

DID YOU KNOW..

by : **BOB STEIN**

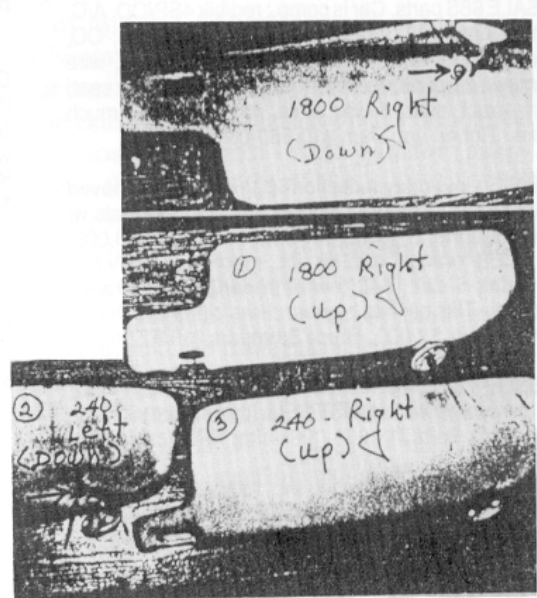
January/February 1994

ES SUN VISORS

I was wrong a year or so ago when I wrote that left/right ES sunvisors are identical! They aren't!! As the photos show for the 240 visors (#2 & 3), the fastening screw is on the opposite side of the visor. This screw is not visible when the visor is in the UP position. It is the same on the ES. This is, however, a small difference. You could swap right and left if your left visor is in poor shape. The bend at the roof can easily be reversed.

What's more interesting is that the 240 visor will mount in place of the 1800 visor. It is larger, but only slightly different in shape. If you trimmed it with scissors, and taped or glued the edges, it would make a usable replacement for everyday use. (#2, the left ES visor will be better oriented if you turn the photo upside-down).

For cleaning visors, any vinyl cleaner is okay. A mildew remover works well for dark stains. They can also be painted. A vinyl paint will probably work Best. DuPont (and probably others) makes a vinyl paint vehicle into which they mix colors. There are also other vinyl spray paints on the market. The white shade of the visors shouldn't be too hard to match.



March/April 1994

The following text is from a Volvo Service Manager Bulletin dated August 1972: ENGINE OIL SPECS., OIL CHANGE RECOMMENDATIONS. While this may be old news to some of you, I thought it worth reprinting as it is old vintage Volvo literature on a very important topic.

There are many misconceptions in regards to what constitutes severe duty engine operation. Contrary to popular opinion, high speed, highway operation for distances of at least 10 miles or more incur the least wear and oil contamination factors.

Approximately 80% of the vehicles in operation are used in stop and go driving at moderate speeds on short trips of less than 10 Miles. This type of driving results in rich mixture operation, sooty combustion, the formation of sludge that clog off control rings, screens and off lines; dilution of the oil; rust and varnish that sticks valve lifters; corrosive wear of rings, pistons and cylinders by the same acids that eat out mufflers and tail pipes. These factors are further magnified by climatic changes. This type of operation is considered by the vehicle manufacturer as severe duty.

To get more power from these smaller engines, the operating RPM limits are increasing. Valve springs are stiffer and the cams are narrower. The design changes cause greater loads on cams, valve lifters, rocker arms and valve stem tips. The result is that loads of 200,000 pounds per square inch are common. These costly parts will scuff or wear quickly with the wrong type of oil or off that has been used too long.

In view of these conditions and developments, virtually all automobile manufacturers recommend the use of high grade lubricating oils that carry the SE designation.

Although some mechanics and service managers promote the use of non-detergent oils, they must not be used in emission controlled engines. Non-detergent oils are used in lawn mowers and twostroke cycle engines or antiques. **ONLY SE DESIGNATED OILS MUST BE USED IN VOLVO ENGINES.**

May/June 1994

Defroster Hoses (DUCTS)

These tubes disintegrate in time. They also tear - they seem to be glued to the distribution manifold and the defroster fittings - they break, and get crushed or lost when removed.

. Of course, they are not available from Volvo and almost everyone else, but, thanks to my home built airplane hobby, I can tell you about aeroduct hoses. These hoses come in diameter increments of 1 / 4" so you can get 1-1 / 2", which is a tad larger than what is on the car. "Cat", the cheapest aircraft grade will be ore than adequate. It is a black, neoprene impregnated fiberglass with a spiral steel wire inside. (you want to discard the steel wire.) You probably will need clamps, but I think neoprene cable ties will work, rather than stainless clamps, or maybe duct tape. The adhesive on plastic tape may melt and let go. Anyway, it's not an important consideration since the hoses will probably stay in place if you use nothing at all will find 1-1 / 2" hose hard to find elsewhere, but it is readily available from aircraft supply houses. It costs around \$3-4/foot. Two parts suppliers who cater aircraft builders are:

Aircraft Spruce & Specialty Co.
Fullertown, CA

WAG-AERO
Lyons, WI

Both have catalogs which are quite interesting. Aircraft suppliers have tinnerman nuts (sometimes called speed nuts in automotive circles), which can be used to mount emblems and letters on your car.

July/August 1994

Early Headliners

These photos show rare shots of an "A" coupe headliner being removed. It is cream colored and perforated.

Removal: headliner removes to the rear. Note that the rear roof support interior panel must be released so that the headliner frame will clear it (photo 1).

Photo 2 shows the headliner part way out. Once it moves about 12-16" back, it will drop down.

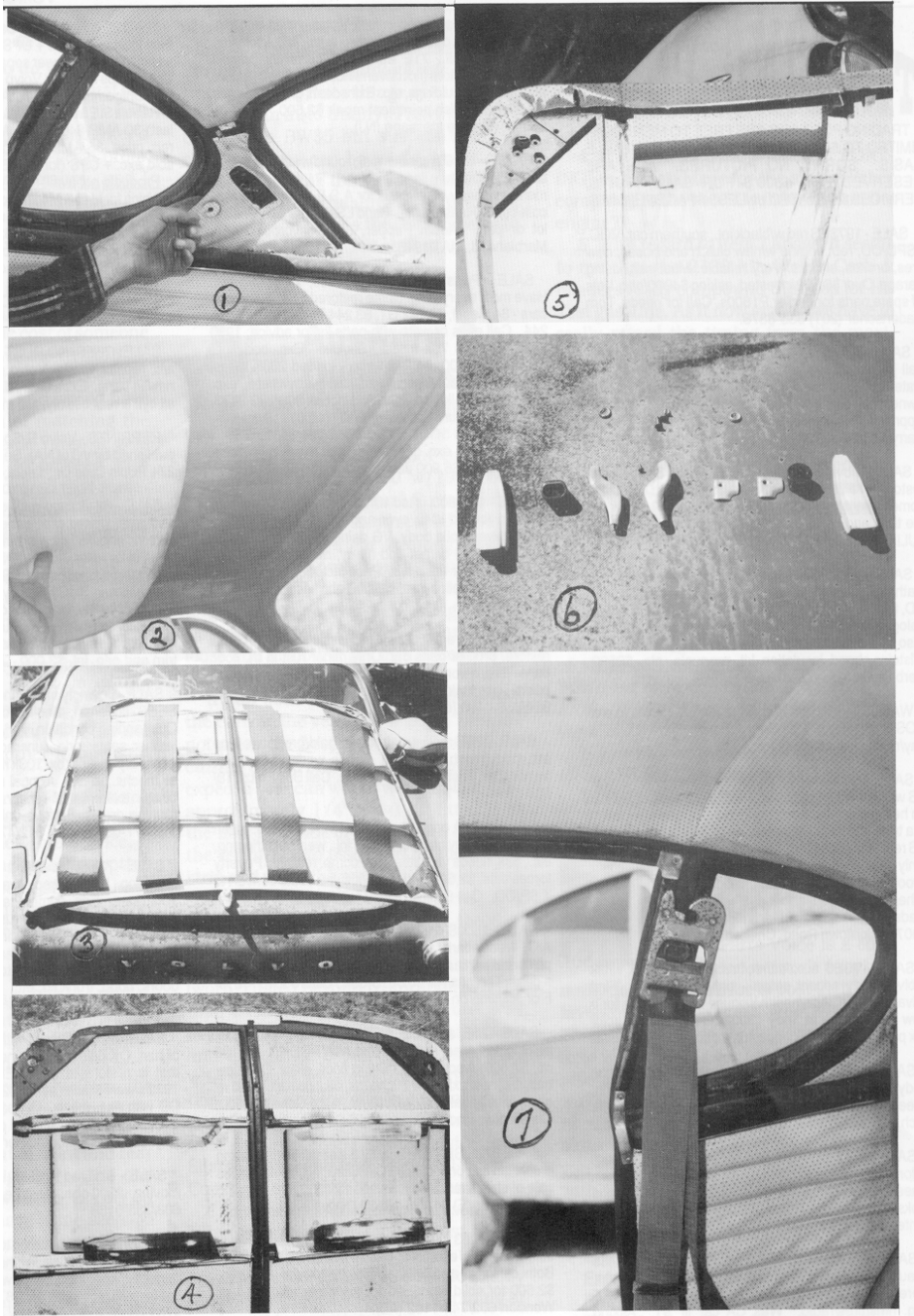
Photo 3 shows the steel frame from above. Note the wide black, insulating strips.

Photo 4 shows the metal corners and the cushions which are mounted so as to be above the heads of the driver and passenger.

Photo 5 is a close-up of the right front corner. Note that the sun visor screws into the headliner frame, not into the roof of the car as on later models.

Photo 6 shows all the little interior pieces found only on these early cars. They are, left to right: "milk glass" interior light lenses; black plastic; oval shaped seat belt hanger; curved, chrome door jamb trim; rear, upper corner, chrome door jamb trim;

Photo 7 shows these pieces mounted into place.



July/August 1994

INSTALLING WINDLACE

1. Remove small trim plate at upper corner of doorway (inside car).
- 2- Remove aluminum scuff cover from over windlace along doorsill.
- 3- Remove old windlace by simply pulling it off the flange. Also remove any bits of spring clip that remain on the flange.
- 4- Clean flange all around-doorway with fine steel wool or stiff brush.
- 5- Decide which doorway you will trim first, as this determines the angle of cuts.
- 6- Push one end of windlace onto flange at upper corner of doorway, and note direction of cut to be made. This is akin to mitering a picture frame.
- 7- Cut end of windlace on 45 degree angle with sharp carpenter's chisel or similar tool. A hacksaw does not give a clean cut. One good smack should do it, holding blade vertical to insure a proper cut.
- 8- Place freshly cut windlace into position and push onto flange all around doorway. Calculate second cut carefully and mark with pen. Gently remove enough windlace to place end on vertical 2x4 or other rest. Cut and replace.
- 9- After final cut, glue joint together with trim cement. Windlace will flatten out and take a set after a short while.

September/October 1994

Removing clutched fans `70-73

The problem is to keep the shaft from turning as you try to turn the 3/8" alien head screw that fastens the fan clutch (hub) to the water pump shaft. You have only the belt to keep it from turning.

Photo #1 shows the fan. It is obvious that the radiator must be removed, or, at least, the fan shroud. If you have an air or electric impact wrench, the bolt may come right out.

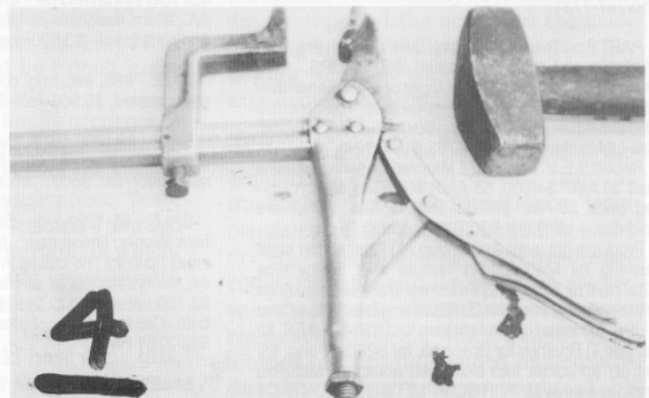
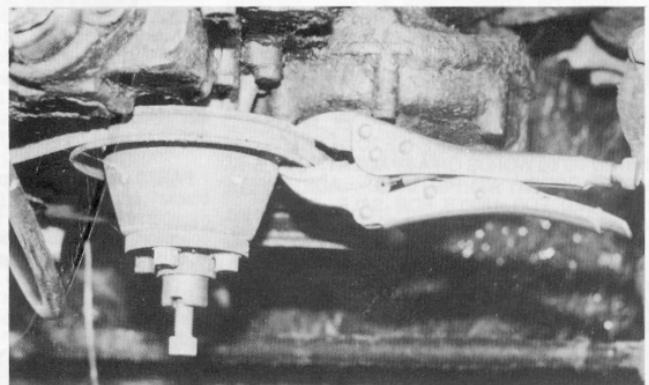
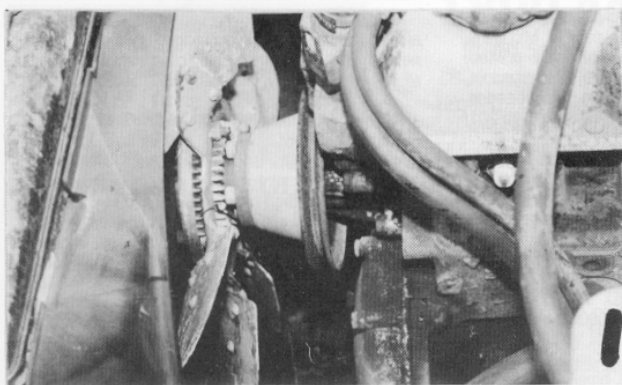
If you don't have an air or electric impact wrench, you can try a ratchet and alien wrench (or an "L" shaped alien wrench) and a "hand impact tool" of the type shown in Photo #3. This particular model is a right handed, short swing, square-headed type, but there are many variations of this too. Once again, you may be lucky, and the bolt will come out.

If not, try a large vice-grip with a pipe style jaw if you have one. If it looks like the pulley will be damaged, pad the jaws out with washers, wood blocks, or whatever is handy, or try a vice-grip clamp like the one shown in Photo #4. Try an impact tool again.

It is also feasible to use a long shanked drill to drill a hole in the pulley near the hub and to insert a rod. A 1/4" hole should work. This will not hurt the pulley and may simplify things. In the worst case, hurting the pulley isn't too bad, since it is the cheapest part involved.

Photos 1 & 2 may be a little confusing. They are not photos of the same car and were not taken while doing the job. They were staged to illustrate, only.

PLEASE NOTE - there is an obvious error in the directions for installing windlace which were printed in the last issue. You don't use a "CARPENTER'S CHISEL" to cut the windlace, which has a continuous steel spring in it. A COLD CHISEL is the correct tool, or TIN SNIPS. These directions were written by the founder of 1800 trim many years ago, and were never corrected. -BOB STEIN



**CLUTCHED FANS PHOTOS
BOB STEIN 914-292-4437**