



SUPPLEMENT TO INSTRUCTION BOOK

VOLVO 121/122 S

The enclosed instruction book for Volvo 121/122 S, type D (2-door) and type G (4-door) applies to Volvo 121/122 S, types E and K, with the following alterations:

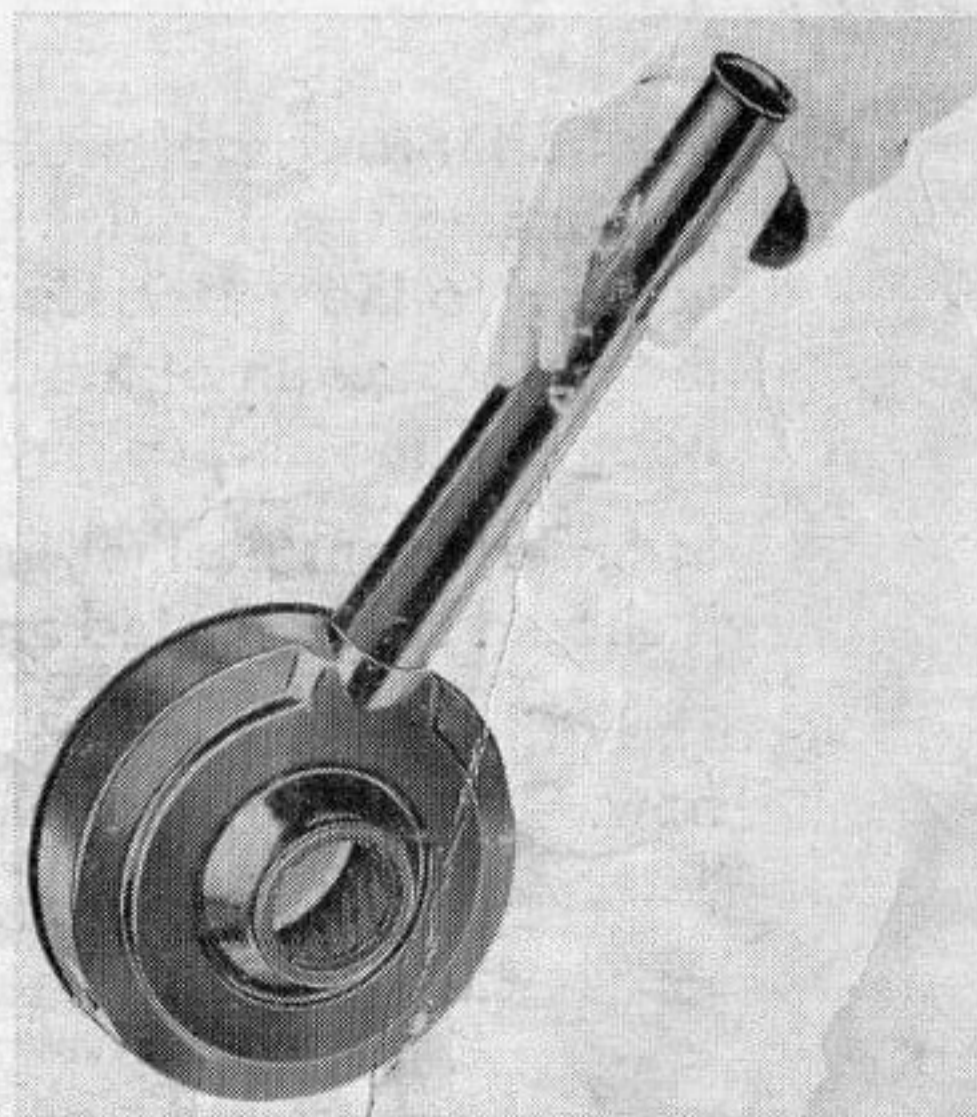
Type designation:	Engine	Gearbox
4-door		
12134 VK alt. HK	B 18 A	M 40
12136 VK alt. HK	B 18 A	AV
12234 VK alt. HK	B 18 D	M 40
12235 VK alt. HK	B 18 D	M 41
12244 VK alt. HK	B 18 D	M 40
12246 VK alt. HK	B 18 D	AV
2-door		
13134 VE alt. HE	B 18 A	M 40
13235 VE alt. HE	B 18 D	M 41
13244 VE alt. HE	B 18 D	M 40
13246 VE alt. HE	B 18 D	AV

Engine

Air cleaner

A new type of air cleaner has been introduced into the B 18 A engine. This should be replaced, complete with paper element, every 40,000 km (25,000 miles). When making the change, check the seal ring against the carburettor.

NOTE: The element must be neither moistened nor oiled.



Cooling system

The present thermostat in the cooling system is so effective that the radiator blind is no longer installed.

Electrical system

All Volvo models have been equipped with a horn which is more powerful than the previous one.

Brakes

All 121/122 S models have disc brakes on the front wheels. These are self-adjusting and should be checked by an authorized Volvo workshop every 10,000 km (6,000 miles).

Wheels and tyres

The models have been fitted with entirely new silver-grey coloured slotted wheels. The dimensions of the wheels and tyres are, however, unaltered.

The 122 S model, that is, the car fitted with the B 18 D engine, has braced-tread type tyres with dimensions 165×15". Air pressure front 1.8 kg/cm² (25.6 lb./sq. in.), rear 2.2 kg/cm² (31.3 lb./sq. in.).

Body

For better rustproof protection, the door sills have been made of galvanized sheet-metal. Underbody sealing compound has been applied to the underside of the sills, in the wheel housings and on the outer section of the floor plating. The remaining parts of the floor and the chassis have been sprayed with anti-corrosive oil.

In order to ensure that the rust protection remains fully effective, it should be inspected and improved at least once a year.

The grille has been modified somewhat and all the emblems are new.

Interior

The interior is completely new with the seats and door panels covered with a hard-wearing textile-vinyl combination which is easily cleaned with synthetic detergent and tepid water. The seating cushions of the front seats are attached to the seat frames by means of snap fasteners and are easy to remove for cleaning.

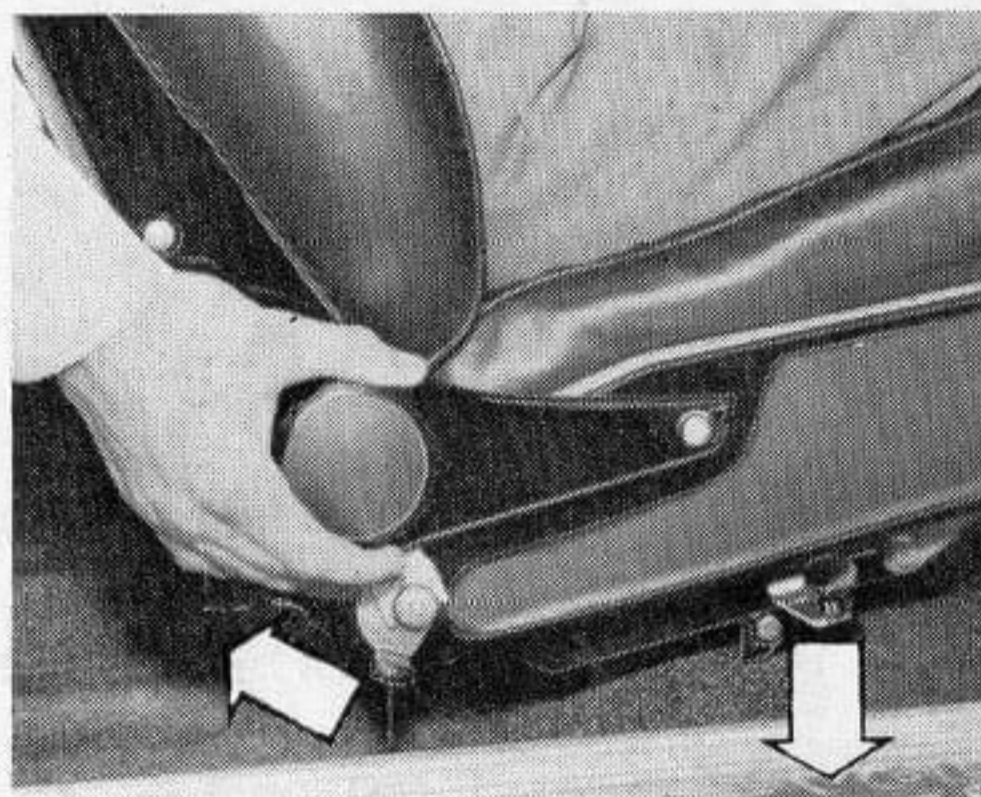
Front seat

Travelling comfort has been still further improved by introducing a wider range of seat adjustment possibilities. The seats can be moved lengthwise and when necessary, can also be moved backwards 1 in. further than that permitted by the slide rail by making use of the extra holes in the seat frames. In addition, a side-located knob smoothly regulates the inclination angle of the backrest.

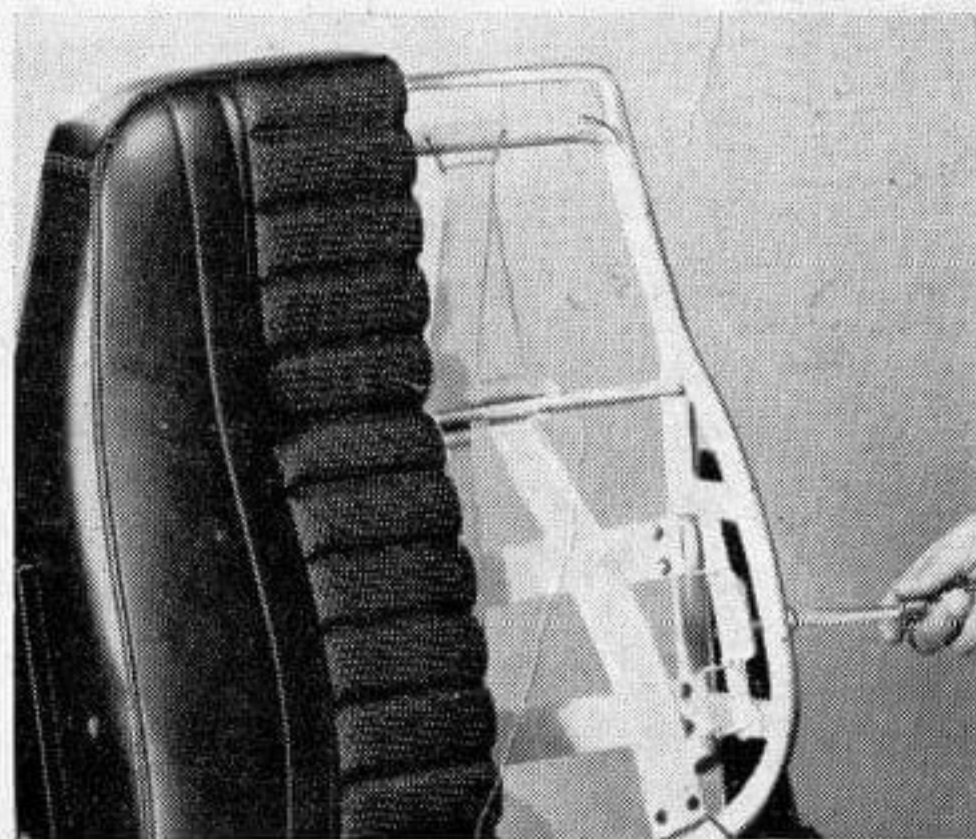
On the 2-door model, the backrest is automatically locked in the up-position by means of a catch. When folding the backrest forwards, lift the catch in the rear edge of the steel frame backwards-upwards.

A tremendous advance in seating comfort technique has been achieved as a result of the adjustable braced support built into the backrest and which fits against the small of the back. The projection angle of the support can be altered by means of an adjuster screw in the seat frame (see illustration). To adjust the braced support, insert a Philips screwdriver into the hole in one

of the sides of the backrest. By turning the screw clockwise, the support is tensioned and consequently its projection is increased; and by turning the screw counter-clockwise the tension is reduced and the angle of projection becomes smaller.



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Rear seat

The rear seat has been made more comfortable and has the same quality ridged padding as the front seats. In addition it has also been fitted with an armrest in the middle.



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Grab handle

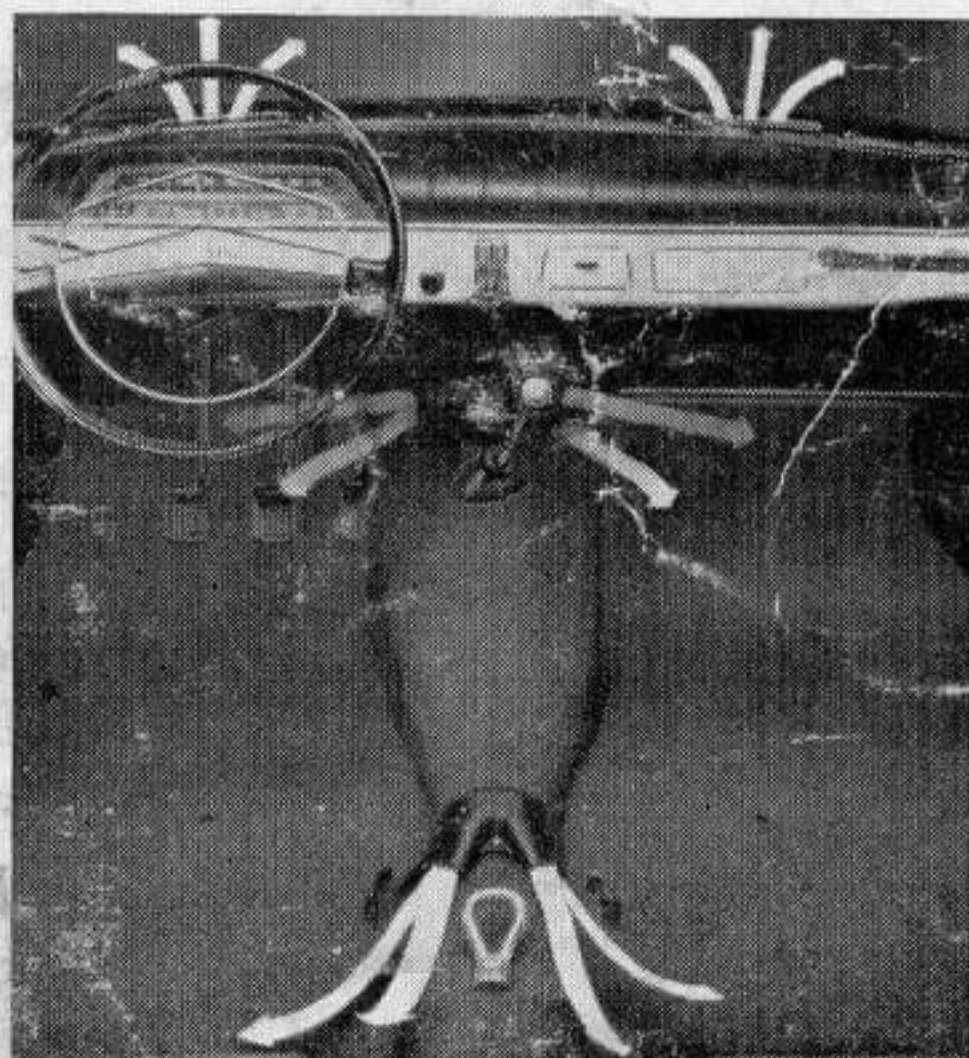
A grab handle has been mounted on the dashboard. The clothes hook and courtesy strap on the door pillars are new, as well as the handles for the doors and window winders.

The floor mat, which is form-pressed, is entirely of rubber like the previous type but has a new design.

The rear parcel shelf has been lined with a textile mat and the panel under the rear window with a material similar to that of the headlining.

Instruments and controls

To improve the heating to the rear passenger compartment still further, a warm-air duct leading to the rear seat has been mounted on the propeller tunnel. The duct is connected to the defroster hoses so that the air flow is regulated with the defroster control. Because the heater to the front seat floor has a separate control, this means that the ventilation for the rear seat and the front seat floor can be adjusted independently.



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