Body Repairs
Fabia II 2007 ➤
Fabia II 2009 ➤
Fabia II 2011 ➤

Edition 04.2011

Repair Group overview for Body Repairs

Repair Group

00 - Technical data
50 - Body - front
51 - Body - centre
53 - Body - rear

Contents

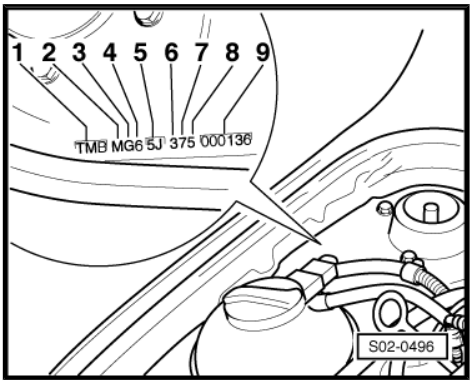
00 – Technical data

1 Technical data

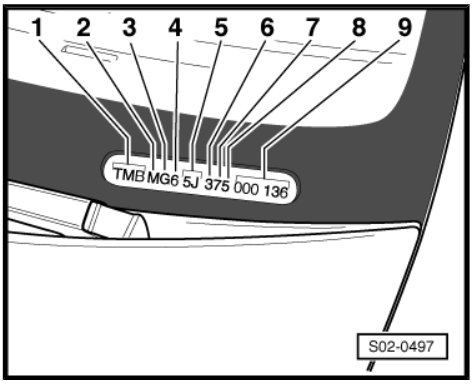
1.1 Vehicle identification data

1.1.1 Vehicle identification number

The vehicle identification number (chassis number) is attached to the right suspension dome.



The vehicle identification number can also be found bottom left of the front window corner.



1 - Manufacturer's world code

2 - Model and version

3 - Engine fitted

4 - Airbag system

5 - Vehicle type

6 - Internal code

7 - Model year

8 - Manufacturing plant

9 - Body number

Note

Detailed information on the meaning of individual markings
⇒ Maintenance ; Booklet Fabia II .

2 Tools

Special tools and workshop equipment required

- ♦ Right angle grinder and wire brush
- ♦ Welding point loosening tool e.g. Variodrill -V.A.G 1731- and replacement breaker for high-strength panels e.g. -V.A.G 1731/2-
- ♦ Body saw e.g. -V.A.G 1523 A-
- ♦ Extraction device
- ♦ Door tension adjuster, e.g. -V.A.G 1438-
- ♦ Telescopic dipstick e.g. -VAS 5159- or -VAS 5160-
- ♦ Underbody sealant gun, e.g. -V.A.G 1379-
- ♦ Double cartridge gun -VAS 5237-
- ♦ Compressed air pistol e.g. -V.A.G 2005B- for adhesive e.g. -DA 001 730 A2-
- ♦ Burring pliers

– To burr panels e.g. for overlapping seams.

- ♦ Hole punch, e.g. -V.A.G 1329-

– To punch holes in panels e.g. for SG plug welding.

- ♦ Panel nibbler

– To cut out panels without warpage or burring, e.g. when subsequently fitting a glass sun roof.

- ♦ Compressed air pistol, e.g. -V.A.G 1761/1-

– Pneumatic gun to produce seals and apply underbody protection having the same appearance as the original factory finish.

– In addition all 310 ml cartridges can be used in this gun.

- ♦ Pressure beaker gun for hollow space sealing e.g. -V.A.G 1538-
- ♦ Inert gas shielded welding tool
- ♦ Spot welding and sheet panel machining tool (inverter) e.g. -VAS 6249-
- ♦ Straightening bench Celette M85 with straightener and straightening square set -819.310- (Škoda Fabia II) + -819.301- (Škoda Roomster) or -819.300- (Škoda Fabia - VW Polo - Seat Ibiza) + -819.307- (VW Polo) + -819.301- (Škoda Roomster)
- ♦ For vehicles manufactured as of 01/2009 ► straightening square set -819.313- (Škoda Fabia II, Škoda Roomster)
- ♦ For vehicles manufactured as of 03/2010 ► straightening square set -819.317- (Škoda Fabia II Facelift, Škoda Roomster Facelift)
- ♦ Portal gauge with straightening square set -819.800- (Škoda Fabia II)
- ♦ Basic equipment e.g. -V.A.G 1366/3-
- ♦ Rod grinder with wire brush
- ♦ Power knife e.g. -V.A.G. 1561/A- or compressed-air cutter e.g. -VAS 5177- and cutting discs e.g. -V.A.G. 1561/25- or -V.A.G. 1561/26-

– For precisely cutting through the panel or the welding seam e. g when removing the roof.

3 Anti-corrosion measures

3.1 Corrosion prevention

The body is manufactured in sheet metal galvanized on both sides.

The series protection against corrosion must be restored after repairs by using the materials prescribed by the manufacturer, as this is indispensable in order to guarantee corrosion prevention.

3.2 Long-term body protection

– Apply a priming coat to the bright sheet metal panels immediately after repairs (anti-corrosion primer -ALN 002 003 10- or -ALK 007 003 10-).

– New parts, which are not accessible after repairs from the inside, e.g. bottom side rail, should be painted before welding from the inside with appropriate priming colour of the vehicle. The welding flanges should be covered with adhesive tape.

– Always apply zinc spray -D 007 500 A2- on both sides of spot welding flanges.

Note

Make sure to avoid pre-treating with zinc spray the locations intended for subsequent inert gas shielded welding.

– Before sealing apply anti-corrosion primer -ALN 002 003 04- on the seams from the inside and from the outside.

– Only apply sealing compound to the primer coated panels and allow to harden sufficiently before proceeding with further paint applications.

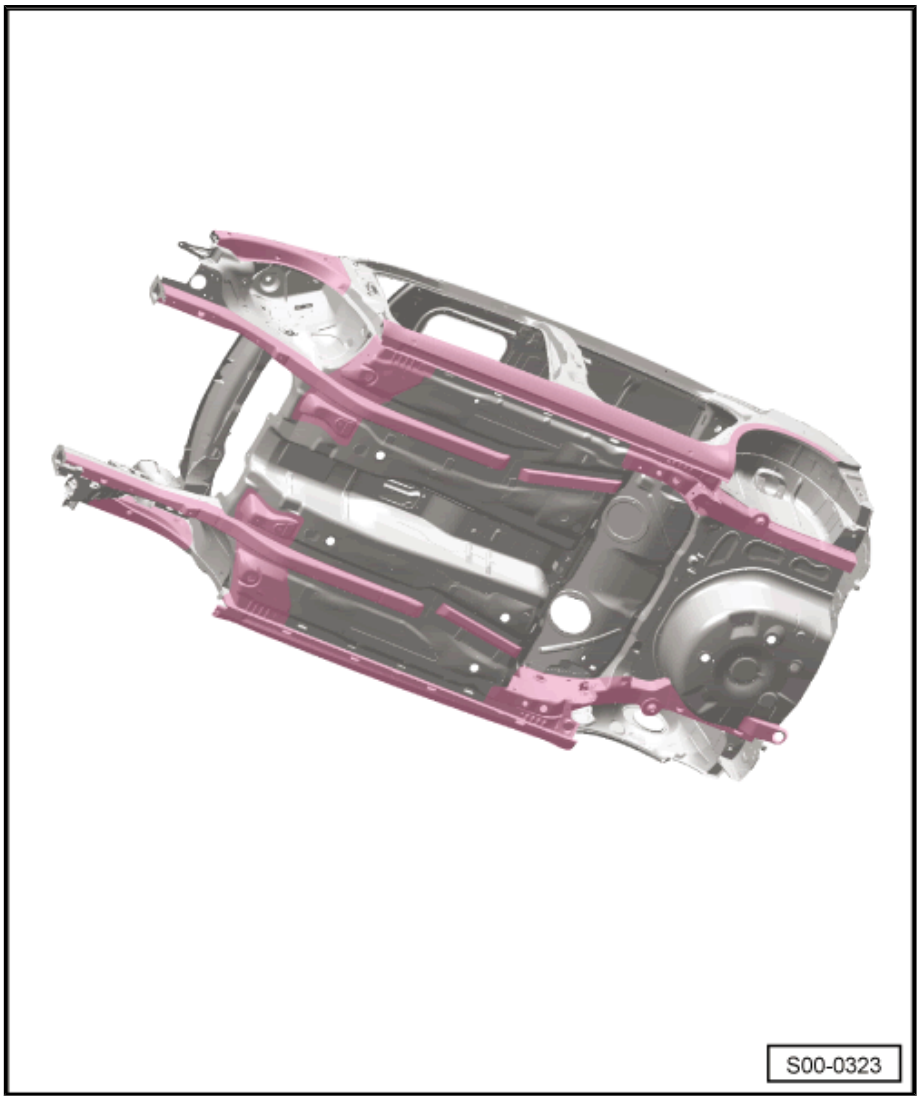
– Use sealing compound to seal the panel overlappings, panel sides, butt joints, welding seams etc.

– Restore the underbody protection with long-term underbody protection material.

– After applying the finish paint protect all the hollow spaces near the repair location.

– Unblock the water drainage openings once the hollow space protection material has dried.

3.2.1 Overview of protective hollow spaces



3.3 Cutting galvanized body parts

3.3.1 Preliminary work

– Remove underbody protection and sealed seams ⇒ General Information; Body Repairs, General Body Repairs .

3.3.2 Separation process

– Do not use thermic cutting methods, e.g. a cutting torch.
– It is recommended to use mechanical methods e.g. a welding spot cutter, body saw, so as not to damage the zinc plating at the cutting location.

3.3.3 Welding of galvanized body panels

⇒ General Information; Body Repairs, General Body Repairs .

4 Injecting foam in the body

Various hollow spaces in this vehicle are filled with foam. Their location is detailed in the individual repair descriptions.

The injection of foam reduces the transmission of vehicle noises into the passenger compartment. Sound insulation is achieved by using plastic mouldings (insulating panels).

The moulds are fitted during the manufacturing of the body structure and expand in volume after the primer is applied in the drying chamber of the paintshop at approx. 180°C.

As this temperature is not reached under workshop conditions proceed as follows:

Precondition

WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

- Before performing these operations prepare the panel to be replaced and make it ready for fitting, e.g. by cutting it to the required size, adjusting it and by taking the necessary measures to ensure anti-corrosion protection.
- Remove residual foam from the vehicle.
- Restore the paint structure, if necessary cover twice (wet on wet) with paint primer -D 009 200 02- . Time required for taking effect approx. 10 minutes.

4.1 Install damping

- Fit sealing cord -AKD 497 010 04 R10- all round the noise insulation.
- Install noise insulation at vehicle.
- Fix new part (e.g. pillar A) in place; apply gentle pressure to new part in the area of the noise insulation until it abuts and weld in place.
- Do not use inert gas shield welding at 15 mm close to noise insulation (on both sides).

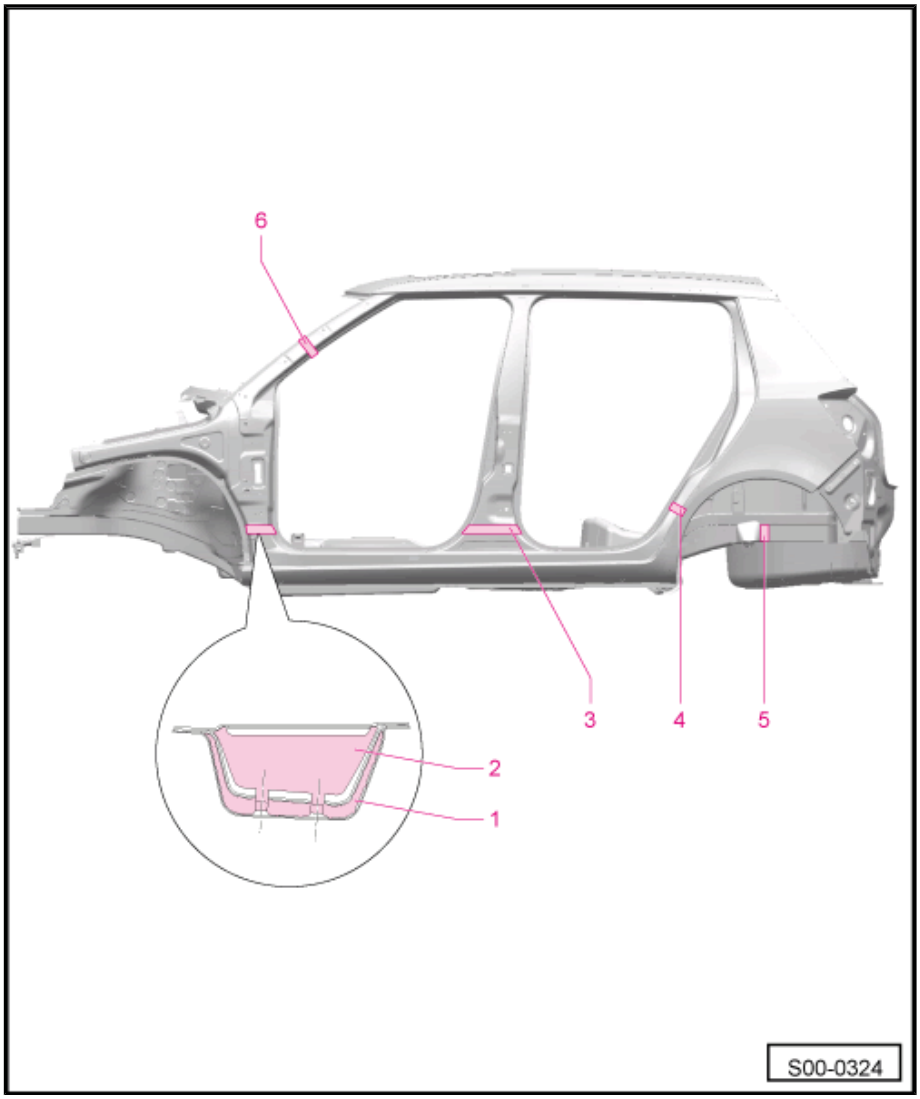
After painting the vehicle, treat the cavities with cavity protection.

Overview of foam-filled points

Note

Current part numbers are indicated in the electronic catalogue of original parts.

1 - 5J0 864 627 A
2 - 5J0 864 627
3 - 5J6 864 649
4 - 5J6 864 621
5 - 6Q0 864 625 A
6 - 5J0 864 623 A



5 Straightening bench

5.1 Overview of the jig alignment bench Celette with straightening square set

Note

- *Use the straightening square set -819.310- (Škoda Fabia II) + -819.301- (Škoda Roomster) or -819.300- (Škoda Fabia - VW Polo - Seat Ibiza) + -819.307- (VW Polo) + -819.301- (Škoda Roomster). For vehicles manufactured as of 01/2009, use the straightening square set -819.313- (Škoda Fabia II, Škoda Roomster).*
- *For vehicles manufactured as of 01/2009, use the straightening square set -819.313- (Škoda Fabia II, Škoda Roomster).*
- *For vehicles manufactured as of 03/2010, use the straightening square set -819.317- (Škoda Fabia II Facelift, Škoda Roomster Facelift).*
- *This overview does not replace the detailed design plan of the jig alignment bench from the company Celette.*
- *E.g. the telescopic dipstick -VAS 5159- or -VAS 5160- can be used for measuring certain dimensions.*
- *Only use the straightening square sets as measuring device. The alignment bracket supports must not be damaged when aligning the body.*
- *The position numbers in the figures are identical to the final numbers on the alignment bracket supports.*
- *The circled position numbers are those of the alignment bracket supports for the superstructure with or without assemblies.*
- *The following figures show the right side of the vehicle.*

Valid for a vehicle body without installed assemblies

2 - MZ 142 and TV 400

6 - MZ 140

7 - MZ 260

8 - MZ 602

10 - Centering piece

- ❑ identical on both left and right

11 - Centering piece

- ❑ identical on both left and right

12 - MZ 260

16 - MZ 140

17 - Centering piece

- ❑ identical on both left and right

22 - MZ 080

24 - MZ 140

26 - MZ 080

27, E45 - belongs to Pos. 26

28 - MZ 260

30 - fixed to Pos. 28

32 - MZ 200

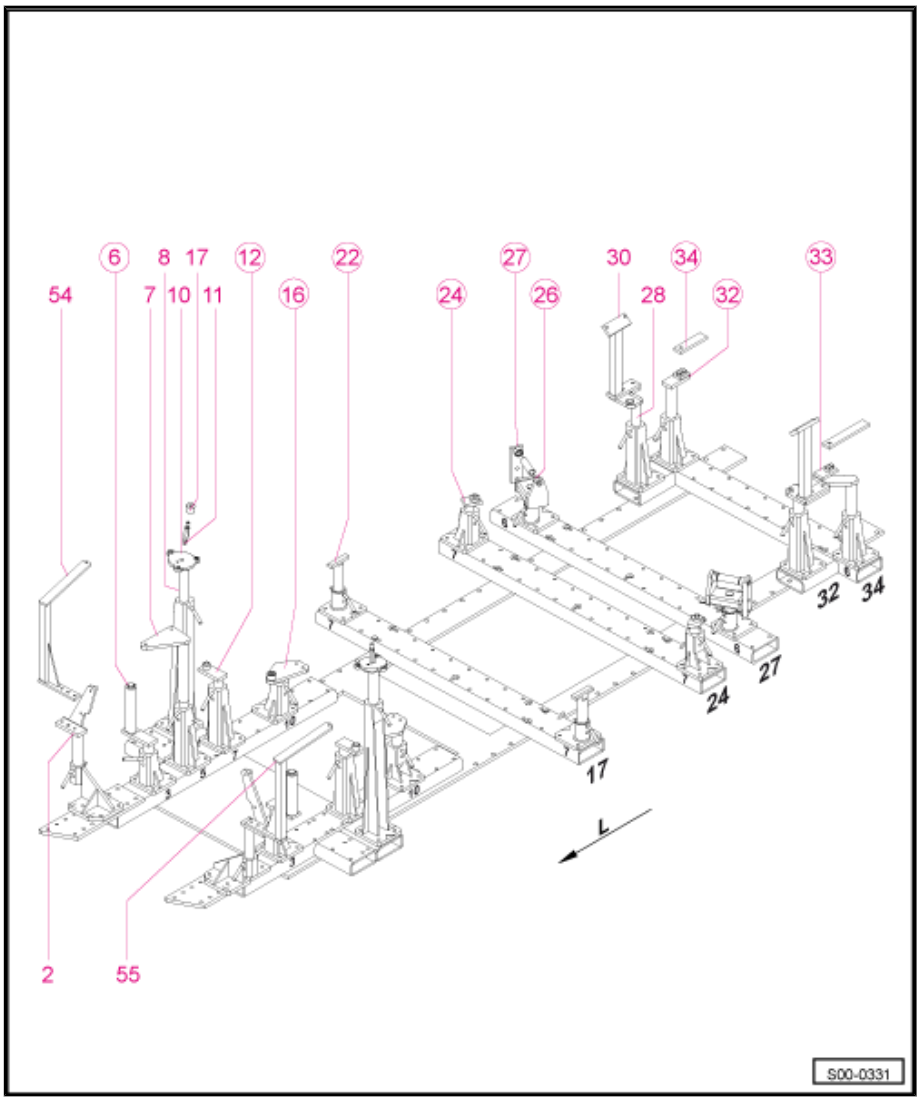
34 - belongs to Pos. 32

36 - MZ 200

only for Fabia Combi

54 - Support for top frame side rail

55 - Support for top frame side rail



Straightening square set -819.313- ➢ valid for vehicle bodies without installed assemblies as of 01/2009

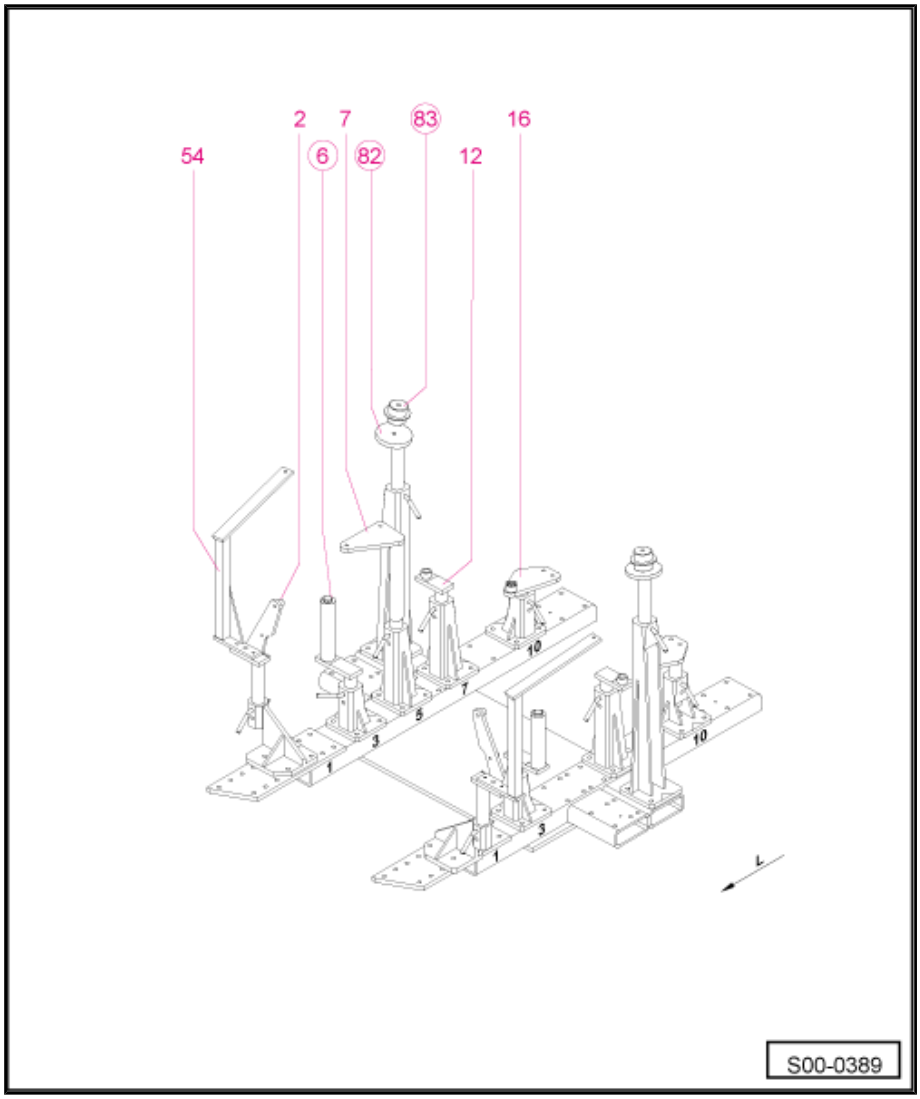
Note

The following figures show the right side of the vehicle.

82 - MZ 602

83 - Centering piece

- ❑ identical on both left and right

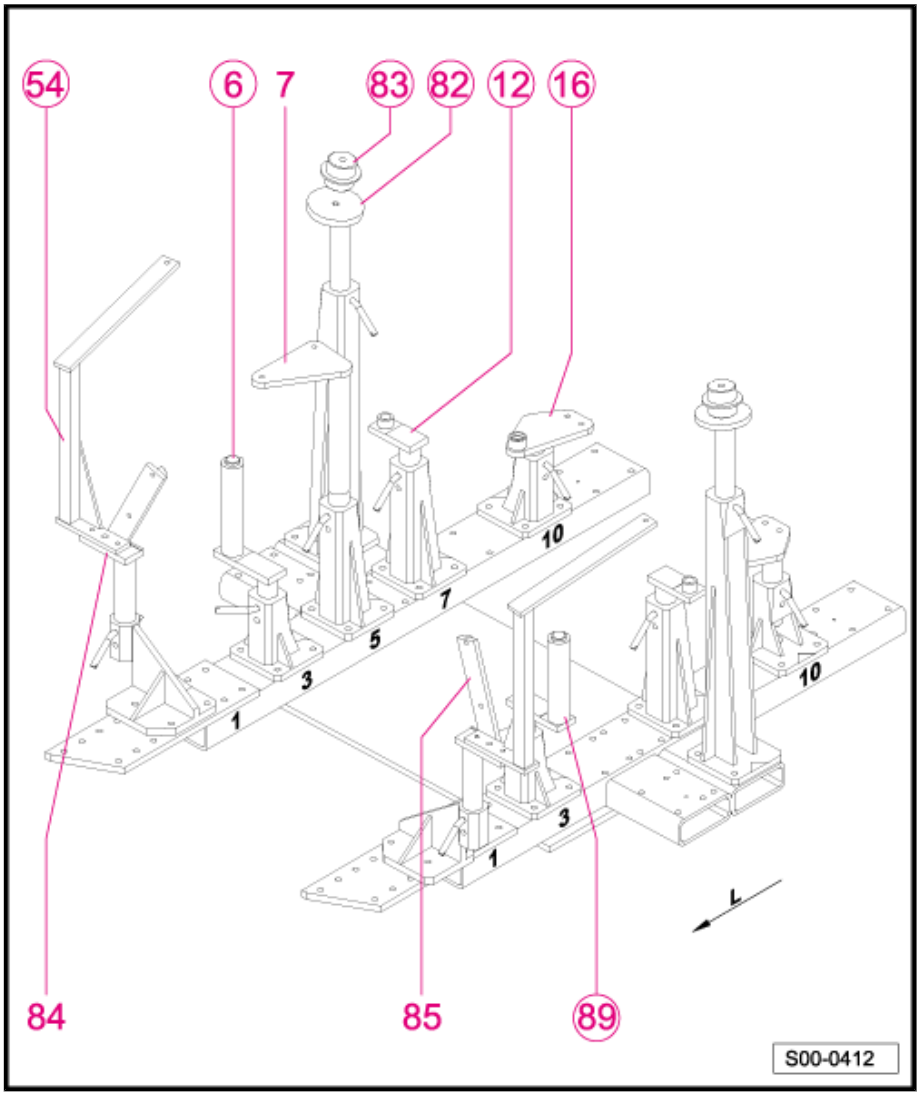


Straightening square set -819.317- ► valid for vehicle bodies without installed assemblies as of 03/2010

84 - MZ 142 and TV 400

85 - MZ 141 and TV 400

89 - MZ 140



Valid for a vehicle body with installed assemblies

- The vehicle wheels must be removed

Note

The following figures show the right side of the vehicle.

6 - MZ 140

12 - MZ 080

16 - MZ 080

22 - MZ 080

24 - MZ 140

26 - MZ 080

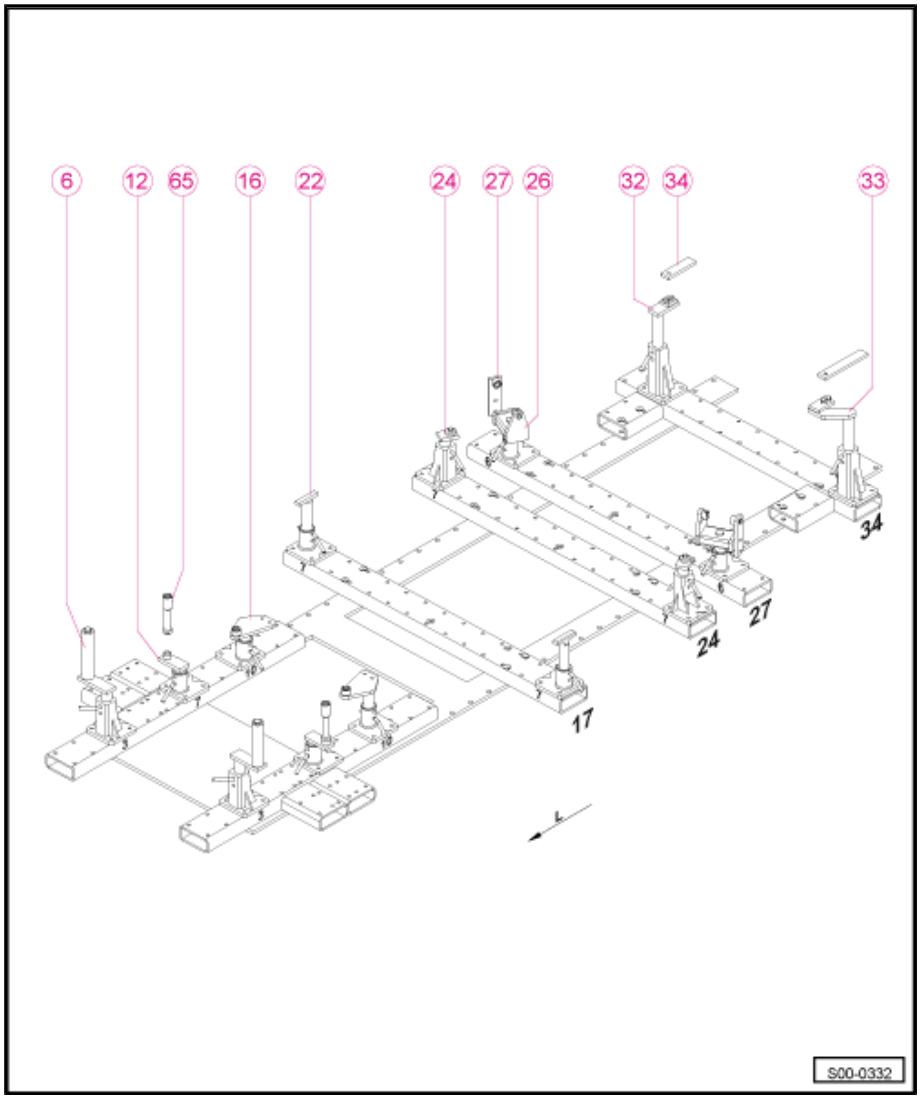
27 - belongs to Pos. 26

32 - MZ 200

34 - belongs to Pos. 32

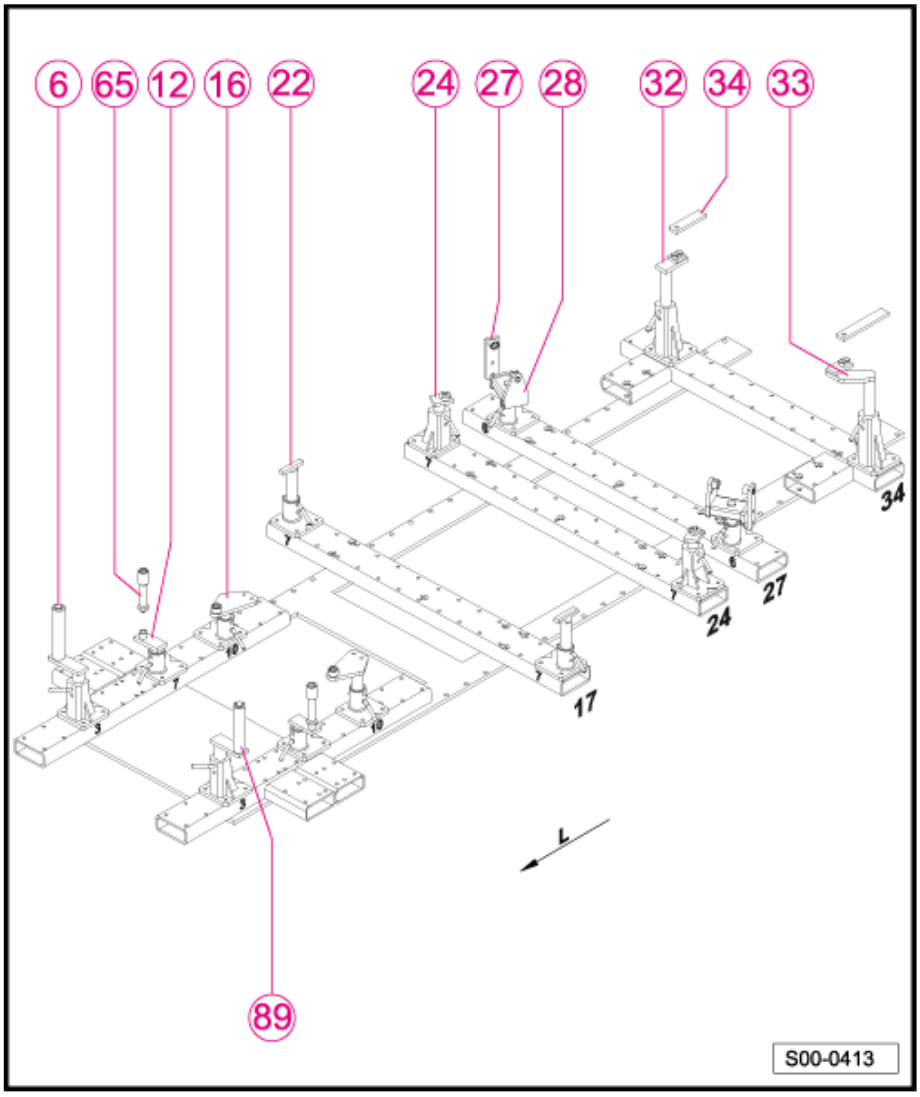
65 - Spacer

- ❑ identical on both left and right



Straightening square set -819.317- ► valid for vehicle bodies with installed assemblies as of 03/2010

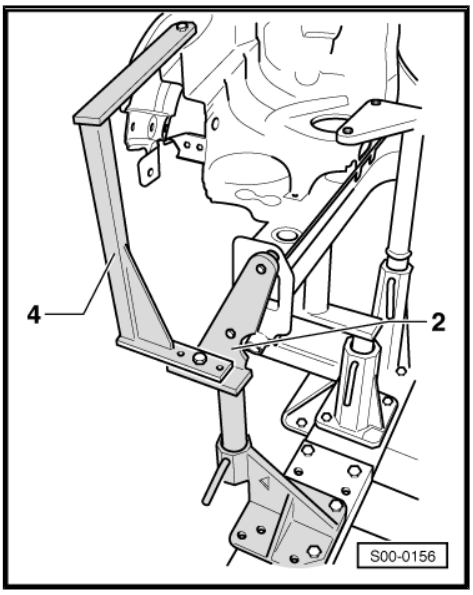
89 - MZ 140



5.2 Overview of front alignment bracket positions

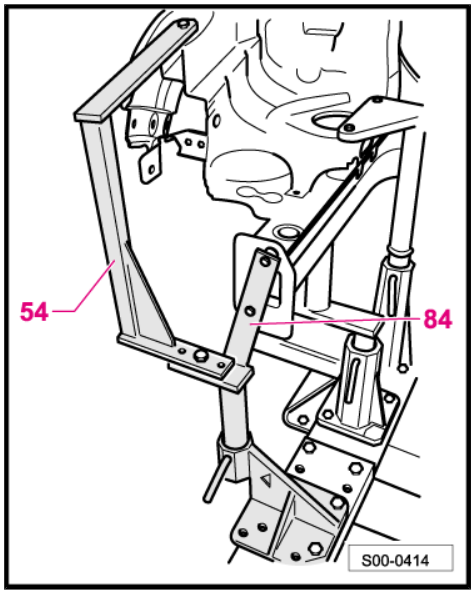
2- support for front metallic impact absorber

4- support for the top frame side rail



54- support for the top frame side rail

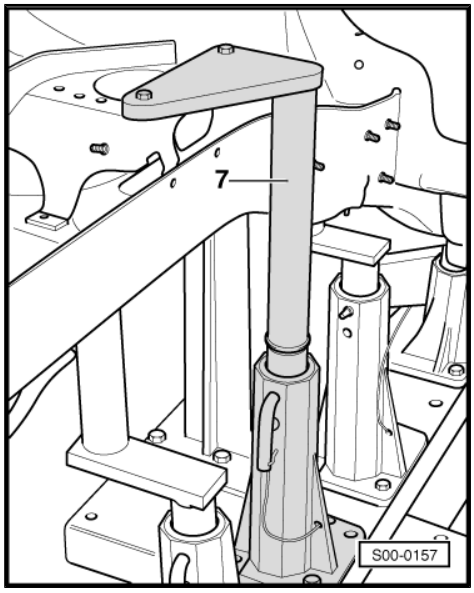
84- support for front metallic impact absorber



Note

Support 84 valid for vehicle bodies as of 03/2010.

7- support for engine cradle



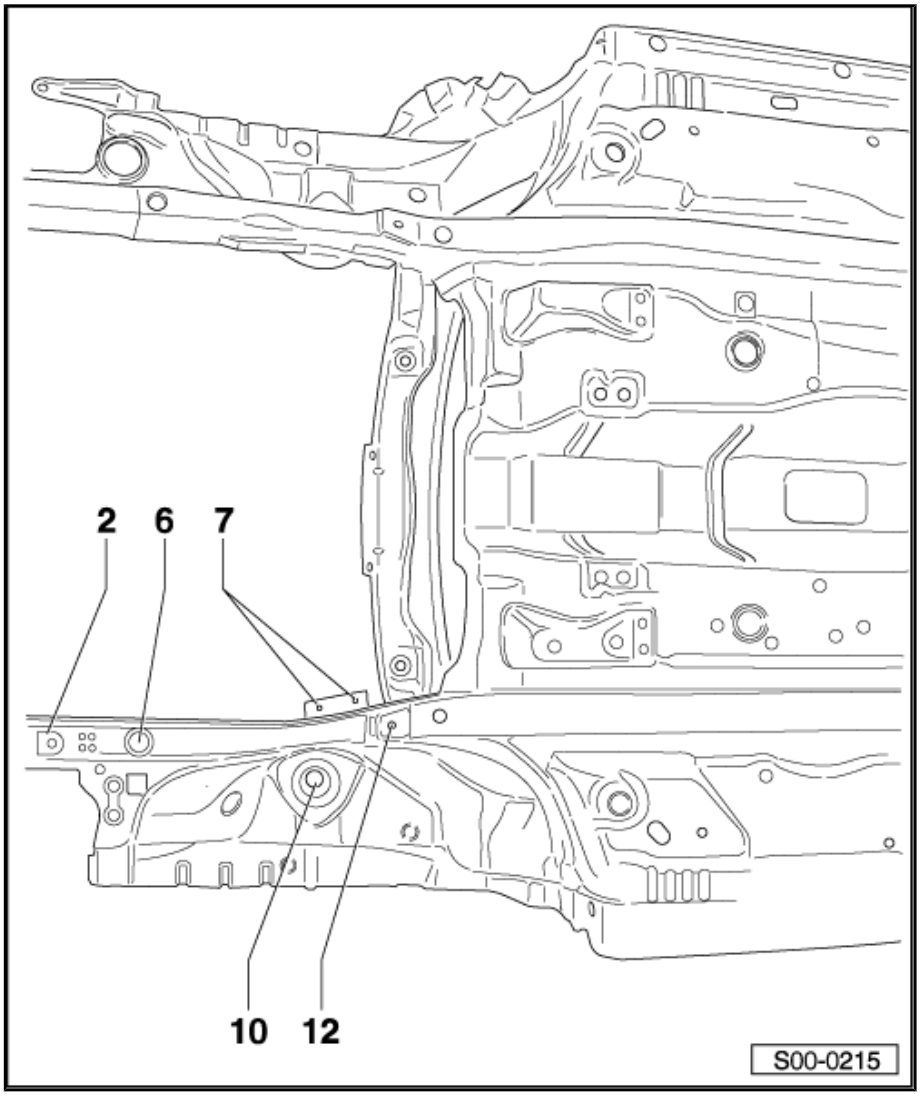
2 - Fixation support of the metallic impact absorber

6 - Fixation support of the front frame side rail

7 - Fixation support of the engine mounting

10 - Fixation support of the suspension strut attachment

12 - Fixation point of the assembly carrier

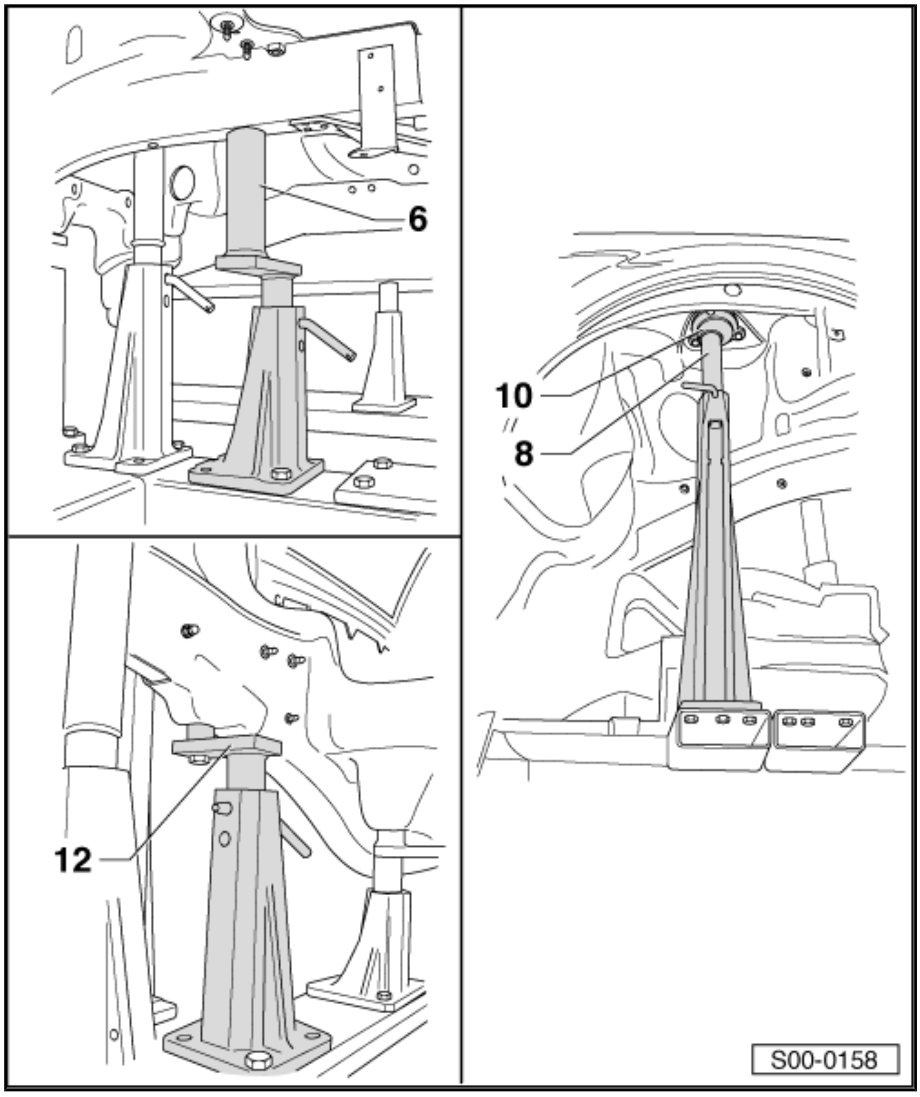


6 - Support for front frame side rail

8 - Support for suspension strut mounting

10 - Base for suspension strut mounting

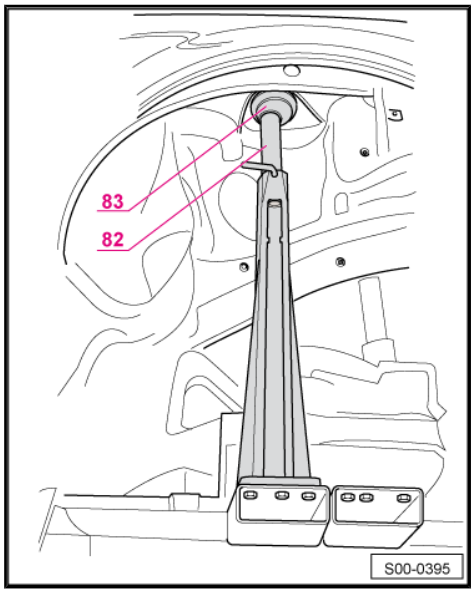
12 - Support for assembly carrier



Straightening square set -819.313- ► valid for vehicle bodies as of 01.2009

82 - Support for suspension strut mounting

83 - Base for suspension strut mounting



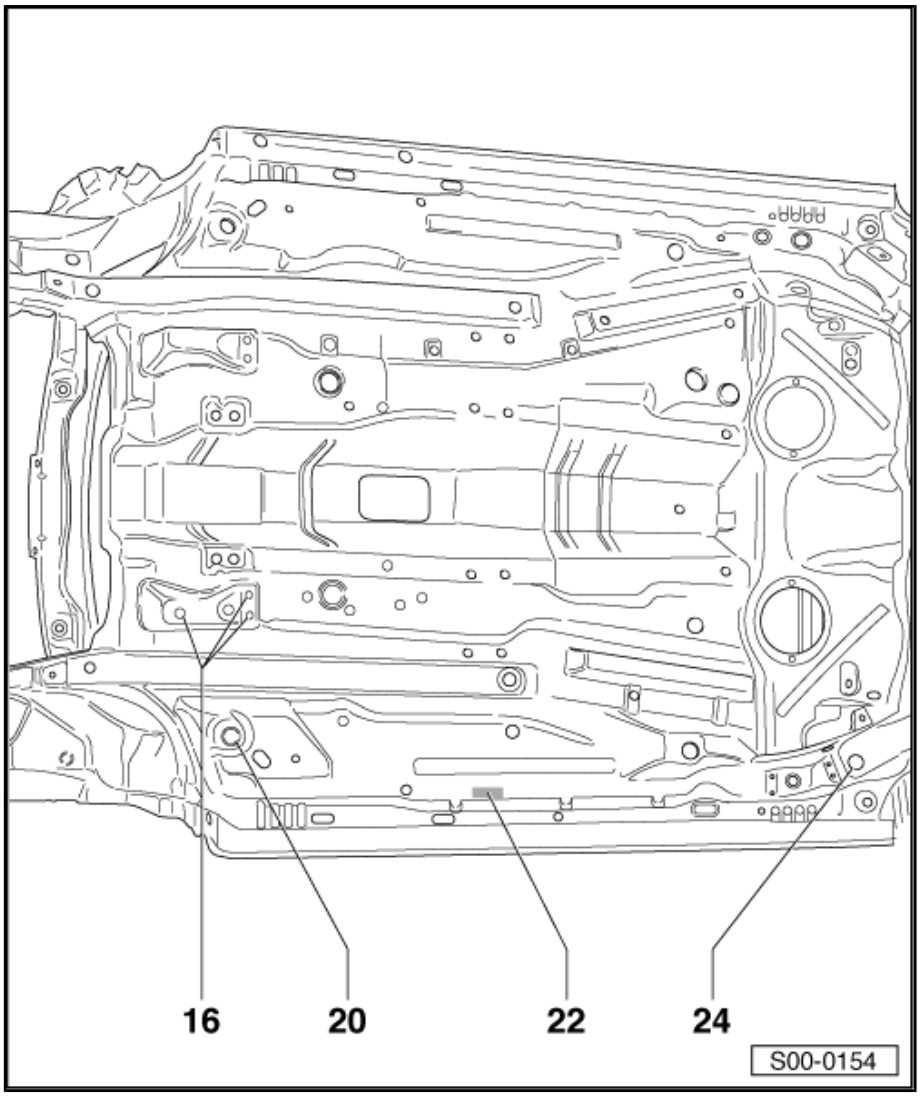
5.3 Overview of the middle alignment bracket positions

16 - Fixation point of the assembly carrier

20 - Fixation point of the front production support

22 - Fixation point of the floor panel

24 - Fixation point for inspection of the hole in the frame side rail

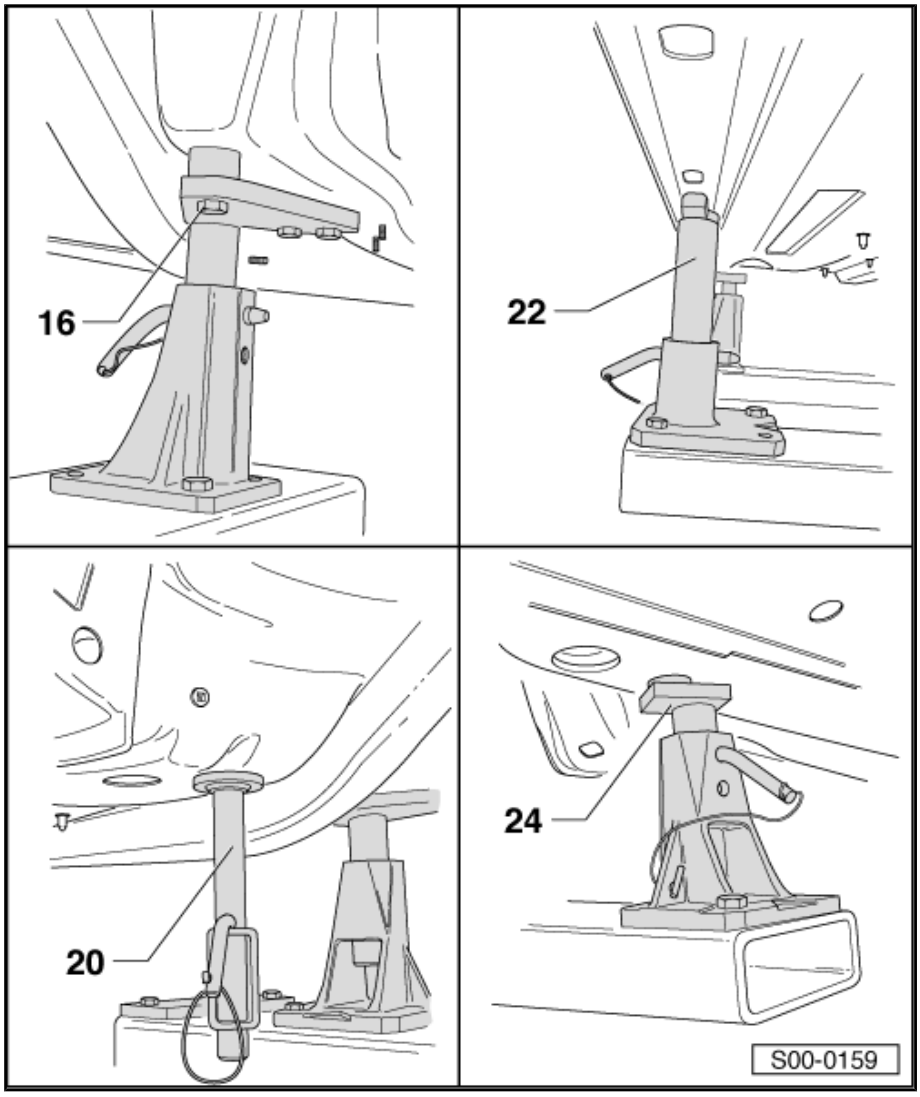


16 - Support for assembly carrier

20 - Fixation point of the front production support

22 - Support for floor panel

24 - Support for the hole in the frame side rail



5.4 Overview of the rear alignment bracket positions

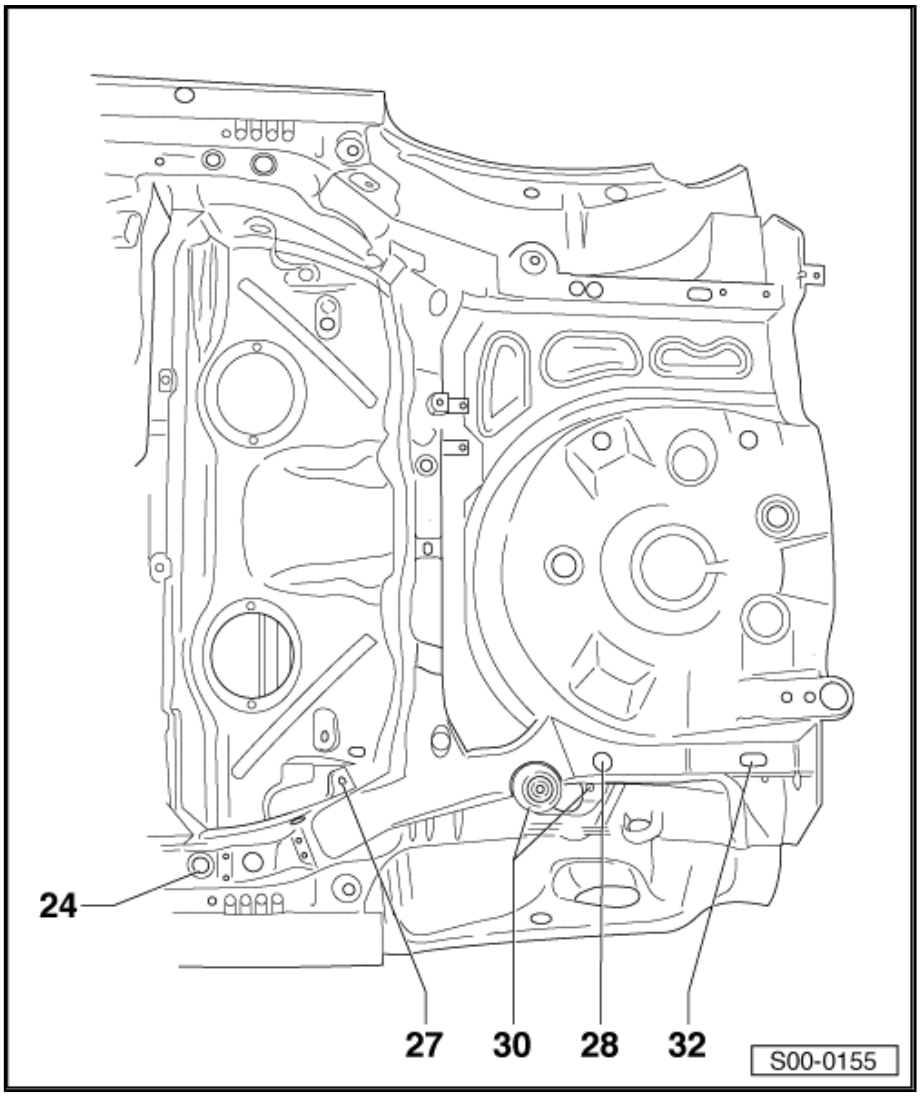
24 - Fixation point of the rear frame side rail

27 - Fixation point for rear axle mounting

28 - Fixation point of the rear frame side rail

30 - Fixation support of the suspension strut attachment

32 - Fixation point for inspection of the hole in the frame side rail



26 - Support for rear axle mounting

to be used with Pos. 27

E 45 - Spacer, identical on the left and right

only use when the rear axle has been removed

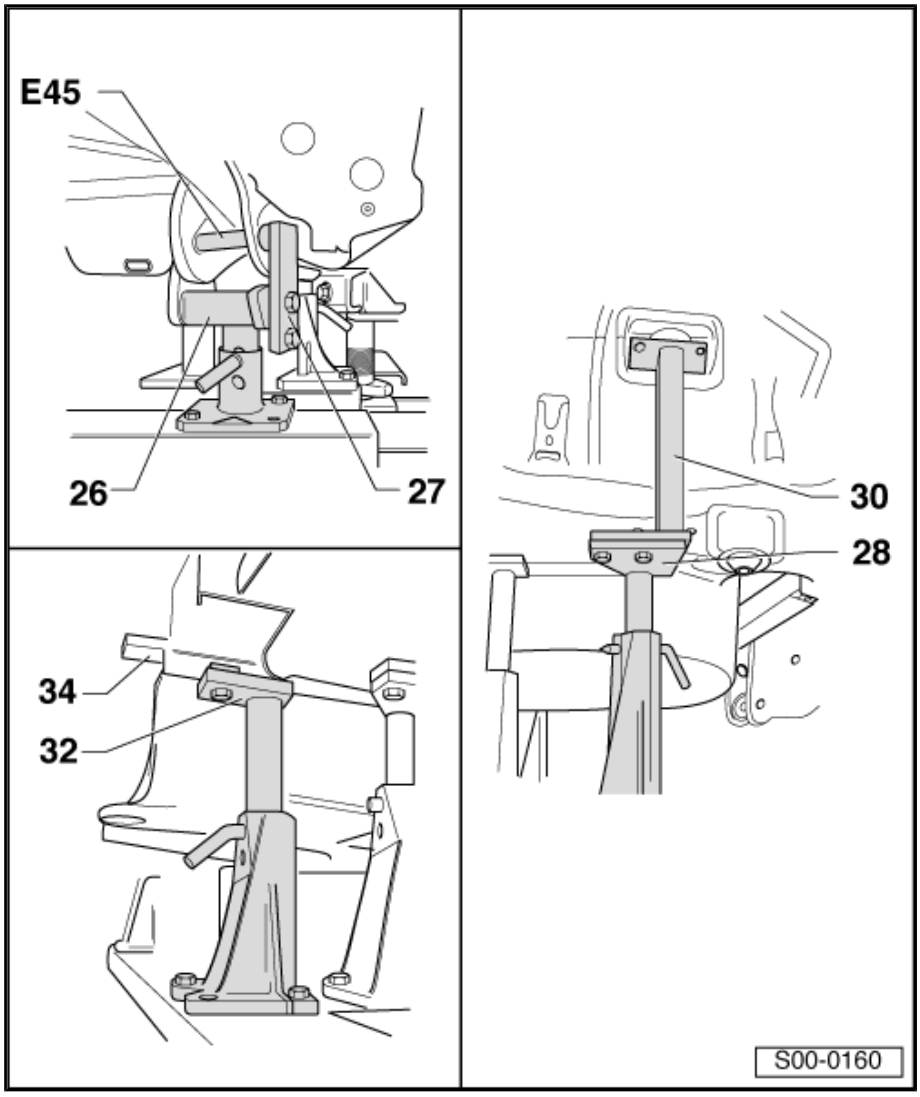
28 - Support for inspection of the hole in the frame side rail

30 - Support for suspension strut mounting

screwed with Pos. 28

32 - Support for inspection of the hole in the frame side rail

use with pressure pad Pos. 34



6 Portal gauge

Note

- *Use straightening square set -819.800- (Škoda Fabia II).*
- *This overview does not replace the detailed design plan of the jig alignment bench from the company Celette.*
- *E.g. the telescopic dipstick -VAS 5159- or -VAS 5160- can be used for measuring certain dimensions.*
- *Only use the straightening square sets as measuring device. The alignment bracket supports must not be damaged when aligning the body.*
- *The position numbers in the figures are identical to the final numbers on the alignment bracket supports.*
- *The circled position numbers are those of the alignment bracket supports for the superstructure with or without assemblies.*
- *The following figures show the right side of the vehicle.*

Front door

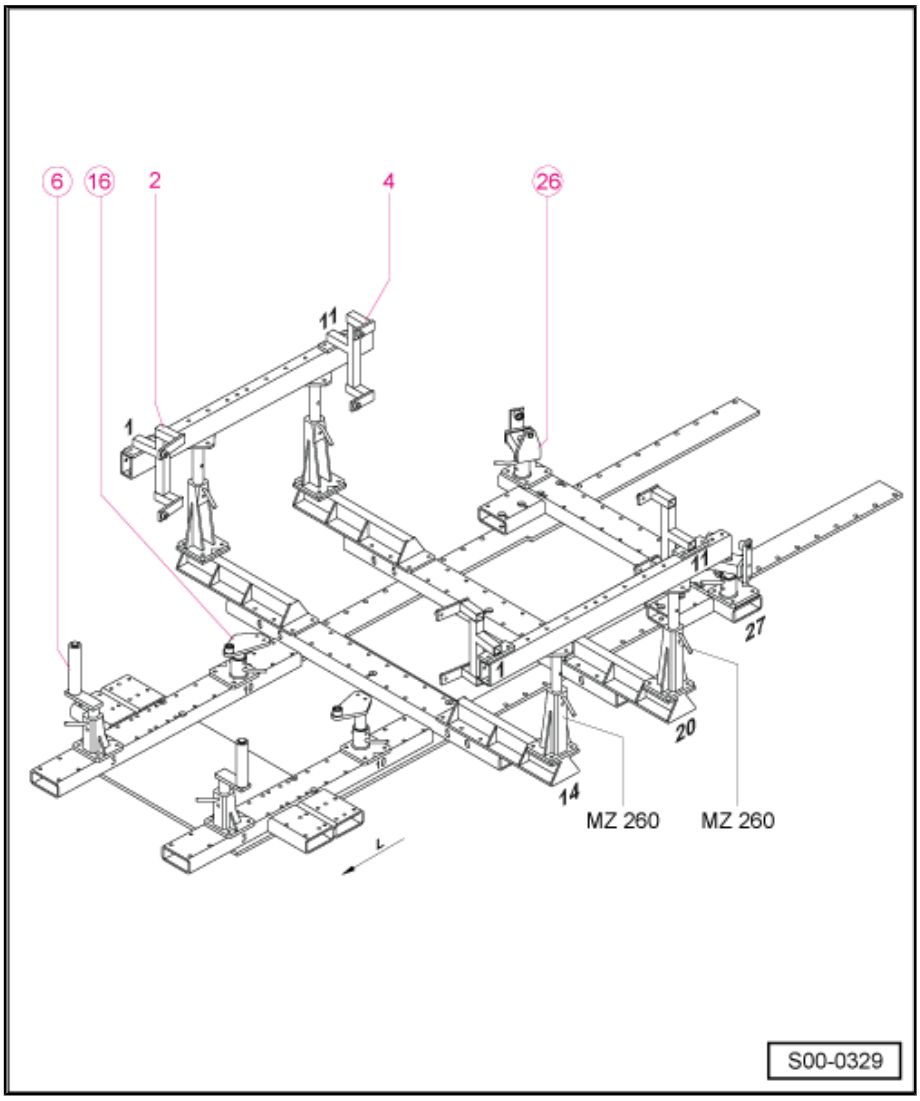
2 - Support for column A

4 - Support for column B

6 - MZ 140

16 - MZ 140

26 - MZ 080



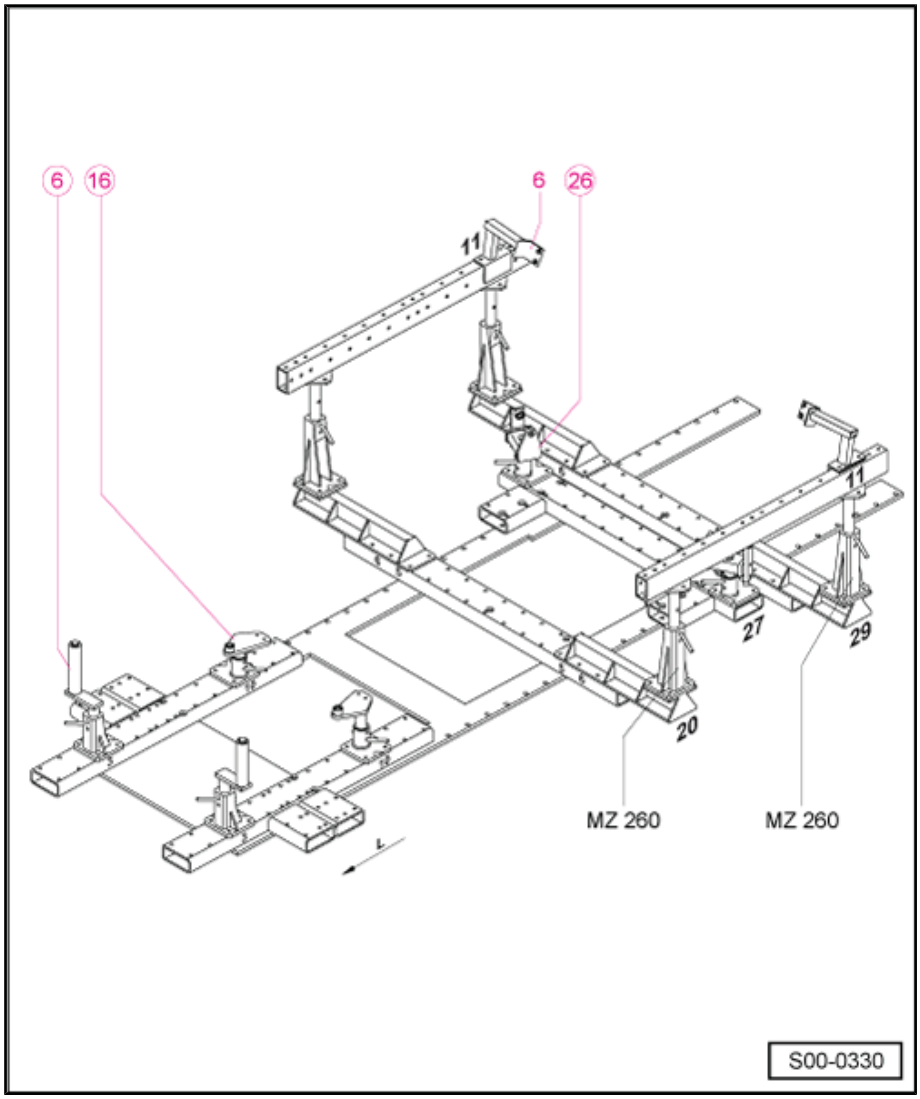
Rear door

6 - Support for column C

6 (v kroužku) - MZ 140

16 - MZ 140

26 - MZ 080



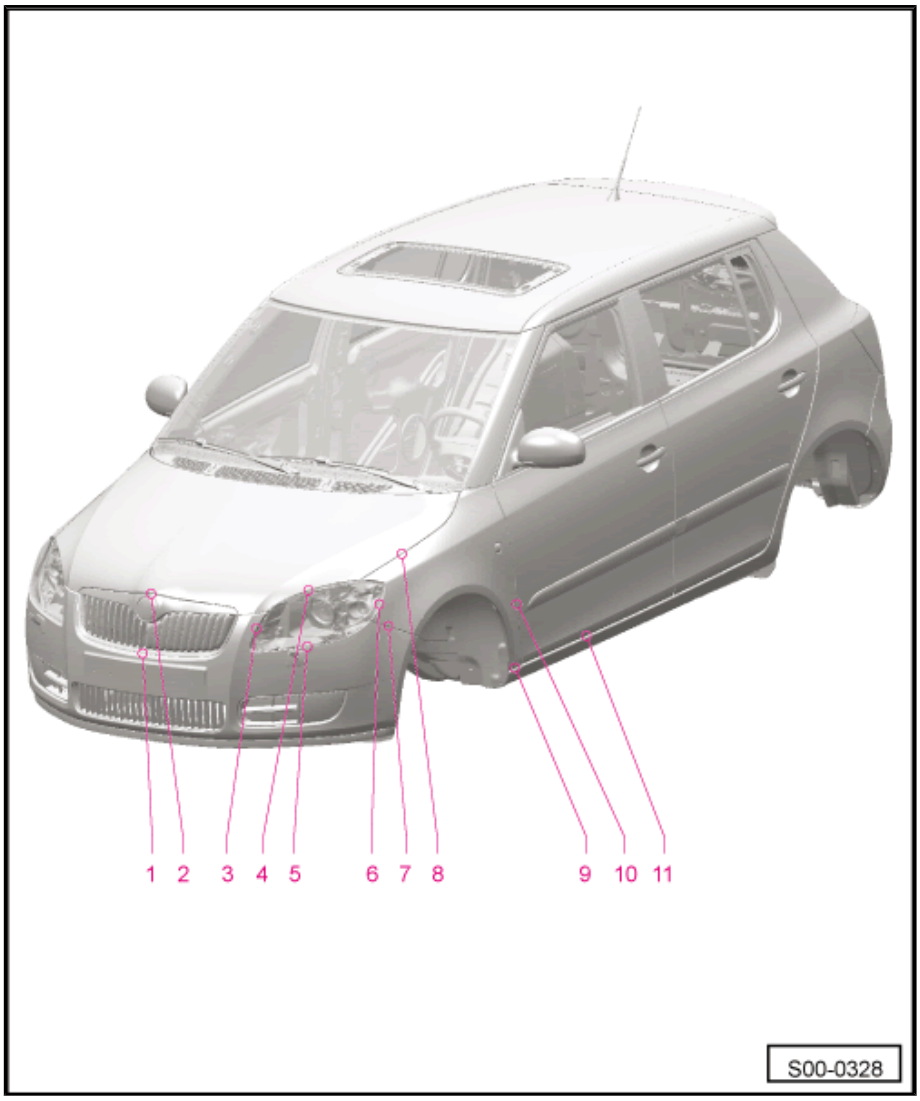
7 Body gaps

Note

A setting gauge e.g. -3371- can be used to set or inspect.

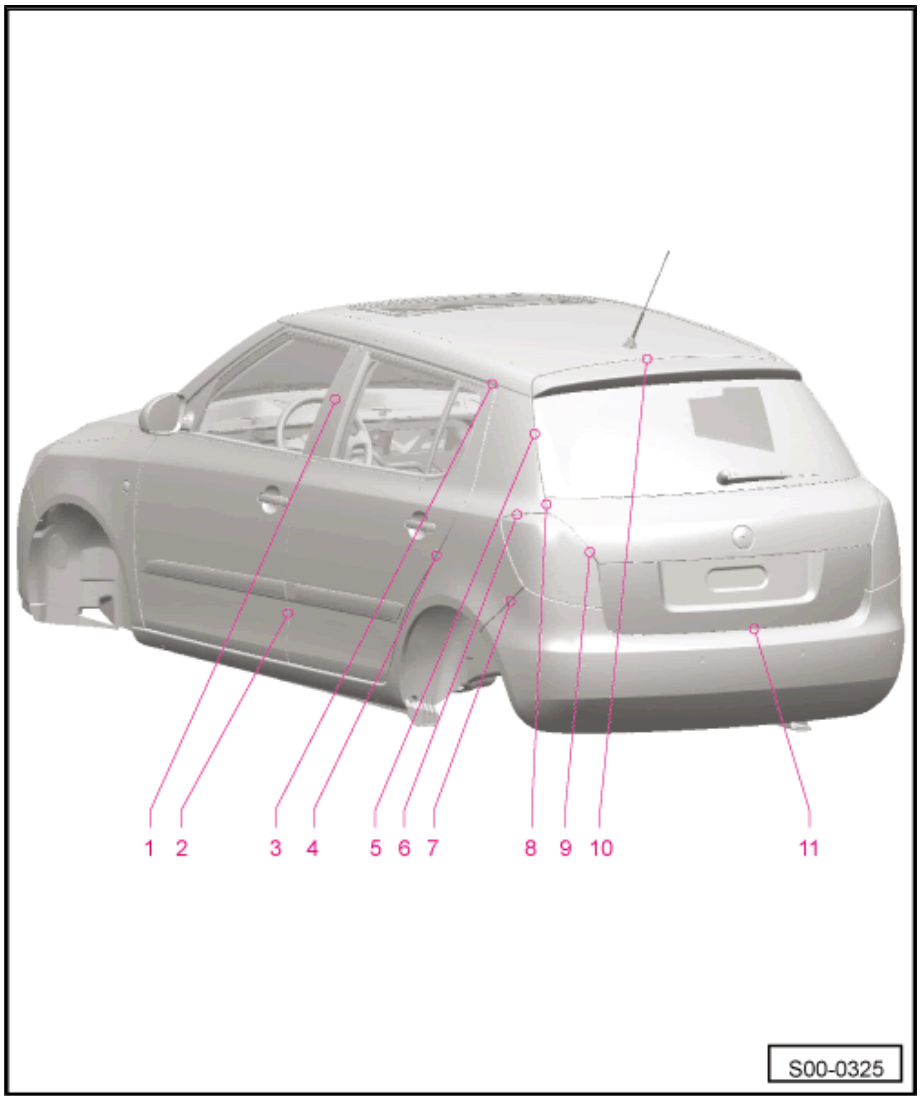
7.1 Front body

1 - 6,7 ± 1 mm
2 - 0,8 ± 0.5 mm
3 - 3 ± 0.5 mm
4 - 3 ± 0.5 mm
5 - 3,5 ± 0.5 mm
6 - 3 ± 0.5 mm
7 - 1 ± 0,2 mm
8 - 3,5 ± 0.5 mm
9 - 2,9 ± 0.5 mm
10 - 4 ± 0.5 mm
11 - 5.5 ± 0,8 mm



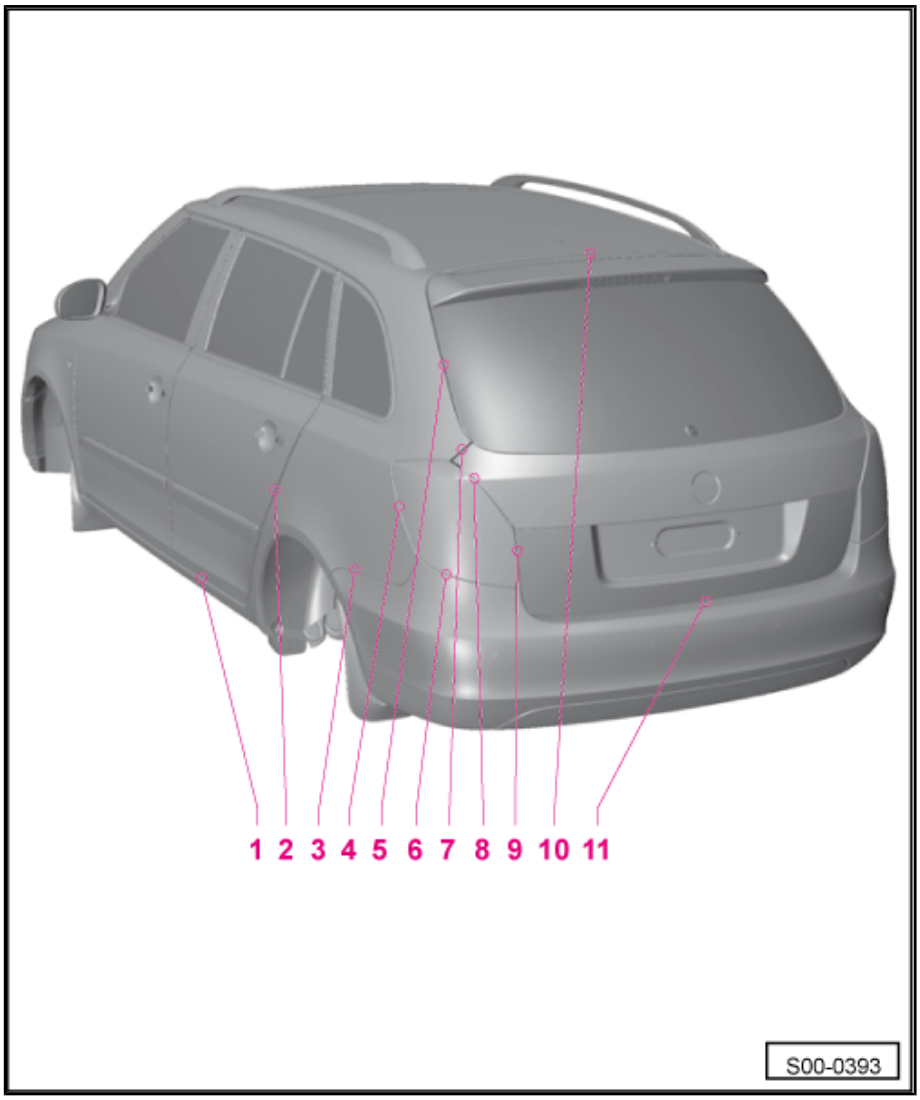
7.2 Rear body

1 - 4,5 ± 0.5 mm
2 - 4,5 ± 0.5 mm
3 - 4 ± 0.5 mm
4 - 4 ± 0.5 mm
5 - 5 ± 0.5 mm
6 - 2 ± 0.5 mm
7 - 1 ± 0,2 mm
8 - 5 ± 0.5 mm
9 - 5 ± 0.5 mm
10 - 6,5 ± 1 mm
11 - 5 ± 1 mm



7.3 Rear body Fabia Combi II

1 - 5.5 ± 0,8 mm
2 - 4 ± 0.5 mm
3 - 1 ± 0,2 mm
4 - 2 ± 0.5 mm
5 - 4,5 ± 0.5 mm
6 - 2 ± 0.5 mm
7 - 4,5 ± 0.5 mm
8 - 4,5 ± 0.5 mm
9 - 5 ± 0.5 mm
10 - 5.5 ± 0.5 mm
11 - 5 ± 1 mm



8 Vehicle body dimensions

Note

- *The quoted dimensions simply serve for checking purposes. Determinant dimensions are dictated by the straightening bench.*
- *Before measuring, remove screws, plugs, trim panels as well as component parts.*
- *The telescopic dipstick e.g. -VAS 5159- or -VAS 5160- can be used for measuring these dimensions; ensure that the test prods always have the same length in order to avoid incorrect measurements.*

8.1 Front body

a - 964 mm

- Dimension between the front frame side rails

b - 1305.6 mm

- Dimension between the top frame side rails

c - 1423.4 mm

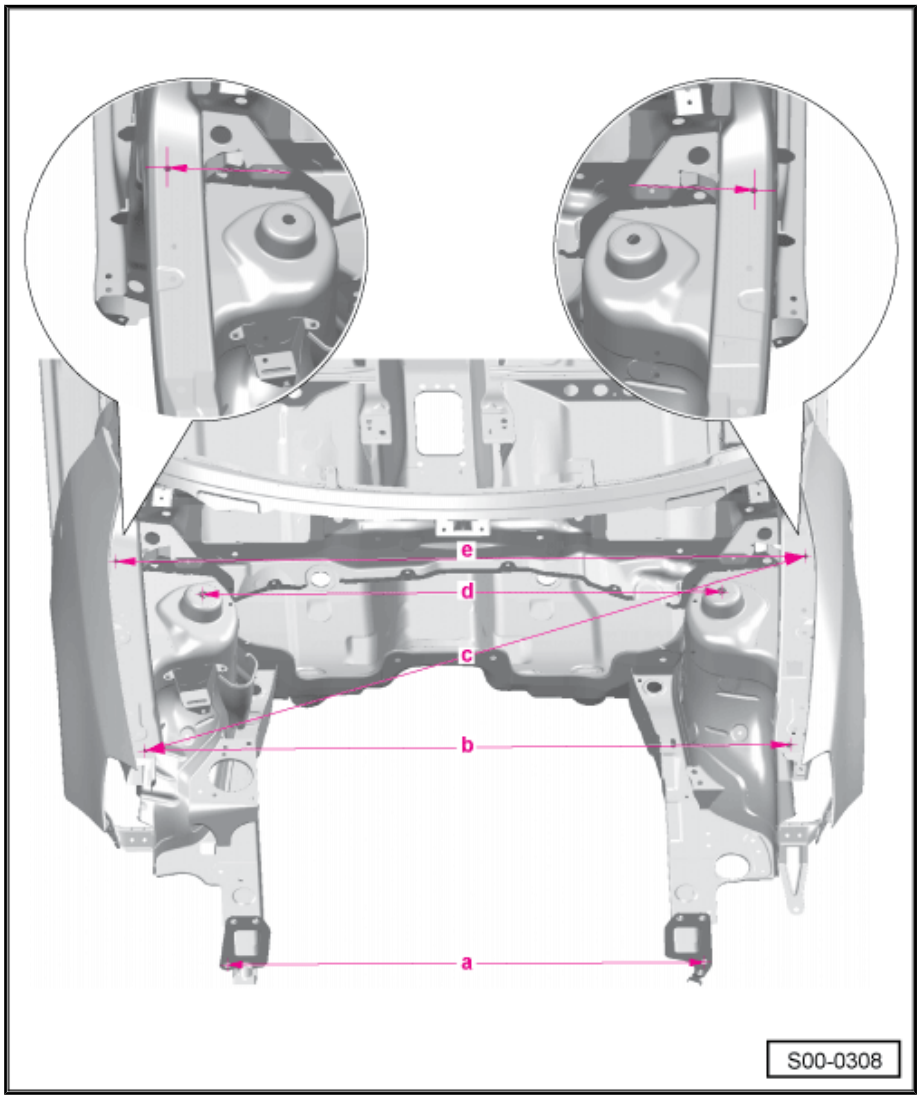
- Diagonal dimension between top frame side rail and fixation support for bonnet hinge

d - 1047.2 mm

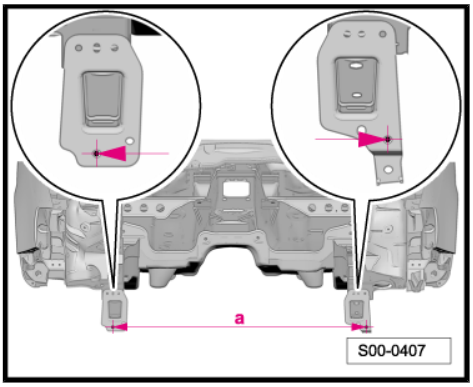
- Dimension between suspension strut supports

e - 1395.3 mm

- Dimension between hinge supports of engine compartment flap



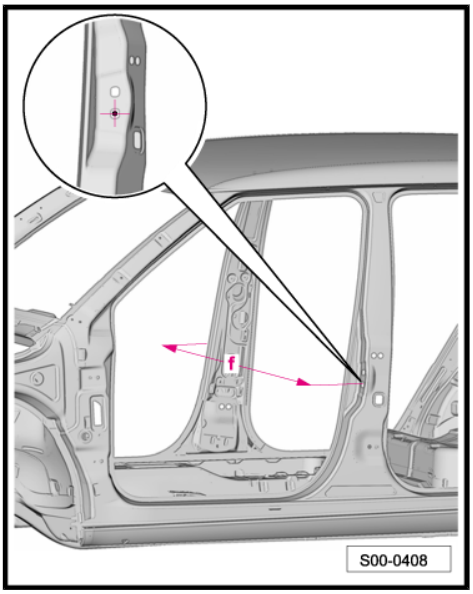
8.1.1 Front vehicle body Fabia II Facelift as of 03/2010



a - 935 mm

- Dimension between the front frame side rails

8.2 Middle body

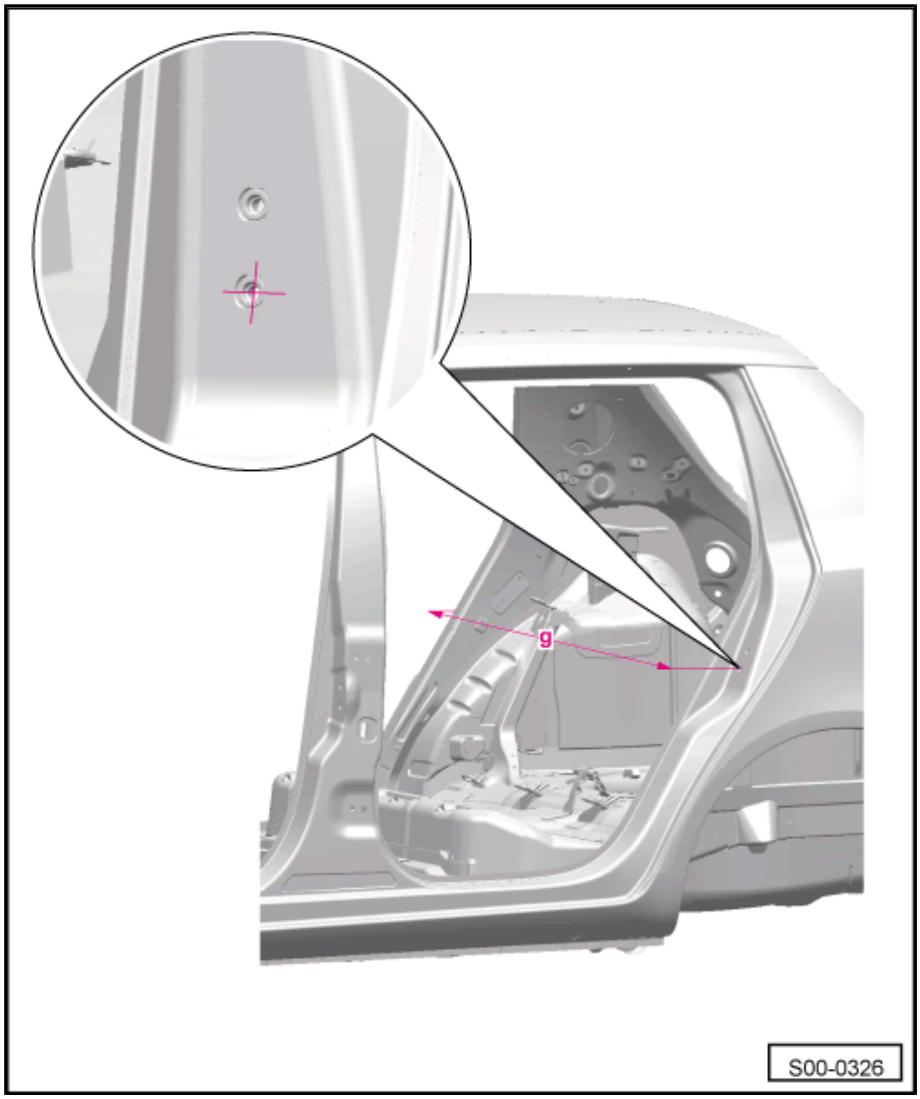


f - 1.445 mm

- Distance between columns B, from the bore holes in the middle for the latch striker.

g - 1413 mm

- Distance between columns C, from the bore holes in the middle for the latch striker.



8.3 Rear body

h - 900 mm

- Dimension between the rear frame side rails

i - 1006 mm

- Diagonal dimension between rear frame side rail and gasket channel

j - 1095 mm

- Distance between the gasket channels

k - 1416 mm

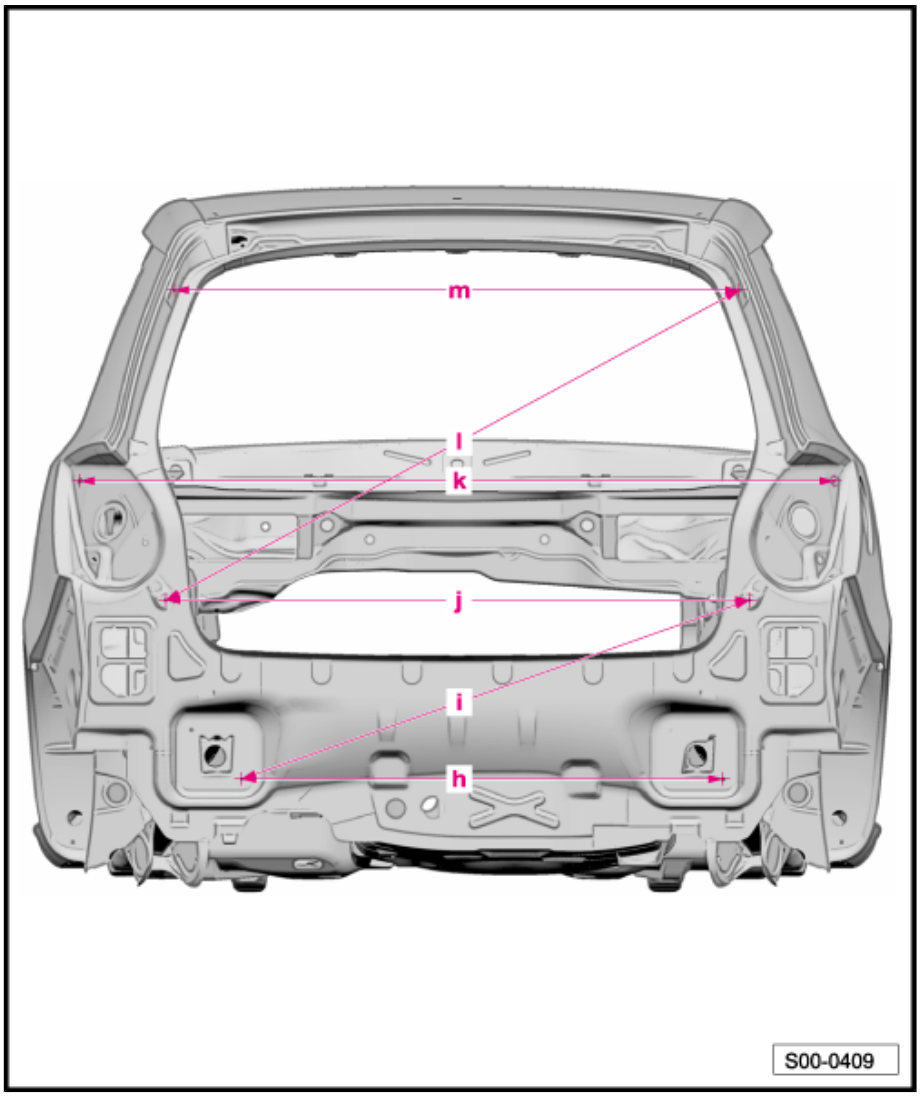
- Distance between the reinforcements of the rear light holder

l - 1282 mm

- Diagonal dimension between the gasket channels

m - 1059 mm

- Distance between the bore holes for the ball studs of the pressurized gas struts



8.3.1 Rear vehicle body Fabia Combi II

n - 900 mm

- Dimension between the rear frame side rails

o - 1007 mm

- Diagonal dimension between rear frame side rail and gasket channel

p - 1099 mm

- Distance between the gasket channels

r - 1412 mm

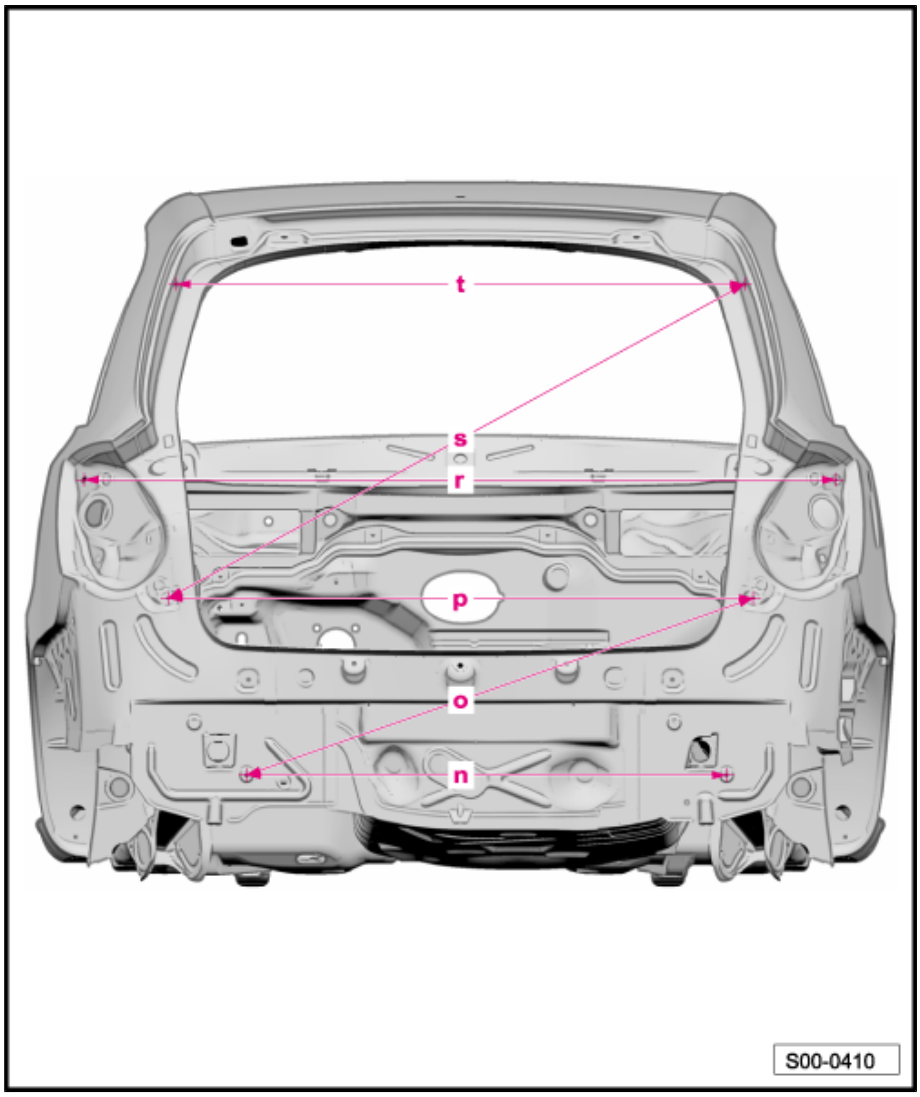
- Distance between the reinforcements of the rear light holder

s - 1297 mm

- Diagonal dimension between the gasket channels

t - 1065 mm

- Distance between the bore holes for the ball studs of the pressurized gas struts



8.4 Body platform at the front

i - 890.5 mm

- Distance between the frame side rails.

j - 949.3 mm

- Diagonal dimension between the frame side rail at the front and the fixing points on the front axis.

k - 830 mm

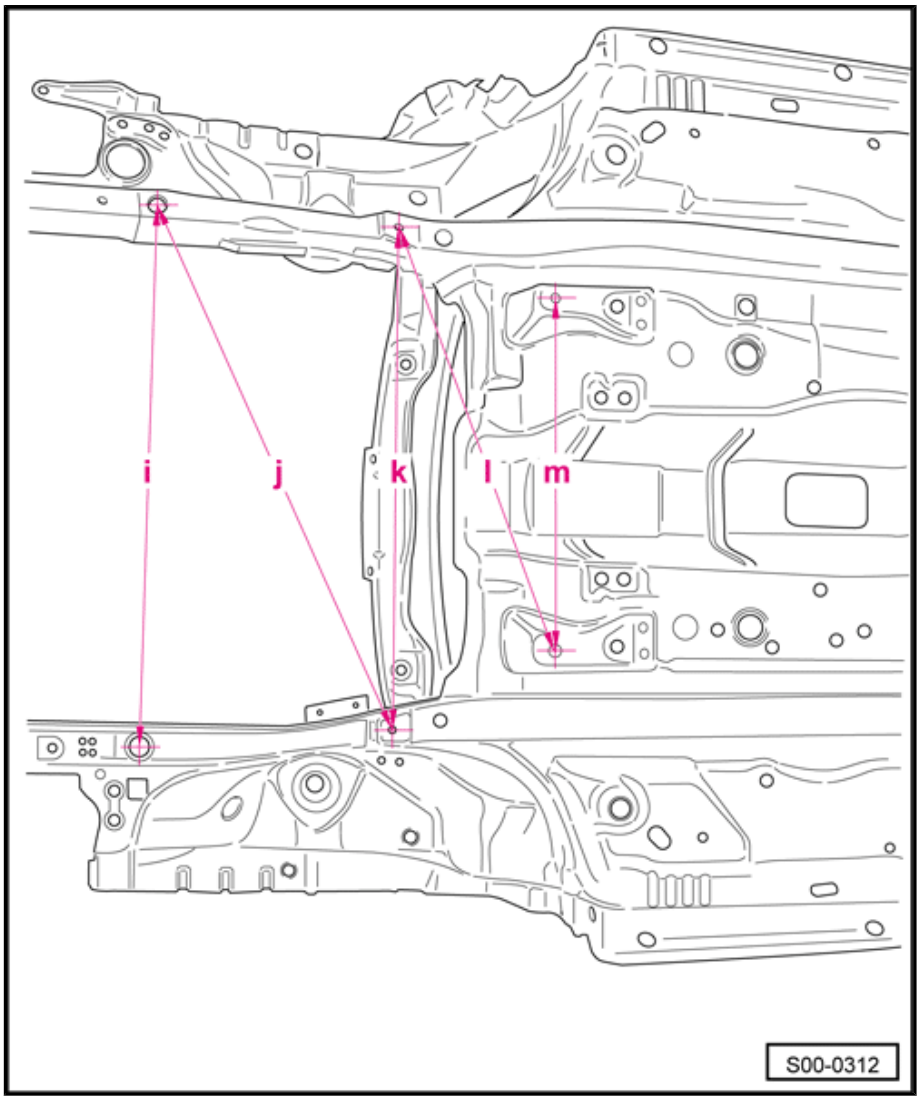
- Dimension between the fixing points on the front axis.

l - 750.7 mm

- Diagonal dimension between the fixing points on the front axis.

m - 576 mm

- Dimension between the rear fixing points on the front axis.



8.5 Body platform in the middle

l - 1755 mm

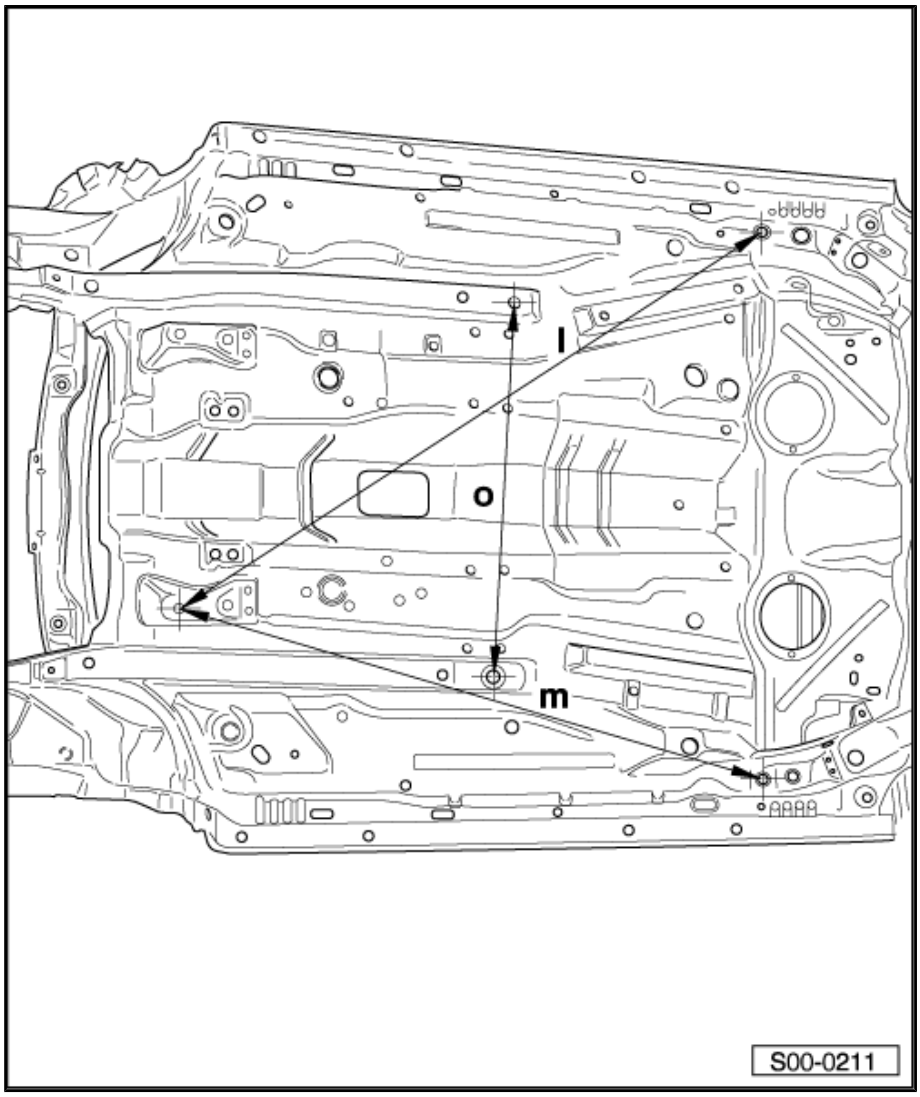
- Diagonal dimension between the rear fixing points on the front axis and the test points in front of the rear axis supports.

m - 1540 mm

- Diagonal dimension between the rear fixing points on the front axis and the test points in front of the rear axis supports.

o - 780 mm

- Dimension between the front frame side rails.



8.6 Body platform at the rear

p - 1230 mm

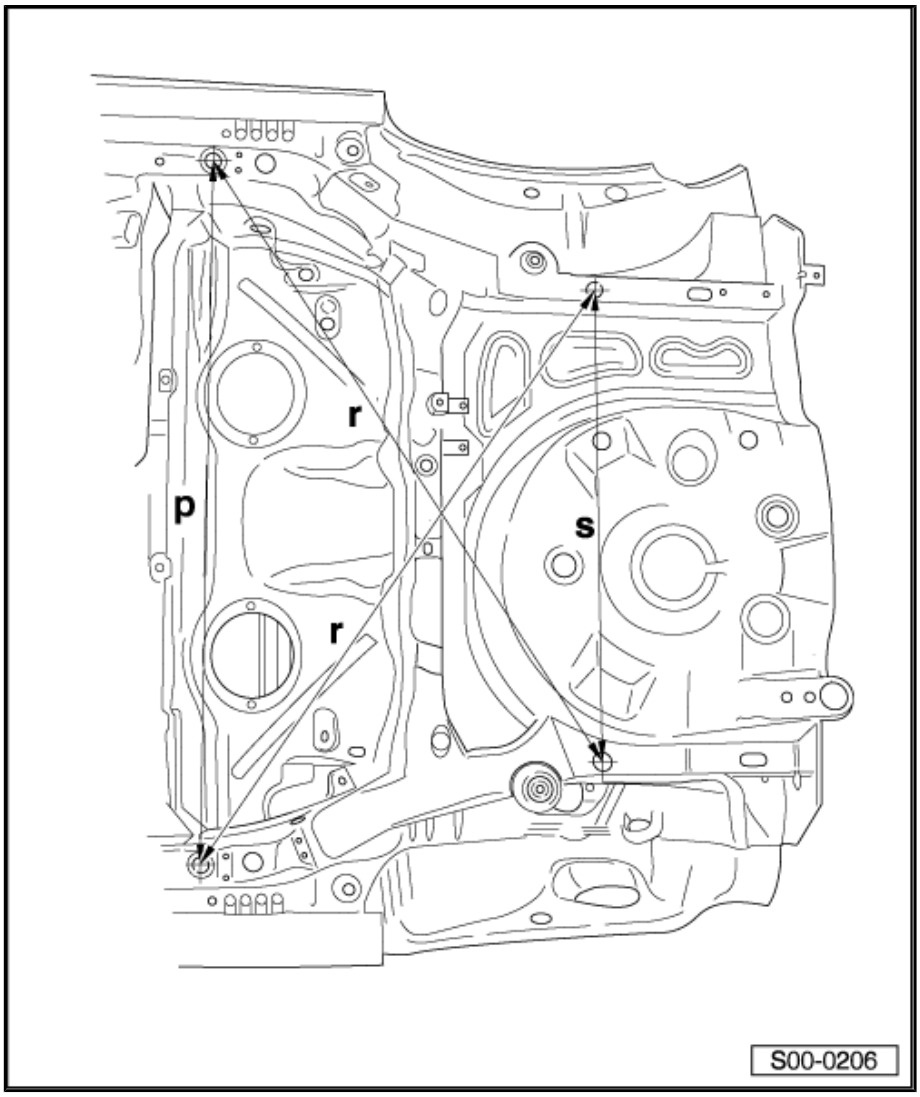
- Distance between the test points in front of the rear axis supports.

r - 1298.9 mm

- Diagonal dimension between the inspection points in front of the rear axis supports and the bore holes in the rear frame side rails.

s - 900 mm

- Dimension between the bore holes in the rear frame side rails.



8.6.1 Rear body platform Fabia Combi II

t - 903 mm

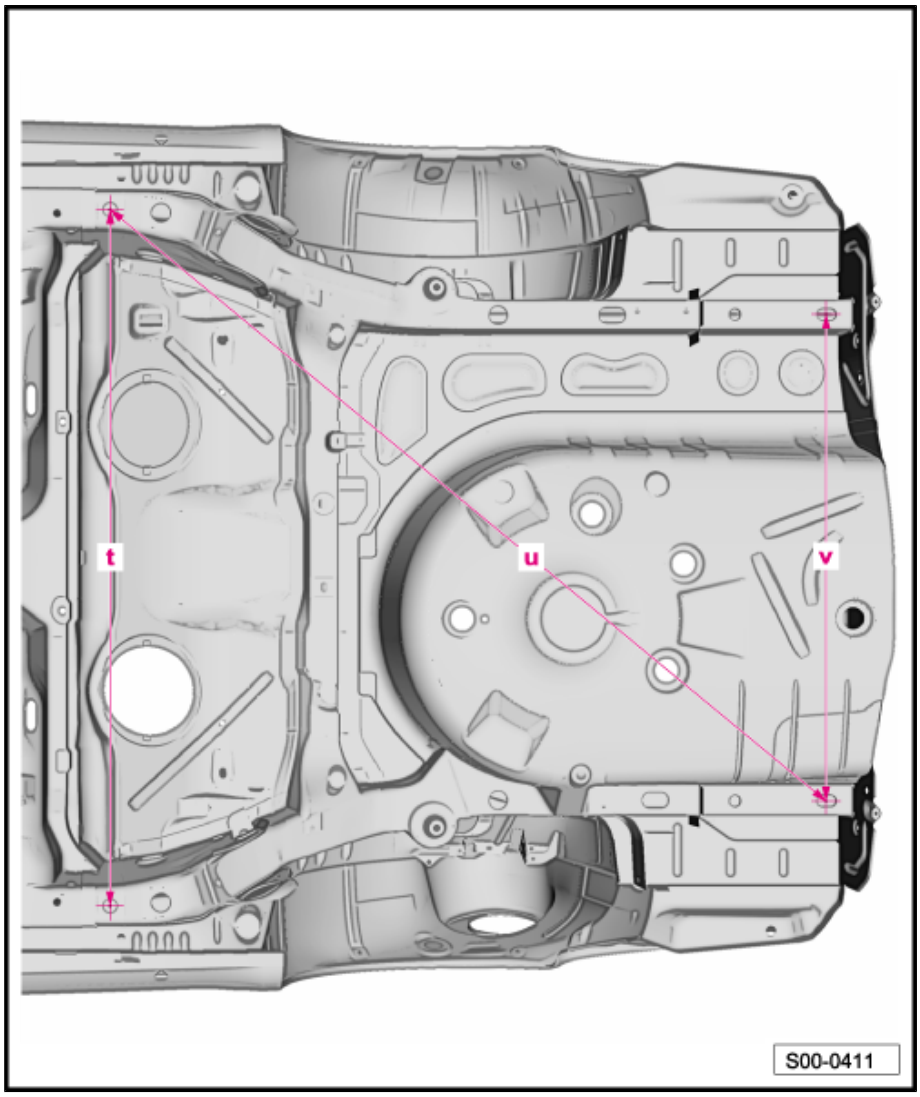
- Dimension between the rear frame side rails

u - 1715 mm

- Diagonal dimension between the rear frame side rails

v - 1230 mm

- Dimension between the rear frame side rails



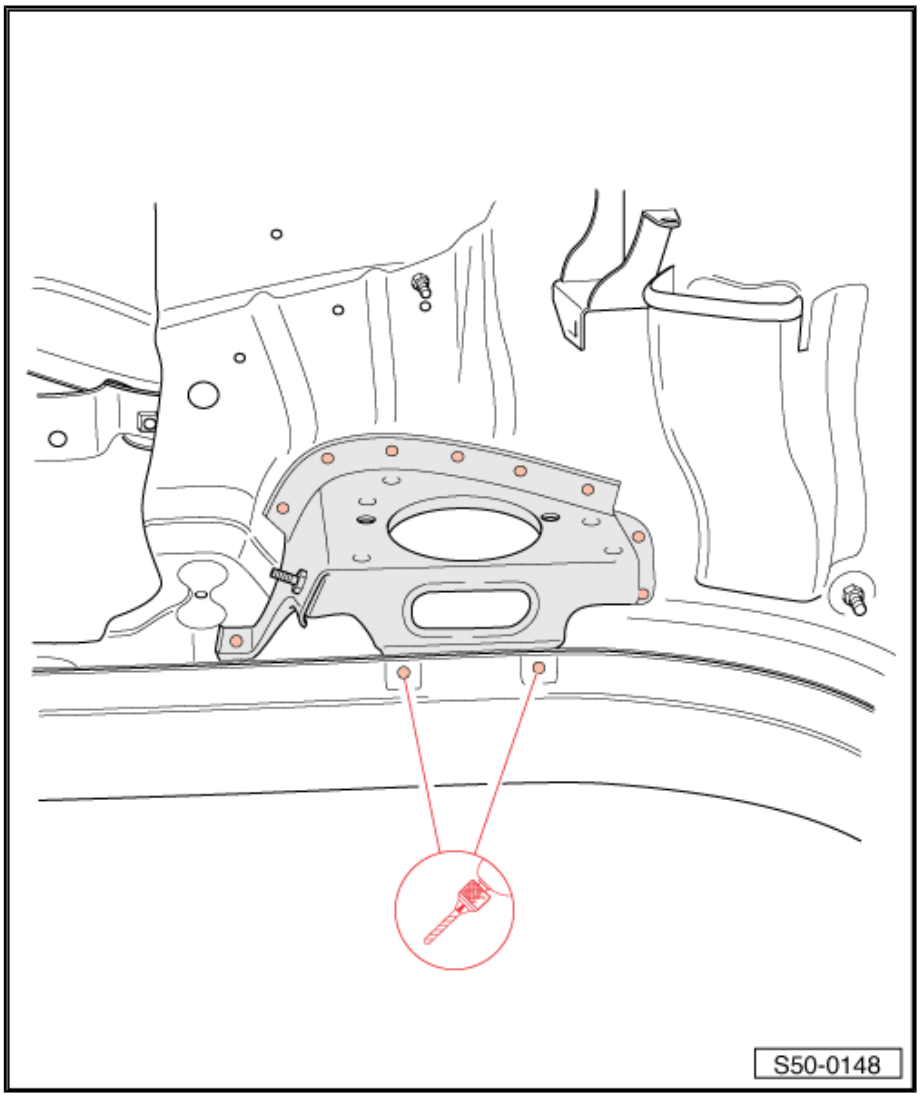
50 – Body - front

1 Repairing the front vehicle body

1.1 Replacing right engine console

1.1.1 Removing original parts

– Release the original welding.



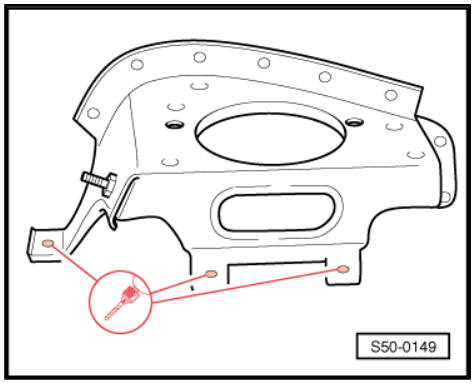
– Remove engine mounting.

1.1.2 Spare part

♦ Engine cradle

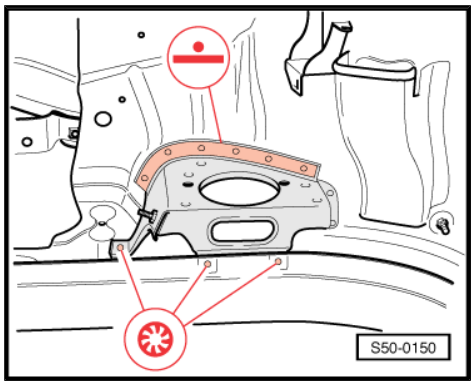
1.1.3 Preparing the new part

– Drill holes for the inert gas shielded plug weld, ∅ 7 mm.



1.1.4 Part welding

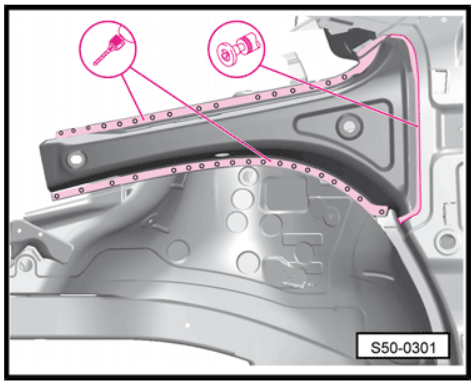
– Adjust the new part and fix onto a straightening square.
– Weld in the engine console, a RP spot seam.
– Weld the remaining part, an inert gas shielded plug weld.
– Remove any residues.



1.2 Replacing outer part of upper frame side rail

1.2.1 Removing original parts

– Grind out the inert gas shielded full seam interrupted.
– Bore out the welding points.
– Removing outer part of upper frame side rail.
– Remove any residues.

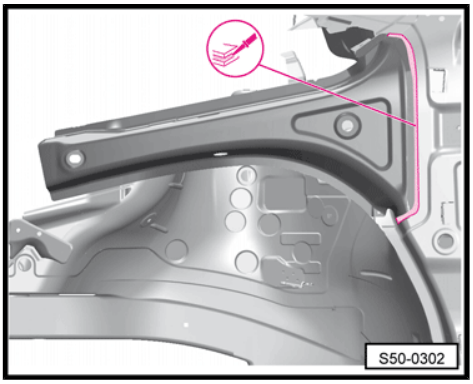


1.2.2 Spare part

♦ Outer part of upper frame side rail
♦ Glue -DA 001 730 A2-
♦ Cleaning agent -D 009 401 04-

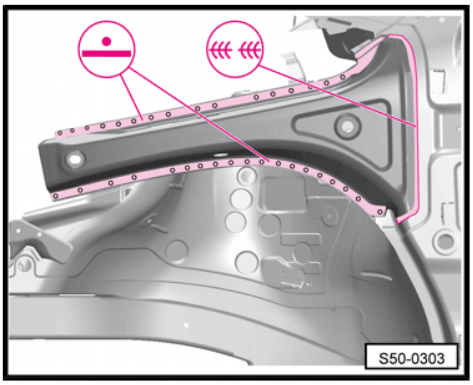
1.2.3 Preparing the new part

– Clean the area and apply glue according to the fig.



1.2.4 Part welding

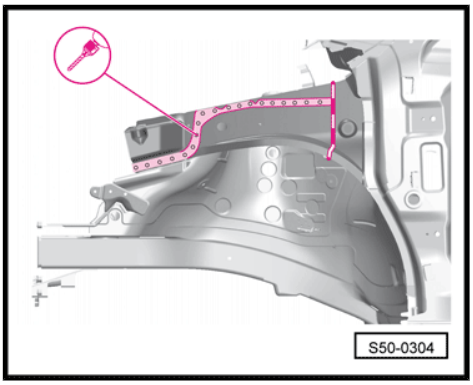
– Attach the new part. The vehicle can stand on its wheels or on the alignment bracket.
– Weld in the new part, an RP spot seam.
– Weld the remaining part, inert gas shielded full seam interrupted.



1.3 Replacing inner part of upper frame side rail

1.3.1 Removing original parts

– Removing outer part of upper frame side rail ⇒ page 36 .
– Place the cutting line according to the degree of damage but not at the level of the hinge reinforcement.
– Release the original welding.
– Removing inner part of upper frame side rail.
– Remove any residues.



1.3.2 Spare part

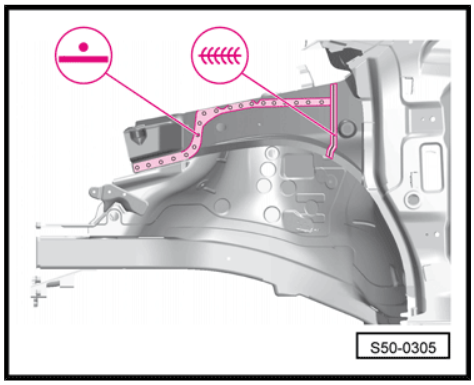
♦ Inner part of upper frame side rail

1.3.3 Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions.

1.3.4 Part welding

– Attach the new part. The vehicle can stand on its wheels or on the alignment bracket.
– Weld in the inner part of upper frame side rail, a RP spot seam.
– Weld the separation line, an inert gas shielded full seam.
– Weld in outer part of upper frame side rail ⇒ page 37 .

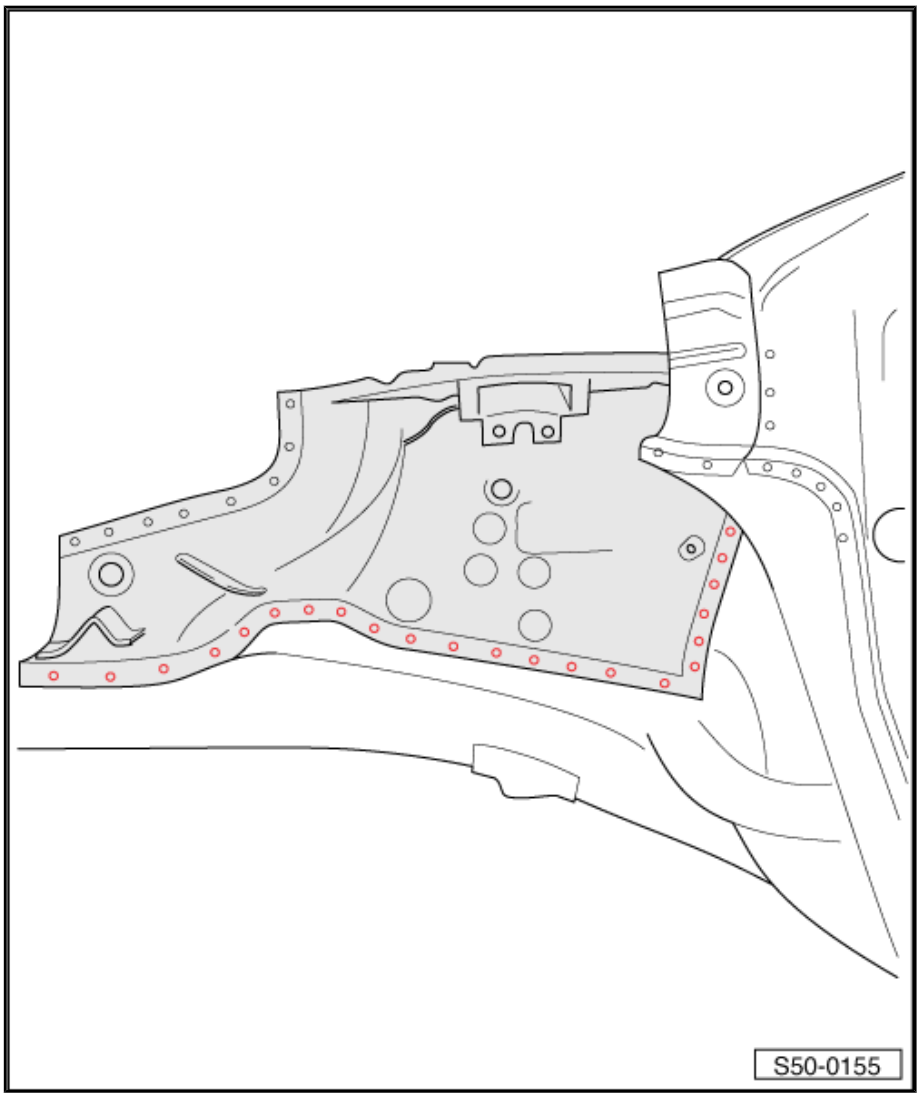


1.4 Replacing the front wheelhouse

1.4.1 Removing original parts

– Remove the top frame side rail ⇒ page 36 .

– Release the original welding.



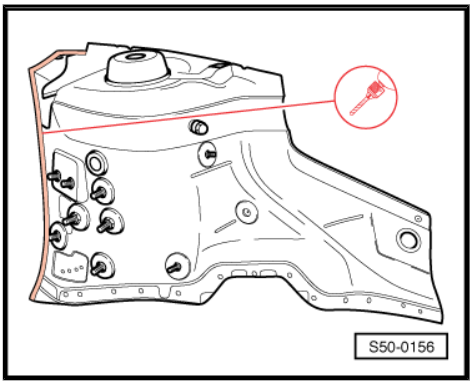
– Remove residues.
– Remove any residues.

1.4.2 Spare part

♦ Front wheelhouse

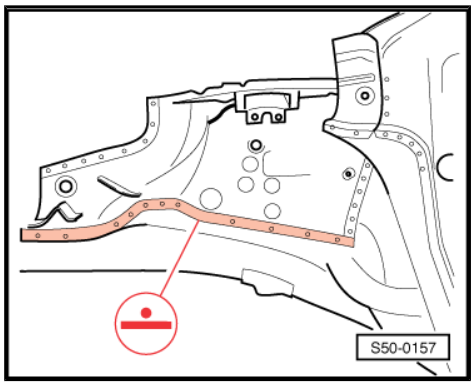
1.4.3 Preparing the new part

– Drill holes for the inert gas shielded plug weld, ∅ 7 mm.

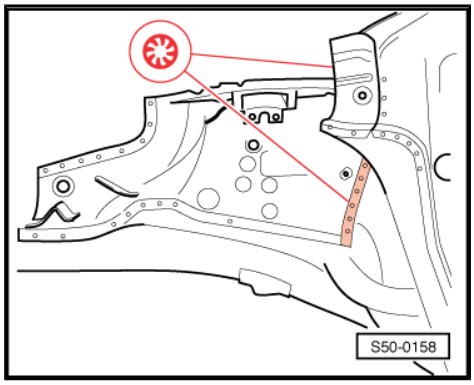


1.4.4 Part welding

– Adjust the new part and fix onto a straightening square.
– Weld in the front wheelhouse, RP spot seam.



– Weld in the front wheelhouse, inert gas shielded plug weld.
– Drill the 3 holes for the suspension strut support with the adapter no. 10 ⇒ Design Plan from the company Celette, Fig. 7, Part 1 .
– Using the set no. 17 and the pin no. 10 bore the ∅ 20 mm hole open to ∅ 34 mm ⇒ Design Plan of the firm Celette, Fig. 7, parts 2 and 3 .
– Weld in the top frame side rail ⇒ page 36 .



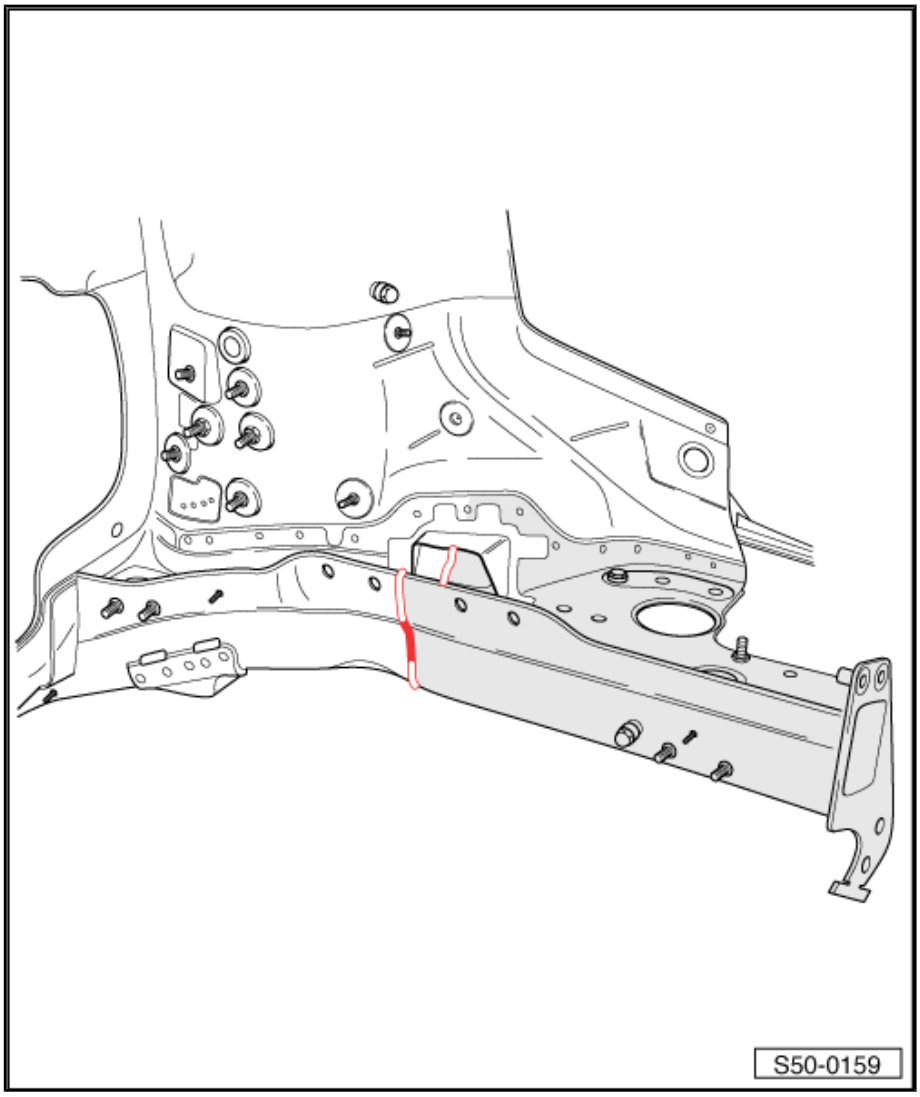
1.5 Replacing the front frame side rail

1.5.1 Removing original parts

– Remove the gearbox mount.
– Separate the front frame side rail e.g. in the area of the gearbox mount.

Note

- *In case of minor damage, separate the front frame side rail if necessary.*
- *Make sure the cut line is straight.*



– Remove the original welding on the wheelhouse.

1.5.2 Spare parts

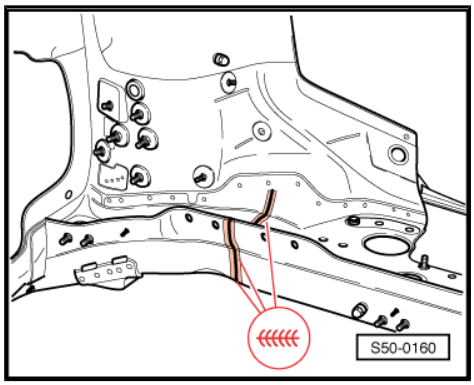
- Front frame side rail
- Cover plate
- Gearbox console or bracket for engine mounting
- Shield

1.5.3 Preparing the new part

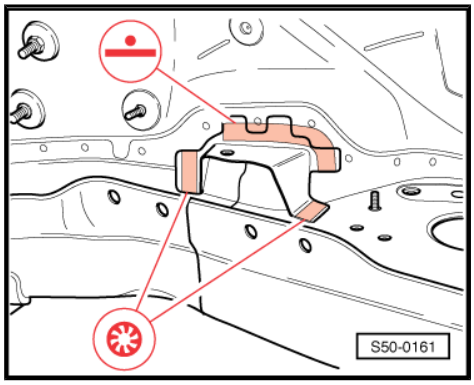
– Transpose the separation line onto the new part and cut to the required dimensions.

1.5.4 Part welding

– Adjust the new part and fix onto a straightening square.
– Weld the separation line, an inert gas shielded full seam.
– Weld the remaining joint, an RP spot seam.



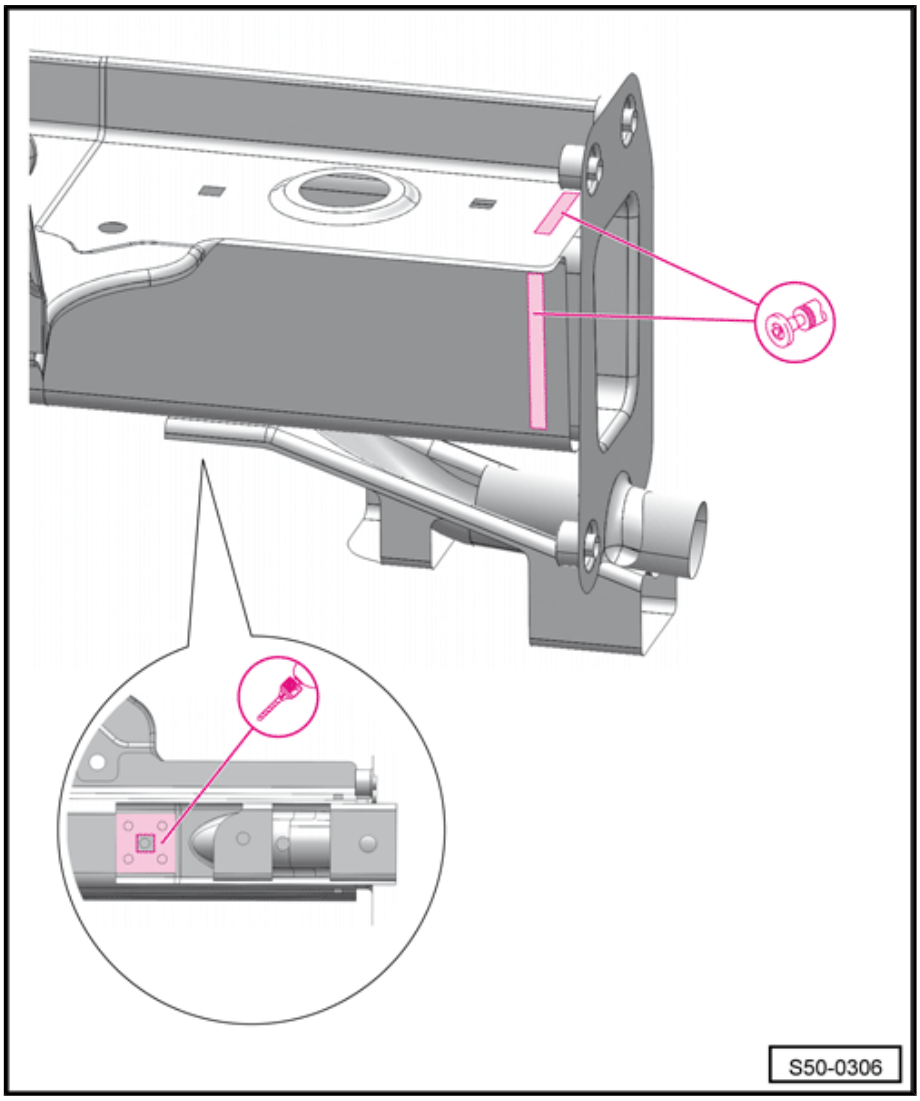
– Weld the gearbox console, inert gas shielded plug weld and RP spot weld.
– Weld in cover plate ⇒ page 43 ; if necessary weld in cover plate ► vehicle bodies as of 03/2010 ⇒ page 45 .



1.6 Replace cover plate

1.6.1 Removing original parts

– Bore out the welding points.



– Separate the cover plate in front of the frame side rail in order to increase the space when grinding open the welding seams.
– Remove the cover plate with the bracket for the towing lug.
– Grind out the inert gas shielded full seams on four sides.
– Remove residues.
– Remove and grind in the residue.

Note

The following describes the repair on the right side. There is no support for the towing eye on the left side.

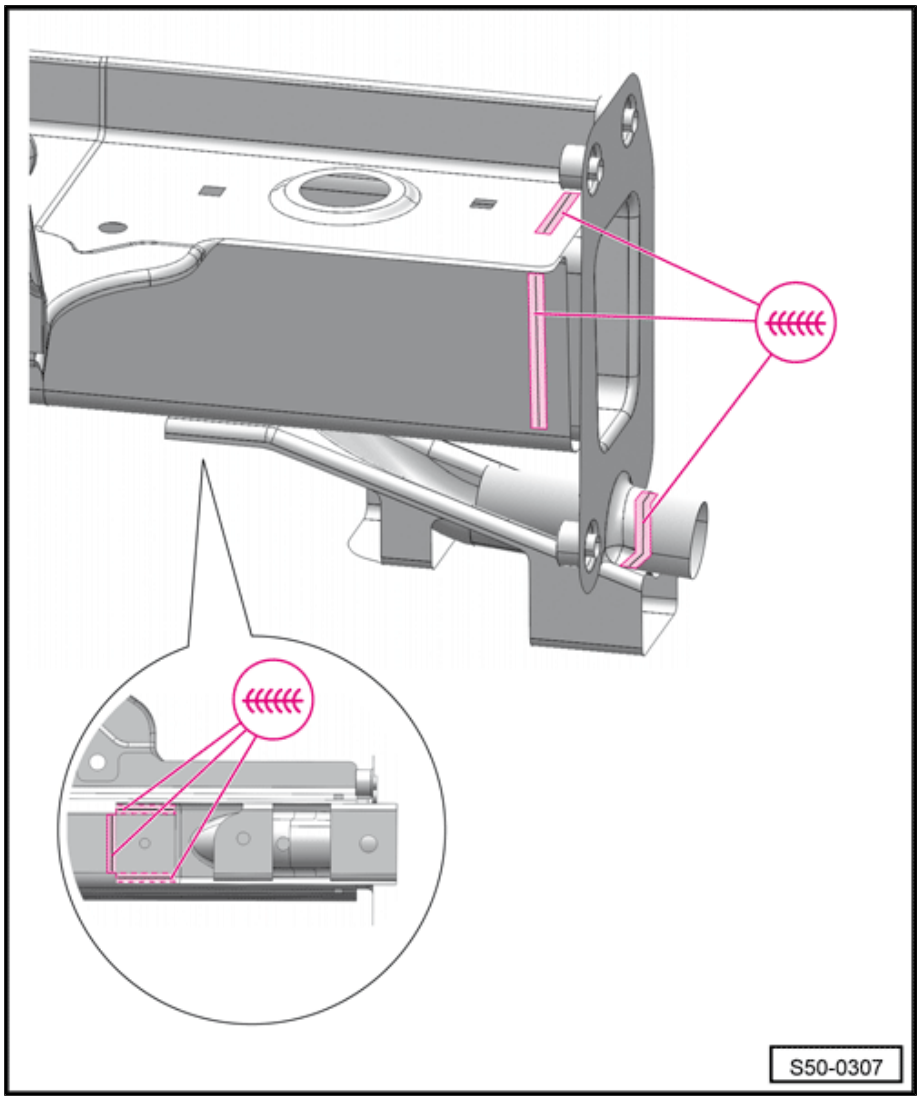
1.6.2 Spare parts

- Cover plate
- Support for towing lug (only on right side)

1.6.3 Part welding

– Adjust the new parts and fix on an alignment bracket.

– Weld in the cover plate, an inert gas shielded full seam.



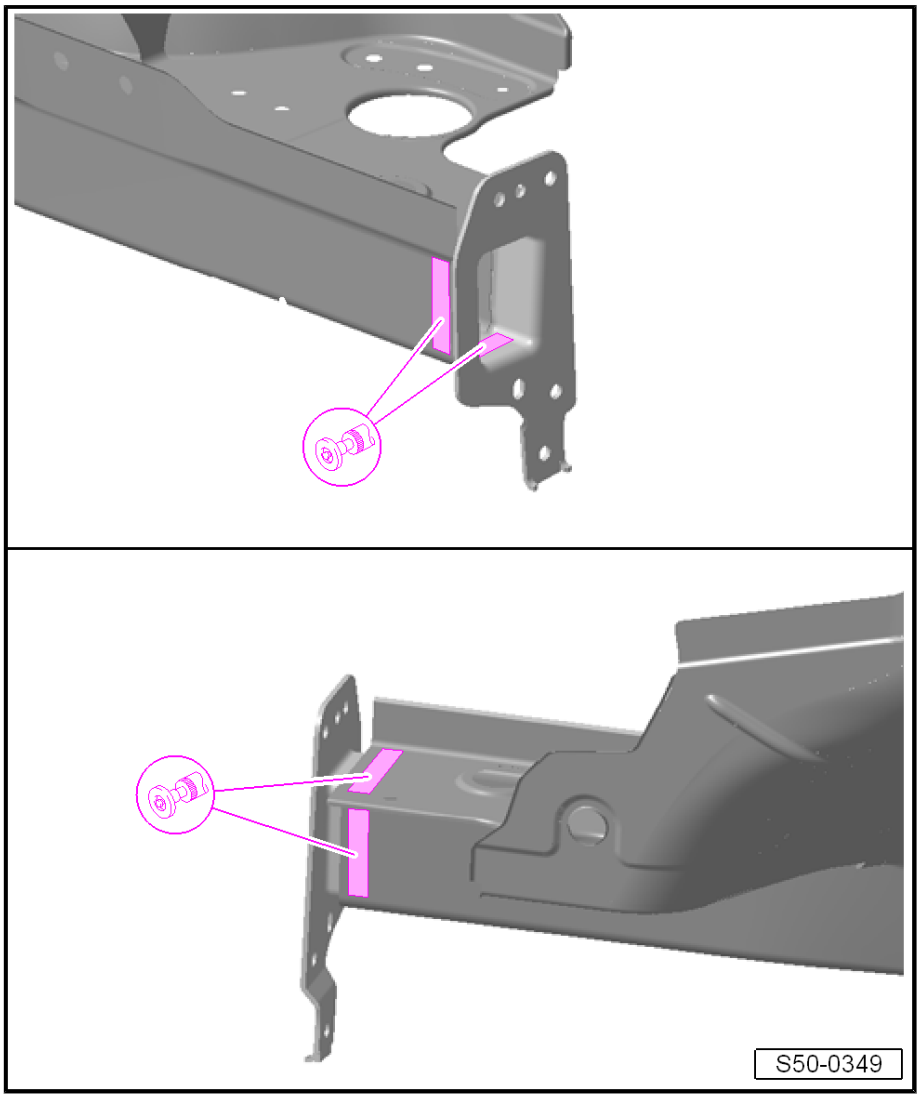
• Only on right side

– Weld the support for the towing lug, inert gas shielded full seam.

1.7 Replacing the cover plate ► vehicle bodies as of 03/2010

1.7.1 Removing original parts

– Bore out the welding points.



– Separate the cover plate in front of the frame side rail in order to increase the space when grinding open the welding seams.
– Remove cover plate.
– Remove residues.
– Remove and grind in the residue.

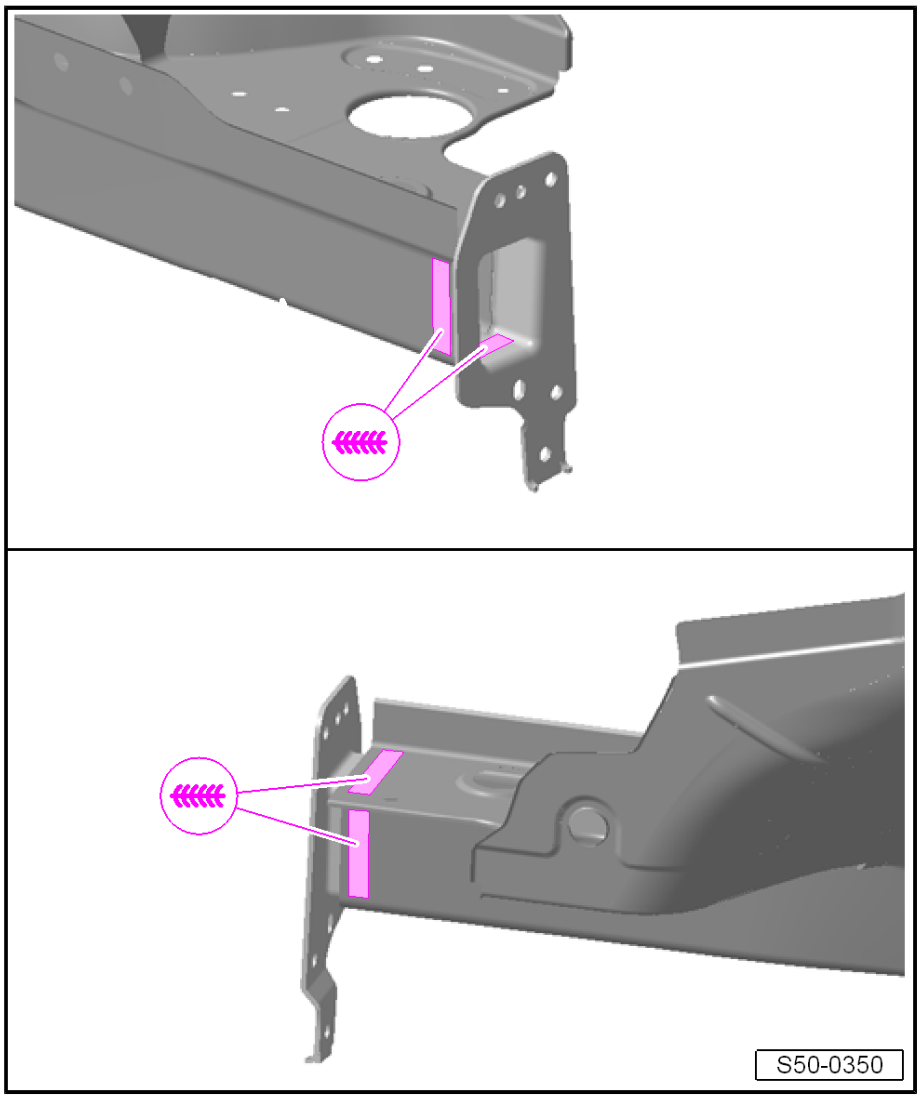
1.7.2 Spare parts

♦ Cover plate

1.7.3 Part welding

– Adjust the new parts and fix on an alignment bracket.

– Weld in the cover plate, an inert gas shielded full seam.



51 – Body - centre

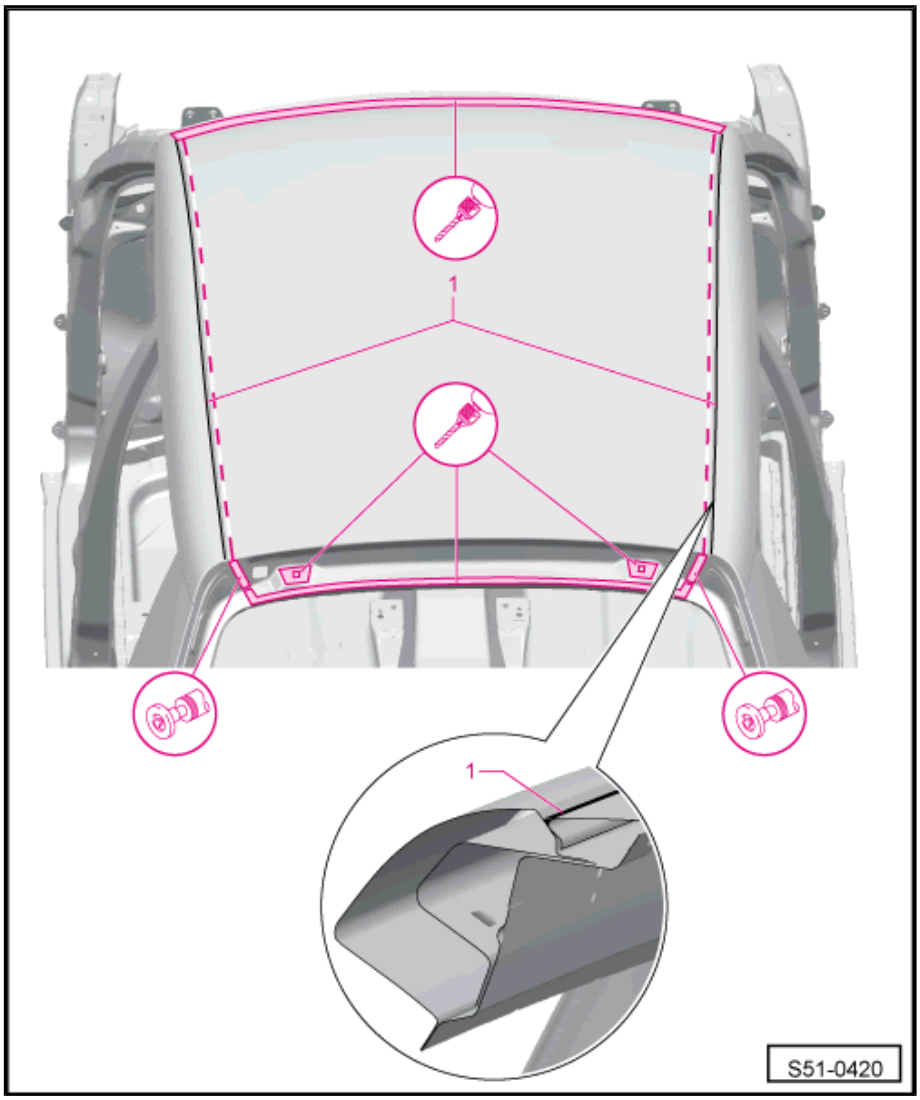
1 Repairing the body in the middle I

1.1 Fabia II - Replacing roof

1.1.1 Removing original parts

Special tools and workshop equipment required

- Power knife e.g. -V.A.G. 1561/A- or compressed-air cutter e.g. -VAS 5177- and cutting discs e.g. -V.A.G. 1561/25- or -V.A.G. 1561/26-



Note

- *The roof is welded to the door frame using a laser welding seam -1-. The roof is repaired by glueing instead of a laser welding seam. Maintain basic Instructions ⇒ General Information; Body Repairs, General Body Repairs .*
- *The vehicles with a sliding roof have no individual roof cross member in the middle. On these vehicles, the roof middle cross member is a component of the reinforcement frame and is welded together with the door frame. Before separating the roof it has to be separated from the door frame.*

– Bore out the welding points at the front and rear roof cross member.

– Grind open full seam on the rear roof cross member.

– Carefully cut through the laser welding seam -1- over the total length using the cutting tool with saw disc.

WARNING

Under no circumstances damage the door frame!

– Remove the roof.

– Remove and grind in the residue.

1.1.2 Spare parts

- Roof
- 2K body glue -D 180 KD3 A2- (2 Sets)
- Window glue set (PUR) -DH 009 100-
- Universal cleaning agent -HHA 381 011-
- Adhesive tape

1.1.3 Preparing the new part

Special tools and workshop equipment required

- Double cartridge gun e.g. -VAS 5237-
- Compressed air pistol, e.g. -VAS 1761/1-
- Pressure beaker gun for hollow space sealing e. g. -V.A.G 1538-
- Cup suction tool e.g. -V.A.G 1344-
- Positioning wedge e.g. -443 845 631 A-
- Sandpaper (grain approx. 360)
- Straps - length min. 3 m
- Plastic wedge
- Plastic spatula

Note

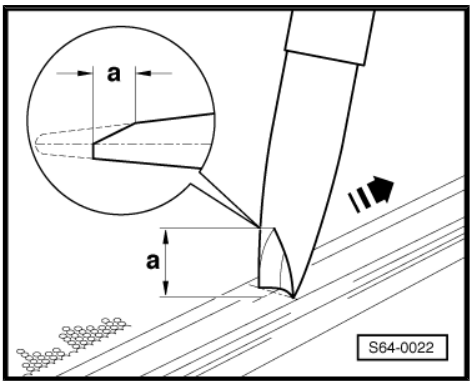
For a perfect and permanent roof repair, it is essential to carry out the following work sequence.

– Grind off adhesive areas at the roof and at the door frame with sandpaper (grain approx. 360) until the zinc coating is removed (for a perfect adhesion of the adhesive).

– Thoroughly clean all adhesive surfaces with cleaning agent - HHA 381 011- .
– On approval position the roof on the body and adapt.
– Remove and place down roof.
– Cut through the application nozzle for window glue set (PUR) -DH 009 100- , as shown in the figure.

Dimension -a- 12 mm.

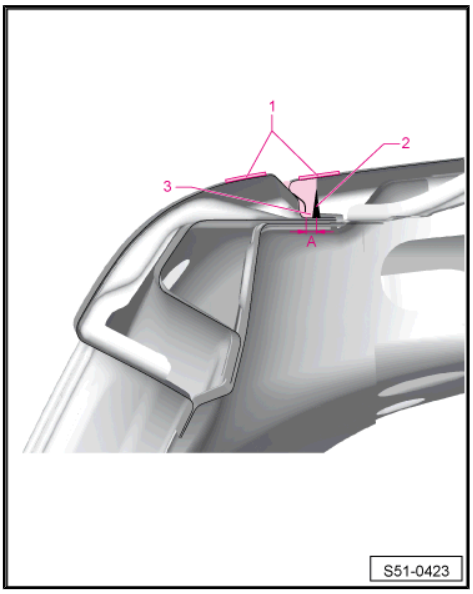
Bead width 8 mm.



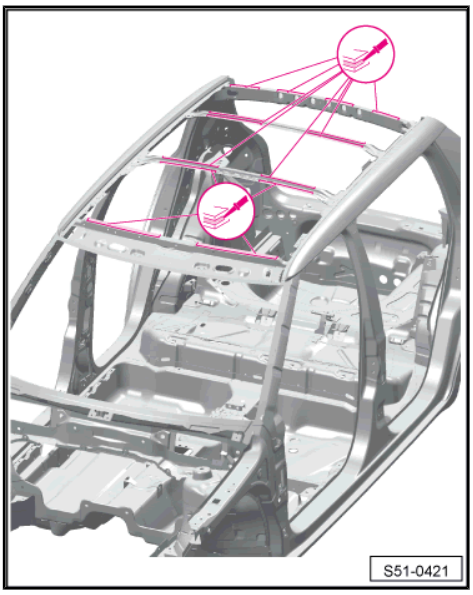
– Apply window glue set (PUR) -DH 009 100- -2- to the door frames, so that when self-adhering the roof the adhesive area is partially closed and the 2K body glue -3- cannot drip out (in the fig. the roof is fixed for purposes of clear presentation.)

Dimension -A- = approx. 10 mm

– Stick adhesive tape -1- along the gap to be glued at the roof and at the door frame (as an aid for cleaning the roof later on).
– Position suction cup onto the roof.



– Apply butyl glue for the sealing cord on the roof cross members.



1.1.4 Stick on

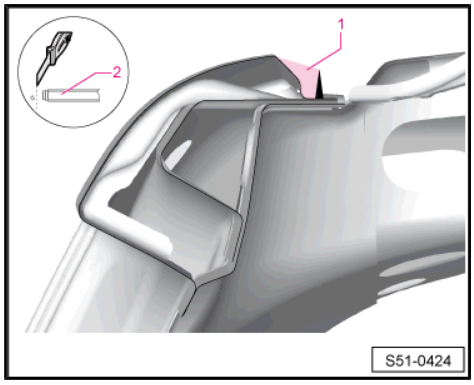
Note

- *All adhesive surfaces must be cleaned thoroughly - basic requirement for the adhesion.*
- *The glue must be applied rapidly and forcefully.*
- *Use approx. 1 set of glue (2 sets of glue for 1 roof) for one glued side.*
- *It is essential to observe the time for the processing of the glue (approx. 20 min.).*
- *Observe operating instructions of the double cartridge gun - VAS 5237- (compressed air min. 6.8 bar (0.68 MPa).*

– For the correct bead section, the glue mixture -2- must be cut to measure on the 4th notch.

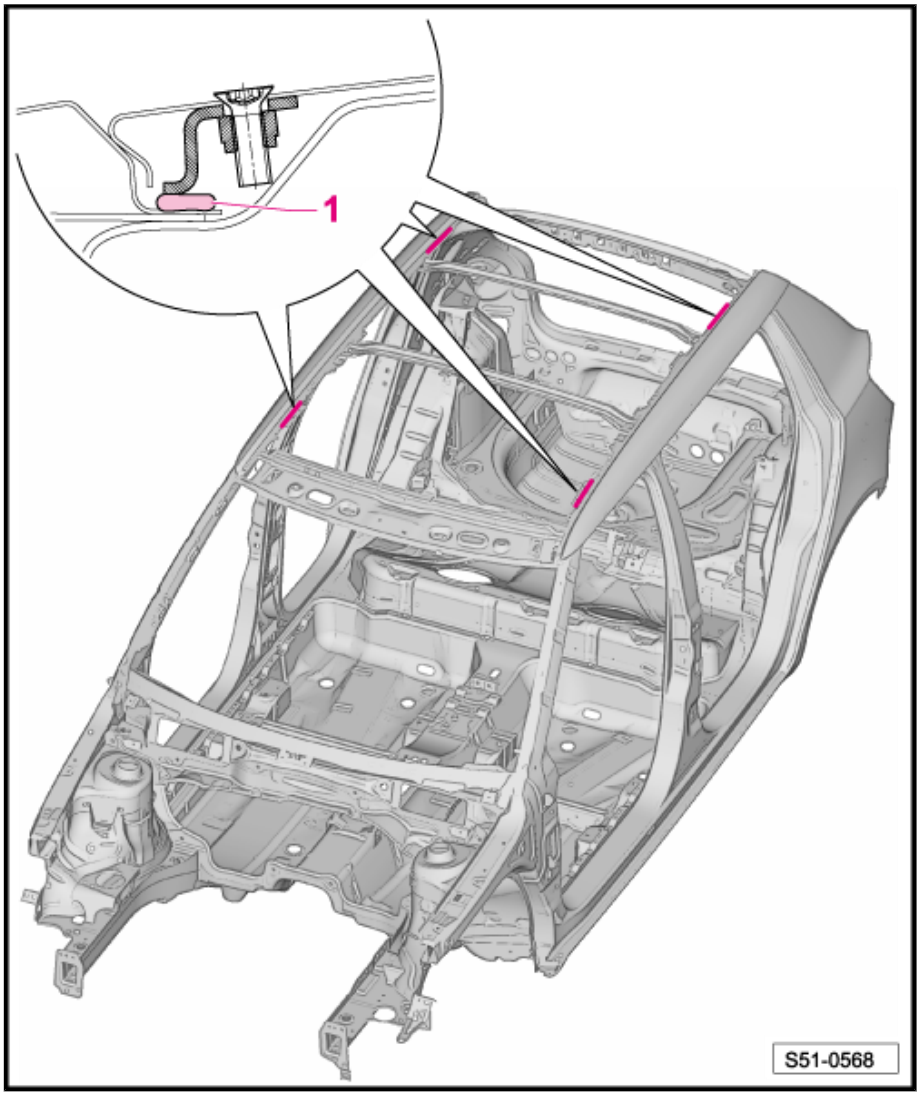
– Insert cartridges into the double cartridge gun -VAS 5237- and on approval apply glue on the paper (until the adhesive is correctly mixed - grey bead colour).

– Apply glue -1- onto the door frames according to the fig along the whole length of the adhesive surface.

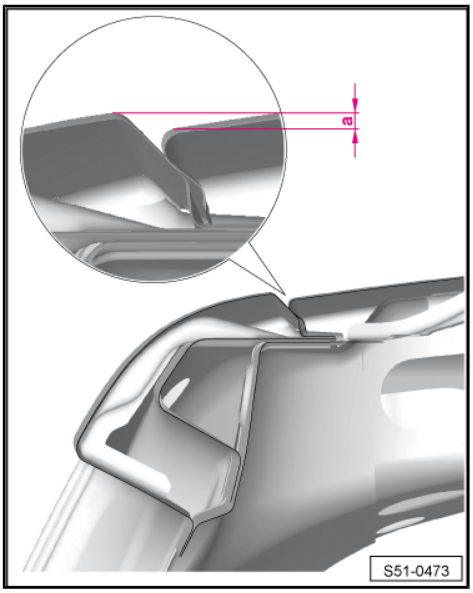


Note

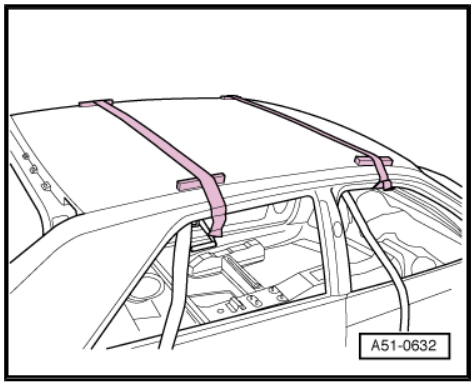
When replacing the roof with reinforcements for the roof rack, apply a generous layer of glue -1- in the marked areas.



– Position the roof on the body. To do so support the roof from underneath with positioning wedges. At the same time respect dimensions -a- = 3 ± 0.5 mm (measure e.g. with a drill ∅ 3 mm).
– Wipe off the extruded adhesive with the plastic spatula in the roof gap.
– Clean roof and door frame with universal cleaning agent -HHA 381 011- .



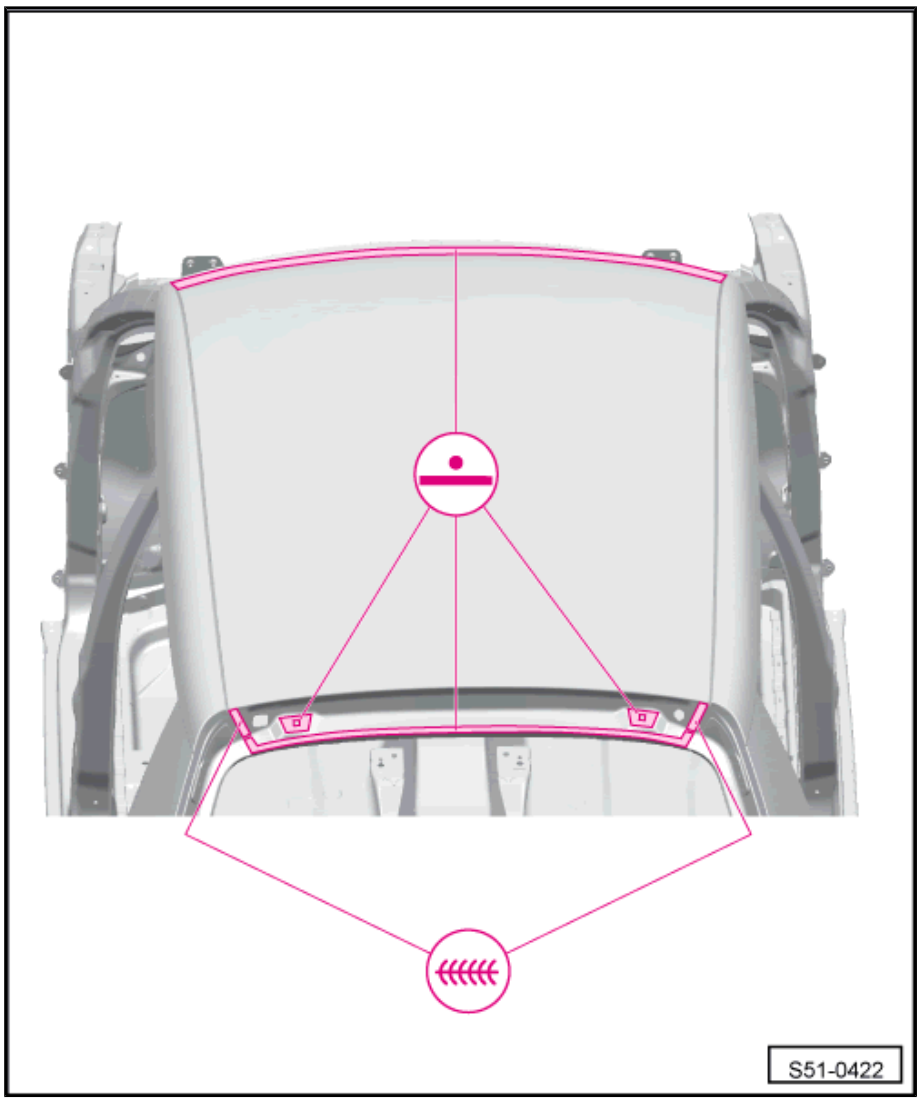
– Fix roof with straps.



Note

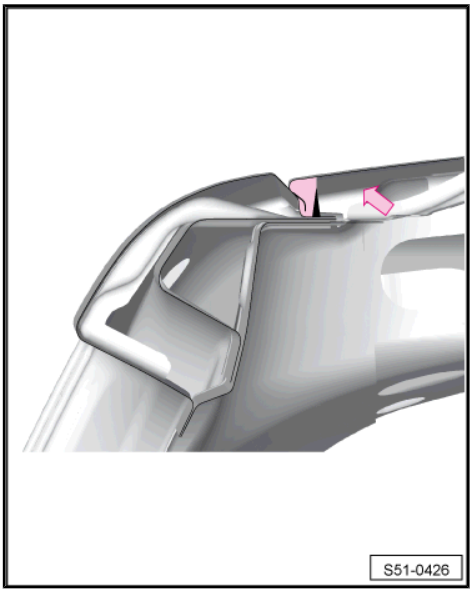
- *In order to avoid a damage of the roof, the straps must not be fastened too tight.*
- *After the glueing, the vehicle must be stationary for 8 - 10 hours at room temperature (min. 15°C), so that the adhesive can harden. Only after hardening of the glue is it possible to continue working on the vehicle.*

1.1.5 Part welding



– Weld in the front roof, an RP spot seam.
– Weld the rear roof with the rear roof cross member, inert gas shielded full seam.

– After painting, carry out protection of hollow spaces on the roof -arrow-.



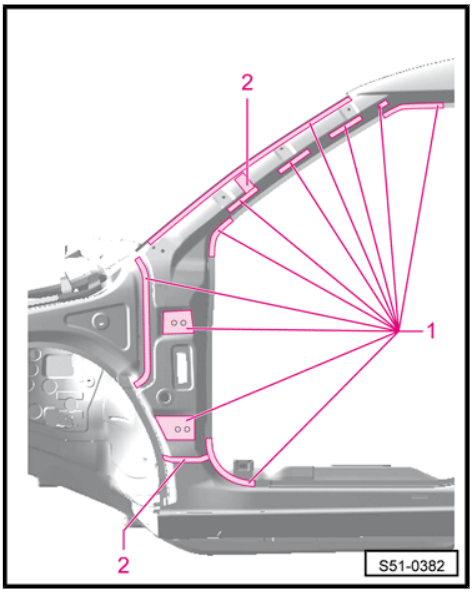
1.2 Replacing pillar A on the outside

WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

1 - adhesive area

2 - foam-filled area

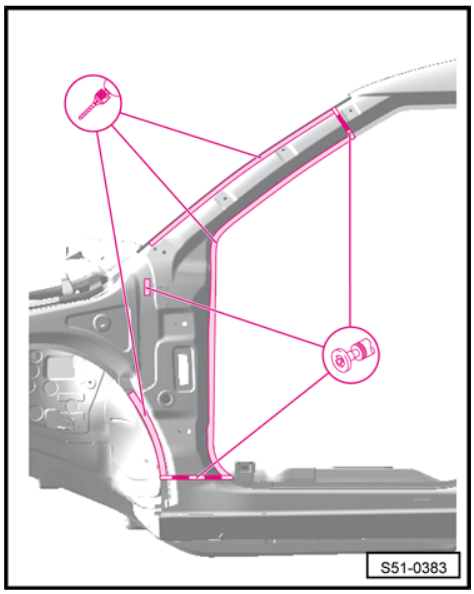


1.2.1 Removing original parts

Note

- *If the outer bottom side rail or column B outside and possibly also the side part is damaged the door frame can be used as a spare part without reinforcement (stamped part).*
- *Do not damage the internal reinforcements of pillar A.*
- *The vehicle is standing on its wheels or on the alignment bracket.*

– Bore out the welding points.
– Arrange the separation lines according to the damage.
– Remove the sound insulation.



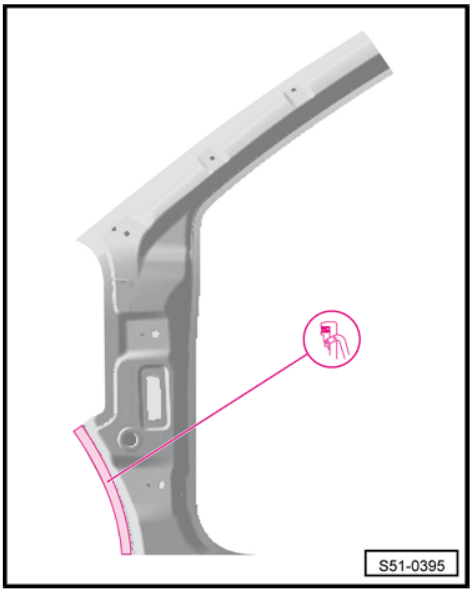
1.2.2 Spare parts

- Column A on the outside or the door frames without reinforcements (stamped part)
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

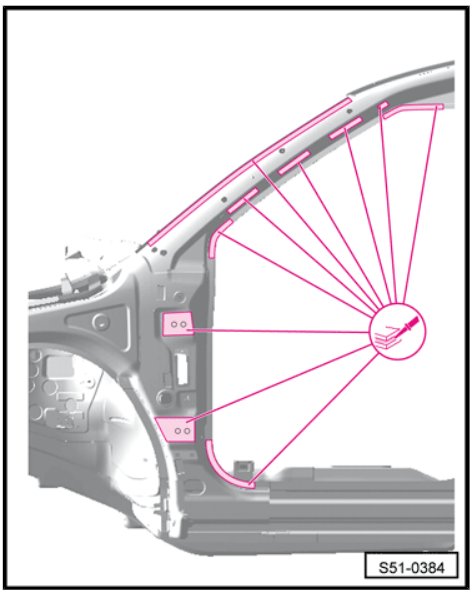
1.2.3 Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions.

– Make holes in column A using punch pliers.
– Clean adhesive surfaces.



– Apply the glue. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).



Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

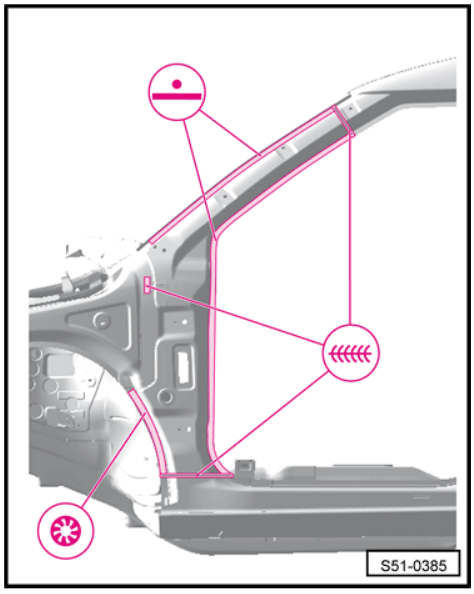
1.2.4 Foaming

Replace noise insulation ⇒ page 6 **.**

1.2.5 Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.

– Weld outer pillar A, RP spot seam.
– Weld the separation cuts bluntly, an inert gas shielded full seam.
– Weld in pillar A on the outside using an inert gas shielded plug weld.



1.3 Replacing pillar A inside

1.3.1 Removing original parts

Note

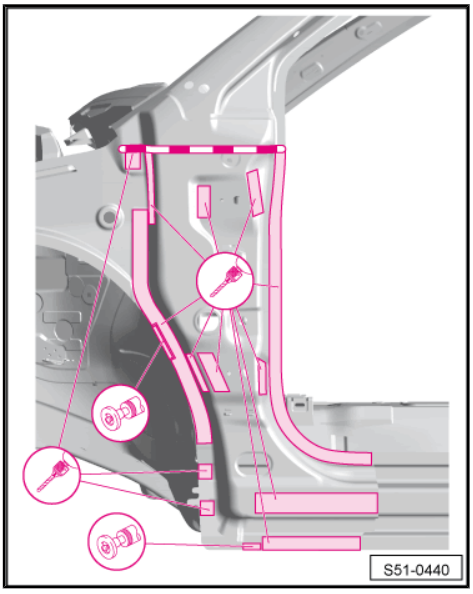
The vehicle is standing on its wheels or on the alignment bracket.

- Outer part of frame side rail reinforcement at the top already separated ⇒ page 36
- Outer part of pillar A already separated ⇒ page 53
- Outside bottom side rail according to the damage already separated ⇒ page 61
- End cover plate for the bottom side rail already separated

Note

- *Do not damage the internal reinforcements of pillar A and bottom side rail reinforcement.*
- *Pillar A on the inside must only be cut through at the shown points.*
- *Welding or cutting at another point than the one shown is not permissible for safety reasons in case of collision.*

– Set the cut point according to the diagram. Do not cut close to the hinge supports.
– Grind out inert gas shielded full seams interrupted.
– Bore out the welding points.

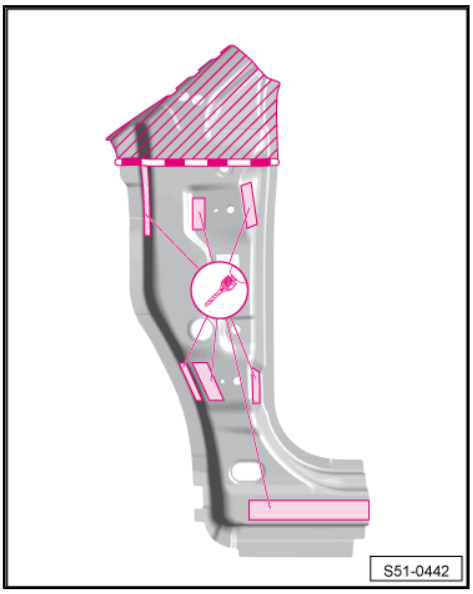


1.3.2 Spare parts

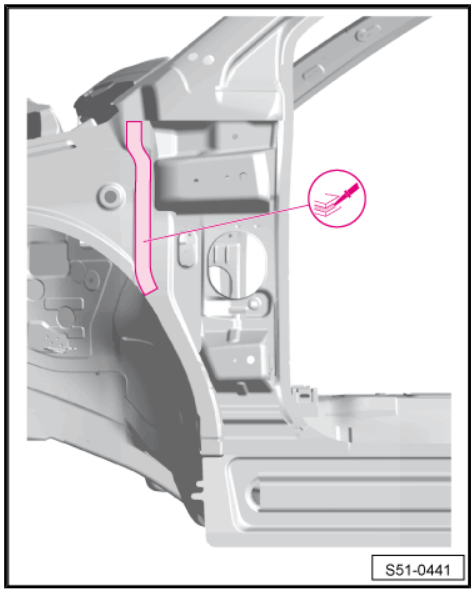
- Inner pillar A
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

1.3.3 Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions.
– Drill holes for the inert gas shielded plug weld, ∅ 7mm.



– Clean adhesive surfaces.
– Apply the glue. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).

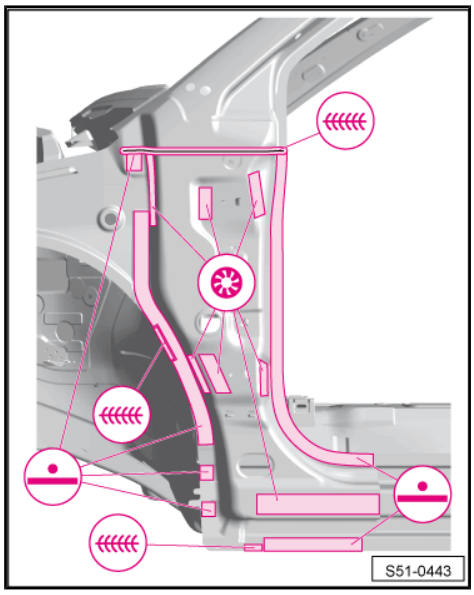


Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

1.3.4 Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket and the portal gauge.
– Butt weld the cut point as an inert gas shielded full seam.
– Weld pillar A inside, RP spot seam.
– Weld in pillar A on the inside, an inert gas shielded plug weld.
– Weld in pillar A on the inside, inert gas shielded full seam interrupted.
– Weld connecting plate for the bottom side rail.
– Weld the bottom side rail on the outside ⇒ page 61 .
– Weld in pillar A on the outside ⇒ page 53 .
– Weld in outer part of upper frame side rail ⇒ page 36 .



2 Repairing the body in the middle II

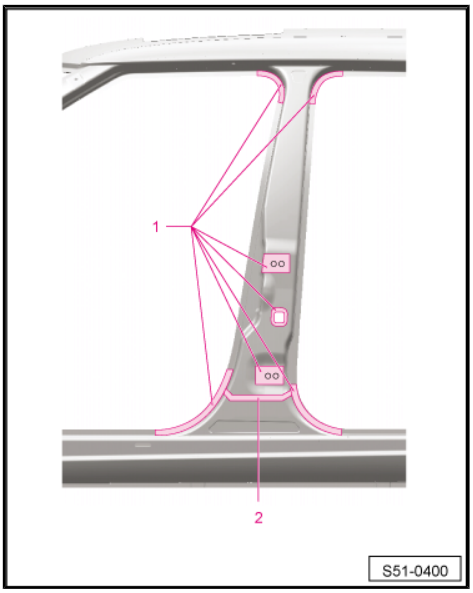
2.1 Replacing the pillar B outside offcut part

WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

1 - adhesive area

2 - foam-filled area

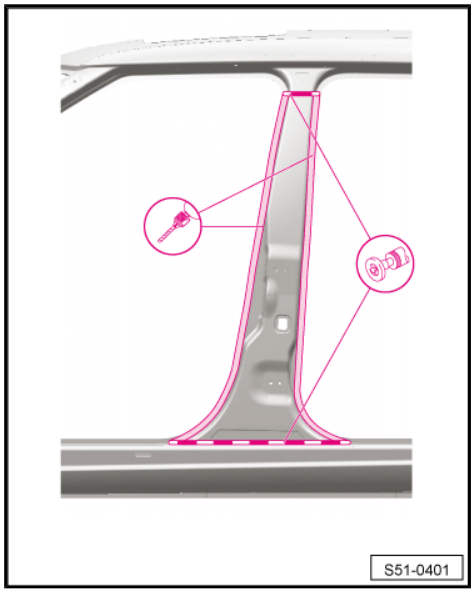


2.1.1 Removing original parts

Note

- *If the outer bottom side rail or column A outside and possibly also the side part is damaged the door frame can be used as a spare part without reinforcement (stamped part).*
- *Do not damage the internal reinforcements of pillar B.*
- *The vehicle is standing on its wheels or on the alignment bracket.*

– Arrange the separation lines according to the damage. Do not cut close to the hinge supports.
– Bore out the welding points.

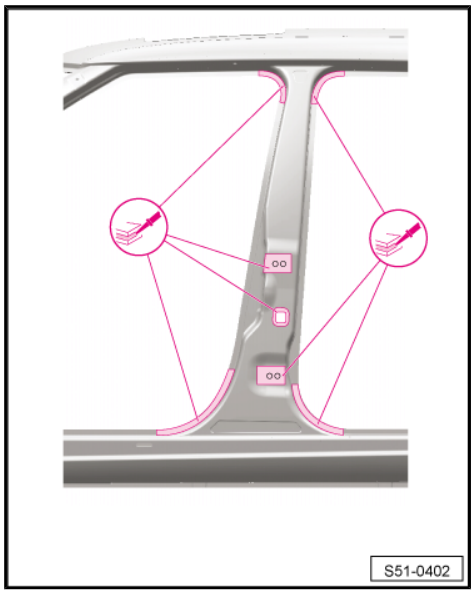


2.1.2 Spare parts

- Column B on the outside or the door frames without reinforcements (stamped part)
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

2.1.3 Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions.
– Clean adhesive surfaces.
– Apply the glue. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).



Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

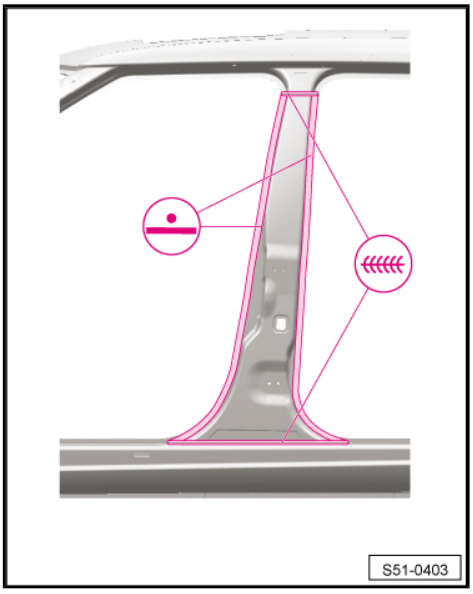
2.1.4 Foaming

Replace noise insulation ⇒ page 6 **.**

2.1.5 Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.

– Weld in pillar B on the outside, an RP spot seam.
– Weld the separation cuts bluntly, an inert gas shielded full seam.

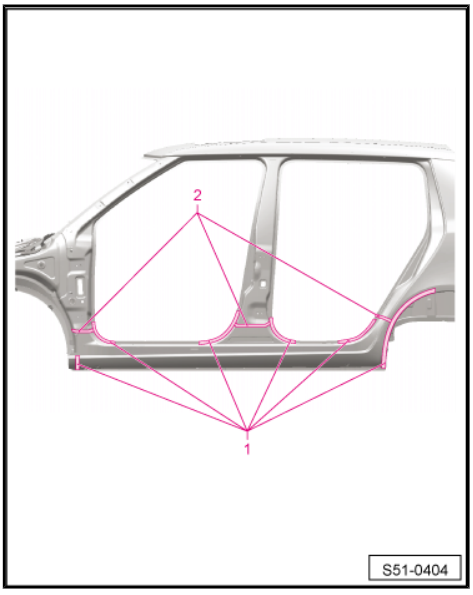


2.2 Replacing the outside bottom side rail

WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

1 - adhesive area
2 - foam-filled area



2.2.1 Removing original parts

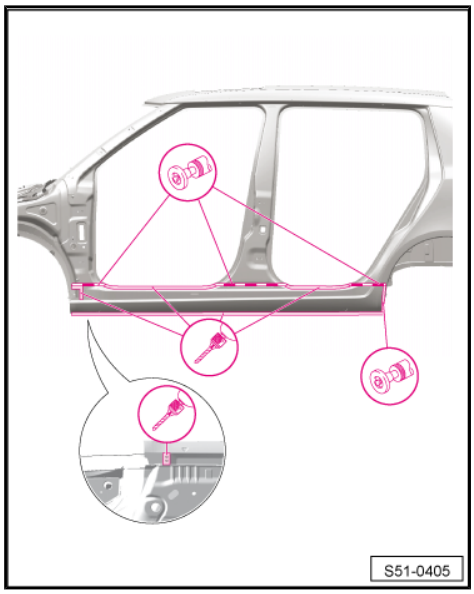
Note

- *If column A and column B on the outside and possibly also the side part is damaged the door frame can be used as a spare part without reinforcement (stamped part).*
- *Do not damage the internal reinforcement in the bottom side rail.*
- *The vehicle is standing on its wheels or on the alignment bracket.*

– Arrange the separation lines according to the damage.

– Bore out the welding points.

– Grind out the wheel house edge in the connecting area to the wheel house and the inert gas shielded full seams at the lower part of column A and C.



2.2.2 Spare parts

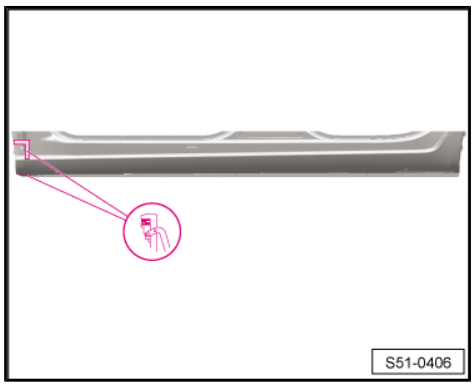
- Bottom side rail on the outside or the door frames without reinforcements (stamped part)
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

2.2.3 Preparing the new part

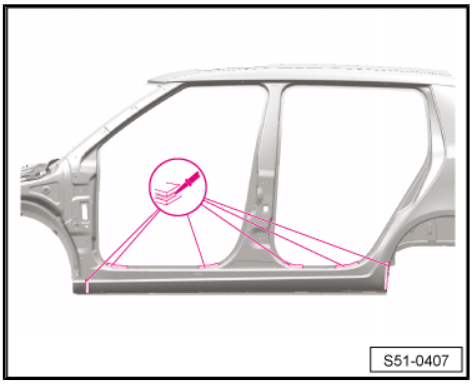
– Transpose the separation line onto the new part and cut to the required dimensions.

– Make holes with punch pliers for the outside bottom side rail in the connecting area to the connecting plate.

– Clean adhesive surfaces.



– Apply the glue. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).

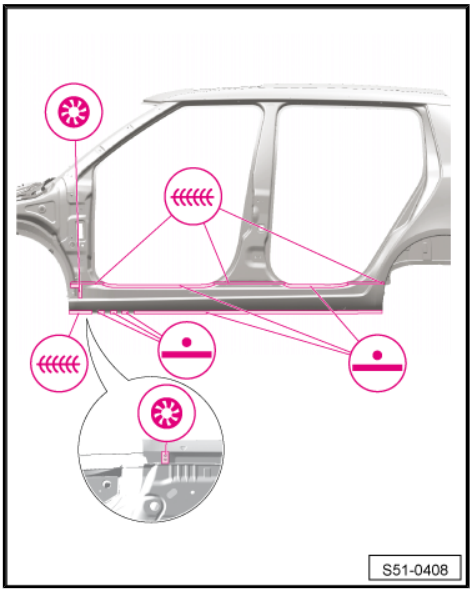


Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

2.2.4 Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
– Weld bottom side rail outside, an RP spot seam.
– Weld outside bottom side rail with connecting plate, an inert gas shielded plug weld.
– Weld the separation cuts bluntly, an inert gas shielded full seam.
– Border the wheel arch.

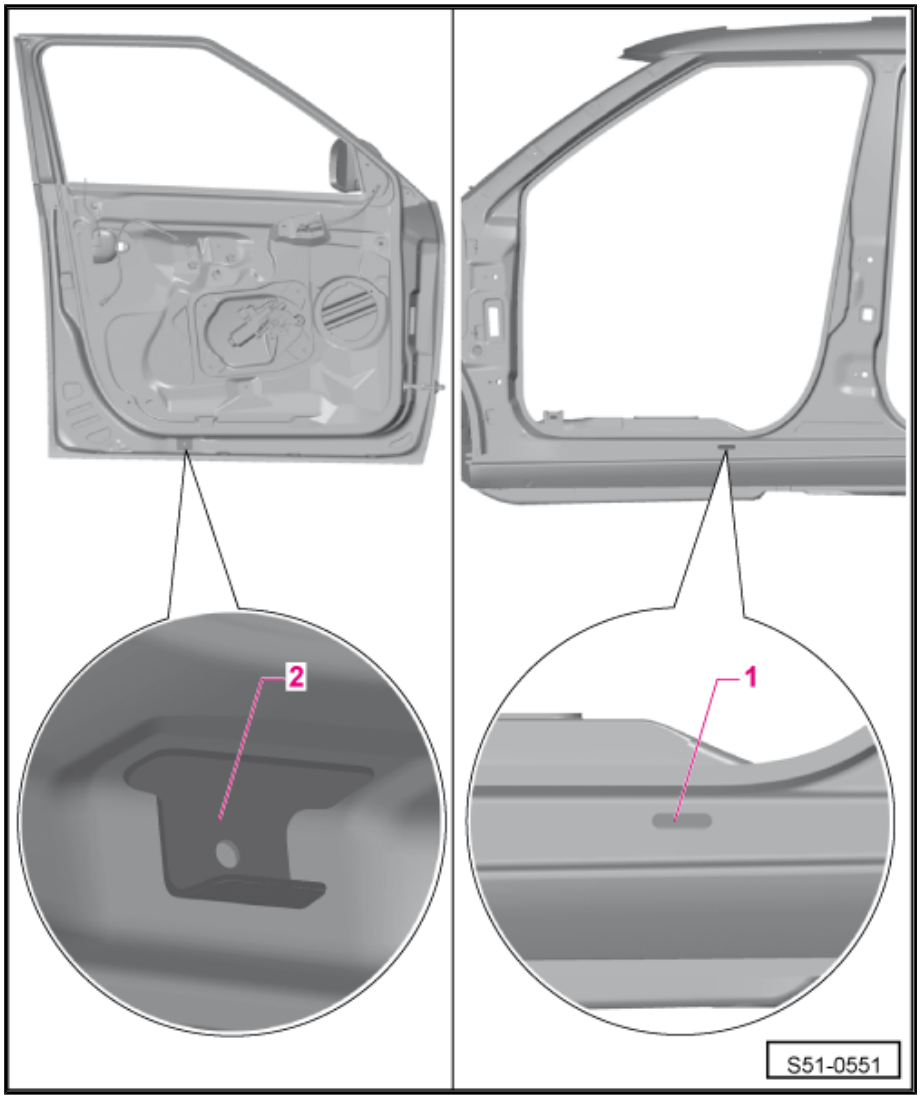


Note

- *After welding the outside bottom side rail without the oval hole -1-, the catch hook -2- must be removed from the bottom side of the door ⇒ page 64 .*
- *The oval hole -1- is no longer present as of 09/2009.*

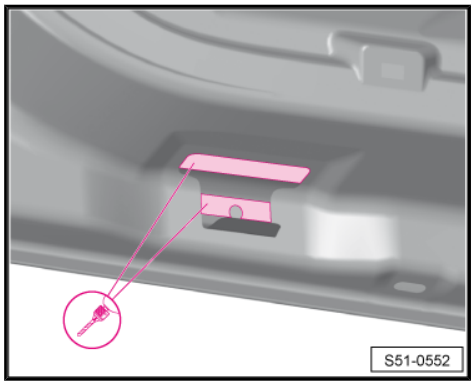
1 - Oval hole

2 - Catch hook



2.2.5 Removing the catch hook

– Bore out the welding points.
– Remove and grind in the residue.



2.3 Replacing reinforcement of pillar B

2.3.1 Removing original parts

Special tools and workshop equipment required

♦ Body saw e.g. -V.A.G 1523 A-

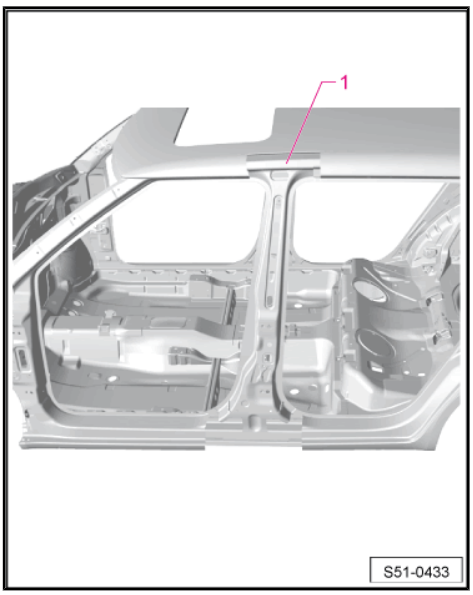
Note

- ♦ *The vehicle is standing on the straightening bench on the straightening square set.*
- ♦ *Do not damage the original welding between the door frame and the roof.*

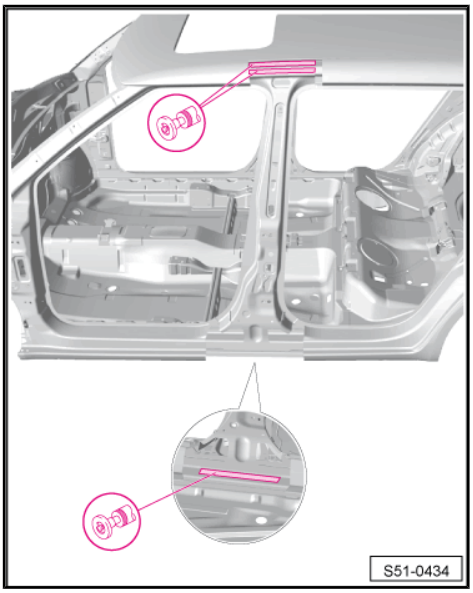
- Outside bottom side rail according to the damage already separated ⇒ page 61
- Pillar B outside already separated ⇒ page 59

– Separate off the area -1- with body saw e.g. -V.A.G 1523 A- .

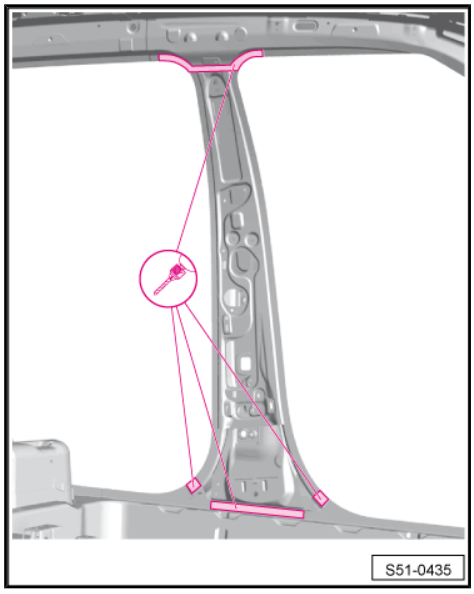
– Grind open welding points in the connecting area for the reinforcement at the front on pillar A and in the connecting area to the bottom side rail reinforcement.



– Remove the sound insulation.



– Bore out the welding points on the inside.
– Remove and grind in the residue.



2.3.2 Spare parts

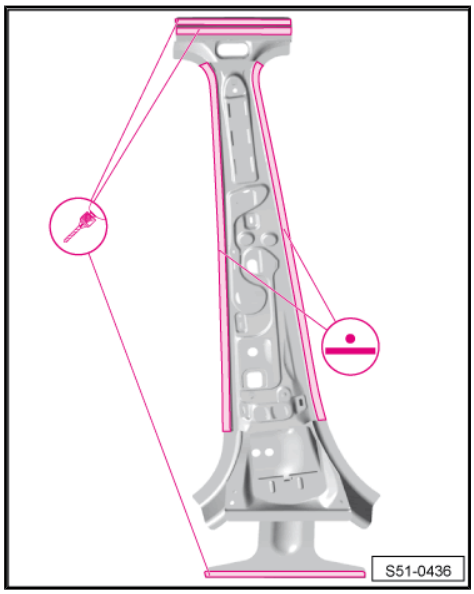
- Reinforcement of pillar B
- Reinforcement for seat belt fastening
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

2.3.3 Preparing the new part

Special tools and workshop equipment required

- Welding point loosening tool e.g. Variodrill -V.A.G 1731- and replacement breaker for high-strength panels e.g. -V.A.G 1731/2-
- Spot welding and sheet panel machining tool (inverter) e.g. -VAS 6249-

– Weld reinforcement of seat belt fastening, RP spot seam.
– Drill holes for the inert gas shielded plug weld, ∅ 7 mm.



Note

- *Use the welding point loosening tool for steel BTR (high-strength panel) to drill out the openings for the inert gas shielded plug weld.*
- *Drills made out of high-speed steel are not suitable because their resistance is not sufficient.*

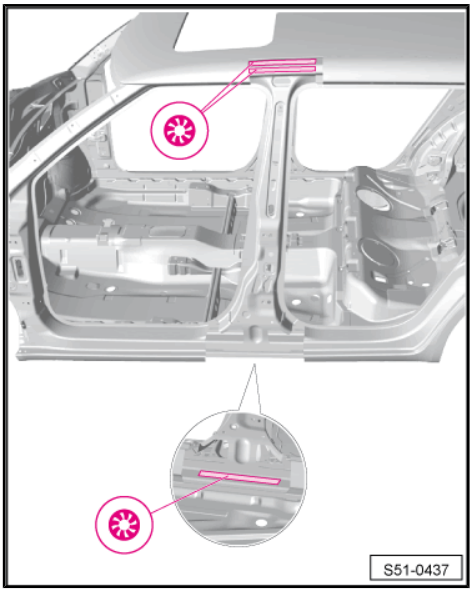
2.3.4 Part welding

Special tools and workshop equipment required

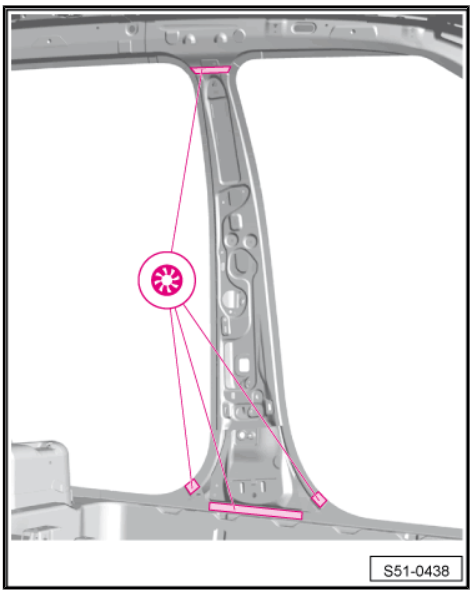
♦ Spot welding and sheet panel machining tool (inverter) e.g. -VAS 6249-

– Fit the new part into place and staple. The vehicle is standing on the straightening bench and portal gauge on the straightening square set.

– Weld the reinforcement of pillar B for the front reinforcement of pillar A and for the bottom frame reinforcement, inert gas shielded plug weld.



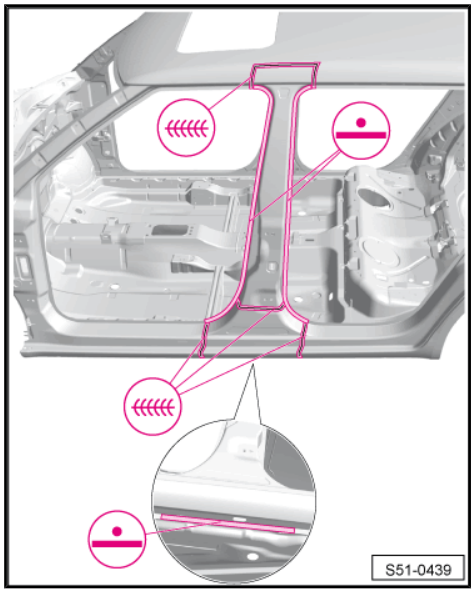
– Weld the reinforcement of pillar B from the inside, inert gas shielded plug weld.



Foaming

Replace noise insulation ⇒ page 6 **.**

– Weld pillar B from the outside with e.g. weld invertor -VAS 6249- , RP spot seam ⇒ page 59 .
– Weld bottom side rail outside, RP spot seam ⇒ page 61 .
– Weld the separation cuts bluntly, an inert gas shielded full seam.

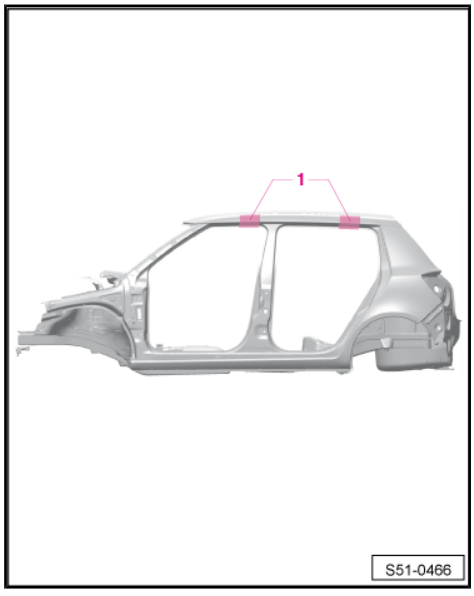


2.4 Replacing the front roof rack reinforcement

WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

1 - reinforcement area



2.4.1 Removing original parts

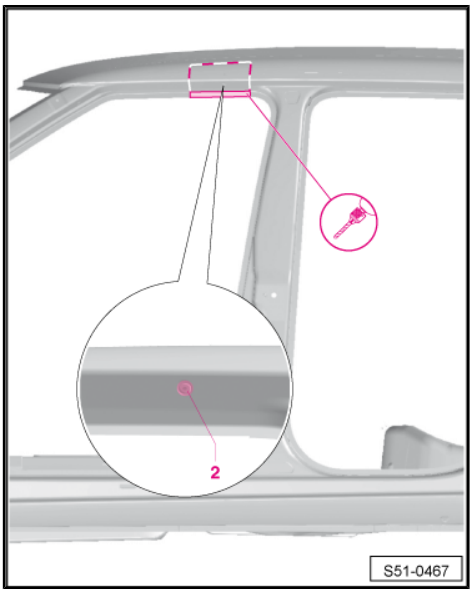
Special tools and workshop equipment required

♦ Body saw e.g. -V.A.G 1523 A-

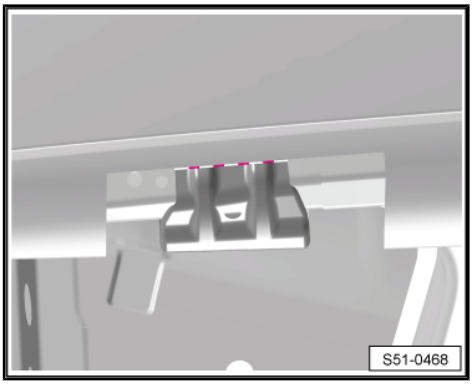
Note

- *The vehicle is standing on its wheels or on the alignment bracket.*
- *Do not damage the roof nor the inner reinforcements for the door frame.*

– Arrange the separation lines according to the damage.
– Grind out the riveted nut -2- for attaching the roof rack.
– Bore out the welding points.
– Remove the outer panel.



– Separate the sheet metal reinforcement as shown in the illustration.



Note

The sheet metal reinforcement was completely replaced by the structural foam as of 07/2008.

– Remove and grind in the residue.

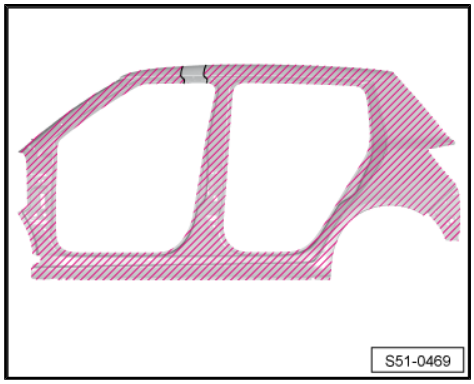
2.4.2 Spare parts

- Door frames without reinforcement (a stamped part)
- Set for the repair of the foam part for the roof rack -D 506 110 A2- (2 sets)
- Riveted nuts

2.4.3 Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions.

– Affix the textile adhesive tape over a large surface area on the inner side of the outer panel within the contact area of the structural foam, in order to avoid deformations related to the volume change of the structural foam.



Note

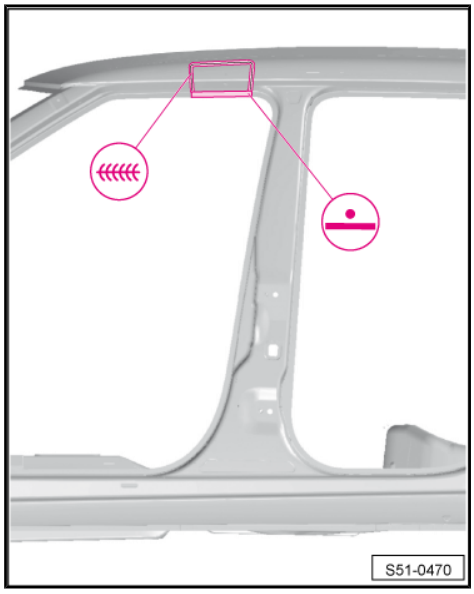
The textile adhesive tape -D 506 110 A2- is part of the scope of delivery of the set for the repair of the foam part for the roof rack *⇒ page 70* *.*

2.4.4 Part welding

– Fit the new part into place and staple.

– Weld outer panel, RP spot seam.

– Weld the separation cuts bluntly, an inert gas shielded full seam.

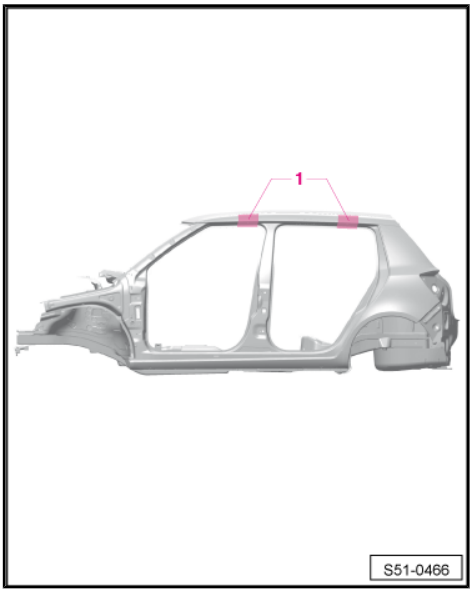


2.4.5 Fill up with structural foam

Note

For a perfect and permanent repair, it is essential to carry out the following work sequence.

1 - reinforcement area



Special tools and workshop equipment required

- Compressed air pistol, e.g. -V.A.G 1761/1-

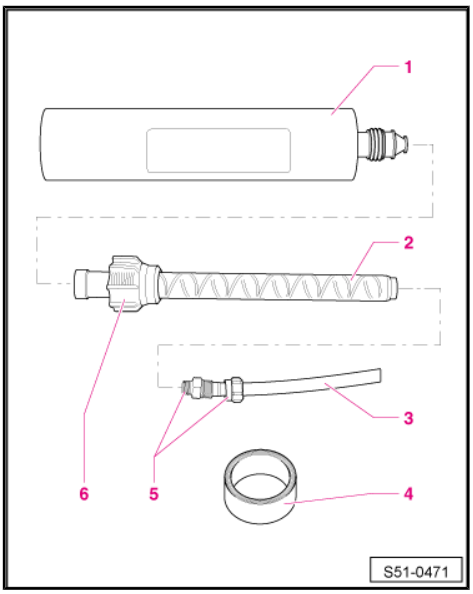
Note

- *Use approx. 2 sets of structural foam as a reinforcement.*
- *Observe the operating instructions of the compressed air pistol e.g. -V.A.G 1761/1- .*
- *When foaming, the material is significantly heated.*

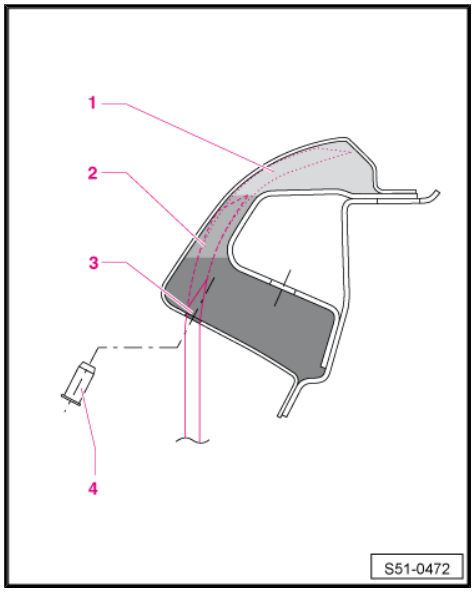
– Heat the cartridges of the 2K structural foam for 20 min. in hot water of approx. 60°C.

– Screw the extension hose -3- with adapter -5- onto the stationary mixer -2- and wrap the connection point with textile adhesive tape -4-.

– Open the cartridge of the 2K structural foam -1- and unscrew the stationary mixer -2- with the union nut -6-.



– Successively fill the areas -1, 2- with structural foam via the extension hose. Filling with the structural foam from the first set takes approx. 15 minutes.
– Fill the total area -3- with structural foam via the extension hose. Filling with the structural foam from the second set takes approx. 15 minutes.
– Close the opening with a riveted nut -4- after filling with the structural foam.



2.5 Replacing the rear roof rack reinforcement

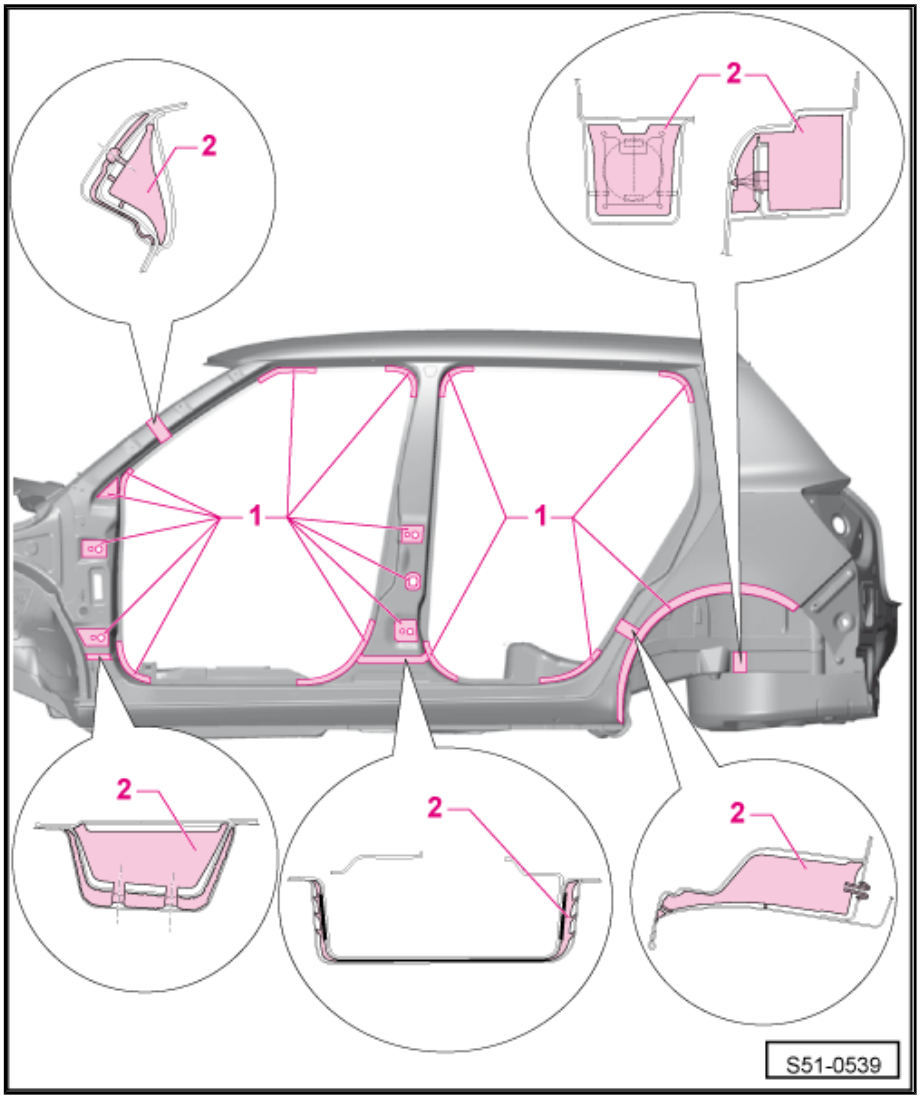
– Proceed analogous to "replacing the front roof rack reinforcement" ⇒ page 68 .

2.6 Replacing outer door frame (side part) - cutoff part

WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

1 - adhesive area



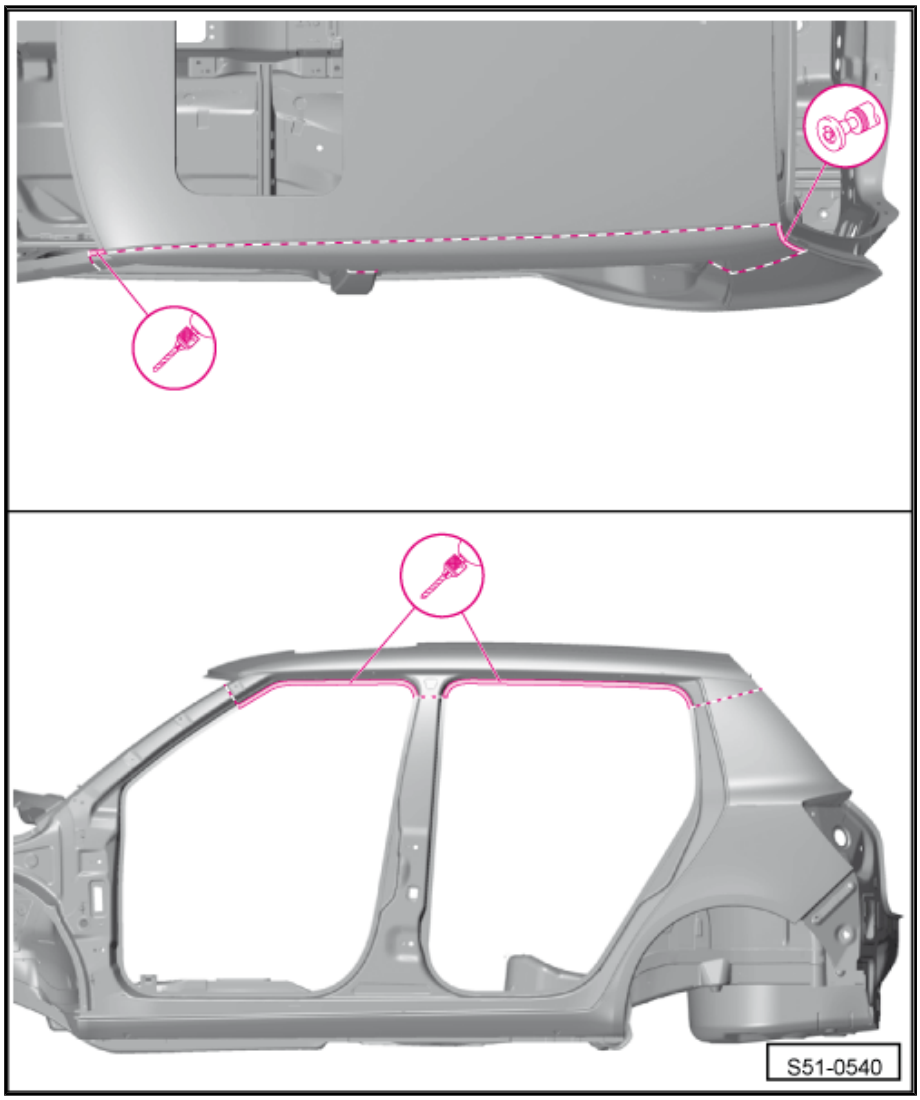
2 - foam-filled area

2.6.1 Removing original parts

Note

- *Do not damage the roof nor the inner reinforcements for the door frame.*
- *The vehicle is standing on its wheels or on the alignment bracket.*

– Arrange the separation lines according to the damage. Do not cut close to the hinge supports.



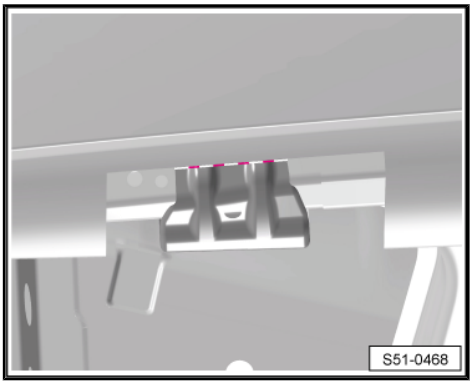
– Bore out the welding points.
– Grind out the laser welding seam in the area of the water channel for the tailgate.

Note

Do not damage the inside panel of the water channel for the tailgate.

– Remove the outer door frame.

– Separate the front as well as the rear sheet metal reinforcement of the roof rack, as shown in the illustration.



Note

Not valid for vehicle bodies as of 07/2008. The sheet metal reinforcements of the roof rack were completely replaced with the structural foam.

– Remove and grind in the residue.

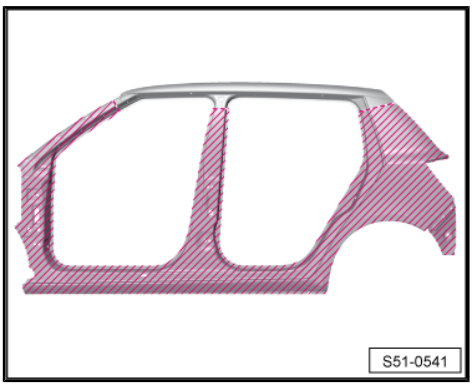
2.6.2 Spare parts

- Outer door frame (side part)
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

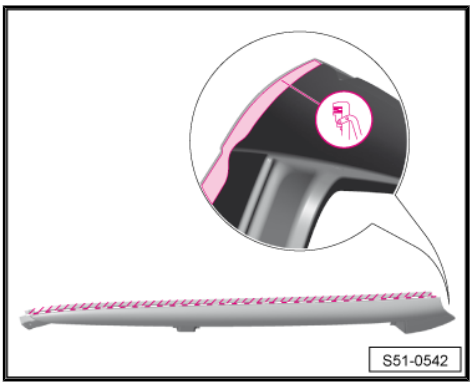
2.6.3 Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions. Additonally, leave 10 mm of material in the roof area for overlapping.

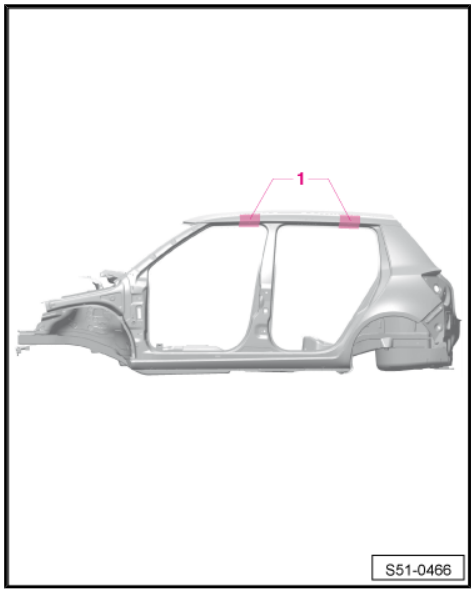
– Place the new part in the roof area.



– Make holes in the rear area of the outer door frame.



– Affix the textile adhesive tape over a large surface area on the inner side of the outer panel within the contact area of the structural foam -1-, in order to avoid deformations related to the volume change of the structural foam.

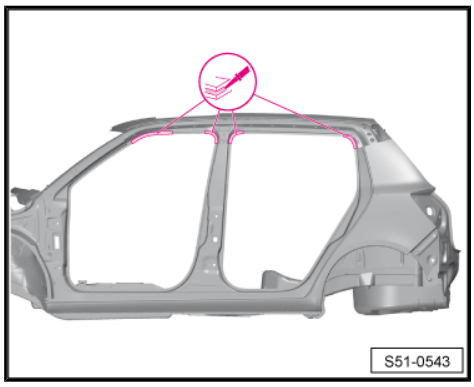


Note

The textile adhesive tape -D 506 110 A2- is part of the scope of delivery of the set for the repair of the foam part for the roof rack *⇒ page 70* *.*

– Clean adhesive surfaces.

– Apply glue in the area of the border. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).



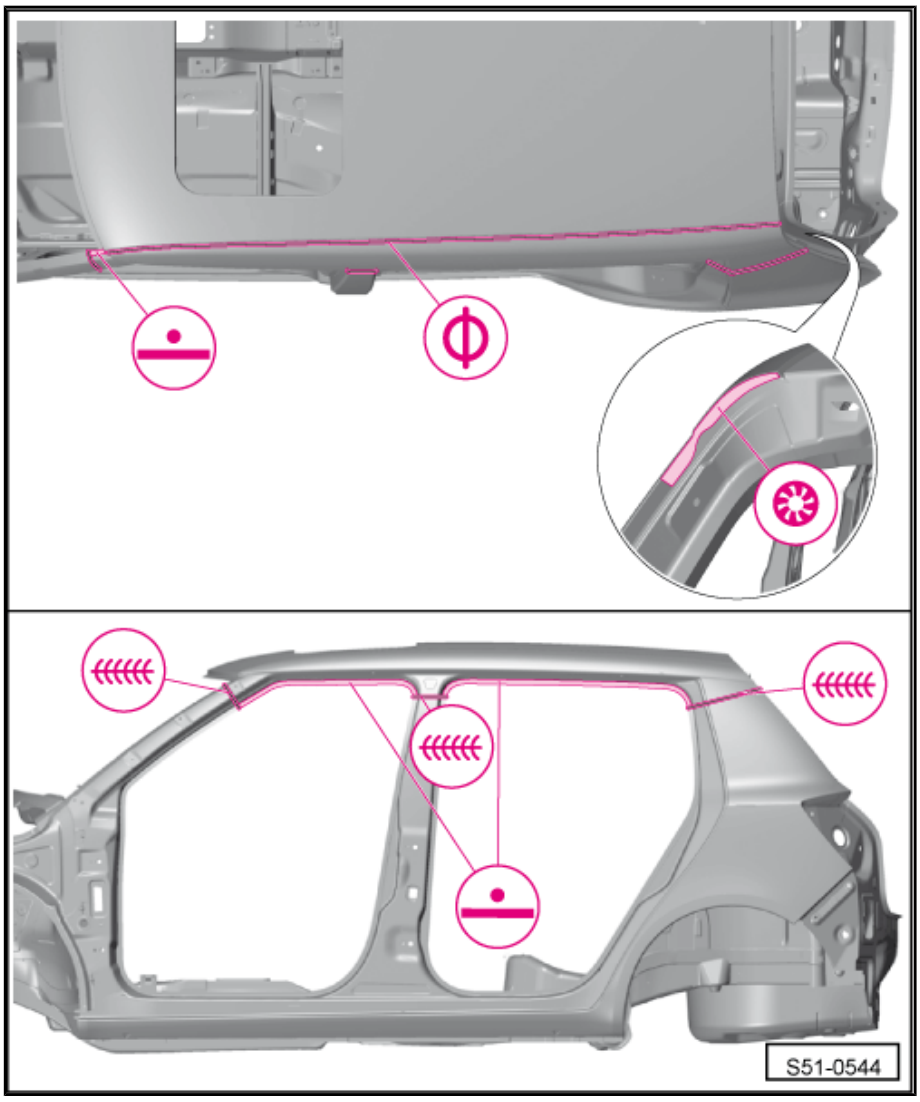
Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

2.6.4 Part welding

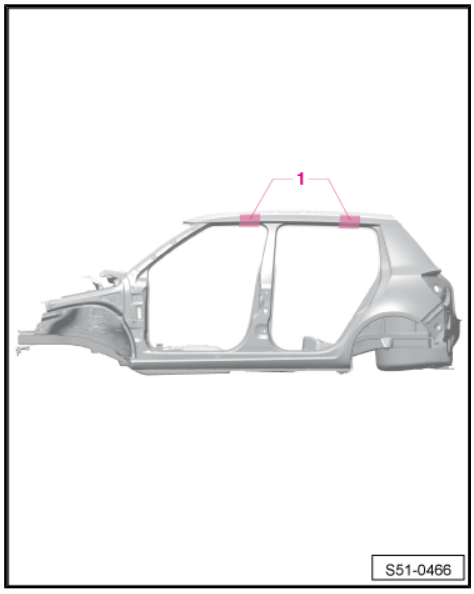
– Fit the new part into place and staple. The vehicle is standing on the straightening bench on the straightening square set.

– Weld outer door frame, RP spot seam.



– Weld the separation cut in the roof area, inert gas shielded tack weld.
– Weld the separation cuts bluntly in the area of the pillars A, B, C, inert gas shielded full seam.

– Fill the areas -1- with the structural foam ⇒ page 70 .

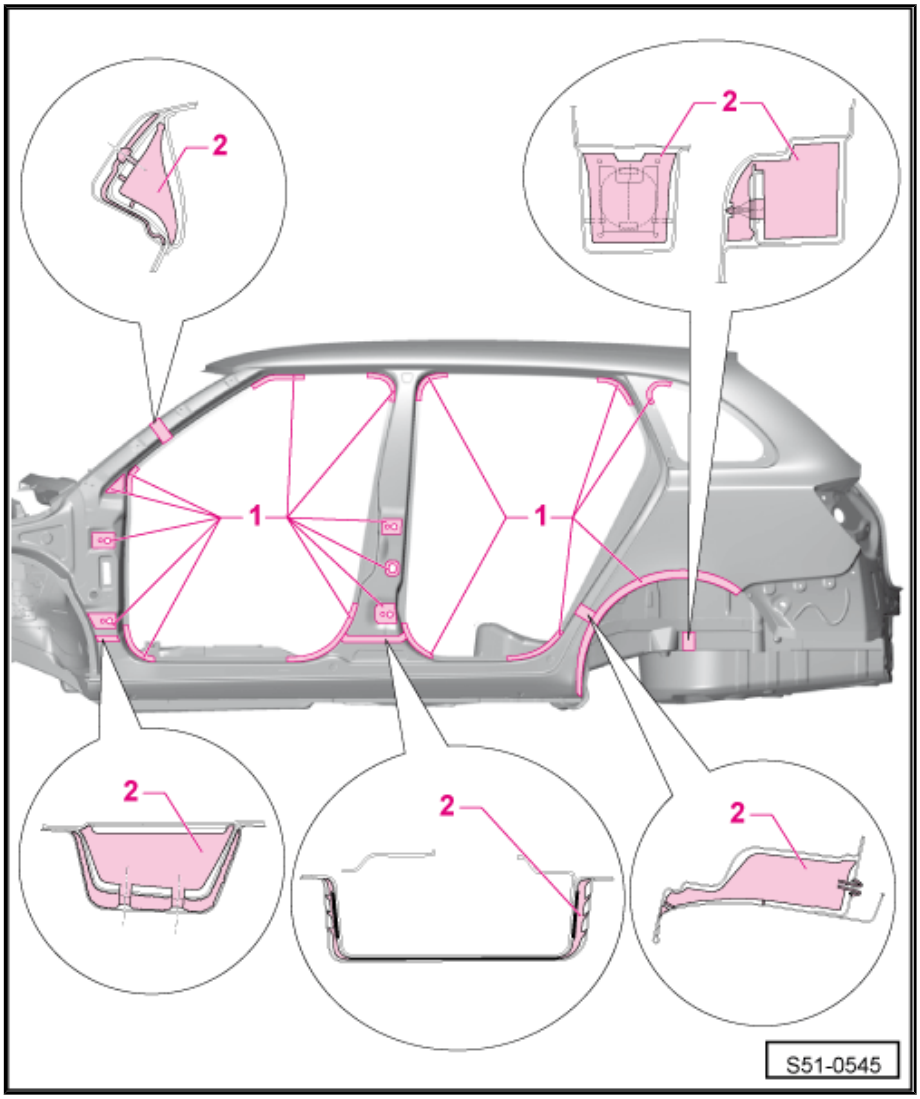


2.7 Replacing outer door frame (side part) Fabia Combi II - cutoff part

WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

1 - adhesive area



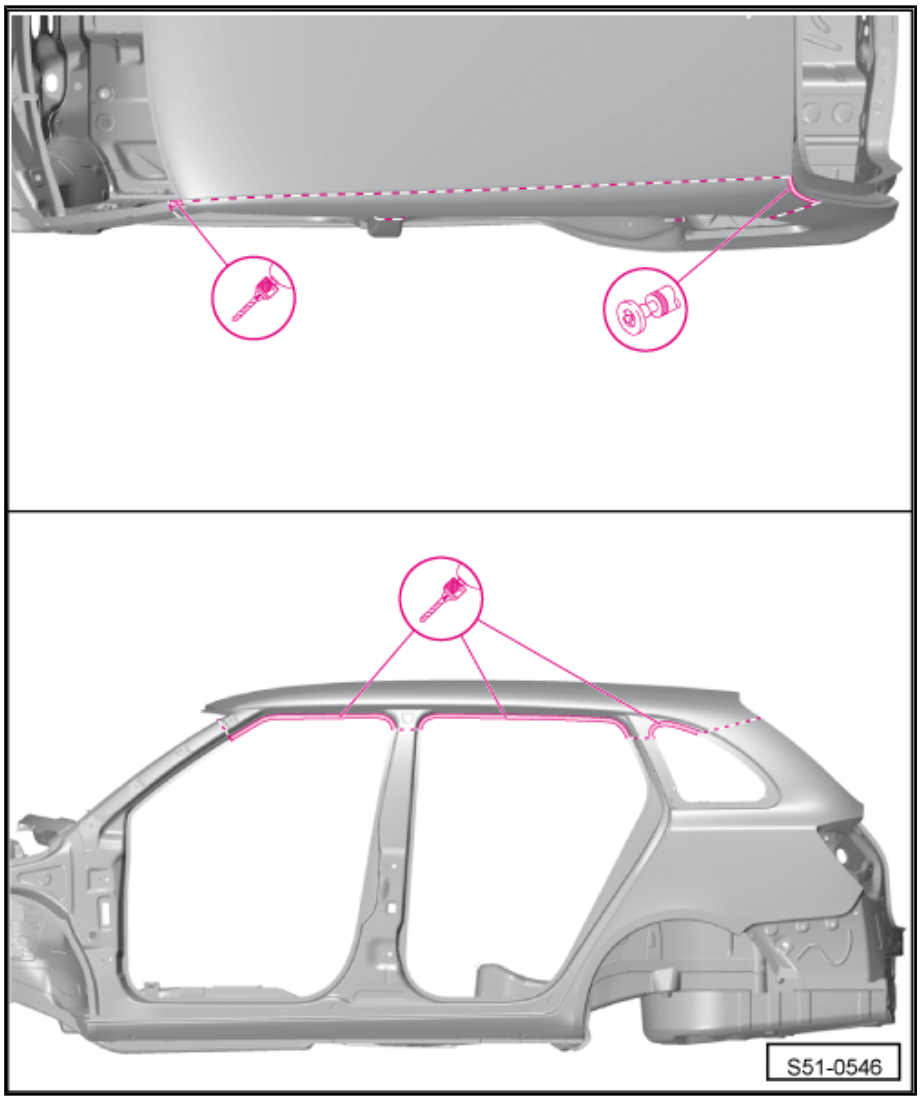
2 - foam-filled area

2.7.1 Removing original parts

Note

- *The vehicle is standing on its wheels or on the alignment bracket.*
- *Do not damage the roof nor the inner reinforcements for the door frame.*

– Arrange the separation lines according to the damage. Do not cut close to the hinge supports.



– Bore out the welding points.
– Grind out the laser welding seam in the area of the water channel for the tailgate.

Note

Do not damage the inside panel of the water channel for the tailgate.

– Remove and grind in the residue.

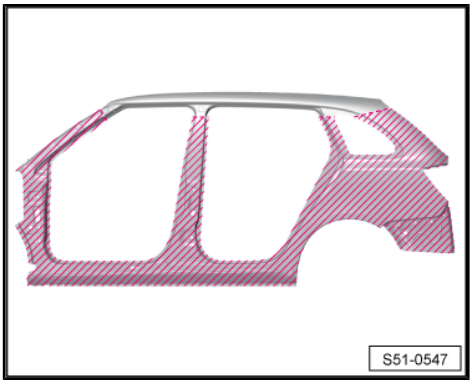
2.7.2 Spare parts

- Outer door frame (side part)
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

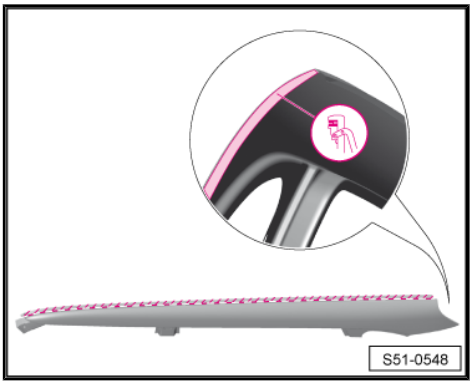
2.7.3 Preparing the new part

– Transpose the separation line onto the new part and cut to the required dimensions. Additonally, leave 10 mm of material in the roof area for overlapping.

– Place the new part in the roof area.

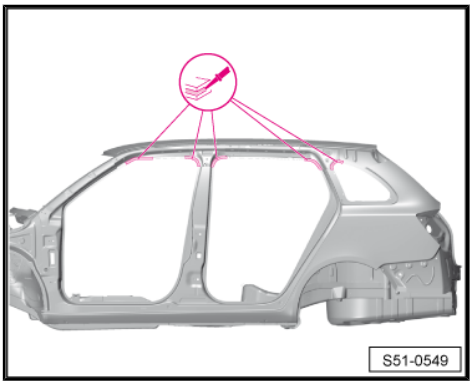


– Make holes in the rear area of the outer door frame.



– Clean adhesive surfaces.

– Apply glue in the area of the border. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).



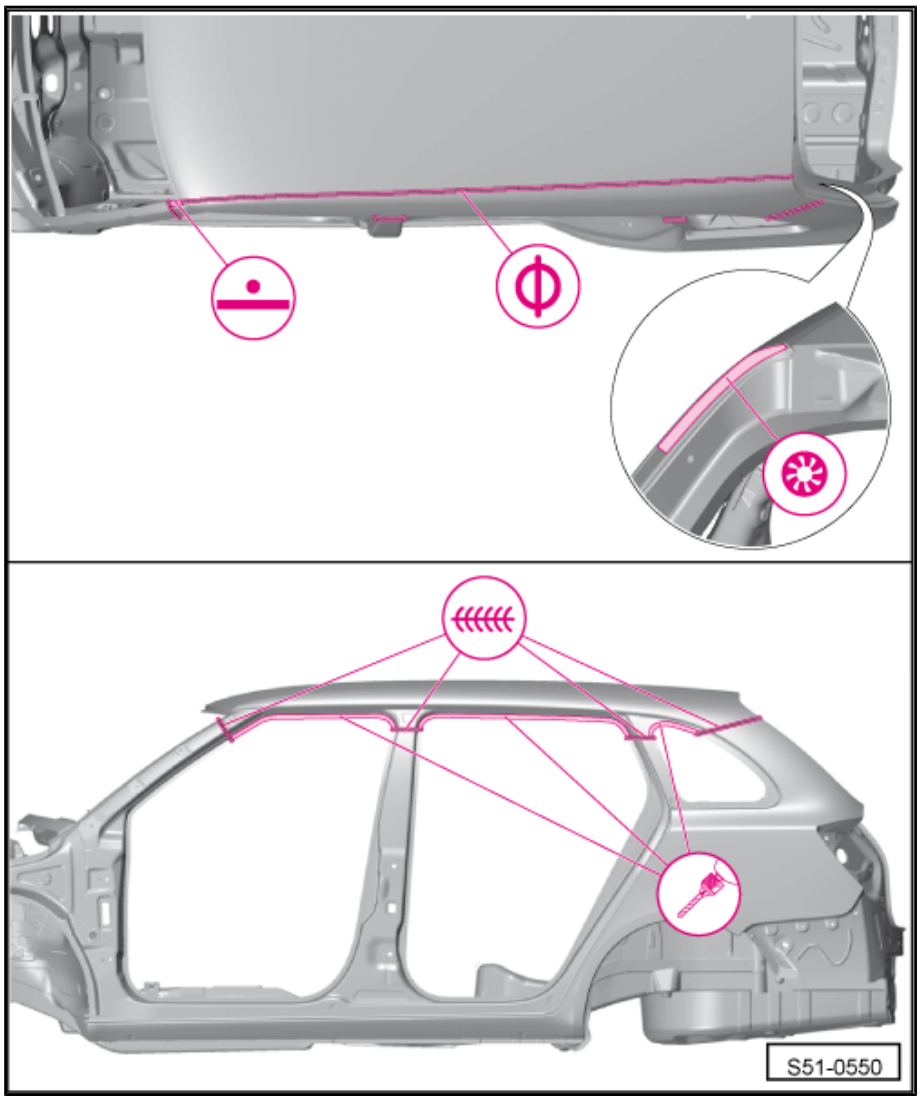
Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

2.7.4 Part welding

– Fit the new part into place and staple. The vehicle is standing on the straightening bench on the straightening square set.

– Weld outer door frame, RP spot seam.



– Weld the separation cut in the roof area, inert gas shielded tack weld.
– Weld the separation cuts bluntly in the area of the pillars A, B, C, D, inert gas shielded full seam.

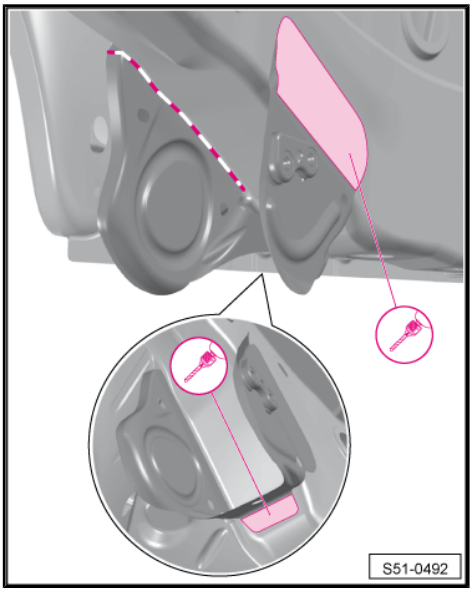
2.8 Replacing the bracket for the rear axle

2.8.1 Removing original parts

Note

For a perfect and permanent repair, it is essential to carry out the following work sequence.

– Arrange the separation line as shown in the illustration.
– Bore out the welding points.
– Remove and grind in the residue.

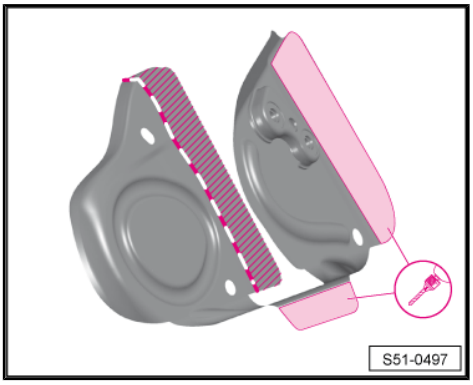


2.8.2 Spare parts

♦ Bracket for the rear axle

2.8.3 Preparing the new part

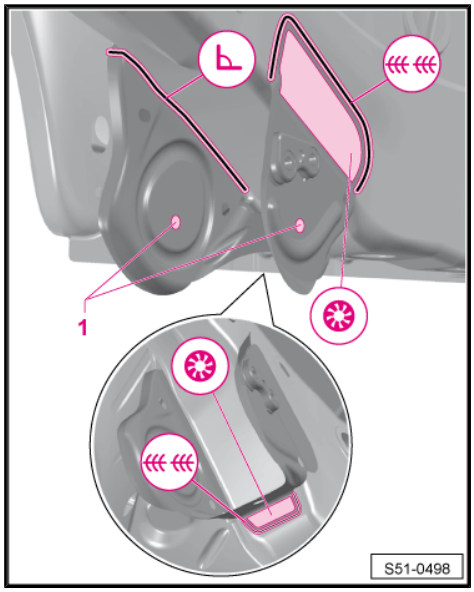
– Transpose the separation line onto the new part and cut to the required dimensions.
– Drill holes for the inert gas shielded plug weld, ∅ 7 mm.



2.8.4 Part welding

– Fit the new part into place and staple. The vehicle is standing on the straightening bench on the straightening square set.

- Weld the bracket for the rear axle, an inert gas shielded plug weld.
- Weld the bracket for the rear axle, an inert gas shielded full seam interrupted.
- Weld the separation cut, an inert gas shielded fillet weld.
- Make holes -1- ∅ 12.4 mm while supported on the straightening bench Pos. 26 ⇒ page 19 .



53 – Body - rear

1 Repairing the rear body

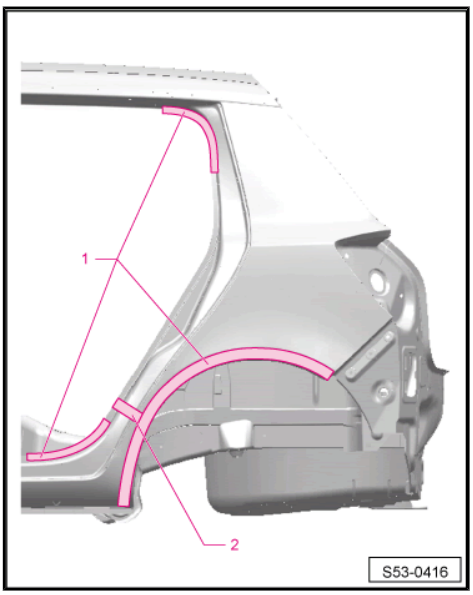
1.1 Replacing the rear wing - cutoff part

WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

1 - adhesive area

2 - foam-filled area

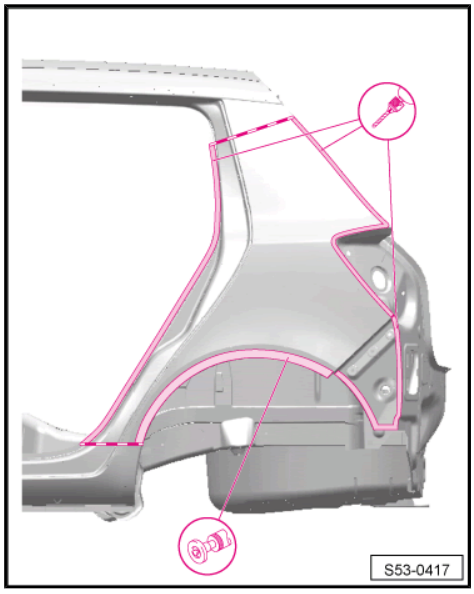


1.1.1 Removing original parts

Note

- *Do not damage the wheel house.*
- *If the outer bottom side rail or column B outside and possibly also column A are damaged the door frame can be used as a spare part without reinforcement (stamped part).*
- *The vehicle is standing on its wheels or on the alignment bracket.*

– Arrange the separation lines according to the damage.
– Grind out the laser welding seam in the area of the water channel for the tailgate.



Note

Do not damage the inside panel of the water channel.

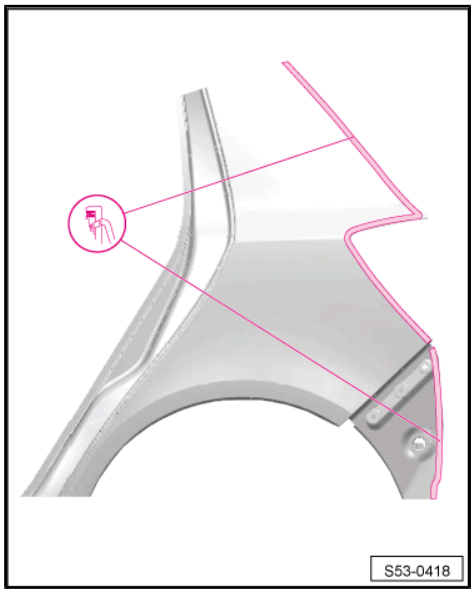
– Bore out welding points of rear wing.
– Grind through the wheelhouse outer edge.
– Remove and grind in the residue.

1.1.2 Spare parts

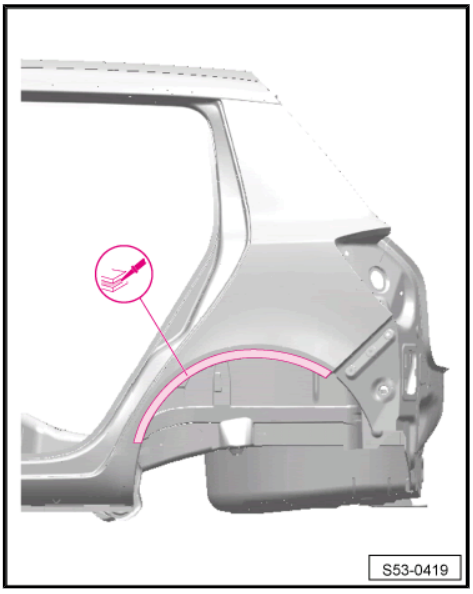
- Wing at the rear or the door frames without reinforcements (stamped part)
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

1.1.3 Preparing the new part

– Transpose the cut points onto the new part and cut to the required dimensions.
– Make holes in the area of the water channel for the tailgate, the rear light holders and the rear wall.



– Clean adhesive surfaces.
– Apply glue in the area of the border. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).



Note

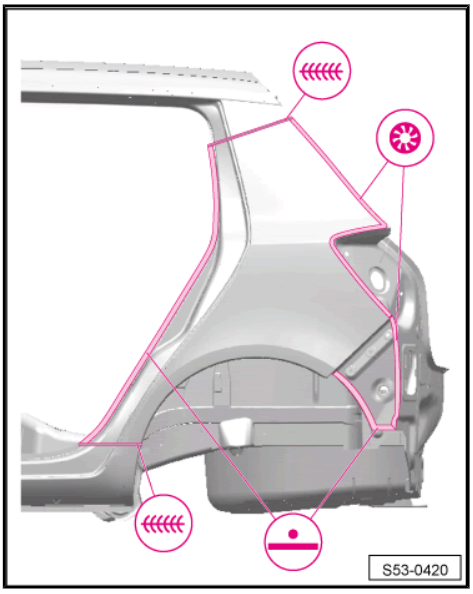
- *The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.*
- *Adhesive must also be applied which runs round to the fuel filler neck when replacing the wing on the right before welding on the wing.*

1.1.4 Foaming

Replace noise insulation ⇒ page 6 **.**

1.1.5 Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
– Weld rear wing, RP spot seam.
– Weld the separation cuts bluntly, an inert gas shielded full seam.
– Weld rear wing, an inert gas shielded plug weld.
– Border the wheel arch.



1.2 Replacing the rear wing Fabia Combi II - cutoff part

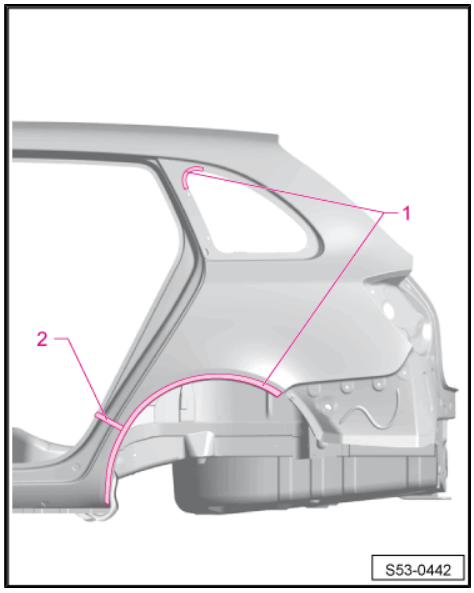
WARNING

Never weld or cut using devices/tools producing sparks or solder in foam-filled locations as this will generate gases that are particularly harmful for humans and the environment.

1.2.1 Removing original parts

1 - adhesive area

2 - foam-filled area



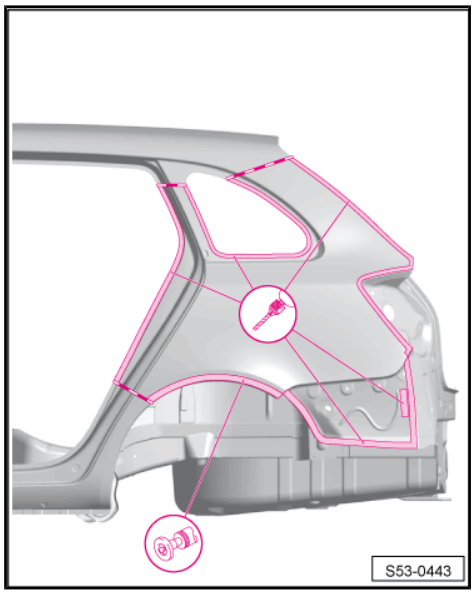
Note

- *Do not damage the wheel house.*
- *If the outer bottom side rail or column B outside and possibly also column A are damaged the door frame can be used as a spare part without reinforcement (stamped part).*
- *The vehicle is standing on its wheels or on the alignment bracket.*

– Arrange the separation lines according to the damage.

– Grind out the laser welding seam in the area of the water channel for the tailgate.

– Remove and grind in the residue.



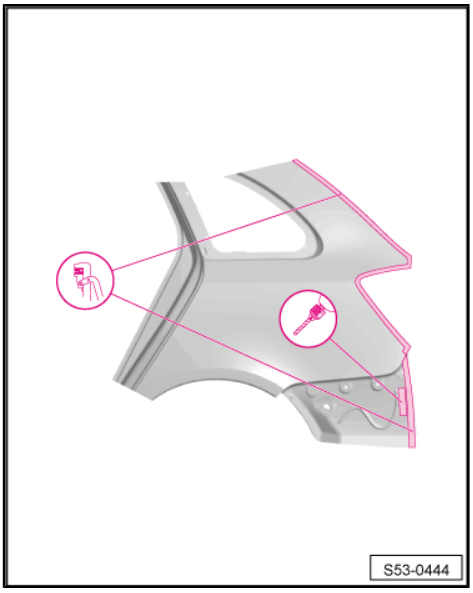
1.2.2 Spare parts

- Wing at the rear or the door frames without reinforcements (stamped part)
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

1.2.3 Preparing the new part

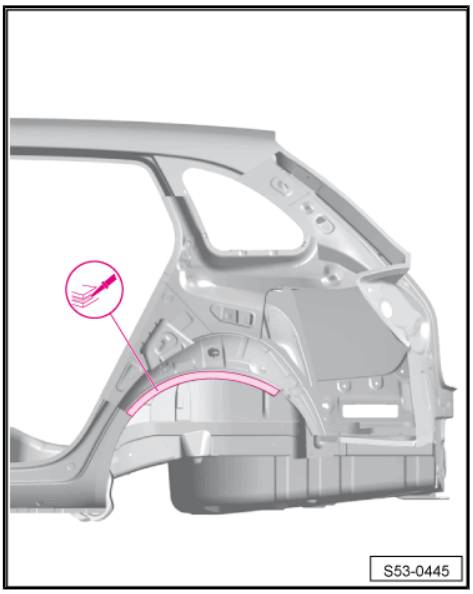
– Transpose the cut points onto the new part and cut to the required dimensions.

– Make holes in the area of the water channel for the tailgate, the rear light holders and the rear wall.



– Clean adhesive surfaces.

– Apply glue in the area of the border. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).



Note

- *The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.*
- *Adhesive must also be applied which runs round to the fuel filler neck when replacing the wing on the right before welding on the wing.*

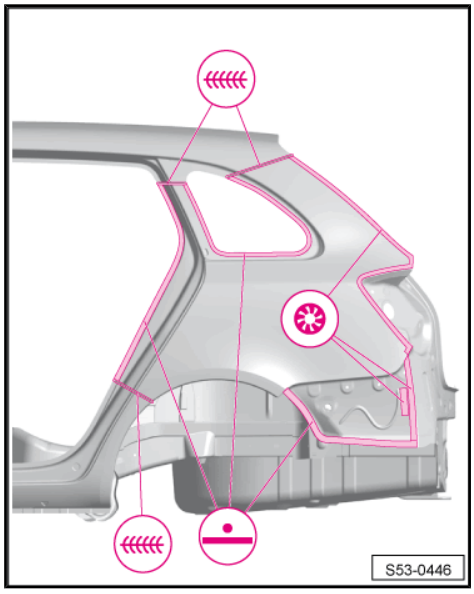
1.2.4 Foaming

Replace noise insulation ⇒ page 6 .

1.2.5 Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.

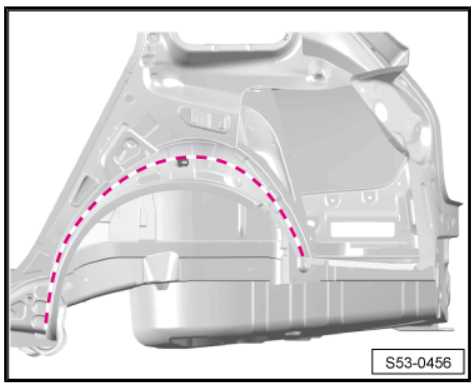
– Weld rear wing, RP spot seam.
– Weld the separation cuts bluntly, an inert gas shielded full seam.
– Weld rear wing, an inert gas shielded plug weld.
– Border the wheel arch.



1.3 Replacing the wheel house offcut part

1.3.1 Removing original parts

• Rear wing already separated ⇒ page 87 .
– Lay the cut point according to the damage incurred so that it is possible to offset on the body side.



1.3.2 Spare part

♦ The wheel house on the outside

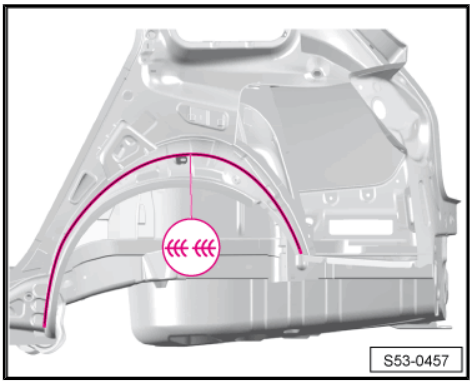
1.3.3 Preparing the new part

– Transpose the cut point plus 10 mm for overlapping on the new part and cut to size.

1.3.4 Part welding

– Attach the wheel house on the outside
– Attach the wing at the rear and check the size of the gap with the vehicle unloaded.
– Remove the rear wing.

– Weld the cut points, welding overlapped on both sides, an inert gas shielded full seam interrupted.
– Weld the rear wing ⇒ page 87 .



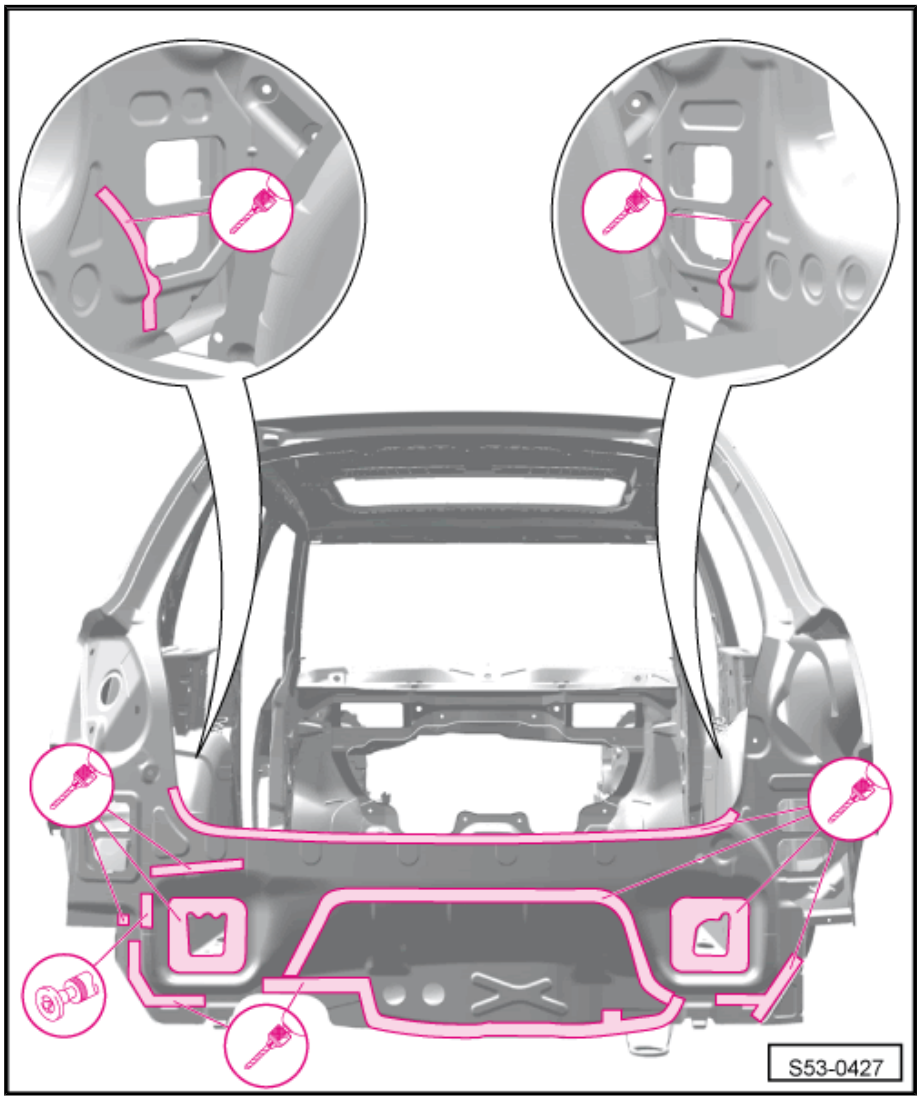
2 Repairing the rear body II

2.1 Replacing the end cover plate

2.1.1 Removing original parts

- Reinforcement of the rear light holder already separated ⇒ page 95

– Grind out inert gas shielded full seams interrupted.



– Bore out the welding points.

– Remove and grind in the residue.

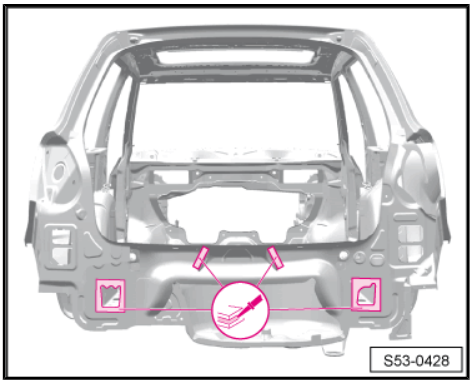
2.1.2 Spare part

- End cover plate
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

2.1.3 Preparing the new part

– Clean adhesive surfaces.

– Apply the glue. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).



Note

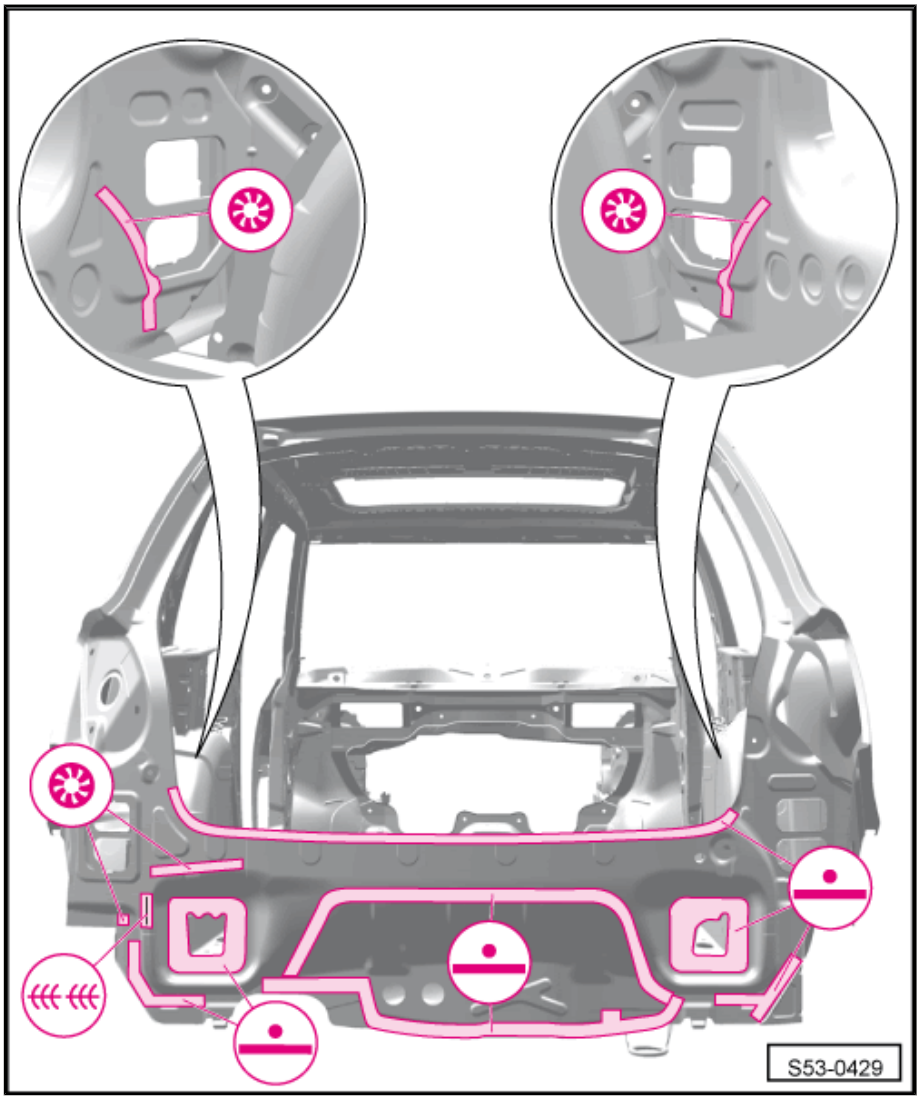
The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

2.1.4 Part welding

– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.

– Check closing of the tailgate.

– Weld the end cover plate, RP spot seam.

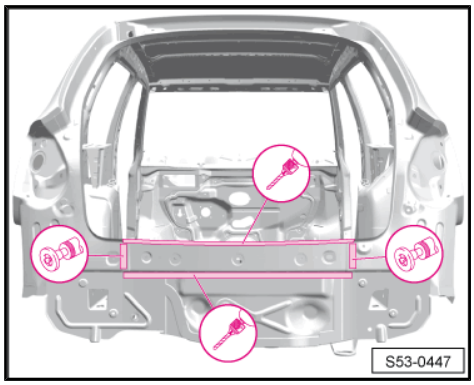


– Weld the end cover plate, inert gas shielded plug weld.
– Weld the end cover part, inert gas shielded full seam interrupted.
– Weld in the reinforcement of the rear light holder ⇒ page 95 .

2.2 Replacing end cover plate - Fabia Combi II

2.2.1 Removing original parts

– Bore out the welding points.
– Remove and grind in the residue.

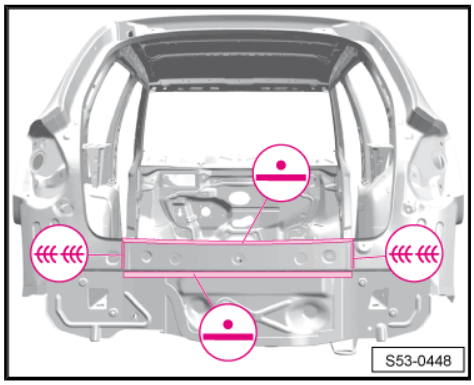


2.2.2 Spare parts

♦ End cover plate

2.2.3 Part welding

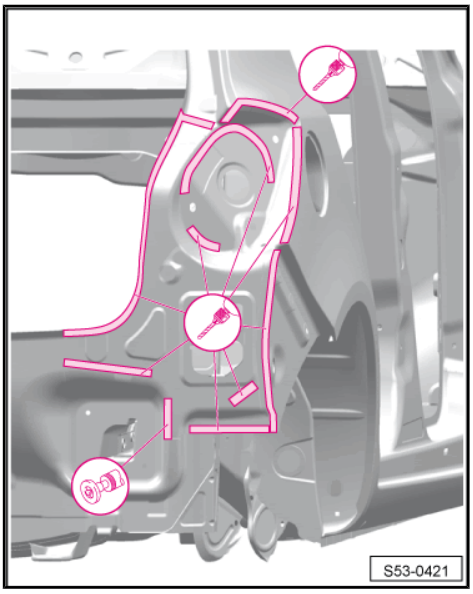
– Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
– Check closing of the tailgate.
– Weld the end cover plate, RP spot seam.
– Weld the end cover part, inert gas shielded full seam interrupted.



2.3 Replace reinforcement of rear light holder

2.3.1 Removing original parts

– Grind out the inert gas shielded full seam interrupted.
– Bore out the welding points.
– Remove and grind in the residue.



2.3.2 Spare parts

♦ Reinforcement of rear light holder

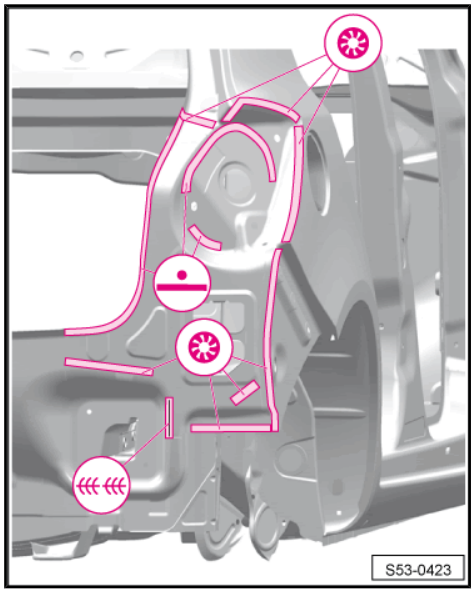
2.3.3 Preparing the new part

– Drill holes for the inert gas shielded plug weld, ∅ 7mm.
– Make holes in the reinforcement of the rear light holder using punch pliers.

2.3.4 Part welding

– Attach the new part and check the dimension of the gap with the other parts.

– Weld reinforcement of rear light holder, RP spot seam.
– Weld in reinforcement of the rear light holder, inert gas shielded plug weld.
– Weld in the reinforcement of the rear light holder, inert gas shielded full seam interrupted.

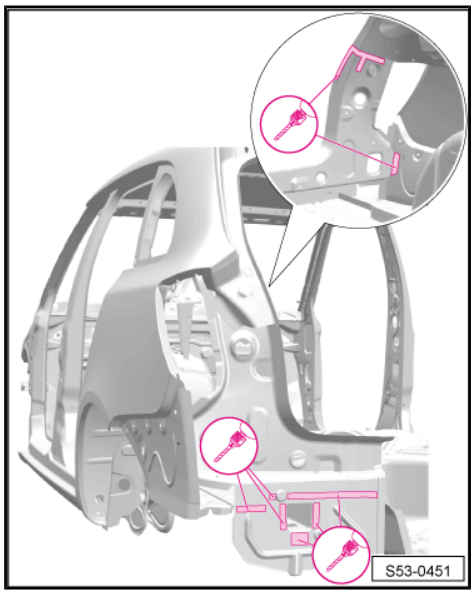


2.4 Replacing outer reinforcement for gasket channel - Fabia Combi II

2.4.1 Removing original parts

- End part already separated ⇒ page 100
- Reinforcement of the rear light holder already separated ⇒ page 95

– Bore out the welding points.
– Remove and grind in the residue.



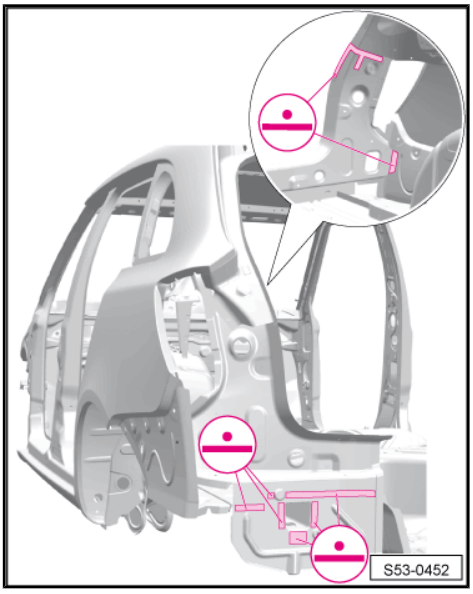
2.4.2 Spare part

♦ Outer reinforcement for gasket channel

2.4.3 Part welding

– Attach the new part and check the dimension of the gap with the other parts.

– Weld in the outer reinforcement for gasket channel, RP spot seam.
– Weld in the reinforcement of the rear light holder ⇒ page 95 .
– Weld in the end part ⇒ page 100 .

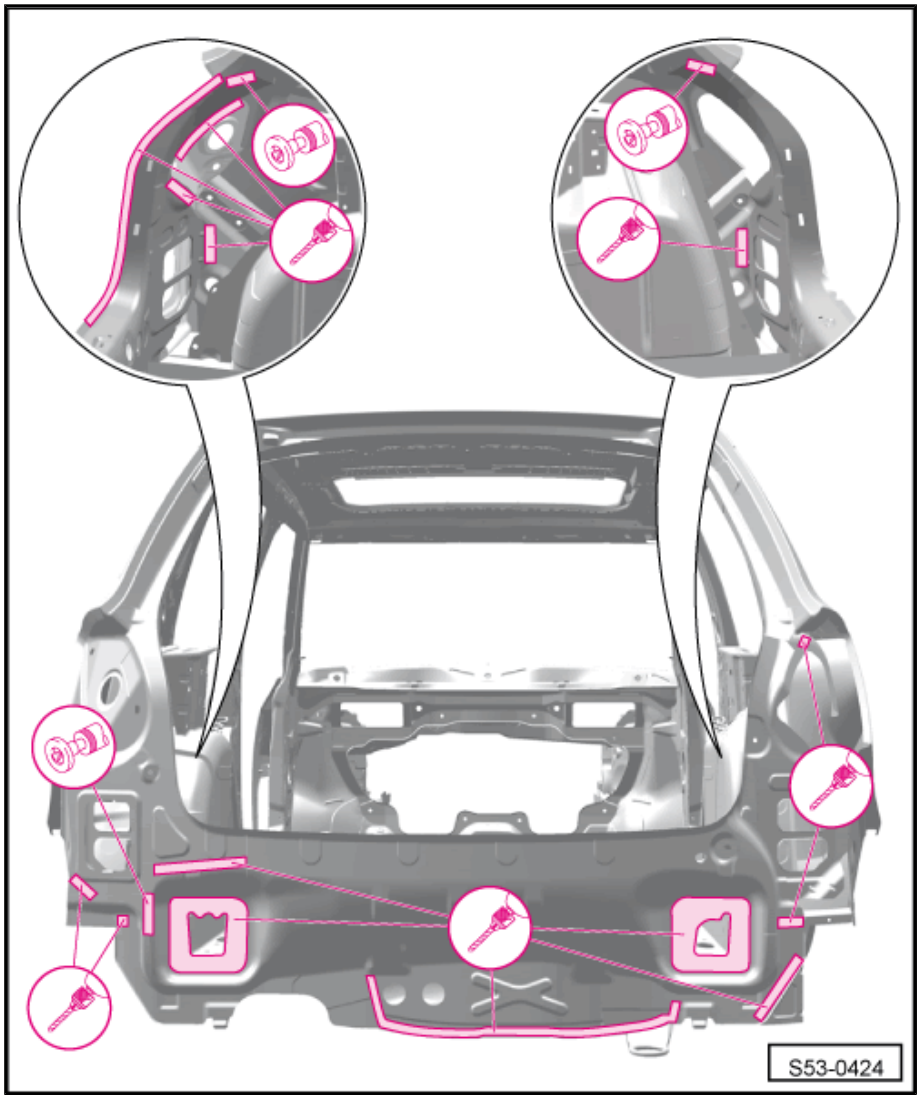


2.5 Replacing end part

2.5.1 Removing original parts

• Reinforcement of the rear light holder already separated ⇒ page 95

– Bore out the welding points.



– Grind out the inert gas shielded full seam interrupted.
– Remove and grind in the residue.

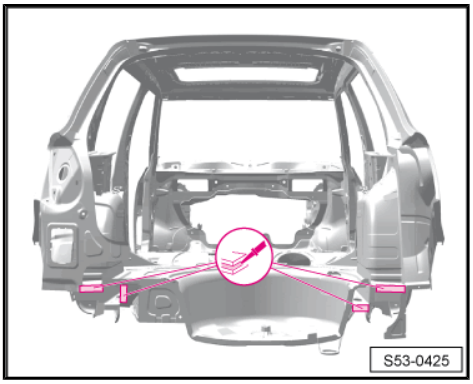
2.5.2 Spare part

- End part
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

2.5.3 Preparing the new part

– Clean adhesive surfaces.

– Apply the glue. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).



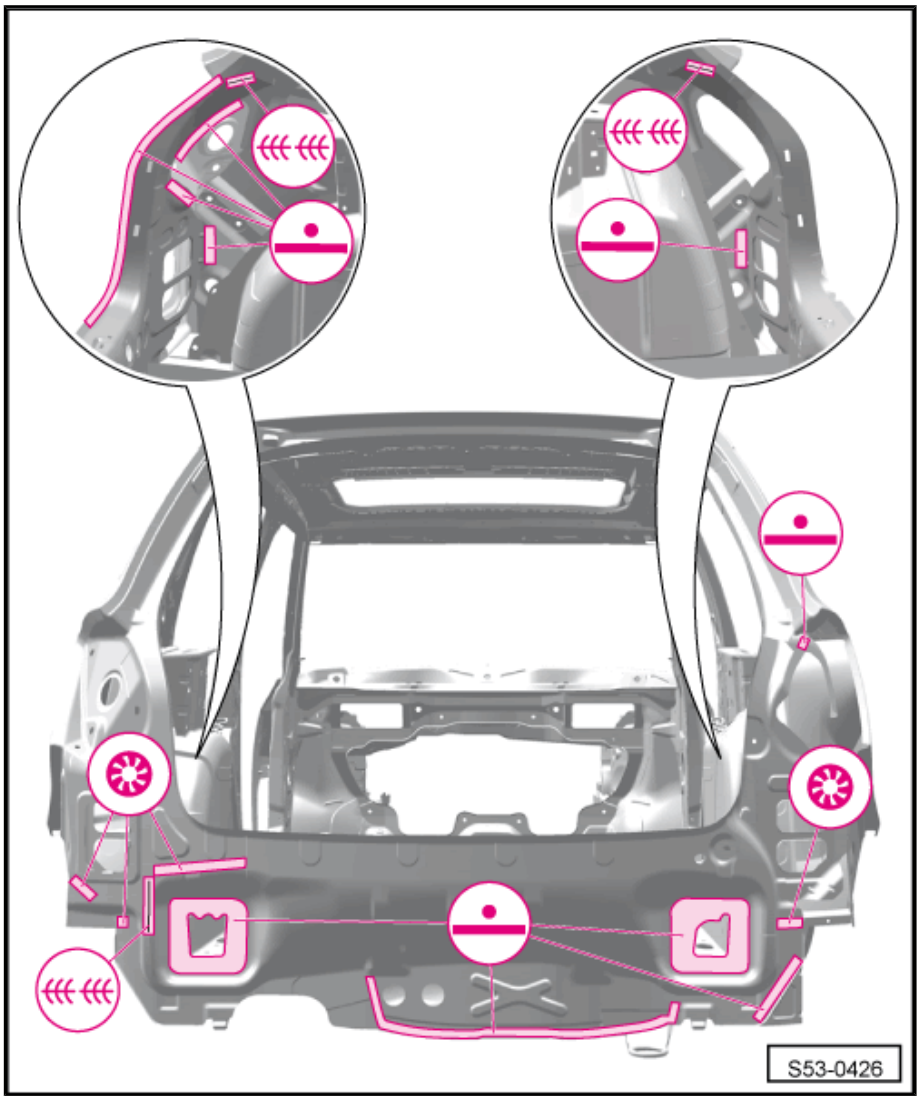
Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

2.5.4 Part welding

– Attach the new part and check the dimension of the gap with the other parts.

– Weld end part, RP spot seam.



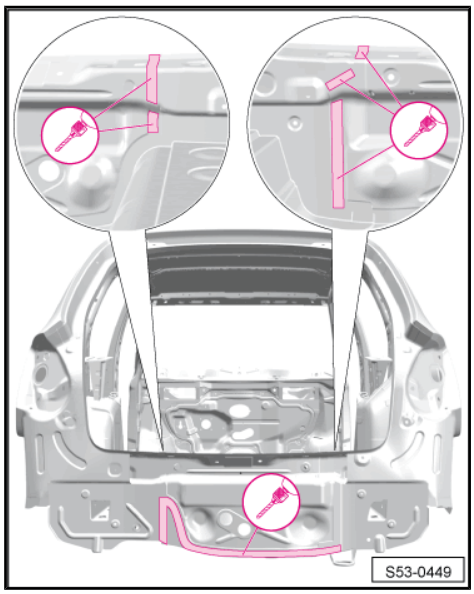
– Weld the end part, inert gas shielded plug weld.

– Weld the end part, inert gas shielded full seam interrupted.
– Weld in the reinforcement of the rear light holder ⇒ page 95 .

2.6 Replacing end part - Fabia Combi II

2.6.1 Removing original parts

• End cover plate already separated ⇒ page 94
– Bore out the welding points.
– Remove and grind in the residue.

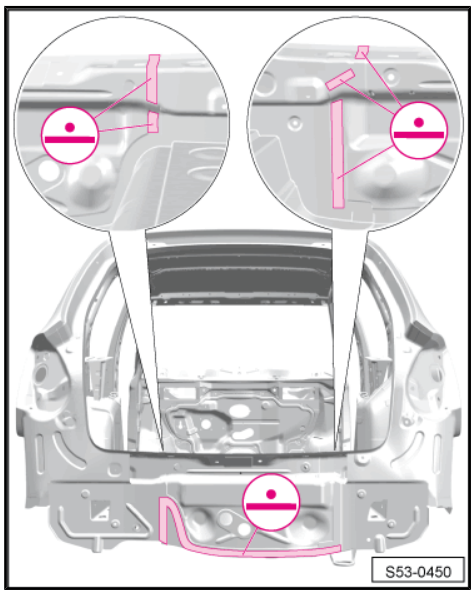


2.6.2 Spare parts

♦ End part

2.6.3 Part welding

– Attach the new part and check the dimension of the gap with the other parts.
– Weld end part, RP spot seam.
– Weld in the end cover plate ⇒ page 94



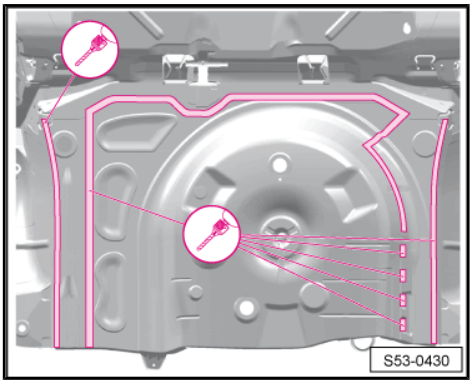
2.7 Replacing the luggage compartment floor

2.7.1 Removing original parts

- End part already separated ⇒ page 97

– Bore out the welding points.

– Remove and grind in the residue.



2.7.2 Spare parts

- Luggage compartment floor
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

2.7.3 Preparing the new part

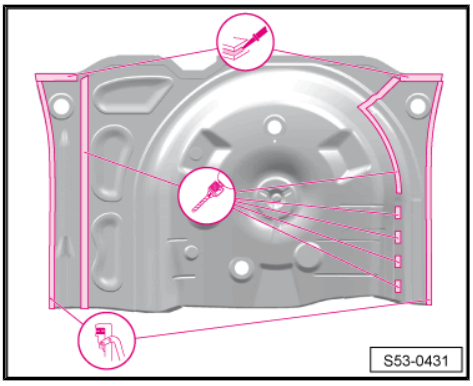
– Drill holes for the inert gas shielded plug weld, ∅ 7mm.

– Make holes in the luggage compartment floor using punch pliers.

– Apply the glue. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).

Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.

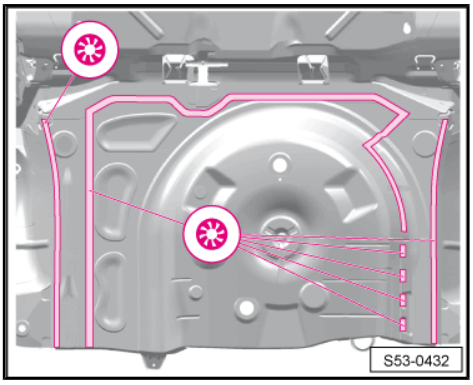


2.7.4 Part welding

– Attach the new part and check the dimension of the gap with the other parts.

– Weld in the luggage compartment floor plate, an inert gas shielded plug weld.

– Weld in the end part ⇒ page 97 .



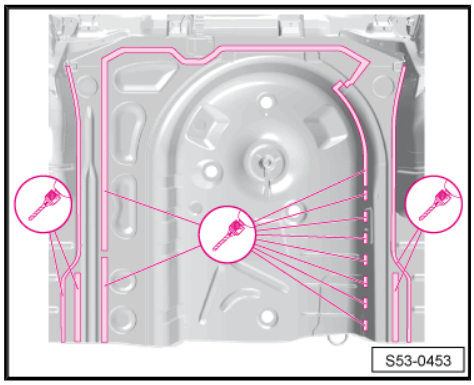
2.8 Replacing luggage compartment floor - Fabia Combi II

2.8.1 Removing original parts

- Outer reinforcements for the gasket channel already separated ⇒ page 96

– Bore out the welding points.

– Remove and grind in the residue.



2.8.2 Spare parts

- Luggage compartment floor
- Glue -DA 001 730 A2-
- Cleaning agent -D 009 401 04-

2.8.3 Preparing the new part

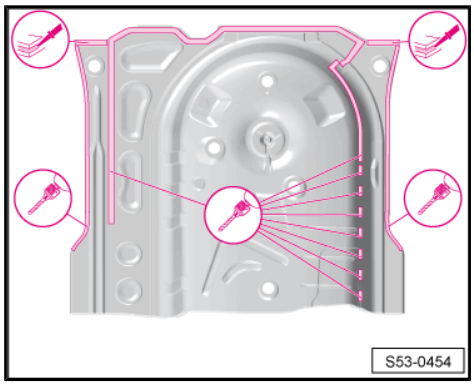
– Drill holes for the inert gas shielded plug weld, ∅ 7mm.

– Make holes in the luggage compartment floor using punch pliers.

– Apply the glue. 2 beads ∅ 4 mm (cut back the nozzle to the required diameter).

Note

The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.



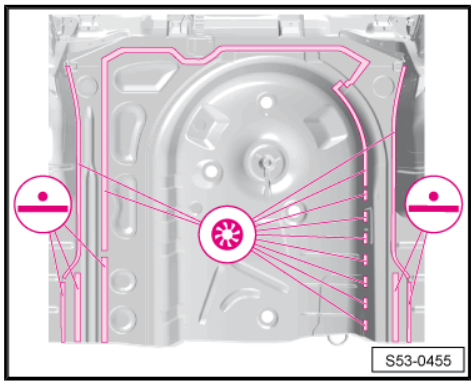
2.8.4 Part welding

– Attach the new part and check the dimension of the gap with the other parts.

– Weld luggage compartment floor, RP spot seam.

– Weld in the luggage compartment floor plate, an inert gas shielded plug weld.

– Weld in outer reinforcements for the gasket channel ⇒ page 96 .

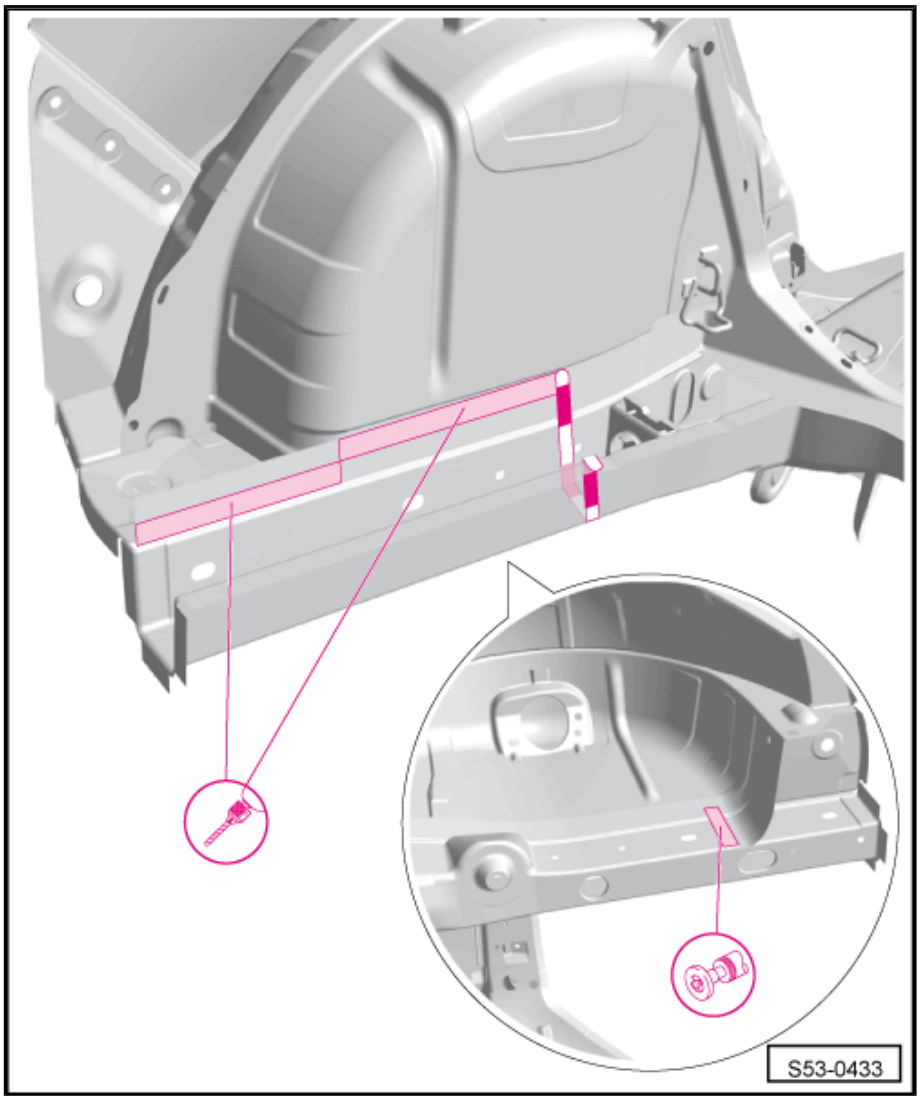


2.9 Replacing rear left frame side rail - section -

2.9.1 Removing original parts

- Luggage compartment floor already separated ⇒ page 101

– Bore out the welding points in the connecting area to the wheel house.



– Disconnect the rear frame side rail.

– Remove and grind in the residue.

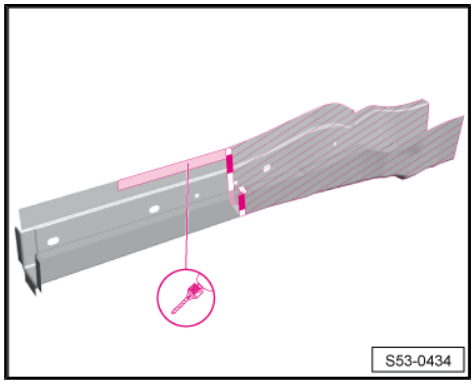
2.9.2 Spare parts

♦ The rear frame side rail

2.9.3 Preparing the new part

– Transpose the cut line onto the new part and separate off the shaded area.

– Drill holes for the inert gas shielded plug weld, ∅ 7mm.



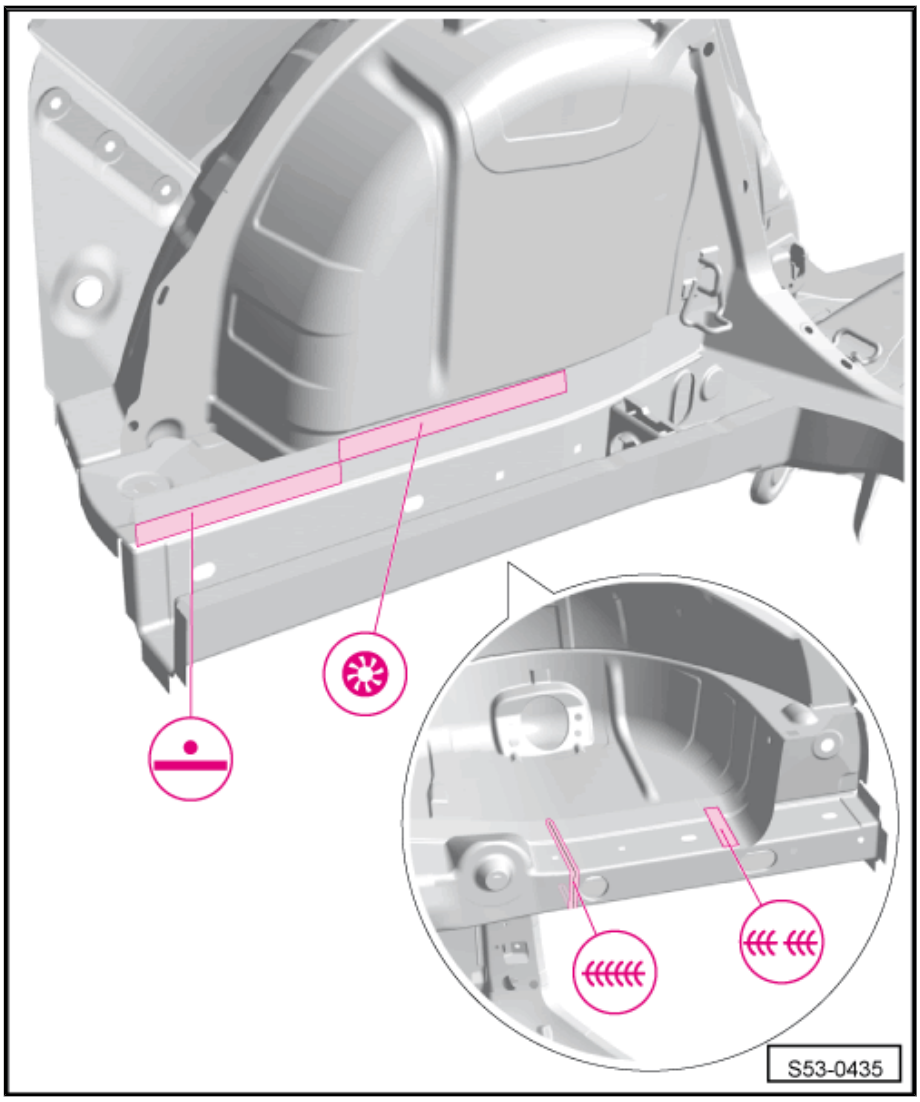
2.9.4 Part welding

Note

The vehicle is standing on the straightening bench on the straightening square set.

– Fit the new part into place and staple. The vehicle is standing on the straightening bench on the straightening square set.

– Weld in the rear frame side rail, an inert gas shielded full seam.



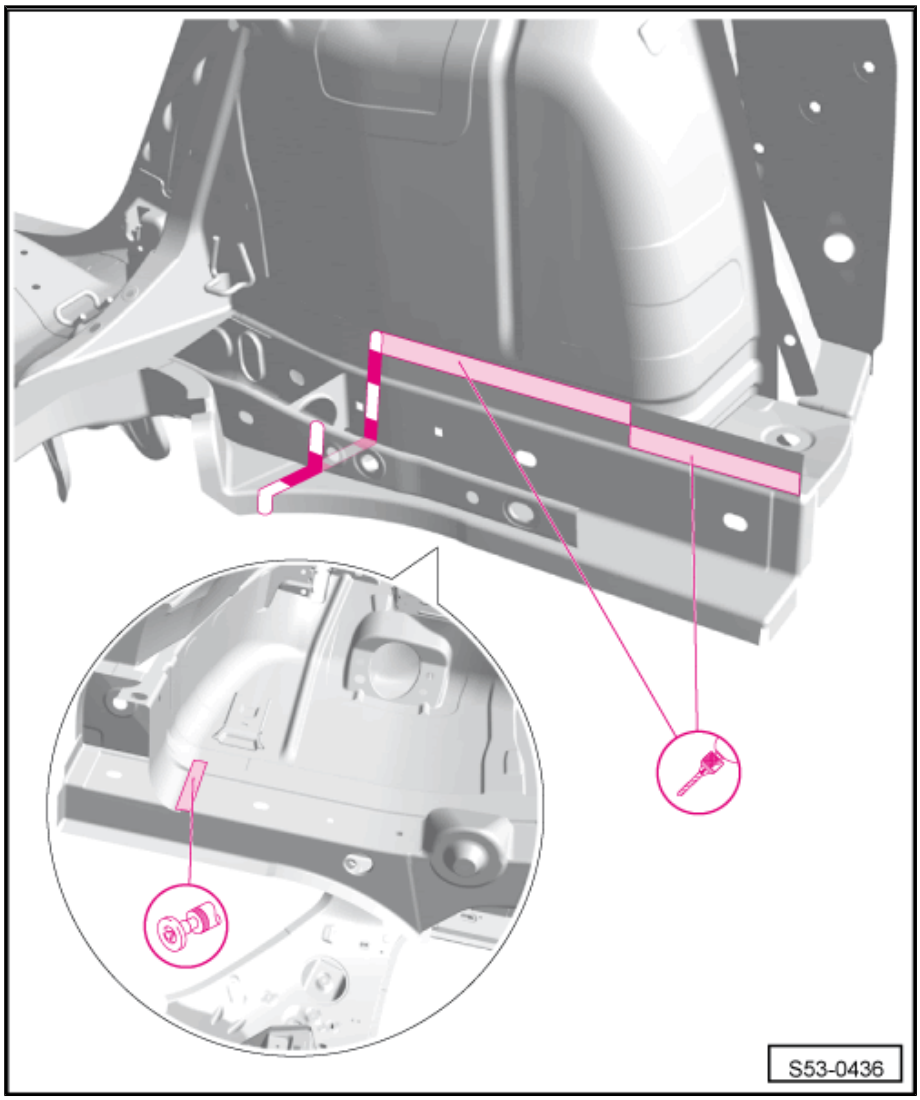
– Weld in rear frame side rail, RP spot seam.
– Weld in the rear frame side rail, inert gas shielded plug weld.
– Weld in the luggage compartment floor ⇒ page 101 .

2.10 Replacing rear right frame side rail - section -

2.10.1 Removing original parts

• Luggage compartment floor already separated ⇒ page 101

– Bore out the welding points in the connecting area to the wheel house.



– Disconnect the rear frame side rail.
– Remove and grind in the residue.

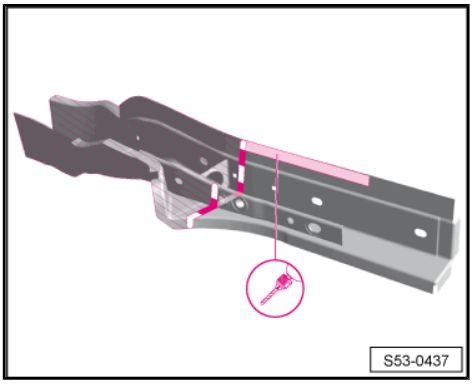
2.10.2 Spare parts

♦ The rear frame side rail

2.10.3 Preparing the new part

– Transpose the cut line onto the new part and separate off the shaded area.

– Drill holes for the inert gas shielded plug weld, ∅ 7mm.



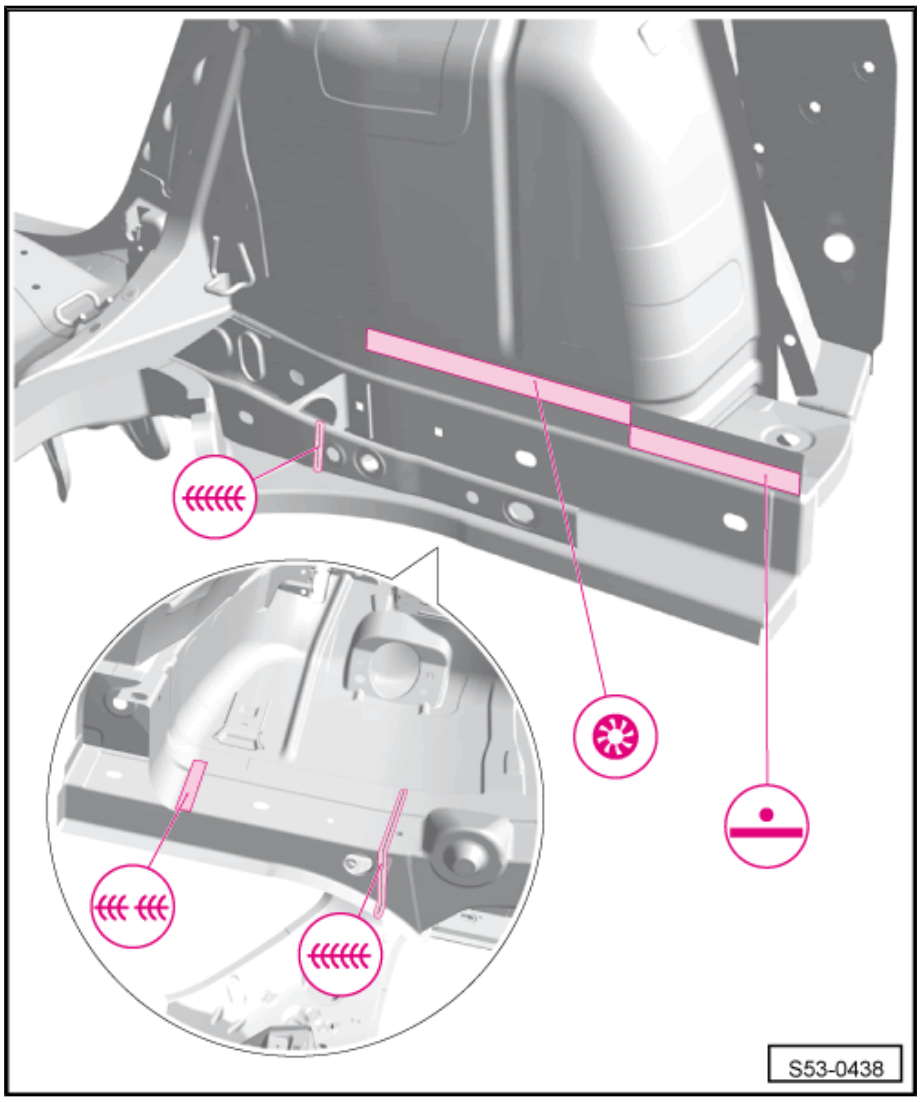
2.10.4 Part welding

Note

The vehicle is standing on the straightening bench on the straightening square set.

– Fit the new part into place and staple. The vehicle is standing on the straightening bench on the straightening square set.

– Weld in the rear frame side rail, an inert gas shielded full seam.

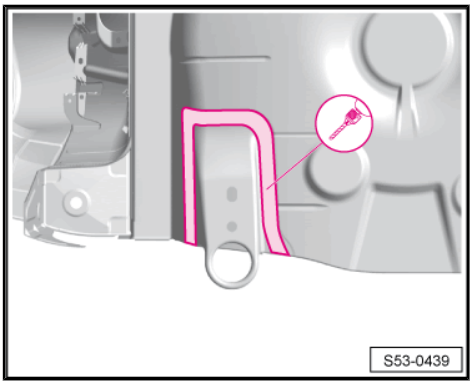


– Weld in rear frame side rail, RP spot seam.
– Weld in the rear frame side rail, inert gas shielded plug weld.
– Weld in the luggage compartment floor ⇒ page 101 .

2.11 Replace towing lug

2.11.1 Removing original parts

– Bore out the welding points.
– Remove towing lug and grind in the residue.

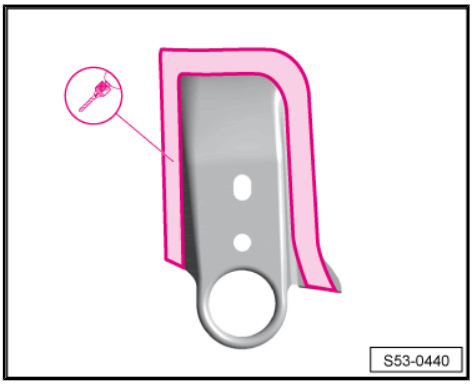


2.11.2 Spare part

♦ Towing lug

2.11.3 Preparing the new part

– Drill holes for the inert gas shielded plug weld, ∅ 7mm.



2.11.4 Part welding

– Weld the towing lug, inert gas shielded plug weld.