

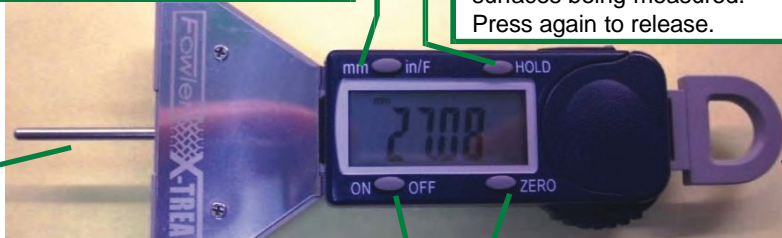
NOTE: This information is not intended to replace or supersede any warranty, parts and service policy, Work Shop Manual (WSM) procedures or technical training or wiring diagram information.

### Digital Depth Gauge Basics

#### Parts of the Depth Gauge

**mm / in / F Toggle:** Changes the display between millimeters, inches (decimal) and inches (fraction)

**Hold Button:** Freezes the display. Allows reading after the tool is removed from the surfaces being measured. Press again to release.



**Rod:** Retracts into the tool as it is pushed down. The tool measures the distance the rod travels.

**D-Ring:** Attached to the rod. If pulled will cause the rod to retract.

**On / Off Toggle:** Turns the tool on and off.

**Zero Button:** Recalibrates the tool to zero. See below.

### Recalibrating the Depth Gauge

**Step 1 – Place on Flat Surface:** Press down firmly on a *known flat inflexible surface*. Here the surface of the caliper scale is sufficient to recalibrate the depth gauge.

**Step 3 – Recalibrate:** Press the ZERO button. This will cause the depth gauge to read zero when it is placed on any flat surface.



**Step 2 – Correct Positioning:** Ensure the tool is stable and the rod is inside the tool as far as it will go while still in contact with the flat surface. Do not pull up on the D-Ring this will cause the readings to be inaccurate.

TIP: How often should depth gauge be recalibrated?

Recommendation: Recalibrate each time the tool is used to measure a different vehicle or if you feel the measure is inaccurate. This is done to ensure the calibration was not accidentally reset.

### Using a Digital Depth Gauge



Maintain gage parallel to underflush surface.

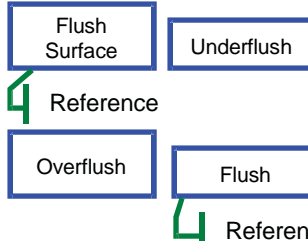
**Note:** To measure an underflush or negative specification simply place the foot of the gauge on the panel adjacent to the flush panel and read the value as negative from the gauge

1. Verify gauge reads zero (0.00) on a flat inflexible surface
2. Rest the foot of the gauge on the flush (reference) surface
3. Let the rod rest on the underflush (lower) surface
4. Keep the foot of the gauge parallel to the underflush surface



Not Parallel

### Flush, Underflush, Overflush



1. The flush surface is the reference surface
  2. Overflush is the description for the adjacent panel that sits proud to the flush panel (positive number specification)
  3. Underflush is the description for an adjacent panel that sits lower to the flush panel (negative number specification)
1. Foot of gauge is not parallel to the underflush surface causing a false reading
  2. Same gap measured as above

**REFER TO WORKSHOP MANUAL SECTION 501-BODY**

# Body Gap Flushness Tools

## Digital Caliper Basics

### Parts of a Digital Caliper

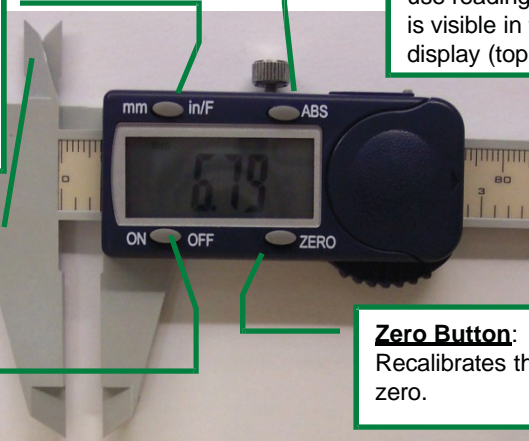
**mm / in / F Toggle:**  
Changes the display between millimeters, inches (decimal) and inches (fraction)

**Caliper Jaws** –  
Used to measure Gap

**On / Off Toggle:**  
Turns the tool on and off.

**ABS Button:** Not used for panel measures. Do not use readings if ABS is visible in the display (top middle).

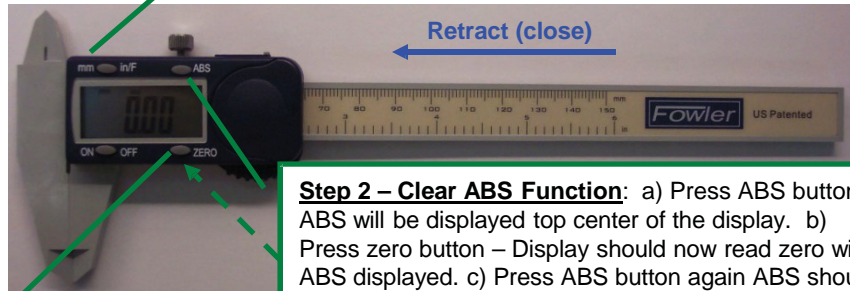
**Zero Button:**  
Recalibrates the tool to zero.



Note: Ensure lock nut at the top of the caliper is loose or slide will not move

### Recalibrating the Caliper

**Step 1 – Fully Retract Caliper Jaws:** Ensure caliper jaws are fully **closed (retracted)**.



**Step 2 – Clear ABS Function:** a) Press ABS button. ABS will be displayed top center of the display. b) Press zero button – Display should now read zero with ABS displayed. c) Press ABS button again ABS should disappear from the display.

**Step 3 – Zero Caliper:** Ensure ABS does not appear on the top center area of the display. If it is displayed press the ABS Toggle. Press the zero button to recalibrate the caliper.

## Using a Digital Caliper



1. Verify caliper reads zero (0.00) with jaws fully retracted
2. Insert jaws into the gap to be measured
3. Ensure both jaws rest on the flat part of the panel, past the edge radius
4. Jaws should not be inserted so far that the caliper jaws do not rest on the either side of the gap



1. Caliper Jaws are resting on the radius of the panel edges
2. Same gap measured as above
3. Jaws must be pushed further into gap to rest on the edge past the radius



1. Caliper Jaws are pushed into the gap so far the back edge of the caliper jaw is providing a false reading
2. Same gap measured as above
3. Jaws must be pulled out slightly

**REFER TO WORKSHOP MANUAL SECTION 501-BODY**