

Part 8

BODY

CONTENTS

Tools	8 : 1
Description	8 : 1
Body frame	8 : 1
Hood	8 : 2
Doors and openings	8 : 2
Interior fittings and upholstery	8 : 2
Bumpers	8 : 3
Repair Instructions	8 : 4
Front mudguards	8 : 4
Front section	8 : 4
Bonnet and bonnet lock	8 : 4
Removing and fitting door stops	8 : 5
Removing and fitting doors	8 : 5
Removing inner handles and upholstery	8 : 6
Removing door locks	8 : 6
Removing lock handles	8 : 7
Fitting and adjusting lock handles	8 : 7
Latch plates	8 : 8
Removing door frames	8 : 8
Removing ventilation windows	8 : 9
Removing winding windows	8 : 9
Removing window winders	8 : 9
Luggage compartment lid, tailgate	8 : 10
Sealing strips	8 : 10
Bumpers	8 : 11
Trim mouldings	8 : 11
Windshield and rear window	8 : 12
Seats	8 : 13
Replacing the headlining	8 : 14
Instrument panel	8 : 14
Control drawings of body floor	

TOOLS

- SVO 2739 Clamp for gas spring, luggage compartment lid.
SVO 2744 Press tool for gas spring, luggage compartment lid.

DESCRIPTION

BODY FRAME

The car has an integral body so that there is no chassis frame. The body is composed of a number of pressed steel plates, each of which forms part of the supporting construction.

The body can suitably be divided up into the floor, side sections, rear section, scuttle, roof section, front mudguards, doors, luggage compartment lid and hood.

The floor and frame section (Fig. 8-1) consist of a front and rear floor plate, inner cantrail, front and rear cross-members, tunnel and scuttle. The floor plates are welded together at the rear seat support. The tunnel, which accomodates the propeller shaft, is spot-welded to the floor plates. The rear floor plate has a longitudinal reinforcing member on each side at the bottom and between these a number of cross-members. One of the cross-members is provided with an attachment for the rear axle track bar. There is a flanged hole in the rear floor plate for mounting the fuel tank, the upper port of which forms part of the floor in the luggage compartment. The scuttle (Fig. 8-2) consists of the firewall, wheel arches, front upper cross-member and lower cross-member. The firewall forms the front transverse wall of the body

and has welded end pieces. Two front side members project from the front floor section. At the front they are joined together by means of a cross-member and at the rear they are connected to the front cross-member under the front seats. The front axle member and bumper support bars are attached to the side members.

The side section consists of the front post, intermediate post, rear post, inner and outer cantrails, roof former, windscreen post, rear wheel arch with wheel arch member, rear mudguard, back plate and joining plate. The inner cantrail is manufactured of galvanized sheet steel.

The roof section (see Fig. 8-2) consists of a number of pressed steel plates. These roof plates form the upper part of the scuttle, the windscreen opening, the roof itself, the opening for the rear window and the front limit of the baggage compartment lid. The front mudguards, front section and bonnet make up the front end. The front mudguards are pressed in one piece and bolted to the wheel arch plates. The front section forms the front part of the front end as well as the air duct to the radiator. The body is noise- and heat-insulated. The isolation consists of self-adhesive foam rubber material.

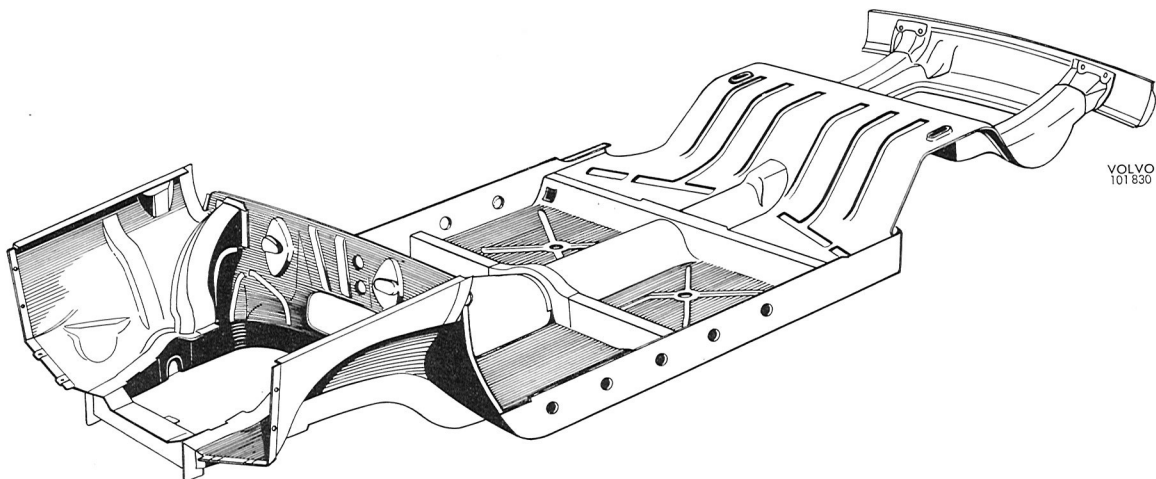
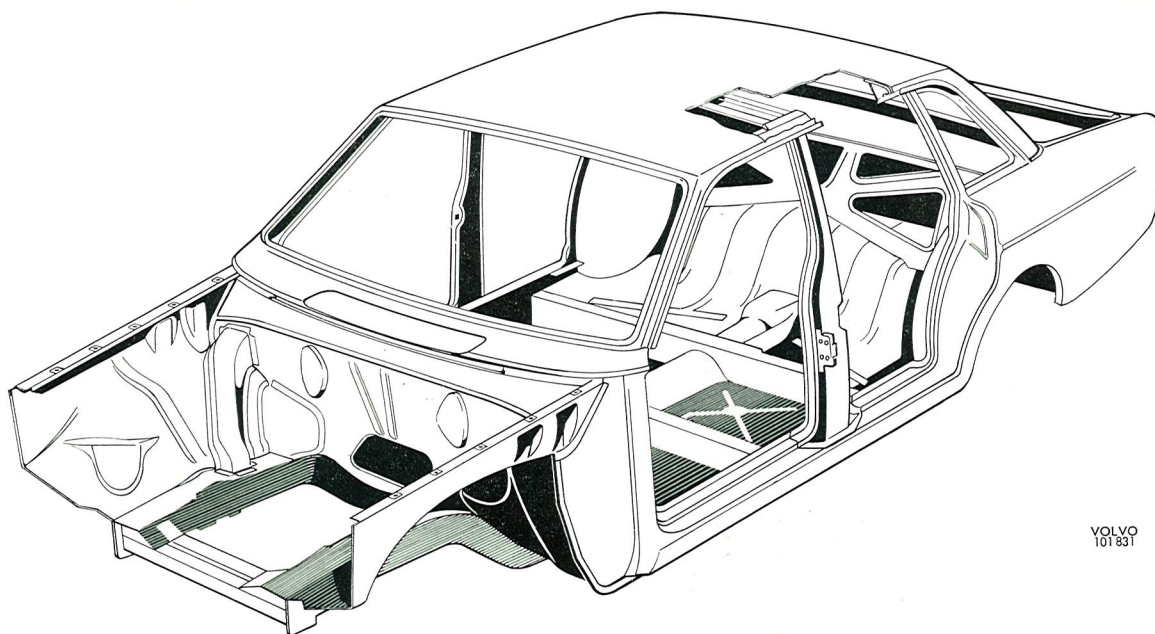


Fig. 8-1. Floor section



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Fig. 8-2. Body, 144

HOOD

The hood consists of an outer and an inner plate which are bonded together with adhesive. The hood is hinged at the back on two hinges. In the closed position the hood is secured by a lock fitted on the front section. The lever for the hood lock is operated by means of a control placed underneath the dashboard inside the car.

DOORS AND OPENINGS

The doors are built up of an inner and an outer plate which are flanged and spot-welded together. The hinges are fitted to the inner plate. The doors are adjustable both longitudinally, vertically and laterally. The door locks are fitted to the doors with screws. The press button of the outer door handle operates a lever which in turn lifts a locking pin. The door opener inside the car is fitted in the inner door plate with screws. The handle transmits the movement to a lever which lifts the locking pin by means of link rods in the lock. On the front doors the lock mechanism is fitted in a cylinder under the door handle.

The window winders consists of lifting arms with toothed segments. The window runs in sliding grooves in the inner door plate and is set to the desired position by means of a lifting arm from the toothed segment with the assistance of a helper arm.

The luggage compartment lid on the 142, 144 models is built up of an outer and inner plate bonded together with adhesive. The catch for the locking device

is fitted on the rear edge of the luggage compartment lid. The hinges are fitted on the front edge of the lid. The hinges are bolted to the body. The luggage compartment lid is counter-balanced by means of a gas spring and can be set in any desired position when opening. The locking device is fitted on the body below the lid and is of the turning type.

TAILGATE, 145

The tailgate on the 145 model is also built up on an outer and inner plate bonded together with adhesive. The tailgate lock is located at the foot of the tailgate, and the hinges are mounted near the top. The hinges are screwed to the car roof. The tailgate is counter-balanced with gas springs which assist to the desired opening.

INTERIOR FITTINGS AND UPHOLSTERY

FRONT SEATS

The front seats (Fig. 8-4) are built up on a tubular frame. The stuffing consists of foam plastic covered with a durable woven fabric with sides and back in vinyl. The seat can be adjusted longitudinally by realising the catch on the outside of the seat sliding the seat to the desired position. The seat can be adjusted vertically at the attachments provided with holes at different heights. The whole seat can be tilted to the desired position by means of the adjusting device at the front edge on the tube on which the seat is mounted. The backrest inclination is variably adjustable by pulling up the lever on the inclining mechanism whereby the backrest is tilted

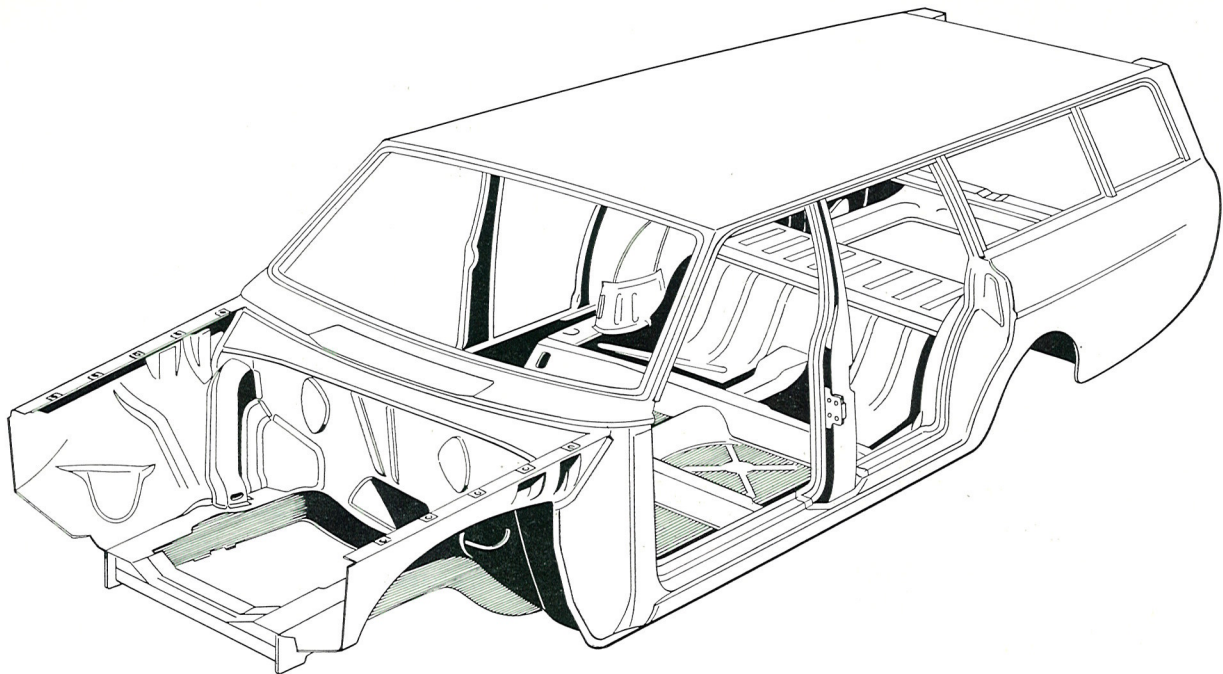


Fig. 8-3. Body, 145

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forwards by means of springs or tilted backwards by leaning backwards in the seat. The seat is provided with an adjustable lumbar support, the tension of which can be adjusted by means of a knurled knob located on the inner backrest side. The seat cushions are fastened to the seat frame by means of press-studs.

REAR SEAT

The rear seat and backrest are built up on the same principle as the front seats, although in this case the seat has a wooden frame.

DOOR UPHOLSTERY

The door upholstery consists of wood-tibre sheeting lined with non-woven padding and covered with upholstery material. It is secured to the door by means of clips. The armrests are made of moulded plastic and are screwed to the inner plate of the door.

HEADLINING

The headlining consists of plastic fabric stretched on roof ribs and secured in retainers fitted on the upper limit of the body sides.

COVERING FOR FIREWALL AND FLOOR

The sides of the bulkhead are lined with millboard. The firewall is covered with self-adhesive isolating material. The floor is covered with rubber mats.

BUMPERS

The bumpers are made of aluminium in one piece. They are faced with a hard-rubber strip which is fitted in the bumper rail by means of screws. The bumpers are mounted on four support bars, the front ones of which are attached to the front side members and the rear ones fitted directly in the body.

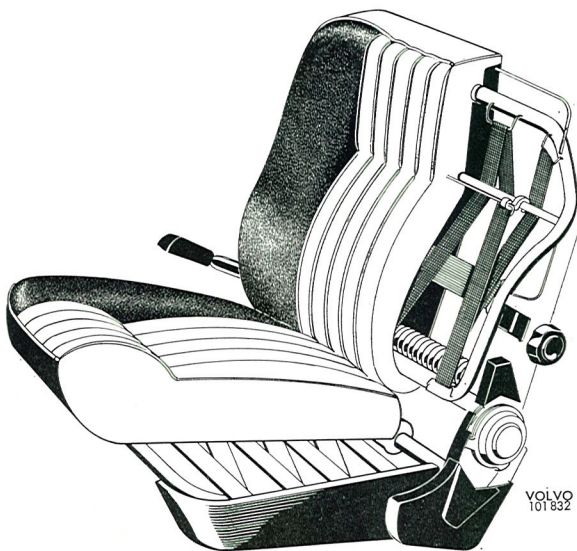


Fig. 8-4. Front seat

REPAIR INSTRUCTIONS

FRONT END

FRONT MUDGUARDS

The front mudguard is taken off by removing the following bolts: The bolt between the mudguard and stay at the lower side member, the four bolts between the rear edge of the mudguard and body (these bolts are accessible when the front door is opened), the bolts between the mudguard and front plate and the bolts in the upper side member.

Fitting is done in the reverse order.

FRONT SECTION

The front section is attached to the front mudguards, wheel arch plates and the lower cross-member.

When removing, first disconnect and take out the battery, then unscrew the bolts between the battery shelf and front section. Next remove the radiator grille, the headlights (see Part 3), the bolts between the front section and mudguard, the bolts in the lower cross-member and the bolts in the wheel arch plates.

HOOD AND HOOD LOCK

The hood is attached to each hinge by means of bolts. It is removed by unscrewing the bolts between the hinges and hood. The hinges are attached to the body with three bolts, each of which are accessible for removed under the mudguard. All the holes in the hinges are oval in order to permit hood adjustment.

The hood lock (Fig. 8-5) is adjustable longitudinally locking pin is adjustable longitudinally due to the holes in the attaching plate being oval. The length of the locking pin is adjustable by means of nuts. The locking pin and spring are lubricated with grease.

The hood contact at the corners when closed can be adjusted by screwing out or in the rubber stops there.

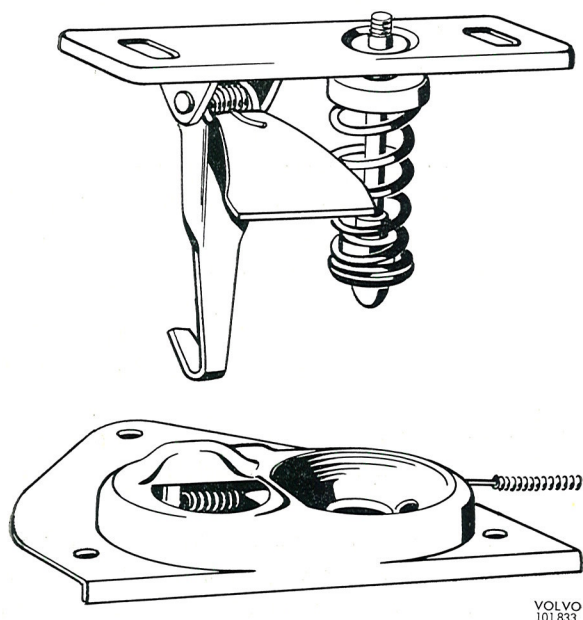


Fig. 8-5. Hood lock

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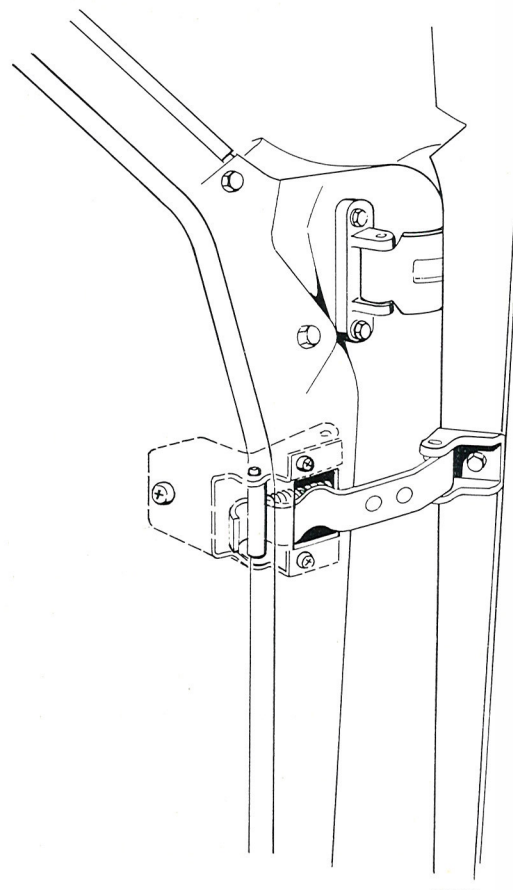


Fig. 8-6. Door stop

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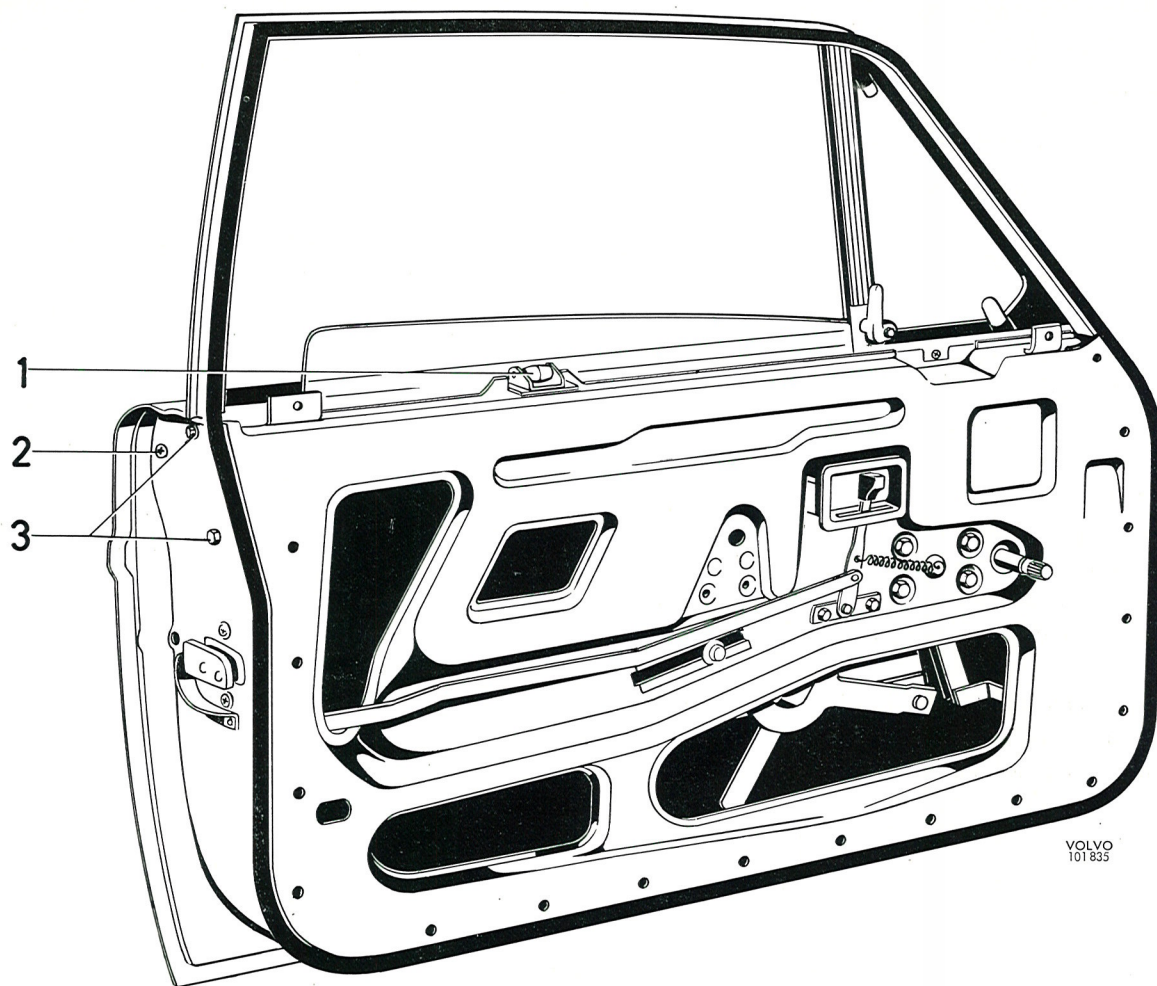


Fig. 8-7. Front door

1. Support roller for door window
2. Screw for outer handle
3. Bolts for door frame

DOORS

REMOVING AND FITTING DOOR STOPS

Remove the door panel in accordance with the instructions under "Removing inner handles and upholstery". The hook for the door stop (Fig. 8-6) can then be removed inside the door. This is done by sitting in the car and pulling in the door until it is almost closed. Then place the hand through the hole in the inner plate of the door and the hook taken out. The door stop can now be removed by unscrewing the two bolts between the door stop and pillar.

N.B. It is important that the hook inside the door is taken off before the bolts between the pillar and hinges are unscrewed. This is because the door stop is under tension.

Fitting is done in the reverse order.

REMOVING AND FITTING FRONT DOORS

Remove the door stop in accordance with the instructions under "Removing and fittings door stops". Unscrew the bolts between the hinges and door. The bolts are accessible when the door is opened. The door can then be taken off (Fig. 8-7).

In order to remove the hinges the panel in front of the door has to be taken off. When this has been done, the three bolts are unscrewed, after which the hinges can be removed.

The door and hinges are fitted in the reverse order. Concerning fitting the door stop, see under "Removing and fitting door stops".

Since the holes in the hinges and in the attachment between the door and hinges are oval, the door can be adjusted laterally. The door can be adjust vertically and sideways in the attachment between the

hinges and door pillar. This is possible since the holes in the door pillar are larger than the diameter of the bolts.

REMOVING AND FITTING REAR DOORS

See the corresponding section above and Fig. 8-8.

REMOVING INNER HANDLES AND UPHOLSTERY

1. Remove the armrest in the front door by unscrewing the screw at the rear edge. Then push the armrest forwards so that the hook at the front edge disengages and the armrest can be removed. The armrest in the rear door is removed by unscrewing the two screws.
2. Remove the window winding handle by pressing in the washer towards the door upholstery and the towards the handle in the same direction as the handle as shown in Fig. 8-9. This releases the spring clip and the winding handle can be taken off.

When fitting, make sure that the spring clip is fitted so that its open end faces towards the winding handle as shown in Fig. 8-9.

3. Remove the door upholstery by inserting a screwdriver or similar under the upholstery edge and carefully prising outwards so that the upholstery comes away.

REMOVING FRONT DOOR LOCK

1. Carry out operations 1—3 under "Removing inner handles and upholstery".

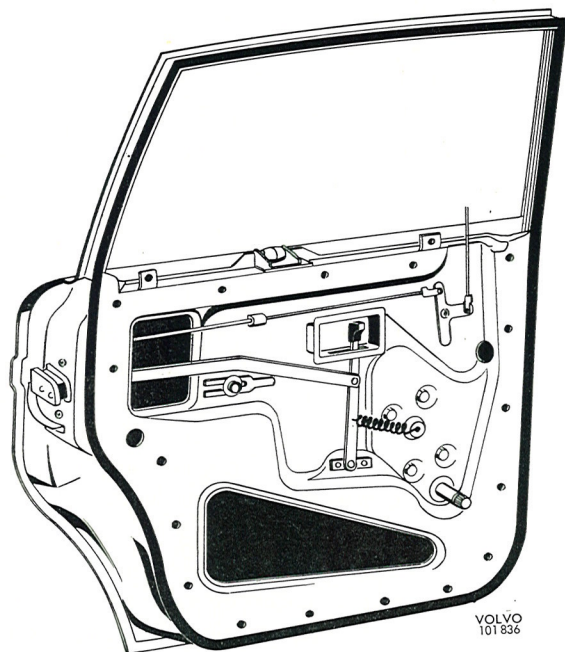


Fig. 8-8. Rear door

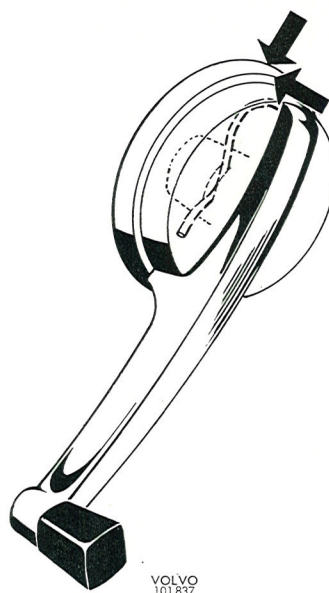


Fig. 8-9. Removing winding handle

2. Remove the lock cylinder by unscrewing its attaching screw which is fitted in the rear edge of the door.
3. Remove the locking for the pull rod locking knob and take out the pull rod.
4. Remove the locking for the inner door opener push rod.
5. Remove the locking for the outer handle pull rod.
6. Unscrew the two screws for the rear winder rail on the edge of the door.
7. Unscrew the three screws for the door lock. These screws are placed on the rear edge of the door.
8. The lock can then be removed by carefully prising the rear winder rail forwards.

REMOVING REAR DOOR LOCK

1. Carry out operations 1—3 under "Removing inner handles and upholstery".
2. Remove the locking for the pull rod locking knob.
3. Remove the locking for the inner door opener push rod.
4. Remove the locking for the outer handle pull rod.
5. Wind down the window so that its lower edge comes level with the upper edge of the door lock.
6. Remove the weather strip for the door frame.
7. Unscrew the attaching screws for the door frame and lift it off.
8. Unscrew the attaching screws for the door lock and remove the lock from the door. The attaching screws for the lock are placed on the rear edge of the door.

REMOVING LOCK HANDLES

When removing the lock handles, the door panel must be removed (see under "Removing inner handles and upholstery"). In order to remove the inner door opener, it is first necessary to remove the clip for the push rod of the lock. The return spring is then taken off. After the screws holding the inner door opener have been removed, the door opener is pulled downwards at the same time as the handle is jerked loose from the lever.

The outer handle is removed by first taking off the clip for the pull rod of the lock. The two screws for the handle are then unscrewed, the front one of which is placed inside the door and the rear one on the edge of the door.

FITTING AND ADJUSTING FRONT DOOR LOCK HANDLE

When fitting the inner door opener this is adjusted as follows:

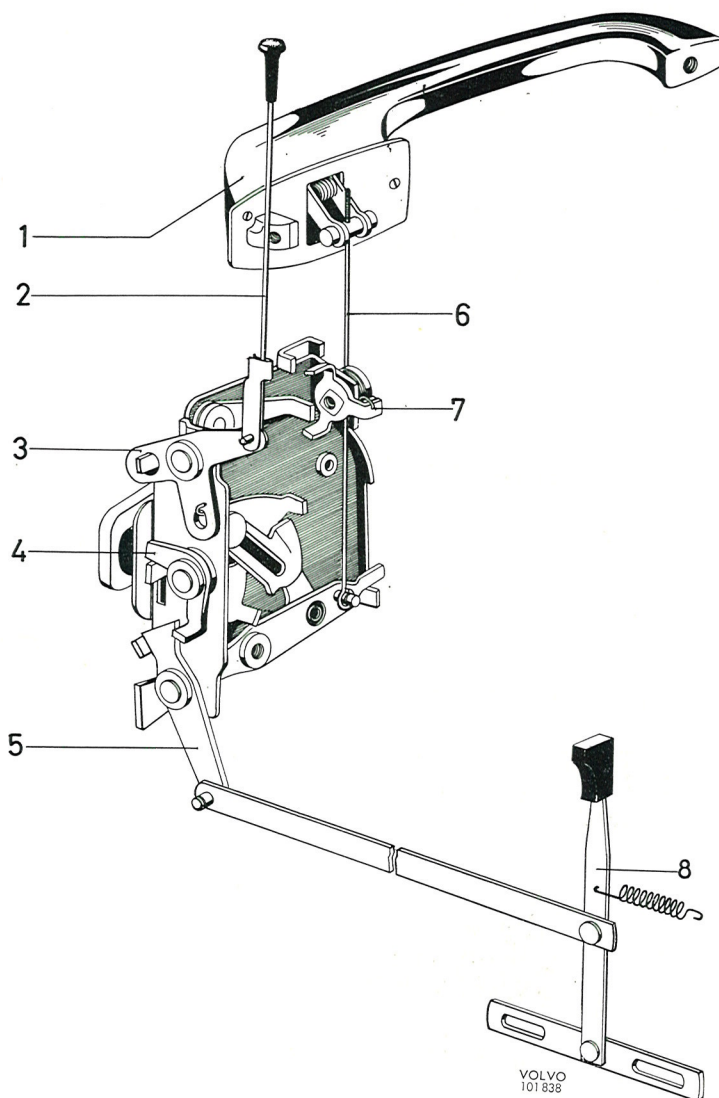
Fit the inner door opener without tightening the screws. Attach the link arm to the lock and fit the spring. By the fact that this spring is fitted, the inner door opener is in its correct position so that the screws can now be tightened, see Fig. 8-10.

When fitting the outer door handle, this is adjusted as follows:

Fit the handle with the link arm on it. Then adjust the link arm so that the loop falls easily on the pin on the lock lever, see Fig. 8-10.

Fig. 8-10. Front door lock

1. Outer handle
2. Pull rod for inner lock knob
3. Lever
4. Lever
5. Lever
6. Pull rod for outer handle
7. Locking device
8. Inner door opener



FITTING AND ADJUSTING REAR DOOR LOCK HANDLE

When fitting the inner door opener, this is adjusted as follows:

Fit the inner door opener without tightening the screws. Attach the link arm to the lock and fit the spring. By moving the inner door opener forwards to its front stop and then tightening the screws it will come into the correct position, see Fig. 8-11.

When fitting the outer door handle, adjust as follows: Fit the handle with the link arm on it. Then adjust the link arm so that the lower part of the loop has a clearance of 1 ± 1 mm (0.04 ± 0.04 "") on the pin (see Fig. 8-11), after which the link arm can be fitted. N.B. The clearance between the link arm loop and pin must never be less than this amount.

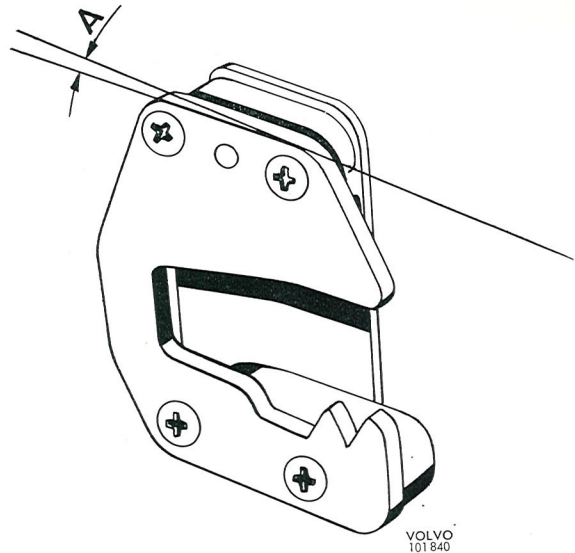


Fig. 8-12. Latch plate

A. Front door 1.5°
Rear door 2.5°

LATCH PLATES

The latch plate is made of steel and is fitted with a floating nut plate. The latch plate is adjustable since the holes in the body are larger than the diameter of the attaching screws.

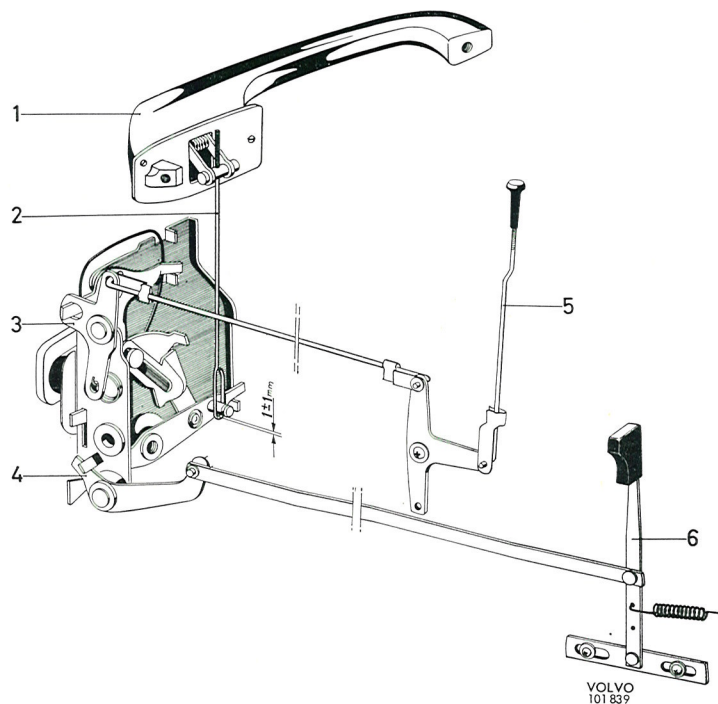
The vertical position of the latch plate is controlled by closing the door with the press button of the outer handle pressed in, when the door latch should slide correctly into the latch plate. The latch plate should have an inward inclination of 1.5° for the front doors and 2.5° for the rear doors, see Fig. 8-12.

REMOVING FRONT DOOR FRAME

1. Wind down the window so that it comes near the bottom position.
2. Remove the door panel in accordance with the instructions under "Removing inner handles and upholstery".
3. Unscrew the attaching screws for the bracket for the lower attachment of the front guide rail and remove the bracket.

Fig. 8-11. Rear door lock

1. Outer handle
2. Pull rod for outer handle
3. Lever
4. Lever
5. Pull rod for lock knob
6. Inner door opener



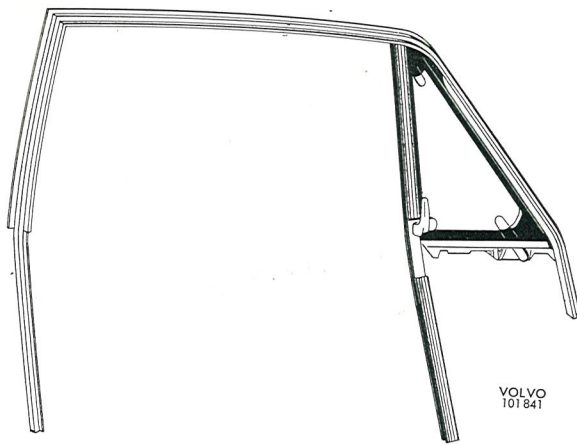


Fig. 8-13. Door frame

4. Remove the sealing strip which runs round the door frame.
5. Remove the two attaching screws on the rear edge front edge respectively. The door frame can be removed by lifting it straight up.

REMOVING REAR DOOR FRAME

See the corresponding section above. However, it is not necessary to carry out point 3 when removing the rear door frame.

REMOVING VENTILATION WINDOWS

1. Carry out operations 1—5 under "Removing front door frame".
2. Remove the grooved strip from the front slide rail of the winding window and unscrew the screws which hold the plate under the ventilation window. Then unscrew the screws on the opposite side and remove the plate.
3. After the rubber strip round the ventilation window has been removed from the groove all round, the window with strip can be taken off, see Fig. 8-13.

REMOVING FRONT DOOR WINDING WINDOW

1. Carry out operations 1—5 under "Removing front door frame".
2. Remove the guide roller for the window. The guide roller is placed at the upper edge of the door as shown in Fig. 8-7.
3. Remove the locking springs and washers between the slide rail and lifting arms. These springs can be removed by pressing them right in and then releasing them, after which they can be taken off.

N.B. Take care that the window does not fall down into the door. Even if the window is placed carelessly at the bottom of the door the slide rail can damage the outer plate.

4. Withdraw the window from the pins in the window winder, after which the window can be lifted straight up.

REMOVING REAR DOOR WINDING WINDOW

See the corresponding section above.

REMOVING FRONT DOOR WINDOW WINDER

1. Wind down the window so that it comes near the bottom position.
2. Remove the door panel in accordance with the instructions under "Removing inner handles and upholstery".
3. Remove the attaching screws between the front guide rail and bracket between the door and bracket. Remove the bracket.
4. Remove the locking springs and washers for the lifting arm. Begin by removing the spring in the door slide. The springs are removed by pressing them right in and then releasing them, after which they can be taken off.

N.B. Take care that the window does not fall down into the door. Even if the window is placed carelessly at the bottom of the door, the slide rail can damage the outer plate.

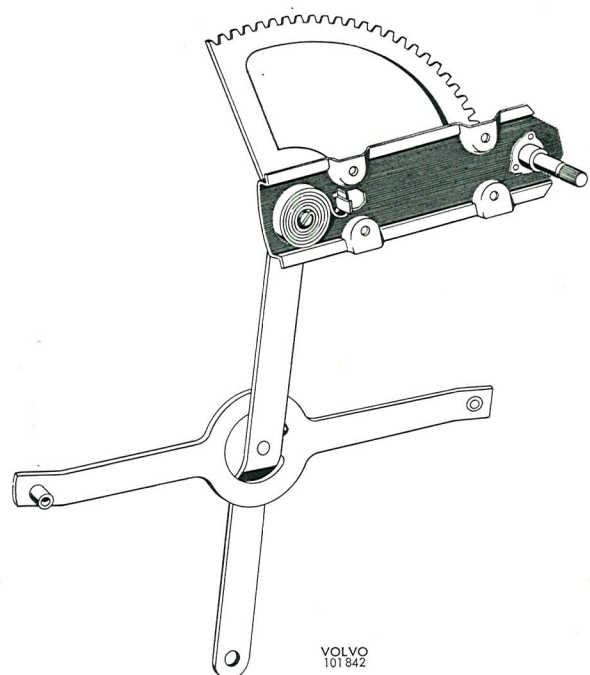


Fig. 8-14. Winding mechanism

5. Move up the winding window to the top position. Lock the window by placing a screwdriver under the slide rail in the upper rear clip hole for the door upholstery.
6. Remove the attaching screws for the window winder, see Fig. 8-7, and remove it from the door, see Fig. 8-14.

REMOVING REAR DOOR WINDER

Proceed in the same way as described above. However, point 3 does not need to be carried out when removing the rear door window winder.

LUGGAGE COMPARTMENT LID, 142, 144

The luggage compartment lid is mounted on two hinges, both of which are attached by means of two bolts to the inner plate of the lid and with three bolts to the pillar under the rear window.

The luggage compartment lid is counter-balanced by means of gas springs.

The luggage compartment lid is removed by unscrewing the two bolts on each hinge and lifting it off.

When replacing the gas springs, the lid is first opened fully. It is then lowered slightly and clamp SVO 2739 applied and the lid opened fully again, after which the gas spring can be removed. When fitting a new gas spring, press tool SVO 2744 is used as shown in Fig. 8-15 in order to enable clamp SVO 2739 to be fitted. Fitting is done in the reverse order.

When removing the hinges, first remove the gas springs as described above. The lid is then removed from the hinges and after this the hinges from the body.

The holes in the part of the hinges which fits on the luggage compartment lid are oval in order to permit longitudinal adjustment. For vertical adjustment the holes in the part of the hinges which fits in the body are oval.

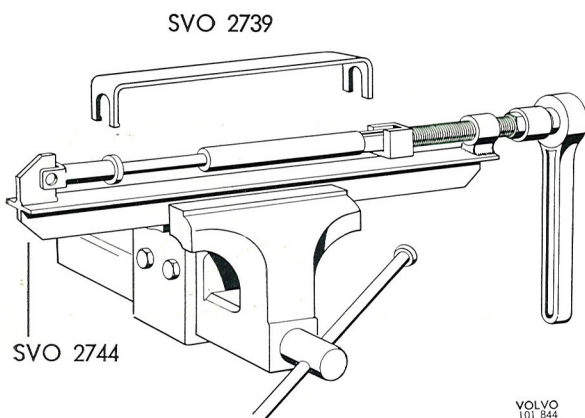


Fig. 8-15. Tools for gas spring

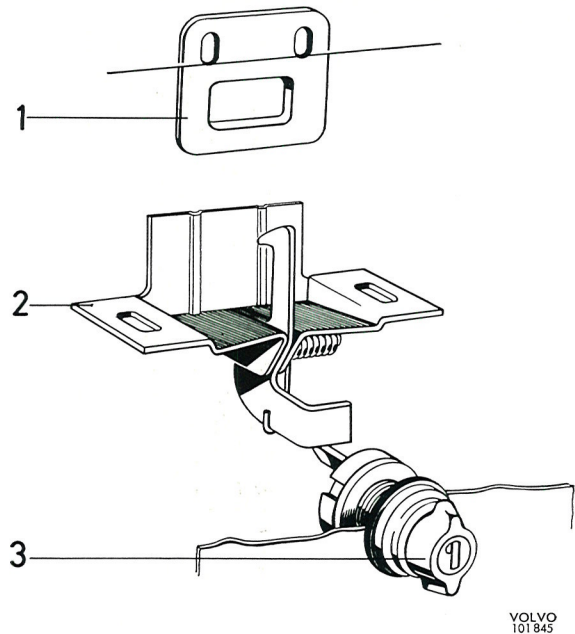


Fig. 8-16. Lock for luggage compartment lid

1. Lock catch, fitted in lid
2. Lock mechanism, fitted in rear section
3. Lock knob, fitted in rear section

The locking device (Fig. 8-16) is fitted in the rear section and is released by turning the lockable knob. The lock catch on the lower edge of the lid is adjustable in order to permit variation of the closing tension of the lid.

To remove the lock, unscrew the two bolts under the upper edge of the rear section, after which the lock can be taken off. The lock is adjustable longitudinally since the bolt holes are oval.

The lock knob is removed by unscrewing the large slotted nut inside the luggage compartment. The lock knob can then be pulled out backwards.

TAILGATE, 145

The tailgate on the 145 model is suspended by two hinges screwed to the roof. To remove the tailgate, first take off the upholstery panel on the inside. Then remove the left-hand number plate lamp and its electrical cable. Disconnect also the other outgoing cables from their connections inside the tailgate. The gas springs are then taken out at their attachments in the tailgate. Finally, loosen the screws for the hinge attachments to the tailgate and lift off the tailgate.

The following is the procedure for fitting the tailgate. Lift up the tailgate, and insert the electrical cables. Fit the tailgate in position and screw on the hinges. If the gas springs were removed, install them and adjust their play where attached to the body. Fit the number plate lamp, electrical cable and the upholstery panel.

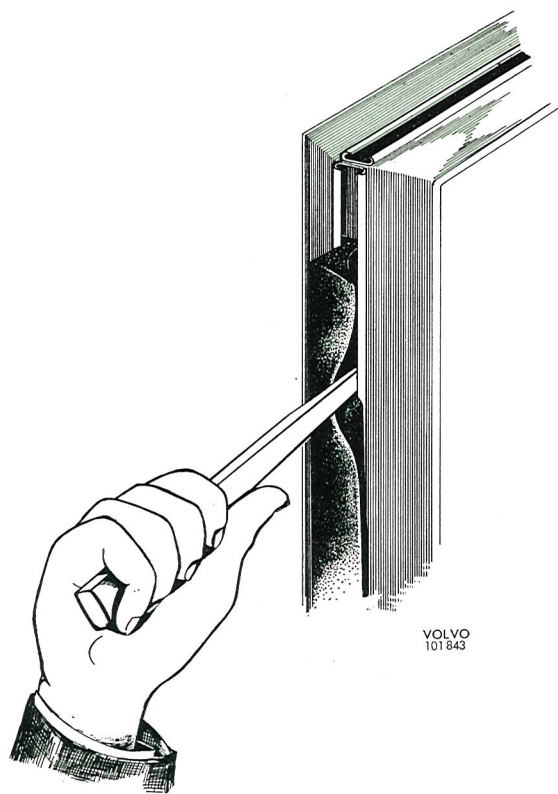


Fig. 8-17. Fitting the sealing strip

The tailgate lock must be removed from the inside, so that the panel has first to be taken down. Inside the tailgate the link rod to the lock plunger is removed and also the screws for the lock. The lock can then be moved to the left, from where it is taken out of the tailgate. The lock cylinder is removed by loosening the lock screw inside the tailgate.

To remove the hinges for replacement, detach the headlining at the rear edge (see under "Replacing the headlining"). Dismantle the electric cables at the joints under the hinges. Unscrew the screws securing the hinges to the roof and the tailgate. Remove the hinges.

SEALING STRIPS

The sealing strips are secured by means of spot-welded fastening rails.

The sealing strip is removed by pulling it outwards, when the ridge of the strip releases from the rail. When fitting the sealing strip, one of the ridges is placed in position in the rail, the other ridge is then pressed down into the rail with the help of a wooden putty knife. This is moved along the rail as shown in Fig. 8-17.

BUMPERS

The front bumper is removed by unscrewing the bolts inside the bumper. The support bars are removed at the front frame members.

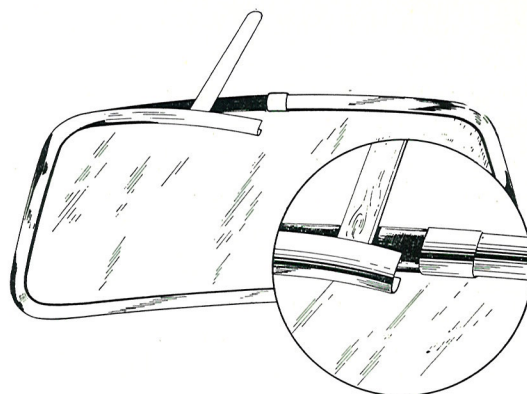


Fig. 8-18. Removing the trim moulding

The rear bumper is removed by unscrewing the bolts between the support bars and body. The support bars can then be removed from the bumper by unscrewing the bolts inside the bumper. Fitting is done in the reverse order.

TRIM MOULDINGS

WAIST MOULDINGS

The waist mouldings are attached with plastic clips. The mouldings are removed with the help of a wooden putty knife with which they are carefully levered off. The clips can be removed by carefully pulling them off with pliers.

When fitting, begin by placing in the clips and locking them by pressing in the stud in the middle. The moulding is then pressed onto the clips.

WINDSHIELD MOULDING

Removing

1. Remove the moulding from the rubber strip by inserting a moistened nylon putty knife and moving it all round between the strips (do not pull off the trim moulding).

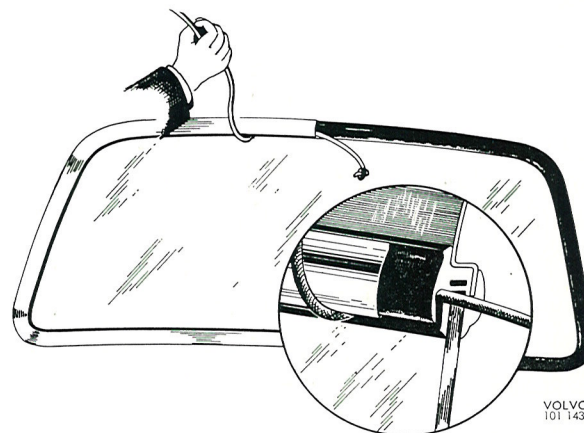
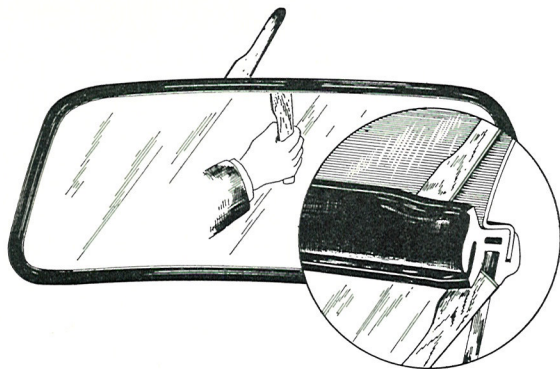


Fig. 8-19. Fitting the trim moulding



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Fig. 8-20. Removing the rubber strip

2. Push over the joining pieces to one of the halves of the moulding.
3. Remove the trim moulding by prising out the ridge of the rubber strip from the trim moulding with a moistened wooden putty knife and releasing the trim moulding in the middle with another putty knife as shown in Fig. 8-18. Lever off the moulding carefully while releasing the rubber strip with the other putty knife.

Fitting

Moisten a 4.0 mm (5/32") leather cord in soap solution or paraffin and place it in the groove of the rubber strip for the trim moulding.

Place one half of the trim moulding in position and hold it there while pulling the leather cord out upwards over the moulding so that it is pressed against the rubber strip as shown in Fig. 8-20. Push over the joining pieces and repeat the procedure with the other half of the moulding. Adjust the position of the joining pieces over the joints.

TRIM MOULDINGS FOR REAR WINDOW

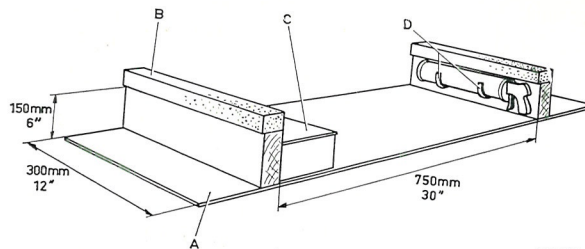
Removing and fitting

See the corresponding section above.



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Fig. 8-21. Removing the windshield



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Fig. 8-22. Stand for windshield when fitting rubber strip

- A. Plywood sheet, 15 mm (5/8")
- B. Foam plastic, 25—38 mm (1—1 1/2")
- C. Storage compartment
- D. Hooks for sealing compound gun

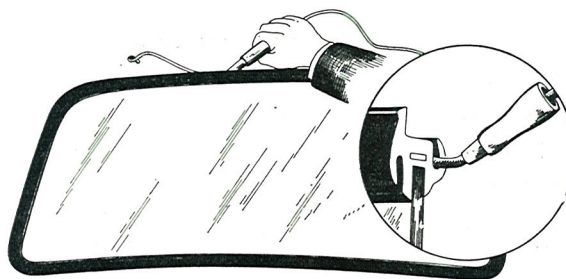
WINDSHIELD AND REAR WINDOW

WINDSHIELD

Removing the windshield

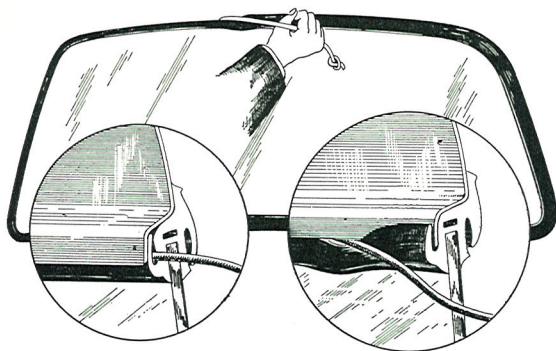
1. Remove the windshield wiper arms. Place protective padding over the bonnet, front seats and backrests.
2. Remove the trim mouldings as described in operations 1—3 under "Removing windshield moulding".
3. Release the rubber strip both from the windshield and sheet metal by inserting a wooden putty knife moistened in synthetic washing solution (the putty knife should be moistened now and then during the course of the work) between the rubber strip and windshield and between the rubber strip and sheet metal respectively and moving it all round as shown in Fig. 8-20.
4. Start removing the rubber strip in the upper left-hand corner by levering the rubber strip over the edge of the sheet metal from inside and at the same time carefully pulling out the strip from outside with a pair of wide-nosed grips. Then carefully pull off the strip by hand all round as shown in Fig. 8-21 and remove the windshield.

Remove all sealing compound from the sheet metal. If it has dried on, first carefully scrape off the sealing compound and then wash clean with



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24817

Fig. 8-23. Placing cord in rubber strip



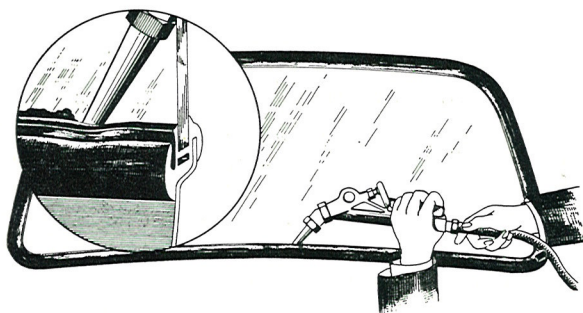
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Fig. 8-24. Fitting the windshield

naphtha. Check that the sheet metal edge is not deformed. If the sealing compound has not dried on, clean the rubber strip with naphtha, otherwise replace it.

Fitting the windshield

1. Place the windshield on a stand as shown in Fig. 8-22 in which a storage compartment for the cord, putty knives, etc., and mounting hooks for the sealing compound gun can be made. Moisten the outer edge of the windscreen and fit the rubber strip starting at one of the corners. Adjust the strip so that it lies correctly all round.
2. Fit a cord (preferably of terylene) of a suitable size in the groove of the rubber strip for the sheet metal edge, beginning at the top center as shown in Fig. 8-23.
3. Place the windshield in position with rubber strip fitted. Wearing working gloves, carefully strike the windscreen a few blows with the **palm of the hand** so that it makes good contact all round. Then carefully pull out the cord from inside. This will cause the rubber strip to "creep" over the sheet metal edge as shown in Fig. 8-24. It may sometimes be necessary to adjust the position of the windscreen with the palm of the hand. If the cord is difficult to pull out, this may damage the



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24813

Fig. 8-25. Applying sealing compound

strip, in which case the windshield should be stuck from inside or outside with the palm of the hand if the rubber strip does not "creep" over the edge of the sheet metal properly.

4. Check that the rubber strip seals well all round. If necessary adjust the position of the windshield both vertically and laterally **by striking with the palm of the hand**.
5. Seal the joints between the rubber strip and windscreen and rubber strip and sheet metal with sealing compound using a gun with a flat nylon nozzle as shown in Fig. 8-25. Make sure that the sealing compound fills the joint well. Scrape off surplus sealing compound and wash the windshield and sheet metal with naphtha. Clean the windshield and sheet metal around it with polish.
6. Fit the trim mouldings as previously described.
7. Fit the windshield wiper arms.

REAR WINDOW

Removing and fitting

See the corresponding section under "Windshield".

REAR QUARTER LIGHTS

See the corresponding section under "Windshield".

REAR QUARTER LIGHTS (OPENABLE), 142, 145

In order to be able to remove the glass in the rear quarter lights on the 142, 145 models, open first the quarter light and unscrew the screws securing the quarter light opener to the body. Then move to the side the rubber strip at the front edge of the glass and remove the attaching screws for the quarter light hinge. Lift off the glass.

SEATS

FRONT SEATS

Removing

Unfasten the press-studs which hold the seat cushion to the frame and remove the seat cushion. Unscrew



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Fig. 8-26. Removing the headlining

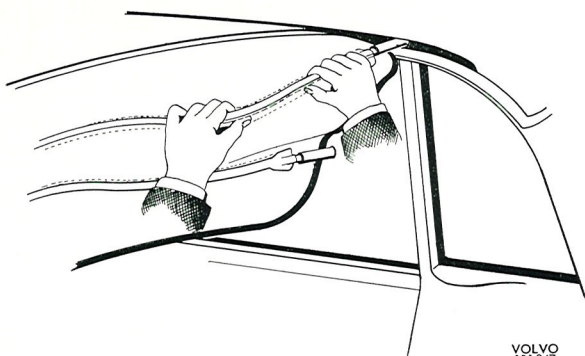


Fig. 8-27. Removing the roof stretchers

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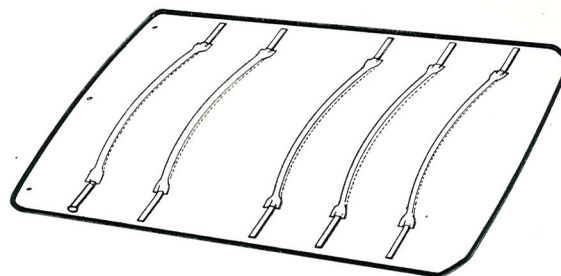


Fig. 8-28. Headlining, 142, 144

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101 848

the four attaching screws for the slide rails. Lift off the seat.

Adjusting the front seat

1. The inclination of the seat is adjusted with the eyebolt at the front edge of the seat. Slacken the adjusting screw and adjust the eyebolt to the desired position.
2. The height of the seat is adjusted by attaching the rail in a suitable hole in the bracket.

REPLACING THE HEADLINING

1. Remove the interior light, sun visors, and rear view mirror.
2. Pull down the edge of the headlining with finger and thumb on one side as shown in Fig. 8-26 so that the plastic edge can be released from its fastening in the rail.
3. Then pull down the headlining all round.
4. Take down the stretchers beginning from the back by bending them down in the middle and releasing them from the edge of the roof as shown in Fig. 8-27. N.B. Be careful when removing and fitting the stretchers. Careless handling can cause the ends to damage the roof plate.
5. Fit the stretchers in the new headlining. Make sure

that they are provided with rubber caps at the ends as shown in Fig. 8-28.

6. Fit the headlining by first inserting the stretchers beginning with the front one.
7. Stretch the headlining forwards and tuck in the plastic strip at the front edge.
8. Then stretch the headlining backwards by pulling both ends of a stretcher at the same time. Begin at the front and pull on each stretcher working backwards, after which the rear plastic strip can be tucked into its groove.
9. Now pull over the headlining towards one side and tuck in the plastic strip. Then stretch the headlining over towards the other side and tuck in the plastic strip.
10. Fit the interior light, sun visors and rear view mirror.
11. Any folds in the fabric can be removed by pulling the headlining in the necessary direction. The headlining then moves in the attaching rails.

INSTRUMENT PANEL

REMOVING THE INSTRUMENT PANEL

The instrument panel is attached to the body with screws. These are accessible partly from above at the edge of the windscreen and partly from underneath at both sides of the panel.

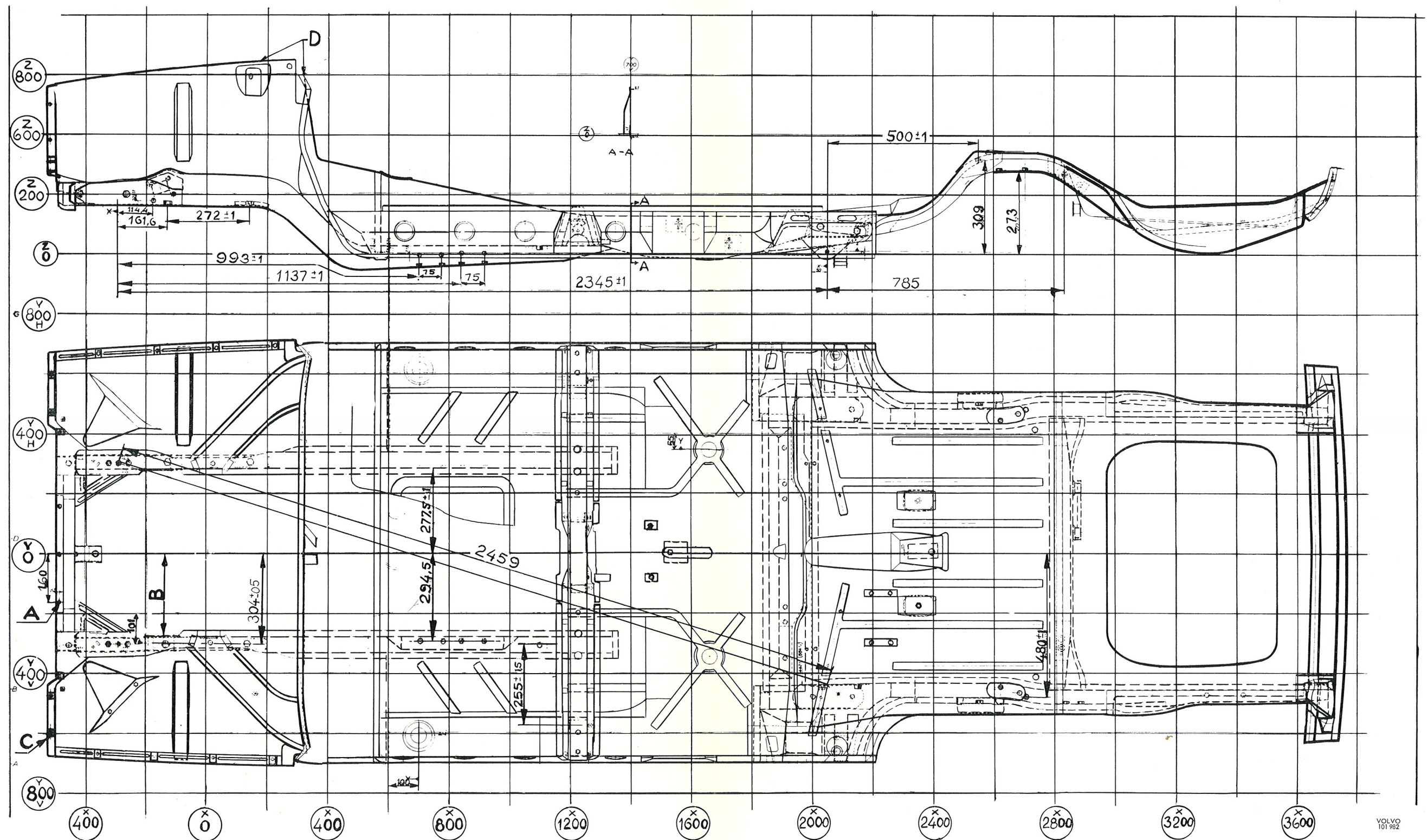


Illustration 8 A. Control drawing for body floor, 142, 144, 145

A = Reference point for hole group
 B = 227 ± 1 mm (10.9 ± 0.04 "), L = 200 mm (7.9") plane of steering box
 C = Max. deviation from theoretical position for hole group ± 1.5 mm (0.6")
 D = Max. deviation between these flanges and the Z-direction ± 1 mm (0.04")

50 mm = 1.97"	114.4 mm = 4.50"	273 mm = 10.8"	480±1 mm = 18.9±0.04"
55 mm = 2.17"	160 mm = 6.30"	277.5 mm = 10.9"	785 mm = 30.9"
75 mm = 2.95"	161.6 mm = 6.36"	294.5 mm = 11.6"	933±1 mm = 39.1±0.04"
100 mm = 3.94"	255±15 mm = 10±0.50"	304±0.5 mm = 12±0.02"	1137±1 mm = 44.8±0.04"
101 mm = 3.98"	272±1 mm = 10.7±0.04"	309 mm = 12.2"	2345±1 mm = 92.3±0.04"
			2459 mm = 96.8"