GROUP 1

BODY CONSTRUCTION

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BODY COMPONENTS

1-2

BODY CONSTRUCTION

M4010001001309

BODY COMPONENTS

1. Anti-corrosion steel panels
2. High-tensile steel panels (*: Indicates 590MPa-high-tensile steel panels.)
3. Ultra-high-tensile steel panels (**: Indicates 980MPa-ultra-high-tensile steel panels.)

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BODY MAIN CROSS-SECTIONAL VIEWS

A. Roof panel
   - Roof rail front upper
   - Roof rail front lower

B. Roof side rail reinforcement front
   - Roof side rail inner
   - Roof side rail support
   - Center pillar reinforcement

C. Rear door hinge reinforcement support
   - Center pillar inner upper
   - Side outer panel
   - Rear door hinge reinforcement

D. Roof side rail reinforcement rear
   - Roof side rail inner
   - Side outer panel

E. Front end crossmember
   - Front end crossmember bulkhead
   - Front end crossmember upper
   - Front end crossmember lower

F. Front door hinge reinforcement lower
   - Front pillar inner lower
   - Side outer panel

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FENDER SHIELD
A positioning hole, lug, and notch have been added on the front end upper bar side, front upper frame inner, upper frame extension inner, front side member brace upper and dash panel to improve assembling workability during panel replacement.
SIDE STRUCTURE
A panel positioning notch has been added on the door opening to improve assembling workability when replacing the panel.

SIDE OUTER PANEL
The extra parts are supplied in 4 different cut forms as a result of employing the integrated side-frame side outer panel.
BODY CONSTRUCTION CHARACTERISTICS

FRONT BODY

HEADLIGHT SUPPORT

- The crush box structure, which has an octagonal cross-section at the front end of the front side-member, has been adopted. This structure can effectively absorb energy upon frontal impact and reduces the vehicle repair cost caused by a light collision.

- The bolt-on headlight support panel upper is used to improve maintainability.
- An aluminum front bumper reinforcement has been adopted to improve the body rigidity, handling stability, and riding comfort.

The crush box structure has been changed to straight type with an octagon cross-section so that the structure can effectively absorb energy from the impact at the time of collision.
FENDER SHIELD
The padding structure of the front fender bracket has been adopted to efficiently absorb energy upon impact by the crushable structure and improve the pedestrian protection capability.

(Right side)

(Left side)
1. Upper side bar front
2. Front end upper bar side
3. Front fender bracket
4. Upper frame bulkhead front
5. Fender shield frame upper outer
6. Upper frame bulkhead center
7. Upper frame bulkhead rear
8. Front fender bracket
9. Front upper frame inner
10. Upper frame inner plate
11. Harness bracket
12. Spring house corner gusset
13. Spring house bracket reinforcement
14. Spring house bracket front
15. Spring house panel rear
16. Spring house reinforcement rear
17. Horn bracket
18. Spring house harness bracket
19. Suction hose bracket
20. Spring house panel
21. Power steering reservoir tank bracket
22. Engine mounting bracket upper
23. Front fender shield
24. Engine mounting gusset
25. Condense tank reinforcement
26. Fender gusset
27. Front fender bracket
28. Front sidemember
29. Engine control module bracket
30. Clutch tube bracket <M/T>
31. Harness bracket front
32. Harness bracket rear
33. Relay box bracket
34. Transaxle mounting gusset
FRONT SIDEMEMBER REINFORCEMENT

- The front sidemember structure has been changed to a straight frame structure with an octagon cross section that efficiently absorbs energy from the impact at the time of collision.
- The front sidemember is supported in three directions by the dash crossmember center, dash crossmember lower and front sidemember rear in order to improve the frontal collision characteristics, and increase the vehicle body rigidity.

(\textit{Right side})

*: Indicates 590MPa-high-tensile steel panels.

1. Front sidemember extension
2. Front sidemember outer
3. Front brake hose bracket
4. Front sidemember reinforcement rear lower
5. Front sidemember rear bulkhead
6. Front sidemember rear
7. Height sensor bracket
8. Dash crossmember extension lower
9. I plate bracket
10. Front body frame to side sill brace
11. Tie down reinforcement front
12. Front suspension crossmember bracket front
13. Front sidemember inner
14. Front sidemember plate
15. Front sidemember bulkhead front
16. Engine mounting bulkhead
17. Front suspension crossmember bulkhead
18. Headlight bracket lower
19. Headlight support panel
20. Engine mounting reinforcement
21. Engine mounting bracket front
22. Engine mounting bracket rear
23. Front sidemember bracket rear
24. Front sidemember brace upper
25. Front sidemember reinforcement rear

The 590-MPa class high tensile strength steel panels have been adopted for the front sidemember extension, front sidemember rear bulkhead and front sidemember rear to improve the body rigidity.
1. I plate bracket
2. Dash crossmember extension lower
3. Front body frame to side sill brace
4. Tie down reinforcement front
5. Front sidemember rear
6. Front sidemember rear bulkhead
7. Front sidemember reinforcement rear lower
8. Front sidemember outer
9. Front brake hose bracket
10. Front sidemember extension
11. Front sidemember plate
12. Front suspension crossmember bracket front
13. Front sidemember inner
14. Front sidemember brace upper
15. Transaxle mounting bracket
16. Connector bracket
17. Headlight support panel
18. Headlight bracket lower
19. Front suspension crossmember bulkhead
20. Transaxle mounting bulkhead rear
21. Transaxle mounting bulkhead front
22. Front sidemember reinforcement

*: Indicates 590MPa-high-tensile steel panels.

(Left side)
FRONT DECK
• The impact absorbing opening on the cowl top outer reinforcement upper has been added to efficiently absorb energy upon impact and improve the pedestrian protection capability.

• Rigidity was heightened and driving stability was improved by bonding the fender shield frame upper outer and front pillar by the upper frame to front pillar brace.

1. Cowl top panel lower
2. Wiper B bracket
3. Cowl top stay bracket rear
4. Cowl top outer reinforcement upper
5. Cowl top panel inner
6. Cowl top panel outer
7. Deck crossmember stay bracket
8. Brake pedal support bracket
9. Clutch pedal support bracket <M/T>
10. Upper frame extension inner
11. Brake pedal support reinforcement
12. Front fender bracket
13. Cowl top outer reinforcement lower
14. Upper frame to front pillar brace
DASH PANEL
The 590-MPa class high tensile strength steel panels have been adopted for the dash crossmember center, dash crossmember extension, dash panel reinforcement and dash crossmember side to improve the body rigidity.

*: Indicates 590MPa-high-tensile steel panels.

1. Brake tube bracket
2. Harness bracket
3. Dash crossmember center
4. Dash crossmember extension
5. Canister bracket
6. Dash heat protector bracket
7. Dash panel
8. Backbone reinforcement front
9. Dash panel lower
10. Accelerator pedal bracket
11. Steering shaft bracket
12. Dash panel reinforcement
13. Clutch pedal reinforcement lower <M/T>
14. Dash crossmember side
15. Dash crossmember lower bulkhead
16. Dash crossmember lower
SIDE BODY

SIDE STRUCTURE

- The 590-MPa class high tensile strength steel panels or 980-MPa class ultra high tensile strength steel panels have been adopted for the front pillar, center pillar, side sill, and roof side rail to improve the body rigidity.
- Rigidity was heightened and driving stability was improved by bonding the roof bow and roof rail and the roof side rail inner by the roof rail extension.
- A rear shelf lower brace is used to connect the spring house middle panel and rear shelf upper brace, so that the body rigidity, handling stability, and riding comfort are improved.
- The number of the spot welding points at the door opening has been increased to heighten the door rigidity and to improve handling stability.

*: Indicates 590MPa-high-tensile steel panels.
**: Indicates 980MPa-ultra-high-tensile steel panels.
1. Front pillar inner lower
2. Front pillar inner center
3. Hood opener bracket (Left side)
4. Cowl side trim bracket (Right side)
5. Deck crossmember bracket (Right side)
6. Front upper inner pillar
7. Center pillar inner lower
8. Center pillar inner upper
9. Center pillar seat belt reinforcement lower
10. Center pillar seat belt reinforcement upper
11. Roof rail front extension
12. Roof rail center extension <Vehicles without sunroof (aluminum panel)>
13. Bracket C <Vehicles with sunroof (steel panel)>
14. Roof rail rear extension
15. Roof side rail inner
16. Harness bracket (Right side)
17. Rear shelf bracket (Right side)
18. Rear seat belt reinforcement
19. Nut plate <Vehicles with subwoofer>
20. Subwoofer upper bracket <Vehicles with subwoofer>
21. Rear seat hook A
22. Rear seatback brace rear
23. Rear seatback plate reinforcement
24. Rear seatback brace bulkhead
25. Rear seatback brace front
26. Rear spring house reinforcement upper front
27. Rear shelf lower brace
28. Rear spring house reinforcement upper rear
29. Rear spring house bracket
30. Trunk trim bracket
31. Washer tank center bracket (Left side)
32. Spring house middle front panel (Left side)
33. Filler pipe mounting bracket (Left side)
34. Spring house middle panel
35. Harness bracket (Left side)
36. Rear wheel house panel inner
37. Rear wheel house panel front lower outer
38. Curtain air bag bracket
39. Quarter panel lower inner (Left side)
40. Quarter inner panel
41. Quarter panel extension inner
42. Quarter panel extension lower outer
43. Rear combination light housing
44. Quarter corner panel
45. Quarter outer upper extension
46. Quarter outer upper side extension
47. Fuel filler neck bracket (Left side)
48. Side outer panel
49. Fender bracket
50. Fender bracket lower
51. Front fender bracket
52. Cowl side trim bracket
53. Front upper outer frame rear
54. Upper frame outer reinforcement
55. Side sill reinforcement outer rear
56. Side sill reinforcement outer front
57. Side sill inner support front
58. Front pillar reinforcement lower
59. Front door hinge reinforcement lower
60. Front pillar reinforcement center bulkhead
61. Front door hinge reinforcement upper
62. Deck support pipe (Left side)
63. Front pillar support
64. Roof side rail support
65. Roof side rail reinforcement front
66. Rear door hinge reinforcement support
67. Rear door hinge reinforcement
68. Center pillar reinforcement
69. Roof side rail reinforcement rear
70. Rear pillar reinforcement
71. Flap gate striker reinforcement
72. Nut plate
73. Rear pillar reinforcement lower
SIDE STRUCTURE REINFORCEMENT
The ring structure of the side structure reinforcement has been adopted to improve the collision characteristics and the rigidity of the whole vehicle.

REAR BODY
REAR DECK

1. Washer tank bracket upper
2. Rear seat hook A
3. Rear shelf panel
4. Rear shelf reinforcement
5. Seat belt reinforcement center
6. Rear shelf extension
7. Rear seatback reinforcement
REAR END PANEL

1. Rear bumper side bracket
2. Rear end panel inner
3. Trunk lid striker reinforcement
4. Rear end panel outer
5. Rear bumper reinforcement

ROOF

- An aluminum roof panel has been adopted to improve lightweightness for greater handling stability. <Vehicles without sunroof (aluminum panel)>
- The closed section structure has been adopted for the roof rail front and the roof bow center to heighten body rigidity, improve handling stability and riding comfort, and to reduce vibration and noise.

- The 590-MPa class high tensile strength steel panel has been adopted for the roof bow center lower to improve the body rigidity. <Vehicles without sunroof (aluminum panel)>
<Vehicles without sunroof (aluminum panel)>

*: Indicates 590MPa-high-tensile steel panels.

<Vehicles with sunroof (steel panel)>

1. Sunvisor bracket
2. Reading light bracket
3. Roof rail front lower
4. Roof rail front upper
5. Roof panel
6. Roof rail rear
7. Roof bow center upper
8. Roof bow center lower
9. Dome light bracket
10. Roof panel reinforcement
11. Set rear bracket
12. Bracket A
13. Bracket B
14. Set front bracket
UNDER BODY

FRONT FLOOR

The 590-MPa class high tensile strength steel panels have been adopted for the front floor crossmember front and front floor sidemember, and the 980-MPa class ultra high tensile strength steel panels for the front floor side sill inner, to improve the body rigidity.

*: Indicates 590MPa-high-tensile steel panels.
**: Indicates 980MPa-ultra-high-tensile steel panels.

1. Front floor
2. Front floor crossmember front reinforcement
3. Front floor crossmember front
4. Parking brake lever reinforcement
5. Backbone reinforcement
6. Parking brake cable reinforcement
7. Seat center bracket rear
8. Front floor crossmember rear
9. Seat side bracket rear
10. Seat belt reinforcement
11. Front floor side sill inner center reinforcement
12. Front floor side sill inner
13. Front floor sidemember
14. Front floor crossmember rear center
15. Front floor crossmember front
16. Front floor reinforcement lower (Right side)
REAR FLOOR

- The 590-MPa class high tensile strength steel panels have been adopted for the rear floor extension and rear seat crossmember to improve the body rigidity.

- The rear floor rear end crossmember has been straightened to heighten body rigidity, improve handling stability and riding comfort, and to reduce vibration and noise.

*: Indicates 590MPa-high-tensile steel panels.

1. Rear floor extension
2. Rear seat under floor
3. Rear floor pan rear
4. Rear seatback bracket lower
5. Rear floor crossmember upper
6. Battery bracket rear floor front
7. Battery bracket rear floor
8. Spare tire bracket
9. Rear floor rear end crossmember
10. Rear floor crossmember front
11. Fuel tank rear bracket
12. Rear seat belt reinforcement (Left side)
13. Rear seat belt reinforcement (Right side)
14. Rear seat crossmember bulkhead inner
15. Rear seat crossmember
16. Sidemember front floor extension
17. Rear floor sidemember
REAR FLOOR SIDEMEMBER REINFORCEMENT

The 590-MPa class high tensile strength steel panels have been adopted for the rear floor sidemember reinforcement, rear floor sidemember extension, rear floor side sill inner and rear floor sidemember bulkhead to improve the body rigidity.

*: Indicates 590MPa-high-tensile steel panels.
1. Rear floor side panel
2. Rear bumper beam reinforcement
3. Rear floor crossmember extension rear
4. Rear suspension bracket center
5. Rear suspension center reinforcement
6. Rear floor sidemember reinforcement
7. Rear floor crossmember extension rear upper
8. Rear floor crossmember extension rear
9. Muffler hanger rear
10. Shipping pipe
11. Shipping bracket reinforcement
12. Rear floor sidemember extension
13. Rear bumper support
14. Canister bracket (Left side)
15. Rear spring house panel lower
16. ABS sensor bracket
17. Brake hose bracket
18. Rear floor side sill inner
19. Rear suspension bracket front
20. Trailing arm bracket lower
21. Rear floor sidemember lower
22. Rear floor sidemember extension front
23. Rear tie down plate
24. Rear floor sidemember bulkhead
25. Trailing arm bracket
26. Trailing arm bulkhead
27. Rear floor sidemember rear reinforcement
28. Rear suspension center bulkhead
29. Rear floor sidemember bulkhead rear
30. Rear suspension bracket rear
31. Pipe nut
32. Hydraulic unit bracket front (Right side)
33. Hydraulic unit bracket rear (Right side)
DOOR

An uneven thickness steel sheet* has been used for the front and rear door panel inners to make the forward part of the vehicle thicker for reduction in vehicle weight and higher rigidity.

(Front door)

(Rear door)

NOTE: *: A steel sheet of varying thickness that is welded into one steel sheet.

1. Front door panel outer
2. Front door beltline outer reinforcement
3. Front door outer stiffener
4. Front door side door beam
5. Front door window front sash
6. Front door window upper sash
7. Front door window rear sash
8. Front door latch reinforcement
9. Front door beltline inner reinforcement
10. Front door mirror reinforcement
11. Front door inside handle bracket
12. Nut plate
13. Front door checker reinforcement
14. Front door panel inner
15. Rear door panel outer
16. Rear door beltline outer reinforcement
17. Rear door side door beam
18. Rear door window front sash
19. Rear door window upper sash
20. Rear door beltline inner reinforcement
21. Rear door beltline bracket
22. Rear door sash reinforcement
23. Rear door stat corner bracket
24. Rear door latch reinforcement
25. Rear door window sash lower bracket
26. Rear door inside handle bracket
27. Rear door panel inner
A silencer (MD-12, RSS and melting sheet) has been affixed on the upper surface of the floor for vibration damping.

**NOTE:**
- **MD-12** is a high performance sheet composed of asphalt applied with mica and thermosetting resin for improving anti-vibration performance.
- **RSS** (Rubber Special Sheet) is a product name of Nihon Tokushu Toryo Co., Ltd. The product features the same performance as a steel sheet sandwich type and refers to a heat cured resin sheet that is molded into a sheet with a uniform thickness. It contains degenerating resin and filler with asphalt and rubber as the main contents.

**NOTE:** [ ] indicates the number of melting sheets that are used for repair.
The sound dampening foam material have been adopted to the upper and lower sections of the front pillar, center pillar lower section, rear pillar and wheel house arch inside to shield from external noise.

**CAUTION**

The sound dampening foam material may burn when heated. Always observe the following instructions:

- Never use a gas burner to burn the areas where sound dampening foam material is used.
- When cutting the parts which are provided with sound dampening foam material, ensure to use tools (air saw, etc.) that do not generate fire.
- If there are residual sound dampening foam material remaining on the cut section (body side), remove the sound dampening foam material from periphery of the welding area before welding work.
A damp sheet (roof insulator) <Vehicles without sun-roof (aluminum panel)> on the inner side of the roof panel and a stiffener on the inner side of the rear door panel outer have been adopted for higher surface rigidity.

**NOTE:**
- The main contents of a stiffener are epoxy resin. It comes in a sheet form and contains a mixture of glass fiber and filler, and cures (stiffens) when heated.
- No spare part of the stiffener for repair is available in the field. If the stiffener is damaged, replace it together with the panel.
When replacing a part that has the theft protection plate, label or stamp on it, be sure that the part has either A or B shown in the figure. It is illegal if both A and B are attached, or neither A nor B is attached.

In order to protect against theft, a Vehicle Identification Number (VIN) is attached as a plate or label to the following major parts of the engine, transaxle and main outer panels: Engine cylinder block, Transaxle housing, Front fender, Hood, Trunk lid, Bumpers, Side outer panel, Doors. In addition, a theft-protection label is attached to replacement parts for main outer panels. The same data is stamped into replacement parts for the engine and the transaxle.

Cautions regarding panel repairs:
- When repainting original parts, do so after first masking the theft-protection label. After painting, be sure to peel off the masking tape.
- The theft-protection label for replacement parts is covered by masking tape, so such parts can be painted as is. The masking tape should be removed after painting is finished.
- The theft-protection label should not be removed from original parts or replacement parts.
LOCATIONS
Label area (x: for original equipment parts, y: for replacement parts)

Engine

Manual transaxle (M/T)

Twin clutch sportronic shift transmission (TC-SST)

View A (Front fender)

View B (Hood)

The illustration indicates left outer side. Right side is symmetrically opposite.
Label area (x: for original equipment parts, y: for replacement parts)

View C (Trunk lid)

View D (Front bumper)

View D'

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Label area (x: for original equipment parts, y: for replacement parts)

View E (Rear bumper)  
View E'

View F (Side outer panel)  
View F'

Front door (both side)  
View G  
View H

Rear door (both side)  
View H

The illustration indicates left outer side. Right side is symmetrically opposite.

The illustration indicates left outer side. Right side is symmetrically opposite.