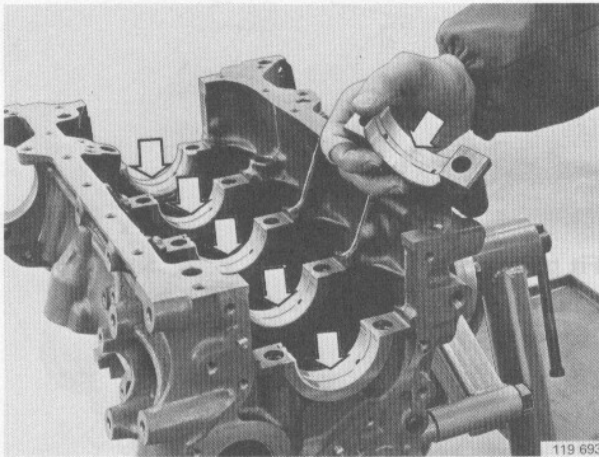


## D. Engine, assembly

*Always use new seals, O-rings and gaskets when assembling the engine*



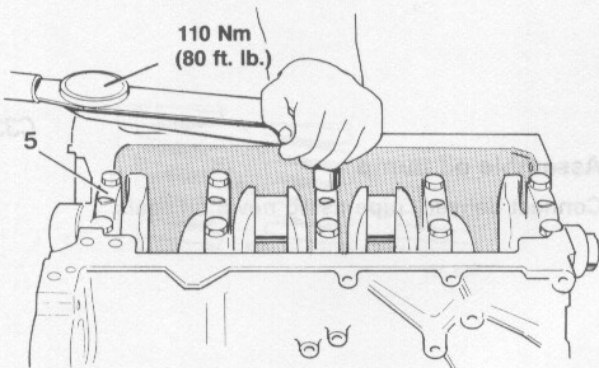
### CRANKSHAFT

D1

#### Install main bearing shells in block and caps

Lubricate shells.

Make sure that matched pairs are installed together. Bearing cap at flywheel end is marked 5.



137 556

D2

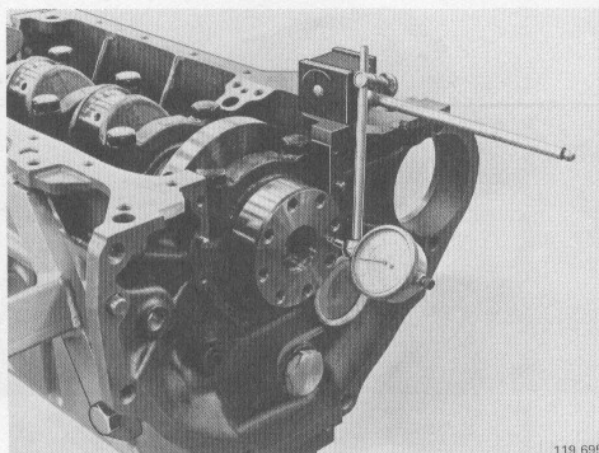
#### Install crankshaft and main bearing caps

Lubricate bearings and studs.

Note that drop-shaped symbol on caps should point towards front of block.

Cap No. 5 (thrust bearing) should be next to flywheel.

Torque bolts to **110 Nm (80 ft.lbs)**.



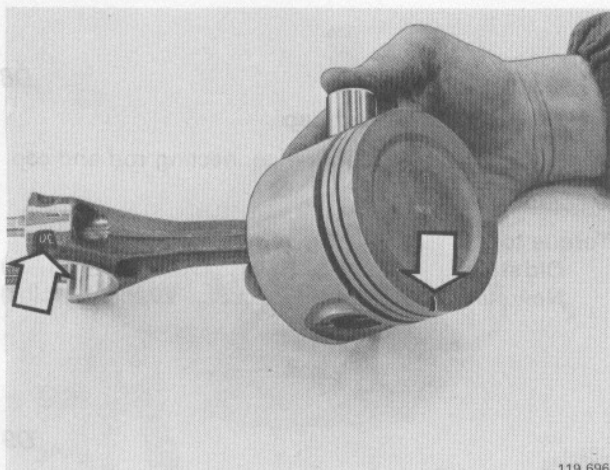
119 695

D3

#### Check end float.

Move crankshaft lengthwise back and forth and measure clearance with a dial indicator.

End float = max. **0.25 mm (0.0099 in)**



119 696

## PISTONS, CONNECTING RODS

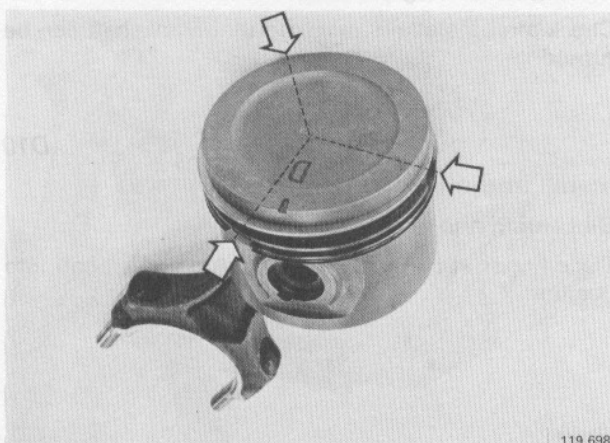
D4

### Assemble pistons to connecting rods

Mark on piston crown should face forwards.

Connecting rod mark should face towards oil filter.

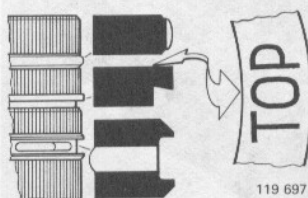
Check that pistons and connecting rods are not interchanged.



119 698

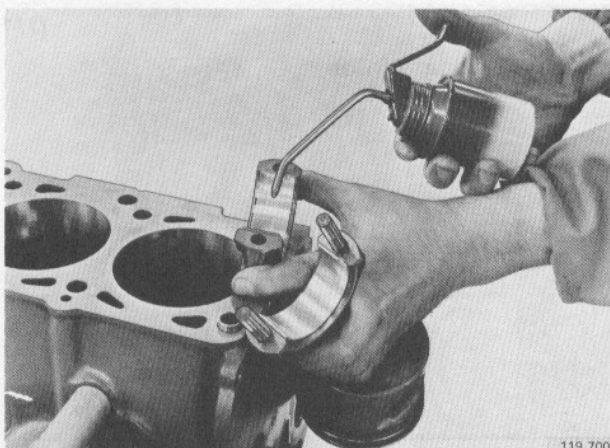
### Install piston rings

Turn rings so that gaps are 120° apart.



119 697

D5

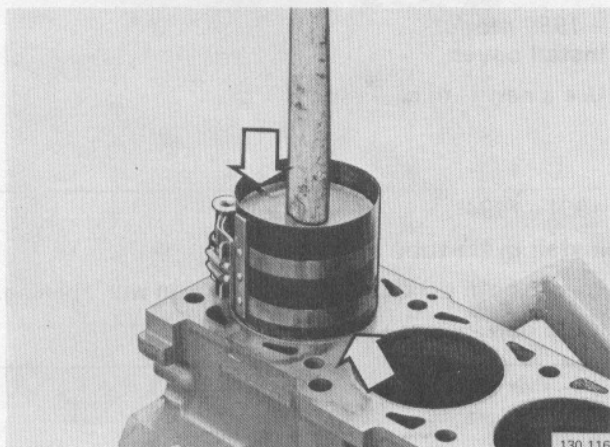


119 700

### Install bearing shells in connecting rods and caps

Oil cylinder liners, pistons and shells.

D6



130 116

### Place No. 1 liner in cylinder

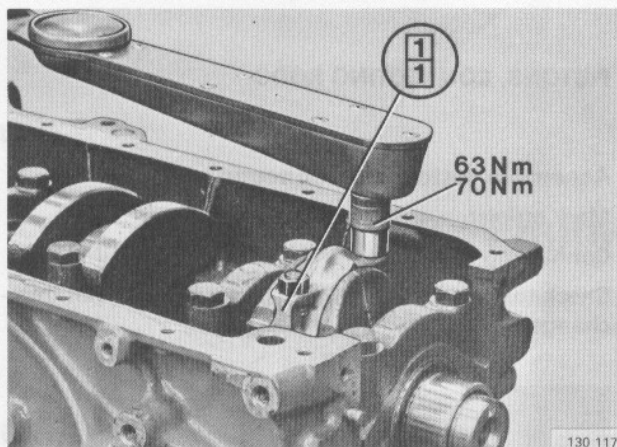
Turn crankshaft so that No. 1 crank points directly down.

Insert piston using a ring compressor tool.

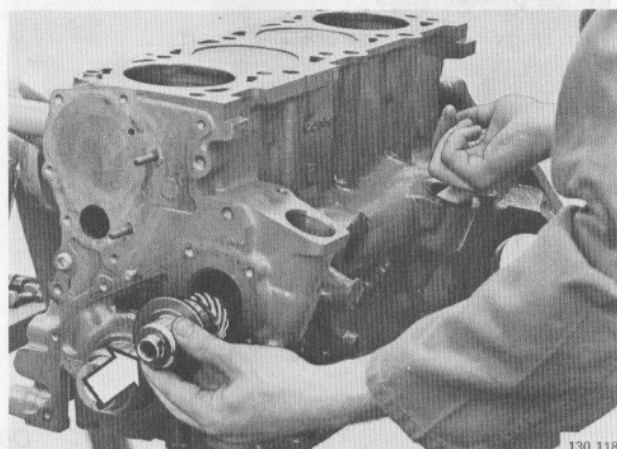
Mark on piston should face forwards.

D7

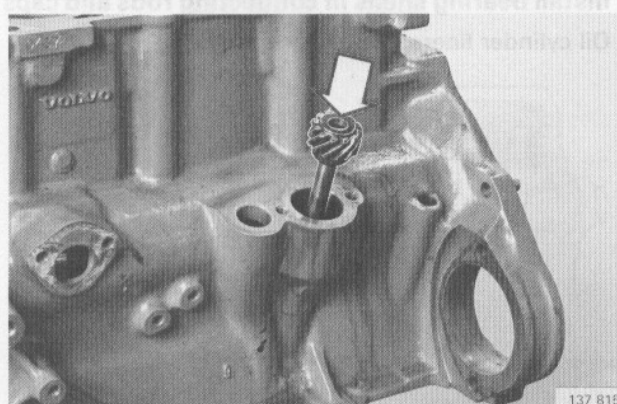




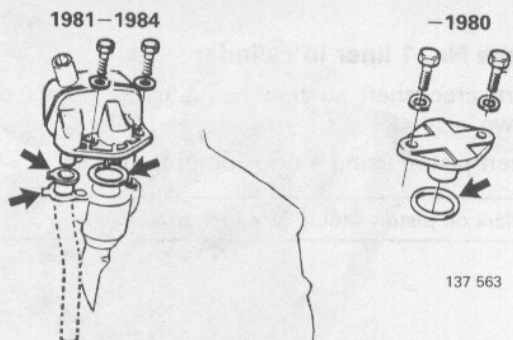
130 117



130 118



137 815



137 563

D8

### Install connecting rod cap

Check identification mark on connecting rod and cap.  
Oil studs and use new nuts.

Torque to:

Old studs ..... 63 Nm (46 ft.lbs)  
New studs ..... 70 Nm (51 ft.lbs)

D9

### Install remaining pistons

Check after installing each cap that crankshaft can be turned.

D10

### Install intermediate shaft.

Oil bearing and gear.

Place finger in oil pump opening and guide shaft into position.

D11

### Install oil pump pinion

D12

— 1980 models

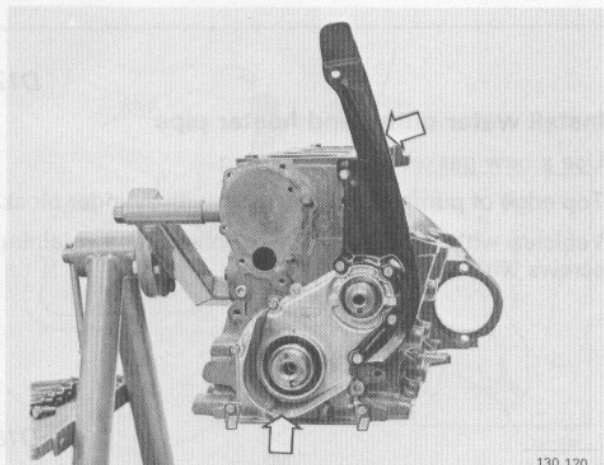
### Install cover

Use a new O-ring.

1981–1984

### Install drain tube and oil trap

Press tube in as far as possible and align with opening.  
Use a new oil trap O-ring.



## OIL SEALS, TIMING GEARS

D13

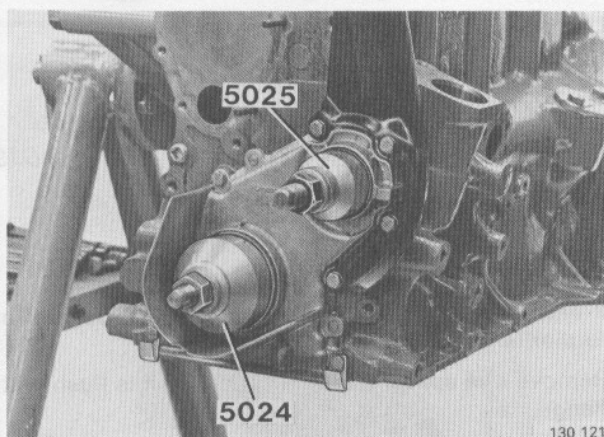
### Install front sealing flange and rear belt cover

Sealing flange should be installed without seals.

Use a new gasket.

Trim edges of gasket.

**Note:** Do not forget two cable harness clips.

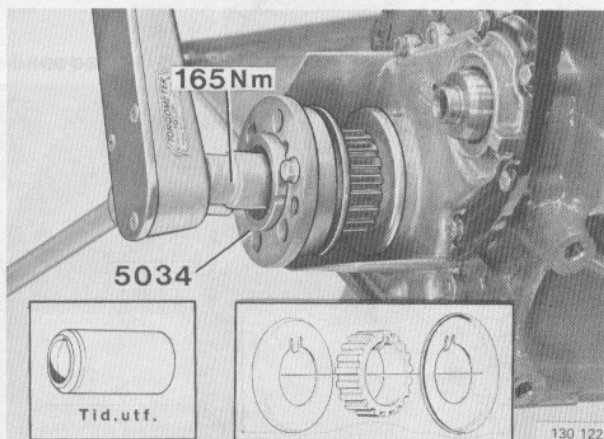


D14

### Lubricate and install front oil seals

Use press tool **5025** for intermediate shaft seals and **5024** for crankshaft seals.

Check that seals are not damaged or twisted.



D15

### Install:

- (early types) spacer sleeve on crankshaft. Bevelled edge of sleeve should face forwards.
- key (early types)
- guide plates (edge facing away from pulley)
- pulley. (Later types: install pulley with key bevel facing cylinder block)
- hub
- centre bolt

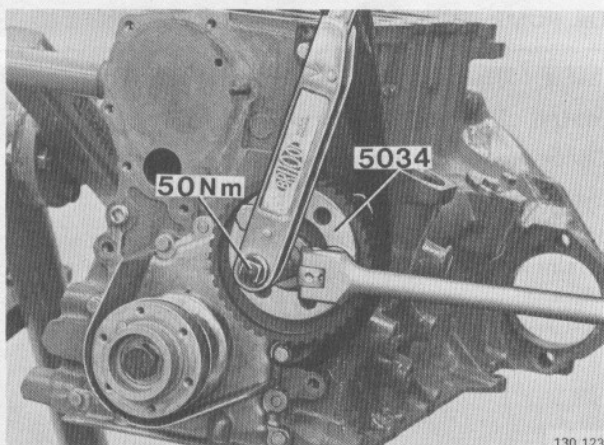
Torque center bolt to **165 Nm** (120 ft. lbs.) using **5034**.

D16

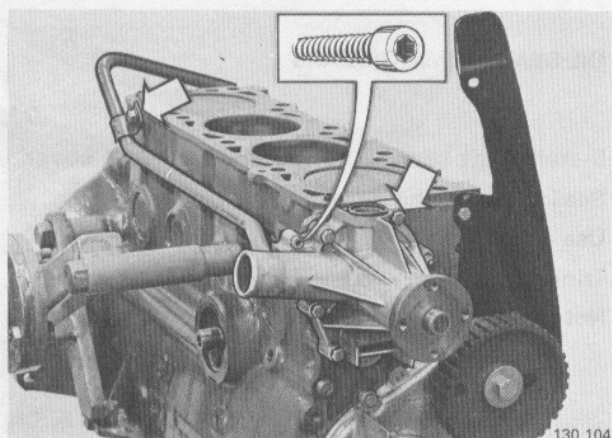
### Install intermediate shaft pulley

Mark on pulley should face outwards.

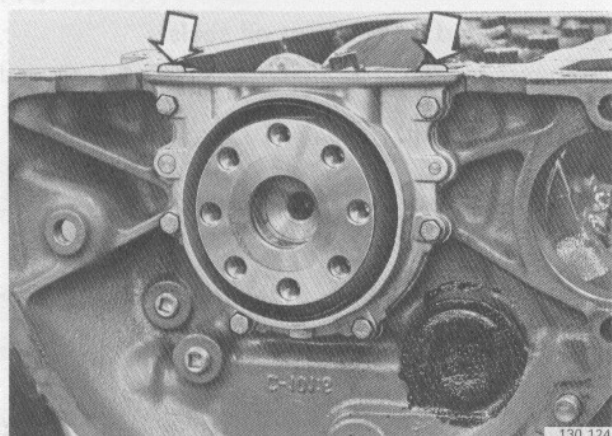
Torque to **50 Nm** (36 ft. lbs.). Use counterhold **5034**.



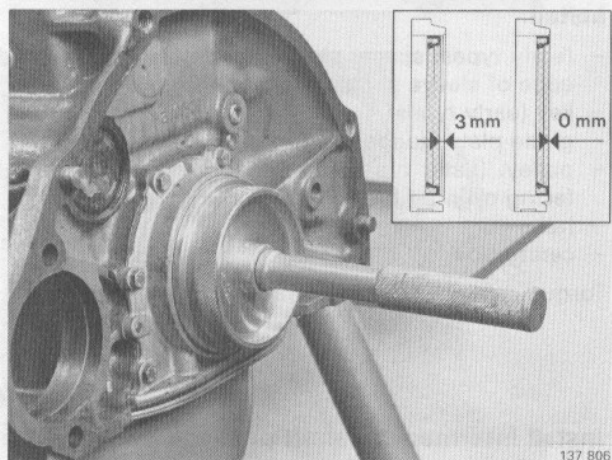




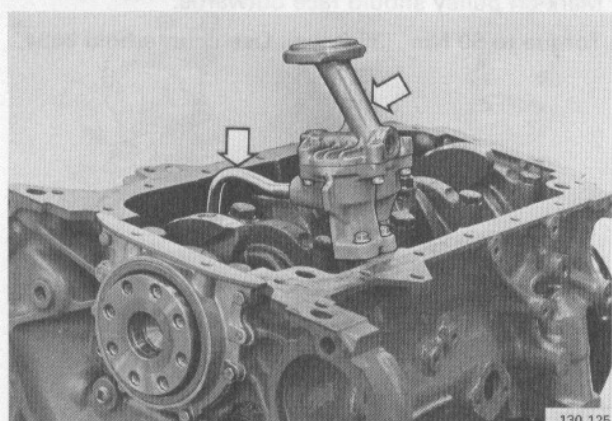
130 104



130 124



137 806



130 125

D17

### Install water pump and heater pipe

Use a new gasket and new O-ring.

Top edge of pump should be flush with cylinder block.

Vehicles with Pulsair system: replace tube retaining screws with inhex type.

D18

### Install rear sealing flange

Use a new gasket. Trim edges of gasket.

D19

### Insert oil seal in rear sealing flange

Assemble special tool 1801 and drift 5276.

Oil contact faces and place seal in drift.

If end of crankshaft shows signs of wear press seal further in than before.

Remove **one** spacer from drift if old seal is flush with flange.

Remove **two** spacers from drift if old seal is 3 mm (0.12 in) from flange.

Leave both spacers in drift if crankshaft is in good condition.

Tap in seal until drift seats against crankshaft.

## OIL PUMP, SUMP

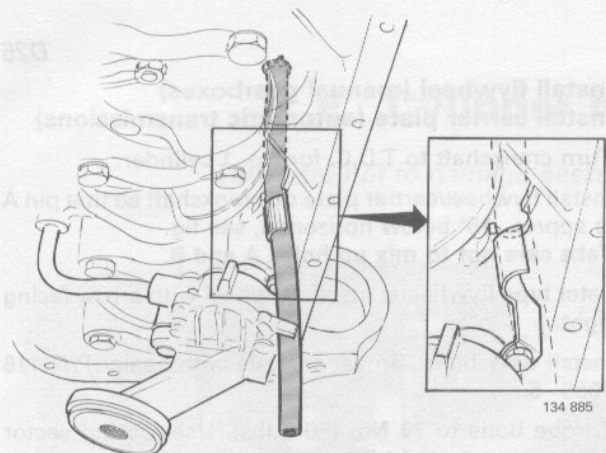
D20

### Install oil pump and pipe

Check that pump shaft fits into drive gear.

Do not forget to install O-rings in pipe.

**1981-84:** Secure bracket for oil trap hose to oil pump retaining screws. See next page.



1981–1984

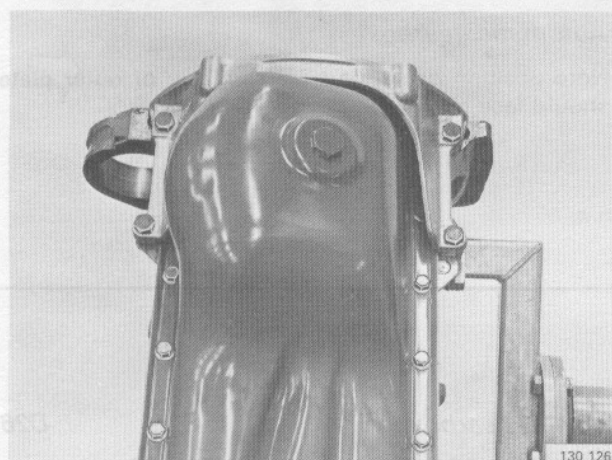
D21

### Secure oil trap drain hose

Secure bracket for drain hose to oil pump retaining screw.

Make sure that hose is clamped behind lug on oil pump.

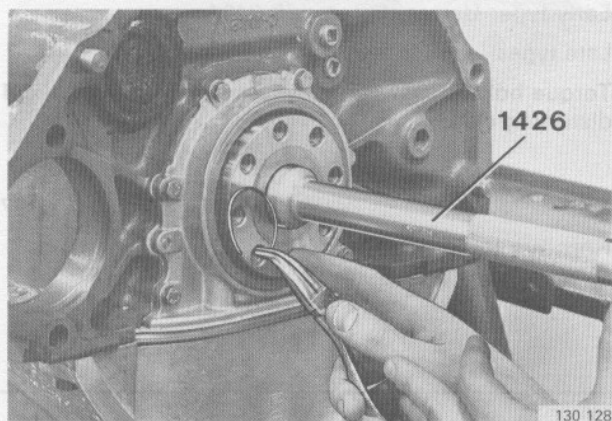
**Important:** Do not shorten hose. It is important that hose is of exact length.



D22

### Install:

- oil sump gasket. Turn mark on gasket to face starter motor mount.
- oil sump
- support bracket. Do not tighten bolts at this stage.



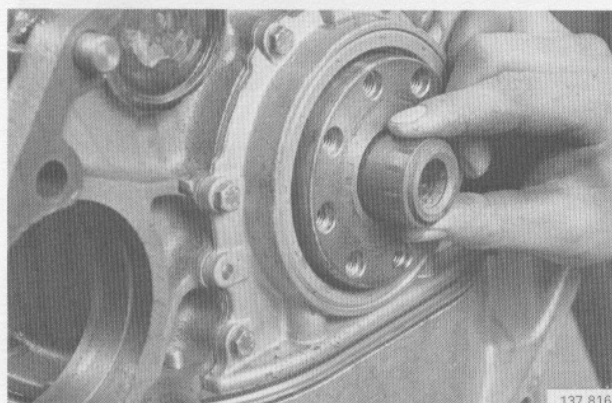
### FLYWHEEL, CLUTCH, CARRIER PLATE

*Manual gearboxes*

D23

### Install:

- pilot bearing in crankshaft using drift 1426
- lock ring.



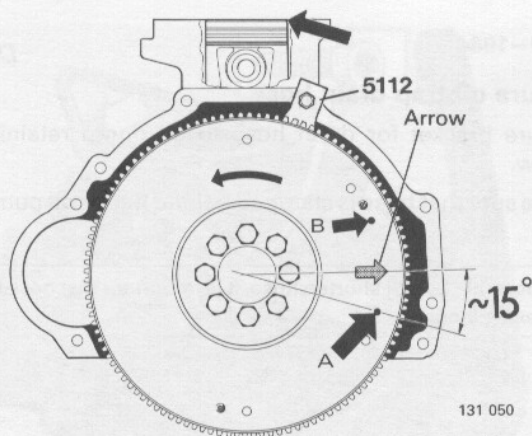
*Automatic transmissions*

D24

### Install:

- guide sleeve with bevelled end facing outward.





D25

**Install flywheel (manual gearboxes)  
Install carrier plate (automatic transmissions)**

Turn crankshaft to T.D.C. for No. 1 cylinder.

Install flywheel/carrier plate on crankshaft so that pin A is approx. 15° below horizontal, see fig.

**Take care not to mix up holes A and B.**

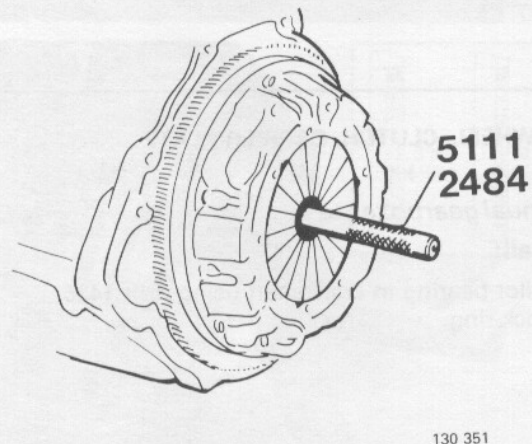
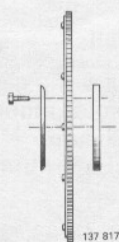
Later type flywheels: Install flywheel with arrow facing right.

Install **new** bolts. Smear threads with sealer P/N 116 1056-5.

Torque bolts to **70 Nm** (50 ft.lbs). Use locking sector **5112** to counterhold flywheel.

*Automatic gearboxes:*

Note position of support plates. Edge of outer plate should face outwards.



D26

*Manual gearboxes*

**Install driven plate and pressure plate**

Early type: Use centering drift 2484.

Late types (evolute teeth): Use centering drift 5111.

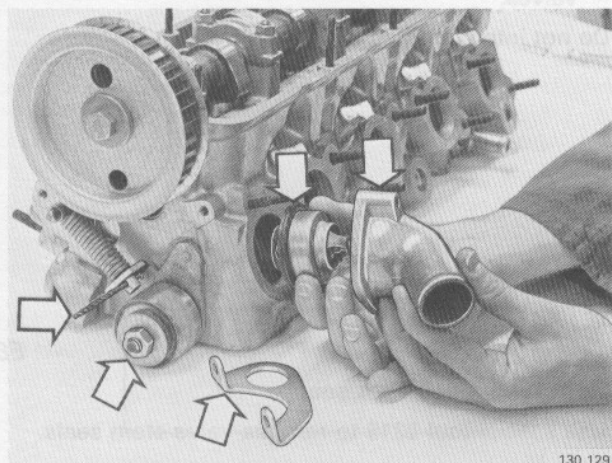
Torque bolts crosswise a few turns at a time to avoid distorting clutch.

D27

**Remove locking sector 5112**

## E. Cylinder head, disassembly

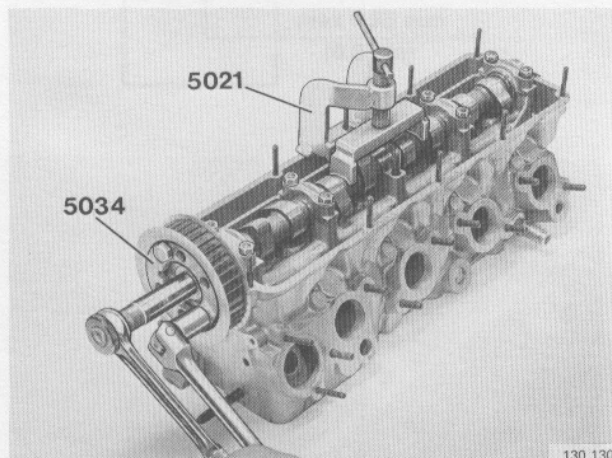
Take care not to damage gasket face when dismantling cylinder head.



E1

### Remove

- belt tensioner. Unhook spring with a 3 mm (0.1 in) drill
- lifting eye, thermostat housing and thermostat.



E2

### Remove camshaft pulley

Counterhold pulley with 5034.

E3

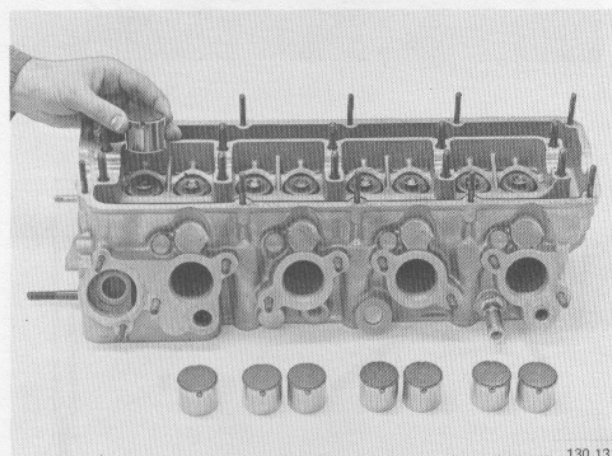
### Remove camshaft

Remove center cap.

Position press tool 5021 and press camshaft into its bearings.

Remove remaining bearing caps.

Remove press tool, camshaft and oil seals.



E4

### Remove:

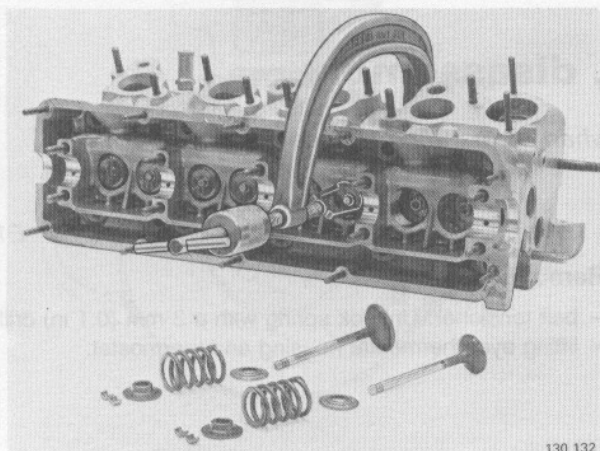
- tappets and shims
- rubber seals from valves.

**Note:** Do not interchange tappets.



## Group 21 Reconditioning engine

### Cylinder head, disassembly

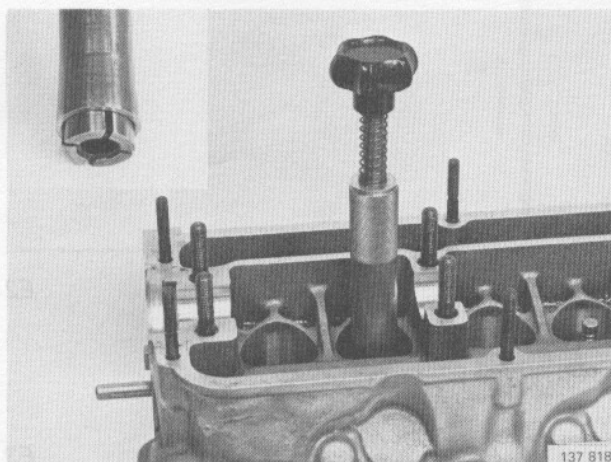


#### Remove:

- valve cotters
- upper spring seats
- valve springs
- lower spring seats
- valves.

Do not interchange parts.

E5

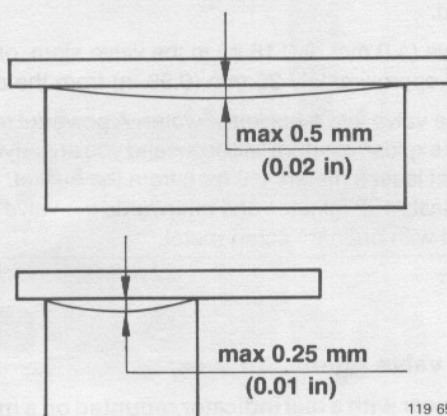


#### Remove valve stem seals

Use special tool **5219** to remove valve stem seals.

E6

## Cylinder head, cleaning, inspection



### Clean cylinder head and gasket face

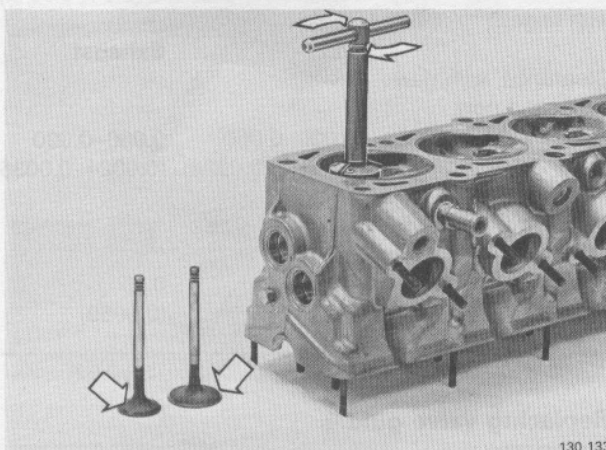
### Check cylinder head for distortion

Use a steel ruler and feeler gauge.

Distortion must not exceed 0.5 mm (0.02 in) longitudinally and 0.25 mm (0.01 in) across cylinder head.

**Important:** If distortion is greater than 1.0 mm (0.04 in) longitudinally or 0.5 mm (0.02 in) crosswise cylinder head must be replaced.

Cylinder head height, new ..... 146.1 mm (5.7563 in)  
min (after machining) ..... 145.6 mm (5.7366 in)



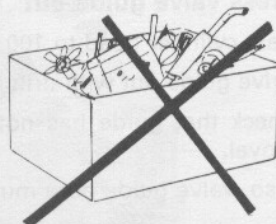
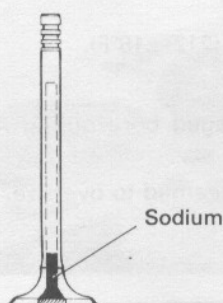
### Clean/inspect valves and valve seats

Clean valve seats with a cutter.

Remove carbon from combustion chambers and valves.

If valve seats are fractured or show signs of excessive wear they must be replaced.

Clean and check spark plug threads for damage.



**Turbocharged engines have sodium-filled exhaust valves. Scrapped valves must not be mixed with ordinary scrap iron before first removing the sodium.**

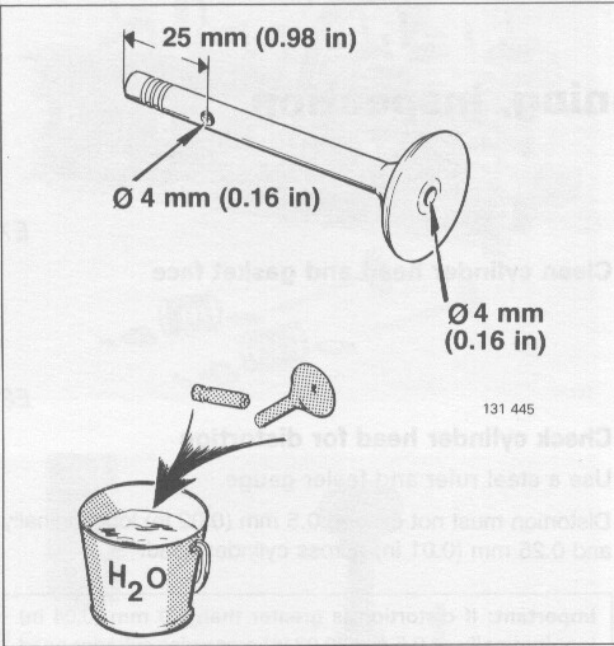
**See instructions on next page.**

E7

E8

E9

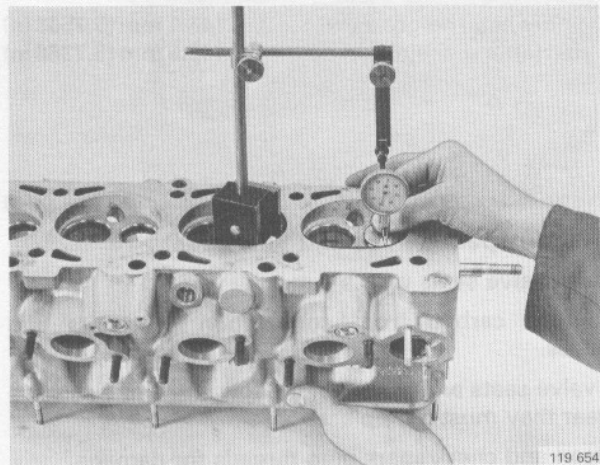




E10

Scrapping sodium-filled exhaust valves

- Caution:** Sodium in contact with water is explosive. Consequently when drilling, cutting or performing any form of work which involves separating sodium, ensure the sodium does not come in contact with water.
1. Drill a hole (4.0 mm or 0.16 in) in the valve crown as illustrated.
  2. Drill a hole (4.0 mm or 0.16 in) in the valve stem, or cut the stem approximately 25 mm (0.98 in) from the end.
  3. Throw the valve into a bucket of water. A powerful reaction of an explosive nature will occur and you are advised to stand at least 3 meters (10 feet) from the bucket. The reaction lasts 1–2 minutes and afterwards the valve can be mixed with ordinary scrap metal.

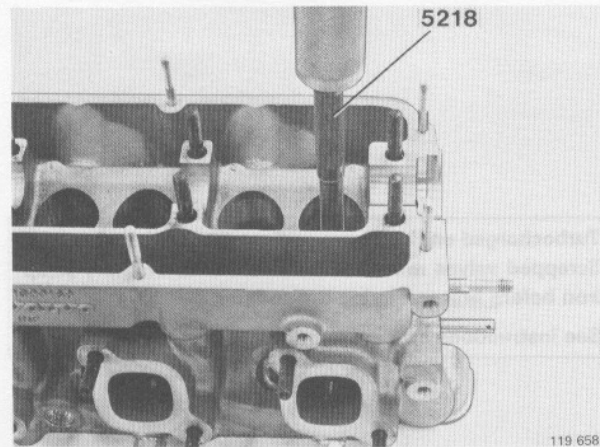


E11

Check valve guides for wear

Check wear with a dial indicator mounted on a magnetic stand.  
Use new valves and press valves up 1–2 mm (0.04–0.08 in) with finger.

	Inlet	Exhaust
Clearance, with new valve and new guide . . . . . mm	0.030–0.060	0.060–0.090
(in)	(0.0012–0.0024)	(0.0024–0.0035)
Max. clearance measured with new valve and old guide . . . . . mm	0.15	0.15
(in)	(0.0059)	(0.0059)



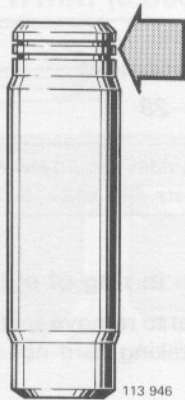
Replacing valve guides  
Operations E12–16

E12

Press valve guide out

Heat cylinder head to 100±10°C (212°±18°F).  
Drive guide out with drift 5218.  
Check that guide has not damaged bore during removal.  
If so, valve guide bore must be reamed to oversize.

E13



### Identification of valve guides

Valve guides are marked with grooves to indicate oversize. Use new guide of same number of grooves as previous guide.

No. of grooves	Size
0	Standard
1	Oversize 1
2	Oversize 2
3	Oversize 3

E14

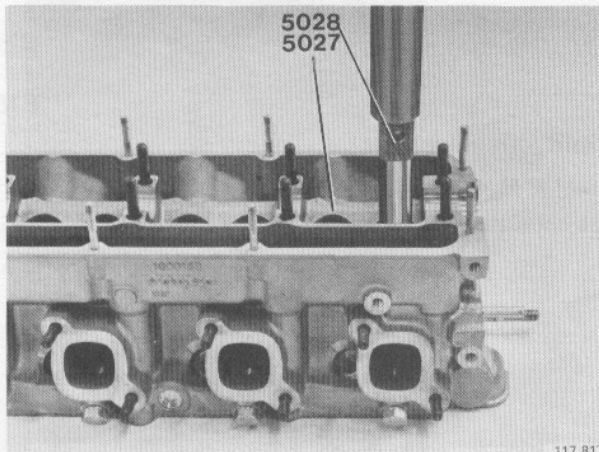
### Press in new valve guide

Cylinder head should be at room temperature

Use drift **5027** for inlet valves and **5028** for exhaust valves.

Press guide until drift contacts cylinder head to give valve correct protrusion.

**Important:** Force used for pressing valve guide into position must be at least 9000 N (900 kp). If this force is not reached the guide must be removed again and valve seat reamed to next oversize and appropriate guide installed.

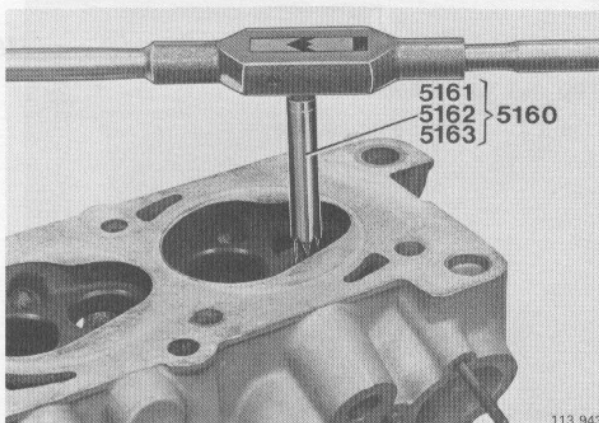


117 817

E15

### Reamer part number

Oversize	Reamer
1	5161
2	5162
3	5163



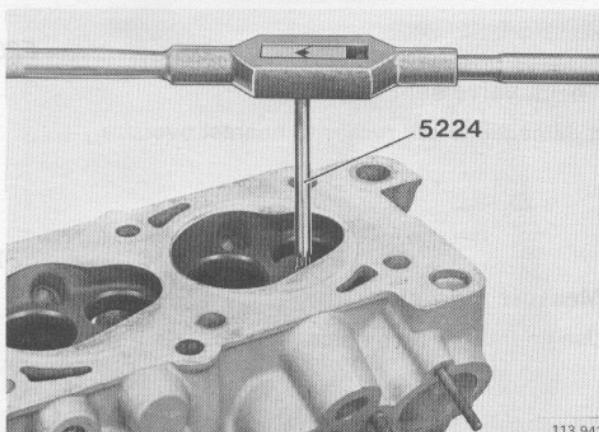
113 943

E16

### Clean valve guide

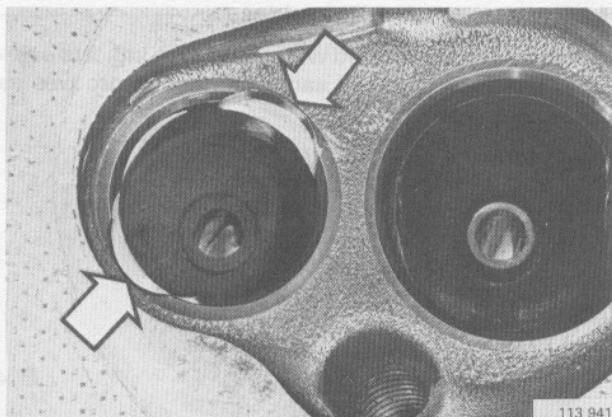
Use reamer 5224 or 5164.

Valve and seat must be ground in after replacing valve guide.



113 942





### Valve seat, replacement Operations E17–28

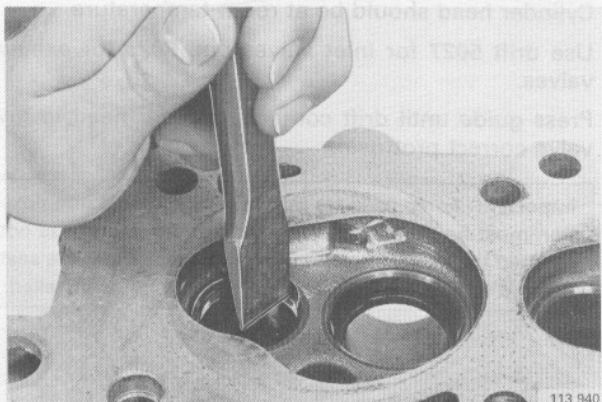
**Important:** Valve guides should always be replaced before replacing valve seats. See E12–16.

E17

#### Cut two notches in ring of old valve seat

This makes it easier to remove seat. Grind an additional notch for chisel, taking care not to damage cylinder head.

E18

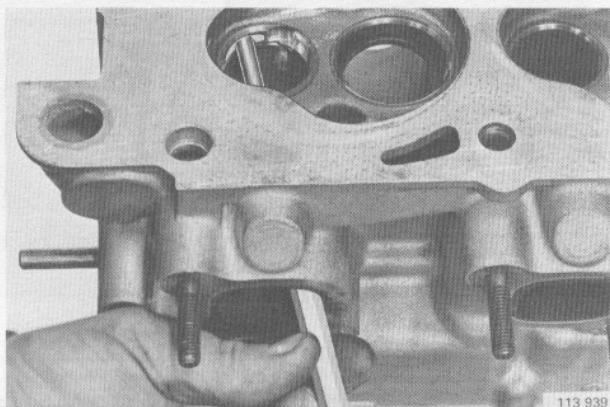


#### Split valve seat

Split seat with a chisel.

Be careful not to damage cylinder head.

E19



#### Tap out valve seat

Use a long drift as illustrated.

E20

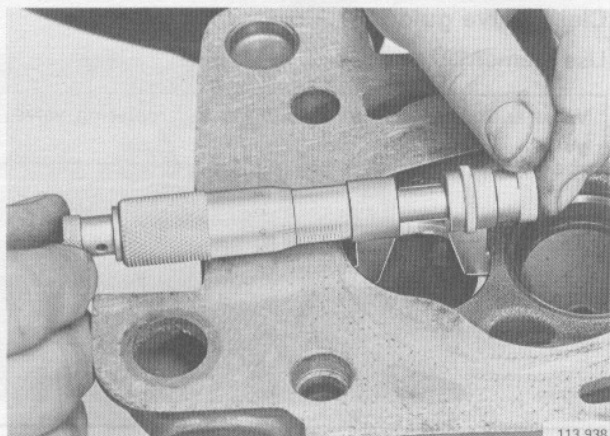
#### Check valve seat recess

If damaged, ream recess to nearest oversize.

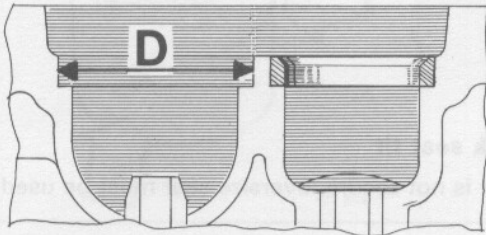
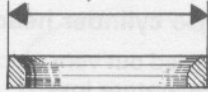
E21

#### Measure diameter

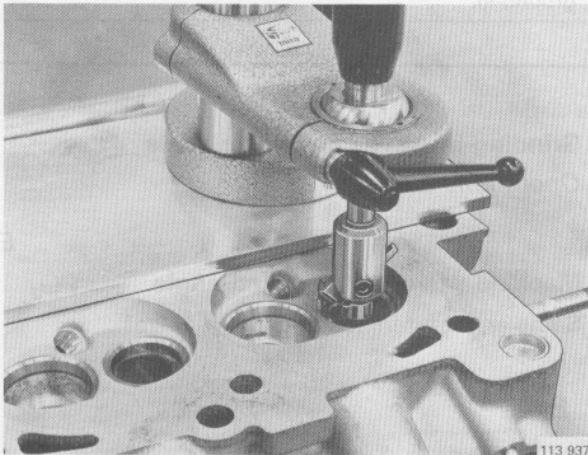
Use an inside micrometer.



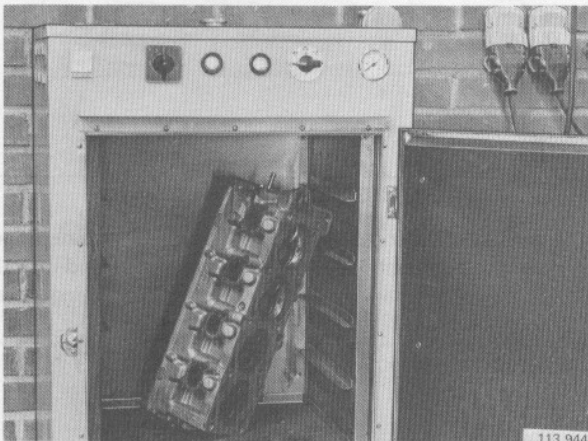
$D + 0.17\text{mm}$  (0.0067 in)



113 945



113 937



113 944



5029  
5220

130 135

E22

### Measuring new valve seat

Size of new valve seat is not marked but must be measured. Two oversizes are available.

Valve seat insert should be **0.17 mm** (0.0067 in) larger than recess in cylinder head.

E23

### If less than 0.17 mm (0.0067 in):

Recut valve seat to oversize. Use a valve cutter e.g. Mira P/N 998 6045-5 and follow manufacturers instructions.

Valve seat diameter	Inlet	Exhaust
Standard .....	mm 46.00	38.00
	(in) (1.8124)	(1.4972)
Oversize 1 .....	mm 46.25	38.25
	(in) (1.8223)	(1.5071)
Oversize 2 .....	mm 46.50	38.50
	(in) (1.8321)	(1.5169)

E24

### Heat cylinder head

Heat to 100 °C (212°F).

E25

### Fit new seat insert on drift

Drift 5029 = inlet valves

Drift 5220 = exhaust valves.

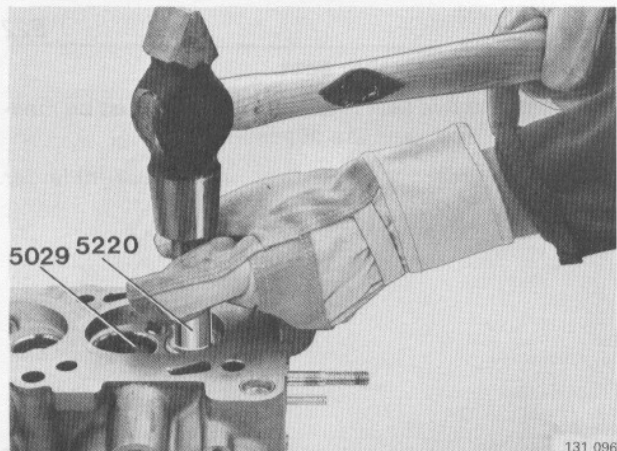
E26

### Cool seat insert to -70°C (-94°F)

Use carbon dioxide.

Wear protective gloves for safety.





E27

### Tap valve seat insert into cylinder head

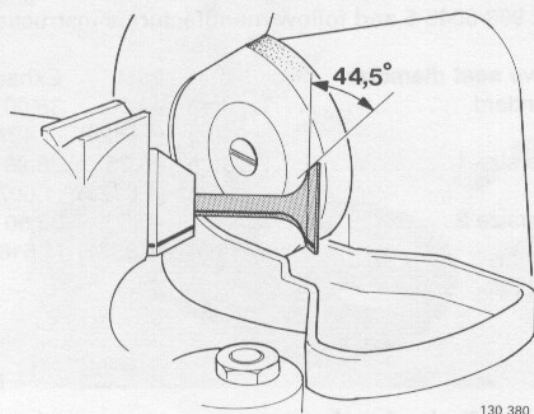
This operation must be carried out very quickly, within 3–4 seconds to avoid temperature loss.

E28

### Check seat fit

If seat is not secure, oversize seat must be used.

After replacing valve seat, seat must be ground and valves ground-in.



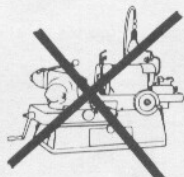
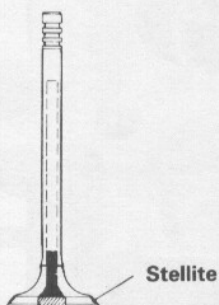
### Grinding-in valves and valve seats

Operations E29–31

E29

### Machine valves to specified angle

Same angle for inlet and exhaust valves.

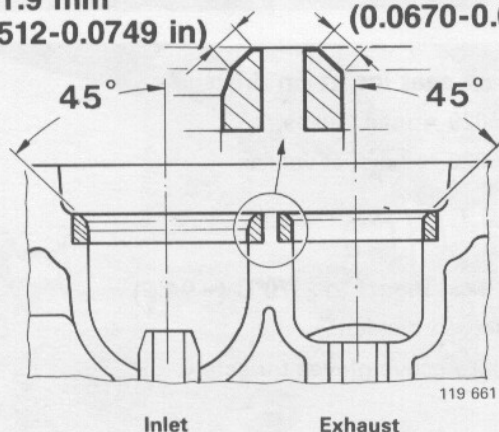


### Important:

Exhaust valves in turbo engines are stellite coated and must not be machined. They can only be ground-in with lapping paste against valve seat. If stellite coating is removed valves will lose heat resistance.

1.3–1.9 mm  
(0.0512–0.0749 in)

1.7–2.3 mm  
(0.0670–0.0906 in)



E30

### Mill or grind valve seats

Same angle for inlet and exhaust valves.

### Valve diameter

Inlet .....	1.3–1.9 mm (0.0512–0.0749)
Exhaust .....	1.7–2.3 mm (0.0670–0.0906)

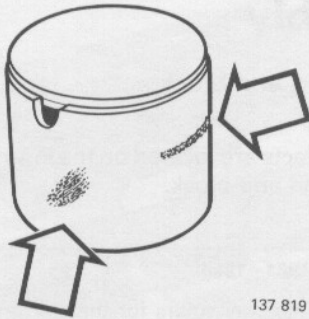
E31

### Check valve fit

Grind-in valves if necessary with lapping paste.

E32

### Check tappets for damage, scoring etc



137 819

E33

### Test valve springs in a spring tester

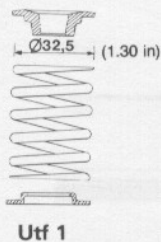
Two different types are in use.

Type 2 springs are used on

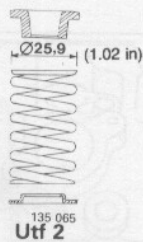
- B21 F LH-Jetronic, late types (introduced from 1983 models)
- B23 F
- B19 ET, B21 ET and B21 FT late types (introduced from 1984 models)

Type 2 springs can also be used on B21 F LH-Jetronic early types and B19 ET, B21 ET and B21 FT early types.

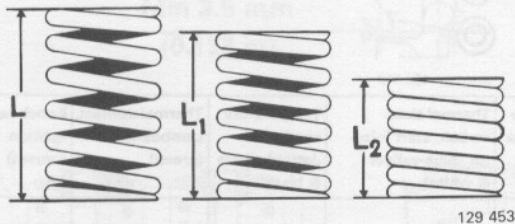
Type 1 springs are used on all other engine types.



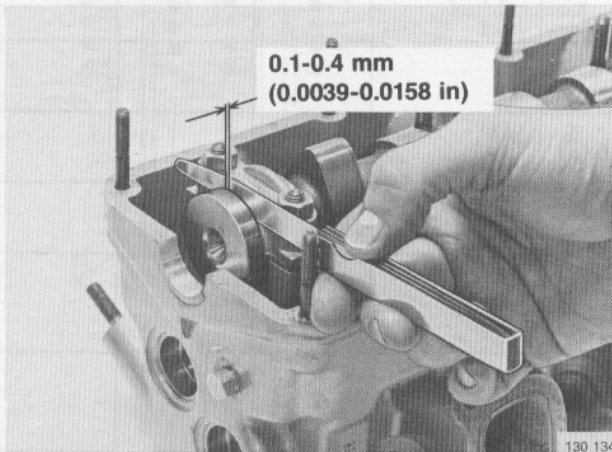
Utf 1



Utf 2



129 453



130 134

**Important:** Do not interchange adjusting shims and springs in same engine types.

Type 1		Type 2	
Length mm (in)	Load N (lb.)	Length mm (in)	Load N (lb.)
45.0 (1.77)	0	45.5 (1.79)	0
38.0 (1.50)	280-320 (62-70)	38.0 (1.50)	280-320 (62-70)
27.0 (1.06)	710-790 (156-174)	27.5 (1.08)	702-782 (154-172)

E34

### Check camshaft end float

Place camshaft in cylinder head.

Fit rear bearing cap.

Slide camshaft to and fro and measure end float.

End float = 0.1–0.4 mm (0.0039–0.0158 in)

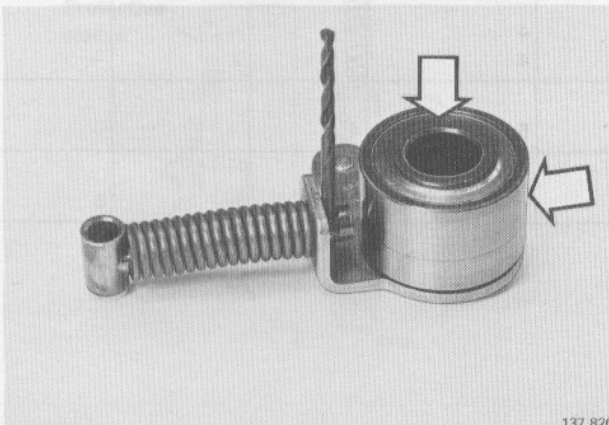
If end float is too large, replace rear bearing cap.

E35

### Check belt tensioner

Check roller for excessive wear.

Running face of roller must not be damaged. If surface is grooved both roller and belt must be replaced.



137 820

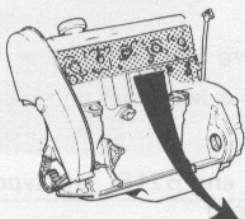


## Cylinder head, assembly

### Location of senders/contacts on cylinder head and block

E36

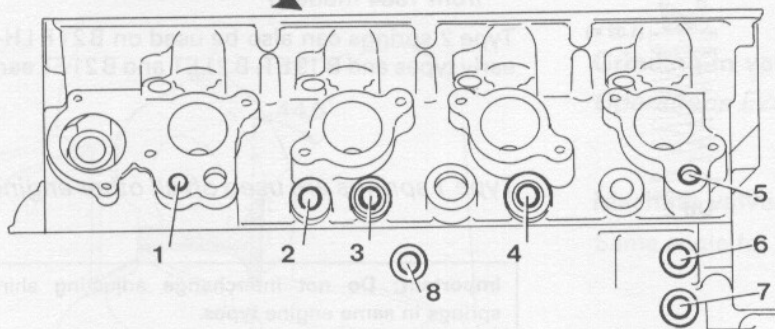
All senders/contacts are located on the left-hand side of the cylinder head and block.



#### F engines USA 1981–1984

Make sure that the connectors for the start injector, CIS system temperature sender and LH-Jetronic temperature sender are correctly connected.

The connectors look alike and can easily be interchanged.



136 019

Engine type	Temperature sender CIS (blue & red)	Thermostat valve EGR (black hoses)	Thermostat valve acceleration enrichment (black hoses)	Temperature sender gauge (yellow)	Thermal time-switch, start injector (blue-yellow & white)	Temperature sender LH-Jetronic (blue & black)	Thermal contact, Lambda-sond (green)	Knock sensor ignition (brown)
B 17, 19, 21, 23 A 1975–1984	—	2 <sup>3)</sup>	—	3	—	—	—	—
B 19 K 1984	—	—	—	3	—	—	—	—
B 19, 21, 23 E 1975–1984	—	2 <sup>3)</sup>	—	3	5	—	—	—
B 19, 21 E-Turbo 1981–1984	—	2 <sup>5)</sup>	—	3	4	—	—	—
B 21 F-5 <sup>1)</sup> 1976–1984 1981 USA	— 1 <sup>4)</sup>	2 <sup>3)</sup> —	— 2	3 3	5 5	— —	— —	— —
B 21 F-9 <sup>2)</sup> 1981 1982	1 1	— —	2 2	3 3	5 5	— —	— 7	— —
B 21 F-Turbo 1981 1982–1984	6 6	— —	2 2	3 3	4 4	— —	— 7	— —
B 21 FLH-Jetronic 1982	1	—	—	3	5	4	—	—
B 23 FLH-Jetronic 1983–1984	—	—	—	3	—	4	—	8

<sup>1)</sup> B 21 F-5 = CI system and Bosch ignition system

<sup>2)</sup> B 21 F-9 = CI system and Chrysler ignition system

<sup>3)</sup> Only certain year models and markets

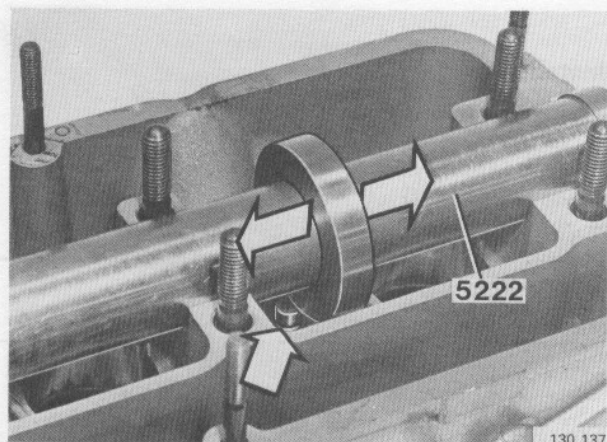
<sup>4)</sup> Only California

<sup>5)</sup> Only B 21 ET Scandinavia and Switzerland 1984–

E37

### Check valve stem position in relation to camshaft

This measurement should be carried out to ensure that there is sufficient space for valve adjustment.

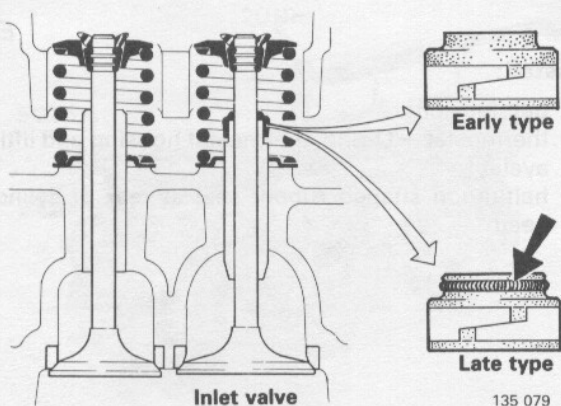
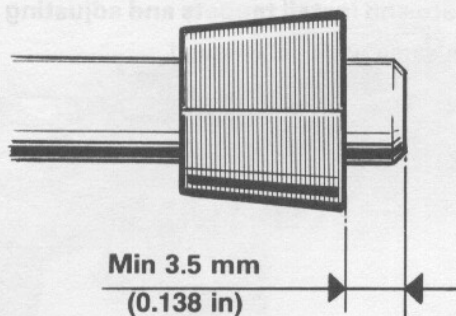


Place valves in cylinder head.  
Remove measuring rings for D 20/D 24 (largest ring) from gauge 5222 and place gauge in cylinder head.  
Slide measuring ring for B 17–B 23 over valve and press valve against seat with a finger.

Ring must not touch valve. If valve touches ring the stem must be ground down.

Max grinding = **0.5 mm** (0.02 in)

Min **3.5 mm** (0.138 in) between valve cotter and end of valve stem.

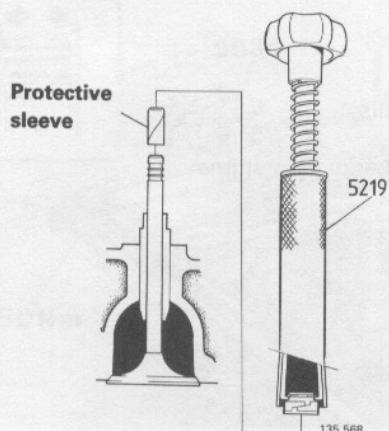


E38

### Fit new valve stem seals

Seals are only required on inlet valves.

Use only late type seals.



Always use the protective sleeve supplied with new parts.

To install seal:

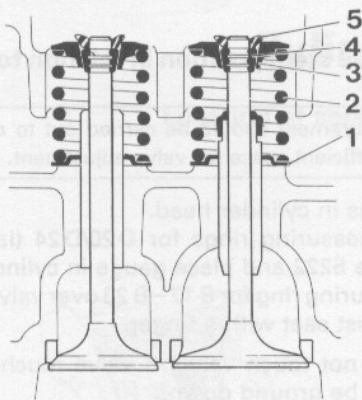
Oil and place valve in position.

Place protective sleeve on valve stem.

Fit seal using tool 5219. The tool should abut seal flange.

Remove protective sleeve.





130 093

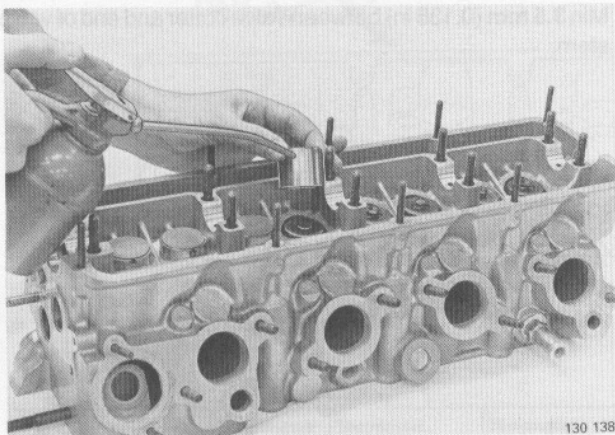
E39

**Install:**

- lower spring seat (1)
- spring (2)
- upper spring seat (3)
- valve cotter (4)
- rubber seal (5)

**Important:**

Two different types of springs and seats are in use, see E 33.

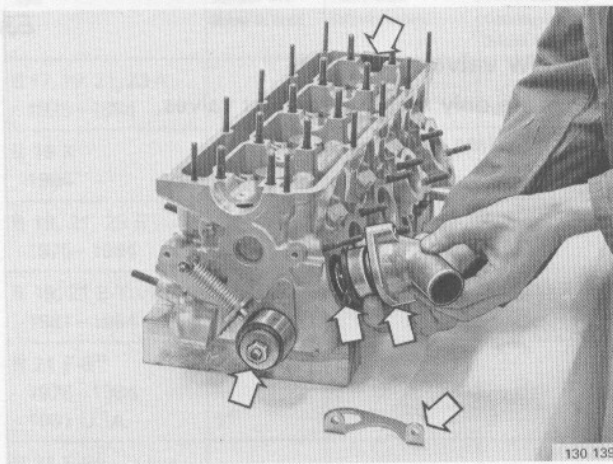


130 138

E40

**Lubricate and install tappets and adjusting shims**

Place in same position as found.

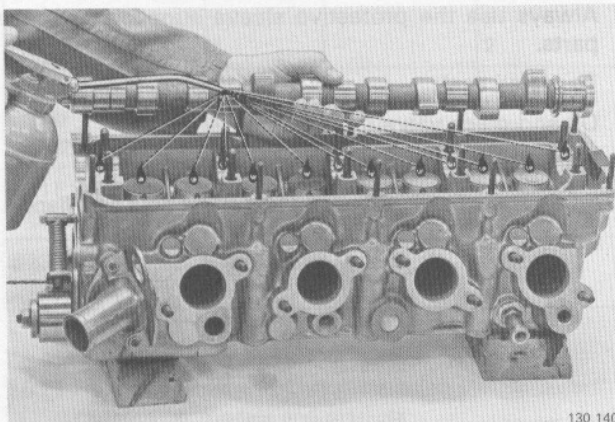


130 139

E41

**Install:**

- belt tensioner
- thermostat + O-ring, thermostat housing and lifting eyelet
- half-moon shaped rubber seal at rear of cylinder head



130 140

E42

**Lubricate:**

- bearing shells
- cams
- tappets and adjusting shims

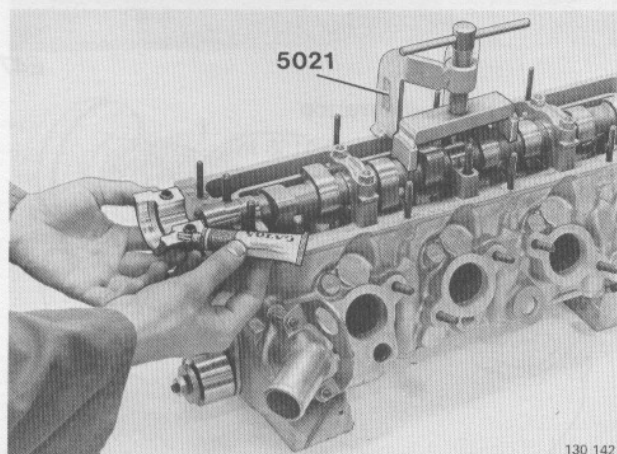
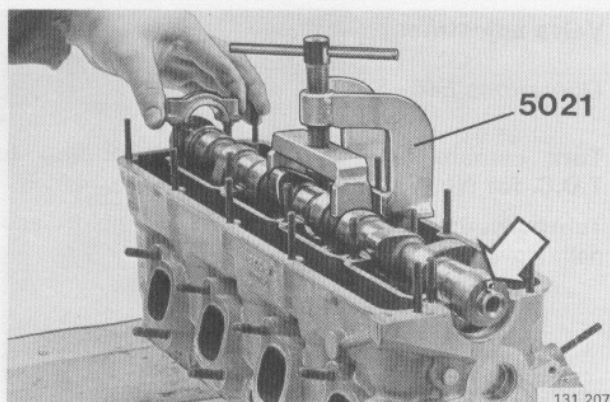
E43

### Install camshaft and caps

Place camshaft and rear bearing cap on cylinder head. Guide pin (arrowed) for pulley should face up.

Press camshaft into cylinder head with press tool 5021. (Use rear bearing cap as guide).

Do not tighten nuts on rear bearing cap fully at this stage.



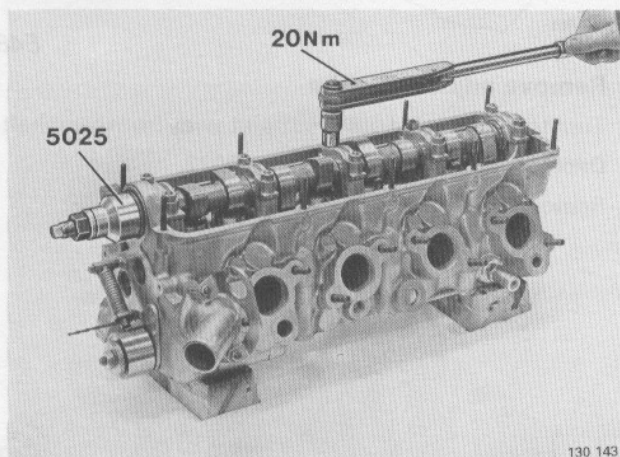
Smear front bearing cap sealing face with sealer P/N 1161 027-6.

Lubricate and fit remaining bearing caps. Do not tighten nuts fully at this stage.

Remove press tool 5021.

Lubricate and fit center bearing cap.

Torque bearing cap nuts to **20 Nm** (14 ft.lbs).

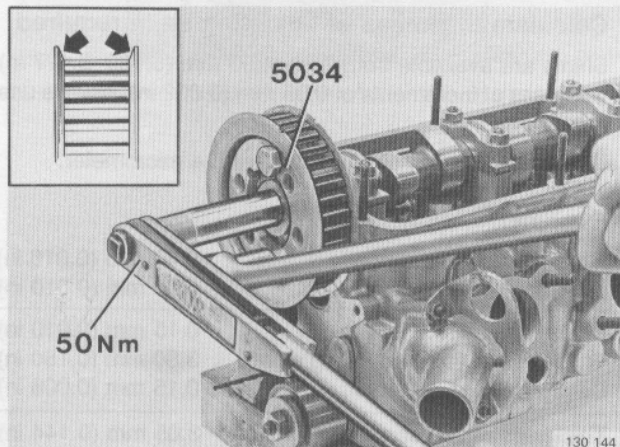


E44

### Install front oil seal

Use sleeve 5025.

Grease oil seal and shaft. Check that edges of seal are not damaged.



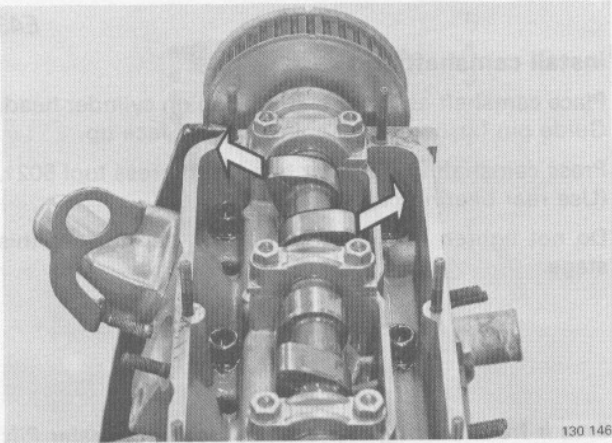
E45

### Install guide plates and pulley

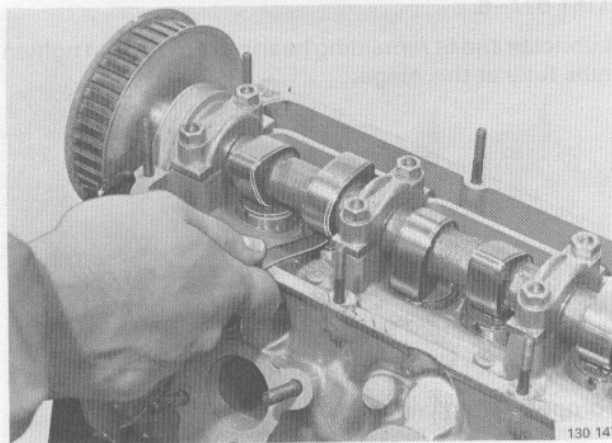
Turn plates so that edges point away from pulley.

Torque to **50 Nm** (36 ft.lbs). Use counterhold 5034.

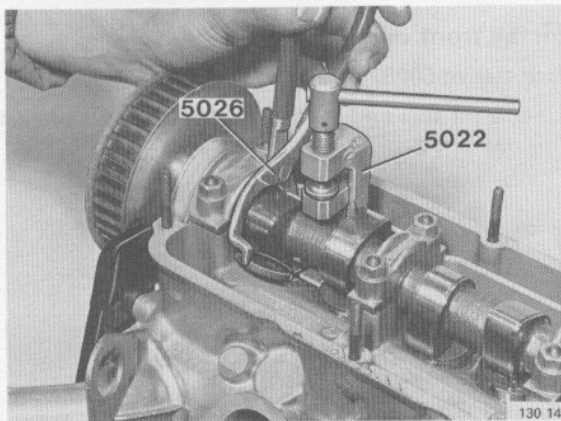




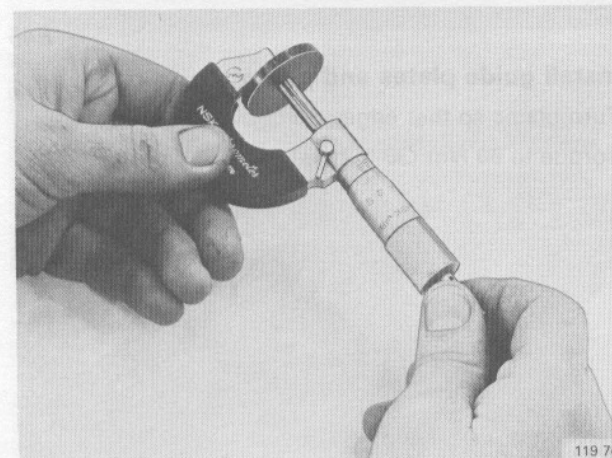
130 146



130 147



130 148



119 744

## Valve adjustment

Operations E46–54

E46

**Turn camshaft to position corresponding to T.D.C. for No. 1 cylinder**

Turn pulley until cams above No. 1 cylinder point diagonally upwards.

E47

**Measure valve clearance**

0.35–0.40 mm (0.0138–0.0158 in).

E48

**Remove adjusting shim**

Turn tappets so that grooves point away from camshaft.

Depress tappets with press tool 5022.

Remove adjusting shim with pliers 5026.

E49

**Calculate thickness of adjusting shim required**

Shims are available from 3.30–4.50 mm (0.130–0.177 in) thickness at increments of 0.05 mm (0.002 in). Always use new shims.

Measure thickness of fitted shim with a micrometer.

**Example:**

Correct valve clearance .....	0.40 mm (0.016 in)
Measured clearance .....	0.25 mm (0.010 in)

Difference .....	0.15 mm (0.010 in)
------------------	--------------------

Thickness of fitted adjusting shim ...	3.80 mm (0.150 in)
--	--------------------

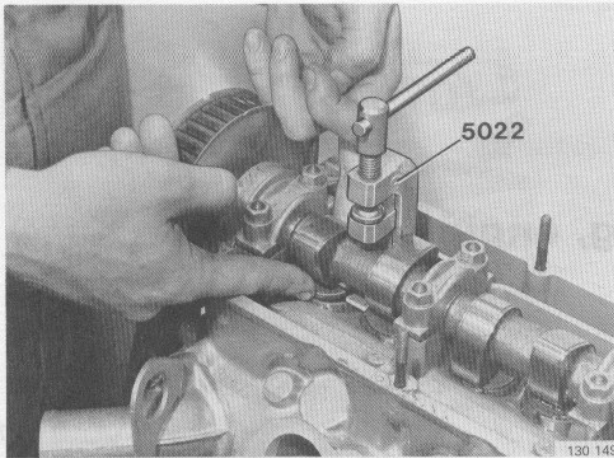
Difference .....	0.15 mm (0.006 in)
------------------	--------------------

Thickness of adjusting shim required	3.65 mm (0.144 in)
--------------------------------------	--------------------

E50

### Lubricate and install new adjusting shim

Shim must be fitted with mark facing downwards.



130 149

E51

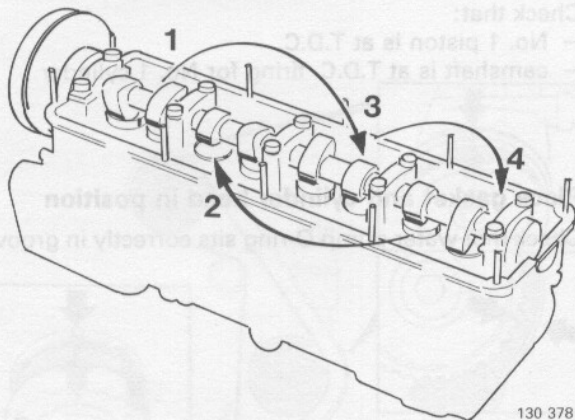
### Remove special tool 5022

E52

### Check valve clearance for remaining cylinders

Check valve clearance in following sequence:

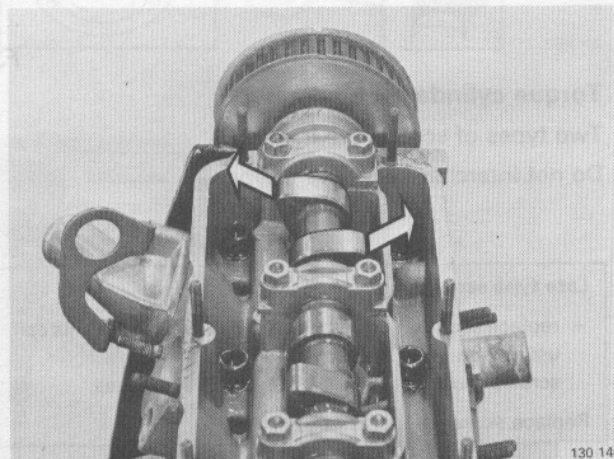
Cyl 3, Cyl 4 and Cyl 2.



130 378

E53

### Turn camshaft a few turns and recheck clearance of all valves

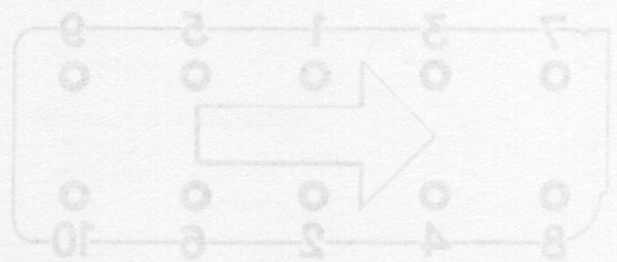


130 146

E54

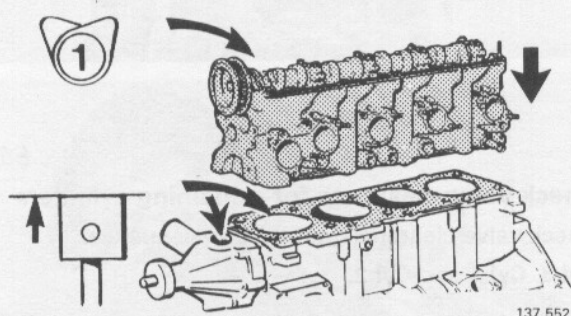
### Set camshaft to T.D.C. firing for No. 1 cyl.

Both cams above No. 1 cylinder should point diagonally upwards.





## Assembling, engine



### F1 Check position of crankshaft and camshaft

Check that:

- No. 1 piston is at T.D.C.
- camshaft is at T.D.C. firing for No. 1 cylinder

### F2 Place gasket and cylinder head in position

Check that water pump O-ring sits correctly in groove.

Early type



Late type



### F3 Torque cylinder head screws

Two types of screws are in use.

Do not interchange different types.

#### Late type screws:

- replace screws if they show signs of distortion. This can usually be seen at centre of screw.
- screws must not be reused more than 5 times.

Replace screws if in doubt.

#### Oil screws.

Place screws in cylinder head and tighten each screw in sequence according to following stages.

#### Early type

1 = 60 Nm (43 ft.lbs)

2 = 110 Nm (80 ft.lbs)

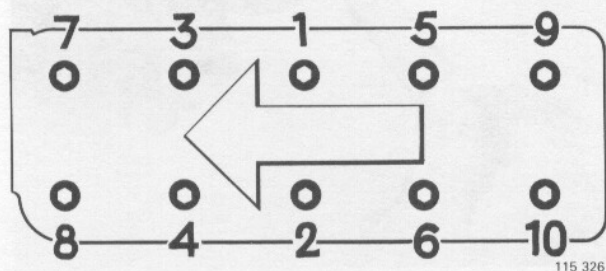
**Note:** Retorque early type screws, see F8 page 56

#### Late type

1 = 20 Nm (14 ft.lbs)

2 = 60 Nm (43 ft.lbs)

3 = Angle-tighten 90°



F4

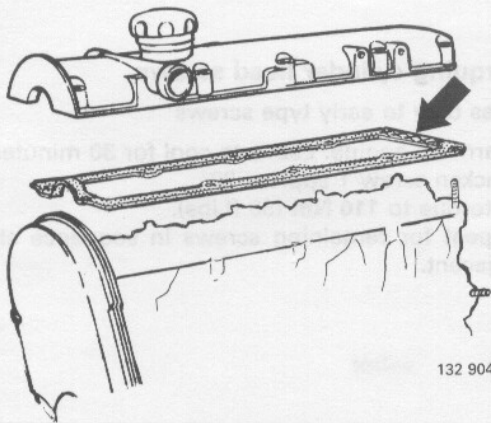
**Install gasket and rocker cover**

Check that half moon-shaped seal at rear of cylinder head is in position.

Use a new gasket.

Turbo engines require a harder type of gasket. Part number and colour of gasket are shown below.

	Colour	P/N
Turbo .....	Light biege	1326640-8
Other models .....	Blue	463999-3



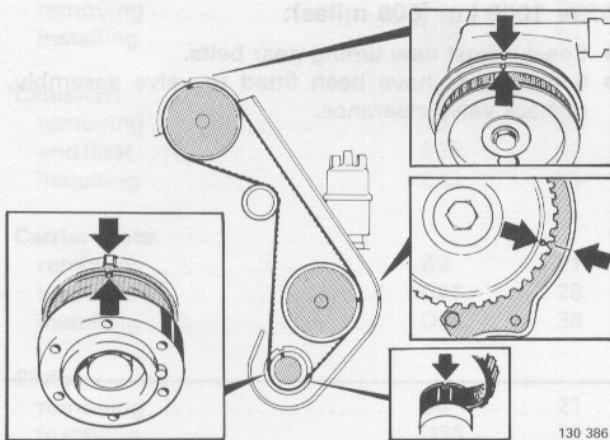
132 904

F5

**Install timing gear belt**

**Important:** Do not turn crankshaft or camshaft as pistons can strike valves and cause damage.

- Check that camshaft, intermediate shaft and crankshaft are aligned as shown adjacent.
- Place belt around crankshaft and intermediate shaft pulleys so that two lines on belt align with timing mark on crankshaft.
- Stretch belt and place over camshaft and belt tensioner.
- Check position of belt. Recheck position of pulleys.



130 386

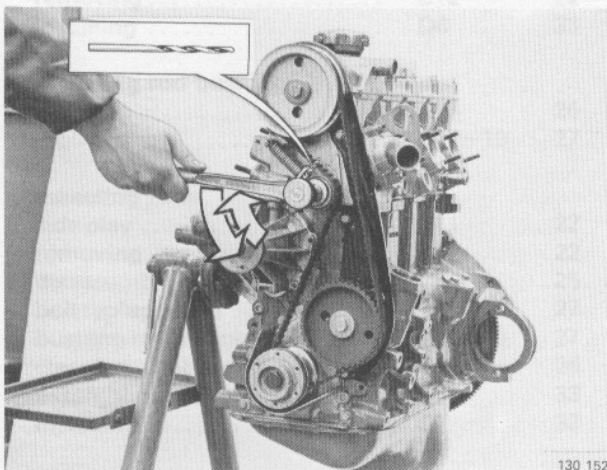
F6

**Tighten timing gear belts**

Slacken belt tensioner nut. Spring will now tension belt.

Remove drill from belt tensioner (See E1).

Retighten nut.



130 152

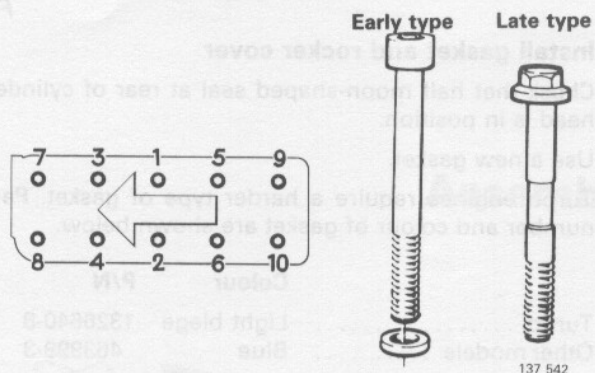
F7

**Install:**

- timing gear case
- crankshaft pulley



F8

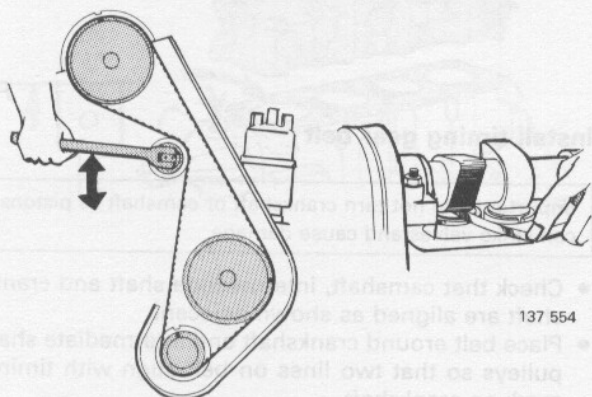


### R retorquing cylinder head screws

Applies only to early type screws

1. Warm-up engine. Leave to cool for 30 minutes.
2. Slacken screw 1 approx. 30°. Retorque to **110 Nm** (80 ft.lbs).
3. Repeat for remaining screws in sequence shown adjacent.

F9



### After 1000 km (600 miles):

- Check/adjust new timing gear belts.
- If new parts have been fitted to valve assembly, recheck valve clearance.

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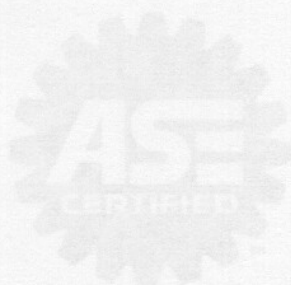
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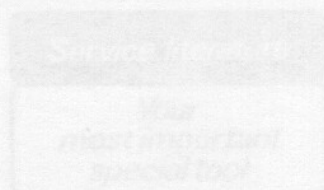
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TP 30170/2  
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