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[Electrical: How to change your headlamps \(81 on\)](#)

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Information



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Thread Informations

How to change your headlamps (81 on)

Views : 3218

Replies : 8

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Mar 1st, 2008, 00:56

#1

Mike_Brace

Former contributor

Last Online: Jan 20th, 2014
20:18

Join Date: Dec 2004

Location: Rhosgoch, Anglesey

How to change your headlamps (81 on)

One of the problem areas with the 240s are the headlamps on the 81 on models. The biggest problem is that they are held on by three M6 bolts who's head is held captive by the plastic and the nut tends to rust onto the bolt. The result is that the bolt then turns in the plastic.

This "how to" explains how to remove and replace the headlamps whether to fit new or just replace the reflectors.

To change the headlamps you will need the replacement headlamps, 10mm socket, extension and ratchet, cross head and straight head screwdriver, cordless drill and drill bits. It is also worth considering replacing the indicator units. If these have been taken off previously without removing the headlamp it is likely that the plastic retaining clip will be broken.

If you are only replacing the reflector you will instead need new reflectors and the plastic retaining clips.

The self tapping screws retaining the trims are also likely to need replacing.

It is a good idea to soak the nuts with penetrating oil for a few days beforehand.

Starting on one headlamp the first task is to try to undo the three retaining nuts - it may be necessary to move things to improve access:







In all probability one or more may not undo. Next task it to disconnect the wiring to the light:





Now to tackle the ones that won't undo. These are drilled out from inside the lamp. To access them it is necessary to remove the headlamp glass. First remove the black trim next to the grille which is held by two self tappers.





The glass is held on all sides by spring clips. The ones on the grille side are now accessible and can be removed by putting a straight headed screwdriver behind it and twisting and it will spring off.



The bottom ones can be accessed between the lamp and the bottom panel. Gentle pressure on the panel can improve access. Remove these clips:





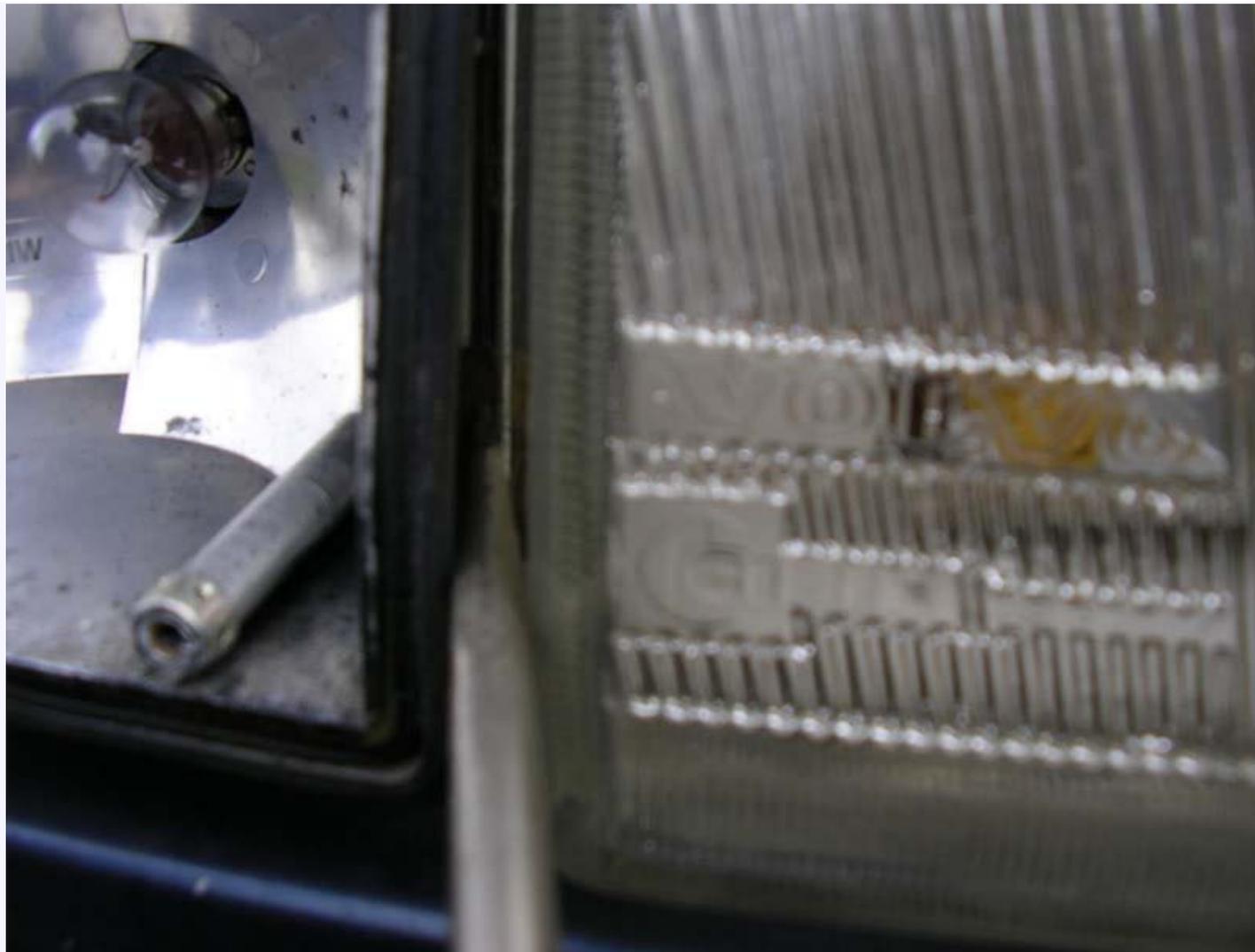
Next remove the three screws retaining the indicator lens:







The side clips can now be removed:





This just leaves the top ones between the slam panel and the lamp:



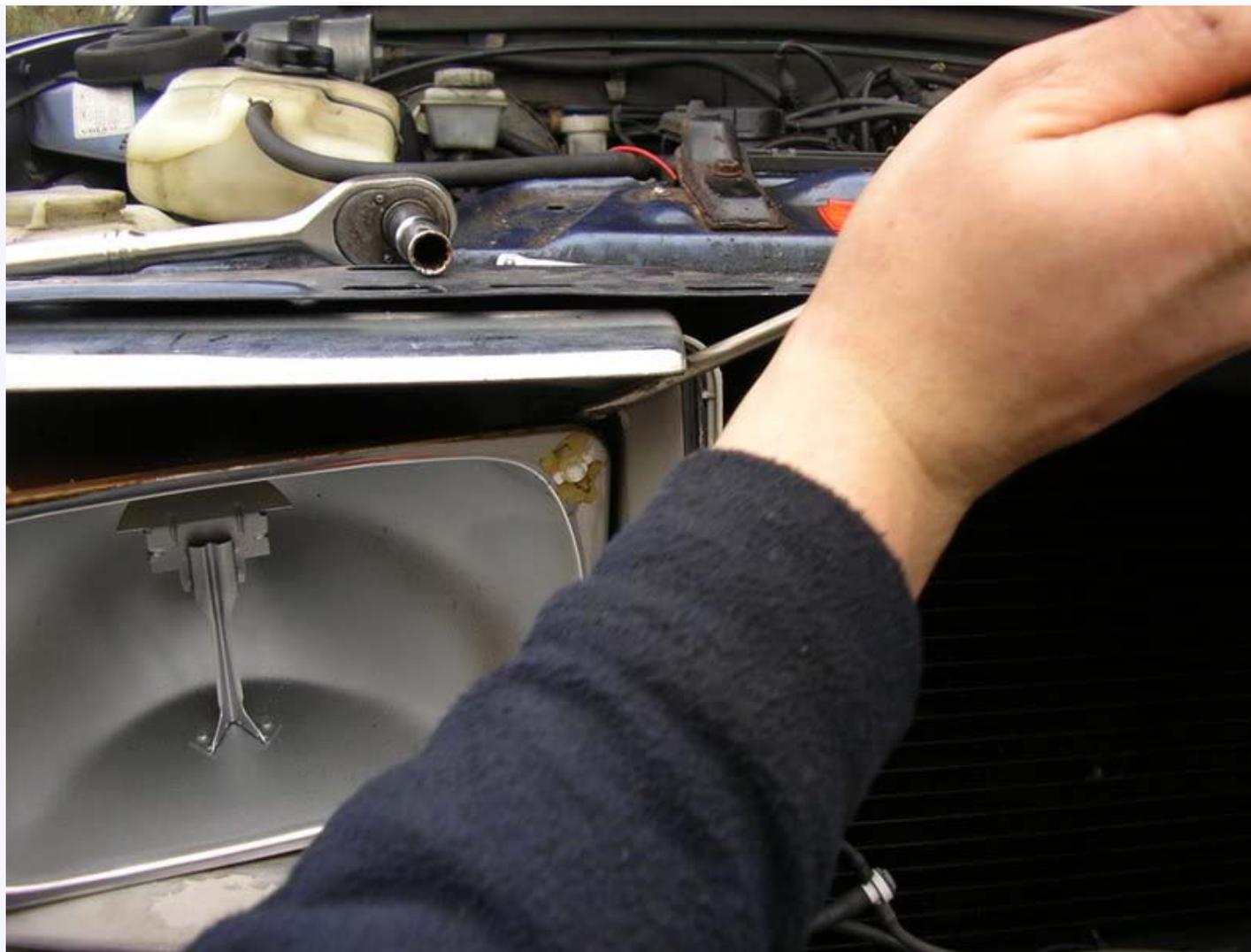


The glass can now be lifted out (it may be slightly stuck by the rubber gasket):



The next task is to remove the reflector which is held on by plastic clips - the reflector can just be levered off the retainers:





This exposes the plastic housing and the bolt heads:



The next task is to drill out the seized bolts. It is necessary to be careful how you do this if you intend reusing the plastic housing. Start with a small drill bit (make sure it is sharp) in the centre of the bolt head. I use a cordless as they are slower and less chance of building up heat which will melt the plastic. To stop the bolt turning use the ratchet on the nut on the back to stop it turning. increase the size of the drill bit until the head is drilled off.













The headlamp and indicator lamp can now be removed but remember that the indicator is still wired to the car so keep it supported whilst separating the two lamps. There is a metal clip to remove and the lamp can then be unclipped.



Next the trim needs removing from the lamp:





Now to the new lamp - remove the rubber cover:



If your car is fitted with headlamp wipers the stop for the wiper will need fitting in the correct position:

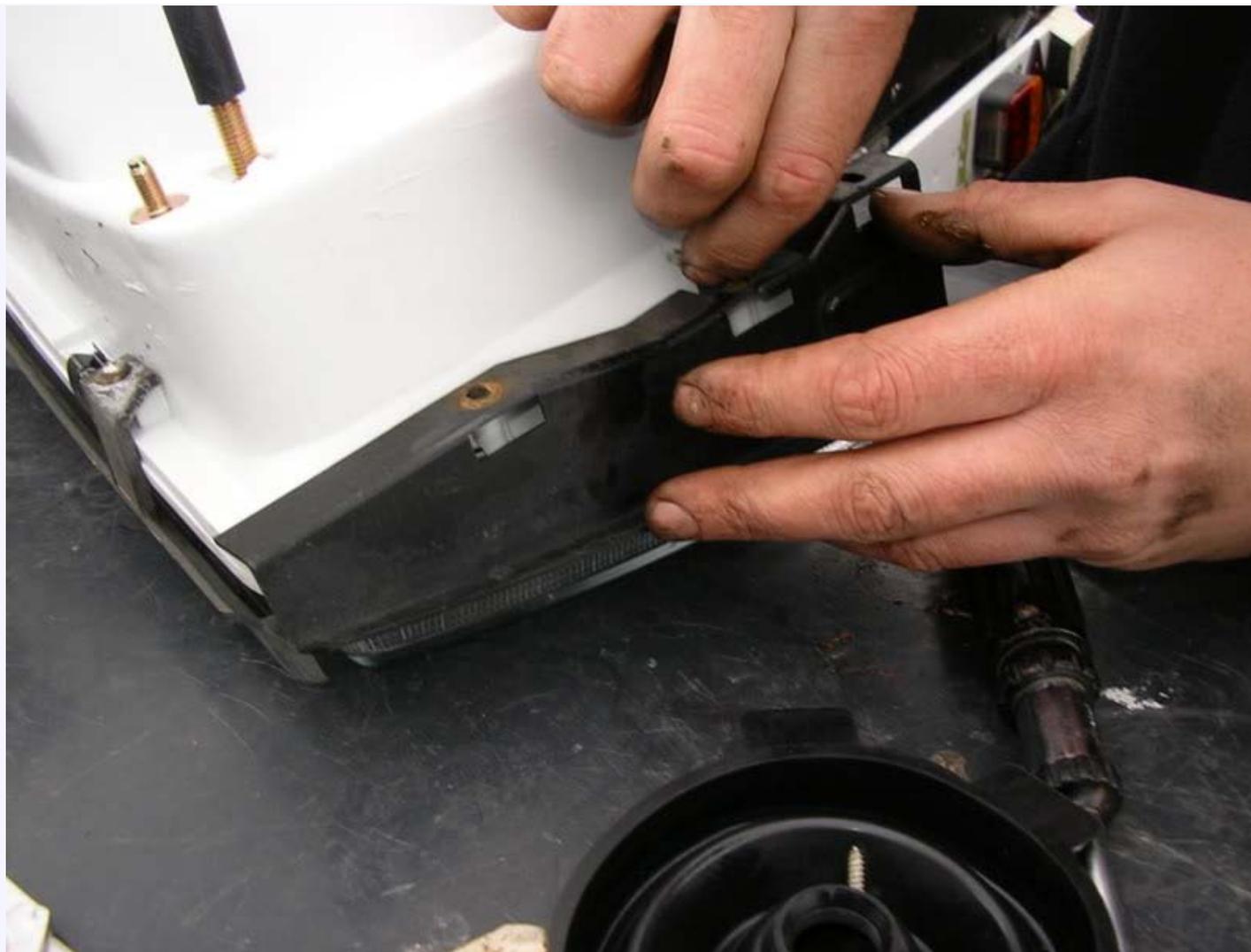




Fit the trim to the lamp



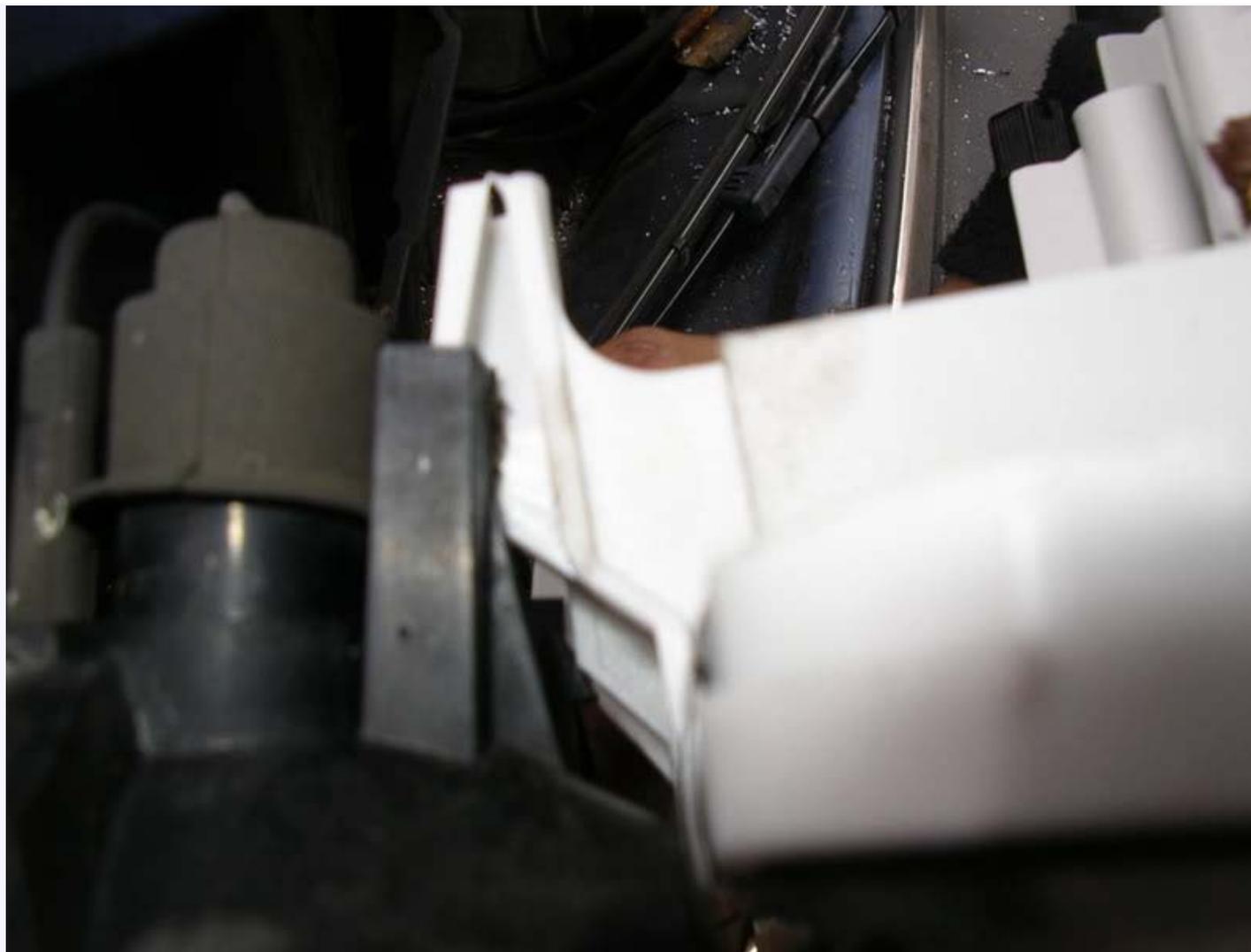
Then fit the black trim that goes by the grille:



The lamp is now ready to fit. We used copper grease on the threads. It could also be advisable to use stainless nuts.



Slide the indicator onto the headlamp





Then fit the metal clip





Push the lamp into to position:

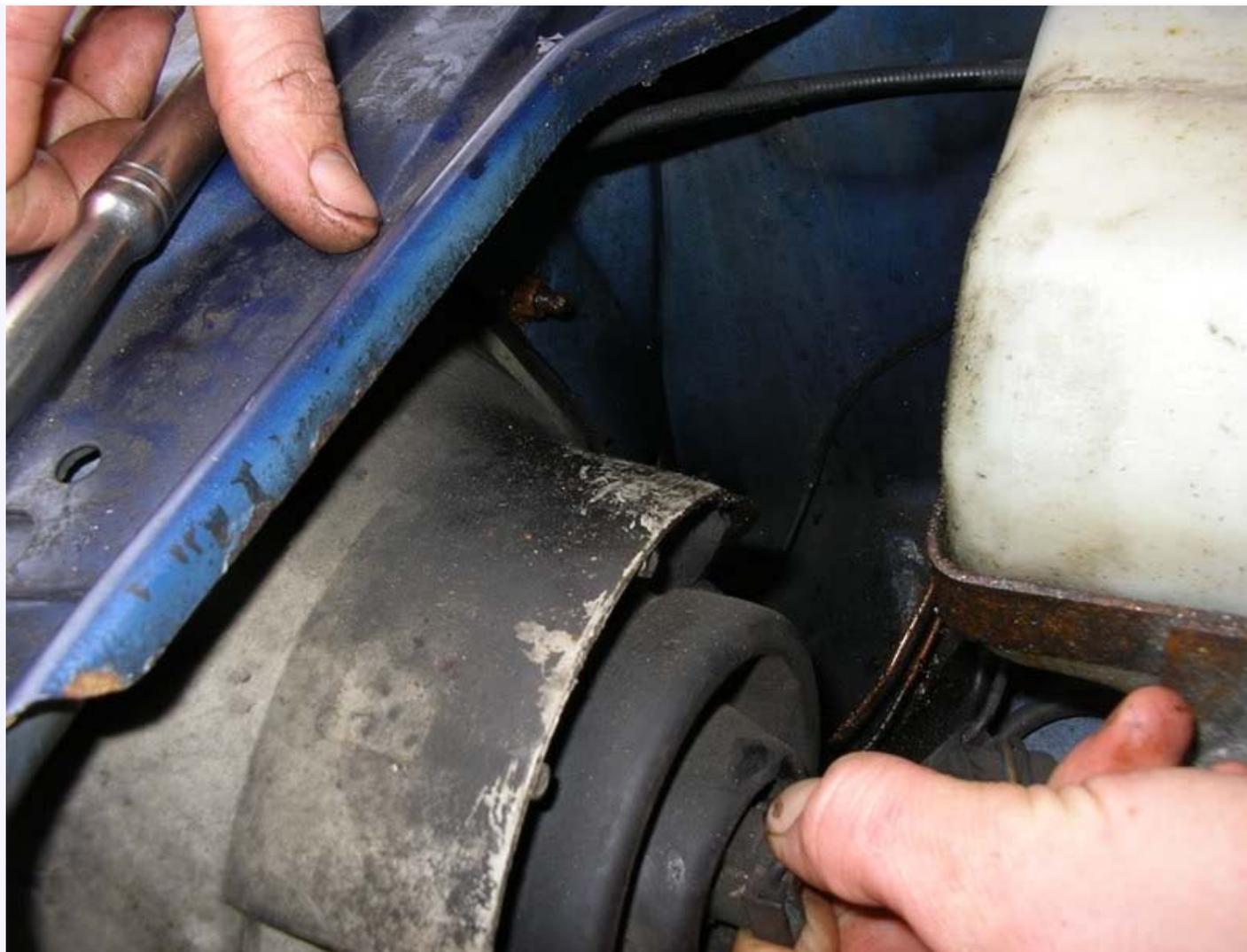


Then fit the nuts and tighten





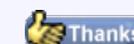
Refit the rubber cover and plug the lamp in



All that remains now is to check the lamp is working and repeat the process for the other side. Don't forget to get the alignment set correctly to gain maximum benefit from your new lamps and avoid dazzling other road users.

Mike

A Volvo is for life not just for Christmas!



The Following 4 Users Say Thank You to Mike_Brace For This Useful Post:

[Flotown Tank](#), [Skunkola](#), [the alarming man](#), [yragyrag90](#)

Mar 1st, 2008, 03:42

2

CTCNetwork

Forum Support Team



Join Date: Dec 2004
Location: Notts, UK

[View Photos By: CTCNetwork](#)



Hi,

Excellent post Mike, as usual.

What year did they change that style of lamp?

Thanks for that.. 😊

Des. . . 😊

Density: - Not just a measurement ~ **It's a whole way of Life!!!**
I drive a Volvo, Please Don't Get In My Way!



User: CTCNetwork-Mobile
 Uptime: 1y 116d 08h 27m C
 Record: 1y 116d 08h 27m C
 OS: Windows XP SP1
<http://uptime-project.net>



OldVolvos4Ever

People should not be afraid of their governments.

Governments should be afraid of their people... "V"

He shows up. People die. He vanishes.

"He'll deliver more justice in a weekend than 10 years of your courts & tribunals. Just stay out of his way." "I plan to."



Mar 1st, 2008, 10:50

3

Mike Brace

Former contributor

Last Online: Jan 20th, 2014 20:18
Join Date: Dec 2004
Location: Rhosgoch, Anglesey



This lamp came with the new front wings of the "new" 240s replacing the classic 240. It came in on the 82 model introduced August 1981 (IIRC) The distinguishing factor is the the indicator lamp which changed with the wings. the classic models had a slimmer indicator with less of a wrap around.

Mike

A Volvo is for life not just for Christmas!



Mar 1st, 2008, 10:59

4

Steve and his 244

AKA "16 yr old..."



Last Online: Yesterday 21:08
Join Date: Jul 2007



Just for people to compare the indicator units:

Old style (pre 1981)

Location:
Wakefield, West
Yorkshire

[View Photos](#)
By: [Steve and his 244](#)



New style (post 1981)



Steve

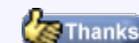
Thor - 1980 244 R-Sport project and 1989 Graphite grey 240 GLT



Quote:

Originally Posted by **john h**

That Steve is a very bad influence.



Mar 1st, 2008, 11:28

#5

[Paul240480](#)

Ovlovnut



Last Online: Today 10:55
Join Date: May 2006
Location: Nivillac

[View Photos By: Paul240480](#)



Thanks Mike yet another classic post!

I had exactly that problem with the bolts on both of my H/lamps when it came to switching over to Euro lamps!

I had them replaced in a garage in the end, due to not knowing 'how to'.

Bet they never used S/steel bolts or lubrication on the threads, reckon I'll be checking that soonest!

1989 240GL Est B200E
1996 850 GLT Est 2.5 20v
2004 V70 2.4SE Auto
<http://www.gitessouthbrittany.com>
<http://moncopainmonchien.jimdo.com/>



Mar 1st, 2008, 15:25

#6

[brens-s80](#)

VOC Member



Last Online: Aug 25th, 2014
15:32
Join Date: Dec 2004
Location: naas

[View Photos By: brens-s80](#)



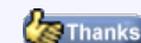
many thanks

hi mike ,

many thanks for another excellent post and for taking the time to document it. Thats another task off the novice's list ;-)

regards

brendan



Mar 1st, 2008, 21:35

#7

[Mike1967](#)

Premier Member



Thanks Mike they are just great for people like myself that take a lot of explaining



Last Online: Aug 23rd, 2014
11:49
Join Date: Dec 2003
Location: Here



Mar 1st, 2008, 22:20

#8

radiomark

Master Member



Last Online: Yesterday 20:13
Join Date: Feb 2006
Location: eastbourneish

[View Photos By: radiomark](#)



Having done this job last year,I can say without doubt that the nuts will be rusted on.
I didnt know then that the glass could be removed first,so I had to use a dremmel to grind the nuts off from behind.

Another great guide,thanks Mike



**The Following User
Says Thank You to
radiomark For This
Useful Post:**

[Stephen Edwin](#)

Mar 1st, 2008, 22:37

#9

Velorum

VOC Member



Last Online: Yesterday 21:56
Join Date: Dec 2004
Location: Wokingham



Great post Mike!

If everything is important, then nothing is important



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[unpodicose](#)

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