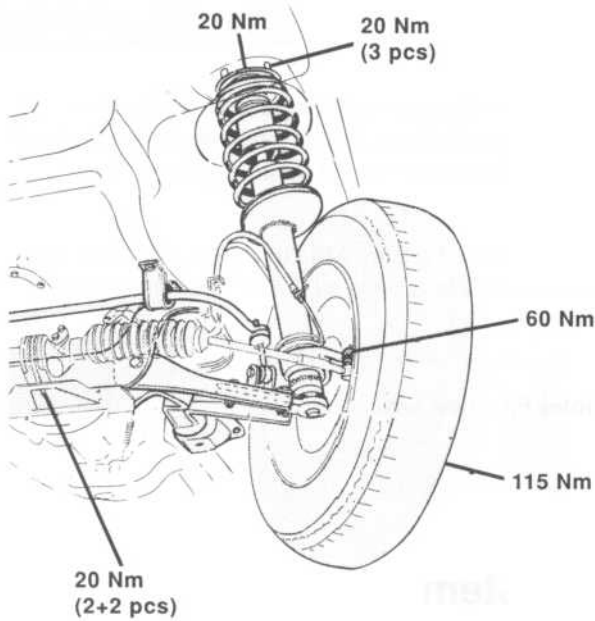


# C1 - Steering system/front suspension

Tighten the bolts



**200**

Only at 15,000 km

Front suspension - check/tighten

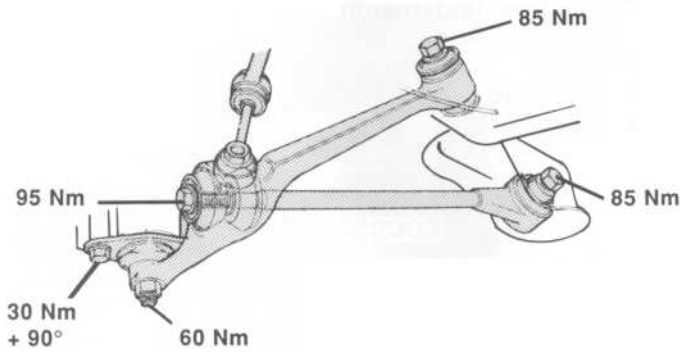
If necessary, remove the protecting plate.

Check/tighten the front suspension, steering gear and engine mounting bolts.

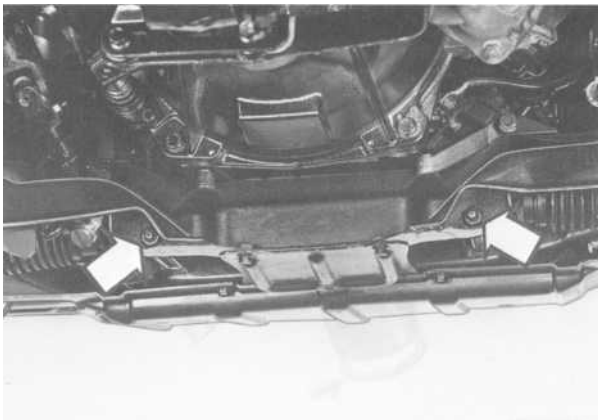
Note! This illustration should be regarded as a guide for subsequent tightening of bolts to the correct torque.

**700, 940/960**

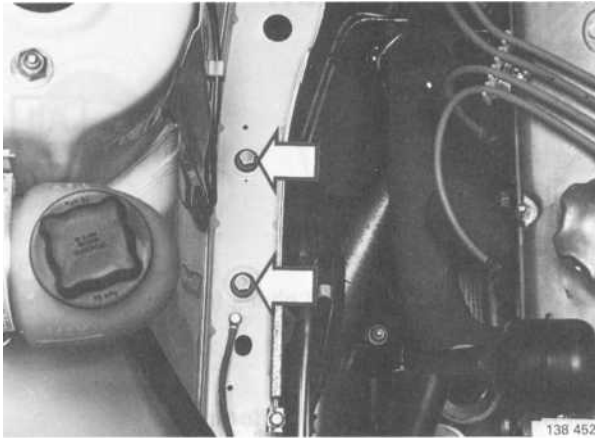
Only at 15,000 km



Control arm, control arm stay and steering gear - tighten



Tighten the steering gear nuts to: 44 Nm (4.4 kpm).

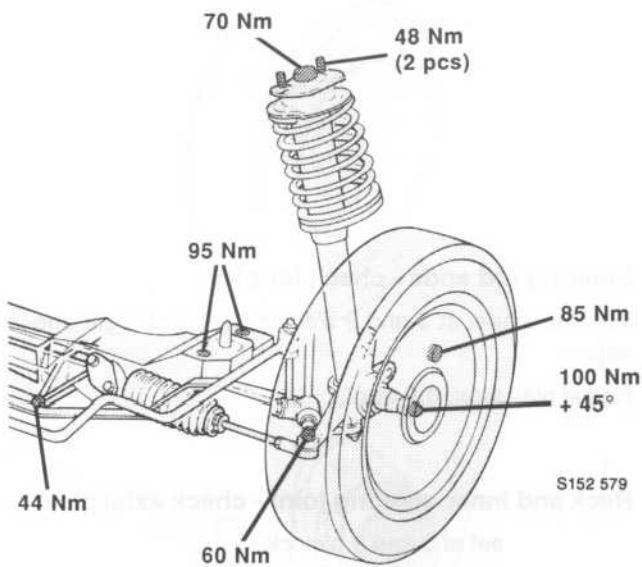


Bolts for front axle member - tighten

Tighten the bolts to:

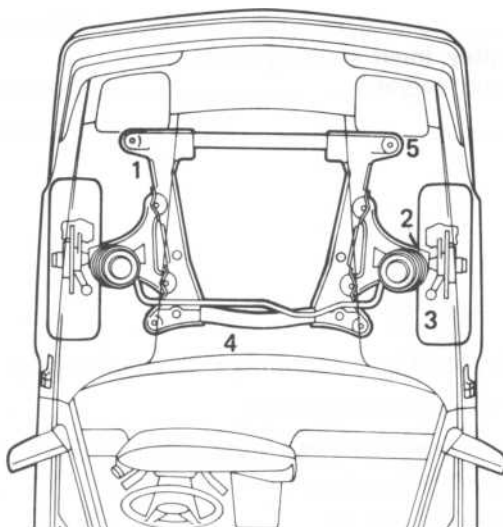
Torque: 95 Nm (9.5 kpm).

Note! Torque figures given in the figures should be regarded as a guide for subsequent tightening of bolts to the correct torque when necessary.



**400**

Only at 15,000 km



Front suspension

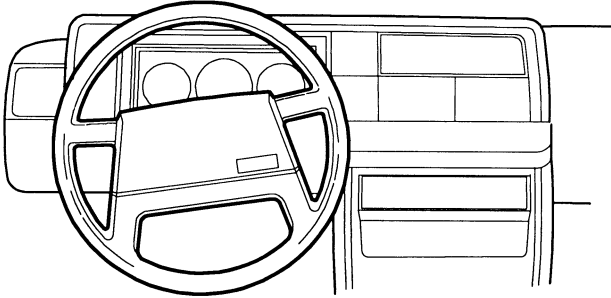
- |                                       |       |
|---------------------------------------|-------|
| 1. Control arms (4 pcs.)              | 80 Nm |
| 2. Ball joints (2 pcs.)               | 75 Nm |
| 3. Steering rod joints (2 pcs.)       | 55 Nm |
| 4. Steering shaft anchorages (4 pcs.) | 27 Nm |
| 5. Subframe (4 pcs.)                  | 90 Nm |

Note! The torque figures in the illustrations should be regarded as a guide for subsequent tightening of bolts to the correct torque, if necessary.

## C2 - Steering system/front suspension

check for wear

All



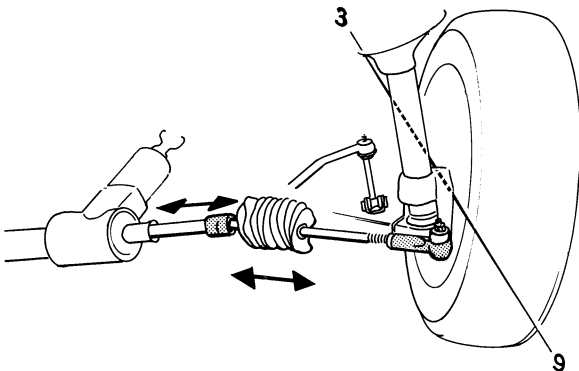
Steering gear - check

With the wheels on the floor:

Turn the steering wheel and check for play in the straight-ahead position.

With the wheels lifted off the floor:

Check for stiffness in the steering by turning the steering wheel full lock left and right.



Steering rod ends - check for play

Jerk the wheel at 3 and 9 o'clock (wheel straight ahead).

Radial play max. 0.5 mm.

Rack and inner steering joint - check axial play

Jerk the wheel at 3 and 9 o'clock.

Max. play in rack:

200, 700, 940/960

2.0 mm

400

0.5 mm

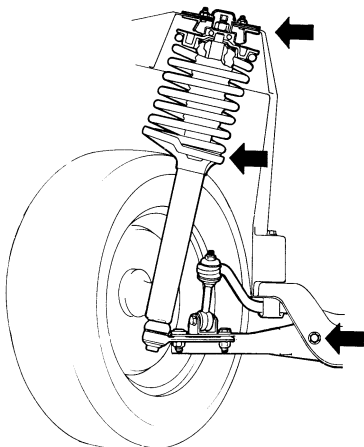
Max. play, inner steering joint:

200, 700, 940/960

1.0 mm

400

0.5 mm



Spring strut and anchorage - check for play

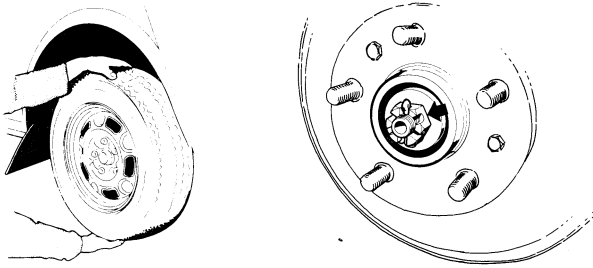
Turn the wheel to max. lock.

Jerk the wheel at 6 o'clock and check:

- control arm bushings

- shock absorber rod

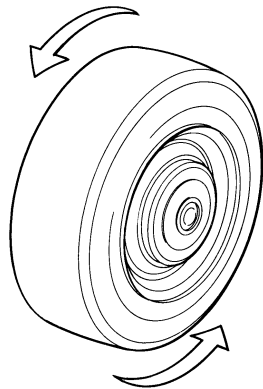
- upper spring strut anchorage.



### Wheel bearings - check for play (only 240)

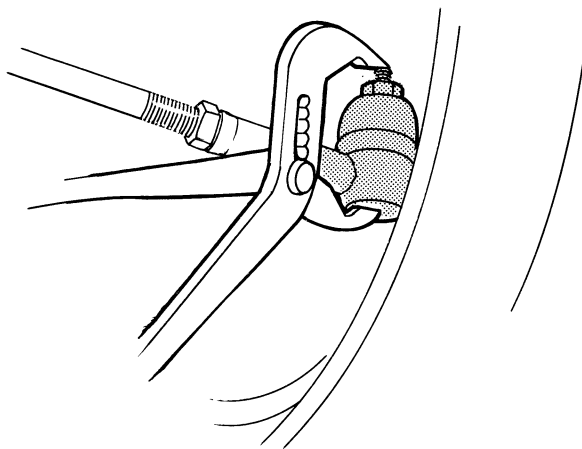
Grip the wheel at 6 o'clock and check for play. Adjust if necessary.

Adjustment: Remove the wheel hub cover. Fit a new nut and tighten to 5 Nm. Turn the nut back 90°. Lock the nut. Refit the cover.



### Wheel bearings - check for abnormal noise

Note! Poorly fitting wheel bearings may result in abnormal noise.



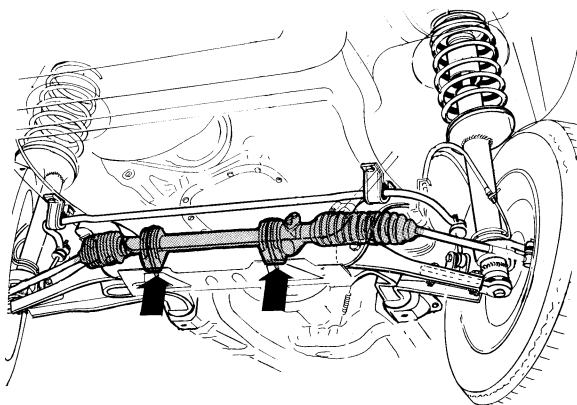
### Steering rod - check

- rubber gaiters
- that the nuts are locked
- steering rods (damage)
- that there are no signs of wear. (Rotate the rod around its own axis)
- axial play (squeeze the joints with a pair of adjustable pliers).

Max. play:	axial	radial
All	1 mm	0.5 mm

The following faults should be rectified immediately

- damaged rubber gaiter
- damaged steering rod
- worn steering joints.

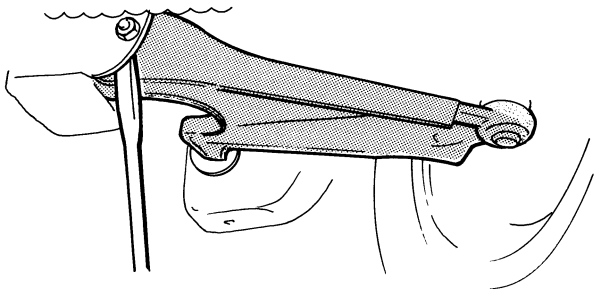


### Steering gear - check anchorage

Remove the protective plate.

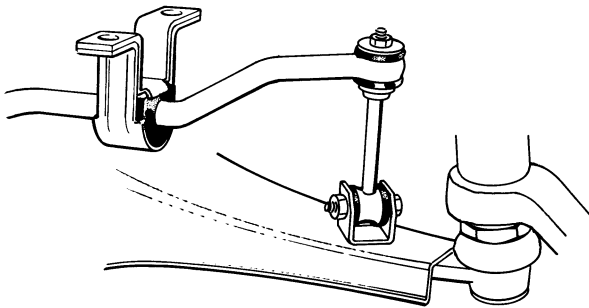
Check that the steering gear is properly anchored by trying to move it by hand.

Steering gear rubber gaiters - check for damage



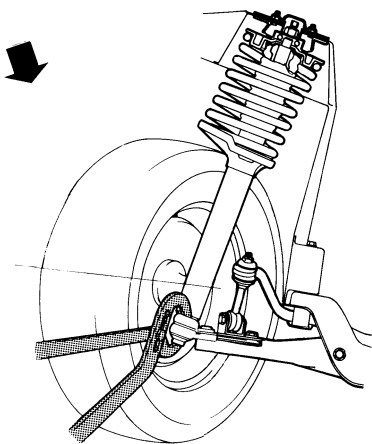
Control arms, control arm bushings, check

- play
- damage



Anti-roll bar, reaction rod - check

- attachments
- rubber bushings



Ball joints - check

Check with the car resting on its wheels:

- play in the ball joint
- rubber gaiter. Damaged gaiters should be replaced immediately.

Axial play max. 1 mm.

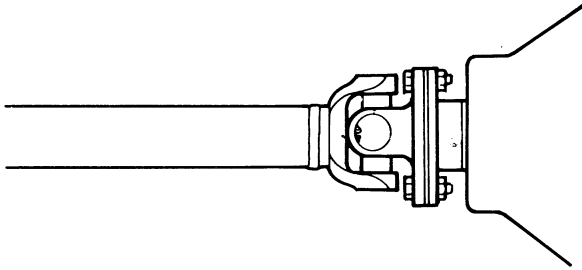
Radial play max. 0.5 mm.

Shock absorbers - check operation.

## C3 - Propeller shaft and support bearings

check

**240, 700, 940/960**



Check

- that the bolts for the spider and flanges are properly tightened
- spider (wear)
- support bearing and holder for play
- that the bellows are not damaged and are correctly fitted

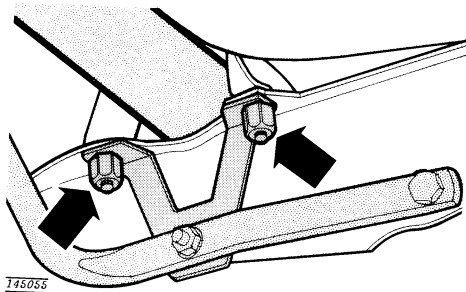
## C4 - Rear suspension

Check/tighten the bolts

**200, 700, 940/960**

*Only at 15,000 km*

*(Note! 960 M/Y 1995 not to be check/tightened)*



Rear suspension - Check/tighten

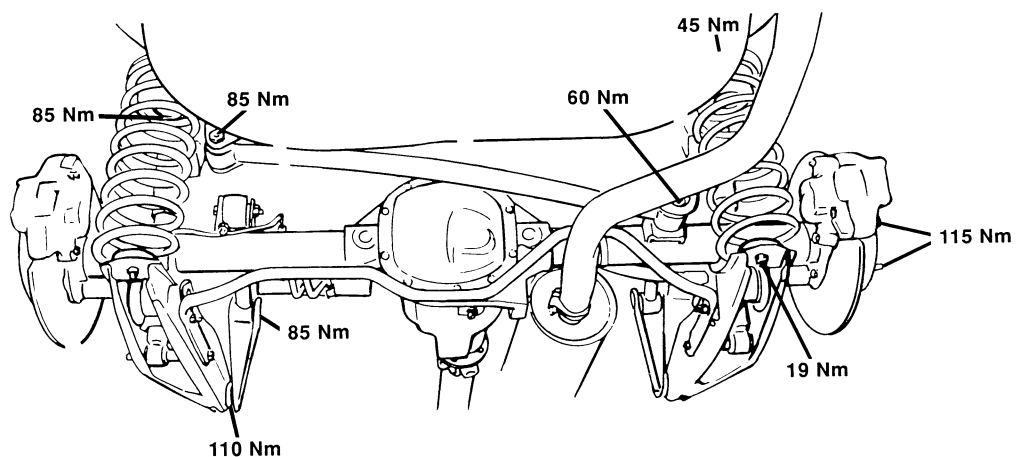
To be check/tightened on the 700, 940/960:

Support arm nuts. Tighten to 45 Nm (4.5 kpm)

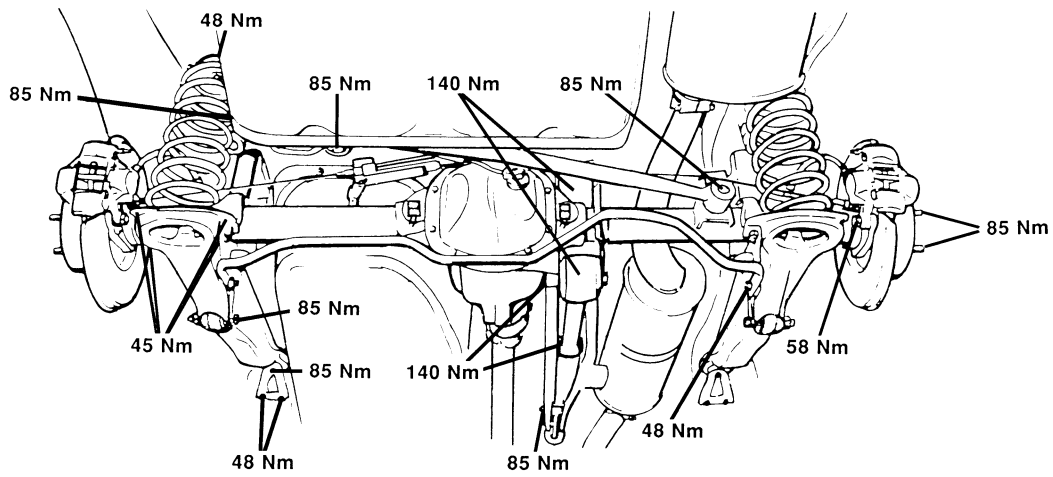
Check/tighten the attachment of the support arms, torque rods, anti-roll bar and shock absorbers.

Note! The figures should be regarded as a guide for subsequent tightening of the bolts to the correct torque, if necessary.

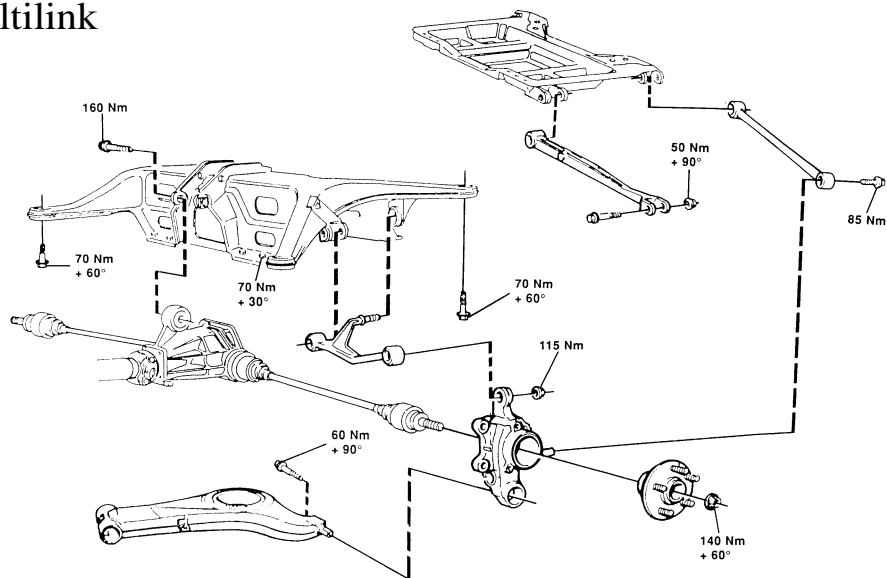
240



## 700, 940/960 with live rear axle



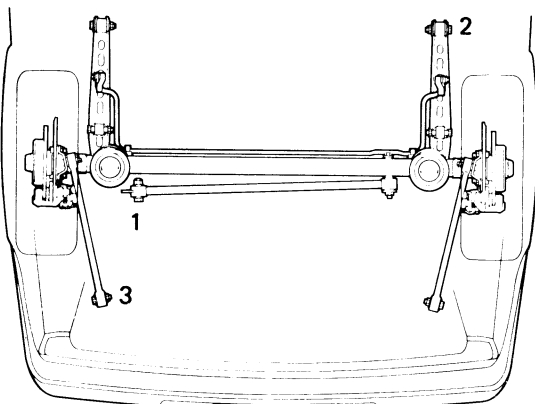
## 960 with multilink



**400**

Only a t 15,000 km

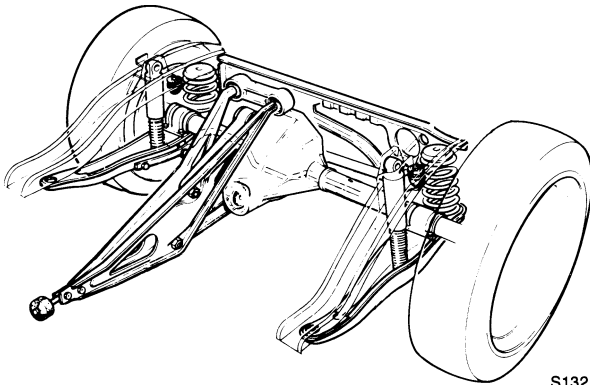
### Check-tighten



- |  |        |
|--|--------|
| 1. Panhard rod bolt, rear axle (1 pc.) | 100 Nm |
| 2. Panhard rod bolt, body (1 pc.)      | 75 Nm  |
| 3. Control arm bolts (4 pcs.)          | 52 Nm  |
| 4. Torque rod bolts (4 pcs.)           | 40 Nm  |

## C5 - Rear suspension

check for wear



All

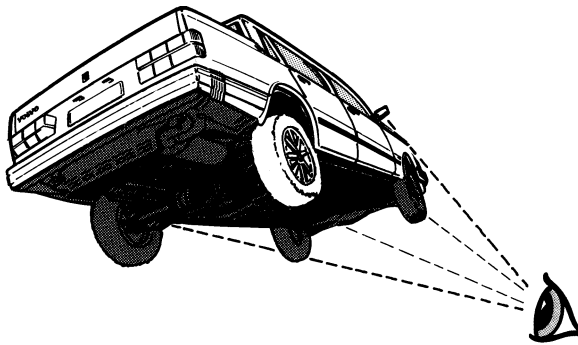
Use a crowbar to check the attachment of:

- the support arms
- torque rods
- Panhard rod
- anti-roll bar

Check the mounting and condition of the springs and shock absorbers.

## C6 - Corrosion protection/paintwork

check



All

Check:

- paintwork
- that no load-bearing components are corrosion-damaged
- that underseal has not been scraped away or otherwise removed

Note! Markets with corrosion warranty: Inspection after 3 and 6 years, see service bulletins in section 1(18).



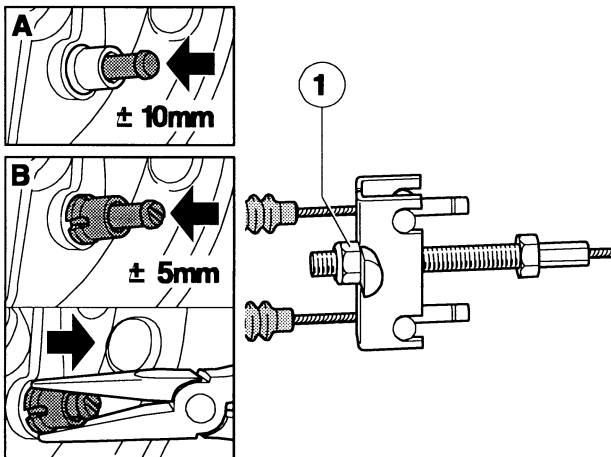
## C7- Drum brakes rear

check

400

Remove the brake drums.

Remove the wheel. Remove the recessed screw from the brake drum. Knock the brake drum loose from its position and remove the drum. If necessary, push back the brake shoes with a screwdriver inserted into the inspection hole in the protecting plate.



Resetting the parking brake

*(only done if the brake drum cannot be removed as above).*

Pull the parking brake lever tight so that the pin at the rear of the protecting plate can be pushed in as necessary. Pull out the pin as below:

- Type A, white (early model): press in the pin about 10 mm. Spin out the socket together with the pin.
- Type B, black (later model): press in the pin about 5 mm.

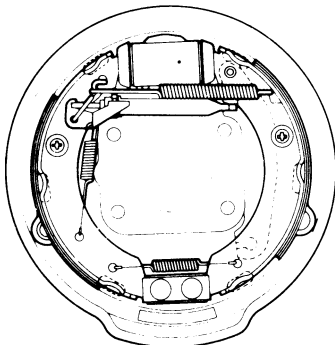
Press the tabs against each other with a pair of pliers and remove the socket together with the pin.

Note:

Tighten the lock nut (1) if the pin cannot be pressed in sufficiently. Release the parking brake and press back the lock nut as far as possible.

Check

- possible leakage from the brake cylinders
- position of the adjustment mechanism
- brake lining wear
- brake drum wear



If the brake linings are worn to near 1 mm thickness, the car owner must be informed that the linings will have to be replaced in the very near future.

Brake drum inner diameter, max. 204.7 mm

Inner diameter after machining, max. 204.2 mm