

## Translation of Swedish instruction

And here comes a “google translate”-version of these instructions. I quickly cleaned it up but you will for sure still find errors in the text. It can be noted that the original text was a bit “old style” Swedish so the automatic translation had some difficulties. Feel free to send me corrections.

### Page 1

#### Philipson's rust protection treatment of cars

Since the first instructions for rust protection treatment of cars was produced, experience on methods and equipment has increased which justifies the complementarity of these instructions.

In the first place is becoming increasingly clear, that one should distinguish between the term *rust protection treatment* and the also earlier common protection against stone-chip. The latter thus has nothing to do with rust protection although anti rust products are used.

These instructions - which are based on earlier published Service bulletins from the Service department - form the basis for the rust protection treatment of particularly exposed details, which each car today undergoes at the Delivery centers. By repeated treatment of the car, since it entered into service, these guidelines should also be followed along with the Service bulletins. A deviation from the guidelines is not to advise.

In regards to stone-chip protection, the instructions give information about in what areas undercarriage mass undercoating is not to be applied. In addition, it is recommended that an underlying layer of thin anti-corrosion oil, before the “mass” is sprayed on. In subsequent treatments should “mass”-areas be carefully covered with thin rust protection oil, which provides effective protection against rust in those areas.

PHILIPSON'S AUTOMOBIL AB

Delivery centers

## Page 2

Brands covered by these instructions: Mercedes-Benz 220a, S, SE, 219, 180-series, 190, 190b, 190 d, 190Db

### Supplementary instructions for RUST PROTECTION TREATMENT

#### Drilling

Ensure that spray distance 40 — 50 cm is not exceeded. Drilled holes are sealed with rubber plugs.

#### Spraying

A. Inside with thin rust protection oil.

A, B, C, and so on. = existing holes, rubber plugs removed and thereafter put back.

1, 2, 3, etc. = holes drilled, one on each side unless otherwise noted.

Each hole is for a cavity, which must be sprayed in all directions.

Exception indicated by arrows, showing spray direction.

Note: Air resistance decreases spray effect: therefore, spray long enough - as a rule of thumb until runoff can be seen. "Twist" the nozzle even when a certain direction is specified.

#### B. External

1. Thin oil: under fenders, around/behind reflector housing, around jacking points, rear door pillar

2. Thick, drying oils: the entire underside of the chassis, around/behind reflector housing, around jacking points

3. "Undercarriage mass": under fenders, but not in the end parts; double layer, where the stone chipping occurs.

4. Alternating thick or thin oils: Bumpers and wheel caps insides.

Note: No "undercarriage mass" in the end parts, i.e. outside the marking lines.

## Page 3

### Work order for rust protection treatment

A. Clean the undercarriage

B. Anti-corrosion Work

#### Low position

Canted beam in the engine room "1" is drilled.

The doors' rear edge "2b" is drilled.

Spray thin oil "1", "2b", front pockets in the hood "A", middle door pillar "B", rear door pillar "C".

Cover drilled holes.

#### Mid position

Splash plate in front wheel arches "3" drilled.

Spray thin oil "3" and the drainage hole in the rear wheel arch "D"

Cover hole "3"

#### High position

Fork member's front ends "4" drilled.

Outer lengthwise beams "5" and "6" drilled.

Front door pillar "7" drilled.

Front jacking point "8" drilled.

Outer lengthwise beams "9", "10" and "11" is drilled.

Rear jacking point "8" drilled

Outer beam in the rear wheel arch "12" and "13" drilled

Doors drilled "2a".

Spray thin oil "2a", "4" to "13", outer beam "F" by the cross member "G", inner beam at the gearbox "H", cross member "J", inner beam "K", cross member "L" and curved beam "M".

Cover drilled holes.

#### C. Other underbody coating

Thin oils: Spray under fenders, brush the outside of the rubber profiles.

Thick oil: spray under fenders.

"Undercarriage mass": Spray under fenders where stone-chipping occurs

## **Page 4**

### **Beside picture of engine compartment**

The canted beam "1" against the wheel arch in the engine compartment.

Drill a hole on both sides.

Spray up- and downwards

### **In cutaway drawing**

Cutaway door

From above

From behind

a. Hole in bottom

b. Hole in trailing edge

### **Between cutaway drawing and picture of door**

Doors "2"

Drill the trailing edge and in the bottom.

Spray so that outer sheet metal is well covered by the oil.

### **Above picture of B-pillar**

Middle door pillar "B"

Spray downwards through the square opening.

### **Above picture of C-pillar**

Rear door pillar "C"

Spray through the round opening in the luggage compartments side wall, at the front. Use spray gun of the type "kerosene spray" and spray once, not too much. Spray with care, so that headliner is not damaged by spraying through the large openings in the same sheet metal part.

"D" drain hole.

## **Page 5**

### **Beside picture of fender/A-pillar**

Splash plate in front wheel arches "3" has the form, as is indicated in the accompanying image.

Drill approx. 300mm from the lower edge of the plate.

Spray in all directions.

Note: The rear, vertical joints of the front fenders should be sprayed with oil.

### **Beside picture of torsion bar**

Fork member's front ends "4"

Drill a hole behind torsion bar mount.

Spray forward and backward.

### **Above picture of floor**

Outer lengthwise beams

Drill above mount for front fender's strut "5". Drill at the corner "6".

Widen the existing hole "E". Drill a hole directly under the middle door pillar "9". Drill a hole in the bottom of the front door pillar "7" and in the bottom of the jacking point "8".

Spray in all directions.

### **Above picture of rear door**

Outer lengthwise beams (continued)

Drill 200 mm from rear jacking point "10". Drill in the bottom of the jacking point "8". Drill behind the existing hole under the jacking point "11".

Spray in all directions.

## **Page 6**

### **Above picture of rear axle**

Curved beams over the rear axle "12" and "13"

Drill as shown in the picture and spray in all directions.

### **Under picture of wheel arch**

Beams' rear ends "F" in the corner at the rear cross member "G".

Spray in all directions through the two holes in each corner.

### **To the right of picture of gear box**

Beams on either side of the gearbox "H".

Spray through holes in all directions.

### **To the left of picture with floor pan and propeller shaft**

Cross member "J" and beams on either side of the gearbox "K"

Spray in all directions.

### **To the right of picture with floor pan and propeller shaft**

Beams on either side of the drive train "M", "L"

Spray through holes in all directions.