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2007 FORD Crown Victoria OEM Service and Repair Workshop Manual

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- Instrument panel braces and brackets.
- Instrument panel knee bolsters and mounting points.
- Side curtain airbag and mounting points.
- Seatbelts, seatbelt buckles, seatbelt retractors and seatbelt anchors.
- Seats and seat mounting points.
- SRS wiring, wiring harnesses and connectors.

3. If equipped: Pedestrian protection system, refer to 501-20C
    - Hood hinges.
    - Hood assembly.
    - All pedestrian impact sensors.
    - Both gas strut hood support.
    - Both trim covers over pedestrian protection hood actuators.

NOTE

If any deployable device or combination of devices have deployed refer to “Inspection and Repair after a Supplemental Restraint systems (SRS) Deployment"

4. After carrying out the review and inspection of the entire vehicle for damage, repair or install new components as needed. Diagnostic Trouble Codes (DTCs) must be cleared from all required modules after repairs are carried out.

NOTE

Refer to the correct removal and installation procedure for all replacement components being installed.

5. When any damage to the impact sensor mounting points or mounting hardware has occurred, repair or install new mounting points and mounting hardware as needed. Each mounting point restored to factory configuration requires replacement of the affected impact sensor or RCM whether the airbags have deployed or not.
6. Inspect the fuel system for damage or leaks. Repair the system and install new components as necessary.

Joining Techniques

501-25 Body Repairs - General Information	***2022 F-150***
General Procedures	***Procedure revision date: 09/30/2014***

Joining Techniques

Repair

NOTE

The following provide general joining options for sectioned or sliced components and are not all inclusive. Regardless of component to be joined, whenever possible a backing plate should be used to assure a quality repair.

NOTE

Rivet Bonding

1. Determine sectioning point of component and make appropriate cut.

   Use the General Equipment: Air Body Saw

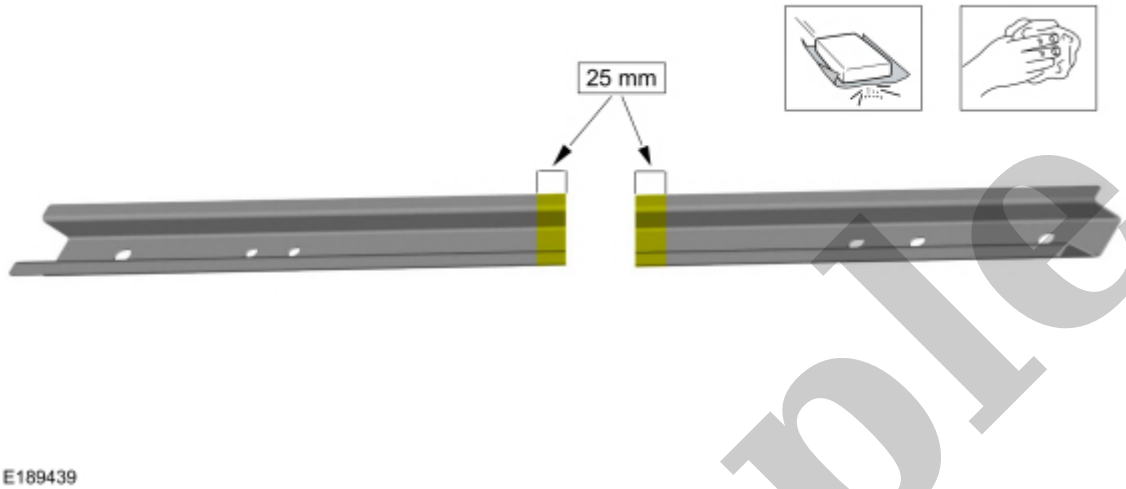
   Use the General Equipment: Spherical Cutter

   Use the General Equipment: Plasma Cutter

4. **NOTE**

   80 to 125 grit sand papers are the recommended for best adhesion.

   Remove old adhesive and e-coat from mating surfaces of the original component and the replacement part measuring 25 mm on each.



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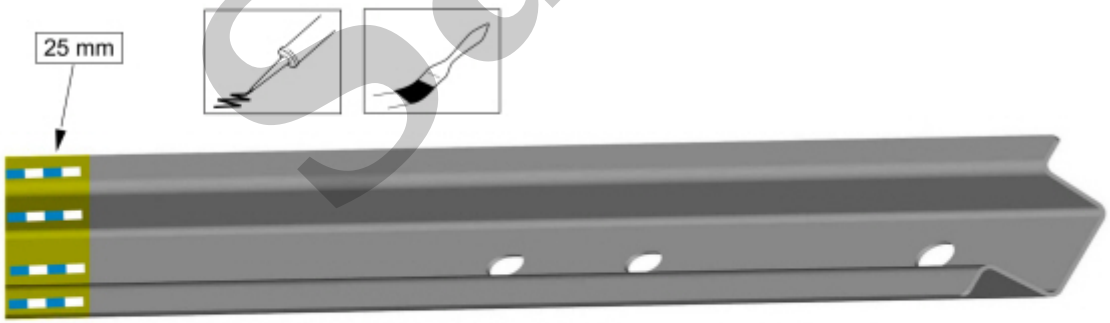
Click here to learn about symbols, color coding, and icons used in this manual.

5. Apply adhesive to existing component and evenly spread using a stiff bristle brush.

   Material : Metal Bonding Adhesive / TA-1, TA-1-B, 3M™ 08115, LORD Fusor® 108B, Henkel Teroson EP 5055



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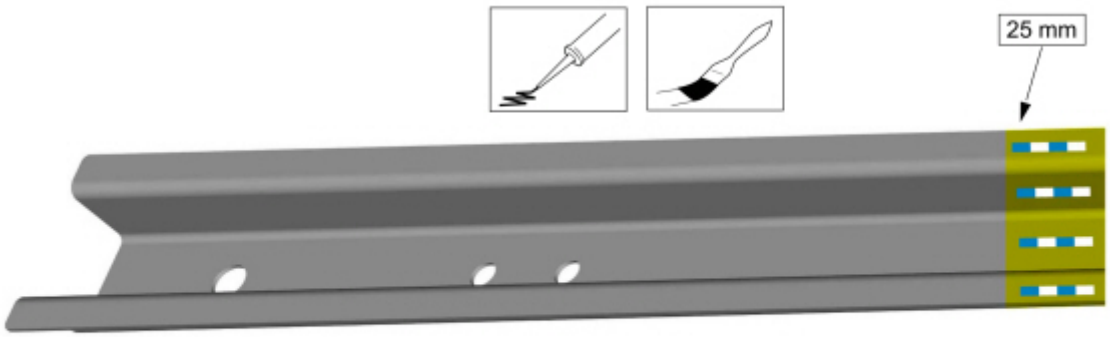
6. Install and clamp backing plate to existing component.



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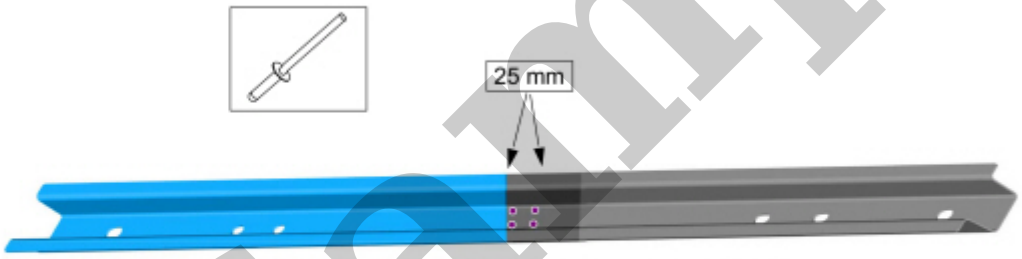
9. Install service component and appropriate fasteners.

   Refer to: Special Repair Considerations for Aluminum Repairs(501-25 Body Repairs - General Information, Description and Operation).



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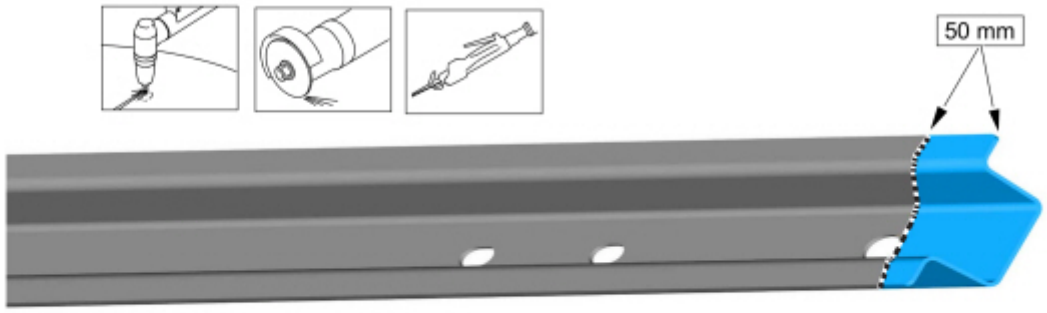
Repair

NOTE

Welded Method

1. Determine sectioning point of component and make appropriate cut.

   Use the General Equipment: Air Body Saw



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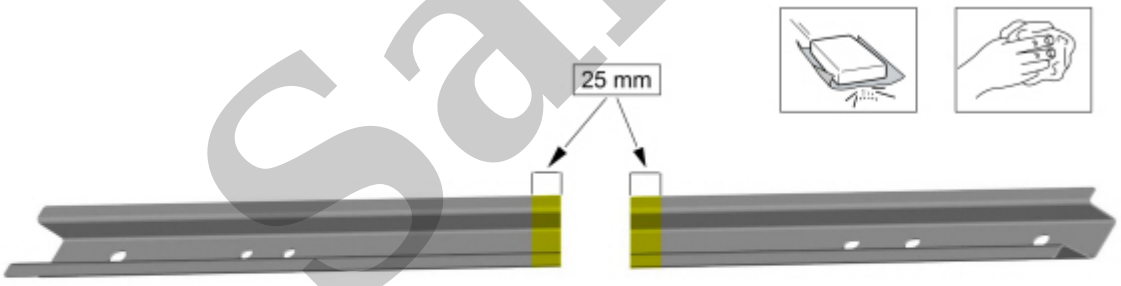
Click here to learn about symbols, color coding, and icons used in this manual.

4. Measure and cut to fit the replacement service component.

5. **NOTE**

   80 to 125 grit sand papers are the recommended for best adhesion.

   Remove old adhesive and e-coat from mating surfaces of the original component and the replacement part measuring 25 mm on each.



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6. Drill plug weld holes in backer plate as indicated.

   Use the General Equipment: 8 mm Drill Bit

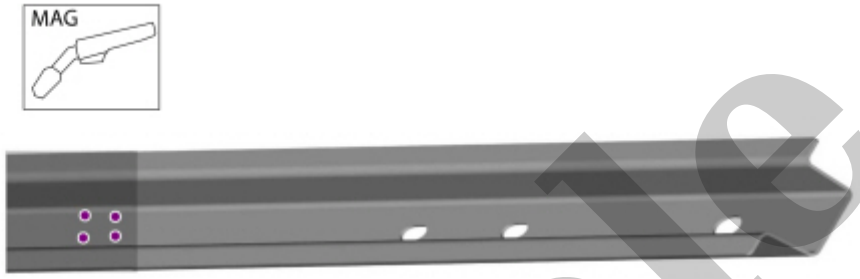
Click here to learn about symbols, color coding, and icons used in this manual.

8. **NOTICE**

   MIG (metal inert gas) welder must be set up for aluminum application.

   Plug weld as indicated.

   Use the General Equipment: MIG/MAG Welding Equipment



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Click here to learn about symbols, color coding, and icons used in this manual.

9. **NOTICE**

   MIG (metal inert gas) welder must be set up for aluminum application.

   Install service component and plug weld as indicated.

   Use the General Equipment: MIG/MAG Welding Equipment

Plastic Repairs

501-25 Body Repairs - General Information	***2022 F-150***
General Procedures	***Procedure revision date: 08/9/2022***

Plastic Repairs

Repair

NOTICE

Plastic repairs on vehicles equipped with Advanced Driver Assistance System (ADAS) must not exceed 12 mils (300 microns) of paint thickness after refinishing.

NOTE

Plastics Repairs

1. The original bumper fascias on Ford Motor Company vehicles are designed and manufactured to function with advanced driver assistance systems (ADAS) like those listed. Pre-Collision Assist with AEB Active Park Assist, BLIS® with Cross-Traffic Alert Evasive Steering Assist, Intelligent Adaptive Cruise BLIS® with Trailer Coverage, Lane-Keeping System Pro Trailer Backup Assist.
2. Repair of bumper fascias using fillers, reinforcement tape, hot staples or plastic welding can adversely affect ADAS operation. For this reason, Ford Motor Company is limiting repairs on front and rear bumper fascias on all Ford Motor Company vehicles equipped with any ADAS features to topcoat refinish only. Topcoat finish cannot exceed 12 mils (300 microns) in total thickness. Any bumper fascia damage that requires substrate repairs must be replaced.
3. Paint repairs can be made to front or rear fascias if the material thickness does not exceed 12 mils or 300 microns in total.

6. A burn test can be a reliable method to determine if a plastic is a thermosetting plastic. Extreme care must be exercised when using this method. Apply an open flame to the corner of the damaged component. If the material crystallizes and becomes hard, it is a thermosetting plastic.

7. In deciding whether to repair or install a new component, follow these guidelines.

8. Is a part readily available? Can the damaged part be economically returned to its original strength and appearance, or will the labor cost exceed the cost of a new component? Will repair provide for the fastest, highest quality repair?

9. **NOTICE**

   Never apply solvents such as lacquer thinner or reducer at any stage of plastic repair. Solvents, cleaners and water are absorbed by many types of plastics and by the glass fibers used for reinforcements. If this occurs, the plastic may swell in the area of repair and cause the repair to fail. Remove cleaners and water quickly and use air and heat to speed up drying.

   NOTICE

   During the repair of many plastics and particularly polyolefin plastics, an adhesion promoter must be applied to the substrate to allow repair materials and paint to bond correctly. Reapplication is required when grinding or sanding through the sealer or primered layers.

   NOTE

   When possible, it is recommended to carry out as much of the plastic repair as possible on the vehicle. Parts mounted on the vehicle are held in correct alignment throughout the repair. Attempting to repair the part off the vehicle may cause misalignment. This could lead to failure of the repair.

   NOTE

   Always refer to the manufacturer's label directions for the type of repair materials, fillers and bonding agents being used as they are material specific.

   NOTE

   The following procedure applies to repair of structural cracks and large gouges. If damage is cosmetic, use of reinforcing cloth may not be necessary.

10. Rough-grind area to remove excess adhesive. Sand repair area with 80-grit sandpaper, making sure to cut slightly below the Sheet Molded Composite (SMC) finished surface. This will allow for a finish coat of plastic repair filler material.

11. Apply a finish coat of plastic repair filler material per manufacturer's directions.

12. Finish-sand, prime and topcoat using Ford-approved paint systems.

Repair

NOTE

Thermoplastic Compounds Repair

1. Select the correct repair method by identifying the type of plastic being repaired.

2. **NOTE**

   Always refer to the manufacturer's label directions for the type of repair materials, fillers and bonding agents being used as they are material specific.

   Determine whether a reinforcement piece is needed as a backer on large repairs.

3. Construct a reinforcement piece from a scrap piece of the type of plastic being repaired and follow manufacturer's label directions for the type of system being used.

4. **NOTE**

   The following steps are to be used as a guideline. Depending on what brand of adhesives or patch materials are used, procedures may vary slightly.

   Thoroughly clean the damaged area with wax and grease remover formulated for use with plastics.

5. Hand sand the repair area with 80-grit sandpaper and remove any foreign material with compressed air.

6. Apply a plastics adhesion promoter per label directions to the repair area.

7. For small repairs, a adhesive filler can be applied to the damaged area. Follow manufacturer's directions and build layers to form a thickness above the damaged area. This will allow the area to be sanded smooth.

   Material : Plastic Bonding Adhesive / LORD Fusor® 148