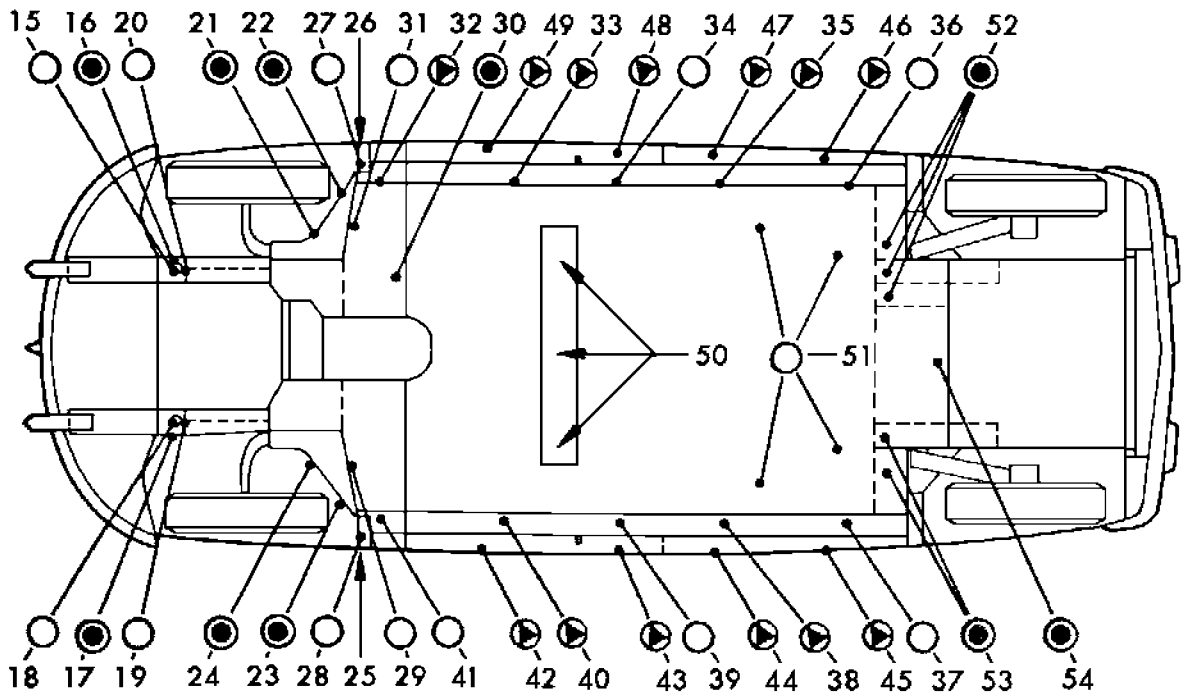
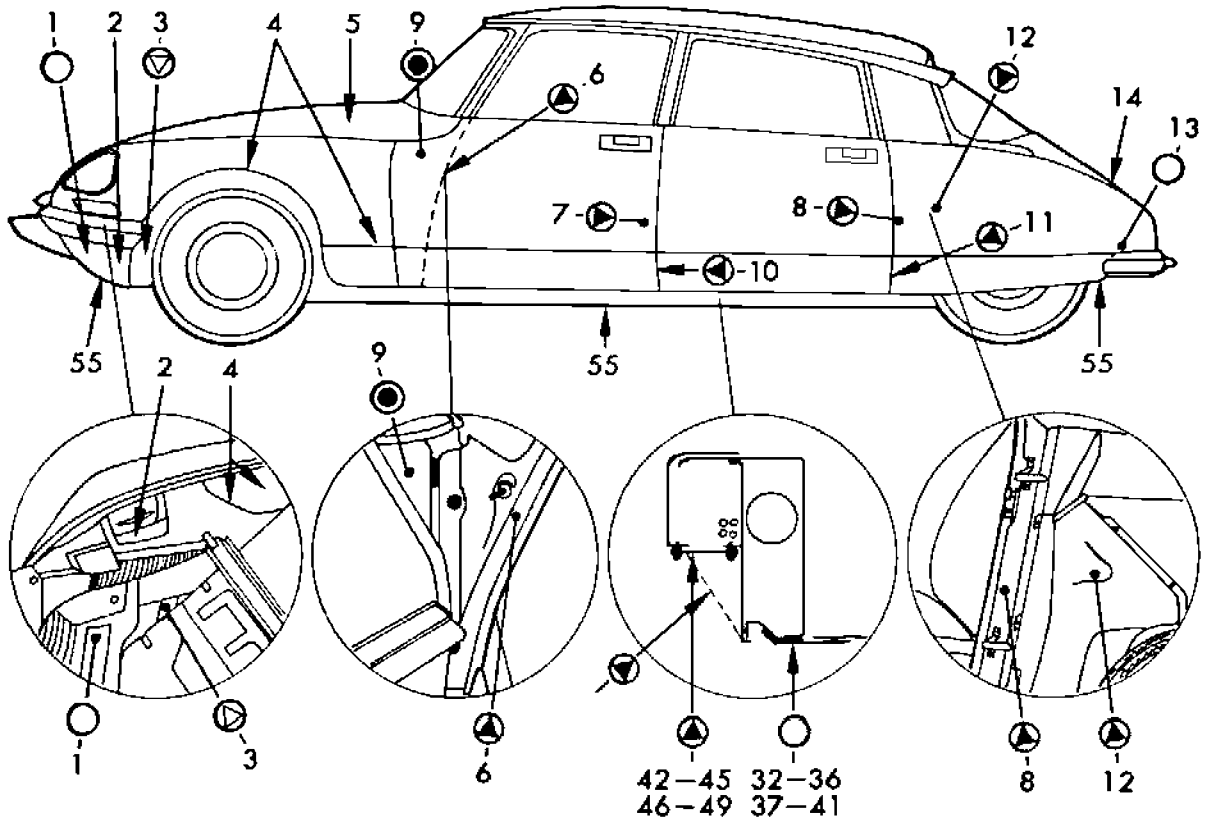


DINITROL-behandling enl. ML-METODEN

Citroën
D-modeller fr. o. m. 1968

- = Befintliga hål (Holes)
- = Befintliga hål som pluggas (Holes to be plugged)
- ▽ = Hål som borras (Holes to be drilled)
- ◕ = Hål som borras och pluggas (Holes to be drilled and plugged)





PREPARATION

Chassis should be washed thoroughly. All traces of mud and any potentially cracking or flaking underseal must be removed. After cleaning, the vehicle must dry out.

Remove the inside trim panel from doors, the back fenders/wings and the spare wheel. Alternatively the doors can be treated through holes (9), (10) and (11).

DRILLING

Existing drilled holes are marked with  on the drawing. Additional holes to be drilled are marked with . With the car standing on the ground, drill hole (3) in the left hand side of the cross-member under the cooling-air duct in the engine bay. Drill hole (6) in the A-pillar, Hole (7) in the B-pillar and hole (8) in the C-pillar. Alternatively for treating the door interiors, drill hole (10) and (11). Carefully drill hole (12) in the guard panel at the rear wheel arch. With the car on a hoist, drill holes (33), (35), (38) and (40) in the sidebeams along the footwell and drill hole (42)-(45) and (46)-(49) in the bottom sill panel. Use a drill-stop set to 1 cm hole depth. If 45 degree sill panel pieces are fitted (dotted line on drawing) this has also to be drilled. (*Or removed*, Ed.) The rest of the necessary holes can be read from the drawing. Some of the holes shown on the spraying-schematics may already have been drilled at the factory for treatment in production.

DINITROL CONSUMPTION

Treatment will require of 6-7 litres of Dinitrol. This includes both inside and outside treatment of the car.

SPRAYING

Dinitrol 3125 – the special product for rust prevention in a cars box sections – should be sprayed in all cavities, such as beams, cross-members, door sills and inside of doors. It should also be sprayed on the chassis underside. Spray wherever 2 steel parts are welded together - i.e. grooves, joints, folds where adjacent steel plates are joined together. Spray especially thoroughly and copiously at points marked in red on the schematics.

With the car on the ground

Spray Dinitrol 3125 via engine bay into front crossmember (1), cavity in front fender/wing under headlights (2), crossmember under airduct (3) and all cavities and sheet metal joins in the front fenders through the available openings(4). Spray the reinforcement on the hood/bonnet(5). The A-pillar is treated through bore (6), B-pillar through bore (7) and C-pillar through bore (8). Spray the door's sheet metal joints from inside; window lifts and locking mechanism should not be sprayed. Alternatively the front doors can be treated through bore (9) and (10) and rear doors through bore (11). Spray the hollow space behind the guard shields (12) in the rear wheel arch together with the rear bumper mount and reinforcement (13). Spray the reinforcement under the boot lid (14) with caution.



With the car on a hoist or on other equipment to make the underbody accessible.

Remove all wheels and cover the brakes (e.g with a plastic bag). Spray with Dinitrol 3125:

Front chassis beams	15, 16, 17, 18
Chassis reinforcement	19, 20
Cavity behind guard shields in front wheelarch	21-22, 23-24
Jacking points	25, 26
Reinforcement around the front jacking points	27, 28
Cavity under front footwell	29, 30-31
Sidebeams	32-36, 37-41
Cavity and piping in the doorsills	42-45, 46-49
Space between chassis floor and heat protection panel for muffler and exhaust pipe	50
Space between fuel tank and chassis bottom	51
Rear chassis beams and crossmembers	52, 53
Cavities behind rear seat	54

All the panel joints and grooves seen from underneath (55) should be sprayed with Dinitrol 3125, especially along the rubber sealing in the rear wheelarch, along the sealing for the guard panels under the doorsill and around anti-roll bars and at the mounts for hydraulic cylinder/spring. Seal off drilled openings according to plan for “after treatment” shown below. Wait for the 3125 to set, then spray all sheet metal on the car underside and in wheel arches with Dinitrol 4941. Treatment of car bumpers, wheel trims, chrome strips, battery compartment etc is best done by the car owner himself with a spray can of Dinitrol 3125.

After treatment

Plug all holes marked with  or . Holes which are liable to be hit by gravel spray should be altered so gravel and mud don't enter (use a bolt or screwdriver to bend the opening away from the direction of travel). Painted surfaces can be cleaned by wiping with a cloth wetted with solvent. Be careful not to use too much solvent as this may wash away the rust preventing material in the joints