



**W**e are often asked, what is so different about replacing the new Ford Mondeo roof panel? Well, with the blessing of Ford NZ we approached Ford UK and asked if they could enlighten us of what is different between the Mondeo and any other vehicle roof panel replacement method. As a result, we owe a special thank's for the support from Ford UK. In this PanelTalk edition we look at the Mondeo wagon and will give you the reason, (with some statements from the Ford UK training programme) of why it is so different. It also reminds us of the importance of model specific information.

**This article is not the full procedure but an awareness only.**

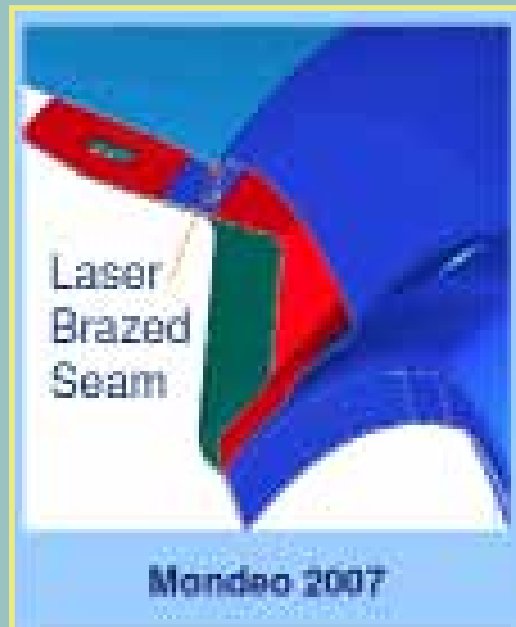
**Warning:** The roof panel repair may only be carried out in Ford-approved special workshops and only by specially trained personal. Approved repair methods and procedures are particularly important for the operating safety of vehicles and for the safety of people.

**Note;** The roof is secured to the side walls with **laser-brazed seams** in production. When repairs are carried out, these laser brazed seams must be replaced by **soft-soldered seams**. See old and new Mondeo models Fig; 1 & 2

Figure 1; Old model.



Figure 2; New model.



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# Ford Mondeo Roof Replacement

Conventional methods for roof exchange (drill spots, fit panel, spot weld and seal new panel) are no longer applicable. Replacement of the roof requires removal of the laser-brazed seams and preparation of the new roof and side panels using a pre-tinning method, all panels are then cleaned and anti-corrosion treated. (see Fig; 3) The panel is trial fitted with height adjusters, so that it has a 3 mm lie to the side wall, (see Fig; 4 ) these supports are held in by adhesive but later removed.

Figure 3; Anti-corrosion treatment.



Figure 4; Panel height.



Once the roof is fitted and supported it is removed so that a PU glass adhesive can be applied to at least a 20 mm height on the roof cross-rails, the roof is then refitted and (tack) soldered into position. The roof seam is then continuously soldered and it is imperative to make sure that sufficient filler wire is fed to guarantee adequate filling of the soldered joint, clean up and finishing the joint is achieved using a shaped scaper. (see Fig; 5 & 6) Following this the front screen flange is resistance spot welded and the rear Mig plugged.

Figure 5; Soldering joint.



Figure 6; Clean and shape.

