

# Installation of 240

## EXTERIOR Window Scraper Moldings

These instructions will guide you through the installation of a set of outer window scrapers on your 240. This is a very simple procedure and if you are an experienced Volvo wrencher, then it might take you 15 minutes for each door... a little longer if you're a novice.

If you ordered scrapers for a 4-door model (sedan or wagon), the scraper pieces will usually come as one long strip for you to cut. You will get a couple inches extra, but you **STILL** need to measure carefully. If you receive pieces that are separate, pay special attention to the lengths. **The SHORTER ones go on the FRONT doors and the LONGER ones always go on the REAR doors.**

**Front doors use about 25 inches. Rear doors use about 26 inches.**

All outer scrapers will need to be trimmed down by you to snug fit. A pair of scissors will work fine. If you trim them and discover one is slightly too short, it will be easy to stretch the strip a small amount before installation if you wish. This is best done when they're warm, such as after they have been sitting outside on a warm, sunny day. If no sun is available, try warming them with a hair blow drier. Then give them some quick pulls and check the length again by placing them up to your doors.

These scrapers will fit all 240/260 models and even the 1974 140. If your 240 has the **wide black metal trim piece below the windows** (photo on Page 2), these scrapers will fit those also, except there will be a gap. The most common type of metal trim piece will be the narrow type shown below.



**Old rubber molding on narrow style metal strip**



**"New" molding installed on narrow style metal strip**

### Most Common Narrow Style Metal Trim Strip Removal:

You need to remove the narrow metal strips on your doors (also known as channels). These are the metal pieces at the base of your windows that the rubber scrapers are attached to. It's best to work on one door at a time.

For the **front door**, you will most likely **NOT** need to remove the mirror (depending on the model year and how much room there is below and behind the mirror), but removing the mirror or loosening it may give you more room to work on some models.



If the metal trim strip you are removing is the **narrow style**, open the door and you will see a small metal tab that is bent over the door frame at each end of the metal trim strip.

On front doors for later 240's (built after 1986), there is a tab at the rear only, with the front end tucked under the mirror. Carefully, use a flat screwdriver to bend these tabs out just a little and away from the door. It will not take much bending.

Now place the blade of a flat tool under the metal strip near the rear of the door.

**You should be very careful to avoid scratching or chipping your paint**, so you might place a piece of cardboard or plastic between the tool and your paint.

Carefully pry the strip up just a little, slowly working along the full length of the strip, until it can be lifted free from the door.



### **Less Common Wide Metal Trim Strip Removal:**

(Some 1982 to 1985 models) The wide metal trim strip on each door will not have a small metal tab on each end. This type of trim is fixed to the outer door skin with **adhesive**. To remove it, you will simply place a flat tool under the strip and carefully pry up slightly, slowly working along its length. You should work very slowly and carefully. Some force will be required. Be especially careful with the very narrow bright chrome strip on the outer edge of this trim piece. If you pry under that part, it will come off and you will break some of the small plastic mounting clips that hold it on.



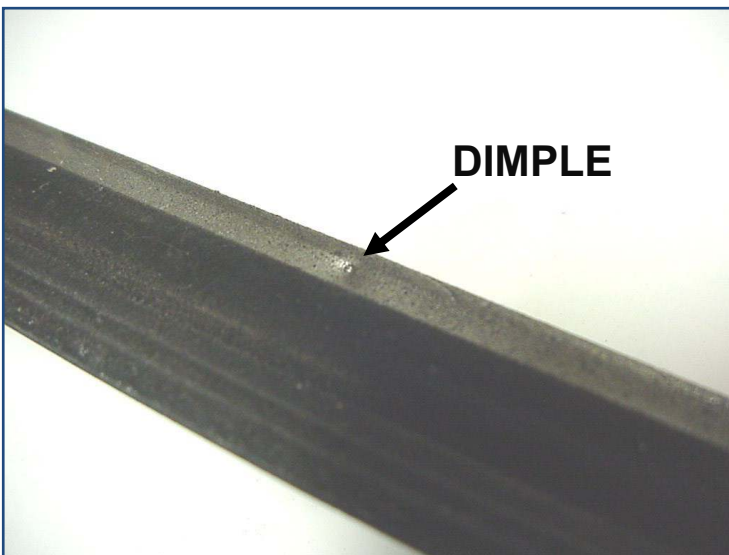


The gap mentioned previously on a **wide metal strip** is shown here. The original rubber scraper on a car with these wide door trims is a little wider at the base and covers more. The replacement scrapers (shown here) will leave a small gap. If this bothers you, a solution for this might be to clean the area and paint it black if it needs it.

### Removing/Replacing the Rubber Scraper Molding on the Metal Trim Strip:

Once you have a metal trim strip removed, examine it.

The old rubber scraper is designed to slide out from either end of the metal channel, however the metal channel is “**dimpled**,” usually in **three** places to hold the rubber scraper in place. The photos below show the **back** or **felt** side of the rubber scraper. The left photo shows the “pinch”, which looks like a dimple in the metal.



To release the old scraper, you will need to force a flat blade screwdriver into the metal channel at the dimple between the metal and the rubber and pry it open slightly by twisting the screwdriver. This step takes a bit of force, so be careful not to shove your screwdriver through your hand.

**Gloves are recommended.**

**NOTE:** When you force the screwdriver into the channel, your old hard rubber scrapers will likely crack and split, so don't be too alarmed at this. Once all three dimples have been opened slightly, the old rubber scraper can be slid out. A little soapy water or spray cleaner will help if it's tight but it should slide out without too much force as seen in the next photo.



### **SOME RECOMMENDATIONS TO CONSIDER:**

Closely inspect the new scraper material before installation. You may find the groove on the felt side may be stuck to itself. It rare, but a little glue can get in there during manufacturing. Before trying to slide the new scraper into the channel, you may need to manually separate the felt groove apart (as it is intended to be). This will help things slide in much easier.

If you find that your metal channel has any sharp edges of the ends which might tend to snag the new rubber as it slides in, it is suggested to use a tool (maybe a Dremel tool with an abrasive wheel) to grind the edges smooth. This will help the rubber slide in more smoothly. These edges on the ends of the channel are hidden after installation, so such a modification should not be visible once the channel is installed.

Slide the new scrapers into the channels (felt facing the same direction... toward the glass). If the sliding is tight, some soapy water or water-based cleaner (such as Simple Green) will help it slide in easier. It's not recommended to use an oil-based lubricant, since it won't evaporate like a water-based cleaner, and it may leave messy streaks on your glass if it contaminates the felt lining.

When pulling on the scrapers as you slide them in, they can easily stretch a little, making them appear longer than needed. Once you have completed sliding them into the channel (before trimming any extra off), it is suggested to **“scrunch” or compress** the rubber a little shorter if possible before doing a final trim, if needed. The reasoning behind this suggestion is that if the rubber is in a stretched condition (under tension) when installed, it's possible the rubber can shrink back down a little in length, especially when exposed to the environment. So I would encourage you to try to compress them a little before any final trimming.

After sliding the new rubber into the channel, You may use some pliers or a punch to dimple the channel again in a few places so the scraper stays in place. This is not absolutely critical. Pinching the channel tightly will help to hold it in place from sliding sideways, but if you do not pinch it, it should not really be a problem. It will not pull out of the top after installation.

Re-installing the metal channels onto the doors is the reverse of the removal process. They can be pushed down onto the doors with your hand or a little tapping with a rubber mallet or use a hammer gently on a wooden block to seat them. A little lubricant sprayed or wiped on the top of the door metal may help it to seat easier.

When done, you might treat the outer rubber with a little protectant on a rag. Keep the protectant off of the felt side, or it will streak your windows.