

Service Bulletin

Protection against
rust and
corrosion

ANTI-RUST AND ANTI-CORROSION TREATMENT OF CHASSIS WHICH ARE IN STOCK FOR SOME TIME.

Chassis awaiting body construction that are kept in stock for some considerable time are often damaged through corrosion. Under particularly bad conditions even the chromium-plated parts are not wholly resistant to corrosion. The ideal way is, naturally, to have the chassis stored in a warm, dry building. If this is not possible, however, they should have tarpaulins stretched over them in such a way that the tarpaulins are not in direct contact with the chassis.

It is extremely important to ensure that all surfaces that are liable to be attacked by corrosion should be protected in the best possible way. This Service Bulletin is only concerned with the problem in general but details must not be overlooked. Read the following instructions first and carry out them in the same order. The make and types of oil mentioned are only taken as examples and we should like to point out that all the large oil companies produce corresponding special oils.

Protective treatment should be carried out at an early stage before any corrosion has taken place.

The length of time that a vehicle should be allowed to stand depends on the conditions prevailing and the time of year. Vehicles that are stored only under a protective roof or under tarpaulins should be treated when they have been in storage for one month and then at intervals of not more than three months.

INSTRUCTIONS FOR FIRST INSPECTION.

1. POWER TRANSMISSION.

Drain off the oil from the gearbox, rear axle and steering gear and then fill up with "All-purpose transmission Oil" (SAE 90). If the rear axle is of the hypoid type, the oil need not be changed since hypoid oil has anti-corrosive properties.

2. WHEELS AND TYRES.

Block up the vehicle so that the wheels can rotate freely. Check tyre pressure and inflate if necessary. If the vehicle is to stand for a long time e.g. during the winter, the wheels should be removed and stored in a well-ventilated, dry and dark location.

3. ENGINE.

Fill the cooling system with water. Start the engine and maintain the engine speed at about 1000-1200 r.p.m. (high idling speed). Check the oil pressure. Engage one of the gears so that the gears in the gearbox and the rear axle can rotate in the special oil. Ensure that both the rear wheels are revolving when this is done. Run the engine 20-30 minutes so that it attains its normal operating temperature (about 80°C = 176°F). Make sure that the thermometer is operating correctly.

When the engine is thoroughly warm it should be stopped and the following procedure carried out:

Carburettor engines.

Drain off the engine oil and then fill with the same quantity of "SOVA-KOTE 503" (Vacuum Oil) or corresponding oil with a viscosity of SAE 30. Start the engine and let it run for about five minutes at a rapid idling speed. Remove the sparking plugs and add a small quantity of special oil through the sparking plug cavities. Then turn the engine over a few times with the starting motor.

Diesel engines.

Drain off the engine oil and add the same quantity of "SOVA-KOTE 503" or corresponding oil.

Loosen the fuel feed line at the screw connection in front of the fuel feed pump so that all the fuel in the filter (filters) is drained off. Add "SOVA-KOTE 203" or corresponding oil to the

filter that is nearest the fuel injection pump. Loosen the leak-off line from the injectors at the fuel filter and allow it to stand open for a few minutes so that all the fuel in the lines runs out. Then tighten the banjo nipple.

Let the engine run until some of the special oil has penetrated into all the channels and has reached the rocker arms, valve lifters and other moving parts in the engine. On a Diesel engine, it is particularly important to ensure that the special oil has filled the fuel injection pump and the injectors.

4. BATTERIES.

Disconnect the battery cables and grease the terminals. Check the state of charge of the battery and the level of the electrolyte every month. Charge the battery when this proves necessary. The best method is to remove the battery from the vehicle and store it so that it can be charged when necessary in a convenient way.

It is very important to ensure that the instruments and the steering wheel are properly covered after inspection with the special covers for the purpose. Make sure that these covers are properly secured.

5. COOLING SYSTEM.

The radiator filler cap should be removed and the drain cocks on the engine and the radiator should be open. Leave the drain cocks open after the coolant has been drained off.

6. CONTROLS.

All moving parts on the engine controls on the chassis should be lubricated with special grease "SOVA-KOTE 601" or corresponding types.

7. VENTILATOR PIPES.

Glue kraft-paper strips over openings on breathers, oil filler pipes etc., after the engine has cooled down. Add ordinary oil to the air filter and fit this on the engine. Drill a 2 mm. hole in the lowest part of the silencer to drain off any condensation water.

8. BRAKES.

The brake system should be filled with brake fluid that is guaranteed to be non-corrosive. A similar fluid has been added at the factory. Pump the brake pedal several times. Cover up

the ventilation hole in the master cylinder. The brake drum for the hand-brake should be protected from moisture by covering it in a suitable manner.

9. LUBRICATION.

Lubricate the entire chassis thoroughly. All painted and machined surfaces must be thoroughly greased. Other surfaces such as painted areas and chromium parts and springs must be covered with "SOVA-KOTE 601" or corresponding types.

10. ENAMELLED SURFACES.

Examine carefully to make sure that the enamelled or painted surfaces have not been attacked by rust. If this should be the case, grind off the rust damage and re-paint.

11. CHASSIS.

Spray with "RUST BAN" (Esso) or similar preparations. See point 9 above.

INSTRUCTIONS FOR THE SECOND INSPECTION.

A new inspection should be carried out three months after the first. This consists of a road test run of about 5 km (3 miles). Go through all the gears. Carry out emergency braking. Test the hand-brake. Swing hard to the left and the right to test the steering wheel locks. Check that all control devices and instruments function correctly.

After the test run is completed, carry out the procedure named in the first inspection. The anti-rust oils added at first do not need to be changed.

Repeat the second inspection each three months.

At various times between these inspections, the engine should be turned over with a gear engaged to circulate the special oil around the gears. Do not run the engine since corrosive acids may be formed.

When the vehicle is to be taken in service again, drain off the special oil from the engine, gearbox, rear axle and steering gear and re-fill with the normal oil.