LAND ROVER DEFENDER

DINITROL CORROSION PREVENTION PROGRAMME
Intermediate Inspection and Retreatment as Required

INTRODUCTION

All initial anti-corrosion coatings will gradually reduce in effectiveness over time due to environmental factors such as atmospheric pollution, corrosive salts used on the roads in winter, salt in suspension in areas adjacent to the sea and vehicle de-icers. Also coatings can be degraded by spillage of fuel, oils and lubricants, mechanical degradation arising from accident damage, erosion due to road grit, aggressive chassis washing and the failure to retreat panels that have been removed for other vehicle maintenance activity.

A pre-planned inspection and coating maintenance scheme is a prudent measure.

Inspection and Retreatment Periods

Inspections and touch-up should invariably be scheduled on an annual basis. In highly corrosive environments annual retreatments will reduce life-cycle costs. In benign environments annual inspections (and touch–up and treatment of areas replaced or reworked during repair) with full retreatments every 3-4 years can be acceptable.

INSPECTION & TOUCH-UP METHOD

Vehicles should be clean and dry.

Inspection Areas

Internal Surfaces

- Scuttle
- 'A' Pillar
- Bonnet
- Door Frames

Underbody and Chassis

Preparation

Mask-off all the brake discs, callipers and convoy lamp if these are close to areas requiring touch-up.

Equipment

Air assisted spray systems are the optimum application method in a workshop environment but aerosol containers are available. Also the coatings can be applied by brush on external surfaces. The Dinitrol Compact Service Equipment is best suited for the spraying of anti-corrosion products in a workshop environment. This includes:

Flexible Lance:	6mm x 1m x 360° Spray Jet
Hook Nozzle:	Conical spray pattern

Method

Underbody and Bonnet

Remove all rust by wire brush and clean away any loose or flaking coatings.

Apply Dinitrol 3125 Penetrant to new areas and seams of overlapping panels of the underbody structure. Lightly spraycoat surfaces of chassis where applicable. Conclude with an application of Dinitrol 4941 Underbody Wax to all damaged and repaired areas.

Internal Surfaces

Scuttle Area
If there is evidence of corrosion in internal surfaces use flexible lance to gain access to the scuttle and 'A' pillar which forms an integral part of the scuttle assembly. Apply cavity product.

Bonnet

Apply product to internal surfaces via Defender's's existing openings using the hook nozzle. Take care to direct spray into clinched fold of leading section of bonnet.

Front Door Frame

Locate an existing opening at each corner in the underside of the lower door frame and the holes drilled in the front door upper channel. Apply product to

the internal surfaces of the frame (vertically and horizontally) using the flexible lance. Spray coat seams inside door where door panel is affixed to frame.

Rear Door Frame

Gain access through the 10mm diameter holes positioned at each corner on the underside of the lower frame. Apply product (vertically and horizontally) using the flexible lance. Spray coat seams inside door where door panel is affixed to frame. Also, spray coat channel at waist level and seams.

Note:

Ensure that designated drainage holes are free from debris and anti-corrosion coating build-up.

DGBS 10 Oct 04

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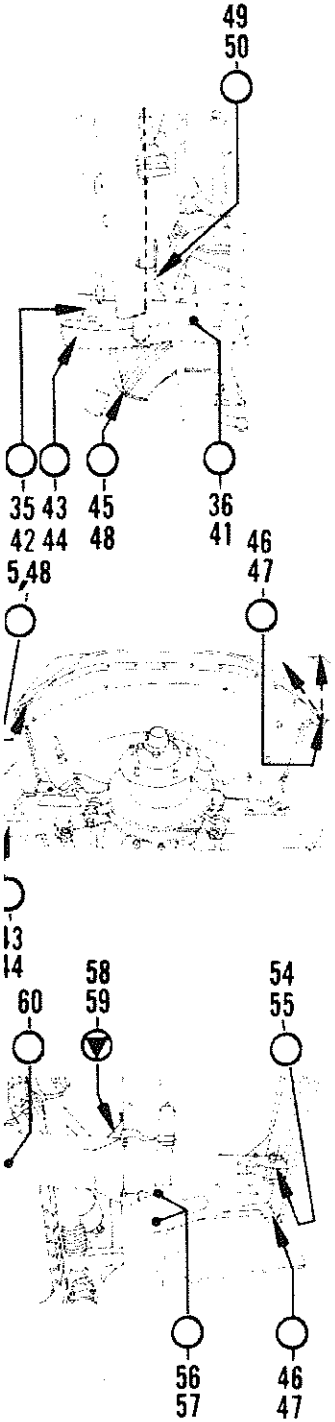
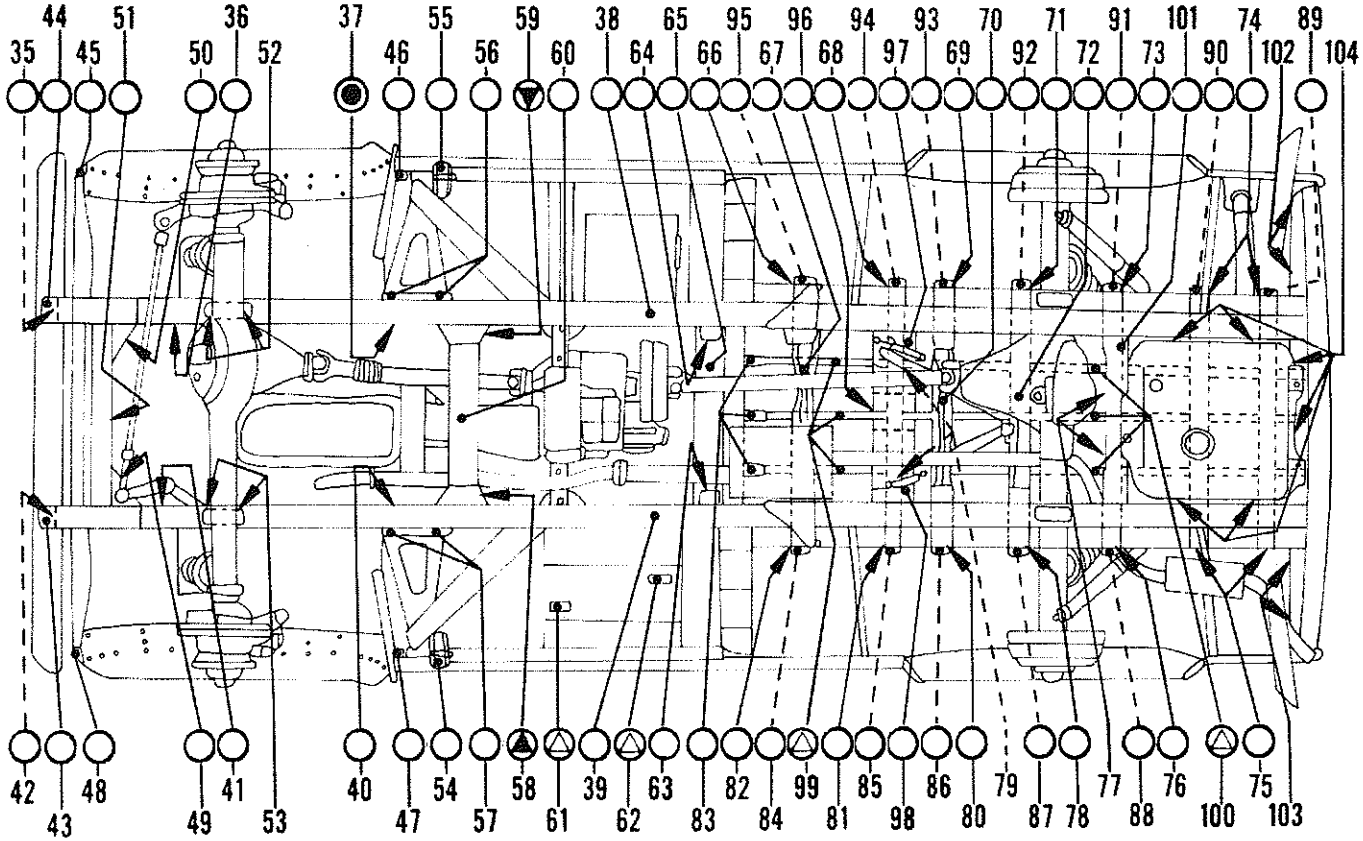
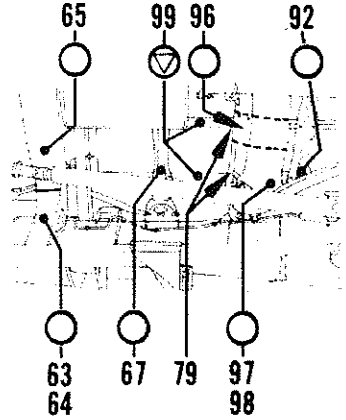
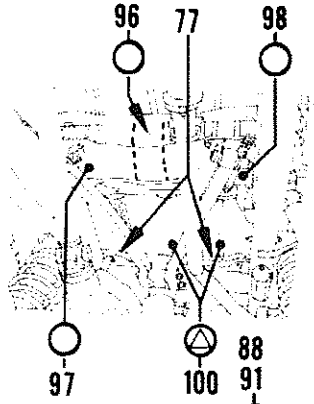
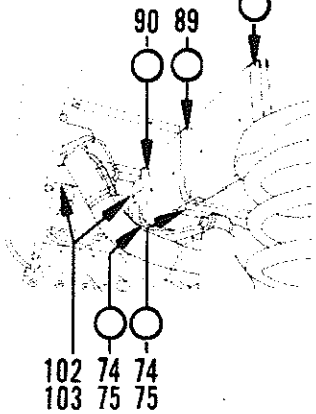
Dinitrol/Dinol











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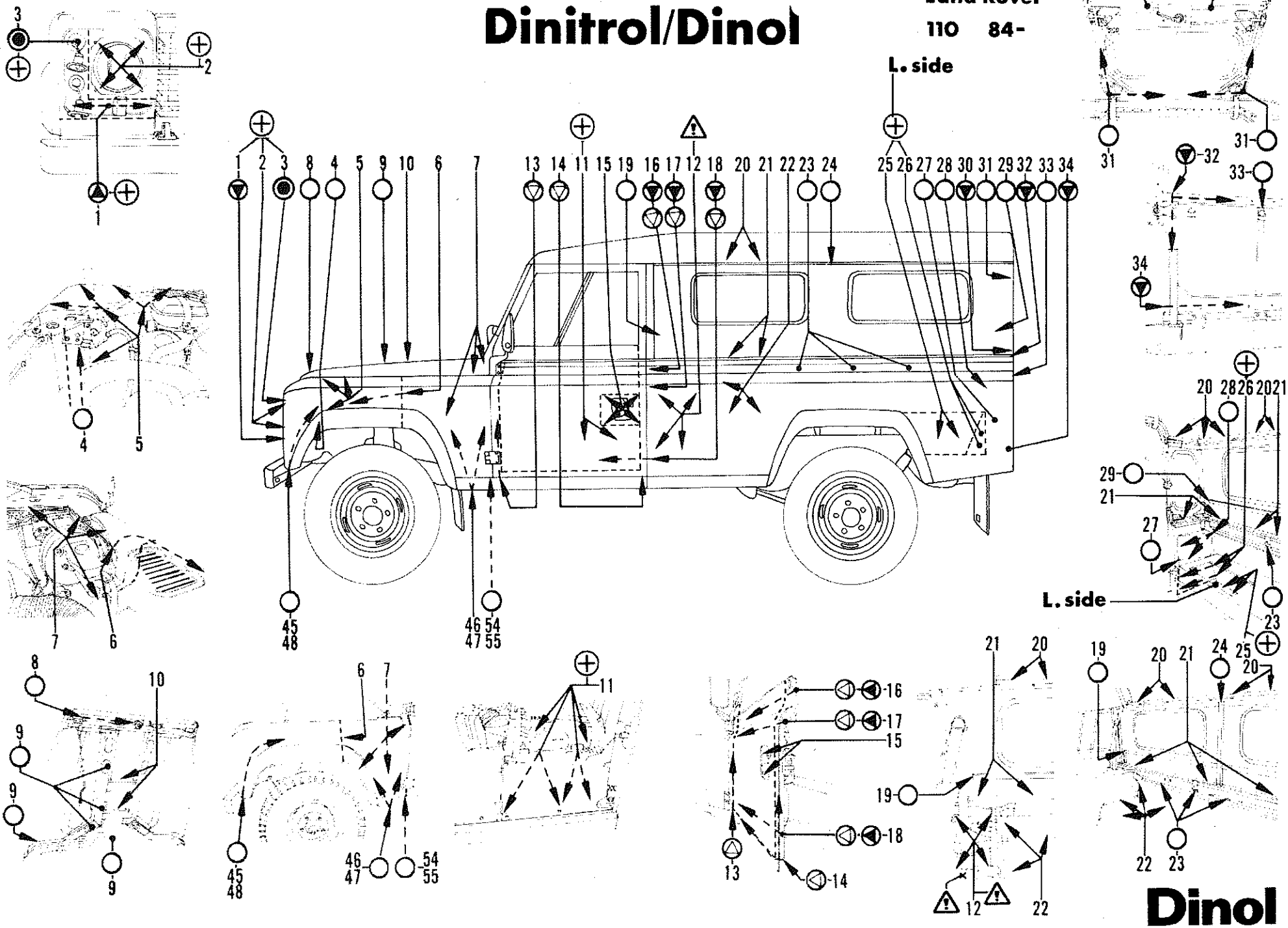

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Dinol
International AB

EXPLANATION OF SPRAYING DIAGRAM

Dismounting required, e.g. upholstrey

Observe extra caution, e.g. uncovered belts, speakers

1, 2, 3 , 4..44 Treatment points for Dinitrol and TKD.

Symbols showing holes.

= Existing holes

= Existing holes to be plugged

= Holes to be drilled

= Holes to be drilled and plugged

Note !
When combination is shown, it means drilling through two metal sheets. The space between the two metal sheets can vary from 0 - 30 mm.

Spray direction with reduced pressure.

Spray direction.

TLI Reference Technical Letter of Information

Sensitive areas, e.g. uncovered belts, speakers.

Corrosion prone area.

SRS Supplement Restraint System, e.g. airbag unit, sideairbag unit, sensors

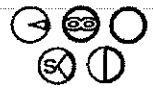
The symbols are valid for both Dinitrol and Tuff-Kote Dinol Treatment.

Tuff-Kote Dinol Treatment only.

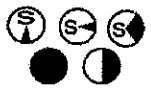
At a TKD treatment you have to treat **all** points and pay attention to **all** symbols.

The following symbols are only for Tuff-Kote Dinol Treatment.

Treatment point **only** for TKD.



Recommended tools to use for treatment with the penetrating product.



Recommended tools to use for treatment with the sealing product.

Dinitrol Treatment only.

The previously mentioned symbols are the only ones relevant.

Points which shown as blacked out e.g. should **not** be treated at a Dinitrol Treatment.

Symbols below the main picture e.g. should be **ignored.**

Also symbols before the point number e.g. should be **ignored.**

However, symbols and are essential.

Example: