

Parts Techline: 2014-PT279
From: Parts Technical

VE/WM Rear Side Door Replacement



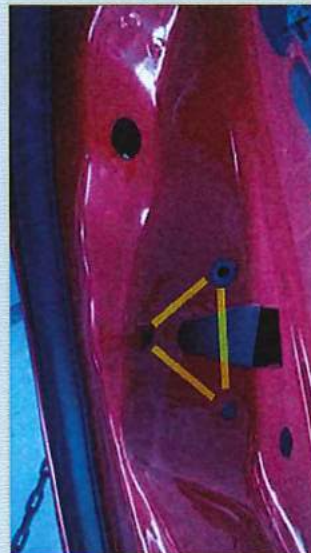
New VE/WM rear side door service design has been created that incorporates the inner panel design from VF/WN vehicles. Some door component parts fitted in production are not suitable for installation to the new design service doors and some are not fitted in exactly the same way as on the production door design. When replacing a VE/WM rear side door additional components will also need to be purchased and fitted. This will also impact any subsequent service replacement of these components.

It is important to check the design of the fitted component parts prior to ordering to ensure that all required parts are included.

Additional parts will be required when fitting new design service rear side doors

1) Rear Side Doors

The new service door has three latch mounting points in an "L-shaped pattern" (see holes linked by white lines in below photo on the right). The production door design had three latch mounting points in a "triangular pattern" (see holes linked by yellow "triangular pattern lines" in below photo on the left).



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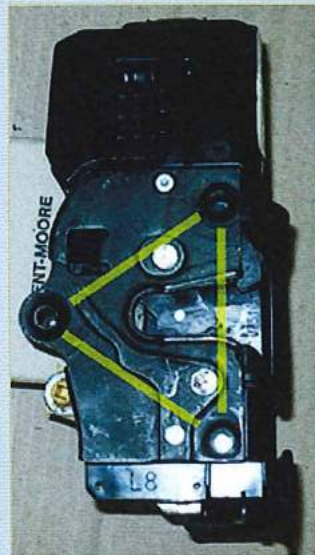
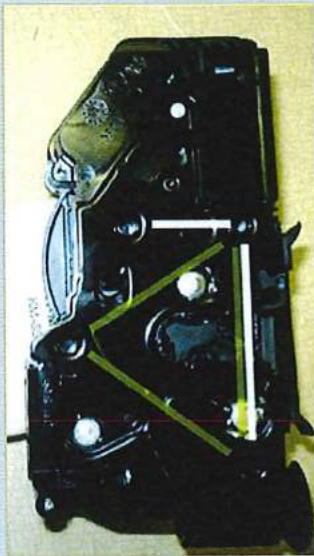
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2) Rear Side Door latches

To identify the latch remove from the door and check whether the latch has threaded holes in an “L-shaped pattern” (see holes linked by white lines in below photo on the right), or whether there are only three threaded holes in a “triangular pattern” (see holes linked by yellow “triangular pattern lines” in below photo on the left). These will not fit the new service doors.



Rear door latch with four mounting points – “triangular pattern” & “L-shaped pattern”

These will fit both the production door and the new service door. If the existing door latch only has three threaded holes in the “triangular pattern” you will need to order a replacement latch and cables (ask for these when ordering the new door shell).

3) Door latch attachment bolts

Each door latch requires three attachment bolts. These bolts are single use only, so whenever a latch is to be installed it will require three new bolts as per the table below.

BODYSTYLE

All bodystyles

LATCH ASSEMBLY

92290818 or 92290819

DOOR LATCH ATTACHMENT BOLTS

P/N 11570218 - quantity required = 3 per door

4) Plugs for door handle access holes

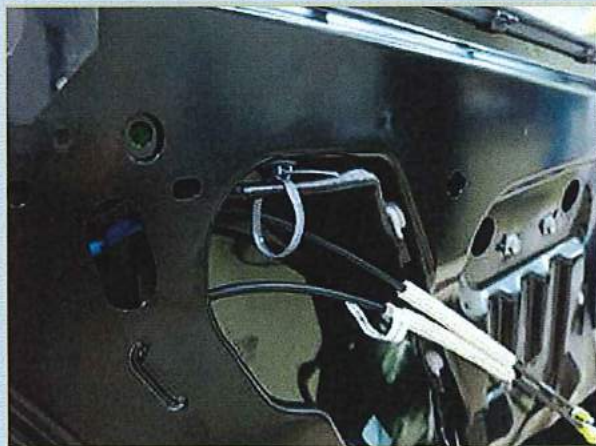
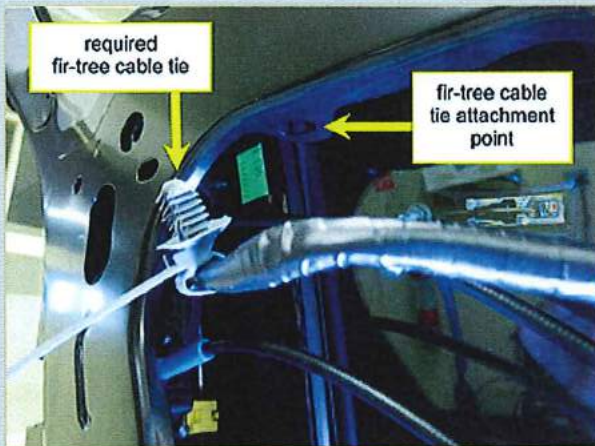
The 10mm diameter hole nearest to the door skin (shown with yellow arrow) was not present on original doors. This plug needs to be ordered and fitted for new service doors.



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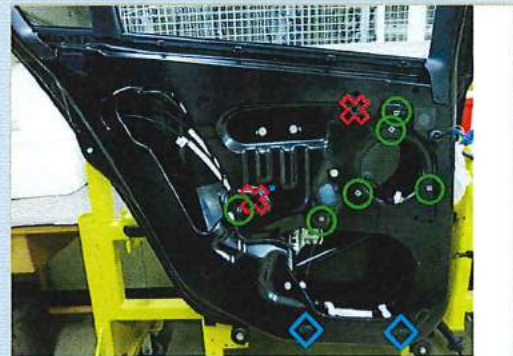
5) Door harness retention




Depending on the design level of wiring harness you intend to use, additional fir-tree cable ties may be required. The wiring harness retention near the door latch and near the B-pillar must be inspected and retained as per the process described in the bulletin. Please note that redundant retention clips will need to be removed carefully to prevent rattles



6) Door trim retention

Due to the new service door inner panel being a common design with VF/WN you need to identify the VE/WM door trim retention holes and install the appropriate retainers in these holes only. Refer to the below photo regarding the location of retainers. Installing retainers in the wrong holes will result in rattles and/or inability to retain the door trim correctly.





-  Door trim attachment push-in steel nut with rubber seal – p/n 11610510 – quantity 2
-  Speaker / inside handle / pull cup push-in nylon nut – p/n 90230846 – quantity 6
-  Do not use – VF only

7) Sealing tape (Mylar patch)

Pieces of adhesive Mylar tape are required in certain locations to stop moisture from the door cavity entering the back of the door trim. The photo below shows the holes in the door inner which need to be covered by this Mylar tape before the water deflector is attached



-  Seal hole with adhesive Mylar patch – 92196496 - quantity 3 per door
-  Do not cover – door trim alignment hole or window switch wiring harness hole

New rear side door service parts have been created for VE/WM that are different to parts originally fitted to vehicles. This means that once replaced in service, some components from the original door are no longer suitable or are fitted differently.

Issued by: Paul Siegemund, Parts Technical - Service & Parts Engineering Manager, GM Holden Ltd