



SUPPLEMENT TO INSTRUCTION BOOK FOR

## **VOLVO 1800 S**

This instruction book for the Volvo 1800 S model E also applies for Volvo 1800 S model F with the following amendments:

<b>Type designation</b>	<b>Engine</b>	<b>Gearbox</b>	<b>Rear axle ratio</b>
18335 VF or HF	B 18 B	M 41	4.56:1
18345 VF or HF	B 18 B	M 41	4.56:1

### **Engine**

The engine output has been increased by modifying the induction and exhaust system, and new needles have been fitted in the carburettors.

Output (SAE) .....	115 h.p. at 6000 r.p.m.
Output (DIN) .....	103 h.p. at 5600 r.p.m.
Max. torque (SAE) .....	15.5 kgm (112 lb.ft.) at 4000 r.p.m.
Max. torque (DIN) .....	15 kgm (108 lb.ft.) at 3800 r.p.m.

The exhaust system is completely new with twin exhaust pipes in front of the silencer, and a modified silencer which gives a quieter exhaust than previously.

### **Rear axle**

The car has been provided with a new and stronger rear axle, the oil capacity of which is 1.2 litres ( $2\frac{1}{8}$  Imp. pints= $2\frac{1}{2}$  US pints). The rear axle suspension has also been modified.

### **Chassis**

In order to simplify the maintenance of your Volvo, the ball joints and steering rods in the front end, together with the universal joints

and slip joint on the propeller shaft, are now made in such a way that regular lubrication of these parts is no longer necessary.

After every 20 000 km (12 500 miles), or at least once a year, the front end should be checked to ensure that the ball joint seals are undamaged and do not leak. When fitting new seals, these must be filled with chassis grease.

The propeller shaft should be checked every 20 000 km (12 500 miles). If the rubber seal of the slip joint is damaged it should be replaced and filled with molybdenum disulphide chassis grease. The universal joints should be replaced if they show signs of leakage.

## **Brake system**

There is a relief valve in the rear wheel brake circuit, the purpose of which is to prevent the rear wheels from locking involuntarily when braking.