

Is it better to repair or replace a quarter panel? – Quick-Advices

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Is it better to repair or replace a quarter panel?

The reason for this is the quarter panel is much more expensive and labor-intensive to remove and replace. Replacing a welded-on quarter panel disturbs more of the original construction, such as seams, welds and corrosion protection, so more repair time can be allocated before the replacement threshold is met.

How Much Does a Body Shop charge to replace quarter panels?

The only other factor that you'll probably consider when getting a replacement quarter panel would be the price. Smaller panels can go for as low as \$50, while larger ones can range anywhere from \$100 to \$1000.

Can a quarter panel be repaired?

However, quarter panels are vital to the overall structural integrity of your vehicle. Also, cars that are made out of metals beyond steel will often require welding (i.e., heat). As the OEM wants only 8 mm plug welds, it's officially impossible to deliver the repair with a used quarter panel."

Is it expensive to fix Infiniti G35?

Infiniti G35 Repair: Service and Maintenance Cost. The annual maintenance cost of an Infiniti G35 is \$476. Repair and maintenance costs vary depending on age, mileage, location and shop.

Can a rear quarter panel be replaced?

Like all things in life, however, it's not quite so easy. On the surface, it's a simple job: cut the old quarter-panel off and weld a new one on. Like all things in life, however, it's not quite so easy. Because you're welding the new panel on, undoing a poorly done install can be a major pain in the butt.

When should you replace vs repair?

Simply, when the cost of repair is less than than the value of that piece of equipment, you should repair it. When the cost of repair is higher than the value of the asset, you should replace it.

How long does it take to replace a rear quarter panel?

The time on the rack cost just over \$2,000, but when we went to do the repairs, we found it was worth every penny. ...We Show You How To Replace A Rear Quarter-Panel With New Parts From Goodmark Industries.

LABOR Replace left 1/4 panel 16 hours Replace rear panel 8 hours Fit trunk 1.5 hours Total labor 28.5 hours

How much does it cost to replace quarter panels?

Is rear quarter panel damage fixable?

Fixing The Damage Depending on the level of damage, the auto body shop may be able to work on your rear quarter panel without removing it from your vehicle. However, if the damage is extensive, they may need to remove the rear quarter panel.

How much does a front quarter panel cost to replace?

Are Infiniti g35s reliable?

The reliability ratings of an Infiniti G35 may vary per model year, but it's considered a fairly reliable vehicle overall. J.D. Power gave its last model, the 2008 Infiniti G35, a 4.5 out of 5 for reliability. Meanwhile, the data analytics company gave the 2007 Infiniti G35 a 3 out of 5.

Are Infiniti's expensive to maintain?

The average annual repair cost for a Infiniti is \$638, which means it has above average ownership costs. The other factors that contribute to Infiniti reliability include an average of 0.7 visits to a repair shop per year and a 10% probability of a repair being severe.

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Quarter-Panel Repair: Patch it, Skin it, or Replace it? - Precision Car Restoration

With the typical Detroit classic car now pushing over 40 years in age, tackling a musclecar restoration project almost always involves quarter-panel repair. Their large size and proximity to the rear tires makes quarter-panels very prone to dings, dents, and rust damage. Depending on the situation, you can patch the quarter-panels, install new skins, or replace the entire panel. All three of these options have benefits and drawbacks. As with any rust repair, taking the right steps and using the proper techniques will ensure long-lasting results.

The number one factor that may make your decision for you is the availability of parts. For example, if you are working on a '69 Camano you have many options. On the other hand, if you need to repair the quarter-panels on your '64 Ford Falcon, you may have some trouble finding the panels you want. Likewise, when you start to assess the rust area that needs to be repaired, there are several important issues to keep in mind. First is the location of the rust. Most rust forms in front of and behind the rear axle, as well as in the window frames. Many times you can find replacement panels for these areas. Patch panels come in a multitude of dimensions depending on your vehicle, so if you decide to go this route take a few measurements to confirm that you have a panel that will fit your needs. A benefit of using patch panels is that they allow retaining as much of the original sheetmetal as possible. This makes it easier to maintain the original body lines and gaps. When replacing an entire quarter-panel, setting the door and trunk gaps can be difficult. On obvious drawback of patching a panel is that you might not catch all the rust that's present. There may be hidden areas of rust that would only be revealed if the entire panel was removed.



Quarter-panel skins can be your savior or your worst enemy if not installed properly. These skins are large panels that coverage a lot of surface area. They usually have the entire wheel lip and edges folded over on the ends that wrap around them as well. If you decide to replace the quarter-panel skins here are a few things to keep in mind. Skins require a lot of welding skill. A weld seam that runs along the length of the quarter-panel, which is often required when installing a skin, can warp very easily. You must take your time when welding, and go slow to keep the welds clean. Another drawback is that you will have body filler from end to end. Body filler is not a bad thing if done right and in moderation, but if you are looking to keep it to a minimum, a skin will increase the amount of filler required. On the other hand, a major benefit of using a skin is that you can still keep your original gaps. Aftermarket panels sometimes need modification to re-create those nice factory gaps. Also, by removing the old section of quarter-panel, you will have access to your wheelhouses and inner structure to inspect, clean, or repair as necessary.

The last option is replacing the entire quarter-panel. These panels can be a huge time saver and also provide the biggest coverage area of all. Full quarters usually replace the originals in the factory locations, which means the welds stay in the stock locations as well. Full quarter-panel replacement will take care of rusted areas in the rear window frames, trunk jambs and door jambs. Full quarters also give you access to the wheel house, trunk drop, and any other inner body structures. Moreover, full quarters require the least amount of bodywork to make them straight, which keeps body filler to a minimum. Of course, there are some drawbacks to using full quarters. The biggest concern is that the quality of aftermarket replacement panels can be a problem. These include fitment issues, stamping issues, and general line-up issues. New old stock (NOS) parts are great if you can find them, but are very pricey.

In conclusion, there are several ways to repair rusted quarter-panels, and knowing the pros and cons of each method makes the decision-making process much easier. These are just a few of the options, and every car and situation is different. So whether you decide to patch it, skin it or replace it, taking the right steps during your restoration will ensure a long-lasting repair.