



Technical Note 576A

XB0X

Basic manual: Workshop Repair Manual 338

MODIFICATIONS TO REPLACEMENT PARTS Clio II phase 2 FOR Clio II phase 1

77 11 311 882

FEBRUARY 2002

EDITION ANGLAISE

*The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed.*

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The Parts Store only supplies Clio II phase 2 parts for repairs to Clio II phase 1 vehicles.

This is very often the case for parts which have been altered but can still be fitted to the old vehicles. These parts may require adaptive operations which can be carried out as part of bodywork repairs.

There are two cases dealt with in this document:

Case ① The standardised part requires modification before it can be fitted in place of the old one and its replacement procedure is modified.

Case ② The standardised part is fitted in place of the old part.

The replacement procedure has not changed (refer to Workshop Repair Manual **338**).

All sections are listed opposite each part, to make them easier to refer to more quickly.

Parts affected by the case ①

Bodywork (**40A-D**)

Front half-unit (**41A-A**)

Sill panel reinforcement (partial replacement) (**41C-A**)

Rear right-hand side member (**41D-A**)

Scuttle side panel rear section upper reinforcement (**42A-A**)

Front section of front right wheel arch (**42A-B**)

Bulkhead (new partial) (**42A-D**)

B-pillar (partial replacement) (**43A-A**)

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Rear wing panels (**44 A**)

Body side lining (**44A-B**)

Roof (**45A-A**)

Parts affected by the case ②

Front end cross member (**41A-B**)

Rear cross member under front seat (**41B-A**)

Sill panel reinforcement (complete replacement) (**41C-A**)

Rear floor (**41D-B**)

Bulkhead (complete replacement) (**42A-D**)

B-pillar (complete replacement) (**43A-A**)

B-pillar reinforcement (complete replacement) (**43A-B**)

Body side lining (complete replacement) (**44A-B**)

IMPORTANT REMINDER:

Operations for cutting and stripping the panel must be carried out before painting, this being preceded by an additional anti-corrosion operation.

The anti-corrosion protection should be applied using the following products:

Pretreatment primer

Part no.: **77 01 423 933**

Reactive thinner

Part no.: **77 01 423 955**

Following new specifications, the detailed explanations given below will help you to understand the methods.

These change and are updated as and when necessary from edition to edition.

This means that the most recently published Workshop Repair Manual should be used as reference.

1. Basic rules for the replacement of structural components

As a general rule, when a welded bodywork component is replaced, the repair must be identical to the original both in terms of the number of welds and the type of welding used, for reasons of appearance and safety.

If this rule cannot be followed fully during repair for practical reasons, the replacement solutions will be shown in the repair procedures.

These solutions ensure that the repairs have the required mechanical strength and release the repairer from liability.

Therefore, you will only find particular instances where spot welds differ from the original indicated in the procedures, electrical resistance spot welds will no longer be illustrated in the diagrams.

Most frequently encountered cases when replacing an electrical resistance weld:

- 1 Plug welding
- 2 Bead
- 3 Adhesive bonding
- 4 Riveting

In some cases, the following will be indicated:

- the tools and equipment used for the operations,
- the cross sections of the specific panel overlaps requiring an explanation,
- the dimensions for positioning certain components,

- the location of the cutting lines for partial replacements,
- the location of the bonding areas specific to the repair.

When a part is symmetrical (left and right-hand sides are identical), only one side will be dealt with in the procedure (e.g.: partial replacement of the rear floor rear section).

This means that the operations for the other side are the same (number of spot welds, etc.), unless specific indications to the contrary are given.

This applies to both left and right-hand drive versions.

In the document, the drawings illustrate the replacement of the various parts as clearly as possibly following a typical impact described in each introduction.

The diagram should illustrate the part to be replaced without the neighbouring components as if they have already been removed.

However, some diagrams may not follow this rule in order to better depict the part in its location.

The structural repair procedures are carried out using uncoated steel bodywork panels.

The original mastics are not illustrated.

Special notes for replacements made with cuts:

Generally, the areas to be cut are described in the procedures as guidelines. They can be adapted according to the damage sustained through impacts if the main safety regulations detailed in the General Information section of the bodywork guide are observed.

When the position of the cut is specified in the procedure, it must be followed.

IMPORTANT: The codified times for operations (MT) are specified according to the position of the cuts illustrated in the manual.

This means that if the operator chooses to cut a different area, the time given to do the job will no longer correspond.

2. Use of symbols explained

You will find below several representative examples of how to replace parts.

All explanations are written in italics.

EXAMPLE No.1: Front wheel arch front section
(Section 42A):

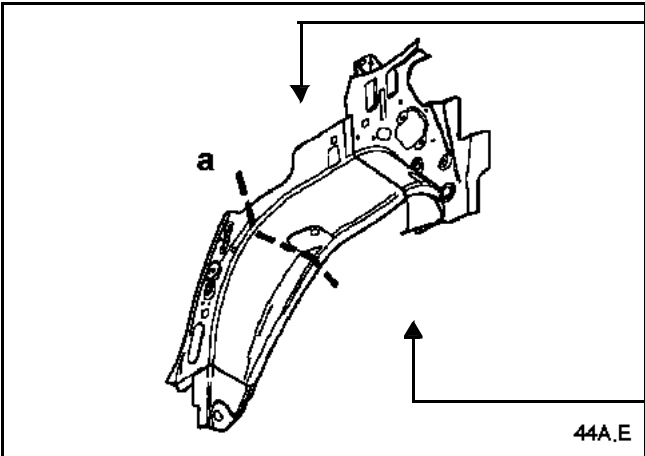
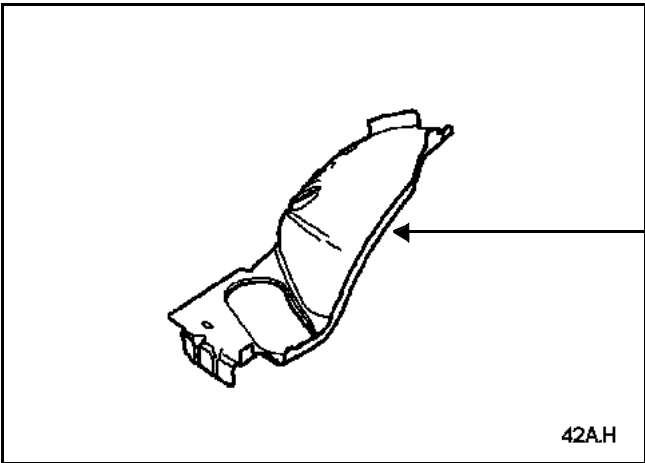
The replacement of this part is an operation complementary to the replacement of the scuttle side panel for a side impact.

In the procedure described below, you will only find the descriptions and the joints which are specific to the part concerned.

The information on the additional parts will be dealt with in the respective sections (refer to contents).

COMPOSITION OF THE REPLACEMENT PART

Part supplied on its own.



This implies that there is a basic operation, in which the preliminary operations will be covered, associated with the replacement of this part.

From which the two following paragraphs are taken:

The supplementary parts are those affected by the impact, which are assumed to have been removed already.

Knowledge of the composition of the replacement part allows work to be carried out before receiving the part and ensures that the most suitable part is ordered.

The image used in the introduction is that used in the Replacement Parts Catalogue.

*A simplified dotted line on the diagram indicates the possibility of a partial replacement (Outer wheel arch 44A).
This symbol scheme is repeated in the exploded views of the parts in the Repair Times section.
This cutting line is always accurately detailed in the procedure, and it is important to refer to this as it indicates the exact position of the cut and the method for joining.
(see EXAMPLE No. 4 described below).*

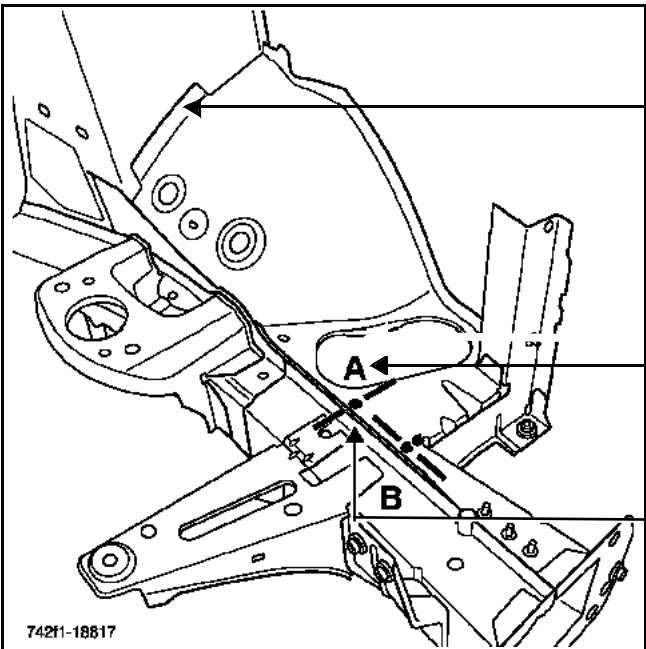
These cuts are marked by a lower case letter.

PARTS CONCERNED (thickness in mm):

1	Scuttle side panel	1.5/2.5
2	Windscreen pillar lining	1
3	Windscreen aperture lower cross member	0.9
4	Sill panel closure panel	1.2
5	Front wheel arch rear section	1.2
6	Windscreen aperture lower cross member reinforcement	0.9

The list of PARTS CONCERNED refers only to the parts marked in the diagrams.

When two panel thicknesses are shown for the same part, this means that this part consists of two panels which were originally butt welded. Thicknesses are shown starting from the outer end of the part going towards the passenger compartment of the vehicle (direction of the impact).



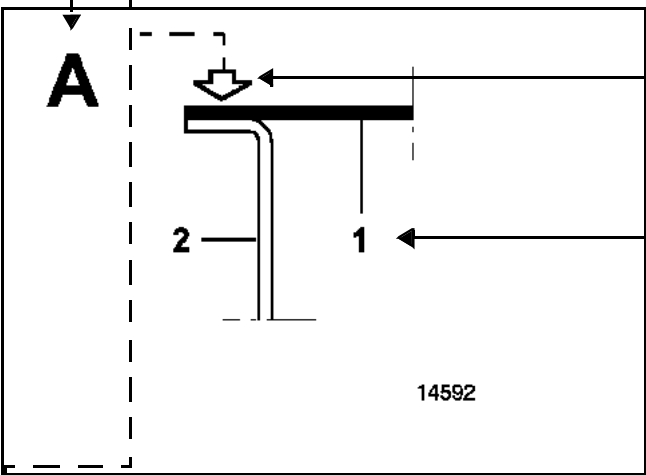
The join between the wheel arch and the shock absorber turret is not dealt with because it can be made as originally.

This letter designates the diagram which corresponds to the section (this is repeated in the upper left-hand corner of each diagram).

The dashed line shows the centre line of the sections.
The dashed line shows the exact placement for the join.

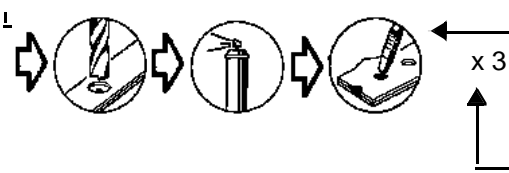
This letter designates the diagram of the section which corresponds to the drawing (this is repeated in each drawing).

This arrow indicates the location and direction of operations to be carried out (this is repeated under each section followed by one or more icon(s) signifying an exact operation).



This number corresponds to the number of the part in the list of parts involved.

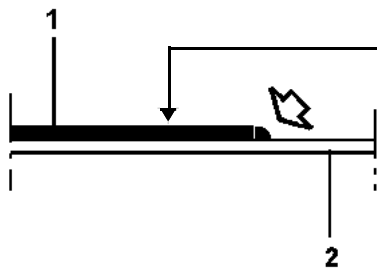
The use of sections allows for the necessary precision for panel butt welding joints which are complex or different from the original.



The symbol represents the specific operation to be performed and the type of tool (Section 40A Key for icons and symbols).

X3 specifies the number of spot welds required for the attachment concerned.
Here, resistance spot welds are replaced with plug welds.

B



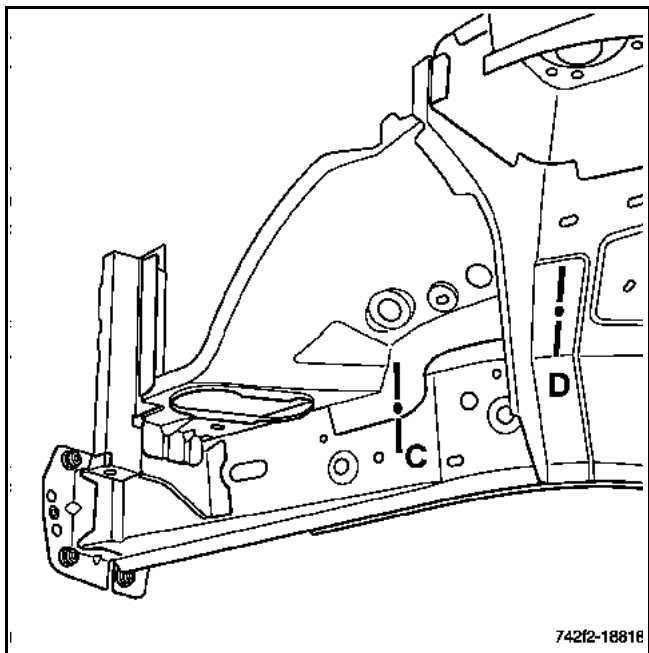
The part shown in black is the one removed during the operation.
The other panels shown in white represent the parts remaining in position on the vehicle.



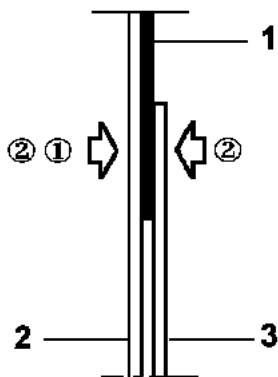
L25

L25 specifies the length in millimetres of the bead to be welded for the join concerned.

If several welds are required, the number will appear before the L25, e.g.: X4 L25 means that there are four 25 mm lengths of beading required.



D



This special numbering system indicates the order in which the various tasks must be carried out

- ① Drill
- ② Protect and plug the two sides



Ø 10

Ø 10 indicates the diameter in millimetres of the hole to be drilled for the operation.

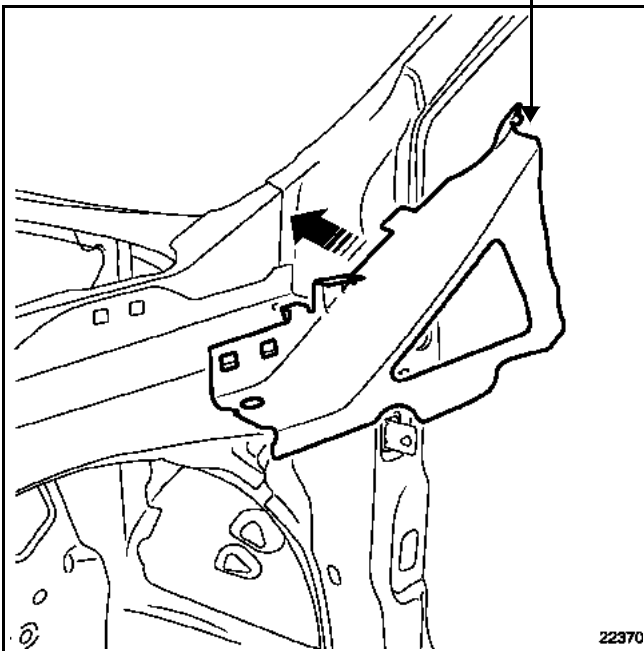


EXAMPLE No. 2: Scuttle side panel upper rear reinforcement (**Section 42A-G**).

NOTE: this operation presents no particular difficulties.

Where spot welds cannot be made with the spot welder, they can be replaced by plug welds.

You will find one or more drawings of the part, either on the vehicle or removed from it, in the method for your information.



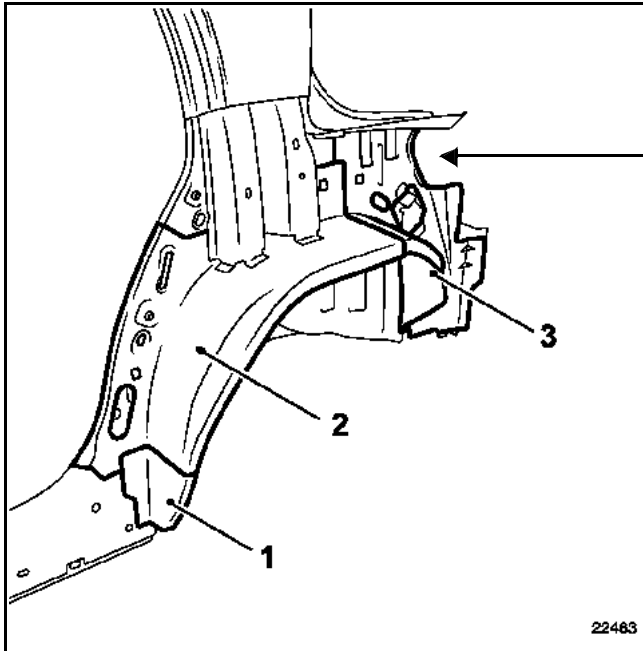
Specific case:

*When the original spot welds are replaced with plug welds and the operation presents no particular problems in respect of the **Basic rules for replacing structural components** (see paragraph 1).*

Nothing is detailed in the procedure.

If this is the case, one or more illustrations of the part in position on the vehicle or off the vehicle will be provided for information purposes.

EXAMPLE No. 3: Outer wheel arch (Section 44A).



The outer rear wheel arch consists of three sections:
Lower component (1)
Front section (2)
Rear section (3)

NOTE: depending on the level of impact, it is possible to replace the damaged parts only.

This type of operation requires that the components to be replaced are unpicked from the outer rear wheel arch assembly supplied by the Parts Store.

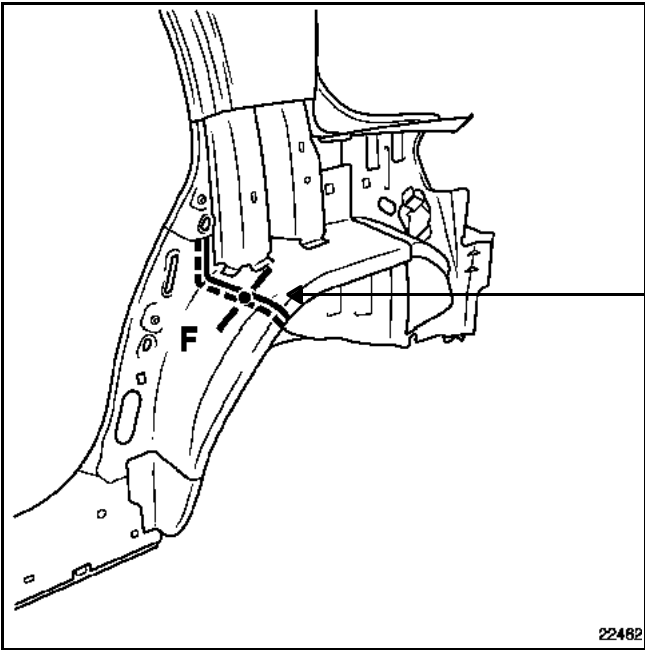
The highlighted part shown in position is also used when the replacement method is not particularly difficult.

*This representation enables the part to be seen in position on the bodywork with hidden areas and ridges visible.
Here, it can be seen that the outer wheel arch is supplied by the Parts Store assembled in three sections.*

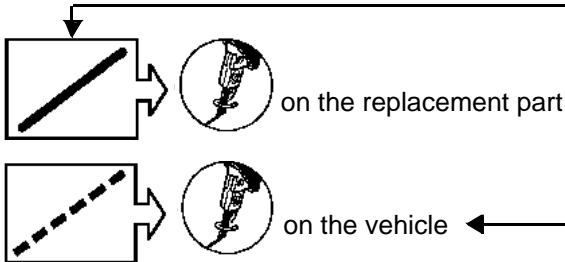
It is an example of partial replacement by unpicking (without cutting).

This case is used on parts from the Spare Parts Store assembled with several components.

EXAMPLE No. 4: Outer wheel arch (Section 44A).

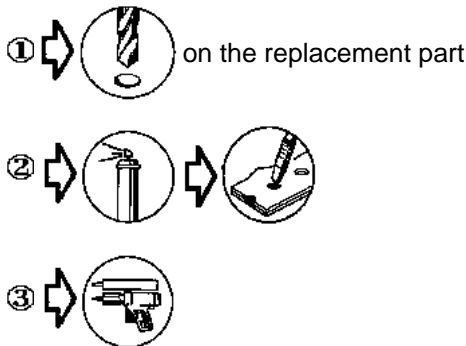
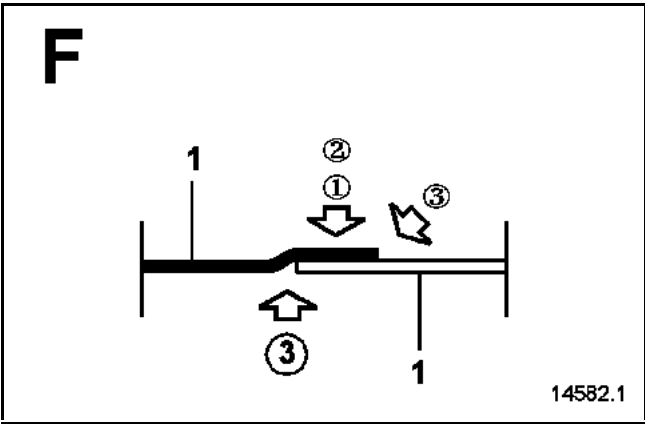


The symbol represents the area or the exact outline of the operation to be performed (see Section 40A Key for icons and symbols).





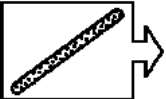

The icon corresponds with the figure to indicate the type of operation to be carried out at this point

This illustration shows the panel overlap for replacement by drilling and superposition.



<p>NOTE:</p> <p>The number of plug welds is not specified. It is essential to leave a gap of approximately 60 mm between the spot welds, then after welding apply a mastic bead to the edge (operation ☺) to ensure sealing and finish.</p> <p>Use M.J.Pro type mastic (part number: 77 11 172 676)</p>	<p><i>A specified gap is given if the number of spot welds is not specified in the symbol.</i></p> <p><i>The part numbers of the products or equipment are valid at the time the document is issued. They are liable to be changed in the event of developments. These part numbers are tracked by the product and equipment catalogue updates.</i></p>
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1. Symbols:

	Usually represents a visible panel edge. The symbol may be followed by an action to be carried out along this line (e.g.: cutting).
	Usually represents a hidden panel edge. The symbol may be followed by an action to be carried out along this line (e.g.: cutting).
	Represents a bead of mastic or cement. The symbol may be followed by an action to be carried out along this line (e.g.: extrusion).
	Usually represents an edge to edge cut or a simple bead of chain weld.










GENERAL INFORMATION

Key for icons and symbols

40A

C

2. Symbols:















	Cut with chisel. Open out with a chisel. Flat chisel.
	Cut with a saw. Pneumatic power hacksaw.
	Unpick the spot welds. Hardened steel bit. Speed of rotation 800 to 1000 rpm.
	Grind back the beading or spot welds (grinding discs). Cut (disc saw). Pneumatic straight grinder. Maximum speed 20 000 rpm.
	Mill the bead or spot welds. Pneumatic straight grinder. Maximum speed 20 000 rpm.
	Drill $\leq \varnothing 8$ mm. Steel drill bit. Speed of rotation 800 to 1000 rpm.
	Drill $\geq \varnothing 8$ mm. Tapered drill bit. Speed of rotation 800 to 1000 rpm.
	Decrimping. Decrimping pliers Car. 1657.
	Grind the bead or spot welds. Surface finish the bead or spot welds. Pneumatic angle grinder.

GENERAL INFORMATION



Key for icons and symbols

40A

C

	Clean the mating faces before welding. Pneumatic straight grinder. Speed of rotation 2 500 rpm.
	Detach the spot welds. Pincers.
	Peel away the areas of mastic or adhesive strips. Heat gun.
	Protect the mating faces before welding. Aluminium-based aerosol.
	Add a bead to the mating faces. Manual or air spray gun. Mono or bi-component filling or structure mastic.
	Apply weldable mastic (electrical conductor) between the two panels to be spot welded. Spray gun. Monocomponent bonding mastic.
	Extrude a mastic bead. Manual or air spray gun. Monocomponent filling or sealing mastic.
	Planish a component. Crimp an outer door panel. Hammer and stake.
	Braze or unbraze the weld. Oxyacetylene equipment.
	Apply electrical resistance spot welds. Pneumatic spot welder.
	Chain weld or apply a bead of weld with MAG shielding gas. Semi-automatic welding station.
	Plug weld with MAG shielding gas. Semiautomatic welding station.
	Tin plate the surface finished area. Heat gun. Spatula + 33 % tin strip + tallow.
	Spray a mastic. Spray gun. Bi-component anti-chipping and anti-corrosion mastic.

GENERAL INFORMATION
Key for icons and symbols

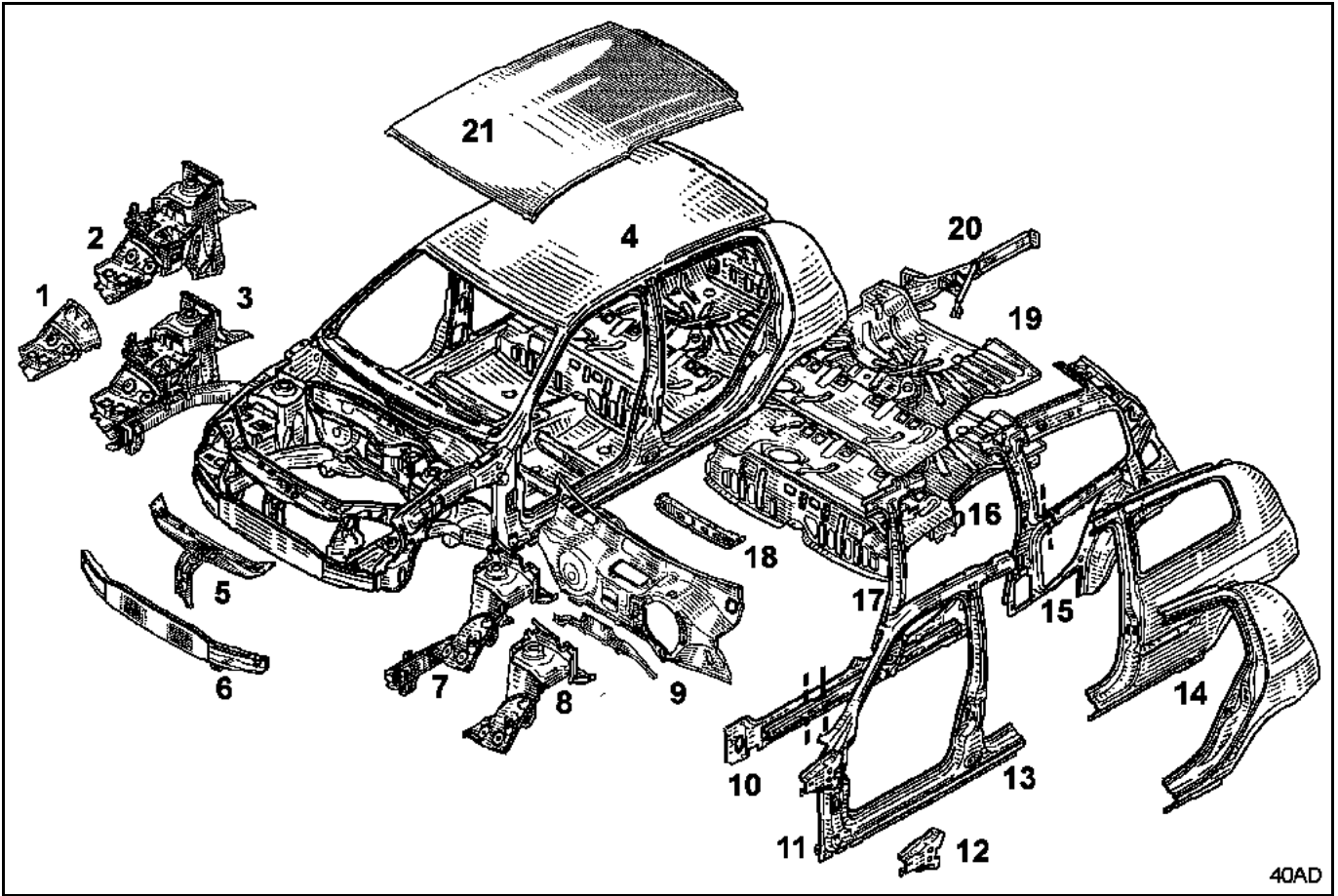
	Spray the hollow sections with wax. Spray gun.
	Safety symbol. Follow the advice indicated.

GENERAL INFORMATION

Description of parts

40A **D**

REMINDER: All sections are to be found opposite each part, to make them easier to refer to more quickly.

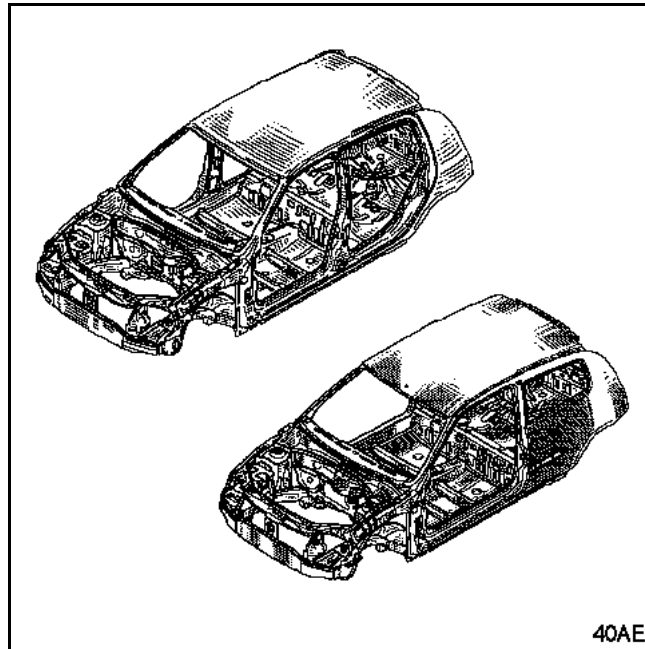


- 1 Front section of front right wheel arch ② (42A-D)
- 2 Front wheel arch ② (42A-C)
- 3 Front half unit ② (41A-B)
- 4 Body ② (40A-D)
- 5 Upper centre cross member ① (42A-A)
- 6 Front end cross member ① (41A-A)
- 7 Front half unit ② (41A-B)
- 8 Front wheel arch ② (42A-C)
- 9 Bulkhead ① ② (42A-E)
- 10 Sill panel reinforcement ① ② (41C-A)
- 11 Body side front section ① (43A-C)
- 12 Scuttle side panel upper reinforcement, rear section ① (42A-B)
- 13 B-pillar ① ② (43A-A)
- 14 Rear wing panels ② (44A-A)
- 15 Body side lining ② (44A-B)
- 16 Rear floor unit ② (41D-C)
- 17 B-pillar reinforcement ① ② (43A-B)
- 18 Rear cross member under front seat ① (41B-A)
- 19 Rear floor ② (41D-B)
- 20 Rear right-hand side member ② (41D-A)
- 21 Roof ② (45A-A)

This part is part of case no. ① (see the introduction to **Section 40A-C Description of parts**).

NOTE: Clio II phase 1 body shells are supplied with phase 2 modifications which do not affect phase 1 components.

You will find below the following modifications to carry out.



Adaptation to carry out on the replacement body shell (versions B and C), see section:

Rear side member 41D-A

- towing ring

Scuttle side panel upper reinforcement 42A-A

- front wing mounting stud

Bulkhead 42A-C

- bulkhead reinforcement mounting stud

Rear wing panel 44A-A

- modification of the rear wing panel to fit the bumper

FRONT LOWER STRUCTURE

Front half unit

41A

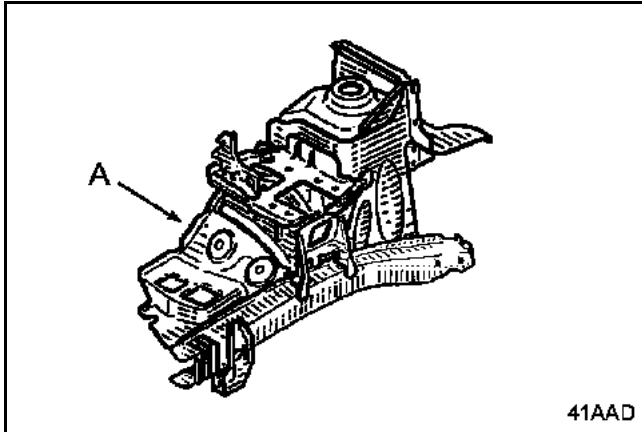
A

The Parts Store only supplies Clio II phase 2 body shells for repairs to Clio II phase 1 vehicles.

Case no. ① (see the introduction to **Section 40A-C: Description of parts**).

You will find the following modifications to carry out.

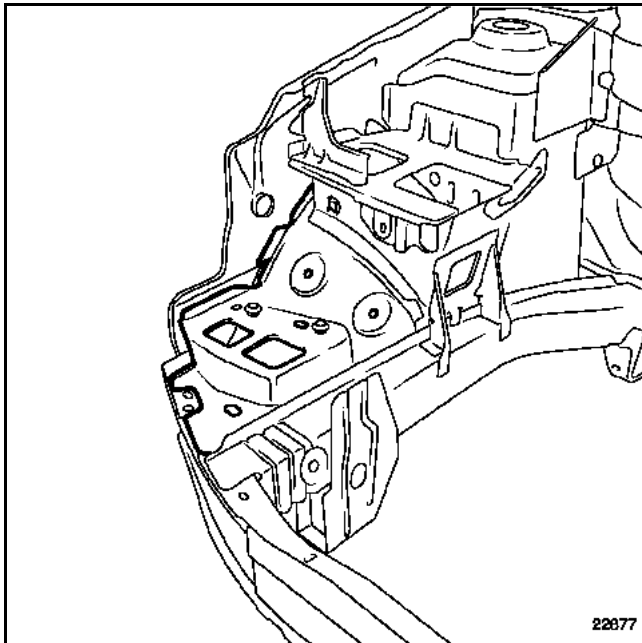
RIGHT-HAND SIDE



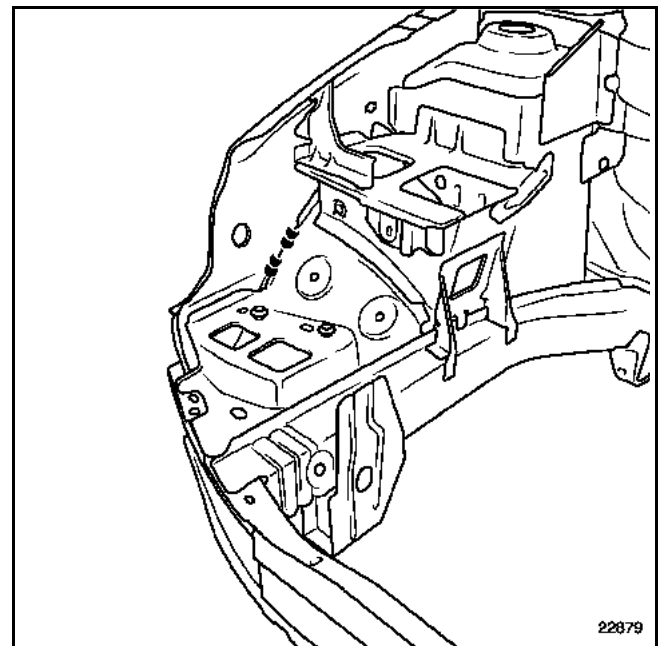
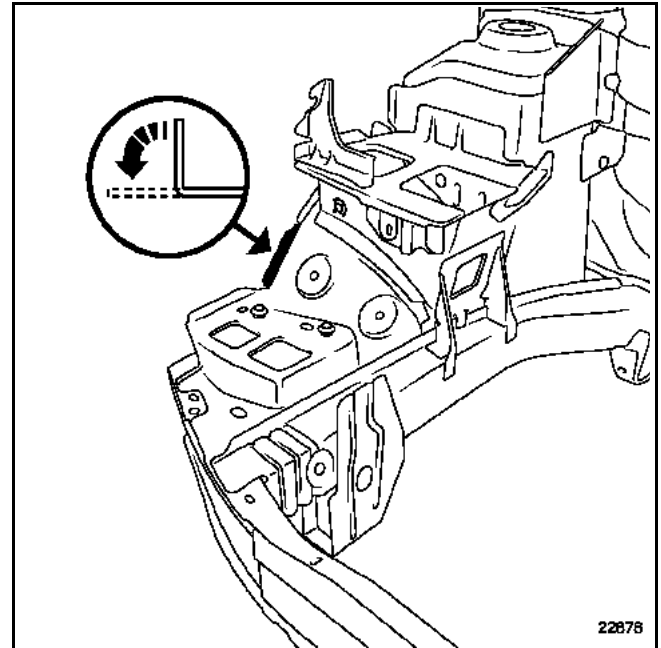
The mating of the front section of the wheel arch (A) and the cowl side panel is different (new shape).

It is necessary to fold the edge of the front section of the wheel arch (A) to perform the mating operation correctly during the cowl side panel phase 1.

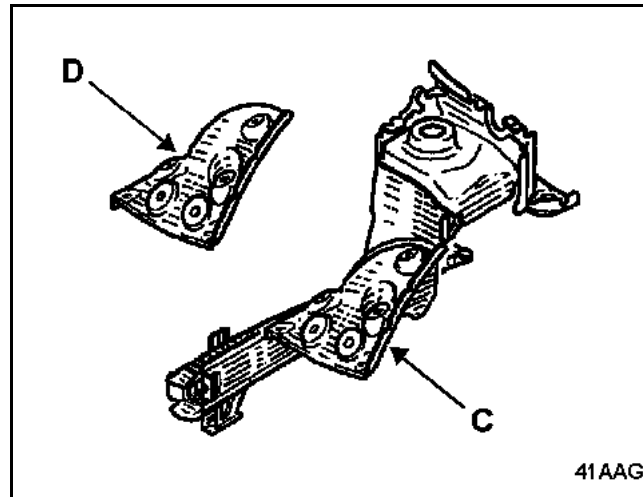
Phase 2 fitting



Adaptation for phase 1 fitting



LEFT-HAND SIDE



It is not possible to fold the edge of the front section of the wheel arch as on the right-hand side because the clearance between the scuttle side panel is too great to perform an accurate mating operation.

It is necessary to replace the front section of the wheel arch (C) with a phase 1 version (D).

This operation requires:

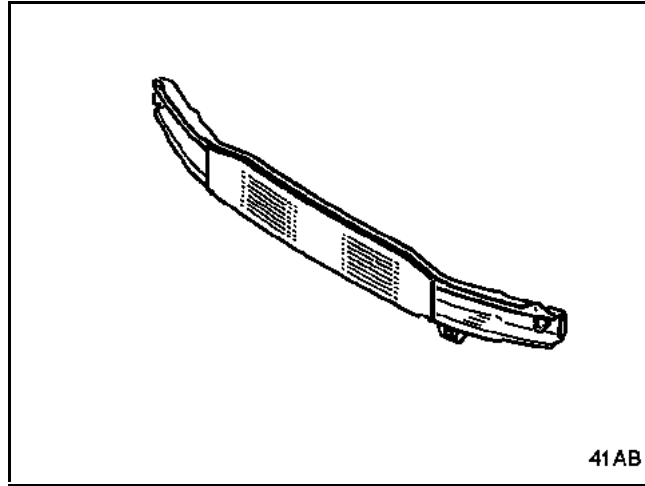
- the phase 1 front section of the front wheel arch to be ordered,
- the front section of the phase 2 wheel arch half-unit to be unclipped,
- the phase 1 front section of the front wheel arch to be rewelded in its place.

FRONT LOWER STRUCTURE

Front end cross member

41A B

This part is part of case no. ② (see the introduction to **Section 40A-C: Description of parts**).



CENTRAL LOWER STRUCTURE

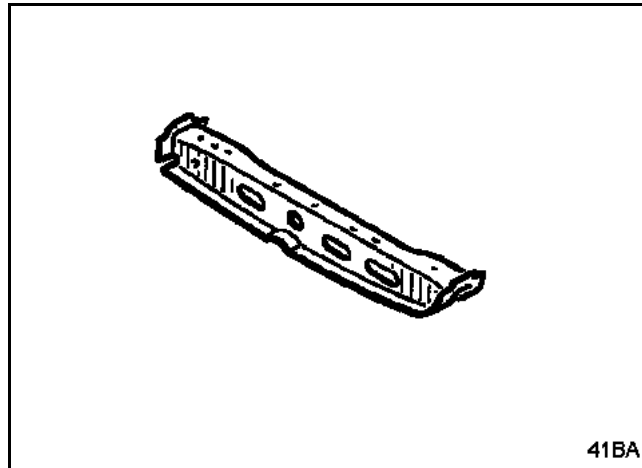
Rear cross member under front seat

41B**A**

This part is part of case no. ② (see the introduction to **Section 40A-C: Description of parts**).

SPECIAL FEATURE:

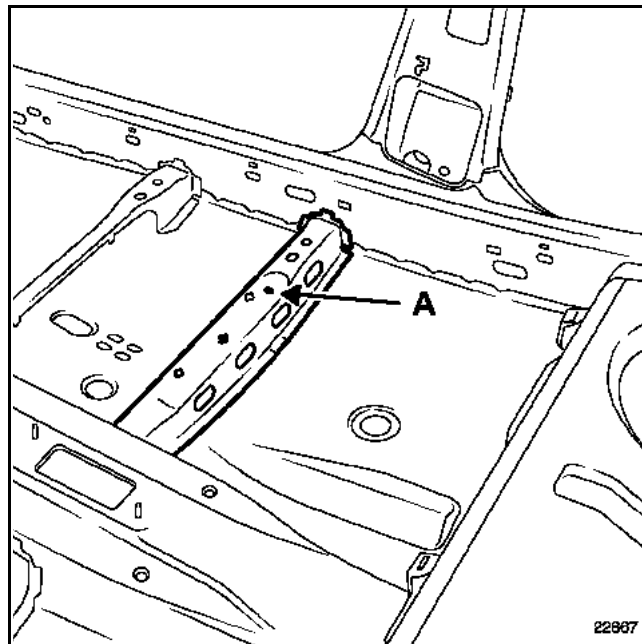
The new rear under-seat cross member is fitted with a plate enabling new **ISOFIX** child seats to be fitted to it.



COMPOSITION OF THE REPLACEMENT PART

Part assembled with:

- cross member reinforcement,
- mounting plates (A).



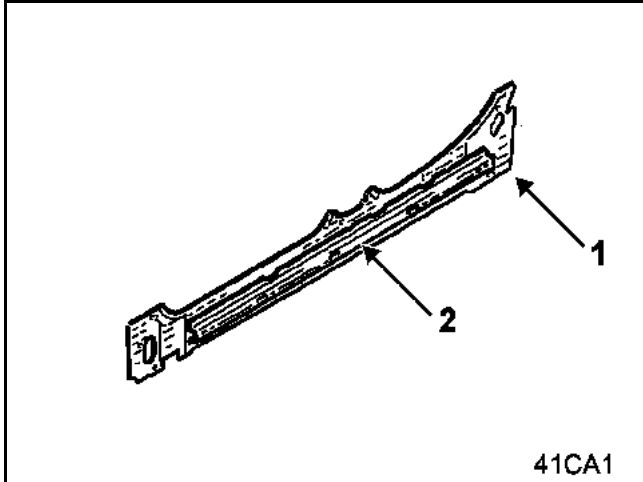
This part is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

You will find the following modifications to carry out.

COMPOSITION OF THE REPLACEMENT PART

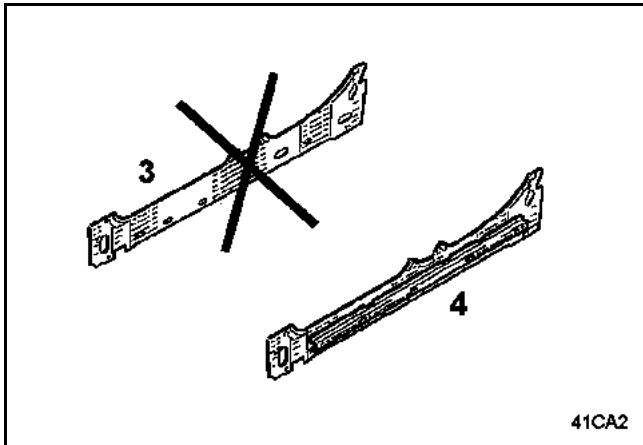
Part assembled with:

- sill panel reinforcement (1),
- reinforcement stiffener (2).



NOTE: the Clio II phase 2 sill panel reinforcement is fitted with a stiffener only on 3-door versions.

Complete replacement

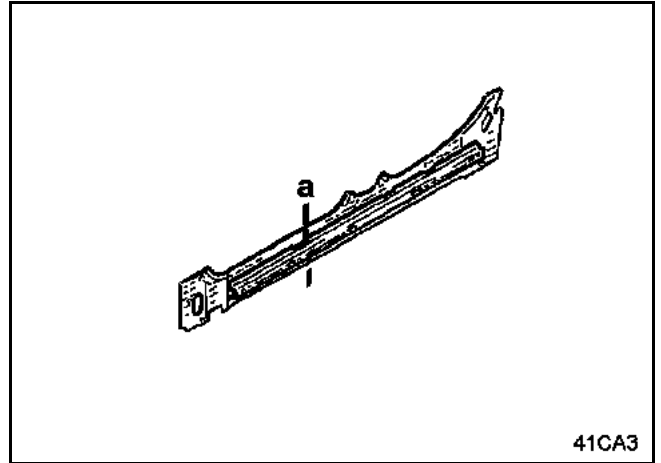


3 Phase 1 part removed

4 Phase 2 part

NOTE: the complete replacement procedure does not require any special modifications. Leave the stiffener in place.

Replacement along cut (a)



Replacement is carried out along cut (a).

The operation requires the stiffener to be unclipped from the spare part assembly.

LOWER REAR STRUCTURE

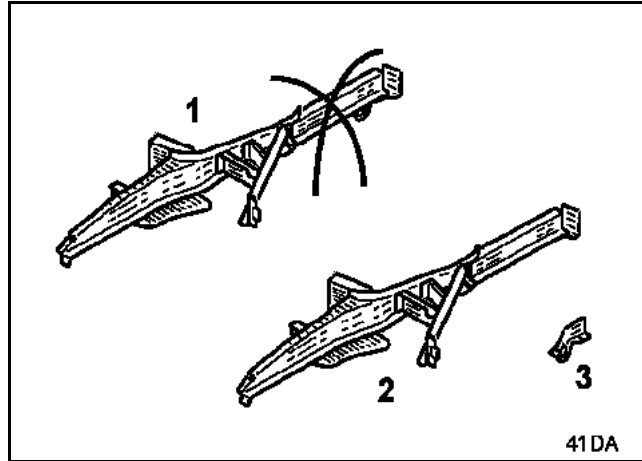
Rear side member

41D

A

This part is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

You will find the following modifications to carry out.



NOTE: the Clio II phase 2 rear side member (2) no longer has a lashing point (3) which was fitted to phase 1 rear side members.

When replacing a side member on a phase 1 vehicle, it is necessary to order a phase 1 lashing ring (3) so that the vehicle still conforms.

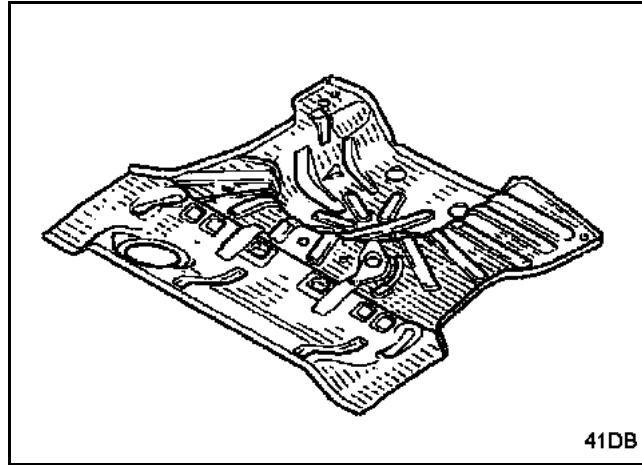
LOWER REAR STRUCTURE

Rear floor

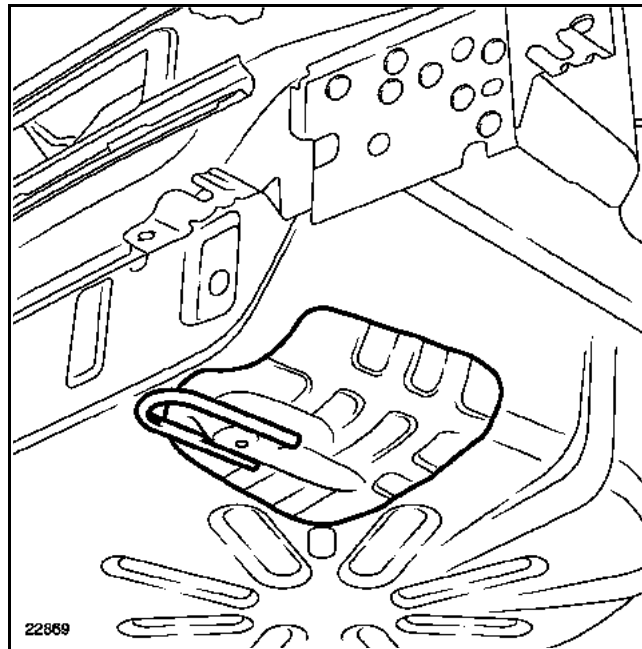
41D**B**

This part is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

You will find the following modifications to carry out.



NOTE: the Clio II phase 2 rear floor has a special lashing point which was not fitted on the phase 1 rear floors (lashing point on rear right-hand side member).

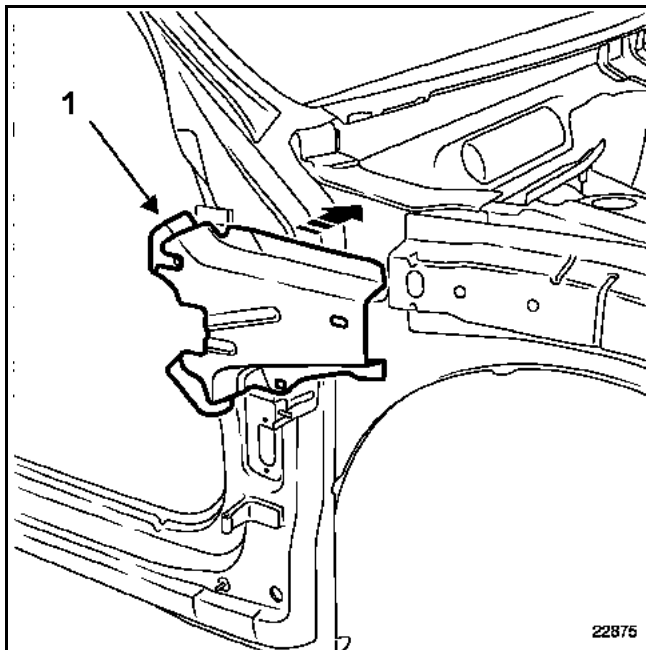


When replacing the rear floor on a phase 1 vehicle leave the phase 2 lashing point in position.

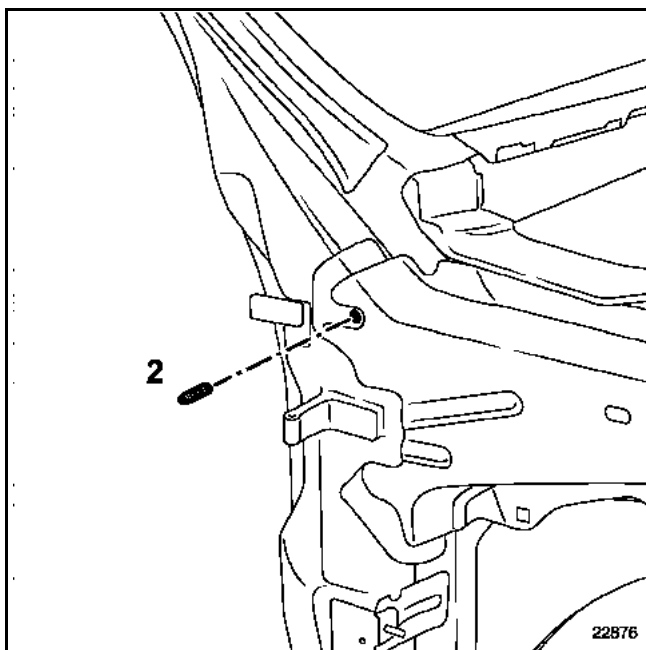
This does not hinder the refitting of the phase 1 rear bumper.

This part is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

You will find the following modifications to carry out.



NOTE: the scuttle side panel rear upper reinforcement on Clio II phase 2 is fitted with the special inner stiffener (1) that was fitted on the phase 1 reinforcements.



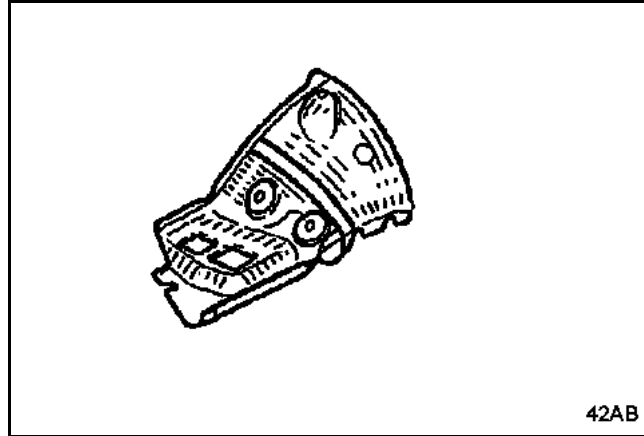
This part is completely interchangeable, but does not have a welded stud (2) for the front wing rear upper mounting.

It is necessary to fit a welded or crimped stud **Part no. 77 01 047 926** (see **Technical Note 532A**).

NOTE: the front wing can be used as a template for positioning the stud.

This part is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

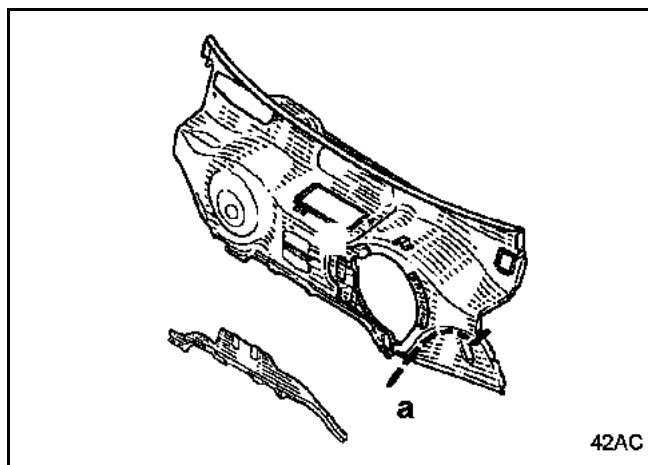
See **Section 41A-A Front half-unit** for the different modificationss to be carried out.



This part is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

This part may be replaced in two ways:

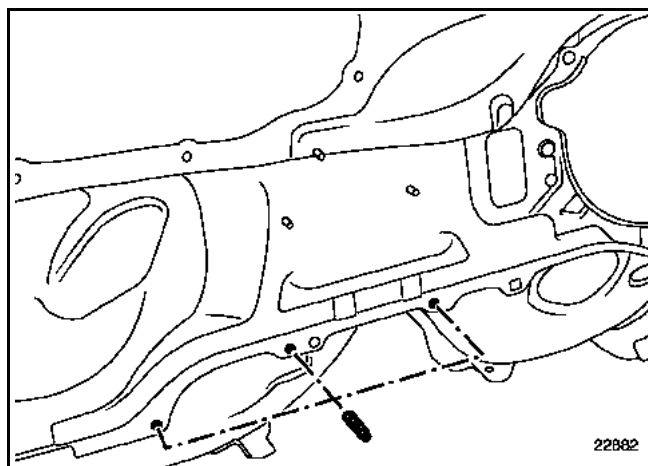
- Completely, it is necessary to order the bulkhead inner reinforcement (1) in addition. This procedure is not part of case no. ② (see the introduction to **Section 40A-C: Description of parts**).
- Along cut a, this is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).



PARTS CONCERNED (thickness in mm)

1 Bulkhead	0.7
2 Centre floor	0.7

Special notes for the reinforcement

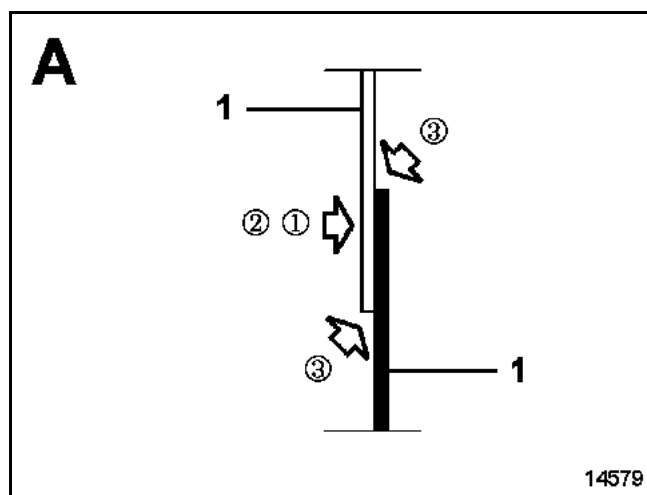
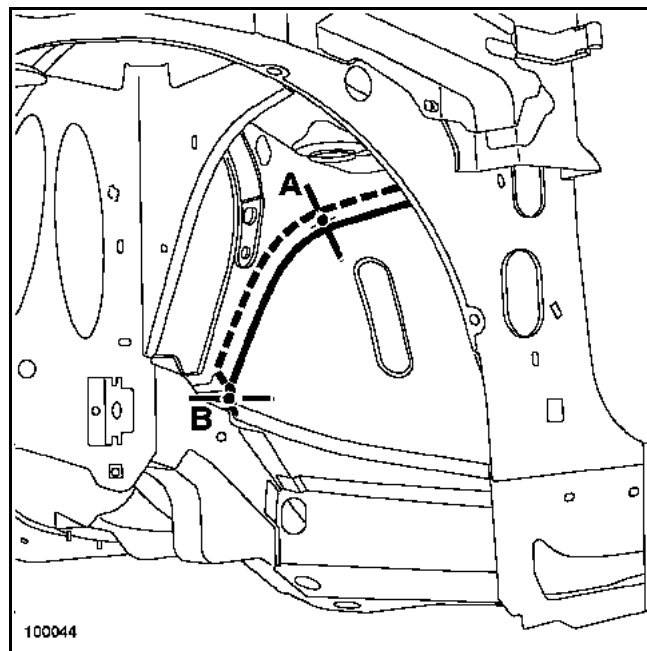


NOTE: the Parts Store supplies the bulkhead stiffener without the insulation shield mounting welded mounting inserts.

It is necessary to fit three welded studs or three crimped studs **Part no. 77 01 047 927** (see **Technical Note 532A**) depending on the equipment available to you.

NOTE: it is advisable to fit the insulating screen to confirm the position of the studs.

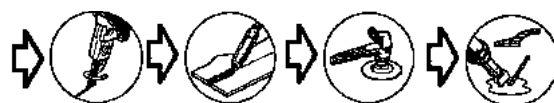
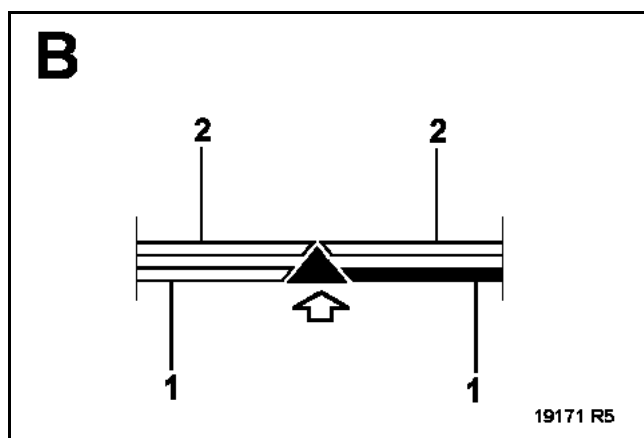
Details concerning cut (a)





NOTE: the number of plug welds is not specified. It is essential to leave a gap of approximately **60 mm** between the spot welds, then after welding apply a mastic bead (operation ③) to ensure satisfactory sealing and appearance of the connection.

Use M.J.Pro mastic (**part no.:** 77 11 172 676)



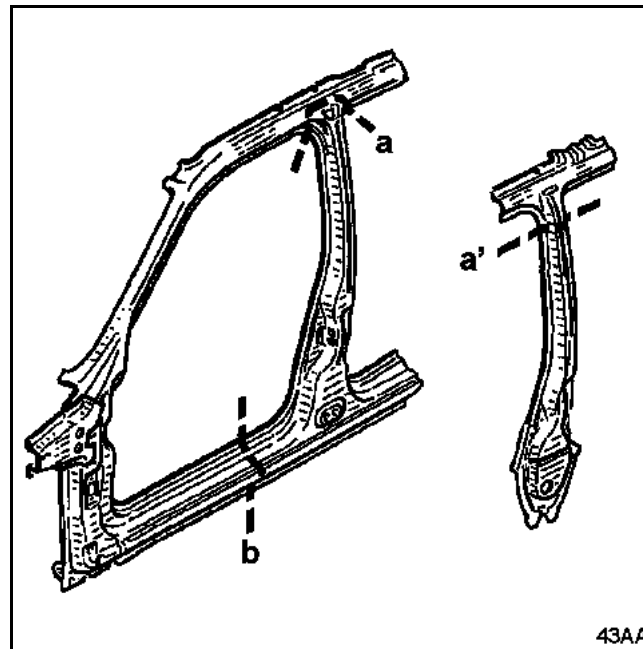
The replacement of this part is a basic operation for a side impact.

The new B-pillar reinforcement assembly will need to be ordered.

This part may be replaced in two ways:

- Complete, this is part of case no. ② (see the introduction to **Section 40A-C: Description of parts**).
- Along cuts a and b, this is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

You will find information on this part in Partial replacement of the B-pillar reinforcement (see Section **43A-B**).



UPPER SIDE STRUCTURE

B-pillar reinforcement.

43A

B

This part is part of case no. ① (see the introduction to Section 40A-C: Description of parts).

The information on the additional parts will be dealt with in their respective sections (refer to contents).

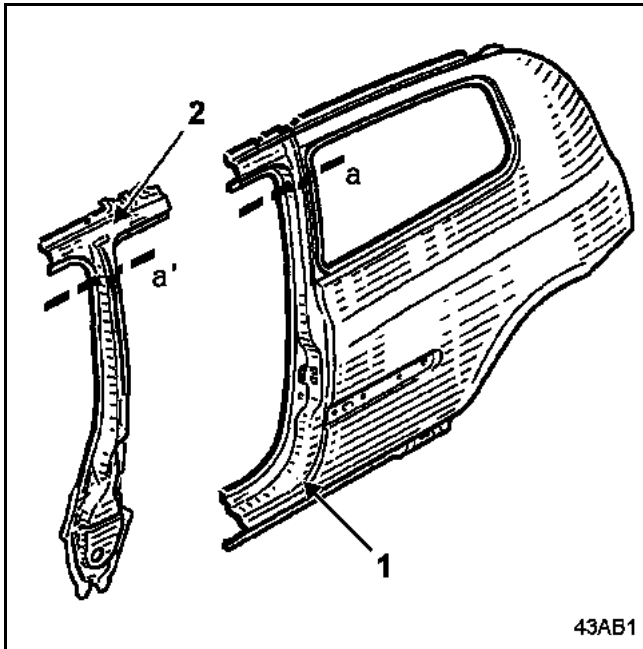
STRUCTURE OF THE VERSION C SPARE PART

Body side rear section:

- Rear bumper reinforcement.
- Damper.

B-pillar reinforcement fitted with:

- B-pillar reinforcement stiffener.
- Shoulder harness reinforcement.
- Plate assembly housing.



43AB1

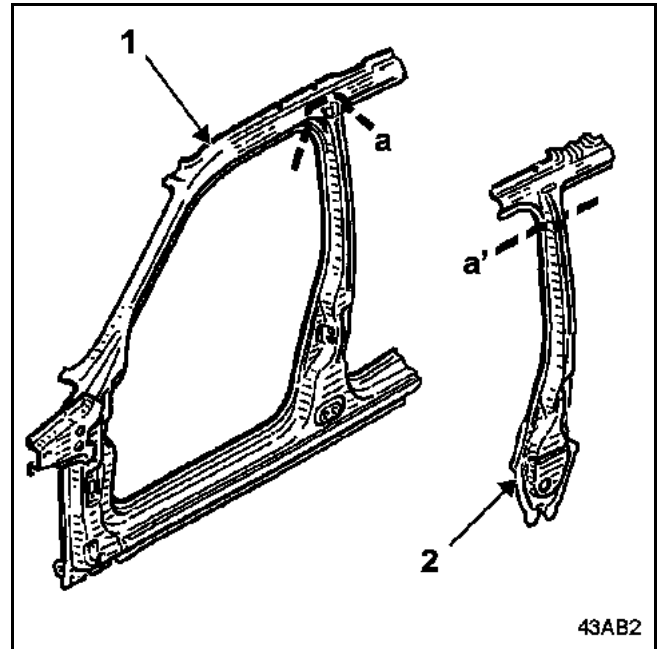
STRUCTURE OF SPARE PART VERSION B

B-pillar fitted with:

- B-pillar reinforcement.
- Pillar lining rear reinforcement,
- A-pillar double weather strip mounting,
- Door hinge leave.
- Wing mounting bracket,
- Stud.

B-pillar reinforcement fitted with:

- B-pillar reinforcement stiffener.
- Shoulder harness reinforcement,
- Plate assembly housing.
- Nut.



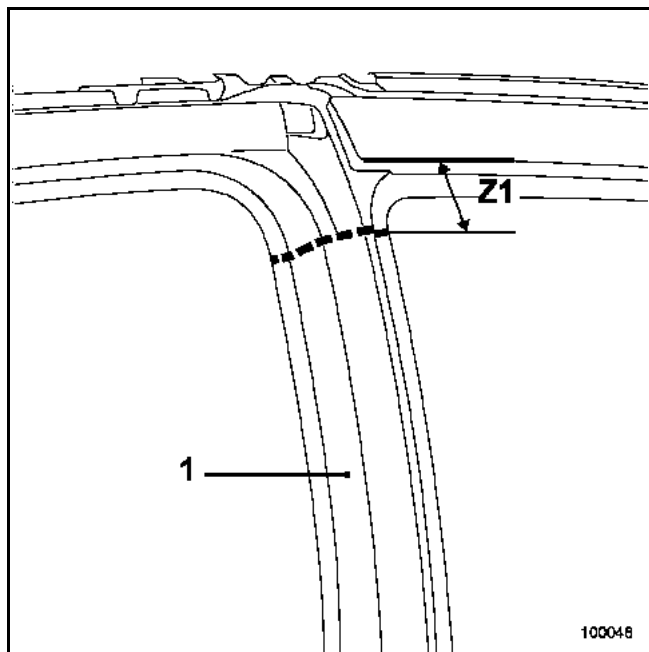
43AB2

PARTS CONCERNED (thickness in mm)

1 B-pillar	1.2
2 Pillar reinforcement	1.2
3 B-pillar reinforcement stiffener	3
4 Shoulder harness reinforcement	1.2
5 B-pillar lining	1

SPECIAL NOTES ON THE CUT ON THE UPPER SECTION (a and a' see the previous page)

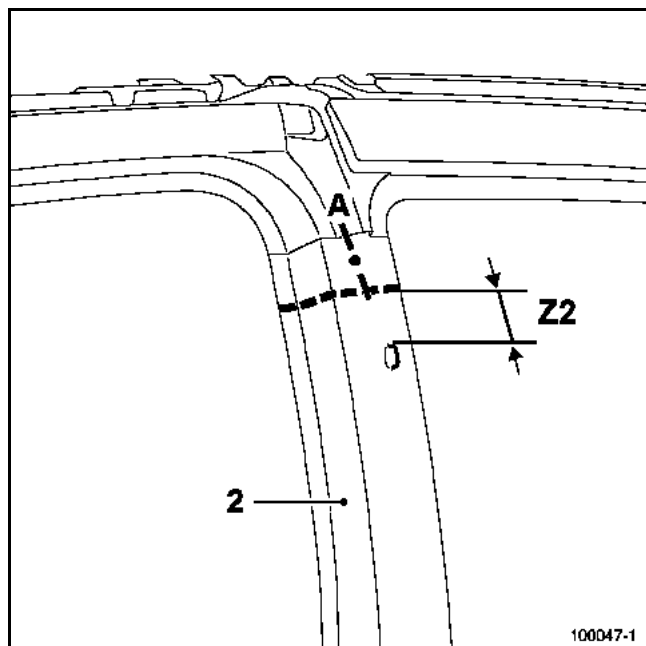
B-pillar cutting point



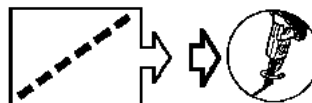
Z1 = 50 mm

IMPORTANT: when performing the cutting operation take care not to damage pillar reinforcement (2).

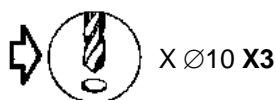
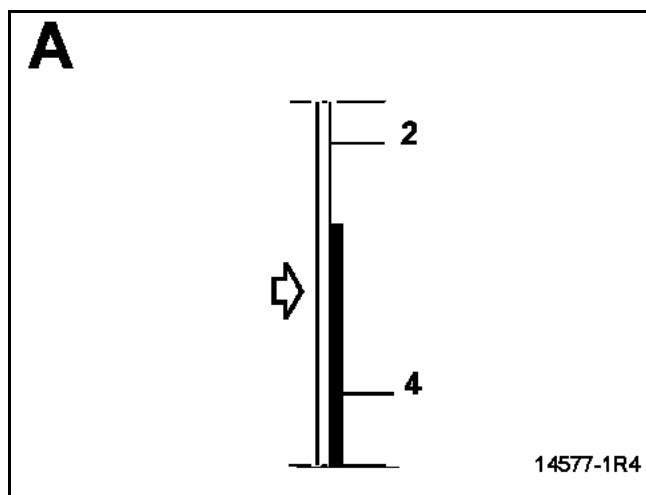
Pillar reinforcement cutting point



Z2 = 55 mm



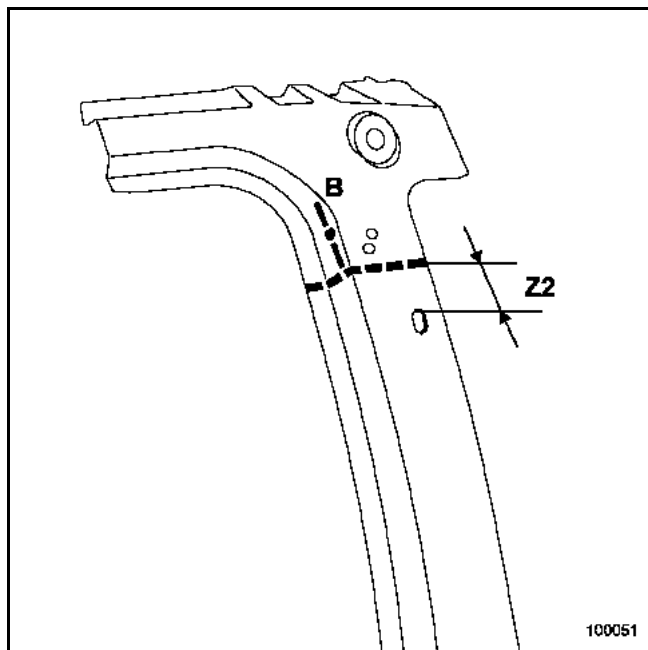
IMPORTANT: when performing the cutting operation take care not to damage pillar lining (5).



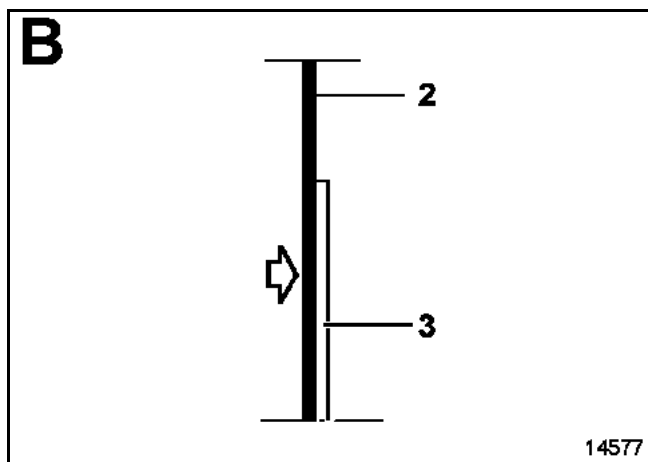
Extract the pillar and shoulder harness reinforcement parts 2 and 4.

Preparing the replacement B-pillar reinforcement

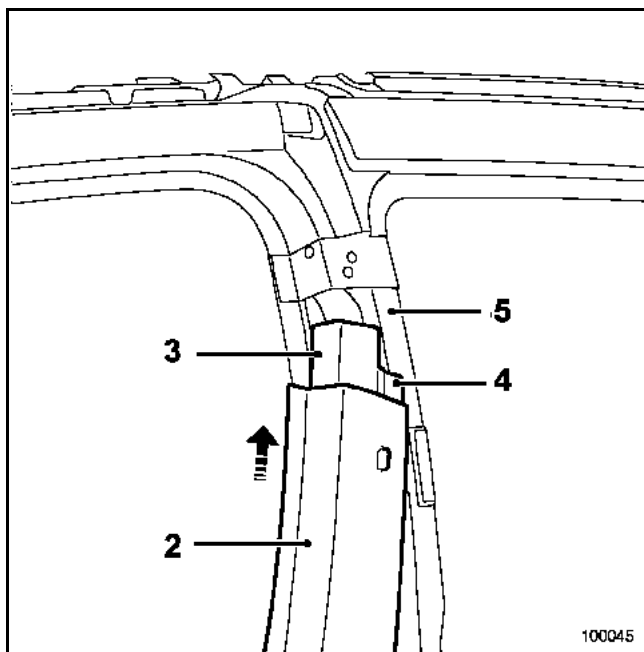
Refer to the Z2 measurement on the replacement part.



IMPORTANT: when carrying out the cutting operation be careful not to damage stiffener (3) and the shoulder harness reinforcement (4)



Fit the replacement B-pillar reinforcement

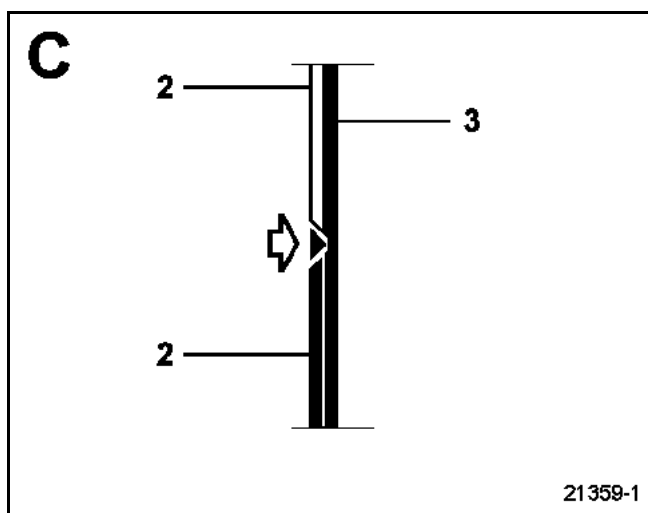
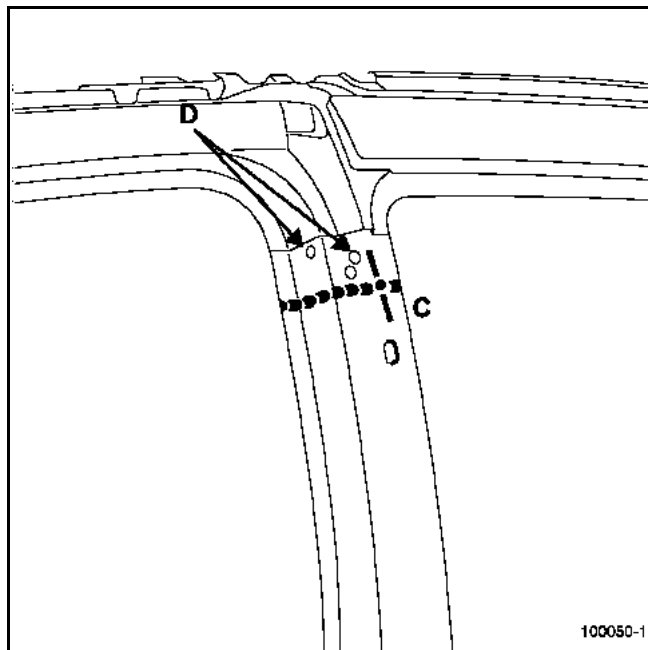


REMINDER

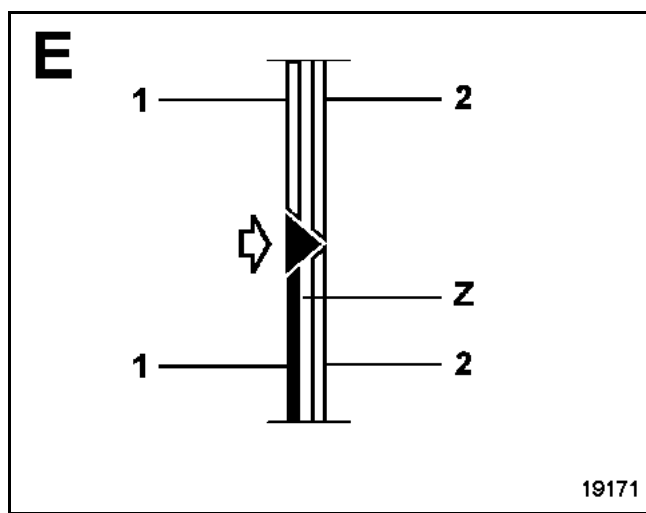
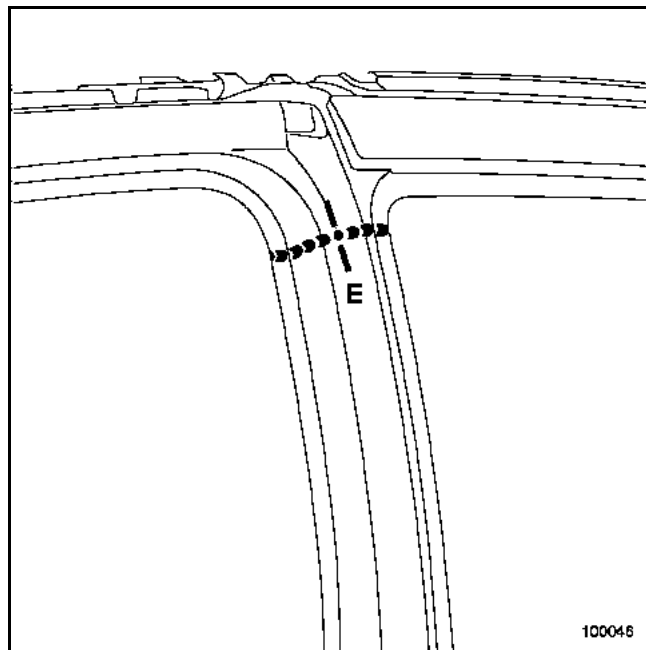
- 1 B-pillar
- 2 Pillar reinforcement
- 3 B-pillar reinforcement stiffener
- 4 Shoulder harness reinforcement
- 5 B-pillar lining

The Parts Store part is a phase 2 part and has an additional reinforcement (3) (see **Technical Note Changes to the Clio II phase 2**).

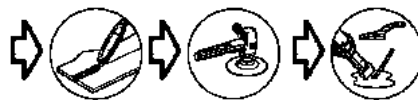
B-pillar reinforcement welding



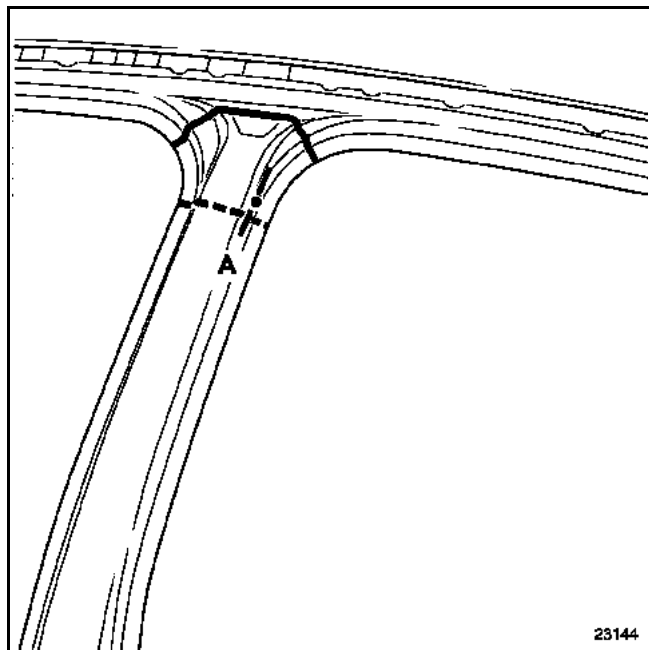
B-pillar welding



NOTE: zone Z is empty.



SPECIAL NOTES ON CUTS (a and a' see the previous page)

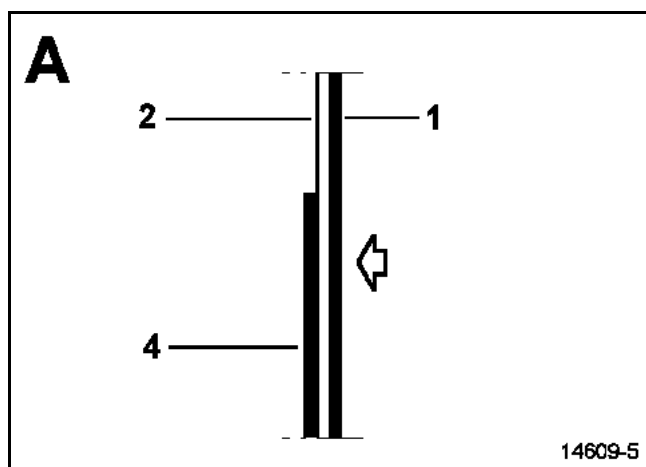


IMPORTANT: when performing the cutting operation take care not to damage the B-pillar lining (5).

Remove parts 1, 2, and 4.



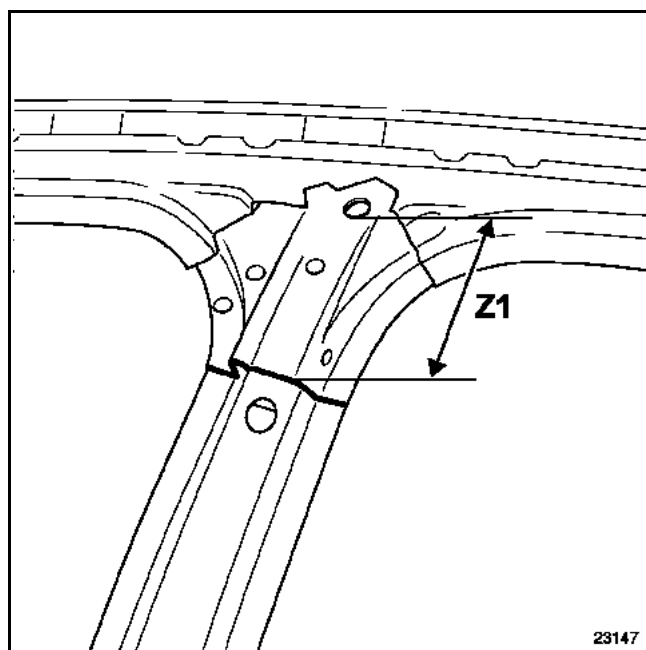
IMPORTANT: when performing the cutting operation take care not to damage pillar (2).



NOTE: drill the three plate thicknesses. After drilling, remove parts 1 and 4.

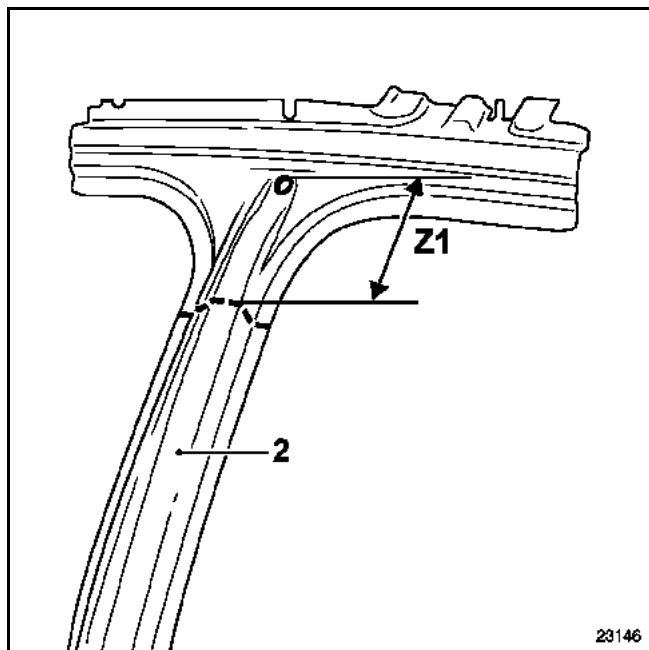
Preparing the replacement B-pillar reinforcement

Refer to the Z1 measurement on the replacement part.



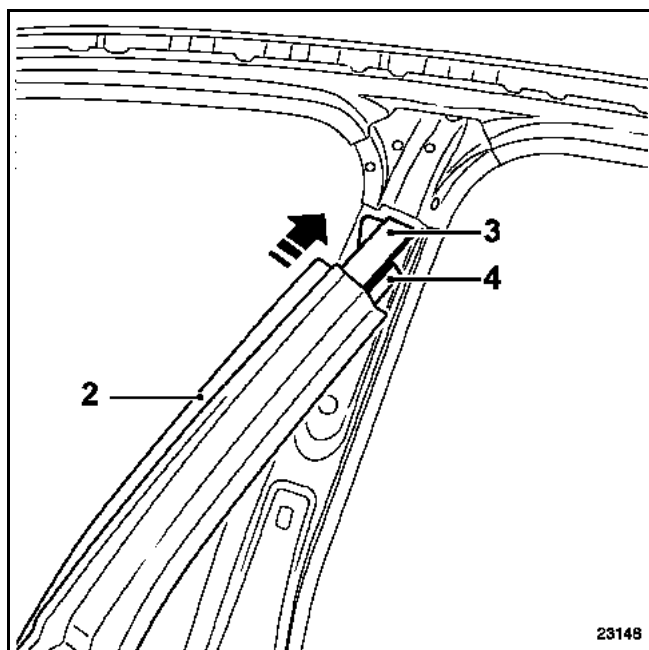
REMINDER: the B-pillar reinforcement (2) is supplied with:

- the B-pillar (3) reinforcement lining,
- shoulder harness reinforcement (4).

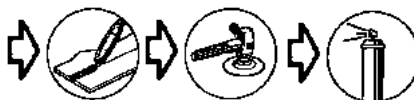
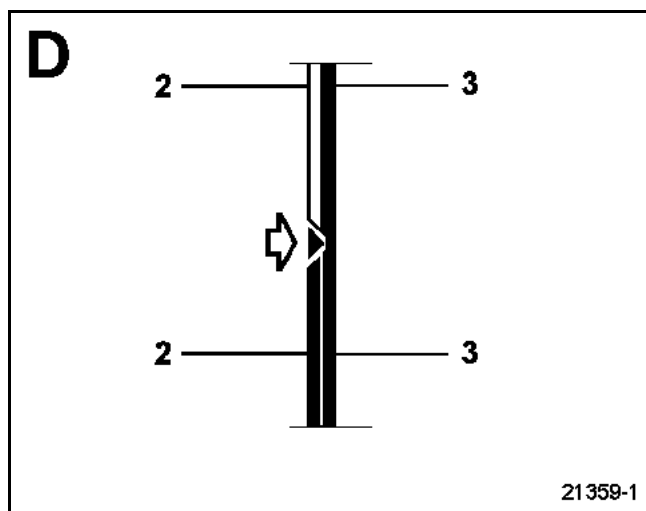
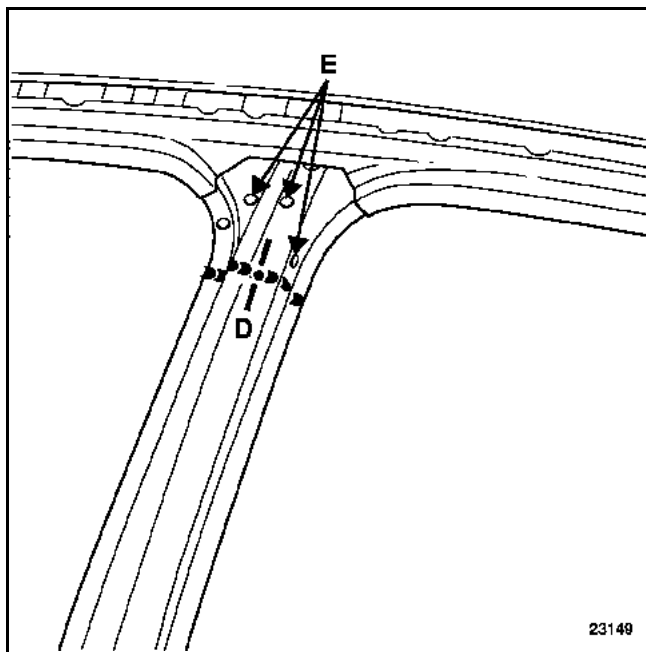


IMPORTANT: cut the new reinforcement while protecting reinforcement lining (3) and shoulder harness reinforcement (4) (see diagram below).

Fit the replacement B-pillar reinforcement



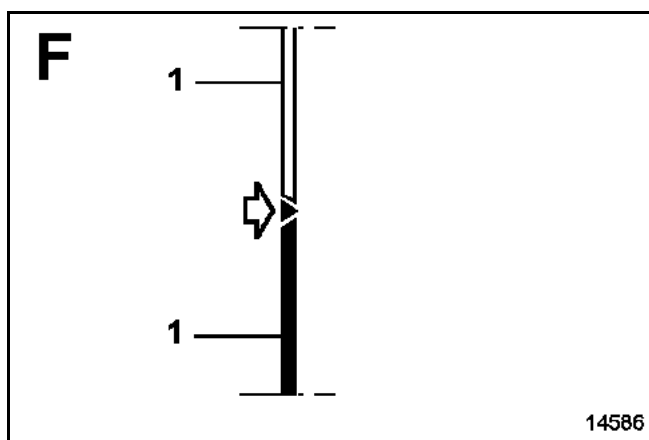
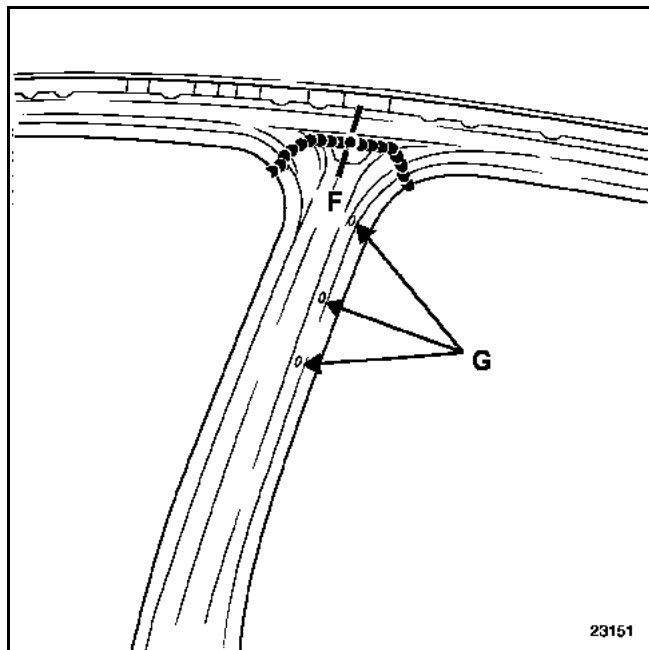
REMINDER: the Parts Store part is a phase 2 part, it has an additional reinforcement (see **Technical Note Clio II phase 2**).



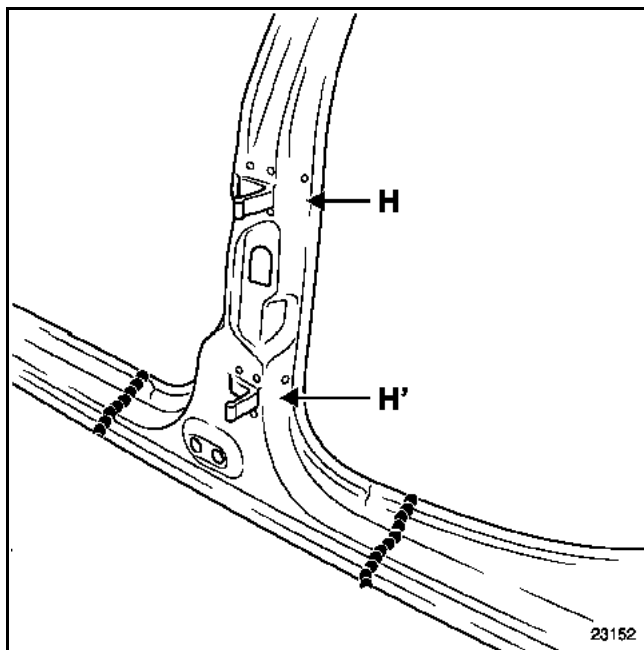
NOTE: apply plug welds at (E), to replug the unclipping holes.



Fit the replacement B-pillar



IMPORTANT: remember to re-apply the plug welds (G) with the pillar reinforcement.



IMPORTANT:

It is necessary to join the pillar and the pillar reinforcement around each hinge with six plug welds at (H) and (H').

The cuts in the lower section have not been outlined as they are the same as the basic Workshop Repair Manual procedure 338.

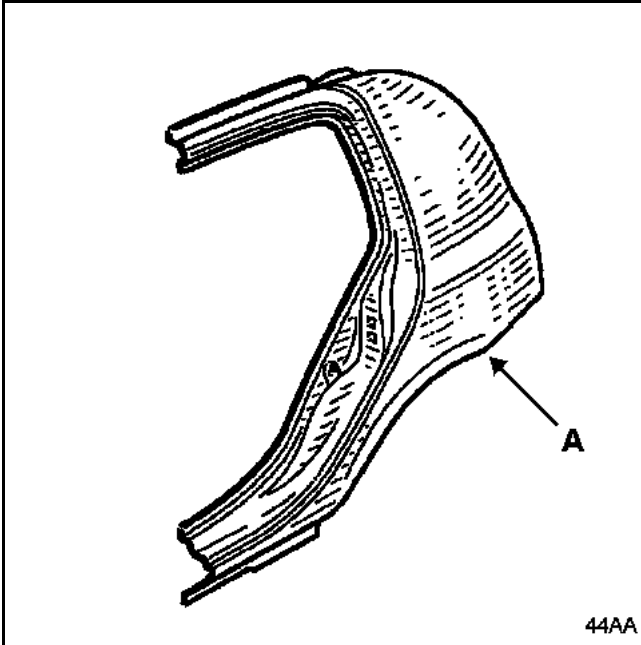
UPPER REAR STRUCTURE

Rear wing panel

44A**A**

This part is part of case no. ① (see the introduction to **Section 40A-C: Description of parts**).

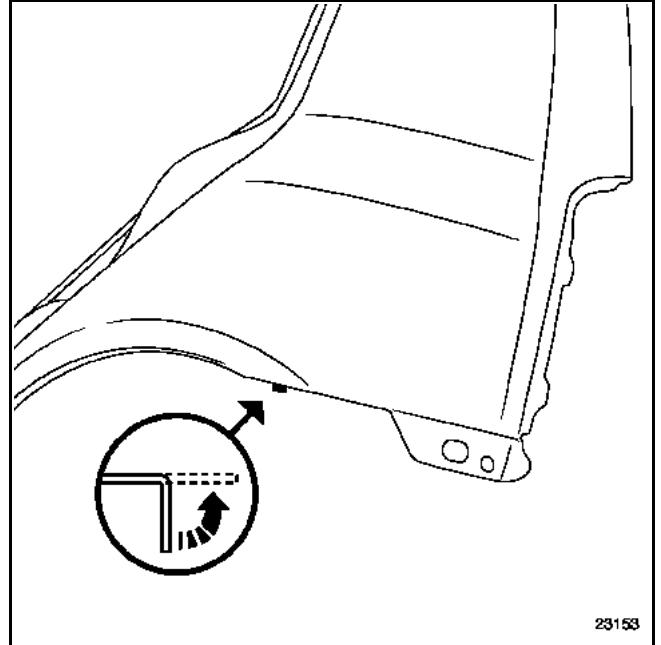
You will find below the following modifications to carry out.



The front bumper side section retaining brackets have been changed.

It is necessary to fold the edge of sheet (A).

Adaptation for phase 1 fitting

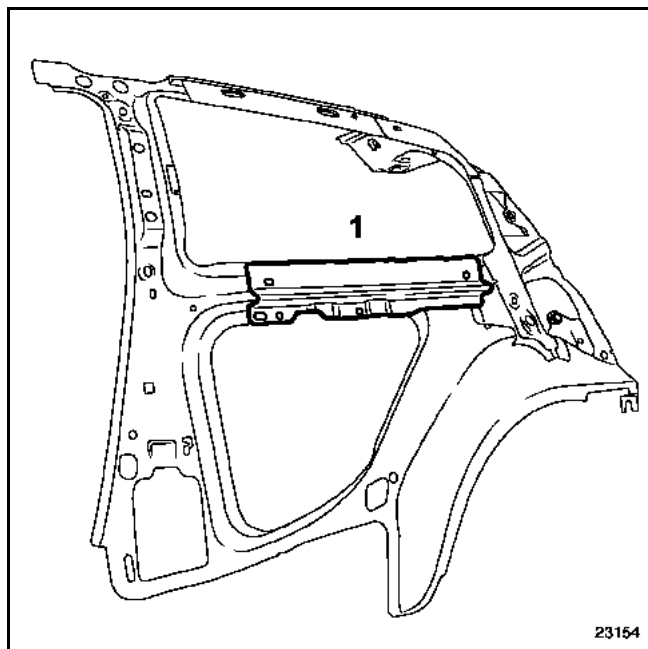


The Parts Store supplies Clio II phase 2 body side linings fitted with reinforcement (1) for repairing Clio II phase 1 vehicles. Consequently, the position of cut (a) for the partial replacement procedure has been changed.

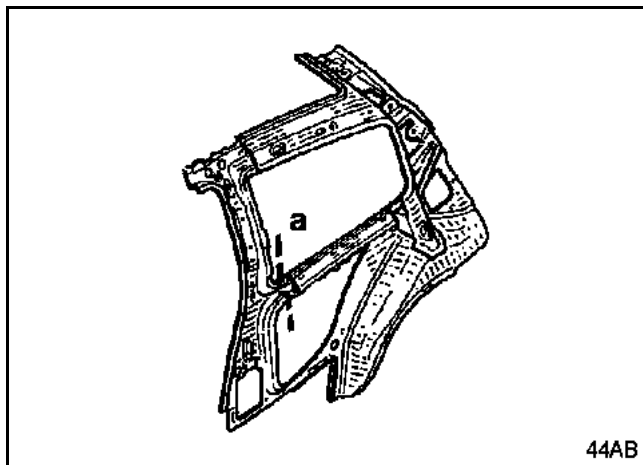
This part may be replaced in two ways:

- Complete, this is part of case no. ② (see the introduction to **Section 40A-C: Description of parts**).
- Along cut (a), this is part of case no. ①.

The information on the additional parts will be dealt with in their respective sections (refer to contents).



Special note on partial replacement



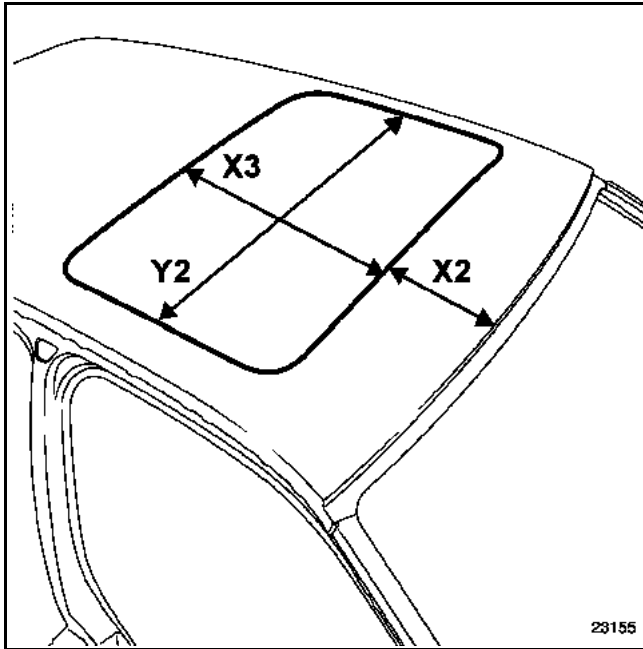
NOTE: cut (a) should be made at the front of the reinforcement as shown on the diagram.

The Parts Store only supplies Clio II phase 2 non-drilled roof panels for repairing Clio II phase 1 vehicles case no. ① (see the introduction to **Section 40A-C: Description of parts**).

The roof must therefore be drilled or cut for versions with an aerial or sunroof.

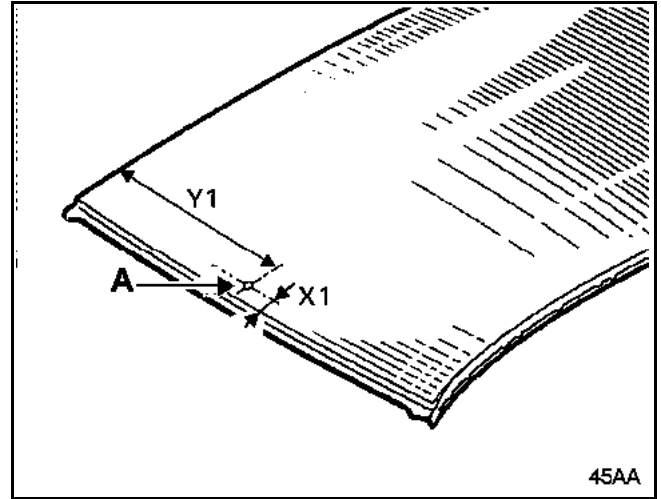
The information on the additional parts will be dealt with in their respective sections (refer to contents).

Modification for fitting a sunroof



X2: 212 mm
X3: 514 mm
Y2: 831 mm

Adaptation for fitting the roof aerial to the front section



NOTE: on the Clio II phase 1, the aerial is located on the front section of the roof.

X1: 37 mm

Y1: (this value should be the same on each side).

ATTENTION: before the final fitting of the aerial, the joint must be sealed with mastic filler (refer to **Technical Note 396A**).

REMINDER: anti-corrosion protection is vital for all operations which expose the bare metal of the bodywork.

Protect against corrosion by applying the following products:

Pretreatment primer	77 01 423 933
Reactive solvent	77 01 423 955