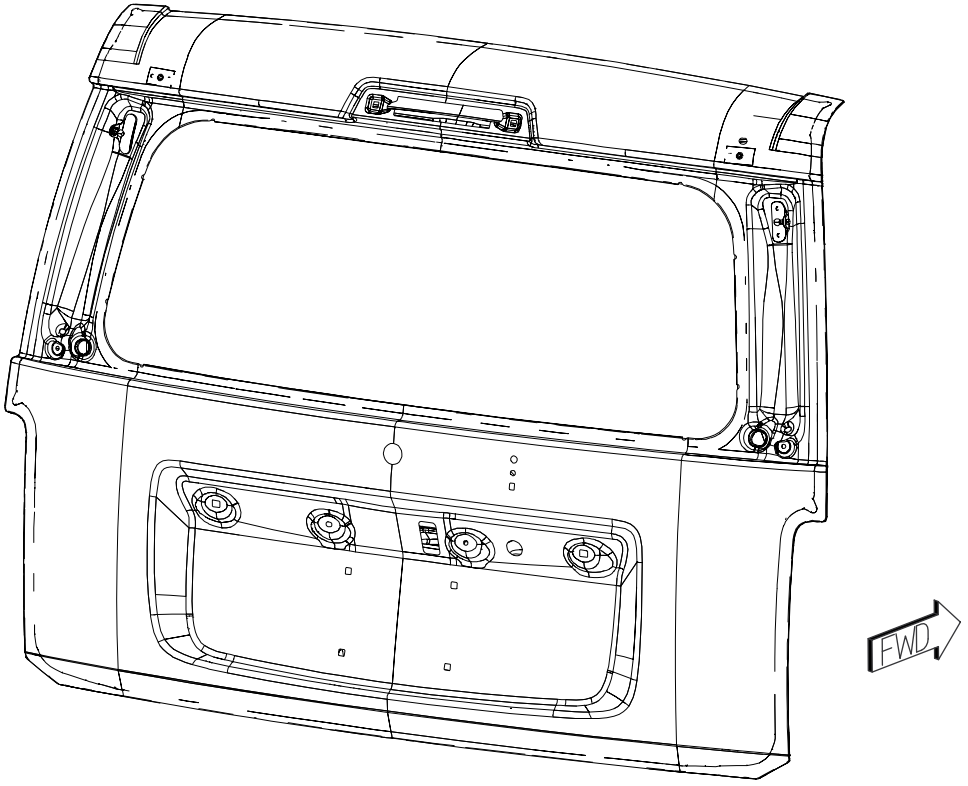
AA PANEL – LIFTGATE INR –
AB BRACKET – GAS PROP MOUNTING –
AC TAPPING PLATE – FLIPPER HINGE – FLIPPER HINGE –
AD TAPPING PLATE – LIFTGATE INR PANEL HINGE MOUNTING –
AE TAPPING PLATE – LIFTGATE GAS CYLINDER – LIFTGATE GAS CYLINDER –
AF REINF – LATCH MOUNT LIFT GATE – LATCH MOUNT LIFTGATE –
AG REINF – LIFTGATE FLIPPER LATCH –
AH PANEL – LIFTGATE OTR –



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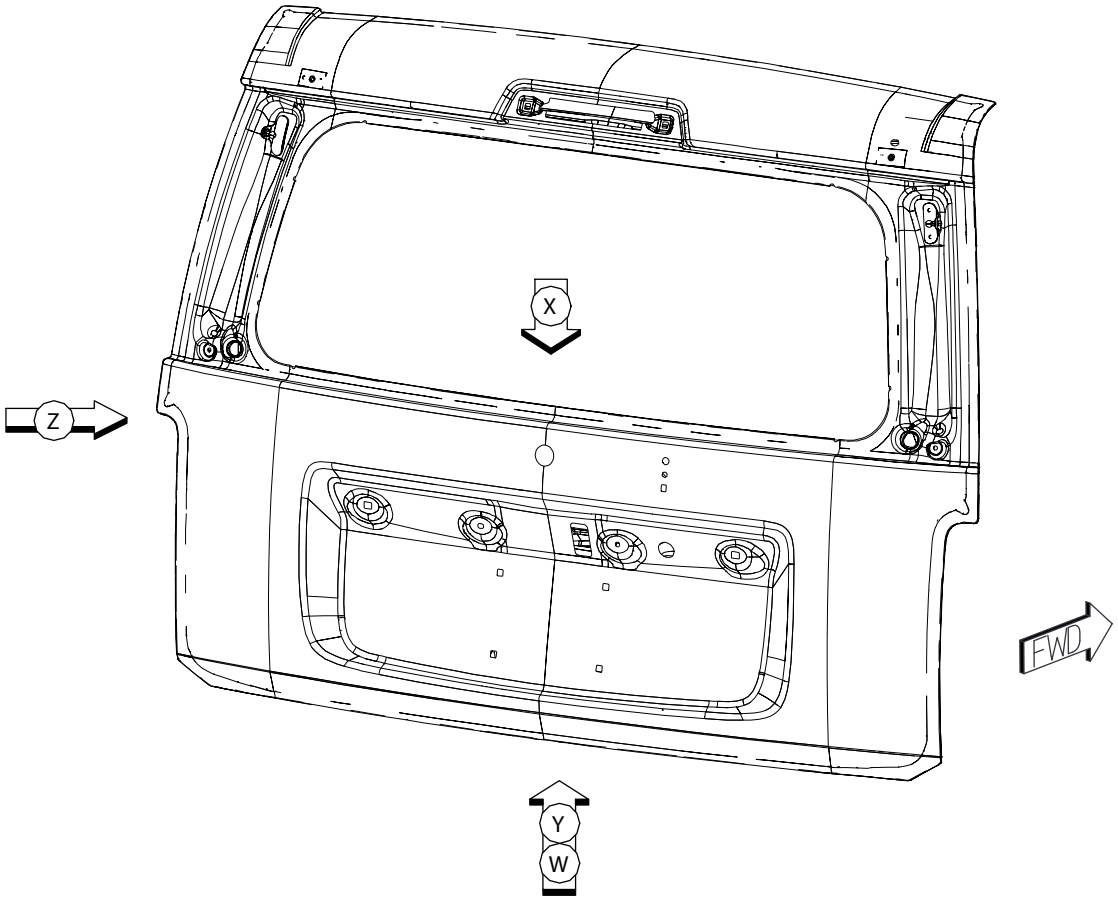
WELD LAYOUT LOCATION GUIDE



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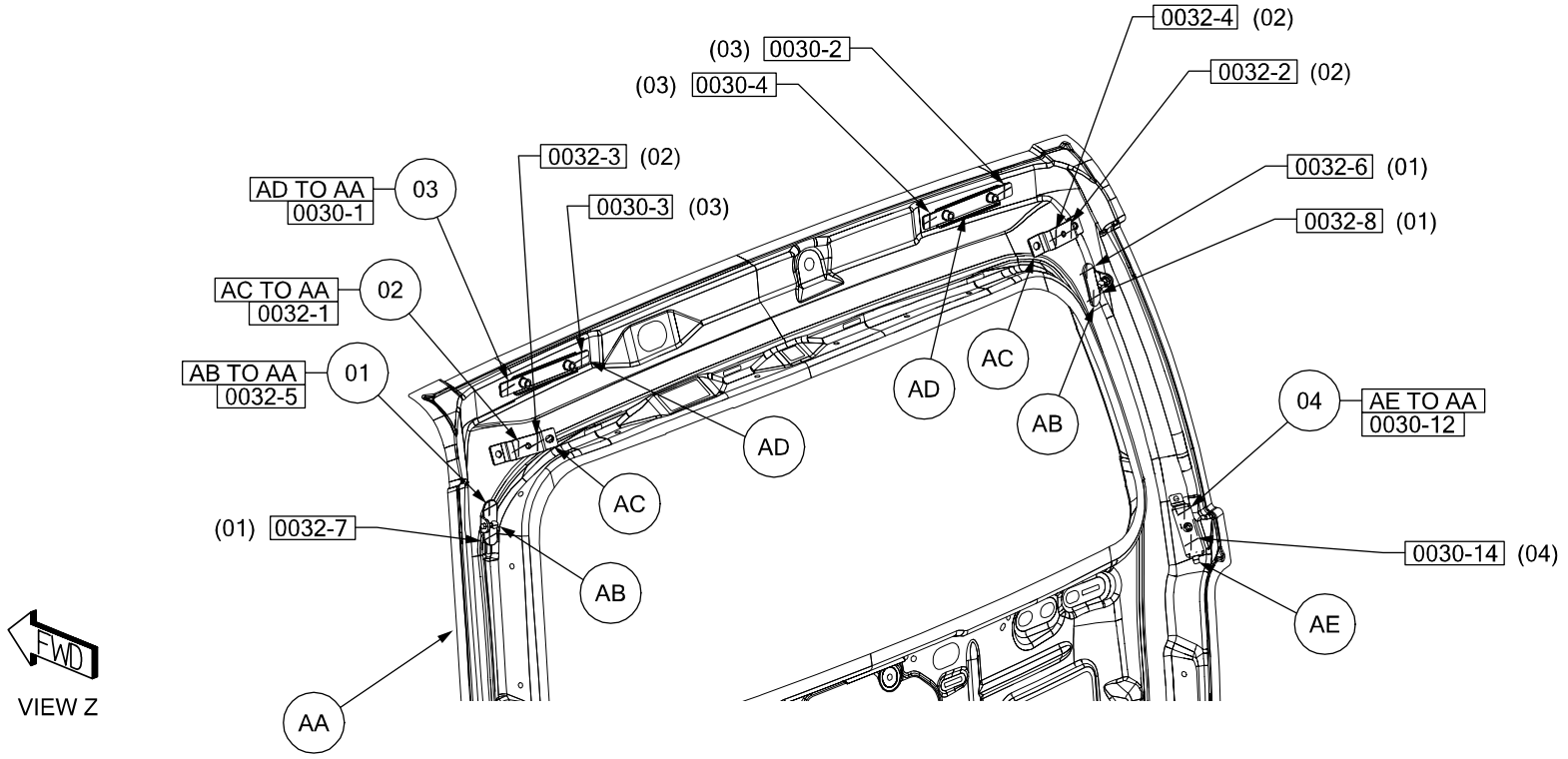

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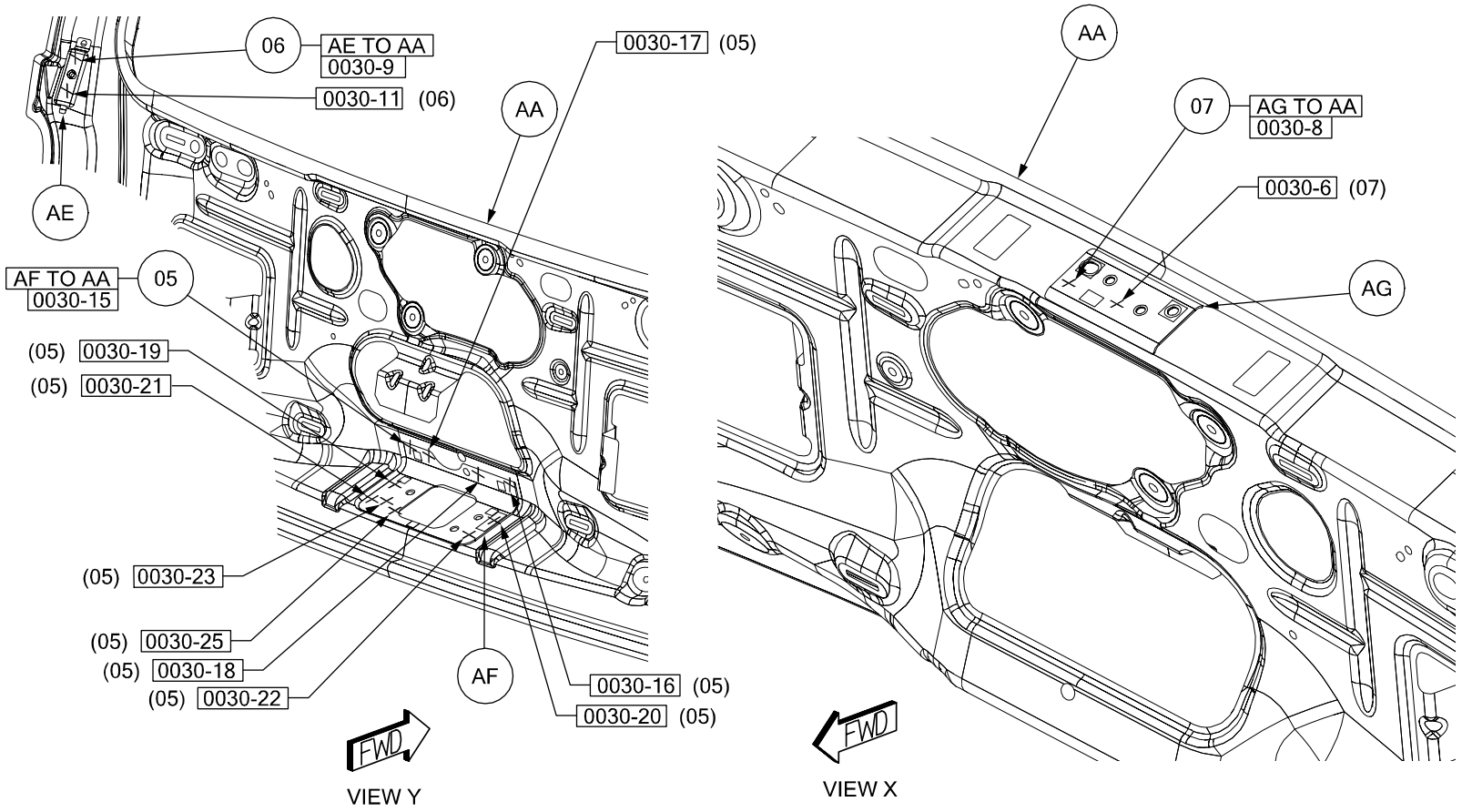

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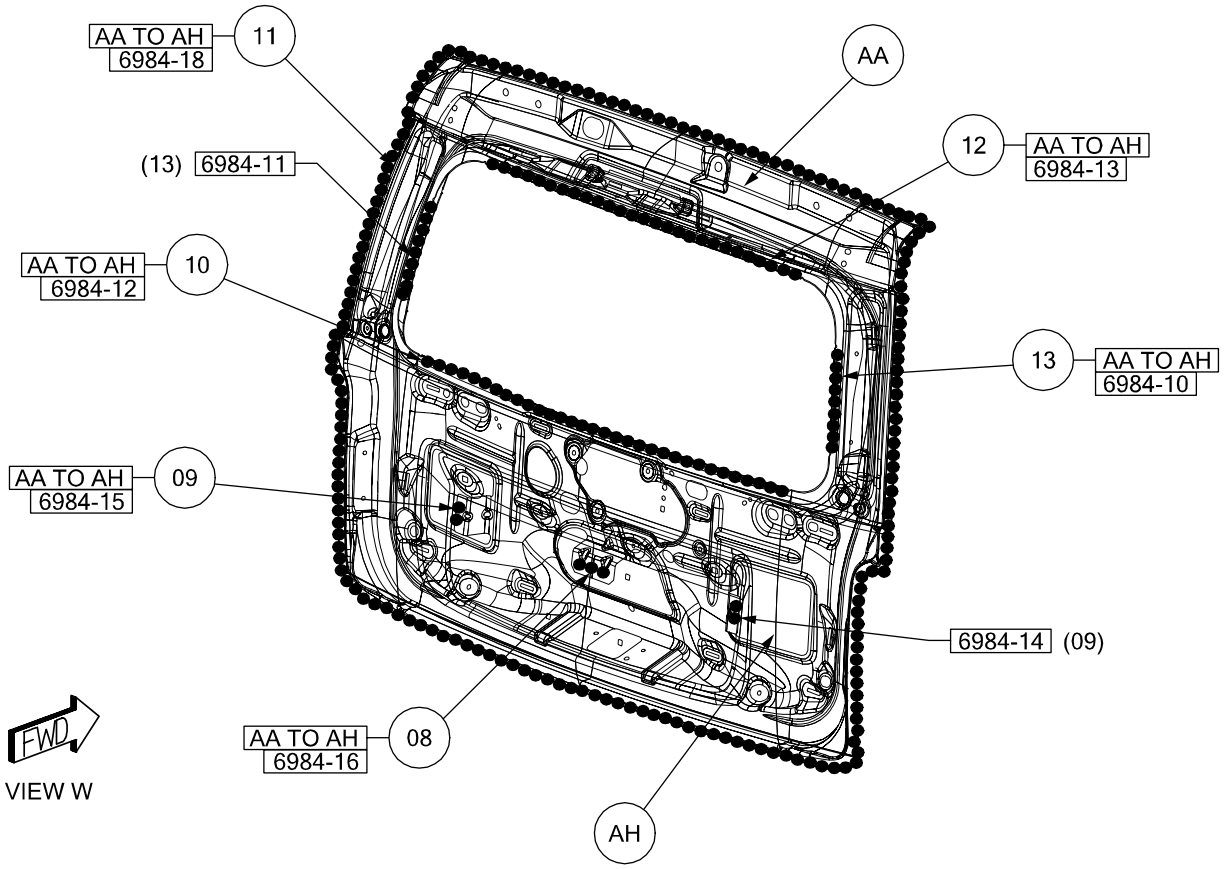
12 AA TO AH 1 STRUC ADH (ORD)
13 AA TO AH 2 STRUC ADH (ORD)



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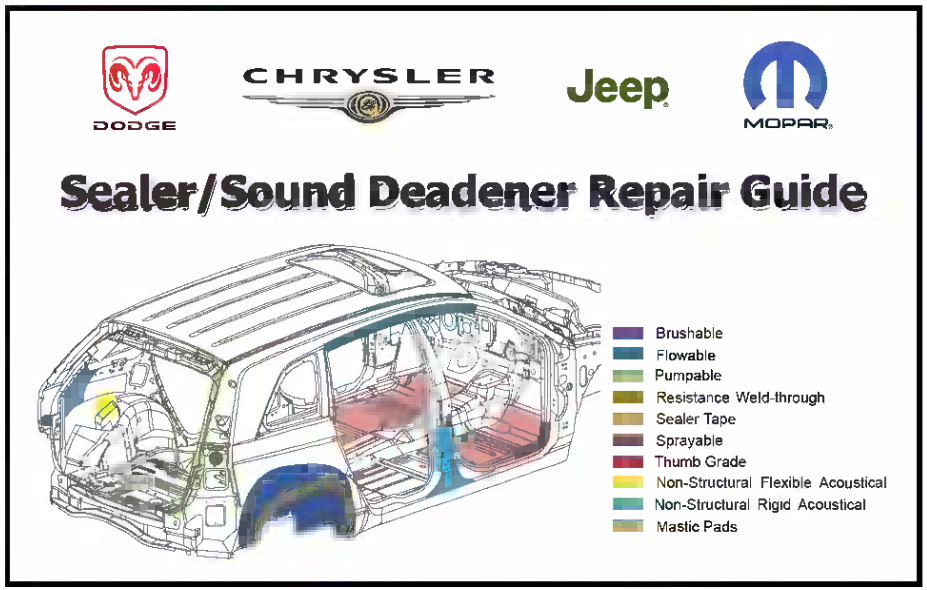

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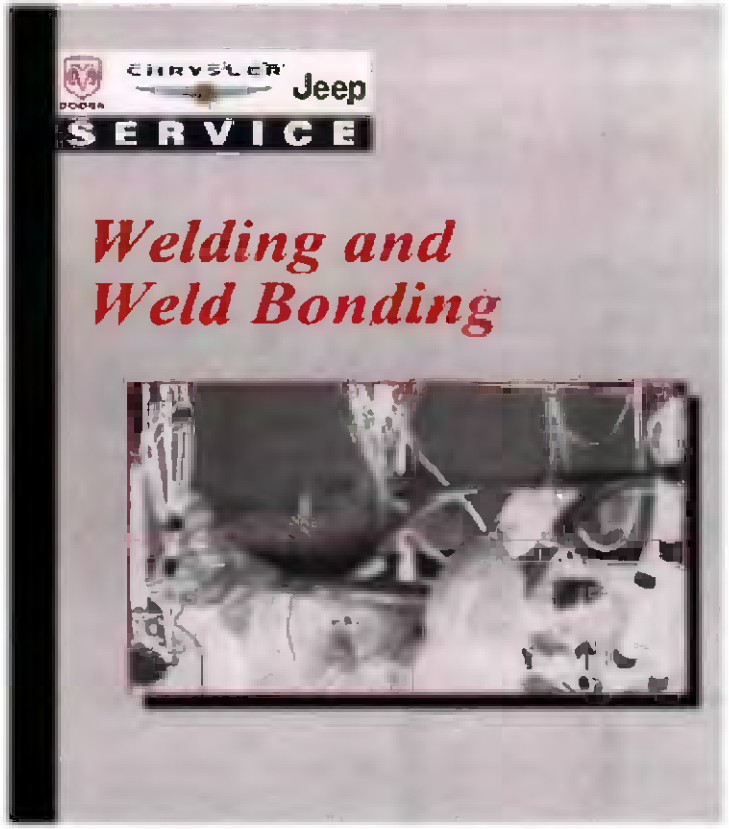

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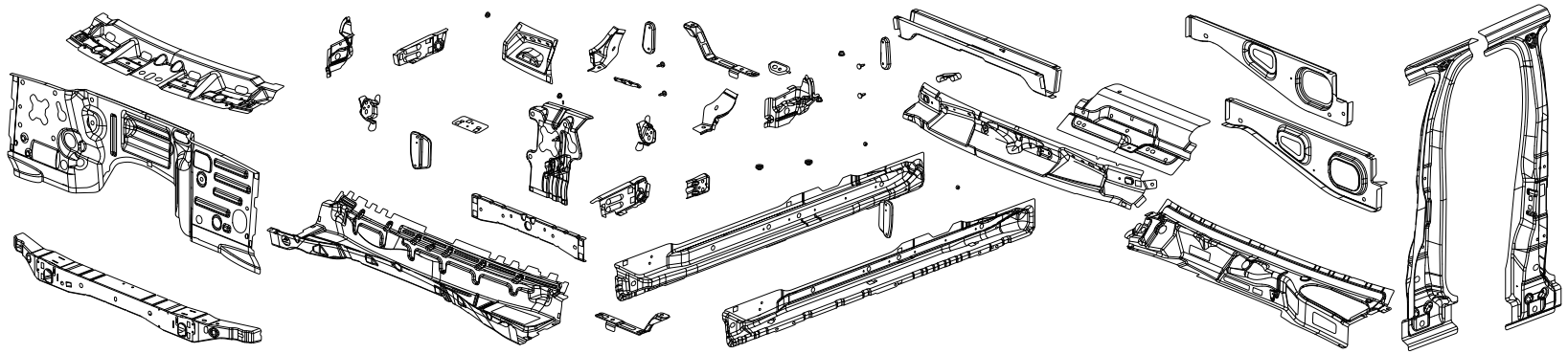

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AA STUD PLATE – DOOR RT –
AA STUD PLATE – DOOR LT –
AA STUD PLATE – DOOR LT –
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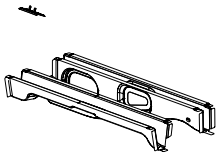

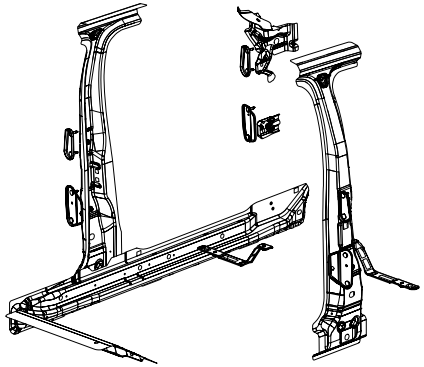

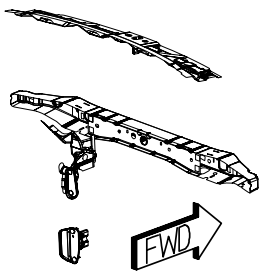

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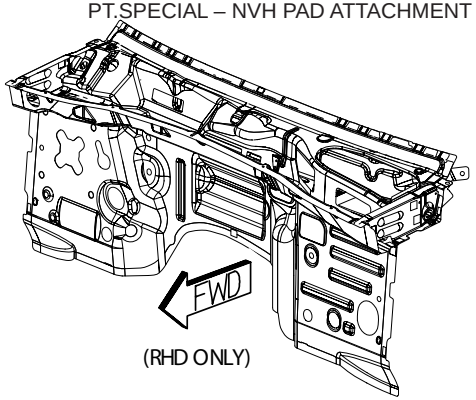

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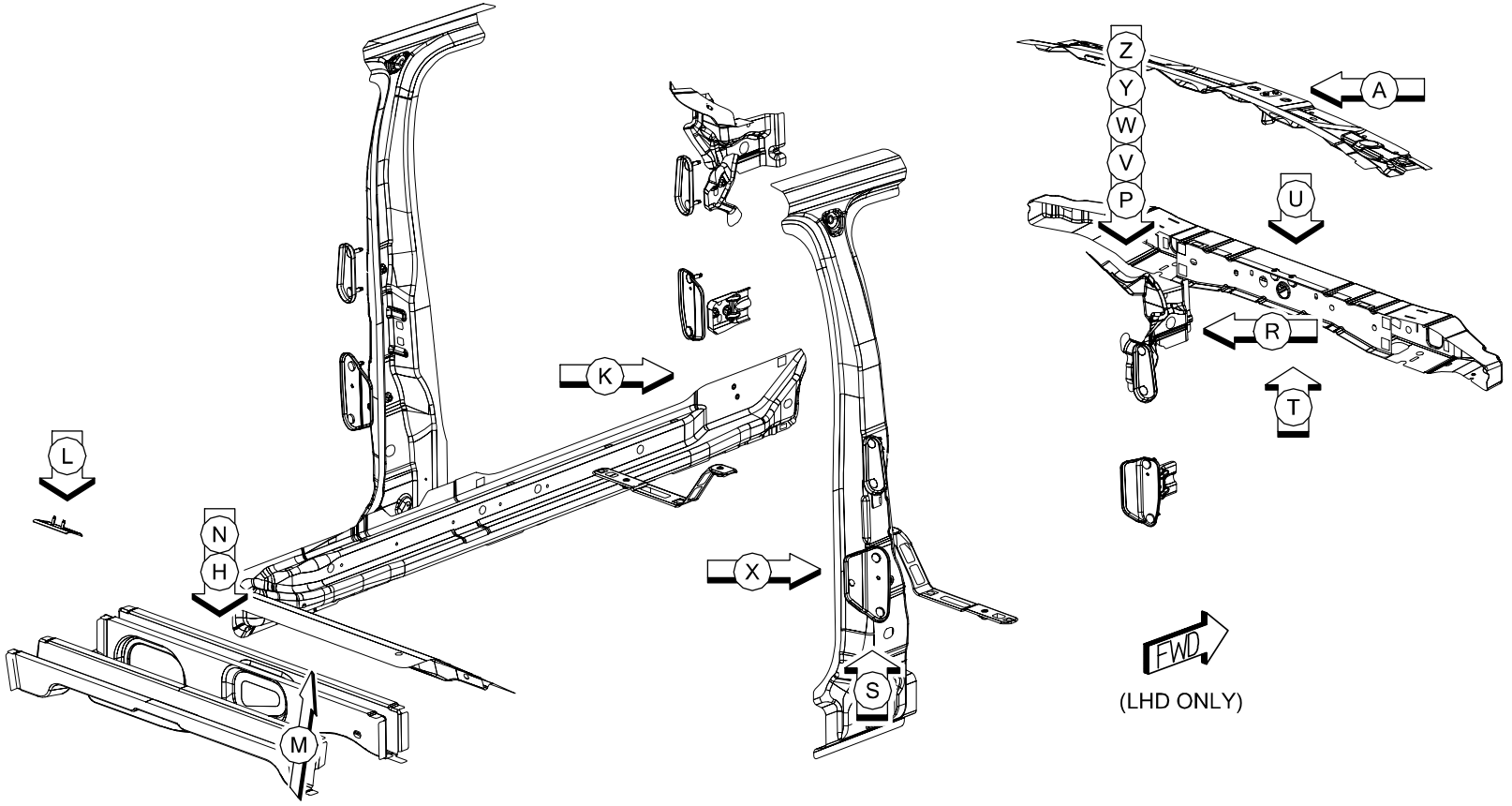

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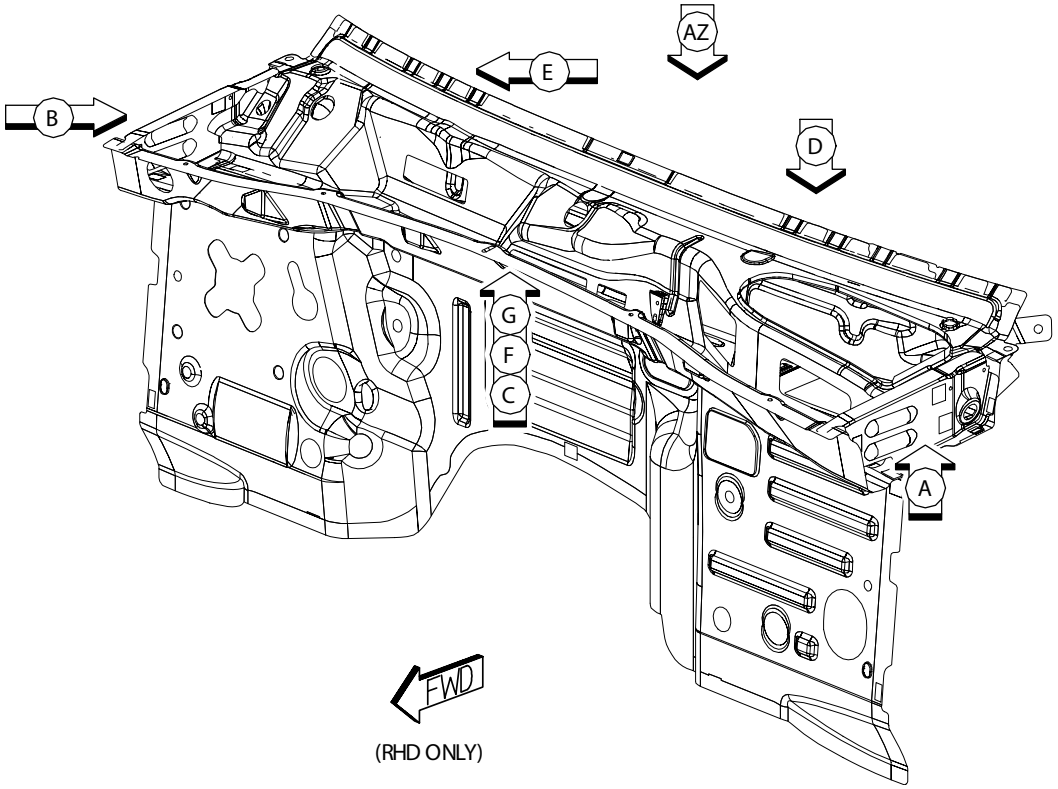

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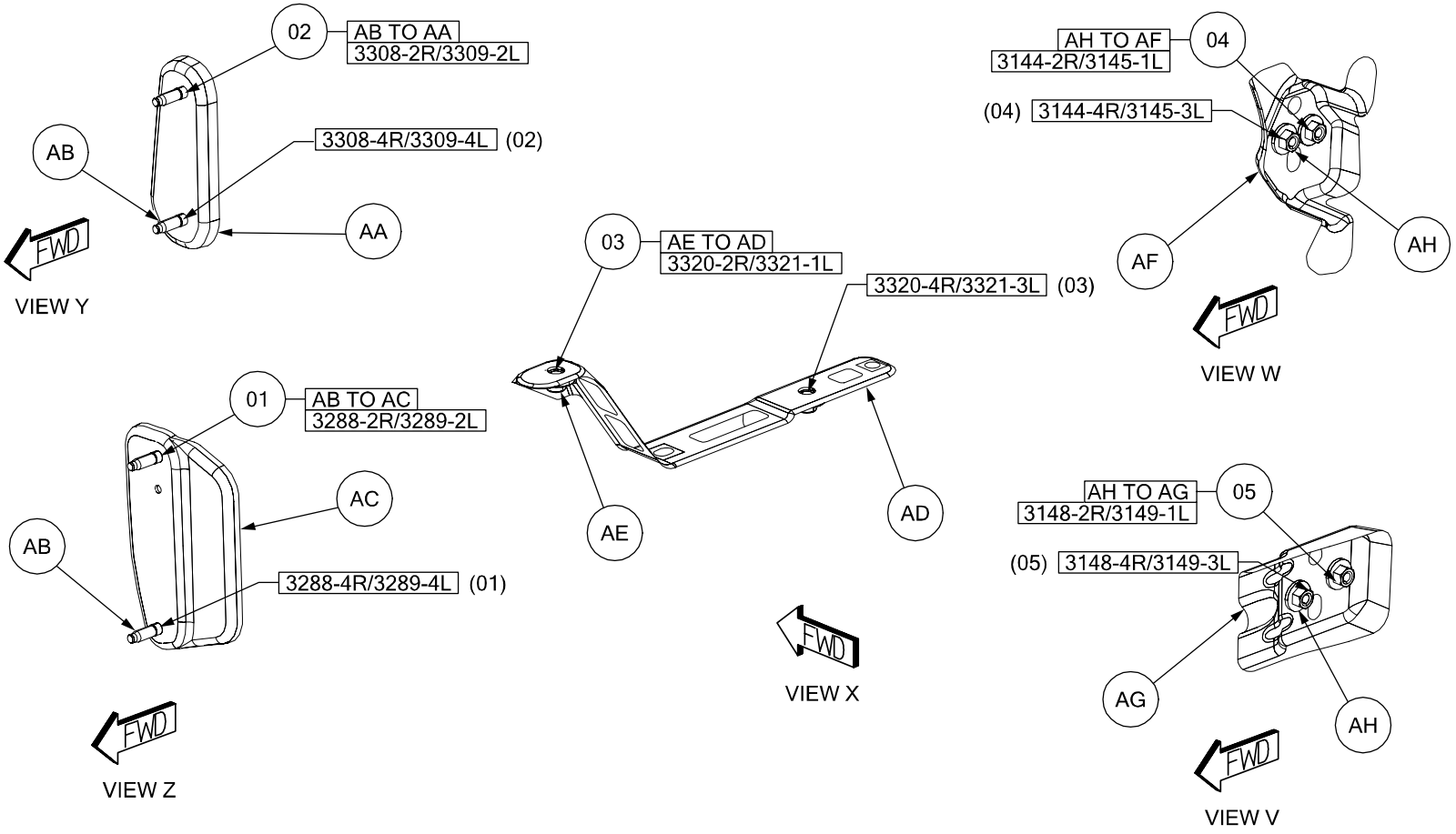

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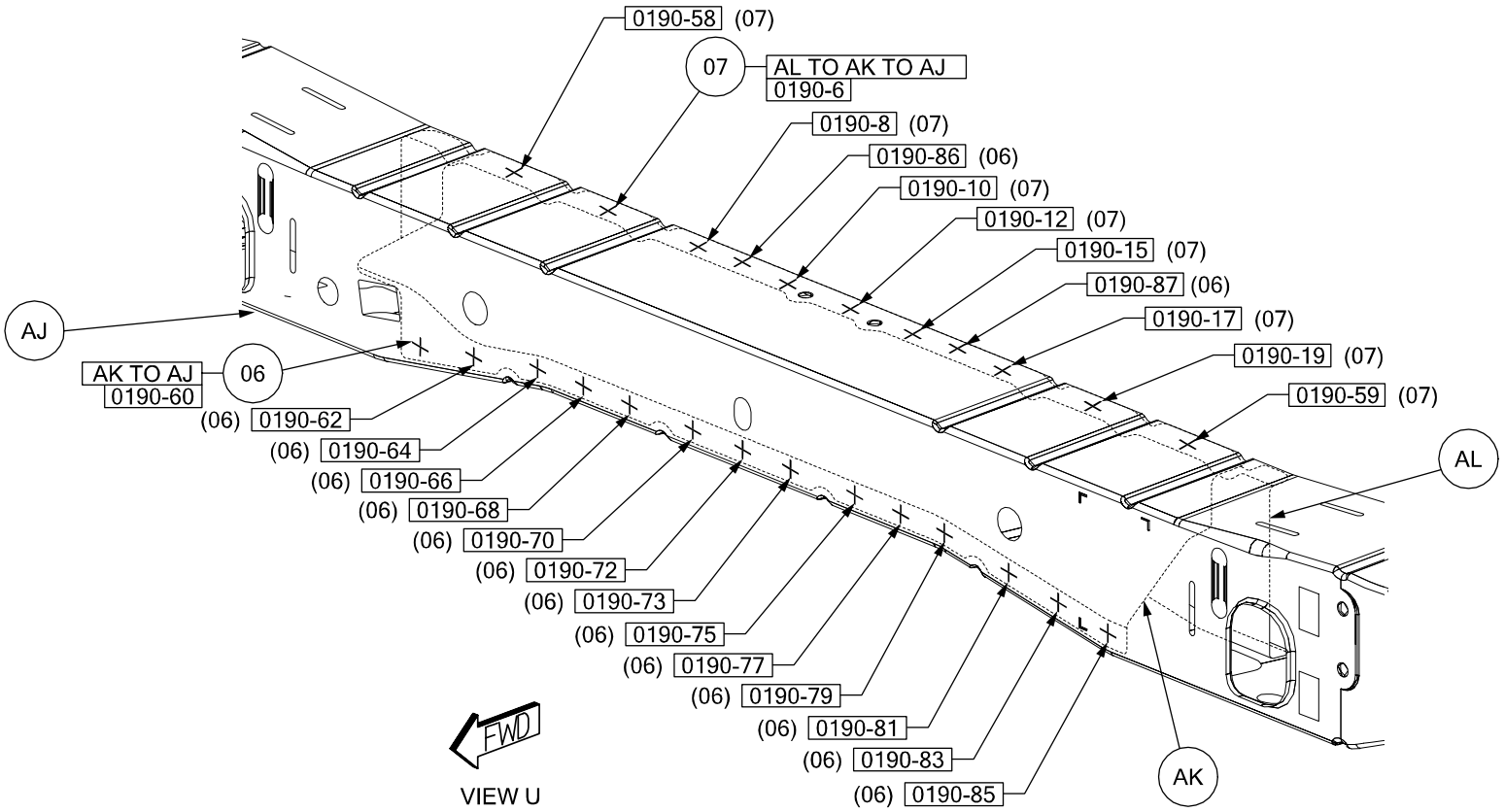

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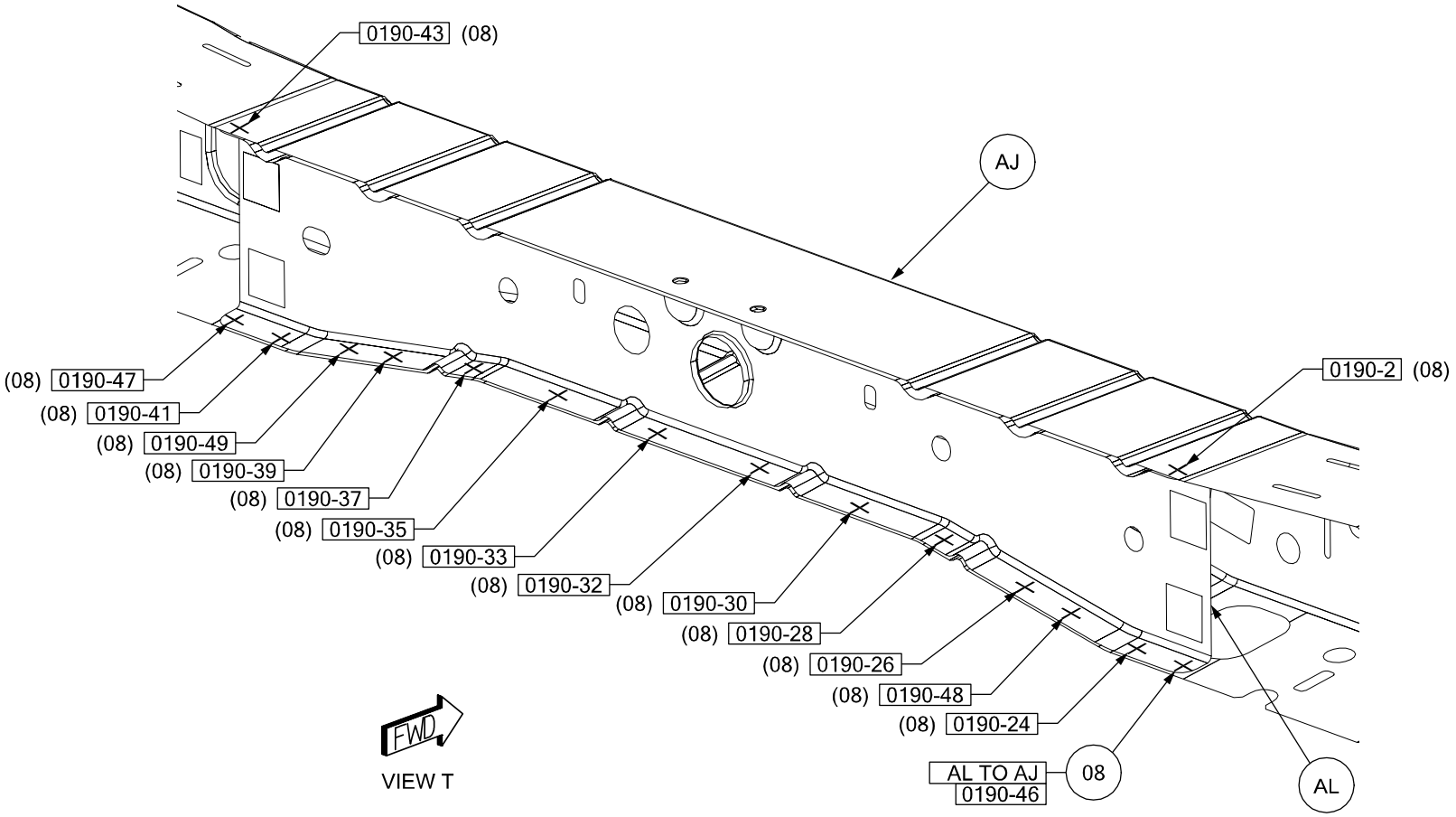

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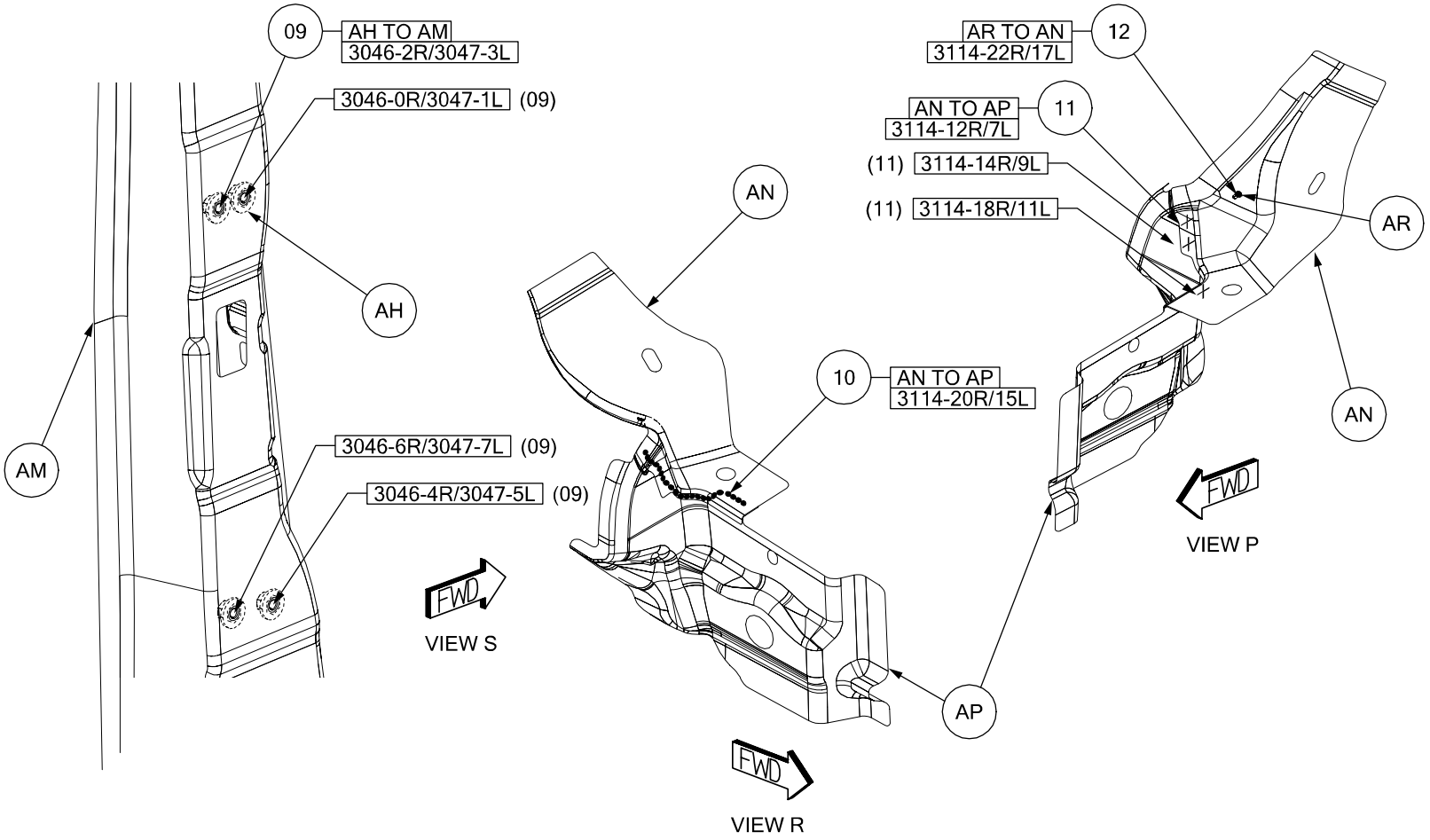

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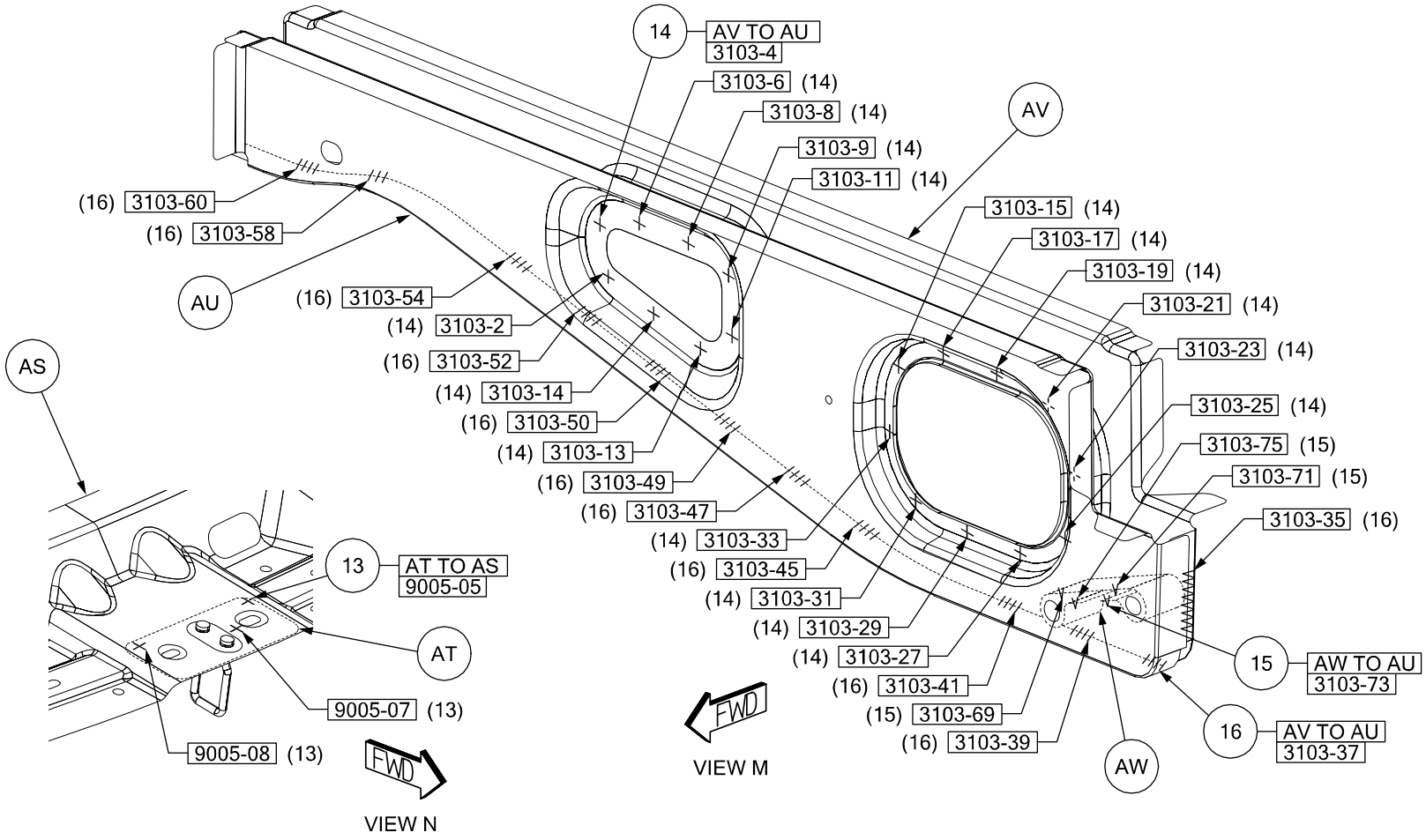

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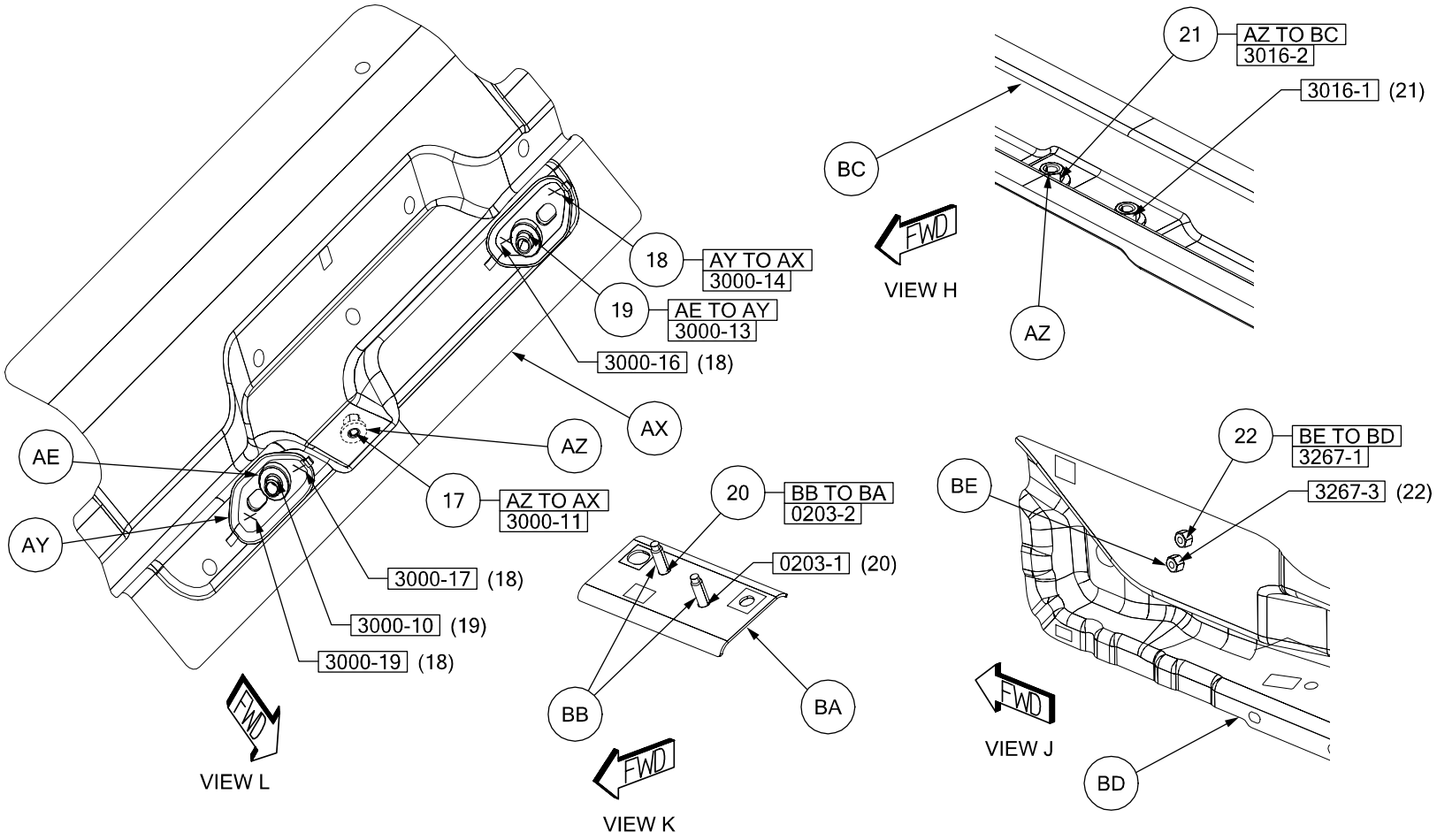

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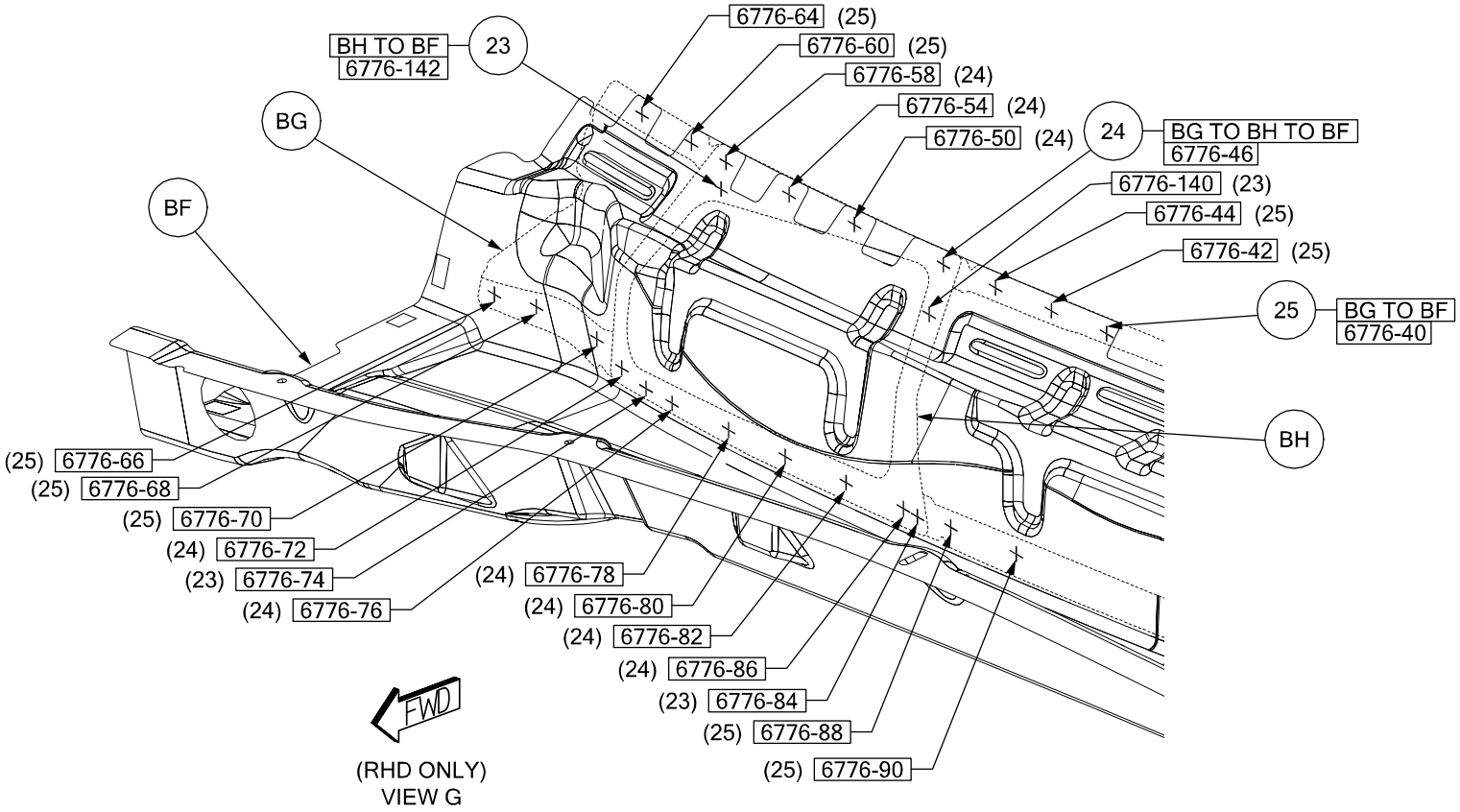

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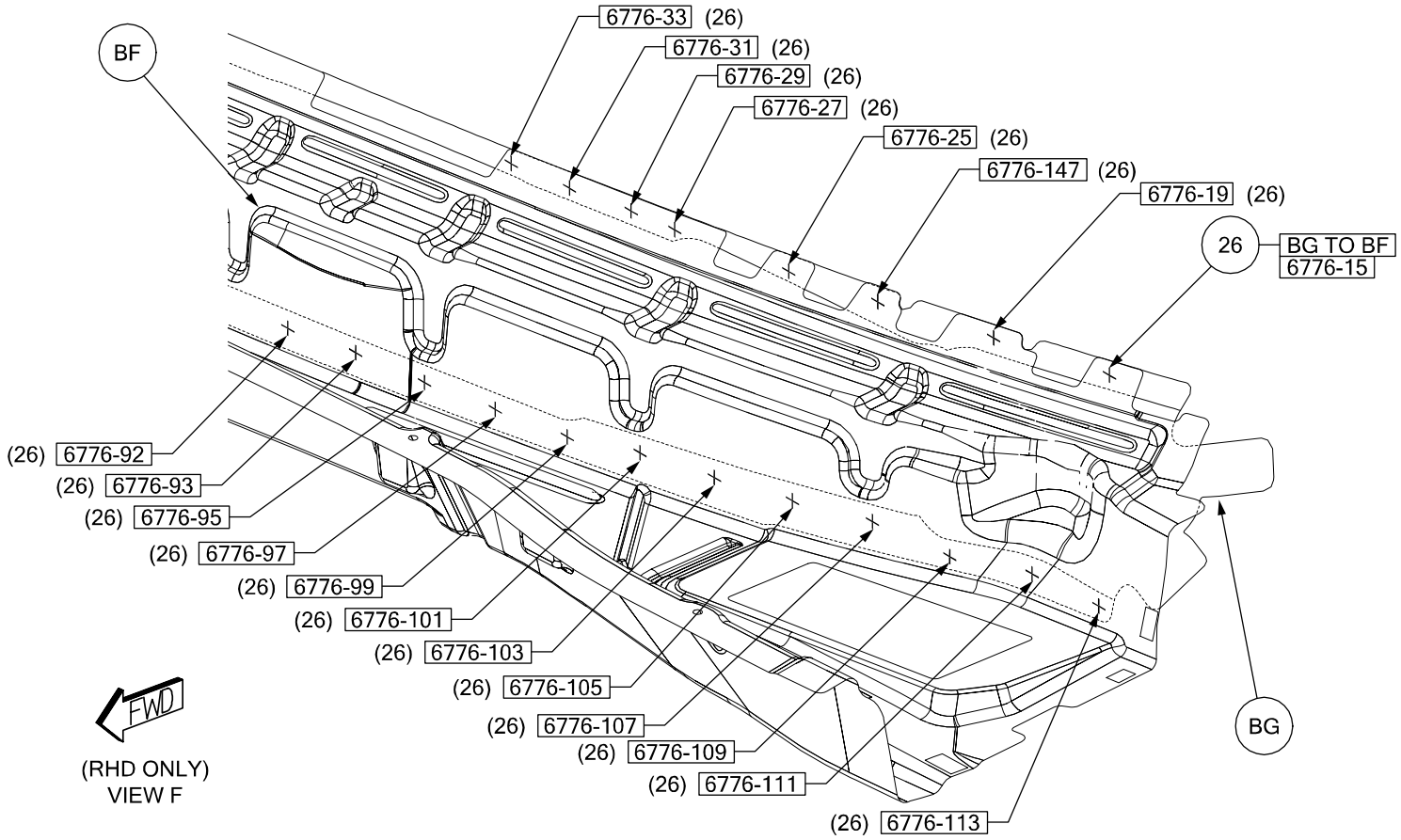

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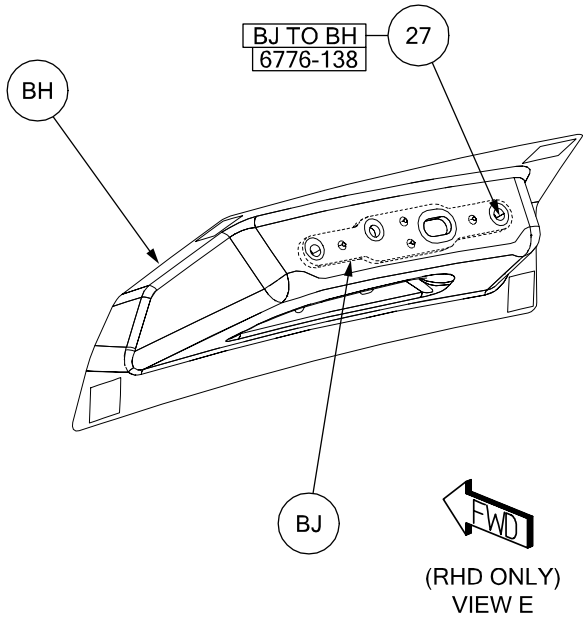
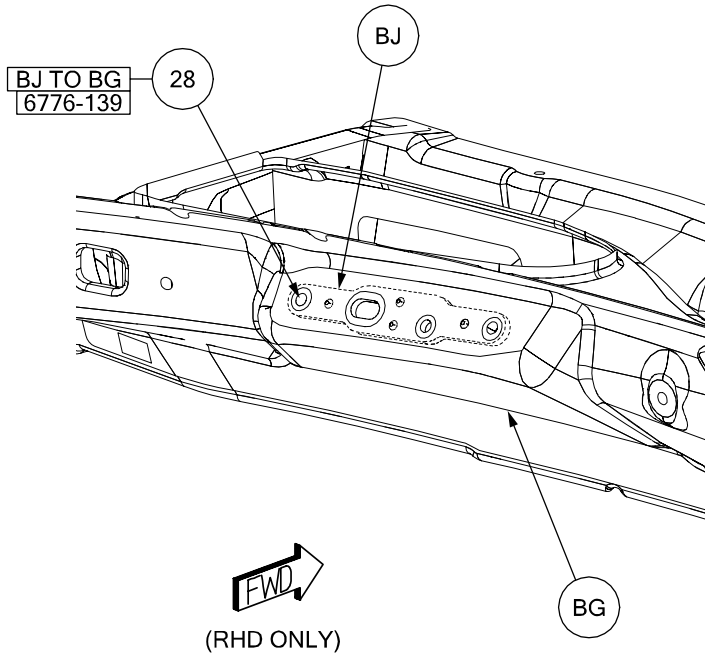
27 BJ TO BH 1 PROJ WELD
28 BJ TO BG 1 PROJ WELD



(RHD ONLY)
VIEW E



(RHD ONLY)
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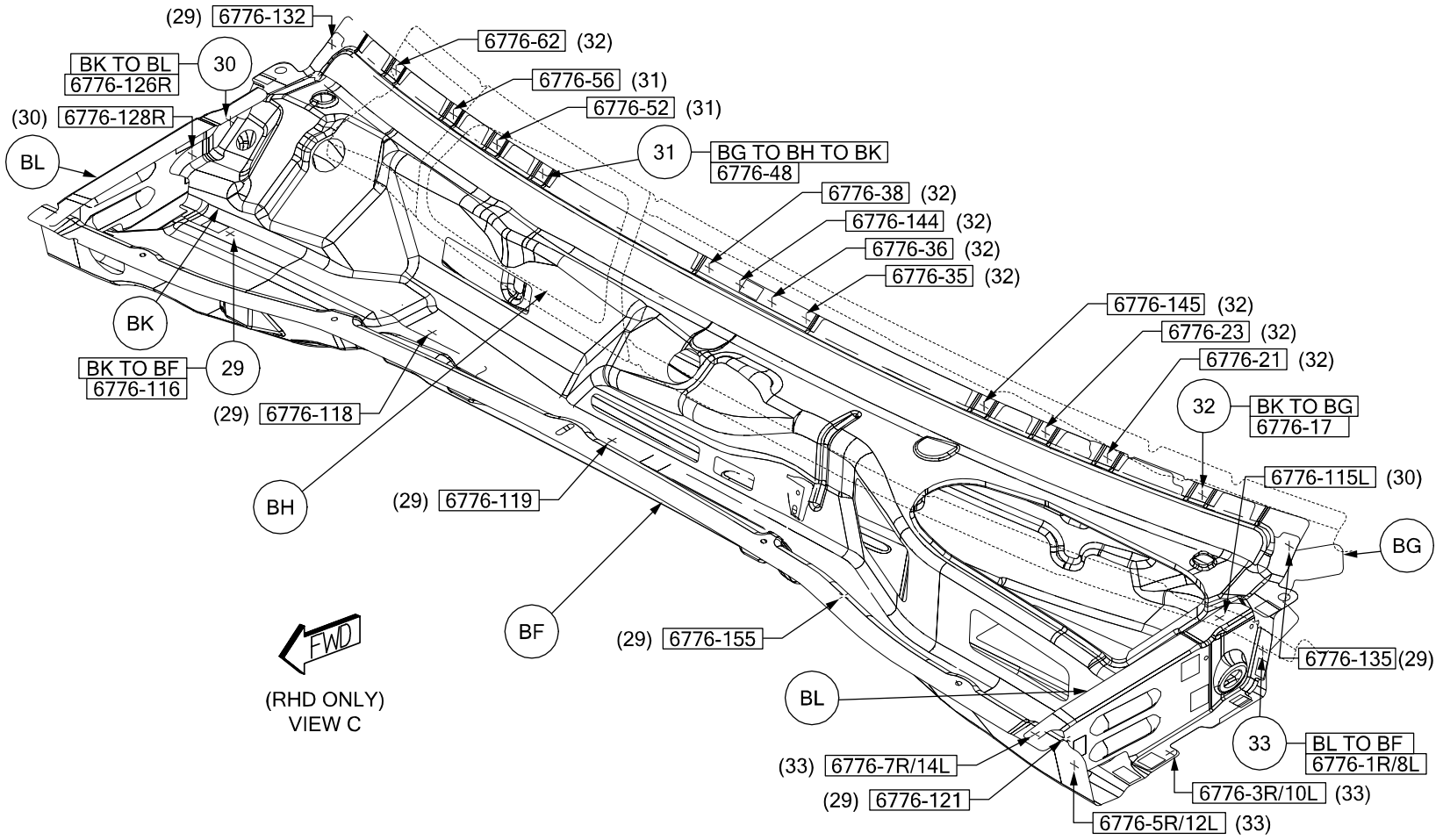
29 BK TO BF 7 S/WELDS (ORD)
30 BK TO BL 2R/1L S/WELDS (ORD)
31 BG TO BH TO BK 3 S/WELDS (ORD)
32 BK TO BG 9 S/WELDS (ORD)
33 BL TO BF 4/SD S/WELDS (ORD)



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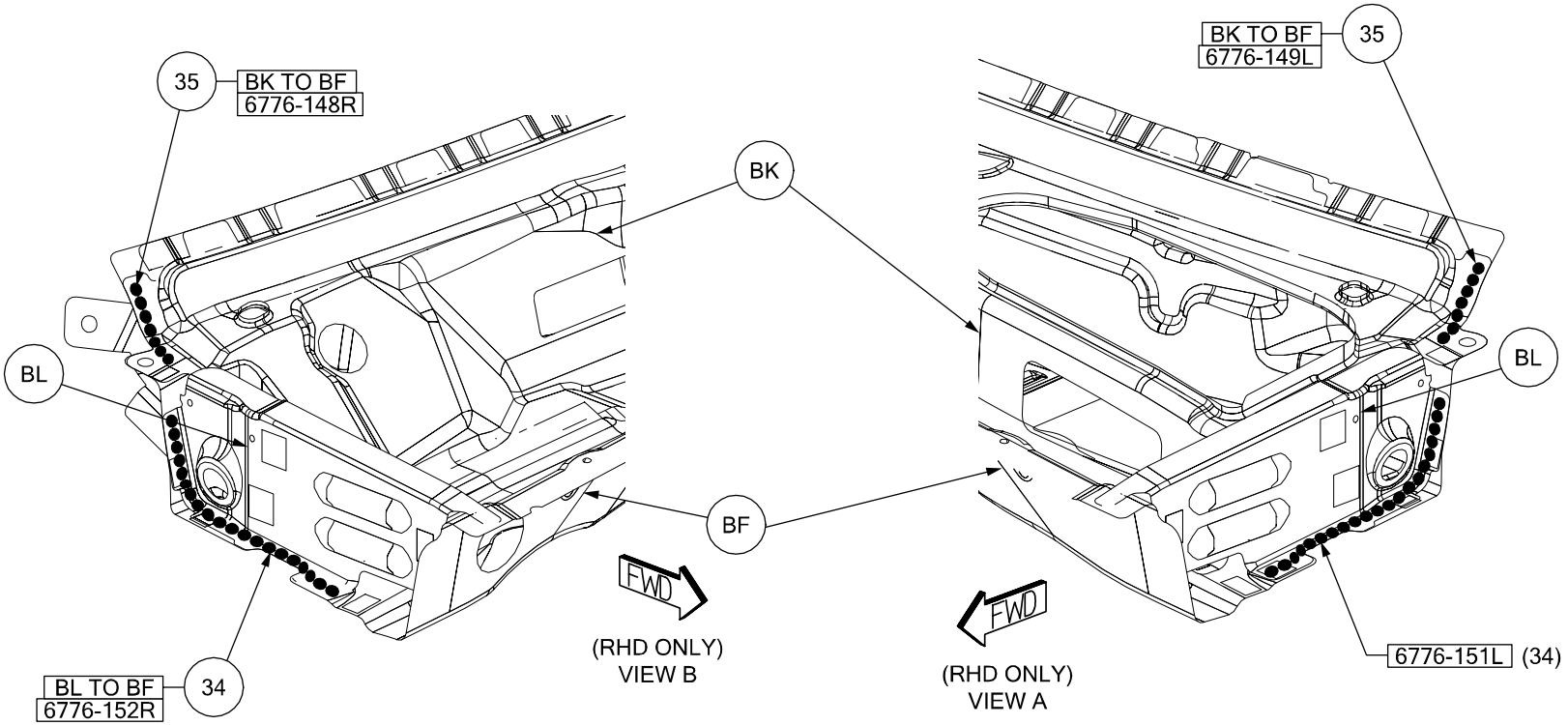
34 BL TO BF 2 STRUC ADH
35 BK TO BF 2 STRUC ADH



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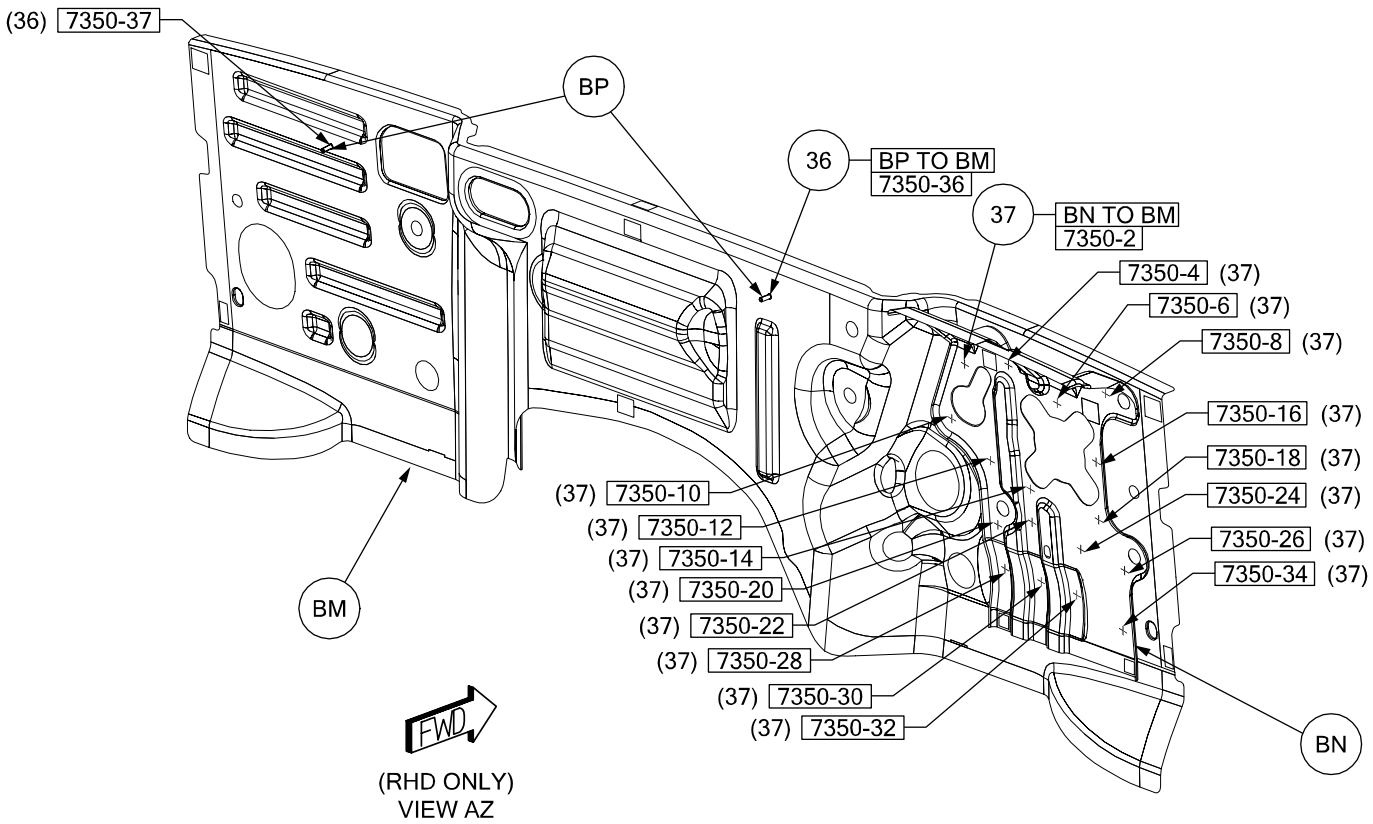
36 BP TO BM 2 PROJ WELDS
37 BN TO BM 17 S/WELDS (ORD)



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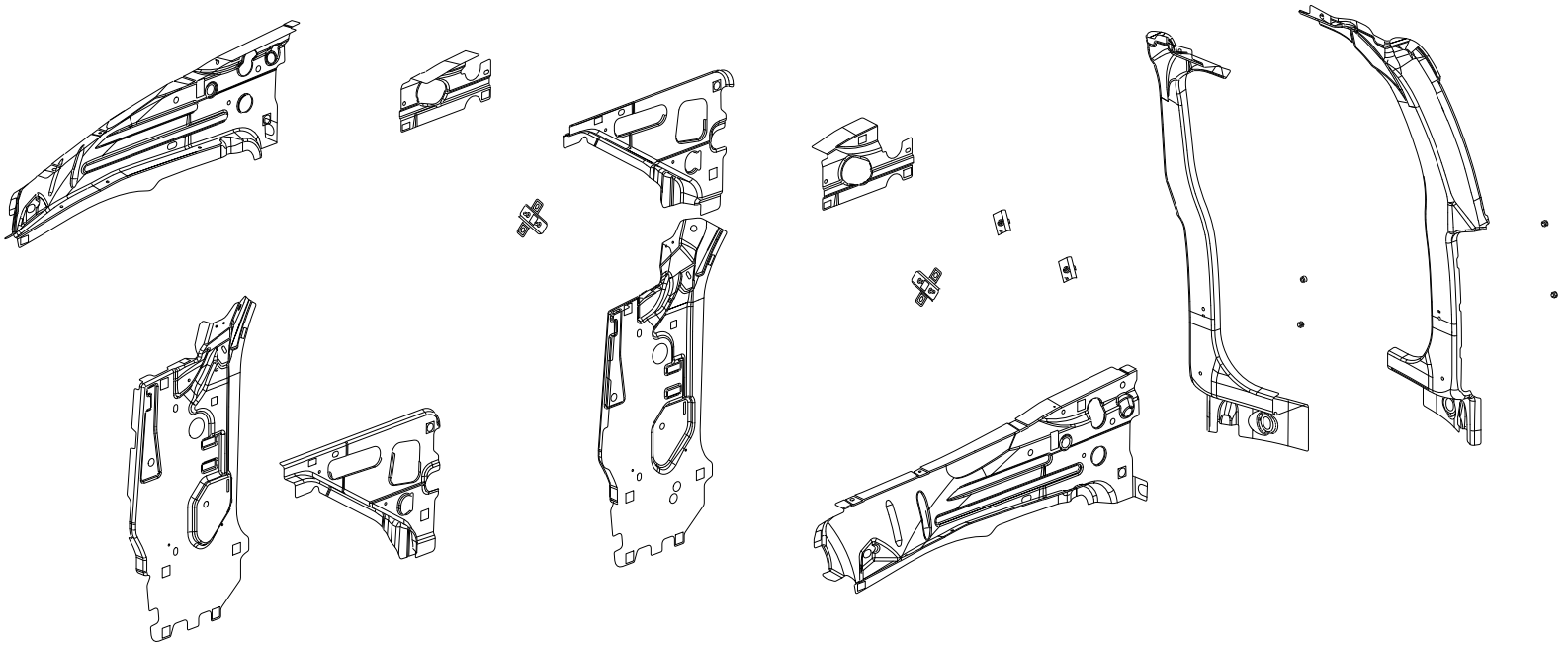
JEEP LIBERTY MISCELLANEOUS BODY COMPONENTS SECTION



AA BRACKET – GAS PROP MOUNTING RT –
AA BRACKET – GAS PROP MOUNTING LT –
AB PANEL – FENDER INR RT –
AB PANEL – FENDER INR LT –
AC GUSSET – FRT FENDER INR RT –
AC GUSSET – FRT FENDER INR LT –
AD EXTENSION – UPR FENDER ATTACH RT –
AD EXTENSION – UPR FENDER ATTACH LT –
AE REINF – FENDER INR RT –
AE REINF – FENDER INR LT –
AF TAPPING PLATE – I/P –
AF TAPPING PLATE – I/P –
AG PANEL – COWL SIDE RT –
AG PANEL – COWL SIDE LT –
AH REINF – TAPPING PLATE – PROP ATTACH
AH REINF – TAPPING PLATE – PROP ATTACH
AJ TROUGH – LIFTGATE OPENING RT –
AJ TROUGH – LIFTGATE OPENING LT –
AK NUT/WELD.RD – NO.FIN.SPECIAL – REAR LAMP ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – BUMPER ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – FASCIA ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – REAR LAMP ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – BUMPER ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – FASCIA ATTACH

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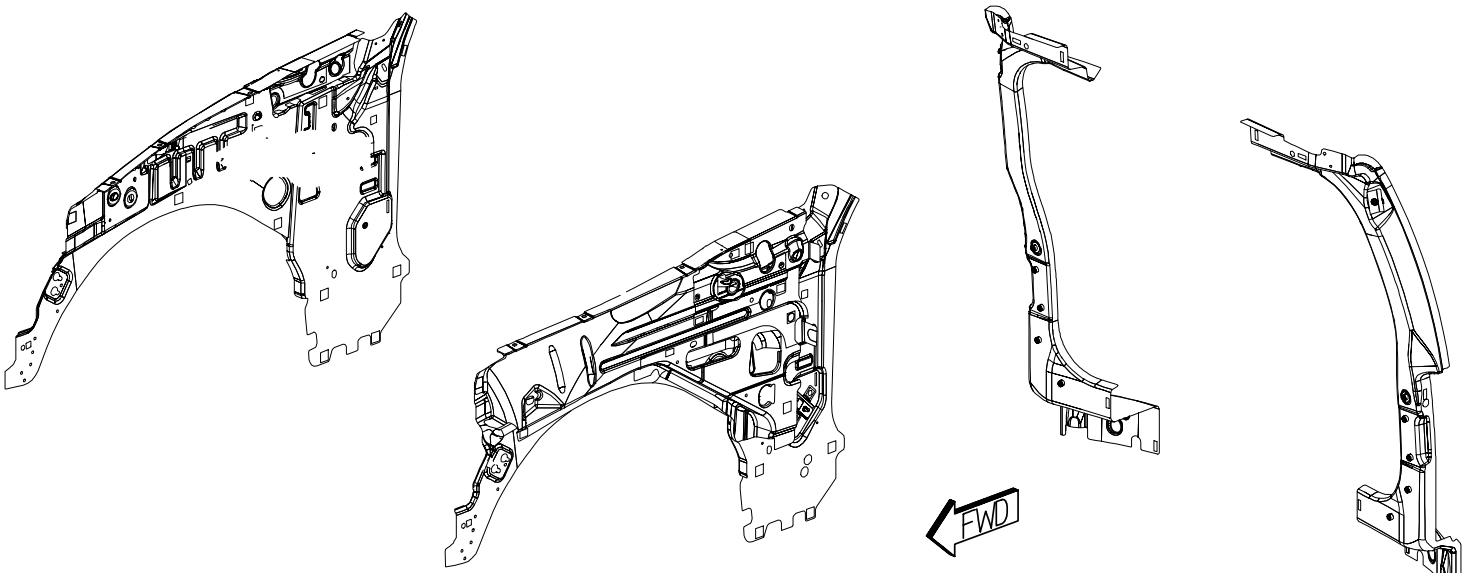
PARTS IDENTIFICATION LEGEND, OVERVIEW 13

AA BRACKET – GAS PROP MOUNTING RT –
AA BRACKET – GAS PROP MOUNTING LT –
AB PANEL – FENDER INR RT –
AB PANEL – FENDER INR LT –
AC GUSSET – FRT FENDER INR RT –
AC GUSSET – FRT FENDER INR LT –
AD EXTENSION – UPR FENDER ATTACH RT –
AD EXTENSION – UPR FENDER ATTACH LT –
AE REINF – FENDER INR RT –
AE REINF – FENDER INR LT –
AF TAPPING PLATE – I/P –
AF TAPPING PLATE – I/P –
AG PANEL – COWL SIDE RT –
AG PANEL – COWL SIDE LT –
AH REINF – TAPPING PLATE – PROP ATTACH
AH REINF – TAPPING PLATE – PROP ATTACH
AJ TROUGH – LIFTGATE OPENING RT –
AJ TROUGH – LIFTGATE OPENING LT –
AK NUT/WELD.RD – NO.FIN.SPECIAL – REAR LAMP ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – BUMPER ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – FASCIA ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – REAR LAMP ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – BUMPER ATTACH
AK NUT/WELD.RD – NO.FIN.SPECIAL – FASCIA ATTACH



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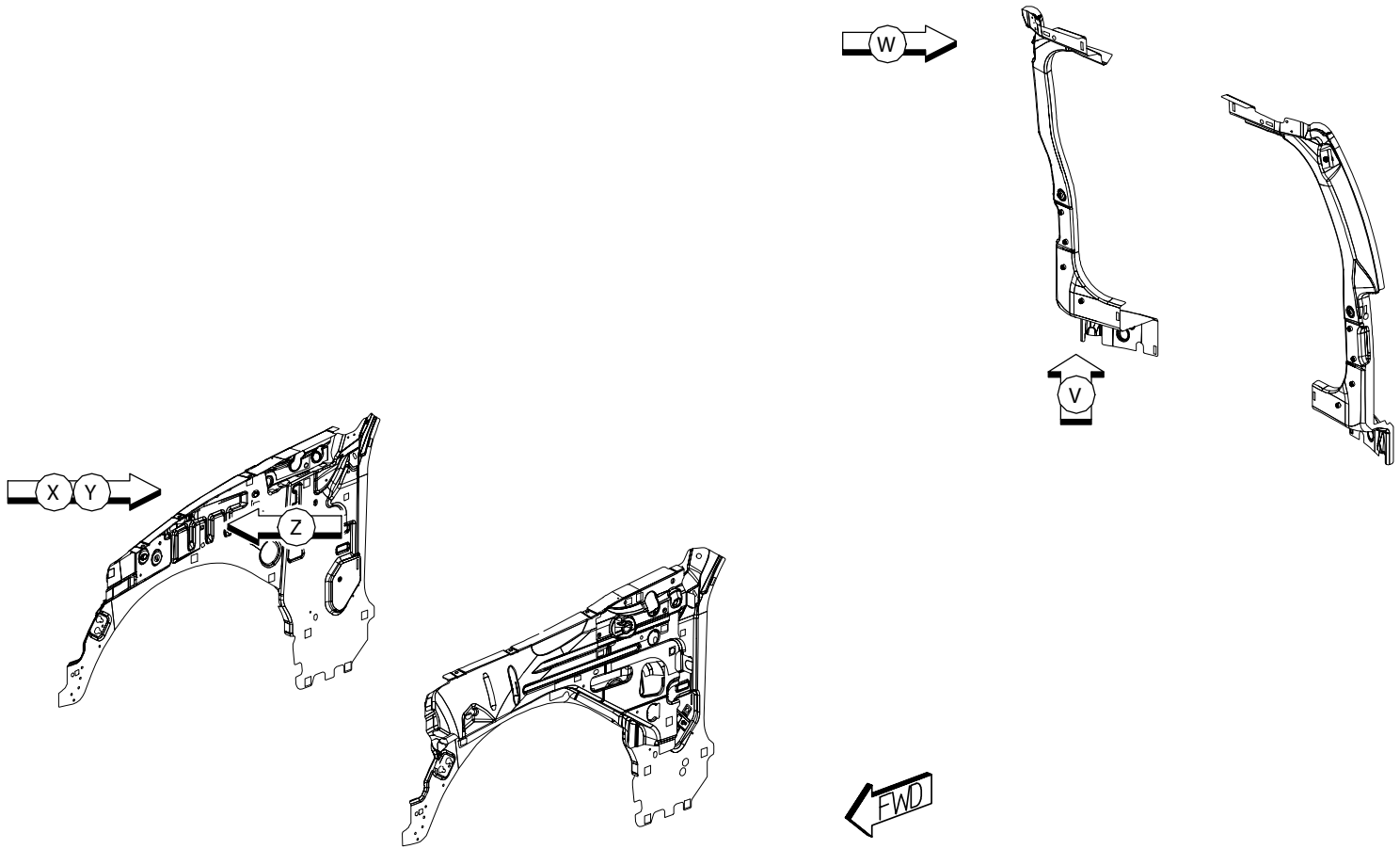
WELD LAYOUT LOCATION GUIDE



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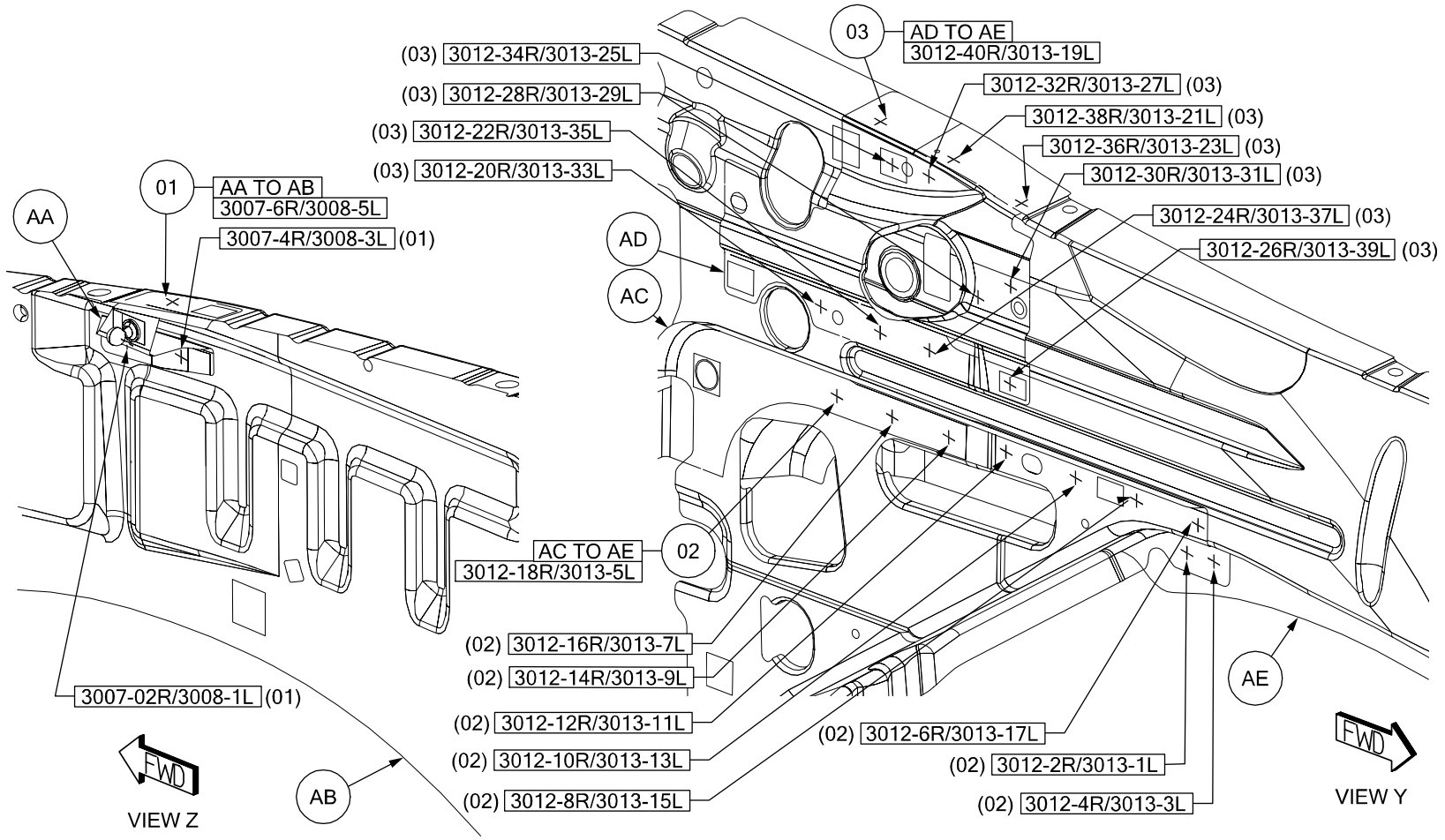
01 AA TO AB 3/SD S/WELDS (ORD)
02 AC TO AE 9/SD S/WELDS (ORD)
03 AD TO AE 11/SD S/WELDS (ORD)



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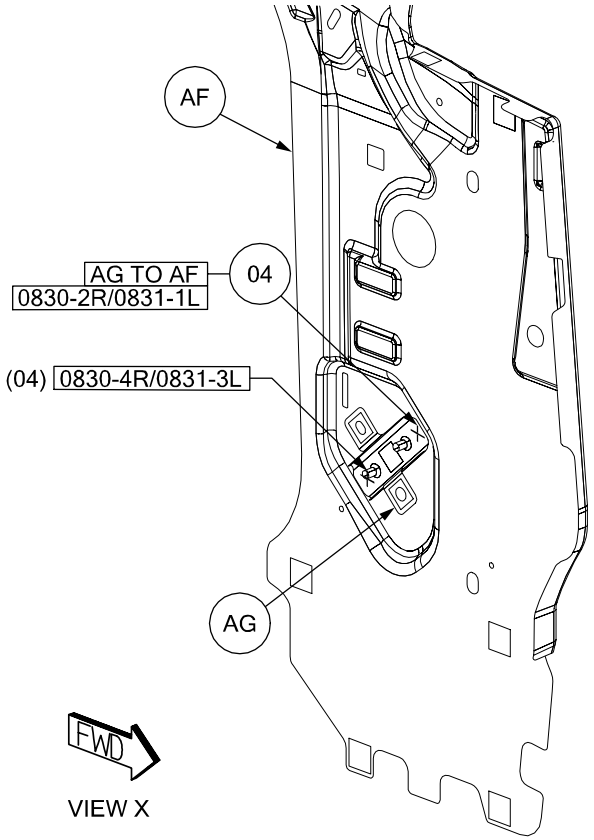
04 AG TO AF 2/SD S/WELDS (ORD)
05 AH TO AJ 2/SD S/WELDS (ORD)



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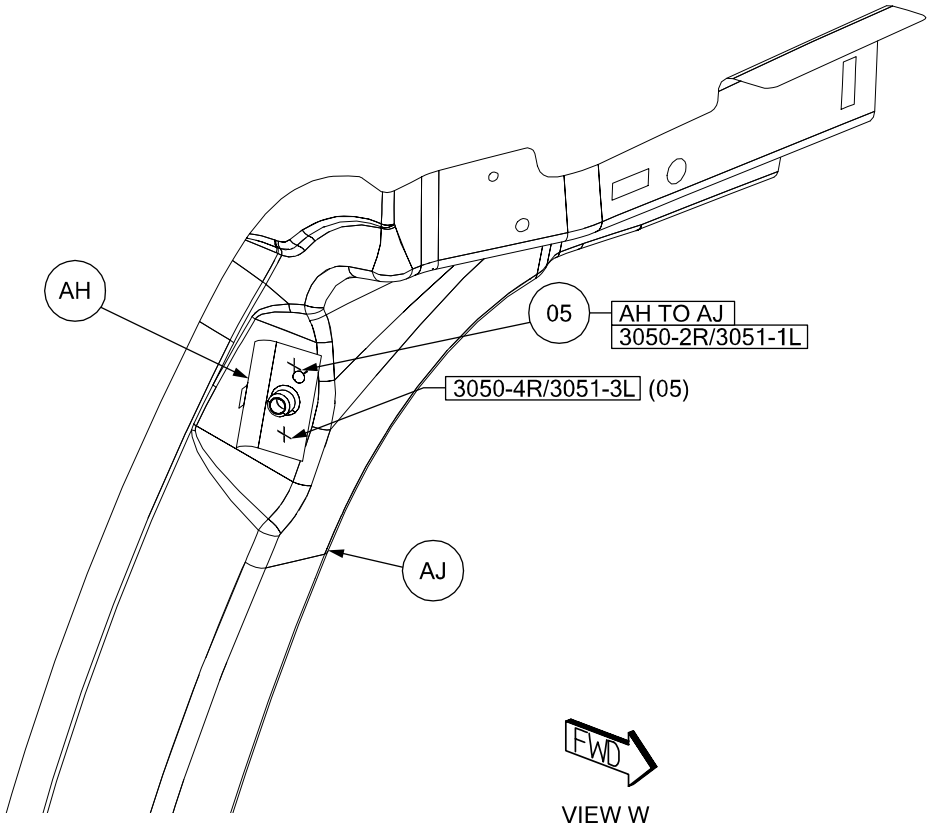

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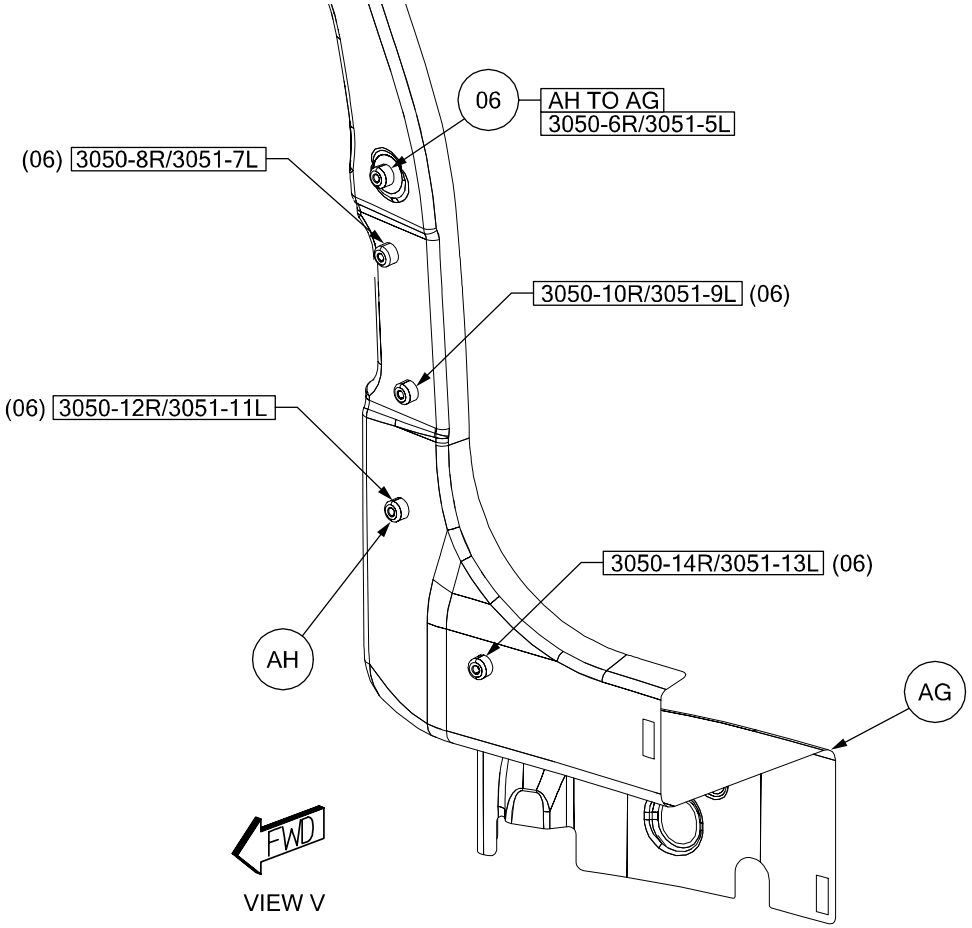
06 AK TO AJ 5/SD PROJ WELDS (ORD)



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JEEP LIBERTY PAINT CODES

EXTERIOR

CODE	COLOR
ARH	Inferno Red Crystal Pearl Coat
EDL	Light Graystone Pearl Coat
EBL	Modern Blue Pearl Coat
WS2	Bright Silver Metallic Clear Coat
AXR	Brilliant Black Crystal Pearl Coat
SW1	Stone White Clear Coat
EEM	Red Rock Crystal Pearl Coat
EGJ	Jeep Green Metallic Clear Coat

INTERIOR

CODE	COLOR
DA	Slate Gray/Pastel Slate Gray
KA	Dark Pebble Beige/Pastel Pebble Beige

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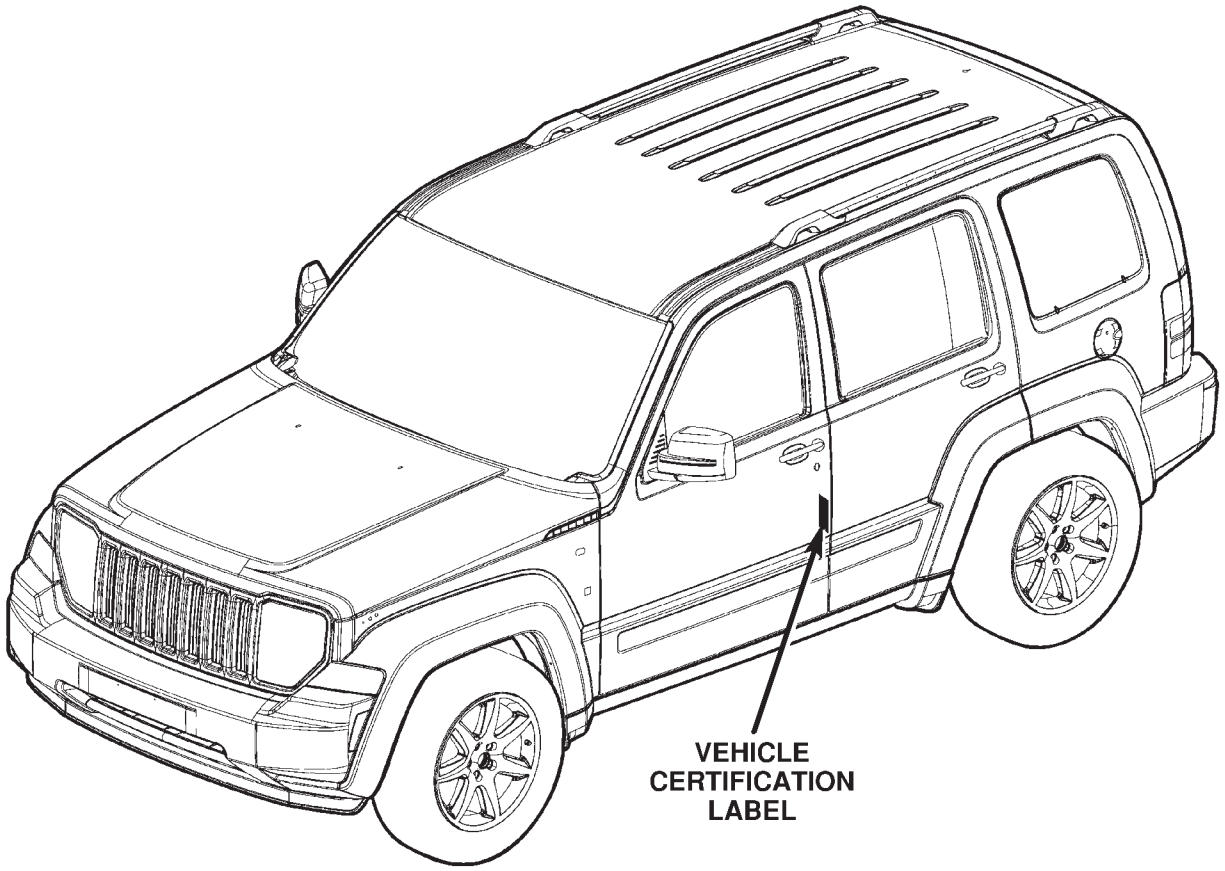
JEEP LIBERTY PAINT CODE LOCATION



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

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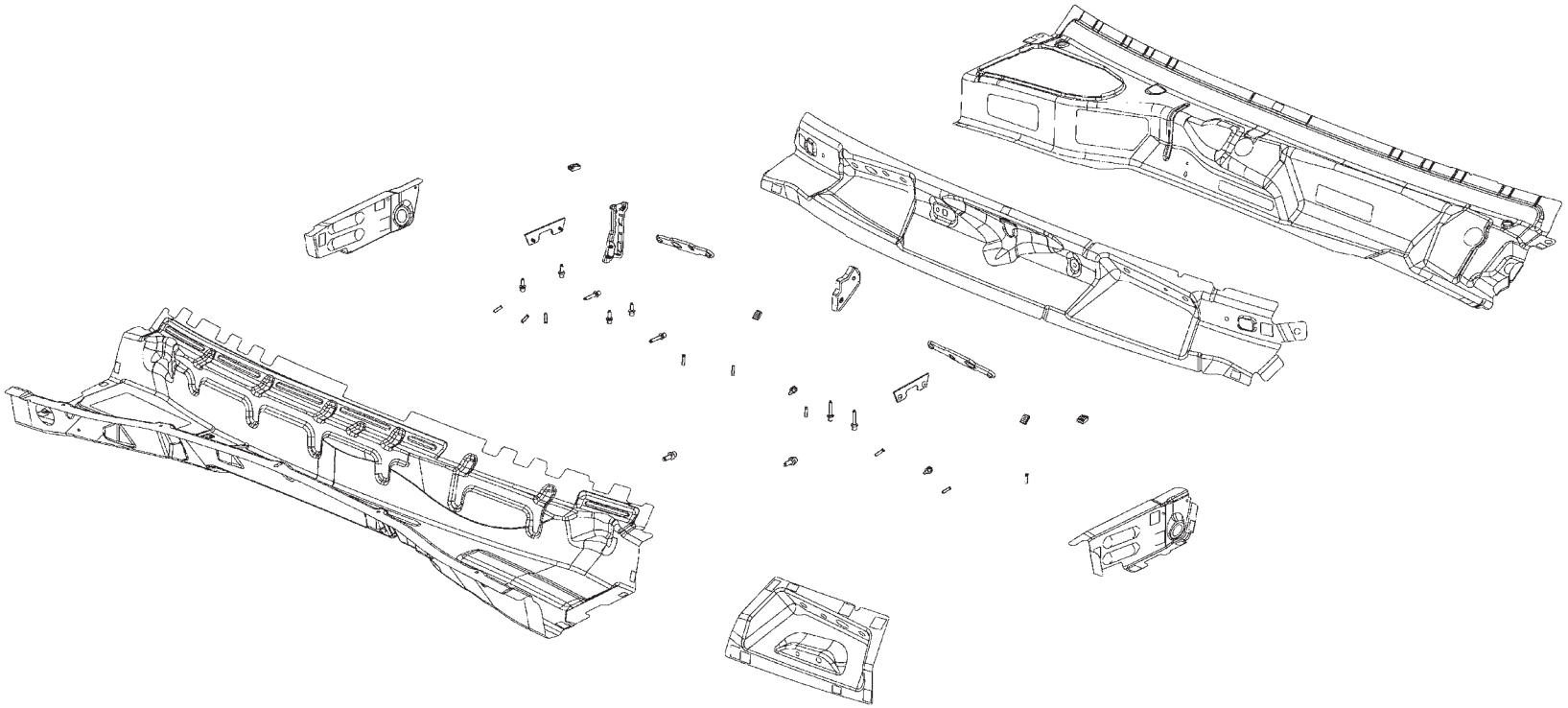
JEEP LIBERTY PLENUM LOWER SECTION



AA	PANEL – PLENUM LWR –
AB	PANEL – PLENUM BAFFLE –
AC	PANEL – PLENUM RR –
AD	REINF – STEERING COLUMN MOUNTING –
AE	PANEL – PLENUM CLOSURE RT –
AE	PANEL – PLENUM CLOSURE LT –
AF	TAPPING PLATE – PLENUM –

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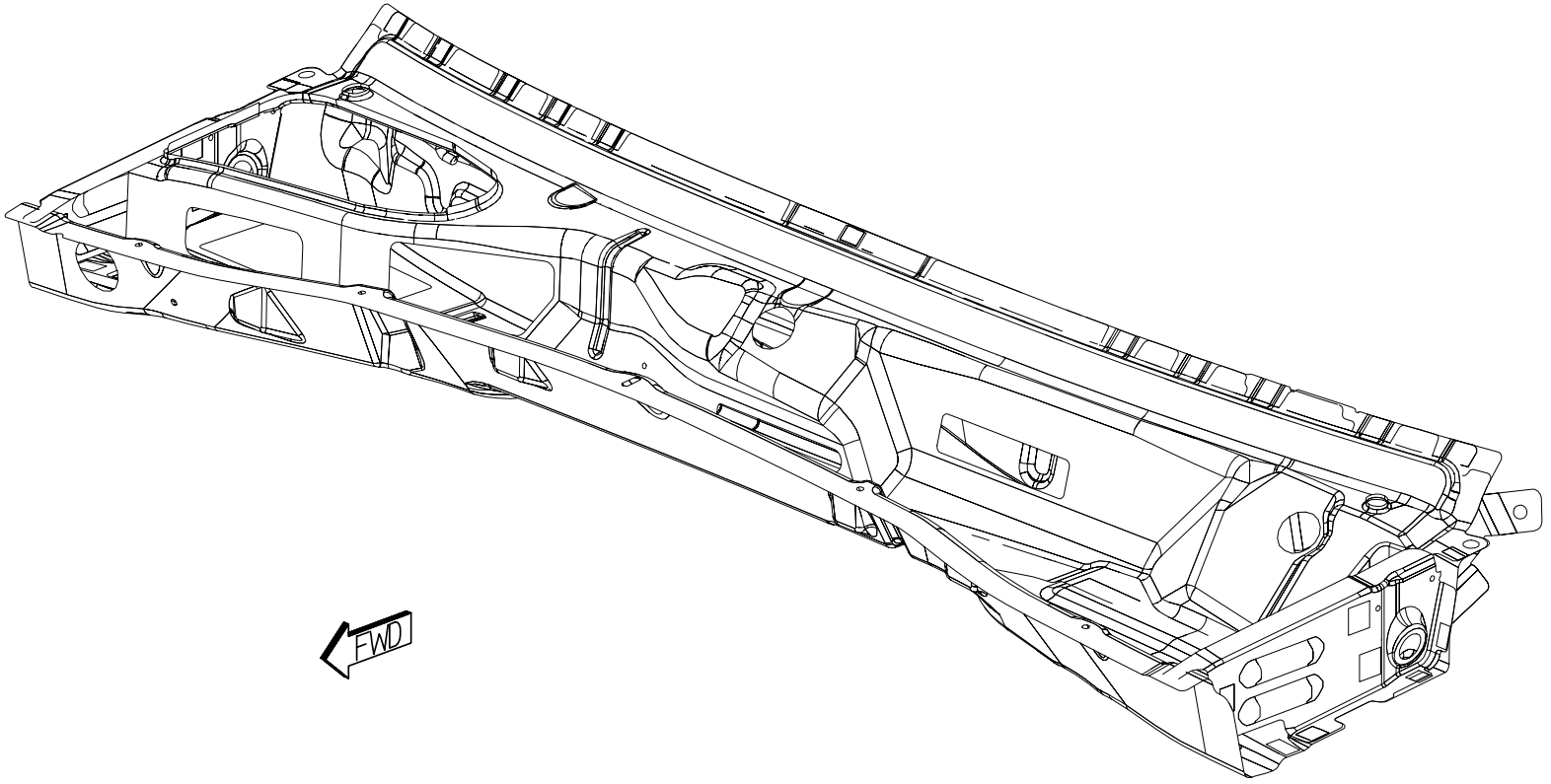
PARTS IDENTIFICATION LEGEND, OVERVIEW 10

AA PANEL – PLENUM LWR –
AB PANEL – PLENUM BAFFLE –
AC PANEL – PLENUM RR –
AD REINF – STEERING COLUMN MOUNTING –
AE PANEL – PLENUM CLOSURE RT –
AE PANEL – PLENUM CLOSURE LT –
AF TAPPING PLATE – PLENUM –



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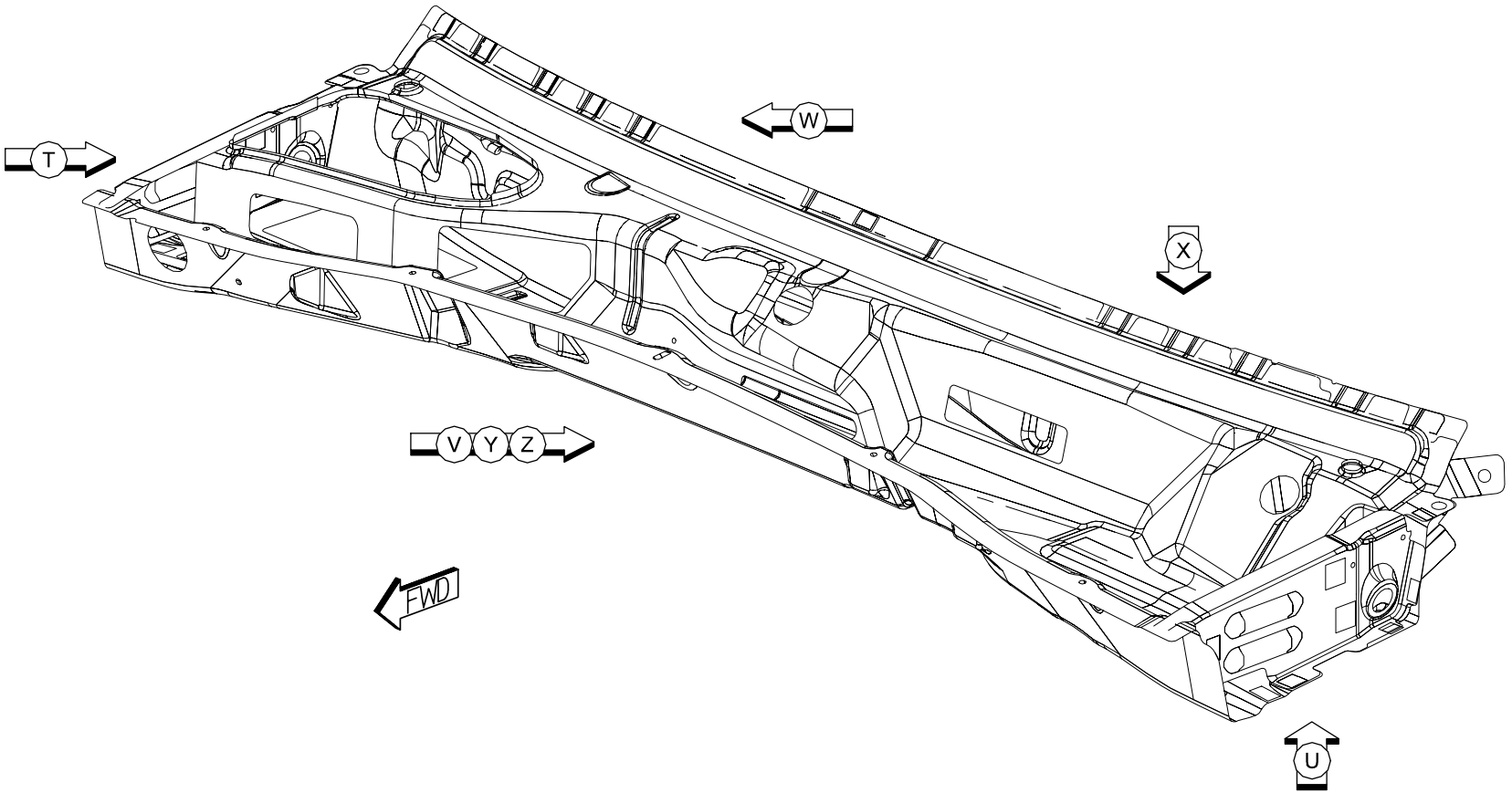
WELD LAYOUT LOCATION GUIDE



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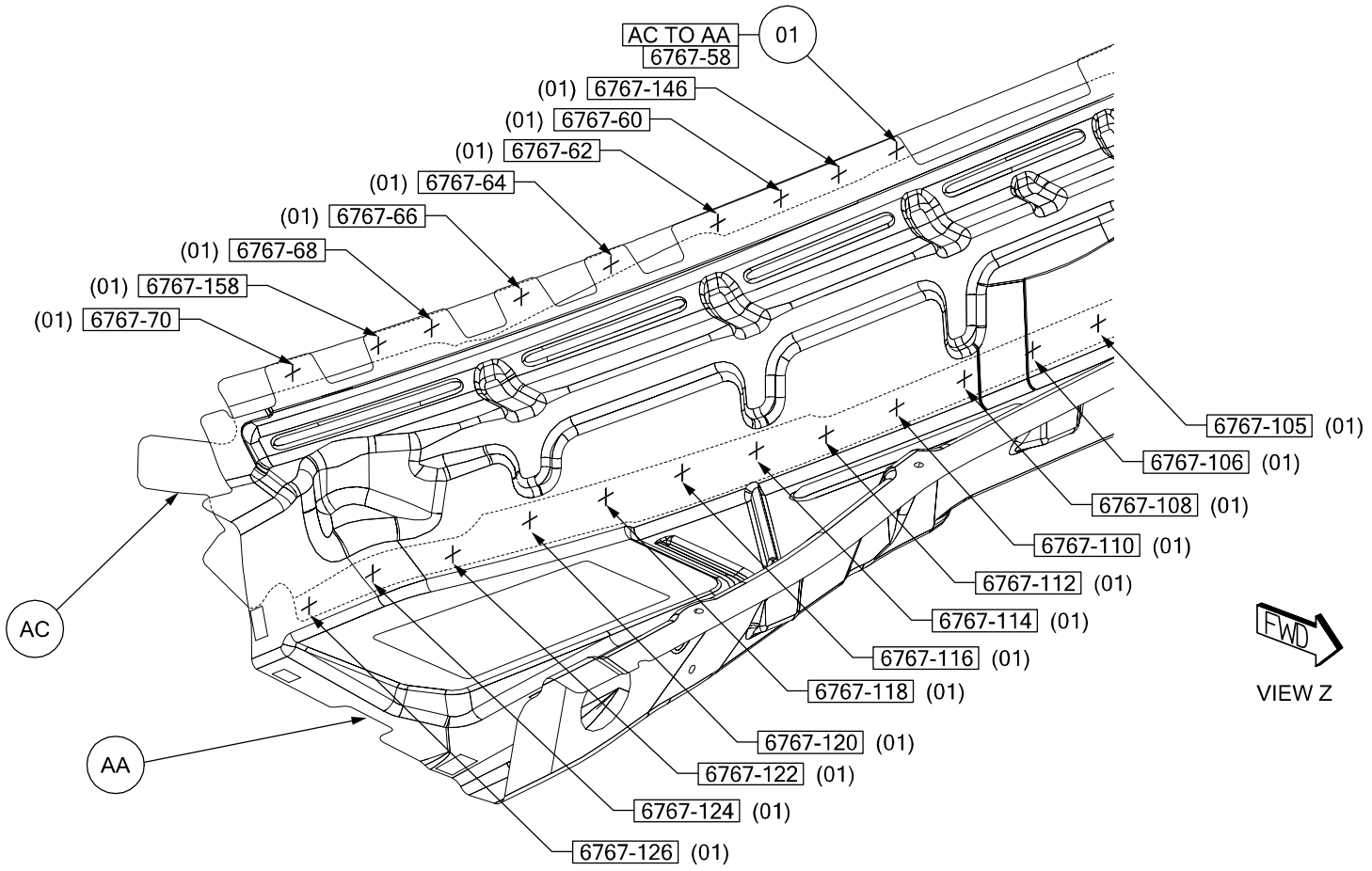
01 AC TO AA 21 S/WELDS (ORD)



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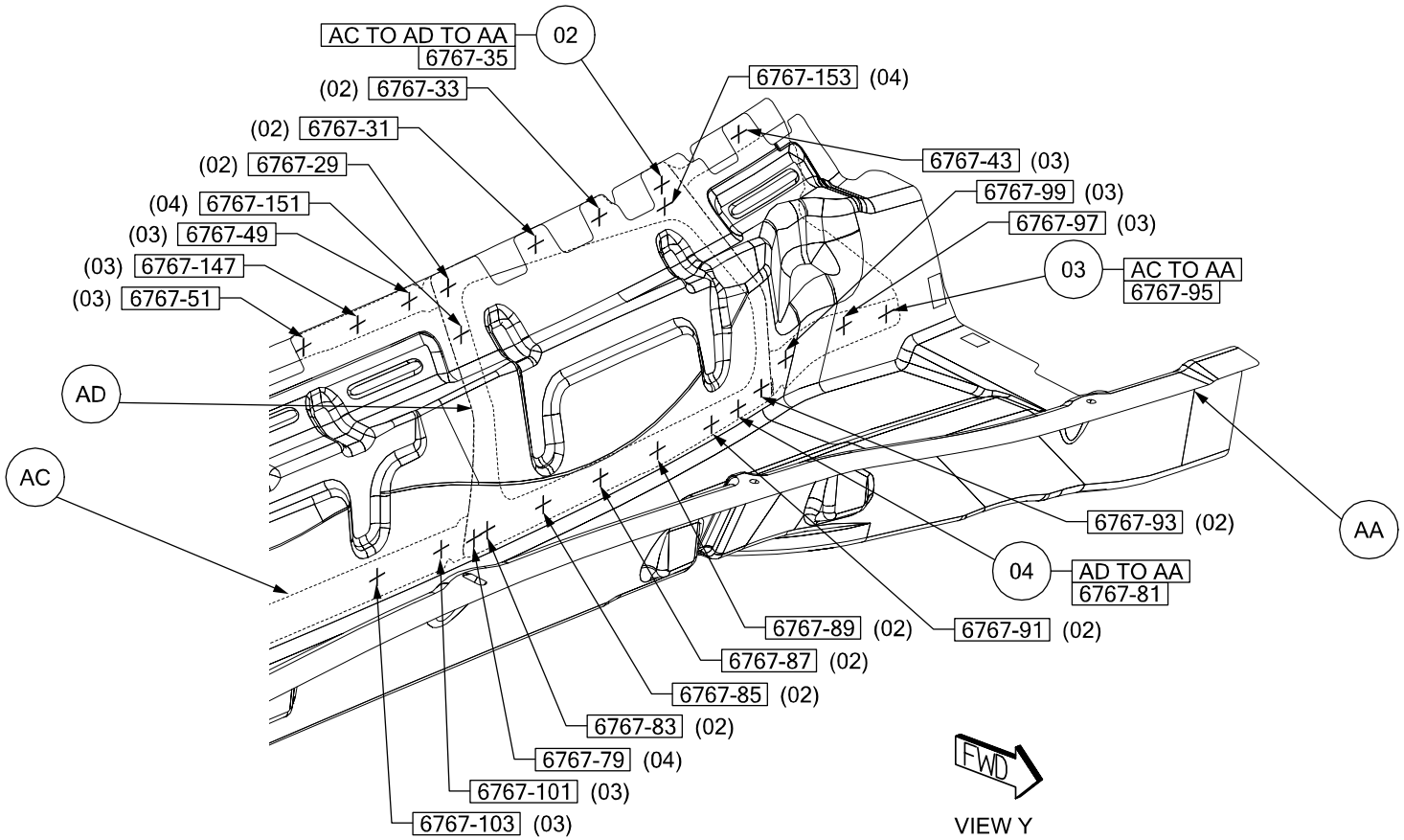
02 AC TO AD TO AA 10 S/WELDS (ORD)
03 AC TO AA 9 S/WELDS (ORD)
04 AD TO AA 4 S/WELDS (ORD)



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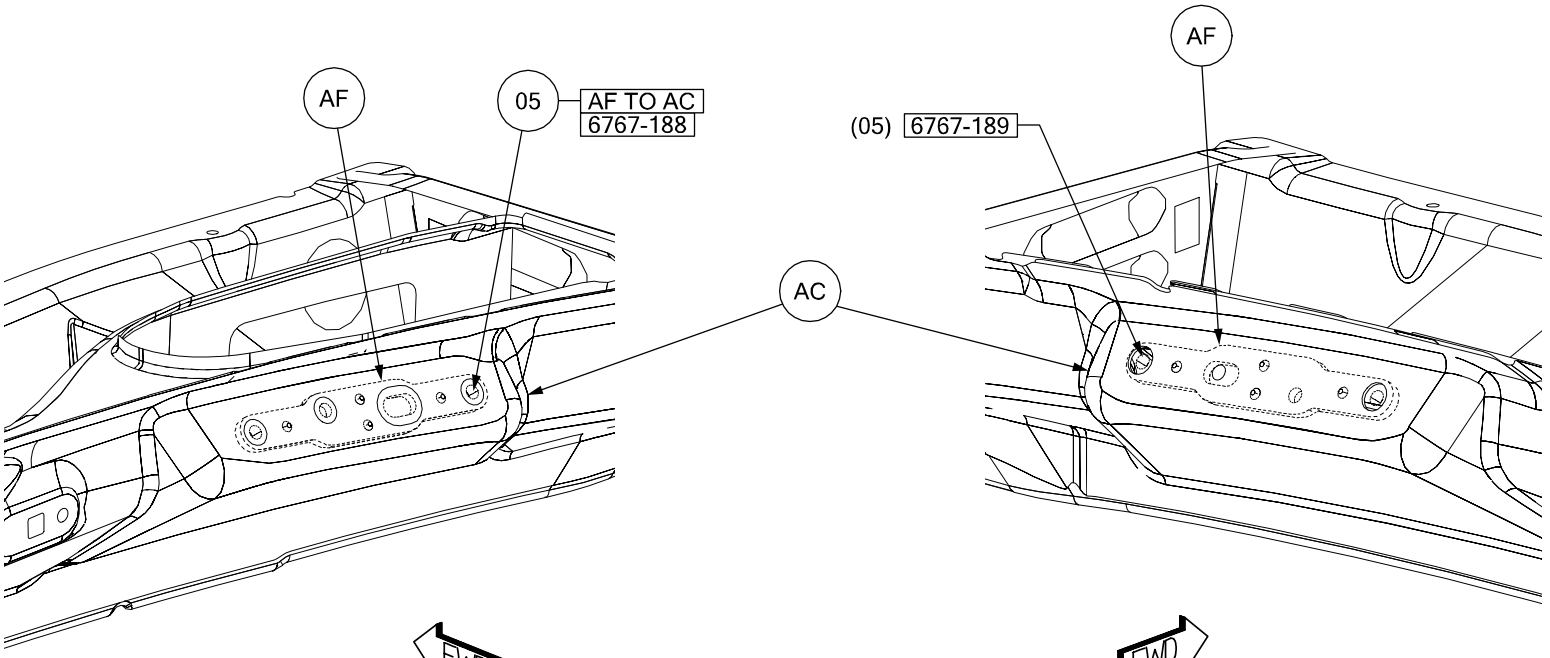
05 AF TO AC 2 PROJ WELDS (ORD)



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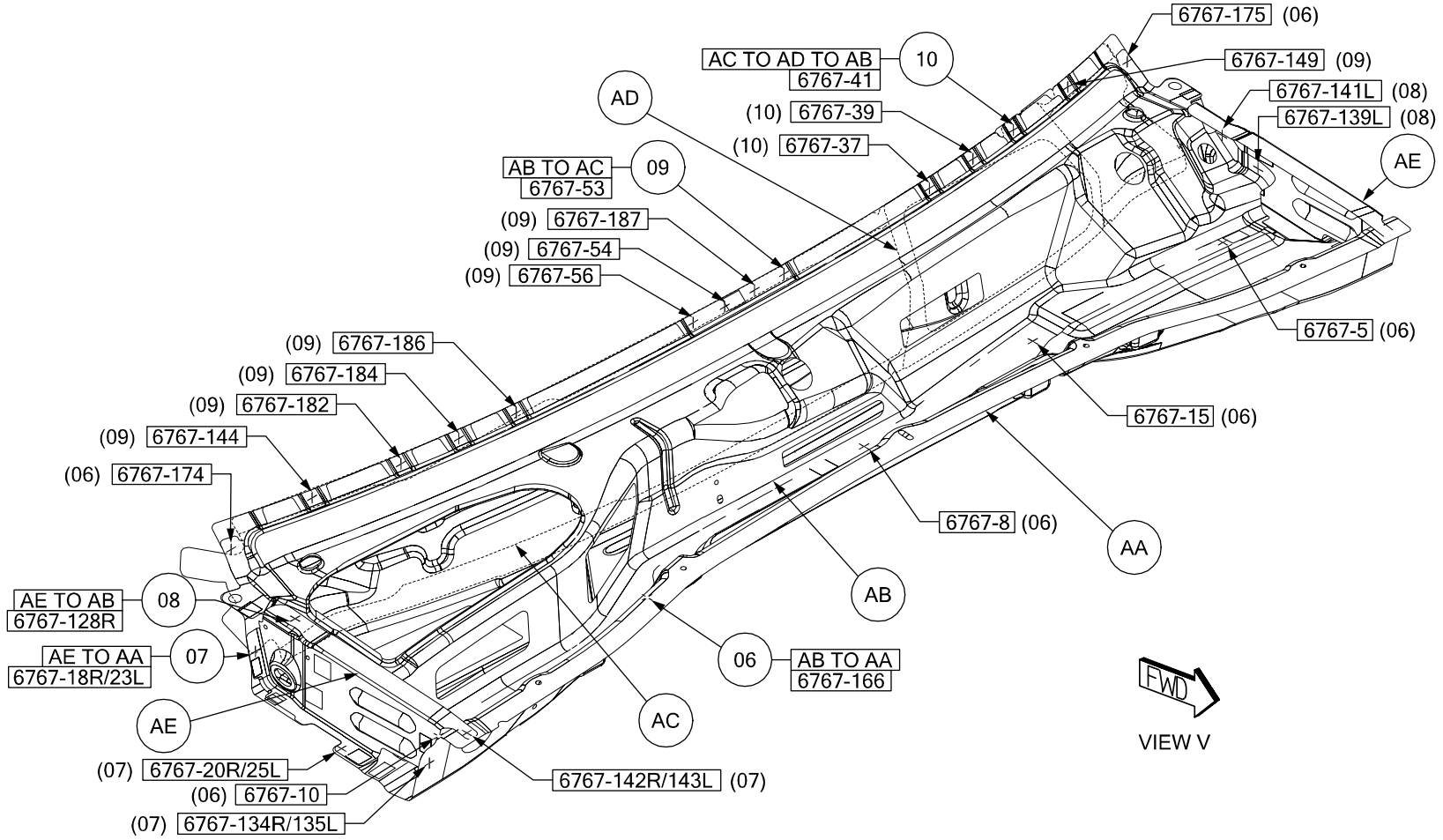
06 AB TO AA 7 S/WELDS (ORD)
07 AE TO AA 4/SD S/WELDS (ORD)
08 AE TO AB 1R/2L S/WELDS (ORD)
09 AB TO AC 9 S/WELDS (ORD)
10 AC TO AD TO AB 3 S/WELDS (ORD)



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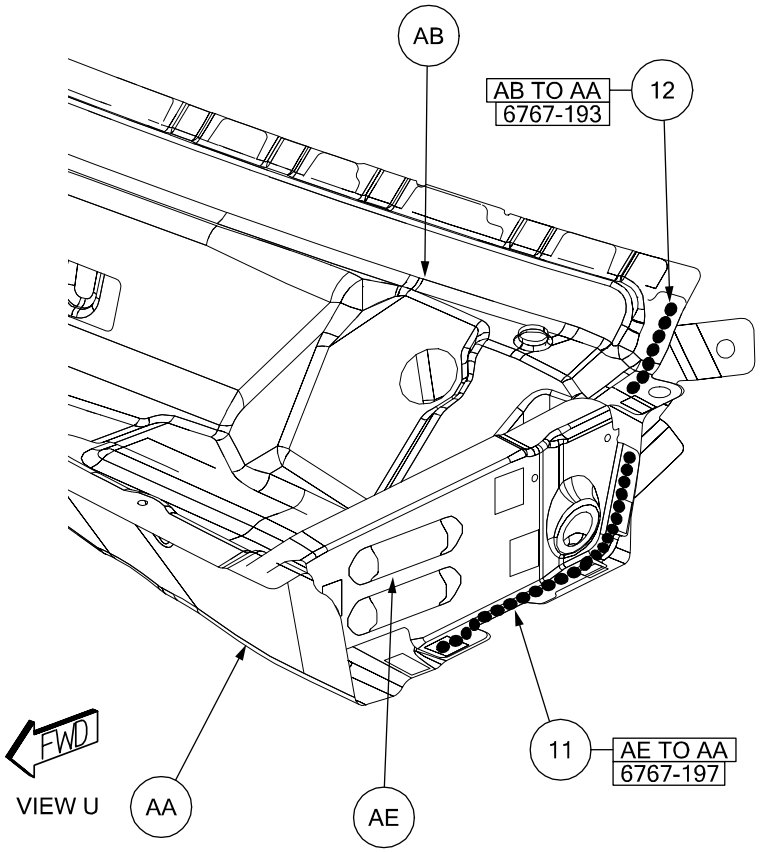
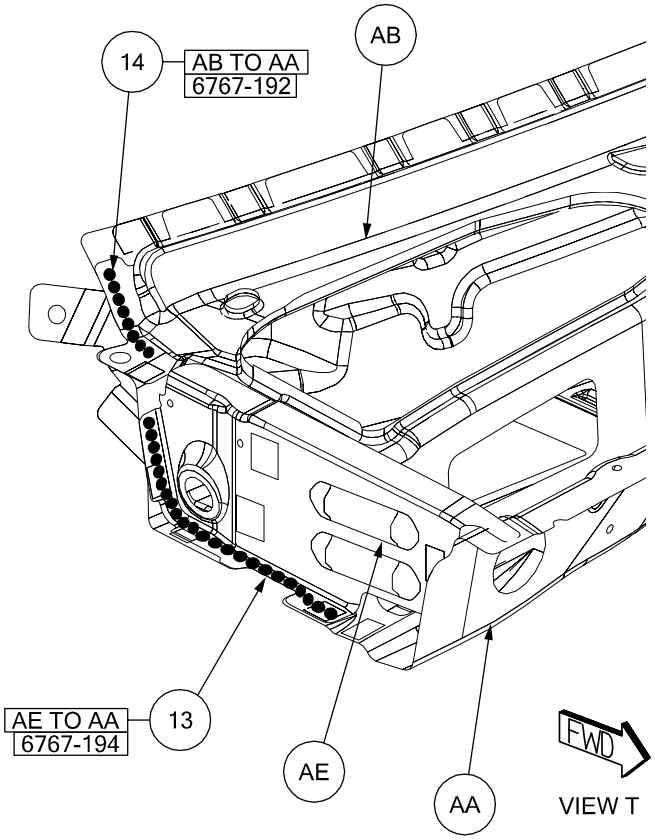
11 AE TO AA 1 STRUC ADH
12 AB TO AA 1 STRUC ADH
13 AE TO AA 1 STRUC ADH
14 AB TO AA 1 STRUC ADH





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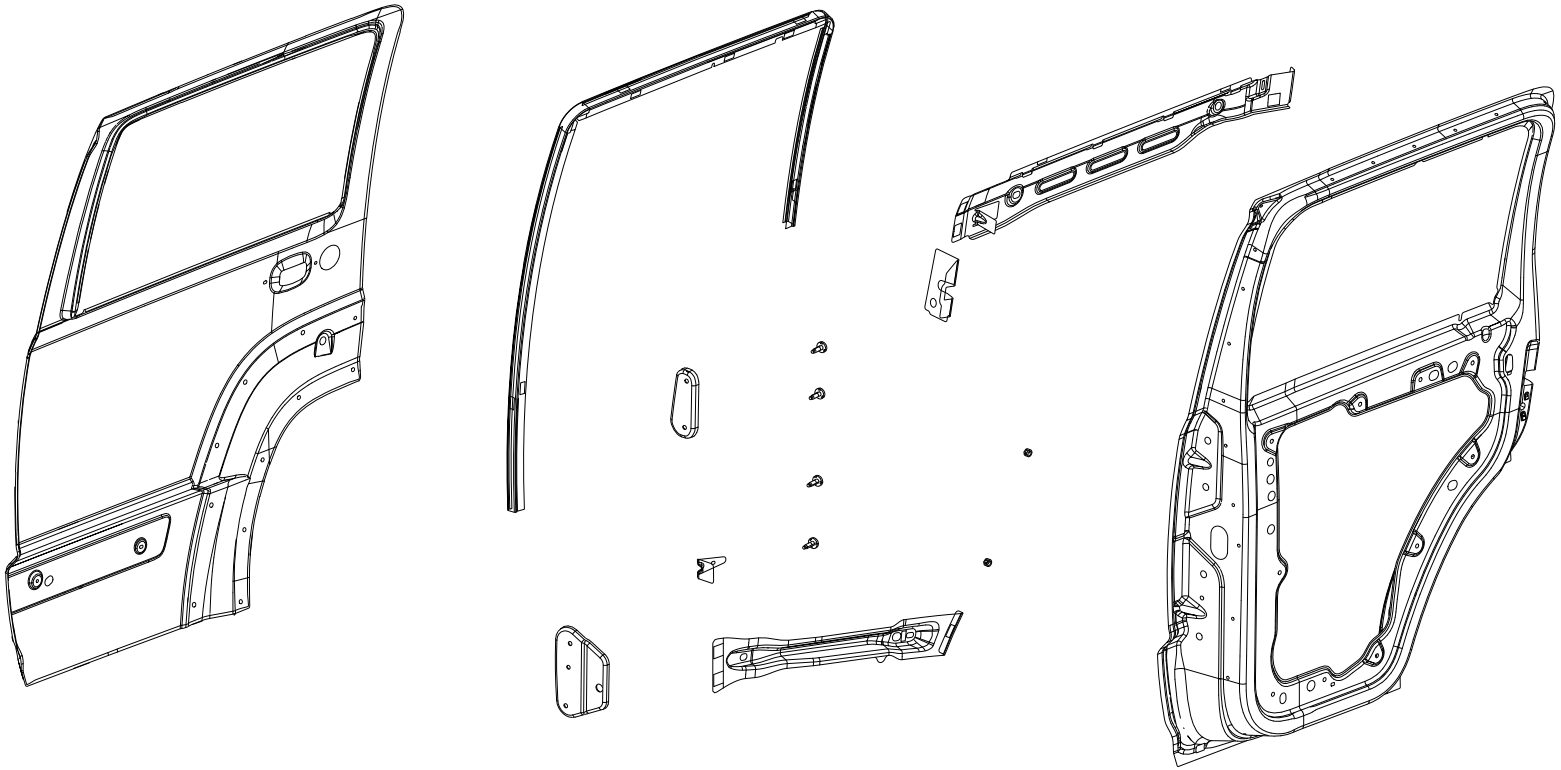
JEEP LEBERTY REAR DOOR SECTION



AA	PANEL – RR DOOR INR RT –
AA	PANEL – RR DOOR INR LT –
AB	CHANNEL – RR DOOR GLASS –
AB	CHANNEL – RR DOOR GLASS –
AC	REINF – RR DOOR BELT OTR RT –
AC	REINF – RR DOOR BELT OTR LT –
AD	STUD PLATE – DOOR RT –
AD	STUD PLATE – DOOR LT –
AE	STUD PLATE – RR DOOR RT –
AE	STUD PLATE – RR DOOR LT –
AF	NUT/WELD.RD – NO.FIN.SPECIAL –
AF	NUT/WELD.RD – NO.FIN.SPECIAL –
AG	BEAM – IMPACT RR DOOR RT –
AG	BEAM – IMPACT RR DOOR LT –
AH	BRACKET – GLASS CHANNEL MOUNTING –
AH	BRACKET – GLASS CHANNEL MOUNTING –
AJ	REINF – RR DOOR LATCH RT –
AJ	REINF – RR DOOR LATCH LT –
AK	PANEL – RR DOOR OTR RT –
AK	PANEL – RR DOOR OTR LT –

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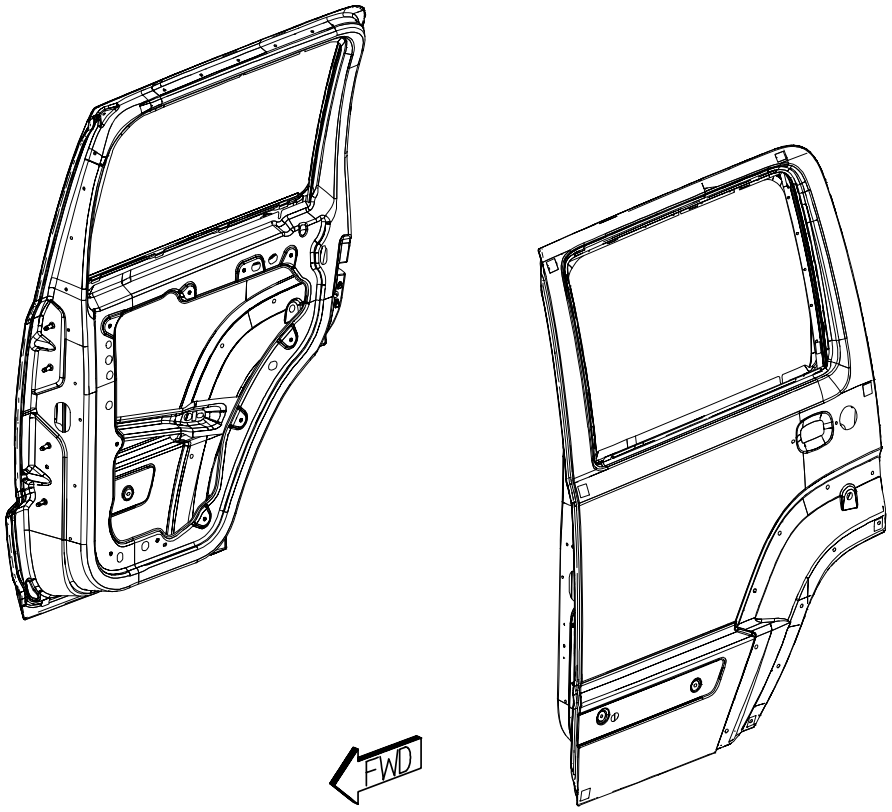
PARTS IDENTIFICATION LEGEND, OVERVIEW 25

AA PANEL – RR DOOR INR RT –
AA PANEL – RR DOOR INR LT –
AB CHANNEL – RR DOOR GLASS –
AB CHANNEL – RR DOOR GLASS –
AC REINF – RR DOOR BELT OTR RT –
AC REINF – RR DOOR BELT OTR LT –
AD STUD PLATE – DOOR RT –
AD STUD PLATE – DOOR LT –
AE STUD PLATE – RR DOOR RT –
AE STUD PLATE – RR DOOR LT –
AF NUT/WELD.RD – NO.FIN.SPECIAL –
AF NUT/WELD.RD – NO.FIN.SPECIAL –
AG BEAM – IMPACT RR DOOR RT –
AG BEAM – IMPACT RR DOOR LT –
AH BRACKET – GLASS CHANNEL MOUNTING –
AH BRACKET – GLASS CHANNEL MOUNTING –
AJ REINF – RR DOOR LATCH RT –
AJ REINF – RR DOOR LATCH LT –
AK PANEL – RR DOOR OTR RT –
AK PANEL – RR DOOR OTR LT –



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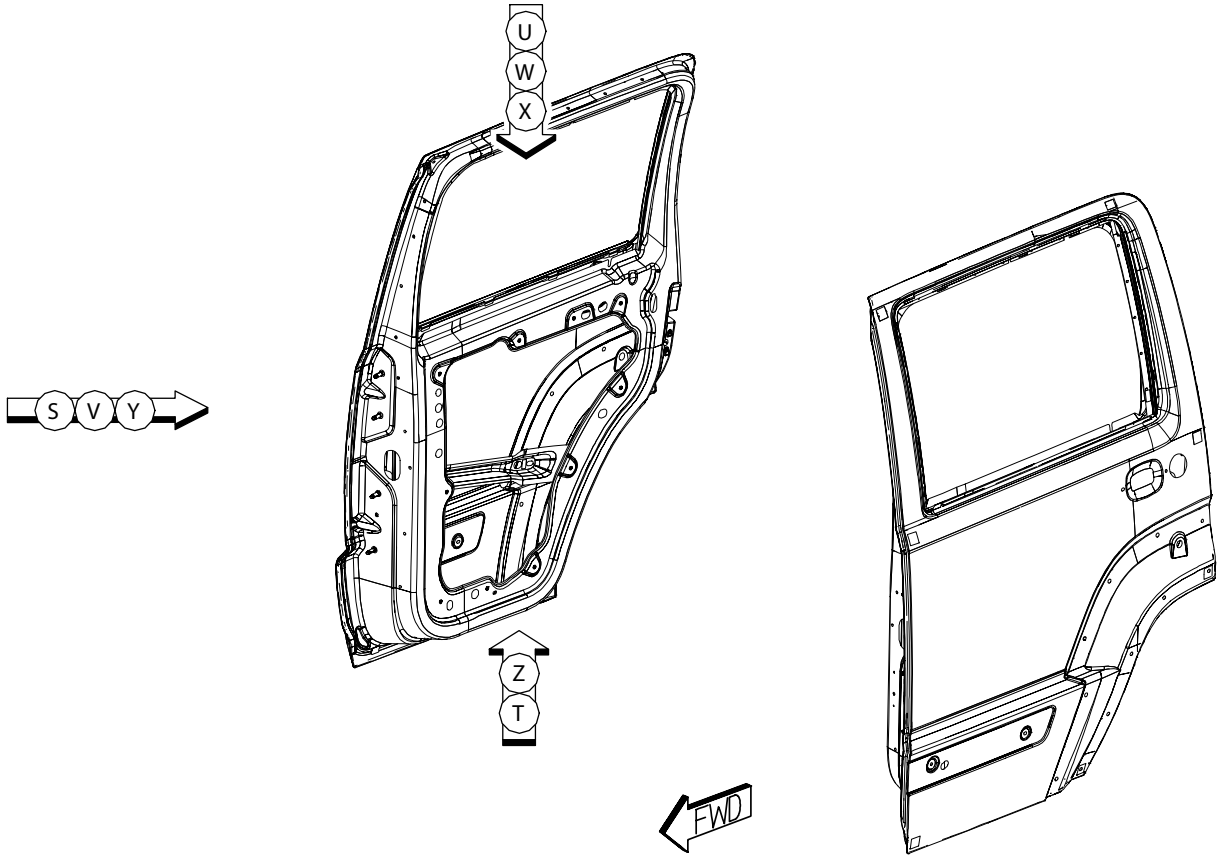
WELD LAYOUT LOCATION GUIDE



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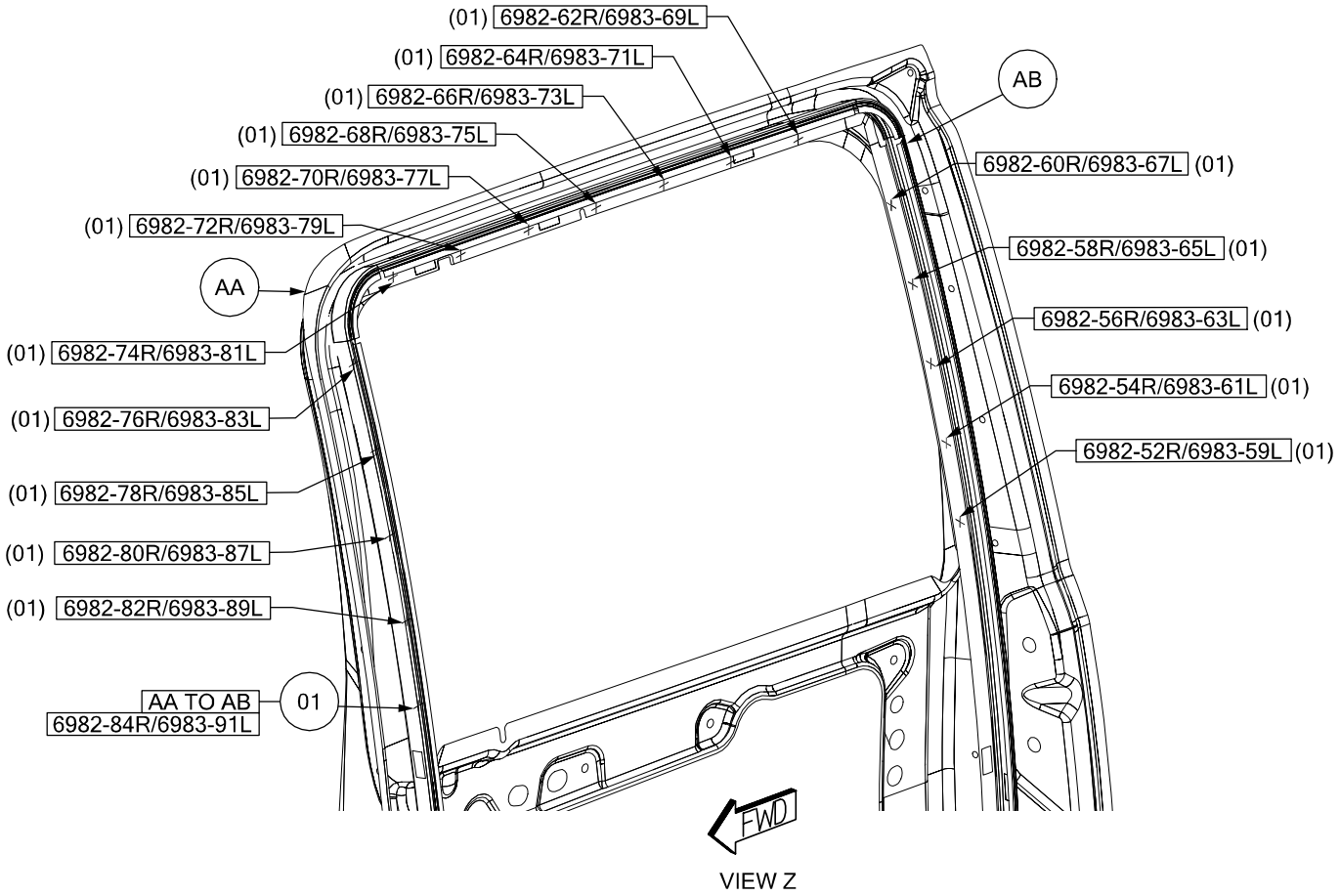
01 AA TO AB 17/SD S/WELDS (ORD)



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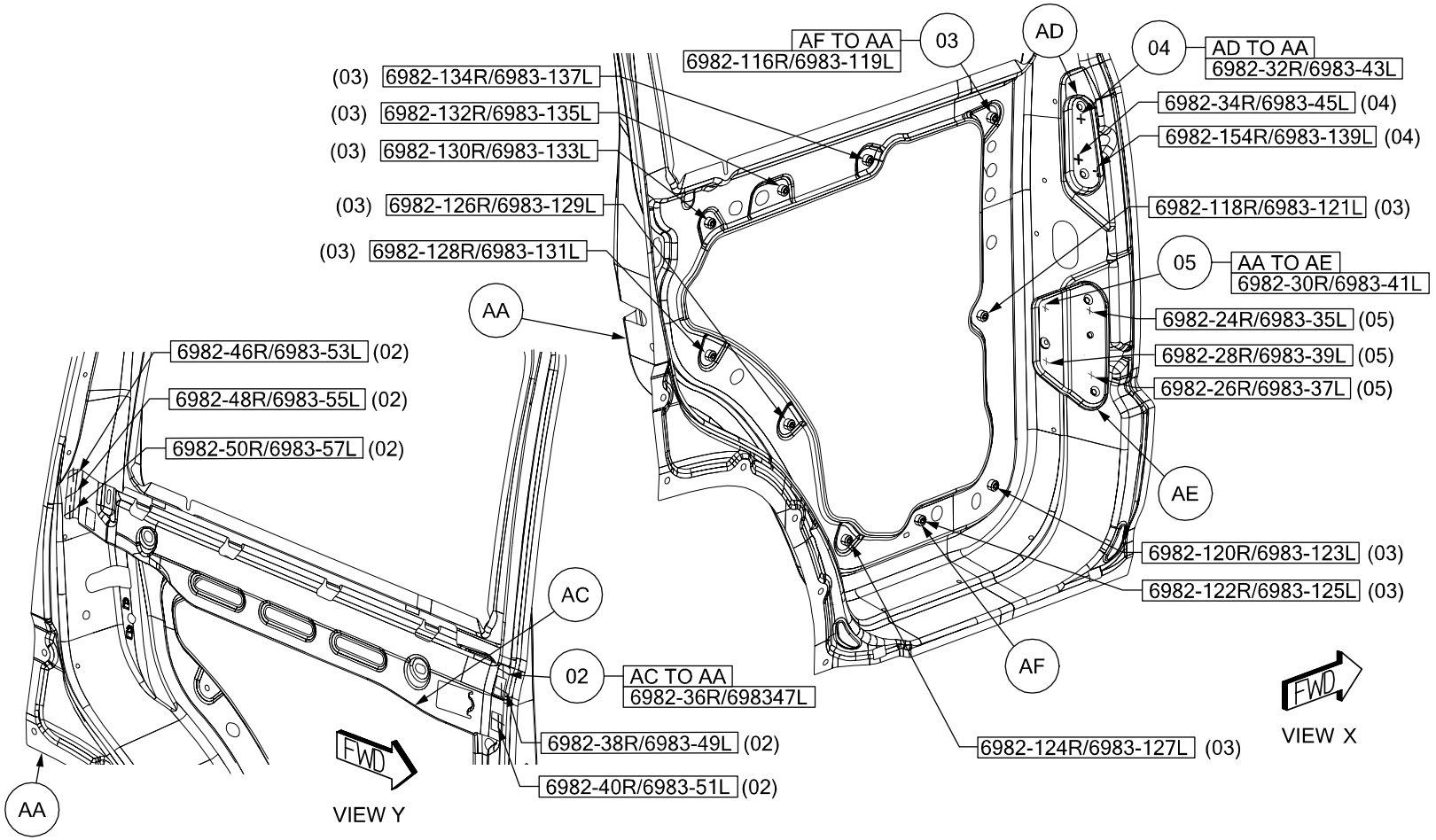
02 AC TO AA 6/SD S/WELDS (ORD)
03 AF TO AA 10/SD PROJ WELDS (ORD)
04 AD TO AA 2/SD S/WELDS (ORD)
05 AA TO AE 4/SD S/WELDS (ORD)



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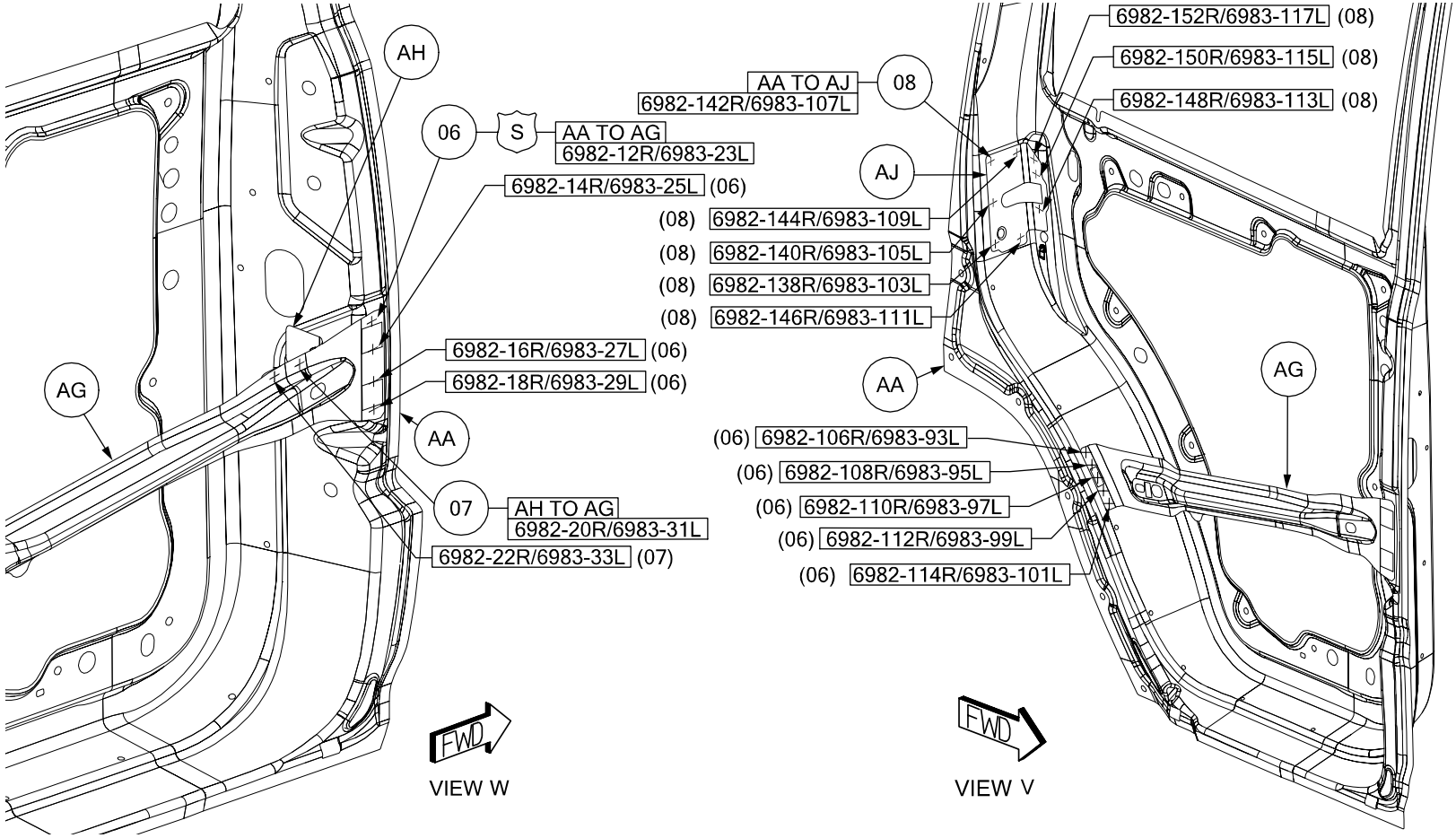
06 AA TO AG 9/SD S/WELDS (ORD)
07 AH TO AG 2/SD S/WELDS (ORD)
08 AA TO AJ 8/SD S/WELDS (ORD)



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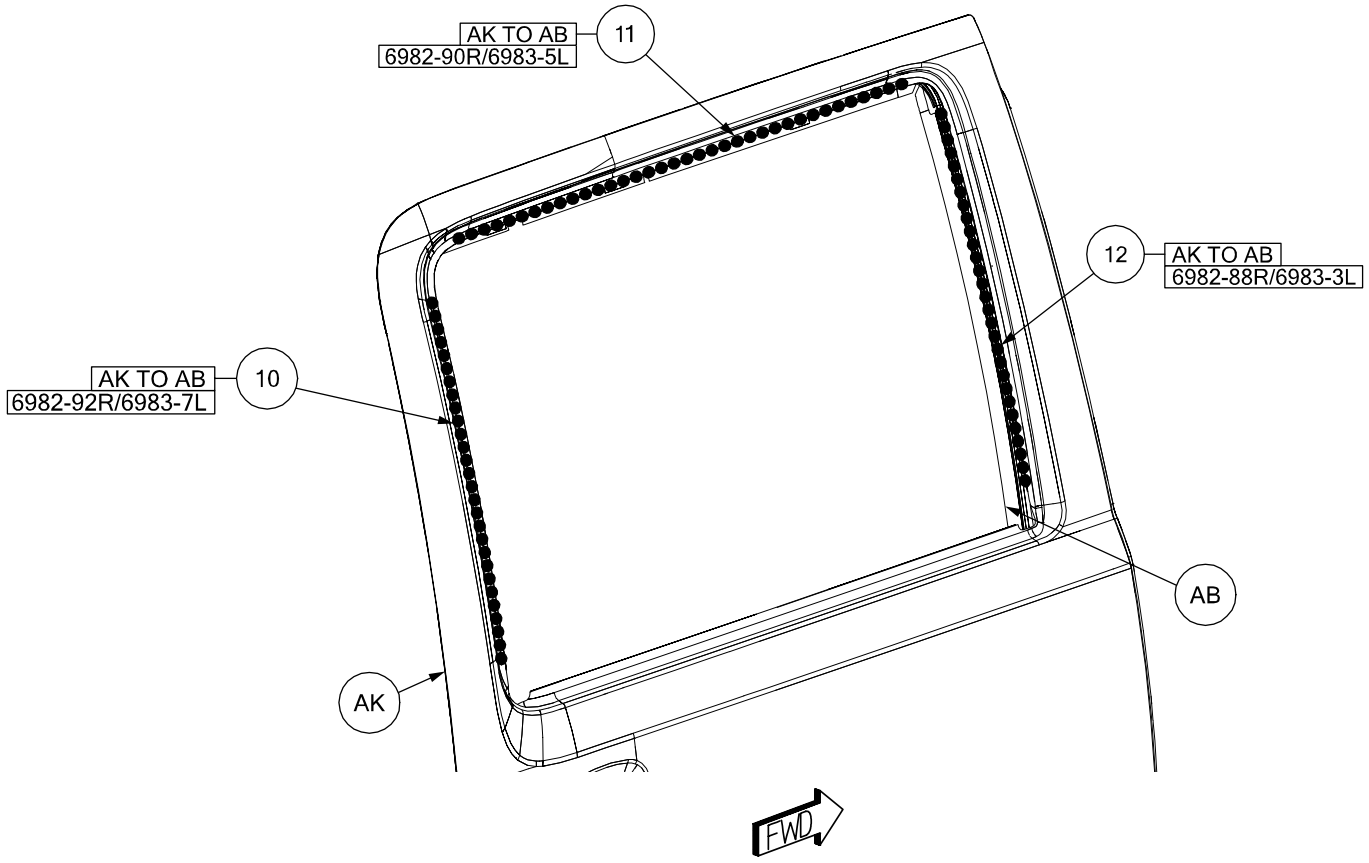
10 AK TO AB 1/SD STRUC ADH (ORD)
11 AK TO AB 1/SD STRUC ADH (ORD)
12 AK TO AB 1/SD STRUC ADH (ORD)



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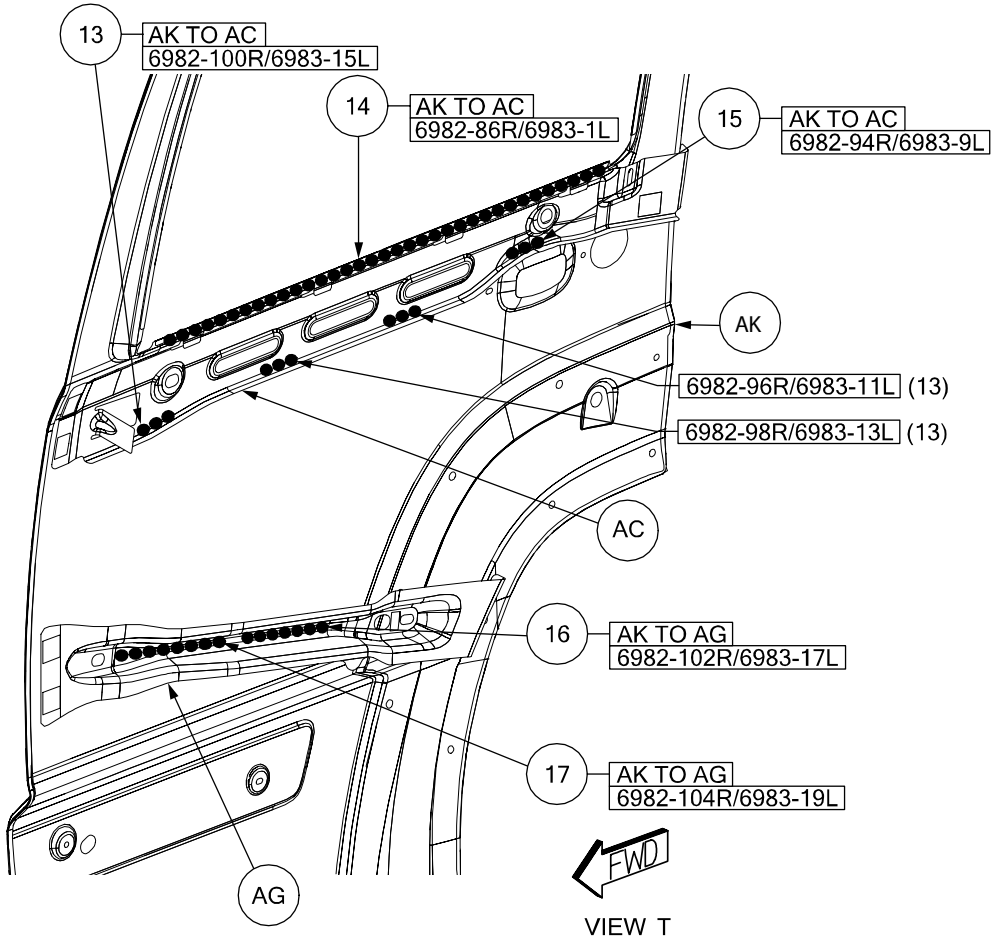
13 AK TO AC 3/SD STRUC ADH (ORD)
14 AK TO AC 1/SD STRUC ADH (ORD)
15 AK TO AC 1/SD STRUC ADH (ORD)
16 AK TO AG 1/SD STRUC ADH (ORD)
17 AK TO AG 1/SD STRUC ADH (ORD)
18 AA TO AA 1/SD STRUC ADH (ORD)



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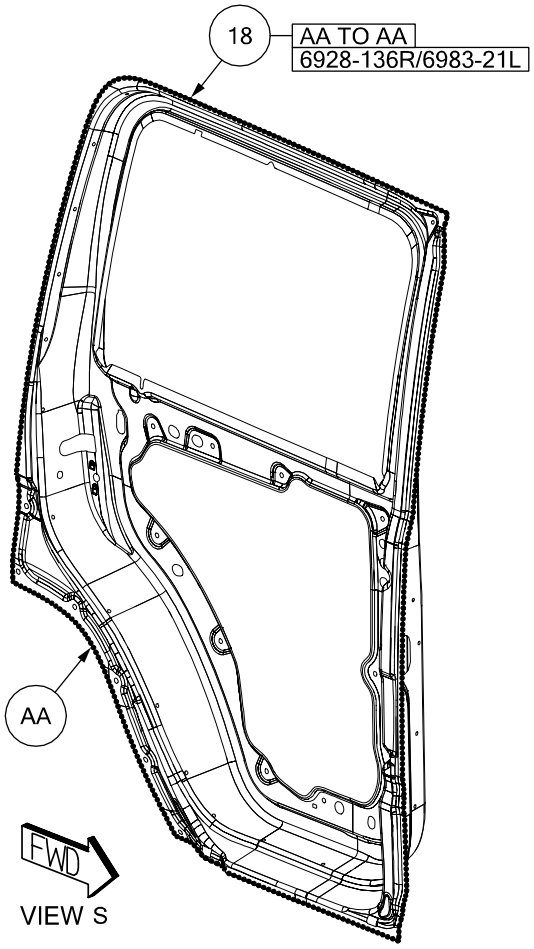

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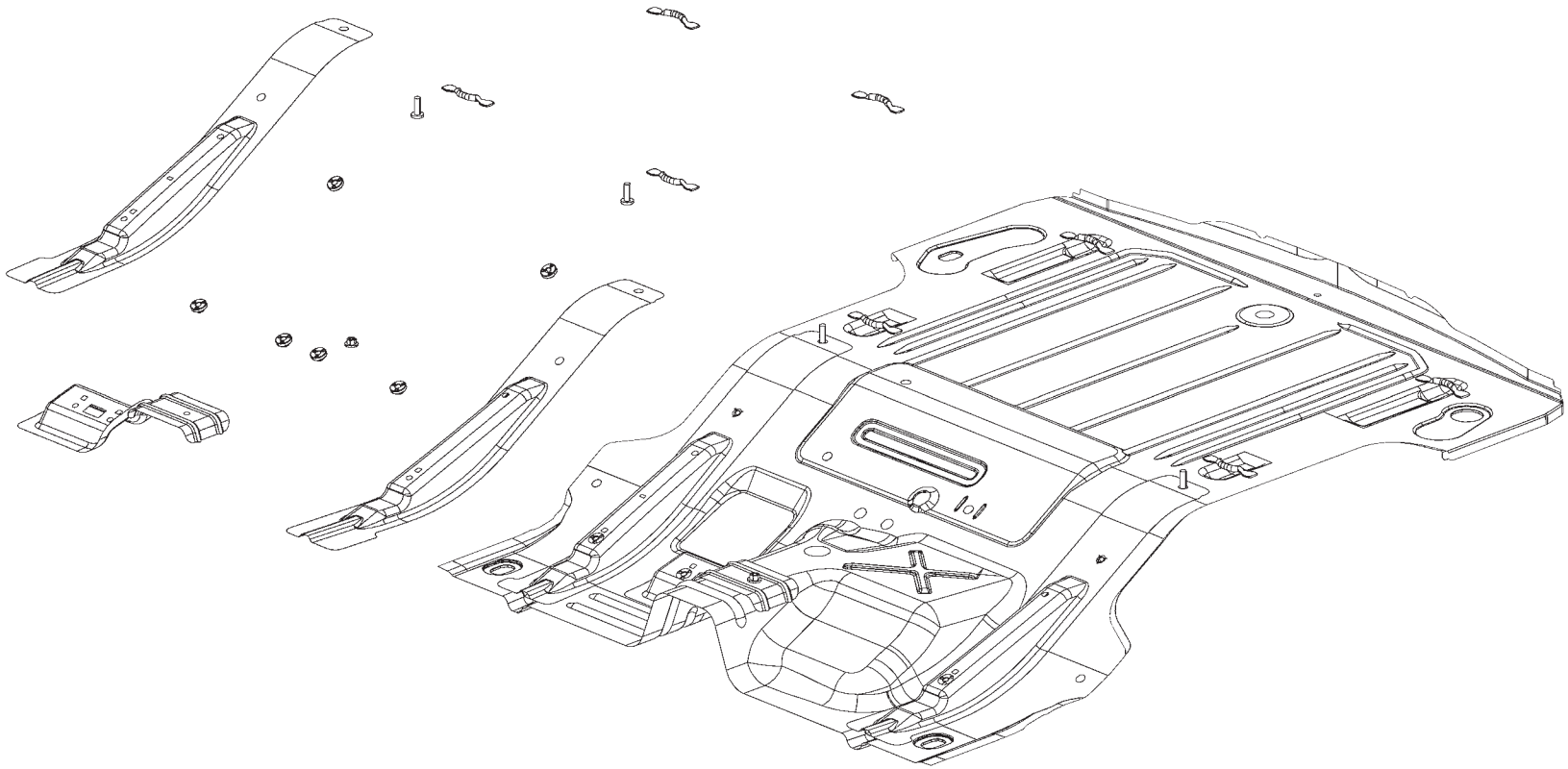
JEEP LIBERTY REAR FLOOR ASSEMBLY SECTION



AA PAN – FLOOR RR –
AB CROSSMEMBER – RR SEAT FRT RT –
AC SUPPORT – FUEL TANK FRT –
AD NUT/WELD.HEX.FLG – NIBS.NO.FIN – FUEL TANK ATTACH
AE PLATE – COMPRESSION RR RT –
AE PLATE – COMPRESSION RR LT –
AF NUT/WELD.RD – NO.FIN.ROUND –
AF NUT/WELD.RD – NO.FIN.ROUND –
AF NUT/WELD.RD – NO.FIN.ROUND –
AG STUD.WELD/INTERNAL – NO.FIN.PILOT.PT.ROUND. SPECIAL – SEAT ATTACH

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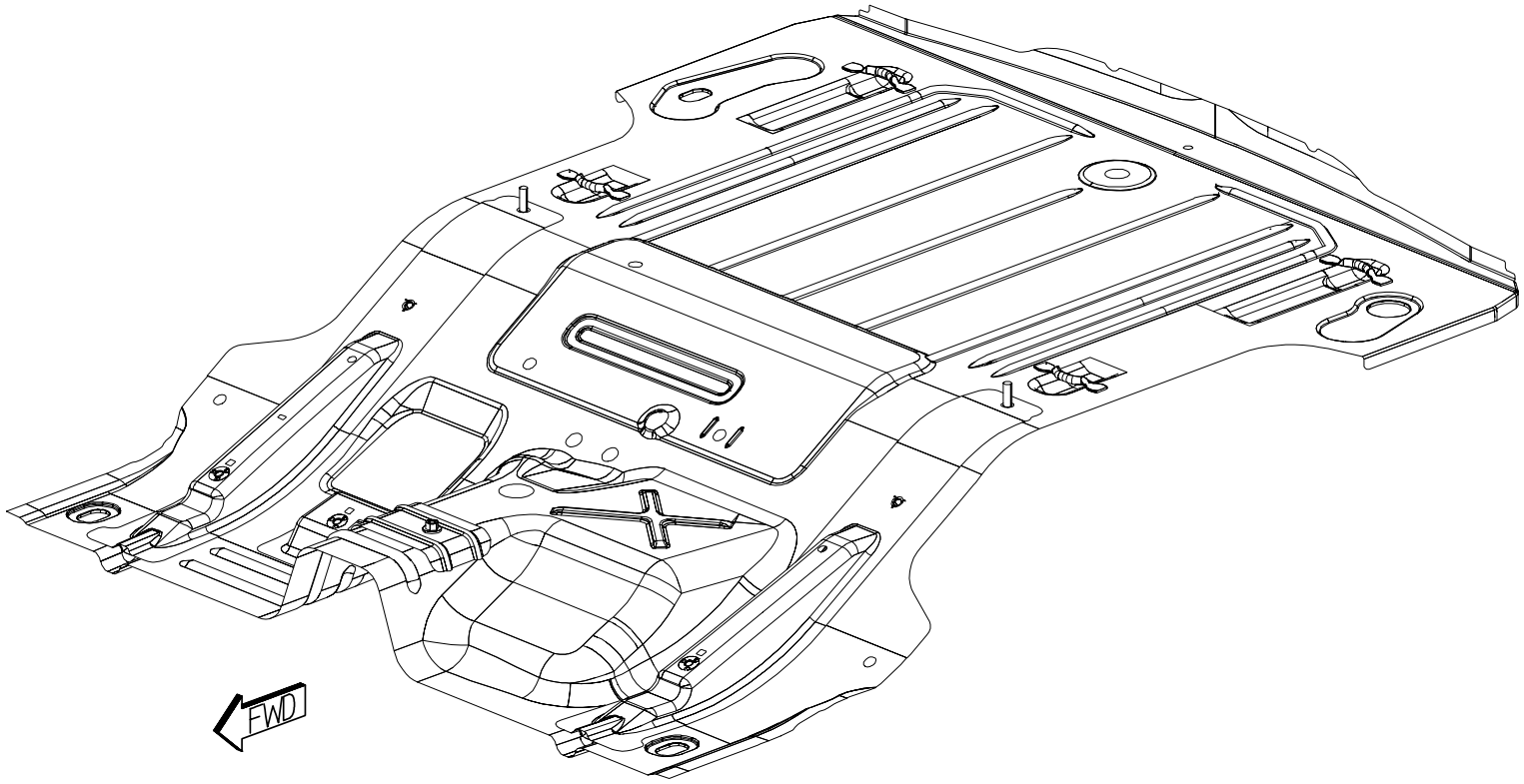
PARTS IDENTIFICATION LEGEND, OVERVIEW 5

AA PAN – FLOOR RR –
AB CROSSMEMBER – RR SEAT FRT RT –
AC SUPPORT – FUEL TANK FRT –
AD NUT/WELD.HEX.FLG – NIBS.NO.FIN – FUEL TANK ATTACH
AE PLATE – COMPRESSION RR RT –
AE PLATE – COMPRESSION RR LT –
AF NUT/WELD.RD – NO.FIN.ROUND –
AF NUT/WELD.RD – NO.FIN.ROUND –
AF NUT/WELD.RD – NO.FIN.ROUND –
AG STUD.WELD/INTERNAL – NO.FIN.PILOT.PT.ROUND. SPECIAL – SEAT ATTACH



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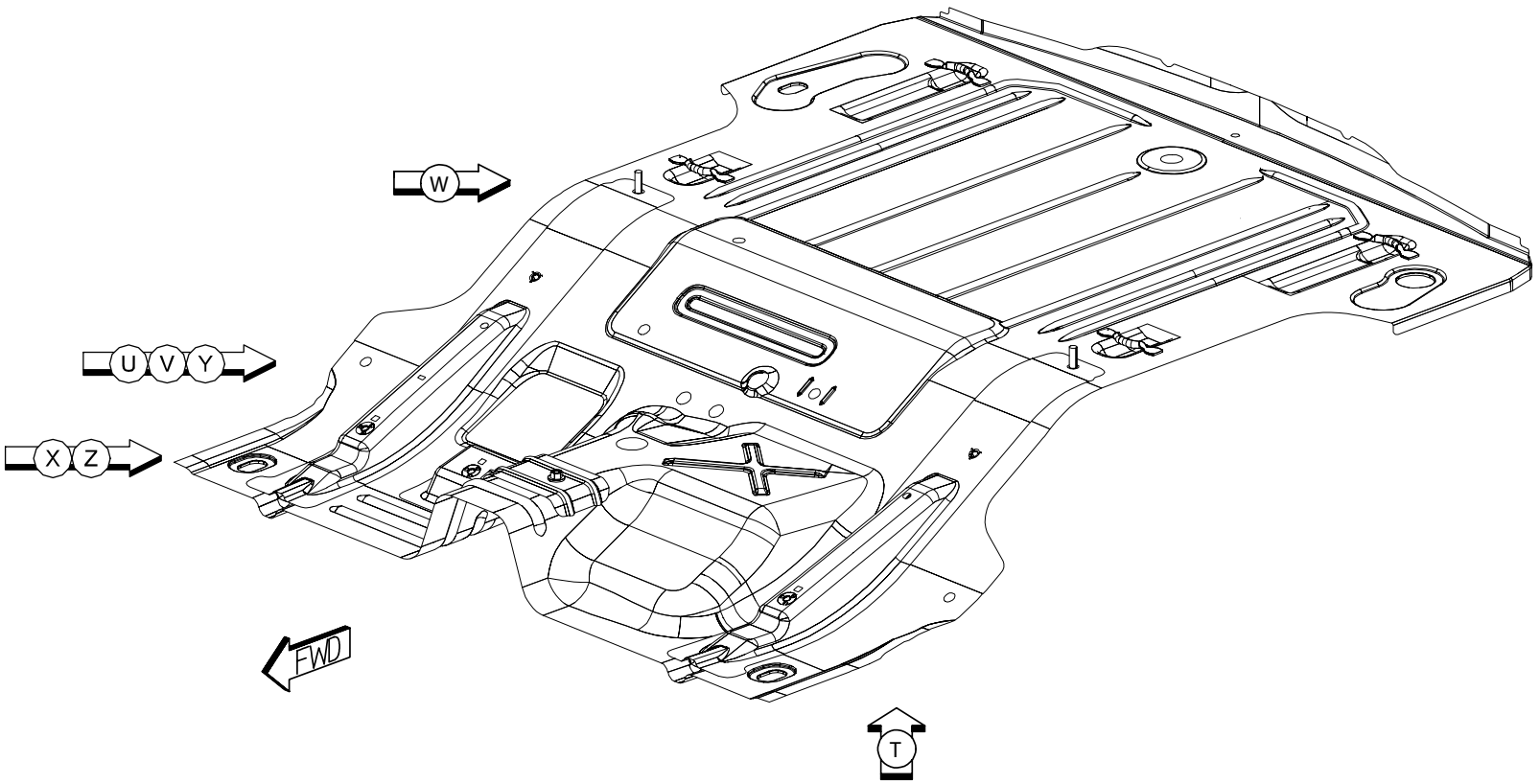
WELD LAYOUT LOCATION GUIDE



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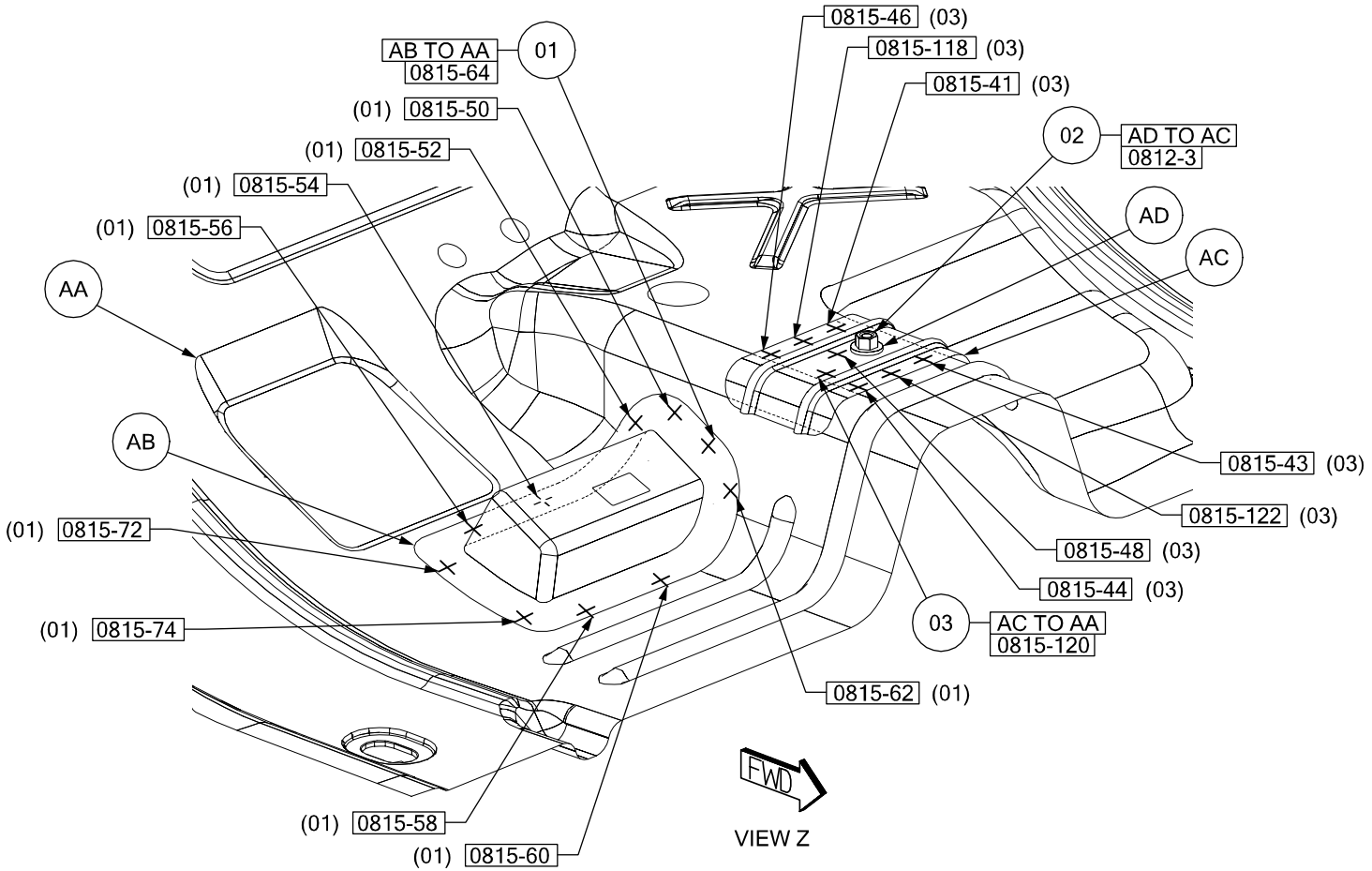
01 AB TO AA 10 S/WELDS (ORD)
02 AD TO AC 1 PROJ WELD (ORD)
03 AC TO AA 8 S/WELDS (ORD)



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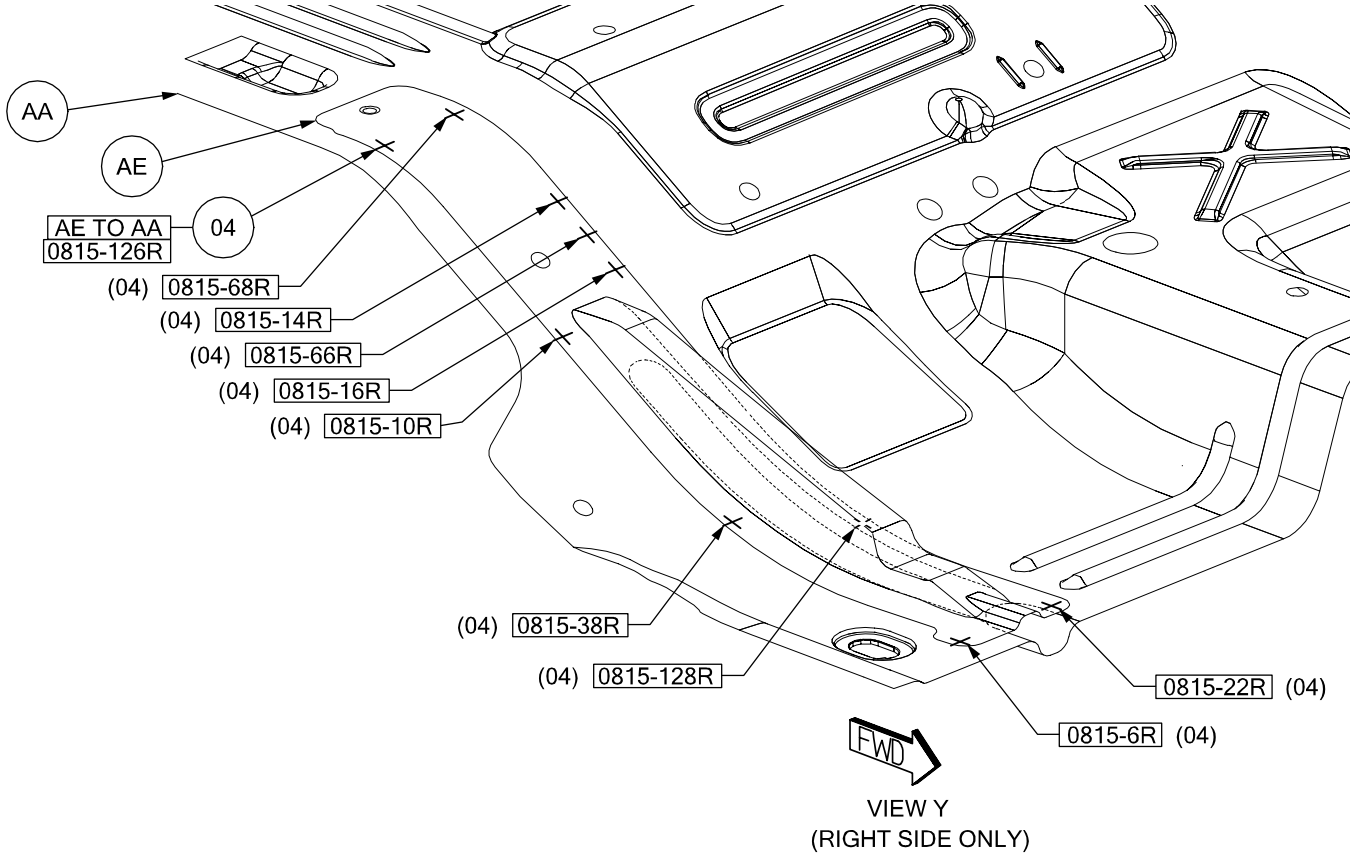
04 AE TO AA 10 S/WELDS (ORD)



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(RIGHT SIDE ONLY)

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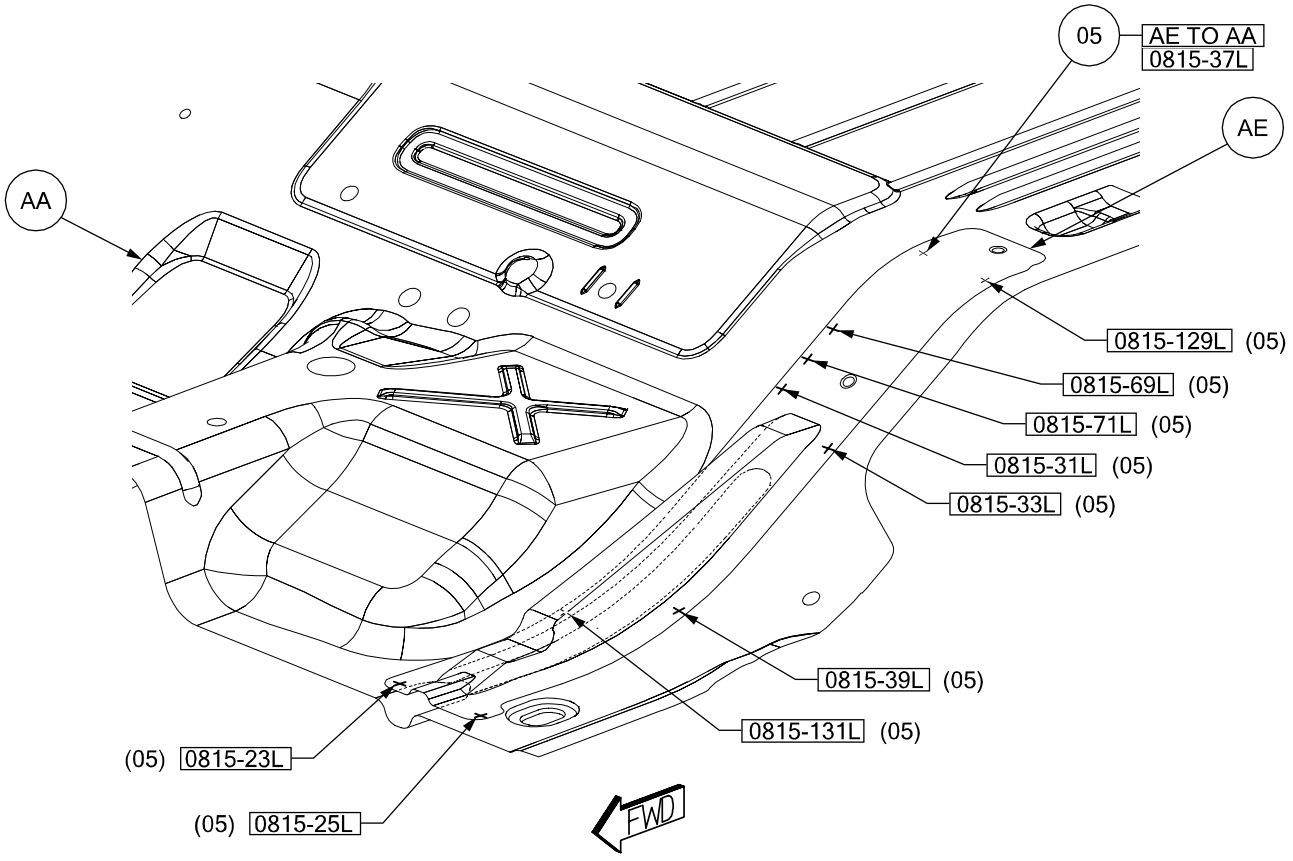
05 AH TO AA 10 S/WELDS (ORD)



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(LEFT SIDE ONLY)

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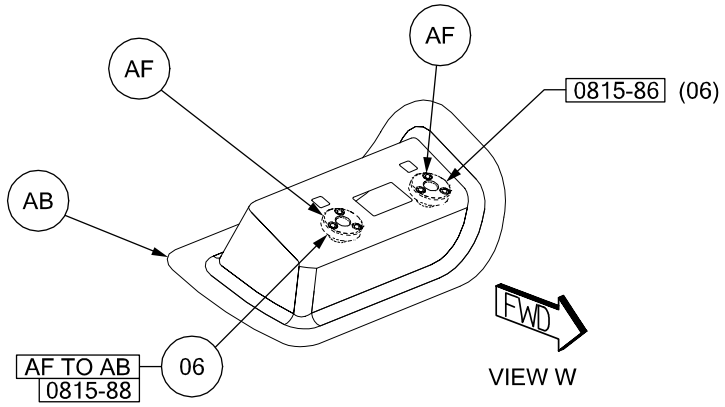
06 AF TO AB 2 PROJ WELDS (ORD)
07 AG TO AA 2 PROJ WELDS (ORD)
08 AF TO AA 2 PROJ WELDS (ORD)
09 AF TO AE 2 PROJ WELDS (ORD)



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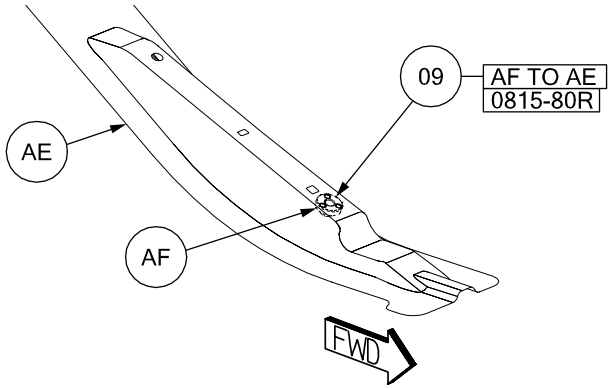

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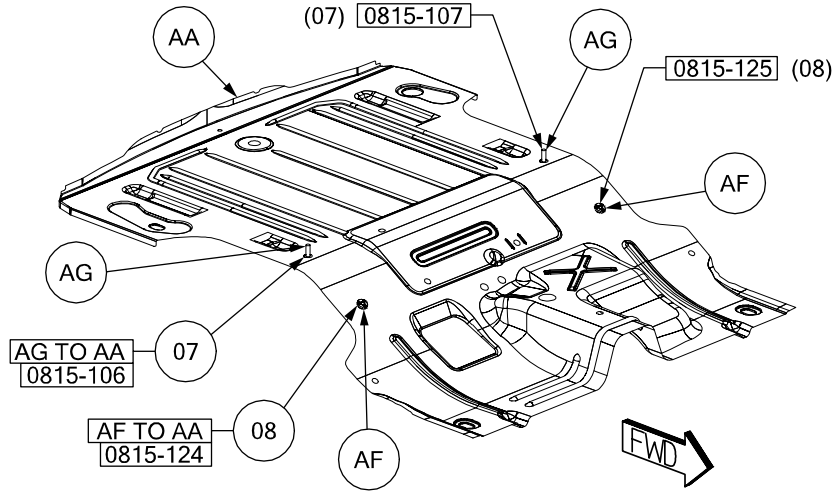

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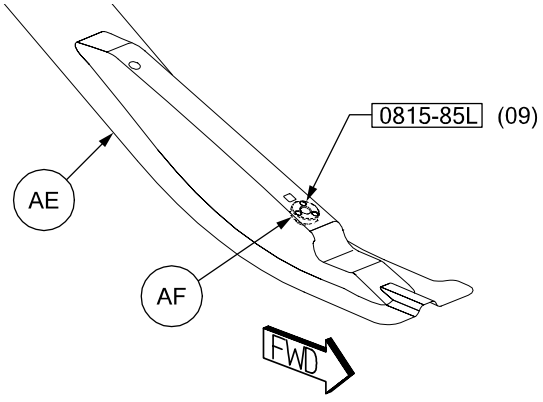

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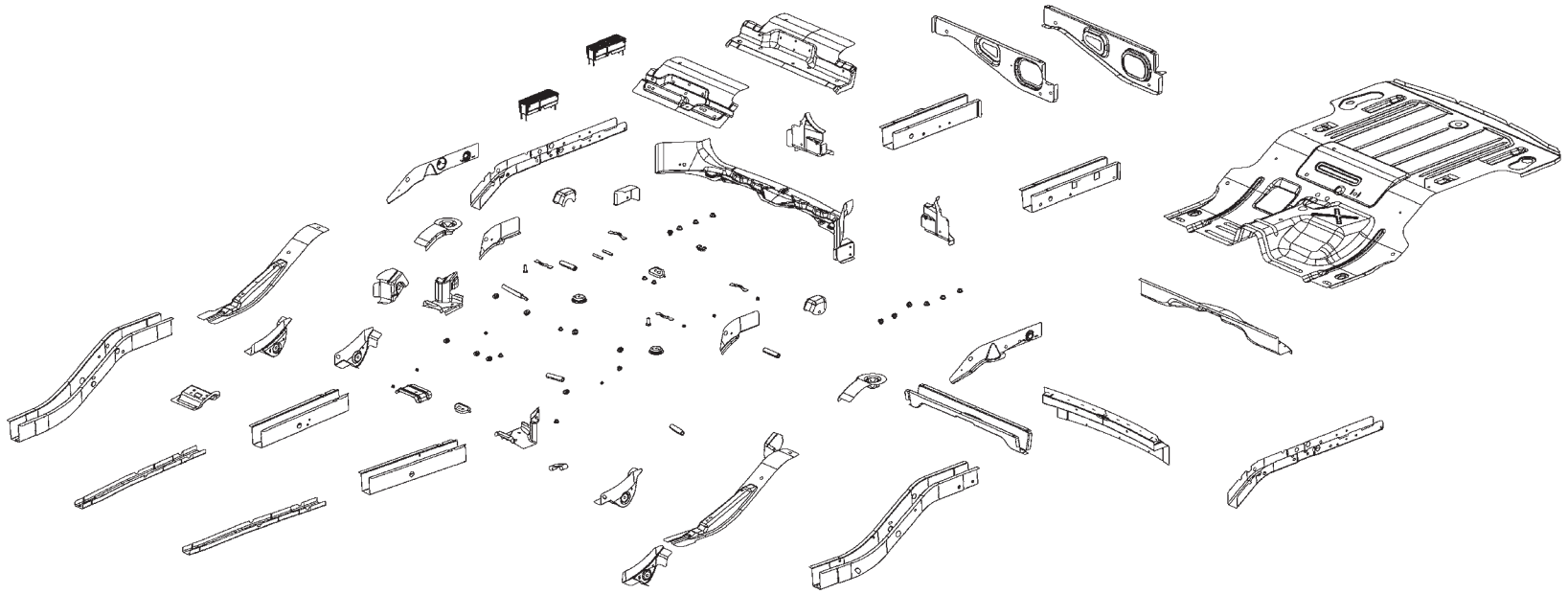
JEEP LIBERTY REAR FLOOR COMPLETE SECTION



AA	PAN – FLOOR RR –
AB	RAIL – RR RT –
AB	RAIL – RR LT –
AC	PLATE – COMPRESSION RR RT –
AC	PLATE – COMPRESSION RR LT –
AD	RAIL – RR RAIL SHORT RR RT –
AD	RAIL – RR RAIL SHORT RR LT –
AE	BRACKET – CONTROL ARM UPR –
AE	BRACKET – CONTROL ARM UPR –
AF	TORQUE BOX – RR RT –
AF	TORQUE BOX – RR LT –
AG	REINF – RR RAIL RR –
AG	REINF – RR RAIL RR-
AH	CROSSMEMBER – RR SEAT RR –
AJ	REINF – COMPRESSION PLATE CTR –
AK	CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
AL	CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
AM	CROSSMEMBER – SPARE TIRE –
AN	CROSSMEMBER – GATE OPENING –
AP	CROSSMEMBER – RR OTR –
AR	CROSSMEMBER – RR INNER RT –
AS	REINF – D-PILLAR RT –
AS	REINF – D-PILLAR LT –
AT	BULKHEAD – CROSSMEMBER RR RT –
AT	BULKHEAD – CROSSMEMBER RR LT –
AU	NUT/WELD.HEX – NO.FIN – BRAKE BRACKET ATTACH
AU	NUT/WELD.HEX – NO.FIN – BRAKE LINE ATTACH
AU	NUT/WELD.HEX – NO.FIN – BRAKE LINE ATTACH
AV	STUD.WELD/EXTERNAL – SPECIAL – WIRING CLIP ATTACH
AW	STUD.WELD/EXTERNAL – FREE.HEADER. PT.SPECIAL – GROUND ATTACH
AX	STUD.WELD/EXTERNAL – HEADER.PT.PNT. CUTTER.SPECIAL – LOAD FLOOR ATTACH

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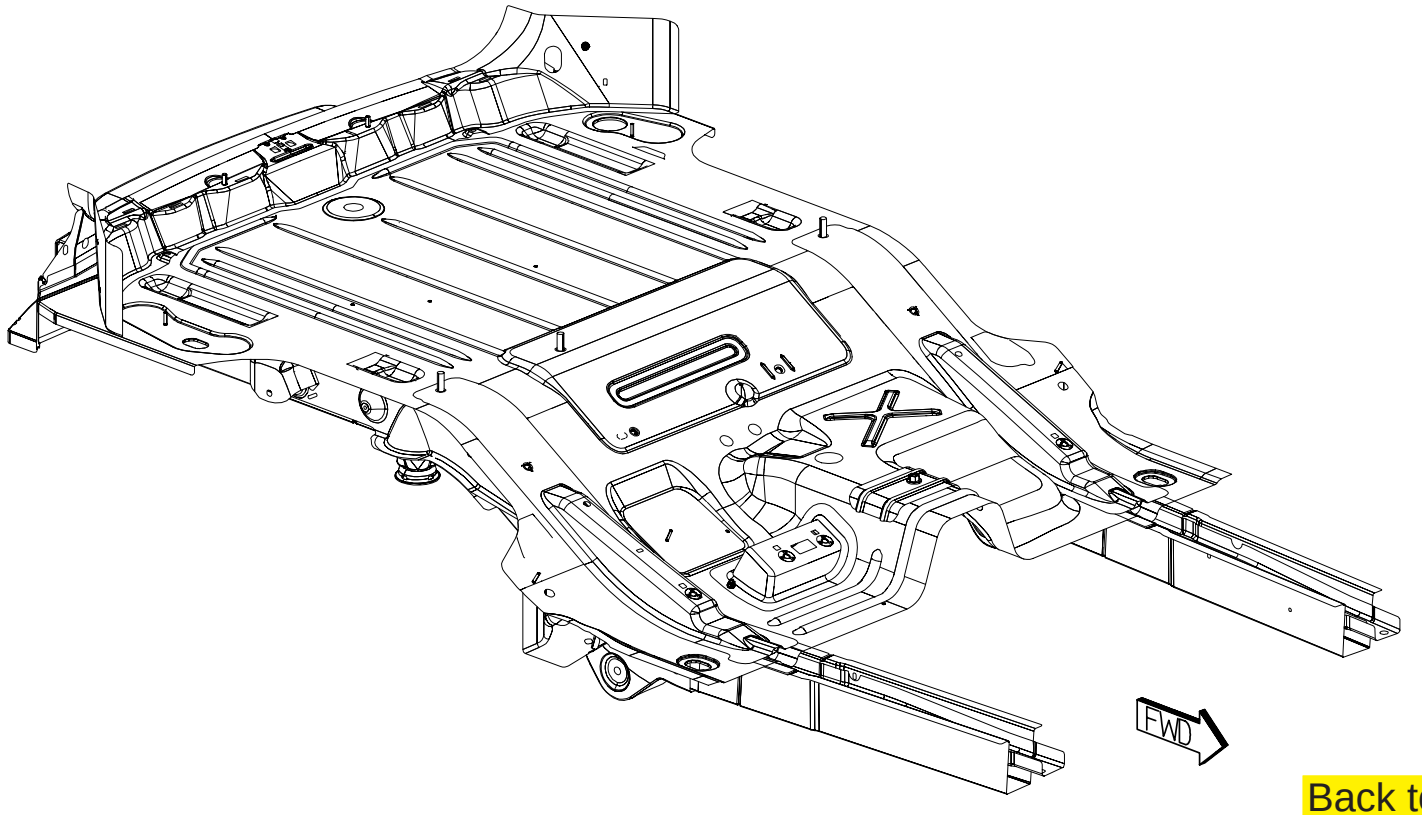
AA PAN – FLOOR RR –
AB RAIL – RR RT –
AB RAIL – RR LT –
AC PLATE – COMPRESSION RR RT –
AC PLATE – COMPRESSION RR LT –
AD RAIL – RR RAIL SHORT RR RT –
AD RAIL – RR RAIL SHORT RR LT –
AE BRACKET – CONTROL ARM UPR –
AE BRACKET – CONTROL ARM UPR –
AF TORQUE BOX – RR RT –
AF TORQUE BOX – RR LT –
AG REINF – RR RAIL RR –
AG REINF – RR RAIL RR-
AH CROSSMEMBER – RR SEAT RR –
AJ REINF – COMPRESSION PLATE CTR –
AK CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
AL CROSSMEMBER – RR SUSPENSION TRACK BAR TO RAIL –
AM CROSSMEMBER – SPARE TIRE –
AN CROSSMEMBER – GATE OPENING –
AP CROSSMEMBER – RR OTR –
AR CROSSMEMBER – RR INNER RT –
AS REINF – D-PILLAR RT –
AS REINF – D-PILLAR LT –
AT BULKHEAD – CROSSMEMBER RR RT –
AT BULKHEAD – CROSSMEMBER RR LT –
AU NUT/WELD.HEX – NO.FIN – BRAKE BRACKET ATTACH
AU NUT/WELD.HEX – NO.FIN – BRAKE LINE ATTACH
AU NUT/WELD.HEX – NO.FIN – BRAKE LINE ATTACH
AV STUD.WELD/EXTERNAL – SPECIAL – WIRING CLIP ATTACH
AW STUD.WELD/EXTERNAL – FREE.HEADER. PT.SPECIAL – GROUND ATTACH
AX STUD.WELD/EXTERNAL – HEADER.PT.PNT. CUTTER.SPECIAL – LOAD FLOOR ATTACH



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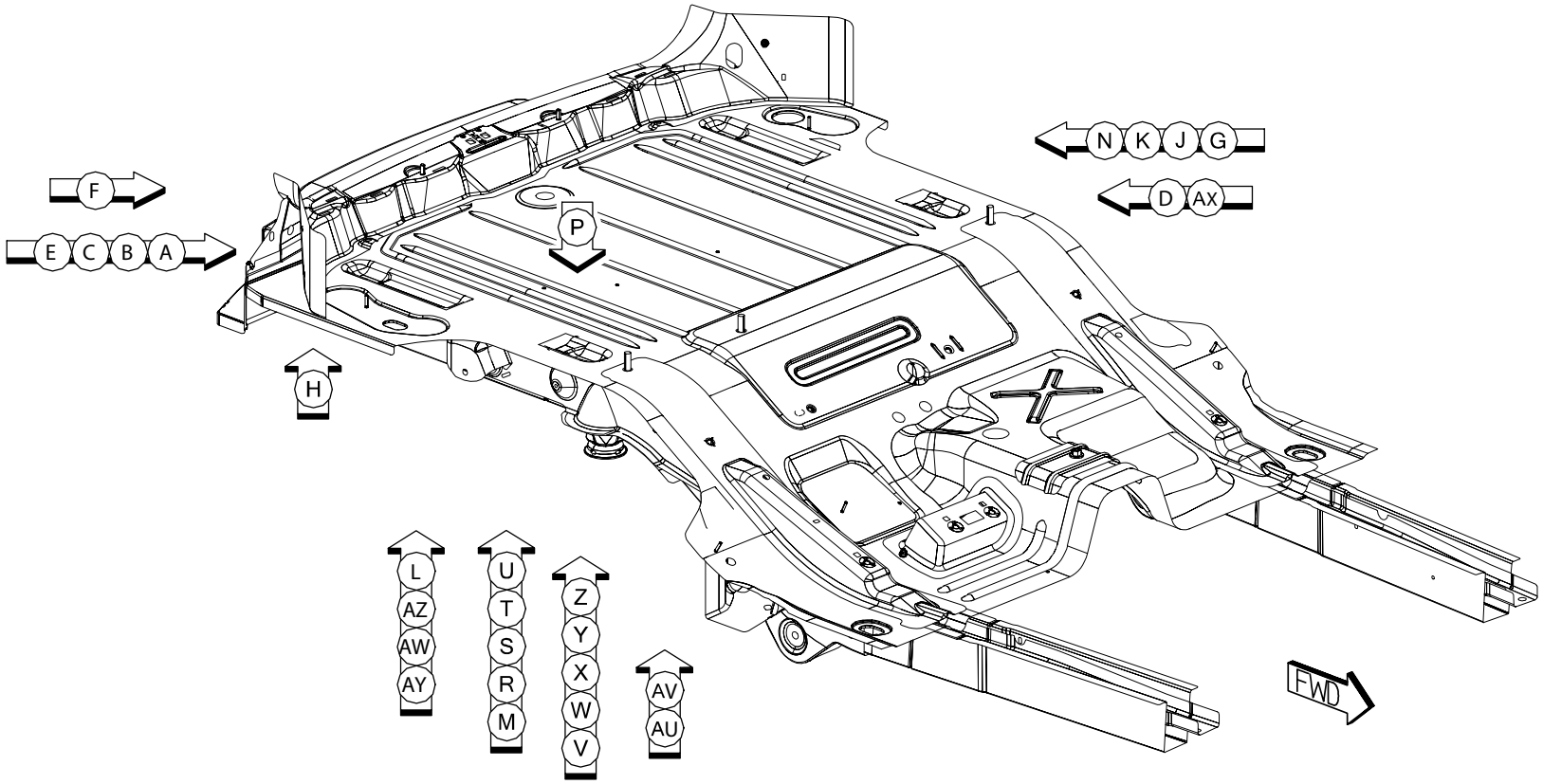
WELD LAYOUT LOCATION GUIDE



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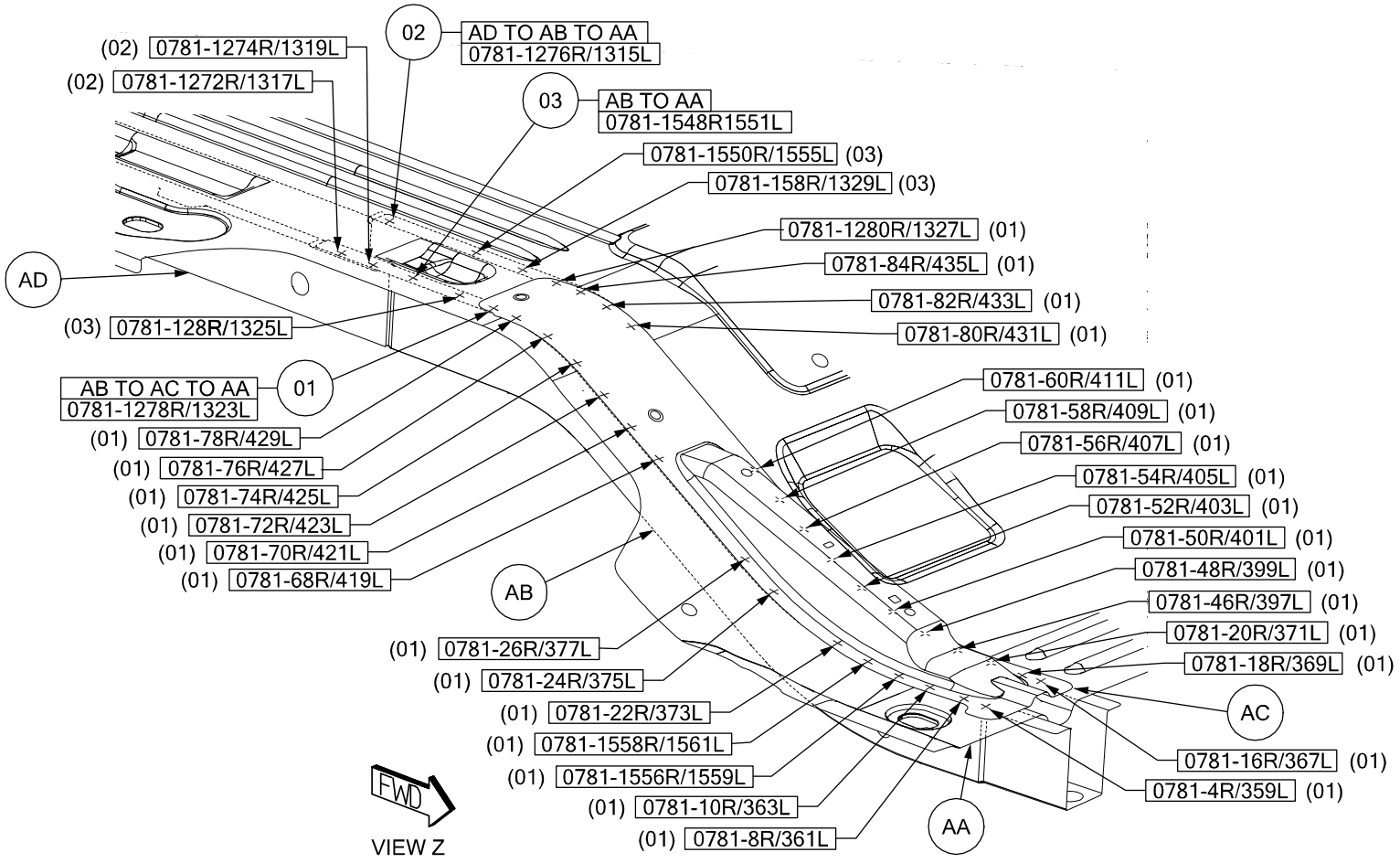
01 AB TO AC TO AA 29/SD S/WELDS (ORD)
02 AD TO AB TO AA 3/SD S/WELDS (ORD)
03 AB TO AA 3/SD S/WELDS (ORD)



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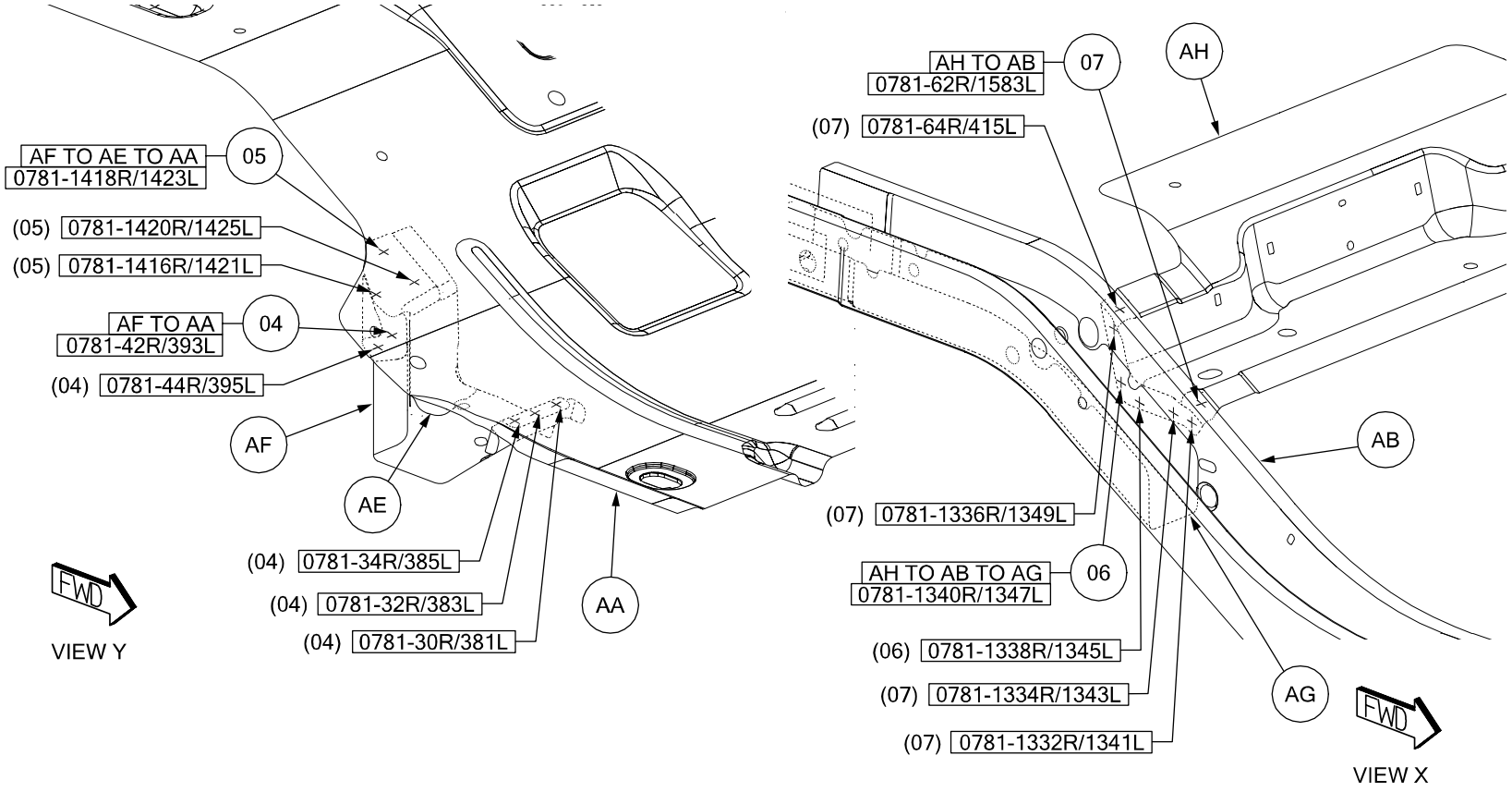
04 AF TO AA 5/SD S/WELDS (ORD)
05 AF TO AE TO AA 3/SD S/WELDS (ORD)
06 AH TO AB TO AG 2/SD S/WELDS (ORD)
07 AH TO AB 5/SD S/WELDS (ORD)



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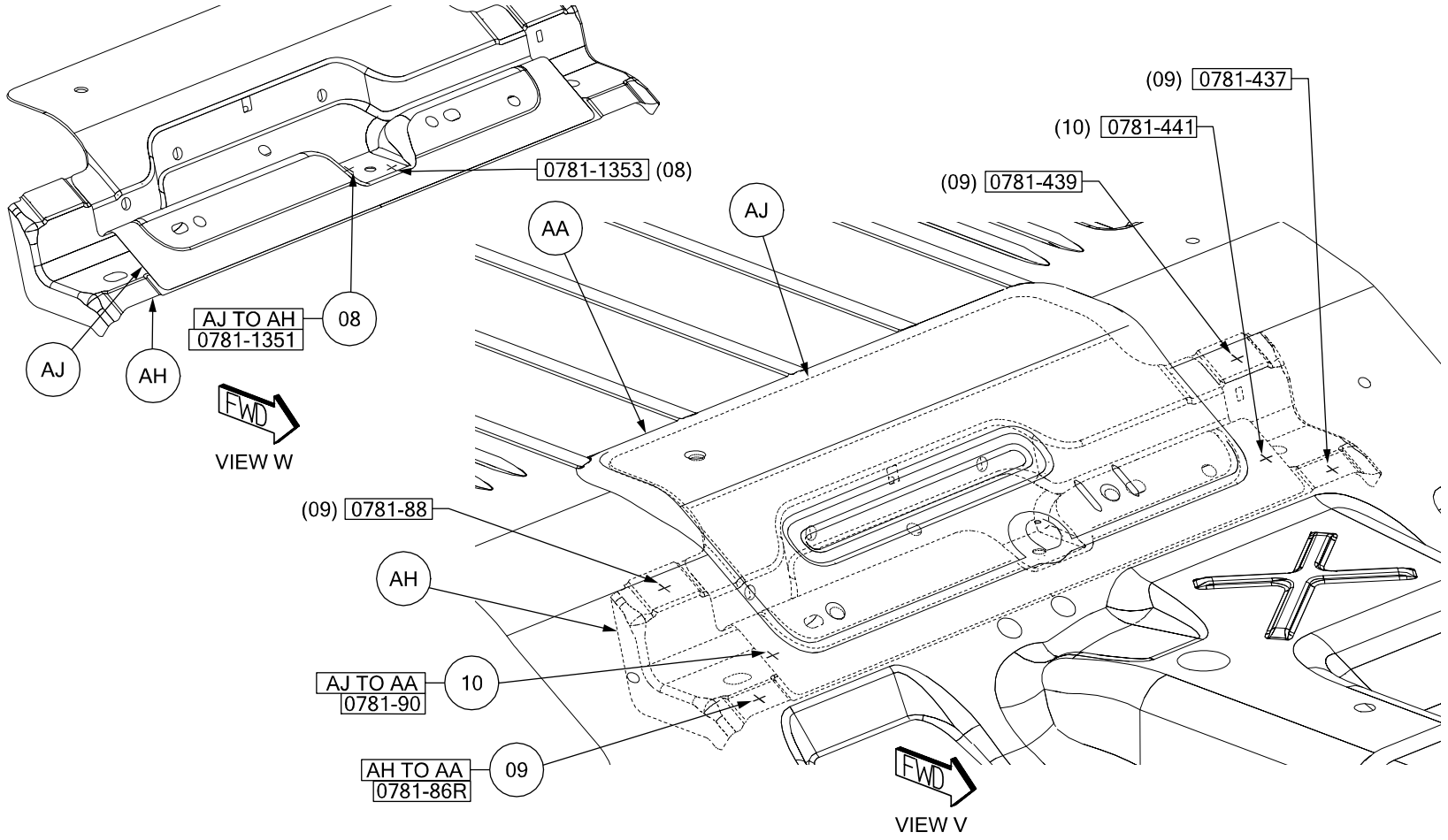
08 AJ TO AH 2 S/WELDS (ORD)
09 AH TO AA 4 S/WELDS (ORD)
10 AJ TO AA 2 S/WELDS (ORD)



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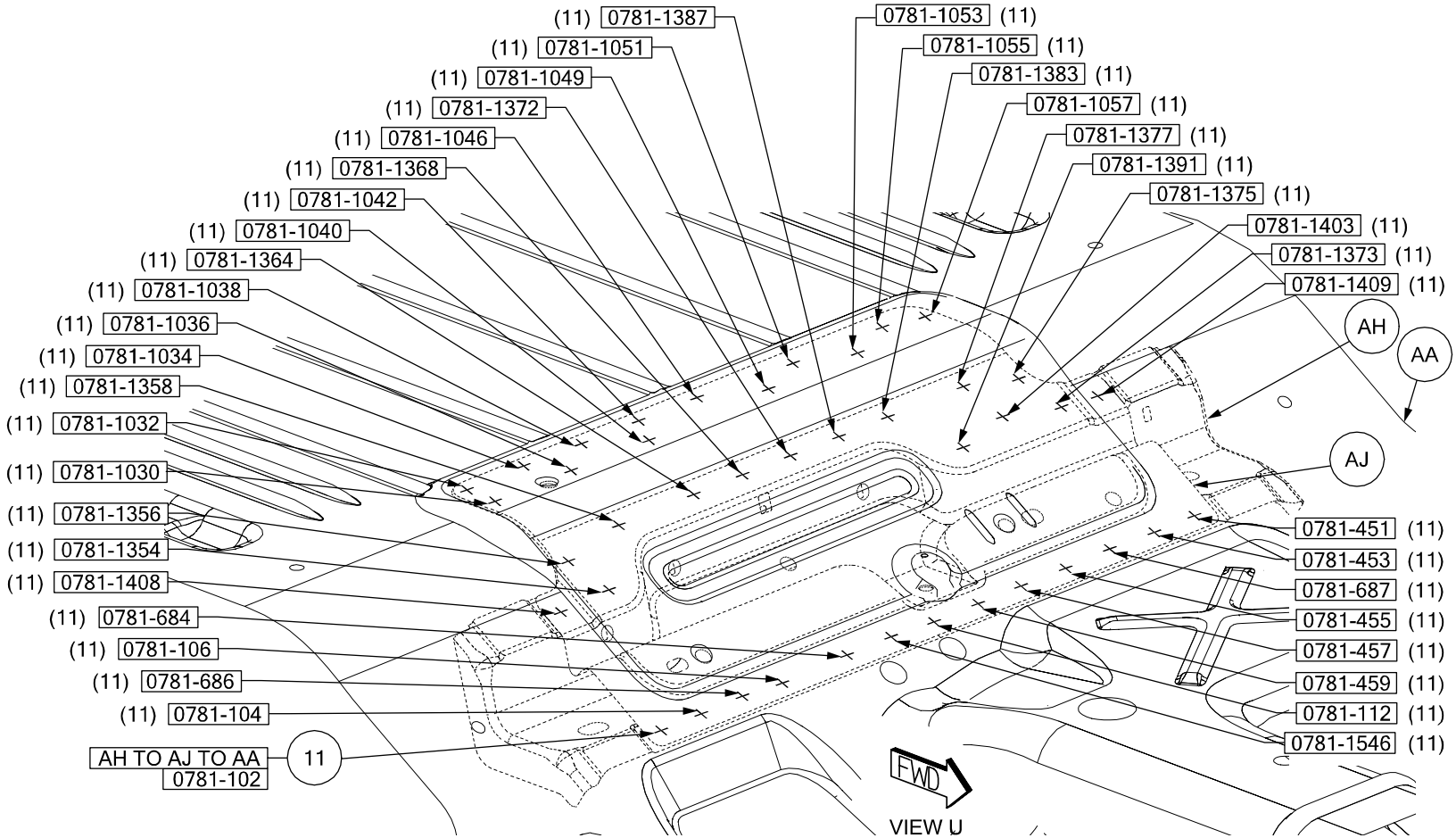
11 AH TO AJ TO AA 41 S/WELDS (ORD)



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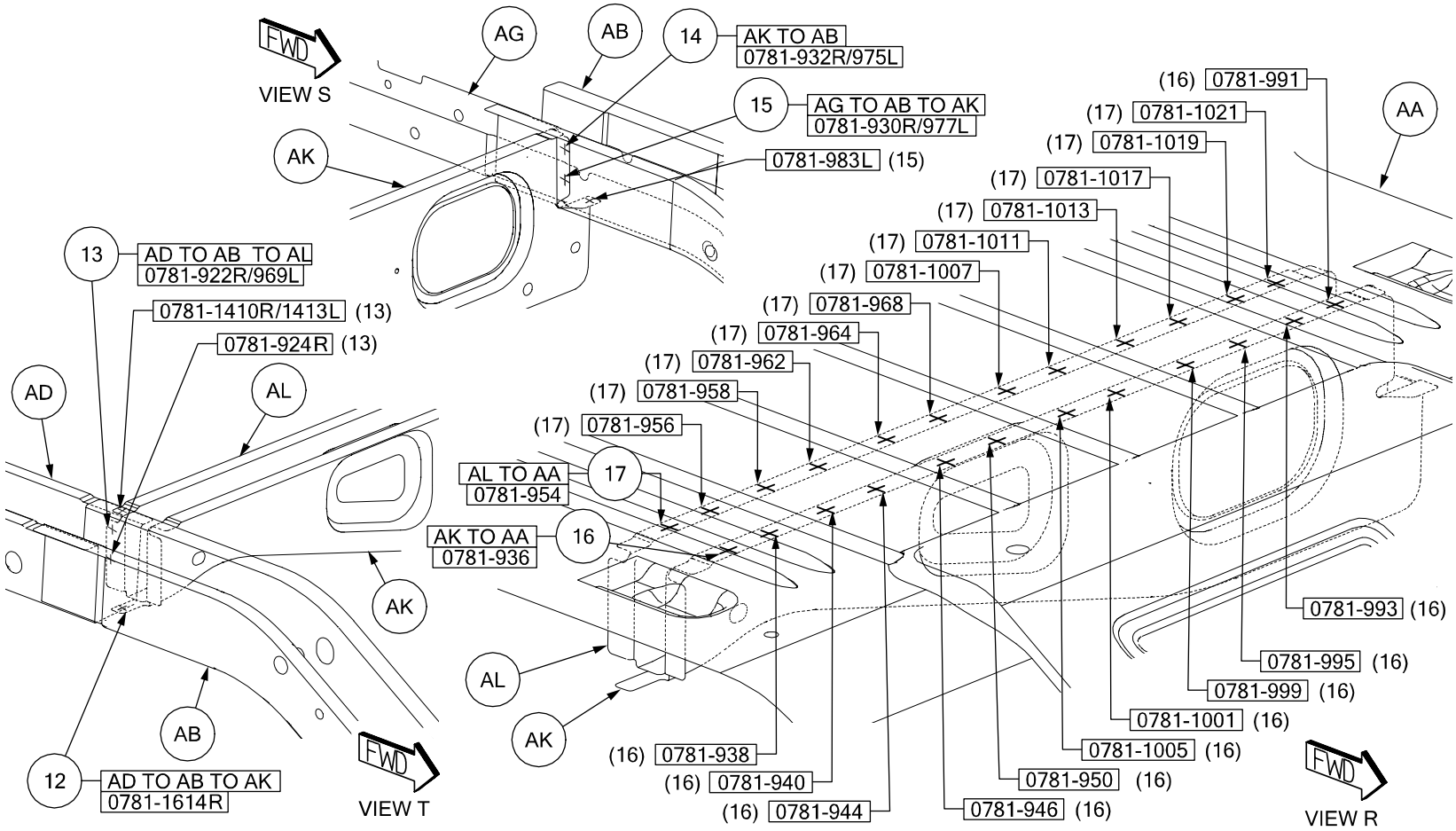
12 AD TO AB TO AK 1 S/WELD (ORD)
13 AD TO AB TO AL 3R/2L S/WELDS (ORD)
14 AK TO AB 1/SD S/WELD (ORD)
15 AG TO AB TO AK 1R/2L S/WELDS (ORD)
16 AK TO AA 12 S/WELDS (ORD)
17 AL TO AA 12 S/WELDS (ORD)



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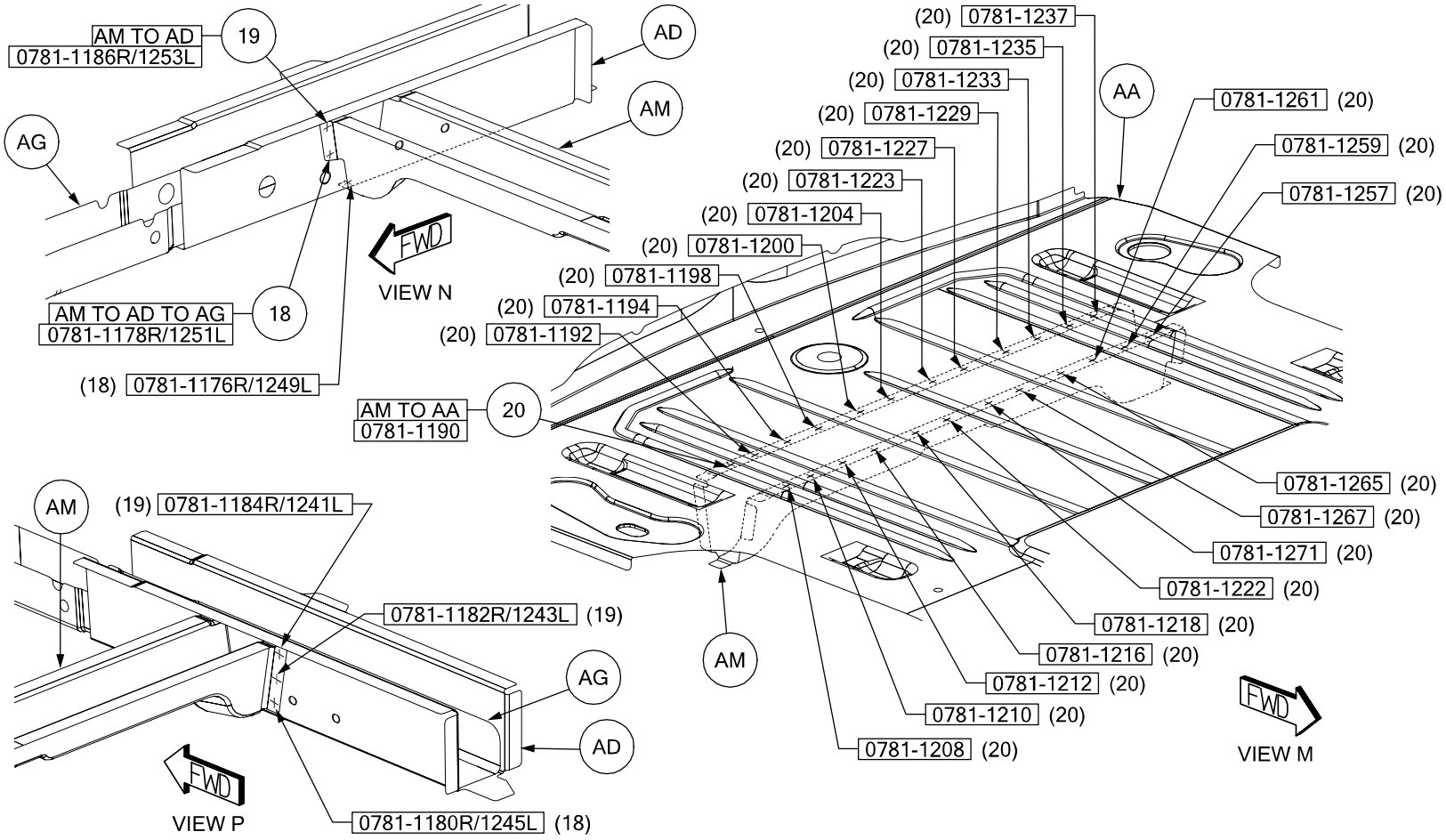
18 AM TO AD TO AG 3/SD S/WELDS (ORD)
19 AM TO AD 3/SD S/WELDS (ORD)
20 AM TO AA 24 S/WELDS (ORD)



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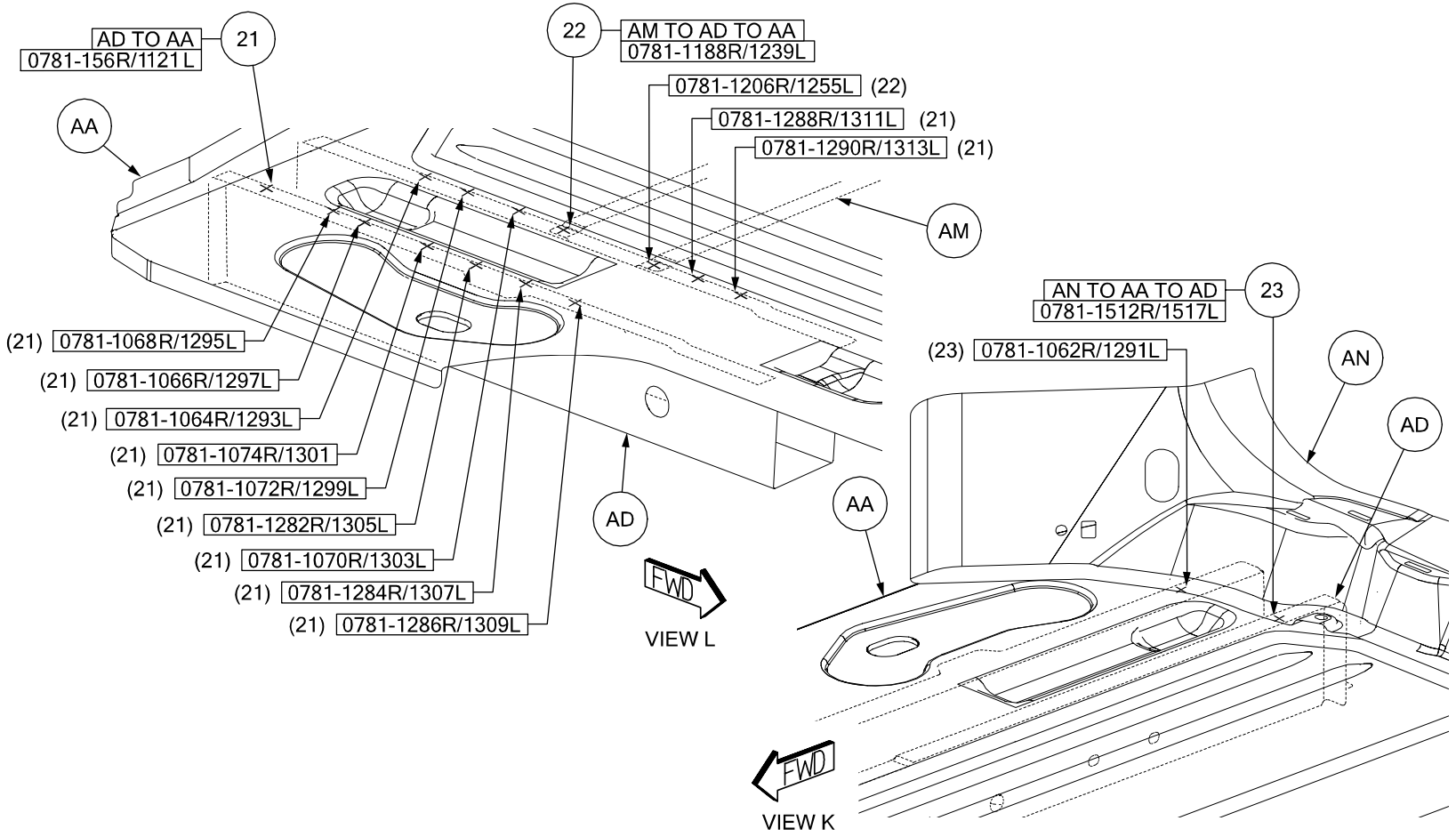
21 AD TO AA 12/SD S/WELDS (ORD)
22 AM TO AD TO AA 2/SD S/WELDS (ORD)
23 AN TO AA TO AD 2/SD S/WELDS (ORD)



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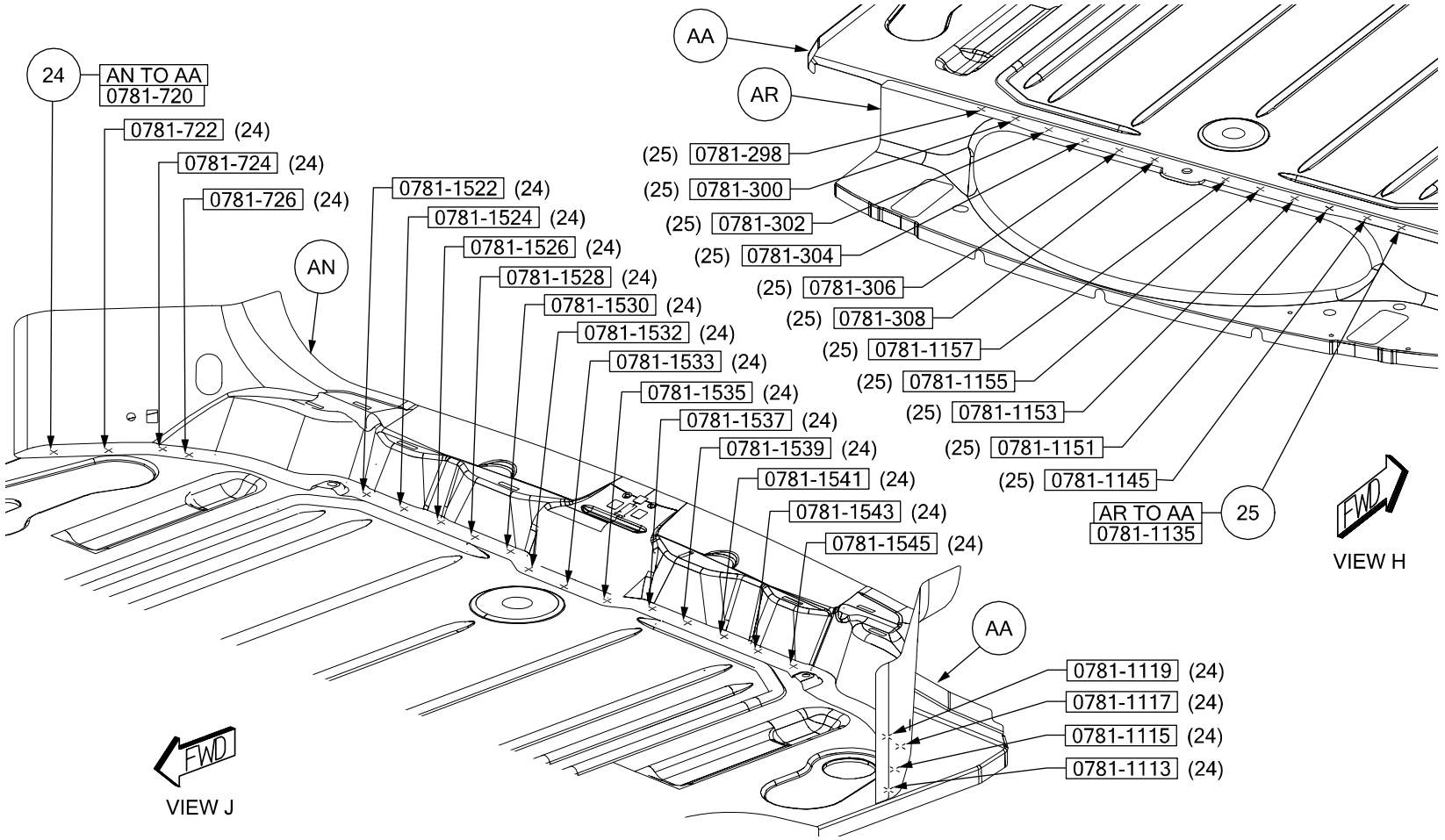
24 AN TO AA 21 S/WELDS (ORD)
25 AR TO AA 12 S/WELDS (ORD)



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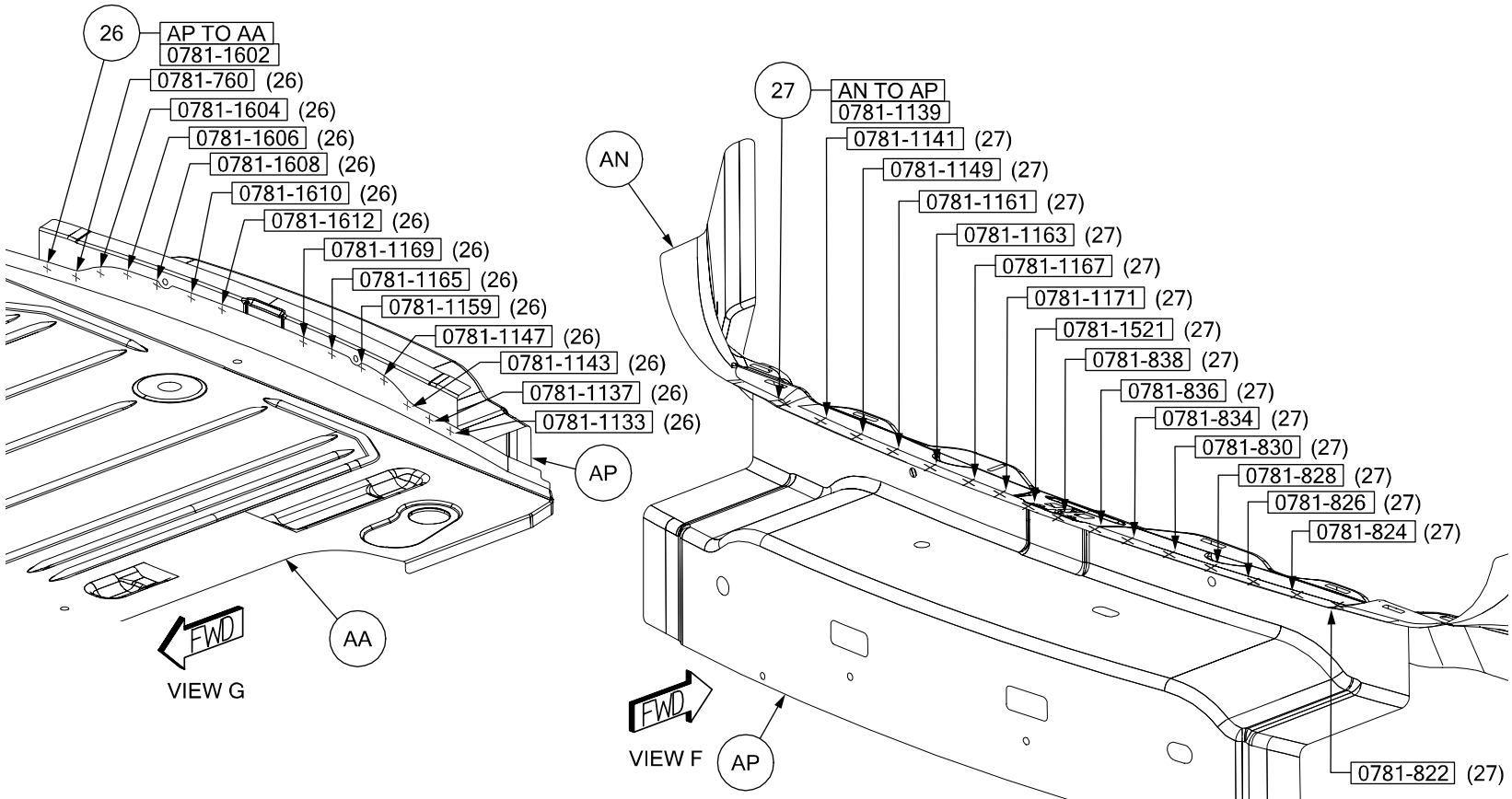
26 AP TO AA 14 S/WELDS (ORD)
27 AN TO AP 14 S/WELDS (ORD)



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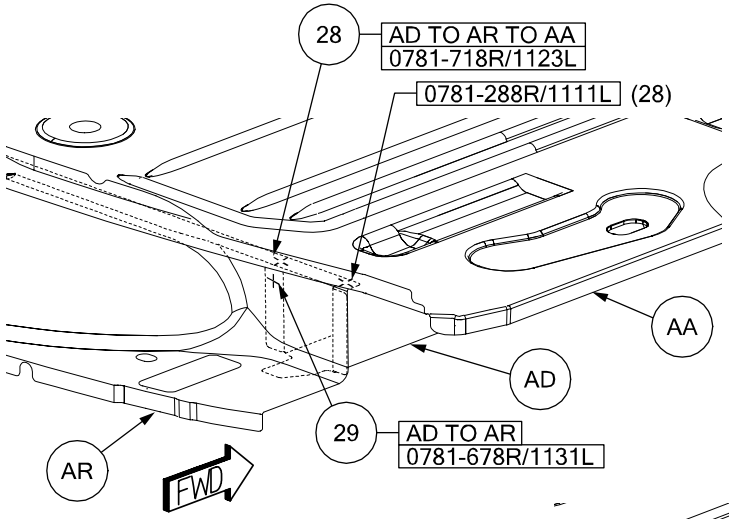
28 AD TO AR TO AA 2/SD S/WELDS (ORD)
29 AD TO AR 1/SD S/WELDS (ORD)
30 AT TO AR TO AD 2/SD S/WELDS (ORD)
31 AS TO AA 5/SD S/WELDS (ORD)



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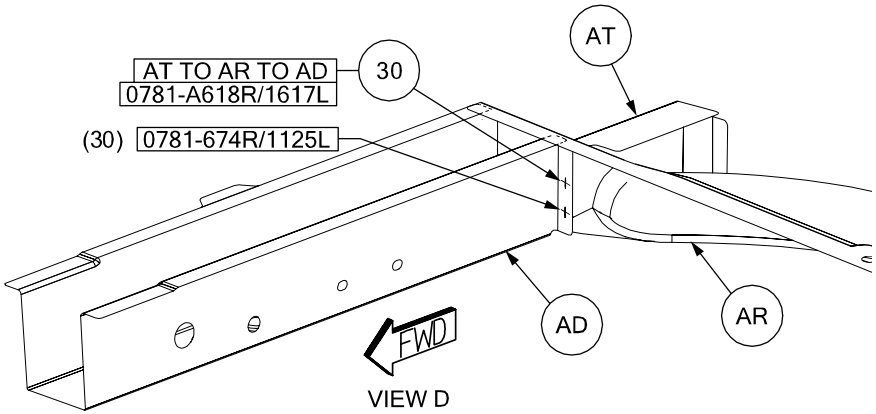
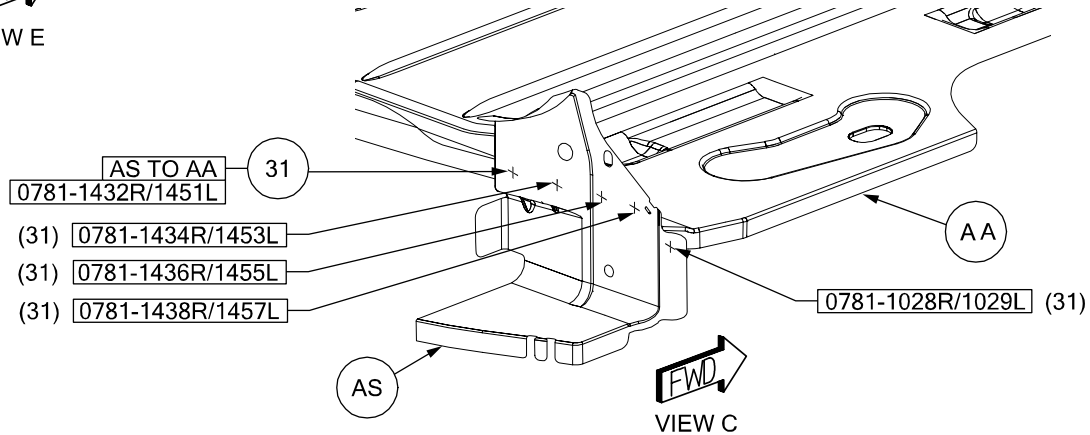


VIEW D



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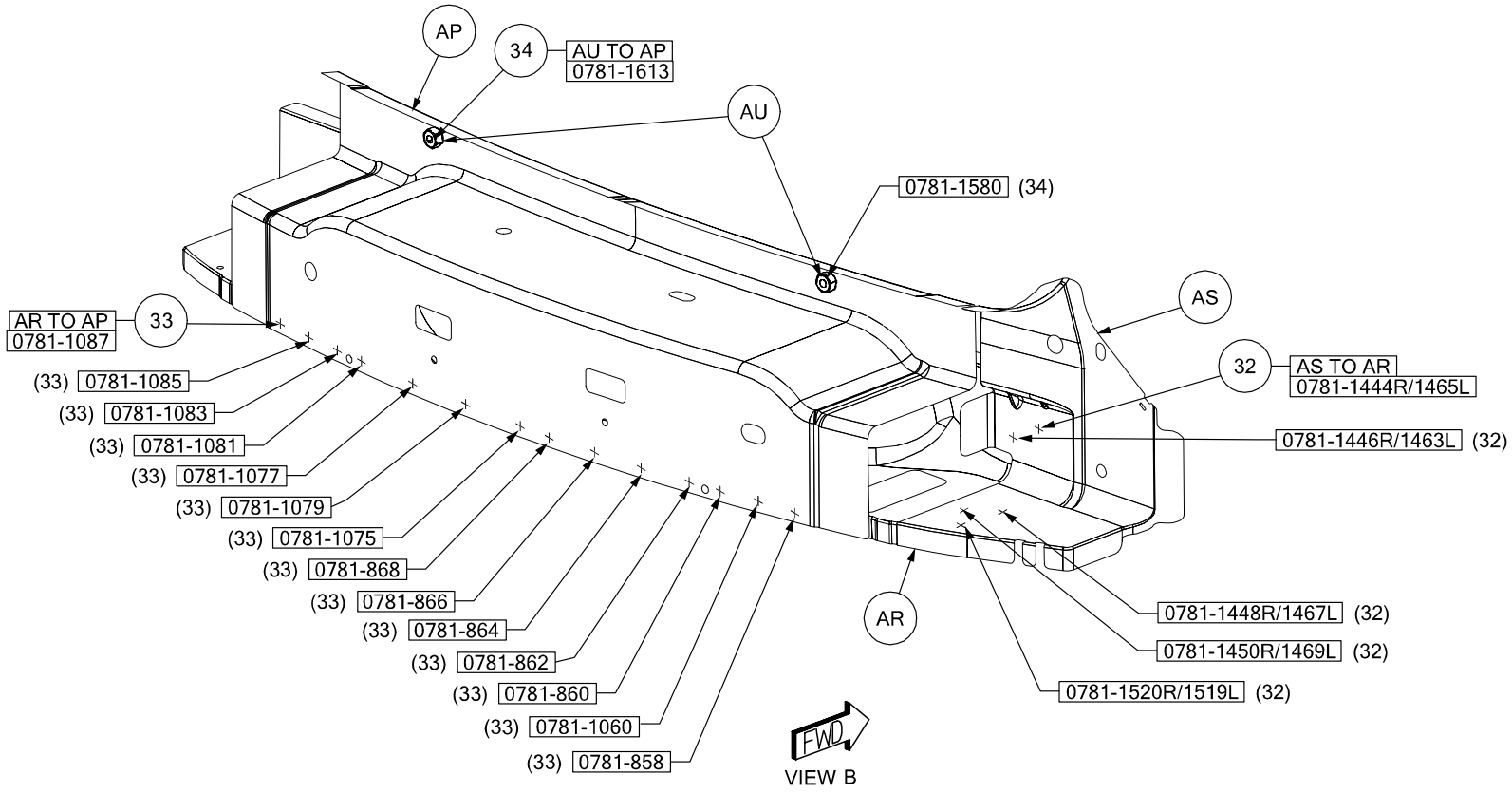
32 AS TO AR 5/SD S/WELDS (ORD)
33 AR TO AP 14 S/WELDS (ORD)
34 AU TO AP 2 PROJ WELDS



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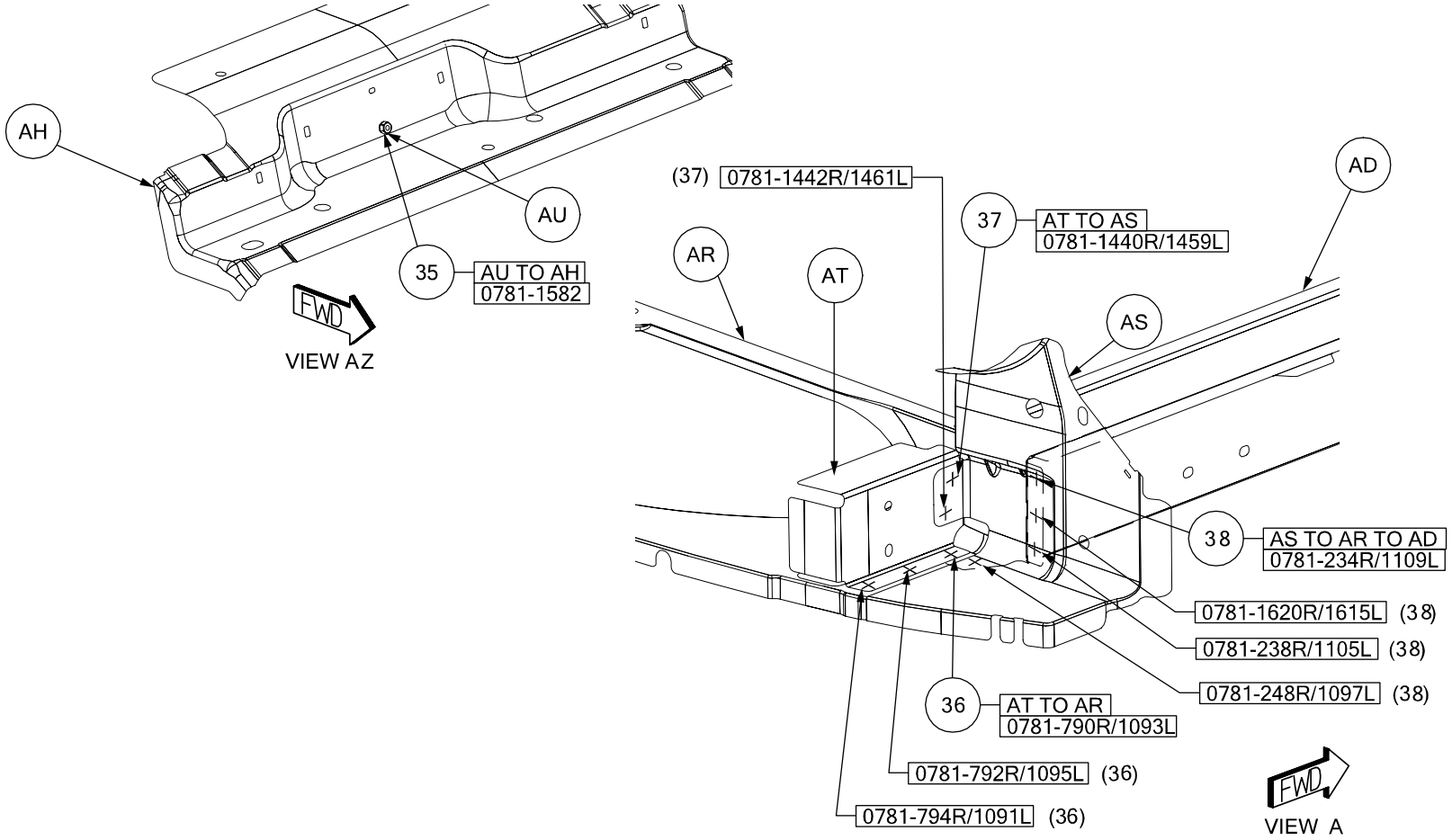
35 AU TO AH 1 PROJ WELD
36 AT TO AR 3/SD S/WELDS (ORD)
37 AT TO AS 2/SD S/WELDS (ORD)
38 AS TO AR TO AD 4/SD S/WELDS (ORD)



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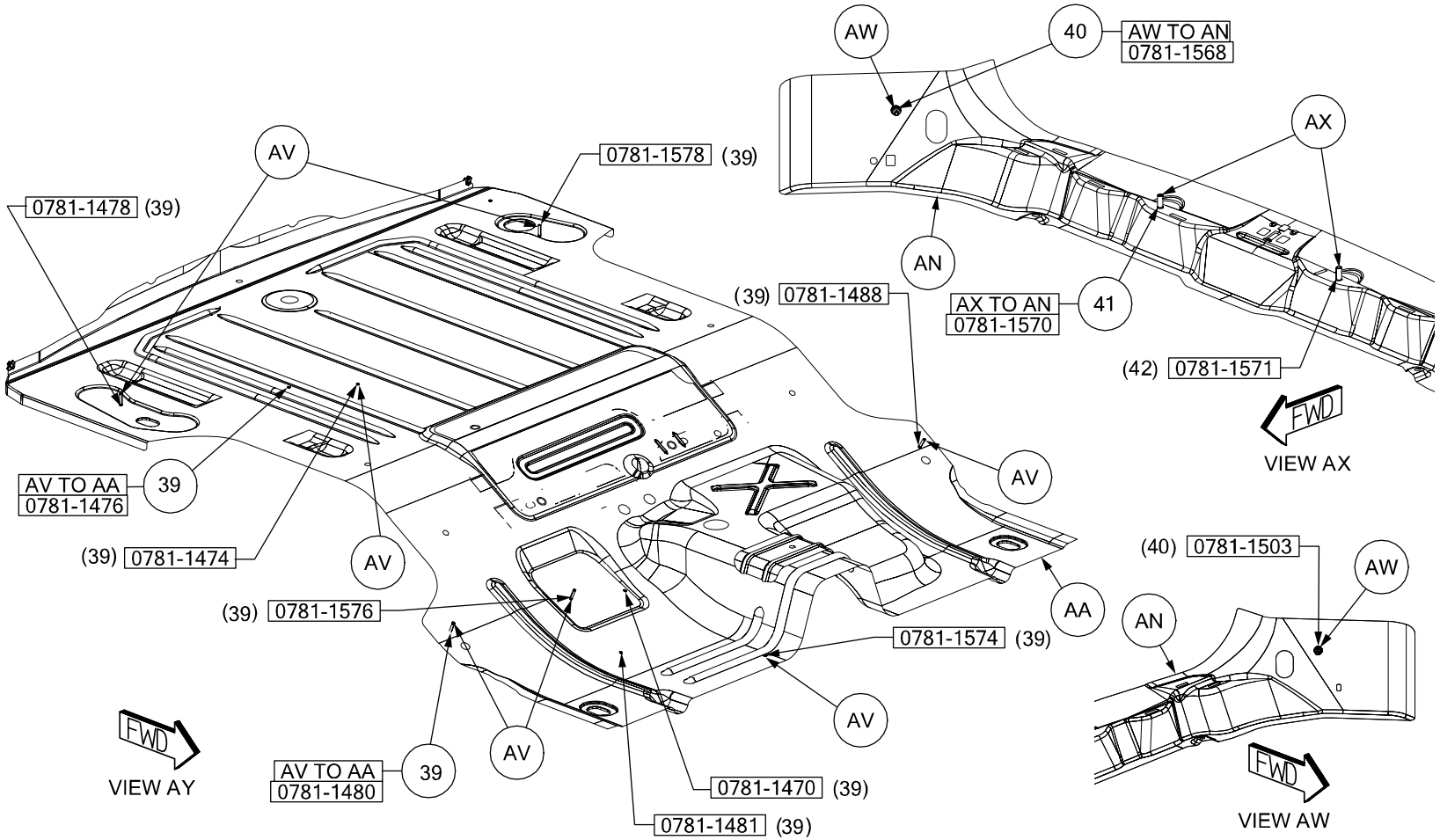
39 AV TO AA 10 PROJ WELDS
40 AW TO AN 2 PROJ WELDS
41 AX TO AN 2 PROJ WELDS



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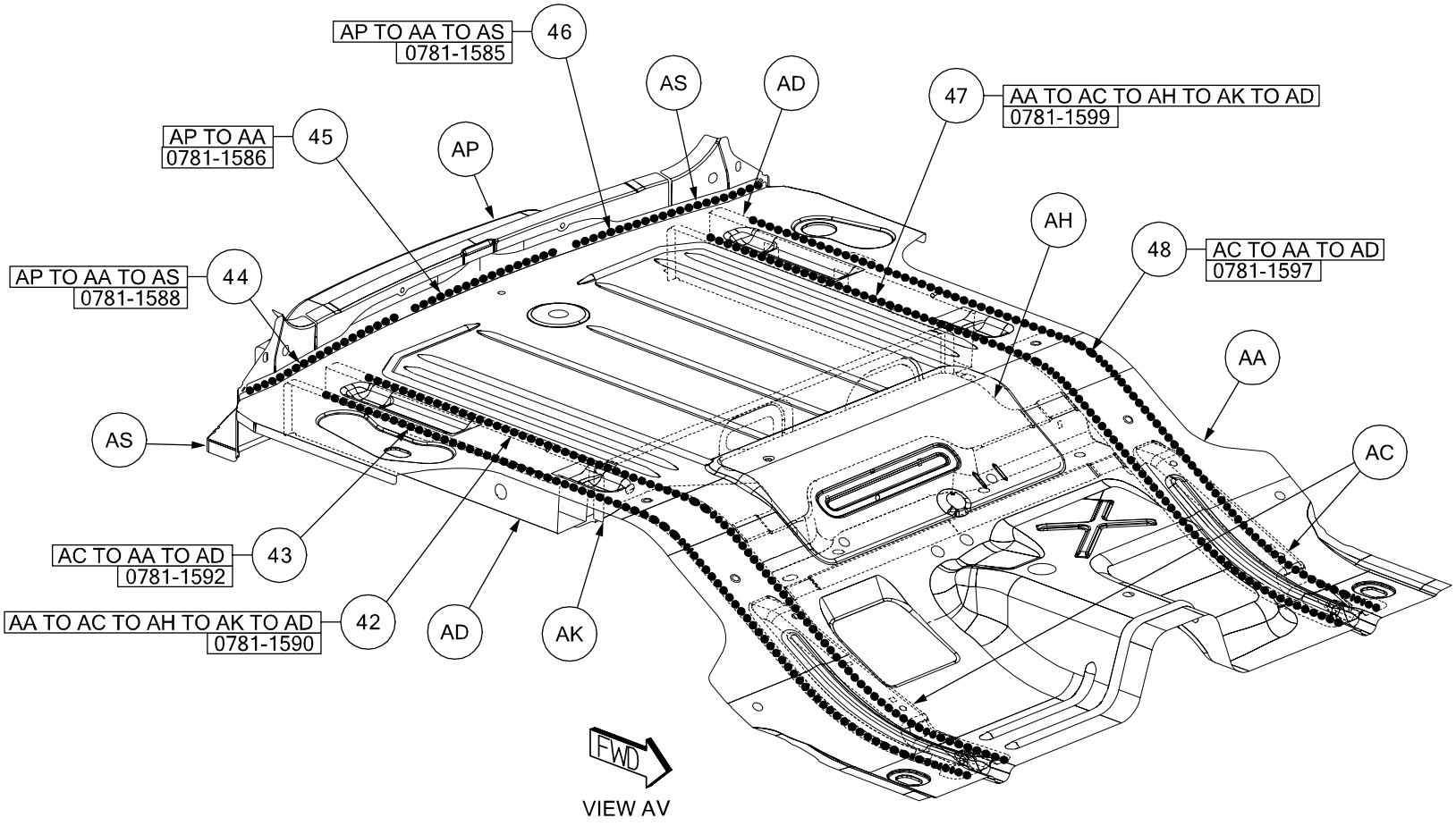
42 AA TO AC TO AH TO AK TO AD 1 STRUC ADH
43 AC TO AA TO AD 1 STRUC ADH
44 AP TO AA TO AS 1 STRUC ADH
45 AP TO AA 1 STRUC ADH
46 AP TO AA TO AS 1 STRUC ADH
47 AA TO AC TO AH TO AK TO AD 1 STRUC ADH
48 AC TO AA TO AD 1 STRUC ADH



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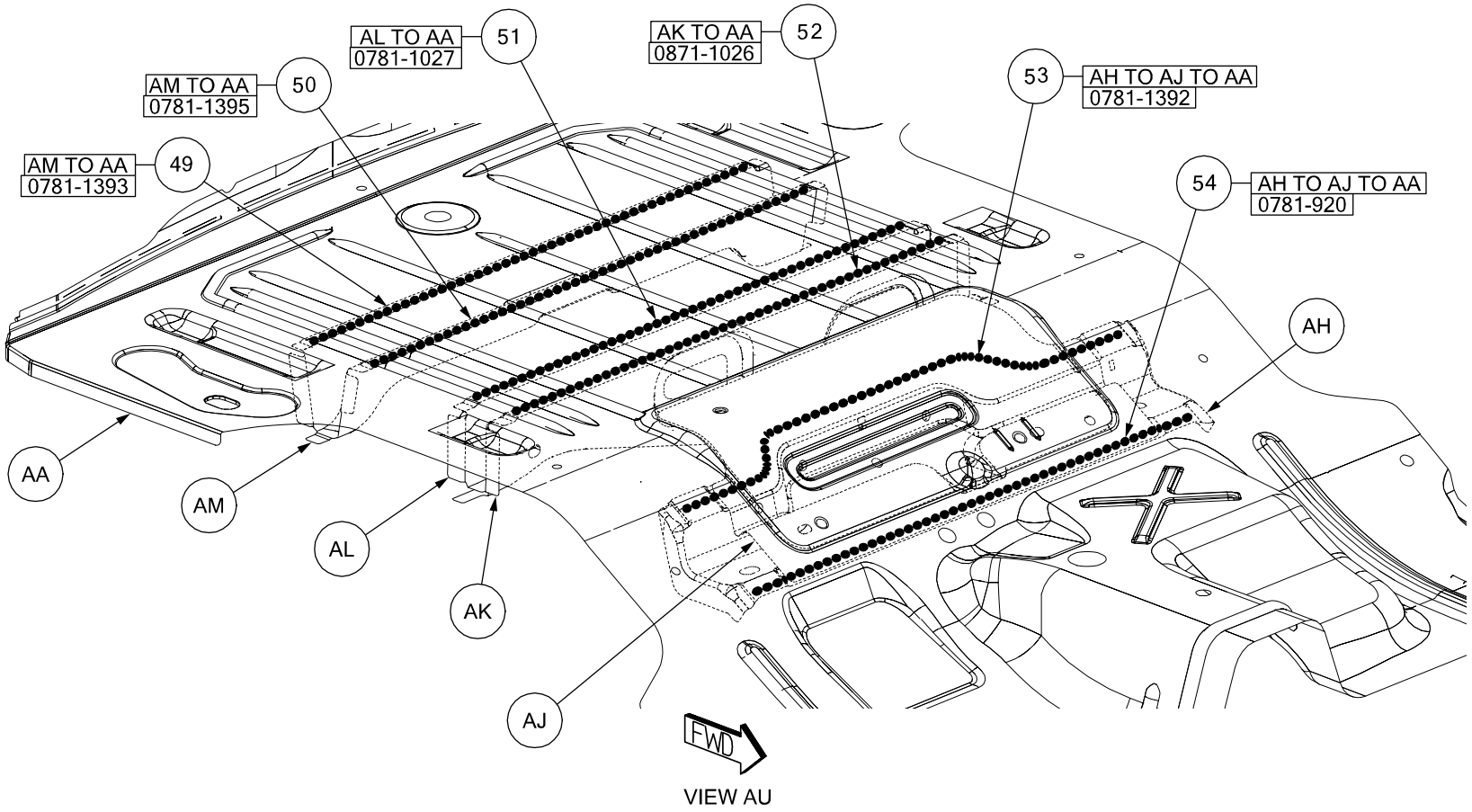
49 AM TO AA 1 STRUC ADH
50 AM TO AA 1 STRUC ADH
51 AL TO AA 1 STRUC ADH
52 AK TO AA 1 STRUC ADH
53 AH TO AJ TO AA 1 STRUC ADH
54 AH TO AJ TO AA 1 STRUC ADH



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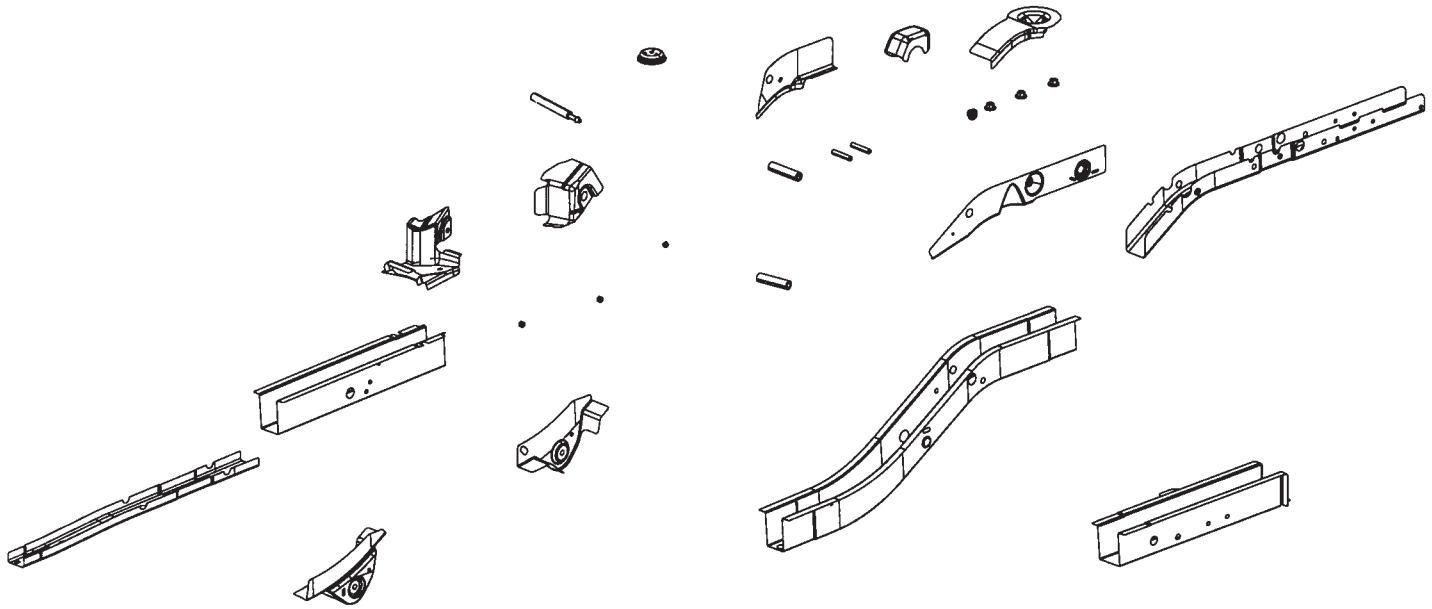
JEEP LIBERTY REAR RAIL ASSEMBLY SECTION



AA RAIL – RR RAIL FRT RT –
AA RAIL – RR RAIL FRT LT –
AB REINF – RR RAIL CTR –
AC RAIL – RR RT –
AC RAIL – RR LT –
AD NUT/WELD.HEX – NO.FIN – EXHAUST HANGER ATTACH
AD NUT/WELD.HEX – NO.FIN – EXHAUST HANGER ATTACH
AE NUT/WELD.HEX.FLG – NIBS.NO.FIN – TIRE WINCH ATTACH
AE NUT/WELD.HEX.FLG – NIBS.NO.FIN – FUEL TANK ATTACH
AE NUT/WELD.HEX.FLG – NIBS.NO.FIN – FUEL TANK ATTACH
AF BRACKET – CONTROL ARM MOUNTING RR LWR OTR RT –
AF BRACKET – CONTROL ARM MOUNTING RR LWR OTR LT –
AG TORQUE BOX – RR RT –
AG TORQUE BOX – RR LT –
AH BRACKET – CONTROL ARM MOUNTING RR LWR INR RT –
AH BRACKET – CONTROL ARM MOUNTING RR LWR INR LT –
AJ BRACKET – CONTROL ARM UPR –
AJ BRACKET – CONTROL ARM UPR –
AK NUT/WELD.HEX – NO.FIN –
AL REINF – RR RAIL RR –
AL REINF – RR RAIL RR –
AM REINF – SPRING MTG –
AM REINF – SPRING MTG –
AN BRACKET – COIL SPRING SEAT RT –
AN BRACKET – COIL SPRING SEAT LT –
AP RAIL – RR RAIL SHORT RR RT –
AP RAIL – RR RAIL SHORT RR LT –
AR BRACKET – SHOCK ABSORBER MOUNTING RR RT –
AR BRACKET – SHOCK ABSORBER MOUNTING RR LT –
AS REINF – SHOCK MOUNTING RR RT –
AS REINF – SHOCK MOUNTING RR LT –
AT SLEEVE – SUSPENSION –
AT SLEEVE – SUSPENSION –
AU SLEEVE – SHOCK & EXHAUST MTG –
AV SLEEVE – SUSPENSION –
AV SLEEVE – SUSPENSION –
AW TUBE – SPACER –
AX NUT/WELD.HEX.FLG – NIBS.NO.FIN – TRAILER HITCH ATTACH
AX NUT/WELD.HEX.FLG – NIBS.NO.FIN – TRAILER HITCH ATTACH

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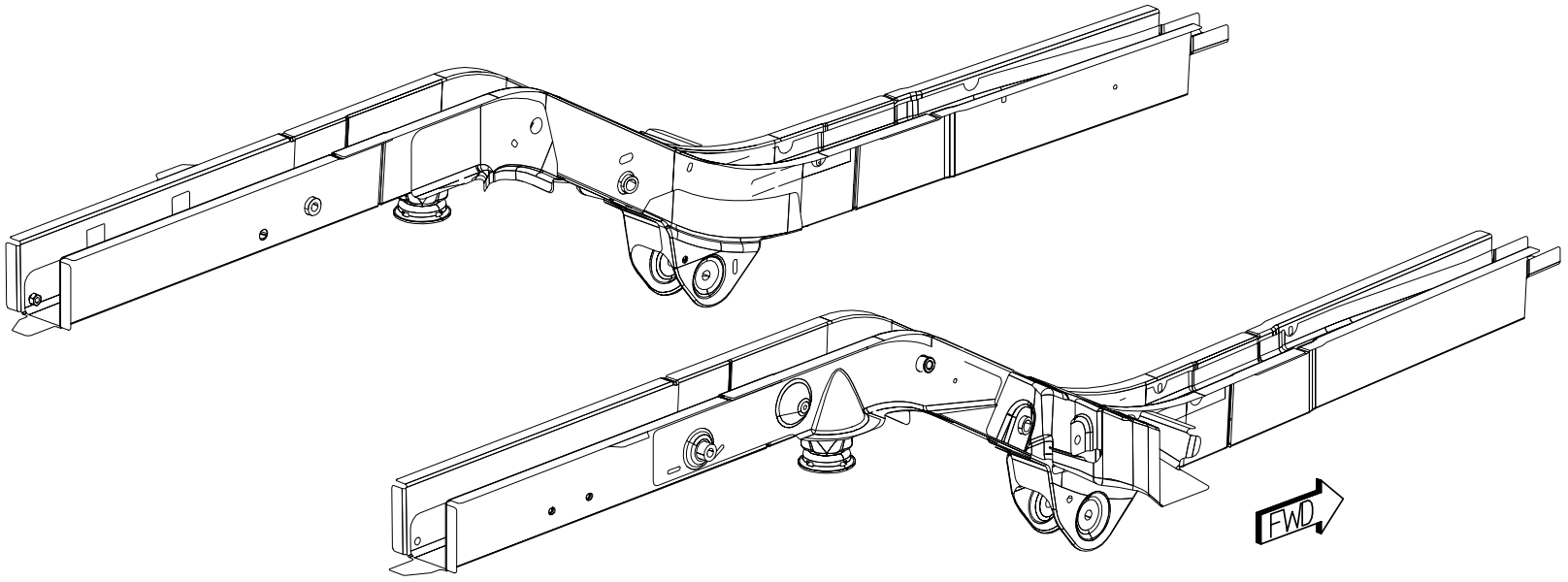
AA RAIL – RR RAIL FRT RT –
AA RAIL – RR RAIL FRT LT –
AB REINF – RR RAIL CTR –
AC RAIL – RR RT –
AC RAIL – RR LT –
AD NUT/WELD.HEX – NO.FIN – EXHAUST HANGER ATTACH
AD NUT/WELD.HEX – NO.FIN – EXHAUST HANGER ATTACH
AE NUT/WELD.HEX.FLG – NIBS.NO.FIN – TIRE WINCH ATTACH
AE NUT/WELD.HEX.FLG – NIBS.NO.FIN – FUEL TANK ATTACH
AE NUT/WELD.HEX.FLG – NIBS.NO.FIN – FUEL TANK ATTACH
AF BRACKET – CONTROL ARM MOUNTING RR LWR OTR RT –
AF BRACKET – CONTROL ARM MOUNTING RR LWR OTR LT –
AG TORQUE BOX – RR RT –
AG TORQUE BOX – RR LT –
AH BRACKET – CONTROL ARM MOUNTING RR LWR INR RT –
AH BRACKET – CONTROL ARM MOUNTING RR LWR INR LT –
AJ BRACKET – CONTROL ARM UPR –
AJ BRACKET – CONTROL ARM UPR –
AK NUT/WELD.HEX – NO.FIN –
AL REINF – RR RAIL RR –
AL REINF – RR RAIL RR –
AM REINF – SPRING MTG –
AM REINF – SPRING MTG –
AN BRACKET – COIL SPRING SEAT RT –
AN BRACKET – COIL SPRING SEAT LT –
AP RAIL – RR RAIL SHORT RR RT –
AP RAIL – RR RAIL SHORT RR LT –
AR BRACKET – SHOCK ABSORBER MOUNTING RR RT –
AR BRACKET – SHOCK ABSORBER MOUNTING RR LT –
AS REINF – SHOCK MOUNTING RR RT –
AS REINF – SHOCK MOUNTING RR LT –
AT SLEEVE – SUSPENSION –
AT SLEEVE – SUSPENSION –
AU SLEEVE – SHOCK & EXHAUST MTG –
AV SLEEVE – SUSPENSION –
AV SLEEVE – SUSPENSION –
AW TUBE – SPACER –
AX NUT/WELD.HEX.FLG – NIBS.NO.FIN – TRAILER HITCH ATTACH
AX NUT/WELD.HEX.FLG – NIBS.NO.FIN – TRAILER HITCH ATTACH



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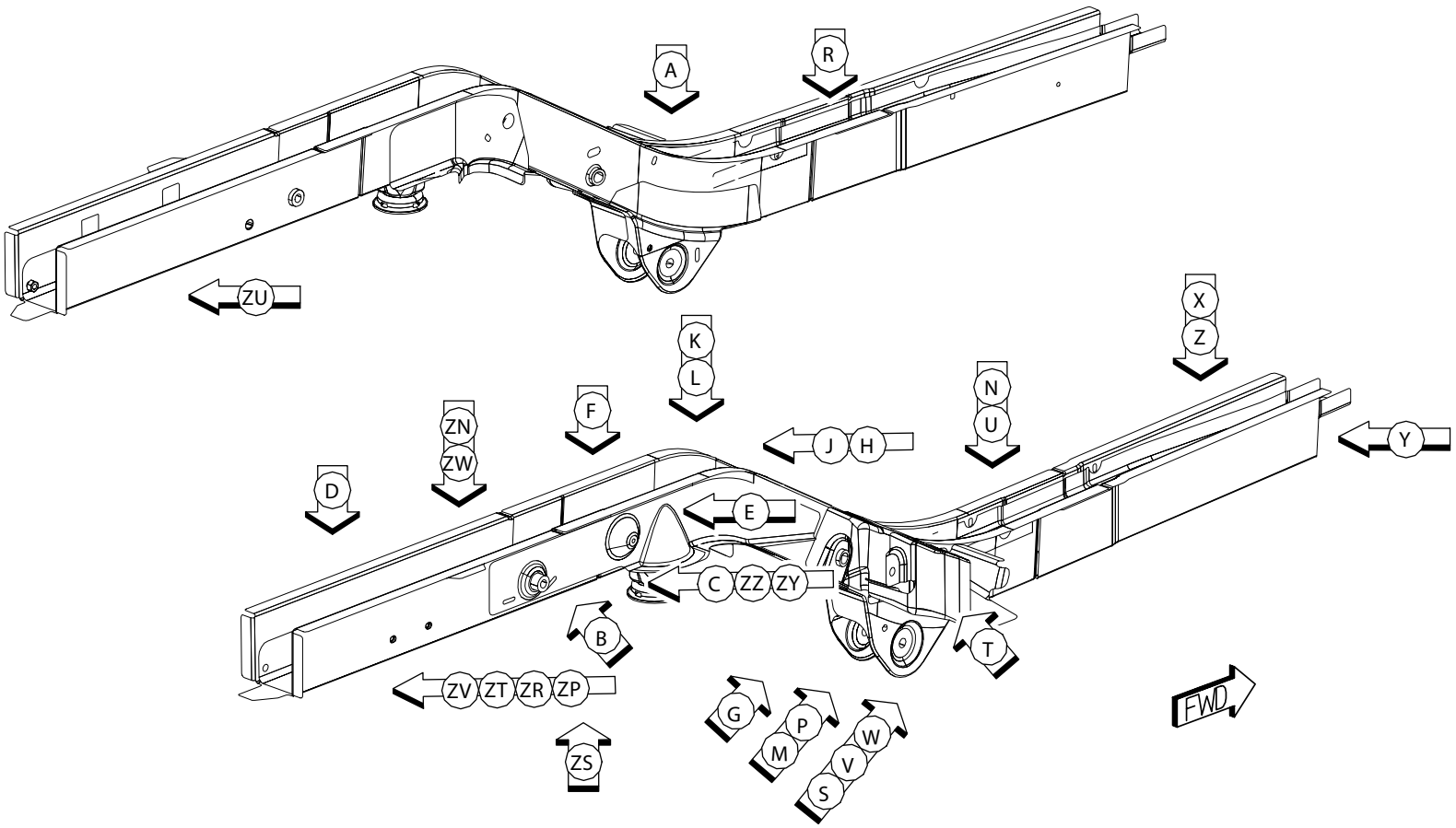
WELD LAYOUT LOCATION GUIDE



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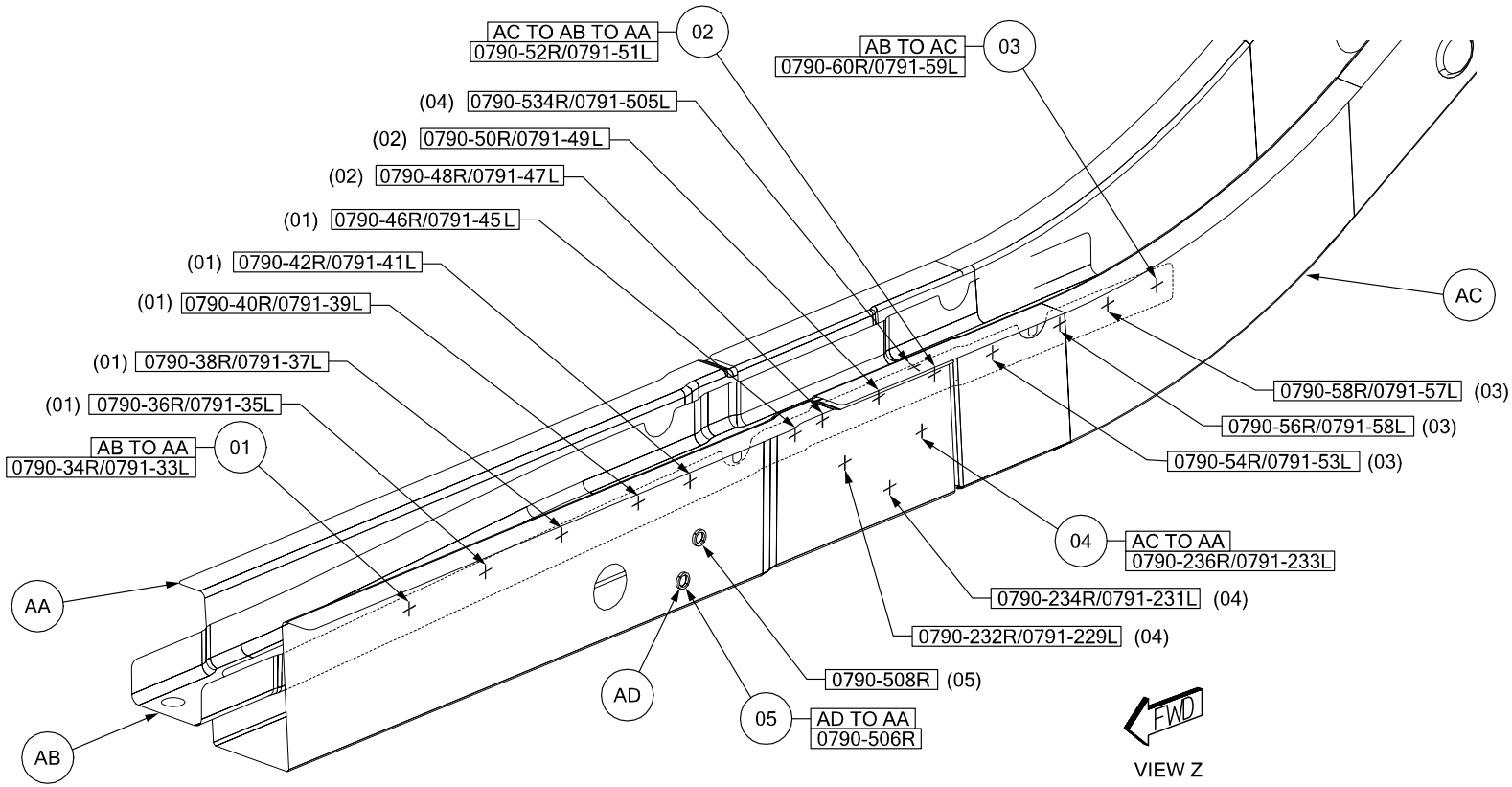
01 AB TO AA 6/SD S/WELDS (ORD)
02 AC TO AB TO AA 3/SD S/WELDS (ORD)
03 AB TO AC 4/SD S/WELDS (ORD)
04 AC TO AA 4/SD S/WELDS (ORD)
05 AD TO AA 2 PROJ WELDS (ORD)



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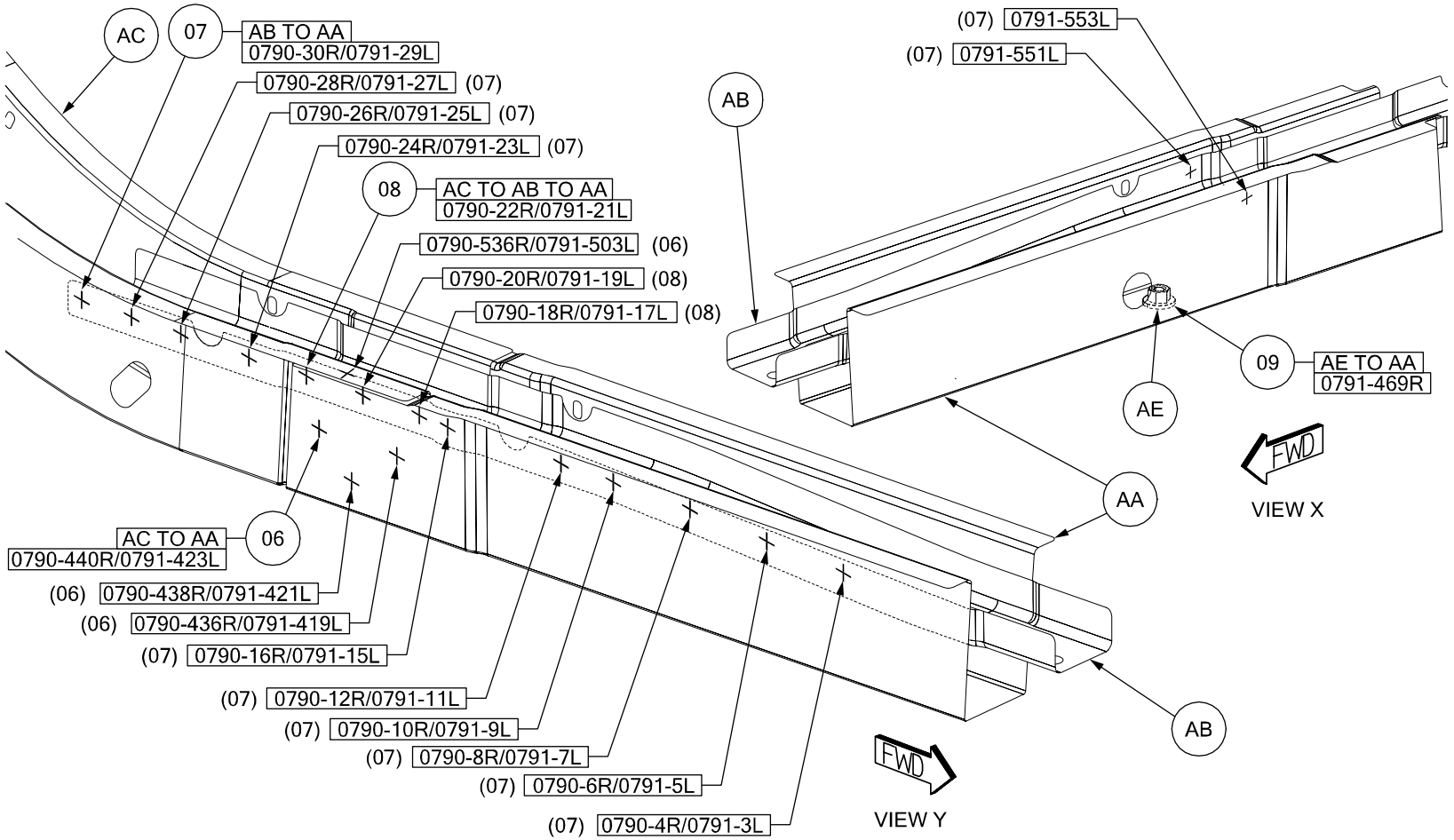
06 AC TO AA 4/SD S/WELDS (ORD)
07 AB TO AA 12/SD S/WELDS (ORD)
08 AC TO AB TO AA 3/SD S/WELDS (ORD)
09 AE TO AA 1R PROJ WELD (ORD)



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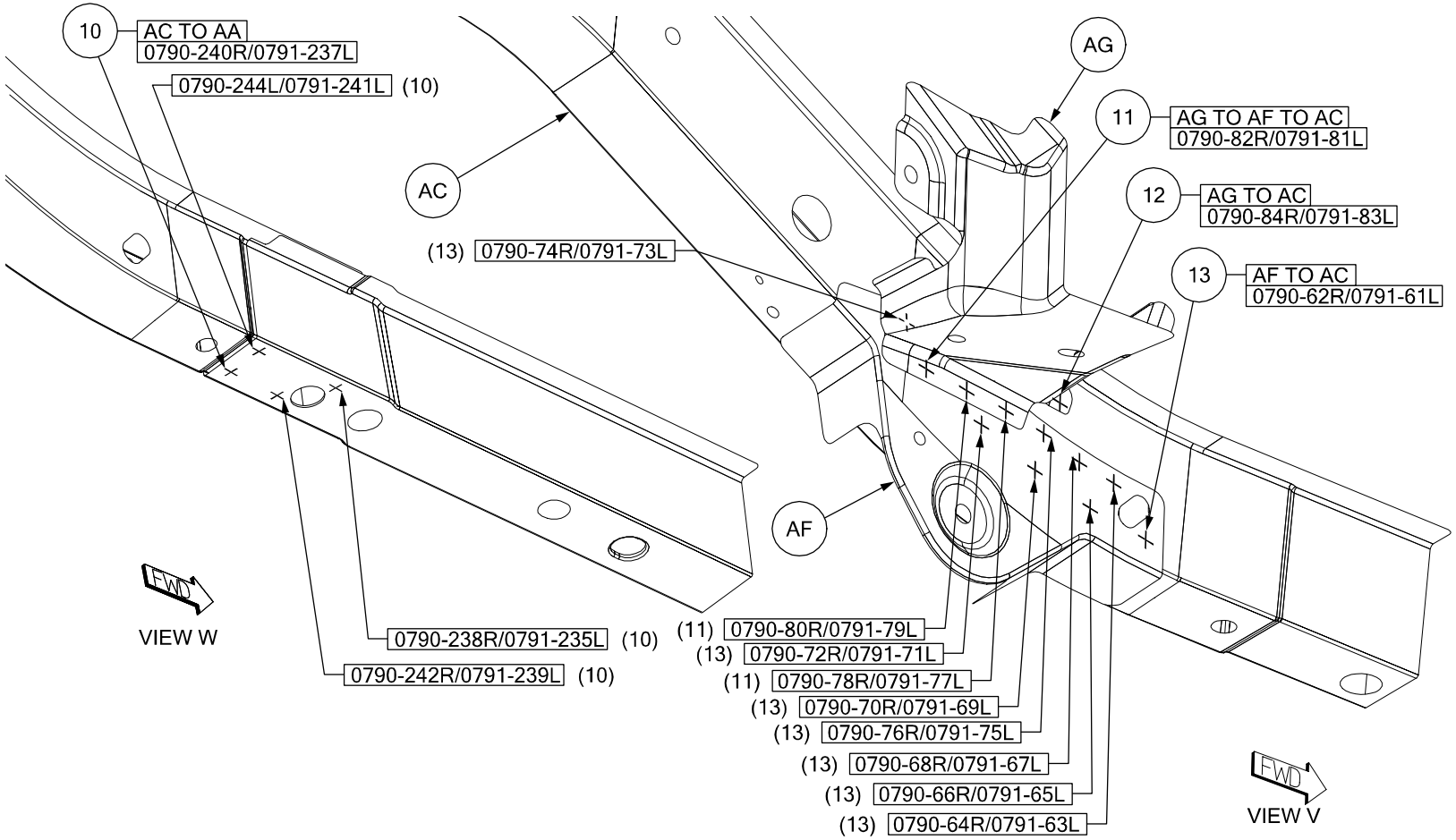
10 AC TO AA 4/SD S/WELDS (ORD)
11 AG TO AF TO AC 3/SD S/WELDS (ORD)
12 AG TO AC 1/SD W/WELD (ORD)
13 AF TO AC 8/SD S/WELDS (ORD)



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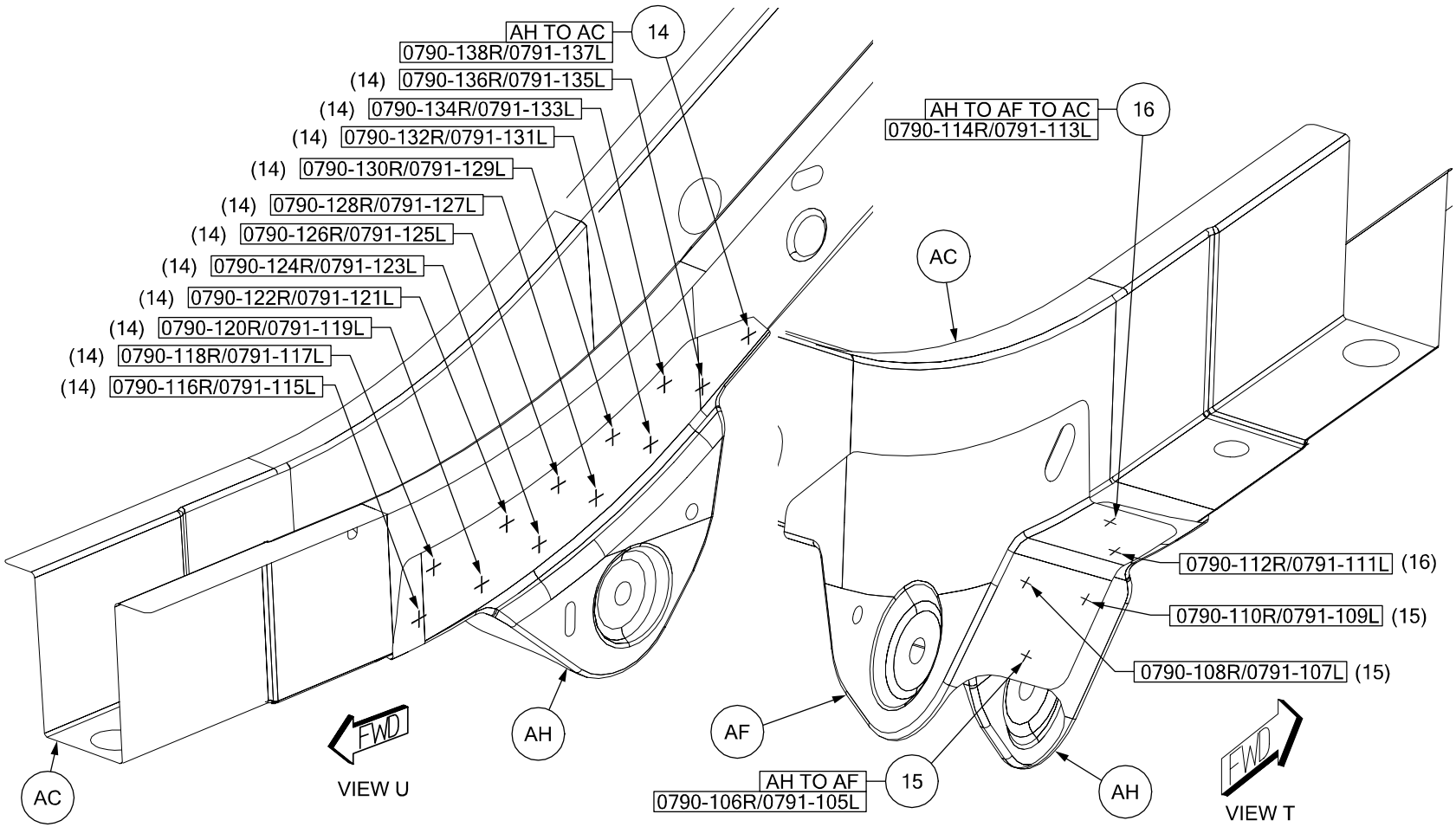
14 AH TO AC 12/SD S/WELDS (ORD)
15 AH TO AF 3/SD S/WELDS (ORD)
16 AH TO AF TO AC 2/SD S/WELDS (ORD)



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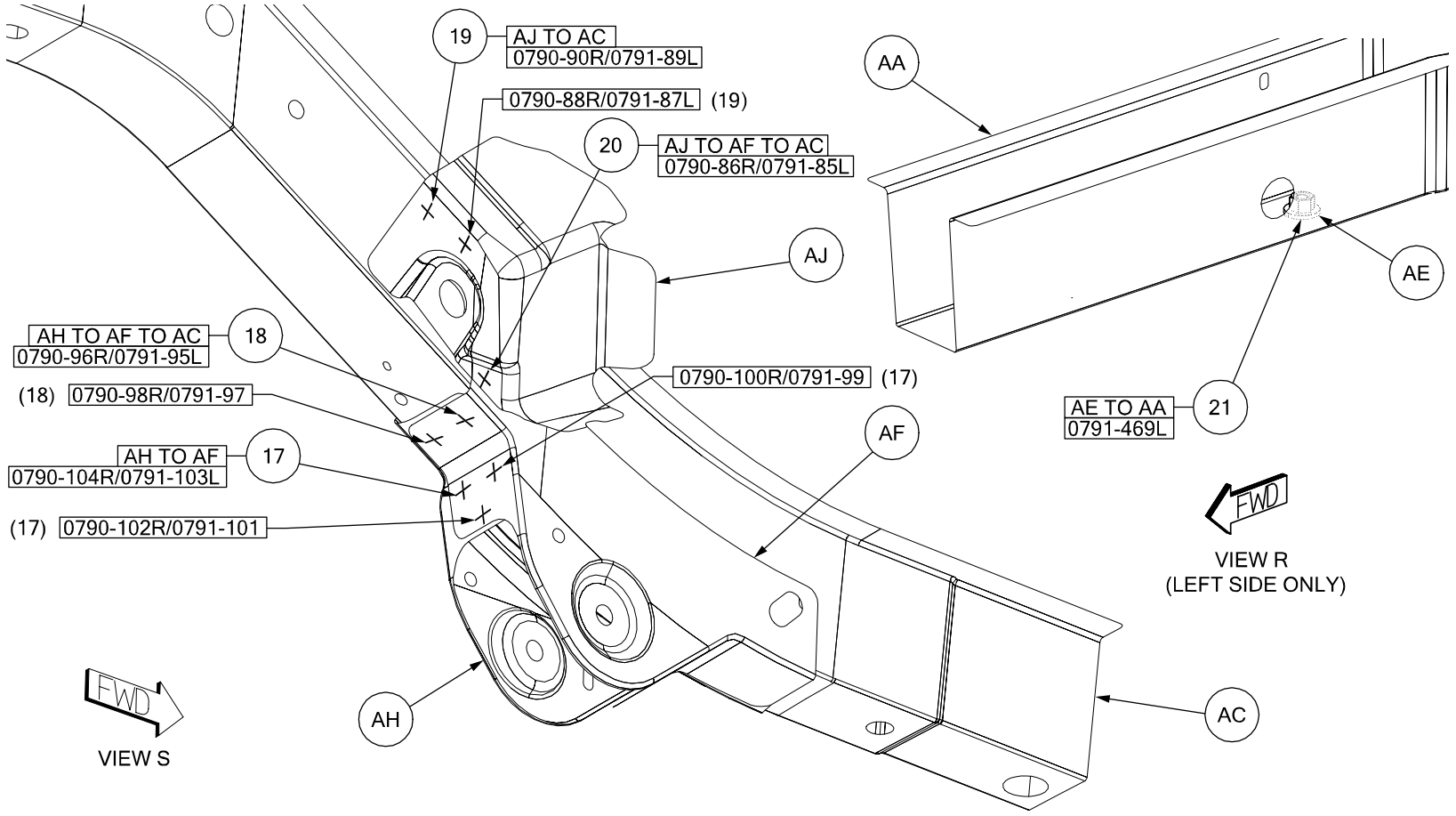
17 AH TO AF 3/SD S/WELDS (ORD)
18 AH TO AF TO AC 2/SD S/WELDS (ORD)
19 AJ TO AC 2/SD S/WELDS (ORD)
20 AJ TO AF TO AC 1/SD S/WELDS (ORD)
21 AE TO AA 1 PROJ WELD



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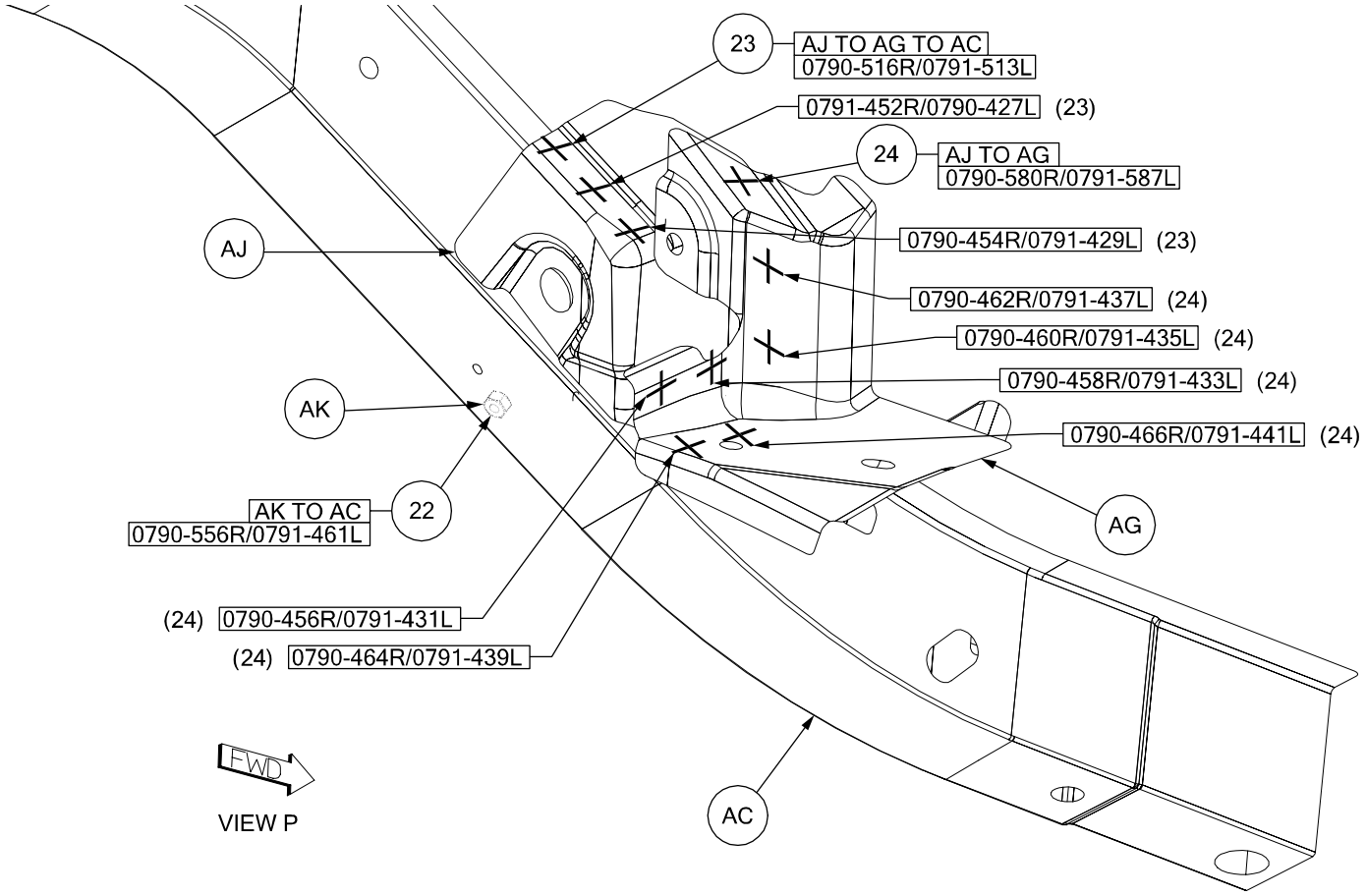
22 AK TO AC 1 PROJ WLED
23 AJ TO AG TO AC 3/SD S/WELDS (ORD)
24 AJ TO AG 6/SD S/WELDS (ORD)



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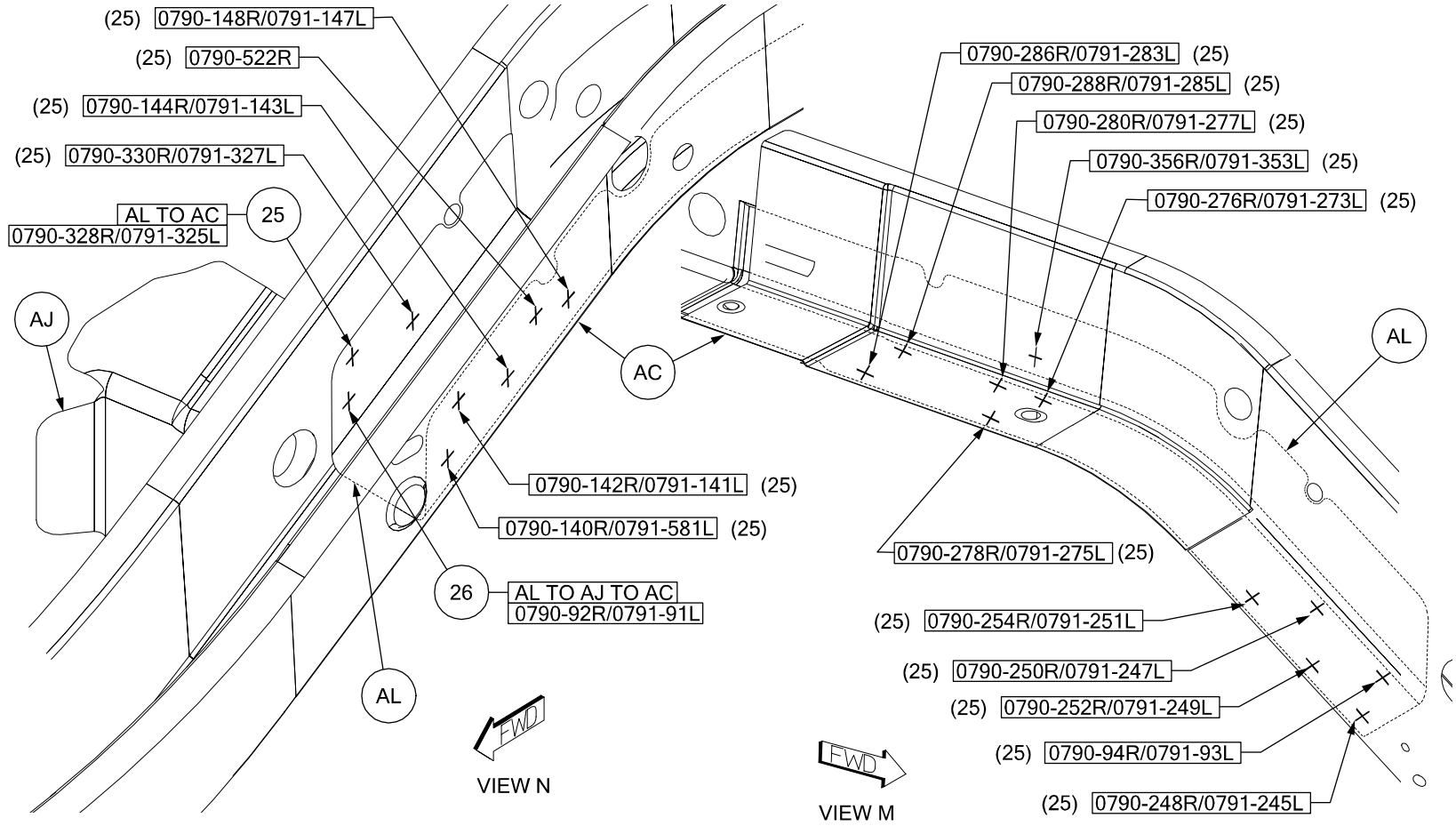
25 AL TO AC 18/SD S/WELDS (ORD)
26 AL TO AJ TO AC 1/SD S/WELD (ORD)



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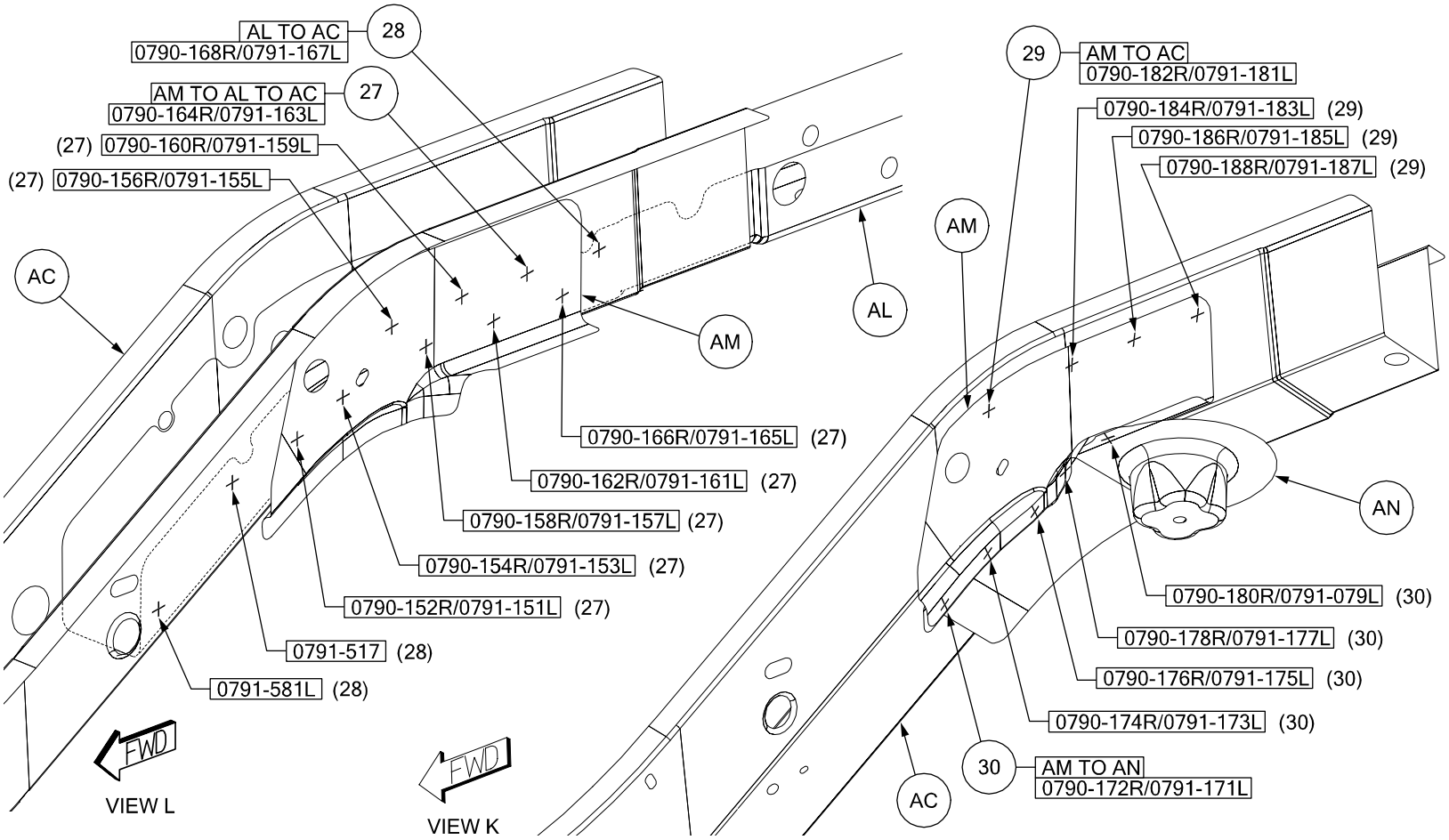
27 AM TO AL TO AC 8/SD S/WELDS (ORD)
28 AL TO AC 3/SD S/WELDS (ORD)
29 AM TO AC 4/SD S/WELDS (ORD)
30 AM TO AN 5/SD S/WELDS (ORD)



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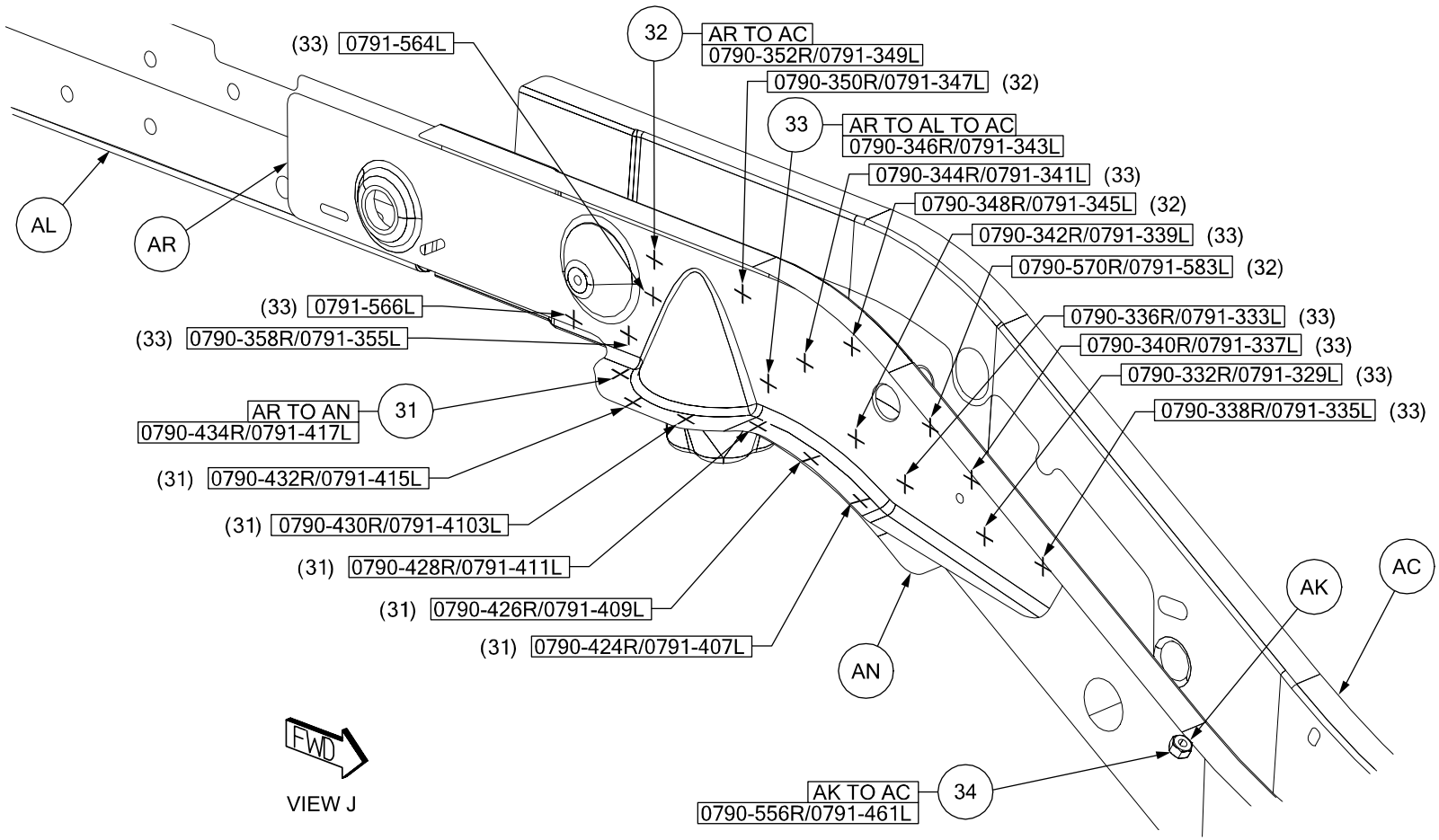
31 AR TO AN 6/SD S/WELDS (ORD)
32 AR TO AC 4/SD S/WELDS (ORD)
33 AR TO AL TO AC 9/SD S/WELDS (ORD)
34 AK TO AC 1 PROJ WELD



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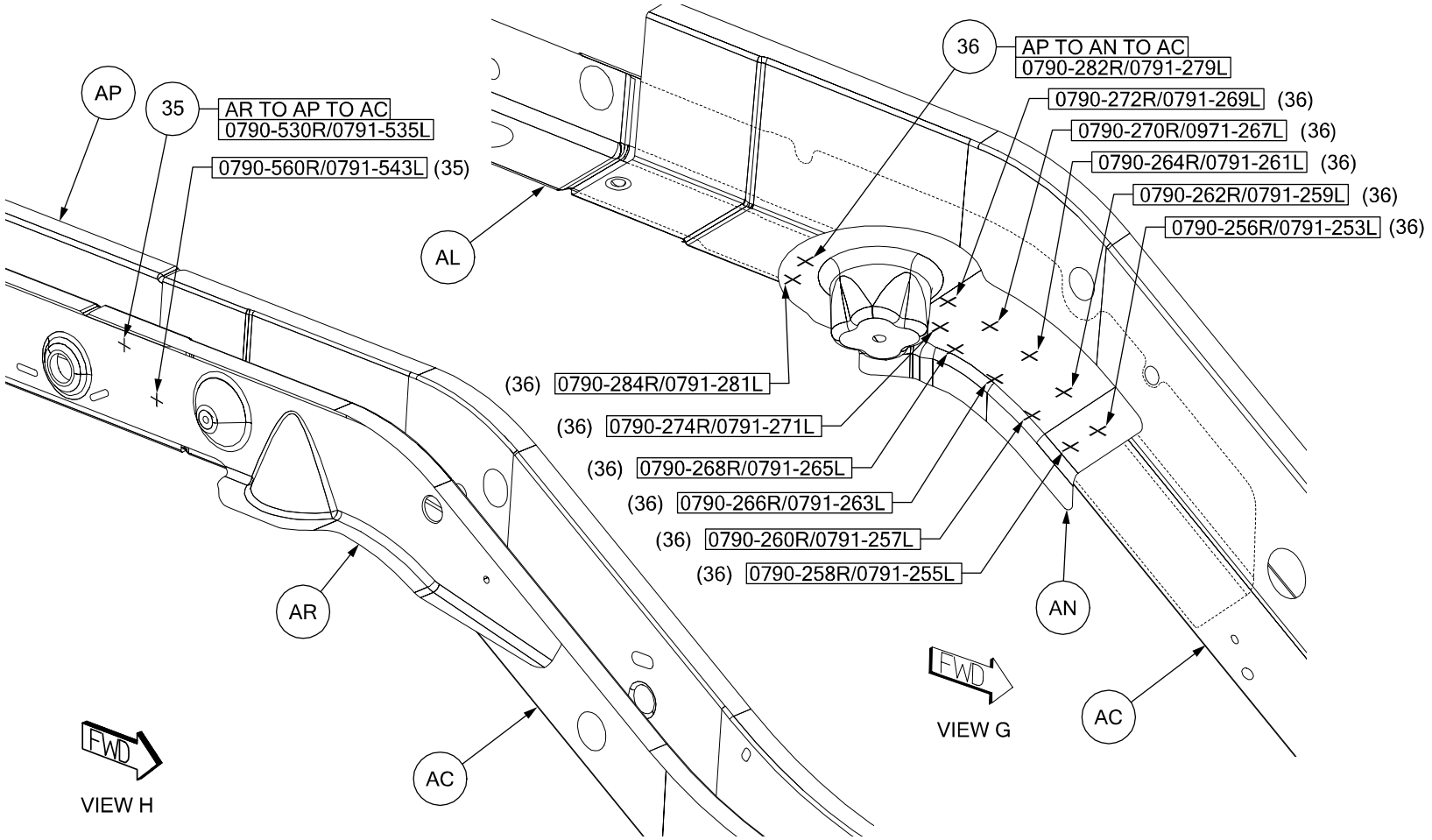
35 AR TO AP TO AC 2/SD S/WELDS (ORD)
36 AP TO AN TO AC 12/SD S/WELDS (ORD)



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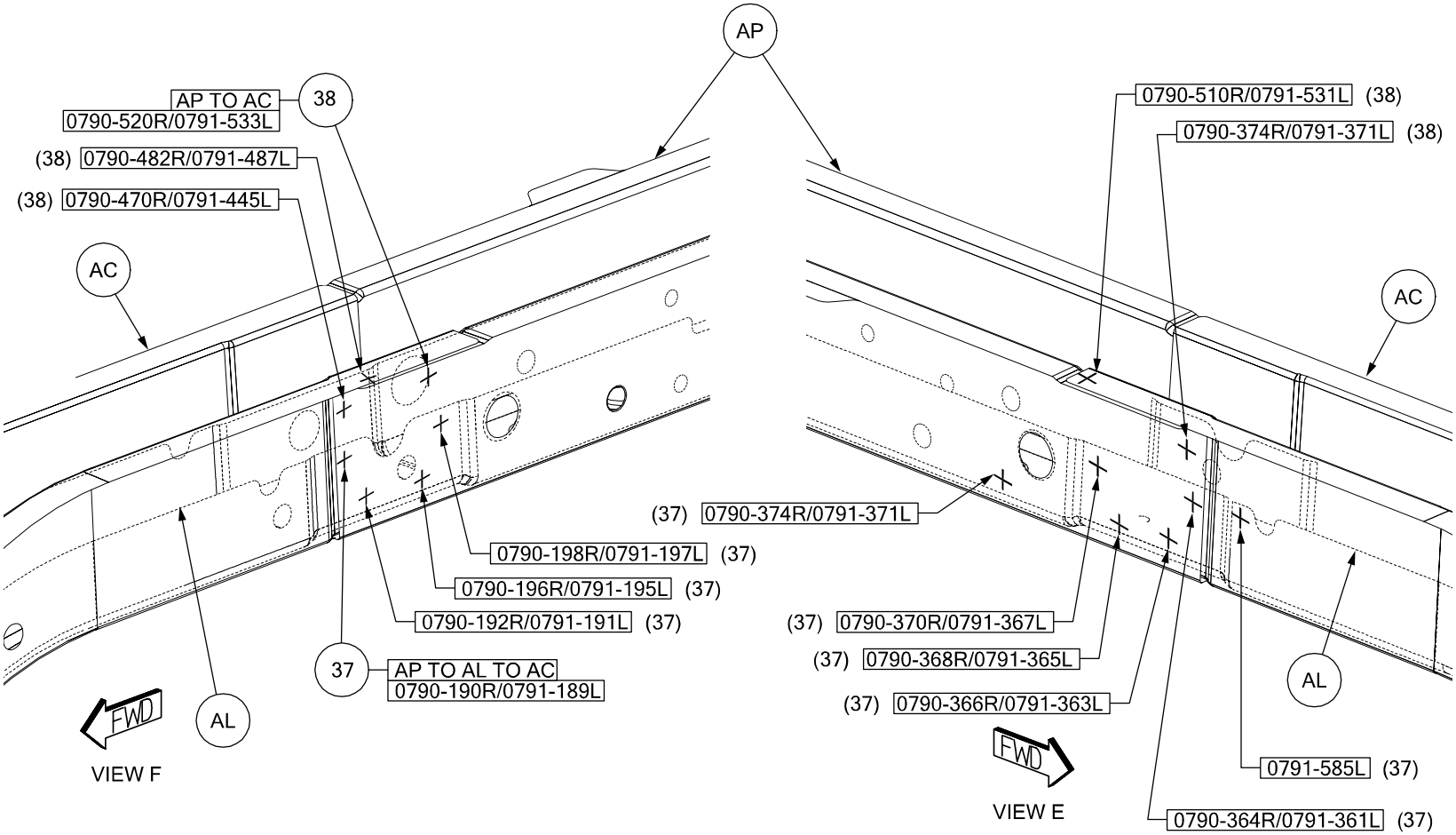
37 AP TO AL TO AC 10/SD S/WELDS (ORD)
38 AP TO AC 5/SD S/WELDS (ORD)



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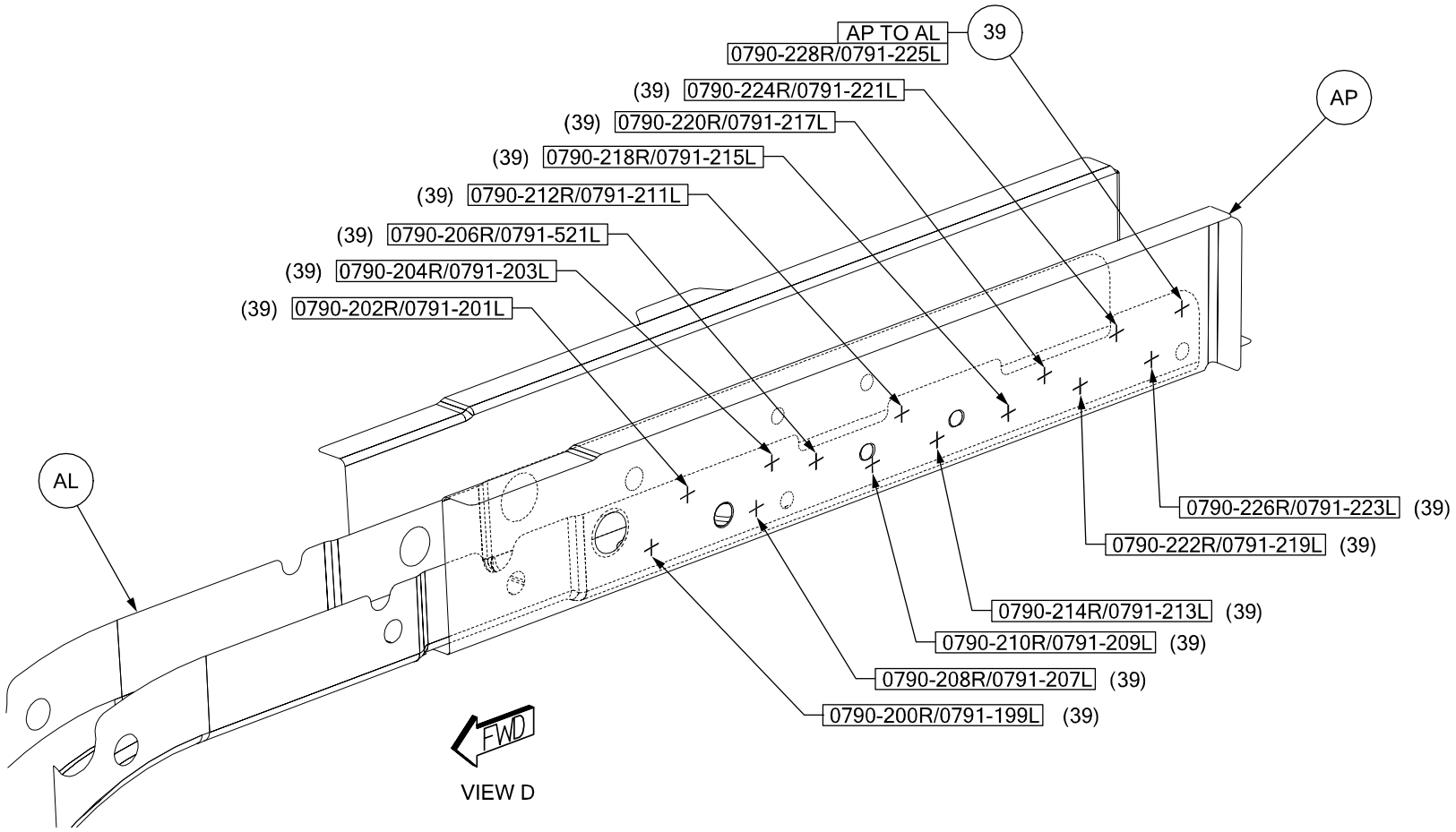
39 AP TO AL 14/SD S/WELDS (ORD)



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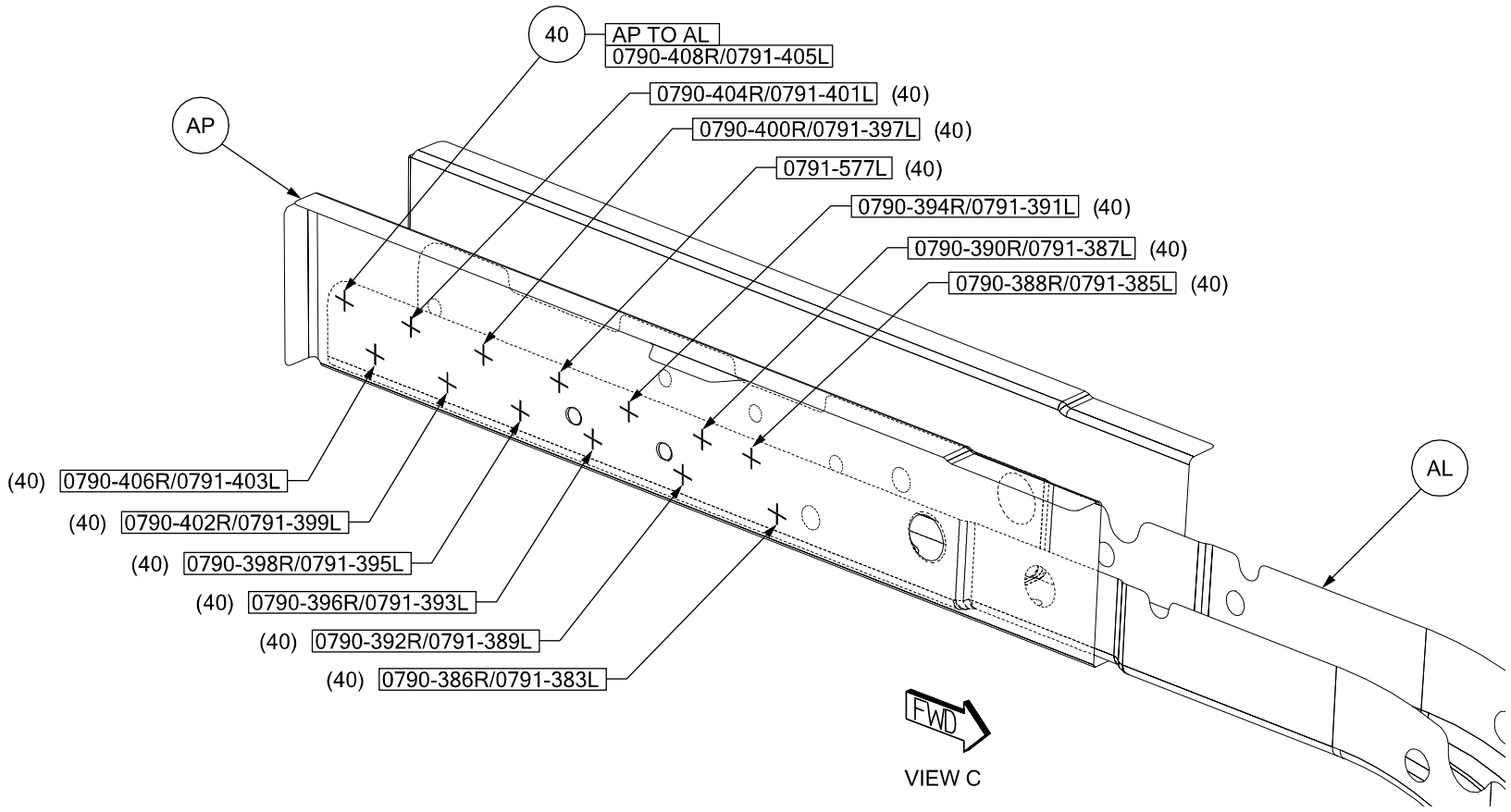
40 AP TO AL 12R/13L S/WELDS (ORD)



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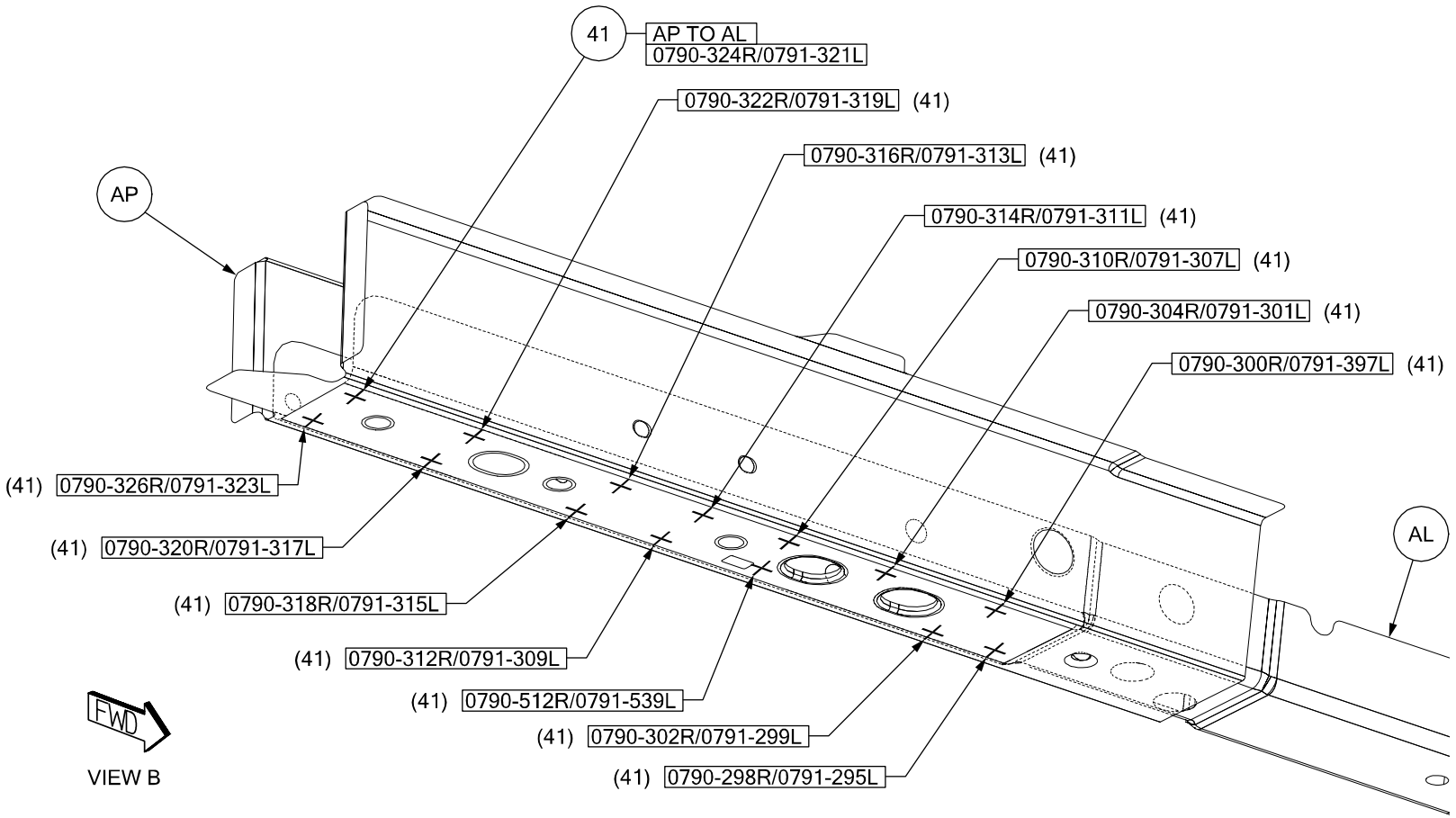
41 AP TO AL 14/SD S/WELDS (ORD)



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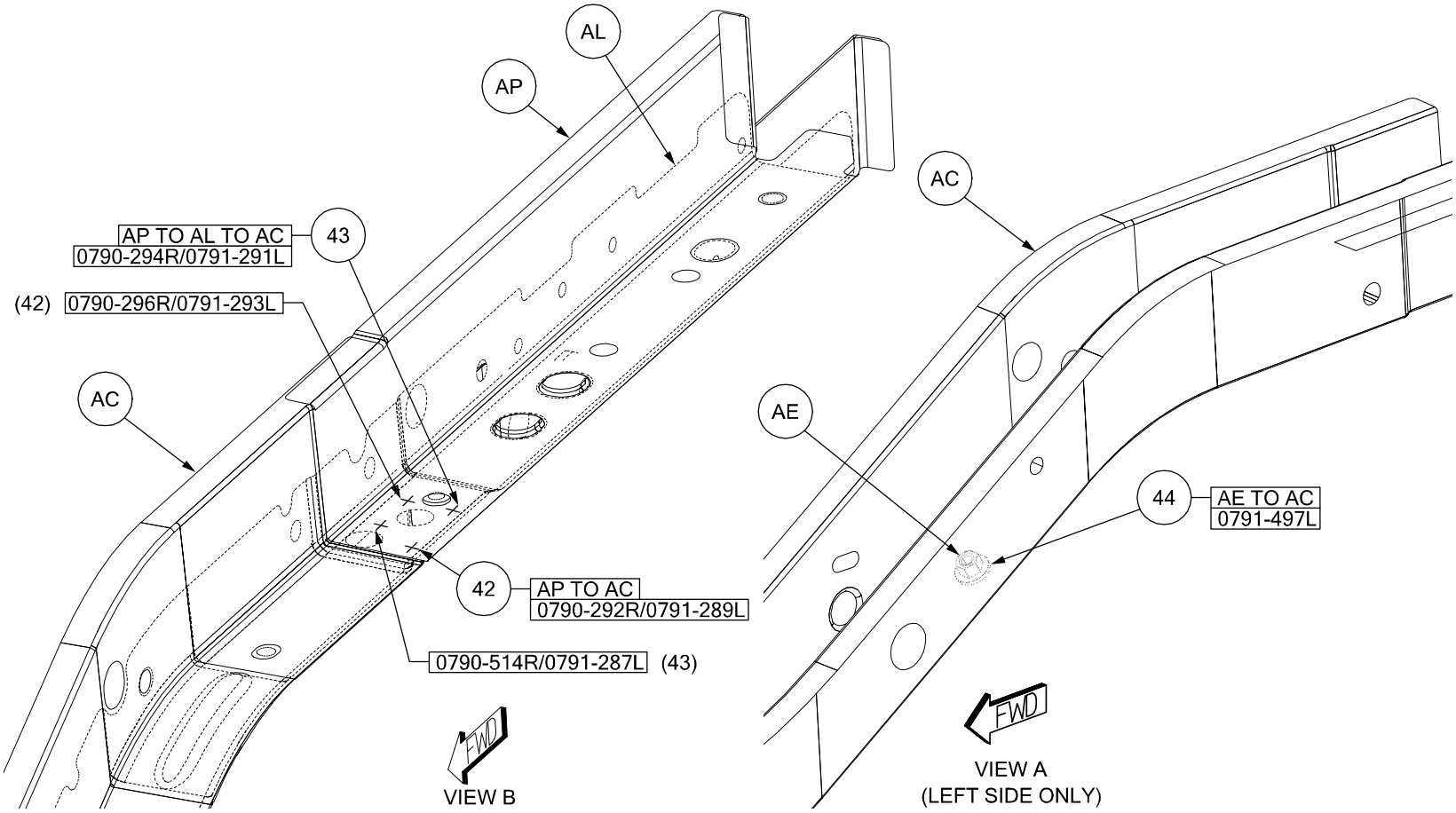
42 AP TO AC 2/SD S/WELDS (ORD)
43 AP TO AL TO AC 2/SD S/WELDS (ORD)
44 AE TO AC 1 PROJ WELD



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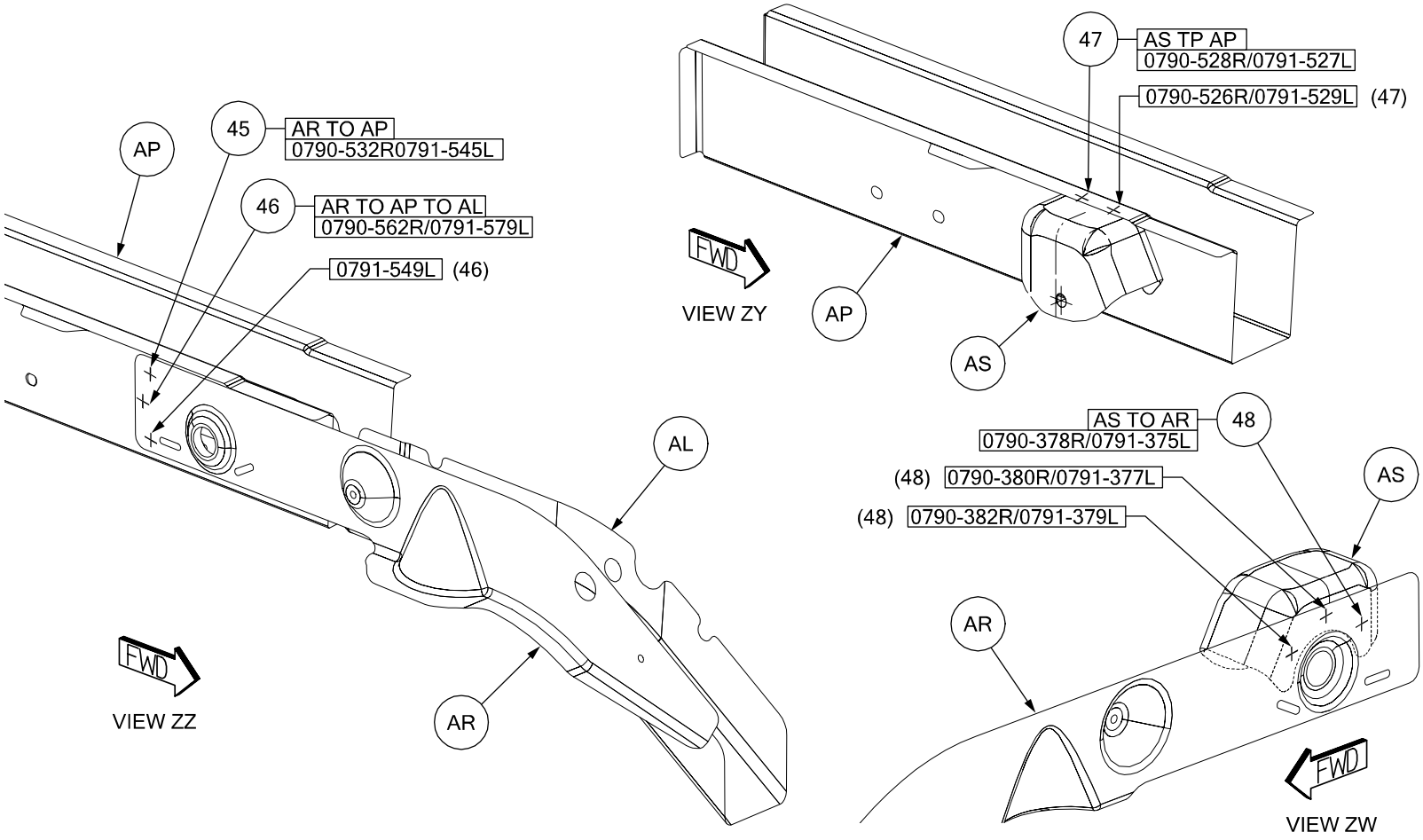
45 AR TO AP 1/SD S/WELD (ORD)
46 AR TO AP TO AL 2/SD S/WELDS (ORD)
47 AS TO AP 2/SD S/WELDS (ORD)
48 AS TO AR 3/SD S/WELDS (ORD)



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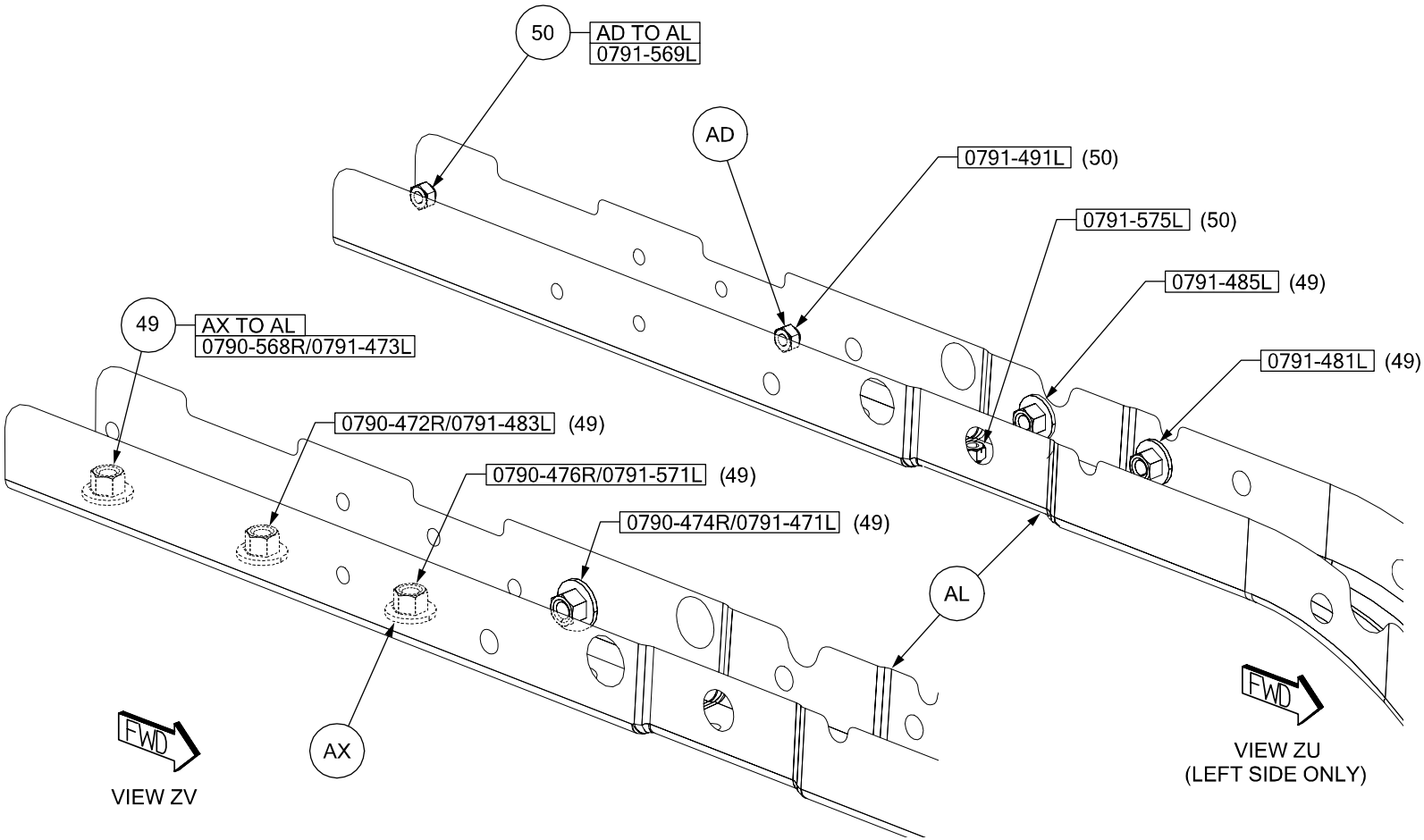
49 AX TO AL 4R/6L PROJ WELDS
50 AD TO AL 3L PROJ WELDS



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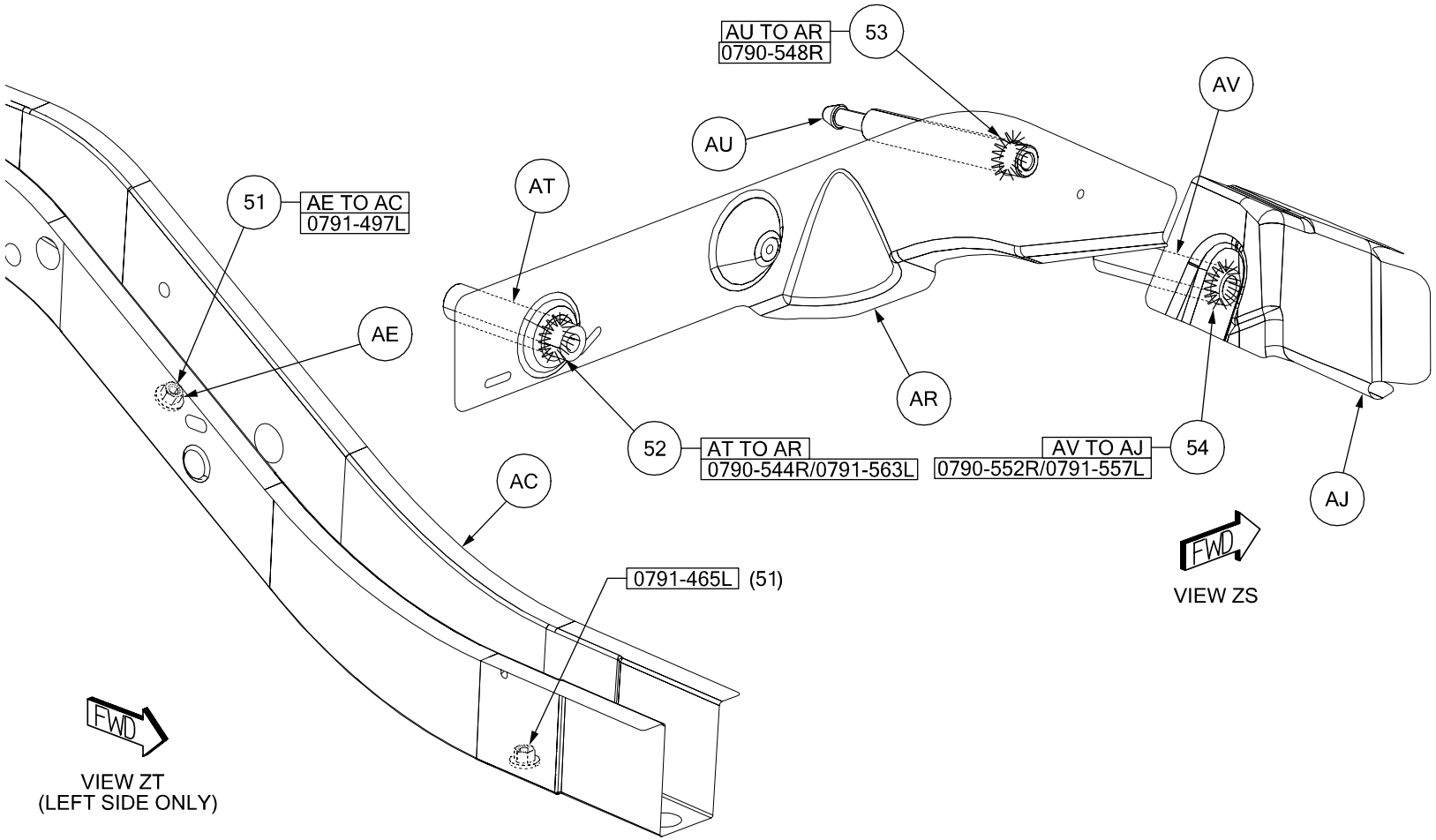
51 AE TO AC 2 PROJ WELDS
52 AT TO AR 1 FCAW
53 AU TO AR 1 FCAW
54 AV TO AJ 1 FCAW



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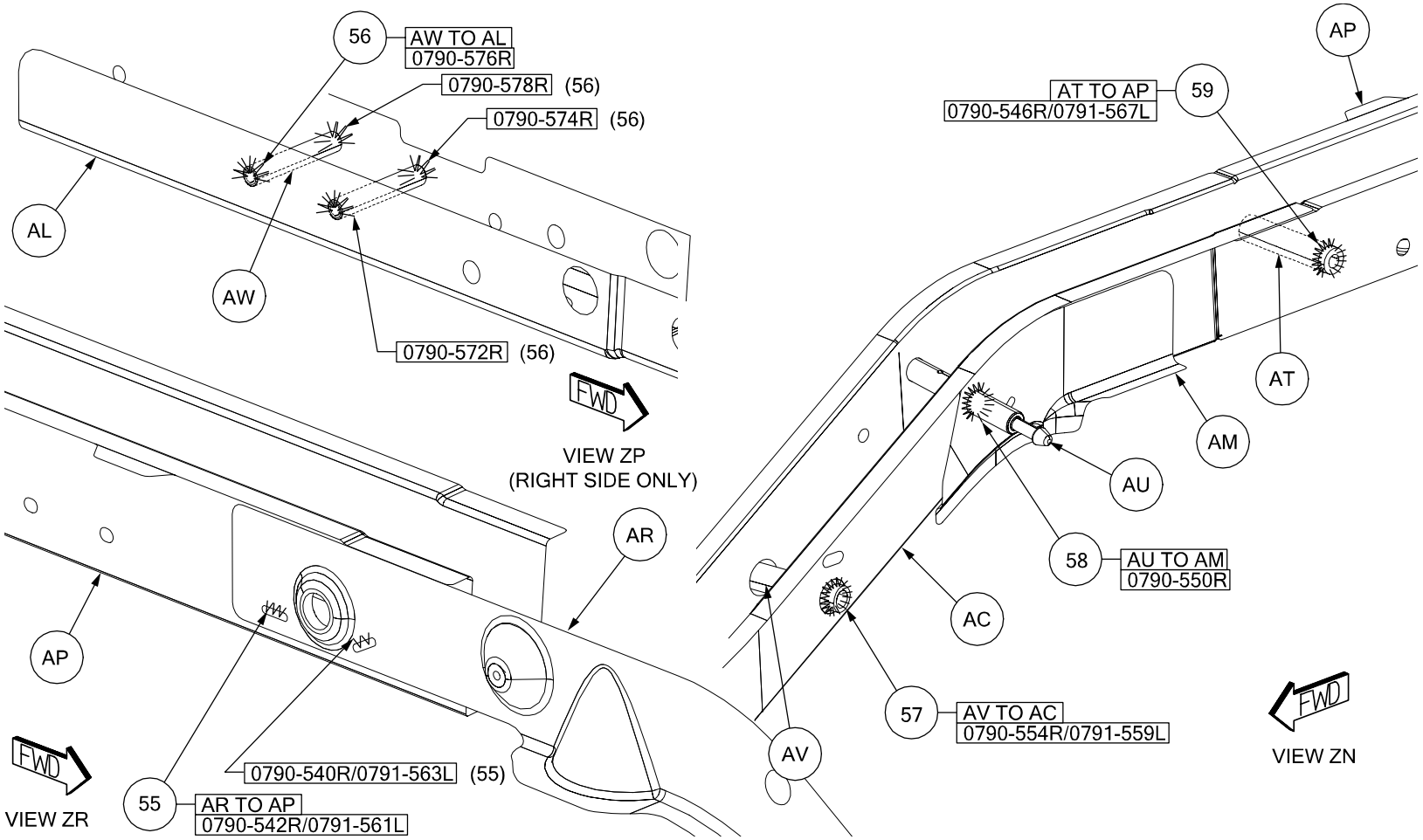
55 AR TO AP 2 FCAW
56 AW TO AL 4 FCAW
57 AV TO AC 1 FCAW
58 AU TO AM 1 FCAW
59 AT TO AP 1 FCAW



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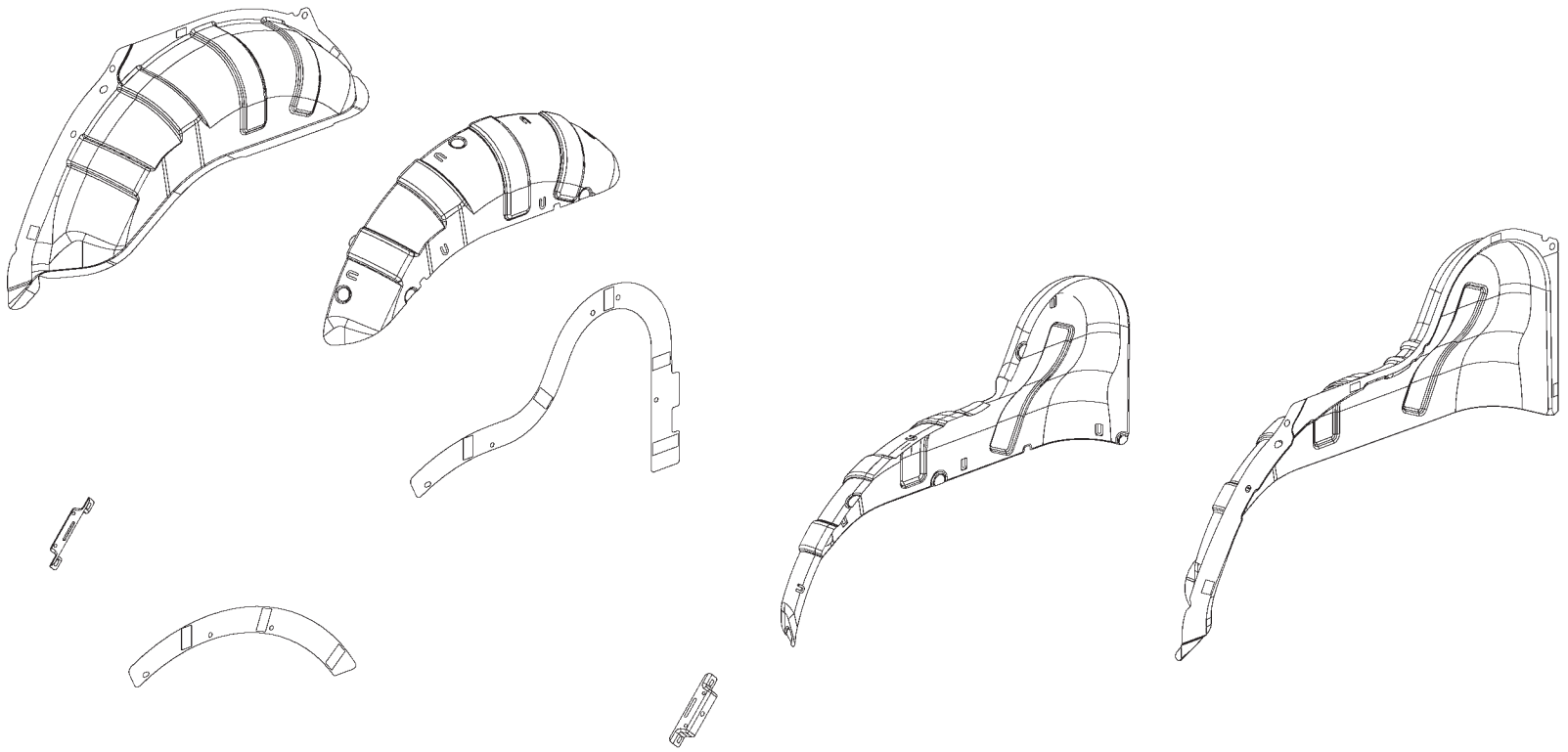
JEEP LIBERTY REAR WHEELHOUSE SECTION



AA	PANEL – RR WHEELHOUSE INR RT –
AA	PANEL – RR WHEELHOUSE INR LT –
AB	PATCH – RR WHEELHOUSE INR RT –
AB	PATCH – RR WHEELHOUSE INR LT –
AC	EXTENSION – RR WHEELHOUSE INR RT –
AC	EXTENSION – RR WHEELHOUSE INR LT –
AD	BRACKET – WHEELHOUSE TRIM INR –
AD	BRACKET – WHEELHOUSE TRIM INR –

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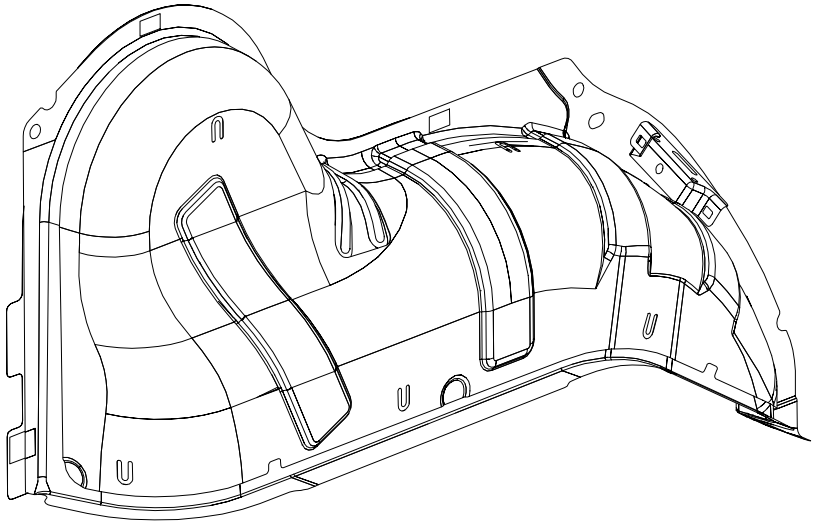
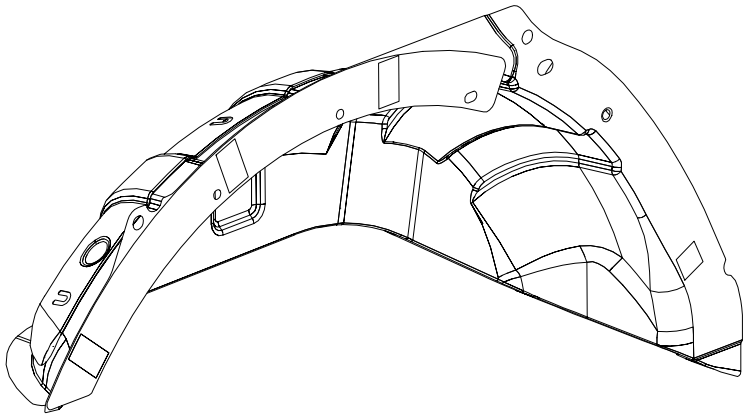
PARTS IDENTIFICATION LEGEND, OVERVIEW 12

AA PANEL – RR WHEELHOUSE INR RT –
AA PANEL – RR WHEELHOUSE INR LT –
AB PATCH – RR WHEELHOUSE INR RT –
AB PATCH – RR WHEELHOUSE INR LT –
AC EXTENSION – RR WHEELHOUSE INR RT –
AC EXTENSION – RR WHEELHOUSE INR LT –
AD BRACKET – WHEELHOUSE TRIM INR –
AD BRACKET – WHEELHOUSE TRIM INR –





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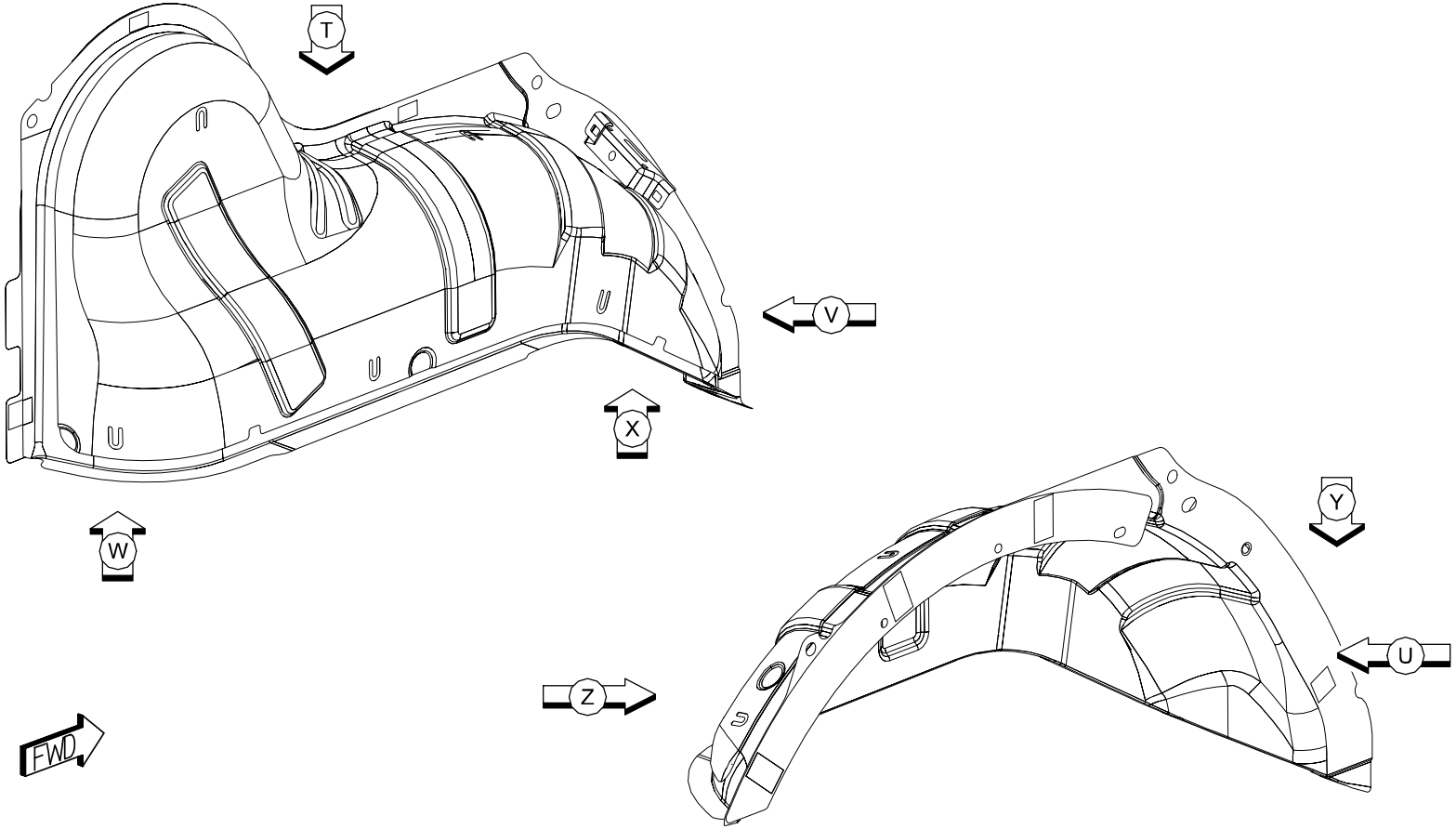
WELD LAYOUT LOCATION GUIDE



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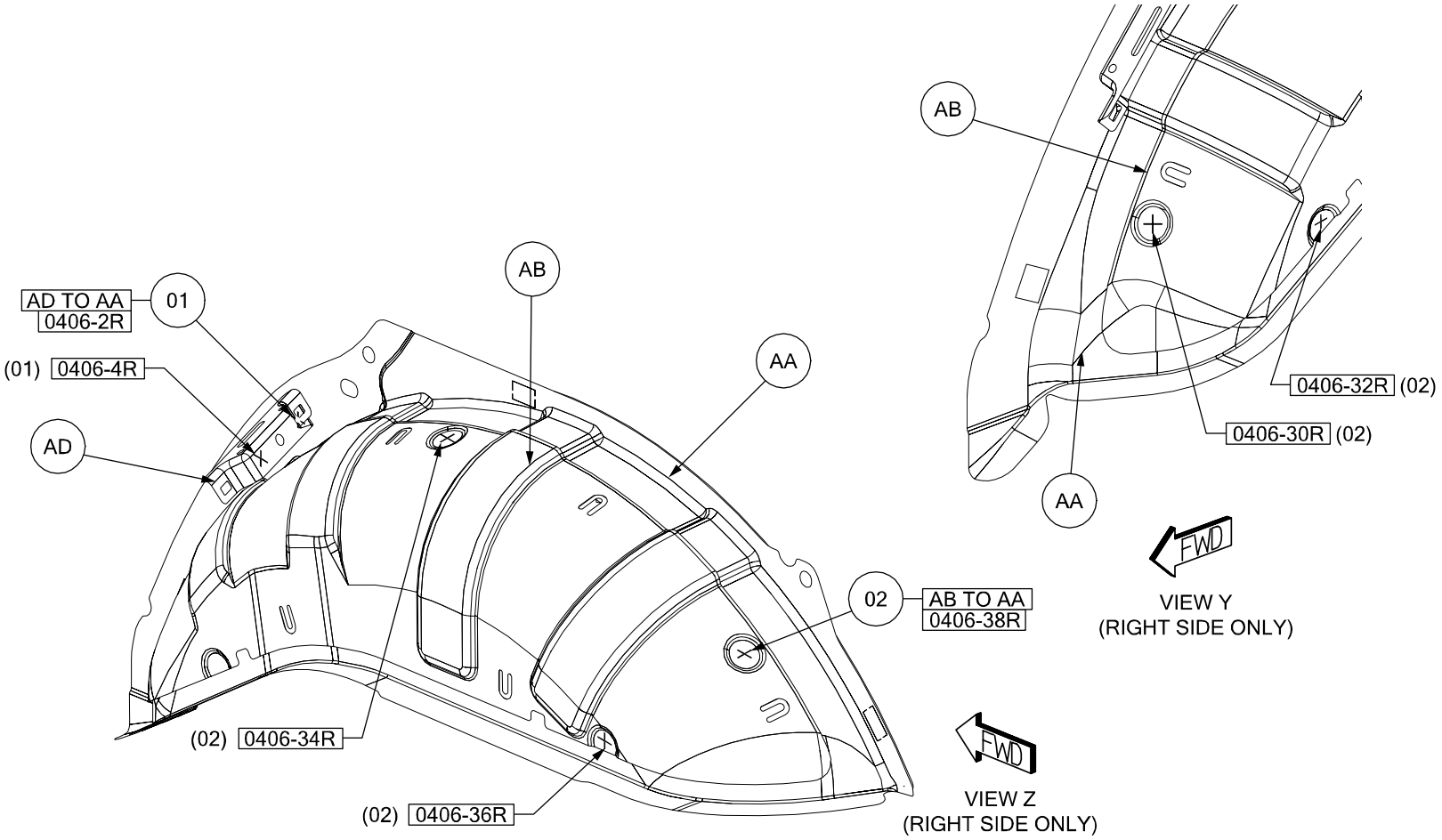
01 AD TO AA 2R S/WELDS (ORD)
02 AB TO AA 5R S/WELDS (ORD)



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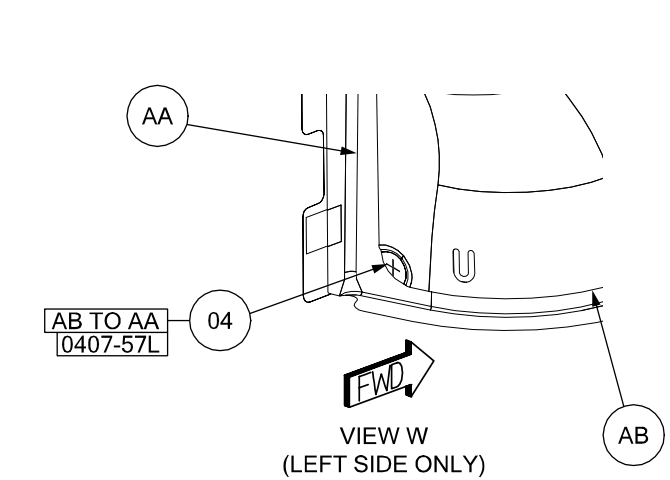
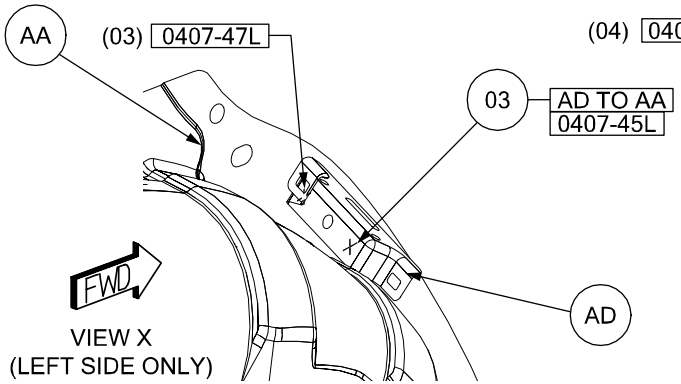
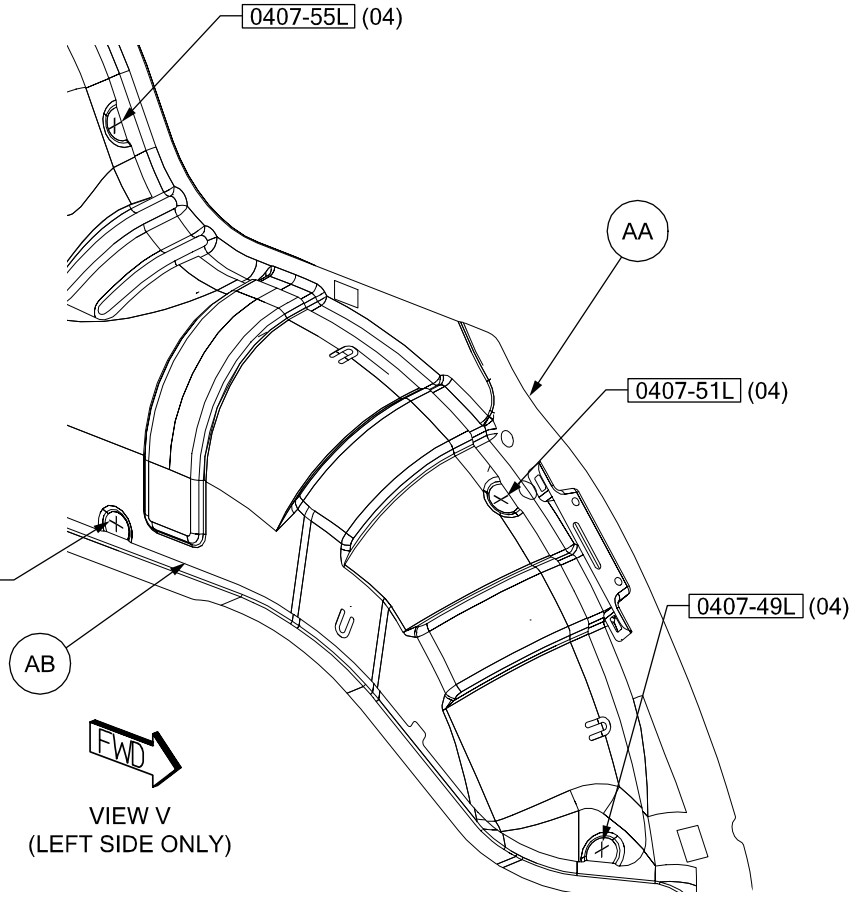
03 AD TO AA 2L S/WELDS (ORD)
04 AB TO AA 5L S/WELDS (ORD)



VIEW W
(LEFT SIDE ONLY)



VIEW X
(LEFT SIDE ONLY)



VIEW V
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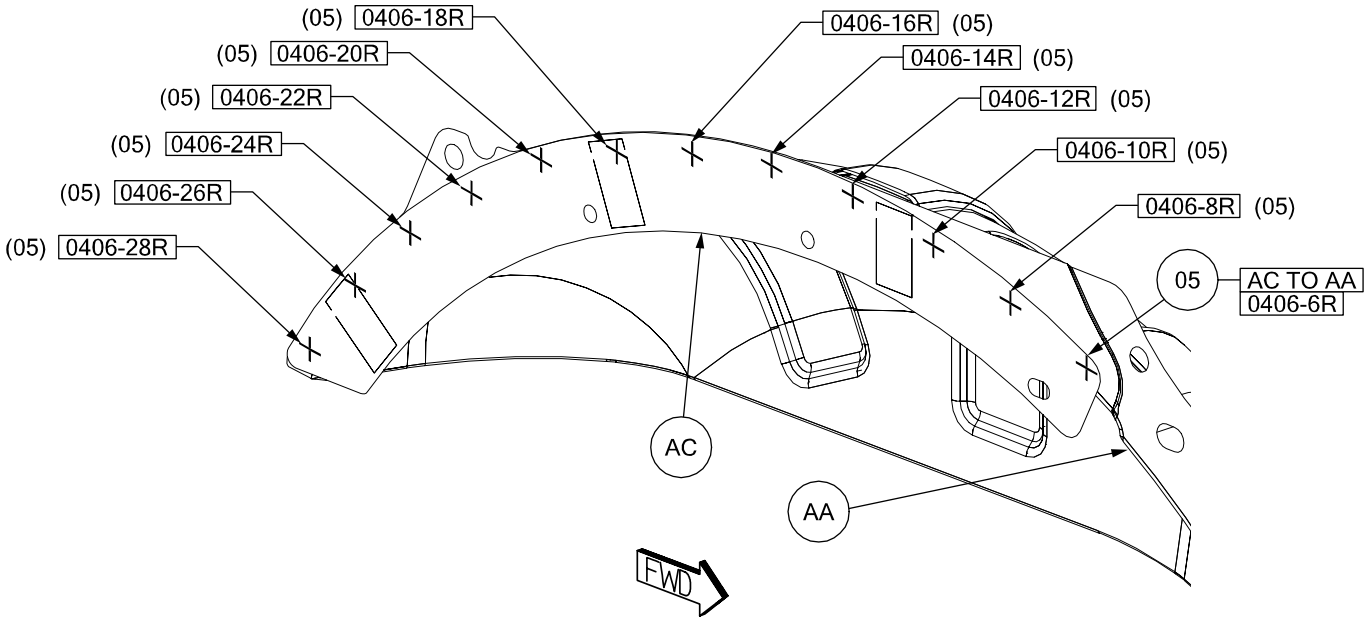
05 AC TO AA 12R S/WELDS (ORD)



VIEW U
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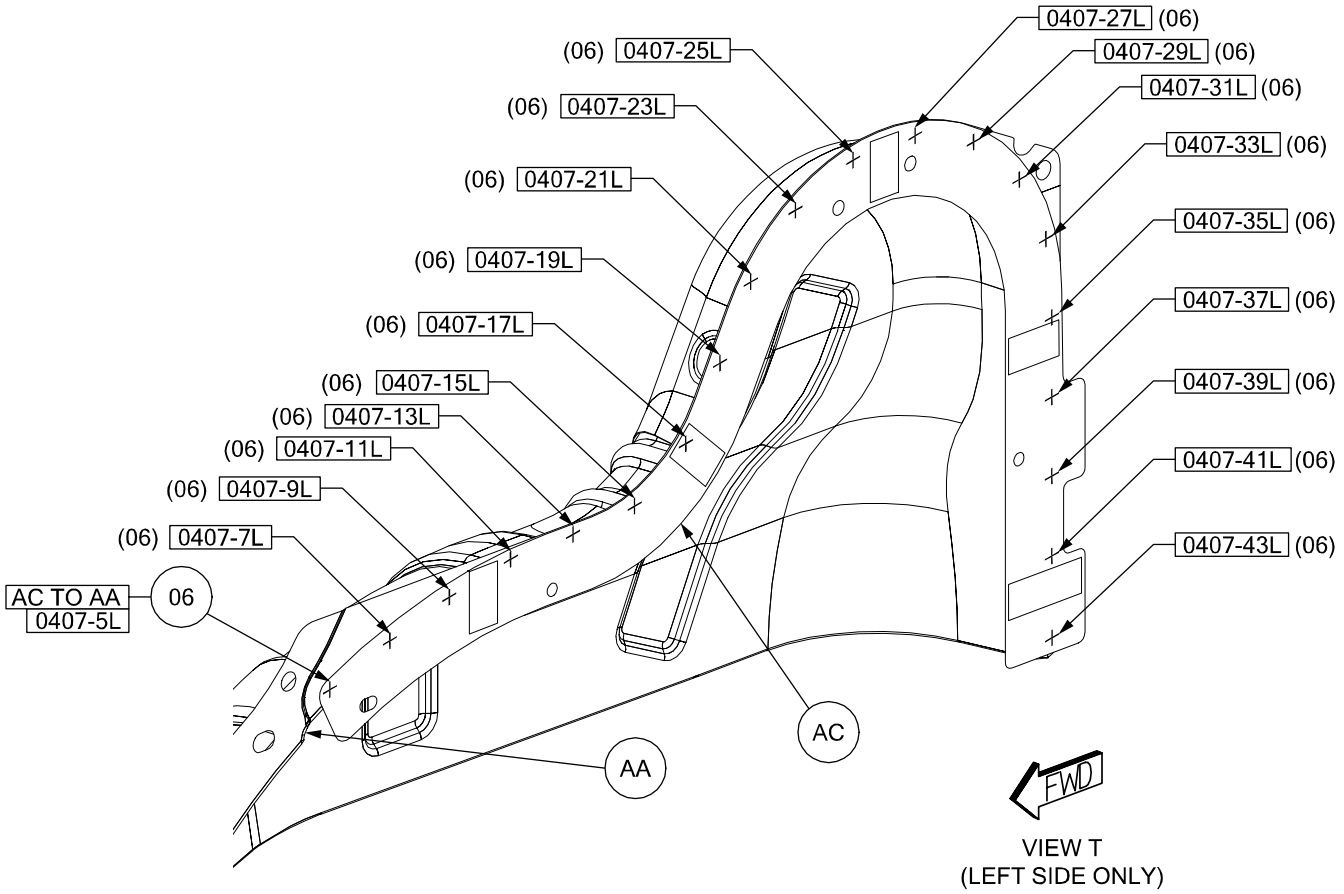
06 AC TO AA 20L S/WELDS (ORD)



VIEW T
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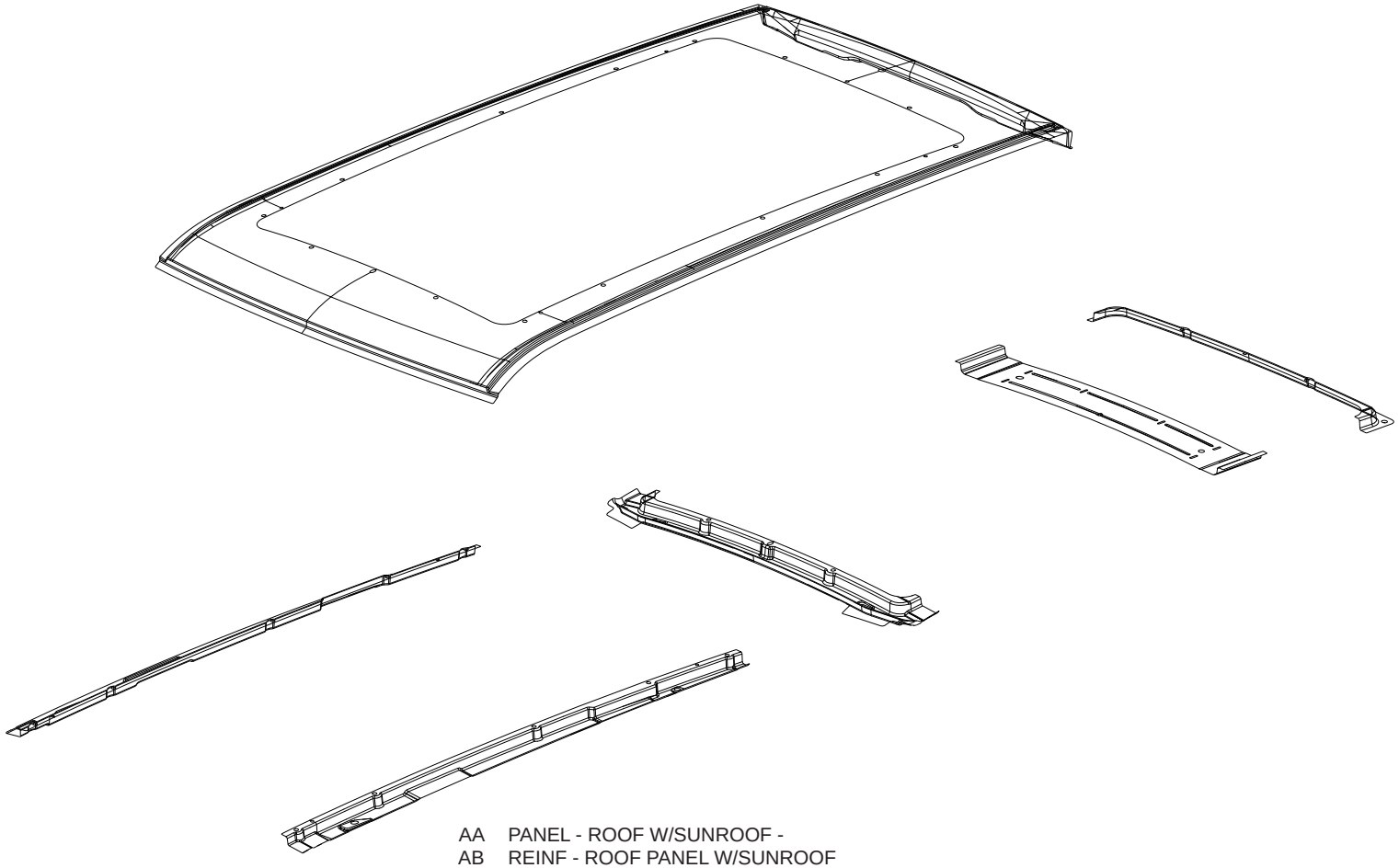
JEEP LIBERTY RETRACTABLE ROOF SECTION



AA	PANEL - ROOF W/SUNROOF -
AB	REINF - ROOF PANEL W/SUNROOF OPENING -
AB	REINF - ROOF PANEL W/SUNROOF OPENING -
AC	REINF - ROOF W/SUNROOF -
AD	PAN -
AE	REINF - ROOF W/SUNROOF -

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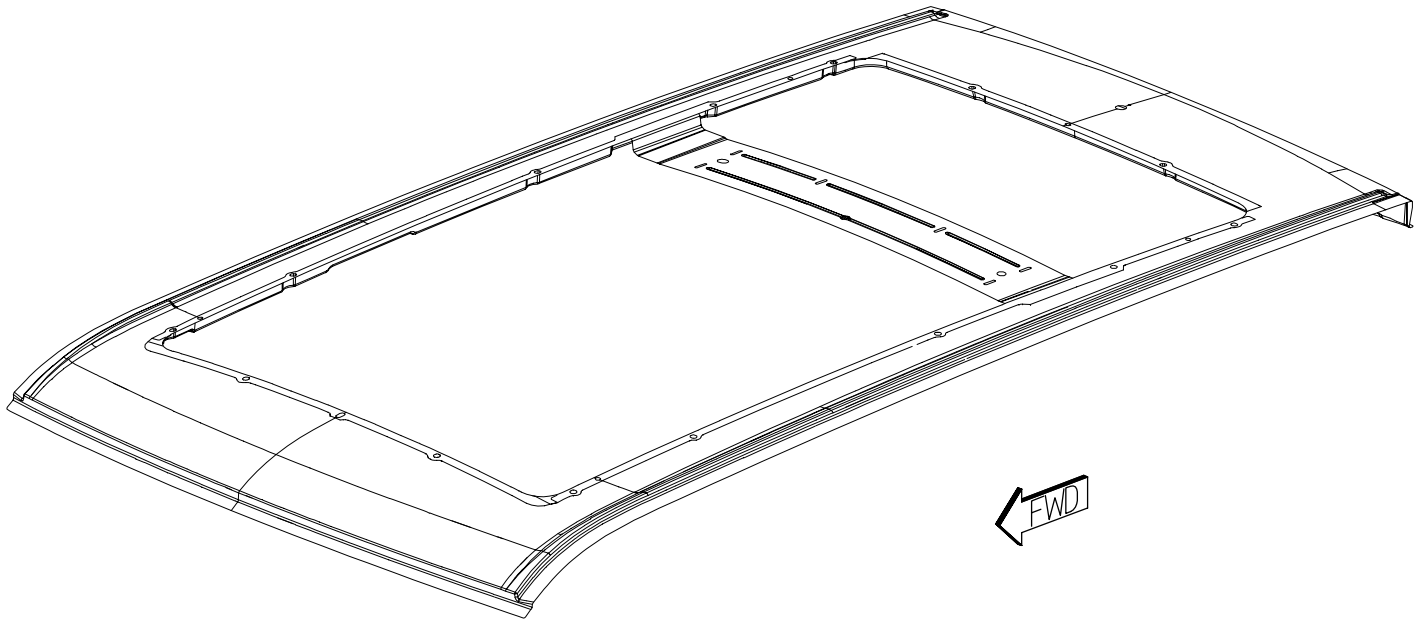
PARTS IDENTIFICATION LEGEND, OVERVIEW 27

AA PANEL - ROOF W/SUNROOF -
AB REINF - ROOF PANEL W/SUNROOF OPENING -
AB REINF - ROOF PANEL W/SUNROOF OPENING -
AC REINF - ROOF W/SUNROOF -
AD PAN -
AE REINF - ROOF W/SUNROOF -



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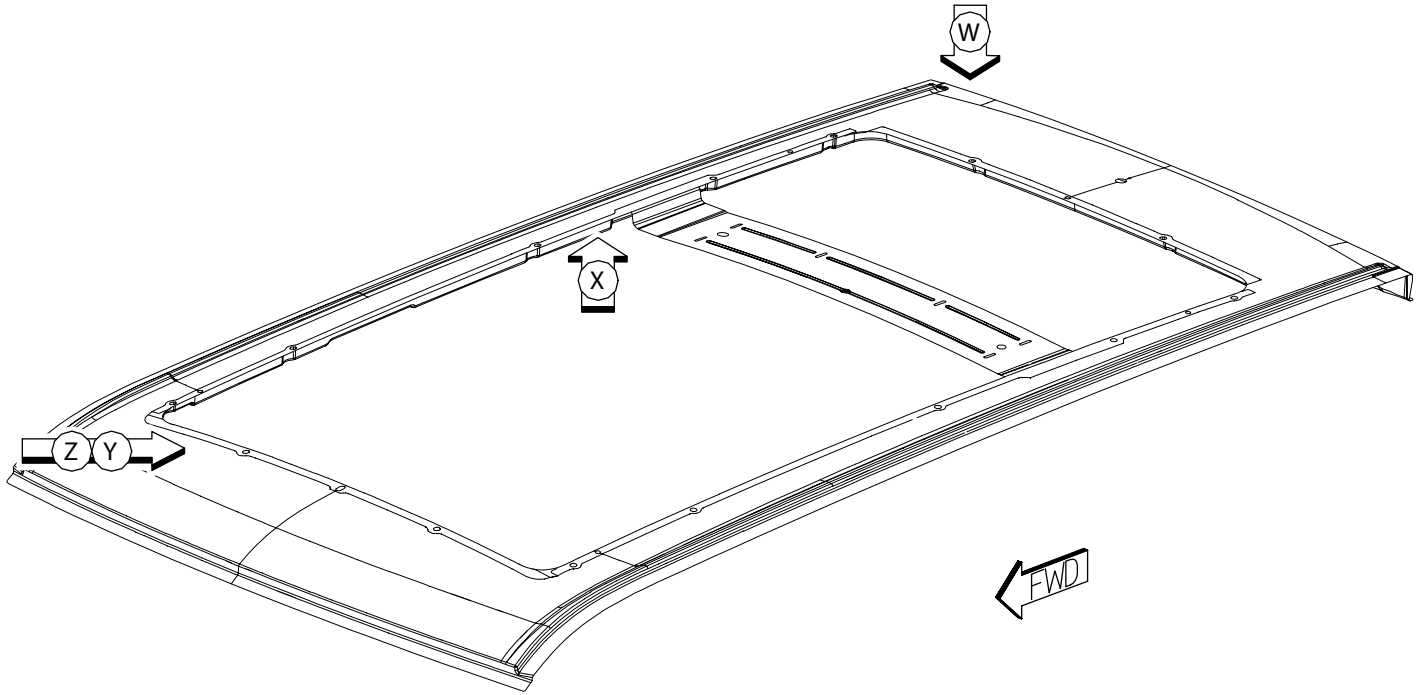
WELD LAYOUT LOCATION GUIDE



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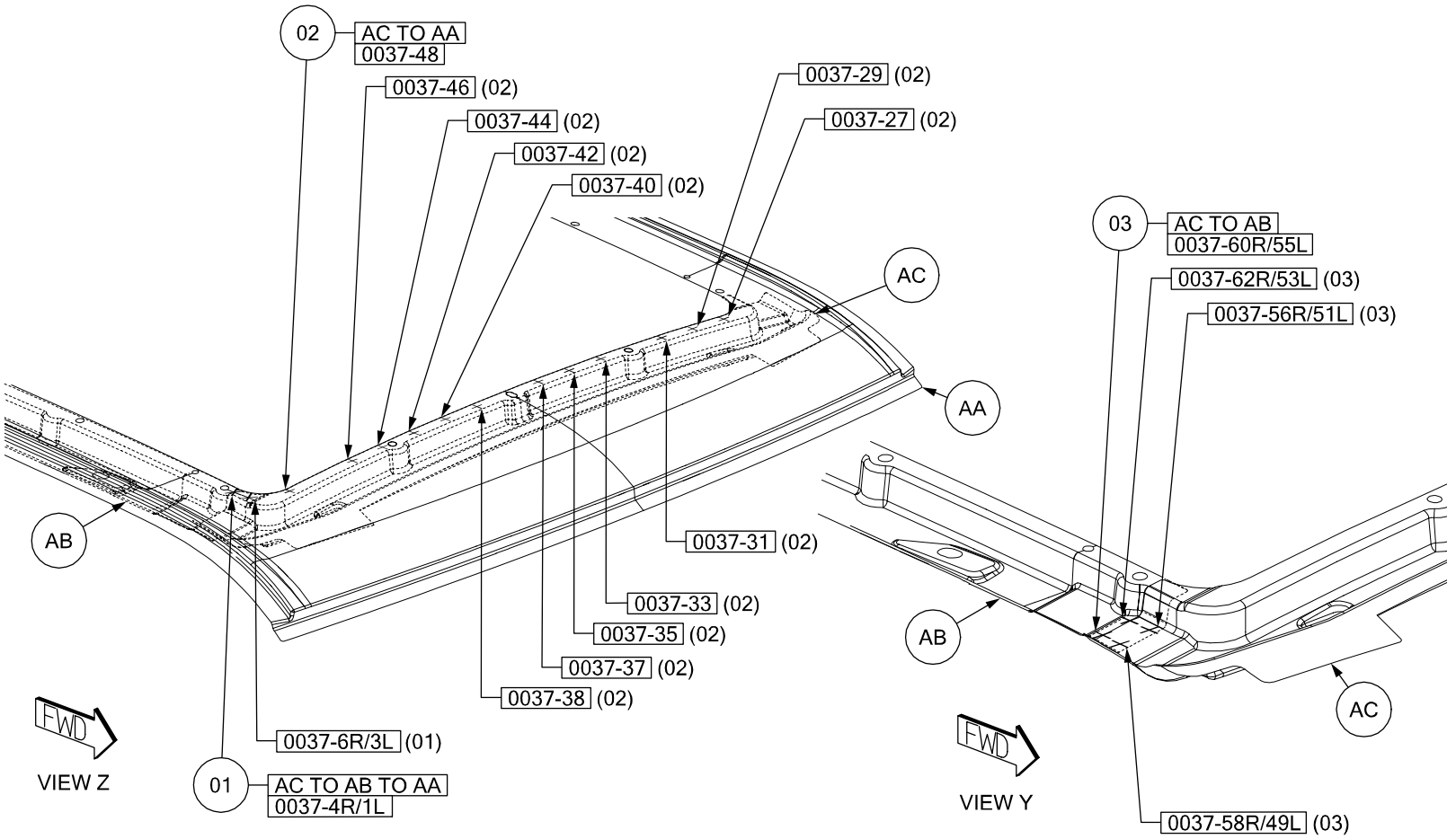
01 AC TO AB TO AA 2/SD S/WELDS (ORD
02 AC TO AA 12 S/WELDS (ORD)
03 AC TO AB 4/SD S/WELDS (ORD



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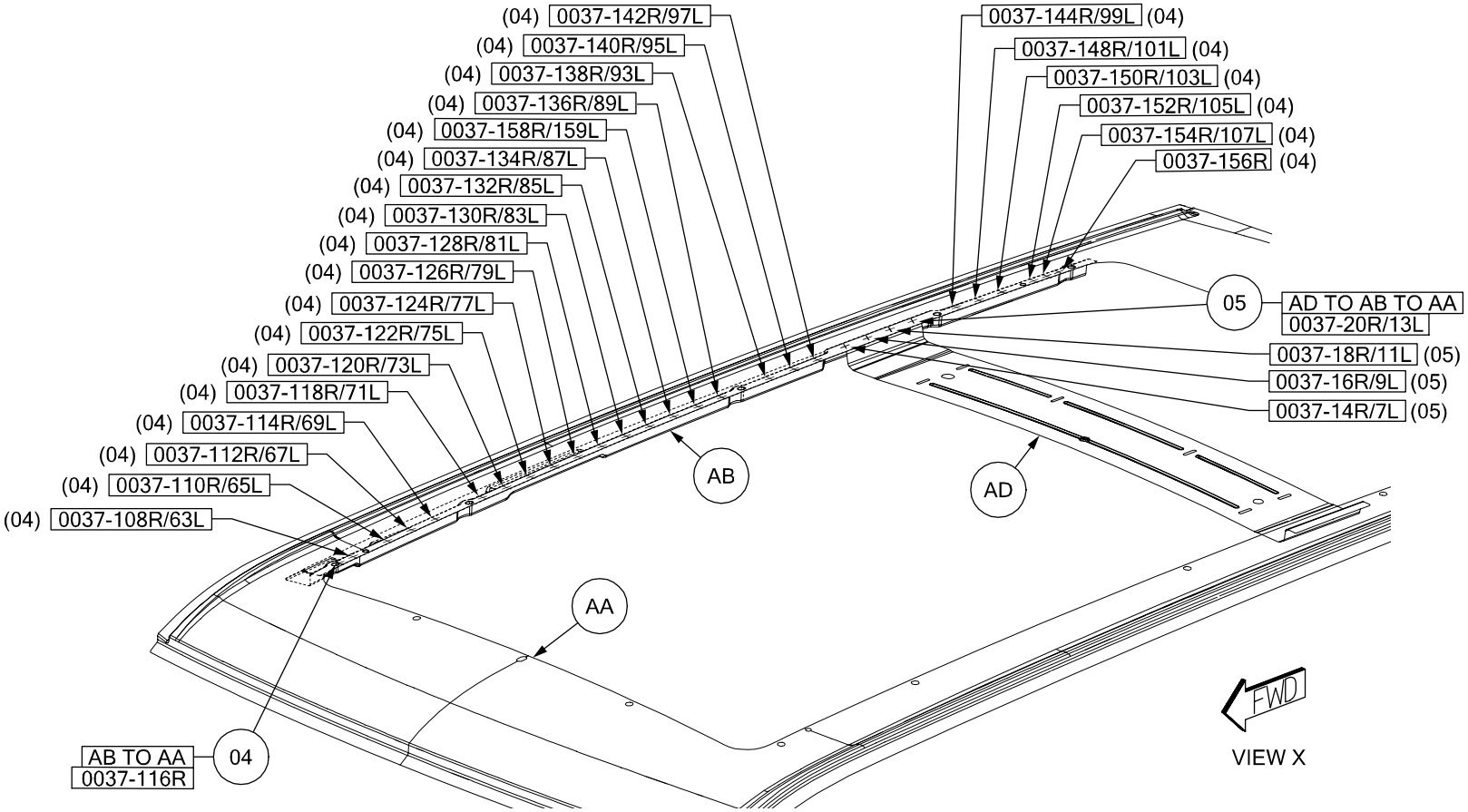
04 AB TO AA 25R/23L S/WELDS (ORD)
05 AD TO AB TO AA 4/SD S/WELDS (ORD



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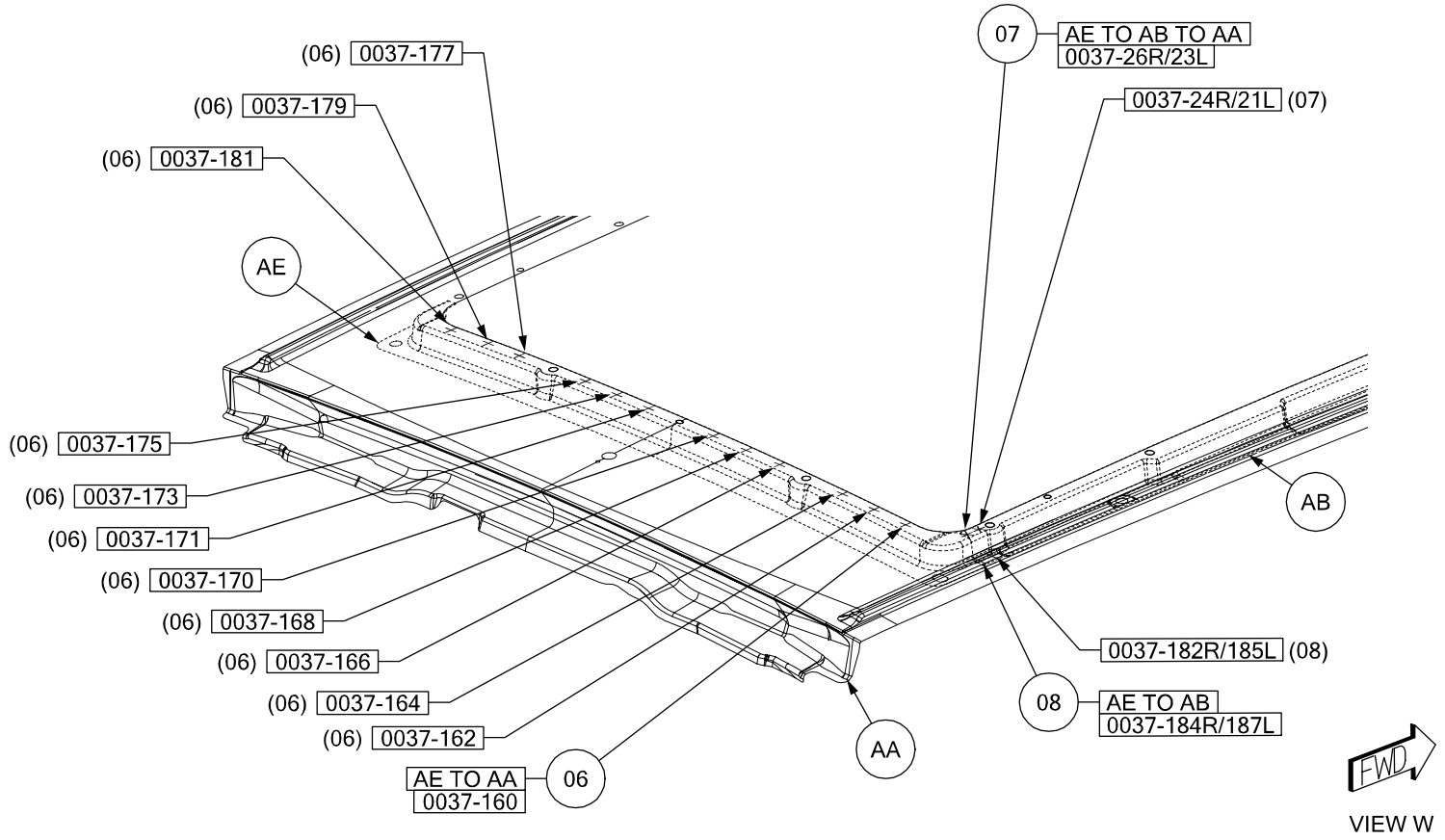
06 AE TO AA 12 S/WELDS (ORD)
07 AE TO AB TO AA 2/SD S/WELDS (ORD)
08 AE TO AB 2/SD S/WELDS (ORD)



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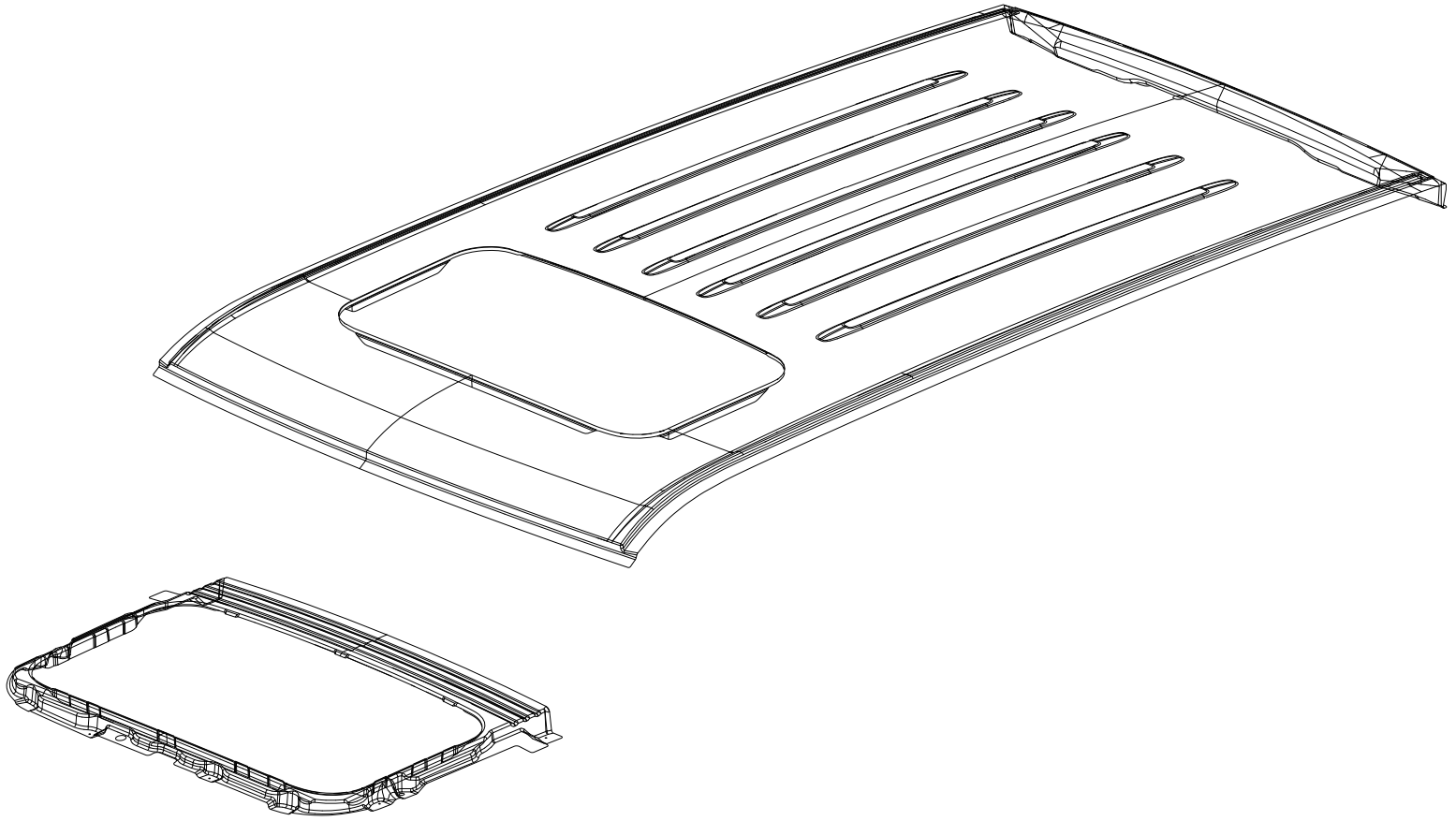
JEEP LIBERTY ROOF WITH SUNROOF AND WITHOUT SUN ROOF SECTION



AA REINF – ROOF W/SUNROOF –
AB PANEL – ROOF W/SUNROOF –

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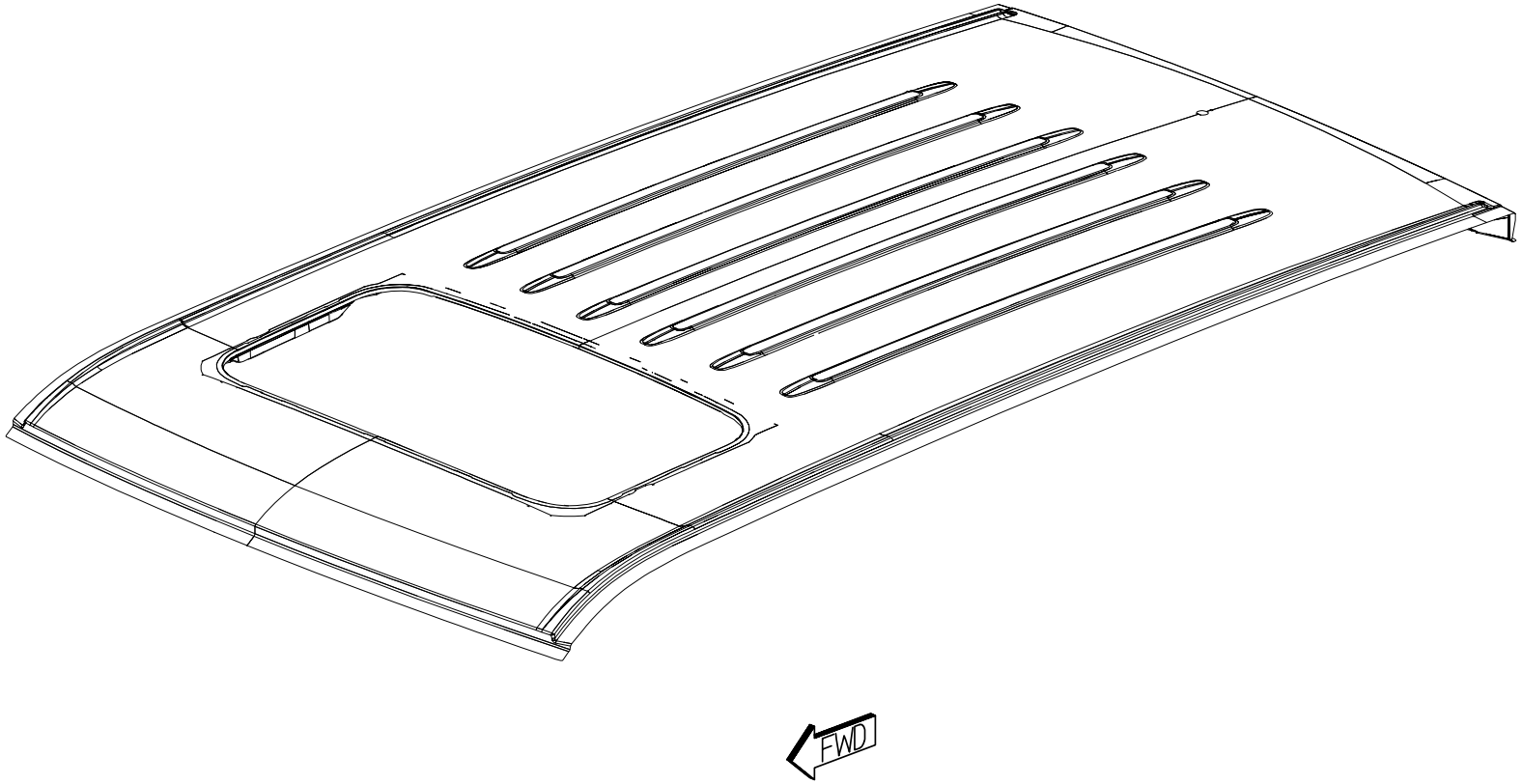
PARTS IDENTIFICATION LEGEND, OVERVIEW 21

AA REINF – ROOF W/SUNROOF –
AB PANEL – ROOF W/SUNROOF –



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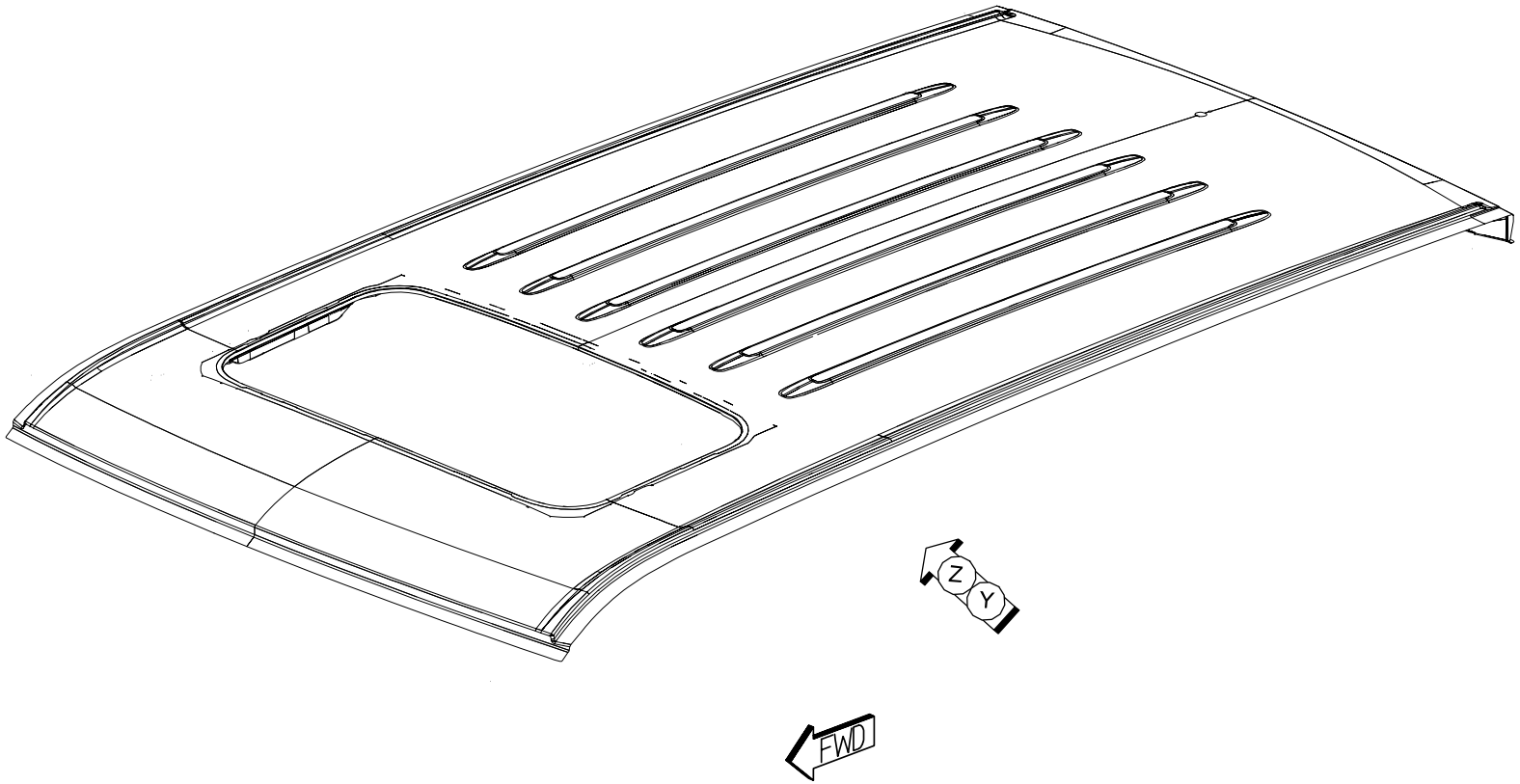
WELD LAYOUT LOCATION GUIDE



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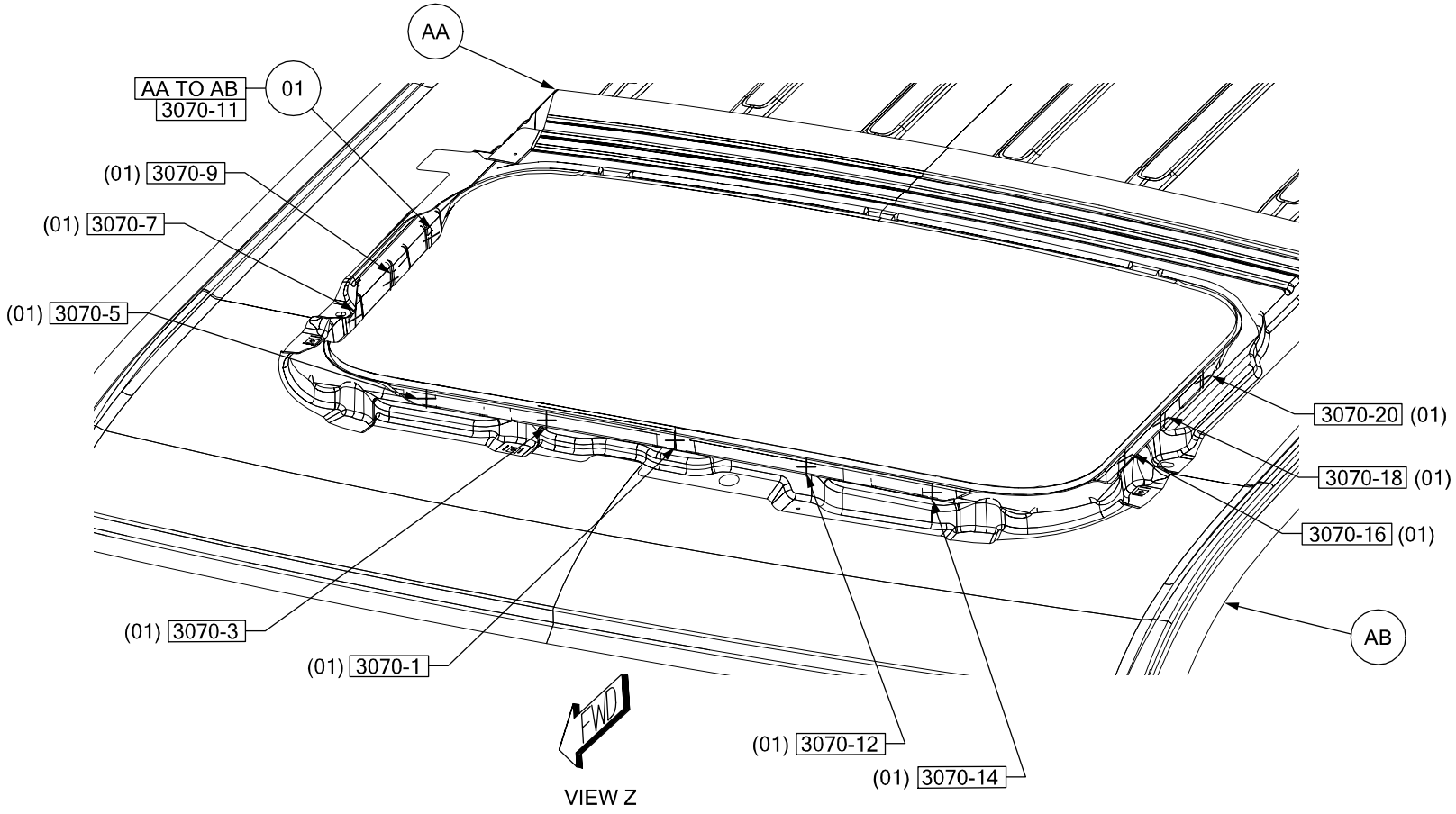
01 AA TO AB 11 S/WELDS (ORD)



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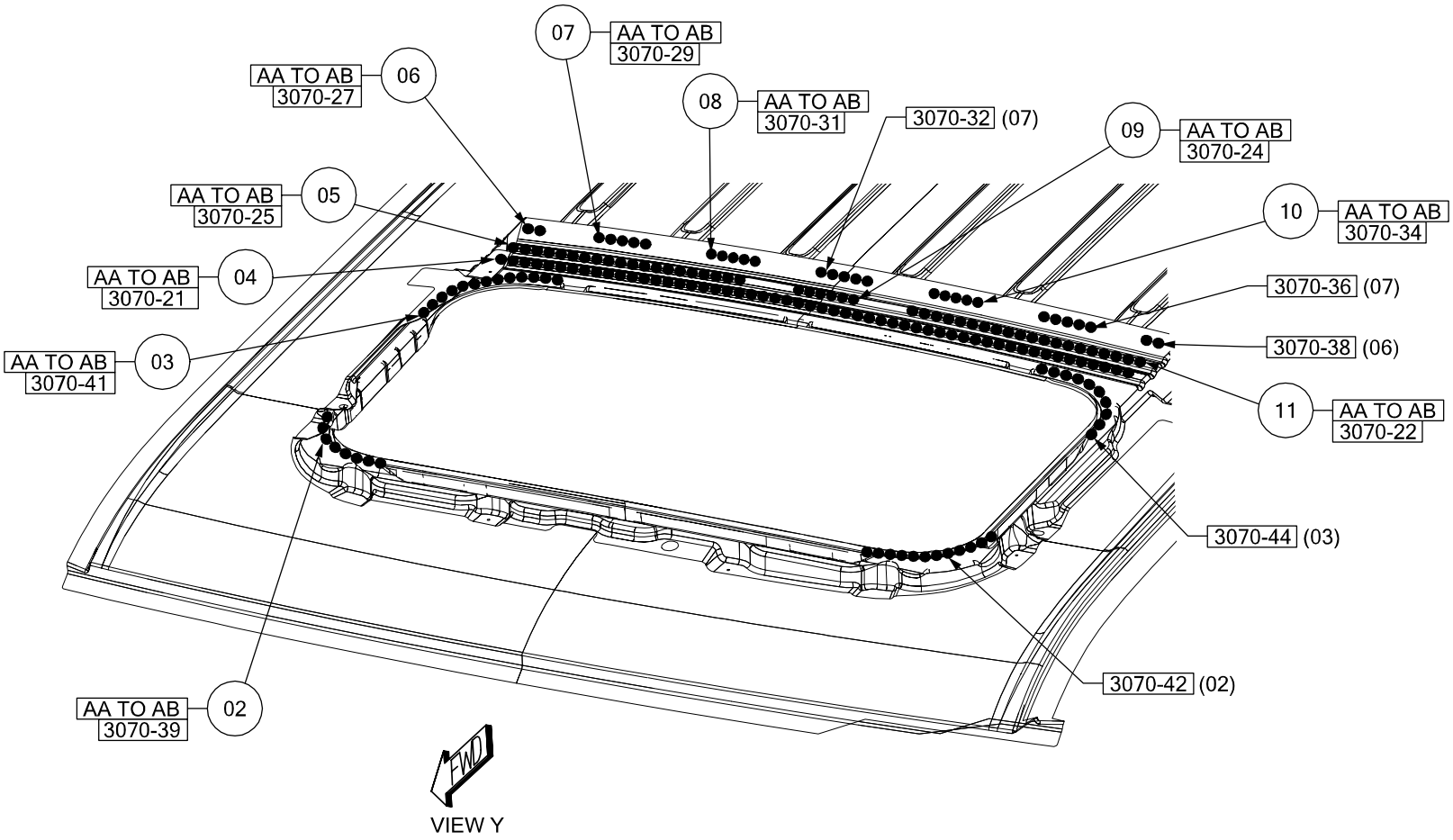
02	AA TO AB 2 STRUC ADH (ORD)	06	AA TO AB 2 STRUC ADH (ORD)	09	AA TO AB 1 STRUC ADH (ORD)
03	AA TO AB 2 STRUC ADH (ORD)	07	AA TO AB 3 STRUC ADH (ORD)	10	AA TO AB 1 STRUC ADH (ORD)
04	AA TO AB 1 STRUC ADH (ORD)	08	AA TO AB 1 STRUC ADH (ORD)	11	AA TO AB 1 STRUC ADH (ORD)
05	AA TO AB 1 STRUC ADH (ORD)				



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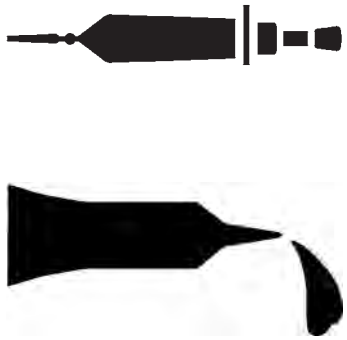
Sealer/Structural Adhesive/Sound Deadener/Locations

Jeep Liberty



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 the Jeep Liberty.

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JEEP LIBERTY
SOUND DEADENER
LOCATIONS

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JEEP LIBERTY
SOUND DEADENER LOCATIONS

DESCRIPTION	FIGURE
FLOOR PAN (1 OF 3)	1
FLOOR PAN (2 OF 3)	2
FLOOR PAN (3 OF 3)	3
DASH PANEL	4

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SOUND DEADENER LOCATIONS

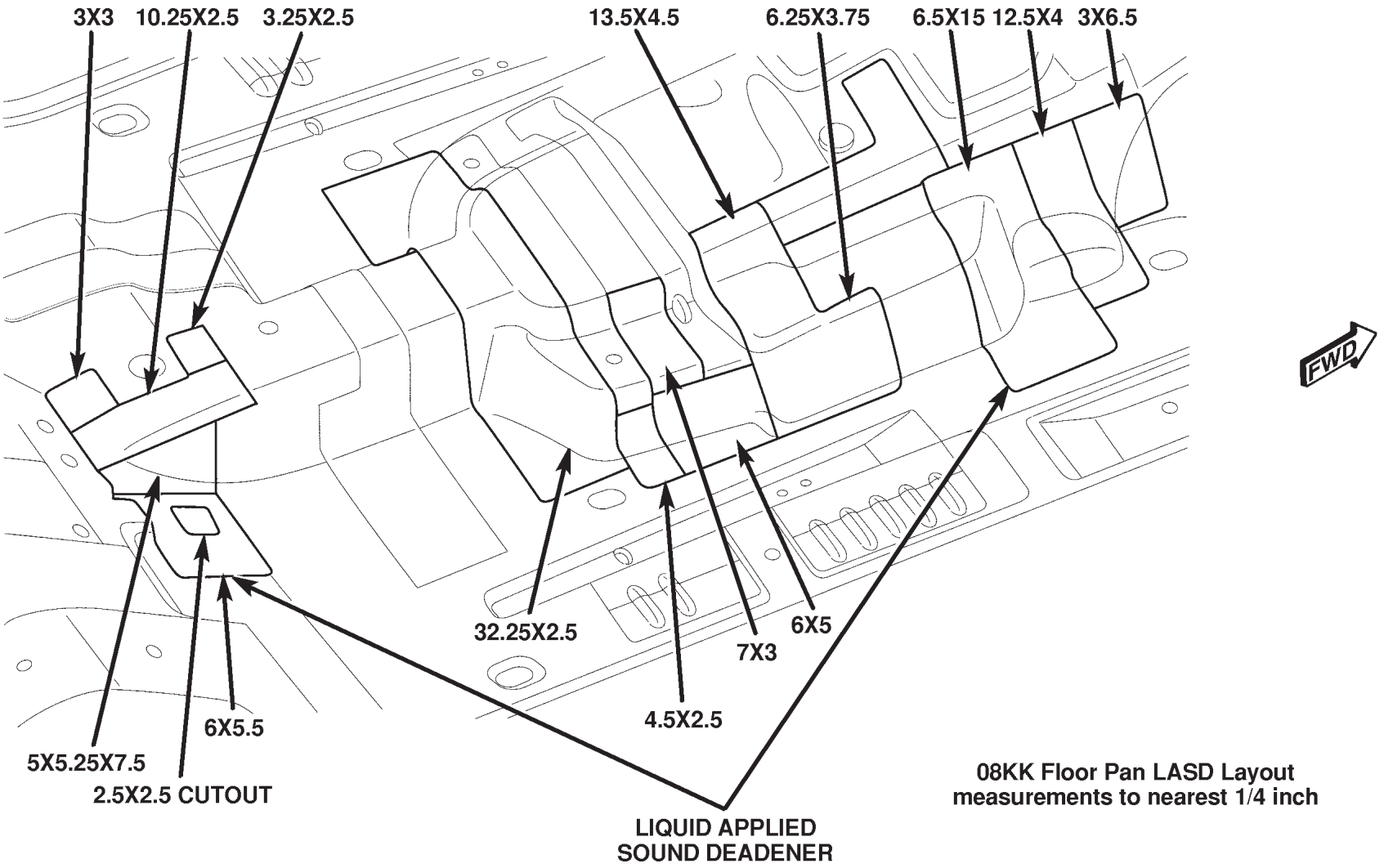

Figure 1. FLOOR PAN (1 OF 3)

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SOUND DEADENER LOCATIONS

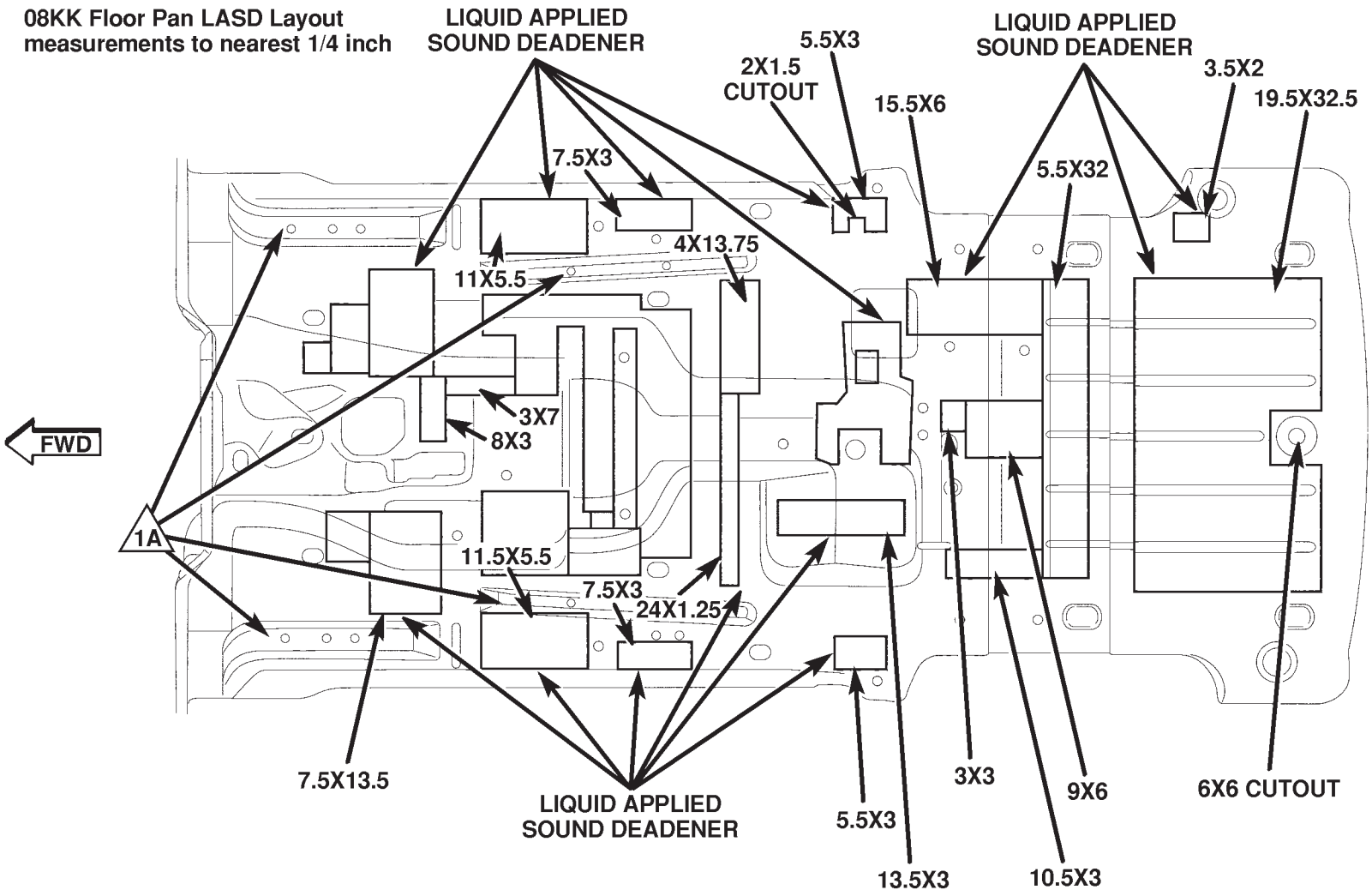

Figure 2. FLOOR PAN (2 OF 3)

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SOUND DEADENER LOCATIONS

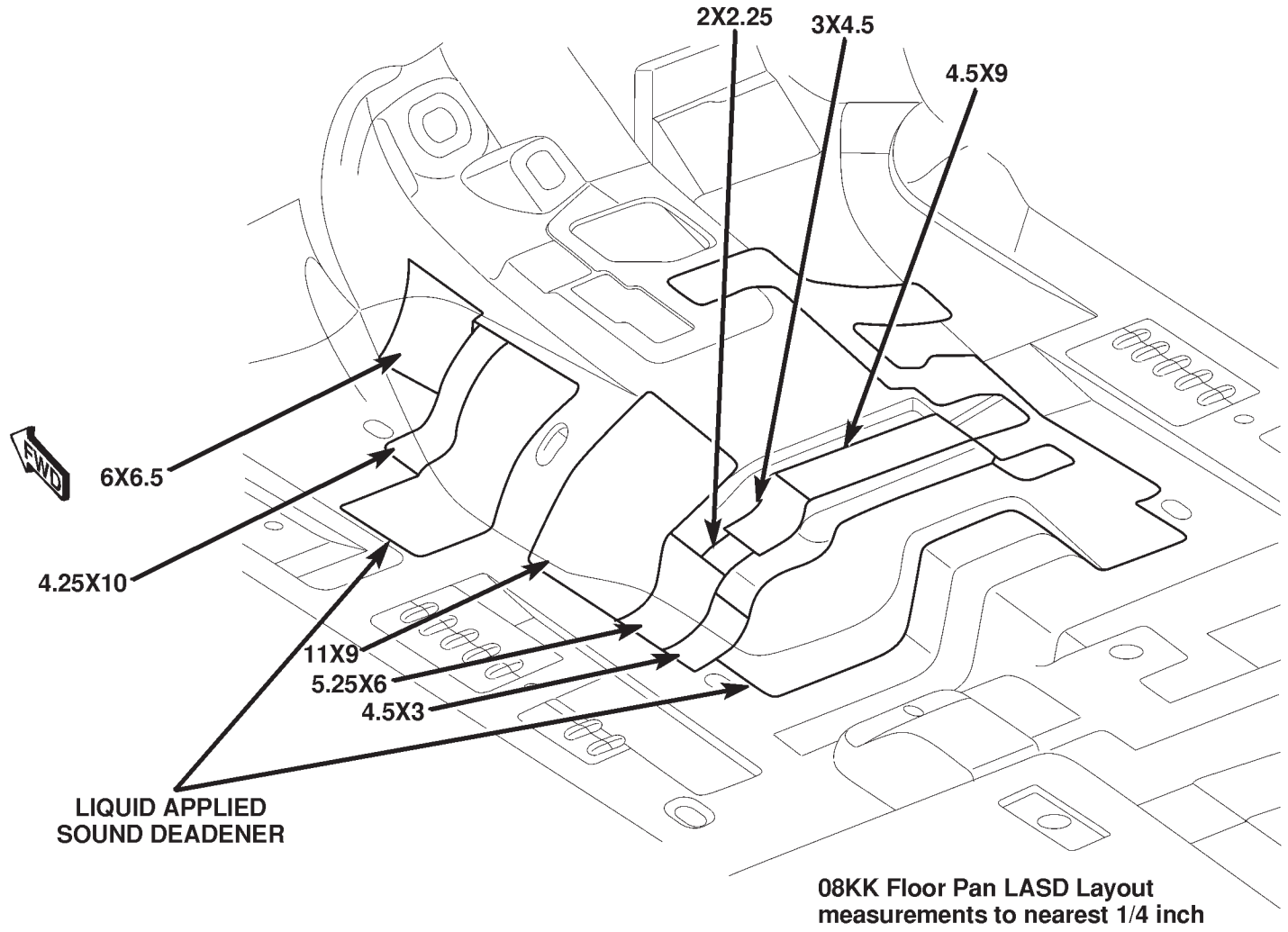

Figure 3. FLOOR PAN (3 OF 3)

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SOUND DEADENER LOCATIONS

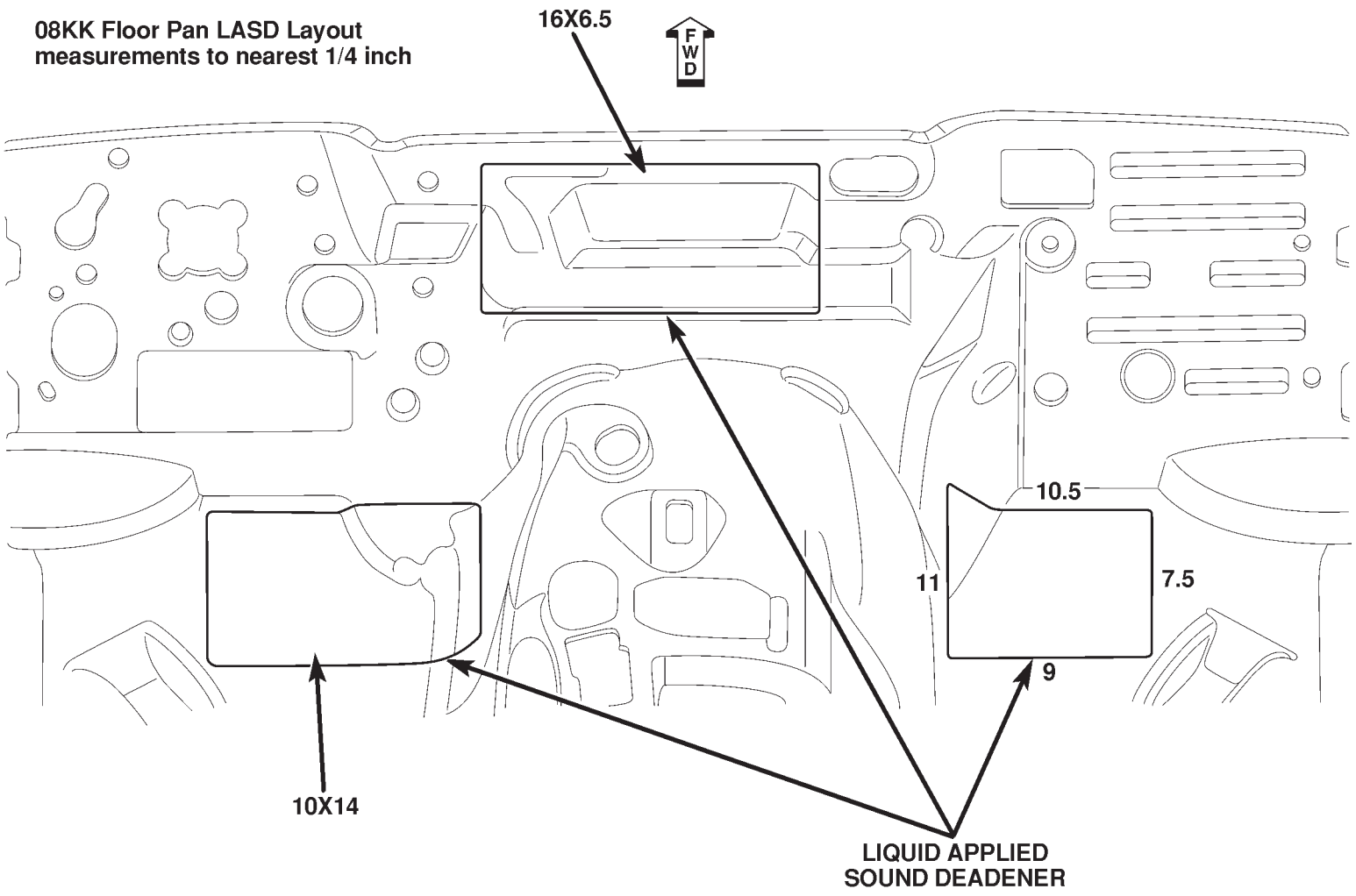

Figure 4. DASH PANEL

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JEEP LIBERTY
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 antiflutter material. High strength expoxy is used on all areas.

DESCRIPTION	FIGURE
PLENUM LOWER	1
FRONT FLOOR, DASH AND PLENUM – LEFT HAND DRIVE	2
FRONT FLOOR, DASH AND PLENUM – RIGHT HAND DRIVE	3
MISCELLANEOUS BODY (1 OF 2)	4
MISCELLANEOUS BODY (2 OF 2)	5
REAR FLOOR COMPLETE (1 OF 2)	6
REAR FLOOR COMPLETE (2 OF 2)	7
UNDERBODY AND DASH (1 OF 3)	8
UNDERBODY AND DASH (2 OF 3)	9
UNDERBODY AND DASH (3 OF 3)	10
BODY SIDE APERTURE – OUTER (1 OF 2)	11
BODY SIDE APERTURE – OUTER (2 OF 2)	12
BODY SIDE APERTURE – COMPLETE (1 OF 2)	13
BODY SIDE APERTURE – COMPLETE (2 OF 2)	14
BODY IN WHITE WITHOUT ROOF (1 OF 3)	15
BODY IN WHITE WITHOUT ROOF (2 OF 3)	16
BODY IN WHITE WITHOUT ROOF (3 OF 3)	17
ROOF WITH SUNROOF	18
BODY IN WHITE COMPLETE (1 OF 4)	19
BODY IN WHITE COMPLETE (2 OF 4)	20
BODY IN WHITE COMPLETE (3 OF 4)	21
BODY IN WHITE COMPLETE (4 OF 4)	22

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STRUCTURAL ADHESIVE LOCATIONS

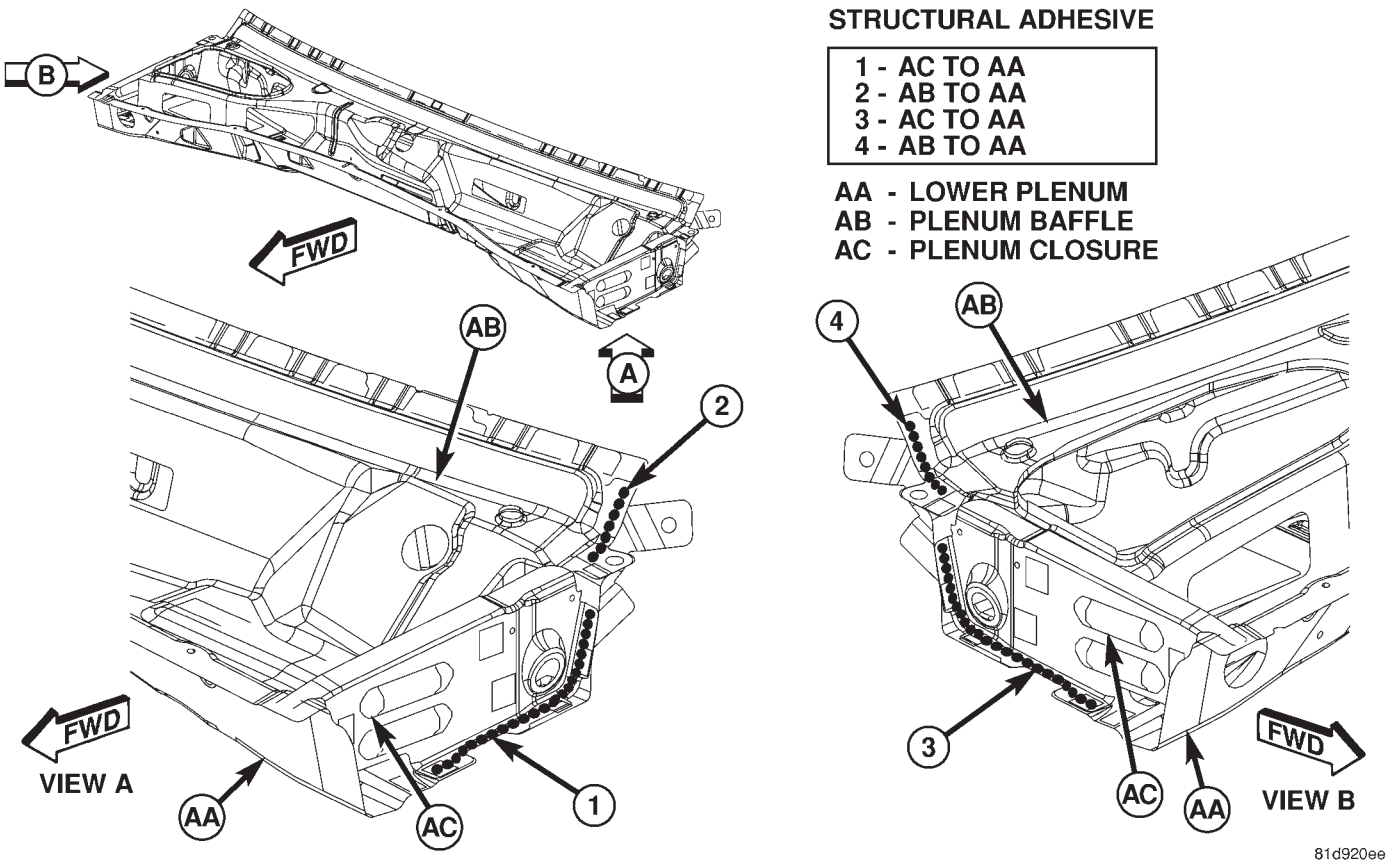

Figure 1. PLENUM LOWER

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STRUCTURAL ADHESIVE LOCATIONS

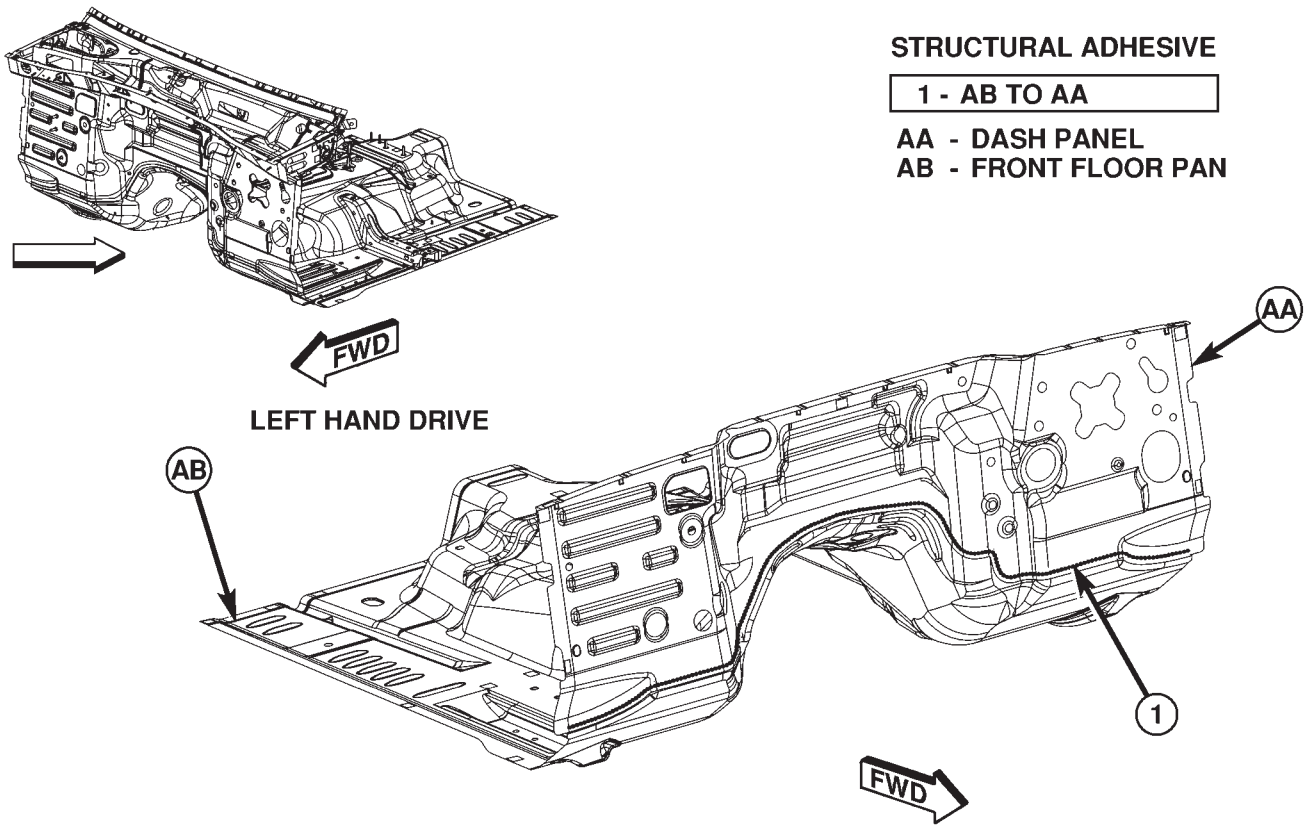

Figure 2. FRONT FLOOR, DASH AND PLENUM – LEFT HAND DRIVE

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STRUCTURAL ADHESIVE LOCATIONS

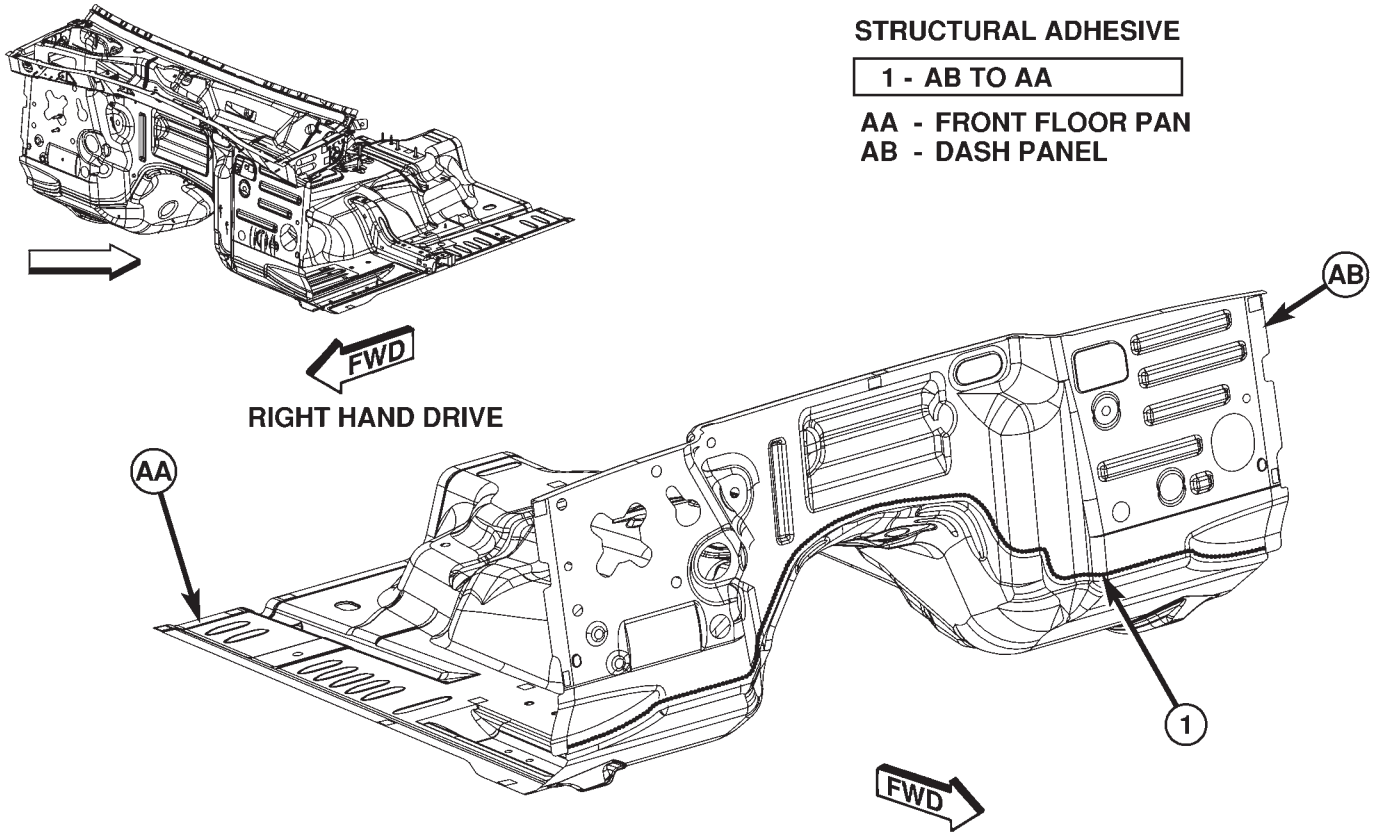

Figure 3. FRONT FLOOR, DASH AND PLENUM – RIGHT HAND DRIVE

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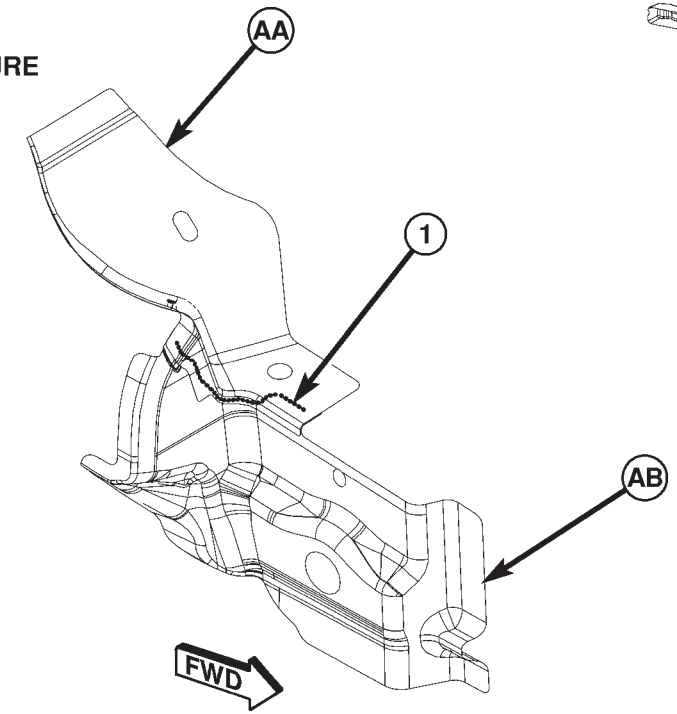
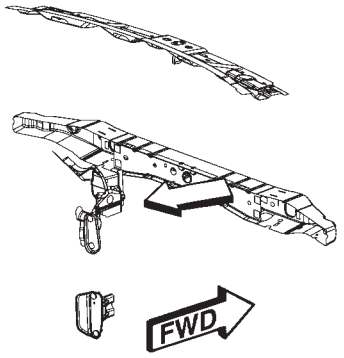
STRUCTURAL ADHESIVE LOCATIONS

STRUCTURAL ADHESIVE

1 - AA TO AB

AA - CLOSE-OUT PANEL
AB - REINFORCEMENT (BODY SIDE APERTURE EXTENSION)





RIGHT SIDE SHOWN, LEFT SIDE TYPICAL

81d9221d

Figure 4. MISCELLANEOUS BODY (1 OF 2)

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STRUCTURAL ADHESIVE LOCATIONS

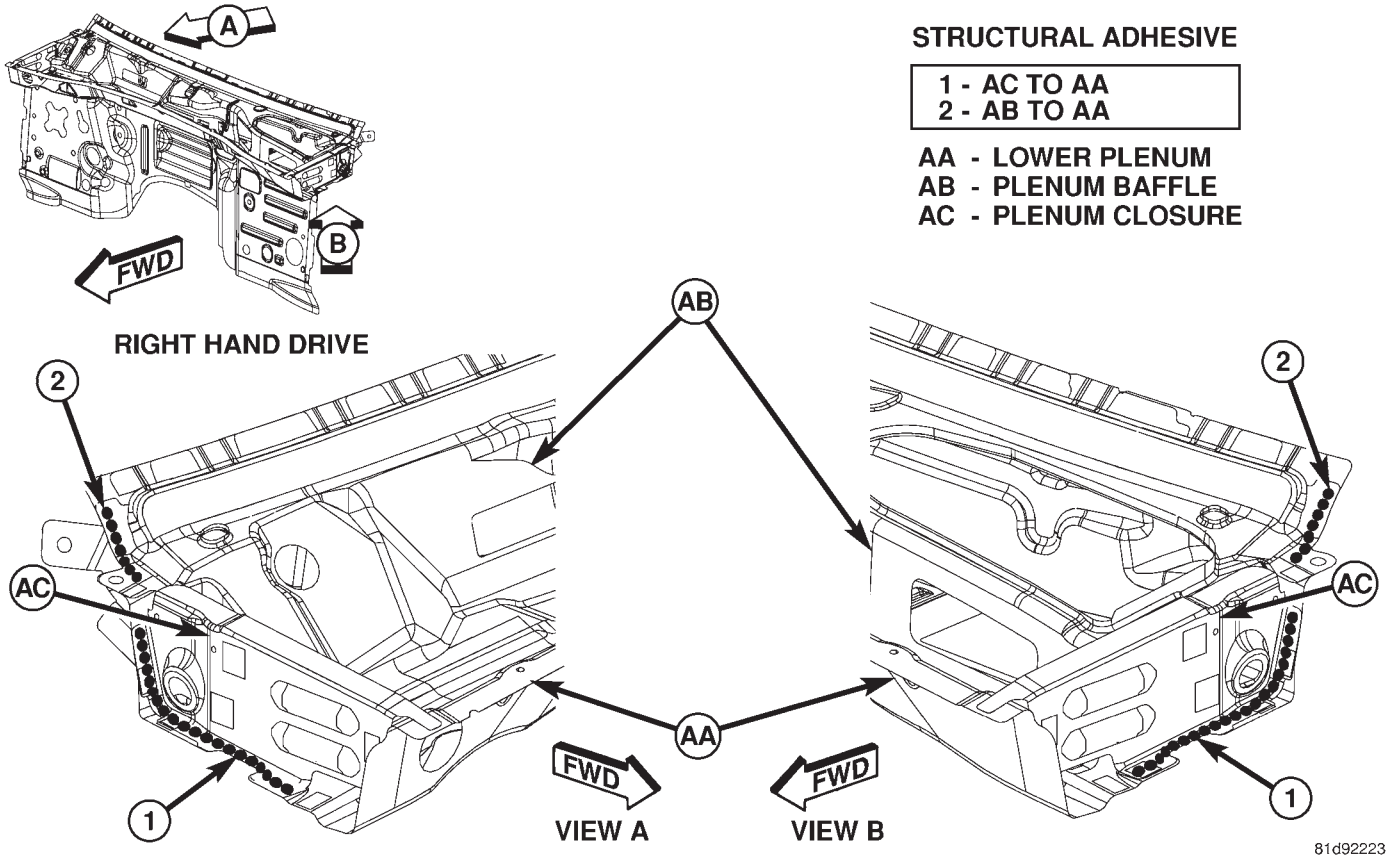

Figure 5. MISCELLANEOUS BODY (2 OF 2)

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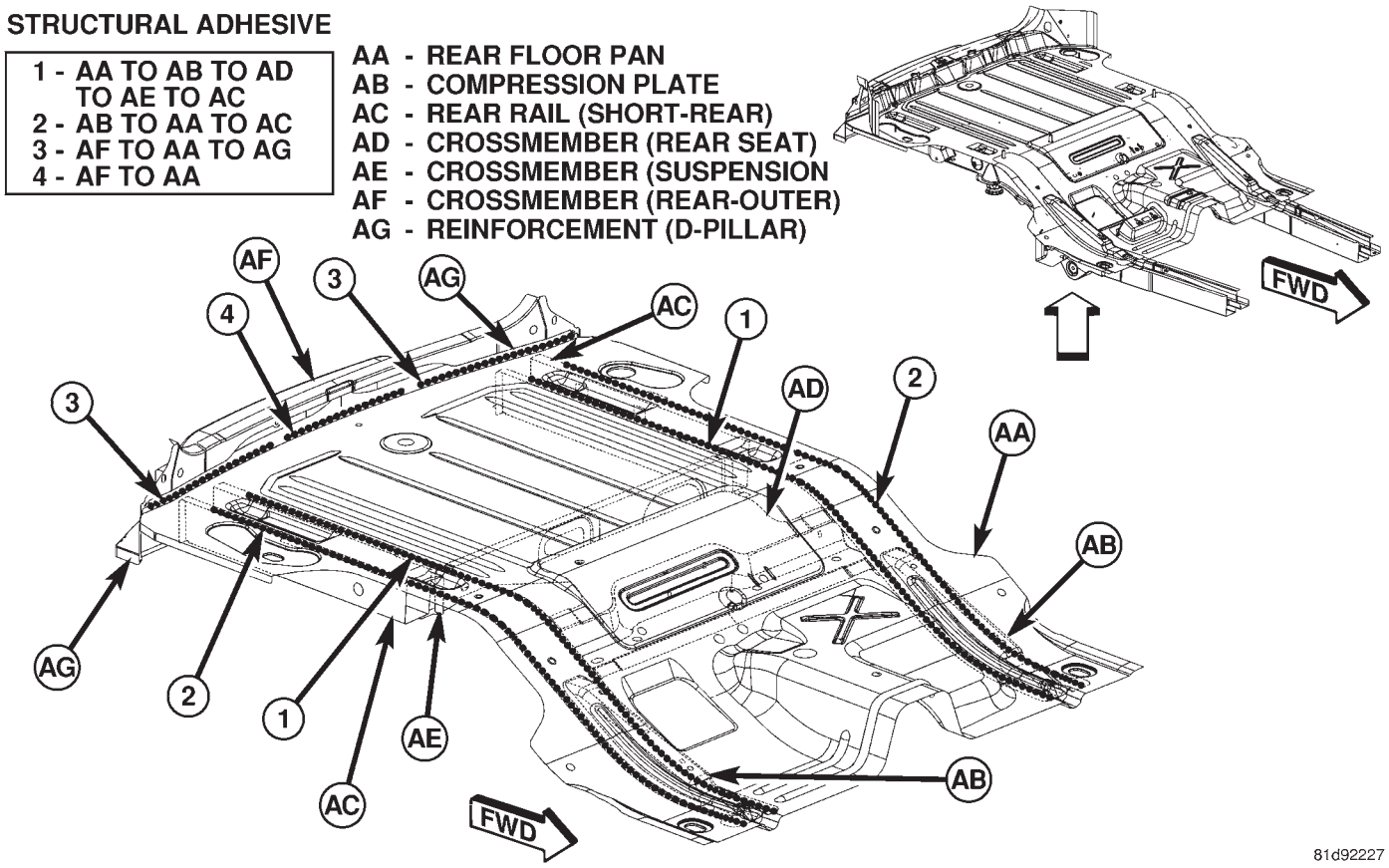

Figure 6. REAR FLOOR COMPLETE (1 OF 2)

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STRUCTURAL ADHESIVE LOCATIONS

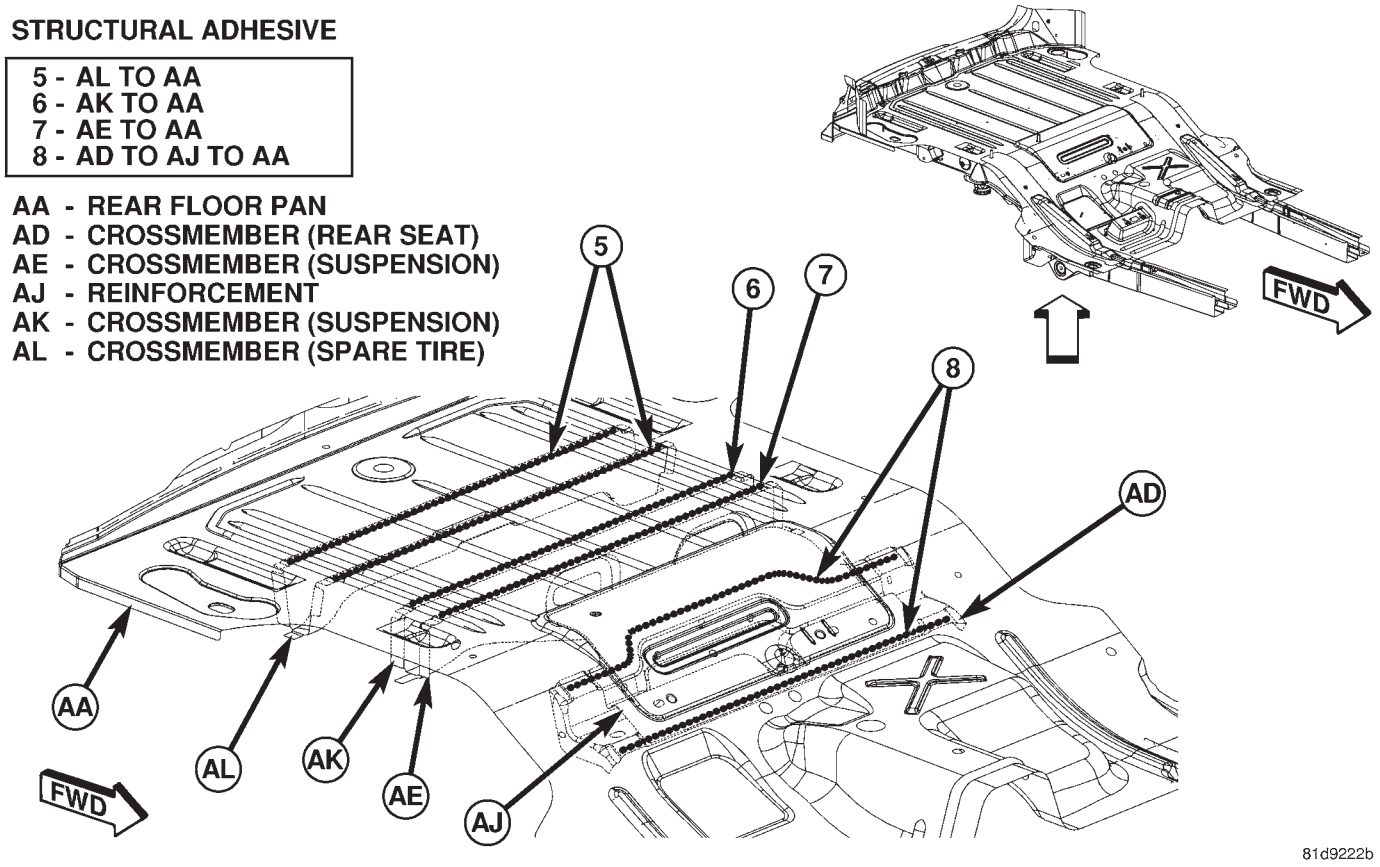

Figure 7. REAR FLOOR COMPLETE (2 OF 2)

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STRUCTURAL ADHESIVE LOCATIONS

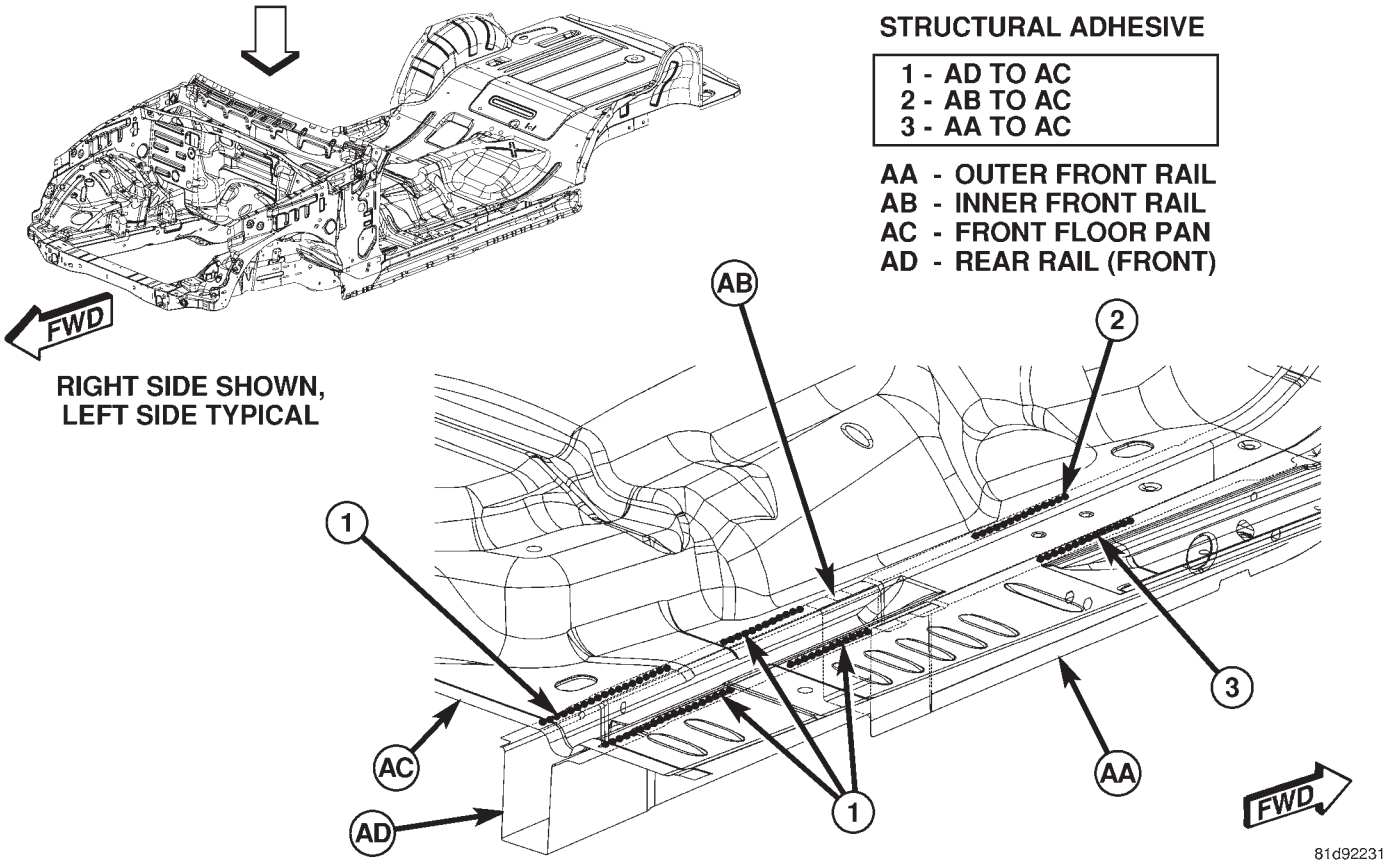

Figure 8. UNDERBODY AND DASH (1 OF 3)

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STRUCTURAL ADHESIVE LOCATIONS

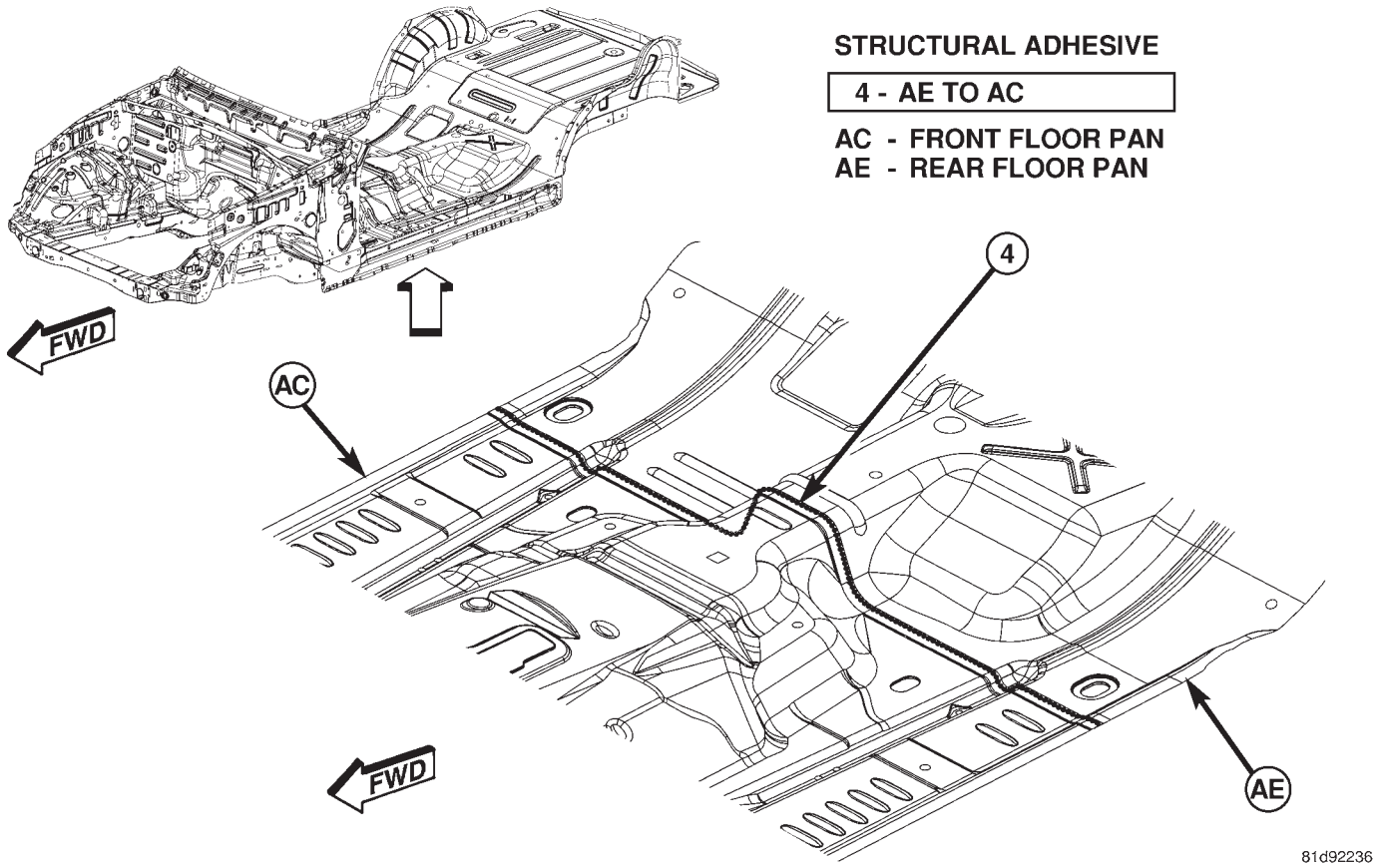

Figure 9. UNDERBODY AND DASH (2 OF 3)

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STRUCTURAL ADHESIVE LOCATIONS

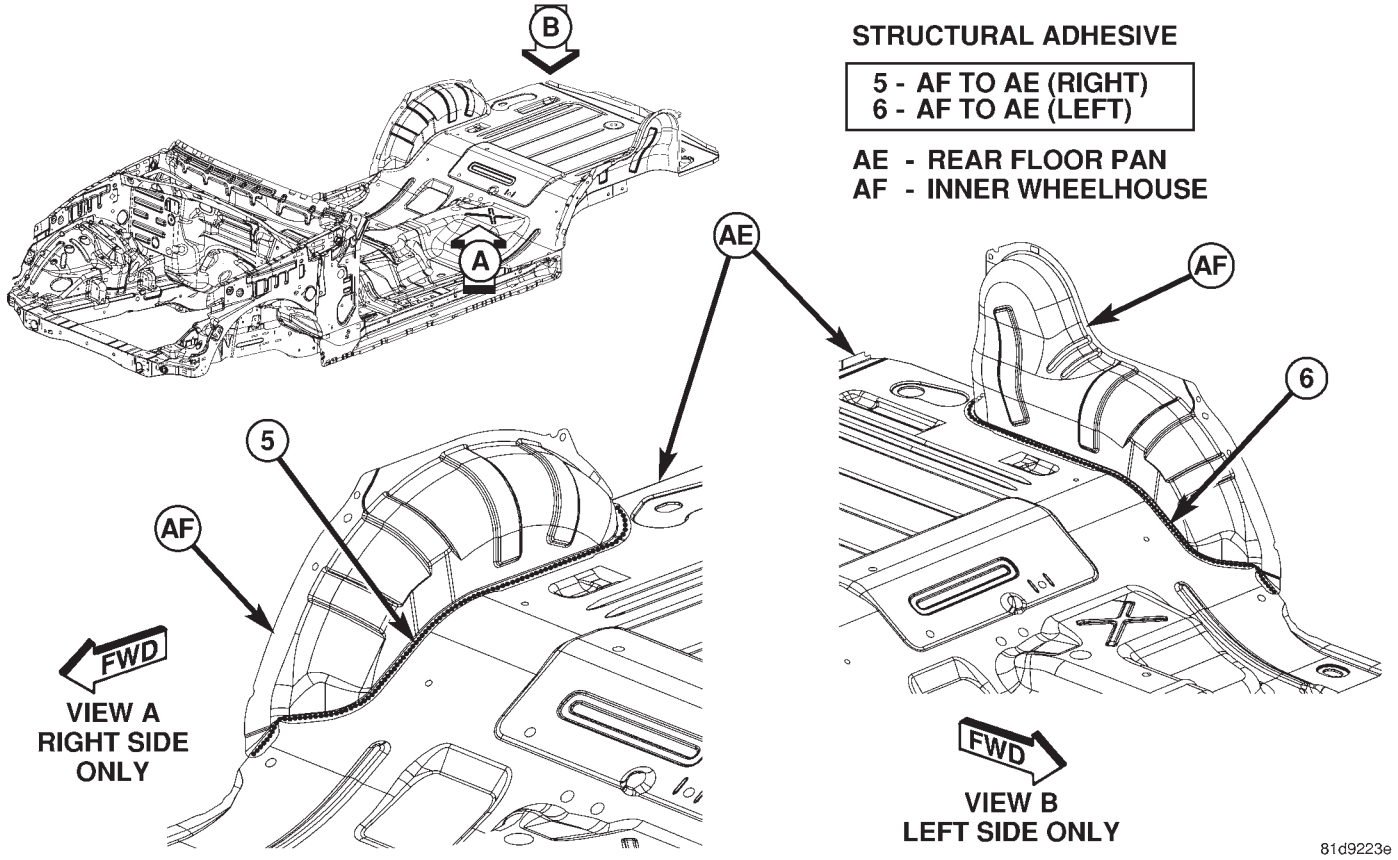

Figure 10. UNDERBODY AND DASH (3 OF 3)

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STRUCTURAL ADHESIVE LOCATIONS

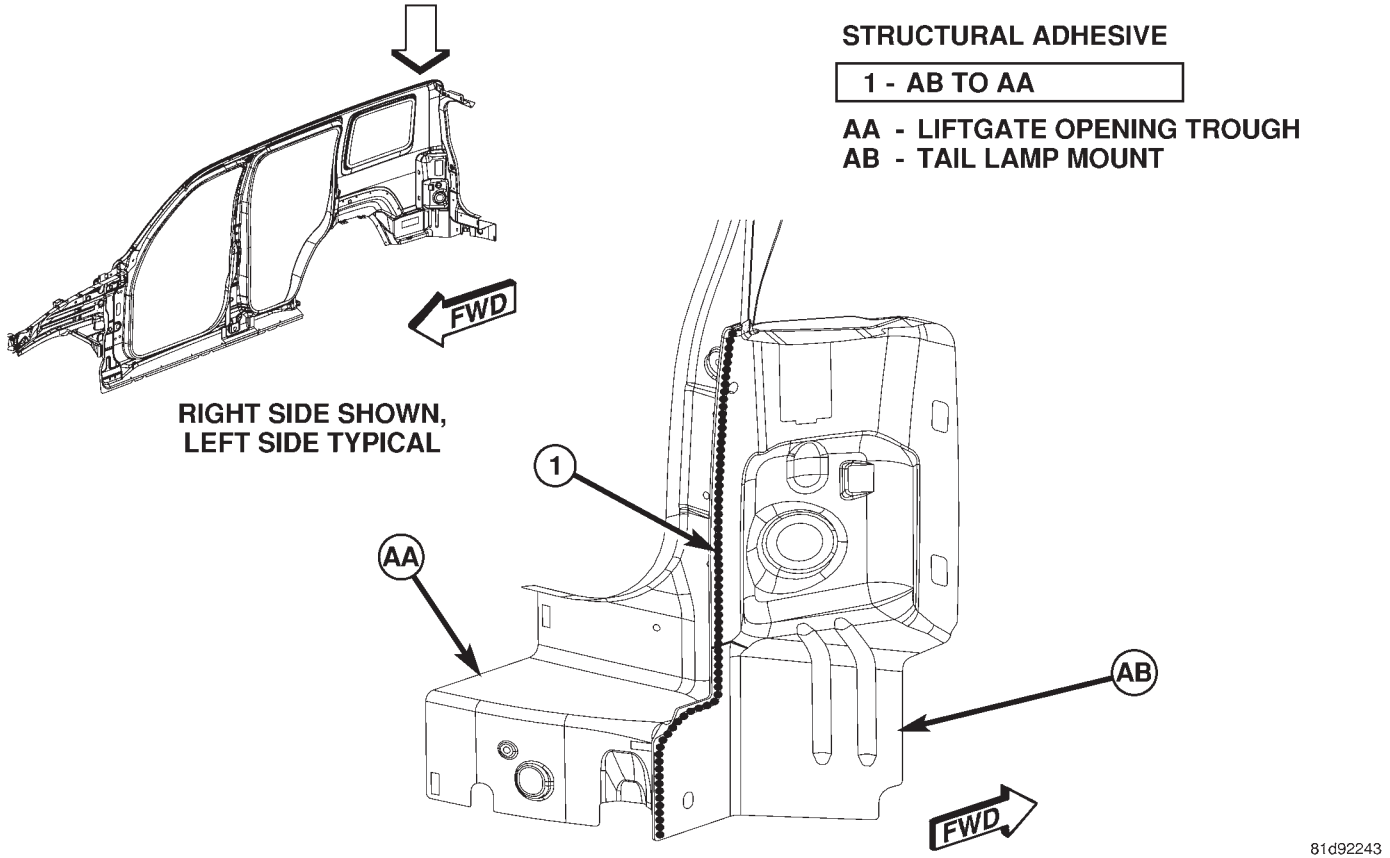

Figure 11. BODY SIDE APERTURE OUTER (1 OF 2)

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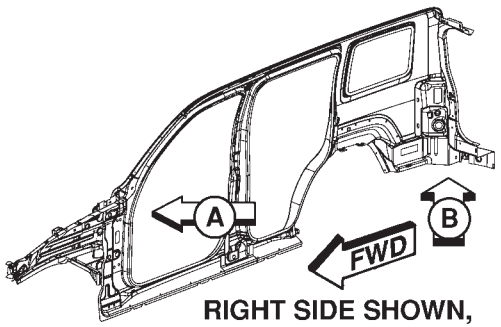
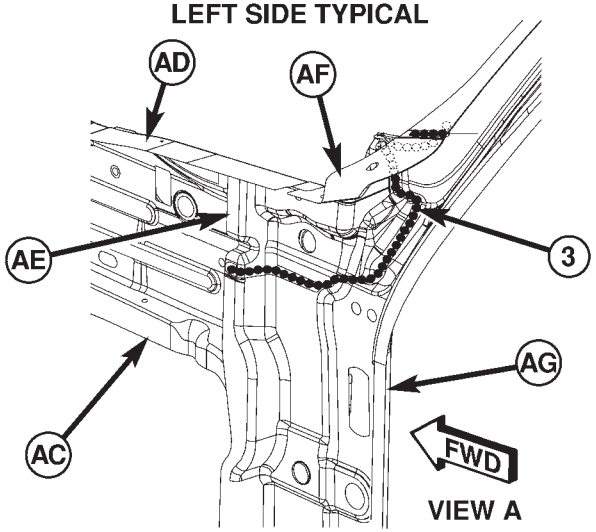
STRUCTURAL ADHESIVE LOCATIONS



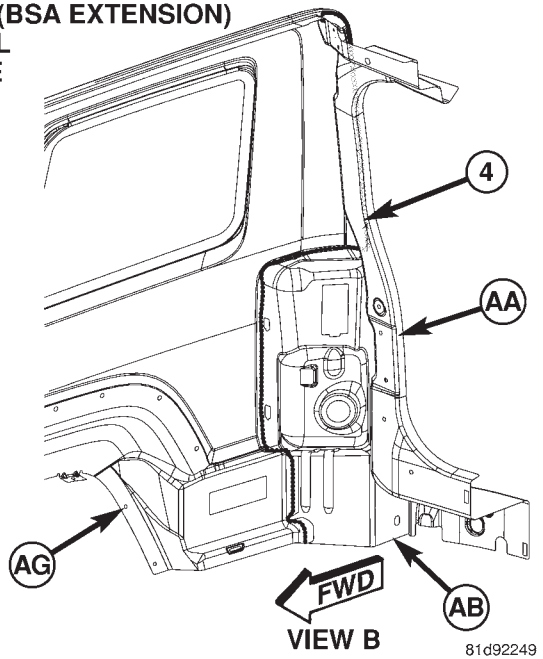
RIGHT SIDE SHOWN,
LEFT SIDE TYPICAL

AA - LIFTGATE OPENING TROUGH
AB - TAIL LAMP MOUNT
AC - INNER FENDER REINFORCEMENT
AD - UPPER FENDER EXTENSION
AE - REINFORCEMENT (BSA EXTENSION)
AF - CLOSE-OUT PANEL
AG - OUTER BODY SIDE

STRUCTURAL ADHESIVE
3 - AD TO AF TO AE TO AC TO AG 4 - AB TO AA TO AG



VIEW A



VIEW B

81d92249

Figure 12. BODY SIDE APERTURE OUTER (2 OF 2)

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STRUCTURAL ADHESIVE LOCATIONS

STRUCTURAL ADHESIVE

1 - AB TO AA

AA - INNER BODY SIDE
AB - REINFORCEMENT (B-PILLAR)

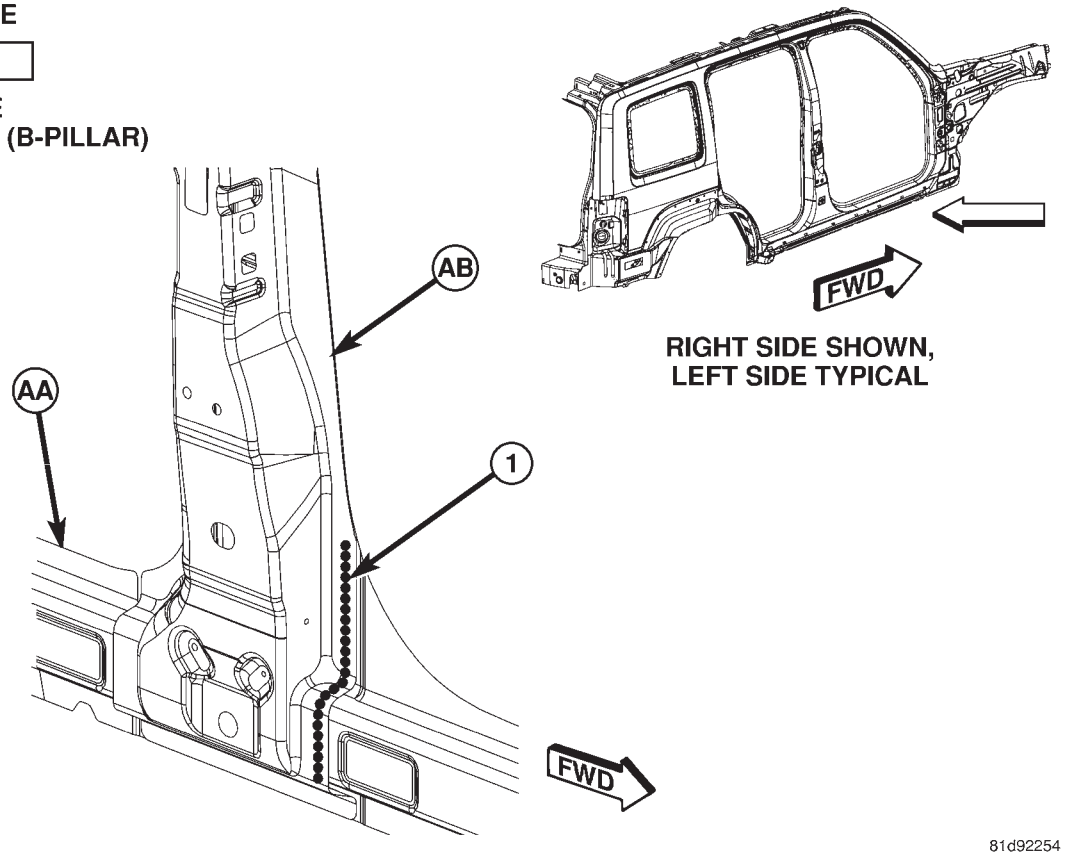

Figure 13. BODY SIDE APERTURE COMPLETE (1 OF 2)

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STRUCTURAL ADHESIVE LOCATIONS

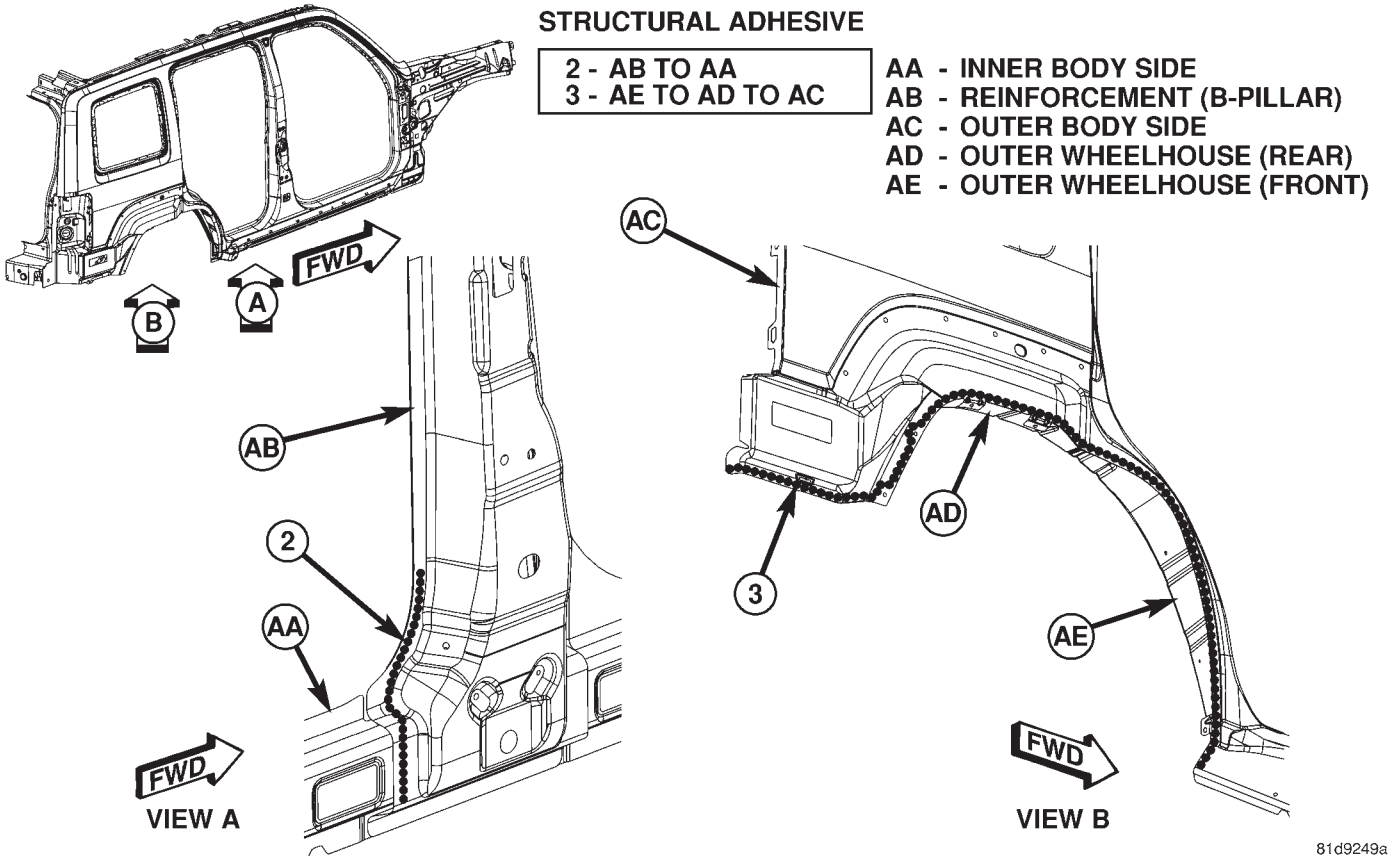

Figure 14. BODY SIDE APERTURE COMPLETE (2 OF 2)

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STRUCTURAL ADHESIVE LOCATIONS

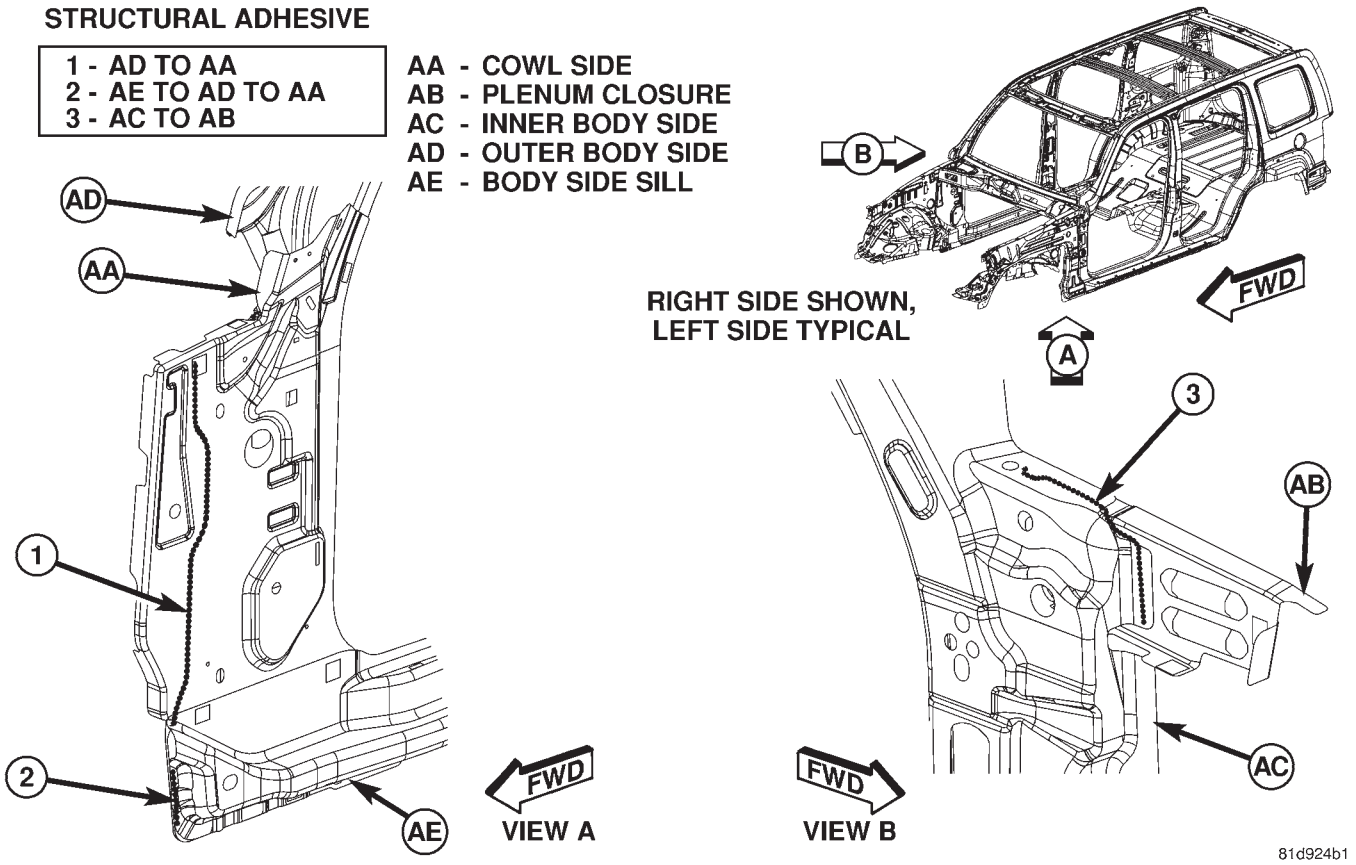

Figure 15. BODY IN WHITE WITHOUT ROOF (1 OF 3)

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STRUCTURAL ADHESIVE LOCATIONS

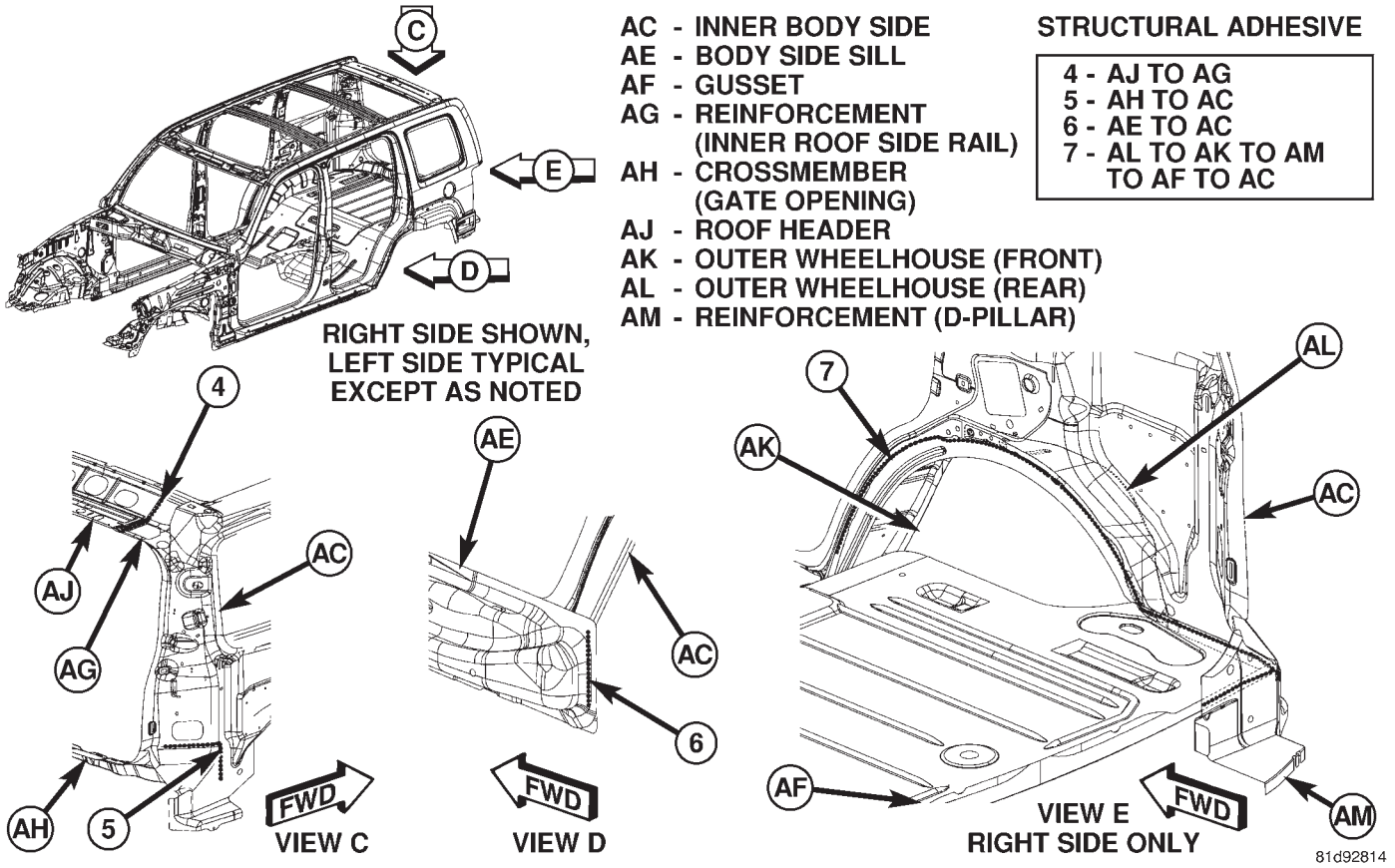

Figure 16. BODY IN WHITE WITHOUT ROOF (2 OF 3)

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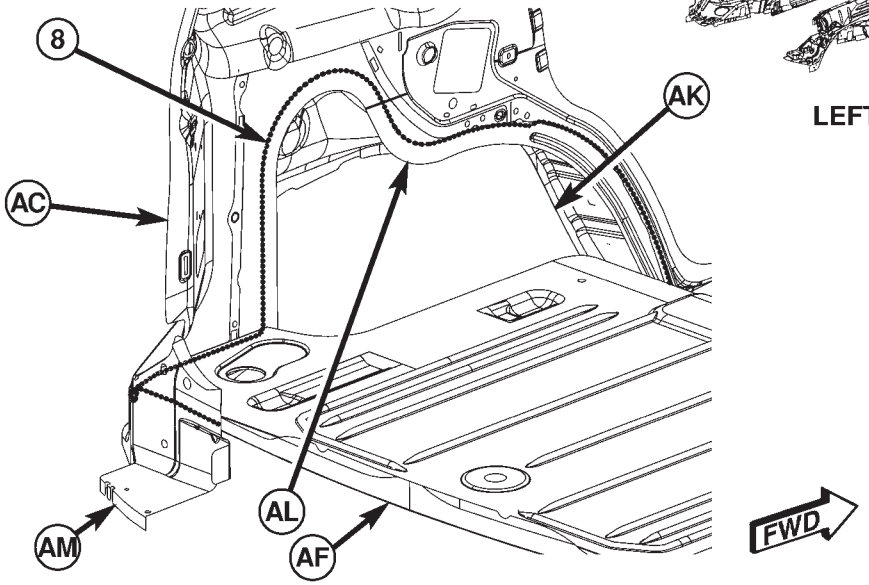
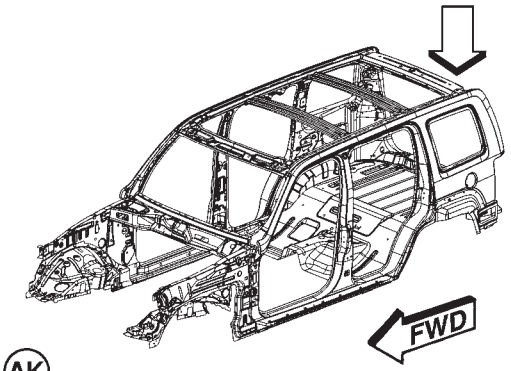
STRUCTURAL ADHESIVE LOCATIONS

STRUCTURAL ADHESIVE

8 - AL TO AK TO AM TO AC

AC - INNER BODY SIDE
AF - GUSSET
AK - OUTER WHEELHOUSE (FRONT)
AL - OUTER WHEELHOUSE (REAR)
AM - REINFORCEMENT (D-PILLAR)





LEFT SIDE ONLY

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Figure 17. BODY IN WHITE WITHOUT ROOF (3 OF 3)

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STRUCTURAL ADHESIVE LOCATIONS

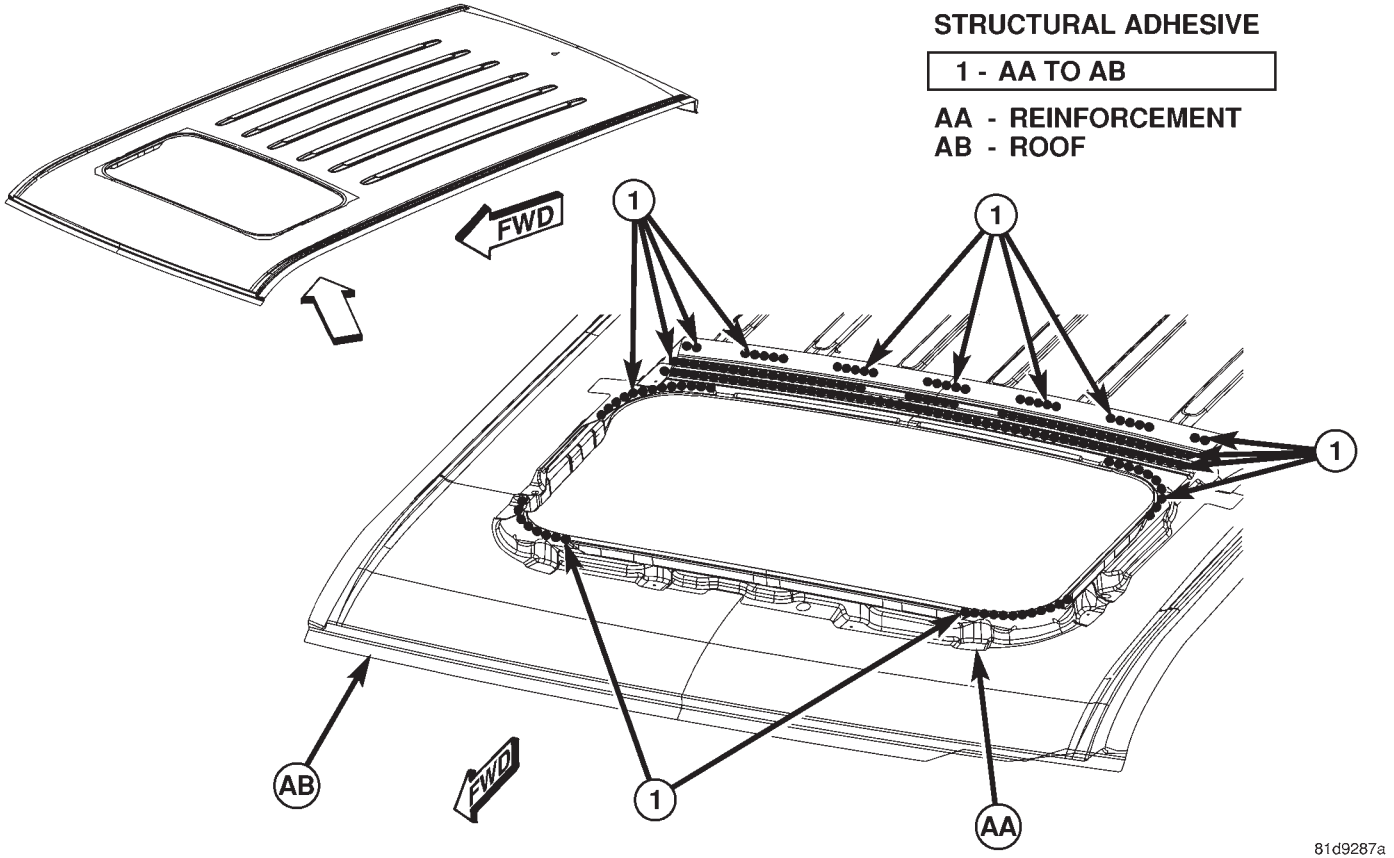

Figure 18. ROOF WITH SUNROOF

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STRUCTURAL ADHESIVE LOCATIONS

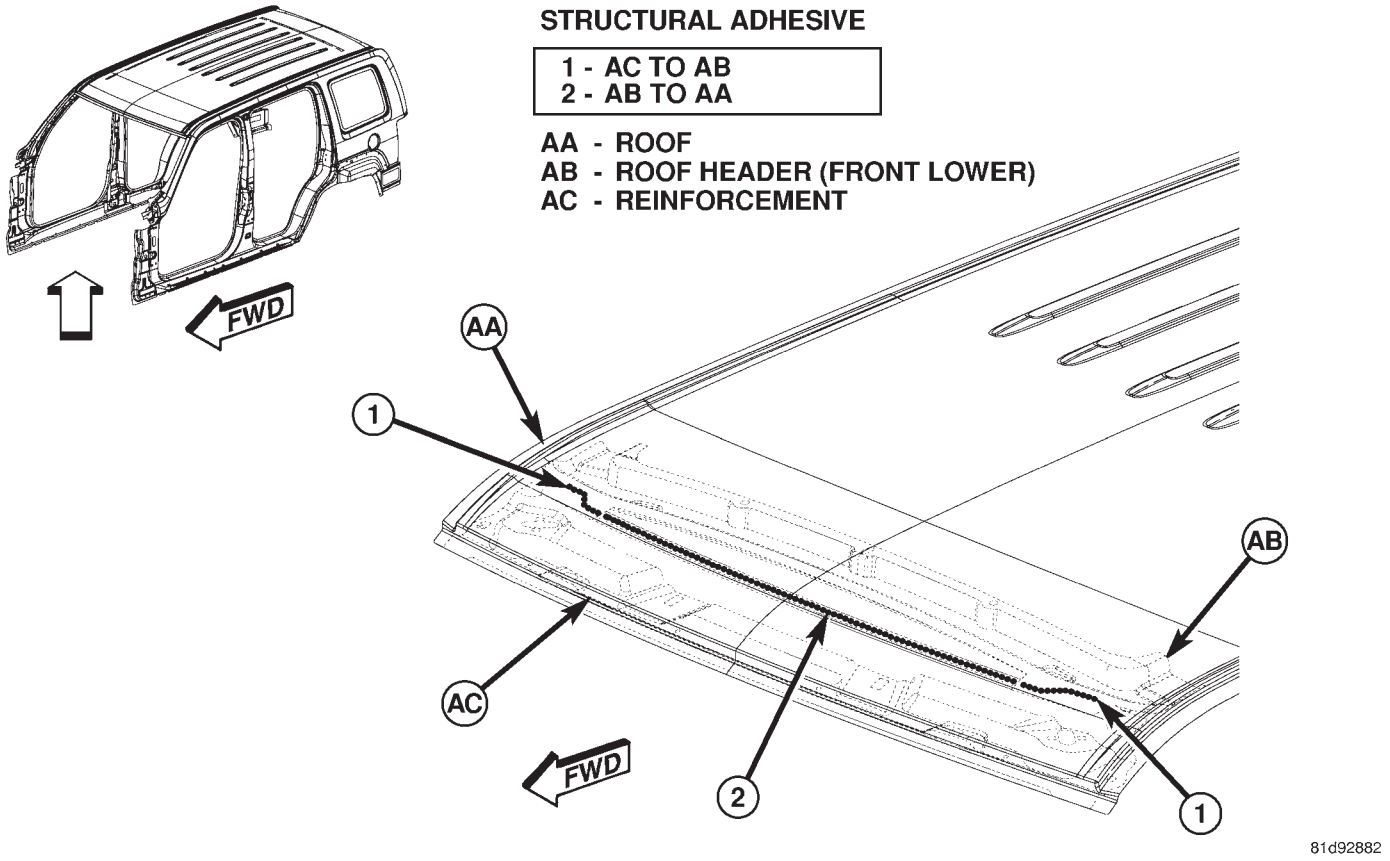

Figure 19. BODY IN WHITE COMPLETE (1 OF 4)

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STRUCTURAL ADHESIVE LOCATIONS

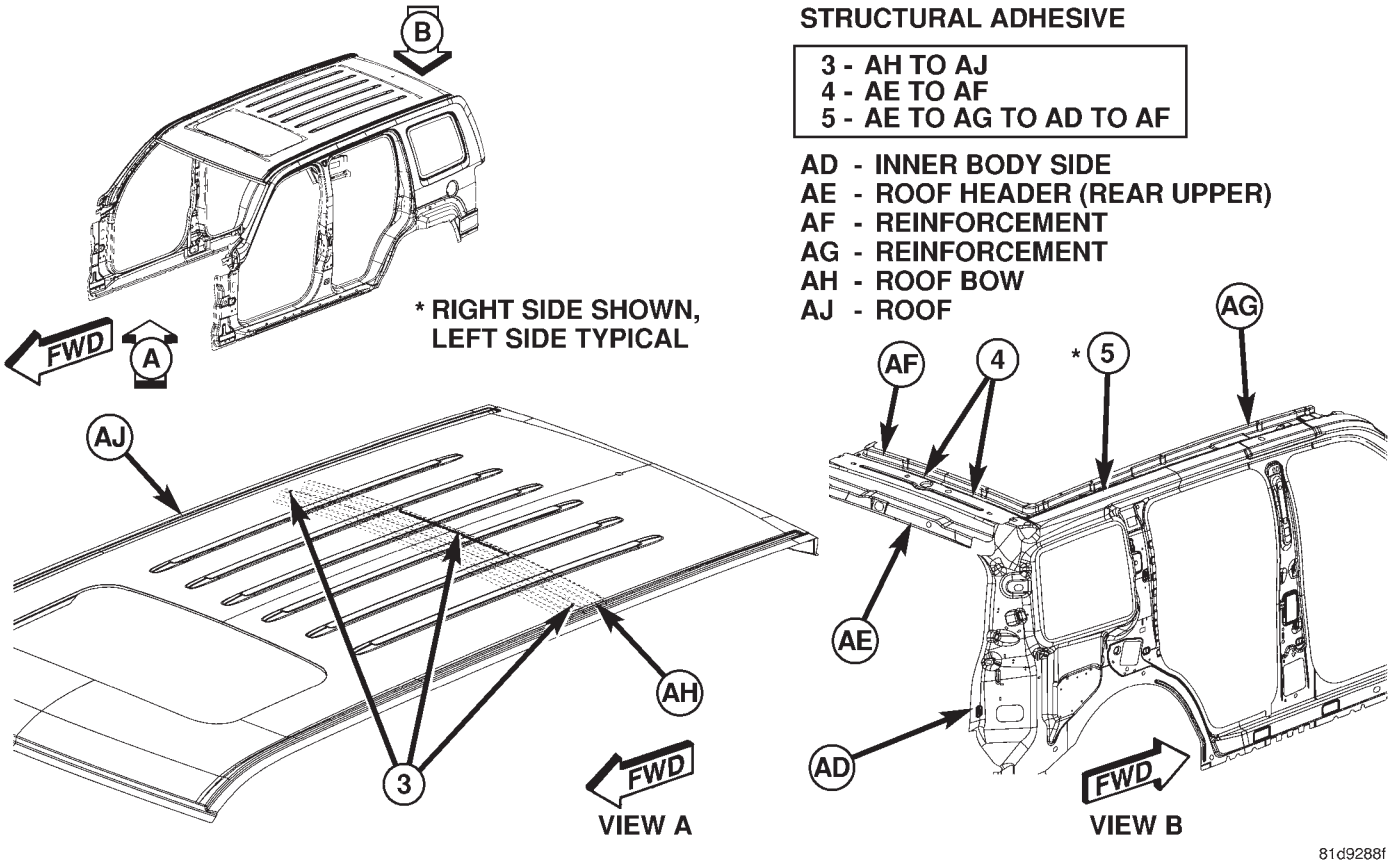

Figure 20. BODY IN WHITE COMPLETE (2 OF 4)

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STRUCTURAL ADHESIVE LOCATIONS

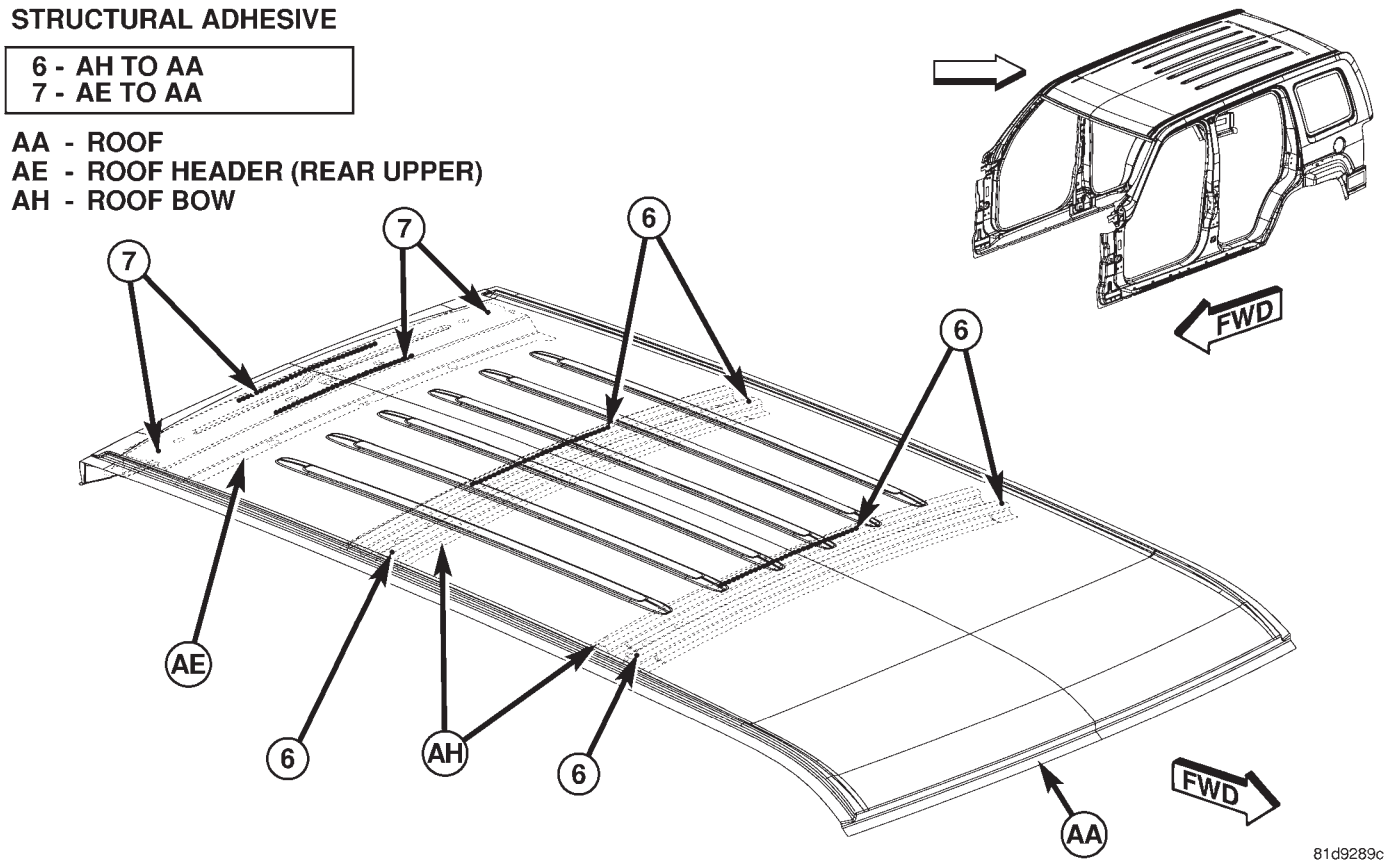

Figure 21. BODY IN WHITE COMPLETE (3 OF 4)

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STRUCTURAL ADHESIVE LOCATIONS

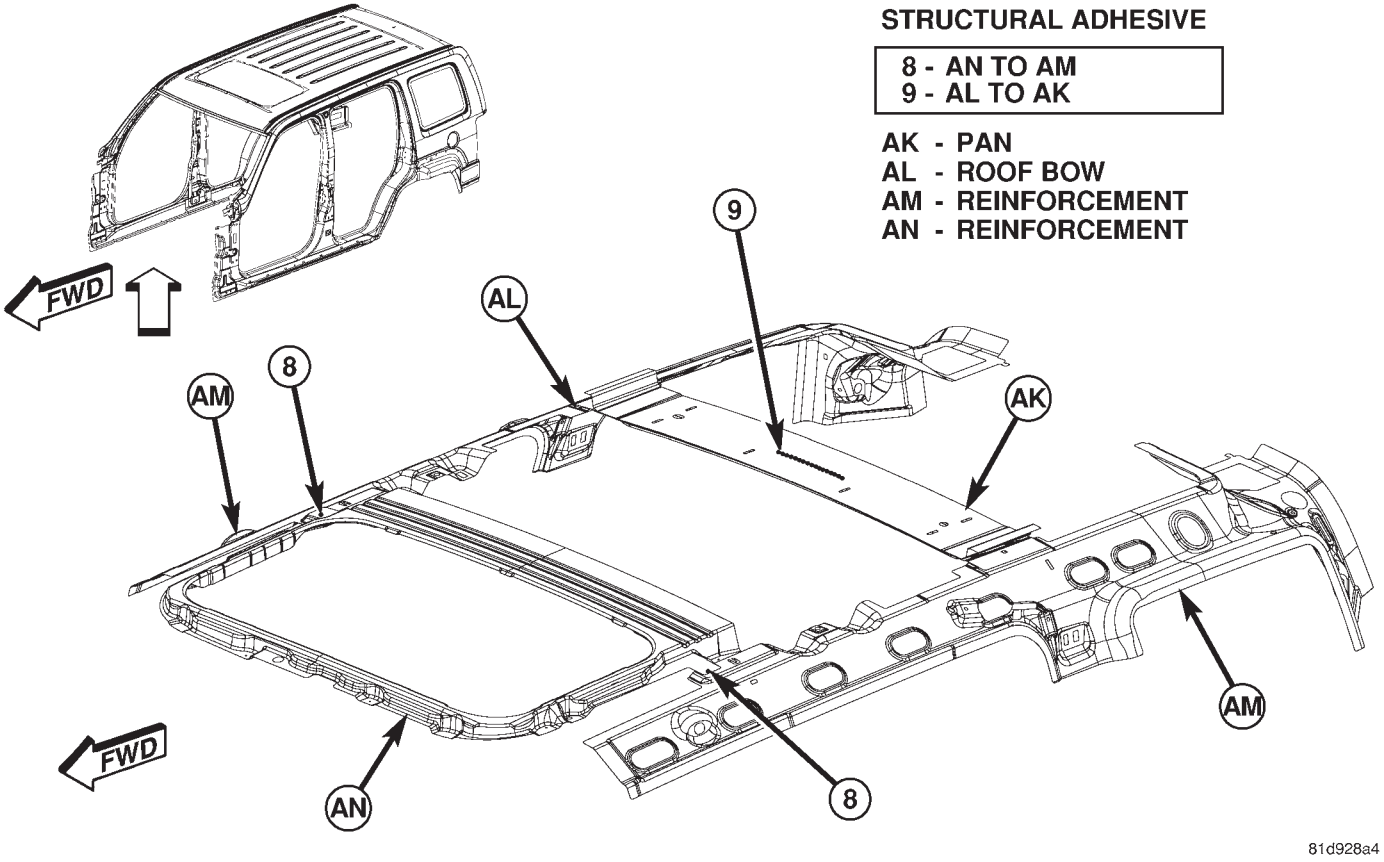

Figure 22. BODY IN WHITECOMPLETE (4 OF 4)

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DODGE CHRYSLER Jeep MOPAR

JEEP LIBERTY
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 Chrysler LLC has encountered and recommended. Chrysler LLC 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, Chrysler LLC 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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USE OF HEAT DURING REPAIR

WARNING: Chrysler LLC engineering's position on the use of heat during collision repair is as follows:

- **Any body panel or frame component damaged which is to be repaired and reused, must be repaired using the "cold straightening" method. No heat may be used during the straightening process.**

- **During rough straightening prior to panel replacement, damaged panels or frame components may be heated to assist in body/frame realignment. The application of heat must be constrained to the parts which will be replaced and not allowed to affect any other components.**

This "no heat" recommendation is due to the extensive use of high strength and advanced high strength steels in Chrysler LLC products. High-strength materials can be substantially and negatively affected from heat input which will not be obviously known to the repairer or consumer.

Ignoring these recommendations may lead to serious compromises in the ability to protect occupants in a future collision event, reduce the engineered qualities and attributes, or decrease the durability and reliability of the vehicle.

Failure to follow these instructions may be result in serious or fatal injury.

This statement supersedes any previously released information by Chrysler LLC.

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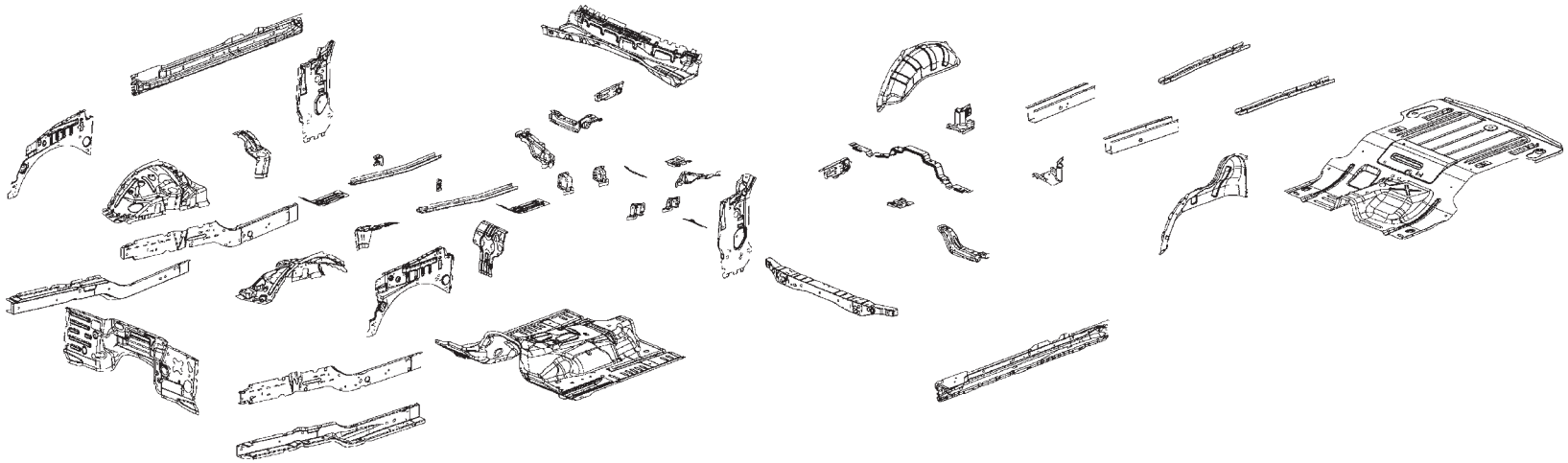
JEEP LIBERTY UNDERBODY AND DASH SECTION



AA PANEL – FENDER INR RT –
AA PANEL – FENDER INR LT –
AB WHEELHOUSE – FRT INR RT –
AB WHEELHOUSE – FRT INR LT –
AC REINF – FRT SHOCK ABSORBER TOWER UPR RT –
AC REINF – FRT SHOCK ABSORBER TOWER UPR LT –
AD CROSSMEMBER – FRT BUMPER FRT –
AE RAIL – FRT OTR RT –
AE RAIL – FRT OTR LT –
AF RAIL – FRT INR RT –
AF RAIL – FRT INR LT –
AG CROSSMEMBER – FRT BUMPER RR –
AH BRACKET – FRT RAIL TO CROSSMEMBER –
AH BRACKET – FRT RAIL TO CROSSMEMBER –
AJ BRACKET – CONTROL ARM MOUNTING FRT UPR FRT RT –
AJ BRACKET – CONTROL ARM MOUNTING FRT UPR FRT LT –
AK BRACKET – CONTROL ARM MOUNTING FRT UPR RR RT –
AK BRACKET – CONTROL ARM MOUNTING FRT UPR RR –
AL REINF – FRT SHOCK ABSORBER TOWER LWR RT –
AL REINF – FRT SHOCK ABSORBER TOWER LWR LT –
AM PANEL – DASH –
AN PANEL – PLENUM LWR –
AP PANEL – PLENUM CLOSURE RT –
AP PANEL – PLENUM CLOSURE LT –
AR PANEL – COWL SIDE RT –
AR PANEL – COWL SIDE LT –
AS PANEL – PLENUM RR –
AT PAN – FLOOR FRT –
AU TORQUE BOX – FRT RT –
AU TORQUE BOX – FRT LT –
AV REINF – BRAKE MASTER CYL –
AW SILL – BODY SIDE RT –
AW SILL – BODY SIDE LT –
AX PLATE – COMPRESSION FRT FLOOR RT –
AX PLATE – COMPRESSION FRT FLOOR LT –
AY REINF – FLOOR FRT RT –
AY REINF – FLOOR FRT LT –
AZ CROSSMEMBER – FRT SEAT FRT RT –
AZ CROSSMEMBER – FRT SEAT FRT LT –
BA CROSSMEMBER – FRT SEAT RR RT –
BA CROSSMEMBER – FRT SEAT RR LT –
BB RAIL – RR RAIL FRT RT –
BB RAIL – RR RAIL FRT LT –
BC PLATE – COMPRESSION FRT FLOOR CTR RT –
BC PLATE – COMPRESSION FRT FLOOR CTR LT –
BD REINF – RR RAIL CTR –
BE REINF – U-CHANNEL RT –
BE REINF – U-CHANNEL LT –
BF TORQUE BOX – RR RT –
BF TORQUE BOX – RR LT –
BG PANEL – RR WHEELHOUSE INR RT –
BG PANEL – RR WHEELHOUSE INR LT –
BH PAN – FLOOR RR –
BJ RAIL – RR RT –
BJ RAIL – RR LT –

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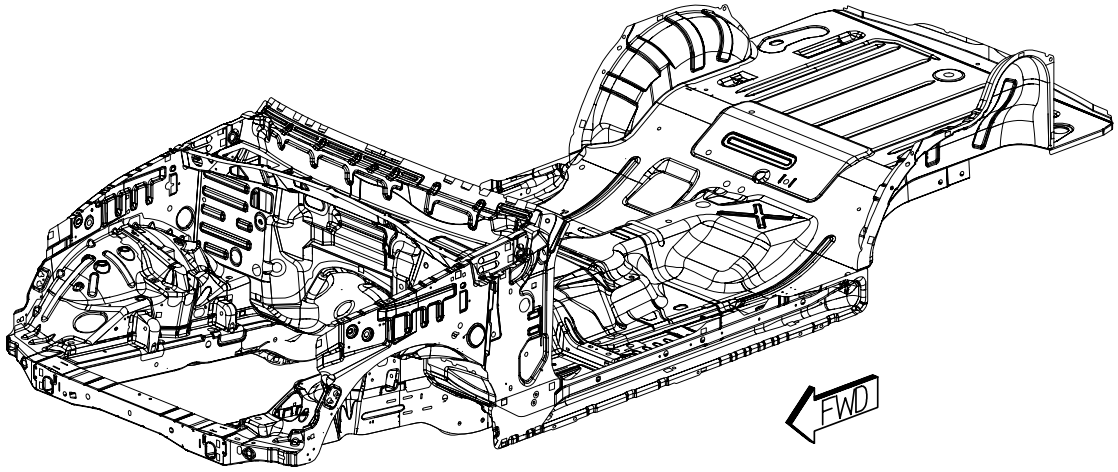
PARTS IDENTIFICATION LEGEND, OVERVIEW 16

AA PANEL – FENDER INR RT –
AA PANEL – FENDER INR LT –
AB WHEELHOUSE – FRT INR RT –
AB WHEELHOUSE – FRT INR LT –
AC REINF – FRT SHOCK ABSORBER TOWER UPR RT –
AC REINF – FRT SHOCK ABSORBER TOWER UPR LT –
AD CROSSMEMBER – FRT BUMPER FRT –
AE RAIL – FRT OTR RT –
AE RAIL – FRT OTR LT –
AF RAIL – FRT INR RT –
AF RAIL – FRT INR LT –
AG CROSSMEMBER – FRT BUMPER RR –
AH BRACKET – FRT RAIL TO CROSSMEMBER –
AH BRACKET – FRT RAIL TO CROSSMEMBER –
AJ BRACKET – CONTROL ARM MOUNTING FRT UPR FRT RT –
AJ BRACKET – CONTROL ARM MOUNTING FRT UPR FRT LT –
AK BRACKET – CONTROL ARM MOUNTING FRT UPR RR RT –
AK BRACKET – CONTROL ARM MOUNTING FRT UPR RR –
AL REINF – FRT SHOCK ABSORBER TOWER LWR RT –
AL REINF – FRT SHOCK ABSORBER TOWER LWR LT –
AM PANEL – DASH –
AN PANEL – PLENUM LWR –
AP PANEL – PLENUM CLOSURE RT –
AP PANEL – PLENUM CLOSURE LT –
AR PANEL – COWL SIDE RT –
AR PANEL – COWL SIDE LT –
AS PANEL – PLENUM RR –
AT PAN – FLOOR FRT –
AU TORQUE BOX – FRT RT –
AU TORQUE BOX – FRT LT –
AV REINF – BRAKE MASTER CYL –
AW SILL – BODY SIDE RT –
AW SILL – BODY SIDE LT –
AX PLATE – COMPRESSION FRT FLOOR RT –
AX PLATE – COMPRESSION FRT FLOOR LT –
AY REINF – FLOOR FRT RT –
AY REINF – FLOOR FRT LT –
AZ CROSSMEMBER – FRT SEAT FRT RT –
AZ CROSSMEMBER – FRT SEAT FRT LT –
BA CROSSMEMBER – FRT SEAT RR RT –
BA CROSSMEMBER – FRT SEAT RR LT –
BB RAIL – RR RAIL FRT RT –
BB RAIL – RR RAIL FRT LT –
BC PLATE – COMPRESSION FRT FLOOR CTR RT –
BC PLATE – COMPRESSION FRT FLOOR CTR LT –
BD REINF – RR RAIL CTR –
BE REINF – U-CHANNEL RT –
BE REINF – U-CHANNEL LT –
BF TORQUE BOX – RR RT –
BF TORQUE BOX – RR LT –
BG PANEL – RR WHEELHOUSE INR RT –
BG PANEL – RR WHEELHOUSE INR LT –
BH PAN – FLOOR RR –
BJ RAIL – RR RT –
BJ RAIL – RR LT –



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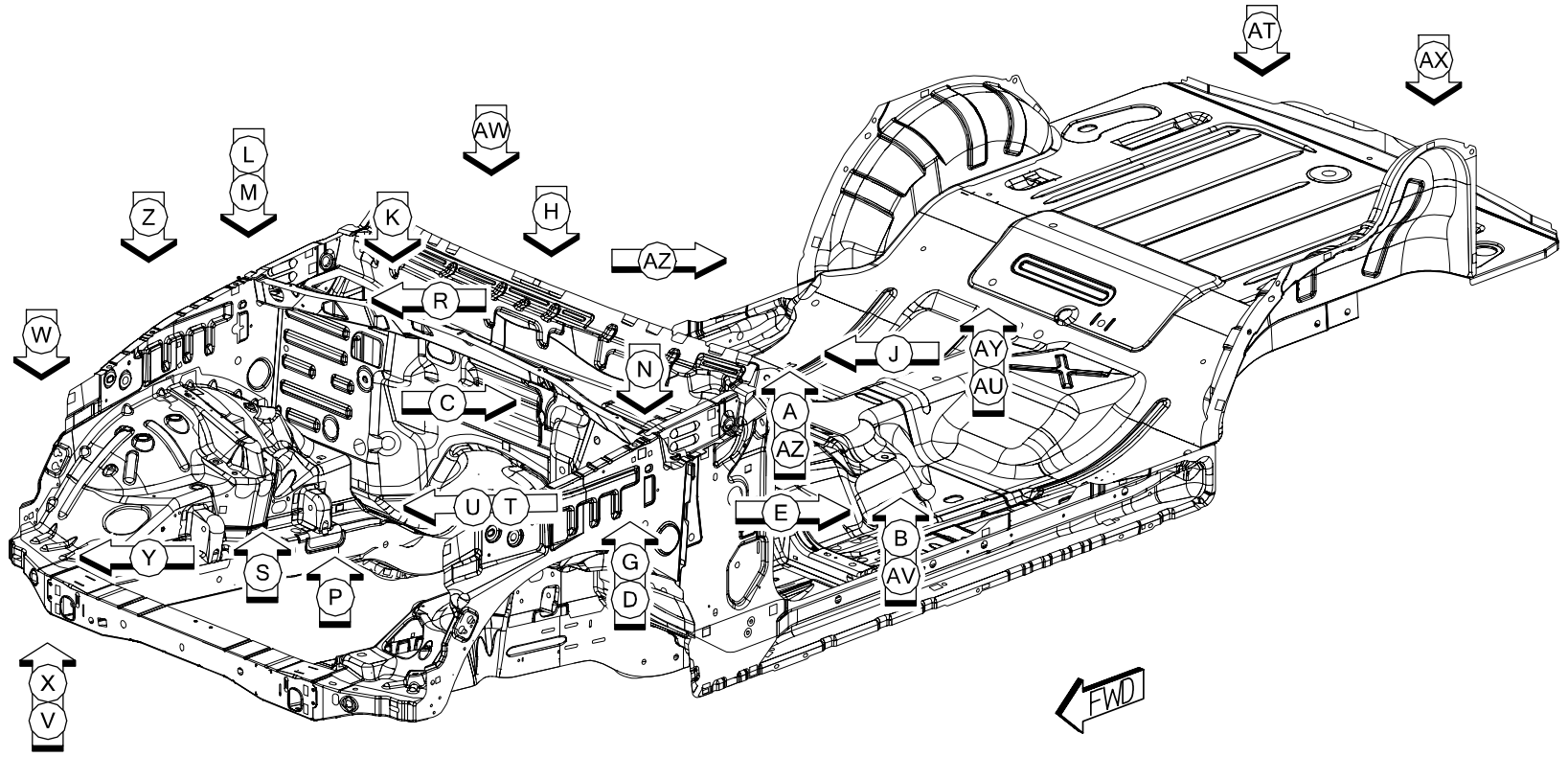
WELD LAYOUT LOCATION GUIDE



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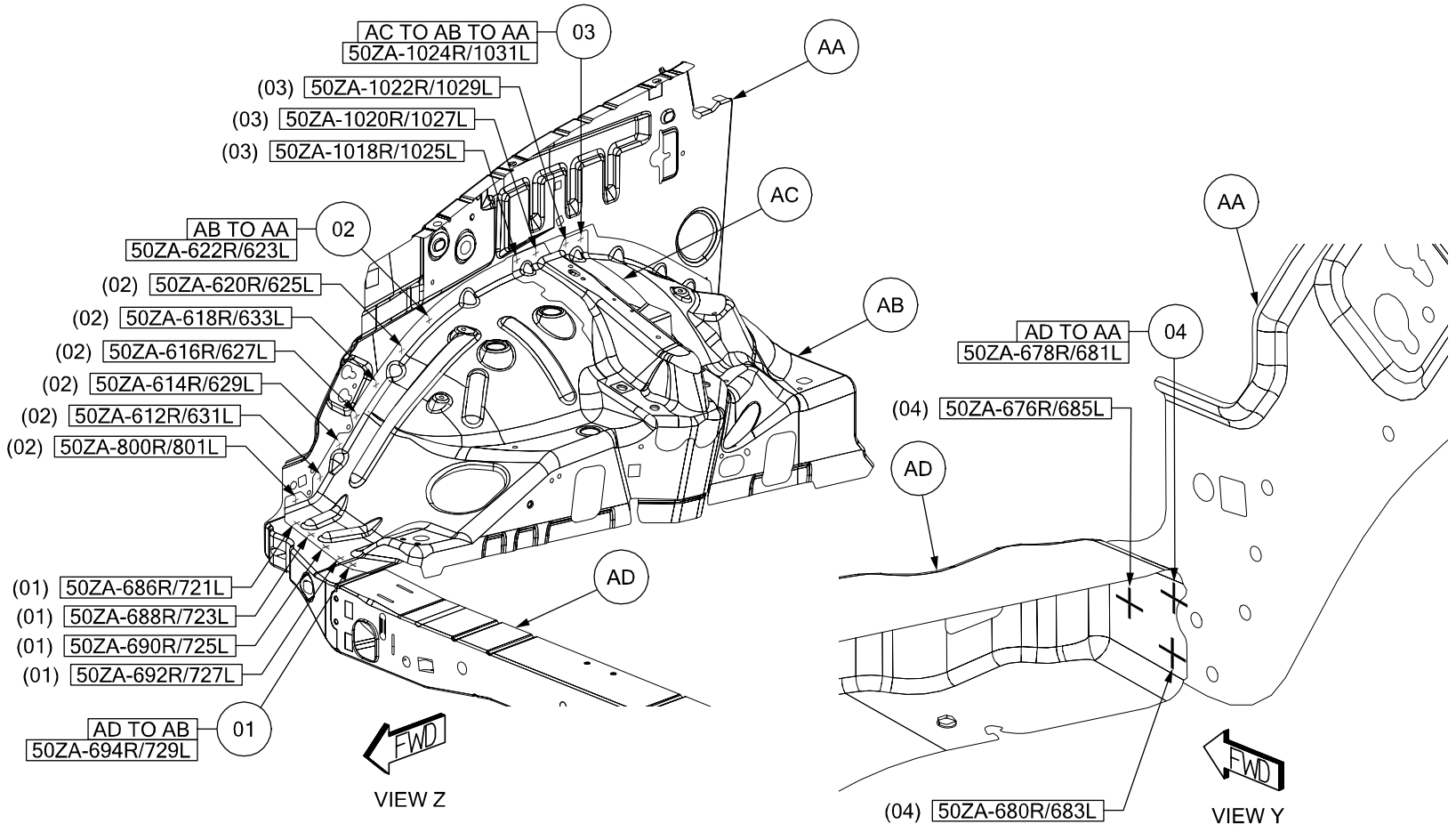
01 AD TO AB 5/SD S/WELDS (ORD)
02 AB TO AA 7/SD S/WELDS (ORD)
03 AC TO AB TO AA 4/SD S/WELDS (ORD)
04 AD TO AA 3/SD S/WELDS (ORD)



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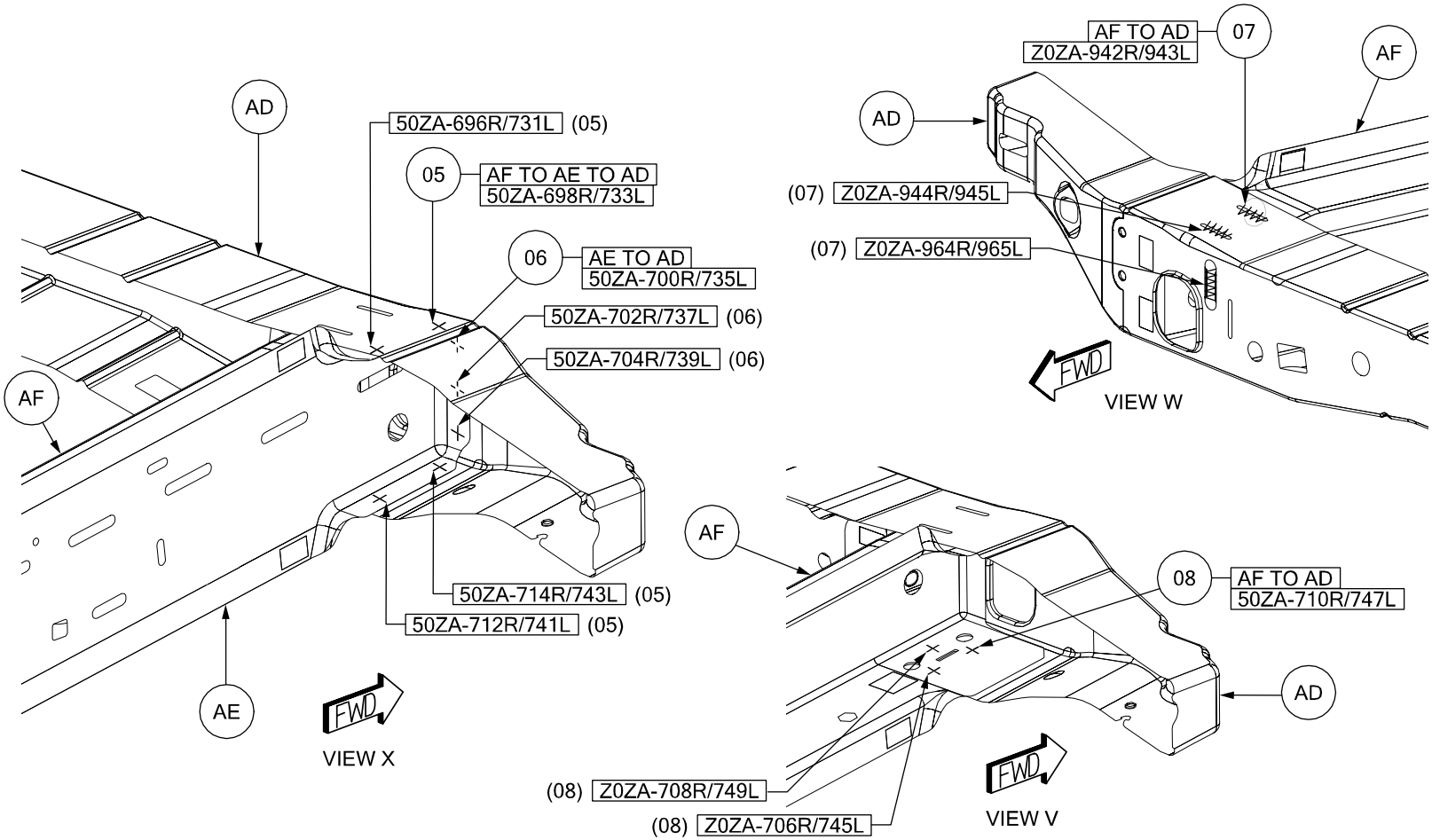
05 AF TO AE TO AD 4/SD S/WELDS (ORD)
06 AE TO AD 3/SD S/WELDS (ORD)
07 AF TO AD 3/SD FCAW (ORD)
08 AF TO AD 3/SD S/WELDS (ORD)



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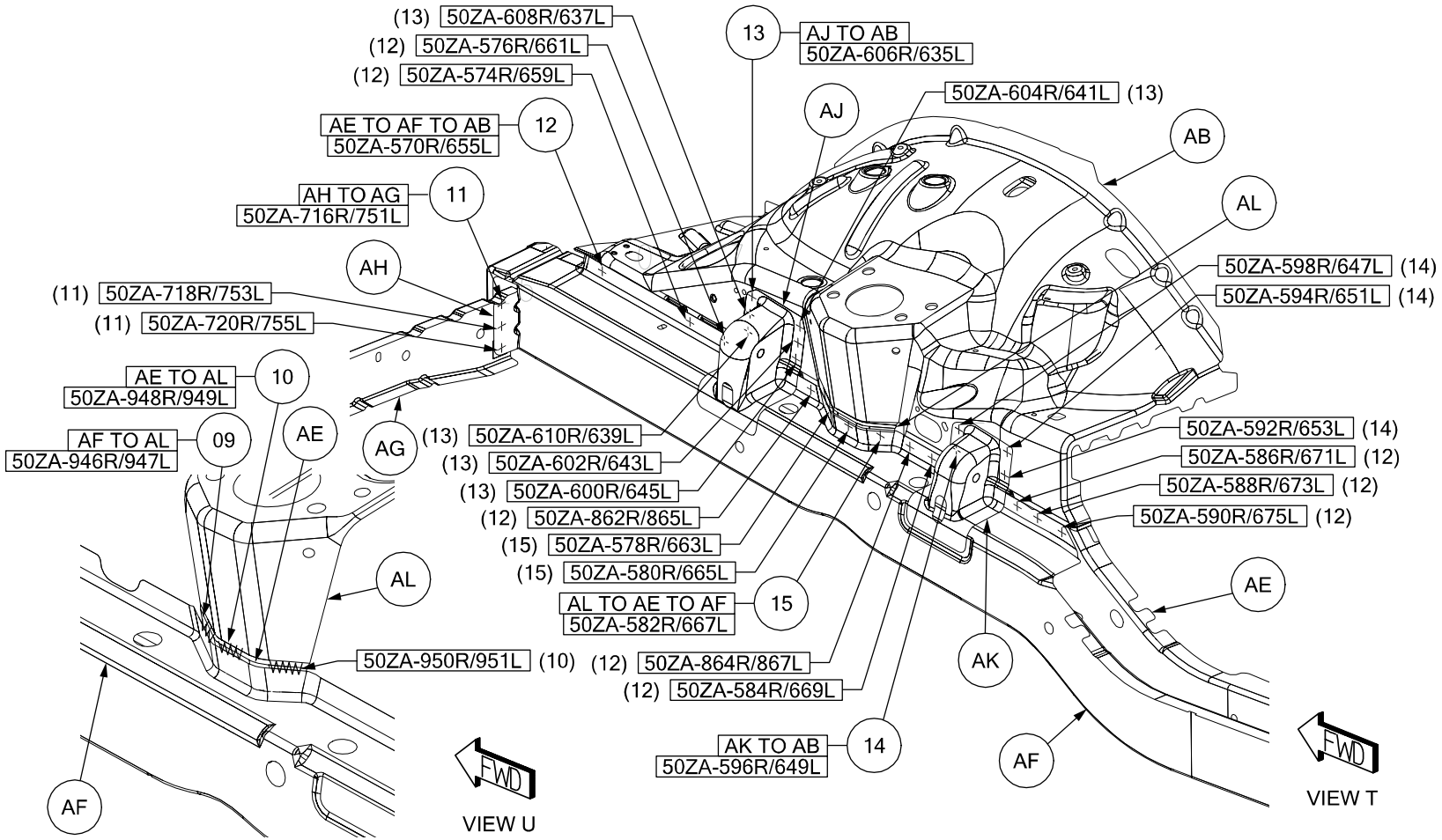
09 AF TO AL 1/SD FCAW (ORD)
10 AE TO AL 2/SD FCAW (ORD)
11 AH TO AG 3/SD S/WELDS (ORD)
12 AE TO AF TO AB 8/SD S/WELDS (ORD)
13 AJ TO AB 6/SD S/WELDS (ORD)
14 AK TO AB 4/SD S/WELDS (ORD)
15 AL TO AE TO AF 3/SD S/WELDS (ORD)



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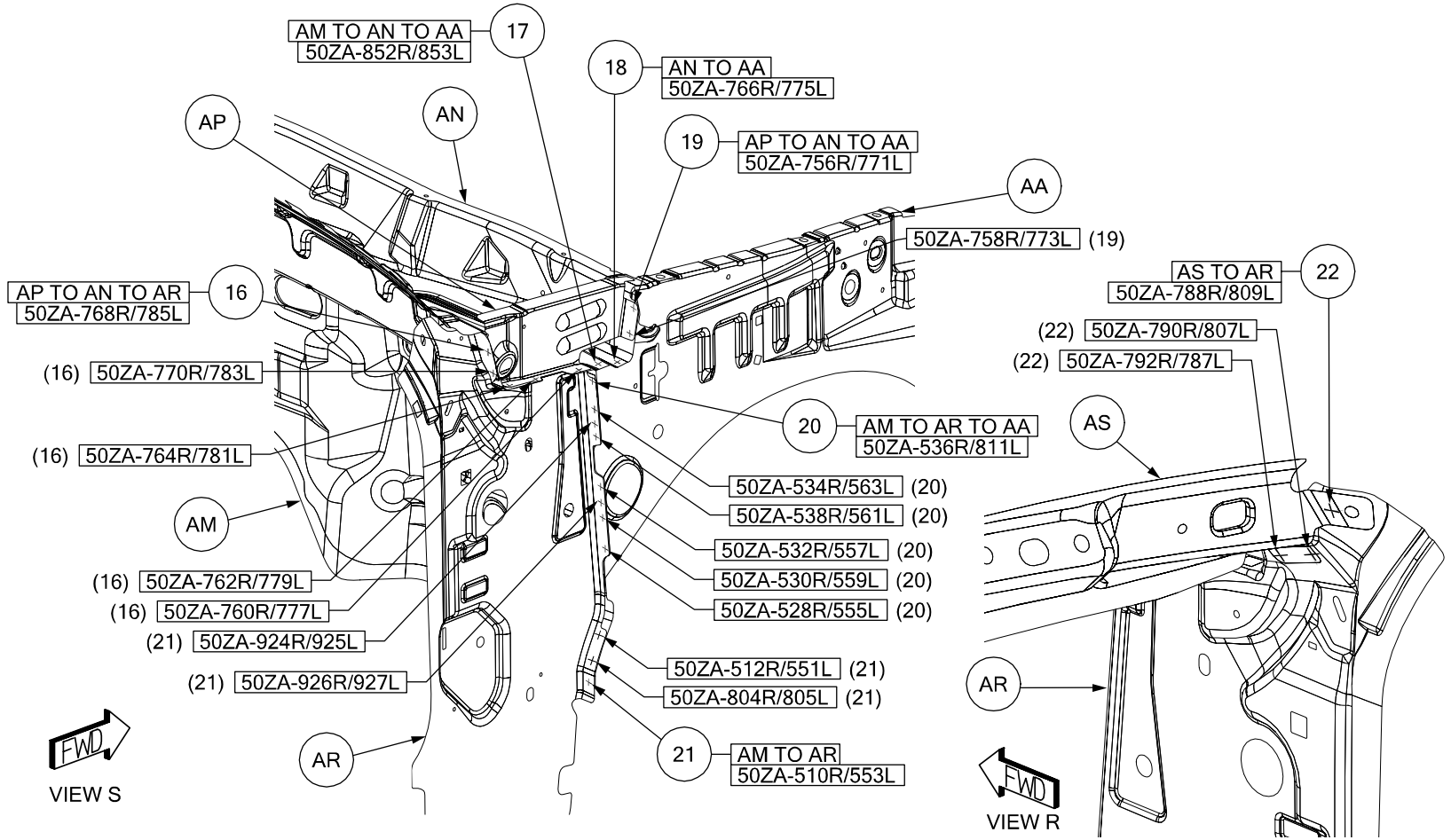
16 AP TO AN TO AR 5/SD S/WELDS (ORD)
17 AM TO AN TO AA 1/SD S/WELD (ORD)
18 AN TO AA 1/SD S/WELD (ORD)
19 AP TO AN TO AA 2/SD S/WELDS (ORD)
20 AM TO AR TO AA 6/SD S/WELDS (ORD)
21 AM TO AR 5/SD S/WELDS (ORD)
22 AS TO AR 3/SD S/WELDS (ORD)



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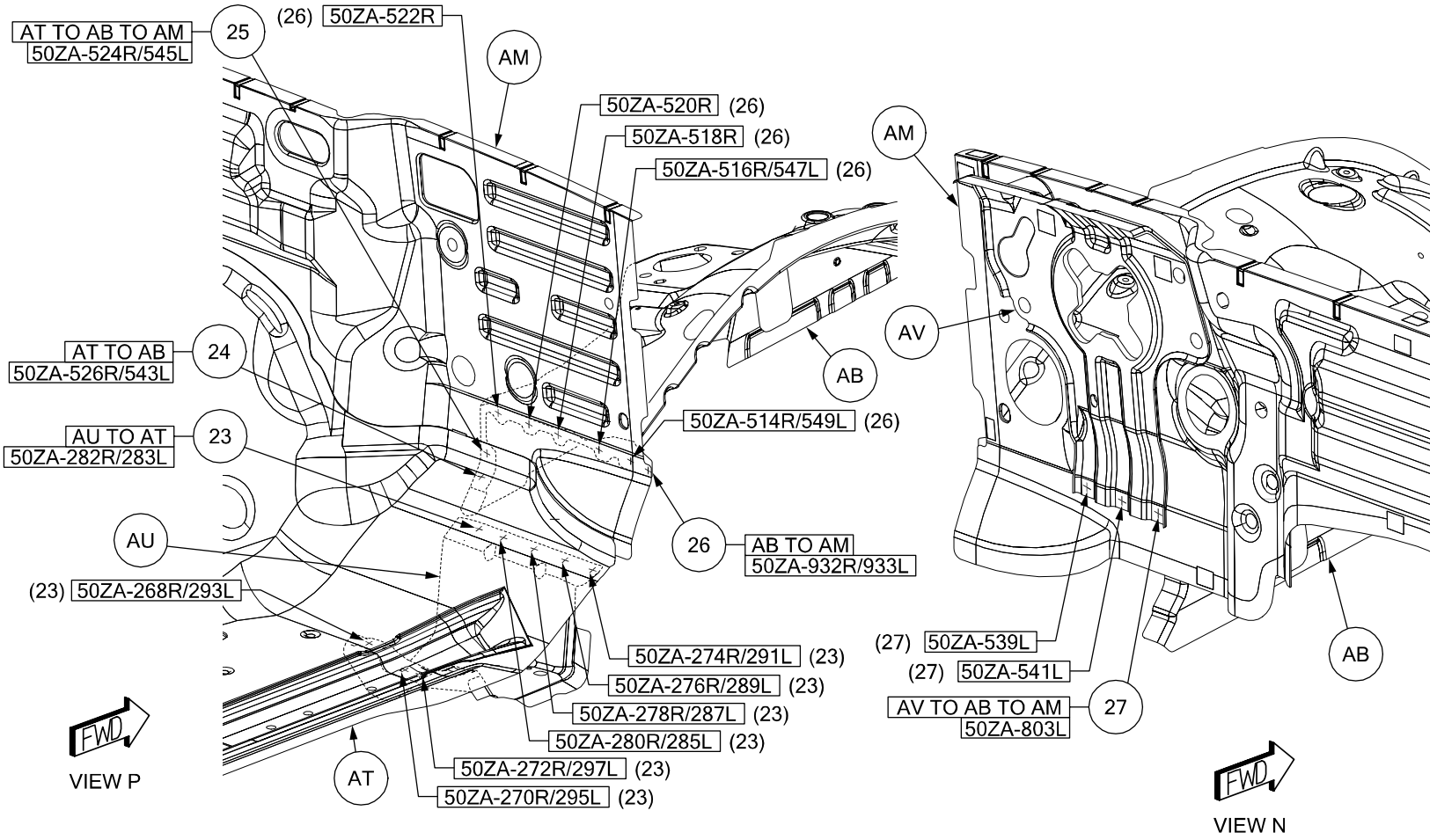
23 AU TO AT 8/SD S/WELDS (ORD)
24 AT TO AB 1/SD S/WELD (ORD)
25 AT TO AB TO AM 1/SD S/WELD (ORD)
26 AB TO AM 6R/3L S/WELDS (ORD)
27 AV TO AB TO AM 3L S/WELDS (ORD)



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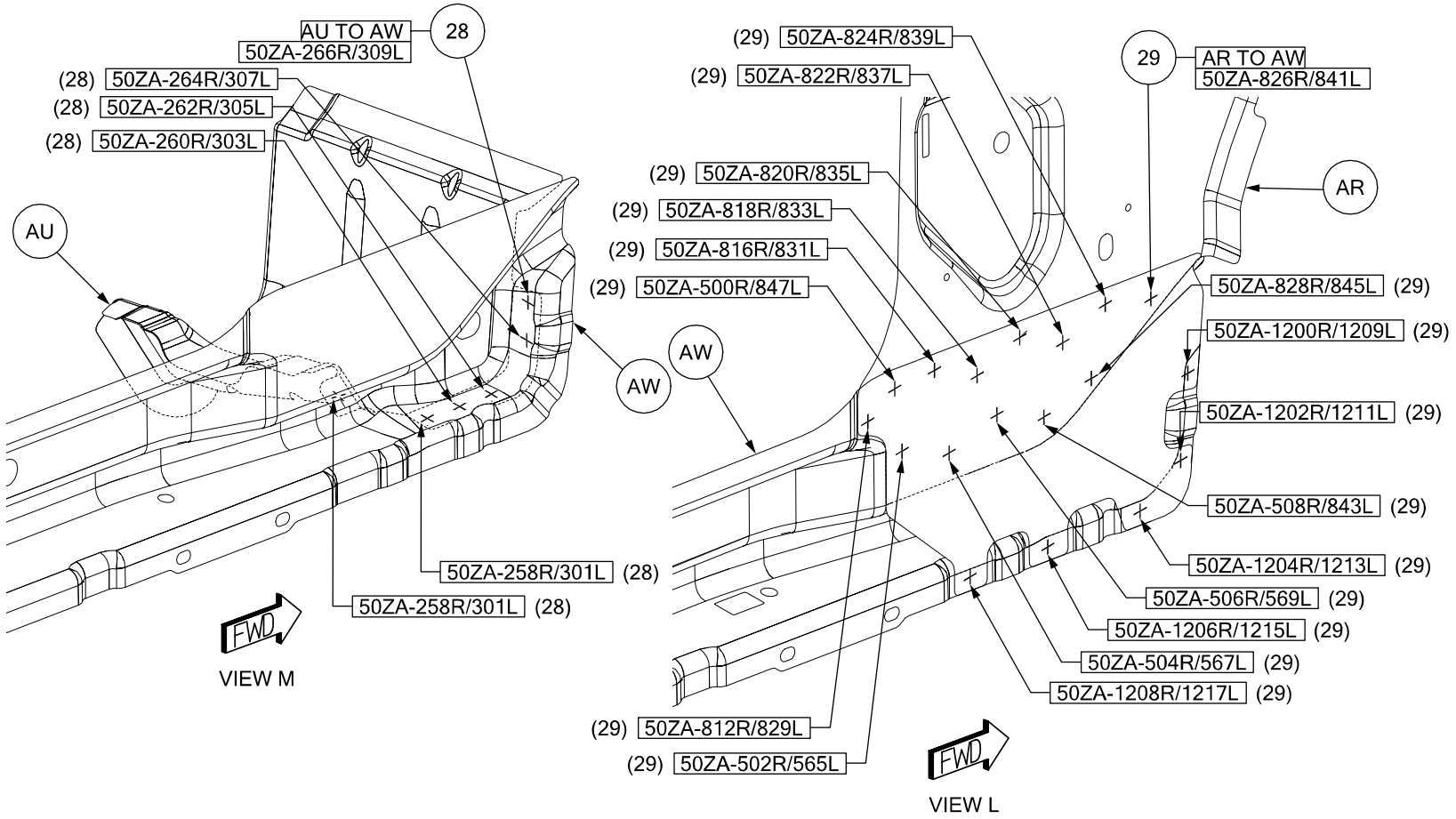
28 AU TO AW 6/SD S/WELDS (ORD)
29 AR TO AW 18/SD S/WELDS (ORD)



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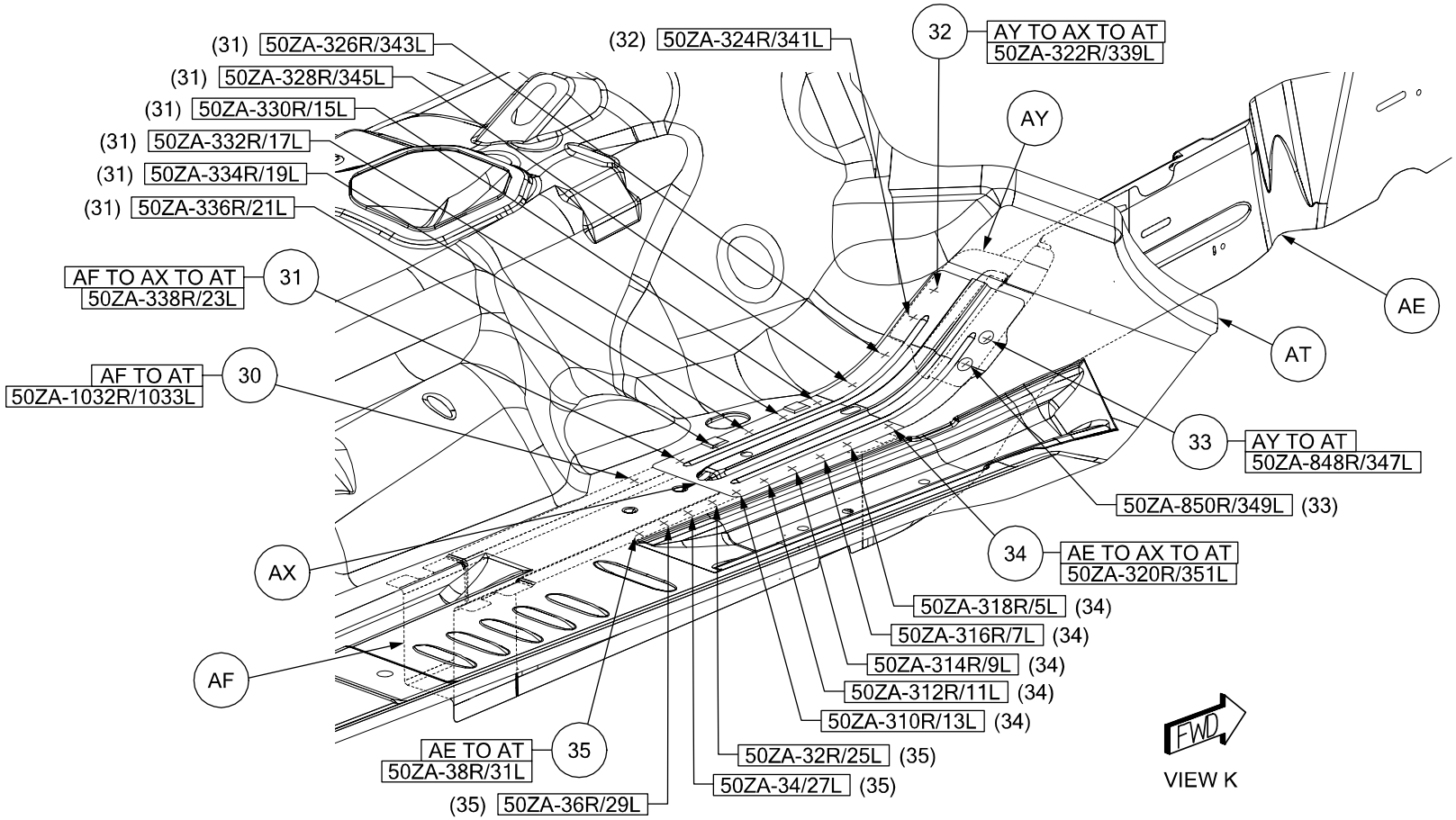
30 AF TO AT 1/SD S/WELD (ORD)
31 AF TO AX TO AT 7/SD S/WELDS (ORD)
32 AY TO AX TO AT 2/SD S/WELDS (ORD)
33 AY TO AT 2/SD S/WELDS (ORD)
34 AE TO AX TO AT 6/SD S/WELDS (ORD)
35 AE TO AT 4/SD S/WELDS (ORD)



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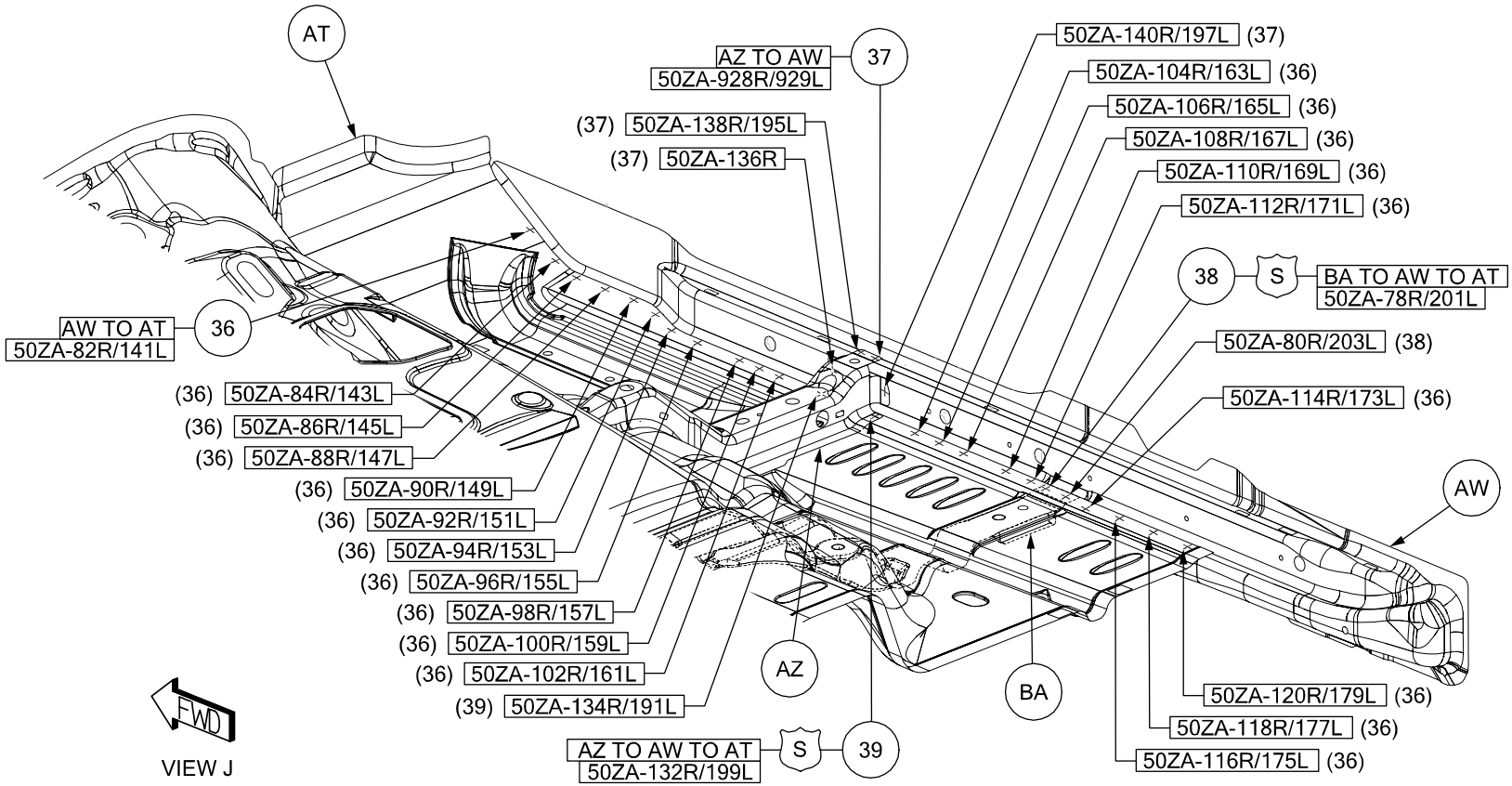
36 AW TO AT 20/SD S/WELDS (ORD)
37 AZ TO AW 4R/3L S/WELDS (ORD)
38 BA TO AW TO AT 2/SD S/WELDS (SAF)
39 AZ TO AW TO AT 2/SD S/WELDS (SAF)



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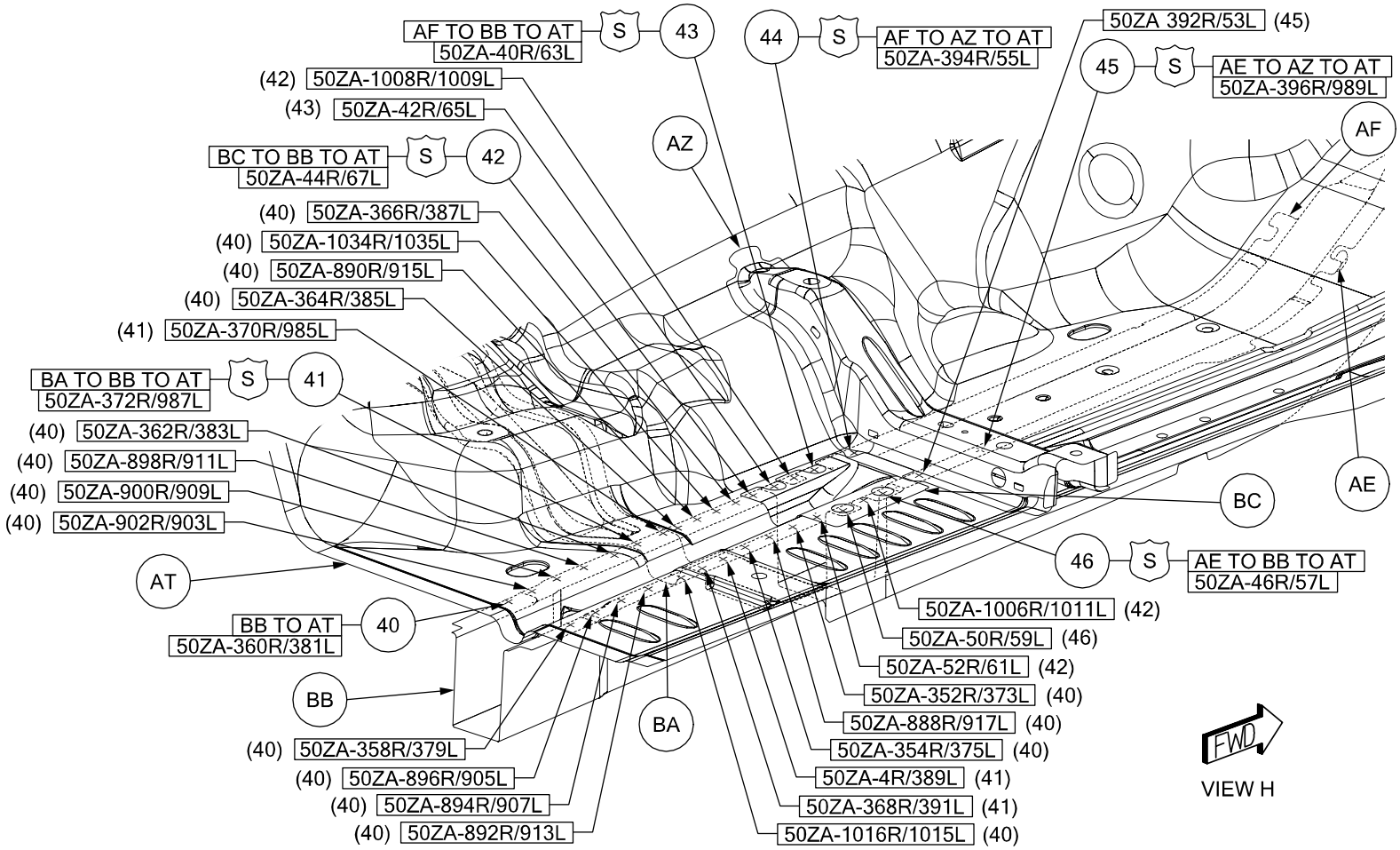
40 BB TO AT 17/SD S/WELDS (ORD)
41 BA TO BB TO AT 4/SD S/WELDS (SAF)
42 BC TO BB TO AT 4/SD S/WELDS (SAF)
43 AF TO BB TO AT 2/SD S/WELDS (SAF)
44 AF TO AZ TO AT 1/SD S/WELD (SAF)
45 AE TO AZ TO AT 2/SD S/WELDS (SAF)
46 AE TO BB TO AT 2/SD S/WELDS (SAF)



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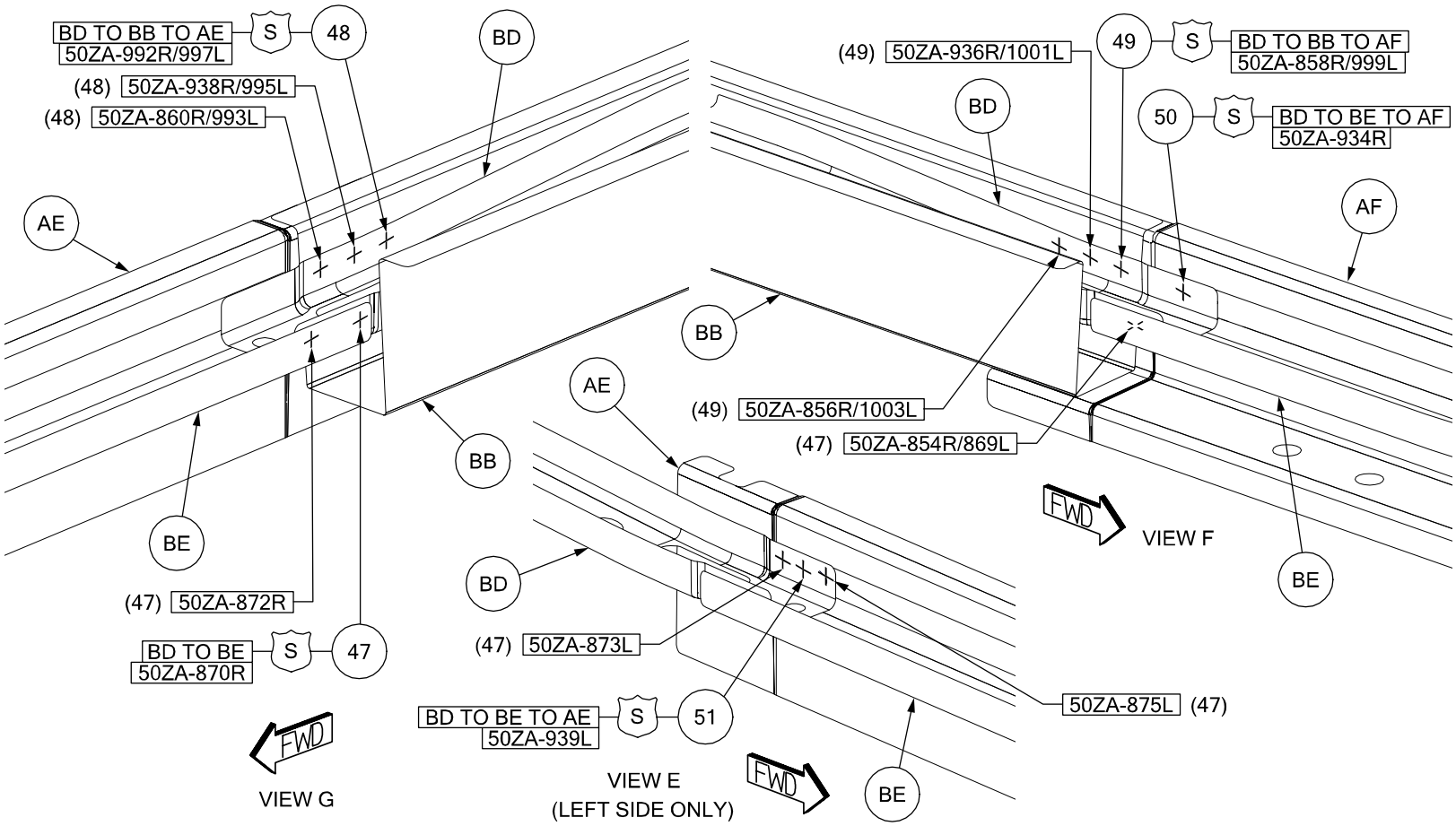
47 BD TO BE 3R/3L S/WELDS (SAF)
48 BD TO BB TO AE 3/SD S/WELDS (SAF)
49 BD TO BB TO AF 3/SD S/WELDS (SAF)
50 BD TO BE TO AF 1R S/WELD (SAF)
51 BD TO BE TO AE 1L S/WELD (SAF)



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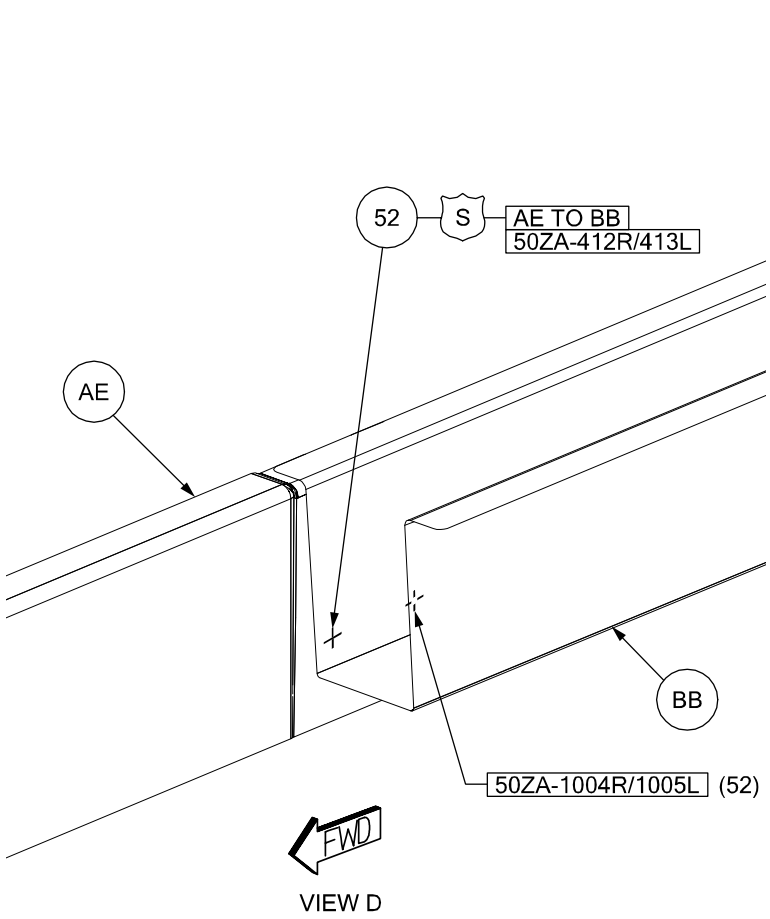
52 AE TO BB 2/SD S/WELDS (SAF)
53 BB TO AF 6/SD S/WELDS (SAF)



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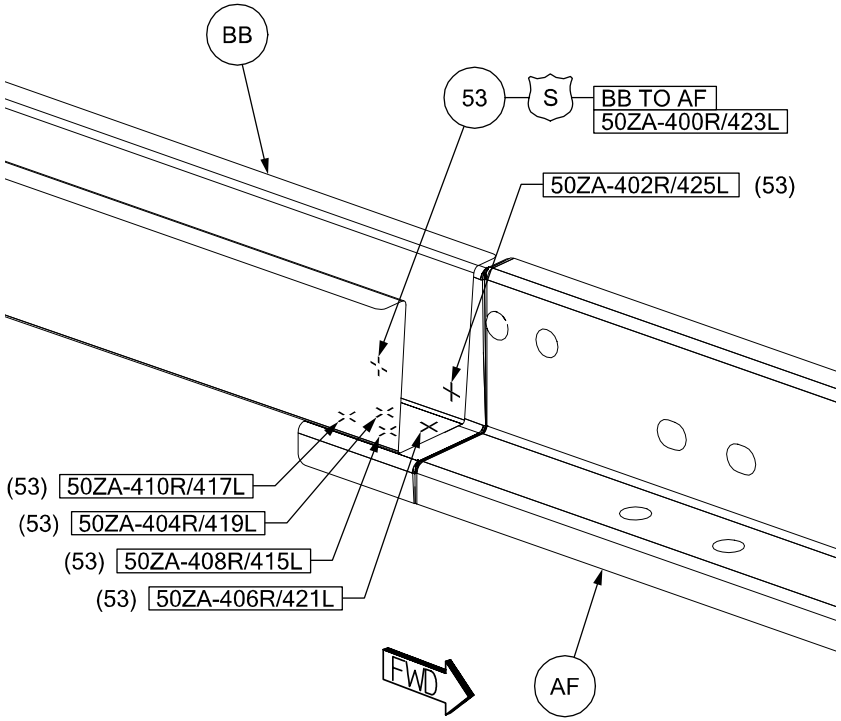

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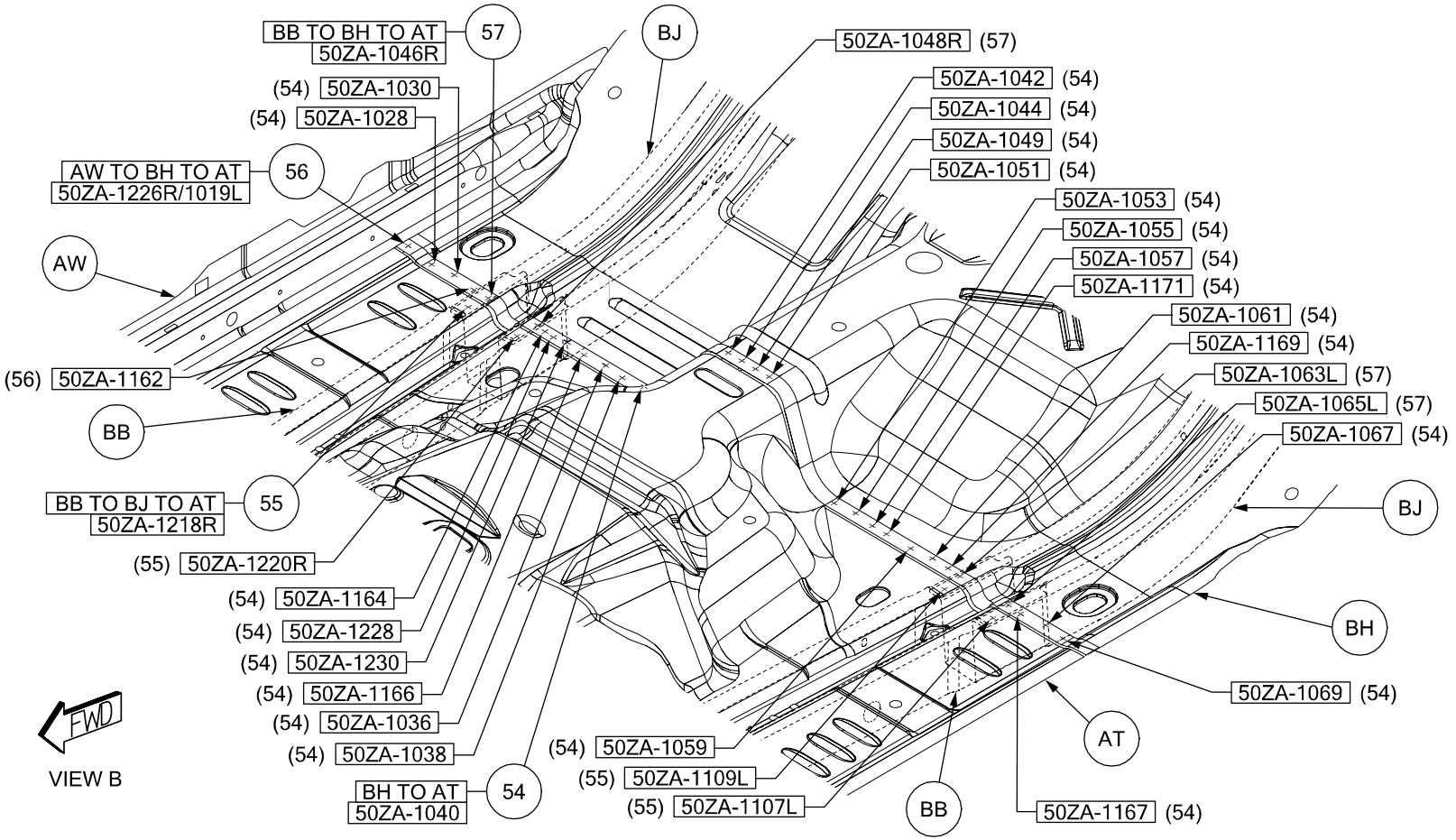
54 BH TO AT 23 S/WELDS (ORD)
55 BB TO BJ TO AT 2R/2L S/WELDS (ORD)
56 AW TO BH TO AT 1/SD S/WELD (ORD)
57 BB TO BH TO AT 2R/2L S/WELDS (ORD)



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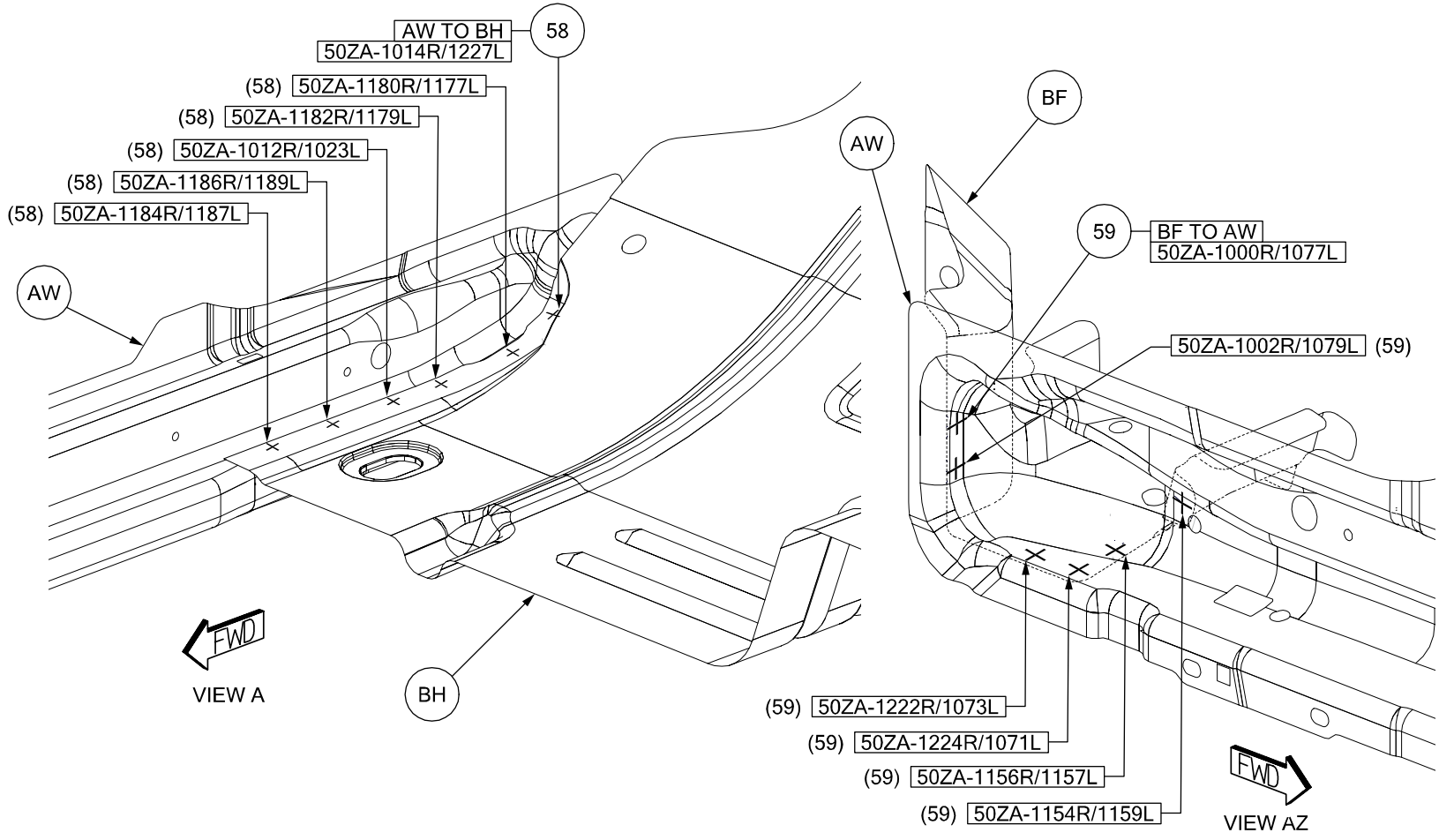
58 AW TO BH 6/SD S/WELDS (ORD)
59 BF TO AW 6/SD S/WELDS (ORD)



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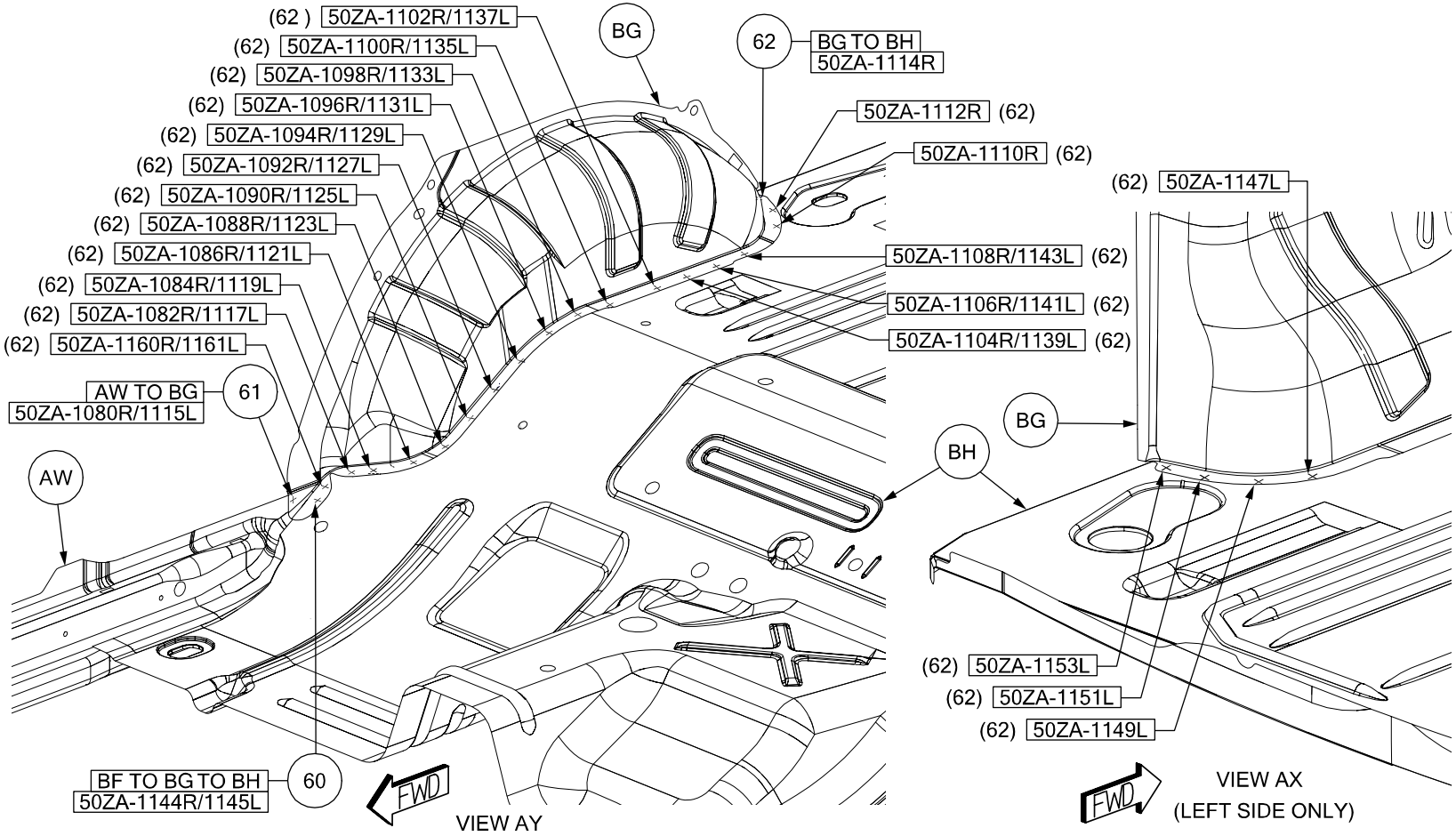
60 BF TO BG TO BH 1/SD S/WELD (ORD)
61 AW TO BG 1/SD S/WELD (ORD)
62 BG TO BH 18R/19L S/WELDS (ORD)



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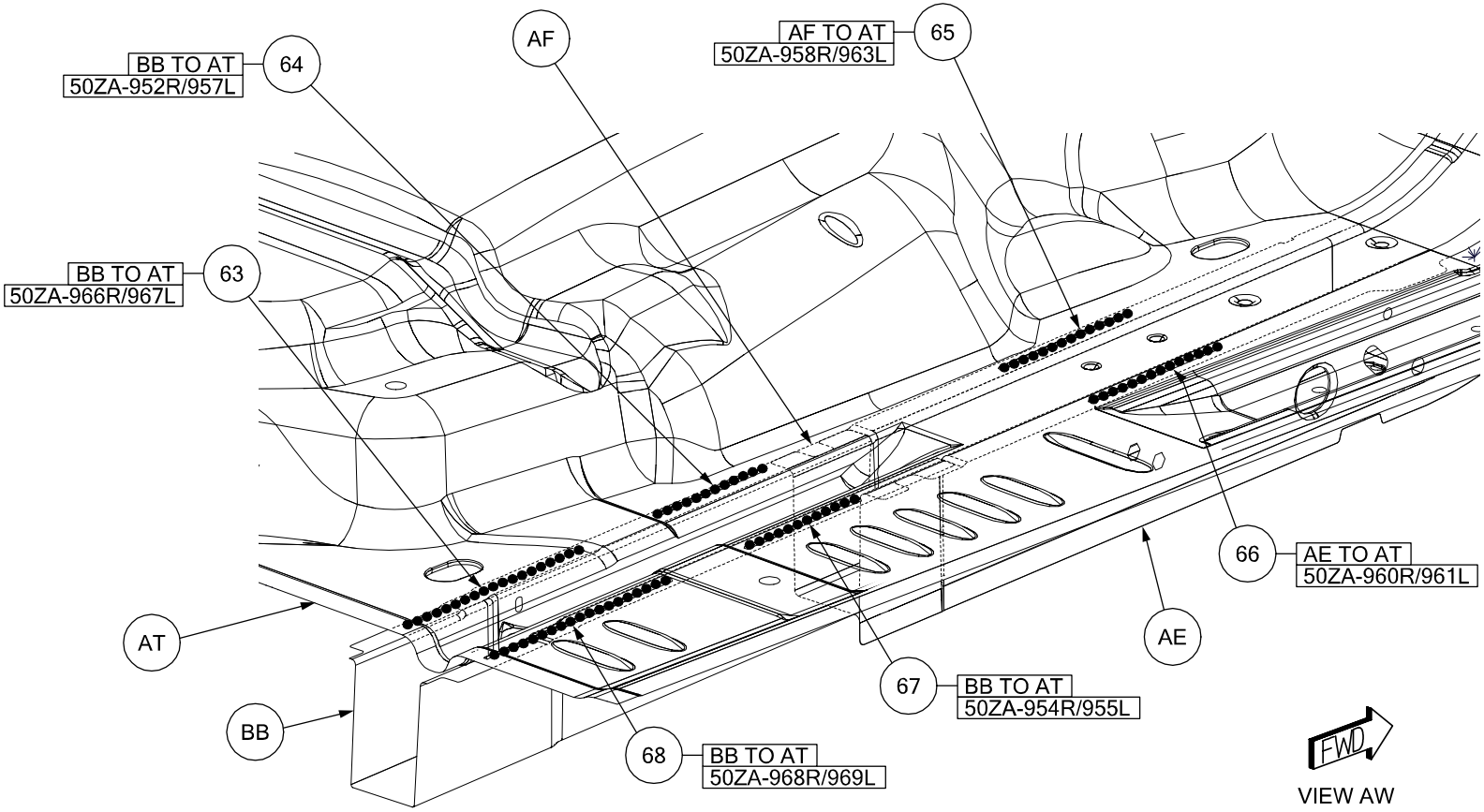
63 BB TO AT 1/SD STRUC ADH (ORD)
64 BB TO AT 1/SD STRUC ADH (ORD)
65 AF TO AT 1/SD STRUC ADH (ORD)
66 AE TO AT 1/SD STRUC ADH (ORD)
67 BB TO AT 1/SD STRUC ADH (ORD)
68 BB TO AT 1/SD STRUC ADH (ORD)



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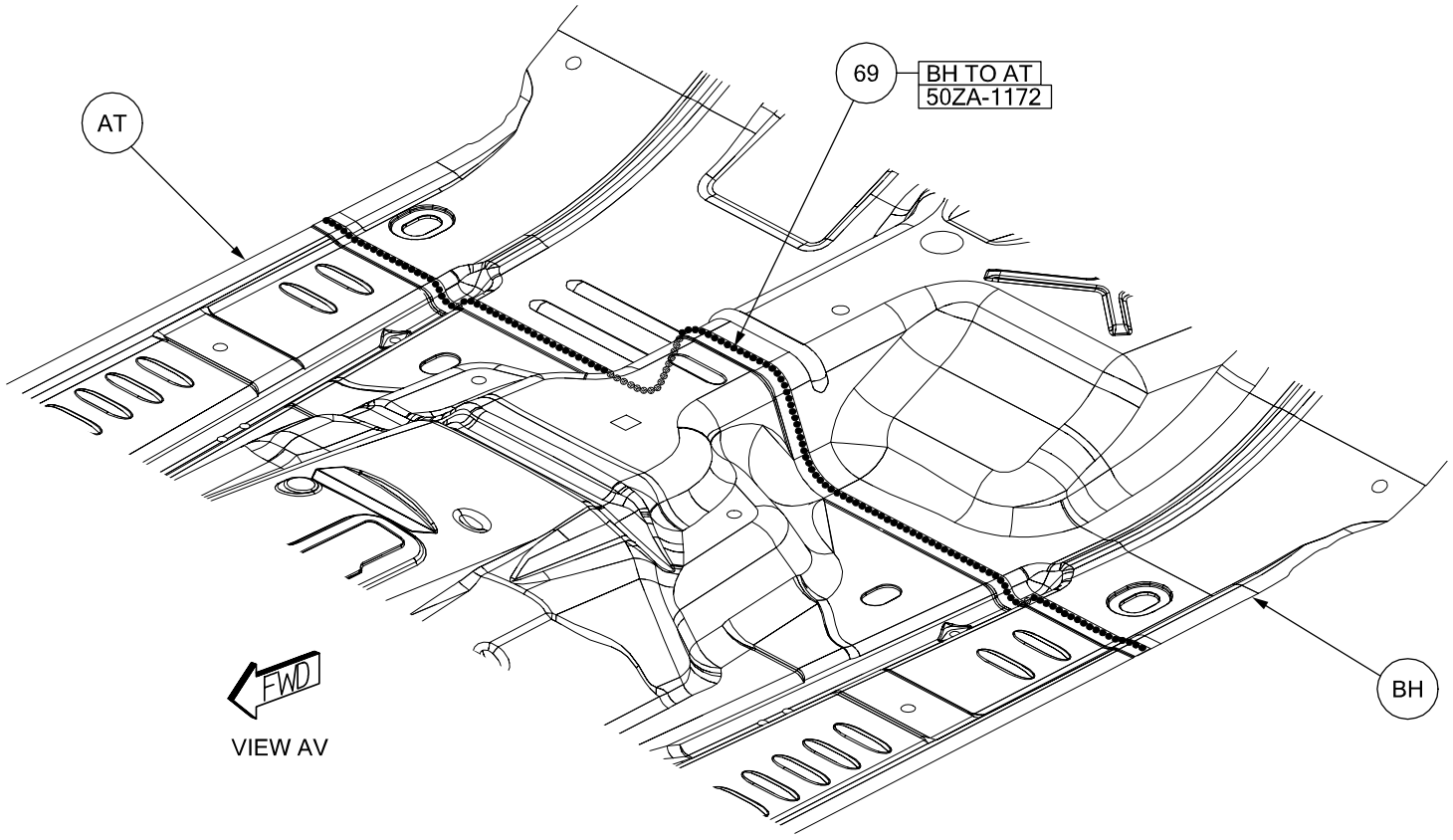
69 BH TO AT 1 STRUC ADH (ORD)



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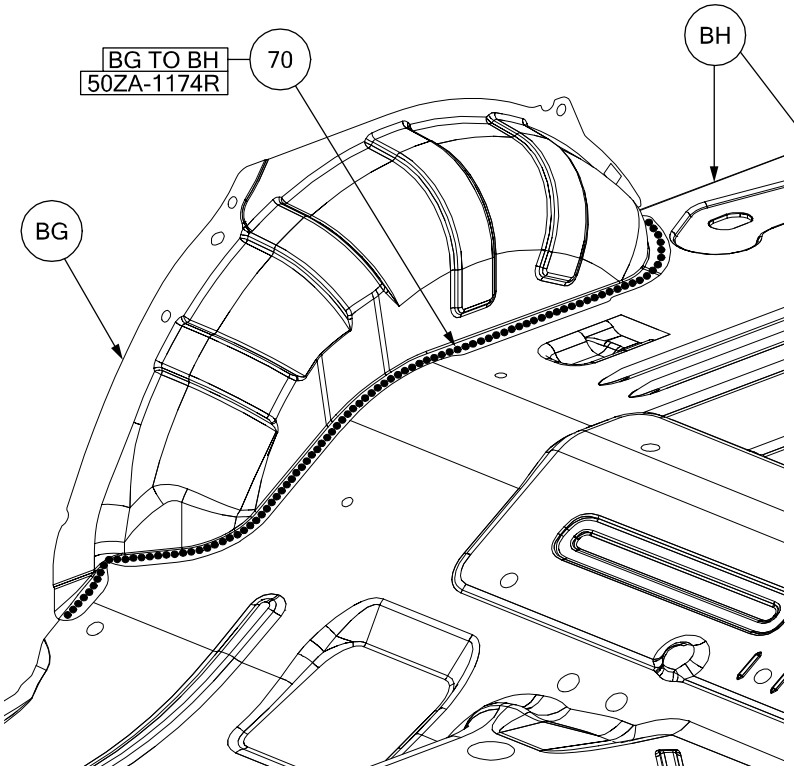
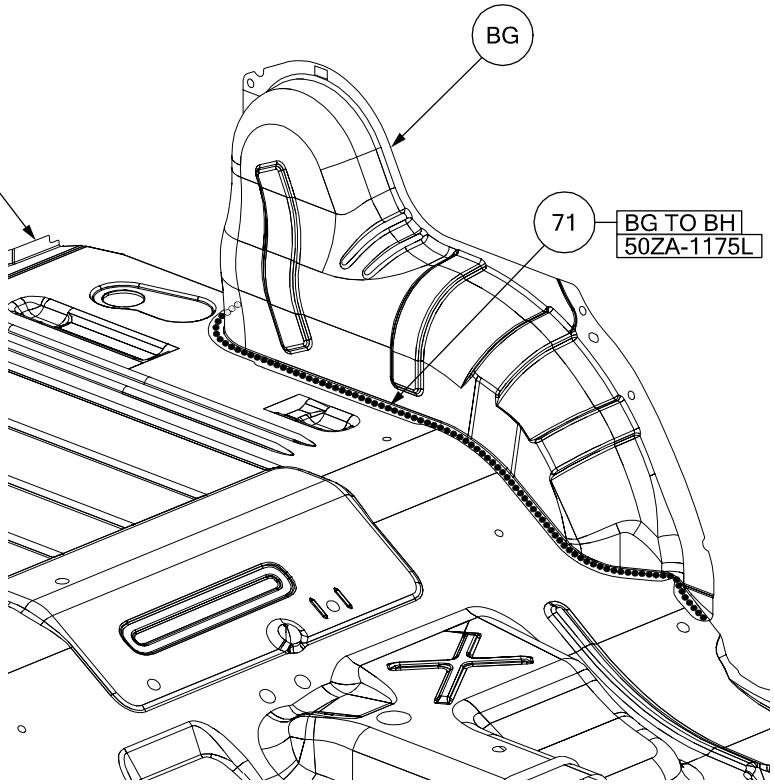
70 BG TO BH 1R STRUC ADH (ORD)
71 BG TO BH 1L STRUC ADH (ORD)



VIEW AU
(RIGHT SIDE ONLY)



VIEW AT
(LEFT SIDE ONLY)

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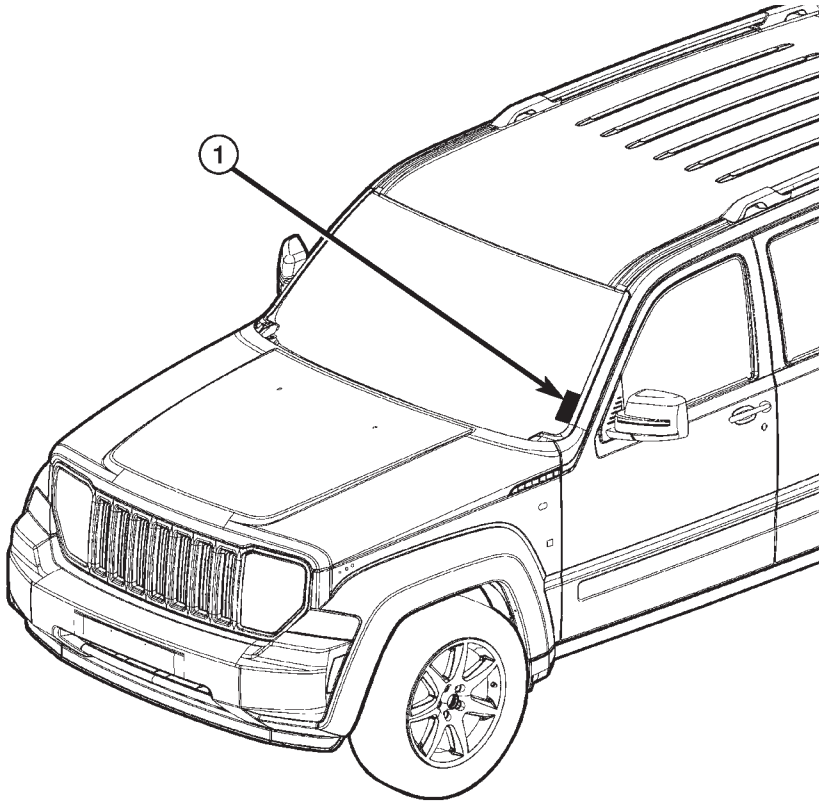
JEEP LIBERTY VEHICLE IDENTIFICATION NUMBER DESCRIPTION

The Vehicle Identification Number (VIN) plate is located on the lower left A-pillar and is visible through the windshield. 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 Withour Side Air Bags 8 = Multipurpose Passenger Vehicle With Side Air Bags
4	Gross Vehicle Weight Rating	G = 4001-5000 Lbs. (1815-2267 Kg)
5	Vehicle Line	P = Liberty Left Hand Drive (4X2) N = Liberty/Cherokee Left Hand Drive (4X4) 4 = Cherokee Right Hand Drive (4X4)
6	Series/Transmission	2 = Lowline 5 = Premium B = 4 Speed Automatic (DGV) C = 6 Speed Manual (DEH) E = 5 Speed Automatic (DGJ)
7	Body Style	8 = Sport Utility 4 Door
8	Engine	K = 3.7L V6 CYL Magnum Gasoline Sales Code (EKG) 9 = 2.8L I4 CYL Turbo Diesel Next Gen Sales Code (ENS)
9	Check Digit	0 through 9 or X
10	Model Year	8 = 2008
11	Assembly Plant	W = Toledo South Assembly
12 - 17	Vehicle Build Sequence Six Digit Number Assigned By the Assembly Plant	

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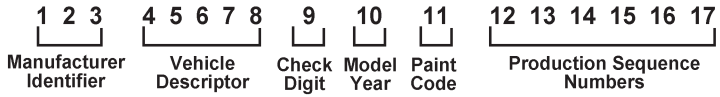
The Vehicle Identification Number (VIN) are unique identifying codes that have appeared on every vehicle sold on the United States since 1981. A VIN is 17 characters long, consisting of numbers and letters.

Each character in a VIN has a specific meaning, and the VIN is broken up into sections. The following image (courtesy of howstuffworks.com) shows the 17 placeholders, described in detail below.



Position	Meaning
1	Nation of origin (where assembled); larger nations are split into regions
2	Manufacturer
3	Division within manufacturer, or vehicle type
4	Vehicle weight and/or horsepower
5	Vehicle Platform
6	Specific model or other special code
7	Body type
8	Engine
9	Check digit
10	Model Year
11	Paint code (where assembled)
12-17	Production sequence numbers

Positions four through eight might also be coded for information on the transmission used, the grade of the car or other features such as safety belts and sir bags. For the check digit, the other digits go through a series of calculations to obtain the correct digit. This allows computers to tell immediately if there is an error in the VIN, which often happens when someone transcribes a VIN or enters it into a computer.

The european Union has a similar regulation for VINs, but is less stringent than the North American rule. European VINs are not required to include year, factory or vehicle attribute data. However, the two systems are compatible.

Did you know that two vehicles can have the same VIN? It's possible, but two cars built within 30 years of each other cannot have the same identifier.

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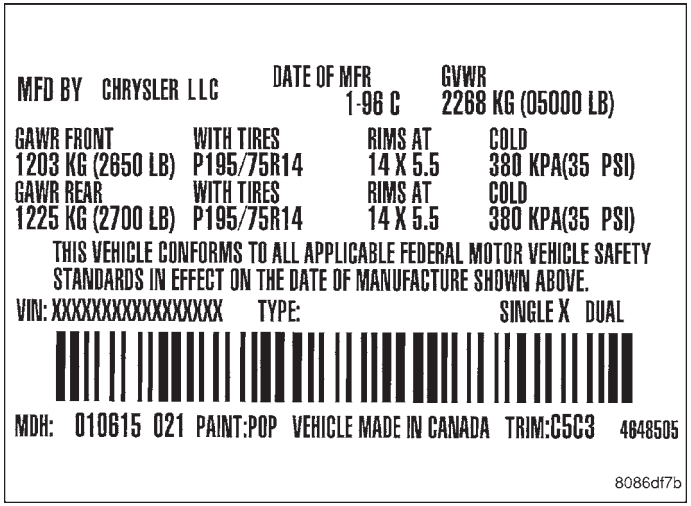
VEHICLE CERTIFICATION LABEL

DESCRIPTION

A vehicle certification label is attached to every Chrysler LLC 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.



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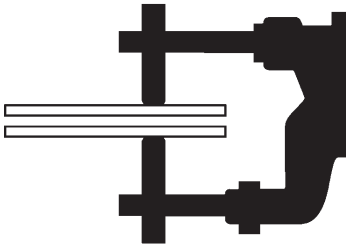
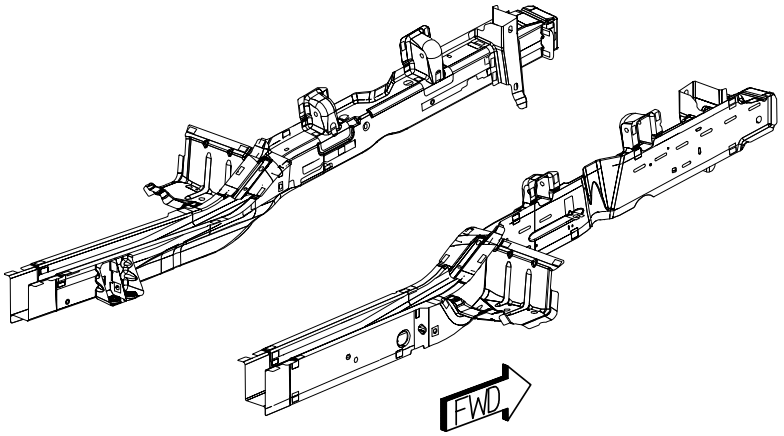
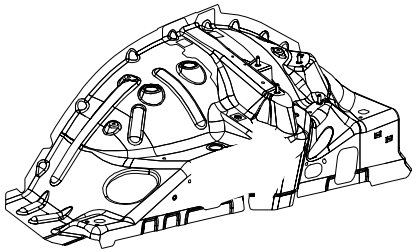
WELD LOCATION OVERVIEW ZONES

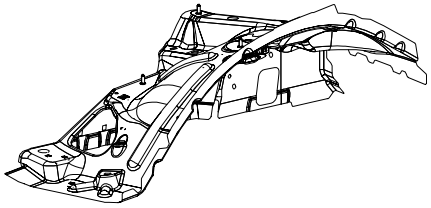


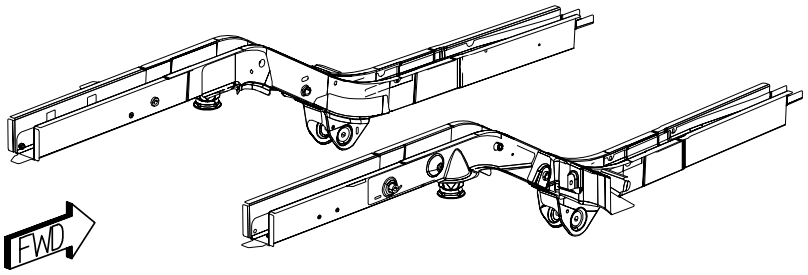


OVERVIEW 2



OVERVIEW 3





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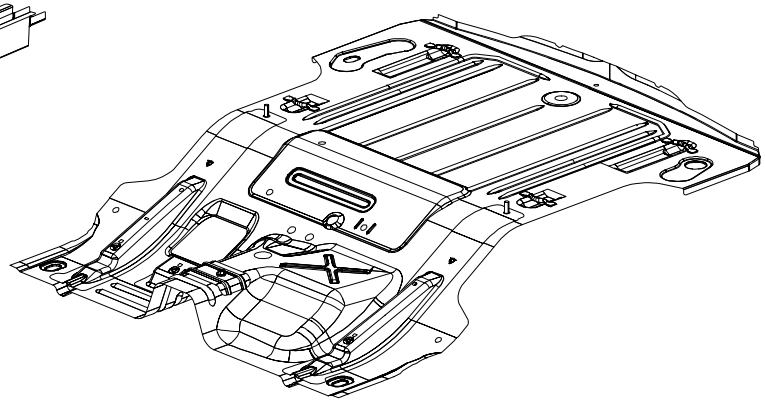

OVERVIEW 5

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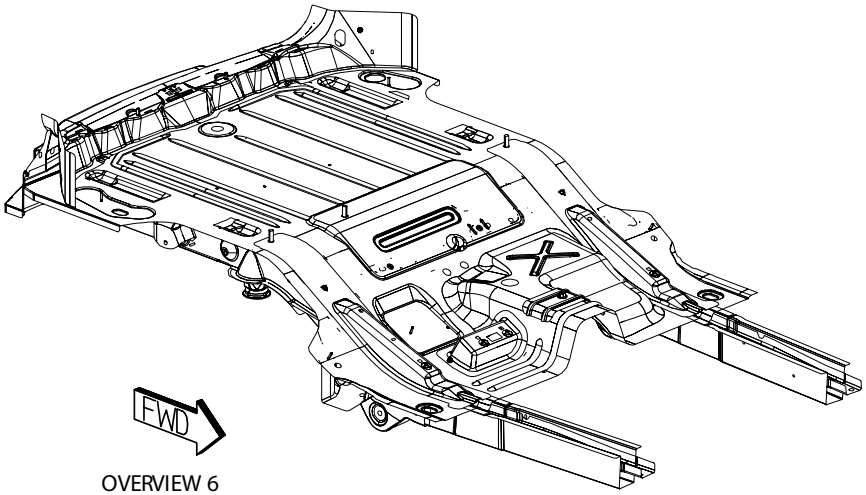
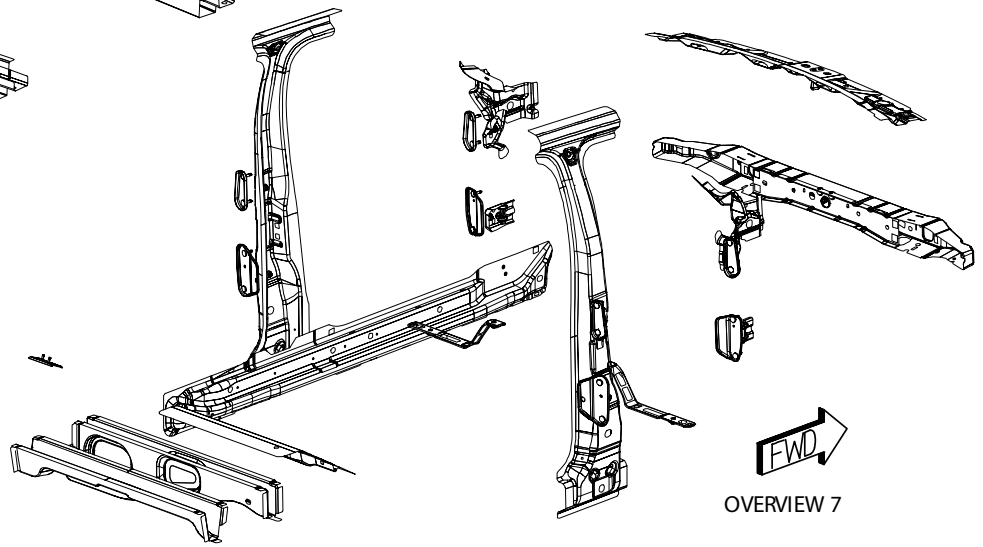
WELD LOCATION OVERVIEW ZONES



OVERVIEW 6



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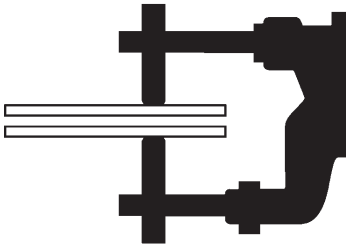
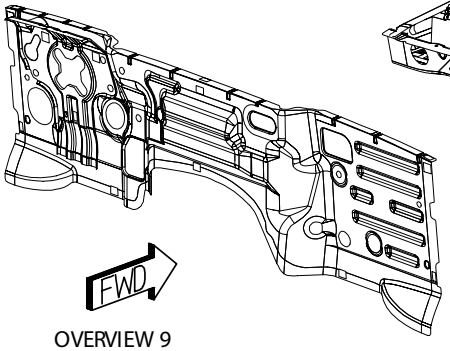
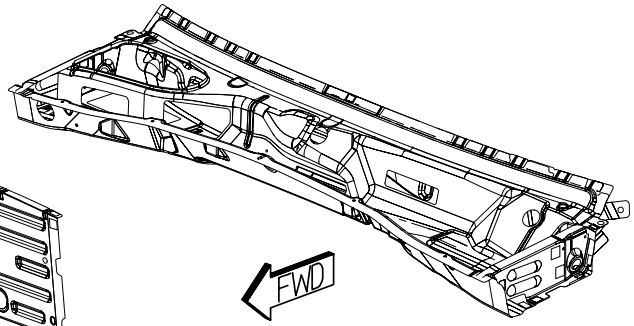
WELD LOCATION OVERVIEW ZONES

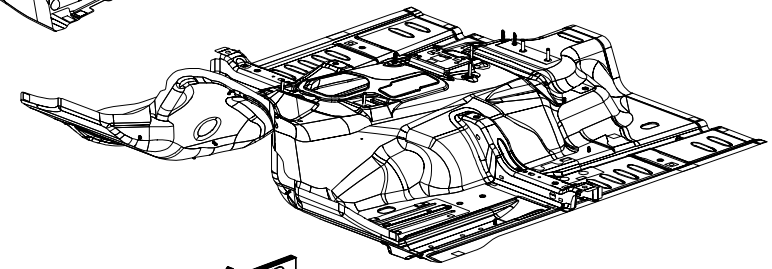




OVERVIEW 9



OVERVIEW 10



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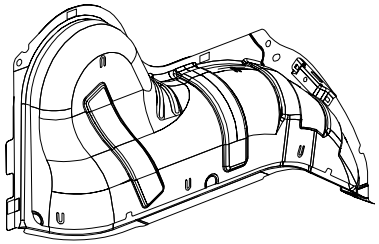
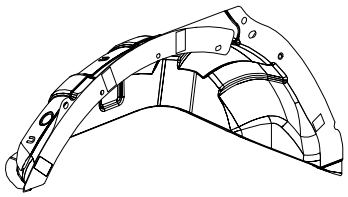
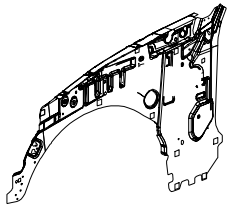
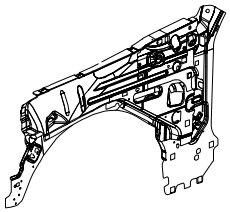
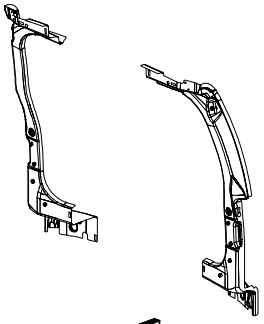


OVERVIEW 12









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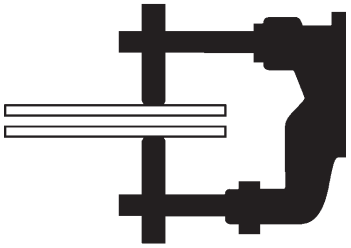

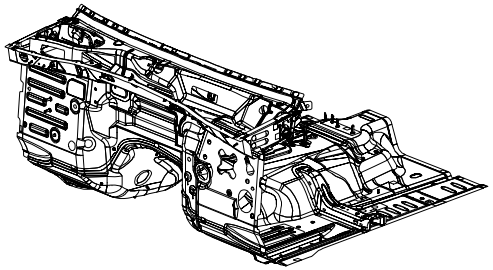

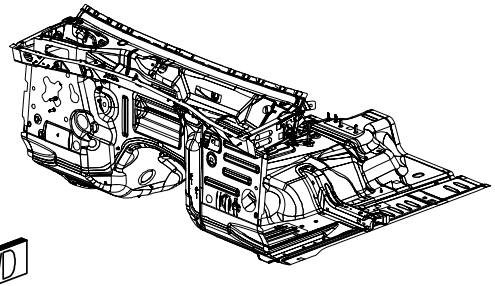

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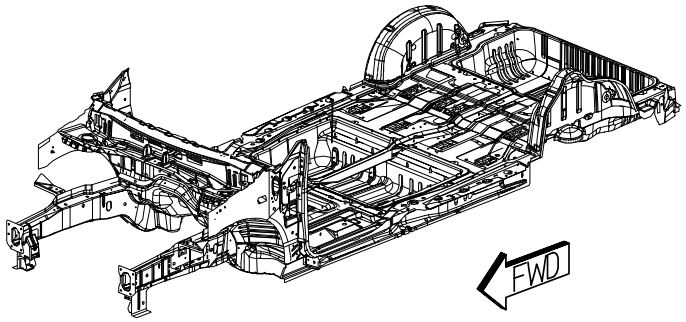
OVERVIEW15



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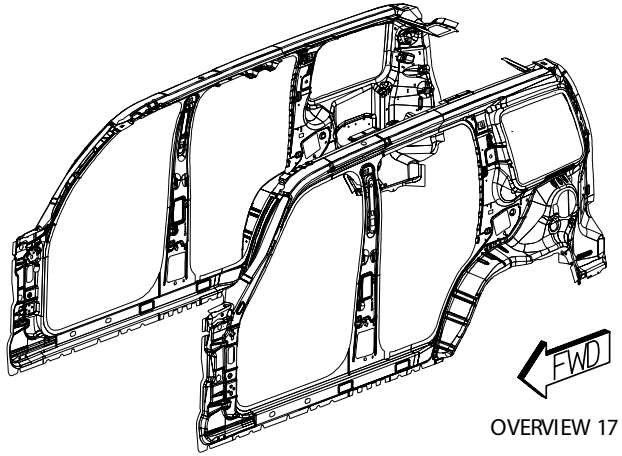
OVERVIEW 16



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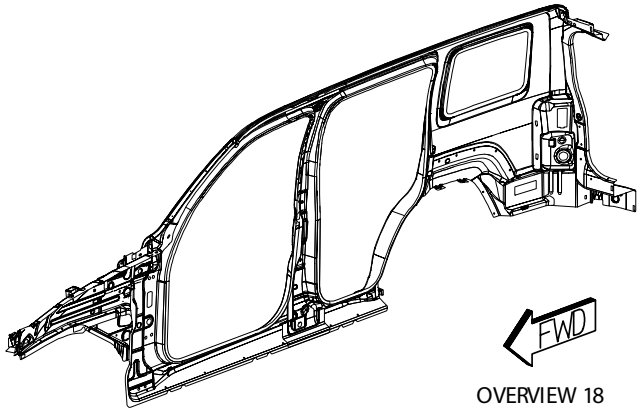
OVERVIEW 17



FWD

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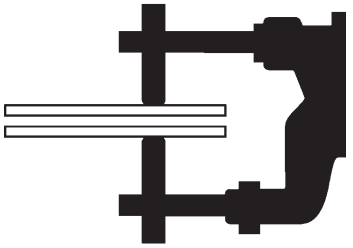
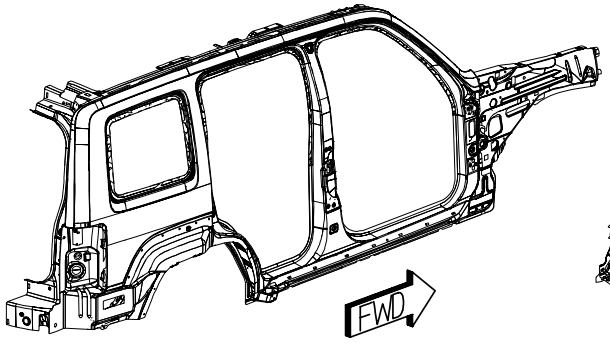
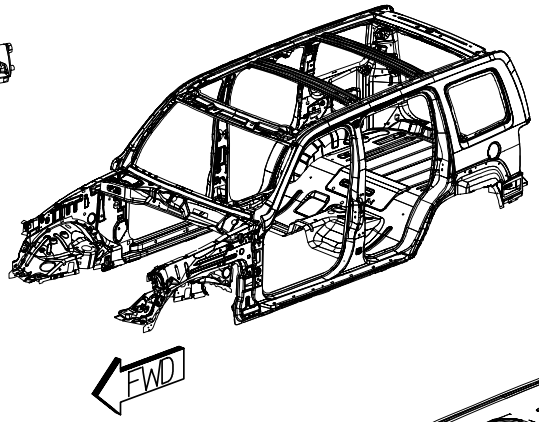




OVERVIEW 19



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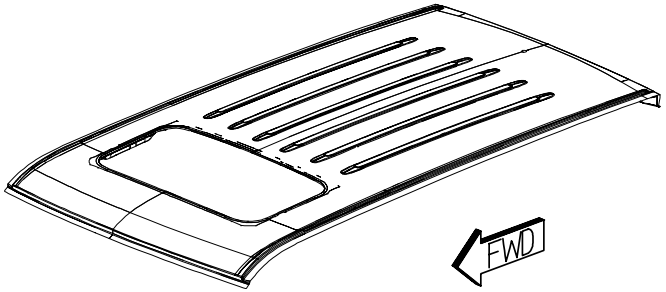

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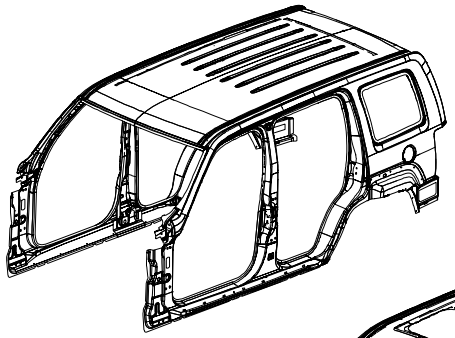

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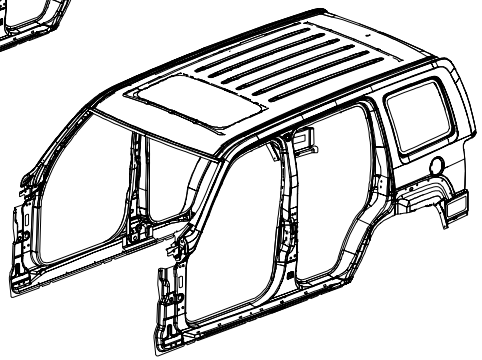

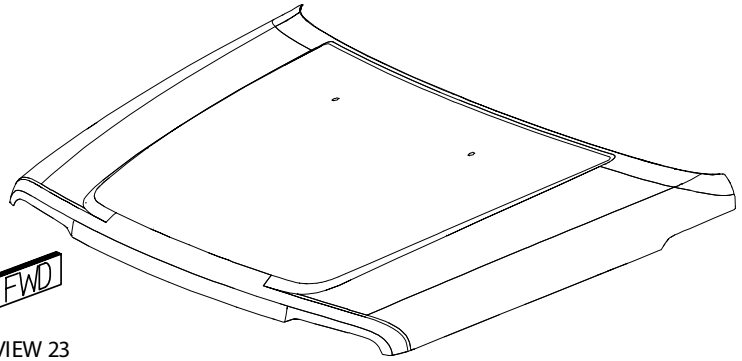

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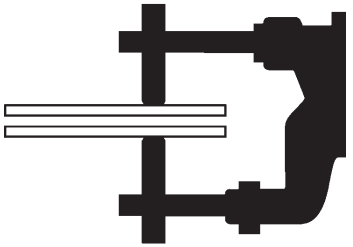
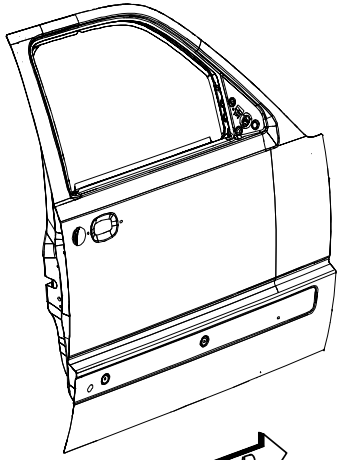
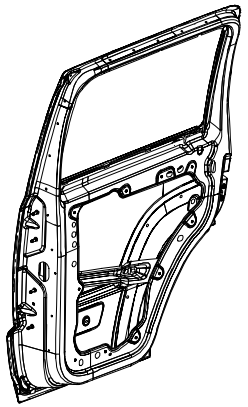
WELD LOCATION OVERVIEW ZONES

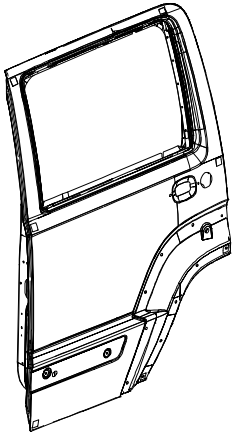


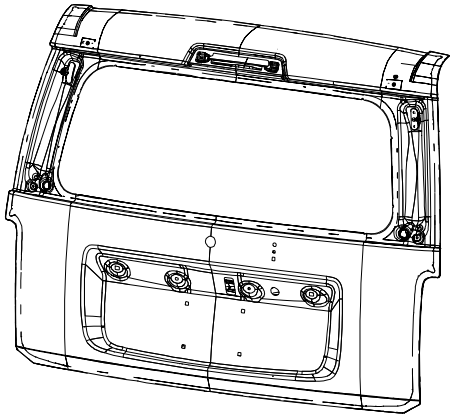


OVERVIEW 24



OVERVIEW 25





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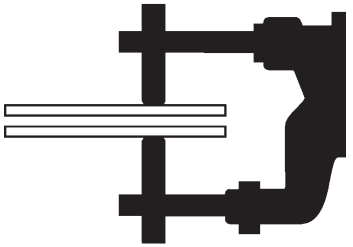
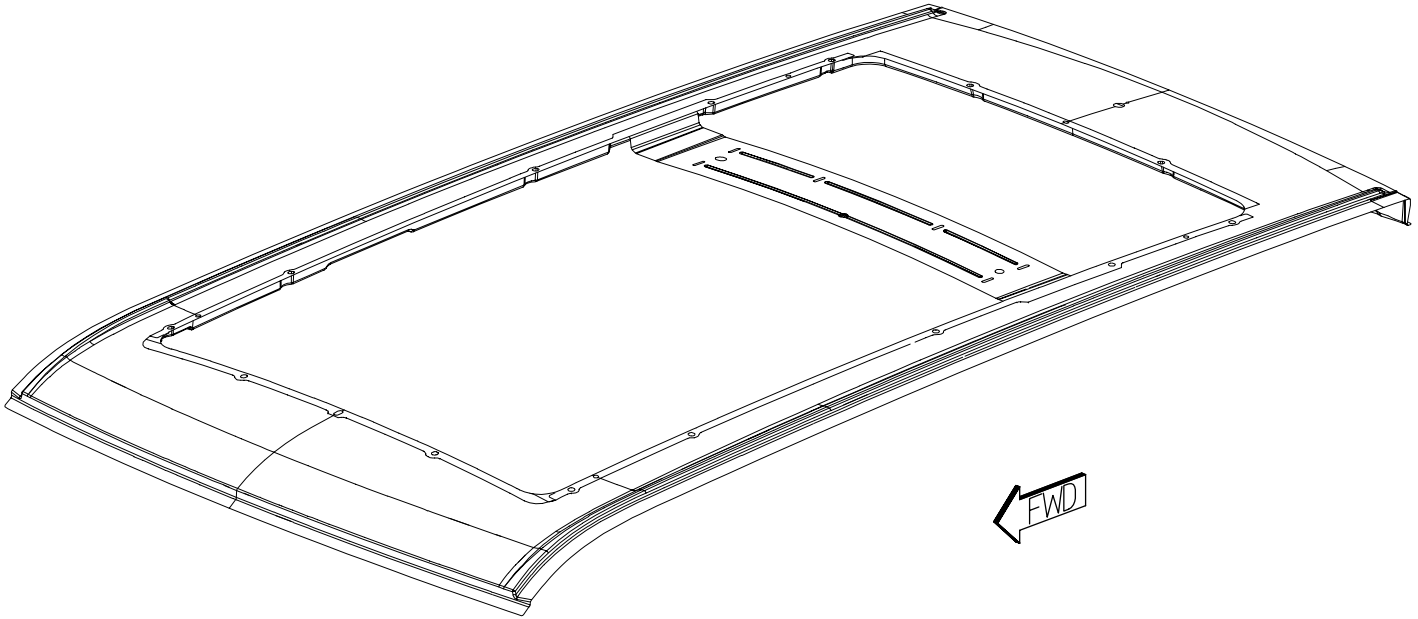
WELD LOCATION OVERVIEW ZONES





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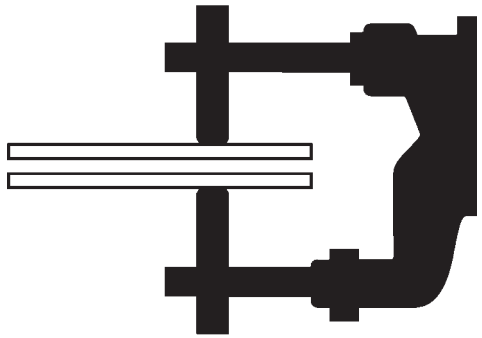
WELDED PANEL REPLACEMENT

Jeep Liberty



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.

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