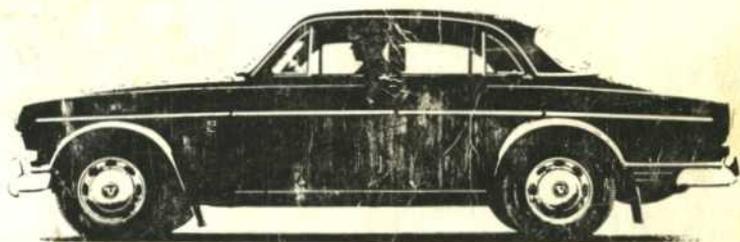


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TOLEVO



INSTRUKTIONSBOK
INSTRUKTIONSBOG
INSTRUKSJONSBOOK
INSTRUKTIEBOEKJE
INSTRUCTION BOOK
BETRIEBSANLEITUNG
LIVRO DE INSTRUÇÕES
LIBRO DE INSTRUCCIONES
MANUEL D'INSTRUCTIONS

121 / 122 S

VOLVO 121/122 S

TWO- AND FOUR-DOOR

CARS

(121/122 S M)

DESCRIPTION DRIVING



SERVICING

AB VOLVO GOTHENBURG SWEDEN

Service Department

Cables: "Volvo, Gothenburg, Sweden"

BEFORE YOU START DRIVING YOUR NEW VOLVO
PLEASE READ THROUGH THIS
INSTRUCTION BOOK CAREFULLY. IT CONTAINS ALL
THE INFORMATION YOU NEED TO BE ABLE TO
DRIVE AND SERVICE YOUR VEHICLE IN THE BEST
POSSIBLE WAY. BY FOLLOWING THE INSTRUCTIONS
GIVEN IN THIS BOOK, YOU WILL FIND THAT
YOUR VOLVO WILL COME UP TO ALL THE
EXPECTATIONS CONCERNING ECONOMICAL
OPERATION AND EXCELLENT PERFORMANCE THAT
YOU HAVE EVERY RIGHT TO EXPECT OF
A TOP-QUALITY VEHICLE.
THIS INSTRUCTION BOOK IS NOT INTENDED TO
BE A COMPREHENSIVE TECHNICAL MANUAL AND
DOES NOT CLAIM TO MAKE THE
READER INTO A PERFECT CAR MECHANIC. IT WILL,
HOWEVER, SHOW YOU HOW TO LOOK AFTER YOUR
VEHICLE SO THAT TROUBLE IN THE FUTURE
CAN BE AVOIDED

AB VOLVO

DO NOT
WAIT UNTIL SOMETHING GOES
WRONG BEFORE YOU START READING
THIS BOOK. READ IT NOW.
THE SHORT TIME THIS TAKES WILL MORE THAN
REPAY YOU IN THE LONG RUN.
THE BETTER YOU KNOW YOUR VOLVO, THE
BETTER SERVICE IT CAN GIVE YOU.
THIS BOOK CAN CONTAIN SOME VALUABLE
INFORMATION EVEN FOR AN EXPERIENCED
MOTORIST
FINALLY, WE WOULD LIKE TO EXPRESS OUR
APPRECIATION FOR THE CONFIDENCE
YOU HAVE SHOWN IN THE NAME OF VOLVO
BY CHOOSING A VOLVO VEHICLE.
WE ARE SURE THAT THE DEMANDS YOU MAKE
ON YOUR VOLVO WILL BE MORE THAN
SATISFIED, APART FROM THE FACT THAT YOU
WILL ENJOY DRIVING IT, AND THAT IT WILL
GIVE YOU FAITHFUL SERVICE FOR MANY,
MANY MILES.

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VOLVO SERVICE

Volvo Service Organization

In order to get the most out of the invested capital represented by a car, it must be looked after and serviced rationally. Volvo has gone to a great amount of trouble in the design and selection of material to ensure that the car in question only requires a minimum of servicing. All this work will be in vain unless we can count on your co-operation - that is to say, that you make sure that your vehicle gets the regular 'servicing it needs. In order to help you, Volvo has built up a world-wide service organization. All Volvo dealers have specially trained personnel and receive a continuous supply of technical information from the Volvo Service Organization concerning repair and adjustment work. They have also special tools, designed at the Volvo factory.

All Volvo dealers have a comprehensive stock of spare parts which is your guarantee for genuine Volvo spares. This is why our dealers are in the very best position to give your vehicle first-class service concerning both maintenance operations and repairs. You should also refer to your dealer if you need information about your Volvo that is not included in this instruction book.

It is not only in your own country that there is a Volvo workshop within easy reach but Volvo also has a widely distributed service network in other countries too.

VOLVO SERVICE

Warranty and Service Booklet

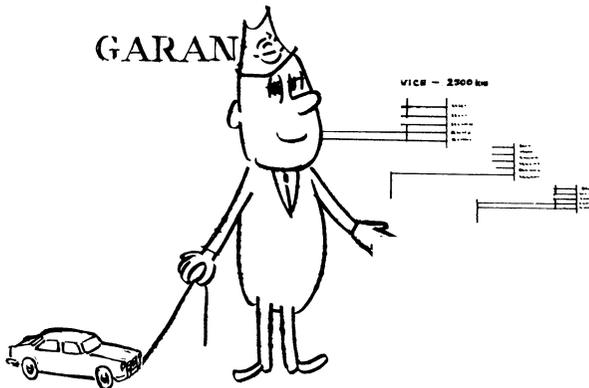
A warranty and service booklet accompanies each vehicle when it is delivered. This book contains a coupon entitling you to a cost-free service inspection after 2 500 km (1 500 miles) running. If possible, let the dealer who supplied the vehicle carry out this service inspection. If necessary, however, any of our dealers can do this.

If our six-month guarantee is to apply, we make one absolute condition and that is that the above-mentioned cost-free inspection is carried out at roughly the mileage shown and that the vehicle has been looked after in accordance with the instructions in this book.

Service Inspections

After the cost-free service inspection has been carried out, you should make an agreement with your dealer concerning continued, *regular service inspections* in accordance with the suggestions made in our *Service Book*. *Thorough and regular servicing is of vital importance for the performance and length of life of the vehicle.*

Always use genuine Volvo spares.



DESCRIPTION

General

The Volvo 121/122 S is a two- or four-door, five-seater car. Many colours are available and in each particular case the colour of the internal fittings and upholstery harmonizes with the external finish of the car. In addition to a spacious luggage compartment, where the spare wheel and tool kit are stowed, there is also plenty of storage space inside the car itself, such as a shelf with its own lighting under the dashboard, a recessed hat shelf below the rear window and roomy pockets on the inside of the front doors. Standard equipment on the car includes a trip meter in the speedometer, a windscreen washer and a back-up light which goes on automatically when the reverse gear is engaged. Both front seats are fitted with safety belts. The car is of the integral construction type so that there is no separate frame. The front and rear suspensions as well as the engine and transmission are attached directly to the body. The surface finish of the body is synthetic and the primer used rust-proofs the body. The car is also thief-proof since the connection between the ignition switch and the ignition coil is in the form of an armoured cable.

Type designations



This instruction book deals with vehicles having the following type designations:

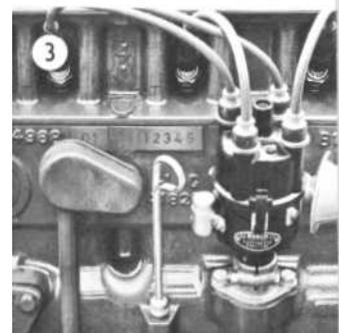
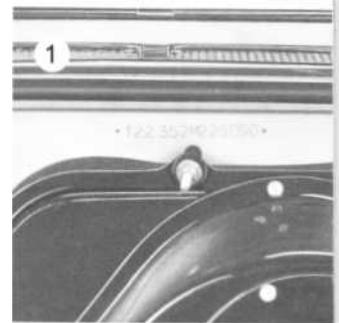
Type designation	Engine	Gearbox
121341 M or 121342 M	B 18 A	M 40
121361 M or 121362 M	B 18 A	BW 35*
122341 M or 122342 M	B 18 D	M 40
122351 M or 122352 M	B 18 D	M 41
122461 M or 122462 M	B 18 D	BW 35*
131211 M or 131212 M	B 18 A	M 30
131341 M or 131342 M	B 18 A	M 40
131361 M or 131362 M	B 18 A	BW 35*
132341 M or 132342 M	B 18 D	M 40
132461 M or 132462 M	B 18 D	BW 35*

On the USA market, 12234 and 13234 have designations 12244 and 13244 respectively.

Moreover, the letter **M** is not included in the type designation for the models on the USA market.

1. The type designation and chassis number are stamped on the cowl under the bonnet.
2. Stamped on a plate to the left under the bonnet is the type designation together with the code numbers for colour and upholstery.
3. The engine type designation, part number and serial number are given on the left-hand side of the cylinder block. The last figures of the part number are stamped on a tab. The serial number follows this with all the figures stamped on. For identifying the engine, both the part number and serial number should be quoted, for example 496801-12345.

⌋) See separate supplement.



In all correspondence concerning your vehicle with the dealer and when ordering spare parts, the *type designation, chassis and engine number* should always be quoted.

DESCRIPTION

The engine is a four-cylinder carburettor unit with overhead valves. The pistons are made of light-alloy and the upper compression ring on each piston is chromed. The main bearings and connecting rod bearings are replaceable. The crankshaft is statically and dynamically balanced.

Engine type B 18 A has an output of 85 h.p. (SAE) and is equipped with Zenith-Stromberg horizontal carburettor.

Engine type B 18 D has an output of 100 h.p. (SAE) and is equipped with twin SU horizontal carburettors.

Fuel system

The fuel system is fed from the tank to the carburettor by a fuel pump which is driven by a cam on the engine camshaft. There is a filter in the fuel pump which traps water and other impurities in the fuel.

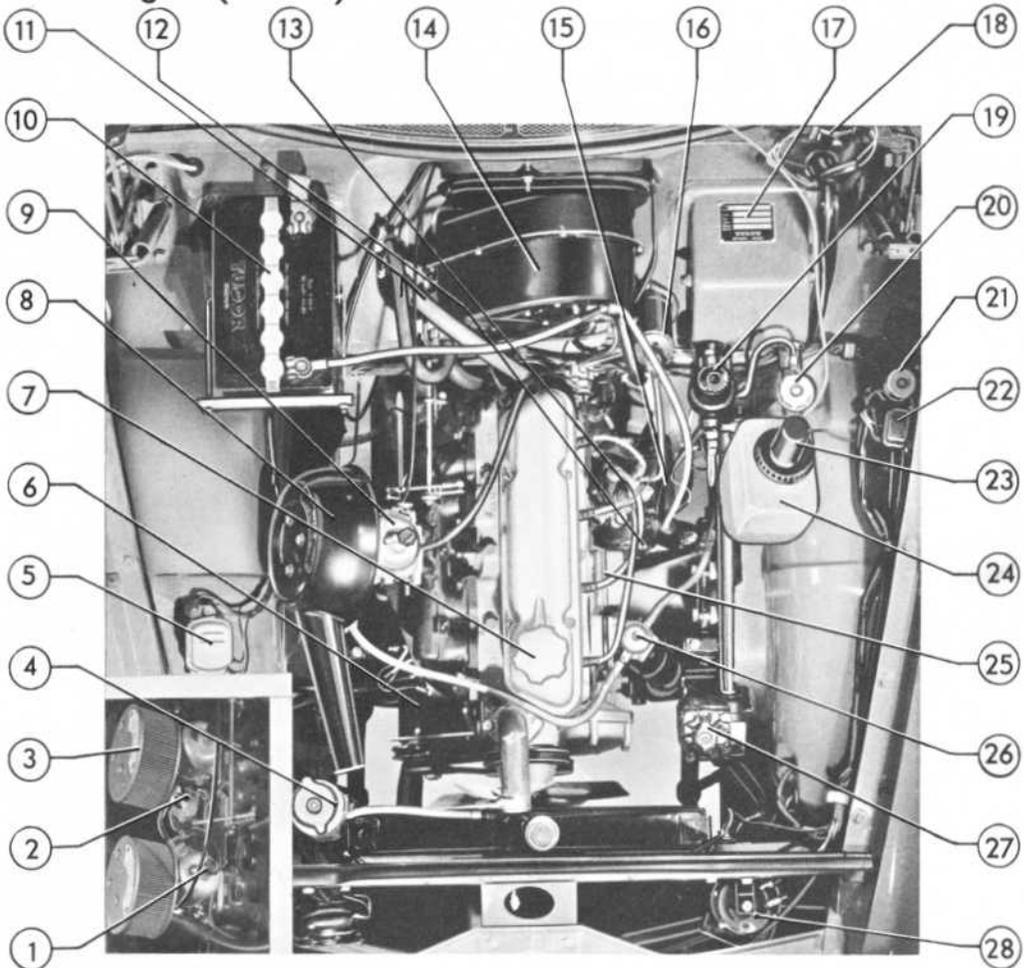
Lubricating system

The engine lubrication is taken care of by a gear pump which sucks up oil from the sump on the bottom of the engine and forces it through the oil filter out to the lubricating points in the engine. A relief valve is built into the oil filter which prevents the oil pressure from reaching excessively high values.

Cooling system

The engine is water-cooled and the cooling system is of the pressure type. Water is circulated by means of a pump fitted on the fan shaft. A thermostat with an opening temperature of about 76°C (169°F) prevents the cooling water from passing through the radiator before the engine has reached its normal working temperature.

Engine (B 18 A)



Engine (B 18 D)

- | | | |
|---|--|--|
| 1. Carburettor (B 18 D) | 12. Oil dipstick | 21. Relay for back-up light |
| 2. Float chamber (B 18 D) | 13. Distributor | 22. Relay for headlight flasher |
| 3. Air cleaner (B 18 D) | 14. Heater | 23. Motor for windscreen washers |
| 4. Expansion tank with filler cap for coolant | 15. Starter motor | 24. Fluid container for windscreen washers |
| 5. Charging control | 16. Ignition coil | 25. Oil trap |
| 6. Dynamo | 17. Plate with type designation and code for colour and upholstery | 26. Fuel pump |
| 7. Oil filler cap | 18. Fusebox | 27. Steering box |
| 8. Air cleaner (B 18 A) | 19. Brake fluid container | 28. Horn |
| 9. Carburettor (B 18 A) | 20. Clutch fluid container | |
| 10. Battery | | |
| 11. Hoses for heater system | | |

DESCRIPTION

Electrical system

The electrical system is of the 12-volt type and is fitted with a voltage control dynamo. The starter motor is controlled from the instrument panel by means of the ignition key. This key also forms the main switch for the rest of the electrical system. The cables to the headlights, parking lights and internal lighting, however, are not taken over the ignition switch but can be switched on and off without the ignition key being in position.

Lighting

The lighting on the vehicle consists of two headlights (full and dipped) together with two combined flasher and parking lights. At the rear the lighting consists of two tail lights including flashers, combined lamps for the tail lights and brake warning lights, and the back-up light. Internal lighting consists of a roof light above the rear view mirror and a light for the parcel shelf.

See pages 42-44 concerning replacement of bulbs.

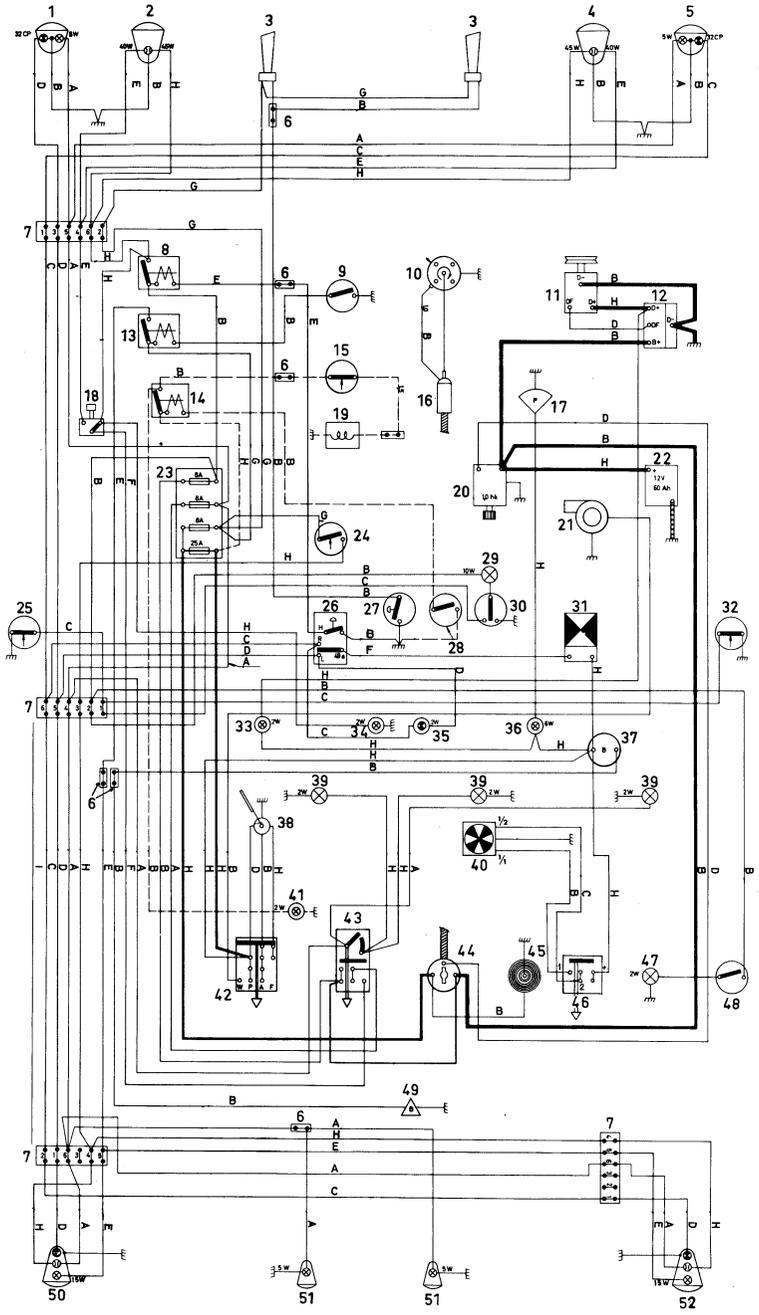
Fuses

The electrical system is protected by means of fuses fitted in a fusebox to the left on the bulkhead under the bonnet. When replacing a fuse, be sure that you use a one of the right rating. If one of the fuses should blow repeatedly, do not fit a more powerful fuse. Instead, take the vehicle to a workshop for a check of the electrical system.

- | | | |
|--|---|--|
| 1. Flasher and parking light, left | 22. Battery | screen wiper and washer |
| 2. Headlight, left | 23. Fusebox | |
| 3. Horn | 24. Brake contact | 43. Lighting switch |
| 4. Headlight, right | 25. Door contact, left | 44. Ignition switch |
| 5. Flasher and parking light, right | 26. Light signal device | 45. Cigarette lighter |
| 6. Connector | 27. Relay for horn | 46. Control for ventilation fan |
| 7. Junction block | 28. Overdrive switch ¹⁾ | 47. Glove compartment lighting |
| 8. Relay for headlight signal | 29. Roof light | 48. Switch for glove compartment lighting |
| 9. Reversing light contact | 30. Switch for roof light | 49. Fuel gauge impulse unit |
| 10. Distributor | 31. Flasher unit, direction indicators | 50. Rear lamp, left, with rear light, stop light, flasher and back-up light |
| 11. Dynamo | 32. Door contact, right | 51. Number plate lighting |
| 12. Charging control | 33. Control lamp for charging | 52. Rear lamp, right, with rear light, stop light, flasher and back-up light |
| 13. Relay for reversing light | 34. Control lamp for fullbeam headlights | |
| 14. Relay for overdrive ¹⁾ | 35. Control lamp for direction indicators | |
| 15. Overdrive contact ¹⁾ | 36. Control lamp for oil pressure | |
| 16. Ignition coil | 37. Fuel gauge | |
| 17. Oil pressure warning indicator | 38. Windscreen wiper | |
| 18. Foot dipper switch | 39. Instrument lighting | |
| 19. Solenoid for overdrive ¹⁾ | 40. Ventilation fan | |
| 20. Starter motor | 41. Control lamp for overdrive | |
| 21. Windscreen washer | 42. Control for wind- | |

A = White E = Grey
B=Black F =Yellow
C= Blue G=Brown
D = Green H =Red
I = Spare lead

¹⁾ Applies only to cars equipped with overdrive



DESCRIPTION

Power transmission

Clutch

The function of the clutch is to transmit the power from the engine to the gearbox. The clutch is of the single dry plate type with diaphragm spring. The diaphragm spring functions partly as a lever when declutching and partly as a pressure spring when engaging.

Gearbox

The gearbox is used to regulate the speed ratio between the engine and the rear axle so that the engine always operates in its most favourable speed range. The gearbox is synchronised on all the forward gears; this means that gear-changing can be carried out without double declutching. Since the gearbox is fitted with helical gears and the gear lever is rubber insulated, excellent sound insulation is obtained. See page 57 for data.

Propeller shaft

The propeller shaft, which is the connecting link between the gearbox and the rear axle, is divided into two sections. The forward section is journalled at its rear end in a bearing housing suspended in a rubberized ring.

Rear axle

The driving power of the engine is transmitted from the propeller shaft to the rear wheels through the rear axle. The rear axle is of the hypoid type, i.e. drive pinion is below the centre line of the drive shafts. See page 57 for data.

Brakes

The vehicle is equipped with disc brakes at the front and drum brakes at the rear as standard. The brake system is also provided with a reducer valve, which prevents involuntary locking of the rear wheels.

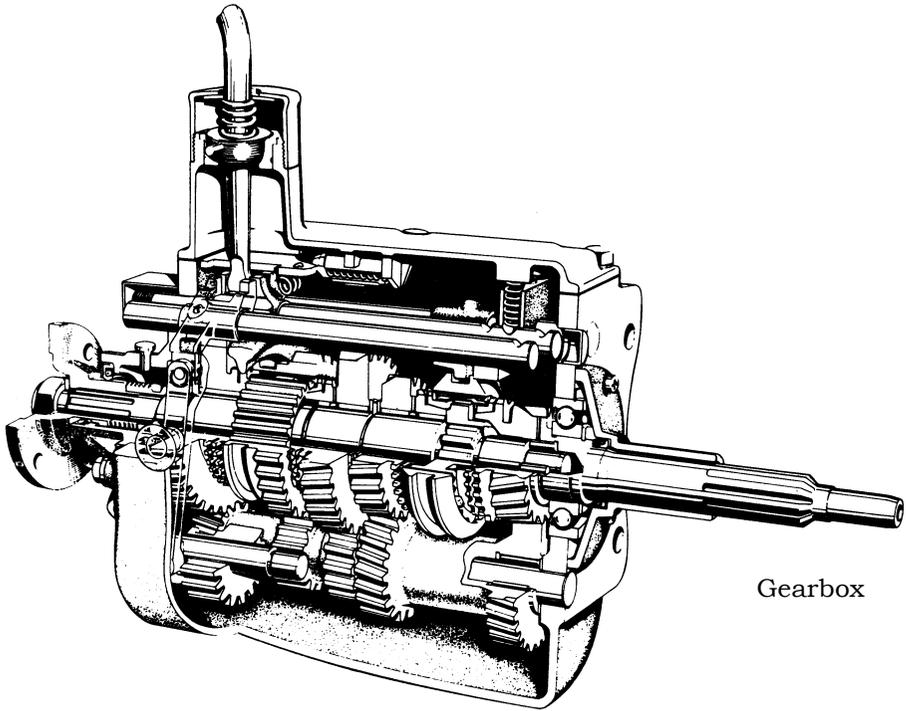
The footbrake system is hydraulic and influences all four wheels. The hydraulic system consists of a fluid-filled master cylinder which, when the brake pedal is depressed, transmits the brake pressure through the brake fluid in the lines to the wheel unit cylinders. The plungers in these are then pressed outwards and apply the brake shoes or brake pads respectively.

Vehicles fitted with the B 18 D engine are also provided with vacuum type servo brake cylinders.

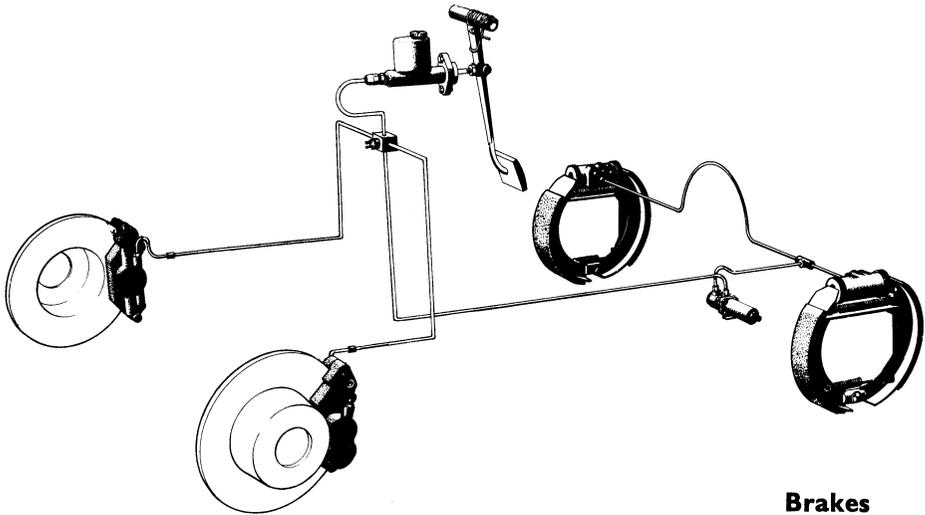
The handbrake system operates mechanically on the rear wheels.

Wheels and tyres

The vehicle has pressed steel wheels with lugs for the attachment of the hub caps. All wheels are carefully balanced and the tyres are of the tubeless type.



Gearbox



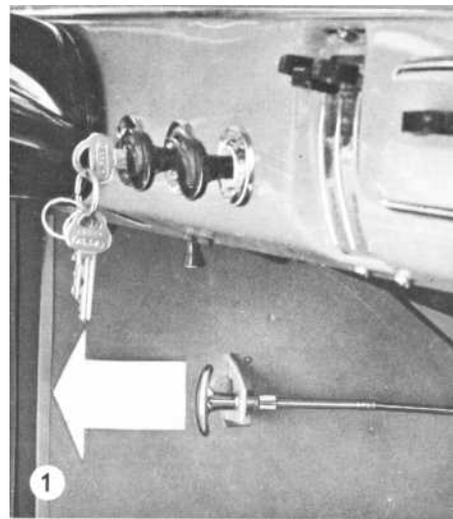
Brakes

DESCRIPTION

Body

Bonnet

- ① The bonnet is fitted with a catch which is operated from the driving seat through a handle located to the left under the instrument panel. The bonnet catch is released by pulling the handle out.
- ② When the bonnet catch handle has been released inside the car, the bonnet is still retained by a safety catch. After this is pressed in as shown, the bonnet can be lifted up. When the bonnet is closed the bonnet catch is automatically locked and cannot be lifted until the handle inside the car has been pulled again. Check to make sure that the bonnet is properly secured when it is closed.



Luggage compartment

- ③ The door key is used to lock the luggage compartment, which is opened by pressing the handle upwards as shown. The luggage compartment lid is balanced and does not need to be held up. To the left in the compartment there is room for the spare wheel and tool kit. Always make sure that the spare wheel is fastened securely and that the tool kit is firmly stowed, otherwise irritating rattles can occur.



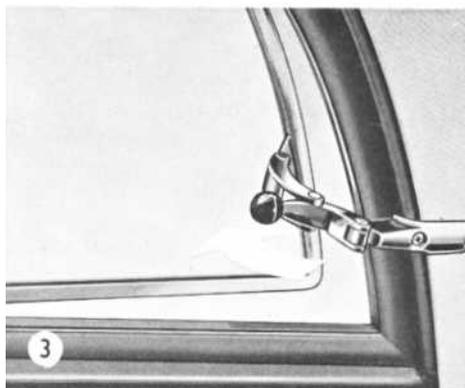
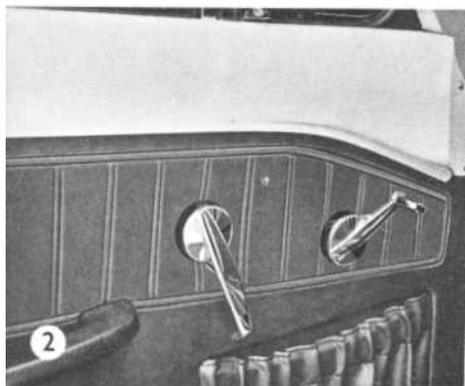
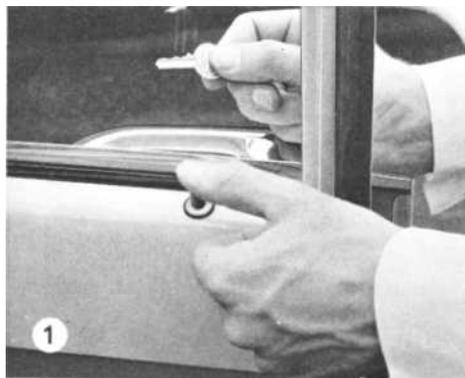
Doors and locks

① There is a lock with a keyhole on each of the front doors. All the doors can be locked from inside the car by pressing down the lock buttons on the window ledge. On the rear doors, this button must first be pulled up before the doors can be opened from the inside. This is an important safety factor if children are alone in the back. All the doors can be locked by pressing down the internal lock button and then closing the doors. *Do not leave the keys in the car, otherwise you can easily lock yourself out.*

Many people make it a habit of pressing down all the lock buttons. In itself this is not an extra safety precaution. On the other hand, however, the passengers are locked in and this might be dangerous should an accident occur, especially involving fire. For this reason you should always leave at least one door (for example, one or both front doors) "unlocked" when driving.

② The doors are opened from the inside by turning the handle to the rear. The ventilation windows for the doors are opened by unscrewing the lock stud, after which it can be pressed in and the handle turned upwards. With the stud in the screwed-in position, the handle is locked.

③ The rear side windows of two-door cars can be partly opened by setting the handle at the rear edge in different positions (does not apply to 13121).



In order to prevent freezing-up of the locks, a suitable anti-freeze agent should be used in cold weather. If the locks are already frozen, do not exert undue force on the key otherwise you might break it. Instead, heat it with a match or similar and place it quickly into the keyhole.

DESCRIPTION

Front seats

- ① The front seats can be slid backwards or forwards after the knob on the outside of the seat is pressed down. Exert leverage with your feet on the floor and slide the seat to the desired position.

If necessary, the seats can be moved 25 mm (1") further to the rear than permitted by the slide rails by using the extra holes in the seat frames.

The backrest inclination of the front seats is smoothly adjusted by means of an adjuster knob located at the outside of the seat frame at the bottom.

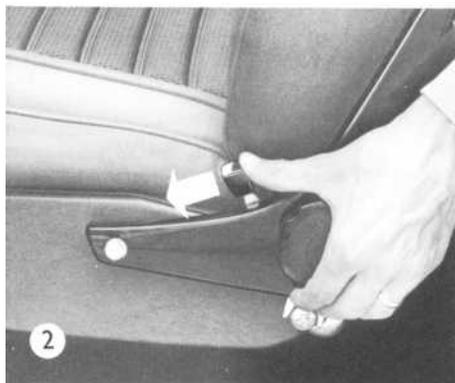
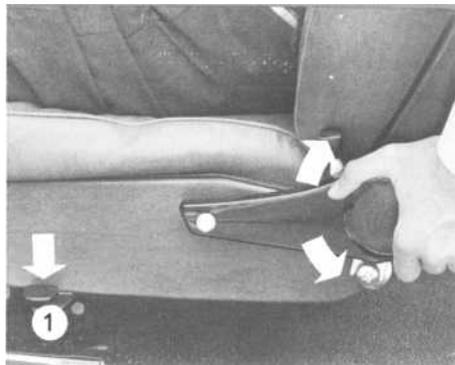
- ② On the two-door model the backrest is locked in the raised position by means of a catch. In order to tip the backrest forwards the catch at the rear edge of the seat frame must be lifted backwards and upwards.

- ③ The front seat is also provided with an adjustable lumbar support. For adjusting this, the backrest is provided with holes on both sides. To tension the lumbar support, turn the screw clockwise and vice versa.

- ④ The inclination of the whole seat can be adjusted with the eyelet screw at the front under the seat. Remove the screw which goes through the eyelet and tip the seat backwards as shown in the figure. Then slacken the locknut on the floor and screw the eyelet screw upwards or downwards to the desired height. Then secure the eyelet screw with the locknut.

The whole seat can also be raised or lowered, which is done as follows. Remove the seat cushion, unscrew the two bolts on the seat frame attachment and then place them in one of the other holes in the bracket.

- ⑤ The front seat backrest has built-in attachments for fitting a headrest.



Safety belts

Standard on this vehicle includes safety belts for both the front seats. Utilize this simple but effective safety device. Even when driving slowly, for example, in town traffic, a sudden, unexpected stop can cause serious injury. *For this reason, the safety belt should always be on when driving.*

①

The length of the belt can be adjusted at the outer, lower attachment.

When the belt is to be used, it is removed from the retaining hook on the door pillar and then placed with one band round the waist and the other band over the shoulder and chest and then locked in the anchorage between the front seats.

②

The belt is released by moving the lever in question to the rear.

Make a habit of always hanging up the belt when not in use. If it is allowed to lie on the floor it will become dirty and frayed and will obstruct getting in and out of the vehicle.

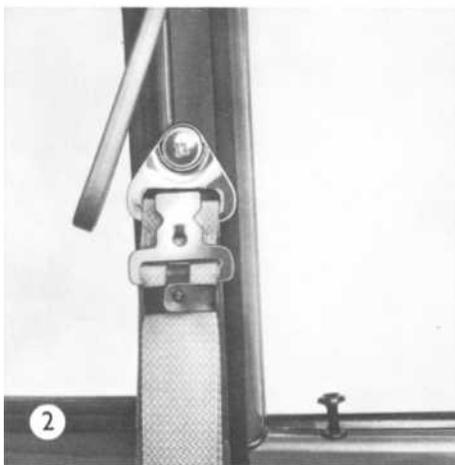
Check now and then that the bolts which hold the belt are properly tightened. If the belt has become dirty it can best be cleaned with water and synthetic washing agent. Petrol and similar must not be used since this can cause stains.

As the safety belts lose much of their strength when exposed to stretching, they should be replaced after a collision even though they may appear to be undamaged.

Rear seat

③

The rear seat is provided with a folding armrest in the middle.



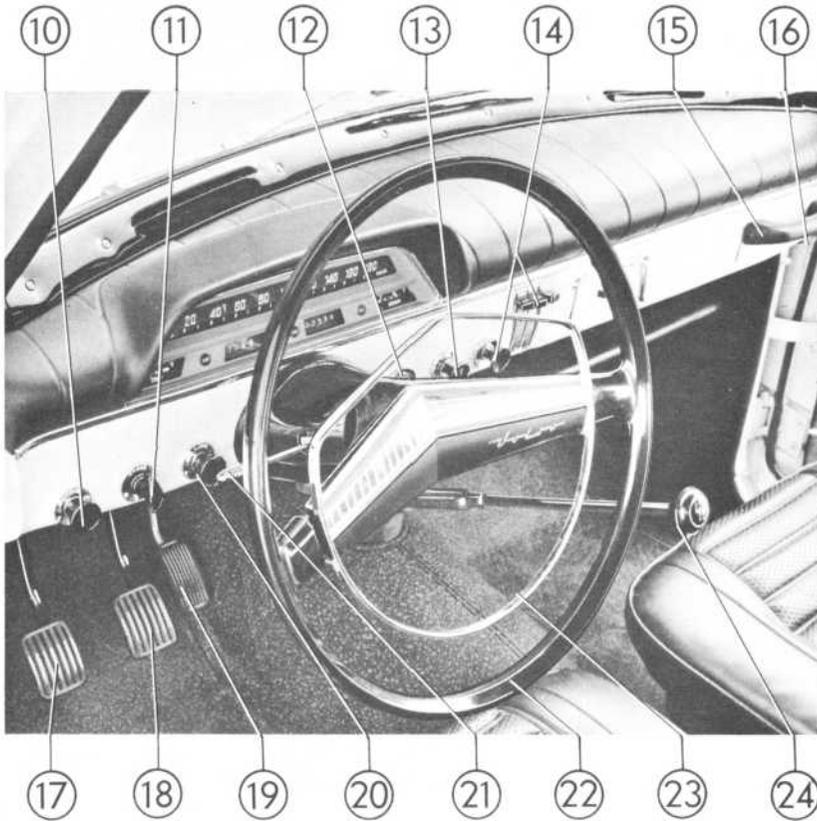
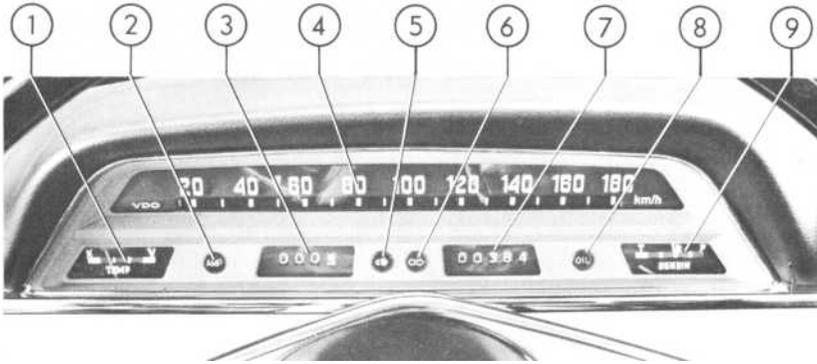
DESCRIPTION

Instruments and operating controls

Before you start the engine, sit behind the wheel and carefully check through all the instruments and controls. The location of these is shown in the illustration. The instruments and operating controls are described in more detail on the following pages with reference to the numbers in the illustration.

Immediately after starting, and now and then while driving, you should glance at the instruments and check that they are showing normal readings according to the values stated.

1. Temperature gauge
2. Warning lamp, battery charging
3. Trip meter
4. Speedometer
5. Control lamp, full headlights
6. Control lamp, directional signals
7. Mileometer
8. Warning lamp, oil pressure
9. Fuel gauge
10. Control for windscreen wipers and washers
11. Choke control
12. Ignition switch and starter contact
13. Cigarette lighter
14. Heater controls
15. Grab handle
16. Switch for glove box lighting
17. Clutch pedal
18. Brake pedal
19. Accelerator pedal
20. Lighting switch
21. Direction indicator switch
22. Steering wheel
23. Horn ring
24. Gear lever



DESCRIPTION

1 Temperature gauge

The temperature gauge shows the temperature of the cooling system and thus indicates the working temperature of the engine. The indicator on this gauge should remain within the green marking. If it should show an excessively high temperature for a long time, this can depend upon the fact that the channels in the cooling system are blocked and circulation is thus being hindered. In such cases the cooling system should be cleaned (see page 40).

2 Battery charging control lamp

This lamp lights up when the battery is discharging, this being normal at idling speed. If you accelerate a little, this lamp should go out. Should the lamp light up while you are driving, this generally means that there is some fault in the electrical system or that the fan belt is not sufficiently tensioned and is slipping on the pulley, thereby causing poor charging.

3 Trip meter

This trip meter, which is graduated in tenths of a mile, can be used to measure even short distances. The meter can be reset to zero by means of a twist knob placed under the instrument panel to the left of the steering column. The knob is turned first to the right and then back to the left again.

4 Speedometer

The speedometer has a horizontal indicator, the right hand point showing the speed at which you are travelling. Since the length of the red strip is proportional to the speed, this is in itself a safety factor - the more red you can see, the more dangerous your speed.

7 Mileometer

The mileometer shows the total distance covered in miles. At a reading of 99 999 miles the mechanism returns to zero and starts to go round again.

8 Oil pressure warning lamp

When you switch on the ignition, this lamp should light up and then go out again when the engine has been started. *Should the lamp light up while you are driving*, the engine should be stopped immediately and the cause for this determined. In most cases it means that the oil level is too low. After hard driving it may happen that the warning lamp lights when the engine goes down to idling speed. This is normal providing that it goes out again when the engine speed is increased.

DESCRIPTION

10 Control for windscreen wipers and washers

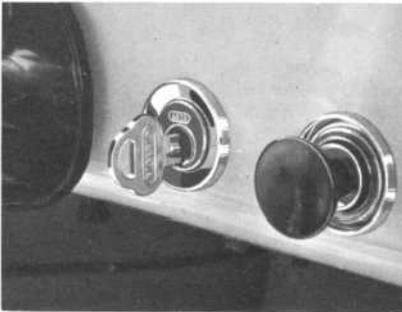
The control for the windscreen wipers and washers has four positions. When pressed in, the control is shut. When pulled out one step, the windscreen wipers operate at normal speed. When pulled out two steps, the windscreen wipers move more quickly. When pulled out fully, the windscreen washers are also operated. (Not standard on USA cars.) When the control is pressed in again, the wiper blades stop when they have reached their normal position.

The liquid container for the windscreen washers is placed under the bonnet and holds about $1\frac{1}{2}$ litres ($2\frac{3}{4}$ Imp. pints = $3\frac{3}{4}$ US pints). *Never allow the wiper blades to operate on a dry and dusty surface since the glass and blades can then easily be scratched.*

11 Choke control

The choke control is used when the engine is started from cold. When pulled out about 10-15 mm ($3/8$ - $5/8$ "), the control influences the throttle flap and increases idling speed. When pulled out further, the control enriches the fuel - air mixture.

12 Ignition switch



1. "Radio" position

In this position, the complete electrical system of the vehicle with the exception of the engine ignition system, is switched on.

2. Neutral position

3. Driving position

4. Starting position

To start the engine, turn the key to this position which engages the starter motor.

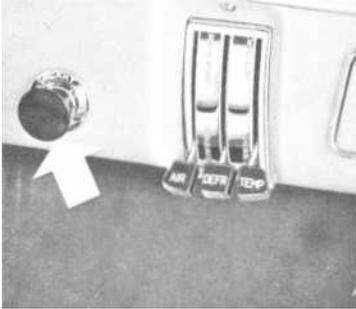


13 Cigarette lighter

To use the cigarette lighter, push it in. As soon as it has heated up sufficiently, it will automatically spring out backwards.

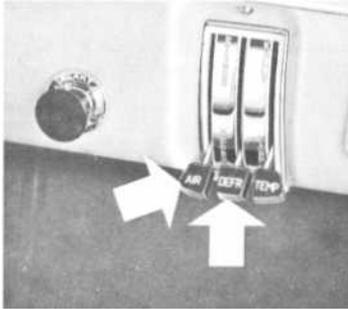
DESCRIPTION

14 Heater and ventilation system



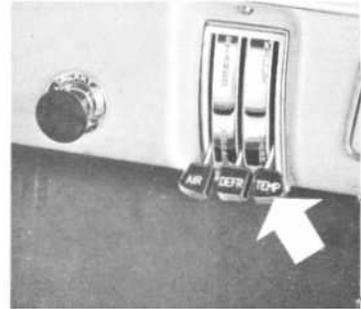
Switch for fresh-air fan

Pushed right in - closed
Interco. pos. - full output
Fully out - half output



Air-flow

AIR _ Air to front seat floor
DEFR = Air to windshield
and to rear seat floor



Sliding control for air temp.

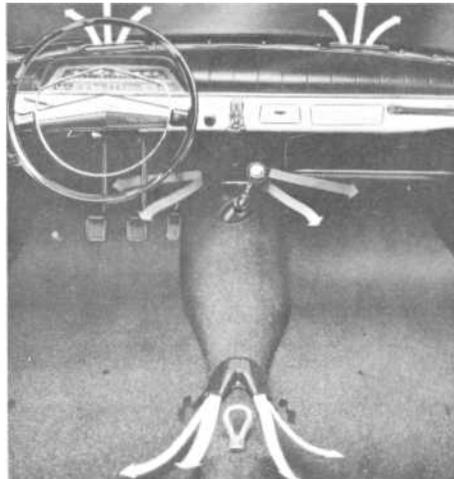
This control is used to regulate the temperature of the incoming air.

The heating and ventilation system of the car is operated as shown above. Air is sucked in by the fan and then passes through a heater element to a distributing chamber where it is distributed to the floor and wind-screen by means of the controls. NOTE: During normal condition there is sufficient air-flow due to the fact of the overpressure at the air inlet of the vehicle. If greater quantities of air are required, use the fan. The heater element is connected with a thermostat which keeps the temperature constant. When the temperature control is moved, there will be a slight delay before the heater element adjusts itself to the desired temperature.

The figure shows the air duct to the rear seat and the air distribution in the vehicle when both the "AIR" and "DEFR" controls are used.

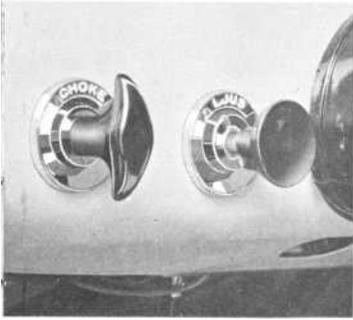
Misting on the windows

During cold or damp weather mist can easily form on the windows, particularly with a full number of passengers. The best way of getting rid of this or to avoid it altogether is to open the ventilation windows partly or fully and to set the fan and defroster controls at max. output.



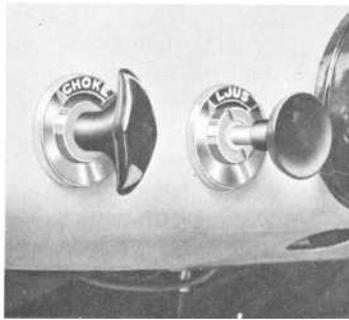
DESCRIPTION

20 Lighting switch



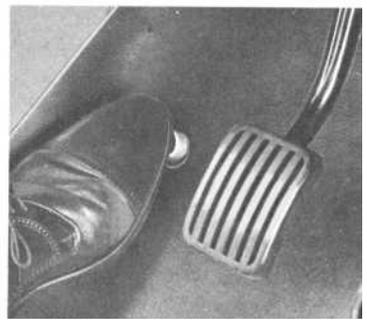
Parking lights

(Lighting switch pulled out one notch)



Dipped headlights

(Lighting switch fully out and foot dipper switch in dipped position)



Full headlights

(Lighting switch fully out and foot dipper switch in full position)

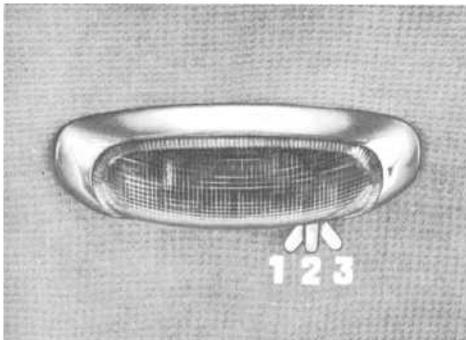
The headlights are switched from full to dipped and vice versa by depressing the dipper switch with your foot.

Instrument lighting

The instrument lighting is regulated by turning the lighting switch knob. The more this knob is turned clockwise, the stronger the instrument lighting will be.

Interior lighting

1. The lamp lights when the left-hand door is opened.
2. The light is off all the time.
3. The light is on all the time.



Direction indicator switch lever

The direction indicators are controlled by means of the switch lever to the left under the steering wheel.



DRIVING

Starting in a garage

If you start your vehicle in a garage, always open the garage doors before starting the engine. The exhaust gases from the engine contain the poisonous gas carbon monoxide which is particularly dangerous since it is both invisible and odourless.

Driving with the luggage compartment lid open

While driving with the luggage compartment lid partly or fully open, exhaust gases (and consequently also carbon monoxide) can be sucked into the car through the luggage compartment, particularly if a window is open. Normally this involves no risk for the passengers, but for the greatest safety the following advice should be followed:

1. Keep all windows closed.
2. Set the fresh air and defroster levers to fully open and the fan control to full speed.

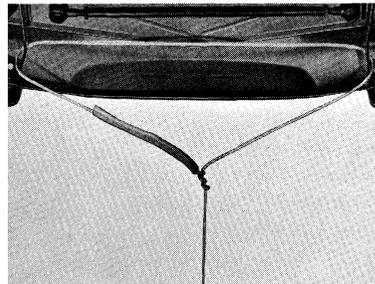
Braking

Steady acceleration and gentle braking are characteristic of a good driver and also result in the most economic running. Apply the brakes *before* going into a curve and use your gearbox on downhill gradients so that you save unnecessary wear on both brakes and tyres.

Violent braking is only justified in dangerous situations.

Towing

If the vehicle is to be towed, the tow-line should not be attached directly to the bumpers, but should be taken round the bumper supports. While the vehicle is being towed, the tow-line should be kept evenly stretched since violent jerks can damage the bumpers.



General

Before the vehicle was delivered from the factory it was subjected to a very thorough inspection. Your dealer, in his turn, carried out a further delivery inspection in accordance with the specifications of the Volvo factory. In addition to this there is the cost free service inspection after 2 500 km (1 500 miles). After this inspection the servicing of the vehicle should follow the routine in the *service book* which is based on a system involving an oil change and oil level check after every 5 000 km (3 000 miles) and service inspections after every 10 000 km (6 000 miles) running.

The simplest (and in the long run most profitable) way to give the vehicle the servicing it requires is to have all the servicing done by a Volvo workshop. You will then have all the work shown in the service book carried out in accordance with fixed prices and the workshop stamp in the service book will show how the vehicle is being serviced - this is also extremely important as far as second-hand value is concerned.

When designing the car, particular attention has been paid to the "safety details" (e.g. suspension, brakes and steering). They are calculated to withstand the severest stresses with a wide safety margin. However, if you use your car for hard driving, you should take the precaution of checking these parts for fatigue cracks sometime during the car's useful life, for instance when the parts concerned are reconditioned.

If you prefer to carry out the simpler servicing procedures yourself or if you are sometimes obliged to have them done by a workshop outside the Volvo organization, this chapter contains some advice as to when and how they should be carried out.

For the sake of convenience, the servicing procedures have been summarized in a maintenance scheme on the following pages.

SERVICING

Maintenance scheme

In the maintenance scheme below the servicing procedures have been given certain numbers which refer to the detailed descriptions on the following pages.

Some of the work must be carried out by skilled mechanics or requires the use of special tools and these have been marked in colour.

Operation	Carried out every :			See note below
	5 000 km 3 000 miles	10 000 km 6 000 miles	20 000 km 12 500 miles	
Lubrication				
1 Lubricate body		●		● Once a year
2 Check oil level in engine				● When tanking
3 Change oil in engine	●			● Spring and autumn
4 Check oil level in gearbox	●			
5 Change oil in gearbox	● ¹⁾			● 40 000 km (25 000 miles)
6 Check oil level in rear axle	●			
7 Change oil in rear axle	● ¹⁾			
8 Check oil level in steering box	●			
9 Check brake fluid level	●			
10 Check clutch fluid level	●			
Engine				
11 Clean oil filler cap				● 40 000 km (25 000 miles)
12 Clean crankcase ventilation				● 40 000 km (25 000 miles)
13 Replace oil filter				
14 Clean fuel filter		●		
15 Change air cleaner (B 18 A)			●	● 40 000 km (25 000 miles)
16 Change air cleaner (B 18 D)			●	
17 Check valve clearances				
18 Carry out compression test				
19 Check fan belt tension				
20 Check coolant level				● When tanking
21 Change coolant				● Every autumn
22 Check sparking plugs				
23 Change sparking plugs				

¹⁾ Only after the first 5 000 km (3 000 miles) ²⁾ Only if belt is new.

SERVICING

In addition to the servicing procedures mentioned in this scheme you should also regularly check the following from the point of view of traffic safety:

- a) lighting, including brake warning lights
- b) direction indicator flashers
- c) horn

Operation	Carried out every :			See note below
	5 000 km 3 000 miles	10 000 km 6 000 miles	20 000 km 12 500 miles	
24 Check distributor contact breakers ..				
25 Check ignition timing setting				
26 Clean and check carburettor				
Electrical system				
27 Check electrolyte level in battery ..				● When tanking
28 Check state of charge of battery				
29 Check headlight alignment				
Power transmission				
30 Check clutch yoke travel				
31 Check propeller shaft				Once a year
Brakes				
32 Check and overhaul brakes				
Front end				
33 Check front wheel alignment				
34 Check ball joints, steering rods, etc...				Once a year
Wheels and tyres				
35 Check tyre pressure				● When tanking
Body				
36 Washing				See page 48
37 Polishing				See page 48
38 Anti-rust treatment				See page 50
39 Cleaning				See page 50

SERVICING

Lubrication

Lubrication is the most important procedure in servicing a vehicle. The cost of lubricant is insignificant compared with the cost of repairs caused by neglected lubrication.

All metallic surfaces, no matter how finely ground they are, consist of extremely small uneven points. If two ground surfaces are pressed together and rubbed, the uneven surfaces will engage in each other and result in friction and wear. If these two surfaces are separated by a thin coating of oil, however, the friction disappears and with it the wear. This is exactly what happens when bearings, pistons and gears in the vehicle are lubricated. The oil or grease actually prevents the metallic surfaces from coming into direct contact with one another.

This means that from a purely theoretical viewpoint the metallic surfaces in a motor vehicle are never subject to wear and it should be sufficient to lubricate them once. Unfortunately this is not so in practice. The uneven surfaces are worn down more and more and the minute particles released contaminate the oil which also becomes partially carbonized. It is thus impossible to avoid wear completely, but wear can be decreased and prevented to a very large extent *by regular and careful* lubrication.

Chassis maintenance

To simplify maintenance of your Volvo, the vehicle has been equipped with ball joints, steering rods and propeller shaft of such a design that they do not require regular lubrication. This has been possible due to the fact that points which normally require lubricating have been packed with very durable grease at the factory and then carefully sealed, thus obviating the need for lubrication.

However, in order to be certain that these parts are functioning properly, it is necessary to inspect thoroughly their seals and rubber sleeves after every 10 000 km (6 000 miles) or at least once a year.

Oil should be changed or the oil level checked after every 5000 km (3000 miles) in accordance with the lubricating chart at the -end of the book. After every 10 000 km (6 000 miles) the vehicle should undergo the 10 000 km (6 000 miles) inspection at a Volvo workshop. The measures taken during this inspection are also to be found in the lubricating chart.

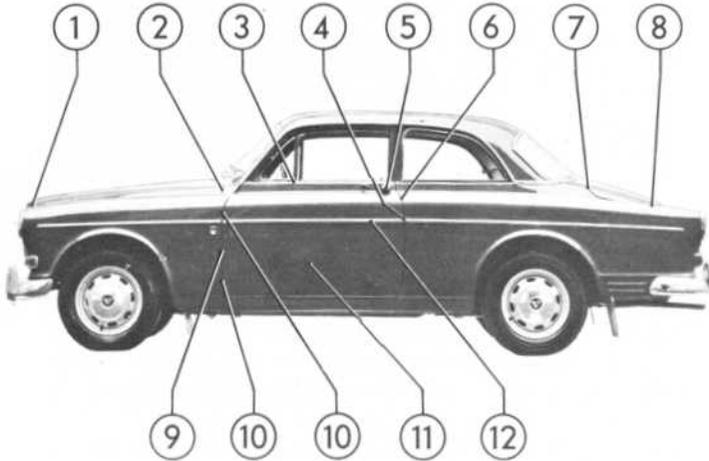
You should follow the recommendations of the Service Booklet, which are based on Volvo's own investigations. Use only first-class lubricants of a well-known make. The *right* lubricant in the *right* quantity at the *right* time will increase both the lifetime and reliability of your car.

SERVICING

1 Body lubrication

In order to avoid squeaks and unnecessary wear, the body should be lubricated about every 10 000 km (6 000 miles) or at least once a year.

During the winter season the door locks and luggage compartment lock should be treated with a suitable anti-freeze agent to prevent them from freezing up.



No.	Lubricating point	Lubricant
1	Bonnet catch	Paraffin wax
2	Bonnet hinges	oil
3	Ventilator window catches and hinges	oil
4	Catches	Paraffin wax
5	Door handle lock buttons Keyholes	Paraffin wax Silicon oil
6	Door locks	Silicon oil
7	Luggage compartment hinges	oil
8	Luggage compartment lock	Oil
9	Door stops	Paraffin wax
10	Door hinges	Oil
11	Driving seat rails and catches	Paraffin wax and oil
12	Window lifts Locks (Accessible after removal of door panels).	Oil and grease Silicon grease

SERVICING

2 Check the oil level in the engine

The oil level in the engine should be checked each time the fuel tank is filled. Carry out the check with the engine switched off by using the oil dipstick which is on the left-hand side of the engine.

The oil level should be between the two marks on the dipstick. It must *never be permitted to go down below the lower mark*, but on the other hand the oil level should not be above the upper mark since oil consumption will then be abnormally high.

If necessary top up with new oil *of the same type already in the engine*.



3 Changing the engine oil

For lubrication of the engine, oil "For Service MS" should be used. The viscosity should be selected according to the table below. Multigrade oil SAE 10 W-30, which covers the entire temperature range, is recommended.

The intervals between oil changes depend to a great extent on the driving conditions to which the engine is subjected, as can be seen from the table below.

Light driving conditions concern long-distance driving on motorways with the engine thoroughly warm and with infrequent stopping and starting.

Normal driving conditions concern relatively short distances (not interrupted by frequent stopping and starting), when the engine is able to become warm but cools down between individual journeys.

Unfavourable driving conditions concern continuous driving in congested traffic with much stopping and starting and long periods with the engine idling.

Oil change intervals, km (miles) *)			Oil grade	Oil capacity	
Operating Conditions	Summer	Winter		For oil changing	Including oil filter
Light	5000 (3000)	5000 (3000)	Multigrade SAE 10 W-30 or motor oil "For Service MS"	3,25 litres (5 ³ / ₄ Imp. pints = 7 US pints)	3,75 litres (6 ³ / ₄ Imp. pints = 8 ³ / ₄ US pints)
Normal	5000 (3000)	2500 (1500)	Viscosity: below 0°C (32°F) SAE 10W between 0°C and + 30° C (32-90 °F) SAE 20		
Unfavourable	2500 (1500)	2500 (1500)	above +30°C (90°F) SAE 30		

*) During the running-in period the oil should be changed after the first 2 500 km (1500 miles).

SERVICING

4 Gearbox

- 5 The oil in the gearbox should be checked after every 5 000 km (3 000 miles). The oil level should be up to the filler hole. If necessary top up with new oil. The oil in the gearbox should be changed after every 40 000 km (25 000 miles). In the case of a new or reconditioned gearbox the oil should also be changed after the first 5 000 km (3 000 miles). The old oil should be drained off immediately after the vehicle has been run.

Oil grade	Viscosity	Oil capacity
Gear oil	SAE 90 — Continuously below 32°F (0°C) SAE 80	0.75 litre 1 ¹ / ₄ Imp. pints 1 ¹ / ₂ U. S. pints

6 Rear axle

- 7 The oil level in the rear axle should be checked after every 5 000 km (3 000 miles). The oil level should be up to the filler hole. If necessary top up with new oil.
The oil in the rear axle should be changed after the first 5 000 km (3 000 miles), when the rear axle should be flushed thoroughly with flushing oil before being filled with the new oil. The old oil should be drained off immediately after the vehicle has been run, when the oil is still warm. After this oil change, only the oil level need be checked and topping up take place with new oil if necessary.

Oil grade	Viscosity	Oil capacity
Hypoid oil	SAE 90 — Continuously below 32°F (0°C) SAE 80	1.3 litres 2 ¹ / ₄ Imp. pints 2 ³ / ₄ U. S. pints

8 Steering box

The oil level in the steering box should be checked after every 5 000 km (3 000 miles). The oil level should be up to the filler plug. If necessary, top up with new oil *of the same grade and viscosity as that already used*. The oil in the steering box does not usually need to be changed.

Oil grade	Viscosity	Oil capacity
Hypoid oil	SAE 90 — Continuously below 32°F (0°C) SAE 80	0.25 litre 3 ³ / ₈ Imp. pint 1 ¹ / ₂ U. S. pint

SERVICING

- 9 Brake fluid
- 10 Clutch control fluid

The fluid level in the brake and clutch control hydraulic systems should be checked after every 5 000 km (3 000 miles). The fluid should be up to the level marks in the containers. Use brake fluid for both systems.

Engine

- 11 Oil filler cap

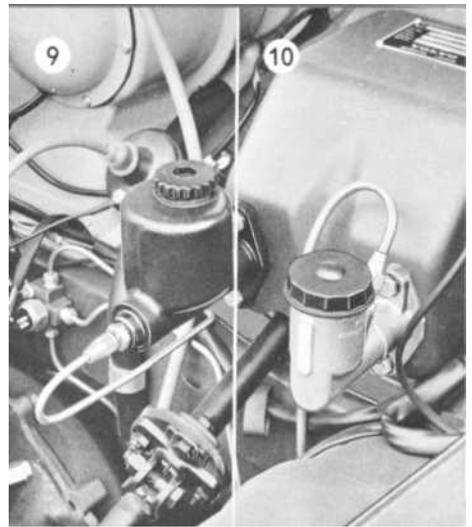
The oil filler cap is fitted with a filter. If this filter becomes blocked there will be excessive pressure in the crankcase and this can lead to oil leakage. This filter must therefore be cleaned after about every 40 000 km (25 000 miles).

- 12 Crankcase ventilation

Some models are provided with positive crankcase ventilation which prevents crankcase gases from being released into the atmosphere. The valve (4) should be replaced at intervals of 40 000 km (25 000 miles). The oil trap (6), the hoses (3 and 5), the nipple (1) and the filter (2) should be removed at the same time and thoroughly cleaned. If the rubber hoses should be in a poor condition, then replace them.

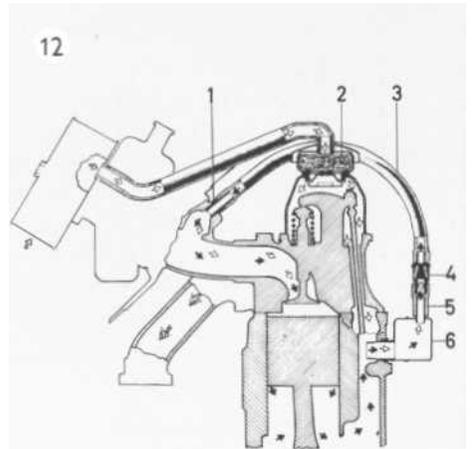
- 13 Oil filter

The oil filter traps any impurities in the oil so that the filter becomes blocked after a time. For this reason it must be replaced regularly, for example after every 10 000 km (6 000 miles), and preferably by a Volvo workshop. If the filter is replaced without the oil being changed, 0.5 litre (A Imp. pints = $1 \frac{1}{4}$ US pints) of oil should be added.



Brake fluid

The brake fluid used in the hydraulic brake system must meet the standards laid down in SAE 70 R 3. From the point of view of traffic safety it is extremely important to ensure that poor quality brake fluid is not used in the hydraulic brake system. A top-quality brake fluid must satisfy strict conditions concerning resistance to cold and heat and must have no detrimental effect on the rubber components in the brake system.



14 Fuel filter

The fuel filter should be cleaned after every 10 000 km (6 000 miles). Loosen the screw and remove the cover and strainer and clean these. When refitting the cover make sure that the gasket seals properly.

15 Air cleaner (B 18 A)

The air cleaner should be replaced with a new one after every 40 000 km (25 000 miles). With continuous driving in dusty conditions replacement must be carried out more frequently. When changing the air cleaner the sealing ring against the carburettor should be checked.

NOTE. On no account must the element be moistened or oiled.

16 Air cleaners (B 18 D)

The air cleaners of the SU carburettors should be replaced with new ones after every 20 000 km (12 500 miles).

17 Valves

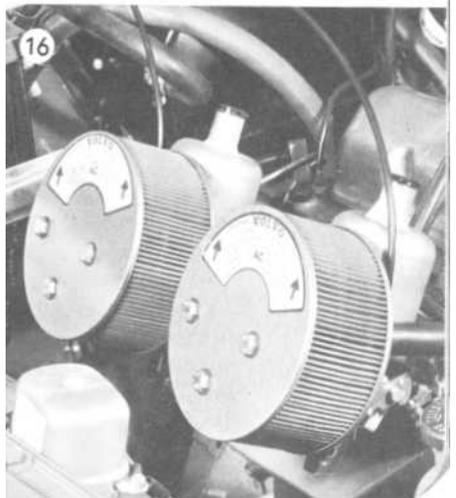
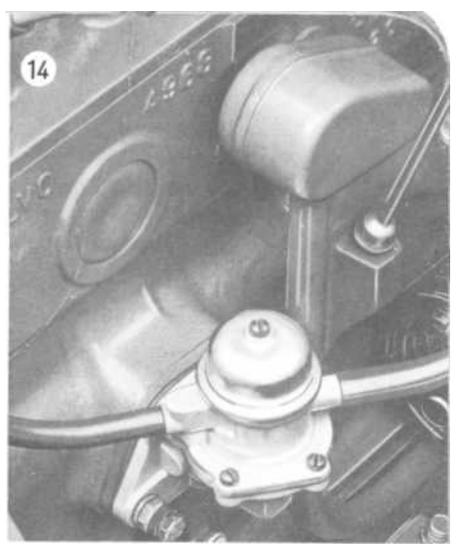
Let your Volvo workshop check the engine valve clearances after every 10 000 km (6 000 miles). Too narrow clearances can cause burnt valves.

18 Compression test

Every 10 000 km (6 000 miles) a compression test should be carried out to get some idea of the condition of the engine. The test should be carried out at a Volvo workshop.

19 Fan belt

The fan belt tension should be checked at a Volvo workshop after every 10 000 km (6000 miles). Incorrect tension can result in poor dynamo output.

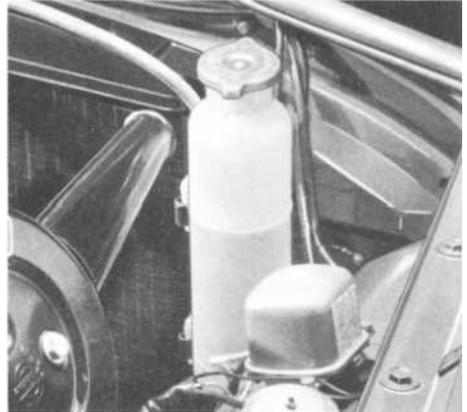


SERVICING

20 Check the coolant level

To be able to function with maximum efficiency, the cooling system must be well filled and must not leak.

Check the coolant level when tanking. The level should be between the "Max" and "Min" marks on the expansion tank. When the engine is new or the cooling system has been emptied, this check should be carried out with particular thoroughness.



Topping up the coolant.

Topping up the coolant is carried out by filling the expansion tank when its level drops down to the "Min" mark. Top up with sufficient fluid so that the level reaches up to the "Max" mark. Use genuine Volvo coolant.

Note: Do not top up only with water, especially in the wintertime. Water alone reduces both the rust-proofing qualities of the coolant as well as its anti-frost effectiveness.

21 Change coolant

The coolant retains its properties for about one year, when it should be changed. When draining the cooling system, open the cock on the engine and loosen the plug under the radiator. The expansion tank is emptied by lifting it up from the brackets and holding it up so high that the water runs into the radiator.

Before filling with new coolant, the entire system should be flushed with clean water. The coolant is filled through the opening on the radiator, but the heater control must be set at "Max" heat so that the entire system can be filled. Fill the radiator to the top and put on the cap. Then fill the expansion tank to the "Max" mark or just above. Run the engine warm and then check to make sure that the radiator is completely full and that the level in the expansion tank lies between the "Min" and "Max" marks.

40 The capacity of the cooling system is 8.6 litres (15 ¹/_s Imp. pints = 18 ¹/_s US pints), when the coolant in the expansion tank is at the "Max" mark.

SERVICING

22 Check, replace the sparking plugs

- 23 The sparking plugs should be removed after every 10 000 km (6 000 miles) and the electrode gap checked. The gap should be 0.7-0.8 mm (0.028-0.032"). After 20 000 km (12 500 miles) the plugs should be replaced. This replacement should preferably be carried out at a Volvo workshop where the sparking plugs are tightened with a torque wrench to about 3.5 kgm (25 lb.ft.). When fitting new sparking plugs, be sure to fit the right type (see page 56). Consult a Volvo workshop if you consider fitting another type of plug.

24 Ignition system

- 25 The distributor contact breaker gap and the engine ignition timing setting should be checked in a Volvo workshop after every 10 000 km (6000 miles). All adjusting work should be done by the workshop which has the necessary equipment for this purpose. The distributor is one of the most sensitive units in the engine and careless handling can lead to decreased engine output and high fuel consumption or even serious damage to the engine.

Petrol

The fuel used should be petrol with an octane value of at least 97". If petrol with too low an octane value is used, knocking or glow ignition can result.

When delivered from the factory, the engine is adjusted for fuel having an octane rating of at least 97*.

* Research Method Rating

26 Carburettor

After every 10 000 km (6 000 miles), the vehicle should be taken to a Volvo workshop for a check on the carburettor or the carburettors. At every engine oil change check that the oil level in the centre spindle of the carburettor or carburettors reaches up to about 6 mm (1/4") from edge of the spindle. If it does not, top up to this level with oil of the same type as that used in the engine. Where the temperature is continuously below -20 °C (-4 °F) the use of hydraulic oil SAE 5W/10W in the centre spindle is recommended.

SERVICING

Electrical system

27 Check the battery electrolyte level

The electrolyte level should be checked when the fuel tank is being filled. The electrolyte level should be 5-10 mm ($\frac{3}{16}$ - $\frac{3}{8}$ ") over the top of the cell plates. Top up with distilled water if necessary. Never add too much distilled water since this can cause the acid to splash over and result in corrosion on the parts of the engine around the battery. *Never check the electrolyte level by lighting a match.* The gases formed in the cells are very explosive.

28 Check the state of charge of the battery

The state of charge of the battery should be checked after every 10 000 km (6 000 miles). This check is carried out with the help of a hydrometer, this showing the specific gravity of the electrolyte which varies with the state of charge, see page 57. During the winter the state of charge must be checked more often since a fully charged battery is more resistant to frost damage than a half charged one.

29 Check headlight alignment

The alignment of the headlights should be checked in a Volvo workshop after every 10 000 km (6 000 miles). Remember that the section of the road lit up by the headlights can vary depending on the loading of the vehicle.

Replacement of bulbs

To obtain maximum lighting power and to ensure against lamps going out, the headlight lamps should be changed every year, suitably in the autumn. Some of the bulbs have two functions, for example the headlight bulbs which have filaments for both full and dipped lights. The guide pins on the sockets of these bulbs are either of different thickness or they are staggered so that the bulbs can only be fitted in one definite position. Certain makes of bulbs have a "Top" mark on the socket and this should be turned upwards.

Replacing the roof light bulb

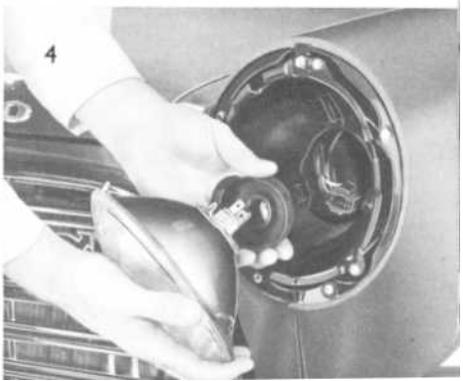
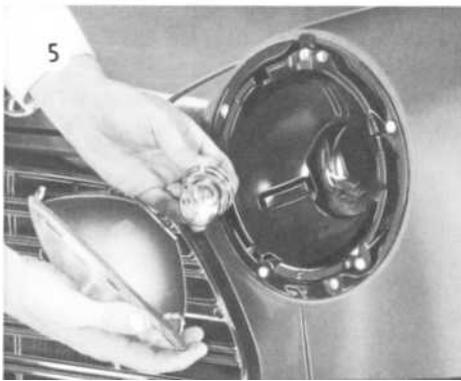
When replacing the roof light bulb the lamp shade is pulled straight out.

When fitting headlight bulbs do not touch the glass with your fingers. The reason for this is that grease, oil or any other impurities can be carbonized onto the bulb and this can cause damage to the reflector.



Replacing the headlight bulbs

- ① Loosen the screw on the underside of the rim with a screwdriver.
- ② Pull out the bottom part of the rim slightly and then lift upwards so that the retainer catch releases its grip. (Do not pull the headlight rim so far forwards that the catch at the top becomes bent, otherwise water can penetrate and damage the reflector.)
- ③ Loosen the three screws retaining the insert. It is not necessary to remove these screws completely. The insert can now be removed by turning it in an anti-clockwise direction.
- ④ Loosen the small springs retaining the above holder and remove it.
- ⑤ Take out the bulb holder and loosen the bulb by pressing it inwards and turning it in a clockwise direction at the same time. When fitting a new bulb, remember that the socket pins have different widths. When refitting the bulb holder in the insert make sure that the small retainer engages in its notch. (In the case of Sealed Beam headlights, follow the instructions shown in the pictures 1-5 and disconnect the contact for the bulb holder, after which the bulb and holder are replaced.)



SERVICING

Replacing the bulbs in the front parking lights/flashers

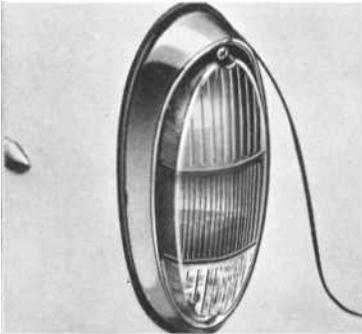


Unscrew the two screws by means of a Philips screwdriver and lift off the glass and the metal frame. The bulbs can now be removed by pushing in and twisting anti-clockwise.

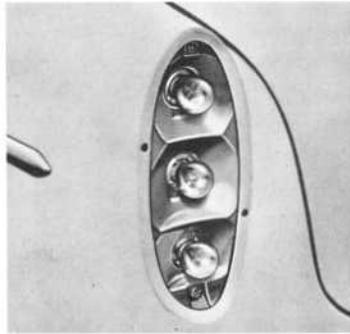


The larger one is the flasher and the smaller one the parking light. See that the glass seats properly on the gasket.

Replacing the bulbs in the rear flashers, stop/tail lights and back-up lights



Unscrew the two screws, one at the upper and one at the lower end of the lighting fixture, by means of a Philips screwdriver and lift off the glass and the metal frame. The bulbs can now be removed by pushing in and twisting anti-clockwise. The top bulb



is the flasher, the middle one the combined stop/tail light, and the bottom one the back-up light. See that the glass seats properly on the gasket when assembling the fixture. The untinted part of the glass should be at the bottom.

Replacing the bulbs in the number plate lighting



The number plate lighting is built into the handle on the luggage compartment lid with one bulb on each side of the emblem. The bulbs are accessible from the underside of the emblem.

Power transmission

30 Checking the free travel of the clutch yoke

In order to prevent the clutch from slipping, the free travel of the clutch yoke must be checked regularly and adjusted if necessary after 10 000 km (6 000 miles) of operation. If the clutch does not disengage in a satisfactory way, the free travel of the clutch pedal must be checked. See the data on page 57.

The clutch should be checked and adjusted at a Volvo workshop since these workshops have the necessary equipment.

31 Check the propeller shaft

Every 10 000 km (6 000 miles) the rubber seal on the spline shaft should be checked as well as the universal joints. If the rubber seal is damaged, it should be replaced and the new seal filled with molybdenum disulphide grease before fitting.

Brakes

32 Check and overhaul the brakes

After every 10 000 km (6 000 miles) running the vehicle should be taken to a Volvo workshop for controlling the function of the brakes.

As the rear wheel brake linings become worn the brake shoes must be adjusted in order to obtain satisfactory braking effect.

The disc brakes on the front wheels are self-adjusting.

In connection with this check the brakes should also be inspected for wear. The filter on the servo cylinder should be replaced in connection with the changing of the rear brake shoes.

Front end

33 Check the front wheel alignment

Correct front wheel alignment is of vital importance for the steering of the vehicle. Faulty adjustment can also mean heavy wear on the tyres.

Have the front wheel alignment checked at a Volvo workshop at regular intervals, for example after every 10 000 km (6 000 miles). If the vehicle has been involved in a collision or heavy impact and it is suspected that the front end may have been affected, take the vehicle to a workshop for a check of the front wheel alignment as soon as possible. The front wheel alignment angles are shown on page 58.

34 Check the ball joints, tie-rod, etc.

After every 10 000 km (6 000 miles) the vehicle should be taken to a Volvo workshop for a check of the front end concerning excessive play in the ball joints, steering gear, etc. Also check the ball joint seals for damage and leakage. When new seals are fitted they should be filled with chassis grease.

SERVICING

Wheels and tyres

35 Air pressure

Make a habit of checking the air pressure in the tyres regularly. The best way to do this is to check the pressures every time you fill the fuel tank. See page 58 for the correct air pressures. Do not forget the spare wheel when you check the air pressure. Even if this wheel is not used, the air pressure can go down and you may find that the tyre is flat just when you need it.

During driving the temperature of the tyre rises and that also of the air pressure in relation to the vehicle's speed and load. Normally the air pressure should only be checked when the tyres are cold. If the tyres are warm, any alteration should be only made in those cases when the tyres must be pumped with air.

Size 165 S15 tyres are intended for speeds up to 175 km.p.h. (110 m.p.h.).

For prolonged driving at speeds above 140 km.p.h. (90 m.p.h.) the air pressure in the tyres should be increased by 0.3 kg/cm² (4.5 lb/sq.in.). The pressure must not exceed 2.1 kg/cm² (30 lb/sq.in.).

If inspection of the tyres shows that there are particularly worn spots and unusual wear on the tread, take the vehicle to a Volvo workshop for the wheels to be balanced.



Excessively low air pressure is one of the most usual reasons for wear. If pressure is too low, the outer edges of the tread take the whole loading and wear down very quickly. Insufficiently inflated tyres also result in difficult steering and high fuel consumption.

Excessively high air pressure means tyre wear along the centre of the tread.

Changing a wheel

Before the vehicle is jacked up, the handbrake should be applied and one of the gears engaged to make sure that the vehicle stands still. Lay a couple of stones or chocks in front of and behind the wheels that remain on the ground.

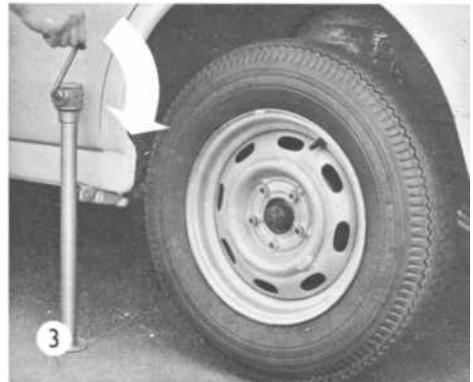
Removing

- 1 Lever off the hub cap with the help of the spade-shaped lever.
- 2 Loosen the wheel nuts slightly with the help of the box spanner and tommy bar. All the wheels have nuts with right-hand threads which are loosened by turning in an anti-clockwise direction.
- 3 Insert the lifting claw of the jack in the appropriate jack attachment of the wheel to be changed. Lift up the side of the car far enough for the wheel to turn freely.
- 4 Unscrew the wheel nuts completely and lift off the wheel. Be careful when lifting off the wheel so that the threads of the studs are not damaged.

Fitting

Fit the new wheel and tighten the nuts until the wheel is in good contact with the hub flange. Then lower the vehicle and tighten the nuts finally. Tighten the nuts alternately.

Fit the hub cap by striking it smartly with the hand opposite the last of the lugs to engage.



SERVICING

Body

36 Washing

When the vehicle is new it should be washed often to harden the surface finish. If dust and dirt are allowed to remain in contact with the surface finish for any length of time, damage can result. Washing and polishing are also important from the viewpoint of rust protection. Special care should be taken particularly during the wintertime that all residues of road-salt are washed off as soon as possible otherwise corrosion can easily occur. Another point, if the paintwork of a car is well looked after, the car will have a higher trade-in value, should the owner decide to sell it.

While the vehicle is being washed it should stand where it is not in direct sunshine since this can cause drying patches. First rinse off the underside of the body with a jet of water and use a soft brush if necessary. Then rinse down the entire body with a fairly *light* jet until the dirt has loosened up. Then wash off the dirt with a sponge using *plenty* of water. If washing with water alone is not sufficient, washing agents can be used. Be very careful when choosing a washing agent since some of them are detrimental to the surface finish.

Spots of tar, etc. can be removed by using paraffin before washing with water. If the vehicle has white side-wall tyres, these can be cleaned by scrubbing them with washing agents, scouring powder or, in the worst cases, fine sandpaper. After washing, clean the vehicle carefully with a soft, *clean* chamois leather.

Use a different leather for the windows, otherwise greasy smears can be caused.

37 Polishing (waxing)

The vehicle does not need polishing until the surface finish begins to lose its lustre and normal washing is not sufficient to make it shine again. Polishing will also remove any deposits on the surface finish. Under normal conditions it is sufficient to polish the vehicle a couple of times a year on condition that it is carefully looked after and thoroughly washed as soon as it has become dirty or dusty. During the wintertime, in coastal regions or industrial areas, it may however be necessary to polish the vehicle more often to avoid attacks from rust.

The vehicle should be carefully washed and dried before being polished. If polishing is carried out on a dirty or dusty surface, the surface finish can easily be scratched. Do not polish in direct sunshine since this can result in a smeary surface.

Polishing a couple of times a year is generally sufficient to give the surface finish the maintenance it needs. If you want to wax the vehicle, be very careful to ensure that the surface is absolutely clean before a layer of wax is applied. Be very careful when using solvents since in many cases these can damage the surface finish. *Waxing may not be carried out until at least six months after the vehicle has been delivered.*

Use a good quality polish intended for synthetic finish. Never polish or wash the vehicle in direct sunshine since the result can be a smeary surface. Be careful when choosing washing agents.

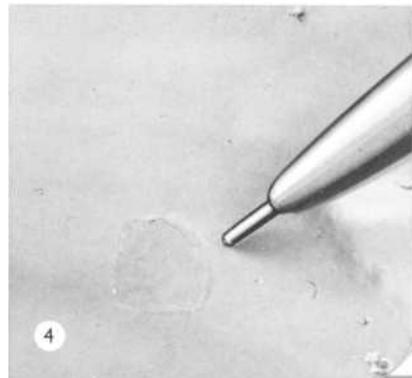
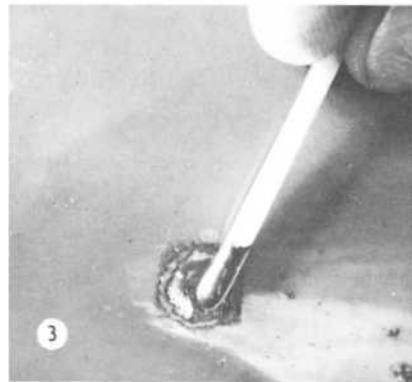
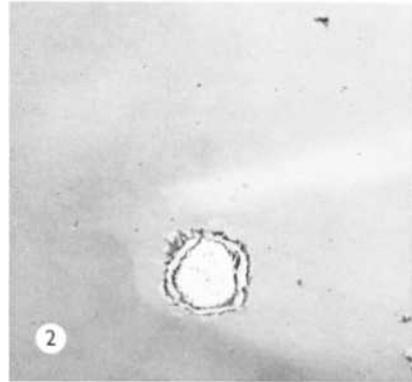
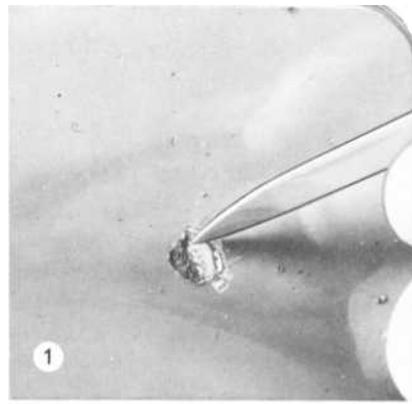
Touching-up damage on the surface finish

The touching-up of any extensive damage to the synthetic finish requires the use of special equipment and skill, so that the repairing of any such damage should be entrusted to a Volvo workshop. Any minor damage caused by flying stones, etc. and small scratches can, however, be attended to by the owner himself.

Damage caused by flying stones requires immediate treatment. Therefore make a habit of checking the finish and carrying out touching-up work regularly - for example when washing the car.

Volvo dealers can supply suitable touching-up paint. Always check that you get exactly the right colour.

- 1 Scrape the damaged surface absolutely clean with a penknife or other sharp object. Carefully remove any loose flakes of paint and "chamfer off" the edges round the damaged surface.
- 2 The figure shows a damaged spot scraped clean with "chamfered" edges ready for touching-up.
- 3 In the event of severe damage due to flying stones it is necessary to treat the spot with anti-rust primer. This can be applied with a matchstick or fine brush. The primer should cover the whole of the scraped and "chamfered" surface.
- 4 When the anti-rust primer has dried, genuine Volvo paint is applied. Stir the paint well (not with the brush). Apply several thin coats of the paint, allowing it to dry thoroughly between each application.



SERVICING

Chromed parts

The chromed parts should be washed with clean water as soon as they are dirty. This is particularly important if you drive a lot on gravel roads which are treated with chemicals to keep the dust down and during the wintertime when salt is used on the roads to melt the snow or if you drive near the sea. After washing you can apply wax or anti-rust preparation.

38 Anti-rust treatment

The Volvo 121/122 S is anti-rust treated at the factory.

The door sills are made of galvanized sheet metal and do not require any maintenance. The lower part of the body is treated with underbody sealing compound on those places which are subjected to flying stones from the wheels, i.e. the wheel arches, the entire floor plate and the underside of the sills. Anti-rust fluid is sprayed on the chassis parts.

Inspection and any touching-up of the anti-rust protection should be done at regular intervals, and at least once a year.

If any touching-up of the anti-rust protection is necessary, this should be done immediately to prevent moisture from seeping under it.

39 Cleaning

Cleaning the upholstery

The upholstery consists of vinyl-coated fabric and is very resistant to dirt so that it does not really require any maintenance. If it becomes stained, the upholstery can easily be cleaned with a synthetic washing agent and lukewarm water.

Cleaning the floor mats

The floor mats should be taken out at least twice a year and cleaned. Particularly during the winter when there can be snow and ice on the mats, they should be taken out and dried.

If the mats are stained they can be cleaned with methylated spirits which are then rinsed off with water.

Servicing before long-distance driving

If you're thinking of travelling abroad with your vehicle or making any other long journey, you should have your vehicle thoroughly checked at a Volvo workshop. You will enjoy your journey better if you know that your vehicle is in perfect trim. You drive in a more relaxed way if you're certain that everything is functioning perfectly. You thus avoid irritating incidents and expensive and time-making stoppages. Even if something unforeseen should happen, your journey does not need to be spoiled. Wherever you go you know you have Volvo workshops

within reach and these workshops can take care of your vehicle very quickly. Do not forget the regular servicing during your trip abroad. All Volvo workshops abroad are equipped to give your vehicle the service it needs.

If you prefer to look over your vehicle yourself, the following hints are worth noting

- 1 Check the brakes, front wheel alignment and steering gear.
- 2 Check the engine and drive unit for fuel, oil and coolant leakage.
- 3 Examine the tyres carefully. Replace worn tyres.
- 4 If you are not sure whether the engine is functioning perfectly and the fuel consumption is normal, you can save both time and money by doing a thorough overhaul.
- 5 Examine the state of charge of the battery and clean the terminals.
- 6 Check the tool kit and spare wheel.
- 7 Check the lighting.

SERVICING

Procedure in cold weather

When cold weather is in the offing, it is time to think of the winter servicing of your vehicle. The first heavy night frosts can come as an unpleasant surprise unless preventive precautions have been taken.

Engine cooling system

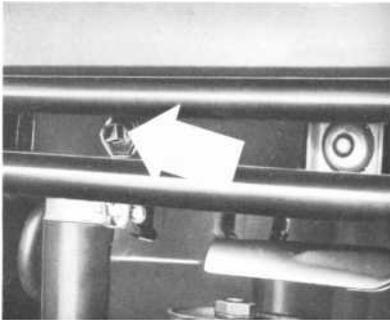
Genuine Volvo coolant should be used all the year round. Therefore the coolant should not comprise only of water plus a rust-proofing agent, not even during the summertime.

The coolant retains its properties for about 1 year, when it should be changed. A suitable time for doing this is during the autumn, as maximum security against possible damage by frost during the winter months. When changing the coolant, flush the cooling system with clean water. Otherwise, see page 40. If the coolant has to be topped up during the winter, use only genuine coolant. Water alone weakens both the anti-rust properties of the coolant as well as its rust-proofing effectiveness. When topping up with coolant, it is a good idea to check the concentration to ensure that it is strong enough to provide sufficient protection against damage by frost.

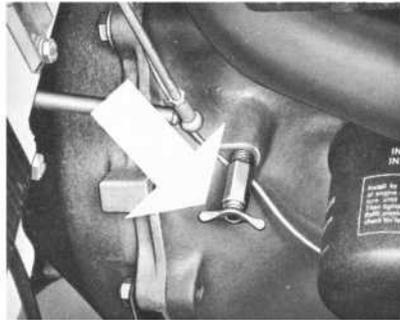
Experience has shown that too thin glycol mixtures (10-20 %) are extremely unfavourable from the viewpoint of rust protection. The amount of glycol added should be at least 40 %, that is 3.4 litres (6 Imp. pints = $7 \frac{1}{4}$ US pints), which is effective below -24° C (-12° F).

Radiator alcohol is not recommended as an anti-freeze agent because it has the disadvantage of evaporating at normal engine temperature.

Drain cocks for cooling system



1. Right side of radiator.



2. Right side of engine.

Engine lubricating system

During the winter multigrade oil SAE 10 W-30 or engine oil with a viscosity of SAE 10 W should be used for the engine lubricating system. These oils reach the lubricating points in the engine more easily at low temperatures and also facilitate cold starting. If you drive mainly short distances during the winter, the engine oil should be changed more often than usual, for example after every 2 500 km (1 500 miles). See page 36.

Electrical system

The electrical system in the vehicle is subjected to greater stresses during the winter than during the warm summer months. The lighting and the starter motor are used more and since the capacity of the battery is also considerably lower with low air temperatures, the state of charge must be checked more often. If the specific gravity of the electrolyte is excessively low there is risk of frost damage to the battery.

Brake system

During the winter the brakes are subjected to splash and condensation water to a greater extent than during the summer and the result of this can be that the handbrake cable may freeze up if the handbrake is left on. When you park the car, do not apply the handbrake but engage bottom gear or reverse.

Windscreen washer

In the same way as anti-freeze is added to the cooling system during the winter to prevent frost damage, anti-freeze should also be added to the windscreen washer water container. This is particularly important during the wintertime when the car is often exposed to dirt and water which can rapidly freeze on the windscreen and necessitate the frequent use of the windscreen washers and wipers. Your Volvo dealer can supply you with a suitable anti-freeze for this purpose.

Anti-freeze for door locks

A frozen door lock is one of the most irritating things that can happen to a car-owner. Many valuable minutes early in the morning can be wasted warming up keys and melting ice in locks. Remember this in good time and lubricate the lock with some anti-freeze preparation.

FAULT TRACING

The information given below is only intended to serve as a guide in localizing and temporarily correcting minor faults. After having carried out any such measures, have them checked and adjusted by an expert mechanic.

The engine does start although the starter motor turns it round at normal speed

- 1 Check that there is fuel in the tank.
- 2 If the engine is warm, starting should be done with the accelerator pedal slowly depressed as far as it will go.
- 3 In wet weather the sparking plug insulators should be wiped clean and the distributor cap removed and wiped dry if flash-over is suspected.
- 4 Check that the fuel line connections on the pump and carburettor are not leaking and that fuel is supplied to the carburettor.
- 5 If the engine is turned round for a while without having started, too rich a fuel mixture can enter the cylinders resulting in the sparking plugs becoming moist. Blow the cylinders clean by screwing out the sparking plugs and turning round the engine with the starter motor. Dry the sparking plugs before fitting them.

If the engine still does not start

- 1 Remove the ignition cable from each plug in turn. Hold the end of the cable about $\frac{1}{4}$ " from the cylinder block while turning round the engine with the ignition switched on. If there is a strong spark the fault is probably in the sparking plugs, so they should be changed.
- 2 If only a weak spark is obtained or none at all, check to see whether the ignition cables are properly inserted in the distributor and ignition coil. Remove the cables and clean the contact surfaces.
- 3 Remove the distributor cover and check and clean all contact surfaces. Check that the contact breakers close properly when the engine is turned round. If the contact breaker arm shaft binds, oil it very sparingly.

If the engine misfires, the reason can be:

- 1 That one of the ignition cables has loosened in the distributor cover or from the sparking plug.
- 2 That one or more of the sparking plugs is coated with soot or oiled up, in which case the plug concerned should be cleaned or changed and the sparking plug gap adjusted.
- 3 That the distributor cover and rotor arm can be cracked or damp.
- 4 That one of the ignition cables is in a poor condition.
- 5 That the contact breaker gap in the distributor is insufficient or non-existent.
- 6 That the contact breakers are badly burnt.

SPECIFICATIONS

Dimensions and weights

Length	4440 mm (175")
Width	1633 mm (64")
Height unladen (ready to drive)	1470 mm (58")
Wheelbase	2600 mm (102 ¹ / ₄ ")
Ground clearance, unladen	210 mm (8 ¹ / ₄ ")
Ground clearance, driver and 3 passengers	170 mm (6 ¹¹ / ₁₆ ")
Track, front	1315 mm (51 ³ / ₄ ")
Track, rear	1315 mm (51 ³ / ₄ ")
Turning circle	9.5 m (31'4")
Kerb weight (depending on the vehicle type)	1150 kg (2535 lb) — 1180 kg (2600 lb)

SPECIFICATIONS

Engine

Type designation	<i>Volvo B 18 A</i>	<i>Volvo B 18 D</i>
Max. output (DIN) at r.p.m.	75 h.p./4700	90 h.p./5500
Max. output (SAE) at r.p.m.	85 h.p./5000	100 h.p./5700
Max. torque (DIN) at r.p.m.	14.5 kgm (105 lb.ft.)/2300	14.5 kg (105 lb.ft.) /3200
Max. torque (SAE) at r.p.m.	15 kgm (108.5 lb.ft.)/3000	15 kgm (108.5 lb.ft.)/3500
Number of cylinders	4	
Bore	84.14 mm	
Stroke	80 mm	
Displacement	1.78 litres	
Compression ratio	8.7:1	
Valves	Overhead	
Valve clearance, warm and cold, inlet and exhaust	0.40—0.45 mm (0.016"—0.018")	0.50—0.55 mm (0.020"—0.022")
Idling speed (warm engine)	500—700 r.p.m.	600—800 r.p.m.

Fuel system

Carburettor, type	Horizontal	Horizontal (twin)
designation	Zenith-Stromberg 175 CD-2S	2 SU—HS 6

Cooling system

Type	Positive pressure	
Thermostat, begins to open at	75—78° C (167—172° F)	
fully open at	89° C (194° F)	

Ignition system

Firing order	1—3—4—2	
Ignition setting, 97 octane Research: stroboscope setting at 1500 r.p.m. with vacuum regulator discon- nected	21—23° B.T.D.C.	17—19° B.T.D.C.
Sparking plugs	Bosch W 175 T 1*)	
Sparking plug gap	0.7—0.8 mm (0.028—0.032")	
Tightening torque	3.8—4.2 kgm (27.5—30 lb.ft.)	
Distributor, direction of rotation	Anti-clockwise	
Contact breaker gap	0.4—0.5 mm (0.016—0.020")	

*) Or corresponding

Electrical system

Voltage	12 V
Battery, type	Tudor 6 EX 4 f*)
capacity	60 Ah
electrolyte, specific	
gravity	1.275—1.285
when recharging	
is necessary	1.230
Dynamo, rated output	240 W
Fuses	8 amp—3
	25 amp—1

Lamp bulbs (12 V)	Power	Socket	Number
Headlights, symmetrical	45/40 W	Ba 20 d	2
asymmetrical	45/40 W	P 45 T	2
Parking lights, front	5 W	Ba 15 s	2
Flashers, front and rear	32 CP	Ba 15 s	4
Stop/tail lights	32/4 CP	Ba 15 d spec.	2
Back-up lights	15 W	Ba 15 s	2
Number plate lighting	5 W	S 8	2
Interior lighting	10 W	S 8	1
Glove compartment lighting ..	2 W	Ba 9 s	1
Instrument lighting	2 W	Ba 9 s	3
Warning lamps,			
direction indicators	2 W	Ba 9 s	1
headlights	2 W	Ba 9 s	1
charging	2 W	Ba 9 s	1
oil pressure	6 W	Ba 9 s	1

Power transmission

Clutch

Clutch yoke free travel	3—4 mm (approx. 1/8")
Clutch pedal travel	140 mm (5 1/2")

Gearbox

Type designation	M 30	M 40
Reduction ratios: 1st speed	3.13: 1	3.13: 1
2nd speed	1.55: 1	1.99: 1
3rd speed	1: 1	1.36: 1
4th speed	—	1: 1
Reverse	3.25: 1	3.25: 1

Rear axle

Type	Crown wheel and pinion (Hypoid)
Reduction ratio	4.1:1

*) Or corresponding

SPECIFICATIONS

Front wheel alignment

Alignment values apply to an unladen vehicle but include fuel, water and spare wheel.

Toe-in	0—4 mm (0.157")
Camber	0 to +1/2°
Caster	0 to +1°
King pin inclination	8°

Wheels and tyres

Tyre size 165 S 15

Air pressure (cold tyres)

	1—2 persons	4—5 persons	Fully loaded
front kg/cm ²	1.4	1.4	1.5
lb/sq.in.	20	20	21
rear kg/cm ²	1.6	1.8	2.0
lb/sq.in.	23	26	28

For prolonged driving at speeds over 140 km.p.h. = 90 m.p.h. the pressure should be increased by 0.3 kg/cm² (4.5 lb/sq.in.). The pressure must not exceed 2.1 kg/cm² (30 lb/sq.in.).

Capacities

Fuel tank approx. 45 litres (9⁷/₈ Imp. galls = 11⁷/₈ US galls.)

Cooling system approx. 8.6 litres (15¹/₈ Imp. pints = 18¹/₈ US pints)

Oil capacity, engine, when changing oil approx. 3.25 litres (5³/₄ Imp. pints = 7 US pints)

including oil cleaner approx. 3.75 litres (6⁵/₈ Imp. pints = 8¹/₄ US pints)

Oil capacity, gearbox approx. 0.75 litre (1¹/₄ Imp. pints = 1¹/₂ US pints)

Oil capacity, rear axle approx. 1.3 litres (2¹/₄ Imp. pints = 2³/₄ US pints)

Oil capacity, steering box approx. 0.25 litre (3/8 Imp. pint = 1/2 US pint)

Tool kit

The tool kit contains: Wheel nut and sparking plug spanner
Tommy bar
Pliers

The jack is strapped in position behind the spare wheel in the luggage compartment. Adjustable spanner
Philips screwdriver
Plain screwdriver

Symbols



Brake fluid

See page 38



Rear axle oil

Grade : Hypoid oil
Viscosity : See page 37



Lubricant see notes



Light engine oil



Engine oil

Grade : For Service MS
Viscosity : Multigrade SAE 10 W-30
See page 36.



Gearbox oil

Viscosity : See page 37

Oil capacities

Engine	3.25 litres
	(5 ³ / ₄ Imp. pints =
	7 US pints)
Engine, incl. oil cleaner.....	3.75 litres
	(6 ³ / ₈ Imp. pints =
	8 ¹ / ₄ US pints)

Gearbox.....	0.75 litre
	(1 ¹ / ₄ Imp. pints =
	1 ¹ / ₂ US pints)
Rear axle.....	1.3 litres
	(2 ¹ / ₄ Imp. pints =
	2 ³ / ₄ US pints)
Steering box	0.25 litre
	(¹ / ₂ Imp. pint =
	¹ / ₂ US pint)

Notes for lubricating chart

Note 1 Check that the oil reaches up to the filling plug.

Note 2 The wheel bearings are packed at the factory with a special type of grease intended to last for the lifetime of the bearings, which, therefore, do not require a change of lubricant or additional grease. This also applies after the bearings have been reconditioned or changed, provided that they have been lubricated with a high-class multi-purpose grease.

Note 3 Check that the fluid reaches up to the level mark.

Note 4 Lubricate the felt wick under the rotor and fill a few drops of light engine oil into the lubricating cup.

Note 5 Check the oil level when filling up with petrol. Change the oil every 5 000 km (3 000 miles) and in spring and autumn when changing over to another viscosity, if multigrade oil is not used. In unfavourable operating conditions the oil should be changed after every 2 500 km (1 500 miles), see page 36.

Note 6 Have the handbrake cable lubricated with graphite grease a couple of times a year.

Note 7 Check every 5 000 km (3 000 miles) that the oil reaches up to the filling plug. Concerning oil change, see page 37.

Note 8 Fill the lubricating cup with light engine oil. The lubricating cup is opened by turning the outer cap. Use an ordinary oil can, not a pressure can.

Note 9 At every engine oil change check that the oil level in the centre spindle of the carburettor or carburettors reaches up to about 6 mm (1/4") from edge of the spindle. If it does not, top up to this level with oil of the same type as that used in the engine. Where the temperature is continuously below -20° C (-4° F) the use of hydraulic oil SAE 5W/10W in the centre spindle is recommended.

Note 10 The oil filter should be changed every 10 000 km (6 000 miles), see page 38.

