

The engine and engine compartment should have corrosion protection reapplied after every time they are cleaned.

Prior to cleaning and corrosion protection, cover the openings for fresh air, the windshield and the front fenders with a covering having a large surface area. The shape and the material for the covering is to be determined by each workshop.

Note

The covering is necessary in order to avoid materials such as cold cleaning agent, wax or similar entering the vehicle interior (requires a lot of additional cleaning).

The threaded cap of the brake fluid reservoir, and on diesel engines with diaphragm vacuum pump also the diaphragm, should be covered with masking tape and reopened after engine compartment corrosion protection.

For cleaning, the engine should not be hotter than can be touched with a bare hand (exhaust); depending on the degree of contamination, clean with de-emulsifying cold cleaner (fast-acting) and high-pressure hot water cleaner.

Note

"De-emulsifying" describes the property of a mixture of oils and greases with water to separate again in the oil separator.

For cleaning the component compartment behind the engine compartment the following rule applies: spray only as much water as necessary with low pressure. Electronic control modules should have already been covered up, damp modules should be dried after cleaning.

Lubricate all pivot points of the control linkage prior to engine compartment corrosion protection using corrosion protection grease 000 989 87 15 10.

Carry out corrosion protection only when engine compartment is dry and with proper commercially available equipment. Use only approved wax corrosion protection agents according to sheet 385 of the Specifications for Service Products.

Note

The least contamination is created with airless-type equipment.

Do not spray with preservation wax:

In the accessories compartment
Electrical and electronic components
Belt drive
(belt and belt pulleys)
Exhaust pipe and mufflers

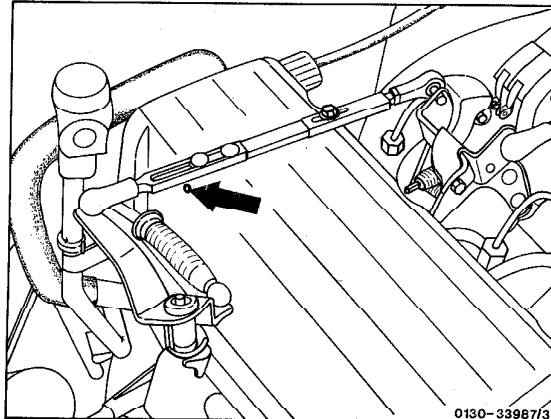
00-8503 Cleaning engine compartment

On diesel engines:

Exposed piston rod of the damper in the control linkage.

Ventilation bore of the diaphragm chamber in the pressure control valve in the cylinder head cover in the case of turbocharged engines with exhaust gas recirculation.

Engine 603



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