

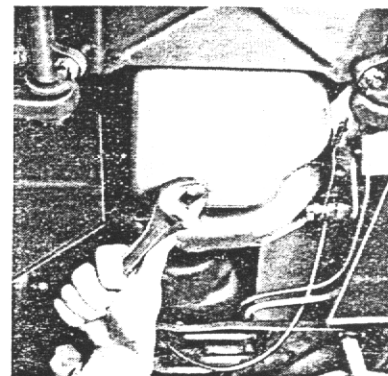
INSTRUCTIONS FOR OIL CHANGES

Engine

Carry out the oil change while the engine is warm. The old oil is drained off by removing the drain plug, Fig. 1.

Make sure that the washer on the drain plug is undamaged. Replace the plug with washer and then add oil through the filler hole in the rocker arm cover.

When the oil filter element is to be replaced, the parts around it should be very carefully cleaned and then the center bolt in the housing is removed. The oil that runs out is collected. The new element is fitted, the housing is cleaned with white spirit and is fitted with a new gasket. Care should be taken to ensure that the oil filter is correctly fitted so that the housing fits correctly in the recess. Tighten the center bolt to a torque of 1.4 kgm (10 lb ft.).



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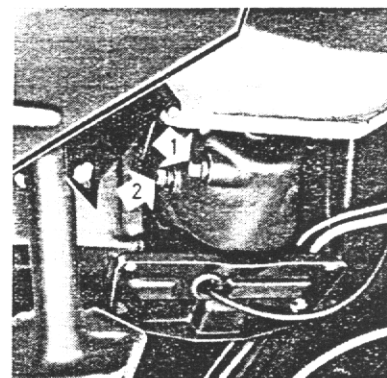
Fig. 1. Oil pan with wrench being used to remove drain plug.

Transmission

Change the oil shortly after the car has been driven when the transmission oil is warm. Remove the plug as shown in Fig. 2 and drain off the old oil.

Now and then, or in connection with every other oil change, flushing oil can be used. This is added through the filler hole. The engine is then allowed to run with one of the gears engaged and one of the rear wheels jacked up. After a minute the engine is stopped, the rear wheel lowered and the flushing oil drained off.

The drain plug is then replaced and the new oil added. The level of the oil should be up to the filler hole. Screw in the filler plug.



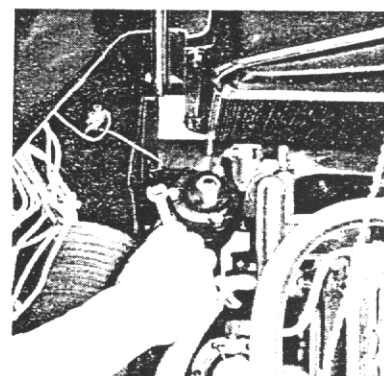
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Fig. 2. Transmission. 1. Drain plug. 2. Filler plug.

Differential

Oil changes should be carried out after the car has been run when the oil in the differential is warm. Move the plug and drain off the old oil.

Now and then or in connection with every other oil change, flushing oil can be used. This is added through the filler hole. One of the rear wheels is jacked up, one of the gears engaged and the engine allowed to idle for a minute or so after which the flushing oil is drained off. The drain plug is then replaced and new oil is added. The level of oil should be up to the filler hole. The filler plug is then replaced.



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Fig. 3. Filler and drain plug for steering gear.

Steering Gear

It is not usually necessary to change the oil in the steering gear. When the oil change is carried out, however, the old oil must be sucked up with some suitable device, for example an oil spray which is inserted through the filler hole.

Oil is added through the filler hole after the plug has been removed. Fig. 3. Do not forget to replace the filler plug.

Chassis lubricant

Special lubricant, see notes

Engine oil "for Service MM, MS"

Below 32° F SAE 10
32° F—90° F SAE 20
Over 90° F SAE 30

Transmission oil:
all the year round SAE 80

Hypoid oil
all the year round SAE 80

Brake fluid

Light engine oil



Engine, when
changing oil 5 3/4 U.S. pints

Full capacity,
including oil
filter 7 1/2 U.S. pints

Transmission 1 U.S. pint

Rear axle 2 3/4 U.S. pints

Steering gear
housing 1/2 U.S. pint

Notes for lubricating chart

- Note 1 On late production cars, there are no lubricating nipples and the ball joint rubber covers should be folded up and filled with grease once a year. Fig. 4 and 5 show early production.
- Note 2 The front wheel bearings should be disassembled and carefully cleaned after every 20,000 km (12,000 miles). The bearings should be packed with heat-resistant grease when fitting. Note. Do not use too much grease since it can seep out into the brake drums.
- Note 3 Lubricate the bearing sparingly with heat-resistant grease.
- Note 4 Check that there is sufficient oil in the bearing housing. Top up with new oil when required. Use Caltex Special Oil 250, Castrol SB Special Gear Oil, Esso® Gear Oil 250 Special, Kendall 400, Shell Dentax Oil 250 or Vacuum Mobilube Special steering gear oil. Where air temperatures remain under -20° C (-5° F) SAE 80 transmission oil should be used.
- Note 5 The felt wick under the rotor should be lubricated with a few drops of light engine oil.
- Note 6 Add a few drops of light engine oil to the lubricator.
- Note 7 Have the handbrake cable lubricated with graphite grease twice a year (on late production cars).
- Note 8 The bearings should be cleaned after every 40,000 km (25,000 miles) or at least every other year. See also Note 2.
- Note 9 After every 20,000 km (12,000 miles) the oil should be changed. See page 12—1.
- Note 10 Check that the oil is up to the level of the plug. If required it should be topped up with oil of the same type already in the differential.
- Note 11 The oil should be changed after every 20,000 km (12,000 miles). Drain off the old oil immediately after the car has been driven. See page 12—1. Do not use Hypoid oil.
- Note 12 Check that the level of oil is up to the plug. Top up with new oil if required.
- Note 13 Check the level of the brake fluid. Top up if necessary with brake fluid satisfying the conditions laid down in SAE 70 R1.
- Note 14 Change the engine oil Spring and Fall. See also Note 15. Add SAE 5 W oil to the damping cylinders on the SU carburetors.
- Note 15 Change the engine oil. Drain off the old oil while the engine is still warm. Replace the oil filter in connection with every other oil change. Check the oil level at least every other week. This can be done in connection with tanking.

Front Suspension

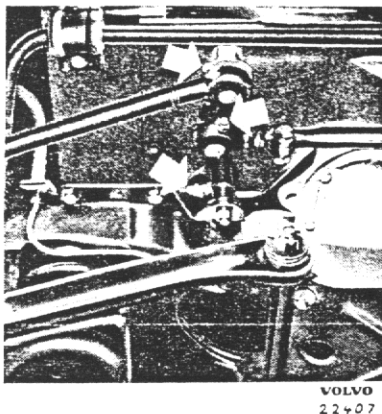


Fig. 4. The above illustration shows the lubricating nipples on early production idler arms. On late production cars, the two upper lubricating nipples are not fitted.

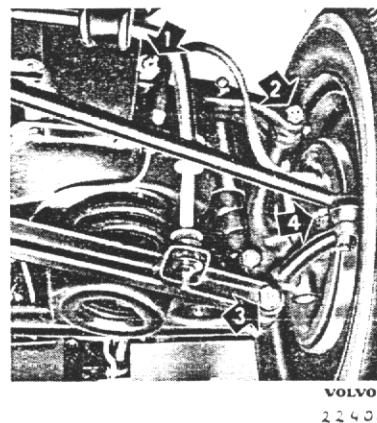
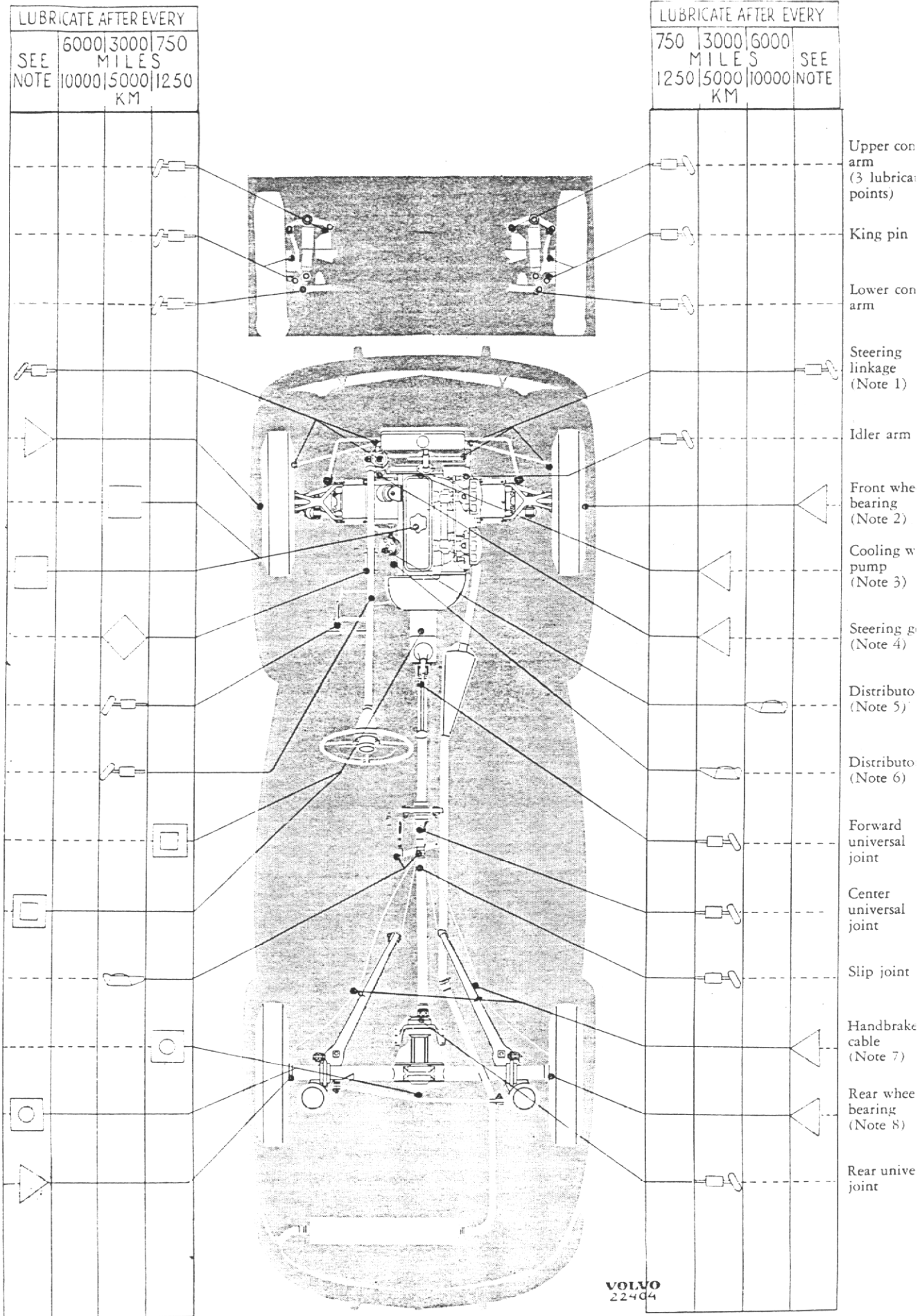


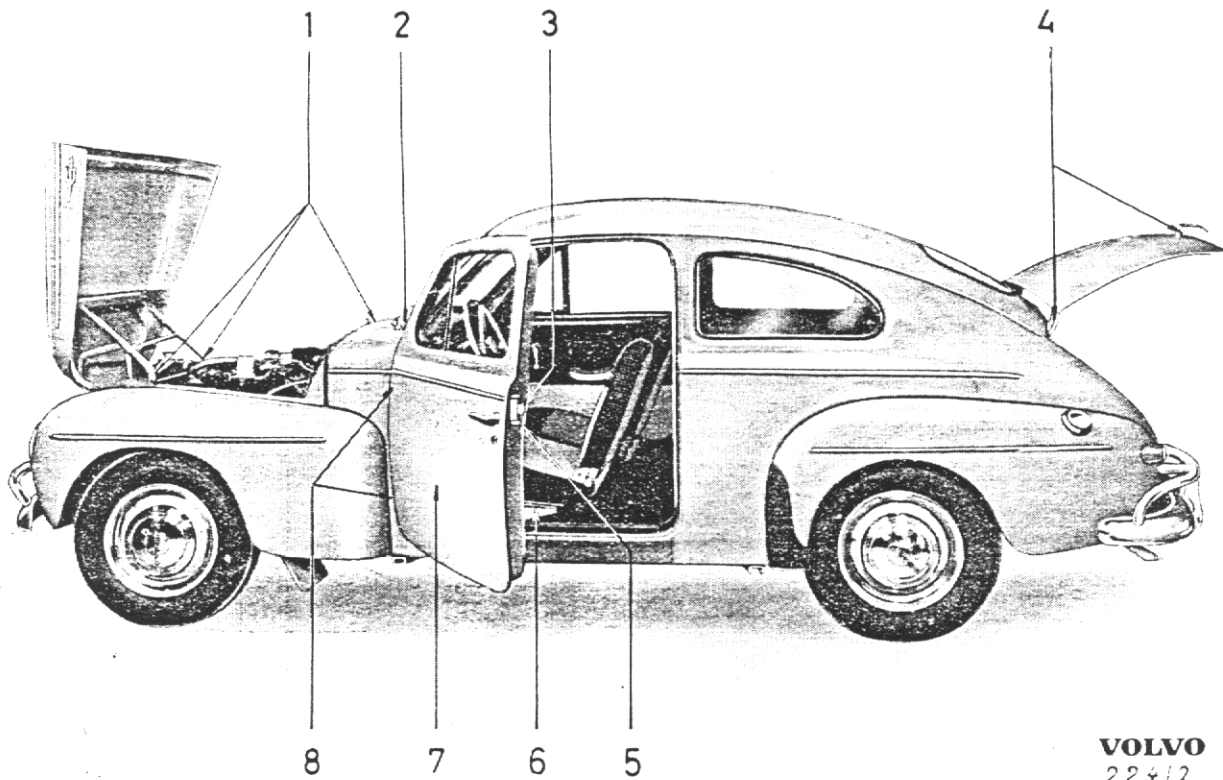
Fig. 5. The above illustration shows early production with lubricating nipples for the upper control arm (1 and 2), the lower control arm (3) and the tie rod end (4). On late production cars, there is no lubricating nipple on the tie rod end (4).



	LUBRICATE AFTER EVERY			
	SEE NOTE	6000 MILES 10000 KM	3000 MILES 5000 KM	750 MILES 1250 KM
Upper control arm (3 lubricating points)				
King pin				
Lower control arm				
Steering linkage (Note 1)				
Wheel bearing (Note 2)				
Engine (Note 15)				
Pump (Note 14)				
Oil fluid cleaner (Note 13)				
Driveshaft				
Clutch shaft				
Transmission (Note 12)				
Transmission (Note 11)				
Handbrake lever				
Differential (Note 10)				
Differential (Note 9)				
Rear wheel bearing (Note 8)				

	LUBRICATE AFTER EVERY			SEE NOTE
	750 MILES 1250 KM	3000 MILES 5000 KM	6000 MILES 10000 KM	
Upper control arm (3 lubricating points)				
King pin				
Lower control arm				
Steering linkage (Note 1)				
Idler arm				
Front wheel bearing (Note 2)				
Cooling pump (Note 3)				
Steering gear (Note 4)				
Distributor (Note 5)				
Distributor (Note 6)				
Forward universal joint				
Center universal joint				
Slip joint				
Handbrake cable (Note 7)				
Rear wheel bearing (Note 8)				
Rear unive joint				

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Fig. 6. In order to avoid squeaking in the doors, the hood and the seats, the points marked with arrows should be lubricated after every 10,000 km (6,000 miles) with light engine oil. The surfaces on the door latches, lock mechanisms and striker plates should be lubricated with paraffin.

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Hood hinges and catch. 2. Windshield wiper arm attachments. 3. Door lock mechanisms. 4. Luggage compartment hinges and lock. The lock is lubricated by adding a few drops of anti-rust oil to the key, placing the key in the lock and turning it several times. 5. The surfaces on the lock mechanisms, the door latches and the striker plates. Lubricate with paraffin. | <ol style="list-style-type: none"> 6. The front seat adjuster rails and catches. 7. Remote control system with drag links, window regulators, pulleys and adjusters (accessible after removing inner door panels. Lubrication should only be carried out after every 20,000 km = 12,000 miles or once a year). See point 4 for Lubrication of Lock Mechanisms. 8. Door hinges. |
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