MAINTENANCE

Regular maintenance is essential in order to obtain the most profitable use from your vehicle, and even apparently minor faults should be corrected as soon as possible.

To give you a clear idea of what the vehicle requires in the way of servicing and maintenance, we have listed the various servicing procedures in the maintenance schedule on the following two pages. The schedule is set out in accordance with three types of driving: local traffic, short-distance traffic and long-distance traffic.

Knowing what type of driving your vehicle is to be used for follows the appropriate action as indicated in the schedule.

Operations which require the attention of skilled mechanics and the use of special tools, and which must therefore be entrusted to an authorised Volvo workshop, are marked in the schedule with (O). Work which can be done by the owner or driver is indicated with (Δ).

The various points in the maintenance schedule are numbered consecutively, and refer to the more detailed descriptions on the pages following this maintenance schedule.

This chapter also includes technical descriptions of the truck components.
# Maintenance Schedule

## Engine
- **Compression test**: 10,000 km (6,200 miles) / 20,000 km (12,000 miles)
- **Check valve clearance**: 10,000 km (6,200 miles) / 20,000 km (12,000 miles)

## Lubricating System
- **Check oil level**: Every day
- **Change oil**: Every 5,000 km (3,000 miles) / 10,000 km (6,000 miles)
- **Change oil filter**: Every 10,000 km (6,200 miles)

## Fuel System
- **Check fuel filter**: Every 3,000 km (1,800 miles)
- **Check injection pump and injectors**: Every 50,000 km (31,000 miles)
- **Overhaul injection pumps**: Every 160,000 km (100,000 miles)
- **Clean strainer in fuel tank, drain condensation water**: Every 20,000 km (12,000 miles)
- **Change paper element of air cleaner**: Every 50,000 km (31,000 miles)

## Cooling System
- **Check coolant level**: Every day
- **Check coolant, check hose connections**: Every 50,000 km (31,000 miles)
- **Check Y-beats**: Every 10,000 km (6,200 miles)

## Turbocharger
- **Check air line for leakage**: Every 6,000 km (3,700 miles)
- **Check exhaust pipe for leakage**: Every 6,000 km (3,700 miles)
- **Check oil supply line and return line for leakage**: Every 6,000 km (3,700 miles)
- **Check oil flow**: Every 10,000 km (6,200 miles)
- **Check boost pressure**: Every 10,000 km (6,200 miles)
- **Change turbo-compressor**: Every 160,000 km (100,000 miles)

## Electrical System
- **Check electrolyte level in batteries**: Every 2,600 km (1,600 miles)
- **Check charging condition of batteries**: Every 5,000 km (3,100 miles)
- **Check alternator brushes**: Every 10,000 km (6,200 miles)
- **Check headlight adjustment**: Every 10,000 km (6,200 miles)

## Clutch
- **Check fluid level in clutch**: Every 6,000 km (3,700 miles)
- **Check clutch lever clearance**: Every 6,000 km (3,700 miles)

## Gearbox
- **Check oil level**: Every 2,500 km (1,550 miles)
- **Change the oil**: Every 40,000 km (25,000 miles)
- **Change oil filter**: Every 80,000 km (50,000 miles)
- **Lubricate valves and cylinder of auxiliary gearbox**: Every 160,000 km (100,000 miles)
- **Check gear-changing point**: Every 50,000 km (31,000 miles)

## Propeller Shafts
- **Check propeller shafts**: Every 6,000 km (3,700 miles)

## Rear Axle
- **Check oil level**: Every 2,500 km (1,550 miles)
- **Change the oil**: Every 40,000 km (25,000 miles)

## Brake System
- **Check pressure regulator and warning lamps**: Every day
- **Check for leakage**: Every day
- **Check condensation water in compressed air receiver**: Every day
- **Check fluid level in anti-brake device**: Every day
- **Check anti-skid device filter**: Every day
- **Check compressor filter**: Every day
- **Check travel of brake cylinders**: Every day
- **Check brake bands, brake drums and brake shoes**: Every day
- **Check function of brake system**: Every day
- **Check handbrake**: Every day

## Front End
- **Check front wheel alignment**: Every 5,000 km (3,100 miles)
- **Check ball joints, rods, etc.**: Every 5,000 km (3,100 miles)

## Power Steering
- **Check oil level**: Every 2,500 km (1,550 miles)
- **Change oil and filter**: Every 40,000 km (25,000 miles)
- **Overhaul power steering**: Every 60,000 km (37,500 miles)
- **Reconditioning steering gear**: Every 240,000 km (150,000 miles)

## Wheels
- **Check tire pressure**: When filling up with fuel
- **Check tire rotation**: Every 5,000 km (3,100 miles)
- **Check wheel hub**: Every 5,000 km (3,100 miles)

## Chassis
- **Lubricate body**: Every 5,000 km (3,100 miles)
- **Lubricate chassis**: Every 5,000 km (3,100 miles)

### Notes
1. 
2. 
3. 

### Maintenance Chart

<table>
<thead>
<tr>
<th>Maintenance Item</th>
<th>Local Traffic</th>
<th>Short-Distance Traffic</th>
<th>Long-Distance Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Engine</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lubricating System</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Fuel System</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cooling System</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Electrical System</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Clutch</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>Gearbox</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Propeller Shafts</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Rear Axle</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Brake System</strong></td>
<td></td>
<td></td>
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<tr>
<td><strong>Front End</strong></td>
<td></td>
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<tr>
<td><strong>Power Steering</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>Wheels</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Chassis</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
General

TECHNICAL DESCRIPTION

The D 100 B and TD 100 A are six-cylinder, in-line four-stroke direct-injection Diesel engines with overhead valves. The engines are equipped with wet-type, easily replaceable cylinder liners and separate, interchangeable cylinder heads.

The drop-forged crankshaft is statically and dynamically balanced and is journalled in seven main bearings. A vibration damper is fitted at the front end of the crankshaft.

The main and big-end bearings are replaceable and consist of induction-plated, lead-lined bearing shells. The camshaft, injection pump, oil pump, compressor and servo pump are driven by means of auxiliary drive gears from the crankshaft.

The fan, coolant pump and alternator are driven by means of V-belts from the crankshaft pulley.

The TD 100 A is a turbo-compressor supercharged version of the D 100. The pistons, fuel injection pump, camshaft, exhaust manifold, silencer and exhaust pipe are therefore of modified design.
1 COMPRESSION TEST

In order to obtain an idea of the general condition of the engine, a compression test can be carried out. The test should be done with a warm engine. Remove the Injectors and test the cylinders in turn. NOTE: The stop control must be fully out. The compression pressure should be about 28 lb/cm² (370 lb/sq.in.) at a speed of 220 r.p.m. for the D 100 B and at 230 r.p.m. for the TD 100 A.

2 CHECKING THE VALVE CLEARANCE

The valve clearance should be checked at regular intervals. Insufficient valve clearance can lead to burnt valves.

The valve clearance should be adjusted with the engine cold and should be 0.40 mm (0.016”) for the inlet valves and 0.70 mm (0.028”) for the exhaust valves. Since the pistons are made with the combustion chamber in the crown, the distance between the pistons and valves is so small that on no account must valve adjustment be carried out with the engine running, as otherwise the valves can strike the piston. Pull out the stop control and turn the engine round by using the starter motor. Turn the engine round to the end of the compression stroke for No. 1 cylinder, i.e. with the piston in No. 1 cylinder at top dead centre, and then measure the clearance on the following rocker arms: 1, 2, 4, 6, 8 and 9. Then turn the engine round one complete turn and measure the clearance on rocker arms 3, 6, 7, 10, 11 and 12.

TECHNICAL DESCRIPTION

The engine has a complete force-feed lubricating system. The oil pressure is provided by a gear pump (7), which is driven from the crankshaft gear through an intermediate gear. The oil pump picks up the oil from the sump through a metal-gauze strainer (8) and feeds it to the oil filter elements (10).
The relief valve limits the oil pressure and thus prevents it from reaching excessively high values. The TD 100 A is fitted with an oil cooler. The function of the oil cooler is to decrease oil temperature, particularly under heavy loading. The oil cooler is connected to the oil filter housing.

From the oil filter housing the oil goes to a main distributing pipe from which galleries lead to the main bearings and through drillings in the crankshaft to the big-end bearings. Oil is forced up to the gudgeon pins and bushings through a channel in each connecting rod.

The air compressor, turbo-compressor and injection pump have form-feed lubrication from outlets on the main distributing pipe.

**Oil Filter**

The oil filter is of the full-flow type, i.e. all the oil passes through the filter on its way to the lubricating points.

The filter consists of a housing in which two filter cartridges are fitted.

The filter elements consist of special filter paper which is folded in such a way as to give a large effective filtering surface.

At the bottom of the filter cartridges there is an over-flow valve which allows the oil to by-pass the filter if the pressure drop through the elements should be too large. The filter cartridges are of the disposable type and must therefore changed complete. Note: Always change both cartridges at the same time.

---

**Lubricating Oil**

For engine lubrication, always use oil of a well-known make corresponding to the grades shown in the table below.

<table>
<thead>
<tr>
<th>Engine type</th>
<th>Oil quality</th>
<th>Viscosity¹</th>
<th>Normal operating conditions</th>
<th>Severe operating conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>D 100 B</td>
<td>SAE 10 W</td>
<td>SAE 30</td>
<td>-10° to 20°C (14° to 68°F)</td>
<td>SAE 10 W</td>
</tr>
<tr>
<td>D 100 A</td>
<td>SAE 10 W-20</td>
<td>SAE 20 W-30</td>
<td>Above 20°C (70°F)</td>
<td>SAE 10 W-20</td>
</tr>
</tbody>
</table>

¹) The temperature values refer to operational oil temperature.
²) Or when cold starting difficulties can be expected.

For vehicle use only in very heavy work, for example, large distance running with large gross vehicle weights. SAE 20/20 W is also recommended at lower temperatures providing that this does not lead to cold starting difficulties.

---

**3 Checking Oil Level**

Check the oil level every day before starting the engine and when filling up with fuel. The oil level is checked with the dipstick which is placed behind the service opening on the front of the cab. The level should be maintained between the two marks on the dipstick. The distance between the dipstick markings corresponds to about 8 litres (1.8 Imp. gals. = 2.1 US gallons). On no account must it fall below the lower mark. The level should not be above the upper mark either. Top up with new oil of the same quality that is already in the engine when necessary.
4 CHANGING THE OIL

During the running-in period the oil must be changed after the first 1000 km (600 miles) and again in connection with the cost-free inspection after 2500 km (1500 miles). After this the oil must be changed every 5000 km (3000 miles), but in any case at least once every six months. The drain plug is fitted at the bottom of the pump. Drain the oil immediately after running when it is still warm.

Oil can either be filled through the filling hole behind the service opening or through the filling hole on the rear rocker arm casing.

Oil change quantity: approx. 18 litres
(4.0 imp. galls. - 4.7 US galls),
excluding oil filter.

Including oil filter and oil cooler,
approx. 20 litres
(4.4 imp. galls. - 5.3 US galls.)

5 CHANGING THE OIL FILTER

Both the filter cartridges of the oil filter must be changed after 10,000 km (6000 miles) regardless of the type of operation. During the running-in period, however, they must be changed after the first 5000 km (3000 miles).

N.B. The filter cartridges must not be cleaned - the only permissible action being to replace them completely. Always change both cartridges at the same time.

The cartridges are replaced as follows:
1. Clean the outside of the oil filter so that no dirt can enter when the new cartridges are fitted.
2. Loosen the filter cartridges with a spanner and throw them away.
3. Moisten the sealing washers of the new filter cartridges with oil. Screw in the cartridges by hand until the sealing washers make contact with the sealing surfaces. Then screw them in a further 1/2 to 3/4 of a turn.
4. Fill up the engine with oil and start it. Check that there is no leakage.

TECHNICAL DESCRIPTION

The fuel is sucked through a strainer (1) in the fuel tank and passes to the pre-filter (2) and feed pump (3), from where it is fed through the parallel-connected fine filters (4) to the injection pump. Special pump elements in the injection pump - one for each cylinder - then force the fuel through the delivery pipes to the injectors, which spray the fuel in finely atomized form into the engine cylinders. As a further safeguard, the injectors are provided with rod filters.
### Injection Pump

The fuel supply is controlled by a centrifugal governor. The injection pump control rod and injected quantities are influenced mechanically by speed-sensing weights in the governor. The injection pump on the turbo-supercharger is also provided with a pressure-dependent full-load stop (smoke limiter) which regulates the amount of fuel in relation to the pressure existing in the induction manifold.

### Fuel

Use one of the special Diesel fuel oils for high-speed engines supplied by a well-known oil company. Never use inferior quality fuel oils, since these can cause functional troubles in the injection pump and injectors. During winter when the air temperature is very low, use one of the special winter fuels supplied by the well-known oil companies. Winter fuels are more volatile and reduce the risk of wax precipitation in the fuel system.

Note: The addition of alcohol to the fuel is not recommended. Even small quantities (more than 1/5%) can damage the fuel system. Instead, try to keep the tank as full as possible to avoid condensation.

If you fill up with fuel at a filling station, always make sure that it is clean round the filling hole. If you fill up from your own storage tank or drums, be careful to filter the fuel well and make sure that all vessels used for filling are thoroughly clean.

### Remember

Always observe the utmost cleanliness when working on the Diesel engine in order to avoid unnecessary functional troubles and unnecessary wear. The fuel filters must not be broken by any unauthorized person. If the seals are broken by anyone other than an authorized mechanic, all guarantees cease to be valid.

### Venting the Fuel System

The fuel system should be vented when:

- The engine is new or has been reconditioned.
- The fuel system has been serviced, for example, after cleaning or changing filters.
- The engine has not been in use for a long time.
- The fuel tank has been run empty.

Vent the system as follows:

1. Open the venting valve on the fine filters.
2. Turn the handle on the feed pump anti-clockwise. Then prime the system with fuel by operating the pump handle. When fuel free from air bubbles begins to run out, close the filter fine venting valves while the fuel is running out.
3. Loosen the pressure compensator with a spanner and turn it one turn to the left and continue pumping with the hand priming pump until fuel free from air bubbles also runs out here, and then tighten it up again while the fuel is running out.

Turn back the handle on the feed pump.
6 CLEANING THE PRE-FILTER

The pre-filter consists of a fine-mesh plastic gauze which separates impurities from the fuel before it is sucked into the feed pump.
1. Loosen the clamping nut, move the clamp aside and lift off the filter body. Take out the filter element.
2. Clean the filter element, body and casing with clean white spirit.
3. Make sure that the sealing washers on the filter body and fuel pipe banjo screw are undamaged. Assemble the parts.
4. Vent the fuel system.

7 CHANGING THE FINE FILTERS

The purpose of the fine filters is to remove any impurities which may have passed through the pre-filter. The filter cartridges are of the expendable type and are replaced completely. Note. Change both cartridges at the same time.
The filter cartridges are changed in the following way:
1. Clean the outside of the filter housing to prevent dirt from getting in when the new filters are fitted.
2. Loosen the filter cartridges. Use a special tool or stick a screwdriver through the cartridge and then twist.
3. Screw in the new cartridges by hand until the gaskets contact the sealing surfaces. Then tighten half a turn.
4. Vent the fuel system.
The fine filter cartridges should be replaced as soon as feed pressure after the filter is less than 0.5 kp/cm² (7 lb./sq.in.). NOTE. This applies on condition that the pre-filter is not blocked and that the feed pump is not adjusted. A running interval of 30 000—50 000 km (20 000—30 000 miles) can be considered normal between filter replacements.
Feed pressure should be checked after every 20 000 km (12 000 miles).
The pre-filter should also be cleaned at the same time as the fine filters are replaced.

8 CHECKING INJECTION PUMP

In order for the injection pump to operate as economically and effectively as possible, it is important that the vehicle be taken to an authorised workshop for checking in accordance with the intervals shown in the maintenance schedule. In this connection the pump coupling bolts should be examined and the injection timing angle of the pump checked and adjusted if necessary. The injectors should be checked for spray pattern and opening pressure and adjusted if necessary, idling should also be checked and adjusted if necessary.
It is most important that adjustment of the injection pump is carried out correctly. Volvo has therefore prepared special Diesel Test Standards, which should be followed when adjusting the injection pump. Faulty adjustment can lead to a smoky exhaust, irregular operation and severe stresses on the engine.
If the engine is equipped with a turbo-compressor, faulty adjustment can have even more serious consequences due to the fact that the engine has a continuous surplus supply of air. This means that an increased amount of fuel cannot be noticed through the exhaust gases, while the stresses on the engine considerably increase.
N.B. The injection pump may only be adjusted and sealed by authorised mechanics.

9 OVERHAULING INJECTION PUMP

After every 160 000 km (100 000 miles) the vehicle should be taken to an authorised workshop for removal and overhaul of the injection pump.
10 DRAINING CONDENSATION WATER AND CLEANING STRAINER IN FUEL TANK

Once a year, preferably during the autumn, the bottom plug of the fuel tank should be removed in order to drain out any sludge and condensation water. At the same time the fuel tank strainer should also be cleaned, which is done as follows:

1. Disconnect the fuel lines.
2. Loosen the five screws on the flange.
3. Lift up the strainer, clean it and refit the parts.
4. Vent the fuel system.

AIR CLEANER

When operating in long-distance traffic, the filter should normally be replaced after 60,000—70,000 km (37,000—44,000 miles) operation. If the vehicle is used under dusty road conditions (for example in certain types of building construction work) the filter must be changed more often.

One indication that the filter is blocked can be that engine output is lower and that the exhaust gases become smoky.

Cleaning the air cleaner

Replacing the filter cartridge

1. Tilt the cab forward.
2. Remove the cover from the air cleaner housing together with the connecting pipe.
3. Lift out the cartridge.
4. Clean the air cleaner housing internally. Check the gaskets and the rubber valve in the bottom of the air cleaner housing. Replace if necessary. If the housing needs to be removed, it is advisable to mark up before loosening the tensioning band.
5. If the complete air cleaner is to be removed, when fitting make sure that the cleaner housing is pressed down against the bottom of the bracket when it is tightened by means of the tensioning band.
6. Replace the filter cartridge.
7. Re-fit the cover. Make sure that the filter cartridge is clamped in position.

Cleaning the air cleaner

Replacing the filter cartridge

1. Tilt the cab forward.
2. Remove the cover from the air cleaner housing together with the connecting pipe.
3. Lift out the cartridge.
4. Clean the air cleaner housing internally. Check the gaskets and the rubber valve in the bottom of the air cleaner housing. Replace if necessary. If the housing needs to be removed, it is advisable to mark up before loosening the tensioning band.
5. If the complete air cleaner is to be removed, when fitting make sure that the cleaner housing is pressed down against the bottom of the bracket when it is tightened by means of the tensioning band.
6. Replace the filter cartridge.
7. Re-fit the cover. Make sure that the filter cartridge is clamped in position.
8. Check that the sealing collar (rubber bellows) on the air intake is centred in relation to the cleaner housing connector flange and that the draining hole in the sealing collar points downwards. Then adjust if required. When the cab is lowered and secured in position again, the sealing collar should be compressed by about 5 mm (0.2 in.).
Exhaust brake

The exhaust brake consists of a flap housing fitted in the exhaust pipe of the engine. When the foot contact for the exhaust brake is pressed down, fuel injection is cut off and at the same time the flap in the exhaust pipe closes off the exhaust gas flow. This forms a cushion of air between the flap and pistons in the engine during the exhaust stroke. This cushion of air creates back-pressure on the pistons and produces a braking effect which doubles the ordinary braking effect of the engine.

The exhaust brake is controlled by an electrical foot contact (7) which, through a solenoid valve (6), operates a compressed air cylinder (3). This operates the exhaust brake flap through a system of rods and levers. Before the flap closes completely, fuel injection ceases due to the action of a flexible link rod from the exhaust flap lever on the stop lever of the injection pump.

The exhaust brake normally requires no maintenance. The only thing to think about is to use it every day (to avoid it sticking through carbon deposits).

Engine cooling system

TECHNICAL DESCRIPTION

The engine is water-cooled with a pressurized system. Coolant circulation is provided by a centrifugal pump which is driven by V-belts from the crankshaft belt pulley.

The pump feeds the coolant into a distribution channel in the left side of the cylinder block from where it passes through channels directly up to the cylinder heads where flow is directed at the injector sleeves and exhaust valve seats. From there it passes to the cylinder liner.

At the front end of the cylinder block the coolant then goes up to the thermostat housing where coolant temperature is controlled by three wax thermostats.
During the warming-up period, the coolant only circulates in the engine itself through a bypass directly to the pump, i.e. not through the radiator. When the correct operating temperature has been reached, the thermostats control the amount of coolant which passes out into the radiator, thereby always maintaining the optimum operating temperature. In the radiator the coolant passes through a system of tubes which are cooled by the outside air which is drawn through by means of a fan.

The cooling system includes an air separation tank and an expansion tank. The air separation tank eliminates air which collects or has got into the cooling system. Air collects in the expansion tank and is evacuated through the filler hole. On the upper part of the air separation tank, there is a level indicator which activates a warning lamp on the dashboard to inform the driver if the cooling water level is too high for some reason. The radiator must not be screened off in any way since this can cause overheating and engine damage.

Thermostatically controlled fan

The fan has a hydraulic drive system which is variably controlled by a thermostat. On the fan shaft there is a fixed drive plate in the fan connector housing. Hydraulic fluid transfers power from the drive plate to the fan. The more fluid, the more power transferred, i.e. degree of engagement.

In the connector housing there is a hydraulic fluid tank. Depending on the air temperature, the thermostat regulates the amount of fluid between the drive plate and the tank.

When the engine is started from cold the fan will first run fast due to the fluid round the drive plate but as the fluid is transferred to the tank the fan rotates more slowly until minimum speed is obtained, i.e. about 26% of the speed of the fan shaft.

As the engine temperature increases, so the fan will be engaged more and more until a maximum speed of about 95% of that of the fan shaft is reached.

If the warning lamp for the cooling system should light up while the engine is running and it is found that there is a fault on the fan, it is possible to lock the fan so that it is driven mechanically. This is done as follows:

1. Loosen the two screws which hold the ratchet pawls. The screws are situated on the rear of the fan clutch housing.
2. Turn the fan round so that the ratchet pawls come in line with the corresponding notches in the drive shaft.
3. Push in the ratchet pawls and tighten up the screws.

The fan is now driven mechanically. However, it is necessary to take the vehicle to a workshop for overhaul of the fan as soon as possible. The fan can suffer bearing damage if it is run too long in a locked position.

12 CHECKING THE COOLANT LEVEL

Check the coolant level every day before starting the engine and each time you fill the tank with fuel.

The level should be up to the metal marker in the filler opening. If the level has gone down more than 2 – 3 cm (about 1") below the metal marker, coolant should be added up to the marker. The cooling system is automatically air-vented. When topping-up, always use the same mixture as that already in the system.
13 COOLANTS, CHANGING COOLANT, CHECKING HOSE CONNECTIONS

At the factory the cooling system is filled with approved Volvo anti-freeze fluid for frost protection down to \(-25^\circ C\) (\(-13^\circ F\)).

The coolant can be used during the first winter season. After this, the coolant must be changed every spring and autumn. When changing the coolant, the whole system should be flushed clean with water and hoses and connections checked for leakage.

During summer, water with anti-rust agent should be used. The anti-rust agent supplied by Volvo is packed in bags of 113 grammes (4 oz.) which are sufficient for 8–10 litres (about 2 imp. gals; 2.4 US gals.) of water. This means that 5–6 bags are necessary for the F 88/G 98. The agent should be dissolved in water before filling into the cooling system.

N.B. When topping-up during the summer season, water with the same proportion of anti-rust agent that is already in the radiator should be used in order to safeguard the anti-rust protection.

During winter, water with glycol should be used.

For this purpose approved Volvo anti-freeze fluid is recommended. Change in good time before the winter season. It has been found from experience that weak glycol mixtures are very unfavourable from an anti-rust point of view. The anti-rust additive in the glycol will not last throughout the whole winter season. The glycol added should thereore amount to at least 40 %. This gives frost protection down to \(-25^\circ C\) (\(-13^\circ F\)).

N.B. When topping-up during winter, use water with a mixture of glycol amounting to not less than 40 %.

For lower temperatures, larger proportions of glycol are required as shown in the table below.

### Capacity of cooling system

<table>
<thead>
<tr>
<th>Capacity of cooling system</th>
<th>Necessary amount of glycol in litres (imp. galls/US galls) for frost protection down to:</th>
<th>(-25^\circ C) ((-13^\circ F))</th>
<th>(-30^\circ C) ((-22^\circ F))</th>
<th>(-40^\circ C) ((-40^\circ F))</th>
<th>(-50^\circ C) ((-90^\circ F))</th>
</tr>
</thead>
<tbody>
<tr>
<td>approx 47 litres</td>
<td></td>
<td>19 (4.3/5)</td>
<td>21 (4.6/5.5)</td>
<td>25 (5.6/6.5)</td>
<td>28 (6.1/7.4)</td>
</tr>
</tbody>
</table>

* \(-30^\circ C\) (\(-22^\circ F\)) is the maximum amount of frost protection which can be provided. To increase the glycol content above this only impairs the frost protection.

Draining the cooling system

In order to drain the cooling system completely, all the draining points should be opened. The radiator filler cap should also be removed while draining is being carried out.
Filling an empty cooling system with coolant

Coolant is added through the filler opening on the front end of the vehicle. The engine should be standing still and the heating control should be on Hot. Coolant is filled up to the level of marker in the filler opening. The cooling system is automatically air-vented. Note. The filler cap should be removed completely (also the threaded connector section on the cap). The coolant level should be checked again when the engine has been run warm. Coolant capacity is 47 litres (10.3 Imp. galls - 12.4 US galls.)

14 CHECKING THE DRIVE BELTS

The tension of all the drive belts on the engine should be checked at the specified intervals. This check is very important since the tension of the water pump drive belts is vital for the proper function of the cooling system. Insufficient tension on the belts can lead to slipping, particularly during wet weather, thus impairing the function of the cooling system. The belts are tensioned by means of a tensioning roller. When correctly tensioned, it should be possible to press in the belts about 10 mm (3/8") in the middle. N.B. Always replace the belts in pairs.

TECHNICAL DESCRIPTION

The turbo-compressor consists of a turbine rotor and compressor rotor with a bearing housing between them. The turbine and compressor rotors are joined by means of a shaft which is journaled in the bearing housing by means of floating plain bearings.

Lubrication of the bearings and cooling of the bearing housing is done with oil from the force-feed lubrication system of the engine. The turbo-compressor is mounted directly on the exhaust manifold. When the exhaust gases meet the blades on the turbine rotor, both this and the compressor rotor which is fitted on the same shaft are brought into rotation.

When the compressor rotor rotates it sucks in fresh air which is compressed and supplied to the engine cylinders through the induction manifold.

The maximum rotational speed is about 70,000 r.p.m.

The boost pressure thereby provided by the compressor is about 0.7 - 0.9 kp/cm² (10 - 13 lb/sq.in.).

If it is suspected that the turbo-compressor is not functioning properly, which can be the case if the engine does not produce full output or if the exhaust is very smoky, carry out the following checks:
16 CHECKING THE EXHAUST MANIFOLD FOR LEAKAGE

Good sealing on the exhaust system from the manifold to the Turbo-compressor is of vital significance for the function of the compressor. For the function of the exhaust brake it is also important that the exhaust system from the compressor to the exhaust brake is free from leaks so that full braking effect is obtained. Any leakage on the exhaust line should be repaired immediately.

17 CHECKING OIL SUPPLY LINE AND RETURN LINE FOR LEAKAGE

The supply and return lines for the lubricating oil must be tight. A leaking pipe can usually be discovered at an early stage if the compressor and parts connected to it are kept clean. But a routine check of all pipe connections is, however, necessary. A leaking pipe or connection must be replaced immediately in order not to endanger the function of the compressor.

18, 19 CHECKING THE OIL FLOW, BOOST PRESSURE AND BEARING WEAR

These checks should be carried out by an authorized workshop. The oil flow to the rotor shaft bearings is of vital importance and must reach a certain quantity in order for the turbo-compressor to function satisfactorily. The boost pressure is measured with a pressure gauge which is connected to an outlet on the induction manifold. Measuring should be done with the engine on full load and at full throttle. The pressure gauge being read off continuously as engine speed slowly increases to 2000 r.p.m., at which point the boost pressure should amount to 0.7—0.9 bar (10—11 lb/sq in). The bearing wear is checked by measuring the end float and radial clearance of the shaft. These clearances must not be excessive, otherwise there is a risk of damage to the turbo-compressor.
20 EXCHANGING THE TURBO-COMPRESSOR

After every 160,000 km (100,000 miles) the turbo-compressor should be exchanged with a reconditioned unit. If it is run for a longer period than this there is a risk that the unit can be damaged to such an extent that reconditioning is impossible. Note that a unit which can be reconditioned can be exchanged for a fixed replacement price, whereas a unit which has been damaged to such an extent that it cannot be reconditioned will cost about twice as much to replace.

ELECTRICAL SYSTEM

TECHNICAL DESCRIPTION

The electrical system of the vehicle is designed for a voltage of 24 V. The current is supplied by two 12 V series-connected batteries and an alternator with voltage control. The system is of the single-pole type, where the chassis and engine frame act as conductors. The negative terminal of the battery is earthed.

ALTERNATOR

The following should be noted when carrying out work on the electrical system:

1. When removing or fitting batteries, make sure that the new batteries are connected with the correct polarity.

2. If extra batteries are used for starting they must be correctly connected up to prevent the rectifiers from being damaged. The negative cable from the battery being used to help starting must be connected to the truck battery minus terminal and the plus cable from the battery being used to help connected to the truck battery plus terminal.

3. If a rapid-action charger is used to charge up the batteries, the truck battery cables must be disconnected.

4. The charging circuit cables must never be earthed. This can damage the alternator and charging regulator.

5. Never operate the alternator with the main circuit open. Neither the battery nor the alternator and regulator cables may be disconnected while the engine is running.

6. Never try to polarize the alternator. No polarization is necessary.

7. When removing from the vehicle or when carrying out other work on the alternator or regulator, always first disconnect the battery earth cable.

8. When carrying out welding on trucks using an alternating current generator, first disconnect the battery earth cable and then disconnect all the cables to the alternator, the over-voltage protector and the charging regulator. Make sure that the loose cable ends do not come into contact with the truck frame or chassis. Insulate well if necessary. The welding set must always be connected as close to the welding point as possible.
9 Permanent connections must be used in all testing of alternating current equipment. Crocodile clips must not be used since they have a certain tendency to loosen. A cable which loosens can imply that both the alternator and the regulator are ruined. Whenever test instruments are connected up, the battery must be disconnected.

FUSES

Fuses are grouped under the storage compartment between the driving seat and passenger seat. The fuses are accessible by removing the two screws and lifting off the storage compartment. The fuse for extra lighting is rated at 25 A and the others at 8 A.

Changing the fuses

Always use the correct type of fuse. If any fuse should blow out repeatedly, do not fit one with a higher rating. Instead take the vehicle to the workshop for overhaul of the electrical system.

21 CHECKING ELECTROLYTE LEVEL IN BATTERIES

Check the electrolyte level in all the cells. The electrolyte should come up to about 10 mm (3/8") above the cell plates. If the level is too low, top up with distilled water. Do not fill up with too much water, otherwise the electrolyte can splash over.

22 CHECKING THE CHARGING CONDITION

The charging condition of the batteries should be checked with a hydrometer. In a fully charged battery, the specific gravity of the electrolyte is 1.28. If the battery is discharged, or if the specific gravity of the electrolyte is lower than 1.21, the battery should be removed for recharging. Normally, however, the engine alternator should keep the batteries in a fully charged condition. It is particularly important during the winter to check the charging condition of the batteries regularly, since a discharged battery is liable to damage caused by frost.

When checking the state of charge of the batteries, also check that they are properly secured and that the cable terminals and pole bolts are well greased.

23 ALTERNATOR, CHECKING WEAR OF BRUSHES

This check should be done at an authorised workshop at intervals of 40 000 km (25 000 miles).

24 CHECKING HEADLIGHT ADJUSTMENT

It is important from a traffic safety point of view that the headlight adjustment is checked regularly.
MAINTENANCE

CHANGING BULBS

N.B. When changing a bulb, never take hold of the bulb glass with the fingers. Any grease or oil on the glass can be vapourised by the heat from the bulb, thus causing damage to the reflector. This applies particularly to the headlight bulbs.

Switches

When changing bulbs, unscrew the upper part of the switch and the bulb is then accessible for replacement.

Flashers

1. Loosen the Philips screw and remove the lamp glass.
2. The bulb is now accessible for replacement. Press in the bulb slightly and then turn anti-clockwise.

Rear lamps

1. Loosen the two screws and remove the glass.
2. The bulbs are now accessible for replacement.

Headlights

1. Unscrew the screw at the bottom of the headlight rim. Lift off the rim by pulling out the lower part and then lifting outwards and upwards.
2. Loosen the Philips screws for the retaining ring for the headlight insert a few turns. Turn the retainer until the hooks release from the screws and then lift off the retainer and insert with bulb holder.
3. Disconnect the bulb holder contact by pulling it straight out. Press in the bulb holder slightly and then turn it anti-clockwise.
4. The bulb is now accessible for replacement. Do not touch the new bulb with the fingers.

Rear lamp

1. Bulb for brake light
2. Bulb for direction indicator
3. Bulb for tail lamp
POWER TRANSMISSION

Clutch

TECHNICAL DESCRIPTION

Single plate clutch
1. Flywheel
2. Disc
3. Pressure plate
4. Attaching plate
5. Lever
6. Bearing
7. Clutch shaft (input shaft)
8. Throw-out shaft
9. Clutch shaft
10. Clutch spring

The attaching plate (4) is bolted to the engine flywheel (1) and makes up the retainer for the other clutch parts. The pressure plate (3) is located between the attaching plate and discs (2) and transfers pressure from the springs (10) to the discs. When the clutch pedal is depressed, the throw-out shaft (8) turns and the throw-out bearing is moved forward against the thrust washer. The thrust washer, in turn, influences the clutch levers so that the pressure plate is pulled back and pressure on the disc ceases. In its engaged position, the pressure plate is held against the discs by the springs.

Double plate clutch
1. Return spring
2. Adjustor ring
3. Lever
4. Lever center
5. Clutch shaft (input shaft)
6. Clutch shaft (output shaft)
7. Flywheel
8. Discs
9. Intermediate pressure plate
10. Pressure plate
11. Retainer
12. Clutch release, inner and outer
13. Throw-out bearing
14. Throw-out shaft

The double plate clutch has double discs (8) and pressure plates (9, 10). Spring pressure is provided by 2 centrally located springs (12) and transferred to the pressure plates and discs through a lever disc consisting of a large number of levers. When the clutch pedal is depressed, the throw-out bearing (13) and throw-out sleeves are drawn by the control system rearwards together with the lever centre (4) which is connected to the throw-out sleeve by means of splines. The inner end of the lever is drawn back and force exerted on the pressure plate ceases. Through the return springs (1), the pressure plate is released from the rear disc and the clutch is thereby disengaged.

20 checking fluid level in clutch fluid container

The clutch fluid container is placed above the clutch pedal and is provided with an inspection window. To read off the level, first unscrew the cap in front of the container. The level should reach up to the middle of the inspection window. Check the level after every 5000 km (3000 miles). Top up when necessary with brake fluid which fulfills the requirements of SAE 70 R 3.

26 checking clutch lever travel

In order to make sure that the clutch does not slip, the clutch return lever travel should be checked regularly and adjusted if necessary. This check is most important since the hydraulic control makes it impossible to tell exactly when adjustment is necessary.

Single-disc clutch

The clutch release lever free play (A) should be 5–7 mm (0.20–0.28 in). The play is adjusted by loosening the nut and altering the effective length of the push rod.

Double disc clutch

To adjust clutch release lever free play, the clutch must be adjusted so that there is 15 mm (0.59 in) between the throw-out bearing and the clutch cover. Clutch lever free play should then be 5–7 mm (0.20–0.28 in).

NOTE: When free play has increased to about 2 mm (0.08 in), adjust the adjustor ring in the retainer so that the clearance throw-out bearing – retainer hub is 15 mm (0.59 in).
**Technical Description, R 60 (8-Speed)**

The R 60 gearbox is an 8-speed unit consisting of two sections, a 4-speed front section (basic section) which is controlled with the gear lever and a 2-speed rear section which is controlled pneumatically by means of a selector switch on the gear lever. These two sections combined give 8 forward speeds and two reverse. All forward speeds are synchronesh, whereas the reverse speeds are unsynchronised. This means that changing between low and high ratio cannot be done while reversing.

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R 60 gear box
1 Air Blower
2 Valve
3 Control cylinder
4 Control cable
5 Gear wheel, 1st ratio
6 Check valve
7 Gear wheel, 1st speed
8 Gear wheel, 2nd speed
9 Gear wheel, 3rd speed
10 Drive shaft
11 Input shaft
12 Axle mounted power take-off
13 Output shaft
14 Reverse shaft
15 Countershaft II
16 Idler gear
17 Drive gear, countershaft II
18 Partition wall
19 Drive gear, primary shaft
20 Intermediate gear I
21 Gear wheel, 2nd speed
22 Gear wheel, 3rd speed
23 Drive gear for countershaft II

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On the R 60 gearbox it is possible to fit a side-mounted power take-off and two types of rear-mounted power take-off. The side-mounted power take-off is fitted on the right-hand side of the gearbox and is driven from the front gear wheel of the reverse gear. The rear-mounted power take-off is fitted on the rear end of the gearbox. The low-speed power take-off is driven through a dog clutch on the rear end of the reverse shaft. The high-speed power take-off is driven through a dog clutch and gear on the rear end of the reverse shaft. Engagement is done by means of a switch on the instrument panel. This operates a solenoid valve which regulates the air supply to a control cylinder fitted on the gearbox, which in turn controls the power take-off.

See page 111 for data concerning power take-offs.
TECHNICAL DESCRIPTION, SR 61 (16-SPEED)

The type SR 61 gearbox consists in principle of an R 60 gearbox (9-speed) fitted with an overdrive supplement (splitter) which provides two gear ratios on each of the eight gears in the main gearbox. This provides a total of 16 ratios.

The overdrive gearbox is attached between the clutch housing and the main gearbox housing.

The overdrive supplement consists of a gear system with compressed air operated synchronization.

Gear-changing is carried out by using compressed air.

The pre-selector control influences a control valve on the operating cylinder. Gear-changing does not start, however, until the clutch pedal has been pressed down and the blocking valve thereby admits compressed air.

The use of the overdrive supplement provides two alternative ratios for the power take-offs.

LUBRICATION (R 60 and SR 61)

Oil as recommended below should be used for lubricating the gearbox:

Alternative 1: Gear oil without film strengthening additive.

Hypoid oils (HYP or EP) or Multipurpose oils (MFO) must not be used, since these oils can attack the bronze parts and oil seals and cause synchronizing difficulties and oil leakage.

Alternative 2: Engine oil

Gear oil and engine oil can be mixed without causing any difficulties.

The viscosity should be chosen as shown in the table below:

<table>
<thead>
<tr>
<th>Lubricant type</th>
<th>Viscosity¹</th>
<th>Below -10°C (14°F)</th>
<th>-10°C to 30°C (14 to 86°F)</th>
<th>Above 30°C (86°F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gear oil</td>
<td>SAE 80</td>
<td>SAE 90⁴</td>
<td>SAE 140</td>
<td></td>
</tr>
<tr>
<td>or Engine oil</td>
<td>Not lighter than SAE 40 all the year round²</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

¹ The temperature values refer to specific oil temperatures.
² Multipurpose oil should not be used.
³ If the truck is used for very hard driving or prolonged driving at altitudes more than 2000 metres (6600 ft.) above sea-level, oil with a viscosity of SAE 140 should be used.
27 **CHECKING OIL LEVEL IN GEARBOX**

To check the oil level, screw out the level plug on the right-hand side of the gearbox. (2 plugs on SR 61). The oil should come level with the hole. If necessary, top up with oil of the same type that is already in the gearbox.

28 **CHANGING OIL IN GEARBOX**

The oil must be changed after every 40,000 km (25,000 miles). Even in the case of vehicles which are operated less than 40,000 km (25,000 miles) per year, the oil must be changed at least once per year. During the running-in period the oil should also be changed after the first 5,000 km (3000 miles) and the gearbox should be flushed with the same type of oil which is later added. The oil is drained off through the drain plug.

On the SR 61 there are two drain plugs on the right-hand side. Topping-up of the R 60 can be carried out through the level hole or through a filler hole on the top of the gearbox. The oil capacity is 9.5 litres (2.1 Imp. gals. - 2.5 US gals.).

On the SR 61 the oil capacity is 11.5 litres (2.6 Imp. gals. = 3.0 US gals.). Of this about 1.5 litres (1 1/2 quarts) is to be filled through the front level hole and the rest through the rear level hole.

29 **CHANGING THE GEARBOX FILTER**

The filter is to be changed in connection with every other oil change. During the running-in period, the filter should be changed also after the first 5000 km (3000 miles) in connection with the first oil change in the gearbox. Changing is carried out as follows:
1. Remove the cover.
2. Take out the filter and clean the filter cavity in the gearbox using white spirit.
3. Fit a new oil filter.
4. Fit the cover with a new gasket.

30 **LUBRICATIONS AND CYLINDER OF RANGE GEARBOX**

The valves and cylinder for the range gearbox should be lubricated with ball bearing grease at least once a year, which is necessary to prevent the O-rings from binding or wearing, thus causing air leakage. Insufficient range gearbox lubrication can result in failure to change over between LOW and HIGH or slow operation. (Change the O-rings when the gearbox is being repaired).

In order to prevent condensation water from collecting in the valves and cylinders, make sure to drain off the water in the compressed air system.

31 **CHECKING THE GEAR-CHANGING POINT, SR 61 OVERDRIVE**

Gear-changing in the overdrive supplement must not occur until the engine is completely declutched. For this reason a control must be carried out and adjustment if possible of the clearance between the levers to the blocking valve (on the right-hand side of the gearbox) in connection with a check of the declutching lever clearance. The clearance between the inwards must be 8 – 10 mm (0.31 – 0.39 in).

The following checks should then be carried out:
1. Start the engine and allow it to run at idle speed with the gear lever in the neutral position.
2. Engage direct gear and then pre-select to the overdrive position.
3. Slowly press down the clutch pedal until the green lamp starts to light up.
4. Hold the clutch pedal in this position and engage reverse.
   a) If reverse gear clashes, overdrive engagement is too early and the clearance must be increased.
   b) If overdrive does not engage in spite of the fact the clutch pedal is depressed the whole way, the clearance is too large and must be decreased.
MAINTENANCE

Adjustment is carried out by loosening the lock nut on the clutch shaft lever and then turning the lever to the correct clearance. (The lock nut is to be tightened to a torque of 5 - 6 kgm (36 - 43 lb ft).)
A gear-changing control should be carried out again after adjustment.

Propeller shaft

TECHNICAL DESCRIPTION

Vehicles with the shortest wheelbases are equipped with a one-piece propeller shaft. At the rear end there is a slip joint which allows for the alterations in length of the propeller shaft caused by the movement of the rear axle. On vehicles with longer wheelbases the propeller shaft is of the two-piece type. The front section is suspended in a support bearing which consists of two ball bearings pressed into a bearing sleeve. The bearing sleeve is provided with a vulcanized rubber ring. The rear section is provided with a slip joint.

32 CHECKING PROPELLER SHAFT

Check the universal joints and support bearing for play regularly. Also check that the propeller shaft bolted joints are tightened to the correct torque.
N.B. Care should be taken not to step on the propeller shaft while working on the vehicle as it can easily be deformed.

Rear axle

TECHNICAL DESCRIPTION

Several different rear axle alternatives are available for F 88 and G 88 trucks: Double reduction, single reduction with hub reduction and four-wheel drive bogie (with single reduction or single reduction with hub reduction).
All these units are of the hypoid type.

Double reduction, type 181

There are two reduction steps in the double reduction rear axle. The first reduction takes place between the pinion (1) and crown wheel (2). The pinion is journalled in two taper and one cylindrical roller bearing. The second reduction step takes place in the spur gear drive. The intermediate shaft with the small spur gear (3) and pressed-on crown wheel is journalled in the rear axle housing by means of two taper roller bearings. The large spur gear (4) is attached with bolts between the two differential carrier halves. The differential carrier is journalled in the rear axle housing by means of taper roller bearings. The differential is of conventional type.
In this case also, reduction takes place in two steps. The first step occurs in the final drive, which is of the conventional single reduction type. As in the case of the double reduction unit, the pinion is journalled in these bearings. The differential carrier (11) consists of two halves, one of which the crown wheel is bolted. The differential carrier is journalled in the rear axle housing by means of two taper roller bearings.

The second reduction step consists of hub reduction units of the bevel planetary gear type fitted in the wheel hubs.

The hub reduction functions as follows: The drive is transmitted to the outer gear wheel (2) which is fixed on the axle shaft. This gear wheel causes the planet gears (3) on the cross piece (4) to rotate, at the same time causing them to roll in mesh with the fixed inner gear wheel (5). The cross piece and hub will thus rotate at half the speed of the axle shaft. This means the transmission torque, and thereby the tractive effort, is doubled.

The wheel hub is journalled in two taper roller bearings.

Final drives 6 x 4

The four-wheel drive bogie versions are fitted with either a single reduction gear or a single reduction gear with hub reduction.

On the 6 x 4 vehicles both the rear axles are of the driving type. On the forward rear axle there is a transfer box with differential which distributes the tractive effort between the leading and trailing tandem axles.
DIFFERENTIAL LOCK

The differential lock is controlled by means of a switch on the instrument panel. This operates a solenoid valve which admits compressed air to a control cylinder on the rear axle casing. The compressed air influences the control cylinder (2) in such a way that the selector rod (3) is pressed down. This causes the selector fork (1) to move the carrier (4) against the differential carrier (5). In this way the differential carrier is locked to one of the axle shafts so that power can be transmitted to the wheel which has ground adhesion.

N.B. The differential lock must only be used on slippery surfaces. The 6 x 4 trucks are fitted with three differential locks, one on each rear axle and one in the transfer box. The differential locks in the rear axles are regulated by means of the same switch on the dashboard. The transfer box differential lock, which is used to lock between the rear axles, is controlled by means of a separate switch.

LUBRICANTS

Final drive oil of the MIL-L-2105 B type is to be used in the final drive.

The viscosity is selected from the following table:

<table>
<thead>
<tr>
<th>Lubricant type</th>
<th>Below 10°C (14°F)</th>
<th>-10°C to 30°C (14 to 86°F)</th>
<th>Above 30°C (86°F)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MIL-L-2105 B</td>
<td>SAE 60</td>
<td>SAE 90</td>
<td>SAE 140</td>
</tr>
</tbody>
</table>

1) These temperature values refer to continuous oil temperatures
2) If the truck is used for prolonged driving at altitudes of more than 2000 metres (6600 ft) above sea level, oil with a viscosity of SAE 140 should be used.

33 CHECKING OIL LEVEL IN REAR AXLE

Check the oil level after every 2500 km (1600 miles).

To check the oil level, screw out the combined level and filling plug on the rear axle casing. The oil level should reach up to the hole.

If necessary, top up with oil of the same type that is already in the rear axle. When topping up oil in a rear axle with hub reduction, this is done through the filling hole in the rear axle casing. Fill up until the oil comes level with the hole, wait for 5-10 minutes and top up with more oil if necessary.

N.B. Also check that the rear axle breather valve is not blocked. This is important to avoid oil leakage due to excess pressure in the rear axle.

34 CHANGING OIL IN REAR AXLE

The oil must be changed after every 40 000 km (25 000 miles). The oil is to be changed at least once every year in the case of trucks with a mileage less than 40 000 km (25 000 miles).

During the running-in period the oil should also be changed after the first 5000 km (3000 miles), when the rear axle should be flushed with the same type of oil that is to be used.

The old oil is drained through the bottom plug in the rear axle casing.

N.B. When changing the oil in a rear axle with hub reduction, the hubs should be emptied separately. This is done by turning the wheel so that the combined filling and drain plug faces downwards.

Then screw out the plug.

When filling up with new oil, 1.5 litres (2.6 imp. pints = 3.1 US pints) should first be added to each hub, after which the plug is screwed in. Then fill up with oil until it comes level with the filling hole in the rear axle casing.

(If the transfer gear of a 6 x 4 has been disassembled for some reason, when filling up with oil, add about 1 litre (1 quart) through the filler hole on the top of the transfer box.)