

Workshop Manual OCTAVIA II 2004 ➤

Body repairs

Edition 02.04

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

List of Workshop Manual Repair Groups

Repair Group

00 - General Instructions

50 - Front body

51 - Middle body

53 - Rear body

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.®

Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

All rights reserved.
No reproduction without prior agreement from publisher.



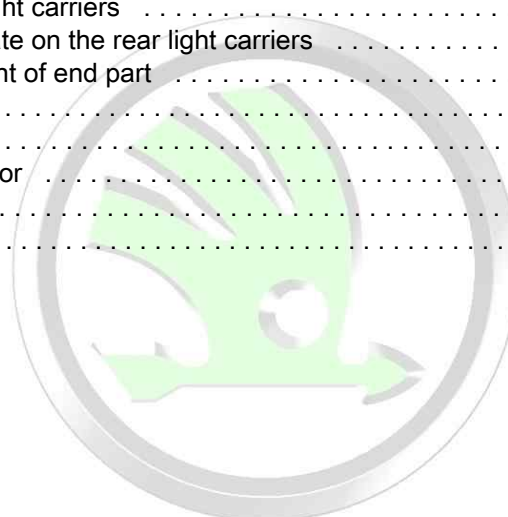
Contents

00 - General Instructions	1
1 Technical Data	1
1.1 Vehicle identification data	1
2 Safety measures	2
2.1 Safety instructions	2
2.2 Safety measures	2
2.3 Straightening bench work	2
2.4 Disassembling components	2
2.5 Battery	2
2.6 Paint, windows, upholstery, trims	2
2.7 Welding work	3
2.8 Air Conditioning	3
2.9 Fuel tank and fuel conveying hoses	4
2.10 Electronic control units	4
2.11 Airbag system	4
2.12 Safety instructions for seat belt tensioners	5
3 Basic Instructions	6
3.1 Accident repair sequence	6
3.2 Diagnosis of vehicles damaged by accident	6
3.3 Condition of the body or parts when delivered to the paintshop	6
3.4 Straightening	6
3.5 Severance cuts	7
3.6 Welding of galvanized body panels	7
3.7 Repair of high-strength body panels	8
3.8 Body - glued joints	9
3.9 Removing the underbody protection and sealing seams	10
3.10 Body sections and individual parts	10
3.11 Original welding	10
4 Explanation of the symbols	11
4.1 Explanation of the signs for welding operations	11
4.2 Explanation of the signs for the processes	12
5 Tools	14
6 Anti-corrosion measures	15
6.1 Corrosion prevention	15
6.2 Long-term body protection	15
6.3 Cutting galvanized body parts	16
7 Injecting foam in the body	17
7.1 Replace noise insulation	17
7.2 Overview of foam-filled points	17
8 The jig alignment bench	19
8.1 Overview of the jig alignment bench Celette with straightening square set	19
8.2 Overview of front alignment bracket positions	22
8.3 Overview of the middle alignment bracket positions	28
8.4 Overview of the rear alignment bracket positions	30
9 Karosserie-Kontrollspaltmaße	32
9.1 Karosserie vorn	32
9.2 Karosserie hinten	33
50 - Front body	34
1 Repairing the front body	34
1.1 Replacing wing support	34
1.2 Replace engine mounting	35



1.3	Replace gearbox mount	36
1.4	Replacing upper frame side rail	37
1.5	Replacing the front frame side rail	41
1.6	Replacing the front frame side rail offcut part	44
1.7	Replace cover plate	45
51	- Middle body	47
1	Repairing the body in the middle I	47
1.1	Octavia - Replacing roof	47
1.2	Octavia combi - Replacing roof	51
1.3	Replacing the front roof cross member	57
1.4	Replace middle roof cross member	58
1.5	Replacing the rear roof cross member	60
1.6	Replacing pillar A on the outside	61
1.7	Replacing pillar A inside	63
2	Repairing middle body II	66
2.1	Replacing pillar B outside	66
2.2	Replacing the outside bottom side rail	68
2.3	Replace bottom side rail pipe reinforcement	70
53	- Rear body	72
1	Repairing rear body I	72
1.1	Replacing the rear wing	72
1.2	Octavia combi - Replacing the rear wing	74
1.3	Replacing the wheel house offcut part	76
1.4	Replacing reinforcement of pillar C	77
2	Repairing rear body II	79
2.1	Replacing the end cover plate	79
2.2	Octavia combi - Replacing end cover plate	80
2.3	Replacing the utility plate on the rear light carriers	81
2.4	Octavia combi - Replacing the utility plate on the rear light carriers	84
2.5	Octavia combi - Replacing reinforcement of end part	87
2.6	Replacing end part	89
2.7	Octavia combi - Replacing end part	90
2.8	Replacing the luggage compartment floor	92
2.9	Replacing rear frame side rail	95
2.10	Replace towing lug	98

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

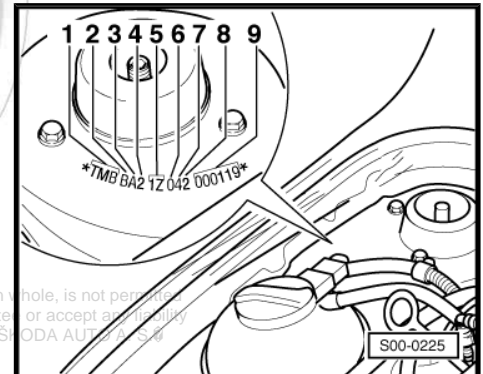
00 – General Instructions

1 Technical Data

1.1 Vehicle identification data

1.1.1 Vehicle identification number

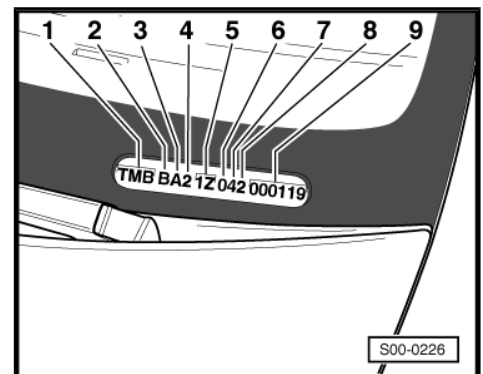
The vehicle identification number is type-punched into the right suspension strut dome.



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

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

- 1 - Manufacturer's world code
- 2 - Body type and fixtures and fittings
- 3 - Engine fitted
- 4 - Airbag system
- 5 - Vehicle type
- 6 - Internal code
- 7 - Model year
- 8 - Manufacturing plant
- 9 - Body number



Note

Extensive information about the significance of individual markings ⇒ Inspection and Maintenance; Rep. Gr. 02.



2 Safety measures

2.1 Safety instructions

When performing the works described, comply with all country-specific safety regulations. In case of doubt refer to the competent authorities.

2.2 Safety measures

For all operations take the legally prescribed personal and general protection measures. This includes e.g. the wearing of safety spectacles, gloves, safety shoes and ear protectors.

2.3 Straightening bench work

Extremely high forces act upon the body damaged by accident being straightened using hydraulic pressure or traction devices on the straightening bench. Always bear in mind that these forces may suddenly be released, e.g. by the sliding of a fastening claw.

One should, therefore, always make absolutely sure that no person is present in or around the danger zone.

2.4 Disassembling components

Secure the vehicle on the lift platform before its centre of gravity shifts considerably because of successive disassembly operations.

Lift the vehicle ⇒ Inspection and Maintenance .

2.5 Battery

Remove the battery before welding.

Always remove the battery before performing spark-generating work close to the battery.



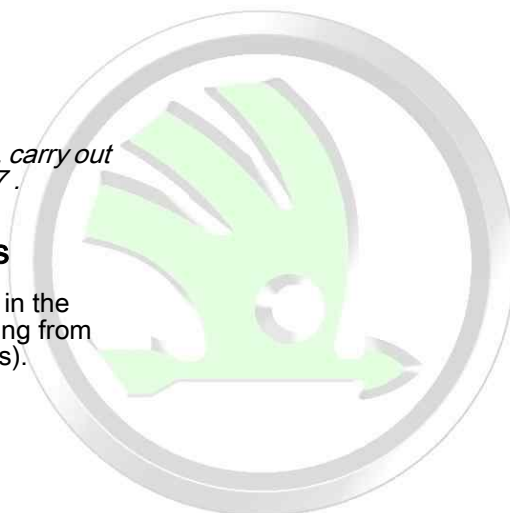
Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. Gr. 27 .

2.6 Paint, windows, upholstery, trims

It is prohibited to park other vehicles without protection in the premises used as a body repair shop (risk of fire resulting from flying sparks, destruction of the paint work and windows).

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



2.7 Welding work



WARNING

Toxic zinc oxide is released when welding galvanized steel sheet. It is therefore essential to guarantee good ventilation of the workplace and removal of smoke and gases using suitable suction equipment, e. g. -V.A.G 1586 A-. Before starting welding operations on the vehicle protect the rest of the vehicle by placing fireproof blankets or matting around the work area. If this measure is thoroughly implemented it will not be necessary to remove all the interior vehicle equipment. There must, however, always be a fire extinguisher within reach during welding operations for safety reasons. If the mechanic performing the welding operation is unable to supervise the inside of the vehicle, a second person must be called upon. The gases generated during welding are toxic and must be removed by suction.



Note

- ◆ Remove battery before all welding operations.
- ◆ Disconnect the AC generator.
- ◆ Disconnect the earth connections of the electronic control units.

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

2.8 Air Conditioning

It is prohibited to weld, or hard or soft solder on parts of the filled air conditioning. This also applies for welding and soldering operations on the vehicle if there is any risk that parts of the air conditioning heat up. When undertaking paint repair operations the temperature of the objects placed in the drying oven or in its pre-heating zone must not exceed 80°C since heating creates a strong overpressure that may result in the system exploding.



Note

- ◆ The refrigerant circuit must be drained if electrical welding is to be carried out close to the refrigerant hoses. During electrical welding invisible UV rays are produced that penetrate the refrigerant hoses and decompose the refrigerant.
- ◆ Exhaust the refrigerant ⇒ Heating, Air Conditioning; Rep. Gr. 87.

An empty air conditioning system must only be filled by a service centre. This is why it is recommended to only empty the system when required according to prescribed safety measures.

If repairs on the vehicle make it necessary to drain the refrigerant avoid any contact with the liquid refrigerant or with the refrigerant vapours.

Wear gloves to protect your hands and safety spectacles for your eyes. The intensive effect of refrigerant on unprotected body parts will cause frostbite.

**WARNING**

It is recommended to hold an eye bath flask within reach. If liquid refrigerant gets into the eyes thoroughly rinse the eyes out with water for approximately 15 minutes. Subsequently apply eye drops into the eyes and immediately contact a physician, even if the eyes are not painful. The physician must be told that the frostbite was caused by refrigerant R12 or R134a. If refrigerant comes into contact with other body parts in spite of observing these safety measures, rinse the part of the body effected immediately and thoroughly with water for at least 15 minutes.

Although refrigerant is not flammable it is nevertheless prohibited to smoke in a room filled with refrigerant vapour. The high temperature of a lit cigarette entails a chemical reaction of the refrigerant gas. Inhaling the released toxic products will cause an irritating cough and nausea.

2.9 Fuel tank and fuel conveying hoses

Extreme caution is recommended for grinding and welding operations at the level of the fuel tank or other fuel conveying parts. In case of doubt remove such parts. The fuel tank and fuel hoses removed from the vehicle must be stored in compliance with the safety instructions.

2.10 Electronic control units

Remove the battery.

Disconnect all earth connections of the electronic control units
⇒ Current flow diagrams, Electrical fault finding and Fitting locations.

Connect the earth connection of the electric welding tool directly to the part to be welded. Make absolutely sure that there is no electrically insulating part between the earth connection and the welding point.

Electronic control units and electrical wiring must not touch the earth connection or the welding electrode.

2.10.1 Handling electronic control units when carrying out repair work after accidents

Electronic control units must only be replaced, if at least one of the following conditions is met:

- ◆ The housing is noticeably deformed or damaged.
- ◆ The contact surface or the console is deformed, from the outside the control unit indicates that there is no damage.
- ◆ The plug connection is damaged or corroded due to humidity.
- ◆ The fault "control unit defective" occurs during functional test or during self diagnosis.

If electronic components, e.g. the ABS control unit, are removed when carrying out repair work and then are re-used, it is necessary to check their proper operation after the assembly, e.g by self-diagnosis.

2.11 Airbag system

Safety measures ⇒ Body Work; Rep. Gr. 69 .

Repair instructions ⇒ Body Work; Rep. Gr. 69 .



2.12 Safety instructions for seat belt tensioners

Safety measures ⇒ Body Work; Rep. Gr. 69 .



WARNING

Always remove the seat belt tensioner units before commencing any cutting, straightening and body panelling work near these units. Replace both seat belts following an accident in which one or both seat belt tensioners was/were deployed.



Note

The seat belt system must be inspected after every accident! If there is a damage, replace the safety belt ⇒ Body Work; Rep. Gr. 69 .

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



3 Basic Instructions

3.1 Accident repair sequence

3.2 Diagnosis of vehicles damaged by accident

When repairing vehicles damaged by accident often damage to the chassis or to the suspension of the engine-gearbox assembly, which may later have serious consequences, goes undetected. If it appears the vehicle has been subjected to considerable strain it is important to check the following components, in addition to the mandatory alignment check.

- ◆ If damage to and/or distortion of the body platform is suspected inspect the vehicle on the frame straightening bench, and straighten if necessary.
- ◆ Inspect the proper operation of the steering and steering linkage over the full steering angle, perform a visual inspection to check for distortions or cracks.
- ◆ Check the chassis, all chassis parts such as the strut, suspension strut, stabilizer, supporting frame, axle body and their fixation parts for distortion or cracks.
- ◆ Inspect the wheels and tyres for damage and check the concentricity and imbalance. Inspect the tyres for gashes in the profile and on the sidewalls, check tyre pressure.
- ◆ Check the suspensions of the engine, gearbox, axles and exhaust system for damage.
- ◆ Finally a suitable test drive after repairs will provide the certainty that the vehicle is safe to drive and can be quite safely returned to the customer.

3.3 Condition of the body or parts when delivered to the paintshop

Before handing over a repaired vehicle or parts thereof to the paintshop, the repaired or planished and filled surface must be prepared for painting using sandpaper with a grain of P 80 through to P 100 while carefully following the contours.

These preliminary operations are performed by the body builder and are included in the time he is granted for the repair.

3.4 Straightening

Protection of copyright for private or commercial purposes, in part or in whole, is not permitted unless authorized by SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by SKODA AUTO A. S. ©

The body and body platform are series manufactured from cold-formed body sheet. Therefore the re-shaping of any damage due to accident should occur in the same way.



Note

- ◆ *The steel sheet may suddenly tear when straightening out sharp-edged kinks.*
- ◆ *If the extent of the damage prevents reshaping against the accident direction, the damaged part must not be removed until the connecting surfaces have been straightened.*



3.5 Severance cuts

Severance cuts that influence the rigidity of the body and hence also the reliability and safety of the vehicle must be performed according to the instructions given in this workshop manual.

3.6 Welding of galvanized body panels



WARNING

Toxic zinc oxide is released when welding galvanized steel sheet. It is therefore essential to guarantee good ventilation of the workplace and removal of smoke and gases using suitable suction equipment, e. g. -V.A.G 1586 A-.



Note

Resistance spot welding (RP) only causes slight burning of the zinc layer at the centre of the welding spot and the simultaneously formed surrounding zinc ring protects it against corrosion. This is why the inert gas welding procedure is to be recommended for this welding operation.

3.6.1 SG inert gas shielded arc welding of galvanized panels

Follow the instructions below to realise good welded joints during repair:

- ◆ The current on the welding transformer must be increased.
- ◆ Simultaneously adjust the wire feed since just increasing the current will only produce a greater arc (reduced fusion penetration, porous seam build-up).
- ◆ Use a cylindrical instead of a conical gas jet (if the gas jet is too narrow the resulting spatters will lead to pore formation).
- ◆ Hold the burner some 12 mm above the weld metal bead while describing an angle ranging between 0 and 10°.
- ◆ Preferably use soft wire qualities.
- ◆ Both CO₂ and mixed gases may be used as shield.

3.6.2 RP welding of galvanized sheet metal panels

When spot welding galvanized panels pay attention to the following points:

Welding transformer

- ◆ Increase the welding current by 10% to max. 30%.

When using welding transformers with "Welding time control" it is preferable to increase the welding time.

- Welding time increase in function of the panel thickness (reference values):
- 0.7 mm - at least 7 periods
- 0.8 mm - at least 9 periods
- 1.0 mm - at least 11 periods



The welding time is correctly selected if the welding spots can be made without spatters.

Welding tongs

- ◆ Use hard copper electrodes (copper, chrome, zirconium alloy) with high heat resistance (>400°C).
- ◆ Frequently clean the hard copper electrodes or rework to \varnothing 4 mm.
- ◆ Increase the electrode contact pressure.

3.6.3 Detachment test

The best welding results are obtained by first welding test panels and then subjecting them to a detachment test.

To this end the narrow strip welded as a test must be unrolled or torn off from the second steel strip under the effect of a force acting vertically relatively to the sheet surface.

Perfect quality welding spots do not tear on the contact surface but become "detached".

3.7 Repair of high-strength body panels

The high-strength panel is optically a normal panel, which has a higher yield point than normal body panels due to different alloys. This means that under equal influence of force the dent on a high-strength panel is not as deep as on a normal body panel.

3.7.1 Remove dents

Dents are removed with standard tools. The larger buckling resistance results in a larger backspring behaviour, so that if necessary more forces are needed. If kinks are reshaped, material fractures can occur.

3.7.2 Straightening

Due to the larger effect on the backspring behaviour of the high-strength panel, it must be even more over-tensioned than a normal panel, before it stops in the desired position. Due to the higher force application, normal panels, which are welded together with high-strength panels, are likewise more strongly tensioned. In order to prevent the normal panel from yielding or tearing, an additional anchorage must be supplied.



Note

- ◆ *If the high-strength panel is over-tensioned, it suddenly jumps to a larger length than desired !*
- ◆ *For safety reasons, the warming up of high-strength body panels as well as normal body panels is forbidden when reshaping!*

3.7.3 Painting

If a drying radiator warms up the high-strength panel too rapidly, it expands. However, if the panel is firmly connected by means of welding points or bonding with the reinforcements located behind it, dents can occur in these places, which remain visible after cooling. For this reason, heating emitters must only be set slowly to maximum power. The drying in the drying cabinet is possible without risk.

ŠKODA



Unauthorized copying or reuse of any part of this page is illegal. Copying for private or commercial purposes, in part or in whole, is not permitted without the express written authorization of ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

3.8 Body - glued joints

3.8.1 Types of glueing

To increase the rigidity and firmness of the body, increasingly more glued and spot welding joints are created at the factory.

Firmness - glued joints

In the case of glued joints the panels are only joined together with glue.

The distance of the high-strength adhesive surfaces to each other should be no less than 2 mm and no more than 4 mm. If necessary, the adhesive surfaces must be prepared.

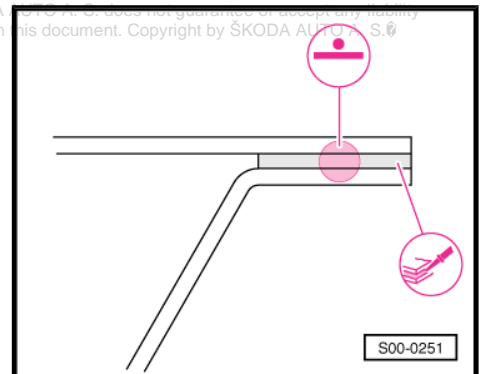
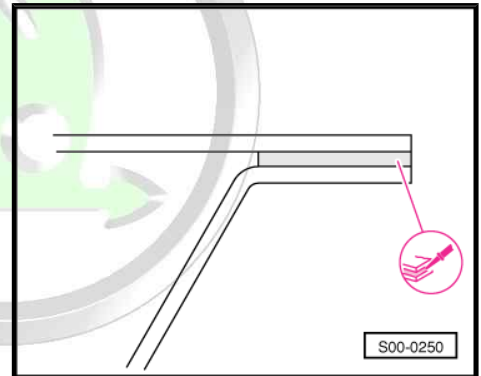
The glued joints are manufactured with the materials indicated in the repair manual and/or in the SP program.

Spot weld - glued joints

For the spot weld glued joints, an electrically conductive adhesive is applied between the panels, which makes a problem-free penetration welding possible.

The distance of the spot weld adhesive surfaces to each other should not be more than 1mm. If necessary, the adhesive surfaces must be prepared.

When spot weld glueing, the welding power must not be increased. The prepress time must be prolonged because of the adhesive displacement, approx. 30 - 50 periods. The gases resulting from this must be suctioned off.



3.8.2 Repairs of glued joints

As a replacement for the spot weld adhesive, use the glue -DA 001 730 A1- in combination with the compressed air adhesive gun -V.A.G 2005- .

Depending on the type of welding, the procedures differ as follows:

RP spot welding and glueing

When spot welding and glueing in case of repair the entire scope on welding spots and glueing is replaced.

In case of welding problems, e.g. with a 3-layer panel connection, only the outer panel is replaced when the repair spotwelds are positioned on the old spotwelds.

Inert gas shielded welding and glueing (if spot welding is not possible)

If a glueing area with an RP welding tool is not accessible, the area is welded with an inert gas shielded plug weld.

In this case, it is performed without adhesive in order to obtain the welding deposit.

3.8.3 Preliminary work with glued joints

The panels to be welded must be adjusted before applying the glue.



The adhesive surfaces in the welding area must be free from primer and glue residues as well as from dust and grease.

Applying the standard zinc spray is omitted in the adhesive area.

The bright spot flange is moistened with adhesive by means of the adhesive displacement during spot welding and thus the corrosion protection is ensured.

3.9 Removing the underbody protection and sealing seams

In order not to damage the zinc coating of the body both the underbody protection and the sealing seams can be removed with a wire brush disc mounted on a right angle grinder or on a pneumatic rod grinder.



Note

Wear protective spectacles and protective gloves. The flying wire particles that may be ejected are extremely sharp.

It is also possible to heat the underbody protection and sealing seams with a hot air blower (max. 420 °C) and then remove the softened underbody protection or the sealing seams with a scraper. This method is especially recommended for locations that are difficult to reach.



WARNING

The vapours produced are toxic and must be removed using a suitable exhaust system, e.g. -V.A.G 1586 A-.

Remove the paint and primer with paint stripper.

3.10 Body sections and individual parts

“Sections” refer to the sections of individual parts that are cut to the required dimensions and directly supplied to the spare part storeroom.

“Individual parts”, however, are parts which you cut to size from spare parts.

3.11 Original welding

“Original welding” refers to the welded joints realised during the manufacturing of the vehicle.

Always endeavour to reconstitute them when performing body repair operations.

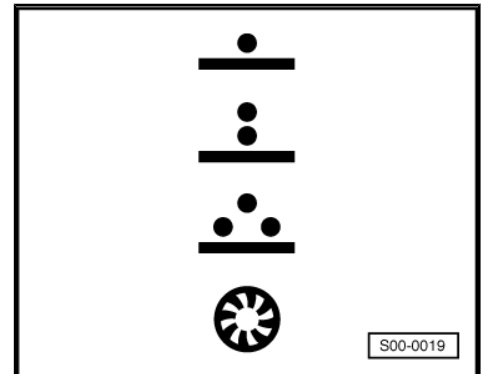
When performing accident repairs it is preferable, for reasons of security, to exceed the number of series spot welds rather than fall short of them if there is enough space.

Methods and procedures that differ also from the original welding are described in this Body Repairs Workshop Manual.

4 Explanation of the symbols

4.1 Explanation of the signs for welding operations

- Spot weld seam (single row)
- Spot weld seam (double row)
- Spot weld seam (double row offset)
- Inert gas shielded plug weld

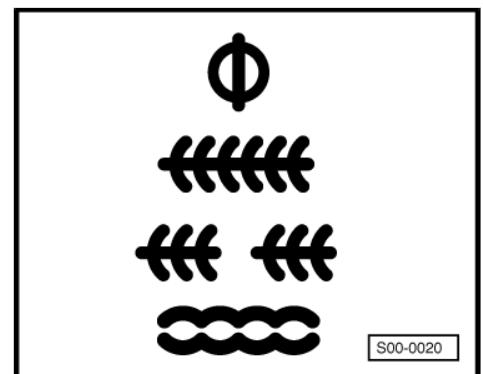


Inert gas shielded quilting seam (if necessary must be grinded flush with the body contours)

Inert gas shielded full seam (if necessary must be grinded flush with the body contours)

Inert gas shielded full seam interrupted (if necessary must be grinded flush with the body contours)

Hard soldering



Note

- ◆ *Inert gas shielded plug weld: holes with a diameter \varnothing of 7 mm must be drilled every 20-30 mm at the level of the connecting points on one of the panels to be connected or else use punch pliers with a carefully positioned inert gas shielded welding hole.*
- ◆ *Inert gas shielded full seam: if possible the welding seam must be uninterrupted.*
- ◆ *Inert gas shielded quilting seam: the welding seam consists of a series of successive individual welding spots. Its advantage being that it requires less heat than the inert gas shielded full seam.*
- ◆ *Inert gas shielded full seam, interrupted: the welding seam consists of successive inert gas shielded full seams at a distance of approx. 20 mm interval interspaced by sections of equal length.*

Copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee or accept any liability for the content of this document. SKODA AUTO A. S. ©

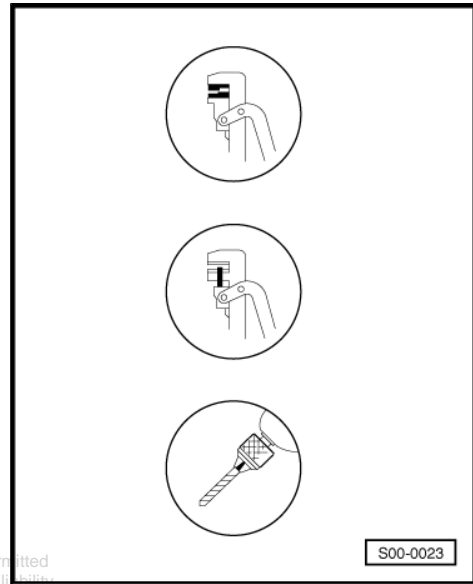
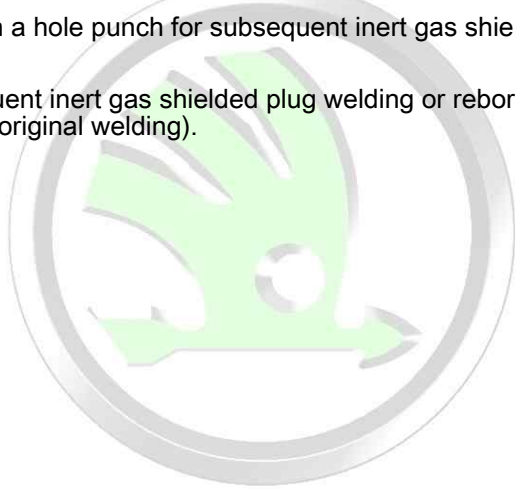


4.2 Explanation of the signs for the processes

Burr with burring pliers to perform overlapping welding

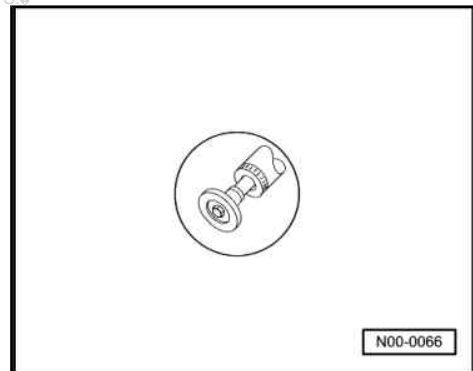
Make holes with a hole punch for subsequent inert gas shielded plug welding

Drill for subsequent inert gas shielded plug welding or rebore welding points (original welding).

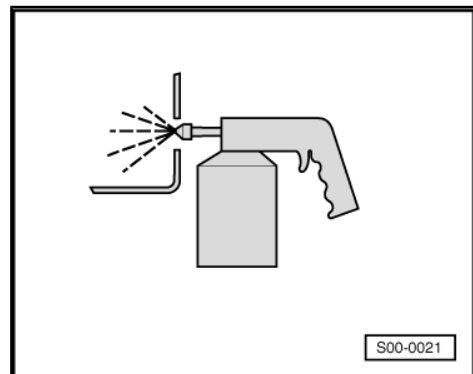


Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

Grind using a rod grinder

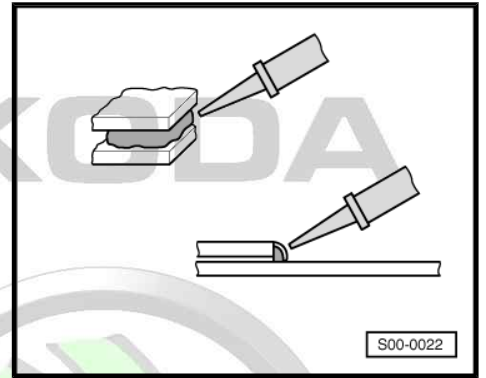


Protection of hollow spaces





Glueing
Precision sealing



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

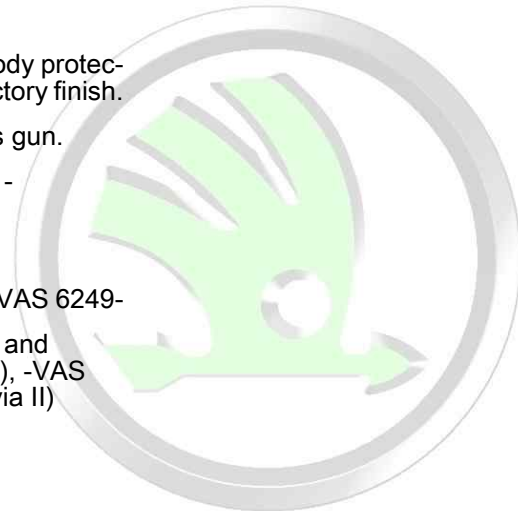


5 Tools

Special tools and workshop equipment required

- ◆ Right angle grinder e.g. EBU 18 -E2-
- ◆ Right angle grinder e.g. WS-125 and wire brush
- ◆ Welding point loosening tool e.g. Variodrill -V.A.G 1731-
- ◆ Body saw e.g. -V.A.G 1523-
- ◆ Welding fumes suction equipment e.g. -V.A.G 1586 A-
- ◆ Door tension adjuster, e.g. -V.A.G 1438-
- ◆ Underbody sealant gun, e.g. -V.A.G 1379-
- ◆ Double cartridge gun -VAS 5237-
- ◆ Pneumatic gun -V.A.G 2005- for adhesive -DA 001 730 A1-
- ◆ 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 e.g. -VAS 6249-
- ◆ Straightening bench Celette M85 with straightener and straightening square sets -VAS 6210- (VW Touran), -VAS 6210/1- (Audi A3) and -VAS 6240/3- (Škoda Octavia II)
- ◆ Basic equipment e.g. -V.A.G 1366/3-
- ◆ Rod grinder with wire brush

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

6 Anti-corrosion measures

6.1 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.

6.2 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 04- on both sides of spot welding flanges.

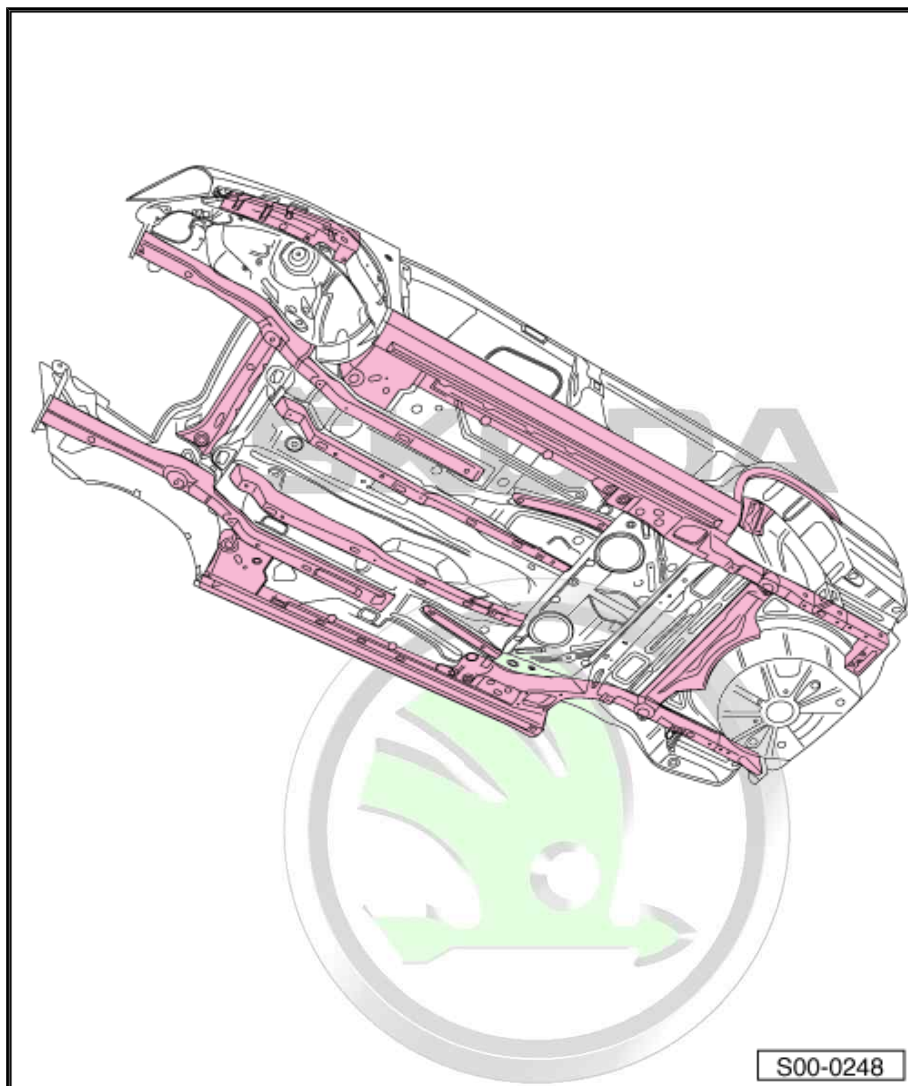


Note

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. Overview of protective hollow spaces => [page 15](#) .
- Unblock the water drainage openings once the hollow space protection material has dried.

6.2.1 Overview of protective hollow spaces



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.®

6.3 Cutting galvanized body parts

6.3.1 Preliminary work

- Remove the underbody protection and sealed seams ⇒ Chap. 00-3

6.3.2 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.

6.3.3 Welding of galvanized body panels

⇒ Chapter 00-3 .



7 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 glazing/paint primer -D 009 200 02- . Allow to dry for approx 10 minutes.

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted without the express authorisation of SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee or accept any liability in respect to the accuracy of the information contained in this manual. Copyright by SKODA AUTO A. S. ©

7.1 Replace noise insulation

- 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 in the repair location.

7.2 Overview of foam-filled points

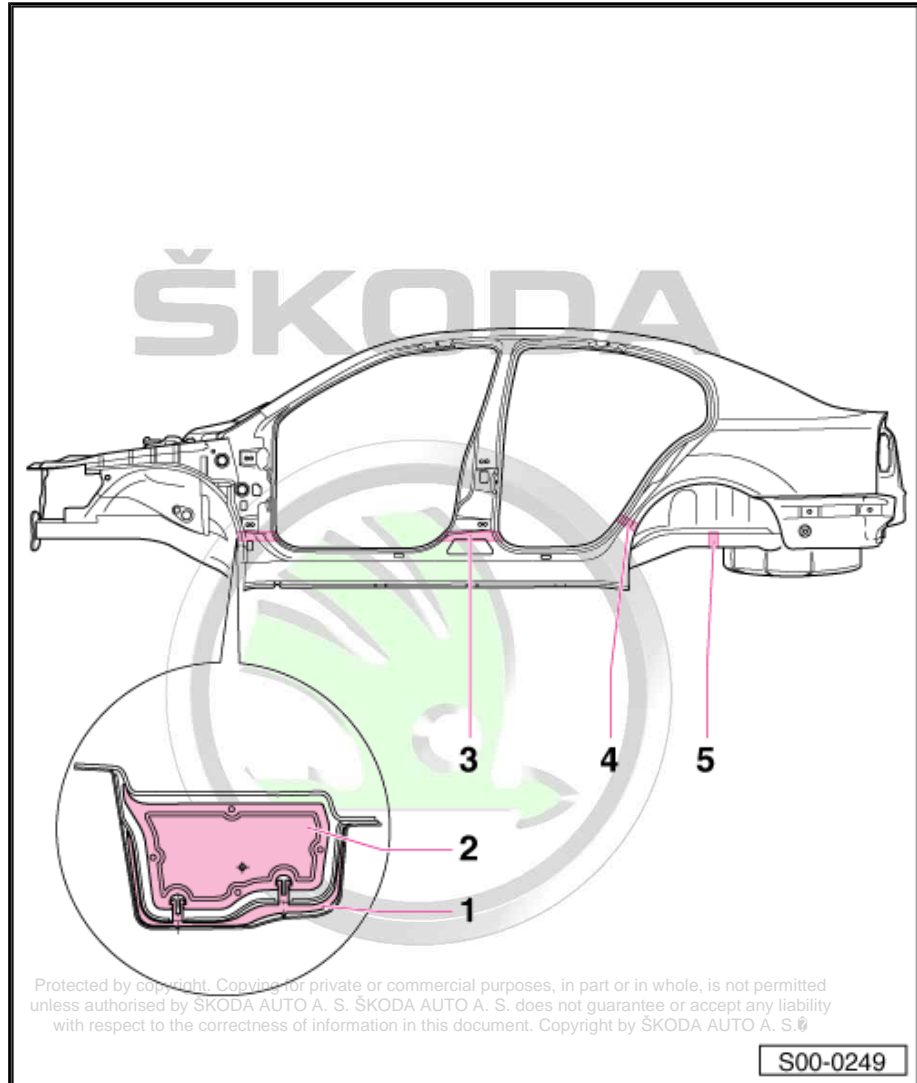


Note

Current part numbers are indicated in the spare parts catalogue.



- 1 - 1Z0 864 627
- 2 - 1Z0 864 627A
- 3 - 1Z0 864 649
- 4 - 1Z0 864 621
- 5 - 1K0 864 625



8 The jig alignment bench

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

Note

- ◆ Use straightening square set -VAS 6210- (VW Touran) together with straightening square sets -VAS 6210/1- (Audi A3) and -VAS 6240/3- (Škoda Octavia II).
- ◆ The straightening square set -VAS 6240/3- (Škoda Octavia II) consists of the alignment bracket supports no.: -48, 49, 50, 51-.
- ◆ This overview does not replace the detailed design plan of the jig alignment bench from the company Celette.
- ◆ 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

3 - Spacer

- identical on both left and right

8 - MZ 140 and TV 400

10 - MZ 200

11 - MZ 200

12 - MZ 260

16 - MZ 602

17 - Centering piece

- identical on both left and right

18 - Centering piece

- identical on both left and right

19 - Centering piece

- identical on both left and right

20 - MZ 140

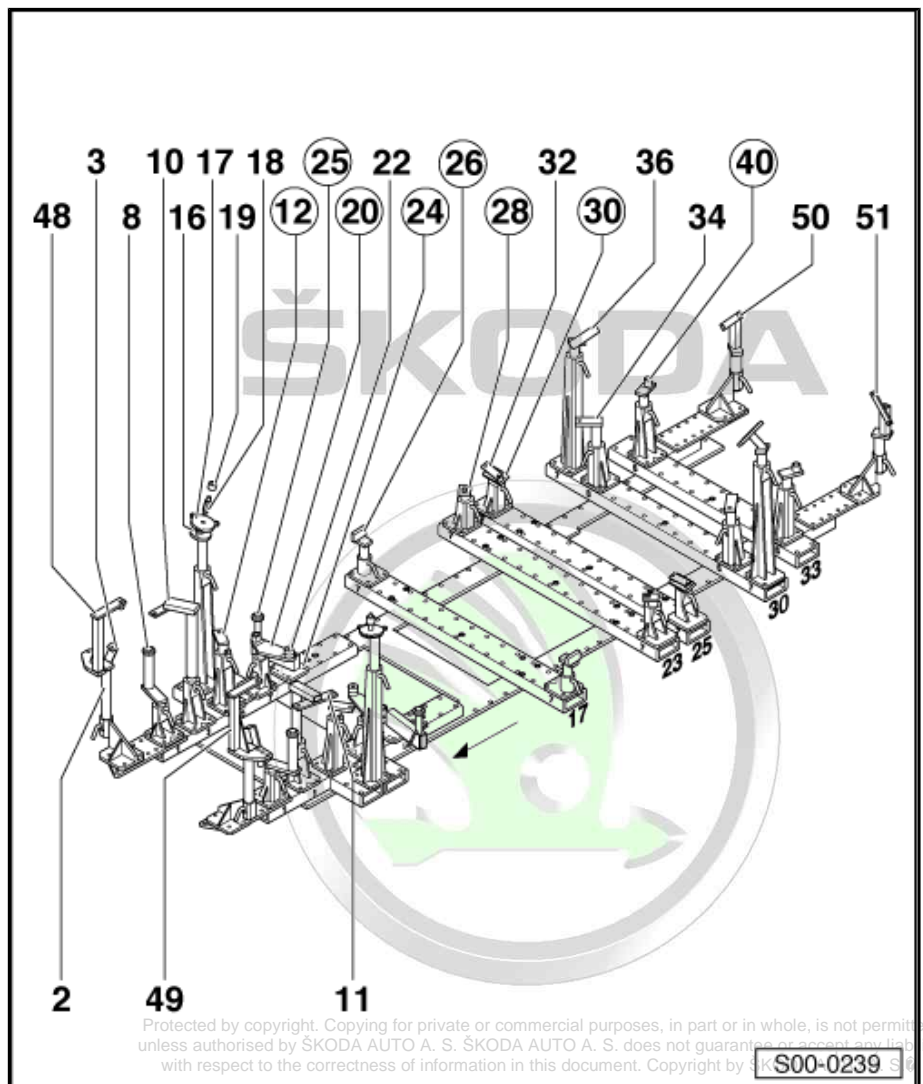
22 - Spacer

- identical on both left and right

24 - Holder without MZ, support -25-

25 - Support

- Production hole at the front, identical on both





left and right

26 - MZ 080

28 - MZ 140 or MZ 080

30 - MZ 140

32 - Spacer

- identical on both left and right

34 - MZ 200

36 - MZ 602

40 - MZ 260

48 - Support for front frame side rail

49 - Support for front frame side rail

50 - MZ 141 and TV 400

51 - MZ 141 and TV 400

ŠKODA



Valid for a vehicle body with installed assemblies



Note

The following figures show the right side of the vehicle.

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



12 - MZ 080

14 - Spacer

- identical on both left and right

20 - MZ 080

24 - Holder without MZ, support -25-

25 - Support

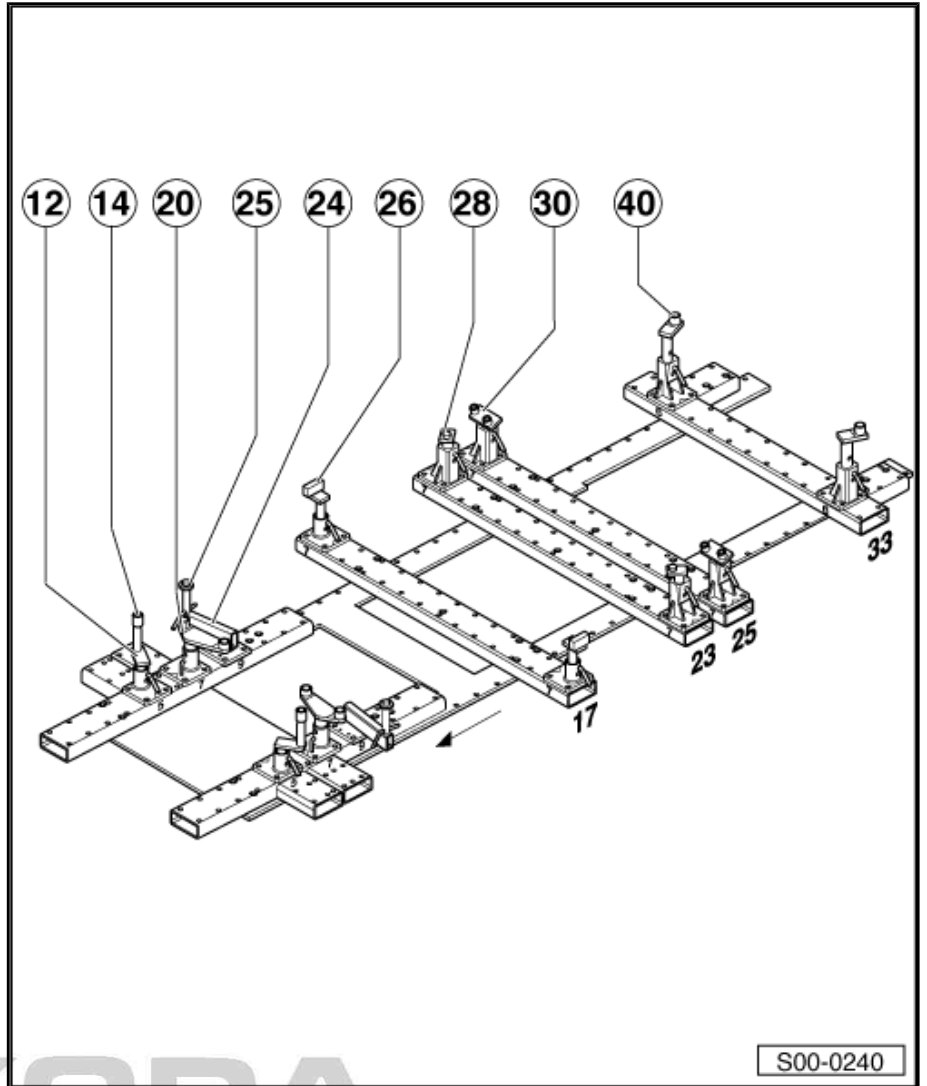
- Production hole at the front, identical on both left and right

26 - MZ 080

28 - MZ 140 or MZ 080

30 - MZ 140

40 - MZ 140



ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



8.2 Overview of front alignment bracket positions



Note

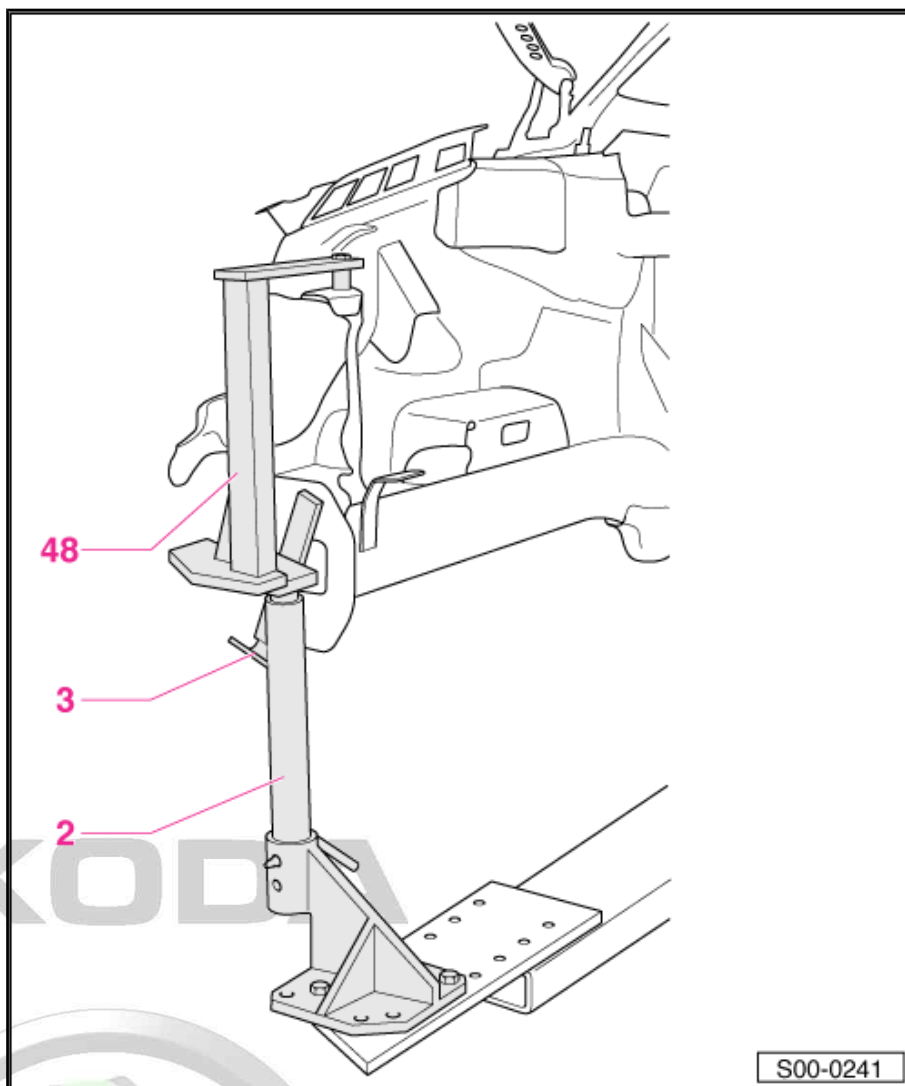
Fixation supports on the left side of the vehicle correspond to the fixation supports on the right side of the vehicle, unless otherwise indicated.

2 - Support for front frame side rail

3 - Spacer

- identical on both left and right

48 - Support for the front frame side rail and impact absorber support

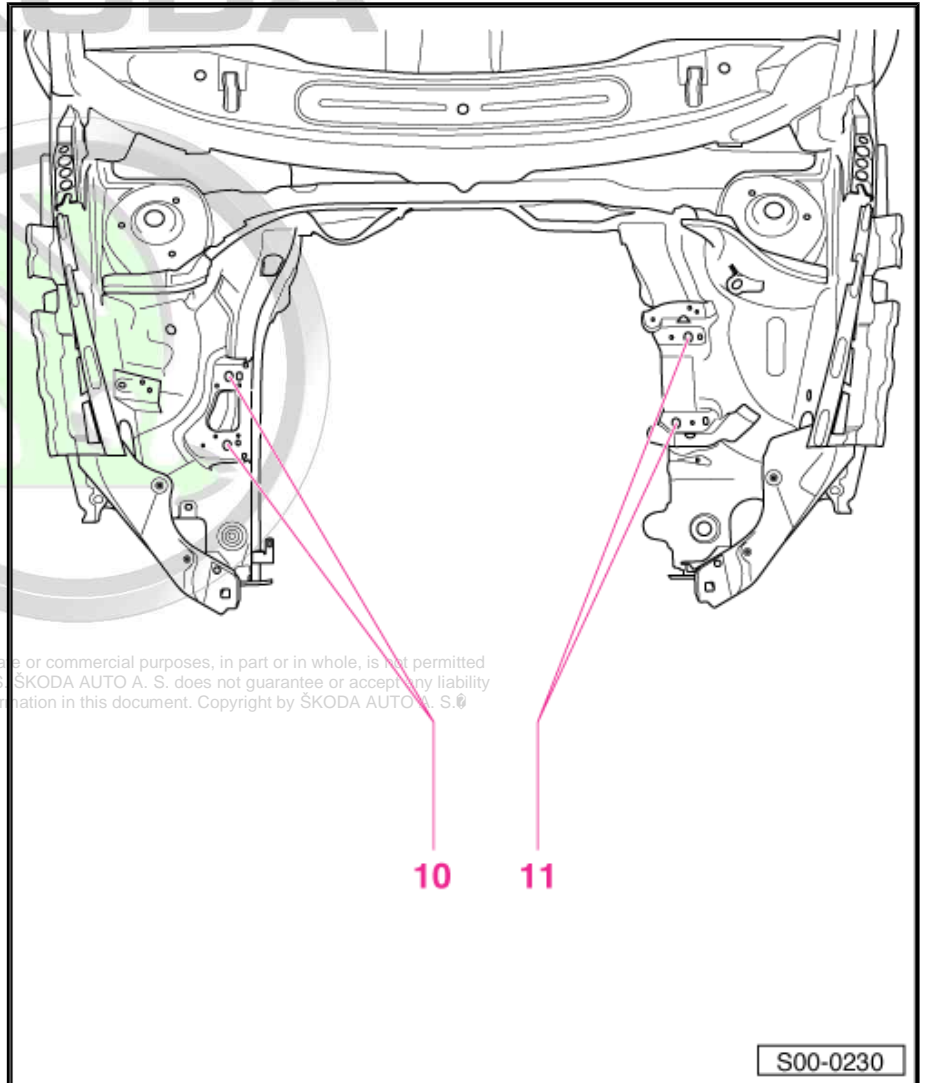


10 - Fixation supports for engine mounting

- only on right side

11 - Fixation supports for gearbox mount

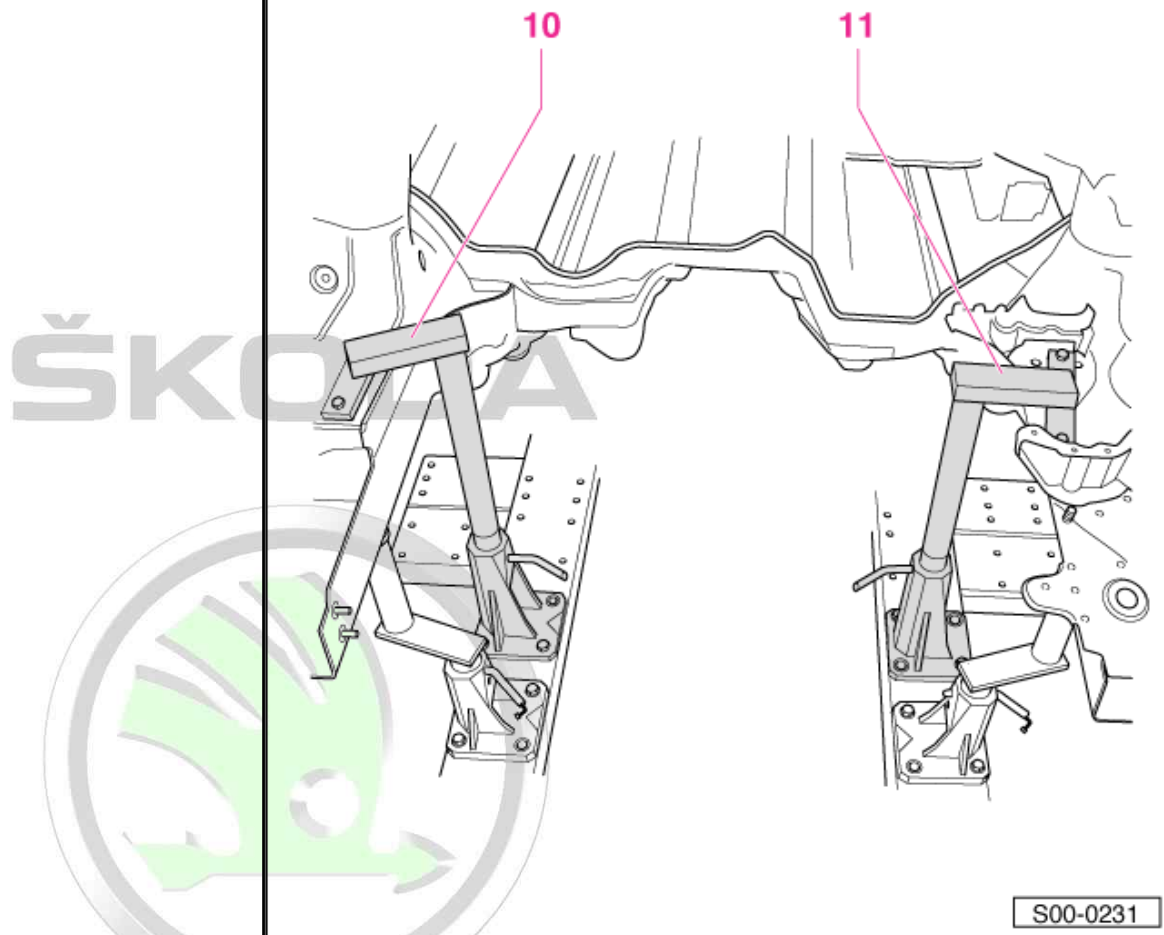
- only on left side





10 - Support for engine mounting

11 - Support for gearbox mount



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.®

8 - Fixation support to check the production hole in the frame side rail

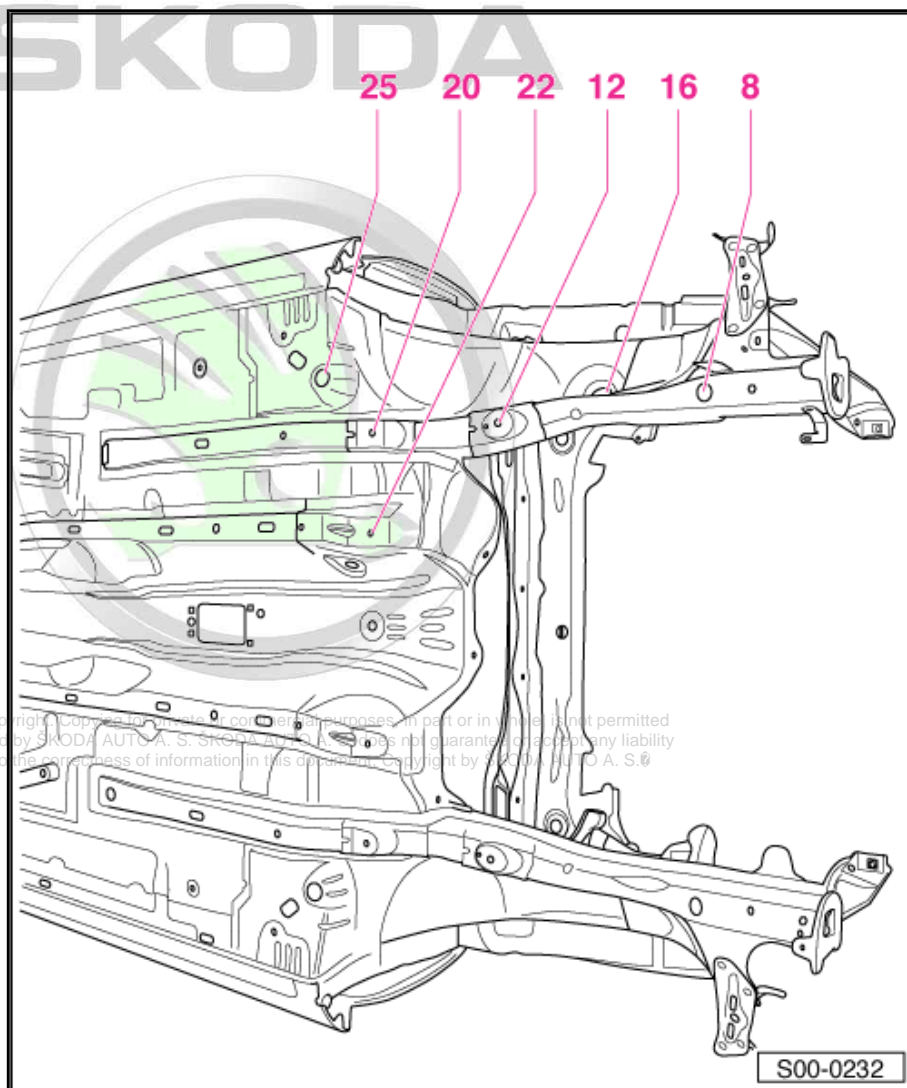
12 - Fixation support for assembly carrier attachment

16 - Fixation point for suspension strut mounting

20 - Fixation support for assembly carrier attachment

22 - Fixation support for assembly carrier attachment

25 - Location point





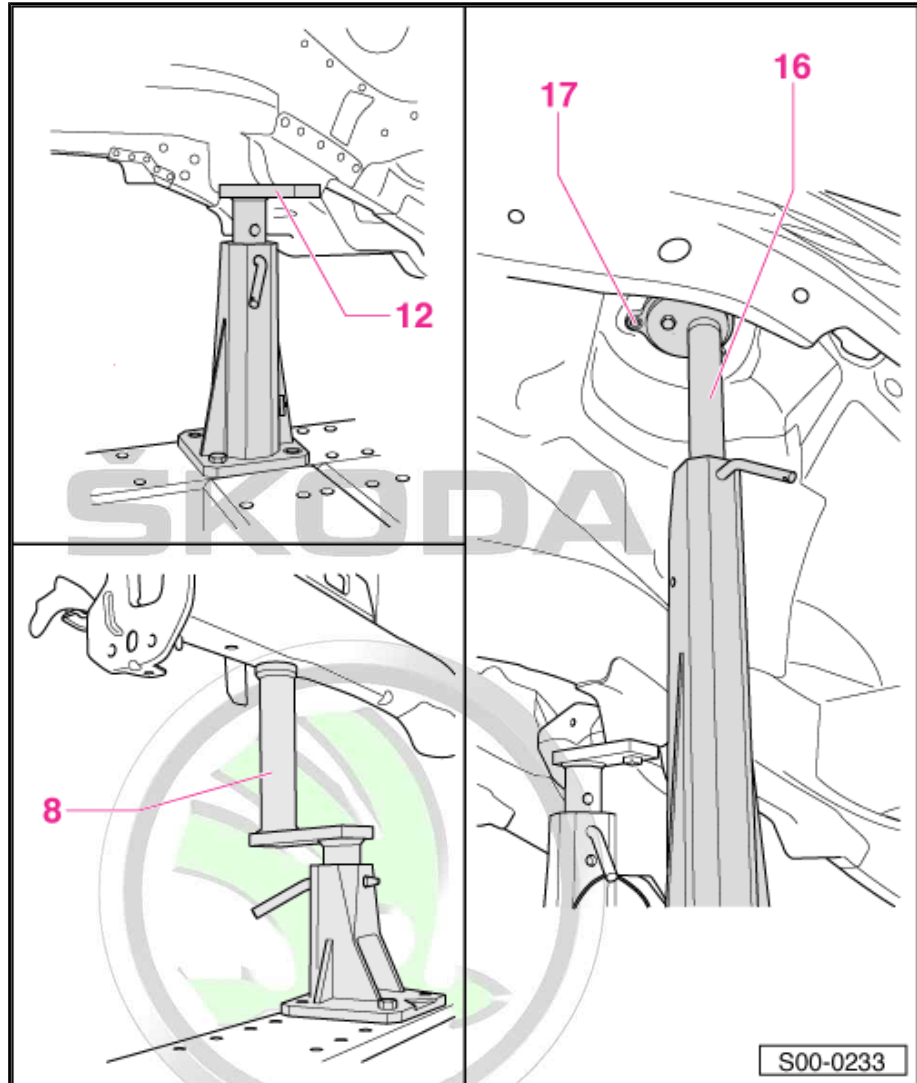
8 - Support for front frame side rail

12 - Support for assembly carrier attachment

16 - Support for suspension strut mounting

17 - Centering piece

- identical on both left and right



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.®



20 - Support for assembly carrier attachment

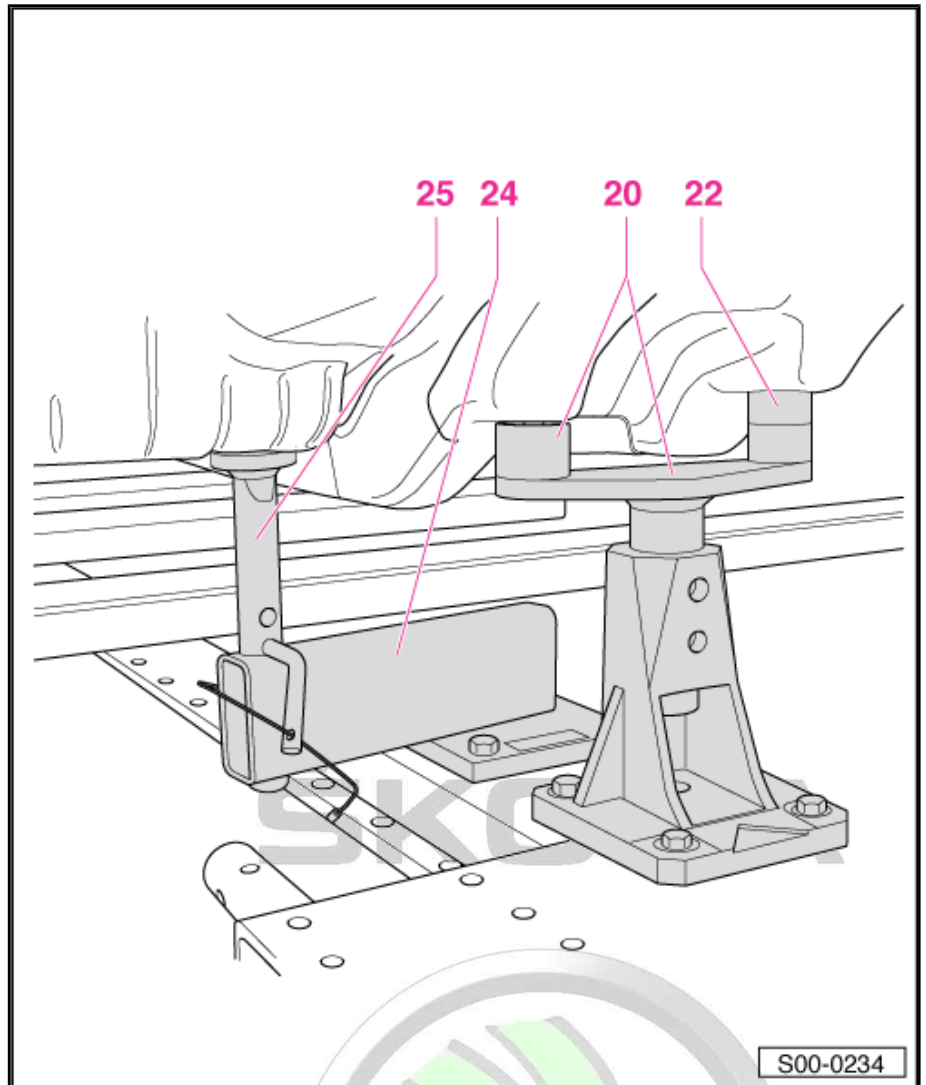
22 - Spacer

- ❑ identical on both left and right

24 - Bracket

25 - Support

- ❑ The hole can get deformed during transport and pushed upwards (therefore use washers of up to 4 mm in thickness when taking measurements)



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



8.3 Overview of the middle alignment bracket positions



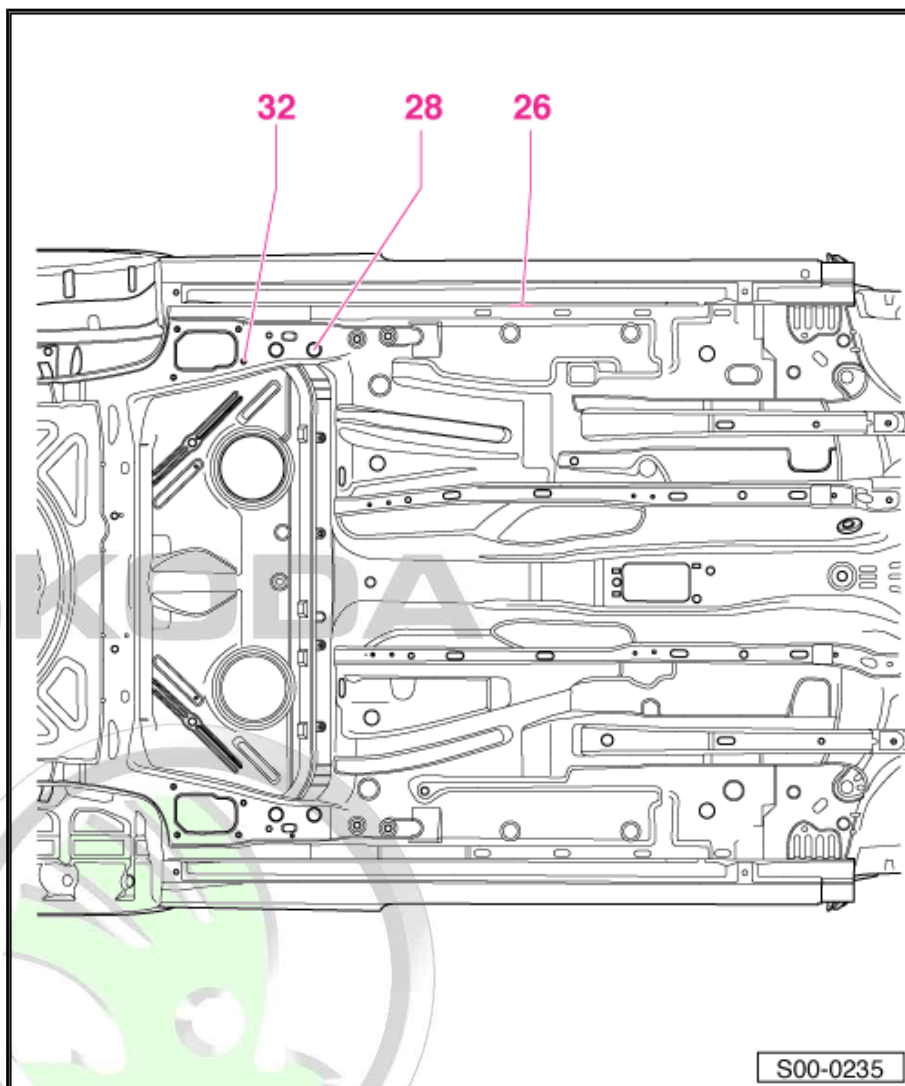
Note

Fixation supports on the left side of the vehicle correspond to the fixation supports on the right side of the vehicle, unless otherwise indicated.

26 - Fixation support to check the bottom side rail

28 - Location point

32 - Fixation point for rear axle mounting



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



26 - Support to check the bottom side rail

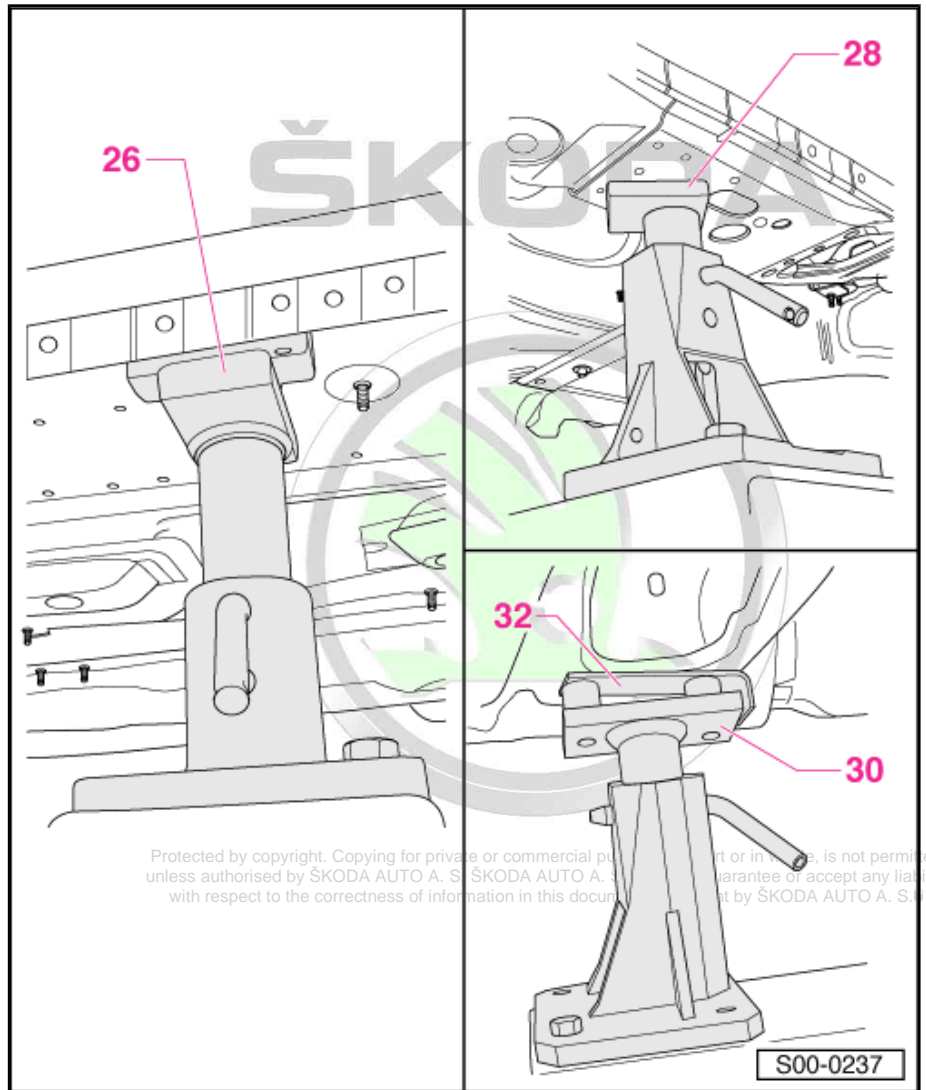
28 - Support

- for production hole

30 - Support for rear axle mounting

32 - Spacer

- identical on both left and right





8.4 Overview of the rear alignment bracket positions



Note

Fixation supports on the left side of the vehicle correspond to the fixation supports on the right side of the vehicle, unless otherwise indicated.

34 - Fixation point for rear axle mounting

36 - Fixation point for suspension strut mounting

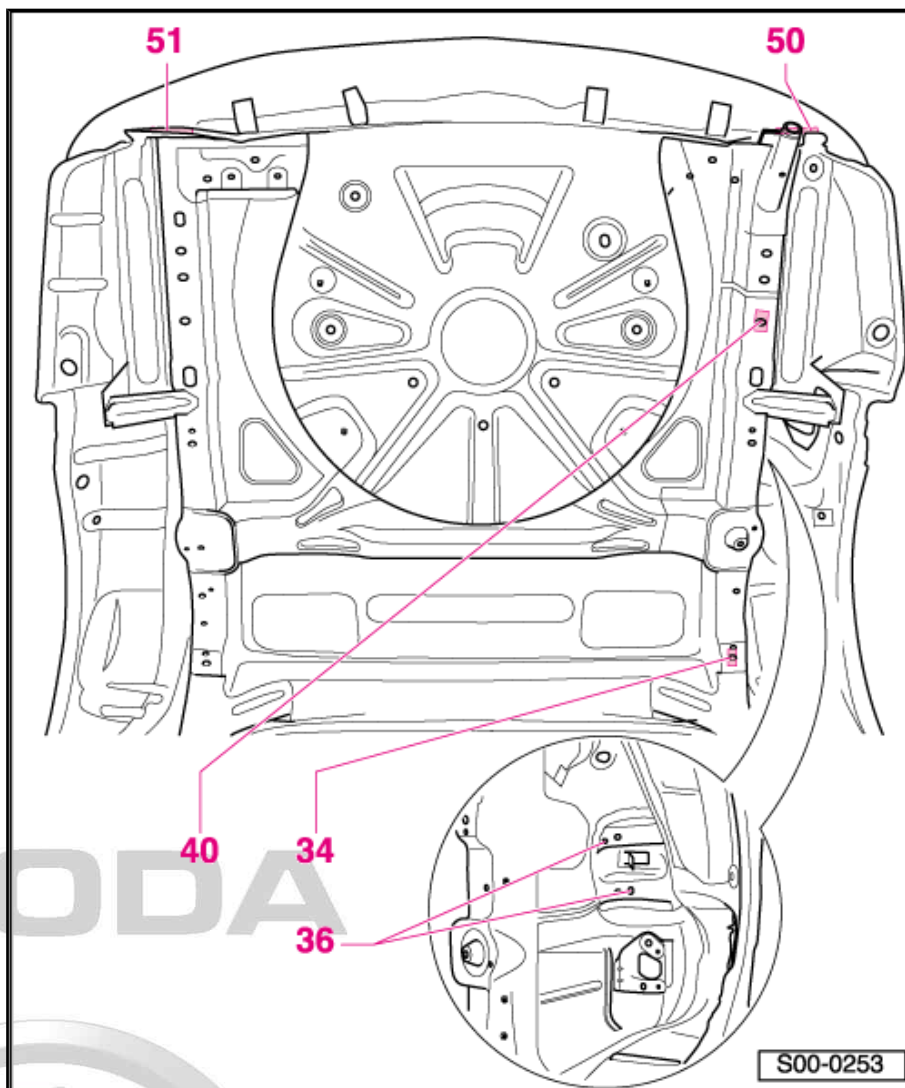
40 - Fixation support to check the production hole in the frame side rail

50 - Fixation support to check the rear frame side rail

- only on right side

51 - Fixation support to check the rear frame side rail

- only on left side





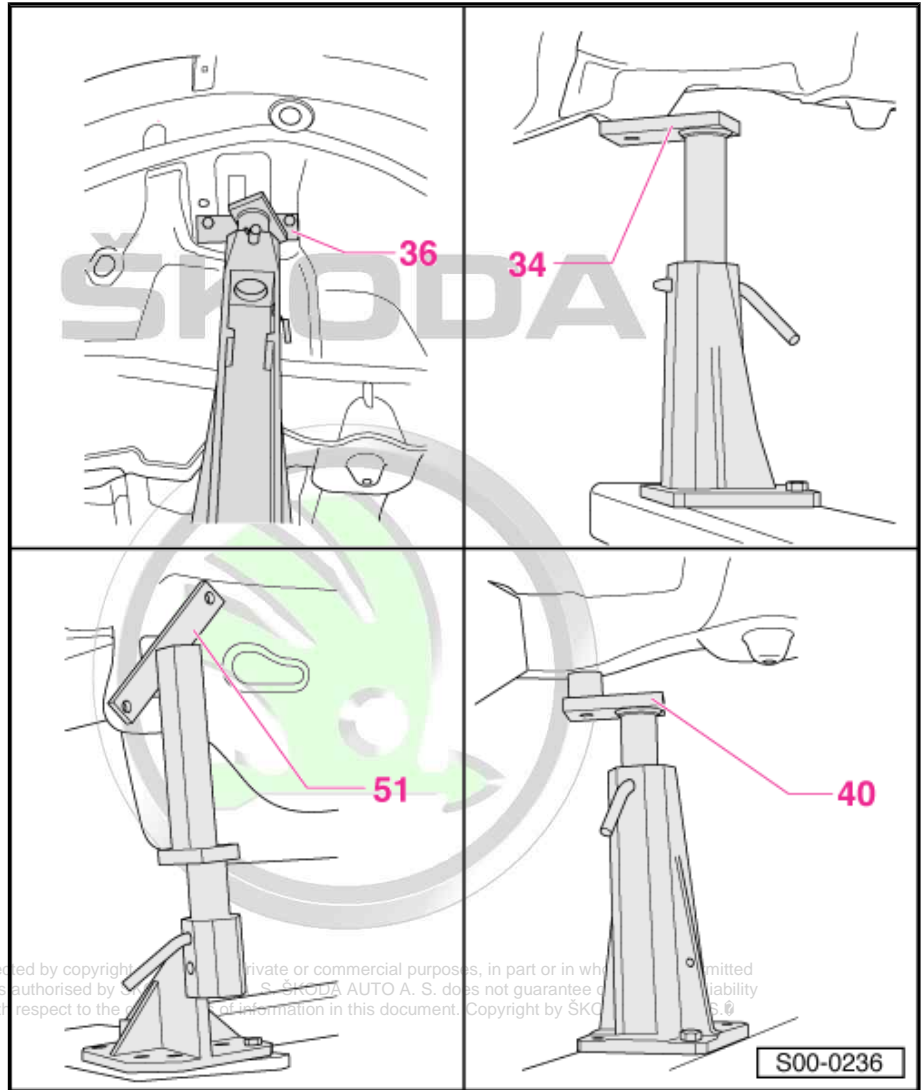
34 - Support for rear axle mounting

36 - Support for suspension strut mounting

40 - Support

- for production hole in frame side rail

51 - Support to check the rear frame side rail

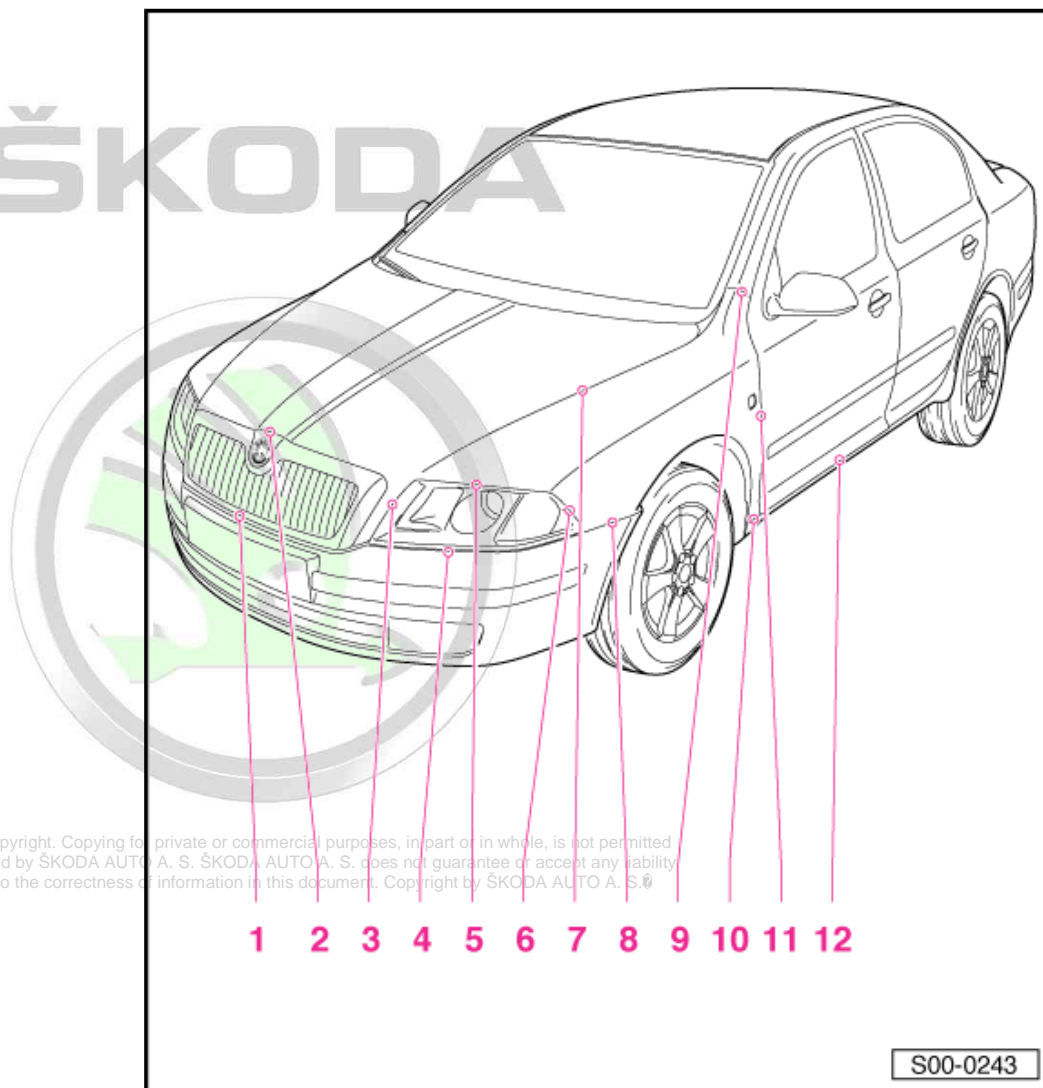


9 Karosserie-Kontrollspaltmaße

9.1 Karosserie vorn

Zum Einstellen oder Kontrollieren kann das Sonderwerkzeug z.
B. -3371- verwendet werden.

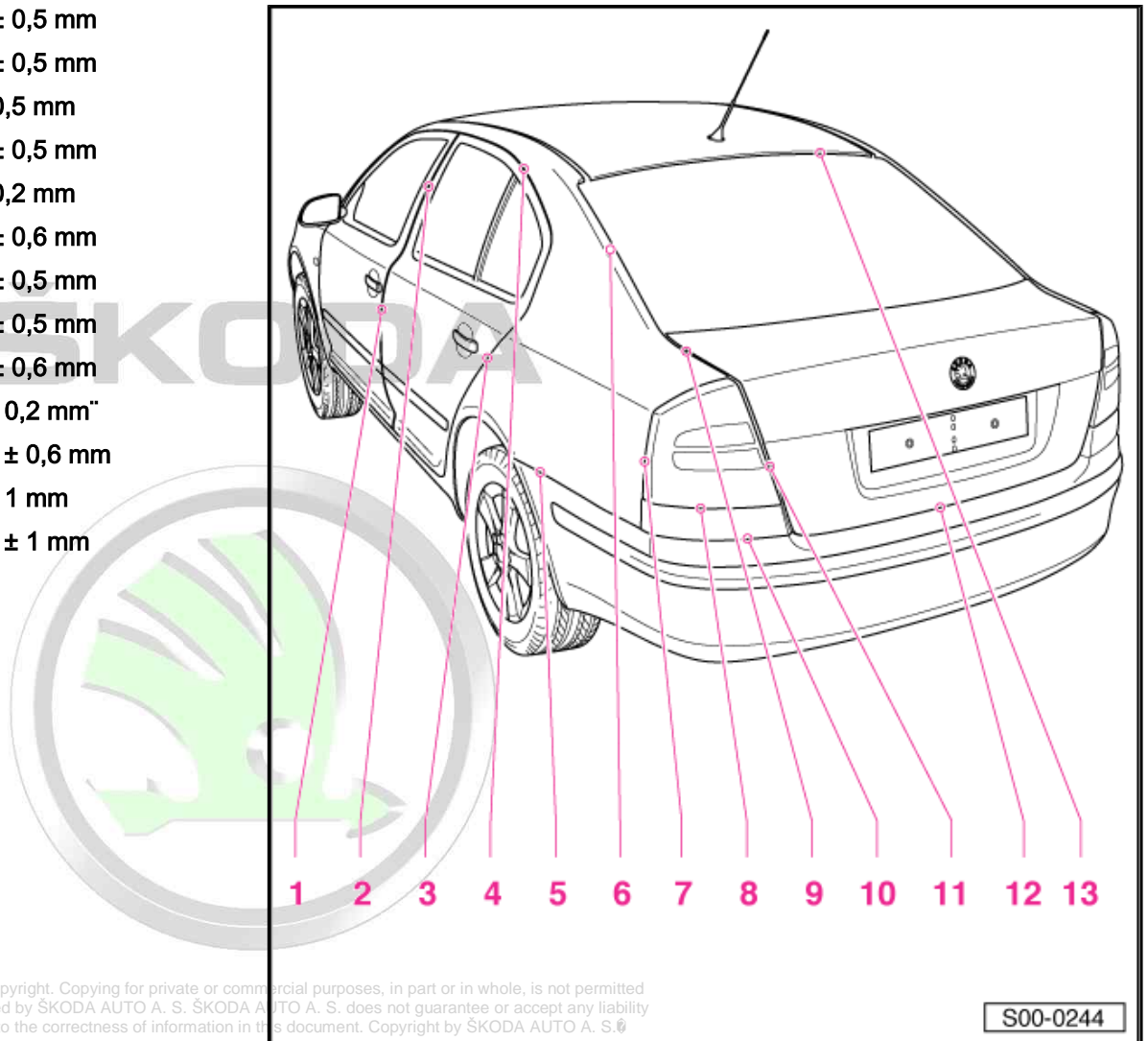
- 1 - $5,7 \pm 0,8$ mm
- 2 - $0,8 \pm 0,6$ mm
- 3 - $3,5 \pm 0,5$ mm
- 4 - $3,3 \pm 0,5$ mm
- 5 - $2,5 \pm 0,5$ mm
- 6 - $2,5 \pm 0,5$ mm
- 7 - $3,5 \pm 0,5$ mm
- 8 - $1 \pm 0,2$ mm
- 9 - $2,9 \pm 0,5$ mm
- 10 - $2,9 \pm 0,5$ mm
- 11 - $4 \pm 0,5$ mm
- 12 - $5,5 \pm 0,8$ mm



9.2 Karosserie hinten

Zum Einstellen oder Kontrollieren kann das Sonderwerkzeug z.
B. -3371- verwendet werden.

- 1 - $4,5 \pm 0,5$ mm
- 2 - $4,5 \pm 0,5$ mm
- 3 - $4 \pm 0,5$ mm
- 4 - $4,9 \pm 0,5$ mm
- 5 - $1 \pm 0,2$ mm
- 6 - $4,3 \pm 0,6$ mm
- 7 - $1,5 \pm 0,5$ mm
- 8 - $1,8 \pm 0,5$ mm
- 9 - $4,3 \pm 0,6$ mm
- 10 - $1 \pm 0,2$ mm
- 11 - $4,3 \pm 0,6$ mm
- 12 - 5 ± 1 mm
- 13 - $6,7 \pm 1$ mm



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

S00-0244



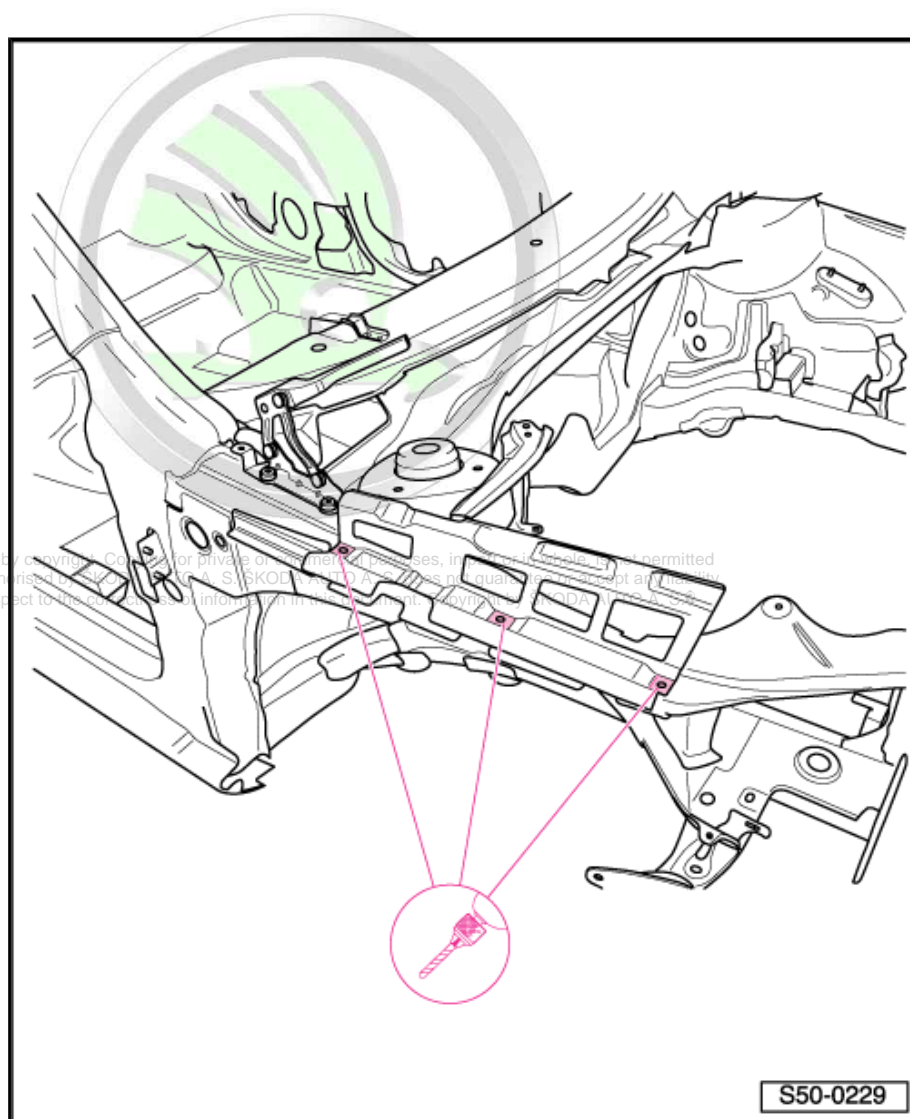
50 – Front body

1 Repairing the front body

1.1 Replacing wing support

1.1.1 Removing original part

- Bore out the rivets.



- Remove wing support.
- Remove any residues.

1.1.2 Spare part

- ◆ Wing support
- ◆ Rivets \varnothing 4.8 mm

1.1.3 Installing

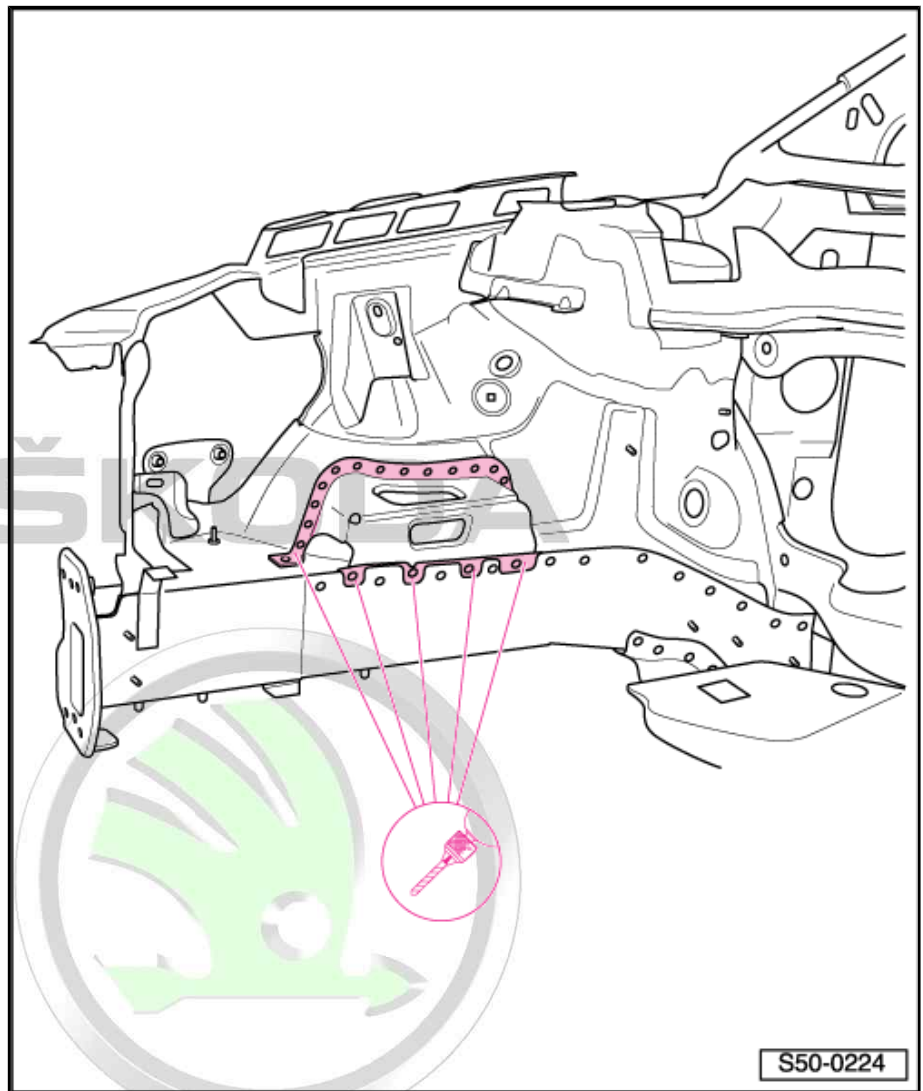
Special tools and workshop equipment required

- ◆ Riveting tongs
- Rivet on wing support to upper frame side rail.

1.2 Replace engine mounting

1.2.1 Removing original part

- Bore out the welding points.



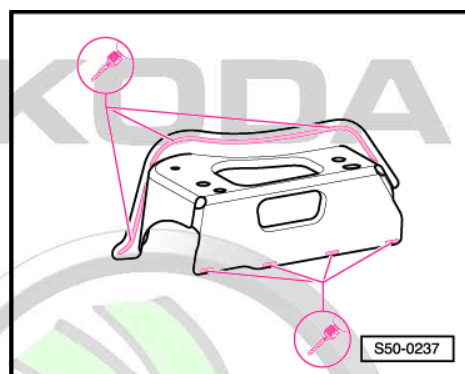
- Remove engine mounting.
 - Remove any residues.
- copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

1.2.2 Spare part

- ◆ Engine mount

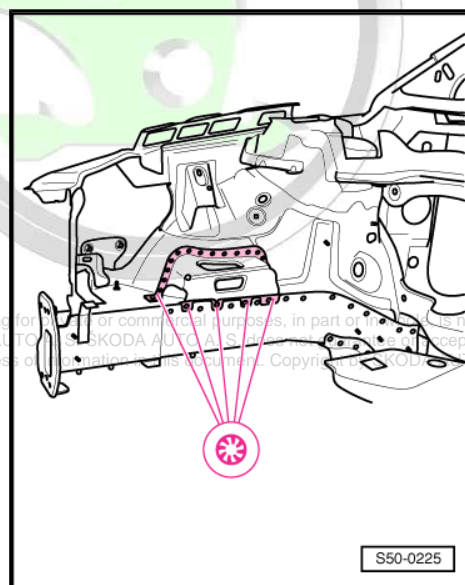
1.2.3 Preparing the new part

- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.



1.2.4 Part welding

- Weld in the new part, inert gas shielded plug weld.

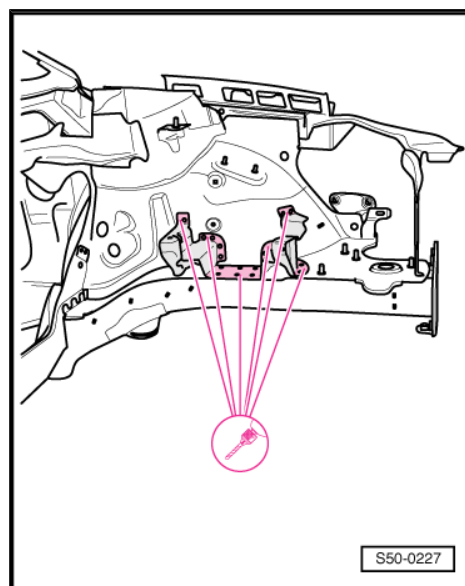


Protected by copyright. Copying for private or commercial purposes, in part or in full, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not accept any liability with respect to the correctness of the information in this document. Copyright © ŠKODA AUTO A. S. 2004

1.3 Replace gearbox mount

1.3.1 Removing original part

- Bore out the welding points.
- Remove gearbox mount.
- Remove any residues.



1.3.2 Spare part

- ◆ Gearbox mount

1.3.3 Preparing the new part

- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.

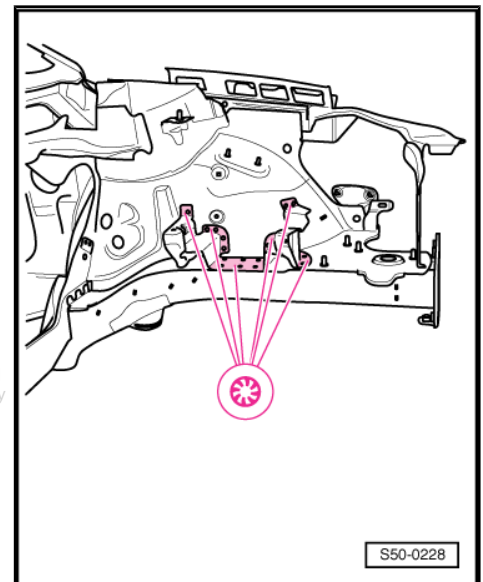
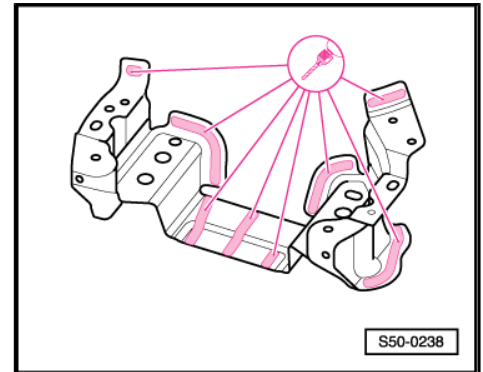
ŠKODA



1.3.4 Part welding

- Weld in the new part, inert gas shielded plug weld.

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



1.4 Replacing upper frame side rail

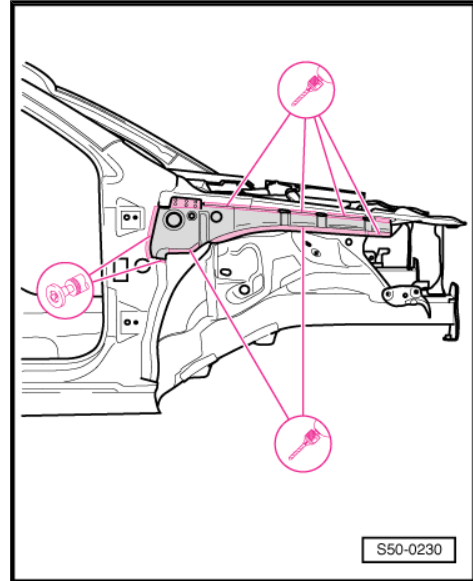
1.4.1 Replacing outer part of upper frame side rail

1.4.2 Removing original parts

- Bore out wing support ⇒ [page 34](#) .



- 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.

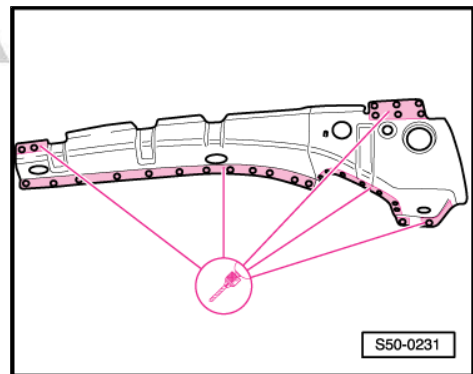


1.4.3 Spare part

- ◆ Outer part of upper frame side rail
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

1.4.4 Preparing the new part

- Drill holes for the inert gas shielded plug weld, Ø 7 mm.
- Clean adhesive surfaces.

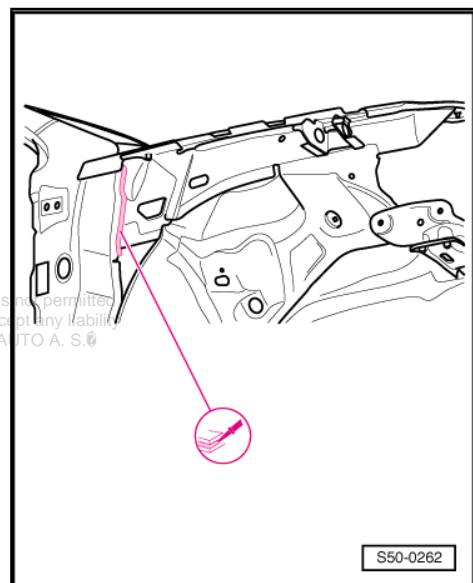


- Apply glue as shown.



Note

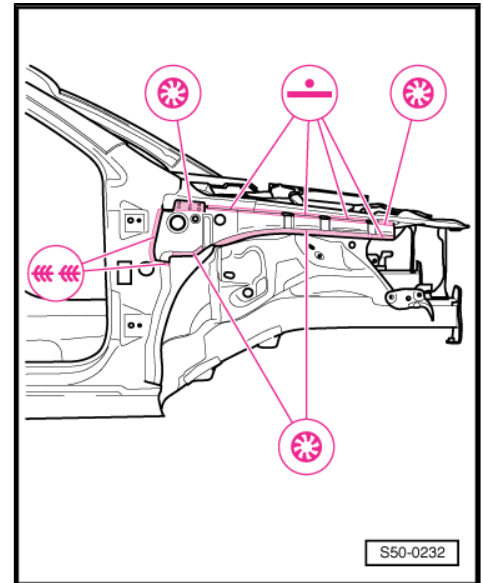
The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

1.4.5 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 in the new part, inert gas shielded plug weld.
- Weld in the remaining section, inert gas shielded full seam interrupted.
- Rivet on wing support ⇒ [page 35](#) .



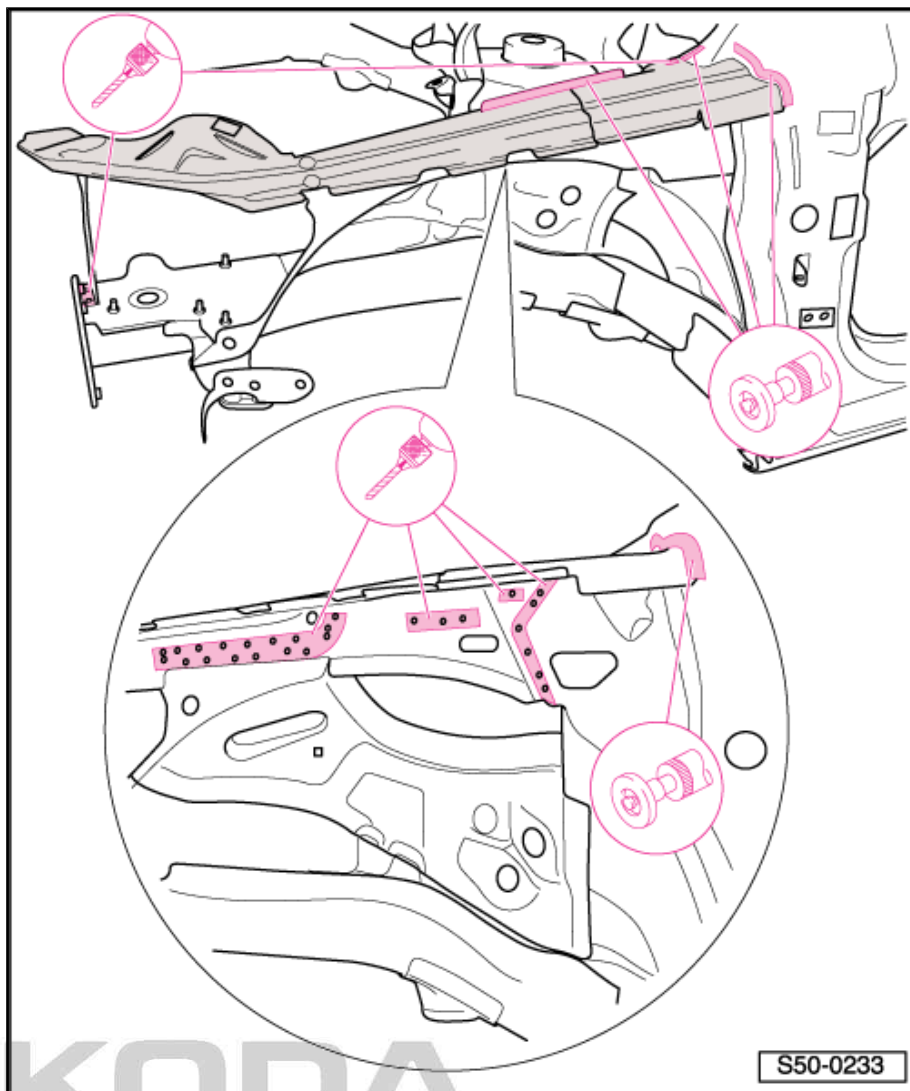
1.4.6 Replacing inner part of upper frame side rail

Removing original parts

- Removing outer part of upper frame side rail ⇒ [page 37](#) .
- Grind out inert gas shielded full seams interrupted.

ŠKODA





S50-0233

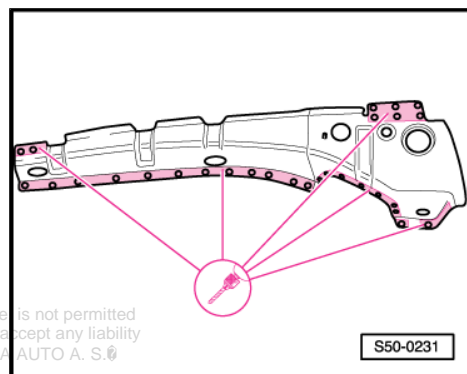
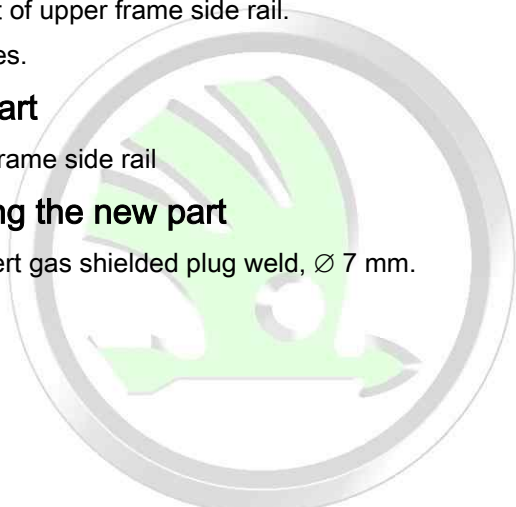
- Bore out remaining spot weld seams.
- Removing inner part of upper frame side rail.
- Remove any residues.

1.4.7 Spare part

- ◆ Inner part of upper frame side rail

1.4.8 Preparing the new part

- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.

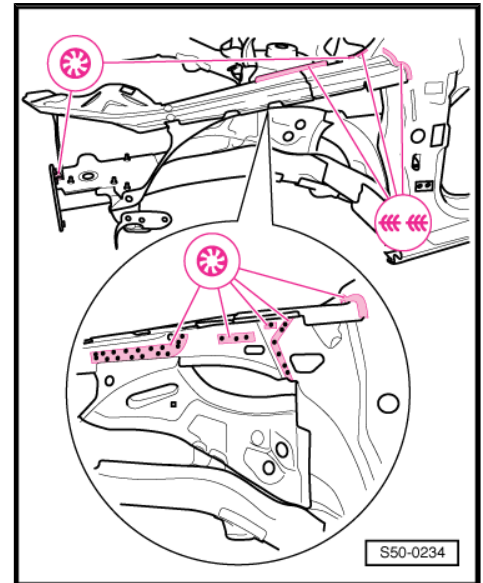


S50-0231

Protected by copyright. Copying for private or commercial purposes, in part or in whole is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

1.4.9 Part welding

- Attach the new part. The vehicle can stand on its wheels or on the alignment bracket.
- Weld in the new part, inert gas shielded plug weld.
- Weld in the remaining sections, inert gas shielded full seam interrupted.
- Weld in outer part of upper frame side rail ⇒ [page 39](#) .



1.5 Replacing the front frame side rail

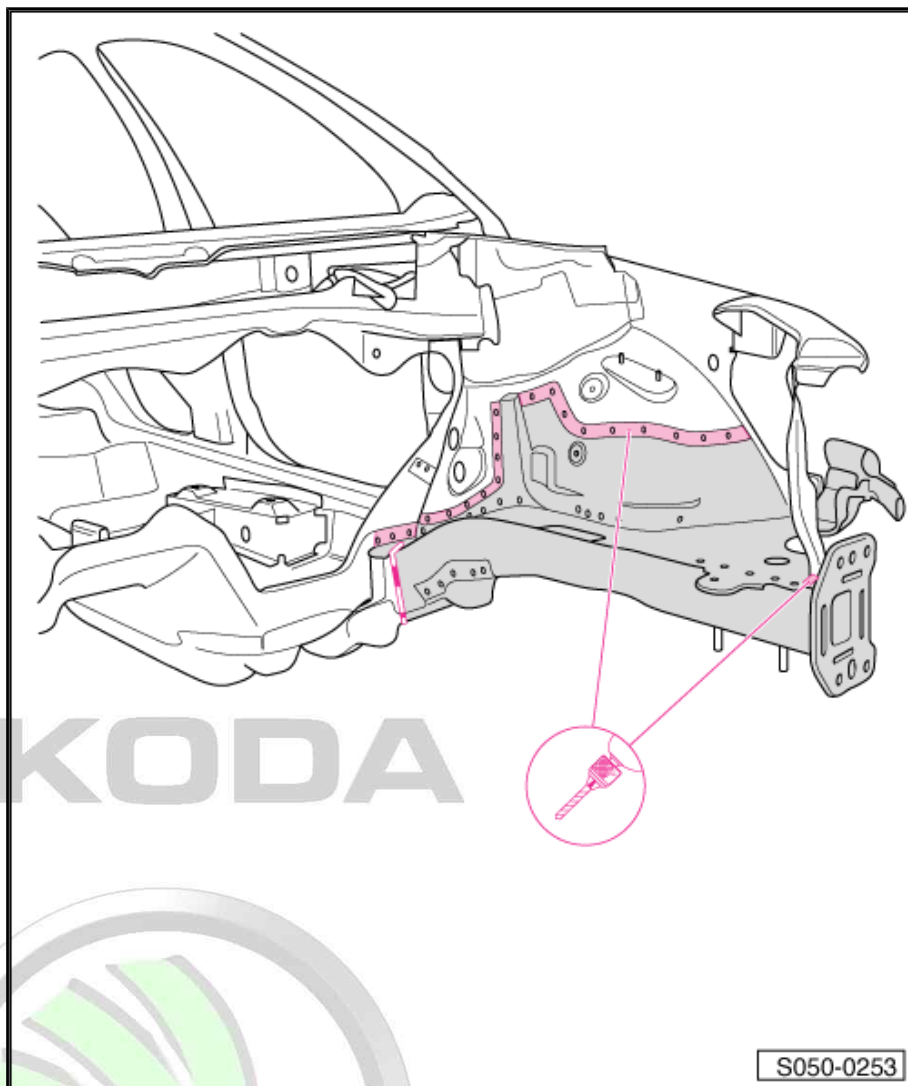
1.5.1 Removing original part

- Bore out front frame side rail from wheelhouse and from support for upper frame side rail.

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



S050-0253

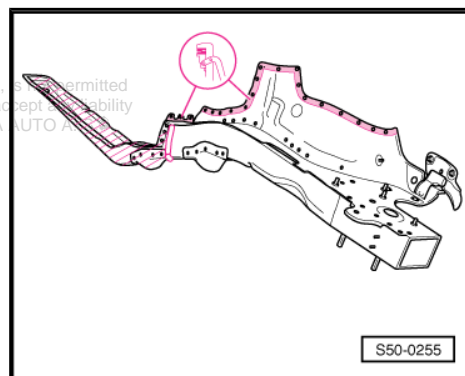
- Disconnect the front frame side rail.

1.5.2 Spare part

- ◆ Front frame side rail

1.5.3 Preparing the new part

- Transpose the cut line onto the new part and separate off the shaded area. Separate frame side rail only on the sides and from below. The top part serves as connection to the lock carrier.
- Make holes for front frame side rail in the connecting surface for the front wheelhouse and for the lock carrier.

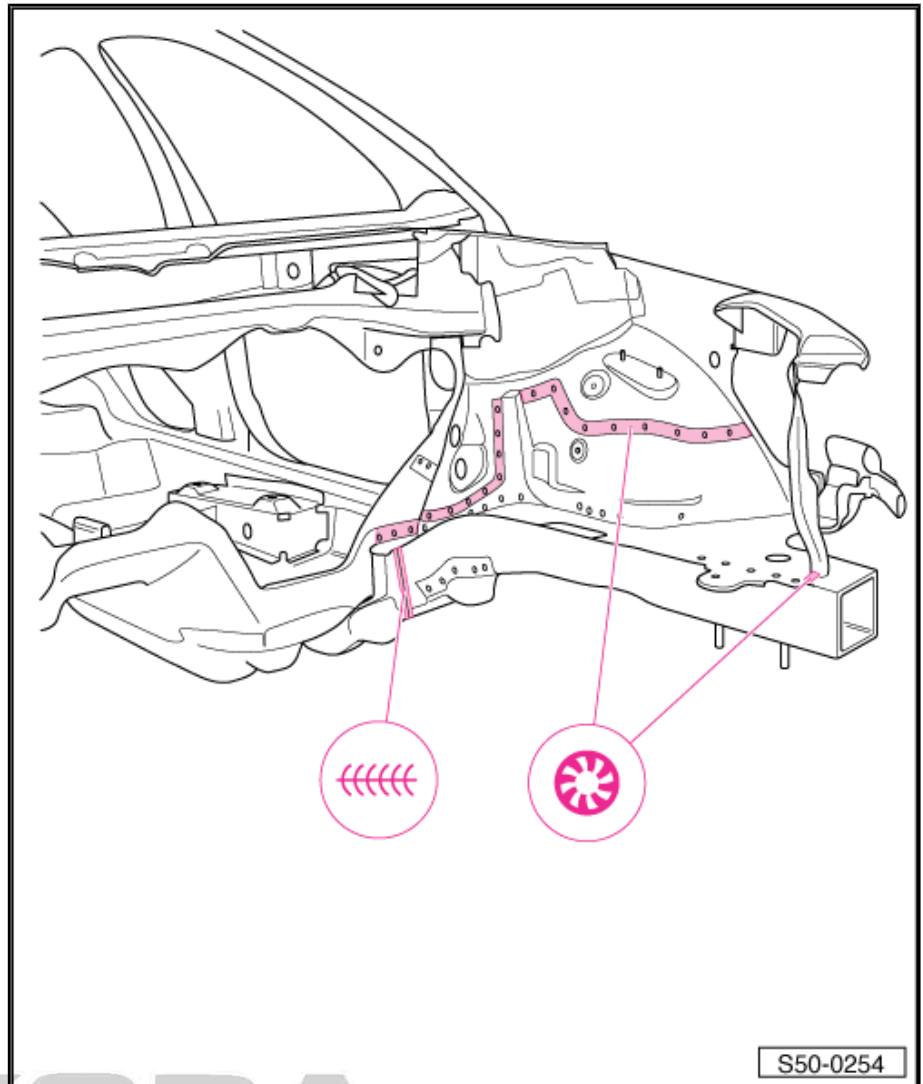


S50-0255

1.5.4 Part welding

- Align the front frame side rail on the alignment bench.

- Weld front frame side rail, inert gas shielded plug weld.



- Weld in the front frame side rail, an inert gas shielded full seam.
- Weld in cover plate => [page 45](#) .





1.6 Replacing the front frame side rail offcut part

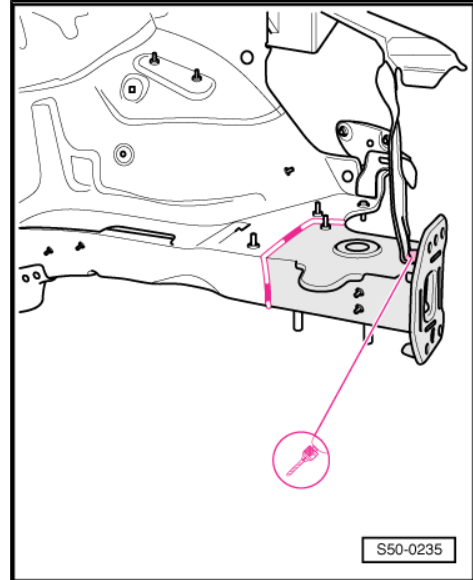
1.6.1 Removing original part

- Bore out support for upper frame side rail.
- Cut the frame side rail in the area of the laser welding seam.



Note

Make sure the cut line is straight.

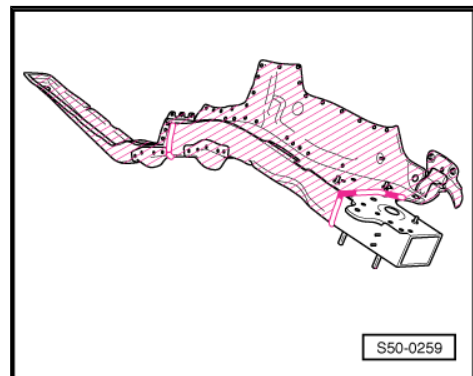


1.6.2 Spare part

- ◆ Front frame side rail offcut part

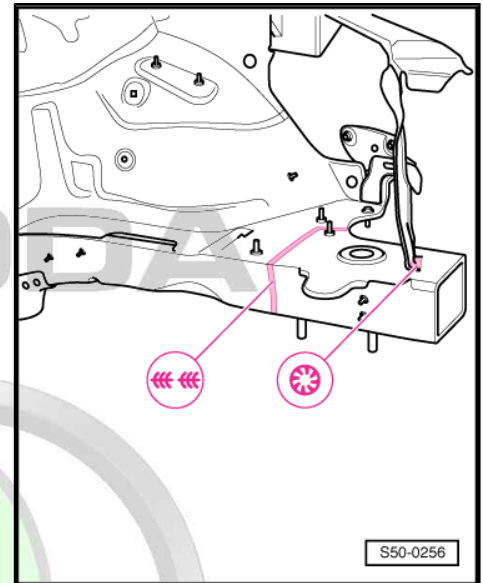
1.6.3 Preparing the new part

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



1.6.4 Part welding

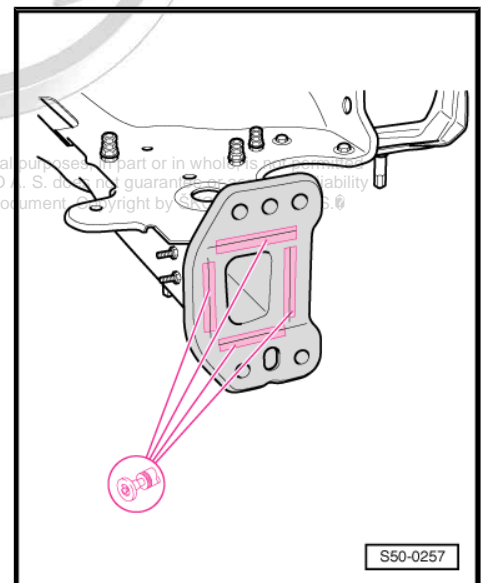
- Align the front frame side rail on the alignment bench.
- Weld front frame side rail, inert gas shielded full seam interrupted.
- Seal up the welded section, for example by using two-component adhesive.
- Weld in the support for the upper frame side rail, an inert gas shielded plug weld.
- Weld in cover plate ⇒ [page 45](#) .



1.7 Replace cover plate

1.7.1 Removing original part

- Grind out the laser welding seam.
- Remove cover plate.
- Grind in the residue.



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is prohibited without the written permission of SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee the reliability of the information in this document with respect to the correctness of information in this document. Copyright by SKODA AUTO A. S. 2004

1.7.2 Spare part

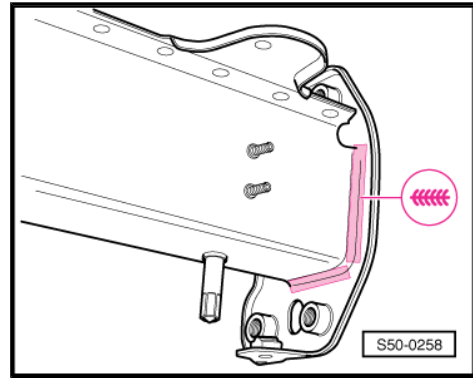
- ◆ Cover plate

1.7.3 Part welding

- Fix the new part on the straightening bench on the alignment bracket sets.



- Weld in cover plate from all sides, inert gas shielded full seam.



ŠKODA



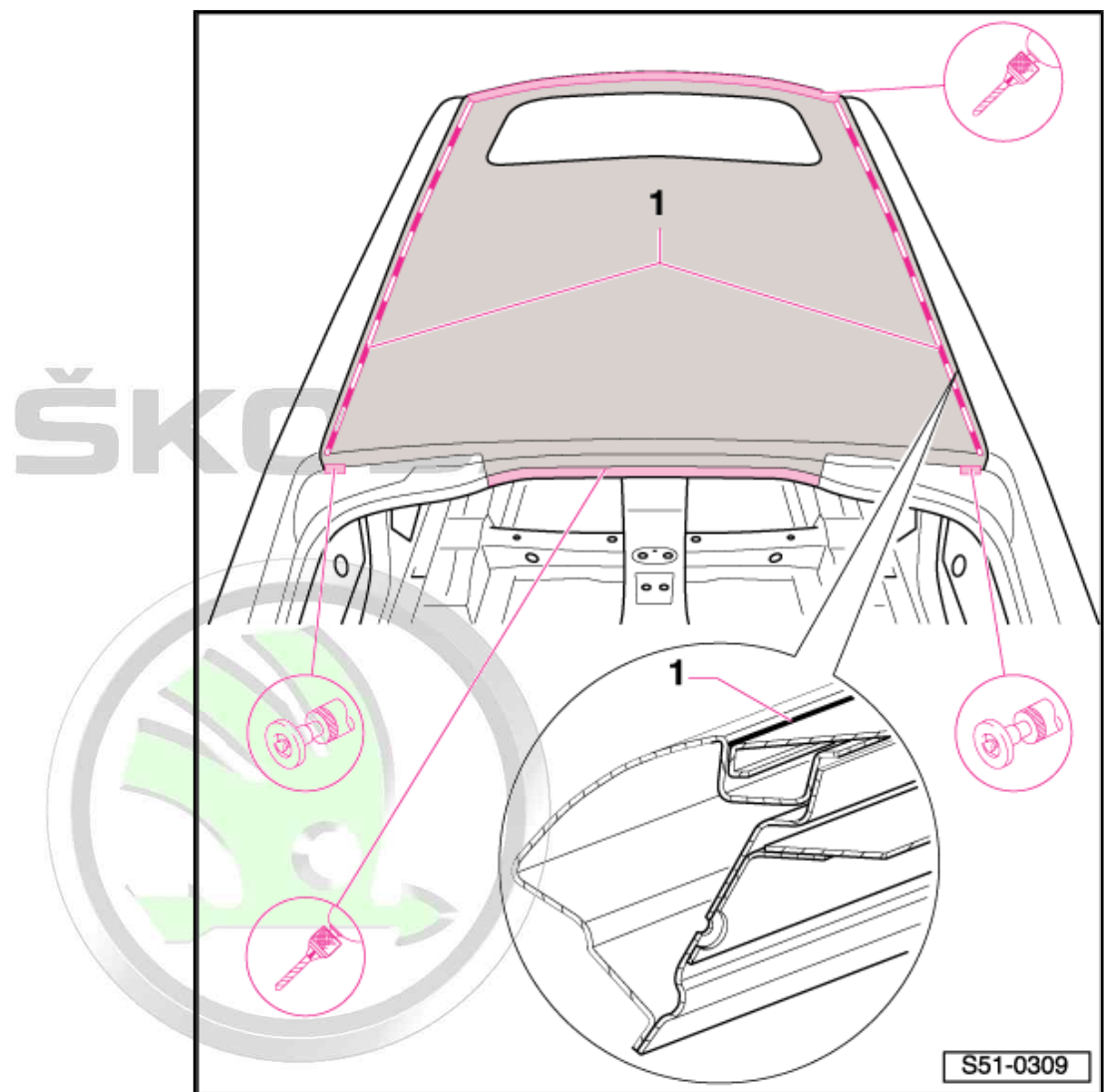
Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

51 – Middle body

1 Repairing the body in the middle I

1.1 Octavia - Replacing roof

1.1.1 Removing original parts



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

i 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 ⇒ Chap. 00-3.
- ◆ 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.
- Cut the roof immediately next to the laser welding seam.



WARNING

Under no circumstances damage the door frame!

- Grind in the residue.

1.1.2 Spare parts

- ◆ Roof
- ◆ 2K body glue -D 180 KD3 A2- (2 Sets)
- ◆ Butyl glue for the sealing cord -AKD 497 010 04 R10-
- ◆ Universal cleaning agent -HHA 381 011-
- ◆ Adhesive tape

1.1.3 Preparing the new part

Special tools and workshop equipment required

- ◆ Cartridge press for 2K window pane adhesive -VAS 5237-
- ◆ Cup suction tool e.g. -V.A.G 1344-
- ◆ Positioning wedge -443 845 631 A-
- ◆ Sandpaper (grain approx. 360)
- ◆ Straps - length min. 3 m
- ◆ Plastic wedge (height min. 5 mm)
- ◆ 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 the cleaning agent -HHA 381 011- .
- On approval position the roof on the body and adapt. To do so support the roof from underneath with positioning wedges.
- Remove and place down roof.

ŠKODA

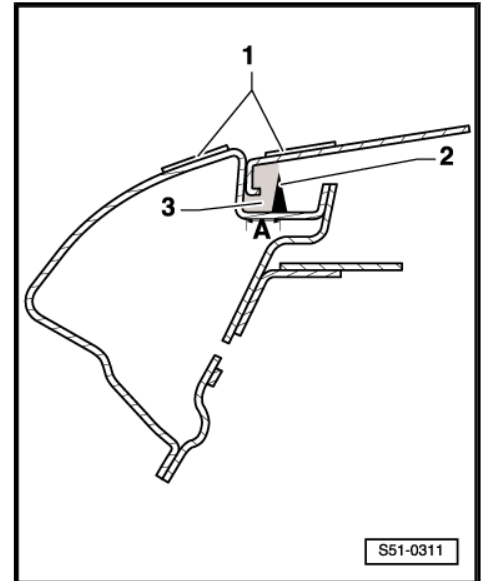


Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

- Insert the butyl adhesive sealing cord -2- into the framework and form out according to fig. to a height of approx. 12 mm, 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.)

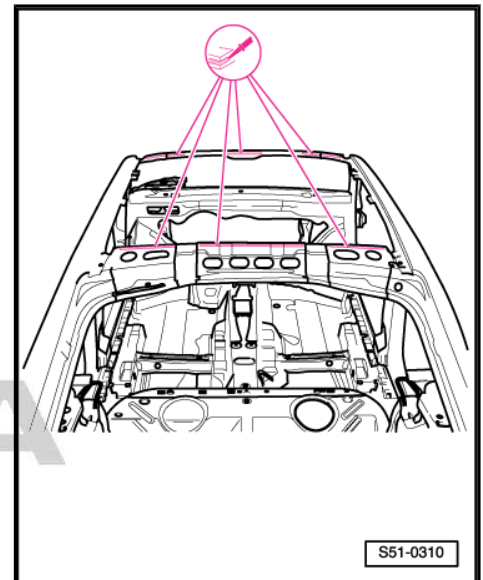
Dimension -A- = approx. 12 mm

- 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).
- Install cup suction tool on the roof.



S51-0311

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



S51-0310

ŠKODA

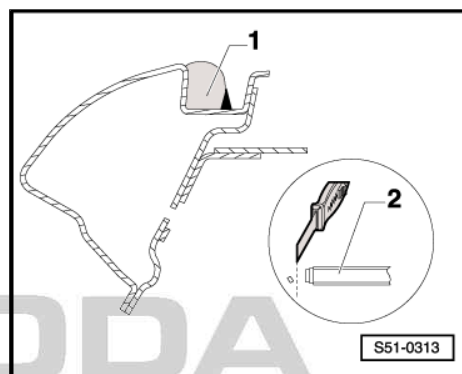
1.1.4 Stick on

i Note

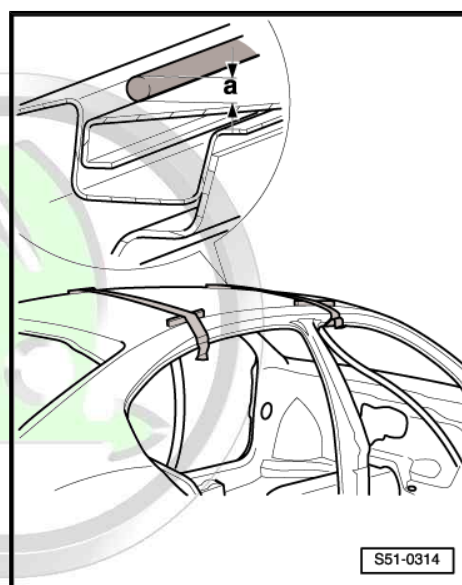
- ◆ *All adhesive surfaces must be cleaned thoroughly - basic requirement for the adhesion.*
- ◆ *The glue must be applied rapidly and forcefully.*
- ◆ *It is essential to observe the time for the processing of the glue (approx. 20 min.).*
- ◆ *Observe operating instructions cartridge press for 2K window pane adhesive -VAS 5237- (compressed air min. 6.8 bar (0.68 MPa)).*

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

- For the correct bead section, the glue mixture -2- must be cut to measure on the 4th notch.
- Insert cartridges into the cartridge press -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.



- Position the roof on the body. To do so support the roof from underneath with positioning wedges. At the same time respect dimensions -a- = 3.5 ± 0.5 mm (measure e.g. with a drill \varnothing 3.5 mm).
- Wipe off the exuded 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 and plastic wedges.



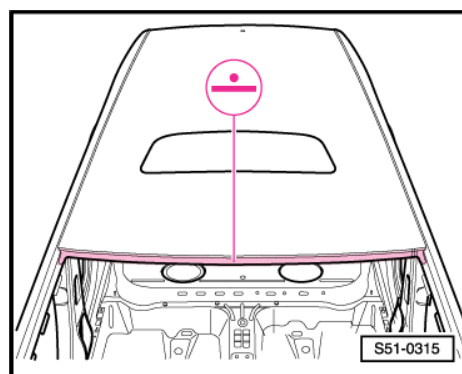
Note

- ◆ *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.*

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

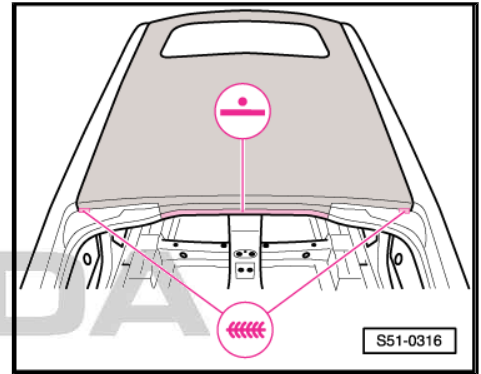
1.1.5 Part welding

- Weld in the front roof, an RP spot seam.

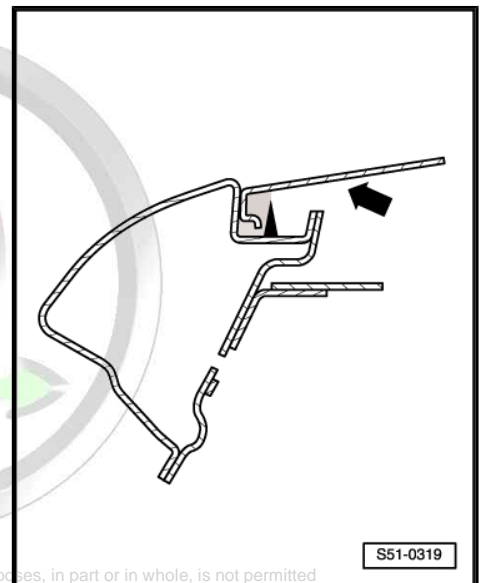




- Weld the rear roof with the rear roof cross member, inert gas shielded full seam.
- Weld in the rear roof, an RP spot seam.



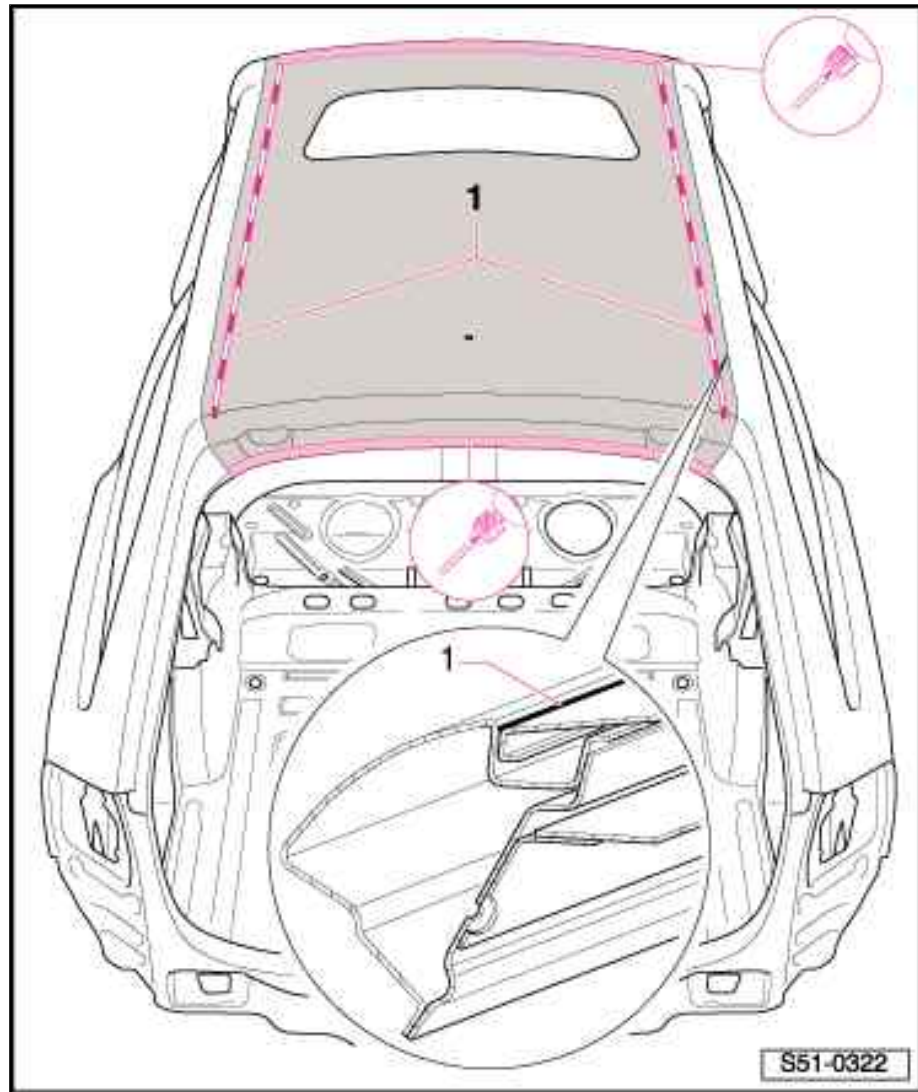
- Before painting, carry out protection of hollow spaces on the roof -arrow-.



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

1.2 Octavia combi - Replacing roof

1.2.1 Removing original parts



i Note

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

- ◆ *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 ⇒ Chap. 00-3.*
- ◆ *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.
- Cut the roof immediately next to the laser welding seam.



WARNING

Under no circumstances damage the door frame!

- Grind in the residue.

1.2.2 Spare parts

- ◆ Roof
- ◆ 2K body glue -D 180 KD3 A2- (2 Sets)
- ◆ Butyl glue for the sealing cord -AKD 497 010 04 R10-
- ◆ Universal cleaning agent -HHA 381 011-
- ◆ Adhesive tape

1.2.3 Preparing the new part

Special tools and workshop equipment required

- ◆ Cartridge press for 2K window pane adhesive -VAS 5237-
- ◆ Cup suction tool e.g. -V.A.G 1344-
- ◆ Positioning wedge -443 845 631 A-
- ◆ Sandpaper (grain approx. 360)
- ◆ Straps - length min. 3 m
- ◆ Plastic wedge (height min. 5 mm)
- ◆ Plastic spatula

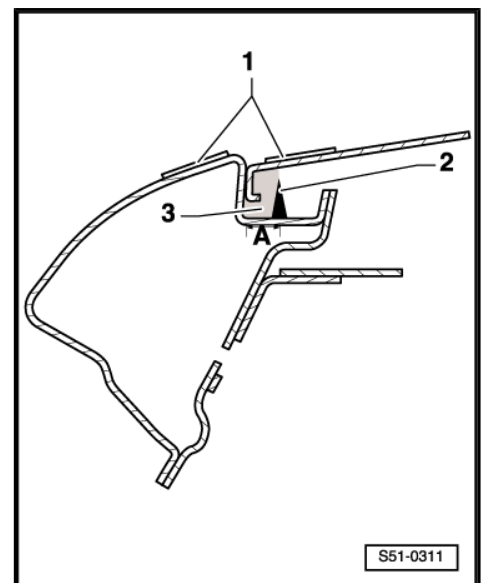
Note

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 the cleaning agent -HHA 381 011-.
- On approval position the roof on the body and adapt. To do so support the roof from underneath with positioning wedges.
- Remove and place down roof.
- Insert the butyl adhesive sealing cord -2- into the framework and form out according to fig. to a height of approx. 12 mm, 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.)

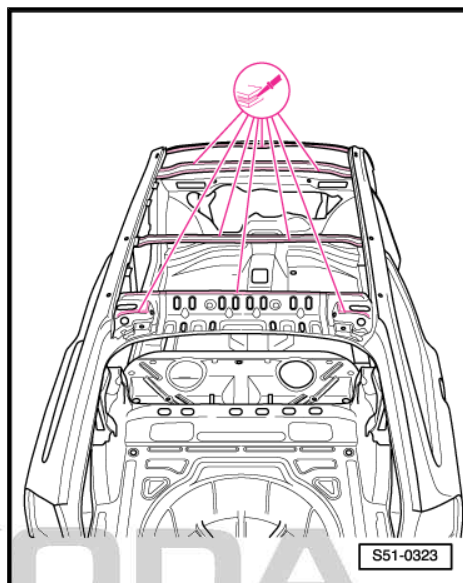
Dimension -A- = approx. 12 mm

- 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).
- Install cup suction tool on the roof.



S51-0311

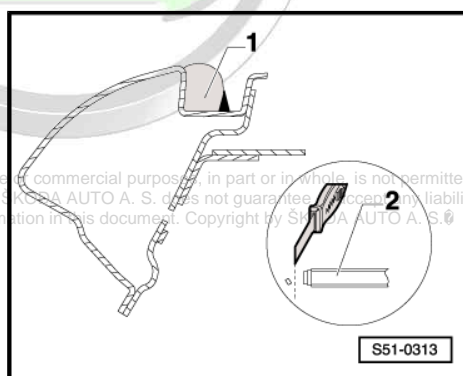
- Apply butyl glue for the sealing cord on the roof cross members.



1.2.4 Stick on

i Note

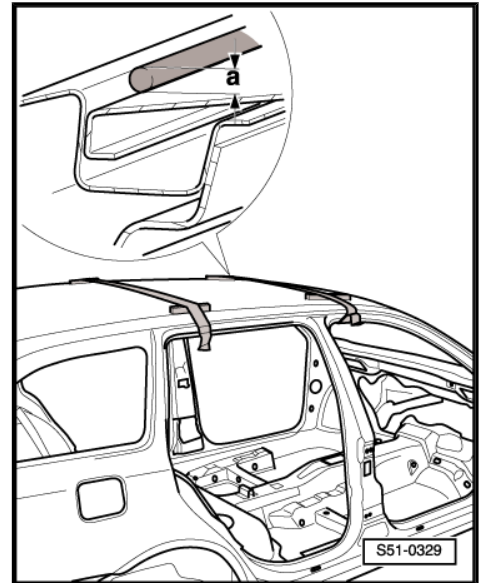
- ◆ All adhesive surfaces must be cleaned thoroughly - basic requirement for the adhesion.
 - ◆ The glue must be applied rapidly and forcefully.
 - ◆ It is essential to observe the time for the processing of the glue (approx. 20 min.).
 - ◆ Observe operating instructions cartridge press for 2K window pane adhesive -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 cartridge press -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.



- Position the roof on the body. To do so support the roof from underneath with positioning wedges. At the same time respect dimensions -a- = 3.5 ± 0.5 mm (measure e.g. with a drill \varnothing 3.5 mm).
- Wipe off the exuded 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 and plastic wedges.

 **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.*



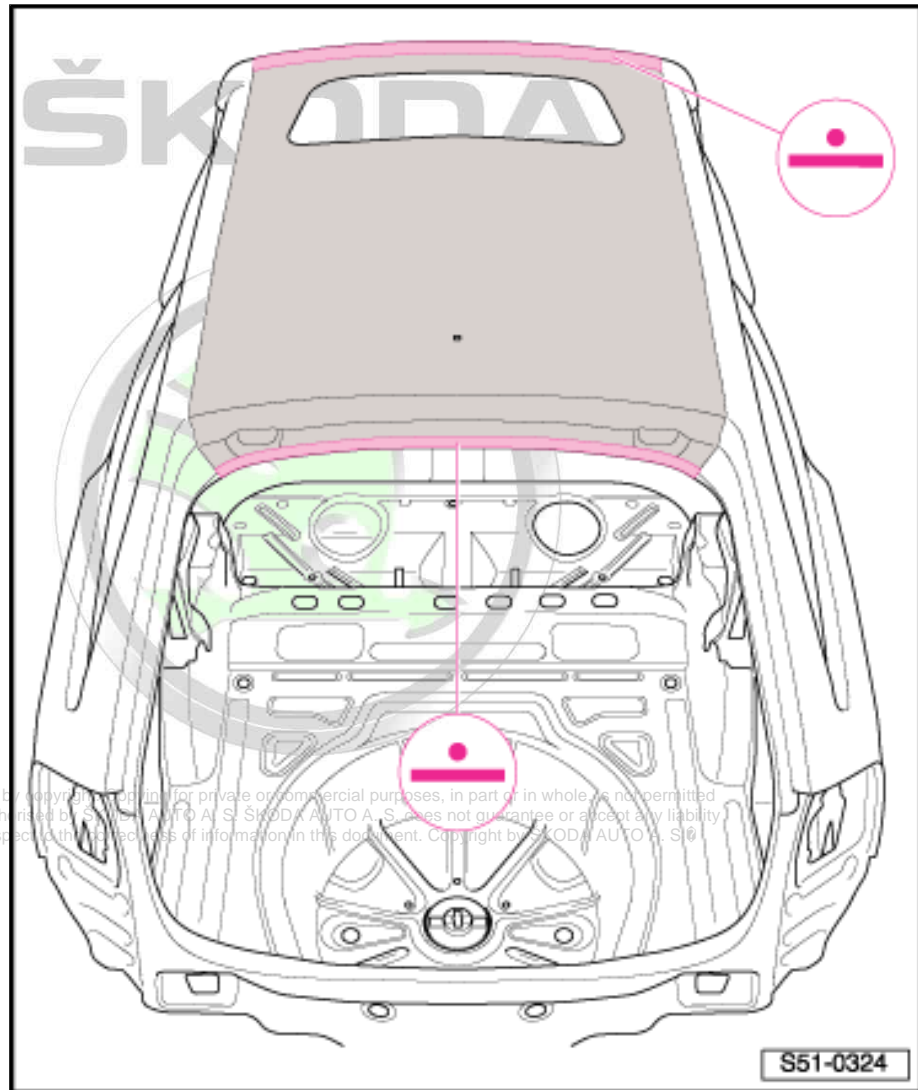
1.2.5 Part welding

- Weld in the front roof, an RP spot seam.

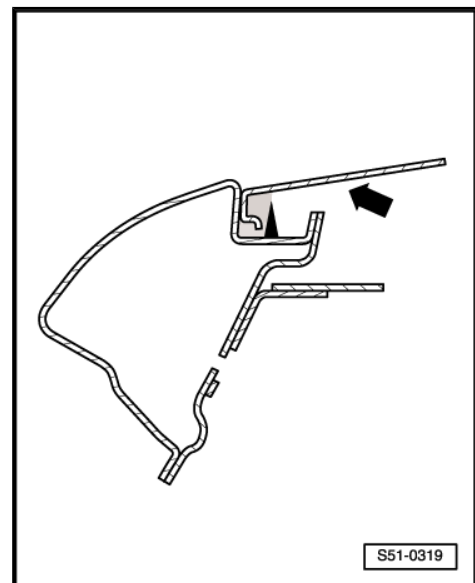
ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.®

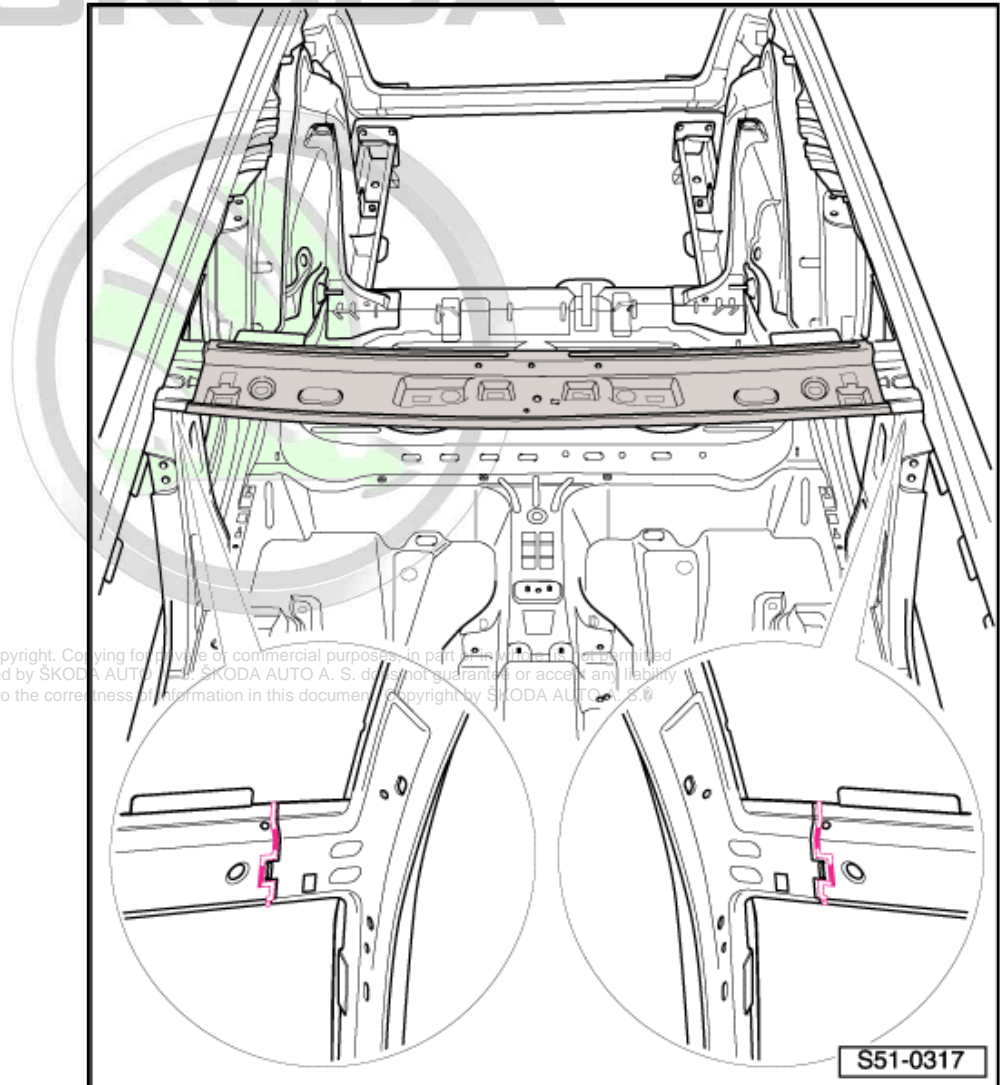


- Weld in the rear roof, an RP spot seam.
- Before painting, carry out protection of hollow spaces on the roof -arrow-.



1.3 Replacing the front roof cross member

1.3.1 Removing original parts



- Separating the front roof cross member.
- Grind off residues.

1.3.2 Spare parts

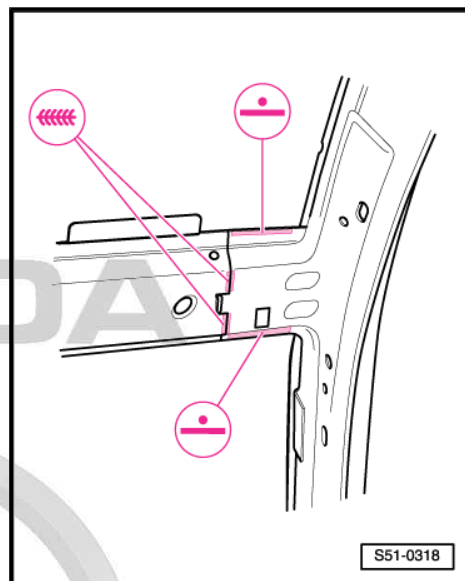
- ◆ Front roof cross member

1.3.3 Part welding

- Adjust and fix the front roof cross member.
- Adjust roof with front roof cross member and remove roof again.



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



1.4 Replace middle roof cross member

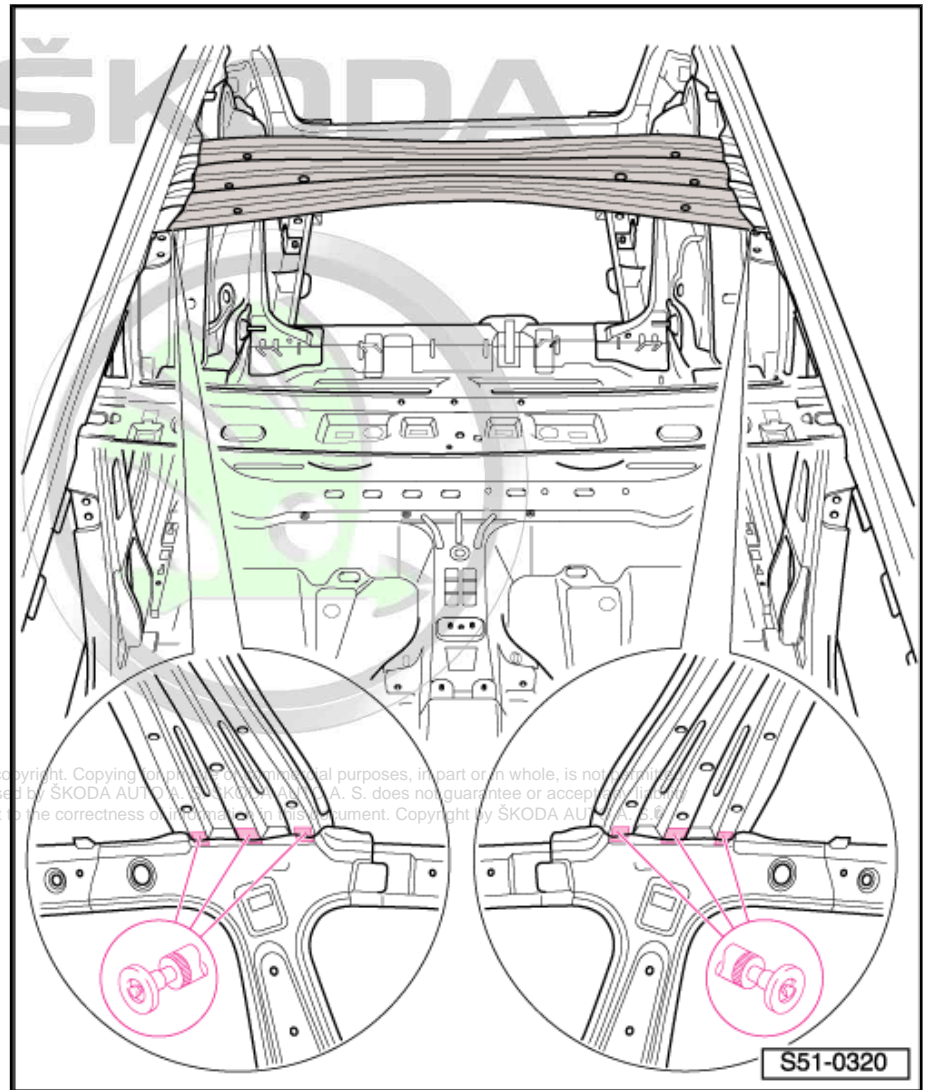


Note

Only on vehicles without sliding roof.

1.4.1 Removing original parts

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



- Grind out inert gas shielded full seams interrupted.
- Remove the middle roof cross member.
- Grind off residues.

1.4.2 Spare parts

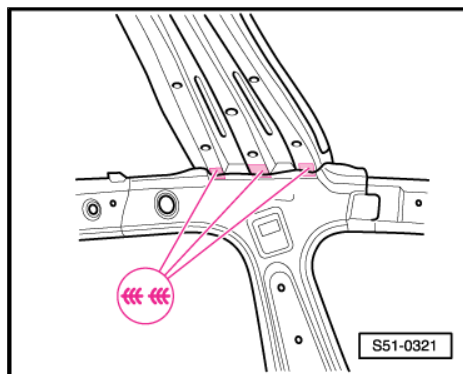
- ◆ Middle roof cross member.

1.4.3 Part welding

- Fit and fix the middle roof cross member.
- Adjust roof with middle roof cross member and remove roof again.

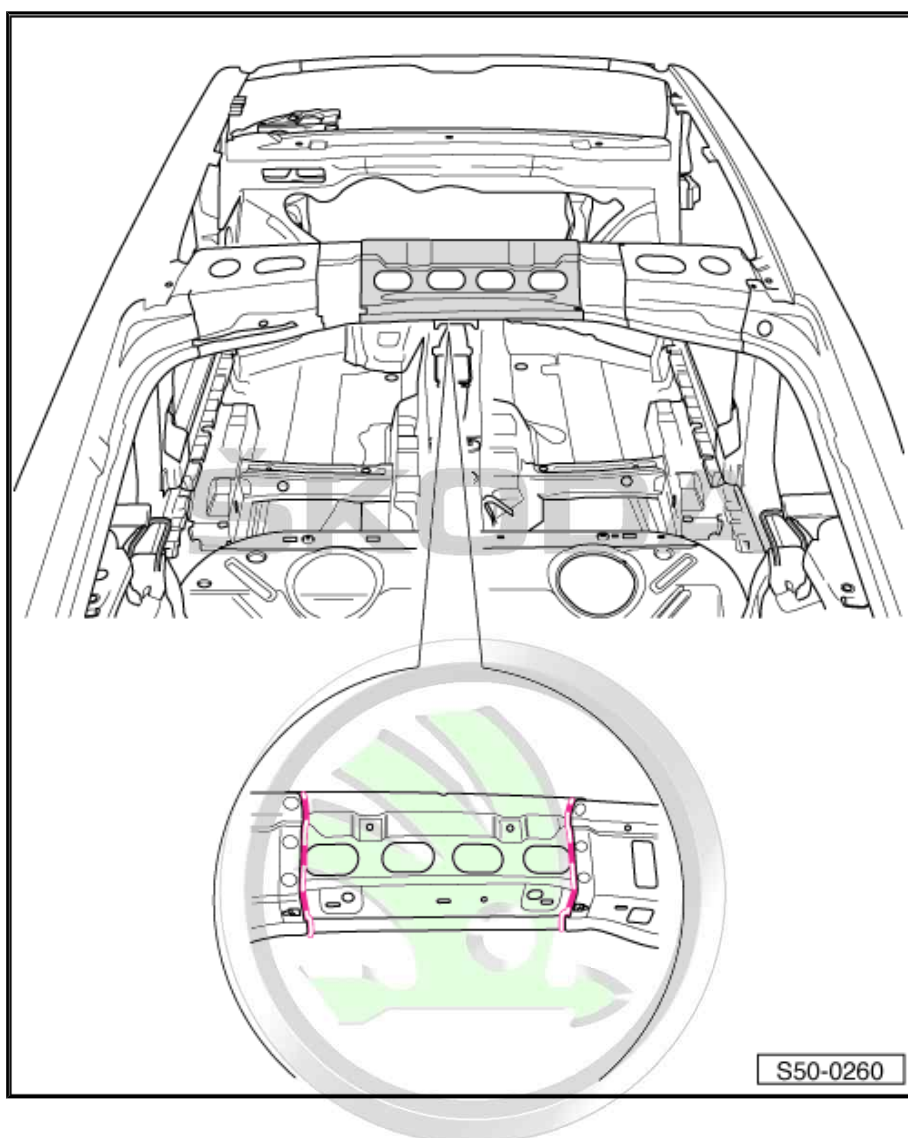


- Weld in the middle roof cross member, inert gas shielded full seam interrupted.



1.5 Replacing the rear roof cross member

1.5.1 Removing original parts



- Separate the rear roof cross member.
- Grind off residues.

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

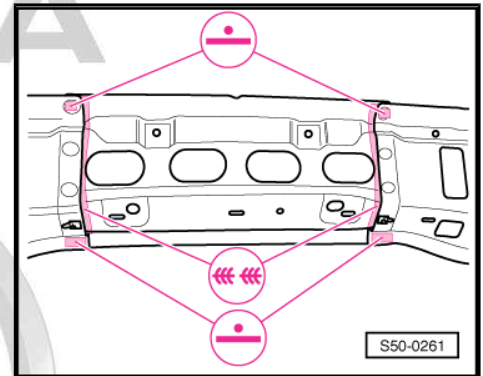


1.5.2 Spare parts

- ◆ Rear roof cross member

1.5.3 Part welding

- Adjust and fix the rear roof cross member.
- Adjust roof with rear roof cross member and remove roof again.
- Weld in the rear roof cross member, inert gas shielded full seam interrupted.
- Weld rear roof cross member, RP spot seam.



1.6 Replacing pillar A on the outside

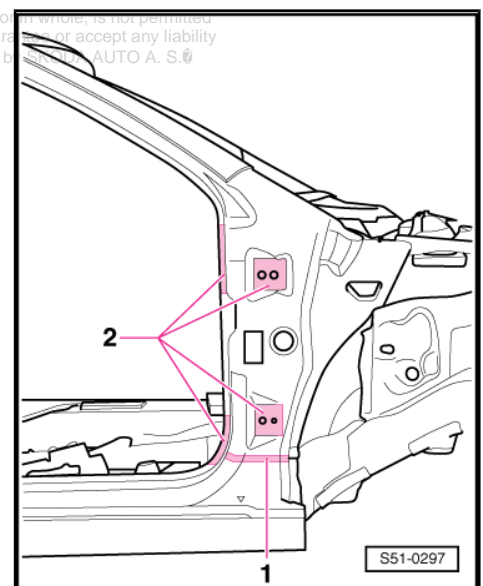


WARNING

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- foam-filled zone
- 2 - Adhesive area

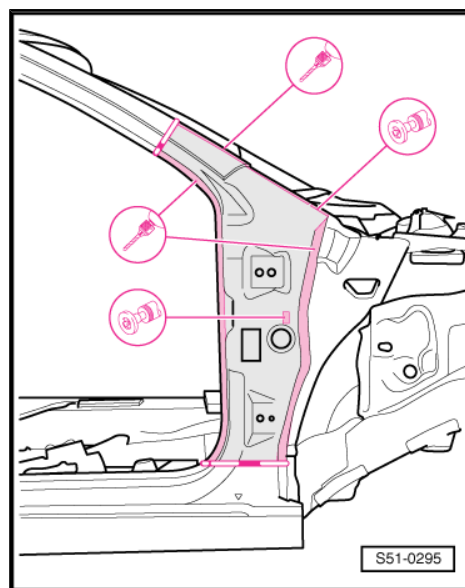
Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.



1.6.1 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.*
- Removing outer part of upper frame side rail ⇒ Chap. 50-1 .
- Grind out inert gas shielded full seams interrupted.
- Bore out the welding points.
- Arrange the cut points according to the severity of the damage.
- Remove the sound insulation.

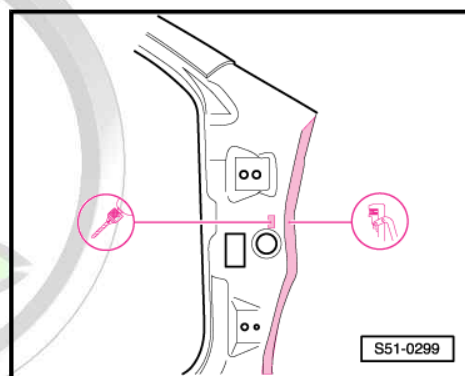


1.6.2 Spare parts

- ◆ Column A on the outside or the door frames without reinforcements (stamped part)
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

1.6.3 Preparing the new part

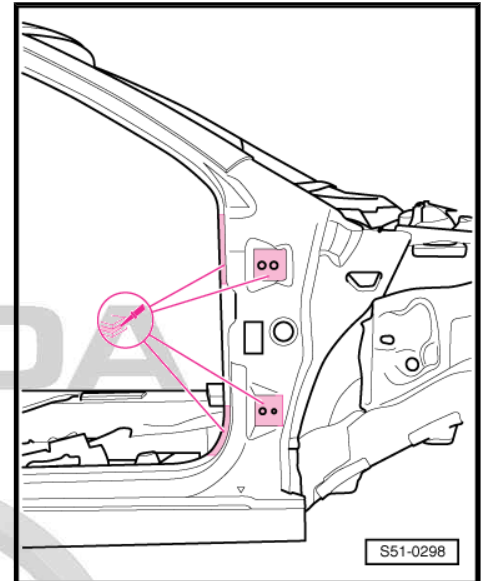
- Transpose the separation line onto the new part and cut to the required dimensions.
- Make holes in column A using punch pliers.
- Clean adhesive surfaces.



- Apply the glue. 2 beads \varnothing 4 mm (cut back the nozzle to the required diameter).

i Note

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

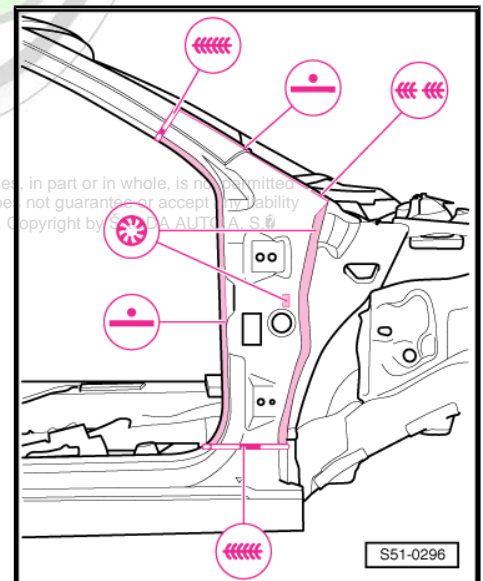


1.6.4 Foam filling

Replace the sound insulation \Rightarrow Chapter 00-7 .

1.6.5 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 line bluntly as an inert gas shielded full seam.
- Weld in pillar A on the outside using an inert gas shielded plug weld.
- Weld in pillar A on the outside, inert gas shielded full seam interrupted.



1.7 Replacing pillar A inside

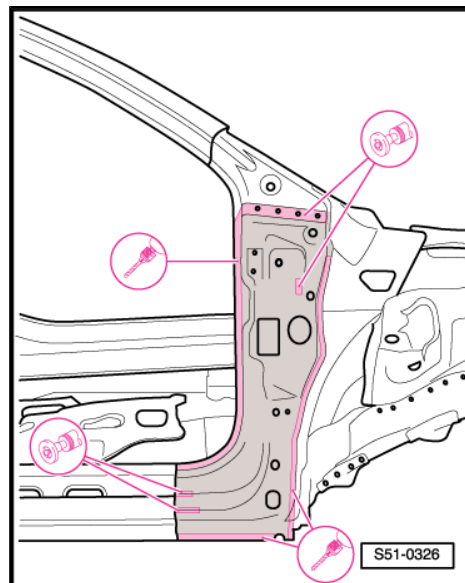
1.7.1 Removing original parts

i Note

- ◆ *Do not damage the internal reinforcements of pillar A and bottom side rail pipe reinforcement.*
- ◆ *The vehicle is standing on its wheels or on the alignment bracket.*



- Remove pillar A outside ⇒ [page 62](#) .
- Remove bottom side rail ⇒ Chap. 51-2 .
- Grind out inert gas shielded full seams interrupted.
- Bore out the welding points.

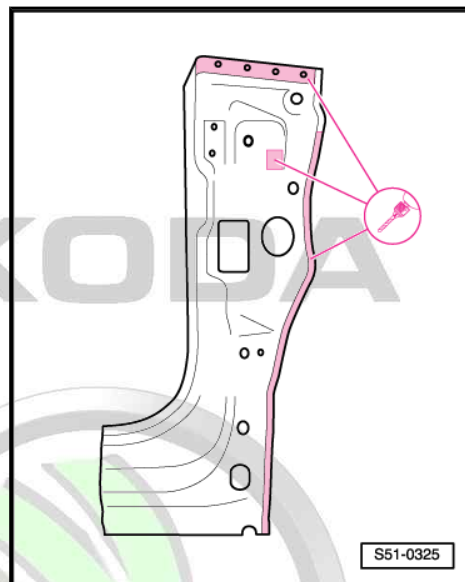


1.7.2 Spare parts

- ◆ Inner pillar A
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

1.7.3 Preparing the new part

- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.

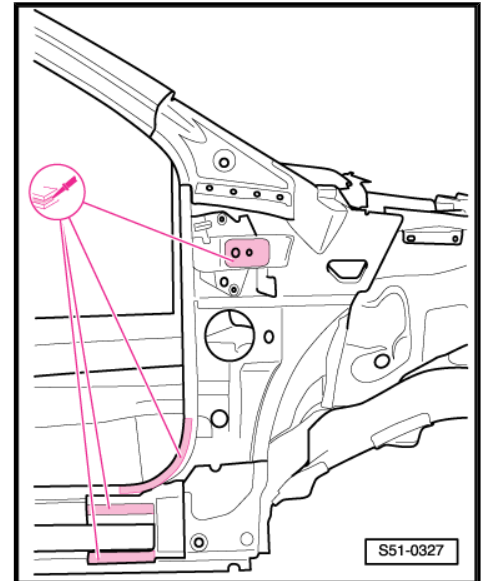




- Clean adhesive surfaces.
- Apply the glue. 2 beads \varnothing 4 mm (cut back the nozzle to the required diameter).

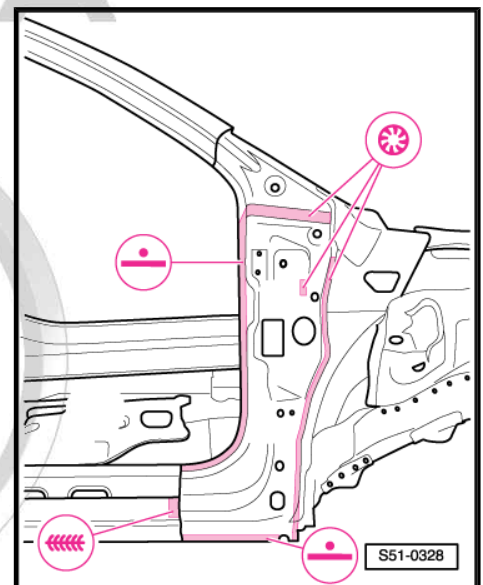
i Note

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



1.7.4 Part welding

- Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
- Weld pillar A inside, RP spot seam.
- Weld in pillar A on the inside, an inert gas shielded plug weld.
- Weld on pillar A inside bottom side rail pipe reinforcement, inert gas shielded full seam.



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.®



2 Repairing middle body II

2.1 Replacing pillar B outside

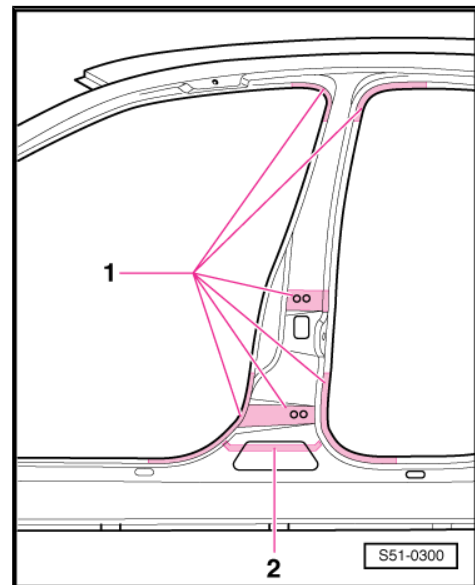


WARNING

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 zone



2.1.1 Removing original parts



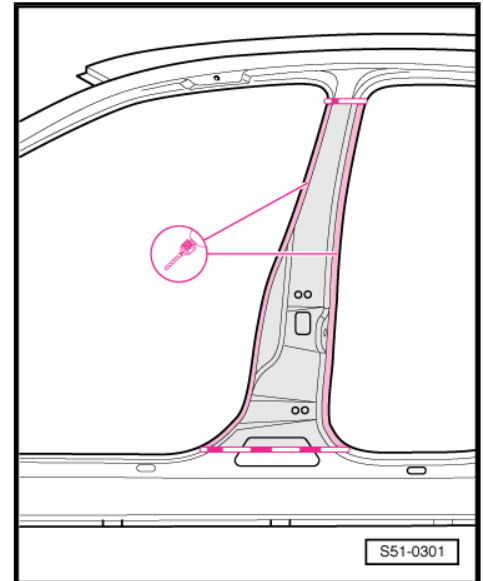
Note

- ◆ *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.*

ŠKODA



- Arrange the cut points according to the severity of the damage. Do not cut close to the hinge supports.
- Bore out the welding points.
- Remove the sound insulation.



2.1.2 Spare parts

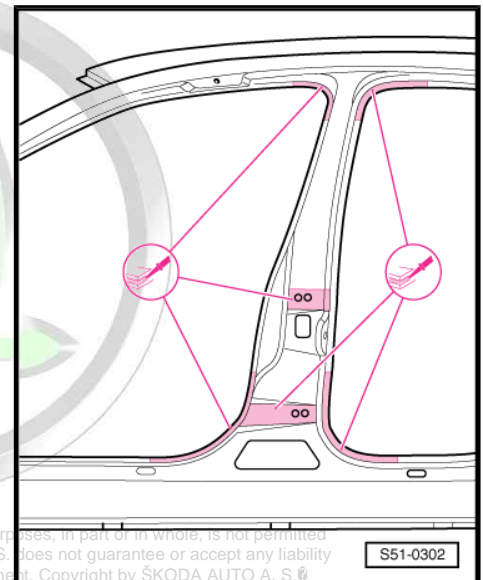
- ◆ Column B on the outside or the door frames without reinforcements (stamped part)
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

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 \varnothing 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.



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

2.1.4 Foam filling

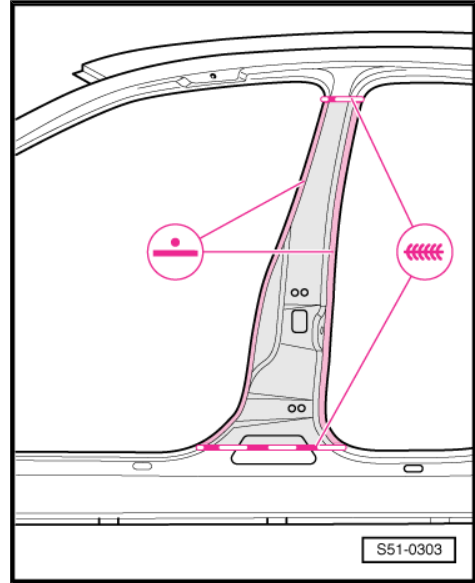
Replace the sound insulation ⇒ Chapter 00-7 .

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 line bluntly as an inert gas shielded full seam.



2.2 Replacing the outside bottom side rail

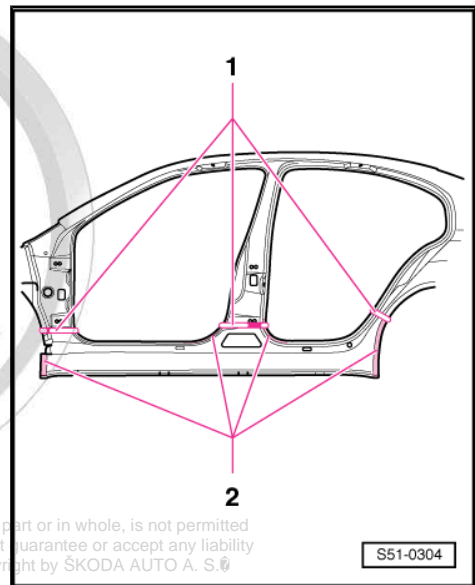


WARNING

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- foam-filled zone

2 - Adhesive area



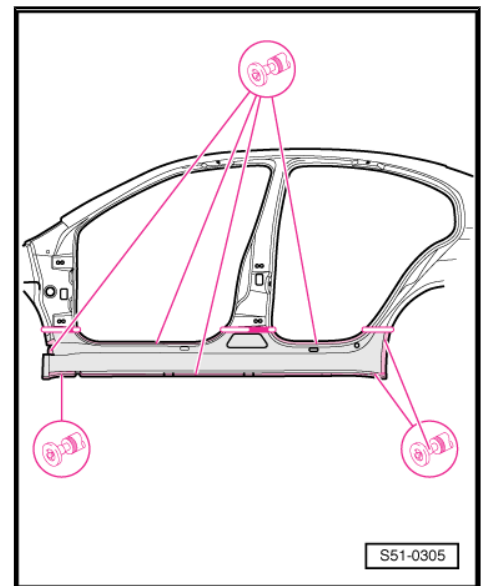
Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

2.2.1 Removing original parts

Note

- ◆ *If pillar A on the outside and pillar 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 cut points according to the severity of 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.
 - Remove the sound insulation.

ŠKODA



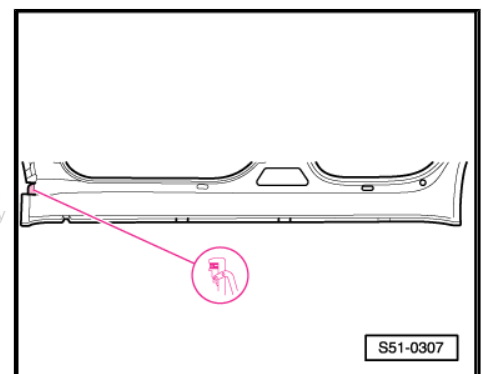
2.2.2 Spare parts

- ◆ Bottom side rail on the outside or the door frames without reinforcement (stamped part)
- ◆ Glue -DA 001 730 A1-
- ◆ 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.

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©





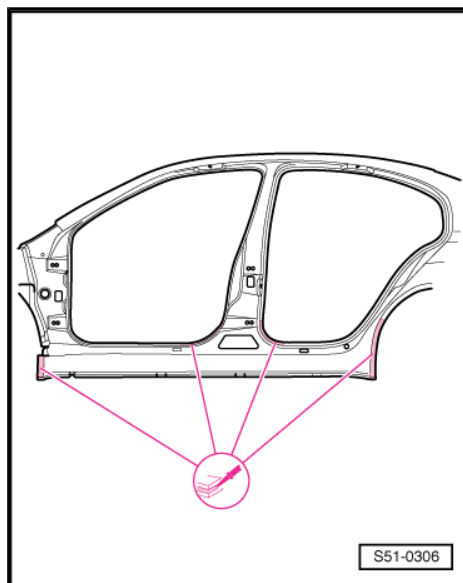
- Apply the glue. 2 beads \varnothing 4 mm (cut back the nozzle to the required diameter).



Note

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

ŠKODA



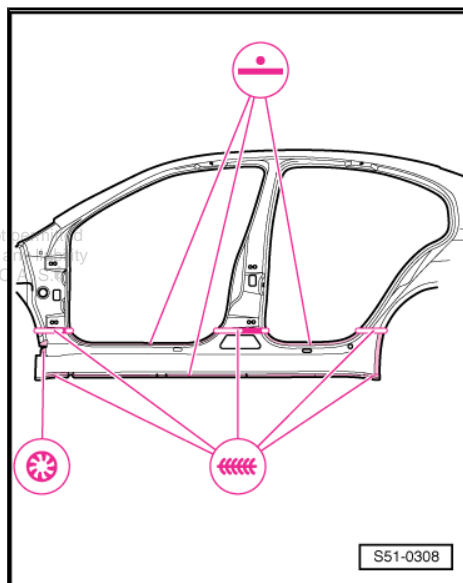
2.2.4 Foam filling

Replace the sound insulation ⇒ Chapter 00-7 .

2.2.5 Part welding

- Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
- Weld 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 line bluntly as an inert gas shielded full seam.
- Border the wheel arch.

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.



2.3 Replace bottom side rail pipe reinforcement

2.3.1 Removing original parts

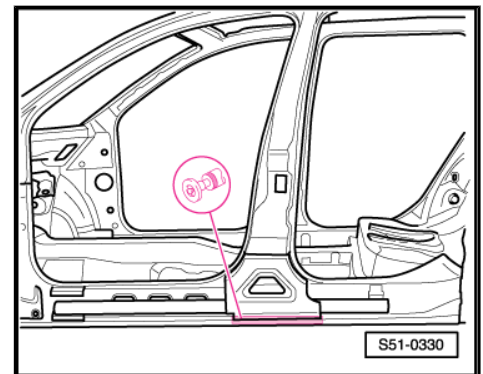


Note

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

- Removing pillar A on the inside ⇒ Chapter 51-1 .

- Removing reinforcement of pillar C ⇒ Chapter 53-1 .
- Grind out inert gas shielded full seams interrupted.
- Grind in the residue.

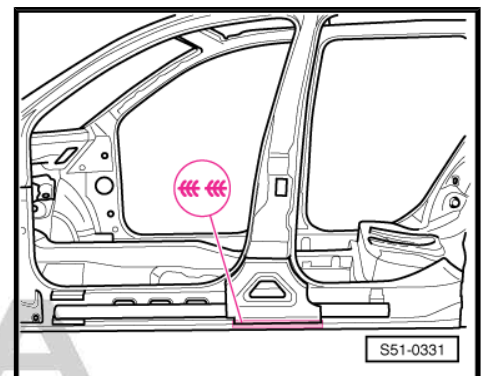


2.3.2 Spare parts

- ◆ Bottom side rail pipe reinforcement

2.3.3 Part welding

- Weld in the bottom side rail pipe reinforcement, inert gas shielded full seam interrupted.
- Weld in pillar A on the bottom side rail pipe reinforcement ⇒ Chapter 51-1 .
- Weld in reinforcement of pillar C on the bottom side rail pipe reinforcement ⇒ Chapter 53-1 .



ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



53 – Rear body

1 Repairing rear body I

1.1 Replacing the rear wing

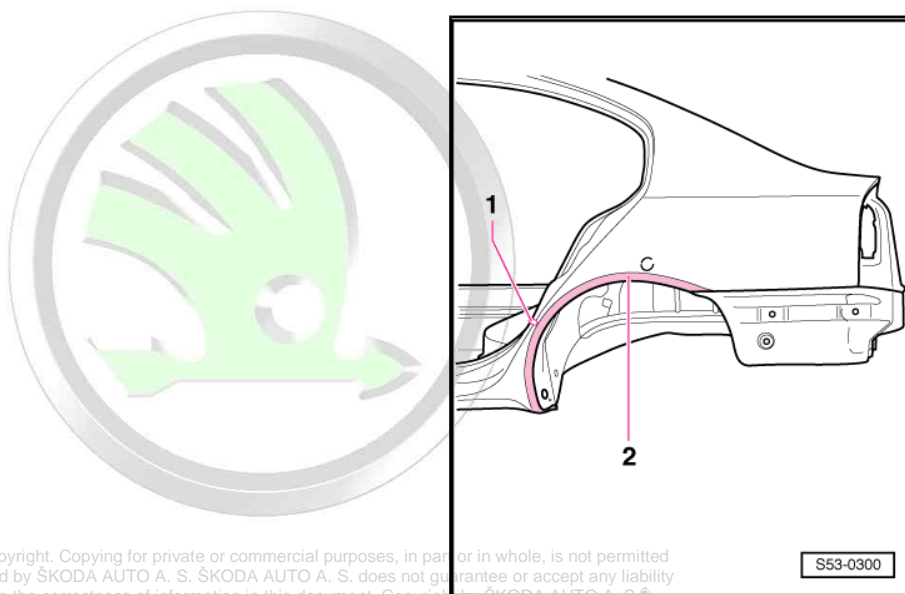


WARNING

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- foam-filled zone

2 - Adhesive area



1.1.1 Removing original parts



Note

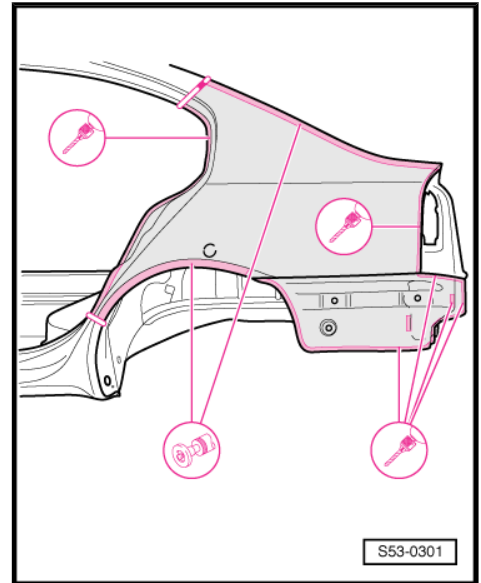
- ◆ *Do not damage the wheel house.*
- ◆ *If the outer bottom side rail or column B outside and possibly also outer column A are damaged the door frame can be used as a spare part without reinforcement (stamped part).*
- ◆ *The vehicle is standing on its wheels or on the alignment bracket.*

- Arrange the cut points according to the severity of the damage.
- Grind out the laser welding seam in the area of the water channel for the tailgate.

i Note

Do not damage the inside panel of the water channel.

- Bore out welding points of rear wing.
- Grind through the wheelhouse outer edge.

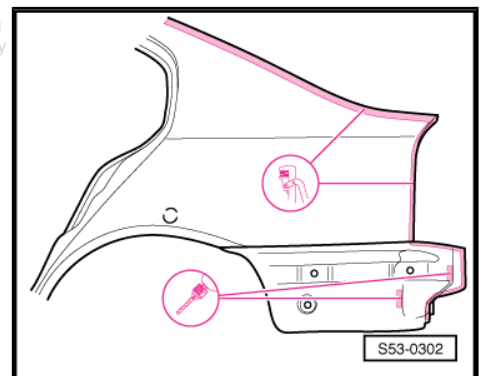


1.1.2 Spare parts

- ◆ Wing at the rear or the door frames without reinforcements (stamped part)
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

1.1.3 Preparing the new part

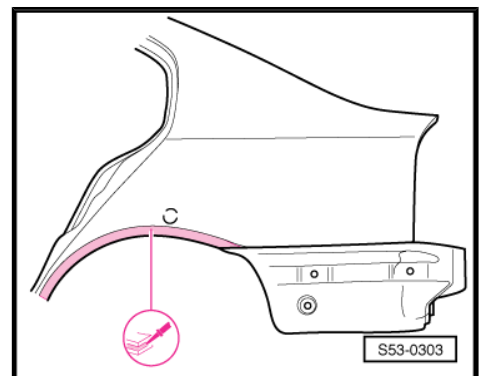
- Transpose the cut points onto the new part and cut to the required dimensions.
- **Make holes in the area of the water channel for the tailgate, the rear light holders and the rear wall.**
- Clean adhesive surfaces.



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

i 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.*

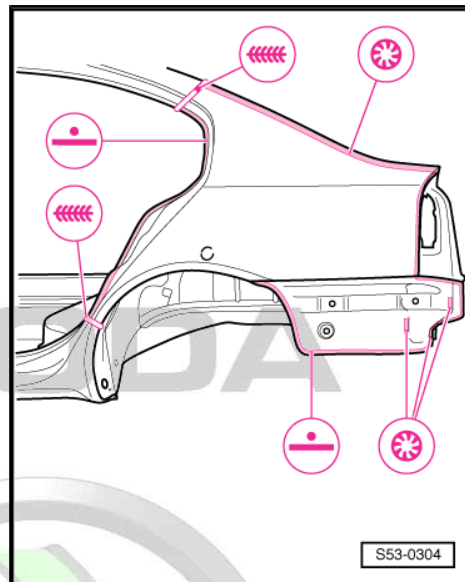


1.1.4 Foam filling

Replace the sound insulation ⇒ Chapter 00-7 .

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 line bluntly as an inert gas shielded full seam.
- Weld in rear wing, inert gas shielded plug weld.
- Border the wheel arch.



1.2 Octavia combi - Replacing the rear wing

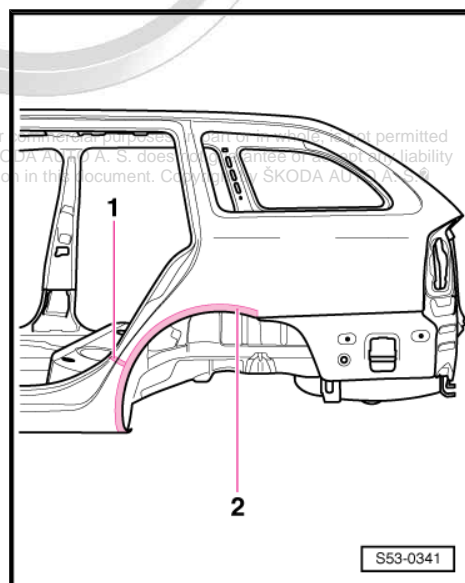


WARNING

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- foam-filled zone

2 - Adhesive area



Protected by copyright. Copying for private or business purposes without the written permission of the publisher is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not accept any liability with respect to the correctness of information in this document. Copying by ŠKODA AUTO A. S.

1.2.1 Removing original parts

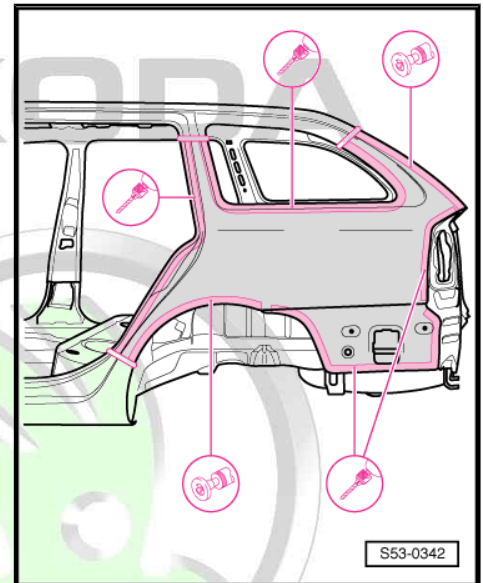
Note

- ◆ Do not damage the wheel house.
 - ◆ If the outer bottom side rail or column B outside and possibly also outer 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 cut points according to the severity of 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.



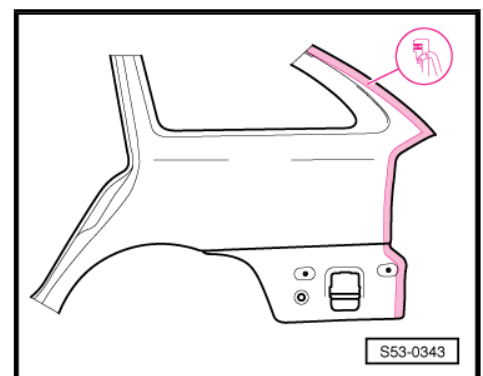
1.2.2 Spare parts

- ◆ Wing at the rear or the door frames without reinforcements (stamped part)
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

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.



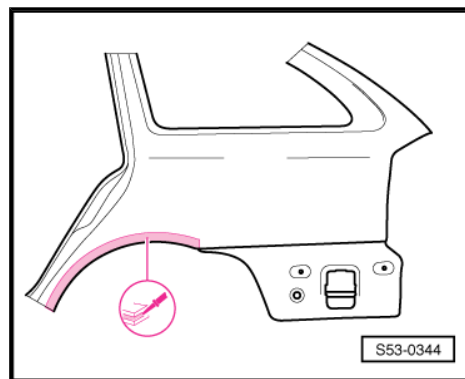


- Apply glue in the area of the border. 2 beads \varnothing 4 mm (cut back the nozzle to the required diameter).



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.*

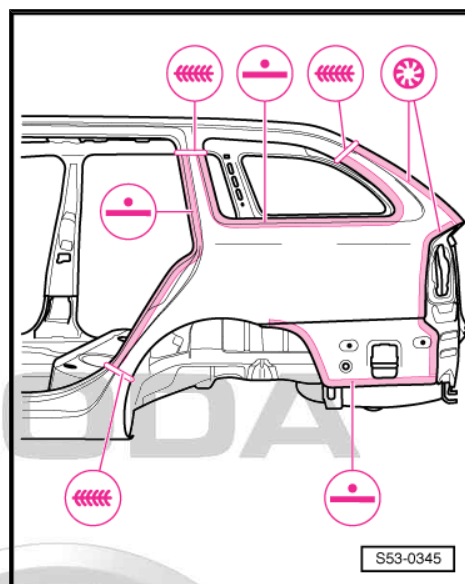


1.2.4 Foam filling

Replace the sound insulation ⇒ Chapter 00-7 .

1.2.5 Part welding

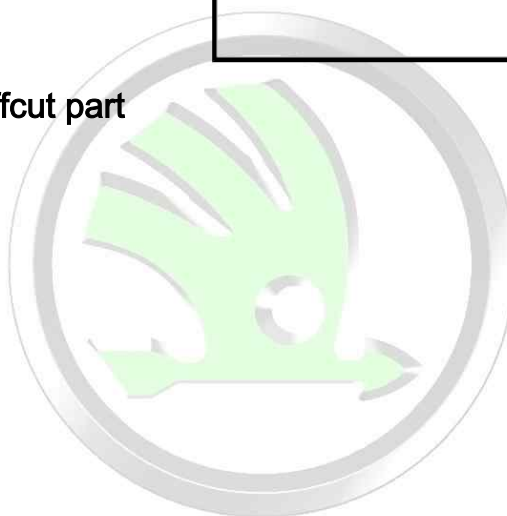
- Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
- Weld rear wing, RP spot seam.
- Weld the separation line bluntly as an inert gas shielded full seam.
- Weld in rear wing, inert gas shielded plug weld.
- Border the wheel arch.



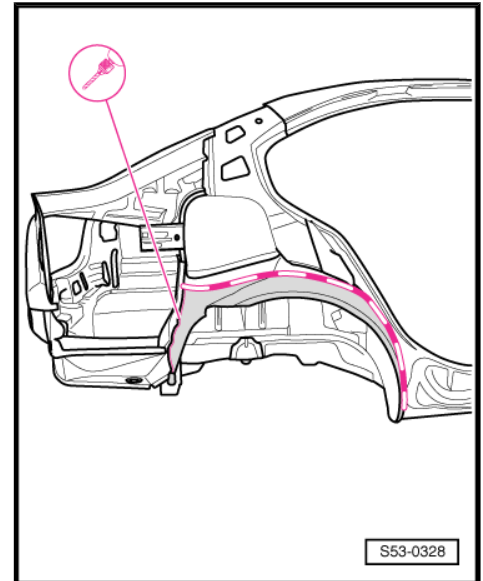
1.3 Replacing the wheel house offcut part

1.3.1 Removing original parts

- Remove the rear wing ⇒ [page 72](#) .



- Lay the cut point according to the damage incurred so that it is possible to offset on the body side.
- Bore out the welding points.



ŠKODA

1.3.2 Spare part

- ◆ The wheel house on the outside

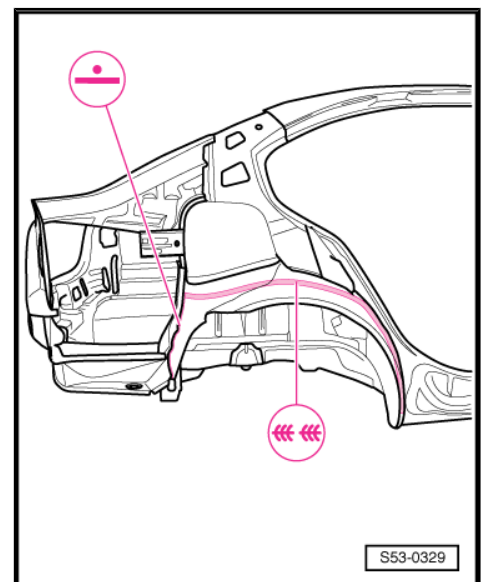
1.3.3 Preparing the new part

- 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 in the remaining section, an RP spot seam.
- Weld in the rear wing ⇒ [page 74](#) .

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

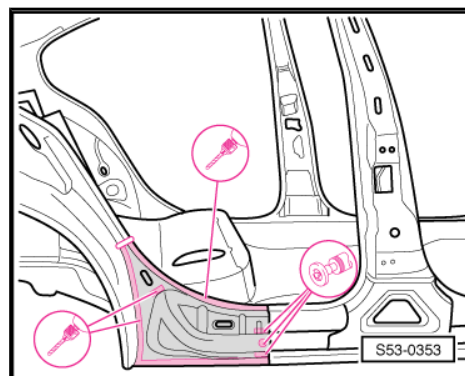


1.4 Replacing reinforcement of pillar C

1.4.1 Removing original parts

- Remove the rear wing ⇒ [page 72](#) .

- Remove bottom side rail ⇒ Chap. 51-2 .
- Grind open the welding seams until the bottom side rail reinforcement.
- Bore out the welding points.
- Separate reinforcement of pillar C

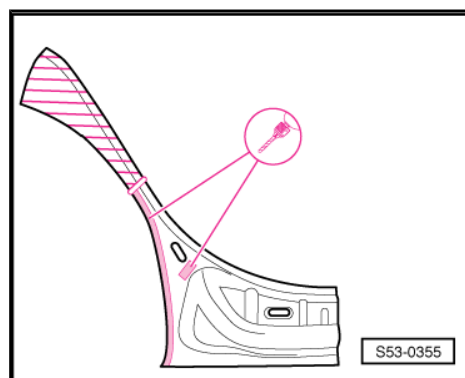


1.4.2 Spare part

- ◆ Reinforcement of pillar C

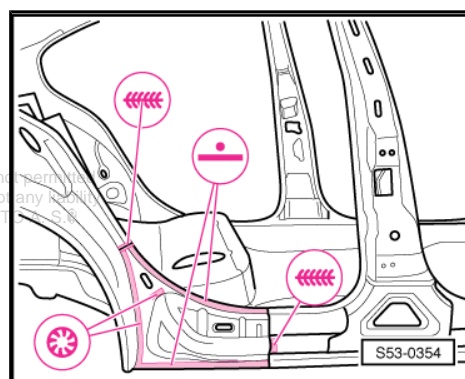
1.4.3 Preparing the new part

- Transpose the cut line onto the new part and separate off the shaded area.
- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.



1.4.4 Part welding

- Weld reinforcement of pillar C, RP spot seam.
- Weld the separation line bluntly as an inert gas shielded full seam.
- Weld reinforcement of pillar C, inert gas shielded plug weld.
- Weld on reinforcement of pillar C inside bottom side rail pipe reinforcement, inert gas shielded full seam.

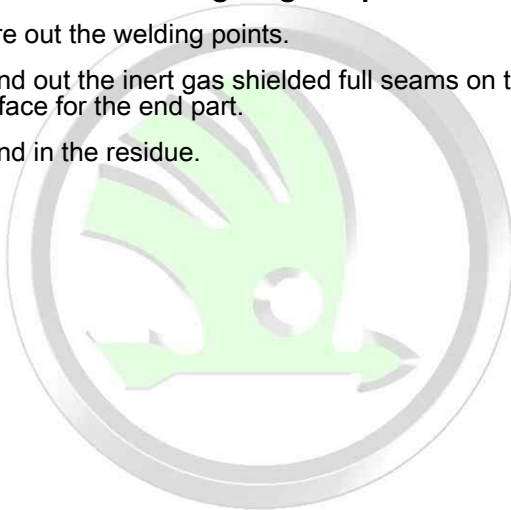


2 Repairing rear body II

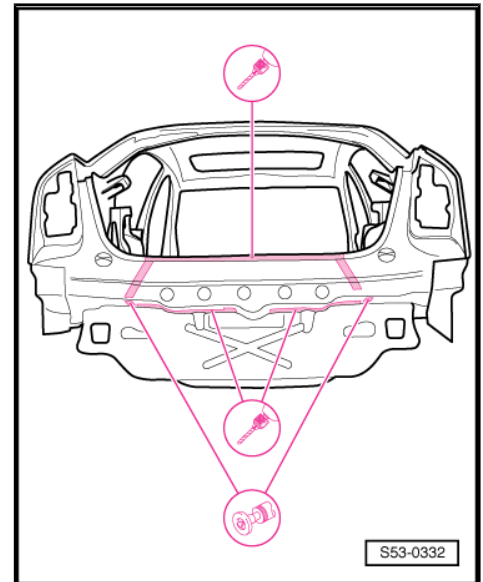
2.1 Replacing the end cover plate

2.1.1 Removing original parts

- Bore out the welding points.
- Grind out the inert gas shielded full seams on the connecting surface for the end part.
- Grind in the residue.



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

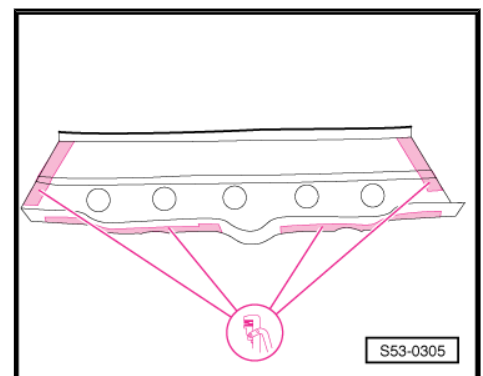


2.1.2 Spare parts

- ◆ End cover plate

2.1.3 Preparing the new part

- Make holes in the end cover plate using punch pliers.

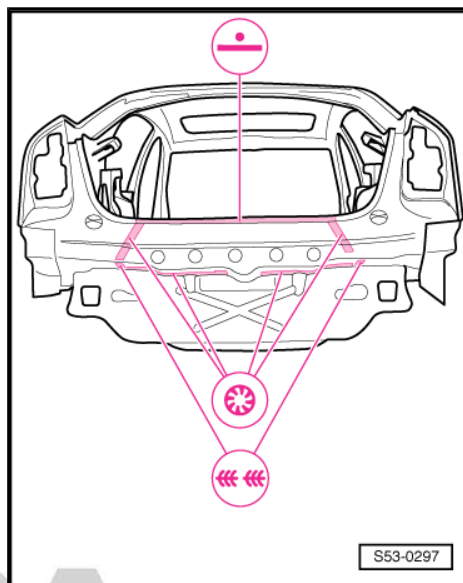


2.1.4 Part welding

- 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.



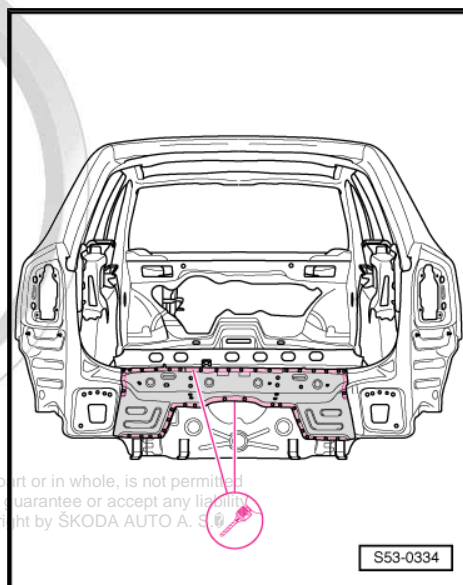
- Weld in the end cover plate, an RP spot seam.
- Weld in the end cover plate, inert gas shielded plug weld.
- Weld in the end cover plate on the connecting surface to the end part, inert gas shielded full seam interrupted.



2.2 Octavia combi - Replacing end cover plate

2.2.1 Removing original parts

- Bore out the welding points.
- Grind in the residue.



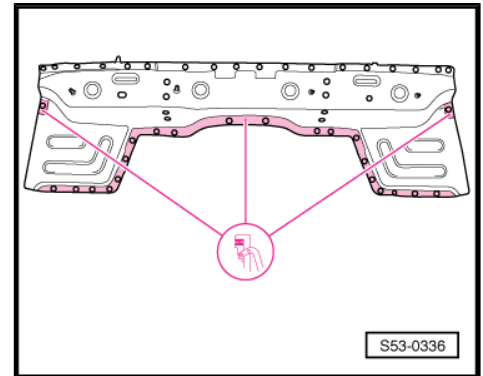
Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

2.2.2 Spare parts

- ◆ End cover plate

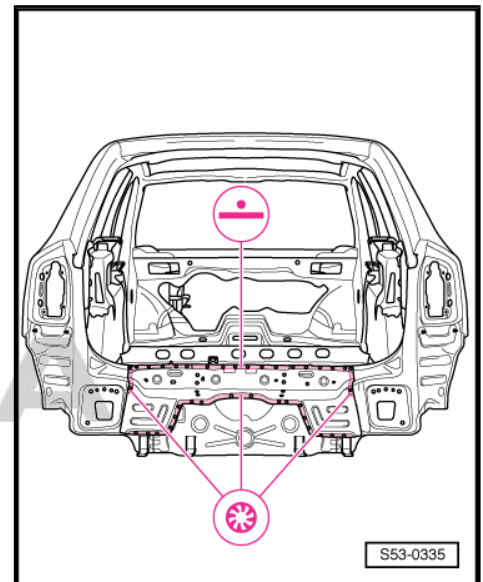
2.2.3 Preparing the new part

- Make holes in the end cover plate using punch pliers.



2.2.4 Part welding

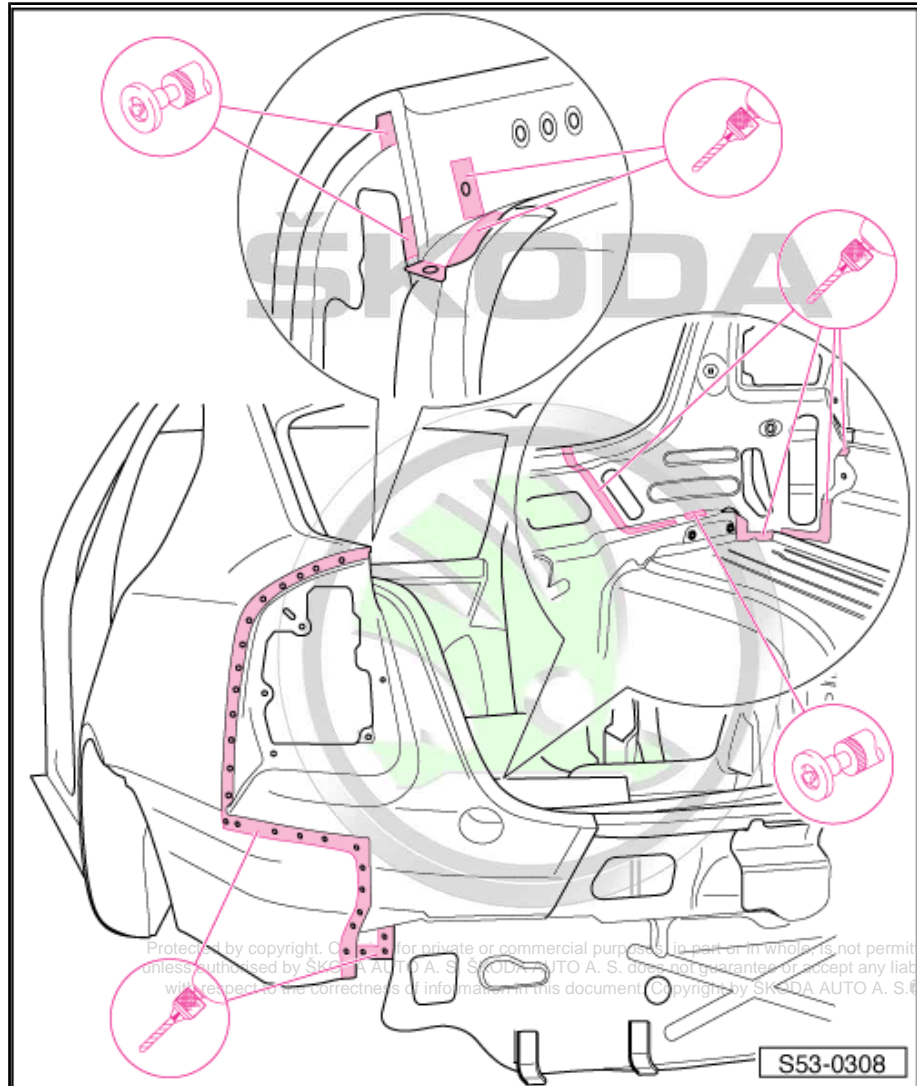
- Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
- Check closing of the tailgate.
- Weld in the end cover plate, an RP spot seam.
- Weld in the end cover plate, inert gas shielded plug weld.



2.3 Replacing the utility plate on the rear light carriers

Removing original parts

- Remove the end cover plate ⇒ [page 79](#) .
- Grind out the inert gas shielded full seams on the connecting surface to the rear wing and to the end part.



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

- Bore out the welding points.
- Grind in the residue.

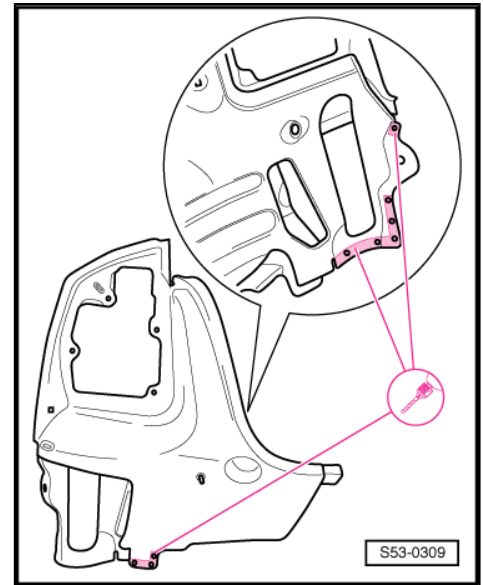
2.3.1 Spare parts

- ◆ The utility plate of the rear light carrier



2.3.2 Preparing the new part

- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.



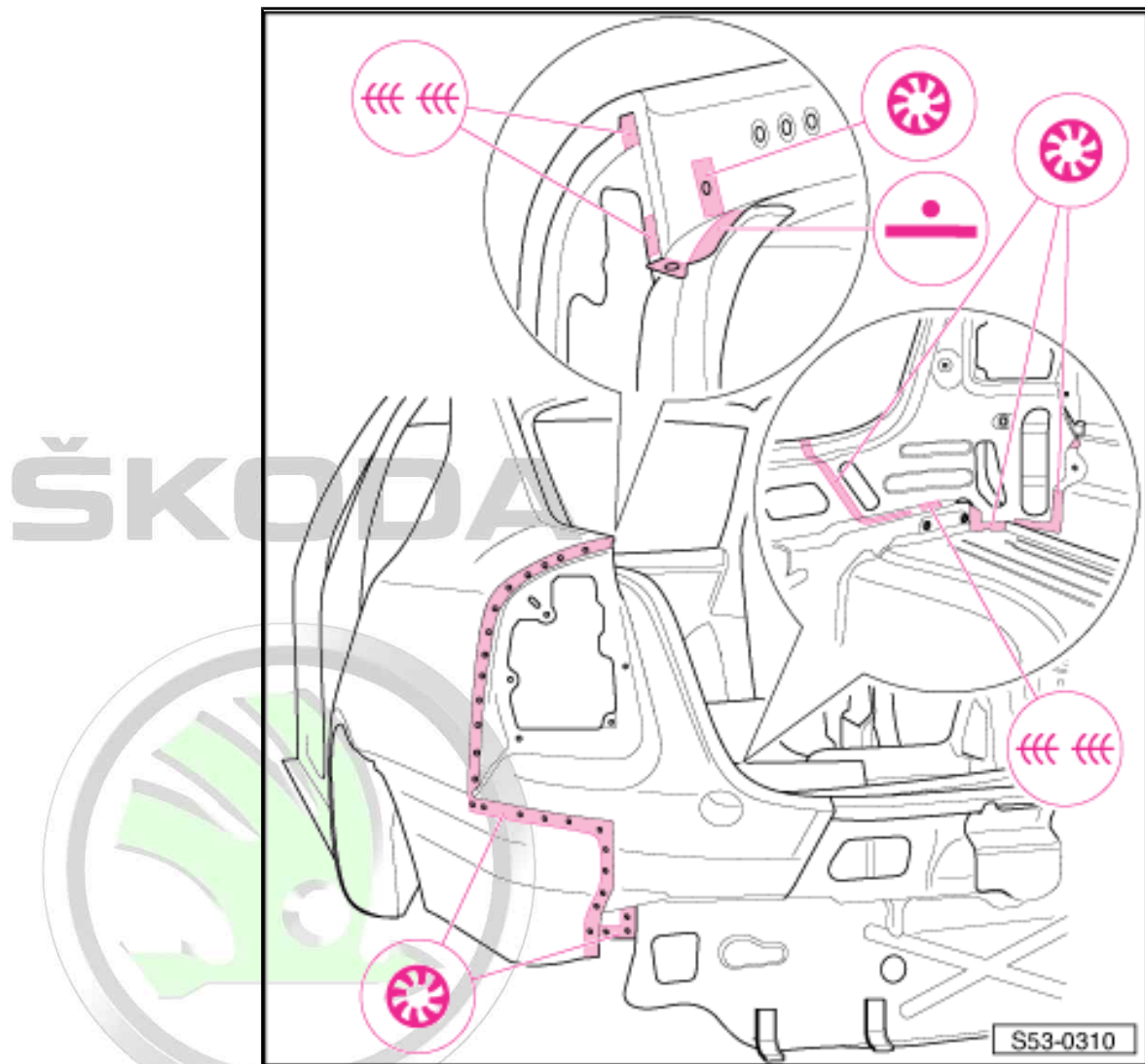
2.3.3 Part welding

- Attach the new part and check the dimension of the gap with the other parts.
- Weld the utility plate of the rear light carrier, an inert gas shielded plug weld.

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



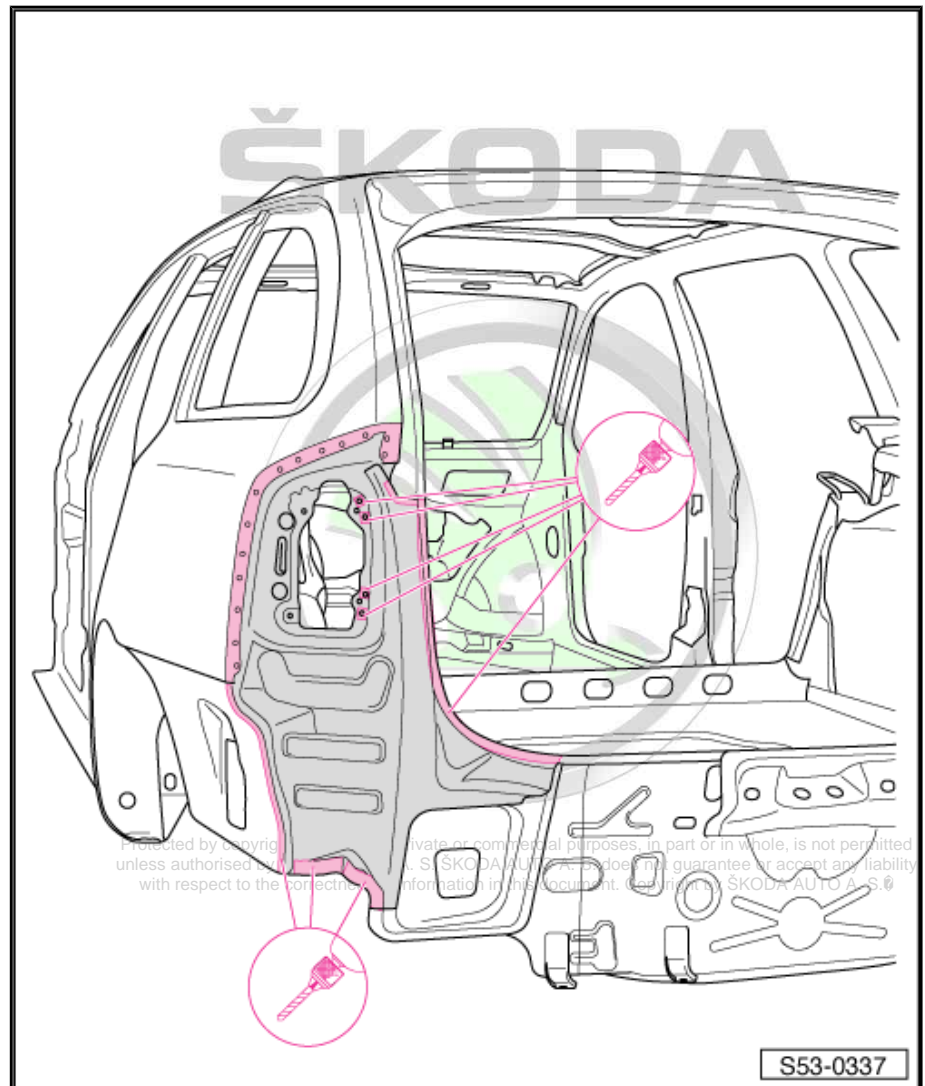
- Weld the utility plate of the rear light carrier, an RP spot seam.
- Weld in the remaining sections, inert gas shielded full seam interrupted.

2.4 Octavia combi - Replacing the utility plate on the rear light carriers

2.4.1 Removing original parts

- Remove the end cover plate ⇒ [page 80](#) .

- Bore out the welding points.



- Grind in the residue.

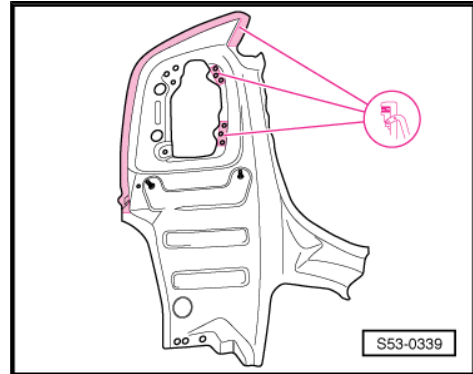
2.4.2 Spare parts

- ◆ The utility plate of the rear light carrier
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-



2.4.3 Preparing the new part

- Make holes with punch pliers for the utility plate of the rear light carrier.
- Clean adhesive surfaces.

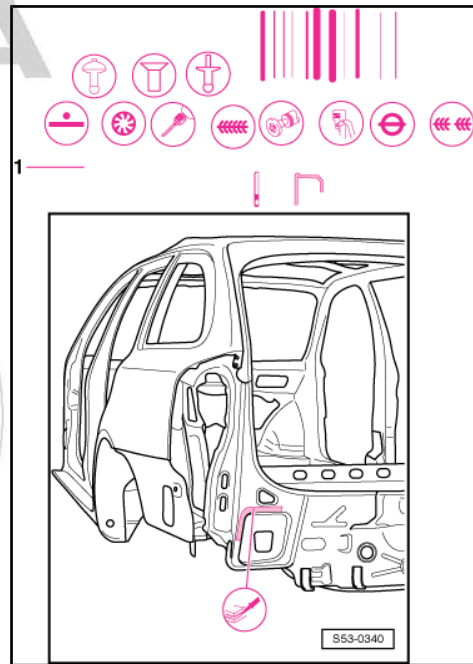


- Apply the glue. 2 beads \varnothing 4 mm (cut back the nozzle to the required diameter).



Note

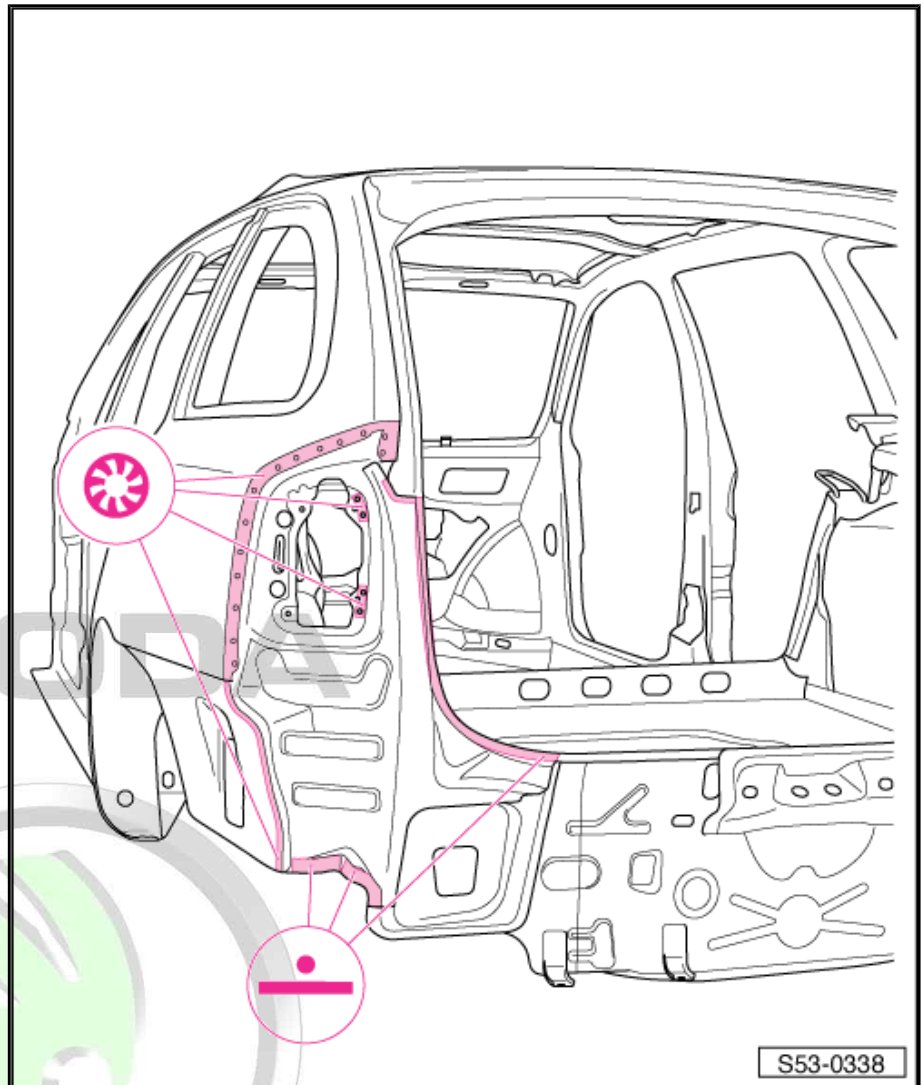
The new part must be welded within 30 minutes as otherwise the adhesion of the glue may be poor.



2.4.4 Part welding

Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

- Attach the new part and check the dimension of the gap with the other parts.
- Weld the utility plate of the rear light carrier, an inert gas shielded plug weld.



- Weld the utility plate of the rear light carrier, an RP spot seam.

2.5 Octavia combi - Replacing reinforcement of end part

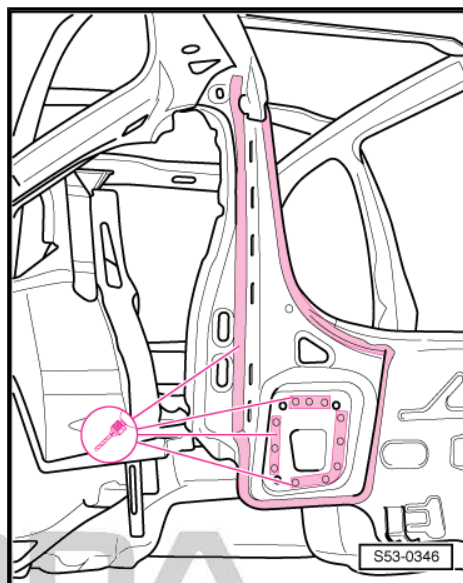
2.5.1 Removing original parts

In the event of damage remove the rear wing ⇒ Chap. 53-1 .

- Removing the utility plate of the rear light carrier ⇒ [page 84](#) .



- Bore out the welding points.
- Grind in the residue.

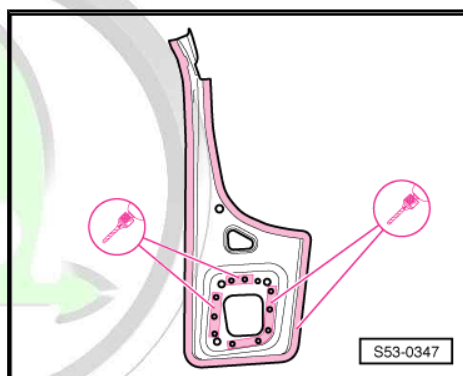


2.5.2 Spare parts

- ◆ Reinforcement of end part

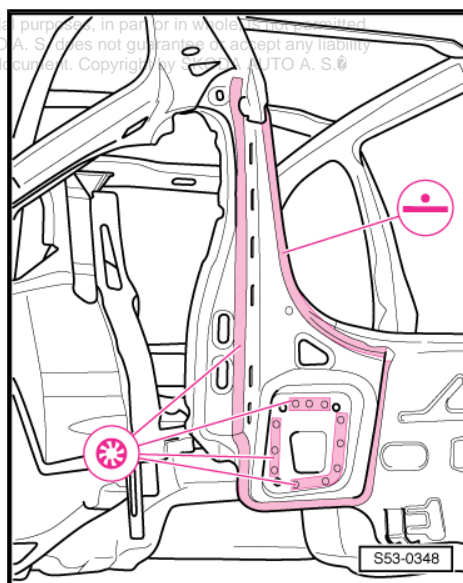
2.5.3 Preparing the new part

- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.



2.5.4 Part welding

- Weld in reinforcement of the end part, inert gas shielded plug weld.
- Weld reinforcement of end part, RP spot seam.

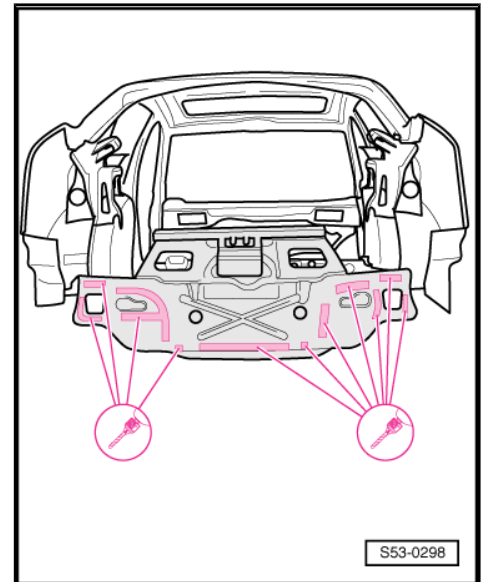




2.6 Replacing end part

2.6.1 Removing original parts

- Remove the end cover plate ⇒ [page 79](#) .
- Removing the utility plate of the rear light carrier ⇒ [page 81](#) .
- Bore out the welding points.
- Grind in the residue.

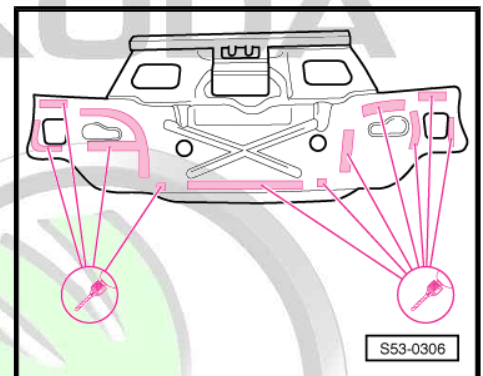


2.6.2 Spare parts

- ◆ End part
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

2.6.3 Preparing the new part

- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.
- Clean adhesive surfaces.

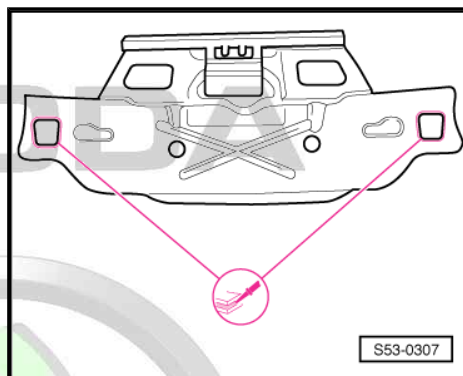




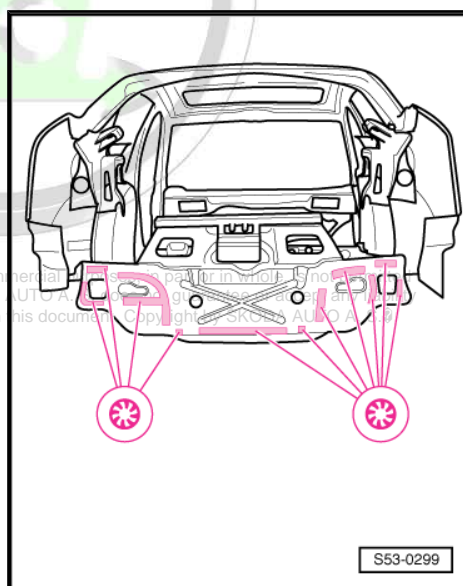
- Apply the glue. 2 beads \varnothing 4 mm (cut back the nozzle to the required diameter).

**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**

- Attach the new part and check the dimension of the gap with the other parts.
- Weld in the end part, inert gas shielded plug weld.
- Weld in the utility plate of the rear light carrier ⇒ [page 81](#) .
- Weld in the end cover plate ⇒ [page 79](#) .

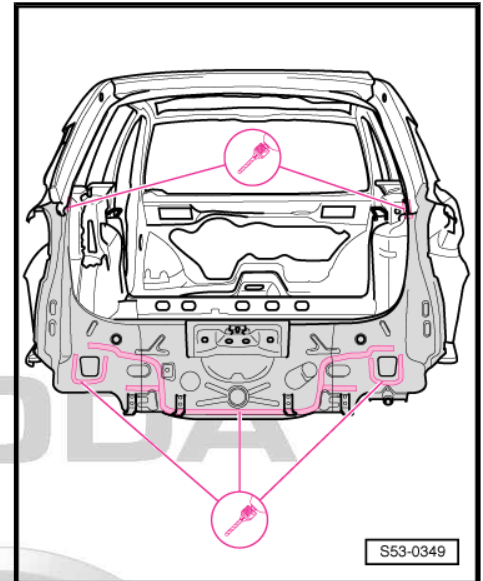


Protected by copyright. Copying for private or commercial use is prohibited without the prior written permission of ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not accept any liability with respect to the correctness of information in this document. Copyright © ŠKODA AUTO A. S.

2.7 Octavia combi - Replacing end part**2.7.1 Removing original parts**

- Removing reinforcement of end part ⇒ [page 87](#) .

- Bore out the welding points.
- Grind in the residue.

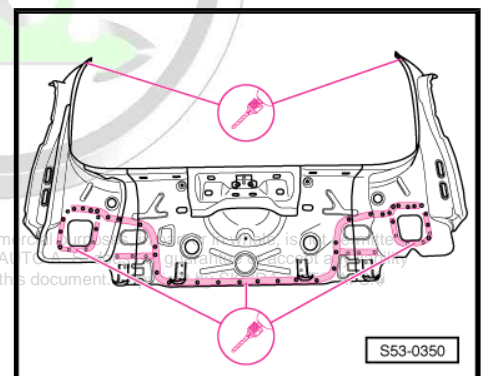


2.7.2 Spare parts

- ◆ End part
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

2.7.3 Preparing the new part

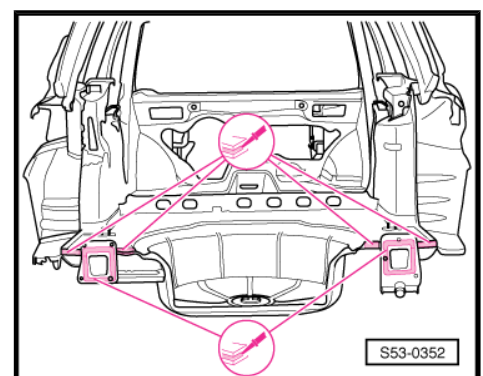
- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.
- Clean adhesive surfaces.



- Apply the glue. 2 beads \varnothing 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.

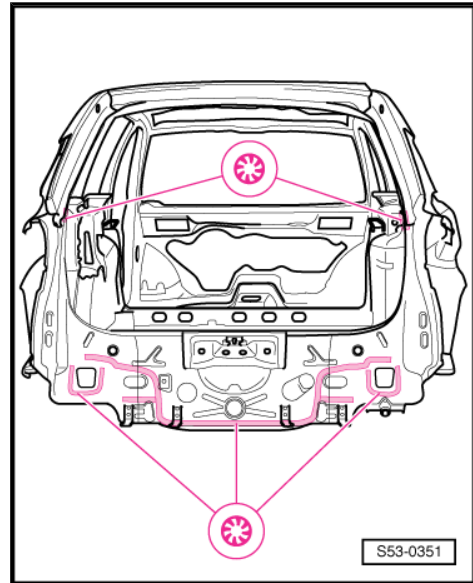


2.7.4 Part welding

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



- Weld in the end part, inert gas shielded plug weld.
- Weld in the reinforcements of the end part ⇒ [page 88](#) .



2.8 Replacing the luggage compartment floor

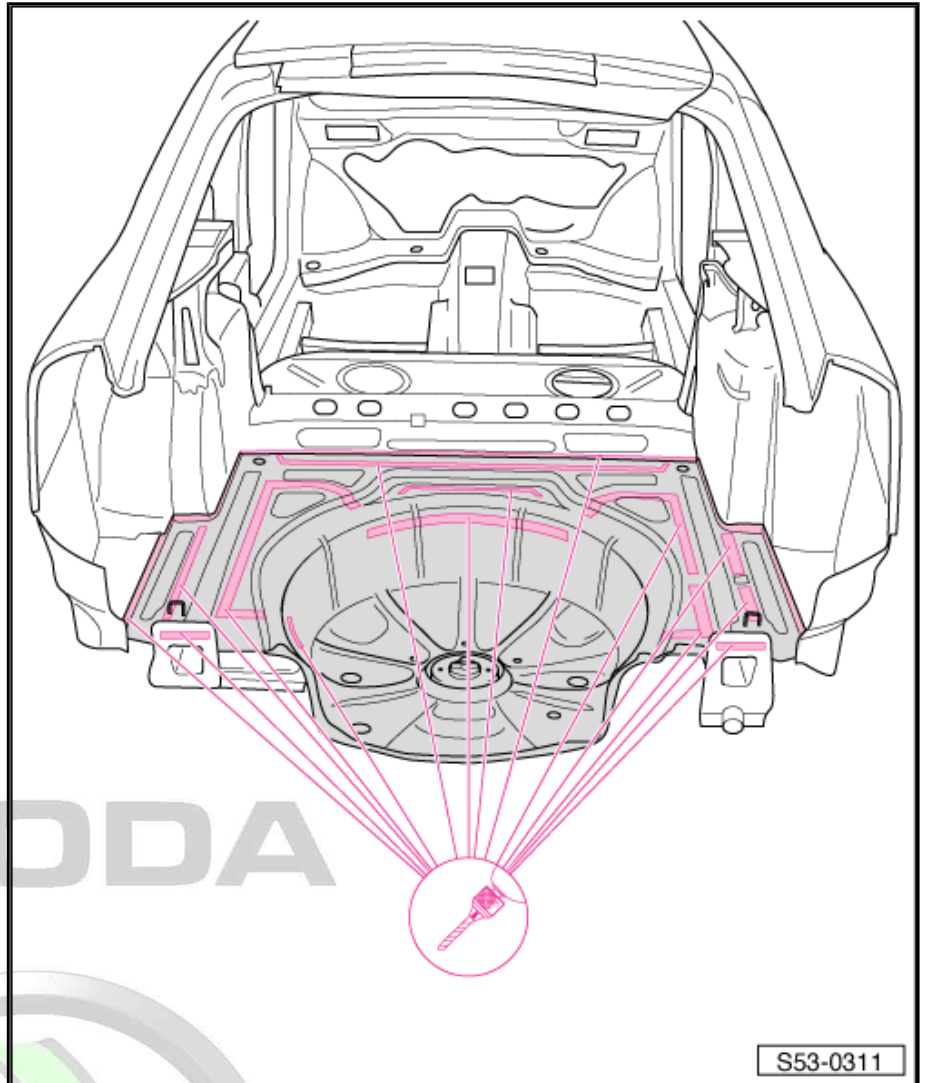
Removing original parts

- Removing end part ⇒ [page 89](#) .
- Bore out the welding points.

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©



- Removing luggage compartment floor.
- Grind in the residue.

2.8.1 Spare parts

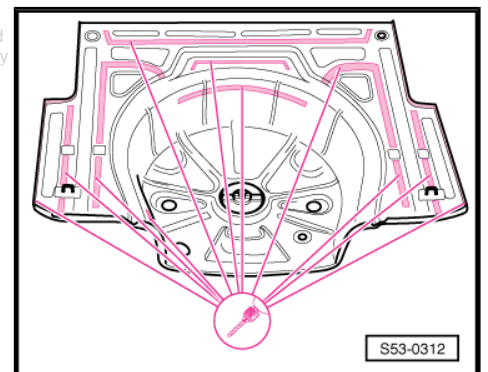
- ◆ Luggage compartment floor
- ◆ Glue -DA 001 730 A1-
- ◆ Cleaning agent -D 009 401 04-

2.8.2 Preparing the new part

- Drill holes for the inert gas shielded plug weld, \varnothing 7 mm.

Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorized by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability for errors or omissions in this document. Copyright by ŠKODA AUTO A. S.

- Clean adhesive surfaces.



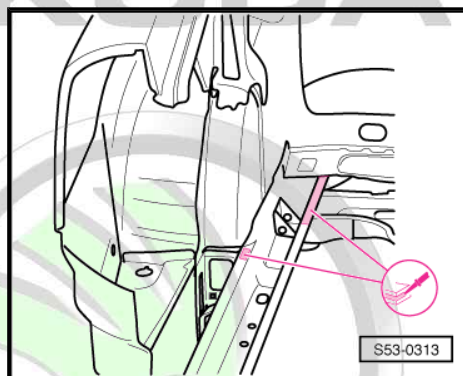


- Apply the glue. 2 beads \varnothing 4 mm (cut back the nozzle to the required diameter).



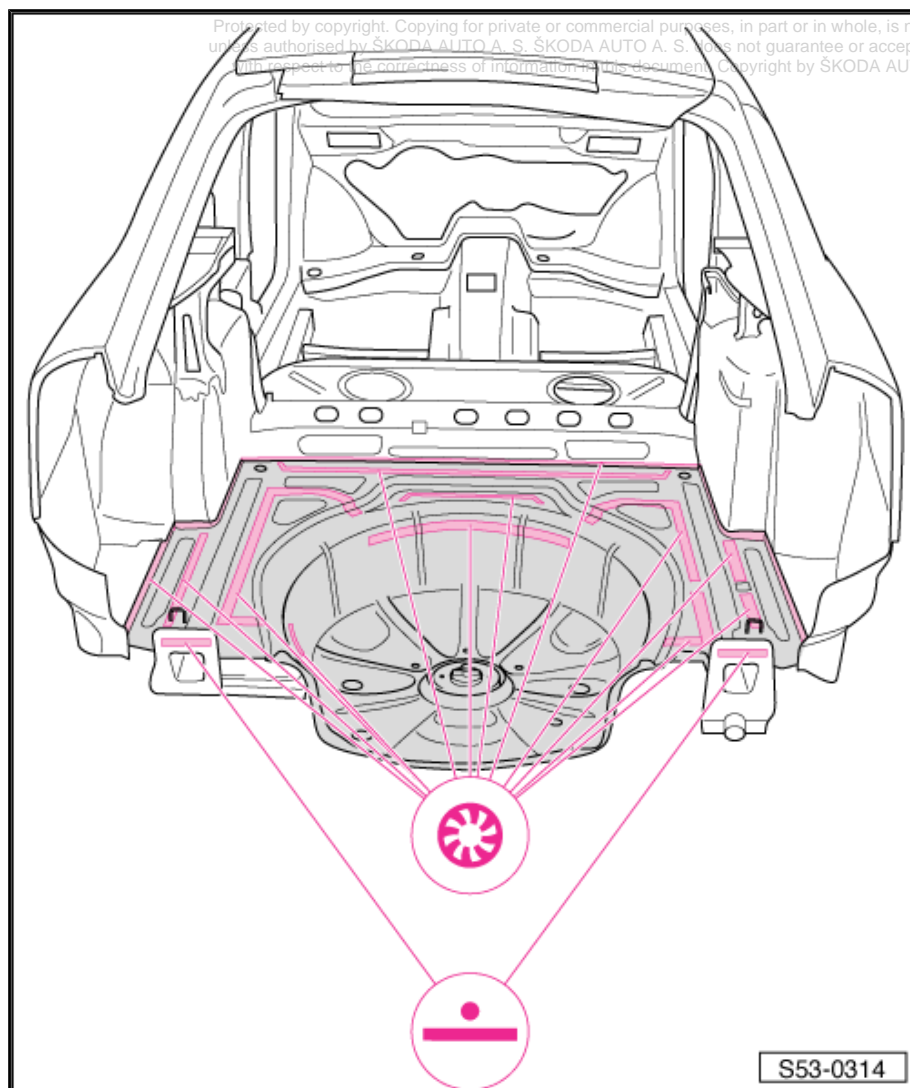
Note

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



2.8.3 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.

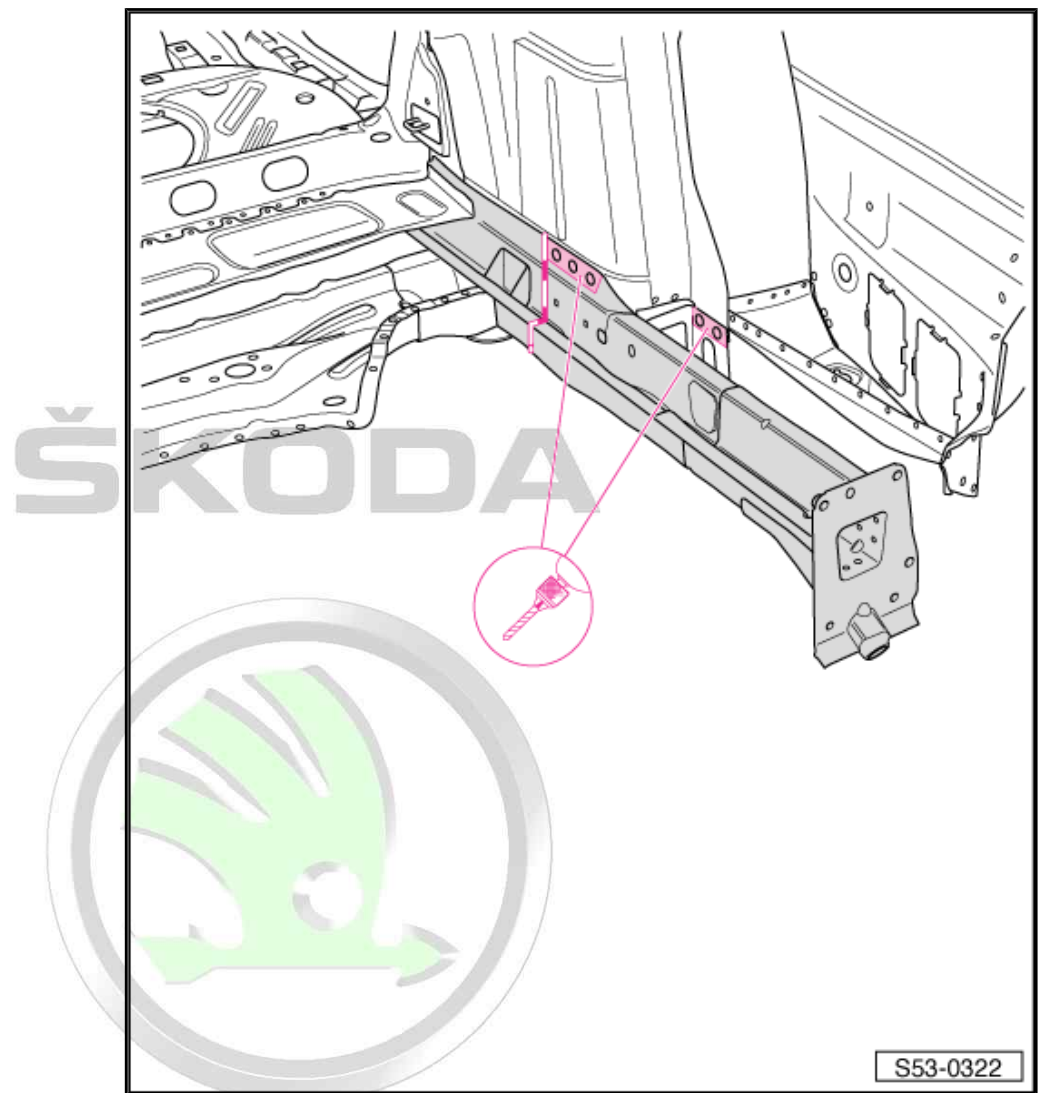


- Weld in the remaining sections, an RP spot seam.
- Weld in the end part ⇒ [page 90](#).

2.9 Replacing rear frame side rail

2.9.1 Removing original parts

- Remove the floor of the luggage compartment ⇒ [page 92](#) .
- Bore out the welding points in the connecting area to the wheel house.



- Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted without the written permission of ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©
- **Disconnect the rear frame side rail.**
 - Grind in the residue.

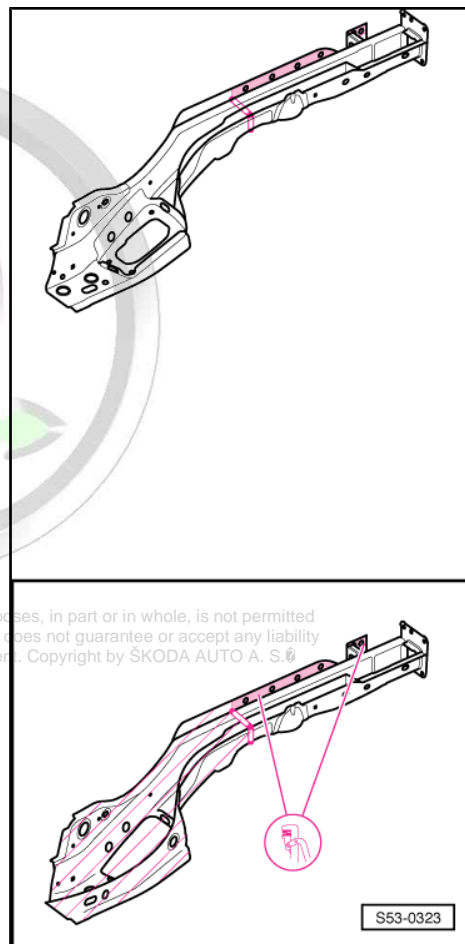
2.9.2 Spare parts

- ◆ The rear frame side rail
- ◆ Damping -1K0 864 625-



2.9.3 Preparing the new part

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



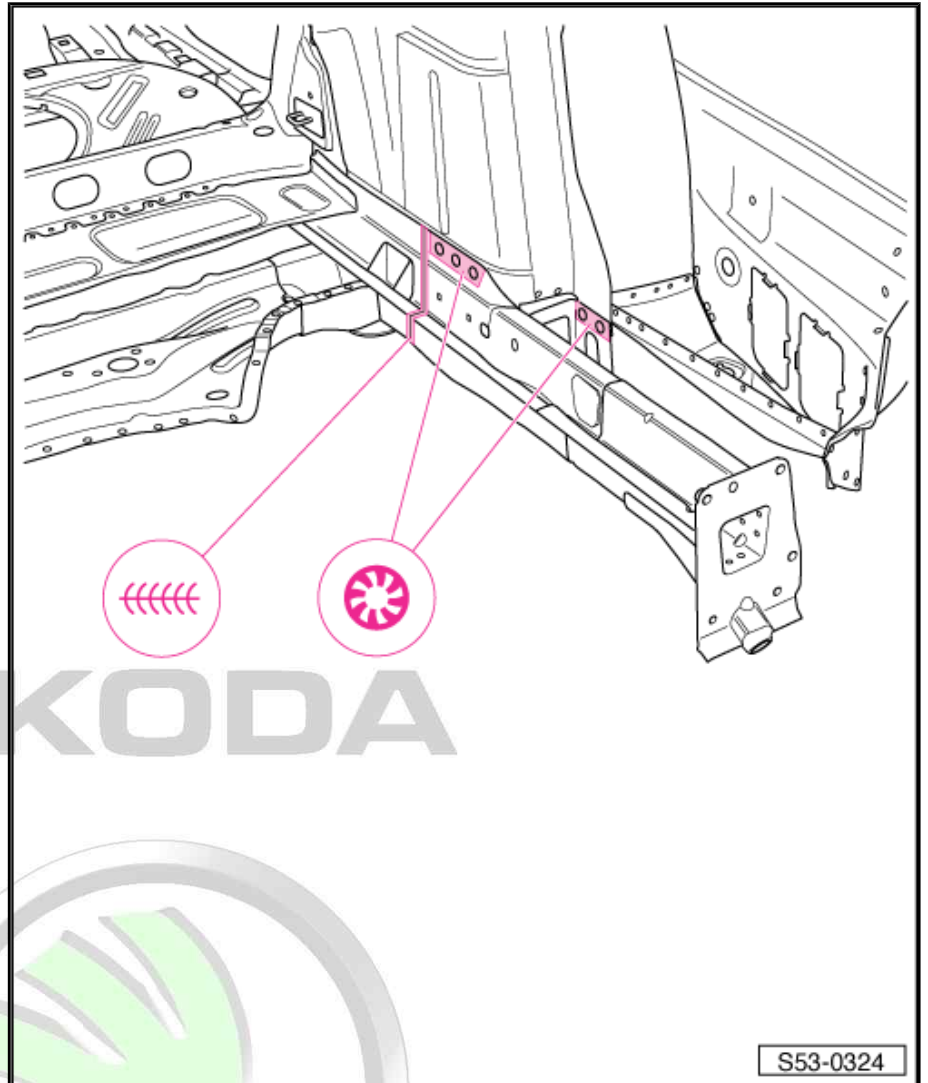
Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.

2.9.4 Foam filling

Replace the sound insulation ⇒ Chapter 00-7 .

2.9.5 Part welding

- Fit the new part into place and staple. The vehicle can stand on its wheels or on the alignment bracket.
- Weld in the rear frame side rail, an inert gas shielded full seam.



- Weld in rear frame side rail with wheelhouse, inert gas shielded plug weld.
- Weld in the luggage compartment floor ⇒ [page 94](#) .

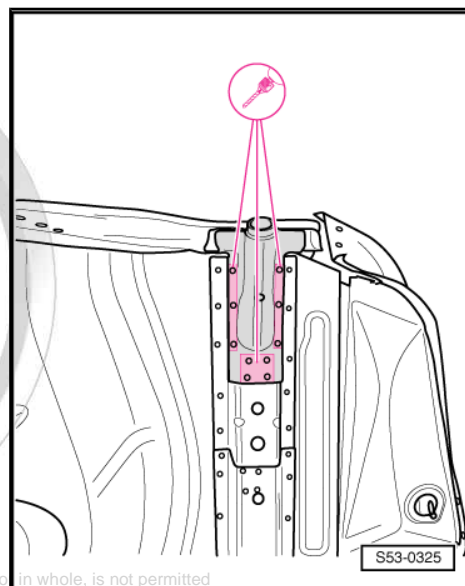
Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

2.10 Replace towing lug

ŠKODA

2.10.1 Removing original parts

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



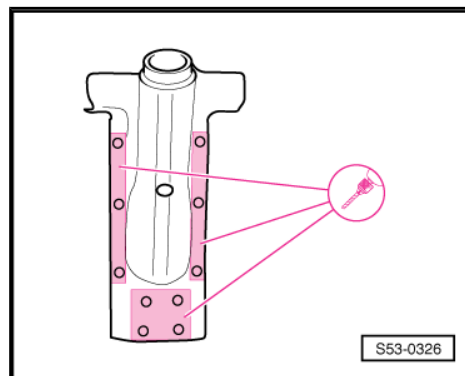
Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©

2.10.2 Spare part

- ◆ Towing lug

2.10.3 Preparing the new part

- Make holes in the towing lug using punch pliers.

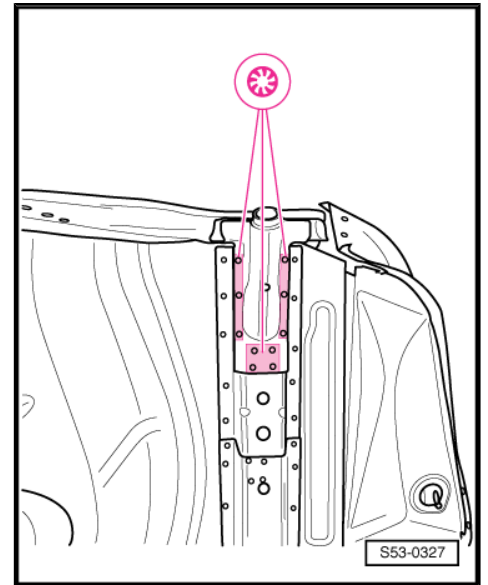




2.10.4 Part welding

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

ŠKODA



Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S. ©