

**Haynes**  
shows you how

**BMW 3-Series 320i & 320xi (12-14), 325i, 325xi, 330i & 330xi (06) & 328i & 328xi (07-14) Haynes Online Manual**

## 3 Body repair - minor damage

### Plastic body panels

The following repair procedures are for minor scratches and gouges. Repair of more serious damage should be left to a dealer service department or qualified auto body shop. Below is a list of the equipment and materials necessary to perform the following repair procedures on plastic body panels.

*Wax, grease and silicone removing solvent*

Cloth-backed body tape

Sanding discs

Drill motor with three-inch disc holder

Hand sanding block

Rubber squeegees

Sandpaper

Non-porous mixing palette

Wood paddle or putty knife

Curved-tooth body file

*Flexible parts repair material*

### Flexible panels (bumper trim)

1 Remove the damaged panel, if necessary or desirable. In most cases, repairs can be carried out with the panel installed.

**2 Clean the area(s) to be repaired with a wax, grease and silicone removing solvent applied with a water-dampened cloth.**

**3 If the damage is structural, that is, if it extends through the panel, clean the backside of the panel area to be repaired as well. Wipe dry.**

**4 Sand the rear surface about 1-1/2 inches beyond the break.**

**5 Cut two pieces of fiberglass cloth large enough to overlap the break by about 1-1/2 inches. Cut only to the required length.**

**6 Mix the adhesive from the repair kit according to the instructions included with the kit, and apply a layer of the mixture approximately 1/8-inch thick on the backside of the panel. Overlap the break by at least 1-1/2 inches.**

**7 Apply one piece of fiberglass cloth to the adhesive and cover the cloth with additional adhesive. Apply a second piece of fiberglass cloth to the adhesive and immediately cover the cloth with additional adhesive in sufficient quantity to fill the weave.**

**8 Allow the repair to cure for 20 to 30 minutes at 60-degrees to 80-degrees F.**

**9 If necessary, trim the excess repair material at the edge.**

**10 Remove all of the paint film over and around the area(s) to be repaired. The repair material should not overlap the painted surface.**

**11 With a drill motor and a sanding disc (or a rotary file), cut a "V" along the break line approximately 1/2-inch wide. Remove all dust and loose particles from the repair area.**

**12 Mix and apply the repair material. Apply a light coat first over the damaged area; then continue applying material until it reaches a level slightly higher than the surrounding finish.**

**13 Cure the mixture for 20 to 30 minutes at 60-degrees to 80-degrees F.**

**14 Roughly establish the contour of the area being repaired with a body file. If low areas or pits remain, mix and apply additional adhesive.**

**15 Block sand the damaged area with sandpaper to establish the actual contour of the surrounding surface.**

**16 If desired, the repaired area can be temporarily protected with several light coats of primer. Because of the special paints and techniques required for flexible body panels, it is recommended that the vehicle be taken to a paint shop for completion of the body repair.**

## **Steel body panels**

### **Repairing simple dents**

**Note:**

These photos illustrate a method of repairing simple dents. They are intended to supplement Body repair - minor damage in this Chapter and should not be used as the sole instructions for body repair on these vehicles.

**1 If you can't access the backside of the body panel to hammer out the dent, pull it out with a slide-hammer-type dent puller. Tap with a hammer near the edge of the dent to help 'pop' the metal back to its original shape, about 1/8-inch below the surface of the surrounding metal**



**2 Using coarse-grit sandpaper, remove the paint down to the bare metal. Clean the repair area with wax/silicone remover.**



**3 Following label instructions, mix up a batch of plastic filler and hardener, then quickly press it into the metal with a plastic applicator. Work the filler until it matches the original contour and is slightly above the surrounding metal**



**4 Let the filler harden until you can just dent it with your fingernail. File, then sand the filler down until it's smooth and even. Work down to finer grits of sandpaper - always using a board or block - ending up with 360 or 400 grit**



**5 When the area is smooth to the touch, clean the area and mask around it. Apply several layers of primer to the area. A professional-type spray gun is being used here, but aerosol spray primer works fine**



**6 Fill imperfections or scratches with glazing compound. Sand with 360 or 400-grit and re-spray. Finish sand the primer with 600 grit, clean thoroughly, then apply the finish coat. Don't attempt to rub out or wax the repair area until the paint has dried completely (at least two weeks)**



**17 When repairing dents, the first job is to pull the dent out until the affected area is as close as possible to its original shape. There is no point in trying to restore the original shape completely as the metal in the damaged area will have stretched on impact and cannot be restored to its original contours. It is better to bring the level of the dent up to a point that is about 1/8-inch below the level of the surrounding metal. In cases where the dent is very shallow, it is not worth trying to pull it out at all.**

**18** If the backside of the dent is accessible, it can be hammered out gently from behind using a soft-face hammer. While doing this, hold a block of wood firmly against the opposite side of the metal to absorb the hammer blows and prevent the metal from being stretched.

**19** If the dent is in a section of the body which has double layers, or some other factor makes it inaccessible from behind, a different technique is required. Drill several small holes through the metal inside the damaged area, particularly in the deeper sections. Screw long, self-tapping screws into the holes just enough for them to get a good grip in the metal. Now pulling on the protruding heads of the screws with locking pliers can pull out the dent.

**20** The next stage of repair is the removal of paint from the damaged area and from an inch or so of the surrounding metal. This is easily done with a wire brush or sanding disk in a drill motor, although it can be done just as effectively by hand with sandpaper. To complete the preparation for filling, score the surface of the bare metal with a screwdriver or the tang of a file or drill small holes in the affected area. This will provide a good grip for the filler material. To complete the repair, see the Section on filling and painting.

## Repair of rust holes or gashes

**21** Remove all paint from the affected area and from an inch or so of the surrounding metal using a sanding disk or wire brush mounted in a drill motor. If these are not available, a few sheets of sandpaper will do the job just as effectively.

**22** With the paint removed, you will be able to determine the severity of the corrosion and decide whether to replace the whole panel, if possible, or repair the affected area. New body panels are not as expensive as most people think and it is often quicker to install a new panel than to repair large areas of rust.

**23** Remove all trim pieces from the affected area except those which will act as a guide to the original shape of the damaged body, such as headlight shells, etc. Using metal snips or a hacksaw blade, remove all loose metal and any other metal that is badly affected by rust. Hammer the edges of the hole in to create a slight depression for the filler material.

**24** Wire-brush the affected area to remove the powdery rust from the surface of the metal. If the back of the rusted area is accessible, treat it with rust inhibiting paint.

**25** Before filling is done, block the hole in some way. This can be done with sheet metal riveted or screwed into place, or by stuffing the hole with wire mesh.

**26** Once the hole is blocked off, the affected area can be filled and painted. See the following subsection on filling and painting.

## Filling and painting

**27** Many types of body fillers are available, but generally speaking, body repair kits which contain filler paste and a tube of resin hardener are best for this type of repair work. A wide, flexible plastic or nylon applicator will be necessary for imparting a smooth and contoured finish to the surface of the filler material. Mix up a small amount of filler on a clean piece of wood or cardboard (use the hardener sparingly). Follow the manufacturer's instructions on the package, otherwise the filler will set incorrectly.

**28** Using the applicator, apply the filler paste to the prepared area. Draw the applicator across the surface of the filler to achieve the desired contour and to level the filler surface. As soon as a contour that approximates the original one is achieved, stop working the paste. If you continue, the paste will begin to stick to the applicator. Continue to add thin layers of paste at 20-minute intervals until the level of the filler is just above the surrounding metal.

**29** Once the filler has hardened, the excess can be removed with a body file. From then on, progressively finer grades of sandpaper should be used, starting with a 180-grit paper and finishing with 600-grit wet-or-dry paper. Always wrap the sandpaper around a flat rubber or wooden block, otherwise the surface of the filler will not be completely flat. During the sanding of the filler surface, the wet-or-dry paper should be periodically rinsed in water. This will ensure that a very smooth finish is produced in the final stage.

**30** At this point, the repair area should be surrounded by a ring of bare metal, which in turn should be encircled by the finely feathered edge of good paint. Rinse the repair area with clean water until all of the dust produced by the sanding operation is gone.

**31** Spray the entire area with a light coat of primer. This will reveal any imperfections in the surface of the filler. Repair the imperfections with fresh filler paste or glaze filler and once more smooth the surface with sandpaper. Repeat this spray-and-repair procedure until you are satisfied that the surface of the filler and the feathered edge of the paint are perfect. Rinse the area with clean water and allow it to dry completely.

**32** The repair area is now ready for painting. Spray painting must be carried out in a warm, dry, windless and dust free atmosphere. These conditions can be created if you have access to a large indoor work area, but if you are forced to work in the open, you will have to pick the day very carefully. If you are working indoors, dousing the floor in the work area with water will help settle the dust that would otherwise be in the air. If the repair area is confined to one body panel, mask off the surrounding panels. This will help minimize the effects of a slight mismatch in paint color. Trim pieces such as chrome strips, door handles, etc., will also need to be masked off or removed. Use masking tape and several thickness of newspaper for the masking operations.

**33** Before spraying, shake the paint can thoroughly, then spray a test area until the spray painting technique is mastered. Cover the repair area with a thick coat of primer. The thickness should be built up using several thin layers of primer rather than one thick one. Using 600-grit wet-or-dry sandpaper, rub down the surface of the primer until it is very smooth. While doing this, the work area should be thoroughly rinsed with water and the wet-or-dry sandpaper periodically rinsed as well. Allow the primer to dry before spraying additional coats.

**34** Spray on the top coat, again building up the thickness by using several thin layers of paint. Begin spraying in the center of the repair area and then, using a circular motion, work out until the whole repair area and about two inches of the surrounding original paint is covered. Remove all masking material 10 to 15 minutes after spraying on the final coat of paint. Allow the new paint at least two weeks to harden, then use a very fine rubbing compound to blend the edges of the new paint into the existing paint. Finally, apply a coat of wax