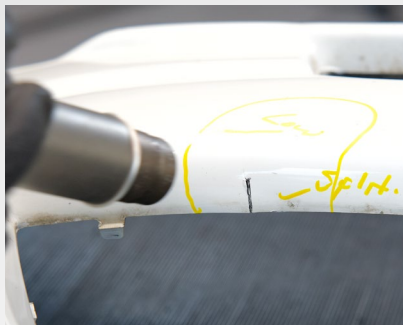
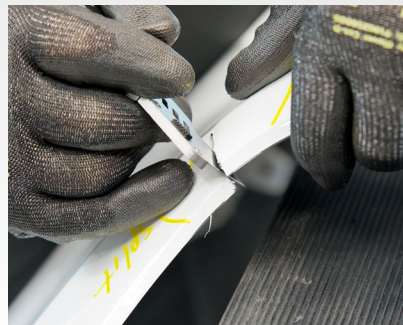



STEP 1 – Inspect impact and low

Edge splits usually have a low or impact point on the face of the bumper. Heat and push the low out first.


STEP 2 – Heat and align the split

Use the heat gun and Bumper Push Tool to bring the edge back into position before welding.


STEP 3 – Trim only if needed

If stretched plastic prevents the split from closing cleanly, trim only the small interfering areas so the edges sit flush.


STEP 4 – Remove tension

Before taping remove tension. Do not let gravity, bumper position, or twisting pull the split open. Support the bumper so the split sits naturally.


STEP 5 – Use double tape support

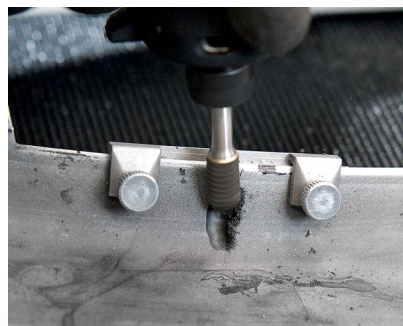
Apply one piece of tape along the split and a second piece across it as a brace. This helps prevent the edge from opening while the bumper is turned and welded.


STEP 6 – Use jig kit where possible

On flatter edge splits, the jig kit can hold the split closed and prevent movement during welding.


STEP 7 – Turn bumper and clean

Turn the bumper and clean the internal weld area before channeling. Remove paint, dust, and contamination from the weld zone.


STEP 8 – Mark and channel inside

Mark the split from the inside, then create a channel along the crack. Go slightly beyond the visible crack because the split may continue internally.


STEP 9 – Clean the channel

Remove sanding dust, burr residue, paint particles and contamination before welding.


STEP 10 – Weld the inside

Weld the main crack first. Start before the crack and finish after it, so the weld is already fusing when it reaches the damaged area.



STEP 11 – Add a support/brace weld

On edge repairs, add a secondary support weld across or beside the main weld. This strengthens the repair and helps prevent the edge from reopening.



STEP 13 – Turn over and weld the front

Remove the tape, sand/strip the front weld area, channel slightly past the crack, clean the channel, weld, cool, sand, guide file, and finish to 240 grit or OSP 2.



STEP 12 – Decide whether to refinish back weld

For split-to-edge repairs, the back weld can usually be left in place if there is no obstruction, clearance issue, or sensor/radar concern. Leaving it can provide additional support. If OEM-like thickness or clearance is required, refinish the back weld down.



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