

Your Ultimate Source for OEM Repair Manuals

FactoryManuals.net is a great resource for anyone who wants to save money on repairs by doing their own work. The manuals provide detailed instructions and diagrams that make it easy to understand how to fix a vehicle.

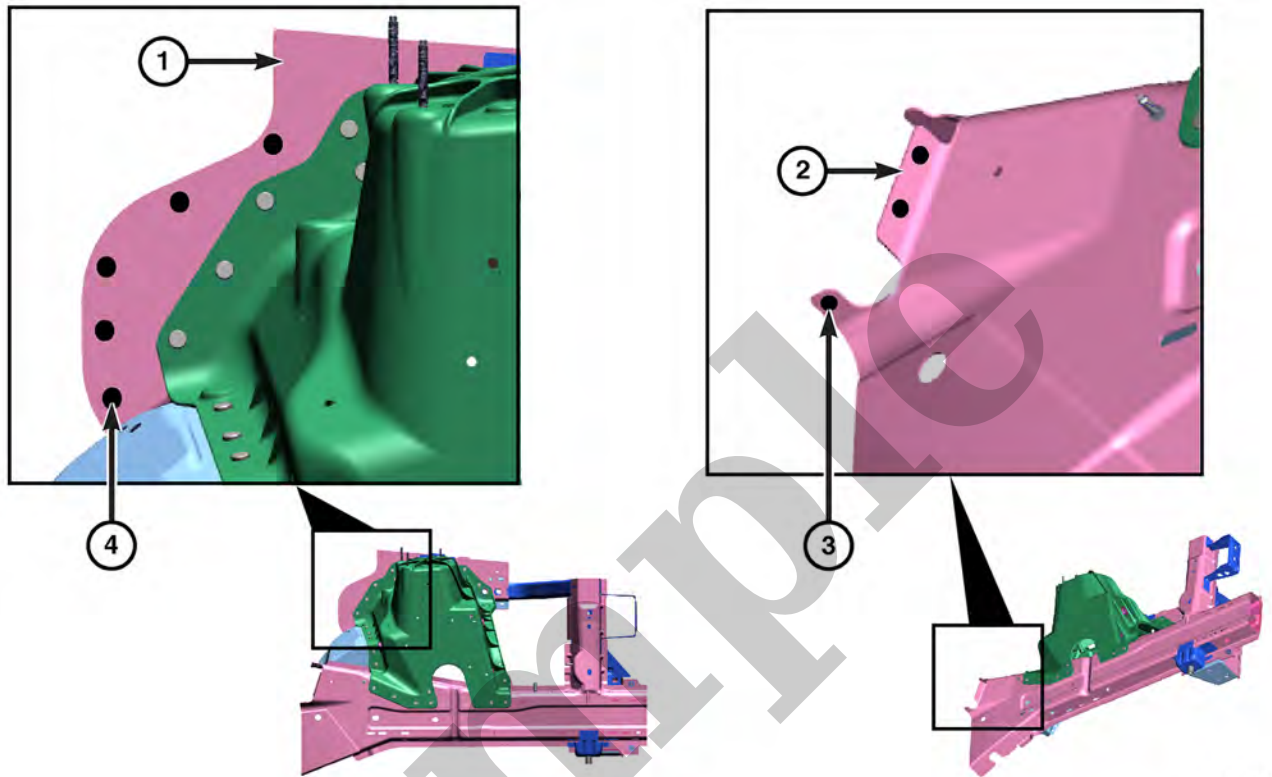
1996 JEEP Wrangler OEM Service and Repair Workshop Manual

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67. Make 8 mm (5/16 in) holes (2) on the inboard area of the rail closeout panel (1).

68. Make 8 mm (5/16 in) holes (4) in the top of the lower rail (3).

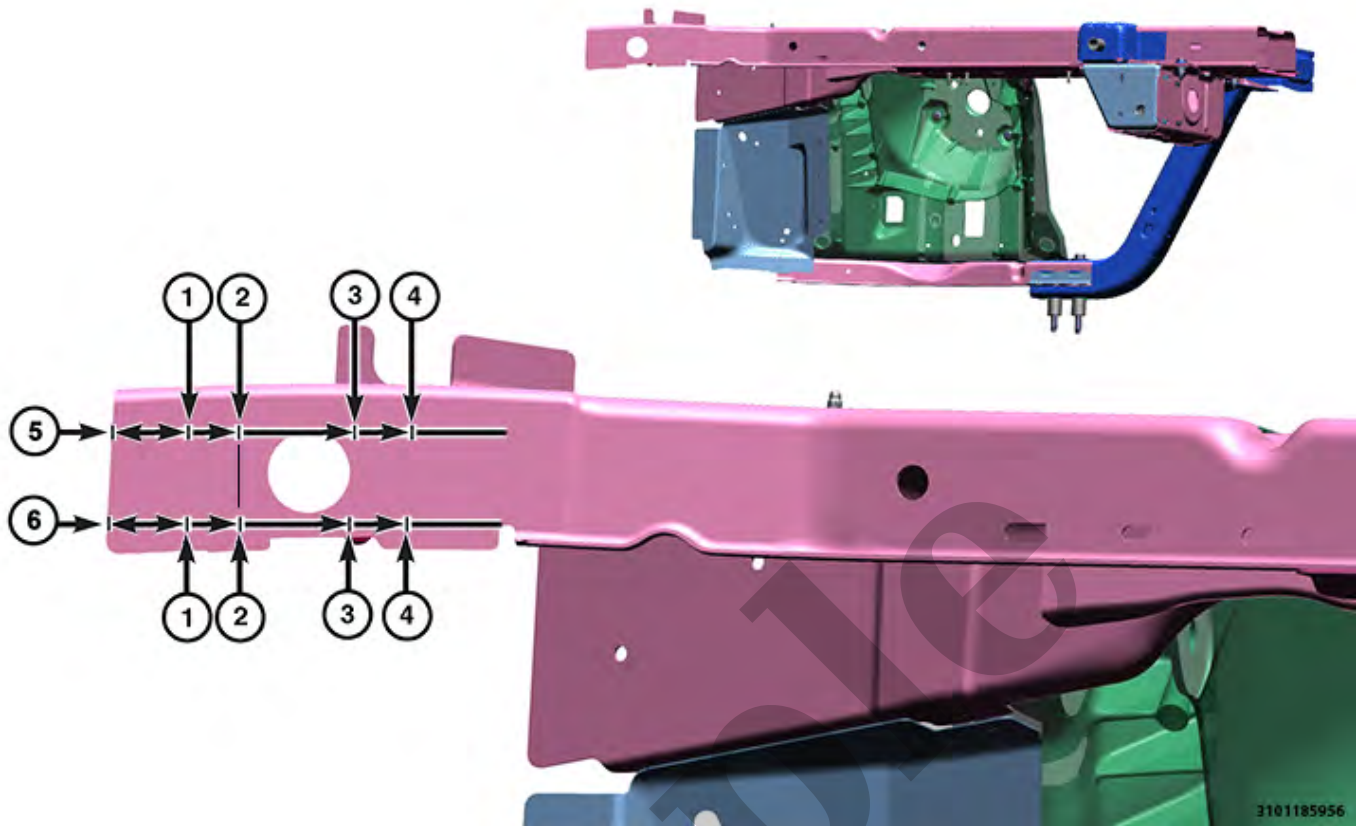
69. Make 8 mm (5/16 in) holes (5) on the outboard area of the rail closeout panel (6).



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70. Make 8 mm (5/16 in) holes (4) in the inner load path beam (1).

71. Make 8 mm (5/16 in) holes (3) in the lower rail (2) inboard and bottom flanges.



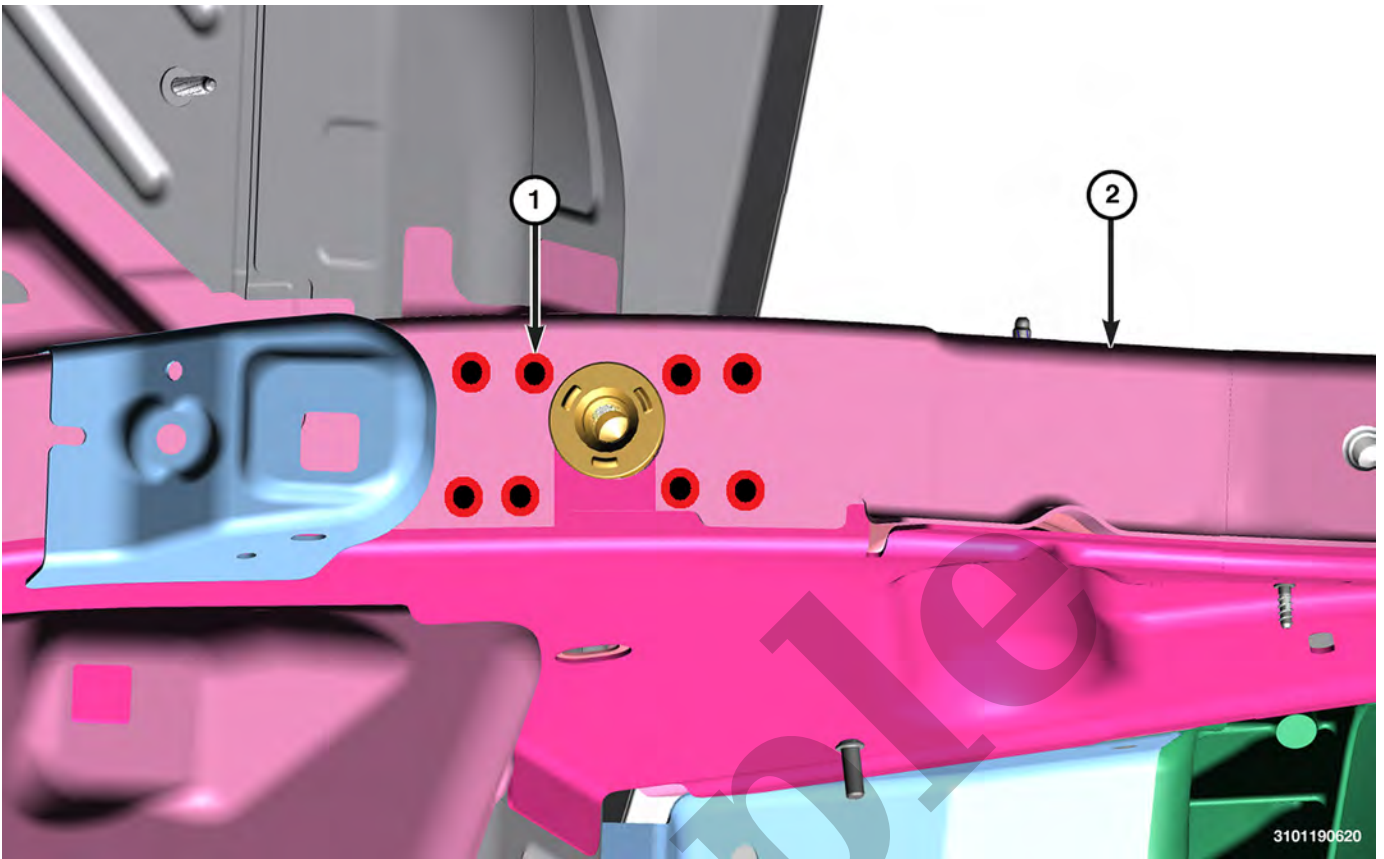
83. From the rear edge of the rail at the marked line (5) measure forward and mark at the following dimensions (1, 2, 3 and 4) :

- 32 mm (1.6 in)
- 49 mm (1.9 in)
- 102 mm (4 in)
- 123 mm (4.9)

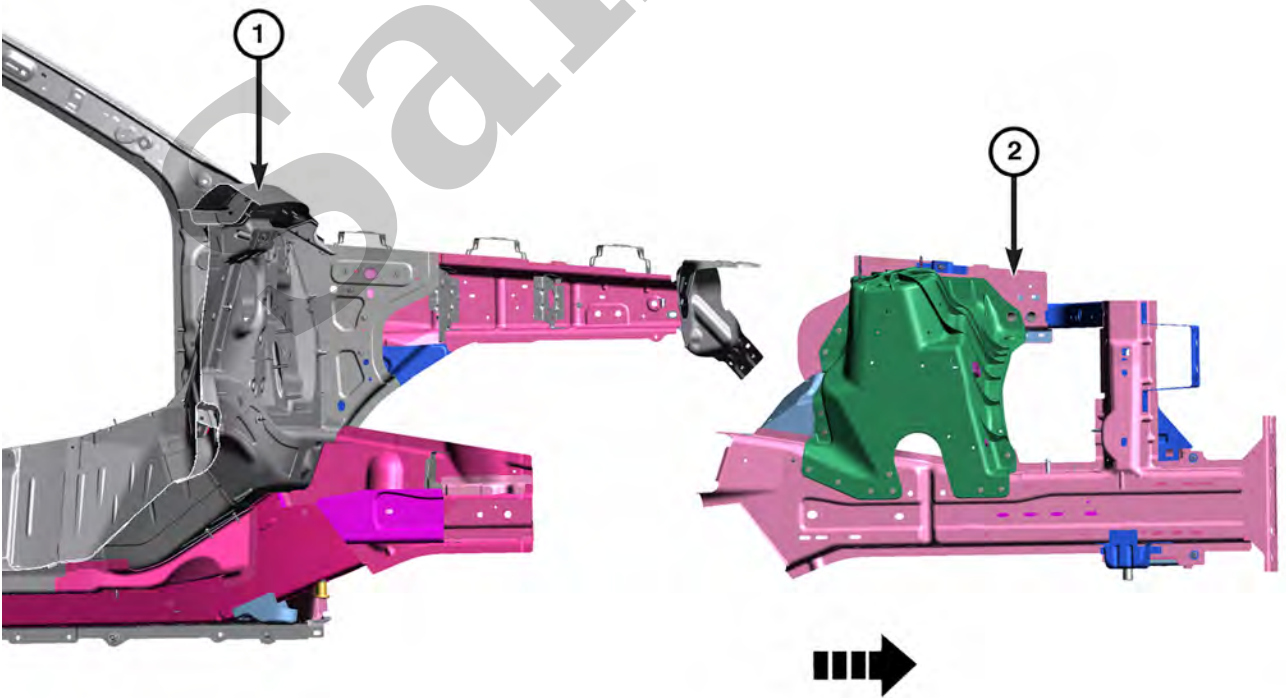
84. From the rear edge of the rail at the marked line (6) measure forward and mark at the following dimensions (1, 2, 3 and 4) :

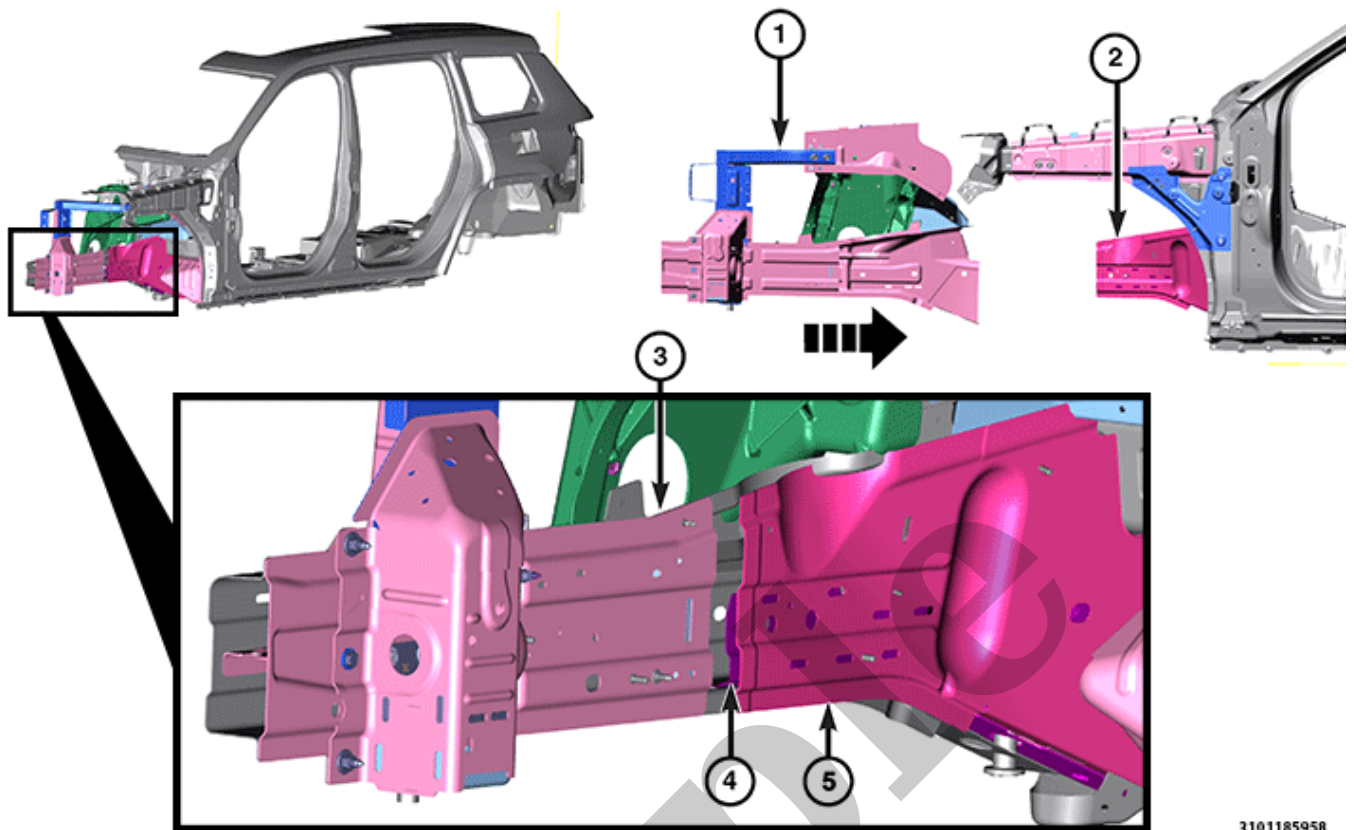
- 32 mm (1.6 in)
- 49 mm (1.9 in)
- 102 mm (4 in)
- 123 mm (4.9)

85. Drill 8 mm (5/16 in) holes in the lower rail at the eight created cross marks.



5. Mark the holes (1) on the bottom of the rail (2). This will aid in the zinc coating removal in the following steps.





NOTE

It is important to insert the outer area of the service rail (3) between the vehicle remaining outer rail (5) and inner reinforcement (4).

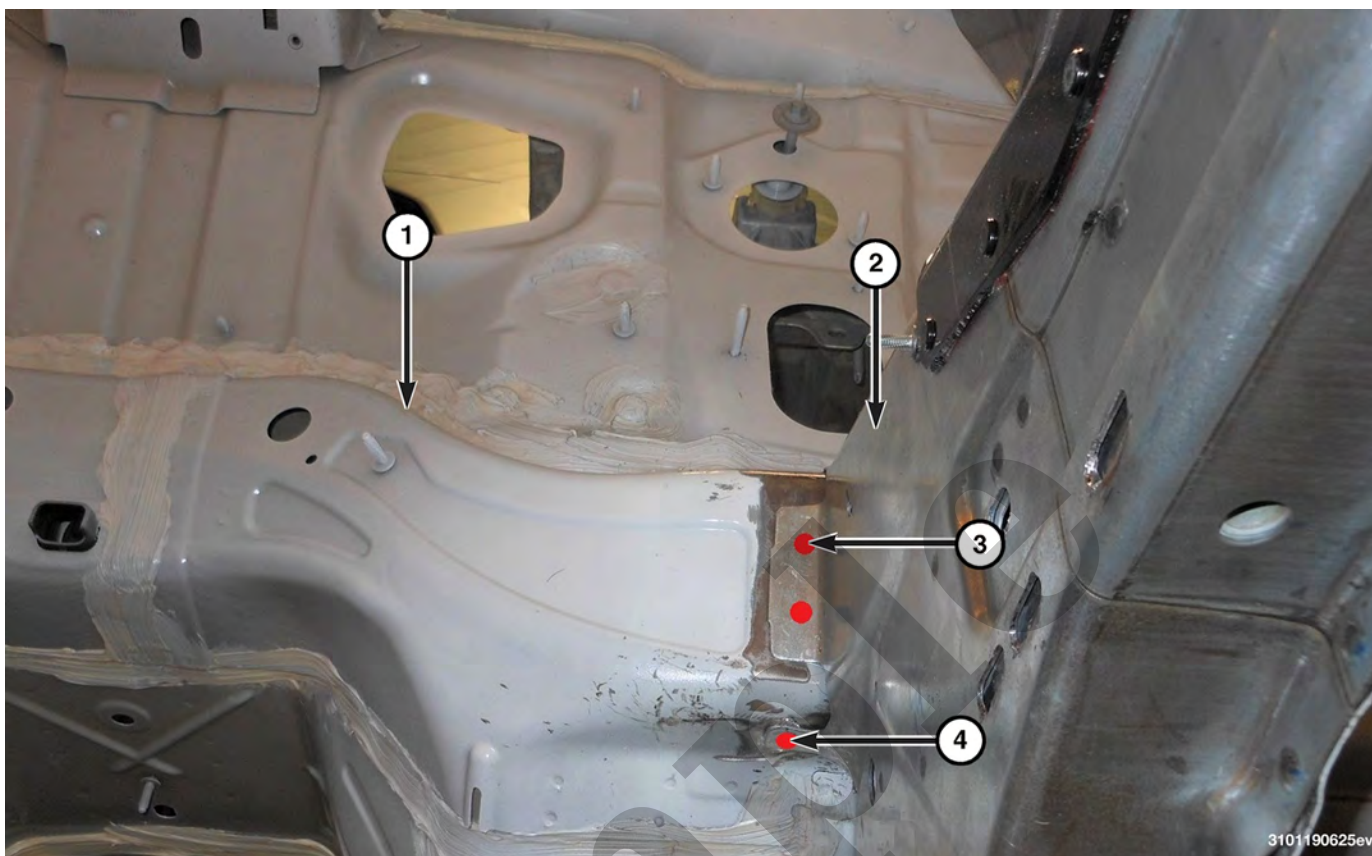
18. Position the service rail assembly (1) to the vehicle and remaining lower rail (2).

NOTE

Many clamps should be used in multiple mating locations to be certain of no movement of the service rail assembly.

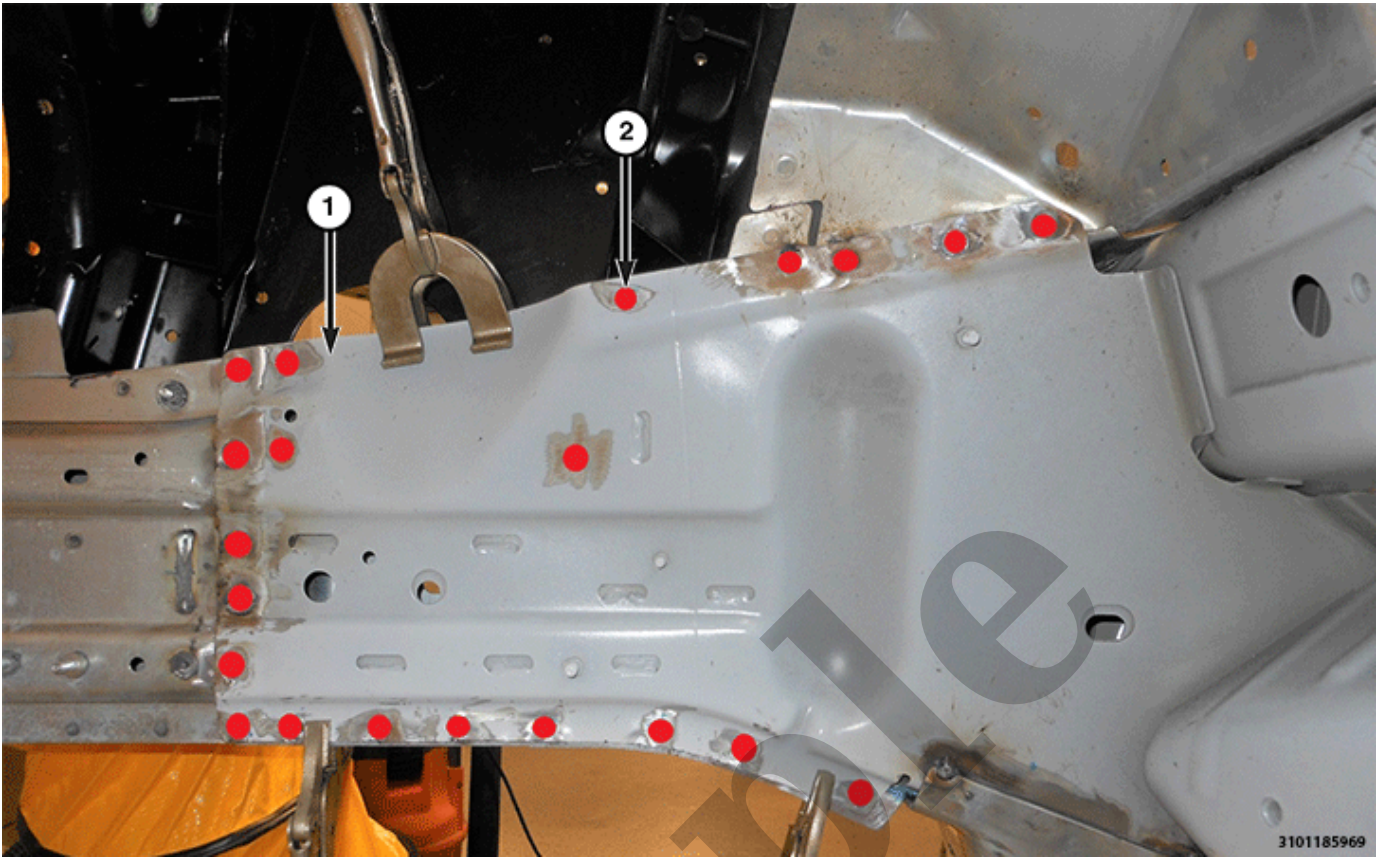
19. Measure to be certain the rail is properly positioned and with the use of many clamps, secure in place.

25. Apply four plug welds (2) to the rail close out panel (1).

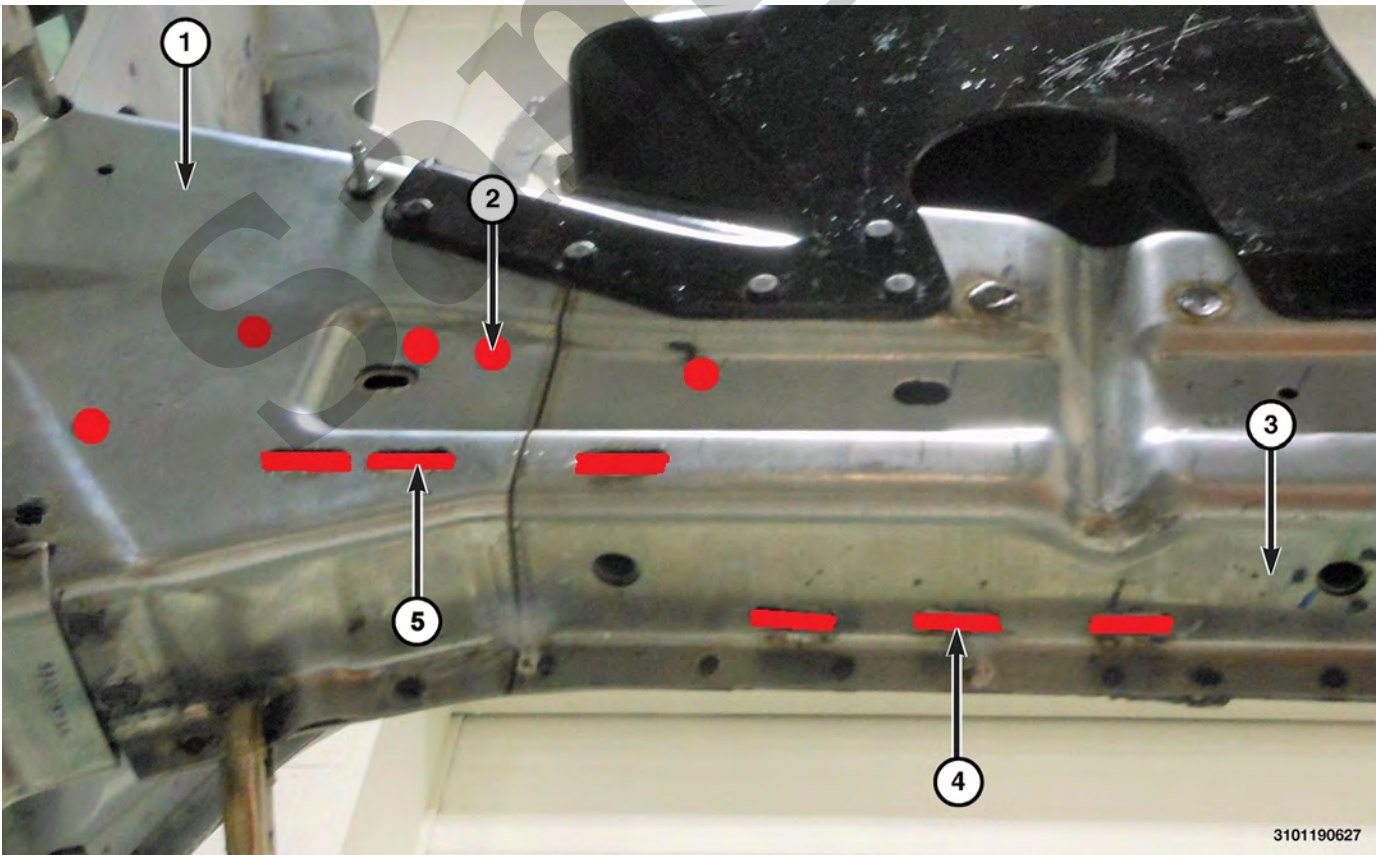


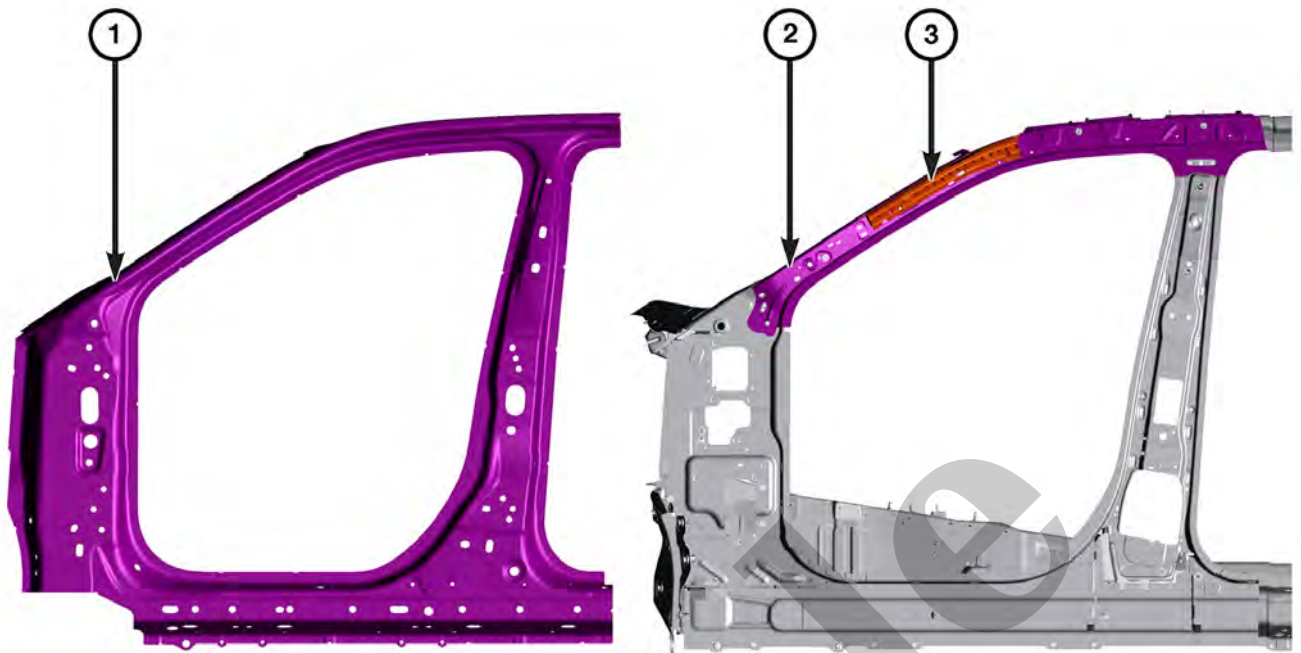
26. Apply two plug welds (3) on the inner rail side (2) to the dash panel crossmember (1).

27. Apply one plug weld (4) on the bottom.



37. Apply 21 plug welds (2) to the outer rail.





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1- Body Side Outer Front Ring Reinforcement (up to 1300 MPa)
2- A-Pillar Inner Panel (1300 MPa)
2- A-Pillar Composite Reinforcement

Replace the new or the re-used undamaged A-Pillar composite reinforcement with structural adhesive during the repair process. For approved structural adhesive ([Refer to Collision Information/Approved Materials](#)).

When mounting the composite reinforcement align the alignment tabs with the corresponding holes in mating components.

D-Pillar And Rear Shock Composite Reinforcements

WARNING

Composite Reinforcements must be installed to maintain component strength standards.

WARNING

3- Upper C-Pillar Sectioning are (see note)

NOTE

The upper C-pillar area is dedicated to where it is to be sectioned, compared to the general location within the other outlined areas.

The inner body side aperture reinforcement has a few areas in which it may be sectioned. The upper C-pillar is to be sectioned above the seat belt turning loop tapping plate. All other outlined areas represent general sectioning areas within.

The body side aperture reinforcement is to be sectioned using lap-joints.

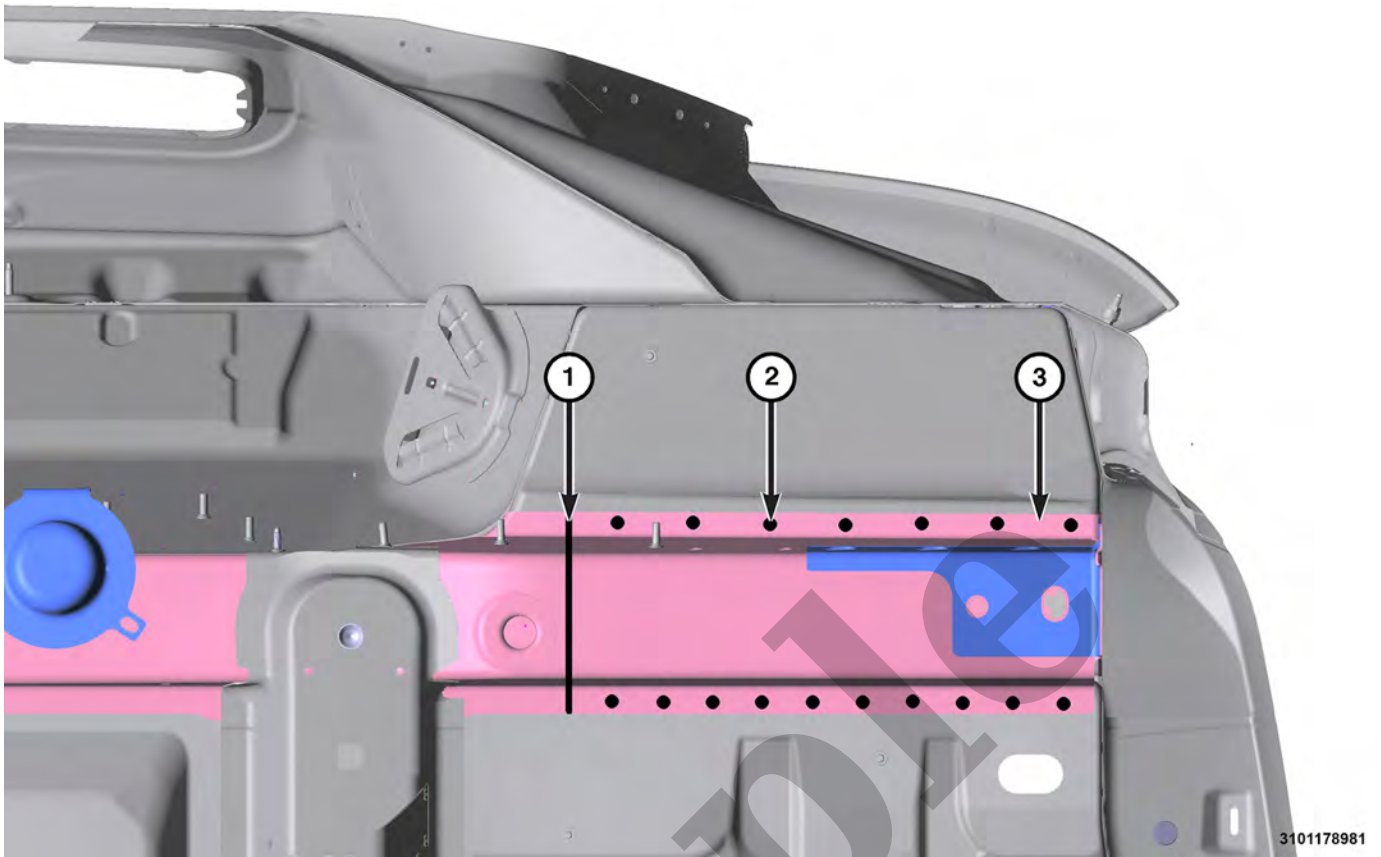
D- Pillar Reinforcement



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1 - D-PILLAR

2 - D-PILLAR SECTIONING LOCATIONS



NOTE

Use care to only cut through the rear frame rail (3) and not the rear floor panel.

4. With the use of a reciprocating saw or equivalent, cut the rail along the cut line (1).
5. Repeat on the rear frame rail service part.
6. With the use of a 8 mm Blair Rotabroach© cutter bit or equivalent, remove the spot welds (2) rearward of the sectioning cut line (1).