

RECEIVED 12 MAR 1963

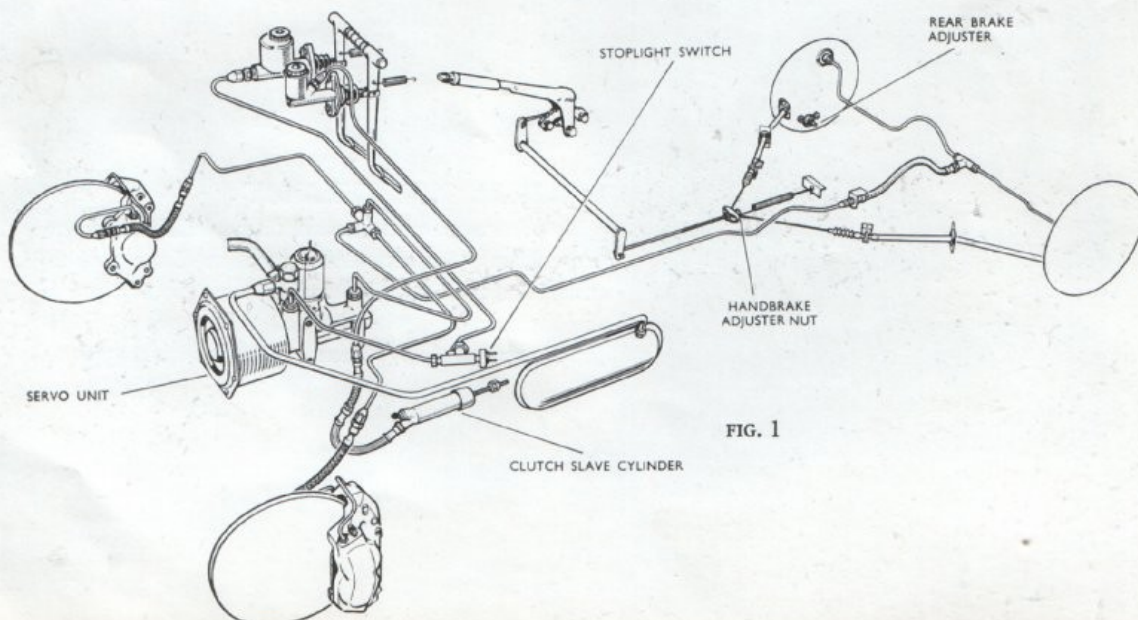
GIRLING EQUIPMENT ON THE

VOLVO P 1800

1960 ON



MODEL	FRONT BRAKES	REAR BRAKES
	Disc 10 $\frac{1}{2}$ in. \times $\frac{1}{2}$ in. 16/3 Caliper Section 2, Page 65	9 in. \times 2 in. HNSL Drum Section 2, Page 73
Volvo P 1800 1960 on	CLUTCH MASTER CYLINDER $\frac{1}{2}$ in. CV Integral Tank Section 3, Page 1	
	BRAKE MASTER CYLINDER <i>not of Girling Manufacture</i>	
	CLUTCH SLAVE CYLINDER $\frac{1}{2}$ in. Unit Section 3, Page 17	
	SERVO UNIT Section 3, Page 21	



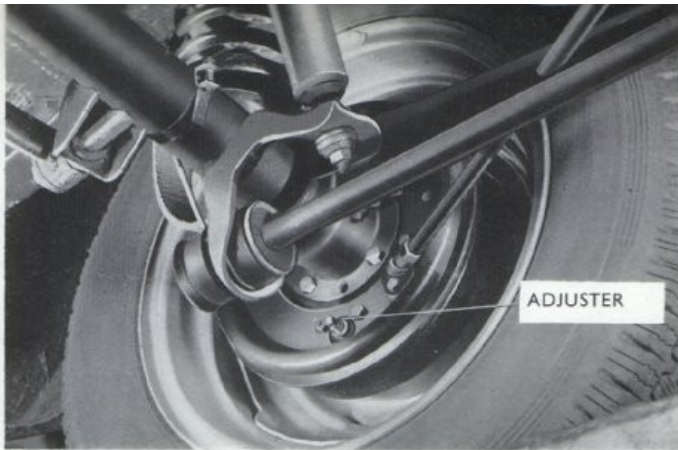


FIG. 4

To adjust the rear brakes (Fig. 4), first scotch the front wheels and jack up the rear wheels.

Turn the squared adjuster stem protruding through the backplate in a clockwise direction until the shoes are locked in the drum, then slacken back two clicks when the wheels should rotate freely. Jack down and road test the vehicle.

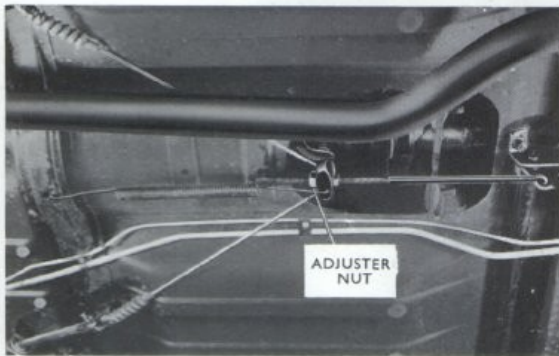


FIG. 5

HANDBRAKE ADJUSTMENT

To adjust the handbrake, lock up the shoes in the drums as previously described, apply the handbrake lever one notch and take up any play in the cable by means of the adjuster nut shown in Fig. 5.

CLUTCH ADJUSTMENT

The clutch fork travel is effected by adjustment of the adjuster nut at the slave cylinder (Fig. 6) so that the travel is .12in. to .16in. (3 to 4 mm.).

The clutch pedal play is adjusted by the nut at the master cylinder push rod (Fig. 7) and the travel should be 5½in. (140 mm.).

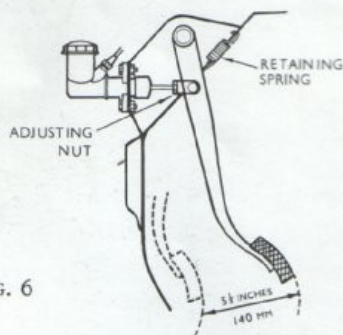


FIG. 6

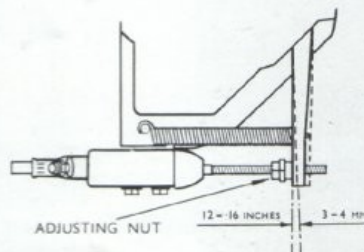


FIG. 7