

**DIRECTORATE GENERAL BORDER ROADS**

**GENERAL REPAIR INSTRUCTION NO. 82**

**ON**

**REPAIR CONTENT AND TECHNIQUES FOR BASE OVERHAUL FOR RADIATOR , FUEL TANKS AND EXHAUST PIPE FOR 'B'  
VEHICLES**

**Introduction**

The importance of care to be exercised while cleaning, stripping, finishing and preserving of components/assemblies during overhaul in the Workshop cannot be overemphasised. Stripping of components must be done with serviceable tools. Where SMTs are authorised or special tools are required, these must be used to avoid damage to components during repair/overhaul. After stripping the components undergo considerable handling during overhaul. Much damage can occur to these unless handling is done carefully.

**Aim**

2. The aim of this instruction is to lay down procedure for stripping, cleaning, repairing and reclamation for radiator fuel tanks and exhaust pipes for 'B' vehicles.

**Details**

3. The details are given as per Appendix 'A' to this Instruction,

HQ DGBR GRI NO. 82 DATED JUL 74
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**REPAIR : CONTENT AND TECHNIQUES FOR BASE OVERHAUL OF RADIATOR, FUEL TANKS AND EXHAUST PIPE FOR 'B' VEHICLE**

Srl No	Item	Stripping & Cleaning	Repair	Reclamation	Remarks
1	2	3	4	5	6
<b><u>RADIATOR</u></b> 1.	RADIATOR	Remove from vehicle and handle separately in suitable cradles/trolleys to avoid damage to radiator	Repair leaks by soldering, cut away and block out damaged cores. If excessively damaged replace cores.		
		Clean by CS (dip) Flush with hot water under pressure	Straighten bent ribs, unsolder upper/lower tank to remove dents as required and resolder in place.		
			Clean Radiator Cap, replace broken or corroded spring, Replace gasket		Test for leak in hot water under air pressure of 5 to 7 Psi.
2.	Frame Radiator guard & Fun shrouds	CS	Straighten if bent, Weld cracked portion		
3	Fuel Tank	Remove with straps from vehicles. Remove filler cap strainer; Remove fuel gauge sending unit and brass fittings and drain in Clean CS.	If lightly rusted, fuel tanks should be derusted and rust proofed by ICI: GRANO DINE process (phosphating). If heavily rusted, the fuel tank should be cut open for detailed inspection, the rust scales removed by wire brush/emery papers/sand blasting and the tank revedied as before. It sill then be rust prwofed by GRAND DINE process. All threaded holes if damaged will be filled up by welding and retapped.		Before re-welding soldering fuel tanks all petroleum, K oil must removed to danger of accidents. Fuel tanks will be tested for leakage at a pressure of 5 to 8 Psi after repair. Paint internally with petrol resistibly paint.

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1	2	3	4	5	6
			Fibre washers in fuel tank caps must be replaced and caps phosphated by ICI's Grenadine process.		Terne plating is also permissible in place of phosphating.
			All damaged strainers must be replaced		
4.	<b>Fuel Pipe &amp; Unions</b>	Remove all unions, clips and fuel pipes.	Anneal all copper fuel pipes. Remove all sharp kinks. Blow with compressed air, flush with clean fuel. Resolder nipples, joining of sections of copper pipes by soldering a copper sleeve is permissible. Old brass unions and nipples must be checked for correct seating and the seating corrected on a suitable fixture.		
5.	<b>Exhaust Pipe</b>	Strip from Vehicle, cut away old muffler box & trail pipe	Replace exhaust Pips, if burnt. Replace muffler box & tail pipe wherever these are perished. Replace packings in tail pipe support bracket.		

CS : CAUSTIC SODA