

WORK INSTRUCTIONS 2-LAYER CORROSION PROTECTION



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CLEANING AND DRYING



1 In the first step, all plastic parts must be removed from the underbody, wheel arch liners, and door panels.



2 We recommend using a degreasing agent and high-pressure cleaner to thoroughly clean the vehicle in order to remove all soiling and flaking corrosion.



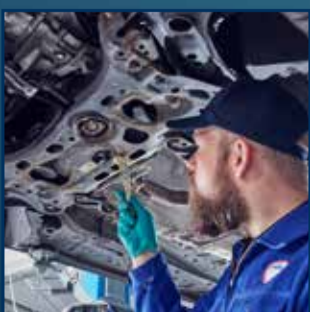
3 The vehicle must dry completely after being cleaned. This can be achieved in a short time by using suitable blowers. Alternatively, the vehicle must remain outside overnight and drain. In addition, use a blow gun to dry any cavities and overlaps.

PREPARATION



4 After thorough cleaning and subsequent drying, ensure that all the parts that will not be treated, such as the brake system and parts of the air conditioning, are covered.

INSPECTION



5 Next, the vehicle must be inspected. Flaking rust and all deposits must be removed. To do this, a rust remover such as **DINITROL Zero Rust Gel** can be used. The gel is applied to the rusted areas with a brush. Leave the gel on for 12-24 hours and then remove the loosened rust.
If the vehicle has insulating or sound-absorbing material in the doors, ensure that it does not detach during the work on the vehicle. Otherwise the electrical system or window regulators may be damaged.

CAVITY SEALING



6 After the vehicle has been properly cleaned and prepared for treatment, carefully study the DINITROL spray diagram for the vehicle to be treated. This is the only way to avoid damage to the electrical system, airbags, and other sensitive parts.



7 First, the cavities must be treated with a penetrating, water-repelling DINITROL cavity protection product. Remove all excess material. The material needs 15-20 minutes to work and penetrate the rust in cavities and flanges.

UNDERBODY PROTECTION



8 Next, the underbody can be prepared with the DINITROL cavity protection product used in the previous step. However, it is essential to ensure that the underbody is only lightly sprayed in order to remain below the maximum layer thickness of 25 µm. Otherwise the second layer may not adhere properly.



9 After 15-20 minutes – but no longer than 30 minutes –, the underbody must be treated with a DINITROL underbody protection product without exceeding or falling short of a layer thickness of 300 µm – 500 µm.



10 After treating the underbody, the cavities in the rear lid and bonnet must be sealed. Please ensure that the engine and boot are completely covered.



THE QUALITY SOLUTION

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