

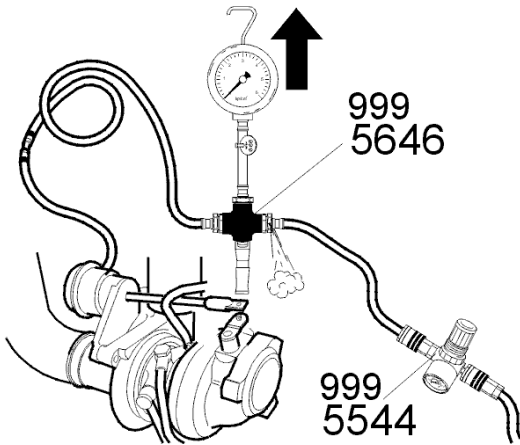
Pressure regulator, checking/adjusting

Special tools: [999 5544](#) , [999 5646](#)

Manometer

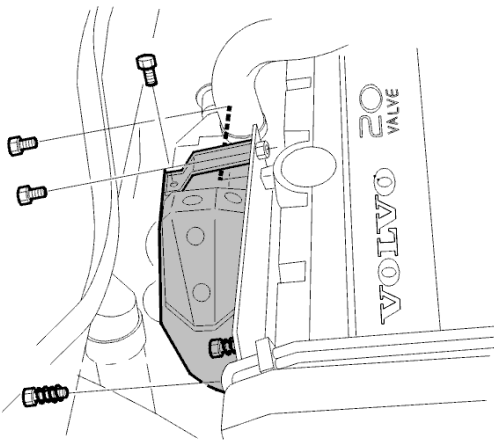
Use test equipment [999 5646](#) to measure the adjustment pressure.

The manometer must always hang vertically when taking readings. This is to ensure that the values obtained are correct.



Removing the heat deflector plate

Remove the heat deflector plate over the turbocharger (TC). 4 screws.



Removing the hose for the pressure regulator

Remove the hose for the pressure regulator (marked yellow). Disconnect the hose at the turbocharger (TC) control valve.

Remove the fresh air intake hose from the air cleaner (ACL) to access the hose clamp.

Only S70/V70/C70:

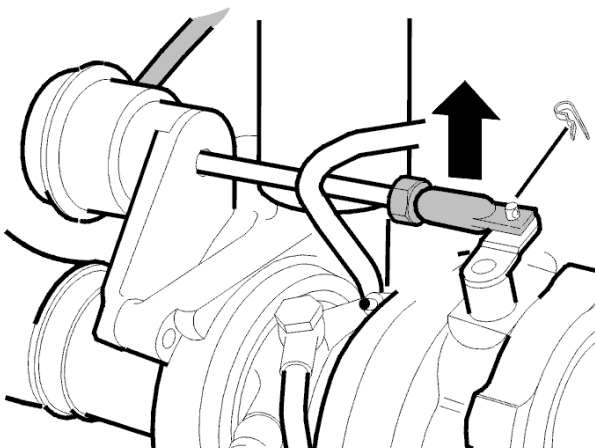
The position and version of the turbocharger (TC) control valve have been changed on the S70/V70/C70.

Disconnect the hose running backward on the turbocharger (TC) control valve (marked yellow).

Release the push rod

Remove the split pin from the lever.

Release the push rod. Lift the push rod straight up.



Connecting test equipment

Connect:

- manometer **999 5646** to the pressure regulator hose
- pressure regulator **999 5544** to the manometer.

Note! When taking readings the manometer must always hang vertically from its hook. This is to ensure that the correct values are obtained. Set the 3-way junction connector handle in its middle position.

Screw out the adjustment screw for the pressure regulator completely.

Connect compressed air to the pressure regulator.

Screw in the adjustment screw for the pressure regulator so that the manometer displays the value applicable to the relevant engine. See the table.

3-way junction connector has a vent (drilled hole) where it connects to the pressure regulator. This is to facilitate setting the correct pressure.

Engine	Adjustment pressure
B5204T	12.5 kPa
B5204T2	12.5 kPa
B5204T3	15 kPa
B5204T3, from model year 1999	18 kPa
B5204T4	12.5 kPa
B5204T5	12.5 kPa
B5234T	12.5 kPa
B5234T2	30 kPa
B5234T3	30 kPa
B5234T4	12.5 kPa
B5234T4 R-line, from model year 1998	28 kPa
B5234T5	12.5 kPa
B5234T6	30 kPa
B5234T7	12.5 kPa
B5234T8	30 kPa
B5244T2	30 kPa
B5244T3	12.5 kPa
B5254T	12.5 kPa

Checking and adjusting

Push the lever for the boost pressure control (BPC) valve towards the turbocharger (TC) housing.

The boost pressure control (BPC) valve must be closed.

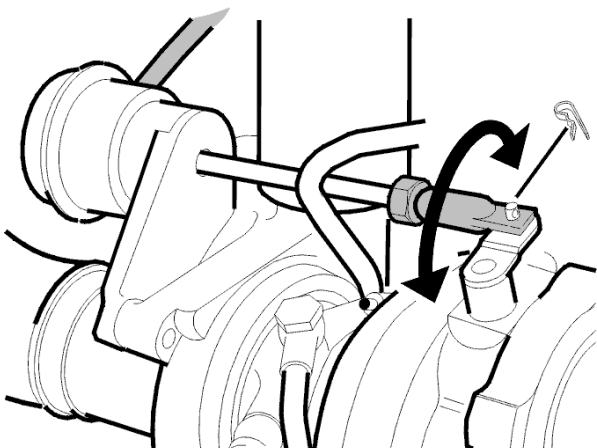
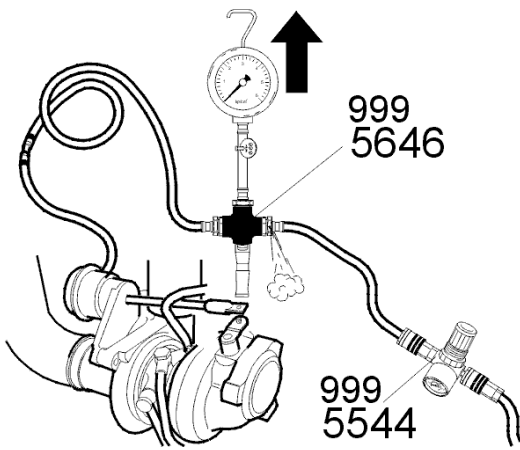
Check that the push rod locates on the lever lug.

If necessary, adjust the push rod until it locates.

Note! The push rod must be mounted on the lever when the lock-nut is adjusted.

The diaphragm in the pressure regulator will be damaged if the push rod is twisted.

Reinstall



Install the split pin on the lever.

Tighten the lock-nut on the push rod.

Remove the test equipment.

Connect the hose.

Install the heat shield.

Erase any diagnostic trouble codes (DTCs).

Test drive the car. Accelerate to wide open throttle (WOT) a couple of times.

Then check that no diagnostic trouble codes (DTCs) have been stored.