

SERVICE MANUAL

CARS AND VANS

PV 544

Part 11

BODY

Export Service Department

AKTIEBOLAGET

VOLVO

GÖTEBORG . SWEDEN

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DESCRIPTION

Since the PV 544 has a self-supporting body, there is no chassis frame. The body consists of press-molded steel plates. Each of these plates contributes to the bearing construction. The body (Fig. 1) may be conveniently divided into the following groups: floor section, cowl section, side sections, rear section, front section, rear fenders, doors and rear compartment.

member forms the support for the front edge of the rear seat. The tunnel for the propeller shaft is spot-welded to the floor plates. The rear floor plate (Fig. 3) is strengthened underneath on each side by means of a longitudinal reinforcement member with a cross member between. This cross member is fitted with an attachment device for the rear axle track bar. In the

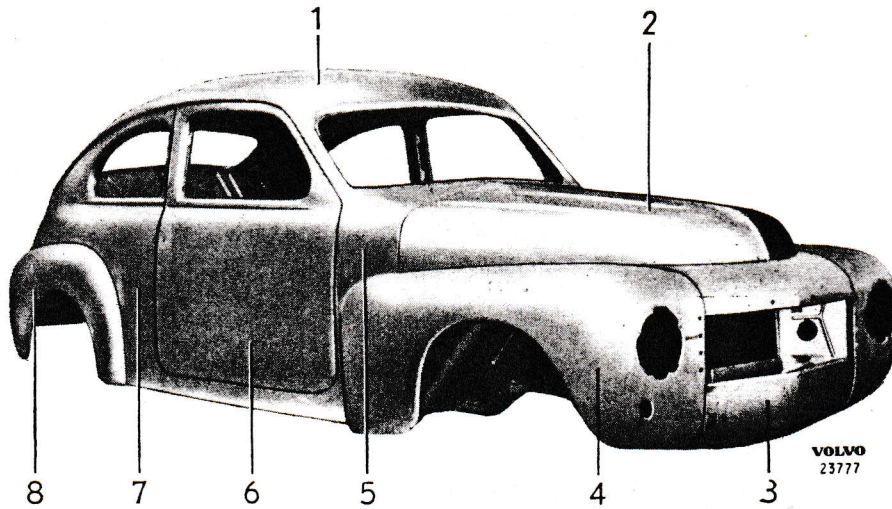


Fig. 1. Body.

1. Roof
2. Hood
3. Front section
4. Front fender assembly
5. Cowl
6. Door
7. Rear side panel assembly
8. Rear fender

The floor section consists of the forward (Fig. 2) and rear floor plates (Fig. 3), the forward and rear cross members and the tunnel. The floor plates are spot-welded together at the rear cross member. On the forward cross member are four brackets which serve as support for the front seat adjuster slide rails. The rear cross

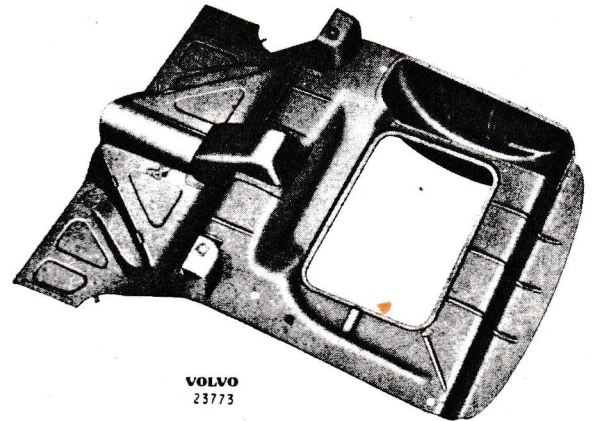


Fig. 3. Rear floor.

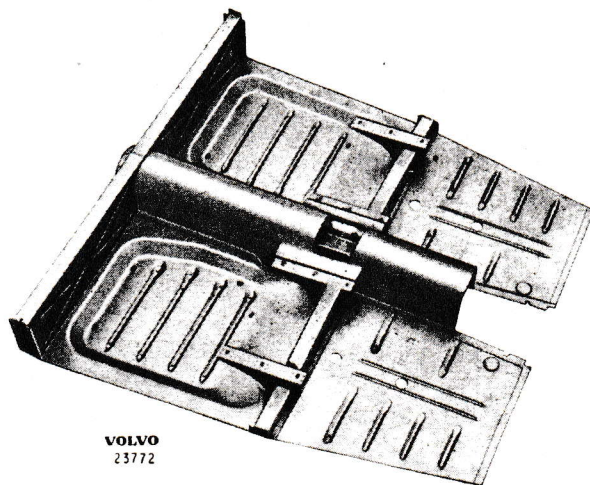


Fig. 2. Front floor.

rear part there is a flanged hole for the fitting of the fuel tank, the top of which forms part of the floor in the rear compartment.

The bulkhead (1, Fig. 4) forms the front wall of the body and is constructed as a sloping recessed partition. The bottom of this forms the toeplate and the sides form the forward section of the cowl. Two side members (4) extend forwards and are connected through a tubular cross member (5). To the rear, these side members divide and form reinforcement mem-

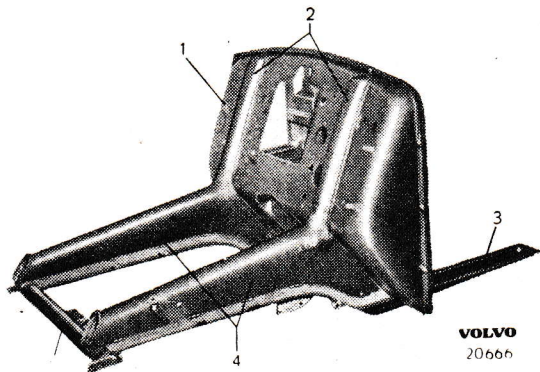


Fig. 4. Bulkhead.

bers (2 and 3). These are spot-welded at the bulkhead and the forward floor plate. The front suspension cross member and the wheel housing plates are spot-welded to 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 consists of the cowl side (Fig. 5) 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 central pillar to the rear compartment opening is the side of the rear section. The 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 rear compartment.



Fig. 7. Roof section.

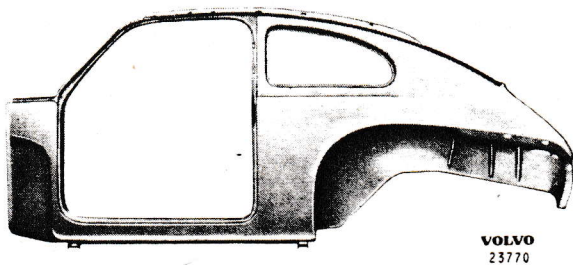


Fig. 5. Side.

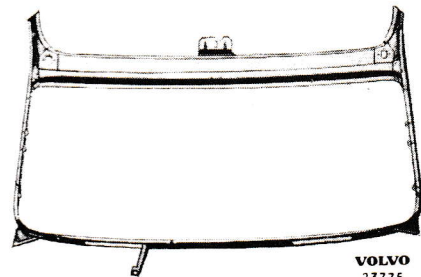


Fig. 8. Windshield frame.

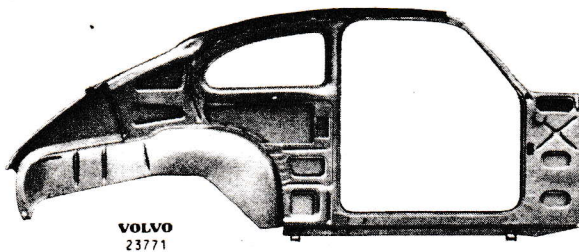


Fig. 6.

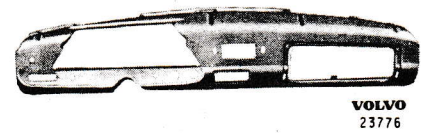


Fig. 9.

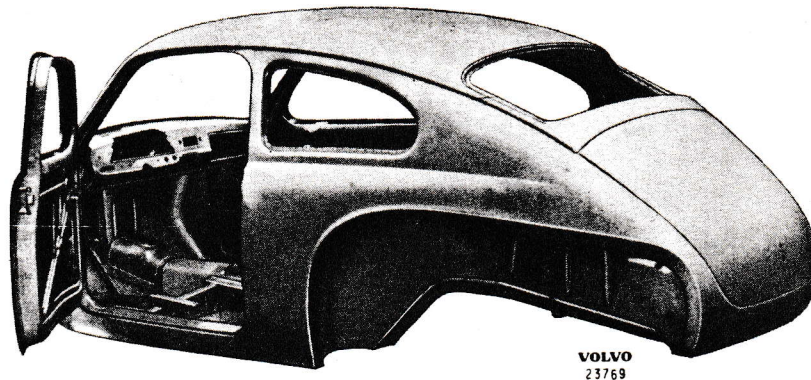


Fig. 10. Body.

The roof section consists of the roof plate, Fig. 7, which is pressed in one piece from the bulkhead to the upper edge of the rear compartment. The roof plate thus forms the upper part of the cowl, windshield opening, the roof itself, rear window opening and the upper limit of the rear compartment. The windshield frame is attached directly to the front end of the roof plate this also serving as a support for the brackets for the sun visors and the former rib for the roof upholstery.

All the above-mentioned details are spot-welded into one unit, the self-supporting body (Fig. 10).

The front fenders, wheel housing plates, radiator section and hood constitute the front section. This section is attached to the tubular cross member, the side members and the cowl sides.

The front fenders are pressed in two parts which are joined through the headlamp cavities. The front fenders 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.

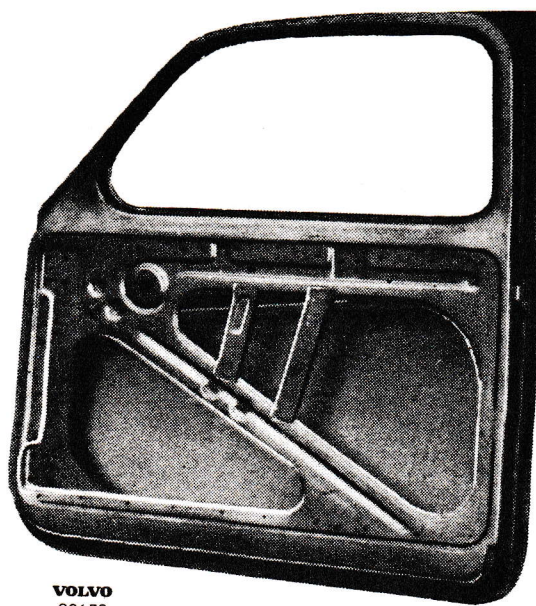
The hood is lifted up forwards on two hinges while its lower ends are hinged to the sides of the radiator grille section. In the lowered position

the hood 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 fenders 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 fender for the fuel tank filler pipe.

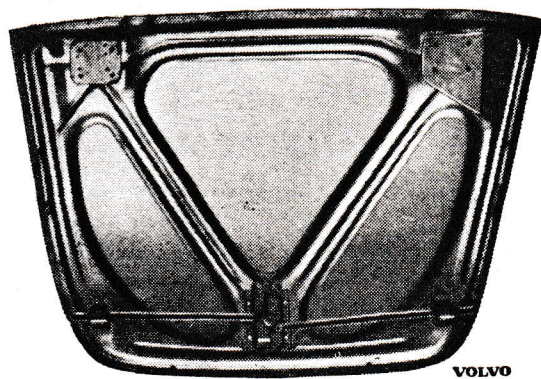
The doors consist of an outer and an inner plate which are flanged and spot-welded to one unit. See Fig. 11. The hinges are mounted on the inner plate. Holes drilled in the plates are of considerably larger diameter than the screws used which allows adjustment of the doors both horizontally and vertically. The body arms of the hinges are fitted to the cowl side with slotted screws and "floating" nuts. This makes possible transverse adjustment. The doors are fitted with door checks. 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 through a link. The door is locked from the outside by means of a lock which is fitted in its cylinder under the left-hand door handle. 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



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Fig. 11. Door, inside.



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Fig. 12. Rear compartment

from the inside of the car by turning the door handles downwards. The link then moves backwards which prevents the forward movement of the plunger when the outer door handle is turned.

The window regulators are of the wire and chain type, that is to say movement of the window regulator 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 rear compartment door (Fig. 12) is constructed in the same way as the other doors. The locking device is fitted in the lower edge 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 rear compartment door. These hinges are attached to the body on a reinforcement plate on the rear part of the roof plate. The left hinge is fitted with a device which holds the rear compartment door in the raised position. The upper ends of the rear shock-absorbers are attached to a shock-absorber housing. Fig. 13. 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

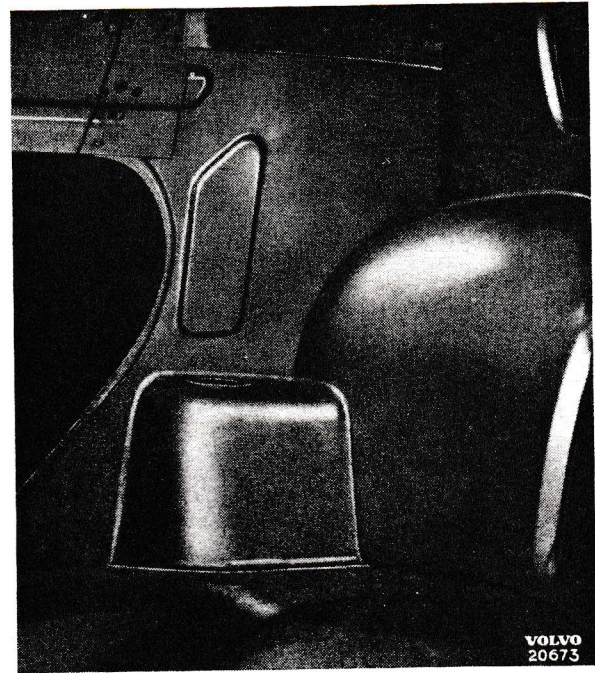


Fig. 13. Shock-absorber housing.

member outer ends. Supports for the rear bumpers are attached to the reinforcement in the rear part of the floor plate.

The body is 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. 14 shows the front section detached from the rest of the body.

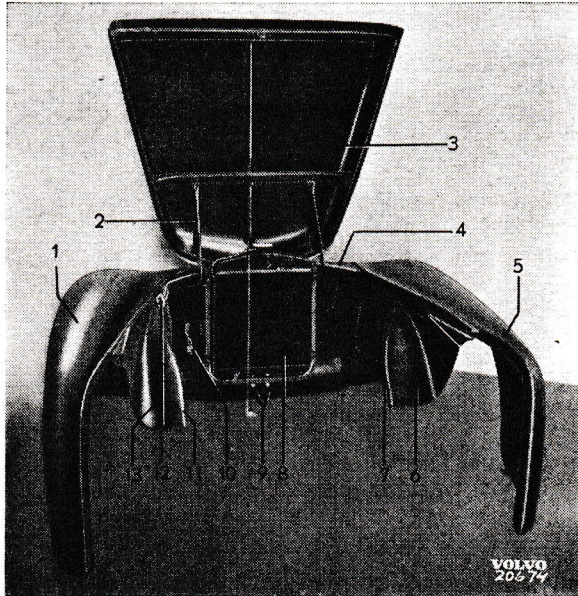


Fig. 14. Front section.

- | | |
|-------------------------------|-------------------------------|
| 1. Front fender, left | 7. Attachment opening |
| 2. Main hinge | 8. Radiator |
| 3. Hood | 9. Attachment bolts |
| 4. Radiator grille section | 10. Connector |
| 5. Front fender, right | 11. Attachment opening |
| 6. Wheel housing plate, right | 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 fenders are attached to the side of the cowl by four bolts in each fender.

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 fenders 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. Always fit a new weatherstrip. Make sure that this is properly stretched and lies in its correct position on the joint.

Front fenders

The front fenders 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 fenders 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.

As far as the disassembly of the headlamps is concerned, see Part 10.

The fenders are assembled in the reverse order. A new weatherstrip should also be fitted.

Hood and hood lock

The hood is disassembled by removing the two bolts holding the hinges. These bolts are accessible under the fenders.

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

The hole in the bulkhead is rectangular so that the hood 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 fender 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 fenders, 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 fenders

The rear fenders 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 fenders.

Loosen the cables to the rear lamps.

Loosen the splash plate bracket. Remove the screws holding the fender to the body and lift it off. Before removing the right-hand splash plate, the fuel filling pipe and the air pipe must be dismantled.

A new weatherstrip should be used when re-assembling.

Rear compartment and lock

The rear 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. 15) and the guides (5) are driven towards the edge slightly with a brass hammer.

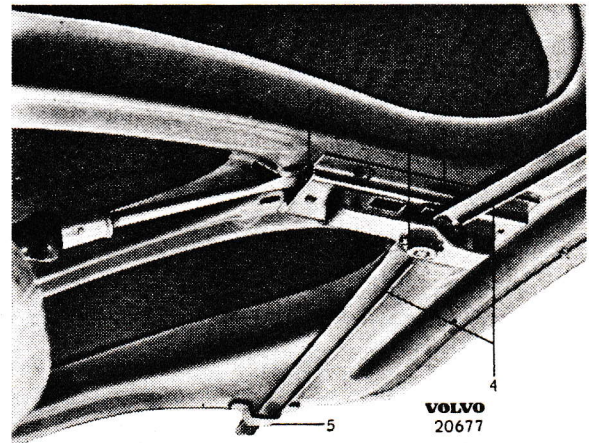


Fig. 15. Removing the lock cylinder.

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 means of a screw (1) which is accessible with a screw-driver from the underside of the lid. See Fig. 15.

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. 16.
2. Remove the door upholstery by inserting a screw-driver under the edge and bending outwards until it loosens. This is shown in Fig. 17.

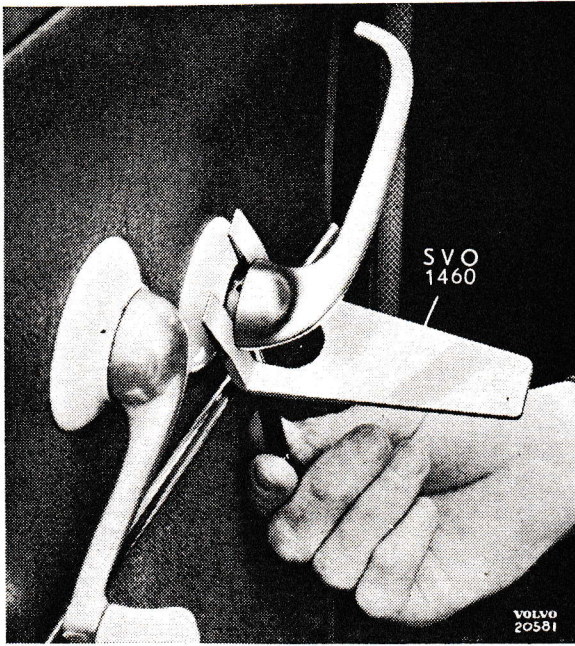


Fig. 16. Removing the door handle.

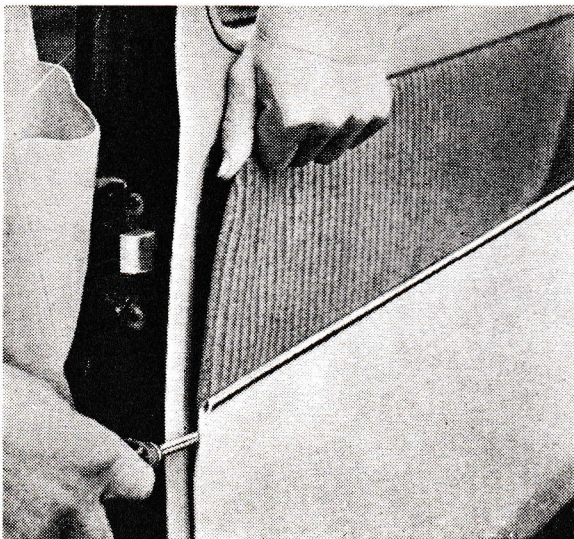


Fig. 17. Removing the door upholstery.

3. Remove the cotter pin (6), the washer (5) and the rubber buffer (4) on the door check as shown in Fig. 18.
4. Loosen the hexagonal bolts attaching the door to the upper and lower hinges and lift off the door in a backward direction.
5. Assembly of the door is carried out in the reverse order.

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

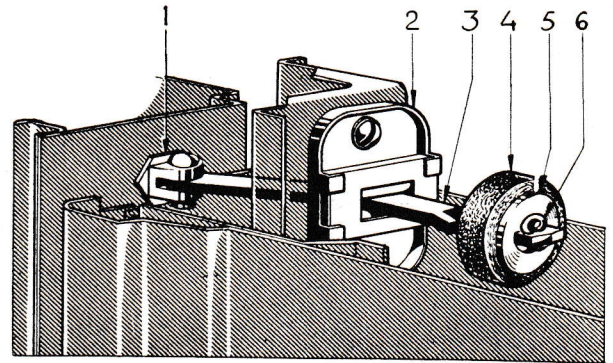


Fig. 18. Door check.

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 re-tightening the screws. The holes are oval in a transverse direction and the nuts are "floating" in their position on the inside of the plate.

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. 19. 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.

The block shown in Fig. 20 may be adjusted both in relation to the striking plate and to the door lock.

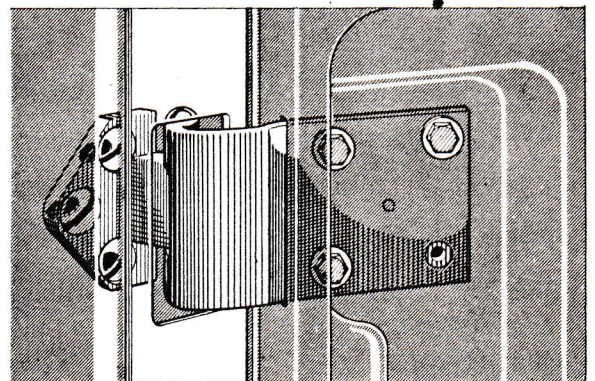


Fig. 19. Door hinge.

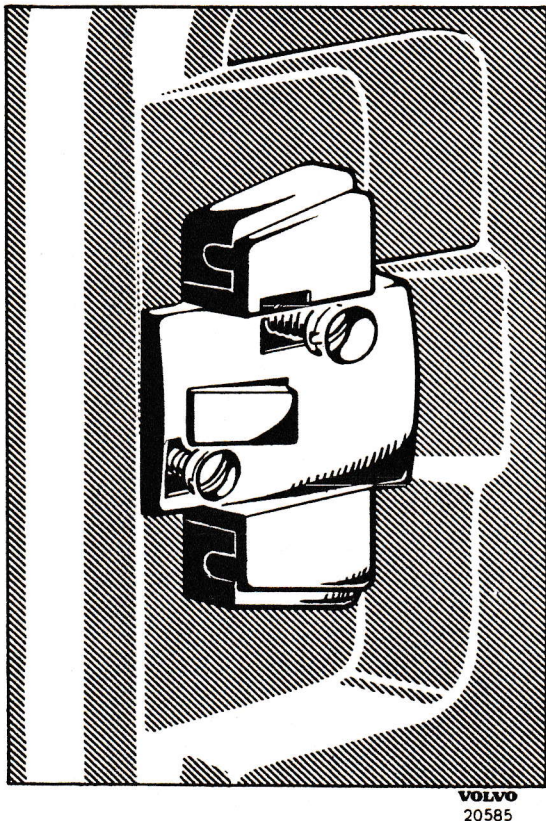


Fig. 20. Door block.

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 fender. If there appears to be risk for this then more washers should be added between the rubber buffer and the cotter pin.

Door check

The door check 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.



Fig. 21. Removing the door handle.

Door locks

Disassembly

1. Remove the arm rest, the inner door handle and the window regulator. The door handle and the window regulator are removed by using tool SVO 1460 as shown in Fig. 16.
2. Remove the door upholstery. Use a screwdriver which is inserted under the cloth and then bent outwards as shown in Fig. 17.
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. 21. Remove door handle.
4. Loosen the screw holding the lock cylinder and pull it out together with the lock unit.

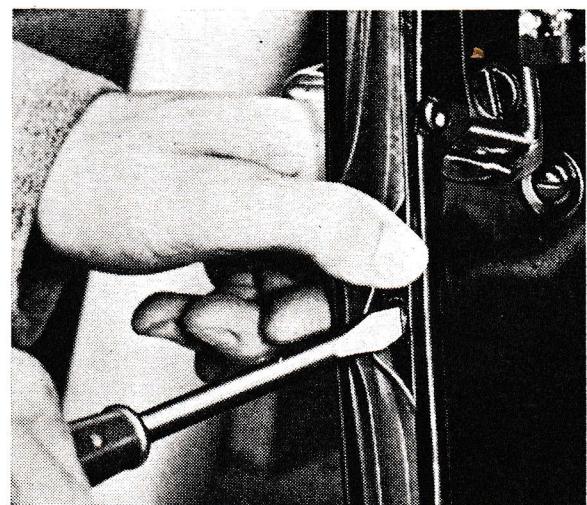


Fig. 22. Removing door lock.

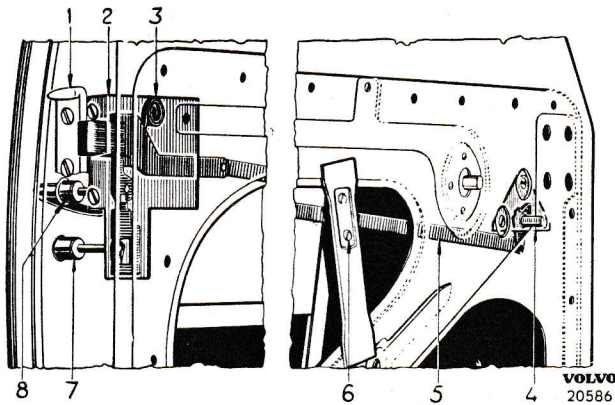


Fig. 23. Door lock.

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

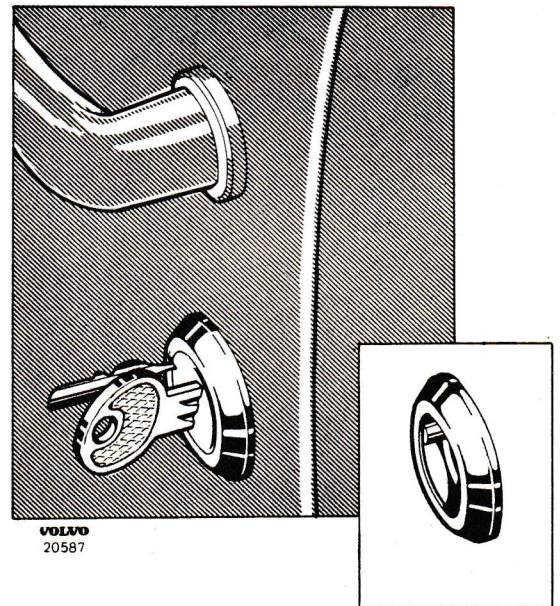


Fig. 24. Removing lock cylinder.

This screw is accessible under the rubber weatherstrip as shown in Fig. 22.

5. Loosen the screws holding the lock (2, Fig. 23), 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. 24.

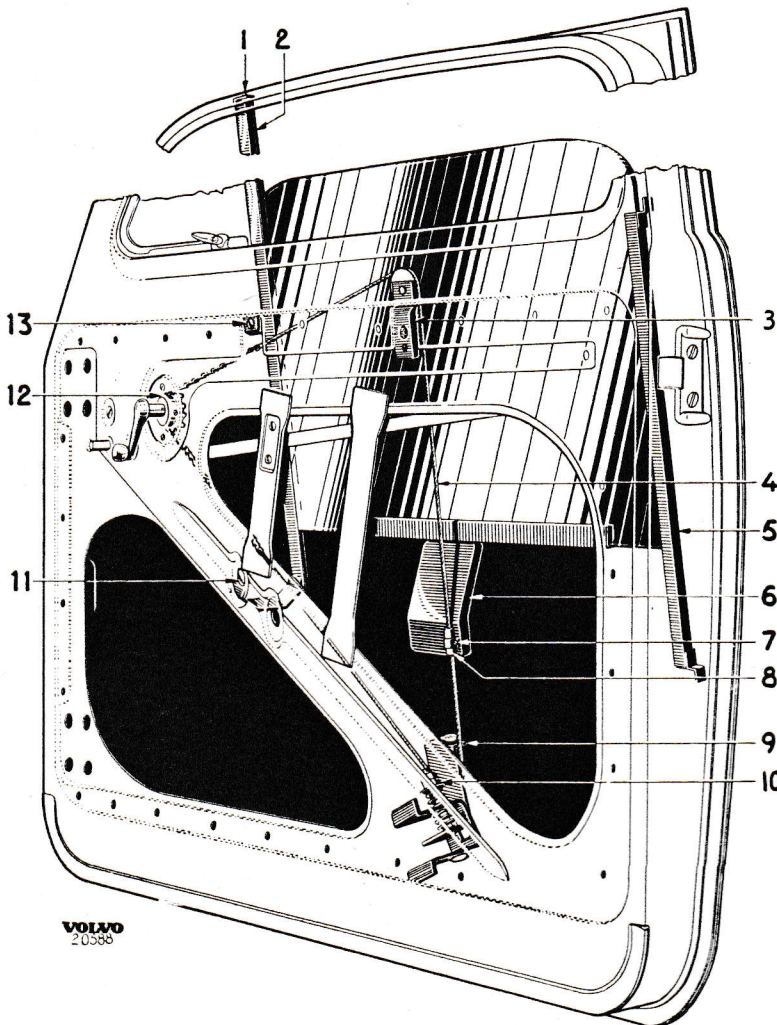


Fig. 25. Window lift.

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

Windows and window regulators

Disassembly and assembly

1. Remove the arm rest.
2. Remove window regulator and inner door handle. These are removed by using tool SVO 1460 as shown in Fig. 16.
3. Remove the door upholstery. Use a screwdriver which is inserted under the upholstery and bent outwards as shown in Fig. 17.
4. Loosen the window weatherstrip and lift out this as well as the ventilator.
5. Remove the upper screw (1, Fig. 25) and the central screw (13) which retain the front run channel (2).
6. Remove connector sleeve (7) which retains connector to regulator channel (6).
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.

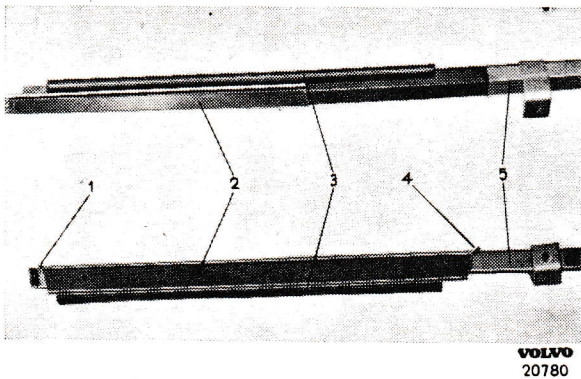


Fig. 26. Weatherstrips.

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 in the front run channel is taken out by removing the two nails (1 and 4, Fig. 26) 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 and the nails driven home.

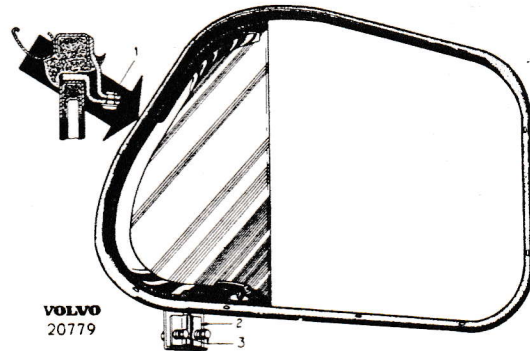


Fig. 27. Ventilation window.

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.

The wire should be stretched but not too much.

Ventilator window

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

Remove the rivet (1, Fig. 27) which holds the upper side of the ventilation 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.

The opening action of the ventilation 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 screw-driver. See Fig. 28.

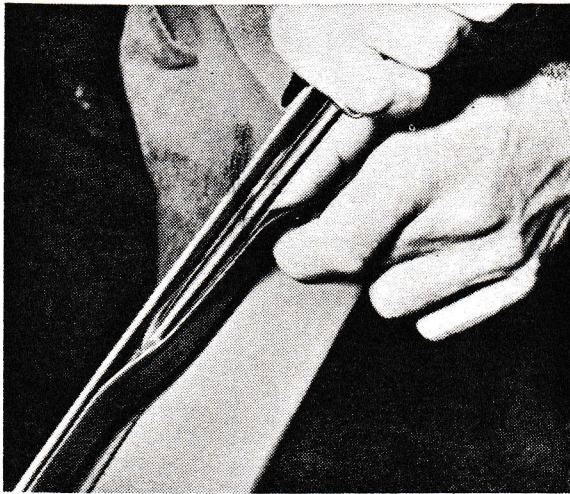
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Fig. 28. Fitting of weatherstrip.

Windows with rubber weatherstrips Windshield 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 clears the guide edge in the windshield opening.
4. Clean thoroughly so as to remove all traces of the sealing compound.

Assembly

1. Check that the windshield 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. Lay a cord in the groove in front of the guide edge of the bodywork. See Fig. 29.
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. 30.

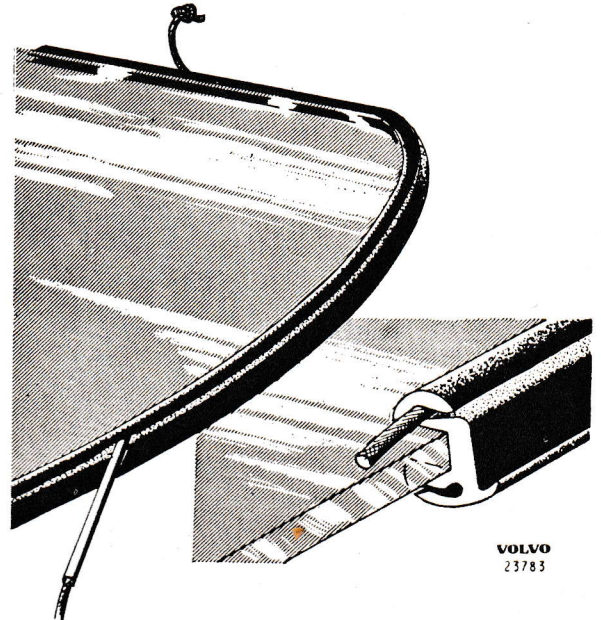
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Fig. 29. Laying in the cord.

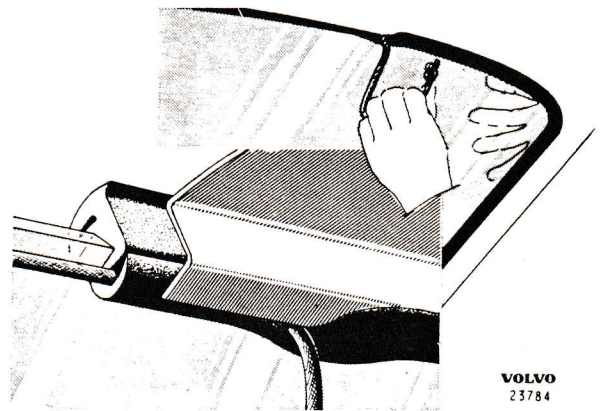
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Fig. 30. Fitting the windshield.

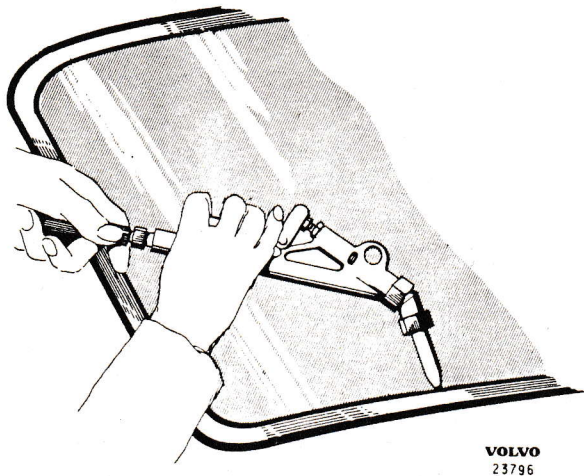


Fig. 31. Pressing in sealing agent.

5. Press in the sealing compound under the outer flanges of the rubber weatherstrip. See Fig. 31.

Fitting garnish

1. Place a cord in the groove in the rubber weatherstrip as earlier done when fitting the glass, see Fig. 32. NOTE. This assumes the glass is in position in the body.
2. Push the ridge in the garnish molding and then pull out the cord whereby the edges of the rubber molding creep up over the edge of the garnish molding. See Fig. 33.
3. The small joint cover plates can be slid along the garnish moldings and should be fitted on one of the molding before assembly. When assembly is complete, they are slid into position over the joint.

Rear side windows

1. The side windows are removed, after the rubber weatherstrip adhesive has been re-

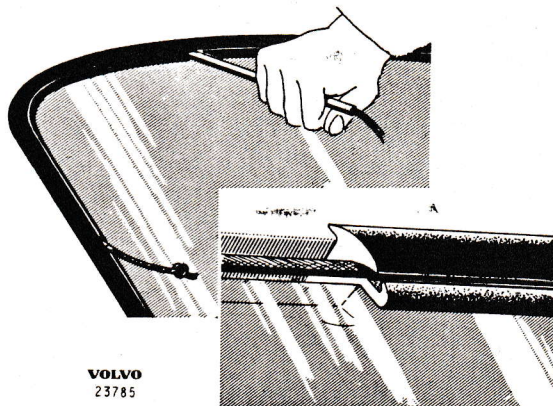


Fig. 32. Fitting the cord for the garnish molding.

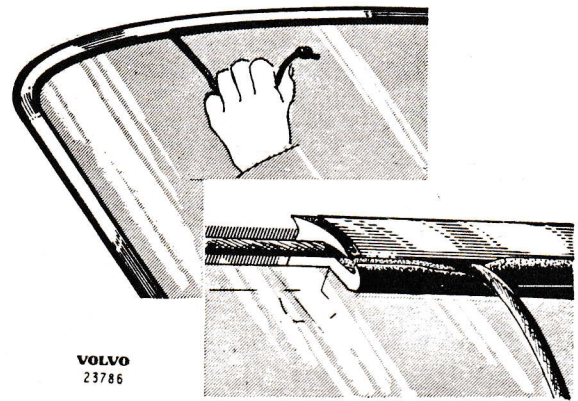


Fig. 33. Fitting garnish molding.

2. Clean the rubber weatherstrip and the guide edge very carefully until free of

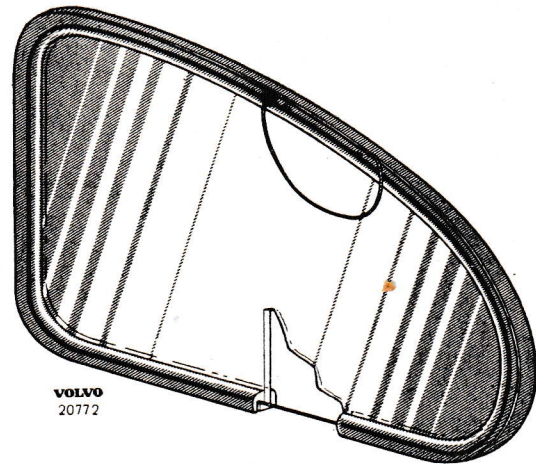


Fig. 34. Side window with cord.

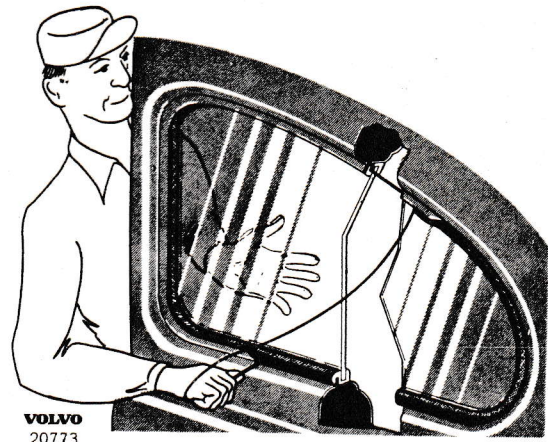


Fig. 35. Fitting side window.

- 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. 34. Hold the pane pressed against the opening and pull the cord, Fig. 35.
 5. After fitting, press in sealing compound under the outer flanges.

Windshield wiper

Disassembly and assembly

1. Remove the wiper arms.
2. Remove the nut (1) for the bearing and lift off the washer (2) and the seal (3), see Fig. 36.
3. Mark and disconnect the cables from the windshield wiper.
4. Loosen the screw (5), Fig. 36, retaining the wiper mechanism to the body. This is accessible from the underside of the instrument panel.

5. Assemble in the reverse order to that described above. Make sure that the rubber weatherstrips are in good condition.

Instrument panel and instruments

The instrument panel is retained to the body by means of screws, see Fig. 36. The instrument panel can be removed after the windshield 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 ground 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 sensitive body 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 combined instrument from the instrument panel and lift it out.

Replacement of speedometer

If the speedometer does not register at all or the mileometer does not show the correct distance travelled, then the matter should be placed in the hands of an instrument maker. In the case of more extensive repairs being necess-

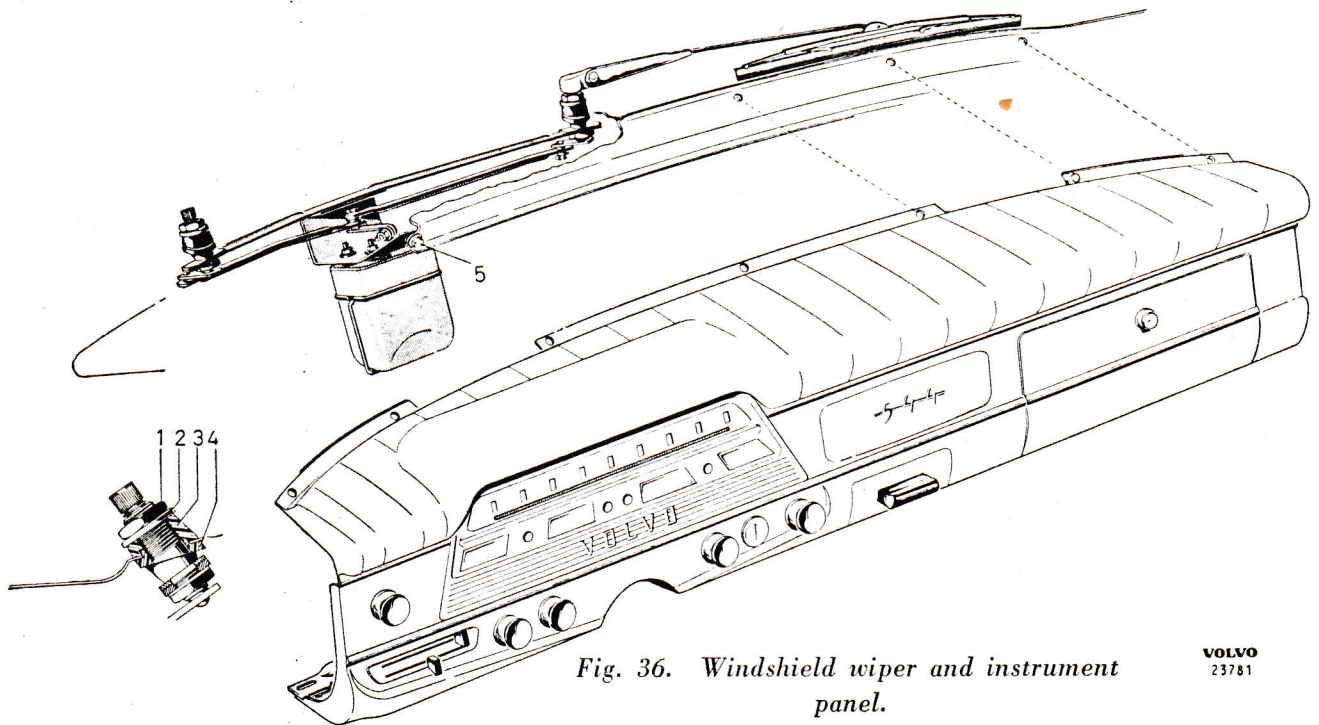


Fig. 36. Windshield wiper and instrument panel.

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ary then it is best to replace the instruments in question.

If the instrument fails to register both speed and the distance travelled or there is excessive swing on the pointer then it is very likely that the transmission cable is either broken or else jamming in the sheath.

For replacement of speedometer, see under the heading "Instrument panel and instruments".

Replacement of thermometer or fuel gauge

The thermometer and the fuel gauge are fitted to the rear of the instrument panel. See Fig. 37. Replacement procedure is as follows:

1. Disconnect one of the battery cables.
2. Loosen the cables from the fuel gauge and be careful to note which cable comes from which terminal.
3. Remove the screws which hold the mounting plate to the instrument panel.
4. Lift out the instruments and take great care to avoid sharp bends in the thermometer tube. Remove the faulty instruments from the mounting plate and, if it is the thermometer which is faulty, remove also the sensitive head from the engine.
5. Fitting of new instruments takes place in the reverse order. Make sure that the cables are connected correctly. Wrongly connected cables burn out the instruments.

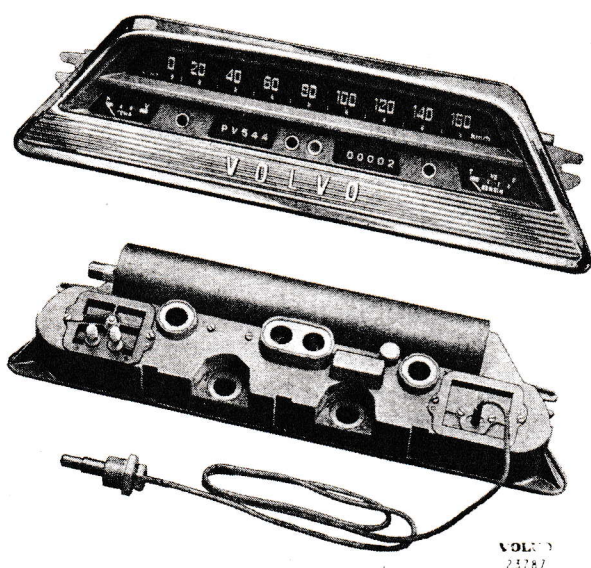


Fig. 37. Combined instrument.

Replacement of the fuel gauge tank sender

1. Make sure that the ignition key is in the neutral position.
2. Lift up the rubber mat and the cover plate over the tank sender.
3. Blow the tank sender thoroughly clean.
4. Disconnect the cable and the tank sender and remove.
5. Assembly is carried out in the reverse order. Always use a new cork gasket which should be smeared with sealing compound in order to prevent the smell of gasoline in the car.

The cable from the tank sender to the instrument is very difficult to replace in the case of serious damage and it is much simpler to pull a new cable from the rear compartment through the tunnel under the left-hand door, behind the wall panel to the left of the pedals and to the 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 receptacle. 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 sender.
6. The fuel tank is assembled in the reverse order. Ensure that all joints are tight by using sufficient sealing medium.

Radiator

The radiator is replaced in the following way:

1. Disconnect the radiator blind wire while the coolant is draining from the engine. If there is anti-freeze in the tank, collect it in a clean receptacle.

2. Disconnect the hose clips on the upper and lower radiator hoses.
3. Remove the two screws on each side of the radiator, after which the radiator may be lifted up.
4. Assembly of the radiator is carried out in the reverse order. Ensure that the hoses and clips are in good condition.

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 seats 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, fibre-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.

Rear seat

Both the seats and the backs of the rear seat are constructed in the same way as the front seats the only difference being that the frame is constructed of wood. Upholstery stuffing is coconut matting and foam plastic.

Door and side-wall upholstery

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

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.

Bulkhead and floor

The sides of the bulkhead are covered with embossed paper sheeting which is attached by means of screws.

The floor is covered with rubber mats which are attached by studs in the floor plate.

TOOLS

SVO 1460 Depressor tool for escutcheon plates when fitting and removing inner door handles and window regulators.

