
GROUP 1

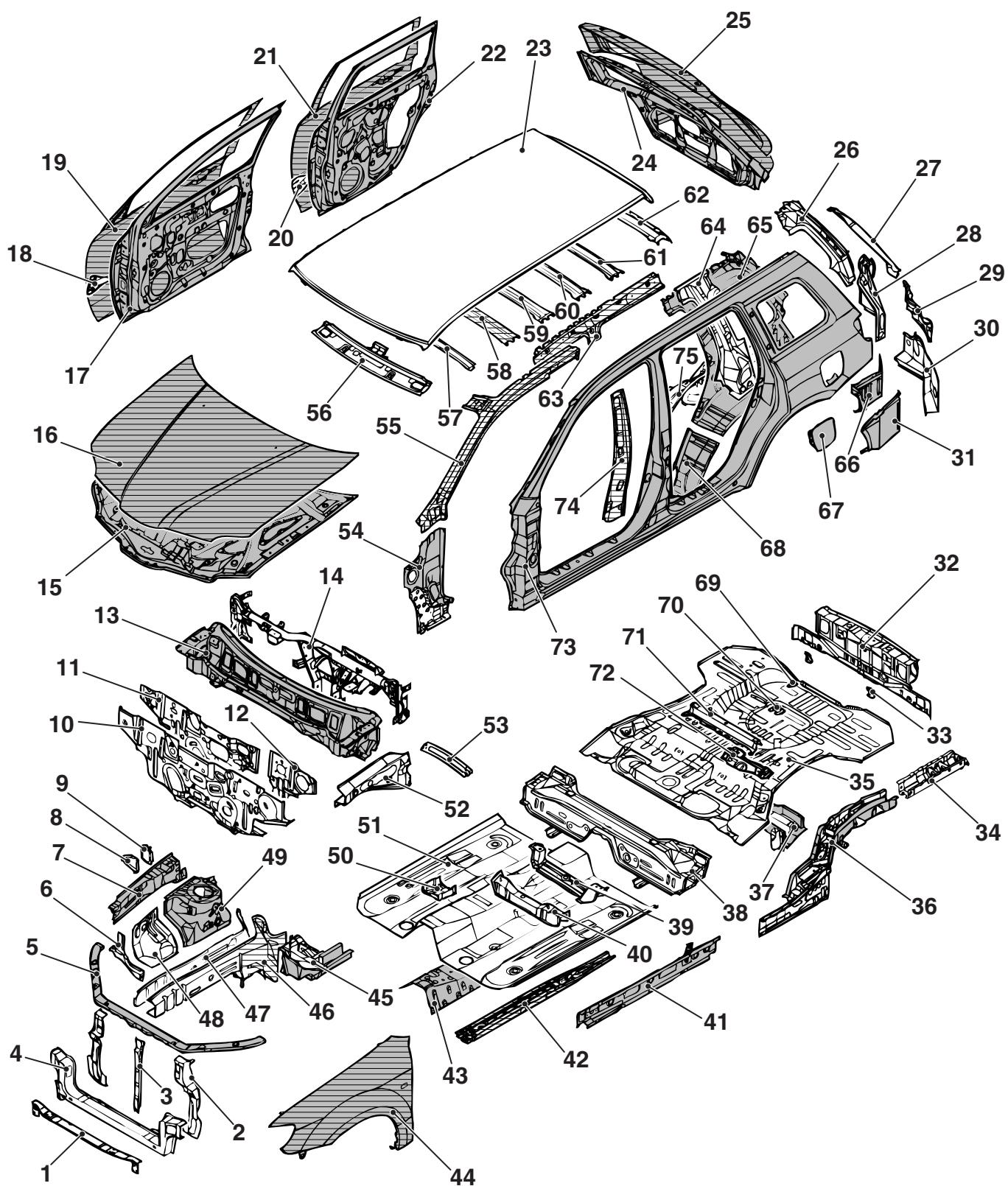
BODY CONSTRUCTION

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BODY COMPONENTS

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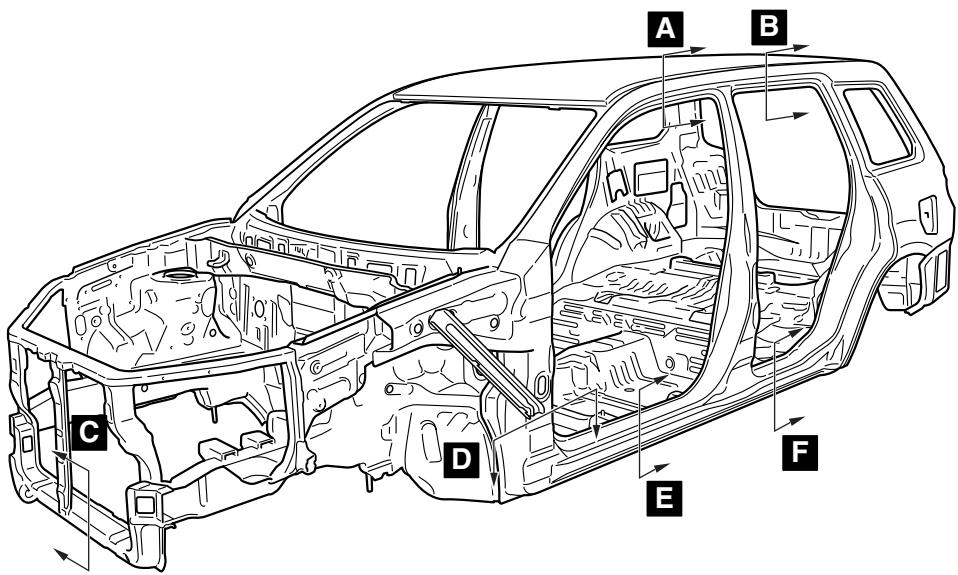
■ : Anti-corrosion steel panels
■ : High-tensile steel panels

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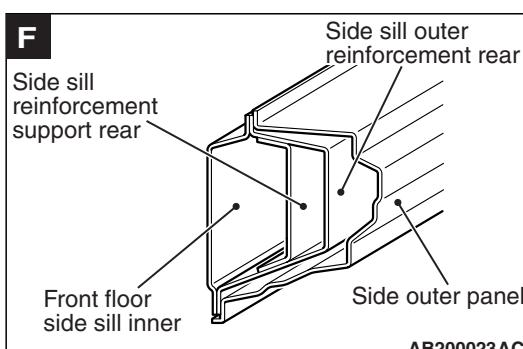
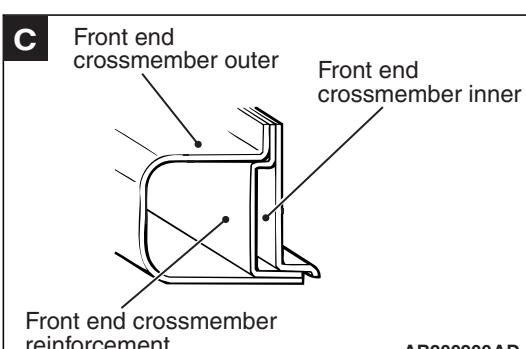
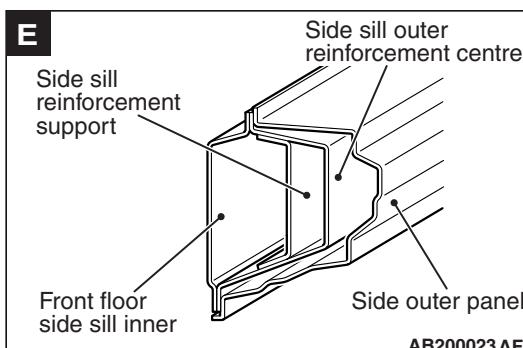
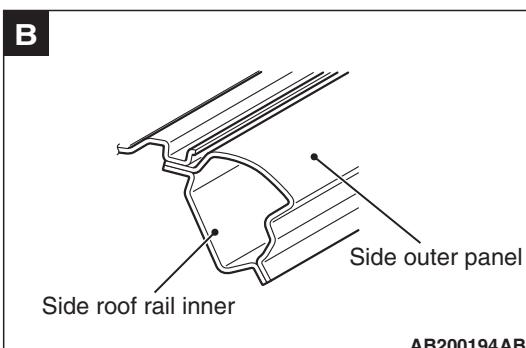
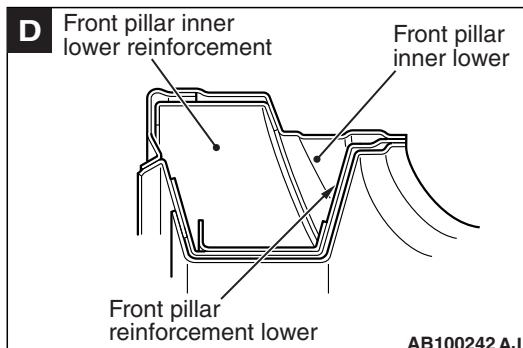
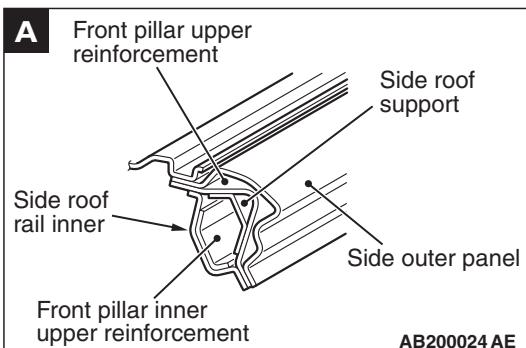
1. Front bumper reinforcement
2. Headlamp support panel
3. Hood lock stay
4. Front end crossmember
5. Front end upper bar
6. Headlamp support panel side
7. Front upper frame inner
8. Upper frame bulkhead front
9. Upper frame bulkhead
10. Dash panel
11. Dash panel silencer
12. Dash panel reinforcement
13. Cowl top panel
14. Front deck crossmember
15. Hood inner panel
16. Hood outer panel
17. Front door inner panel
18. Front door side door beam
19. Front door outer panel
20. Rear door side door beam
21. Rear door outer panel
22. Rear door inner panel
23. Roof panel
24. Tailgate inner panel
25. Tailgate outer panel
26. Gate pillar reinforcement
27. Quarter outer extension upper
28. Quarter inner extension
29. Rear lamp housing upper
30. Rear lamp housing lower
31. Quarter outer extension lower
32. Rear end crossmember
33. Rear bumper bracket
34. Rear floor sidemember extension
35. Rear floor pan
36. Rear floor sidemember
37. Upper arm crossmember
38. Rear floor extension
39. Front floor crossmember rear
40. Front floor crossmember front
41. Front floor side sill inner
42. Front floor sidemember
43. Backbone reinforcement
44. Fender panel
45. Front sidemember rear
46. Front sidemember inner
47. Front sidemember outer
48. Front fender shield
49. Spring house panel
50. Instrument panel centre reinforcement bracket
51. Front floor pan
52. Front upper frame extension outer
53. Upper frame to front pillar brace
54. Front pillar inner lower
55. Front pillar inner upper
56. Roof rail front
57. Roof bow front
58. Roof bow centre
59. Roof bow A
60. Roof bow B
61. Roof bow C
62. Roof rail rear
63. Side roof rail inner
64. Rear pillar reinforcement
65. Quarter inner panel
66. Quarter inner extension lower
67. Fuel filler door
68. Quarter inner extension front
69. Heat protector bracket
70. Spare tyre bracket
71. Rear floor crossmember upper
72. Child anchor bracket lower
73. Side outer panel
74. Centre pillar inner
75. Rear wheel house inner panel

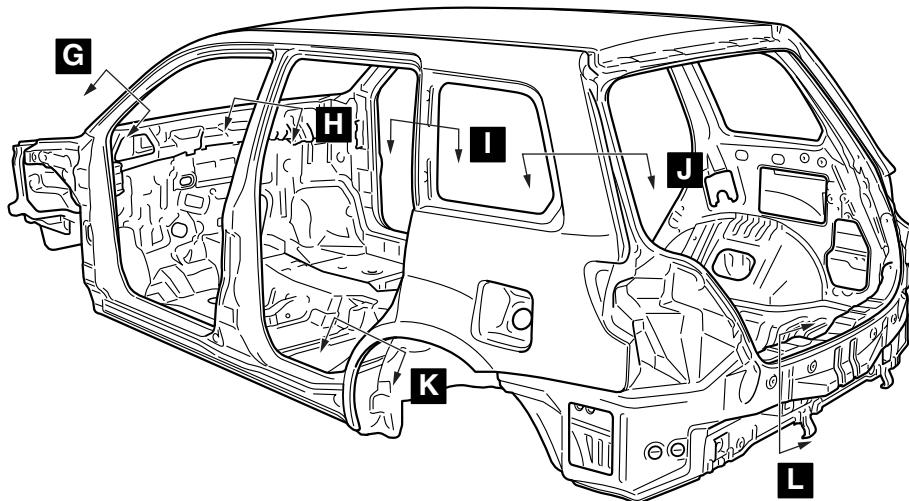
BODY MAIN CROSS-SECTIONAL VIEWS

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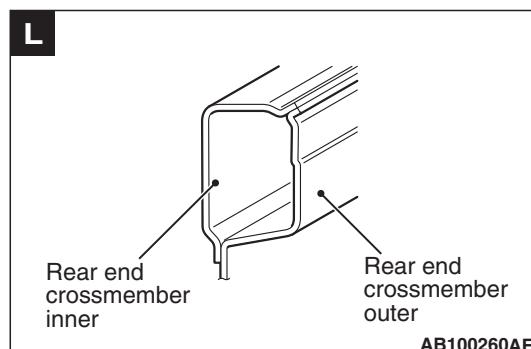
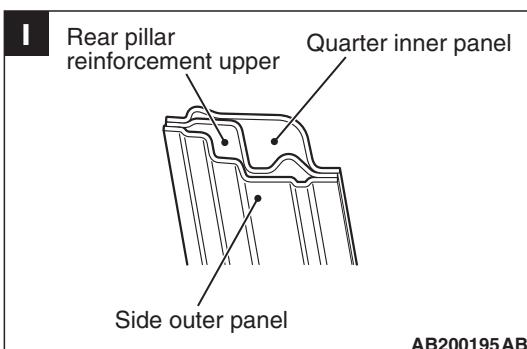
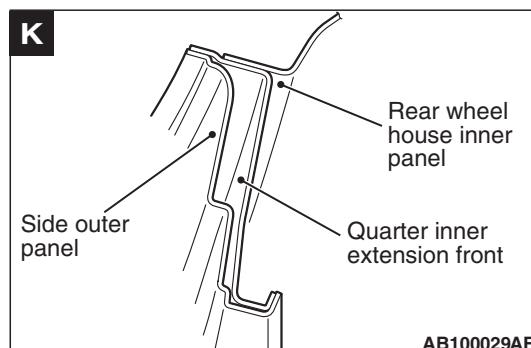
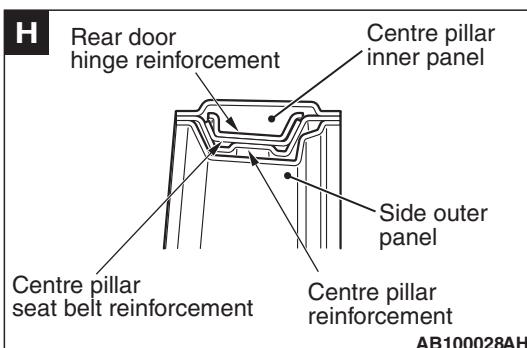
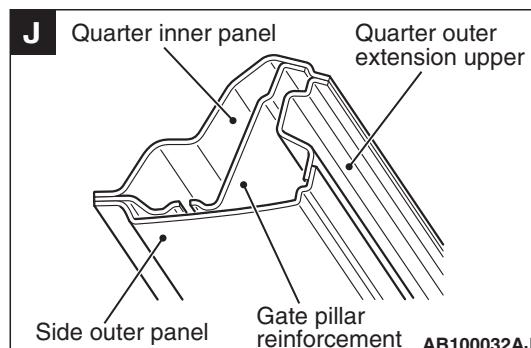
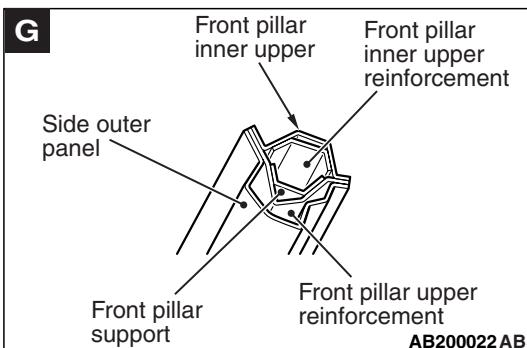


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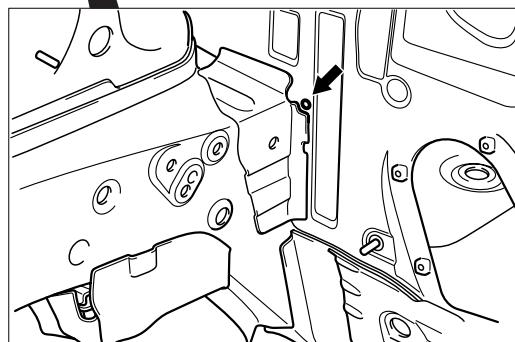
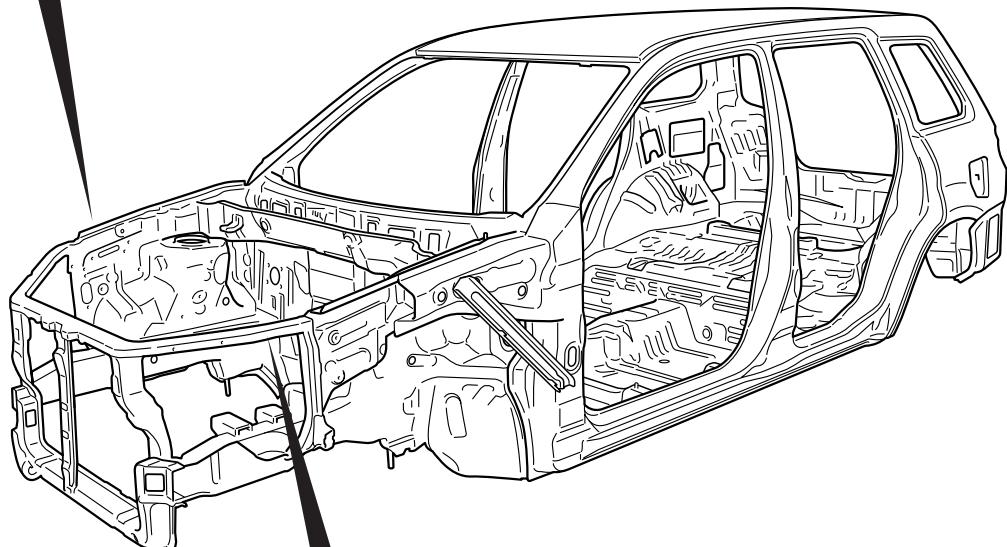
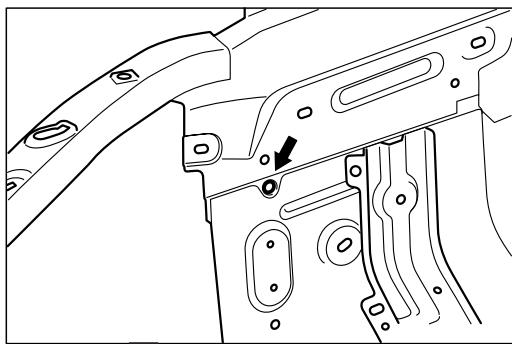


MAINTENANCE, SERVICEABILITY

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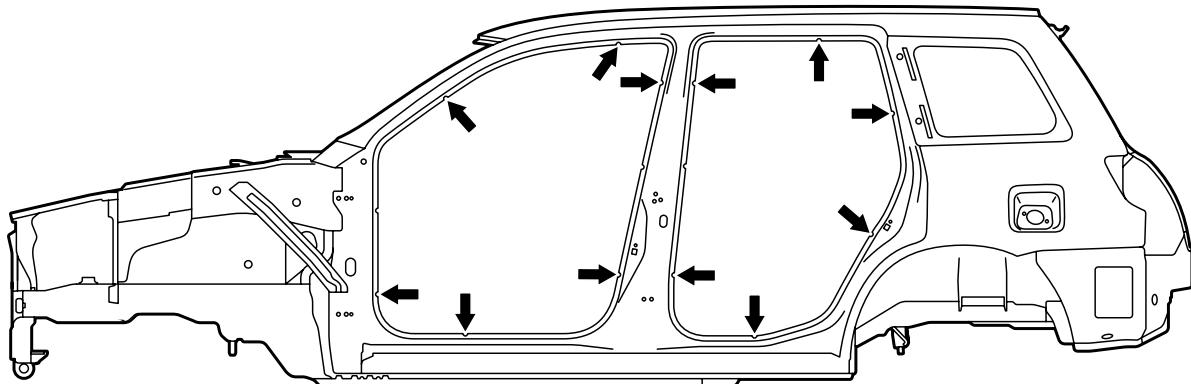
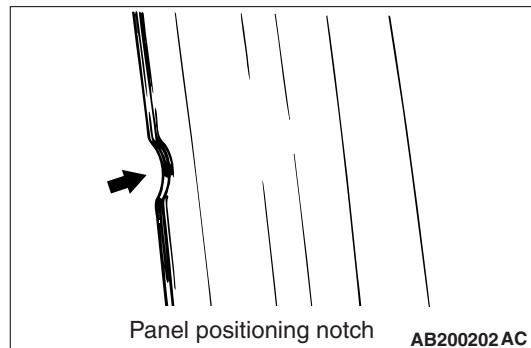
FENDER SHIELD

A positioning hole, marking and notch has been added on the front fender shield, front upper frame inner, front sidemember gusset rear and dash panel to improve assembling workability when replacing the panel.



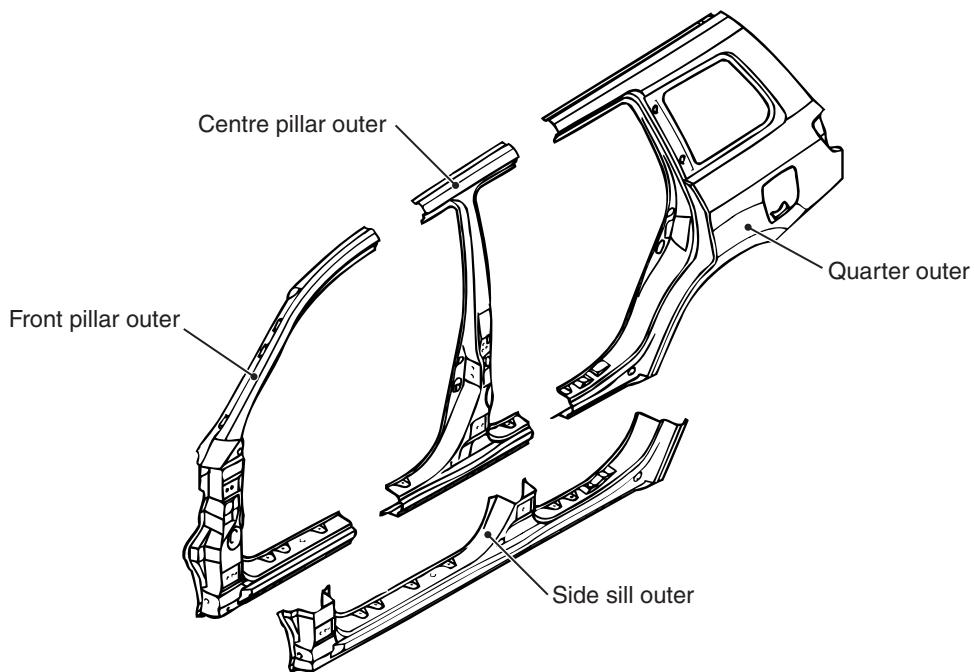
SIDE STRUCTURE

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.



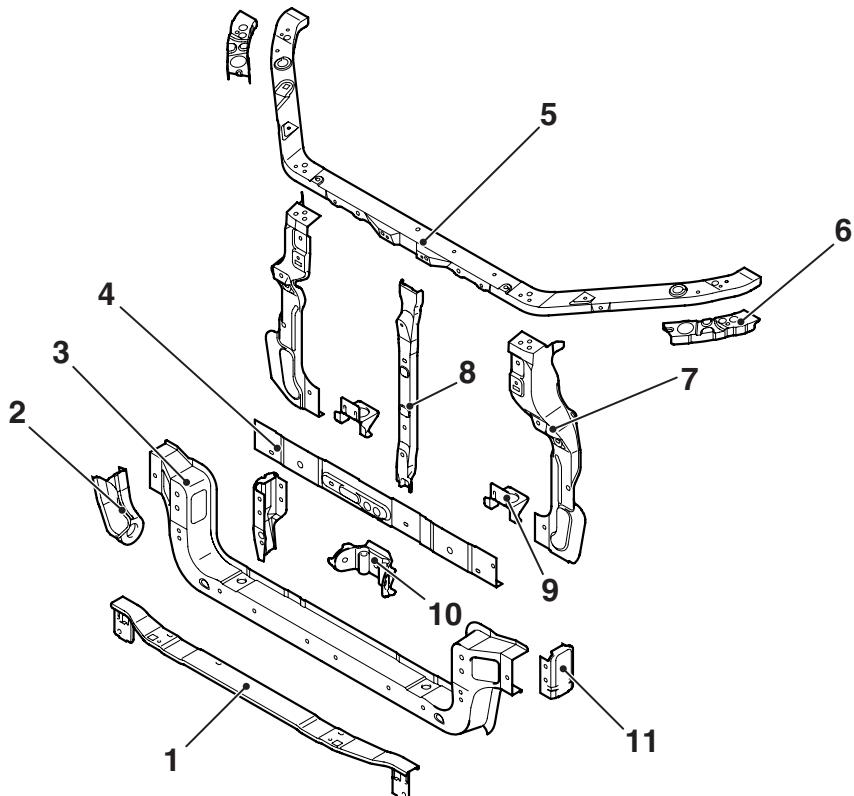
BODY CONSTRUCTION CHARACTERISTICS**FRONT BODY**

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HEADLAMP SUPPORT

An uneven-thickness steel sheet* in which the sheet thickness is thicker on the shipping hook assembling side was employed for the front end crossmember outer to ensure rigidity of the shipping hook assembling area and to provide lightweightness.

*NOTE: *: Steel plates with different thickness welded together to make one steel plate.*



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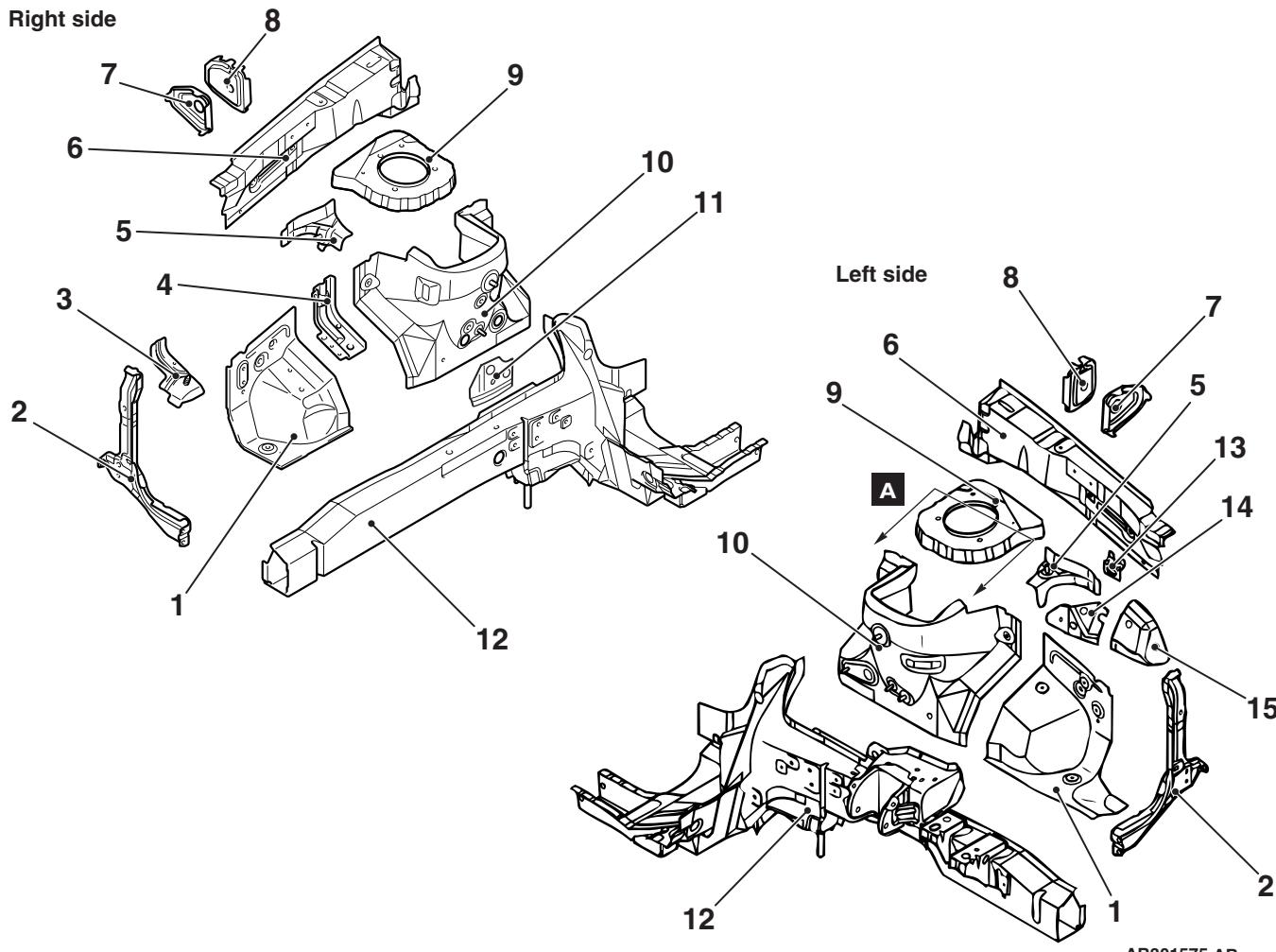
1. Front bumper reinforcement
2. Shipping hook
3. Front end crossmember outer
4. Front end crossmember inner
5. Front end upper bar
6. Front end upper bar reinforcement
7. Hood lock stay
8. Headlamp support panel
9. Radiator bracket
10. Front end crossmember reinforcement
11. Front end crossmember inner reinforcement

FENDER SHIELD

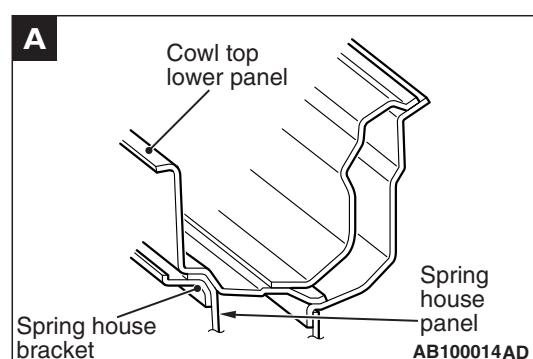
The front sidemember section is designed in large form to efficiently absorb energy upon impact. An uneven thickness steel sheet* in which the sheet thickness is thicker on the cabin side was employed for the front sidemember inner to ensure safety upon impact, body rigidity and lightweightness.

The engine mount plate has been added to improve rigidity of the engine mounting point.

*NOTE: *: Steel plates with different thickness welded together to make one steel plate.*



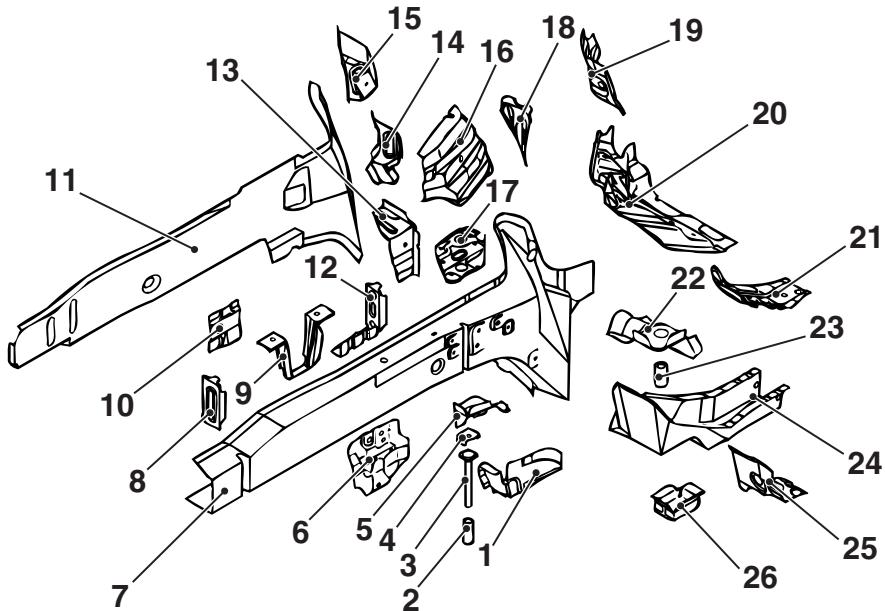
1. Front fender shield
2. Headlamp support panel side
3. Engine mount reinforcement plate
4. Engine mount reinforcement
5. Spring house bracket reinforcement
6. Front upper frame inner
7. Upper frame bulkhead front
8. Upper frame bulkhead
9. Spring house bracket
10. Spring house panel
11. Engine mount plate
12. Front sidemember
13. Relay box bracket
14. Transmission mount reinforcement plate rear
15. Transmission mount reinforcement



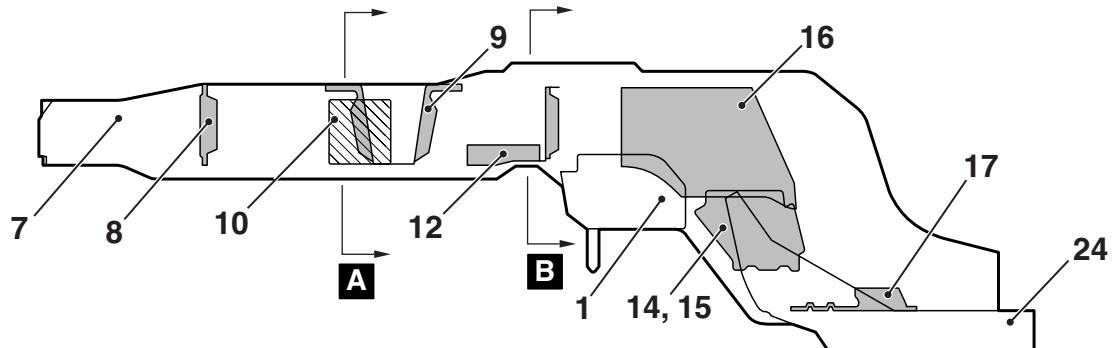
The design features the spring house panel surface mounted with the cowl top lower panel to heighten body rigidity of the suspension assembling support area. This results in driving stability and silence.

FRONT SIDEMEMBER REINFORCEMENT

Right side

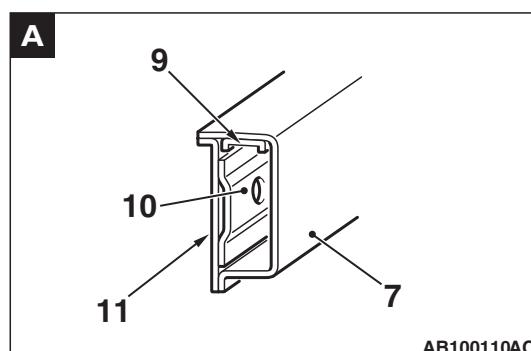


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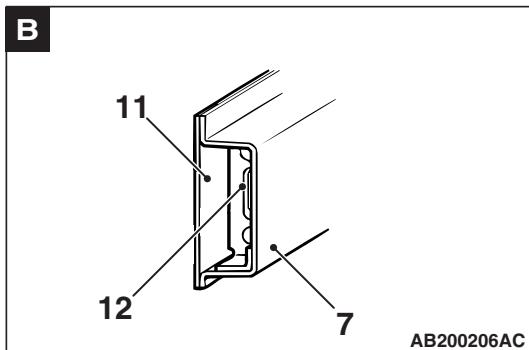


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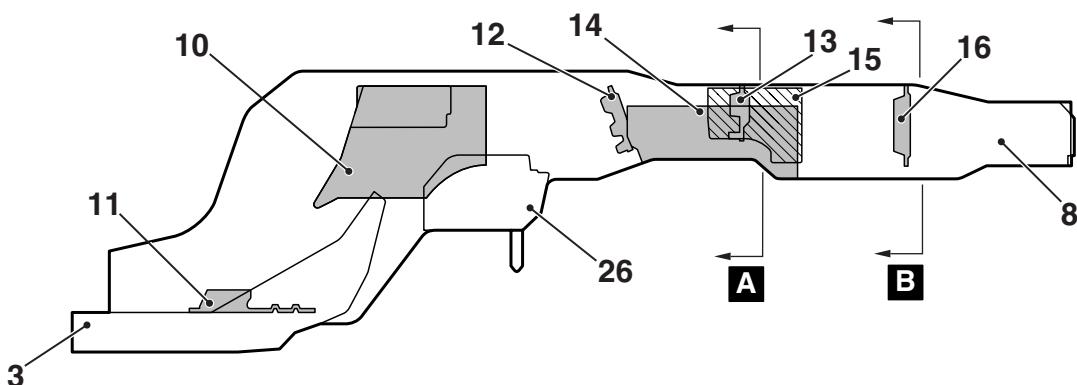
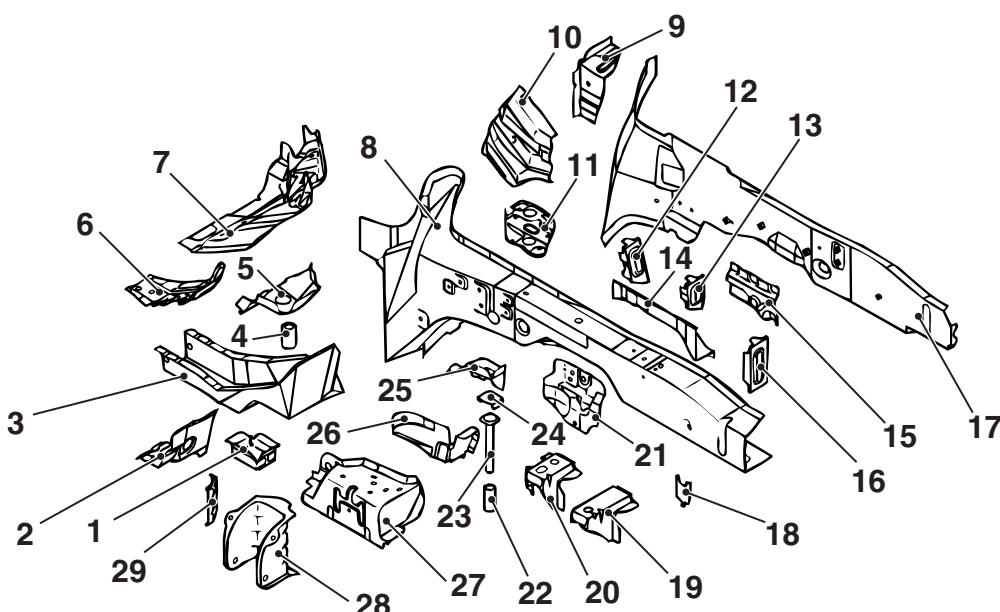
1. Suspension crossmember bracket inner	20. Dash panel extension
2. Pipe	21. Dash panel extension reinforcement
3. Square head bolt	22. Pipe support rear
4. Retainer	23. Pipe nut
5. Pipe support front	24. Front sidemember rear
6. Suspension crossmember extension outer	25. Dash crossmember extension
7. Front sidemember inner	26. Suspension crossmember support bracket
8. Front sidemember bulkhead (A)	
9. Front sidemember bulkhead	
10. Front sidemember outer reinforcement	
11. Front sidemember outer	
12. Front sidemember inner reinforcement lower	
13. Front sidemember gusset rear	
14. Front sidemember outer reinforcement rear (A)	
15. Front sidemember outer reinforcement rear (B)	
16. Front sidemember inner reinforcement	
17. Tie down reinforcement	
18. Front sidemember inner upper reinforcement	
19. Dash panel extension upper	



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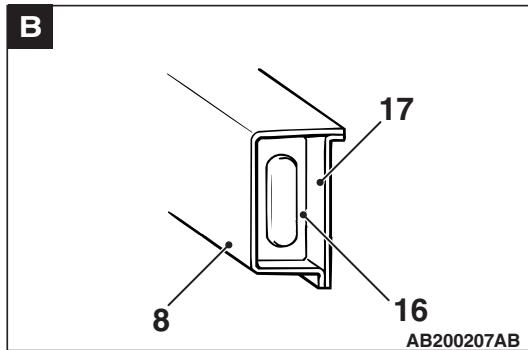
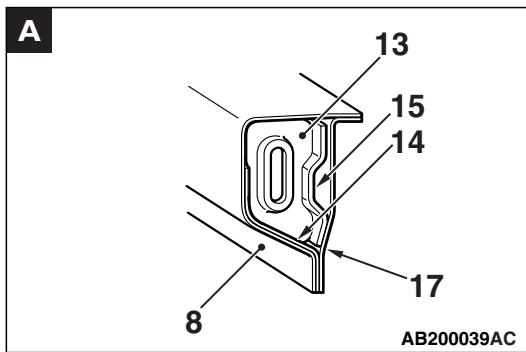


Left side



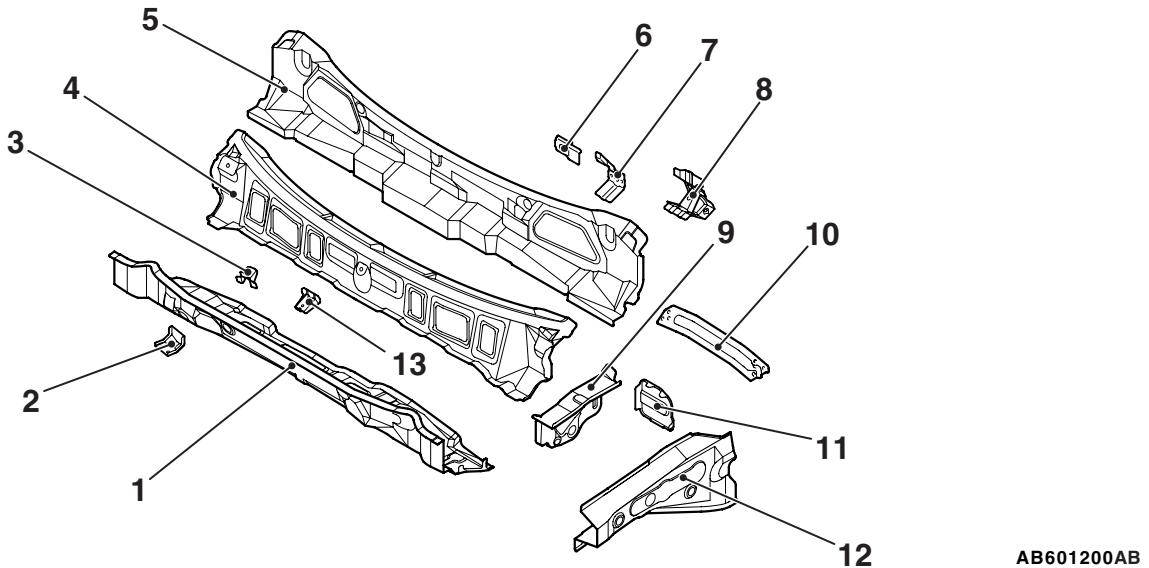
1. Suspension crossmember support bracket
2. Dash crossmember extension
3. Front sidemember rear
4. Pipe nut
5. Pipe support rear
6. Dash panel extension reinforcement
7. Dash panel extension
8. Front sidemember inner
9. Front sidemember gusset rear
10. Front sidemember inner reinforcement
11. Tie down reinforcement
12. Front sidemember bulkhead rear
13. Front sidemember bulkhead front
14. Front sidemember inner reinforcement
15. Front sidemember outer reinforcement
16. Front sidemember bulkhead (A)
17. Front sidemember outer
18. Condenser tank bracket
19. Battery bracket front
20. Battery bracket rear
21. Suspension crossmember extension outer
22. Pipe
23. Square head bolt
24. Retainer
25. Pipe support front
26. Suspension crossmember bracket inner
27. Transmission mount reinforcement

28. Transmission mount bracket
29. Transmission mount reinforcement rear



FRONT DECK

The cowl top panel features a closed section structure. A bulkhead was added inside the upper frame extension. Further, an upper frame to front pillar brace was added to connect the upper frame extension and front pillar. The aim for this structure is to improve safety upon impact and driving stability. The front upper frame extension outer has been thickened to improve rigidity of the suspension mounting point.

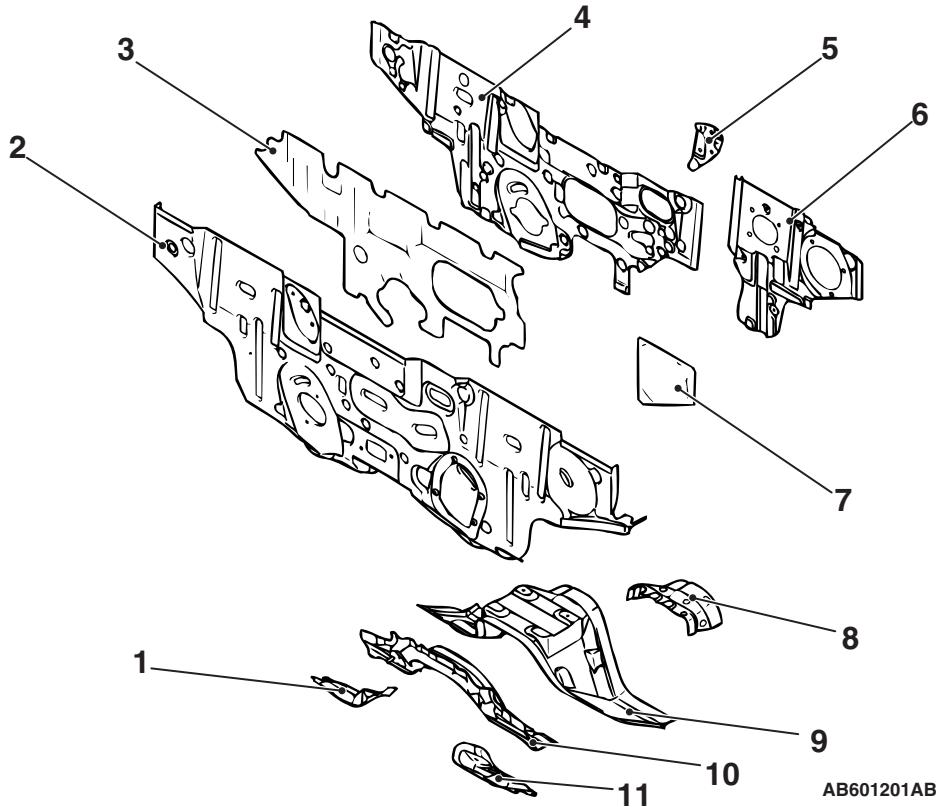


1. Cowl top lower panel
2. Brake oil reservoir tank bracket
3. Wiper bracket
4. Cowl top upper panel
5. Cowl top inner panel
6. A/C unit bracket
7. Deck stay bracket
8. Clutch pedal support bracket
9. Upper frame extension inner
10. Upper frame to front floor brace
11. Upper frame bulkhead rear
12. Front upper frame extension outer
13. Wiper bracket centre

DASH PANEL

- Floor deformation upon impact was reduced by featuring a thicker dash panel lower steel sheet and adding a dash panel crossmember to improve safety upon impact.

- A silencer was added between the dash panel and dash silencer panel to suppress noise and vibration from the engine.



1. Dash panel reinforcement lower	7. Dash silencer side
2. Dash panel	8. Dash reinforcement lower
3. Dash silencer centre	9. Dash panel lower
4. Dash silencer panel	10. Dash panel crossmember
5. Accelerator pedal reinforcement	11. Dash panel reinforcement lower
6. Dash panel reinforcement	

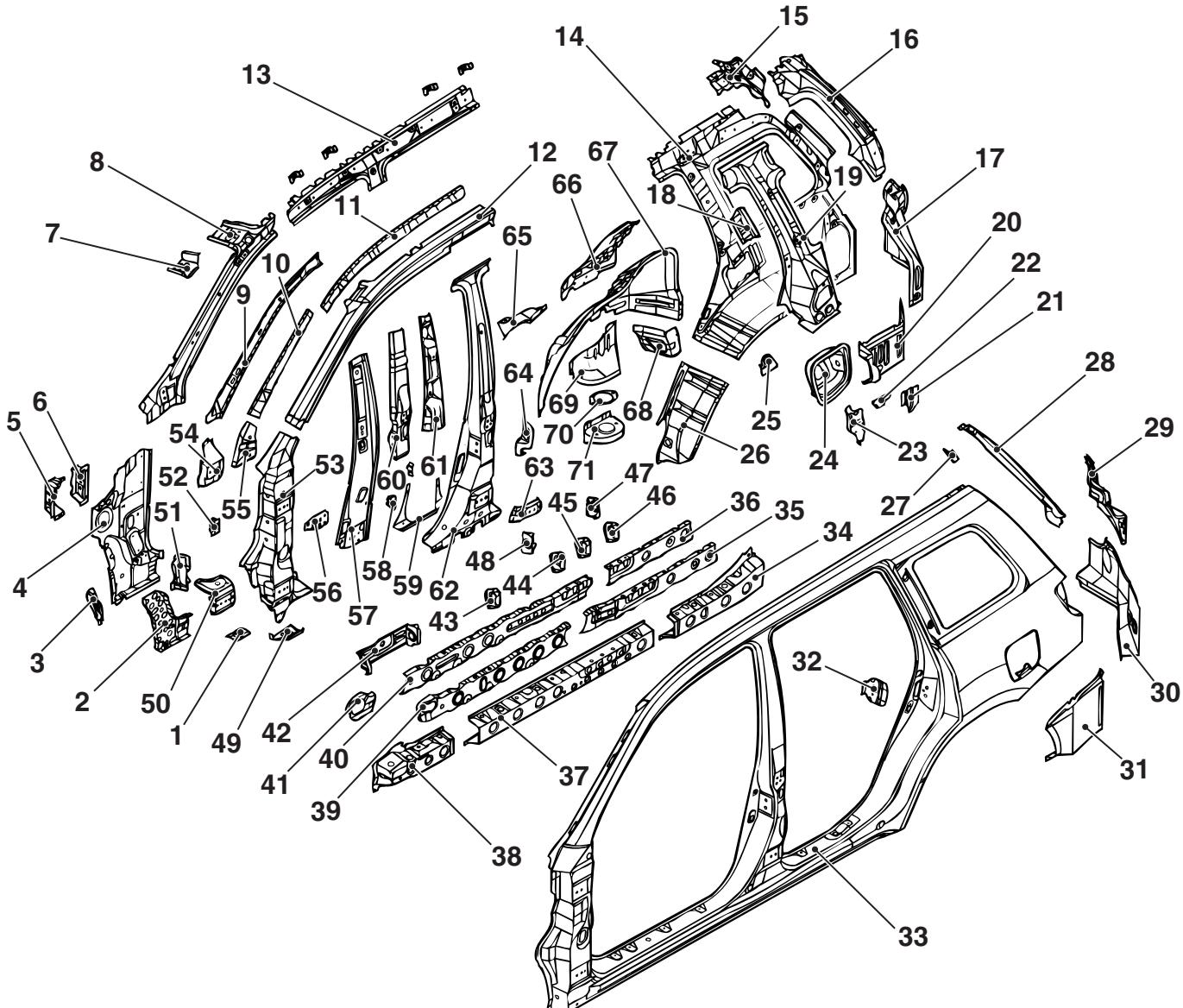
SIDE BODY

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SIDE STRUCTURE

- The rear suspension spring assembling area (spring house reinforcement, spring house bracket plate, and spring house bracket) was placed in a lower position to improve front, rear, left and right direction rigidity and improve driving safety.

- Torsional rigidity was heightened and driving stability was improved by bonding the side outer panel and pillar reinforcement (front pillar reinforcement upper or rear pillar reinforcement upper) with the inner panel (side roof rail inner or quarter inner panel).



1. Side sill to floor plate
2. Front pillar inner lower reinforcement
3. Front pillar inner lower extension
4. Front pillar inner lower
5. Deck crossmember bracket front
6. Deck crossmember bracket rear
7. Sun visor bracket
8. Front pillar inner upper
9. Front pillar inner upper reinforcement
10. Front pillar support

11. Side roof support
12. Front pillar reinforcement upper
13. Side roof rail inner
14. Quarter inner panel
15. Quarter inner extension upper
16. Gate pillar reinforcement
17. Quarter inner extension
18. Seat belt reinforcement upper
19. Rear pillar reinforcement upper
20. Quarter inner extension lower
21. Canister bracket plate (Left side)

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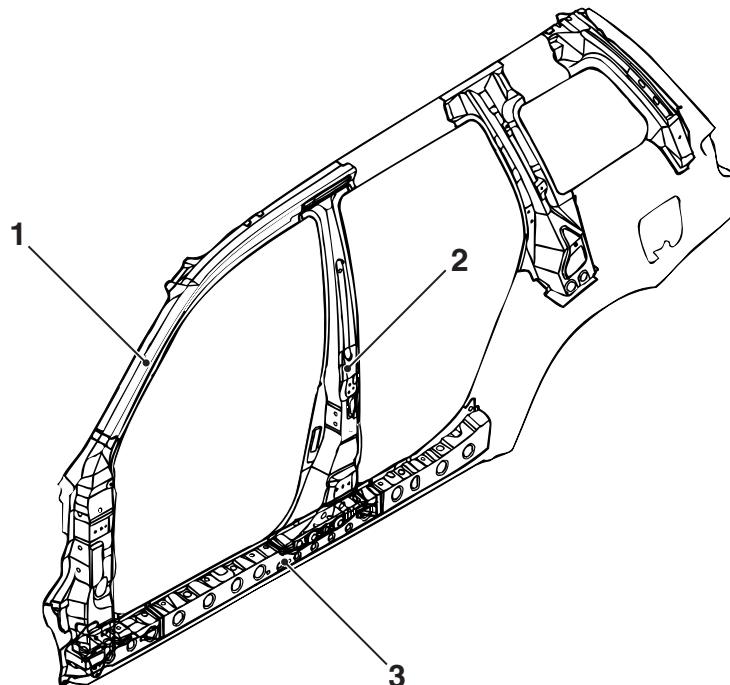
- 22. Canister bracket (Left side)
- 23. Quarter inner plate
- 24. Fuel filler neck bracket (Left side)
- 25. Seat belt reinforcement lower
- 26. Quarter inner extension front
- 27. Gas spring reinforcement
- 28. Quarter outer extension upper
- 29. Rear lamp housing upper
- 30. Rear lamp housing lower
- 31. Quarter outer extension lower
- 32. Striker reinforcement
- 33. Side outer panel
- 34. Side sill outer reinforcement rear
- 35. Side sill reinforcement support rear (Left side)
- 36. Side sill reinforcement support rear (Right side)
- 37. Side sill outer reinforcement centre
- 38. Side sill outer reinforcement front
- 39. Side sill reinforcement support (Left side)
- 40. Side sill reinforcement support (Right side)
- 41. Side sill reinforcement support extension (Left side)
- 42. Side sill front bulkhead
- 43. Side sill front bulkhead (Left side)
- 44. Side sill bulkhead C (Left side)
- 45. Side sill bulkhead D (Left side)
- 46. Side sill bulkhead E (Left side)
- 47. Side sill bulkhead G (Right side)
- 48. Side sill bulkhead F (Right side)
- 49. Front pillar reinforcement lower bulkhead
- 50. Front door hinge reinforcement lower
- 51. Front pillar reinforcement lower extension
- 52. Front door check reinforcement
- 53. Front pillar reinforcement lower
- 54. Front door hinge reinforcement upper
- 55. Front pillar reinforcement upper bulkhead
- 56. Centre inner plate
- 57. Centre pillar inner
- 58. Front door check reinforcement
- 59. Centre pillar inner lower
- 60. Centre pillar seat belt reinforcement
- 61. Rear door hinge reinforcement upper
- 62. Centre pillar reinforcement
- 63. Rear door hinge reinforcement lower
- 64. Side sill end plate
- 65. Rear wheel house reinforcement
- 66. Spring house panel
- 67. Rear wheel house inner panel
- 68. Rear wheel house inner extension
- 69. Spring house reinforcement
- 70. Spring house bracket plate
- 71. Spring house bracket

SIDE STRUCTURE REINFORCEMENT

1. A reinforcement was added in the front pillar. This suppresses the level of deformation of the door opening and recession of the deck crossmember upon front impact and offset impact. The design is also expected to improve passenger rescuability and to minimize the level of injuries.

2. An uneven thickness steel sheet* in which the sheet thickness is thinner on the side sill side was employed for the centre pillar reinforcement to ensure safety upon side impact and lightweightness.
3. The side sill outer reinforcement section was designed with large form, to suppress cabin deformation and improve safety upon impact.

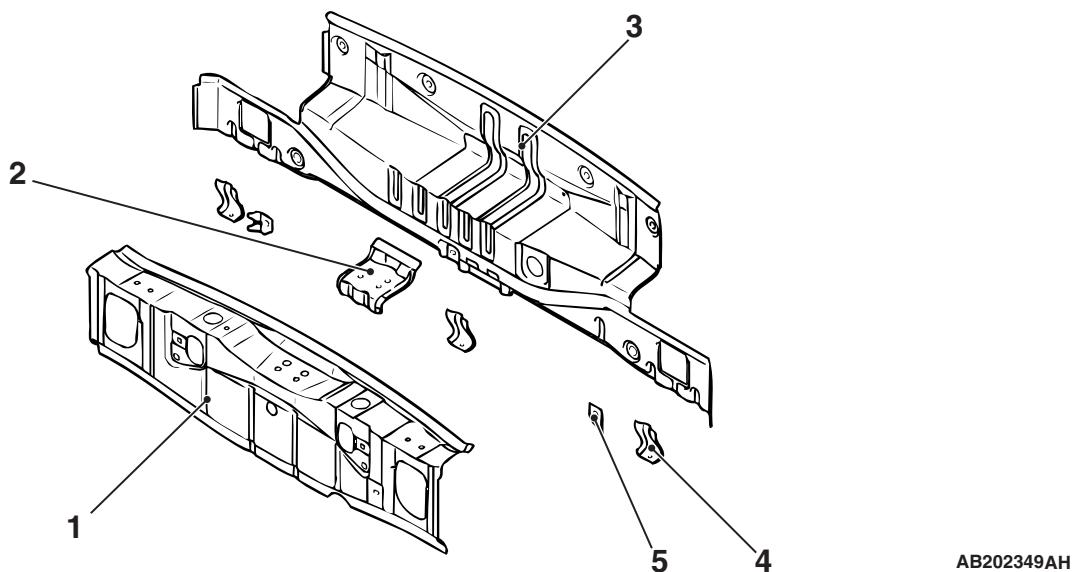
*NOTE: *: A steel sheet of varying thickness that is welded into one steel sheet.*



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REAR BODY

REAR END CROSSMEMBER

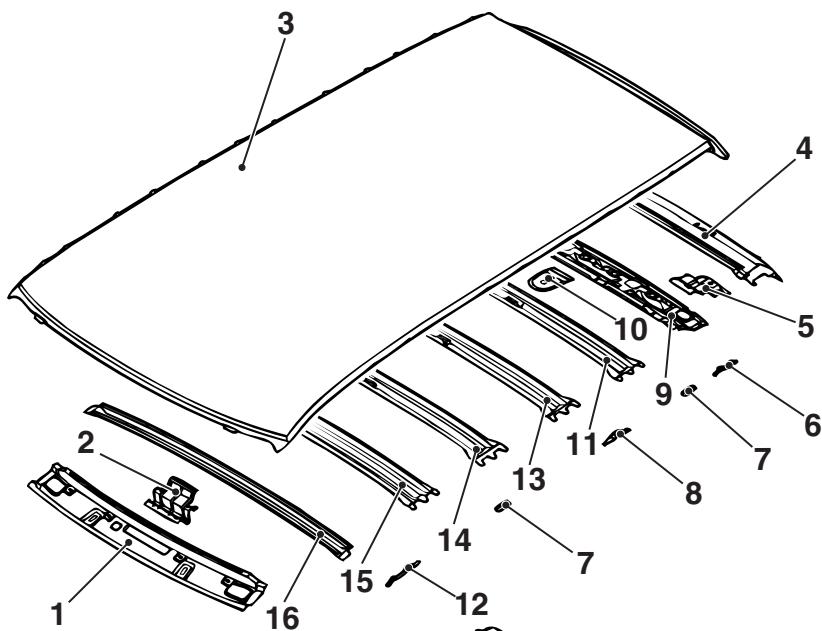
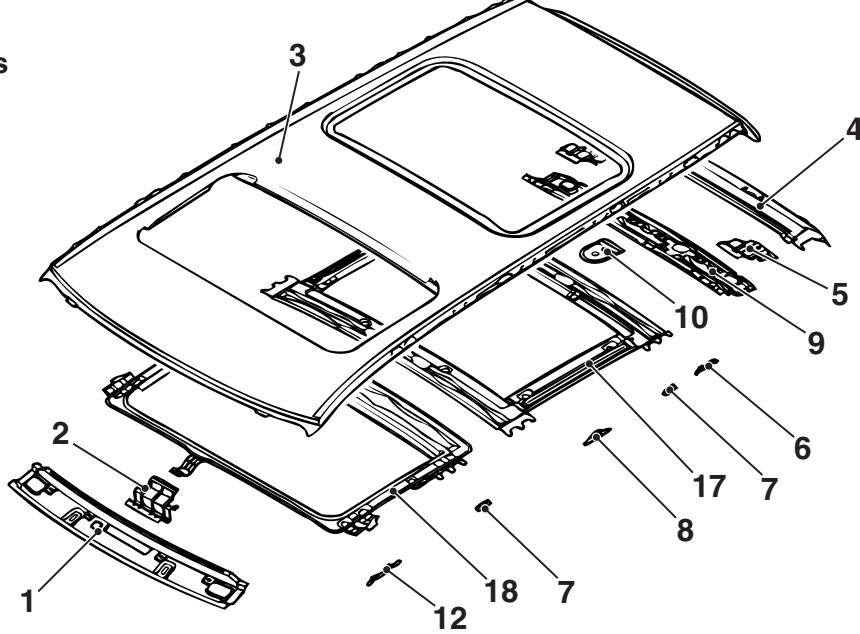


- 1. Rear end crossmember inner
- 2. Tailgate striker reinforcement
- 3. Rear end crossmember outer
- 4. Rear bumper bracket
- 5. Rear end outer plate

ROOF

Standard roof

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Sunroof and
roof window glass

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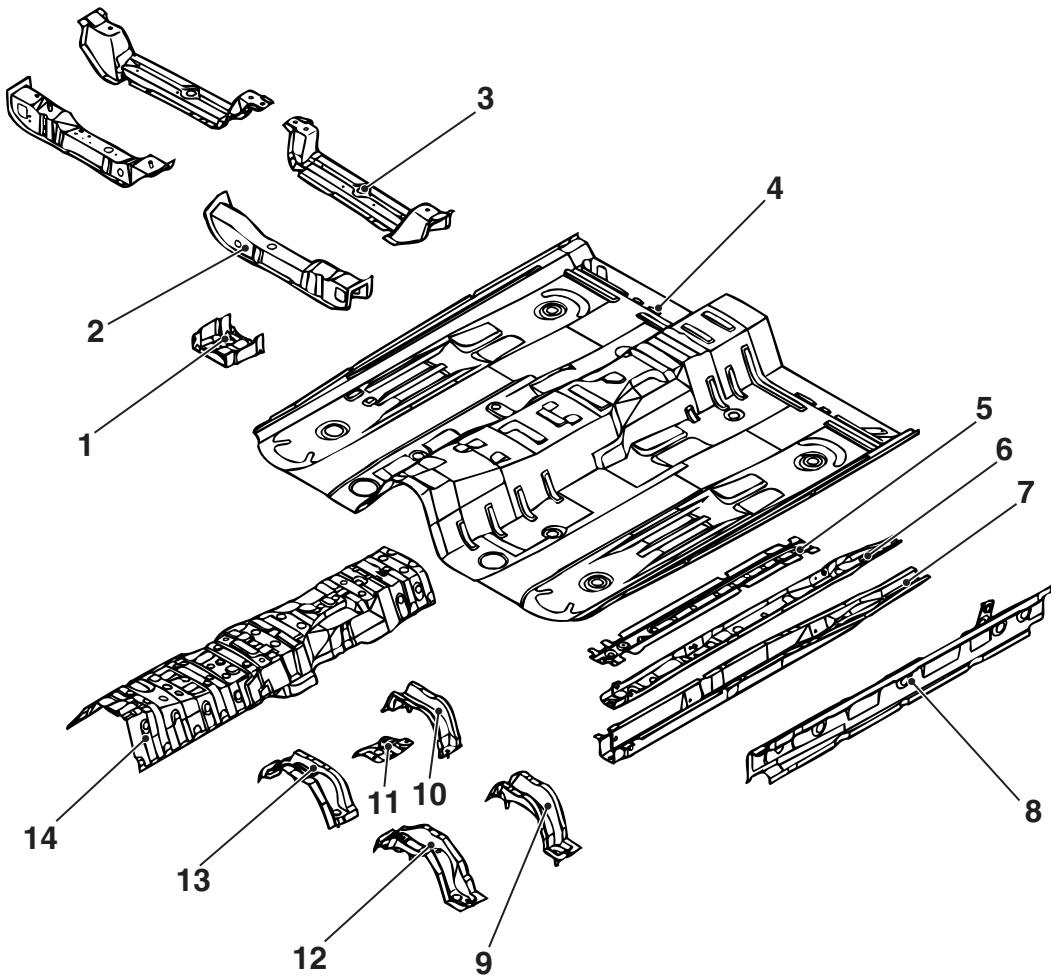
1. Roof rail front
2. Map lamp bracket
3. Roof panel
4. Roof rail rear outer
5. Tailgate hinge reinforcement
6. Roof rack bracket (Vehicles with roof rail)
7. Roof carrier bracket (Vehicles without roof rail)
8. Roof rack bracket centre (Vehicles with roof rail)
9. Roof rail rear inner
10. Roof antenna reinforcement
11. Roof bow C
12. Roof rack bracket front (Vehicles with roof rail)
13. Roof bow B
14. Roof bow A
15. Roof bow centre
16. Roof bow front
17. Roof reinforcement rear
18. Roof reinforcement front

UNDER BODY

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FRONT FLOOR

The front floor sidemember and front floor cross-member rear section was designed with large form, to suppress cabin deformation and improve safety upon impact.

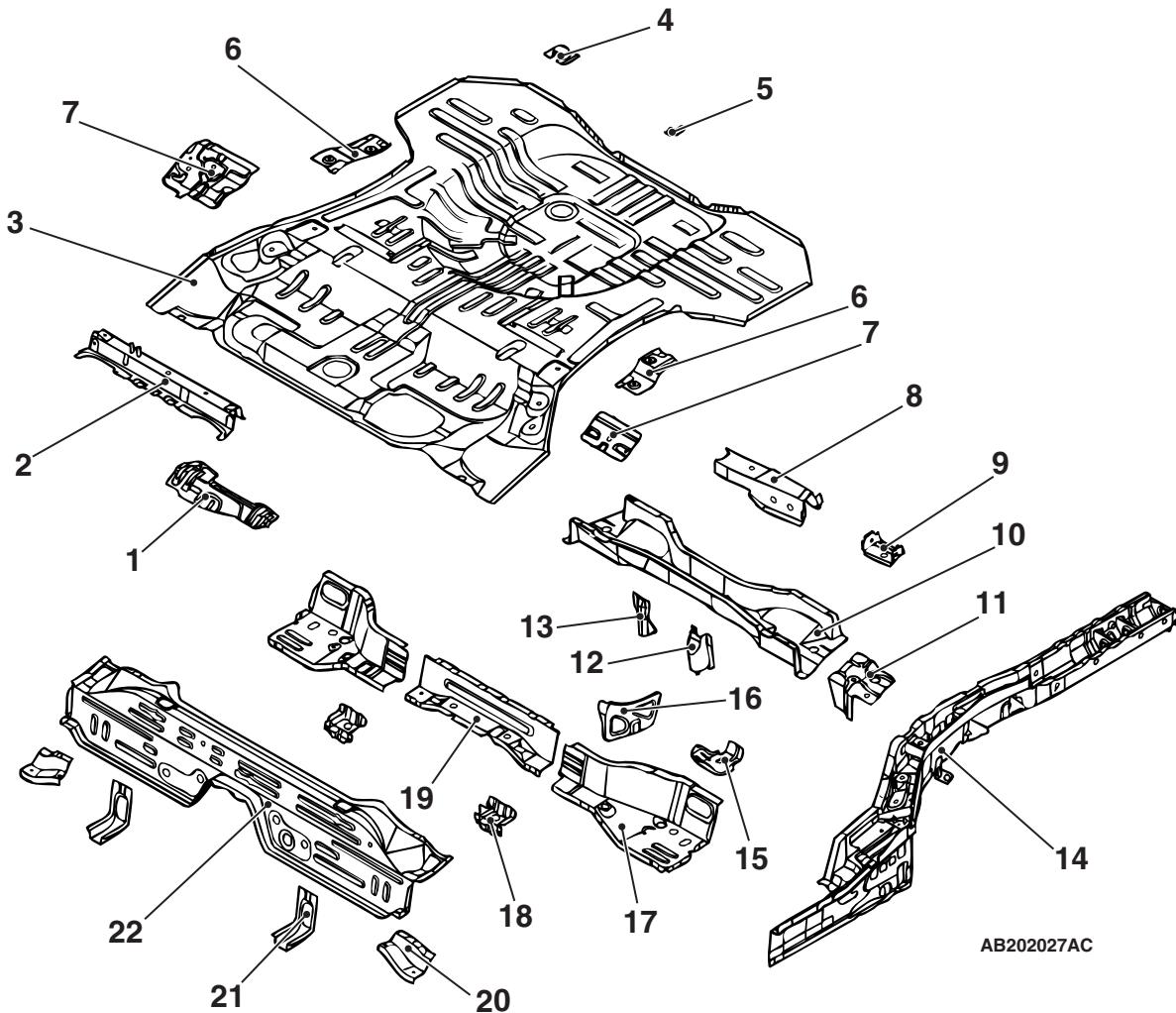


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1. Instrument panel bracket reinforcement
2. Front floor crossmember front
3. Front floor crossmember rear
4. Front floor pan
5. Front floor sidemember reinforcement front
6. Front floor sidemember reinforcement rear
7. Front floor sidemember
8. Front floor side sill inner
9. Backbone crossmember rear (4WD)
10. Backbone crossmember rear (2WD)
11. Parking brake lever reinforcement
12. Backbone crossmember front (4WD)
13. Backbone crossmember front (2WD)
14. Backbone reinforcement

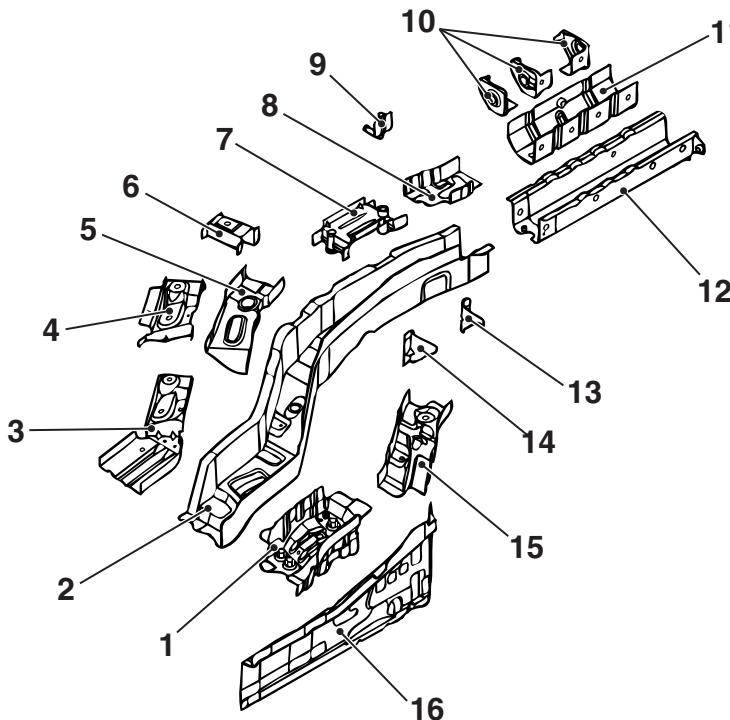
REAR FLOOR

The trailer towing capacity has been increased as the rear floor sidemember extension and towing hook reinforcement have been thickened to improve rigidity.

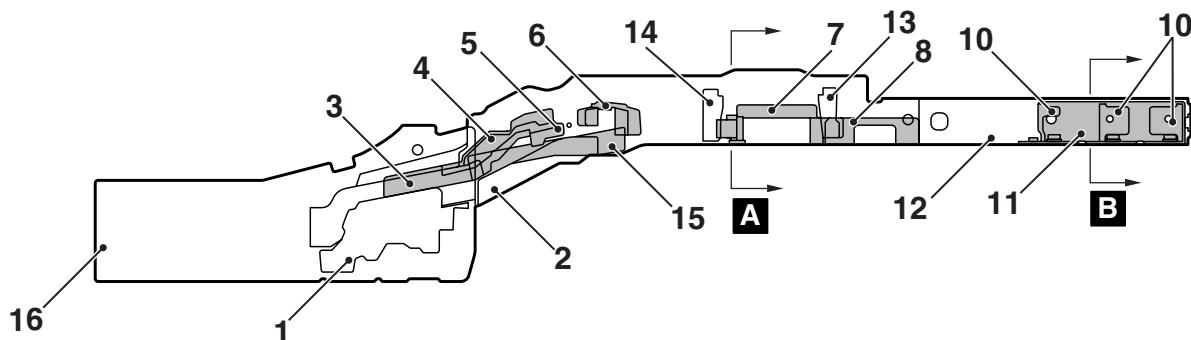


1. Child anchor bracket
2. Rear floor crossmember upper
3. Rear floor pan
4. Spare tyre bracket
5. Heat protector bracket
6. Rear floor brace plate
7. Seat belt rear floor reinforcement
8. Upper arm crossmember reinforcement
9. Rear suspension crossmember centre support
10. Upper arm crossmember
11. Rear suspension crossmember centre bracket
12. Fuel tank rear bracket
13. Fuel tank rear bracket centre
14. Rear floor sidemember
15. Tie down reinforcement
16. Rear seat crossmember side bracket
17. Rear seat crossmember side
18. Fuel tank front bracket
19. Rear seat crossmember centre
20. Rear floor crossmember reinforcement side
21. Front floor sidemember extension
22. Rear floor extension

REAR FLOOR SIDEMEMBER REINFORCEMENT

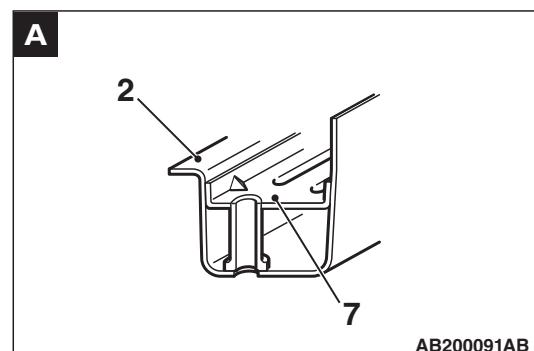


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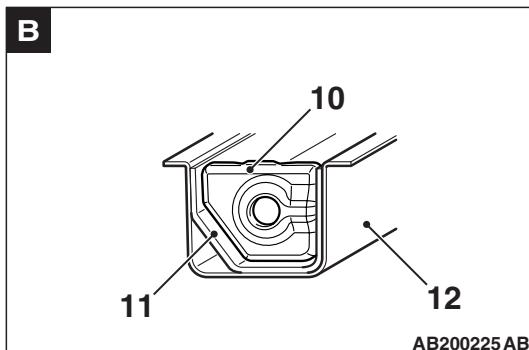


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1. Trailing arm bracket	15. Rear suspension crossmember front bracket
2. Rear floor sidemember	16. Rear floor side sill inner
3. Rear seat back reinforcement side front	
4. Rear seat back bracket side front	
5. Rear floor sidemember reinforcement	
6. Rear seat back side	
7. Rear suspension bracket	
8. Rear floor sidemember reinforcement rear (Left side)	
9. Muffler hanger rear (Right side)	
10. Towing hook reinforcement bulkhead	
11. Towing hook reinforcement	
12. Rear floor sidemember extension	
13. Rear spring house bracket support rear	
14. Rear spring house bracket support front	



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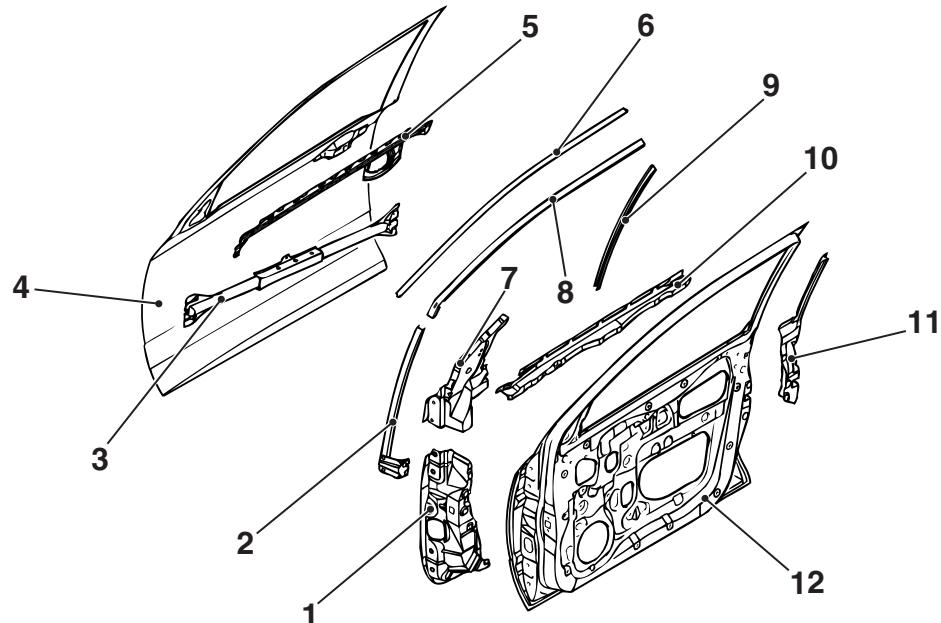


DOOR

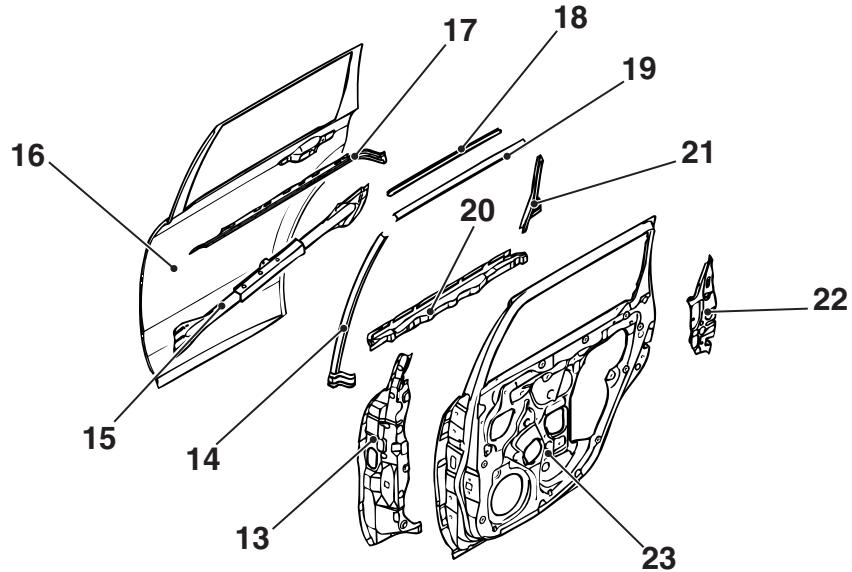
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A one-piece top-bottom pressed door structure was employed for the door outer panel and door inner panel to improve door panel rigidity.

Front Door



Rear Door



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1. Front door hinge reinforcement
2. Front door sash front
3. Front door side door beam
4. Front door outer panel
5. Front door belt line reinforcement
6. Front door weather strip hold upper
7. Front door hinge reinforcement upper
8. Front door sash upper
9. Front door sash rear
10. Front door belt line reinforcement inner
11. Front door latch reinforcement
12. Front door inner panel

13. Rear door hinge reinforcement
14. Rear door sash front
15. Rear door side door beam
16. Rear door outer panel
17. Rear door belt line reinforcement
18. Rear door weather strip holder
19. Rear door sash upper
20. Rear door belt line reinforcement inner
21. Rear door sash rear
22. Rear door latch reinforcement
23. Rear door inner panel

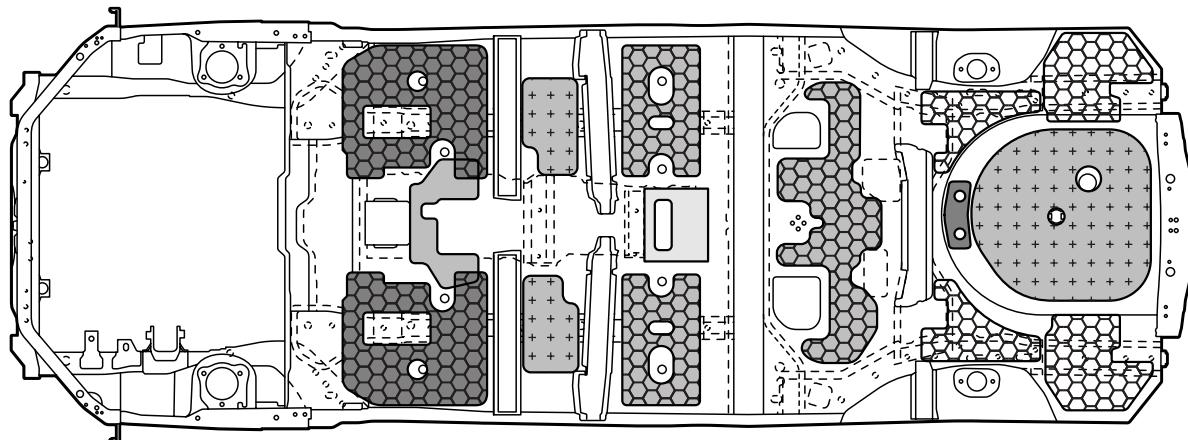
SILENCER APPLICATION LOCATIONS

A silencer (MD-12, RSS and melting sheet) has been adhered on the top part of the floor to improve anti-vibration performance and to shut-out exhaust gas heat.

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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 moulded into a sheet with a uniform thickness (2.0mm). It contains degenerating resin and filler with asphalt and rubber as the main contents.*



- : 1.6 mm thick melting sheet
- : 3.0 mm thick melting sheet [Place two 1.6 mm melting sheet one on top of another.]
- : 1.6 mm thick MD-12 [Place a 1.6 mm melting sheet.]
- : 4.0 mm thick MD-12 [Place three 1.6 mm melting sheet one on top of another.]
- : 6.0 mm thick MD-12 [Place three 1.6 mm melting sheet one on top of another.]
- : 3.6 mm thick melting sheet and RSS [Place three 1.6 mm melting sheet one on top of another.]

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LOCATIONS USING URETHANE FOAM AND FOAM MATERIAL

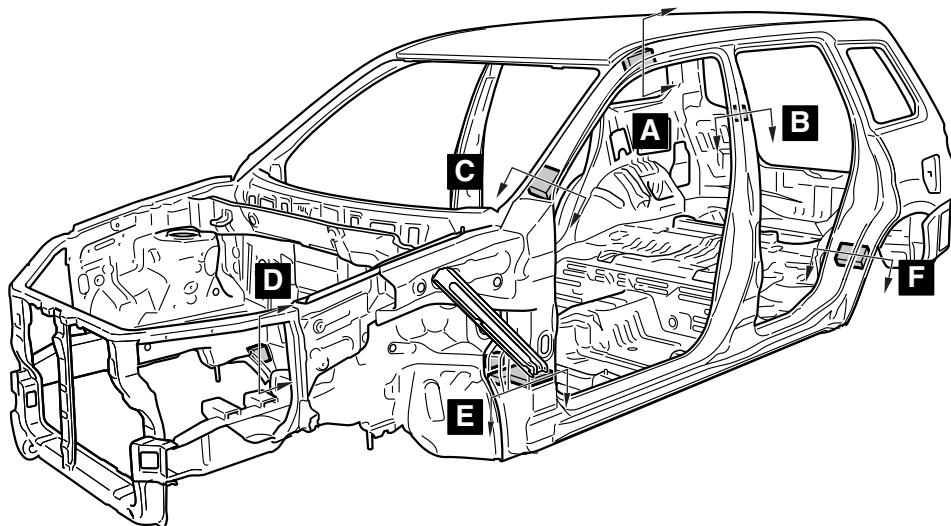
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- Introduction of noise was prevented by inserting urethane foam inside the centre pillar.
- Introduction of noise was prevented by adding foam noise absorbing materials inside each pillar, side roof rail and wheel house arch interior.
- High rigidity foam materials were added inside the front sidemember (right side) and rear floor sidemember to heighten panel rigidity.

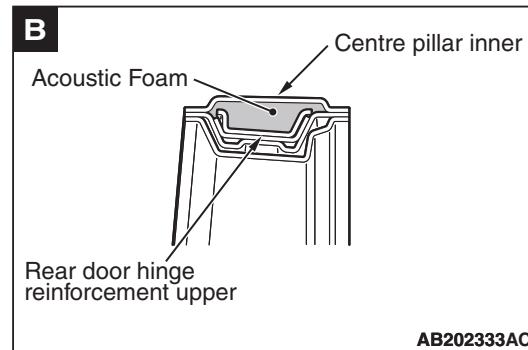
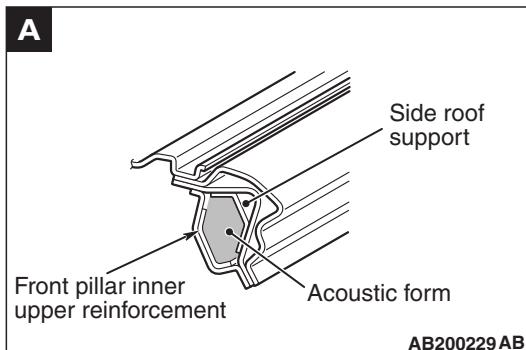
⚠ CAUTION

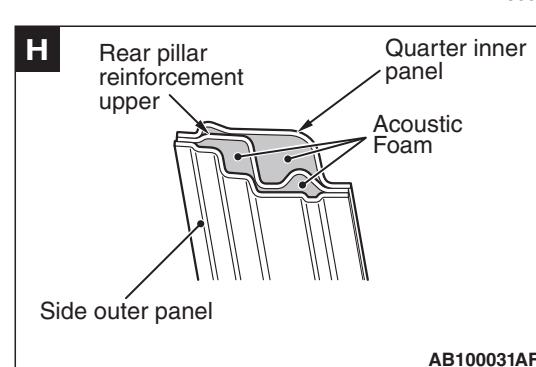
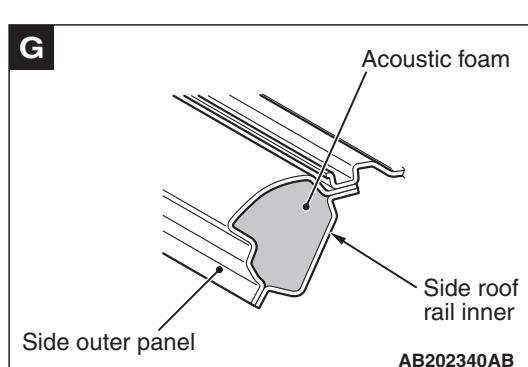
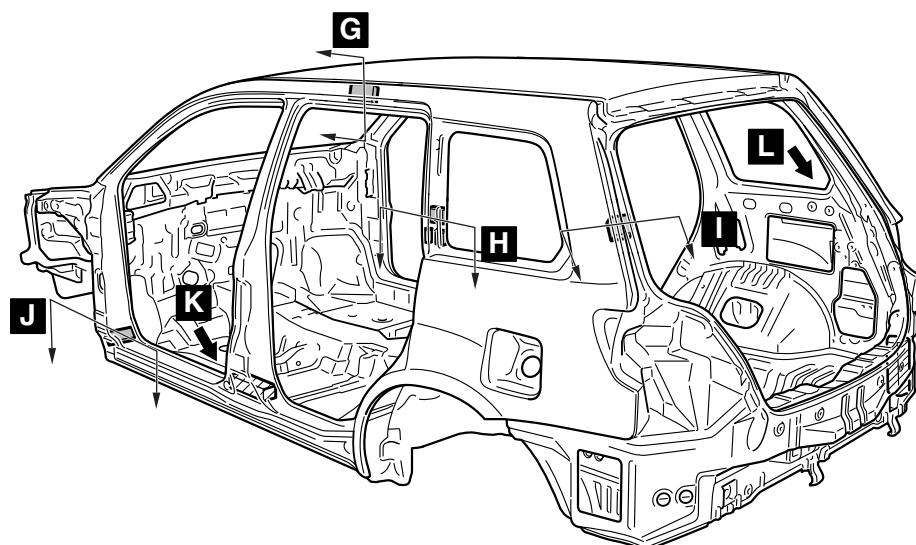
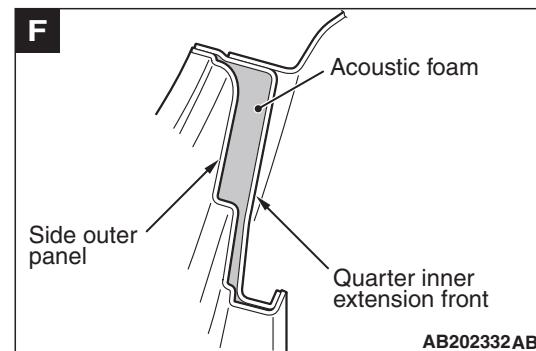
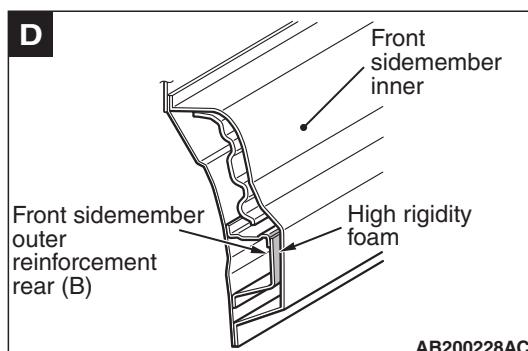
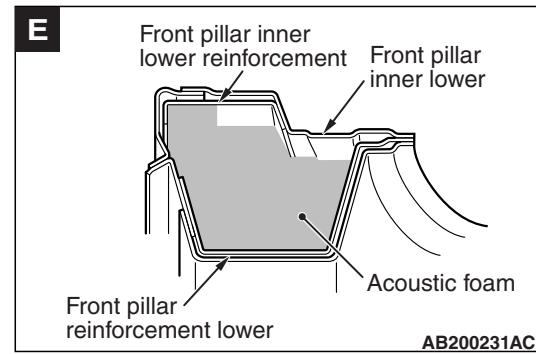
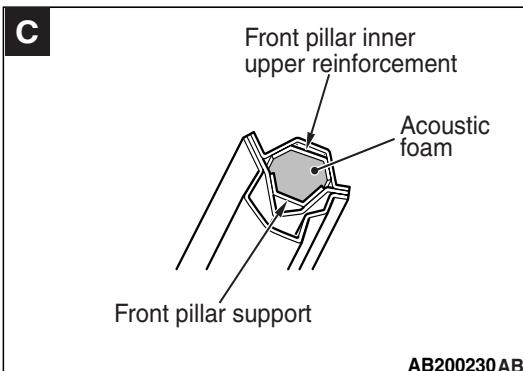
The foam materials may burn when heated. Always observe the following instructions.

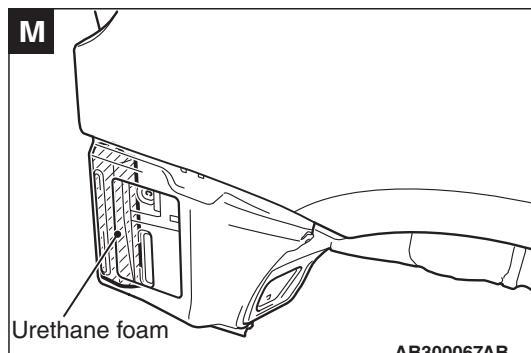
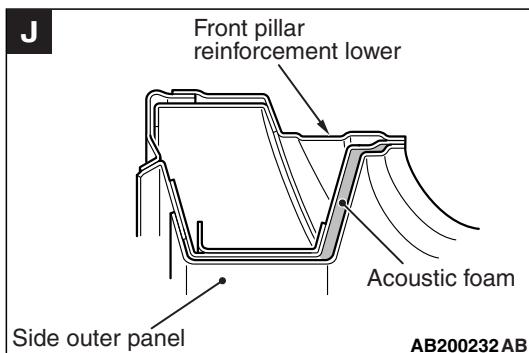
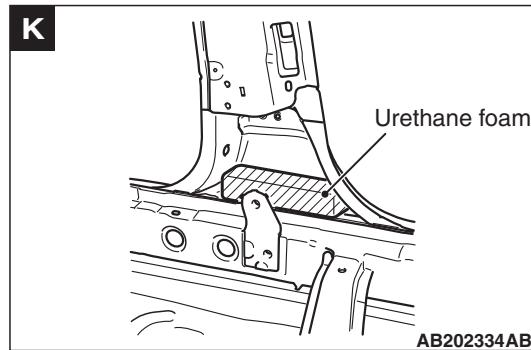
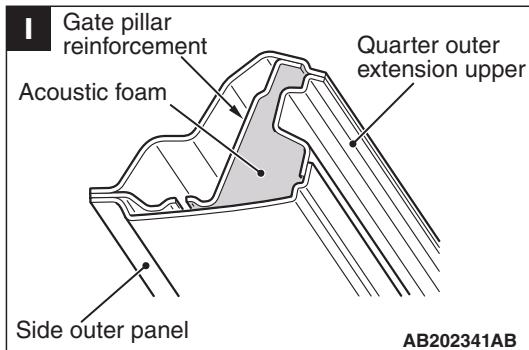
- Never use a gas burner or burn the areas using foam materials.
- When cutting the parts using foam materials, ensure to use tools (air saw, etc.) that do not generate fire.
- If there is residual foam materials remaining on the cut section (body side) then weld after removing the foam materials from periphery of the welding area.



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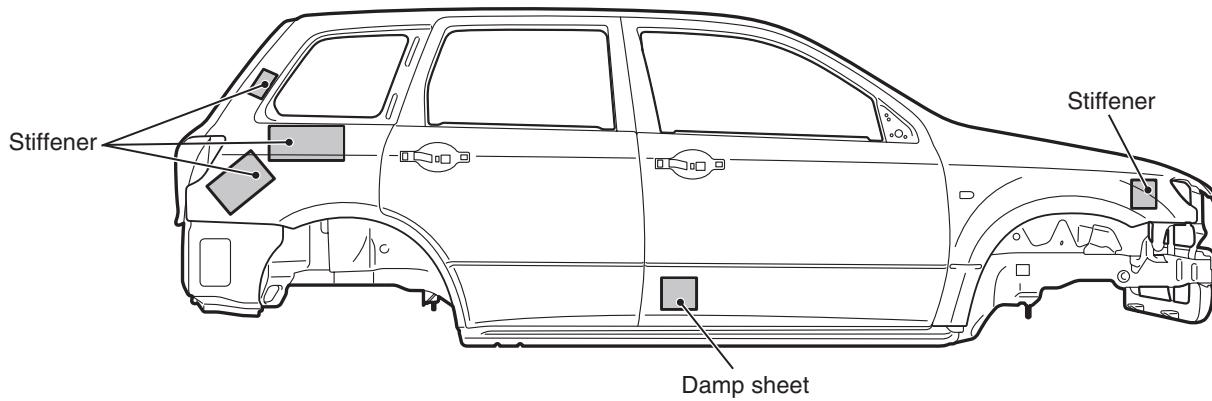
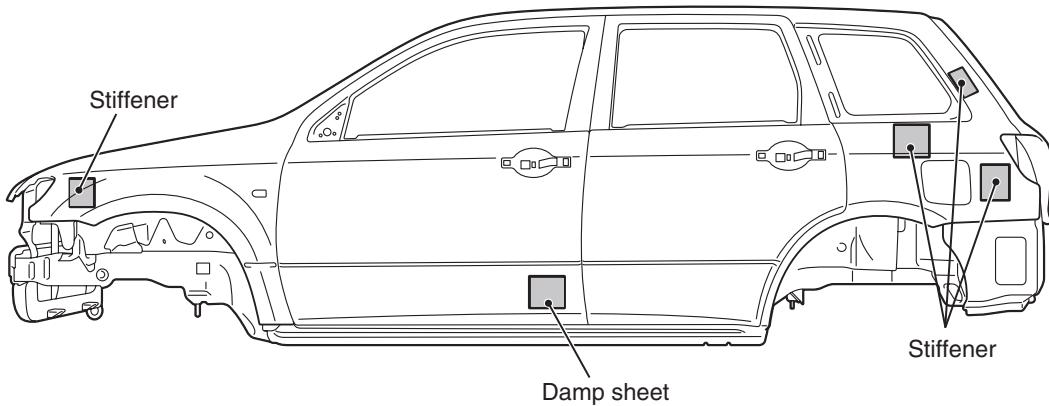


STIFFENER AND DAMP SHEET APPLICATION LOCATIONS

Sound insulation was improved with anti-vibration effects and heightening surface rigidity with a stiffener on the inner side of the side outer panel, and front fender, as well as a damping sheet adhered to the inner side of the front door.

NOTE: The main contents of a stiffener are epoxy resin. It comes in a sheet form and contains a mixture of glass fibre and filler, and cures (stiffens) when heated. It is used to improve the rigidity of the outer plate.

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NOTES