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1997 JEEP Cherokee OEM Service and Repair Workshop Manual

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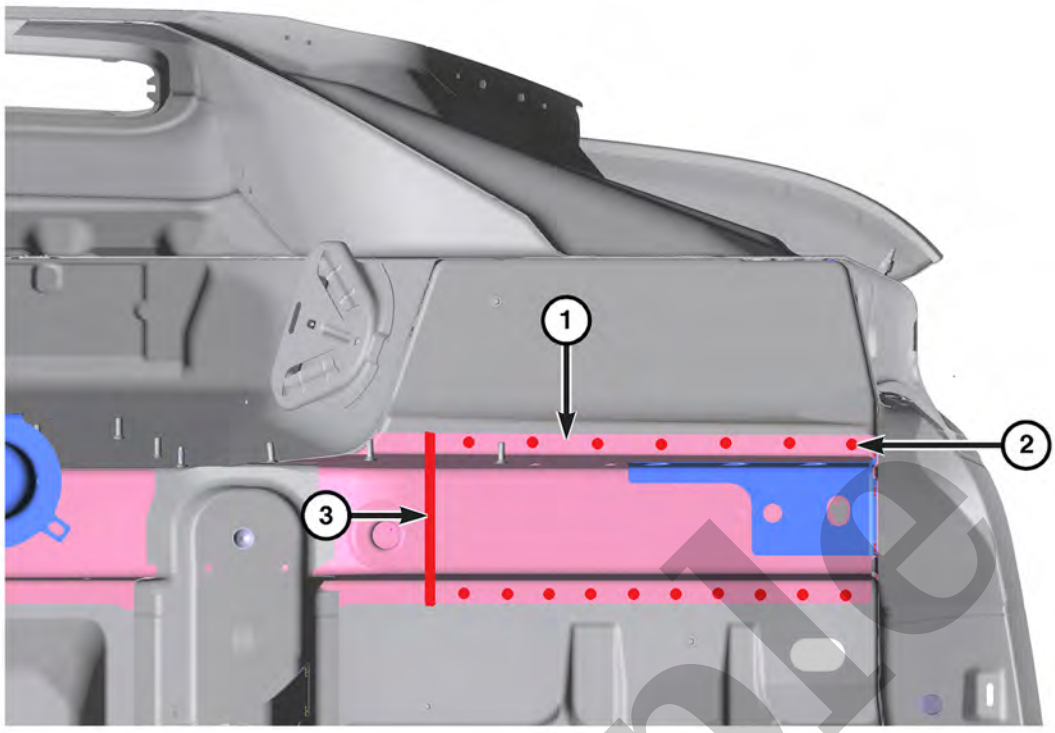
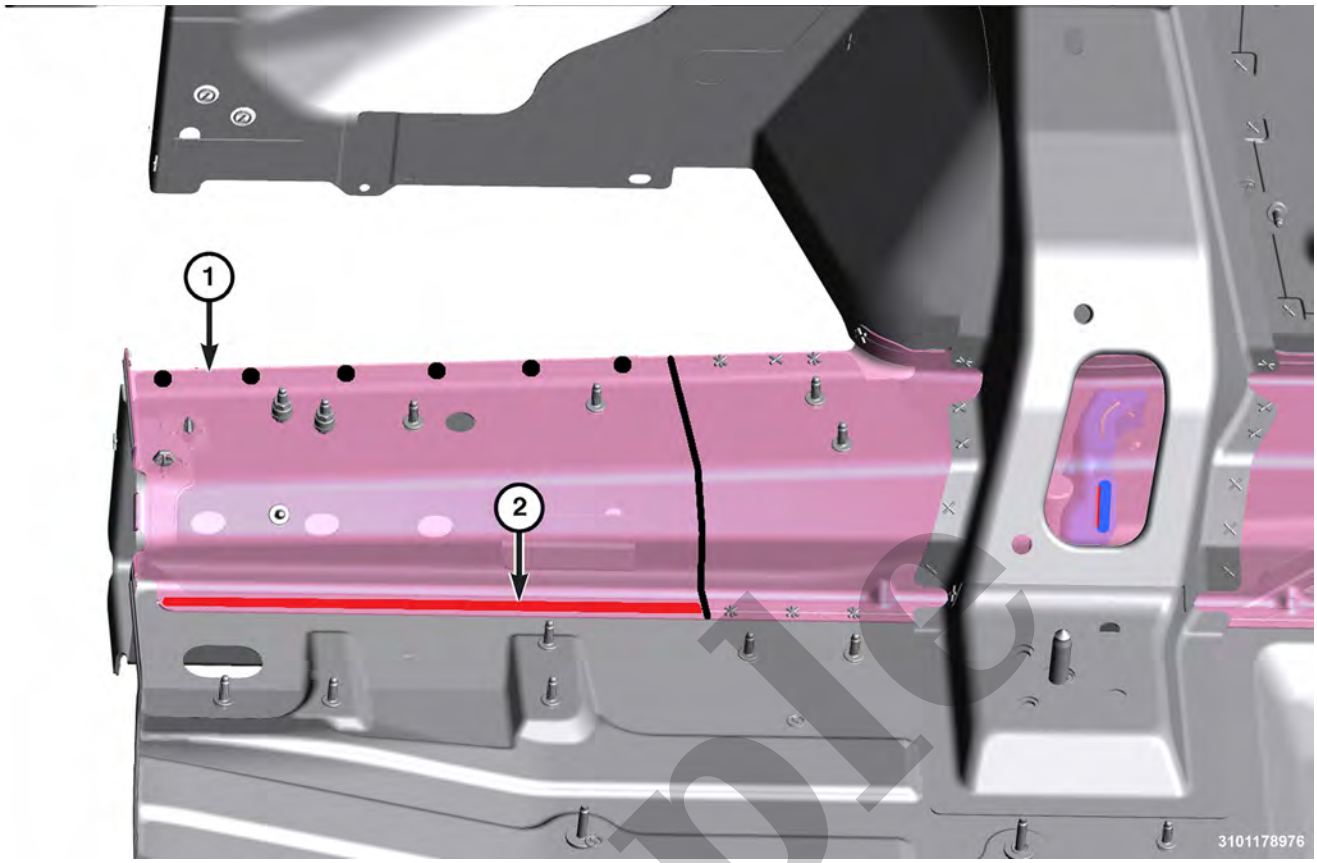


6. Position the outer rail service part portion (1) to the outer rail on the vehicle.
7. Measure to be certain the service part (1) is positioned properly and with the use of vise-grips or equivalent, secure in place.
8. With the use of a MIG welder, apply three tack welds along the rear rail sectioning joint line (3).
9. With the use of a MIG welder, apply plug welds (2) in the areas shown.
10. Utilizing the skip-stitch method, apply 25 mm (1 in) welds along the sectioning joint (3), alternating areas with staggered locations to allow for cooling, until the entire perimeters is welded completely.

Rear Upper Frame Rail - Sectioning



NOTE

The rear frame upper rail (1) shown transparent for clarity.

NOTE

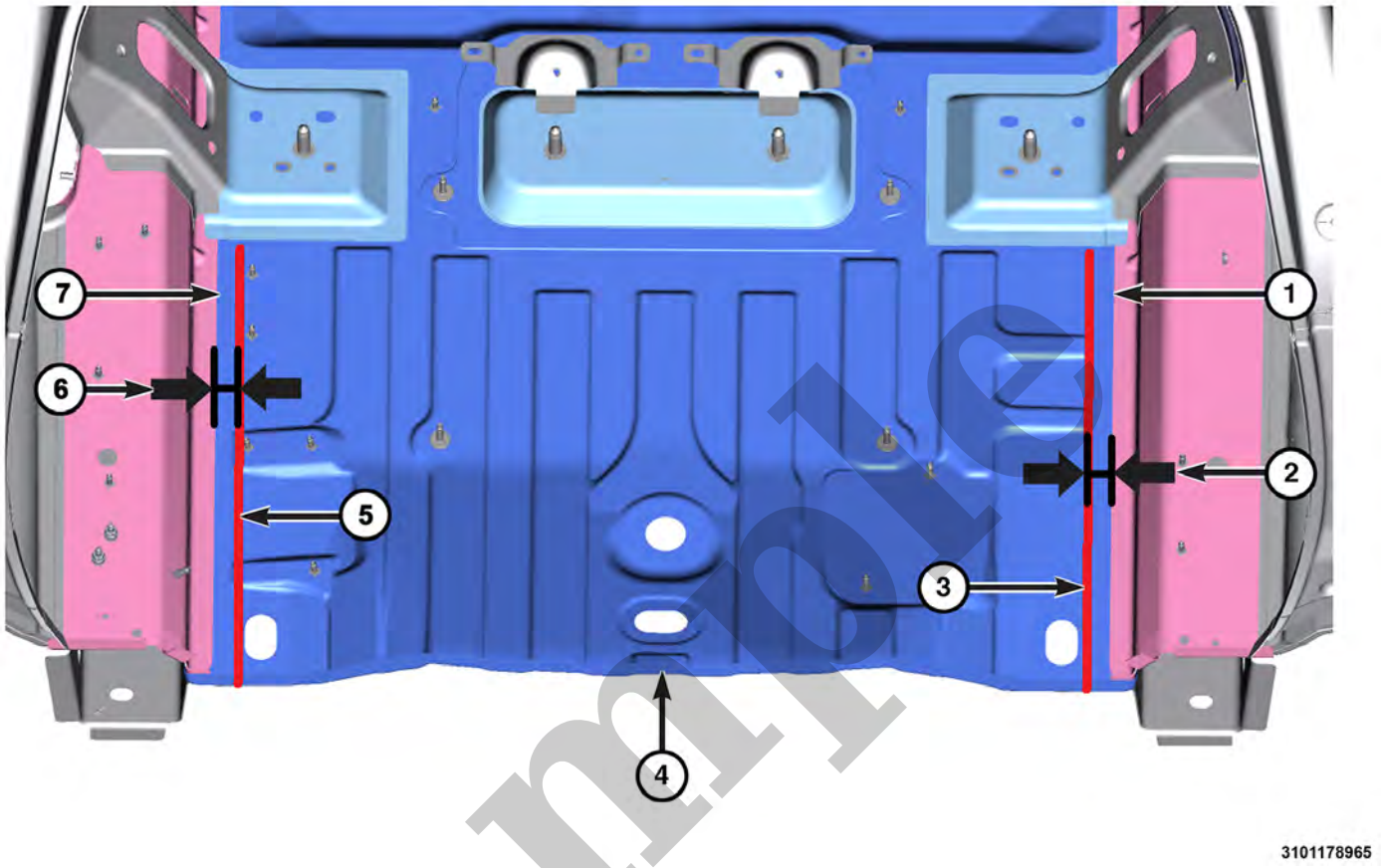
The rear upper frame rail (1) inner flange utilizes structural adhesive (2) in the area shown.

7. If necessary to aid with loosening the structural adhesive (2) bond, use a non-flame heat source to heat up to 204° C (400° F) and apply heat to the rear of the rail sectioning cut line. Use care as not to apply heat to surrounding components that could be damaged.

8. Remove the rear frame rail (1) from the vehicle.

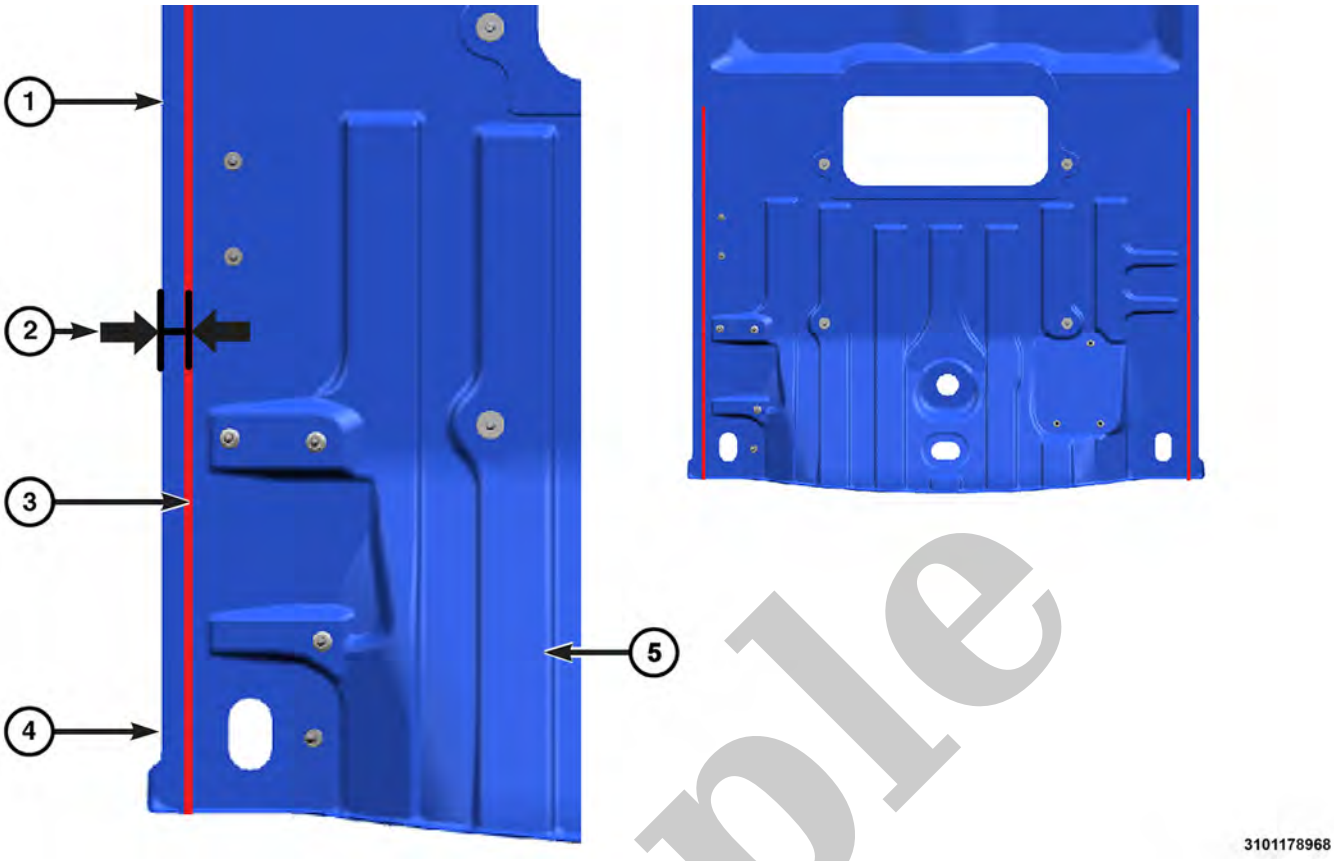
WARNING

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



Removal

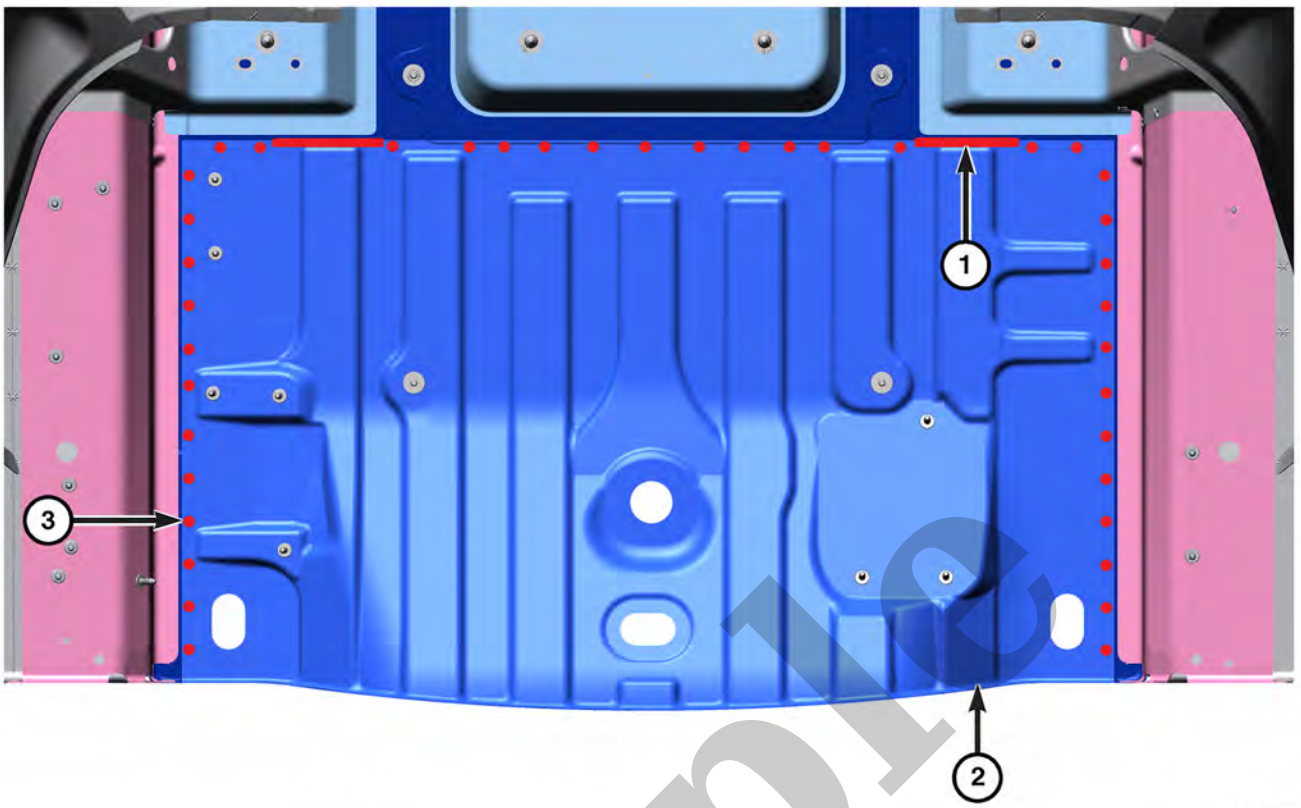
1. From the edge of the right upper frame rail (1) measure (2) inboard 19 mm (0.75 in) and mark. Repeat a minimum of three more times along the edge of the rail.
2. With the use of a straight edge, mark the sectioning cut line (3) on the rear floor panel.
3. From the edge of the left upper frame rail (7) measure (6) inboard 15 mm (0.59 in) and mark. Repeat a minimum of three more times along the edge of the rail.
4. With the use of a straight edge, mark the sectioning cut line (5) on the rear floor panel.



15. On the left side of the floor panel service part (5) measure (2) inboard 17 mm (0.67 in) and mark. Repeat a minimum three more times between the outer straight edge (1 and 4).

16. With the use of a straight edge, mark the side cut line (3).

17. Repeat on the right side of the service floor panel.



6. Position the floor panel service part portion (2) in the vehicle.
7. Measure to be certain the service part is positioned properly and with the use of vise-grips and mechanical fasteners or equivalent, secure in place.

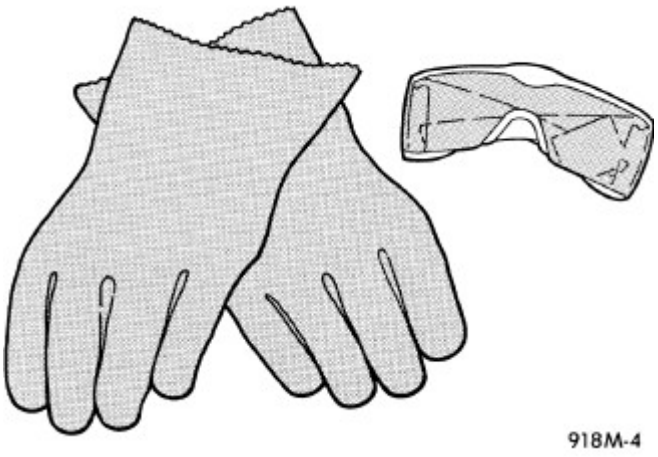
NOTE

Be certain that the service panel edges are secured tightly against the remaining original floor edges.

8. With the use of a MIG welder, apply two tack welds at the top stamping (1). Repeat on the opposite side.
9. With the use of a MIG welder, apply plug welds (3) in the areas shown.
10. Utilizing the skip-stitch method, apply 19 mm (3/4 in) welds along the top stamping joint (1), alternating between the right and left sides of the vehicle, with staggered locations to allow for cooling, until the weld is 25 mm (1 in) beyond the stamping edges in each direction.
11. Repeat the stitch welds until the weld is complete. Be certain there are no skips or voids in the welds.
12. Upon completion of any remaining repairs, apply seam sealer along the new floor pan edge on the top of the vehicle and along the original floor pan and the replacement edges on the bottom of the vehicle. Be certain there are no skips or voids in the seam sealer.

If none of the Driver or Passenger Squib 1 or 2 open are active codes, the status of the airbag squibs is unknown. In this case the airbag should be handled and disposed of as if the squibs were both live.

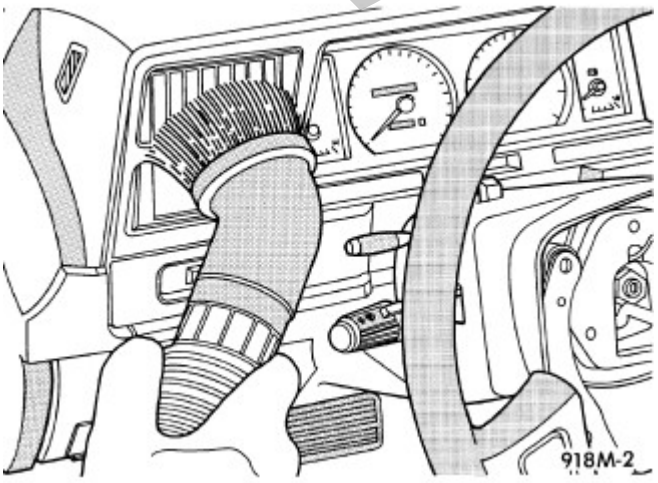
CLEANUP PROCEDURE



WARNING

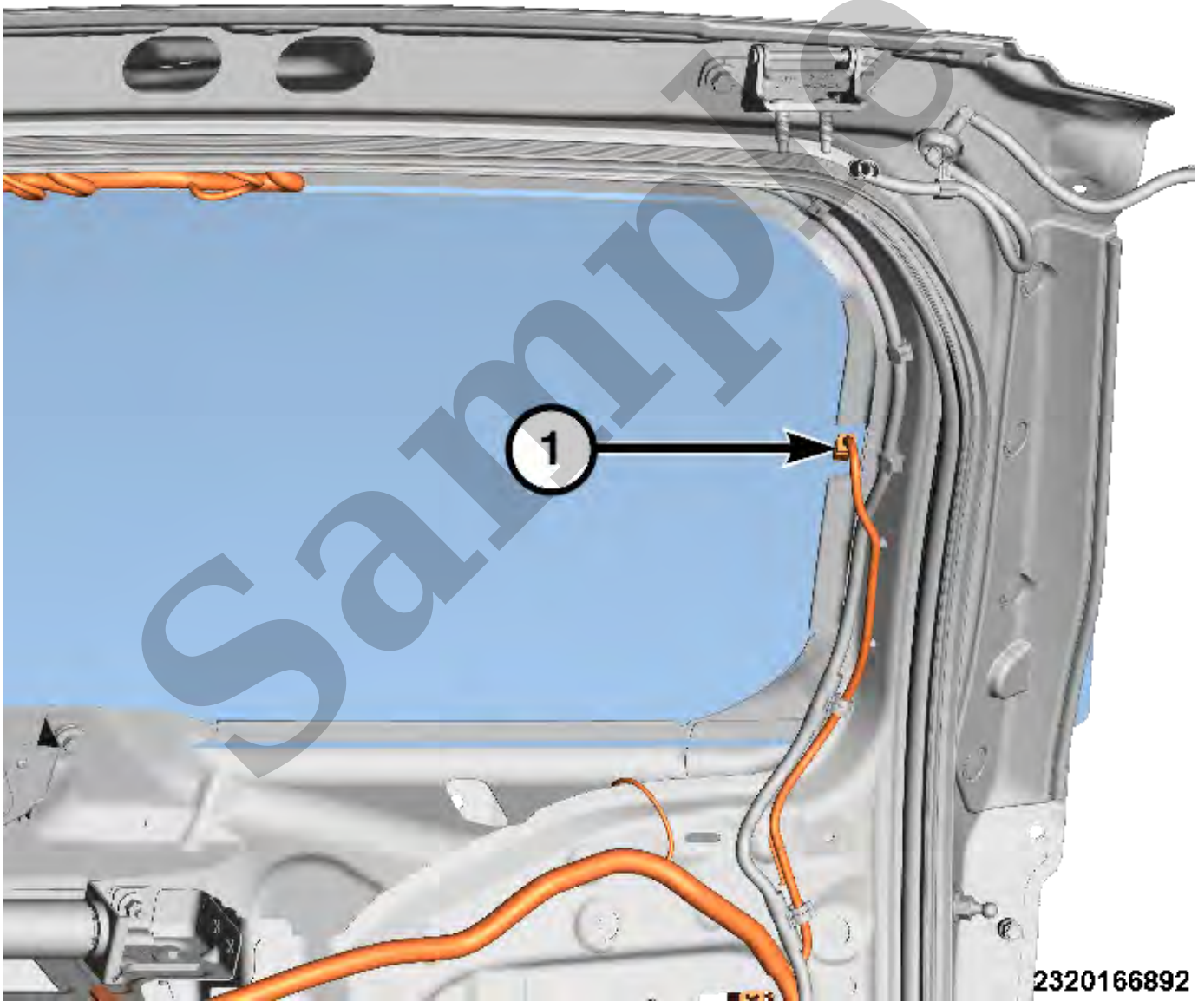
To avoid serious or fatal injury, if you experience skin irritation during cleanup, run cool water over the affected area. Also, if you experience irritation of the nose or throat, exit the vehicle for fresh air until the irritation ceases. If irritation continues, see a physician.

Following an SRS component deployment, the vehicle interior will contain a powdery residue. This residue consists primarily of harmless particulate by-products of the small pyrotechnic charge that initiates the propellant used to deploy an SRS component. However, this residue may also contain traces of sodium hydroxide powder, a chemical by-product of the propellant material that is used to generate the inert gas that inflates the airbag. Since sodium hydroxide powder can irritate the skin, eyes, nose, or throat, be certain to wear safety glasses, rubber gloves, and a long-sleeved shirt during cleanup.



REMOVAL

1. Before proceeding with the following repair procedure, review all warnings and cautions (Refer to 31-Collision/Standard Procedures/Stationary Glass.
2. Remove liftgate trim panels, in accordance to the service information.
3. Remove the lamp bar, in accordance with the service information.
4. Remove the spoiler, in accordance to the service information.
5. Remove rear window wiper arm, if equipped, in accordance to the service information.



6. Disconnect the heated backlite wire harness connectors (1).

Protect all painted and trimmed surfaces from coming in contact with urethane or primers.

NOTE

The glass fence should be cleaned of most of its old urethane adhesive. A small amount of old urethane, approximately 1 mm in height should remain on the fence. Do not completely remove all old urethane from the fence, the paint finish and bonding strength will be adversely affected.

CAUTION

Do not use solvent based glass cleaners to clean the backlite before applying glass prep and primer or poor glass adhesion may result.

WARNING

Do not operate the vehicle within 24 hours of windshield installation. It takes at least 24 hours for urethane adhesive to cure. If it is not cured, the windshield may not perform properly if the vehicle is in an accident.

CAUTION

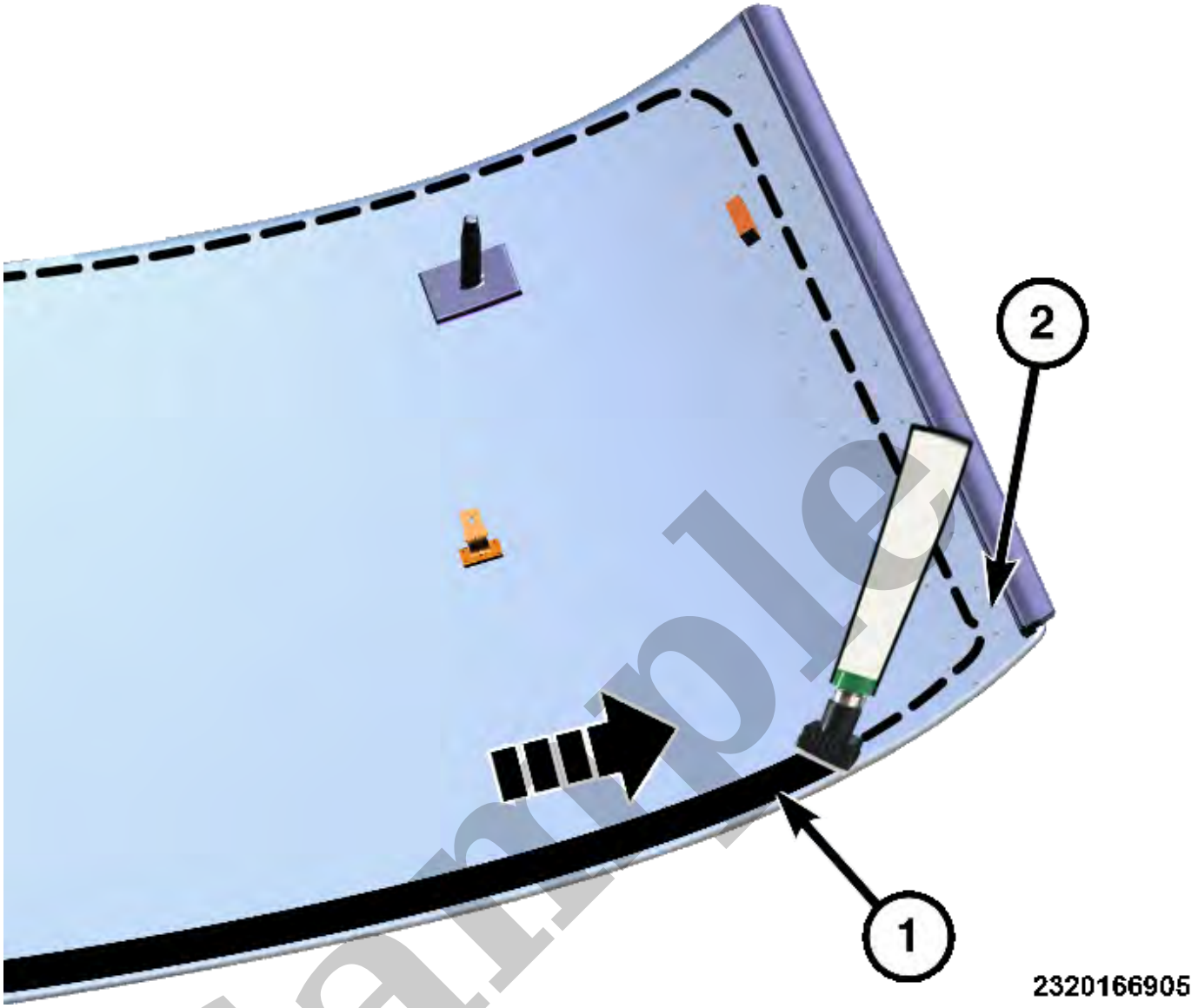
To help prevent water leaks, partially roll down the left and right door glass before installing the windshield. This avoids pressurizing the passenger compartment if a door is slammed before the urethane is cured.

CAUTION

Protect all painted and trimmed surfaces from coming in contact with urethane or primers.

INSTALLATION

1. If the liftgate glass (1) is being reused, remove the as much original urethane (3) as possible from the glass surface using a razor knife (2).



WARNING

Do not use solvent based glass cleaners to clean the windshield before applying glass prep and primer or poor glass adhesion may result.

8. Clean the inside of the liftgate glass with an ammonia based glass cleaner and a lint-free cloth.
9. Apply glass prep adhesion promoter 25 mm (1 in.) wide (1) around the perimeter of the liftgate glass (2) and 5 mm (0.2 in.) from the edge of the glass and let air dry without wiping.
10. Apply glass primer 25 mm (1 in.) wide (1) around the perimeter of the liftgate glass (2) and 5 mm (0.2 in.) from the edge of the glass. Allow at least three minutes drying time.
11. Using a flashlight, verify that the primer is completely and evenly installed along the perimeter of the liftgate glass.