2015 Ford F-150

Repair Standards / Doors / Front Door - Crew Cab

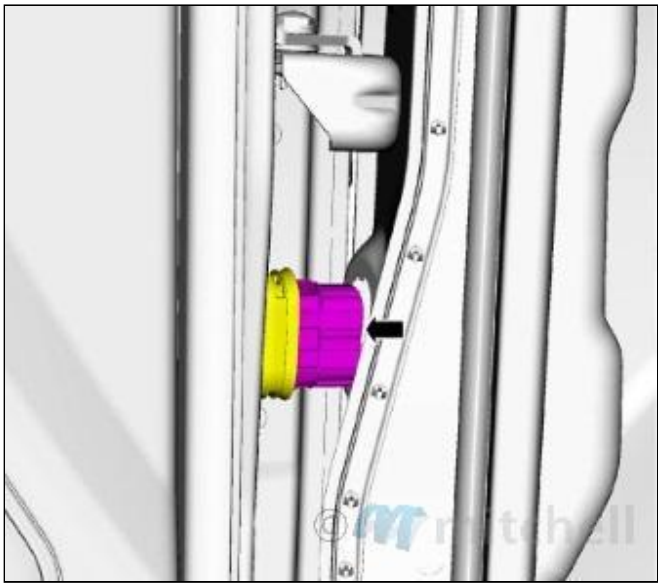
Removal & Installation

1. Remove the check arm bolt. See Fig. 1.
    - For installation, tighten to 17 lb.ft (22.5 Nm).

Fig. 1: Removing & installing front door

2. Disconnect the front door electrical connector. See Fig. 2.

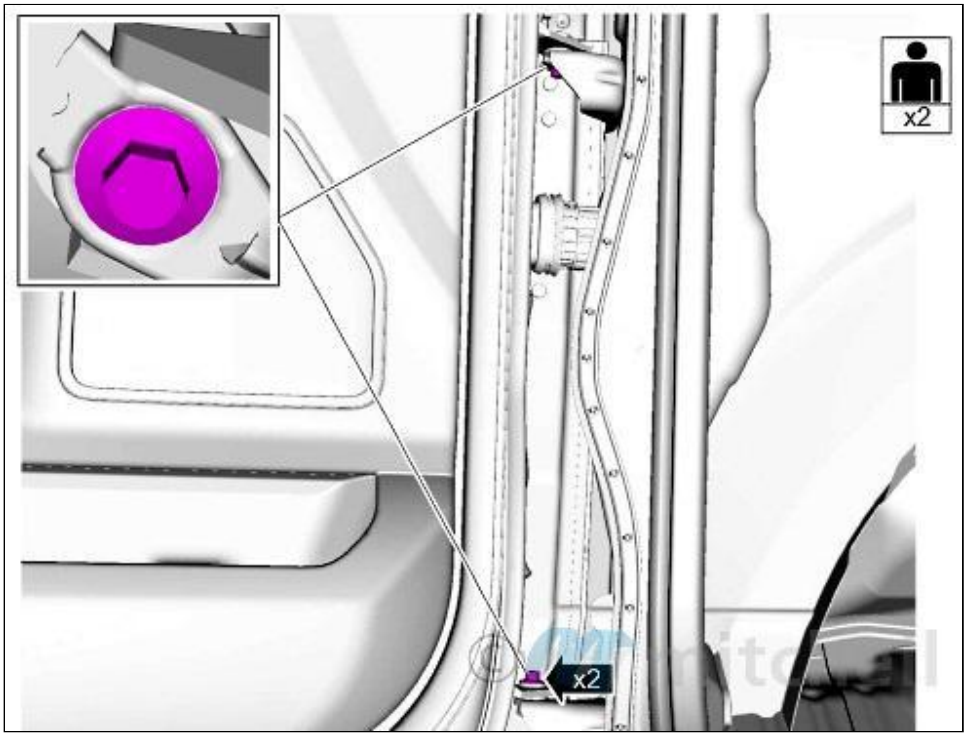
Fig. 2: Removing & installing front door—continued



3. Remove the door hinge pivot bolts. See Fig. 3.
    - For installation, tighten to 22 lb.ft (30 Nm).

NOTE:	The following steps require the aid of second technician.

Fig. 3: Removing & installing front door—continued



4. Remove the door. See Fig. 4.

Fig. 4: Removing & installing front door—continued

5. To install, reverse the removal procedure.
   - If installing a new front door, transfer parts as necessary.
   - Check the door-to-body alignment and adjust front door as necessary. See Removal & Installation.

Special Repair Considerations for Aluminum Repairs

NOTE:	Aluminum vehicle component repair requires specialized handling and proper isolation of the work area from steel repairs. Dedicated hand and power tools must also be used for aluminum repair. The following details some of these considerations.

Isolation of Work Area

Galvanic corrosion is caused through dissimilar metals remaining in contact with one another. Eventually, the softer or more corrosively reactive metal will act as a sacrificial anode and accelerated corrosion will result. Working with dissimilar metals in the same environment increases the potential for galvanic corrosion which can cause repair and paint failures for either steel or aluminum systems.

Because of this, it is necessary to create an isolation area dedicated to aluminum repairs. This isolation area can consist of an area walled off through the use of curtain walls, or a dedicated and separate working room or preparation booth.

In addition, a wet mix vacuum and air filtration system should be employed in the isolated work area to remove contaminates or dust particles caused by sanding and grinding, further reducing the potential for repair failures. The use of compressed air should also be avoided for cleaning (when possible) in all areas of the shop to reduce cross contamination of systems.

Specialized Tools

The hand and power tools utilized in the aluminum work area should be dedicated for use with aluminum only, and should be labeled and stored in a separate tool box. This will help minimize the potential for galvanic corrosion, which may create paint and repair failure.

Hand Tools

Hand tools, such as hammers and dollies, must be dedicated and labeled for each substrate worked on. Metal hand tools used in aluminum repairs must consist of polished surfaces and should be stored in a dedicated tool box when not in use. When possible, the use of rubber or wooden mallets is recommended providing these are also dedicated to aluminum repairs only.

Hammers and dollies used in steel component repair may create the concern of embedding steel particles in aluminum if used for both systems. In addition, tools used for steel repair may have a rougher than required surface created though regular use which may also result in cross contamination. Tools with serrated faces should never be used in aluminum repairs.

Power Tools

Equally important is the need for dedicated power tools when working with aluminum. Sanding and grinding discs and the associated dust build up on the power tool housing have a high potential for introducing dissimilar metals to repairs and may create galvanic corrosion concerns.

NOTE:	Ford Motor Co. through Motorcraft® has published suggested hand tool and shop equipment lists for aluminum repair systems.

Use of Heat on Body Panels

Aluminum body panels are highly receptive to heat transfer. With the extensive use of structural adhesives and non-structural sealers used in vehicle construction, the potential of heat transfer could impact adhesives and sealers in non-associated panels during the repair process.

Many repair areas that utilize structural adhesive may be separated after rivet removal by using a panel chisel along the joint/flange. Using heat (not exceeding 425°F (218.333°C)) to loosen a rivet bonded panel should only be done when all panels in the joint will be replaced or separated and new adhesive applied.