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SPECIFICATIONS

Dimensions and weight of complete body, PV 544

Max. length	4100 mm (161½")
Max. width	1450 mm (57")
Max. height	1305 mm (51½")
Weight with doors and luggage compartment lid	approx. 230 kg (507 lb.)

Checking the body

Fig. 1 shows the most important body dimensions for the PV 544. The measurements which can affect tracking and driving characteristics are marked with an asterisk. Other measurements are intended for checking purposes to facilitate repair work when aligning a damaged body.

The P 210 is fitted with a frame, and for this reason the frame is first aligned and the body is then adjusted to comply with the aligned frame.

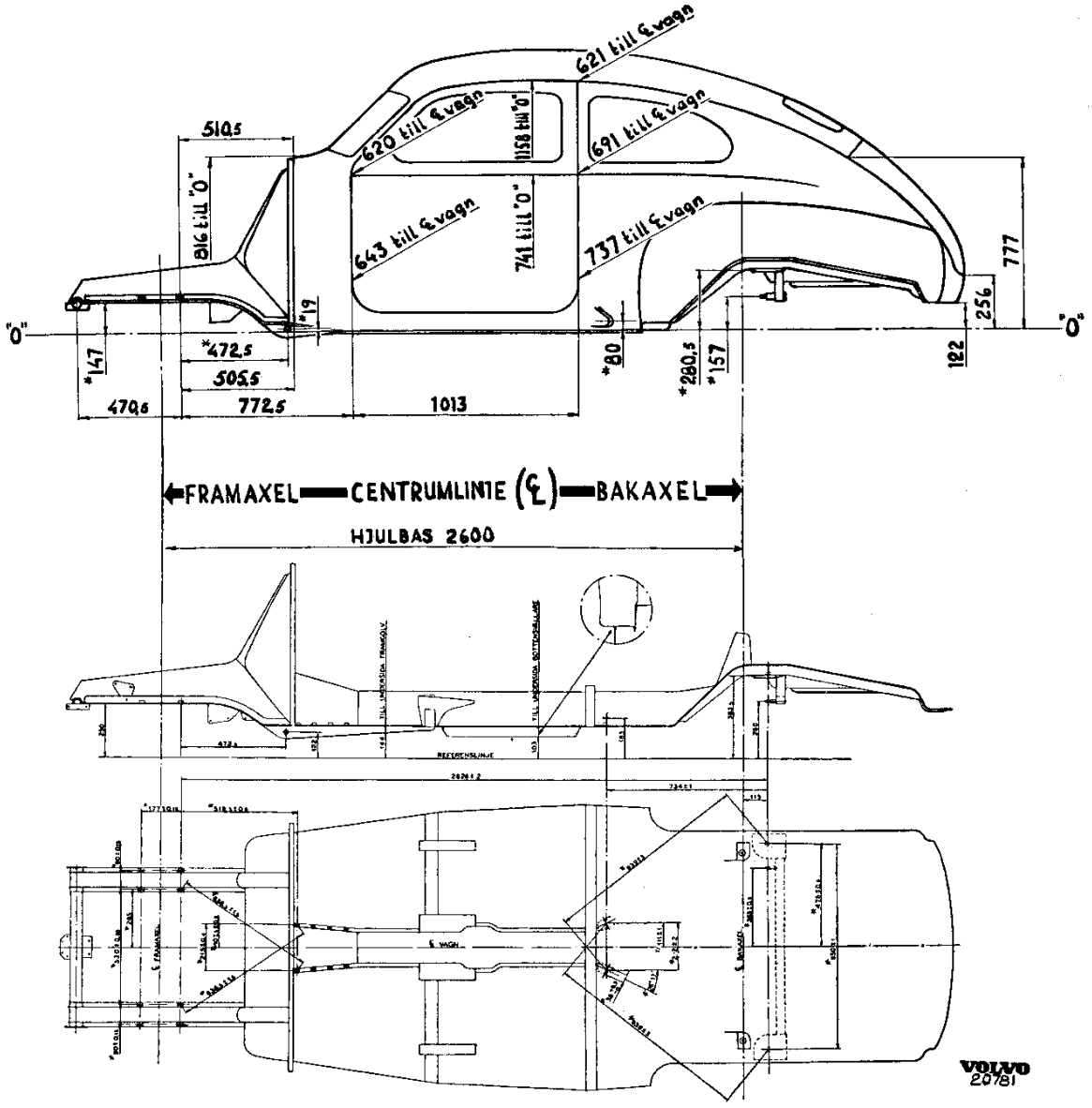


Fig. 1. Control drawing for body

Dimensions in mm (1" = 25.4 mm)
Centrumlinje (C_L) = Centreline
Bakaxel = Rear axle
C_L Vagn = Car centreline
Hjulbas = Wheelbase
Framaxel = Front axle
Till undersida framgolv = To underside front floor
Till undersida bottensvällare = To underside cantrail
Referenslinje = Reference line

TOOLS

SVO 1460 Depressor tool for escutcheon plates when fitting and removing inner door handle and window winders (see Fig. 26).

DESCRIPTION PV 544

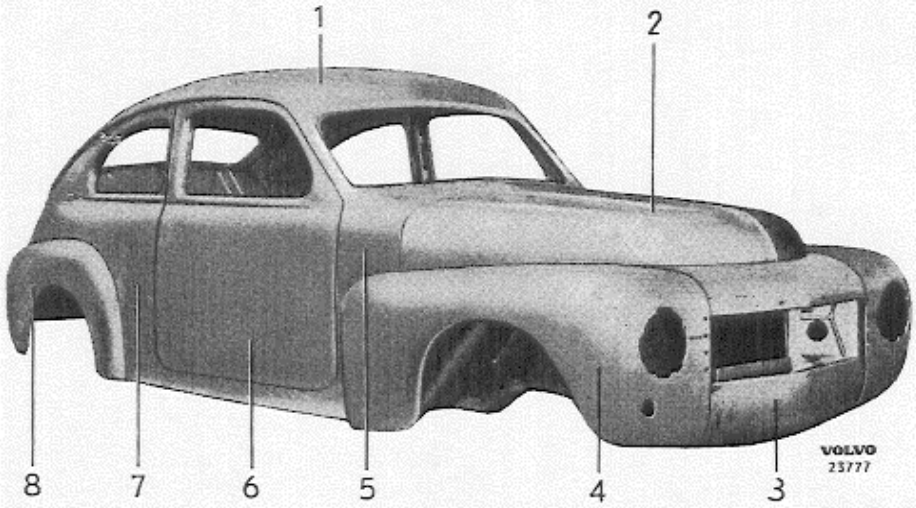


Fig. 2. Body
1. Roof
2. Bonnet
3. Front section
4. Front mudguard
5. Cowl
6. Door
7. Rear side panel assembly
8. Rear mudguard

Since the PV 544 has a self-supporting body, there is no chassis frame. The body consists of press-moulded steel plates. Each of these plates contributes to the bearing construction. The body (Fig. 2) may be conveniently divided into the following groups: floor section, cowl section, side sections, rear section, front section, rear mudguards, doors and luggage compartment.

The floor section consists of a front floor plate (Fig. 3) and a rear floor plate (Fig. 4), front and rear cross members and tunnel. The floor plates are spot-welded together at the rear cross member. On the forward cross member are four brackets which serve as supports for the front seat adjuster slide rails. The rear cross member forms a support

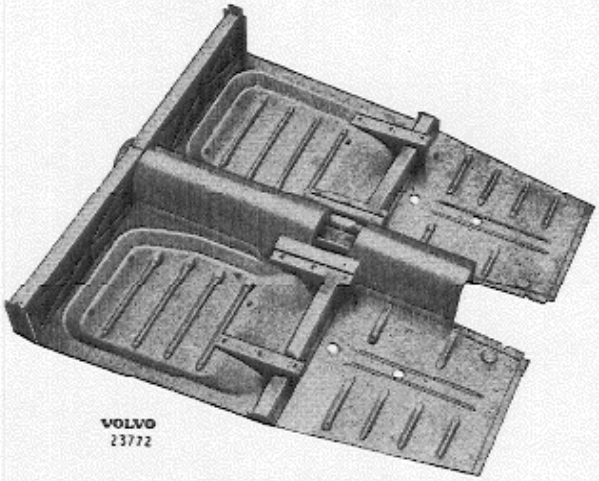


Fig. 3. Front floor

Fig. 4. Rear floor

for the front edge of the rear seat. The tunnel, which accomodates the propeller shaft, is spot-welded to the floor plate. The rear floor plate has a longitudinal reinforcing member on each side at the bottom and between these a cross member. This cross member is provided with an attachment for the rear axle tie rod. There is a flanged hole in the rear floor plate for mounting the fuel tank, the upper part of which forms a section of the floor in the luggage compartment.

The bulkhead (1, Fig. 5) forms the front transverse wall of the body. The bottom of this forms the toeplate and the sides form the front section of the cowl. Two side members (4) extend forwards from the front side of the bulkhead and are connected through a tubular cross member (5). To the rear, these side members divide and form reinforcing members (2 and 3). These are

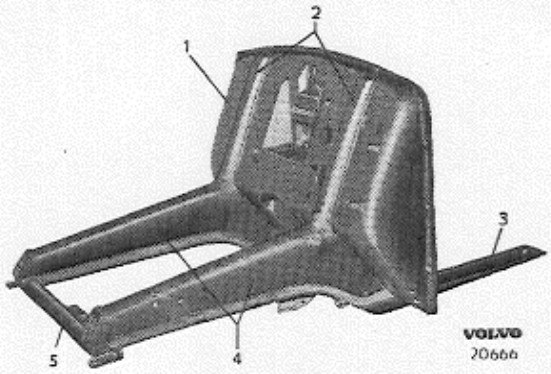


Fig. 5. Bulkhead

spot-welded at the bulkhead and the front floor plate. The front suspension cross-member and the wheel housing plates are spot-welded to the these side members. The steering-gear housing is fitted to the left-hand member. The bumper support and the radiator frame are attached to the tubular cross member.

The side section (6) consists of the cowl side and the side of the rear section. This section consists of one inner and one outer plate. The rear of the cowl side is reinforced and forms pillars for the attachment of the doors. The lower part forms the door sill. The part of the body from the centre pillar to the luggage compartment opening is the side of the rear section. This side has a flanged opening for the rear side window while the lower part forms the wheel housing. This continues into the side of the luggage compartment.

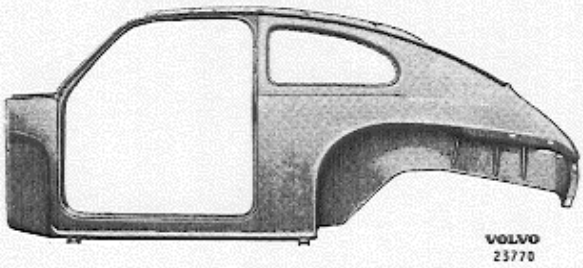


Fig. 6. Side section, outside

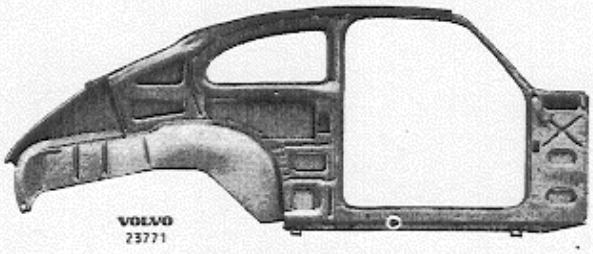


Fig. 7. Side section, inside

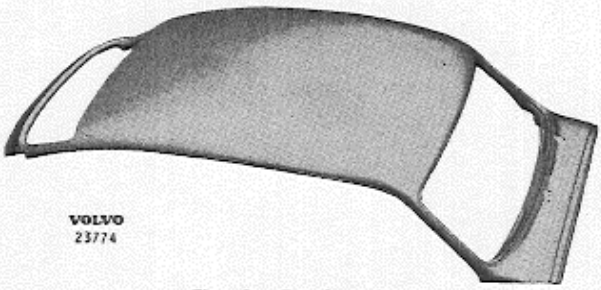


Fig. 8. Roof section

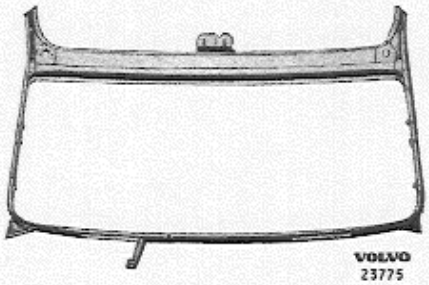


Fig. 9. Windscreen frame

Fig. 10. Dashboard

The roof section consists of the roof plate (Fig. 8) which is pressed in one piece from the bulkhead to the upper edge of the luggage compartment. The roof plate thus forms the upper part of the cowl, windscreen opening, the roof itself, rear window opening and the upper limits of the luggage compartment. The windscreen frame is attached directly to the front end of the

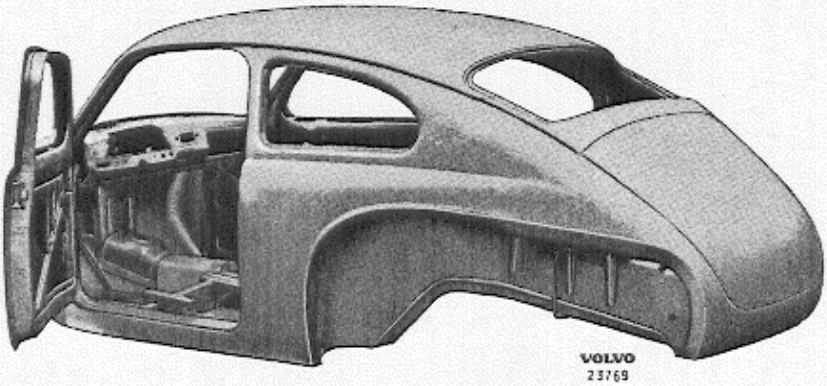


Fig. 11. Body

roof plate, this also serving as a support for the brackets for the sun visors and the former rib for the headlining.

All the above-mentioned details are spot-welded into one unit, the self-supporting body (Fig. 11).

The front mudguards, wheel housing plates, radiator section and bonnet constitute the front section. This section is bolted to the tubular cross member, the side members and the cowl sides.

The front mudguards are pressed in two parts which are joined through the headlamp cavities. The front mudguards are attached to the wheel housing plates in their upper parts.

The radiator section constitutes the forward part of the front section together with the air duct to the radiator. The radiator itself is fitted in a frame in the rear part of the radiator grille section.

The bonnet is lifted up forwards on two hinges while its lower ends are hinged to the sides of the radiator grille section. In the lowered position, the bonnet is held in place by means of a locking device which is fitted to the bulkhead. This locking device consists of a catch and a lever. The lever is placed under the instrument panel and is accessible from the driver's seat.

The rear mudguards are attached to the side of the body by means of screws. The rear ends are drilled for the rear lights. There is also an extra hole bored in the left mudguard for the fuel tank filler pipe.

The doors consist of an outer and an inner plate, which are flanged and spot-welded to one unit, see Fig. 12. The hinges are mounted on the inner plate. Holes drilled in the plates are of considerably larger diameter than the screws used, and this allows adjustment of the doors both horizontally and vertically. The body arms of the hinges are fitted to the cowl side with slotted screws and "floating" nuts. This makes transverse adjustment possible. The doors are fitted with door stops. These consist of a swinging arm fitted with a rubber buffer. This arm operates between two spring-loaded rollers, the function of which is to hold the door fully open.

The door lock is attached to the door by means of screws. The door handle on the outside operates a lever which, in its turn, presses the lock cylinder forwards. The inner door handle is attached to a remote control device which is secured by means of three screws to the inner door plate. This remote control is operated from the inner door handle through a link. The lock is fitted in a cylinder under the left-hand door handle and is connected through an eccentric to a plunger which engages the outer door handle when the key is turned to the locked position. The doors may be locked from the inside of the car by turning the door handles downwards. This causes the link to move backwards and prevents the forward movement of the plunger when the outer door handle is turned.

The window winder is of the wire and chain type, that is to say, movement of the window winder is transmitted to the wire and chain which are joined to form a closed circle running on two rollers by means of a cog. The lower roller is fitted with a spring tension device.

The luggage compartment lid (Fig. 13) is constructed in the same way as the doors. The locking device is fitted in the lower edge of the lid and consists of a lever and two links. These links tighten on the inner side of the rear section of the body. The hinges are attached to the upper edge of the luggage compartment lid and

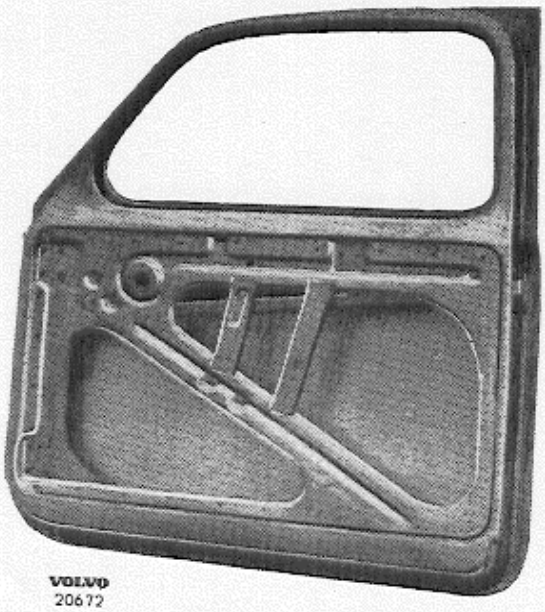


Fig. 12. Door, inside

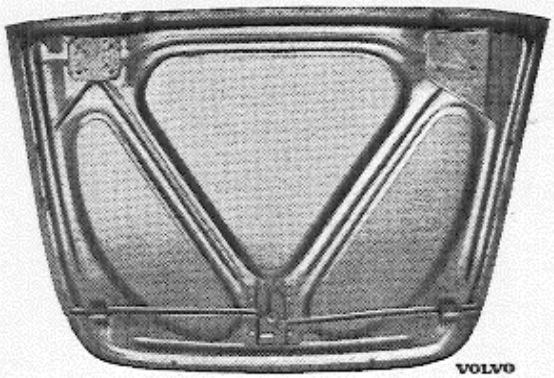


Fig. 13. Luggage compartment lid

are bolted to the body through a reinforcing plate on the rear part of the roof plate. The left hinge is fitted with a device which holds the luggage compartment lid in the raised position. The upper ends of the rear shock-absorbers are attached to a shock-absorber housing. Fig. 14 shows this housing on the right-hand side of the body.

The bumpers are mounted on two supports. Supports for the front bumpers are attached to brackets welded to each end of the tubular cross member outer ends. Supports for the rear bumpers are attached to the reinforcement in the rear part of the floor plate.

The body is thoroughly noise- and heat-insulated. This insulation consists of a specially-treated "waffle" paper which is fastened directly to the plating with adhesive.

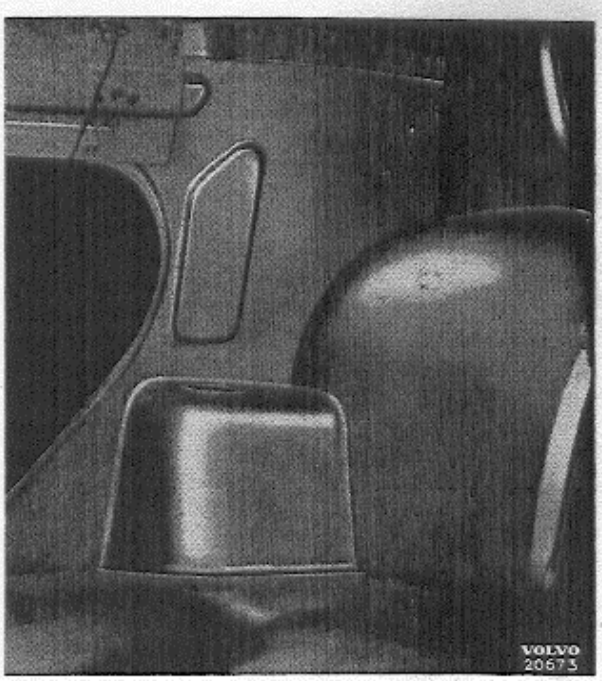


Fig. 14. Shock-absorber housing

DESCRIPTION P 210

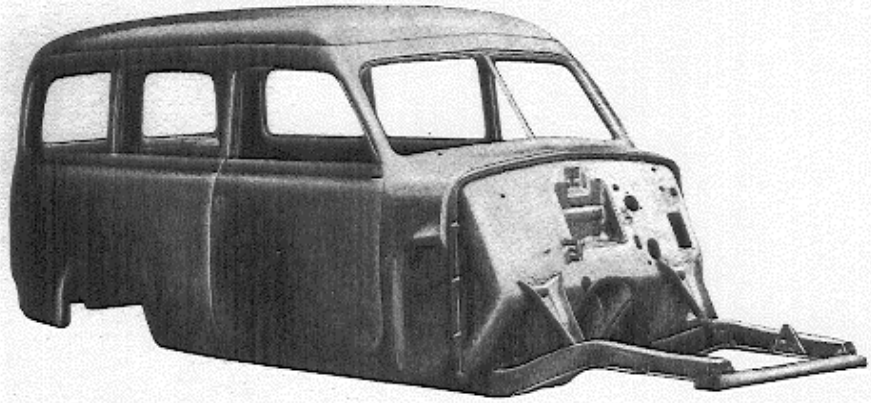
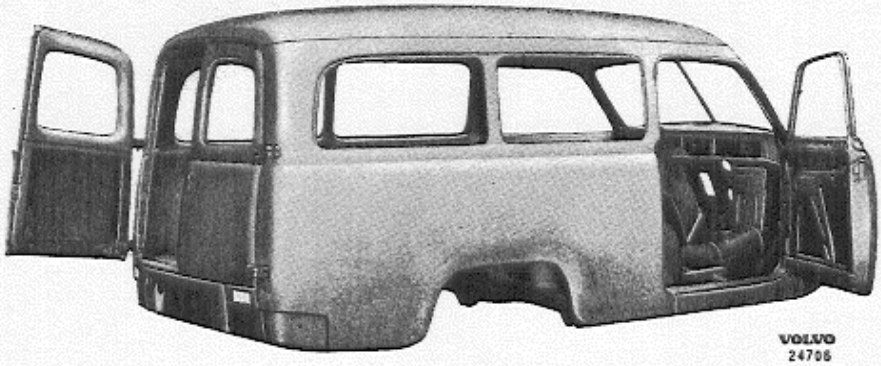


Fig. 15. Body P 210



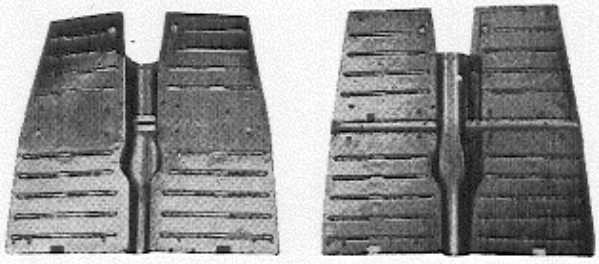


Fig. 16. Front floor plate

The P 210 body consists of a number of pressed-moulded steel plates which are welded together. The body (Fig. 15) may be conveniently divided into the following groups: floor section, cowl section, side sections, rear section, front section, doors and roof section.

The floor section consists of the front and rear floor plates and tunnel. The floor plates are spot-welded to the rear seat support. On the front cross member are four brackets which serve as support for the front seat adjustor slide rails. The rear cross member forms a support for the front edge of the rear seat. The tunnel, which accomodates the propeller shaft, is spot-welded to the front floor plate. The rear floor plate constitutes the floor for the luggage compartment.

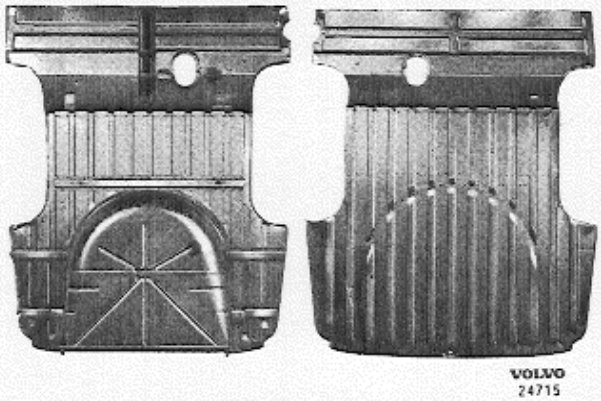


Fig. 17. Rear floor plate

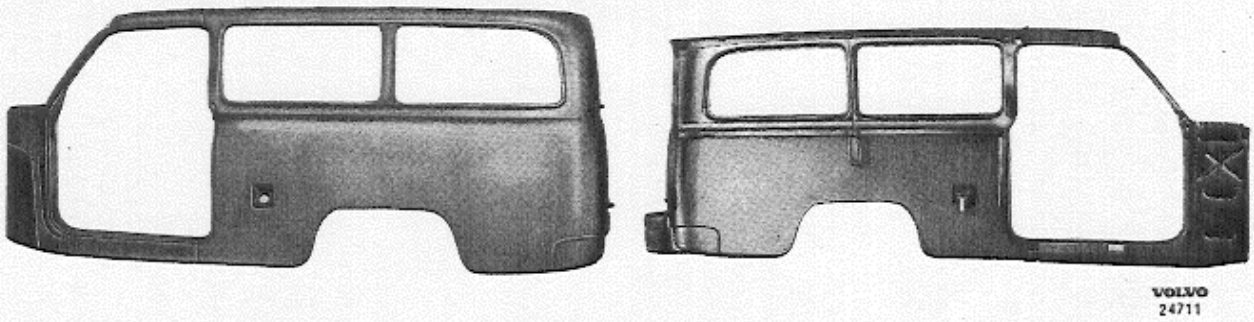


Fig. 18. Side section

The side section consists of the cowl side and the side of the rear section. This section consists of one inner and one outer plate. The rear of the cowl side is reinforced and forms pillars for the attachment of the doors. The lower part forms the door sill. The part of the body from the rear door pillar to the rear doors is the side of the rear section.

The side is provided with flanged openings for the side windows while the lower part forms the wheel housing.

The bulkhead makes up the front transverse wall of the body.

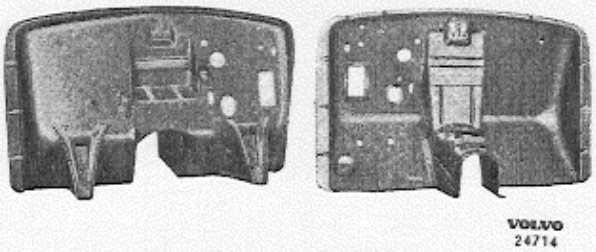


Fig. 19. Bulkhead

The bottom of the bulkhead forms the toeplate and the sides the front section of the cowl.

The roof section consists of the roof plate which is pressed in one piece from the upper limit of the windscreen to the upper edge of the rear doors.

The front mudguards, wheel housing plates, radiator section and bonnet constitute the front section which is bolted to the frame and cowl sides.

The front mudguards are pressed in two parts which are joined through the headlamp cavities. The front mudguards are attached to the wheel housing plates in their upper parts.

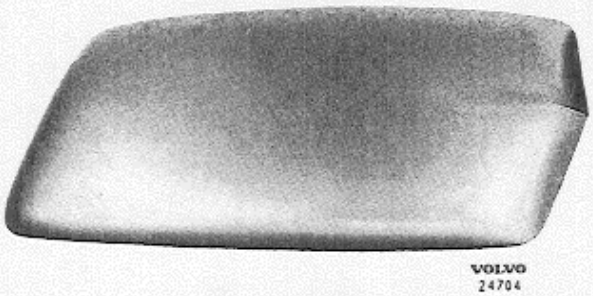


Fig. 20. Roof

The radiator section constitutes the front part of the front section together with the air duct to the radiator. The radiator itself is fitted in a frame in the rear part of the radiator grille section.

The bonnet is lifted up forwards on two hinges while its lower ends are hinged to the sides of the radiator grille section. In the lowered position, the bonnet is held in place by means of a locking device which is fitted to the bulkhead. This locking device consists of a catch and a lever. The lever is placed under the instrument panel and is accessible from the driver's seat.

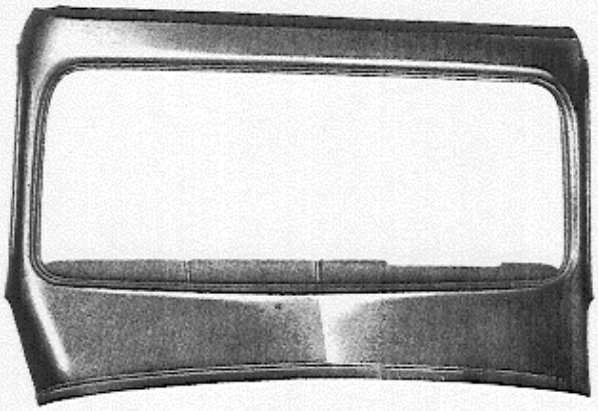


Fig. 21. Cowl, upper section

The doors are built up of an outer and an inner plate, which have been flanged and spot-welded to one unit, see Fig. 22. The hinges are mounted on the inner plate. Holes drilled in the plate are of considerably larger diameter than the screws used and this allows adjustment of the doors both horizontally and vertically.

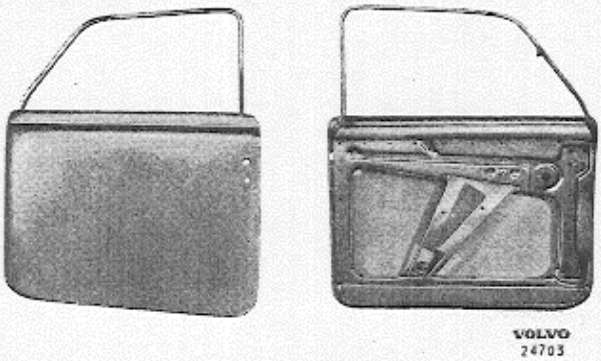


Fig. 22. Front door

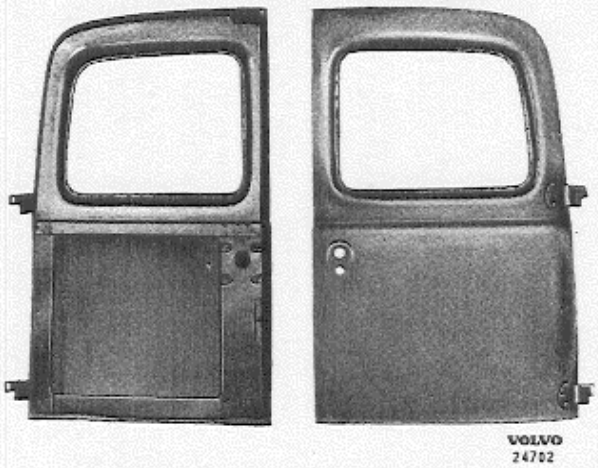


Fig. 23. Rear door

The body arms of the hinges are fitted to the cowl side with slotted screws and "floating" nuts. This makes transverse adjustment possible. The doors are fitted with door stops. These consist of a swinging arm fitted with a rubber buffer. This arm operates between two spring-loaded rollers, the function of which is to hold the door fully open.

The door lock is attached to the door by means of screws. The door handle on the outside operates a lever which, in its turn, presses the lock cylinder forwards. The inner door handle is attached to a remote control device which is attached by means of three screws to the inner door plate. This remote control is operated from the inner door handle via a link. The lock is connected through an eccentric to a plunger which engages the outer door handle when the key is turned to the locked position. The doors may be locked from inside the car by turning the inside door handle downwards. This causes the link to move backwards and prevents the forward movement of the plunger when the outer door handle is turned.

The window winder is of the wire and chain type, that is to say, movement of the window winder is transmitted to the wire and chain which are joined to form a closed circle running on two rollers by means of a cog. The lower roller is fitted with a spring tension device.

The body is thoroughly noise-and heat-insulated. This insulation consists of specially-treated "waffle" paper which is fastened directly to the plating with adhesive.

REPAIR INSTRUCTIONS

FRONT SECTION

Disassembly and assembly

The front section may be removed in one unit which is very suitable for work on the tubular cross member and side members or more extensive repairs. Fig. 24 shows the front section detached from the rest of the body.

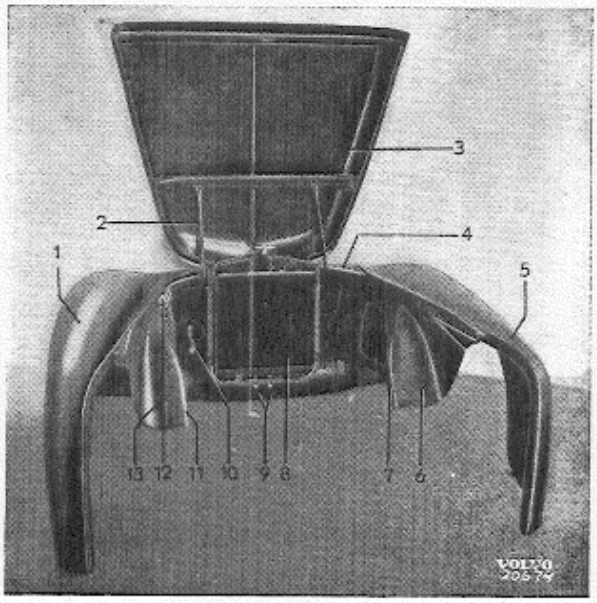


Fig. 24. Front section

1. Front mudguard, left
2. Main hinge
3. Bonnet
4. Radiator grille section
5. Front mudguard, right
6. Wheel housing plate, right
7. Attachment opening
8. Radiator
9. Attachment bolts
10. Connector
11. Attachment opening
12. Connector
13. Wheel housing plate, left

The radiator grille section is held in position by two bolts (9) on the lower part of the radiator frame and by screws on each side (7 and 11) through the wheel housing plates (6 and 13). The rear part of the mudguards are attached to the side of the cowl by four bolts in each mudguard.

For disassembly, the front bumper and supports are removed by loosening them from the tubular cross member. The radiator should be emptied before this operation is commenced. If there is anti-freeze in the radiator, drain into a clean container. Disconnect the cables to the headlamps and the horn at the fuses. Loosen the wire to the radiator blind as well as the upper and lower radiator hoses. Remove the nuts from the bolts (9) at the tubular cross member. Loosen the mudguards from the cowl sides and remove the bolts through the wheel housing plates. Remove the forward section.

Assembly is carried out in the reverse order to disassembly. Always fit a new weatherstrip. Make sure that this is properly stretched and lies in its correct position on the joint.

Front mudguards

The front mudguards are removed, after the headlamp cables have been disconnected at the connector, by removing the four bolts which hold the radiator grille in position. Remove also the bolts holding the mudguards to the side of the cowl, the wheel housing plates and the radiator grille section as well as the cross member for the splash plate.

Bonnet and bonnet lock

The bonnet is disassembled by removing the two bolts holding the hinges. These bolts are accessible under the mudguards.

The attachment of the hinges is adjustable since the holes are larger than the bolts. The bolts are tensioned in the desired position by means of a washer on each side of the plating as well as nuts.

The bonnet lock is fitted to the bulkhead with three screws which are accessible under the instrument panel.

The holes in the bulkhead are rectangular so that the bonnet tension may be adjusted.

Radiator grille section

The radiator grille section is attached partly to the tubular cross member with two bolts and partly to each front mudguard with four bolts and to the wheel housing plates with three bolts.

When dismantling the radiator grille section, the hood is first removed. Uncouple the wire to the radiator blind. This is best done by bending up one of the hooks in the centre of the wire. Loosen the upper and lower radiator hoses.

Loosen the bumper supports from the tubular cross member and remove both the bumper and the supports.

Remove the radiator grille itself. Disconnect the cables to headlamps and horn. Loosen the bolts which hold the radiator grille section to the mudguards, tubular cross member and wheel housing plates. Remove the radiator grille section and take out the radiator and the radiator blind.

When reassembling use new weatherstrips.

REAR MUDGUARDS, PV 544

The rear mudguards are attached to the side of the rear section with bolts. These bolts are accessible partly from the rear compartment and partly from the underside of the mudguards.

Loosen the cables to the rear lamps.

Loosen the splash plate bracket. Remove the screws holding the mudguard to the body and lift it off.

A new weatherstrip should be used when reassembling.

LUGGAGE COMPARTMENT LID AND LOCK, PV 544

The luggage compartment lid operates on two hinges which are screwed to the inner plate of the lid by means of brackets on the body. The holes in the hinges are oval making possible vertical and horizontal adjustment of the lid. Horizontal adjustment is carried out by moving the hinges, on their support on the inside of the lid, in the desired direction. Vertical adjustment is carried out in a similar way on the hinge supports in the body.

The edges of the rear compartment opening may be adjusted to fit the lid tightly by pressing them inwards or outwards with a hammer and a suitable driver.

In order to get the lid to fit more tightly against the rubber weatherstrip on the sides and top, the hinges are bent slightly. This is simply done by placing a wooden wedge between the inner part of the hinge and the body after which the lid is pressed carefully downwards.

If an even harder contact surface between the bottom and sides is desired, against the rubber weatherstrip, then the outer ends of the lock links (4, Fig. 25) and the guides (5) are driven towards the edge slightly with a brass hammer.

The locking device is attached to the inner plate of the lid by means of four screws. The handle is retained by a cotter pin (2). The lock cylinder is held in place by a means of a screw (1) which is accessible with a screwdriver from the underside of the lid. See Fig. 25.

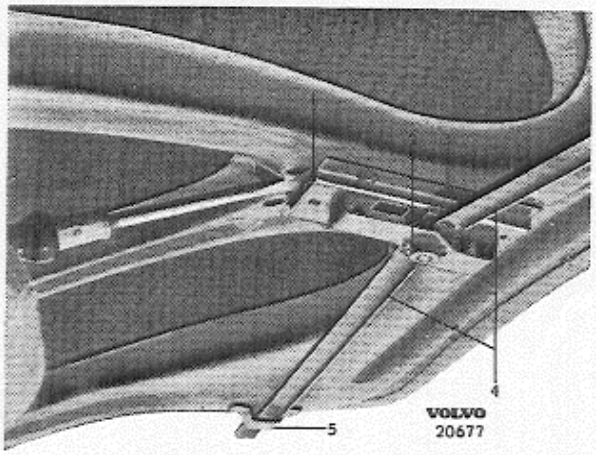


Fig. 25. Removing the lock cylinder

When disassembling, the lock cylinder and handle are first removed. After having loosened the four screws (3) the lock may be removed by easing it forwards. Assembly is carried out in the reverse order.

DOORS

Disassembly and assembly

1. Remove first the door handle, arm rest and window regulator. The door handle and the window regulator are removed as shown in Fig. 26.

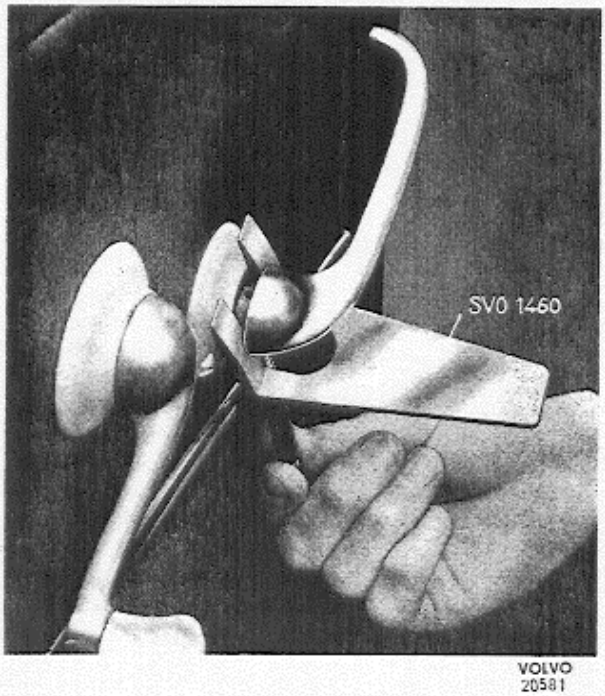


Fig. 26. Removing the door handle

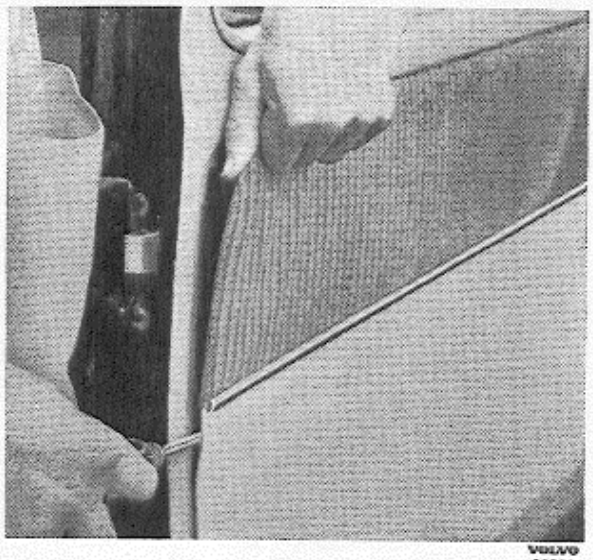


Fig. 27. Removing the door upholstery

2. Remove the door upholstery by inserting a screwdriver under the edge and bending outwards until the upholstery loosens. This is shown in Fig. 27.
3. Remove the cotter pin (6), the washer (5) and the rubber buffer (4) on the door check as shown in Fig. 28.
4. Loosen the hexagonal bolts attaching the door to the upper and lower hinges and lift off the door in a rearward direction.
5. Assembly of the door is carried out in the reverse order.

Adjustment of the door is carried out in the following way:

The door is moved either outwards or inwards on the hinge side. This is carried out by loosening the slotted screws on the hinge attachment on the side of the cowl, moving the hinge in the desired direction and then retightening the screws. The holes are oval in a transverse direction and nuts are "floating" in their position on the inside on the plate.

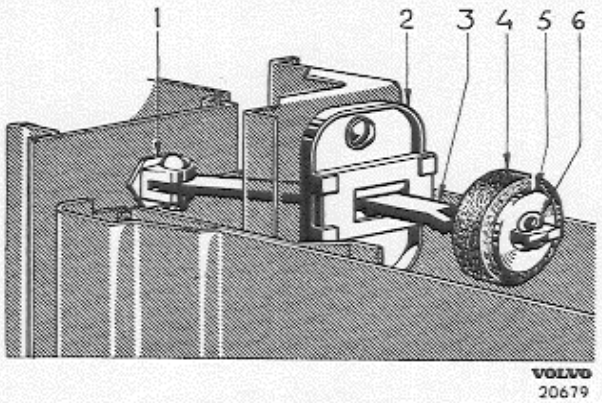


Fig. 28. Door stop

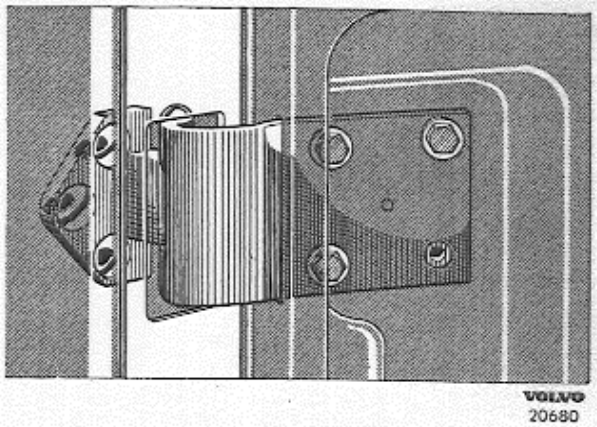


Fig. 29. Door hinge

The door is moved slightly upwards, downwards or sideways. This is carried out by loosening the screws where the hinges are attached to the door, moving the door into the desired position and then re-tightening the screws. The holes in the inner plate are larger than the diameter of the screws which permits the above-mentioned adjustment as shown in Fig. 29. If the door must be moved more backwards or forwards than the size of the holes permits, then the hinge halves are straightened or bent slightly.

If the door is warped then it can be bent straight if the distortion is not too great.

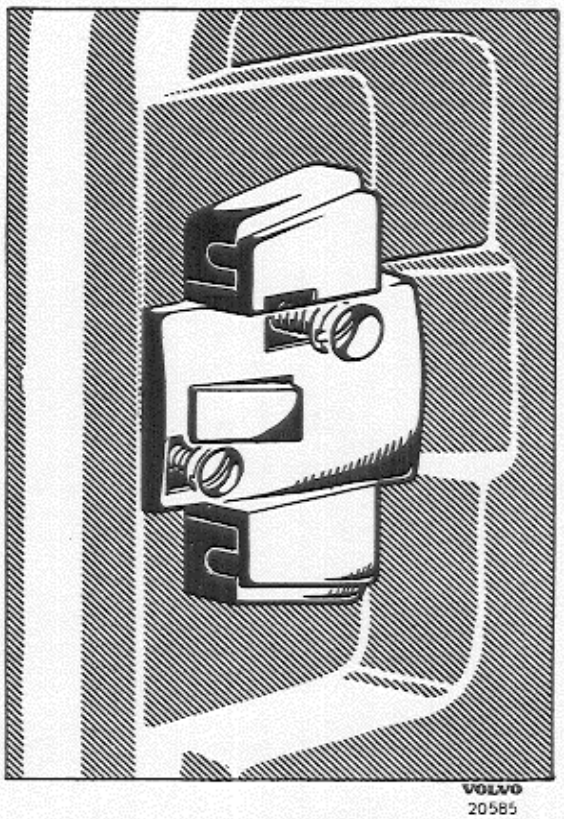


Fig. 30. Striker block

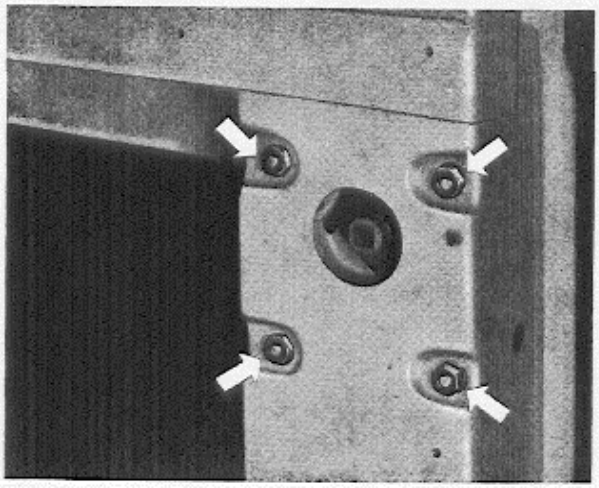


Fig. 31. Fitting the rear door lock, P 210

The striker block shown in Fig. 30 may be adjusted both in relation to the striker plate and to the door lock.

After the door is mounted and has been adjusted for the door opening, make sure that it does not open so much that the forward edge of the door bumps against the mudguard. If there appears to be risk for this then more washers should be added between the rubber buffer and the cotter pin.

REAR DOOR, P 210

The lock mechanism is removed after the door panel has been taken off. The door panel is secured to the inner plate of the door by means of a drive screw. The lock is secured to the door by four screws, see Fig. 31. After the nuts have been unscrewed, the lock can be lifted out.

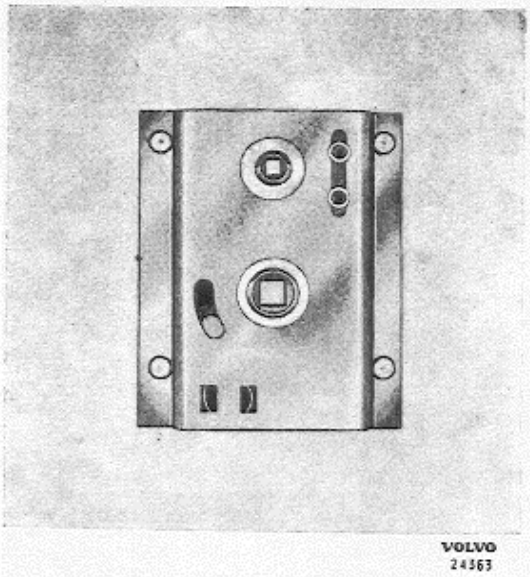


Fig. 32. Rear door lock, P 210

The lock plungers with links (Fig. 33) are removed by unscrewing the screws securing the lock plungers in the upper and lower sides of the door respectively, after which the lock plunger with link is lifted up.

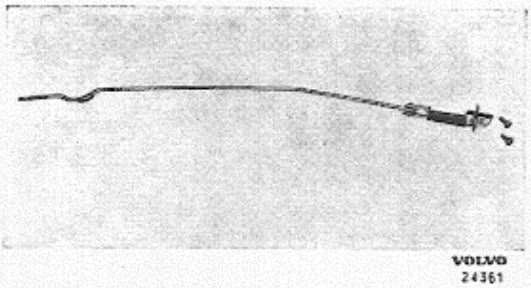


Fig. 33. Lock plunger with link, rear door P 210

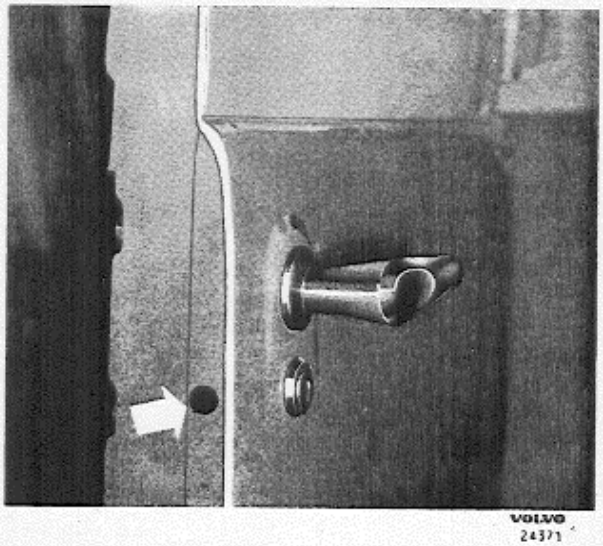


Fig. 34. Removing the lock cylinder, rear door P 210

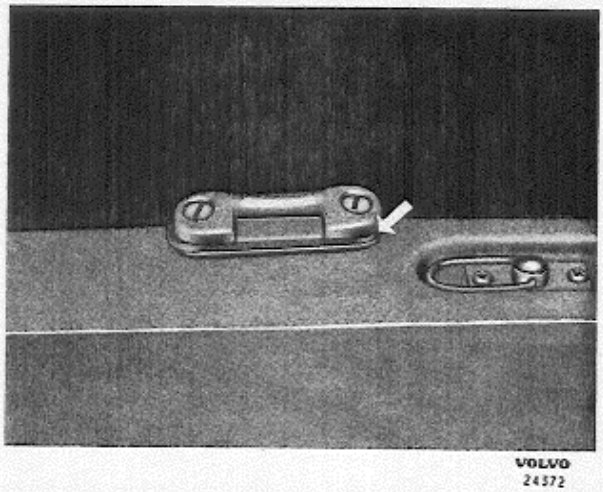


Fig. 35. Adjusting the striker block, rear door, P 210

The lock cylinder is secured to the door by means of a screw which is accessible through the hole on the edge of the door, see Fig. 34. The screw is slackened 1/2—1 turn and then the lock cylinder can be taken out.

The striker block (Fig. 35) is adjustable vertically by means of spacer washers.

The lock cylinder can be suitably lubricated with silicon oil, the door lock with oil and the lock plungers with grease.

DOOR STOP

The door stop may be replaced without it being necessary to remove the door.

1. Proceed according to points 1—3 in "Doors" above.
2. Remove the upholstery from the side of the cowl.
3. Loosen the nut on the door check fork bolt (1, Fig. 18) and remove it together with the link (3).
4. Replace the ratchet (2) if necessary. It is attached by means of screws.
5. Assembly is carried out in the reverse order.

DOOR LOCK

Disassembly and assembly

1. Remove the arm rest, the inner door handle and the window regulator. The door handle and the window winder are removed by using tool SVO 1460 as shown in Fig. 26.
2. Remove the door upholstery. Use a screwdriver which is inserted under the cloth and then bent outwards as shown in Fig. 27.
3. Remove the cotter pin on the outer door handle with the help of a small driver. This cotter pin is self-locking so the ends are not bent. See Fig. 36. Remove door handle.
4. Loosen the screw holding the lock cylinder and pull it out together with the lock unit. This screw is accessible under the rubber weatherstrip as shown in Fig. 37.
5. Loosen the screws holding the lock (2, Fig. 38), the guides (6) for the link (5) and the remote control (4). Lift out the door lock in a downwards direction.
6. Assembly is carried out in the reverse order.
7. If the lock unit itself is to be removed from the lock cylinder, then the key is inserted and turned into its left-hand position. Then push in a small, pointed object such as a pen nib in the small recess in the lock plate. In this way a small catch is released and the lock unit may be drawn out after rotating slightly in an anti-clockwise direction as shown in Fig. 39.

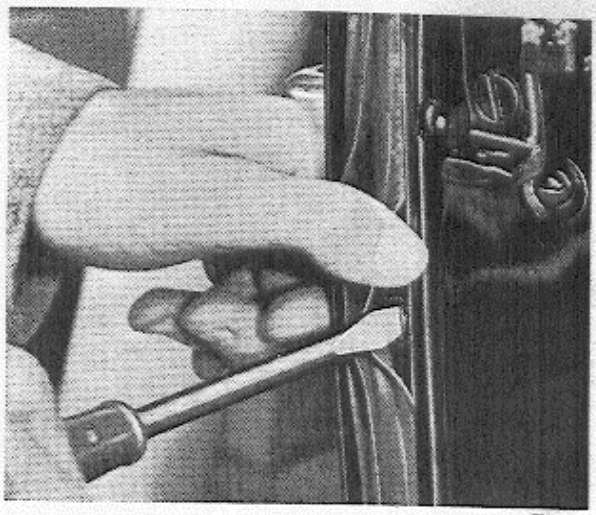


Fig. 37. Removing the door lock

Fig. 36. Removing the door handle

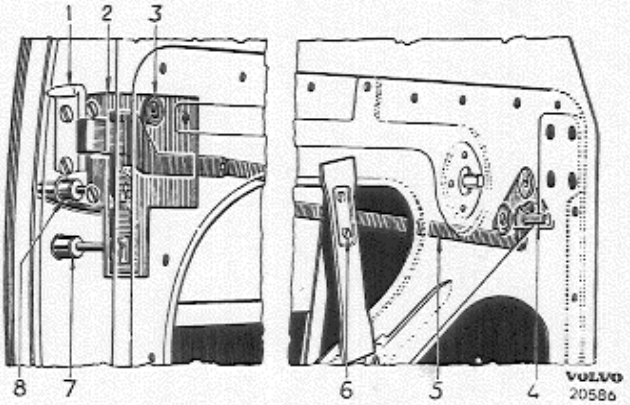


Fig. 38. Door lock

1. Door striker plate
2. Door lock
3. Lock spring
4. Remote control
5. Link
6. Guide
7. Lock cylinder
8. Door handle

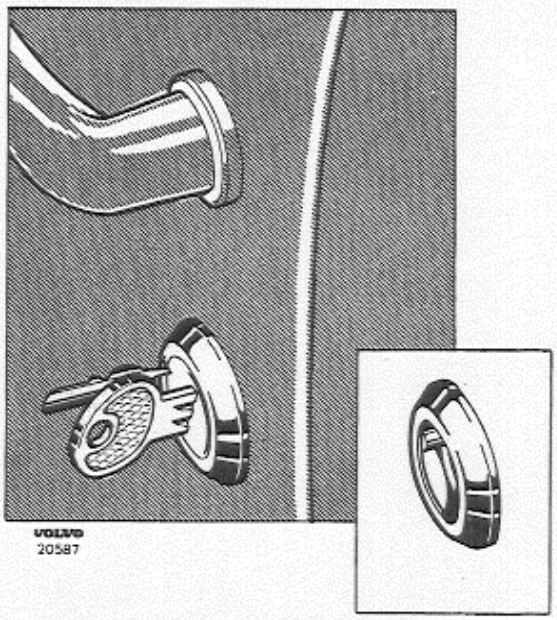


Fig. 39 Removing the lock cylinder

WINDOW WINDERS AND WINDOWS

Disassembly and assembly

1. Remove the arm rest.
2. Remove window winder and inner door handle. These are removed by using tool SVO 1460 as shown in Fig. 26.
3. Remove the door upholstery. Use a screwdriver which is inserted under the upholstery and bent outwards as shown in Fig. 27.
4. Loosen the window weatherstrip and lift out this as well as the ventilator window.
5. Remove the upper screw (1, Fig. 40) and the central screw (13) which retain the front run channel (2).

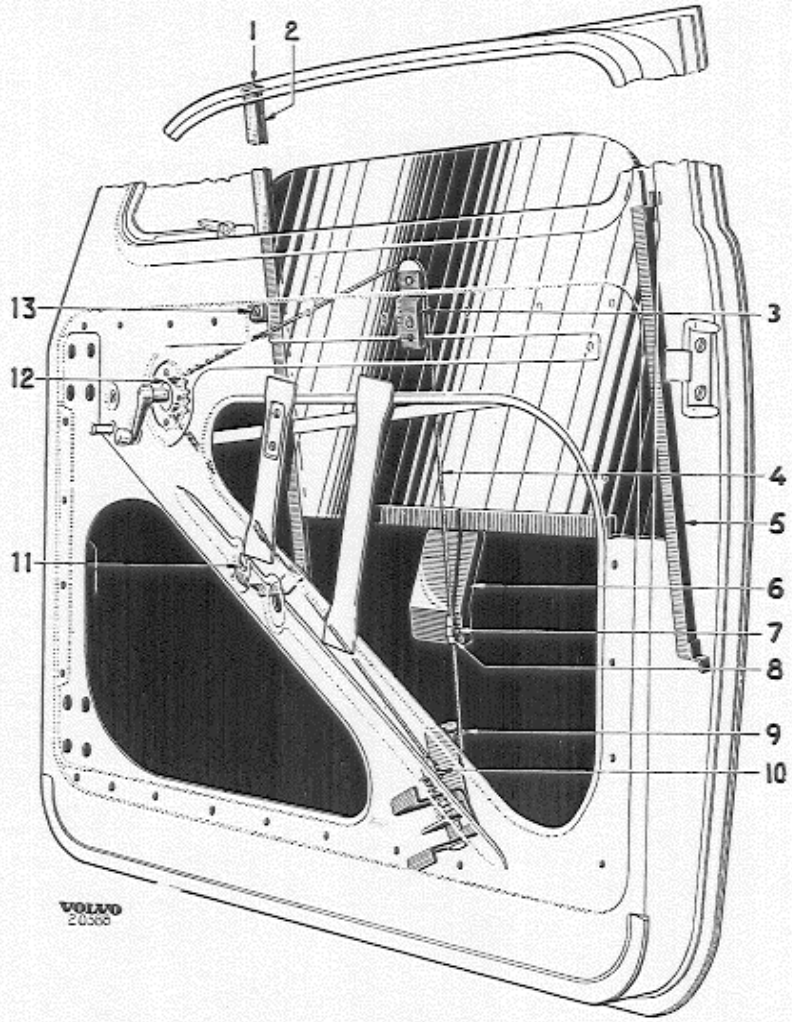


Fig. 40. Window lift
1. Screw for front run channel
2. Front run channel
3. Roller, upper
4. Wire
5. Rear run channel
6. Winder channel
7. Connector sleeve
8. Connector
9. Tension device with lower roller
10. Nut for tension screw
11. Screw for front run channel
12. Window regulator cog
13. Screw for front run channel

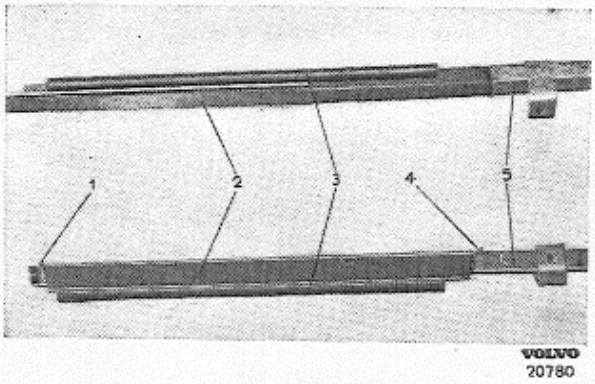


Fig. 41. Weatherstrips

6. Remove connector sleeve (7) which retains the connector to winder channel (6). Move the run channel forwards and lift up the window.
7. Release load on the tension device (9) by loosening the nuts (10) to the tension screw on the lower roller. Remove the wire and chain.
8. The upper roller (3), the lower roller with tension device (9) and the window regulator cog (12) as well as the run channels (2 and 5) are removed if required.
9. Assembly is carried out in the reverse order.

Before installing the window make sure that the weatherstrips are in good condition. Worn or damaged weatherstrips should be replaced. The weatherstrip on the ventilator window in the front run channel is taken out by removing the two nails (1 and 4, Fig. 41) by pulling the retainer (2) from the channel (5). The new weatherstrip (3) is fitted so that it lies on the front run channel after which the retainer is slid on the the nails driven home.

The wire should be stretched but not too much.

After re-assembly, check that the window runs smoothly in the channels. The channels may be adjusted by bending their brackets into the desired position. Lubricate the wire and the chain with grease and use a few drops of oil on the rollers and window regulator cog.

VENTILATOR WINDOW

The ventilator window is attached to the window frame and is removed before work on the window frame is commenced or the weatherstrips replaced.

Remove the rivet (1, Fig. 42) which holds the upper side of the ventilator window to the window frame. Loosen both the tension screws (3) and remove the lower cap (2). Lift out the window, and the rubber weatherstrip is then accessible for replacement.

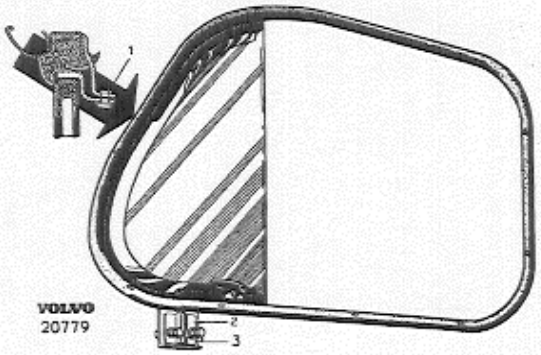


Fig. 42. Ventilator window

Assembly is carried out in the reverse order.

The opening action of the ventilator window may be adjusted so as to be harder or easier by adjusting the tension of the spring on the lower pivot pin. This may only be carried out after the window frame has been removed from the door.

WEATHERSTRIPS

The lower weatherstrip on the door and the weatherstrip on the door flanges are attached by means of strips which are spot-welded to the door.

This weatherstrip is removed by pulling outwards until the edge is free from the welded strips.

When fitting weatherstrips, the inner edge is laid in its position in the welded strip after which the outer edge is pushed behind the strip with a screwdriver. See Fig. 43.

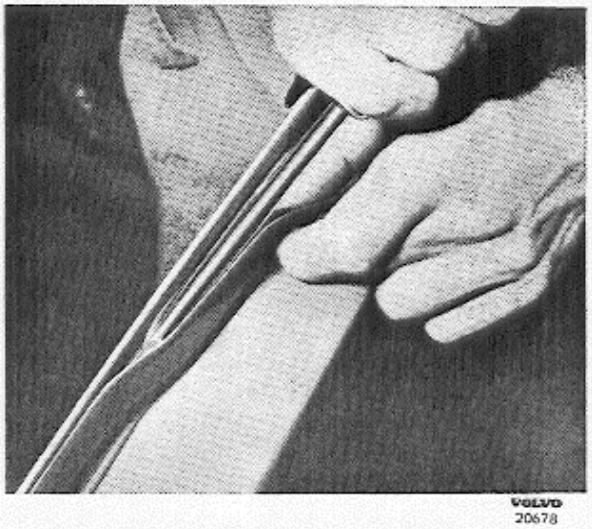


Fig. 43. Fitting the weatherstrip

WINDOWS WITH RUBBER WEATHERSTRIPS, WINDSCREEN AND REAR WINDOW

Disassembly

1. Spread a blanket or similar soft cloth over the cowl and the top of the instrument panel.
2. Remove the rubber weatherstrip adhesive from the body.
3. Press hard on the glass outwards in the outer corners and the rubber weatherstrip then clears the guide edge in the windscreen opening.
4. Clean thoroughly so as to remove all traces of the sealing compound.

Assembly

1. Check that the windscreen opening is not deformed in any way by holding a glass pane pressed against the opening. The pane should be in close contact with the metal all the way round. The edge must be straightened if there is any indication of unevenness or deformation.
2. Lay the glass on a blanket and fit the weatherstrip round the edge of the glass.
3. Press in a leather strap or strong cord in the groove in the strip as shown in Fig. 44. Laying of the cord is made easier if a narrow pipe is used to open the groove in the strip and the cord is allowed to run through the pipe at the same time, see Fig. 44.

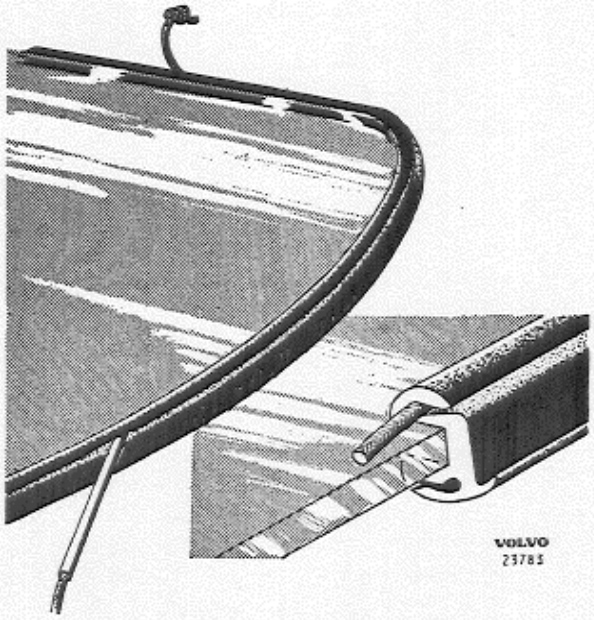


Fig. 44. Laying in the cord

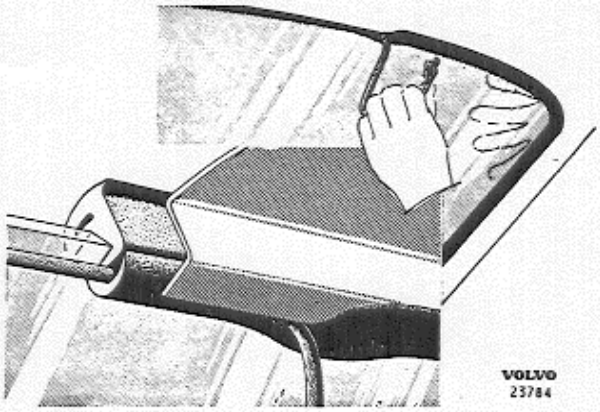


Fig. 45. Fitting the windscreen

4. Lay the pane with the rubber weatherstrip in the opening and push it firmly against the body. Use the other hand to pull the cord so that the edge of the rubber weatherstrip comes into its place. See Fig. 45.
5. Press in the sealing compound under the outer flanges of the rubber weatherstrip. See Fig. 46.

FITTING THE TRIM MOULDING

1. Place a strap or a cord in the groove in the rubber weatherstrip as done earlier when fitting the glass, see Fig. 47. NOTE. This assumes the glass is in position in the body.
2. Push the ridge in the trim moulding and then pull out the cord whereby the edges of the rubber moulding creep up over the edge of the trim moulding. See Fig. 48.
3. The small joint cover plates can be slid along the garnish mouldings and should be fitted on one of the moulding before assembly. When assembly is complete, they are slid into position over the joint.

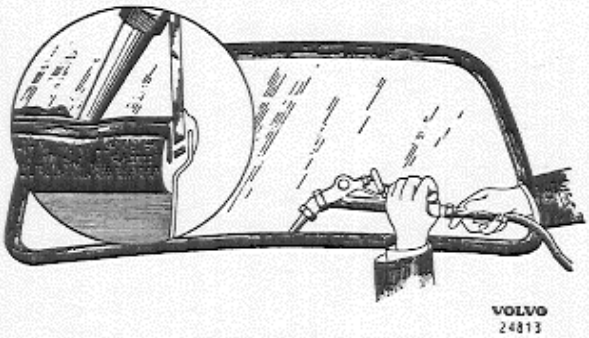


Fig. 46. Pressing in sealing agent

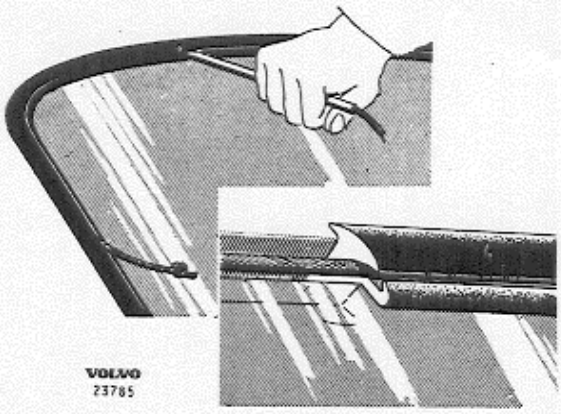


Fig. 47. Fitting the cord for the trim moulding

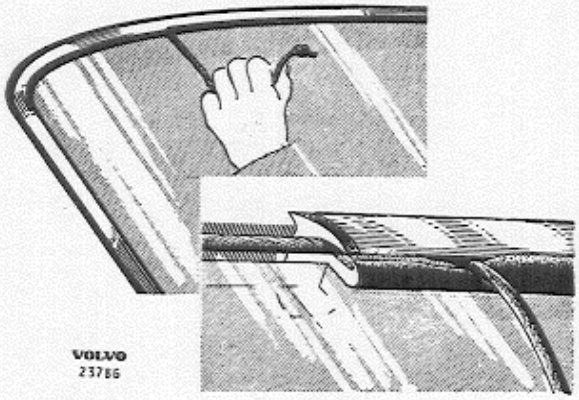


Fig. 48. Fitting the trim moulding

Rear side windows

1. The rear side windows are removed, after the rubber weatherstrip adhesive has been removed from the body, by pressing two corners of the pane inwards until the edge of the rubber weatherstrip clears the guide edge on the body.

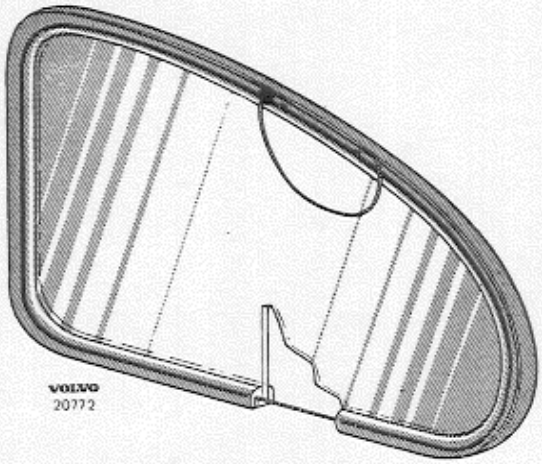


Fig. 49. Side window with cord

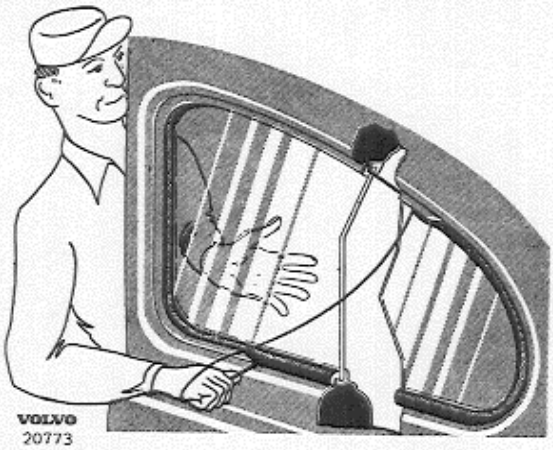


Fig. 50. Fitting the rear side window

2. Clean the rubber weatherstrip and the guide edge very carefully until free of sealing compound. Damaged or hardened weatherstrips are replaced.
3. Check by holding a pane pressed against the opening so that it is in contact with the metal all the way round. If there is any indication of deformation or unevenness, then the edge is straightened.
4. The pane is fitted by placing both it and the cord in the rubber weatherstrip as shown in Fig. 49. Hold the pane pressed against the opening and pull the cord, see Fig. 50.
5. After fitting, press in sealing compound under the outer flanges.

INSTRUMENT PANEL AND INSTRUMENTS

The instrument panel is fixed to the body by means of screws, see Fig. 51. The instrument panel can be removed after the windscreen has been loosened.

All the instruments are fitted together in one combined instrument. This is attached to the instrument panel by means of two screws. When working on the instruments, always disconnect the battery earth cable.

The combined instrument is removed by first pulling out the instrument lighting lamps and the control lamps. Then disconnect the speedometer cable and remove the temperature gauge sender from the engine. Disconnect the cables from the fuel gauge. Make sure that the cables are marked so that they will be correctly connected when re-assembly is carried out. Then remove the nuts retaining the combine instrument from the instrument panel and lift out the panel.

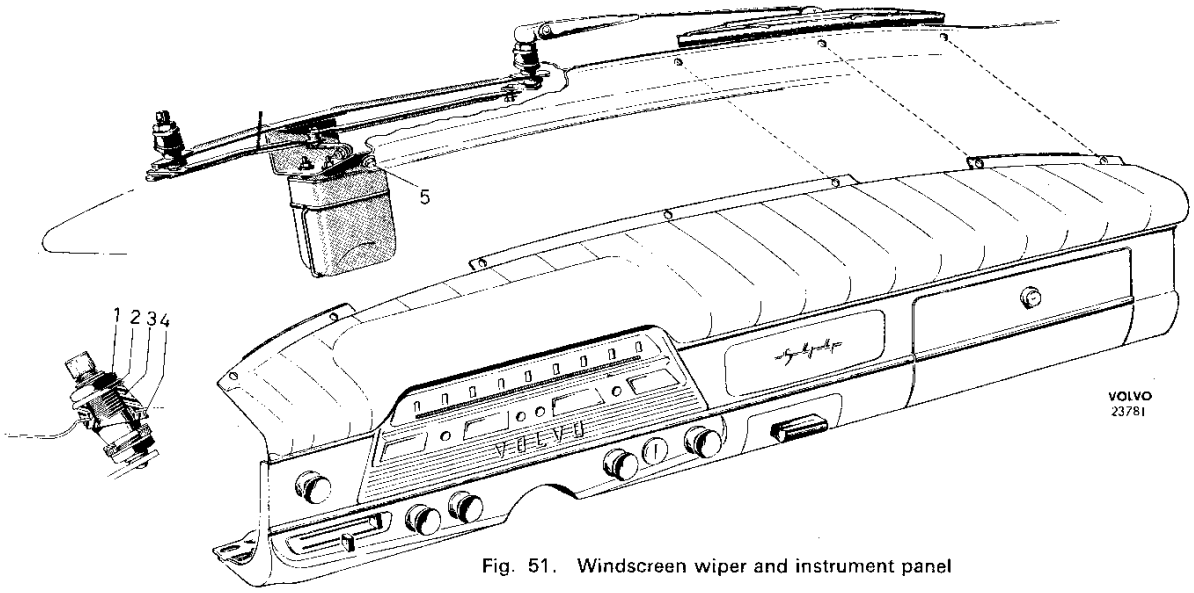


Fig. 51. Windscreen wiper and instrument panel

FUEL TANK

The fuel tank is replaced in the following way:

1. Remove the bottom plug and empty the tank into a clean vessel. While the fuel is running out, disconnect the tank unit cable.
2. Disconnect the tube to the filler pipe, the air tube and the fuel pipe to the engine.
3. Remove the screws with which the tank is secured to the body.
4. Lift up the tank and clean it thoroughly externally.
5. Remove the tank unit cable.
6. The fuel tank is assembled in the reverse order.

FITTINGS AND UPHOLSTERY

The inside of the body is insulated by means of specially treated "waffle" paper. This serves as heat insulation and prevents vibrations in the body.

Front seat

Both the cushions and the backs of the front seats are built on a tubular steel frame. Springs in both seat and back consist of spiral springs. These are formed to one unit through the use of binding springs. Stuffing consists of jute, fiber-matting and wadding in that order, and the top upholstery.

The front seats are retained in place by brackets on the front seat adjuster assembly. The seats may be removed by holding the adjuster knob to the side and pushing the seat forwards.

Door and side-wall upholstery

Door and side-wall upholstery consists of 3 mm (1/8") thick masonite covered with wadding and surface cloth. Sections are attached to the doors and body by means of clips.

The armrests on the front doors consist of a bar on which foam plastic padding and upholstery covering are fitted. They are secured by screws to the door inner plate.

Headlining

The headlining consists of cloth which is stretched on the roof bows and attached to the former rib at the upper limit of the side section.

Rear seat backrest, P 210

The rear seat backrest can be folded forwards and in this position it forms an extended luggage compartment space. The locking device for the backrest is accessible after the seating cushion has been removed. The backrest locking device is shown in Fig. 52. Lubricate the locking device with grease.

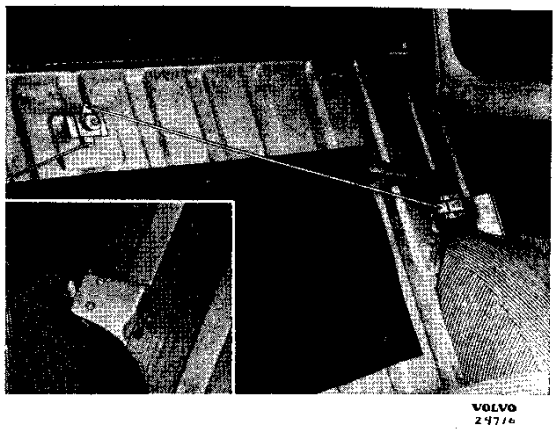


Fig. 52. Backrest locking device