Service Manual

Repairs and maintenance

Section 6 (65)

Rear wheel suspension, 240/260, DL GL, GT, GLT, GLE, COUPE DIESEL 1975–

VOLVO

Contents

Note: Torque specifications in this manual cover 1975–81 models. Refer to appropriate new model literature for subsequent specification changes.

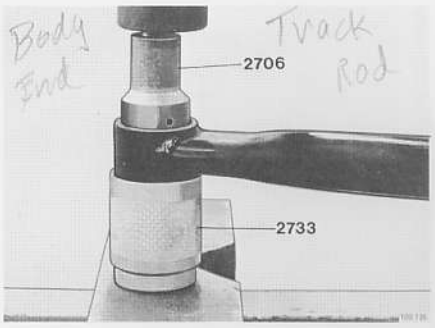
Order No. TP 30125/2.

Specifications

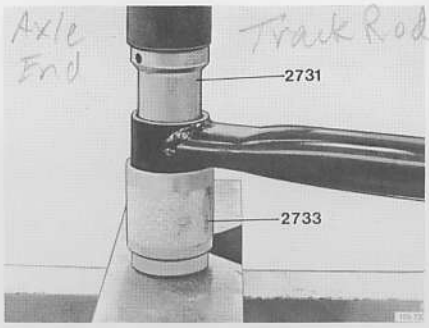
Tightening torques	Nm	ft lbs
Wheel nuts	115±15	85±11
Reaction rod (body attachment)	85	65
(axle attachment)	85	65
Track Rod (body attachment)	85	65
(axle attachment)	60	45
Trailing arms (body attachment)	115	85
(axle attachment)	115	85
Rear spring nut, upper	45±10	35±7
lower	20	15
Shock absorber, upper and lower nuts	85	65

Special tools

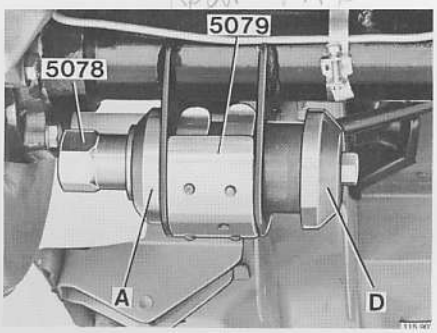
999	Description – use	
2706	**Drift –**	removing and installing track rod bushing
2731	**Drift –**	removing and installing track rod bushing
2733	**Counterhold –**	replacing track rod bushing
5078	**Press tool –**	replacing trailing arm bushing
5079	**Spacer sleeve –**	replacing trailing arm bushing
5086	**Drift –**	replacing reaction rod bushing
5087	**Sleeve –**	replacing reaction rod bushing
5088	**Drift –**	replacing reaction rod bushing



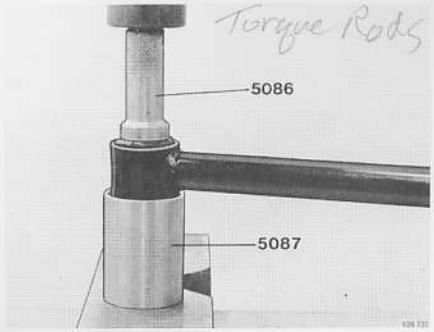
2706



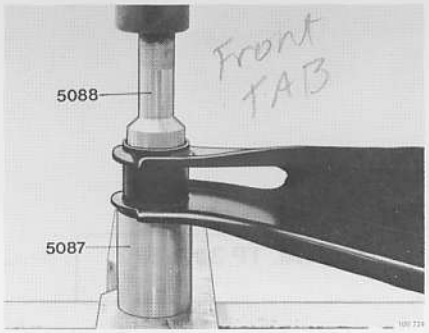
2731, 2733



5078, 5079



5086, 5087

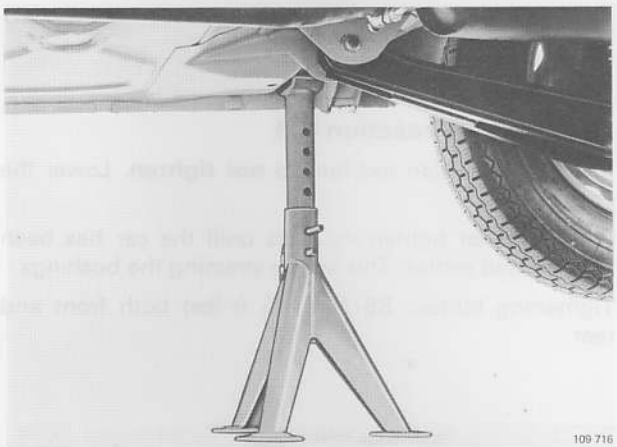


5087, 5088

Group 65

A. Replacing the reaction rod and/or bushings

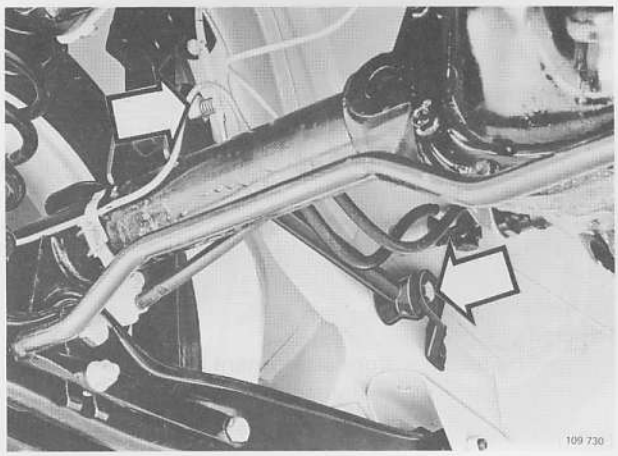
Special tools: 5086 Drift
5087 Sleeve



A1

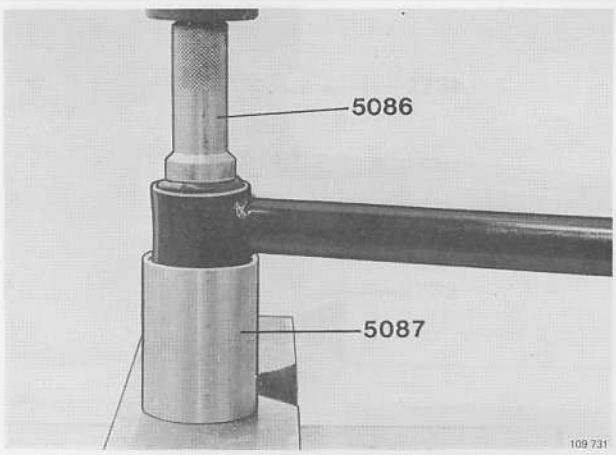
Jack up the rear end

Place supports in front of the rear jack attachments.



A2

Remove reaction rod



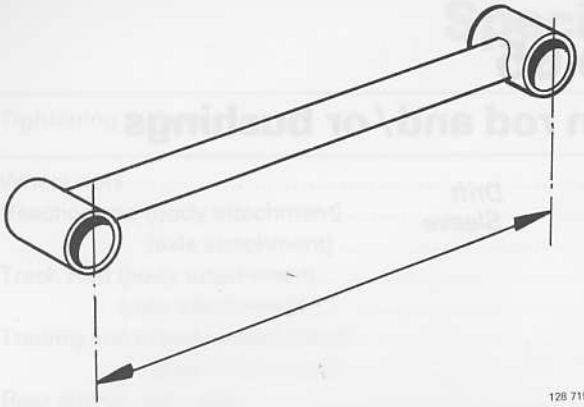
A3

Replacing bushings

Press bushings out (or in) with special tool **5086** and counterhold **5087**.

Note! Position the bushings in the reaction rod so that the flat sides are parallel to the rod.

A4

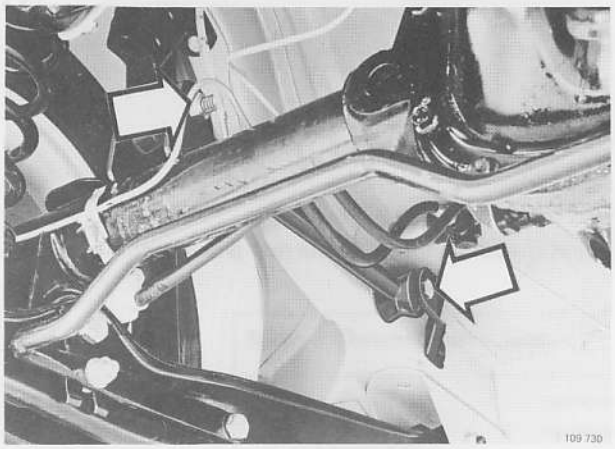


Three different rod lengths available

1 **402** mm (15.839'') – standard
2 **397** mm (15.641'') – 5 mm shorter (0.197'')
3 **392** mm (15.445'') – 10 mm shorter (0.40'')

Rods 2 and 3 are used to lessen vibration on take off.

A5



Installing the reaction rod

Install the reaction rod but **do not tighten**. Lower the car.

Note: Do not tighten the nuts until the car has been lowered and settles. This avoids straining the bushings.

Tightening torque: 85 Nm (65 ft lbs) both front and rear.

Replacing stabilizer

To remove

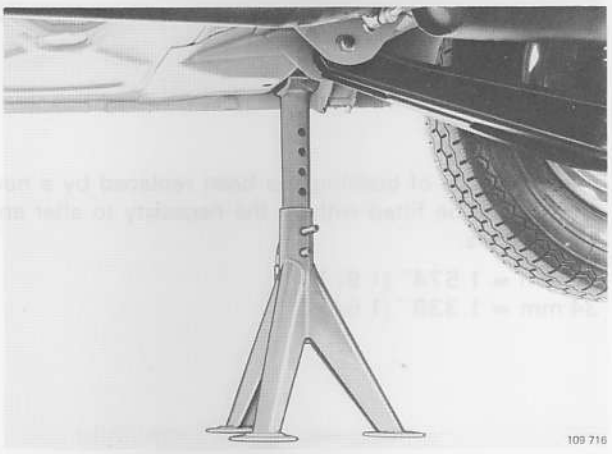
Remove two rear retaining bolts (hex 19 mm) on each side of the bar.
Remove two front retaining bolts (hex 17 mm) on each side of the bar.

To install

Reverse procedure.
Tightening torques: front attachment 85 Nm (65 ft lbs)
rear attachment 45 Nm (30 ft lbs)

B. Replacing track rod and/or bushings

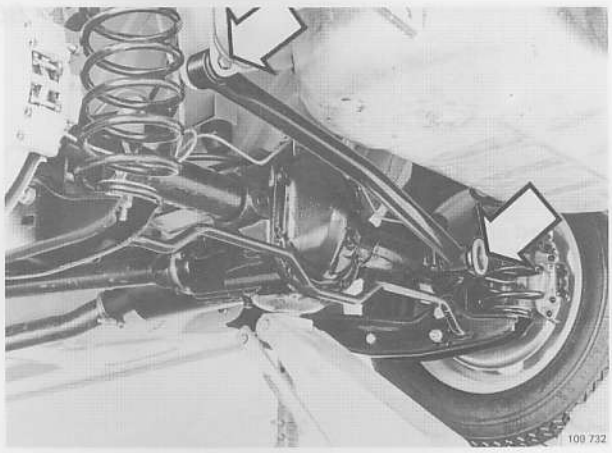
Special tools 2706	*Drift*
2731	*Drift*
2733	*Counterhold*



B1

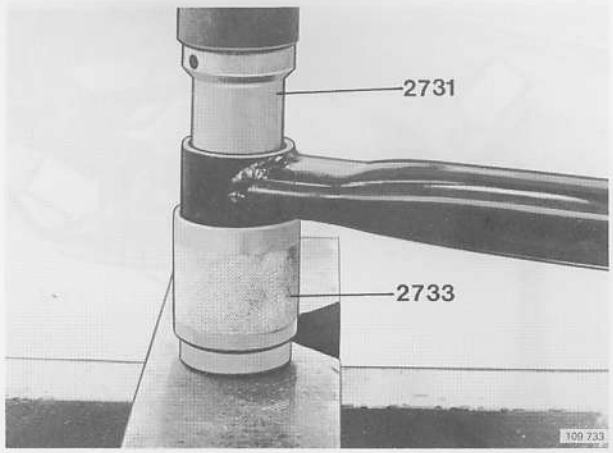
Jack up the rear end

Place supports in front of rear jack attachments.



B2

Remove track rod

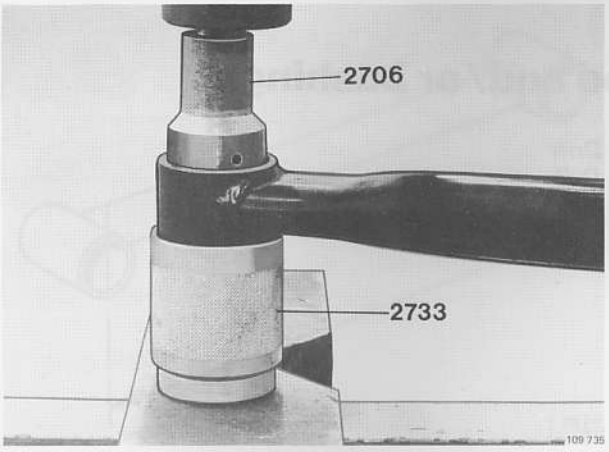


B3

Replacing bushings

Press out rear axle end of bushing with special tool **2731** and sleeve **2733** used as counterhold and turned as shown in illustration.

Press in new bushing with the same tools but with counterhold inverted.

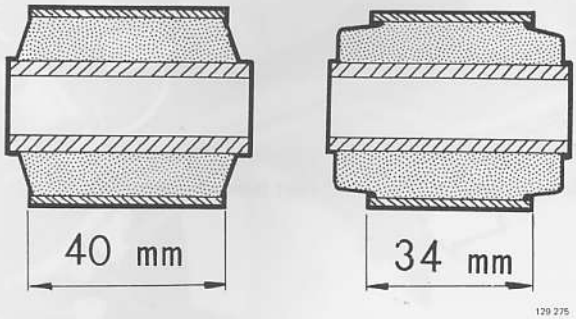


B4

Press out body side of bushing with special tool **2706** and sleeve **2733** used as counterhold and turned as shown in illustration.

Press in new bushing with the same tools but with counterhold inverted.

(Use a soapy solution as a lubricant to assist in this operation.)

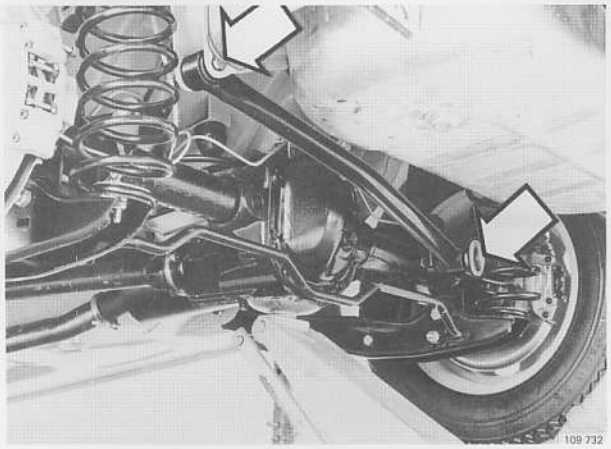


B5

Note:

The body side of bushing has been replaced by a new type. It can be fitted without the necessity to alter any other details.

40 mm = 1.574" (1 9/16")
34 mm = 1.338" (1 5/16")



B6

Replace track rod

Replace track rod but do not tighten. Lower the car.

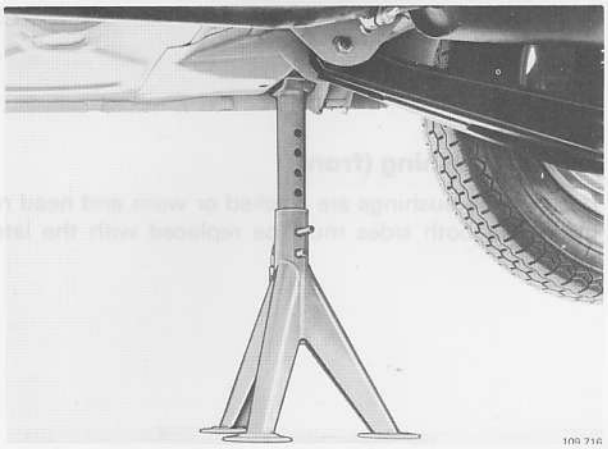
Note: Do not tighten the nuts until the car has been lowered and settles. This avoids straining the bushings.

Tightening torques:

axle attachment	60 Nm (45 ft lbs)
body attachment	85 Nm (65 ft lbs).

C. Replacing trailing arm and/or bushings

Special tools 5078	*Press tool*
5079	*Spacer sleeve*
5087	*Sleeve*
5088	*Drift*

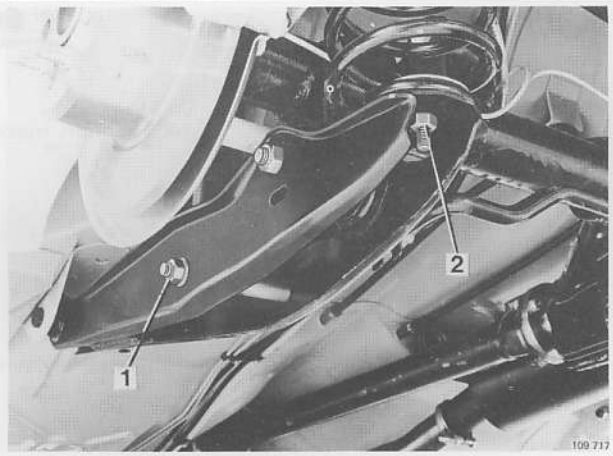


C1

Jack up the rear end

Place supports in front of rear jack attachments. Jack up rear axle slightly to off load spring and shock absorber.

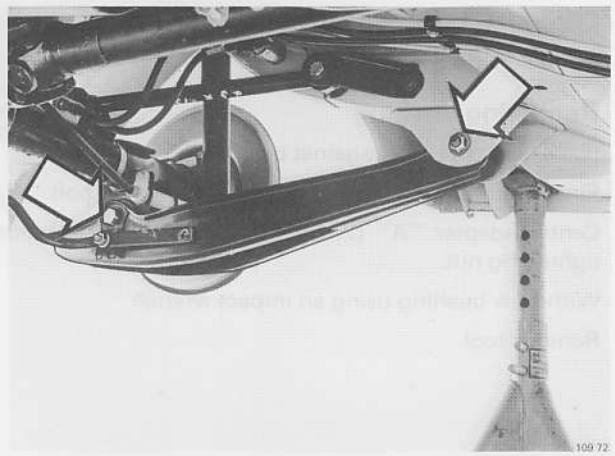
Remove wheel.



C2

Remove lower shock absorber attachment bolt (1) and spring bottom nut (2)

Lower jack and remove spring.

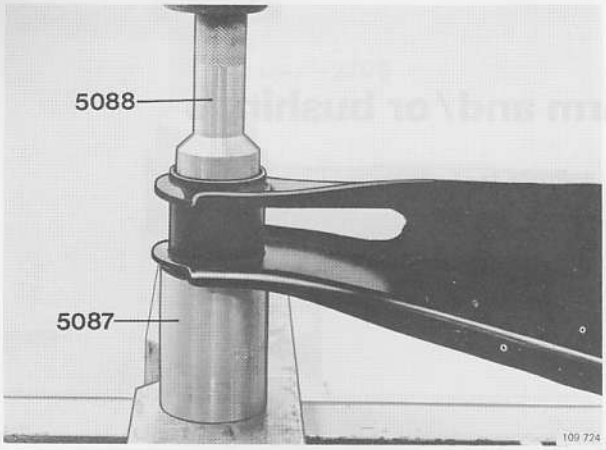


C3

Remove trailing arm

Replacement of trailing arm only, see operation C11.

C4

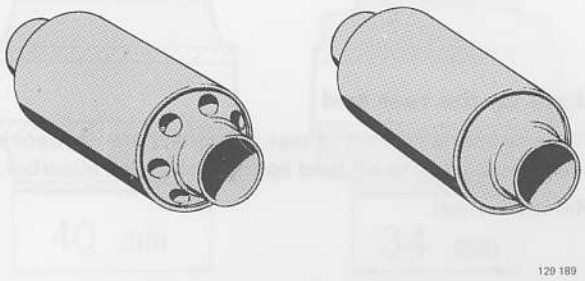


Replacing bushings

Replace leading bushing (front).

Use special tool **5088** and counterhold **5087**.

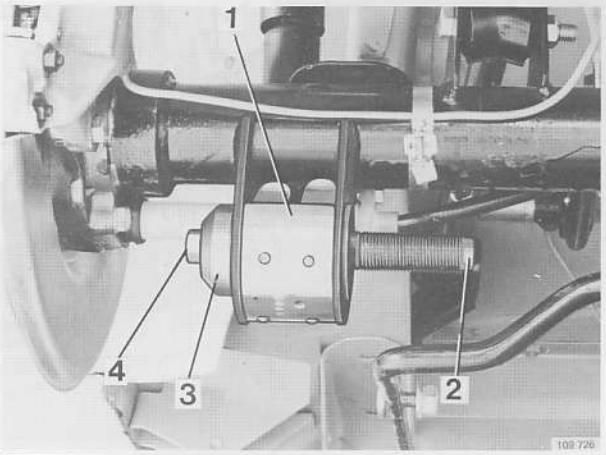
C5



Leading bushing (front)

If early type bushings are cracked or worn and need replacement both sides must be replaced with the later type.

C6



Replace trailing bushing (rear)

Note: The tools are stamped with identification marks A, B, C or D.

Use special tool **5078** and spacer **5079**.

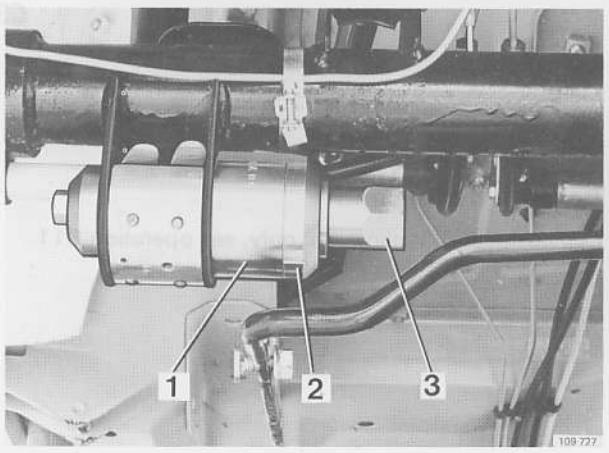
Place spacer **5079** (1) round bushing.

Insert threaded bolt (2) through bushing from inside.

Install adapter 'C' (3) and nut (4) on the outside.

Centre adapter 'C' (3) before tightening it securely with bolt (2).

C7



Removing bushing

Place sleeve "B" (1) against bracket.

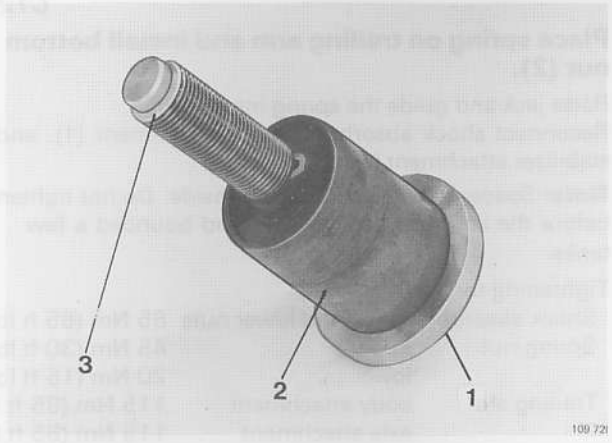
Place adapter "A" (2) and nut (3) on threaded bolt.

Centre adapter "A" (2) against sleeve "B" (1) before tightening nut.

Withdraw bushing using an impact wrench.

Remove tool.

C8



Installing bushing

Place adapter ''D'' (1) against flat end of bushing and centre adapter against bushing hole.

Insert threaded bolt (3) through bushing (2).

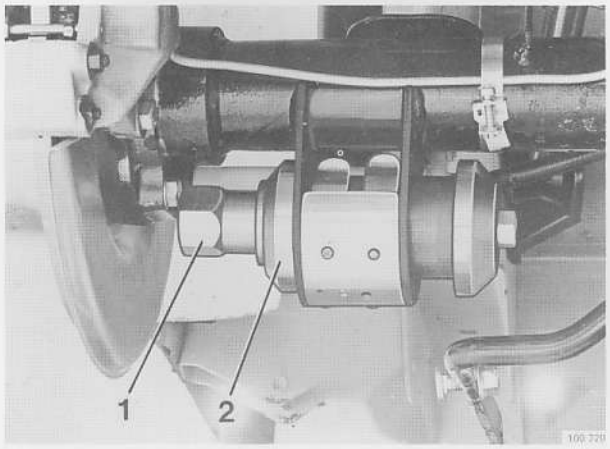
Fit nut on bolt and tighten up adapter 'D' (1) with bolt.

C9

Install bushing in bracket from inside

Note: The bushing has recesses (1) which should be in a horizontal (fore and aft) position when installed – also note that the recesses are offset towards the top; larger rubber area (2) should be at bottom (below centre line) – see illustration.

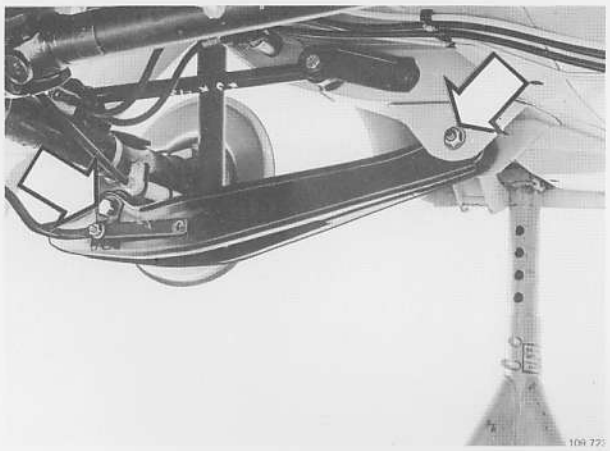
C10



Align adapter 'A' (2) and tighten nut (1) to pull bushing into place.

Remove tool and spacer.

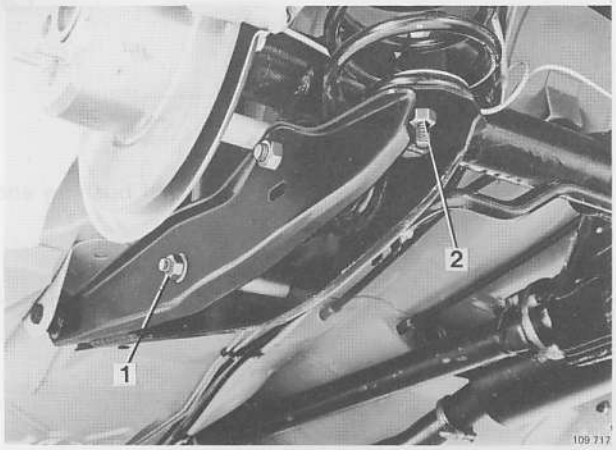
C11



Installing trailing arm

Fit trailing arm, to front and then to rear attachment together with stabilizer attachment.

Note: Do not tighten the nuts until the car has been lowered and settles. This avoids straining the bushings.



C12

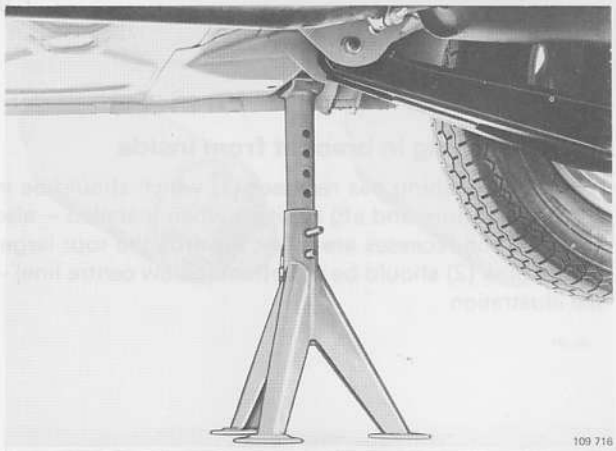
Place spring on trailing arm and install bottom nut (2).

Raise jack and guide the spring into position.
Reconnect shock absorber bottom attachment (1), and stabilizer attachment (certain models).

Note: Spacer sleeve should lie on inside. Do not tighten before the car has been lowered and bounced a few times.

Tightening torques:

Shock absorber	upper and lower nuts	85 Nm (65 ft lbs)
Spring nut	upper	45 Nm (30 ft lbs)
	lower	20 Nm (15 ft lbs)
Trailing arm	body attachment	115 Nm (85 ft lbs)
	axle attachment	115 Nm (85 ft lbs)



C13

Install wheel and lower car

Tightening torque (wheel nuts):
115 Nm (85 ft lbs).

VOLVO

TP 30125/2
4000.6.81
Printed in Sweden
English/American

Printed in Sweden, Gotab, Kungälv 1981.30106