

SERVICE MANUAL

CARS AND VANS

P 44403/4.

Part 13

SPECIFICATIONS

Export Service Department

AKTIEBOLAGET

VOLVO

GÖTEBORG . SWEDEN

TYPE DESIGNATIONS

These specifications concern Volvo saloon car PV 444. Type designations, models and distinguishing marks are shown in the following silhouettes.

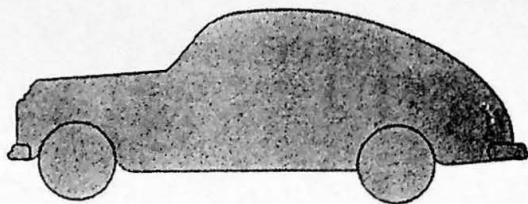


Fig. 1.

P 44403. Chassis Nos. 1—12504

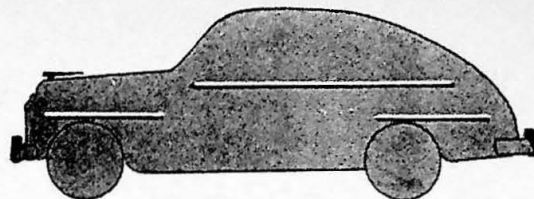


Fig. 2.

P 44404. Chassis Nos. 1—12504
(dove-grey enamel, bonnet emblem
and chromed strips)

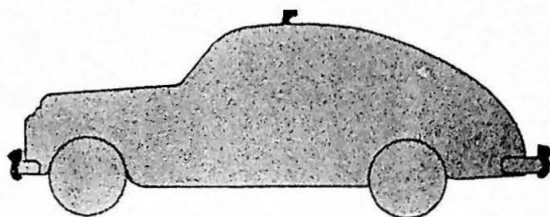


Fig. 3.

P 44403. Chassis Nos. 12505—28004
P 44403. Chassis Nos. 28005—37004
(early prod.)

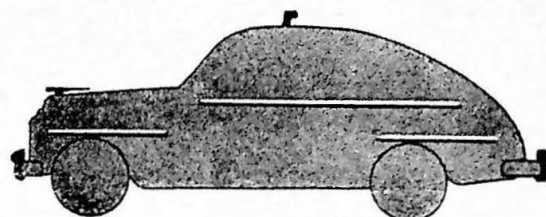


Fig. 4.

P 44404. Chassis Nos. 12505—28004
(dove-grey enamel, bonnet emblem
and chromed strips).
P 44404. Chassis Nos. 28005—37004
(early prod.)
(bonnet emblem and chromed strips)

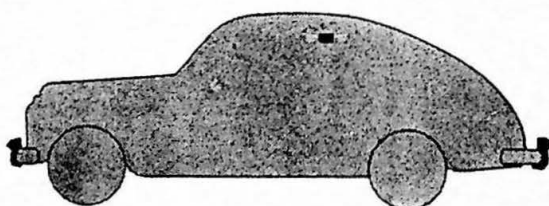


Fig. 5.

P 44403. Chassis Nos. 12505—28004
with direction indicators fitted on sides
P 44403. Chassis Nos. 28005—37004
(late prod.)
P 44403. Chassis Nos. 37005—68955

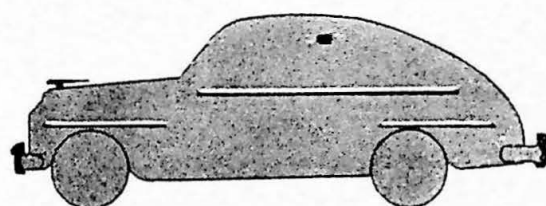


Fig. 6.

P 44404. Chassis Nos. 12505—28004
(dove-grey enamel, bonnet emblem
and chromed strips).
with direction indicators fitted on sides
P 44404 Chassis Nos. 28005—37004
(late prod.)
(bonnet emblem and chromed strips)
P 44404. Chassis Nos. 37005—68955
(bonnet emblem and chromed strips)

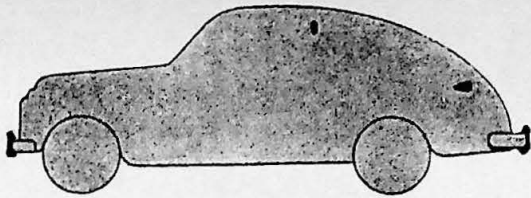


Fig. 7.

P 44403. Chassis Nos. 68956—131917

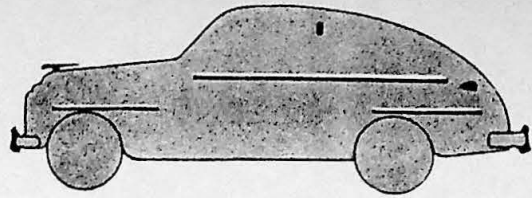


Fig. 8.

P 44404. Chassis Nos. 68956—about 98000
(grey or red enamel, bonnet emblem
and chromed strips)

P 44404. Chassis Nos. about 98000—131917
(grey, midnight-blue, riviera-blue or red enamel,
bonnet emblem and chromed strips)

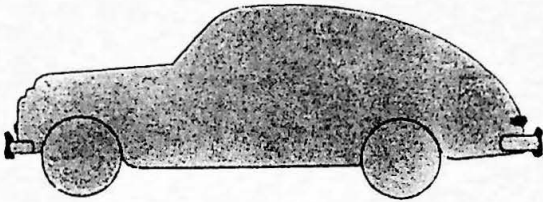


Fig. 9.

P 44403. Chassis Nos. 131918—onwards

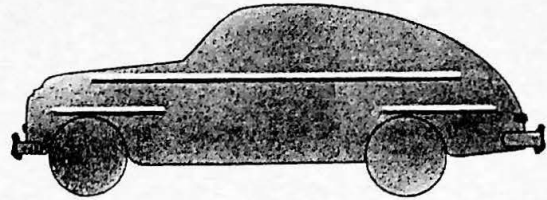


Fig. 10.

P 44404. Chassis Nos. 131918—onwards
(California white, grey, midnight blue, Riviera
blue or red enamel; chromed strips)

Chassis number location:

Body number location:

Engine number location:

Engine part number:

Gearbox number:

Rear axle number:

Rear axle ratios:

Plate under bonnet at right-hand side of engine (3).

Plate under bonnet at left-hand side of engine (5).

Plate on right-hand side of engine above starter motor (1).

On the same plate as the engine no. (1)

Stamped on plate attached to the left-hand side of the gearbox (2).

Stamped on plate attached to rear axle housing (4).

(Early production).

Stamped on the same plate as the rear axle no. (4)

(Early production).

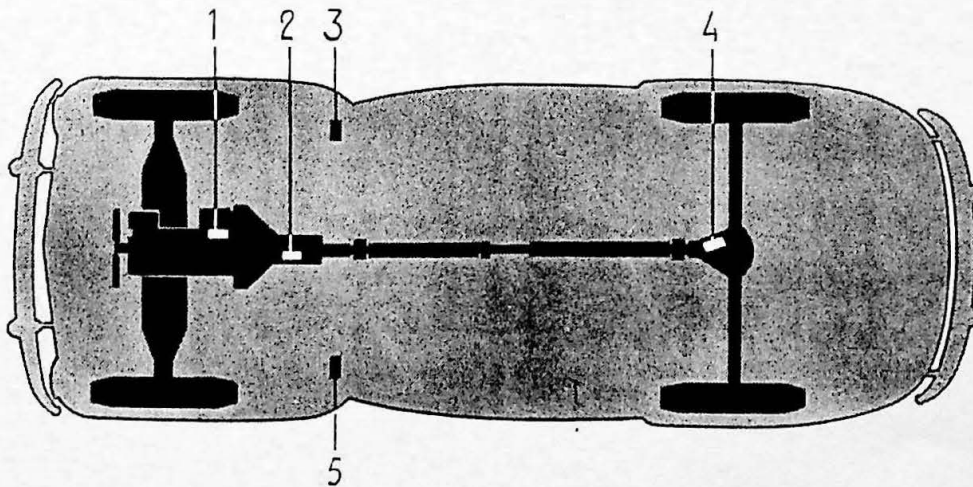


Fig. 11. Locations of type designation and part nos.

GENERAL INFORMATION

Weights:	Curb weight (with driver)	Unladen weight	Max. wheel pressure
P 44403, Chassis Nos. 1—12504	995 kg (2193 lb.)	880 kg (1940 lb.)	365 kg (804 lb.)
P 44404, Chassis Nos. 1—12504	1040 kg (2292 lb.)	925 kg (2039 lb.)	380 kg (838 lb.)
P 44403, Chassis Nos. 12505—20004	1040 kg (2292 lb.)	925 kg (2039 lb.)	380 kg (838 lb.)
P 44404, Chassis Nos. 12505—20004	1040 kg (2292 lb.)	925 kg (2039 lb.)	380 kg (838 lb.)
P 44403, Chassis Nos. 20005—28004	1020 kg (2248 lb.)	905 kg (1995 lb.)	375 kg (827 lb.)
P 44404, Chassis Nos. 20005—28004	1030 kg (2270 lb.)	915 kg (2017 lb.)	380 kg (838 lb.)
P 44403, Chassis Nos. 28005—37004	1040 kg (2292 lb.)	925 kg (2039 lb.)	375 kg (827 lb.)
P 44404, Chassis Nos. 28005—37004	1050 kg (2314 lb.)	935 kg (2060 lb.)	375 kg (827 lb.)
P 44403, Chassis Nos. 37005—68955	1025 kg (2259 lb.)	910 kg (2006 lb.)	375 kg (827 lb.)
P 44404, Chassis Nos. 37005—68955	1035 kg (2281 lb.)	920 kg (2027 lb.)	375 kg (827 lb.)
P 44403, Chassis Nos. 68956—about 98000	1050 kg (2314 lb.)	935 kg (2060 lb.)	375 kg (827 lb.)
P 44404, Chassis Nos. about 98000—131917	1050 kg (2314 lb.)	935 kg (2060 lb.)	375 kg (827 lb.)
P 44403, Chassis Nos. 131918—onwards	1040 kg (2292 lb.)	925 kg (2039 lb.)	375 kg (827 lb.)
P 44404, Chassis Nos. 131918—onwards	1040 kg (2292 lb.)	925 kg (2039 lb.)	375 kg (827 lb.)
Wheelbase		2600 mm (102 ¹ / ₂ "	

	Chassis Nos.				
	1— 12504	12505— 20004	20005— 37004	37005— 68955	68956— onwards
Track:					
Front	1280 mm (50 ¹ / ₂ "	1280 mm (50 ¹ / ₂ "	1295 mm (51"	1295 mm (51"	1295 mm (51"
Rear	1300 mm (51 ¹ / ₄ "	1300 mm (51 ¹ / ₄ "	1315 mm (51 ³ / ₄ "	1315 mm (51 ³ / ₄ "	1315 mm (51 ³ / ₄ "
Overall length	4365 mm (172"	4450 mm (175"	4500 mm (177"	4500 mm (177"	4500 mm (177"
Overall width	1580 mm (62"	1580 mm (62"	1580 mm (62"	1580 mm (62"	1580 mm (62"
Overall height, unladen, with side-mounted direction indicators	1560 mm (61 ¹ / ₂ "	1560 mm (61 ¹ / ₂ "	1560 mm (61 ¹ / ₂ "	1560 mm (61 ¹ / ₂ "	1560 mm (61 ¹ / ₂ "
Overall height, unladen, with roof-mounted direction indicators	—	1650 mm (65"	1650 mm (65"	—	—
Ground clearance, laden	220 mm (8 ¹ / ₂ "	200 mm (8"	200 mm (8"	200 mm (8"	200 mm (8"
Turning circle diam. (measured on centre of tread)	10 m (39 ¹ / ₂ "	10 m (39 ¹ / ₂ "	10.2 m (101 ¹ / ₂ "	10.2 m (101 ¹ / ₂ "	10.8 m (125"

Begins to open at	74° C ± 2° C (165° F ± 4° F)	
Fully open at	85° C ± 2° C (185° F ± 4° F)	
	B 4 B	B 16 A
Fan belt (SAE designation)	1 1/16" × 3 1/2"	HC. 380" × 33"

Wear tolerances

Cylinder:		
Re-bore when worn (if engine has excessive oil consumption)		0.25 mm (.0098")
Crankshaft:		
Permissible out-of-roundness on main bearing journals		max. 0.05 mm (.0020")
Permissible out-of-roundness on big-end bearing journals		max. 0.07 mm (.0028")
Max. axial clearance on crankshaft		0.15 mm (.0059")
Valves:		
Permissible clearance between valve stem and valve guide		0.15 mm (.0059")
Valve stem, permissible wear		max. 0.02 mm (.0008")
Valve disc edge should be at least		1 mm (.040")
Camshaft:		
Permissible out-of-roundness (with new bearings) ..		max. 0.075 mm (.0030")
Bearings, permissible wear		max. 0.02 mm (.0008")

Tightening torques

	Kgm	lb/ft
Cylinder head	7—8	50—60
Main bearings	8—10	60—70
Big-end bearings	4—5	30—35
Flywheel	2.3—2.7	17—20
Sparking plugs, 10 mm thread	1.5	11
14 mm thread	4	30
Bolts for dynamo, B16A (3/8"—16)	2.5	18
Bolts for oil filter, B16A	1.4	10

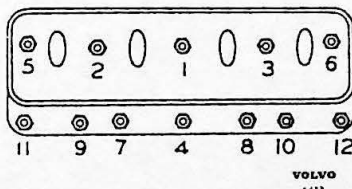


Fig. 12. Cylinder head nut tightening sequence.

CLUTCH

Type	Single dry plate
Size	8"
Clutch friction area, total	340 cm ² (54 sq. in.)
Plate thickness, when installed	7.0—7.5 mm (.276—.295")
Rivets for plate lining:	
Number	16
Size	9/64" × 1/4" (3.5 × 6.5 mm)
Distance between release lever contact surface for release bearing and flywheel	46 mm (1.81")

Clutch springs, length:	
B4B, Unloaded	58 mm (2.28")
Loaded with 77 ± 2.5 kg ($170 \pm 5\frac{1}{2}$ lb.)	38 mm (1.5")
B16 A, Unloaded	55 mm (2.165")
Loaded with 88 ± 2.5 kg ($194 \pm 5\frac{1}{2}$ lb.)	38 mm (1.496")
Clutch springs, number	6
Clutch levers, adjust to:	
7.5 mm (.3") lower than the adjuster jig (SVO 2065)	
hub within ± 1.5 mm (.06") and within 0.25 mm	
(.010") of each other.	
Clutch pedal free play, Chassis Nos. 1—131917	20—25 mm (.8—1.0")
Chassis Nos. 131918 onwards ...	10—15 mm (.4—.6")

G E A R B O X

The type and number are stamped on a plate attached to the left-hand side of the gearbox.

Type designations

H1	All gears are helical except for first speed and reverse. Lock ring for roller bearings at rear end of drive pinion shaft.
H3	All gears are helical. Lock ring for roller bearings at rear end of drive pinion shaft.
H4, H5 and H6	All gears are helical. No lock ring for roller bearings at rear end of drive pinion shaft.

Second and third speed gear are synchronized

Ratios:

1st speed	H1—H5	H6
2nd speed	3.23:1	3.13:1
3rd speed	1.62:1	1.62:1
Reverse	1:1	1:1
	2.92:1	2.66:1

Number of teeth on the different gears:

Main drive pinion	17	17
Countershaft, drive gear	24	24
1st speed gear	14	14
2nd speed gear	20	20
Main shaft, 1st speed gear	32	31
2nd speed gear	23	23

Reverse

Lubricant

 viscosity

Oil capacity

Speedometer gears

Rear axle gear ratios	Tyre size	Speedometer gears			Speedometer theoretical inaccuracy %
		Number of teeth		Ratio	
		Drive gear	Driven gear		
4.56: 1 (9: 41) and 4.57: 1 (7: 32)	5.00"—16"	4	14	3.5	+5.5
4.63: 1 (8: 37)	5.00"—16"	4	15	3.75	± 0.0
4.56: 1 (9: 41)	5.00"—16"	5	18	3.6	+2.5
	5.90"—15"	5	18	3.6	AC-speedometer +3.7 VDO-speedometer +1.5

Speedometer cable revolutions per kilometer (mile):	
AC-speedometer	616 (990)
VDO-speedometer	630 (1135)

PROPELLER SHAFT

Propeller shaft, up to chassis number 2505	Tubular, one-piece, two universal joints
from chassis number 2506 onwards ...	Tubular, two-piece, three universal joints, support bearing
Manufacture and type	Hardy-Spicer with needle bearings
Number of rollers in each bearing	22
Lubricant, universal joints	Special chassis lubricant

REAR AXLE

Manufacturing number and gear ratios are stamped on a plate attached to the rear axle housing.

Rear axle, type	Semi-floating
Track, Chassis Nos. 1—20004	1300 mm (51")
Chassis Nos. 20005 onwards	1315 mm (51 ³ / ₄ ")
Axial clearance for drive shafts, ENV	0.02—0.12 mm (.0008"—.0047")
Spicer	0.07—0.20 mm (.0028"—.0079")

Rear axle gear

Chassis Nos. 1—12504, early production

Type	Crown wheel and pinion
Gear ratio, alternative	4.57:1 (7:32)
	4.63:1 (8:37)
Tooth flank clearance (pinion—crown wheel)	0.10—0.20 mm (.004"—.008")
Axial throw, crown wheel	max. 0.08 mm (.0032")
Tension, pinion bearing	2—4 kgem (1.74—3.48 lb. in)
Lubricant	Hypoid oil
viscosity	SAE 80
Oil capacity	1.3 litres (2 ¹ / ₄ Imp. pints)

Chassis Nos. 1—12504, late production and

Chassis Nos. 12505 onwards

Type	Crown wheel and pinion (hypoid)
Gear ratio	4.56:1 (9:41)
Tooth flank clearance (pinion—crown wheel)	0.10—0.20 mm (.004"—.008")
Axial throw, crown wheel	max. 0.08 mm (.0032")
Tension, pinion bearing, ENV	2—4 kgem (1.74—3.48 lb.in)
Spicer	9—14 kgem (7.82—12.2 lb.in)
Lubricant	Hypoid oil
viscosity	SAE 80
Oil capacity, ENV, Chassis Nos. 1—131917	0.9 litre (1 ¹ / ₂ Imp. pints)
Chassis Nos. 131918 onwards	1.3 litre (2 ¹ / ₄ Imp. pints)
Spicer	1.3 litre (2 ¹ / ₄ Imp. pints)

Tightening torques

	Kgm	Lb/ft
Companion flange (18×1.5 mm thread)	max. 20	max. 150
(³ / ₄ "—16 thread)	28—30	200—220
Cap (11×1.5 mm thread)	5.5—6	40—45
(¹ / ₂ "—13 thread)	8.5—10	60—70
Crown wheel (10×1 mm thread)	5.5—6	40—45
(10×1.25 mm thread)	5.0—5.5	36—40
(³ / ₈ "—24 thread)	5.5—7	40—50
(⁷ / ₁₆ "—20 thread)	7—8.5	50—60

FRONT AXLE AND STEERING GEAR

Steering gear

Steering wheel diameter, Chassis Nos. 1—12504	417 mm (16 ¹ / ₂ "
Chassis Nos. 12505 onwards ..	425 mm (16 ³ / ₄ "
Steering wheel turns, lock to lock	3 ¹ / ₄
Steering gear, early production	Ross, cam and lever
late production	Gemmer, cam and roller
Gear ratio, centre position, early production	12:1
late production	13.9:1
outer positions, early production	14:1
late production	13.9:1
Oil capacity, early production	3.0 dl (¹ / ₂ Imp. pints)
late production	1.3 dl (¹ / ₄ Imp. pints)
Lubricant	Caltex Special Oil 250, Castrol SB Special Gear oil, Esso Gear Oil 250 Special, Kendall No. 400, Vacuum Mobilube Special Steering Gear Oil or Nynäs Steering Gear Oil 250

Wheel alignment (unladen)

Caster	— ³ / ₄ ° to + ¹ / ₄ °
Camber	— ¹ / ₄ ° to + ¹ / ₂ °
Toe-in	0—3 mm (0"—.118")
Toe-out:	
When the outer wheel is turned 20°, the inner wheel should be turned	22°±1°
King pin inclination inwards	5° (at 0° camber)
length, Chassis Nos. 1—20004	124.5 mm (4.9")
length, Chassis Nos. 20005 onwards	133.5 mm (5.25")
diameter	19.0 mm (.75")

BRAKES

Brake drum, diameter, front	228.6 mm (9.0")
rear	228.6 mm (9.0")
radial throw, max.	0.15 mm (.006")
Effective brake lining area, early prod. (rivetted linings)	850 cm ² (132 sq. in.)
late prod. (bonded linings)	930 cm ² (144 sq. in.)

Brake linings:	
Type	Pressed
Size, front shoes	2"× ³ / ₁₆ "×258 mm (10.15")
rear shoes	2"× ³ / ₁₆ "×198 mm (7.8")
Brake lining rivets:	
Size	⁹ / ₆₄ "× ³ / ₁₆ " (3.5×8 mm)
Number of rivets on front brake shoes	10
Number of rivets on rear brake shoes	8
Clearance between shoes and drums	0.10 mm (.004")
Pedal free-play	7—12 mm (.28"—.47")

Hydraulic system

Type	Lockheed
Master cylinder, diameter	1"
Wheel unit cylinders, diameter, front	1"
rear	⁷ / ₈ "
Clearance between plunger and cylinder, min.	0.03 mm (.0012")
max.	0.15 mm (.006")

WHEELS AND TYRES

Wheels

Type	Disc
Size, Chassis Nos. 1—20004	3.50"D—16"
Chassis Nos. 20005 onwards	4.00"J—15"
Out-of-roundness, max.	2.5 mm (.09")
Warping, max.	2.5 mm (.09")
Wheel, r.p.km. (mile): 5.00"—16"	about 500 (800)
5.90"—15"	about 505 (808)
Torque required for tightening wheel nuts	10—14 kgm (70—100 lb. ft.)

Tyres

Type:	Chassis Nos. 1 - 20004	Chassis Nos. 20005 onw
Standard model, to chassis No. 101041	Tyres with tubes	Tyres with tubes
from chassis No. 101042 onwards ..	—	Tubeless tyres
Special model, to chassis No. 87492	Tyres with tubes	Tyres with tubes
from chassis No. 87493 onwards ..	—	Tubeless tyres
Size	5.00"—16"	5.90"—15"
Ply	4	4
Rolling radius	319 mm (12.56")	315 mm (12.40")
Tube	5.00"—16"	5.90"—15"
Tyre pressure (cold tyres):		
Two persons, front tyres	1.5 kg/cm ² (21.3 p.s.i.)	1.3 kg/cm ² (18.5 p.s.i.)
rear tyres	1.6 kg/cm ² (22.8 p.s.i.)	1.5 kg/cm ² (21.3 p.s.i.)
Full load, front tyres	1.7 kg/cm ² (24.2 p.s.i.)	1.5 kg/cm ² (21.3 p.s.i.)
rear tyres	2.0 kg/cm ² (28.4 p.s.i.)	1.7 kg/cm ² (24.2 p.s.i.)

SPRINGS AND SHOCK ABSORBERS

Springs

Front	Coil springs
Length loaded with 435±12 kg (959±26 ¹ / ₂ lb.)	177 mm (6.96")
Material thickness	13.6±0.1 mm (.54"±.004")

Rear	Coil springs
Chassis Nos. 1—onwards	
Length loaded with 215±8 kg (474±17½ lb.)	242 mm (9.5")
Material thickness	11.8±0.1 mm (.46"±.004")
PV 444 TL	
Length loaded with 300±10 kg (661±22 lb.)	255 mm (10")
Material thickness	13±0.1 mm (.5"±.004")

Shock absorbers

Manufacture and type	Delco telescopic
Can be dismantled up to chassis no. 10000, all-welded design on late production	

ELECTRICAL SYSTEM

Battery

Type	Boliden 3F06, NOACK 312, SAAJ GH 13—6, Tudor 3 Df6 or similar
Earthed	Negative
Voltage	6 volts
Battery capacity, standard	85 amp.h.
Electrolyte specific weight, fully charged battery	1.275—1.285
Electrolyte specific weight, when charging is necessary	1.230

Ignition system

Firing order	1—3—4—2
Ignition setting, B 4 B, basic setting,	
engine part Nos. 495300, 495301	5° B.T.D.C.
engine part No. 495302, 83 oct. ROT ..	5° A.T.D.C.
93 oct. ROT	2° B.T.D.C.
B 16 A, basic setting,	
83 oct. ROT	2° A.T.D.C.
93 oct. ROT	4° B.T.D.C.
B 16 A, stroboscope setting (1500 r.p.m., vacuum control disconnected),	
83 oct. ROT	15° B.T.D.C.
93 oct. ROT	21° B.T.D.C.
Ignition coil, production I	Auto-Lite IG-4090
II	Auto-Lite CR-6001
III	Bosch ZS/KZ 1/6
Sparking plugs, early production	10 mm thread Bosch U 175 T 3 AC 104 Auto-Lite P-6 Champion Y 6 or similar
Sparking plugs, late production	14 mm thread Bosch W175T4 AC 44 Com Auto-Lite A7 Champion J7 or similar
Sparking plug gap	0.7—0.8 mm (.028—.032")

Distributor

Type, B 4 B production	I	Auto-Lite IGS-4210
	II	Auto-Lite IAT-4006
	III	Bosch VJU 4BR9
B 16 A		Bosch VJU 4BR20

Test values for Auto-Lite distributor:

Direction of rotation:	Clockwise				
Centrifugal governor					
Distributor, degrees	0	4	7.5	13	17.5
Distributor speed, r.p.m.	250	355	450	1160	1750
Vacuum governor:					
Distributor, degrees	0	1	3	6	7.5
Vacuum cm Hg	10	14	22	35	40
Breaker points, gap	0.45—0.55 mm (.018"—.022")				
contact pressure	0.48—0.57 kg (1—1.25 lb)				
closing angle	47°				
Condenser, capacity	0.20—0.25 μ F (microfarad)				

Test values for Bosch distributor VJU4 BR9:

Direction of rotation:	Clockwise				
Ignition setting:					
Centrifugal governor					
Distributor degrees	0	5	10	15	17.5
Distributor speed, r.p.m.	140—300	280—450	560—920	1180—1580	1500—1900
Vacuum governor:					
Distributor degrees	0	7.5±1			
Vacuum cm Hg	9—14	44			
Breaker points, gap	0.4—0.5 mm (.016"—.020")				
contact pressure	0.4—0.5 kg (1—1.25 lb)				
closing angle	54±2°				

Test values for Bosch distributor VJU4 BR20:

Direction of rotation	Clockwise				
Ignition setting:					
Centrifugal governor					
Distributor degrees	0	5	10	14±1	
Distributor speed, r.p.m.	210—380	370—500	825—1200	1575—1925	
Vacuum governor					
Distributor degrees	0	8±1			
Vacuum cm Hg	7—14	50			
Breaker points, gap	0.4—0.5 mm (.0157"—.0197")				
contact pressure	0.4—0.5 kg (.88—1.1 lb)				
closing angle	50±3°				

Dynamo

Type, B 4 B engine up to engine No. 12096	Auto-Lite GDZ-4821 A
engine Nos. 12097—43099 and	
engine Nos. 74630—75219	Auto-Lite GDZ-6001 C
engine Nos. 43100—73048	Bosch LJ/GJM160/6 1500R10
engine Nos. 73049—74629 and	
engine Nos. 75220—131917	Bosch LJ/GJM160/6 1800R10
B 16 A engine	Bosch LJ/GG200/6 2300R6..7

Auto-Lite GDZ-4821 A

Auto-Lite GDZ-6001 C

Voltage	6 volts
Earthed	Negative

Charging, cold dynamo:	
6.4 volts 0 amps	1850—1900 r.p.m.
8 volts 40 amps	2575—2675 r.p.m.
Charging, warm dynamo:	
6.4 volts 0 amps	1875—1950 r.p.m.
8 volts 40 amps	2750—2850 r.p.m.

Charging control:

Type, B 4 B engine, up to engine No. 12096	Auto-Lite VRP-4007 C2
engine Nos. 12097—13099 and	
engine Nos. 74630—75219	Auto-Lite VRP-6003A
engine Nos. 43100—73048	Bosch RS/UA 160/6/30
engine Nos. 73049—74629 and	
engine Nos. 75220—131917	Bosch RS/UA 160/6/16
B 16 A engine	Bosch RS/UA 200/6/23

Auto-Lite VRP-4007 C2

Auto-Lite VRP-6003A

Series resistance (2)	7 and 38 ohms.
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Test values

Reverse current relay:	
Adjusted for cutting-in at	6.5 volts
Adjusted for cutting-out at	4.1—4.8 volts (open circuit)
	4—6 amps. (closed circuit)

Voltage control:	
Control voltage adjusted to	7.35 volts

Current control:	
Control current adjusted to	35 amps.
Test values are rated at an air temperature of	20±1° C (68±2° F)

Bosch RS/UA 160/6/30

Bosch RS/UA 160/6/16

Equalizing resistance AR	5.5—6.0 ohms
Control resistance W1	4.0—5.0 ohms

Test values

Reverse current relay:	
Adjusted for cutting-in at	5.8—6.3 volts
Adjusted for cutting-out at	4—9 amps. (closed circuit)

Voltage control:	
Control voltage adjusted to	7.1—7.4 volts

Current control:	
Control current adjusted to	40±1 amp.
Test values are rated at an air temperature of about	20° C (68° F)

Bosch RS/UA 2000/6/23

Equalizing resistance AR	5.5—6.0 ohms
Control resistance W1	4.0—5.0 ohms
W2	6.0—7.0 ohms

Test values

Reverse current relay:	
Cut-in voltage	5.8—6.3 volts
Reverse current	4—9 amps

Voltage control:	
Control voltage, unloaded dynamo, first control stage	7.0—7.5 volts

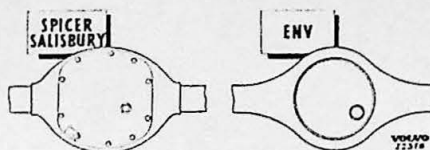


Fig. 14. Identification of rear axle.

Steering gear

Lubricating oil, type	Caltex Special Oil 250 Castrol SB Special Gear Oil Esso Gear Oil 250 Special Kendall 400 Mobilube Special Steering Gear Oil or Nynäs Steering Gear Oil 250
Oil capacity, early prod. (Ross)	0.3 litres (1/2 Imp. pints)
late prod. (Gemmer)	0.13 litres (1/4 Imp. pints)