VOLVO
264
265

Model year 1982

Owner's manual

Personal Information

Name .....

Address .....

Tel. No. .....

Driving Licence No. .....

Insurance Company .....

Insurance Policy No. .....

Nearest Volvo Dealer

Name .....

Address .....

Tel. No. .....

Garage Manager .....

Tel. No. .....

Car Information

Type Designation .....

Chassis No. .....

Engine No. .....

Licence Plate No. .....

When you need service: **authorized Volvo workshops** maintain and repair you car according to the instructions issued by Volvo and always with **genuine Volvo spare parts.**

Contents

Presentation

This manual deals with the running and maintenance of your Volvo 264/265

This manual covers descriptions of the models fitted with 6-cylinder petrol engines. Notice however that there are certain differences between different types and different countries, which is why this manual may contain information which does not apply to your particular car. This manual also contains information regarding components which, for some models, are only obtainable as accessory items or as optional extras.

Should you require more detailed information with regard to adjustments or repairs, please refer to our service manuals which can be ordered through your Volvo dealer.

If you should take up residence in another country, find out what the regulations are there concerning import and inspection of cars. Legislation can differ considerably from country to country. Adapting your car to meet legal requirements can be expensive.

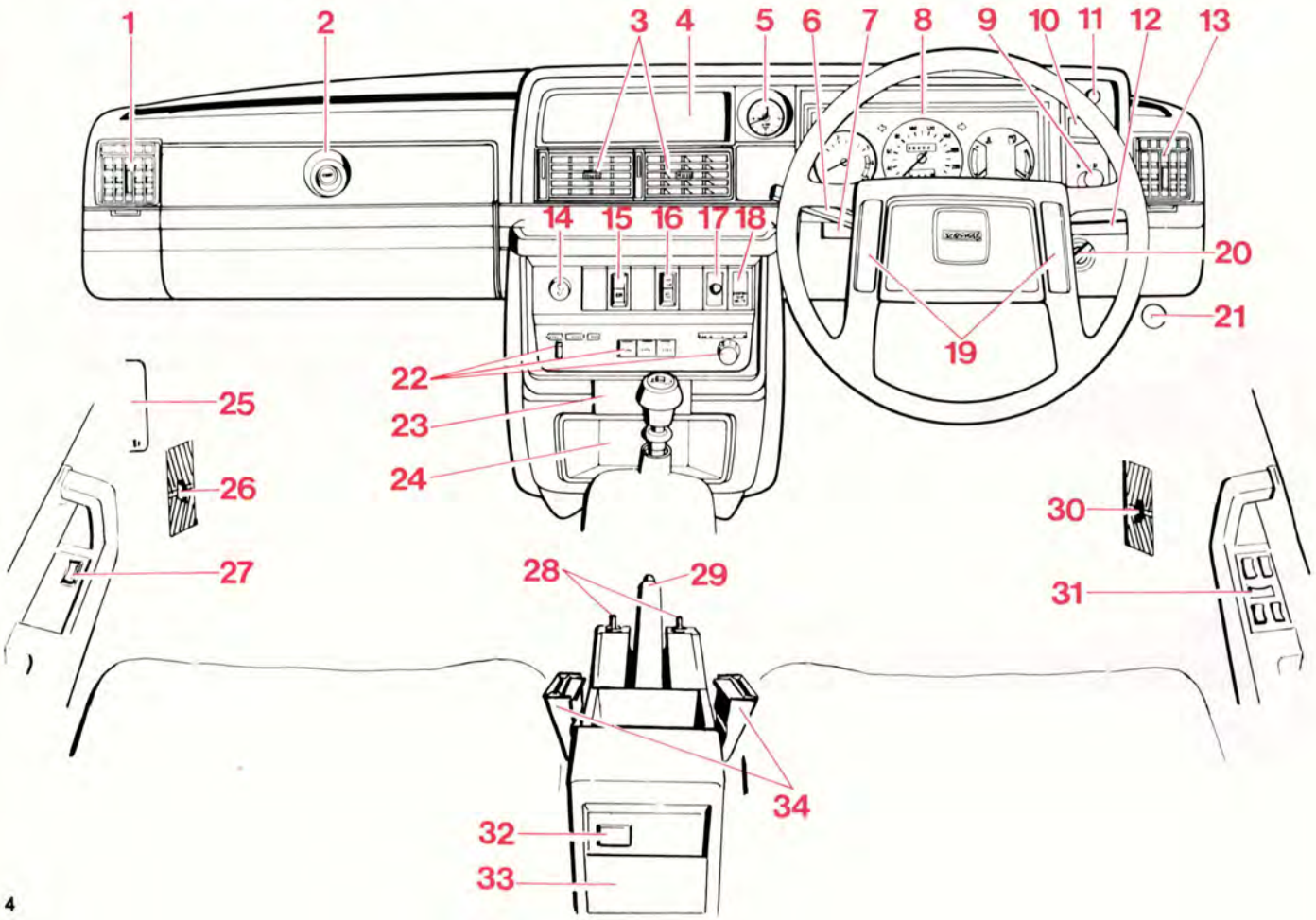
The specifications and construction data as well as illustrations contained in this manual are not binding.
We reserve the right to make alterations without prior notification.

Number tag

Boot lid
Glove compartment

Ignition switch/steering wheel lock
Doors
Tailgate, 265

Make a note of the number of your keys in your pocker diary or on a slip of paper.
The number of the steering wheel lock and door key is stamped on the separate tag supplied with the keys. This tag should be separated from the key ring.
Should you lose a key, you can order a new one from a Volvo dealer.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34

*applies only to certain markets
**applies only to certain models

Pages 6–19 contain a detailed description of all the car's instruments and controls.
Please note that variations are possible between the various markets, due, among other things, to varying legislation.

Instrument panel

A Rev counter
Engine speed in rpm×1000
Black section may only be used occasionally e.g., when accelerating.
Red section must not be reached.

B Direction indicator: turn left (green)

C Speedometer
In kilometres and/or miles per hour.

D Mileage recorder
In kilometres or miles

E Trip meter
Figure in right window = 100 metres (or 1/10 mile)

F Direction indicator: turn right (green)

G Temperature gauge
During normal driving, the pointer should be in **the black section.**
If the pointer is repeatedly in the red section, the coolant level and fan belt tension should be checked, see pages 40, 54 and 55.

H Fuel gauge
The fuel tank holds about 60 litres (13 UKgal).
The red section correspond to about 8 litres (1.8 UKgal).

I Choke light (amber)
This light stays on while the choke is pulled out.

J Battery charging failure light (red)

K Oil-pressure failure light (red)

L Overdrive light (green)
Goes on when overdrive is engaged.

M Trip meter reset knob
Push in to reset

N Headlight main beams (blue)

O Parking brake light (red)

P Brake circuit failure warning light (red)

Q Bulb failure warning light (yellow)

The five warning lights on this page should never go on when driving

But they should go on when the ignition is switched on before the engine starts. This tells you whether the lights are functioning or not. All the lights should go out when the engine starts (the parking brake light does not of course go out until you release the parking brake).

J Battery charging failure light (red)

This light goes on if the alternator does not charge. If it goes on during driving there is either a fault in the electrical system or the fan belts are poorly tensioned and slip. Concerning fan belt tensioning, see page 55.

Note! If the fan belts run off the pulleys or if the fan-belt tension is so poor that the alternator does not charge, not only does the above-mentioned warning light go on but also warning lights **O, P and Q**. This is because of the special legislation on certain markets and is therefore not to be regarded as unusual.

O Parking brake light (red)

This goes on when the parking brake between the front seats is applied.

K Oil-pressure failure light (red)

If this light goes on when driving, then the engine oil pressure is too low. Stop the car, switch off the engine immediately and check the oil level in the engine, see page 47.
It can happen that the lamp goes on after very hard driving, when the engine speed returns to idle. This is normal providing that it goes out when the engine speed is increased.

P Brake circuit failure warning light (red)

If this light goes on when driving and the brake pedal feels rather spongy, then one of the brake circuits is not functioning. However, the car can be driven – but with due care – to a workshop for a check on the brake circuits.

Q Bulb failure warning light (yellow)

This light goes on if any of the following bulbs is out of order:
dipped beams
day running lights (warning light goes on even if main/dipped beams or parking lights are on)
rear lights
brake lights (light goes on each time the brake pedal is depressed).
See page 56–60 for bulb changing. Should the warning light go on even after a defective bulb has been replaced, the corresponding bulb on the other side of the car must also be changed.

Ignition switch/steering wheel lock, direction indicator stalk

Ignition switch/steering wheel lock

0 Lock position
Steering wheel locks when key is removed.

I Intermediate position
Certain electrical components (e.g., heater fan, cigar lighter) can now be operated.

II Engine-running position
The key is in this position when the engine is running.

III Start position
Release the key as soon as the engine starts. It automatically springs back to the "engine-running position".

If difficulty is found in turning the ignition key, turn the steering wheel a little to the left and then to the right.

A reminder buzzer sounds when the driver's door is open and the ignition key is in the switch. It also sounds if the parking lights or headlights are on when the door opens.

Stalk for direction indicators main beams/dipped beams and headlight flasher

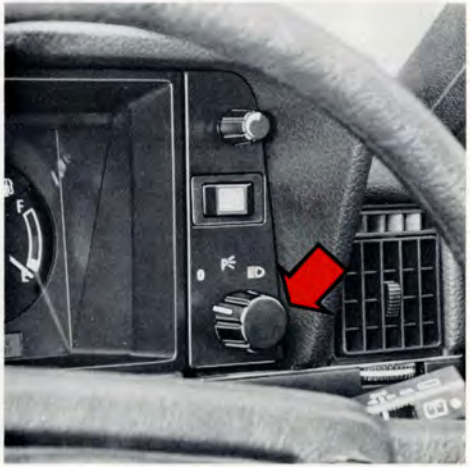
1 Lane-changing, overtaking
When indicating a change of lane or when overtaking, move the lever slightly up or down and hold it there. The stalk will return to the neutral position when released.

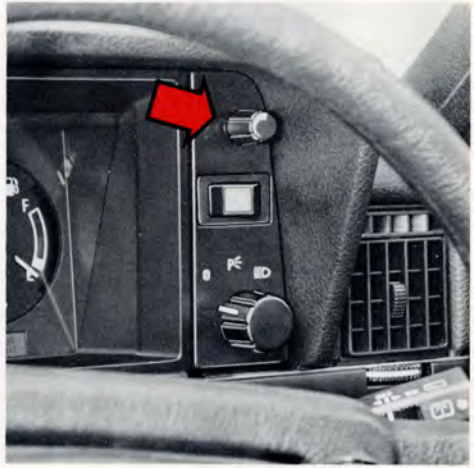
2 Normal turns

3 Main beams/dipped beams (headlights on)
Move the lever towards the rim of the steering wheel and then release it.

3 Headlight flasher (headlights off)
Move the lever towards the rim of the steering wheel. Main beams remain on until you release the lever.

If a direction indicator bulb should fail, the panel light for that indicator as well as the other indicator will blink more rapidly than usual.





Headlights and parking lights

0 **Ignition switched off:** All lights out.
Ignition switched on: Day running lights (front and rear) on.
In other words, the day running lights go on automatically when the ignition is switched on. If you want the day running lights to be disconnected (you are abroad, for example) with the engine running, remove fuse No. 4 (page 61).
(The day running lights are fitted only for certain markets.)

Parking lights. Day running lights off.
The parking lights should only be used for parking, and **never when driving.**

Headlights + parking lights. Day running lights off.
Naturally, the headlights should be on when driving in darkness on poorly lit streets and roads.

A reminder buzzer sounds when the parking lights or headlights are on and the driver's door is opened. It also sounds if the ignition key is in the switch when the door opens.

Panel light switch

Clockwise: Stronger panel light.
Anti-clockwise: Weaker panel light.

Windscreen wipers, headlamp wipers, tailgate window wiper

Windscreen wipers, washers. Headlamp wipers, washers

1 Intermittent sweep position
Move stalk to this position and wipers will make one sweep about every five seconds. Can suitably be used when driving in light rain or fog.

2 Wipe-pause position
Use when you want the wipers to make one or two sweeps only (e.g. in light rain). Hold stalk at this position with your finger, it will return to parking position when released.

3 Windscreen wipers – normal speed.

4 Windscreen wipers – high speed.

5 Windscreen washers + headlamp wipers and washers.
The windscreen wipers also start with stalk in this position. When the stalk is released, the wipers make 2–3 extra sweeps.

Note! The headlamp wipers have an overload protection which cuts in when the wiper blades are blocked by, e.g. snow or ice. If this happens, proceed as follows: switch off the ignition and remove whatever is blocking the blades. Then switch on the ignition. Wait for about two minutes before operating the headlamp wipers.

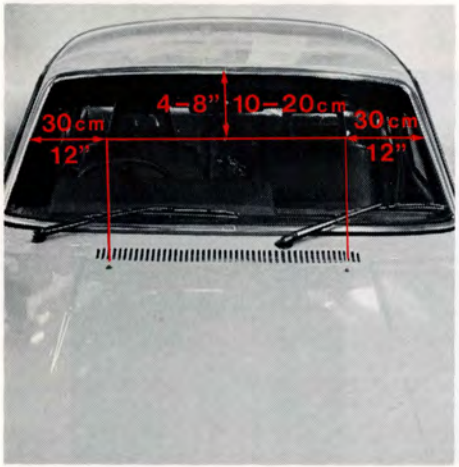
Tailgate window wash/wipe, 265

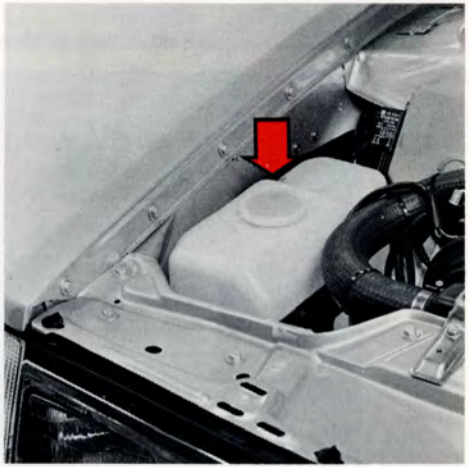
The tailgate window wash/wipe is operated by the switches on the windscreen wiper stalk. See illustration above.

1 Tailgate window wipe

2 Intermittent position
Wiper makes one sweep about every fifteen seconds.

3 Tailgate window wash
Pushing in the switch also operates the wiper. When the button is released, the wiper makes 2–3 extra double sweeps.





Adjusting the washer nozzles

Stick a pin in the nozzles and adjust the position of the nozzles so that the jets strike the window as shown in the picture.

Washer reservoir

The reservoir which serves the windscreen, tailgate and headlamp washers is located under the bonnet and holds about 5.6 litres (10 UK pints).
During the wintertime, the reservoir should be filled with the anti-freeze specified on page 76.

Rear fog lights, rear demist, hazard warning flashers

Rear fog lights

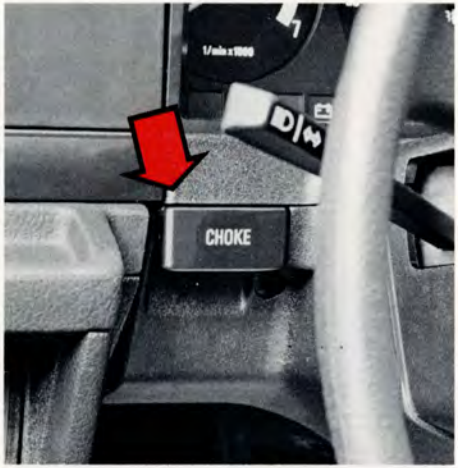
In some countries cars are fitted with rear fog lights, which are switched on by pushing in the switch when the headlights are switched on. **Note** that legislation for rear fog lights varies from country to country.

Rear-demist/heated rear window

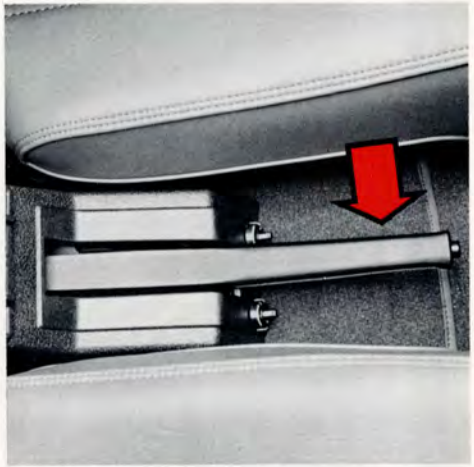
The rear-demist is switched on by depressing the switch. Switch off as soon as the rear window is free from mist and ice so as not to overload the battery unduly. Avoid placing anything near the heating wires that could damage them. Observe due care when wiping the inside of the rear windows since rings on fingers, etc., can damage the wires.

Hazard warning flashers

Depressing the switch for the hazard warning flashers switches on all four indicator lights which flash simultaneously. Use the warning flashers only when you have to stop or park the car where it might be a possible hazard to other traffic. **Note** that regulations governing the use of these lights may vary in different countries.



Choke Parking brake



Choke (only on cars with carburettor engine)

The choke control should be pulled out when starting a cold engine.

Temperatures below +10°C
Pull out the choke fully, but do not depress the accelerator.

Temperatures above +10°C
Pull out the choke 3/4, but do not depress the accelerator.

The choke light on the instrument panel goes on when the choke is pulled out.

Use the choke as briefly as possible.

See "Starting the engine", page 34.

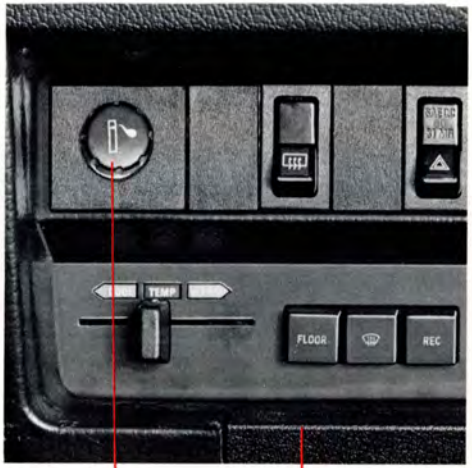
Parking brake (handbrake)

The parking brake is situated between the front seats.
It operates on the rear wheels.
When the parking brake is applied, and the ignition is on, the red PARKING BRAKE light on the instrument panel goes on.
Always use the parking brake (handbrake) when parking, to maintain the best possible function.
For winter use, see page 76.

Clock, cigar lighter, ashtrays

Clock

The clock is electrically operated from the car battery.
To set the clock, push in the knob and turn the hands.



Cigar lighter Ashtray

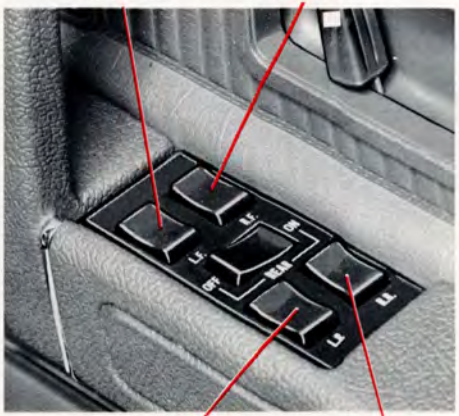
Cigar lighter

To use the cigar lighter, push it in fully. It automatically springs back when sufficiently heated.

Ashtray for rear seat

Ashtrays

To empty the ashtray, draw it out fully, press down its tongue and remove.



Electrically operated window winders

For cars so fitted, the electrically operated window winders are controlled by means of switches set into the door armrests. The above picture shows the driver's armrest, from where all the electrically operated windows can be controlled.
The ignition must be switched on in order that the window winders can function. The window is lowered if the rear part of the switch is pressed and raised if the front part of the switch is pressed.

Cut-out switch for rear door window winder

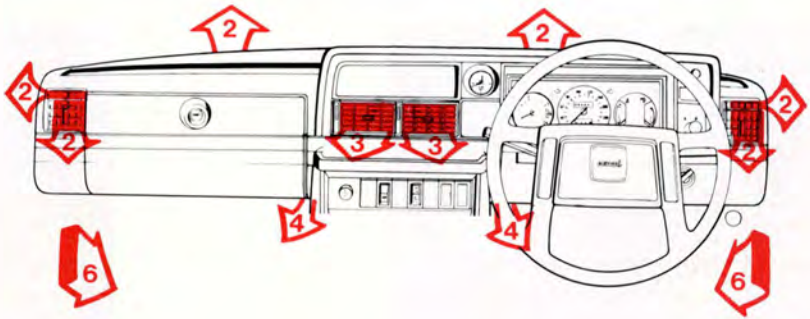
If the car is also fitted with electrically operated rear door windows; these can be disconnected by means of the switch located in the centre of the switch panel in the driver's door armrest. The switch is situated at 90° to the winder switches.

ON – The rear door windows can be raised or lowered with the respective door switch as well as the switch on the driver's door.

OFF – The rear door windows **cannot** be raised or lowered with the respective door switch but instead **only** with the corresponding switch on the driver's door.

Heating and ventilation

"Standard" heating system



1 TEMP
Left = COOL
Right = WARM

2 DEF (defroster)
Air to windscreen and **the two outer vents and defroster vents.**
Left = MIN – closed
Right = MAX – open

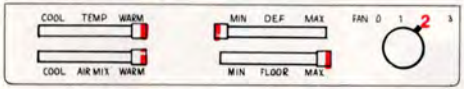
3 AIR MIX
Air to **the two centre vents.**
Left = COOL – fresh air
Right = WARM – air to compartment heated by 1 TEMP.
Cold and heated fresh air can be mixed to desired temperature.

4 FLOOR
Left = MIN – no air to floor
Right = MAX – full air flow to floor

5 FAN
0 = off
3 = max

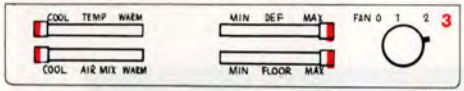
6 "Fresh" air vents
Lever forwards – vent open
Lever backward – vent closed

For best heating...



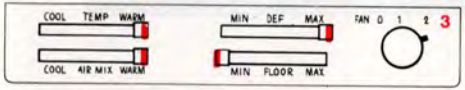
Close the four air vents on the facia and the two fresh air vents near the floor.

For best ventilation...

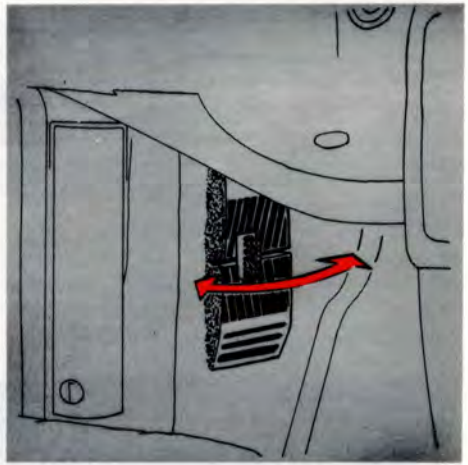


If greater cooling near the feet is required, open the two fresh air vents and reduce the fan speed.

To remove mist...



Close the four air vents on the facia and the two fresh air vents near the feet. If snow has fallen, remove any snow over the air intake to the heating system.

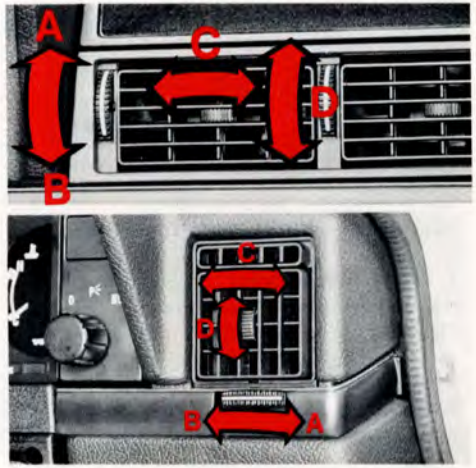


"Fresh" air vents

A "fresh" air vent is situated near the feet on each side. Air flow through these vents is regulated by means of the lever in the middle of the vents.

Lever forwards – vent open
Lever backwards – vent closed

Maximum air flow is obtained with the vents fully opened and the fan switched off. If the fan speed is allowed to increase, the fresh air will blow through the air vents on the facia instead.



Air vents

A closed
B open
C air flow to the side
D air flow vertically

Note that the four air vents function differently. Air flow through the two outer air vents is regulated by means of the defroster lever. On the other hand, air flow through both the centre vents can only be varied by means of the vertical knob next to the vents.

Heating and ventilation

Heating system (combined system)

1 TEMP
Left = COOL
Right = WARM

2 FLOOR
Not pushed in = no air to floor
Pushed in = full air flow to floor

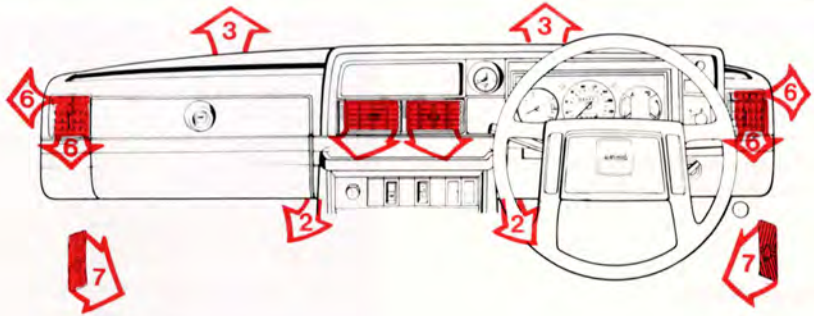
3 DEF (defroster)
Not pushed in = weak defrost
Pushed in = full defrost

4 REC (recirculation)
Is intended only to be used if car has air conditioning. Not to be used for heating up.

5 FAN
1 = lowest speed
4= highest speed
The fan is always in operation.

6 AIR VENTS
Air through these vents is not influenced by position 2 FLOOR or 3 DEF (defroster)

7 "Fresh" air vents
Lever forwards – vent open
Lever backward – vent closed



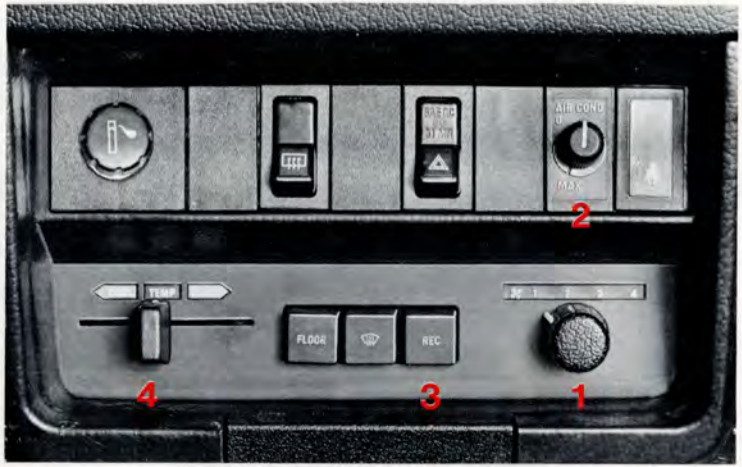
To get best heating...

1 TEMP ⟶ WARM
2 FLOOR button pushed in
5 FAN ⟶ 3 (or 4)
6 Close the four air vents on the facia, also the two fresh air vents near the feet.

...and remove mist

1 TEMP ⟶ WARM
3 (defroster) pushed in
5 FAN ⟶ 4
6 All vents closed – both facia and feet vents.

If snow has fallen, clear the air intake (in front of the windscreen) from any snow.



Air conditioning (certain models)

How to operate the air conditioning:

1 ✻
4=for rapid cooling

2 AIR COND (compressor)
Start the compressor by turning the knob clockwise to MAX. For rapid cooling, e.g., when the car has been parked and ambient temperature is high, turn the knob into the yellow sector past MAX. When the desired temperature has been reached, turn back the knob into the blue sector.
The knob should always be in the blue sector during highway or motorway driving. Should the knob be in the yellow sector on these occasions, this could cause the air conditioning system to ice up and impair the air conditioning function.

3 REC (recirculation)
This knob must be pushed in during the cooling period and also if the outer temperature and/or humidity is high.

4 TEMP
The control must be at COOL, that is, fully to the left, when the air conditioning is used. The temperature is regulated instead by the rotatable knob for the compressor.

Note! All the car windows and the fresh-air intakes near the floor must be closed!

FLOOR, DEF (defroster) **not** pushed in. All air now flows in through the air vents on the facia. These, of course, should be open.

A tip: For rapid removal of mist from the car, the air conditioning system can be used with advantage even when it is relatively cold outside since the air in the system is de-moistened before being blown into the car.

Let a Volvo workshop check the system each year.

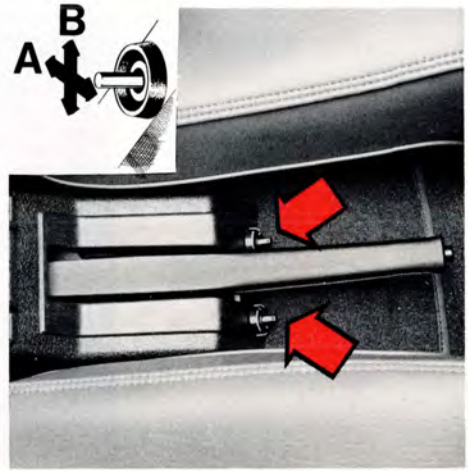
Rear view mirrors

Inside rear view mirror

D Normal position
N Anti-dazzle position – use if headlights of car behind irritate you.

Manually adjustable outside rear view mirrors

A Lateral adjustment
B Vertical adjustment



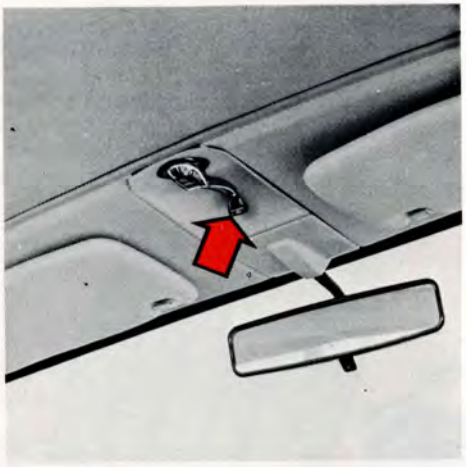
Electrically operated outside rear view mirrors

The switches for adjusting the outside rear view mirrors are situated on the console for the parking brake lever.

A Lateral adjustment
B Vertical adjustment

Avoid using ice scrapers made of steel as they can easily scratch the mirrors.

Always adjust the rear view mirrors before driving away.



Interior light

1 The light is always on.

2 The light is always out.

3 The light goes on when one of the front doors is opened.

To enable the driver to find the ignition switch, etc., in the darkness, the interior light now has a built-in delay function, which operates when the switch is in position 3. The light goes out about 15 seconds after the driver's door has been closed. (Not the passenger's door).
The bulb housing for the interior light on the 265 has a somewhat different design.

Sun-roof (certain models)

The sun-roof is opened and closed by a winding handle situated between the sun visors.
Open out the handle and crank anti-clockwise to open the sun-roof, and clockwise to close it. **For reasons of safety, the handle should always be in its recess during driving.**

Sun-blinds rear (certain models)

The two rear sun-blinds are manually operated independently of each other.
To roll them down, first detach them from the attachment on the rear edge of the headlining. This is done by pulling the strap upwards-forwards as shown by the arrow on the above illustration. Then let the blind wind itself onto the bottom roller. **Make sure that it winds neatly on the roller.**
To draw the blind take hold of the strap and pull straight upwards and fasten it to the rear edge of the headlining. See arrow.

Front seats

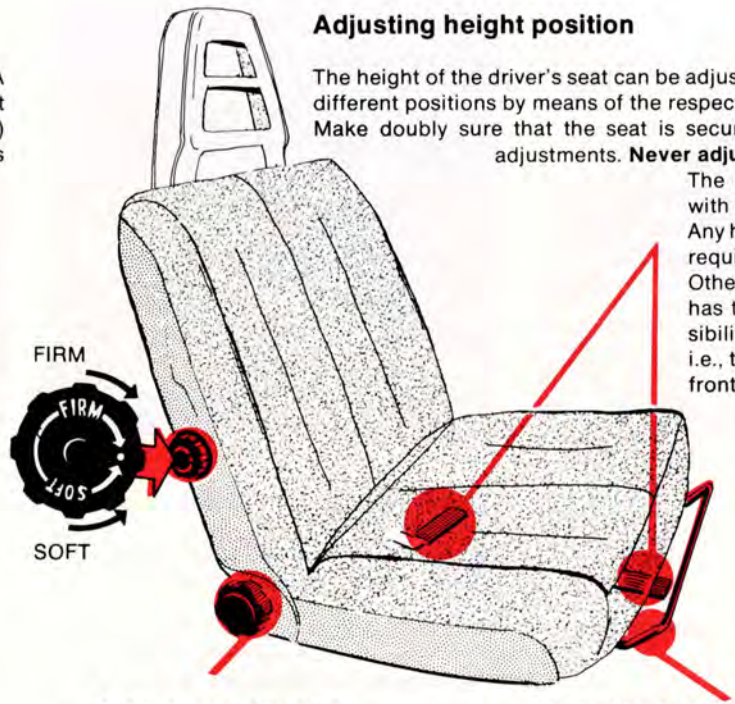
The driver's seat is electrically heated. A thermostat cuts-in current when the seat temperature goes below about 15°C (59°F) and cuts-out current when the temperature is about 25°C (77°F).

Adjusting height position

The height of the driver's seat can be adjusted front and rear to three different positions by means of the respective levers there.
Make doubly sure that the seat is securely in position after any adjustments. **Never adjust the seat when driving!**

The passenger seat is bolted with four brackets to the floor. Any height adjustment will thus require the use of a tool.
Otherwise the passenger seat has the same adjustment possibilities as the driver's seat, i.e., to three different positions front and rear.

Lumbar support firmness



Backrest inclination

Adjusting forwards/backwards

The seat is adjusted forwards/backwards by lifting the bar and then by moving the seat to the desired position. Make sure that the seat is securely held when you release the bar.

Never adjust the seat when driving!

Children in the car

A grown-up with fastened seat belt in a Volvo is assured of good protection in the event of a collision or other accident.

We give here the following advice with a view to protecting your child in the best possible way from injury in accidents.

Remember that, irrespective of its age and size, a child must never be "loose" in a car. Above all small children should not sit on the lap of grown-ups who are not using a seat belt. Neither should a seat belt be used to secure more than one person.

Many countries legislate how a child should be placed in a car. Find out what applies in your country and in any country in which you drive.

Children can be divided into three different "size build" groups.

Babies and small children who cannot sit up

A baby or a child who is so small that it cannot sit up should lie in a carry cot, detachable pram top, or something similar, which is placed on the rear seat with the head of the child towards the middle of the car. To restrain the cot in the event of a sudden severe or sharp braking, it should be held securely in position by the rear seat belts, or by the Volvo child bench which is available at your Volvo dealer and which can be placed on the floor between the front and rear seats.

Children from the age when they can sit and to a height of about 117 cm/almost 4 ft. (up to 6–7 years)

Children in this age group should always travel in a child safety seat. The seat you use should comply with the regulations in force in your country. Never use the type of seat which solely hooks on or suspends from the rear seat backrest. The child safety seat may be positioned

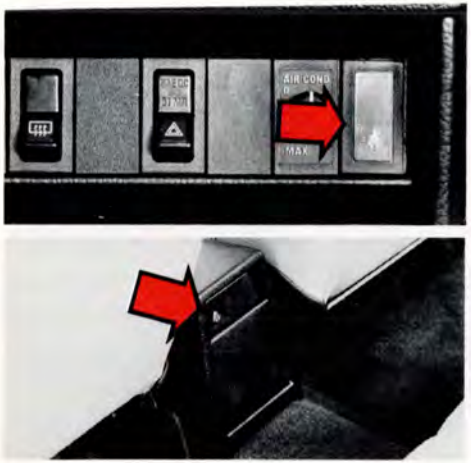
Not available on certain markets. Consult your Volvo Dealer.

against the backrest but should be secured indepently to the body of the car.
An approved seat is available from your Volvo Dealer.

Children taller than 117 cm (4 ft.) (older than 6–7 years)

When a child has outgrown the child seat, it should use the rear seat with the standard seat belt fastened.
The best way to protect the child here is to seat in on a cushion so that the lap belt is as far down on the hips as possible. A cushion specially designed for this purpose will shortly be available at the Volvo dealer. On the next page you will find a more detailed description of the use of the seat belts.

Seat belts



Seat belts

Always have the seat belt fastened for all types of driving!

Even abrupt braking can have severe consequences if the seat belts are not used. This also applies to the rear seat passengers. In the event of a collision, those sitting in the rear seat will be flung towards the front seat backrest. If there is anyone sitting in the front seat, the seat belt will be exposed to considerably greater load than what it was intended for, so that there would be the possibility of injury to both persons.

Two warning lights, one on the instrument panel and one on the console for the parking brake flash if the car is driven and the driver or front seat passenger has not fastened the seat belt.

Release button
Front seats

Release button
Rear seat

Automatically retracting inertia-reel seat belts

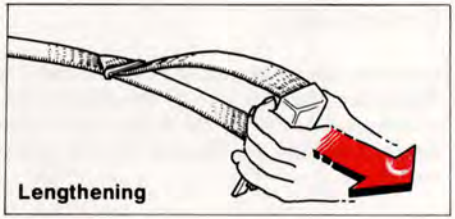
The front seats and the rear seat next to the windows have automatically retracting inertia-reel seat belts.

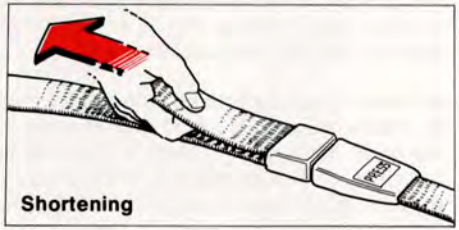
The belts are fitted as follows:
Pull out the straps fairly slowly to prevent the mechanism from locking. Push the tongue down into the lock. A pronounced click indicates that it is locked.
The belt must not be twisted.

To release the belt, push in the red button on the lock. Allow the belt to roll up fully.

Normally the belt is "unlocked".
It is locked, and thus cannot be drawn out:

- if pulled out too rapidly
- when braking and accelerating
- if the car is at a fairly sharp angle
- when rounding a bend





Checking the seat belts

Check to make sure that the strap does not fasten or fray against sharp edges, and now and again check that the bolts are well-tightened and that the belt is otherwise in good condition.
Use water and a good quality detergent for cleaning the belt.

The locking function of the inertia-reel belt can be checked as follows:

- Take hold of the belt and jerk it.
- Brake the car abruptly at about 50 km/h (30 mile/h) or drive round in a narrow circle. (But first look out for approaching traffic.) Pull the belt.

During the above-mentioned tests, it should **not be possible to pull out the belt.**

Manually adjustable seat belts (certain markets only)

The centre rear seat belt fastens across the lap, and should always be adjusted to the right length.

Pregnant women

Pregnant women should be very careful when using seat belts. Remember that the belt should always be positioned in such a way to avoid any possible pressure on the abdomen. The lap belt should be located low, as shown in the above illustration.

Warning! If a seat belt has been exposed to a powerful strain in connection with a collision, for example, it must be replaced even if it does not appear to be damaged.
Remember that **the belt must be replaced complete,** that is, the **entire** belt together with the roller, all the anchorages, retaining bolts, nuts and **locking mechanism** as well as the belt lock between the seats. Consult your local Volvo dealer for advice.
Change a belt even if only one of the straps is very worn or damaged.
Never repair or modify a seat belt on your own. Let a Volvo workshop do this for you.

Doors and locks, central lock

Central lock

Some models are equipped with a central lock. This means that the lock on the driver's door automatically controls the locks on the other doors (including the tailgate on the 5-door model).

If you lock or unlock the driver's door from the outside using the key, the other doors will automatically be locked or unlocked.

If however, you lock or unlock the driver's door by means of the lock button on the inside of the door, then you must push or pull slightly harder in order to operate the other doors.
By looking at the lock buttons on the other doors you can see if they are locked or not.

Unlocking the front doors

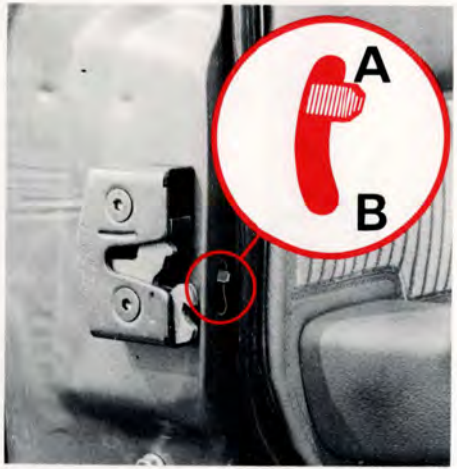
Both front doors are unlocked with the key supplied.
To unlock and open the door turn the key a 1/4 turn anti-clockwise (clockwise, on r-h door) and pull out-up the handle.
A locked door cannot be opened from the inside until the lock button is first pulled up.

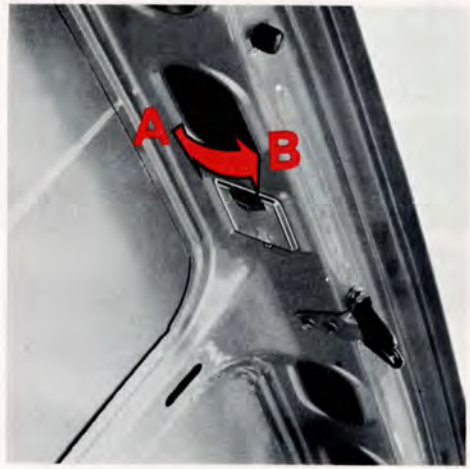
The locks should be oiled with a suitable lock oil during the wintertime to protect against freezing.
If a lock has frozen, do not try to force it with the key otherwise the key may break in the lock. Instead, heat the lock or the key.

Locking the doors

All the doors are locked when the lock button on the inside is pushed down.
The doors are locked by pushing down the lock button on the inside before shutting the door. **Do not forget to remove the keys** from the car! The front doors can also be locked with the key.

WARNING!
The doors should not be locked when driving since this would prevent anyone from getting into the car quickly in the event of an accident. Note that when the child safety lock on the rear doors is in function, the rear doors can be opened from the outside only.





Child safety lock

The rear doors are fitted with a child safety lock, which is operated by means of a small slide button on the side of the rear doors.

A Lock functions normally.
B Door **cannot** be opened from the **inside.**

Remember, that with the button in position B, the rear seat passengers are unable to open the doors themselves in the event of an accident. The rear doors must be opened from the outside. See also the text in the warning block on the previous page.

Boot lid (264)

The boot lid can be opened by turning the key a 1/4 turn as illustrated above.
The spare wheel, warning triangle, jack and tool kit are in the left-hand side in the boot.

On cars intended for some markets, the boot lid lock can be opened, from the driver's seat, electrically by a button located in the glove compartment.

- when pressing the button, the lock is released
- when closing, the lid is locked.

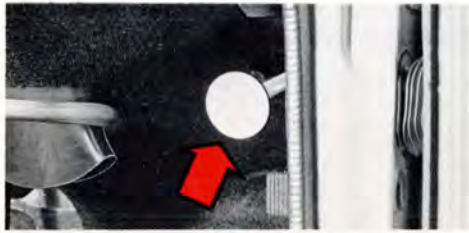
The lid can of course be opened manually with the key.

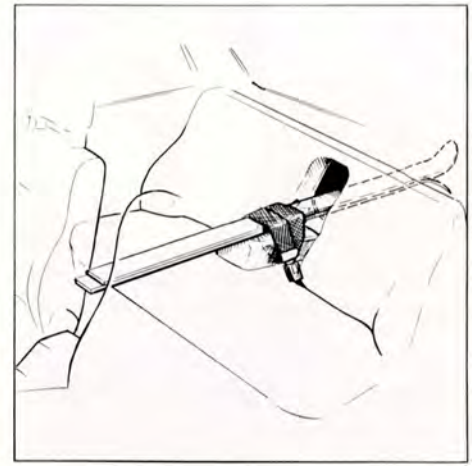
Boot light (264)
Engine compartment light

The illustration shows the boot light. The engine compartment light has a rather different design but functions the same way.

A Light always out
B Light goes on when boot lid is opened

Bonnet, tank filler cap, flap for long loads





The bonnet is opened as follows

Pull the bonnet release knob (to the extreme left under the facia, see upper illustration).
Lift up the front of the bonnet slightly and put your fingers under the front edge and press the safety catch upwards (see lower illustration).
Open the bonnet.
Make sure it is properly fastened when you close it again.

Tank filler cap

The tank filler cap is situated behind the flap on the right-hand rear wing. The cap can be placed in the holder on the inside of the flap while refuelling.
A wheezing sound is emitted when removing the cap. This is due to pressure in the fuel tank and is quite normal.
After filling the tank, re-fit the cap and turn it until a clicking sound is heard.
Volvo dealers supply lockable tank caps for all Volvo models.
The correct octane will depend on the engine type, see page 86.
The fuel tank holds about 60 litres (13 UKgal).

Flap for long loads

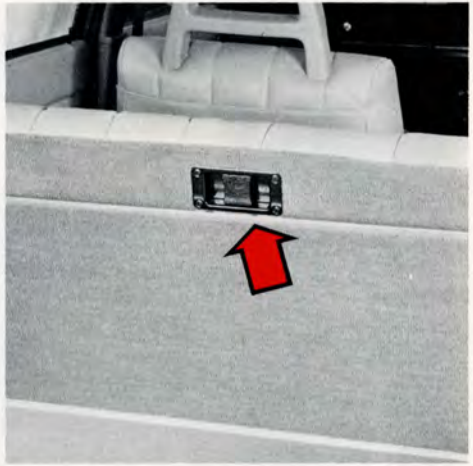
A flap in the rear seat makes it possible to carry long objects.
Always remember to secure the load e.g. with the centre belts around the armrest, see illustration.

WARNING!
When braking rapidly the load can be displaced and cause injury to occupants. Sharp edges on the load should be covered to protect the upholstery.

Protective covers (for skis) should also be used to avoid soiling or tearing the upholstery. Please note that the flap in the rear seat is only intended for light loads such as skis, wood etc.

Max. length of load 6½ ft = 2 m
Max. weight of load 33 lbs = 15 kg

Care should be taken when loading/unloading cars equipped with automatic gearboxes. It is possible, if the selector lever is in "N", that any movement of the load may cause the lever to move and engage "D".



The following three pages, 29, 30 and 31, deal with the 265 model's rear seat, cargo space and tailgate.

Folding up the rear seat

Push down one of the two levers at the front of the seat cushion (one on each side). Fold up the seat cushion against the backrests of the front seats.

Move the backrest handle to the side and fold down the backrest.
Make sure that all the seat belts are in their proper position when the backrest and seat cushion are restored to their normal position.

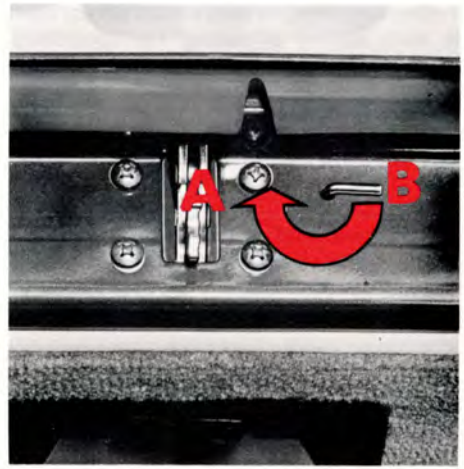
Tailgate 265

Opening the tailgate from the outside

To open turn the key and push in the knob. Note that the procedure for locking and unlocking the tailgate varies depending upon whether or not the car is fitted with a central lock, see page 26.

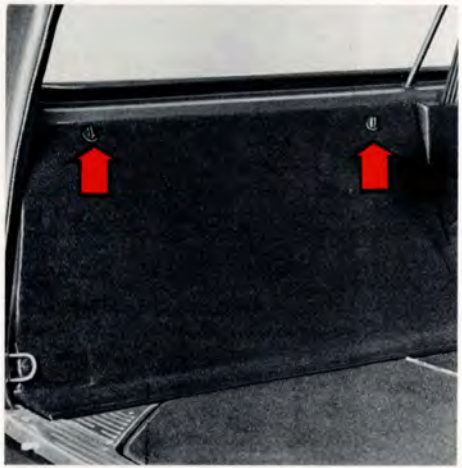
Opening from the inside

Pull out the handle near the bottom.



Safety latch

A It is **not** possible **to open** the tailgate from the **inside.**
B Tailgate lock functions normally.



Spare wheel, jack

The spare wheel is stored together with the jack under the panel on the lefthand side of the cargo space.
To remove the panel turn the two clips 1/4 turn.

Extra stowage cavities

There are two extra stowage cavities under the cargo space floor.
An extra seat, intended to be fitted in "reverse direction" in the cargo space on the 265, can be obtained from a Volvo dealer.

Attaching eyelets

The luggage space is provided with six eyelets, to which straps can be tied for securing bulky luggage, which otherwise might cause damage or injury in the event of abrupt braking.
Four of these eyelets can be seen in the above illustration. The remaining two are under the rear seat cushion and are accessible when the cushion is folded up. Luggage straps can be purchased from your Volvo dealer.

WARNING
Do not load the vehicle to a height above the rear backrest. Failure to observe this may cause some of the load to be thrown forward, when braking hard or during a collision, and result in serious injuries to yourself and your passengers.

Starting and driving

A new car is about to be run-in!

During the running-in period the following speeds should not be exceeded:

During the first 1000 km (600 miles):		Between 1000 and 2000 km (600 and 1200 miles):	
1st gear	30 km/h (20 mile/h)	1st gear	40 km/h (25 mile/h)
2nd gear	50 km/h (30 mile/h)	2nd gear	70 km/h (45 mile/h)
3rd gear	80 km/h (50 mile/h)	3rd gear	100 km/h (60 mile/h)
4th gear	110 km/h (70 mile/h)[1]	4th gear	130 km/h (80 mile/h)[2]

[1]) 130 km/h (80 mile/h) with overdrive engaged
[2]) 150 km/h (90 mile/h) with overdrive engaged

Do not drive at low speeds in high gear and avoid using "kick-down" on cars with automatic transmission during the first 2000 km (1200 miles).

Economic driving does not necessarily mean driving slowly

Driving economically means that you drive gently and at moderate speeds at all times. Here are a few tips which should be observed.

- Run the engine warm as quickly as possible by starting to drive under light load without delay (not by letting the engine idle). A cold engine uses more petrol and causes more rapid wear.
- Avoid driving only short distances since this does not enable the engine to become warm enough.
- Drive gently. Avoid racing starts, hard accelerations and abrupt braking.
- Keep your car at a constant speed when driving on highways and motorways.
- Do not carry unnecessary loads in the car or boot.
- Keep your tyres at the correct pressure. Check the pressure regularly, e.g., when refuelling.
- Avoid driving with winter tyres unless you have to.
- Use a roof rack only when necessary.

An important part of economic driving is correct gear-changing. Choose the correct gear for the actual speed.

- Examples:
  1st – 2nd at approx. 20 km/h (12 mile/h)
  2nd–3nd at approx. 35 km/h (22 mile/h)
  3nd – 4th at approx. 50 km/h (32 mile/h)
- If your car is fitted with an overdrive, you ought to use it as often as possible with normal highway driving above approx. 70 km/h (45 mile/h).
- Avoid using the kick-down unnecessarily (automatic transmission).

Naturally, you should also keep your car, particularly the engine, in good trim. Here are some factors which can increase fuel consumption:

- Worn spark plugs
- Faulty ignition setting
- Clogged air cleaner
- Faulty valve clearance
- Malfunctioning air pre-heating
- Faulty idling
- Dirty engine oil and clogged oil filter
- Brakes that "stick"
- Faulty front wheel alignment

This is how you start the engine:

Injection engine (B28E)

1 Apply the parking brake (handbrake).

2 Move the gear lever to neutral (position N or P – automatic transmission).

3 Depress the clutch pedal.

4 Do not touch the accelerator pedal!

5 Turn the ignition key to the starting position. Release the key when .the engine has started.

If the engine does not start immediately, depress the accelerator pedal half-way and keep it there until the engine starts.

Avoid repeated short attempts to start. (Each time the starter motor is engaged, fuel is injected into the engine.)
Instead, allow the starter motor to operate for a rather longer time (but not more than 15–20 seconds each time).

Never operate at high engine speed or full throttle whilst the engine is still cold!

Carburettor engine (B28A)

1 Apply the parking brake (handbrake).

2 Gear lever in neutral (position N or P – automatic transmission).

3 Depress the clutch pedal.

4 Prepare to start according to the most suitable of the two following alternatives:

Cold engine:

A. Temperatures below +10°C
Pull out the choke fully, do not depress the accelerator pedal.

Temperatures above +10°C
Pull out the choke 3/4, do not depress the accelerator pedal.

B. Turn the ignition key to start position.
If the engine does not start immediately, slowly depress the accelerator pedal to the floor and keep it there until the engine starts. Release the key when the engine has started.

C. Push in the choke until best idling is obtained. Push it in more and more as the engine becomes warmer.
The choke should be pushed fully in when the engine is thoroughly warm.

Never race an engine immediately after starting from cold!

Hot engine:

A. Depress accelerator pedal half-way.

B. If the engine does not start immediately depress the accelerator pedal to the floor and keep it there until the engine starts. Release the key when the engine has started.

WARNING!

Before starting your car in a garage, always open the garage doors.
The exhaust gases from the engine contain carbon monoxide which is poisonous and particularly dangerous since it is invisible and odourless.

Warm up the engine as soon as possible

Experience has shown that engines in cars driven short distances with many stops in between wear abnormally quickly. This is due to the fact that the engine is never given an opportunity to attain normal operating temperature.
When the engine starts, try to get it up to normal operating temperature as quickly as possible.
Do not let the engine idle but start driving under light load as soon as possible.

The overdrive light on the instrument panel goes on when the overdrive is engaged.

Gear-lever positions

R = reverse
Depress the clutch pedal fully when changing gear.

Overdrive (certain models)

The overdrive can only be engaged in 4th gear.
The overdrive is engaged by pressing in the switch on the top of the gear lever. If the switch is pressed in once again the overdrive will be disengaged. In addition the overdrive is automatically disengaged when changing down. We do however recommend that you disengage the overdrive before changing down.

The clutch pedal should be depressed slightly when engaging/disengaging the overdrive to facilitate a smooth change over.

For best fuel economy, the overdrive should be used as often as possible during normal highway driving at speeds above approx. 70 km/h (45 mile/h).

Reverse gear inhibitor

Reverse gear cannot be engaged until the ring under the gear-lever knob is first pulled up towards the knob. The ring, therefore, prevents engaging reverse unintentionally.

Automatic transmission

Selector lever position

P parking
R reverse
N neutral
D drive
2 } low gear
1 }

P parking

Select this position when parking the car with engine stopped or running. Never alight from a car when the engine is running. If, by mistake, the gear selector is moved from "P" the car may start moving.

The car must be standing still when selecting P!
With the selector lever at **P** the transmission is mechanically blocked. When parking on a hill or suchlike, the parking brake should always be applied.

R reverse

The car must be standing still when selecting R!

N neutral

N is the neutral position, that is, no gear is engaged.

Apply the parking brake when the car is parked with the selector lever at N.

D drive

D is the normal driving position. Changing up and down between the transmission's 3 gears takes place automatically depending on acceleration and road speed.

2 low gear

Changing up and down between 1st and 2nd takes place automatically.
But there is **no** changing up to 3rd.

Engage position 2 if you wish to change down immediately to 2nd (provides more powerful engine braking).

Position 2 can be used ...

with relatively slow motorway driving
when driving in towns, etc.
when driving in hilly country
when overtaking
in order to increase engine braking

Do not select position 2 for speeds above 125 km/h (78 mile/h) (120 km/h=75 mile/h for cars with carb. engine).

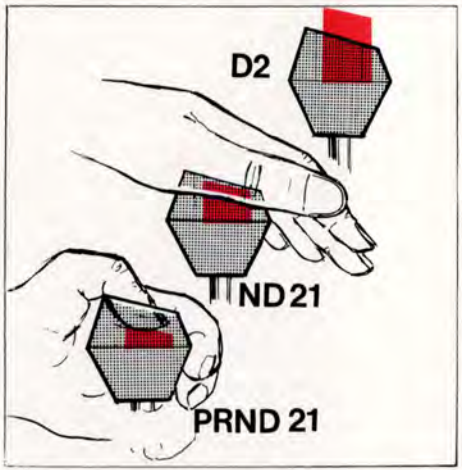
1 low gear

If position 1 is selected at high speed, 2nd engages. It is only when the speed has dropped to about 50 km/h (30 mile/h) that 1st engages.

NOTE! There is no upchanging from 1st!

Select position 1 if you only want to drive in 1st gear and **do not** want to change up, e.g. with driving in hilly country when position 1 gives the best engine braking.

Do not select position 1 for speeds above 125 km/h (78 mile/h) (120 km/h=75 mile/h for cars with carb.engine).



Selector lever gate

The selector lever can be moved freely between position **D** and **2** while the other positions are provided with a gate which opens by depressing the button in the selector lever knob. To move the selector lever between positions **N** and **1**, lightly depress the button in the knob with the palm of the hand.

To move the selector lever to positions **R** and **P**, depress the button fully (best with the thumb). The button must also be fully depressed when moving the selector lever from **P**.

In other words, when the button is fully depressed, the selector lever can be freely moved between all the gear positions.

Starting and stopping with automatic transmission

1 Move the selector lever to **P** or **N**. (The engine cannot be started with the selector lever in any other position.)

2 Start the engine in the normal way with the ignition key.

3 Either apply the parking brake or depress the brake pedal lightly (otherwise the car will start moving slowly when the selector lever is moved to any of the driving positions).

4 Move the selector lever to the desired driving position.

5 Release the brake and depress the accelerator pedal.

The car is stopped very simply by taking the foot off the accelerator pedal and by depressing the brake pedal.
No need to touch the selector lever.

Kick-down

When the accelerator pedal is depressed to the floor, immediate down-changing to the next lower gear takes place automatically (kick-down). As soon as max. speed for this gear is obtained or if you ease the accelerator pedal out of the kick-down position, then you get automatic upchanging to the next higher gear. Kick-down should be used when you want maximum acceleration, e.g., when overtaking.

Remember!

- **The car must be stationary when selecting P or R!**
- **The engine must be idling and the car stationary when D, 2, 1 or R is selected!**
- **125 km/h (78 mile/h) is the max. permissible speed when position 2 or 1 is selected during driving. (120 km/h = 75 mile/h for cars with carburettor engine.)**

Towing

Towing eyelet, front

Towing eyelet, rear

Always remember the following when about to tow!

- Unlock the steering wheel in order to steer the car!
- Bear in mind regulations concerning maximum permissible speed when towing!
- Also bear in mind that the servo assistance provided by the footbrake does not function when the engine is not running! So you have to depress the brake pedal 3 or 4 times harder than is the case when the engine is running!
- If the car has power-assisted steering, then the steering will feel considerably heavier.
- Drive as smoothly as possible. Try to keep the towline stretched in order to avoid unnecessary jerking.

Special recommendations for automatic transmission

- The selector lever should be in position N, the transmission must be properly adjusted and the oil level correct (see page 50).
- Maximum permissible speed: 30 km/h (20 mile/h)!
- Maximum permissible towing distance: 30 km (20 miles)!

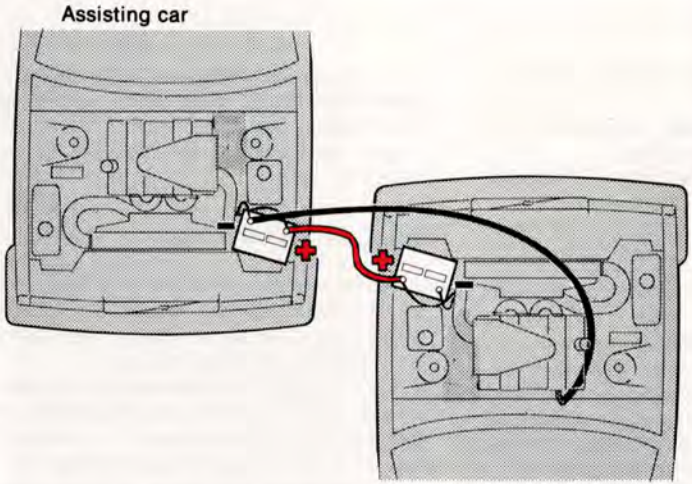
Starting the engine by towing

IMPORTANT! Cars equipped with automatic transmission cannot be started by towing. If the battery is discharged an auxiliary battery should be used, see instructions on the next page.

Cars with manual gearboxes

The towing car is started and driven at an even speed.

Towed car: turn ignition key to starting position (pull out the choke if the engine is cold). Depress the clutch pedal, engage 3rd or 4th gear, allow car to pick up some speed and gradually take your foot off the clutch pedal. As soon as the engine starts, depress the clutch pedal.



Car with discharged battery

WARNING!
Bear in mind that the batteries, especially the auxiliary battery, contain oxyhydrogen gas, which is very explosive. A spark, caused by faulty connection of the auxiliary battery, is sufficient to cause the battery to explode and cause both personal injury and material damage.

Starting with an auxiliary battery

If for some reason the battery in your car has become discharged it is possible, in order to start the engine, to "borrow" current either from a separate battery or from another car's battery.
In order to avoid any risk of explosion we recommend that you proceed exactly as follows:

1 Ensure that the auxiliary battery has a voltage rating of 12 V.
2 If the auxiliary battery is located in another car make sure that the cars do not touch each other.
3 Connect one end of the red cable to the + pole (red coloured, P or +) of the auxiliary battery. Always check that the clamps are securely attached, so that no sparks occur during the start attempt.
4 Connect the other end of the red cable to the + pole of the discharged battery.
5 Connect one end of the black cable to the – pole (coloured blue, N or–) of the auxiliary battery.
6 Connect the other end of the black cable to a point (earth point) **which lies a short distance from the battery, e.g. the earth strap between the engine and the body.**
7 Start the engine of the assisting car. Allow the engine to run for a few minutes at a higher idle speed than normal, approx. 25 r/s= 1500 r/min.
8 Start the engine of the car which has the discharged battery.
Note! Do not move the clamps during the start attempt (risk for sparks) and do not lean over the batteries!
9 Remove the cables in the exact reverse order to which they were attached.

Points worth noting

Driving and steering

At the specified kerb weight, your car has a tendency to understeer. This is counteracted when rounding bends by turning the steering wheel more. This should ensure stable driving and reduce the risk of rear wheel skid.
Remember that these properties can alter depending on how the car is loaded. The pressure in the tyres is also of the greatest importance with regard to the car's operation. We would advise you not to experiment too much with the air pressure but follow our recommendations on page 63.
We advise you not to fit different types of tyres, for example, radial and diagonal, since this can alter the handling of the car considerably. Wheels of different make or size should not be fitted for the same reason.

Do not drive with the boot lid (tailgate) open!

When driving with the boot lid (tailgate) open, some of the exhaust gases and thereby poisonous carbon monoxide can be sucked into the car. This applies particularly to the 265 model.
If you have to drive a short distance with the boot lid (tailgate) open, proceed as follows:
1 Close all windows.
2 Depress the FLOOR and buttons and switch on to 3.

Cooling system

The risk for overheating is greatest, especially in hot weather, when:
- towing a trailer up steep inclines for prolonged periods at full throttle.
- idling for prolonged periods while the air conditioning system is in operation.
- stopping the engine suddenly after high-speed driving, so-called after-boiling.

To avoid overheating, the following rules should be followed:
- Reduce speed and change down when towing a trailer up long steep inclines. If the car is fitted with air conditioning, the risk of overheating can be reduced by switching off the air conditioning system for a short while.
- Do not let the engine idle unnecessarily.
- Do not stop the engine immediately after high-speed driving, but allow the engine to idle for ½–1 minute before switching off.

When the risk of overheating is imminent, or in the event of overheating, (the temperature gauge goes repeatedly into, or stays continually in, the red section) the following precautions should be taken:
- Switch off the air conditioning system (if fitted).
- Stop the car and put the gear lever into neutral position–position N. **Do not stop the engine!**
- Increase the engine speed to approx. 2000 r/min (twice idling speed).
- Check the level of coolant in the expansion tank without removing the cap, see page 54.

If topping-up is necessary, unscrew the cap carefully so as to release the pressure in the system before removing the cap completely. Top-up according to the instructions on page 54.

Driving with a roof rack

- Use a stable rack which is intended for and can be properly fixed to the car roof. Volvo dealers sell roof racks which have been developed by the Volvo Factory.
- It is not advisable to let the roof rack remain unused on the roof for lengthy periods as this unnecessarily exposes it to weather and wind. A roof rack increases the car's wind resistance and thus also the fuel consumption.
- Spread the load evenly over the roof rack, avoid lopsidedness.
- Place the heaviest load nearest the car roof. It should not be placed on top of a lighter load.
- Remember that the car's centre of gravity and driving characteristics alter with the weight of the load.
- Bear in mind that the surface exposed to wind increases with the size of the load.
- Batten down the load well with strong ropes, etc.
- Drive smoothly, avoid jack-rabbit starts, sharp cornering and abrupt braking.
- The maximum permissible roof load is 100 kg (220 lb.).

If one of the brake circuits should malfunction the red warning light will come on

The brake pedal feels easier to depress and goes down slightly further.
However, you do not need to depress the brake pedal harder in order to get normal braking.
If the warning light goes on: drive to a workshop and have the brake system checked.

If the brake servo does not function

The brake servo only functions when the engine is running.
If your car is started by being pushed or towed, you must depress the brake pedal about 4 times harder compared to what you would do when the engine is running.
The brake pedal is stiff and hard when the brake servo is not functioning.
Driving with the choke out (carb. engines) causes a reduction in the strength of the servo, which means that the brake pedal will be stiff and hard when braking heavily.

Moisture on brake discs and brake linings alters the braking properties!

When you drive your car in heavy rain or through pools of water and when washing it, water can splash onto the brake components. This can alter the friction properties of the brake linings so that a certain delay in the braking effect can sometimes be noticed.

If you drive long distances in rain or slush, you should depress the brake pedal lightly now and again in order to heat up the brake linings and remove the moisture on them. This should also be done after washing the car and after starting in very damp weather.

With very severe loading on the brakes

When driving, for example, in the Alps or other correspondingly mountainous areas, the car brakes will be exposed to extremely severe loading.
Since the speed is also often very low, the brakes are not cooled so efficiently as during rapid driving on a flat road.
In order not to load the brakes unduly, you should change down to the same gear you use when you are driving uphill, instead of using the footbrake. The following applies to cars with an automatic transmission: Engage position 2 or possibly position 1. With this method, the braking power of the engine is more effectively utilized and it is only necessary to use the footbrake for brief moments.

Spoiler

A spoiler (air dam) affects the cooling air supplied to the front wheel brakes. For this reason, a spoiler may be used only with certain types of wheels, see page 62.

Driving with caravan, trailer

When preparing your car for driving with a caravan (trailer), remember the following:

- Only approved towing brackets should be used. Further information on which types are approved can be obtained from your Volvo dealer. Towing brackets which are designed to be attached to the bumper should not be used. The bumpers on our cars are designed to absorb impacts and consequently cannot be used to mount towing brackets. **Note that the cables cannot be connected to just any part of the car's electrical system!** This is because the bulb element sensor (bulb warning lamp) is connected in a special way.
- The rearview mirror arms must be extended since the trailer is normally wider than the car.
- The max. permissible trailer weight etc. to be towed is 1500 kg (3300 lbs).
- The use of Volvo's level control prevents rear end "droop" when towing a caravan. Ask your Volvo dealer for more details.
  If your car is equipped with Volvo's retractable type towing bracket remember to lock the hook in the operating position with the pin.
- The load in the caravan should be distributed so that the towbar pushes down on the car's towing bracket with a load of 65–75 kg (143–165 lbs).
- The towing bracket ball coupling and any moving parts should be cleaned regularly and smeared with grease to prevent unnecessary wear.
- The car's engine, clutch and gearbox is more severely loaded than normally. Do not let the engine labour, change down in good time. Start off and change gear as smoothly as possible.
- Make sure that the clutch does not overheat. Slip the clutch as little as possible. This is especially important when repeatedly stopping and starting on hilly roads.
- The braking distances are longer than normal. Avoid severe braking.
- Long, steep downhill slopes put extra load on the car's brakes. Select a lower gear when driving downhill and adapt the speed to suit.
- The car's ability to accelerate when overtaking is somewhat reduced due to the extra weight.
- Greater demands are placed on the cooling system. Avoid overheating by observing the precautions described on page 40.
- The car's tyre pressure should be increased. The amount depends upon the load applied to the towing bracket.
- Legislation regarding maximum allowable speeds varies from country to country. Find out what is applicable in your country and any other country in which you are driving.
- Generally, the output of the engine is reduced at high altitudes, thereby reducing the car's towing ability. This applies to both manual and automatic transmissions. Caravan towing should not be carried out before the car is properly run-in (during the first 1000 km–600 miles).

The following "Special Tips" apply to cars with automatic transmission

- For steep hills and when driving for prolonged periods at low speeds, position 1 should be selected. Avoid, however, repeated changes since this can cause overheating of the gearbox oil. For driving on mountain roads with long persistant uphill gradients, select position 2.
- When negotiating long, steep downhill slopes, position 1 should be selected and position 2 for less severe inclines, in order to obtain the best possible engine braking effect.
- Do not hold the car stationary on an incline by using the accelerator pedal, engage the handbrake instead. This prevents the gearbox oil from becoming too hot.
- When towing a caravan it is recommended that the oil in the automatic gearbox be changed after every 40,000 km (24,000 miles).
- When driving with heavy trailers, it is recommended that an additional oil cooler is installed. This applies especially when driving hard e.g. mountain driving or prolonged driving at high speeds without breaks.
  The additional oil cooler is available as a genuine Volvo accessory.
  Regarding oil change, see page 50.

SERVICING

Servicing

Before your car was handed over to you by your dealer, it underwent two inspections: the first was carried out at the Volvo Factory, and the other by your dealer in the form of a pre-delivery inspection according to the specifications of the Volvo Factory.

Warranty service

When you have driven your car roughly 1000–2000 km (600–1200 miles), hand it in to your dealer for a warranty inspection, during which the oil in the engine, gearbox and final drive are changed.

10 000 km (6000 miles) service

After the above-mentioned warranty service, you should adapt the maintenance of your car to the service booklet specifications with servicing every 10 000 km (6000 miles). The service booklet tells you what this service entails.

Do-it-yourself

There is some servicing work which you can do yourself, e.g., checking oil levels, changing oils, and so on. These and those small jobs which every driver sooner or later encounters, for example, changing a bulb, a fuse, a wheel, are subsequently described in this manual.
More detailed descriptions of repairs and adjustments are contained in our service manuals which you can order from your Volvo dealer.

Bear in mind ...

- A 10 000 km (6000 miles) service is a must if your wish to keep your car in good trim both from a traffic and operational point of view.
- A neglected 10 000 km (6000 miles) service can result in your car emitting exhaust gases harmful to the environment.
- Servicing is best done by a Volvo workshop, since it has personnel familiar with Volvo products, Volvo special tools and reliable service literature.
- Your service booklet is stamped after each service has been carried out. A "well-stamped" service booklet is an indication that the car has been well looked after and this should increase its trade-in value.

If our warranty is to apply, we make one absolute condition and that is that the above-mentioned warranty inspection is carried out at roughly the correct mileage, that your car has otherwise been looked after according to the instructions in this manual, that, e.g., the prescribed oil changes and service inspections are carried out at these intervals and also that repairs and servicing are done by an authorized Volvo workshop.

Observe the following before doing any work on your car:

Your car is fitted with an alternator

This means that you must observe the following when about to do any work on the electrical system otherwise expensive and lengthy repairs to the alternator might be the result:

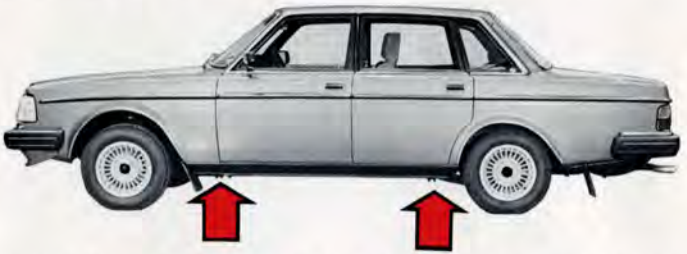
- Make sure that the battery cables are correctly wired to the respective battery pole and are well-tightened.
- If you use another battery to help you start your car, then connect the +pole of the auxiliary battery to the +pole of the car battery and the –pole to earth. See page 39.
- Never disconnect the battery while the engine is running (should you wish to change the battery, for example).
- Before doing any electrical welding on the car, disconnect the battery earth cable and all the alternator and charging regulator cables. Remember that a rapid charger may not be used as an aid in starting. Also, the engine should be switched off when connecting and disconnecting cables.

If your engine is of the injection type

The greatest cleanliness must be observed in connection with any work on the fuel injection system. No dirt must be allowed to get into the system.
A Volvo workshop should be allowed to do work on the fuel injection system since it has the necessary equipment for this.

Jacking up or hoisting the car

If the car is hoisted with a workshop hoist or jacked up with a workshop jack, the four jack attachments (two on each side as illustrated) must be used. They are specially reinforced for this purpose.



If a workshop jack is used, it can be placed under the rear axle casing or under the front axle member between the front wheels.

The guard plate under the engine should first be removed when jacking up the front end under the front axle. Make sure that the jack is securely positioned so that the car does not slide off it when jacked up.

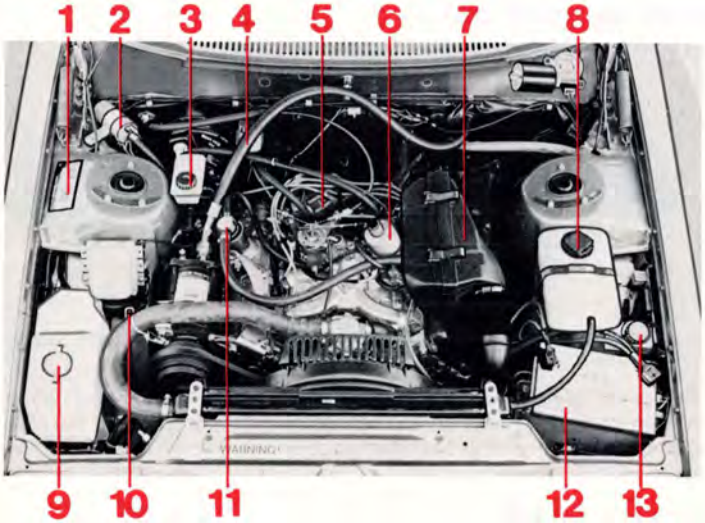
Always use jack supports or similar.

NOTE! Never place a jack under a steering rod or the sump.

WARNING!

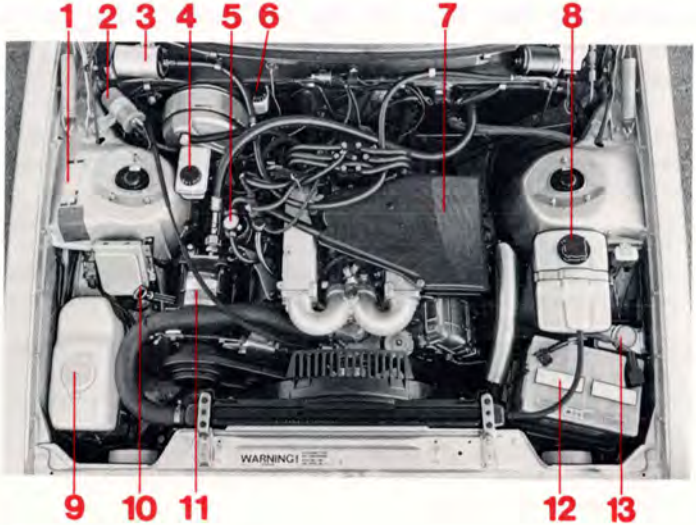
- Never crawl under the car when it is jacked up!
- The jack should stand on firm, level ground.
- The car jack should be used when changing a wheel. For any other kind of work required underneath, a workshop jack should be used and support trestles should be placed under the part of the car which is raised.
- Apply the parking brake, engage first or reverse gear on cars with manual transmission—position P, on cars with automatic transmission.
- Place heavy wooden blocks or large stones in front of and behind the wheels still on the ground.

Engine compartment



B 28 A carburettor engine

1 Data plate
2 Ignition coil
3 Brake fluid reservoir
4 Clutch fluid reservoir
5 Ignition distributor
6 Carburettor
7 Air cleaner
8 Expansion tank, coolant
9 Windscreen/headlamp/tailgate washer reservoir
10 Dipstick, engine
11 Oil filler cap, engine
12 Battery
13 Oil reservoir, power-assisted steering



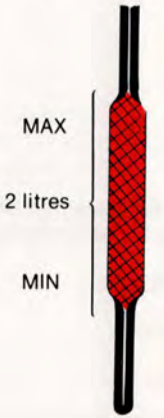
B 28 E injection engine

1 Data plate
2 Ignition coil
3 Fuel filter
4 Brake fluid reservoir
5 Oil filler cap, engine
6 Clutch fluid reservoir
7 Air cleaner
8 Expansion tank, coolant
9 Windscreen/headlamp washer reservoir
10 Dipstick, engine
11 Compressor, air conditioning
12 Battery
13 Oil reservoir, power-assisted steering

Checking the oil level

Check the oil level when refuelling. It should be between the marks on the dipstick. It must never be allowed to go below the MIN mark, nor should it be above the MAX mark, otherwise abnormal oil consumption will result.
The distance between the marks on the dipstick corresponds to about 2 litres (4 pints).

NOTE! Always wipe the dipstick **before** checking the oil level.



Dipstick

Topping-up with oil

When oil has to be added, top-up with the same type of oil already used in the engine. See page 48. The filler cap must be pulled directly upwards to remove.
NOTE! Do not top-up too much, otherwise there will be abnormal oil consumption.

Draining the oil

To drain the oil, remove the plug in the bottom of the engine sump. The oil should be drained after driving when it is still warm.

Caution! The oil may be very hot.

Changing the oil filter

Change the oil filter when changing the oil in the engine. Scrap the old filter. Should only the filter need to be replaced, add about ½ litre (1 pint) oil to the engine.

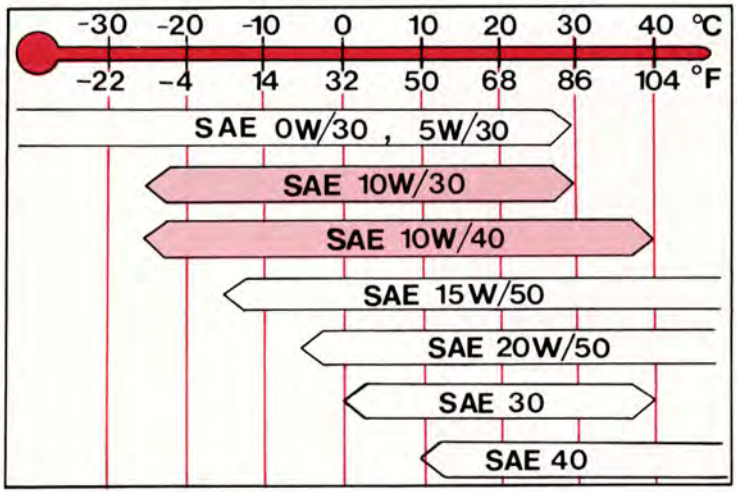
Engine oil

Oil quality:

According to API Service { **SE-CC** / **SF-CC**

Synthetic or semisynthetic oils may be used if their specifications comply with the above.
Note! Oils with the designation SE-CD **must not** be used.

Viscosity[1]):



[1]) Refer to stable ambient temperatures.
SAE 15 W/50 or SAE 20 W/50 olis are recommended for use in extreme driving conditions which involve high oil temperature or high oil consumption e.g. mountain driving with frequent decelerations or fast motorway driving.

Capacity:

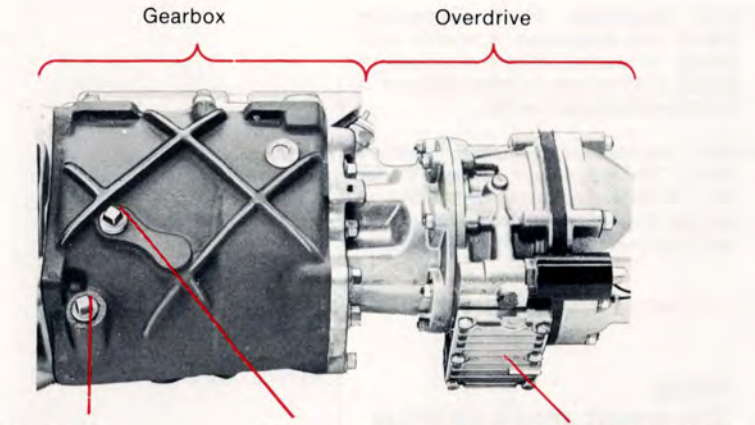
excl. oil filter 6.0 litres (10.5 UK pints)
incl. oil filter 6.5 litres (11.5 UK pints)

Oil-level check:

When refuelling

Oil change:

After every 10 000 km (6000 miles) or at least once a year.
During the running-in period after 1000–2000 km (600–1200 miles).
Under unfavourable conditions e.g. high temperatures, driving with a trailer, steep hills, long stretches at high speeds, long periods of idling, driving short distances in cold weather, the oil should be changed every 5000 km (3000 miles) or at least every 6 months.



Gearbox without overdrive (type M45)
Gearbox with overdrive (type M46)

The oil should be up to the level plug.The same oil lubricates both the gearbox and the overdrive.
The oil is **drained** by removing the drain plug. This should be done after driving when the oil is still warm.
Oil is **added** through the level/filler hole. **Make sure that the oil runs over into the overdrive (if fitted).**
Additional for cars with overdrive: the cover for the overdrive oil strainer must also be removed and the oil strainer cleaned.

Oil quality:

ATF type F or G (all year round)

Capacity:

Gearbox without overdrive (M45): 0.75 litre (1.3 UKpints)
Gearbox with overdrive (M46): 2.3 litres (4.0 UKpints)

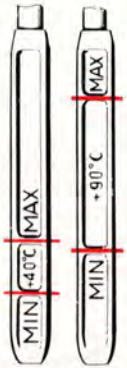
Oil-level check:

Every 10 000 km (6000 miles)

Oil change:

Only after the first 1000–2000 km (600–1200 miles).

Automatic transmission, oil



A Cold transmission oil–**oil temperature +40°C.** This temperature is reached after approx. 10 minutes idling in workshop or garage. The level may lie below MIN mark at oil temperature below +40°C.

B Warm transmission oil – **oil temperature +90°C.** This temperature is reached after about 30 mins of relatively hard driving on the road. If the oil temperature is higher than +90°C the level can lie above the MAX mark.

Note!
The engine should be idling when checking the oil level.

Automatic transmission

Check the oil level with the car on level ground and **with the engine idling.** Slowly move the selector lever to all the gear positions, and then to position P. Wait 2 minutes before checking the oil level. As the illustration above shows, the dipstick has two marks, one for "cold" and for "warm". The oil level should lie between the MIN and MAX marks.

Wipe the dipstick with a nylon cloth, paper, etc. **Caution! The oil may be very hot!** Do not wipe the dipstick with anything that can leave fluff on the dipstick.

Top–up through the dipstick holder pipe. The distance between the MIN and MAX marks corresponds to about 0.5 litre (0.9 UK pints).
Be careful not to add too much oil. Excessive oil can cause oil splash. Too low an oil level, particularly in cold weather, can cause malfunctioning.

Oil quality:

ATF-oil type G (all year round)

Capacity:

6.75 litres (11.9 UK pints)

Oil-level check:

Every 10 000 km (6000 miles) or at least every 6 months.

Oil change:

Normally not necessary.
Cars consistantly towing trailers or otherwise driven hard should have the oil changed at an authorized Volvo workshop every 40 000 km (24 000 miles). If an additional oil cooler has been installed this oil change is not necessary.

Drain plug Level/filler plug

Final drive

Unscrew the level plug to check the level. The oil should be level with the hole.
Top-up through the same hole. Fill as needed.
To drain the oil, unscrew the drain plug. **Caution! The oil may be very hot.**

Oil quality:

API-GL-5 (MIL-L-2105 B or C)
Cars with limited slip differential should have a final drive oil of the above quality provided with a special additive.

Viscosity:

SAE 90 or SAE 80 W/90

Capacity:

1.6 litres (2.8 UKpints)

Oil-level check:

Every 10 000 km (6000 miles)

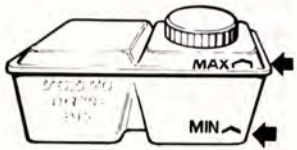
Oil change:

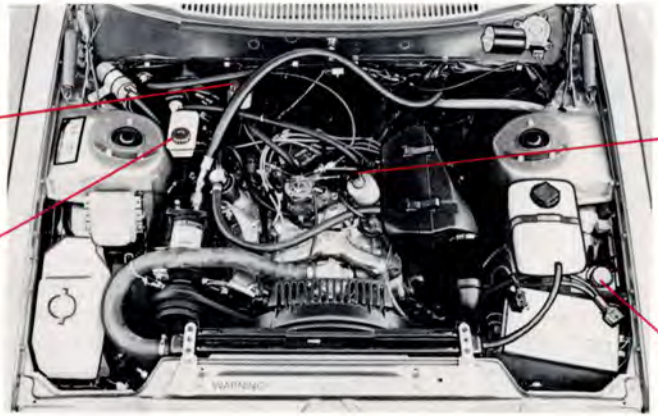
Only after the first 1000–2000 km (600–1200 miles).

Power-assisted steering, carburettor, clutch, brake

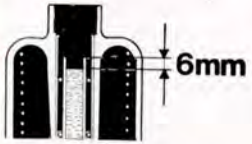
Clutch fluid
(only cars with M45 and M46)

Brake fluid

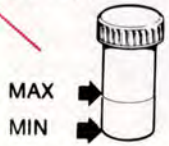




Carburettor
(B28A-engine)



Power-assisted
steering, fluid
reservoir



Brake fluid/Clutch fluid

The brake level should exceed the MIN mark.

Fluid type: Brake fluid
Quality: DOT 4
Fluid volume: Brake fluid 0,4 litre (0.7 UK pint)
Clutch fluid 0.2 litre (0.4 UK pint)
Fluid-level check: When refuelling
Change the fluid: every 3rd year. For cars fitted with spoiler, change the brake fluid every year. With continuous driving where the brakes are used very often and severely, e.g., when driving in mountainous country, the brake fluid should be changed once a year. Fluid change is not included in any of the 10 000 km (6000 miles) service but should be done in connection with the service at your Volvo Workshop.

Carburettor (B28A)

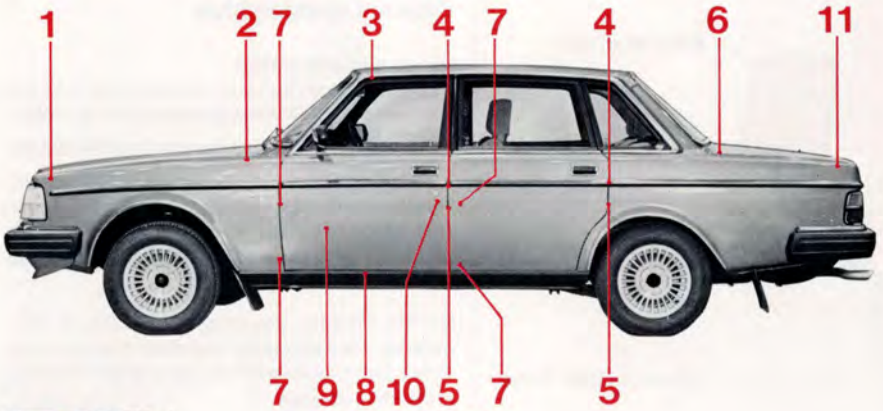
The oil level should be up to about 6 mm (1/4") from the edge of the centre spindle. If necessary, top-up with oil.

Oil quality: SAE 10 W/40
Oil capacity: 4.5 cc
Oil-level check: Every 10 000 km (6000 miles)
Oil change: Not needed

Power-assisted steering

The oil level should be between the MIN and MAX marks.

Oil quality: ATF-oil
Oil capacity: 1.2 litre (2.1 UK pints)
Oil-level check: Every 10 000 km (6000 miles)
Oil change: Not needed



A Grease
B Oil

No.	Lubricating point	Lubricant	No.	Lubricating point	Lubricant
1	Bonnet lock	Paraffin wax	8	Front seat slide rails and latch devices	Oil
2*	Bonnet hinges	Oil			
3	Sun-roof wind deflector	Oil	9	Window winders	Oil, grease
4	Door locks outer slide surfaces	Paraffin wax		Lock devices (on door gable)	Silicone grease
5	Striker plates	Paraffin wax	10	Key holes	Lock oil
6*	Boot lid hinges	Oil	11	Boot lid lock	Oil
7*	Door hinges	Grease		Key hole	Lock oil
	Door stops	Oil			

* This lubrication is included in the 10 000 km (6000 miles) inspections.

Lubricant:

Use lubricant according to the table under the adjacent illustration.

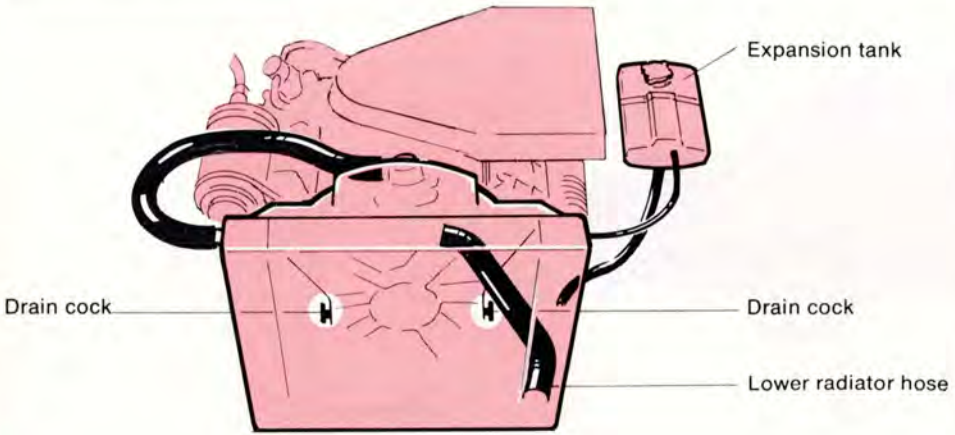
Lubrication intervals:

If you lubricate the body once or several times a year you will avoid possible rattle and unnecessary wear. The hinges on the bonnet, doors and boot lid should be lubricated every 10 000 km (6000 miles).

Note!

During the wintertime, the locks in the door handles and boot lid should be treated with a reliable anti-freeze to prevent them from freezing up.

Coolant



Checking coolant

The coolant level should be between the MAX and MIN marks on the expansion tank.
Add coolant when the level has dropped to the MIN mark.
Unscrew the expansion tank cap slowly if the engine is hot in order to allow any excess pressure to escape.

Changing coolant

Draining

1 Move the heater control to WARM
2 Remove the cap from the expansion tank
3 Open the cocks on both sides of the engine block
4 Disconnect the lower hose at the radiator

Filling

5 Close the cocks (see point 3 above) and connect the hose (see 4 above)
6 Fill the expansion tank to MAX or a bit over
7 Warm up the engine and check that the cooling system is not leaking and continue adding coolant until the level reaches the MAX mark.

Coolant composition

Never add only water!
Use all the year round a mixture of 50 % Volvo anti-freeze **type A blue-green** and 50 % water.

Different types of coolants must not be mixed.

The anti-freeze prevents corrosion in the summertime and also freezing in the wintertime. The car is supplied from the factory with a coolant which protects against frost down to –35°C.

NOTE! Because the engine is made of aluminium it is especially important that genuine Volvo anti-freeze–with its corrosion inhibiting properties–is used.

Cooling system capacity:

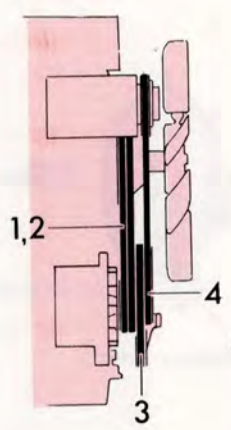
The cooling system holds 10.9 litres (19.0 UKpints)

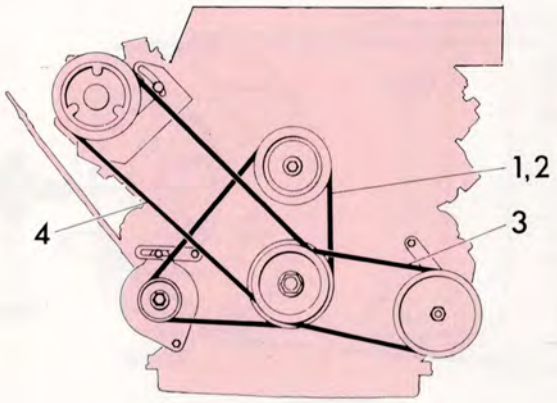
Level check:

Check the coolant level when refuelling.

Coolant change:

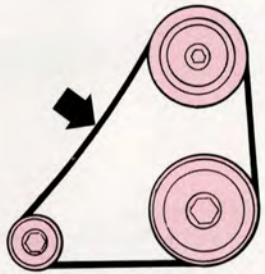
The coolant should be changed every third autumn on condition the cooling system contains 50 % Volvo anti-freeze and 50 % water. Otherwise the coolant should be changed more frequently.





Drive belts

belt 1 belt 2	fan, alternator and water pump
belt 3	power-assisted steering
belt 4	air conditioning



Checking the belt tension

Using normal thumb pressure, it should be possible to depress the belts midway 5–10 mm (3/8"). New belts should be checked and, if necessary, adjusted after having been run 1000–2000 km (600–1200 miles).

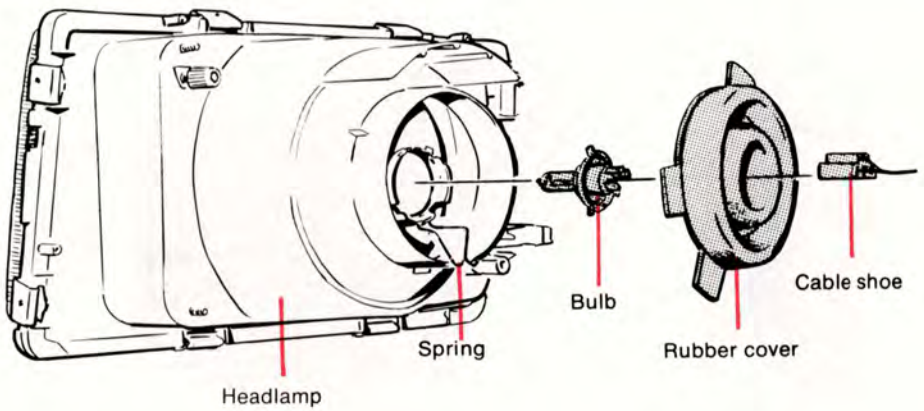
Checking belt condition

Check regularly to make sure that the belts are in good condition and are clean. Worn or soiled belts can cause poor cooling and poor alternator output as well as less effective power steering and air conditioning.

Replacement and adjustment

Belts should be replaced and adjusted by a Volvo workshop. If either belt 1 or 2 has to be replaced, then **both** must be changed at the same time.

Changing bulbs



Changing the headlamp bulbs

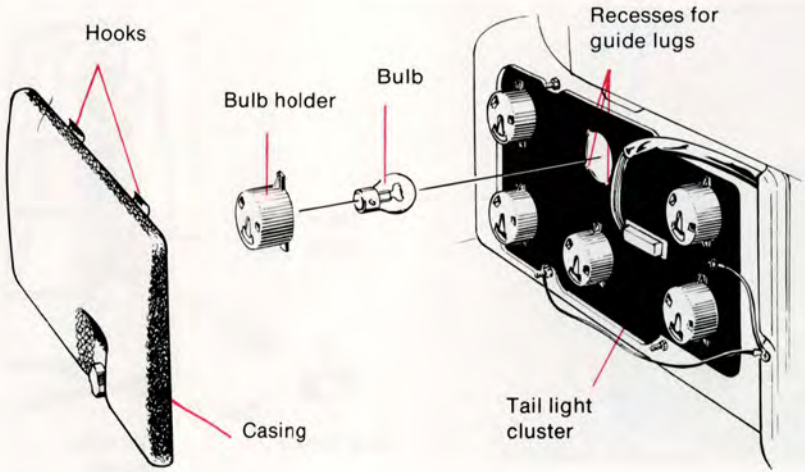
Both headlamp bulbs are changed from inside the engine compartment.

Change as follows:
1 Open the bonnet.
2 Detach the cable shoe by pulling it straight backwards.
3 Remove the rubber cover.
4 Squeeze and bend away the spring holding the bulb. Change the bulb.

Re-fit the parts in reverse order. The bulb can be fitted in only one way because of the asymmetrical guide lugs.

Note! Never hold the bulb glass with your fingers since grease, oil or any other impurities from the fingers can be left on the bulb which will emit a vapor when warm and damage the headlamp reflector.

Bulb	Power	Socket
Main beams/ dipped beams	60/55 W	H 4



Rear bulbs, 264

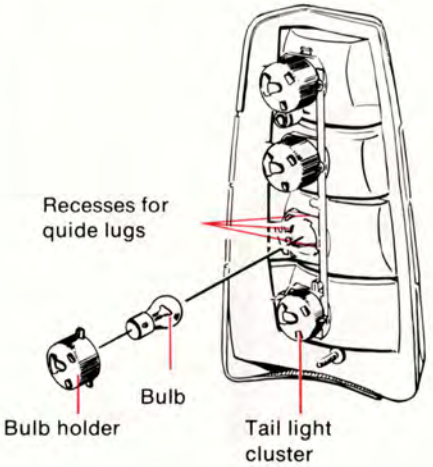
All the bulbs in the tail light cluster are replaced from inside the boot. Change the bulbs as follows:

1 Unscrew the casing. Then detach it from the hooks in the upper edge. Pull out the lower edge and unhook.
2 Turn the holder with the damaged bulbs slightly anti-clockwise and remove the holder.
3 Remove the bulb from the holder by pressing it in and turning it anti-clockwise.
4 Fit a new bulb in the holder and replace the holder in the cluster. Note that one of the guide lugs is broader than the other two and must be fitted in the wider recess in the hole. Turn the bulb holder clockwise. Check that the bulb lights and re-fit the casing.

Bulbs	Power	Socket
1 Brake light	21 W	BA 15 s
2 Reversing light	21 W	BA 15 s
3 Rear direction indicator	21 W	BA 15 s
4 Tail light	5 W	BA 15 s
5 Reflector	–	–
6 Rear fog light*	21 W	BA 15 s

* Only certain markets. On other markets the rear fog light is replaced by an additional rear light.

Changing bulbs



Bulbs, front

Unscrew the Phillips screw securing the glass. Then press in the bulb slightly while turning it anti-clockwise.
When re-fitting, check that the rubber seal is in position.

Bulbs	Power	Socket
1 Parking light (day running light)	21/5 W (32/3 CP)	BAY 15 d
2 Direction indicator	21 W	BA 15 s

Rear bulbs, 265

All bulbs in the tail light cluster are removed from the inside.

Changing bulb, left hand side:

- Remove the spare tyre cover and the spare wheel.

Changing bulb, right hand side:

- Remove the right hand stowage cover.
- Loosen the clip and move panel aside (see illustration).

The procedure for changing a bulb is basically the same as for 264 (see page 57 items 2–4).

When fitting, hold the bulb holder with the text "Volvo" facing the centre of the car.

Bulbs	Power	Socket
1 Brake light	21 W	BA 15 s
2 Reversing light	21 W	BA 15 s
3 Rear direction indicator	21 W	BA 15 s
4 Rear parking light (tail light) incl. reflector	5 W	BA 15 s

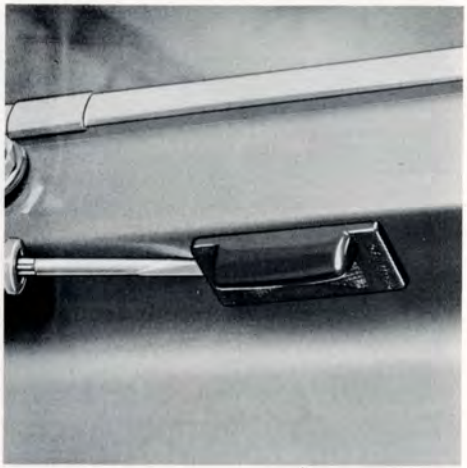
Cars with rear fog lights

1 Rear fog light	21 W	BA 15 s
2 Reversing light	21 W	BA 15 s
3 Rear direction indicator	21 W	BA 15 s
4 Brake light and rear parking light (tail light)	21/5W	BAY15d

Number plate light, 264

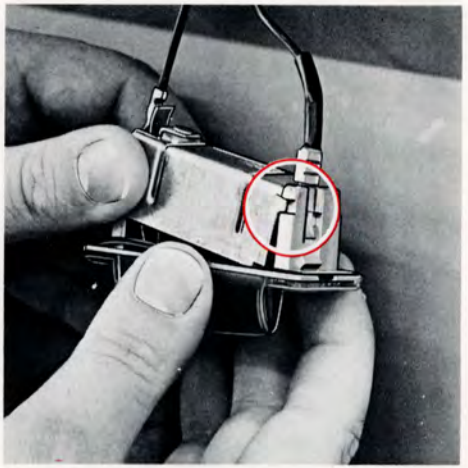
Slide the bulbhousing backwards until it is released from the front edge. Pull out the bulb housing and change the bulb. Fit a new bulb, and re-fit the bulb housing by first inserting the leading edge in position and then by pushing up the rear edge with your hand.

Bulb	Power	Socket
Number plate light, 264	4 W	BA 9 s



Number plate light, 265

Insert a screwdriver in the opening on one side of the bulb housing and push in the catch. Withdraw the bulb housing from its attachment.
Pull out the casing end which does not have a guide lug on it. Remove rubber seal.



When re-fitting, first insert the guide lugs in the recesses and then press on the casing. Fit the rubber seal and snap the bulb housing into position.

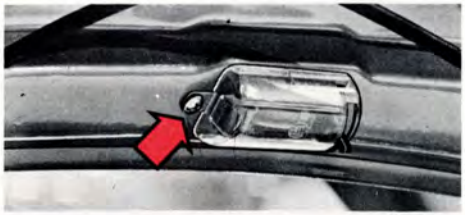
Bulb	Power	Socket
Number plate light, 265	5 W	S 8.5–8

Changing bulbs

Interior light

Insert a screwdriver in the opening on the short side of the bulb housing and press in the catch. Withdraw the bulb housing from its attachment and change the bulb.
The bulb housing on the 265 differs slightly in design.

Bulb	Power	Socket
Interior light	10 W	S 8.5–8



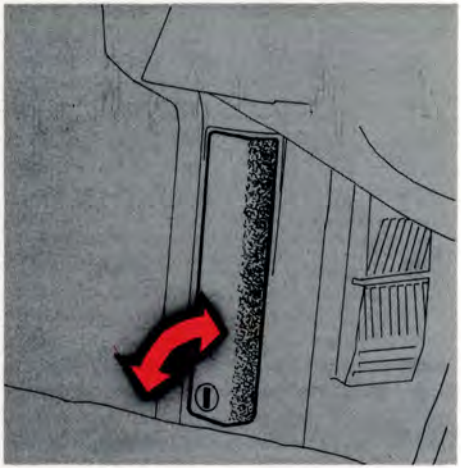
Engine compartment light
Boot light

Remove the screw securing the bulb glass and lift out the glass.
Change the bulb.
Re-fit the bulb housing by first inserting the guide pins in the recesses then pressing the bulb housing into position. Fit the screw and tighten up.

Bulb	Power	Socket
Engine compartment light	15 W	S 8.5–8
Boot light	15 W	S 8.5–8

Instrument panel light, etc.

The bulbs for the instrument panel light and instrument and switch lights are placed in such a way that it is best to let your Volvo workshop replace them whenever necessary.



Changing fuses

All the fuses are grouped under a cover at the front of the left-hand front door.
The cover is removed by turning the small knob at the bottom a 1/4 turn.
If a fuse has to be replaced, always fit a new one with the right "amperage".
Never fit a fuse with a higher rating.
If fuses blow repeatedly, you should have the electrical system checked by a workshop.
The dipped/mainbeam headlights are not wired via a fuse.

17 Cavity for spare fuses

		Ampere
1	Cigar lighter Headlamp wiper Tailgate wiper (265) Elec. rear view mirrors (certain models) Radio (opt. extra)	8 A
2	Windscreen wash/wipe Horn	16 A
3	Heater fan	25 A
4	Day running lights (certain markets)	8 A
5	Fuel pump (tank pump, injection engines)	8 A
6	Brake light Relay, interior light	8 A
7	Fuel pump (main pump, injection engines)	16 A
8	Interior and glove compartment lighting Boot and engine compartment lighting Clock Central lock (certain models) Elec. operated antenna (opt. extra)	8 A
9	Hazard warning lights	8 A
10	Elec. window winders (certain models	16 A
11	Heated rear window Overdrive	16 A
12	Reversing light Heated driver's seat Relay, elec. window winders Air conditioning (certain models)	8 A
13	Instruments, fasten seat belt reminder Direction indicators Relay, fuel injection (injection engines)	8 A
14	Rear fog light (certain markets)	8 A
15	Left parking light Number plate light	8 A
16	Right parking light Lights for instrument panel and instruments Buzzer for lights and key	8 A

Wheels and tyres

General

Your Volvo is fitted with radial tyres before leaving the factory, their dimensions are as follows:

264 GL, GLE	185/70 R 14
265 GL, GLE	185 R 14

When replacing tyres make sure that you obtain tyres of the same type (radial), dimension and, preferably, the same make; the car's handling characteristics may otherwise change considerably.

Tread-wear indicator

The tyres have a so-called "tread-wear indicator" in the form of sections of the tyre tread with slightly shallower pattern. It is high time to change a tyre when it is worn down so much that these sections become prominent. Remember that a tyre worn down to less than 1.5 mm ($^1/_{16}$") has very poor road grip when driving in rain or snow.

WARNING!

Special wheels

The only approved "special-wheels" for your Volvo are the light-alloy wheels tested by the Volvo Factory and sold by your Volvo dealer.

Spoiler

If your car is fitted with a spoiler, it will affect the cooling air flow to the front wheel brakes. For this reason, a spoiler may only be used together with the wheels described below.

All Volvo-make **light-alloy wheels** may be used together with a spoiler.

A Spoiler may only be used together with **steel wheels** of the type fitted to with effect from 1980 models and provided that the car is fitted with ventilad brake discs (ask your Volvo dealer if in doubt).

Checking and correcting tyre pressure

Check the tyre pressure when refuelling.
Correct the tyre pressure if necessary but only when the tyres are cold. A warm tyre should only be pumped if the pressure is too low. It only takes a couple or so miles of driving to increase the temperature and thereby also the air pressure.

Some tips on how to avoid unnecessary tyre wear

- Maintain correct tyre pressure.
- Drive smoothly, avoid racing starts, tyre screeching in bends and heavy braking.
- Remember that tyre wear increases with the speed.
- Do not change round the wheels unless you really have to.
- Do not drive with faulty front wheel adjustment.
- Do not drive with unbalanced wheels.
- Do not jam or scrape the tyre against pavements when parking.

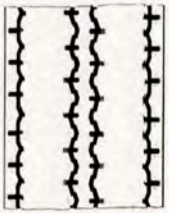
Tyre pressure, cold tyres
(100 kPa=14.2 psi)

Model	Tyre	1–3 persons		Full load	
		Front	Rear	Front	Rear
264 GL, GLE	185/70 R 14	190 (27)*	190 (27)*	200 (28)*	240 (34)
265 GL, GLE	185 R14	190 (27)*	210 (30)	200 (28)*	280 (40)
Spare wheel "special spare"		280 (40)	280 (40)	280 (40)	280 (40)

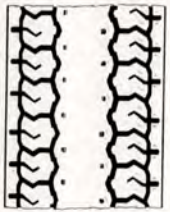
With lengthy driving at high speed (longer than 1 hour above 120 km/h = 75 mile/h) or when driving in a hot climate, the tyre pressure should be increased by about 30 kPa (4 psi). Note! Does not apply to the "special spare" type of spare wheel.

*Australia: increase 1 lbf/in²

Examples of different types of tyre wear

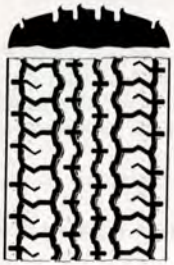


Too low pressure

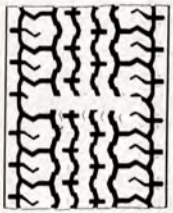


Too high pressure

Imbalance



Faulty toe-in



Tread wear indicator, normal wear

Winter equipment

Studded winter tyres should have a running-in distance of between 500 and 1000 km (300 and 600 miles), during which driving should be smooth to enable the studs to bed well into the tyre.
A wheel should rotate in the same direction of rotation throughout its entire lifespan. So, if you want to change round the wheels, make sure that they are on the same side throughout.
For best comfort and safety, we recommend the Volvo winter wheel.

Snow chains can be used on the rear wheels providing that they are of the fine-link type and do not project so much from the tyre that they can scrape against the brake calipers or other parts.
You should try to avoid driving with snow chains on bare ground since this causes rapid chain wear.
Volvo dealers have snow chains designed and approved by Volvo.

Note that the maximum speed with snow chains fitted is 60 km/h (38 mile/h).

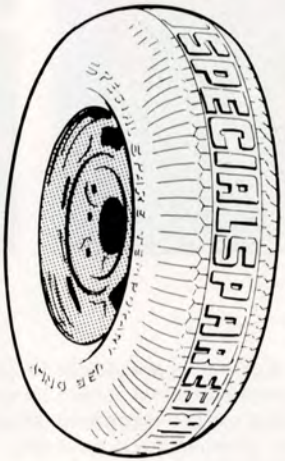
Rapid links must not be fitted since the space between the brake calipers and rims does not permit this.

Note, when changing wheels

When changing wheels (for example from summer to winter wheels), mark the wheels upon removal. When refitted to the car they should be fitted in the same place and in the same relative position on the hub as previously. By so doing, you avoid the risk of having to re-balance the wheels after refitting.

Spare wheel

A special type of spare wheel called "special spare" is supplied for certain markets. The text SPECIAL SPARE is embossed in the tread pattern.
On 264 models this "special spare" is of 6-ply tyre rating.
On 265 models the "special spare" is of 8-ply tyre rating.
The tyre pressure should always be 280 kPa (2.8 kp/cm²=40 psi) irrespective of load or position.
If the tyre should become damaged, a new tyre can be purchased from your Volvo dealer.



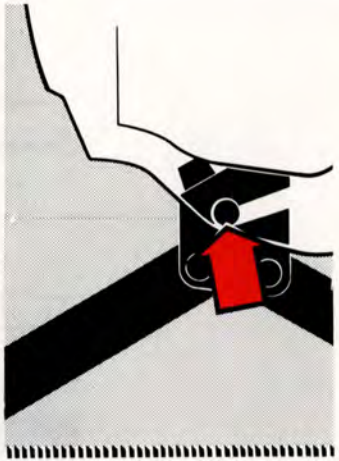
The "special spare" type of spare wheel is only intended for use in connection with a puncture and shoud be replaced as soon as possible with a normal tyre.
Also bear in mind that this tyre, in combination with normal tyres, can cause changes in the car's handling characteristics, for example a certain sensitivity to road markings etc.
The maximum recommended speed using this type of tyre is therefore 100 km/h (60 miles/h), even if the tyre itself can tolerate the max speed of the car.

Changing wheels

Changing wheels

The spare wheel, jack and tool kit are stowed to the left in the boot. On the 265 model, the jack and crank should be secured according to the above illustration to avoid any disturbing rattles.
Several different types of wheels are avialable. The procedure for changing them is however the same.

- Apply the parking brake and engage first gear or reverse (position P, cars with automatic transmission). Place chocks in front of and behind the wheels which will remain on the ground.
- Remove the wheel cap (certain models) with the screwdriver supplied with the tool kit. For steel wheels, the hub cap is removed according to the centre illustrations.
- Slacken the wheel nuts a 1/2–1 turn with the box wrench. The nuts are loosened by turning them anti-clockwise.



WARNING!

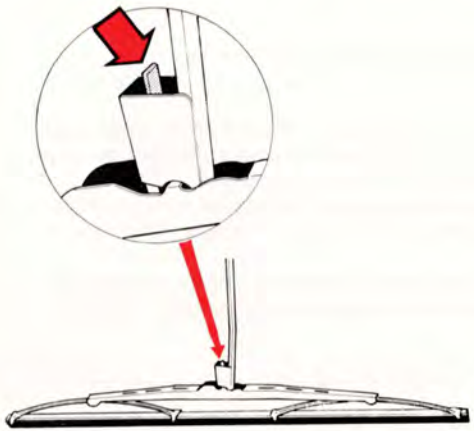
- Never crawl under the car when it is jacked up!
- The jack should stand on firm, level ground, and should be greased well.
- Use the car jack when changing a wheel. For any other work underneath the car, use a workshop jack and put support trestles under the part of life car to be raised.
- Apply the parking brake, engage first gear or reverse on cars with manual transmission (position P–automatic transmission).
- Place chocks in front of and behind the wheels remaining on the ground. Use reliable wooden blocks or large stones for this purpose.

- Insert the jack arm in the jack holder next to the wheel to be lifted. There is a jacking point near each wheel. Make sure that the jack arm is securely lodged in the arm holder as illustrated above. Slacken the wheel nuts.
- Jack up the car so that the wheel is off the ground.
- Unscrew the wheel nuts and lift off the wheel. Observe due care not to damage the threads on the wheel studs.

Fitting wheels

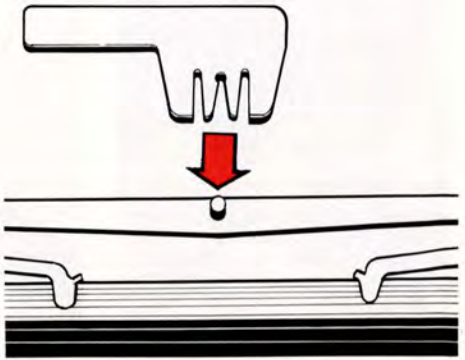
- Clean the contact surfaces between wheel and hub.
- Fit the wheel. Tighten the wheel nuts. The bevelled side of the nuts should face the wheel.
- Lower the car, and final-tighten the nuts crosswise. Tighten them to a torque of 100–130 Nm (10–13 kgf m=74–96 lbf ft).
- Replace the hub cap. On spoked wheels ensure that the grooves in the caps are correctly located in relation to the spokes. On steel wheels: fit the large cap first and then the small centre plate.

Windscreen wiper, headlamp wiper



Replacing windscreen wiper blades

Fold out/up the entire wiper arm. Press in the lock spring on the reverse side of the wiper arm.
Pull out the wiper blade.
Push in the new wiper blade and **check to make sure that it is properly fitted!**
For your own safety and that of other road users, the windscreen wiper blades should be replaced as soon as they are incapable of keeping the windscreen perfectly clear.



Replacing headlamp wiper blades

Fold out the wiper arm from the headlamp. Pull loose the wiper blade outwards. Fit the new blade in reverse order, making sure that it is properly and securely fitted.
Note! The longer part of the wiper blade should face the centre of the car.

Washing

Your car should be washed as soon as it gets dirty, particularly during the wintertime when road salt and moisture can cause corrosion.

The car can be washed as follows:

- Hose off the dirt underneath the body (wheel housings, wing edges, etc.).
- Hose down the entire car to soften up any dirt, etc.
- Wash with a sponge (with or without detergent), using plenty of water. Tepid, and not hot, water should preferably be used.
- If the dirt has caked onto the car, a cold de-greaser should first be applied, but this should be done where proper drains are available for this in order not to pollute the environment.
- Wash thoroughly with clean water.
- Dry with a clean, soft chamois leather.

Suitable detergents:

Car wash or 5–10 cl ordinary dish washing fluid to 10 litres (2.2 UKgal) water.

Spots on trim mouldings round windows, wings and doors can be removed with a suitable polish (never use abrasive grinding paste or steel wool). Other chromed parts can be cleaned with a chrome restorer.

WARNING!

When driving the car away immediately after it has been washed, apply the brakes gently a few times to remove any moisture from the brake linings.

Remember also to clean the drain holes in the doors and sills.

Drain holes

Automatic car wash, rustproofing

Automatic car wash

An automatic wash is a simple and quick way to clean your car, but it is worth remembering that it can never be as throrough as when you yourself go over the car with sponge and water. Keeping the underbody clean is most important, especially in the wintertime. Most automatic washers do not have facilities for washing the underbody.
Before driving into an automatic washer, make sure that outside rear mirrors, extra lights, etc., are secure, otherwise there is risk of the machine dislodging them. You should also remove the radio antenna prior to the wash.
Use only automatic washes with clean brushes. We recommend that you do not wash your car in an automatic wash during the first six months (because the paint will not have hardened sufficiently).
Bear in mind that an automatic washer can never do as good a job as a manual wash.
With an automatic washer with brushes, the headlamp wiper arms should be moved down past the parking position to protect the arms from the brushes and so prevent damage to the wiper mechanism.

Rustproofing, inspection and touching-up

Your Volvo was carefully and thoroughly rustproofed at the factory. The underbody and wheelarches were sprayed with a thick, durable rust-proofing compound and the beams, internal cavities and end sections were sprayed with a low viscous, penetrating rustproofing agent.
There are two very effective methods of maintaining this protection.

- Keep your car clean.
  Clean the underbody, wheelarches and the edges of the wings using water at high pressure.
- Inspect and touch-up, if necessary, the rustproofing.

The invisible rustproofing

The invisible rustproofing (used for beams, internal cavities and end sections) **must be retreated after not more than 3 years and thereafter every second year.**
Bear in mind, if good results are to be obtained these sections must be treated with a fine spray of rustproofing compound at a workshop with the correct spraying equipment. Consult your local Volvo dealer.

The visible rustproofing

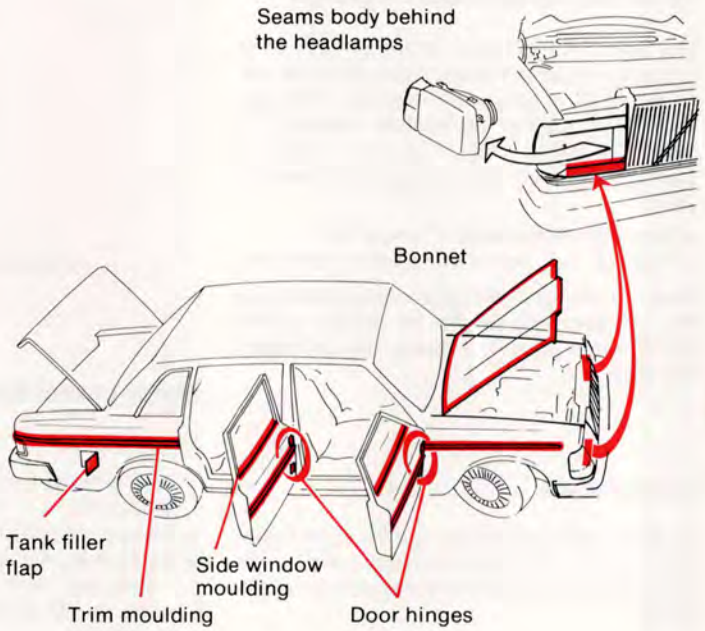
You should check the visible (external) rustproofing at regular intervals and **at least once a year.** If it is necessary to touch-up the rustproofing, this should be done immediately to prevent moisture ingress. Wash and dry the car thoroughly before touching-up. Use spray-on or brush -on rustproofing compounds. A normal oil can, preferably with a long bendable spout, is very useful when hard to reach parts are to be sprayed. Three types of rustproofing compounds are available:

a) thin (ML), for seams under the car.
b) thin (transparent) for visible parts.
c) thick, for parts on the underbody and wheel housing which experience most wear.

Parts of the car which may need to be touched-up and the rustproofing compound recommended are:

- Visible welded seams and panel seams–(type b)
- Underbody and wheel housings, especially the seams between the floor and door sills–(type a, followed by type c)
- Bonnet and tank filler flap–(type b)
- Door hinges–(type b)
- Below all trim mouldings and side window mouldings (type b), apply carefully to the mouldings.
- Seams in body behind the headlamps–(type a or b).

Make sure that the ventilation is good when working on your car and read carefully the relevant safety instructions.



Final cleaning

After completion of all work on the vehicle, remove excess rustproofing compound with a cloth soaked in white spirit.

Paintwork damage

Touching-up paintwork damage

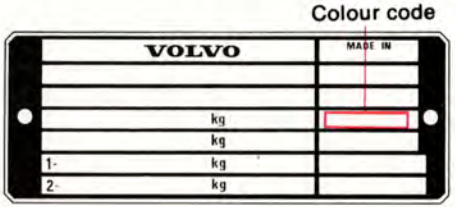
The paint on a car is an important part of its protection against rusting. It should, therefore, be checked regularly for damage. Damaged paintwork requires immediate attention in order to avoid rust. The more common blemishes, which you yourself can remedy, are:

- Minor gravel damage or scratches.
- Flaking, e.g., round wing edges and sills.

Your car should be well-cleaned and dry (and the temperature should be above +15°C (59°F) when about to remedy any paintwork damage.

Colour code

To ensure that you always get the right colour for your car, look up the colour code on the type designation plate in the engine compartment.



Minor gravel damage

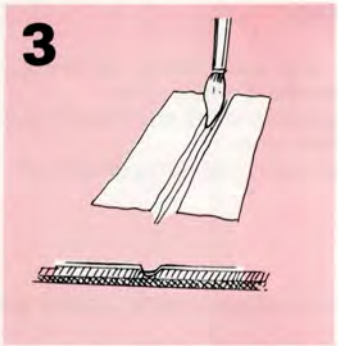
Material:

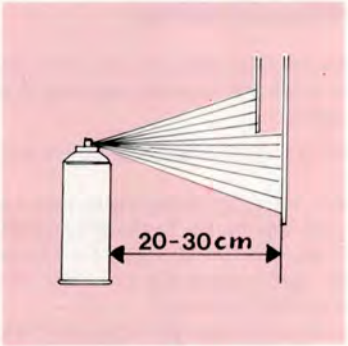
- Rust remover (phosphate type) – supplied in tube or tin
- Primer – supplied in tin
- Surface enamel–supplied in tin or so-called "paint pen" (the paint pen head also contains grinding paste for any subsequent treatment)
- Penknife or similar
- Brush

If the gravel damage has not penetrated down to the metal and there is still a layer of undamaged enamel, lightly scrape off any dirt and apply the paint to the damaged spot.

If the gravel damage has penetrated down to the plate, proceed as follows:

1 Scrape the damaged surface clean and then bevel off the paint edges with a penknife or similar (illustration 1).
2 Apply rust remover (protect eyes and hands), wait several minutes and flush well with water. Wipe dry.
3 Shake the primer well and apply it to the damaged part with a fine brush or matchstick (illustration 2).
4 When the primer has dried, paint on a surface coat with a brush.
Make sure that the paint has been well-stirred and apply it lightly several times and allow it to dry between each application.





5 For scratches, proceed as previously, but it may be advisable to use masking tape to protect the undamaged paintwork (illustration 3).
6 Wait a day or two to do any subsequent treatment that has to be done. The paint container head contains grinding paste which can be used to polish off any blemishes. Use a soft rag and apply the paste sparingly.

Touching-up flaking round wing edges and sills

Material:
- Rust remover (phosphate type) – supplied in tube or tin
- Primer – spray
- Surface enamel–spray
- Grinding paper (grade 150–300)
- Thinner

When painting large surfaces, it is better to mask the surrounding area with tape and paper. Remove the tape and paper immediately after the final spraying before the paintwork has dried.

1 Carefully remove the flakes.
2 Rub down the damaged surface and wash it clean with thinner.
3 Apply the rust remover with a brush (protect eyes and hands), wait several minutes and flush thoroughly with water. Wipe dry.
4 Shake the spray can for at least 1 minute. Spray on the primer. Move the can slowly and evenly forwards and backwards over the spot and about 20 – 30 cm (8 – 12 in.) from it. Protect the surrounding surface with suitable masking paper.
5 When the primer has dried, spray on the surface enamel in the same way. Spray on several times and allow the paint to dry a minute or so between each application.

Polishing and waxing, cleaning the car interior

Polishing and waxing

You should polish and wax your car when the surface finish begins to lose its lustre and ordinary washing is no longer sufficient to make it shine again.

Normally it is not necessary to polish your car for at least one year after delivery.
However, it may be necessary to wax it sooner.
Wash and dry the car thoroughly before polishing and/or waxing it.
Use tar remover or equivalent for removing any asphalt spots and tar pittings. Larger spots can be removed with a fine abrasive paste intended for this purpose.
Polish first with a suitable agent and then wax the car. Either fluid or solid wax can be used.
Many preparations contain both polishing agent and wax.
It is not enough to wax a dull surface, it must be polished.

Cleaning soiled upholstery

The easiest and best way to clean soiled interior fabrics, etc., is to apply a cleaner specifically intended for this purpose.
Remove stains **as quickly as possible** before they become "set".
Do not scrub the stain with a hard brush.
Loosen up the dirt and vacuum clean it: do not try to rub it off.

Stain remover

Ammonia solution: 1 tsp. ammonia (approx 90 %) is mixed with 3 dl water.
Ammonia-soap solution: The above ammonia is mixed with one dl soapy water. (Mild soap in lukewarm water.)
Perchlorethylene petrol: Mix equal parts perchlorethylene and stain-removal petrol (straight petrol).

Do not use the perchlorethylene petrol on wet material. If perchlorethylene petrol has been used, it must be allowed to evaporate before the stain is treated further with water.

Methylated spirit

White spirit

Cleaning stains on fabrics and textile carpets

Gently remove considerable stain with a dull knife or scraper. Use clean white cloths and try to absorb as much of the stain as possible. Vacuum clean around the spot to prevent leaving a cleaning ring.

Moisten a clean white piece of paper with remover. Apply the remover to the stain. Then dab the spot with a dry piece of cotton wool to absorb both stain and remover. Repeat this treatment until the spot has been removed.

Remember

- With stains caused by, for example, ink, lipstick, etc., use the stain remover very carefully since there is danger of the colour in the stain spreading.
- Use the solvent cleaner sparingly. Too much solvent can damage the foam plastic on the seats.
- Always work from the outside in towards the middle of the stain.

WARNING!

Remember that the fumes from trichloroethylene and perchloroethylene are poisonous and should not be inhaled.
Make sure that there is good ventilation in and around the car when using this agent.
Also remember that wash petrol, white spirit and methylated spirit are highly inflammable liquids.

Treating stains on leather and vinyl

Never scrape or rub a stain.
Never use strong stain remover.
White spirit or similar can be used but **carefully** when removing severe stains. Follow this up by applying a weak soap solution and lukewarm water.

Cleaning the seat belts

Use water and synthetic detergent.

Detergents and solvents

Do not use petrol containing lead or benzene as a detergent or solvent.
Lead or benzene can in certain cases cause headaches, sickness etc. In sufficiently large doses it can cause damage to the blood forming compounds of the body.

Your Volvo dealer will be pleased to supply you with further information about cleaning the upholstery, etc.

Wintertime

Cold weather

If you yourself wish to check your car in order to avoid unnecessary trouble before the approach of the cold season, the following advice is worth noting:

1 Make sure that the **glycol** additive in the engine cooling system is approx. 50 %. This provides protection against freezing down to about −35°C
See page 54 with regard to changing the coolant.

2 Always try to keep the **fuel tank** well-filled in order to prevent condensation water forming in the fuel tank.
Also use (if you have a carb. engine) a suitable carburettor de-icer, which should be added to the petrol tank before fuelling.

3 Use lighter **oils** for the engine lubricating system in order to avoid starting difficulties.
See oil recommendations on page 48.

4 The **battery** has to stand up to greater stresses during winter than during summer, since lighting, etc., is used more often. In addition, the capacity of the battery drops with the temperature.
Check the battery capacity and grease the battery terminals.

5 During wintertime, never park with the **parking brake** applied, but engage first gear or reverse (P on automatic transmission) instead and preferably chock the wheels.

6 In order to prevent the **windscreen washer fluid** from freezing up during the wintertime, the water in the reservoir should be mixed with anti-freezing fluid (use Volvo washing fluid). This is important since dirt and water are often splashed up onto the windscreen during winter driving, this requiring frequent use of the washers and wipers.
Suitable mixture (water/washer fluid):
Between ±0° and −5°C 1 part washer fluid and 6 parts water
Between −5° and −10°C 1 part washer fluid and 3 parts water
Between −10° and −15°C 1 part washer fluid and 2 parts water
etc.

7 To avoid being confronted with frozen **door locks,** "lubricate" them in good time with anti-freezing lubricant.

Before a long-distance trip

If you are thinking of taking your car on a fairly long journey, have it fully checked. It is always a good idea to ensure that you have, at least on a small scale, the most essential spare parts. Many workshops have special kits for this purpose (bulbs, fuses, etc.).
If you prefer to look over your vehicle yourself, the following hints are worth noting:

- Check that the engine is running smoothly and that fuel consumption is normal.
- Check the engine and power transmission to ensure there is no oil, coolant and fuel leakage.
- Check the drive belts – condition and tension. Replace worn belts.
- Check the condition of the battery.
- Check the tyres thoroughly, including the spare tyre. Replace where necessary.
- Have the brakes, front wheels and steering checked.
- Check the lighting.
- Check the tool equipment.
  A warning triangle is necessary when travelling in certain countries.
- If you are going to travel abroad your Volvo dealer will be pleased to supply you with a list of Volvo dealers.

If you intend travelling to countries where it is difficult to obtain fuel with the recommended octane rating, the engine can be adapted accordingly to a certain extent.

Fault-Tracing

Engine does not start (starter motor cannot crank engine at normal speed or starter motor does not function at all)

Possible fault	Action
Poorly charged or flat battery.	Hand in the battery to a charging station for charging or fit a new battery. The engine may possibly be started by towing or with the help of an auxiliary battery (but find out the reason why the battery is flat).
Poor contact at the battery or starter motor connections.	Clean the cable terminals and tighten up the pole shoes and all connections.
Fault in starter motor. Fault in ignition switch.	Let a Volvo workshop carry out repairs.

Engine does not start (although the starter motor cranks engine at normal speed)

Engine does not get any fuel.	Check to see if there is fuel in the tank and check lines up to engine. Injection engines: check to make sure that fuses No. 5, 7 and 13 are functioning properly (see page 61).
Water or dirt in the fuel.	Empty and clean the fuel tank.
Fault in ignition system.	Check spark plugs (electrode gap, cracked insulator, etc.). Check distributor cap for cracks or other damage. Check all electric cables in the ignition system to make sure that they are properly connected and that they are clean. Check the ignition coil.
Fault in carburettor or injection system.	Let a Volvo workshop carry out repairs.

Misfiring and uneven running throughout the entire speed range

Possible fault	Action
Fault in ignition system.	Check spark plugs. Check distributor cap and electric cables in ignition system.
Fault in carburettor or in injection system.	Let a Volvo workshop carry out repairs.

Misfiring at high speed

Fault in spark plugs	Check these
Fault in carburettor or in injection system.	Let a Volvo workshop carry out repairs.

No power in engine

Clogged air cleaner.	Check air cleaner.
Clogged fuel filter.	Clean fuel filter (injection engine: replace filter).
Faulty dwell angle.	Check.
Faulty firing.	Check.

High fuel consumption

Leakage in fuel system.	Put right.
Poor spark plugs.	Check and if necessary replace spark plugs.
Faulty firing.	Adjust firing.
Clogged air cleaner.	Check air cleaner, replace if necessary.
Fault in carburettor or in injection system.	Let a Volvo workshop carry out repairs.

Type designations

Type designations

In all correspondence with the dealer concerning your vehicle and when ordering parts, always quote the type designation, chassis and engine number.

1 **Type and model year designation as well as chassis number:**
Stamped on right door pillar and on plate mounted on stay for boot rear wall (264) or the right hand panel on the inside of the large stowage compartment in the cargo space (265).

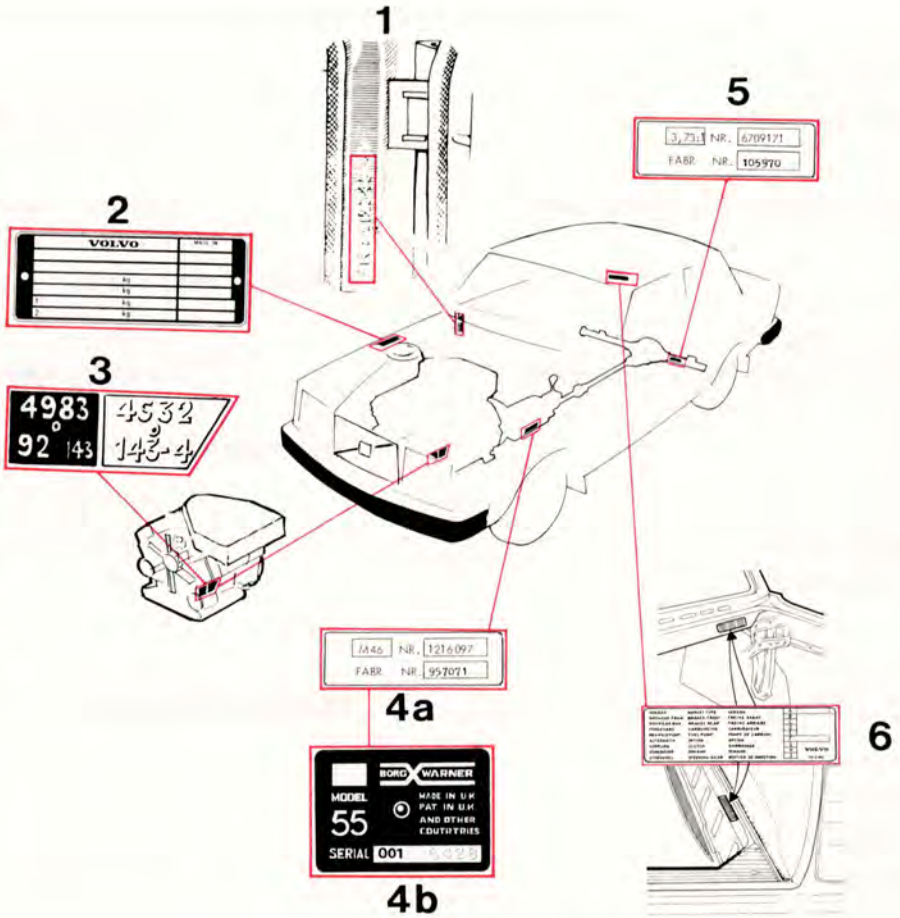
2 **Vehicle type designation, permissible max. weights, code designation for colour and upholstery.**
Plate on inside of front wing.

3 **Type designation, serial number and part number of engine:**
Stamped on engine left-hand side.

4 **Type designation, serial number and part number:**
a Manual gearbox: underneath the gearbox.
b Automatic transmission: on left-hand side.

5 **Final drive reduction ratio, part number and serial number:**
On left-hand side of rear axle.

6 **Service plate**
Plate under rear window/boot lid on right hand side (264) or on right hand side of the large stowage compartment in cargo space (265).
Details about certain components are included on the plate.



SPECIFICATIONS

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Specifications

New measuring units

The new SI-units are included in the specifications on the following pages. The former units are also included but in brackets. Those new units which concern this manual are the following:

kW – kilowatt, unit of power
previous unit h.p. (horsepower)

Nm – Newtonmetre, unit of torque
previous unit kpm (kilopondmetre)

r/s – Rev/sec, unit of speed
previous unit rpm (revs per minute)
If a rev counter is fitted, it is still graduated in revs per minute (actual speed divided by 1000).

kPa – kilopascal, unit of pressure (fluids, gases)
previous unit kp/cm² (kiloponds per square centimetre).

Dimensions and weights

	264	265
Length	479 cm (188″)	479 cm (188″)
Width	171 cm (67.3″)	171 cm (67.3″)
Height	143 cm (56.3″)	146 cm (55.9″)
Wheelbase	265 cm (104″)	265 cm (104″)
Track, front	143 cm (56.3″)	143 cm (56.3″)
Track, rear	136 cm (53.5″)	136 cm (53.5″)
Turning circle	9.8 m (32 ft.)	9.8 m (32 ft.)
Kerb weight (depending on type)	1330–1370 kg	1380–1400 kg
(incl. driver = 70 kg and filled fuel tank)	(2930–3018 lb.)	(3040–3084 lb.)
Permissible load (without driver)	360–400 kg	455–475 kg
	(793–881 lb.)	(1000–1046 lb.)
Permissible total weight	1 900 kg (4 180 lb.)**	1 950 kg (4 295 lb.)
Max. axle pressure, front	930 kg (2 051 lb)*	870 kg (1 915 lb.)
Max. axle pressure, rear	990 kg (2 183 lb.)	1 160 kg (2 555 lb.)
Max. roof load	100 kg (220 lb.)	100 kg (220 lb.)
Max. trailer weight	1 500 kg (3 300 lb.)	1 500 kg (3 300 lb.)

* Australia: 900 kg (1982 lb.)
** Australia: 1 840 kg (4 050 lb.)

Capacities

	Litres	UKgal
Fuel tank	60	13.2
Cooling system	10.9	2.4
Engine oil,		Pints
incl. filter	6.5	11.5
excl. filter	6.0	10.5
4-speed (M45)	0.75	1.3
4-speed with overdrive (M46)	2.3	4.0
Transmission oil, automatic transmission (BW55)	6.75	11.9
Final drive oil	1.6	2.8
Power-assisted steering	1.2	2.0
Washer reservoir	5.5	10.0

Load space, 265

Length with rear seat up	113 cm (44.5″)
Length with rear seat down	188 cm (74.0″)
Maximum width	135 cm (53.1″)
Maximum height	83 cm (32.7″)
Volume with rear seat up	approx. 1.2 m^3 (42 ft^3)
Volume with rear seat down	approx. 2.15 m^3 (76 ft^3)
Load opening maximum width	116 cm (45.7″)
Load opening maximum height	78 cm (31″)

Specifications

Engine oil

Oil Quality:
According to API Service { SE-CC / SF-CC

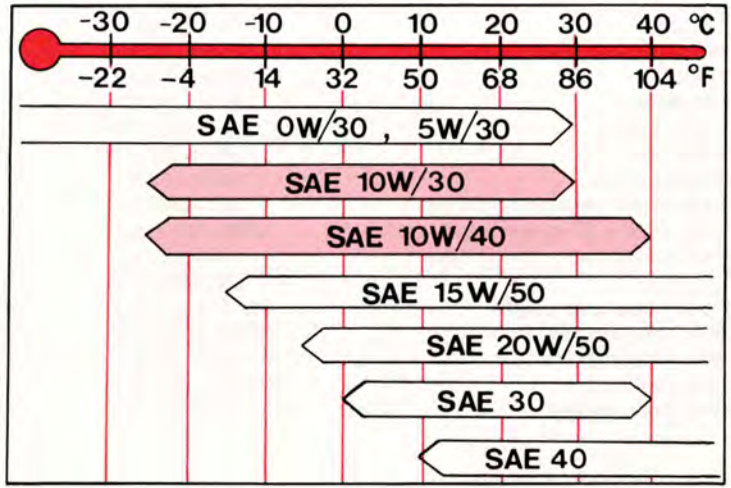
Synthetic or semi-synthetic oils may be used if their specifications comply with the above.

SE-CD oils must not be used.

Capacity:
excl. oil filter 6.0 litres (10.5 UK Pints)
incl. oil filter 6.5 litres (11.5 UK Pints)

SAE 15 W/50 or SAE 20 W/50 oils are recommended for use in extreme driving conditions which involve high oil temperature or high oil consumption e.g. mountain driving with frequent decelerations or fast motorway driving.

Viscosity (stable ambient temperatures)



Transmission	**Quality** ATF type F or G (manual) ATF type G (automatic)	**Volume** { without overdrive 0.75 l / with overdrive 2.3 l / automatic 6.75 l
Final drive	**Quality** API-GL-5 (MIL-L-2105 B or C) SAE 90 or 80 W/90	**Volume** 1.6 litre — For cars with a limited slip differential use final drive oil API-GL-5 (MIL-L-2105 B or C) with a special additive.
Carburettor	**Quality** Engine oil SAE 10 W-40	**Volume** 4.5 cm³
Power steering	**Quality** ATF	**Volume** 1.2 litres
Brake fluid	**Brake fluid type** DOT 4	**Volume** 0.4 litres
Clutch fluid		0.2 litres

ENGINE

Fluid-cooled petrol engine.
6-cylinder V-engine with 90° angle.
Aluminium cylinder block with cast iron, replaceable wet liners.
Aluminium cylinder head has separate inlet and outlet channels.
Overhead camshafts.
Lubrication via a gear pump driven from the crankshaft.
Oil filter of the full-flow type.
Fuel system with carburettor or fuel injection.
Sealed, overpressure, cooling system.

Type designation	B28A	B28 E
Output DIN	95 kW at 88 r/s (129 hp at 5 250 r/min)	114 kW at 92 r/s (155 hp at 5500 r/min)
Torque DIN	212 Nm at 50 r/s (21.6 kpm=156 lbf ft at 3000 r/min)	230 Nm at 50 r/s (23.4 kpm = 169 lbf ft at 3000 r/min)
Number of cylinders	6	6
Bore	91 mm (3.5827″)	91 mm (3.5827″)
Stroke	73 mm (2.8740″)	73 mm (2.8740″)
Capacity	2.849 dm³/litres (174 cu.in.)	2.849 dm³/litres (174 cu.in.)
Compression ratio	8.8:1	9.5:1
Valve clearance		
cold engine, intake	0.10–0.15 mm (0.0039–0.0059″)	0.10–0.15 mm (0.0039–0.0059″)
exhaust	0.25–0.30 mm (0.0100–0.0120″)	0.25–0.30 mm (0.0100–0.0120″)

Specifications

Cooling system	B28A	B28E
Type	Sealed, overpressure	Sealed, overpressure
Thermostat, starts opening at	87°C (189°F)	87°C (189°F)
Thermostat, fully open at	97°C (207°F)	97°C (207°F)
Fan belts	HC-38-1100 (two)	HC-38-1100 (two)

Fuel system	SU-HIF 6 Carburettor	Continuous injection.
Petrol, octane rating min.	91–93 (RON)	97 (RON)

Ignition system		
Firing order	1–6–3–5–2–4	1–6–3–5–2–4
Ignition setting		
stroboscope setting	10° ±2° B.T.D.C. at 12–13 r/s	10° ±2° B.T.D.C. at 12–13 r/s
(vacuum governor disconnected)	(700–800 r/min)	(700–800 r/min)
Spark plugs**	Champion BN 9Y*	Champion BN 9Y*
electrode gap	0.6–0.7 mm (0.028–0.032")	0.6–0.7 mm (0.028–0.032")
tightening torque	12 ±2 Nm (1.2 ±0.2 kpm=8.85 lbf ft)	12 ±2 Nm (1.2 ±0.2 kpm=8.85 lbf ft)
Distributor, direction of rotation	Clockwise	Clockwise

* or corresponding
** must not be removed when engine is hot

POWER TRANSMISSION

Single, dry disc clutch, hydraulically operated.
Fully synchronized 4-speed gearbox with floor-mounted gear lever. Overdrive on certain models and countries. Alternatively, fully automatic gearbox consisting of a hydraulic torque converter and planetary gearbox. Hypoid-type final drive. Limited slip differential as optional equipment.

Gearbox

Type designation	M45	M46	BW55
Reduction ratios:			
1st gear	4.03:1	4.03:1	2.45:1
2nd gear	2.16:1	2.16:1	1.45:1
3rd gear	1.37:1	1.37:1	1:1
4th gear	1:1	1:1	–
Overdrive	–	0.80:1	–
Reverse	3.68:1	3.68:1	2.21:1

Final drive

Reduction ratio	3.73:1	3.73:1	3.54:1

Vehicle speed, kmph (mph) at 17 r/s (1000 engine r/min)

Gearbox Final drive red. ratio	M45 3.73:1	M46 3.73:1
1st gear	8.3 (5.2)	8.3 (5.2)
2nd gear	14.3 (8.9)	14.3 (8.9)
3rd gear	22.5 (14.0)	22.5 (14.0)
4th gear	30.8 (19.1)	30.8 (19.1)
Overdrive	–	38.5 (23.9)
Reverse	8.4 (5.2)	8.4 (5.2)

Note that these values are only approximate. In practice, they can vary, depending, on the size, pressure and wear of the tyres fitted.

Recommended min. and max. speeds km/h (mile/h)

	1st	2nd	3rd	4th
B28A, M45, M46	0–45 (0–28)	20–75 (15–47)	35–120 (22–75)	45– (28–*)
B28E, M46	0–50 (0–31)	20–80 (15–49)	35–130 (22–80)	45– (28–*)

* approx. 70 km/h (45 mile/h) with overdrive (if fitted) engaged.

Specifications

ELECTRICAL SYSTEM

12-volt system with voltage-controlled alternator.
Single-pole system where chassis and engine frame are used as conductors. Negative pole connected to chassis.

Voltage	12 V
Battery, type	Noack 12H70B op*
capacity	70 Ah
electrolyte, specific gravity	1.28
recharged at	1.21
Alternator, max. output	980 W
Starter motor, output	1,1 kW (1,5 h.p.)

* or corresponding

Bulbs, 12 volts	Power	Socket	Number
Headlamps	60/55 W	H 4	2
Day running lights, front	21/5 W	BAY 15 d**	2
Dir. indicators, front	21 W	BA 15 s**	2
rear	21 W	BA 15 s**	2

	Power	Socket	Number	
Day running lights, rear	5 W	BA 15 s**	2	
Brake lights	21 W	BA 15 s**	2	
Brake light/tail light (certain markets)	21/5 W	BAY 15 d**	2	
Reversing lights	21 W	BA 15 s**	1	
Rear foglights	21 W	BA 15 s**	1	
Number plate light, 264	4 W	BA 9 s**	2	
Number plate light, 265	5 W	S 8.5–8	2	
Interior light	10 W	S 8.5–8	1	(265:2)
Engine compartment light	15 W	S 8.5–8	1	
Boot light	15 W	S 8.5–8	1	
Glove compartment light	2 W	BA 9 s	1	
Instrument panel light	3 W	W 2.1×9.5 d	2	
Lighting,				
control panel	1.2 W	W 2×4.6 d	3	
automatic transmission	1.2 W	W 2×4.6 d	1	
seat belt lock	1.2 W	W 2×4.6 d	1	
ashtray, rear	1.2 W	W 2×4.6 d	1	
Warning lights,				
battery charging	1.2 W	W 2×4.6 d	1	
oil pressure	1.2 W	W 2×4.6 d	1	
parking brake	1.2 W	W 2×4.6 d	1	
brake failure	1.2 W	W 2×4.6 d	1	
bulb failure	1.2 W	W 2×4.6 d	1	
Other lights,				
seat belts	2 W	BA 9 s	1	
dir. indicators	1.2 W	W 2×4.6 d	2	
main beams	1.2 W	W 2×4.6 d	1	
choke	1.2 W	W 2×4.6 d	1	
rear foglights	1.2 W	W 2×4.6 d	1	
hazard warning lights	1.2 W	W 2×4.6 d	1	
heated rear window	1.2 W	W 2×4.6 d	1	

** Note! Volvo long lifetime bulbs. We recommend use of this type when changing since these bulbs last 3 times longer than ordinary car bulbs.

FRONT END

McPherson type spring and strut suspension. Shock absorbers housed in strut casing. Rack and pinion steering. On some models with power assistance. Safety-type steering column.

Front wheel alignment

The alignment values apply to an unladen car but include fuel, coolant and spare wheel.

Toe-in, measured on the rim 1.5 ± 1 mm (.060 ± .040")
Camber, 0°–1° (difference max. 1/2° between the wheels)

WHEELS AND TYRES

Tyre pressure (100 kPa=14.2 psi)

Model	Tyre	Type pressure, cold tyres kPa (psi)			
		1–3 persons		full load	
		Front	Rear	Front	Rear
264 GL, GLE	185/70 R 14	190 (27)*	190 (27)*	200 (28)*	240 (34)
265 GL, GLE	185 R 14	190 (27)*	210 (30)	200 (28)*	280 (40)
Special Spare		280 (40)	280 (40)	280 (40)	280 (40)

* Australia: increase 1 psi

With lengthy driving at high speed (longer than 1 hour above 120 km/h = 75 mile/h) or when driving in a hot climate, the tyre pressure should be increased by about 30 kPa (4 psi). **NOTE! Does not apply to "special spare".**

TOOL KIT

The tool kit contains:
Box spanner for wheel nuts and spark plugs
Box spanner lever
Phillips screwdriver/screwdriver
Open-end spanners (2)

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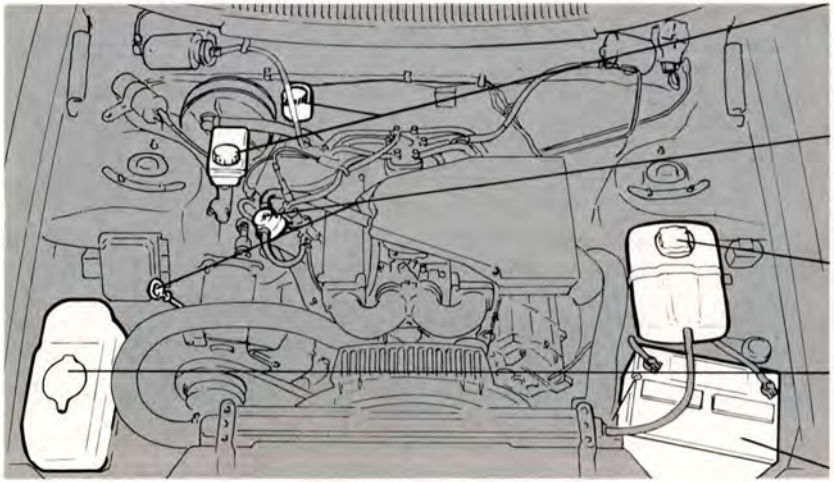
Check the following when refuelling

Petrol: 91–93 octane (B28A)
97 octane (B28E)



Without removing the cap on the container, check the **brake fluid level** (and the **clutch fluid level** on cars with manual gearbox). Should be above MIN mark. If necessary top up with brake fluid DOT 4.

Oil level – should be between the marks on the dipstick. Wipe the dipstick before checking the oil level. The distance between the marks corresponds to about 2 litres (approx. 4 pints) oil. If necessary top up with same type of oil already in engine.

Coolant level – should be between MAX and MIN marks on the expansion tank. If necessary top up with a mixture of 50 % anti-freeze and 50 % water. See also page 54.

Windscreen washer fluid container – should always be well-filled (in wintertime with water plus antifreeze).

Battery acid level – should be 5 – 10 mm (3/8") above the cell plates. If necessary top up with distilled water.

Tyre pressure, cold tyres, kPa (Lbf/in²)

Car type	1 – 3 persons		Full load	
	Front	Rear	Front	Rear
264 GL, GLE	190 (27)*	190 (27)*	200 (28)*	240 (34)
265 GL, GLE	190 (27)*	210 (30)*	200 (28)*	280 (40)

* Australia: increase 1 lbf/in²

Bulb change, see page 56.
Fuse change, see page 61.
Wheel change, see page 66.

VOLVO

AB VOLVO - GOTHENBURG, SWEDEN

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