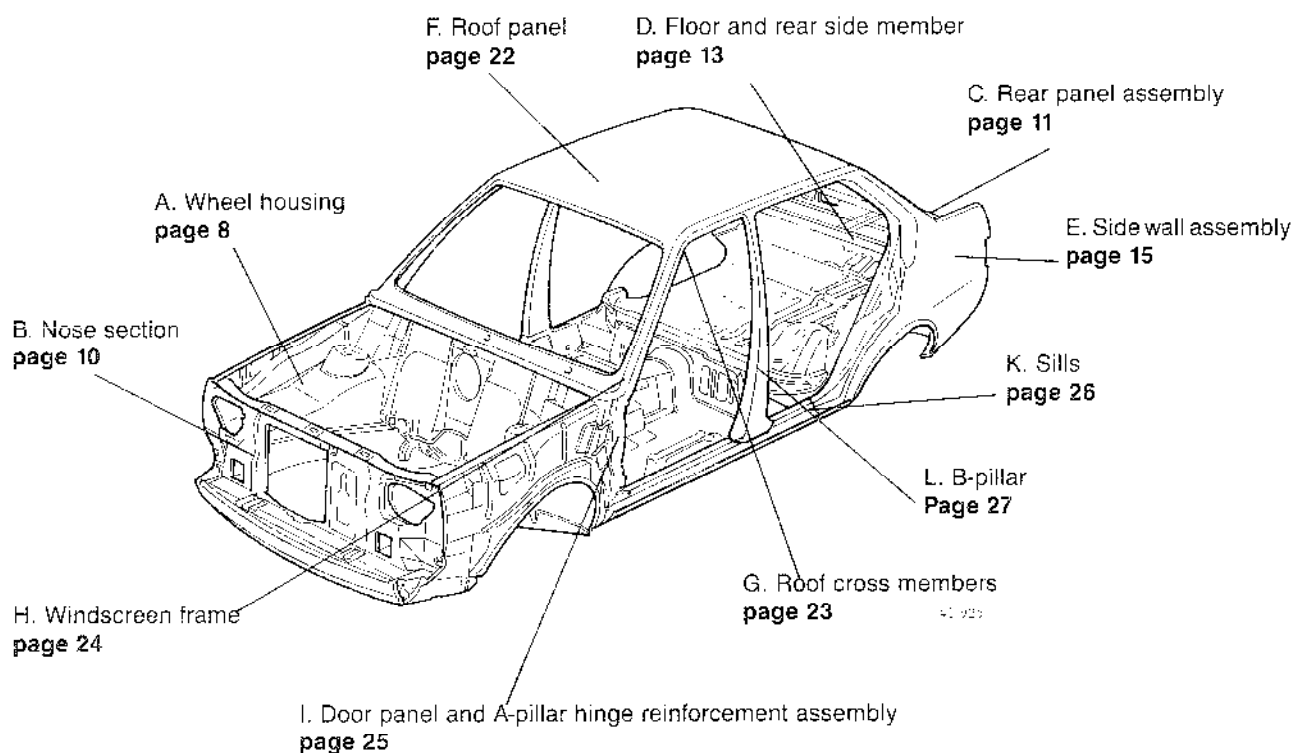


## Contents

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### Summary of parts included in the welding methods and drawings



Order number: TP 35195/1

We reserve the right to make alterations

## Introduction

This "Bodywork" Service Manual for the 340/360 Series is intended as an aid for **experienced** panel beaters for the fast and effective repair of body damage.

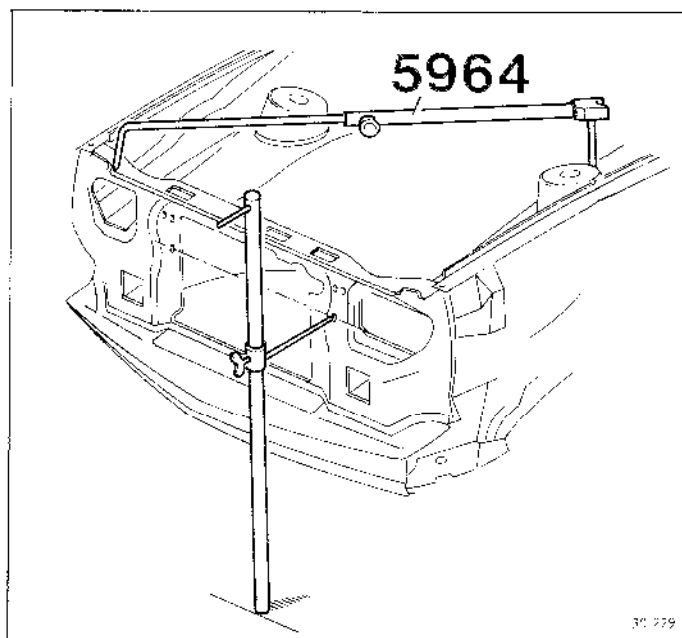
Among the items described in the various sections you will find:

- how to check the nose section alignment;
- how to assemble the various Service repair parts
- welding methods and diagrams which show in detail which type of weld is used, how a certain part is fitted and whether sub-assemblies of body parts can (or must) be used.

The use of jigs for measuring and checking the body alignment and a description of the Volvo Body Aligner will be the subject of a separate Service Manual to be published at a later date.

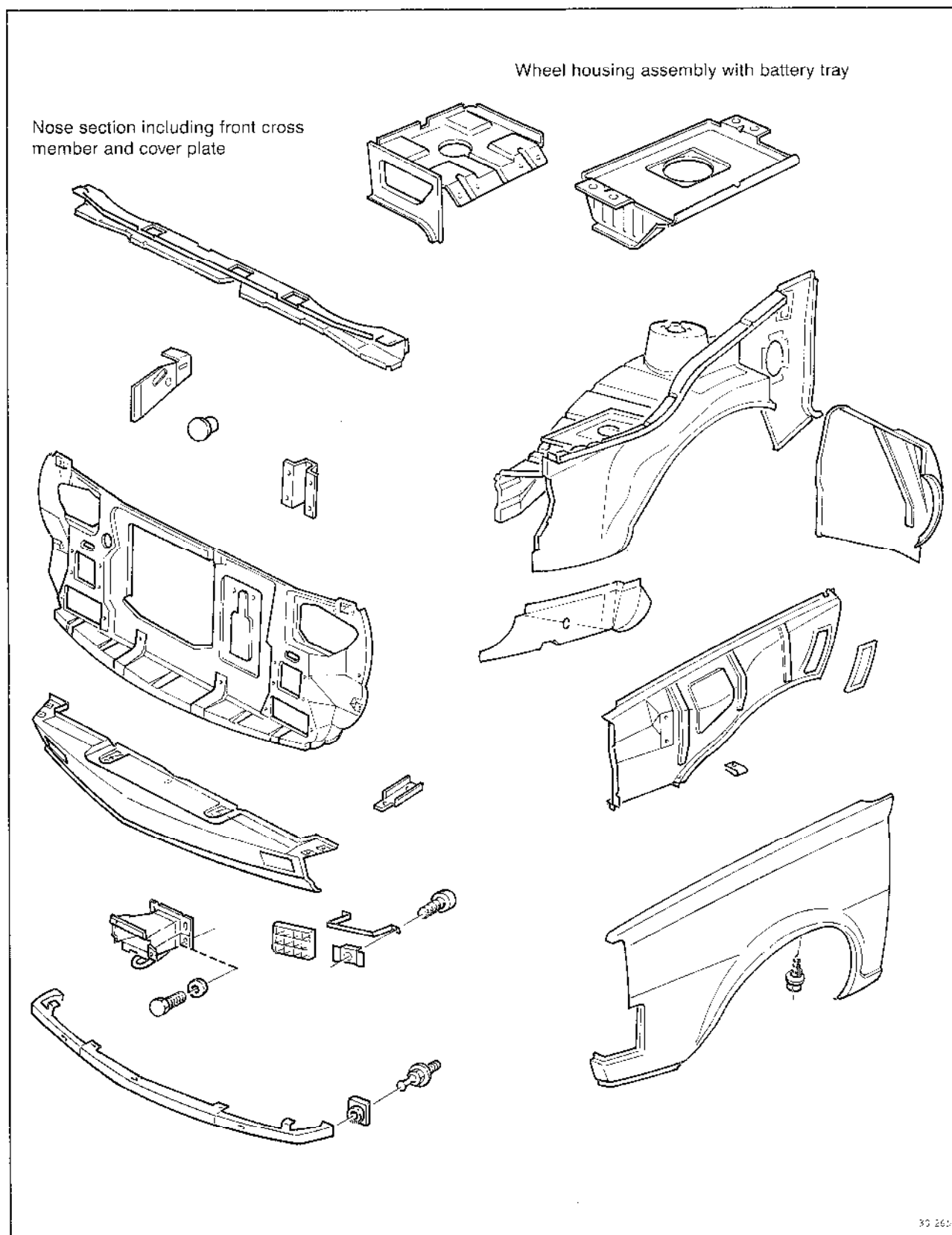
## Special tools

999	Description-application
5964	Measuring tool, nose section

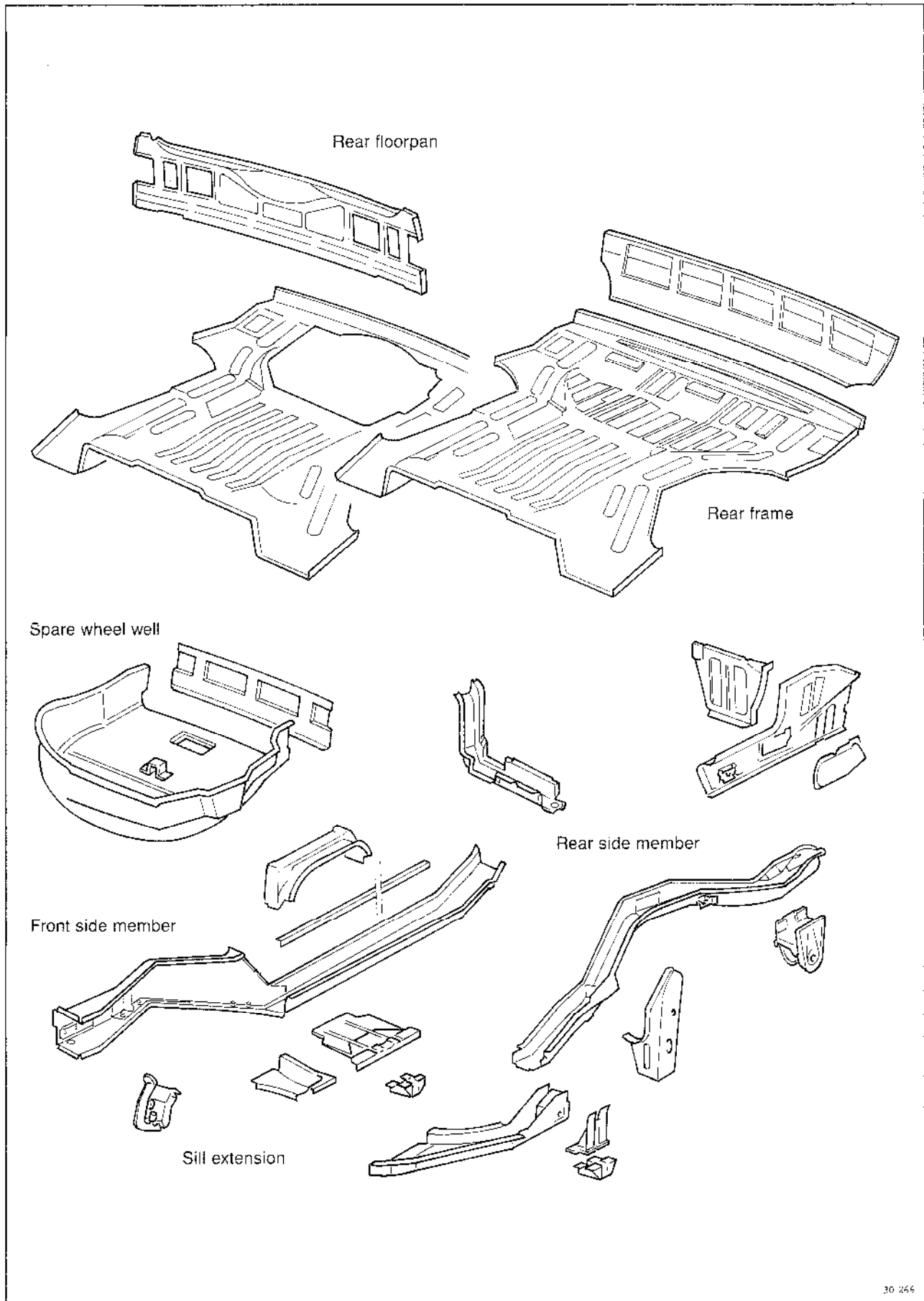


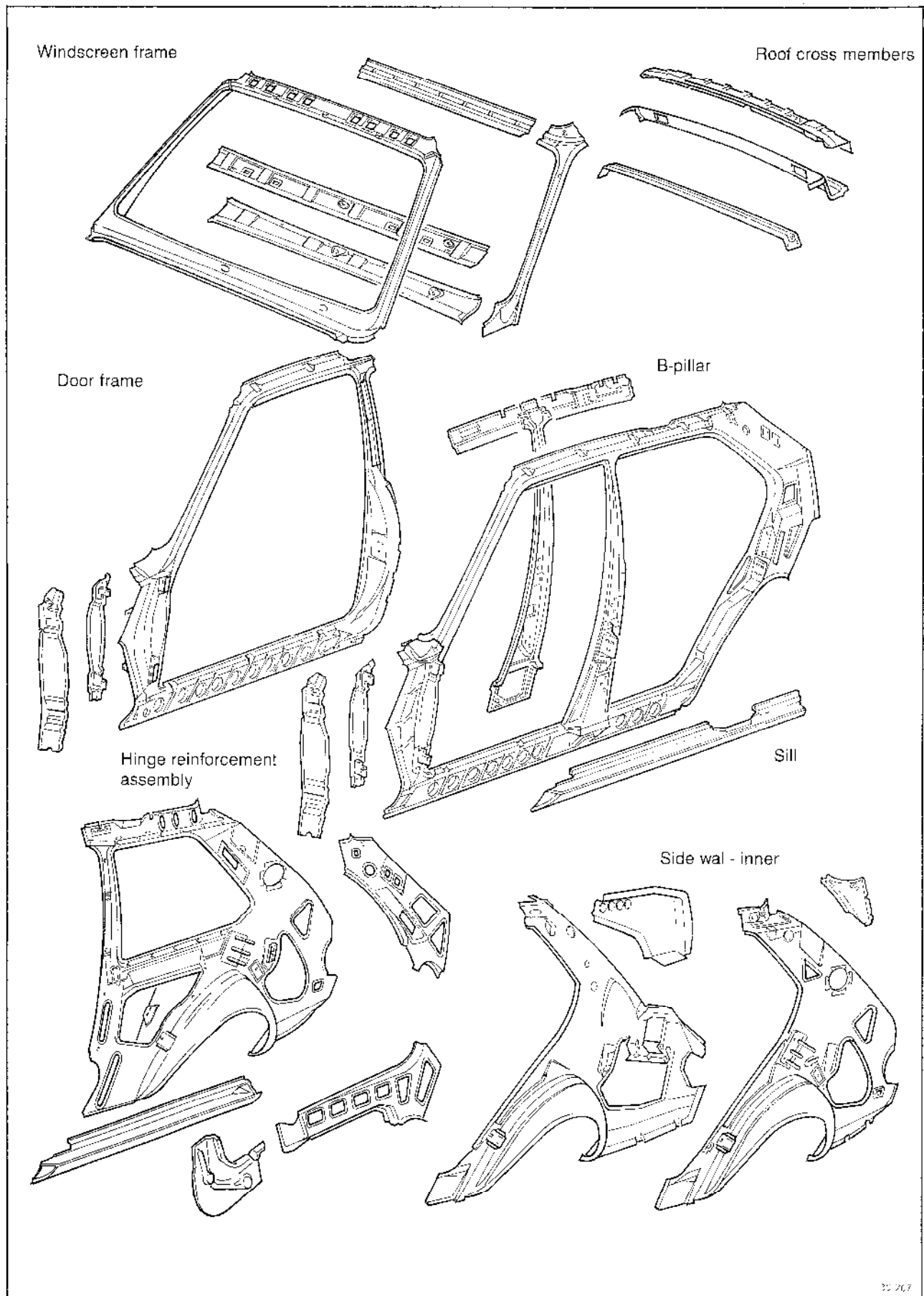
## Service repair parts

The drawings on this page and the following pages give a summary of the body panels which are available as service repair parts.

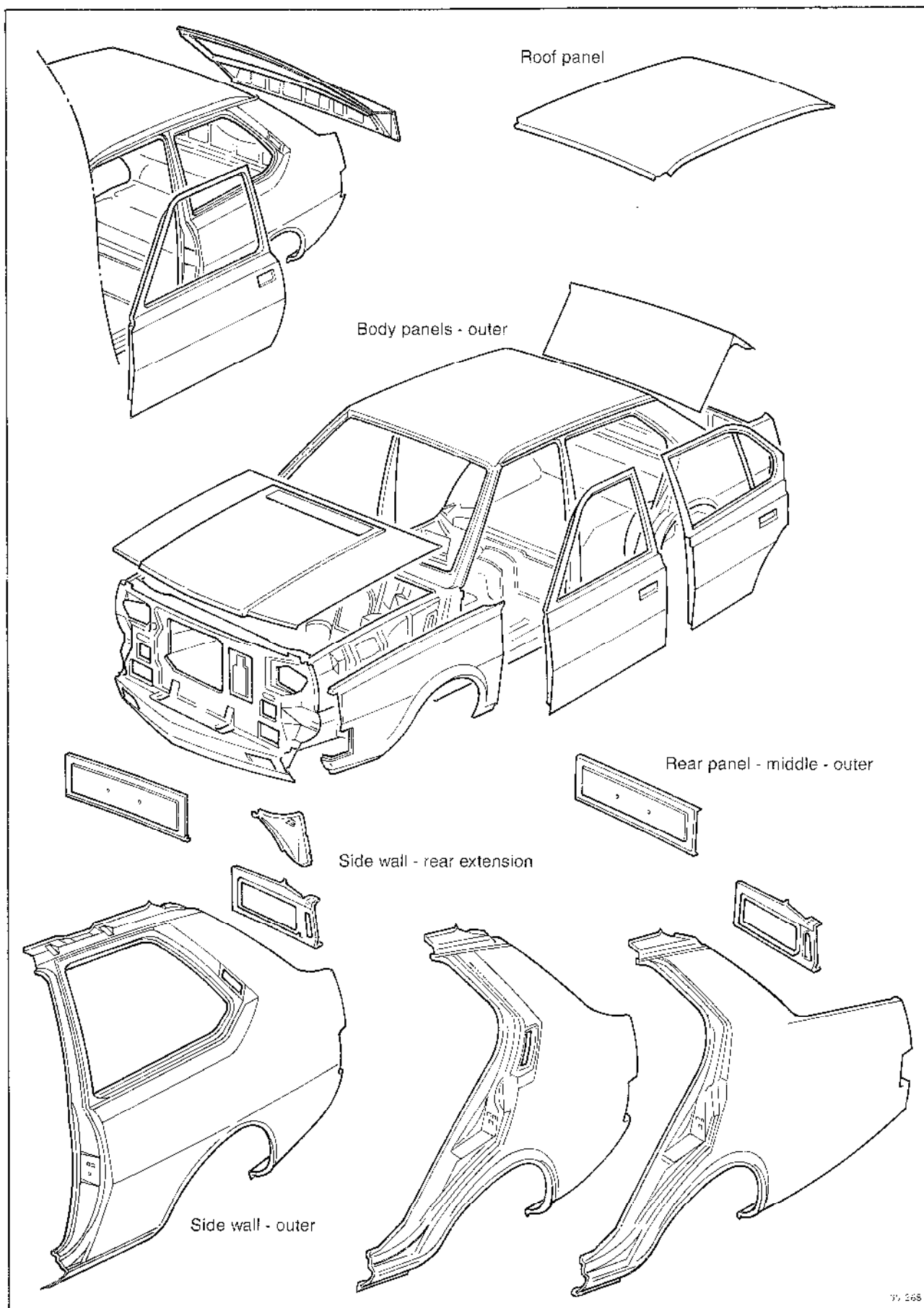


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## Welding methods and drawings

### General

The welding methods and drawings give instructions for the welding of body panels and also indicate where they can (or must) be cut to length.

Cutting away damaged bodywork, preliminary work and restoring the finish are not described.

Welding symbols are used to show how the parts have to be welded together and which type of weld is to be used. A few tips and instructions are also given.

This manual is based on the 4-door variant with a 2-litre engine; where necessary the appropriate welding methods and drawings for the other models are also included.

### Preliminary work

To ensure a lasting high quality of the repair and to prevent the formation of rust, welding primer (Part No. 116 1009-4) should be applied to all weld seams before the body parts are welded in place.

The replacement parts should first be secured with welding clamps and then carefully checked for accurate positioning. This should be done with the aid of the "Body dimensions" summary on page 29 and by comparing the new parts with the corresponding parts on the opposite side of the car.

When the part is correctly positioned, secure it with a few tack welds and again check for correct alignment all round before final welding.

Unless clearly indicated otherwise, all spot welds should be made at intervals of **25-30 mm**.

### Welding

The majority of welds used in the original assembly of the body at the production plant are spot welds (with special spot welding heads).

The special equipment used for this type of welding, however, is so unwieldy that it will not usually be suitable for use at a normal body repair shop.

When effecting body repairs, however, the original assembly must be followed as closely as possible in order to retain the structural integrity and stability of the car.

To satisfy these requirements the MIG type of welding (Metal Inert Gas) is generally used. This method of welding combines the two benefits of easy to handle equipment and good weld-strength.

With MIG welding a very concentrated, high energy melt is obtained which is shielded against impurities. Another advantage is the limited heat dissipation, which means that there is little risk of damaging materials that are sensitive to heat, while stress in the welded body panel is also very low.

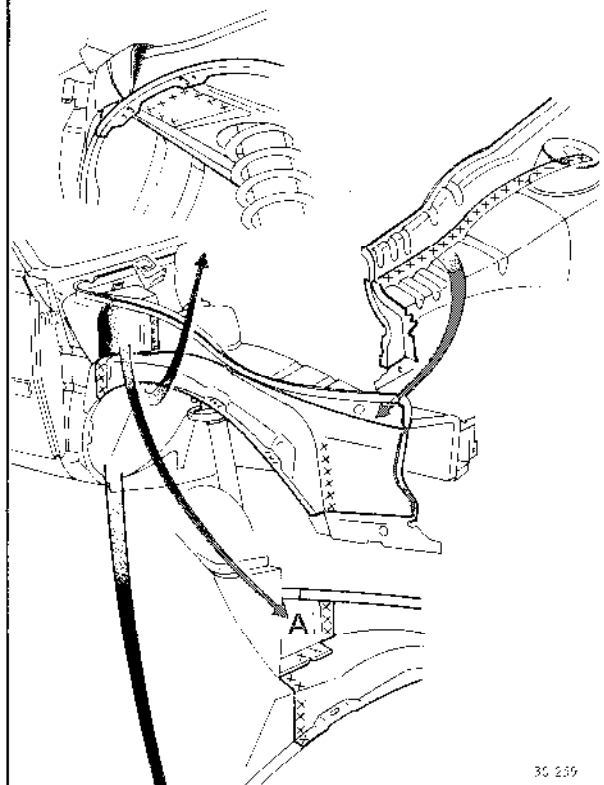
The types of weld made with the MIG welding method are seam welds (beads) or plug welds.

Plug welds are comparable with spot welds.

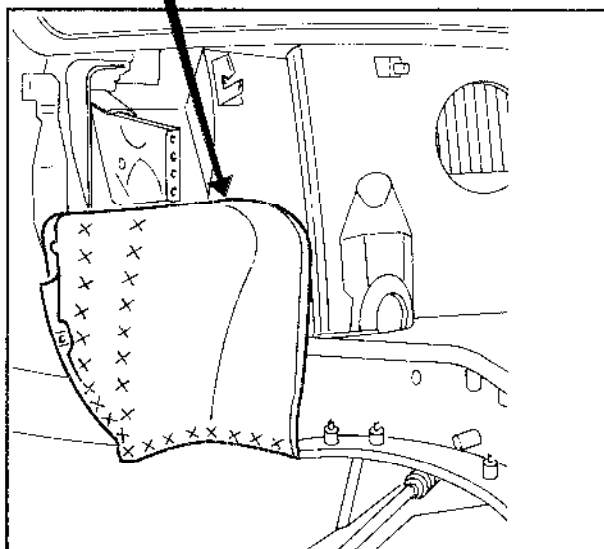
## A. Wheel housing - front

### 1. Wheel housing, outer

The welded joints of the wheel housing (outer) and the reinforcement "A" are accessible from underneath the wheel housing.



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### 3. Wheel housing - rear section

Can only be removed when the wheel housing top section and the wheel housing have been removed.

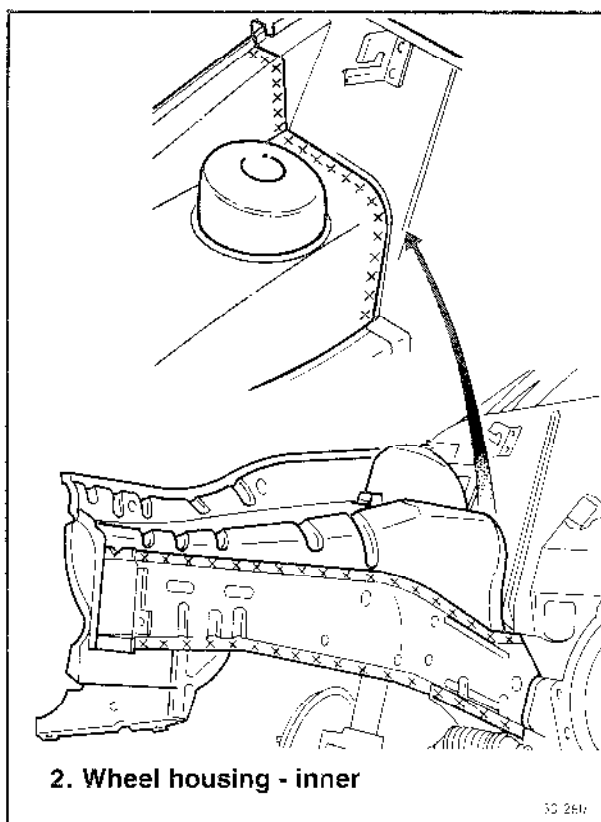
35 261

1. Wheel housing - outer
2. Wheel housing - inner
3. Wheel housing - rear section
4. Wheel housing - extension
5. Wheel housing - top section
6. Battery tray - B14
7. Battery tray - 2-litre and diesel
8. Side member - front section

XXXX Spot welds

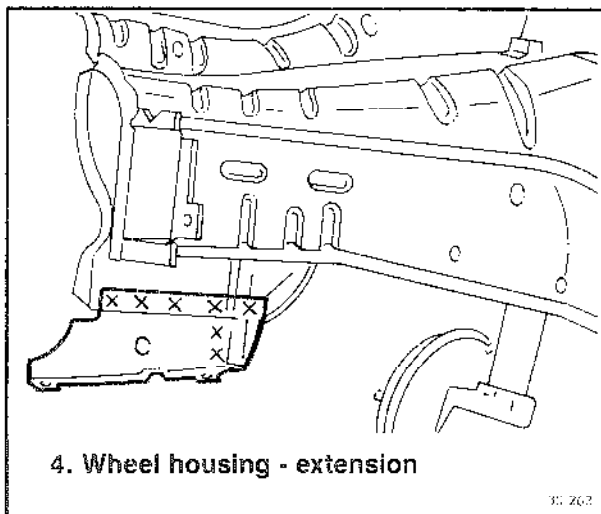
||||| Seam welds

----- Cutting line



### 2. Wheel housing - inner

35 261r



### 4. Wheel housing - extension

35 262